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THE OUTDOOR SURVEYORS' OFFICE,

MR. O. MARTELL.

1904-5

VOL. I. STEAMERS

## The Characters used for Classification are:—

100A1 95A1 / 90A1 85A1 / 80A1 75A1 — Vessels built of Iron or Steel according to the Rules in force since 1869.

A1 — Iron or Steel vessels built for a special purpose.

*A| — Iron vessels built with thicker plating than required for A|

A| A| A| — Iron Vessels built according to Rules in force between 1864 & 1871.

A1 A1 Æ1 — Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

## Classification of the late Underwriters' Registry.

A1‡ A1‡ — Iron or Steel Vessels built in excess of Rules of Underwriters' Registry, and of extra quality of Iron.

A1* A1* A1 A1 A A — Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

The Classification Columns, when left blank, indicate Vessels never Classed by the Society.

In Col. 8 (Sailing Vessels), Col. 7 (Steamers), three dots ... indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.

In the same Column Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in Table No. 22 (Rules).

A black line with date under it in Classificat Column (thus, 3,01) indicates that vess character was expunged from Register Boo date specified because, from reported def the vessel was not entitled to retain her cl fication; a red line with date (thus. 3,0 indicates withdrawal of class because of n compliance with Society's Rules.

A date in Classification Column, without character, licates that the Class has expired, or been hdrawn from absence of Survey, or non- ment of fees.

Wh a posting of loss, casualty, &c., is made ainst a classed vessel the character is expunged thus:— ~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC —Boilers and Machinery certified by the Engineer Surveyors to Lloyd's Register.

BMS —Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS —Donkey Boiler Surveyed and reported be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

RMC —Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition at the time mentioned.

✠RMC —The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains Proved at a Machine recognised by Lloyd's Register.

*Lloyd's* A&CP—Anchors and Chains Proved at a Public Machine under the superintendence of Lloyd's Register.

SS & *ss.*—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of Survey* only certifies to the vessel's state of efficiency *at that time.*

## Key to Abbreviations.

APT .....After Peak Tank.
Asp.....Asphalted.
B 30′ .....Bridge Deck 30 feet long.
BH .....Bulkheads.
BK 9″.....Bar Keel, 9 inches in depth.
C .....Coppered.
CB .....Copper Bolts instead of Treenails, *see* section 46 (Rules for Wood Vessels).
CellDB .....Cellular Double Bottom.
Cem .....Cemented.
cf, CF, and CF—Copper Fastened.
Comp .....Composite.
DB .....Double Bottom.
Dd .....Decks Doubled.
DF&S.....Decks Felted and Sheathed.
2 Dks (Iron-*Uws*) 2 Iron Decks, the upper one being sheathed with wood.
2 or 3 Dks ...Two or Three Decks laid.
drp.....Damage repairs.
DT .....Deep Tank.
Elec. light ...Lighted by Electricity.
F 30t .....Forecastle 30 tons.
FD .....Flush Deck.
FK .....Flat Keel.
FPT .....Fore Peak Tank.
F&d .....Bottom Felted and Doubled.
F&*d*iad .....Bottom Felted and diagonally Doubled.
[illegible] YM.....Felt & Yellow Metalled.
.....Galvanized Iron Bolts.
.....Deck Houses.
.....Iron Bolts.
NKlsn .....New Keelson.
le n .....Lengthened.
lrp .....Large repairs.
Mat.....Materials.
MT .....Midship deep Tank.
ND .....New Deck.
NDS .....New Deck Sheathing.
NKl .....New Keel.
NTsds .....New Top-sides.
NW .....New Wales.
P 30t .....Poop 30 tons.
PBH .....Partial Bulkheads.
Pad .....Paddle Steamer.
Q 30′ .....Raised quarter deck or Break 30 feet long.
retrld .....Retreenailed.
RFD 30′.....Raised fore deck 30 feet long.
Sc .....Screw Steamer.
srp .....Some repairs.
2 or 3 trB.....Two or three tiers of Beams with or without Decks on them.
WB.....Water Ballast.
WF&d .....Wales Felted and Doubled.
WF&*d*iad .....Wales Felted and diagonally Doubled.
WF&S .....Wales Felted and Sheathed.
WS .....Wales Sheathed.
Z .....Zinc.

## Machinery.

C. .....Compound.
T. .....Triple expansion.
Q. .....Quadruple expansion.
H. .....Horizontal.
O. .....Oscillating.
D. .....Diagonal.
L. .....Lever.
2 SB .....2 Single ended Boilers.
2 DB .....2 Double ended Boilers.
FD .....Forced Draught or Induced Draught.
*6 cf* .....6 Corrugated Furnaces.
*6 pf* .....6 Plain Furnaces.
*6 rf* .....6 Ribbed Furnaces.
GS 109 .....109 square feet of Grate Surface.
HS 3006 .....3006 square feet of Heating Surface.
Cy. .....Cylinders, with number prefixed.
The figures after Cy. represent diameter of Cylinders and length of stroke in inches.
Figures before lb—Working Pressure of Main Boilers in lb per square inch.
Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.
*Mchy. Aft.* .....Machinery fitted Aft.
*Ref. Mchy.* .....Fitted with Refrigerating Machinery, *see* List at end of Register.
NHP .....Nominal Horse Power by formulæ given on page xxvii of Key.
RHP .....Nominal Horse Power by Official Register in the case of British Vessels.
NE&B .....New Engines and Boilers.
NDB .....New Donkey Boiler.
In Col 13 letters *a* to *t* in parenthesis indicate the Material of Boilers.—(*See* Key, page xxviii).
Cmp .....Compounded.
Tpd .....Tripled.
Qpd .....Quadrupled.

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In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. (*See* Key, page xxviii, for full explanation.) "BT till 4,05" indicates that a Board of Trade Passenger Certificate has been granted, expiring in April 1905.

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For complete explanation of Records, &c., *see* Key at commencement of Register, page xxv.

# LLOYD'S REGISTER

OF

# BRITISH AND FOREIGN SHIPPING.

# REGISTER BOOKS AND PUBLICATIONS

ISSUED BY

# THE COMMITTEE OF LLOYD'S REGISTER.

**LLOYD'S REGISTER OF SHIPPING**, issued annually on the 1st of July. This Book contains the Names, CLASSES and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of ALL SEA-GOING VESSELS in the world, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards; particulars of vessels fitted with Refrigerating Appliances; and lists of vessels carrying Petroleum in bulk, vessels fitted for Liquid Fuel, and Cable Steamers.

In the Appendix will be found a list of Owners of Ships recorded in the Register Book; details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers arranged according to their gross tonnages; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of existing Vessels built by each; list of fast Merchant Steamers, &c., &c.

A list is also printed in the Appendix of the Members and Subscribers of Lloyd's, and of the Agents to Lloyd's.

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PRICE:—15*s*. per copy.

# LLOYD'S REGISTER

OF

# BRITISH AND FOREIGN SHIPPING.

ESTABLISHED 1834.

UNITED WITH THE

## UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

*From 1st July, 1904, to the 30th June, 1905.*

The REGISTER,—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members,—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of vessels in the REGISTER are contained in the Society's Rules.

## VOLUME I.—STEAMERS.

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1904.

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1904.

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ANDREW SCOTT, Esq.

*No. 71, Fenchurch Street, London,*
*1st July, 1904.*

# LIVERPOOL COMMITTEE.

1904-1905.

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1*st July*, 1904.

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*Office*, 342, *Argyle Street, Glasgow.*
1*st July*, 1904.

# LIST OF SURVEYORS.

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

# SURVEYORS—UNITED KINGDOM.

THE SURVEYORS AT THE FOLLOWING PORTS ARE EXCLUSIVELY THE OFFICERS OF THE SOCIETY, AND ARE NOT PERMITTED TO ENGAGE IN ANY OTHER BUSINESS OR EMPLOYMENT WHATSOEVER.

CHIEF SHIP SURVEYOR OF LLOYD'S REGISTER ... ... ... ... HARRY J. CORNISH
ASSISTANT TO THE CHIEF SHIP SURVEYOR ... ... ... ... ... S. J. P. THEARLE

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G. R. Mares
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ASSISTANT TO THE CHIEF ENGINEER SURVEYOR ... ... ... ... J. E. STODDART

## LONDON DISTRICT.

**Embracing also SHOREHAM, WIVENHOE, BRIGHTLINGSEA, HARWICH, IPSWICH, LOWESTOFT, YARMOUTH, KING'S LYNN, RAMSGATE, MARGATE and DEAL.**

(TELEGRAMS, *Committee.*)

PRINCIPAL SURVEYOR ... ... ... ... ... ... ... ... ... ... Jesse Williams

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J. H. Truscott
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T. R. Blackie
E. M. Salmon
R. Balfour
F. L. Sturgeon
C. M. B. Dyer
C. Martell
J. B. A. Common
J. E. Milton
A. J. Barrett

DRAUGHTSMAN ... ... ... ... ... ... ... ... ... ... David S. Hunter

EXAMINER OF MASTS, SPARS AND RIGGING ... ... ... ... ... ... H. J. West.

## OUTPORTS.

ABERDEEN — *with Banff, Peterhead, and Fraserburgh* ... ... ... R. Fowell
*Ship and Engineer Surveyors* (Office, 29, Regent Quay, Aberdeen) J. C. Turpin

BANGOR — *with Carnarvon and Holyhead* (Address, Rosia, Melinda Terrace) Thomas Riley

BARROW — *with Ulverston, Whitehaven, Workington, and Maryport*
*Ship and Engineer Surveyor* ... J. Easthope
*Ship Surveyor* ... ... ... S. O. Kendall
(Office, Ramsden Square, Barrow)

BARRY — *Ship and Engineer Surveyors* (Office, Dock Chambers, Barry Dock) William J. Darling
~~H. N. Wawn~~
*Ship Surveyor* ... ... ... J. G. Mackillop A. Couper
T. G. Baker

BELFAST — *Ship and Engineer Surveyor* R. J. Beveridge
*Ship Surveyor* ... ... ... E. J. Milton
(Office, 53, Waring Street)

BIDEFORD — *with Barnstaple, and Appledore* (residing at Appledore) G. Westcott

BRISTOL — *with Gloucester, Bridgwater and Sharpness... Ship and Engineer Surveyor* ... ... C. Cooper
(Office, 53, Queen Square, Bristol)

CARDIFF ... ... ... ... ... ... Andrew K. Hamilton
*Principal Surveyor.*

*Ship Surveyors* ... ... ... Henry Hand
(Office, Merchants' Exchange, Bute Docks, Cardiff) W. S. P. Collings
M. Macleod

*Engineer Surveyor, and Ship and Engineer Surveyors* ... G. L. Hindmarsh
J. Pollock
~~L. L. Ardie~~
H. A. Stewart

CHANNEL ISLANDS ... (Office, 15, Mulcaster Street, St. Helier's, Jersey) J. F. Picot

DOVER ... ... ... ... ... ... ... †John Iron
(TELEGRAMS, *Harbour Master.*)

† Mr. Iron is not an exclusive Officer of the Society.

| | | |
|---|---|---|
| DUBLIN | *Ship and Engineer Surveyor...* (Address, 1, Albany Terrace, Fairview, Dublin) | J. Macwilliam |
| DUNDEE | *with Arbroath, Montrose, and Perth* ... ... ... ... ... | |
| | *Ship and Engineer Surveyor...* (Office, Maritime Buildings, East Dock Street, Dundee) | W. Morrison |
| FALMOUTH | *with all Ports on the coast between Looe and Padstow, including Fowey, Helston, Porthleven, Penzance, St. Ives, Hayle, Portreath, and Newquay; also the Scilly Islands* ... ... ... ... | |
| | *Ship Surveyor* ... ... ... | T. H. Sandry |
| | *Ship and Engineer Surveyor...* (Surveyors' Office, Pendennis House, Lansdowne Road, Falmouth) | R. H. Cooper |
| GLASGOW | *with Dumbarton, Fairlie, Ardrossan, Irvine, Troon, Ayr, and Girvan* ... ... | Thomas J. Dodd *Principal Surveyor.*<br>J. L. Sinnette<br>T. J. House<br>F. R. Noton<br>J. D. Mares<br>R. Wright<br>J. McIlvenna<br>R. S. Rowntree |
| | *Ship Surveyors* ... ... ... (Office, 342, Argyle Street, Glasgow) (TELEGRAMS, *Register, Glasgow.*) | A. B. R. Harris<br>G. M. Shaw<br>N. E. McLelland<br>P. H. Mackellar<br>M. Blackwood<br>C. C. Gearing<br>~~J. Montgomerie~~<br>J. Dickie<br>G. Nicol |
| | *Principal Engineer Surveyor for Glasgow District* ... ... | James Mollison |
| | *Engineer Surveyors, and Ship and Engineer Surveyors* ... | A. L. Jones<br>A. McKeand<br>G. Murdoch<br>J. W. Dinmock<br>H. G. Smith T.L.Thornton W.G.Minchin<br>J. M. Buchanan<br>S. Townend<br>J. S. Cairns |
| | *Inspectors of Forgings for the Clyde District* ... ... ... | W. Hamilton<br>A. Fletcher |
| GREENOCK AND PORT GLASGOW, *with Rothesay* | *Ship Surveyors* ... ... ... (Office, Commercial Bank Buildings, 14, Cross-shore Street, Greenock) | E. J. Tierney *Principal Surveyor.*<br>J. French D.Mc.Auslan<br>J. Craig |
| | *Ship and Engineer Surveyors* | W. R. Austin<br>R. Elliott |
| GRIMSBY AND BOSTON | *Ship and Engineer Surveyors* (Office, Bank Chambers, 2, Freeman Street, Great Grimsby) | B. G. Oxford<br>G. D. Ritchie<br>F. C. Smith |
| HARTLEPOOL AND WEST HARTLEPOOL *with Whitby and Scarborough* ... | *Ship Surveyors* ... ... ... (Office, Central Buildings, West Hartlepool) | J. Thomson *Principal Surveyor.*<br>R. Bennett<br>O. Narbeth<br>J. R. Henderson |
| | ~~*Engineer Surveyors, and Ship and Engineer Surveyors* ...~~ | James Innes<br>W. J. Smith<br>~~J. G. Williamson~~ |

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|---|---|---|
| HULL | *with Gainsborough, Goole, Selby, Burton Stather, and Knottingley* ... ... ... | A. B. Wilson |
| | *Ship Surveyors* ... ... ... (Office, Ocean Chambers, Lowgate, Hull) | H. C. Farrar |
| | *Ship and Engineer Surveyors* | J. Barclay<br>J. Kerr |
| IPSWICH | (*See* LONDON) | |
| LEITH | *and Ports in the Firth of Forth, with Berwick-upon-Tweed* ... ... ... ... | ~~T. Field~~ |
| | *Ship and Engineer Surveyors* (Office, Royal Bank Buildings, 28, Constitution Street, Leith) | ~~T. L. Thornton~~<br>G. A. Hake<br>J. C. G. Williamson |
| | *Ship Surveyor* ... ... ... | G. D. Aitken |
| LIVERPOOL | *with Lancaster and all intermediate places, the River Mersey, Chester, and River Dee; also the Isle of Man...* | R. Williamson *Principal Surveyor.*<br>J. Bradley |
| | *Ship Surveyors* ... ... ... (Office, 12, Oriel Chambers, Water Street, Liverpool) (TELEGRAMS, *Register.*) | S. A. G. Nash<br>J. Petree<br>W. H. Watson |
| | *Engineer Surveyors, and Ship and Engineer Surveyor* ... | R. Hirst<br>W. Sibun<br>H. H. Ashton<br>C. I. Davidson<br>J. Carnaghan |
| MANCHESTER | *with Leeds, Farnley and district Ship and Engineer Surveyors* (Office, 162, Trafford Road, Salford, Manchester.) (TELEGRAMS, *Lloyd's Register, Trafford Road, Salford.*) | F. W. Pitt<br>S. B. Freeman |
| MIDDLESBROUGH *with Stockton* ... ... ... | | W. H. Cooper *Principal Surveyor.* |
| *Ship Surveyors* ... ... ... (Office, Royal Exchange, Middlesbrough) | | W. L. Gilmour<br>H. C. T. Ireland<br>~~H. A. Gibbs~~<br>W. Watt |
| | *Ship and Engineer Surveyors* | G. A. Milner<br>R. D. Shilston J.S.Blackett<br>C.J.Hudson J.Harbottle |
| MILFORD HAVEN | *with Pembroke and Tenby, and a district extending as far as New Quay inclusive Ship and Engineer Surveyor* (Address, Point House, Llanstadwell, New Milford) | †J. W. Johnstone |

† Mr. Johnstone is not an exclusive Officer of the Society.

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|---|---|---|
| NEWCASTLE-ON-TYNE | *with North and South Shields; also Blyth and Hartley* | E. C. Champness *Principal Surveyor.*<br>James McNeil<br>A. Campbell-Holms<br>Charles Skentelbery<br>A. R. Sneddon |
| | *Ship Surveyors* ... ... ... (Office, Collingwood Buildings, Collingwood Street, Newcastle) (TELEGRAMS, *Register, Newcastle-on-Tyne.*) | G. O. Herbert<br>C. M. Smith<br>T. Shaw<br>L. G. G. Demarest H.A.Gibbs<br>B. C. Laws<br>A. P. W. McNab |
| | *Engineer Surveyors, and Ship and Engineer Surveyors* ... | J. H. Heck<br>J. T. Findlay<br>~~G. A. Hake~~ T. Field<br>L. G. Shallcross<br>G. A. D. Toyne<br>A. E. Farminer<br>~~A. Cooper~~<br>E. J. Stoddart<br>W. Lane<br>A. T. Graham H.G.Dearden |
| | *Inspector of Forgings* ... ... | W. Campbell |

SURVEYORS—*continued.*

| | | |
|---|---|---|
| NEWPORT, MON. | *with Chepstow and Lydney ... Ship and Engineer Surveyors* (Office, Bank Chambers, Newport, Mon.) | H. Clarke ~~W. G. Minchin~~ |
| | *Ship Surveyor ... ... ...* | G. L. Brown |
| ORKNEYS | (residing at Stromness) .. .. | †George Gunn Baillie |

† Mr. Baillie is not an exclusive Officer of the Society.

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| PLYMOUTH | *Ship and Engineer Surveyor...* (Office, 13, Exchange) | George Duncan |
| PORTMADOC AND BARMOUTH | *with a district extending as far as, but not including New Quay ... ... ... ... ...* (Address, Eifion House, Portmadoc) | John W. James |
| QUEENSTOWN | *with Cork, Kinsale, Crookhaven, Castletown, Bantry, Valentia, Tralee, River Shannon and Limerick, as well as all intermediate Ports ... ... ...* (Address, ~~5 York Terrace~~, 1, Kings Terrace, Queenstown) | H. W. Dove |
| SHEFFIELD | *with Birmingham, Newark and district ... ... ... ...* *Ship and Engineer Surveyors* (Office, 24 & 26, George Street, Sheffield) ... ... ... | R. F. Morton ~~A. Campbell~~ J. H. Mackirdy |
| SOUTHAMPTON AND SOUTH COAST | *from Littlehampton to Bridport inclusive, also the Isle of Wight ... ... ... ...* *Ship and Engineer Surveyors...* (Office, 3, Oriental Place, Southampton) | J. Dykes A. W. Murray |
| | *Ship Surveyor ... ... ...* | C. Edwards |
| SUNDERLAND AND SEAHAM | *Ship Surveyors ... ... ...* (Office, 56, John Street, Sunderland) | Thomas S. Warren *Principal Surveyor.* George Harrison J. Allan T. S. Leathard T. S. Shute R. Howie |
| | *Engineer Surveyor and Ship and Engineer Surveyor ...* | R. W. Coomber A. Boyd |
| | *Inspector of Forgings ... ...* | F. Cook |
| SWANSEA | *with Neath and Llanelly ... Ship and Engineer Surveyors..* (Office, 1, Gloster Place, Swansea) | G. C. Vaux A. Campbell |
| WATERFORD | *Ship and Engineer Surveyor* | †Andrew Horn |

† Mr. Horn is not an exclusive Officer of the Society.

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|---|---|---|
| WEXFORD | ... ... ... ... ... ... ... | †R. J. Sparrow |

† Mr. Sparrow is not an exclusive Officer of the Society.

WHITEHAVEN (*See* BARROW)

## LIST OF FOREIGN AND COLONIAL SURVEYORSHIPS OF LLOYD'S REGISTER.

The Surveyors at the following Ports do not hold appointments as the exclusive Officers of the Society, excepting in the cases marked *

### RUSSIA.

| | | |
|---|---|---|
| HELSINGFORS | *Ship and Engineer Surveyor* | Hugo Lindfors (TELEGRAMS, *Lloyd's*) |
| ODESSA | *with Nikolaieff ... ... ...* *Ship and Engineer Surveyor; also acting as Ship and Engineer Surveyor for Sebastopol ... ... ... ...* ~~(residing at Odessa)~~ (~~Address, [illegible]~~) | William R. Skulte ~~W. M. Potts~~ (TELEGRAMS, ~~Potts, Odessa~~) (TELEGRAMS, *Skulte Odessa*) |
| RIGA | *Ship and Engineer Surveyor...* (Address, Pychlau's Sagemuhle, Oscarstrasse, No. 7) | Eduard Buchholz (TELEGRAMS, *Surveyor*) |
| SEBASTOPOL | (*See* ODESSA) | |

### NORWAY.

| | | |
|---|---|---|
| BERGEN | *Ship and Engineer Surveyor....* | S. A. Eide (TELEGRAMS, *Surveyor*) |
| CHRISTIANIA | *with a district extending from Fredrikshald to Lindesnæs* *Ship and Engineer Surveyor...* (Address, 19, Kongens Gade) | O. C. Sanne (TELEGRAMS, *Surveyor, Christiania*) |

### SWEDEN.

| | | |
|---|---|---|
| GOTHENBURG | *with a district including Strömstad, Halmstad, Vestervik and Sölvesborg, with intermediate Ports ... ...* *Ship and Engineer Surveyor...* (Office, "Herzia" Packhusplatsen, 2) ~~Drotsvirkesgatan, 15~~) ~~Assistant~~ *Ship and Engineer Surveyor ... ... ... ...* | *V. C. Bülow (TELEGRAMS, *Surveyor*) *G. W. Jörgensen |

*Mr. Bülow and Mr. Jörgensen are exclusively Officers of Lloyd's Register.

| | | |
|---|---|---|
| STOCKHOLM | *Ship and Engineer Surveyor, with a district extending from Gefle to Nörrkoping, with intermediate ports, and also Wisby ... ...* (Address, Skeppsmätningskontoret, 34, Skeppsbron) | Albert Isakson (TELEGRAMS, *Lloyd's Register*) |

### DENMARK.

| | | |
|---|---|---|
| COPENHAGEN | *Ship and Engineer Surveyors...* (Office, 36[I], Amaliegade, Copenhagen, K.) | *H. J. Sonne *A. F. Örbech (TELEGRAMS, *Engineer*) |
| | ~~Assistant~~ *Ship and Engineer Surveyor ... ... ..* | *A. T. Poulsen |

* These Surveyors are exclusively Officers of Lloyd's Register.

### GERMANY.

| | | |
|---|---|---|
| BREMERHAVEN | *with Emden and surrounding ports including Hanover ... Ship and Engineer Surveyor for Weser District ... ... ...* (Address Burgermeister Smidstrasse No. 18) | F. H. T. Thomsen (TELEGRAMS, *Ferd. Thomsen*) |
| DANZIG ... | ...*Ship and Engineer Surveyor...* (Address, 4, Schulstrasse Zoppot) | Carl Schirnick |

## FOREIGN AND COLONIAL SURVEYORSHIPS—*continued.*

### GERMANY—*continued.*

| | | |
|---|---|---|
| DUSSELDORF | *Ship and Engineer Surveyors for Steel Testing duties and Inspection of Forgings, &c., in Germany and Belgium...* (Address, Hermannstrasse 20. Dusseldorf) (TELEGRAMS, *Meyer, Hermannstrasse 20*) | *J. Meyer<br>*M. Koch<br>*C. Hauss<br>*A. Hermanns |

* These Surveyors are exclusively Officers of Lloyd's Register

| | | |
|---|---|---|
| HAMBURG | *with the River Elbe, Lubeck, Rostock and Ports in Schleswig-Holstein & Mecklenburg* | *Geo. Dykes<br>*John Macdonald (TELEGRAMS, *Dykes, Steinhoft*) |
| | *Ship Surveyors* ... ... ... (Office, Steinhöft No. 3) | |

* Mr. Dykes and Mr. Macdonald are exclusively Officers of Lloyd's Register.

| | | |
|---|---|---|
| | *Engineer Surveyor for the Hamburg District* ... ... ... (Office, Admiralitatstrasse, 52) | M. Berendt (TELEGRAMS *Ingbert*) |
| | *Assistant Engineer Surveyor* ... | J. Köhler |
| STETTIN WITH SWINEMÜNDE | *Ship and Engineer Surveyor* (Office, Bollwerk 12–14) | Emil Herzberg |

### HOLLAND.

| | | |
|---|---|---|
| AMSTERDAM | *with Veendam, Nieuwdiep and neighbouring Ports* ... ... *Ship and Engineer Surveyor* ... (Office, Nassaukade, 167) | *J. B. Slebe |

*Mr. Slebe is exclusively an Officer of Lloyd's Register.

| | | |
|---|---|---|
| ROTTERDAM | *with Dordrecht, Schiedam, and surrounding places, also Zeeland* ... ... ... ... ... (Address, Veerhaven. W.Z. 10,19 Rotterdam) | *W. F. D. Van Ollefen<br>*R. Leeuwenburg<br>*F. N. Bernoski |
| | (TELEGRAMS, *Lloyd's Register.*) | |

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VEENDAM (*See* AMSTERDAM)

### BELGIUM.

| | | |
|---|---|---|
| ANTWERP | *including the various Belgian Ports and the Dutch Port Terneuzen* ... ... ... ... | *J. G. G. Rule *Principal Surveyor.* |
| | *Ship and Engineer Surveyors* (Surveyors' Office, 28, Ouest Quai, Kattendyk, Antwerp) | *H. A. Ruck-Keene<br>*H. P. Cornish |
| | (TELEGRAMS FOR THE SURVEYORS, *Register*) | |

* These Surveyors are exclusively Officers of Lloyd's Register.

### FRANCE.

| | | |
|---|---|---|
| BORDEAUX | *Ship Surveyor* ... ... ... (Address, 16, Rue Esprit des Lois) | Albert Vandercruyce (TELEGRAMS, *Albert Vandercruyce*) |
| | *Engineer Surveyor*... ... ... | Arthur Donzelle (TELEGRAMS, *Arthur Donzelle*) |
| DUNKIRK | *with* CALAIS... ... ... ... *Ship and Engineer Surveyor* (Address, Rue des Pierres No. 22) | F. C. Morel (TELEGRAMS. *Morel, Lloyd's*) |
| HÂVRE | *with a District including Boulogne, Barfleur & Rouen* *Ship Surveyor* ... ... ... *Engineer Surveyor and Assistant Ship Surveyor* ... ... (Office, 61, Rue de la Bourse, Hâvre) (TELEGRAMS, *Lloyd's Register*) | *M. G. Boyer<br>*A. Cartier |

*Mr. Boyer and Mr. Cartier are exclusively Officers of Lloyd's Register.

| | | |
|---|---|---|
| MARSEILLES | *Ship and Engineer Surveyor* (Address, 26, Rue de la République) | Jules Vence (TELEGRAMS, *Vence*) |
| NANTES | *Ship and Engineer Surveyor* (Office, 2, Rue Racine) | William Kerr (TELEGRAMS. *Kerr, Rue Racine*) |

### SPAIN AND PORTUGAL.

| | | |
|---|---|---|
| BARCELONA | *Ship and Engineer Surveyor* (Office, Calle de Mallorca 259) | G. E. A. Muston (TELEGRAMS, *Muston, Mallorca 259*) |
| BILBAO | ... ... ... ... ... ... ... (Address, Calle de Buenos Aires, 14) | German De Bareno (TELEGRAMS, *Lloyd's*) |
| CADIZ | *Ship and Engineer Surveyor*... (Address, Aduana, 8) | William West (TELEGRAMS, *West*) |
| CARTHAGENA | *Ship and Engineer Surveyor*... (Address, Calle Palas 5, 2°) | R. Perez y Ros (TELEGRAMS, *Perez, Palas 5*) |
| LISBON | *Ship and Engineer Surveyor* (Address, 7, T. do Caes do Tojo) | George Payne (TELEGRAMS, *Enyap*) |
| OPORTO | *Ship and Engineer Surveyor* (Office, 55, Rua da Rebobeira) | Charles J. Ennor (TELEGRAMS, *Ennor*) |
| SEVILLE | *Ship and Engineer Surveyor* (Office, ~~Cuesta-ruled, 12~~, 12, Laraña) | José Pina (TELEGRAMS, *Pina*) |

### GIBRALTAR.

| | | |
|---|---|---|
| GIBRALTAR | *Ship and Engineer Surveyor*... (Address, H.M. Naval Yard, Gibraltar) | C. W. Gregory (TELEGRAMS, *Yard*) |

### ITALY AND AUSTRIA.

| | | |
|---|---|---|
| ANCONA | ... ... ... ... ... ... | F. G. Lovell (TELEGRAMS, *Devon*) |
| FIUME | *with the coast South of Pola, and the Dalmatian Islands*... *Ship and Engineer Surveyor* ... | Anthony Schnabl (TELEGRAMS. *Schnabl, Ingenieur, Fiume*) |
| GENOA | *Ship Surveyor* ... ... ... (Office, Piazza S. Giorgio No. 32. la Scala) | Francesco Schiaffino (TELEGRAMS, *Schiaffino, Surveyor*) |
| | *Ship and Engineer Surveyor*... | *Maurice Ritson |

* Mr. Ritson is exclusively an Officer of Lloyd's Register.

| | | |
|---|---|---|
| LEGHORN | (Address, Piazza Micheli, Leghorn) | Amerigo Gori (TELEGRAMS, *A. Gori.*) |
| NAPLES | *with Messina and other ports in Sicily* ... ... ... ... *Ship and Engineer Surveyor* (Residing at Torre Annunziata, near Naples) | Francesco Ducoster (TELEGRAMS. *Ducoster, Torreannunziata*) |
| TRIESTE | *with Pola and the coast North of Pola* ... ... ... ... *Ship and Engineer Surveyors* (Office, Via San Giorgio, No. 3A, Ip, Trieste) | *Roberto Dussich<br>*Charles Stewart |
| | *Engineer Surveyor for Steel Testing duties* ... ... ... | *A. von Purschka |

* These Surveyors are exclusively Officers of Lloyd's Register.

### MALTA.

| | | |
|---|---|---|
| MALTA | *Ship and Engineer Surveyor*... (Office, 21, Strada Zaccaria, Valetta) | C. H. Wright (TELEGRAMS, *Register*) |

### GREECE, TURKEY, TURKEY IN ASIA, AND ROUMANIA.

| | | |
|---|---|---|
| CONSTANTINOPLE | *Ship Surveyor*... ... ... | Admiral Woods Pasha (TELEGRAMS, *Woods*) |
| | *Engineer Surveyor* ... ... | G. R. Warren (TELEGRAMS, *Warren*) |
| GALATZ AND BRAILA | *with a District extending as far as the mouth of the Danube and including Sulina* (residing at Braila) | T. H. Archbold (TELEGRAMS, *Archbold, Braila*) |
| PIRÆUS | *Ship and Engineer Surveyor* | W. W. Barnes (TELEGRAMS. *Barnes*) |
| SYRA | *Ship and Engineer Surveyor* ... | Edward Eyssartier (TELEGRAMS, *Eyssartier*) |

## FOREIGN AND COLONIAL SURVEYORSHIPS—*continued.*

### BRITISH NORTH AMERICA.

HALIFAX, N.S. *Ship and Engineer Surveyor*... ~~Douglas Stewart~~ J. P. Esdaile (TELEGRAMS, *Huntcom*)

KINGSTON, ONT. *with a district including Toronto and all other ports on Lake Ontario* ... ...

MONTREAL ... (Address, Port Warden's Office) Archibald Reid (TELEGRAMS, *Portwarden*)

PRINCE EDWARD ISLAND ... ... ... ... (residing at Charlotte Town) H. P. Welsh (TELEGRAMS, *Register, Charlotte Town*)

QUEBEC *and the River St. Lawrence*... *Ship and Engineer Surveyor* Joseph Samson (TELEGRAMS, *Samson*)

VANCOUVER CITY *including Victoria, Vancouver Island and all Ports in British Columbia* ... ... *Ship and Engineer Surveyor*... (Address, 344, Granville Street, (P.O. Box 642). Vancouver City) ~~James Fowler~~ T. G. Mitchell (TELEGRAMS, *Register, Vancouver, B.C.*)

### NEWFOUNDLAND.

ST. JOHN'S ... ... ... ... ... ... ... (Address, 14, Gower Street) *George Wheatley (TELEGRAMS, *Surveyor*)

* Mr. Wheatley is exclusively an Officer of Lloyd's Register.

### UNITED STATES.

NEW YORK *Principal Surveyor for the United States* ... ... ... ... (Office, Kemble Building, 15, Whitehall Street, New York) ~~*George Stanbury~~ *James H. Mancor

~~*Principal Engineer Surveyor for the United States ...~~ ~~*J. H. Mancor~~

*Ship Surveyors* ... ... ... *D. Nicholas ~~*R. M. McLaren~~

*Engineer Surveyor*... ... ... *J. H. W. Marsden (TELEGRAMS FOR THE SURVEYORS, *Nymdible*)

* These Surveyors are exclusively Officers of Lloyd's Register.

BALTIMORE *Ship Surveyor* ... ... ... (Office. 326. North Calvert Street) Edward H. Sanford (TELEGRAMS, *Hoyle*)

*Engineer Surveyor* ... ... (Office, 2711, Washington Avenue, Newport News., Va.) *J. G. Hunter (TELEGRAMS, *Hunter*)

* Mr. Hunter is exclusively an Officer of Lloyd's Register.

BOSTON *Ship and Engineer Surveyor*... (Office, Fisk Building, 89, State Street) *B. S. Murphy

* Mr. Murphy is exclusively an Officer of Lloyd's Register.

GALVESTON, TEXAS *Ship and Engineer Surveyor*... (Address, Cotton Exchange Building) T. J. Anderson

NEW ORLEANS ~~(Office, Liverpool, London and Globe Building, 214, Carondelet Street)~~ (Office, 806, Gravier Street) Andrew Lawrie (TELEGRAMS, *Lawrie*)

NEWPORT NEWS *Ship and Engineer Surveyor*... (Office, 2711, Washington Avenue) *J. G. Hunter (TELEGRAMS, *Hunter*)

* Mr. Hunter is exclusively an Officer of Lloyd's Register.

PENSACOLA ... ... ... ... ... ...

### UNITED STATES—*continued.*

PHILADELPHIA *Ship and Engineer Surveyor*... *R. Haig *Ship Surveyor* ... ... ... ~~*Jas. MacLuclan~~ (Office, ~~Rooms 324 & 326, Third Floor, Bourse Buildings, Philadelphia~~ 324, Bourse, Philadelphia)

~~* These Surveyors are exclusively Officers of Lloyd's Register.~~

* Mr. Haig is exclusively an Officer of Lloyd's Register.

PITTSBURG, PA. *For Steel Testing duties* ... (Office, Westminster Apartments, Aiken Avenue) *P. McGregor

* Mr. McGregor is an exclusive Officer of Lloyd's Register.

PORTLAND, OREGON *including both shores of the Columbia River and all Ports in Oregon* ... ... ... ... (Office, 80, Third Street) Lyddon Veysey (TELEGRAMS, *Register, Portland*)

SAN FRANCISCO *Ship Surveyor* ... ... ... John Metcalfe (TELEGRAMS, *Freeboard, San Frisco*)

*Engineer Surveyor* ... ... (Surveyors' Office, 303, California Street) W. H. Stewart

TACOMA *with Seattle, Port Townsend and all Ports in Washington territory; not including the Washington shore of the Columbia River.* (residing at Tacoma) *Ship and Engineer Surveyor*... (Office, 511, ~~(Office, 512~~, Chamber of Commerce Building, Tacoma) ~~P. G. Hill~~ James Fowler (TELEGRAMS, *Lloyd's*)

### SOUTH AMERICA.

BUENOS AYRES AND ROSARIO, ALSO MONTE VIDEO *Ship and Engineer Surveyor* (Office, Calle San Martin, 264, Buenos Ayres) *H. E. Tilston (TELEGRAMS, *Tilston*)

* Mr. Tilston is exclusively an Officer of Lloyd's Register.

DEMERARA (Address, c/o Harbour Master, Georgetown) R. T. Wright (TELEGRAMS, *Heliostat*)

PARA *Ship and Engineer Surveyor*... (Office, Rua da Industria, No. 46, Caixa 116) John Ward (TELEGRAMS, *Ward*)

RIO DE JANEIRO *Ship and Engineer Surveyor* ... (Address, Caixa 686) Robert Vance (TELEGRAMS, *Register*)

VALPARAISO *Ship and Engineer Surveyor* (Address, Casilla 934) ... ... ... A. F. Smith (TELEGRAMS, *Smith, Pacific, Valparaiso*)

### AZORES.

ST. MICHAEL'S (Address, ) (TELEGRAMS, )

### CANARY ISLANDS.

LAS PALMAS, GRAND CANARY *Ship and Engineer Surveyor*... (TELEGRAMS, )

### ADEN.

ADEN *Ship and Engineer Surveyor* (Address, Hedjiff, Aden) C. O. Craven (TELEGRAMS, *Craven*)

### SOUTH AFRICA.

CAPE TOWN (Address, Dock Office)... ... ... W. Stephen (TELEGRAMS, *Almutium*)

PORT ELIZABETH *with* EAST LONDON (Address, Standard Bank Chambers, Main Street, Port Elizabeth) William Gowan (TELEGRAMS, *Gowan*)

PORT NATAL (Address, 3, Castle Buildings, Durban) Frederick Airth (TELEGRAMS, *Airth, Durban*)

## FOREIGN AND COLONIAL SURVEYORSHIPS—*continued.*

### MAURITIUS.

| | | |
|---|---|---|
| MAURITIUS | (residing at Port Louis) ... ... | M. S. McDonald (TELEGRAMS, *McDonald, Mauritius*) |

### INDIA, CEYLON, BURMAH, AND STRAITS SETTLEMENTS.

| | | |
|---|---|---|
| AKYAB | ... ... ... ... ... ... | G. B. Brown (TELEGRAMS, *Lloyd's Surveyor*) |
| BOMBAY | *Ship and Engineer Surveyor*... (Office, 15, Bank Street, Fort, Bombay) | A. L. Whittell (TELEGRAMS, *Surveyor*) |
| CALCUTTA | *Ship and Engineer Surveyor*... (Office, 2, Hare Street) | *T. W. Fish (TELEGRAMS, *Surveyor*) |
| | * Mr. Fish is exclusively an Officer of Lloyd's Register. | |
| COLOMBO | *Ship and Engineer Surveyor*... | H. B. Ratsey (TELEGRAMS, *Ratsey*) |
| KURRACHEE | *Ship and Engineer Surveyor*... (Address, ~~Messrs. Kurrachee~~ Kutchery Road, Kurrachee) | J. Hughes (TELEGRAMS, *Hughes*) |
| PENANG | *Ship and Engineer Surveyor*.. | James Lawrie (TELEGRAMS, *Lawrie*) |
| RANGOON | ... ... ... ... ... ... (Address, Lower Poozoondoung) | ~~R. R. Winter~~ R.P.Taylor (TELEGRAMS, ~~Winter~~ *Surveyor*) |
| SINGAPORE | *Ship and Engineer Surveyor*... (Office, 7E, Battery Road) | *F. W. Webb (TELEGRAMS, *Webb*) |
| | * Mr. Webb is exclusively an Officer of Lloyd's Register. | |

### EAST INDIAN ARCHIPELAGO.

| | | |
|---|---|---|
| BATAVIA | ... ... ... ... ... ... | H. van Taalingen (TELEGRAMS, *Taalingen*) |
| MANILA, P.I. | *and Ports in the Philippine Islands* *Ship and Engineer Surveyor*... (Address, P.O. Box 277) | A. Forbes Greig (TELEGRAMS, *Marine, Manila*) |
| SOURABAYA | ... ... ... ... ... ... | B. J. Schipper (TELEGRAMS, *Schipper*) |

### CHINA AND JAPAN.

| | | |
|---|---|---|
| HONG KONG | *Ship and Engineer Surveyor*... (Office, 1, Prince's Buildings) | *John Lambert ~~J. Newman Mumford~~ (TELEGRAMS, *Marine*) |
| | * ~~Mr. Mumford~~ Mr Lambert is exclusively an Officer of Lloyd's Register | |
| KOBÉ, HIOGO | *Ship and Engineer Surveyor*... (Office, 53, Harima Machi) | James Ellerton (TELEGRAMS, *Ellerton*) |
| NAGASAKI | *Ship and Engineer Surveyor*... (Address, ~~The Engineyard~~ 6, Yamate) | *A. C. Heron (TELEGRAMS, *Register*) |
| | * Mr. Heron is exclusively an Officer of Lloyd's Register. | |
| SHANGHAI | *Ship and Engineer Surveyor*... | V. C Paulsen (TELEGRAMS, *Paulsen*) |
| YOKOHAMA | *Ship and Engineer Surveyor*... (Office, 23, Water Street) | *A. S. Williamson (TELEGRAMS, *Register*) |
| | * Mr. Williamson is exclusively an Officer of Lloyd's Register. | |
| HAKADOTE | *Assistant Ship & Engineer Surveyor* (Address, 5, Kaisho Machi Hakodate, TELEGRAMS, Yamada, Kaisho machi, Hakodate) | Sukuro Yamada |

### AUSTRALIA, TASMANIA, AND NEW ZEALAND.

| | | |
|---|---|---|
| ADELAIDE, S. A. | (Office, Lipson Street, Port Adelaide) ... ... ... ... | J. H. Gibbon (TELEGRAMS, *Gibbon*) |
| AUCKLAND, N.Z. | ... ... ... ... ... ... | M. T. Clayton (TELEGRAMS, *Replevin*) |
| BRISBANE, QUEENSLAND | ... ... ... ... ... (Address, Parbury's Buildings, Eagle Street) | R. S. Taylor (TELEGRAMS, *Surveyor*) |
| CHRISTCHURCH AND LYTTELTON, N.Z. | ... ... ... ... ... ... (Residing at Lyttelton) | Stewart Willis (TELEGRAMS, *Willis*) |
| DUNEDIN, N.Z. | ... ... ... ... ... ... | W. Thomson (TELEGRAMS, *Gunwale*) |
| FREMANTLE, W.A. | *Ship and Engineer Surveyor* (Address, Harbour Office, Fremantle) | A. Ramage (TELEGRAMS, *Ramage*) |
| MELBOURNE, VICTORIA | *Ship and Engineer Surveyor*... (Address, New Zealand Chambers, 483, Collins Street) | Alexander McCowan (TELEGRAMS, *Reports*) |
| NAPIER, N.Z. | ... ... ... ... ... ... | A. Davidson (TELEGRAMS, *Davidson*) |
| NEWCASTLE, N.S.W. | ... ... ... ... ... ... | J. W. Vellacott (TELEGRAMS, *Backstay*) |
| SYDNEY, N.S.W. | *Ship and Engineer Surveyor*... | *R. Pollock (TELEGRAMS, *Wirama*) |
| | * Mr. Pollock is exclusively an Officer of Lloyd's Register. | |
| WELLINGTON, N.Z. | ... ... ... ... ... | William Bendall (TELEGRAMS, *Bendall*) |
| PORT PIRIE, S.A. | *Ship Surveyor* ... (Address, ~~Clifton Ville~~ Address, Helen Street, Port Pirie) | Alfred M. Mars (TELEGRAMS, *Mars*) |
| | *including Port Germein and Wallaroo* | |

71, *Fenchurch Street, London,*

*June*, 1904.

# LIST OF SURVEYORS OF LLOYD'S REGISTER.

## (ALPHABETICALLY ARRANGED.)

THE SURVEYORS AT THE PORTS MARKED * ARE EXCLUSIVELY THE OFFICERS OF THE SOCIETY, AND ARE NOT PERMITTED TO ENGAGE IN ANY OTHER BUSINESS WHATSOEVER.

| | | |
|---|---|---|
| *LONDON (TELEGRAMS *Committee*) | HARRY J. CORNISH, *Chief Ship Surveyor of Lloyd's Register.* | Jesse Williams, *Principal Surveyor for London District.* |
| | S. J. P. Thearle, *Assistant to Chief Ship Surveyor.* | James H. Truscott, J. Bruhn, J. W. Isherwood |
| | *Principal Surveyors on the Chief Ship Surveyor's Staff:* C. Buchanan, C. Fowling \| Geo. R. Mares, Chas. H. Jordan | A. Munro, G. F. Robson, R. B. Watt, R. Langlands |
| | JAMES T. MILTON, *Chief Engineer Surveyor of Lloyd's Register.* | B. J. Ives, J. W. Grier, J. Montgomerie, T. R. Blackie |
| | J. E. Stoddart, *Assistant to Chief Engineer Surveyor.* | E. M. Salmon, R. Balfour, F. L. Sturgeon |
| | *Engineer Surveyors and Ship and Engineer Surveyors* | C. M. B. Dyer, C. Martell, J. B. A. Common, J. E. Milton, A. J. Barrett |
| | *Draughtsman* | David S. Hunter |
| | *Examiner of Masts, Spars and Rigging* ... ... ... ... | H. J. West |
| *ABERDEEN | *Ship and Engineer Surveyors..* (Office, 29, Regent Quay) | R. Fowell, J. C. Turpin |
| ADELAIDE, S.A. | (Office, Lipson Street, Port Adelaide)... ... ... ... | J. H. Gibbon (TELEGRAMS, *Hibbon*) |
| ADEN | *Ship and Engineer Surveyor...* (Address, Hedjiff, Aden) | C. O. Craven (TELEGRAMS, *Craven*) |
| AKYAB | ... ... ... ... ... ... | G. B. Brown (TELEGRAMS, *Lloyd's Surveyor*) |
| *AMSTERDAM | *Ship and Engineer Surveyor...* (Office, Nassaukade, 167) | J. B. Slebe |
| ANCONA | ... ... ... ... ... ... | F. G. Emett (TELEGRAMS, *Devon*) |
| *ANTWERP | (Surveyors' Office, 28, Ouest Quai, Kattendyk) | J. G. G. Rule, *Principal Surveyor* |
| | *Ship and Engineer Surveyors* | H. A. Ruck-Keene, H. P. Cornish |
| | (TELEGRAMS FOR THE SURVEYORS, "*Register*") | |
| AUCKLAND, N.Z. | ... ... ... ... ... ... | M. T. Clayton (TELEGRAMS, *Replento*) |
| AZORES | (*See* ST. MICHAEL'S) | |
| *BALTIMORE | *Ship Surveyor* ... ... ... (Office, 326, North Calvert St., Baltimore) | †Edward H. Sanford (TELEGRAMS, *Hoyle*) |
| | † Mr. Sandford is not exclusively an Officer of the Society. | |
| | *Engineer Surveyor* ... ... (Office, 2711, Washington Avenue, Newport News, Va.) | *J. G. Hunter (TELEGRAMS, *Hunter, Newport News*) |
| *BANGOR | (Address, Rosia. Melinda Terrace)... | Thomas Riley |
| BARCELONA | *Ship and Engineer Surveyor...* (Office, Calle de Mallorca 259) | G. E. A. Muston (TELEGRAMS, *Muston, Mallorca 259*) |
| *BARROW | *Ship and Engineer Surveyor...* | J. Easthope |
| | *Ship Surveyor* ... ... ... (Office, Ramsden Square) | S. O. Kendall |
| *BARRY | *Ship and Engineer Surveyors* (Office, Dock Chambers, Barry Dock) | Wm. J. Darling, ~~T. N. Wawn~~, J. G. Mackillop, A. Couper |
| | *Ship Surveyor* ... ... ... | T. G. Baker |
| BATAVIA | ... ... ... ... ... ... | H. van Taalingen (TELEGRAMS, *Taalingen*) |
| *BELFAST | *Ship and Engineer Surveyor...* | R. J. Beveridge |
| | *Ship Surveyor* ... ... ... (Office, 53, Waring Street) ... ... | E. J. Milton |
| BERGEN | *Ship and Engineer Surveyor...* | S. A. Eide (TELEGRAMS, *Surveyor*) |
| *BIDEFORD | (residing at Appledore) ... ... | G. Westcott |
| BILBAO | (Address, Calle de Buenos Aires, 14) | German De Bareno (TELEGRAMS, *Lloyd's*) |
| BOMBAY | *Ship and Engineer Surveyor...* (Office, 15, Bank Street, Fort, Bombay) | A. L. Whittell (TELEGRAMS, *Surveyor*) |
| BORDEAUX | *Ship Surveyor* ... ... ... (Address, 16, Rue Esprit des Lois) ... ... ... ... ... ... | Albert Vandercruyce (TELEGRAMS, *Albert Vandercruyce*) |
| | *Engineer Surveyor* ... ... | Arthur Donzelle (TELEGRAMS, *Arthur Donzelle*) |
| *BOSTON, MASS. | *Ship and Engineer Surveyor* (Office, Fisk Building, 89, State Street) | B. S. Murphy |
| BRAILA AND GALATZ | (residing at Braila) | T. H. Archbold (TELEGRAMS, *Archbold*) |
| BREMERHAVEN | *Ship and Engineer Surveyor for Weser District* ... ... (Office, Burgermeister Smidstrasse No. 18) | F. H. T. Thomsen (TELEGRAMS, *Ferd. Thomsen*) |
| BRISBANE, QUEENSLAND | (Address, Parbury's Buildings, Eagle Street) | R. S. Taylor (TELEGRAMS, *Surveyor*) |
| *BRISTOL | *Ship and Engineer Surveyor* (Office, 53, Queen Square) | C. Cooper |
| *BUENOS AYRES AND ROSARIO; ALSO MONTE VIDEO | *Ship and Engineer Surveyor...* (Office, Calle San Martin, 264) | H. E. Tilston (TELEGRAMS, *Tilston*) |
| CADIZ | *Ship and Engineer Surveyor...* (Address, Aduana 8) | William West (TELEGRAMS, *West*) |
| *CALCUTTA | *Ship and Engineer Surveyor...* (Office, 2, Hare Street) | T. W. Fish (TELEGRAMS, *Surveyor*) |

## LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| CAPE TOWN | (Address, Dock Office) | W. Stephen (TELEGRAMS, *Almutium*) |
| *CARDIFF ... ... ... ... ... ... ... ... | | Andrew K. Hamilton, *Principal Surveyor.* |
| | *Ship Surveyors* ... ... ... (Office, Merchants' Exchange, Bute Docks, Cardiff) ... ... | Henry Hand<br>W. S. P. Collings<br>M. Macleod |
| | *Engineer Surveyor, and Ship and Engineer Surveyors* ... | G. L. Hindmarsh<br>J. Pollock<br>~~P. I. Adie~~<br>H. A. Stewart |
| CARTHAGENA | *Ship and Engineer Surveyor* (Address, Calle Palas 5, 2°) | R. Perez y Ros (TELEGRAMS, *Perez Palas 5*) |
| *CHANNEL ISLANDS | (Office, 15, Mulcaster Street, St. Helier's, Jersey) ... ... ... ... | J. F. Picot |
| CHRISTCHURCH, | (residing at Lyttelton) | Stewart Willis (TELEGRAMS, *Willis*) |
| CHRISTIANIA | *Ship and Engineer Surveyor* ... (Address, 19, Kongens Gade) | O. C. Sanne (TELEGRAMS, *Surveyor*) |
| COLOMBO | *Ship and Engineer Surveyor* ... | H. B. Ratsey (TELEGRAMS, *Ratsey*) |
| CONSTANTINOPLE | *Ship Surveyor* ... ... ... | Admiral Woods Pasha (TELEGRAMS, *Woods*) |
| | *Engineer Surveyor* ... ... ... | G. R. Warren (TELEGRAMS, *Warren*) |
| *COPENHAGEN | *Ship and Engineer Surveyors* (Office, Amaliegade 36, Copenhagen, K.) ... ... ... ... | H. J. Sonne<br>A. F. Örbech (TELEGRAMS, *Engineer*) |
| | ~~*Assistant*~~ *Ship and Engineer Surveyor* ... ... ... ... | A. T. Poulsen |
| DANZIG | *Ship and Engineer Surveyor* (Address, 4, Schulstrasse Zoppot) | Carl Schirnick |
| DEMERARA | (c/o Harbour Master, Georgetown) | R. T. Wright (TELEGRAMS, *Heliostat*) |
| DOVER | ... ... ... ... ... ... | John Iron (TELEGRAMS, *Harbour Master*) |
| *DUBLIN | *Ship and Engineer Surveyor* ... (Address, 1, Albany Terrace, Fairview, Dublin) | J. Macwilliam |
| *DUNDEE | *Ship and Engineer Surveyor* ... (Office, Maritime Buildings, East Dock Street) ... ... ... | W. Morrison |
| DUNEDIN, N.Z. | ... ... ... ... ... ... | W. Thomson (TELEGRAMS, *Gunical*) |
| DUNKIRK | *with* CALAIS ... ... ... ... *Ship and Engineer Surveyor* ... (Address, Rue des Pierres No. 22) | F. C. Morel (TELEGRAMS, *Morel, Lloyd's*) |
| *DUSSELDORF | *Ship and Engineer Surveyors for Steel Testing duties and Inspection of Forgings, &c., in Germany and Belgium* ... (Address, Hermannstrasse 20, Dusseldorf) ... ... ... ... ... | J. Meyer<br>M. Koch<br>C. Hauss A. Hermanns (TELEGRAMS, *Meyer, Hermannstrasse, 20*) |
| *FALMOUTH | *Ship Surveyor* ... ... ... (Surveyors' Office, Pendennis House, Lansdowne Road) ... ... | T. H. Sandry |
| | *Ship and Engineer Surveyor* ... | R. H. Cooper |
| FIUME | *Ship and Engineer Surveyor* ... | Anthony Schnabl (TELEGRAMS, *Schnabl, Ingenieur, Fiume*) |
| FLENSBURG *and other Ports in Schleswig-Holstein* (*See* HAMBURG) | | |
| FREMANTLE, W.A. | *Ship and Engineer Surveyor* (Address, Harbour Office, Fremantle) | A. Ramage (TELEGRAMS, *Ramage*) |
| GALATZ AND BRAILA | (residing at Braila) ... ... ... | T. H. Archbold (TELEGRAMS, *Archbold*) |
| GALVESTON, TEXAS | *Ship and Engineer Surveyor* ... (Address, Cotton Exchange Building) | T. J. Anderson |
| *GENOA | *Ship Surveyor* ... ... ... (Office, Piazza S. Giorgio No. 32, la Scala) ... ... ... ... ... | †Francesco Schiaffino (TELEGRAMS, *Schiaffino, Surveyor*) |
| | *Ship and Engineer Surveyor* ... | Maurice Ritson |
| † Mr. Schiaffino is not exclusively the Officer of the Society. | | |
| GIBRALTAR | *Ship and Engineer Surveyor* ... (Address, H.M. Naval Yard) ... | C. W. Gregory (TELEGRAMS, *Yard*) |
| *GLASGOW | *Ship Surveyors* ... ... ... (Office, 342, Argyle Street) (TELEGRAMS, *Register, Glasgow*) | Thomas J. Dodd, *Principal Surveyor*<br>J. L. Sinnette<br>T. J. House<br>F. R. Noton<br>J. D. Mares<br>R. Wright<br>J. McIlvenna<br>R. S. Rowntree<br>A. B. R. Harris<br>G. M. Shaw<br>N. E. McClelland<br>P. H. Mackellar<br>M. Blackwood<br>C. C. Gearing<br>~~J. Montgomerie~~<br>J. Dickie<br>G. Nicol |
| | *Principal Engineer Surveyor for Glasgow district* ... ... | James Mollison |
| | *Engineer Surveyors and Ship and Engineer Surveyors* ... | A. L. Jones<br>A. McKeand<br>G. Murdoch<br>J. W. Dimmock<br>H. G. Smith T.L.Thornton W.G.Minchin<br>J. M. Buchanan<br>S. Townend<br>J. S. Cairns |
| | *Inspectors of Forgings for the Clyde District* ... ... ... | W. Hamilton<br>A. Fletcher |
| *GOTHENBURG | *Ship and Engineer Surveyor* ... (Address, Fiskargatan 13) (Office, Tredje Långgatan, Packhuskajen, 2) | V. C. Bülow (TELEGRAMS, *Surveyor*) |
| | ~~*Assistant*~~ *Ship and Engineer Surveyor* ... ... ... ... | G. W. Jörgensen |
| *GREENOCK & PORT GLASGOW | *Ship Surveyors* ... ... ... (Office, Commercial Bank Buildings, 14 Cross-shore Street, Greenock) ... ... ... ... ... | E. J. Tierney *Principal Surveyor*<br>D.M. Austin<br>J. French<br>J. Craig |
| | *Ship and Engineer Surveyors* ... | W. R. Austin<br>R. Elliott |
| *GRIMSBY & BOSTON | *Ship and Engineer Surveyors* ... (Office, Bank Chambers, 2, Freeman Street, Great Grimsby) | B. G. Oxford<br>G. D. Ritchie<br>F. C. Smith |
| † HALIFAX, N.S. | *Ship and Engineer Surveyor* ... | ~~Douglas Stewart~~ J.P.Esdale (TELEGRAMS, *Hamilcom*) |
| *HAMBURG | *Ship Surveyors* ... ... ... (Office, Steinhöft, No. 3) ... | Geo. Dykes<br>John Macdonald (TELEGRAMS, *Dykes, Steinhöft*) |
| | *Engineer Surveyor* ... ... ... (Office, Admiralitatstrasse, 52) | †M. Berendt (TELEGRAMS, *Inspect*) |
| | *Assistant Engineer Surveyor* ... | †J. Köhler |
| † Mr. Berendt and Mr. Köhler are not exclusively the Officers of the Society. | | |
| *HARTLEPOOL AND WEST HARTLEPOOL | *with Whitby and Scarborough Ship Surveyors* ... ... ... (Office, Central Buildings, West Hartlepool) | J. Thomson *Principal Surveyor*<br>R. Bennett<br>O. Narbeth<br>J. R. Henderson |
| † HAKODATE | ~~*Engineer Surveyor, and*~~ *Ship and Engineer Surveyors* ... | James Innes<br>W. J. Smith<br>~~H. H. G. Williamson~~ |
| | *Assistant Ship & Engineer Surveyor* (Address, 5 Kaisho Machi, Hakodate) | Sakuro Yamada (TELEGRAMS, *Yamada, Kaisho, Hakodate*) |

LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| *Hâvre | *Ship Surveyor* ... ... ... ... (Office, 61, Rue de la Bourse, Hâvre) | M. G. Boyer |
| | *Engineer Surveyor and Assistant Ship Surveyor* ... (TELEGRAMS FOR THE SURVEYORS, *Lloyd's Register*) | A. Cartier |
| Helsingfors | *Ship and Engineer Surveyor*... | Hugo Lindfors (TELEGRAMS, *Lloyd's*) |
| *Hong Kong | *Ship and Engineer Surveyor* ... (Office, 1, Prince's Buildings) | John Lambert ~~Newman Mumford~~ (TELEGRAMS, *Marine*) |
| *Hull | *Ship Surveyors* ... ... ... (Office, Ocean Chambers, Lowgate, Hull) ... ... ... .. | A. B. Wilson<br>H. C. Farrar |
| | *Ship and Engineer Surveyors* | J. Barclay<br>J. Kerr |
| Ipswich | (*see* London) | |
| Kiel *and other Ports in Schleswig-Holstein* | (*See* Hamburg) | |
| Kingston, Ont. *with a district including Toronto and all other ports on Lake Ontario*... ... | | |
| Kobé, Hiogo | *Ship and Engineer Surveyor*... (Office. 53, Harima Machi)... ... | James Ellerton (TELEGRAMS, *Ellerton*) |
| Kurrachee | *Ship and Engineer Surveyor*... (Address, ~~Manora, Kurrachee~~) ... ~~Kutcheri~~ Road, Kurrachee) | J. Hughes (TELEGRAMS, *Hughes*) |
| Las Palmas, Grand Canary | *Ship and Engineer Surveyor*... | (TELEGRAMS, ) |
| Leghorn | (Address, Piazza Micheli, Leghorn) | Amerigo Gori (TELEGRAMS, *A. Gori*) |
| *Leith | *Ship and Engineer Surveyors* (Office, Royal Bank Buildings, 28, Constitution Street) | ~~T. Field~~ G. A. Hake<br>~~W. J. Thornton~~<br>J. C. G. Williamson |
| | *Ship Surveyor* ... ... ... | G. D. Aitken |
| Lisbon | *Ship and Engineer Surveyor* (Address, 7, T. do Caes do Tojo) | George Payne (TELEGRAMS, *Enyap*) |
| *Liverpool | *Ship Surveyors* ... ... ... (Office, 12, Oriel Chambers, Water Street) (TELEGRAMS, *Register*) | R. Williamson *Principal Surveyor*<br>J. Bradley<br>S. A. G. Nash<br>J. Petree<br>W. H. Watson |
| | *Engineer Surveyors, and Ship and Engineer Surveyors* | R. Hirst<br>W. Sibun<br>H. H. Ashton<br>C. I. Davidson<br>J. Carnaghan |
| Lübeck | (*See* Hamburg) | |
| Lyttelton, N.Z. | ... ... ... ... ... ... | Stewart Willis (TELEGRAMS, *Willis*) |
| Malta | *Ship and Engineer Surveyor* ... (Office, 21, Strada Zaccaria, Valetta) ... ... ... ... ... | C. H. Wright (TELEGRAMS, *Register*) |
| *Manchester | *Ship and Engineer Surveyors* (Office, 162, Trafford Road, Salford, Manchester) .. | F. W. Pitt S. B. Freeman (TELEGRAMS, *Lloyd's Register, Trafford Road, Salford*) |
| Manila, P.I. | *Ship and Engineer Surveyor*... (Address, P.O. Box 277) | A. Forbes Greig (TELEGRAMS, *Marine, Manila*) |
| Marseilles | *Ship and Engineer Surveyor*... (Address, 26, Rue de la République) | Jules Vence (TELEGRAMS, *Vence*) |
| Mauritius | (residing at Port Louis) ... ... | M. S. McDonald (TELEGRAMS, *McDonald, Mauritius*) |
| Melbourne, Victoria | *Ship and Engineer Surveyor*... (Address, New Zealand Chambers 183, Collins Street, Melbourne) | Alexander McCowan (TELEGRAMS, *Reports*) |
| Messina | *and other ports in Sicily* (*see* Naples) | |
| *Middlesbrough *with Stockton* ... ... | | W. H. Cooper *Principal Surveyor* |
| *Ship Surveyors* ... ... ... (Office, Royal Exchange, Middlesbrough) | | W. L. Gilmour<br>H. C. T. Ireland<br>~~H. A. Gibbs~~<br>W. Watt |
| *Middlesbrough *with Stockton—continued* . . *Ship and Engineer Surveyors* | | G. A. Milner<br>R. D. Shilston J. S. Blackett<br>C. J. Hudson J. Harbottle |
| Milford Haven | *Ship and Engineer Surveyor* (Address, Point House, Llanstadwell, New Milford) | J. W. Johnstone |
| Monte Video | (*See* Buenos Ayres) | |
| Montreal | (Address, Port Warden's Office) | Archibald Reid (TELEGRAMS, *Portwarden*) |
| *Nagasaki | *Ship and Engineer Surveyor*... (Office, ~~12c, Sagarimatsu~~ 6, Minami Yamate) | A. C. Heron (TELEGRAMS, *Register*) |
| Nantes | *Ship and Engineer Surveyor*... (Office, 2, Rue Racine) | William Kerr (TELEGRAMS, *Kerr, Rue Racine*) |
| Napier, N.Z. | ... ... ... .. ... ... | A. Davidson (TELEGRAMS, *Davidson*) |
| Naples | *Ship and Engineer Surveyor*... (residing at Torre Annunziata, near Naples) | Francesco Ducoster (TELEGRAMS, *Ducoster, Torrannunziata*) |
| New Orleans | ~~(Office, Liverpool, London & Globe Building, 214, Carondelet~~ (Office. 806, Gravier Street) ~~Streets~~) | Andrew Lawrie (TELEGRAMS, *Lawrie, New Orleans*) |
| *New York | *Principal Surveyor for the United States* ... ... ... (Office, Kemble Building, 15, Whitehall Street) | ~~George Stanbury~~<br>James H. Mancor |
| | ~~*Principal Engineer Surveyor for the United States* ... ...~~ | ~~J. H. Mancor~~ |
| | *Ship Surveyors* ... ... ... | D. Nicholas<br>~~R. M. McLaren~~ |
| | *Engineer Surveyor* ... ... ... ... (TELEGRAMS FOR THE SURVEYORS *Nymdible*) | J. H. W. Marsden |
| Newcastle, N.S.W. | ... ... ... ... ... ... ... | J. W. Vellacott (TELEGRAMS, *Backstay*) |
| *Newcastle-on-Tyne | *Ship Surveyors* ... ... ... (Office, Collingwood Buildings, Collingwood Street) | E. C. Champness *Principal Surveyor*<br>James McNeil<br>A. Campbell-Holms<br>Charles Skentelbery<br>A. R. Sneddon<br>G. O. Herbert<br>C. M. Smith<br>T. Shaw<br>L. G. G. Demarest H. A. Gibbs<br>B. C. Laws<br>A. P. W. McNab (TELEGRAMS, *Register, Newcastle-on-Tyne*) |
| | *Engineer Surveyors, and Ship and Engineer Surveyors* ... | J. H. Heck<br>J. T. Findlay<br>~~G. A. Hake~~ T. Field<br>L. G. Shallcross<br>G. A. D. Toyne<br>A. E. Farminer<br>~~A. Cooper~~<br>E. J. Stoddart<br>W. Lane<br>A. T. Graham<br>H. G. Dearden |
| | *Inspector of Forgings* ... ... | W. Campbell |
| *Newfoundland | (Address, 14, Gower Street, St. John's) | George Wheatley (TELEGRAMS, *Surveyor*) |
| *Newport, Mon. *with Chepstow* ... ... | | H. Clarke |
| *Ship and Engineer Surveyors* (Office, Bank Chambers. Newport, Mon.) | | ~~W. G. Minchin~~ |
| | *Ship Surveyor* ... . . ... | G. L. Brown |

## LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| *Newport News | *Ship and Engineer Surveyor* (Office, 2711, Washington Avenue) | J. G. Hunter (Telegrams, *Hunter, Newport News*) |
| Odessa with Nikolaieff | *Ship and Engineer Surveyor*... (residing at Odessa) (acting also as Surveyor for Sebastopol) | William R. Skulte ~~W. M. Potter~~ (Telegrams, *Skulte, Odessa*) |
| Oporto | *Ship and Engineer Surveyor* (Office, 55, Rua da Rebobeira) | Charles J. Ennor (Telegrams, *Ennor*) |
| Orkneys | (residing at Stromness) ... ... | Geo. Gunn Baillie |
| Para | *Ship and Engineer Surveyor*... (Office, Rua da Industria, No. 46, Caixa 116) | John Ward (Telegrams, *Ward*) |
| Penang | *Ship and Engineer Surveyor*... | James Lawrie (Telegrams, *Lawrie*) |
| Pensacola | ... ... ... ... ... ... ... | |
| *Philadelphia | *Ship and Engineer Surveyor*... *Ship Surveyor* ... ... ... (Office, 524, Bourse, ~~Office Box 2944, 3rd Floor, Bourse Building,~~ Philadelphia) | R. Haig ~~D. MacLaughlin~~ |
| Piræus | *Ship and Engineer Surveyor*... | W. W. Barnes (Telegrams, *Barnes*) |
| *Pittsburg, Pa. | *For Steel Testing duties* ... Office, Westminster Apartments, Aiken Avenue, Pittsburg, Pa.) | P. McGregor |
| *Plymouth | *Ship and Engineer Surveyor*... (Office, 13, Exchange) | George Duncan |
| Port Elizabeth with East London | (Address, Standard Bank Chambers, Main Street, Port Elizabeth) | William Gowan (Telegrams, *Gowan, Port Elizabeth*) |
| Port Natal | ... ... ... ... ... ... | Frederick Airth (Telegrams, *Airth, Durban*) |
| *See below* Port Pirie, S.A. | (Address, 3, Castle Buildings, Durban) ~~(Address, Office Villa, Alfred St., Port Pirie)~~ | |
| Portland, Oregon | (Office, 80, Third Street) | Lyddon Veysey (Telegrams, *Register, Portland*) |
| *Portmadoc | ... ... ... ... ... ... (Address, Eifion House, Portmadoc) | John W. James |
| Prince Edward Island | (residing at Charlotte Town) ... | H. P. Welsh (Telegrams, *Register, Charlotte Town*) |
| Quebec | *Ship and Engineer Surveyor*... | Joseph Samson (Telegrams, *Samson*) |
| *Queenstown | (Address, ~~5, York Terrace~~) 1, Kings Terrace) ... ... | H. W. Dove |
| Rangoon | ... ... ... ... ... ... (Address, Lower Pozoondoung) | ~~R. R. Winter~~ R. P. Taylor (Telegrams, ~~Winter, Surveyor~~) |
| Riga | *Ship and Engineer Surveyor*... (Address, Pychlau's Sagemuhle, Oscarstrasse, No. 7) | Eduard Buchholz (Telegrams, *Surveyor*) |
| Rio de Janeiro | *Ship and Engineer Surveyor*... (Address, Caixa 686) | Robert Vance (Telegrams, *Register*) |
| Rosario | (*See* Buenos Ayres) | |
| Rostock *and other Ports in Mecklenbury* | (*See* Hamburg) | |
| *Rotterdam | ... ... ... ... 19 ... ... ... (Office, Veerhaven, W.Z. ~~16~~, Rotterdam) (Telegrams, *Lloyd's Register*) | W. F. D. Van Ollefen R. Leeuwenburg F. N. Bernoski |
| *St. John's, N.F.L. | (*See* Newfoundland) | |
| St. Michael's (Azores) | ... ... ... ... ... | |
| San Francisco | *Ship Surveyor* ... ... ... *Engineer Surveyor* ... ... (Surveyors' Office, 303, California Street) | John Metcalfe W. H. Stewart (Telegrams *Freeboard, San Frisco*) |
| Sebastopol | (*See* Odessa) | |
| Port Pirie, S.A. | *including Port Germein & Wallaroo Ship Surveyor* (Address, Helen St., Port Pirie) | Alfred M. Mars (Telegrams, *Mars*) |

71, Fenchurch Street, London.

*June*, 1904.

| | | |
|---|---|---|
| Seville | *Ship and Engineer Surveyor*... (Office, ~~Universidad, 10~~ 12, Lamila) | José Pina (Telegrams, *Pina*) |
| Shanghai | *Ship and Engineer Surveyor*... | V. C. Paulsen (Telegrams, *Paulsen*) |
| *Sheffield | *Ship and Engineer Surveyors* (Office, 24 & 26, George Street) | R. F. Morton ~~A. Campbell~~ |
| *Singapore | *Ship and Engineer Surveyor*... (Office, 7E, Battery Road) | J. H. Mackirdy F. W. Webb (Telegrams, *Webb*) |
| Sourabaÿa | ... ... ... ... ... ... | B. J. Schipper (Telegrams, *Schipper*) |
| *Southampton | *Ship and Engineer Surveyors* (Office, 3, Oriental Place) | J. Dykes A. W. Murray |
| | *Ship Surveyor* ... ... ... | C. Edwards |
| Stettin with Swinemünde | *Ship and Engineer Surveyor*... (Office, Bollwerk 12-14) | Emil Herzberg |
| Stockholm | *Ship and Engineer Surveyor* (Address, Skeppsmätningskontoret, 34, Skeppsbron) ... ... | Albert Isakson (Telegrams, *Lloyd's Register*) |
| *Sunderland | *Ship Surveyors* ... ... ... (Office, 56, John Street) | Thomas S. Warren *Principal Surveyor.* George Harrison J. Allan T. S. Leathard T. S. Shute R. Howie |
| | *Engineer Surveyor and Ship and Engineer Surveyor*... ... | R. W. Coomber A. Boyd |
| | *Inspector of Forgings* ... ... | F. Cook |
| *Swansea | *Ship and Engineer Surveyors*... (Office, 1, Gloster Place) | G. C. Vaux ~~A. Campbell~~ |
| *Sydney, N.S.W. | *Ship and Engineer Surveyor*... | R. Pollock (Telegrams, *Miramar*) |
| Syra | *Ship and Engineer Surveyor*... | Edward Eyssartier (Telegrams, *Eyssartier*) |
| Tacoma | *Ship and Engineer Surveyor*... (Office, 511, ~~Office, 512~~, Chamber of Commerce Building, Tacoma) | ~~P. G. Hill~~ James Fowler (Telegrams, *Lloyd's*) |
| Tönning *and other Ports in Schleswig-Holstein* | (*See* Hamburg) | |
| *Trieste | *Ship and Engineer Surveyors* (Office, Via San Giorgio, No. 3A, Ip, Trieste) | Roberto Dussich Charles Stewart |
| | *Engineer Surveyor for Steel Testing duties* ... ... ... | A. von Purschka |
| Valparaiso | *Ship and Engineer Surveyor*... (Address, Casilla. 934) | A. F. Smith (Telegrams, *Smith, Pacific, Valparaiso*) |
| Vancouver City | *Ship and Engineer Surveyor*... (Address, 344, Granville Street, P.O. Box 642) | ~~James Fowler~~ T. G. Mitch (Telegrams, *Register, Vancouver, B.C.*) |
| Veendam | (*See* Amsterdam) | |
| Waterford | *Ship and Engineer Surveyor*... | Andrew Horn |
| Wellington, N.Z. | ... ... ... ... ... ... | William Bendall (Telegrams, *Bendall*) |
| Wexford | ... ... ... ... ... ... | R. J. Sparrow |
| *Whitehaven | (*See* Barrow) | |
| *Yokohama | *Ship and Engineer Surveyor*... (Office, 23, Water Street) | A. S. Williamson (Telegrams, *Register*) |
| ~~Harlepars~~ | ~~Assistant Ship & Engineer Surveyor~~ | ~~Robert Vessels~~ |

# KEY TO THE REGISTER.

1904-05.

# EXPLANATIONS OF RECORDS IN THE REGISTER BOOK.

(All abbreviations employed in the Register Book are explained in the alphabetical key, see page xxviii.)

## Steamers, columns 2 & 3; Sailing Vessels, columns 3 & 4.

**Master.** The figures which follow the master's name, thus, *Smith* 86–97, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

**Decks.** See illustrations of types of vessels, following page xl of key. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see page xxviii.

*3 dk rule* ..... This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

**Special Surveys.** Explanations of records of special periodical surveys will be found in the alphabetical key, see page xxviii. The records only certify to the vessel's state of efficiency *at the time of survey.*

**Ports of Survey.** The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained at page xxxii.

**Rig, &c.** Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see page xxviii.

† ..... This sign following the word "*salted*" indicates that the vessel's beams have not been salted.

## Steamers, column 4; Sailing Vessels, column 5.

**Tonnage.** The tonnage recorded in the Register Book in type like that shown at the side hereof, is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs.

3101 (Gross)
2864 (Under dk.)
1994 (Net)

For some foreign vessels, the tonnage which is recorded has been measured in accordance with British rules and is accepted under British law. In such cases, the fact is indicated by the use of italic figures, thus :—

*3101* (Gross)
*2864* (Under dk.)
*1994* (Net)

## Steamers, columns 5, 6 & 7; Sailing Vessels, columns 6, 7 & 8.

### Symbols of Classification of Lloyd's Register.

100A1 95A1 / 90A1 85A1 / 80A1 75A1 — Characters of vessels built of Iron or Steel according to the Rules of the Society since 1869. The numerals 100, 90, &c., do not signify terms of years, but are intended for the purpose of comparison only.

A1 ..... This character (without a numeral prefixed) is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.

*⊕1 ..... Character of Iron vessels built with thicker plating than required for ⊕1.

⊕1 ⊕1 ⊕1 — Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.

A1 ..... Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 (Steamers), column 6 (Sailing Vessels), prefixed to the character indicate the term of years for which the vessel is at present classed, thus :—11A1, Cont 6A1, Rest 6A1. (See notes in alphabetical key, page xxviii, under "Cont" and "Rest"). The figures in column 7 (Steamers), column 8 (Sailing Vessels) indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.

A1 ..... Character of vessels which have passed the period assigned on original Survey, or Continuation, or Restoration, and of vessels not having an original character, which are found to be fit to carry dry and perishable goods. The term of years for which this character is assigned appears under the class in column 5 (Steamers), column 6 (Sailing Vessels), thus :— SSPly.05 6yrs.

Æ1 ..... Character of vessels fit for conveyance of dry and perishable goods on short voyages. The term of years for which the character Æ is assigned appears under the class in column 6 (Sailing Ships), thus :—SSPly.03—4yrs.

1 ..... The figure 1 included with the characters, as printed above, signifies that the vessel is well and efficiently equipped as per Table 22 (see the Society's Rules).

— ..... This sign placed after a character, in the position usually occupied by the figure 1, indicates that the equipment of the vessel—either as regards its quality or its quantity—does not fulfil the requirements of the Society's Rules.

✠ ..... This sign denotes that the vessel has been built under Special Survey.

✠ ..... This sign denotes that the engines or the boilers, or both (according to the record which follows) have been built under Special Survey.

1/09 ..... A black line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from reported defects the vessel was not entitled to retain her classification.

1/09 ..... A red line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from non-compliance with the Society's Rules as regards surveys, the vessel was not entitled to retain her classification.

... ..... This sign in column 7 (Steamers), column 8 (Sailing Vessels), indicates that the vessel's class was withdrawn from the Register Book at the Owner's request.

1/09 A1 ..... When a posting of loss, condemnation, casualty, &c., is made against a classed vessel, the character is expunged in this manner.

*with freeboard* This notation under the character signifies that the freeboard assigned is a condition of the vessel's class.

*For tug purposes, Trawler, &c.* Such notations under the character indicate the special trade or purpose for which the vessel is intended and in view of which she has been classed by the Society.

*Awng dk., Shade dk., &c.* See illustrations of types of vessels, following page xl of key. Explanations of such terms as shade deck, awning deck, &c., are included in the alphabetical key to the abbreviations, see page xxviii.

### Symbols of Classification of the late Underwriters' Registry.

(Amalgamated with Lloyd's Register in 1935).

A1* A1** ...Characters of Iron or Steel vessels built in excess of the Rules of the Underwriters' Registry and of extra quality of Iron.

A1* A1* / A1 A1,... / A A..... — Characters of Iron, Steel, or Composite vessels built according to the Rules of the Underwriters' Registry.

Vessels classed in red were built under the inspection of the Surveyors to the Underwriters' Registry.

The figure 1 or 2 affixed to Symbols of Classification signifies the Character of Equipment

**Last date of Survey.** The figures under a character denote the date when the vessel was last surveyed. The *date of survey* only certifies to the vessel's state of efficiency *at that time.*

**Ports of Survey.** An explanation of contractions used to indicate surveying ports will be found on page xxxii.

The 6th, 7th, and 8th columns (Sailing Vessels), or 5th, 6th, and 7th columns (Steamers) left blank, indicate that the vessel has never been classed in the Register Book.

When the 6th (Sailing Vessels) or 5th (Steamers) column is left blank, except as regards the date of survey last recorded, it indicates that the character has expired, or that it has been withdrawn either for want of survey or on account of non-payment of fees due in the case.

## Steamers, column 8; Sailing Vessels, column 9

**Date of Build.** In the case of Iron and Steel vessels classed by Lloyd's Register, the last date of survey for first entry of classification is reckoned as the date of build when such survey is completed within six months of the date of launching; but, when the first entry survey is not completed within that period, the date of build is reckoned as six months after the date of launching. In the case of classed Iron and Steel vessels launched prior to the 19th May, 1887, and also in the case of all classed Wood and Composite vessels, the date of launch is reckoned as the date of build. In the case of vessels not classed by Lloyd's Register, it is not possible to define in all cases whether the date of build is the date of launch or the date of completion.

Records such as $18\frac{65}{04}$ occur in the case of some unclassed vessels. These denote that the vessel was originally built at the date indicated by the upper figures, and is reported to have been rebuilt at the date indicated by the lower figures. In such cases, the Society has no authoritative information as to the extent to which the reported rebuilding has been carried out (see special note at foot of this page).

Rebuilding of vessels, when carried out under the inspection and to the satisfaction of the Society's Surveyors, is recorded thus :—"rebuilt 89."

## Steamers, column 10; Sailing Vessels, column 12.

**Owners.** In the case of vessels belonging to the United Kingdom, the name recorded in the Register Book is that of the Managing Owner, or of the firm in which the Managing Owner is a partner. When there is not a Managing Owner appointed, the name of the largest shareholder is recorded; and the name of the Manager of the vessel is also noted if desired. For colonial or foreign vessels, it is endeavoured to follow the same practice as for United Kingdom vessels; but obvious difficulties render it impossible to ensure that a person entered as Managing Owner is really a legal owner. He may therefore sometimes be only the *Manager* of a vessel as distinguished from the Managing *Owner*.

## Steamers, column 11; Sailing Vessels, column 13.

**Depth.** When two depths are recorded, thus: $\frac{16\cdot9}{24\cdot2}$ the upper figures denote the depth to main deck and the lower figures the depth to the upper deck. This practice is most frequently adopted in the cases of vessels which have a spar or awning deck.

**Deck Erections.** See illustrations of types of vessels, following page xl.

**Water Ballast.** See explanations and illustrations on page xxxi of key.

## Steamers, column 12; Sailing Vessels, column 14.

**Water Ballast.** See explanations and illustrations on page xxxi of key.

## Steamers, column 13.

All contractions used in relation to Engines, Boilers, Furnaces, &c., are explained in the alphabetical key, see page xxviii.

**Nominal Horse Power (NHP)** The formulæ from which the Nominal Horse Powers are calculated are :—

1. In cases of vessels in which the particulars of boiler pressures and surfaces are known :—

$$\text{NHP}=\frac{\text{P}+340}{1000}\left(\frac{\text{D}^2\sqrt{\text{S}}}{100}+\frac{\text{H}}{15}\right)$$ where the boiler pressure is below 160lb.

$$=\frac{\text{P}+590}{1500}\left(\frac{\text{D}^2\sqrt{\text{S}}}{100}+\frac{\text{H}}{15}\right)$$ where the boiler pressure is 160lb or above.

If the boilers are fitted with Forced Draught or Induced Draught appliances, then $\frac{\text{H}}{12}$ is taken instead of $\frac{\text{H}}{15}$.

2. In cases where particulars of the boiler pressures and heating surfaces are not known :—

$$\text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{100}$$ for Triple and Quadruple Expansion Engines

$\text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{120}$ for Compound Engines. $\text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{130}$ for Simple Engines.

In the above Rules, D = diameter of L.P. Cylinder in inches. S = Stroke in inches. H = Heating surface in square feet. P = Working pressure in lb per square inch.

**Registered Horse Power (RHP)** This note shows that the horse power given is the nominal horse power as recorded in the Official Register of the vessel.

**Water Ballast.** See explanations and illustrations on page xxxi of key.

## Steamers, column 14; Sailing Vessels, column 15.

**Moulded Depth.** The moulded depth of an Iron or Steel vessel is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line. In the cases of spar and awning deck vessels, however, the depth is measured from the top of the main deck beams. In Wooden and Composite vessels the moulded depth is the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

In Wooden and Composite vessels where the lower part of the midship transverse section is of a hollow character (as in cases where thick garboard strakes are fitted) the moulded depth is measured from the point where the line of the flat of the bottom cuts the keel.

## Steamers, column 15; Sailing Vessels, column 16.

For explanations of symbols used to denote the Registers in which a vessel is classed (if she is not classed in Lloyd's Register Book), see alphabetical key, page xxviii.

**Board of Trade Passenger Certificate.** The note "till 6,05" indicates that the certificate expires at the date specified, June 1905.

## Steamers, column 16

**Date when the Tail Shaft was last seen.** The letter N preceding the date of last survey of the tail shaft (thus N 10,03) indicates that the tail shaft was *new* at that time. The letters P and S indicate respectively the last survey of *port* and *starboard* shafts.

**Mean Drafts.** The figures in the columns represent the mean drafts corresponding to an immersion of 65, 70, 75, and 80 per cent. respectively, as assigned by the late Underwriters' Registry, but these drafts do not indicate approved load lines.

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | Steamers. | Signification. |
|---|---|---|---|
| | | | **A.** |
| *a*, or *a*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*a*) ..... | — | 13 | Shell, end plates, furnaces and combustion chamber of boiler made of steel : stays of iron. |
| A ..... | 15 | 11 | Ash (timber). |
| A ..... | 16 | 15 | Vessel classed in the Veritas Austro-Ungarico. |
| A & C P ... | 9 & 10 | 8 & 9 | Anchors and Chains proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22 (Rules). |
| Alm rb. | 13 | 11 | Almost rebuilt,—with date of the work. |
| Alt ..... | — | 13 | Altered, with date. |
| AP ..... | 9 & 10 | 8 & 9 | Anchors proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22 (Rules). |
| *A P T* ... | 13&14 | 11–13 | After Peak Tank. See Illustration on page xxxi. |
| *Asp.* ..... | 3 & 4 | 12 | Asphalted. See Section 35 of Rules for Iron and Steel Vessels. |
| *Awng dk* | 6 | 3 & 5 | Built according to the Rules for Awning Decked vessels. Section 43 (Iron and Steel Vessels). See Fig. 8 of Illustrations of Types of Vessels following page xl of KEY TO REGISTER. |
| | | | **B.** |
| *b*, or *b*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*b*) ..... | — | 13 | Shell, stays and end plates of boiler made of iron; furnaces and combustion chamber of steel. |
| *B* ..... | 4 | 3 | See under *trB*. |
| *B B* ..... | 13 | 11 | Black Birch (timber). |
| *Bh* ..... | 13 | 11 | Beech (timber.) |
| BK ..... | 13 | 11 | Bar Keel, with depth in inches. |
| B ..... | 13 | 11 | Bridge Deck. See Illustrations of Types of Vessels following page xl of KEY to REGISTER. |
| *B H* ..... | 3 & 4 | 12 | Bulkheads, with number of same prefixed. |
| [illegible] ... | — | 6 & 7 | Boilers and Machinery Surveyed, with date, denoting that the Boilers and Machinery, though not fitted strictly in accordance with the Rules, were found, upon inspection at that time, to be in good condition. |
| [illegible] ..... | — | 6 & 7 | Boilers Surveyed, with date, denoting that the Boilers were found, upon inspection at that time, to be in good condition. |
| BS ..... | 3 & 4 | 2 & 3 | Subject to Biennial Survey. |
| BT ..... | 16 | 15 | With figures following, thus BT till 6,05, indicates that a Passenger Certificate has been issued by the Board of Trade, for a period expiring in June, 1905. |
| Bk ..... | 4 | 3 | Bark (Barque). |
| Bkn ..... | 4 | 3 | Barkentine (Barquentine). |
| Bg ..... | 4 | 3 | Brig. |
| Bmb ..... | 4 | 3 | Bombade. |
| Bn ..... | 4 | 3 | Brigantine. |
| | | | **C.** |
| *c*, or *c*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*c*) ..... | — | 13 | Shell and stays of boiler made of iron ; end plates, furnaces and combustion chamber of steel. |
| *Cr.* ..... | 13 | 11 | Cedar (timber). |
| *Chs.* ..... | 13 | 11 | Chestnut (timber). |
| C ..... | 3 | 2 | Sheathed with Copper. (*See special note at foot of page* xxx *of* KEY.) |
| C ..... | 16 | 15 | Vessel classed in the British Corporation. |
| C ..... | — | 13 | Compound Engines. |
| C ..... | 8 | 7 | Placed before figures signifies the term of years for which the Vessel had been Continued, but which is now expired. |
| CB ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 18, Section 46 of Rules for Wood Ships. |
| cf ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 13 in Section 46 of Rules for Wood Ships. |
| *cf* ..... | — | 13 | Corrugated furnaces, with number prefixed. |
| CF ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 16 in Section 46 of Rules for Wood Ships. Also for Copper or Yellow Metal fastenings of Composite ships, as per paragraph No. 1. |
| CF ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, in the [illegible] of Composite ships, as per paragraph No. 2. |
| CP ..... | 9 & 10 | 8 & 9 | Chains proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22 (Rules). |
| *Cell. DB* | 13&14 | 11–13 | Cellular construction of Double Bottom. See Illustration on page xxxi. |
| *Cem* .... | 3 & 4 | 12 | Cemented. See Section 35. Rules for Iron and Steel Vessels. |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | Steamers. | Signification. |
|---|---|---|---|
| Cl ..... | 13 | 11 | Clincher (build). |
| *Comp* ..... | — | 13 | Engines altered to Compound, with date thereof. |
| Comp ..... | 4 | 3 | Composite (build). |
| Cont. ..... | 6 | 5 | Continued. With the name of Port of Survey and Date, also number of years for which the vessel is Continued on the Character A (thus, Cont 12A1 from 12,96, Lon.) |
| Cr ..... | 4 | 3 | Cutter. |
| Cy ..... | — | 13 | Cylinders, with number of same prefixed. The figures after Cy. represent diameter of cylinders and length of stroke in inches. |
| | | | **D.** |
| *d*, or *d*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*d*) ..... | — | 13 | Shell and end plates of boiler made of steel ; stays, furnaces, and combustion chamber of iron. |
| d ..... | 3 | 2 | Doubled with Wood. |
| D ..... | — | 13 | Diagonal Engines. |
| D ..... | 16 | 15 | Vessel classed in Nederlandsche Vereeniging. |
| DB ..... | — | 13 | Double-ended Boilers, with number prefixed. |
| *DB* ..... | 13&14 | 11–13 | Double Bottom. |
| *DBa* ..... | 13&14 | 11–13 | Double Bottom, aft. |
| *DBf* ..... | 13&14 | 11–13 | Double Bottom, forward. |
| *DB u E & B* | — | 11–13 | Double Bottom under Engines and Boilers. |
| DB | 10 & 11 | — | Donkey Boiler *specially surveyed* during construction. The date of construction follows. |
| DB | 10 & 11 | 5, 6, 7 | Donkey Boiler Surveyed, with date, denoting that the donkey boiler was found, upon inspection at that time, to be in good condition. |
| Dd ..... | 13 | 11 | Decks Doubled. |
| D F & S ... | 13 | 11 | Decks Felted and Sheathed. |
| *dia. d* ... | 3 | 2 | Bottom diagonally doubled with Wood. |
| *Dks* ..... | 4 | 3 | Decks, with number prefixed thus, 2 *Dks.* |
| 2 *Dks (Iron or Steel)* | 4 | 3 | 2 Decks of Iron (or Steel.) |
| 2 *Dks Iron -Uwss)* | 4 | 3 | 2 Decks of Iron, the Upper one being sheathed or covered with wood. |
| 3 *Dk. rule* | 4 | 3 | Built in accordance with the Rules for Three-decked vessels, Section 41 (Iron and Steel Vessels). |
| Dr ..... | 4 | 3 | Dogger (rig). |
| drp ..... | 11 | 11 | Damage repairs to Ship. |
| [illegible] ..... | — | 13 | Damage repairs to Machinery. |
| *D T u or f* | 13&14 | 11–13 | Deep Tank, aft or forward. See Illustration on page xxxi. |
| | | | **E.** |
| *e* or *e*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*e*) ..... | — | 13 | Shell of boiler made of steel ; stays, end plates, furnaces, and combustion chamber of iron. |
| *E* ..... | 13 | 11 | Elm (timber). |
| *Exp'l. BS* | 3&4 | 2&3 | Vessels built experimentally and classed subject to Biennial Survey. |
| *Exp'l. TS* | 3&4 | 2&3 | Vessels built experimentally and classed subject to Triennial Survey. |
| | | | **F.** |
| *f* or *f*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*f*) ..... | — | 13 | Shell of boiler made of iron ; stays, end plates furnaces, and combustion chamber of steel. |
| F ..... | 3 | 2 | Felt. |
| *F* ..... | 13 | 11 | Fir (timber). |
| F ..... | 13 | 11 | Forecastle. See Illustration of Types of Vessels following page xl of KEY TO REGISTER. |
| *Fl* ..... | 13 | 11 | Flush Deck. See Fig. 1 of Illustrations of Types of Vessels following page xl of KEY TO REGISTER. |
| FD ..... | — | 13 | Forced draught, or induced draught in Boilers. |
| FK ..... | 13 | 11 | Flat Keel. |
| *FPT* ..... | 13&14 | 11–13 | Fore Peak Tank. See Illustration on page xxxi |
| F & d ..... | 3&4 | 2&3 | Bottom felted and doubled with wood |
| F & *dia d* | 3&4 | 2&3 | Bottom felted and diagonally doubled with wood. |
| F & Y M | 3 | 2 | Sheathed with Yellow Metal over Felt. (*See special note at foot of page* xxx.) |
| FS ..... | 6 | 5 | Full Scantlings, carried to upper deck. |
| FS & *Awng dk* | 6 | 5 | Full Scantlings, carried to the deck below Awning deck |
| *With freeboard* | 6 | 5 | Indicates that the character is assigned subject to an approved freeboard as given in Col. 15 (Sailing Vessels) or Col. 14 (Steamers) being correctly marked and punched in on the vessel's sides. |

*Special note at foot of page* xxx.

*A List of Surveying Ports will be found at page* xxxii.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **G.** |
| *g* or *g*† ... | 8 | 7 | Equipment letter, as per Table No 22 (Rules). |
| (*g*) ..... | — | 13 | Shell and end plates of boiler made of iron; stays, furnaces, and combustion chamber of steel. |
| G ..... | 4 | 3 | Galliot. |
| *G* ..... | 13 | 11 | Gum (timber). |
| G ..... | 16 | 15 | Vessel classed in the Germanischer Lloyd. |
| *Grt* ..... | 13 | 11 | Greenheart (timber). |
| GIB ..... | 3 | 2 | Fastened with Galvanised Iron Bolts. |
| Gl ..... | 4 | 3 | Galleas. |
| GS ..... | — | 13 | Grate surface, with area in square feet. |
| | | | **H.** |
| *h* or *h*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*h*) ..... | — | 13 | Shell, end plates, furnaces, and combustion chamber of boiler made of iron; stays of steel. |
| H ..... | 4 | 3 | Hoy (rig). |
| H ..... | — | 13 | Horizontal Engines. |
| H ..... | 16 | 15 | Vessel classed in Veritas Ellenico. |
| H ..... | 13 | 11 | Houses on Deck. |
| *Hk.* ..... | 13 | 11 | Hackmatack (timber). |
| *Hm.* ..... | 13 | 11 | Hemlock (timber). |
| HP ..... | — | 13 | Horse Power, see NHP and RHP. |
| HS ..... | — | 13 | Heating surface, with area in square feet. |
| *Hur dk.*.. | — | 3 | Hurricane deck. |
| HT ..... | 3 & 4 | 2 & 3 | Half Time or Intermediate Survey held. (Section 34, Rules for Wood Ships). |
| | | | **I.** |
| *i* or *i*† .... | 8 | 7 | Equipment Letter, as per Table No. 22 (Rules). |
| (*i*) ..... | — | 13 | Shell, stays, end plates, furnaces, and combustion chamber of boiler made of iron. |
| I..... | 16 | 15 | Vessel classed in the Registro Italiano. |
| IB ..... | 4 | 3 | Fastened with Iron Bolts. |
| (*Irn.*) ... | 4 | 3 | Iron—material of Decks. |
| | | | **J.** |
| *j* or *j*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*j*) ..... | — | 13 | Shell and stays of boiler made of iron; remainder partly of steel, partly of iron. |
| *J.* ..... | 13 | 11 | Juniper (timber). |
| | | | **K.** |
| *k* or *k*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*k*) ..... | — | 13 | Shell and stays of boiler made of steel; remainder partly of steel, partly of iron. |
| K. ..... | 4 | 3 | Ketch. |
| Kf..... | 4 | 3 | Koff (rig). |
| | | | **L.** |
| *l* or *l*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*l*) ..... | — | 13 | Shell of boiler made of steel; stays of iron; remainder partly of steel, partly of iron. |
| *L.* ..... | 13 | 11 | Locust (timber). |
| *Lh.* ..... | 13 | 11 | Larch (timber). |
| *LO* ..... | 13 | 11 | Live Oak (timber). |
| L. ..... | — | 13 | Lever Engines. |
| lb. ..... | — | 13 | (With figures prefixed). Working pressure of *main* Boilers, in pounds per square inch. |
| *lb* ..... | 10 & 11 | 13 | (With figures prefixed). Working pressure of *donkey* Boiler, in pounds per square inch. The letters P and S prefixed to *lb.* signify that the pressures refer to the port and starboard Donkey Boilers respectively. |
| len. ..... | 13 | 11 | Ship lengthened, with date following. |
| *Lloyd's S.&C.P.* | 9 & 10 | 8 & 9 | Anchors and Chains proved at ■ Machine under the Superintendence of the Committee of LLOYD'S REGISTER. See Table No. 22 (Rules). |
| lm ..... | 3 & 4 | 2 & 3 | Light mark; thus, F&YM (lm) signifies that the metalling is to the light water mark only. |
| LMC ..... | — | 6 & 7 | Lloyd's Machinery Certificate, denoting that the Machinery and Boilers are fitted in accordance with the Rules, and if with date, were found at the time mentioned in good condition. |
| ✠LMC ... | — | 6 & 7 | The ✠ signifies the Special Survey of Machinery and Boilers during construction, by the Engineer-Surveyors to LLOYD'S REGISTER. |
| Lr. ..... | 4 | 3 | Lugger. |
| lrp. ..... | 11 | 11 | Large repairs to Hull of Ship. |
| lrp. ..... | — | 13 | Large Repairs to Machinery. |
| Lv. ..... | 8 | 7 | Classification of the Liverpool Underwriters' Registry. |
| | | | **M.** |
| *m* or *m*†... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*m*) ..... | — | 13 | Shell of boiler made of iron; screw stays of steel; longitudinal stays of iron; remainder partly of steel, partly of iron. |
| *M.* ..... | 13 | 11 | Mahogany (timber). |
| MS ..... | — | 6 & 7 | Machinery Surveyed, with date, denoting that the Machinery was found, on inspection at that time, to be in good condition. |
| *MT.* ..... | 13 & 14 | 11-13 | Midship deep Tank. See Illustration on page xxxi. |
| Mat. ..... | 10 & 11 | 2 & 3 | Materials, with number of years prefixed, indicating the different grades of Wood used in ship's construction, as per Table A (Rules for Wood Ships). |
| *Mchy. Aft.* | — | 2 & 3 | Machinery fitted *Aft.* |
| mo..... | 9 | 8 | Month. |
| | | | **N.** |
| *n* or *n*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*n*) ..... | — | 13 | Shell of boiler made of iron; stays of steel; remainder partly of steel, partly of iron. |
| N ..... | 16 | 15 | Vessel classed in the Norske Veritas. |
| N ..... | — | 16 | (With date) indicates that the tail shaft was fitted *new* at that date. |
| NB ..... | 3 | 2 | New Bottom, with date. |
| NB..... | — | 13 | New Boilers, with date. |
| ✠NB ... | — | 6 & 7 | New Boilers *specially Surveyed* during construction. The date of construction follows. |
| ND..... | 13 | 11 | New Deck, with date. |
| ✠NDB | 10 & 11 | | New Donkey Boiler *specially Surveyed* during construction. The date of construction follows. |
| NDB ..... | — | 13 | New Donkey Boiler, with date. The letters P and S prefixed to NDB signify port and starboard respectively. |
| NDS ..... | 13 | 11 | New deck sheathing, with date. |
| NE. ..... | — | 13 | New Engines, with date. |
| NE & B.... | — | 13 | New Engines and Boilers, with date. |
| ✠NE&B | — | 6 & 7 | New Engines and Boilers, which have been *specially surveyed* during construction. The date of construction follows. |
| NHP ..... | — | 13 | Nominal Horse Power by the formulæ given on page xxvii of Explanations of Records, column 13, Steamers. |
| NKl. ..... | 13 | 11 | New Keel, with date. |
| NKlsn. ... | 13 | 11 | New Keelson, with date. |
| NTSds. ... | 13 | 11 | New Topsides, with date. |
| NW..... | 13 | 11 | New Wales, with date. |
| | | | **O.** |
| *o* or *o*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*o*) ..... | — | 13 | Shell, screw stays, end plates, furnaces, and combustion chamber of boiler made of steel; longitudinal stays of iron. |
| O. ..... | — | 13 | Oscillating Cylinders. |
| *O.* ..... | 13 | 11 | Oak (timber). |
| OM. ..... | 10 & 11 | 11 | Old materials used in ship's construction. |
| | | | **P.** |
| *p* or *p*† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (*p*)..... | — | 13 | Shell and longitudinal stays of boiler made of iron; screw stays, end plates, furnaces and combustion chamber of steel. |
| *P.* ..... | 13 | 11 | Pine (timber). |
| PBH..... | 3 | 12 | Partial Bulkhead, or Bulkhead not reaching to Main Deck. |
| *PP.* ..... | 13 | 11 | Pitch Pine (timber). |
| P..... | — | 13 | Port. (See notes under *lb* and PNDB.) |
| P ..... | — | 16 | (With date.) Date when *Port* tail shaft was last seen |
| P. ..... | 13 | 11 | Poop Deck. See Illustrations of Types of Vessels following page xl of KEY to REGISTER. |
| *pf* ..... | — | 13 | Plain furnaces, with number prefixed. |
| plk..... | 13 | 11 | Plank. |
| pt. ..... | 3 | 2 | Part. |
| ptOM. ... | 13 | 11 | Part Old Materials used in ship's construction. |
| Pad. ..... | — | 3 | Paddle Steamer. |
| PNDB..... | — | 13 | New Donkey Boiler (port side) with date. |
| Pol..... | 4 | 3 | Polacre (rig). |

*A List of Surveying Ports will be found at page* xxxii.

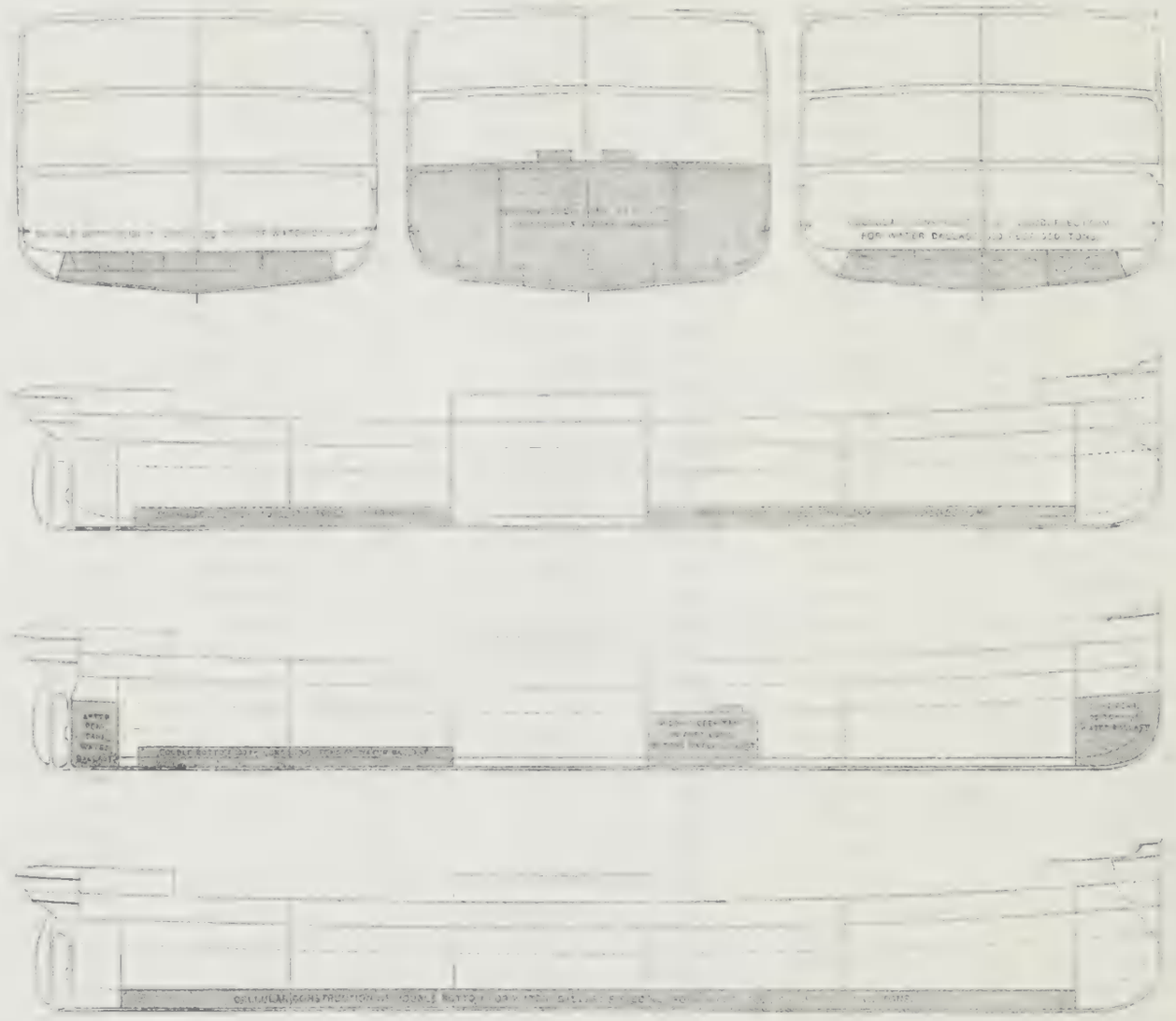
| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **Q.** |
| q or $q_1$ ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (q) ..... | — | 13 | Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of iron: screw stays of steel. |
| Q ..... | 13 | 11 | Raised Quarter Deck or Break. See Figs. 4 and 6 of Illustrations of Types of Vessels following page xl of KEY to REGISTER. |
| Q ..... | — | 13 | Quadruple expansion engines. |
| *Qrd.* .... | — | 13 | Engines altered to Quadruple expansion, with date. |
| | | | **R.** |
| r or r† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| (r) ..... | — | 13 | Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of steel; screw stays of iron |
| R. ..... | 16 | 15 | Vessel classed in the American Record. |
| *Ref. Mchy* | — | 2–3 | Vessel fitted with Refrigerating Machinery. See List at end of Register. |
| Rest. ..... | 6 | 5 | Restored. Thus, Rest. 10A1 from 96 Lon. denotes that the vessel was restored on the A character for 10 years from 1896, and that the Survey was held at London. |
| r ..... | — | 13 | Ribbed furnaces, with number prefixed. |
| RFd ..... | — | 11 | Raised Fore Deck. |
| r-n M. ... | 13 | 11 | Re-treenailed. |
| IHP ..... | — | 13 | Nominal Horse Power given by Official Register, in the case of British Ships. |
| [illegible] | — | 6 & 7 | Refrigerating Machinery Certificate, denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition at the time mentioned. |
| [illegible] | — | 6 & 7 | The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register. |
| [illegible] ..... | 3 | 2 | Vessel built under a roof, as per Section 48 of Rules for Wood Ships. |
| *RP* ..... | 13 | 11 | Red Pine (timber). |
| | | | **S.** |
| s or s† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| s ..... | 15 | 14 | Summer Freeboard. |
| (s) ..... | — | 13 | Shell, stays, end plates, furnaces, and combustion chamber of boiler made of steel. |
| s ..... | 3 | 2 | Sheathed with Wood. |
| S. ..... | 13 | 11 | Spruce (timber). |
| Sb. ..... | 13 | 11 | Sabicu (timber). |
| *Sl.* ..... | 13 | 11 | Saul (timber). |
| *Salted* ... | 4 | 3 | Vessels salted in accordance with Rules, Section 37 (Wood Ships). |
| *Salted*† ... | 4 | 3 | The dagger signifies that the vessel's beams have *not* been salted. |
| S ..... | 16 | 15 | Vessel classed in the United States Standard Register of Shipping. |
| S. ..... | 4 | 3 | Ship. |
| s ..... | — | 13 | Starboard. (See notes under *lb* and SNDB). |
| s ..... | — | 16 | (With date.) Date when *Starboard* tailshaft was last seen. |
| SB ..... | — | 13 | Single-ended Boilers, with number prefixed. |
| S. ..... | — | 3 | Screw Steamer. |
| Sc. ..... | 4 | 3 | Smack. |
| s-dck ..... | — | 13 | New Donkey Boiler (starboard side) with date. |
| Sp. ..... | 4 | 3 | Sloop. |
| S[illegible] ..... | 4 | 3 | Square Rigged. |
| Sr. ..... | 4 | 3 | Schooner. |
| Sn. ..... | 4 | 3 | Snow. |
| sc. ..... | — | 13 | Surface condensing. |
| *Shade dk.* | 4 & 6 | 3 & 5 | Deck of light construction and with openings in sides. *See* Fig. 7 of Illustrations of Types of Vessels following page xl of KEY to REGISTER. |
| *Spar dk.* | 4 & 6 | 3 & 5 | Built according to Rules for Spar-Decked Vessels, Section 42 (Iron and Steel Vessels). See Fig. 9 of Illustrations of Types of Vessels following page xl of KEY to REGISTER. |
| sr† ..... | 11 | 11 | Some repairs to Hull of ship. |
| s ..... | 4 | 3 | Special Survey of Iron or Steel ships. Vessels submitted to Periodical Surveys, as prescribed in the Rules for Iron and Steel Ships (thus, *ss*Nwc.No.1–03; *ss*Hull No.2–03; *ss*Lon.No.3–4,03). A notation thus—*ss*Hpl.2ndNo.3–1,03, denotes that the Vessel has been submitted to the "Second Special Survey No. 3" prescribed in the Rules; this survey includes the drilling of shell plating to ascertain its thickness. |
| SS ..... | 4 | 3 | Special Survey of Composite ships, with date, as per Section 43. |
| SS ..... | 4 | 3 | Special Survey of Wood ships classed Æ, with the term of years granted them, and the year of Survey, as per Sections 61, 63 and 65 of Rules for Wood Ships (thus SS. Whn. 03-4 yrs.). |
| SS | 6 | 5 | Special Survey. Date in red affixed denotes that the vessel has been surveyed at that time in accordance with the Rules for Wood Ships, Section 60, and the number of years indicates the term for which the vessel remains on this character (thus, SS Sld.00–8yrs.). |
| (St) ..... | 4 | 3 | Steel,—material of Decks. |
| | | | **T.** |
| t or t† ... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| t ..... | 13 & 14 | 11–13 | Tons. |
| (t) ..... | — | 13 | Shell, screw stays, end plates, furnaces, and combustion chamber of boiler made of iron; longitudinal stays of steel. |
| *T.* .. | 13 | 11 | Teak (timber). |
| T ..... | — | 13 | Triple expansion engines. |
| *T* ..... | 13 | 11 | Tamarac (timber). |
| t-d ..... | 4 | 3 | Tiers of beams with number of same prefixed (thus 3*trB.*), with or without decks laid on them. |
| *Tpd* ..... | — | 13 | Engines altered to Triple Expansion, with date. |
| Trb ..... | 4 | 3 | Trabacolo. |
| | | | **U.** |
| u ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| UM ..... | 3 | 2 or 3 | Sheathed with Union Metal. (*See special note at foot of page* xxx). |
| *U* ..... | 4 | 3 | Upper Deck. |
| *U*-ws .... | 4 | 3 | Upper Deck sheathed or covered with wood. |
| | | | **V.** |
| v ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| V ..... | 16 | 15 | Vessel classed in the Bureau Veritas. |
| | | | **W.** |
| w ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| W ..... | 15 | 14 | Winter Freeboard (not applicable to North Atlantic voyages). |
| W *B* ... | 13 & 14 | 11–13 | Water Ballast, with particulars. (See illustration on page xxxi). |
| *WB*— | | | |
| *Well deck* | 4 | 2 & 3 | A Well-decked Steamer is one having a forecastle, and a long-raised quarter deck or a poop joined to a bridge house, thus leaving the main deck exposed between the bridge front and the end of the forecastle. (See Figs. 5 and 6 of Illustrations of Types of Vessels following page xl of KEY to REGISTER). |
| WF & d | 10 & 11 | 11 | Wales felted and doubled with Wood. |
| WF & *diad* | 10 & 11 | 11 | Wales felted and diagonally doubled with Wood. |
| WF & s | 10 & 11 | 11 | Wales felted and sheathed with Wood. |
| *WO.* ..... | 13 | 11 | White Oak (timber). |
| ws ..... | 4 | 3 | Sheathed with Wood (relating to Decks). |
| ws ..... | 10 & 11 | 11 | Wales sheathed with Wood. |
| | | | **X.** |
| x ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| | | | **Y.** |
| y ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| YM. ..... | 3 | 2 | Sheathed with Yellow Metal. (*See special note at foot of this page*). |
| *YP* ..... | 13 | 11 | Yellow Pine (timber). |
| Yt ..... | 4 | 3 | Yacht. |
| z ..... | 8 | 7 | Equipment letter, as per Table No. 22 (Rules). |
| Z ..... | 3 | 2 | Sheathed with Zinc. (*See special note at foot of this page.*) |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

# DOUBLE BOTTOMS AND WATER BALLAST TANKS.

*ILLUSTRATIONS OF NOTATIONS in the 11th, 12th, 13th, and 14th Columns OF THE REGISTER BOOK.*

*WB = DB*100′130*t : denoting Double Bottom* 100 *feet long ; capacity,* 130 *tons.*
*WB = DBa*100′*f*130′310*t : denoting Double Bottom, aft* 100 *feet, forward* 130 *feet long ; total capacity* 310 *tons.*
*WB = DBa*72′*&uES B*28′260*t : denoting Double Bottom aft* 72 *feet long, and under Engines and Boilers* 28 *feet long ; total capacity,* 260 *tons.*
*WB = Cell DB*300′550*t : denoting cellular construction of Double Bottom* 300 *feet long ; capacity,* 550 *tons.*
*WB = FPT*20*t : denoting Fore Peak Tank ; capacity,* 20 *tons.*
*WB = APT*8*t : denoting After Peak Tank ; capacity* 8 *tons.*
*WB = MT*25′180*t : denoting Midship deep Tank,* 25 *feet long ; capacity,* 180 *tons.*
*WB = DTa*26′165*t f*30′198*t : denoting Deep Tank aft* 26 *feet long, capacity,* 165 *tons ; and forward* 30 *feet long capacity* 198 *tons.* *See* Diagrams.



*N.B.—When part of the record of Water Ballast is expunged in red ink, thus :—WB = DBa*45′142′*&uEs B*166, *&c., it signifies that the Vessel is fitted with tanks to the extent named, but at the date of the last survey the expunged portion was not being used for the purpose of Water Ballast, and the pipes, &c., thereto have been disconnected.*

# KEY TO ABBREVIATIONS—*continued.*

## SURVEYING PORTS.

*In the fourth and seventh Columns (Sailing Vessels); and in the third and sixth Columns (Steamers).*

Abg .....Aalborg
Abn .....Aberdeen
Abr .....Aberayron
Abs .....Aberystwith
Adl .....Adelaide
Adn .....Aden
Akb .....Akyab
Alg .....Algiers
All .....Allon
Alx .....Alexandria
Ams .....Amsterdam
Amy .....Amoy
Anc .....Ancona
Ant .....Antwerp
Apl .....Appledore
Arb .....Arbroath
Ard .....Ardrossan
Auk .....Auckland, N.Z.
Azr .....St. Michael's, Azores.
B.As .....Buenos Ayres
Bah .....Bahia
Bal .....Baltimore
Bar .....Barmouth
Bat .....Batavia
Bbo .....Bilbao
Bcl .....Barcelona
Bdg .....Bridgwater
Bds .....Barbados
Bdx .....Bordeaux
Bel .....Belfast
Bgn .....Bergen, Norway
Bhn .....Bremerhaven
Bid .....Bideford
Bkn .....Birkenhead
Bla .....Braila
Bly .....Blyth
Bms .....Beaumaris
Bnf .....Banff
Bng .....Bangor
Bom .....Bombay
Bos .....Boston
Bpl .....Barnstaple
Bpt .....Bridport
Bts .....Bristol
Brw .....Barrow
Bry .....Barry
Bsb .....Brisbane
Btm .....Batoum
Bwg .....Bowling
Bwk .....Berwick
Bxm .....Brixham
Cal .....Calcutta
Car .....Cardigan
Chr .....Cheribon
Clo .....Colombo
Cch .....Christchurch
Cdz .....Cadiz
Cff .....Cardiff
Chp .....Chepstow
Chs .....Chester
Clv .....Cleveland, O.
Cly .....Clyde Ports
Cpb .....Campbeltown
Cpl .....Constantinople
Cpn .....Copenhagen
Crk .....Cork
Cst .....Cronstadt
Ctg .....Carthagena
C.Tn .....Cape Town
Cws .....Cowes
Ddn .....Dunedin, N.Z.
Dem .....Demerara
Dmb .....Dumbarton
Dnk .....Dunkirk
Dnz .....Danzig
Dvr .....Dover
Drt .....Dartmouth
Dub .....Dublin
Dun .....Dundee
Els .....Elsinore
Exr .....Exeter
Fal .....Falmouth
Fiu .....Fiume
Flu .....Flensburg
Flt .....Fleetwood
Foy .....Fowey
Fre .....Fremantle
Gal .....Galveston(Texas)
Gen .....Genoa
Gff .....Geffe
Gib .....Gibraltar
Glr .....Gloucester
Gls .....Glasgow
Gmh .....Grangemouth
Gms .....Grimsby
Gns .....Guernsey
Goo .....Goole
Got .....Gothenburg
Grk .....Greenock
Gro .....Groningen
Gst .....Geestemunde
Gts .....Gateshead
Gtz .....Galatz
Ham .....Hamburg
Har .....Harwich
Hav .....Havre
Hay .....Hayle
Hbg .....Helsingborg
Hot .....Hobart
Hfs .....Helsingfors
Hfx .....Halifax, N.S.
Hgt .....Harrington
Hgz .....Hoogezand
H.Kg .....Hong Kong
Hpl .....Hartlepool
Hrl .....Harlingen
Hul .....Hull
Hva .....Huelva
I.M. .....Isle of Man
Inv .....Inverness
Ips .....Ipswich
Irv .....Irvine
Jer .....Jersey
Kel .....Kiel.
Kgn .....Kingston, Jam.
Kob .....Kobé, Japan
Krh .....Kurrachee
La P .....Las Palmas
La R .....La Rochelle
Lan .....Lancaster
Lbc .....Lubeck
Ldy .....Londonderry
Lgn .....Leghorn
Lim .....Limerick
Lis .....Lisbon
Liv .....Liverpool
Lly .....Llanelly
Lon .....London
Lth .....Leith
Lus .....Lussino
Lwt .....Lowestoft
Lyn .....Lynn
Lyt .....Lyttleton, N.Z.
Man .....Manila
Mar .....Margate
Mau .....Mauritius
Mch .....Manchester
Mdb .....Middlesbro'
Mel .....Melbourne
Mes .....Messina
Mga .....Malaga
Mil .....Milford
Mlt .....Malta
Mmn .....Moulmein
Mmo .....Malmo
Mpt .....Maryport
Msl .....Marseilles
Mth .....Monmouth
Mtl .....Montreal
Mtr .....Montrose
M.Vo .....Monte Video
Nag .....Nagasaki
Nap .....Naples
Ndp .....Nieuwe Diep
NFL .....Newfoundland
Nhv .....Newhaven
N.Ns .....Newport News
N.Os .....New Orleans
Npr .....Napier, N.Z.
Npt .....Newport, Mon.
Nqy .....Newquay, Cardiganshire
Nrb .....Nordby
Nrk .....Newark
Nry .....Newry
N.Sc .....Nova Scotia
N.S.W. .....Newcastle, N.S.W.
Nts .....Nantes
Nwc .....Newcastle
N.Yk .....New York
Oda .....Odessa
Odn .....Odense
Opo .....Oporto
Ork .....Orkneys
Osc .....Oscarshamn
Pad .....Padstow
Pca .....Pensacola
P.E.I. .....Prince Edward Island
P.El .....Port Elizabeth
Pet .....Peterhead
P.Gl .....Port Glasgow
Phl .....Philadelphia
Pir .....Pirœus
Pka .....Pekela
Pld .....Portland (O.)
Ply .....Plymouth
Pmd .....Portmadoc
Png .....Penang
P.Nl .....Port Natal
Pnz .....Penzance
Poo .....Poole
Pra .....Para.
Prs .....Preston
Psy .....Paisley
Pts .....Portsmouth
Qbc .....Quebec
Qns .....Queenstown
Ram .....Ramsgate
Rds .....Randers
Rga .....Riga
Rgn .....Rangoon
Rio .....Rio de Janeiro
Rnf .....Renfrew
Rns .....Rostock
Rot .....Rotterdam
Rou .....Rouen
S.Fo .....San Francisco
St. I. .....St. Ives
St.J .....St. John
St.M .....St. Malo
St.N .....St. Nazaire
St.P .....St. Petersburg
Stm .....Southampton
Scr .....Scarborough
Shl .....Shanghai
Shl .....Shields, N. Shields, S.
Shm .....Shoreham
Shp .....Sharpness
Sil .....Scilly
Skm .....Stockholm
Sld .....Sunderland
Sli .....Sligo
Sly .....Sicily
Smg .....Samarang
Sng .....Singapore
Sou .....Southampton
Spl .....Sebastopol
Spz .....Spezia
Stk .....Stockton
Stn .....Stettin
Str .....Stanraer
Stv .....Stavanger
Sty .....Stornoway
Suz .....Suez
Svb .....Svendborg
Swn .....Swinemunde
Sws .....Swansea
Syd .....Sydney, N.S.W.
Syr .....Syra
Tac .....Tacoma
Tgn .....Teignmouth
Tns .....Townsville, N. Queensland
Tps .....Topsham
Tqy .....Torquay
Tri .....Trieste
Tro .....Troon
Tto .....Toronto
Vcr .....Vancouver Id.
Vdm .....Veendam
Ven .....Venice
Vpo .....Valparaiso
Wbl .....Whitstable
Wex .....Wexford
Wey .....Weymouth
Whn .....Whitehaven
Wln .....Wellington
Wmn .....Wilmington, N.C.
Wrk .....Workington
Wtb .....Whitby
Wtf .....Waterford
Xia .....Christiania
Yar .....Yarmouth
Ygh .....Youghal
Yka .....Yokohama

# TABLE EXPLICATIVE CONCERNANT LE REGISTRE.

1904-05.

# EXPLICATIONS DES ANNOTATIONS DU "LLOYD'S REGISTER BOOK."

Toutes les abreviations du "Lloyd's Register Book" se trouvent expliquées dans la Table Explicative, voir page xxxvi.

## Navires a Vapeur, colonnes 2 et 3; Navires a Voiles, colonnes 3 et 4.

**Capitaine.** Les chiffres a la suite du nom du capitaine, ainsi, *Smith* 86–97, indiquent (1°) l'année où il est entré comme capitaine au service de l'armateur, (2°) l'année où il a pris le commandement du navire.

**Ponts.** Voir les dessins des différents types de navires à la suite de la page xl de la Table Explicative. Les explications des termes tels que *shade dk.*, etc., sont fournies dans la Table Explicative, voir page xxxvi.

*3 dk. rule*..... Cette annotation indique que le navire a été construit d'après les règlements pour les navires à trois ponts. (Section 41, navires en fer et en acier.)

**Visites Périodiques.** L'explication de l'enregistrement des visites spéciales périodiques se trouve dans la Table Explicative, voir page xxxvi. L'enregistrement indique seulement la condition du navire à l'époque de la visite.

**Ports de Visite.** Les abréviations telles que (Lon., Syd., &c.), employées pour indiquer les ports où les navires ont été inspectés, sont expliquées à la page xl.

**Gréement, etc.** Les abréviations employées pour spécifier le gréement des navires sont expliquées dans la Table Explicative, voir page xxxvi.

† ..... Ce signe à la suite du mot "*salted*" indique que les barrots du navire n'ont pas été salés.

## Navires a Vapeur, colonne 4; Navires a Voiles, colonne 5.

**Tonnage.** Le tonnage qui figure sur le "Lloyd's Register Book" en caractères comme ci-contre, est à part quelques rares exceptions, le tonnage officiel mesuré d'après les lois du pays auquel le navire appartient.

3101 (Total)
2864 (Sous le pont)
1994 (Net)

Pour quelques navires étrangers, le tonnage qui figure a été mesuré d'après la méthode Anglaise, et est reconnu par la loi Anglaise. Dans ce cas le fait est mentionné par l'emploi de caractères italiques, comme ci-contre.

*3101* (Total)
*2864* (Sous le pont)
*1994* (Net)

## Navires à Vapeur, colonnes 5, 6 & 7; Navires a Voiles, colonnes 6, 7 & 8.

Marques de Classification du Lloyd's Register.

100A1 95A1 / 90A1 85A1 / 80A1 75A1 — Cotes des navires en fer ou en acier, construits conformément aux règlements de la Société depuis 1869. Les nombres 100, 90, &c., n'indiquent pas une période d'années, mais ne servent que de termes de comparaison.

A1 ..... Cette cote non précédée d'un nombre, s'applique aux navires en fer ou en acier, construits à la satisfaction du Comité pour des usages ou des voyages spéciaux.

*A1 ..... Cote des navires en fer construits avec des tôles plus épaisses que celles réclamées pour la cote A1.

A1 A1 A1 — Cotes des navires en fer construits conformément aux règlements de la Société en vigueur de 1864 à 1871.

A1 ..... Première cote des navires en bois ou composites dont l'armement est bon et suffisant. Les chiffres qui précèdent la cote, colonne 5 (navires à vapeur), colonne 6 (navires à voiles), indiquent le nombre d'années pour lesquelles le navire a été coté, ainsi :—11A1, Cont 6A1, Rest 6A1. (Voir "Cont" et "Rest" dans la Table Explicative, page xxxvi.) Les chiffres dans la colonne 7 (navires à vapeur), colonne 8 (navires à voiles), indiquent les périodes expirées pour lesquelles les navires avaient été cotés. A la première ligne ces chiffres indiquent la période originelle, aux lignes suivantes les périodes de continuation.

A1 ..... Cote des navires pour lesquels les périodes assignées soit originellement, soit par Continuation ou par Restauration sont expirées, ou cote des navires qui n'ont jamais eu de cote originelle mais qui sont jugés aptes à transporter des marchandises sèches et périssables. Le nombre d'années pour lesquelles la cote a été assignée figure sous la cote dans la colonne 5 (navires à vapeur), colonne 6 (navires à voiles), ainsi :—8SPly.08 4yrs

Æ1 ..... Cote des navires aptes à transporter des marchandises sèches et périssables pour de courtes traversées. Le nombre d'années pour lesquelles la cote Æ a été assignée, figure sous la cote dans la colonne 6 (navires à voiles), ainsi :—SSPly.03–4yrs.

1 ..... Le chiffre 1 imprimé comme ci-contre et faisant partie de la cote, indique que le navire a un armement bon et suffisant conformément au Tableau 22 (voir règlements de la Société).

— ..... Ce signe à la suite d'une cote, à la place occupée par le chiffre 1, indique que l'armement du navire ne répond pas aux exigences des règlements de la Société, soit comme qualité, soit comme quantité.

✠ ..... Ce signe indique que le navire a été construit sous surveillance spéciale.

✠ ..... Ce signe indique que les machines ou les chaudières, ou toutes les deux (suivant l'annotation dont il est suivi) ont été construites sous surveillance spéciale.

——
5.07 ..... Une ligne noire avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de défectuosités signalées.

——
5.07 ..... Une ligne rouge avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de dérogation aux règlements de la Société en ce qui concerne les visites.

... ..... Ce signe dans la colonne 7 (navires à vapeur), colonne 8 (navires à voiles), indique que la cote du navire a été retirée du "Lloyd's Register Book" à la demande de l'armateur.

100A1 ..... Quand un navire coté est mentionné comme perdu, condamné ou ayant tout autre accident, &c., la cote est rayée comme ci-contre.

*with freeboard* ... Cette mention sous la cote indique que le franc-bord assigné est une condition de la cote du navire.

"*For tug purposes*," "*Trawler*," *&c.* Cette mention sous la cote indique les voyages ou les usages spéciaux auxquels le navire est affecté et en vue desquels il a été classé par la Société.

*Awng dk.. Shade dk., &c.* Voir les dessins des différents types de navires à la suite de la page xl de la Table Explicative. Les explications des termes tels que shade deck, awning deck, &c., sont données dans la Table Explicative, voir page xxxvi.

## Marques de Classification de l'ex Underwriters' Registry.

(Réuni au Lloyd's Register en 1885.)

A1; A1‡ ..... Cotes des navires en fer ou en acier construits avec des échantillons plus forts que ceux exigés par les règlements de l'Underwriters' Registry et avec des fers de qualité extra.

A1* A1*... / A1 A1..... / A A..... — Cotes des navires en fer, en acier ou composites, construits conformément aux règlements de l'Underwriters' Registry.

Les navires cotés en rouge ont été construits sous la surveillance des Inspecteurs de l'Underwriters' Registry.

Les chiffres 1 et 2 à la suite des marques de classification indiquent la cote de l'armement.

**Date de dernière Visite.** Les chiffres sous une cote indiquent la date de dernière visite. La date de visite certifie seulement la condition du navire à ce moment.

**Ports de Visites.** Les abréviations employées pour indiquer les ports de visites sont expliquées à la page xl.

Les 6me, 7me, et 8me colonnes (navires à voiles) ou les 5me, 6me, et 7me colonnes (navires à vapeur) laissées en blanc, indiquent que le navire n'a jamais été coté dans le "Lloyd's Register Book."

La 6me colonne (navires à voiles) ou la 5me colonne (navires à vapeur) laissée en blanc, sauf en ce qui concerne l'époque de la dernière visite enregistrée, indique que la cote est expirée ou bien qu'elle a été rayée soit pour manque de visite, soit pour non paiement des honoraires dûs dans ce cas.

## Navires à Vapeur, colonne 8 ; Navires à Voiles, colonne 9.

**Date de Construction.** Pour les navires en fer et en acier cotés par le Lloyd's Register, la date de la dernière visite d'inspection pour l'entrée en cote est considérée comme étant la date de construction, à condition que la susdite visite soit passée dans les 6 mois qui suivent la date du lancement ; mais si l'inspection pour l'entrée en cote n'est pas terminée durant la susdite période, la date de construction est calculée six mois après celle du lancement. Pour les navires en fer et en acier cotés et lancés antérieurement au 19 Mai 1887, ainsi que pour tous les navires cotés en bois et composites, la date du lancement est considérée comme étant celle de la construction. Pour les navires non cotés par le Lloyd's Register, il n'est pas possible dans tous les cas de spécifier si la date de construction est celle du lancement ou celle de l'achèvement des travaux.

Des annotations telles que $18\frac{55}{84}$ figurent pour quelques navires non cotés. Les chiffres supérieurs indiquent alors la date originelle de la construction, les chiffres inférieurs la date à laquelle le navire a été rapporté comme reconstruit. Dans ce cas la Société ne peut spécifier l'importance de la reconstruction.

## Navires à Vapeur, colonne 10 ; Navires à Voiles, colonne 12.

**Armateurs.** Pour les navires appartenant au Royaume Uni, le nom qui figure sur le "Lloyd's Register Book" est celui de l'armateur-gérant ou celui de la Société dont l'armateur-gérant fait partie. Lorsqu'il n'y a pas d'armateur-gérant, le nom qui figure est celui du plus gros actionnaire et le nom du gérant figure aussi si on le demande. Pour les navires coloniaux et étrangers, l'on a essayé de suivre le même usage que pour les navires du Royaume Uni, mais de sérieuses difficultés empêchent de certifier qu'une personne mentionnée comme étant armateur-gérant est aussi en réalité armateur légal. Dans certains cas par conséquent, la personne dont le nom figure peut n'être que gérant ce qui est absolument distinct d'armateur-gérant.

## Navires à Vapeur, colonne 11 ; Navires à Voiles, colonne 13

**Creux.** Quand deux creux sont mentionnés, ainsi $\frac{10\cdot3}{24\cdot2}$ les chiffres supérieurs indiquent le creux au pont principal et les chiffres inférieurs le creux au pont supérieur. Cet usage s'applique surtout aux navires spar ou awning deck.

**Constructions sur les Ponts.** Voir les dessins des différents types de navires à la suite de la page xl.

**Water Ballast.** Voir explications et dessins à la page xxxix de la Table Explicative.

## Navires à Vapeur, colonne 12 ; Navires à Voiles, colonne 14.

**Water Ballast.** Voir explications et dessins à la page xxxix de la Table Explicative.

## Navires à Vapeur, colonne 13.

Toutes les abréviations employées se rapportant aux Machines, Chaudières, Foyers, &c., sont décrites dans la Table Explicative, voir page xxxvi.

**Force en Chevaux nominaux (NHP)** La force en chevaux nominaux est calculée d'après les formules suivantes :—

1°. Si les pressions et les surfaces de chauffe sont connues :—

$$\text{NHP}=\frac{\text{P}+340}{1000}\left(\frac{\text{D}^2\sqrt{\text{S}}}{100}+\frac{\text{H}}{15}\right) \text{ pressions au-dessous de 160 livres.}$$

$$=\frac{\text{P}+590}{1500}\left(\frac{\text{D}^2\sqrt{\text{S}}}{100}+\frac{\text{H}}{15}\right) \text{ pressions de 160 livres et au-dessus.}$$

Pour les chaudières à tirage forcé on devra substituer dans les formules ci-dessus, $\frac{\text{H}}{12}$ à $\frac{\text{H}}{15}$.

2°. Si les pressions et les surfaces de chauffe ne sont pas connues :—

$$\text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{100} \text{ Machines à Triple et Quadruple expansion.}$$

$$\text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{120} \text{ Machines Compound.} \qquad \text{NHP}=\frac{\text{D}^2\sqrt{\text{S}}}{130} \text{ Machines Simples.}$$

Dans les formules ci-dessus D = diamètre en pouces du Cylindre B.P. S = Course du piston en pouces. H = Surface de chauffe en pieds carrés. P = Pression de travail en livres par pouce carré.

**Force Officielle en Chevaux (RHP)** Cette annotation indique la force en chevaux nominaux d'après le Registre Officiel du navire.

**Water Ballast.** Voir explications et dessins à la page xxxix de la Table Explicative.

## Navires à Vapeur, colonne 14 ; Navires à Voiles, colonne 15.

**Creux sur quille.** Le creux sur quille pour les navires en fer et en acier, est la longueur de la perpendiculaire abaissée depuis la face supérieure des barrots du pont supérieur sur le coté et au milieu de la longueur du navire, jusqu' à hauteur de la rencontre de la face inférieure de la membrure avec le dessus de la quille sur la ligne médiane ; cependant pour les navires spar ou awning deck, le creux sur quille n'est calculé qu' à partir de la face supérieure des barrots du pont principal. Pour les navires en bois et composites, le creux sur quille est la longueur de la perpendiculaire abaissée depuis la face supérieure des barrots du pont supérieur jusqu' à hauteur de l'arête inférieure de la rablure de quille.

Pour les navires en bois et composites dont les parties inférieures sont frégatées (lorsqu'un navire est pourvu par exemple de galbords épais) le creux sur quille n'est alors calculé que jusqu'à hauteur de l'intersection de la ligne prolongée des fonds avec la quille.

## Navires à Vapeur, colonne 15 ; Navires à Voiles, colonne 16.

Pour l'explication des marques employées pour indiquer les différents Registres auxquels un navire est coté (s'il n'est pas coté au Lloyd's Register), voir Table Explicative page xxxvi.

**Certificat à passagers, delivré par le "Board of Trade."** Cette annotation "till 6,05" indique que le certificat expire à la date mentionnée, Juin 1905.

## Navires à Vapeur, colonne 16.

**Date de la dernière Visite de l'arbre porte-hélice.** La lettre N précedant la date de la dernière visite de l'arbre porte-hélice (par exemple N 10,03) signifie qu'on a mis à la date indiquée un arbre porte-hélice *neuf*. Les lettres P & S serviront à désigner respectivement les arbres porte-hélice de *Bâbord* et de *Tribord*.

**Tirants d'eau moyens.** Les chiffres qui figurent dans ces colonnes représentent les tirants d'eau moyens correspondant aux immersions de 65, 70, 75 et 80 pour cent. tels qu'ils ont été assignés par l'ex-Underwriters' Registry, mais ces tirants d'eau n'indiquent pas les lignes de charge approuvées.

**Bien que le Comité prenne toutes les mesures possibles, pour obtenir des renseignements exacts sur les navires qui figurent dans le "Lloyd's Register Book," il est à noter que dans le cas où les navires ne sont pas cotés par la Société, elle ne peut garantir la complète exactitude de tous les détails donnés relativement aux dates du doublage au tonnage, aux dimensions, aux ponts, à la classification, etc.**

| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur. | Explications. |
|---|---|---|---|
| | | | **A.** |
| *a*, ou *a*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*a*) | — | 13 | Enveloppe, tôles d'extrémités, foyers et chambre de combustion de chaudière en acier ; entretoises en fer. |
| *A* | 13 | 11 | Frêne (bois). |
| A | 16 | 15 | Navire coté au Veritas Austro-Ungarico. |
| A & CF | 9 & 10 | 8 & 9 | Ancres et chaînes éprouvées à une machine reconnue par le Comité du Lloyd's Register. Voir Tableau No. 22 (Règlements). |
| Alm. rb | 13 | 11 | Presque reconstruit,—avec date des travaux. |
| Alt | — | 13 | Transformé, avec date. |
| AP | 9 & 10 | 8 & 9 | Ancres éprouvées à une machine reconnue par le Comité du Lloyd's Register. Voir Tableau No. 22 (Règlements). |
| *APT* | 13 & 14 | 11–13 | Peak Tank arrière. Voir illustration à la page xxxix. |
| *Asp* | 3 & 4 | 12 | Asphalté. Voir Section 35 des Règlements pour les navires en fer et en acier. |
| *awng dk* | 6 | 3 & 5 | Construit conformément aux Règlements pour les navires "awning-deck." Section 43 (Navires en fer et en acier). Voir Figure 8 des illustrations des types de navires à la suite de la page xl de la TABLE EXPLICATIVE DU REGISTRE. |
| | | | **B.** |
| *b*, ou *b*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*b*) | — | 13 | Enveloppe, entretoises et tôles d'extrémités de chaudière en fer ; foyers et chambre de combustion en acier. |
| *B* | 4 | 3 | Voir *trB*. |
| *BB* | 13 | 11 | Bouleau noir (bois). |
| *Bh.* | 13 | 11 | Hêtre (bois). |
| BK | 13 | 13 | Quille en barre, avec hauteur en pouces. |
| B | 13 | 11 | Pont—passerelle. Voir les illustrations des types de navires à la suite de la page xl de la Table Explicative du Registre. |
| *BH* | 3 & 4 | 12 | Cloisons ; leur nombre est indiqué par le chiffre qui précède. |
| BoMs | — | 6 & 7 | Chaudières et machines visitées, avec date indiquant que les chaudières et machines, bien que n'étant pas en conformité avec les Règlements, ont été trouvées à l'époque de l'inspection, en bon état. |
| Bs | — | 6 & 7 | Chaudières visitées, avec date, indiquant que les chaudières ont été trouvées, à l'époque de l'inspection, en bon état. |
| BS | 3 & 4 | 2 & 3 | Sous condition d'une visite biennale. |
| BT | 16 | 15 | Avec chiffres qui suivent, ainsi : "BT till 6,05," indique qu'un Certificat pour passagers a été délivré par le Board of Trade, pour une période qui expire en Juin 1905. |
| Bk | 4 | 3 | Barque (Trois mâts Barque). |
| Bkn. | 4 | 3 | Barquentin. |
| Bg | 4 | 3 | Brick. |
| Bmb. | 4 | 3 | Bombarde. |
| Bn | 4 | 3 | Brigantin. |
| | | | **C.** |
| *c*, ou *c*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*c*) | — | 13 | Enveloppe et entretoises de chaudière en fer ; tôles d'extrémités, foyers et chambre de combustion en acier. |
| *C* | 13 | 11 | Cèdre (bois). |
| *Ch.* | 13 | 11 | Châtaignier (bois). |
| C | 3 | 2 | Doublé en cuivre (Voir note spéciale au bas de la page xxxviii). |
| C | 16 | 15 | Navire coté au British Corporation. |
| C | — | 13 | Machines compound. |
| C | 8 | 7 | Placé devant les chiffres indique la période d'années, pour laquelle le navire avait été continué, mais qui est expirée. |
| CB | 4 | 3 | Chevillé en cuivre ou en laiton conformément au paragraphe No. 18 de la Section 46 du Règlement pour les navires en bois. |
| cf | 4 | 3 | Chevillé en cuivre ou en laiton conformément au paragraphe No. 13 de la Section 46 du Règlement pour les navires en bois. |
| *cf* | — | 13 | Foyers ondulés, leur nombre est indiqué par le chiffre qui précède. |
| CF | 4 | 3 | Chevillé en cuivre ou en laiton conformément au paragraphe No. 16 de la Section 46 du Règlement pour les navires en bois. Également pour le chevillage en cuivre ou en laiton des navires composites conformément au paragraphe No. 1. |
| CF | 4 | 3 | Chevillé en cuivre ou en laiton dans le bois de navires composites conformément au paragraphe No. 2. |
| CP | 9 & 10 | 8 & 9 | Chaînes éprouvées à une machine reconnue par le Comité du Lloyd's Register. Voir Tableau No. 22 (Règlements). |
| *Cell. DB.* | 13 & 14 | 11–13 | Construction cellulaire du double-fond. Voir illustration à la page xxxix. |
| *Cem.* | 3 & 4 | 12 | Cimenté. Voir Section 35, Règlements pour les navires en fer et en acier. |
| Cl. | 13 | 11 | Construit à clin. |
| *Cmp.* | — | 13 | Machine transformée en compound, avec date. |
| Comp. | 4 | 3 | Composite (construction). |
| Cont. | 6 | 5 | Continué. Avec le nom du port de visite et la date ainsi que le nombre d'années, pour lesquelles le navire a été continué dans la cote A (ainsi : Cont. 12 A 1 from 12,96, Lon.). |
| Ctr. | 4 | 3 | Côtre. |
| Cy | — | 13 | Cylindres ; le chiffre qui précède, indique leur nombre. Les chiffres qui suivent "Cy." représentent les diamètres des cylindres, et la course des pistons en pouces. |
| | | | **D.** |
| *d*, ou *d*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*d*) | — | 13 | Enveloppe et tôles d'extrémités de chaudière en acier ; entretoises, foyers et chambre de combustion en fer. |
| d | 3 | 3 | Soufflage en bois. |
| D. | — | 13 | Machines diagonales. |
| D | 16 | 15 | Navire coté par la Nederlandsche Vereeniging. |
| DB | — | 13 | Chaudières doubles avec foyers aux deux extrémités, le chiffre qui précède indique leur nombre. |
| *DB* | 13 & 14 | 11–13 | Double-fond. |
| *DBa* | 13 & 14 | 11–13 | Double-fond arrière. |
| *DBf* | 13 & 14 | 11–13 | Double-fond avant. |
| *DB* | 1 | 11–13 | Double-fond sous les machines et les chaudières. |
| *DB* | — | | |
| *u F & B* | 10 & 11 | | |
| DB | 10 & 11 | | Petite chaudière, construite sous surveillance spéciale. Suit la date de construction. |
| DBS | 10 & 11 | 5, 6, 7 | Petite chaudière visitée, avec date, indiquant que la petite chaudière a été trouvée, à l'époque de l'inspection, en bon état. |
| Dd | 13 | 11 | Ponts doublés. |
| D F & S | 13 | 11 | Ponts avec soufflage en bois, sur feutre. |
| *dia. d* | 3 | 2 | Carène diagonalement doublée en bois. |
| *Dks.* | 4 | 3 | Ponts ; le chiffre qui précède indique leur nombre, ainsi : 2 *Dks.* |
| *2Dks(Ir'n) or (Steel)* | 4 | 3 | 2 Ponts en fer, (ou en acier). |
| *2 Dks(Iron Uwe)* | 4 | 3 | 2 Ponts en fer, le pont supérieur étant doublé ou recouvert de bois. |
| *3 Dk. rule* | 4 | 3 | Construit d'après les Règlements pour navires à trois ponts, Section 41 (Navires en fer et en acier) |
| Dr. | 4 | 3 | Dogre (Gréement). |
| drp. | 11 | 11 | Réparations d'avaries au navire. |
| dr | — | 13 | Réparations d'avaries aux machines. |
| *DT a* or *t* | 13 & 14 | 11–13 | Tank sur l'arrière ou sur l'avant du navire. Voir illustration à la page xxxix. |
| | | | **E.** |
| *e* ou *e*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*e*) | — | 13 | Enveloppe de chaudière en acier ; entretoises, tôles d'extrémités, foyers et chambre de combustion en fer. |
| *E* | 13 | 11 | Orme (bois). |
| *Expl.BS.* | 3 & 4 | 2 & 3 | Navires construits expérimentalement et cotés sous condition de visites biennales. |
| *Expl. TS.* | 3 & 4 | 2 & 3 | Navires construits expérimentalement et cotés sous condition de visites triennales. |
| | | | **F.** |
| *f* ou *f*† | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*f*) | — | 13 | Enveloppe de chaudière en fer ; entretoises, tôles d'extrémités, foyers et chambre de combustion en acier. |
| F | 3 | 2 | Feutre. |
| *F* | 13 | 11 | Sapin (bois). |
| F | 13 | 11 | Gaillard d'avant. Voir l'illustration des types de navires, à la suite de la page xl de la Table Explicative du Registre. |
| *FD* | 13 | 11 | Pont de plein pied. Voir Figure 1 des illustrations des types de navires, à la suite de la page xl de la Table Explicative du Registre. |
| FD | — | 13 | Tirage forcé. |
| FK | 13 | 11 | Quille plate. |
| *FPT* | 13 & 14 | 11–13 | Peak Tank avant. Voir illustration à la page xxxix. |
| F & d | 3 & 4 | 2 & 3 | Carène doublée en bois sur feutre. |
| F & *dia* d | 3 & 4 | 2 & 3 | Carène doublée diagonalement en bois sur feutre. |
| F & YM | 3 | 2 | Doublé en cuivre jaune sur feutre (voir note spéciale au bas de la page xxxviii.) |

Voir les illustrations à la page xxxix

Voir note spéciale au bas de la page xxxvii.

*La liste des ports de visite se trouve à la page* xl.

| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur. | Explications. |
|---|---|---|---|
| FS ..... | 6 | 5 | Échantillons conservés jusqu'au pont supérieur. |
| FS & *Awng dk* | 6 | 5 | Échantillons conservés jusqu'au pont en dessous du pont "Awning-deck." |
| *With freeboard* | 6 | 5 | Indique que la cote a été assignée, à condition que le franc-bord approuvé tel qu'il figure Col. 15 (Navires à voiles) ou Col. 14 (Navires à vapeur) soit correctement marqué et poinçonné sur les côtés du navire. |
| | | | **G.** |
| *g* ou *g*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*g*) ..... | — | 13 | Enveloppe et tôles d'extrémités de chaudière en fer ; entretoises, foyers et chambre de combustion en acier. |
| G ..... | 4 | 3 | Galiotte. |
| *G* ..... | 13 | 11 | Gommier (bois). |
| G ..... | 16 | 15 | Navire coté au Germanischer Lloyd. |
| *Grt* ..... | 13 | 11 | Greenheart (bois). |
| GIB ..... | 3 | 2 | Chevillé en fer galvanisé. |
| Gl. ..... | 4 | 3 | Galleas. |
| gs ..... | — | 13 | Surface de grille en pieds carrés. |
| | | | **H.** |
| *h* ou *h*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*h*) ..... | — | 13 | Enveloppe, tôles d'extrémités, foyers et chambre de combustion de chaudière en fer ; entretoises en acier. |
| H ..... | 4 | 3 | Heu (Gréement). |
| H ..... | — | 13 | Machines horizontales. |
| H ..... | 16 | 15 | Navire coté au Veritas Ellenico. |
| H ..... | 13 | 11 | Rouffles sur le pont. |
| *Hk.* ..... | 13 | 11 | Hacmetack (bois). |
| *Hm.* ..... | 13 | 11 | Hemlock (bois). |
| HP ..... | — | 13 | Chevaux de force. Voir NHP & RHP. |
| HS ..... | — | 13 | Surface de chauffe, en pieds carrés. |
| *Hur dk* ... | — | 3 | Pont "Hurricane." |
| HT ..... | 3 & 4 | 2 & 3 | Visite de demi-époque ou intermédiaire (Section 34, Règlements des navires en bois). |
| | | | **I.** |
| *i* ou *i*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*i*) ..... | — | 13 | Enveloppe, entretoises, tôles d'extrémités, foyers et chambre de Combustion de chaudière en fer. |
| I..... | 16 | 15 | Navire coté au Registro Italiano. |
| IB ... ..... | 4 | 3 | Chevillé en fer. |
| (*Irn.*) ... | 4 | 3 | Fer—matériaux des ponts. |
| | | | **J.** |
| *j* ou *j*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*j*) ..... | — | 13 | Enveloppe et entretoises de chaudière en fer ; le restant, partie en acier, partie en fer. |
| *J* ..... | 13 | 11 | Genévrier (bois). |
| | | | **K.** |
| *k* ou *k*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*k*) ..... | — | 13 | Enveloppe et entretoises de chaudière en acier ; le restant, partie en acier, partie en fer. |
| K ..... | 4 | 3 | Ketch. |
| Kf ..... | 4 | 3 | Koff (Gréement). |
| | | | **L.** |
| *l* ou *l*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*l*) ..... | — | 13 | Enveloppe de chaudière en acier ; entretoises en fer ; le restant, partie en acier, partie en fer. |
| *L.* ..... | 13 | 11 | Acacia (bois). |
| *Lk.* ..... | 13 | 11 | Mélèze (bois). |
| *LO* ..... | 13 | 11 | Chêne vert (bois). |
| L ..... | — | 13 | Machines à levier. |
| lo. ..... | — | 13 | (Avec chiffres qui précèdent). Pression des grandes chaudières en livres par pouce carré. |
| *lb.* ..... | 10 & 11 | 13 | (Avec chiffres qui précèdent). Pression de la petite chaudière en livres par pouce carré. Les lettres P & S qui précèdent les lettres *lb.* indiquent que les pressions se rapportent aux petites chaudières de bâbord & de tribord respectivement. |
| len. ..... | 13 | 11 | Navire allongé, avec date à la suite. |
| *Lloyd's A&CP* | 9 & 10 | 8 & 9 | Ancres et chaînes éprouvées à une machine sous le contrôle du Comité du LLOYD'S REGISTER. Voir Tableau 22 (Règlements). |
| lm .... .. | 3 & 4 | 2 & 3 | Flottaison lège ; ainsi F&YM (lm) signifie que le doublage en métal ne monte que jusqu'à la flottaison lège. |
| LMC ..... | — | 6 & 7 | Lloyd's Machinery Certificate, indique que la machine ainsi que les chaudières sont installées en conformité avec les Règlements du LLOYD'S REGISTER. Une date à la suite, indique qu'à ce moment elles ont été trouvées en bon état de fonctionnement. |

| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles | Navires à vapeur. | Explications. |
|---|---|---|---|
| ✠LMC ... | — | 6 & 7 | La ✠ indique que les machines et les chaudières ont été construites sous la surveillance spéciale d'un Inspecteur-Mécanicien du Lloyd's Register. |
| Lr. ..... | 4 | 3 | Lougre. |
| lrp. ..... | 11 | 11 | Grandes réparations à la coque du navire. |
| lrp ..... | — | 13 | Grandes réparations aux machines. |
| LV ..... | 8 | 7 | Classification du Liverpool Underwriters' Registry. |
| | | | **M.** |
| *m* ou *m*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*m*) ..... | — | 13 | Enveloppe de chaudière en fer ; entretoises taraudées en acier ; entretoises longitudinales en fer ; le restant, partie en acier, partie en fer. |
| *M* ..... | 13 | 11 | Acajou (bois). |
| MS ..... | — | 6 & 7 | Machines visitées, avec date indiquant qu'au moment de la visite, elles ont été reconnues en bon état. |
| *MT* ..... | 13 & 14 | 11–13 | Tank au milieu du navire. Voir illustration à la page xxxix. |
| Mat. ..... | 10 & 11 | 2 & 3 | Matériaux précédés d'un nombre d'années indiquant les différentes cotes du bois employé dans la construction du navire, d'après le Tableau A. (Règlements des navires en bois). |
| *Mchy. Aft.* | — | 2 & 3 | Machines situées à l'arrière. |
| mo. | 9 | 8 | Mois. |
| | | | **N.** |
| *n* ou *n*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*n*) ..... | — | 13 | Enveloppe de chaudière en fer ; entretoises en acier ; le restant, partie en acier, partie en fer. |
| N ..... | 16 | 15 | Navire coté au Norske Veritas. |
| N ..... | — | 16 | Avec date, signifie qu'on a mis à la date indiquée, un arbre porte-hélice *neuf*. |
| NB ..... | 3 | 2 | Fond neuf, avec date. |
| NB ..... | — | 13 | Chaudières neuves, avec date. |
| ✠NB ... | — | 6 & 7 | Chaudières neuves, construites sous surveillance spéciale. Suit la date de construction. |
| ND ..... | 13 | 11 | Pont neuf, avec date. |
| ✠ND ... | 10 & 11 | 6 & 7 | Petite Chaudière neuve, construite sous surveillance spéciale. Suit la date de construction. |
| NDB ..... | — | 13 | Petite chaudière neuve, avec date. Les lettres P & S qui précèdent NDB indiquent bâbord et tribord respectivement. |
| NDS ..... | 13 | 11 | Nouveau soufflage des ponts, avec date. |
| NE..... | — | 13 | Machines neuves, avec date. |
| NE & B... | — | 13 | Machines et chaudières neuves, avec date. |
| ✠NE&B | — | 6 & 7 | Machines et chaudières construites sous surveillance spéciale. Suit la date de construction. |
| NHP ..... | — | 13 | Force nominale en chevaux d'après les formules qui se trouvent à la page xxxv des Explications des Annotations, Colonne 13, Vapeurs. |
| NKl ..... | 13 | 11 | Quille neuve, avec date. |
| NKlsn. ... | 13 | 11 | Carlingue neuve, avec date. |
| NTsds. ... | 13 | 11 | Œuvres mortes neuves, avec date. |
| NW..... | 13 | 11 | Préceintes neuves, avec date. |
| | | | **O.** |
| *o* ou *o*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*o*) ..... | — | 13 | Enveloppe, entretoises taraudées, tôles d'extrémités, foyers et chambre de combustion de chaudière en acier ; entretoises longitudinales en fer. |
| O..... | — | 13 | Cylindres oscillants. |
| *O*..... | 13 | 11 | Chêne (bois). |
| OM ..... | 10 & 11 | 11 | Vieux matériaux employés dans la construction du navire. |
| | | | **P.** |
| *p* ou *p*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*p*) ..... | — | 13 | Enveloppe et entretoises longitudinales de chaudière en fer ; entretoises taraudées, tôles d'extrémités, foyers et chambre de combustion en acier. |
| *P*..... | 13 | 11 | Pin (bois). |
| PBH ..... | 3 | 12 | Cloison partielle, ou cloison qui ne monte pas jusqu'au pont principal. |
| *PP* ..... | 13 | 11 | Pitch-pin (bois). |
| P ..... | — | 13 | Bâbord. (Voir notes à *lb* et à PNDB.) |
| P ..... | — | 16 | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Bâbord*. |
| P ..... | 13 | 11 | Pont de dunette. Voir illustration des types de navires à la suite de la page xl de la Table Explicative du Registre. |
| *pf* ..... | — | 13 | Foyers ordinaires, leur nombre est indiqué par le chiffre qui précède. |
| plk..... | 13 | 11 | Bordage. |
| pt. ..... | 3 | 2 | Partie. |
| ptOM ..... | 13 | 11 | Vieux matériaux employés en partie dans la construction du navire. |
| Pad. ..... | — | 3 | Bateaux à vapeur à aubes. |
| PNDB ..... | — | 13 | Petite chaudière neuve (bâbord), avec date. |
| Pol..... | 4 | 3 | Polacre (Gréement). |

*La liste des ports de visite se trouve à la page* xl.

| Abréviations ou Signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur. | Explications. |
|---|---|---|---|
| | | | **Q** |
| *q* ou *q*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*q*) ..... | — | 13 | Enveloppe, entretoises longitudinales, tôles d'extrémités, foyers et chambre de combustion de chaudière en fer ; entretoises taraudées en acier. |
| Q ..... | 13 | 11 | Demi-dunette ou coupée. Voir figures 4 & 6 des illustrations des types de navires, à la suite de la page xl de la Table Explicative du Registre. |
| Q ..... | — | 13 | Machines à quadruple expansion. |
| *Qpd* ..... | — | 13 | Machines transformées à quadruple expansion, avec date. |
| | | | **R.** |
| *r* ou *r*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| (*r*) ..... | — | 13 | Enveloppe, entretoises longitudinales, tôles d'extrémités, foyers, et chambre de combustion de chaudière en acier ; entretoises taraudées en fer. |
| R ..... | 16 | 15 | Navire coté au American Record. |
| *Ref Mchy.* | — | 2 & 3 | Navire pourvu de machines réfrigérantes. Voir liste à la fin du Registre. |
| Rest ..... | 6 | 5 | Restauré. Ainsi, Rest. 10 A 1 from 96 Lon., indique que la navire a été restauré dans la cote A pour 10 ans, à compter de 1896, et que la visite a eu lieu à Londres. |
| *rf* ..... | — | 13 | Foyers à arêtes ; leur nombre est indiqué par le chiffre qui précède. |
| RFD ..... | — | 11 | Pont surélevé à l'avant. |
| retrld..... | 13 | 11 | Nouveau gournablage. |
| RFP ..... | — | 13 | Force nominale en chevaux d'après les papiers du navire, s'appliquant seulement aux navires Anglais. |
| RMC | — | 6 & 7 | Refrigerating Machinery Certificate, indique que les appareils réfrigérants, l'isolement et les pièces de rechange sont installés en conformité avec les Règlements du Lloyd's Register. Une date à la suite, indique qu'à ce moment ils ont été trouvés en bon état. |
| ✠RMC | — | 6 & 7 | La ✠ indique que les appareils réfrigérants ont été construits sous la surveillance spéciale d'un Inspecteur du Lloyd's Register. |
| *Roof* ..... | 3 | 2 | Navire construit sous une toiture, conformément à la Section 48 du Règlement pour les navires en bois. |
| *RP* ..... | 13 | 11 | Pin rouge (bois). |
| | | | **S.** |
| *s* ou *s*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements). |
| S..... | 15 | 14 | Franc Bord pour l'été. |
| (*s*) ..... | — | 13 | Enveloppe, entretoises, tôles d'extrémités, foyers et chambre de combustion de chaudière en acier. |
| *s*..... | 3 | 2 | Soufflage en bois. |
| *S* ..... | 13 | 11 | Spruce (bois). |
| *Sb* ..... | 13 | 11 | Sabicu (bois). |
| *Sl* ..... | 13 | 11 | Saule (bois). |
| *Salted* ... | 4 | 3 | Navires salés, d'après les Règlements, Section 37 (Navires en bois). |
| *Salted*† ... | 4 | 3 | La croix indique que les barrots du navire n'ont pas été salés. |
| S ..... | 16 | 15 | Navire coté au "United States Standard Register of Shipping." |
| S..... | 4 | 3 | Trois-Mâts carré. |
| *s* ..... | — | 13 | Tribord. (Voir notes à *lb* et à SNDB.) |
| *s* | — | 16 | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Tribord*. |
| SB ..... | — | 13 | Chaudières simples ; leur nombre est indiqué par le chiffre qui précède. |
| Sc ..... ... | — | 3 | Navire à vapeur à hélice. |
| Sk ..... | 4 | 3 | Smack. |
| SNDB ..... | — | 13 | Petite chaudière neuve (tribord), avec date. |
| Sp ..... | 4 | 3 | Sloop. |
| Sq ..... | 4 | 3 | Mâté en carré. |
| Sr ..... | 4 | 3 | Goëlette. |
| Sw ..... | 4 | 3 | Snow. |
| sc ..... | — | 13 | Condensation par surface. |
| *Shade dk* | 4 & 6 | 3 & 5 | Pont de construction légère, avec ouvertures dans les côtés. Voir la Figure 7 des illustrations des types de navires à la suite de la page xl de la Table Explicative du Registre. |
| *Spar dk* | 4 & 6 | 3 & 5 | Construit conformément au Règlement, pour les navires à Spardeck, Section 42 (Navires en fer et en acier). Voir la Figure 9 des illustrations des types de navires, à la suite de la page xl de la Table Explicative du Registre. |
| srp ..... | 11 | 11 | Quelques réparations à la coque du navire. |
| *ss* ..... | 4 | 3 | Visite spéciale des navires en fer ou en acier. Navires soumis aux visites périodiques, prescrites par les Règlements pour les navires en fer et en acier (Ainsi : ss Nwc. No. 1–03 ; ss Hull No. 2–03 ; ss Lon. No. 3–4,03). Une annotation comme suit : ss Hpl. 2nd No. 3–1.03 indique que le navire a été soumis à la "Seconde Visite Spéciale No. 3" prescrite par les Règlements : cette visite comprend le forage du bordé extérieur pour certifier son épaisseur. |
| SS ..... | 4 | 3 | Visite spéciale des navires composites, avec date, conformément à la Section 43. |
| SS ..... | 6 | 5 | Visite spéciale des navires en bois, cotés Æ, avec le nombre d'années assignées et l'année de la visite, conformément aux Sections 61, 63 et 65 des Règlements pour les navires en bois (Ainsi : S.S. Whn. 03–4 yrs.) |
| ss | 6 | 5 | Visite spéciale. La date en rouge qui précède, indique l'époque à laquelle le navire a été visité d'après les Règlements, pour les navires en bois, Section 60 ; et le nombre d'années indique la période pour laquelle le navire aura droit à cette cote. (Ainsi : ss 3rd No. 3–4 yrs.) |
| (*Stl*)..... | 4 | 3 | Acier—Matériaux des ponts. |
| | | | **T.** |
| *t* ou *t*† ... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| *t*..... | 13 & 14 | 11–13 | Tonneaux. |
| (*t*) ..... | — | 13 | Enveloppe, entretoises taraudées, tôles d'extrémités, foyers et chambre de combustion de chaudière en fer ; entretoises longitudinales en acier. |
| *T* ..... | 13 | 11 | Teck (bois). |
| T ..... | — | 13 | Machines à triple expansion. |
| *Tam* ..... | 13 | 11 | Tamarack (bois). |
| *trB* ..... | 4 | 3 | Rangées de barrots avec ou sans ponts ; le chiffre qui précède indique leur nombre. (Ainsi : 3*trB*.) |
| *Tpd*..... | — | 13 | Machines transformées à triple expansion, avec date. |
| Trb ..... | 4 | 3 | Trabacolo. |
| | | | **U.** |
| *u*..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| UM ..... | 3 | 2 or 3 | Doublé en Union Métal. (Voir note spéciale au bas de cette page.) |
| *U* ..... | 4 | 3 | Pont supérieur. |
| *U*-ws. | 4 | 3 | Pont supérieur doublé, ou avec soufflage en bois. |
| | | | **V.** |
| *v*..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| V ..... | 16 | 15 | Navire coté au Bureau Veritas. |
| | | | **W.** |
| *w*..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| w ..... | 15 | 14 | Franc Bord pour l'hiver (non applicable pour les voyages de l'Atlantique du Nord). |
| *WB*..... | 13 & 14 | 11–13 | Double-fonds avec détails. Voir les illustrations à la page xxxix. |
| *WB*=.. | | | |
| *Well deck* | 4 | 2 & 3 | Un navire à puits est un navire ayant un gaillard d'avant, et une longue demi-dunette, ou une dunette reliée à une rouffle-passerelle, laissant le pont principal à découvert, entre la passerelle et le gaillard. Voir les Figures 5 et 6 des illustrations des types de navires, à la suite de la Table Explicative du Registre. |
| wf & d ... | 10 & 11 | 11 | Préceintes doublées en bois sur feutre. |
| wf & *dia* d | 10 & 11 | 11 | Préceintes doublées diagonalement en bois sur feutre. |
| wf & s ... | 10 & 11 | 11 | Préceintes, avec soufflage en bois sur feutre. |
| *WO* ..... | 13 | 11 | Chêne blanc (bois). |
| ws ..... | 4 | 3 | Soufflage en bois (relatif aux ponts). |
| ws..... | 10 & 11 | 11 | Préceintes, avec soufflage en bois. |
| | | | **X.** |
| *x* ..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| | | | **Y.** |
| *y* ..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| YM ..... | 3 | 2 | Doublé en cuivre jaune. (Voir note spéciale au bas de cette page.) |
| *YP* ..... | 13 | 11 | Yellow pine (bois). |
| Yt..... | 4 | 3 | Yacht. |
| | | | **Z** |
| *z* ..... | 8 | 7 | Lettre d'équipement suivant le Tableau 22 (Règlements) |
| Z ..... | 3 | 2 | Doublé en zinc. (Voir note spéciale au bas de cette page.) |

**Bien que le Comité prenne toutes les mesures possibles, pour obtenir des renseignements exacts sur les navires qui figurent dans le Lloyd's Register Book, il est à noter que dans le cas où les navires ne sont pas cotés par la Société, elle ne peut garantir la complète exactitude de tous les détails donnés relativement aux dates du doublage, au tonnage, aux dimensions, aux ponts, à la classification, etc.**

# TABLE EXPLICATIVE DES ABRÉVIATIONS—*suite.*

## DOUBLE-FONDS ET TANKS.

Illustrations des Annotations *des 11me, 12me, 13me et 14me Colonnes* du "Lloyd's Register Book."

*WB=DB*100′130*t* : *indique double fond ayant une longueur de* 100 *pieds ; capacité* 130 *Tonneaux.*

*WB=DBa*100′*f*130′310*t* : *indique double fond arrière de* 100 *pieds, et avant de* 130 *pieds de longueur ; capacité* 310 *Tonneaux.*

*WB=DBa*72′*&uE&B*28′260*t* : *indique double fond arrière de* 72 *pieds, et sous les machines et chaudières de* 28 *pieds de longueur ; capacité* 260 *Tonneaux.*

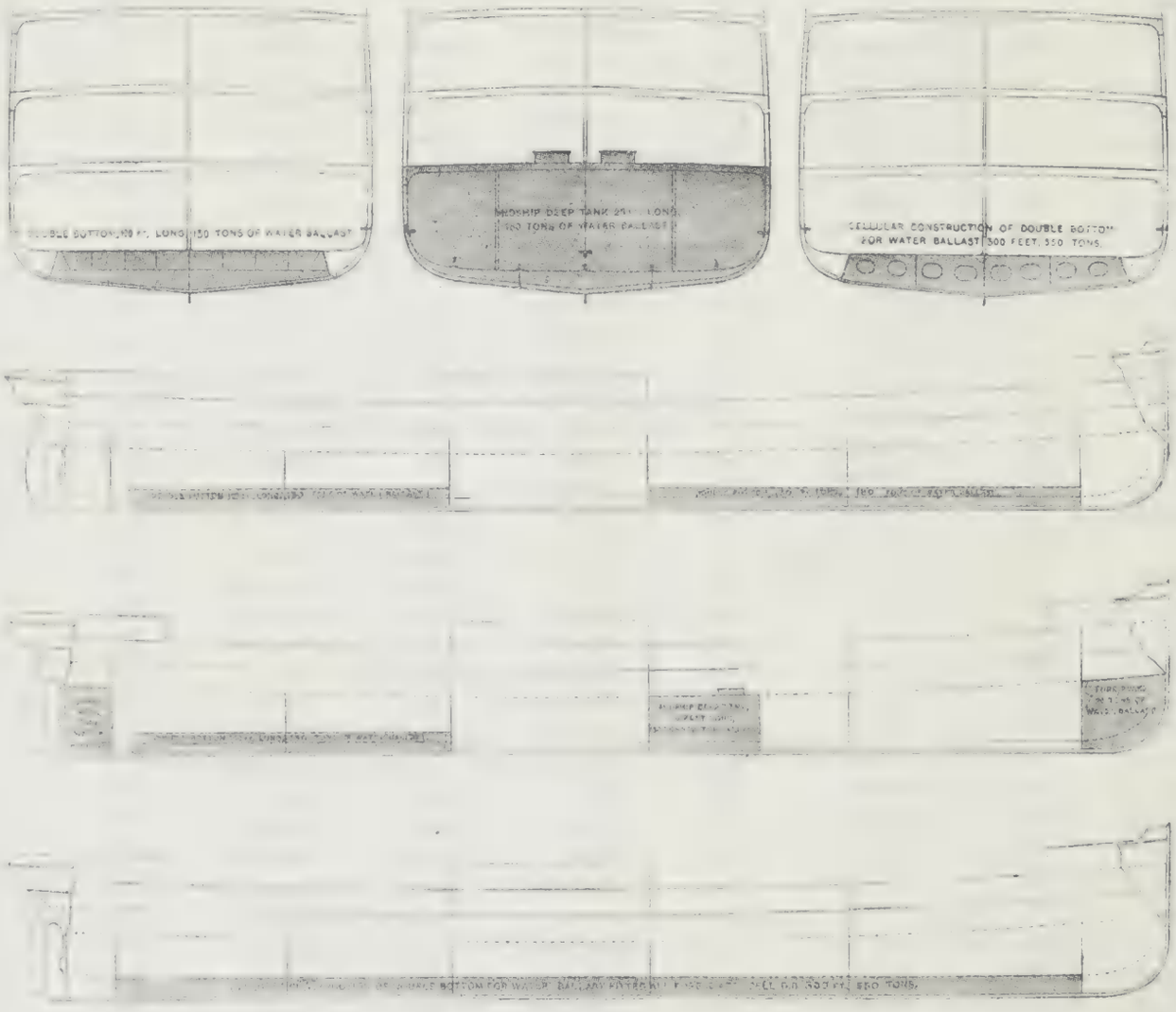
*WB=CellDB*300′550*t* : *indique construction cellulaire du double fond, ayant une longueur de* 300 *pieds : capacité* 550 *Tonneaux.*

*WB=FPT*20*t* : *indique Peak Tank avant ; capacité* 20 *Tonneaux.*

*WB=APT*8*t* : *indique Peak Tank arrière ; capacité* 8 *Tonneaux.*

*WB=MT*25′180*t* : *indique Tank au milieu du navire, longueur* 25 *pieds ; capacité* 180 *Tonneaux.*

*WB=DTa*26′165*tf*30′198*t* : *signifie Tank sur l'arrière du navire, longueur* 26 *pieds, capacité,* 165 *tonneaux ; Tank sur l'avant du navire, longueur* 30 *pieds, capacité* 198 *tonneaux.* *Voir les* Illustrations.




*N.B.*—*Lorsque une partie de l'annotation relative aux double-fonds est rayée à l'encre rouge, comme suit.*—(*WB=DBa*45′*f*43′~~*&uDB&B60*~~, etc.), *cela indique, que le navire a des double-fonds sur l'étendue indiquée, mais qu'à la date de la dernière visite, la partie rayée au rouge n'était plus employée comme double-fond et que les tuyaux, etc., ont été mis hors d'usage.*

# TABLE EXPLICATIVE DES ABRÉVIATIONS—*suite.*

## PORTS DE VISITE.

*Quatrième et septième Colonnes (Navires à Voiles); troisième et sixième Colonnes (Navires à Vapeur)*

Abg .....Aalborg
Abn .....Aberdeen
Abr .....Aberayron
Abs .....Aberystwith
Adl .....Adelaïde
Adn .....Aden
Akb .....Akyab
Alg .....Alger
All .....Alloa
Alx .....Alexandrie
Ams .....Amsterdam
Amy .....Amoy
Anc .....Ancone
Ant .....Anvers
Apl .....Appledore
Arb .....Arbroath
Ard .....Ardrossan
Auk .....Auckland, N.Z.
Azr .....St. Michael's, Azores
B.As .....Buenos-Ayres
Bah .....Bahia
Bal .....Baltimore
Bar .....Barmouth
Bat .....Batavia
Bbo .....Bilbao
Bcl .....Barcelone
Bdg .....Bridgwater
Bds .....Barbades
Bdx .....Bordeaux
Bel .....Belfast
Bgn .....Bergen
Bhn .....Bremerhaven
Bid .....Bideford
Bkn .....Birkenhead
Bla .....Ibrail
Bly .....Blyth
Bms .....Beaumaris
Bnf .....Banff
Bng .....Bangor
Bom .....Bombay
Bos .....Boston
Bpl .....Barnstaple
Bpt .....Bridport
Brs .....Bristol
Brw .....Barrow
Bry .....Barry
Bsb .....Brisbane
Btm .....Batoum
Bwg .....Bowling
Bwk .....Berwick
Bxm .....Brixham
Cal .....Calcutta
Car .....Cardigan
Cbn .....Cheribon
Cbo .....Colombo
Cch .....Christchurch
Cdz .....Cadiz
Cff .....Cardiff
Chp .....Chepstow
Chs .....Chester
Clv .....Cleveland, O.
Cly .....Les ports de la rivière Clyde
Cpb .....Campbeltown
Cpl .....Constantinople
Cpn .....Copenhague
Crk .....Cork
Cst .....Cronstadt
Ctg .....Carthagène
C.Tn .....Cap-Town
Cws .....Cowes
Ddn .....Dunedin, N.Z.
Dem .....Demerara
Dmb .....Dumbarton
Dnk .....Dunkerque
Dnz .....Danzig
Dov .....Douvres
Drt .....Dartmouth
Dub .....Dublin
Dun .....Dundee
Els .....Elsinore
Exr .....Exeter
Fal .....Falmouth
Fiu .....Fiume
Fln .....Flensburg
Flt .....Fleetwood
Foy .....Fowey
Fre .....Fremantle
Gal .....Galveston(Texas)
Gen .....Gênes
Gfl .....Gefle
Gib .....Gibraltar
Glr .....Gloucester
Gls .....Glasgow
Gmh .....Grangemouth
Gms .....Grimsby
Gns .....Guernsey
Goo .....Goole
Got .....Gothembourg
Grk .....Greenock
Gro .....Groningue
Gst .....Geestemünde
Gts .....Gateshead
Gtz .....Galatz
Ham .....Hambourg
Har .....Harwich
Hav .....Havre
Hay .....Hayle
Hbg .....Helsingborg
Hbt .....Hobart
Hls .....Helsingfors
Htx .....Halifax, N.E.
Hgt .....Harrington
Hgz .....Hoogezand
H.Kg .....Hong-Kong
Hpl .....Hartlepool
Hrl .....Harlingen
Hul .....Hull
Hva .....Huelva
I.M. .....L'Ile de Man
Inv .....Inverness
Ips .....Ipswich
Irv .....Irvine
Jer .....Jersey
Kel .....Kiel
Kgn .....Kingston, Jam.
Kob .....Kobé, Japan
Krh .....Kurrachee
La P .....Las Palmas
La R .....La Rochelle
Lan .....Lancaster
Lbc .....Lubeck
Ldy .....Londonderry
Lgn .....Livourne
Lim .....Limerick
Lis .....Lisbonne
Liv .....Liverpool
Lly .....Llanelly
Lon .....Londres
Lth .....Leith
Lus .....Lussino
Lwt .....Lowestoft
Lyn .....Lynn
Lyt .....Lyttleton, N.Z.
Man .....Manille
Mar .....Margate
Mau .....Maurice
Mch .....Manchester
Mdb .....Middlesbro'
Mel .....Melbourne
Mes .....Messine
Mga .....Malaga
Mil .....Milford
Mlt .....Malte
Mmn .....Moulmain
Mmo .....Malmo
Mpt .....Maryport
Msl .....Marseille
Mth .....Monmouth
Mtl .....Montréal
Mtr .....Montrose
M.Vo .....Montevideo
Nag .....Nagasaki
Nap .....Naples
Ndp .....Nieuwediep
NFL .....Newfoundland
Nhv .....Newhaven
N.Ns .....Newport News
N.Os .....Nouvelle Orléans
Npr .....Napier, N.Z.
Npt .....Newport, Mon.
Nqy .....Newquay, Cardiganshire
Nrb .....Nordby
Nrk .....Newark
Nry .....Newry
N.Sc .....Nouvelle Ecosse
N.S.W. .....Newcastle, N.G.S.
Nte .....Nantes
Nwc .....Newcastle-on-T.
N.Yk .....New-York
Oda .....Odessa
Odn .....Odense
Opo .....Oporto
Ork .....Orkneys
Osc .....Oscarshamn
Pad .....Padstow
Pca .....Pensacola
P.E.I. .....Ile du Prince Edward
P.El .....Port Elizabeth
Pet .....Peterhead
P.Gl .....Port Glasgow
Phl .....Philadelphie
Pir .....Pirée
Pka .....Pekela
Pld .....Portland (Or.)
Ply .....Plymouth
Pmd .....Portmadoc
Png .....Penang
P. Nl .....Port Natal
Pnz .....Penzance
Poo .....Poole
Pra .....Para
Prs .....Preston
Psy .....Paisley
Pts .....Portsmouth
Qbc .....Quebec
Qns .....Queenstown
Ram .....Ramsgate
Rds .....Randers
Rga .....Riga
Rgn .....Rangoon
Rio .....Rio de Janeiro
Rnf .....Renfrew
Ros .....Rostock
Rot .....Rotterdam
Rou .....Rouen
S.Fc .....San Francisco
St.I .....St. Ives
St.J .....St. John
St.M .....St. Malo
St.N .....St. Nazaire
St.P .....St. Petersbourg
Sba .....Soerabaya
Scr .....Scarborough
Shi .....Shanghai
Shl .....Shields, N. Shields, S.
Shm .....Shoreham
Shp .....Sharpness
Sil .....Scilly
Skm .....Stockholm
Sld .....Sunderland
Sli .....Sligo
Sly .....Seaham
Smg .....Samarang
Sng .....Singapore
Sou .....Southampton
Spl .....Sebastopol
Spz .....Spezia
Stk .....Stockton
Stn .....Stettin
Str .....Stranraer
Stv .....Stavanger
Sty .....Stornoway
Suz .....Suez
Svb .....Svendborg
Swn .....Swinemunde
Swe .....Swansea
Syd .....Sydney, N.S.W.
Syr .....Syra
Tac .....Tacoma
Tgn .....Teignmouth
Tns .....Townsville, N. Queensland
Tps .....Topsham
Tqy .....Torquay
Tri .....Trieste
Trn .....Troon
Tto .....Toronto
Vor .....Iles de Varsovie
Vdm .....Vlaardingen
Ven .....Venise
Vpo .....Valparaiso
Wbl .....Whitstable
Wex .....Wexford
Wey .....Weymouth
Whn .....Whitehaven
Wln .....Wellington
Wmn .....Wilmington, N.C.
Wrk .....Workington
Wtb .....Whitby
Wtf .....Waterford
Xia .....Christiania
Yar .....Yarmouth
Ygh .....Yeughal
Yka .....Yokohama

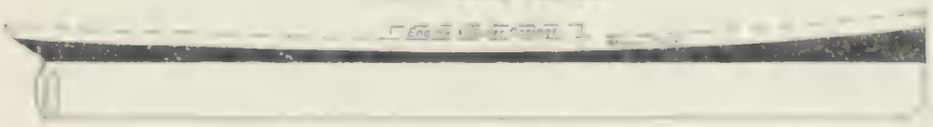
# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## SKETCHES ILLUSTRATING THE DIFFERENT TYPES OF VESSELS CLASSED IN THE REGISTER BOOK.

TRANSVERSE SECTIONS

FLUSH DECK VESSEL

No. 1

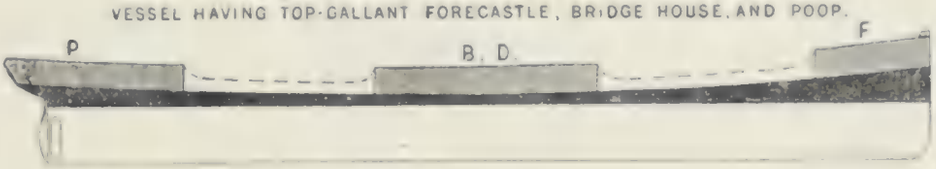


VESSEL HAVING MONKEY FORECASTLE, BRIDGE HOUSE, AND HOOD FOR THE PROTECTION OF STEERING GEAR.

No. 2

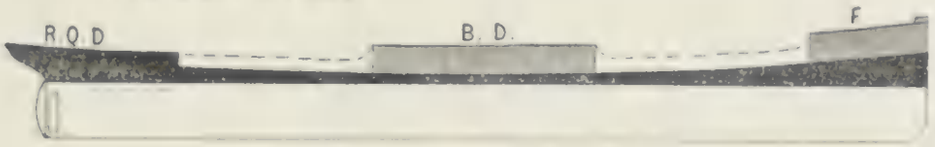
VESSEL HAVING TOP-GALLANT FORECASTLE, BRIDGE HOUSE, AND POOP.

No. 3



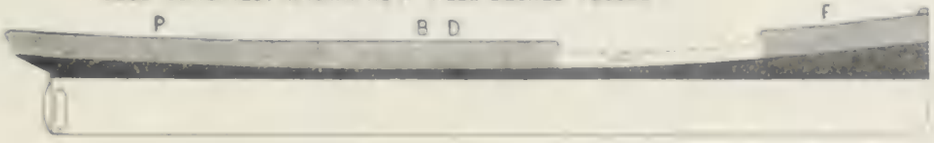
VESSEL HAVING TOP-GALLANT FORECASTLE, BRIDGE HOUSE, AND A SHORT RAISED QUARTER DECK.

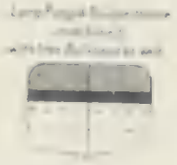
No. 4



VESSEL HAVING TOP-GALLANT FORECASTLE WITH A LONG POOP AND BRIDGE HOUSE COMBINED. KNOWN AS A "WELL-DECKED VESSEL"

No. 5



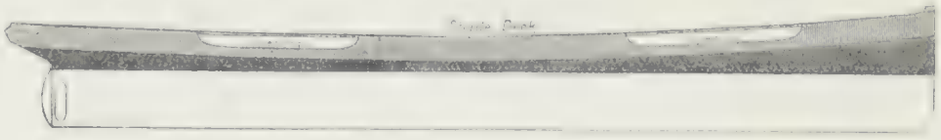



VESSEL HAVING TOP-GALLANT FORECASTLE WITH A LONG RAISED QUARTER DECK AND BRIDGE HOUSE COMBINED ALSO KNOWN AS A WELL-DECKED VESSEL

TRANSVERSE SECTIONS.

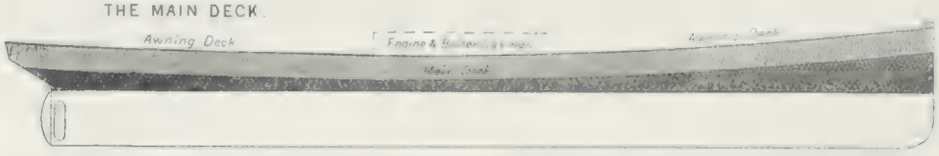
No 6

"SHADE DECKED VESSEL" THIS TYPE OF VESSEL HAS A CONTINUOUS UPPER DECK OF LIGHT CONSTRUCTION AND WITH OPENINGS IN THE SIDES.



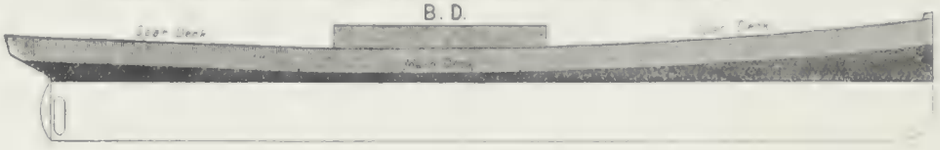
No 7

"AWNING DECKED VESSEL" THIS TYPE OF VESSEL HAS A CONTINUOUS UPPER DECK OF LIGHT CONSTRUCTION AND THE SIDES COMPLETELY ENCLOSED ABOVE THE MAIN DECK.



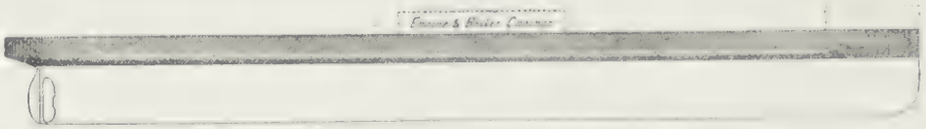

No 8

"SPAR DECKED VESSEL" THIS TYPE OF VESSEL IS CONSTRUCTED WITH THE SCANTLINGS ABOVE THE MAIN DECK HEAVIER THAN IN AN "AWNING DECKED VESSEL" BUT NOT SO HEAVY AS IN A "THREE DECKED VESSEL"



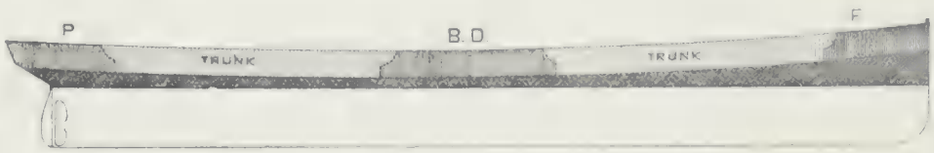

No 9

TURRET DECK VESSEL



No 10

TRUNK DECK VESSEL




No 11

# STEAMERS.

1904-05.

# NAVIRES A VAPEUR.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Approved for Equipment Letter. | 8 Built. When | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date of last Special Survey, if not in Class. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>107261 | **A. A. Sumner**<br>*H.McIntyre79–96*<br>WoodScTug<br>1*Dk2trB* | 119<br>—<br>81 | | | | 1896 | T.S.Marvel &Co. Newburg,NY | TideWaterOilCo. | 87·5 22·3 9·8<br>P77′Q58′F31′ | New York Utd. States | C.2Cy.15″&30″–24″<br>37NHP<br>TSMarvel&CoNewbrg,NY | | | |
| 2<br>NORJ | **Á. Ásgeirsson**<br>*H.J.Gregersen –94*<br>(*ex*Helge) *ss*Cpn.2ndNo.3–2,97 1*Dk*<br>*ss*Cpn.No.1–01<br>IronSc3MstSr | 849<br>638<br>512<br>BS 165 | ✝ ⚓ 1<br>9,04 6,03<br>NB6.8 | Lth<br>Cpn | | 1869<br>5mo | Hendersn, Coulborn&Co Renfrew<br>A&CP | Á.Ásgeirsson | 205·1 28·4 15·1<br>P77′Q58′F31′<br>BK7<br>*WB*= | Copnhagn Danish | C.4Cy.21⅞″&42⅛″–36″ (*i*.<br>60lb *60lb* NDB84 134NHP<br>1SB,*3pf*,GS58,HS1770<br>Hndrsn,Coulbrn&Co., Rnf | 16 ″ 2 | | 6,02<br>9,04 |
| 3 | **A. B. C.**<br>SteelPad | 173<br>—<br>131 | | | | 1902 | Salto,Urugy | N.Mihanovich | 110·0 17·0 5·6 | Bns.Ayres Argentine | C.2Cy.15″&26″–36″<br>34NH<br>Fullerton&Co.Paisley | | | |
| 4<br>107563 | **A. B. Wolvin**<br>*E.Dyble02–03*<br>*Mchy.Aft Elec.light*<br>SteelScSr<br>1*Dk&Spardk* | 2286<br>—<br>1587 | | | | 1900 | American S.B.Co. Cleveland | Pittsburgh S.S.Co. | 242·0 42·0 26·6<br>*WB* | Duluth Utd. States | T.3Cy.18½″,31½″&51″–36″<br>156NH<br>AmericanS.B.Co. | | | |
| 5<br>200181<br>KSPV | **A. D. Davidson**<br>1*Dk*<br>SteelScSr | 1640<br>—<br>987 | | | | 1903 | Detroit S B.Co. Wyandotte | GreatLakes& St.Lawrence Transp.Co. | 241·0 41·1 18·8 | Duluth Utd. States | T.3Cy.15″,25″&42″–30″<br>97NH<br>DetroitS.B.Co.Detroit | | | |
| 6<br>106834<br>KJPS | **A. D. Thomson**<br>*W.E.Stover02–02*<br>*Mchy.Aft Whaleback*<br>1*Dk2trB*<br>SteelSc | 1400<br>—<br>1075 | | | | 1891 | American Stl.BargeCo Wst Superior | Pittsburgh S.S.Co. | 265·0 38·0 24·0<br>*WB* | Duluth Utd. States | T.3Cy.18″,30″&48″–36″<br>138NH<br>S.F.Hodge&Co.,Detroit | | | |
| 7<br>114449<br>VBNR | **A. E. Ames**<br>*J.Hayton –03*<br>*Elec.light*<br>2*Dks*<br>SteelScSr | 1637<br>1562<br>1020 | | | | 1903 | Nthmblnd S.B.Co.Ld. Newcastle | ~~W.Petersen,Ld.~~ CanadianOcean& InlandNav.Co.Ld. | 246·2 37·0 21·6<br>*WB* | Newcastle British | T.3Cy.20½″,33″&54″–36″<br>175NH<br>WllsndSlpwyCo.Ld.Nwc. | | V | |
| 8 | **A. E. Nordenskjöld**<br>*Paourman –98*<br>1*Dk*<br>CompScSr | 310<br>277<br>203 | | | | 1879 | Kockums Mek.Vks. Malmö | Rujnikov frères | 142·6 23·3 12·2<br>Q19*t* | S.Petrsbrg Russian | C.2Cy.19″&35″–20″<br>46NH<br>KockumsVks.,Malmö | | | |
| 9<br>107778 | **A. E. Stewart**<br>*C.Stewart –02*<br>*Elec.light*<br>1*Dk2trB*<br>SteelScSr | 3943<br>—<br>3049 | | | | 1902 | West Bay City S.B.Co. W BayCity | A.E.Stewart | 356·0 50·0 28·0<br>F48′ | Detroit Utd. States<br>*Wb* | T.3Cy.20″,33″&54″–42″<br>189NH<br>DetroitS.B.Co.Detroit | | V | |
| 10 | **A. F. Braga**<br>*M.Parodi89–89*<br>*Mchy.Aft Stlframing Irnplating*<br>1*Dk*<br>SteelTwinScSr | *399*<br>*357*<br>*174* | ✝ *withfreeboard* 4,89 *For River&Coasting purposes* | Gls | *r* | 1889<br>4mo | AilsaSB.Co Troon | P.Risso | 177·6 29·1 9·0<br>P18′ B14′ F21′<br>*Shade dk22′* FK<br>*"River Plate"* | M.Video Uruguayan<br>4*BHCem*<br>*RioGrande* | T.6Cy.10½″,17″&28″–18″<br>67NH<br>Lees,Anderson&Co.,Gls. | 9 ″ 6 | | |
| 11<br>107738 | **A. G. Brower**<br>1*Dk*<br>*Mchy.Aft Elec.light*<br>SteelScSr | 3582<br>—<br>2778 | | | | 1902 | Chicago S.B.Co. Chicago | UnitedStates Transport.Co. | 346·0 48·2 24·0<br>*WB* | Oswego, N.Y. Utd. States | T.3Cy.20″,33½″&55″–40″<br>191NH<br>ChicagoS.B.Co. | | | |
| 12<br>107798 | **A. H. Payson**<br>1*Dk*<br>WoodSc | 158<br>—<br>93 | | | | 1902 | W.A.Boole &Son Oakland,Cal | SantaFéTerminal Co. | 109·5 24·0 12·0 | S.Frncisco Utd. States | | | | |
| 13<br>114688<br>SKMV | **A. J. Hocken**<br>*W.B.Bennett –01*<br>1*Dk(Stl)&deepframing*<br>SteelScSr | 1788<br>1657<br>1126 | ✝100A1<br>1,04 | Mel | *r* | 1901<br>7mo<br>*Lloyd's A&CP* | Grngem'th &GreenockDockyardCo Grngemouth | R.Hocken&Co.<br>~~Pollock,Sons&Co.~~<br>~~(R.C.Hocken, Mngr.)~~<br>*WB*=*Cell DBa78* | 270·1 40·6 18·–<br>P23′B54′F32′<br>FK<br>*uE&B34′f104′465* | London British<br>4*BHCem*<br>*APl30t* | T.3Cy.20″,32½″&53″–36″ (*s*<br>160lb *90lb* 181NH<br>2SB,*4cf*,GS77,HS2896<br>S.&H.Morton&Co.Leith | 20 ″ 6<br>3 ″ 1½ | | 1,04 |
| 14<br>114356 | **A. M. Bisbee**<br>*J.McCracken*<br>1*Dk*<br>WoodScSr | 253<br>223<br>169 | | | | 1902 | H.F.Carmichael HongKong | ShanghaiPilot BoatCo.Ld. | 131·2 24·5 12·2 | Shanghai British | C.2Cy.15″&31″–21″<br>101RH<br>Ross&Duncan,Glasgow | | | |
| 15<br>105239 | **A. M. Hathaway**<br>WoodSc | 217<br>—<br>108 | | | | 1873 | .....<br>FallRiver. Mass. | FisheriesCo. | 146·4 18·6 10·8 | Greenport N.Y. Utd. States | | | | |
| 16<br>114897 | **A. M. Leask**<br>1*Dk*<br>SteelScK | 79<br>74<br>21 | ✝100A1<br>*For fishing purposes*<br>9,03<br>N 1,05 | Shl | | 1903<br>9mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld. NorthShields | W.H.Leask | 80·0 18·1 8·3<br>BK6<br>*WB*=*FPT3t* | Peterhead British<br>3*BHCem*<br>HS545 | C.2Cy.10¼″&23″–16″ (*s*<br>125lb 23RH<br>1SB,*2pf*,GS25,~~No.64~~,<br>ShieldsEng.Co.Ld.N.Shl. | 9 ″ 0 | | |
| 17<br>NRJP | **A. N. Hansen**<br>*P.J.Paaske*<br>2*Dks&Spardk*<br>IronSc3MstSr | 1479<br>1002<br>916 | | | | 1877 | Burmeister &Wain Copenhagen | ForenedeDmpskib. Selskab | 250·8 32·1 17·0<br>23·9 | Copnhagn Danish<br>*WB* | C.4Cy.24″&48″–32″<br>217NH<br>Burmeister&Wain,Cpn. | | | |
| 18<br>HKDF | **A. Schiaffino**<br>*Paret* (*ex*Agdanæs) 1*Dk*<br>IronScSr | 302<br>—<br>163 | | | | 1872 | Nidelvens Mek.Vrks. Drontheim | D'Hauteville,Jobez,Mathieu&Co. | 134·3 21·5 11·5<br>P57′ F17′ | Algiers French<br>*WB* | C.2Cy.18″&36″–24″<br>58NH<br>NidelvensM.V.,Drontheim | | | |
| 19<br>65394<br>KGPD | **A. Strong**<br>*G.R.Fisher –03*<br>*ss*Nwc.2ndNo.3–2,01<br>1*Dk2trB*<br>IronScSr | 1180<br>1016<br>726 | ✝90A1<br>2,04<br>BS6.0 | Cff | *o* | 1871<br>1mo | W.F.Pile &Co. Sunderland<br>A&CP | A.Strong SS.Co.Ltd (C.E.Stallybrass) ~~C.E.Stallybrass &Co~~ HadrianSS.CoLtd (G.Reid&Co., *Mgrs*) | 240·0 30·7 19·6<br>Q39′B30′F32′<br>BK8″<br>*WB*= | Cardiff British<br>5*BHCem*<br>*DBa59f67′* | C.2Cy.28½″&50″–36″ (*i*.<br>65lb *75lb* NDB93 121NHP<br>2SB,*4pf*,GS60,HS2221 NB76<br>R.&W.Hawthorn,Nwc. | 20 ″ 4<br>3 ″ 2 | | 1,04<br>11,04 |
| 20<br>HPVW | **A. W. Kafemann**<br>*Joh.Düring –98*<br>SteelScSr | 859<br>640<br>521 | | | | 1892 | J.W.Klawitter Danzig | Behnke&Sieg | 213·5 28·9 12·8<br>Q70′ H52′ F26′ | Danzig German<br>*WB* | T.3Cy.15⅝″,26″&41⅜″–27½″<br>92NH<br>J.W.Klawitter,Danzig | | G V | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2-3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6-7<br>Port de Visite | 8<br>Construit.<br>Quand<br>Navire.<br>Mach. | 9<br>Par qui<br>Où | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds pc. | 15<br>Registres en cours... Board.Cert.BoT.Trade | 16<br>Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21<br>2685<br>HVJL | **A. Wicander** SteelScSr<br>*L.G.Schöllin*01-01 *1Dk*<br>*Elec.light* | 936<br>721<br>554 | | | 1891 | MotalaCo.<br>Gothenburg | Wicanders<br>Rederiaktieb.(Hj.<br>Wicander, *Mgr.*) | 201·5 29·6 15·4<br>Q68' B52' H86t<br>F22' | Stockholm<br>Swedish | T.3Cy.18",29"&46½"-30"<br>118NHP<br>MotalaCo.,Gothenburg | | V | |
| 22<br>106176 | **A 1.** SteelSc | 127<br>11[illegible]<br>66 | | | 1895 | C. W.<br>Dodgin<br>Lydney | J.C.Hunt | 96·0 17·6 7·4 | Bridgwatr<br>British | 1Cy.19½"-18"<br>40RHP<br>Stothert&Co Bristol | | | |
| 23<br><br>QGBR | **Aachen** *Wilhelm* -05 SteelScSr<br>~~[illegible]~~ ssBhn.No.2-03<br>*Well deck 2Dks(Stl Uteaks) Lowerdkfore-*<br>*Elec.light hold(Stl) Webframes afterhold* | 3833<br>3[illegible]12<br>2447 | ✠100A1<br>2,05 ~~[illegible]~~<br>~~BS2,04~~ ✠LMC2,03<br>BS2,05 | Bhn w | 1895<br>5mo<br>*Lloyd's A&CP* | Act.Ges.<br>"Vulcan"<br>Stettin | Norddeutscher<br>Lloyd<br>*WB=CellDBa* | 355·3 48·7 25·5<br>P219'F46'<br>BK11<br>108'uE&B52'f138' | Bremen<br>German<br>6*BHCem*<br>726t *FPT*55t | T.3Cy.22¼",38⅜"&60⅜"-49¼"<br>~~[illegible]~~ 142lb(s) 341NH<br>1D&2SB,12rf,GS213HS6117<br>A.G."Vulcan,"Stettin | 28 · 8 | | ~~2,03~~<br>2,05 |
| 24<br><br>NPQM | **Aalborg** IronPadSp<br>*P.P.Haumann* *1Dk* | 161<br>1[illegible]<br>97 | | | 1876 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDmpskib.<br>Selskab | 155·7 17·5 7·9<br>len85 | Aalborg<br>Danish | O.4Cy.16"&32"-32"<br>97NHP<br>Burmeister&Wain,Cpn. | | | |
| 25<br><br>JRFV | **Aalesund** IronScSr<br>*R.Enæs* *1Dk2trB* | 414<br>311<br>248 | | | 1890 | Stavanger<br>Stöberi&Dok<br>Stavanger | Gjerdsjö&<br>Bakkevig | 146·0 24·6 12·8<br>Q32t B57t H10t<br>F14t | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"-24"<br>41NHP<br>Plenty&Son.Newbury | | N | |
| 26<br><br>WBDC | **Aalto** WoodScGl | —<br>—<br>132 | | | 1890 | ..........<br>Sulkava | A.Klementjeff&Co | 96·9 22·4 8·6 | Nyslott<br>Russian | | | | |
| 27<br><br>NBRG | **Aarhuus** IronScSr<br>*C.Tværgaard* *1Dk* | 380<br>27[illegible]<br>221 | | | 18 65/78 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDmpskib.<br>Selskab | 161·3 22·0 13·0<br>P94' | Kolding<br>Danish | C.4Cy.18"&38"-20"<br>108NH<br>Burmeister&Wain,Cpn. | | | |
| 28<br><br>HFNM | **Aarstein**, ssXia 2ndNo.3-3,05 IronScSr<br>*N.Andersen* -01 ~~[illegible]~~<br>(exPhœnix) ~~[illegible]~~<br>*Well deck* *1Dk(Irn)2trB* | 1624<br>1278<br>1013 | ✠100A1<br>~~[illegible]~~3,05<br>~~BS11,00~~ ✠LMC[illegible]<br>✠NB3,05 | Bkn Xia q | 1883<br>4mo<br>A&CP | N.of Eng.<br>S.B.Co.<br>Sunderland | Acties.Aarstein<br>(Chr.Andresen)<br>*WB=*[illegible] | 258·0 36·1 18·6<br>P28'Q58'B78'F32'<br>ptND05 BK9<br>[illegible]f58'240t | Chrstiania<br>Norwegian<br>4*BHCem*<br>*APT*33t | C.2Cy.33"&61"-33" (s)<br>~~[illegible]~~ 80lb NDB00 178NHP<br>1DB,4pf,~~[illegible]~~GS77,HS2385<br>T.Richardson&Sons,Hpl.<br>80lb | 20 · 0<br>s1 · 10½ | | ~~[illegible]~~<br>3,05 |
| 29<br><br>HJWG | **Aarvak** IronScSr<br>~~*O.Fage* -97~~ ssLon.No.3-3,99<br>(*exNeva,exJuanaNancy*) *1Dk(Irn)2trB*<br>*L.Gronvold* ssBly.No.1-04 | 906<br>746<br>554 | ✠100A1<br>~~[illegible]~~12,04<br>~~BS6,04~~ ✠LMC[illegible]<br>~~[illegible]~~ MS5,04 BS12,04 | Bly m | 1883<br>6mo<br>*Lloyd's A&CP* | Pearce<br>Dundee | Akties.Aarvak<br>(Chr.Andresen)<br>*WB=* | 220·0 31·7 14·3<br>B66'H15tF28<br>FK<br>*DBa*51'f108t*FPT* | Chrstiania<br>Norwegian<br>4*BHCem*<br>51t *APT*7t | C.2Cy 26"&50"-36" (s)<br>80lb 90lb NDB99 125NH<br>PearceBros.,Dundee | 15 · 2 | | N12,03 |
| 30<br><br>JQ[illegible] | **Aasta** SteelScSr<br>*O.Agdesten*02-02<br>*1Dk* | 1130<br>892<br>698 | | | 1902 | Trndhjms<br>Mek.Værks<br>Drontheim | D.Ellerhusen&Co. | 231·6 34·4 13·6<br>Q125tB53tH20t<br>F31t | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",26"&44"-30"<br>106NH<br>TrondhjemsM.V.Dronthm | | N | |
| 31<br><br>RMQB | **Aawasaksa** IronScSr<br>*O.Tornberg*71-84 *1Dk* | 312<br>—<br>225 | | | 1871 | ..........<br>Gothenburg | ÅngfAktieb.Trafik | 149·6 24·3 9·6 | Helsingfrs<br>Russian | | | | |
| 32<br>102145<br>NJMW | **Abana** SteelScSr<br>*A.Bowden* -00 ssSng.No.3-4,99<br>*2Dks(UIrn&1Stl)3trB*<br>ssBry.No.1-03 | 4177<br>3984<br>2678 | ✠100A1<br>~~[illegible]~~2,05<br>~~BS12,02~~ ✠LMC9,03<br>~~MS9,03~~ BS[illegible],04 | NYk Bry r | 1894<br>4mo<br>*Lloyd's A&CP* | Palmers'<br>Co.(Lim.)<br>Newcastle | J.M.Wood<br>*WB=CellDB*<br>180' 508t *FPT*102t | 380·0 45·3 27·9<br>P31'B82'F39'<br>FK<br>*APT*46t *MT*34 644t | Liverpool<br>British<br>6*BHpt Asp*<br>*ptCem* | T.3Cy.26",48"&69"-45" (s)<br>180lb 90lb 376NH<br>2DB,12rf,GS148,HS6211<br>Palmers'Co.(Lim.),Nwc | 30 · 9<br>s 6 · 10 | | N9,03 |
| 33<br>62619<br>KFNL | — IronScSr<br>*E.S.Proom* -04 6thSurvey,Shl.4,89<br>1stSurvey,Shl.7,92<br>*1Dk2trB* | 727<br>593<br>440 | ✠<br>9,91 | Shl Lv | 1871<br>3mo | J.Laing<br>Sunderland | J.Westoll | 204·8 27·8 15·2<br>Q80tB46tF17t<br>BK7<br>*WB* | Sundrland<br>British<br>4*BHCem*<br>= *DBa&f* | C.2Cy.25"&48"-33"<br>NE&B81 90RHP<br>1SB,3pf,GS51,HS1831<br>J.Dickinson,Sunderland | | C | |
| 34<br><br>HBCM | **Abanto** IronScBn<br>~~[illegible]~~ ssNwc.2ndNo.3-6,99<br>(*exAlcedo,exSara*) ssBbo.No.1-04<br>*Well deck M.Beitia* -04 *1Dk(Irn)2trB* | 1665<br>1305<br>971 | ✠100A1<br>10,04~~[illegible]~~<br>✠NL&Bo,99<br>DB[illegible] ✠LMC8,03 | Bbo q | 1883<br>1mo<br>A&CP | E.Withy<br>&Co.<br>Hartlepool | Cia.AnondelVapor<br>Abanto(Sota y<br>Aznar)<br>*WB=Cell* | 257·5 34·6 18·0<br>P28'Q62'B70'F31'<br>BK9 | Bilbao<br>Spanish<br>4*BHCem*<br>*DB*204'398t | T.3Cy.18½",29"&49"-36" (s)<br>160lb 80lb NDB96 152NH<br>2SB,4cf,GS78,HS2410<br>WllsndSlpwyCo.Ld Nwc | | | ~~[illegible]~~<br>N10,04 |
| 35 | **Abas Dadascheff** SteelSc3MstSr<br>*Mchy.Aft* *Fitted for liquid fuel*<br>*Carrying Petroleum in bulk* *1Dk* | 1089<br>870<br>671 | | | 1897 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | A.A.Dadascheff | 217·2 31·8 15·8<br>P53'B20'F27 | Astrachan<br>Russian<br>*WB* | T.3Cy.16",27"&44"-33<br>111NHP<br>Caledon SB&E.Co.Ld.,Dun | | | |
| 36 | **Abasota** SteelScSr<br>*J.R.Bollar*97-03<br>*1Dk(ptStl ptIrn)&deep framing*<br>*Well deck* | 2426<br>2019<br>1559 | ✠100A1<br>5,04~~[illegible]~~<br>✠LMC4,03 | Nwc Bry s | 1903<br>4mo<br>*Lloyd's A&CP* | TyneIron<br>S.B.Co.Ld.<br>Newcastle | Cia.Algortena de<br>Nav. (Uribe y<br>Eguiraun, *Mgrs.*)<br>*WB=CellDBa* | 290·0 43·0 20·0<br>P29'Q80'B68'F80'<br>FK<br>fu E112' f116 602t | M.Video<br>Uruguayan<br>5*BHCem*<br>*APT*67t | T.3Cy.22",36"&59"-39 (s)<br>180lb 90lb 243NHP<br>2SB,6pf,GS106,HS3846<br>N.E.Marine Eng.CoLd Nwc | 22 · 6<br>s 2 · 9 | | |
| 37<br>258 | **Abbazia** *S.Chiesa* -04 IronScBn<br>~~[illegible]~~ ssHpl.No.3-6,97<br>(*exAbana*) ssTri.No.1-02<br>*2Dks(Irn)3trB* | 3005<br>2783<br>1940 | ✠100A1<br>7,02<br>~~BS4,03~~ ✠LMC1,02<br>BS5,04 | Tri v | 1883<br>11mo<br>A&CP | M.Pearse<br>&Co.<br>Stockton | E.Razeto fu G.B. | 325·2 40·0 26·5<br>P22'B84'F39'<br>BK11<br>*WB=DBa* | Genoa<br>Italian<br>5*BHCem*<br>100'f56'449t | C.2Cy.33½"&~~69"~~-54" (b)<br>&69½"<br>55lb 80lb NDB97 330NH<br>2DB,8pf,GS107,HS6265<br>Blair&Co.(Lim.),Stockton | 27 · 9 | | 7,02 |
| 38 | — SteelScSr<br>*Akacic* -02<br>*Elec.light* | 142<br>121<br>69 | | | 1902 | M.U.<br>Martinolich<br>Lussinpicclo | Soc.Ungaro-<br>Croata di Nav. a<br>Vap. | 120·3 17·6 9·1 | Fiume<br>Aust.-Hung. | C.2Cy.13¾"&28¾"-17¾"<br>29NHP<br>W.G.Greenham&Co Tri | | V | |
| 39<br>104687<br>RFMN | **Abbey Holme** SteelScSr<br>*W.Brown*78-99 ssHul.No.1-03<br>*1Dk(Stl)&Spar dk(ptIrn&ptStl)*<br>*&deep framing* | 3105<br>2861<br>1996 | ✠100A1<br>*Spar dk*<br>1,05 ~~11,03~~ ✠LMC11,03 | Hul Yka v | 1899<br>6mo<br>A&CP | JLThompson&Sons,Ld<br>Sunderland | HineBros.<br>*WB=CellDBa* | 342·0 45·2 16·1<br>P29'B94'F26 24·1<br>FK<br>108'uE24'f138' 881t | Maryport<br>British<br>6*BHCem*<br>*APT*161t | T.3Cy.23",39"&66"-42 (s)<br>180lb 180lb 296NHP<br>2SB,6pf,GS184,HS3441[illegible]<br>G.Clark,Ld Sunderland | 26 · 7<br>s 4 10½ | | N11,03 |
| 40<br>115631 | **Abbot** SteelScSr<br>*D.Hollywood* -03<br>*Mchy.Aft* *1Dk(Stl)*<br>*Well deck* | 283<br>212<br>73 | ✠100A1<br>3,05~~[illegible]~~<br>~~[illegible]~~ ✠LMC~~[illegible]~~<br>MS3,05 | Dub e | 1903<br>4mo<br>*Lloyd's A&CP* | J.Fullerton<br>&Co.<br>Paisley | FrontierTownS.S.<br>Co.Ld.(1897)<br>(J.Fisher&Sons,<br>*Mgrs.*) | 142·5 21·3 10·2<br>Q46'B7'F25<br>drp03 BK6<br>*WB=* | Newry<br>British<br>3*BHCem*<br>*FPT*34t | C.2Cy.16"&34"-24 (s)<br>130lb 61RHP<br>1SB,2pf,GS39,HS1110<br>A.Rodger&Co.Glasgow | 11 [illegible] | | 3,03 |
| 41<br>62287<br>JNHQ | **Abbotsford** IronScSr<br>~~[illegible]~~ ssLth.No.3-6,94<br>*McLaren* -04 ssLth.No.2-03<br>*1Dk&Spardk3trB* | 1058<br>887<br>656 | ✠ Æ1<br>*Spar dk*<br>~~[illegible]~~11,04<br>BS6,04<br>✠NB82 LMC11,03 | Lth | 1870<br>1mo<br>A&CP | Blackwood<br>&Gordon<br>PortGlasgow | G.Gibson&Co. | 227·5 29·4 15·7<br>23·0<br>ptND82 BK7½ | Leith<br>British<br>5*BHCem* | C.2Cy.26½"&46½"-36" (s)<br>70lb 40lb NDB82 107NH<br>1DB,4pf,GS65<br>Blackwood&Gordon,P.Gls | 17 · 0<br>7 · 1 | | 11,04 |
| 42<br>11[illegible] | — SteelScSr<br>*P.McLachlan* -04<br>*Welldeck Mchy.Aft* *1Dk(Stl)* | 259<br>176<br>69 | ✠100A1<br>8,04<br>(Class [illegible])<br>✠LMC8,04 | Ard c | 1904<br>8mo<br>*Lloyd's A&CP* | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan | ~~J.G.Frew&Co.~~<br>AbbotsfordS.S.Co.<br>Ld.(JGFrew&Co) | 124·7 22·1 8·7<br>Q46' B7' F19'<br>FK<br>*WB=* | Glasgow<br>British<br>3*BHCem*<br>*FPT*17t | C.2Cy.15"&32"-24 (s)<br>120lb 40RHP<br>1SB,[illegible],GS35,HS996<br>Smith,Allan&Co Glasgow | 9 · 9<br>s · 9 | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Date when built. Date when last classed. Date when last examined. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Registd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Which Classed. If not in L.R. Date of last Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wrecked 1904 | **43 Abbotsford** Steel Sc Sr<br>111281 W.A.Burns -03<br>VCRN Mchy.Aft 1 Dk(Stl)<br>Well deck | 270<br>170<br>20 | +~~100A1~~ Sng c<br>10.03 | | 1900<br>7mo | J.Mc Arthur&Co. Paisley A&CP | W.Lond— Guthrie &Co.Ld. | 120·0 22·1 8·8<br>Q16′B9′F20′<br>BK7<br>WB | ~~Singapore~~ ~~London~~ British<br>3BHCem<br>=FPT22t | C.2Cy.14½″&30″–21″ 14<br>120lb 80lb NDB03 37RH<br>1SB,2pf,GS39,HS992<br>Bow,McLachlan&Co.Psy | 9 ″ 9<br>~~7½~~ | | 10.03 |
| | **44 Abbotshall** Steel Sc Sr<br>62970 M.Padge -04 ssLon.No.3–7,02<br>LNDK Mchy.Aft 1 Dk(Trn)<br>Well deck | 424<br>348<br>234 | +100A1 Dun h<br>2.04 | | 1890<br>1mo | J.Scott& Co. Kinghorn A&CP | H.L.Stocks | 165·2 25·1 12·1<br>Q59′B11′F54′<br>BK7<br>WB=DBf35 | Kirkcaldy British<br>5BHCem<br>27tFPT33t | T.3Cy.16″,25″&42″–30″ (s)<br>165lb 95lb NDB04 95RH<br>1SB,3cf,GS54,HS1636<br>J.Scott&Co.,Kirkcaldy | 12 ″ 10<br>s 1 ″ 1½ | | N6.02 |
| | **45 Abchurch** Steel Sc Sr<br>110007 J.Williamson -01 ssSld.No.1–03<br>QKJC Well deck 1 Dk(Trn) 2tr B | 1621<br>1276<br>1004 | +100A1 Sld q<br>1.04 | | 1898<br>11mo | Strand Shipway Co. Sunderland A&CP | W France, Fenwick &Co.Ld. | 258·1 36·7 16·5<br>P28′Q62 B50 F31′<br>FK<br>WB=Cell DBa68′ | London British<br>4BHCem<br>1PT31t | T.3Cy.19″,31″&51″–33″ (s)<br>160lb 80lb 159NH<br>1SB,4pf,GS66,HS2335<br>N.E.MarineCo.Ld.Sld | 19 ″ 2<br>s 2 ″ 4 | | N9,03 |
| | **46 Abd-el-Kader** Iron Sc Bn<br>Dapelo97–99 2 Dks & Spar dk<br>HBOS Elec light | 1859<br>1655<br>763 | | | 1880 | John Elder & Co. Glasgow | Cie.Générale Transatlantique | 310·2 33·5 16·7<br>H175′ F16 443 | Marseilles French | C.2Cy.42″&80″–48″<br>NB90 370NH<br>JohnElder&Co.,Glasgow | | V | |
| | **47 Abd-el-Kadir** Iron Sc Sr<br>Ali Osman ssCpl.2ndNo.3–10,97<br>(exGalley of Lorne) ssCpl No.1–03 3 Dks | 2147<br>2096<br>1380 | +100A1 Cpl<br>1.03<br>B~~S~~ 10.04 ~~LMC 1.08~~ | | 1871<br>11mo | R.Napier & Sons Glasgow A&CP | Evha Effendi | 321·8 36·4 26·4<br>B16′<br>BK11′ | Constanpl Turkish 70<br>5BHCem | C.2Cy.39½″&68″–42″ (s)<br>~~75~~lb 100lb NB80 241NH<br>2SB&6pf,GS101HS4235NDB02<br>R.Napier&Sons,Glasgow | 27 ″ 9<br>s 6 ″ 3½ | | 2.03 |
| | **48 Abd-el-Monem** Steel Sc Sr<br>E.Silvestri -03<br>(exInanda) 1 Dk & Spar dk 3 tr B<br>Elec.light Now named "Menzaleh," See No. 63 in Supplement. | 1704<br>1639<br>1075 | ... | | 1888 | Hall, Russell&Co. Aberdeen | ~~H.H. The Khedive of Egypt~~ Kh~~edivial~~ MailSS& GravingDockCoLd | 270·4 35·2 23·0<br>B38′<br>FK | ~~London~~ ~~Egyptian~~ British WB | T.3Cy.21″,34″&56″–42″<br>202NH<br>Hall,Russell&Co.Abn. | 16 ″ 11<br>~~s 6 ″ 0½~~ | | |
| | **49 Abden** Iron Sc Sr<br>62967 ssLth.No.3–4,96<br>JVHO Mchy.Aft ssLth.No.2–03<br>Well deck 1 Dk(pt Trn) | 378<br>306<br>186 | +100A1 Lth g<br>4,04~~+.00~~ Dun<br>~~NB~~ ~~LMC~~ 11.03<br>~~DB~~ 2.05 | | 1884<br>10mo | Gourlay Bros.& Co. Dundee A&CP | H.L.Stocks | 165·0 24·2 12·0<br>Q54′B14′F52′<br>drp03 BK7<br>WB=DBf31 | Kirkcaldy British<br>4BHCem<br>33tFPT12t | C.2Cy.19½″&42″–30″ (s)<br>95lb 75lb NDB97 90RH<br>1SB,3pf,GS49,HS1247<br>Gourlay Bros.&Co.,Dundee | 12 ″ 10<br>s ~~9~~ 10½ | | 11,03 |
| | **50 Abeille No 8** Iron Twin Sc Tug<br>Michelot 1 Dk | 160<br>—<br>76 | | | 1879 | Cunliffe& Dunlop Port Glasgow | Soc.de Remorq. Les Abeilles | 118·1 19·0 11·7 | Havre French | C.4Cy.17″&30″–24″<br>73NH<br>Cunliffe&Dunlop,P.Gl. | | | |
| | **51 Abeille No. 10** Steel Sc K<br>Moisan -99<br>HBDT 1 Dk | 188<br>156<br>5 | + ...<br>For Towing purposes | | 1899<br>12mo | J.P.Rennoldson&Sns. S.Shields A&CP | Soc.de Remorq. Les Abeilles | 106·8 21·1 11·2<br>BK7′ | Havre French<br>4BH pt Cem pt Asp | T.3Cy.15½″,25″&41″–27″ (s)<br>160lb 103NH<br>1SB,3rf,GS49,HS1805<br>J.P.Rennoldsn&Sns.S.Shl. | 12 ″ 3 | | |
| | **52 Abeille No. 15** Iron Sc Sr<br>Henzen89–89 1 Dk<br>HBFC | —<br>—<br>107 | | | 1879 | P.Oriolle Nantes | L.Wacogne& Antier | 111·1 16·7 9·5<br>B40′ | Cayenne French | C.2Cy.16″&30½″–15¾″<br>30NH<br>P.Oriolle,Nantes | | | |
| | **53 Abeille XI.** Steel Twin Sc Tug<br>Corbet -01<br>HBDV 1 Dk | 416<br>298<br>47 | | | 1901 | Lobnitz& Co.Ld. Renfrew | Soc.de Remorq. Les Abeilles | 146·3 26·2 14·5<br>H13′ | Havre French<br>WB | T.6Cy.13″,22″&35″–27″<br>127NH<br>Lobnitz&Co.Ld.Renfrew | | V | |
| | **54 Abeokuta** Steel Sc Sr<br>113464 W.D.McCraith -03<br>SQGM 1 Dk(Stl) & deep framing & lower dk (Stl) in forehold | 1817<br>1689<br>1156 | +100A1 Liv r<br>3,05~~+.01~~ Ham<br>LMC 4.01 | | 1901<br>4mo | R.Duncan & Co.Ld. Pt.Glasgow | Elder,Dempster Shipping,Ld. | 280·2 40·1 18·2<br>P31′B80′F36′<br>FK | Liverpool British<br>4BHCem | T.3Cy.20″,33″&54″–36″ (s)<br>180lb 80lb 199NH<br>2SB,6pf,GS104,HS3206<br>Rankin&Blackmore,Grk. | 20 ″ 7<br>s 2 ″ 11½ | | N3,04 |
| | **55 Abeona** Steel Sc Sr<br>92906 P.F.Perry -02 ssOsc.No.3–9,97<br>KHMG ssHpl.No.1–02<br>Well deck 1 Dk(Stl) Now named "Excellence Ieska," See No. 40 in Supplement. | 2152<br>1668<br>1405 | +100A1 Hpl r<br>1.04<br>~~BS~~ 9.08 ~~LMC~~ 6.01 | | 1886<br>8mo | W.Gray& Co. W.Hartlepool | Rickinson,Sons& Co. | 275·3 37·3 19·8<br>P29′Q76′B108′<br>F36′ BK9½<br>WB=DBa | W.Hartlpl British<br>4BHCem<br>88′f104′483t | T.3Cy.21″,35″&57″–39″ (s)<br>150lb 80lb NDB97 203NH<br>2SB,4cf,GS73<br>CentralMarineECo.,WHpl | 21 ″ 9<br>s 1 ″ 11½ | | N7,03 |
| | **56 Abercraig** Steel Sc 3 Mst Sr<br>110995 W.Sinton93–02<br>THQF Mchy.Aft Well deck 1 Dk(Stl) | 433<br>293<br>162 | +100A1 Shl g<br>~~1.04~~ 2.04 5,05<br>~~LMC~~ 3.02 | | 1902<br>4mo | Dundee Ship builders Co.Ld.Dundee | Balgay Shipping Co.Ld.(W.Kinnear &Co.Mgrs.) | 153·1 25·1 9·8<br>Q83′B11′F21′<br>FK<br>WB=Cell DBf82 | Dundee British<br>3BHCem<br>97tFPT40t | T.3Cy.13″,21½″&35″–24″ (s)<br>180lb 100lb 68RH<br>1SB,2cf,GS34,HS1073<br>J.Cran&Co.Leith | 12 ″ 2<br>s ~~9½~~ | | ~~N2,04~~<br>~~5,04~~<br>5,05 |
| | **57 Aberdare** Steel Twin Sc Sp<br>114665<br>SJFB 1 Dk | 353<br>307<br>240 | | | 1901 | D.J.Dunlop & Co. Pt.Glasgow | Niger Co.Ld. | 158·0 26·4 8·7<br>B22′ | London British | C.4Cy.10″&20″–15″<br>36RH<br>D.J.Dunlop&Co.Pt.Gls. | | | |
| | **58 Aberdeen** Iron Sc Bkn<br>64356 ~~T.&J.Crombie -03~~ ssLon.No.3–7,94<br>WHNT Ref.Mchy. ssLon.No.2–02 2 Dks<br>Elec.light (1 Trn pt Trn–Uws) & Spar dk<br>A.B.H.G.Douglass -04 | 3684<br>3556<br>2386 | +100A1 Lon w<br>Spar dk<br>6,01~~+.03~~<br>~~LB~~ 4.02 ~~LMC~~ 4.06<br>~~LR~~ 1.04 ~~RMC~~ 2.04 | | 1881<br>12mo | R.Napier & Sons Glasgow | G.Thompson&Co. | 362·5 44·4 23·5<br>B48′ 31·2<br>FK<br>WB=DBu & S B68′275t | Aberdeen British<br>5BHCem<br>APT90t | T.3Cy.28″,42″&70″–54″ (s)<br>160lb 160lb NDB98 415NH<br>2DB,12rf,GS231,HS7058<br>R.Napier&Sons,Glasgow | 25 ″ 1<br>s 8 ″ 5½ | BT till 11,04 | 7,02 |
| | **59** — Wood Sc Sr<br>30188<br>Elec.light | 499<br>—<br>394 | | | 1899 | West& Slade Abrdn,Wash. | California&Oregon Coast S.S.Co. (G.D. Gray&Co.,Mgrs.) | 169·8 34·2 11·8 | S.Frncisco Utd.States | C.2Cy.14″&32″–24″<br>42NH<br>FultonE.&S.B.Wks S.Fsco | | | |
| | **60** — Steel Sc Sr<br>103227 M.P.McElhinney -94<br>Elec.light Mchy.Aft 2 Dks | 674<br>639<br>266 | ... | | 1894 | Fleming& Ferguson Paisley | Canadian Government | 180·0 31·1 16·9<br>B46′<br>BK7½″ | Ottawa British<br>WB | Q.4Cy.18″,28″,35″&54″–36″<br>196NHP<br>Fleming&Ferguson,Psy. | 19 ″ 3 | | |
| | **61** — Wood Pad<br>100886 T.S.Duncan -94<br>1 Dk | 244<br>103<br>137 | | | 1894 | G.F.Baird St.John,N.B. | Fredericton& Woodstock Stmbt. Co.Ld. | 140·2 22·0 4·0 | S.John,NB British | 2Cy.16″–60″<br>17RH<br>J.Harris&Co.,St.John,NB. | | | |
| | **62** — Steel Sc Yl<br>106676 W.Fraser -96 ~~ss Gms. No. 1–00~~<br>ss Gms. No. 2–05 1 Dk | 163<br>150<br>63 | +100A1 Gms<br>Stm Trawler<br>1,05~~+.01~~<br>~~LR~~ 2.01 ~~LMC~~ 3.01 | | 1896<br>11mo | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | 104·2 20·5 10·7<br>Q17′F19′<br>BK7½ | Grimsby British<br>1BHCem | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45RH<br>1SB,2pf,GS23,HS536<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | | N2,04 |
| | **63** — Wood Sc<br>94924 | 142<br>—<br>87 | | | 1894 | J.Tate Picton,Ont | A.W.Hepburn | 99·6 22·0 8·7 | Picton, Ont. British | | | | |
| | **64 Aberdeenshire** Steel Sc K<br>114171 J.Westerby -02<br>1 Dk | 213<br>188<br>51 | +100A1 Abn<br>Stm Trawler<br>11,04~~+.06~~ ~~LMC~~ 13,00 | | 1900<br>12mo | Mackie& Thomson Glasgow Lloyd's SA&CP | Shire Stm. Fishing Co.Ld. | 120·6 21·5 12·2<br>Q58<br>BK7½<br>WB= | Aberdeen British<br>4BHCem<br>DBf30′24t | T.3Cy.~~12~~″,19½″&32″–22″ (s)<br>180lb 11½″ 50RH<br>1SB,2cf,GS37,HS1150<br>W.V.V.Lidgerwood,Gls. | 13 ″ 3 | | ~~7,08~~<br>11,04 |

| Numero l'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Materiaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres de Ponts. | Tonnage / Sous le Pont. / Net | Détails de la Classification. Cote. / Surveillance spéciale Date de la dernière Visite | Port de Visite | | Construit. Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux | Port d'Armement / Pavillon | Machines | | Date de la dernière visite de l'arbre porte-hélice |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65<br>97361<br>LGNK | Aberfeldy SteelScSr<br>C.H.Jenkins -01 ssShl.No.3-11.01<br>Well deck 1Dk(Irn)2trB | 2288<br>173[illegible]<br>1446 | ✠100A1<br>7,04<br>MS11,01 ✠LMC BS4,01 | Shl | s | 1889<br>8mo | J.Readhead&Sons<br>South Shields<br>A&CP | Doughty Shppg.Co Ld. (H.Doughty& Co. Mgrs.) | 290·0 39·0 20·2<br>P28'Q82'B118'<br>F33' BK10"<br>WB = Cell | W.Hartlpl<br>British<br>6BHCem<br>DB206'417t | T.3Cy.22",36"&60"-39" (r)<br>160lb 60lb 229NH<br>2SB,6rf,GS107,HS3490<br>J.Readhead&Sns,S.Shields | 21 · 8<br>· 2 · 0 | 1,05 |
| 66<br>81138<br>JGSR | Aberforth SteelScSr<br>G.W.Miller -01 ssGmh.No.3-3,96<br>Well deck<br>ssGmh.No.2-04 1Dk(Stl) | 670<br>507<br>[illegible] | ✠100A1<br>8,04 | Gmh | j | 1884<br>1mo | DavidJ.Dunlop&Co<br>Port Glasgow<br>Lloyd's A&CP | A.&A.Y.Mackay | 190·3 28·6 13·2<br>Q57'B46'F46'<br>BK7½<br>WB = FPT26tAPT12t | Grngemth<br>British<br>4BHCem<br>MT20'126t | C.2Cy.24"&46"-36"<br>[illegible] 75lb 95RH<br>1SB,3pf,GS51,HS1409<br>DavidJDunlop&Co.,P.Gls | 14 · 2<br>· 1 · 2 | 6,01 |
| 67<br>84867<br>WMQL | Aberfoyle IronScSr<br>H.F.McDermott -96 ssLiv.No.3-3,95<br>(exSailorPrince) ssGmh.No.2-03<br>Well deck 1Dk(ptIrn)&Web frames | 1215<br>967<br>738 | ✠100A1<br>3,01<br>✠LMC<br>BS1,05 | Gmh | o | 1882<br>7mo | Hodgson&Soulsby<br>Blyth<br>A&CP | A.&A.Y.Mackay | 242·0 33·1 15·2<br>Q94'B50'F29'<br>FK<br>WB = DBa73'uE&B33'f57' 286tAPT38t | Grngemth<br>British<br>4BHCem | C.2Cy.29"&55"-36"<br>80lb 80lb NDB96 146NH<br>1SB,3pf,GS52,HS2500<br>Black,Hawthorn&Co.,Gts | 17 · 3<br>· 1 · 7½ | 3,01 |
| 68<br>104660<br>QMBP | Abergeldie SteelScSr<br>W.Keith -02 ssLon.No.1-03<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&deep framing | 3777<br>3418<br>2438 | ✠100A1<br>Spar dk<br>12,04<br>✠LMC<br>MS10,02 BS[illegible] | Cff<br>Bhn | w | 1898<br>12mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | AdamS.S.Co.Ld. | 356·0 45·2 18·7<br>P88'B92'F42' 26·5<br>FK<br>WB = Cell DBa 11[illegible]uE&B34'f148'631t | Aberdeen<br>British<br>6BHCem<br>APT50t | T.3Cy.25",41½"&69"-45"<br>175lb 100lb 329NH<br>2SB,8pf,GS125,HS4904<br>N.E.MarineCo.Ld Sld. | 21 · 4<br>· 6 · 4 | 11,04 |
| 69<br>115568<br>TMVF | Aberlour SteelScSr<br>P.K.Barnet -03<br>1Dk(Stl)&Spar dk(Stl)&<br>Elec.light deep framing | 4194<br>3973<br>2651 | ✠100A1<br>Spar dk<br>5,05<br>✠LMC [illegible],02 | Ant<br>Shl | x | 1902<br>7mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | AdamS.S.Co.Ld. | 365·2 48·2 20·4<br>P88'B184'F47' 28·4<br>FK<br>WB = Cell DBa108'uE&B38'f158'80[illegible]t | Aberdeen<br>British<br>6BHCem<br>APT56t | T.3Cy.26"12½"&69½"-45"<br>180lb 105lb 357NH<br>3SB,9cf,GS168,HS5586<br>Hall,Russell&Co.Ld.Abn. | 23 · 0<br>· 6 · 3 | S12,02 |
| 70<br>78444<br>HQKL | Abermaed IronScSr<br>W.Hoskins86-86 ssNpt.No.3-1,96<br>Well deck ssNpt.No.1-00<br>1Dk(Irn)2trB | 1144<br>976<br>695 | ✠100A1<br>9,03<br>✠LMC<br>BS7,03 MS4,04 | Gls | n | 1883<br>4mo | Palmers' Co.(Lim.)<br>Newcastle<br>Lloyd's A&CP | AbermaedS.S.Co. Ld.(Letricheux& David) | 225·7 31·2 17·0<br>Q113'B34'F29'<br>drp05 BK8"<br>WB = DBa68'f59'218t | Swansea<br>British<br>4BHCem<br>APT10t | C.2Cy.28"&52"-33" (a)<br>80lb 80lb NDB97 98RH<br>1SB,3pf,GS27,HS1917<br>Palmers'Co.(Lim.),Nwc | 18 · 3<br>· 2 · 3 | 11,04 |
| 71<br>89210<br>KHPT | Aberporth SteelScSr<br>[illegible] ssLiv.No.3-5,97<br>(exW.I.Radcliffe) ssCff.No.1-01<br>Well deck Wilkinson -04 1Dk(Stl)2trB | 1969<br>1503<br>1231 | ✠100A1<br>[illegible],12,04<br>✠LMC<br>MS11,03 BS7,04 | Cff | r | 1886<br>6mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd's A&CP | AberporthS.S.Co. Ld.(D.Jenkins& Co.) | 270·5 36·8 20·1<br>Q72'B108'F29'<br>BK9<br>WB = DBa84'f104'uE25'380t | Cardiff<br>British<br>4BHCem<br>APT17t | T.3Cy.21",34"&57"-39" (a)<br>150lb 80lb NDB94 178NH<br>2SB,6pf,GS86,HS2396<br>Palmers'Co.Ld.Newcastle | 21 · 9<br>· 1 · 11 | 1,[illegible] |
| 72<br>78450<br>JMQS | Abertawe IronScSr<br>J.Tudor -01 ssCff.No.3-8,96<br>Well deck ssSws.No.1-00<br>1Dk(Irn)2trB | 1306<br>1081<br>815 | ✠100A1<br>4,03<br>BS3,04 ✠LMC<br>MS1,0[illegible] | Sws | o | 1884<br>5mo | Palmers' Co.(Lim.)<br>Newcastle<br>Lloyd's A&CP | AbertaweS.S.Co. Ld.(W.H.Pugh) (David&Co.Mgrs) | 240·5 33·2 18·1<br>Q98'B46'F28<br>drp01 FK<br>WB = DBa69'f63'255t | Swansea<br>British<br>4BHCem<br>APT25t | C.2Cy.30"&57"-39" (a)<br>80lb 80lb NDB00 151NH<br>1SB,3cf,GS63,HS2359<br>Palmers'Co.(Lim.),Nwc. | 19 · 2<br>· 2 · 2 | 1,[illegible] |
| 73<br>HBFD | Abertay SteelScSr<br>G.Benoit82-03 ssGmh.No.3-1,98<br>ssLon.No.1-02<br>Well deck 1Dk(Irn)&Web frames | 1088<br>756<br>599 | ✠100A1<br>6,04<br>BS6,0[illegible] ✠LMC2,02 | Gls<br>St.N | m | 1888<br>8mo | W.Simons&Co.<br>Renfrew<br>A&CP | Soc.Bois et Charbons(F.LeBrise) | 221·0 33·1 12·9<br>Q89'B50'F61'<br>FK<br>WB = CellDB102'155t FPT50t Tunnel Recesstank26t | L'Orient<br>French<br>4BHCem | T.3Cy.17",27"&44"-30"<br>160lb 106NH<br>2SB,4rf,GS60<br>W.Simons&Co.,Renfrew | 15 · 3 | 4,03 |
| 74<br>RLSJ | Abessinia SteelSc4MstSr<br>M.Filler97-03<br>2Dks(Stl)&deepframing<br>Elec.light &Shelterdk(Stl) | 6143<br>5368<br>3956 | ✠100A1<br>Shelter dk<br>8,00<br>✠LMC8,00 | Nwc | b† | 1900<br>8mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 452·0 52·2 28·3<br>FK<br>WB = CellDBa115'uE&B90'f178' 1207t DTa30'763tFPT170tAPT60t | Hamburg<br>German<br>7BHCem | T.3Cy.30",50"&81½"-54"<br>180lb 642NH<br>3DB,15cf,GS338,HS11475<br>Palmers'Co.Ld.Newcastle | 31 · 2 | |
| 75 | Åbo IronScSr<br>Fitted for liquid fuel<br>Carrying Petroleum in bulk 2Dks | 436<br>—<br>328 | | | | 1873 | W.Crichton&Co.<br>Åbo | A.A.Dadascheff | 147·2 26·2 12·3<br>P114 | Astrachan<br>Russian<br>WB | C.2Cy.20"&40"-24"<br>65NH<br>W.Crichton&Co.,Åbo | | |
| 76<br>108151<br>S[illegible]WR | Aboukir SteelScSr<br>[illegible] ssShl.No.3-4,01<br>(exScottish King) Killea -04<br>2Dks(1Stl1Irn)&deepframing3Dk rule | 3317<br>3137<br>2148 | ✠100A1<br>1,05<br>BS[illegible] ✠LMC4,01<br>BS[illegible] | Shl<br>Cff | w | 1896<br>12mo | ShortBros.<br>Sunderland<br>A&CP | ClydesdaleShipownersCo.Ld. (Glen&Co.Mgrs) | 364·5 43·1 26·3<br>P41'B94'F45'<br>BK11"<br>WB = CellDBa106'uE24'f140' | Glasgow<br>British 180<br>6BHCem<br>709tAPT67t | T.3Cy.27",43"&72"-48" (s)<br>160lb 80lb 416NH<br>2SB,6cf,GS116,HS5422 FD<br>T.Richardsn&Sns Ld.Hpl | 29 · 0<br>· 5 · 7½ | 1,05 |
| 77 | Aboyne SteelScK<br>F.Parsons<br>L.Blarchereau 1Dk<br>Now named "Souffleur," See No. 116 in Supplement | 196<br>185<br>56 | ✠100A1<br>Stm Trawler<br>1,05<br>✠LMC9,01<br>BS3,05 | Abn | | 1901<br>9mo | J.Duthie,Sons&Co.<br>Aberdeen<br>Lloyd's A&CP | Soc.desPêcheries duGolfe deGascogne | 115·5 21·7 11·9<br>BK7½"<br>WB = DBf5'10t | Aberdeen<br>British<br>3BHCem<br>BordeauxFrench | T.3Cy.12",19½"&32"-22" (s)<br>180lb 52RH<br>1SB,2pf,GS37,HS1091<br>W.V.V.Lidgerwood,Gls. | 12 · 5 | 12,03 |
| 78<br>HBCN | Abril SteelScSr<br>L.Otero02-02 ssBbo.No.1-02<br>1Dk(Stl)&deepframing&ptAwngdk(Stl) | 1295<br>910<br>743 | ✠100A1<br>ptAwng dk<br>with freeboard<br>3,01<br>BS3,0[illegible]-10,01 ✠LMC[illegible],02 | Npt<br>Bbo | n | 1897<br>5mo | Cmpbltwn S.B.Co.<br>Campbeltwn<br>Lloyd's A&CP | CiaBilbaina deNav (E.Aznar y Tutor, Mgr.) | 230·3 32·8 16·3<br>Q79'<br>ptAwngdk151' FK<br>WB = CellDBa54'f94' | Bilbao<br>Spanish<br>4BHCem<br>204tAPT30t | T.3Cy.17½",27½"&45"-33"(s)<br>160lb 80lb 114NH<br>1SB,3rf,GS63,HS1709<br>J.G.Kincaid&Co.,Grk | 17 · 4<br>· 7 · 11½ | 2,04 |
| 79<br>RJDT | Abydos SteelScSr<br>[illegible] ssHam.No.3-7,03<br>(exAdriana) 2Dks(1Stl)3trB<br>Well deck E.Liebfahrt04-04 | 3047<br>2482<br>1957 | ✠100A1<br>1,05<br>✠LMC12,02<br>BS1,05 | Ham | v | 1890<br>12mo | C.S.Swan&Hunter<br>Newcastle<br>Lloyd's A&CP | Deutsche-Dmpfsfahrts.Ges.Kosmos | 323·0 40·2 24·4<br>P&B2[illegible]2'F37'<br>BK9"<br>WB = CellDB274'618t | Hamburg<br>German<br>[illegible]BHCem | T.3Cy.26",42"&69"-45"<br>160lb 160lb 330NH<br>2SB,3pf,GS150,HS5100<br>N.E.MarineCo Ld.Nwc | 27 · 0 | 1,05 |
| 80<br>115136<br>TNRD | Acacia SteelScSr<br>E.Thomas92-02<br>Spar dk(ptIrn&ptStl)2trB&<br>deepframing | 2885<br>2685<br>1848 | ✠100A1<br>Spar dk<br>with freeboard<br>5,05<br>✠LMC[illegible],02 | Nwc<br>Cff | u | 1902<br>8mo | Irvine's SB&D.D.Co.Ld.<br>WHartlepool<br>Lloyd's A&CP | LillyShppg.Co.Ld. (J.Lilly&Co.Mgs.) | 315·0 45·1 14·4<br>P2[illegible]'B190'F30' 22·6<br>FK<br>WB = CellDBa100'uE22'f134'690t | W.Hartlpl<br>British<br>5BHCem<br>APT77t | T.3Cy.24",38"&64"-42" (s)<br>160lb 90lb 260NH<br>2SB,6cf,GS[illegible]5,HS3825<br>Richardsons,Westgarth&Co.Ld.Hpl | 17 · 9<br>· 3 · 6½ | |
| 81<br>67521<br>SJPV | — IronScSr<br>W.Clayburn -02 ssShl.3rdNo.3-2,04<br>(exCette,exLissabon,exAcacia)<br>Well deck 1Dk(Irnptws)2trB | 1011<br>[illegible]<br>621 | ✠90A1<br>2,05<br>LMC2,04<br>BS3,0[illegible] | Shl | n | 1872<br>1mo | Denton,Gray&Co.<br>WHartlepool<br>A&CP | C.Wilkinson | 233·7 30·2 17·1<br>Q89'B50'H21tF25'<br>drp04 BK7"<br>WB = DBa85'f54'260t | Sundrland<br>British<br>4BHCem | C.2Cy.27"&54"-33"<br>65lb 114NH<br>2SB,6pf,GS69,HS1713<br>Blair&Co.Ld.Stockton | | S 2,04 |
| 82 | — (SUNK BY COLLISION, REFLOATED 12,03) IronSc3MstS.<br>5thSurvey,Abn.8,00<br>Mchy.Aft 1Dk(Irn) | 415<br>337<br>241 | ✠<br>8,08<br>✠NB10,80 | Lon | Lv | 1879<br>2mo | W.Hamilton&Co.<br>Port Glasgow | | 165·3 22·7 9·4<br>P50tH7tF14t<br>drp03 BK6" | Aberdeen<br>British<br>[illegible]BH<br>WB = FPT | C.2Cy.22"&40"-30"<br>80RH<br>1SB,3pf,GS51,HS1353<br>Dunsmuir&Jackson,Gls. | 13 · 4 | |
| 83<br>96894 | Acadia WoodScSr<br>(exYosemite)<br>2Dks | 1180<br>1[illegible]<br>1083 | | | | 1880 | J.Roach&Son<br>Chester,Pa. | E.Lantalum | 182·5 23·6 18·7 | Ottawa<br>British | C.3Cy.28½"&(2)40"-34"<br>155NH<br>J.Roach&Sons,New York | | |
| 84<br>98613<br>MCKN | Acanthus SteelScSr<br>J.S.Allan -01 ssShl.No.3-[illegible]<br>2Dks(1Stl&1Irn)&deepframing3Dkrule<br>Now named "Obidos," See No. 10 in Supplement | 2877<br>21[illegible]<br>1877 | ✠100A1<br>10,03<br>BS10,03 ✠LMC4,01 | Ant | t | 1891<br>8mo | A.Stephen&Sons<br>Glasgow<br>Lloyd's A&CP | J.B.Murray&Co. | 310·0 42·0 22·8<br>P40'B72'F38<br>BK10"<br>WB = CellDB248'561t | Glasgow<br>British<br>5BHCem | T.3Cy.23",37"&59"-42" (s)<br>160lb 100lb NDB01 234NH<br>2SB,6rf,GS104,HS3626<br>A.Stephen&Sons,Glasgow | 25 · 6<br>· 4 · 3 | 10,03 |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Late Name if any / Special Surveys. No of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey / Date of last Survey | Port of Survey | Years Assigned / Equipment | Built: When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines. No. & Dia. of Cylinders, Stroke, Boiler Pressure, NHP, RHP, Particulars of Boilers & Furnaces, Engine Maker's Name | Moulded depth / Freeboard amidships ft. in. | Register in which classed, if not in L.R. | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85<br>105235<br>JMBP | **Acapulco** IronScBn<br>W.J.Russell 2Dks&Spardk<br>Elec.light | 2572<br>2572<br>1759 | | | | 1873 | Harlan& Hollingsworth Co<br>Wlmgtn.Del. | PacificMailS.S.Co. | 290·0 40·0 20·0 | New York<br>Utd.States | C.2Cy.50"&88"– NB.. 418NHP<br>J.Elder&Co.,Glasgow | | RV | |
| 86<br>118066<br>VQDM | **Acara** SteelScSr<br>A.Smith -04<br>2Dks Stl & deep framing<br>Elec.light | 4982<br>4721<br>3174 | ✠100A1<br>5,05 3,04 | Nwe<br>Cff | | 1904<br>5mo<br>Lloyd's A&CP | Palmers' Co.Ld.<br>Newcastle | J.M.Wood | 400·0 50·2 29·4<br>P30 B144 F41<br>WB=Cell DBa 151'&E ... 1t 98' | Liverpool<br>British<br>FK 6BHCem<br>4081t DTa | T.3Cy.26½",43"&71"–48" (r)<br>180lb 100lb 317NHP<br>2SB,6cf,GS111,HS3223 FD<br>Palmers'Co.Ld.Newcastle<br>3s 101et FPT132t APT54t | 32·3<br>s6·11 | | |
| 87<br>HBCM | — SteelPadSr<br>1Dk | 429<br>—<br>334 | | | | 1884 | A.Leslie& Co.<br>Newcastle | B.A.Antunes&Co. | 177·0 27·5 8·2 | Para<br>Brazilian | C.2Cy.30"&54"–51"<br>175NHP<br>Black,Hawthorn&Co.,Nwc | | | |
| 88<br>105686 | **Accomack** WoodPad<br>W.P.Johnson95 | 434<br>—<br>374 | | | | 1877 | ..............<br>Brooklyn NY | OldDominionSS.Co | 136·8 25·5 8·3 | NewYork<br>Utd.States | B.1Cy.32"–72"<br>67NHP | | | |
| 89<br>102608<br>NCSV | **Accra** SteelScSr<br>J.Hughes -00 ssLiv.No.2-02<br>Elec.light 2Dks(Stl-ws)<br>&Web frames | 2827<br>2416<br>1791 | ✠100A1<br>2,05 | Liv | u | 1893<br>7mo<br>Lloyd's A&CP | NavalCon. &Arm.Co.Ld<br>Barrow | British&African S.N.Co.(1900),Ld.<br>(Elder,Dempster &Co. Mgrs.) | 336·0 39·4 22·3<br>P39 B116 F43<br>WB=Cell DB250'570t FPT | Liverpool<br>British<br>FK 6BHCem<br>76t APT41t | T.3Cy.23",38"&63"–42" (s)<br>180lb 85lb 268NHP<br>2SB,6rf,GS137,HS3993<br>NavalC.&A.Co.(Lim),Brw | 25·0<br>s5·0 | BT till ~~1,05~~ 2,06 | N7,03 |
| 90<br>81486<br>VKTD | **Accretive** IronScSr<br>R.P.Hall -01 5thSurvey,Shl.6,01<br>Well deck 1Dk(Irn)&Webframes | 1132<br>~~879~~<br>706 | ✠A1 1 | Shl<br>Bly | Lv | 1880<br>12mo | S.P.Austin &Son<br>Sunderland | T.Stockdale | 225·4 33·0 16·5<br>Q81t B91t F28t<br>BK7½" WB=DBa&t | Sundrland<br>British<br>4BH 1PBH | C.2Cy.28"&53"–36"<br>80lb ~~80lb~~ NDB93 99RHP<br>2SB,4pf,GS100,HS2208 70lb<br>G.Clark,Sunderland | 18·0<br>s2·1 | | 4,04 |
| 91<br>RMQV | **Achaia** SteelScSr<br>~~H.Holtz~~<br>Krones -4 2Dks(Stl)&Shelter dk (Stl-ws)<br>Elec.light | 1859<br>1541<br>990 | ✠100A1<br>Shelter dk with freeboard<br>6,04 | Stk<br>Dun | s | 1902<br>10mo<br>Lloyd's A&CP | Craig, Taylor&Co.<br>WT | A.C.deFreitas&Co. | 280·3 40·3 17·6<br>25·1<br>Cell DBa74'&... B36' f122' 446t FPT | Hamburg<br>German<br>FK 4BHCem<br>49t APT55t | T.3Cy.24",40"&65"–42" (r)<br>160lb 100lb 291NHP<br>2SB,6cf,GS121,HS4610<br>Blair&Co.Ld.Stockton | 20·0<br>~~1·8~~ s5·0 | | 6,04 |
| | *Now named "GongalvesDiaz," See No. 10 in Supplement* | | | | | | | | | | | | | |
| 92<br>HBDK | **Achecolanda** SteelScSr<br>F.Lezama 03 ssBbo.No.1-04<br>1Dk(Stl)&deep framing | 2124<br>1920<br>1263 | ✠100A1<br>3,04 | Bbo | s | 1899<br>8mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Cia.Algorteña de Nav. (Uribe y Eguiraun)<br>WB=Cell | 286·0 43·2 18·7<br>P23' B56' F27'<br>DBa&nE 140' f108' | Bilbao<br>Spanish<br>FK 5BHCem<br>575t APT54t | T.3Cy.21",35"&57½"–39" (r)<br>160lb 80lb 210NHP<br>2SB,6pf,GS99,HS8221<br>G.Clark,Ld.Sunderland | 21·0<br>s3·4 | | 3,01 |
| 93<br>25<br>HBDJ | **Achille** IronScSr<br>A.Bartole<br>2Dks | 1964<br>1910<br>1216 | | | | 1874 | W.Denny &Bros.<br>Dumbarton | LloydAustriaco | 307·0 33·0 26·0 | Trieste<br>Aust.-Hung. | C.2Cy.41"&70"–42"<br>265NHP<br>Denny&Co.,Dumbarton | | | |
| 94<br>94285<br>KMHN | **Achille Adam** SteelTwinScSr<br>T.Adams -04<br>1Dk(Stl) | 460<br>387<br>212 | ✠<br>with freeboard<br>10,87 | Lon | | 1887<br>10mo | Samuda Bros.(Lim.)<br>London | S.Eastrn&Chathm RlyCos.'Managing Committee | 190·0 27·0 11·8<br>Q34' F35' | London<br>British<br>FK 5BHCem | C.4Cy.19"&35"–19"<br>107NHP<br>MaudslaySons&Field,Lon. | 12·7 | | |
| | *For Folkestone & Boulogne Passenger Service* | | | | | | | | | | | | | |
| 95<br>113405<br>RVDT | **Achilles** SteelScSr<br>O.P.Williams -01<br>Elec.light 2Dks | 7043<br>5609<br>4484 | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co Mgrs) | 442·5 52·8 32·1<br>P50' B154' F58' | Liverpool<br>British<br>WB | T.3Cy.29",49"&82"–60"<br>521NHP<br>Scott&Co.Greenock | | BT till ~~9,04~~ 7,05 | |
| 96<br>QGCR | — SteelScSr<br>W.Hammje83-95 | 943<br>900<br>580 | | | | 1895 | Helsingörs Jrnsk.&Mskb.<br>Elsinore | Dampfschifffahrts Ges.Neptun | 200·5 28·6 19·2<br>P159' F20' | Bremen<br>German<br>WB | T.3Cy.15",24"&40"–27"<br>83NHP<br>HelsingorsJernsk.&Mskb. | | G | |
| 97<br>111279<br>RSTV | — SteelSc3MstSr<br>J.R.Moppett -03 ssBkn.No.1-04<br>Well deck 1Dk(Stl)<br>Mchy.Aft Elec.light | 641<br>462<br>137 | ✠100A1<br>5,04 11,02 | Gls<br>Bkn | j | 1900<br>7mo | IrvineS.B. &E.Co.Ld.<br>Irvine<br>A&CP | J.&P.Hutchison<br>WB=CellDB | 185·0 28·1 11·6<br>P59' B60' F27'<br>f101' 144t FPT 68t | Glasgow<br>British<br>FK 3BHCem<br>APT10t | T.3Cy.14",23"&37"–27" (a)<br>160lb 80lb 85RHP<br>1SB,3pf,GS49,HS1494<br>Hutson&Sons.Ld.Glasgow | 14·0<br>s1·2 | | N5,04 |
| 98<br>JVCK | — WoodScSr<br>H.Hillestad92-98 1Dk | 199<br>191<br>92 | | | | 1893 | H.Gravdal<br>Bergen | HansOlsensDykkerforretning | 113·5 21·9 12·3<br>H8t | Bergen<br>Norwegian | T.3Cy.11",18"&29"–24"<br>E&B,built87 41NHP<br>AkersMek.Verksted,Xia. | | N | |
| 99<br>98704<br>MPJT | — IronScK<br>J.Norris -95 ssHul.No.3-8,99<br>ssHul.No.1-03<br>1Dk | 148<br>137<br>53 | ✠100A1<br>Stm. Trawler<br>7,02 | Hul | | 1890<br>10mo<br>Lloyd's A&CP | Earle'sS.B. &E.Co.(Lim.)<br>Hull | Anglo-Norwegian StmFishingCo.Ld. | 101·0 20·6 10·7<br>Q20'<br>BK7½" WB= | Hull<br>British<br>4BHCem<br>DBf19'15t | T.3Cy.12¾",20"&32"–20" (s)<br>150lb 50RHP<br>1SB,2cf,GS28,HS726<br>Earle'sSB&ECo(Lim)Hull | 11·7 | | 7,03 |
| 100<br>108756<br>QGRH | **Achroite** SteelScSr<br>D.MacCormack94-02 ssLiv.No.1-03<br>Well deck 1Dk(Stl)&Webframes<br>Elec.light | 1196<br>940<br>710 | ✠100A1<br>~~7,04~~ 5,05 | Liv<br>~~Cmb~~PG | n | 1898<br>8mo | J.Shearer &Son<br>Glasgow<br>A&CP | W.Robertson | 230·0 34·1 14·2<br>Q77' B56' F27'<br>BK8" WB=Cell DBa51' f95' | Glasgow<br>British<br>4BHCem<br>256t FPT66t | T.3Cy.17",27½"&44"–33" (s)<br>160lb 80lb 96RHP<br>1SB,3pf,GS61,HS2040<br>Muir&Houston,Ld.Gls. | 16·9<br>s1·7½ | | N6,03 |
| 101<br>RLVB | **Acilia** SteelSc4MstSr<br>A.Th.Rörden92-02 2Dks&deep<br>Elec.light framing&Shelter dk | 5693<br>5376<br>3646 | | | ... | 1900 | Palmers' Co.Ld.<br>Newcastle | Hamburg-Amerik. Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 452·0 52·2 28·3<br>FK | Hamburg<br>German<br>WB | T.3Cy.30",50"&81½"–54"<br>642NHP<br>Palmers'Co.Ld.Newcastle | 31·2 | G | |
| 102<br>97373<br>LJGV | **Ackworth** SteelScBn<br>G.J.K.Weltz -00 ssHpl.No.3-9,00<br>Well deck 1Dk(Irn)&Webframes<br>ssBry.No.1-04 | 2203<br>1649<br>1393 | ✠100A1<br>~~7,03~~ 1,05 | Hpl<br>~~Bry~~ Phl | r | 1889<br>10mo | Ropner& Son<br>Stockton<br>A&CP | W.S.Merryweather<br>WB=CellDBa9... | 272·5 38·9 18·6<br>P27' Q86' B106'<br>F29' BK9"<br>f123' 346t | W.Hartlpl<br>British<br>4BHCem | T.3Cy.21",35"&57"–39" (r)<br>160lb 80lb NDB00 201NHP<br>2SB,4cf,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 21·11<br>s1·11½ | | ~~8,02~~<br>N11,0 |
| 103 | **Acme** SteelScSr<br>T.Magnissiotis00-00 ssSld.No.3-11,99<br>(exLangoe) 1Dk(Stl)&Webframes<br>Well deck ssSyr.No.1-04 | 2306<br>1775<br>1493 | ✠100A1<br>10,04 | Msl<br>Brs | s | 1890<br>5mo | W.Gray& Co.Ld.<br>W.Hartlepool<br>A&CP | C.Nicolaidis fils | 290·0 38·1 20·3<br>P27' Q94' B112' F29'<br>BK10" WB=DBa | Syra<br>Greek<br>5BHCem<br>96' f108' 452t | T.3Cy.21½",35"&58"–39" (s)<br>150lb 60lb 204NHP<br>2SB,6rf,GS90,HS3090<br>Cen.Mar.Eng.Wrks.WHpl | 22·2<br>s2·1 | | ~~N...~~<br>8,04 |
| 104<br>107622<br>KQPF | — WoodScSr<br>C.G.Lundquist -01<br>1Dk | 416<br>387<br>269 | | | | 1901 | JW.Dickie<br>Alameda,Cal. | BeadleBros. | 154·0 34·0 11·5 | S.Frncisco<br>Utd.States | C.2Cy.16"&32"–24"<br>42NHP<br>UnitedEng.Works,S.Fo. | | | |
| 105<br>118041 | — SteelScK<br>J.D.Shaw99-03<br>1Dk | 227<br>165<br>79 | | | | 1903 | I.Pimblott &Sons<br>Northwich | AcmeS.S.Co.Ld.<br>(H.Seddon) | 110·0 21·7 9·7<br>P16' Q40' B6' F15' | Liverpool<br>British<br>WB | C.2Cy.13"&27"–18"<br>Cleghorn& 30RHP<br>Wilkinson,Northwich | | | |
| 106<br>87925 | — WoodScSr | 151<br>141<br>103 | | | | 1883 | G.Deakin (Lim.)<br>Winsford | SaltUnion,Ld. | 85·2 21·1 9·2 | Liverpool<br>British | 2Cy.10"–12"<br>22RHP<br>Gordon,Manchester | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Force nécessaire pour maintenir la classe. Lettres d'Equip. | 7 Construit. Quand — Navire — Mach. | Par qui. — — — | 8 Armateurs. | 10 Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les essais en service. Nombre des Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. Hauteur bord au milieu du navire. pds. pc. | 14 Epaisseur des bordés. Dureté. | 15 Epaisseur des membres de l'arrière. Dureté. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 HCRS | **Aconcagua** SteelSc3MstSr<br>*H.W.Sorensen88–98*<br>2*Dks*(*U1rn–ws*)&*Shade 4t*<br>*Elec. light* | 2761<br>1824<br>1380 | ✝ *Shade dk*<br>10,89<br>*Valparaiso &* | Cly *t* | 1889<br>10mo | J.Reid&Co.<br>P.Glasgow | CompaniaSud Americana deVap. | 339·8 40·2 18·9<br>F30′ BK10″<br>*WB = Cel* | Valparaiso<br>Chilian | T.8Cy.32″,52″&86″–54″ 616NHP<br>2D&1SB.*15cf*,gs309,hs9613<br>J.&J.Thomson,Glasgow | 22 · 5 | |
| 108 HGKS | **Açor** IronScSr<br>*C.P.Vidinka* ssLis.2ndNo.3–12,02<br>1*Dk*&*SparddkStrB* | 1211<br>770<br>774 | ✝100A1<br>*Spar dk*<br>5,04 | Lis *o* | 1877<br>11mo | Earle'sCo.<br>Hull<br>A&CP | EmpresaInsulana deNavegação | 240·0 30·7 15·4<br>DS85 22·7<br>BK8″<br>*WB = DB128* | Lisbon<br>Portuguese | O.2Cy.32″&64″–36″<br>50lb *60lb* NDN92 191NHP<br>2SB,*6cf*,gs102,hs3120<br>Earle'sCo.(Lim.),Hull | | |
| 109 MBSG | **—** IronScK<br>*J.P.Ribeiro* –98 ssLis.No.2–98<br>(*ex*Nisard,*ex*Resolute) 1*Dk* | 131<br>57 | ✝ —<br>12,01<br>*StmTrawler* | Lis | 1888<br>11mo | Cook,Welt'n&Gemmell<br>Hull | Cia.deMoçambique | 98·8 20·3 10·8<br>BK7½″ | Beira<br>Portuguese | O.2Cy.17″&33″–22″ 49NHP<br>1SB,*2pf*,gs28,hs930<br>C.D.Holmes&Co.Hull | 11 · 9 | |
| 110 HGKR | **—** SteelScSp<br>*F.deSouza99–99* (Tug)<br>(*ex*Penguin) 1*Dk* | 106<br>97<br>72 | | ... | 1897 | Cox&Co.<br>Falmouth | EmprezaFunchalense deCabotagem (JoãoE.Martins, *Mgr.*) | 90·6 18·3 9·7<br>B21 BK6″ | Funchal<br>Portuguese | O.2Cy.15½″&28″–21″ 44NHP<br>Cox&Co.Falmouth | 9 · 9 | |
| 111 HBOT | **Acre** IronPad<br>1*Dk*&*ptHurdk* | —<br>—<br>200 | | | 1873 | Pusey,<br>Jones&Co.<br>WlmngtnDel | AmazonStm.Nav. Co.Ld. | 130·0 24·0 7·0 | Para<br>Brazilian | 2Cy.18″–72″ 42NHP<br>Pusey,Jones&Co.,Wmn | | |
| 112 | **Acropolis** IronScSr<br>*F.Paopadoianis*02–03 ssHav.No.3–9,98<br>(*ex*Tafna) ssPir.No.2–02<br>1*Dk*(*Irn*)&*Spardk3trH* | 1617<br>1546<br>912 | ✝100A1<br>*Spar dk*<br>7,02 | Pir *q* | 1880<br>3mo | Schlesingr.<br>Davis&Co.<br>Newcastle<br>A&CP | Psaroudas,Rassojannis&Pappageorgacopoulos<br>*WB =* | 253·0 33·2 16·9<br>F23′ 23·4<br>ptND97 BK8½″<br>*DBa79′f94′&uE15* | Piræus<br>Greek | O.2Cy.32″&62″–42″<br>75lb *60lb* 178NHP<br>2SB,*6pf*,gs88,hs2702<br>R.&W.Hawthorn,Nwc. | | 5,01 |
| 113 HBGW | **Actif** IronScSr<br>*Leroy* –08 1*Dk2trB*<br>*Well deck* | 808<br>700<br>426 | ✝<br>7,87<br>*For the Coal Trade* | Shl *l* | 1883<br>4mo | A.Hall&<br>Co.<br>Aberdeen | Soc.NavaleCaennaise (G.Lamy &Co. *Mgrs.*) | 205·0 31·6 14·2<br>Q67′ B48′ F22′<br>drp83&85 | Caen<br>French | C.2Cy.27″&50″–33″ NB95 120NHP<br>BlaikieBros.,Aberdeen<br>*WB = DBa40′f90′280t* | | V |
| 114 HMJF | **Activ** SteelScSr<br>*O.Olsen*<br>*Well deck* 1*Dk*&*Webframes* | 1377<br>1086<br>867 | | ... | 1889 | Wood,<br>Skinner&Co<br>Newcastle | Dmpsk.S.Activ (OttoThoresen) | 250·0 35·1 15·5<br>Q92′B58′F36′ BK9″<br>*WB* | Chrstiania<br>Norwegian | T.3Cy.18½″,30″&49″–33″ 142NHP<br>N.E.MarineE.Co.(L.)Nwc. | 18 · 0 | N |
| 115 MBJP | **—** SteelScSr<br>*H.Ellertsen*87–03<br>1*Dk* | 507<br>370<br>296 | | | 1903 | Bergens<br>Mek.Værks.<br>Bergen | G.Smitt | 166·2 26·2 12·6<br>Q42*t*B58*t*H18*t*F18*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.14″,23½″&38″–27″ 75NHP<br>BergensMek.VærksBergen | | N |
| 116 LMBF | **Activa** IronScSr<br>*D.Petersen*93–97 1*Dk2trB* | 556<br>477<br>320 | | | 1883 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Dampfschiffahrts Ges.Neptun | 169·4 25·6 13·2<br>Q48′ H47′ F20′ | Bremen<br>German | C.2Cy.21″&38″–27″ NB90 62NHP<br>FlensburgerSchiffsb.Ges | | V |
| 117 MSKR | **Active** WoodScBk<br>19557 *A.Murray* –98<br>*Mchy.Aft* | 348<br>348<br>237 | | | 1852 | Robertson<br>Peterhead | R.Kinnes | 117·0 28·6 18·1 | Dundee<br>British | O.2Cy.20″&30″–21″ 40RHP | | |
| 118 | **—** WoodSc<br>100186 1*Dk* | 302<br>226<br>190 | | | 1873 | G.Drolet<br>Montreal | MontrealTransportationCo. | 129·5 24·2 10·9<br>H76*t* | Montreal<br>British | 1Cy.34″–32″ 200RHP | | |
| 119 QHJB | **—** SteelScSr<br>109979 *G.W.Horton* –98 ssNwc.No.1–03<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 288<br>202<br>90 | ✝100A1<br>7,03<br>BS2,[illegible] | Nwc *d* | 1898<br>10mo | Dundee<br>Shipbuilders CoLd.Dundee<br>A&CP | J.B.Knapton | 130·5 22·6 9·8<br>Q44′B12′F16′ BK7″<br>*WB = DBf32″* | London<br>British | T3Cy.11¾″,18½″&31″–22″(*s*)<br>180lb 56RHP | 10 · 4<br>s 1 · 0 | 6,01 |
| 120 93009 | **—** SteelScYl<br>*H.Klakow* –03 ssAbn.No.3–5,01<br>1*Dk* | 185<br>166<br>639 | ✝100A1<br>*StmTrawler*<br>6,01 | Abn | 1899<br>10mo | IrvineS.B.<br>&E.Co.Ld.<br>Irvine<br>A&CP | Peterhead TrawlingCo.Ld.<br>(J.G.Adam, *Mgr.*)<br>*WB* | 117·3 21·2 10·5<br>Q52′ BK7″<br>*= DBf16′16t FPT* | Peterhead<br>British | T.3Cy.12″,19½″&32″–22″ (*s*)<br>180lb 50RHP<br>1SB.*2pf*,gs87,hs1081<br>W.V.V.Lidgerwood,Gls. | 11 · 9 | 8.03 |
| 121 94894 | **—** WoodScSp<br>*A.J.Bjerre* 1*Dk* | 172<br>133<br>119 | | | 1889 | D.McNair<br>New Westminster | BritishColumbia Mills Timber and TradingCo. | 116·0 20·7 10·3 | Vancouver<br>B.C.<br>British | T.3Cy.12″,18½″&32½″–24″ 50RHP<br>RoyalCity Planing Mills Co.<br>New Westminster | | |
| 122 109520 | **—** IronScK<br>*W.Webb* –98 ssGms.No.1–02<br>1*Dk* | 157<br>151<br>55 | ✝100A1<br>*StmTrawler*<br>3,05 | Gms | 1898<br>5mo | Edwards<br>Bros.<br>N.Shields<br>*Lloyd's*A&CP | ~~PelhamSteam Fishing Co.Ld.~~<br>~~(A.Dixon, Mgr.)~~ | 106·0 20·9 11·0<br>Q19′F21′ BK7½″ | ~~Cardiff~~<br>~~Penmaenmawr~~<br>British | T.3Cy.12″,18″&30″–21″<br>180lb 43RHP<br>1SB,*2pf*,gs29,hs935<br>Baird&Barnsley,N.Shields. | 11 · 10 | 2,04 |
| 123 99561 | **—** IronScK<br>*W.Rust* –92 ~~rtHul.No.2–00~~<br>ssHul.No.3–8,04 1*Dk* | 149<br>139<br>62 | ✝100A1<br>*StmTrawler*<br>3,05 | Hul | 1892<br>3mo | Cook,Welt'n&Gemmell<br>Hull<br>*Lloyd's*A&CP | Pickering&Haldane'sStm.TrawlingCo.Ld. | 102·4 20·6 11·0<br>Q20′ BK7½″ | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RHP<br>1SB,*2cf*,gs27,hs700<br>C.D.Holmes&Co.,Hull | 11 · 10 | |
| 124 117553 WMTD | **—** SteelSc<br>(*Tug*) 1*Dk* | 38<br>35<br>— | ✝ A1<br>*For River purposes only*<br>12,02 | Gls | 1903<br>12mo | P.Mc<br>Gregor&Son<br>Kirkintilloch<br>*Lloyd's*A&CP | Yare&Waveney LighterCo.Ld. | 59·4 14·0 6·1<br>BK5″ | Yarmouth<br>British | O.2Cy.10″&20″–16″ (*s*)<br>120lb 20RHP<br>1SB,*1pf*,gs12,hs310<br>C.Houston&Co.Glasgow | 6 · 6 | |
| 125 HBDM | **Activo** SteelScSr<br>*S.Arrisabalaga* –01 ssBbo.No.1–03<br>(*ex*Corundum) 1*Dk*(*Stl*)&*deepframing*<br>*Well deck Elec.light* | 1256<br>924<br>756 | ✝100A1<br>10,03<br>BS1,05 | Bbo *n* | 1899<br>1mo | Scott&<br>Sons<br>Bowling<br>*Lloyd's*A&CP | Cia.Anon.Marit. La Actividad<br>*WB* | 230·0 35·1 13·9<br>Q84′B49′F28′ BK8″<br>*= Cell DBa65′f90* | Bilbao<br>Spanish | T.3Cy.17″,27½″&44″–33″ (*s*)<br>160lb *80lb* 123NHP<br>1SB.*3pf*,gs61,hs2040<br>Muir&Houston,Ld.Gls. | 16 · 0<br>s 1 · 6½ | 10.03 |
| 126 91295 JWNP | **Actor** SteelScBn<br>~~C.Nicholson –97~~ ssLiv.No.3–9,97<br>*Henry* –04 ssLiv.No.1–01<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*WebFrames* | 1675<br>1540<br>1069 | ✝100A1<br>*Spar dk*<br>~~7,02~~ | Liv *q* | 1885<br>6mo | R.Dixon&<br>Co.<br>Middlesbro' | ~~Charente SS.Co.Ld~~<br>~~(T.&J.Harrison, Mgrs.)~~<br>~~PlateSSCo.Ld~~ | 250·0 34·0 22·9<br>B22′F23′ BK8″ | Liverpool<br>British | T.3Cy.20″,38″&64″–36″ (*s*)<br>160lb *75lb* 170NHP<br>2SB,*4cf*,gs66,hs2482<br>Blair&Co.(Lim.),Stockton | 15 · 9<br>s 5 · 1½ | 4,01 |
| 127 87357 JBTO | **Acuba** IronScSr<br>*T.Graham*86–91 4thSurvey,Shl.3,01<br>*Well deck* 1*Dk*(*Irn*)2*trH* | 1758<br>1579<br>1098 | ✝ A1 ✠ 1<br>1,04 | Shl Liv | 1883<br>4mo | Short Bros.<br>Sunderland | T.Stockdale | 260·0 36·2 20·2<br>P78*t*Q88*t*B132*t*<br>F38*t* BK9″<br>*WB =* | Sundrland<br>British | C.2Cy.33″&62″–42″ 208NHP<br>6*BH*<br>*DBa6f* | 21 · 8<br>s 2 · 5½ | |

*Name changed from "Olympo," Nov. 21 1904. In Supplement.*

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built: When | By Whom / Where | Owners. | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in. | Register in which classed, if not in L.R. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128<br>641 | Acushnet WoodSc<br>(exNewLondon) | 189<br>—<br>102 | | | | 1859 | ..................<br>Mystic, Conn. | A.J.Beardsley& Son | 130·5\|26·8\|8·5 | Newport, R.I.<br>Utd. States | | | | |
| 129<br>115365<br>TGHQ | Ada SteelScSr<br>J.L.Davies -01<br>1Dk(Irn)&deep framing<br>Well deck Now named "Svendborg," See No. 42 in Supplement | 1465<br>1159<br>899 | ✠100A1<br>2,04<br>✠LMC1,02 | Cff | p | 1902<br>1mo<br>Lloyd's A&CP | J.Crown<br>Sunderland | WhinfieldS.S.Co. (Cardiff),Ld. (P. Thomas&Co. Mgs.)<br>WB=CellDB | 250·5\|35·8\|16·3<br>P on Q27'Q65'B50' F32' FK<br>a&uE84'f104'402t | Cardiff<br>British<br>4BHCem<br>APT41t | T.3Cy.18½",30"&49"–33" (s)<br>160lb 80lb 161NHP<br>2SB,4pf,GS67,HS2778<br>MacColl&Pollock,Sld. | 18 " 6<br>s 2 " 0½ | | 2,04 |
| 130<br>2018<br>JDSM | Ådalen IronPadSr<br>J.F.Sundbaum<br>1Dk | 146<br>78<br>94 | | | | 1875 | Motala Mek.Verkst.<br>Norrköping | Ångfartygsfören-ingensAktiebolag (C.F.Carlsson, Mgr.) | 99·4\|17·6\|7·1<br>B28'H38t | Haparnda<br>Swedish | C.2Cy.18½"&31½"–26⅝"<br>42NHP<br>MotalaCo.Motala | | | |
| 131<br>110592<br>RJVC | Adalia SteelScSr<br>I.R.Jones -02 ssLiv.No.1-03<br>1Dk(Stl)&Spardk(Irn)&<br>Elec.light Webframes | 3847<br>3477<br>2482 | ✠100A1<br>Spar dk<br>~~6,04~~ ~~1,03~~<br>5,05 ~~4,05~~<br>✠LMC9,... | Liv<br>~~Nwc~~<br>Gls | u | 1899<br>8mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | EllermanLinesLd. (Papayanni&Co. Mgrs.)<br>WB=CellDBa | 360·5\|46·0\|17·6<br>P35'B102'F37' 25·5 FK<br>110'uE22'f150'712t | Liverpool<br>British<br>6BHCem<br>APT79t | T.3Cy.25",42"&69"–45" (s)<br>180lb 80lb 406NHP<br>2SB,6pf,GS132,HS5690 FD<br>G.Clark,Ld.Sunderland | 20 " 2<br>s 6 " 3 | | ~~12,02~~<br>6,04 |
| 132<br>62963<br>RGKM | Adam Smith IronScSr<br>A.Forsberg96-00 ssAyr2ndNo.3-8,02<br>Mchy.Aft 1Dk | 292<br>237<br>81 | ✠90A1<br>9,01 ~~9,02~~<br>✠NB82<br>BS ~~9,00~~ 9,04 | Ayr | f<br>LMC8,02 | 1876<br>10mo | H.Murray &Co.<br>Pt.Glasgow<br>A&CP | J.A.Steele | 150·3\|22·1\|11·0<br>Q49'<br>BK7"<br>WB=D | Ayr<br>British<br>4BHCem<br>Bf31'FPT | C.2Cy.21½"&37"–24"<br>60lb 60RHP<br>1SB,3pf,GS39,HS1040<br>Kincaid,Donald&Co.,Grk. | 12 " 6<br>s 1 " 6½ | | ~~8,02~~<br>9,04 |
| 133<br>106866<br>PSVB | Adana SteelScSr<br>J.S.Fowler -02 ssCff.No.1-01<br>2Dks(Stl)&deep framing3Dk rule | 3448<br>3268<br>2178 | ✠100A1<br>~~9,01~~ 3,05<br>BS10,04 | Bry<br>~~NYk~~ Cff<br>✠LMC7,0.. | u | 1897<br>7mo | Palmers' Co.,Ld.<br>Newcastle<br>A&CP | J.M.Wood<br>WB=CellDB<br>a122'uE22'347t | 350·0\|45·2\|26·9<br>P43'B76'F40' FK<br>MT34'578tFPT75t | Liverpool<br>British<br>6BHCem<br>APT41t | T.3Cy.24",40"&64"–45" (s)<br>180lb 90lb 326NHP<br>2SB,6cf,GS100,HS4370 FD<br>Palmer'sCo.,Ld.,Nwc. | 28 " 6<br>s 5 " 9½ | | ~~3,04~~<br>N3,05 |
| 134 | — IronScSr<br>Riza<br>(exRoman) 2Dks | 1751<br>1596<br>1096 | | | ... | 1862 | C.Lungley<br>London | IdareiMassousieh | 320·9\|32·9\|23·2<br>Q134tF61t<br>len72 BK10" | Constanpl<br>Turkish | C.2Cy.35"&70"–45"<br>NB91 NE72 274NHP<br>Maudslay&Co.,London | | | |
| 135<br>113485<br>SMRQ | Adansi SteelScSr<br>H.Lamont -04<br>2Dks(Stl) | 2644<br>2421<br>1643 | ✠100A1<br>3,05 ~~2,04~~<br>✠LMC8,01 | Ham<br>Lon | u | 1901<br>7mo | A.McMil-lan&Son,Ld.<br>Dumbarton<br>A&CP | British&African S.N.Co.(1900)Ld. (Elder,Dempster& Co.,Mgrs.)<br>WB=CellDB | 325·5\|45·2\|19·6<br>P35'B&F262' FK<br>a94'uE&B36'f146 | Liverpool<br>British<br>5BHCem<br>788tAPT18t | T.3Cy.23",37"&61"–42" (s)<br>160lb 160lb 257NHP<br>2SB,6cf,GS112,HS4100<br>Muir&Houston,Ld.,Gls. | 22 " 2<br>s 2 " 5 | | ~~5,03~~<br>N3,05 |
| 136<br>111226<br>RJQN | Adato SteelScSr<br>R.L.McClure -02<br>Spar dk(Stl)2trB&deep framing<br>Elec.light | 3347<br>3030<br>2145 | ✠100A1<br>Spar dk<br>with freeboard<br>5.03 ✠LMC10,99 | NYk | v | 1899<br>10mo | W.Hamil-ton&Co.<br>Pt.Glasgow<br>A&CP | OceanNav.Co.Ld. (A.Weir&Co.Mgs)<br>WB=CellDBa | 330·7\|45·7\|16·2<br>P31'B118'F38' 24·0 FK<br>&uE114'f144'727t | Glasgow<br>British<br>6BHCem<br>APT77t | T.3Cy.24",40"&65"–42" (s)<br>180lb 90lb 299NHP<br>2SB,6cf,GS126,HS4620<br>Dunsmuir&Jackson,Gls. | 18 " 6<br>s 4 " 9½ | | 5,03 |
| 137<br>97641<br>LRVP | Adder SteelPadSr<br>P.Maclaren -92 ssGls.No.3-5,00<br>ssGls.No.1-03 1Dk&PromenadeDk | 951<br>771<br>146 | ✠ A1<br>load line 10...<br>~~5,02~~ 5,05<br>For Channel purposes, | Gls<br>✠LMC5,0..<br>BS11,04 | | 1890<br>5mo<br>A&CP Scotl and & Ireland | Fairfield Co.(Lim.)<br>Glasgow | G.&J.Burns,Ld. | 280·0\|33·0\|13·8<br>BK5½" | Glasgow<br>British<br>7BHCem | C.D.2Cy.51½"&93"–72" (s)<br>113lb 113lb 658NHP<br>2DB,16cf,GS388,HS10750<br>FairfieldCo.(Lim.),Gls. | 14 " 6 | BT till 5,05 | |
| 138<br>89513<br>JDFW | Addington IronScSr<br>R.Burdon -01 ssShl.No.3-12,96<br>ssHpl.No.1-00<br>Well deck 1Dk(Irn)2trB | 1613<br>1274<br>1006 | ✠100A1<br>7.01<br>BS1,08 ✠LMC7,00 | Hpl | q | 1883<br>12mo<br>Lloyd's A&CP | Edwards Sons&Craig<br>Newcastle | R.Brown&Sons, Ld. | 260·0\|36·1\|18·7<br>P26'Q84'B50'F27'<br>BK9½"<br>WB=DBa88'f82' | London<br>British<br>4BHCem<br>335tAPT20t | C.2Cy.32"&60"–39" (b)<br>80lb 167NHP<br>2SB,4pf,GS66,HS2580<br>Blair&Co.(Lim.),Stockton | 19 " 10<br>s 1 " 11½ | | 3,04 |
| 139 | Adeh IronPadSr<br>1Dk | 300<br>—<br>189 | | | | 1884 | Blackwood &Gordon<br>PortGlasgow | SarawakGovernment | 149·8\|25·1\|8·5<br>P25t H33t F6t | Kuching<br>Sarawak | C.2Cy.20"&37"–48"<br>79NHP<br>Blackwood&Gordon,P.Gls | | | |
| 140<br>77398<br>SPVD | Adela IronSc3MstSr<br>C.Kinch -94 ssLiv.No.1-83<br>Mchy.Aft 2Dks | 685<br>571<br>303 | ✠<br>12,84 | Liv | l | 1878<br>11mo | H.Murray &Co.<br>PortGlasgow | Tedcastle,McCor-mick&Co.Ld. | 199·8\|32·2\|14·5<br>P23' F16'<br>WB=FPT | Dublin<br>British<br>5BHCem | C.2Cy.32"&59"–39"<br>NB97 181NHP<br>Kincaid,Donald&Co.,Grk. | | BT till 5,05 | |
| 141<br>HBGK | Adela Roca IronScSr<br>E.Lozano ssLiv.No.3-9,86<br>(exTunis) ssCff.No.2-94<br>1Dk&Spardk3trB | 1315<br>1307<br>825 | ✠<br>10,99<br>Spar dk<br>✠NB9,20 | Bel | o | 1873<br>1mo | C.Mitchell &Co<br>Newcastle | Cia Mar.Comercial (J.Roca,Mgr.) | 241·3\|30·1\|17·0<br>23·8<br>NB89 FK<br>WB= | Barcelona<br>Spanish<br>4BHCem<br>DBa62'f91' | Q.4Cy14¾"18½"27¼"50⅛"–33"<br>139NHP<br>2SB,4rf,GS60,HS1800<br>Qpd.89W.Allan&Co.,Sld. | 18 " 0 | | |
| 142<br>89402<br>SKLD | Adelaide IronScSr<br>C.H.Willes00-04<br>Elec.light 2Dks(1Irn-ws)&Awngdk | 1711<br>1083<br>917 | ✠<br>Awng dk<br>with freeboard<br>11,83 | Gls | r | 1883<br>8mo | D&WHen-derson&Co.<br>Glasgow | AdelaideSS.Co.Ld. | 280·0\|33·2\|17·6<br>H34t 25·4 | SydnyNSW<br>British<br>4BHCem<br>WB= | C.2Cy.35½"&69"–48"<br>275NHP<br>D.&W.Henderson&Co.Gls.<br>DBa28'f80'170tFPT30t | 18 " 11 | | |
| 143<br>70459 | — IronPadBkn<br>J.Medland91-94 1Dk | 255<br>247<br>139 | | | | 1877 | Hall,Russ'l &Co.<br>Aberdeen | AdelaideStm.Tug Co.Ld. | 141·2\|22·4\|10·4<br>H8t | Adelaide<br>British | C.3Cy.26",(2)32"–54"<br>99RHP<br>Hall,Russell&Co.,Abn. | | | |
| 144<br>102938 | — IronScK<br>J.Holroyd -94 1Dk | 139<br>133<br>57 | ✠<br>For Fishing purposes<br>4.94 ✠ | Hul | | 1894<br>4mo | Cook,Wel-t'n&Gemmell<br>Hull | HullSteamFishing &IceCo.Ld. | 99·0\|20·5\|11·0<br>BK7½"<br>WB=DTf18t | Hull<br>British<br>3BHCem | T.3Cy.10",16"&25½"–20"<br>34RHP<br>1SB,2pf,GS22,HS590<br>Amos&Smith,Hull | 11 " 10 | | |
| 145 | Adelante Wood<br>Goitia | 136<br>—<br>100 | | | | 1892 | J.Rodri-guez<br>Manila | A.Ortiz | 121·0\|20·8\|10·9<br>B34' | Manila<br>Utd. States | C.2Cy.12½"&22"–14"<br>E&Bmade90 15NHP<br>HongKongDockCo.,H.Kg | | | |
| 146<br>LBDJ | Adele SteelScSr<br>N.Bönchen99-99<br>(exDirksdörp,exGruz) 1Dk | 419<br>320<br>257 | | | | 1892 | Howaldts-werke<br>Kiel | Sartori&Berger | 149·7\|24·4\|10·9<br>Q50'B33'F20' | Kiel<br>German | T.3Cy.9¾",15"&24⅜"–12"<br>21NHP<br>Howaldtswerke, Kiel | | G | |
| 147<br>JFGN | Adele Köppen IronScSr<br>G.William -01 (exKama,exLoire, exKama,exSaigon,exEaglescliffe)<br>Well deck Elec.light 1Dk2trB | 877<br>701<br>534 | | | ... | 1881 | Ramage& Ferguson<br>Leith | R.Köppen | 208·1\|30·2\|15·4<br>Q75' B48' F30' | Stettin<br>German<br>WB | C.2Cy.25"&48"–30"<br>NB00 105NHP<br>Lees,Anderson&Co.,Gls. | 16 " 10 | GV | |
| 148 | Adelfotis SteelScSr<br>P.Frangopulos -03 ssHul.No.2-01<br>(exScawsby) 1Dk(Irn)&Web frames<br>Well deck | 2341<br>1851<br>1471 | ✠100A1<br>8,04 ~~6,02~~<br>~~BS1,03~~<br>BS6,04 | Hul<br>Gen<br>✠LMC1,01 | s | 1893<br>6mo | S.P.Austin &Son<br>Sunderland<br>A&CP | A.S.Vagliano<br>WB=C | 290·0\|41·0\|18·8<br>P17'Q98'B64'F33' FK<br>ellDB244'566tFPT | Cephlonia<br>Greek<br>6BHCem<br>84tAPT38t | T.3Cy.22",36"&59"–39" (s)<br>160lb 90lb 219NHP<br>2SB,6pf,GS94,HS3324<br>G.Clark,Ld.Sunderland | 21 " 7<br>s ■ " 4½ | | ~~7,03~~<br>8,01 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Surveillance spéciale. Date de la dernière Visite. | 7 Port de Visite. Force assignée. Calculs. Epaisseur. Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P. = Force en chevaux d'après les formules de la Société. I.H.P. = Force en chevaux d'après les papiers du navire. Détails: Chaudières. Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 | **Adelheid** | SteelScSr | 2032 | | | | 1902 | Flensburger Schiffsb.Ges. Flensburg | Flensburger Dmpf. Co. (H.Schuldt, *Mgr.*) | 291·7 41·2 18·8 | Flensburg German | T 3Cy 20½", 35⅞" & 66½"–35⅞" | | G | |
| | *H Bune* 98–03 | | 1881 | | | | | | | | *WB* | Flensburger Schiffsb. | | | |
| LMTK | | 1 *Dk* ‡ *Shelter dk* ‡ *Deep framing* | 1281 | | | | | | | | | | | | |
| 150 | **Adelheid Menzell** | SteelScSr | 2042 | | | | 1903 | Act.Ges. "Neptun" Rostock | Chinesische Küstenfahrt Ges. (Menzell & Co. *Mgrs.*) | 291·2 41·2 18·8 P13 B12 F23 | Hamburg German | T 3Cy 19½", 35⅞" & 55½"–35⅞" | | G | |
| | *H H. Schatt* 01–03 | | 1868 | | | | | | | | *WB* | A.G. "Neptun," Rostock | | | |
| RJWJ | *Elec.Light* | 1 *Dk* ‡ *Shelter dk* | 1286 | | | | | | | | | | | | |
| 151 | **Adelina Patti** | SteelScSr | 3114 | ✠100A1 Spar dk | Bry *u* | | 1892 | J.L.Thompson&Sons Sunderland | Jenneson Taylor & Co. | 330·0 43·0 17·7 P32 B35 F36 21·7 BK 10⁷ | Sundrland British | T.3Cy.24", 39" & 64"–42" | 20 – 3 | | 11.08 |
| 79617 | *A.J.W. Maddison* 01 | *ssShd.No.2–01* | 2864 | 7,04 | | | | | | | 160lb *16slb* | 256 NHP | 5 – 8 | | |
| AVJD | 1 *Dk* ‡ *Stl* ‡ *Spardk* (*Irn*) ‡ *Webframes* | | 1989 | | | | | | | *WB = Cell DB 268' 620t AFT 69t* | *4 BHCem* | 28 SB, *6rf*, gs 110, ns 1000 | | | |
| | | | | | | | | | | | | J. Dickinson, Sunderland | | | |
| 152 | **Adelphi Sifneo** | SteelScSr | 2515 | ✠100A1 Spar dk | Gen / C# Msl | | 1890 | W.Doxford & Sons Sunderland | G. Papadachis Frères & Co., (C. Joffredy, *Mgr.*) | 300·0 40·4 16·2 B66 F35 23·5 FK | Piræus Greek | T.3Cy.30", 37 & 60"–42" | 18 – 6 | | 17.01 |
| | (ex H.M. Pollock) *P Caruana* | *ssCpl.No.3–02* | 2383 | | | | | | | | 160lb *80lb* | 253 NHP | | | |
| | 1 *Dk* (*Irn*) *Spardk* (*Irn*) ‡ *Webframes* | | 1573 | | | | | | | *WB = Cell DB 252' 629t FPT 118t APT 73t* | *5 BHCem* | 2 SB, *6rf*, gs 127, ns 100 | | | |
| | G. Papadachis | | | | | | | | | | | W. Doxford & Sons, Sld | | | |
| 153 | **Adirondack** | WoodPad | 3644 | | | | 1896 | J. Englis & Son Brooklyn NY | New Jersey Steamboat Co. | 388·2 50·0 12·1 | New York Utd. States | 1 Cy. 81"–144 | | | |
| 147930 | S.J. Rose 00–01 | | — | | | | | | | | | 606 NH | | | |
| | | | 2849 | | | | | | | | | W A Fletcher & Co. Hbkn NJ | | | |
| 154 | — | SteelScSr | 2167 | | | | 1888 | Aitken & Mansel Glasgow | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 290·4 37·0 24·5 B54 F28 | Hamburg German | T.3Cy.25", 41" & 67"–42" | | | |
| | *R. Brans* 02–02 | | 1896 | | | | | | | | | 291 NH | | | |
| RMDN | | | 1415 | | | | | | | | | J. & J. Thomson, Glasgow | | | |
| 155 | **Adjader** | SteelSc | 319 | | | | 1900 | Danubius Schoenichen Hartmann Budapest | Russian Government | 151·4 29·5 13·0 | Nicolaieff Russian | C.2Cy.21"&32"–18" | | V | |
| | | | 311 | | | | | | | | *WB* | 36 NH | | | |
| | | | 195 | | | | | | | | | Danubius-Schoenichen Hartmann, Budapest | | | |
| 156 | **Adjudant** | SteelScTrawler | 137 | | | | 1894 | J.C. Tecklenborg Geestemünde | A. Köhler | 106·5 20·7 9·7 | Brmrhavn German | C.2Cy.17¾"&32"–22" | | G | |
| | *C. Modersitzki* 98–94 | 1 *Dk* | 127 | | | | | | | | | 12 NH | | | |
| QFWL | | | 56 | | | | | | | | | J.C. Tecklenborg, Ges. | | | |
| 157 | **Adjutant** | SteelScSr | 2394 | ✠100A1 Shd | *s* | | 1893 | W. Gray & Co. (Lim.) W Hartlepool | General Stm. Nav. Co. Ltd. | 290·5 39·6 18·9 P27 Q86 B122 F27 BK 10⁷ | London British 155 | T.3Cy.22", 35" & 59"–39" | 21 – 4 | | |
| 102776 | *A.E. Harding* –98 | *ssLon No.2–02* | 1814 | 3,05 | Lon | | | | | | *80lb* | 225 NH | 1 10½ | | 8,05 |
| NCRH | *Well deck* | 1 *Dk* (*Stl–ptws*) ‡ *Webframes* | 1533 | | | | | | | *WB = Cell DB 244' 551t* | *2 BHCem* | 2 SB, *6rf*, gs 76, ns 500 | | | |
| | | | | | | | | | | *APT 30t* | | Cen. Mar. Eng Wks. Whpl | | | |
| 158 | — | SteelScSr | 372 | | | | 1899 | J.C. Tecklenborg A.G. Geestemünde | Deutsche Ost-Africa Linie | 147·6 26·0 9·6 Q47 B46 F18 | Hamburg German | T 3Cy. 11⅞", 17¾" & 29⅛"–21½ | | | |
| | *H. Mohr* 03–03 | | 287 | | | | | | | | | 10 NH | | | |
| RLMB | | 1 *Dk* | 213 | | | | | | | | *WB* | J.C. Tecklenborg A.G. Gst | | | |
| 159 | **Adler** | IronScSr | 1385 | | | | 1884 | Flensburger Schiffsb. Ges. Flensburg | Cie. Générale Transatlantique | 240·0 33·1 17·3 24·5 | St. Nazaire French | T.3Cy.21½"37"&60"–39" | | V | |
| | | 2 *Dks* ‡ *Spardk* | 1321 | | | | | | | | *WB* | *fpd* 03 NB 03 225 NH | | | |
| | | | 750 | | | | | | | | | G. Clark & Co. Ltd. Sld. | | | |
| | *Now named* "**Ville de Nantes**," | | *see Letter* **V.** | | | | | | | | | | | | |
| 160 | — | SteelSc | 1304 | | | | 1900 | Bremer "Vulkan" Vegesack | Dampfsch. Ges. Argo | 235·5 31·1 19·0 P31 B114 F25 | Bremen German | T 3Cy 18½", 30½" & 49½"–31½ | | G | |
| | *C. Berg* | | 1002 | | | | | | | | *WB* | 136 NH | | | |
| GWN | *Elec.Light* | 2 *Dks* | 344 | | | | | | | | | Bremer "Vulkan," Vegesack | | | |
| 161 | — | IronPadSr | 257 | | | | 1857 | Scott & Co. Greenock | Howaldt Gebr. | 155·4 19·2 8·8 H28' | Kiel German | C.2Cy.26"&43"–42" | | | |
| | | (*ex* Ely) 1 *Dk* | — | | | | | | | | | NE 81 NB 91 100 NH | | | |
| LOJB | | | 171 | | | | | | | | | G. Howaldt, Kiel | | | |
| 162 | — | SteelScSr | 158 | | | | 1892 | Act.Ges. "Neptun" Rostock | Ver. Flensburg-Ekensunder & Sonderburg. Dampfs. G | 102·7 21·0 10·6 | Flensburg German | C.2Cy.17½"&33"–19½" | | G | |
| | *H.P. Hansen* 83–96 | 1 *Dk* | 147 | | | | | | | | *WB* | 40 NH | | | |
| LMHD | *Elec.light* | | 40 | | | | | | | | | A.G. "Neptun," Rostock | | | |
| 163 | **Adlercreutz** | SteelSc | 110 | | | | 1891 | W. Rosenlew & Co. Björneborg | Skärgårds Trafik aktieb. | 80·8 17·1 7·7 | Helsingfrs Russian | C.2Cy. | | | |
| | | | — | | | | | | | | | W. Rosenlew & Co., Björneborg | | | |
| SQGD | | | 63 | | | | | | | | | | | | |
| 164 | **Admiral** | SteelScSr | 4651 | | | | 1899 | Detroit Shipbldg.Co. Wyandotte | H. McMillan | 423·9 51·9 28·0 F50' | Detroit Utd. States | T.3Cy.22", 35" & 58"–42" | | | |
| 107523 | *J.H. Ives* 99–03 | 1 *Dk* 2 *tr B* | — | | | | | | | | *WB* | 218 NH | | | |
| | *Elec.Light Mchy.Aft* | | 3547 | | | | | | | | | Detroit S.B.Co Detroit | | | |
| 165 | — | SteelScSr | 1127 | ✠100A1 | Ron *n* | | 1891 | S.P. Austin & Son Sunderland | Dampsk. Selsk. Admiral (J.A. Andresen) | 225·0 33·4 14·2 P28 Q80 B44 F25' | Esbjerg Danish | T.3Cy.18½", 30" & 49"–33" | 16 – 9 | | 3.04 |
| | *J.A. Mikkelsen* –03 | *ssRon.No.2–95* | 833 | 3,02 | | | 10mo | | | | 160lb | 135 NH | 1 – 9 | | |
| NMPL | (*ex* Amiral Cécille) | | 686 | | | | | | | 343t FPT 52t APT 22t DT 369t | *4 BHCem* | 1 SB, *4pf*, gs 60, ns 1987 | | | |
| | *Well deck* | 1 *Dk* (*Irn*) ‡ *Webframes* | | | | | | | *WB = Cell D B 178* | | | G. Clark, Ld. Sunderland | | | |
| Burnt 166 | — | WoodPadSr | 682 | | | | 1880 | ..... Wilmington, Del. | N. American Transportation Co. Ld. | 176·0 29·0 17·6 H172t | Quebec British | 1 Cy. 49"–96" | | | |
| 88303 | | 2 *Dks* | 509 | | | | | | | | | 181 NH | | | |
| | | | 407 | | | | | | | | | | | | |
| 167 | — | IronSc3MstSr | 608 | | | | 1864 | Palmer's Co. (Lim.) Newcastle | ~~Tyne Dock Steam Shipping Co. Ld.~~ R.T. Hughes | 207·5 26·0 14·7 Q67t F20t | Newcastle British | C.2Cy.27"&52"–38" | 15 – 8 | | |
| 47774 | *J.W. Ho'l* –03 | | 470 | | | | | | | | | NE 69 NB 82 129 NHP | s 1 – 5 | | |
| VQBT | *Mchy.Aft* | | 363 | | | | | | | | | Palmers' Co. (Lim.), Nwc. | | | |
| 168 | — | IronScK | 188 | ✠100A1 | Gms | | 1897 | Cochrane & Cooper Beverley | West Riding Stm. Fshg. Co. Ltd. (G.W. Stennett, *Mgr.*) | 112·7 21·0 11·6 Q20 BK 7½ | Grimsby British | T.3Cy.12¾", 20" & 32"–23" | 12 – 3 | | 8.03 |
| 106775 | *H Harris* –00 | *ssGms.No.1–01* | 175 | *Stm Trawler* 10.03 | | | 10mo | | | | 160lb | 50 RHP | | | |
| QDGW | | 1 *Dk* | | | | | | | *Lloyd's A&CP* | | *4 BHCem* | 1 SB, *2pf*, gs 30, ns 877 | | | |
| | | | | | | | | | | | | Bailey & Leetham, Hull | | | |
| 169 | — | SteelScK | 144 | ✠ | St.N | | 1891 | Hawthorns & Co. Leith | P. Ual Serres | 100·0 20·1 10·1 F12 BK 6½ | St. Nazaire French | C.2Cy.17"&34"–22" | 11 – 3 | | |
| | *E. Morean* –00 | *ssSt.N.No.2–00* | 126 | *Stm Trawler* 9.00 | | | 10mo | | | | *4 BHCem* | 50 NH | | | |
| | | 1 *Dk* | 44 | | | | | | | | | 1 SB, *2pf*, gs 35, ns 200 | | | |
| | | | | | | | | | | | | Hawthorns & Co. Leith | | | |
| 170 | — | WoodScSr | 121 | | | | 1883 | W. Dunn North Shore, N.S.W. | Miramar Ferry Co. Ld. | 102·0 20·6 9·2 H10t | Auklnd NZ British | C.2Cy.14½"&25"–18" | | | |
| 83767 | | 1 *Dk* | 108 | | | | | | | | | 50 RHP | | | |
| | | | | | | | | | | | | Plenty & Sons, Newbury, En | | | |
| 171 | — | IronPadSp | 121 | | | | 1886 | W. Hepple & Co. N. Shields | Steel & Bennie, Ld. | 100·7 19·3 9·3 | Glasgow British | 1 Cy. 86½"–54" | | | |
| 89824 | *W. Morrison* –97 | | 111 | | | | | | | | | 50 RHP | | | |
| | | | 11 | | | | | | | | | W. Hepple & Co., Shields | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. | 8 Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines in which classed, if not in L.R. Date of ✠ Cert. | 16 Date when tail shaft last surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 172<br>98518 | **Admiral**<br>*J.Wilson –01* | **WoodScDandy**<br>103<br>103<br>23 | | | | | 1890 | Lee & Wight<br>Tweedmouth | **UnionStm.Fishing Co.Ld.**(J.H.Irvin, *Mgr.*) | 95·6 | 20·2 | 10·6 | **N.Shields**<br>British | C.2Cy.16″&30″–22″<br>10RHP<br>Baird&Barnsley,N.Shields | | | |
| 173 | **Admiral Borresen**<br>*For full particulars See No.9 in Sta* | **SteelScSr**<br>4060<br>2569<br>2700 | 100A1<br>*Spar dk*<br>(*Class Contemplated*) | | | | 1904 | Sir Raylton Dixon&Co.Ld<br>Middlesbro' | **V.Torkildsen** | 360·0 | 50·2 | 25·7<br>P32′B98′F36′ | **Bergen**<br>Norwegian | T.3Cy.25″,41″&67″–45″<br>N.E.MarineEngCoLd.Nwc | | | |
| 174<br>107417<br>KNRS | **Admiral Dewey**<br>*F.S.Israel02–02* | **SteelTwinScSr**<br>2104<br>—<br>1335<br>*2 Dks* | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | **AmericanMailS.S. Co.** | 280·0 | 36·1 | 22·7 | **Perth Amboy,NJ**<br>Utd.States<br>*WB* | T.6Cy.18″,28″&45″–30″<br>222NHP<br>W.Cramp&SonsCo.Phl. | | R | |
| 175<br>107347 | **—**<br>*Nicolas89–09* | **WoodScTug**<br>125<br>—<br>54 | | | | | 1898 | G.A.De Cottes,Jacksonville,Fla | **G.A.DeCottes** | 130·0 | 22·0 | 10·2 | **Jacksonville,Fla.**<br>Utd.States | C.2Cy.<br>Neafie&LevyCo.,Phl. | | | |
| 176<br>107425<br>KNSW | **Admiral Farragut**<br>*H.I. Hopkins 99–01* | **SteelTwin ScSr**<br>2104<br>—<br>1335<br>*2 Dks* | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | **AmericanMailS.S. Co.** | 280·0 | 36·1 | 22·7 | **Perth Amboy,NJ**<br>Utd.States<br>*WB* | T.6Cy.18″,28″&45″–30″<br>222NHP<br>W.Cramp&SonsCo.Phl. | | R | |
| 177<br>106635<br>QDNB | **Admiral Nelson**<br>*J.W.Henderson83–98 ssNwc.No.1–02*<br>*1 Dk Stl 2tr B, deep framing*<br>*3 Dk rule* | **SteelScSr**<br>3092<br>2854<br>1980 | ✠100A1<br>~~Spar dk~~ | Nwc<br>Gls | *u* | | 1898<br>6mo | J.Blumer&Co.<br>Sunderland | **AdmiralNelson Stm.Shpg.Co.Ld.** (Wait&Dodds)<br>*WB=CellDBa*<br>A&CP | 328·0<br>P28′B88′F36′<br>110′*a*E22′*f*124′8*15t* | 47·7 | 21·2<br>FK<br>*APT107t* | **Newcastle**<br>British<br>6*BHCem* | T.3Cy.24″,40″&65″–42″<br>180lb *90lb* 288NHP<br>2SB,6*rf*,GS118,HS 325<br>Blair&Co.Ld.Stockton | 24 ″ 1<br>s 4 ″ 0 | | 10.05 |
| 178<br>107419<br>KNSB | **Admiral Sampson**<br>*L.H.Higgins99–01* | **SteelTwin ScSr**<br>2104<br>—<br>1335<br>*2 Dks* | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | **AmericanMailS.S. Co.** | 280·0 | 36·1 | 22·7 | **Perth Amboy,NJ**<br>Utd.States<br>*WB* | T.6Cy.18″,28″&45″–30″<br>NB04 222NHP<br>W.Cramp&SonsCo.Phl. | | R | |
| 179<br>107423<br>KNSQ | **Admiral Schley**<br>*J.Jensen01–02* | **SteelTwinScSr**<br>2104<br>—<br>1335<br>*2 Dks* | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | **AmericanMailS.S. Co.** | 280·0 | 36·1 | 22·2 | **Perth Amboy,NJ**<br>Utd.States<br>*WB* | T.6Cy.18″,28″&45″–30″<br>222NHP<br>W.Cramp&SonsCo.Phl. | | R | |
| 130<br>MBPF | **Admiralen**<br>*J.Jensen*<br>(*ex*Gibraltar,*ex*Ariadne) *Spar dk* | **IronScSr**<br>1517<br>998<br>905 | | | … | | 1869 | W.Pile&Co<br>Sunderland | **Aktieselsk.Örnen** (Chr.Christensen, *Mgr.*) | 254·0 | 32·3 | 17·8<br>24·9<br>BK9″ | **Sandefjrd**<br>Norwegian<br>*WB* | C.2Cy.32″&60″–39″<br>NE&B81 170NHP<br>Blair&Co.Ld.Stockton | 19 ″ 2 | | |
| 131<br>RMQT | **Ado**<br>*D.Fehrs02–02*<br>*1 Dk (Stl)* | **SteelSc**<br>383<br>262<br>134 | ✠100A1<br>9.02 | Ham<br>~~LMC8.02~~ | *e* | | 1902<br>9mo<br>*Lloyd's* | J.van Aller<br>Hasselt | **WoermannLinie KommanditGes.**<br>*WB=Cell DB f 16′25t FPT*<br>*sA4CP* | 135·1<br>Q47′B14′F16′ | 24·9 | 10·3<br>FK<br>*28t APT2t* | **Hamburg**<br>German<br>3*BHCem* | C.2Cy.14″&32″–24″<br>140lb 57NHP<br>1SB,2*pf*,GS40,HS1035<br>ZwolscheMachinef.Zwolle | 11 ″ 0<br>s ″ 10 | | 7.01 |
| 132<br>LMDQ | **Adolf**<br>*O.Kier98–98*<br>*Elec.light* | **SteelScSr**<br>936<br>695<br>575<br>*1 Dk* | | | | | 1889 | Rostocker Act.Ges.<br>Rostock | **H.Schuldt** | 215·2<br>Q76′ | 32·0<br>B52′ | 13·2<br>F23′ | **Flensburg**<br>German<br>*WB* | T.3Cy.14″,23″&39″–32″<br>NB03 86NHP<br>RostockerA.G.,Rostock | | G | |
| 183<br>1765<br>HTSM | **—**<br>*L.Petersson –89*<br>(*ex*Brackley,*ex*AnneSmith)<br>*Well deck* | **IronScSr**<br>835<br>583<br>486<br>*1 Dk (pt Iron) 2 tr B* | ✠ A1.1<br>~~7.[illegible]~~ | Got<br>~~Gso~~ | Lv | | 1872<br>5mo | W.Cleland<br>Newcastle | **Ångf.Aktiebolaget Amicitia (A.Bratt,** *Mgr.*) | 200·8<br>P126′H23*t*F30′<br>ND(Irn)88<br>drp04 | 28·8 | 14·0<br>BK7″<br>*WB=DBa&f* | **Gothenbrg**<br>Swedish<br>5*BHCem* | C.2Cy.26″&50″–33″<br>80lb *80lb* NDB97 120NHP<br>2SB NB84<br>OusebumEng.Wrks,Nwc. | | | 9.03 |
| 184<br>MBCD | **Adolf Deppe**<br>*H.Bachmann –02*<br>(*ex*B.G.Baker)<br>*pt.Awng dk (Irn) & Web frames* | **SteelScSr**<br>*2167*<br>*1601*<br>*1377*<br>*1 Dk (Irn) & pt.Awng dk (Irn) & Web frames* | ✠100A1<br>*pt Awng dk with freeboard*<br>1.04<br>~~MS8.02~~ | Ant<br>~~LMC BS[illegible]~~ | *r* | | 1894<br>7mo | J.Laing<br>Sunderland<br>A&CP | **A.Deppe**<br>*WB=* | 275·0<br>P26′Q80′<br>*pt Awng dk 167′*<br>*Cell DB a 92′ f 108′* | 37·5 | 19·6<br>FK | **Antwerp**<br>Belgian<br>5*BHCem* | T.3Cy.20″,33″&54″–36″<br>160lb *80lb* 193NHP<br>2SB,6*pf*,GS80,HS3174<br>G.Clark,Ld.Sunderland | 20 ″ 9<br>s 8 ″ 6½ | | 12,03 |
| 185<br>NKSC | **Adolph**<br>*B.C.Jörgensen –99*<br>*1 Dk* | **SteelScLighter**<br>246<br>212<br>130 | | | | | 1899 | Kjöbnhvns Flydk.Skbsv<br>Copenhagen | **DeDanskeSukkerfabrikker** (G.A. Hagemann, *Mgr.*) | 122·4<br>B22′F20′ | 24·2 | 9·2 | **Nakskov**<br>Danish<br>*WB* | C.2Cy.12″&24″–15″<br>1.0NHP<br>KjöbnhvnsFlydkSkbsCpn | | V | |
| 136<br>NJPL | **Adolph Andersen**<br>*C.Schubert –98*<br>*Well deck Elec.light* | **SteelScSr**<br>981<br>746<br>614<br>*1 Dk & Web frames* | | | … | | 1898 | Crmichael, Maclean&Co.<br>Greenock | **ForenedeDampsk. Selskab.** | 209·3<br>Q71′B56′F22′ | 32·2 | 14·0<br>FK | **Randers**<br>Danish<br>*WB* | T.3Cy.17″,27½″&44″–33″<br>110NHP<br>McKie&Baxter,Glasgow | 16 ″ 5 | | |
| 137<br>466<br>HQJV | **Adolph Meyer**<br>*J.O.Lange98–98 ssGot.2nd No.3–6,01*<br>*1 Dk 2 tr B* | **SteelScSr**<br>799<br>623<br>536 | ✠90A1<br>~~5.01 5.03~~ 5.05<br>~~Dk~~<br>~~B&S.04~~ | Got<br>~~Hpt~~<br>~~B~~ | *k* | | 1880<br>10mo<br>*Lloyd's* | MotalaCo.<br>Gothenburg | **FörnyadeÅngf. Aktieb.Svenska Lloyd W.Frodi,** *Mgr.*<br>*sA&CP* | 190·8<br>Q65′B47″H13*t*F17′<br>*WB=MT27′200t* | 27·9 | 16·0<br>BK7″<br>*APT30t* | **Gothenbrg**<br>Swedish<br>5*BHCem* | C.2Cy.23⅝″&42⅛″–29½″ (*e*)<br>65lb *55lb* NDB95 85NHP<br>1SB,3*pf*,GS50 HS1650<br>MotalaCo.,Gothenburg | | | ~~5.02~~<br>5.04 |
| 183<br>RHJK | **Adolph Woermann**<br>*F.Meyer00–03* (*ex*Belgrano)<br>*Elec.light* | **SteelScSr**<br>2497<br>2127<br>1558<br>2 Dks | | | | | 1888 | Reiherst'g Schiffsw. Hamburg | **WoermannLinie KommanditGes.** | 322·4<br>P88′B78′F51′ | 40·0 | 22·2 | **Hamburg**<br>German | T.3Cy.25″,40½″&65″–42″<br>274NHP<br>Reiherst.Maschinenf.Ham | | G | |
| 189<br>87314<br>RLGC | **Adonis**<br>*H.Young78–85*<br>*1 Dk* | **IronPadSr**<br>160<br>142<br>116 | | | | | 1883 | Dath, Henderson&Co. Brisbane | **Dath,Henderson &Co.Ld.** | 109·8<br>H18*t* | 21·6 | 7·1 | **Brisbane**<br>British | D.C.2Cy.16″&28″–12″<br>*Cpd.*95 Evans, Anderson,Phelan&Co.Bsb | | | |
| 190<br>HBWR | **Adour**<br>*Zoccola92–02*<br>*3 Dks* | **SteelScSr**<br>3789<br>—<br>2130 | | | | | 1889 | Forges&C. de la Médit. LaSeyne | **Messageries Maritimes** | 370·7<br>B98*t* | 43·0 | 31·8 | **Marseilles**<br>French<br>*WB* | T.3Cy.27½″,44″&70″–47″<br>836NHP<br>Forges&C.de la Médit.,Msl. | | | |
| 191<br>HBWQ | **—**<br>*Nicolas89–09*<br>*Well deck* | **IronScSr**<br>1011<br>943<br>641<br>*1 Dk (Irn) 2 tr B* | ✠<br>12.91 | Off | *o* | | 1882<br>9mo | Palmers' Co.(Lim.) Newcastle | **A.D'Orbigny. Faustin&Co.** | 238·5<br>P27′Q93′B16′F28′ | 32·6 | 16·4<br>*WB* | **LaRochlle**<br>French<br>4*BHCem* | C.2Cy.30″&57″–36″ (*d*)<br>NB94 162NHP<br>Palmers'Co.(Lim.),Nwc.<br>=*DBa78′f78′276t APT17t* | | V | |
| 192<br>MBCF | **—**<br>*Albertsen*<br>(*ex*Peveril)<br>*Well deck* | **SteelScSr**<br>*731*<br>*530*<br>*449*<br>*1 Dk (Irn) Iron Beams*<br>*ss*Ant.No.2–04 | ✠100A1<br>10.03~~.07~~ | Ant<br>~~LMC~~<br>~~B07.07~~ | *j* | | 1883<br>11mo<br>*Lloyd's* | W.Hamilton&Co. Port Glasgow | **A.Deppe**<br>*sA&CP* | 190·2<br>P&B103′F23′<br>Irp04 | 27·6<br>BK7½″ | 13·9<br>5*BHCem* | **Antwerp**<br>Belgian | C.2Cy.25″&49″–36″ (*s*)<br>80lb *80lb* NDB98 102NHP<br>1SB,3*pf*,GS80,HS1258<br>Muir&Houston,Glasgow<br>GS40,HS1507 | 15 ″ 0<br>s 1 ″ 4½ | | ~~3.08~~<br>N10.04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Noms du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 Tonnage Officiel. Total — Sous le Ponts — Net. | 4 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 5 Construit. Quand Navire Mach. | 6 Par qui. — On. | 7 Armateurs. | 8 Dimensions d'après la Double Superstructure &c. Longueur | Largeur | Creux. | 9 Port d'Armement Pavillon. | 10 Machines. No & Dia. des Cylindres Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire Tonnage des Chaudières & Foyers. Nom des constructeurs de machines | 11 Crews sur Quille. Franc-bord en hiver du navire. pds. pc. | 12 Dimensions de Coque. Longueur de la Quille. Largeur. Creux. | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 193 | **Adour No. 3** Steel Pad Tug<br>*F. Papin* 90–96 | 289<br>219 | | 1895 | Forges & C. de la Méd. Havre | Chambre de Commerce | 119·1 | 23·7 | 12·4 | Bayonne French | C.4Cy.28″&39″–15″<br>166 NH<br>Forges & C. de la Méd., Hav | | | V |
| 194<br>105739<br>PBVL | **Adra** Steel Sc Sr<br>*A. Beavan* –02<br>1 *Dk* (pt Stl pt Irn) 2 tr *B* & pt Awng & *Irn*)<br>ss Npt. No. 2–04 | 2796<br>2121<br>1804 | ✠100A1 Shl *t*<br>*pt Awng dk with freeboard*<br>9,04 | 1895 | J. Readhead & Sons South Shields | Eng. & Amer. Shpg. Co. Ltd. (C. T. Bowring & Co. Ltd. *Mgrs.*)<br>*WB* = *Cell D Ba* 96′ | 303·0<br>Q110′<br>*pt Awng dk* 192′<br>*u Ea B* 40′ *f* 120′ 617*t* | 42·1<br>FK<br>*f* 92′ | 20·1<br>5 *B H Cem*<br>*A P T* 32*t* | London British<br>160 lb *100 lb* (*r*) 247 NH<br>2 SB, *Brf*, 8s 110, Hs 3750<br>J. Readhead & Sons, S. Shl | 22 ″ 7<br>8·10½ | | 9,04 |
| 195<br>RKLV | **Adria** Steel Sc Sr<br>*C. Schaarschmidt* 94–02<br>*Elec. light* 2 *Dks* | 5472<br>4492<br>3499 | | 1896 | Palmers' Co. (Lim.) Newcastle | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 399·3<br>P & B 259′ F 41′ | 50·1<br>*WB* | 27·3 | Hamburg German | 4Cy.22½″,32″,47″ &68″–51″<br>330 NH<br>Palmers' Co. (Lim.), N we. | | | G |
| 196<br>275<br>NBKL | —<br>*E. Briasco* 1 *Dk*<br>*Elec. light* (ex Ortigia) & *Spar dk* 3 tr *B* | 1861<br>1762<br>1157 | | 1877 | Flli. Orlando Leghorn | Nav. Gen. Italiana | 300·2<br>B 58 | 38·1 | 25·7 | Genoa Italian | T.4Cy.27½″,45″(2)51½″–36¾″<br>*E. Tpd* 91 NB 91 317 NH<br>Flli. Orlando, Leghorn | | | I |
| 197<br>1641<br>JBDH | —<br>*Well deck*<br>*Tuchran* –04 | 1039<br>1015<br>707 | ✠100A1 Tri *c*<br>10·03<br>✠NB 7,99 ✠LMC<br>MB 1,01<br>ss Fin. 2nd No. 8–10,01<br>1 *Dk* (*Stl*) 2 tr *B* | 1880 | Blackwood & Gordon Pt. Glasgow | Royl. Hungar'n Sea Nav. Co. Adria Ld.<br>*WB* | 242·7<br>Q86′ B 46′ F 31′<br>pt N 101 dr 94 RK 8″<br>= *D Ba* 61′ *f* 92′ & *u E* | 32·5<br>FK<br>*f* B 44′ 290*t* | 16·8<br>5 *B H Cem*<br>*Tpd.* 89 Blair & Co. (Lim.) Stl | Fiume Aust.-Hung.<br>160 lb *80 lb* NDB 89 167 NH<br>2 SB, *def*, 6s 64, Hs 2580 | 17 ″ 7 | | 3,04 |
| 198<br>JRDN | —<br>*S. Jakobsen* 95–04<br>ss Bgn. 2nd No. 8–8,02<br>1 *Dk* (*Irn*) & *Awng dk* | 658<br>651<br>401 | ✠100A1 Lon *j*<br>*Awng dk*<br>*load line* 18 *ft* 4 *in*<br>9,04<br>✠LMC 8,03 | 1882 | J. Rostocker 2mo Act. Ges. Rostock | J. L. Mowinckel & Sön | 175·5<br>19·6<br>RK 7″<br>*WB* = *D Ba* | 26·3 | 12·8 | Bergen Norwegian<br>80 lb *80 lb* NDB 93 83 NH<br>1 *B H Cem*<br>27′ *f* 63′ 102*t* | C.2Cy.21½″ &41½″–27½″<br>1 SB, *3pf*, Gs 54, Hs 1600<br>Rostocker A. G., Rostock | | | 12,08<br>N 9,04 |
| 199<br>113190 | **Adrian** Iron Sc K<br>*W. Smith* –00<br>ss Gms. No. 1–04<br>1 *Dk* | 199<br>179<br>73 | ✠100A1 Gms<br>*Stm Trawler*<br>8,01 ✠LMC 12,03 | 1900 | Cochrane & Cooper, Ld Beverley | Allen Stm. Fishing Co. Ld. (T. Baskcomb, *Mgr.*) | 110·0<br>Q 48′ F 20′<br>RK 7½″ | 21·5 | 11·5 | Grimsby British<br>200 lb 8 RH<br>1 SB, *2cf*, Gs 35, Hs 1130<br>Tindall, Earle & Hutchinson, Ld. Hull | T.3Cy.12″,20″&32″–24″<br>12 ″ 3 | | 12,08 | |
| 200<br>311 | **Adriana** Wood Sc Sr<br>*L. Sicora*<br>1 *Dk* | 139<br>—<br>79 | | 1885 | L. Poli Capo D'Istria | Soc. di Nav. a Vap. Istria-Trieste | 127·7 | 16·1 | 10·3 | Trieste Aust.-Hung. | C.2Cy.16½″&33″–18″<br>38 NH<br>Bartlett & Co. | | | |
| 201<br>*For full particulars See No. 16 in Supplement* | **Adriatic** Steel Sc Sr | 3000 | 100A1<br>(*Class Contem plated*) | 1904 | Irvine's S.B. & D.D. Co. Ld. W Hartlepool | W. H. Cockerline & Co. | | | | Hull British | T.3Cy.24″,38″&64″–42″ | 54·3½ | | |
| 202<br>111483 | —<br>1 *Dk* | 156<br>100<br>87 | | 1900 | J. C. Kaine Quebec | ~~G. M. Webster & Co.~~<br>M. J. Hackett | 97·9 | 20·0 | 8·5 | Quebec British | C.2Cy.14″&31″–22″<br>E. *blt.* 83, *fitted* 00 39 RH<br>E. T. Beaulieu, Quebec | | | |
| 203<br>99560 | —<br>(*LOST BY COLLISION 3,04*)<br>*J. Dier* 92–92<br>1 *Dk* | 144<br>137<br>30 | ✠ Shl<br>*Stm Trawler*<br>3,92 ✠ | 1892 | Hepple & Co. N. Shields | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 105·4<br>RK 7″ | 20·6 | 11·0 | Hull British<br>3 *B H Cem* | T.3Cy.12″,20″&32″–22″<br>60 RH<br>1 SB, *2cf*, Gs 26, Hs 1014<br>Hepple & Co., N. Shields | 11 ″ 10 | | |
| 204<br>HBGD | **Adriatico** *Gerolimich* –04 Steel Sc Sr<br>~~*W. S. Haughton* –04~~ ss Ant. No. 1–04<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*)<br>*Elec. light* & *deep framing* | 3950<br>3634<br>2517<br>3,05 11,04 | ✠100A1 Shl *w*<br>*Spar dk*<br>~~Awng~~<br>~~LMC 11,04~~ 5,04 | 1899 | Russell & Co. Pt. Glasgow | Eredi C. Cav. Gerolimich & Co.<br>*B* = *Cell D Ba* 112 | 344·7<br>P 21′ B 72′ F 36′<br>*u E* & *B* 40′ *f* 146′ 8·99*t* | 49·8<br>FK<br>A&CP *W* | 17·9<br>25·9<br>6 *B H Cem*<br>*A P T* 71*t* | Lussinpiccolo Aust.-Hung.<br>180 lb *80 lb* 315 NH<br>2 SB, *Grf*, Gs 109, Hs 4474 Fo'c'<br>Blackwood & Gordon, P. Gl. | 20 ″ 5<br>6 ″ 1½ | | 4,03<br>5,04 |
| 205<br>99<br>NBKT | —<br>*E. De Barbieri* 2 *Dks* & *Awng dk* | 1154<br>1126<br>742 | | 1862 | Gourlay Bros. & Co. Dundee | Nav. Gen. Italiana | 236·8<br>H 27*t*<br>len 76 | 28·4 | 16·5<br>23·5 | Genoa Italian<br>NB 94 131 NH<br>Cmp. 94, Odero & Co., Genoa | C.2Cy.30½″&53½″–30½″ | | | I |
| 206<br>*Dadascheff* –97<br>*Mchy. Aft* *Carrying Petroleum in bulk* | **Adschi Aga** Steel Twin Sc Sr<br>2 *Dks* | 1030<br>924<br>766 | | 1897 | Kockums M. V. Aktieb. Malmö | Asim Iskenderoff | 218·2<br>B 48′ | 29·6 | 16·0 | Astrachan Russian<br>116 NH<br>Kockums Aktieb., Malmö | C.4Cy.20½″&38″–23½″ | | | |
| 207<br>106145<br>KBDJ | **Advance** Iron Sc Bn<br>1 *Dk* & *Spar dk* 3 tr *B*<br>*Elec. light* | 2605<br>—<br>1902 | | 1883 | J. Roach & Son Chester, Pa. | Panama R. R. Co. | 295·0 | 38·4 | 14·5<br>23·4 | New York Utd. States | C.2Cy.36″&66″–54″<br>267 NH<br>J. Roach & Son, New York | | | |
| 208<br>*H. J. Röd*<br>HFKW *Well deck*<br>ss Shl. No. 2–04 | —<br>ss Shl. No. 3–2,96<br>~~ss Shl. No. 1–00~~<br>1 *Dk* (*Irn*) 2 tr *B* | 1416<br>1080<br>888 | ✠100A1 Sld *p*<br>5,01 Shl<br>✠NB 7,08 ✠LMC 7,08<br>BS 6,04 | 1880 | R. Duncan & Co. Pt. Glasgow | Akties. Hekla (Mail & Holby, *Mgrs.*) | 244·6<br>Q 89′ B 129′ F 27′<br>*WB* = *Cell* | 34·1<br>FK | 15·7<br>5 *B H Cem*<br>*A P* 212′ 320*t* | Christiania Norwegian<br>120 lb *80 lb* NDB 94 158 NHP<br>1 DB, *4pf*, Gs 65, Hs 2800<br>Rankin & Blackmore, Grk. | C.2Cy.22″&58″–36″<br>18 ″ 6<br>3 2 0 | | N 7,08 |
| 209<br>98632 | —<br>(ex Sir L. S. Tilley) 2 *Dks* | 1031<br>725<br>359 | | 1883 | J. Shick-luna S. Cthrns, Ont | ~~J. Carruthers~~<br>Montreal Trans portation Co. Ld. | 175·0 | 35·3 | 15·0 | ~~Toronto~~, ~~Ont.~~<br>British | C.2Cy.28″&52″–40″<br>142 NH<br>G. N. Oille, S. Cathrines, Ont | | | |
| 210<br>98922 | —<br>*A. McKenzie* –02<br>1 *Dk* | 181<br>181<br>12 | | 1884 | Port Phillip E.S.Dk.Co. W'mstwn Vic | J. Fenwick & Co. | 120·0 | 21·0 | 13·0 | Sydny NSW British | C.2Cy.22″&40″–30″<br>80 RH<br>W. King & Co., Glasgow | | | |
| 211<br>98939<br>PNRL | **Advent** Iron Sc Sr<br>*T. W. Muir* –04<br>ss Shl. 2nd No. 3–8,00<br>1 *Dk* (*Irn*) 2 tr *B*<br>ss Shl. No. 1–04 | 848<br>690<br>530 | ✠90A1 Sld *m*<br>9,01 Shl<br>LMC 4,01 | 1876 | Short Bros. Sunderland | J. Westoll<br>*WB* = *I* | 213·5<br>Q 120′ F 17′<br>*Ba* 80′ *f* 96′ 193*t* | 29·4<br>A&CP | 15·9<br>*F P T* | Sundrland British<br>75 lb *80 lb* NDB 02 98 RH<br>4 *B H Cem*<br>1 SB, *3pf*, Gs 61, Hs 2114 NB 8 | C.2Cy.27″&50″–33″<br>16 ″ 8<br>10t 4 *A P T* 15*t*<br>J. Dickinson, Sunderland | | | 9,01 |
| 212<br>SQKW | **Ægir** Steel Sc Sr<br>*E. Lundqvist* 98–00<br>*Elec. light* 1 *Dk* & *Awng dk* | 763<br>745<br>437 | | 1896 | Nylands Værksted. Christiania | Helsingfors Ångf. Aktieb. | 174·0 | 28·0 | 14·5 | Helsingfrs Russian<br>*WB* | C.2Cy 17½″&36″–27″<br>56 NH<br>Nylands Mek Vrksted Xia | | | V |
| 213<br>NTRD | —<br>*J. L. Petersen* | 545<br>347<br>302 | | 1883 | Burmeister & Wain Copenhagen | De Danske Stats-baner | 200·6<br>P 176*t* | 24·1<br>H 81*t* | 11·5 | Korsör Danish<br>289 NH<br>Burmeister & Wain, Cpn | C.4Cy.26″&50″–48″ | | | |
| 214<br>2577<br>HPQL | **Aegir** Comp Sc Sr<br>~~*J. Isakson* 01~~<br>1 *Dk* | 176<br>144<br>118 | | 1877 | J. Anders-son Spängen | C. L. Hellstrom | 100·1<br>B 18 | 22·9<br>F 12 | 10·0<br>H 5*t* | Gothenbrg Swedish<br>22 NH<br>Kristinehamns M. V. Kristh | C.2Cy 10½″&25″–17½″ | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character / Date of last Survey | Port of Survey | Years assigned | Built: When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c. (Length, Breadth, Depth) | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships (ft. in.) | 15 | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 215<br>LGKP | **Aegir** SteelSc<br>*S.Wriede*00-02 (*Trawler*)<br>1*Dk* | 164<br>145<br>44 | | | | 1902 | G.Seebeck Act.Ges.<br>Bremerhaven | Joh.vonEitzen | 113·3 21·2 10·4<br>H13' | Altona<br>German | T3Cy11 1/16",18 11/16"&30 1/16"-22"<br>43NHP<br>G.Seebeck A.G.Bremerhvn | | G | |
| 216 | **Ænos** *Cambitzis* SteelScSr<br>~~D.N.Metaxa -02~~ ssLiv.No.3-2,02<br>(*ex*Craigmore) 1*Dk*(*Irn*)2*trBFloorsIrn*<br>*Well deck* | 2285<br>1699<br>1458 | ✠100A1<br>1,05 ~~11,03~~<br>✠LMC9,031,05 | Cff<br>Sld | r | 1890<br>2mo | Bartram,<br>Haswell&Co<br>Sunderland<br>A&CP | ~~D.N.Metaxa&C.S.Vagliano~~<br>A.S.&C.S.Vagliano<br>*WB=CellDB*36 | 284·0 39·0 18·2<br>Q94'B136'F34' FK<br>78t*FPT*54t*APT*50t | Argostoli<br>Greek<br>5*BHCem*<br>*MT*38'462t | T.3Cy.22",36½"&60"-42" (s)<br>160lb 70lb 237NHP<br>2SB.6rf,GS94,HS3600<br>J.Dickinson,Sunderland | 20 " 0<br>s1 " 8½ | | ~~3,03~~<br>N1,05 |
| 217 | **Aeolus** SteelScSr<br>*Polemis*01-02<br>1*Dk*(*Stl*)*deepframing&Webframes*<br>*Elec.light* 3*Dkrule* | 3071<br>2820<br>1975 | ✠100A1<br>3,05 ~~[illegible]~~<br>✠LMC[illegible] | Npt | n | 1902<br>6mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>'s*A&CP* | B.L.Embiricos<br>*WB=CellDBa*110'<br>38'*f*140'786t*Poop* | 325·0 48·7 21·4<br>P29'B92'F36'<br>*uE&B* FK<br>*ank*12'62t*FPT*100t | Andros<br>Greek<br>6*BHCem*<br>*APT*119t | T.3Cy.24",40"&65"-42" (s)<br>180lb 90lb 294NHP<br>2SB,6pf,GS118,HS1508<br>D.Rowan&Co.Glasgow | 24 " 0<br>s4 - 1½ | | ~~1,03~~<br>3,05 |
| 218<br>102708<br>NGHV | **Æolus** SteelScSr<br>*W.D.Kirkwood* -97 ssShl.No.2-02<br>1*Dk*(*ptStlptIrn*)<br>&*Webframes&ptAwngdk*(*Iron*) | 2875<br>2215<br>1846 | ✠100A1<br>*pt Awngdk*<br>*with freeboard*<br>~~11,01~~ 4,05<br>BS11,04<br>~~BS8,08~~ ✠LMC8,09 | Cff<br>~~Gls~~<br>Npt | t | 1894<br>1mo<br>*Lloyd* | C.S.Swan<br>&Hunter<br>Newcastle<br>'s*A&CP* | Rickinson,Sons&<br>Co.<br>*WB=* | 312·0 41·0 20·6<br>P24'Q94'F30'<br>RFD38' FK<br>*pt Awngdk*126'<br>*CellDB*264'640t | W.Hartlpl<br>British<br>6*BHCem* | T.3Cy.23",36½"&62"-39" (s)<br>160lb ~~[illegible]~~ 245NHP<br>2SB,6rf,GS83,HS3760<br>Cen.Mar.Eng.Wrks.WHpl. | 23 " 1<br>s9 " 1 | | ~~1,04~~<br>N4,05 |
| 219<br>537<br>HSGM | — SteelTwinScSr<br>*E.L.Paulsson*86-95 1*Dk&Awngdk* | 870<br>474<br>487 | | | | 1884 | MotalaCo.<br>Gothenburg | Ångf.Aktieb.<br>SödraSverige<br>(J.G.Setterwall) | 204·7 28·6 13·2<br>H74t | Stockholm<br>Swedish | C.4Cy.26"&48"-27"<br>200NHP<br>MotalaCo.,Gothenburg | | | |
| 220 | — IronScSr<br>*V.Artadi*01-03 ssMan.No.3-5,92<br>ssMan.No.1-97<br>1*Dk&Shadedk* | 511<br>406<br>323 | ✠<br>*Shade dk*<br>*with load line*<br>1,97 | Man | i | 1879<br>11mo | Ramage&<br>Ferguson<br>Leith | Cia.Maritima | 166·8 25·0 13·6<br>P30' F28'<br>BK7" | Manila<br>Utd.States<br>4*BHCem* | C.2Cy.20"&37"-29"<br>57NHP<br>1SB,2pf,GS29,HS1000<br>Barclay,Curle&Co.,Gls. | | | |
| 221<br>105855<br>PKHQ | **Æon** SteelScSr<br>*D.Doherty* -02 ssCff.No.1-00<br>1*Dk*(*Irn*)2*trB&Webframes*3*Dkrule* | 2578<br>2428<br>1650 | ✠100A1<br>*with freeboard*<br>1,01 ~~2,08~~<br>BS5,04<br>✠LMC[illegible] | Cff | t | 1896<br>8mo | Ropner&<br>Son<br>Stockton<br>A&CP | Newman&Dale<br>S.S.Co.Ld. (Newman&Dale,*Mgrs.*)<br>*WB=CellD* | 314·0 44·0 20·7<br>P29'B68'F37' FK<br>*Ba*104'*uE*22'*f*126' | London<br>British<br>5*BHCem*<br>554t*APT*48t | T.3Cy.22½",37"&61"-42" (r)<br>160lb 160lb 246NHP<br>2SB,6rf,GS104,HS3760<br>Blair&Co.(Lim.),Stockton | 23 " 3<br>~~4 - 4½~~<br>s3 " 11½ | | N1,04 |
| 222<br>78572<br>RDHG | **Afghan** IronScSr<br>*W.E.Dexter* -01 ssBom.2ndNo.3-6,03<br>2*Dks*(1*Irn*)3*trB* | 2202<br>2114<br>1439 | ✠100A-<br>~~11,03~~ 1,05<br>✠NB11,94 *fitted* 98<br>LMC11,08 | Bom<br>BS1,05 | s | 1877<br>11mo | Aitken&<br>Mansel<br>Glasgow | HajeeCassum<br>Joosub | 312·0 34·1 25·6<br>F27'<br>ND&NDS98 BK9" | Bombay<br>British 95<br>6*BHCem* | C.2Cy.34"&72"-42" (i)<br>~~[illegible]~~lb ~~60lb~~ 60lb 294NHP<br>2DB,8pf,GS143,HS4990<br>J.&J.Thomson,Glasgow | 27 " 0<br>s5 " [illegible] | | ~~11,03~~<br>4,05 |
| 223<br>118617<br>VDRW | **Afghan Prince** SteelScSr<br>*M.Campbell* -03<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>&*Shelter dk*(*Stl*) | 4923<br>4682<br>3183 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,01~~ ~~1,04~~ 3,05<br>✠LMC8,08 | Shl<br>Nwc | a† | 1903<br>8mo<br>*Lloyd* | ShortBros.<br>Ld.<br>Sunderland<br>'s*A&CP* | PrinceLine,Ld.<br>(J.Knott,*Mgr.*)<br>*WB=CellDBa*<br>*uE*27'*f*179'1072t | 410·2 52·1 28·8<br>119' FK<br>*DTa* 29' 779t *FPT* | Newcastle<br>British<br>7*BHCem*<br>59t*APT*34t | T.3Cy.27",44½"&73"-54" (s)<br>180lb 100lb 503NHP<br>3SB.9pf,GS171,HS7086 FD<br>G.Clark,Ld.Sunderland | 30 " 4<br>s5 " 3½ | | ~~1,04~~<br>3,05 |
| 224<br>109697<br>QRVP | **Afghanistan** SteelScSr<br>*J.Cameron* -03 ssShl.No.1-03<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deepframing* | 3427<br>3246<br>2190 | ✠100A1<br>*Spar dk*<br>12,04 ~~[illegible]~~<br>BS5,05 ✠LMC[illegible]<br>MS12,04 | Cff<br>NYk | u | 1899<br>2mo | ShortBros.<br>Sunderland<br>A&CP | HindustanStm.<br>Shppg.CoLd(J.W.<br>Squance&Co.*Mgs*)<br>*WB=CellDBa* | 352·8 45·1 18·7<br>P35'B89'F40' 26·7 FK<br>110'*uE*24'*f*137'784t | Sundrland<br>British<br>6*BHCem*<br>*APT*65t | T.3Cy.24½",40"&66"-45" (s)<br>180lb 80lb 314NHP<br>2SB,8pf,GS142,HS4810<br>J.Dickinson&Sons,Ld.Sld. | 19 " 9<br>s5 " 3 | | ~~3,02~~<br>12,04 |
| 225<br>105191<br>PVBK | **Afonwen** SteelScSr<br>*J.Chiverton* -00 ssCff.No.1-01<br>1*Dk*(*Irn*)2*trB&deepframing*3*Dkrule* | 3324<br>3089<br>2128 | ✠100A1<br>*with freeboard*<br>~~9,01~~ ~~[illegible]~~ 5,05<br>BS2,04 ✠LMC9,01 | Cff<br>Bry | r | 1897<br>9mo | J.Read-<br>head&Sons<br>South Shields<br>A&CP | W.&C.T.Jones<br>S.S.Co.Ld.<br>*WB=CellD* | 326·2 47·1 23·9<br>P35'B78'F29' FK<br>*Ba*106'*uE*20'*f*132 | Cardiff<br>British<br>5*BHCem*<br>756t*APT*30t | T.3Cy.24",40"&64"-42" (r)<br>160lb 80lb 278NHP<br>2SB,6rf,GS178,HS4366<br>J.Readhead&Sons,S.Shl. | 26 " 4<br>~~s5 - 1½~~<br>s4 " 8½ | | ~~8,02~~<br>~~1,04~~<br>N5,05 |
| 226<br>110537<br>QRDJ | **Afric** SteelTwinSc4MstSr<br>*J.O.Carter* -01 3*Dks*<br>*Ref.Mchy.* | 11948<br>11183<br>7804 | | | | 1898 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld.(Ismay,Imrie&<br>Co.*Mgrs.*) | 550·2 63·3 31·9 | Liverpool<br>British<br>*WB* | Q.8Cy.22",31½",46"&67"-51"<br>642NHP<br>Harland&Wolff,Ld.Bel. | | BT till ~~2,05~~ 8,05 | |
| 227<br>HBGR | **Africa** SteelTwinScSr<br>*P.Badessich*96-03<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-ws*)3*trB*<br>*Elec.light Web frames only in after holds* | ~~4596~~ 4720<br>3525<br>~~2521~~<br>2565 | ✠100A1<br>*Spar dk*<br>2,03<br>✠LMC1,03 | Tri | y | 1903<br>1mo | Lloyd<br>Austriaco<br>Trieste<br>A&CP | LloydAustriaco<br>*WB=CellDBa*100'*uE* | 388·0 47·7 22·5<br>P70'B&F228' 30·4 FK<br>42'*f*148' 622t*FPT* | Trieste<br>Aust.-Hung.<br>6*BHCem*<br>60t*APT*125t | T.8Cy.(2)22"(2)37"&(4)44"-45"<br>200lb 180lb(s) 724NHP<br>4SB,12cf,GS244,HS10254 FD<br>LloydAustriaco,Trieste | 21 " 6<br>s5 " 6½ | | |
| 228<br>QDTC | — IronScSr<br>*A.Kriete* 1*Dk&Spardk&*3*trB* | 2170<br>2076<br>1382 | | | | 1883 | Act.Ges.<br>"Weser"<br>Bremen | Dampfsch.Ges.<br>Argo | 288·5 37·7 25·7<br>P20'B72'F30' | Bremen<br>German<br>*WB* | C.2Cy.31"&66"-42"<br>NB98 235NHP<br>A.G."Weser,"Bremen | | G | |
| 229<br>68108<br>MWFB | — IronSc3MstSr<br>*H.J.Brooks* -04 ssLon.No.2-83<br>*Elec.light* 3*Dks*(1*Irn*) | 2037<br>1991<br>1302 | ✠<br>1,86 | Cal | s | 1874<br>4mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld. | 315·2 33·2 25·6 | Glasgow<br>British<br>5*BHCem* | Q.4Cy.21½",32",43"&62½"-42"<br>NB90 253NHP<br>*Qpd.*90Denny&Co.,Dmb. | 26 " 10<br>s6 " 7 | | |
| 230<br>104<br>NBLV | — IronScBn<br>*C.Peringotti*<br>1*Dk&Awngdk*3*trB* | 1112<br>717<br>685 | | | ... | 1865 | Palmer<br>Bros.&Co.<br>Newcastle | Nav.Gen.Italiana | 240·1 27·4 17·2<br>H28t 25·3 | Genoa<br>Italian | C.2Cy.29"&53"-36"<br>*Cmp.*82 NE73NB82 140NHP<br>G.Ansaldo&Co.,Genoa | | I | |
| 231<br>114036<br>VBCH | — SteelScSr<br>*W.Denby*90-03<br>*Well deck* 1*Dk*(*Stl*) | 1038<br>777<br>440 | ✠100A1<br>4,03<br>✠LMC4,03 | Hul | n | 1903<br>4mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'s*A&CP* | BennettS.S.Co.Ld<br>*WB=CellDB* | 236·0 33·4 14·0<br>Q111'B20'F30' BK8"<br>*a*40'*uE*21'*f*58'136t | Goole<br>British<br>5*BHCem*<br>*APT*13t | T.3Cy.20",34"&56"-39" (s)<br>180lb 80lb 233NHP<br>2SB,6rf,GS114,HS3890<br>Earle'sCo.Ld.Hull | 14 " 9<br>s1 " 6 | | |
| 232<br>HBKQ | — IronScSr<br>*M.Maestre* -94 1*Dk* | 649<br>500<br>380 | ✠<br>6,69 | Cly | | 1869<br>5mo | W.Simons<br>&Co.<br>Renfrew | Soc.deNav.é<br>Industria | 182·0 26·2 15·6<br>P41t F22t | Barcelona<br>Spanish<br>6*BHCem* | C.2Cy.28"&50"-33"<br>120NHP<br>Simons&Co.,Renfrew | | | |
| 233<br>RDGT | — IronScSr<br>*P.Tretau*84-99 1*Dk* | 363<br>303<br>222 | | | | 1871 | Reiherst'g<br>Schiffsw.<br>Hamburg | Lübeck-Wyburger<br>Dmpsfahrts.Ges. | 150·9 22·8 13·0<br>Q36t B36t F22t | Lübeck<br>German | C.2Cy.17"&28"-24<br>NB02 32NHP<br>Reiherst.Maschinenf.Ham. | | G | |
| 234<br>84878 | — IronScSk<br>~~[illegible]~~ (*Tug*)<br>*W.Mealley* ssShl.No.2-04 1*Dk*(*Irn*) | 122<br>122<br>41 | ✠100A -<br>5,04<br>✠NB2,02 ✠LMC1,04 | Shl | | 1883<br>1mo | Armstrong<br>Mitchell&Co.<br>Newcastle | AfricanTugCo.Ld.<br>(J.Lawson,jun.<br>*Mgr.*) | 100·0 19·8 10·1<br>BK6½" | Swansea<br>British<br>4*BHCem* | C.2Cy.21"&38"-24" (s)<br>100lb ~~NB02~~ 80RHP<br>Ross&Duncan,Glasgow | | BT till 9,04 | 5,04 |
| 235<br>89213 | **African** IronScSrTug<br>ssLiv.No.3-2,95<br>*H.Peers* -03<br>(*ex*SirW.T.Lewis) | 159<br>141<br>18 | | | | 1887 | Elliot&<br>Jeffery<br>Cardiff | MerseyTowingCo.<br>Ld.(Canadian<br>PacificRailway<br>Co.*Mgrs.*) | 105·4 19·8 10·5 | Liverpool<br>British | C.2Cy.22"&44"-24"<br>1SB,3pf,GS50,HS1347<br>80RHP<br>Elliot&Jeffery,Cardiff | | BT till ~~2,04~~ 1,06 | |

| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Grément, etc.<br>Capitaine Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total<br>Sous le Pont<br>Net. | Détails de la Classification.<br>Cote.<br>Date de la dernière Visite | Port de Visite | | Construit. Quand<br>Navire<br>Mach | Par qui<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur Largeur Creux | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NH = Force en chevaux d'après les formules de la Société.<br>RH = Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | Creux sur Quille.<br>Franc-bord au milieu du navire<br>pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 236<br>114419<br>VBHT | African Prince SteelScSr<br>J.McFarlane -03<br>Elec.light 2Dks(Stl)&Deepframing<br>&ShelterDk(Stl) | 4916<br>4673<br>3182 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,05 ~~1,04~~ ✠LMC1,05 | Nwc<br>NYk | at | 1903<br>5mo<br>Lloyd | Short Bros. Ld.<br>Sunderland<br>sA&CP | PrinceLine,Ld.<br>(J.Knott, Mgr.)<br>W B = Cell DBa 119 | 410·1 52·1 28·8<br>FK<br>u E27' f 179 1072t | Newcastle<br>British<br>7BHCem<br>DTa29'779t | T.3Cy.27",44½"&78"-54" (s)<br>180lb 100lb 513NH<br>3SB,9rf,GS169,HS7296 FD<br>Blair&Co.Ld Stockton<br>FPT59t APT34t | 30"4<br>s5"8½ | | 11.[illegible] |
| 237<br>105215 | — SteelScK<br>C.Farrar -96 (Trawler)<br>1Dk | 125<br>115<br>18 | | | ... | 1896 | JTEltring-ham&Co.<br>South Shields | ~~W.M.Storey~~<br>R.Irvin | 95·0 19·2 10·7<br>BK6¾" | N.Shields<br>British | C.2Cy.16"&33"-22"<br>45RH<br>G.T.Grey,S.Shields | 11"0 | | |
| 238<br>104321<br>NVLS | Afridi SteelScSr<br>T.Golding86-95 ssBry.No.1-99<br>2Dks(Stl-Uteak)&Webframes<br>*Now named* "Kirin Maru," *see Letter* K. | 3648<br>3318<br>2354 | ✠100A1<br>1,04<br>✠LMC[illegible] | Nwc | w | 1895<br>6mo | Sir Raylton<br>Dixon&Co<br>Middlesbro'<br>A&CP | MogulS.S.Co.Ld.<br>(Gellatly,Hankey<br>&Co. Mgrs.)<br>WB | 359·9 45·6 25·6<br>P41'B78'F51'<br>FK<br>= Cell DBa 112'uE | Rochester<br>British<br>6BHCem<br>20'f148'641t | T.3Cy.27",44"&72"-48" (s<br>170lb 100lb 390NH<br>2SB,6cf,GS115,HS4922 FD<br>WllsndSlp&E.Co(L)Nwc | 28"4<br>s6"0 | | 7,04 |
| 239 | Afrika IronSc3MstSr<br>2Dks&Spardk<br>(exAfrique) | 1240<br>1141<br>557 | | | | 1872 | Scott&Co.<br>Greenock | Idarei Massousieh | 260·1 29·8 15·2<br>B32' 22·7 | Constanpl<br>Turkish | C.2Cy.33½"&66"-36"<br>NB01 218NH<br>GreenockFoundryCo.,Gnk | | V | |
| 240<br>99047<br>MNCL | Afrikander SteelScSr<br>J.G.Chalmers -04 ssShl.No.3-2,03<br>1Dk(Stl)&Spardk(Irn)&Webframes | 2742<br>2571<br>1772 | ✠100A1<br>Spar dk<br>7,03<br>BS6,04 ✠LMC[illegible] | Shl | u | 1892<br>3mo | R.Dixon<br>&Co.<br>Middlesbro'<br>A&CP WB = | BucknallS.S.Lines<br>Ld. (Bucknall<br>Bros. Mgrs.)<br>CellDB260'588t A | 309·5 40·6 17·5<br>P31'B34' 25·4<br>F36' BK9"<br>PT58t Tunnl tnk70t | London<br>British<br>5BHpt Asp<br>ptCem | T.3Cy.24",38"&64"-42 (s<br>160lb 80lb NDB03 283NH<br>2SB,6cf,GS138,HS4495<br>T.Richardson&Sons,Hpl | 20"0<br>s5-11½ | | 9,04 |
| 241 | Aga Manafoff SteelTwinScSr<br>Carrying Petroleum in Bulk<br>Mchy.Aft 2Dks | 1174<br>984<br>918 | | | | 1898 | W.Dobson<br>&Co.<br>Newcastle | MahmedSelim<br>Manafoff | 237·4 32·0 16·7<br>P24'H31'F30' | Astrachan<br>Russian | C.4Cy.20½"&39"-24"<br>124NH<br>MacColl&Pollock,Sld | | | |
| 242 | Aga Selim SteelScSr<br>M.Zabielin -97 1Dk<br>Mchy.Aft<br>Elec.light Carrying Petroleum in bulk | 715<br>633<br>400 | | | | 1897 | Oderwerke<br>Act.Ges.<br>Stettin | M.D.&A.Sadikoff | 182·0 30·0 15·8 | Baku<br>Russian | C.2Cy.18½"&33½"-23½<br>45NH<br>OderwerkeA.G.,Stettin | | | |
| 243<br>110640<br>RNDB | Agamemnon SteelScSr<br>R.Day90-04<br>Elec.light 2Dks | 7011<br>5586<br>4462 | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>A Holt&Co.<br>Mgrs) | 442·1 52·7 32·0<br>P50'B154'F58' | Liverpool<br>British<br>WB | T.3Cy.29",49"&82"-60"<br>521NH<br>Scott&Co.Greenock | | B1 [illegible] | |
| 244 | — IronScSr<br>Dourazzino ssPir.2ndNo.3-10,03<br>(exGenoese) 1Dk(Irn)2trB<br>Well deck | 1096<br>834<br>682 | ✠100A1<br>10,03<br>✠NB0,90 LMC[illegible]<br>B37,04 | Pir | n | 1878<br>1mo | Oswald,<br>Mordaunt&C<br>Southampton<br>A&CP | N.Thou (E.Angelis<br>Mgr.) | 232·0 28·0 17·2<br>P160'F34'<br>BK8½"<br>WB = | Piræus<br>Greek<br>5BHCem<br>DTf38'160t | C.2Cy.20"&56"-36"<br>160lb 75lb NDB90 163NH<br>1SB,4rf,GS62,HS2080<br>Oswald,Mordaunt&C.Sou | 18"5<br>s1-11 | | [illegible] |
| 245<br>65673 | — IronPadSp<br>W.Morley -95 | 129<br>127<br>14 | | | | 1872 | Readhead,<br>Softley&Co<br>S.Shields | ~~G.Petrie~~<br>~~A.Irving&Sons~~<br>A.Irving&Sons | 106·3 18·4 10·0 | London<br>British | 2Cy.28"-48"<br>55RH<br>ReadheadSoftley&CoS.Sh | | | |
| 246<br>110886<br>RDWB | Agami IronScK<br>R.B.Baskcomb -99<br>(Trawler) 1Dk | 186<br>169<br>68 | | | ... | 1899 | Cochrane<br>&Cooper.Ld.<br>Selby | T.Baskcomb | 110·0 21·2 11·2<br>Q46'F20'<br>BK7½ | Grimsby<br>British | T.3Cy.12¼",19½"&32"-22½"<br>50RH<br>C.D.Holmes&Co.Hull | 12"0 | | |
| 247<br>99876<br>MWJF | Agapanthus SteelScSr<br>J.M.Davies -03 ~~ssNwc.No.2-00~~<br>2Dks(1Stl&1Irn)&Deepframing<br>ssCff.No.3-9,04 3Dkrule | 4409<br>3975<br>2866 | ✠100A1<br>~~9,01~~ ~~3,03~~ 4,05<br>✠LMC[illegible] | Cff | r | 1893<br>1mo<br>Lloyd | A.Stephen<br>&Sons<br>Glasgow<br>s.A&CP | J.B.Murray&Co.<br>WB | 380·0 46·0 27·5<br>P18'B88'F44'<br>BK11<br>= Cell DB308'845t | Glasgow<br>British<br>6BHCem<br>MT21'570t | T.3Cy.26",41"&67"-48 (s<br>160lb 70lb 327NH<br>2SB,6rf,GS115,HS4120 FD<br>A.Stephen&Sons,Glasgow | 30"3<br>s[illegible]"7½ | | 9,04 |
| 248<br>78596 | Agate IronScSr<br>C.Robinson -03 ssBwg.2ndNo.3-12,98<br>ssBwg.No.1-03<br>Mchy.Aft 1Dk | 204<br>148<br>67 | ✠100A1<br>3,03<br>✠NB[illegible] LMC[illegible] | Bwg | e | 1878<br>4mo | T.B.Seath<br>&Co.<br>Glasgow<br>A&CP | W.Robertson | 120·6 20·1 9·6<br>Q39'F20'<br>BK6"<br>WB | Glasgow<br>British<br>3BHCem<br>= FPT15t | C.2Cy.16"&28"-22"<br>80lb 35RH<br>1SB,2pf,GS30,HS712<br>W.King&Co.,Glasgow | | | 3.03 |
| 249<br>99546<br>MTJG | — IronScK<br>ssHul.No.3-7,03<br>1Dk | 156<br>143<br>61 | ✠100A1<br>Stm Trawler<br>1,05 ~~7,03~~ ~~6,04~~<br>BS6,04 | Hul | | 1891<br>11mo<br>Lloyd | Cochrane,<br>Coopr&Scho-fi'ld,Beverley<br>s.A&CP | KingstonSteam<br>TrawlingCo.Ld. | 101·0 20·5 11·0<br>Q19'F19'<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.16"&32"-22" (s<br>110lb 43RH<br>1SB,2pf,GS30,HS881<br>Amos&Smith,Hull | 11"10 | | s7.03 |
| 250<br>106668 | Agatha IronScK<br>E.Grant -96 1Dk<br>(Trawler) | 137<br>128<br>48 | | | ... | 1896 | Cochrane<br>&Cooper<br>Beverley | W.Grant | 94·0 20·5 10·7<br>Q17'<br>BK7½" | Grimsby<br>British | T.3Cy.11",17"&28"-21"<br>40RH<br>C.D.Holmes&Co.,Hull | 11"4 | | |
| 251<br>HDGM | Agder IronScSr<br>B.Baardsen -02 1Dk | 314<br>223<br>184 | | | | 1884 | AkersMek<br>Verksted<br>Christiania | M.Egge | 135·9 23·2 11·1<br>Q21tB47t H7t F14t | Haugesnd<br>Norwegian<br>WB | C.2Cy.16½"&29"-18½"<br>80NH<br>AkersMekVerksted,Xia | | N | |
| 252<br>88959<br>SLHN | Age SteelScSr<br>~~W.Firth~~ ssSyd.No.3-2,00<br>Well deck 1Dk(Stl-ptws)&Web frames<br>J.Pain -05 ssMel.No.1-05 | 2284<br>1722<br>1493 | ✠100A1<br>2,05 ~~10,02~~<br>✠LMC 2,05 | Mel | s | 1888<br>2mo | E.Withy&<br>Co.<br>W Hartlepool<br>A&CP | Howard,SmithCo.<br>Ld.<br>WB = Cell D | 285·8 38·1 19·2<br>P31'Q86'B118'<br>F31' BK8"<br>B248'490t APT35t | Melbourne<br>British<br>~~[illegible]~~ | T.3Cy.21¾",35"&59"-39" (s<br>152lb 80lb NDB97 217NH<br>2SB,6rf,GS92,<br>T.Richardson&Sons,Hpl | 22"3 | | N2.05 |
| 253<br>115134<br>TDGF | Agenoria SteelScSr<br>A.C.Wilson -02<br>1Dk(ptIrn&ptStl)2trBs<br>Web frames&Dk rule | 2977<br>2803<br>1931 | ✠100A1<br>withfreeboard<br>10,04 ~~10,03~~ ✠LMC[illegible] | Hpl<br>Cff | u | 1902<br>1mo<br>Lloyd | R.Craggs&<br>Sons<br>Middlesbro<br>s.A&CP | Rickinson,Sons&<br>Co.<br>WB = CellDBa | 330·2 46·0 22·2<br>P27'B166'F35'<br>FK<br>102'uE&B40'f140 | W.Hartlpl<br>British<br>5BHCem<br>747t APT45t | T.3Cy.24",38"&64"-42" (r<br>160lb 100lb 279NH<br>2SB,6cf,GS129,HS4898<br>Richardsons,Westgarth&<br>Co.Ld.Mdb | 24"4<br>~~[illegible]~~<br>s3"8 | | 10.04 |
| 254<br>117572<br>VGMR | — SteelScSr<br>J.Mackay04 -04<br>1Dk(Stl)<br>Mchy.Aft | 190<br>144<br>69 | ✠100A1<br>10,04 ~~4,04~~<br>✠LMC10,0[illegible] | Dun<br>Lth | b | 1903<br>10mo<br>Lloyd | Montrose<br>S.B.Co<br>Montrose<br>s.A&CP | AgenoriaS.S.Co.<br>(A.L.Renstrom) | 112·2 20·6 8·2<br>Q36'F19<br>FK<br>WB = | Methil<br>~~Kirkcaldy~~<br>British<br>3BHCem<br>FPT19t | C.2Cy.13"&26"-18" (s<br>120lb 28RH<br>1SB,2pf,GS32,HS654<br>Plenty&Son,Ld.Newbury | 9"0<br>s1"0 | | |
| 255<br>MBLD | Ageröen IronScSr<br>O.C.Hansen -03 5thSurveySld.2,01<br>(exHalmstad,exBenefactor)<br>Well deck 1Dk(Irn-ptws)2trB | 991<br>742<br>596 | ✠ A1 1<br>8,04 ~~[illegible]~~ | Shl<br>Bly | Lv | 1880<br>9mo | W.H.Pot-ter&Son<br>Liverpool | H.E.Hansen | 203·0 32·4 14·3<br>Q94tB97' H16tF45t<br>FK<br>WB = APTFPT | Lillesand<br>Norwegian<br>3BH3PBH<br>Cem | C.2Cy.28"&46"-33"<br>102NH<br>1SB,6f,GS52,HS1420<br>J.Jones&Sons,Liverpool | 15"10<br>s1"5 | | 13.42<br>14.22<br>15.06 |
| 256 | Aggi SteelScSr<br>~~Olsen~~ ssShl.No.2-01<br>~~JTQW~~ (exBenwellTower)<br>1Dk(Stl)&Spar dk(Stl-ws)3trB<br>*Now named* "Banri Maru," *See No.* 45 *in Supplement* | 3046<br>2821<br>1944 | ✠100A1<br>Spar dk<br>12,02 ✠LMC[illegible] | Bry | u | 1891<br>10mo | Edwards'<br>S.B.Co.Ld<br>Newcastle<br>A&CP | ~~Dampskibsakt.Aggi~~<br>~~[illegible]~~<br>~~Michelsen&Co.)~~ | 333·0 40·4 19·1<br>P46'B76'F35 26·7<br>BK10"<br>WB = Cell | ~~Bergen~~<br>~~Norwegian~~<br>5BHCem<br>DB268'480t<br>Japanese | T.3Cy.23",38"&61"-45" (s<br>160lb 75lb 268NH<br>2SB,6cf,GS123,HS4300<br>WlsndSlpwy&EC(L)Nwc | 21"9<br>s[illegible]"11 | | 3.04 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Master Late Name if any<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 4-5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of Refd Cert | 16<br>Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 257<br>102607 | **Aggie** Steel&IronScSr<br>*J.Smith -93* ssGls.No.2-02<br>*Mchy Aft Well deck* 1*Dk* | 183<br>143<br>[illegible] | ✠100A1<br>2,04<br>BS3,04 ✠LMC4,02 | Bwg | *b* | 1893<br>7mo<br>*Lloyd* | J.Fullerton<br>&Co.<br>Paisley<br>'sA&CP | McKinney& Rafferty | 110·2 \| 20·5 \| 9·5<br>Q44' B7' F18<br>BK6"<br>*W* | Glasgow<br>British<br>3*BHCem*<br>*B = FPT*18*t* | C.2Cy.16"&32"-24" (s)<br>120lb 43RHP<br>1SB,3*pf*,GS45,HS945<br>Ross&Duncan,Glasgow | 10 " 2 | | 4,0? |
| 258 | **Aghios Ioannis** IronSc3MstSrYt<br>*D.Cruickshank -03*<br>(*ex*Speranza,*ex*Helen) 1*Dk*2*tr B* | 257<br>237<br>152 | | | ... | 1872 | T.B.Seath<br>&Co.<br>Glasgow | B.Manianis | 162·0 \| 23·6 \| 11·5<br>H20*t*<br>BK6 | Ithaca<br>Greek | C.2Cy.20"&40"-24"<br>NB82 62NHP<br>A.Campbell&Sons,Gls. | | | |
| 259 | **Agia Trias** IronScSr<br>*Gurzi* (*ex*NuevoCorreodeAlicante, *ex*Argo) | 778<br>631<br>484 | | | ... | 1860 | C&W Earle<br>Hull | B.Manianis | 210·5 \| 27·2 \| 16·2<br>Q75*t* | Piræus<br>Greek | T.3Cy.20½",31"&55"-30"<br>NE70 NB88 166NHP<br>*Tpd.*88Amos&Smith,Hull | | | |
| 260 | **Agincourt** SteelScSr<br>*F.H.Worsnop*04 04 ssHKg.No.3-1,05<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Web frames* | 4232<br>4101<br>2768 | ✠100A1<br>*Spar dk*<br>1,05 ~~4,04~~<br>✠LMC1,05 | Nwc<br>HKg | *x* | 1904<br>4mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | AgincourtS.S.Co.<br>(Lloyd&Co.)<br>*W B = Cell DBa*118' | 360·0 \| 48·0 \| 20·2<br>P30' B92' F32' 28·6<br>drp05 FK<br>*uE&B*42' *f*154' 857*t* | London<br>British<br>6*BHCem*<br>*APT*63*t* | T.3Cy.25",41"&69"-48" (s)<br>180lb 372NHP<br>3SB,9*cf*,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld | 22 " 10<br>~~s6 10~~<br>s6 " 10 | | 1,05 |
| 261<br>109003 | **—** SteelScSr<br>*J.Brocklesby*97-97 ssLth.No.1-01<br>1*Dk* | 176<br>157<br>39 | ✠100A1<br>*StmTrawler*<br>10,04 ~~9,04~~<br>BS5,04 ✠LMC11,01 | Lth | | 1897<br>11mo | Dundee<br>Ship builders'<br>CoLd.Dundee<br>A&CP | Newhaven Trawlers,Ld. | 110·0 \| 21·0 \| 11·0<br>Q23'<br>BK7½" | Granton<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"-22" (s)<br>180lb 60RHP<br>1SB,2*pf*,GS36,HS1056<br>Whyte&Mair,Dundee | 12 " 0 | | ~~5,03~~<br>10,04 |
| 262<br>14932 | **—** IronPad<br>*R.Nicolson -03* (*ex*Talbot) | 172<br>161<br>36 | | | | 1861 | W Marshall<br>S.Shields | A.Mackinnon | 103·7 \| 19·4 \| 11·2<br>len75 | Grngemth<br>British | L.2Cy.33"-48"<br>70RHP<br>MarshallBros.,S.Shields | | | |
| 263 | **Agios Georgios** IronScSr<br>*G.Nicolaou -04* ~~1stSurvey.82~~<br>(*ex*Martino,*ex*EcateriniCoupa, *ex*Llandough) 1*Dk*(*Irn*)2*trB*<br>6thSurvey.Syr.1,04 | 1354<br>1176<br>859 | ✠ A1*1<br>1,04 4,82 | Sld<br>Syr<br>1.04 | Lv | 1878<br>1mo | Schlesingr,<br>Davis&Co.<br>Newcastle | G.Nicolaou&Co. | 246·7 \| 32·5 \| 18·9<br>Q122*t* H29*t* F34*t*<br>*WB = DBa&f* | Syra<br>Greek<br>5*BH*<br>*APT FPT* | C.2Cy.29"&56"-36" (*i*)<br>60lb 50*lb* 148 ~~157~~NHP<br>T.Clark&Co.Newcastle<br>2SB,4*pf*,GS86,HS2764 | | I | 1,04 |
| 264<br>HNPD | **Agios Ioannis** WoodScSr<br>*G.Portolos -94* | 111<br>—<br>59 | | | | 1894 | McDowall<br>&Barbour<br>Piræus | G.Portolos | 92·0 \| 18·0 \| 9·6<br>Q21' B13' F22' | Piræus<br>Greek | C.2Cy.13½"&26½"-18"<br>25NHP<br>McDowall&Brbour Piræus | | | |
| 265<br>148<br>HLMJ | **Ägir** IronScSr<br>*V.Ståhlgren -03* 1*Dk*2*tr B* | 428<br>370<br>228 | | | | 1874 | Götebrgs<br>MkVkstad<br>Gothenburg | Ångf.Aktieb. Heimdal (F.B. Wahlqvist, *Mgr.*) | 144·0 \| 24·4 \| 15·4<br>B36' H4*t* | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.14"&30"-25"<br>NB84 37NHP<br>GöteborgsMkVerks,Got. | | V | |
| 266<br>3<br>HBJV | **Aglaia** IronScBk<br>*G.Knezevich* 2*Dks*<br>*Elec.light* | 1904<br>1729<br>1158 | | | | 1879 | Austro-Un<br>-garicoLloyd<br>Trieste | LloydAustriaco | 282·6 \| 35·2 \| 25·4 | Trieste<br>Aust.-Hung. | T.3Cy.23",35¾"&61¾"-48"<br>NB94 264NHP<br>*Tpd*94LloydAustriaco,Tri. | | | |
| 267 | **Aglaia Cũrenti** IronScSr<br>*E.Curenti -00* 6thSurvey.Pir.2,02<br>(*ex*Prior) 2*Dks*3*trB* | 1653<br>1629<br>1151 | ✠ A1* 1<br>7,03<br>✠NB11 86 BS5,04<br>~~BS~~ LMC3.01 | Pir | Lv | 1874<br>11mo | ColeBros.<br>Newcastle | Bank of Athens<br>(A.Curenti, *Mgr.*) | 265·0 \| 34·0 \| 24·5<br>BK9"<br>*WB* | Piræus<br>Greek<br>4*BH*<br>*= DBa&uB* | C.2Cy.32"&62"-36" (s)<br>90lb 50*lb* NDB86 175NHP<br>2SB,6*pf*,GS99,HS2652<br>R.&W.Hawthorn,Nwc. | 25 " 9 | | ~~2,02~~<br>6,04 |
| 268<br>HFNL | **Agnar** ssXia.2ndNo.3-4,05 IronScSr<br>*G.Gundersen*96-96 ~~ssShl.No.3-1,96~~<br>(*ex*Gelert) ~~ssXia.No.1-01~~<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1567<br>1338<br>990 | ✠100A1<br>4,05 ~~9,03~~<br>~~BS~~<br>~~BS~~6,04 | Shl<br>Xia<br>LMC4,05 | *q* | 1883<br>2mo<br>*Lloyd* | Palmers'<br>Co.(Lim.)<br>Newcastle<br>'sA&CP<br>*WB = DB* | Acties.Agnar<br>(Chr.Andresen) | 250·8 \| 36·2 \| 20·1<br>Q98' B16' F33'<br>ptND05 BK9½<br>*a*76' *f*28' 241*t FPT* | Chrstiania<br>Norwegian<br>5*BHCem*<br>65*t APT*17*t* | C.2Cy.24½"&55"-42" (*i*)<br>75lb 80~~50~~*lb* NDB05 156NHP<br>2SB,6*pf*,GS90,HS2639<br>Palmers'Co.(Lim.),Nwc. | 21 " 7<br>s2 " 7 | | ~~????~~<br>4,05 |
| 269<br>84616<br>WPFG | **—** IronScSr<br>*L.A.Marchusson -01*<br>*Well deck* ssXia 2ndNo.3-11,01<br>1*Dk*2*trB* | 427<br>312<br>255 | ✠100A1<br>11,01<br>✠ | Xia<br>LMC11,01 | *g* | 1884<br>10mo<br>*Lloyd* | Stavanger<br>Stöb.&Dok.<br>Stavanger<br>'sA&CP | AgnarS.S.Co.Ld.<br>(Thesen&Co.) | 151·2 \| 24·0 \| 12·2<br>Q30*t* B60*t* H5*t* F11*t*<br>ND01<br>*WB = DBa*30' *f*51' | CapeTown<br>British<br>4*BHCem*<br>85*t APT*11*t* | C.2Cy.17"&32"-24" (s)<br>80lb 80*lb* NDB01 51RHP<br>1SB,2*pf*,GS34,HS1086<br>J.Wigham,Sunderland | 13 " 0 | | 11,01 |
| 270<br>3647<br>JLHG | **Agne** SteelScSr<br>*A.M.Carlsson*89-00 ssShl.No.2-02<br>(*ex*Mancestria) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1012<br>776<br>601 | ✠100A1<br>6,04 ~~4,03~~<br>✠ ✠LMC | Bly | *m* | 1894<br>5mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>A&CP | Ångf.Aktieb. Svithiod (A.Carlson, *Mgr.*) | 222·0 \| 31·8 \| 14·4<br>Q120' B15' F24'<br>FK<br>*WB = CellDB*16s | Gothenbrg<br>Swedish<br>4*BHCem*<br>237*t APT*21*t* | T.3Cy.16",26½"&43"-36" (s)<br>180lb 90*lb* 127NHP<br>1SB,3*cf*,GS59,HS2058<br>D.Rowan&Son,Glasgow | 16 " 6<br>s 1 " 6 | | N 4,03 |
| 271<br>6<br>NBMW | **Agnello Ciampa** SteelScSr<br>~~*A.Maresca*02-03~~ ssGen.No.1-04<br>1*Dk*(*Stl*)2*trB*&*deepframing*&*Shelter dk*<br>*Cafiero -01* 3*Dkrule* | 4195<br>3992<br>2771 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,05 ~~2,04~~<br>✠LMC3,00 | Gen<br>~~Ant~~<br>Cff | *v* | 1900<br>6mo | Cant.Nav.<br>diMuggiano<br>Spezia<br>A&CP | F.S.Ciampa&figli<br>*WB = Cell DBa*92' *uE&B*42 | 339·0 \| 47·6 \| 24·0<br>FK<br>*f*138' 820*t APT*83*t* | Cstllmare diStabbia<br>italian<br>6*BHCem* | T.3Cy.24",40"&66"-48" (s)<br>180lb 100*lb* 353NHP<br>2SB,6*rf*,GS114,HS4640 FD<br>N.E.MarineCo.Ld.Nwc. | 24 " 3<br>s2 " 10½ | | ~~7,02~~<br>1,05 |
| 272<br>112754<br>RTWB | **Agnes** SteelScSr<br>*F.Eagle*03-03 ssShl.No.1-04<br>1*Dk*(*Irn*)2*trB*&*deep framing*<br>3*Dk rule* | 2845<br>2622<br>1803 | ✠100A1<br>*withfreeboard*<br>6,04 ~~1,04~~<br>✠LMC 6,04 | Bry<br>Shl | *u* | 1900<br>9mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP *WB =* | LambertBros.Ld.<br>*Cell DBa* 102' *uE&* | 323·4 \| 46·9 \| 21·3<br>P33' B88' F37'<br>FK<br>*B*32' *f*134' 761*t FPT* | London<br>British<br>5*BHCem*<br>106*t APT*51*t* | T.3Cy.23",38"&62"-42" (s)<br>160lb 110*lb* NDB01 270NHP<br>2SB,6*pf*,GS112,HS4360<br>N.E.MarineCo.Ld.Sld. | 23 " 9<br>~~s 4 " 2~~<br>s 4 " 0 | | 6,04 |
| 273<br>90140<br>TPWG | **—** SteelTwinSc<br>*J.B.Mollison -01*<br>*Elec.light* 1*Dk*(*pt Stl-ptteak s*) | 1891<br>1688<br>1161 | ✠ A1<br>*HopperDredger*<br>6,03<br>✠LMC | Rnf | | 1903<br>6mo<br>*Lloyd* | W.Simons<br>&Co.Ld.<br>Renfrew<br>'sA&CP | E.London Harbour Board<br>*WB = Cell DBa E&B*70' | 280·0 \| 44·1 \| 16·8<br>Q92' RFD62' F32'<br>FK<br>*at sides of Hopper* | E.London<br>British<br>6*BHCem*<br>94' *f*70' 444*t* | T.6Cy.17",27"&43"-27" (s)<br>180lb 100*lb* 228NHP<br>2SB,6*cf*,GS131,HS3779<br>W.Simons&Co.Ld.Rnf. | 18 " 9 | | |
| 274<br>RJBP | **—** SteelScSr<br>*N Hansen*89-96<br>1*Dk*&*Hurricane dk* | 707<br>675<br>434 | | | | 1890 | Rostocker<br>Act.Ges.<br>Rostock | L.F.Mathies&Co. | 180·9 \| 27·3 \| 17·3<br>H57' | Hamburg<br>German<br>*WB* | C.2Cy.22½"&40½"-27½"<br>71NHP<br>RostockerA.G.,Rostock | | G | |
| 275<br>JVFR | **—** IronScSr<br>*H.Henriksen*02-02 1*Dk*2*trB* | 438<br>331<br>[illegible] | | | | 1889 | Stavanger<br>Stöb.&Dok.<br>Stavanger | O.&A.Irgens | 147·1 \| 24·6 \| 12·8<br>Q34*t* B18*t* F14*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.11",18",29"&24"<br>41NHP<br>AkersMekVerkstad,Xia. | | N | |
| 276<br>106536 | **—** SteelScSr<br>*W.Melton*96-97 1*Dk* | 125<br>118<br>41 | | | ... | 1896 | A.Hall<br>&Co.<br>Aberdeen | PioneerFshng.Soc. Ld. (G.Darnell, *Mgr.*) | 96·3 \| 19·7 \| 10·0<br>BK7½" | N.Shields<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>A.Hall&Co.,Aberdeen | 10 " 7 | | |
| 277<br>99384<br>MNGD | **Agnes Seed** SteelScTug<br>*C.Young*<br>1*Dk* | 93<br>87<br>22 | | | ... | 1892 | Wiloughby<br>Bros.(Lim.)<br>Plymouth | ManchesterShip CanalCo. | 86·1 \| 17·3 \| 9·4<br>BK6" | Liverpool<br>British | C.2Cy.16"&32"-21"<br>60RHP<br>WilloughbyBros.(Lm)Ply. | 10 " 0 | | |
| 278<br>NGWS | **Agnete** SteelScSr<br>*J.Jensen*<br>2*Dks*3*trB* | 1127<br>580<br>705 | | | | 1894 | Howaldts-<br>werke<br>Kiel | Dmpsk.S.Torm<br>(D.Torm, *Mgr.*) | 214·7 \| 30·9 \| 18·4<br>B48' F25' | Copnhagn<br>Danish<br>*WB* | T.3Cy.14¾",23"&37¾"-21⅝"<br>66NHP<br>Howaldtswerke,Kiel | | V | |

| 1 Numéro d'Ordre. Numéro Off. No. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où | 10 Armateurs. | 11 Dimensions d'après le Bureau. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les [illegible] d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse sur Quille. Franc-bord en Hiver. | 15 Age du navire. Date de la dernière visite. | 16 Date de la dernière visite de Patente. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 279 1163 HRSG | **Agnhammar** *C.L. Andersson* 01–01 *Mchy. Aft* | CompScSr 1 *Dk* | 176 148 94 | | 1883 | J.H. Seiden Oroust | J. Christensson | 100·9 P20 | 22·3 Q5 | 8·8 H4t | Romo-landa Swedish | O.2Cy.10½"&22½"–15" 16NH P. Larsson, Thorskog | | | |
| 280 1166 | **Agra** *J.F. Wright* 03 (*ex*Governor Albuquerque) | IronScSp 1 *Dk* | 155 121 62 | | 1876 | Wingate& Co. Glasgow | Pocketts Bristol Channel S.P. Co Ld (W.G. Tilton, *Mgr*) | 110·0 | 18·7 | 8·4 | Bristol British | O.2Cy.13½"&27"–18" NE&B02 45RHP Jefferies & Sons, Brs. | | | |
| 281 NBRP | **Agrumaria** *A. Calorio* 94–98 *Well deck* (*ex*Maschal Andrea, *ex*Lobelia) | IronScSr 1 *Dk* (*Iron*) | 426 — 268 | ✝ Lon *g* 10,86 | 1883 12mo | T.& W. Toward & Co. Newcastle | Agrumaria Etnea Soc. Anon di Nav. a Vap. *WB* | 160·7 Q49' = *FPT* | 23·4 B38' 30t | 12·0 F18' drp *APT* | Catania Italian | C.2Cy.21"&38"–24" 59NH 4 *BHCem* Wapping E.W. Co., S. Shl. | 12 | 11 | I |
| 282 HBGS | **Aguia** *J. Lopes* (*ex*Knight of the Cross, *ex*Royal Arch) | IronPadSp | *169* *169* 76 | | 1862 | ..... Newcastle | J.H. Andressen Successores | 121·2 | 19·8 | 10·8 | Oporto Portuguese | L.2Cy.38"–48" 116NH Marshall Bros., S. Shields | | | |
| 283 | **Aguila** *S. Sastre* –99 | Wood—Tug | 136 — — | | 1878 | ..... Philadelphia | Sobrinos de Herrera S en C | 84·0 | 18·0 | 10·6 | Havana Cuban | | | | |
| 284 | — *A. Allan* –94 | SteelPadSp 2 *Dks* | *134* *104* *112* | | 1894 | HM'Intyre & Co Alloa | T. Greaves | 97·2 | 21·2 | 6·2 | Iquitos Brazilian | C.2Cy.12"&24"–30 26NH Kincaid & Co., Greenock | | | |
| 285 QSFK | **Ahkera** | IronSc | 159 — 103 | | 1869 | ..... Stockholm | Abo Läns Kust Ångbåts Aktieb. | 114·2 | 17·7 | 7·6 | Åbo Russian | | | | |
| 286 35237 KQNR | **Ahmadi** *C. Hansen* –02 (*ex*Endeavour) | SteelScSr ss Shl. No. 3–3,09 1 *Dk* (*Stl*) & *Spar dk* 3tr *R* | 2519 2354 1640 | ✝ 100A1 Bom *s* *Spar dk* 10.03 | 1888 2mo | R Stephen-son & Co. Ld Newcastle | Bombay & Persia Stm. Nav. Co. Ld. *Lloyd* *s.a.4CP* | 290·0 P30' *WB* = | 40·2 F29 *DBa*78' | 18·0 25·8 BR9½ *f*34' *d*u *L* | Bombay British | T.3Cy.22½", 37"&61"–42" 160lb 250lb 251NH 4 *BHCem* 2SB, 6*f*, Gs130, Hs5826 Blair & Co. Ld. Stockton | 19 | 2 | 12,04 |
| 287 RTVJ | **Ahti** *B. Kari* –01 | IronScTug (*Salvage Steamer*) | 105 — 51 | | 1857 | ..... England | Finska Bergnings-aktieb Neptun (J. Svensson, *Mgr*) | 86·8 | 15·2 | 9·7 | Helsingfrs Russian | C.2Cy.14"&28½" 27NH | | | |
| 288 JMNK | **Åhus** *G. Ekelund* 02–02 v. Caprivi, *ex*Heinsa) | SteelScSr (*ex*Reichskanzler 1 *Dk* & *Awngdk* | 356 348 205 | | 1890 | Moss Jern-støberi & M.V. Moss | Blekinge Ångbåts-aktieb (E. Lindgren, *Mgr*) | 129·7 H8t | 22 0 | 16·4 *WB* | Karlshmn Swedish | T.3Cy.11½", 18&29½"–22" 41NH Moss Jernstöberi & M.V | | 6 | |
| 289 HBKF | **Ai-Petri** *A. Maliovanni* –99 | SteelSc 1 *Dk* | 1019 — 760 | | 1898 | Stabilmnto Tecnico Trieste | Russian Stm. Nav. & Trading Co | 233·2 Q42' | 34·3 B42' | 12·2 F26' | Odessa Russian | T.3Cy.16", 26"&42½"–26" 92NH Stabilimento Tecnico, Tri. | | | |
| 290 HBKM | **Ai-Todor** *T. Woskresensky* | SteelSc 1 *Dk* | 1019 — 760 | | 1898 | Stabilmnto Tecnico Trieste | Russian Stm. Nav. & Trading Co. | 233·2 Q42' | 34·3 B42' | 12·2 F26' | Odessa Russian | T.3Cy.16", 26"&42½"–26 92NH Stabilimento Tecnico, Tri | | | |
| 291 7076 JMRS | **Aichi Maru** *Well deck* ss Nwc. No. 2–88 (*ex*Union, *ex*Helen Newton) | IronScSr 1 *Dk* 2tr *B* | 1387 1037 1002 | ✝ Hpl *o* 5,91 | 1880 3mo | R. Thomp-son, jun. Sunderland | Chita Kogio Kabushiki Kaisha *WB* = | 241·4 P278' *Ba*67' | 32·2 H6t 130t | 17·0 F82' pt ND89 | Uraga Japanese 4 *BHCem* | C.2Cy.28"&54"–33" NB98 140NH Blair & Co. Ld. Stockton | 17 | 10 | N |
| 292 96693 MVRK | **Aid** *T.H. Mason* –99 | SteelPad | 194 190 33 | | 1889 | W. Allsup & Sons (Lim.) Preston | Board of Trade | 126·1 | 21·2 | 10·1 | London British | C.O.4Cy.18"&36"–48" 150NH W. Allsup & Sons, Preston | | | |
| 293 | **Aida** *Case* | IronScBn 1 *Dk* | 723 645 645 | | 1882 | Day, Sum-mers & Co. Southampton | Egyptian Light-house Administration | 213·0 | 26·2 | 15·4 *WB* | Alexandria Egyptian | C.2Cy.27"&62"–36 135NH Day, Summers & Co., Sou. | | | |
| 294 | **Aidin** *Ahmed* | SteelPadSp (*ex*Clacton) | *241* *220* 55 | | 1888 | J. Scott & Co. Kinghorn | Idarei Massousieh | 189·5 | 22·2 | 8·3 | Constanpl Turkish | C.D.2Cy.28"&57"–57" NB96 204NHP J. Scott & Co., Kirkcaldy | | | |
| 295 | — *Ali Riza* 95–97 | SteelSc ss Cpl. No. 3–5,01 1 *Dk* | 65 65 33 | ✝ ... *with freeboard* *For Coasting Service in the* | 1890 8mo | Stabilmnto Tecnico Trieste | Régie co-intéressée des Tabacs de l'Empire Ottoman *Levant & Archipelago, including the Sea* | 104·9 | 13·6 | 6·7 BR4½ *of Marmora* | Constanpl Turkish | C.2Cy.14"&25"–18" 90lb 31NH 1SB, 2*pf*, Gs26, Hs698 4 *BHCem* Stabilimento Tecnico, Tri. | | | 6,03 |
| 296 | **Aigle** (*Trawler*) (*ex*Sea Eagle) | SteelScSr 1 *Dk* | 174 146 50 | ... | 1897 | J. Duthie, Sons & Co. Aberdeen | E. Huber | 106·2 Q28' | 20·7 | 11·2 BR7½ | Dieppe French | C.2Cy.13½"&32½"–21" 52NH Hall, Russell & Co. Abn. | 11 | 9 | |
| 297 HCGV | — *Revillet* | IronTwinSc *Spar Dk* | 150 — 120 | | 1872 | Claparède & Co. St. Denis | Messageries Fluvi-ales de Cochinchine | 98·4 | 15·4 | 6·6 | Saigon French | Claparede & Co., St. Denis | | | |
| 298 5099 JFVT | **Aikawa Maru** *Sasebo Hoshin* 01–01 (*ex*Prodrome, *ex*Carbis Bay) | IronScSr 1 *Dk* 2tr *B* | 1536 1364 1106 | ... | 1882 | Schlesingr. Davis & Co Newcastle | Takata & Co. | 269·1 P54' | 35·2 F28' | 17·5 BR9½ | Tokio Japanese *WB* | C.2Cy.32"&62"–42" 191NH R. & W. Hawthorn, Nwc | 20 | 8 | N |
| 299 Sunk 5,04 1902 QLNF | **Aikoku Maru** (*ex*Lydia) | IronScSr 2 *Dks* | 1781 1541 1104 | | 1879 | Dobie & Co. Glasgow | Osaka Shosen Kabushiki Kaisha | 262·7 P10' | 31·2 *M*F61' | 23·8 | Osaka Japanese | C.2Cy.32"&58½"–36" 170NH J. Howden & Co., Glasgow | | | |
| 300 1813 HKLG | — | WoodScSr 2 *Dks* | 110 68 68 | | 1895 | Sora Ikutaro Nanbajima | Higo Kisen Kabushiki Kaisha | 97·2 | 13·8 | 10·3 | Misumi Japanese | C.2Cy.12"&23"–15" 17NH Mihara Kintaro, Osaka | | | |
| 301 1884 | **Aileen** *W. Scott* –97 | SteelPad 1 *Dk* | 204 144 91 | | 1897 | Sir W.G. Armstrong, Whitworth & Co., Ld Newcastle | Tyne General Ferry Co. | 126·0 Q42' | 21·1 F41 *pt Shaded* 43 | 8·1 | Newcastle British | C.D.2Cy.17"&34"–42" 60RH Wlsnd Slpwy Co., Ld., Nwc | | BT 4811 12.05 | |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross<br>Under deck<br>Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length Breadth Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Register in which class. of last in L.R. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302<br>87613<br>WNFG | **Ailsa** IronScSr<br>*D.R.Potts* -02 ssLiv.No.3-2,96<br>(*ex*Twilight, *Well deck* ssLth.No.2-04<br>*ex*EmmanuelScicluna) 1*Dk*(*Irn*)2*trB* | 816<br>698<br>523 | ✠100A1<br>3,05 ~~2,04~~<br>✠NB4,04 ✠LMC4,04 | Ltb<br>Gmb | *l* | 1884<br>3mo<br>*Lloyd* | Caird,<br>Purdie&Co.<br>Barrow<br>'*sA&CP* | Chr.Salvesen&Co. | 200·6\|31·0\|15·3<br>Q63'B50'F25'<br>BK8<br>*WB*=*DBa* | Leith<br>British<br>4*BHCem*<br>38'*f*49'152*t* | C.2Cy.27"&52"-36 (s)<br>90lb *80lb* NDB02 128NHP<br>1SB,*3cf*,GS57,HS1935<br>Westray,Copeland&C.Brw | 16 " 2<br>s 1 " 7 | | 4,04 |
| 303<br>88913<br>PGCV | — SteelSc3MstSr<br>*W.H.Philp*82-99 ssPnz.No.2-03<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 325<br>220<br>74 | ✠100A1<br>5,03<br>BS5,04 ✠LMC5,03<br>BS5,05 | Pnz | *e* | 1894<br>12mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | J.Williams | 141·5\|22·5\|9·8<br>Q81'B9'F22<br>BK7"<br>*WB*=*FPT* | Falmouth<br>British<br>3*BHCem*<br>22*tAPT*5*t* | C.2Cy.16"&34"-21 (s)<br>125lb 47RHP<br>1SB,*2pf*,GS35,HS950<br>Muir&Houston,Glasgow | 10 " 9<br>s " 6½ | | ~~5,03~~<br>5,0 |
| 304<br>97592<br>LMSV | **Ailsa Craig** SteelScSr<br>*A.D.Moody* -02<br>2*Dks*&*Deepframing* | 3451<br>3208<br>2166 | | | ... | 1890 | WBThmp-<br>son&Co<br>Dundee | ClydeShppg.Co.Ld<br>(WCuthbert,*Mgr*) | 351·8\|44·7\|25·6<br>P47'B76'F39' | Glasgow<br>British<br>*WB* | T.3Cy.24",39"&63"-54"<br>292NHP<br>WBThmpsn&Co.(Ld)Dun | 28 " 10 | C | |
| 305<br>104274<br>NRHG | **Ailsawald** SteelScSr<br>*M.T.Hardy* -01 ssBly.No.3-11,01<br>1*Dk*(*ptIrnptStl*)2*trB*&*Webframes*<br>&*ptAwngdk*(*ptStlptIrn*) | 2921<br>2224<br>1881 | ✠100A1<br>*pt Awng dk with freeboard*<br>~~3,01 9,02~~5,05<br>BS5,04<br>~~BS12,01~~ ✠LMC11,01 | Cff | *t* | 1895<br>2mo | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP | Lunn&Maccoy<br>*WB*=*CellDBa* | 314·0\|40·5\|21·4<br>Q123' drp01<br>*ptAwngdk*191' FK<br>104'*uE*&*B*46'*f*110' | Newcastle<br>British<br>6*BHCem*<br>496*tAPT*30*t* | T.3Cy.23",37½"&61½"-39"<br>160lb *80lb* (s) 240NHP<br>2SB,*6cf*,GS90,HS3664<br>T.Richrdsn&Sns(Ld.),Hpl | 23 " 10<br>s 9 " 5 | | ~~s 9,03~~<br>~~9,03~~<br>5,05 |
| 306<br><br>QPFD | **Ainamo** IronSc | —<br>—<br>78 | | | | 1870 | ........<br>Wiborg | Wiborg'sRederi-<br>aktieb. | 74·0\|18·7\|10·4 | Wiborg<br>Russian | C.2Cy.<br><br>WiborgsMekVerk.Wiborg | | | |
| 307 | **Aing Leong** SteelScSr<br>*Nacoda*<br>1*Dk*&*ptShadedk* | 121<br>99<br>49 | | | | 1902 | Riley,Har-<br>greaves&CLd<br>Singapore | GohSiewSwee | 100·0\|18·0\|8·5<br>B75'F14' | Singapore<br>British | C.2Cy.14"&28"-18"<br>28NHP<br>Bow,M'Lachlan&CoLdPsy | | | |
| 308<br><br>QSFH | **Aino** IronSc | 108<br>—<br>63 | | | | 1874 | ........<br>Motala | ÅboLänsKust<br>ÅngbåtsAktieb. | 98·4\|16·8\|7·3 | Åbo<br>Russian | | | | |
| 309<br><br>SBOD | — IronSc<br>*E.Pentilla*<br>(*ex*Toivo) | —<br>—<br>76 | | | | 18 53/89 | ........<br>England | A.Kurkki | 82·7\|19·9\|10·1 | Wiborg<br>Russian | | | | |
| 310<br>1459<br>HKDR | **Aioi Maru No. 3** WoodScSr<br>2*Dks* | 110<br>100<br>64 | | | | 1894 | Sora<br>Ikutaro<br>Osaka | Ishizaki<br>Heihachiro | 96·8\|13·8\|10·7 | Mitsu-<br>hama<br>Japanese | C.2Cy.11½"&23"-15<br>17NHP<br>MoriSensakuOsaka | | | |
| 311<br>3554<br>JLBD | **Aira** SteelSc3MstSr<br>*J.Svensson*99-99 ssGot.No.1-04<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* | 703<br>485<br>284 | ✠100A1<br>~~1,01 3,03~~3,05<br>✠LMC ,04<br>BS3,05 | Bkn<br>~~Stn~~ Ant | *j* | 1899<br>10mo | Scott&<br>Sons<br>Bowling<br>A&CP | NordiskaRederi<br>Aktiebolaget<br>(P.A.Welin,*Mgr.*)<br>*WB*=*CellDBuE*& | 180·0\|30·1\|11·7<br>Q90'B11'F25'<br>FK<br>*B*39'*f*103'222*tFPT* | Gothenbrg<br>Swedish<br>3*BHCem*<br>16*tAPT*16*t* | T.3Cy.15",25½"&41"-27" (s)<br>160lb *80lb* 98NHP<br>1SB,*3pf*,GS51,HS1634<br>Ross&Duncan,Glasgow | 14 " 0<br>s 1 " 1½ | | 9,01 |
| 312<br>94036<br>MKLG | **Aira Force** IronSc3MstSr<br>~~*R.Hughes* -04~~ ssLiv.No.3-10,98<br>*Well deck* ssSws.No 1-03<br>*Mchy.Aft* *J.Geddie*05-05 1*Dk*(*Irn*)<br>*Now named "Seaforth," See No. 125 in Supplement* | 349<br>254<br>95 | ✠100A1<br>~~3,01 12,03~~2,05<br>BS2,05 ✠LMC5,03 | Liv | *e* | 1891<br>2mo<br>*Lloyd* | PenarthSB<br>&ShipRe-<br>pairingCoLd<br>Penarth<br>'*sA&CP* | ~~AiraForceS.S.Co.~~<br>~~Ld(W.S.Kennaugh~~<br>~~&Co.~~)GWebster&Co | 145·3\|23·2\|9·2<br>Q78'B10'F18'<br>BK7"<br>*W* | Whitehvn<br>British<br>3*BHCem*<br>*B*=*FPT*25*t* | C.2Cy.18"&36"-24" (s)<br>100lb ~~60lb~~ 55RHP<br>1SB,*2pf*,GS29,HS905<br>PenarthS.B.Co.(Lm),Pntb | 11 " 1<br>s " 9 | | ~~12,02~~<br>2,05 |
| 313<br>91308<br>KLMR | **Aire** SteelScSr<br>*W.H.Kirby* -04 ssHul.No.3-2,99<br>ssGoo.No.1-03<br>1*Dk*(*Irn*) | 698<br>560<br>352 | ✠100A1<br>~~12,03~~ 1,05<br>✠NB2,99 ✠LMC5,03 | Goo<br>Hul | *l* | 1886<br>11mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | ~~GooleS.Shg.Co.Ld.~~<br>Lancashire &<br>YorkshireRy.Co. | 212·5\|28·8\|13·8<br>P30 F28'<br>BK6½"<br>*WB*=*FPT* | Goole<br>British<br>5*BHCem*<br>47*tAPT*53*t* | C.2Cy.27"&54"-33" (s)<br>100lb 148NH<br>2SB,*4pf*,GS68,HS2510<br>N.E.MarineCo.(Lim),Nwc | 14 " 5<br>s 1 " 11½ | | 12,03 |
| 314<br>110105<br>RCMW | **Airedale** SteelScSr<br>*G.L.Weatherill* -03 ssShl.No.1-03<br>1*Dk*(*Irn*)2*trB*&*deepframing*<br>3*Dkrule* | 3044<br>2831<br>1949 | ✠100A1<br>7,04 ~~6,03~~<br>✠LMC6,03 | Shl<br>Cff | *u* | 1899<br>4mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | London&Northern<br>S.S.Co.Ld.(Pyman<br>Bros.Ld.*Mgrs.*)<br>*WB* = *CellDBa*106' | 330·4\|47·1\|22·4<br>P27'B82'F30'<br>FK<br>*uE*&*B*40'*f*136'769*t* | London<br>British<br>5*BHCem*<br>*APT*72*t* | T.3Cy.24",38"&64"-42" (s)<br>170lb *80lb* 293NHP<br>2SB,*6rf*,GS101,HS4680<br>Cen.Mar.Eng.Wrks.WHpl | 24 " 10<br>s 4 " 6 | | ~~6,03~~<br>7,04 |
| * 315<br>104826<br>NQRT | — SteelScSr<br>*J.Selke* -00 ssSld.No.2-03<br>(*ex*Klyra) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1053<br>810<br>618 | ✠100A1<br>5,01 ~~1,04~~<br>BS5,04 ✠LMC5,03 | Sld | *m* | 1894<br>12mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | WeardaleStm.<br>Shppg.Co.Ld.<br>(P.H.Laing,*Mgr.*)<br>*WB* | 219·3\|33·3\|15·4<br>Q77 B61'F22'<br>FK<br>=*DBa*52'*f*88'300*t* | Sundrland<br>British<br>4*BHCem*<br>*APT*32*t* | T.3Cy.17½",29"&47"-33" (s)<br>160lb *80lb* 134NH<br>2SB,*4pf*,GS57,HS2116<br>Wstgrth,English&Co.Mdb | 16 " 3<br>s 1 " 7½ | | N 5,03 |
| 316<br>89595<br>JMSK | **Airlie** IronScBg<br>~~*C.W.Todd* -04~~ ssSyd.No.3-4,96<br>*J.Williams* ssSyd.No.~~1-00~~2-04<br>2*Dks*(1*Irn*)3*trB* | 2337<br>2053<br>1492 | ✠100A1<br>~~1,03~~ 1,05<br>~~BS9,03~~ ~~✠LMC4,00~~10,04<br>~~BS10,04~~ | HKg<br>Syd | *t* | 1884<br>4mo | W.Doxford<br>&Sons<br>Sunderland<br>A&CP | Burns,Philp&Co.<br>Ld. | 314·0\|38·3\|23·6<br>P47'B56'F44'<br>BK10"<br>*WB*= | SydnyNSW<br>British<br>6*BHCem*<br>*DBa*80'165*t* | C.2Cy.40"&73"-48" (s)<br>80 ~~90lb~~ *90lb* NDB96 308NHP<br>2DB,*12cf*,GS109<br>Hawks,Crawshay&CoNwc | 25 " 0<br>s 4 " 7 | | ~~s 3,02~~<br>1,05 |
| 317<br>114040<br>VDNL | **Airmyn** SteelScSr<br>*J.W.Walker*99-03<br>1*Dk*(*ptIrn*&*ptStl*)&*deepframing*<br>*Elec.light* | 852<br>706<br>515 | ✠100A1<br>~~1,04 7,03~~ 8,04 2,05 ~~Hul~~<br>✠LMC7,03 | Goo<br>~~Glo Nwc~~<br>Hul | *l* | 1903<br>7mo<br>*Lloyd* | GooleSB &<br>Rpg.Co.Ld.<br>Goole<br>'*sA&CP* | WetherallSS.CoLd<br>(J.H.Wetherall,<br>*Mgr.*)<br>*WB*=*CellDB* | 210·0\|31·7\|12·9<br>Q19'B48'F24'<br>FK<br>*a uE*&*B f* | Goole<br>British<br>4*BHCem*<br>241*tFPT*37*t* | T.3Cy16½",26½"&45"-33"(r)<br>180lb 99RHP<br>2SB,*4pf*,GS64,HS1890<br>Richardsons,Westgarth&<br>Co.Ld.Mdb | 15 " 2<br>s 1 " 11½ | | 8,04 |
| 318<br>95900<br>LGFR | **Aislaby** SteelScSr<br>~~*C.Wahlquist* -01~~ ~~ssShl.No.3-10,00~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*&*Webframes*<br>*Wedgwood* ssShl.No.3 4,01<br>ssShl.No.1-05 | 2826<br>2151<br>1798 | ✠100A1<br>~~12,01 2,04~~4,05<br>~~BS11,02~~ ✠LMC10,00<br>BS12,04 MS4,05 | Shl | *t* | 1889<br>7mo | Ropner&<br>Son<br>Stockton<br>A&CP | R.Ropner&Co. | 313·8\|40·4\|20·2<br>P33'Q100'B118'<br>F31' BK10"<br>*WB*=*Cell* | W.Hartlpl<br>British<br>5*BHCem*<br>*DB*212'460*t* | T.3Cy.23",38"&62½"-42" (s)<br>160lb *100lb* NDB99 257NHP<br>2SB,*6rf*,GS98,HS3900<br>Blair&Co.(Lim.),Stockton | 23 " 7<br>s 2 " 5 | | ~~N 3,04~~<br>N 4,05 |
| 319<br>99135<br>MGDH | — SteelScSr<br>*R.Jeffers* -01 ssBrs.No.3-8,98<br>(*ex*Ethelgonda) ssShl.No.1-03<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 2692<br>2035<br>1726 | ✠100A1<br>8,04 ~~11,03~~<br>✠LMC11,03<br>BS1,04 | Shl<br>Hul | *t* | 1891<br>7mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | J.H.Harrowing | 300·0\|41·5\|20·2<br>P28'Q79'B132'F33'<br>BK10"<br>*WB*=*CellDB*254' | Whitby<br>British<br>6*BHCem*<br>582*tAPT*45*t* | T3Cy.23",37½"&61½"-42"(r)<br>160lb *60lb* 247NH<br>2SB,~~*6rf*~~,GS110,HS3749 *5rf&1cf*<br>J.Readhead&Sons,S.Shl. | 23 " 0<br>s 2 " 2½ | | 11,03 |
| 320<br>113395<br>RTNP | **Ajax** SteelScSr<br>*H.E.Batt* -00<br>*Elec light* 2*Dks* | 7040<br>5598<br>4478 | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co*Mgrs*) | 442·0\|52·8\|32·1<br>P50'B154'F58' *WB* | Liverpool<br>British | T.3Cy.29",49"&82"-60"<br>521NHP<br>Scott&Co.Greenock | | BT till ~~6,04~~ 5,0 | |
| 321<br><br>NLJG | — SteelScSr<br>*L.J.C.Brorson*-01 ssEls.No.3-3,02<br>(*ex*Antiquary) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1029<br>790<br>643 | ✠100A1<br>4,05 ~~9,03~~<br>~~BS9,03~~ ✠LMC3,02<br>BS11,04 | Els | *m* | 1889<br>12mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | Dampsk.Selsk.<br>Ajax(D.Torm) | 210·0\|30·1\|16·3<br>P24'Q51'B49'F23'<br>FK<br>*WB*=*Cell* | Elsinore<br>Danish<br>4*BHCem*<br>*DB*114'155*t* | T.3Cy.17",28"&46"-30" (s)<br>150lb *50lb* 111NHP<br>1SB,*3pf*,GS54,HS1668<br>N.E.MarineEng CoLdNwc | 17 " 3<br>s 1 " 7½ | | ~~9,03~~<br>4,05 |
| 322<br><br>QFVP | — SteelScSr<br>*O.Juhl*90-99 1*Dk* | 705<br>646<br>428 | | | | 1894 | Helsingors<br>Jrnsk.&Mskb<br>Elsinore | Dampfschiffahrts<br>Ges.Neptun | 185·2\|26·8\|14·1<br>B45'F20' | Bremen<br>German | T.3Cy.14½",23"&38½"-27"<br>77NHP<br>HelsingorsJernsk.&Mskb. | | G | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement etc. — Capitaine. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage — Total / Net | Détails de la Classification. — Cote — Surveillance Spéciale. — dernière Visite. | Construit. — Quand — Navire / Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Gravure. — Longueur. / Largeur. / Profondeur. | Port d'Attache. — Pavillon. | Machines. — No. ■ Dia. des Cylindres.—Course. Nombre des Chaudières. NIP=Force en chevaux d'après les Dimensions de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage sur Quille. — Nombre au millier de tonnes. — pds. qrs. | Navires construits pour le L. R. — Navires construits pour Divers Lloyd's Trouts | Date de la dernière Visite pour Cause |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | **Ajax** IronScSr<br>1 *Dk & Spar dk 2 tr B*<br>*(Pilot Vessel)* | 344<br>189<br>— | | 1874 | Mort's Dck &Eng.Co. Blmain.NSW | Government of NewSouthWales | 128·7 21·0 12·0<br>Q18′ | Sydney NSW<br>British | C.2Cy.20″&38½″–24″<br>NE&B87 72RIP<br>Mort's Dock&EngCo Blmn | | |
| 324<br>104041<br>SPGB | — SteelTwinScSk<br>*G.Ellsmore* –08 (*Tug*) 1 *Dk* | 273<br>231<br>4 | ... | 1894 | Barclay, Curle&Co.Ltd. Glasgow | Sou.I.of Wight& S.of Eng.Royal MailStmPkt Co.Ltd | 120·0 25·0 11·5<br>BK7′ *WB* | S'thamptn<br>British | C.4Cy.18″&36″–27″<br>158NHP | 12 « 5<br>« 1 « 5 | BT |
| 325<br>100000<br>QHLC | — SteelScSr<br>*A.Barreto* –04 *ss*Hul.No.1–03<br>*Mchy Aft*<br>*Well deck* 1 *Dk* | 244<br>187<br>73 | ✠100A1 Hul *d*<br>8,03<br>BS10.04 | 1898<br>7mo | Crmichael, MacLean&Co. Greenock<br>A&CP | Elders&Fyffes,Ld. | 130·6 23·0 9·8<br>Q58′F24′<br>BK7½<br>*WB* = *FPT* | Hull<br>British | T.3Cy.18″,22″&35″–27″ (*s*)<br>180lb 63RIP<br>1SB,*3cf*,GS50,HS1276<br>Rowe,McLachlan&Co.Psy | 11 « 6<br>« 1 « 1½ | 8,06 |
| 326 | — SteelScSr<br>*A Jonas*00–02 (*Tug*)<br>1 *Dk* | 169<br>160<br>6 | | 1899 | H.C. Stulcken Sohn Hamburg | Verein.Bugs.& FrachtschfhrtGes. | 97·5 20·6 13·2<br>Q18′F21′ | Hamburg<br>German | C.2Cy.18″&34½″–24″<br>18NHP<br>H.C.Stülcken& Sohn,Ham | | |
| 327<br>55107 | — IronScSr<br>*H Newell* –98<br>*Mchy Aft* | 163<br>163<br>133 | | 1867 | Tod& McGregor Glasgow | InternationalNav. Co.Ltd. | 108·0 23·1 8·9<br>B31′ H10′ | Liverpool<br>British | 2Cy.14½″–18″<br>NB81 80RH<br>Tod&McGregor,Glasgow | | |
| 328<br>105641 | — IronScK<br>*E.Grant* –96 (*Trawler*)<br>1 *Dk* | 120<br>111<br>33 | ... | 1896 | Cochrane &Cooper Beverley | W.Grant | 89·4 20·1 10·8<br>Q17′<br>BK7½ | Grimsby<br>British | T.3Cy.11″,17″&28″–21″<br>40RH<br>C.D Holmes&Co.,Hull | 11 « 4 | |
| 329<br>141<br>HTVL | Ajna SteelScSr<br>*J.A.Samuelsson*00–01 1 *Dk* | 333<br>282<br>185 | | 1889 | Göteborgs M.V. Gothenburg | Ångf.Aktieb.Ajna (T.Ahrenberg) | 130·3 22·4 13·4<br>B31′ H10′ | Gothenburg<br>Swedish<br>*WB* | C.2Cy.15½″&28½″–19½″<br>28NH<br>GöteborgsM.V.,Got | | V |
| 330<br>HBGW | Aju Dag SteelScSr<br>*Wongrzinowsky* –98 1 *Dk* | 983<br>813<br>681 | | 1898 | Howaldts-werke Kiel | RussianStm.Nav. &TradingCo. | 211·0 35·1 12·5<br>B42′F30′ | Odessa<br>Russian<br>*WB* | T.3Cy.17½″,27½″&43½″–25″<br>95NH<br>Howaldtswerke,Kiel | | |
| 331 | Ajudante SteelScSp<br>*Harris*87–87 1 *Dk & pt Shade dk*<br>(*ex*David) | *214*<br>*170*<br>*145* | ✠ Grk<br>*For River purposes*<br>8,87 ✠ | 1887<br>6mo | Russell& Co. Greenock | AmazonStm.Nav. Co.Ld. | 129·5 24·9 7·7<br>*WB = FPT8* | Para<br>Brazilian<br>*3 BHCem* | C.2Cy.16″&32″–20″<br>38NH<br>Kincaid&Co.,Greenock | 8 « 2 | |
| 332 | Ajuricaba SteelTwinScSr<br>*D.McMillan* –00<br>1 *Dk (Teak) & Promenade dk (Teak)* | *165*<br>*117*<br>*107* | ✠ A1 PG1<br>*For River purposes only*<br>9.00 ✠ LMC9.00 | 1900<br>9mo | Murdoch & Murray PortGlasgow<br>A&CP | ~~BragaSobrinho& Co.~~ | 110·0 23·1 6·7<br>F14′<br>FK | Manaos<br>Brazilian<br>*6 BHCem* | C.4Cy.11″&22″–15″ (*s*)<br>120lb 36NH<br>1SB,*3pf*,GS32,HS898<br>Lecs.Anderson&Co.Gls | 7 « 0 | |
| 333<br>31233<br>JWTK | Akaba IronScBn<br>*C.E McNutt* –04 *ss*Lon.No.3–2,98<br>*ss*Lon.No.1–02<br>2 *Dks (Irn) 3 tr B* | 3695<br>3382<br>2401 | ✠100A1 Bry *w*<br>12.04 ~~9.06~~<br>~~Lon.~~ ✠ 7.02<br>~~Lon.~~.01 | 1885<br>6mo | M.Pearse& Co. Stockton<br>A&CP | A.Ross&Co. | 350·0 42·0 28·5<br>F35 B30 F40′<br>BK11′<br>*WB = DB* | Liverpool<br>British<br>*6 BHCem* | T.3Cy.27½″,45″&74″–48″ (*s*)<br>170lb *90lb* NDB96 400NH<br>2DB,*8cf*,GS148,HS6187<br>Blair&Co.Ld.Stockton | 29 « 9<br>« 6 « 4½ | 7.02 |
| 334<br>115208<br>THJL | Akabo SteelScSr<br>~~*A.Murray*–01–02~~<br>*Harvey* –05 2 *Dks* (1 *pt Stl & U Stl–wa*)<br>*Elec.light* *& deep framing*<br>*Ref.Mchy.* | 3814<br>7,01 ~~9,01 7,07~~<br>2423<br>1,05 | ✠100A1 Liv *w*<br>~~7,01~~ ✠ LMC8,02 | 1902<br>4mo | Sir R Dixon &Co.Ld. Middlesbro'<br>*Lloyd's*A&CP | British&African S.N.Co.(1900),Ld. (Elder,Dempster &Co.*Mgrs.*)<br>*WB = Cell DBa80* | 352·2 44·2 23·6<br>P230 F43<br>FK<br>*uE & B42 f* 162 648′ | Liverpool<br>British<br>*6 BHCem* | T.3Cy.27″,43″&72″–48″ (*s*)<br>180lb *90lb* 436NH<br>2SB,*6cf*,GS128,HS5897 Fl<br>Richardsons,Westgarth& Co.Ld.Hpl | 26 « 0<br>« 4 « 1 | BT Cert 2.05 |
| 335<br>114<br>HGVB | Akashi Maru SteelScSr<br>*W.Shimizu*89–95 (*ex*Dean)<br>*Well deck* *Elec.light* 1 *Dk 2 tr B* | 1571<br>1102<br>974 | ... | 1887 | Gourlay Bros.&Co. Dundee | OsakaShosen KabushikiKaisha | 245·9 33·2 17·0<br>P28′Q40′B69′F66′<br>BK7′ *WB* | Osaka<br>Japanese | T.3Cy.20½″,31½″&50″–36″<br>137NH<br>Gourlay Brs.&Co.,Dundee | 18 « 0 | |
| 336<br>53524<br>QLPT | Akbar IronScSr<br>*G.J.W.Baldwin* *ss*Bom.No.8–12,94<br>(*ex*NederlandenOranje) ~~*ss*Bom.No.1–00~~<br>*ss*Bom.No.2–03 2 *Dks* (1 *Irn*) *3 tr B* | 2244<br>2061<br>1441 | ✠100A1 Bom *t*<br>7,01 ~~10.03~~<br>✠ LMC8,~~03~~<br>BS7.04 | 1883<br>8mo | Kon Fab. v.Stm Wrk Amsterdam<br>A&CP | HajeeCassum Joosub | 300·4 37·0 25·6<br>P39′B40′F40′<br>BK10′<br>*WB = DB a70′ qu* | Bombay<br>British<br>*4 BHCem* | C.2Cy.38″&70″–42″ (*s*)<br>75lb *80lb* NDB91 216NH<br>2DB,*3pf*,GS112,HS3040<br>Kon.Fab.v.Stm Werk, Am- | 27 « 0<br>« 5 « 0½ | ~~7.03~~<br>7.04 |
| 337<br>HDJT | Aker SteelScSr<br>*E.Wettergren*83–99 *ss*.Bal.No.1–03<br>1 *Dk (Irn) 2 tr B & Web frames*<br>*3 Dk rude* | 2984<br>2784<br>1899 | ✠100A1 Els *u*<br>*with freeboard* Bgn<br>12.04 ~~9.03~~ ✠ LMC1,01 | 1899<br>1mo | Ropner& Son Stockton<br>A&CP | Dmpskselsk.Aker (Fearnley&Eger)<br>*WB = Cell DBa* 106 | 325·0 48·0 21·9<br>P31′B166′F86′<br>FK<br>*uE & B34′ f* 138′636*t* | Christiania<br>Norwegian<br>*5 BHCem*<br>*APT* 330 | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 278NH<br>2SB,*4cf*,GS126,HS4352<br>Sir C.Furness,Westgarth& Co.Ld.Mdb | 24 « 3<br>« 4 « 0 | 9.03<br>12.04 |
| 338<br>2196<br>JFBT | Akers Kanal SteelSc<br>*J.H.Wahlberg* –94 1 *Dk* | 105<br>61<br>73 | | 1884 | MotalaCo. Motala | VaxholmsNya Ångf.Aktieb. (C.H.Backert) | 87·5 16·5 6·9<br>Q31 B30 H5*t*F9′ | Vaxholm<br>Swedish | C.2Cy.13½″&24½″–17½″<br>20NH<br>MotalaCo.,Motala | | |
| 339<br>8544<br>JQWM | Aki Maru SteelTwinScSr<br>~~*J.W.B[illegible]*–06~~<br>*Elec.light* 2 *Dks (Stl–U teak s) & deep framing*<br>*T.Murai* | 6444<br>5374<br>3995 | ✠100A1 HKg *a†*<br>4,01 ~~8,03~~ Nag<br>✠ LMC8,~~03~~ | 1903<br>8mo | MitsuBishi Dkyd&EWks Nagasaki<br>*Lloyd's*A&CP | NipponYusen KabushikiKaisha<br>*WB = Cell DBa E & B58′ f* 200′ 117*t* | 445·3 49·5 30·4<br>P56′B120′F58<br>128′*u* FK<br>*DT′a* 28′490*t* *FPT* | Tokio<br>Japanese<br>*7 BHCem*<br>100 *APT* | T.6Cy.20″,33⅛″&56″–48″ (*s*)<br>200lb 550NH<br>2D&2SBB18*cf*GS320HS10000<br>MitsuBishiD.&E Wks Nag | 33 « 6<br>« 8 « 8½ | 8,04 |
| 340<br>114418 | Akranes IronScK<br>*G Clarkson* –08 *ss*Flt.No.1–03<br>1 *Dk* | 184<br>169<br>66 | ✠100A1 Flt<br>*Stm Trawler*<br>6,08 ✠ LMC8,~~08~~ | 1899<br>4mo | Edwards Bros. NorthShields<br>*Lloyd's*A&CP | J.Marr&Son.Ld. | 114·6 21·1 10·8<br>Q18′F21′<br>BK7½′ | Fleetwood<br>Newcastle<br>British<br>*3 BHCem* | T.3Cy.12½″,19½″&32″–22½″<br>180lb (*s*) 52RIP<br>1SB,*2pf*,GS84,HS1060<br>G.T.Grey,SouthShields | 11 « 10 | « 6,08 |
| 341<br>76[illegible] | Aksay IronPad<br>1 *Dk* | 258<br>—<br>141 | | 1870 | ..... Newcastle | Don.Azoff&Black SeaSteamNav.Co. | 169·5 22·8 7·7 | Rostoff<br>Russian | | | |
| 342<br>~~Ak[illegible]~~<br>JFQB | Akunoura Maru SteelScSr<br>~~*Mitchi*00–02~~<br>1 *Dk (Stl–wa) & Web frames*<br>*Well deck* | 1717<br>1433<br>1065 | ✠100A1 Nag *q*<br>8.02 ✠ ——— | 1900<br>1mo | MitsuBishi Dkyd&EWks Nagasaki<br>A&CP | MitsuBishiGoshi Kaisha<br>*WB = Cell DBa58′ uE & B40′* | 260·0 37·0 16·5<br>Q96′B66′F31<br>FK | Nagasaki<br>Japanese<br>*5 BHCem* | T.3Cy.18½″,30″&49½″–36″<br>165lb *100lb* (*s*) 170NH<br>2SB,*6cf*,GS90,HS2887<br>MitsuBishi D.&E.Wks Nag | 19 « 0 | 4,04 |
| 343<br>MBPW | Ala SteelScSr<br>*O.Johnsen*08–08<br>1 *Dk* | 883<br>774<br>544 | | 1904 | Akers Mek.Værks Christiania | Acties.Dpsk.Ala (O.J.Sandberg) | 216·3 31·6 14·0<br>B47*t* H36*t* F25*t* | Christiania<br>Norwegian<br>*WB* | T.3Cy.16½″,25″&42″–30″<br>97NH<br>AkersMek Værks.Xia. | | N |
| 344<br>QHRJ | Alabama SteelSc<br>*G.Koopmann* –08<br>*Elec.light* 3 *Dks* | 4719<br>3367<br>2987 | | 1903 | Bremer "Vulkan" Vegesack | Dampfsch.Ges. Argo | 403·3 49·2 27·1<br>P&B262′F51 | Bremon<br>German<br>*WB* | T.3Cy.27½″,45½″&74½″–51″<br>400NH<br>Bremer "Vulkan," Vegesck | | G |

*Now named "Eduard Woermann." See No. 22 in Supplement*

| 1 No. in book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Year Classed and now Classed Letter | 7 | 8 Built. When. Ship. — Engines. | 8 By Whom. — Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (midship). ft. in | 15 Registers in which classed: at L. R. at Date of Transfer. | 16 Date when last Built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 345 Wrecked 12,04 | **Alabama** *R.Gotske* 99–99 | SteelScSr 2 *Dks & deep framing* | 4454 4039 2869 | ... | | | 1899 | C.Connell & Co. Glasgow | ForenedeDmpskib Selskab | 373·8 \| 49·9 \| 25·5 ²39′B102′F45′ FK | Copnhagn Danish *WB* | T.3Cy.25″,41″&67″–48″ 355NH D.Rowan&Co.Glasgow | 28 ″ 8 | | |
| 346 NKMF RKDV | — (ex Raymond, *A.E.Ellis* ex Raymondos.ex Tantallon) | ssBkn2m No.3–4,04 IronScSr ~~Belfast~~ ssBkn.No.3–2,92 ssGS.No.2–01 2 *Dks* (1 *Irn* & 1 *pt Irn–Uws*) 3 *trB* | 1940 1810 1241 | ✠100A1 4,01~~0,03~~ ~~Bkn~~ ~~1,MC4,01~~ | Bal Bkn | *s* | 1879 10mo 04 | A.Leslie& Co. Newcastle A&CP | Watts,Watts&Co. | 285·0 \| 35·5 \| 22·6 ³12′F37′ BK9½ *WB = Db* | London British 5 *BHCem* d/f 114′225/ | C.2Cy.32″&62″–42″ 80lb *80lb* NDB98 187NH 2SB,6*pf*,GS86,HS2955 A.&W.Hawthorn,Nwc. | 25 ″ 6 s 4 5 | | ~~6,06~~ 5,05 |
| 347 106993 | — *J.Almy* *Elec.light* | SteelSc 1 *Dk & Saloon & Gallerydks* | 1939 — 1371 | | | | 1893 | Maryland SteelCo. Bltimre,USA | BaltimoreSteam PacketCo | 293·8 \| 54·0 \| 16·0 | Baltimore Utd. States | T.4Cy.24½″,40″&(2)47″–42″ 286NH MarylandStlCo. Baltimore | | S | |
| 348 JWRQ | — *J.Gjemre* –01 *Well deck* | SteelScSr 1 *Dk* | 936 612 578 | ... | | | 1897 | FevigJern skibsbyggeri Arendal | Acties.Alabama (Holdt&Isachsen) | 220·0 \| 30·0 \| 11·4 ³68′B95′F32′ BK7½ | Stavanger Norwegian *WB* | T.3Cy.19″,31″&51′–33″ 171NH LaxevaagsMsk.&Jrns.Bgn | 14 ′ 1 | N | |
| 349 109836 | — *R.Watmough* –98 | IronScK ssGms.No.1–03 1 *Dk* | 136 131 43 | ✠100A1 *Stm Trawler* ~~5,0 11,08~~ ~~LMC10~~ 3,05 | Gms | | 1898 10mo *Lloyd's A&CP* | Edwards Bros. NorthShields | J.&G.Alward.Ld. | 100·8 \| 20·6 \| 10·7 ²18′F21′ BK7½ | Grimsby British 3 *BHCem* | T.3Cy.~~11½~~″,18½″&30′–22″ (*s* 180lb ~~10½~~ 45RH 1SB,2*pf*,GS26,HS878 Gt.Centrl Co-opEng.&Shi Repairing Co Ld.Gms | 11 ″ 8 | | ~~4,08~~ 5,04 |
| 350 | **Alacritá** (*BROKEN UP 4,04*) *T.Podesta* 96–96 (ex Counsellor) | IronScSr ssNwc.No.3–8,94 ssGen.No.1–99 2 *Dks* (*Irn–Uws*) 3 *trB* | 2244 2103 1443 | ✠ 8,00 | Gen | | 1877 4mo | Aitken& Mansel Glasgow | Calame&Cortese | 311·0 \| 34·1 \| 25·6 F24′ *pt* ND94 *WB* = | 8 *BHCem* *MT*28′317*t* | C.2Cy.35″&70″–48″ NDB89 256NH 2DB,8*pf*,GS154,HS4500 J.&J.Thomson,Glasgow | | | |
| 351 87488 JCFB | **Alacrity** *R.McAlister* –03 *Well deck* *Frames & Bms Irn* | SteelScSr ssTrn.No.3–6,95 ssTrn.No.2–03 1 *Dk* (*Stl*) & *Webframes* | 1080 810 532 | ✠100A1 ~~5,07 11,08~~ 3,05 ~~Shelter dk~~ ~~1,MC5,~~ ~~BS~~ 3,05 | Cff Trn | *n* | 1883 5mo *Lloyd* | CastleSteel & Iron Works Co. Milford *S.A&CP* | ShamrockShppg. CoLd(TJack, *Mgr*) *WB* = *DL* | 225·2 \| 32·3 \| 13·3 ³03′B42′F26′ ND(*Stl*)&NQ01 FK *i73′f82′& uE & B31* | Belfast British 4 *BHCem* 405*t APT*11*t* | C.2Cy.28″&52″–36″ (*a* 80lb *90lb* NDB02 99RH 1SB,3*pf*,GS61 NorthMarineEng.Co.Nwc | 16 ″ 4 s 1 ″ 6½ | | ~~3,08~~ ~~3,04~~ 3,05 |
| 352 115382 | — (*Tug*) *M.Thompson* –03 | SteelTwinScK (ex JeanBart) 2 *Dks* | 353 349 32 | | | | 1893 | ForgesetC. de la Médit. Havre | HowardSmithCo. Ld. | 145·6 \| 27·1 \| 13·5 H25′ *WB* | Melbourne British | T.6Cy.15″,28″&35½′–23½″ 122NH Forges&C.de la Médit. Hav. | | V | |
| 353 JTQS | **Aladdin** ~~*T.Kirkland*~~ *K.Olsen* –04 1 *Dk* (*Irn*) 2 *tr B & Webframes* ss Bgn.No.3–9,04 & *pt Awng dk* (*Irn*) | SteelScSr ~~ssShl.No.2–00~~ with freeboard ~~3,04 2,08~~ 4,03 ~~BSL,03~~ ~~MC~~ 9,04 | 3082 2285 1987 | ✠100A1 *pt Awng dk* ~~Bgn~~ Cff | Shl | *u* | 1892 4mo | Ropner& Son Stockton A&CP | Dampskibet Aladdin's Rederi (Akties.Chr.Michelsen&Co.) | 324·5 \| 41·6 \| 19·8 ²29′Q112′ BK10½ *pt Awng dk* 184′ *WB* = *Cell* | Bergen Norwegian 5 *BHCem* *DB*266′585*t* | T.3Cy.22½″,37″&61″–42″ (*s* 160lb ~~65lb~~ 75lb 245NH 2SB,6*cf*,GS94,HS3740 Blair&Co.Ld.Stockton | 23 ″ 8 s 9 ″ 0½ | | ~~8,08~~ 9,04 |
| 354 JHKT | — *M.H.Westergaard* 02–02 | SteelScSr 1 *Dk* | 753 562 449 | | | | 1902 | Stavanger Stöberi&Dok. Stavanger | Dampskibsacties. Aladdin (T.S. Falck) | 195·2 \| 30·1 \| 11·0 Q95*t* B51*t* H18*t* F31*t* | Stavanger Norwegian *WB* | T.3Cy.14″,23½″&38″–27″ 75NH StavangerStöberi&Dok. | | N | |
| 355 | **Alagoas** *J.M.Pessoa* –88 | SteelScSr 2 *Dks* (*UStl–ws*) & *Shade dk* | *1989* *1575* *1254* | ✠ 3,98 | Rio | *r* | 1888 3mo | Hawthorn, Leslie&Co.Ld Newcastle | LloydBrazileiro *WB* = *L* | 276·0 \| 38·2 \| 20·1 F36′ *Ba*68′123*t APT*27*t* | R.Janeiro Brazilian 5 *BHCem* | T.3Cy.26″,41″&67″–45″ 301NH Hwthrn,Leslie&C.Ld.Nwc | 21 ″ 6 | | |
| 356 103454 QGLM | **Alala** *W.L.Smith* ~~–01~~ *D.Morgan* | SteelScSr ssBry.No.1–03 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* | 3217 2987 2041 | ✠100A1 *Spar dk* ~~5,0 19,03~~ 3,05 ~~1,05~~ | Bry ~~Bal~~ ~~Cmp~~ ~~LMC~~ ~~BS~~ 1,05 | *y* | 1898 8mo | R.Thompson&Sons Sunderland A&CP | AlalaS.S.Co.Ld. (E.F.&W.Roberts) *WB* = *Cell D Ba* | 340·2 \| 45·0 \| 15·3 ³29′B70′F37′ 23·0 FK *112′uE22′f136′791t* | Liverpool British 6 *BHCem* *APT*48*t* | T.3Cy.23″,39″&65″–42″ (*s* 180lb *80lb* 292NH 2SB,8*pf*,GS120,HS4428 N.E.MarineCo.Ld.Sld. | 18 ″ 0 s 4 ″ 10½ | | 3,03 ~~3,04~~ |
| 357 106184 KBML | **Alameda** *Dowdell* *Elec.light* | IronScBn 2 *Dks & Awngdk* 3 *tr B* *Fitted for liquid fuel* | 3158 2936 1939 | | | | 1883 | W.Cramp &Sons Philadelphia | OceanicS.S.Co. | 314·0 \| 41·0 \| 17·3 ³222*t* 26·0 | S.Frncisco Utd. States | T.3Cy.29″,47″&78″–51″ NB01 434NH *Tpd*01 Risdon Irn.Wks.SF | | V | |
| 358 106198 KBQR | **Alamo** *C.P.Staples* 96–02 | IronScSr 2 *Dks & Hurricane Dk* | 2943 — 2237 | | | | 1883 | J.Roach& Son Chester,Pa. | NewYork&Texas S.S.Co(CH Mallory &Co. *Mgrs.*) | 329·0 \| 40·5 \| 21·7 | New York Utd. States | C.2Cy.40″&78″–54″ NB98 373NH J.Roach&Son,Chester,Pa. | | | |
| 359 HBDG | **Alamos** *J.D.Ganesta* –98 *Well deck* | SteelScSr (ex Fastnet) 1 *Dk* | 332 275 155 | ... | | | 1878 | T.Wingate &Co. Glasgow | Cia.Naviera del Pacifico.S.A. | 145·4 \| 23·5 \| 11·3 ²77′B7′F31′ | Mazatlan Mexican *WB* | C.2Cy.20″&40″–30″ 73NH T.Wingate&Co.Glasgow | 12 ″ 0 | | |
| 360 QRWS | **Åland** *M.Michelsson* –03 | IronSc | 154 — 93 | | | | 1874 | ..... Motala | Aland Angbåts Aktiebolag | 104·3 \| 19·5 9·6 | Åbo Russian | | | | |
| 361 87468 HPFJ | **Alaska** *J.Stubbs* –02 *Well deck* | IronScSr 5th Survey,Gls.2,08 1 *Dk* (*Irn*) 2 *tr B* | 2112 1712 1348 | ✠ ~~A1~~ 1 ~~Gls~~ | Gls | Lv | 1883 4mo | Short Bros. Sunderland | S.S.AlaskaCo.Ld. (Maclay& McIntyre) | 275·0 \| 38·6 \| 20·7 P70′ B151′ F39′ *WB* = *DBa & f* | Glasgow British 5 *BH* 2SB,6*pf*,GS102,HS3590 Carr&Co.(Lim.),Sld. | C.2Cy.33″&62″–42″ 208NH | 22 ″ 7 s ~~1~~ ″ 8 | | |
| 362 105135 | — *Elec.light* | IronSc | 1288 — 1148 | | | | 1871 | CraigS.B. Co. Buffalo,N.Y. | Erie&Western Transport.Co. | 212·6 \| 32·0 \| 13·9 | Erie,Pa. Utd. States | | | | |
| 363 108494 | — *H.Ellis* –98 | IronScK ssGms.No.1–02 1 *Dk* | 135 129 42 | ✠100A1 *Stm Trawler* 10,0 ~~2,03~~ ~~LMC~~ ~~BS~~ 1,04 | Gms | | 1898 2mo *Lloyd* | Edwards Bros N.Shields *S.A&CP* | J.&G.Alward,Ld. | 96·0 \| 20·7 \| 10·9 Q18′F20′ BK7½ | Grimsby British 3 *BHCem* | T.3Cy.10~~3~~″,16″&25½″–19½″ 180lb (*s*) 30RH 1SB,2*pf*,GS26,HS878 N.E.MarineCo.Ld.Sld. | 11 ″ 8 | | ~~3,03~~ 10,04 |
| 364 107736 KRNV | **Alaskan** *C.M.Nichols* –05 *Elec.light* 2 *Dks* (*Stl*) & *deep framings* *lower dk forehold* (*Stl*) & *Shelter dk* (*Stl*) | SteelTwinScSr 2 *Dks* (*Stl*) & *deep framings* *Shelter dk* with freeboard ~~3,05~~ 4,04 *Fitted for liquid fuel* | 8672 8413 5621 | ✠100A1 ~~1,00~~ ~~MC4~~ ~~BS~~ 3,05 | NYk | *d* † | 1901 11mo | Union Iron Works SanFrancisco A&CP | American-HawaiianS.S.Co. *WB* = *Cell D Ba* *f*198′1755*t DT*/*f*27′ | 470·1 \| 57·2 \| 31·5 142′*uE* & *B*52′ 1009*t Tanks between* | New York Utd. States 8 *BH* *at sides of tu* | Q.8Cy.21½″,28″,38″&60″–36″ 213lb *90lb* (*s*) 504NH 3SB,12*cf*,GS162,HS6120 Union Iron Works,S.Fo. *nnels* 56′351*t FPT* 157*t APT* | 35 ″ 0 s 6 ″ 2 133*t* | | 9,04 |
| 365 86359 JBSH | **Alassio** *J.Prance* 97 ~~ssNpt.No.2–04~~ *Well deck* | IronScSr ssNpt.No.3–4,96 ~~ssNpt.No.1–00~~ 1 *Dk* (*Irn*) & *Webframes* | 1181 916 728 | ✠100A1 10,04 ~~11,08~~ ~~LMC~~ | Npt | *n* | 1883 9mo | Strand Slipway Co. Sunderland A&CP | R.W.Jones&Co. | 224·8 \| 34·3 \| 15·9 Q81′B46′F27′ FK *WB* = *DBa57′f90′* | Newport British 4 *BHCem* 338*t APT*20*t* | C.2Cy.28″&52″–36″ (*a* 80lb *80lb* NDB02 99RH 1SB,3*pf*,GS57 North Marine Eng. Co. Nwc. | 17 ″ 4 s 1 ″ 8 | | 11,03 |

| 1 Numéro d'Ordre. Numéro Officiel. Lettres | 2 Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage (Jauge) Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Année de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse sur Quille. | 15 Franc-bord au milieu du navire. pds. | pc | 16 Date de la dernière visite de l'hélice pour la 1re fois. | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 366 115578 TQRH | **Alastair** *J Williams97–02* *Mchy. Aft* *Well. deck* | **SteelScK** 1 *Dk(Stl)* | 366 265 157 | ✝100A1 1,[illegible] | Abn | *f* | 1902 10mo | J. Duthie, Sons&Co. Aberdeen *Lloyd's&CP* | A.Gray&A.Maitland J.&W.Henderson, *Mgrs.*) | 145·2 24·3 11·3 J74 B11 F21 BK7½ *WB = DB f21* | Aberdeen British | T.8Cy.13½″,22½″&37″–24″ 180lb 71RH *FPT80t* 1SB,3pf,GS50,HS1446 Clyne,Mitchell&CoLd Abn | 12 « 3 « 10½ | | | 1,05 |
| 367 | **Alava** *E.Ormaechea* –01 (*ex*Libertas,*ex*SrioBandjar,*ex*Natal) | **IronScSr** 2 *Dks* | 763 544 | | | | 1865 | C.A. Day & Co Southampton | G.Urrutia&Co. | 205·0 27·0 15·5 | Manilla Utd States | C.2Cy.26″&52″–36 NE74 135NH Day,Summers&Co.Son. | | | | |
| 368 | — *E.Ortube* –99 | **IronScSr** 2 *Dks&pt Shade d'k* | 627 395 425 | ✝ 9.7[illegible] | Cly | | 1875 8mo | Cunliffe& Dunlop Port Glasgow | HermanosZulueta y Gamiz | 194·1 27·2 11·0 F82 | Havana Cuban | C.2Cy.26″&46″–27 92NH Cunliffe&Dunlop,P.Gl | | | | |
| 369 97396 JDKG | **Alavia** (*ex*Valetta) *Elec.light* | **SteelScBk** 2 *Dks(1 Stl)&Spard'k* (*Stl–ws*)4*tr B* (*pt Ira floors*) | 5048 3547 2974 | ✝ *Spar dk* 11,85 | Lon | *z* | 1883 11mo | Caird&Co. Greenock | EssajeeTajbhoy | 420·4 45·1 26·3 | Bombay British | C.2Cy.56″&105″–72 780NH *TBHCem* Caird&Co.Greenock | 28 « 2 « 10·6 | | | |
| 370 | **Alb** 1 *Dk* | **SteelScSr** | 110 | | | | 1903 | Kjobnhvns Flydk.&Skbs. Copenhagen | Sydfynske Dmpskskab. | 100·0 18·5 8·0 Q37 B28 F10 | Copnhagn Danish | C.2Cy.14⅝″&28″–18 28NH Kjobnhavns Flydk.&Skbsv | | | V | |
| 371 Hrnq3 WrqC 5W5 SWVB | **Alba** B.Cox –02 *Elec.light* | **SteelScSr** 1 *Dk(Stl)2tr B deep framing &Web frames&Dk rule* | 3733 3551 2420 | ✝ ~~100A1~~ 2,04 | Bry | *w* | 1901 11mo | Nthmblnd S.B.Co.Ld Newcastle *Lloyd's&CP* | English&American Shpg.Co.Ld. (C.T.Bowring&Co. Ld. *Mgrs.*) | 353·5 47·8 25·5 P27 B90 F82 FK *WB = Cell D Ba 118 u* | London British | T.3Cy.24″,40″&66″–48″ (*a*) 180lb 845NH *6BHCem* 3SB,9*cf*,GS171,HS5570 Willsnd Slpwy.Co. Ld. Nwc *B&B40′ f148″825t APT* | 28 « 3 « 5 « 9 | | | 6,08 |
| 372 55 NBSF | — *E.Mengozzi* –04 (*ex*Amiral Jacobsen, *ex*Creole) | **IronScSr** ~~*E.Degrossi* –98~~ *ss*Bly.No.3–7.94 *ss*Dnk.No.2–02 1 *Dk(Irn)&Spar dk3tr B* | 1649 1616 1047 | ✝100A1 *Spar dk* 6,01 ~~7,06~~ ~~BS1,06~~ | Tri Gen | *q* | 1881 6mo | J L Thompson&Sons Sunderland A&CP | F.Degrossi | 248·0 35·0 15·5 22·5 FK *WB = Cell DB206′ 296t APT15t* | Genoa Italian | C.2Cy.32″&60″–39″ (*a*) 160lb *71lb* NDB60 176NH 2SB.*8pf*,GS90,HS2896 G.Clark,Sunderland | 18 « 7 « 8 « 3 | | | 7,08 |
| 373 9 NBSC | — *S.Longobardo* –02 *ex*Blidah) | **IronSc3MstSr** 2 *Dks* | 426 408 268 | | | | 1856 | Caird&Co. Greenock | E.Treglia | 183·2 27·0 15·2 | Naples Italian | C.2Cy.22½″&43″–25½″ NB89 78NH *Cmp88* Fraissinet&Co Marseilles | | | V | |
| 374 2 NBRQ | **Alba M.** *E.Musso* –01 (*ex*Argos,*ex*Bahrenfeld) | **IronScSr** (*ex*Trieste,*ex*Triest,*ex* 1 *Dk&Spardk3tr B* | 1480 1363 957 | | | | 1882 | Act.Ges. "Vulcan" Stettin | L.Musso | 232·9 31·6 16·8 Q28 B52 F28 24·1 *WB* | Naples Italian | C2Cy.29½″&54″–36″ 146NHP Act.Ges."Vulcan,"Stettin | | | I | |
| 375 HMJG | **Albania** *N.Sgourdeos83–87* *ss*Pir.No.3–3,00 *Elec.light* | **SteelScSr** 2 *Dks(1 pt Stl)* | *1481* *1261* *881* | ✝100A1 7,02 ~~BS1,03~~ BS1,05 | Tri | *q* | 1887 5mo | AM'Millan &Son Dumbarton *Lloyd's&CP* | Nav.àVapeur Panhellénique | 264·0 34·0 19·8 P2[illegible] B74 F[illegible] BK9 *WB = FPT* | Piræus Greek | T.3Cy.25″,38″&62″–42 (*a*) 150lb ~~80lb~~ NDB[illegible] 235NHP *6BHCem* 2DB,8*cf*,GS140,HS3470 ~~80lb~~ D.Rowan&Son,Glasgow | 21 « 0 | | | 7,02 |
| 376 4212 JNLV | — *A.Fröberg98–03* *Well deck* *Elec.light* | **SteelScSr** 1 *Dk(Stl)&deep framing* | 1431 984 754 | ✝100A1 5,04 ~~10,06~~ | Ham | *p* | 1903 10mo | Schömer& Jensen Tönning *Lloyd's&CP* | FörnyadeAngf. Aktieb.Svenska Lloyd(W.Frodi, *Mgr.*) | 237·7 35·2 15·4 P&B143′F73′ FK *WB = Cell D Ba 58 u E&B37* | Gothenbrg Swedish | T.3Cy.19½″,32½″&53½″–36½″ 175lb *80lb* (*s*) 186NHP 2SB,6*cf*,GS82,HS2927 Schömer&Jensen,Tönning *f 106′ 346t FPT52t APT17t* | 17 « 9 « 1 « 6 | | A | |
| 377 HBKP | — *P.Castropil* –00 *Mchy. Aft* | **SteelScSr** | 219 160 100 | | | | 1892 | Stabilmnto Tecnico Trieste | Nav.aVapRagusea (M.Marinovich, *Mgr.*) | 135·0 22·5 9·0 | Ragusa Aust.-Hung. | C.2Cy.15″&27″–18″ 26NHP Stabilimento Tecnico,Tri. | | | | |
| 378 110523 QMFV | **Albanian** *J.Gardner* –01 | **SteelScSr** *ss*Liv.No.1–04 2 *Dks(1 Stl&Ulrn)* *&deep framing* | 2930 2772 1876 | ✝100A1 11,04 ~~6,02~~ BS1,04 MS10,03 | Liv | *r* | 1898 12mo | R.Thompson&Sons Sunderland A&CP | F.Leyland&Co. (1900),Ld. *B = Cell DB a 102* | 351·5 42·2 23·3 P37′B106′F86′ FK& BK2½ *uEq B44′ f144′62t* | Liverpool British | T.3Cy.22″,36″&62″–48″ (*a*) 200lb *120lb* 288NHP *7BHCem* 2SB.6*cf*,GS94,HS4208 T.Richardson&Sns.Ltd Hpl. | 26 « 0 « 9½ | | | 4,00 8,01 |
| 379 RKDW | **Albano** *J.Kudenholdt95–99* (*ex*Iran) | **SteelScSr** *ss*Ham.No.3–2,98 *ss*Ham.No.1–01 2 *Dks(Stl&Irn–Uws)3tr B* | 3747 3565 2483 | ✝100A1 9,04 ~~8,03~~ BS8,04 | Ham | *w* | 1886 1mo | Harland& Wolff Belfast *Lloyd's&CP* | Dampfschrhed UnionA.G. *WB = CellDB304′ 784t* | 380·3 43·0 27·4 P41′B76′F47′ BK9 | Hamburg German | T.3Cy.28″,43″&71″–51 160lb *90lb* NDB97 391NHP *6BHCem APT19t* 3DB,*12cf*,GS646,HS6327 Harland&Wolff,Belfast | 30 « 4 | | | 8,03 9,01 |
| 380 105909 | **Albany** *G.A.White98–98* | **IronPad** | 1415 — 815 | | | | 1880 | Harlan&Hollingsworth Co Wlmgtn,Del | HudsonRiverDay Line | 314·0 40·0 10·1 len93 | NewYork Utd.States | B.1Cy.78″–144″ 492NHP W.&A.Fletcher,NewYork | | | | |
| 381 44868 TWSV | — *A.Goodall* (*ex*ClaudHamilton) | **IronScSr** 1 *Dk* | 889 794 448 | | | | 1862 | C.Mitchell &Co. Newcastle | AdelaideS.S.Co.Ld | 231·3 28·4 16·6 Q26t H50t len86 *WB* | Adelaide British | 2Cy.27″&54″–36″ 146NHP D.&W.Henderson,Gls | | | | |
| 382 RJLO | **Albatros** *B.Garrels* –98 | **SteelScTug** 1 *Dk* | 211 — 22 | | | | 1891 | Schiffsw(v. J&Sch.) A.G. Hamburg | Nordischer Bergungs-Verein | 113·6 21·6 12·5 | Hamburg German | C.2Cy.19″&36″–25″ 54NHP Schwft.(vJ&Sch)AG Ham | | | | |
| 383 | — (*Trawler*) | **SteelSc** 1 *Dk* | 161 — 47 | | | | 1900 | F.Amblard &Co. Dieppe | E.Huber | 114·1 20·0 12·6 F15′ | Dieppe French | C.2Cy.14¾″&27½″–17¾″ 27NHP E.Amblard&Co.Dieppe | | | | |
| 384 JWNM | — *B.Mannas* –01 (*Trawler*) | **IronScK** 1 *Dk* | 138 123 36 | | | | 1899 | Edwards Bros. N.Shields | StavangerHavfiskeCo. (Ths.S. Falck, *Mgr.*) | 97·1 20·6 10·8 H8*t* | Stavanger Norwegian | T.3Cy.12″,18″&30″–21″ 41NHP MacColl&Pollock,Sld. | | | N | |
| 385 89541 JGVD | **Albatross** *H.J.Wilson* –96 *Well deck* *Elec.light* | **SteelScSr** 1 *Dk2tr B* | 1489 1234 941 | | | … | 1884 | Palmers' Co.(Lim.) Newcastle | GeneralStm.Nav. Co.Ld. | 250·0 37·2 17·4 P160′F60′ BK9 *WB* | London British | C.2Cy.34″&66″–45″ 235NHP Palmers'Co.(Lim.),Nwc. | 19 « 7 | BT 121 5,03 | | |
| 386 QFTP | — *W.Winters* –01 | **SteelScSr** 1 *Dk2tr B* | 1026 704 611 | | | | 1893 | Stettiner Act.Ges. Grabowa.o | Dampfsch.Ges. Argo | 218·4 30·1 14·8 P148′ H55t F24 *WB* | Bremen German | T.3Cy.17″,27½″&48½″–31½″ 106NHP Stettiner A.G.,Stettin | | | GV | |
| 387 85223 | — *R.Harris* –03 *ss*Liv.2nd No.3–7,03 | **IronScSr** 1 *Dk* | 388 318 172 | ✝100A1 6,04 ~~7,03~~ NB11,03 BS6 | Liv | *g* | 1878 4mo | Ramage& Ferguson Leith A&CP | N.BritishStm.Pkt. Co.(H.Grierson) | 170·0 22·4 12·2 P43′F35′ BK7 | Glasgow British | C.2Cy.25″&44″–30″ (*s*) 80lb *80lb* NDB95 85RHP 1SB,3*pf*,GS54,HS1538 Hawthorns&Co.,Leith | 12 « 10 « 6½ | | | 7,03 ~~8,04~~ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now as optional. Equipment | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Surveyed in which classed; if not in L.R. Date of last Dock or Tailshaft Exam. | 16 Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 388<br>87800 | **Albatross** IronScK<br>*Wilson* ssYar.No.3–7,01<br>(*ex*Snaefell) 1*Dk* | 252<br>214<br>89112 | ✠100A1<br>10,03<br>BS16 [illegible] LMC[illegible] | Lth | *d* | 1884<br>4mo<br>*Lloyd's SA&CP* | Earle's Co. Ld. Hull | R. Wilson | 133·3 21·7 10·9<br>Q45′ F23′<br>Dpts01 | Leith<br>British | C.2Cy.21″&40″–24″ (*s*)<br>80lb NB92 *re-fitted* 8,04 68RHP<br>1SB,*2p/*,GS30,HS1597<br>Earle's Co.(Lim.),Hull | 12 ″ 0 | | 7,01 |
| 389<br>74654 | — IronPadBg<br>1*Dk* | 191<br>191<br>31 | | | … | 1875 | Barclay, Curle&Co. Glasgow | J.Paterson&Co. | 131·4 21·1 10·7<br>BK7′ | Melbourne<br>British | L.2Cy.34″–46″<br>NB93 80RHP<br>Barclay,Curle&Co.,Gls. | | | |
| 390<br>78609 | — IronPadSp<br>*H.Cook* –01 | 159<br>136<br>53 | | | | 1878 | J.Softley &Sons S.Shields | Steel&Bennie,Ld. | 141·0 19·1 7·7 | Glasgow<br>British | L.1Cy.40½″–54″<br>NB91 80RHP<br>Hepple&Co.,S.Shields | | BT till ~~8,08~~ 1,06 | |
| 391<br>QGNJ | — IronScK<br>*J.H.Baskcomb* –97<br>*Electlight* (*Trawler*) 1*Dk* | 158<br>146<br>66 | | | … | 1897 | Cochrane& Cooper Beverley | T.Baskcomb | 100·0 20·5 11·2<br>Q17′F19′<br>BK7½ | Grimsby<br>British | T.3Cy.11½″.18″&30″–22″ (*s*)<br>45RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 9 | | |
| 392<br>105037 | — IronScK<br>*F.E.Dean* –96 ssHul.No.2–03<br>1*Dk* | 151<br>146<br>65 | ✠100A1<br>*Stm Trawler*<br>8,04 ~~4,77~~<br>BS8,04 LMC6,02 | Hul | | 1895<br>5mo<br>*Lloyd's SA&CP* | Cook, Welton&Gemmell Hull | Pickering&Haldane's Stm.Trawling Co.Ld. | 101·7 20·7 11·0<br>Q24′<br>BK7½ | Hull<br>British<br>*3 BH Cem* | T.3Cy.11½″.18″&30″–22″ (*s*)<br>160lb 45RHP<br>1SB,*2cf*,GS23,HS708<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | 11,03 |
| 393<br>106893 | **Albemarle** WoodSc<br>*J.W.Dixon*97 | 509<br>328 | | | | 1891 | E.Moore, Sons&Co. Wlmgtn, Del. | Old Dominion SS.Co | 185·0 24·0 9·0 | New York<br>Utd. States | 1Cy.22″–30<br>20NHP | | | |
| 394<br>RLMW | **Albenga** SteelScSr<br>*H.Petersen*99–00 ssHam.No.1–02<br>(*ex*Mayflower) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | 4249<br>3955<br>2769 | ✠100A1<br>*Spar dk*<br>6,05 ~~11,03~~<br>BS3,05 LMC12,02 | N Yk | *x* | 1898<br>11mo<br>A&CP | Craig, Taylor&Co. Stockton | Dampfschrhed Union A.G.<br>*WB=Cell* | 360·2 48·2 20·3<br>P31′B86′F38′ 28·3<br>FK<br>*DBa*118′*uE&B*38′ *f*148′*s*80*t FPT*188*t APT*59*t* | Hamburg<br>German<br>*6 BH Cem* | T.3Cy23½″,38½″&68″–48″ (*s*)<br>200lb 359NHP<br>3SB,*9rf*,GS141,HS5440<br>W.Allan&Co.Ld.Sld. | 22 ″ 11 | | 11,03 |
| 395<br>HCSL | **Albert** IronScSr<br>*Bresson* 6th Survey, Lon. 10,91<br>(*ex*Soria,*ex*Sandringham) 3rd Survey. Msl. 6,01<br>*Well deck* 1*Dk*(*pt Irn*)*3tr B* | 1029<br>948<br>703 | ✠ A1 1 Msl<br>12,08<br>~~NB81 MS10,04~~<br>~~MS6,01~~ ~~BS10,02~~ | | Lv | 1872<br>4mo | Backhouse &Dixon Middlesbro' | A.Monge | 230·0 30·3 19·0<br>Q116′B20′F28′<br>ptND88 BK8″ | Cette<br>French<br>*4 BH* | C.2Cy.26¾″&55¼″–33″<br>70lb ~~80lb~~ NDB98 146NHP<br>1SB,*3f*<br>T.Richardson&Sons,Hpl. | 20 ″ 5<br>s 2 ″ 3 | | ~~4,01~~<br>11,04 |
| 396<br>43937<br>TRCD | — IronScSr<br>*T.Smith* –04 ssLon.2nd No.3–6,98<br>ssLon.No.1–02<br>(*ex*Visconde di Attagonia) 1*Dk2tr B* | 536<br>424<br>198<br>BS11 | 90A1<br>11,04 ~~5,08~~<br>~~NB5,01 fitted~~<br>~~BS5,02~~ LMC9,02 | Lon | | 1856 | C&W Earle Hull | ~~E.W.Sollas~~<br>~~Dec. of A. Sollas~~<br>E. H. Sollas | 199·3 25·7 12·6<br>Q52′ F30′<br>len81ND81 | Hull<br>British<br>*4 BH Cem* | C.2Cy.23″&48½″–33″<br>120lb *60lb* NDB81 98RHP<br>1SB,*3rf*,GS63,HS1975 NE81<br>Earle's Co.(Lim.),Hull | 13 ″ 5<br>s 1 ″ 8½ | | ~~9,09~~<br>11,04 |
| 397<br>96712 | — WoodPad<br>*L.Noel*89–02 | 296<br>146<br>198 | | | | 1888 | A.Goulet Aylmer P.Q. | Upper Ottawa Improvement Co Ld | 147·5 42·2 7·9 | Ottawa<br>British | 2Cy.26″–96″<br>102NHP<br>Gilbert&Co.,Montreal | | | |
| 398 | — SteelScSr<br>*Smit* –03<br>(*Trawler*) 1*Dk* | 202<br>80 | | | | 1903 | Bonn& Mees Rotterdam | Geestemünder Herings&Hocksee fischerei Ges. | 118·1 22·3 12·8<br>*WB* | Gstemnde<br>German | T.3Cy.12⅓″,20⅓″&38⅓″–23½″<br>53NHP<br>Albtsrdmsche Machinefat | | G | |
| 399<br>115267 | — SteelScSp<br>*Screaton* –02<br>1*Dk*(*Irn*) | 148<br>130<br>5 | ✠100A1<br>*For Towing Purposes*<br>7,04 ~~4,01~~<br>BS5,04 LMC4,02 | Liv | | 1902<br>4mo<br>*Lloyd's SA&CP* | J.Jones& Sons Birkenhead | Alexandra Towing Co.Ld. | 92·5 20·1 10·8<br>BK6½″<br>*WB=APT3t* | Liverpool<br>British<br>*4 BH Cem* | C.2Cy.16″&42½″–27″ (*s*)<br>150lb 69RHP<br>1SB,*3cf*,GS55,HS1498<br>J.Jones&Sons,Liverpool | 12 ″ 0 | | 5,04 |
| 400<br>97 | — SteelScDandy<br>*E.Coopman* –99 (*Trawler*)<br>1*Dk* | 141<br>48 | | | | 1899 | At.deC. Forges&Aciéres de Bruges Bruges | Pêcheries à Vap. (Soc.Anon.) | 106·6 20·3 11·0 | Ostend<br>Belgian<br>*WB* | T.3Cy.11¾″,19″&30¾″–21¾″<br>44NHP<br>Soc.Anon.de Marcinelle et Couillet,Couillet | | V | |
| 401 | **Albert Clement** SteelScSr<br>*W.Jungmann*90–04<br>1*Dk* | 1172<br>970<br>724 | | | | 1904 | Act.Ges. "Neptun" Rostock | O.Zelck | 233·0 35·0 14·2<br>P14′Q56′B64′F25′ | Rostock<br>German<br>*WB* | T.3Cy.16¾″,25¾″&41¾″–31¾″<br>98NHP<br>A.G."Neptun,"Rostock | | | |
| 402<br>1691<br>HJCM | **Albert Edward** IronScSr<br>*C.M.Ljungkvist* –01<br>1*Dk*&*Awng dk*3*tr B* | 949<br>805<br>542 | ✠<br>*Awng dk*<br>3,74 | Lon | Lv | 1872<br>4mo | Schlesingr, Davis&Co. Newcastle | Ångf.Aktieb.Thule (O.Melin) | 234·3 30·5 14·5<br>P41′H60*t*F36′ 21·6<br>*5 BH WB* | Gothenbrg<br>Swedish | C.2Cy.30″&60″–30″<br>164NHP<br>Thompson,Boyd&Co.Nwc | | | |
| 403<br>92039 | — IronTwinScTugSp<br>*W.Halford* –95 1*Dk* | 160<br>149<br>100 | ✠<br>7,86 | Sou | *b* | 1886<br>6mo | Day,Summers&Co. Northam | Sou.I.of Wight& S.of Eng.Royal Mail Stm Pkt Co.Ld | 120·0 20·1 9·6<br>*4 BH Cem* | S'thamptn<br>British | C.4Cy.17″&32″–24″<br>NB98 100RHP<br>Day,Summers&Co.,Sou. | 10 ″ 5 | BT till ~~10,00~~ 11,05 | |
| 404<br>625<br>HLFV | **Albert Ehrensvärd** IronScSr<br>*R.V.Torén*94–94 1*Dk*<br>(*ex*Alex.v.Humboldt) | 203<br>127<br>104 | | | | 1859 | Nyköping Meks.Vks. Nyköping | Göteborg-Strömstads Förn.angb. Aktieb. (F.B. Wahlquist) | 122·4 21·5 9·8<br>Q50′ H30*t* | Gothenbrg<br>Swedish | C.2Cy.18″&37½″–19½″<br>NE75&NB91 52NHP<br>Motala Co.,Motala | | | |
| 405<br>107408 | **Albert H. Ellis** SteelScTug<br>*F.S.Riley* –98<br>1*Dk* | 117<br>79 | | | | 1898 | Neafie& Levy Co. Philadelphia | Moran Towing Co. | 84·6 19·0 8·8<br>*WB* | New York<br>Utd. States | C.2Cy.15″&26″–22″<br>26NHP<br>Neafie&Levy Co.Phl. | | | |
| 406<br>JFLD | **Albert Köppen** IronScSr<br>*P.Brose* –00 ssCff.No.3–10,94<br>(*ex*Longueil) ssStn.No.2–02<br>*Well deck* 1*Dk*(*Irn*)*2tr B* | 1558<br>1244<br>997 | ✠100A1<br>3,04<br>~~NB4,00~~ LMC6,02<br>BS12,08 | Stn | *q* | 1882<br>3mo | W.Pickersgill&Son Sunderland<br>A&CP | R.Köppen<br>*W* | 260·0 35·3 18·0<br>Q83′B66′F29′<br>FK<br>*B=DBa*66′*f*116 | Stettin<br>German<br>*4 BH Cem* | C.2Cy.32″&60″–39″ (*s*)<br>85lb *80lb* NDB96 177NHP<br>2SB,*4cf*,GS84,HS2874<br>G.Clark,Sunderland | 19 ″ 3<br>s 2 ″ 1 | | 3,04 |
| 407<br>200091<br>KSPC | **Albert M. Marshall** SteelScSr<br>*Mchy.Aft* 1*Dk2tr b* | 1640<br>987 | | | | 1903 | Detroit S.B.Co. Wyandotte | Great Lakes& St.Lawrence Transp.Co. | 241·0 41·1 18·8<br>RQD98′F36′ | Duluth Mn<br>Utd. States | T.3Cy.15″,25″&42″–30″<br>97NHP<br>*WB* Detroit S.B.Co.Detroit | | | |
| 408<br>86379<br>LMHT | **Albert Victor** IronPadSp<br>*A.R.Symes* –01 (*ex*Lass o'Gowrie) | 128<br>128<br>33 | | | | 1883 | J.T Eltringham S.Shields | Cosens&Co.Ld. | 106·0 19·8 9·7 | Wymouth<br>British | L.1Cy.37″–54″<br>NB97 70RHP<br>J.P.Rennoldson&Ss.,SShl. | | BT till 5,05 | |
| 409<br>81545 | — IronPad | 106<br>97<br>67 | | | | 1879 | Westwood London | Managers of Metropolitan Asylum District | 129·0 17·5 6·6<br>Q8*t* | London<br>British | O.2Cy.25″–30″<br>NB85 36RHP<br>Lon.Steambt Co.(Lm.)Lon | | | |
| 410<br>HBKR | **Alberta** SteelScSr<br>~~*G.Radonich* –00~~ ssTri.No.1–04<br>~~*P.Ivanovich*~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*A.Ilreglich* –05 *deep Framing* | 4044<br>3643<br>2571 | ✠100A1<br>*Spar dk*<br>7,04 ~~2,03~~ LMC ~~12,06~~ 7,04 | Tri | *w* | 1900<br>12mo<br>A&CP | Russell& Co. Pt.Glasgow | Alberta S.S.Co.Ld. (Flli.Cosulich, *Mgrs.*)<br>*W B=Cell D Ba*112′ | 344·8 49·8 18·0<br>P26′B74′F37′ 25·9<br>FK<br>*uE&B*40′*f*146′899*t APT*71*t* | Trieste<br>Aust.-Hung.<br>*6 BH Cem* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *80lb* 316NHP<br>2SB,*6cf*,GS107,HS4534 FD<br>Rankin&Blackmore,Grk. | 20 ″ 5<br>s ~~3~~ ″ 1½ | | ~~2,08~~<br>7,04 |

| Numero d'Ordre. Numero Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage. Total. Sous le Pont. Net. | Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Terme assigné maintenant expiré. Lettre d'Equipement | Construit. Quand. Navire | Par qui | Armateurs | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Chaudières & Foyers. Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. pds. po. | Ref. Trade | Date de la dernière visite de l'arbre porte-hélice |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 411 | Alberta SteelScSr<br>*J.McAllister86-89* 2*Dks* | 2282<br>1779<br>1552 | | | | 1888 | C.Connell &Co. Glasgow | CanadianPacific RailwayCo. | 268·5\|38·2\|23·3 | Montreal<br>British | C.2Cy.35"&70"-48"<br>283NH<br>D.Rowan,Glasgow | | | |
| 412<br>1132..<br>RQLW | — SteelTwinScSr<br>*G.Allix* -00<br>*Elec.light* 2*Dks&Shade dk* | 1236<br>787<br>325 | | | | 1900 | J.Brown& Co.Ld Glasgow | L.&S.W.Rlwy.Co. | 270·0\|35·6\|14·6<br>P18'B154'F44' | S'thamptn<br>British<br>WB | T.8Cy.(2)19½",(2)31½"&(4)46½"-30"<br>292NH<br>J. Brown&Co.Ld.Glasgow | | BT | |
| 413 | Albertina IronScSr<br>*R.W.Riis* -01 ssNwc.2ndNo.3-4,01<br>*Well deck*<br>1*Dk(Irn)* | 688<br>526<br>419 | ✠100A1<br>8,04 | Nwc<br>BAs | j | 1882<br>6mo | D.Baxter &Co. Sunderland A&CP | Werner&Co. | 185·0\|30·3\|13·0<br>Q95'B18'F22'<br>Irp02 BK7½<br>*WB=Ba42'f51 135tFPT* | Rosario<br>Argentine<br>*5BHCem*<br>*25tAPT10t* | T.3Cy.14½"20½"&40"-33"(s)<br>160lb *80lb* NDB02 99NH<br>1SB,3pf,GS45,HS1328<br>Douglas&Grant,Krkldy | 13·10<br>s1·3½ | | 7,03 |
| 414<br>HBNV | Albertito IronScSr<br>*V.Salegui80-82* (exForty-nine)<br>1*Dk* | 168<br>—<br>105 | | | | 1870 | Backhouse &Dixon Middlesbro' | Hijos deR.Garcia | 118·3\|18·2\|10·4 | Bilbao<br>Spanish<br>WB | 2Cy.18"-18"<br>21NH<br>D.Joy&Co.,Middlesbro' | | | |
| 415<br>84<br>NBSJ | Alberto Treves SteelScSr<br>~~*G.Cancelie00-04*~~ ssCff.No.1-03<br>1*Dk(Stl)&Spar dk(Stl)&3trB*<br>*Elec.light* *Giacopello* -04 | 3978<br>3579<br>2599 | ✠100A1<br>*Spar dk*<br>10,04 | Cff<br>Tri | u | 1900<br>5mo<br>*Lloyd's* | N.Odero& Co. Genoa A&CP | Soc.Veneziana di Nav. a Vap. | 340·5\|45·0\|19·8<br>P25'B66'F41' 27·4<br>PK<br>*WB=CellDBa88'uE&B42'f156* | Venice<br>Italian<br>*7BHCem* | T3Cy23..."39¾"&64..."-43..."<br>180lb *100lb* (s) 828NH<br>2SB,8cf,GS161,HS5869<br>N.Odero&Co.Genoa<br>*780tMT28'720tAPT55t* | 22·3<br>s0·4 | | |
| 416<br>HDFN | Albertus IronScSr<br>*A.Müller99-99* 1*Dk&Spardk3trB*<br>*Elec.light* | 981<br>973<br>728 | | | | 1882 | F.Schichau Elbing | MarcusCohn& Sohn | 200·6\|28·0\|22·0 | Königsbrg<br>German<br>WB | C.2Cy.22"&44"-25½"<br>NB94 82NH<br>P.Schichau,Elbing | | V | |
| 417<br>MBCH | Albertville SteelScSr<br>*G.B.Sparrow* ssAnt.No.1-03<br>*Elec.light* 2*Dks(1ptStl&UStl-ws)&deep fr...* | 3805<br>2844<br>2417 | ✠100A1<br>11,03 | Ant | u | 1898<br>8mo | Sir Raylton Dixon&CoLd Middlesbro' A&CP | Cie BelgeMaritime duCongo | 351·9\|44·1\|23·3<br>P&B248'F44'<br>PK<br>*WB=CellDBa80'uE* | Antwerp<br>Belgian<br>*6BHCem*<br>*84'f144 555t* | T.3Cy.27",48"&72"-48"<br>180lb 482NH<br>3DB,12cf,GS212,HS7242<br>T.Richardson&Sns.Ld.Hpl. | 26·0<br>s4·0½ | | 11,01 |

*Now named* "Aro," *See No. 6 in Supplement.*

| Numero d'Ordre | Nom du Navire | Tonnage | Cote | Port de Visite | Terme | Quand | Par qui | Armateurs | Dimensions | Port d'Armement. Pavillon | Machines | Creux / Franc-bord | Ref. Trade | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 418<br>HBNP | Albia SteelScSr<br>*J.C.Arrotegui01-03* ssBbo.No.3-1,04<br>(exMonmouth) 1*Dk*<br>*Well deck (ptIrn&ptStl)&Web frames* | 2482<br>1946<br>1474 | ✠100A1<br>1,04<br>✠LMC1,04<br>BS.,05 | Bbo | s | 1890<br>10mo | TyneI.S.B. Co.(Lim.) Newcastle A&CP | Cia Anon delVapor Albia(Sota y Aznar) | 300·0\|39·5\|19·6<br>P28'Q84'B123'<br>F80' PK<br>*WB=Cell DB 250' 850t* | Bilbao<br>Spanish<br>*6BHCem*<br>*APT15t* | T.3Cy.22½",36½"&60"-39"<br>160lb *65lb* (s) 232NH<br>2SB,6pf,GS113,HS3576<br>WighamRchrdsn&Co.Nwc | 22·2 | | 1,04 |
| 419<br>98522<br>MLDC | Albion SteelScSr<br>*T.S.Ayers* -02 ssShl.No.3-12,03<br>1*Dk(Irn)2trB&Webframes &ptAwngdk(Irn)* | 3650<br>2801<br>2373 | ✠100A1<br>*pt Awng dk withfreeboard*<br>4,04<br>BS2,05<br>✠LMC.. | Bry | r | 1892<br>2mo | Ropner& Son Stockton A&CP | Rickinson,Sons& Co. | 343·0\|45·0\|20·1<br>P29'Q118' BK11"<br>*pt Awng dk196'*<br>*WB=Cell DB268'721t* | W.Hartlpl<br>British<br>*5BHCem* | T.3Cy.24",38"&64"-42" (s)<br>160lb *80lb* 266NH<br>2SB,6cf,GS110,HS4012<br>T.Richardson&Sons,Hpl. | 23·7<br>s ·5 | | 4,04 |
| 420<br>99963 | — SteelPadSk<br>*A.Livingstone* -03<br>(exSlieveDonard) 1*Dk&Promenade dk* | 363<br>269<br>68 | | | | 1893 | J.&G. Thomson,Ld. Glasgow | P.&A.CampbellLd | 200·0\|25·0\|8·3<br>*Promenade dk150'* | Bristol<br>British | C.D.2Cy.26"&55"-54"<br>185NH<br>J.&G.Thomson.Ld.Gls. | | BT | |
| 421<br>112763<br>RWLB | — SteelScSr<br>*H.Steavens* -02 ssLon.No.1-04<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Well deck* | 347<br>232<br>131 | ✠100A1<br>6,04<br>✠LMC 1,04 | Lon | e | 1900<br>10mo | Grngem'th Dockyard Co. Grngemouth A&CP | S.Pearson&SonLd | 135·0\|25·3\|8·4<br>Q74'B7'F21'<br>~~Irp02~~ PK<br>*WB=DBf55'85tFPT* | London<br>British<br>*3BHCem*<br>*34tAPT2t* | C.2Cy.15"&30"-24" (s)<br>135lb *95lb* 38RH<br>1SB,2pf,GS36,HS775<br>Walker,Henderson&C.Gls | 10·8<br>s ·8 | | 1,04 |
| 422<br>100967 | — WoodScSr<br>*Yarneberg* | 319<br>—<br>268 | | | | 1892 | C.G.White Alameda | R.Spreckels | 120·0\|31·0\|9·0 | S.Frncisco<br>Utd. States | C.2Cy.10"&20"-15"<br>13NH | | | |
| 423<br>93724 | — WoodSc<br>*R.Hulse* 1*Dk* | 151<br>143<br>103 | | | | 1887 | G.Deakin (Lim.) Winsford | SaltUnion,Ld. | 89·0\|21·0\|10·6 | Liverpool<br>British | T.3Cy.10",13½"&23"-14"<br>34RH<br>G.Deakin(Lim.),Winsford | | | |
| 424<br>78957<br>RSKH | Albireo IronScSr<br>*C.S.Westerberg* -99 ssSld.2ndNo.3-5,05<br>*Well deck* 1*Dk(Irn)2trB* | 1250<br>1015<br>790 | ✠100A1<br>2,04 ~~5,03~~<br>~~BS11,02~~ MS5,08<br>LMC BS3,04 | Sld | o | 1878<br>6mo | Mounsey& Foster Sunderland A&CP | WelbeckShppg.Co Ld.(V.T.Thompson &Co.*Mgrs.*) | 237·0\|31·6\|18·3<br>Q68'B62'F30'<br>Irp03 BK8"<br>*WB=DBa61 f67* | London<br>British<br>*5BHCem* | C.2Cy.29"&55"-36" (i)<br>75lb *60lb* NDB87 142NHP<br>2SB,4pf,GS58,HS2406<br>J.Dickinson,Sunderland | 19·9<br>s1-11½ | | 5,08 |
| 425<br>HFGK | Albis SteelScSr<br>*N.Christoffersen* 1*Dk&Spar dk* | 1431<br>1344<br>894 | | | | 1897 | Nylands Værksted Christiania | Acties.Albis (C.Eitzen&Co.) | 231·7\|35·0\|19·3<br>B43tH44t | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-32"<br>109NH<br>NylandsVærksted,Xia. | | N | |
| 426<br>NCGR | Alblasserdam IronScSr<br>*T.C.Mulder99-99* ssRot.No.3-3,95<br>*Well deck* ssRot.No.2-04<br>1*Dk(Irn)2trB* | 929<br>739<br>564 | ✠100A1<br>~~8,04~~10,04 | Rot | n | 1883<br>2mo | Rykee&Co. Rotterdam A&CP | Vroege&deWys | 231·2\|31·5\|14·7<br>Q92'B46'F23'<br>BK8"<br>*WB=DBa59'f92'210t* | Rottrdam<br>Dutch<br>*4BHCem* | C.2Cy.27"&50"-36" (i)<br>81lb *85lb* NDB01 122NH<br>1SB,4pf,GS72,HS2098<br>Maats 'deMaas',Rotterdam | | | ~~1,08~~<br>10,04 |

*Now named* "HildurGertrude," *See No. 65 in Supplement.*

| Numero d'Ordre | Nom du Navire | Tonnage | Cote | Port de Visite | Terme | Quand | Par qui | Armateurs | Dimensions | Port d'Armement. Pavillon | Machines | Creux / Franc-bord | Ref. Trade | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427<br>97396<br>LSJR | Alboin SteelScSr<br>*R.Ralston* ssSng.No 3-6,01<br>1*Dk(Irn)&ptAwng dk(Irn)&Webframes*<br>*CellDBBeamsStringers&WebframesIron* | 1037<br>682<br>650 | ✠100A1<br>*pt Awng dk withfreeboard*<br>7,04 ~~4,04~~<br>BS8,06 ✠LMC8,0. | Bom | m | 1889<br>6mo | Sundrland Shipbuild-ingCo. Sunderland A&CP | ~~BorneoCo.Ld.~~<br>~~[illegible]~~<br>~~BorneoCo.Ld.~~<br>Carlowitz&Co | 210·0\|30·1\|13·4<br>P23'Q46' BK8"<br>*pt Awng dk141'*<br>*WB=Cell DB174'210t* | London<br>British<br>*4BHCem* | T.3Cy.17",28"&46"-30" (s)<br>150lb *70lb* 117NHP<br>1SB,3pf,GS52,HS1777<br>NEMar.Eng.Co.(Ld.)Nwc | 15·10<br>s7·11<br>w8·1 | | 1,04 |
| 428<br>1174<br>JCKR | Albrektsund SteelScSr<br>*H.Hansson* -02 1*Dk* | 224<br>146<br>156 | | | | 1890 | Kockums Mek.Verkst. Malmö | MarstrandsNya Ångf.Aktieb. (R.O.Berger*Mgr.* | 119·7\|21·0\|10·4<br>B36' H40t F12 | Marstrand<br>Swedish | C.2Cy.15½"&30"-17½"<br>31NH<br>KockumsMk.Vrkst,Mlmö | | | |
| 429<br>115202<br>TJSF | Albuera SteelScSr<br>*T.Grady85-02*<br>2*Dks(Stl)&deep framing* | 3460<br>3208<br>2259 | ✠100A1<br>2,05 ~~2,04~~<br>MS2,05 ✠LMC3,02 | NYk<br>NNs | | 1902<br>3mo<br>*Lloyd's* | Russell& Co. Pt.Glasgow A&CP | S.S.AlbueraCo.Ld. (Wm.Thomson& Co.) | 340·7\|47·6\|23·4<br>P26'B86'F87'<br>drp05 PK<br>*WB=Cell DBa104'uE&B40'f150'920t* | Liverpool<br>British<br>*6BHCem*<br>*APT105t* | T.3Cy.24",40"&65"-45" (s)<br>180lb *80lb* 304NH<br>2SB,6cf,GS182,HS4700<br>J.G.Kincaid&Co.Grk. | 26·1<br>s4·10½ | | |
| 430<br>JPNC | Albula IronScSr<br>*P.Flanagan* -01 2*Dks3trB* | 1904<br>1788<br>1204 | | | ... | 1877 | C.S.Swan& Co. Newcastle | C.Mathisen | 284·5\|34·2\|24·4<br>H116t<br>BK9½" | Bergen<br>Norwegian<br>WB | C.2Cy.32"&62"-36"<br>182NH<br>Black,Hawthorn&Co.,Gts | 25·10 | N | |
| 431<br>118021<br>VCTF | Alca SteelScK<br>*R.Milhench* -04<br>(exStefanie) 1*Dk*<br>*Sailing Ketch—See Sailing Ship Register.* | 194<br>162<br>151 | | | | 1898 | Schömer& Jensen Tönning | YeowardBros. | 134·1\|22·7\|8·5<br>H29'<br>len99 | Liverpool<br>British<br>WB | C.2Cy.7"&18"-10"<br>7RH<br>Schömer&Jensen, Tönning | | G | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Time Mark. Year Lined. Plate mark. | 8 Built. When. Where. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders – Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Remarks in which classed, if not in L.R. Thickest Bot. Prude Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 432 106484 KDSP | **Alcatraz** WoodScSr 1 *Dk* *J.Carlson* –93 *Fitted for liquid fuel* | 256 — 194 | | | | 1887 | C. G. White San Francisco | L.E.White Lumber Co. | 130·2 \| 31·0 \| 10·8 | S.Frncisco Utd. States | C.2Cy.12″&24″–20″ 21NHP Huckly, Spiers & Hayes, SFo | | | |
| 433 106470 KDRF | **Alcazar** WoodScSr 1 *Dk* *J.J Masters* –01 | 264 — 202 | | | | 1887 | A. Hay San Francisco | L.E.White Lumber Co. | 132·0 \| 31·5 \| 10·3 | S.Frncisco Utd. States | C.2Cy.12″&24″–20″ 21NHP Huckly, Spiers & Hayes, SFo | | | |
| 434 87177 JQVD | **Alcester** IronScSr *Smith* ssGls. No.3–9,95 ssGls. No.1–99 1 *Dk(Irn)2trB* | 1676 1452 1058 | ✠100A1 Liv 5.02 ✠NB8.99 MS5.02 | | ✠LMC8.99 DBS4.03 | 1883 8mo | Richardson Duck & Co. Stockton *Mgrs.*) | Mancunian S.S.Co. Ld. (Curwen Bros. *Lloyd's SA&CP* | 260·0 \| 36·0 \| 18·8 P26′B60′F60′ FK *WB= Cell* | Liverpool British *4 BHCem DB216′389t* | C.2Cy.22″&59″–33″ (*a*) 180lb *90lb* NDB92 209NHP 1DB,*4cf*,GS70,HS3118 T.Richardson & Sons, Hpl. | 21 ″ 0 s 2·10½ | | 5,02 |
| 435 105770 PDTM | **Alchymist** SteelScSr *A.J.Kemp* –98 *Mchy. Aft* ssLon. No.2–04 | 382 343 209 | ✠100A1 1,04 7,02 *Carrying Tar in bulk* BS4.02 05 | | OpLon *f* ✠LMC | 1895 12mo | W. Dobson & Co. Newcastle | Burt, Boulton & Haywood, Ld. | 147·5 \| 24·1 \| 12·8 Q23′F22′ BK7 *WB=* | London British *6 BHCem APT12t* | T.3Cy.12½″,20″&33″–24″ (*s*) 160lb *100lb* NDB96 50RHP 1SB,*2pf*,GS31,HS990 N.E.Mar.E.Co.(Lim.),Nwc | 13 ″ 6 s 1 ″ 9 | | 1,04 |
| 436 | **Alcibiades** IronTwinSc *Michalitzions* –98 | 308 — 187 | | | | 1883 | Stabilimento Tecnico Trieste | D.A.Negroponte | 175·0 \| 27·0 \| 8·0 | Taganrog Russian | C.4Cy.11½″&21″–18″ 31NHP Stabilimento Tecnico, Tri. | | | |
| 437 93254 KFQV | **Alcides** SteelSc3Mst *G.M.Horsburgh* –01 ssGls. No.3–4,95 ssGls. No.1–02 2 *Dks.*) *Spar dk(Stl)* | 3421 2409 2181 | ✠100A1 Gls *w* *Spar dk* 5,04 7.02 BS8.04 | | ✠LMC5.02 | 1886 2mo | Napier, Shanks & Bell Glasgow | Donaldson Bros. | 340·0 \| 42·1 \| 30·0 B100′F36′ BK11½ *WB= DBuB42* | Glasgow British *6 BHCem 150t FPT50t* | T.3Cy.29″,48″&68″–54″ (*s*) 150lb *90lb* 360NHP 2DB.*12cf*,GS228,HS5914 J.&J.Thomson, Glasgow | 24 ″ 1 s 7 ″ 7 | | ~~5,02~~ N5,04 |
| 438 110636 RMPN | **Alcinous** SteelScSr *J.Pulford* –01 *Elec.light* 2 *Dks* | 6743 5290 4278 | | | | 1900 | Scott & Co. Greenock | Ocean S.S.Co.Ld. (A.Holt & Co *Mgrs*) | 441·7 \| 52·6 \| 30·3 P50′B154′F58′ *WB* | Liverpool British Scott & Co. Greenock | T.3Cy.29″,50″&82″–60″ 521NHP | | BT till 7,05 | |
| 439 HBPD | **Alcira** IronScSr *F.Soler* –02 (*ex* Dunkeld) *Elec.light* ssGls No.3–10,98 ssMsl.No.2–99 2 *Dks*(*U Teak*) | 1061 — 659 | ✠100A1 8,04 10,02 ✠NB12.99 DBS ,01 | | Gen *n* LMC12,99 | 1878 8mo | R. Napier & Sons Glasgow | Cia. Valenciana de Nav. | 240·8 \| 32·3 \| 18·8 B57′F21′ BK8½ *WB=* A&CP | Valencia Spanish *7 BHCem Tank aft 23* | C.2Cy.32″&55″–36″ (*s*) 66lb *48lb* 141NHP 2SB,*4pf*,GS73,HS2501 R. Napier & Sons, Glasgow | 20 ″ 1 s 3 ″ 6 | | ~~9,00~~ 8,04 |
| 440 | **Alcyon** IronScYl (*ex* Windsor Castle) 1 *Dk* | 198 175 36 | ✠ *Stm Trawler* 1,03 | | Hul | 1899 3mo | D. Aiken & Scott Glasgow *Completed by* | E.Huber Cochrane & Cooper | 115·0 \| 21·1 \| 11·0 Q22′ BK7½ *WB=* Ld. | Dieppe French *4 BHCem DBf15′20t* | T.3Cy.12½″,21½″&35″–24″ 73NHP 1SB,*2cf*,GS38,HS1171 Shanks, Anderson & Co. Gls. | 12 ″ 1 | | |
| 441 | — IronScK *J.Yvon* 03–03 (*ex* Balmoral Castle) 1 *Dk* | 189 168 18 | ✠100A1 *Stm Trawler* 10,04 8,02 BS10.04 | | Gms Blx ✠LMC8,08 | 1899 7mo | D. Aiken & Scott Glasgow *Completed by* | Soc. Immobiliére du Moulleau et des Pêch. de l'Ocean (L.Preller, *Mgr.*) Cochrane & Cooper Ld. | 115·0 \| 21·1 \| 11·2 Q22′ BK7½ | Arcachon French *4 BHCem* | T.3Cy.12½″,21½″&35″–24″ (*s*) 73NHP 1SB,*2cf*,GS38,HS1171 Shanks, Anderson & Co. Gls. | 12 ″ 2 | | 8,08 |
| 442 | — IronScK *Moreau* –02 (*ex* Uganda) 1 *Dk* | 143 122 29 | ✠100A1 *Stm Trawler* 8,02 BS10.03 | | Dun BS7,04 ✠LMC8,02 | 1894 5mo | Cook, Welton & Gemmell Hull *SA&CP* | A.H.Peigné | 93·5 \| 20·3 \| 11·0 Q18′ BK7½ | Nantes French *3 BHCem* | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 47NHP 1SB,*2pf*,GS28,HS800 Earle's Co. Ld. Hull | 11 ″ 10 | | ~~8,02~~ 7,04 |
| 443 HDCG | — IronScSr *Clavis* –01 1 *Dk* | 111 — 62 | | | | 1878 | Blackwood & Gordon Pt. Glasgow | Cie. des Bateaux à Vapeur de la Guadeloupe | 108·2 \| ... \| 8·5 | Pointe-à-Pitre French | C.2Cy.14″&28″–18″ NB01 28NHP Blackwood & Gordon, P.Gls | | | |
| Wrecked 7,04 95439 KTBH | **Aldborough** SteelScSr *W.M.Brewis* –04 *Well deck* ssBly. No.3–6,00 ssBly. No.1–04 1 *Dk*(*Stl*) *Webframes* | 2314 1770 1518 | ~~✠100A1~~ 3.04 | | Bly *s* | 1888 7mo | Russell & Co. Pt. Glasgow | Woodfield S.Shppg Co Ld (Woods Tylor & Brown, *Mgrs.*) *WB= Cell DB250* | 289·8 \| 38·1 \| 19·4 P30′Q86′B118′ F30′ BK10′ 596t *APT21t* | London British *5 BHpt Cem pt Asp* | T.3Cy.22½″,35½″&58½″–39″ 160lb NDB03 *100lb*(*s*) 214NHP 2SB,*3cf*,*3pf*,GS74,HS3616 J.Howden & Co., Glasgow | 22 ″ 0 HP ~~3 ″ 0~~ | | 3,04 |
| 445 MCDH | **Aldebaran** *C.Horgan* –04 (*ex* Mandalay) *Well deck* ssWtb. No.3–4,98 ssWtb. No.1–02 1 *Dk*(*pt Irn-pt wds*) *2trB* | 1707 1333 1080 | ✠100A1 10,04 7,02 BS7,01 BS5,04 | | Cff *q* ✠LMC7,02 | 1886 2mo | T Turnbull & Son Whitby | Akties. Dmpsk. Aldebaran (A.Kröger) | 258·4 \| 37·1 \| 18·5 P29′Q60′B104′F33′ FK *WB= DBa72′* | Christiania Norwegian *1 BHCem f104′316t* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* NDB02 170NHP 1SB,*2cf*,GS80,HS2483 Blair & Co. Ld. Stockton | 19 ″ 9 s 1 ″ 7 | | 7,03 |
| 446 3046 JHBV | — IronScSr *N.Jönsson* 03–03 (*ex* City of Truro) *Well deck* ssCff. No.3–4,96 ssHbg. No.1–02–05 1 *Dk*(*Irn*) *2trB* | 1651 1301 999 | ✠100A1 4,05 BS5,01 | | Hul *q* Hbg ✠LMC9,02 | 1883 10mo | W. Gray & Co. W Hartlepool A&CP | Rederiaktieb. Astrea (C.A.Banck *Mgr.*) | 257·0 \| 34·8 \| 19·7 P29′Q66′B66′F31′ BK9′ *WB= DBa* | Hisingborg Swedish *1 BHCem 78′f96′333t* | C.2Cy.32″&60″–36″ (*b*) 80lb ~~85lb~~ ~~NDB02~~ 180NHP 2SB,*4pf*,GS75 *90lb* NDB05 T.Richardson & Sons, Hpl. | 20 ″ 10 s 2 ″ 0 | | ~~7,04~~ 7,04 |
| 447 JVWK | **Alden** IronScSr *P.Titland* 1 *Dk* | 429 282 258 | | | | 1888 | Laxevaags Msk. & Jrnskb Bergen | Nordre Bergenhus Amts Dmpskselsk. | 154·8 \| 23·9 \| 12·4 P78t B21t H27t F41t | Bergen Norwegian | T.3Cy.15½″,25″&40″–27″ 83NHP Hall, Russell & Co Aberdeen | | | |
| 448 HMNQ | **Alderney** SteelScSr ~~*Frnd.Bot.Surv.*~~ ssHpl. No.1–03 1 *Dk*(*Irn*) *2trB* *deep framing* *H.S.Horgan* –05 3 *Dk rule* | 3090 2863 1987 | ✠100A1 ~~10,04~~ 5,05 ~~N.York~~ ✠LMC 9,02 | | Tri *u* Hpl | 1899 8mo | W. Gray & Co. Ld. W Hartlepool A&CP | Dampskibsakties. Alderney (W.Wilhelmsen) *WB= Cell DB a&u E130′f136′763t* | 325·0 \| 48·5 \| 21·7 P27′B84′F30′ FK | Tönsberg Norwegian *5 BHCem APT53t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 280NHP 2SB,*Grf*,GS108,HS1400 Cen. Mar Eng. Wrks. WHpl | 24 ″ 0 | | 4,04 |
| 449 72346 RDPC | — IronScSr *A.Anderson* 97–97 ssDun. No.3–4,02 ssDun. No.2–00 Dun, 2nd 7·0 1 *Dk* | 422 349 262 | ✠100A1 5,05 ~~6,06~~ ✠NB5,99 BS5,98 | | Dun *h* LMC ~~4,06~~ 4,04 BS6,04 | 1875 3mo | Wigham Richardson Newcastle A&CP | Dundee & Nwcastle Stm. Shppg. Co. Ld. | 175·0 \| 25·2 \| 12·4 P33′B59′F55′ BK7 *WB=* | Dundee British *5 BHCem DBa55′70t* | C.2Cy.26½″&42″–27″ (*s*) 80lb *80lb* NDB02 90RHP 1SB,*3pf*,GS52,HS937 J.Shaw & Co., Newcastle | 13 ″ 1 s 1 ″ 6 | BT till 5,05 | ~~5,05~~ 6,04 |
| 450 105029 | — IronScK *J.Kelly* –95 1 *Dk* | 138 132 57 | ✠ *For fishing purposes* 6,95 | | Hul | 1895 3mo | Cook, Welton & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 98·7 \| 20·5 \| 11·0 BK7½ *WB=* | Hull British *3 BHCem DTf15′27t* | T.3Cy.10″,16″&25½″–20″ 35RHP 1SB,*2pf*,GS22,HS573 Amos & Smith, Hull | 11 ″ 10 | | |
| 451 106736 PQUR | **Aldersgate** SteelScSr ~~*McClure* –02~~ ssBry. No.1–01 (*ex* Britannic) *J.Crockett* 04–04 1 *Dk*(*Irn*) *2trB* *Web frames* 3 *Dk rule* | 3076 2870 1987 | ✠100A1 1,05 ~~[illegible]~~ ✠LMC 10,01 B 10,04 | | Bry *u* Cff | 1897 4mo | W. Gray & Co. Ld. W Hartlepool A&CP | Dowgate SS.Co.Ld. (H.W.Dillon, *Mgr.*) *WB= Cell* | 325·0 \| 47·0 \| 22·4 P27′B82′F32′ FK *DBa&uE130′f136′* | London British *5 BHCem 731t APT53t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 281NHP 2SB,*6cf*,GS90,HS1455 Cen. Mar. Eng. Wrks. WHpl | 24 ″ 10 s 4 ″ 6 | | 1.04 |
| 452 108271 PWBT | **Aldershot** SteelScSr *W.W.Adam* –01 1 *Dk*(*Irn*) *Webframes* | 2177 1997 1354 | ✠100A1 *Trunk dk* 1,04 8,03 ~~[illegible]~~ BS[illegible] | | Bry *s* Cal ✠LMC 1,02 | 1897 12mo | Ropner & Son Stockton *Lloyd's SA&CP* | Britain S.S.Co.Ld. (Watts, Watts & Co. *Mgrs.*) *WB= Cell DB a90′u E20′f112′506t* | 280·0 \| 42·0 \| 18·3 P27′B54′F31′ FK | London British *4 BHCem APT71t* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* 201NHP 2SB,*4cf*,GS74,HS3000 Blair & Co., Ld., Stockton | 20 ″ 0 s 2 ″ 8 | | N11,02 |

| Numéro d'Ordre. | Nom du Navire. Mastertaur. Greement. etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Tonnes Sous le Pont — Net. | Détails de la Classification. Cote. Surveillance Spéciale Date de la dernière Visite. Force de la machine. Torsion assignée Date suivant Lettre | Construit. Quand. Tonnage. Matériaux. Par qui. — Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, Mètres. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres. — Course. Puissance des Chaudières. NHP = Nbre de chevaux d'après les Chargements ou Brevets de Société. Indicated HP d'après les papiers du navire. Détails des Chaudières. Foyers. Surface des Chauffes des Foyers. | Vitesse par Quille. Nbre de nœuds par heure au milieu du navire. | Dimensions de coffre. Si ce n'est pas dans la L. R. | Date de la Dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 453<br>[illegible]<br>MHQT | **Aldgate** SteelScSr<br>*G.H.J.Chesshire* –00 *ss*Nwc.No.2–01<br>1 *Dk(Stl)*<br>*§Webframes§ Spardk(Irn)* | 3380<br>3256<br>2208 | ✠100A1 Sws *v*<br>*Spar dk*<br>1.04<br>BS[illegible] | 1892<br>8mo<br>Richrdson, Duck&Co. Stockton<br>*Lloyd's A&CP* *WB = Cell DB 288'566t* | DowgateSS.Co.Ltd. (H.W.Dillon, *Mgr* | 340·5 42·1 19·2<br>P35 F35' 27·1<br>BK10"<br>*FPT 8bt APT 33t* | London<br>British | T.3Cy.24",40"&66"–45" (s)<br>160lb 75lb 800NHP<br>2SB.8cf.GS116,HS4626<br>G. Blair&Co.(Lim.),Stk | 21 " 7<br>s 6 - 9½ | |
| 454<br>195522<br>QNBS | — IronScK<br>*C.Moore* –95 (*Trawler*)<br>1 *Dk* | 146<br>134<br>42 | … | 1895<br>Edwards Bros. N.Shields | J.Schofield | 96·0 20·7 11·0<br>Q18'F17'<br>BK7½" | Grimsby<br>British | T.3Cy.11",17"&30"–21"<br>40RH<br>N.E.Mar.Eng.Co.(Lm.),Sld | 11 " 1 | |
| 455<br>98540<br>NBRL | **Aldworth** SteelScSr<br>*G.P.Boughton* –05 *ss*Bry.No.2–01<br>1 *Dk(Stl)* 2tr *B§ Webframes§ pt Awngdk(Irn)* | 3369<br>2190 | ✠100A1 Clf *u*<br>*pt Awng dk*<br>*withfreeboard*<br>8,05<br>LMC9.01 | 1893<br>W.Gray& Co.(Lim.) W Hartlepool<br>*Lloyd's A&CP* *WB* | J.Westoll | 330·2 43·1 21·6<br>Q125' BK11'<br>*pt Awngdk 203'*<br>*= Cell DB 266' 726t* | Sundrland<br>British | T.3Cy.24",38"&64"–42" (s)<br>160lb 90lb NDB92 279NHP<br>2SB,6rf,GS91,HS4890<br>CentralMar.E.Wks.W.Hpl | 24 " 0<br>s 9 | 10,04 |
| 456<br>102916<br>NDBJ | **Alecto** SteelScSr<br>*R.L.Webster* –04 1 *Dk(Stl)§ Spar dk (Irn)§ Webframes* | 3607<br>3377<br>2341 | ✠ Lon *u*<br>*Spar dk*<br>4,95 | 1893<br>Richardsn, Duck&Co. Stockton<br>*WB = Cell DB* | T.Wilson,Sons& Co.Ltd. | 346·0 43·1 19·1<br>B100'F39' 27·1<br>BK10"<br>*B288 625t FPT 151t* | Hull<br>British | T.3Cy.24",38"&64"–42"<br>284NHP<br>3SB.6cf,GS112,HS4820<br>Amos&Smith,Hull | 21 " 9 | |
| 457 | **Alekber Ousejnoff** SteelTwinScSr<br>*J.Wallen*02–02 2 *Dks*<br>*Carrying Petroleum in bulk* | 2000 | | 1902<br>Lindholmens M.V. Gothenburg | MamedBagir Ousejnoff | 284·0 32·2 18·8<br>Q51'B75'F31' | Astrachan<br>Russian | C.4Cy.20"&40"–24"<br>181NHP<br>LindholmensM.V.Got. | | |
| 458 | **Alekper** SteelTwinScSr<br>1 *Dk* | 1321<br>1078<br>978 | | 1896<br>Bergsunds M.V.Aktieb Stockholm | MamedBagir Ousejsnoff | 250·8 31·1 15·8<br>Q67'B66'F36' | Astrachan<br>Russian | C.4Cy.24½"&45"–25½"<br>170NHP<br>BergsundsAktieb.,Skm | | |
| 459 | **Alekto** WoodScSr<br>*B.G.Bellesen*85–00<br>1 *Dk* | 561<br>427<br>335 | | 1901<br>K.Skaal- uren Romsdal | Acties.Dampsk. Alekto(T.Moling) | 159·3 28·6 14·6<br>Q19'B41'F28' | Stavanger<br>Norwegian | T.3Cy.12½",20"&32"–26"<br>52NHP<br>StavangerStöb.&Dok.Stv | | N |
| 460<br>4[illegible]<br>NBSW | **Alemagna** IronSc3MstSr<br>*G.Acquarone*01–02 *ss*Goo.2nd No.3–3.01<br>(*ex*Glannibanta) 1 *Dk* 2tr *B*<br>*Well deck* *ss*Gen.No.1–04 | 845<br>702<br>544 | ✠90A1 Gen *l*<br>7,01 2,03<br>LMC8.01 | 1875<br>J L Thompson Sunderland<br>6mo A&CP | Semler&Gerhardt | 200·6 30·5 15·5<br>Q111'B12'F24'<br>BK8"<br>*W B = DBa 18'f 66* | Genoa<br>Italian | C.2Cy.27"&52"–38" (s)<br>75lb 70lb NDB91 129NHP<br>1SB.3pf,GS59<br>J.Dickinson,Sunderland | 16 " 1<br>s 1 - 10 | 7,03 |
| 461<br>HBPV | **Alemania** SteelScSr<br>*B.Arrasate*01–03 *ss*Bbo.No.2–03<br>(*ex*Kirkwall) 1 *Dk(Irn)§ Webframes§ pt.Awng dk(Irn)* | 2038<br>1547<br>1255 | ✠100A1 Bbo *r*<br>*pt Awng dk*<br>*withfreeboard*<br>1,05 [illegible]<br>LMC.01 | 1894<br>Blyth S.B. Co.Ltd Blyth<br>10mo A&CP | Cia.deNav.Internacional (Abaitua y Careaga, *Mgrs.*)<br>*W B = Cell DB* | 275·0 37·7 18·4<br>P27'Q80'<br>*pt Awng dk 168'* FK<br>*a90'u E18'f108'394t* | Bilbao<br>Spanish | T.3Cy.20",33"&54"–36" (s)<br>160lb 80lb 179NHP<br>2SB,6pf,GS81,HS2740<br>N.E.MarineCo.Ld.Nwc | 20 " 9<br>s 8 - 5½ | 1,05 |
| 462<br>RMDF | **Alene** IronScSr<br>*J.Rohde*01–01 2 *Dks* | 2293<br>1939<br>1482 | … | 1880<br>Aitken& Mansel Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie) | 310·8 36·3 23·5<br>B93 F27'<br>len92 | Hamburg<br>German | T.3Cy.24",38"&64"–48"<br>NE&B92 284NHP<br>M'Ilwaine&McColl,Ld.Bel | 25 " 2 | |
| 463<br>113573<br>RTQF | **Aleppo** SteelScSr<br>*C.Rayward* –01<br>*Spar dk(Stl)* 2tr *B§ Web frames*<br>*Wood main dk in 1 & 3 holds* | 3870<br>3683<br>2537 | ✠100A1 Hul *w*<br>*Spar dk*<br>*withfreeboard*<br>6,01 2,03<br>LMC.01 | 1900<br>R.Stephenson&Co.Ld. Newcastle<br>8mo A&CP | T.Wilson,Sons& Co.Ltd. | 340·0 47·2 19·3<br>P31'B105'F36' 27·3<br>FK<br>*W B = Cell DBa 110'* *uE§ B44' f 133'733t* | Hull<br>British | T.3Cy.25",40"&66"–45" (s)<br>165lb 80lb 317NHP<br>2SB.6cf,GS120,HS5070<br>Sir C.Furness,Westgarth &Co.Ld.Mdlb | 22 " 10<br>s 6 - 0 | 4,05 |
| 464<br>50370<br>HBFG | — IronScSr<br>*J.T.W.Charles* –04 | 2147<br>1257<br>1371 | | 1865<br>J.&G. Thomson Glasgow | CunardS.S.Co.Ld. | 292·5 38·2 26·2<br>F74t | Liverpool<br>British | T.3Cy.22½",38½"&58½"–48"<br>NE&B90 287NHP<br>J.Howden&Co.,Glasgow | 27 " 7<br>s 5 - 2 | |
| 465<br>65581<br>VGSQ | **Alert** IronPadSr<br>*Cable Vessel* (*ex*The Lady Carmichael)<br>*Batchellor*84–84 1 *Dk* | 369<br>365<br>194 | … | 1871<br>A.M'Millan &Son Dumbarton | H.M.Postmaster General | 162·8 25·3 12·1<br>B38' | London<br>British | D.O.4Cy.34"–48"<br>NB79 247NH<br>J.&J.Thomson,Glasgow | | |
| 466<br>552[illegible]<br>JKBL | — IronScSr<br>*D.Kerr* –00 | 327<br>283<br>190 | | 1855<br>.....<br>Hull | G.Sandford | 176·0 21·4 10·8<br>P38t | Hull<br>British | 60RH | 11 " 2 | |
| 467<br>108248<br>PTVK | — SteelScSr<br>*R.A.Wilson* –00 *ss*Nwc.No.1–02<br>*Well deck* 1 *Dk(Irn)*<br>*Mchy.Aft* | 289<br>209<br>98 | ✠100A1 Lon *d*<br>3,04<br>[illegible] | 1897<br>DundeeS.B Co.,Ld Dundee<br>9mo A&CP | J.B.Knapton | 125·3 22·6 9·6<br>Q40'B12'F16'<br>BK7<br>*W B = FPT 25t* | London<br>British | C.2Cy.18½"&32"–22" (s)<br>120lb 52RH<br>1SB,2pf,GS32,HS925<br>Cooper&Greig,Dundee | 10 " 4<br>s - 11½ | 7,03 |
| 468<br>101956<br>NWGT | — SteelScSr<br>*J.Slattery*97–02<br>*Elec.light* (*Tug*) 1 *Dk* | 194<br>182<br>49 | … | 1892<br>J.T.Eltringham&Co. S.Shields | TableBay Harbour Board | 115·0 21·1 11·8<br>B7'<br>BK6½" | Cape Town<br>British | C.2Cy.19"&38"–24"<br>99RH<br>G.T.Grey,S.Shields | 12 " 0 | |
| 469<br>106924 | — SteelTwinScKTug<br>*L.Pascoe* –01<br>1 *Dk* | 175<br>153<br>3 | … | 1898<br>J.G.Fay& Co.Ld. Southampton | NewhavenHarbour Co. | 116·0 20·1 9·8<br>BK6" | Nw.Haven<br>British | C.4Cy.11"&21"–21"<br>66RH<br>J.G.Fay&Co.Ld.Sou | 10 " 4 | |
| 470<br>23092<br>JGVW | — IronPadSr<br>*W.Davies*87–87 1 *Dk* 2tr *B* | 172<br>172<br>87 | … | 1865<br>Laird Bros. Birkenhead | MerseyDocks& HarbourBoard | 117·8 21·0 10·7<br>FK | Liverpool<br>British | O.2Cy.33"–18"<br>NB91 70RH<br>Laird Bros.,Birkenhead | till 11.04 | |
| 471<br>105346 | — WoodScTug<br>*D.J.Hunt*97–00 | 171<br>—<br>153 | | 1874<br>.....<br>Wlmgtn.Del | T.A.Scott | 96·2 22·2 6·8 | New York<br>Utd.States | 1Cy.16"–24"<br>10NHP | | |
| 472<br>106703 | — IronScK<br>*Ward* *ss*Clf.No.1–00<br>1 *Dk* | 150<br>138<br>87 | ✠100A1 Clf<br>*Stm Trawler*<br>6,01 3,03<br>[illegible] | 1896<br>Cook, Welt'n&Gemmell Hull<br>6mo *Lloyd's A&CP* | Neale&West | 101·5 20·8 10·7<br>Q24'<br>BK7½" | Cardiff<br>British | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45RHP<br>1SB.2cf,GS88,HS820<br>C.D.Holmes&Co.,Hull | 11 " 10 | [illegible]<br>N6,04 |
| 473<br>[illegible]<br>KBQF | — IronScSr | 144<br>144<br>98 | | 1869<br>.....<br>Glasgow | Corporation of the Trinity House | 104·0 20·0 10·7 | London<br>British | 2Cy<br>85RHP | | |
| 474<br>86459<br>KBDR | — IronScSr<br>*J.Lihou*66–86 1 *Dk* | 139<br>121<br>23 | ✠ Sou *b*<br>[illegible] | 1885<br>J Fullerton &Co.,Paisley<br>6mo | GuernseySteam Towing&Trading Co.Ld. | 110·0 19·0 10·1<br>*Shade dk 26'*<br>drp88 | Guernsey<br>British | C.2Cy.20"&38"–24"<br>59NH<br>W.Kemp,Glasgow | 10 " 7 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of Transfer, &c. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 475 86871 | **Alert** *P.F.Power* (*ex*George J.Stevens) | **WoodScSp** 1*Dk* | 105 82 63 | | | | 1880 | Maine,U.S. | **F.D.McDonald** | 98·3 19·1 7·4 H24*t* | **St.John's** British | 1Cy.18″–18″ 11NHP Kendall&Roberts,Cam.Prt. | | | |
| 476 | **Alesgerje** *Carrying Petroleum in bulk* | **SteelScSr** 1*Dk2trB* | 597 470 434 | | | | 1894 | **Bergsunds** M.V.Aktieb. Stockholm | **A.K.&A.Ousejnoff** | 155·9 28·3 14·6 Q20′B52′F25′ | **Astrachan** Russian | C.2Cy.24½″&43″–25½″ 78NHP Brgsund M.V.Aktieb.Skm. | | | |
| 477 BKJT | **Alesia** (*ex*Bangalore) *Elec.light* | **SteelTwinScSr** 1*Dk&Spar dk3trH Web frames only in No.2hold* | 5167 4819 3312 | | | ... | 1896 | **Flensburgr Schiffsb.Ges.** Flensburg | **Hamburg-Amerik. Packetf.Act.Ges.** (**Ham.-Amr.Linie**) | 404·0 50·0 21·2 P34′B102′F52′ 29·2 FK | **Hamburg** German *WB* | T.6Cy.19″,31″&52″–40″ 426NHP FlensburgerSchiffsb.Ges. | 24 ″ 0 | G | |
| 478 5 NBWH | **Alessandro Volta** *N.Sgarallino* | **IronScSr** 1*Dk2trB* | 630 450 400 | | | | 1862 | **Randolph,** Elder&Co. Glasgow | **Nav.Gen.Italiana** | 203·4 25·4 13·7 P57′ H26*t* F57 | **Genoa** Italian | C.2Cy.23¼″&45″–30″ NE77NB92 84NHP G.Ansaldo&Cie.,Sumprdrna | | I | |
| 479 93998 | **Alexander** *G.Thomas*08–08 *Well deck* *Elec.light* | **SteelTwinScSr** 1*Dk* | 377 236 185 | ✝100A1 9.03 ✝LMC9.08 | Gls | *f* | 1903 9mo | **Mackie&** Thomson Glasgow | **AnchorShipping& FoundryCo.Ld.** *WB=DBa9′* | 138·5 24·0 9·7 Q81′Bon RQD47′ F26′ FK 26*t FPT*19*t APT*10*t* | **Nelson,NZ** British *4BHpt Asp& pt Cem* | C.4Cy.12″&28″–18″ (*g*) 130lb *80lb* 72RHP 1SB,*2pf*,GS39,HS1289 Ross&Duncan,Glasgow | 10 ″ 6 s ″ 10 | | |
| 480 | — *M.Allemow*98–98 *Mchy Aft* | **SteelScSr** (*ex*Skåne) 1*Dk* | 310 282 191 | | | | 1897 | **J.Thor-** mählen&Co Elmshorn | **Act.Ges.fürMech. Holzbearbeitung A.M.Lüther** | 128·1 24·6 11·0 H36′F19′ | **Reval** Russian *WB* | C.2Cy.11″&22″–13 Ottensener 15NHP Maschinenfb.Altona | | V | |
| 481 173*s* KNVP | — *J.A.Tilton* -02 (*ex*Astoria) | **WoodSc** 1*Dk* | 295 — 159 | | | | 1855 | New York | **H.Liebes&Co.** | 158·0 26·0 13·0 | **S.Frncisco** Utd.States | | | | |
| 482 | — *W.Leverdowitz*00–00 (*ex*Dunlossit) *Well deck* *Mchy.Aft* | **SteelScSr** 1*Dk*(*Irn*) | 261 177 75 | ✝100A1 *Coasting* 1,03 ✝LMC1,00 | Nag | *c* | 1900 2mo | **J.Shearer &Son** Glasgow A&CP | **PacificWhaling& FisheryJt.Stk.Co. ofCountH.H.Key-serling&Co.** *WB=FPT* | 124·0 22·1 9·0 Q44′B8′F20′ BK7″ 3*BHCem* 11*t APT*10*t* | **Vladvostk** Russian 120lb 41NHP 1SB,2*pf*,GS31,HS770 Muir&Houston,Ld.Gls. | 10 ″ 3 | | |
| 483 3638 JMCH | — *J.B.Henriksson*08–08 *Mchy.Aft* | **CompScSr** 1*Dk* | 207 163 105 | | | | 1901 | **J.O.Johan-** sson G'mla Lödöse | **Alexander Carlsson** | 97·3 22·8 9·9 B28′H7*t*F14′ | **Gothenbrg** Swedish | C.2Cy.11″&18″–16″ 11NHP ThorskogsM.V.Thorskog | | V | |
| 484 1093 | — | **IronPad** 1*Dk* | 196 — 121 | | | | 1891 | Rostoff | **TaganrogIron-works** | 147·7 21·7 8·5 | **Rostoff** Russian | | | | |
| 485 98898 | **Alexander Fraser** *T.Dunbar*89–91 | **SteelPad** 2*Dks* | 321 204 174 | | | | 1891 | **J.&R.Weir** Montreal | **UpperOttawa ImprovementCo. Ld.** | 140·0 41·0 7·5 | **Ottawa** British | H.1Cy.26$\frac{5}{16}$″–72″ 23RHP J.&R.Weir,Montreal | | | |
| 486 1021 HLTQ | **Alexander Keiller** *A.Carlsson*97–97 | **IronScSr** 1*Dk2trB* | 434 387 310 | | | | 1874 | **Göteburgs Mek.Verks.** Gothenburg | **FörnyadeÅngf. Aktieb.Götha (H.Sternhagen)** | 145·3 24·4 15·4 B29′ H3*t* | **Gothenbrg** Swedish | C.2Cy.18″&30″–20″ NB01 34NHP Götbrgs Mek.Verks.,Got. | | V | |
| 487 107372 | **Alexander McDougall** *N.Campbell* (*Whaleback*) *Mchy.Aft* | **SteelScSr** 1*Dk2trB* *Elec.light* | 3686 3385 2663 | | | | 1898 | **American** Stl BargeCo. WstSuperior | **PittsburghS.S.Co.** | 413·0 50·0 22·0 | **Duluth** Utd.States *WB* | Q.4Cy.19″,28½″,43″&66″–40″ 276NHP ClevelandS.B.Co. Clevelnd | | | |
| 488 65102 MLHK | **Alexander Pirie** ~~*J.B.Harrow* –04~~ *A.Crombie* | **IronScSr** *ss*Abn.2nd No.3–5,98 *ss*Abn.No.1–03 1*Dk* | 460 415 250 | ✝90A1 4,05 8,03 ✝N 8,04 LMC8,0 | Abn | *i* | 1873 11mo | **A.Hall&** Co. Aberdeen A&CP | **Aberdn.Newcastle &HullStm.Co.Ld.** | 180·0 26·0 14·0 Q47′B49*t*F10*t* ND87 BK7½ | **Aberdeen** British 4*BHCem* | C.2Cy.28″&48½″–24″ (*j*) 70lb *45lb* NDB81 90RHP 1SB.*3pf*,GS52,HS1751 GourlayBros.&Co.,Dundee | 14 ″ 9 s 1 ″ 11 | BT till 8,04 | ~~8,03~~ 4,05 |
| 489 115600 | **Alexander Ross** *J.Craig* -03 | **SteelScK** 1*Dk* | 215 201 58 | ✝100A1 *Stm Trawler* 8,04 ~~8,03~~ ✝LMC8,03 | Abn | | 1903 4mo | **Smith's** Dock Co.Ld. NorthShields | **RossSteamTrawl FishingCo.Ld.** (**H.Ross,** *Mgr.*) | 115·5 21·6 12·0 BK7½″ 3*BHCem* *WB=DTf*5′8*t* | **Aberdeen** British | T.3Cy.12″,20″&32″–23″ (*r*) 180lb 52RHP 1SB.*2cf*,GS35,HS1145 MacColl&Pollock,Sld. | 12 ″ 10 | | |
| 490 NGKT | **Alexander Shukoff** *P.D.Stoldenberg* (*ex*Brenda) *Well deck* | **IronScBn** *ss*Lth.No.3–5,98 *ss*Els.No.2–01 1*Dk*(*Irn*)2*trB* | 1659 1330 1028 | ✝100A1 11.03 ~~B&A 03~~ ✝LMC2,01 BS8.01 | Npt | *q* | 1881 3mo | **E.Withy&** Co. Hartlepool | **DanskRussiske Dmpsksselsk.** (**P.Mörch,** *Mgr.*) | 257·5 34·6 17·9 P24′Q68′B68′F31′ BK9″ *WB=CellDB*210′ | **Copnhagn** Danish 4*BHCem* 365*t APT*37*t* | C.2Cy.33″&61″–33″ (*b*) 75lb *85lb* NDB95 178NHP 1DB,*4pf*,GS75 T.Richardson&Sons,Hpl. | 20 ″ 6 | | 1,03 |
| 491 | **Alexander II.** | **IronPadSr** 1*Dk2trB* | 518 490 424 | | | | 1858 | **C.Lungley** London | **A.Korvin** | 201·5 26·0 11·3 P63′ | **Astrachan** Russian | C.2Cy.33½″&48″–57″ NB94 145NHP | | | |
| 492 NHGV | **Alexandra** *A.G.Thomsen* | **SteelScSr** 2*Dks* | 2567 1904 1646 | | | | 1895 | **Lobnitz** &Co. Renfrew | **ForenedeDmpskib. Selskab** | 296·0 40·1 19·8 P29′Q86′H120′ F31′ | **Copnhagn** Danish | T.3Cy.19½″,32″&51″–39″ 162NHP Lobnitz&Co.,Renfrew | | V | |
| 493 45657 VFGR | — | **IronScSr** 2*Dks* | 681 596 496 | | | | 1863 | **Blackwood &Gordon** Port Glasgow | **Burns,Philp&Co. Ld.** | 243·8 27·1 14·3 P68*t* F17′ | **Sydny NSW** British | C.4Cy.24″&42″–30″ 161NHP AustralasianS.N.Co. | | | |
| 494 117518 VSJB | — *Elec.light* | **SteelTwinScSr** 1*Dk2trB* | ~~670~~ ~~475~~ 618 519 183 | | | | 1904 | **Vickers,Ss. &Maxim,Ld.** Barrow | **Commissioners of IrishLights** | ~~192·0~~ 201·4 30·3 14·1 B63′F36′ | **Dublin** British *WB* | T.6Cy.15″,23½″&38″–24″ 141NHP VickersSs.&MaximLdBrw | | | |
| 495 JFRV | — *F.Grabner*98–03 *Elec.light* | **SteelScSr** 1*Dk* | 592 443 354 | | | | 1903 | **Stettiner** Oderwerke Stettin | **R.C.Gribel** | 176·9 28·1 11·3 Q53′B43′F22′ | **Stettin** German *WB* | T.3Cy.14″,22″&36″–26″ 66NHP StettinerOderwerke,Stn. | | G | |
| 496 NFPK | — *N.P.Larsen*91–95 *Elec.light* | **SteelPad** (*Ferry*) 1*Dk* | 490 471 269 | | | | 1892 | **Burmeister &Wain** Copenhagen | **DeDanskeStats-baner** | 212·0 26·2 11·7 len03 | **Masnedsnd** Danish | C.2Cy.32″&60″–45″ 201NHP Burmeister&Wain,Cpn. | | | |
| 497 116340 | — | **SteelPad** 2*Dks* | 417 201 280 | | | | 1903 | **Up.Ottawa Imp.Co.Ld.** Temiscamingue,Que. | **UpperOttawa ImprovementCoLd** | 148·0 45·4 8·1 | **Ottawa** British | C.2Cy.24″&48″–60″ 96RHP BertramE.W.Co.Ld.Tinto | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Materiaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage. / Brut. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné ou obtenu. Lettres d'Opérations. | 8 Construit. Quand. Navire. Rivet. | 9 Par qui. Ch. | 10 Armateurs. | 11 Dimensions d'après la Donne. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Surface de la Voilure. Haut. Bas. Dunk. Cent. Perf. Triob. | 16 Date de la Dernière Visite. Visite Spéciale. Visite Annuelle. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 498 45652 VFQM | **Alexandra** | IronPadSr | 369 322 [illegible] | | | | 1863 | Caird&Co Greenock | [illegible] J.Constant | 204·5 | 23·7 | 11·0 | Newhaven British | C.2Cy.32"&52"–57" NB98 170NHP Comp.98,Lon.&Gla Co.,Gls. | | | |
| 499 81004 | — | IronPadSp | 235 204 97 | | | | 1879 | Scott&Co. Greenock | L.&S.W.Rlwy.Co. &L.B.&S.C.RlyCo | 171·0 | 20·2 | 8·5 | Portsmth British | C.D.2Cy.25"&50"–54" NB92 153NHP Scott&Co.,Greenock | | BT 4.5 | |
| 500 [illegible]13442 | — *P.Cappes –03* *Mchy.Aft* | SteelScK | 211 163 72 | | | | 1901 | W.J.Yarwood Northwich | NorthwichCarrying Co.Ld. | 100·5 | 21·6 | 9·7 | Liverpool British | C.2Cy.18"&27"–18" 30RHP W.J.Yarwood,Northwich | | | |
| 501 [illegible]13183 | — *A.R.Goodfellow92–02* | WoodSc | 201 114 136 | | | | 1902 | C.D. Ruddock Chatham, NB | MiramichiStmNav Co. | 97·0 | 24·6 | 9·0 | Chthm, NB British | C.2Cy.16"&30"–18" 18RHP P.M Ruddock, Chatham NB | | | |
| 502 — *See Particulars See No. 2 in Supplement* | | SteelScK | 190 | 100A1 *StmTrawler* (*Class Contemplated*) | | | 1904 | Smith's Dock Co.Ld North Shields | J.Thomas | 110·0 | 21·0 | 11·6 | British | T.3Cy.12",19"&32"–22½" MacColl&Pollock,Sld | | | |
| 503 81844 | — | IronPad | 158 158 87 | | | | 1877 | Samuda Bros. London | Lon.&IndiaDocks Co. | 100·0 | 20·6 | 10·7 | London British | L.2Cy.32½"–54" 80RHP Stewart&Co.,London | | | |
| 504 93819 | — *H.J.Johnson83–88* | IronScSk | 142 142 1 | ✝ 5.88 | Ayr | *b* | 1888 8mo | SM'Knight & Co. Ayr | Alexandra Towing Co.Ld. | 92·0 B7 *APT25t* | 20·1 | 11·1 BK6½' | Liverpool British | C.2Cy.21"&42"–27" 1SB,3*cf*,GS56 75RHP 6*BHCem* Muir&Houston,Glasgow | 12 " 0 | | |
| 505 96125 | — *W.Foote –92* | SteelPadSp | 127 [illegible] 80 | | | | 1888 | W.Allsup& Sons Preston | Saltash,Three Twns&Co.SBtCo.Ld (W.Dusting,*Mgr.*) | 125·7 Q87t | 17·3 | 5·5 | Plymouth British | C.O.2Cy.20"&38"–36" NB92 81RHP W.Allsup&Sons,Preston | | BT 4.11 | |
| 506 72364 SPBJ | — *J.Bennett –05* | IronScCtr | 125 121 40 | | | | 1876 | Day,Summers&Co. Northam | J.R.Pethick | 110·0 | 19·1 | 8·9 | Plymouth British | C.2Cy.20"&40"–24" NB88 60RHP Day,Summers&Co.,Sou | | | |
| 507 | — | SteelSc | 118 108 27 | | | | 1904 | Nylands Værksted Christiania | Hvalfanger Acties Alexandra (Erling Lund) | 90·0 | 17·9 | 11·2 | Chrstiania Norwegian | T.3Cy.10½",17"&28½"–20" 36NHP Nylands Værksted,Xania | | | |
| 508 82709 | — *J.G.Poole01–01* | WoodPad | 104 — 78 | | | | 1882 | ..... Auckland. N.Z. | DevonportStm. FerryCo.Ld. | 106·6 | 15·1 | 4·7 | Auckland British | 30RHP | | | |
| 509 RLWN | **Alexandra Woermann** *A.Triebe92–01* *Elec.light* | SteelScSr (*ex*Bruxellesville) 2*Dks*&*deepframing* | 3757 2812 2382 | | | | 1898 4mo | Sir Raylton Dixon&Co Ld Middlesbro' | WoermannLinie KommanditGes. | 351·8 P&B248'F44' | 44·2 | 23·4 FK | Hamburg German *WB* | T.3Cy.27",43"&72"–48" 132NHP T.Richardsn&Sns.Ld.Hpl | 26 " 10 | | G |
| 510 Wrecked 1, HDKC | **Alexandre Bixio** *Dundee93–97* *Piton –04* ✝St.N.2ndNo.8–10,04 | IronSc3MstSr ✝Nts.No.3–11,30 ✝Msl.No.2–97 2*Dks*(*Irn*)*Str*&*Irn* | 2175 2006 1239 | ✝100A1 10,02 10,04 St.N. BS1·08 | Msl | *t* | 1880 7mo | M.Pearse & Co. Stockton A&CP | Cie.Générale Transatlantique | 298·2 P39'F41' | 35·8 BK10' *WB*=*DB* | 26·7 a96'*f*60'838*t* | Marseilles French | C.2Cy.36½"&68"–42" *s* 80lb *60lb* NB94 217NHP 6*BHCem* 2SB6*pf*,GS120,HS3300,NDB93 Blair&Co.(Lim.),Stockton | 26 " 7 | | | |
| 511 RLVW | **Alexandria** *L.Mass96–08* *Elec.light* | SteelSc4MstSr 2*Dks*&*deepframing*&*Shelter dk* | 5692 5384 8647 | | | | 1900 | Palmers' Co Ld. Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 452·0 | 52·2 | 28·3 FK | Hamburg German *WB* | T.3Cy.30",50"&81½"–54" 612NHP Palmers'Co.Ld.Newcastle | 31 " 2 | | G |
| 512 116307 TPHF | — *F.B.Dobson –03* (*ex*Ville de Paris) | SteelSc3MstSr 1*Dk*&*Spar dk*&*trBr* | 3501 3124 2194 | | | | 1890 | J.Laing Sunderland | EllermanLines Ld. (Papayanni&Co. *Mgrs.*) | 365·0 P12'B82'F37' | 42·2 BK10' *WB*=*APT6t* | 19·0 26·7 | Liverpool British | T.3Cy.28½",46½"&76"–45" 887NHP G.Clark Ld.Sunderland | 21 " 7 | BT 4.11 | |
| 513 | — *Z.Cambanis86–01* (*ex*Ayrshire) | IronSc3MstSr ✝Cpl.2ndNo.3–8,02 2*Dks*(1*Irn*)*Str*&*Irn* | *1354* *1331* *871* | ✝100A1 8,02 ✝NB1,88 BS10,02 | Cpl LMC8,[illegible] S2,05 | *p* | 1877 5mo | W.Hamilton&Co. Pt.Glasgow A&CP | Nav.àVap.Egée (P.M.Courtgi&Co. *Mgrs.*) | 260·3 B72' ptND89 | 32·3 BK9' *WB*=*DB*40' | 22·5 | Constanpl Turkish | C.2Cy.30"&55"–36" *(s)* 75lb *70lb* NDB89 126NHP 5*BHCem* 1SB,3*pf*,GS55,HS1857 Walker Henderson&Co.Gls | 23 " 10 | | | |
| 514 | — *A.Mazarakis95–98* *Elec.light* (*ex*Aphroditi,*ex*Reka) | SteelScSr | 1065 — 624 | | | | 1883 | Lloyd Austro-Ungarico Trieste | HadjiDaout Farkouh | 221·9 | 31·5 | 21·7 | Smyrna Turkish | C.2Cy.30"&55"–27" NB98 131NHP Arsenale Lloyd,Trieste | | | |
| 515 85758 | — | WoodPad | 863 — 507 | | | | 1883 | Cantin Montreal | A.W.Hepburn | 173·7 | 30·6 | 8·4 | Montreal British | | | | |
| 516 | — *M.F.Layoa –92* | SteelScSr 1*Dk* | *525* *398* *317* | ✝ *withfreeboard* 9,90 | Grk | *h* | 1890 9mo | T.B.Seath &Co. Glasgow | EmprezaEsperançaMaritima | 163·5 P48'B66'F23' | 28·1 BK7' *WB*=*APT6t* | 11·7 | R.Janeiro Brazilian | T.3Cy.18",20"&32"–24" 67NHP 1SB,2*rf*,GS30,HS1259 Kincaid&Co.(Lim.),Grk. | 12 " 9 | | |
| 517 116212 SQNR | **Alexandrian** *G.Bruce01–01* | SteelScSr 2*Dks*(*Stl*)*deepframing* | 4467 4215 2899 | ✝100A1 *Shelter dk* 1,05 12,03 | Ant ✝LMC9,01 | *z* | 1901 9mo | Wigham-Richrdsn&Co Ld Newcastle | F.Leyland&Co. (1900)Ld. *Lloyd's*&*CP WB*=*Cell DBa* 122 *uE*&*B62*'*f*172'*985t FP1* | 411·0 FK&BK2½' | 46·7 | 27·1 | Liverpool British | T.3Cy.25",41½"&71"–48" (*r*) 200lb *120lb* 420NHP 7*BHCem* 2DB.8*cf*,GS136,HS6752 100*t APT45t* Wgham Rchrdsn&C Ld Nwc | 30 " 6 5 " 5 | | | 12,03 |
| 518 | **Alexandros** *P.Ghiaffis* | IronScSr (*ex*Apis) 2*Dks* | 1211 1082 717 | | | | 1869 | W.Denny &Bros. Dumbarton | HadjiDaout Farkouh | 248·0 | 31·0 | 21·5 | Smyrna Turkish | C.2Cy.31"&56"–36" NB89 157NHP Denny&Co.,Dumbarton | | | |
| 519 | **Alexandros Mavroyenis** *N. Caroulias* (*ex*Margarita) | Steel [illegible] 2*Dks* | 218 [illegible] 133 | | | | 1891 | M'Dowall & Barbour Piræus | SamosS.S.Co. | 13 ·0 P85'F80' | 20·0 | 11·0 | Vathy Samos | C.2Cy.17½"&32"–22" 40NHP M'Dowall&Barbour,Pir. | | | V |
| 520 HQDR | **Alexandros Michalinos** *K.Bacha –02* (*ex*Brantwood) | SteelScSr ✝Pir.No.2–03 1*Dk*(*pt Stl pt Irn*) &*Webframes*&*pt Awng dk*(*Irn*) | *2663* *2024* *1695* | ✝100A1 *pt Awng dk* *withfreeboard* 12,0 [illegible] | Cff Npt ✝LMC [illegible] | *t* | 1894 12mo | J.L.Thompson&SonsLd. Sunderland A&CP | Michalinos&Co. *WB*=*Cell DBa* | 300·0 P29'Q84' | 41·8 *pt Awng dk* 187 a92'*uE*&*B*86'*f*114' | 19·6 FK | Piræus Greek | T.3Cy.22½",37"&60"–42" (*s*) 160lb *110lb* 245NHP 6*BHCem* 548*t APT89t* J.Dickinson,Sunderland | 22 " 1 8 " 8½ | | | 5,03 |

"Lycourgos," *See No. 50 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. / Port of Survey. / Years Assigned / Now Classed. / Equipment Date. | 8 9 Built. When. / Ship. / Engines. | By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard and deductions. | 15 Register is in which classed. If not in L. R. Date of R. of Tn. ie Gust. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 521 | **Alexandros S. Siniossoglu** Iron / *A. Foots* ssCtf. No.3–8.91 ScSr / *Cufopantelis* ssCpl. No 2–02 (exCity of Newcastle) 2 Dks (1 Irn) 3 trB | 1973 / 1847 / 1245 | ✠100A1 Cpl s / 10-17 7.08 Tri / BS8.04 ✠LMC5.08 / 1.95 | 1882 2mo | C.S.Swan & Hunter Newcastle A&CP | S.Siniossoglu | 285·5 \| 36·1 \| 24·1 / P28′ B52′ F82′ / ND03 BK9½″ / WB = DBa82′ 140t | Constanpl Turkish | C.2Cy.36″&68″–42″ 1s / 80lb 80lb NDB90 230NH / 2SB,6cf,GS84,HS3714 / R.&W.Hawthorn,Nwc. | 25 " 6 / s 4 " 8½ | | 2,03 |
| 522 | **Alexei Trapani** SteelScSr / *Should be "Argun," See No. 23 in Supplement.* / (exHans) 1 Dk (Stl) & Spardk (Stl) & Webframes | 4189 / 2708 | ✠100A1 Bry r / Spar dk 11,03 ✠LMC2,03 | 1902 2mo | R. Craggs & Sons Middlesbro' Lloyd's A&CP | Russian Government / WB = Cell D | 362·0 \| 48·1 \| 20·1 / P29′ B104′ F35′ 28·1 FK / Ba116′ uE26′ f152 | Russian 6 BHCem MT22′35st | T.3Cy.25″,40″&68″–48″ (s) / 180lb 100lb 379NH / 2SB,9cf,GS148,HS6228 / Richardsons,Westgarth& Co.Ld.Mdlb. | 22 " 9 / s 6 " 11½ | | 11,03 |
| 523 Founded 4.05 | **Alexios Gangos** SteelScSr / *E. Caluccundis* –98 ssCtf. No.3–11.96 / (exLeny) ssShl. No.1–01 / *Well deck* 1 Dk (Stl) & Webframes | 2461 / 1888 / 1546 | ✠100A1 Mes s / 10.03 | 1889 3mo | Hawthorn, Leslie&Co Ld Newcastle A&CP | A.Gangos / WB = Cell D B248′425t | 300·3 \| 38·7 \| 19·5 / P27′ Q90′ B116′ F35′ BK10″ | Syra Greek | T.3Cy.22½″,36½″&60″–39″ / 160lb 70lb (s) 242NH / 2SB,8pf,GS125,HS3900 / Hwthrn,Leslie&C.Ld.Nwc | 21 " 11 / s 2 " 1½ | | 2,05 |
| 524 JPMR | **Alf** SteelScSr / *E. Hansen* 96–98 ssHfx. No.1–02 / 1 Dk (pt Stl & pt Irn) 2 trB & Webframes & pt Awng dk (Irn) | 3065 / 2357 / 1970 | ✠100A1 Bry u / pt Awng dk Bkn / with freeboard BS1,05 / 12,0 ✠LMC | 1898 11mo | Ropner& Son Stockton A&CP | Et Actieselskab (J.R.Olsen) / WB = Cell D Ba | 322·0 \| 41·5 \| 20·6 / P25′ Q106′ / pt Awng dk 191′ FK / 10′ uE24′ f120′ 576t | Bergen Norwegian | T.3Cy.22½″,37″&61″–42″ (s) / 160lb 80lb 246NH / 2SB,6rf,GS100,HS3760 / Blair&Co.Ld.Stockton | 24 " 0 / s 9 " 1 | | 1,05 |
| 525 JVPW | — IronScSr / *A. Osuldsen* –96 (exPickwick) / *Well deck* 1 Dk 2 trB | 1128 / 880 / 699 | ... | 1871 | W Pile & Co Sunderland | Acties. Alf (Chr. Eyde & Hein) | 229·5 \| 31·1 \| 17·5 / P214′ H67′ F27t / BK8 | Arendal Norwegian / WB | C.2Cy.27″&50″–30″ / NB80 114NHP / N.E.Marine Co.(Lim.),Sld. | 18 " 6 | N | |
| 526 JWLQ | — WoodScSr / *L. Taarland* 91–91 1 Dk 2 trB | 336 / 251 / 196 | | 1880 | Strömstenens Verft Stavanger | Ths.S.Falck | 134·1 \| 24·8 \| 12·6 / Q82′ B46′ | Stavanger Norwegian | C.2Cy.15½″&29¼″–24½″ / NB93 85NHP / Akers Mek.Vrks.Christinia | | N | |
| 527 3891 JMGL | — WoodScSr / *C. Anderson* 03–03 / *Mchy. Aft* 1 Dk | 189 / 162 / 94 | | 1901 | S.Groth Ångf.Aktieb. Alf Sjötorp | Ångf.Aktieb.Alf (C C.A.Svensson) | 99·9 \| 23·1 \| 10·0 / P17′ H8t | Sjötorp Swedish | C.2Cy.11 7/16″&19½″–11 11/16″ / 11NHP / Wilhelmsbergs M.V.Got. | | | |
| 528 HFGV | — IronScSr / *O. Brevig* (exLidköping) 1 Dk | 180 / 168 / 101 | | 1855 | Bergsunds M.V.Aktieb. Stockholm | Christiania Portland Cement-fabrik | 99·8 \| 21·9 \| 12·3 / H12t | Christiania Norwegian | C.2Cy.18½″&26½″–19″ / 25NHP / Motala Co.Gothenburg | | | |
| 529 NWRF | **Alfa** IronScSr / *A. Hansen* 1 Dk (exAjax.exLudwig Possehl) | 630 / 466 / 348 | | 1886 | Flensburgr Schiffsb.Ges. Flensburg | Dmpskselsk. Vesterhavet (I.Lauritzen) / WB | 176·6 \| 29·0 \| 11·3 / P54′ H46′ F19′ | Esbjerg Danish | C.2Cy.23¾″&44″–27″ / 84NHP / Flensburger Schiffsb.Ges. | | V | |
| 530 2001 JDSL | — IronScSr / *V.J. Åström* 98–98 (exTjust.exBaltic) 1 Dk | 192 / 112 / 126 | | 1871 | Goteborgs M.V. Gothenburg | Luleå-Uleåborgs Rederiaktieb. (A. R. Larsson, Mgr.) | 101·3 \| 19·5 \| 9·4 / P60′ H10′ F15′ | Luleå Swedish | C.2Cy.15½″&32⅛″–17¾″ / 38NHP / Göteborgs M.V.Gothenburg | | | |
| 531 2574 HCVP | — CompScSr / *J.H. Johansson* 95–02 (exTor) 1 Dk | 160 / 143 / 106 | | 18 57/94 | P. Larsson Åmål | C.E.Hæger | 96·2 \| 22·5 \| 10·1 / Q80′ H6t F17′ | Lilla Edet Swedish | C.2Cy.7½″&17″–12″ / 8NHP / Bergsunds Actieb.,Skm. | | | |
| 532 109997 QJVP | **Alfalfa** SteelScSr / ~~F.W. Cwelliff 95–97~~ ssNpt. No.1–03 / (exWhitgift) 1 Dk (pt Stl & pt Irn) 2 trB | 2933 / 2801 / 1917 | ✠100A1 Npt u / 2,05 2.04 / ✠LMC6.08 / BS2.05 | 1898 10mo | J. Blumer & Co. Sunderland A&CP | B.Ayres G.S'thrn Rly.Co.Ld. (A.Holland&Co. Mgrs.) / WB = Cell D Ba 104′ | 328·0 \| 47·7 \| 21·1 / P28′ B96′ F56′ FK / uE & Ba38′ f124′ 895t | London British 6 BHCem APT151t | T.3Cy.24″,40″&65″–42″ (s) / 180lb 80lb 300NHP / 2SB,4cf,GS77,HS3740 FD / J.Dickinson&Sons,Ld.Sld. | 24 " 1 / s 4 " 0 | | 2,05 |
| 533 HMNV | **Alfheim** ssHpl. No.2–03 IronSc / *S. Johannesen* ssCpl. No.3–5.95 / (exAdelphi Vagliano, Vagliano Bros.) 1 Dk (Irn) 2 trB / *Well deck* | 1570 / 1276 / 988 | ✠100A1 Mdb q / 12.02 12,02 [1,04 Hpl / ✠LMC 12,05 / BS3.05 | 1883 2mo | Bartram, Haswell&Co. Sunderland A&CP | Akties. Alfheim (A.Monsen) / WB = D | 258·5 \| 36·0 \| 18·6 / P24′ Q94′ B56′ F32′ BK9″ / Ba66′ f62′ 250t FPT | Tönsberg Norwegian 4 BHCem 35t APT20t | C.2Cy.33″&62″–42″ (i) / 80lb 80lb NDB96 197NHP / 2SB.6pf,GS88,HS3300 / J.Dickinson,Sunderland | | | 12.09 11,04 |
| 534 614 JBSD | **Alfhild** CompScSp / *N.P. Hulthen* 02–02 (exIda) *Mchy. Aft* 1 Dk | 177 / 146 / 89 | | 1883 | P. Larsson Torskog | G.F.Ahlberg | 99·4 \| 22·6 \| 9·8 / P20′ Q5′ H7t | Gothenbrg Swedish | C.2Cy.11⅞″&23¾″–14½″ / 17NHP / Eriksbergs Mek.Vrks.Got. | | | |
| 535 4 NBWV | **Alfio** IronSc / *G. Sfilio* 00–01 ssFin.2nd No.3–9.00 / (exWilliam Symington) ssMes. No.1–05 / 2 Dks (Irn) 3 trB | 2028 / 1737 / 1317 | ✠100A1 Msl s / 1.03 04 Mes / ~~LMC 8.99~~ / ~~NB4.91~~ / ~~BS1.—~~ 1,05 | 1877 11mo | J.L Thompson&Sons Sunderland A&CP | A.Fragalà&Flli. / WB | 277·1 \| 36·8 \| 23·8 / P32′ B10′ 1F29′ / ptND91 BK9½″ | Catania Italian 4 BHCem = DB84′ | T.3Cy.20″,33″&54″–39″ (s) / 160lb 100lb NDB04 186NHP / 2SB,6rf,GS81,HS2850 / Tpl.91 J.Dickinson,Sld. | 25 " 3 | | 3,04 |
| 536 HBPN | **Alfonso XII.** SteelSc3MstSr / *A. Fernandez* 92–02 (exMeteoro.exHavel) / *Elec. light* 4 Dks & Promenade dk | 6748 / 4045 / 2215 | | 1890 | Act.Ges. "Vulcan" Stettin | Cia.Trasatlantica / WB | 463·0 \| 51·9 \| 34·2 / P79′ H328′ | Barcelona Spanish | T.5Cy(2)37½″,75″&(2)98½″–71″ / 1635NHP / A.G."Vulcan,"Stettin | | V | |
| 537 HBPQ | **Alfonso XIII.** SteelSc4MstSr / *Amezaga* / *Elec. light* 3 Dks | 4818 / — / 2436 | | 1888 | W Denny& Bros. Dumbarton | Cia.Trasatlantica | 408·1 \| 47·1 \| 32·2 / P58′ B171′ F64′ | Barcelona Spanish | T.3Cy.34″,57″&91″–60″ / 642NHP / W.Denny&Co.,Dumbarton | | V | |
| 538 | **Alfred** IronScSr / *J.S. Goiri* –02 (exHo Leong.exSteam Yacht Aline) 1 Dk | 219 / 173 / 112 | ... | 1875 | Blackwood &Gordon Port Glasgow | Herranz y Garriz | 142·5 \| 21·2 \| 9·0 / F29′ | Manila Utd. States | C.2Cy.17″&34″–21″ / NE&B96 57NHP / NwHarbourDk.Co.Ld.Sng. | | | |
| 539 PBFM | — IronScSr / *R. Sprenger* –92 (exTeutonia,exHudiksvall) 1 Dk | 205 / — / 108 | | 1857 | O. Felander & Hammar Stockholm | Storrer&Scott | 113·7 \| 22·8 \| 10·2 | Königsbrg German | C.2Cy.14¾″&27½″–15¾″ / NE80 NB88 25NHP / Aron&Gollnow,Stettin | | G | |
| 540 115225 | — SteelScSp / *T. Physick* 88–01 1 Dk (Irn) | 148 / 130 / 5 | ✠100A1 Liv / For Towing purposes 5,054 04 / BS12.04 / ~~BS10.08~~ ✠LMC11.01 | 1901 11mo | J. Jones& Sons Birkenhead Lloyd's A&CP | Alexandra Towing Co.Ld. / WB | 92·5 \| 20·1 \| 10·8 / BK6⅝″ | Liverpool British 4 BHCem = APT3t | C.2Cy.16″&42½″–27″ (s) / 150lb 95NHP / 1SB.3cf,GS56,HS1498 / J.Jones&Sons,Liverpool | 12 " 0 | | 4,04 |
| 541 JTQG | **Alfred Dumois** SteelSc3MstSr / *I. Traae* –01 1 Dk & Awng dk / *Mchy. Aft* | 728 / 677 / 440 | ... | 1890 | Blackwood &Gordon Port Glasgow | Carl Traae / WB | 175·1 \| 28·0 \| 12·0 / H51t 19·0 / BK7″ | Bergen Norwegian | T.8Cy.15½″,25″&40″–33″ / 92NHP / Blackwood&Gordon,P.Gl. | 12 " 10 | N | |
| 542 LMJF | **Alfred Menzell** SteelScSr / *J. Christensen* 93–02 / *Elec. light* | 1417 / 963 / 895 | | 1895 | Flensburgr Schiffsb.Ges. Flensburg | Flensburger Dmpf. Co. (H.Schuldt, Mgr.) | 240·0 \| 34·2 \| 16·8 / Q71′ H113′ F26′ | Flensburg German / WB | T.8Cy.16″,26″&43″–33″ / 106NHP / Flensburger Schiffsb.Ges. | | G | |
| 543 96052 LQMK | **Alfred Nobel** SteelTwinScSr / *C. Campbell* –93 ssArd. No.8–5.01 / (exOrmea) 1 Dk ssArd. No.1–05 | 353 / 249 / 85 | ✠100A1 Ard f / 8.01 2.02 05 / BS8.05 ✠LMC / BS 8.04 5.05 | 1888 12mo | Ardrossan Shpbldng Co. Ardrossan Lloyd's A&CP | Nobel's Explosives Co.Ld. / WB = FPT | 140·0 \| 22·1 \| 12·5 / Q10′ B60′ F47′ | Glasgow British 4 BHCem 14t APT7t | T.6Cy.10″,16½″&27″–22″ (s) / 160lb 80lb 70RHP / 2SB,2rf,GS66,HS690 NDB04 / Muir&Houston,Glasgow | 13 " 5 / s 1 " 4½ | | P16.05 8,03 5,04 P 5,05 SN5,05 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total / Sous le Pont / Net | Cote (✠ Surveillance Spéciale, Date de la dernière Visite) | Port de Visite | Terme assigné | Quand: Navire / Mach. | Construit: Par qui / Où | Armateurs | Dimensions d'après la Douane (Longueur, Largeur, Creux), Superstructures, &c. | Port d'Armement / Pavillon | Machines | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 544<br>NKLW | **Algarve** SteelScSr<br>*H.N.Borries* 2Dks<br>*Elec.light* | 1274<br>937<br>680 | | | | 1899 | Lobnitz&Co.<br>Renfrew | ForenedeDmpskib.Selskab | 229·4 33·9 15·1<br>Q87'H58'F25' | Copnhagn<br>Danish<br>WB | T.3Cy.19",32"&57"-39"<br>203NH<br>Lobnitz&Co.Renfrew | | V | |
| 545 | — SteelScSr<br>*J.M.daRocha*04-04<br>(*ex*Laura) 1Dk(Stl)<br>*Well deck* | 699<br>495<br>337 | ✠100A1<br>5,04 ~~6,04~~<br>✠LMC6,01 | Sws<br>Lis | j | 1901<br>6mo | IrvineS.B.&E.Co.Ld.<br>Irvine<br>A&CP | Emp.Portugueza deNav.para oAlgarve e Guadiana<br>WB = Cell DBa18 | 190·0 28·1 11·9<br>Q97'B20'F27' FK<br>uE18'f70'165t FPT | Lisbon<br>Portuguese<br>4BHCem<br>38tAPT9t | T.3Cy.16",26½"&48"-30" (s)<br>180lb 90lb 114NH<br>1SB,3cf,GS60,HS1810<br>Muir&Houston,Ld.Gls | 14·0<br>·1·1 | | 6,03 |
| 546<br>HBKT | — IronScSr<br>*V.Novak* -03<br>(*ex*PaoloBoselli) 2Dks | 647<br>606<br>378 | | | | 1888 | ContinentlLead&IronCo.<br>Ld. Pertusola | V.Novak fuG. | 194·0 24·3 15·6<br>H27tF26t | Lesina<br>Aust.-Hung.<br>WB | T.4Cy.(2)10",24"&42"-30"<br>ContinentalLead& 97NH<br>IronCo.Ld.Pertusola<br>NB04 | | AI | |
| 547 | **Algeciras** IronScK<br>*F Recuerda* ssHul.No.1-00<br>(*ex*Premier) 1Dk | 165<br>153<br>66 | ✠100A1<br>*StmTrawler*<br>5,01 ~~9,08~~ ✠LMC9,08 | Gib | | 1896<br>8mo<br>*Lloyd* | Cook,Welton&Gemmell<br>Hull<br>*sA&CP* | Soc.Anon.Pesca Algecireña | 105·0 20·6 11·0<br>Q24 BK7½ | Algeciras<br>Spanish<br>3BHCem | C.2Cy.14½"&[illegible]"-22" (s)<br>100lb 47NH<br>1SB,2pf,GS31,HS812<br>Bailey&Leetham,Hull | 11·3 | | 9,08 |
| 548<br>HDRM | **Alger** IronScBkn<br>(*ex*Alhassannee) 1Dk(Irn)Awngdk3trB | 1579<br>1554<br>1000 | ✠<br>*Awng dk with load line*<br>6,85 ✠ | Liv | o | 1882<br>2mo | R.Craggs&Sons<br>Middlesbro'<br>A&CP | ProsperDurand<br>WB = D | 240·8 34·0 17·9<br>24·7<br>Ba 34'f126'&uE19 | Algiers<br>French<br>5BHCem<br>260tFPT30t | C.2Cy.31"&58"-36"<br>168NH<br>Blair&Co.Ld.Stockton | | | |
| 549<br>MJN[illegible] | **Algeria** SteelScSr<br>*A.George*01-03 2Dks<br>*Elec.light Ref.Mchy.* | 4484<br>3732<br>2909 | | | | 1891 | D.&W.Hendersn&Co.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 375·0 46·2 26·5<br>P73' B96' F46' | Glasgow<br>British | T.3Cy.26½",44"&71"-60<br>390NH<br>D&W Henderson&Co.,Gls. | | C<br>BT till 9,05 | |
| 550<br>QKLT | **Algerian** IronScSr<br>*V.E.Lazzolo* -97 2Dks(1Irn) | 1771<br>1676<br>1137 | ✠<br>1,77 | Liv | Lv | 1876<br>11mo | Bowdler,Chaffer&Co.<br>Liverpool | EllermanLines,Ld.(F.Swift,*Mgr*) | 312·0 31·2 23·9<br>H52t F28t | Liverpool<br>British<br>5BH 2PBH | C.2Cy.24"&64"-39"<br>NB87 218NH<br>J.Jones&Sons,Liverpool | 25·[illegible] | | |
| 551<br>HDRQ | **Algérie** SteelScSr<br>*Ravel*<br>*Elec.light* 2Dks&Spar dk | 4315<br>3566<br>2200 | | | | 1901 | Forges&C.de la Médit.<br>Havre | Soc.Gén.deTransp.Mar.àVap. | 397·0 42·0 22·5<br>H—F60' 31·8 | Marseilles<br>French<br>WB | T.3Cy.32",51"&82"-49½"<br>473NH<br>Forges&C.de la Medit.Hav | | V | |
| 552<br>HDRS | — IronScSr<br>*Grillat* (*ex*Lubeca)<br>1Dk | 279<br>—<br>142 | | | | 1883 | H.Koch<br>Lübeck | D'Hauteville,Jobez,Mathieu&Co. | 118·7 20·4 11·8<br>Q28'B33'F16' | Algiers<br>French | C.2Cy.16"&27½"-17¾"<br>NB99 27NH<br>Henniges&Co.,Berlin | | | |
| 553<br>HDRT | **Algérien** IronScSr<br>*A.Mattei*98-02 ssMsl.No.3-3,94<br>(*ex*Braila) 1Dk(Irn)&Spardk3trb | 1767<br>1594<br>1057 | ✠<br>*Spar dk*<br>3,94 ✠ | Msl | r | 1881<br>9mo | AM'Millan&Son<br>Dumbarton | ECaillol-Duvillard | 259·2 37·0 22·7<br>P26'B28'F26'<br>BK8" | Marseilles<br>French<br>5BHCem | C.2Cy.36"&63"-48"<br>NDB91 282NH<br>2DB,8pf,GS150,HS4258<br>D.Rowan,Glasgow | | V | |
| 554<br>101903<br>MRJC | **Algerine** Comp~~Iron~~ScBk<br>*W.H.Norcott* -98 2Dks | 500<br>396<br>233 | | | | 1880 | Harland&Wolff<br>Belfast | C.T.Bowring&Co.Ld. | 157·8 29·5 14·5<br>P51t F52t | SJhnsNFL<br>British | C.2Cy.27"&54"-24"<br>NB97 119NH<br>LairdBros.,Birkenhead | | | |
| 555<br>113673<br>THBV | **Algethi** SteelScSr<br>*J.H.Carlile*99-02<br>*Mchy Aft* 1Dk(Stl)<br>*Well deck* | 548<br>402<br>227 | ✠100A1<br>~~2,03~~ 5,05<br>✠LMC3,02 | Goo<br>Hul | h | 1902<br>3mo<br>*Lloyd* | Ardrossan DD&SBCoLd<br>Ardrossan<br>*'sA&CP* | R.H.Penney&Sons<br>WB = FPT64tAPT4t | 170·0 27·1 11·4<br>Q91'B10'F24'<br>BK7" | Shoreham<br>British<br>3BHCem | T.3Cy.14",22½"&37"-27" (s)<br>160lb 75lb 69RH<br>1SB,~~3rf~~ 3pf,GS55,HS1328<br>BowMcLachlan&CoLdPsy | 12·6<br>·11½ | | ~~2,03~~<br>~~8,04~~<br>5,05 |
| 556<br>LMNP | **Algieba** SteelScSr<br>*H Scharmberg*88-02<br>*Well deck* 1Dk&deep framing | 1949<br>1380<br>1257 | | | ... | 1898 | FlensburgrSchiffsb.Ges.<br>Flensburg | Holm&Molzen | 268·5 38·9 16·0<br>Q98'B120'F22'<br>FK | Flensburg<br>German<br>WB | T.3Cy.19",30½"&51"-36"<br>168NH<br>FlensburgerSchiffsb.Ges. | 18·2 | G | |
| 557<br>105595<br>JRPT | **Algiers** IronScSr<br>*R.Staples* 3Dks | 2294<br>—<br>1788 | | | | 1876 | Harlan&Hollingswrth<br>Wilmington | Morgan'sL&T.R.R&SS.Co.(SouthernPacificCo.) | 281·0 38·1 28·5 | N.Orleans<br>Utd.States<br>WB | T.3Cy.17",27"&42"-30"<br>NE&B92 97NH<br>Morgan.I.W.,New York | | R | |
| 558<br>105377<br>PGFL | **Algoa** SteelScSr<br>*A.Lockett* -03 ~~ssSFo.No.1-00~~<br>1Dk(Stl)&Spardk(Stl)3trB<br>*Elec.light* ssSFo.No.2-04 | 7575<br>7192<br>4897 | ✠100A1<br>*Spar dk*<br>9,01 ~~10,03~~<br>~~BS9,00~~ ✠LMC5,00 | S.Fo | c† | 1896<br>3mo | W Doxford&Sons(Lim.)<br>Sunderland<br>A&CP a126'u | A.N.Smith (PacificMailS.S.Co.*Mgrs.*)<br>WB=CellDB<br>E&B52'f191'1623t | 455·0 58·0 23·4<br>P32'B112'F46' 31·9<br>dr[illegible] FK<br>FPT 160t APT 70t | Liverpool<br>British<br>6BHCem<br>DTa43'590t | T.3Cy.29",50"&80"-51" (s)<br>180lb 90lb 430NH<br>2SB,6rf,GS135,HS4590 FD<br>W.Doxford&Sons(L.),Sld. | 26·2 | | 9,04 |
| 559<br>[illegible]RO | **Algol** SteelScSr<br>*H.Bjorling*90-02<br>1Dk(Stl)&Web frames&<br>pt Awng dk(Stl) | 2223<br>1529<br>1270 | ✠100A1<br>*pt Awng dk with freeboard*<br>10,04 ~~4,03~~ ✠LMC10,02 | Lon<br>Hfs | s | 1902<br>10mo<br>*Lloyd* | R.Craggs&Sons,Ld.<br>Middlesbro'<br>*'sA&CP* | FinskaÅngfAktieb(L.Krogius,*Mgr.*)<br>WB = Cell | 280·0 39·9 17·2<br>Q103'<br>pt Awng dk 176 FK<br>DBa88'uE24'f114' | Helsingfrs<br>Russian<br>4BHCem<br>457tAPT15t | T.3Cy.21",34"&56"-39" (s)<br>165lb 90lb 217NH<br>2SB,6pf,GS108,HS3542<br>N.E.MarineEngCoLd.Nwc | 19·6<br>·[illegible]·5 | | [illegible] |
| Wrecked [illegible]<br>560<br>[illegible]<br>KBMP | **Algoma** SteelSc3MstSr<br>*T.Evans* -00 ssShl.No.3-10,92<br>ssAnt.No.2-01<br>*Elec.light* 2Dks(1Stl&1ptStl)3trB | 2932<br>2736<br>1872 | ✠~~100A1~~<br>2,04<br>~~[illegible]~~ | Ant | u | 1885<br>5mo | JLThompson&Sons<br>Sunderland<br>A&CP | KingslandSSCoLd(Eeles&Ruston,*Mgrs.*)<br>WB | 320·0 42·0 27·0<br>B74'F38'<br>BK11"<br>= CellDB260'543t | Cardiff<br>British<br>6BHCem<br>APT45t | T.3Cy.26",42"&66"-42" (a)<br>142lb 80lb NDB00 282NH<br>2DB,6pf&2cf,GS161<br>T.Richardson&Sons,Hpl. | 29·10<br>~~·0·0~~ | | 9,08 |
| 561<br>110576 | — IronScK<br>*R.Whatmore*98-99 ssGms.No.1-04<br>1Dk | 169<br>154<br>[illegible]4 | ✠100A1<br>*StmTrawler*<br>7,04 ~~7,04~~ ✠LMC~~5,99~~ | Gms | | 1899<br>5mo<br>*Lloyd* | EdwardsBros.<br>N.Shields<br>*'sA&CP* | J.&G.Alward,Ld. | 106·0 21·1 11·0<br>Q48'F20'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",18½"&30"-22"<br>180lb (s) 45RH<br>1SB,2pf,GS30,HS935<br>Gt.Cen.Co-op.Eng.&Ship RepairingCo.Ld.Gms | 12·0 | | 7,04 |
| 562<br>106774<br>KHNF | **Algonquin** IronScSr<br>2Dks&Shelter dk | 2833<br>—<br>2258 | | | | 1890 | W.Cramp&Sons<br>Philadelphia | ClydeS.S.Co.(W.P.Clyde&Co.*Mgrs.*) | 276·0 43·0 19·0<br>28·0 | NewYork<br>Utd.States | T.3Cy.21",34"&56"-36"<br>188NH<br>W.Cramp,Sons&Co.,Phl. | | R | |
| 563<br>[illegible]<br>KRGV | — SteelSc3MstSr<br>*J.McMaugh*94-94<br>1Dk(Stl)&Spar dk&Web frames<br>*Mchy.Aft* | 1806<br>1732<br>1172 | ✠<br>*Spar dk*<br>4,88 ✠ | Gls | q | 1888<br>4mo | Napier,Shanks&Bell<br>Glasgow | St.Lawrence&ChicagoS.N.Co.Ld<br>WB= | 245·0 40·1 13·9<br>F28' 20·6<br>CellDB208'492t FK | P.Arthur,Ont.<br>British<br>5BHCem | T.3Cy.21",33"&54"-36"<br>175NH<br>Dunsmuir&Jackson,Gls. | 16·0 | | |
| 564<br>106788<br>RGSB | **Algores** SteelSc3MstSr<br>*C.H.Willingale*01-01 ssGoo.No.1-03<br>*Mchy.Aft* 1Dk(Stl)<br>*Well deck* | 375<br>246<br>[illegible]3 | ✠100A1<br>~~7,01~~<br>3,05 ✠LMC~~4,01~~ | Goo<br>~~Hul~~ Lon | f | 1899<br>8mo | Ritson&Co<br>Maryport<br>A&CP | R.H.Penney&Sons | 145·0 23·7 10·0<br>Q78'B8'F19'<br>BK7"<br>WB = FPT40t | Shoreham<br>British<br>3BHCem | C.2Cy.18"&36"-24" (s)<br>120lb 75lb 68RH<br>1SB,2pf,GS39,HS1258<br>Ross&Duncan,Glasgow | 10·11<br>·8½ | | ~~[illegible]~~<br>10,03 |
| 565<br>HBPF | **Algorta** SteelScSr<br>*R.Lea*01-02 ssBbo.No.1-03<br>1Dk(Irn)&Webframes<br>*Well deck* | 2117<br>1689<br>1306 | ✠100A1<br>3,05 ~~3,03~~<br>~~BS3,01~~ ✠LMC2,03<br>BS3,05 | Bbo | r | 1898<br>5mo | W.Gray&Co.Ld.<br>W Hartlepool<br>A&CP | Cia.Anon.delVapor Algorta(Sota y Aznar)<br>WB = CellDB | 275·0 41·7 17·8<br>P25'Q76'B64'F30'<br>FK<br>a&u E106'f112'588t | Bilbao<br>Spanish<br>4BHCem<br>APT27t | T.3Cy.21½",34"&57"-39" (s)<br>160lb 80lb 208NH<br>2SB,6rf,GS74,HS3160<br>Cen.Mar.Eng.Wrks.WHpl | 20·2<br>·2½ | | ~~3,03~~<br>3,05 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned | Built. When | By Whom / Where | Owners. | Regist'd Dimensions, Deck Erections, &c. (Length. Breadth. Depth.) | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in. | Register in which classed, if not in L.R. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 566<br>Broken up<br>HBPJ | Algorta WoodPadTug<br>E.Mota -99<br>(exReina del Mar) | 106<br>—<br>42 | | | | 1870 | ........<br>NorthShields | Cia.deRemol.del Cantabrico(E.Aznar y Tutor, [illegible]) | 89·9 18·6 9·3 | Bilbao<br>Spanish | | | | |
| 567<br>HBPO | Algorteño SteelScSr<br>N.Learreta -03 ssBbo.No.2-02<br>(exRoumania) 1Dk(Irn)&Web frames<br>Well deck | 2412<br>1863<br>1459 | ✠100A1<br>5,04<br>BS7,0? ✠LMC2,02 | Shl | s | 1893<br>9mo | W.Gray& Co.(Lim.)<br>W Hartlepool<br>A&CP | Cia.Algorteña de Nav. (Uribe y Eguiraun) | 290·0 38·1 20·0<br>Q?? Q84 B119 F31'<br>WB = Cell DB 244' 519t | Bilbao<br>Spanish<br>6BHCem<br>APT35t | T.3Cy.23",36½"&62"-39" (s)<br>160lb 80lb 239NHP<br>2SB,6rf,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 22 6<br>s 2 1½ | | 5,04 |
| 568<br>90100 | Alguada SteelTwinScSr<br>Beckett<br>Elec.light | 302<br>302<br>188 | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 165·2 27·0 9·3 | Glasgow<br>British | C.4Cy.21½"&38"-24<br>12RHP<br>Denny&Co.,Dumbarton | | | |
| 569 | Ali Dadascheff SteelScSr<br>2Dks<br>Carrying Petroleum in bulk<br>Fitted for liquid fuel | 639<br>451<br>355 | | | | 1893 | Kockums M.V.Aktieb<br>Malmö | A.A.Dadascheff | 151·6 27·8 14·0<br>Q17' B37' F21' | Baku<br>Russian | C.2Cy.20¾"&38"-23½"<br>58NHP<br>Motala Verk.NyaActieb. | | | |
| 570 | Ali Ousejnoff SteelScSr<br>1Dk2trB<br>Carrying Petroleum in bulk | 600<br>466<br>450 | | | | 1894 | Bergsunds M.V.Aktieb<br>Stockholm | Iskenderoff | 151·9 28·3 14·8<br>Q20' B51' F24' | Baku<br>Russian | C.2Cy.24⅜"&43"-25⅝"<br>78NHP<br>Brgsund M.V.Aktieb.Skm. | | | |
| 571 | Ali Saib Pasha IronSc3MstSr<br>Mehmed ssBrs.No.2-84<br>(exSomerset) 3Dks(1ptIrn) | 1923<br>1796<br>1240 | ✠<br>12,8. | Brs | Lv | 1875<br>3mo | Richardsn, Duck&Co.<br>Stockton | IdareiMassousieh | 284·4 35·8 25·0<br>B99' | Constanpl<br>Turkish<br>5BHCem | C.2Cy.40"&75"-45"<br>314NHP<br>Blair&Co.(Lim.),Stockton | 26 2 | | |
| 572<br>HBPM | Alicante SteelScSr<br>~~A.Garriga~~ ssLiv.No.3-11,99<br>(exPegu) Ageo -04 3Dks(UStl-teak s)<br>Elec.light | 4032<br>3317<br>2865 | ✠100A1<br>6,03<br>~~MS11,01~~ ✠LMC<br>BS?,01 ~~BS4,08~~ MS5,04 | Liv | w | 1889<br>4mo<br>Lloyd's | W.Denny &Bros.<br>Dumbarton<br>sA&CP | Cia.Trasatlantica | 372·2 45·1 26·6<br>P91' B82' F54'<br>Irp01 BK10"<br>WB = CellDBu | Barcelona<br>Spanish<br>6BHCem<br>E&B84' 235t | Q.4C.25¾" 38½" 51½"&75"-51"<br>180lb 180lb (s) 402NHP<br>2DB,12cf,GS210,HS5728<br>Denny&Co.,Dumbarton | 29 11 | | ~~11,01~~<br>12,04 |
| 573<br>3059<br>JHCS | Alice C.A.Andersson03-04 IronScSr<br>~~A.Bengtsson -02~~ ssMdb.No.3-4,97<br>(exAycliffe) ssGot.No.1-02<br>Well deck 1Dk(Irn)2trB | 1488<br>1132<br>898 | ✠100A1<br>8,05 ~~2,04~~<br>~~BS8,03~~ ✠LMC4,02<br>BS?,04 | Got<br>Shl | p | 1883<br>9mo | R.Dixon& Co.<br>Middlesbro'<br>A&CP | Ångf.Aktieb. Viking(K.O.F. Dalman, Mgr.) | 250·0 36·0 17·5<br>Q80' B70' F29'<br>BK9"<br>WB = DBa | Gothenbrg<br>Swedish<br>6BHCem<br>56'f96' 400t | C.2Cy.30"&55"-36" (b)<br>80lb 90lb NDB02 145NHP<br>1DB,4pf,GS57,HS2446<br>Blair&Co.(Lim.),Stockton | 18 6<br>s 1 11½ | | ~~2,04~~<br>N3,05 |
| 574<br>PBKS | — IronScSr<br>E.Herwig92-96 ssStn.2ndNo.3-1,01<br>Now named Peter Melnikoff, see No. 70.. Supplement.<br>1Dk&Spardk3trB | 1154<br>1145<br>717 | ✠90A1<br>Spar dk<br>7,04<br>✠NB7,88 | Stn<br>Dnk<br>LMC4,01<br>BS4,04 | n | 1875<br>2mo | R.Thompson,jr.<br>Sunderland<br>A&CP | R.Friedrichs (H.Berenstamm, Mgr.) | 223·4 30·1 17·0<br>23·3<br>BK8"<br>WB = Db | Lübeck<br>German<br>4BHCem<br>a57'f29' 120t | C.2Cy.27"&50"-33" (r)<br>80lb 70lb NDB98 115NHP<br>2SB,4pf,GS66,HS1974<br>G.Clark,Sunderland | 17 9<br>s 5 11½ | | 4,01 |
| 575<br>NBQV | — SteelScSr<br>H.J.Hansen 1Dk&Spardk | 968<br>500<br>591 | | | | 1889 | Howaldtswerke<br>Kiel | Dmpsk.S.Torm (D.Torm, Mgr.) | 198·2 30·7 10·5<br>B46 F11t 17·7 | Copnhagn<br>Danish | T.3Cy.14",22"&36½"-19¾"<br>59NHP<br>Howaldtswerke,Kiel | | G | |
| 576<br>HDTK | — IronSc3MstSr<br>Sylvestre98-00 (exSelica) 1Dk2trB | 860<br>752<br>492 | ✠<br>12,75 | | Lv | 1872<br>1mo | A.Stephen &Sons<br>Glasgow | Cie.Générale Transatlantique | 226·3 30·8 17·5<br>H9' F38'<br>WB | Havre<br>French<br>3BH 1PBH | C.2Cy.26"&45"-30"<br>NB89 92NHP<br>D.Rowan,Glasgow | | V | |
| 577<br>JTSQ | — SteelScSr<br>G.Knudsen02-02 (exLéon)<br>1Dk&Awng dk | 794<br>735<br>490 | ✠<br>Awng dk withfreeboard<br>1,92 | Phl | j | 1890<br>6mo | W.Allsup& Sons,Ld.<br>Preston | F.Finckenhagen (DonaldS.S.Co. Incorp., Mgrs.) | 195·0 28·1 12·0<br>H59t 19?<br>Irp92 BK7½"<br>WB = DBf49' 31t FPT | Christiania<br>Norwegian<br>3BHCem<br>55tAPT14t | T.3Cy.17",27"&43"-30"<br>119NHP<br>1SB,3rf,GS60,HS2043<br>W.Allsup&Sons,Preston | 12 9 | | |
| 578<br>116129<br>VBKJ | — SteelSc3MstSr<br>R.Gostelow91-03<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 672<br>500<br>305 | ✠100A1<br>3,05 ~~10,03~~<br>✠LMC2,03 | Hul | j | 1903<br>2mo<br>Lloyd's | Earle'sCo. Ld.<br>Hull<br>sA&CP | G.R.Haller,Ld. | 177·8 29·8 13·6<br>Q92' B12' F23'<br>FK<br>WB = FPT | Hull<br>British<br>4BHCem<br>50tAPT4t | T.3Cy.16",26½"&43"-30" (s)<br>180lb 80lb 94RHP<br>1SB,3cf,GS56,HS1880<br>Earle'sCo.Ld.Hull | 14 6<br>s 1 2 | | |
| 579<br>2511<br>HTCS | — IronScSr<br>J.A.Pettersson99-99 1Dk | 409<br>331<br>285 | | | | 18 87/97 | MotalaCo.<br>Oscarshamn | Ångf.Aktieb.Alice (H.G.Enberg) | 155·6 23·6 13·1<br>Q50' B32' H13t<br>len97 | Stockholm<br>Swedish<br>WB | T.3Cy.10½",16½"&27¼"-22⅜"<br>NB04 35NHP<br>MotalaCo.,Oscarshamn | | V | |
| 580<br>93601 | — IronScSr<br>A.B.Small -04 1Dk | 352<br>300<br>218 | | | | 1889 | ........<br>United Kingdom | J.&A.Brown | 139·3 24·0 10·3<br>H31t F21t | SydnyNSW<br>British | C.2Cy.18"&36"-24"<br>70RHP<br>Lees&Anderson,Glasgow | | | |
| 581<br>118735 | — SteelScK<br>J.Bennett -04<br>Mchy.Aft 1Dk(Stl) | 217<br>152<br>65 | ✠100A1<br>4,04 ~~11,03~~<br>✠LMC11,03 | Dun | c | 1903<br>11mo<br>Lloyd's | Gourlay, Bros.&Co.<br>Dundee<br>sA&CP | DundeeE.Coast ShippingCo.Ld. (D.&J.Nicol Mgrs) | 115·0 22·1 8·5<br>Q43' F18'<br>drp04 FK<br>WB = FPT35t | Dundee<br>British<br>3BHCem | C.2Cy.14"&28"-22" (s)<br>130lb 33RHP<br>1SB,2pf,GS36,HS712<br>GourlayBros.&Co.Dundee | 9 7 | | |
| 582<br>107325 | — WoodScTug<br>1Dk | 116<br>—<br>54 | | | | 1897 | Jackson& SharpCo.<br>Wlmgtn, Del. | Chesapeake&Ohio R.R.Co. | 91·0 23·0 10·3 | Newport News,Va.<br>Utd.States | C.2Cy.20"&36"-26"<br>55NHP<br>Neafie&LevyCo.Phl. | | | |
| 583<br>HDTN | Alice Depeaux SteelScSr<br>Ruault ssSld.No.2-94<br>Well deck 1Dk(Stl)2trB<br>Elec.light | 990<br>770<br>554 | ✠<br>10,00<br>✠ | Hpl | n | 1887<br>8mo | Palmers' Co.(Lim.)<br>Newcastle | Depeaux | 220·5 32·0 14·9<br>Q80' B58' F25'<br>BK8"<br>WB = Cell | Rouen<br>French<br>6BHCem<br>DB160' 262t | T.3Cy.19",31½"&51"-36"<br>NDB97 159NHP<br>2SB,4cf,GS72,HS2418<br>Palmers' Co.(Lim.)Nwc. | 17 2 | | |
| 584<br>107346 | Alice Gertrude WoodSc<br>C.Kalstrom 2Dks | 413<br>—<br>272 | | | | 1898 | J.Mitchel<br>Seattle.Wash | PugetSoundNav. Co. | 130·6 25·7 9·6 | P.Twnsnd Wash.<br>Utd.States | C.2Cy.16"&34"-22"<br>45NHP | | | |
| 585<br>PBJR | Alice Krohn IronScSr<br>J.Andersen91-99 1Dk2trB | 638<br>508<br>394 | | | | 1884 | H.Koch<br>Lübeck | Lübeck-Wyburger Dmpsfahrts Ges. | 175·5 25·5 15·0<br>Q49' B41' F23' | Lübeck<br>German<br>WB | C.2Cy.22"&39"-26<br>65NHP<br>O.Henniges&Co.,Berlin | | V | |
| 586<br>113505<br>SGDL | Alice M. Craig SteelScSr<br>~~W.Thomas -04~~ Black<br>Well deck 1Dk(Stl)&Web frames | 964<br>715<br>333 | ✠100A1<br>~~?~~ ~~7,03~~ 8,04<br>✠LMC12,00 | Sws | m | 1900<br>12mo | AilsaS.B. Co.<br>Troon<br>A&CP | H.Craig&Co.<br>WB = Cell DBa46' | 216·1 32·0 15·5<br>P20' Q92' B10' F29'<br>FK&BK1"<br>uE19' f75' 236t FPT | Belfast<br>British<br>4BHCem<br>18tAPT40t | T.3Cy.17",28"&45"-33" (s)<br>170lb 142NHP<br>2SB,4cf,GS73,HS2460<br>Dunsmuir&Jackson,Gls. | 16 4<br>s 1 5½ | | 8,04 |
| 587<br>65426<br>KWTH | Alice Otto IronScSr<br>H.S.Holm88-88 6thSurvey,Cff.1,90<br>4thSurvey,Shl.6,03<br>1Dk(ptIrn)2trB | 1267<br>1124<br>817 | ✠ A1, 1<br>3,04<br>?,08 BS4,0? | Shl | Lv | 1871<br>12mo | Oswald& Co.<br>Sunderland | G.Otto | 250·8 32·2 19·0<br>Q31tB79tF32t<br>BK9" | N.Shields<br>British<br>4BH<br>WB = DBa | C.2Cy.26"&55"-39"<br>80lb 80lb NB80 157NHP<br>1SB,3pf NDB95<br>Oswald&Co.,Sunderland | 20 1<br>s 3 3½ | | N4,04 |

| Numéro d'ordre / Numéro officiel / Signaux | Nom du Navire / Capitaine / Visites Périodiques — Ex-nom, s'il y a lieu / Nombres des Ponts | Tonnage Total / Pont / Net | Détails de la Classification — Cote (✠ Surveillance Spéciale; Date de la dernière Visite) | | Construit (Date) | Par qui / Où | Armateurs | Dimensions (Longueur, Largeur, Creux) — Superstructures, &c. | Port d'Armement / Pavillon | Machines | Creux sur Quille | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 588<br>M.N.J | **Alice Taylor** SteelScSr<br>*R.Stephen* -02<br>ssDun.No.3-7,04 1*Dk*(*Stl*)2*trB* | 714<br>[illegible]<br>277 | ✠100A1<br>1,05<br>✠LMC[illegible] | Nwc k<br>Dun | 1891<br>7mo | W Hamiltn &Co.<br>P.Glasgow<br>A&CP | R.Taylor | 204·1 29·0 14·3<br>[illegible]<br>BK7½<br>*WB* = *FPT* | Dundee<br>British<br>4*BHCem*<br>53t*APT*11t | C.2Cy.28"&62"-42 (s)<br>[illegible] NDB04 211NHP<br>1DB,6*pf*,GS120,HS3721<br>G.Clark(Lim.),Sunderland | 15·2<br>2·3 | | 7,04 |
| 589<br>HBQK | **Alicia** IronSc3MstSr<br>Stranded 4,05<br>4thSurvey,Liv.10,99<br>2*Dks*(*Irn*)3*trB* | 2795<br>[illegible]<br>*1788* | ✠ [illegible] | Liv Lv | 1883<br>10mo | London& Gls.Co.(Lim)<br>Glasgow | Linea deVapores [illegible] | 345·5 37·7 25·9<br>B96' F86<br>ND96 BK11'<br>*WB* = *MT* | Bilbao<br>Spanish<br>1*BH*<br>7PBB*Cem* | C.2Cy.88"&71"-48"<br>291NH<br>2DB,*12pf*,GS198,HS4806<br>Lon.&Glas.Co.(Lim.),Gls. | | | |
| 590<br>115148<br>VGMW | — SteelScSr<br>*W.J.Traylor* -03<br>1*Dk*(*Irn*)&*deepframing* | 2092<br>1091<br>1316 | ✠100A1<br>5,04 2,04 | Bry s<br>Hpl | 1903<br>10mo<br>*Lloyd's A&CP* | W.Gray& Co.Ld.<br>W Hartlepool | AliciaS.S.Co.(W. Hpl.)Ld(Metcalfe, Simpson&Co *Mgs*)<br>*WB* = *CellD* | 290·0 42·1 19·3<br>P26 B63 F32<br>FK<br>aq*uE*110' *f*122' 609t | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*54t | T.3Cy.21½",35"&58"-39" (s)<br>160lb *180lb* 218NHP<br>2SB,6*pf*,GS54,HS3398<br>Cen.Mar.Eng.Wrks.W Hpl | 21·9<br>3·5 | | |
| 591<br>NCMB | **Alide** SteelScSr<br>*Y.deBoer* -03<br>(*ex*Kollund) 1*Dk* | 816<br>604<br>499 | | | 1889 | H.Koch<br>Lübeck | NoordNederl. Scheepv.Maats. | 193·8 30·3 12·9<br>Q61' B50 F19' | Harlingen<br>Dutch<br>*WB* | T.3Cy.15½",25½"&40"-27½<br>84NHP<br>H.Paucksch,Landsberg | | G | |
| 592<br>HDVF | **Aline Montreuil** SteelScSr<br>*C.Durand*00-00 ssShl.No.1-04<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Elec.light* | 1746<br>1292<br>934 | ✠100A1<br>2,04 2,03 2,05<br>✠[illegible] 5,04 | Sws q<br>Cff | 1900<br>5mo | Strand SlipwayCo<br>Sunderland<br>A&CP | Montreuil&Co.<br>*WB* = *Cell DBa*68' | 258·9 36·8 16·7<br>P26'Q64'B50'F31'<br>FK<br>*uE&B*34' *f*112' 476t | Rouen<br>French<br>4*BHCem*<br>*APT*31t | T.3Cy.19",31"&51"-33" (s)<br>160lb *170lb* 159NHP<br>1SB,4*pf*,GS66,HS2585<br>N.E.MarineCo.Ld Sld. | 19·2<br>2·3½ | | 5,04 |
| 593<br>RJGK | **Aline Woermann** SteelScSr<br>*J.Fastert*88-99<br>*Elec. light* 2*Dks*3*trB* | 2276<br>1556<br>1457 | | | 1891 | Blohm& Voss<br>Hamburg | WoermannLinie KommanditGes. | 311·7 38·1 22·6<br>P79' B88' F48' | Hamburg<br>German<br>*WB* | T.3Cy.24",38"&63"-42"<br>257NHP<br>Blohm&Voss,Hamburg | | G | |
| 594<br>106260<br>KOJT | **Al-Ki** WoodSc3MstSr<br>*H.H.Lloyd* 1*Dk*2*trB* | 1259<br>802<br>888 | | | 1884 | GossMrine Works<br>Bath,Me. | PacificCoastS S.Co | 200·1 38·2 23·2 | S.Frncisco<br>Utd.States | C.2Cy.22⅝"&44"-36"<br>97NHP<br>GossMarineWorks | | | |
| 595<br>VPBD | **Alku** WoodPadTug | 165<br>—<br>33 | | | 1857 | ............<br>Sweden | J.W.Snellman | 81·7 15·5 8·0 | Uleaborg<br>Russian | | | | |
| 596<br>RWPJ | — WoodSc | 143<br>—<br>84 | | | 1900 | ............<br>Björkö | A.Peussa | 91·9 22·6 9·0 | Wiborg<br>Russian | | | | |
| 597 | **Alla Verdi** SteelTwinSc3MstSr<br>*D.Schafaroff* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Elec. light* *Fitted for liquid fuel* | 1019<br>950<br>683 | | | 1894 | W.Dobson &Co.<br>Newcastle | MahmedSelim Manafoff | 254·4 27·7 17·2<br>B29' | Astrachan<br>Russian | T.6Cy.14",22"&36"-27<br>135NHP<br>W'lsnd SlpwyCo.Ld.,Nwc | | | |
| 598<br>127281<br>KNQL | **Allan Joy** SteelSc<br>(*ex*CapeCharles)<br>*Elec.light* 1*Dk* | 1113<br>—<br>655 | | | 1898 | Delaware RiverCo.<br>Chester,Pa. | NewYork.New Haven&Hartford R.R.Co. | 220·7 37·2 14·0 | Bridgeprt<br>Utd.States | T.3Cy.19",31"&50"-28<br>132NHP<br>DelawareRiverCo.Chester | | R | |
| 599<br>113977<br>SQDV | **Allanton** SteelScSr<br>*H.A.Motyer* -04<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 4253<br>4069<br>2775 | ✠100A1<br>*Spar dk*<br>2,04 ✠LMC9,[illegible] | Cff x | 1901<br>9mo<br>*Lloyd's A&CP* | Sunderlnd S.B.Co.Ld.<br>Sunderland | W.R.Rea<br>*WB* = *CellDBa* | 360·0 48·1 20·4<br>P27 B90 F36 28·4<br>FK<br>116'*uE&B*34' *f*154' | Glasgow<br>British<br>6*BHCem*<br>902t*APT*80t | T.3Cy.26",42½"&69½"-45"<br>180lb (s) 351NHP<br>3SB,9*cf*,GS155,HS5406<br>N.E.MarineEng.CoLd.Sld | 23·0<br>6·10 | | |
| 600<br>12<br>NCFB | **Alleanza** IronScSr<br>*F.M.Gennaro* -01 ssGen.2ndNo.3-6,03<br>(*ex*LordDerby<br>2*Dks*(1*Irn*)3*trb* | 1767<br>1683<br>1140 | ✠100A1<br>12,01 6,03<br>✠NE[illegible]<br>BS9,04 | Gen r<br>Gna | 1877<br>12mo | TyneIron S.B.Co.Ld.<br>Newcastle<br>A&CP | M.Boero fu G.B. | 270·0 34·0 24·5<br>Q42<br>BK9½<br>*WB* = *DBa*82' *f*24' | Genoa<br>Italian<br>4*BHCem* | C.2Cy.32"&62"-36 (s)<br>75lb 173NHP<br>2SB,6*pf*,GS92,HS2734<br>R.&W.Hawthorn,Nwc. | 25·10<br>4·6 | | 4,05 |
| 601<br>112435<br>SGCW | **Alleghany** SteelScSr<br>*F.J.Harnden* -04<br>1*Dk*(*pt Stl*)&*Spar dk*(*Stl*)<br>ssHpl.No.1-04 &*Web frames* | 4262<br>4007<br>2789 | ✠100A1<br>*Spar dk*<br>✠[illegible] 11,04<br>3,05 | Lon x<br>Hpl | 1901<br>3mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | Chesapeake&Ohio S.S.Co.Ld. (W. Williamson, *Mgr.*)<br>*WB* = *CellDBa* | 354·0 50·3 20·3<br>P31' B104' F36' 28·2<br>drp04 FK<br>120 *uE&B*52' *f*126' | W.Hartlpl<br>British<br>*BHCem*<br>838t*APT*45t | T.3Cy.25",40"&68"-48<br>180lb *80lb* 380NHP<br>3SB,9*cf*,GS148,HS6300<br>SirC.Furness,Westgarth& Co.Ld Mdb | 22·11<br>6·9½ | | 11,04 |
| 602<br>RMDP | — SteelScSr<br>*H.Haase*02-02<br>3*Dks* | *2494*<br>*1989*<br>*1606* | | | 1895 | R.Napier &Sons<br>Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 310·0 38·1 23·0<br>P42' B116' F32' | Hamburg<br>German<br>*WB* | T.3Cy.24",40"&68"-48"<br>320NH<br>R.Napier&Sons,Glasgow | | C | |
| 603<br>106019<br>JVMG | — IronScSr<br>*D.P.W.Parker*88-88 3*Dks*&*Awng dk*<br>*Elec.light* | 2014<br>—<br>1433 | | | 1881 | Cramp& Sons<br>Philadelphia | Merchnts& Miners TransportationCo. | 250·0 38·5 16·6<br>27·0 | Baltimore<br>Utd.States | C.2Cy.34"&60"-45"<br>NB*blt*.98 *fitted*00 201NHP<br>Cramp&Sons,Philadelphia | | | |
| 604<br>2638<br>HLTP | **Allegro** IronScSr<br>*K.A.Aminoff*77-95 1*Dk*2*trB* | 1063<br>807<br>636 | | | 1874 | Bergsunds Mk.Vks.<br>Stockholm | StockholmsAngf Rederiaktieb. | 217·4 30·0 17·7<br>P12' H9' F21' | Stockholm<br>Swedish | C.2Cy.25½"&45"-26½<br>NE&B94 86NHP<br>BergsundsMek.Vrk.,Skm | | V | |
| 605 | **Allemannia** IronScSr<br>2*Dks*3*trB* | 1818<br>1699<br>1156 | | ... | 1881 | Dobie&Co.<br>Glasgow | J.Bryde | 285·1 34·5 23·8<br>Q46' B35' F32' | Norwegian<br>*WB* | C.2Cy.34"&62"-42"<br>208NH<br>J.Howden&Co.,Glasgow | | G | |
| 606<br>HBRT | **Aller** SteelScSr<br>*J.Sanchez*94-99 ssHul.No.1-98<br>(*ex*Hawk) 1*Dk*(*Irn*)<br>*Mchy.Aft* | 189<br>—<br>124 | ✠<br>2,01 | Lon b | 1894<br>6mo | McAndrew Cowan&Potts<br>Sunderland | SuarezPazo&Co. | 109·9 22·0 8·1<br>Q35'B7'F15'<br>BK6½<br>*WB* | Gijon<br>Spanish<br>3*BHCem*<br>= *FPT*18t | C.2Cy.14½"&29"-21<br>36NHP<br>1SB,2*pf*,GS24,HS632<br>C.D.Holmes&Co.Hull | 8·10 | | |
| 607<br>29886<br>QHMG | **Allerwash** IronSc3MstSr<br>*L.W.Jackson*94-94<br>(*ex*American) ssHpl.No.3-9,01<br>s.S. No.1-04 1*Dk*(*ptIrn*) | 381<br>357<br>229 | 80A1<br>7,01 9,03 10,04<br>BS1,05 | Hpl g<br>Sld | 1861<br>11mo | Kerman& Co.<br>Millbrook<br>A&CP | Freear&Dix | 167·5 25·8 11·4<br>Q2[illegible] ptND01<br>ND70len76 BK6<br>*WB* = *DBf*32 | Sundrland<br>British<br>4*BHCem*<br>70t*APT*30t | C.2Cy.17½"&36½"-24" (s)<br>80lb NE75 60RHP<br>1SB,2*pf*,GS32,HS940<br>Gilbert&Cooper,Hull | 12·5<br>[illegible]·0 | | 10,04 |
| 608<br>106443<br>KDNC | **Alliança** IronScBn<br>*J.F.Stillings*98-98 2*Dks*&*Awngdk*<br>*Elec.light* | 2985<br>—<br>2205 | | | 1886 | Delaware RiverCo.<br>Chester,Pa. | PanamaR.R.Co. | 303·0 42·0 15·0<br>24·2 | New York<br>Utd.States | C.2Cy.38"&74"-54"<br>NB96 335NH<br>Delawr.Riv.I.S.B.&Eng W | | R | |
| 609 | — SteelScSr<br>*C.A.Duarte* -01 ssPra.No.3-6,01<br>(*ex*Gerda) 1*Dk*(*Stl*) | *498*<br>*412*<br>*310* | ✠90A-<br>7,03 | Rio h | 1888<br>7mo | NavalCon. &Arm.Co.Ld<br>Barrow | J.G.Nogueira | 158·0 30·2 11·9<br>B39' F19'<br>FK<br>*WB* = *FPT* | R.Janeiro<br>Brazilian75<br>4*BHCem*<br>18t*APT*25t | C.2Cy.18"&36"-30 (s)<br>[illegible]lb *40lb* 54NHP<br>1SB,2*pf*,GS38,HS1204<br>Naval Con.&A.Co.Ld.,Brw | 12·6 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Acclaimed new Class assigned. Remarks. | 8 Built. When. Where. Engines. | 9 By Whom. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Repairs—in which classed, if not in L.R. Date of last repair. | 16 Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 610 1072947 KMVD | **Alliance** *E.N.Hardwick* –96 *Elec.light* | **WoodScSr** *Late Name if any.* *Fitted for liquid fuel.* 2*Dks* | 679 — 431 | | | | 1897 Bendixen Eureka,Cal. | | California& OregonCoastS.SCo | 164·4 35·6 12·0 P141*t* H8*t* F21*t* | | | S.Frncisco Utd. States | T.3Cy.14″,22½″&36″–24″ 64NHP | | | |
| 611 JRBV | **—** *N.A.Nielsen*99–99 *Well deck* | **IronScSr** 1*Dk*2*trB* | 563 393 338 | | | | 1880 C.Mitchell &Co. Newcastle | | J.L.Mowinckel& Sön | 175·5 24·5 11·1 P141*t* H8*t* F21*t* | | | Bergen Norwegian *WB* | C.2Cy.18″&40″–28″ NB92 71NHP T.Clark&Co.,Newcastle | | N | |
| 612 [illegible] PLVD | [illegible] *W.Ross* –03 | **IronScSr** ssAbn.No.3–5,94 ssTrn.No.2–02 1*Dk* | 326 268 191 | ✝~~90A1~~ Abn Lth | *f* | | 1874 H.Murray &Co. 6mo Pt.Glasgow A&CP | | N.Eastern hppng Co.Ld.(G.Elsmie& Sons, *Mgrs.*) | 144·5 22·6 11·6 Q54′F17 ND94 BK6″ *WB*=*FPT*15*t* | | | Aberdeen British 4*BHCem* 1SB,3*pf*,GS44,HS1042 Kemp&Hume,Glasgow | C.2Cy.16½″&32″–22″ (*s*) 75lb *80lb* NDB89 47RHP | 11 ″ 7 s 1 ″ 2½ | | 12,03 |
| 613 PLVD | **Allie** *O.Evensen* *Well deck* | **SteelScSr** ssHpl.No.1–04 1*Dk*(*Stl*)&*deep framing* | 1098 884 683 | ✝100A1 Bkn | *n* | | 1899 W.Harkess &Son 9mo Middlesbro' A&CP | | Dampskibselsk. Allie(J.A.Larsen) | 233·9 33·1 14·6 P23′Q52′B52′F24′ FK *WB*=*CellDBa*61′ *uE*&*B*36′*f*98′281*t* | | | Skien Norwegian 4*BHCem* *APT*28*t* | T.3Cy.16½″,27″&44″–30″ (*r*) 170lb *80lb* 100NHP 1SB,3*cf*,GS55,HS1865 SirC.Furness,Westgarth &Co.Ld.Mdb. | 17 ″ 0 s 1–10½ | | ~~12,00~~ 11,04 |
| 614 VKSB | **Alligator** *J.McVicar* –03 *Elec.light* | **IronScSr** | 985 707 449 | | | | 1881 Barclay, Curle&Co. Glasgow | | G.&J.Burns,Ld. | 250·2 30·0 14·7 P154*t* F38*t* | | | Glasgow British | C.2Cy.38½″&69″–48″ NB91 275NHP Barclay,Curle&Co.,Gls. | | BT till 4,05 | |
| 615 PGCB | **Allinga** *K.A.Berg*96–01 *Ref.Mchy.*1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks) *Elec.light* | **SteelTwinScSr** *Spar dk* *withfreeboard* 3,97 *&Webframes* | 2242 1986 1406 | ✝ Grk | *s* | | 1897 Scott&Co. 3mo Greenock | | AdelaideSS.Co.Ld. | 279·7 42·5 13·0 P32′B86′F36′ 20·7 FK *WB*=*CellDBa*76′*u* *E*18′*f*106′399*t* *FPT* | | | Adelaide British 6*BHCem* 55*t* *APT*23*t* | T.6Cy.15½″,25″&40″–30″ 272NHP 2SB,6*cf*,GS120,HS4270 FD Scott&Co.,Greenock | 15 ″ 3 | | |
| 616 SLQN | **Allowrie** *T.K.Gammond* –03 1*Dk*&*Awngdk*(*pt Stl*–ws) | **SteelTwinScSr** *Awng dk* *with load line* 11,80 | 504 500 294 | ✝ Cly | *i* | | 1880 Napier, Shanks&Bell 10mo Yoker | | Illawarra~~S.N.Co~~ &SCoastSNavCo Ld. | 179·4 24·8 8·0 16·0 FK *WB*=3*deepTanks* | | | SydnyNSW British 6*BHCem* 125*t* | C.2Cy.25″&48″–27″ 98RHP Rankin&Blackmore,Grk. | | | |
| 617 JNKC | **Ally** *R.VonMatern*03–03 (*ex*Sandhornet) | **SteelScSr** 1*Dk* | 108 91 34 | | | | 1890 Trudhjms Mek.Verk. Drontheim | | Sjöförsäkrings Aktieb.Ocean (A.Lillienau, *Mgr*) | 94·4 17·0 9·9 Q26′H6*t*F17′ | | | Gothenbrg Swedish | T.3Cy.11″,18″&29″–20″ NB97 38NHP Trondhjems M.V.Dronthm | | N | |
| 618 MBDN | **Alm** *G.Olsen* –03 | **SteelScSr** 1*Dk*&*SparDk* | 1617 1484 1025 | | | | 1903 Nylands Værksted Christiania | | Dmpskselsk.Alm (Pedersen&Co.) | 260·2 36·9 20·9 H102*t*F33*t* | | | Christiania Norwegian *WB* | T.3Cy.19″,31 &51½″–33″ 152NHP Nylands Værksted,Xania. | | N | |
| 619 NQGM | **Alma** *R.Carter* –03 | **SteelTwinScSr** 2*Dks* | 1150 784 406 | | | | 1894 J.&G. Thomson,Ld. Glasgow | | L.&S.W.Rlwy.Co. | 270·7 34·0 14·6 P46′B148′F56′ | | | S'thamptn British | T.8Cy.(2)19″,(2)29″&(4) 31½″–30″] 217NHP J.&G.Thomson(Lim.),Gls. | | BT till 4,05 | |
| 620 JPCT | **—** *P.Bordrud*91–01 | **SteelScSr** 1*Dk* | 1031 800 631 | | | | 1899 Laxevaags Msk.&Jrnskb Bergen | | D.Ellerhusen&Co. | 225·0 32·2 13·1 Q121*t*B56*t*H20*t* F34*t* | | | Bergen Norwegian *WB* | T.3Cy.15¾″,25½″&42″–30″ 97NHP Laxevaags Msk & Jrns.Bgn | | N | |
| 621 JFTV | **—** *G.O.Hansson* –01 (*ex*Blidösund,*ex*Ljusterö) | **IronSc** 1*Dk* | 131 69 91 | | | | 18~~7~~7 Bergsunds Mek.Verks Stockholm | | Ångb.Aktieb. Byelfven (J.Carlson, *Mgr.*) | 99·4 17·7 6·5 Q31′B39′H12*t* | | | Gillberga Swedish | 2Cy.13¾″&24″–16″&20″ 21NHP Bergsunds Mek Verks.Skm | | | |
| 622 WDHL | **Almagro** *J.E.Dothie*98–01 *Spar dk(pt Irn pt Stl)&deep framing* | **SteelScSr** 1*Dk*(*Stl*)&*Spar* | ~~1400~~ 1393 1300 878 890 | ✝100A1 Mdb *Spar dk* *withfreeboard* 11,01 7,01 | *q* | Lon | 1904 Sir Raylton Dixon&Co.Ld 7mo Middlesbro' (R.Mac *Lloyd's*&*CP* | | ~~MacAndrew&Co.~~ Tasso S.S.Co.Ld. Andrew&Co *Mgrs*) | 238·0 ~~37·6 14·6~~ P30 B67 F51′ 12·2 PH D60 35·7 19·7 FK *WB*=*CellDBa*61′*uEq*B31′*f*160′322*t* *APT*11*t* | | | Glasgow British 4*BHCem* | T.3Cy.19″,32″&58″–33″ (*r*) 175lb *80lb* 165NHP 1SB,*dcf*,GS74,HS2479 N.E.MarineEng.CoLdNwc | 14 ″ 4 s 2 ″ 9 | | |
| 623 JNQH | **Almar** *K.O.Fagerland*98–99 (*ex*O.F.Ahlmark) | **CompScSr** 1*Dk* | 178 149 104 | | | | 1873 C.J.Berglund Carlstad | | E.H.Kongshavn | 100·5 21·4 10·3 Q5*t* B22*t* | | | Haugesnd Norwegian | C.2Cy.10½″&25″–17½″ NB83 22NHP Christiehamns M.V. | | | |
| 624 KVLB | **Almeria** *H.A.Bekennah* –03 (*ex*Wakefield) 1*Dk*(*Irn*)&*Spar dk*(*Irn*–ws)3*trB* *Floors&Inner bottom Irn.* | **SteelScSr** ssCff.No.3–10,02 | 2418 2282 1543 | ✝100A1 *Spar dk* 7,04 ~~5,02~~ | *s* | | 1888 J.Laing Sunderland A&CP | | AlmeriaS.S.Co.Ld. (R.E.Morel&Co.) | 293·0 38·2 18·3 B71′F35′ 25·9 BK9½″ *WB*=*Cell* | | | Cardiff British 4*BHCem* *DB*224′355*t* | T.3Cy.22½″,36½″&60″–39″(*r*) 150lb *100lb* NDB91 219NHP 2SB,6*rf*,GS100,HS3343 G.Clark Sunderland | 21 ″ 1 s 5 ″ 11 | | ~~5,02~~ 7,04 |
| 625 106892 PWCH | **Almerian** *E.C.Hiscoe* –01 *ss*Liv.No.1–03 2*Dks*(1*Stl*&*UIrn*)&*deepframing* | **SteelScSr** | 2984 2789 1910 | ✝100A1 Mch 1,05 ~~2,04~~ | *r* | | 1897 R.Thompson&Sons 12mo Sunderland A&CP | | F.Leyland&Co. (1900),Ld. | 351·5 42·2 23·3 P37′B106′F36′ FK&BK2½″ *WB*=*CellDBa*102′ *uE*&*B*44′*f*144′621*t* | | | Liverpool British 7*BHCem* *AP*745*t* | T.3Cy.22″,36″&62″–48″ (*s*) 200lb *120lb* 284NHP 2SB,6*cf*,GS108,HS4120 G.Clark,Ld.,Sunderland | 26 ″ 0 s 4 ″ 9½ | | ~~5,03~~ 1,05 |
| 626 HCLI | **Almirante Latorre** *G.Westley* –98 (*ex*Chala) 2*Dks*&*Shadedk* | **SteelSc** 3MstSr | 600 560 363 | ✝ Liv | Lv | | 1878 Laird Bros. 12mo Birkenhead | | F.de la Fuente | 180·4 30·1 14·8 H38*t* FK | | | Valparaiso Chilian 3*BH* | C.2Cy.25″&48″–36″ 115NHP Laird Bros.Birkenhead | | | |
| 627 HRQL | **Almissa** *G.Grando* (*ex*Trieste) | **SteelScSr** 1*Dk*&*Shadedk*2*trB* | 883 712 434 | | | | 1893 Lloyd Austriaco Trieste | | Lloyd Austriaco | 207·6 29·6 16·3 | | | Trieste Aust.-Hung. *WB* | T.3Cy.17½″,28″&46″–34″ NB90 116NHP Stablimento Tecnico,Tri. | | | |
| 628 106420 PWMH | **Almond Branch** *J.J.Moses* –01 *Turret deck* | **SteelScSr** (*ex*Ashmore) 1*Dk*2*trB* | 3461 2974 2191 | | | | 1896 W.Doxford &Sons,Ld. Sunderland | | NautilusStmShpg. Co.Ld. (F.&W. Ritson, *Mgrs.*) | 340·0 45·5 24·5 F37′ | | | Sundrland British *WB* | T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.,Sld. | | C V | |
| 629 108790 QRPN | **Almora** *E.Turner* –04 2*Dks*(1*Stl UIrn*)&*deep framing* | **SteelScSr** ssGls.No.1–03 | 4385 4129 2835 | ✝100A1 Gls 12,01 ~~13,02~~ | *x* | | 1899 D&W Henderson&Co. 2mo Glasgow A&CP | | Gls.&NewprtNews SS.Co Ld.(Donaldson Bros., *Mgrs.*) *B*=*CellDBa*121′*u* | 375·0 50·0 26·0 P40′B98′F40 FK *E*&*B*37′*f*161′1143*t* | | | Glasgow British 179 6*BHCem* *APT*120*t* | T.3Cy.25″,41″&67″–48″ (*s*) ~~160~~lb *90lb* 368NHP 2SB,6*cf*,GS111,HS4930 FD D.&W.Henderson&Co.Gls. | 28 ″ 8 s 5 ″ 11 | | x12,03 |
| 630 106622 PTNS | **Alnmere** *W.Chater*97–97 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule* | **SteelScSr** ssShl.No.1–01 | 3252 3080 2090 | ✝100A1 Nwc *withfreeboard* ~~3,04~~ 10,04 | *p* | | 1897 J.Readhead &Sons 7mo SouthShields A&CP | | AlnmereS.S.Co.Ld (G.Jaques&Co.) *WB*= | 322·0 46·6 24·3 P29′B82′F35′ FK *CellDBa*104′*uE*20′ | | | Newcastle British 5*BHCem* *f* 130′726*t* | T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 283NHP 2SB,6*rf*,GS115,HS4557 J.Readhead&Sons,S.Shl. | 26 ″ 11 ~~5 ″ 2½~~ s4 ″ 9½ | | 3,04 |
| 631 142 JBOV | **Alnö** *P.M.Tydén* –97 (*ex*Timrå) | **IronSc** 1*Dk* | 100 63 68 | | | | 1874 W.Lindbergs Mk.Vks Stockholm | | Alnösundets Ångb. Aktieb. (J.M.Ulander) | 86·7 15·4 8·0 Q32′B26′H8′F17′ | | | Sundsvall Swedish | C.2Cy.10½″&22½″–15⅜″ NB88 16NHP W.Lindbergs M.V.,Skm. | | | |

| Numéro d'ordre / Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage — Total / Sous le Pont. | Détails de la Classification. Cote / Marque | Construit. Quand / Par qui / Où | Armateurs | Dimensions d'après le Dernier Jaugeage. Longueur / Largeur / Creux | Port d'Appartenance | Machines. Nbre et Sorte des Cylindres.—Course. Diamètre des Chaudières. NHP = Force en Chevaux d'après les Registres de la Société. IHP = Force en Chevaux d'après les papiers des Ingénieurs. Détails des Machines. Foyers. Nom du Constructeur des machines. | Vitesse | Tirant d'eau | Tirant de la Section Transversale |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 632 | **Alnwick** Steel Sc Sr | 3049 | ✠100A1 Shl *u* | 1894 Tyne Iron | Norwick S.S. Co. Ltd. | 320·2 41·6 25·7 | Newcastle | T. 3 Cy. 24″, 40″ & 64″–45″ | 20 | | |
| 104242 | *R. Sampher* –96 *ex* Shl. No. 2–08 | 2856 | *Spar dk* | 8mo | S.B. Co. (Ld.) | | | 160lb *80lb* 287 NH | 10 · 5 · 1 | | 1[illegible] |
| NHLW | 1 *Dk Stl*) & *Spr dk* (*Irn*) & *Web frames* | 1957 | [illegible] LMC MS1,05 | Newcastle | Hunting & Son. | WB = Cell D B | | 2SB. *Spf*, GS114, HS1490 | | | |
| | | | | *Lloyd's SA & CP* | (*Mgrs.*) | | | Dickinson, Sunderland | | | |
| 633 | **Alnwick Castle** Steel Twin Sc Sr | 5893 | ✠100A1 Lon *z* | 1901 W. Beard- | Union-Castle Mail | 400·4 50·2 26·8 | London | T. 3 Cy. 21½″, 35″ & 58″–48″ | 23 | BT [illegible] | 9,04 |
| 114784 | *L. A. Millard* –04 | 4402 | *Shelter dk* | 11mo more & Co. | S.S. Co. Ltd. D | | | 200lb 660 NHP | 3 · 6 | | |
| SVPR | 2 *Dks* (*Stl–Upt ws*) & *Web frames* | 3796 | [illegible] 5,05 LMC11,01 | Glasgow | Currie & Co. *Mgrs.* | | | 4SB. *12cf*, GS240, HS9232 | 3 · 11 | 2,06 | |
| | & *Shelter dk* (*Stl–teak s*) *lower dk forehold* | | | *Lloyd's SA & CP* | W B = Cell D Bo | | | W Beardmore & Co Gls. | | | |
| | *Ref. Mchy Elec. light* | | | | | | | | | | |
| 634 | **Alonso** Iron Sc Sr | [illegible] | ✠ A1, 1 Hpl Liv | 1869 Richard- | Alonso S.S. Co. Ld. | 240·0 32·1 19·5 | Hull | Q. 4 Cy. 14″, 20½″, 29½″ & 48″–33 | 20 | G | |
| 60167 | *J. F. Greig* –95 6th Survey, Hul. 9,88 | 1038 | 10,01 | 4mo son, Duck & Co. | (T. Middleton & Son) | P200 *t* F19 | British | NE81 NB93 98 RH | | | |
| JHND | 4th Survey, Swa. 6,01 | 807 | | Stockton | | drp01 BK9 5 | | 1 DB, *dcf*, GS43, HS1310 | | | |
| | *Well deck* 1 *Dk 2 tr B* | | | | | | | (*Qpd 03* Earle's Co. (Lim.) Hul | | | |
| 635 | **Alouette** Steel Twin Sc Sr | 570 | | 1894 W. Denny | General Stm Nav Co | 195·0 28·1 14·3 | London | T. 6 Cy. 18½″, 29½″ & 31″–21″ | | BT [illegible] | |
| 05357 | *T. J. Freeman* –02 | 456 | | &Bros. | Ld. | B61′ F39′ | | 101 RH | | | 1,05 |
| NPJW | (*ex* Calvados) 2 *Dks* | 215 | | Dumbarton | | | | Denny & Co. Dumbarton | | | |
| 636 | **Alpha** Steel Sc Sr | 2035 | ✠100A1 Ams r | 1897 W. Gray & | Vrachtvaart Maats | 270·0 39·2 15·9 | Amsterdam | T. 3 Cy. 19″, 30½″ & 51″–36″ | 18 · 2 | | |
| | *J. Lievens* 99–99 *ex* Ams. No. 1–01 | 1751 | *pt Awng dk* Hpl | 9mo Co., Ld. | Bothnia (B. J. Van | P17′ Q86′ drp05 | Dutch | 160lb 156 NH | 8 · 2½ | | |
| NOTF | *F. Visser* 04–04 1 *Dk* (*Stl*) & *Deep framing* | 1314 | *with freeboard* [illegible] 1,04 | W Hartlepool | Hengel, *Mgr.*) | *pt Awng dk* 167′ FK | | 2SB. *4rf*, GS54, HS2380 | | | |
| | *& pt Awng dk* (*Irn*) | | | | | & *aE* 106 *f* 112′ 478 *t* | | Cen. Mar. Eng. Wrks. W Hp | | | |
| | | [illegible] | [illegible] LMC9,01 | A & C P | WB = Cell D Bo | A P T 69 *t* | | | | | |
| 637 | — Steel Sc Sr | 1627 | | 1901 Schiffsw. v. | Hansen & Closter | 260·3 38·3 17·0 | Apenrade | T. 3 Cy. 17¾″, 29½ & 47½″–33½″ | | G | |
| | | 1447 | | Henry Koch | | P14 B162 F30 | German | 129 NH | | | |
| | *A. Brink* 01–01 | | | Lubeck | | | W B | J. F. Ahrens, Ottensen | | | |
| LMSG | 1 *Dk* | 1019 | | | | | | | | | |
| 638 | — Steel Sc Sr | 702 | | 1901 Const. Mec. | Mme. Vve. | 174·9 27·0 13·9 | Calais | T. 3 Cy. 12½″, 19 7/16″ & 33½″–22″ | | V | |
| | *Sadon* –02 | 578 | | & Mar | Magnier-Parenty | | French | 53 NH | | | |
| HFGB | 1 *Dk* | 325 | | Boulogne | | | W B | Const. Mec. & Mar. Boulgne | | | |
| 639 | — Iron Sc Sr | 605 | ✠ Shl | 1872 A. M'Millan | N. Bugge | 180·8 25·0 16·7 | Tonsberg | C. 2 Cy. 22″ & 38″–27″ | | N | |
| | *M. Olsen* 00–97 *ex* Shl. No. 2–81 | 579 | 4,81 | 8mo & Sons | | H26 *t* | Norwegian | NB98 62 NH | | | |
| JDCS | 2 *Dks* | 372 | | Dumbarton | | *WB = MT* 20′ 120 *t* | 4 *BHCem* | M. Paul & Co., Dumbarton | | | |
| 640 | — Iron Twin Sc Sp | 401 | | 1890 T. A. Walker | Manchester Ship | 145·6 30·4 10·7 | Manchester | Q. 8 Cy. 9″, 12″, 16″ & 24″–21½″ | | | |
| 98154 | *A. Barrett* –95 | 382 | | Sudbrook | Canal Co. | | British | NB01 96 RH | | | |
| LVFC | *Hopper Barge* 1 *Dk* | 185 | | | | | | Fleming & Ferguson, Pay. | | | |
| 641 | — Iron Sc Sp | 308 | 100A– Liv *e* | 1879 W. Simons | Mayor, Aldermen | 140·0 23·2 11·2 | Liverpool | C. 2 Cy. 22″ & 38″–27″ | | | 12,08 |
| 91324 | *H. Archibald* 80–80 *ex* Liv. No. 3–4, 95 | 280 | *Special Service* | 12mo & Co. | & Citizens of the | F16′ | British | 70lb NB90 75 RH | | | |
| | (*Hopper Barge*) *ex* Liv. No. 1–99 | 209 | 10,02 LMC12,03 | Renfrew | City of Liverpool | BK6′ | 4 *BHCem* | 1SB, *2cf*, GS35, HS880 | | | |
| | 1 *Dk* (*Irn*) | | | | | | | W Simons & Co., Renfrew | | | |
| 642 | — Steel Sc K | 274 | ✠100A1 Yar | 1900 Hawthorns | Royal National | 135·6 22·6 13·8 | London | T. 3 Cy. 13″, 21″ & 34″–24″ | 14 · 6 | | [illegible] |
| 112088 | *D. Forman* –00 *ex* Yar. No. 1–04 | 254 | *Stm Trawler* | 4mo & Co. Ld. | Mission to Deep | Q27′ F21′ | British | 175lb 70 RH | | | 2,06 |
| | 1 *Dk* | 94 | 2,05 [illegible] LMC1,04 | Leith | Sea Fishermen | BK7½′ | 4 *BHCem* | 1SB, *2cf*, GS37, HS1193 | | | |
| | *Elec. light* | | | *Lloyd's SA & CP* | | *WB = Db* | *f* 23′ 16 *t* | Hawthorns & Co. Ld Leith | | | |
| 643 | — Steel Sc Sr | 240 | | 1903 Moss Jrnst. | Dampskibs. Alpha | 112·0 22·0 10·5 | | C. 2 Cy. 13½″ & 34″–24″ | | | |
| | *Wennersten* –03 | | | & Mek Værks | | Q32′ B31′ | Norwegian | 47 NH | | | |
| | 1 *Dk* | | | Moss | | | | Moss Jernst. & M V Moss | | | |
| 644 | — Wood Sc | 233 | | 1887 ..... | J. Clark | 121·1 23·5 8·6 | Mobile, Ala | | | | |
| 106472 | *D. J. Roberts* | — | | Washington, | | | Utd. States | | | | |
| | | 155 | | N.C. | | | | | | | |
| 645 | — Iron Sc K | 149 | ✠100A1 Gms | 1900 Charlton & | Akties. Alpha | 106·2 20·1 10·5 | Sandefjord | T. 3 Cy. 10½″, 16½″ & 26½″–20″ | 11 · 3 | | |
| | *A. Larsen* *ex* Gms. No. 1–04 | 145 | *Stm Trawler* | 2mo Co. Ld. | (~~Holmer Rood~~) | Q19′ | Norwegian | 180lb (*s*) 37 NH | | | 8,04 |
| HMKF | 1 *Dk* | 56 | 8,04 [illegible] LMC8,03 04 | Grimsby | (H. Fredriksen) | BK7½′ | 3 *BHCem* | 1SB, *2cf*, GS21, HS625 | | | |
| | | | | A & C P | | | | Charlton & Co. Ld. Grimsby | | | |
| 646 | — Steel Sc | 132 | | 1895 L. Nixon | Philippine Transp. | 88·8 18·0 9·0 | Manila | C. 2 Cy. 10″ & 18″–16″ | | | |
| | | — | | Elizabeth- | & Construction Co. | | Utd. States | 11 NHP | | | |
| | | 85 | | port, N.J. | | | | Globe Irn Wrks., Cleveland | | | |
| 647 | — Iron Sc Sr | 107 | | 1876 ..... | Akties. Alpha | 94·6 18·8 7·9 | Moss | T. 3 Cy. 10″, 15″ & 24″–16″ | | | |
| | *T. Andresen* | 83 | | Gothenburg | (J. Chr. Olsen) | Q15 *t* H7 *t* | Norwegian | NE & B96 23 NH | | | |
| HCQJ | (*ex* Fyris) 1 *Dk* | 55 | | | | | | Akers Verksted, Xia | | | |
| 648 | — Steel Sc K | 92 | ✠100A1 Gls | 1903 Mackie & | J. McPherson, & J. | 82·3 18·0 8·8 | Inverness | C. 2 Cy. 11½″ & 25″–16″ | 9 · 6 | | |
| 118872 | *J. McPherson* 03–03 | 85 | *For fishing purposes* | 6mo Thomson | & D. Main | | British | 140lb 25 RH | | | |
| | 1 *Dk* | 29 | 6,03 LMC6,08 | Glasgow | | BK6′ | 3 *BHCem* | 1SB. *2pf*, GS25, HS652 | | | |
| | | | | *Lloyd's SA & CP* | | *WB = FPT* 4 *t* | | W V V, Lidgerwood, Gls. | | | |
| 649 | **Alphonse** Steel Sc Cr | 179 | | 1897 At. de C. | Pêcheries à Vap. | 109·9 21·0 11·3 | Ostend | T. 3 Cy. 18″, 22″ & 34″–22½″ | | V | |
| | *S. Defer* (*Trawler*) | — | | Forges & Aci- | (Soc. Anon.) | Q20′ F20′ | Belgian | 55 NH | | | |
| | 1 *Dk* | 65 | | éries de Bruges | | | W B | Soc. Anon. Phoenix, Ghent | | | |
| | | | | Bruges | | | | | | | |
| 650 | **Alphonse Conseil** Iron Sc Sr | 1629 | ✠100A1 Msl *q* | 1884 Palmers' | Les fils de Th. | 241·0 34·3 17·1 | Bordeaux | C. 2 Cy. 30″ & 62″–42″ | 18 · 3 | | [illegible] |
| | *G. Coussy* 99–99 *ex* Bdx. No. 3–9, 96 | 1538 | *Spar dk* Bdx | 1mo Co. (Lim.) | Conseil | 24′ 8 | French | 80lb *60lb* 196 NH | | | [illegible] |
| HFGK | (*ex* Port of Alicante) *ex* Msl. No. 1–02 | 972 | 6,04 [illegible] BS 5,01 | Newcastle | | BK8½′ | 4 *BHCem* | 2SB. *6pf*, GS95, HS3276 | | | |
| | 2 *Dks* (1 *Irn*) & *Spar dk* | | [illegible] LMC1,02 | *Lloyd's SA & CP* | B | *B = DBa* 72′ *f* 59′ *du* | *E & F* B36′ 292 *t* | Palmers' Co. (Lim.), Nwc | | | |
| 651 | **Alprecht** Steel Sc K | 220 | | 1900 Earle's Co. | L. Bouclet | 121·0 22·0 11·5 | Boulogne | T. 3 Cy. 12¾″, 20″ & 32″–22″ | | V | |
| | *Liebert* –00 (*Trawler*) | — | | Ld. | | | French | 18 NH | | | |
| HFJR | 1 *Dk* | 82 | | Hull | | | W B | Earle's Co. Ld Hull | | | |
| 652 | **Alps** Iron Sc Sr | 1725 | | 1865 Randolph, | Dr Wilh. Kohlmann | 295·9 32·4 19·3 | Hamburg | 2 Cy. 32″ & 60″–36″ | | | |
| | | 1608 | | Elder & Co. | | F26 *t* | German | NE74 NB89 180 NH | | | |
| RMDG | (*ex* Alpes, *ex* Alps, *ex* Mandingo) | 1117 | | Glasgow | | | | J. & J. Thomson, Glasgow | | | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Equipment | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 653<br>110878 | Alroy Iron&SteelScK<br>C.Kitchener -99 ssGms.No.1-03<br>Ironframing,Stl plating 1Dk | 153<br>136<br>42 | ✠100A1<br>Stm Trawler<br>4,04 ✠LMC | Gms | | 1899<br>4mo | Wood, Skinner& Co.Ld.<br>Newcastle<br>A&CP | Ellis,Spence&Co. Ld. | 101·0\|20·5\|10·7<br>Q47'F18'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&30"-21" (s<br>160lb 40RH<br>1SB,2pf,GS24,HS814<br>N.E.MarineCo.Ld Sld. | 11 " ( | | 4,04 |
| 654<br>HFJS | Alsace SteelScSr<br>E.Hermieu00-01<br>(exRioJaneiro,exAdelaideLavarello)<br>Elec.light 2Dks&Awngdk | 2016<br>1694<br>1037 | | | ... | 1889 | Wigham, Richrdsn&Co<br>Newcastle | Soc.Gén.de Transp Mar.àVap. | 300·0\|35·3\|17·4<br>P48' F24' 25·7 | Marseilles<br>French | T.3Cy.27½",43½"&71"-48"<br>NB04 349NH<br>Wighm Richrdsn&Co.Nw | 18 " : | V | |
| 655<br>76420<br>QNKV | Alsatian IronScSr<br>H.Gomes -00 2Dks(1Irn) | 1774<br>1686<br>1136 | ✠<br>4,77 | Liv | L v | 1877<br>3mo | F.Leyland &Co.<br>Liverpool | EllermanLines,Ld. (F.Swift,Mgr.) | 312·0\|31·2\|23·9<br>F28t | Liverpool<br>British<br>5BH2PBH | C.2Cy.23"&60"-39"<br>NB88 187NH<br>J.Jones&Sons,Liverpool | 25 " (<br>s 4 " 11 | | |
| 656<br>104156 | — SteelScK<br>J.Cox -02 ssBos.No.1-04<br>1Dk | 191<br>176<br>69 | ✠100A1<br>Stm Trawler<br>8,01 ~~8,02~~ ✠LMC 8,01 | Bos | | 1900<br>1mo<br>Lloyd | Smith's DockCo.Ld.<br>N.Shields<br>'sA&CP | BostonDeepSea Fishing&IceCo.Ld | 115·8\|21·1\|11·1<br>Q48'F20'<br>BK7½" | Boston<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"-22½"<br>180lb (s) 52RH<br>1SB,2pf,GS34,HS1080<br>G.T.Grey,S.Shields | 12 " ( | | N 3,04 |
| 657<br>LCQJ | Alsen SteelScSr<br>H.Stuhr97-00 ssLth.No.3-2,94<br>ssHam.No.2-02<br>1Dk(Stl)&Web frames | 772<br>649<br>475 | ✠100A1<br>6,01 ~~2,04~~<br>✠NB4,01 ✠LMC4,02 | Shl<br>Ham | k | 1888<br>6mo<br>Lloyd | G.Howaldt<br>Kiel<br>'sA&CP | Nord-Ostsee-Rhederei | 195·0\|30·0\|13·8<br>B44'F29'<br>BK7½"<br>WB=CellDB | Hamburg<br>German<br>4BHCem | T.3Cy.14⅛",23⅜"&39"-23⅝"<br>163lb (s) 80NHP<br>2SB,2cf,GS76,HS1248<br>Gebr.Howaldt,Kiel | 16 " 4 | | ~~6,02~~<br>6,04 |
| | *Now named "Dagmar," See No. 19 in Supplement* | | | | | | | | | | | | | |
| 658<br>106574<br>KFHQ | Alsenborn SteelSc3Mst<br>Lewis 1Dk | 508<br>—<br>408 | | | | 1888 | ...............<br>Baltimore | NewYork&Baltimore Trans.Line | 163·5\|23·6\|8·8 | Baltimore<br>Utd.States | | | | |
| 659<br>JBOT | Alstad IronScSr<br>Foundered 2,05 A.Michaelsen<br>(exPrésident) 1Dk | 658<br>553<br>382 | | | | 1870 | Chantiers de l'Océan<br>Havre | Acties.Alstad (B.J.Grefstad) | 185·7\|25·9\|16·0<br>H12'F34' | Grimstad<br>Norwegian<br>WB | C.2Cy.25½"&39"-27½"<br>NB91 66NH<br>Chantiers de l'Océan,Hav. | | V | |
| 660<br>NCVD | Alster SteelScSr<br>R.Kuiper96-96<br>2Dks | 650<br>—<br>477 | | | | 1896 | J.C.Tecklenborg<br>Geestemünde | P.A.vanEs&Co. | 176·0\|26·0\|15·0<br>P110'F23' | Rottrdam<br>Dutch<br>WB | C.2Cy.19"&37"-26¾"<br>59NH<br>J.C.Tecklenborg.Gstmnde | | V | |
| 661<br>115154<br>VGFM | Alston SteelScSr<br>W.Wilson97-03<br>Spar dk(ptIrn&ptStl)2trB&<br>Web frames | 3955<br>3757<br>2563 | ✠100A1<br>Spar dk with freeboard<br>~~5,04~~ ~~1,04~~ ✠LMC10,0<br>3,05 | Bry<br>Shl | x | 1903<br>10mo<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP | Webster&Barraclough | 347·0\|46·5\|19·9<br>P223'F34' 27·8<br>FK<br>WB=CellDBa114'uE22'f142'788t | W.Hartlpl<br>British<br>6BHCem<br>APT138t | T.3Cy.26",42½"&69½"-45"<br>180lb 90lb (r) 358NH<br>2SB,6cf,GS129,HS5620<br>Blair&Co.Ld.Stockton | 22 " 6<br>s 5 " 6½ | | |
| 662<br>RMDH | Altai SteelScSr<br>L.Bussmann98-02<br>3Dks | 2480<br>2195<br>1584 | | | | 1897 | W.Dobson &Co.<br>Newcastle | Hamburg-Amerik. Packetf Act Ges. (Ham-Amr.Linie) | 320·6\|39·2\|25·6<br>P33'B56'F35' | Hamburg<br>German<br>WB | T.3Cy.26½",45¼"&75"-48"<br>390NH<br>J.Dickinson&Sons,Ld.,Sld | | C | |
| 663<br>HDNB | Altair IronScSr<br>C.Jacobsen01-03 ssCff.No.3-10,96<br>(exBernard) 1Dk(ptIrn)2trB<br>Well deck | 1674<br>1359<br>1054 | ✠<br>10,00 | Cff | q | 1884<br>1mo | T.Turnbull&Son<br>Whitby | Akties.Altair (A.Kröger) | 260·0\|37·1\|18·5<br>Q96'B68'F31'<br>FK<br>WB=DBa80'f96'321t | Chrstiania<br>Norwegian<br>4BHCem | C.2Cy.32"&60"-39"<br>170NHP<br>2SB,4pf,GS66,HS2699<br>Blair&Co.Ld.Stockton | 19 " 11 | N | |
| 664<br>HCPL | Altamira SteelScSr<br>F.Zaragoza -00 ssBbo.No.3-2.04<br>(exHarold) 1Dk(Irn)&Web frames<br>Well deck | 1735<br>1282<br>1107 | ✠100A1<br>4,05 ~~2,04~~<br>MS3,03 ✠LMC<br>BS4,05 | Bbo | q | 1891<br>6mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Cia.Anon.deNav. (Aldecoa y Urquijo Mgrs.) | 264·8\|37·1\|17·8<br>P29'Q70'B112'F25<br>BK9'<br>WB=DBa80'f98'394t | Bilbao<br>Spanish<br>4BHCem<br>APT17t | T.3Cy.20",31½"&53"-36" (s<br>160lb ~~80lb~~ 70lb 168NH<br>2SB,4rf,GS65,HS2500<br>Cen.Mar.Eng.Wrks.WHp | 19 " 1<br>s 1 " 5 | | ~~9,04~~<br>4,05 |
| 665<br>RMWT | Altenburg SteelScSr<br>~~F.Kuhl00-03~~ Landsky04-04<br>(exGulf of Genoa) ssHpl.No.3-1,03<br>Ref.Mchy. 2Dks(1Irn&UStl-ws)3trB<br>Elec.light | 3320<br>3029<br>2082 | ✠100A1<br>8,03<br>BS ✠LMC | Lon | w | 1891<br>4mo<br>Lloyd | Caird&Co. Ld.<br>Greenock<br>'sA&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 350·0\|42·1\|26·8<br>B95'F45'<br>BK9"<br>WB=CellDB268'557tFPT | Hamburg<br>German<br>6BHCem<br>70tAPT50t | T.3Cy.28",46"&75"-48" (s<br>170lb 170lb 398NH<br>2DB,12rf,GS207,HS5925<br>Caird&Co.Ld.Greenock | 29 " 3<br>-5 " 10½ | | ~~8,03~~<br>N7,04 |
| 666<br>TBHN | Alting SteelScSr<br>1Dk&Shade dk<br>Elec.light Fitted for liquid fuel | 1158<br>812<br>705 | | | | 1900 | Nederl. SchpsbMaats<br>Amsterdam | Koninkl.Paketv. Maats. | 222·7\|36·0\|14·1<br>H-F37' | Batavia<br>Dutch | T.3Cy.17½",27½"&46"-36"<br>Ned.Fab.van 127NH<br>Werkt.&Spoor.Mat.Ams. | | V | |
| 667<br>114426<br>TLMN | Alto SteelScSr<br>E.W.Evans98-02<br>1Dk(Stl)&deep framing | 2027<br>1900<br>1294 | ✠100A1<br>12,04 ~~1,03~~<br>✠LMC | Shl | s | 1902<br>6mo<br>Lloyd | S.P.Austin &Son,Ld.<br>Sunderland<br>'sA&CP | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay,Mgrs.) | 289·0\|43·1\|18·7<br>P27'B72'F28'<br>FK<br>WB=CellDBa88'uE&B30'f122'575tFPT | Newcastle<br>British<br>5BHCem<br>61tAPT47t | T.3Cy.21",35"&57½"-39" (s<br>160lb 160lb 215NH<br>2SB,6pf,GS99,HS3373<br>G.Clark,Ld.Sunderland | 21 " 2<br>s 3 " 3 | | |
| 668<br>106103<br>PLWG | Alton SteelScSr<br>M.Bell -02 ssNpt.No.~~1-01~~2-05<br>1Dk(Irn)&Spar dk(Irn)&Webframes | 3536<br>3159<br>2294 | ✠100A1<br>Spar dk<br>~~7,01~~ ~~10,03~~ 4,05<br>✠LMC ~~4,01~~ 4,05 | Cff<br>~~Bry~~Nwc | v | 1896<br>10mo | T Turnbull &Son<br>Whitby<br>A&CP | T.Turnbull&Son | 335·6\|42·5\|19·5<br>P31'B66'F33' 26·4<br>FK<br>WB=CellDBa112'uE24'f132 | Whitby<br>British<br>6BHCem<br>661tAPT40t | T.3Cy 23½",39"&64"-42" (s<br>160lb 80lb 273NH<br>2SB,6cf,GS122,HS4200<br>Blair&Co.(Lim.),Stockton | 22 " 1<br>s 6 " 6 | | ~~2,03~~<br>~~7,04~~<br>4,05 |
| 669<br>RMSC | Altona SteelScSr<br>J.Hellerich90-02<br>1Dk(Stl)&Spar dk(Stl)&<br>Web frames | 4352<br>4029<br>2787 | ✠100A1<br>Spar dk<br>~~3,04~~ ~~11,03~~ ✠LMC10<br>4,05 ~~11,04~~ | Ham | ~~x~~<br>y | 1902<br>10mo<br>Lloyd | Flensburger Schiffsb.Ges.<br>Flensburg<br>'sA&CP | Deutsch-Austral. Dmpfsch.Ges. | 375·0\|47·9\|17·1<br>~~P34'B180'~~F42' 27·6<br>P&B250' FK<br>WB=CellDBa113'uE&B40'f173'1012t | Hamburg<br>German<br>7BHCem | T.3Cy.27¾",46¼"&76"-48"(s<br>180lb 471NH<br>3SB,9cf,GS147,HS6224 FD<br>FlensburgerSchiffsb Ges. | 19 " 9 | | 11,04 |
| 670<br>LGMK | — SteelScSr<br>W.Siebert03-03 ssNwc.No.1-03<br>(exGosforth) 1Dk(Irn)&Web frames<br>Well deck | 1049<br>830<br>658 | ✠100A1<br>~~12,01~~ ~~8,04~~ 5,05<br>✠LMC9,0<br>BS12,04 | Ham | n | 1898<br>8mo<br>Lloyd | WoodSkinner&Co.Ld<br>Newcastle<br>'sA&CP | L.Possehl&Co. | 220·0\|33·1\|14·3<br>Q109'B10'F26'<br>FK<br>WB=CellDBa48'uE&B35'f96'286tFPT | Altona<br>German<br>4BHCem<br>42tAPT63t | T.3Cy.17½",28"&46"-33" (s<br>160lb 80lb 132NH<br>1SB.4pf.GS ,HS2160<br>N.E.MarineEngCo.Ld Nwc | 16 " 6<br>s 1 " 7½ | | ~~10,03~~<br>5,05 |
| 671<br>67821<br>QNPM | — IronScSr<br>W.A.Prentice -03 ssHul.2ndNo.3-4,01<br>Well deck 1Dk | 672<br>498<br>377 | ✠90A1<br>~~9,01~~ ~~5,03~~ 11,04<br>LMC4,0 | Hul<br>Goo | k | 1877<br>2mo | W.B. Thompson<br>Dundee<br>A&CP | ~~GooleS.Shg.Co.Ld.~~ Lancashire & YorkshireRy.Co | 202·1\|28·2\|13·0<br>Q99'B16'F29'<br>ND97drp04 BK7"<br>WB=DBa51'f59' | Goole<br>British<br>5BHCem | C.2Cy.27¼"&52"-33" (s<br>90lb 78lb NDB92 98RH<br>1SB,3pf,GS61,HS2060<br>W.B Thompson,Dundee | 13 " 11<br>s 1 " 7 | | ~~5,03~~<br>N9,04 |
| 672<br>LFWP | — IronScSr<br>O.Linde -95 (Trawler) | 155<br>143<br>82 | | | | 1891 | Act.Ges. "Neptun"<br>Rostock | J.Nibbe | 104·3\|20·6\|10·6<br>H33' | Altona<br>German<br>WB | C.2Cy.17¾"&33½"-20"<br>42NH<br>A.G."Neptun,"Rostock | | V | |
| 673<br>77447<br>RSFK | Altyre IronScSr<br>A.Ross89-94 ssAbn.2ndNo.3-9,02<br>Well deck 1Dk(Irn)2trB | 1003<br>744<br>628 | ✠100A1<br>9,04 ~~2,03~~ | Nwc<br>Abn | l | 1878<br>5mo | Mounsey &Foster<br>Sunderland<br>A&CP | AdamBros.Ld. | 231·5\|28·5\|15·0<br>Q76'B80'F27'<br>len79 BK8"<br>WB=DBa42'f46 | Aberdeen<br>British<br>5BHCem<br>145tFPT22t | C.2Cy.27"&47"-30" (r<br>75lb 80lb NDB97 98RH<br>1SB,3pf,GS47,HS1666<br>N.E.MarineE.Co.(Lim)Sld | 16 " 2<br>-1 " 6½ | | ~~9,02~~<br>9,04 |

| 1 Numéro d'Ordre / Numéro officiel. / Signaux. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance spéciale. Date de la dernière Visite | 6 | 7 Port de Visite | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions en Pieds Anglais. Déplacement en Tonnes de Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tonnage Brut — Déduction pour Espaces Machines | 15 Tirant d'eau en charge — Franc-Bord d'Eté | 16 Taux de la classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 674 1186 VHBS | **Alumwell** *J.Prentice* 02-03 | **SteelScSr** 1 *Dk(pt Irn&pt Stl) &deep framing* | 2506 9378 1609 | ✝100A1 Nwc 8,05 Cff | *t* | | 1903 10mo *Lloyd's* | TyneIron S.B Co Ltd Newcastle *s.A&CP* | NorthernSSCo.Ld. (G.N.Patterson &Co.,*Mgrs.*) *WB = CellDBa* | 313·0 45·0 20·6 P26'B74'F80 FB *s.u.E120' f180'62 u* | | | Newcastle British *3BHCem APT 75t* | T.8Cy.26",38"&61"–39" *(s* 180lb *90lb* 252NH 2SB *6pf*,GS107,HS3907 G.Clark,Ld.Sunderland | 2·3 = 1 3 · 11½ | | |
| 675 TPSM | **Alva** ~~*Monmouthshire*~~ 1 *Dk(Irn)2trB&S Web frames* *Mallinson* –04 8 *Dk rule* | **SteelScSr** | 3122 2934 2013 | ✝100A1 Shl *with freeboard* ~~Lon~~ Bka ✝LMC9,02 9,01 | *u* | | 1902 9mo *Lloyd's* | Ropner& Son Stockton *s.A&CP* | Newman&DaleSS. Co.Ld. (Newman& Dale, *Mgrs.*) *WB = CellDBa* | 325·0 48·1 22·2 P29'B166'F34 FK 110'*u.E&B84'f134* | | | London British *3BHCem 668t APT97t* | T.8Cy.28½",39"&64"–42" *(s* 160lb *160lb* 278NH 2SB,*6pf*,GS120,HS4200 Blair&Co.Ld Stockton | 24 = 3 ~~6·1~~ 3 · 5½ | | 8,08 |
| 676 107034 | — *M.Mulholland* 75–98 *Mchy.Aft* | **SteelSc** 2 *Dks* | 2420 — 2001 | | | | 1893 | Cleveland S.B.Co. Cleveland,O. | **M.A.Bradley** | 324·2 42·0 19·6 W'B | | | Cleveland, Ohio Utd. States | T.8Cy.24",38"&61"–42" 241NH Cleveland S.B.Co.,Clevelnd | | | V |
| | | | 136 114 82 | | | | 1876 | ..... Amål | Aktiesels kDampsk Alva (W.Boas) | 101·8 21·4 8·1 *q12tF6t* | | | Aalborg Danish | C.2Cy.12½"&26½"–17½" 94NH Lindholmens M.V.Gothb. | | | |
| 677 NMBW | — *P.Klövberg* (*ex*Selbak,*ex*Åmål) 1 *Dk* | **CompScSp** | | | | | | | | | | | | | | | |
| 678 HBRS | **Alvarado** ~~*W.Bulcke*~~ *Mchy.Aft* *R.Aranda* 03–04 | **IronScSr** *ss*Lon.No.3–4,96 *ss*Ham.No.~~1.00~~.2–04 1 *Dk(Irn)* *Awngdk* | *1031* *1006* *638* | ✝100A1 Lon *Awng dk* Ham *with freeboard* 7,04 ~~7,06~~ ~~BS7,02~~ ✝LMC5,06 | *m* | | 1883 6mo *Lloyd's* | S.&H.Morton&Co Leith *s.A&CP* | Cia.Maritima | 210·9 28·6 21·2 ptDd03 BK7½ | | | Barcelona Spanish | C.2Cy.28"&46"–30" *(s* 85lb *80lb* NDB96 87NH 1DB,*4pf*,GS50,HS1821 S.&H.Morton&Co.,Leith | 14 = 8 8 7 · 9 | | 7,08 |
| 679 TDWR | **Alverton** *R.J.Irving* –99 *Well deck* | **IronScSr** *ss*Npt.No.3–9,92 *ss*Bkn.No.2–01 1 *Dk(Irn)2trB* | 1397 1085 898 | ✝100A1 Ayr 5,03 ~~BS1,~~ ✝LMC10,01 | *o* | | 1880 4mo *Lloyd's* | E.Withy &Co. Hartlepool *s.A&CP* | J.&P.Hutchison | 240·0 33·0 16·5 P&B144'F31 BK8½ *WB = Cell* | | | Glasgow British *1BHCem DB169'260t* | C.2Cy.29½"&55"–36" *(a)* 80lb ~~*80lb*~~ NDB97 137NH 1SB,*4pf*,GS65,HS2156 *Jdn* G.Clark,Sunderland *80lb* | 18 = 10 8 1 · 9 | | N 9,00 |
| 680 107896 KSGW | **Amackassin** *Well deck* | **WoodSc** 1 *Dk* | 266 — 181 | | | | 1902 | New York &Hastings Steamboat Co Tomkins Cove,N.Y. | New York& Hastings Steam-boat Co. | 121·0 30·6 9·9 | | | New York Utd. States | C.2Cy.17"&34"–25" 48NH J.W.Sullivan,New York | | | |
| 681 111341 | **Amadavat** *J.P.Moran* –03 | **Steel&IronScSk** *ss*Ply.No.1–03 1 *Dk* | 171 156 52 | ✝100A1 Ply *Stm Trawler* 8,08 ✝LMC8,03 | | | 1899 7mo *Lloyd's* | Taylor& Mitchell Greenock *s.A&CP* | Chant&Paddon | 108·1 21·1 11·1 Q35' BK7½" | | | Plymouth British *1BHCem* | T.8Cy.11¾",20"&32"–28" *(s)* 180lb 55RH 1SB,*2cf*,GS29,HS975 Tindall&Co.Hull | 12 = 0 | | 8,03 |
| 682 HCGK | **Amadeo** *Th.Steffen* –99 | **IronScSr** | 411 344 258 | | | | 1884 | Liv.Forge Co.(Lim.) Liverpool | J.Menendez | 151·8 24·0 11·9 B11t F18t | | | Pnta Arnas Chilian | C.2Cy.18"&36"–30" NB96 59NH J.Jones&Sons,Liverpool | | | |
| 683 105836 | **Amagansett** | **WoodSc** | 118 — 21 | | | | 1879 | ..... Kennebunk, Me. | FisheriesCo. | 85·5 18·1 7·5 | | | Greenport N.Y. Utd. States | | | | |
| 684 1682 HLCP | **Amagi Maru** | **WoodScSr** 2 *Dks* | 169 156 99 | | | | 1897 | Kajiwara Umanosuke Osaka | TokiowanKisen KabushikiKaisha | 113·0 16·0 12·6 | | | Tokio Japanese | C.2Cy.15"&30"–18" 32NH Kimura Jusuke,Osaka | | | |
| 685 3161 HVNC | **Åmål** *C.R.F.Högdahl* –94 | **WoodScSp** (*ex*Byelfven) 1 *Dk* | 175 146 130 | | | | 1889 | FO Johansson Dottevik, Wermln. | L.E.Larsson | 99·5 20·7 9·4 P19'Q7'H6'F9' | | | Åmål Swedish | C.2Cy.11¾"&16½"–14½" 9NH Göteborgs Mek Verks.,Got | | | |
| 686 RGCN | **Amalfi** *H.L.Staack* 99–99 | **IronSc3MastSr** *ss*Ham.No.3–8.93 *ss*Ham.No.2–01 2 *Dks(Irn)3trB* | 2327 2061 1490 | ✝100A1 Msl 11,03 ~~Bkn.No.~~ ✝LMC6,01 BS4,04 | *t* | | 1881 5mo | M.Pearse& Co. Stockton A&OP | Rob.M.Sloman,jun | 300·5 36·1 25·2 P28'F86' BK10' *WB = DB* | | | Hamburg German | C.2Cy.36½"&68"–42" 80lb *85lb* NDB89 210NH 2SB,*8pf*,GS85,HS3028 Blair&Co.(Lim.),Stockton | 26 = 3 | | N 2,02 |
| 687 | **Amalia** (*ex*Squinabol,*ex*Italica) | **IronScBn** | 382 — 242 | | | ... | 1860 | Wingate& Co. Glasgow | J.Poch | 159·8 25·4 11·0 | | | Tabasco Mexican | C.2Cy.14"&27½"–21½" NB80 29NH T.Wingate&Co.,Glasgow | | | |
| 688 443 HJMV | — *A.Eremenko* | **IronTwinScBarge** | 350 — 286 | | | | 1888 | Stablimento Tecnico Trieste | RussianExportCo. | 181·0 27·0 9·5 | | | Taganrog Russian | C.4Cy.11"&21"–18" 81NH Stabilimento Tecnico,Tri. | | | |
| 689 LBWN | — *F.Ulrick* –03 | **IronSc3MastSr** 1 *Dk* | 196 155 105 | | | | 1871/78 | Norddeut. Schiffb.A.G. Kiel | Rud.Christ.Gribel | 122·4 18·7 9·6 P40'B13'F14' len78 | | | Stettin German | C.2Cy.13½"&25½"–18" NE&B85 23NH Aron&Gollnow,Stettin | | | G |
| 690 HBTL | — *S.Mendez* –00 (*ex*Marianela) | **SteelScSr** 1 *Dk* | 170 144 117 | ✝ 12,88 | Cly | *b* | 1888 12mo | D.Macgill &Co. Irvine | Blanco,Hermanos &Co.S.enC. | 113·5 20·0 9·0 Q15'F17' BK6' | | | Bilbao Spanish | C.2Cy.14"&28"–18" 1SB,*2pf*,GS25 28NH Ross&Duncan,Glasgow | 9 = 8 | | |
| 691 KRMB | **Amalie** *B.Tennhoff* –03 | **SteelSc** (*Trawler*) 1 *Dk* | 196 173 53 | | | | 1903 | G.Seebeck Act.Ges. Bremerhaven | F.A.Pust | 120·4 22·5 11·1 F18' *Wb* | | | Gstemnde German | T.8Cy.11⅛",18½"&30½"– 22½" 43NH G.Seebeck A.G.Bremerhvn | | | G |
| 692 NVFL | **Amalienborg** *C.J.E.Örbech* *Well deck* | **IronScSr** | 1344 1025 837 | | | | 1884 | Burmeister &Wain Copenhagen | DampskibsSelsk. Dannebrog (C.K. Hansen, *Mgr.*) | 248·8 33·1 15·5 F155 F28 *WB* | | | Copnhagn Danish | C.2Cy.30"&52"–33" 129NH Burmeister&Wain Cpn. | | | V |
| 693 105324 NWLC | **Amana** *R.Routledge* –03 1 *Dk(Stl)&Spar dk(Stl)&deep framing* | **SteelScSr** *ss*Nwc.No.2–03 | 3412 3207 2161 | ✝100A1 N Yk *Spar dk* Cff 5,06 ~~12,00~~ ~~L.M.C.~~ BS9,04 | *w* | | 1895 7mo | Palmers' Co.(Lim.) Newcastle A&CP | J.M.Wood *WB = CellDBa* 122'*u.E&B42'41t* | 350·0 45·2 18·5 P38'B76'F44' 24' FK *FPT68t APT41t M* | | | Liverpool British *6BHCem T30'498t* | T.8Cy.24",40"&64"–42" *(s* 180lb *90lb* 287NH 2SB,*6cf*,GS85,HS4410 Palmers' Co.(Lim.),Nwc. | 19 = 7 8 · 9 | | 7,08 |
| 694 98197 MBLQ | **Amara** *D.Smith* –96 | **SteelScSr** 1 *Dk&Spardk&Webframes* | 2454 2360 1566 | | | ... | 1891 | J.Blumer &Co. Sunderland | Indo-ChinaSteam Nav.Co.Ld. | 289·5 40·3 16·8 B66'F35 22·7 FK *WB* | | | London British | T.8Cy.23½",38"&62"–42" 248NH NEMarineECo.(Lim.),Sld | 17 = 11 | | |
| 695 113978 SQFN | **Amarapoora** *G.Currin* –03 *Ref.Mchy. Elec.light* | **SteelScSr** 2 *Dks* | 4546 4061 2920 | | | | 1901 | W.Denny &Bros. Dumbarton | British&Burmese S.N.Co.Ld.(P.Henderson&Co. *Mgrs.*) | 376·3 48·3 27·3 P35'B127'F34 *Wb* | | | Glasgow British | T.8Cy.27",44"&71"–54" 370NH Denny&Co Dumbarton | | | C BT till 6,05 |
| 696 104235 | — *R.Russell* –95 | **IronScK** 1 *Dk* | 148 136 44 | ✝ *Stm Trawler* 2,95 | Shl | | 1895 2mo | Edwards Bros. N.Shields | Kelsall Bros.& Beeching,Ld. (J.E. A.Kelsall, *Mgr.*) | 100·7 20·6 11·0 Q17'F19' BK7½" | | | Hull British *3BHCem* | T.8Cy.11",17"&30"–21" 1SB,*2pf*,GS18,HS862 48RH Baird&Barnsley,N.Shl. | 11 = 8 | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey. Date of last Survey) | Port of Survey | Years Assigned now expired / Equipment | Built: When — Ship — Engines | By Whom — Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name) | Moulded depth / Freeboard amidships ft. in | Registers in which classed, if not in L.R. Date of Rule/Trade Cert | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 697 | **Amasie** SteelScSr<br>*Mchy.Aft Fitted for liquid fuel* 1*Dk*2*tr B*<br>*Elec.light Carrying petroleum in bulk* | 556<br>437<br>411 | | | | 1894 | W.Dobson &Co.<br>Newcastle | ArmenianSteam ShippingCo. | 150·0<br>Q22' | 28·0<br>B42' | 14·5<br>F25' | Astrachan<br>Russian<br>*W'B* | C.2Cy.22"&42"-24"<br>72NH<br>WlsndSlpwayCo(L.)Nwc | | | |
| 698<br>RKNJ | **Amasis** SteelScSr<br>*C.Jansen*96-03 *ss*Ham.No.1-01<br>*Well deck* 2*Dks*(*Stl*–*U teaks*)&<br>*Elec.light Web frames* | 4552<br>3800<br>2938 | ✠100A1<br>9,01 ~~11,03~~<br>~~[struck]~~<br>BS9,04 | Ham<br>✠LMC2,01 | *x* | 1896<br>11mo<br>*Lloyd* | C.Connell &Co.<br>Glasgow<br>'*sA&CP* | DeutscheDmpfs-fahrts.Ges.Kosmos<br>*WB*= | 370·5<br>P228'F46'<br>*CellDBa*102'*uE&B* | 46·6 | 27·2<br>FK | Hamburg<br>German<br>6*BHCem*<br>76'*f*137'881*t* | Q4Cy.21½",31½",45"&64"-45"<br>210lb *105lb* (*s*) 365NHP<br>3SB,*9rf*,GS153,HS6161<br>D.Rowan&Son,Glasgow | 30' 0 | | N11.03 |
| 699<br>109195<br>NRGM | — SteelScSr<br>*J.Anderson* -02 ~~*ss*Liv.No.1-99~~<br>*ss*Liv.No.2-03 2*Dks*(1*Stl*&1*Irn*) | 2336<br>2138<br>1491 | ✠100A1<br>~~7,01 2,02~~ 2,05<br>~~[struck]~~<br>MS3.03 | Liv<br>✠LMC<br>BS7,01 | *t* | 1895<br>2mo | Hawthorn. Leslie&CoLd<br>Newcastle<br>A&CP | MossS.S.Co.Ld.(J. Moss&Co.*Mgrs.*)<br>*WB*=<br>*DBa*54'*uE*22' 210*t* | 312·6<br>P24'B92'F35'<br>*MT*32'555*tFPT*78*t* | 40·0 | 21·9<br>BK9" | Liverpool<br>British<br>5*BHCem*<br>*APT*37*t* | T.3Cy.22½",38"&62½"-42"<br>180lb *80lb* (*s*) 276NH<br>2SB.*6cf*,GS130,HS4276<br>Hwthrn,Lslie&Co.Ld.Nwc | 23' 1<br>s 3' 8½ | | 9,03 |
| 700<br>115957<br>TVCW | **Amatonga** SteelScSr<br>*R.Linklater* -03<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*deep framing* | 3331<br>3060<br>~~2107~~<br>2093 | ✠100A1<br>*Spar dk*<br>~~6,01 12,03~~<br>11,04 | Lon<br>Shl<br>✠LMC2,03 | *w* | 1903<br>2mo<br>*Lloyd* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'*sA&CP* | BucknallS.S. Lines,Ld.(Buck-nallBros.*Mgrs*)<br>*WB*=*CellDBa* | 330·0<br>P35'B180'F39'<br>30'*uE&B*40'*f*140' | 45·2 | 17·3<br>25·2<br>FK | London<br>British<br>6*BHCem*<br>602*t Tunnel* | T.3Cy.25",42"&68"-48" (*r*)<br>180lb 387NHP<br>3SB,*9cf*,GS108,HS5276 FD<br>N.E.MarineEng.CoLdNwc<br>*tank*114*tAPT*57*t* | 19' 8<br>s 4' 5½ | | |
| 701<br>1114<br>HGRQ | **Amatsu Maru** WoodScSr<br>*MaqekawaKinzoro* (*ex*TenshinMaru)<br>2*Dks* | 118<br>112<br>65 | | | | 1889 | Ishikawa Takejiro<br>Tokio | TokiowanKisen KabushikiKaisha | 103·9 | 13·2 | 12·4 | Tokio<br>Japanese | C.2Cy.15"&26½"-15"<br>23NH<br>OsakaIronWorks,Osaka | | | |
| 702<br>98726 | **Amazon** IronScK<br>*E.Agerskow*92-93 *ss*Hul.No.3-8,99<br>*ss*Hul.No.1-03<br>1*Dk* | 158<br>147<br>65 | ✠100A1<br>*StmTrawler*<br>~~6,04~~ ~~1,04~~<br>2,05 | Hul<br>BS6,04<br>✠LMC6,03 | | 1891<br>3mo<br>*Lloyd* | Cochrane, Coopr&Scho-fi'ld,Beverley<br>'*sA&CP* | T.Hamling&Co.Ld | 104·0<br>Q20'<br>ptND99 | 21·0 | 11·0<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½<br>160lb (*s*) 50RH<br>1SB.*2cf*,GS29,HS778<br>Amos&Smith,Hull | 11' 10 | | 6,03 |
| 703<br>HBFM | **Amazonas** IronScSr<br>*F.Collins*90-98 2*Dks*&*Shadedk* | 2009<br>—<br>1145 | ✠<br>*Shade dk*<br>9,74 | Cly | | 1874<br>6mo | J.Reid &Co.<br>Pt.Glasgow | CompaniaSud Americana deVap. | 298·8 | 42·9 | 22·6 | Valparaiso<br>Chilian | C.2Cy.54"&92"-48"<br>489NH<br>R.Napier&Sons,Glasgow | | | |
| 704 | — IronScBg<br>*J.Machado* -02 (*ex*Trinidade,<br>*ex*Tejo,*ex*Alice,*ex*Statesman) 2*Dks* | *1865*<br>*1774*<br>*1220* | | | ... | 1869 | C.&W. Earle<br>Hull | Empreza de Sal e Nav. | 310·6<br>B97'F20' | 33·0 | 24·1 | R.Janeiro<br>Brazilian | C.2Cy.38"&70"-42"<br>NB82 265NH<br>C.&W.Earle,Hull | | | |
| 705 | — IronScSr<br>*F.A.Lestro* -02 *ss*Lon.No.3-9,96<br>(*ex*Mara,*ex*LadySt.Germans)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1448*<br>*1193*<br>*927* | ✠ —<br>11,01<br>✠ | Liv | *o* | 1883<br>12mo | Palmers' Co.Ld.<br>Newcastle | EmprezaNav. GramPara (F.Gomes&Co. *Mgrs.*) *WB*= | 240·6<br>Q92'B50'F28'<br>*DBa*71'158*t FPT* | 33·7 | 18·0<br>FK | Para<br>Brazilian<br>5*BHCem*<br>59*tAPT*15*t* | C.2Cy.30"&57"-39"<br>NDB99 140NHP<br>2SB,*6pf*,GS90,HS1980<br>Palmers'Co.Ld.Nwc. | 19' 0 | | |
| 706 | — SteelTwinScSr<br>*Hassenstein*97-97<br>*Elec.light* 1*Dk*&*Promenade dk* | *298*<br>*220*<br>*202* | | | ... | 1897 | Murdoch & Murray<br>Port Glasgow | Alves,Braga&Co. | 140·3<br>F16' | 28·0 | 8·0<br>FK | Manáos<br>Brazilian | C.4Cy.12"&24"-18"<br>55NH<br>Lees,Anderson&Co.,Gls | 8' 4 | | |
| 707<br>HFLT | **Amazone** SteelTwinSc<br>(*ex*Laos) 4*Dks*&*Spardk* | 6240<br>—<br>2343 | | | | 1896 | Message. Maritimes<br>LaCiotat | MessageriesMari-times | 442·9 | 50·8 | 36·1 | Marseilles<br>French<br>*W.B.* | T.6Cy.33½",48½"&51½"-43½"<br>317NHP<br>Message.Marit.,LaCiotat | | | |
| 708<br>110589<br>RFVM | **Amazonense** SteelScSr<br>*W.I.Hughes*89-99 *ss*Liv.No.1-03<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*Elec.light* &*deep framing* | 2828<br>2380<br>1859 | ✠100A1<br>*Spar dk*<br>4,05 ~~4,04~~ | Liv<br>✠LMC9,03 | *t* | 1899<br>6mo<br>*Lloyd* | DJDunlop &Co.<br>PtGlasgow<br>'*sA&CP* | BoothS.S.Co.Ld.<br>*WB*=*Cell DBa*82'*u* | 312·0<br>P34'B94'F39'<br>*E*22'*f*132'484*tFPT* | 40·9 | 17·6<br>24·9<br>BK10" | Liverpool<br>British<br>5*BHCem*<br>47*tAPT*58*t* | T.3Cy.22½",37"&60"-45" (*s*)<br>180lb *100lb* 243NH<br>1SB.*4rf*,GS74,HS2800 FD<br>D.J.Dunlop&Co.P.Gls. | 18' 8<br>s 5' 0 | | ~~9,02~~<br>4,05 |
| 709 | — SteelTwinScSr<br>*D.C.Stevens* -00<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | *323*<br>*252*<br>*219* | ✠ A1<br>*For River purposes only*<br>9,00 | PGl<br>✠LMC9,00 | | 1900<br>9mo | Murdoch & Murray<br>PortGlasgow<br>A&CP | ~~C.M.deSilva~~<br>Alves,Braga&Co | 135·0<br>F16' | 29·2 | 9·2<br>FK | Manáos<br>Brazilian<br>5*BHCem* | C.4Cy.12"&24"-18" (*s*)<br>120lb 57NH<br>1SB,*2pf*,GS40,HS1116<br>Lees,Anderson&Co.Gls. | 9' 6 | | |
| 710<br>HBMP | **Amazonia** IronTwinScSr | 570<br>—<br>237 | | | | 1883 | J.Roach& Son<br>Chester,Pa. | S.G.deOliveira&Co | 193·0 | 32·2 | 9·2 | Para<br>Brazilian | C.4Cy.15"&28"-27"<br>68NHP<br>J.Roach&Son,Chester,Pa. | | | |
| 711<br>HJWC | **Ambaca** SteelScSr<br>*A.deJesus,jun.* -02 *ss*Liv.No.3-7,01<br>1*Dk*(*ptStl*–ws)<br>*Elec.light* &*Spar dk*(*Stl*–ws)3*trB* | 2888<br>*3787*<br>*1871* | ✠100A1<br>*Spar dk*<br>1,04<br>BS11,03 | Lis<br>✠LMC8,01 | *v* | 1889<br>6mo<br>*Lloyd* | Earle'sCo. (Lim.)<br>Hull<br>'*sA&CP* | EmprezaNaçional deNav.àVapor<br>*WB* | 340·8<br>B19'F52'<br>=*Cell DB*216' 336*t* | 41·1 | 18·7<br>26·4<br>BK11" | Lisbon<br>Portuguese<br>8*BHCem*<br>*DT*46'280*t* | T.3Cy.32",48"&80"-48" (*s*)<br>160lb *80lb* 447NH<br>2DB,*12cf*,GS191,HS6750<br>Earle's Co.(Lim.),Hull | 21' 2 | | 12,02 |
| 712<br>106618<br>PSMK | **Ambassador** SteelScSr<br>*R.H.Cary* -02 *ss*Cff.No.1-01<br>1*Dk*(*Irn*)2*trB*&*Webframes*3*DkRule* | 2578<br>2396<br>1647 | ✠100A1<br>~~5,01 3,04~~ 3,05<br>~~[struck]~~<br>BS1,05 | Shl ~~Npt~~ Cff<br>✠LMC ~~[struck]~~<br>MS3 | *t* | 1897<br>7mo | W.Gray& Co.(Lim.)<br>WHartlepool<br>A&CP | HallBros.SS.CoLd (HallBros.*Mgrs.*)<br>*WB*=*CellDBa* | 314·0<br>P27'B70'F31'<br>106'*uE&B*42'*f*122' | 44·1 | 20·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>739*tAPT*57*t* | T.3Cy.23",36½"&62"-39" (*s*)<br>160lb *80lb* 242NHP<br>2SB,*6rf*,GS83,HS3645<br>Cen.Mar.Eng.Wrks.WHpl | 23' 3<br>s 4' 0½ | | ~~5,03~~<br>3,05 |
| 713<br>109902<br>RHBM | — SteelScK<br>*F.Watt*98-99 *ss*Abn.No.1-03<br>1*Dk* | 149<br>141<br>43 | ✠100A1<br>*StmTrawler*<br>9,01 ~~11,03~~ | Abn<br>✠LMC | | 1899<br>8mo<br>*Lloyd* | A.Hall& Co.<br>Aberdeen<br>'*sA&CP* | The"Dodds"Steam FishingCo.Ld.(W. H.Dodds,*Mgr.*) | 103·4 | 20·6 | 11·0<br>BK7½"<br>*WB* | N.Shields<br>British<br>3*BHCem*<br>=*DTf*5'12*t* | T.3Cy.11½",18"&31"-21" (*s*)<br>160lb 52RHP<br>1SB.*2pf*,GS32,HS893<br>A.Hall&Co.Aberdeen | 11' 6 | | N8,03 |
| 714<br>HPSC | **Ambatiellos** SteelScSr<br>*T.Cokinos* *ss*Hpl.No.3-9,98<br>(*ex*Maristow) *ss*Gen.No.1-02<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1679*<br>*1304*<br>*1074* | ✠100A1<br>10,04 ~~8,02~~<br>~~[struck]~~<br>BS3,05 | Gen<br>Msl<br>✠LMC9,02 | *q* | 1889<br>1mo<br>*Lloyd* | Ramage& Ferguson<br>Leith<br>'*sA&CP* | J.G.Calvocoressis<br>*WB*=*CellDB*184'293*t* | 260·0<br>Q104'B100'F35'<br>*FPT*34*tAPT*27*t* | 37·1 | 17·1<br>BK9½" | Syra<br>Greek<br>4*BHptCem*<br>*pt Asp* | T.3Cy.19",30"&51"-39" (*s*)<br>160lb *70lb* 165NHP<br>2SB,*4rf*,GS84,HS2501<br>Ramage&Ferguson,Leith | 19' 5<br>s 1' 6 | | ~~9,02~~<br>10,04 |
| 715<br>94370<br>KRDN | **Amber** SteelScSr<br>*Cable Vessel* *ss*Lon.No.3-5,01<br>*J.Drake* *ss*Lon.No.1-05 2*Dks*(1*Stl*)<br>*Elec.light Mchy.Aft* &*Awngdk*(*Teak*) | 1043<br>1021<br>554 | ✠100A1<br>*Awng dk withfreeboard*<br>1,05 ~~4,01~~<br>✠NB5,9 | Lis<br>Lon<br>1,05<br>✠LMC ~~[struck]~~ | *n* | 1888<br>2mo<br>*Lloyd* | R.Napier & Sons<br>Glasgow<br>'*sA&CP* | EasternTelegraph Co.Ld. | 217·5 | 31·1 | 14·3<br>21·5<br>BK8"<br>*WB*= | London<br>British<br>4*BHCem*<br>*DBf*75'111*t* | T.3Cy.18",30"&46"-36" (*s*)<br>175lb ~~*115lb*~~ NDB05 143NHP<br>1SB,*3cf*,GS57,HS2288 *175lb*<br>R.Napier&Sons,Glasgow | 16' 10<br>s 8' 4 | | ~~N3,01~~<br>1,05 |
| 716<br>99840<br>MRKJ | — Steel&IronSc3MstSr<br>*A.Hyndman* -02 *ss*Bwg.No.2-01<br>*Well deck Mchy.Aft* 1*Dk*(*Irn*)<br>*IrnframingStlplating* | 401<br>284<br>123 | ✠100A1<br>11,02<br>BS11,03 | Bwg<br>✠LMC4,01 | *f* | 1892<br>8mo | Scott&Co.<br>Bowling<br>A&CP | W.Robertson | 142·5<br>Q68'B9'F24' | 25·1 | 10·8<br>BK7"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>=*FPT*18*t* | C.2Cy.20"&40"-27" (*s*)<br>110lb 66RHP<br>1SB,*2pf*,GS40,HS1238<br>Ross&Duncan,Glasgow | 12' 0<br>s ' 9½ | | N11,03 |
| 717<br>109033<br>QFJV | — SteelScYl<br>*C.Hatton* -98 *ss*Hul.No.1-02<br>1*Dk* | 172<br>159<br>52 | ✠100A1<br>*StmTrawler*<br>5,04 ~~8,02~~ | Hul<br>✠LMC8,02<br>*re-fitted* 02 | | 1898<br>5mo | Mackie& Thomson<br>Glasgow<br>A&CP | KingstonSteam TrawlingCo.Ld. | 110·0<br>Q22' | 21·0 | 10·9<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12",19½"&32"-22" (*s*)<br>180lb 55RHP<br>1SB,*2cf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12' 0 | | ~~8,02~~<br>5,04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 8 9 Construit. Quand. Navire. Chez. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du Navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Voiles sur Quille. Franc-bord au milieu du navire. pds. pa | 15 16 17 Date de la dernière visite de l'hélice pour classification. |
|---|---|---|---|---|---|---|---|---|---|---|
| 718<br>114428<br>TNHR | **Amberton** SteelScSr<br>*J. Williams* 88–02<br>1 *Dk(Stl)* | 455<br>4504<br>3527 | ✠100A1 Sws *x*<br>*Awng dk* Shl<br>*with freeboard*<br>12,01 ✠LMC7,02 | 1902 Ropner&<br>7mo Son<br>Stockton<br>*Lloyd's* | R.Chapman&Son | 365·0 51·1 22·⅝<br>29 | Newcastle<br>British | T.3Cy.25",42"&68"–45" (*s*)<br>180lb *120lb* 351 NH<br>2SB,*Grf*,GS128,HS5620<br>Blair&Co.Ld Stockton | 27 " 0<br>9 " 11½ | 12,04 |
| 719<br>— | **Ambohimanga** SteelScSr | 144<br>130<br>51 | | 1889 At.&Chant<br>de la Gironde<br>Bordeaux | | 118·4 18·3 9·8 | Tamatave<br>French | C.2Cy.14"&24"–17"<br>E.made85 20NH<br>J.Voruz,aîné,Nantes | | |
| 720<br>NCVR | **Ambon**<br>*G.A.Zeilinga* –01<br>*Elec.light* 2 *Dks* | SteelScSr 3598<br>3417<br>2821 | | 1901 Kon.Maats.<br>de Schelde<br>Flushing | Stoomv.Maats.<br>Nederland | 340·0 44·6 31·0<br>B52 F41 | Amstrdam<br>Dutch | T.3Cy.28",38"&62"–42"<br>240 NH<br>Kon Maats.de Schelde Flus | | DV |
| 721<br>HBVW | **Amboto** SteelScSr<br>*M.Munitiz* 99–~~09~~ ~~ex Boy No.1~~<br>ex Shirley) 1 *Dk(Stl)* | 2929<br>2184<br>1778 | ✠100A1 Rot *t*<br>*pt Awng dk* Bbo<br>*with freeboard*<br>2,05 ~~Bbo~~ ✠LMC9,05 | 1895 J.L.Thomp-<br>12mo son&Sons,Ld<br>Sunderland<br>A&GP | Cia.Bilbaina de<br>Nav.(E.Aznar y<br>Tutor,*Mgr.*)<br>*WB=* | 312·0 41·0 20·8<br>P25 Q90' ~~Bridge~~<br>*pt Awng dk* 197' PK<br>*Cell DBa* 102' *f* 126 | Bilbao<br>Spanish | T.3Cy.28",37½"&61½"–39"<br>160lb (*r*) 216 NHP<br>2SB,*6cf*,GS100,HS8826<br>Blair&Co.Ld Stockton | 23 " 1<br>8 " 9 | ~~DV~~<br>2,05 |
| 722<br>RKLQ | **Ambria** SteelTwinScSr<br>*A.Duckstein* 01–02 (*ex* Bhandara)<br>1 *Dk* | 5148<br>4805<br>3288 | ... | 1896 Flensburger<br>Schiffsb.Ges<br>Flensburg | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 404·0 50·0 21·2<br>P34 B102 F52' 29·2<br>PK | Hamburg<br>German | T.6Cy.19",31"&52"–40"<br>426 NH<br>FlensburgerSchiffsb.Ges | 24 " 0 | 0 |
| 723<br>118045 | **Ambrose** SteelScSr<br>*E.J.Collings* 82–03<br>1 *Dk(Stl–pt wa)* | 4187<br>3331<br>2128 | ✠100A1 Liv *x*<br>*Spar dk*<br>~~0,04~~ ✠LMC9,08<br>11,04 | 1903 Sir Raylton<br>9mo Dixon&Co.Ld<br>Middlesbro'<br>*Lloyd's* | BoothS.S.Co.Ld. | 375·2 47·8 18·5<br>P28' F47' | Liverpool<br>British | T.3Cy.31",51"&88"–54" (*s*)<br>180lb *180lb* 775 NHP<br>1SB.*12cf*,GS256,HS12060<br>N.E.MarineEngCoLd.Nwc | 21 " 0<br>9 " 5 | BT<br>~~LC~~ |
| 724<br>107381<br>KNMS | **Ambrosio Bolivar** IronScSr<br>*W.T.Neatherford* 98–98<br>(*ex* Marie) *ss* Gls.No.3–9,89 | 158<br>—<br>107 | Gls *b*<br>8,90 | 1877 J.Fullerton<br>5mo &Co. Paisley | UnionBridgeCo. | 114·0 19·5 9·2<br>Q45' F19' | New York<br>Utd.States | C.2Cy.18"&32"–22"<br>40 NH<br>W.King&Co.,Glasgow | 9 " 8 | |
| 725<br>— | **Ambrosios N.** IronTwinSc<br>*A.Manapolis* –89 | 292<br>—<br>171 | | 1885 Stablimen-<br>to Tecnico<br>Trieste | D.A.Negroponte | 176·0 27·4 7·5 | Taganrog<br>Russian | C.4Cy.11½"&21"–18"<br>31 NHP<br>StabilimentoTecnico,Tri | | |
| 726<br>(*ex* Kestrel) | **Amédée Visart** SteelScTug<br>*E de Lee* 00–00 ~~ex Lee No.1~~<br>*ss* Ant,No.2–04 1 *Dk* | 95<br>95<br>2 | ✠100A– Brs<br>*For Towing* *purposes*<br>12,0 ~~Bkn~~ Ant<br>~~BS3,01~~ ~~LMC~~ 3,01 | 1896 Earle's Co.<br>2mo Ld.<br>Hull | L.Coiseau&<br>J.Cousin | 87·1 18·0 9·5<br>BK6 | Zeebrugge<br>Belgian | T.3Cy.12¾",20"&32"–22" (*s*)<br>150lb 52 NHP<br>1SB.*2pf*,GS84,HS895<br>Earle'sCo.Ld.Hull | 10 " 6 | ~~Ant~~<br>8,04 |
| 727<br>96370<br>LJPG | **Ameer** SteelSc4MstSr<br>*W.Ellery* –03<br>2 *Dks(U Stl–ws&1 Irn)* | 4127<br>3921<br>2689 | ✠100A1 Bry *y*<br>11,04 ~~Bkn~~ Bkn<br>MS1,01 ✠LMC<br>~~Bkn~~ ✠Ang NB9,02<br>BS8,05 | 1889 Harland&<br>10mo Wolff(Lim.)<br>Belfast<br>*Lloyd's* | T.&J.Brocklebank<br>Ld. | 400·6 45·2 28·1<br>P41' B88' F42'<br>BK9½ | Liverpool<br>British | T.3Cy.28",37"&64"–48" (*s*)<br>180lb 338 NHP<br>HS5636 GS178<br>2DB&1AuxSB.*Srf*(*2cf*)<br>Harland&Wolff(Lim).Bel | 31 " 4<br>7 " 5½ | ~~11,01~~<br>11,04 |
| 728<br>NCWD | **Ameland** SteelScSr<br>*A.F.VanDuijn* 01–02 *ss* Rot.No.2–03<br>(*ex* Parklands)<br>1 *Dk(Irn 2 Br* | 2554<br>2273<br>1632 | ✠100A1 Rot *t*<br>*with freeboard*<br>11,04 ~~Bkn~~ ✠LMC<br>~~Bkn~~ MS3,03<br>~~BS11,04~~ | 1895 W.Gray&<br>5mo Co.Ld.<br>W Hartlepool<br>A&GP | Stoom.Maats.Tri-<br>ton(W Ruys&<br>Zonen *Mgrs.*)<br>*WB=* | 304·0 44·0 20·7<br>P27 B68' F31'<br>PK | Rotterdam<br>Dutch | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *80lb* 289 NHP<br>2SB,*Grf*,GS79,HS3580<br>Gen.Mar.Eng.Wrks.W Hpl | 23 " 2<br>8 " 11½ | 2,04 |
| 729<br>104069<br>NMGR | **Amelia** SteelScSr<br>*G.Hawes* –01<br>*Mchy.Aft*<br>*Elec.light* | 357<br>231<br>103 | ✠100A1 Hfx *f*<br>7,03<br>BS4,04 ✠LMC4,03 | 1894 S.Mc<br>8mo Knight&Co<br>Ayr<br>*Lloyd's* | MagdalenIslands<br>S.S Co Ld.<br>(R.J.Leslie.*Mgr.*) | 145·0 22·8 9·9<br>Q49' B26' F24'<br>BK7 | Gt Yarmth<br>British | C.2Cy.19"&42"–30" (*s*)<br>180lb *80lb* 69 RIP<br>1SB.*3pf*,GS51,HS1220<br>Muir&Houston,Glasgow | 12 " 0<br>8 " 2 | 7,03 |
| 730<br>61<br>NCKP | **—** IronScSr<br>*G.Alberino* (*ex* Liguria P..<br>*ex* Nuovo Porto Maurizio) 1 *Dk* | 174<br>144<br>102 | | 1868 H.Murray<br>&Co.<br>Pt.Glasgow | Flli.Corvaja | 122·3 19·7 10·2 | Palermo<br>Italian | C.2Cy.15¾"&26½"–23¾"<br>NE77 NB91 28 NHP | | |
| 731<br>MBCK | **Amélie** IronScSr<br>*Johannsen* (*ex* Olga)<br>1 *Dk2tr b* | *1135*<br>*883*<br>*698* | | 1883 G.Howaldt<br>Kiel | Adolf Deppe | 226·0 32·8 14·9<br>Q81 H57' F30' | Antwerp<br>Belgian | C.2Cy.30½"&52¾"–36½"<br>140 NHP<br>MärkischeAct.Ges Berlin | | V |
| 732<br>97839<br>MBPN | **America** SteelSc4MstSr<br>~~Hoyt's name—05~~ *ss* Lou.No.3–7,03<br>*Stapleton* –05 2 *Dks(Stl–ws)* | 5158<br>5111<br>3340 | ✠100A1 Lon *z*<br>*Spar dk*<br>~~Hoyt 7,03~~ 3,09 BS12,04<br>~~Bkn,00~~ ✠LMC9,02 | 1891 Gourlay<br>1mo Bros.&Co.<br>Dundee<br>*Lloyd's* | NationalSS.Co.Ld.<br>*WB=* | 435·0 46·3 25·2<br>BK11½ | Liverpool<br>British | T.3Cy.30",48"&79"–60" (*s*)<br>180lb *180lb* 516 NHP<br>3DB.*12rf*,GS257,HS9470<br>GourlayBrs.&Co.,Dundee | 27 " 11<br>9 " 8 | ~~7,00~~<br>~~8,04~~ |
| 733<br>HFST | **—** IronSc<br>*Boulem* *ss* Msl. No.3–9,96<br>(*ex* Britannia) *ss* Msl.No 1–01<br>2 *Dks(1 Irn)* | 2624<br>—<br>1370 | ✠100A1 Msl *u*<br>7,04 ~~Bkn~~<br>~~NB9,00~~ ✠LMC1,01<br>~~BS9,02~~ 7,04 | 1881 T.Royden<br>10mo &Sons<br>Liverpool<br>*Lloyd's* | Cie.Française de<br>Nav.àVap. (C.<br>Fabre&Co. *Mgrs.*) | 328·0 40·4 23·4<br>F38'<br>*WB=* | Marseilles<br>French | C.2Cy.40"&76"–48" (*s*)<br>85lb *80lb* NDN94 327 NHP<br>2DB.*12pf*,GS200,HS5569<br>G Forrester&Co.Liverpool | | 8,01 |
| 734<br>106038<br>KJFB | **—** SteelSc3MstSr<br>*H.Leisk* –02 1 *Dk2tr b*<br>*Mchy Aft* *Elec.light* | 2171<br>1248<br>1749 | | 1889 Union Dry<br>Dock Co.<br>Buffalo,N.Y. | J.Beyschlag | 274·7 42·2 13·9 | Prt. Huron<br>United States | C.2Cy.28"&52"–48"<br>156 NHP<br>H.G.Trout,Buffalo | | S |
| 735<br>JVGF | **—** SteelScSr<br>*H.Eyenth* –98<br>1 *Dk* | 860<br>776<br>455 | ... | 1890 Sir R.Dixon<br>&Co.<br>Middlesbro' | S.M.Kuhnle&Sön | 197·0 27·9 13·6<br>H84*t* 21·6<br>BK7½ | Bergen<br>Norwegian | T.3Cy.17½",29"&47"–33"<br>127 NHP<br>J.Dickinson,Sunderland | 14 " 4 | N |
| 736<br>HBWD | **—** Wood&Iron<br>*J.Ballester* 86–96 | 776<br>688<br>440 | | 1855 ..... | Fr.Vila y<br>Casanovas | 206·7 28·4 18·8 | Barcelona<br>Spanish | | | |
| 737<br>100662 | **—** CompPad<br>*J.A.Carnegie* –96<br>2 *Dks* | 521<br>423<br>266 | | 1895 Folger<br>Bros.<br>Kingston Ont | St.Lawrence River<br>SteamboatCo. | 153·2 33·2 6·4<br>H130*t* | Kingston,<br>Ont.<br>British | C.2Cy.20"&36"–36"<br>*E.built72 fitted95* 200 RHP<br>C.F.Gilderskin,Kngstn,On | | |
| 738<br>107367 | **—** SteelSc<br>*J.F.Hector*<br>*Elec.light* | 486<br>—<br>283 | | 1898 Detroit D.<br>D.Co.<br>Detroit | A.Booth&Co. | 164·6 31·0 11·0 | Chicago<br>United States | T.3Cy.15",24"&38"–24"<br>71 NHP<br>Detroit D.D.Co Detroit | | |
| 739<br>962 | **—** WoodPad | 251<br>—<br>126 | | 1864 .....<br>Philadelphia | Thames Tow Boat<br>Co. | 128·3 27·8 12·0 | N.London<br>United States | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and when repaired. Equipment. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Letter if transferred | 16 Date when last alt'd. last coat. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 740 98610 | **America** | **IronPadSk** | 244 213 42 | | | | 1891 | JP Rennld-son&Sons S.Shields | ClydeShppgCo.Ld. (W.Cuthbert *Mgr*) | 131·8 22·6 10·6 | Glasgow British | 1Cy.41″–60″ 98RH | | BT till | |
| 741 99672 MNCD | — *J.Taylor* –00 | **IronScK** 1*Dk* | 190 179 81 | | | | 1892 | Cochrane, Coopr&Scho-fild.Beverley | N.EasternSteam FishingCo.Ld. | 115·9 21·0 11·5 Q17 F19 len00 BK7½′ | Grimsby British | J.P.Rennold-son&Ss.,SShl. T.3Cy.12½″,19½″&31½″–22½″ NB04 50RH C.D.Holmes&Co.,Hull | 12 ″ 0 | | 11,05 |
| 742 — *Bolte* –02 | | **IronScTug** | 147 147 73 | | | | 1881 | Soc. Cockerill Hoboken | Soc.Anon.de Remorq.à Hélice | 89·6 19·4 11·0 | Antwerp Belgian | C.2Cy.20″&39″–22″ NB04 59NH HDeville-Chatel&CoBrsls | | V | |
| 743 107302 | — | **SteelScTug** | 123 — 83 | | | | 1897 | UnionDry Dock Co. Buffalo,N.Y. | Hand&Johnson TugLine | 80·2 21·0 12·3 | Buffalo Utd.States | C.2Cy.16″&32″–28″ 15NH H.G.Trout,Buffalo | | | |
| 744 87881 | — | **WoodSc** | 117 112 80 | | | | 1877 | T.Hulse Winsford | SaltUnion.Ld. | 82·9 20·5 8·9 | Liverpool British | 2Cy.14″–18″ 30RH J.Verdin&Sons,Winsford | | | |
| 745 3068 HRTW | **America Maru** *P.H.Going*99–99 2*Dks*(*Stl–U* teak s) *Elec.light* | **SteelTwinScSr** *ss*H.Kg.No.1–02 †*Web frames* *Orlop Dk*(*Stl*)*in No.1 hold* | 6307 4546 3460 | ✝100A1 HKg *u*† 11,04 10,03 | HKg | *u*† | 1898 9mo | C.S.Swan& Hunter,Ld. Newcastle *Lloyd's s.&CP* | ToyoKisen KabushikiKaisha *WB*=*Cell DBa*104′ *u E&B* 142′*f* 122′*8*14*t FPT* | 423·0 51·1 29·5 P79′B223′F54′ FK&BK1½′ | Tokio Japanese | T.6Cy.28½″,46″&75″–48″ (*s*) 180lb *80lb* 1080NHP 4D&1SB27*rf*,GS648,HS19882 Wllsnd Slpwy.Co.Ld.Nwc. | 32 ″ 6 s 6 ″ 5 | | 10,03 |
| 746 105345 PCFL | **American** *W.H.Howell* –00 | **SteelTwinSc4MstSr** 3*Dks* | 8196 7860 5407 | "Cuffe," *See No. 4 in Supplement* | | | 1895 | Harland& Wolff(Lim.) Belfast | F.Leyland&Co. (1900)Ld. | 475·9 55·2 35·9 B95′ *WB* | Liverpool British | T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff(Lim.)Bel | | BT till 9,04 | |
| 747 107391 KQJN | — *T.P.Colcord*02–03 *Elec.light* | **SteelScSr** *ss*NYk.No.1–04 2*Dks*(*Stl*)*&deep framing* *lower beams in No.1 hold* | 5591 5089 3643 | ✝100A1 NYk *z* 11,01 11,04 | NYk | *z* | 1900 10mo | Delaware River Co. Chester,Pa. A&CP | American HawaiianS.S.Co. *WB*=*Cell DBa*131′ | 406·8 51·1 30·3 P52′B100′F42′ FK 6*BHCem* | NewYork Utd.States | T.3Cy.28″,46″&75″–48″ (*s*) 180lb *90lb* 490NHP 1SB,*12cf*,GS115,HS8268 Delaware Riv.C.Chestr,Pa 161′1060*t FPT* 102*t APT*63*t* | 33 ″ 6 | | 12,02 N11,04 |
| 748 — *E.Marktschlaeger* –03 NOWK *Mchy.Aft* *Elec.light* | | **SteelSc3MstSr** *ss*Nwc.No.2–01 2*Dks*(1*Stl*&1*pt Irn pt Stl*) &*Web frames* | 3526 3065 2266 | ✝100A1 Ant *w* 4,04 *Carrying Petroleum in bulk* MS8,00 ✝LMC BS3,02 BS3,04 | Ant | *w* | 1892 12mo *bulk* *Lloyd's s.&CP* | Palmers' Co.(Lim.) Newcastle | AmericanPetro-leumCo. *WB*=*DBu E&B* | 345·4 44·1 27·6 P203′F38′ FK 14*BHCem* *APT*90*t* | Rottrdam Dutch | T.3Cy.27″,44″&72″–48″ (*s* 160lb *100lb* 409NH 2DB,*12cf*,GS214,HS6895 Palmers' Co.(Lim.),Nwc. | 29 ″ 2 s 5 ″ 1 | | 4,04 |
| 749 | **Americanaren** | **SteelTwinScSr** 1*Dk* | 169 156 66 | | | | 1897 | Lindhol-mens M.V. Gothenburg | A.Noren | 116·4 23·5 8·2 H13*t* | Astrachan Russian | T.6Cy.10″,16½″&26″–18″ 57NHP Lindholmens.M.V.Got. | | | |
| 750 6 NCKW | **Amerigo Vespucci** *E.Chucchi* *Elec.light* | **SteelSc** | 847 612 534 | | | | 1900 | Soc.Eser-cizioBacini RivaTrigoso | Nav.Gen.Italiana | 226·3 28·2 15·3 | Genoa Italian | T.3Cy.19 7/10″,31½″&51½″–30″ 134NHP FonderiaOrotea,Palermo | | I | |
| 751 2415 HTQM | **Amerika** *F.G.Wikström*89–89 | **SteelScSr** 1*Dk* | 398 308 226 | | | | 1889 | Bergsunds Mek.Verks. Stockholm | Aktieb.Storfors (C.A.Hedqvist) *WB* | 140·8 24·5 10·3 Q49′B35′H10*t*F12′ | PrinsCarls Varf Swedish | T.3Cy.10¾″,17″&28½″–23½″ 39NHP BergsundsM.V.Stockholm | | V | |
| Lost by Collision 23.04 | **Amérique** *Bonnafé* | **IronScSr** *ss*Msl.No.3–3,92 *ss*Msl.No.1–95 3*Dks*(1*Irn*) | 2136 1990 1233 | ✝ 4,96 | Msl | *s* | 1879 11mo | A.M'Millan &Son Dumbarton | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.*Mgrs.*) | 308·7 36·1 26·7 F32′ ND95 | Marseilles French | C.2Cy.38″&68″–45″ 249NHP NDB95,NB4,95 2DB,*8pf*,GS159,HS4464 Denny&Co.,Dumbarton | | V | |
| 753 113167 | **Amesbury Abbey** A. *Vizon*00–00 *W.J.Brussy* | **IronScK** *ss*Gms.No.1–01 1*Dk* | 202 182 70 | ✝100A1 Gms *Stm Trawler* 8,04 ~~8,00~~ | Gms | | 1900 4mo | Cochrane& Cooper,Ld. Selby A&CP | AbbeyStm.Fishing Co.Ld. | 115·5 21·5 11·5 Q48′F22′ BK7½″ | Grimsby British | T.3Cy.12″,20″&32″–24″ (*s*) 200lb 60RHP 1SB,*2cf*,GS35,HS1130 Tindall,Earle&Hutchinsn, Hull | 12 ″ 3 | | 6,02 8,04 |
| 754 87636 JLVH | **Amethyst** *D.Martin* –02 *Mchy.Aft* *Well deck* | **IronSc3MstSr** *ss*Bwg.2ndNo.3–4,02 1*Dk*(*Irn*) | 552 419 219 | ✝100A1 Bwg *i* 9,03 | Bwg | *i* | 1883 2mo | J.Fuller-ton&Co. Paisley *Lloyd's s.&CP* | W.Robertson *WB*=*Cell DB* 110′160*t FPT* | 185·1 27·1 11·5 Q89′B9′F26′ BK7½″ | Glasgow British | C.2Cy.23″&45″–33″ (*b*) 75lb 85RHP 1SB,*3pf*,GS50,HS1671 W.King&Co.,Glasgow | 13 ″ 10 s 1 ″ 2 | | 9,03 |
| 755 109036 | — *J.Copeland* –98 | **SteelScYl** *ss*Hul.No.1–02 1*Dk* | 172 159 52 | ✝100A1 Hul *Stm Trawler* 7,04 7,08 1,05 | Hul | | 1898 6mo | Mackie& Thomson Glasgow A&CP | KingstonSteam TrawlingCo.Ld. | 110·0 21·0 10·9 Q22′ BK7½″ | Hull British | T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 55RHP 1SB.*2pf*,GS33,HS800 Muir&Houston,Ld.Gls. | 12 ″ 0 | | 7,03 6,04 |
| 756 90097 | **Amherst** | **IronScYl** *ss*Sng.No.3–6,03 1*Dk*(*pt Irn*) | 285 242 135 | ✝100A1 Sng *d* 7,04 6,03 | Sng | *d* | 1886 1mo | Blackwood &Gordon Pt.Glasgow A&CP | LimHoPuah | 130·1 25·1 10·0 B7′F18′ *pt Shade dk* FK Irp03 ND03 *WB*=*FPT*20*t* | Singapore British | C.2Cy.18″&35″–20″ (*s*) 90lb *60lb* NDB95 52RH 1SB,*2pf*,GS37,HS1012 Bow&M'Lachlan,Paisley | 10 ″ 9 | | 7,03 |
| 757 93331 | — | **SteelPad** | 237 237 149 | | | | 1886 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 160·5 24·0 7·8 | Glasgow British | C.2Cy.25″&48″–42″ 96RH Denny&Co.,Dumbarton | | | |
| 758 352 NCPT | **Amicizia** *F.Clignoni* –02 (*ex*AmiciziaP.,*ex*Glenavon) *Well deck* | **IronScSr** *ss*Shl.2ndNo.3–3,97 *ss*Gen.No.3–10,01 1*Dk* | 830 681 535 | ✝90A1 Gen *m* 11,02 | Gen | *m* | 1872 2mo | T.&W. Smith N.Shields A&CP | A.Parodi fuB. *WB*= | 213·5 28·6 15·1 Q70 B42′F21′ ptND95 BK8″ *DBa*48′*f*92′ | Genoa Italian | C.2Cy.25″&48″–30″ (*s*) 70lb *72lb* NDB99 100NH 1SB,*3pf*,GS45,HS1760 Ravnhill,Hodgson&C.Lon. | 16 ″ 7 | | 11,02 |
| 759 98065 LQMG | **Amie** *A.E.Thomas* –03 *Well deck* | **IronScSr** *ss*Hpl.No.3–5,98 *ss*Sws.No.1–03 1*Dk*(*Irn*)&*Web frames* | 1803 1217 1161 | ✝100A1 Sws *r* ~~5,00~~ 5,05 Npt | Sws | *r* | 1890 3mo | E.Withy &Co. WHartlepool A&CP | Burdick&Cook *WB*=*Cell DB*228′ | 270·0 36·1 16·7 P27′Q80′B110′ F31′ BK7½″ 306*t APT*15*t* | London British | T.3Cy.21½″,35″&57″–36″ (*r* 160lb *80lb* NDB03 193NH 1DB,*4cf*,GS63,HS2860 Blair&Co.(Lim.),Stockton | 19 ″ 2 s 1 ″ 7 | | 6,03 ~~N11,04~~ 4,05 |
| 760 LMOD | **Amigo** *J.Hansen* | **IronScSr** 1*Dk*&*Spardk*&*tr B* | 1186 1144 822 | | | | 1884 | Blohm& Voss Hamburg | M.Jebsen | 221·3 32·0 15·4 Q27′ B18′ 21·1 | Apenrade German *WB* | C.2Cy.28″&48″–36″ 115NHP Blohm&Voss,Hamburg | | G | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Pays de Visite. Terre-plein. Entrepont. Cale. Double fond. | 7 Quand Navire. | 8 Construit. Par qui — Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Position des Chaudières. NIP.=Force en chevaux d'après les fonctionnements de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. | 14 Distance entre le pont supérieur et le pont inférieur. | 15 Date de la dernière visite spéciale. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 761 | **Amiral Aube** | SteelScSr | 4315 | ✠100A1 Dnk | *u* | 1898 | Atel.& Chant.Loire Nantes A&CP | ChargeursRéunis | 376·6 46·8 26·1 | Havre French | T.3Cy.25½",42½"&68½"–44" (*s*) 170lb *170lb* 423NH 1SB,*12cf*,GS216,HS7858 Atel.&Chant.Loire,Nts | 29 + 6 | | 8,03 |
| | *Daniel* | *ss*Hav.No.1–03 | 3597 | 2,05 | | | | | P44'B117'F66' 9K11' | | | | | |
| HFVJ | *Ref.Mchy.* | 2*Dks*(*Stl–Uwa*)3*tr Is* | 2272 | 12,03 | | | | | *WB = Cell D Ba76* | | 6*BHAsp* | | | |
| | *Elec.light* | | 2174 | | | | | | *u E&B78'f130'660t* | | *DTa*18'55*t FPT*40*t* | | *APT*40*t* | |
| 762 | **Amiral Baudin** | SteelScSr | 4315 | ✠100A1 Hav | *w* | 1899 | Atel.& Chant.Loire Nantes A&CP | ChargeursRéunis | 376·6 46·8 26·1 | Havre French | T.3Cy.25½",42½"&68½"–44½" 170lb *170lb* (*s*) 424NH 1SB,*12cf*,GS216,HS7858 Atel.&Chant.Loire,Nantes | 29 + 6 | | 1,04 |
| | ~~Painted Buff~~ | *ss*Hav.No.1–04 | 3597 | 12,04 | | 2mo | | | P45'B117'F66' BK11' | | | | | |
| HFVK | *Ref.Mchy.* | 2*Dks*(*Stl–Uwa*)3*tr Is* | 2270 | | | | | | *WB = Cell D Ba76* | | 6*BHAsp* | | | |
| | *Elec.light* | *Ligereau* –04 | 2174 | | | | | | *u E&B78'f130'660t* | | *DTa* 18' 55*t FPT* 40*t APT*40*t* | | | |
| 763 | **Amiral Courbet** | SteelScSr | 4089 | ✠100A1 Dnk | *w* | 1899 | Forges&C. de la Médit. Havre A&CP | ChargeursRéunis | 376·6 46·8 26·1 | Havre French | T.3Cy.25½",43½"&68½"–44" 170lb *170lb* (*s*) 424NH 1SB *12cf*,GS216,HS7857 Forges&C.de la Médit.Hav | 29 + 6 | | 12,02 |
| | *H.Conan*94–99 | *ss*Dnk.No.1–03 | 3643 | 10,08 | | 5mo | | | P45'B117'F66' BK11' | | | | | |
| HFVM | *Ref.Mchy.* | 2*Dks*(*Stl–Uwa*)3*tr Is* | 2542 | | | | | | *WB = Cell D Ba76* | | 6*BHAsp* | | | |
| | *Elec.light* | | | | | | | | *u E&B86'f86'402t* | | *DTa* 18' 40*t FPT*40*t APT*45*t* | | | |
| 764 | **Amiral de Kersaint** | SteelScSr | 5703 | | | 1903 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 389·5 49·8 26·3 | Havre French | T.3Cy.25½",42½"&68½"–51⅞" 337NH | | V | |
| | *Louis* –04 | | 4216 | | | | | | | | | | | |
| HGBP | *Elec.light* | 2*Dks* | 3274 | | | | | | | *WB* | Atel.&Chant.Loire,Nts. | | | |
| 765 | **Amiral Duperré** | SteelSc | 5422 | | | 1901 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 389·7 49·9 26·6 P50'B129'F81' | Havre French | T.3Cy.25⅞",42½"&68½"–44½" 312NH Atel.&Chant.Loire,Nts. | | | |
| | *A.Louis* | | 4246 | | | | | | | | | | | |
| HGBC | | | 3013 | | | | | | | | | | | |
| 766 | **Amiral Exelmans** | SteelSc | 5422 | | | 1901 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 389·7 49·9 26·6 P50'B129'F81' | Havre French | T.3Cy.25⅞",42½"&68½"–44½" 312NH Atel.&Chant.Loire,Nts. | | | |
| | *De St.Jores* | | 4246 | | | | | | | | | | | |
| HGBD | | | 3013 | | | | | | | | | | | |
| 767 | **Amiral Fourichon** | SteelScSr | 5358 | | | 1901 | Forges&C. de la Médit. Havre | ChargeursRéunis | 387·2 49·1 29·3 P30'B90'F50' | Havre French | T.3Cy.25½",39"&68½"–44" 267NH | | | |
| | *Agan* | | — | | | | | | | *WB* | Forges&C.de la Médit.Hav | | | |
| HGBF | | 3*Dks* | 3015 | | | | | | | | | | | |
| 768 | **Amiral Gueydon** | SteelSc | 5417 | | | 1901 | Atel.& Chant.Loire St Nazaire | ChargeursRéunis | 389·7 49·9 26·6 P30 B129 F31 | Havre French | T.3Cy.25⅞",42½"&68½"–44½" 312NH Atel.&Chant.Loire,Nts | | | |
| Broken up 12.04 | *Daniel* | | 4246 | | | | | | | | | | | |
| HGBK | | | 3013 | | | | | | | | | | | |
| 769 | **Amiral Hamelin** | SteelScSr | 5363 | | | 1901 | Forges&C. de la Médit Havre | ChargeursRéunis | 387·2 49·1 29·3 P30 B90 F50' | Havre French | T.3Cy.25½",39"&68½"–44" 267NH | | | |
| | *LeCerf* | | — | | | | | | | *WB* | Forges&C.de la Médit.Hav | | | |
| HGBJ | | 3*Dks* | 3068 | | | | | | | | | | | |
| 770 | **Amiral Jaureguiberry** | SteelSc | 5417 | | | 1902 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 389·7 49·9 26·6 P30'B129'F50' | Havre French | T.3Cy.25⅞",42½"&68½"–44½" 312NH Atel.&Chant.Loire,Nts. | | | |
| | *LeBacheley* | | 4246 | | | | | | | | | | | |
| HGBL | | | 3012 | | | | | | | | | | | |
| 771 | **Amiral l'Hermite** | SteelScSr | ~~251~~ 240 164 | ✠100A1 Sld | *c* | 1903 | R.Thompson&Sons Sunderland *Lloyd's* | Cie.Franco-Néerlandaise deNav.à Vap. | 113·5 21·0 9·5 B7'Q82'F17' BK6½' *WB = FPT*14*t APT*6*t* | Dunkirk French 1*BHCem* | C.2Cy.13½"&31"–21" (*s*) 140lb *100lb* 49NH 1SB *2pf*,GS30,HS888 MacColl&Pollock,Sld. | 10 + 0 | | |
| | *P.Zoonequin*00–03 | | 8,03 | | | 8mo | | | | | | | | |
| HFVR | *Well deck* | 1*Dk*(*Stl*) | 86 81 | | | | | | | | | | | |
| 772 | **Amiral Latouche Tréville** | SteelScSr | 5703 | | | 190· | Atel.& Chant.Loire Nantes | ChargeursRéunis | 389·5 49·8 26·3 | Havre French | T.3Cy.25½",42½"&68½"–51⅞" 337NH | | V | |
| | *Bachelet* –04 | | 4216 | | | | | | | | | | | |
| HGBQ | *Elec.light* | 2*Dks* | 3274 | | | | | | | *WB* | Atel.&Chant.Loire,Nts | | | |
| 773 | **Amiral Magon** | SteelScSr | 5698 | | | 1904 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 389·5 49·8 26·3 | Havre French | T.3Cy.25½",42½"&68½"–51⅞" 337NH | | V | |
| | *Saint Georges* –04 | | 4213 | | | | | | | | | | | |
| HGBR | *Elec.light* | 2*Dks* | 3256 | | | | | | | *WB* | Atel.&Chant.Loire,Nts | | | |
| 774 | **Amiral Nielly** | SteelScSr | 5800 | | | 1904 | Atel.& Chant.Loire Nantes | ChargeursRéunis | 389·5 49·8 26·3 | Havre French | T.3Cy.25½",42½"&68½"–51⅞" 337NH | | | |
| | | | 4377 | | | | | | | | | | | |
| HGBS | | 2*Dks* | | | | | | | | *WB* | Atel.&Chant.Loire,Nts. | | | |
| 775 | **Amiral Olry** | SteelScSr | 5800 | | | 1904 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 393·5 50·7 25·5 | Havre French | T.3Cy.25½",42½"&68½"–51⅞" 337NH | | | |
| | | | 4377 | | | | | | | | | | | |
| HGBT | | 2*Dks* | | | | | | | | *WB* | Atel.&Chant.Loire,Nts | | | |
| 776 | **Amiral Rigault de Genouilly** | SteelScSr | 5300 | | | 1904 | Ch.&Atel. de Provence Port de Bouc | ChargeursRéunis | 394·1 50·5 29·5 | Havre French | T.3Cy.26⅛",42½"&68½"–51⅞" 338NH | | | |
| HGBW | | 2*Dks* | | | | | | | | *WB* | Ch.&Atel.de Provence,Msl | | | |
| 777 | **Amiral Sallandrouze de Lamornaix** | SteelScSr | 5300 | | | 1904 | Ch.&Atel. de Provence Port de Bouc | ChargeursRéunis | 394·1 50·5 29·5 | Havre French | T.3Cy.26⅛",42½"&68½"–51⅞" 338NH | | | |
| HGCD | | 2*Dks* | | | | | | | | *WB* | Ch.&Atel.de Provence,Msl | | | |
| 778 | **Amiral Troude** | SteelScSr | 5704 | | | 1903 | Chnt&Atel de St.Nazaire St.Nazaire | ChargeursRéunis | 393·5 50·7 25·5 P265'B66'F47' | Havre French | T.3Cy.27",43"&72"–46½" 354NH Chant.&Atel.de St.Nazaire | | V | |
| | *Toulouse* –04 | | 4377 | | | | | | | | | | | |
| HGCF | *Elec.light* | 2*Dks* | 3139 | | | | | | | | | | | |
| 779 | **Amisia** | SteelScSr | 1410 | | | 1904 | Nüscke& Co Act.Ges. Stettin | EmdenerDampfs. Act.Ges. | 238·1 35·8 19·2 Q88'B58'F29 | Emden German | T.3Cy.17",28"&48"–32" 104NH Schiffs.Uebigau,Dresden | | | |
| | *Katt*04–04 | 1*Dk* | | | | | | | | *WB* | | | | |
| 780 | **Amity** | IronScSr | 1378 | ✠100A1 Sld | *o* | 1883 | J.Laing Sunderland A&CP | ~~Amity S.S.Co.Ld. (J.Haig&Co.)~~ | 240·0 36·3 15·7 Q96 B58'F24' BK4½' | Sunderland British | C.2Cy.29½"&55"–36" (*s*) 80lb *80lb* NDN01 138NH 1SB,*3cf*,GS67,HS2191 Clark,Sunderland | 16 + 9 | 1 - 7½ | 8,04 |
| ~~Grimsby~~ | ~~*Amity*~~ | ~~*ss*Sld.No.3–12,95~~ | 1052 | 2,04 | | 11mo | | | | | | | | |
| ~~HFWP~~ | *Well deck* | *ss*Sld.No.2–04 | 894 | | | | | | | | | | | |
| | | 1*Dk*(*Irn*)2*tr Is* | | *Now named "Motala Ström"* | | | | | *Now No. 95* | | | | | |
| 781 | **Ammon** | SteelScSr | 4554 | ✠100A1 Ham | *x* | 1896 | J.Connell & Co. Glasgow *Lloyd's* | DeutscheDampfs-fahrts Ges.Kosmos | 370·5 46·6 27·2 P228'F46' *WB* | Hamburg German | C.4Cy.21½",31½",45"&64"–45" 210lb *105lb* (*s*) B65NH 1SB,*9rf*,GS158,HS6161 D.Rowan&Son,Glasgow | 30 + 0 | | 8,03 |
| | *E.Krause*97–03 | *ss*Ham.No.1–00 | 3804 | 6,04 | | 9mo | | | | | | | | |
| RKMQ | *Well deck* | 2*Dks*(*Stl–Uteak s*)d | 2944 | | | | | | | | | | | |
| | *Elec.light* | *Web frames* | | | | | | | | | | | | |
| 782 | **Amore** | SteelScSr | 155 | ✠100A1 Liv | | 1896 | A.W. Robertson& Co. London A&CP | AmoreS.S.Co.Ld. W.Johnston&Co. Ld. | 96·8 20·6 10·2 BK½ | Liverpool British | T.3Cy.14",28"&35"–24" (*s*) 160lb 90RH 1SB, GS41.HS1200 Bow,McLachlan&Co.,Pey. | 11 + 7 | | ~~11.00~~ 4,03 |
| 105393 | *Marsh* | *ss*Liv.No.~~1–02~~–03 | 138 | ~~11.02~~ | | 5mo | | | | | | | | |
| PHRQ | | 1*Dk*(*Irn*) | 11 | *For Towing purposes* | | | | | | | | | | |
| 783 | **Amoy** | SteelScSr | 1072 | | | 1892 | Flensburger Schiffsb.Ges Flensburg | H.A.Petersen | 204·0 30·5 18·7 | Flensburg German | T.3Cy.15" 24½"&43"–27" 96NH | | V | |
| | *H.Plambeck*02–02 | 1*Dk*‖*Spar dk* | 936 | | | | | | | *WB* | FlensburgerSchiffsb.Ges | | | |
| LMGS | | | 732 | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. | 16 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 784<br>98766 | **Ampere** IronScK<br>*H.Berry* -91 ssHul.No.3-6,00<br>ssHul.No.1-04 1*Dk* | 154<br>143<br>61 | ✠100A1<br>*StmTrawler*<br>8,05 ~~6,03~~ | Hul | | 1891<br>10mo<br>*Lloyd* | Cochrane,<br>Coopr&Scho-<br>fi'ld,Beverley<br>'*sA&CP* | F.&T.Ross,Ld. | 101·0 20·5 11·0<br>Q19'<br>ptNDOO BK7½' | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½<br>160lb (*s*) 50RH<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11 " 10 | | ~~2,02~~<br>8,04 |
| 785<br><br>HGCW | **Amphion** IronScSr<br>*Buscia*94-97 1*Dk* | 305<br>—<br>118 | ✠<br>5,67 | Lth | | 1867<br>5mo | J.Scott&Ss<br>Invrkeithing | A.Busck&Co. | 151·4 21·1 12·3<br>½P14*t*F8*t* | Marseilles<br>French<br>4*BHCem* | C.2Cy.20"&39"-27"<br>NE78NB94 66RH<br>A.&J.Inglis,Glasgow | | | |
| 786<br>262<br>HBSD | **Amphitrite** SteelScSr<br>*D.Mistrorigo*<br>2*Dks*(1*Stl*)&*SparDk*(*pt Stl*)4*tr B* | 3827<br>3622<br>2342 | ✠<br>*Spar dk*<br>1,85 | Tri | *x* | 1884<br>10mo | LloydAus-<br>tro-Ungarico<br>Trieste | LloydAustriaco | 380·0 42·5 24·0<br>31·8 | Trieste<br>Aust.-Hung.<br>6*BHCem* | C.2Cy.50"&90"-57"<br>510NHP<br>LloydAustro-UngaricoTri | | | |
| 787 | — SteelScSr<br>~~*Ferrendinese*~~ ssPir.No.1-02<br>*Grutess* -04 1*Dk*(*Irn*)2*tr B*&<br>*Elec.light* *deepframing*3*Dk Rule* | 2734<br>2446<br>1754 | ✠100A1<br>~~10,96~~5,03 11,04<br>✠LMC4,01 | Cff<br>~~Bag~~ Pir | *t* | 1897<br>1mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>A&CP | StathatosBros.<br>*WB = Cell D* | 320·0 45·0 21·2<br>P12'B70'F31'<br>FK<br>*Ba*106'*uE*24'*f*134' | Ithaca<br>Greek<br>5*BHCem*<br>739*t FPT*59*t* | T.3Cy.23½",39"&64"-42" (*s*<br>160lb *90lb* 287NH<br>2SB,*6rf*,GS122,HS4640<br>Blair&Co.(Lim.),Stockton | 23 " 9<br>*s* 4 " 4 | | 10,03 |
| 788<br>92919<br>KPST | — SteelScSr<br>~~*T.Webster* -01~~ ssHpl.No.3-10,99<br>*J.James*94-04 1*Dk*(*Stl*)&*Web frames*&<br>*pt Awng dk*(*pt Irn*&*pt Stl*)<br>ssHpl No.1-04 | 2305<br>1723<br>1475 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~6,01~~ 5,03 5,05<br>BS10,03 ✠LMC~~10,99~~ 9,04 | Npt<br>~~H.S.~~<br>Mch | *s* | 1887<br>12mo | E.Withy &<br>Co.<br>W.Hartlpool | Rickinson,Sons&<br>Co.<br>*WB* | 289·8 38·1 19·0<br>P31'Q88'<br>*pt Awn dk*171' BK8'<br>= *Cell DB* 250'456*t* | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*35*t* | T.3Cy.21½",35"&58"-39" (*s*<br>150lb *90lb* NDB99 210NH<br>2SB,*6rf*,GS98<br>CntrlMarineE.Co.,WHpl. | 22 " 3<br>*s* 8 " 6 | | ~~5,02~~<br>5,05 |
| 789<br>112121 | — WoodScK<br>*E.Naugler* -03<br>1*Dk* | 149<br>124<br>84 | | | | 1903 | C.A.Larder<br>MahoneBay,<br>N.S. | C.A.Larder | 111·2 25·6 10·2 | Lunenbrg.<br>N.S.<br>British | 2Cy.12"&24"-18"<br>24RHP<br>W.&A.Moir,Halifax,N.S. | | R | |
| 790 | **Ampurdanes** IronSc3MstSr<br>*P.R.Puig*93-03<br>*ex*Burg) 1*Dk* | 222<br>107<br>132 | | | | 1879 | Blohm&<br>Voss<br>Hamburg | F.Ribera | 129·0 16·5 7·0<br>H42'<br>len83 | Barcelona<br>Spanish | C.2Cy.14"&24"-18"<br>20NH<br>Blohm&Voss,Hamburg | | V | |
| 791<br>98577<br>LVMN | **Amra** SteelScSr<br>*W.J.Hornsby* -03 1*Dk*&*Shadedk*<br>*Elec.light* | 535<br>398<br>170 | ✠<br>*Shade dk*<br>*withfreeboard*<br>11,90 | Cly | *i* | 1890<br>11mo | AilsaShip-<br>buildgCo.<br>Troon | BritishIndiaStm.<br>Nav.Co.Ld. | 190·0 29·0 11·6<br>18·9<br>BK7½" | Glasgow<br>British<br>5*BHCem* | T.3Cy.16",26"&42"-30"<br>90RH<br>1SB,*3cf*,GS46,HS1983 FD<br>Dunsmuir&Jackson,Gls. | 12 " 3 | | |
| 792<br>108301 | **Amroth Castle** IronScK<br>~~*W.Nightingale* -98~~ ssMil.No.1-02<br>*J.Blake* 1*Dk* | 153<br>143<br>46 | ✠100A1<br>*StmTrawler*<br>10,04 ~~7,02~~<br>✠LMC7,02 | Mil<br>Sws | | 1898<br>1mo<br>*Lloyd* | Edwards<br>Bros.<br>NorthShields<br>*sA&CP* | CastleS.Trwlrs.Ld<br>~~(G.H.D.Birt, *Mgr.*)~~<br>(C.Heron, *Mgr.*) | 105·5 20·8 10·9<br>Q19'<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12",19"&32"-22½" (*s*)<br>160lb 56RHP<br>1SB,*2pf*,GS25,HS890<br>N.E.MarineCo.(Lim.),Sld. | 11 " 10 | | 7,02 |
| 793<br><br>RJTD | **Amrum** SteelScSr<br>*H.Löwe*03-98 ssHam.No.2-01<br>1*Dk*(*Stl*)&*Web frames* | 888<br>758<br>558 | ✠100A1<br>4.04<br>✠LMC8,04 | Ham | *m* | 1893<br>7mo<br>*Lloyd* | Act.Ges.<br>"Neptun"<br>Rostock<br>'*sA&CP* | J.Jürgens<br>*WB = Cell* | 210·3 30·6 13·8<br>B52'F25'<br>BK6" | Hamburg<br>German<br>4*BHCem*<br>*DB*172' 252*t* | T.3Cy.13¾",22⅝"&36⅝"-27½"<br>164lb *85lb* (*s*) 90NH<br>1SB,*2cf*,GS42,HS1634<br>A.G."Neptun,"Rostock | 16 " 4 | | ~~4,01~~<br>4.05 |
| 794<br><br>NDCQ | **Amstel** SteelScSr<br>*J.E.Panjer*01-01<br>1*Dk*(*Stl*)&*deep framing* | 2392<br>2095<br>1508 | ✠100A1<br>~~5,01,5,03~~ 10,04<br>✠LMC | Rot<br>Ams | *t* | 1901<br>5mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>A&CP | Stoomv.Maats.<br>"Amstel"<br>*WB = Cell DBa*92 | 298·5 43·8 19·4<br>P26'B70'F31'<br>FK<br>*uE&B*34'*f*124' 614*t* | Amstrdam<br>Dutch<br>5*BHCem*<br>*APT*76*t* | T.3Cy.20⅞",32$\frac{1}{16}$"&55⅛"-35⅝<br>160lb *80lb* (*s*) 199NH<br>2SB.*4pf*,GS102,HS3250<br>NedFb.v.Wrk&Spoor,Ams | 22 " 0<br>*s* 3 " 5½ | | ~~11,01~~<br>10,04 |
| 795<br><br>MDCK | **Amsteldijk** SteelScSr<br>*P.van den Heuvel*01-01<br>2*Dks*(*Stl*)3*tr B*&*Shelter dk*(*Stl*)<br>*Elec.light* | 6435<br>6298<br>4231 | ✠100A1<br>*Shelter dk*<br>4,05 ~~2,04~~<br>✠LMC10,04 | Rot | *z* | 1901<br>9mo<br>*WB=* | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP<br>*Cell DBa* 127' | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>*uE&B*69'*f*148'907*t* | 400·0 52·1 29·3<br>FK<br>*DTa* 29'868*t DTf* | Rottrdam<br>Dutch<br>6*BHCem*<br>25'790*t FPT* | T.3Cy.28",46"&77"-48" (*s*)<br>180lb 489NH<br>4SB,*12cf*,GS216,HS8140<br>Richardsons,Westgarth&<br>77*t APT*46*t* Co.Ld.Hpl. | 32 " 1<br>*s* 5 " 10 | | 2,04 |
| 796<br><br>NDCR | **Amstelland** SteelScSr<br>*J.S.de Vries*00-00 ssAms.No.1-04<br>2*Dks*(*Stl*)&*deep framing*&*Shadedk*<br>*Elec.light* (*pt Stl*-teak s) | 4334<br>4099<br>2884 | ✠100A1<br>*Shade dk*<br>3,05 ~~10,02~~<br>✠LMC | Ams | *y* | 1900<br>7mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | ZuidAmerikaLijn<br>*WB = Cell*<br>*DBa*118'&*uE&* | 389·6 51·1 25·3<br>FK<br>*B*44'*f*168'908*t FPT* | Amstrdam<br>Dutch<br>6*BHCem*<br>74*t APT*116*t* | T.3Cy.27",42"&69"-54" (*s*)<br>180lb *80lb* 449NH<br>3SB,*9cf*,GS150,HS6296 FD<br>Dunsmuir&Jackson,Gls. | 28 " 0 | | 10,03 |
| 797<br><br>NDCT | **Amstelstroom** IronScSr<br>*A.Benz*95-00 2*Dks* | 788<br>665<br>476 | | | | 1885 | Nederland<br>StombtMaats<br>Fyenoord | Hollandsche<br>Stoomb.Maats. | 222·7 28·4 14·7<br>P82*t* H40*t* F56*t* | Amstrdam<br>Dutch | C.2Cy.25"&45¼"-33"<br>98NH<br>Nedrl.StoombtMaats.Rot. | | V | |
| 798<br><br>NDFC | **Amsterdam** IronSc4MstSr<br>ssRot.No.3-4,93<br>(*ex*BritishCrown) ssRot.No 2-00<br>*Elec.light* 3*Dks*(2*Irn*) | 3607<br>3311<br>2308 | ✠100A1<br>3.04<br>✠NB4,93 LMC4,04<br>BS~~6,02~~7,04 | Rot | *x* | 1879<br>8mo | Harland&<br>Wolff<br>Belfast<br>A&CP | Nederl-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 410·3 39·0 28·9<br>P48'F78'<br>BK9½" | Rottrdam<br>Dutch<br>7*BHCem* | T.4Cy.30".47"(2)60"-54"(*s*)<br>150lb *75lb* NDB90 502NH<br>2DB,*12rf*,GS253,HS7444<br>*Tpd.*93NlndStmb.Mts.Rot | 30 " 10 | | *s*6,03 |
| 799<br>99455<br>NJMT | — SteelTwinScSr<br>*L.Richmond* -08<br>2*Dks*&*pt Awngdk* | 1777<br>1131<br>587 | | | | 1894 | Earle'sCo.<br>(Lim.)<br>Hull | Gt.EasternRly.Co. | 302·4 36·0 16·2<br>P40'<br>*pt Awng dk*218' | Harwich<br>British<br>*WB* | T.6Cy26",39½"&61"-36"<br>447NHP<br>Earle'sCo.(Lim.),Hull | | BT till 10,05 | |
| 800<br>4222<br>JNMK | — SteelScSr<br>*J.Blomberg*00-03<br>*Well deck* *Elec.light* 1*Dk* | 919<br>711<br>523 | | | | 1903 | W.Lind-<br>bergsM.V.<br>Stockholm | NyaRederiaktieb.<br>Svea(Hj.Blom-<br>berg) | 209·2 32·1 13·2<br>Q79'B51'H45tF19' | Stockholm<br>Swedish<br>*Wb* | T 3Cy.14$\frac{9}{16}$",23⅝"&38"-25$\frac{3}{16}$"<br>73NH<br>W.LindbergsM.V.Skm. | | V | |
| 801<br>78569<br>LNMB | — IronScSr<br>*W.G.Brown* -04 (*ex*Avon)<br>*Well deck* *Elec.light* 2*Dks* | 806<br>654<br>397 | | | ... | 1877 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | RankineLineLd. | 219·9 29·1 15·3<br>P125'F33' | Glasgow<br>British | T.3Cy.21",33"&53"-36"<br>NB7,88 169NHP<br>*Tpd*88D.J.Dunlop&CoPG | | C<br>5,05 | |
| 802 | — SteelScK<br>*F.T.Hart*<br>(*ex*AustralianPrince) 1*Dk* | 157<br>147<br>37 | ✠100A1<br>*StmTrawler*<br>5,05 ~~2,03~~<br>✠LMC2,03 | Shl<br>Ams | | 1903<br>2mo<br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>'*sA&CP* | Steamtrawler<br>Maats.Amsterdam | 104·0 20·2 11·4<br>BK7" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",18"&32"-22" (*s*<br>170lb 59NHP<br>1SB,*2pf*.GS32.HS1015<br>ShieldsEng.Co.Ld.N.Shl. | 12 " 0 | | |
| 803<br><br>NDFG | **Amulet** IronScSr<br>~~*W.A.Miller*98-03~~ ssLth.2ndNo.3-5,94<br>*A.Simpson* ssLth.No.2-08<br>*Elec.light* 2*Dks* | 1013<br>802<br>627 | ✠90A1<br>5,01 ~~5,03~~<br>✠NE&B6,97<br>BS6,04 ✠LMC6,04 | Lth | *n* | 1876<br>8mo | Aitken&<br>Mansel<br>Glasgow<br>A&CP | W.S.&J.M.Burger | 246·6 28·8 16·0<br>P61'B29'F51'<br>*WB =* | Rottrdam<br>Dutch<br>5*BHCem*<br>*MT*27'163*t* | T.3Cy.19",29"&49"-42" (*s*.<br>180lb *80lb* NDB97 180NH<br>2SB.*6cf*,GS130,HS2942<br>S.&H.Morton&Co.,Leith | 16 " 11 | | ~~6,03~~<br>6,04 |
| Sunk 1,05<br>804<br><br>HDBS | **Amur** SteelTwinScSr<br>*Gertner*<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*-teaks)<br>*Elec.light* &*deep framing* | 2449<br>1875<br>1384 | ✠~~100A1~~<br>*Spar dk*<br>10.03 | Nag | *s* | 1901<br>4mo<br>*Lloyd* | Act.Ges.<br>"Neptun"<br>Rostock<br>'*sA&CP* | ChineseEastern<br>RailwayCo.Ld.<br>*WB =* | 275·0 41·5 14·4<br>P32'B106'F40' 21·8<br>FK<br>*Cell DBa*48'*uE&B* | Odessa<br>Russian<br>4*BHCem*<br>46'*f*118'362*t* | T.6Cy.20⅝",35$\frac{7}{16}$"&55⅛"-35½<br>170lb *90lb* (*s*) 426NHP<br>2SB,*6cf*,GS124,HS5876 FD<br>A.G."Neptun,"Rostock | 16 " 6<br>~~*s* 4 " 3½~~ | | 10,03 |

| Numéro Officiel | Noms du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après le Bureau des Douanes. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Net. Tonnage de Canal. | Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|
| 805 | **Amur** — *C. Attemann* 00–06 — **IronSc3MastSr** — 1 *Dk* — *Mchy. Aft* — *Elec. light* | 1423 / 938 / 868 | ... | 1872 Burmeister & Wain Copenhagen | Radau & Co. | 245·7 32·3 24·2 — B&SP | S. Petrsbrg Russian *WB* | C.4Cy.22"&44"–30" NB90 143NHP Burmeister & Wain, Cpn. | 18 « 0 | V |
| 806 | — — *J. McLeod* 96–02 — **SteelSc3MastSr** — 1 *Dk* & *Spar dk* — *Mchy. Aft* — *Elec. light* | 907 / 862 / 570 | ... | 1890 Strand Slipway Co. Sunderland | Canadian Pacific Railway Co. | 216·0 28·1 11·2 — 17·9 — B&T½ *WB* | Vict'ria BC British | T.3Cy.20",33"&54"–33" 170NH N.E. Marine Co. (Lim.), Sld | 13 « 5 | |
| 807 95461 KTRG | **Amy** — 1 *Dk (Stl)* & *Spar dk (Stl)* & *Web frames* — *Stephens* –94 | 2336 / 2207 / 1522 | ✝100A1 Shl Bly 9.04 | 1888 W. Pickersgill & Sons Sunderland | Gordon Stm. Shpg. Co. Ld. *WB = Ce* | 286·0 39·2 20·2 — F18' 26·2 — D&T ND01 BK9½" *A&CP* | London British *DBa 78' f 110' 655t* | T.3Cy.22½",39"&64"–42" (s) 170lb *80lb* ND01 299NH *6 BHCem APT 30t* NB96 *refitted* 01 2SB.*6cf*, GS84, HS5000 Black, Hawthorn & Co., Nwc | 21 « 6 « 6 | 4,08 |
| 808 — 4 *Virginea* | — — *ss* Dem. No. 8–7,95 *ss* Dem. No. 2–01 1 *Dk* | 72 / 73 / 46 | ✝ A1 Dem — *For River purposes only* 11.01 | 1886 R. & H. Green London *Lloyd's* | Sproston's, Ld. | 100·0 16·2 7·0 — BK4½ *A&CP* | Georget'n British *5 BHAsp* | O.1Cy.24½"–28" (a) 35lb 32RH 1SB.*2pf*, GS30, HS780 J. Penn & Son, London | | |
| 809 96525 | **Amy Gertrude** — 1 *Dk* | 110 / 104 / 23 | ... | 1891 J. T. Eltringham & Co. S. Shields | R. Hastie | 95·0 18·9 10·1 — BK6½ | N. Shields British | C.2Cy.16"&32"–22" 40RH J. T. Eltringham & Co., SShl | 10 « 9 | |
| 810 95097 | **Amyen** — **SteelSternWheel** | 173 / 173 / 148 | | 1888 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 130·0 28·0 5·6 | Glasgow British | C.H.2Cy.15"&26"–54" 45RH Denny & Co., Dumbarton | | |
| 811 95459 SLRK | **An Pho** — *J. Kynoch* –02 — *ss* H. Kg. No. 3–12,03 — (*ex* Esmeralda) 1 *Dk (Iru)* & *Spardk (Stl)* & *Deep* — *Elec. light* *Now named "Shoshu Maru," See No. 132 in Supp.* | 1495 / 1366 / 966 | ✝100A1 HKg — *Spar dk* 12,03 | 1891 W. Hamilton & Co. Pt. Glasgow | Ban An S.S. Co. Ld. | 238·7 35·1 15·1 — F31' 22·1 — *Shade dk* 64' BK8" *WB = DBa 31* | Hong Kong British *4 BHCem 1600 FPT 18t* | T.3Cy.21",33"&54"–36" (a) 160lb *60lb* 198NH Hutson & Corbett, Gls. | 16 « 4 « 6 | 12,03 |
| 812 | **Ana** — *ss* Gls. No. 3–5,99 — (*ex* Confidence) *ss* Gls. No. 1–03 1 *Dk* | 303 / 239 / 151 | ✝100A1 Gls — 8.03 | 1885 E. Foden Northwich | Ana Huarte y Benito | 120·5 22·1 10·9 — Q38' B14' F14' — drp03 FK *WB = FPT 20t* | Barcelona Spanish | C.2Cy.16"&30"–22" (s) 80lb 43NHP 1SB.*2pf*, GS32, HS921 W. E. Bates, Northwich | 11 « 6 « 1 « 4 | 7,03 |
| 813 | **Anamba** — *J. Cortsen* 97–02 — 1 *Dk (Stl)* & *Awng dk (Stl)* — *Elec. light* — & *deep framing* | 1816 / 1791 / 1158 | ✝100A1 Cpn — *Awng dk with freeboard* | 1902 Hellerup Skbsv. og Msk Hellerup *Lloyd's* | Akties. det Østasiatiske Kompagni | 265·0 37·2 14·5 — 24·3 — Bon Awng dk 65' FK *WB = Cell DBa 84' uE* | Copnhagn Danish | T.3Cy.18",29"&48"–33" (s) 165lb 161NHP 2SB.*4cf*, GS65, HS2820 Dansk. Maskf. Kedels. Cpn. | 17 « 2 « 8 « 7 | N12,03 |
| 814 105366 PFMW | **Anapa** — *J. M. Williamson* –01 — *ss* Liv. No. 1–00 — 1 *Dk (Stl)* & *Spardk (Stl)* — & *deep framing* | 3524 / 3336 / 2251 | ✝100A1 Bry — *Spar dk* 11.03 | 1896 Palmers' Co. (Lim.) Newcastle | J. M. Wood *WB = Cell DB* | 350·0 45·2 17·9 — P39' B76' F40' 25·8 FK *FPT 75t APT 41t* | Liverpool British *6 BHCem* | T.3Cy.24",40"&64"–45" (s) 180lb ~~*built*~~ *90lb* 304NHP 2SB.*6cf*, GS88, HS4858 Palmers' Co. (Lim.), Nwc. | 20 « 6 « 0 | N11,03 |
| 815 409 HLDF | **Anatoli** — *Caliga* — (*ex* Otter) 1 *Dk* | 314 / 261 / 199 | ... | 1877 H. McIntyre & Co. Paisley | Nav. Orientale (P. Pantaleon) | 150·5 24·8 ... | Syra Greek | C.2Cy.20"&34"–24" NB89 47NHP Muir & Houston, Glasgow | | |
| 816 — | — — *Mehmed* — *Elec. light* — (*ex* Stirling Castle) | 160 / 160 / 41 | | 1884 S. & H. Morton & Co Leith | Idarei Massousieh | 160·3 20·1 6·9 | Constanpl Turkish | D.1Cy.43"–54" 104NHP S. & H. Morton & Co., Leith | | |
| 817 110525 QMVC | **Anatolia** — *J. W. E. Mayell* –08 — 1 *Dk (Stl)* & *Spar dk (Stl)* — *Elec. light* — & *Web frames* | 3848 / 3472 / 2490 | ✝100A1 Liv — *Spar dk* 4.02 | 1898 Sir J. Laing & Sons, Ld. Sunderland | Ellerman Lines, Ld. (Papayanni & Co. *Mgrs.*) *WB = Cell DBa* | 360·0 46·0 17·6 — P29' B102' F37' 25·3 FK 110' *u* E22' *f* 150' 712t | Liverpool British *6 BHCem APT 79t* | T.3Cy.25",42"&69"–45" (s) 180lb ~~*built*~~ 406NHP 2SB.*6pf*, GS132, HS5690 FD G. Clark, Ld Sunderland | 20 « 2 « 6 « 3 | 3,08 |
| 818 HGKM | **Anatolie** — *Bianchi* — 2 *Dks* & *Str B* | 2249 / — / 1283 | | 1884 Forges & C. de la Medit Havre | Cie. de Nav. Arménienne & Maroc. (N. Paquet & Co. *Mgrs.*) | 308·4 35·8 23·8 — P65' H73' F55' | Marseilles French | C.2Cy.39"&78"–42" NB00 288NHP Forges & C. de la Medit., Hav | | V |
| 819 NDFT | **Anchises** — *B. de Boer* — (*ex* Wilcannia) 2 *Dks* (1 *Stl*) & *Str B* — *Inner bottom Iron* | 2763 / 2541 / 1701 | ✝ — Lon — 12,97 | 1888 Wigham Richrdsn & Co Newcastle | Nederl. Stoomv. Maats. Oceaan | 325·8 40·2 25·5 — P36' B96' F44' — BK11" *WB = Cell* | Amstrdam Dutch *6 BHCem DB 270' 402t* | T.3Cy.27½",48½"&71"–48" 383NHP 3DB.*12pf*, GS174, HS6840 Wigham Richrdsn & Co. Nwc | 28 « 8 | D |
| 820 114895 | **Anchor of Hope** — 1 *Dk* | 79 / 74 / 22 | ✝100A1 Shl — *For fishing purposes* 8.03 | 1903 Smith's Dock Co. Ld. North Shields *Lloyd's* | W. H. Leask | 80·0 18·1 8·3 — BK6" *WB =* | Peterhead British *4 BHCem FPT* | C.2Cy.10½"&23"–16" (s) 125lb 23RH 1SB.*2pf*, GS25, HS531 Shields Eng. Co. Ld. N. Shl. | 9 « 0 | |
| 821 70476 QFSW | **Anchoria** — *J. L. Blaikie* –04 — *Ref. Mchy.* | 4157 / 4157 / 2713 | ... | 1874 Barrow S.B.Co. Barrow | Anchor Line (Henderson Bros.) Ld. | 408·0 40·1 33·8 | Glasgow British | T.3Cy.36",59"&96"–48" NB87 638NHP D. & W. Henderson, Gls. | | C |
| 822 86480 WMKJ | **Ancient Briton** — *T. J. Henderson* 96–97 — *ss* Cff. No. 3–1,95 — *ss* Shl. No. 2–04 — *Well deck* — 1 *Dk (Irn)* 2 *Str B* | 1003 / 882 / 611 | ✝100A1 Shl — 6.01 | 1882 Tyne I.S.B. Co. (Lim.) Newcastle *Lloyd's* | Temon S.S. Co. Ld. (E. R. Newbigin, *Mgr.*) | 225·0 31·2 16·0 — Q118' B44' F28' — drp05 FK *WB = DBa 57' f 67'* | Newcastle British *4 BHCem 215t APT 8t* | C.2Cy.28"&52"–33" (s) 80lb *80lb* NDB00 98RHP 1SB.*3pf*, GS80, HS2032 R. & W. Hawthorn, Nwc. | 17 « 1 « 2 « 0½ | ~~13,03~~ 3,04 |
| 823 112841 SHBV | **Ancobra** — *F. F. Hird* –08 — 2 *Dks* (*Stl*) | 2646 / 2422 / 1642 | ✝100A1 Liv — 7.01 | 1901 A. McMillan & Son. Ld. Dumbarton | Elder, Dempster & Co. *WB = Cell DB* | 325·6 45·2 19·6 — P35' B&F262 — FK *WB = DBa 86' f 140' u E&B* | London British *6 BHCem 2nd APT 18t* | T.3Cy.28",37"&61"–42" (s) 160lb *160lb* 257NHP 2SB.*6cf*, GS112, HS4100 Muir & Houston, Ld. Gls. | 22 « 2 « 2 « 5 | 9,03 |
| 824 95205 KTHL | **Ancona** — *J. Mitchell* –00 — *ss* Lth. No. 3–1,01 — *ss* Lth. No. 1–05 2 *Dks* (1 *Irn*) | 1245 / 1073 / 778 | ✝100A1 Lth — *Steel* 1.03 | 1888 Ramage & Ferguson Leith *Lloyd's* | Leith, Hull & Ham. S. Pkt. Co. Ld (J. Currie & Co. *Mgrs.*) | 248·9 33·2 17·0 — P28' B40' F28' — BK9" *WB = MT 38'* | Leith British *4 BHCem 240t FPT 30t* | T.3Cy.18",30"&48"–36" 160lb *55lb* 134NHP 1SB, *3cf*, GS62, HS2082 Ramage & Ferguson, Leith | 18 « 4 « 2 « 10 | ~~4,08~~ 4,10 |
| 825 21 NCRL | — — *G. Paturau* — (*ex* Osborne) 2 *Dks* | 682 / 517 / 430 | | 1861 Blackwood & Gordon Pt. Glasgow | Nav. Gen. Italiana | 204·0 26·2 14·5 | Palermo Italian | C.2Cy.27½"&50½"–32½" NE77 NB99 121NHP W. Allan & Co. (Lim.), Sld. | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Belong. | 7 Years Classed first registered. Re-registered. |
|---|---|---|---|---|---|---|
| 826 HCJF | **Andalucia** *E.Sanchez* | **SteelScSr** ssMsl.No.2–01 2*Dks*(1*Stl*)&*Awngdk* | 1818 1743 1252 | ✝100A1 *Awng dk withfreeboard* 6,01 BS12,08 | Bcl Msl | *q* ✝1 MC5,01 |
| 827 HKNC | **Andalusia** *W.vonDöhren*97–01 *Elec.light* | **SteelScSr** 2*Dks*3*trB* | 5441 4492 3477 | | | |
| 828 47828 VQHL | **—** *J.Peri*01–04 *Mchy.Aft* | **IronSc3MstSr** ssLon.2ndNo.3–3,01 1*Dk* | 289 250 160 | ✝ NB11,[illegible] | | … |
| 829 76538 RHDC | **Andalusian** *J.A.Singleton* –02 | **IronScSr** 2*Dks*(1*Irn*) | 1774 1686 1142 | ✝ 9,77 | Liv | Lv |
| W[illegible] NDFV | **Andania** *F.W.van der Eem*01–02 | **SteelScSr** 1*Dk*&*pt Awng dk*&*deepframing* | 2962 2575 1889 | | | … |
| 831 106920 | **Andaste** *C.E.Sayre*00–00 *Mchy.Aft* | **SteelSc** 1*Dk*2*trB* | 1574 — 1256 | | | |
| 83[illegible] HGKR | **Andelle** *P.Cam*78–98 | **IronScCtr** 1*Dk* | — — 73 | | | |
| 833 | **Andenæs** *M.Isaksen* –03 | **SteelScSr** 1*Dk*&*Awngdk* | 780 761 480 | | | |
| 834 RMDJ | **Andes** *D.Görtz* –02 (*ex*Lagos) | **IronScSr** 3*Dks* | *1869 1198 1197* | | | … |
| 835 110875 | **—** *W.Starmer*99–99 | **IronScK** ssGms.No.1–04 1*Dk* | 169 154 54 | ✝100A1 *Stm Trawler* 7,04 LMC[illegible] | Gms | |
| 836 HBQS | **Andira** | **IronPad** 1*Dk*&*pt Hurdk* | 463 — 240 | | | |
| 837 109451 QGDS | **Andoni** *E.E.Sheldrake* –02 *P.W.Hannah Millson* | **SteelScSr** ssBry.No 3–9, 2 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3188 3024 2034 | ✝100A1 *Spar dk* 2,04 12,01 LMC9,02 Cff | Bry Gms | *r* |
| 838 JBLF | **Andrassy** *N.Bassich*01–02 *Pronuda* | **SteelScSr** ssFiu.No.2–01 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*Web frames* | 1553 1376 939 | ✝100A1 *Spar dk withfreeboard* 2,04 2,03 12,04 | Tri Fiu | *p* |
| 839 | **Andre Reboucas** *G.Cunningham*04–04 | **SteelScSp** 1*Dk* | 432 411 192 | | | |
| 840 32 NCTM | **Andrea** *N.Bennoti* –04 (*ex*Antonios Stathatos) *Well deck* | **IronScSr** ssGen.No.3–12,95 ssGen.No.1–95 ssGen.No.2–04 1*Dk*(*Irn*)2*trB* | 1507 1246 961 | ✝100A1 3,01 3,08 3,05 NP3,97 LMC MS1,04 | Gen | *p* |
| 841 HBNG | **Andreas** *G.Pianko* –04 *V.Embiricos* (*ex*Sir William Armstrong) | **IronScSr** ssNwc.No.3–6,93 ssBla.No.2–02 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | *2179 2036 1386* | ✝100A1 12,04 5,03 BS4,04 BS1,05 LMC4,02 | Npt Shl | *t* |
| 842 QHLM | **Andrée Rickmers** *H.Köln*02–02 *Elec.light* | **SteelSc** 2*Dks* | 1657 1528 1020 | | | |
| 843 | **Andrei Pervosvanni** *A.P.Smirnoff*98–00 *Elec.light* | **SteelScSr** 1*Dk* | 336 286 93 | | | |
| 844 107267 | **Andrew Carnegie** *C.C.Tousley*95–99 *Mchy.Aft Elec.light* | **SteelSc** 1*Dk*2*trB* | 4107 — 3068 | | | |
| 845 102169 NPFH | **Andrew Jolliffe** *F.Newton* –01 | **SteelScSrTug** 1*Dk* | 180 168 11 | | | |
| 846 HMQF | **Andriana Stathatos** *Remanda*80–97 ssPtR.No 3–5,04 *Elec.light* | **SteelSc** 3**MstSr** ssShl.No.2–99 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | *2498 2362 1610* | ✝100A1 *Spar dk* 7,6 1,05 BS0,05 LMC6,99 | Npt Shl | *t* |
| 847 | **Andromachis** *S.Vlassopoulos* –02 (*ex*Lizzie) | **SteelScSr** ssCff.No.8–7,02 1*Dk*(*Stl*)&*Web frames*&*pt Awngdk*(*Irn*) | *2138 1575 1334* | ✝100A1 *pt Awng dk withfreeboard* 3.04 LMC MS3,04 BS0,03 | Msl | *s* |

| 8 When Built | 9 By Whom Built. Where Built. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Engines in which classed as S.S. Date of last Survey. | 16 Date when last shaft was drawn. |
|---|---|---|---|---|---|---|---|---|
| 1892 9mo | R.Thompson&Sons Sunderland A&CP | Cia.Anon.de Vap. Vinuesa | 250·0 36·0 16·8 24·4 BK9″ *WB=CellDB198′* | Seville Spanish 6*BHCem* 296*tAPT9t* | T.3C. 19½″,31½″&53″–36″ 160lb 90lb (*s*) 170NH 1SB,4*pf*,GS63,HS2565 N.E.MarineCo.(Lim.),Sld. | 19 ″ 4 s 9 ″ 2 | | 5,01 |
| 1896 | Palmers' Co.(Lim.) Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 399·3 50·1 27·3 P&B244′F41′ *WB* | Hamburg German | Q.4Cy.22½″,32″,47″&68″–51″ FD 330NH Palmers'Co.(Lim.),Nwc. | | G | |
| 1863 10mo | J.&R.Swan Maryhill | J.Fletcher | 147·7 19·8 11·7 Q51′F15′ len79 BK7″ | London British 3*BHCem* | C.2Cy.19″&34″–36″ (*s*) 80lb NE79 60RH 1SB,2*pf*,GS30 Hutson&Corbett,Glasgow | 12 ″ 0 s 7½ | | 3,00 |
| 1877 7mo | F.Leyland &Co. Liverpool | EllermanLines,Ld. (F.Swift,*Mgr.*) | 312·0 31·3 23·9 F27′ | SydnyNSW British 6*BH* 1PBH | C.2Cy.23″&60″–39″ NE&B88 187NH Fawcett,PrestonA Co.,Liv | 25 ″ 2 s 4 ″ 11 | | |
| 1895 | W.Pickersgill&Sons Sunderland | W.Ruys&Zonen | 310·0 42·9 19·2 Q77′ *pt Awng dk*233′ FK *WB* | Rottrdam Dutch | T.3Cy.22½″,37″&61″–42″ 249NH G.Clark(Lim.),Sunderland | 21 ″ 9 | V | |
| 1892 | Cleveland S.B.Co. Cleveland,O. | ClevelandCliffs IronCo. | 266·9 38·1 17·9 *WB* | Marquette Mich. Utd.States | T.3Cy.17″,29″&47″–36″ 133NH ClevelandS.B.Co Clevelnd | | | |
| 1867 | Nillus Havre | LaFluviale.Cie. Française de Transp.parEau | 111·2 18·4 6·6 | Rouen French | 2Cy.19″–134″ 20NH LeCreusot | | | |
| 1903 | Fredrkstad Mek.Værks. Fredrikstad | Vesteraalens Dampskibs selskab | 186·1 28·6 18·4 *WB* | Stokmarknæs Norwegian | T.3Cy.14½″,24½″&39″–27″ 79NH FredrikstadM.V.Frdstad. | | N | |
| 1865 | Randolph, Elder&Co. Glasgow | D.Görtz | 294·0 32·5 19·3 F23′ 27·1 len74 | Hamburg German | C.2Cy.24″&62″–36″ NE74 NB90 192NH J.Taylor&Co.Birkenhead | | | |
| 1899 5mo | Edwards Bros. N.Shields *Lloyd'sA&CP* | J.&G.Alward,Ld. | 106·0 21·0 11·0 Q48′F20′ BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11½″,18½″&30″–22″(*s*) 180lb 45RH 1SB,2*pf*,GS30,HS935 Gt.Cen.Co-op.Eng.&Ship RepairingCo.Ld.Gms | 12 ″ 0 | | 4,04 |
| 1871 | ThePusey &JonesCo. Wlmgtn,Del. | AmazonStm.Nav. Co.Ld. | 150·0 26·0 7·0 | Para Brazilian | 2Cy.20″–72″ 52NH ThePusey&JonesCo. | | | |
| 1898 8mo | W.Hamilton&Co. Port Glasgow A&CP | ElderDempster Shipping,Ld. *WB=CellDBa* | 329·2 45·5 16·2 P31′B118′F39′ 23·8 94′*aE24*/*f*144′740*t* | Liverpool British 6*BHCem* *APT77t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 301NH 2SB 6*tf*,GS141,HS4691 D.Rowan&Son,Glasgow | 18 ″ 6 s 4 ″ 7 | | 8,03 8,04 |
| 1892 12mo | Wigham Richrdsn&Co Newcastle A&CP | Royl.Hungar'nSea Nav.Co.Adria,Ld. *WB=CellDB195′* | 240·4 34·0 14·0 P28′B55′F31′ 21·2 FK 4*BHCem* 306*tAPT18t* | Fiume Aust.-Hung. Wigham Richrdsn&Co.Nwc | T.3Cy.20″,32″&53″–36″ (*s*) 165lb *80lb* 181NH 2SB,4*tf*,GS80,HS2868 | 16 ″ 3 s 5 ″ 6½ | | 1,02 5,04 |
| 1904 | C H Walker &Co.Ld. Sudbrook | C.H.Walker&Co. Ld. | 164·0 27·1 10·7 | London British | T.3Cy.13″,22″&34″–22½″ Plenty&Sons,Newbury | | | |
| 1883 7mo | J.Readhead&Co. S.Shields *Lloyd'sA&CP* | M.&A.Dall'Orso fu G. *WB=DB* | 249·0 36·0 17·5 Q95′B52′F26′ BK9″ 4*BHCem* *n74*/*f64*′*343t* | Spezia Italian | C.2Cy.29″&54″–36″ (*r*) 80lb *80lb* NDB95 139NH 1SB,3*pf*,GS61,HS2364 J.Readhead&Co.S.Shields | | | 8,03 8,05 |
| 1884 1mo | Armstrong Mitchell&Co Newcastle *Lloyd'sA&CP* | EmbiricosBros. *WB=JDa* | 300·6 37·1 24·3 P26′B60′F38′ BK10″ 7*BHCem* 90′150*t* | Andros Greek | C.2Cy.32″&68″–42″ (*a*) 90lb *100lb* NDB01 228NH 2SB.6*pf*,GS105,HS3473 Blair&Co.Ld.Stockton | 25 ″ 9 s 4 ″ 11½ | | 6,08 10,04 |
| 1902 | Rickmers Act.Ges. Bremerhaven | RickmersReisnühlen,Rhed.& Schiffb.Act.Ges. | 253·9 37·2 19·6 P&B161′F34′ | Brmrhavn German | T3Cy18⅞″30⅛″&49⅜″–31½″ 135NH Gebr.Sachsenberg,Rosslau | | G | |
| 1899 | Bremer "Vulkan" Vegesack | ImperialCommittee to assist the Pomars | 136·4 26·2 12·7 | S.Petrsbrg Russian | T.3Cy.12½″,19¾″&31½″–21½″ 46NH Bremer"Vulkan,"Vegesck | | | |
| 1897 | Cleveland S.B.Co. Cleveland | WilsonTransitCo. | 403·0 48·0 24·3 | Cleveland Utd.States | T.3Cy.23″,38″&63″–40″ 251NH ClevelandS.B.Co.Clevelnd | | V | |
| 1894 | J.Readhead&Sons S.Shields | W.&T.Jolliffe | 102·0 22·0 12·1 B32′ | Liverpool British | T.3Cy.14½″,24½″&38½″–27″ 150RH J.Readhead&Sons,S.Shl. | | | |
| 1891 8mo | W Doxford &Sons(Lim.) Sunderland *Lloyd'sA&CP* | StathatosBros. *WB=Cell1* | 300·0 40·7 15·9 B26′F35′ 23·1 FK 1250′589*tAPT18t* *MT36′620t* | Ithaca Greek 5*BHCem* 6*tf*,GS112,HS4100 | T.3Cy.23″,37″&60″–42″ (*s*) 160lb *60lb* 253NH 2SB,6*tf*,GS112,HS4100 W.Doxford&Sns(Lim)Sld. | 18 ″ 3 s 5 ″ 6½ | | 7,08 N1,05 |
| 1890 7mo | J L Thompson&Sons Sunderland A&CP | S.Vlassopoulos& A.Papapetro *WB=D Ba82′f64′299t* | 284·0 38·0 19·2 P29′ *pt Awngdk*181′ Q74′ drp04 BK9½″ 6*BHCem* *APT22t* | Galaxidi Greek | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 201NH 2SB,4*cf*,GS74,HS2990 Blair&Co.Ld.Stockton | 20 ″ 8 s 8 ″ 2½ | | 3,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut — Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terminaison indiquant les époques. Lettres d'Enlèvement. | Construit. Quand — Navire / Mach. | Par qui — Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Chaudières. NHP= Force en chevaux d'après les [illegible] de la Société. IHP= [illegible] en chevaux d'après les papiers du navire. Nombre des Hélices & Foyers. Nom des Constructeurs des machines. | Charbon Quantité. Pleine charge. Soutes à charbon. Jours de charbon. | Machines dans le Tir. Dernier Certif. | Date de la dernière Visite dans le port indiqué. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **848** 109807 QNFR | **Andromeda** *C Freer* –98 (*Trawler*) 1 *Dk* | SteelScK 149 142 47 | | ... | 1898 Edwards Bros. North Shields | | Grimsby&N.Sea StmTrawlingCoLd | 104·0 20·8 10·8 Q18 F20′ BK7½′ | | | Grimsby British | T 8Cy.11″,17″&30″–21″ 41RH N.E MarineCo.Ld Sld. | 11 « 10 | |
| **849** 109703 | — *C.Parker* –[illegible] 1 *Dk* *Elec.light* | SteelScK 130 121 21 | ✝ *Stm Trawler* [illegible] | ... | 1899 10mo | J.T Eltringham&Co. S.Shields A&CP | VedraSteamFishingCo.Ld. | 96·0 19·1 10·8 BK7′ | | | Sundrland British *3BHCem* | C.2Cy.16″&34″–22″ (s) 120lb 47RH 1SB,*2pf*,gs31,hs981 J.T.Grey,S.Shields | 11 « 10 | |
| Should be "Ethelwynne." See No. 4 in Suppl. | **850** **Andros** *Turret deck* 1 *Dk* | SteelScSr 3275 2[illegible] | | | 1904 | W.Doxford &Sons,Ld. Sunderland | DrydenStm.Shppg Co. | 332·1 46·6 22·0 | | | London British | T.3Cy.28½″,39″&64″–42″ 265NHP W.Doxford&Sons,Ld.Sld. | | |
| **851** HQKJ | — *A.Embiricos* (*ex*Ardova) *ssCff.No.1–01* 1 *Dk*(*Irn*)2*tr b* *&Web frames&B.Dk rule* | SteelScSr 3139 2914 2012 | ✝100A1 Cff *with freeboard* 4.04 ✝LMC MS4,00 BS6,03 | *u* | 1896 11mo | BlythS.B. Co.Ld. Blyth A&CP | G.M.Embiricos& Sons *WB*=*Well DB* | 324·5 47·0 22·2 P27′B70′F34′ FK *a&uE*180′*f*130′*m*705t | | | Andros Greek *5BHCem* *APT*18t | T.3Cy.24″,40″&65″–42″ (r) 160lb *80lb* 281NH 2SB,*6rf*,gs119,hs4324 Blair&Co.Ld.Stockton | 24 « 10 64 « 4½ | 8,05 |
| **852** RJNF | — *P.E.Bradhering*00–02 (*ex*Rosario) 2 *Dks*3*tr b* | IronScSr 1829 1668 1163 | | | 1881 | Blohm& Voss Hamburg | DeutscheLevante Linie | 270·7 34·4 23·8 P24′H—F40′ | | | Hamburg German | C.2Cy.34″&69″–39″ 181NH Blohm&Voss,Hamburg | | G |
| **853** 1172 HGWN | **Anekawa Maru** (*ex*Hijikawa Maru No. 2) 2 *Dks* | WoodScSr 273 255 169 | | | 1890 | J.Ellerton Osaka | OsakaShosen KabushikiKaisha | 130·5 18·6 15·1 | | | Osaka Japanese | C.2Cy.16″&31″–21″ 37NH OsakaIronWorks,Osaka | | |
| Struck off | **854** WDJR | **Anerley** *R.M.Robertson* –99 *ssMdb.No.3–11,92* *ssP.N1.No.2–01* 2 *Dks*(1 *Irn*-1 pt *Irn*)3*tr b* | IronScSr 1887 1769 1199 ✝~~100A1~~ 8.03 NE&B11,9 BS2,03 | Bkn *s* | 1881 9mo | J.Blumer &Co. Sunderland A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co *Mgrs.*) *WB*=*DBa* | 270·0 37·2 24·2 P30′B64′F30′ BK9½′ *a&uE*184′270′ *FPT* | | | London British *5BHCem* 35t *APT*25t | F.3Cy.21″,35″&57″–39″ (s) 160lb *80lb* NDB92 208NH 2SB,*4cf*,gs74,hs2990 Blair&Co.(Lim.),Stockton | 25 « 10 | 2.03 |
| **855** HBGM | **Angamos** (*ex*Spartan,*ex*Citta di Venezia) 3 *Dks* | SteelScSr 3599 3367 2356 | | ... | 1890 | C.S.Swan& Hunter Newcastle | Cia Sud Americana de Vapores | 377·1 44·3 25·0 P62′B114′F64′ BK9½′ | | | Valparaiso Chilian *WB* | T.3Cy.30″,50″&79″–54″ 549NHP WllandSlpwy&EC(L)Nwc | 28 « 0 | |
| **856** 20 NGVD | **Angela** *P.Bancalari* –00 (*ex*Trevose) *Well deck* | IronScSr 1493 1205 1003 ✝100A1 ~~6.01~~ 05,05 MC2,03 BS4,02 | Gen *g* ✝LMC BS4,04 | | 1882 10mo | J.Readhead &Co. S.Shields *Lloyd's SA&CP* | Flli.Sanguineti fuG. | 259·5 36·0 17·5 P136 B26′F32′ BK9½′ *WB*=*DBa* | | | Spezia Italian *1BHCem* 78′*f*72′340t | C.2Cy.30″&68″–36″ (s) 80lb *75lb* NDB99 161NH 2SB,*4pf*,gs71,hs2706 J.Readhead&Co.S.Shields | 18 « 6 s 1 « 11 | 5,05 |
| **857** HGNS | **Angèle Achaque** *N.Schiano* –99 *Well deck* *Mchy.Aft* | SteelScK 172 129 42 ✝100A1 7.03 | Alg *b* ✝LMC7,03 | | 1899 4mo | J.Shearer &Son Glasgow A&CP | ServicesCotiers à Vap.(Les fils de C. Achaque) | 114·0 20·1 8·2 Q39′B8′F20′ BK6½′ *WB*=*FPT* | | | Algiers French *3BHCem* 9t *APT*3t | C.2Cy.14″&29″–21″ (s) 120lb 41NH 1SB,*2pf*,gs31,hs770 Muir&Houston,Ld.Gls. | 9 « 1 s « 8 | 7.03 |
| **858** 279 NGVT | **Angelica Accame** *S.Rossi*00–00 (*ex*Ovingham) 2 *Dks*(1 *Irn*)3*tr b* | IronScSr 1998 1816 1278 ✝100A1 2.03 BS6,02 | Gen *s* ✝LMC7,06 | | 1885 4mo | A.Leslie& Co. Newcastle *Lloyd's SA&CP* | E.Accame&Figli *WB*=*DBa* | 276·5 36·8 24·0 P3 F31′ BK9½′ 68′150t *DB*/60′150t | | | Genoa Italian *APT*20t | C.2Cy.32″&62″–39″ (s) 80lb 72*lb* NDB99 182NH 2SB,*4pf*,gs83,hs2910 N.E.MarineCo.Ld.Nwc. | 25 « 3 s 4 « 5 | 1,03 |
| **859** | **Angelica zum Bach** *T.Wiese*00–04 1 *Dk* | SteelScSr 1350 1150 800 | | | 1904 | Schiffsw. v. Henry Koch Lübeck | Leonhardt& Blumberg | 250·0 37·0 17·3 | | | Hamburg German *WB* | T.3Cy.17″,28½″&45½″–32½″ 117NH J.F.Ahrens,Altona | | |
| Broken up 1[illegible] | **860** 60 | **Angelina** *P.Chiappara* –88 (*ex*ConteCavour) | IronSc 110 86 44 | | 1862 | ..... London | Flli.Corvaja | 102·0 16·0 8·4 | | | Palermo Italian | C.2Cy. | | |
| **861** 107494 | **Angeline** *S.N.Murphy*89–00 *Elec.light* *Mchy.Aft* 1 *Dk*2*tr B* | SteelScSr 4644 — 3538 | | | 1899 | Detroit S.B.Co. Wyandotte | PresqueIsleTrans. Co. (Cleveland CliffsIronCo. *Mgs.*) | 123·9 51·9 28·0 F50′ *WB* | | | Cleveland, Ohio Utd. States | T.3Cy.22″,35″&58″–42″ 218NH DetroitS.B.Co.Detroit | | V |
| Converted "Cupido," See No. 34 in Suppl. | **862** [illegible] | **Angeln** *C.W.Müller*97–97 1 *Dk*2*tr B* | IronScSr 591 521 | | 1881 | G.Howaldt Kiel | Nord-Ostsee-Rhederei | 175·5 25·1 15·9 B44′ | | | Hamburg German *WB* | C.2Cy.20½″&37½″–27″ NB97 61NH Gebr.Howaldt,Kiel | | G |
| **863** 68721 NHLT | **Angelo** *E.J.Johnson* –92 *Well deck* *Elec.light* | IronSc3MastSr 1541 1057 978 | | ... | 1874 | Humphrys &Pearson Hull | T.Wilson,Sons& Co.Ld. | 258·8 33·6 18·2 P385t H73t F32t | | | Hull British | C.2Cy.37″&72″–42″ NB85 280NH Humphrys&Pearson,Hull | | BT till [illegible] 7,05 |
| **864** 102657 | — *W.Marshall*00–00 *Mchy.Aft* 1 *Dk* | SteelSc 122 97 47 | | ... | 1894 | Mackie& Thomson Glasgow | W.Cooper | 85·6 18·4 7·7 Q28′ den98 [illegible] | | | Glasgow British *WB* | C.2Cy.10″&20″–14″ 17RH Muir&Houston,Glasgow | 8 « 6 | |
| **865** 4[illegible] NDFB | **Angelo Padre** ~~1 *Dk*(*Irn*)&*Spardk*(*Irn*–ws)3*tr B*~~ (*ex*Angers) *P.Ferrari*05–05 | IronScSr 3214 2918 2122 ✝100A1 *Spar dk* 8,05 BS8,04 MS4,05 | Gen *u* ✝[illegible] | | 1882 10mo | D.P.Garbutt Hull *Lloyd's SA&CP* | A.Parodi fuB. | 320·6 40·0 28·1 B66′F32′ BK10′ *WB*=*DBa* | | | Genoa Italian *5BHCem* 90/*f*88′428t | C.2Cy.40″&72″–48″ (a) 80lb 282NH 2SB &1AuxSB2,96,*6pf*/*8cf* gs159,hs5741 C.D.Holmes&Co.Hull | 22 « 4 s 6-10½ | 6,03 |
| **866** 2605 HJFG | **Ångermanland** *J.Abrahamson* –99 1 *Dk*&*Shelterdk* | IronScSr 645 348 478 | | | 1872 | Bergsunds Mek Verkst Stockholm | Hernösands Ångb.Aktieb. (S.J.Hamberg) | 170·5 25·1 12·9 H52t 20·3 | | | Hernösand Swedish | C.2Cy.26″&47″–27″ 96NHP W.Lindbergs Mk.V.Skm. | | |
| **867** 113094 | **Angerton** *R.Simpson* –08 1 *Dk* | SteelScK 186 171 75 ✝100A1 *Stm Trawler* 5,03 ✝LMC10,00 | Bos | | 1901 1mo | Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP* | BostonDeepSea Fishg.&IceCo.Ld. | 116·0 21·1 11·1 Q18 F20′ BK7½′ | | | Boston British *3BHCem* | T.3Cy.12″,20″&32″–22½″ (s) 180lb 52RH 1SB,*2pf*,gs29,hs1066 N.E.MarineEng.CoLd.Sld. | 12 « 0 | 6,03 |
| **868** | **Angheliki** *B.Caramouzi* (*ex*Georghios) | Iron&SteelScSr 100 55 59 | | | 1879 | Stabilmnto Tecnico Trieste | HadjiDaout Farkouh | 114·0 17·0 9·0 B—F— | | | Smyrna Turkish | C.2Cy.14″&26″–18″ NB97 24NH StabilimentoTecnico,Tri. | | |
| **869** QHRF | **Anghin** *F.Schäfer* *Elec.light* (*ex*Dorothea Rickmers) 1 *Dk*\ *Spar dk* | SteelSc 1613 1490 1001 | | | 1903 | Rickmers Act.Ges. Bremerhaven | Norddeutscher Lloyd | 253·4 37·4 19·6 F164′F35′ | | | Bremen German | T.3Cy.18½″,30½″&49½″–31½″ 136NHP Gebr.Sachsenberg,Rosslau | | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage. Gross. Under deck. Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Where Classed. How employed. Equipment. Letter. | 7 | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Repairs in which classed. If not in L.R. Date of last Entry. | 16 Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Now named "Citta di New York," See No. 100 in Supplement | | | | | | | | | | | | | | |
| 870 386 NDGB | **Angiolina** P.E. Molfino 00–00 (ex Mendota, ex Caxton, ex Test) | **IronScSr** ss Brs. No. 3–10.98 ss Gls. No. 1–00 2 Dks (1 Irn & 1 pt Irn) 3 tr B | 2775 2573 1798 | ✠ 100 A1 8.02 | Xpt | *u* | 1883 7mo Lloyd's SA&CP | Oswald, Mordaunt & Co. Southampton | C. Parodi di A. | 310·6 38·8 26·7 P 28′ B 65′ F 36′ ND 95 BK 10′ WB = DBa 74′ u | Genoa Italian | C.2Cy. 31½″ & 74″–48″ 200lb *Ium/b* NDB01 316NHP 2SB, *6cf*, GS128 | 28 ″ 6 s 5 ″ 10 | | 3,00 |
| 871 59954 | **Anglesea** 1 Dk | **WoodPad** | 280 276 177 | | | | 1879 1903 | C. Girard Point Levis | J. C. Kaine | 132·5 21·9 9·2 | Quebec British | 1 Cy. 36″–96″ NB80 87RH Brush, Montreal | | | |
| 872 95312 NRSW | **Anglesey** | **SteelScSr** | 980 854 184 | | | | 1888 | Harland & Wolff Belfast | L. & N.W. Rlwy. Co. | 301·5 33·1 13·4 | Dublin British | T.6Cy. 19″, 29½″ & 48″–33″ 265NHP Harland & Wolff, Belfast | | BT till 8,05 | |
| 873 97671 MHFJ | — *T. Tyrrell* –00 *Mchy. Aft* | **SteelScK** ss Dub. No. 8–9,02 1 Dk (Stl) | 117 95 54 | ✠ 100 A1 9.02 NB5 BS5,01 | Dub | *a* | 1891 2mo Lloyd's SA&CP | P. Rodgers & Co. Carrickfrgus | Kynoch, Ld. | 91·5 17·9 8·3 Q36′ BK 6′ WB = FPT 9t | Beaumaris British | C.2Cy. 12″ & 24″–16″ 115lb 30RHP 1SB, *2pf*, GS28, HS575 Campbll & Calderwood, Pay | 8 ″ 10 | | 9,02 |
| 874 109977 QHBW | **Anglia** *Cable Vessel* *J.E. Leach* –01 *Elec. light* | **SteelTwinSc4MstSr** 2 Dks (Stl–1 pt wsp) & Spar dk (Stl–teak s) & deep framing, Orlop dk (Stl) after holds | 6538 6275 4055 | ✠ 100 A1 Spar dk 7.02 | Lon | *b*† | 1898 10mo A&CP | Vickers Sns & Maxim. Ld Barrow WB = Cell D Ba 138′ u | Telegraph Const. & Maintenance Co Ld | 449·0 54·2 24·7 B 108′ 32·7 FK & BK 3 Eq B 81′ f 161′ 1231t | London British pt Asp | T.6Cy. 22″, 35½″ & 61″–48″ (s) 195lb 649NH 1SB. *16rf*, GS320, HS10853 Vickers Ss. & Maxim Ld Brw | 28 ″ 0 s 10 ″ 6 | BT till 7,03 | 2,03 |
| 875 111031 RPKB | — *Elec. light* | **SteelTwinScSr** 2 Dks & Awng dk | 1862 1200 813 | | | | 1900 | W. Denny & Bros. Dumbarton | L. & N.W. Rlwy. Co. | 329·0 39·1 15·7 | Dublin British W Is | T.8Cy. 26″, 40″ & (2) 43″–33″ 424NH Denny & Co. Dumbarton | | BT till 3,03 3,06 | |
| 876 JBDW | — *A. Tellefsen* –00 (ex Hudson) *Well deck* | **IronScSr** ss Xia. 2nd. No. 3–8.03 1 Dk (Irn) 2 tr B | 1581 1260 992 | ✠ 100 A1 8.03 | Xia | *q* | 1878 11mo A&CP | W. Gray & Co. W Hartlepool | Dmpskselsk Anglia (A. Isachsen) WB = DBa 84′ f 91 | 260·6 34·8 19·4 Q 100′ B 61′ F 37′ ND 03 BK 9′ | Grimstad Norwegian 4 BHpt Cem pt Asp Tpd | T.3Cy. 19¼″, 33″ & 61″–33″ (s) 180lb 80lb NDB89 214NHP 2SB 4cf, GS72 89 T. Richardsn & Sons, Hpl | 20 ″ 7 | | 8,98 16,04 |
| 877 115330 | — *T. Alcock* –02 | **WoodSc** 1 Dk | 163 149 97 | | | | 1902 | W. J. Yarwood Northwich | Brunner, Mond & Co. Ld. WB | 91·1 21·6 10·6 | Liverpool British | C.2Cy. 13″ & 26″–18″ 23RH W. J. Yarwood, Northwich | | | |
| 878 96223 LSQM | — *W. Gilmour* –04 | **IronScK** (Trawler) 1 Dk | 147 133 50 | | | | 1890 | Cook Welton & Gemmell Hull | G.R. Nicholson BK 7½′ | 102·0 20·4 11·0 Q 22′ F 20′ | Liverpool British | T.3Cy. 12½″, 19½″ & 31½″–22½″ 50RH C.D. Holmes & Co., Hull | 11 ″ 10 | | |
| 879 89806 | — *R. Ramley* 89–89 | **IronPadSk** | 126 120 7 | | | | 1885 | J.T. Ellingham S. Shields | J. Heads | 100·6 18·7 9·7 | N. Shields British | L.1Cy. 35″–52″ 40RH J P Rennoldson & Sons., Shl | | | |
| 880 105226 | — *S. Grimmer* 97–98 | **Iron & SteelScSr** 1 Dk Irn framing Stl plating | 107 107 2 | ✠ Stm Trawler 6,01 | Abn | | 1898 5mo | Wood Skinner & Co. Ld. Newcastle | Irvin Stm. Fishing Co. Ld. (R. Irvin, Mgr.) BK 7½′ | 94·0 18·6 9·9 | N. Shields British 4 BHCem | C.2Cy. 14″ & 30″–21″ 33RH 1SB. *2pf*, GS27, HS734 Baird & Barnsley, N. Shields | 10 ″ 6 | | |
| 881 102749 PJLH | **Anglian** *W.J. Toozes* –98 (ex Megantic) *Elec. light* | **SteelSc4MstSr** 2 Dks (Stl) lower dk (Stl) forward 4 tr B aft | 5532 5392 3618 | ✠ 100 A1 6,04 LMC8,06 | Lon | *b*† | 1896 6mo A&CP | A. Stephen & Sons Glasgow WB = Cell D Ba 125′ u | Wilsons & Furness-Leyland Line, Ld. | 450·0 49·1 30·9 P 38′ Shelter dk a 25 B 254′ Shelter dk f 25 F 52′ FK Eq B 63′ f 182′ 1058t | W. Hartlpl British 7 BHCem APT 66t | T.3Cy. 32″, 54″ & 86″–54″ (s) 180lb 660lb 660NH 4 DB. *18cf*, GS384, HS11217 A. Stephen & Sons, Glasgow | 34 ″ 3 s 7 ″ 8½ | | 6,04 |
| 882 68820 NVJQ | — *G.F. Entwistle* 01–02 ss Sou. No. 3–2,86 ss Son. No. 2–94 | **IronScSr** 2 Dks 3 tr B | 2159 2120 1354 | ✠ 4,99 2,85 | Auk | *t* | 1873 3mo | Aitken & Mansel Glasgow | Huddart, Parker & Co. Proprietary Ld. | 314·0 35·8 26·4 B 49′ F 46′ Dpts 79 BK 10′ | Hobart British 5 BHCem | T.3Cy. 26″, 42″ & 69″–42″ 309NH 2DB, *8cf*, GS240 *Tpd* 85 T. Rchdsn & Sns. Hpl. | 27 ″ 5 | | |
| 883 112770 SBHF | **Anglo African** *R. Calvert* 96–00 *Elec. light* | **SteelScSr** 1 Dk (Stl) & Spar dk (Stl) & deep framing | 4186 3992 2693 | ✠ 100 A1 Spar dk 12,04 4,05 | Bry | *x* | 1900 11mo A&CP | Short Bros. Ld. Sunderland WB = Cell D Ba 112′ u E 26′ | Nitrate Producers SS Co Ld (Lawther, Latta & Co. Mgrs.) | 370·2 48·7 19·0 P 39′ B & F 30′ 28t FK f 154′ 969t FPT 104t | London British 6 BHCem APT 66t | T.3Cy. 26″, 43″ & 71″–51″ (s) 180lb 180lb 418NH 2SB, 6pf, GS126, HS5465 FD G. Clark, Ld. Sunderland | 21 ″ 6 s 5 ″ 0 | | 6,02 4,05 |
| 884 110121 RDFH | **Anglo Australian** *O.H. Lewis* –02 *Elec. light* | **SteelScSr** ss Sld. No. 1–01 1 Dk (Stl) & Spar dk (Stl) & deep framing | 4019 3850 2581 | ✠ 100 A1 Spar dk 4,05 | Shl Sld Bry | *x* | 1899 5mo A&CP | Short Bros. Sunderland WB = Cell D B a 106′ u | Nitrate Producers SS Co Ld (Lawther, Latta & Co. Mgrs.) | 370·4 48·1 20·3 P 35′ B 21 2′ F 37′ 28·8 FK E 24′ f 152′ 900t FPT | London British 6 BHCem 69t APT 78t | T.3Cy. 26″, 42″ & 70″–48″ (r) 180lb 100lb 390NH 2SB, 6pf, GS121, HS5049 FD G. Clark, Ld. Sunderland | 30 ″ 0 s 5 ″ 5½ | | 5,03 |
| 885 114776 SQDW | **Anglo Canadian** *J. Parsons* 96–01 *Elec. light* | **SteelScSr** 1 Dk (Stl) & Spar dk (Stl) & deep framing | 4239 3985 2680 | ✠ 100 A1 Spar dk 4,05 | Bry | *y* | 1901 10mo A&CP | Short Bros. Ld. Sunderland WB = Cell D Ba 112′ u E 26′ f 158′ 999t FPT | Nitrate Producers SS Co Ld (Lawther, Latta & Co. Mgrs.) | 380·0 50·1 19·3 P 35′ B & F 32′ 27·9 FK | London British 6 BHCem 62t APT 19t | T.3Cy. 26½″, 44″ & 73″–51″ (s) 180lb 100lb 472NH 3SB. 9pf, GS165, HS6493 FD G. Clark Ld. Sunderland | 20 ″ 6 s 4 ″ 7½ | | 1,04 12,04 |
| 886 110004 QKGB | **Anglo Chilian** *J. Johnson* –02 *Elec. light* | **SteelScSr** ss Shl. No. 1–03 1 Dk (Stl) & Spar dk (Stl) & deep framing | 3817 3642 2442 | ✠ 100 A1 Spar dk 11,03 1,05 | Shl Nwc LMC12,02 BS 1,05 | *w* | 1898 11mo A&CP | Short Bros. Sunderland | Nitrate Producers SS Co Ld (Lawther, Latta & Co. Mgrs.) WB = Cell D Ba 112′ u E 24′ f 150′ 878t | 369·5 46·1 19·8 P 35′ B 98′ F 39′ 27·5 FK | London British 6 BHCem APT 76t | T.3Cy. 25″, 41″ & 68″–48″ (s) 180lb 100lb 357NH 2SB 6pf, GS128, HS4524 FD G. Clark, Ld. Sunderland | 21 ″ 0 s 5 ″ 10½ | | 10,02 1,05 |
| 887 NFTP | **Anglo-Dane** *J.C. Wiborg* | **IronScSr** ss Cpn. No. 3–78 1 Dk 2 tr B | 808 602 486 | ✠ 5.82 | Shl | | 1866 7mo | A. Leslie & Co. Newcastle | Forenede Dmpskib. Selskab | 208·5 28·4 14·8 Q 63′ F 35′ SD 78 WB = MT 24 | Copnhagn Danish 4 BH Cmp | C.4Cy. 19″ & 38″–30″ 132NH Burmeister & Wain, Cpn. | | | |
| 888 115813 TJGB | **Anglo Saxon** ~~H. Penny~~ –02 *Elec. light* | **SteelScSr** *W.A. Isaacs* –04 1 Dk (Stl) & Spar dk (Stl) & deep framing | 4263 3993 2671 | ✠ 100 A1 Spar dk 5,05 | Bry Nwc LMC5,02 | *y* | 1902 5mo Lloyd's SA&CP | Short Bros. Ld. Sunderland WB = Cell D Ba 112 u E | Seafield Shppg. Co. Ld. (Lawther, Latta & Co. Mgrs.) | 380·3 50·2 19·3 P 35′ B & F 32′ 27·9 26′ f 158′ 999t FPT | London British 6 BHCem 62t APT 19t | T.3Cy. 28″, 45″ & 76″–51″ (s) 180lb 100lb 489NH 3SB, 9pf, GS165, HS6493 FD G. Clark, Ld. Sunderland | 20 ″ 6 s 4 ″ 7½ | | 12,01 |
| 889 108713 QBWT | **Angola** *A. Cameron* –02 2 Dks (1 Stl U Irn) & deep framing | **SteelScSr** ss Cff. No. 1–02 | 4307 4065 2801 | ✠ 100 A1 1,05 9,03 BS 5,04 MSI 1,05 | Gls Off LMC8,02 | *x* | 1898 4mo Lloyd's SA&CP | D & W Henderson & Co. Glasgow | S.S. Angola Co. Ld. (Maclay & McIntyre) WB = Cell D Ba 123′ u E 25′ f 160′ 1100t | 375·0 50·0 25·6 P 40′ B 98′ F 40′ FK | Glasgow British 6 BHCem APT 95t | T.3Cy. 25″, 41″ & 67″–48″ (s) 175lb 90lb 368NH 2SB. 6cf, GS111, HS4930 FD D. & W. Henderson & Co. Gls | 28 ″ 3 s 5 ″ 9 | | ~~12,02~~ 1,05 |
| 890 97675 MHTD | — *J.C. Barrow* –04 *Elec. light* | **SteelScSr** ss Liv. No. 2–00 2 Dks (UStl–ws) & Webframes | 2870 2513 1878 1511 | ✠ 100 A1 4,08 MC7,02 | Liv | *t* | 1891 6mo A&CP | R. Dixon & Co. Middlesbro' | African S.S. Co. (Elder, Dempster & Co. Mgrs.) WB = Cell D Ba 82′ u E | 312·0 39·2 24·6 P 31′ B 94′ F 41′ FK | London British 6 BHCem 16′ f 140′ 482t | T.3Cy. 23″, 38″ & 61″–42″ (s) 160lb 100lb NDB01 257NHP 2SB, 5cf, GS120, HS4113 T. Richardson & Sons, Hpl. | 27 ″ 5 s 5 ″ 2½ | BT till 7,04 8,05 | 7,03 |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Emplacement des machines. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Année de la Classification Spéciale. Port de la dernière Visite. Observations. | Construit. Quand. Navire. Mach. | Par qui. | Armateurs. | Dimensions d'après le Double. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Enregistrement. Pavillon. | Machines. No. et Type des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse Nœuds. | Franc-bord d'été. | Tirant d'eau correspondant. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 891 | **Angola** IronScSr<br>*A.Ramos* 94–99<br>HQQN 1 *Dk & Spardk tr B* | *1966*<br>*1948*<br>*1263* | ... | 1881 | Earle's Co. (Lim.) Hull | Empreza Nacional de Nav. à Vapor | 290·0 \| 35·0 \| 25·6<br>BK9½ | Lisbon Portuguese | C.2Cy.40″&72″–45″<br>NDB00 268NHP<br>Earle's Co. Ld. Hull | | | |
| 892 | **Angora** IronScSr<br>*A.Bahao* –03 ssSld.2nd No.3–1,00<br>(ex Ben Venue) ssCpl No.1–04 2 *Dks tr B* | *1539*<br>*1479*<br>*943* | ✝100A1 Cpl *q*<br>7,04 [illegible]<br>✝ [illegible] LMC [illegible] 8,04 | 1877<br>2mo | J. Laing Sunderland<br>A&CP | Mehmet Halid Tantavizadé | 257·4 \| 34·5 \| 23·9<br>F19′<br>ND00 drp04 BK9″<br>*WB*= | Constantpl Turkish | C.2Cy.27″&60″–39″ (*r*)<br>[illegible] *Iron* 187NHP<br>*ABHCem* 18SB,*4pf*,gs75,hs2548 NDB<br>*DBa*72′*f*28′ Thompson & Co. Newcastle | 24 | 8 | |
| 893 | **Angus** SteelScSr<br>118737 *J.B.Dakers* –04<br>VNMS *Turret deck* 1 *Dk* | 3619<br>3029<br>232 | | 1904 | W Doxford & Sons, Ld Sunderland | Angus Shipping Co Ld. (J.P.Bruce) | 339·9 \| 50·2 \| 22·6<br>P30 F38′ | Dundee British<br>*Wb* | T.8Cy.26″,42″&68″–42″<br>300NHP<br>W Doxford & Sons, Ld. Sld | | | V |
| 894 | — IronScK<br>E3409 *J.H.Dixon* 02–02<br>LQWC (*Trawler*) 1 *Dk* | 129<br>120<br>43 | ... | 1890 | Cochrane, Coopr & Schfl'd. Beverley | ~~S.O.Hull~~ W.Storm | 92·0 \| 20·6 \| 11·0<br>F18′<br>BK7½ | Port Natal, British | C.2Cy.15″&29″–21″<br>35RHP<br>C.D.Holmes & Co., Hull | 11 | 9 | |
| 895 | **Anholt** SteelScTug<br>*J.C.Sörensen* 1 *Dk* | 110<br>101<br>1 | | 1898 | Lobnitz & Co. Ld Renfrew | Forenede Dmpskib. Selskab | 82·7 \| 19·0 \| 10·0 | Copnhagn Danish | C.2Cy.14″&32″–21″<br>39NHP<br>Lobnitz & Co. Ld. Renfrew | | | |
| 896 | **Anhui** SteelTwinScSr<br>116340 *P.H.Cowan* 03<br>VGWQ 2 *Dks* | 2201<br>1941<br>1350 | | 1903 | Scott & Co. Greenock | China Nav. Co. Ld. | 300·0 \| 40·1 \| 20·6<br>B86′F37′ | London British<br>*Wb* | T.6Cy.14½″,24″&39½″–30″<br>171NHP<br>Greenock Foundry Co. Grk | | | BT |
| 897 | **Ani** SteelTwinScSr<br>*K.J.Elishkevitsch* 1 *Dk (Iru)* | 400<br>306<br>292 | ✝ Sld *f*<br>*Carrying Petroleum in tanks*<br>5,86 | 1886<br>4mo | Boolds, Sharer & Co. Sunderland | St. Petersburg Co. Nadeshda | 140·0 \| 24·0 \| 11·3<br>P21′B28′F26′<br>FK | Astrachan Russian | T.6Cy.9½″,15″&25″–18″<br>53NHP<br>N.E.Marine Eng. Co. Ld Sld | 12 | 0 | |
| 898 | **Anine** ~~Built 04~~ *Loth* –04 IronScSr<br>~~Ld. Hodbjr~~ ssSld.No 3–3,97<br>NWTH (ex Edmondsley) ~~ssBly.Nov.1–00~~<br>*Well deck* 1 *Dk (Iru) & Web frames* | 1448<br>1115<br>881 | ✝100A1 Bly *o*<br>11,04 [illegible]<br>M~~C~~12,00 ✝LMC<br>B84,04 B11,04 | 1884<br>5mo | J.L.Thompson & Son Sunderland<br>A&CP | Dpskslsk. Heimdal (M.Carl, *Mgr.*) | 245·2 \| 35·0 \| 17·5<br>*f*92′B59′F27′<br>FK<br>*WB*= *DBa*69′*f*54 | Copnhagn Danish<br>*1 BHCem* | C.2Cy.31″&57″–36″<br>~~55lb~~ *80lb* NDB94 162NHP<br>1DB,*4pf*,gs80,hs2811<br>288 *tAPT*21*t* J. Dickinson, Sunderland | 18 | 8 | [illegible] |
| 899 | **Anita** IronTwinScSr<br>*J.Munilla* –03<br>HCFM (ex Training Vessel Puigcerdá) 1 *Dk* | 259<br>—<br>124 | | 1874 | Forges & C. de la Médit. La Seyne | R.N.Soler | 130·0 \| 27·7 \| 8·7 | Ferrol Spanish | C.4Cy.14½″&25½″–11½″<br>19NHP<br>Forges & C. de la Médit. | | | |
| 900 | — IronScSp<br>*M.Gonzalez* (ex Aurora)<br>HCNR 1 *Dk* | 166<br>—<br>114 | | | W Hartlepool | Antonio Millan | 102·3 \| 21·0 \| 9·1 | Cadiz Spanish | C.2Cy.14″&28″–19″<br>28NHP<br>Glasgow | | | |
| 901 | **Anjou** SteelTwinScSr<br>*Lemerle* –00<br>HGRD *Elec.light* 1 *Dk* | 489<br>421<br>192 | | 1899 | De la Brosse & Fouché Nantes | Cie. Maritime de la Seine | 165·6 \| 24·4 \| 12·6<br>Q28′H47′RFD28′ | Rouen French<br>*WB* | C.4Cy.17⅞″&29½″–16½″<br>61NHP<br>De la Brosse & Fouché, Nts. | | | V |
| 902 | **Ann Arbor No. 3** SteelTwinSc<br>107418 *W.P.Robertson*<br>*Elec.light* 1 *Dk 2 tr B* | 1677<br>—<br>996 | | 1898 | Globe Iron Works Co. Cleveland, O. | Ann Arbor R.R.Co. | 258·3 \| 52·3 \| 15·3<br>*WB* | Grand Haven, Mich. Utd. States | C.4Cy.20″&40″–36″<br>160NHP<br>S.F.Hodge & Co Detroit | | | S |
| 903 | **Ann Webster** IronScSr<br>53659 *W.Nicholls* –01 ~~ssNwc.No.3–9,01~~<br>NQPJ ~~ssLon.No.2–00.~~<br>(ex Londrea, ex Ann Webster) 1 *Dk 2 tr B*<br>*Elec.light* ssLon.3rd No.3–8,04 | 792<br>644<br>479 | 90A1 Lon *k*<br>[illegible] 8,04<br>~~MSC,00~~ [illegible] ~~MBS,00~~<br>~~Refitted 03~~ | 1870<br>11mo | Withy, Alexander & Co. Hartlepool<br>A&CP | Little & Johnston | 200·6 \| 28·5 \| 15·9<br>Q47*t*<br>~~trp00~~<br>*WB*= *DB* | London British<br>*4 BHCem* | C.2Cy.~~23″~~&48″–36″<br>75lb *80lb* NB80 99RHP<br>1SB,*3pf*,gs47 NDB91<br>T. Richardson & Sons, Hpl. | 16 | 11 | ~~6.00~~ |
| 904 | **Anna** IronScSr<br>3336 *A.Fris* 99–99 ssNwc.No.3–2,94<br>JKDL (ex Glenmavis) ssShl.No.1–98<br>2 *Dks (Irn) 2 tr B* | 2243<br>1970<br>1414 | ✝ —— Nwc *s*<br>8,08 | 1881<br>6mo | Palmers' Co. Newcastle | Rederi Aktieb. Luleå-Ofoten (V.H.S.Tham, *Mgr.*) *WB* | 286·4 \| 37·2 \| 23·1<br>P28′B66′F32′<br>trp98 BK10″<br>= *CellDBa*96′*f*112′ | Stockholm Swedish<br>*5 BHCem* | T.3Cy.28½″,36″&68″–15″<br>*Tpd.8,91* 258NHP<br>2SB.*6pf*,gs110 NDB98<br>N.E.Marine E.Co.Ld Sld. | 25 | 10 | V |
| 905 | — SteelScSr<br>~~A.Cercich –03~~ ssTri.No.1–08<br>HBSQ 1 *Dk (Stl) & deep framing*<br>*C.G.Ivancich* –04 | 2095<br>1917<br>1304 | ✝100A1 Tri *s*<br>~~8,04 T.~~ 10,04<br>✝ [illegible] | 1899<br>3mo | Craig, Taylor & Co. Stockton<br>A&CP | Anna S.S.Co.Ld. (Flli.Cosulich, *Mgrs.*)<br>*WB*= *CellDBa* | 289·0 \| 43·2 \| 20·0<br>P27′B73′F32′<br>FK<br>96′*uE*22′*f*108′489 | Trieste Aust.-Hung.<br>*5 BHCem* | T.3Cy.22″,36″&69″–39″ (*r*)<br>160lb *80lb* 222NHP<br>2SB,*6cf*,gs80,hs3411<br>T. Richardson & Sns. Ld Hpl | 21 | 3 | ~~6.00~~ |
| 906 | — SteelScSr<br>*C.Gruenberg* –01 ssEls.No.1–04<br>HBFR 1 *Dk (Stl) & deep framing* | 2044<br>1673<br>1099 | ✝100A1 Bly *r*<br>1,00 ~~1.00~~<br>~~✝ LMC~~ | 1899<br>8mo | Helsingörs Jernsk & Msk Elsinore<br>A&CP | Russisch Baltische Dampfsch. Ges. (Helmsing & Grimm, *Mgrs.*) | 278·5 \| 40·3<br>Q16′B68′F34′<br>FK<br>*WB*= *CellDBa* | Riga Russian<br>*4 BHCem* | T.3Cy.19½″,32″&53″–36″ (*s*)<br>180lb *90lb* 189NHP<br>2SB.*8Arf*,gs61,hs2984<br>Helsingörs Jernsk. & Msk. b.<br>*f*110′68*t*/*FPT*46*t*/*APT*3*M* | 20 | 7 | ~~2.00~~ |
| 907 | — IronSc<br>~~A.Mayell –03~~ ssSld.No.3–8,93<br>NJRD (ex Torrice, ex Cedric) ssCpl.No.2–01<br>*Well deck* Jensen –05 1 *Dk (pt Irn) 2 tr B* | 1499<br>1178<br>913 | ✝100A1 Cpn *p*<br>~~6,04 T.~~ 1,05 [illegible]<br>✝ [illegible] LMC5,01<br>~~Refitted 03~~ | 1882<br>7mo | Murdoch & Murray Pt. Glasgow<br>*Lloyd's A&CP* | Dmpskslsk. Myren (Holm & Wonsild, *Mgrs.*) | 250·5 \| 35·0 \| 16·5<br>Q81′B69′F36′<br>BK9″<br>*WB*= *Cell DB* | Copnhagn Danish<br>*4 BHCem* | C.2Cy.30″&60″–39″ (*r*)<br>80lb *65lb* NDB85 172NHP<br>2SB.*4pf*,gs115,hs2759<br>Muir & Houston, Glasgow | 19 | 0 | ~~6.00~~ |
| 908 | — SteelScSr<br>*O.Olsen*<br>JPOF 1 *Dk & deep frames* | 1232<br>997<br>778 | | 1900 | Fevig Jern. Skibsbyg. Arendal | Dampskibet Anna's Rederi (W.Hansen) | 241·4 \| 35·0 \| 14·9<br>Q141*t*B51*t*H15*t*<br>F27*t* | Bergen Norwegian<br>*Wb* | T.3Cy.17″,27″&45″–33″<br>Sir C.Furness, 116NHP<br>Westgarth & Co. Ld. Mdb | | | N |
| 909 | — SteelTwinSc3MstSr<br>*G.M.Paleocheritis* –97<br>*Carrying Petroleum in bulk* 1 *Dk*<br>*Mchy.Aft Elec.light* | 1195<br>901<br>824 | | 1897 | Act.Ges. "Weser" Bremen | M.Gukasow | 224·5 \| 31·5 \| 17·2<br>P8′B89′F18′ | Baku Russian | C.4Cy.17¾″&31½″–21¾″<br>78NHP<br>A.G. "Weser," Bremen | | | |
| 910 | — SteelSc<br>(*Trawler*)<br>1 *Dk* | 234<br>228<br>99 | | 1903 | Bonn & Mees Rotterdam | Naaml. Vennootschap Visscherij Maats. de Kotter | 135·3 \| 21·6 \| 11·2 | Ymuiden Dutch | T.3Cy.12½″,20″&33″–24″<br>53NHP<br>Alblasserdamsche Mch. Alt | | | |
| 911 | — WoodScSp<br>1848 *A.F.Assmundsson* 01–02 1 *Dk*<br>HV... | 176<br>144<br>102 | | 1890 | J.O. Johansson Södra Garn | Rederiaktieb Unda (J.A.Waller) | 99·1 \| 22·8 \| 10·2<br>P20′ Q4′ H6*t* | Gothenbrg Swedish | | | | |
| 912 | — IronScSr<br>... *W.Scowcroft* 91<br>HPOJ 1 *Dk* | 135<br>125<br>87 | ✝ Lon<br>*For Towing purposes*<br>7,91 ✝ | 1891<br>7mo | G.Rennie & Co. London | H.A.Boreyscho & S.P.Maximovitch | 110·0 \| 19·5 \| 9·0<br>B11′<br>BK6″ | Libau Russian<br>*4 BHCem* | T.3Cy.18½″,22″&36″–24″<br>1SB3*pf*,gs45,hs1128 68NHP<br>Gourlay Bros. & Co., Dun. | 9 | 9 | |
| 913 | — IronScK<br>~~Bogesen~~ *Eisenhardt* ssGst.No.3–5,01<br>KRLB (ex Heron) | 133<br>—<br>85 | ✝100A1 Gst<br>*Stm Trawler*<br>6,04 ~~6.00~~<br>~~BS9,00~~ ✝LMC5,01 | 1891<br>4mo | Cook, Welt'n & Gemmell Hull<br>*Lloyd's A&CP* | ~~F.W.Jacobs~~ F. Busse | 100·9 \| 20·9 \| 10·9<br>BK7½ | Gatemnde German | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45NHP<br>*1 BHCem*<br>1SB,*2pf*,gs80,hs810<br>Bailey & Leetham, Hull | 11 | 10 | ~~6.00~~ |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Registered Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned. Now expired. Equipment. | Built. When | By Whom / Where | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registered in which classed, if not in L.R. Distinctive Private Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 914 107846 HGTQ | **Anna C. Minch** *J. Lampoh* –03 *Mchy. Aft* *Elec. light* **SteelScSr** 3Mst 1 *Dk* 2tr *Ib* | 4285 — 3229 | | | | 1903 | American S.B.Co. Cleveland, O | KinsmanTransit Co. | 380·0 \| 50·0 \| 28·0 F48′ | Fairport Utd. States *WB* | T.3Cy.22″,35″&58″–40″ 215NHP AmericanS.B Co.Clv. | | | |
| 915 177u HGTQ | **Anna Eugénie** *Layeyre* ex Strathlyon ss Msl. No.3–12.01 1 *Dk(Stl)* & *pt Awng dk (Stl)* & deep framing | 2512 1451 | ✠100A1 *pt Awng dk with freeboard* 6,05 4,04 | Cff Sld | *s* | 1889 10mo *Lloyd's* | Russell & Co. Greenock *sA&CP* | E.Frisch&Co. *WB* | 294·5 \| 40·2 \| 18·4 P21 Q86′B118′ F32′ FK = *Cell DB* 256′ 505*t* | Marseilles French | T.3Cy.22¾″,36″&58½″–39″ 160lb *50lb* (*s*) 222NH 5 *BHCem* *APT54t* 2SB,*6pf*,GS106,HS3452 J.Howden&Co.Glasgow | 20 ″ 0 ‹ 10 | | 1,04 |
| 916 HBSL | **Anna Goich** *T.Tomich* 01–01 ss Tri No 1 1,04 1 *Dk(Stl)* & deep framing | 2348 2022 1446 | ✠100A1 6,04 1,05 | Cff Tri | *s* | 1900 7mo 04 *Lloyd's* | Stabilimnto Tecnico Trieste *sA&CP* | Vva Maria Goich (D.Tripcovich) *WB = Cell DBa* | 290·0 \| 42·1 \| 19·5 P33′B76′F35′ drp01 FK 84′*u* E 20′*f* 108′620*t* | Trieste Aust.-Hung. 5 *BHCem* *APT50t* | T.3Cy.20″,32″&54″–39″ (*s*) 180lb *90lb* 200NH 2SB *6cf*,GS100,HS3121 Stabilimento Tecnico,Tri. | 21 ″ 10 ‹ 3 ″ 5 | | ~~8,08~~ 4,05 |
| 917 HGTR | **Anna Hermine** *Labarbe* **SteelScSr** *Now named "Titti," See No. 61 in Supplement* 1 *Dk(pt Irn pt Stl)* & deep framing | 1366 ~~1824~~ 758 | ✠100A1 6,11 | Cff | *n* | 1902 4mo *Lloyd's* | W.Harkess & Son Middlesbro' *sA&CP* | Soc.Anon.de Nav. L'Aquitaine (G. Colombier, *Mgr.*) (*in lig.*) *WB = Db* | 225·0 \| 35·1 \| 17·8 Q×3′B56′RFD86′ F21′ FK *a*6′*u* E 79′*u* B 15′*f* 92′ | Bordeaux French 4 *BHCem* 351*t* *APT29t* | T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld. | 16 ″ 6 | | |
| 918 | **Anna Liffey** ss Dub. No.3–11.01 1 *Dk* | | A– *Barge For River purposes only* 2,04 | Dub | | 1888 6mo | Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | ..... pt NDB03 FK *WB =* | Dublin British 2 *BHCem* *FPT9t* | 2Cy.10″–14″ (*s*) 90lb 6NHP 1SB,*1pf*,GS8,HS407 Ross&Walpole,Dublin | | | 2,04 |
| 919 97538 MBCN | **Anna Moore** *R.Wigzell* –02 (ex Chelydra) ss Npt. No.3–3,03 1 *Dk(pt Stl)* & *pt Irn)* 2tr *B* & *Web frames* & *pt Awng dk (Irn)* | 2825 2155 1794 | ✠100A1 *pt Awng dk with freeboard* 4,05 | Npt Cff Bry | *t* | 1890 12mo | J.L.Thompson&Sons Sunderland A&CP | J.Weatherill *WB* | 316·0 \| 40·5 \| 20·9 P29′Q88′ BK10′ *pt Awng dk* 198′ = *Cell DB* 224′474*t* | Dublin British 6 *BHCem* *APT33t* | T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *100lb* NDB04 256NH 2SB,*6cf*,GS106,HS3898 Blair&Co.(Lim.),Stockton | 23 ″ 5 ‹ 9 ″ 1½ | | ~~4,03~~ 5,04 |
| 920 MSHR | **Anna Podeus** *L.Möller* 99–99 *Elec. light* **SteelScSr** 1 *Dk* | 1480 1084 960 | | | | 1897 | Act.Ges. "Neptun" Rostock | H.Podeus *WB* | 245·3 \| 35·3 \| 15·1 Q72′B106′F24′ | Wismar German | T.3Cy 16½″,25⅝″&41⅜″–31½″ 98NH A.G. "Neptun," Rostock | | G | |
| 921 | **Anna Tiede** *R.Schultz* 01–04 **SteelScSr** 1 *Dk* | 1275 1100 775 | | | | 1904 | Schiffsw. v. Henry Koch Lübeck | C.Tiede | 245·0 \| 35·6 \| 17·3 | Wismar German *WB* | T.3Cy.17″,28¾″&45½″–32½″ 117NHP J.F.Ahrens,Altona | | | |
| 922 94 | **Anna Villa** *P.Villa* –03 (ex Professor Woermann) **IronScSr** 2 *Dks* | 1525 ~~1363~~ 996 | *Now named "Aracaty," See No. 33 in Supplement* | | | 1882 | Blohm& Voss Hamburg | Anna Castagnola (P.Villa, *Mgr.*) | 265·2 \| 35·6 \| 20·1 P46′H72′F32′ | Genoa Italian | C.2Cy.30″&50″–33″ 120NH Blohm&Voss,Hamburg | | G | |
| 923 107676 KRDJ | **Anna W.** *O.Nielsen* –03 **WoodScTug** 1 *Dk* | 204 — 139 | | | | 1901 | T.McCosker Baltimore | National Dredging Co. | 103·5 \| 25·5 \| 10·5 | Wilmgton (Del.) Utd. States | | | | |
| 924 RJTW | **Anna Woermann** *H.Carstens* 98–02 (ex Antonina) **SteelScSr** 2 *Dks* | 2335 2096 1491 | | | | 1893 | Blohm& Voss Hamburg | Woermann Linie Kommandit Ges. | 280·9 \| 37·9 \| 23·7 P20 B75′F36′ | Hamburg German *WB* | T.3.Cy.21″,34″&56″–39″ 196NH Blohm&Voss,Hamburg | | G | |
| 925 JTGV | **Anna & Caroline** 1 *Dk* & *Awng dk* **WoodScSr** | 428 422 299 | | | | 1875 | J Bonnesen Malmö | Bergens Kem. Fabriker | 132·2 \| 25·4 \| 10·9 H6*t* | Christiania Norwegian | C.4Cy.12″&24¾″–17¾″ 43NHP Burmeister&Wain,Cpn. | | | |
| 926 HGRP | **Annam** *Girard* 99–02 1 *Dk* & *Spar dk* **SteelTwinSc** | 6344 2338 | *Now named "Touraine," See No 12 in Supplement.* | | | 1898 | Message. Maritimes La Ciotat | Messageries Maritimes | 446·2 \| 50·9 \| 36·1 *Erections* 900*t* | Marseilles French *WB* | T.6Cy.33½″,48⅝″&79½″–43⅜″ 832NH Message.Marit.La Ciotat | | | |
| 927 HGRS | **—** *Truck* –05 1 *Dk(Stl)* & *Spar dk (Stl–pt–teak s)* *Elec. light* 3tr *B* & *Web frames* **SteelScSr** | 6163 4688 3523 | † *Spar dk* | | | 1899 9mo | Akt.Burmeistr&Wain Copenhagen A&CP | ~~Bot Asiatique~~ Française Messageries Maritimes *WB = Cell DBa* & *u* E 160′ | 408·4 \| 49·5 \| 19·9 P286′F40′ 27·5 es FK *f* 160′895*t* *FPT* 131*t* | ~~Marseilles~~ Dunkirk French 6 *BHCem* *IPT43t* | T.3Cy.29⅝″,47″&78″–51″ (*s*) 170lb 572NH 4SB.*12cf*,GS176.HS8352 FD Akt Burmeistr&Wain,Cpn. | 22 ″ 6 | | 11,03 |
| 928 HGRQ | **—** *Hounreau* **SteelScSr** 1 *Dk* & *Awng dk* | 315 191 127 | | | | 1901 | A.Dubigeon Nantes | Messageries Fluviales de Cochinchine | 159·2 \| 23·0 \| 8·2 H24′ | Saigon French | T3Cy.12,″20″&31½″–20½″ Brissonneau fils 45NH &A.Lotz,Nts. | | V | |
| 929 70635 SCBL | **Annandale** ~~*Lt. Freeman* –04~~ *Well deck* *Bones* –04 ss Shl. 2nd No.3–9,04 **IronScSr** ~~ss Hpl. No.3–6,04~~ ~~ss Nwc. No.3–6,04~~ 1 *Dk(Irn)* 2tr *B* | 1526 1190 966 | ✠100A1 6,04 1,05 B 9.04 | Shl LMC 9,04 | *q* | 1878 8mo | E.Withy& Co. Hartlepool A&CP | Gordon Steam Shipping Co.,Ld. *WB = DBa* 86′*f* 82′ *d* | 264·5 \| 33·4 \| 18·2 Q96′B68′F40′ BK9′ *u E* & *B* 45′37*t* | London British 4 *BHCem* T.Richardson&Sons,Hpl. | C.2Cy.32″&59″–33″ (*i* 65lb *80lb* NDB91 167NH 1DB,*4pf*,GS69 | 20 ″ 0 ‹ 1 ″ 10 | | ~~8,02~~ N2,05 |
| 930 87490 HWQC | **Anne Thomas** ~~*E. J. Lewis* –02~~ *B. Watkins* 1 *Dk(Irn)* 2tr *B* **IronScSr** ss Nwc. No.3–3,04 ss Bry. No.2–02 | 1360 1225 846 | ✠100A1 11,03 BS 9,03 BS 2,05 | Sws ✠LMC 4,02 | *p* | 1883 8mo *Lloyd's* | Palmers' Co (Lim.) Newcastle *sA&CP* | Anne Thomas S.S. Co.Ld. (E.Thomas, Radcliffe&Co.) *WB = DBa* | 249·5 \| 35·3 \| 17·8 B48′F26′ BK9′ 76′*f* 52′*d* *u* E 16′289*t* | Cardiff British 4 *BHCem* *APT16t* | C.2Cy.30″&58″–36″ (*e*) 80lb *80lb* NDB94 99RH 1SB,*4pf*,GS61.HS2323 Palmers' Co.(Lim.),Nwc. | 19 ″ 2 ‹ 2 ″ 10 | | 11.03 |
| 931 276 HCMR | **Annei Maru** *K.Fuzita* 84–93 2 *Dks* | 452 427 334 | | | | 1880 | Kosaku Bunkioku Nagasaki | Osaka Shosen Kabushiki Kaisha | 174·6 \| 22·8 \| 15·3 | Osaka Japanese | 2Cy.27⅛″–26″ 58NHP | | | |
| 932 96794 | **Annex, No. 2** | 338 208 169 | | | | 1878 | Brooklyn Annex Co. N.Baltimore | J.F.Kinley | 116·3 \| 30·9 \| 11·5 H130*t* | Halifax NS British | 1Cy.36″–108″ 43RHP McEntee&Dillon, Rondout,N.Y. | | | |
| 933 106961 PQNS | **Annie** *L.M.Wie* –01 *Spar dk (Stl)* 2tr *B* & *Web frames* **SteelScSr** ss Npt. No.1–00 | 3743 3556 2445 | ✠100A1 *Spar dk with freeboard* 10,04 7,05 | Cff Bry | *w* | 1897 4mo | Furness, Withy&Co Ld W Hartlepool A&CP | West Hartlepool Stm.Nav.Co.Ld. *WB = Cell DBa* 108′ | 340·0 \| 47·1 \| 19·3 P41′B105′F31′ 27·1 FK *u E* & *B* 47′*f* 130′687*t* | W.Hartlpl British 6 *BHCem* *APT41t* | T.3Cy.25″,40″&66″–45″ (*s*) 160lb P *80lb* *80lb* 299NHP S NDB01 2SB,*3pf*,GS125,HS4600 W.Allan&Co.(Lim.),Sld. | ~~22 ″ 10~~ ‹ ~~8 ″ 3~~ 29 ″ 1 ‹ 6 ″ 5 | | ~~6,08~~ 10,04 |
| 934 | **—** *C.Kuhl* 94–02 (ex Erato) *Well deck* **IronScBn** ss Hpl. No.3–2,96 ss Gst. No.2–03 1 *Dk(Irn)* 2tr *B* | 1651 1283 1025 | ✠100A1 5,04 4,03 2,05 DB 8,04 | Gst Cff LMC 6,03 | *q* | 1883 2mo | W.Gray& Co. W Hartlepool A&CP | Zerssen&Co. *WB = Db* | 259·1 \| 34·7 \| 19·5 P28′Q68′B66′F60′ BK9′ | Tönning German 4 *BHCem* *Ba* 80′*f* 94′333*t* | C.2Cy.32″&60″–39″ (*s*) 78lb *75lb* NDB92 167NHP 2SB,*4cf*,GS61.HS1375 Blair&Co.(Lim.),Stockton | 21 ″ 0 | | 6,03 |
| 934* | **—** *P.Swensson* 04–04 (ex Helena) *Well deck* **IronScSr** ss Nwc. 2nd No.3–8,03 1 *Dk(Irn)* 2tr *B* | *1148* *915* *714* | ✠100A1 5,04 ~~3,04~~ MS 7.03 BS 3.03 | Nwc Hpl LMC | *o* | 1878 8mo | J Readhead & Co. S.Shields A&CP | Rederiaktieb. "Edgar" (F.O.Liljefors, *Mgr.*) | 240·0 \| 32·1 \| 17·6 Q97′B99′F26′ BK8½′ *WB = D* | Landskrna Swedish 4 *BHCem* *Ba* 69′*f* 96′ | C.2Cy.27½″&52″–33″ (*i*) 70lb *80lb* NDB92 123NH 1SB,*3pf*,GS53,HS2157 J.Readhead&Co.S.Shields | 18 ″ 6 ‹ 1 ″ 10 | | 5,04 |

| Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage. Total. Sous le Pont. Net. | Details de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Vitesse maximum en nœuds. Lettre d'appel. Lettre d'Emploi. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Nbre—Force en chevaux d'après les Dimensions de la Société. Rbre—Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | Tirant d'eau. Franc-bord en hiver. Quille. pieds. pc. | Hauteurs des ponts au-dessus de la Ligne de Flottaison. | Date de la dernière visite pour la partie de la coque. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 935 | **Annie** ssDnz.2ndNo.9–3.05 IronScSr<br>*R.Penner*98–99 ~~Dnz.No.9–3.05~~<br>HFSN *Well deck* 1 *Dk2trB* | 823<br>678<br>506 | ✝100A1 Dnz *l*<br>~~Lbd~~ 3.05 ~~Lmb~~<br>~~NB4.01~~ ✝LMC ~~6.02~~ | 1880 9mo 3,05 *Lloyd's* | C.S.Swan &Hunter Newcastle *s.&CP* | Th.Rodenacke; ~~Dampfer Rhederei~~ Act.Ges.(Th.Rodenacker, *Mgr.*) *WB* | 200·7 28·8 15·7<br>Q77 B43 F26<br>pt800† BK7½<br>= *MT*17 128*t FPT* | Danzig<br>German | C.2Cy.26"&49"–30" *s*<br>102lb *80lb* NDB91 161NH<br>1SB.*3pf*,Gs59,Hs1950<br>Black,Hawthorn&Co.,Gts. | 16 · 6 | | ~~4.04~~<br>5.00 |
| 936<br>3715<br>JLPG | —<br>*J.Jeppson*81–00<br>*Well deck* 1 *Dk* | 387<br>287<br>200 | | 1883 | BarrowSB Co.(Lim.) Barrow | RederiAktieb.Olai (R.F.Berg, *Mgr.*) | 160·0 23·2 11·0<br>Q56 B31 F17<br>BK6 *WB* | Limhamn<br>Swedish | C.2Cy.22"&44"–27<br>80RH<br>Barrow S.B.Co.(Lim.),Brw | 11 · 10 | | |
| 937<br>115281<br>TPWH | —<br>*T.Cross* –03<br>*Mchy.Aft*<br>*Well deck* 1 *Dk(Stl)* | 372<br>266<br>82 | ✝100A1 Liv *f*<br>1.04 ✝LMC6.02 | 1902 5mo *Lloyd's* | AilsaS.B. Co.Ld Ayr *s.&CP* | W.Rowland | 150·0 24·4 10·4<br>Q54 B14 F27<br>BK7<br>*WB = FP* | Liverpool<br>British | C.2Cy.20"&42"–27" *s*<br>180lb 215RH<br>1SB.*3pf*,Gs52,Hs1621<br>Ross&Duncan,Glasgow | 11 · 8 | | 1.04 |
| 110641<br>TPWH | —<br>~~McFarlane~~<br>*Elec.light*<br>*A.McPherson* –04 | 367<br>333<br>4 | ✝100A1 P.El *f*<br>6.03 ✝LMC8.03 | 1903 3mo *Lloyd's* | Fleming& Ferguson,Ld Paisley *s.&CP* | EastLondon Harbour Board | 133·8 28·3 12·8<br>B11′<br>BK7<br>*WB =* | E.London<br>British | T.6Cy.15",24"&40"–24" *s*<br>180lb 215NH<br>2SB,*6cf*,Gs132,Hs3966<br>Fleming&Ferguson,Ld.Pay | 13 · 7<br>12 · 6 | | |
| 939 | —<br>*Arrobas* –02 | 155<br>144<br>31 | | 1891 | F.W. Wencke Bremerhaven | Bandeira&Bravo | 104·5 21·0 10·3<br>H33′ | R.Janeiro<br>Brazilian | C.2Cy.17½"&30½"–21½"<br>37NH<br>H.Paucksch,Lndsbrg,A.W | | | |
| 940<br>106973 | —<br>*G.Farragher* –08 ssGms.No.1–02<br>(exDalanes,exAnnie) 1 *Dk* | 152<br>152<br>56 | ✝100A1 Gms<br>*Stm Trawler* Flt<br>8,01 ~~4.02~~ ✝LMC1.02<br>~~BS8.04~~ | 1898 3mo *Lloyd's* | Edwards Bros. N.Shields *s.&CP* | J.Marr&Son,Ld. | 105·8 20·9 10·9<br>BK7½ | Fleetwood<br>~~Newcastle~~<br>British | T.3Cy.11½",19"&32"–24" *s*<br>180lb 55RH<br>1SB.*2pf*,Gs84,Hs935<br>H.S.Edwards&Sons,S.Shl. | 11 · 10 | | ~~8.04~~<br>8,04 |
| 941<br>105777 | Annie E. Gallup WoodSc | 141<br>—<br>74 | | 1878 | ..... FallRiver, Mass. | FisheriesCo. | 116·6 18·7 9·3 | Greenport N.Y. Utd.States | | | | |
| 942<br>110785<br>RQDL | **Annie Hough** SteelScSr<br>*Davis* –04 ssLiv.No.1–04<br>(exDelta) 1 *Dk(Stl)2trB*<br>*Well deck* | 1109<br>931<br>552 | ✝100A1 Liv *n*<br>10,04 ~~4.04~~<br>✝LMC4.04 | 1900 3mo *Lloyd's* | J.Scott& Co. Kinghorn *s.&CP* | S.Hough,Ld. (R.G.Hough, *Mgr*) *WB = Cell* | 225·4 34·2 15·2<br>P& B132′F35<br>FK5<br>*DBa* 11′60*t FPT*50*t* | Liverpool<br>British | T.3Cy.17",27"&45"–33 *s*<br>180lb 124NH<br>2SB,*4cf*,Gs72,Hs1861<br>J.Scott&Co.Kinghorn | 16 · 6<br>13 · 7 | | ~~4.04~~<br>10,04 |
| 943<br>2381<br>HTVS | **Annie Therese** IronSc3MstSr<br>*E.Levenhagen*04–04 (exCyclop)<br>1 *Dk2trB* | 980<br>768<br>571 | | 1873 | Reiherst'g. Schiffsw. Hamburg | Rederiaktieb. Nordstjernan (A.Johnson) | 230·2 29·1 13·8<br>Q122′ B25′ H17*t*<br>F82′ | Stockholm<br>Swedish | 2Cy.28"&50"–33"<br>NB86 120NH<br>Reiherst.Maschinenf.Ham | | V | |
| 944<br>98542<br>LVKB | **Annie Walker** IronScSr<br>*T.Henry* –01 (*Trawler*)<br>1 *Dk* | 123<br>114<br>36 | | 1890 | A.Hall&Co Aberdeen | StrathtaySteam Trwlng.Co.Ld.(G. Shallcross, *Mgr.*) | 96·0 20·1 10·3<br>BK6½ | Dundee<br>British | C.2Cy.18"&34"–24"<br>50RH<br>A.Hall&Co.,Aberdeen | 10 · 11 | | |
| 945<br>HNLC | **Annika** IronScSr<br>*J.C.Vergotis* 5thSurvey,Pir.8.02<br>(exPensher) 1 *Dk(Irn)2trB*<br>*Well deck* | *1516*<br>*1177*<br>*991* | ✝ ~~A1*1~~ Tri Lv<br>~~7.00~~ 11.04 Msl<br>~~Hamm~~ ~~LMC8.02~~<br>~~B~~ | 1882 4mo | Short Bros. Sunderland | Vergotis&Co. | 240·0 35·1 18·0<br>P66*t*Q78*t*B120*t*<br>H47*t*F28*t* BK8½<br>*WB = D* | Piræus<br>Greek | C.2Cy.31"&57"–36"<br>75lb *57lb* NDB91 157NH<br>2SB,*4pf*,Gs81,Hs2774<br>J.Dickinson,Sunderland | 19 · 10<br>s 2 · 1 | | 2.04 |
| 946 | **Anping** SteelScSr<br>*L.Richards* –94<br>2 *Dks* | *1857*<br>*1658*<br>*1159* | | 1896 | C.Connell &Co. Glasgow | China Merchants' Stm.Nav.Co. | 265·0 40·1 21·4<br>F32′ | Shanghai<br>Chinese | T.3Cy.21",38 &55"–36"<br>181NH<br>D.Rowan&Son,Glasgow | | | |
| 947<br>1654<br>HKWQ | **Anping Maru** SteelScSr<br>~~S.Steam~~ ssH.Kg.No.1–01<br>*Elec.light* *H.Mikumi* 1 *Dk(Stl)&Spardk*<br>*&deepframing* | 1698<br>1497<br>1053 | ✝100A1 HKg *q*<br>*Spar dk*<br>*withfreeboard* ~~Dec.1.03~~<br>10.03 ✝ ~~MC~~ | 1897 1mo *Lloyd's* | Wigham Richrdsn&Co Newcastle *s.&CP* | OsakaShosen KabushikiKaisha *WB = Cell* | 252·6 35·0 13·8<br>P23′B62′F32′ 20·8<br>FK<br>*DBa* 71′*uE&B* 46′*f* 133′*f*96′312*t FPT* | Osaka<br>Japanese | 1.3Cy.21½",36"&59"–39" *s*<br>160lb *80lb* 237NH<br>2SB,*6cf*,Gs120,Hs3874<br>Wigham Richrdsn&Co.Nwc | 16 · 0<br>s 4 · 11 | | ~~4.04~~<br>9,04 |
| 948<br>86966<br>WHBL | **Anselm** IronScBn<br>*J.Brown*99–00 | 1562<br>1379<br>998 | | 1882 | A.Leslie& Co. Newcastle | BelizeMail& TransportCo.Ld. | 271·0 33·8 22·9<br>P55*t* | Belize<br>British | C.2Cy.28"&55"–48"<br>175NH<br>R.Stephenson&Co.,Nwc. | | R | |
| 949<br>109420<br>QFPG | **Anselma de Larrinaga** SteelScSr<br>*J.C.Stephen* –01 ssLiv.No.1–03<br>2 *Dks(Stl)&deepframing*<br>*Elec.light* | 4094<br>3709<br>2634 | ✝100A1 Liv *x*<br>10,04 ~~10.03~~ Mch<br>BS10,04 ✝ ~~LMC~~ | 1898 5mo | Russell& Co. Pt.Glasgow A&CP | Anselma deLarrinagaS.S.Co.Ld. (Larrinaga&Co.) *WB = Cell DBa* 114′ | 364·5 46·9 26·6<br>P48′B96′F44′<br>FK6<br>*uE&B* 46′*f* 154′*f*94*t* | Liverpool<br>British | T.8Cy.25",42"&70"–48" *s*<br>200lb *100lb* 430NH<br>2SB,*6cf*,Gs110,Hs5737 FM<br>Dunsmuir&Jackson,Gls. | 29 · 4<br>s 5 · 11 | | 10,03 |
| 950<br>HGST | **Anselmo** IronScSr<br>*A.Castro* (exPaz)<br>*Well deck* 1 *Dk2trB* | 777<br>593<br>458 | ✝ Sld<br>5.75 | 1875 3mo | R.Thomp- son,jun. Sunderland | V.GonzalezS.enC. *WB = DBa*48′*f*81′150*t* | 200·9 28·1 15·5<br>P109′ F19′ | Gijon<br>Spanish | C.2Cy.27"&51"–38"<br>125NH<br>Black,Hawthorn&Co.,Gts | | | |
| 951<br>NSDG | **Ansgar** IronScSr<br>*H.Predbjörn* 1 *Dk&Spardk* | 1347<br>902<br>840 | | 1879 | Burmeister &Wain Copenhagen | Dpskslsk Danmark (Ths.Sonne&Co.) | 235·8 33·1 15·8<br>22·7 | Copnhagn<br>Danish | C.4Cy.21"&42"–30"<br>NB94 161NH<br>Burmeister&Wain,Cpn. | | V | |
| 952 | **Ansgarius** WoodScSr<br>*H.Halvorsen*98–02<br>1 *Dk2trB* | 572<br>455<br>351 | | 1898 | Brünc- horst&Dekke Bergen | Acties.Dmpsk. Ansgarius (E.Berentsen) | 165·0 26·3 15·2<br>Q39*t* B50*t* H7*t* F20*t* | Stavanger<br>Norwegian | T.3Cy.12¾",20"&32"–26"<br>52NH<br>LaxevaagsMsk.&Jrns Bgn | | N | |
| 953<br>6352<br>JCFV | **Anshin Maru No. 1** WoodPad<br>2 *Dks* | 163<br>151<br>93 | | 1897 | Furuyama Kichitaro Niigata | Anshinsha KabushikiKaisha | 104·4 17·7 10·9 | Niigata<br>Japanese | C.4Cy.11¾"&19½"–24½"<br>E.*blt*86, *fitted*97 80NH<br>TokunoTekkosho,Niigata | | | |
| 954<br>6606<br>JCGB | **Anshin Maru No. 2** WoodPad<br>1 *Dk* | 166<br>94 | | 1898 | Furuyama Kichitaro Niigata | Anshinsha KabushikiKaisha | 108·6 20·3 4·5 | Niigata<br>Japanese | C.4Cy.11¾"&19"–21"<br>E.*blt*87, B.*blt*92 80NH<br>TokunoTekkosho,Niigata | | | |
| 955<br>6347<br>JCFQ | **Anshin Maru No. 6** WoodPad<br>1 *Dk* | 114<br>43<br>65 | | 1896 | Furuyama Kichitaro Niigata | Anshinsha KabushikiKaisha | 91·1 15·9 4·0 | Niigata<br>Japanese | 2Cy.10"–28½"<br>E.*blt*80 8NH<br>Ishikawajima S.B.&E.Co Ld.Toki | | | |
| 956<br>8024<br>JLVH | **Anshin Maru No. 10** WoodPad<br>1 *Dk* | 119<br>87<br>68 | | 1902 | K.Furu- yama Niigata | Anshinsha KabushikiKaisha | 91·2 16·0 8·5 | Niigata<br>Japanese | 2Cy.10"–28"<br>E*blt*80 B98 8NH<br>IshikawajimuCo.Tokio | | | |
| Lost 04<br>957<br>MRSB | **Anson** IronScK<br>*T.Richards* 98–98 (*Trawler*)<br>1 *Dk* | 172<br>154<br>62 | | 1898 | Cochrane& Cooper,Ld. Beverley | W.Grant | 100·0 21·0 11·0<br>Q45′F17′<br>BK7½ | Grimsby<br>British | T.3Cy.12¾",19½"&32"–22½"<br>60RH<br>C.D.Holmes&Co Hull | 11 · 9 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Where Classed, if more than one. Explanation. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Register ✠ in which classed, if not to L.R. Date of last Special Surv. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 958 107301 | **Anson M. Bangs** Steel Sc Tug<br>*E.W.Davis* 1 *Dk*<br>*Elec.light* | 178<br>—<br>68 | | | | 1897 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Hughes Bros. & Bangs | 101·0 23·0 12·2 | New York U'd. States | C.2Cy.22″&40″–28″<br>71NHP<br>Harlan&HollingswrthCo. Wilmington, Del | | | |
| 959 65934 SCLB | **Ant** Iron Sc Sr<br>*W.Hughes* –04 1 *Dk*<br>*Mchy.Aft* | 192<br>150<br>77 | | | | 1872 | J.Reid & Co Port Glasgow | Ant S.S.Co.Ltd. (R.&D.Jones, Ld.) | 110·3 19·9 10·3<br>Q14t B12t F7t<br>BK7″ | Liverpool British | C.4Cy.8″&15″–18″<br>NB96 52RHP<br>*Cmp.*79 S.Baker, Liverpool | 10 ″ 6 | | |
| 960 98717 NHMC | **—** Iron Sc K<br>*G.Clackston* –02 *ss* Hul.No.3–11,03<br>1 *Dk* | 158<br>145<br>69 | ✠100A1 *Stm Trawler*<br>2,05 ~~1,03~~ | Hul<br>✠LMC11,03<br>BS8,04 | | 1891<br>1mo<br>*Lloyd's SA&CP* | Cochrane, Coopr&Schofi'ld, Beverley | British Stm Trawling Co. Ld. | 101·4 20·5 11·0<br>Q19′F19′<br>ND03 BK7½<br>*3BHCem* | Hull British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>150lb 45RHP<br>1SB.*2cf*,GS26,HS680<br>C.D.Holmes&Co., Hull | 11 ″ 10 | | N11,03 |
| 961 | **Anta** Steel Twin Sc Dandy | *138*<br>*116*<br>*79* | | | | 1895 | Pool, Skinner&Willi'ms Falmouth | Empreza de Sal e Navegacao | 121·0 20·5 5·5 | R. Janeiro Brazilian | T.6Cy.6″,10″&16″–12″<br>18NHP<br>W.Sisson&Co. Gloucester | 6 ″ 0 | | |
| 962 93435 MBDV | **Antelope** Steel Twin Sc Sr<br>*W.Mulhall* –04 | 672<br>479<br>206 | | | | 1889 | Laird Bros. Birkenhead | Gt. Western Rly. Co | 235·5 27·6 13·1<br>Q22*t* F3*t* | Milford British | T.6Cy.16½″,26″&41″–30″<br>184NHP<br>Laird Bros., Birkenhead | | BT till ~~1904~~ 3,06 | |
| 963 106799 PKMG | **Antenor** Steel Sc Sr<br>*R.W.Williams* –03<br>2 *Dks* | 5531<br>4740<br>3563 | | | | 1896 | Workman, Clark & Co. Ld Belfast | Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*) | 422·0 49·4 28·6 | Liverpool British | T.3Cy.29″,50″&82″–60″<br>521NHP<br>*WB* Wrkman,Clark&Co.Ld Bel | | BT till ~~1904~~ 6,05 | |
| 964 107008 | **Anthony Groves, Jr.** Iron Sc<br>*C.E.Fowler* | 605<br>—<br>482 | | | | 1893 | Chas. Hillman Co. Philadelphia | Baltimore&Philadelphia Stm.Bt.Co. | 199·2 23·2 8·6 | Phildlphia Utd. States | C.2Cy.20″&40″–28″<br>71NHP<br>C.Hillman S.&E.B.Co., Phl. | | | |
| 965 98434 NDTC | **Anthony Radcliffe** Steel Sc Sr<br>*J.C.Taylor* –02 *ss* Cff.No.2–02<br>1 *Dk(Stl)*&<br>*Webframes&pt Awngdk(Stl)* | 2866<br>2080<br>1815 | ✠100A1<br>*pt Awng dk with freeboard*<br>5,05 ~~4,11~~<br>~~BS2,00~~ ~~BS1,08~~ | Bry<br>Swa<br>✠LMC4,02 | *t* | 1893<br>9mo<br>*Lloyd's SA&CP* | Palmers' Co.(Lim.) Newcastle | Anthony Radcliffe S.S.Co.Ld. (E. Thomas, Radcliffe &Co.) | 315·8 43·0 19·6<br>P27 Q52′<br>*pt Awng dk*236′ FK<br>*WB=Cell DB*226 | Cardiff British<br>*6BHCem*<br>500*t APT*15*t* | T.3Cy.22½″,36½″&61″–42″ (*s*)<br>160lb *100lb* NDB02 238NHP<br>2SB,*6rf*,GS120,HS3518<br>Palmers' Co.(Lim.), Nwc. | 20 ″ 11<br>s 3 ″ 10 | | ~~4,04~~<br>5,05 |
| 966 HPNC | **Anthracite** Steel Twin Sc Sr | 647<br>—<br>513 | | | | 1889 | D.A. Pastouchoff Rostoff o D'n | I.S.Koschkine | 198·5 30·0 11·6<br>B32′H50*t* | Rostoff o Don Russian | 4Cy.14½″&21″–9″<br>20NHP<br>D.A.Pastouchoff, Rostoff | | | |
| 967 | **Antigone** Iron Sc Sr<br>*P.Merintzos*92–00<br>(*ex* Owl) *Elec.light* | *923*<br>*735*<br>*405* | | | | 1873 | Tod & McGregor Glasgow | McDowall& Barbour | 229·6 30·3 15·9<br>P126*t* F46*t* | Piræus Greek | C.2Cy.40″&71″–42″<br>NB85 272NHP<br>Tod&McGregor, Glasgow | | | |
| 968 115146 TWCK | **Antigua** Steel Sc Sr<br>*D.Morgan* –04<br>1 *Dk(Irn)* 2 *tr B&deep framing* | 2876<br>2669<br>1857 | ✠100A1<br>11,04 ~~1,04~~<br>✠LMC~~8~~,03 | Shl<br>Bry | *u* | 1903<br>3mo<br>*Lloyd's SA&CP* | W.Gray& Co.Ld. W Hartlepool | G.B.Harland&Co. *WB=Cell* | 319·5 46·1 21·4<br>P20′B90′F30′<br>FK<br>*DBa & uE*130′*f*136 | W.Hartlpl British<br>*5BHCem*<br>715*t APT*98*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>180lb *80lb* 250NHP<br>2SB,*6rf*,GS94,HS3710<br>Cen.Mar.Eng.Wrks.W Hpl | 23 ″ 9<br>s 3 ″ 11½ | | |
| 969 90910 NCLB | **Antilia** Steel Sc Sr<br>~~C.E.Mountell~~ ~~07~~ *ss* N.Yk.No.2–02<br>*Well deck* *P.H.Tallack*05–05 1 *Dk* | 929<br>614<br>588 | ✠100A1<br>5,03<br>MS1,01 ✠LMC<br>~~BS7,03~~ BS3,04 | N Yk | *k* | 1893<br>3mo<br>*Lloyd's SA&CP* | Grangmth Dockyard Co. Gr'ngemouth | Bahamas SS. Co. Ld. Burns, Phil.&Co. Ld *WB=Cell DBa*48′*uE* | 200·0 30·2 12·3<br>P&B144′F27′<br>BK7½″<br>103′*uE&yB*58′*f* | Nassau NP British<br>*4BHCem*<br>18′*f*92′173*t* | T.3Cy.17″,27″&44″–33″ (*a*)<br>160lb *80lb* NDB01 99RHP<br>2SB.*4pf*,GS71.HS1960<br>Hutson&Son, Glasgow | 14 ″ 9<br>s 1 ″ ■ | | ~~8,04~~<br>8,05 |
| 970 109493 QKMC | **Antillian** Steel Sc Sr<br>*J.M.Westcott* –03 *ss* Liv.No.1–03<br>1 *Dk(Stl)*&1 *pt Dk(Stl)*<br>& *Spar dk(Stl)* | 5608<br>5115<br>3678 | ✠100A1<br>*Spar dk*<br>5,01 ~~3,04~~ | Liv<br>✠LMC8,03 | *z* | 1898<br>11mo<br>*Lloyd's SA&CP* | Caird&Co. Ld. Greenock | F.Leyland&Co. (1900),Ld. *WB=Cell DBa* 103′*uE&yB*58′*f* | 420·8 49·2 21·9<br>P35′B115′F76′ 80·4<br>FK&BK3<br>183′1012′*FPT*103′ | Liverpool British<br>*6BHCem*<br>*APT*100*t* | T.3Cy.28″,46″&77″–54″ (*s*)<br>180lb *80lb* 555NHP<br>2DB.*12rf*,GS195,HS7775 FD<br>Caird&Co. Ld. Greenock | 25 ″ 6<br>s 5 ″ 6½ | BT till ~~1904~~ 6,05 | 8,03 |
| 971 | **Antilope** Iron Pad<br>1 *Dk* | 113<br>—<br>26 | | | | 1867 | ..... Havre | Cie. Franç. de Nav. et de Const. Nav. et Satre Réunis | 122·3 15·0 7·7 | Nantes French | | | | |
| 972 | **Antinojenes Menendez** Iron<br>*Vior* Twin Sc Sr<br>2 *Dks* | 1277<br>—<br>841 | | | | 1892 | Neafie& Levy Co. Philadelphia | Menendez&Co. | 238·0 35·0 20·5 | Cienfuegos Cuban | C.4Cy.20″&40″–28″<br>142NHP<br>Neafie&Levy Co., Phl. | | S | |
| 973 102081 NBCV | **Antisana** Steel Sc Sr<br>*P.M.Jacobs* –03 2 *Dks* | 3584<br>2341<br>2317 | | | | 1893 | Harland& Wolff (Lim.) Belfast | Pacific Stm Nav Co. | 360·8 43·2 19·5<br>P40′ B96′ F42 | Liverpool British<br>*WB* | T.3Cy.24″,39½″&66″–48″<br>302NHP<br>Harland&Wolff (Lim.), Bel | | | |
| 974 108753 | **Antleon** Steel Sc Sand Pump Dredger<br>*R.Barton*92–02 | 460<br>—<br>213 | | | | 1898 | W.Simons &Co.Ld. Renfrew | Government of New South Wales | 165·0 35·2 8·2 | Sydny NSW British | T.3Cy.10″,15½″&26″–16″<br>80RHP<br>A.Shanks&Co. Arbroath | | | |
| 975 | **Antolin del Collado** Iron Pad Sr<br>*J.Font*94–00 2 *Dks*<br>(*ex* Rover, *ex* Merida, *ex* Marco Aurelio) | 995<br>—<br>539 | | | | 1881 | Scott&Co. Greenock | A.del Collado&Co. | 210·4 32·4 14·3<br>P37*t* | Havana Cuban | C.2Cy.33″&62″–54″<br>235NHP<br>Scott&Co. Greenock | | | |
| 976 3602 JLDQ | **Anton** Iron Sc Sr<br>*O.F.Carlberg*00–00 *ss* Pir.No.3–11,94<br>(*ex* Newbigging, *ss.* Hbg No.2–04<br>*ex* Castanos, *ex* Ithaca, *ex* Castanos)<br>*Well deck* 1 *Dk(Irn)* 2 *tr B* | 1569<br>1240<br>968 | ✠100A1<br>1,0~~4~~ ~~1,04~~<br>✠LMC4,04<br>BS1,05 | Bly<br>Gms | *q* | 1882<br>12mo<br>A&CP | Oswald, Mordaunt&C Southampton | Rederiaktieb. Skagerack (N.T.Pyk, *Mgr.*) *WB=DBa*66′*f*114′467*t* | 258·9 36·0 18·0<br>Q87′B61′F26′<br>FK<br>4*BHCem*<br>*APT*20*t* | Hlsngborg Swedish | C.2Cy.30″&60″–42″<br>90lb 70*lb* NDB92 173NHP<br>2SB,*4pf*,GS76,HS2826<br>Oswald, Mordaunt&Co. Sou | 19 ″ 8<br>s ■ ″ 1 | | 4,04 |
| 977 LCHG | **Antonie** Iron Sc Sr<br>*H.Krützfeldt* 1 *Dk*<br>*Mchy.Aft* *Elec.light* | 179<br>148<br>103 | | | | 1879 | G. Howaldt Kiel | Sartori&Berger | 95·9 20·9 12·1<br>P44′ | Kiel German | C.2Cy.13″&21″–14″<br>NB97 14NHP<br>Schweffel&Howaldt | | G | |
| 978 | **Antonietta** Iron Sc | 176<br>—<br>90 | | | | 1892 | ..... Budapest | Estate of F.Carnevali | 121·0 21·1 10·6 | Braila Roumanian | C.2Cy.25″&39″–32″<br>Chaveninchen &Hartman, Budapest 72NHP | | | |
| 979 375 NDTF | **Antonietta Accame** Steel Sc Sr<br>*A.Cuneo* –99 *ss* Gen.No.1–03<br>1 *Dk(Stl)*&*Spar dk(Stl)*<br>& *Web frames* | 3831<br>3078<br>2506 | ✠100A1<br>*Spar dk*<br>11,03<br>✠LMC8,03 | Gen | *u* | 1899<br>10mo<br>A&CP | Cant. Nav. di Muggiano Muggiano | E.Accami&figli *WB=DBa*94′ | 346·0 47·2 16·2<br>P37′B106′F29′ 24·2<br>FK<br>*uE&yB*86′*f*142′945*t* | Genoa Italian<br>*6BHCem*<br>*APT*58*t* | T.3Cy.21½″,35″&59″–39″ (*s*)<br>180lb *100lb* 228NHP<br>2SB,*6cf*,GS89,HS3416<br>T.Richardsn&Sns.Ld.Hpl. | 16 ″ 5<br>s 4 ″ 5 | | 8,03 |

| Numéro d'ordre / No. officiel / Signaux | Nom du Navire. Matériaux. Gréement, &c. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total / Sous le Pont / Net | Cote. Surveillance Spéciale. Date de la dernière Visite | Port de Visite | | Construit: Quand (Navire / Mach.) | Par qui / Où | Armateurs | Dimensions d'après la Douane. Superstructures, &c. (Longueur, Largeur, Creux) | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP / RHP. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 980<br>RLBM | Antonina SteelScSr<br>H Schutterow 04–98<br>Elec light 1Dk & Spar dk 2tr B | 4010<br>3372<br>2550 | | | | 1898 | Blohm & Voss<br>Hamburg | Hambr:-Amerik. Packett. Act Ges. (Ham.-Amr.Line) | 361·1 44·8 25·8<br>P44' B117' F44 | Hamburg<br>German<br>W B | T.8Cy.24½",40½" & 70"–48"<br>389NH<br>Blohm & Voss, Hamburg | | G | |
| 981<br>7<br>NDVM | Antonino SteelScSr<br>S.Napoli -03 ssBbo.No.2–94<br>(exGetso,exAlgorta, exNewark) 1Dk(Stl-ptws)<br>Well deck | 573<br>459<br>350 | ✠<br>11.97<br>✠ | Npt | h | 1886<br>10mo | TyneI.S.B. Co.Ld.<br>Newcastle | G.I.Trifilotti<br>WB = DBa55' & | 169·5 27·2 12·9<br>Q87 B17 F18'<br>Irp97 BK7"<br>uE & B33' 104t FPT | Palermo<br>Italian<br>3BH Cem<br>11t APT 12t | C.2Cy.21½" & 40"–30"<br>73NH<br>1SB.2pf.GS33<br>HawksCrawshay & Sns,Gts | 13 · 6 | | |
| 982<br>HCQT | Antonio IronScSr<br>[struck] ssGoo.No.3–5.94<br>(exKirkheaton) ssBbo.No.2–03<br>Well deck Morant 1Dk(pt Irn) | 424<br>387<br>286 | ✠100A1<br>4,04<br>NB11 | Bbo<br>Bcl | h | 1881<br>10mo<br>1,04 | Hodgson & Soulsby<br>Blyth<br>A&CP | C.Larrañaga | 170·6 26·9 11·7<br>Q82' B9' F19'<br>BK7<br>WB = DB | Aviles<br>Spanish<br>5BH Cem<br>a38' f29' 49t | C.2Cy.21" & 40"–30" (s)<br>90lb NDB98 75NH<br>1SB.2pf,GS40,HS1243 50lb<br>J.W.&F.Wilson,Shl | 12 · 4<br>s1 · 0 | | 1,04 |
| 983<br>Lost 12,04 | Antonio Lemos SteelPad | 300 | | | | 1900 | Lobnitz & Co.<br>Renfrew | AmazonStm.Nav. Co.Ld. | ........ | Brazilian | | | | |
| 984<br>HCSV | Antonio Lopez SteelScBg<br>J.Castella 90–02 [struck]<br>(ex Ruahine) 2Dks(Stl-ws)3tr B<br>Elec.light ssCdz.No.3–8,04 | 5975<br>5223<br>3591 | ✠100A1<br>8,04<br>[struck] | Liv<br>Odz | u† | 1891<br>12mo<br>,04 | W.Denny & Bros.<br>Dumbarton<br>Lloyd's A&CP | Cia.Trasatlantica<br>WB = Cell DBa 110' u B58' | 430·0 50·1 31·6<br>P54' B160' F58'<br>BK11" | Barcelona<br>Spanish<br>7BH Cem<br>f153' 779t | Q.4Cy.32",46½",64½" & 92"–60" 180lb 180lb FD (s) 818NH<br>3DB.18pf.GS270,HS11262<br>Denny & Co Dumbarton | 34 · 6 | | [illegible] |
| 985 | Antonio Macleod IronScSr<br>I.Ugarte 95–01 (exLochGarry)<br>Elec.light 1Dk & Awng dk 2tr B | 1091<br>1070<br>800 | | ... | | 1880 | Gourlay Bros.&Co.<br>Dundee | Cia.Maritima | 210·3 29·7 15·7<br>FK | Manila<br>Utd. States<br>W B | C.2Cy.23" & 44"–42<br>NDB00 100NHP<br>Gourlay Bros.&Co. Dundee | 16 · 11 | | |
| 986 | Antonio Olyntho SteelTwinScSr<br>W.H Hawkins 96–96<br>Elec.light 1Dk(Teak) & Promenade dk (Teak) | 459<br>354<br>251 | ✠<br>For River purposes only<br>2,96 ✠ | Dun | | 1896<br>2mo | Gourlay Bros.&Co<br>Dundee | AmazonStm.Nav. Co.Ld. | 172·0 33·2 8·6<br>P28' B11' F36<br>FK | Para<br>Brazilian<br>7BH pt Asp pt Cem | T.6Cy.10",16" & 26"–21"<br>81NHP<br>1SB.2cf,GS42,HS1518<br>Gourlay Bros.&Co.,Dun | 8 · 9 | | |
| 987<br>HOSB | Antonio Roca IronScSr<br>R.Mercadal -99 6thSurvey,Hul.4,92<br>(exElma,exParsee) 2ndSurvey,Gen.3.99<br>Well deck 1Dk(pt Irn)2tr B | 1563<br>1222<br>1018 | ✠<br>3.99 | Gen | Lv | 1872<br>11mo | Schlesinger Davis & Co<br>Newcastle | CiaMar.Comercial (J.Roca, Mgr.) | 250·0 34·2 19·6<br>P274t F34t<br>BK8"<br>WB = DBa & f | Barcelona<br>Spanish<br>4BH Cem | C.2Cy.30 & 60"–36<br>NB83 NDB95 180NH<br>2SB.4pf,GS73,HS2360<br>Jackson & Watkins,London | 20 · 11 | | |
| 988<br>HCSJ | Antonio Velasquez SteelScSr<br>J.Delor ssGen.No.2-97<br>(exElenaCosulich) 1Dk(Irn) & Web frames<br>Well deck | 1117<br>852<br>672 | ✠<br>12.02<br>✠NB3 ✠ | Gen | n | 1889<br>8mo | J.Priestman & Co.<br>Sunderland | V.GonzalezS.en C. | 231·5 32·1 15·3<br>Q87' B94 F37'<br>BK8"<br>WB = DBa | Gijon<br>Spanish<br>4BH Cem<br>59' f61' 282t | T.3Cy.17",28" & 46"–33"<br>NDB98 fitted99 126NHP<br>1SB 3pf,GS50,HS1861<br>Hutson & Corbett, Glasgow | 16 · 4 | | |
| 989<br>Stranded 1,05 | Antonios SteelScSr<br>[struck] ssShl.No.3–4.98<br>exWave) 1Dk(Stl) & Webframes<br>Well deck N.Mandaclas ssSyr.No.1-04 | 2264<br>1757<br>1450 | [struck ✠100A1]<br>11,04<br>BS [struck] ✠ | Bry<br>Msl | s | 1887<br>3mo | W.Gray & Co.<br>W Hartlepool<br>Lloyd's A&CP | D.G.Moraitis | 289·2 38·2 20·3<br>P27' Q96' B108' F30'<br>BK10"<br>WB = DBa | Andros<br>Greek<br>5BH Cem<br>96' f108' 452t | T.3Cy.22",36" & 58"–39" (o)<br>160lb 80lb 2NDB99 210NHP<br>2SB.6cf,GS68<br>T.Richardson & Sons,Hpl. | 22 · 2<br>[struck] | | [struck] |
| 990 | Antonios Stathatos SteelScSr<br>G.Gratsos -01<br>1Dk(pt Irn & pt Stl) deep framing & Web frames | 2743<br>2564<br>1749 | ✠100A1<br>8,01 [struck] | Cff<br>Bot | u | 1901<br>6mo | J.Blumer & Co.<br>Sunderland<br>A&CP | StathatosBros.<br>WB = Cell D Ba 102' | 319·6 46·1 21·0<br>P28 B88' F32<br>FK<br>uE & B42' f124' 660t | Ithaca<br>Greek<br>5BH Cem<br>APT 134t | T.3Cy.23",38" & 62"–42" (o)<br>160lb 80lb 2?1NHP<br>2SB.6pf,GS111,HS4118<br>J.Dickinson & Sons,Ld. | 23 · 6<br>s3 · 11 | | 8,01 |
| 991<br>116015 | Antrim SteelTwinScSr<br>W.Hill -04<br>Elec light 2Dks & Promenade dk 2Dks | [struck] 2100<br>1383<br>[illegible] | | | | 1904 | J.Brown & Co.Ld<br>Glasgow | MidlandRailway Co. | [struck]<br>330·9 42·2 17·2 | Belfast<br>British<br>W B | T.6Cy.(2) [struck]<br>J.Brown & Co.Ld.Glasgow<br>[illegible]NHP | | BT | |
| 992<br>VPCL | Antti IronSc | 146<br>—<br>22 | | | | 1899 | ........<br>Kalajoki | A.Santaholma | 69·0 15·7 7·5 | Uleaborg<br>Russian | | | | |
| 993<br>MBCL<br>Stranded 12,04 To be broken up. | Antverpia IronScSr<br>[illegible] ssAnt.No.3–4,92<br>exSchelde,exStrelna) ssAnt.No.2-00<br>Well deck 1Dk2tr B | 866<br>643<br>624 | [struck 90A1]<br>1.03 | Ant | m | 1864<br>8mo | J.Laing<br>Sunderland | Soc.Anon.du SteamerAntverpia (G.Albrecht) | 202·6 30·6 14·3<br>P111' F27'<br>NDB92 FK | Antwerp<br>Belgian<br>5BH Cem | C.4Cy.20" & 36"–30 (i)<br>75lb NB85 103NH<br>1SB,3pf,HS1583<br>Cmp.86J.deDecker,Ant | | | 1,03 |
| 994<br>102719<br>TJC6 | Antwerp City SteelScSr<br>J.W.Massam -02 ssShl.No.2-02<br>exLilia,exAntwerpCity)<br>1Dk(Stl) & Spar dk(Stl) & Web frames | 3196<br>3039<br>2027 | ✠100A1<br>Spar dk<br>[struck] 12,04<br>MC 4,0[illegible] | Sld<br>Hul | u | 1894<br>6mo | J.Priestman & Co.<br>Sunderland<br>A&CP | W.A.Massey & Co. | 339·5 42·0 20·3<br>B64 27·5<br>BK10½<br>WB = DBa 112' | Hull<br>British<br>5BH Cem<br>f124' 753t | T.3Cy.25",40" & 67½"–45 (s)<br>160lb 80lb 297NH<br>2SB.8pf,GS114,HS4400<br>W.Allan & Co.Sunderland | 21 · 6<br>s6 · 4 | | 12,04 |
| 995<br>NWKC | Antwerpen Iron&SteelScSr<br>H.V.Andersen 1Dk(Irn)2tr B<br>Plating half-length amidships Stl<br>Well deck | 1637<br>1326<br>1026 | ✠<br>4,91<br>✠ | Ant | q | 1887<br>9mo | C.S.Swan & Hunter<br>Newcastle | ForenedeDmpskib. Selskab | 264·3 35·1 16·6<br>P25' Q62' B70' F30<br>BK9"<br>WB = DBa | Copnhagn<br>Danish<br>4BH Cem<br>70' f116' 270t | T.3Cy.20",33" & 54"–36"<br>175NH<br>2SB.6pf,GS36,HS2620<br>Wallsend SlipwayCo.Nwc. | 19 · 6 | | |
| 996<br>3458<br>JKPN | — IronScSr<br>J.Nyberg -02 ssEls.2ndNo.3-8,03<br>exPierremont) 1Dk2tr B<br>Well deck | 1279<br>1033<br>758 | ✠100A1<br>3.03<br>✠NB3 LMC 8,03<br>[struck] 1,05 | Els | o | 1877<br>4mo | W.Gray & Co.<br>W Hartlepool<br>A&CP | RederiAktiebolgt. Harrington (P.W.Akerstedt) | 248·0 32·0 18·4<br>Q84' B59' F34'<br>ptNDO3 BK8½<br>WB = DB | Hernösand<br>Swedish<br>4BH Cem<br>a69' f63' 250t | C.2Cy.29" & 55"–33" (s)<br>80lb 80lb NDB00 138NH<br>1SB.4pf,GS60,HS2330<br>T.Richardson & Sons,Hpl | 19 · 3 | | 3,03 |
| 997<br>RKTW | Anubis A.Reimers 04–05 SteelScSr<br>[struck] ssHam.No.1–02<br>(exLuciana) 2Dks(Stl-Uws)3tr B<br>Well deck Elec.light Lower dk forehold | 4763<br>3897<br>3089 | ✠100A1<br>8,01 [struck] 5,05<br>[struck] | Ham | r | 1898<br>2mo | J.L.Thompson & Sons,Ld.<br>Sunderland<br>A&CP | Deutsche-Dmpfs-chiffsGes.Kosmos<br>WB = | 382·0 48·2 26·2<br>P233' F44'<br>BK8½<br>Cell DBa 120' u B36 | Hamburg<br>German<br>5BH Cem<br>f152' 729t | T.3Cy.27",44" & 72"–48" (s)<br>165lb 391NH<br>3SB.9pf,GS197,HS6300<br>G.Clark.Ld Sunderland | 29 · 0 | | 11,03 |
| 998<br>HKJN | Anvers IronScSr<br>Joh.Eitzen 1Dk2tr B<br>Well deck (exCommonwealth) | 871<br>673<br>547 | | ... | | 1883 | PearceBrs.<br>Dundee | OstlandskeLloyd | 215·0 31·7 14·5<br>Q80t B53t H30t F34t<br>BK8 | Christiania<br>Norwegian<br>W B | C.2Cy.26" & 50"–33<br>120NH<br>Pearce Bros., Dundee | 15 · 3 | N | |
| 999<br>MBCT | Anversville SteelTwinScSr<br>C.Wright -04 ssAnt.No 1.–05<br>Well deck 2Dks(1Stl-ptws & UStl-ws)<br>Elec.light & deep framing | 4081<br>2977<br>2602 | ✠100A1<br>7,01 [struck] 9,04<br>✠MC 9,03 | Ant<br>Rot | w | 1899<br>5mo | SirRaylton Dixon & CoLd<br>Middlesbro'<br>A&CP | Cie.BelgeMaritime duCongo<br>WB = Cell DB a 100' u | 370·1 46·1 22·8<br>P&B261' F42'<br>BK8<br>E26' f144' 532t FPT | Antwerp<br>Belgian<br>5BH Cem<br>47t APT 26t | T.6Cy.21½",34" & 59"–42" (s)<br>180lb 584NHP<br>4SB.12cf,GS199,HS8240 FD<br>WallsndSlpwyCo.Ld.Nwc. | 25 · 4<br>s3 · 11½ | | 10,04 |
| 1000<br>76068<br>VSMG | Aorangi SteelScBk<br>J.D.S.Phillips -01 ssNwc.No.3–3.97<br>Ref.Mchy. ssSyd.No.1–01<br>Elec.light 2Dks(1Stl & 1pt Stl) & Spar dk | 4268<br>2755<br>2782 | ✠100A1<br>Spar dk<br>9,08 | Syd | x | 1883<br>10mo | J.Elder & Co.<br>Glasgow<br>Lloyd's A&CP | NewZealand ShippingCo.Ld. | 389·0 46·0 23·7<br>P36' B124t 31·9<br>F57t BK11" | London<br>British<br>8BH Cem | T.3Cy.32",51" & 86"–54" (s)<br>180lb 90lb NDB97 739NHP<br>4SB.12cf,GS231,HS10768 FD<br>WllsndSlipwayCo(L)Nwc | 25 · 2<br>s9 · 0 | | 9,03 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. How expired. Equipment letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (midships). ft. in. | 15 Register in which classed. If not in L. R. Dates of Re-Class. | 16 Date when last shaft tail was drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1001 104047 NQTC | **Aotea** *Prosser* –04 *Ref. Mchy. Elec. light* | **SteelScSr** ssLon. No.2–03 2 *Dks* (*Stl–Uptws*) *Str B* | 6364 5186 4916 | +100A1 6.04 1,04 | Lon | *at* | 1895 1mo *Lloyd's* | C.S.Swan& Hunter Newcastle *A&CP* | Shaw,Savill& AlbionCo.Ld. *WB=Cell DBa* | 430·6 49·0 29·6 P39'B250'F42' BK 10" *94'uE&f B61* | S'thamptn British *6 BHCem* *f* 216'1100*t* | T.3Cy.29″,47½″&80″–48″ (*s*) 180lb 602NHP 3SB,*9cf*,GS186,HS8760 FD Cen.Mar.Eng.Wks.,W.Hpl | 32 ″ 10 s 7 ″ 1½ | BT (till 1,05 | ~~8,04~~ 8,04 |
| 1002 136201 | — **WoodScSr** *T.Ross* 79–00 1 *Dk* | | 263 232 157 | | | | 1898 | T.F. Morrison Sydney NSW | Northern Union Steamboat Co.Ld. | 120·4 24·1 13·0 | Auckland British | C.2Cy.14″&28″–20″ 35RHP Ross&Duncan,Glasgow | | | |
| 1003 ~~Wrecked 9,04~~ 107010 TPKG | **Steel&IronScSr** 1 *Dk* | | 203 167 90 | | | | 1902 | Scott of Kinghorn Ld. Kinghorn | ~~H.E.Scott~~ A.H.Turnbull | 102·0 21·7 9·7 B24'F14' | Wllgtn,NZ British | C.2Cy.13″&26″–18″ 35RHP Scott of Kinghorn,Ld | | | |
| 1004 107652 KQVN | **Apache** 1 *Dk&Hur.dk 3tr B* | **SteelScSr** | 4145 — 3205 | | | | 1901 | W Cramp& SonsS&EBCo Philadelphia | Clyde S.S.Co. (*W.P.Clyde&Co. Mgrs.*) | 336·5 46·1 20·5 len 02 | New York Utd. States | T.3Cy.27½″,48″&70″–36″ 294NHP W.Cramp&SnsS&EBC Phl | | R | |
| 1005 115807 TJBN | **Aparima** *A.J.H.Courbarron* –02 2 *Dks&Shelter dk* | **SteelTwinScSr** | 5704 5379 3684 | | | | 1902 | W.Denny& Bros. Dumbarton | Union S.S.Co.of New Zealand.Ld. | 430·5 54·3 28·5 | London British *WB* | T.6Cy.20″,32½″&53″–48″ 389NHP Denny&Co.Dumbarton | | C | |
| 1006 108720 QCNB | **Ape** *R.Fraser* –04 1 *Dk* | **SteelScSr** | 467 427 194 | | | | 1898 | Barclay, Curle&Co.Ld. Glasgow | G.&J.Burns,Ld | 175·0 28·1 13·0 B39'F24' | Glasgow British | T.3Cy.15″,24½″&40″–30″ 85RH Barclay,Curle&Co.Ld.Gls | | | |
| 1007 LMGP | **Apenrade** *C.Jürgensen* 1 *Dk&Spar dk* | **SteelScSr** | 973 881 696 | | | | 1891 | Blohm& Voss Hamburg | M.Jebsen | 215·6 28·6 17·6 B31'H12' | Apenrade German | T.3Cy.15⅓″,25½″&39½″–33″ 89NHP Blohm&Voss,Hamburg | | G | |
| 1008 ~~110622~~ ~~qWDT~~ | **Aphrodite** ~~*H.A.Colborne* –04~~ 1 *Dk(Stl)&Spar dk (Irn)&deep framing* ssShl No.1–02 | **SteelScSr** | 3949 3644 2568 | +100A1 *Spar dk* 5,04 12,04 | Cff Bry | *w* | 1898 1mo | Russell& Co. Pt.Glasgow A&CP | ~~Venus S.Shpg Co Ld~~ (*Cia Ltda*) (*Lloyd's*) *WB=Cell DBa* | 344·9 49·8 17·8 P20'B72'F36' 25·8 FK *112'uE&f B36'f 146* | ~~London~~ ~~Newcastle~~ British *6 BHCem* 88*t APT71t* Japanese | T.3Cy.25″,41″&66″–45″ (*s*) 160lb *80lb* 346NH 2SB,*6cf*,GS112,HS4804,FD Rankin&Blackmore,Grk. | 20 ″ 5 s 6 ″ 1½ | | ~~N9,04~~ 8,04 |
| 1009 | — **IronScSr** *D.Apostolis* 94–02 (*ex* Magnetic) | | *609* *505* *261* | | | | 1863 | Tod& M'Gregor Glasgow | McDowall& Barbour | 210·1 27·1 14·4 | Piræus Greek | T.3Cy.18″,26″&56″–36″ NE&B87 188NHP Walker,Henderson&C.Gl | | | |
| 1010 RMHT | **Apolda** *A.Orgel* 89–01 2 *Dks* (1 *Stl&1pt Stl*) *&Spar dk (Stl)* | **SteelScSr** ssHam.No.1–05 | 4950 4453 2870 | +100A1 *Spar dk* 9,04 ~~1,04~~ 3,05 | Ham | *y* | 1901 10mo | Flensburgr Schiffsb.Ges. Flensburg A&CP | Deutsch-Austral. Dmpfsch.Ges. *WB=Cell DBa* | 391·0 47·8 21·6 P&B260'F46' 29·2 FK *98'uE&f b 66'f 170'972t* | Hamburg German *6 BHCem* 6SB,*18cf*,GS256,HS12725 FlensburgerSchiffsb.Ges. | Q.4Cy.26″,37½″,55″&80″–60″ 213lb (*s*) 719NHP | 24 ″ 4 | | ~~1,04~~ ~~9,04~~ 3,05 |
| 1011 ~~110610~~ ~~qMTW~~ | **Apollo** ~~*F.R.Evans* –04~~ 1 *Dk* | **SteelScSr** | 3829 3515 2464 | | | | 1896 | Furness, Withy&CoLd W Hartlepool | ~~Venus S.Shpg Co Ld~~ (*Cia Ltda*) (*Lloyd's*) | 340·0 47·0 27·0 P31'B103'F34' | ~~Newcastle~~ British ~~London~~ Japanese *WB* | T.3Cy.24″,39″&66″–45″ 294NH T.Richardsn&Sns.Ld.Hpl. | | C | |
| 1012 85123 WHTS | — **IronScSr** *H.H.Greenhalgh* –03 (*ex* Joseph Arbib) | ssNwc.No.3–6,94 ssShl.No.2–03 2 *Dks* (1 *Irn*) 3*tr B* | 2076 1883 1303 | +100A1 11,03 B87,04 | Bkn | *s* | 1882 2mo *Lloyd's* | R. Dixon& Co. Middlesbro' *A&CP* | J.&P.Hutchison *WB=DBa* | 300·3 35·2 24·0 P44'F36' len 86 pt ND 03 BK 9½" *58'f 76'258t* | Glasgow British *5 BHCem* 2SB,*4cf*,GS88 T.Richardson&Sons,Hpl. | C.2Cy.35″&65″–36″ (*b* 80lb 211NHP | 25 ″ 5 s 4 ″ 10 | | 6.03 |
| 1013 190 HCFL | — **IronScSr** *G.Bergulian* 2 *Dks* | | 1710 1540 1040 | | | | 1866 | W.Denny &Bros. Dumbarton | LloydAustriaco | 270·0 35·0 24·5 | Trieste Aust.-Hung. | C.4Cy.29½″&54″–36″ 292NHP Denny&Co.,Dumbarton | | V | |
| 1014 QDRL | — **IronScSr** *B.Drewes* –03 1 *Dk&Spar dk* | | 634 623 367 | | | | 1883 | Stettiner Act.Ges. Stettin | Dampfschifffahrts Ges.Neptun | 167·3 25·8 11·3 B7' 18·0 | Bremen German *WB* | T.3Cy.12″,20″&32″–23″ NE&B01 Maschf.onder de firma B.Wilton.Rot | 49NHP | | |
| 1015 WGLD | — **SteelScYl** *A.Andersen* 04–04 1 *Dk* | ssMil.No.1 02 | *150* *136* *39* | +100A1 *Stm Trawler* 6,04 ~~10,05~~ | Ams Gms | | 1898 5mo | Mackie& Thomson Glasgow A&CP | Akties.Apollo (H.Fredriksen) | 100·6 20·5 10·7 Q18'F19' BK 7½' | Sandefjrd Norwegian *3 BHCem* | T.3Cy.11″,17″&28″–20″ (*s* 170lb 41RH 1SB,*2pf*,GS31,HS694 Ross&Duncan,Glasgow | 11 ″ 7 | | 10,03 9,04 |
| 1016 1225 | **Apollon** 1 *Dk* | **IronPad** | 287 — 139 | | | | 1869 | ..... Utd Kingdom | Don,Azoff&Black Sea Steam Nav.Co. | 165·8 26·1 8·2 | Rostoff Russian | | | | |
| 1017 HCTN | **Apolo** *F.Chacartegui* –00 2 *Dks* (1 *Stl&Upt Irn&pt Stl*) *&deep framing* | **SteelScSr** ssShl.No.1–05 | *4320* *4033* *2800* | +100A1 1,05 ~~1,04~~ | Bry Shl | *x* | 1900 9mo | Napier& Miller,Ld. Glasgow A&CP | Cia.Marit.Union (F.M.Rodas) *WB=Cell DBa 127'uE23'* | 375·3 50·0 25·9 P39'B102'F45' FK *f 163'1044t DTa 33'* | Bilbao Spanish *6 BHCem* *838t APT 18t* | T3Cy.27″,43½″&72½″–48″(*s*) 200lb *90lb* 415NHP 2SB,*6cf*,GS120,HS5100 D.Rowan&Co.Glasgow | 28 ″ 8 s 5 ″ 10 | | ~~11,04~~ 1,05 |
| 1018 HCTV | **Apostol** *R.Cantillana* | **Iron** | 422 — 254 | | | | 1859 | ..... England | A.Millan | 158·1 23·1 14·1 | Cadiz Spanish | C.2Cy.22″&39″ | | | |
| 1019 101848 NGVH | **Appalachee** *J Simpson* –00 (*ex* Duffield) 1 *Dk(Stl)&Spar dk(Irn) Mchy.Aft Elec.light* | **SteelSc3MstSr** ssShl.No.2–01 *&Web frames* | 3767 3451 2426 *Carrying Petroleum in bulk* | +100A1 *Spar dk* 1,05 ~~2,01~~ | Shl Phl | *w* | 1894 1mo *Lloyd's* | Tyne I.S.B. Co.Ld. Newcastle *A&CP* | Anglo-American Oil Co.Ld. (J. McDonald, *Mgr.*) *WB=Cell DB68'188t FPT* | 340·0 44·2 22·1 P81'B38'F35' 29·1 FK *112t APT 30t* | London British *14 BHCem* 3SB,*9rf*,GS150,HS5667 Wilsnd Slpwy.Co.Ld.Nwc. | T.3Cy.25½″,41″&68″–48″ (*s* 160lb 349NHP | 23 ″ 4 s 6 ″ 6½ | | 2,04 |
| 1020 113580 SQRF | **Appledore** *W.Hughes* –03 1 *Dk(Stl)2tr B&deep framing&Web frames&Shelter dk(Irn)* | **SteelScSr** | 3843 3555 2478 | +100A1 *Shelter dk* 12,04 ~~1,04~~ | Cff Bry | *w* | 1901 10mo | Richardsn, Duck&Co. Stockton A&CP | Appledore S.S.Co. Ld. (W.J.Tatem) *WB=Cell DBa 108'uE&f B40'f* | 340·0 48·1 25·8 FK *146'942t FPT 180t* | Cardiff British *6 BHCem* *APT 159t* | T.3Cy.26″,42½″&69½″–45″ 160lb *90lb* (*s*) 349NHP 2SB,*6cf*,GS128,HS5620 Blair&Co.Ld.Stockton | 28 ″ 4 s 4 ″ 1½ | | ~~1,04~~ 12,04 |
| 1021 102704 NDMK | **Appomattox** *E.W.Castle* –04 1 *Dk(Stl)&Spar dk(Stl&Irn) Elec.light* | **SteelScSr** ssLon.No.2–02 *&Web frames* | 3338 2702 2140 | +100A1 *Spar dk* ~~9,03~~ | Mch Bry | *v* | 1893 9mo | Furness, Withy&CoLd W Hartlepool A&CP | Elders&Fyffes Shipping Ld. *WB=Cell DB280* | 345·0 41·2 18·6 26·1 BK 10" 492t *APT 13t* | W. Hartlpl British *6 BHCem* 2DB.*12cf*,GS187,HS6981 T.Richardson&Sons,Hpl. | T.3Cy.28″,44″&72″–48″ (*s* 160lb *70lb* 412NH | 21 ″ 2 s 5 ″ 10 | | ~~1,03~~ 1,05 |
| 1022 MBOP | **Apscheron** *F.t'Kindt* –02 1 *Dk&Spar dk&Web frames Elec.light* | **SteelSc3MstSr** (*ex* Era) *Carrying Petroleum in bulk* | 1850 1827 1386 | | | ... | 1887 | Palmers' Co.(Lim.) Newcastle | Soc.Anon.d'Armement, d'Industrie &de Commerce | 271·6 37·2 15·2 B36' 22·5 FK *WB* | Antwerp Belgian | T.3Cy.21″,34″&57″–39″ 203NHP Palmers'Co.(Lim.),Nwc. | 16 ″ 9 | V | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel: Total / Sous le Pont / Net | Détails de la Classification: Cote / ✠ Surveillance Spéciale / Date de la dernière Visite | Port de Visite | | Construit: Quand / Navire / Mach. | Par qui / Où | Armateurs | Dimensions d'après la Douane. Superstructures: Longueur / Largeur / Creux | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres, Course. Pression des Chaudières. NHP / RHP. Détails des Chaudières & Foyers. Nom du Constructeur des machines | Creux sur Quille / Franc-bord au milieu du navire (pds. pz.) | Registres | Date de la dernière visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1023<br>112671<br>RMNV | **Aqua** SteelScSr<br>*F.A.Hill -02* ssBry.No.1-01<br>*1Dk(Irn)2trB&Web frames*<br>*3Dk rule* | 3045<br>[illegible]<br>1942 | ✠100A1<br>*withfreeboard*<br>4,05 ~~[illegible]~~<br>✠LMC[illegible] | Cff<br>Bry | *u* | 1900<br>2mo | Ropner&<br>Son<br>Stockton<br>A&CP | Newman&Dale SS.<br>Co.Ld.(Newman&<br>Dale,*Mgrs.*)<br>*WB = Cell DBa* 105' | 325·0 48·1 21·9<br>P31'B166'F36'<br>FK<br>*uE&B84'f138'668t* | London<br>British<br>*5BHCem*<br>*4PT49t* | T.3Cy.28½",39"&64"–42" (s)<br>160lb *80lb* 273NHP<br>2SB,6cf,GS118,HS4200<br>Blair&Co Ld.Stockton | 24 » 3<br>~~» 0~~<br>s 3·7¼ | | 1,04 |
| 1024<br>11376-<br>SB?V | **Aquarius** SteelScSr<br>*W.Prout -03*<br>(exHampstead) *1Dk(Irn)&deep framing*<br>*Well deck* | 1783<br>1391<br>1105 | ✠100A1<br>4,01<br>✠LMC10,00 | Sld | *r* | 1900<br>10mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | TheAdmiralty<br>*WB = Cell DBa78' uE&B..'f112' 510t FPT* | 268·4 37·7 16·9<br>P27'Q74'B50'F29'<br>FK | London<br>British<br>*4BHCem*<br>*67tAPT51t* | T.3Cy.20½",33"&54"–39" (s)<br>160lb *90lb* 196NHP<br>2SB,6pf,GS84,HS3148<br>G.Clark,Ld.Sunderland | 19 » 9<br>s 2 · 2 | | 4,01 |
| 1025<br>98203<br>LMVH | — IronScY<br>*J.Cutting87-89*<br>*1Dk* | ~~166~~<br>134<br>50-61 | | | ... | 1889 | Mackie&<br>Thomson<br>Glasgow | Grimsby&N.Sea<br>StmTrawlingCoLd | 103·3 20·6 11·4<br>Q41' F21'<br>BK7½" | Grimsby<br>British | T.3Cy.11½",21"&33"–21"<br>NE&B04 [illegible]RHP<br>[illegible] | 12 » 0 | | |
| 1026<br><br>HMNG | **Aquila** SteelScSr<br>*G.Andersen -97* ssBly.No.3-8,99<br>(exGuyColin) ssCff.No.1-03<br>*Well deck 1Dk(Stl)&Webframes*<br>*Inner bottomIrn* | 2191<br>1706<br>1407 | ✠100A1<br>11,04 ~~11,03~~<br>✠LMC11,03<br>BS11,04 | Cff | *s* | 1888<br>5mo | R.Dixon&<br>Co.<br>Middlesbro'<br>A&CP | Acties.Aquila<br>(C.Blumer<br>Hofgaard)<br>*WB = Cell* | 290·0 38·4 19·1<br>Q121'B112'F29'<br>BK10"<br>*DB240' 492t* | Chrstiania<br>Norwegian<br>*5BHCem* | T.3Cy.22",35"&59"–39" (r)<br>160lb *75lb* 217NHP<br>2SB,6cf,GS30<br>T.Richardson&Sons,Hpl. | 21 » 9 | | ~~[illegible]~~<br>11,0[illegible] |
| 1027 | **Aquileja**(*BROKENUP4,04*)IronScSr<br>*A.Dminak -03* ssLiv.No.3-8,95<br>(exKirbyHall) ssTri.No.1-00<br>*2Dks(Irn)3trB* | 2715<br>—<br>2033 | ✠<br>5,02<br>✠ | Tri | *u* | 1882<br>11mo | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | CerrutiBros. | 329·9 40·0 25·9<br>P28'B66'F38<br>BK11" | *4BHCem* | C.2Cy.36"&70"–48"<br>NDB96 250NHP<br>2DB,8pf,GS160,HS8880<br>Lon.&Gls.Co.(Lim.),Gls. | 27 » 4<br>~~[illegible]~~ | | |
| 1028<br><br>HJLK | **Aquitaine** SteelScSr<br>*L.Garcin88-00*<br>*2Dks&Spardk* | 3399<br>2967<br>1710 | | | ... | 1891 | Sunderlnd<br>SB.Co.(Lim.)<br>Sunderland | Soc.Gén.de Transp.<br>Mar.àVap. | 350·5 42·6 18·3<br>P46'B102'F53' 26·2 | Marseilles<br>French<br>*WB* | T.3Cy.28",45"&73"–48"<br>NB02 369NHP<br>NEMarineECo.(Lim) Nwc | 21 » 0 | V | |
| 1029<br>~~[illegible]~~<br>~~[illegible]~~ | **Arab** SteelScSr<br>~~[illegible]~~<br>*1Dk(Stl)&Web frames*<br>*Now named* "Groveland." *See No.* 33 *in Supplement.* | 1808<br>1667<br>1140 | ✠100A1<br>4,04<br>✠LMC4,01 | Sws | *r* | 1901<br>4mo | R.Stephen-<br>son&Co.Ld<br>Newcastle<br>A&CP | Rederiaktieb,<br>"Groveland"<br>*WB = CellDBa* | 272·5 40·2 18·1<br>P27'B70'F30'<br>trp01 FK<br>100 *uE&B36'f108* | Landskrona<br>Swedish<br>*4BHCem*<br>*485tAPT19t* | T.3Cy.20½",33"&56"–36" (r)<br>160lb *80lb* 185NHP<br>2SB,4cf,GS75,HS2720<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 20 » 6<br>s 3 · 0 | | 7,03 |
| 1030<br>105587<br>QBHS | **Arabia** SteelScSr<br>*T.Leigh -03* *3Dks(UStl-teak s)*<br>*&Spar dk(Stl-teak s)*<br>*Elec.light* | 7903<br>6441<br>4167 | ✠<br>*Spar dk*<br>3,98<br>✠ | Grk | *d*† | 1898<br>3mo | Caird&Co.<br>(Lim.)<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB = CellDBa70'*<br>*uE&B131'f164* | 499·7 54·3 24·5<br>P46'B268'F78' 32·9<br>BK9<br>*962t DTa38'82t FP* | Greenock<br>British<br>*9BHCem*<br>*Tanks108t* | T.4Cy.42½",68"&(2)74½"-72"<br>FD1355NHP<br>3D&3SB27cfGS531HS20864<br>Caird&Co.(Lim.),Grk | 28 » 4<br>s 11 · 2 | BT till 3,05 | |
| 1031<br><br>RMFP | — SteelScSr<br>*J.Bahle98-02*<br>*2Dks(1Stl-UptStl&ptIrn)&*<br>*deep framing* | 4438<br>4091<br>2868 | ✠100A1<br>6,01<br>✠LMC5,01 | Gls | *x* | 1901<br>6mo | Napier&<br>Miller,Ld.<br>Glasgow<br>A&CP | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie)<br>*WB = CellDBa131* | 385·4 49·1 26·8<br>P40'B102'F46'<br>FK<br>*uE25'f167 1000t* | Hamburg<br>German<br>*6BHCem*<br>*4PT44t* | T.3Cy.27",43½"&72½"-48"(s)<br>200lb *90lb* 415NHP<br>2SB,6cf,GS240,HS5088<br>D.Rowan&Co.Glasgow | 29 » 6<br>s [illegible] · 3 | | |
| 1032<br>87737<br>JOSR | — IronScSr<br>*G.Read -01* | 3598<br>3328<br>2331 | | | ... | 1883 | D&WHen-<br>derson&Co<br>Glasgow | AnchorLine (Hen-<br>dersonBros.)Ld. | 378·2 40·2 28·6<br>P80' B85' F45' | Glasgow<br>British | C.2Cy.33"&66"–60"<br>NB93 281NHP<br>D.&W.Henderson&Co.Gls. | | C<br>BT till 5,0[illegible] | |
| 1033<br>10525[illegible] | — IronSc | 1395<br>—<br>1203 | | | | 1873 | Gibson&<br>Craig<br>Buffalo.N.Y. | WesternTransitCo | 221·8 34·5 14·2 | Buffalo,NY<br>Utd.States | C.4Cy.20"&40"–36"<br>160NHP<br>KingIronWorks,Buffalo | | | |
| 1034<br>93660 | — WoodSc | 156<br>146<br>106 | | | | 1883 | H.Gibson<br>Northwich | SaltUnion.Ld. | 90·0 20·9 10·4 | Liverpool<br>British | 1Cy.9"–16"<br>30RHP<br>E.Bates,Northwich | | | |
| 1035<br>100394 | **Arabian** SteelScSr<br>*O.Patenaude -94* *2Dks*<br>*Mchy.Aft* | 1073<br>814<br>770 | | | | 1892 | J.B.&H.<br>Fairgrieve<br>HamiltonOnt | J.B.Fairgrieve | 178·6 31·0 13·6<br>H37t | HamltnOn<br>British<br>*WB* | C.2Cy.20½"&40"–34"<br>*Eblt.70ftd.92* 400RHP<br>T.G.Beckett&Co.Hamilt'n | | | |
| 1036<br>110893 | — SteelScK<br>*T.G.Foote -99* (*Trawler*)<br>*1Dk* | 180<br>163<br>56 | | | ... | 1899 | J.Duthie,<br>Sons&Co.<br>Aberdeen | Gt.GrimsbyAlbion<br>Stm.Fishing Co.Ld | 111·4 20·8 11·3<br>Q20'<br>BK7½" | Grimsby<br>British | T.3Cy.12",21"&32"–28" (s)<br>57RHP<br>J.Cran&Co.Leith | 12 » 0 | | |
| 1037<br>118023<br>VONQ | **Arabic** SteelTwinSc4MstSr<br>*B.F.Hayes -03* *4Dks*<br>*Ref.Mchy. Elec.light* | 15801<br>14368<br>10062 | | | | 1902 | Harland&<br>Wolff,Ld<br>Belfast | OceanicStmNavCo<br>Ld.(Ismay,Imrie&<br>Co.*Mgrs.*) | 600·7 65·5 47·6 | Liverpool<br>British<br>*WB* | Q.8Cy.30",43",65"&89"–60"<br>1228NHP<br>Harland&Wolff,Ld Bel. | | BT till 4,05 | |
| 1038<br>98203<br>NBRM | **Arabistan** SteelScSr<br>~~*R.Roberts[illegible]*~~ ~~ssNYk.No.[illegible]~~<br>*J.Cantell92-01* *1Dk(Stl)&Spar*<br>*Elec.light* *dk(ptStl-w..)&deepframing*<br>ssNYk.No3 12,04 | 3194<br>3056<br>2045 | ✠100A1<br>*Spar dk*<br>12,04 ~~9,01~~<br>~~[illegible]~~<br>BS6,04<br>✠LMC~~3,00~~ | NYk | *v* | 1893<br>4mo | A.Stephen<br>&Sons<br>Glasgow<br>*Lloyd's A&CP* | BucknallNephews<br>*WB = CellDB327* | 325·0 42·0 18·9<br>Q36' B12' 26·8<br>drp04 FK | Swansea<br>British<br>*5BHCem*<br>*663tAPT47t* | T.3Cy.23½",39"&64"–42" (s)<br>160lb 306NHP<br>3SB,6cf,GS124,HS5190<br>A.Stephen&Sons,Gls. | 21 » 6<br>s 6 · 9½ | | ~~[illegible]~~<br>12,04 |
| 1039<br>113765<br>TCRH | — SteelScSr<br>*C.Bliault96-01*<br>*1Dk(Stl)2trB&deep framing*<br>*3Dk rule* | 2891<br>2695<br>1819 | ✠100A1<br>1,05 ~~[illegible]~~<br>✠LMC11,01 | Shl<br>Npt | *v* | 1901<br>11mo | W.Pickers-<br>gill&Sons<br>Sunderland<br>*Lloyd's A&CP* | Anglo-Arabian&<br>PersianS.S.Co.Ld.<br>(F.C.Strick&CoLd<br>*Mgrs.*)<br>*WB = Cell D Ba* | 324·0 47·1 21·7<br>P31'B176'F33'<br>FK | Swansea<br>British<br>*6BHCem* | T.3Cy.23",38"&64"–42" (r)<br>180lb *90lb* 291NHP<br>2SB,6pf,GS89,HS3640 FD<br>G.Clark,Ld.Sunderland<br>104 *uE20'f182'712tAPT39t* | 24 » 1<br>s 3 · 5 | | ~~[illegible]~~<br>12,04 |
| 1040<br>118070<br>VMLF | **Araby** SteelScSr<br>*H.Kyle -0[illegible]*<br>*2Dks&Shelter dk3trB* | 3303<br>3016<br>2080 | | | | 1903 | Richardsn,<br>Duck&Co.<br>Stockton | D.McIver,Sons&<br>Co.Ld. | 360·0 48·0 21·7 | Liverpool<br>British<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>Blair&Co.Ld.Stockton | | C | |
| 1041 | **Aracahu** SteelScSr<br>*P.doCouto -03* ssPra.No.1-03<br>(exTamandua) *1Dk(Teak)&Promenade*<br>*Mchy.Aft* *Elec.light* *dk(Teak)* | 317<br>231<br>216 | ✠ A1<br>*For River purposes only*<br>11.03<br>✠L[illegible] | Pra | | 1900<br>4mo | Murdoch &<br>Murray<br>Pt.Glasgow<br>A&CP | Deffner&Co. | 140·1 30·0 8·0<br>F16'<br>*WB = FPT22t* | Pará<br>Brazilian<br>*5BHCem* | C.2Cy.16"&32"–24" (s)<br>120lb *120lb* 52NHP<br>SB,2pf,GS34,HS935<br>Lees,Anderson&Co.Gls | 8 » 5 | | 11,03 |
| 1042<br><br>JBSG | **Arad** SteelScSr<br>*A.Sichich92-01*<br>*1Dk(Stl)&Spar dk(Irn)*<br>*&deep framing* | 3927<br>3649<br>2431 | ✠100A1<br>*Spar dk*<br>9,[illegible] ~~12,03~~<br>✠LMC11,01 | Cff<br>Fr. | *r* | 1901<br>11mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle<br>*Lloyd's A&CP* | Royl.Hungar'nSea<br>Nav.Co.Adria,Ld.<br>*WB = CellDBa132*<br>*uE&B76'f114'855t* | 366·0 48·2 25·1<br>P52'B126 F39' 17·8<br>FK<br>*DTa 28' 680t FPT* | Fiume<br>Aust.-Hung<br>*6BHCem*<br>*55tAPT28t* | T.3Cy.22½",40"&66"–48" (r)<br>200lb 361NHP<br>3SB,9rf,GS159,HS5754<br>WghmRchrdsn&C.LdNw. | 20 » 3<br>s 5 · 9 | | 9,04 |
| 1043 | **Arag** SteelPadTug<br>*E.P.Bejanbek* *1Dk*<br>*Fitted for liquid fuel* | 250<br>—<br>141 | | | | 1894 | Armstrong<br>Mitchell &Co<br>Ld.Newcastle | St.PetersburgCo.<br>Nadeshda | 144·3 23·8 8·6 | Astrachan<br>Russian<br>*WB* | D.C.2Cy.20"&38"–42"<br>78NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | | |
| 1044<br><br>RCTW | **Aragon** SteelScSr<br>*F.H.Rubie62-02*<br>*2Dks(UStl)&Awng dk*<br>*Elec light* | 1896<br>—<br>1028 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,02<br>✠[illegible] | Sld | *q* | 1902<br>9mo | R.Thomp-<br>son&Sons<br>Sunderland<br>*Lloyd's A&CP* | Com.Anonima de<br>VaporesVinuesa<br>*WB = CellD* | 260·0 37·0 17·0<br>25·0<br>BK9"<br>*Ba72 uE&B36'f96'* | Seville<br>Spanish<br>*6BHCem*<br>*809tAPT10t* | T.3Cy.20",33"&54"–39" (s)<br>160lb *80lb* 190NHP<br>2SB,4pf,GS81,HS2990<br>N.E.MarineEng.CoLd Sld | 19 » 7<br>s 9 · 4½ | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Dates of Transfer &c. | 16 Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1045 107228 | **Aragon** *L.A.Blake* *Mchy.Aft* | Steel Sc *Elec.light* 1 *Dk 2 tr B* | 1450 — 1072 | | | | 1896 | Detroit Dry Dock Co Wyandotte | Atlantic Coast Lumber Co. | 247·7 | 42·6 | 14·8 | Boston Utd. States *WB* | T.3Cy.17″,27½″ & 46″–36″ 127 NH Dry Dock E. Works, Detroit | | | |
| 1046 RKPG | **Aragonia** *F. Forst* 99–01 *Elec.light* | Steel Twin Sc Sr 1 *Dk & Spar dk 3 tr B* | 5198 4780 3324 | | | … | 1897 | Flensburger Schiffsb. Ges Flensburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 404·0 P31′ B102′ F52′ | 50·0 29·2 FK | 21·2 *WB* | Hamburg German | T.6Cy.19″,31″ & 52″–40″ 426 NH Flensburger Schiffsb. Ges | 24 ″ 0 | G | |
| 1047 HBTJ | **Araguay** 1 *Dk* | Steel Pad Sr | — — 371 | | | | 1884 | A. Leslie & Co. Hebburn | Cia. Nav. de Manaos | 177·0 | 27·5 | 8·2 | Para Brazilian | C.2Cy.30″ & 54″–51″ 174 NH Black, Hawthorn & Co., Gts | | | |
| 1048 99312 MHCP | **Aral** *G. H. Linnell* –96 *Mchy. Aft* *Elec.light* | Steel Sc Sr *Carrying Petroleum in bulk* | 2826 2675 2160 | | | | 1891 | Armstrong Mitchell & Co. Ld. Newcastle | Rover Shpg. Co. Ld. (Hamilton, Fraser & Co. *Mgrs.*) | 310·0 B20′ F40′ | 40·2 | 28·2 | Liverpool British | T.3Cy.22″,35″ & 58″–42″ 218 NH Wllsnd Slpwy Co. Ld., Nwc. | | V | |
| 1049 110899 RGST | **Aralia** *A. Naulls* 89–99 1 *Dk* | Iron Sc K | 229 217 113 | | | … | 1899 | Schofield, Hagerup & Doughty, Ld Grimsby | N. Eastern Steam Fishing Co. Ld. | 121·5 B48′ F21′ | 21·6 BK 7½″ | 11·5 | Grimsby British | T.3Cy.18″,21″ & 34″–24″ 59 RH C.D. Holmes & Co. Hull | 12 ″ 4 | | |
| 1050 96634 LHMP | **Aramac** *J. Butcher* –02 1 *Dk & Spar dk (Stl-ws) & Web frames* *Elec.light* | Steel Sc Sr | 2114 1807 1192 | ✠ *Spar dk* 9,89 | Gls | *t* | 1889 9mo | W. Denny & Bros. Dumbarton | Australas'n United Stm. Nav. Co. Ld. | 300·0 P&B 181′ F45′ | 37·1 24·0 FK *WB = Cell* | 17·6 *5 BH Cem DB 212′ 307 t* | Brisbane British | T.3Cy.25″,41″ & 68″–48″ 334 NH 2 DB, *8 cf*, GS 192, HS 5105 Denny & Co., Dumbarton | 24 ″ 9 | | |
| 1051 108694 PWHJ | **Arana** *R. Walton* –99 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | Steel Sc Sr ss Lon. No. 1–02 | 1471 1381 921 | ✠ 100 A1 *Spar dk* *with freeboard* 8,04 ~~8,03~~ [illegible] | Lon | *p* | 1897 12mo | A. Rodger & Co. Pt. Glasgow A&CP | Arana S.S. Co. Ld. (R. McAndrew & Co.) *WB = D Ba 56′* | 245·1 B57′ | 34·1 BK 8′ *uE & B 83′ f 106′ 258 t* | 21·1 | Glasgow British | T.3Cy.19″,31″ & 51″–33″ (s 160 lb *80 lb* 155 NH ISB, *4 pf*, GS 63, HS 2420 Hall-Brwn. Bttery & Co, Gls | 14 ″ 10 s 4 ″ 1½ | | 9,08 |
| 1052 1819 JDNP | **Aranäs** *S. Lundgren* 84–90 1 *Dk* | Comp Sc Sr *Mchy. Aft* | 170 148 113 | | | | 1874 | J. Olsson Sjötorp | D. Carnegie & Co. (J. E. Ekman, *Mgr.*) | 100·2 B22′ | 22·0 | 9·5 | Árnäs, Mtd Swedish | C.2Cy.10¾″ & 21½″–17½″ N B01 16 NH Motala Co., Motala | | | |
| 1053 86993 | **Aranci** *J. Williams* –02 *Mchy. Aft* | Steel Twin Sc Sr | 157 122 78 | | | | 1882 | W. Walker & Co. London | Coppack Bros. & Co. | 118·0 Q22′ B9′ len 84 | 18·8 | 7·3 | London British | C.4Cy.11″ & 21″–14″ NB 91 40 RH M. Pratt, Huddersfield | | | |
| 1054 98579 LVNB | **Aranmore** *J. Williams* –01 *Elec.light* *Well deck* | Iron Sc Sr 2 *Dks* | 1170 919 500 | | | … | 1890 | W B Thmpson & Co (Lim) Dundee | ~~Clyde Shpg Co. Ld~~ (~~W. Guthbert, Mgr.~~) J. Holliday | 241·5 P150′ B25′ F36′ | 34·8 | 15·7 *WB* | Glasgow British | T.3Cy.23″,38″ & 61″–48″ 258 NH W B Thmpsn & C. (Lm) Dun | 18 ″ 0 | C BT till 3.05 | |
| 1055 ~~1878~~ JSRV | **Aransas** 2 *Dks* | Iron Twin Sc Sr | 1157 — 679 | | | | 1877 | Harlan & Hollingsworth Co. Wlmngtn Del | Morgan's L. & T. R. R. & SS. Co. (Southern Pacific Co.) | 241·0 | 35·5 | 16·5 | N. Orleans Utd. States *WB* | NB 94 The Harlan & Hollingsw rth Co., Wilmington, Del | | R | |
| 107865 KRBV | **Arapahoe** *Elec.light* 1 *Dk & Hur Dk 3 tr B* | Steel Sc Sr | 4145 — 3205 | | | | 1901 | W. Cramp & Sons Co. Philadelphia | Clyde S.S. Co. (W.P. Clyde & Co. *Mgrs.*) | 336·5 len 02 | 46·1 | 20·5 | New York Utd. States | T.3Cy.27½″,43″ & 70″–36″ 294 NH W. Cramp & Sons Co. Phl. | | R | |
| HBTQ | **Arapixy** 1 *Dk* | Iron Pad Sr | — — 250 | | | | 1877 | The Pusey & Jones Co. Wlmgtn, Del | Co. Viaçao Ferrea e Fluvial de Tocantins e Araguaya | 140·0 | 23·0 | 7·6 | Para Brazilian | 2Cy.18″–72″ 42 NH Pusey & Jones Co. Wlmngtn | | | |
| 65892 WQRT | **Ararat** *J. W. Woodcock* –99 | Iron Sc Sr | 2045 1366 1297 | | | | 1871 | Livpl. Ship Bldg Co (Lim) Liverpool | Ellerman Lines Ld. (Papayanni & Co., *Mgrs.*) | 323·4 H47′ | 33·4 | 26·0 | Liverpool British | T.3Cy.25″,40″ & 65″–42″ NB 92 274 NH *Tpd.* 92 D. Rollo & Sons, Liv. | | | |
| 1059 — HBCW | — *A. Kishensky* –96 1 *Dk (Stl)* | Steel Sc Sr | 897 773 645 | ✠ *with freeboard* 6,96 *For Trading in the Black Sea* | Nwc | *m* | 1896 6mo | Hawthorn, Leslie & Co, Ld Newcastle | Russian Stm. Nav. & Trading Co. *WB = Cell D Ba 46′ u E &* | 220·0 B34′ F26′ *B40′ f 98′ 270 t* | 34·0 FK *FPT* | 12·2 *5 BH Cem 59 APT 28 t* | Odessa Russian | T.3Cy.16″,26″ & 43″–30″ 120 NH 2SB, *4 cf*, GS 70, HS 2080 Hwthrn, Leslie & C. Ld. Nwc | 14 ″ 0 | | |
| 1060 101829 NCHL | **Aras** *J. S. Ryder* –98 *Mchy. Aft* *Elec.light* | Steel Sc Sr ss Npt. No. 2–01 1 *Dk (Irn) & Spar dk (Irn) & Web frames* | 3210 3040 2088 | ✠ 100 A1 *Spar dk* *Carrying Petroleum in bulk* ~~4–16,03~~ 11,94 [illegible] | Npt | *v* | 1893 6mo *Lloyd's A & CP* | Palmers' Co. (Lim.) Newcastle | Aras S.S. Co. Ld. (Stephens, Sutton & Stephens) *WB = D Bu E* | 325·0 P73′ B20′ F38′ *f B50′ 153 t* | 42·7 28·7 FK *FPT 65 t* | 21·0 British *14 BH Cem APT 35 t* | Newcastle British | T.3Cy.24½ ,40½″ & 64″–42″ (s 160 lb *90 lb* 270 NH 2SB, *6 rf*, GS 96, HS 1112 Palmers' Co. (Lim.), Nwc. | 22 ″ 4 s 6 ″ 2 | | ~~4,04~~ 11,04 |
| 1061 63175 JDLG | **Araucania** *J. A. Liswell* –02 6th Survey, Liv. 11,97 1st Survey. Bry. 11,01 3 *Dks* | Iron Sc Sr | 2605 2513 1649 | ✠ A1* 1 6,0 [illegible] | Shl | Lv | 1869 4mo | J. Elder & Co. Glasgow | Macbeth & Co. Ld. | 354·8 P118 *t* FS | 41·0 26·0 pt N D 97 | 18·0 *WB =* | Liverpool British | T.3Cy.24½″,39″ & 62″–45″ NE & B 90 258 NH 2SB. *6 rf*, GS 140, HS 1614 Naval Con. & A. Co Ld., Brw | | | |
| 1062 | **Arauco** *J. Harrison* *J. ~~Walker~~* *Mchy. Aft* | Iron Sc 3 Mst Sr 3 *Dks* 6th Survey Vpo. 8,03 | 801 672 586 | ✠ A1* — 8,03 | Dun Vpo | Lv | 1879 4mo | Gourlay Bros. Dundee | J. J. MacAuliffe | 200·0 P60 *t* F20 *t* | 29·2 | 15·5 *WB = DBf* | Coquimbo Chilian | C.2Cy.24″ & 48″–36″ 115 NH Gourlay Brs. & Co., Dundee | | | |
| 1063 74642 STBF | **Arawata** *R. E. Smith* 84–90 3 *Dks* | Iron Sc Bg | 1098 1085 623 | | | | 1875 6mo | T. Wingate & Co. Glasgow | Union S.S. Co. of New Zealand, Ld. | 245·4 H13 *t* | 30·1 | 14·2 21·1 | Dunedin British | C.2Cy.40″ & 80″–40″ 337 NH T. Wingate & Co., Glasgow | | | |
| 96649 LJMB | **Arawatta** *G. Savage* –00 1 *Dk & Spar dk (Stl-ws) & Web frames* *Elec.light* | Steel Sc Sr | 2114 1867 1192 | ✠ *Spar dk* 10,89 | Dmb | *t* | 1889 10mo | W. Denny & Bros. Dumbarton | Australas'n United Stm. Nav. Co. Ld. | 300·0 P&B 181′ F45′ | 37·1 21·0 FK *WB = Cell* | 15·8 *5 BH Cem DB 212′ 307 t* | Sydny NSW British | T.3Cy.25′,41″ & 68″–48″ 334 NH 2DB. *8 cf*, GS 54, HS 5105 Denny & Co., Dumbarton | 16 ″ 10 | | |
| 1739 JDLK | **Arboga II.** *P. W. Sjödin* 98–98 (*ex* Köping, *ex* Hjo, *ex* Hans Brask, *ex* Göteborg) 1 *Dk* | Iron Sc Sp | 248 142 204 | | | | 1848 | Motala Varf. Norrköping | Stockholms Trnsp. & Bogs. Aktieb. (A. G. Förselius, *Mgr.*) | 120·9 Q26′ B49′ H26 *t* F16′ | 20·2 | 10·2 | Stockholm Swedish | | | | |
| 1740 JDLM | **Arboga III.** 1 *Dk* | Iron Sc Sp | 118 99 85 | | | | 1893 | Hjalmare Docka Yard Hjalmare Docka | Stockholms Trnsp. & Bogs. Aktieb. (A. G. Förselius. *Mgr.*) | 99·8 H19 *t* len 03 | 17·8 | 7·3 | Stockholm Swedish | C.2Cy.9¾″ & 19½″–12½″ NE & B 03 12 NH Ekensbergs Varf. Skm. | | | |

| Numéro / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom / Visites Périodiques. Nombres des Ponts | Tonnage Brut / Net / Sous le Pont | Cote / Détails de la Classification | Port de Visite | | Construit. Quand / Navire / Mach. | Par qui / Où | Armateurs | Dimensions (Longueur, Largeur, Creux) / Superstructures | Port d'Armement / Pavillon | Machines | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1067<br>JGMK | **Arbutus** IronScSr<br>*L.Larsen*<br>*Well deck* 1*Dk*2*tr B* | 1271<br>1036<br>780 | | | .. | 1884 | Strand Slipway Co.<br>Sunderland | Rederis.Arbutus (H.E.Jansen) | 244·0 33·8 17·3<br>Q94*t* B112*t* H23*t* F34*t* FK | Flokkefjrd<br>Norwegian<br>*WB* | C.2Cy.30″&56″–36″<br>157NHP<br>J.W.&F.Wilson, Sld. | 18 = 5 | N | |
| 1068<br>93172<br>KRNM | **Arcadia** SteelSc4MstBk<br>*F.C.A.Lyon* –01<br>*Ref.Mchy* 2*Dks*(1*Stl*)<br>*Elec.light* & *Spardk*(*Stl*)4*tr B* | 6603<br>5697<br>3514 | ✠<br>*Spar dk*<br>5,88 | Bel | c† | 1888<br>5mo | Harland& Wolff<br>Belfast | P.&O.Stm.Nav.Co. | 468·4 52·1 26·8<br>P17 F91′ 34·6<br>*WB* = *DBf*45′78*t* *Cell D* | Belfast<br>British<br>5*BHCem*<br>*Ba*101′190*t* | T.3Cy.40½″,68½″&102″–72″<br>883NHP<br>Harland&Wolff,Belfast | 28 = 5<br>~~10 11~~ | ET 181 | |
| 1069<br>RKPL | — SteelScSr<br>*H.Meggersee*96–01 2*Dks*3*tr B*<br>*Elec.light* | 5454<br>[illegible]<br>3412 | | | | 1896 | Harland& Wolff (Lim.)<br>Belfast | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 399·2 49·2 27·3<br>P242′B31′F45 | Hamburg<br>German<br>*WB* | Q.4Cy.22½″,32″,47″&68″–51″<br>530NHP<br>Harland&Wolff(Lim),Bel | | G | |
| 1070<br>HCTW | — SteelScSr<br>*G.S.Stuch*01–01 ssTri.No.1–03<br>1*Dk*(*pt Irn pt Stl*)2*tr B*<br>&*deep framing*3*Dk rule* | 3098<br>2914<br>1966 | ✠100A1<br>*withfreeboard*<br>3,05<br>✠LMC3,05 | Nwc<br>Tri | *u* | 1899<br>5mo | J Readhead &Sons<br>South Shields<br>A&CP | ArcadiaS.S.Co.Ld. (D.Tripcovich) | 323·0 47·1 22·6<br>P29′B81′F33′ FK<br>*WB* = *Cell D Ba* 106′ *uE* 20′ *f*132 | Trieste<br>Aust.-Hung.<br>5*BHCem*<br>726*t APT*[illegible] | T.3Cy 24″,40″&64″–42″ (*r*)<br>160lb *100lt* NDB04 278NHP<br>2SB,6*rf*,GS116,HS4866<br>J.Readhead&Sons,S.Shl. | 25 = 0<br>~~4 0~~<br>= 4 = 4 | | N4,04 |
| 1071<br>[illegible]<br>PDJN | — SteelScK<br>*C.Neaves* –02 (*Tug*)<br>1*Dk* | 180<br>144<br>— | | | | 1895 | Cook, Welt'n&Gemmell<br>Hull | W.Watkins | 109·1 21·5 11·8<br>B21′ | London<br>British<br>*WB* | T.3Cy.14½″,23″&37″–27″<br>99RHP<br>Earle'sCo.(Lim.),Hull | | | |
| 1072<br>99166<br>MJPR | — IronScYl<br>*J.Russell*79–91 ~~*Trawler*~~ 1*Dk*<br>ssGmsNo.3–10,04 | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>10,04<br>✠LMC10,04 | Gms | | 1891<br>6mo<br>Lloyd's A&CP | Mackie& Thomson<br>Glasgow | Gt.Gms.&E.Coast Stm.Fishing Co.Ld | 100·5 20·5 10·7<br>Q19′F19′ ND04<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.~~11″,18″&27″~~–22 (*s*)<br>160lb 10¾″,15⅝″&27½″ 15RHP<br>Muir&Houston,Glasgow<br>1SB,2*pf*,GS32,HS587 | 11 = 11 | | N10,04 |
| 1073<br>105613 | **Arcata** WoodSc3MstSr<br>*A.Reed* 1*Dk*&*Spardk* | 560<br>416<br>416 | | | | 1876 | DickeyBrs.<br>SanFrancisco | OregonCoal&Nav. Co. | 180·0 26·2 8·6<br>len80 16·6 | S.Frncisco<br>Utd.States | C.2Cy.14″&28″–28″<br>NB93 35NHP<br>RisdonIronWorks,S.Fo. | | | |
| 1074<br>HCWK | **Archanda** SteelScSr<br>*S.Luzarraga*01–02 ssBbo.No.1–04<br>1*Dk*(*Stl*)&*deep framing* | 2213<br>1311<br>1300 | ✠100A1<br>3,04<br>✠LMC1,04 | Bbo | *s* | 1899<br>5mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | Cia.Nav.Vascongada(F deAbasolo, *Mgr.*) | 289·0 43·2 20·0<br>P29′B60′F34′ FK<br>*WB* = *Cell DBa* 90′ *uE*22′ *f*108′ | Bilbao<br>Spanish<br>5*BHCem*<br>489*t APT*42*t* | T.3Cy.22″,35″&59″–39″ (*r*)<br>160lb *80lb* 222NHP<br>2SB,6*cf*,GS80,HS3411<br>T.Richardson&Sns,Ld.Hpl | 21 = 3<br>= 3 = 4½ | | [illegible] |
| 1075<br>87082<br>HKTV | **Archer** IronScSr<br>*F.Walker*92–01 1*Dk* | 694<br>503<br>440 | | | .. | 1882 | Lon.&Glas S.B.Co.<br>Glasgow | Newcastle& HunterRiverS.S. Co.Ld. | 200·2 29·0 13·2<br>P44′F23′ | SydnyNSW<br>British | C.2Cy.27″&48″–36″<br>95RHP<br>Lon.&Glas.Co.,Glasgow | | | |
| 1076<br>109776 | **Archibald Hood** IronTwinScTug<br>*G.Fisher* –98<br>1*Dk* | 164<br>163<br>33 | | | .. | 1898 | Cox&Co.<br>Falmouth | BarryRailwayCo. | 90·3 22·6 12·6<br>BK6½″ | Cardiff<br>British | C.4Cy.15½″&28″–21″<br>68RHP<br>Cox&Co.Falmouth | 13 = 0 | | |
| 1077<br>JBRT | **Archimedes** IronSc3MstSr<br>*P.Lange*<br>(*ex*SigmundRobinow) 1*Dk* | 313<br>292<br>174 | | | | 1856 | Caird&Co.<br>Greenock | Neue Dampfer-Cie. Act.Ges. | 166·2 25·1 11·0 | Stettin<br>German | C.2Cy.19¾″&39½″–25½″<br>66NHP<br>Aron&Gollnow,Stettin | | | |
| 1078 | **Archipel** SteelScSr<br>*MehmedDjemil*94–94 ssCpl.No.3–7.00<br>ssCpl.No.1–03<br>1*Dk* | 65<br>65<br>33 | ✠<br>*withfreeboard*<br>*For Coasting Service in the Levant & Archipelago including the Sea of Marmora* | | .. | 1890<br>10mo<br>Lloyd's A&CP | Stbil.Tecnico Trieste | Regie co-intéressée desTabacs de l'EmpireOttoman | 104·9 13·6 6·6<br>BK4″ | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.14″&25″–18″<br>90lb 31NHP<br>1SB,2*pf*,GS26,HS693<br>Stabil.Tecnico,Trieste | ~~2 6~~ | | 11,03 |
| 1079<br>106402<br>PCRS | **Archtor** SteelScSr<br>*W.Sturgeon* –02 ~~ssNpt.No.1–03~~<br>(*ex*Whetstone) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>ssNwc.No.2–02&*deep framing* | 3414<br>3095<br>2193 | ✠100A1<br>*Spar dk*<br>~~5,03~~ 2,05<br>✠LMC[illegible] | Nwc<br>~~Npt~~Cff | *v* | 1895<br>3mo | R.Thompson&Sons<br>Sunderland<br>A&CP | ~~J.Holman&Sons~~<br>R.H.Holman | 348·0 45·1 16·1<br>P33′B94′F36′ 24·7<br>FK<br>*WB* = *Cell DBa* 106′ *uE*&*B*36′ *f*134′ | London<br>British<br>6*BHCem*<br>704*t APT*57*t* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>160lb *90lb* 302NHP<br>2SB,6*pf*,GS131,HS4685<br>G.Clark,Ld.Sunderland | 18 = 7<br>= 3 = 7 | | 8,05 |
| 1080<br>HCJD | **Arciduca Stefano** SteelScSr<br>*C.A.Gerolimich* –02<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3533<br>3298<br>2268 | ✠100A1<br>*Spar dk*<br>~~2,01~~ ~~10,04~~<br>5,05<br>✠LMC[illegible] | Ham<br>~~Bo~~Npt | *u* | 1901<br>6mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | ErediC.Cav. Gerolimich&Co. | 338·3 46·0 17·9<br>P20′B74′F35′ 25·7<br>FK<br>*WB* = *Cell DBa* 110′ *uE*&*B*40′ *f*142′ | Lusinpiclo<br>Aust.-Hung.<br>6*BHCem*<br>805*t APT*56*t* | T.3Cy.24″,40″&65″–45″ (*s*)<br>180lb *80lb* 297NHP<br>2SB,6*cf*,GS182,HS4499<br>J.G.Kincaid&Co.Greenock | 20 = 6<br>= 6 = 1 | | 5,04 |
| 1081<br>HOJR | **Arciduchessa Maria Teresa**<br>*M.Vidulich* –02 SteelScSr<br>1*Dk*(*Stl*)2*tr B*&<br>*deep framing*3*Dk rule* | 2886<br>2657<br>1835 | ✠100A1<br>10,04 ~~1,04~~<br>✠LMC3,01 | Shl | *u* | 1901<br>3mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | Soc.diNav.aVap. —ErediMatteo Premuda | 320·4 46·1 21·2<br>P29′B88′F32′ FK<br>*WB* = *Cell DBa*&*uE*124′ *f*136′631*t* | Lusinpiclo<br>Aust.-Hung.<br>6*BHCem*<br>*APT*111*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 254NHP<br>2SB,6*pf*,GS108,HS1010<br>ClydeS.B.&E.Co.Ld.P.Gl | 23 = 9<br>= 3 = 11 | | 1,04 |
| 1082<br>JBWS | **Arcona** IronSc3MstSr<br>*W.Beise* 1*Dk*2*tr B* | 496<br>434<br>297 | | | | 1863 | Act.Ges. "Vulcan"<br>Stettin | Neue Dampfer-Cie. Act.Ges. | 211·3 24·1 12·5<br>P35′B52′<br>len74 | Stettin<br>German | C.2Cy.19″&42″–24″<br>NE74 NB94 72NHP<br>RostockerA.G.,Rostock | | G | |
| 1083<br>107640<br>KQTD | **Arctic** WoodScSr<br>*C.Reiners*<br>*Fitted for liquid fuel* 1*Dk* | 392<br>270<br>277 | | | | 1901 | H.R.Reed<br>BayCity,Or. | Hammond Lumber Co. | 145·0 32·0 11·0 | S.Frncisco<br>Utd.States | | | | |
| 1084<br>109076 | — IronScK<br>*F.Hayes* –02 ssAbn.No.1–03<br>1*Dk* | 187<br>170<br>66 | ✠100A1<br>*Stm Trawler*<br>~~7,03~~<br>10,04<br>✠LMC7,03<br>BS10,04 | Abn | | 1898<br>10mo<br>Lloyd's A&CP | Cochrane& Cooper.Ld<br>Beverley | The"Dodds"Steam FishingCo.Ld. (W. H.Dodds, *Mgr.*) | 112·0 21·0 11·3<br>Q16<br>BK7½″<br>*WB* = | N.Shields<br>British<br>4*BHCem*<br>*DBf*13′9*t* | T.3Cy.11½″,20″&32″–24″ (*s*)<br>200lb 50RHP<br>1SB,2*rf*,GS28,HS920<br>Amos&Smith,Hull | 12 = 0 | | [illegible] |
| 1085<br>94091<br>LDJR | —— IronScK<br>*W.Iles* –03 ssGms 2nd No.3–3.03<br>1*Dk* | 154<br>148<br>63 | ✠100A1<br>*Stm Trawler*<br>~~1,01 3,03~~<br>1,05<br>✠LMC3,03<br>[illegible] | Gms | | 1888<br>9mo<br>Lloyd's A&CP | Earle's S.B &E.Co.(Lim)<br>Hull | GrimsbySteam FishingCo.Ld. | 100·6 20·0 11·6<br>Q16′F18<br>ND03 BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.10½″,18″&30″–18″ (*s*)<br>155lb 45RHP<br>1SB,2*pf*,GS21,HS640<br>Earle'sS.B.&E.Co(L.)Hull | 12 = 1 | | [illegible] |
| 1086 | **Arctique** IronScK<br>*N.Joonnekyndt*04–04 (*ex*Hewett) | 206<br>206<br>115 | | | | 1877 | M.Pearse &Co.<br>Stockton | L.Dezairs | 130·2 21·2 10·8 | Dunkirk<br>French | 2Cy.28½″–24″<br>33NHP<br>Blair&Co.Ld.Stockton | | | |
| 1087<br>SQMJ | **Arcturus** SteelScSr<br>*J.A.Rosqvist*88–99 ssHul No.1–03<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Spardk*(*Stl-ptws*)<br>*Elec.light* &*Web frames* | 2023<br>1822<br>1157 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,01 ~~5,03~~<br>✠LMC6,0[illegible] | Hul | *s* | 1898<br>12mo<br>Lloyd's A&CP | Gourlay Bros.&Co.<br>Dundee | FinskaAngfAktieb (L.Krogius) | 281·4 38·2 13·7<br>P41′B102′F62′ 21·1<br>BK8″<br>*WB* = *Cell DBa*36 *uE*&*B*61 *f*94 227*t* | Helsingfrs<br>Russian<br>4*BHCem*<br>*APT*17*t* | T.3Cy.29½″,47″&75″–45″ (*s*)<br>170lb 535NHP<br>2SB,9*rf*,GS173,HS8145 FD<br>GourlayBros.&Co.Dun. | 15 = 11<br>= 4 = 10 | | 6,03 |
| 1088<br>104637<br>NWKJ | **Ardandearg** SteelScSr<br>*W.Kinley* –95 ssBel.No.2–03<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | 3229<br>3027<br>2103 | ✠100A1<br>*Spar dk*<br>~~6,04~~ ~~2,03~~ [illegible]<br>✠[illegible]<br>✠LMC1,[illegible]<br>DBS3,05 | NYk<br>~~Bel~~Cff | *v* | 1895<br>7mo<br>Lloyd's A&CP | Workman, Clark&CoLd<br>Belfast | ArdanS.S.Co.Ld. (Clark&Service, *Mgrs.*) | 335·0 43·6 18·2<br>P22′B73′F34′ 26·1<br>BK9″<br>*WB* = *Cell D Ba*102′ *uE*18′ *f*128′ | Glasgow<br>British<br>6*BHCem*<br>670*t APT*42*t* | T.3Cy.22″,36″&60″–42″ (*s*)<br>180lb *80lb* 290NHP<br>2SB,6*cf*,GS100,HS3984 FD<br>Workmn,Clark&Co(L) Bel | 20 = 10 | | 9,04 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of Survey. | Port of Survey. | Years Assigned / Equipment Letter | Built. When | By Whom / Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships ft. in. | Registers in which classed, if not in L.R. Date of R. of Trade Cert. | Mean draft. / Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1089<br>[illegible] | Ardbeg SteelScSr<br>R.Hawthorne96-00 ssGls.No.1-05<br>Well deck 1Dk(Irn)<br>Mchy.Aft | 251<br>173<br>41 | ✠100A1<br>~~5,01~~ 1,05<br>~~BS~~ ✠LMC ,04 | Gls | c | 1900<br>6mo | Scott&Sons<br>Bowling<br>A&CP | GlasgowSteam CoastersCo.Ld. (Paton&Hendry, Mgrs.) WB | 117·0\|21·5\|9·4<br>Q42'B8'F24'<br>BK7<br>=FPT21tAPT7t | Glasgow<br>British<br>3BHpt Asp pt Cem | C.2Cy.14"&29"-21" (s)<br>120lb 35RHP<br>1SB,2pf,GS31,HS770<br>Muir&Houston.Ld.Gls. | 10 " 3<br>s " 8½ | | 1,05 |
| 1090<br>63946 | Ardclinis IronScSr<br>J.Hughes01-04 ssAbn.2nd No.3-12,99<br>Mchy.Aft ssAyr.No.1-04<br>1Dk | 169<br>144<br>67 | ✠90A1<br>~~8,~~ 11,04<br>✠NB1,04 | Ayr<br>Bkn | c | 1870<br>11mo | Dobie&Co.<br>Glasgow<br>A&CP | G.Wilson | 129·2\|19·1\|9·0<br>ND84<br>len71 BK8"<br>WB=FPT18t | Aberdeen<br>British<br>3BHCem | C.2Cy.12"&28"-22" (s)<br>125lb 100lb NDB96 32RHP<br>1SB,2pf,GS24,HS558<br>W.King&Co.,Glasgow | 9 " 8<br>s 1 " 4 | | ~~8,04~~<br>~~7,04~~<br>11,04 |
| * 1091<br>112810<br>SFDQ | Arden SteelScSr<br>Jones -01<br>Well deck 1Dk(Irn)2trB | 1517<br>1177<br>921 | ✠100A1<br>6,01 ~~5,00~~<br>✠LMC3,01 | Sld | p | 1901<br>3mo | Strand SlipwayCo<br>Sunderland<br>A&CP | W France,Fenwick &Co.Ld.<br>WB=CellDB | 251·0\|35·8\|16·2<br>P29'Q62'B50'F31'<br>FK<br>a67'uE&B35'f103' | London<br>British<br>4BHCem<br>440tAPT40t | T.3Cy.19",31"&51"-33" (s)<br>160lb 80lb 159NHP<br>1SB,4pf,GS66,HS2535<br>N.E.MarineEng.Co Ld.Sld. | 18 " 6<br>s2 " 0½ | | 6,02 |
| 1092 | Ardeola SteelSc3MstSr<br>For full particulars See No.21 in Supplement | 1450 | 100A1<br>(Class Contemplated) | | | 1904 | Caledon<br>S.B&E.CoLd<br>Dundee | YeowardBros. | 260·0\|34·0\|16·6<br>P19'B114'F43' | Liverpool<br>British | T.3Cy.21",34"&56"-39"<br>CaledonS.B.&E.Co.LdDun. | | | |
| 1093<br>111270 | Ardgowan SteelScK<br>A.Olley -00<br>1Dk | 188<br>178<br>63 | ✠100A1<br>StmTrawler<br>8.02 ✠LMCo,00 | Abn | | 1900<br>6mo | J.Duthie, Sons&Co.<br>Aberdeen<br>Lloyd'sA&CP | J.S.Boyle | 115·6\|20·7\|11·2<br>BK7½" | Glasgow<br>British<br>3BHCem | C.2Cy.14"&34"-22" (s)<br>140lb 54RHP<br>1SB,2cf,GS35,HS883<br>J.Cran&Co.Leith | 12 " 0 | | |
| 1094<br>104549 | — SteelScSr<br>W.McBryde -03 ssTrn.No.3-2,01<br>Welldeck 1Dk(Irn)Floors(Irn)<br>Mchy.Aft | 185<br>134<br>59 | ✠100A1<br>10.03<br>~~4,03~~ ✠LMC ,01<br>BS | Bwg | b | 1894<br>8mo | JM'Arthur &Co.<br>Paisley<br>Lloyd'sA&CP | GlasgowSteam CoastersCo.Ld. (Paton&Hendry, Mgrs.) | 117·3\|20·1\|8·1<br>Q35'F20'<br>len01 BK6½"<br>WB= | Glasgow<br>British<br>3BHCem<br>FPT19t | C.2Cy.13¾"&26"-18" (s)<br>120lb 30RHP<br>1SB,2pf,GS27,HS669<br>Bow,McLachlan&Co.,Psy. | 9 " 3<br>s " 10½ | | 9,03 |
| 1095<br>417<br>NFKS | Ardito SteelScSr<br>E.Villa98-03 ssGen.No.3-8,02<br>(exBendo) 1Dk(Stl)3trB<br>Well deck | 3500<br>2741<br>2301 | ✠100A1<br>5,01 ~~7,00~~<br>~~BS5,00~~ ✠LMC | Npt<br>Trl | v | 1890<br>6mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | A.Mancini<br>WB=CellD | 346·0\|43·2\|20·9<br>P19'Q118'B140'<br>F36' FK<br>B288'918tFPT128t | Genoa<br>Italian<br>6BHCem<br>APT79t | T.3Cy.23",42"&64"-45" (s)<br>160lb 100lb NDB02 286NHP<br>2SB,8pf,GS128,HS4460<br>N.E.MarineCo.Ld.Nwc. | 24 " 1<br>s2 " 9½ | | ~~8,02~~<br>N5,04 |
| 1096<br>NFRC | Ardjoeno SteelScBn<br>P.deBoer90-01<br>3Dks | 2527<br>2176<br>1590 | | | | 1891 | Maatschpy "DeSchelde"<br>Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen,Mgrs.) | 324·4\|37·7\|25·5<br>P131t H189t F34t | Rotterdm<br>Dutch<br>WB | Q.4Cy.24",36",48"&75"-42"<br>365NHP<br>Maats'deSchelde,'Flushing | | V | |
| 1097<br>93478<br>KWFP | Ardle SteelScSr<br>C.Taggart -97 ssNwc.No.3-3,97<br>ssNwc.No.1-01 1Dk(Irn)2trB<br>Well deck Elec.light Inner bottom Irn | 1294<br>1019<br>805 | ✠100A1<br>~~6,04~~ 3,05<br>~~BS~~ ✠LMC ,05 | Dun<br>~~Gmh~~<br>Nwc | p | 1888<br>11mo<br>Lloyd | Gourlay Bros.&Co.<br>Dundee<br>'sA&CP | AngusShppngCo. Ld.(J.P.Bruce, Mgr.) | 245·5\|34·2\|16·1<br>Q86'B65'F60'<br>BK7"<br>WB=CellDBa182' | Dundee<br>British<br>4BHCem<br>219tFPT22t | T.3Cy.18",31"&50"-36" (s)<br>160lb ~~60lb~~ 140NHP<br>2SB,6rf,GS75,HS1938<br>GourlayBros.&Co.,Dun. | 18 " 3<br>s 1 " 8½ | | ~~4,01~~<br>~~1,03~~<br>3,05 |
| 1098<br>88855<br>JCMR | Ardlethen IronScSr<br>W.Shepherd -03 ssShl.No.3-9,96<br>ssShl.No.1-00<br>1Dk(Irn)&Spardk3trB | 1539<br>1498<br>975 | ✠100A1<br>Spar dk<br>1.04<br>BS1,04 ✠LMC ,01 | Shl | q | 1883<br>10mo | Sunderlnd S.B.Co.<br>Sunderland<br>A&CP | AdamS.S.Co.Ld. | 249·0\|34·1\|23·3<br>F22'<br>BK8½"<br>WB=DBa | Aberdeen<br>British<br>5BHCem<br>54'f63'154t | C.2Cy.30"&58"-36" (s)<br>90lb 80lb NDB00 168NHP<br>2SB,6pf,GS96<br>Hwks,Crwshay&Sons,Gts. | 17 " 10<br>s 5 " 8 | | 1,04 |
| 1099<br>[illegible]<br>HKMF | Ardnamult IronScSr<br>Sunk by Collision 5.04<br>~~[illegible] -00~~ ssLiv.No.3-4,95<br>Well deck Sinclair ssCff.No.2-03<br>1Dk(Irn)&Web frames | 1063<br>796<br>669 | ✠~~100A1~~<br>4,04 ~~1,03~~<br>✠~~LMC~~ | Cff | n | 1883<br>3mo | T.&W. Smith<br>N.Shields<br>A&CP | C.Morley<br>WB= | 226·0\|33·1\|15·0<br>Q87'B50'F26'<br>BK8"<br>DBa70'f84'264tFP | London<br>British<br>4BHCem<br>T20tAPT7t | C.2Cy.26"&52"-33" (i)<br>80lb 80lb NDB97 99RHP<br>1SB,3pf,GS49,HS1980<br>WllsndSlipwyCo(Ld)Nwc | 15 " 11<br>~~s 1 " 6~~ | | N1,03 |
| 1100<br>115587<br>TSMN | Ardoe SteelScSr<br>A.Mowat -03<br>1Dk(Stl)&Web frames<br>Elec.light | 2386<br>2236<br>1520 | ✠100A1<br>9,01 ~~12,00~~<br>✠LMC1,0 | Sld | t | 1903<br>1mo<br>Lloyd | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | AdamS.S.Co.Ld.<br>WB=CellDBa94' | 304·0\|43·0\|20·5<br>P26'B84'F34'<br>FK<br>uE&B10'f132'601t | Aberdeen<br>British<br>5BHCem<br>APT28t | T.3Cy.22",36"&58"-39" (s)<br>160lb 80lb 233NHP<br>2SB,6pf,GS107,HS3840<br>N.E.MarineEng.CoLdNwc | 23 " 0<br>s3 " 9 | | |
| 1101<br>[illegible]<br>VQW[illegible] | Ardova SteelScSr<br>1Dk(Stl)&deep framing | 3533<br>3305<br>2271 | ✠100A1<br>4,04<br>✠LMC4,0 | Dmb | w | 1904<br>4mo<br>Lloyd | A.McMillan&Son,Ld.<br>Dumbarton<br>'sA&CP | ~~E.F.&W.Roberts~~ ArdovaS.S.Co.Ld. (EF&W Roberts)<br>WB=CellDBa | 335·0\|49·7\|24·2<br>P30'B100'F36'<br>FK<br>102'uE23'f146'861t | Liverpool<br>British<br>6BHCem<br>APT190t | T.3Cy.25",41"&67"-45" (s)<br>180lb 100lb 332NHP<br>2SB,6cf,GS126,HS5200<br>ClydeS.B.&E.Co.Ld.PtGls | 26 " 11<br>s4 " 10½ | | |
| 1102<br>HCWL | Arechondo SteelScSr<br>P.Ceniga00-00 ssBbo.No.1-04<br>1Dk(Stl)&deep framing | 2099<br>1925<br>1230 | ✠100A1<br>~~8,01 1,02~~ 2,05<br>~~BS2,01~~ ✠LMC 2,04 | Shl<br>~~Bbo~~ Bry | s | 1899<br>10mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | Cia.Algorteña de Nav(Uribe y Eguiraun)<br>WB=CellDB | 289·0\|43·2\|20·1<br>P27'B66'F32'<br>FK<br>a88'uE22'f114'495t | Bilbao<br>Spanish<br>5BHCem<br>APT42t | T.3Cy.21",35"&57"-39" (s)<br>160lb 80lb 209NHP<br>2SB,4pf,GS93,HS3230<br>J.Dickinson&Sons,Ld.Sld | 21 " 3<br>s3 " 4½ | | ~~8,04~~<br>2,05 |
| 1103<br>HTPB | Arendal IronScSr<br>M.K.Olsen -97 ~~4thSurvey,Xia 3,01~~<br>(exEastwood) 1Dk(Irn)2trB<br>Well deck 5thSurvey,Shl4,05 | 1387<br>1076<br>876 | ✠A1 1<br>~~5,01~~ 4,05<br>~~[illegible]~~ LMC ,05<br>~~BS~~ | Gmh<br>Shl | Lv | 1885<br>2mo | Earle'sCo.,Ld.<br>Hull | Akties.Arendal (Chr.Eyde&Hein) | 256·8\|34·0\|17·0<br>Q83tB136tF37t<br>BK8"<br>WB=DBa& | Arendal<br>Norwegian<br>4BH<br>uE&BFPT | T.3Cy.19½",30"&52"-33" (s)<br>140lb 60lb 130NHP<br>1SB,3cf,GS50,HS1730<br>Earle'sCo.,Ld.,Hull | 18 " 5<br>s2 " 0 | | 15·17<br>16·12<br>17·07<br>18·02<br>N4,04 |
| 1104<br>JVLK | — SteelScSr<br>Christensen 1Dk&Awngdk | 515<br>488<br>303 | | | | 1882 | Motala Co.<br>Gothenburg | ArendalsDamp- skibsselskab | 159·0\|27·0\|17·7<br>H26t | Arendal<br>Norwegian | C.2Cy.17"&38"-23⅝"<br>NB98 58NHP<br>MotalaCo.,Motala | | N | |
| 1105<br>84<br>HVMT | Ares IronScSr<br>J.P.Forsling97-02 ssGot.No.3-4,96<br>(exMagnolia) ~~ssHbg.No.1-00~~<br>Well deck ssSkm.No.2-04 1Dk(Irn)2trB | 1151<br>912<br>665 | ✠100A1<br>5,04 1,03<br>~~Hbg,00~~ ✠LMC<br>BS4,05 | Sws<br>Skm | n | 1883<br>10mo | Osbourne, Graham&Co.<br>Ld.Sundrlnd<br>A&CP | Ångf.Aktieb.Gefle (P.J.Hægerstrand Mgr.)<br>WB | 230·0\|34·1\|16·4<br>Q83'B64'H30tF29'<br>BK8½"<br>=DBa65'f54'276t | Gefle<br>Swedish<br>4BHCem<br>APT12t | C.2Cy.28"&53"-36" (i)<br>80lb [struck] NDB89 140NHP<br>1SB,3pf,GS50 60lb<br>Carr&Co.(Lim.),Sld. | 17 " 4<br>s 1 " 8 | | ~~N5,99~~<br>5,04 |
| * 1106 | Arethusa IronScSr<br>Olivari -04 ssSld.2ndNo.3-10,00<br>2Dks3trB | 1846<br>1766<br>1199 | ✠100A1<br>3,01<br>NB1,02 LMC10,00<br>BS3,03 | Sws | r | 1875<br>5mo | Palmers'C.<br>Newcastle<br>A&CP | FratelliDenegri | 282·8\|33·3\|24·2<br>B40'F34'<br>ND97 BK9"<br>WB=DBa80'uE | Genoa<br>Italian<br>5BHCem<br>16'f66 171t | C.2Cy.31"&61"-36" (r)<br>80lb 65lb NDB92 182NHP<br>2SB,6pf,GS82,HS3154<br>Palmers'Co.,Newcastle | 25 " 8<br>s4 " 11 | | ~~11,00~~<br>11,01 |
| 1107<br>QHFJ | Argenfels SteelScSr<br>~~J.Wilkins99-02~~ A.Meyer94-04<br>1Dk(Stl)&Spar dk(Stl-pt teak s)&<br>Elec.light ssHam.No.1-04 Web frames | 5654<br>5297<br>3659 | ✠100A1<br>Spar dk<br>~~6,01~~ LMC<br>2,05 | Ham | z | 1901<br>2mo | Wigham-Richrdsn&Co<br>Ld Newcastle<br>A&CP | DeutscheDmpfs- fahrts.Ges.Hansa<br>WB=CellDBa142'uE27' | 420·0\|55·2\|20·5<br>P60'B96'F48' 28·7<br>BK11"<br>f177' 1115t Tween | Bremen<br>German<br>6BHCem<br>Deck Tanks | Q.4Cy.24",34",51"&74"-54"<br>210lb 120lb (r) 494NHP<br>3SB,9rf,GS150,HS6303 FD<br>WghmRchrdsn&C LdNwc<br>a50'490tf46'570tAPT40t | 23 " 2<br>s7 " 7½ | | 6,03 |
| 1108<br>RKDL | Argentina SteelScSr<br>F.Bode95-03<br>Elec.light 2Dks&Web frames | 3791<br>3103<br>2867 | | | | 1894 | Reiherst'g Schiffsw.<br>Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 343·0\|42·4\|26·1<br>P&B212'F41' | Hamburg<br>German<br>WB | T.3Cy.23",37½"&63"-42"<br>257NHP<br>ReiherstMaschinenf.Ham. | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant et pr. l. lettre d'autorisat. | 8 Construit. Quand — Navire. Mois. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers de navire. Détails des Chaudières & Foyers. Nom du constructeur de machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1109 901 | **Argentina** | **IronTwinScSr** | 382 — 276 | | | | 1876 | ..... Liverpool | **M.Susanis** | 180·7 | 27·1 | 8·9 | **Rostoff** Russian | | | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | |
| 1110 1110905 | — *W.L.Wilkinson99–99* | **IronScK** *ssGms.No.1–04* | 177 162 60 | ✠100A1 *Stm Trawler* 6,05 | Gms | | 1899 8mo | Edwards Bros. N.Shields | **J.&G.Alward,Ld.** | 110·7 Q48′F22′ | 21·1 | 11·0 BK7½ | **Grimsby** British | T.3Cy.11½″,18½″&30″–22″ 180lb (*s*) 45RH 3*BHCem* 1SB.2*spf*,gs86,hs976 Gt.Gms.Co-op.Eng.&Ship Rep.Co.Ld | 12 | 0 | |
| | | 1 *Dk* | | | | | *Lloyd'sA&CP* | | | | | | | | | | |
| 1111 1281 QJWJ | — *F.Hoyer92–00* | **SteelScTug** | 158 143 — | | | | 1900 | J.C.Tecklenborg A.G Geestemünde | **DeutscheDmpfs-fahrtsGes Hansa** | 96·0 B38′ | 19·7 | 11·9 | **Bremen** German | T.3Cy.18″,20½″&33½″–22″ 58NH J.C.Tecklenborg A.G.Get. | | | G |
| | | 1 *Dk* | | | | | | | | | | | | | | | |
| 1112 HQWN | **Argentino** *P.Mas* (*ex*Kirkhill) | **SteelScSr** *ssNwc.No.1–99* 1 *Dk*(*Stl*) *Spar dk*(*Irn*) *deep framing* | *3618* *3353* *2347* | ✠100A1 *Spar dk* 9,09 7,05 | Gen | *w* | 1895 12mo | Russell& Co. Port Glasgow | **A.Folchy Ca.** *WB = Cell D Ba* | 350·0 P40′B82′F36′ 108′*u* E⅔B36′*f* 148 | 43·1 | 19·1 27·0 FK | **Barcelona** Spanish 6 *BHCem* 727*t APT44t* | T.3Cy.25″,40″&66″–45″ (*s*) 170lb *100lb* 854NH 2*s* B.6*rf*,gs94,hs4900 Dunsmuir&Jackson,Gls. | 21 | 9 | |
| 1113 102735 NWQT | **Argo** *P.F.Perry* –01 (*ex*Uganda) | **SteelScSr** *ssBel.No.2–08* 1 *Dk*(*Irn*) 2 *tr B*&*Web frames* 3 *Dk rds* | 3071 2894 1970 | ✠100A1 *Spar dk with freeboard* 1,05 | Bry | *u* | 1895 8mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | **Rickinson,Sons& Co.** *WB = Cell D Ba* | 325·0 P27′B70′F32′ 4*u* E 186′*f* 180′ 782*t* | 47·1 | 22·4 FK | **W. Hartlpl** British 5 *BHCem* *APT68t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 271NH 2SB.6*rf*,gs87,hs4160 Cen.Mar.E.Wks.,W.Hpl. | 24 | 10 | |
| 1114 | — *L.G.Vatis* (*ex*Uganda) | **SteelScSr** 1 *Dk*(*Stl*) *Spar dk*(*Irn*) *ss*Syr.No.3–2 *deep framing* | *2444* *2316* *1586* | ✠100A1 *Spar dk with freeboard* 2,05 BS5,01 MS7,04 | Bry Syr | *s* | 1892 5mo | A.Stephen &Sons Glasgow *Lloyd'sA&CP* | **J.L.Vatis&Co.** *WB = Cell D B* | 310·0 P48′S34′*f* | 41·0 | 13·6 21·9 FK | **Syra** Greek 5 *BHCem* *APT115t* | T.3Cy.21″,38″&54″–42″ (*s*) 160lb *70lb* 204NH 2SB,4*rf*,gs154,hs3300 A.Stephen&Sons,Glasgow | 16 | 0 | |
| 1115 HFPG | — *W.Melberg* –02 (*ex*Johann) | **SteelScSr** (*ex*Whydah, *ex*Johann) 1 *Dk*(*Stl*) *Spar dk tr B* | 1394 1286 878 | | | | 1884 | Flensburger Schiffsb.Ges. Flensburg | **Actieselsk.Argo (J.M.Dönvig)** | 235·2 B&F70′ | 33·2 | 15·2 20·7 | **Chrstiania** Norwegian | C.2Cy.28½″&62″–30″ 123NH Flensburger Schiffsbs.Ges. | | | N |
| 1116 JVSD | — *H.Paulsen96–99* *Well deck* | **IronScSr** 1 *Dk 2 tr B* | 1297 1023 804 | | | ... | 1883 | Martens, Olsen&Co. Bergen | **H.M.Wrangell** *WB* | 234·9 Q84′B56′F25′ | 34·1 | 16·8 BK8½ | **Haugesnd** Norwegian | C.2Cy.29½″&57″–38″ 142NH Martens,Olsen&Co.,Bergn | | | N |
| 1117 109019 QCBP | — *H.E.French* –03 *Welldeck Elec.light* (*pt Irn,pt Stl&pt Wood*) | **SteelScSr** *ssGms.No.1–03* *Ref.Mchy.* 1 *Dk* *deep framing* | 1102 730 605 | ✠100A1 4,05 Hull BS8,05 | Gms | *n* | 1898 4mo | Caledon SB.&E.Co.Ld Dundee A&CP | **T.Wilson,Sons& Co.Ld.** *WB = Cell D Ba* | 222·0 P144′F29′ 3*u* E 100′*f* 135*t* | 32·0 | 14·5 FK | **Hull** British 4 *BHCem* | T.3Cy.18″,30″&50″–36″ (*s*) 210lb 163NH 2SB.4*cf*,gs71,hs2335 CaledonSB.&E.Co.Ld Dun | 17 | 0 | BT 4.05 |
| 1118 107627 | — *E.Williams02–03* *Elec.light* | **SteelSc** 1 *Dk*(*Awng Dk*) | 1089 — 740 | | | | 1901 | Craig S.B. Co. Toledo,O. | **Graham&Morton Transp.Co.** | 173·5 | 31·6 | 20·8 | **Chicago** Utd.States | T.3Cy.15″,25″&42″–24″ 86NH Craig S.B.Co.Toledo,O. | | | V |
| 1119 | — *N.Vassilzanoff* –99 *Elec.light* | **SteelTwinSc3MstSr** 1 *Dk* | 1068 968 625 | | | | 1898 | Oderwerke A.G. Stettin | **A.G.Exelbirth** *WB* | 229·2 P16′B41′F31′ | 32·0 | 17·1 | **Baku** Russian | C.4Cy.19¾″&35″–23½″ 98NH Oderwerke A.G.Stettin | | | |
| 1120 65303 JTMR | — *A.Woodcock* –08 *Mchy.Aft* | **IronSc3MstSr** | 963 785 574 | | | ... | 1871 | London& Glasgow Co. Glasgow | **Bristol Stm.Nav. Co.Ld.** | 230·7 | 30·3 | 16·2 28·5 | **Bristol** British | C.2Cy.38″&68″–36″ NB83 231NHP Lon.&Gls.Co.,Glasgow | | | BT till 4.05 |
| 1121 113918 SCDH | — *J.Masson80–00* *Mchy.Aft* *Well deck Elec.light* | **SteelSc3MstSr** 1 *Dk*(*Stl*) | 675 491 159 | ✠100A1 5,04 3,00 | Gls Bkn | *j* | 1900 11mo | Irvine S.B. &E.Co.Ld. Irvine A&CP | **J.&P.Hutchison** *WB = Cell D b* | 190·1 P&B131′F26′ *f* 106′ 160*t* | 28·5 | 11·7 FK | **Glasgow** British 3 *BHCem* *APT2t* | T.3Cy.16″,26½″&48″–30″ (*s*) 180lb *90lb* (*s*) 95RHP 1SB,3*cf*,gs60,hs1810 Muir&Houston,Ld.Gls. | 14 | 0 | |
| 1122 3722 JLPS | — *Mattsson* | **SteelScSr** 1 *Dk* | 587 442 336 | | | | 1899 | Hlsingbrgs Varfs Aktieb. Helsingborg | **Ångf.Aktieb. Stella(Th.Ahren-berg,*Mgr.*)** *WB* | 163·4 Q54′B45′H81*f*F18′ | 28·2 | 12·3 | **Gothenbrg** Swedish | C.2Cy.18″&35½″–27″ 54NH Helsingborgs Varfs Aktiebl. | | | V |
| 1123 JWRV | — *H.Waage89–98* | **SteelScSr** 1 *Dk 2 tr B* | 411 296 249 | | | | 1897 | Stavanger Stöberi&Dok Stavanger | **Dmpskibacties. Argo(T.S.Falck)** *Wb* | 144·7 Q61*t*B35*t*H5*t*F14*t* | 25·1 | 11·7 | **Stavanger** Norwegian | T.3Cy.13½″,22″&34″–25″ 58NH Laxevaags Msk&Jrns.Bgn. | | | N |
| 1124 107338 | — *R.J.Dunham* | **WoodSc** | 180 — 112 | | | | 1898 | ..... Ballard,Wash. | **Hulme&Hart** | 117·5 | 21·8 | 9·6 | **S.Francisco** Utd.States | C.2Cy.10″&20″–12″ 12NH | | | |
| 1125 118151 | — *G.Liston* –03 | **SteelScK** 1 *Dk* | 174 150 41 | ✠100A1 *Stm Trawler* 6,04 4,08 | Shl Lth | | 1903 4mo | Smith's Dock Co.Ld. North Shields *Lloyd'sA&CP* | **Newhaven Trawlers,Ld.** | 105·7 Q47′ | 21·1 | 8·5 BK7½ *WB* = | **Granton** British 3 *BHCem* *DBf* 14′12*t* | T.3Cy.12″,18″&30″–21″ (*s*) 180lb 46RHP 1SB.2*pf*,gs26,hs908 N.E.MarineEng.Co.Ld.Sld | 11 | 10 | |
| 1126 85396 | — | **WoodPad** | 154 — 96 | | | | 1882 | Temis-camingue | **A.Lumsden** | 125·0 | 39·4 | 8·4 | **Ottawa** British | | | | |
| 1127 105548 | — *P.McCarthy* –96 | **SteelScK** 1 *Dk* *ssGms.No.2–04* | 137 127 44 | ✠100A1 *Stm Trawler* 1,05 | Gms | | 1896 4mo | Earle's Co. (Lim.) Hull *Lloyd'sA&CP* | **Ocean Stm.Fishing Co.Ld.** | 93·6 Q18′ | 20·7 | 10·4 BK7½ | **Grimsby** British 3 *BHCem* | T.3Cy.10½″,17″&30″–21″ (*s*) 160lb 45RH 1SB.2*cf*,gs29,hs830 Earle's Co.(Lim.),Hull | 11 | 3 | 4.05 6.04 |
| 1128 1671 HVDN | — *J.H.G.Edman98–03* | **IronTwinScSr** (*ex*Dwina) 1 *Dk* | 130 112 46 | | | | 1869 | N.H.Witte Rostock | **Bergnings och Dykeriakt.Neptun/J. Drakenberg,*Mgr.*)** | 114·5 H19*t* | 16·9 | 8·2 | **Stockholm** Swedish | C.4Cy.15½″&26½″–18″ NE83 42NH N.H.Witte,Rostock | | | |
| 1129 HFLM | **Argolis** *D.Koukoudachis83–88* | **IronScSr** (*ex*Vine) 1 *Dk 2 tr B* | *488* *400* *247* | | | | 1878 | D&W Henderson Glasgow | **Nav.à Vapeur Panhellénique** | 183·0 P51′ | 25·5 F29′ | 13·3 | **Pirœus** Greek | C.2Cy.27″&49″–36″ NB89 120NHP D.&W.Henderson,Gls. | | | |
| 1130 8158 SRVA | **Argonaut** *R.Roach* –98 *ex*NurseKing,*ex*Orienta,*ex*La Plata, *ex*Norfolk) *Elec.light* | **IronScBkn** | 3274 3147 1967 | | | | 1879 | R.& H. Green London | **Co-operative Cruising Co.Ld. (W.H.Lunn *Mgr.*)** | 332·4 | 40·1 | 32·9 | **London** British | Q.4Cy.27″,36″,51″&76″–51″ NB95 412NH *Qpd*95 Palmers'Co.Ld Nwc | | | BT till 6.05 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registd Tonnage. Gross. Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Engines placed in Vessel. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which vessel is to be classed. Intermediate Survey. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1131 105058 | **Argonaut** IronScK *D.Garnett* –95 *ss*Hul.No.2–03 1 *Dk* | 149 141 59 | ✠100A1 *Stm Trawler* 5,01 4,04 12,04 | Hul LMC BSS,04 | | 1895 8mo | Cook, Wel-t'n & Gemmell Hull *Lloyd's SA&CP* | Hellyer's Steam Fishg. Co. Ltd. | 102·5 20·5 11·0 BK 7½″ | Hull British *3 BH Cem* | T.3Cy.11½″,18″ & 30″–22″ (*s*) 160lb 45RHP 1SB.*2cf*,GS23,HS708 C.D.Holmes & Co.,Hull | 11 ″ 9 | | ~~3,03~~ N12,04 |
| 1132 QFHT | **Argos** SteelScSr *F.Mahncke* 01–02 (*ex* Heimburg) 1 *Dk & Spar dk* | 1794 1676 1125 | | | | 1889 | Helsingörs Jernsk. & Msk. Elsinore | Deutsche Levante Linie | 260·0 37·2 14·5 P144′B58′ F84′ 21·5 *WB* | Hamburg German | T.3Cy.21″,35″ & 56½″–36″ 190NHP Helsingörs Jernsk. & Msk b | 16 ″ 6 | G | |
| 1133 76387 | **Argosy** WoodSc *A.Atherton* | 101 101 69 | | | | 1872 | ..... Northwich | Salt Union, Ld. | 82·0 19·7 8·4 | Liverpool British | 2Cy.10½″–14″ 24RHP W.P.Gaulton, Manchester | | | |
| 1134 | **Argun** SteelTwinScSr ~~Belize~~ 1 *Dk (Stl) & Spar dk (Stl–teaks)* *Elec.light* *& deep framing* | 2458 — 1327 | ✠100A1 *Spar dk* 2,02 | Shi *s* LMC4,01 | | 1901 3mo | Act.Ges. "Neptun" Rostock *Lloyd's SA&CP* | ~~Chinese Eastern Railway Co. Ltd.~~ Japanese Government *WB=* | 275·0 41·5 14·4 P32′B106′F40′ 21·8 FK *Cell D Ba 48′ u E & B* | ~~Odessa~~ Russian Japanese *4 BH Cem* *46′ f 118′ 862t* | T.6Cy.20½″,35½″ & 55½″–35½″ 170lb *90lb* (*s*) 426NHP 2SB,*6cf*,GS124,HS5876 FD A.G. "Neptun," Rostock | 16 ″ 6 s 4 ″ 3½ | | |
| 1135 95956 SLHV | **Argus** SteelScSr ~~Hull 1901~~ *ss*Cal.No.3–12,95 *F.Sutherland* 02–04 *ss*Mel.No.2–04 2 *Dks (Irn) 3 tf B* | 2792 2479 1822 | ✠100A1 9,04 ~~2,04~~ Mel Cal LMC,04 | *t* | | 1889 1mo | Palmers' Co. (Lim.) Newcastle *A&CP* | A. Currie & Co. | 325·6 40·4 24·0 P34′B82′F41′ BK 10″ *WB=DBa 96′* | Melbourne British *5 BH Cem* *f u B 30′ 227t* | T.3Cy.26″,48″ & 70″–45″ (*s*) 160lb *80lb* NDB00 356NHP 2DB,*12cf*,GS99,HS5961 Palmers' Co. (Lim.), Nwc. | 25 ″ 2 s 4 ″ 5½ | | 2,04 |
| | *Now named "Gran Maru," See No. 64 in Supplement.* | | | | | | | | | | | | | |
| 1136 83990 HWQP | — IronScSr *J.J.Paterson* *ss*Trn.No.3–8,95 *Well deck* *ss*Trn.No.2–04 1 *Dk (Irn) 2 tr B* | 1238 932 577 | ✠100A1 8,04 ~~12,04~~ | Trn Cff LMC,04 | *o* | 1883 7mo | Barrow S.B.C. (Lim.) Barrow *A&CP* | Shamrock Shippg. Co. Ltd. (T. Jack, *Mgr.*) *WB=* | 240·0 34·2 14·1 Q92′B52′F28′ FK *Cell D B 203′ 800t F P T 14t A P T 7t* | Belfast British *4 BH Cem* *f u T 14t A P T 7t* | C.2Cy.31″ & 58″–36″ (*c*) 80lb *80lb* NDB97 163NHP 2SB,*6pf*,GS86,HS2800 Westray Copelnd & Co. Brw | 16 ″ 6 s 1 ″ 6½ | | 2,04 |
| 1137 12589 LCMG | — IronTwinScSr | 331 331 147 | | | | 1856 | M. Wigram & Sons London | Corporation of the Trinity House | 164·4 23·9 13·3 | London British | T.3Cy.11½″,17½″ & 30½″–27″ NE & B88 90RHP Day, Summers & Co., Sou. | | | |
| 1138 68879 MJQD | **Argyle** IronScSr *C.Barron* –02 *ss*Hul.2nd No.3–2,98 *ss*Hul.No.1–03 *Well deck* 1 *Dk* | 1185 916 767 | ✠90A1 3,04 ✠NB82 BS9,08 | Lon LMC MS8,08 | *n* | 1872 11mo | Gilbert & Cooper Hull *A&CP* | T. Wilson, Sons & Co. Ltd. | 241·6 30·9 15·8 P117′F29′ BK 8″ *WB=MT 25′* | Hull British *6 BH Cem* | C.2Cy.27″ & 58″–36″ (*i*) 75lb *100lb* NDB02 98RHP 1DB,*4pf*,GS70,HS2385 Gilbert & Cooper, Hull | 16 ″ 8 s ■ ″ 1 | | ~~3,04~~ |
| 1139 94920 | — WoodPad *G.O'Brien* –99 3 *Dks* | 579 248 374 | | | | 1899 | A.W. Hepburn Picton, Ont. | Lake Ontario Nav. Co. Ltd. (A.W. Hepburn, *Mgr.*) | 185·1 26·0 9·7 | Picton Ont British | 1Cy.44″–120″ 168NHP G. Brush & Co. Montreal | | | |
| 1140 11114? | — SteelScSr *T.Fitzpatrick* 00–01 *ss*NFL.No.1–04 1 *Dk & Web frames* *Elec.light* *lower dk in main hold* | 439 342 199 | ✠100A1 ~~Mch~~ 4,05 LMC1,04 | NFL *g* 8,04 | | 1900 2mo | A. & J. Inglis Glasgow *A&CP* | Reid Newfoundland Co. *WB = Cell D Ba & u E & B* | 154·7 25·1 12·6 F15′ BK 7″ *47′ f 61′ 84t* | S Jhns NFL British *4 BH Cem* | T.3Cy.15″,24″ & 40″–30″ (*s*) 160lb 99RHP 1SB,*3rf*,GS51,HS1325 FD A. & J. Inglis, Glasgow | 15 ″ 0 s ■ ″ 1½ | | 7,04 |
| 1141 5338 | — IronPadSp *D.Edwards* 01–01 | 163 140 38 | *Now named "Ares," See No. 74 in Supplement* | | | 1866 | Barclay, Curle & Co. Glasgow | ~~Tay Passenger S.S. Co. Ltd. (D. Forrest, *Mgr.*)~~ J.S. Duff | 177·3 17·5 7·6 | Dundee British | 1Cy.47″–42″ NE79 NB02 75RHP Hutson & Corbett, Glasgow | | | |
| 1142 70361 | — WoodScSr ~~W. Steele 99~~ 1 *Dk* *B.Thompson* 01–04 | 16 ~~16~~ 101 129 | 159 98 | | | 1876 | McQuarrie & McCallum Auckland | P. Weir Mrs. H. Weir (A. & E. LeMessurier, *Mgrs.*) | 114·3 20·0 7·3 B25*t* | Adelaide, S.A. British | C.2Cy.16″ & 30″–20″ 45RHP Fraser & Tinne, Auckland | | | |
| 1143 114406 SHDL | **Argyll** SteelScSr *A.Harrison* –01 *Turret deck* 1 *Dk* | 3547 3002 2282 | | | | 1901 | W. Doxford & Sons, Ld. Sunderland | Sutherland S.S. Co. Ld. (A.M. Sutherland, *Mgr.*) | 340·3 45·6 24·6 F36′ *WB* | Newcastle British | T.3Cy.26″,42″ & 68″–42″ 300NHP W. Doxford & Sons, Ld. Sld. | | V | |
| 1144 107577 KQGP | — SteelScSr *B.Gilboy* 98–01 *ss*Gls.No.2–00 2 *Dks (1 Stl & 1 UIrn–ws) & Web frames* 3 *Dk rule* | 2953 2626 1880 | ✠100A1 5,03 *Carrying Petroleum in Fitted for liquid fuel* BS2,05 | SFo *u* LMC5,05 | | 1892 6mo *bulk.* 5,03. | W. Gray & Co. (Lim.) W Hartlepool *A&CP* | Michigan S.S. Co. (J. Jerome, *Mgr.*) *WB = Cell D Ba u E* | 320·2 40·7 24·4 P31′B80′F37′ BK 10″ *f B 52′ 125t* | New York Utd. States *12 BH Cem* | T.3Cy.25″,40″ & 65″–42″ (*s*) 160lb *80lb* 283NHP 2SB,*6rf*,GS112,HS4380 Cen Mar E Wks (Lm), W Hpl | 27 ″ 0 s 5 ″ 0 | | N6,08 |
| 1145 | **Ariadne** SteelScSr *For full particulars See No. 19 in Supplement* *(Class Contemplated)* | 3000 | 100A1 | | | 1904 | W. Gray & Co. Ld. W Hartlepool | Ariadne S.S. Co. Ld. (P.A. Sechiari) | | London British | T.3Cy.24″,38″ & 64″–42″ Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 0 s 3 ″ 3 | | |
| 1146 HJPM | — SteelScSr ~~Pay 01~~ *ss*Msl.No.1–01 *Benassis* –04 1 *Dk (Stl) & Spar dk 3 tr B* | 1986 1783 1237 | ✠100A1 *Spar dk with freeboard* 5,04 12,04 BS8,05 BS8,04 | Msl LMC1,05 | *r* | 1897 7mo | Wigham Richrdsn & Co Newcastle *Lloyd's SA&CP* | Maurel & H. Prom *WB = Cell D Ba 65′* | 282·0 38·5 12·9 B72′F31′ 20·4 FK *u E & B 37′ f 130′ 888t* | Bordeaux French *5 BH Cem* *A P T 22t* | T.3Cy.23″,37″ & 60″–42″ (*s*) 160lb *90lb* 249NHP 2SB,*8pf*,GS126,HS3978 Wigham Richrdsn & Co. Nwc | 15 ″ 1 s ■ ″ 5 | | ~~11,02~~ 12,04 |
| 1147 NFTS | — *ss*Rot.2nd No.3–8,04 IronScSr ~~J. Baggus 03~~ ~~ss Rot. No.2 4,03~~ (*ex* Zulu) ~~ss Rot. No.2 01~~ *Well deck* *T. Bakker* –04 1 *Dk (Irn) 2 tr B* | 1288 981 781 | ✠100A1 8,04 ~~4,03~~ ~~B6,03~~ BS6,04 | Rot LMC~~04~~ ~~M~~ | *o* | 1879 8mo | M. Pearse & Co. Stockton *A&CP* | W. Ruys & Zonen *WB=* | 243·2 32·0 18·0 Q88′B62′F33′ ~~dep 02~~ BK 8½″ *DBa 73′ f 92′* | Rottrdam Dutch *4 BH Cem* | C.2Cy.30″ & 55″–36″ (*s*) 80lb *80lb* NDB03 142NHP 1SB,*3cf*,GS62,HS2178 Blair & Co. (Lim.), Stockton | | | ~~9,02~~ 8,04 |
| 1148 RLKV | — SteelScSr *P.Brunst* 1 *Dk* | 952 701 588 | | | | 1899 | Act.Ges. "Neptun" Rostock | H.F.C. Arp (S. Öllgaard & Thoersen) | 211·2 32·0 13·2 Q77′B54′F27′ *WB* | Hamburg German | T3Cy16½″,25½″ & 41½″–28½″ 93NHP A.G. "Neptun," Rostock | | CG | |
| 1149 QGNH | — SteelSc *O.Knaut* 89–98 2 *Dks* | 621 612 373 | | | | 1898 | G. Seebeck A.G. Bremerhaven | Dampfschifffahrts Ges. Neptun *WB* | 170·5 27·2 16·3 | Bremen German | T.3Cy.14¾″,22″ & 38¾″–23¾″ 72NHP G. Seebeck A.G. Bremerhvn | | G | |
| 1150 HJPQ | — SteelPadSr *J.Burnel* (*ex* Lady Gwendoline) 1 *Dk* | 339 — 122 | | | | 1889 | JM'Arthur & Co. Paisley | Charles Vairon | 210·8 23·1 8·8 | Cherbourg French | C.2Cy.31″ & 57″–60″ NB90 210NHP Bow, M'Lachlan & Co., Psy. | | V | |
| 1151 17874 MJLP | — IronScSr *P.Robb* –99 (*ex* Dom Pedro) 1 *Dk* | 292 250 137 | | | | 1856 | R. Steele & Co. Greenock | J. Little & Co. | 158·0 20·1 12·4 Q76′ | Barrow British | C.2Cy.20″ & 35″–24″ NE85 NB75 55RHP Westray, Copelnd & Co. Brw | | | |
| 1152 105061 | — IronScK *McDonald* *ss*Hul.No.2–03 1 *Dk* | 149 141 59 | ✠100A1 *Stm Trawler* ~~5,01~~ 7,03 3,05 LMC7,05 | Hul | | 1895 9mo | Cook, Wel-t'n & Gemmell Hull *Lloyd's SA&CP* | Hellyer's Steam Fishing Co. Ltd. | 102·5 20·5 11·0 BK 7½″ | Hull British *3 BH Cem* | T.3Cy.11½″,18″ & 30″–22″ (*s*) 160lb 45RHP 1SB,*2cf*,GS23,HS708 C.D.Holmes & Co.,Hull | 11 ″ 9 | | 7,08 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage officiel. Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite | 7 | 8 Construit. Quand. | 9 Par qui / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur, Largeur, Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Quille. / pds. | 15 | 16 Date de la dernière visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1153<br>102799<br>NDQC | Ariadne Alexandra SteelScSr<br>I.W.Tindall -04 ssHpl.No.2-01<br>Well deck 1Dk(Irn)&Webframes | 1986<br>1493<br>1252 | ✠100A1<br>1,05 | Sws<br>Cff Gls | r | 1893<br>9mo | W.Gray&Co.(Lim.)<br>WHartlepool<br>A&CP | AriadneS.S.Co.Ld.<br>(P.A.Sechiari, Mgr.) | 277·0 38·2 17·7<br>P29'Q76'B114'<br>F31' FK<br>WB = Cell DB228' 438t | London<br>British<br>4BHCem<br>APT18t | T.3Cy.20",31½"&53"-36 (s)<br>160lb 80lb 175NHP<br>2SB.4rf,GS57,HS2740<br>CentralMar.E.Wks.W.Hpl | 20 " 8<br>s1 · 6½ | | 7,03<br>1,05 |
| 1154<br>1364<br>HJSK | Ariake Maru K.Yasawa SteelScSr<br>ss Yka.No.3-4,01<br>(exChartersTower) 1Dk(Irnpt-ws)<br>Well deck 2trB&Webframes | 2988<br>2208<br>2183 | ✠100A1<br>3,04 | Yka<br>Nag | t | 1890<br>1mo<br>Lloyd | J.Readhead&Sons<br>S.Shields<br>'sA4CP | MitsuiBussan<br>GomeiKaisha<br>WB = Cell DB | 300·6 41·5 21·8<br>P42'Q76'B120'<br>F39' BK10"<br>256' 583t APT40t | Kuchinotzu<br>Japanese<br>6BHCem | T.3Cy.28",38"&62½"-39" (r)<br>160lb 85lb NDB02 238NHP<br>2SB.6cf,GS104,HS3491<br>J.Readhead&Sons,S.Shl. | 24 " 4<br>s2 · 6½ | | |
| 1155<br>84121<br>VWTC | Arica SteelScSr<br>C.Depre -01<br>2Dks(1Stl)&Shadedk | 1771<br>1589<br>1310 | ✠<br>7,84 | Liv | Lv | 1881<br>4mo | Laird Bros.<br>Birkenhead | PacificStmNavCo. | 300·0 36·2 19·3<br>F28'<br>WB = CellDB | Liverpool<br>British<br>5BH1PBH | C.2Cy.31"&60"-42"<br>NB96 194NHP<br>LairdBros.,Birkenhead | | | |
| 1156<br>115132<br>TKVR | Ariel SteelScSr<br>G.Ross 88-02<br>1Dk(Irn)2trB&deepframing<br>3Dkrule | 3428<br>3195<br>2209 | ✠100A1<br>4,05<br>✠LMC7,02 | Hpl<br>Shl | r | 1902<br>7mo<br>Lloyd | W.Gray&Co.Ld.<br>WHartlepool<br>'sA4CP | Rickinson.Sons&Co.<br>WB = CellDBa | 331·0 47·2 24·9<br>P26'B92'F30'<br>FK<br>&uE182' f136' 744t | W.Hartlpl<br>British<br>5BHCem<br>APT60t | T.3Cy.25",40"&65"-42" (s)<br>160lb 80lb 288NHP<br>2SB.6rf,GS101,HS4400<br>Cen.Mar.Eng.Wrks.W Hpl | 27 " 4<br>s5 · 2½ | | |
| 1157 | — SteelScSr<br>I.Rafen -02<br>1Dk2trB | 1572<br>1112<br>994 | | | | 1894 | Wood,Skinner&Co.<br>Newcastle | Acties.Ariel<br>(L.B.Rafen) | 250·0 35·0 15·7<br>Q88'B107'F32' | Holmstrnd<br>Norwegian<br>WB | T.3Cy.18½",30"&49"-33"<br>138NHP<br>NE Mar.Eng.Co.(Lm)Nwc | | N | |
| 1158<br>4062<br>JMVC | — IronScBn<br>G.V.Nilsson02-02 ssGls.No.3-4,95<br>(exInverleith)<br>Well deck ssOsc.No.2-04 1Dk(Irn)2trB | 1136<br>862<br>656 | ✠100A1<br>7,04<br>✠LMC | Mch<br>Osc | n | 1883<br>5mo<br>Lloyd | Richardson Duck&Co.<br>Stockton<br>'sA&CP | Angf.Aktieb.Ariel<br>(J.Malmberg)<br>WB = Cell | 225·0 32·8 14·6<br>P24'Q49'B60'F28<br>FK<br>DB184'310t | Oscrshmn<br>Swedish<br>4BHCem | C.2Cy.28½"&58"-33" (k)<br>80lb 80lb NDB01 133NHP<br>1DB.4pf,GS54,HS2384<br>Blair&Co.Ld.Stockton | 17 " 2<br>s1 · 7½ | | 7,04<br>0,04 |
| 1159<br>102734<br>PBTG | Aries SteelScSr<br>J.C.Disney -00 ssCff.No.2-03<br>1Dk(Irn)2trB&Webframes3DkRule | 3071<br>2894<br>1968 | ✠100A1<br>withfreeboard<br>9,04 11,03 ✠LMC11<br>BS 04 | Cff<br>Nwc | u | 1895<br>9mo | W.Gray&Co.(Lim.)<br>WHartlepool<br>A&CP | Rickinson.Sons&Co.<br>WB = Cell | 325·0 47·1 22·4<br>P27'B70'F32'<br>FK<br>DBa&uE136'f130 | W.Hartlpl<br>British<br>5BHCem<br>732tAPT63t | T.3Cy.24",38"&64"-42" (s)<br>160lb 80lb 271NHP<br>2SB.6cf,GS87,HS4160<br>Cen.Mar.Eng.Wks,W Hpl. | 24 " 10<br>s4 " 7 | | 11,03<br>04 |
| 1160<br>293<br>HBMG | — IronSc3MstSr<br>2Dks | 832<br>—<br>559 | | | | 1862 | Jas.Laing<br>Sunderland | Boston&PhiladelphiaS.S.Co. | 196·0 27·5 15·9<br>22·0 | Boston<br>Utd.States | 1Cy.40"-48"<br>85NHP<br>Pusey&JonesCo.,Wlm.Del | | | |
| 1161<br>110203 | — SteelScK<br>P.Seaton -01 ssLth.No.1-03<br>1Dk | 159<br>140<br>88 | ✠100A1<br>Stm Trawler<br>7,04 7,03 ✠LMC7,03 | Lth | | 1899<br>4mo | Ramage&Ferguson,Ld<br>Leith<br>A&CP | NewhavenTrawlrs Ld. | 105·2 20·6 10·9<br>Q21'F20'<br>BK7"<br>WB = FPT18t | Granton<br>British<br>3BHCem | T.3Cy.12",19"&30"-21" (s)<br>180lb 54RHP<br>1SB.2pf,GS31,HS970<br>Ramage&FergusonLd.Lth | 11 " 10 | | 7,03 |
| 1162 | — IronSc<br>(Trawler) 1Dk | 118<br>118<br>67 | | | ... | 1881 | T.Charlton<br>Grimsby | ~~Grimsby&N.Sea StmTrawlingCoLd~~ | 95·4 20·3 10·2<br>BK8" | ~~Grimsby~~<br>~~British~~ Swedish | C.2Cy.16½"&31"-20"<br>NB92 35RHP<br>T.Charlton,Grimsby | | | |
| 1163<br>106247<br>KODJ | — IronSc<br>G.W.Haleyburton83-97 1Dk | 115<br>—<br>57 | | | | 1884 | American S.B.Co.<br>Philadelphia | ThamesTowBoat Co. | 89·5 20·1 9·0 | N.LndnCn.<br>Utd.States | C.2Cy.17"&30"-24"<br>37NHP<br>Neafie&Levy,Philadelphia | | | |
| 1164<br>11<br>NFLG | Ariete IronSc3MstSr<br>S.Spampinato<br>(exOdin) 1Dk | 489<br>—<br>308 | | | | 18 57/64 | J.Henderson&Sons<br>Renfrew | Munzone,Mineo&Co. | 201·1 23·7 13·9<br>Q36'B16t<br>len64 | Catania<br>Italian | C.2Cy.20"&39½"-24"<br>NE75 NB92 65NHP<br>GourlayBros&Co.,Dundee | | V | |
| 1165<br>HCLV | Arimatea SteelScSr<br>F.Vidulich -03<br>(exNeritea) 1Dk(Stl)&Spar dk(Stl)&deep framing | 3891<br>3605<br>2486 | ✠100A1<br>Spar dk<br>2,05 10,08 ✠LMC1,03 | Ham<br>Hul | u | 1902<br>Lloyd | Londndrry S.B.&E.CoLd<br>Londonderry<br>'sA&CP | ArimateaS.S.Co. Ld.(G.L. Premuda)<br>WB = CellDBa | 364·5 46·9 17·5<br>P31'B148'F32' 25·3<br>FK<br>116'uE&B40'f154 | Trieste<br>Aust.-Hung.<br>6BHCem<br>883tAPT50t | T.3Cy.24½",40"&67"-45" (s)<br>180lb 100lb 348NHP<br>2SB.6cf,GS226,HS4632 FD<br>N.E.MarineEng CoLdNwc | 20 " 0<br>5 · 11 | | |
| 1166 | Arinos SteelTwinScSr<br>J.P.Bandina -01<br>Elec.light 1Dk&Promenade dk | 201<br>165<br>86 | | | ... | 1900 | J.Jones&Sons<br>Liverpool | G.A.MirandaFilho | 139·1 27·0 8·0<br>FK | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>58NHP<br>J.Jones&Sons,Liverpool | 8 " 4 | | |
| 1167<br>102731<br>NTSV | Arion SteelScSr<br>W.Clough -95 ssBry.No.3-6,98<br>ssShl.No.1-02<br>1Dk(ptIrn&ptStl)2trB<br>&Webframes&ptAwngdk(ptIrnptStl) | 2838<br>2189<br>1823 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,05 10,03<br>3,04 ✠LMC10,02 | Cff | t | 1895<br>5mo | Furness,Withy&CoLd<br>W Hartlepool<br>A&CP | Rickinson.Sons &Co.<br>WB = CellDBa | 314·2 40·5 21·3<br>Q123'<br>ptAwngdk191' FK<br>104'uE&B46'f110' | W.Hartlpl<br>British<br>6BHCem<br>496tAPT30t | T.3Cy.23",36½"&62"-39" (s)<br>160lb 80lb 239HP<br>2SB.6rf,GS79,HS3580<br>Cen.Mar.E.Wrks.,W.Hpl. | 23 " 10<br>s9 " 2 | | 10,02<br>1,05 |
| 1168<br>KMFT | — IronScSr<br>H.Burhorn98-01 1Dk | 290<br>218<br>170 | | | | 1874 | Act.Ges. "Weser"<br>Bremen | Dampfschiffahrts Ges.Neptun | 117·1 20·6 11·7<br>P27' F11'<br>len75 | Bremen<br>German | C.2Cy.12"&21½"-18"<br>NB96 16NHP<br>Janssen&SchmilinskyHam | | V | |
| 1169<br>QHDB | — SteelScTug<br>W.Silbersdorff -00<br>1Dk | 123<br>113<br>8 | | | | 1900 | G.Seebeck A.G.<br>Bremerhaven | Norddeutscher Lloyd | 95·6 19·3 10·7 | Bremen<br>German | T.3Cy.11¾",18"&30½"-22"<br>43NHP<br>G.Seebeck A.G.Bhn. | | G | |
| 1170<br>95822<br>LPQG | Ariosto SteelScSr<br>G.C.Leach -04<br>Ref.Mchy. Elec.light | 2376<br>2263<br>1545 | | | | 1890 | Earle's Co.(Lim.)<br>Hull | T.Wilson.Sons& Co.Ld. | 300·4 38·0 20·0 | Hull<br>British | T.3Cy.30",46"&75"-45"<br>377NHP<br>Earle'sCo.(Lim.),Hull | | BT | |
| 1171<br>HBVN | Aripuana IronPadSr | —<br>—<br>371 | | | | 1884 | Pusey&JonesCo.<br>Wilmington | Solheiro,Motta&Co. | 160·0 30·0 8·0 | Para<br>Brazilian | H.2Cy.24"-72"<br>75NHP<br>Pusey&JonesCo.,Wlm.Del | | | |
| 1172 | Aris SteelScSr<br>A.Cosmas ssShl.No.3-1.01<br>(exGeorgeClarkson) 1Dk(Stl)2trB<br>Well deck | 1794<br>1368<br>1117 | ✠100A1<br>2,04<br>✠LMC | Shl<br>Msl | q | 1889<br>2mo | T.Turnbull&Son<br>Whitby<br>A&CP | A.A.Cosmas&Co. | 258·8 37·0 18·1<br>P28'Q60'B112'F32<br>Srp04 FK<br>WB = DB | Syra<br>Greek<br>4BHCem<br>72'f104'342t | T.3Cy.20",33"&54"-36" (s)<br>160lb 55lb 170NHP<br>2SB.4cf,GS58,HS2483<br>Blair&Co.Ld Stockton | 19 " 4<br>s2 · 6½ | | |
| 1173<br>HCMN | Aristea SteelScSr<br>S.L.Cosulich -03 1Dk(ptIrn&<br>ptStl)2trB&deepframing3Dk rule<br>ssMsl.No.1-04 | 3364<br>3111<br>2159 | ✠100A1<br>6,04<br>✠LMC6,00 | Shl<br>Tr(Msl) | r | 1900<br>9mo | Osbourne,Graham&Co<br>Sunderland<br>A&CP | AristeaS.S.Co.Ld.<br>(G.L.Premuda)<br>WB = CellDBa<br>104 uE&B40' | 326·0 48·0 23·6<br>P31'B102'F35'<br>FK<br>f132'765tFPT120t | Trieste<br>Aust.-Hung.<br>5BHCem<br>APT138t | T.3Cy.24",40"&65"-42" (s)<br>180lb 80lb 270NHP<br>2SB.6pf,GS122,HS4108<br>G.Clark.Ld.Sunderland | 26 " 2<br>s4 · 7 | | 12,03 |
| 1174<br>HPBR | — SteelScSr<br>N.Pappalas ssGen No 2-01<br>1Dk(ptStl ptIrn)<br>&ptAwng dk(Irn)2trB | 1818<br>1316<br>1132 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,05<br>✠LMC | Msl<br>Cff | q | 1893<br>10mo | R.Thompson&Sons<br>Sunderland<br>A&CP | D.N.Zouros<br>WB = CellDB202'348t FPT | 263·2 36·0 16·8<br>P31'Q64'<br>pt.Awng dk168' FK | Syra<br>Greek<br>5BHCem<br>40tAPT69 | T.3Cy.20",33"&54"-36" (r)<br>160lb 80lb 182NHP<br>2SB.6pf,GS90,HS2850<br>G.Clark(Lim),Sunderland | 19 " 2<br>s8 · 3½ | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any Special Surveys. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned new engines & Equipment | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships ft. in. | 15 Registers in which classed, if not in L.R. Date when last docked. | 16 Date when tail shaft last made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1175 106069 | **Arizona** WoodSc | 201 — 121 | | | | 1882 | ..... Mystic,Conn | FisheriesCo. | 120·5 22·0 11·3 | Greenport N.Y. Utd. States | | | | |
| 1176 104163 | — IronScK *R.Stoker* –94 *ss*Gms.No.2–02 1 *Dk* | 140 134 59 | ✠100A1 *Stm Trawler* 5,03 5,05 .04 MS3,05 ✠LMC 03 | Gms | | 1894 3mo *Lloyd's* | Edwards Bros. N.Shields *S.&C.* | J.&G.Alward,Ld. | 101·0 20·5 10·7 Q18′F19′ BK7½ | Grimsby British *3BHCem* | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 45RHP 1SB,*2pf*,GS21,HS830 N.E.M.Eng.Co.(Lim.),Sld. | 11 ″ 8 | | 5,05 |
| 1177 107923 K*SGM | **Arizonan** SteelTwinScSr *W.Lyons*01–03 *Elec.light* 2 *Dks*(*Stl*)&*deep framing lower deck forehold*(*Stl*)&*Shelter dk*(*Stl*) | 8674 8413 5621 | ✠100A1 *Shelter dk with freeboard* 11,04 12,04 ✠LMC 99 *Fitted for liquid fuel* 11,04 | NYk | *df*† | 1903 2mo | Union Iron Works SanFrancisco A&CP | American-HawaiianS.S.Co. *WB*=*CellDBa*142 *uE*&*b* 2′*f*198 1755*t* *DTf*27′1009*t* tank | 470·1 57·2 31·5 FK & between and at sides of tunnels | NewYork Utd.States *8BHCem* | Q.8Cy.21¾″,28″,38″&60″–36″ 213lb *90lb* (*s*) 504NHP 3SB,*12cf*,GS162,HS6120 FD UnionIronWorks,SFo. 56′ 351*t* *FPT*157 *APT*183*t* | 35 ″ 0 s 6 ″ 2 | | |
| 1178 107371 KNMC | **Arkadia** SteelScSr *J.O.Foss* 2 *Dks* | 2206 2096 1621 | | | | 1895 | Craig, Taylor&Co. Stockton | UnitedStates& PortoRicoNav.Co. | 280·0 41·1 22·1 H198*t* | NewYork Utd.States *WB* | T.3Cy.21″,35″&57″–39″ 203NHP Blair&Co.(Lim.),Stockton | | V | |
| 1179 NJHK | **Arkansas** SteelScSr *P.A.Petersen* 1 *Dk* *Awng dk lower dk forward deep framing&hold beams aft* | 3635 2564 2351 2303 | | | … | 1897 | Akt. Burmeistr&Wain Copenhagen | ForenedeDmpskib. Selskab | 329·3 45·2 21·5 B77′ 29·2 FK | Copnhagn Danish *WB* | T.3Cy.24″,40″&64″–42″ 280NHP Akties.Burmeister&Wains | 23 ″ 11 | | |
| 1180 3401 JKLC | **Arla** *G.Elfverson*98–01 IronScSr *G.Elfverson* –01 *ss*Hpl.No.3–8,94 (*ex*Norman,*ex*Boston *ss*Hpl.No.1–98 *Well deck* City) 2 *Dks*(*Irn*)3*trB* | 2282 1749 1396 | ✠ 8,02 | Hpl | *s* | 1882 2mo | W.Gray& Co. W Hartlepool | O.Banck | 279·6 40·0 22·3 P&B187′F31′ drp99 BK9½ | Hlsngborg Swedish *5BHCem* | C.2Cy.38″&71″–45″ NDB96&97 272NHP 2DB.*8pf*.GS96.HS4648 Blair&Co.Ld.Stockton | 23 ″ 10 | | |
| 1181 2629 HSVQ | — IronScSr *K.Karström*03–03 *ss*Got.2nd No.3–4,00 (*ex*Celsus) *Well deck* 1 *Dk* 2 *trB* | 988 745 597 | ✠90A1 4,04 LMC4,04 | Got | *l* | 1871 9mo *Lloyd's* | JLThompson Sunderland A&CP | Ångf.Aktieb. Garm (F.W. Forsberg,*Mgr.*) *WB*=*DBa*58′*f*19′ | 214·8 29·8 16·8 P125′H24′F22′ drp03 BK8 | Gothenbrg Swedish *4BHCem* | C.2Cy.25″&50″–30″ 90lb 47lb NDB93 102NHP 1SB,*3cf*,GS54,HS1479NB96 G.Clark,Sunderland | 17 ″ 10 | | 10,02 |
| 1182 2948 JGQT | — CompScSp *E.Olsson* –99 1 *Dk* *Mchy.Aft* | 169 137 123 | | | | 1896 | P.Larsson Thorskog | Ångf.Aktieb.Arla (H.F.W.Malm) | 99·1 22·3 9·2 B22′H8*t*F9′ | Gothenbrg Swedish | C.2Cy.10″&15″–12″ 7NHP P.Larsson,Thorskog | | | |
| 1183 SQKJ | — IronScTug | 129 — 26 | | | | 1892 | ..... Björneborg | W.A.Svensson | ..... ..... ..... | Helsingfrs Russian | | | | |
| 1184 106742 PQVC | **Arlington** SteelScSr *F.Knowles* –98 *ss*Bry.No.1–02 *Elec.light Wills* –04 1 *Dk*(*Irn*)2*trB*& *Webframes*3*Dk rule* | 3092 2870 1986 | ✠100A1 11,03 BS7,98 ✠LMC3,02 BS11,04 | Npt | *u* | 1897 5mo *Lloyd's* | W.Gray& Co.(Lim.) W Hartlepool A&CP | DeddingtonSS.Co. Ld. (H.Samman& Co.*Mgrs.*) *WB*=*CellDBa*&*uE*130′*f*136′731*t* | 325·0 47·0 22·4 P27′B82′F32′ FK | Hull British *5BHCem* *APT*53*t* | T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* 260NHP 2SB.*6rf*,GS85,HS3750 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10 ~4 ″ 6 | | 11,03 |
| 1185 118350 VJPF | **Armadale Castle** SteelTwinScSr *J.C.Robinson*74–03 4 *Dks*(*Stl–Mws*,*U* teak *s*) *Elec.light* | 12973 10593 7264 | ✠100A1 1,05 1,04 LMC11,03 | Sou | *l*† | 1903 11mo *Lloyd's* | Fairfield Co.Ld. Glasgow *S.&C.P* | Union-Castle Mail S.S.Co.Ld.(D. Currie&Co.*Mgrs.*) *WB*=*CellDBa*89′*uE*&*b* | 570·1 64·5 39·0 P74′F116′ *Promenade dk*305′ FK&BK3″ 198′*f*117′1725*t* *FPT*95*t* *APT*120*t* | London British *9BHCem* Fairfield Co.Ld.Glasgow | Q.8Cy.32″,46″,66½″&96″–60″ 220lb (*s*) 2212NHP 6D&4SB,*52cf*,GS1051, HS10004 | 42 ″ 6 | BT till 1,06 | |
| 1186 HJSK | **Armand Béhic** SteelSc *Leloispellier*95–00 3 *Dks*&*Spardk* | 6635 — 2819 | | | | 1892 | Message. Maritimes LaCiotat | MessageriesMaritimes | 486·6 50·1 36·8 | Marseilles French *WB* | T.3Cy.44″,67″&106″–53½″ 821NHP Message.Marit..LaCiotat | | | |
| 1187 RKML | **Armenia** SteelScSr *v.Leuenfels* 2 *Dks*3*trB* *Elec.light* | 5471 4492 3469 | | | | 1896 | Palmers' Co.(Lim.) Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 399·3 50·1 27·3 P&B259′H22′F43′ | Hamburg German *WB* | Q.4Cy.22½″,32″,47″&68″–51″ 330NHP Palmers'Co.(Lim.),Nwc. | | G | |
| 1188 97386 LPMH | — SteelScSr *E.Scarf*87–93 *ss*Hpl.No.3–5,03 *Well deck* 1 *Dk*(*Irn*)&*Webframes* | 2330 1777 1515 | ✠100A1 2,04 2,04 32,04 Hpl MS9,02 ✠LMC BS5,08 5,01 | Grk | *s* | 1890 3mo *Lloyd's* | W.Gray& Co.(Lim.) W Hartlepool *S.&C.P* | ArmeniaS.S.Co.of WestHartlepool (B.B.Murrell&Co) *WB*=*DBa*96*f*108*452t* | 290·0 38·1 20·3 P29′Q92′B112′F29′ BK10 | W.Hartlpl British *5BHCem* *APT*21*t* | T.3Cy.22″,35″&59″–39″ (*s*) 150lb 70lb *PC0lb* 207NHP 2SB.*6cf*,GS90,HS3090 CentrlMrineE.Wks.,WHpl | 22 ″ 2 s 2 ″ 0½ | | 5,03 |
| 1189 74388 | — WoodScSr 1 *Dk* *Mchy.Aft* | 467 409 318 | | | | 1873 | Chisholm& Simpson Chatham,Ont | CanadianForwarding&Export Co.Ld. | 176·2 25·0 11·5 | Toronto, Ont. British | 1Cy.34″–36″ 150RHP T.Wilson&Son,Dundas,On | | | |
| 1190 71209 | — WoodSc *S.Anderson* 1 *Dk* | 110 82 85 | | | | 1876 | D.Mc Murchy Picton,Ont. | TheRathbunCo. | 100·0 18·0 7·0 | Deseronto, Ont. British | 1Cy.16″–18″ 50RHP J.Brokenshire,Kngstn,Ont | | | |
| 119[illegible] 10533 PBVC | **Armenian** *K.M.* SteelSc4MstSr *T.B.Howarth* –04 *ss*Liv.No.2–02 *Elec.light* 3 *Dks*(*Stl*) *Bulkheads as per Section 22 not fitted between middle and upper decks* | 8825 8185 5754 | ✠100A1 5,02 [illegible] MC10,02 D 7,05 | Liv | | 1895 9mo *Lloyd's* | Harland& Wolff(Lim.) Belfast *S.&C.P* | F.Leyland&Co. (1900)Ld. *WB*=*CellDBa*142′*uE* &*B*86′*f*175 | 512·5 59·2 35·0 P59′B208′F109′ FK&BK3″ | Liverpool British *9BHCem* | T.3Cy.31″,52″&86″–66″ (*s*) 190lb 718NHP 2D&2SB*18cf*GS289HS11688 Harland&Wolff(Lim.)Bel. 1420*t*.*MT*46′12588*t*.*APT*32*t* | 38 ″ 6 s 9 ″ 8 | BT till 3,05 | ~~10,00~~ 5,05 |
| 1192 HJSQ | **Arménie** IronScBn *Vernes* 2 *Dks*3*trB* | 2120 1879 1130 | | | | 1879 | Forges& C. de la Medit LaSeyne | Cie.deNav.Arménienne&Maroc.(N Paquet&Co.*Mgrs*) | 296·5 35·8 23·7 P24′ B91′ F32 | Marseilles French *WB Tpd*.88 | T4Cy(2)18″,37¾″&69¼″-35½″ NB99 286NHP Forges&C.delaMédit.Msl. | | V | |
| 1193 HCVW | **Arminza** SteelScSr *F.Echeearria* –04 *ss*Bbo.No.1–02 1 *Dk*(*pt Stl&pt Irn*)&*Webframes* &*pt Awng dk*(*Irn*) | 2501 1807 1607 | ✠100A1 *pt Awng dk with freeboard* 3,04 BS 7,04 ✠LMC7,02 | Bbo | *s* | 1898 6mo | Sir Raylton Dixon&Co Ld Middlesbro' A&CP | Cia.Anon delVapor Arminza (Sota y Aznar) *WB*=*CellDBa*98′ *uE*&*B*34′*f*106′530*t* | 289·6 42·0 17·9 P24′Q88′ *pt Awng dk*176′ FK *uE*&*B*34′*f*106′530*t* | Bilbao Spanish *5BHCem* *APT*69*t* | T3Cy.22½″,36½″&60″–39″(*s*) 140lb *80lb* 224NHP 2SB.*6cf*,GS97.HS3350 Blair&Co.Ld.Stockton | 20 ″ 3 s 8 ″ 9 | | 3,04 |
| 1191 2? NFMs | **Armonia** IronScSr *F.Scotto* –02 *ss*Gen.2nd No.3–8,0 (*ex*Vesuvio, *ex*KateFawcett) 2 *Dks*(1 *Irn*)3*trB* *ss*Gen.No.1–05 | *1383* *1368* *895* | ✠90A1 2,05 NB10,00 LMC8,99 BS8,04 — | Msl Gen | *p* | 1876 1mo | E.Withy& Co. Hartlepool A&CP | Becchi&Calcagno | 245·5 31·8 22·3 ND96 BK9 *WB*=*DBa*74′*f*66′ | Savona Italian *4BHCem* 218*t* | T.3Cy.18″,30½″&56″–33″ (*s*) 160lb ~~80lb~~ NDB00 163NHP 1SB.*3cf*.GS63.HS2105*60lb* *Tpd*90 T.Richardsn&SsHpl. | 23 ″ 9 ~~5 ″ 6~~ 8 4 ″ 2 | | ~~5,03~~ 2,05 |
| 1195 [illegible] 3PHW | — IronScSr *E.Stanford* –96 *ss*Gen.2nd No.3–9,98 (*ex*Daisy) *ss*Gen.No.1–03 *Well deck* 1 *Dk* | 602 523 392 | ✠90A1 10,03 NB5,91 LMC BS4,03 MS11,02 | Gen | *j* | 1873 5mo | T.Turnbull & Son Whitby A&CP | [illegible] T. Geyer & Co. | 180·6 29·1 16·0 Q66′B40′F23′ BK7½ *WB*=*DBa*44′*f*68′150*t* French | Massowah Italian *4BHCem* | C.2Cy.23″&46″–30″ (*s*) 75lb *65lb* NDB86 96NHP 1SB,*3pf*,GS50,HS1725 Blair&Co.(Lim.),Stockton | 15 ″ 3 s 1 ″ 7 | | 6,02 |

*Now named "Harmonie," See No. 60 in Supplement.*

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Engrenage des Chaudières. NHP—Force en chevaux d'après les dimensions de la Société. IHP—Force en chevaux d'après les pressions des essais. Détails des Machines & Chaudières. Nom du Constructeur des machines. | 14 Creux est. Quille. Franc-bord au milieu du navire. pds. po. | 15 Date de la dernière visite à flot. | 16 Date de la dernière visite à sec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1196 HJVD | **Armorique** IronScSr<br>*Persin* –98 | 355<br>313<br>170 | | 1871 | Chant.& Atel.Ocean Bordeaux | Chevillotte freres | 154·2 21·3 12·4<br>F11 | Brest French<br>*W h* | C.2Cy.18″&29½″–19½″<br>NB88 32NHP<br>Chant&Atel.Ocean,Bdx. | | | |
| 1197 9438 KRJQ | **Armourer** SteelSc3MstSr<br>*R. Marker* –03<br>(*ex*Engineer) *ss*Mch.No.1–04 1*Dk*(*pt Stl*)<br>*Mchy. Aft* | 723<br>558<br>468 | ✠100A1 Bkn *k*<br>7·04 | 1888 | J.Laing 5mo Sunderland *Lloyd's A&CP* | SS ArmourerCoLd (Fletcher,Wood-hill&Co.*Mgrs.*) | 195·2 28·2 12·6<br>Q92 F27<br>*W h Cell D B111* | London<br>1810 *F T* | T.3Cy.18″,28″&48″–36″ (a)<br>110lb *80lb* NDB99 111NHP<br>ISB,3*cf*,gs85, hs1814<br>G.Clark, Sunderland | 15 « 6 | | |
| 1198 MBCQ | **Arnao** IronScSr<br>*J.Corrales*78–78<br>*Mchy. Aft* | 149<br>125<br>97 | | 1873 | Cie.RoyaleAstu-rienne desMines | | 109·9 18·4 9·0 | Antwerp<br>Belgian | C.2Cy.17″&30″–20″<br>34NHP<br>Cunliffe&Dunlop,P.Gl. | | | |
| 1199 HFMJ | **Arne** IronScSr<br>*J.Rabe* *ss*Shl.2ndNo.3–1,97<br>(*ex*Ulleswater) *ss*Nwc.No.1–01<br>*Well deck* 1*Dk3trB* | 816<br>725<br>491 | ✠90A1 Nwc *m*<br>4,04 | 1872 | W.Dox-ford&Sons Sunderland A&CP | Actien.Dampsk. Arne (O Mohn) | 224·2 28·9 16·1<br>Q85 Boot F30<br>1en.78 BK8<br>*W B = D b* | Christiania<br>Norwegian<br>*4 B H Cem* | C.2Cy.26″&47″–33″ (i)<br>80lb *80lb* NDB60 106NHP<br>ISP.3*pf*,gs54<br>G.Clark,Sunderland | 16 « 10 | | |
| 1200 3218 HBST | **—** IronScSr<br>*P.G.R.Cederholm* –00<br>(*ex*Telegraf,*ex*Söderhamn) 1*Dk* | 209<br>152<br>151 | | 1885 | W.Lind-bergsM.V Stockholm | Bergnings& DykeriAktieb. Neptun(J.Draken-berg,*Mgr.*) | 121·6 20·3 11·3<br>Q32 B34′ F36′ | Stockholm<br>Swedish | C.2Cy.11½″&32″–24″<br>42NHP<br>W.Lindbergs Mek.V.,Skm | | | |
| 1201 NKFD | **Arno** SteelScSr<br>*W.J.D.Strubberg* –98<br>1*Dk&pt Awng dk* | 1386<br>909<br>825 | | 1898 | Helsingörs Jernsk.&Msk. Selskab | Forenede Dmpskib. Elsinore | 229·2 33·9 14·5<br>Q80<br>*pt Awng dk* 148<br>*W B* | Copnhagn<br>Danish | T.3Cy.19½″,31½″&53″–36″<br>169NH<br>HelsingörsJernsk.&Msk b. | | | |
| 1202 104545 NLBC | **—** SteelScSr<br>*R.L.Daniel* –01<br>(*ex*Juno) 1*Dk*<br>*Well deck Elec.light* | 607<br>473<br>253 | ✠ Gls *j*<br>1,01 | 1894 | S.Mc 7mo Knight&Co. Ayr | RoyalMailSteam PacketCo. | 190·0 27·1 13·2<br>P&B141 F26′<br>BK7½<br>*W B = D Ba* | London<br>British<br>*4 B H Cem* | T.3Cy.17″,27½″&44″–33″<br>99RH<br>ISB,3*pf*,gs65, hs1700<br>Mair&Houston,Glasgow | 14 « 0 | | |
| 1203 | **Arnold** IronScSr<br>*R.Kroll* –77 1*Dk&Spardk&3trB*<br>*Elec.light* | 1213<br>1167<br>735 | | 1884 | G.Howaldt Kiel | Arnold Dampfch. Ges.F.Gribel(Rud. Chr.Gribel,*Mgr.*) | 222·7 31·3 21·7<br>P5*t* H80*t* | Stettin<br>German<br>*W B* | C.2Cy.25½″&48½″–30″<br>NB96 85NH<br>Gebr.Howaldt,Kiel | | G | |
| 1204 3383 JKHD | **—** IronScSr<br>*A.Maijgren*02–02 *ss*Ham.No.3–6,9<br>(*ex*Tyri,*ex*Capri) *ss*Got.No.2–01<br>*Well deck* 1*Dk(Irn)2trB* | 1188<br>972<br>726 | ✠100A1 Got *o*<br>7,04 | 1881 | J.Blumer 1mo &Co. Sunderland A&CP | Ångfaktieb Arnold (A.Bratt) | 231·0 35·0 14·7<br>Q120 B19 F26′<br>BK5<br>*W B = Cell* | Gothenbrg<br>Swedish<br>*4 B H Cem*<br>*D B196′220t* | C.2Cy.28″&54″–33″ (i)<br>80lb *85lb* NDB02 131NHP<br>2SB.4*pf*,gs56,hs2170<br>N.E.MarineCo.Ld.Sld. | | | 6.03 |
| 1205 JRLS | **Arnvid** SteelScSr<br>*J.Karli* –02 (*Fishing*) 1*Dk* | 104<br>98<br>40 | | 1902 | Stavanger Stöberi&Dok Stavanger | H.W.Friis | 91·8 18·7 9·0<br>d6*t* | Aalesund<br>Norwegian | C.2Cy 10¼″&28½″–15″<br>17NHP<br>StavangerStöberi&Dok | | N | |
| 1206 1651 HTVN | **Aron** SteelScSr<br>*A.Bathen*90–02 1*Dk2trB*<br>*Elec.light* | 382<br>291<br>205 | | 1889 | MotalaCo. Oscarshamn | Ångf.Aktieb.Aron (A.Grönvall) | 141·8 23·6 13·0<br>F17 | Gothenbrg<br>Swedish<br>*W h* | T.3Cy.12″,19½″&32″–22″<br>48NH<br>MotalaCo.,Motala | | V | |
| 1207 JPHQ | **—** CompSc3MstSr<br>*L.Brecig* | 239<br>145<br>176 | | 1869 | ..... Wenners-borg | Döscher&Co. | 101·7 21·9 10·1<br>Q15*t* B74*t* F5*t* | Bergen<br>Norwegian | 2Cy.<br>NB92 | | | |
| 1208 2743 JGCT | **Aros** IronScSr<br>*L.L.A.Ekeberg*69–72 1*Dk* | 276<br>139<br>209 | | 1872 | Oskrshmns M.V.Aktieb Oskarshamn | Nya Ångf.Aktieb. Aros(G.Sellmann) | 134·9 21·0 8·6<br>P92′ H14*t* F21′ | Vesterås<br>Swedish | 2Cy.19½″&39″–23½″<br>61NHP<br>OskarshamnsM.V.Aktieb. | | | |
| 1209 2753 JGDF | **—** IronPadSp<br>*J.Östrom* –02 1*Dk* | 120<br>106<br>71 | | 1852 | Motala Varf. Norrköping | Aktieb.Bodtrask-fors(G.Groth) | 144·6 14·5 8·2<br>*Erections* 15*t* | Luleå<br>Swedish | 2Cy.33¾″–31½″<br>95NHP<br>MotalaCo.,Motala | | | |
| 1210 1147 SNBV | **Aros Castle** SteelScSr<br>*E.W.Day* –03<br>1*Dk(Stl)&Spar dk(Stl)*<br>*Elec.light* *&deep framing* | 4459<br>4202<br>2870 | ✠100A1 NYk *y*<br>*Spar dk*<br>1,05 | 1901 | Barclay, 8mo Curle&Co.Ld Glasgow A&CP | Union-CastleMail S.S.Co.Ld. (D. Currie&Co.*Mgrs.*)<br>*WB = Cell D Ba116′* | 392·4 48·6 18·6<br>P39′B102′F40′ 27·0<br>FK<br>*u E&B82′f138′994t* | London<br>British<br>*6 B H Cem*<br>*D T a82′706t* | T.3Cy.27″,43″&72″–48″ (a)<br>180lb 462NHP<br>2SB&1AuxSB,9*cf*,gs179,<br>HS6792 FD<br>Barclay,Curle&Co.Ld.Gls. | 21 « 3<br>s 6 « 4½ | | 10.03 |
| 1211 | **Árpád** SteelScSr<br>~~Harbesina91–03~~ *ss*Gen.No.3–10,02<br>*Elec.light* 1*Dk(Stl)&Spardk(Irn–ws)*<br>*D.Volani*86–04 *&deep framing* | 1173<br>1121<br>712 | ✠100A1 Tri *o*<br>*Spar dk*<br>*withfreeboard*<br>12.03 | 1892 | Wigham 7mo Richrdsn&Co Newcastle A&CP | Royl.Hungar'n Sea Nav.Co.Adria,Ld. | 230·5 33·1 12·4<br>B45′F30′ 204<br>FK<br>*W B = Cell D B18* | Fiume<br>Aust.-Hung.<br>*5 B H Cem*<br>*226t 4 P T 7t* | T.3Cy.22″,36″&59″–39″ (a)<br>165lb *80lb* 236NHP<br>2SB,*Grf*,gs117,hs3802<br>Wgham Richrdsn&Co.,Nwc. | 14 « 8<br>s 5 « 7½ | | 12.03 |
| 1212 11592 SCQK | **Arracan** SteelScSr<br>*G.McKnight* –01<br>*Elec.light* 2*Dks* | 3910<br>3472<br>2517 | | 1900 | W.Denny &Bros. Dumbarton | British&Burmese S N.Co.Ld(P.Hen-derson&Co.*Mgrs.*) | 360·0 45·2 26·4<br>P40′B108′F35′<br>*W h* | Glasgow<br>British | T.3Cy.26½″,42″&66½″–51″<br>316NH<br>Denny&Co.Dumbarton | | C<br>BT till 3.04 | |
| 1213 HDBG | **Arraiz** SteelScSr<br>*F.Iturriaga*02–02 *ss*Bbo.No.2–04<br>(*ex*RoseCastle) 1*Dk(Stl)&deep framing*<br>*&pt Awng dk(Stl)* | 2832<br>2116<br>1721 | ✠100A1 Bbo *t*<br>*pt Awng dk*<br>*withfreeboard*<br>11,04 | 1895 | W.Pickers-gill&Sons Sunderland A&CP | Cia.Nav.Vascon-gada(F.de Abasolo,*Mgr.*)<br>*WB = Cell D Ba96′* | 310·0 42·9 19·2<br>Q77′<br>*pt Awng h233* FK<br>*u E&B141 f120′647t* | Bilbao<br>Spanish<br>*6 B H Cem*<br>*AP 1 oot* | T.3Cy.22½″,37″&61″–42″ (a)<br>160lb *80lb* 249NH<br>2SB.6*pf*,gs108,hs3857<br>G.Clark,Ld.Sunderland | 21 « 9<br>s 9 « 0 | | |
| 1214 11601 VNLG | **Arranmore** SteelScSr<br>*R.E.Jepson* –04<br>*Elec.light* 1*Dk2trb* | 3045<br>2875<br>1934 | | 1904 | Richardsn, Duck&Co. Stockton | Kilmore SS Co. Ld. W.Johnston&Co. Ld. *Mgrs.*) | 346·0 45·0 24·1<br>P32′B108′F36′<br>*W h* | Liverpool<br>British | T.3Cy.25″,42″&68″–45″<br>310NH<br>Blair&Co.Ld.Stockton | | | |
| 1215 HCWQ | **Arratia** SteelScSr<br>*M.Facundo* –03 *ss*Bbo.No.3–3,01<br>(*ex*DionysiosStathatos)<br>*Well deck* 1*Dk(Stl)2trb*<br>*Floors and part Inner bottom plating Irn* | 1988<br>1484<br>1153 | ✠100A1 Bbo *r*<br>2,04 | 1889 | J.Readhead &Sons S.Shields *Lloyd's A&CP* | Cia.Cantabrica de Nav. | 291·5 38·1 17·6<br>P36′Q70 B118′<br>F35′ BK2<br>*W h Cell D B242 f157t* | Bilbao<br>Spanish<br>*7 B H Cem*<br>*4 P T 8 0t* | T.3Cy.21″,35″&57″–39″ (a)<br>160lb *55lb* 205NHP<br>2SB,6*cf*,gs70,hs3108<br>J.Readhead& Ss.,S.Shields | 20 « 2<br>s 1 « 8 | | 2.04 |
| 1216 10676 PFNW | **Arratoon Apcar** SteelScSr<br>*E.Fey*97–04 *ss*Cal.No.1–02<br>(*ex*Hyson) 2*Dks*(*Stl–Uteaks*)<br>*Elec.light* *&deep framing* 3*Dk rule* | 4510<br>4240<br>2931 | ✠100A1 Cal *y*<br>2,04 H.Kg. | 1896 | Workman, 2mo Clark&Co.Ld Belfast *Lloyd's A&CP* | Apcar&Co. | 410·0 48·1 27·4<br>P45 B108 F41′<br>BK2<br>*W B = Cell D Ba* | Calcutta<br>British<br>*6 B H Cem* | T.3Cy.28″,47″&77″–60″ (a)<br>180lb *90lb* 600NH<br>2DB,12*pf*,gs220, hs8493 FD<br>Wrkman,Clark&Co.Ld Bel<br>125′8 70*u F P T 7 8s A P T 50t* | 30 « 4<br>s 5 « 5½ | | 4.04 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c. | 4 Register'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or now explored. Equipment. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. | 15 Regulation in which classed, if not in L.R. Distinguishing mark. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1217 HCVB | **Arriluze** SteelScSr<br>~~L.R. Built 07-07~~ ~~Bbo. No. 2-07~~<br>(ex Kilsyth) 1 Dk (Irn) & Web frames<br>Well deck E. Cortina 05 ss Bbo. No. 3–1,03 | 2085<br>1573<br>1241 | ✠100A1<br>~~Steel 1,05~~ 1,05<br>~~BS3,04~~<br>~~LMC 04~~ | Bbo | r | 1892<br>11mo | Wood, Skinner & Co. Newcastle<br>A&CP | Cia. Algerteña de Nav. (Uribe y Eguiraun)<br>WB | 275·0 \| 37·5 \| 18·1<br>P26′ Q80 B114′ F28′<br>FK<br>= Cell DB 234′ 402t | Bilbao<br>Spanish | T. 3Cy. 20″, 32½″ & 54″–36″ (s)<br>160lb 90lb 179NH<br>2SB, 6pf, GS100, HS2740<br>N.E. Marine Co. Ltd. Nwc. | 20 ″ 8<br>s 1 ″ 0 | | 1,04 |
| 1218 107166 | **Arrow** SteelPad<br>G.A. Brown<br>Elec. light | 365<br>—<br>188 | | | – | 1895 | Detroit Dry Dock Co. Wyandtte. Mi | Sandusky & Islands S.S. Co. (E. McFall, Mgr.) | 165·3 \| 28·0 \| 9·5 | Sndsky, O.<br>Utd. States | B. 1Cy. 40″–108<br>Ebkt 68 ftd 95 128NH<br>Bbkt. 89. ftd. 95<br>Fletcher & Harris, Hbkn. N.J. | | | |
| 1219 95785 | — IronScS<br>W. Allan –89<br>Mchy. Aft | 123<br>111<br>83 | | | | 1889 | Head & Barnard Hull | H. Leetham & Sons. Ld. | 93·5 \| 18·1 \| 8·1<br>Q9′ | Hull<br>British | C. 2Cy. 10″ & 20″–14″<br>17RH<br>Vulcan Iron Works, Hull | | | |
| 1220 98270 | — SteelTwinScSkTug<br>J. Nicholas –89 1 Dk | 122<br>122<br>4 | ✠<br>1,89 | Dun | a | 1889<br>1mo | W B Thompson & Co. Ld. Dundee | Shropshire Union Rlwy. & Canal Co. | 103·8 \| 21·2 \| 7·8<br>BK6½″ | Chester<br>British | T. 6Cy. 9″, 13″ & 24″–14″<br>55RH<br>1SB. 2pf, GS30, HS890<br>W B Thmpsn & Co (Lm) Dun | 8 ″ 4 | BT till 8,05 | |
| 1221 97760 LQHT | **Arroyo** SteelScSr<br>H. Plough –01 ss Liv. No. 8–8,00<br>2 Dks (1 Irn & 1 Stl) 3 tr B | 3564<br>3248<br>2307 | ✠100A1<br>3,04<br>~~BS5,00~~ ~~LMC 8,00~~ | Bom | r | 1890<br>1mo | R. Stephenson & Co. Ld. Newcastle<br>Lloyd's A&CP | Arroyo S.S. Co. Ld. (Gow, Harrison & Co.)<br>WB = Cell DB 288′ 555t | 340·7 \| 43·1 \| 26·8<br>P19′ B86′ F37′<br>FK<br>WB = Cell DB 288′ 555t | Glasgow<br>British | T. 3Cy. 25½″, 41″ & 67″–45″ (s)<br>160lb 100lb NDB03 304NH<br>2IDB, 8cf, GS300<br>R. Stphnsn & Co (Lim) Nwc. | 29 ″ 4<br>s 5–10½ | | 3,04 |
| 1222 JKDQ | **Arsa** SteelScSr<br>E. Vascotto<br>Elec. light 1 Dk 2 tr B | 276<br>207<br>106 | | | | 1896 | Stabilimnto Tecnico Trieste | Soc. di Nav. a Vap. Istria-Trieste | 153·8 \| 21·6 \| 10·3 | Trieste<br>Aust.-Hung. | T. 3Cy. 14⅛″, 22½″ & 37″–24″<br>67NH<br>Stabilimento Tecnico, Tri. | | | |
| 1223 3342 JKDQ | **Artemis** SteelScSr<br>G. Johansson 95–99 ss Got. No. 2–01<br>Well deck (ex Sea Gull) 1 Dk (pt Stl) | 898<br>615<br>485 | ✠ ——<br>4,03 | Got | l | 1893<br>7mo | A M'Millan & Son, Ld. Dumbarton | Ångfaktieb. Södra Sverige (J. G. Setterwall) | 206·1 \| 30·0 \| 13·8<br>″122 H25′ F25′<br>BK7½″<br>WB = Cell DB 88′ | Stockholm<br>Swedish | T. 3Cy. 17½″, 26″ & 43″–30<br>109NH<br>1SB. 4pf, GS66, HS1766<br>D. Rowan & Son, Glasgow | 14 ″ 10 | | |
| 1224 BMBD | **Artemisia** SteelSc4MstSr<br>E. Gronmeyer 93–02<br>2 Dks (Stl) & deep framing<br>Elec. light & Shelter dk (Stl) | 5704<br>5382<br>3652 | ✠100A1<br>Shelter dk<br>3,01 ~~LMC 3,01~~ | Nwc | b† | 1901<br>3mo | Palmers' Co. Ld. Newcastle<br>A&CP | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)<br>WB = Cell DBa 115 ″ | 452·0 \| 52·2 \| 28·3<br>FK<br>E & B 90′ f 178′ 1207t | Hamburg<br>German | T. 3Cy. 30″, 50″ & 81½″–54″ (s)<br>180lb 642NH<br>3DB, 18cf, GS338, HS11475<br>Palmers' Co. Ld. Newcastle<br>f PT 170t APT 60t | 31 ″ 2<br>s 6 ″ 3 | | |
| * 1225 HNMB | **Artemissia** IronScSr<br>E. Cominos –96 ss Cpl. No. 3–3,94<br>(ex Lemuria, ex Artemisia, ex Lemuria) ss Pir. No. 2–03<br>Well deck 1 Dk (Irn–ws) 2 tr B | 1680<br>1311<br>1081 | ✠100A1<br>1,03<br>~~✠N84,00~~ ~~✠LMC 4,03~~<br>DBS12,04 | Pir | q | 1881<br>5mo | E. Withy & Co. Hartlepool<br>Lloyd's A&CP | P. G. Synodinos | 257·5 \| 34·6 \| 17·8<br>P24′ Q68′ B72′ F31′<br>BK9″<br>WB = Cell DBa 90′ f 178′ 1207t | Piræus<br>Greek | C. 2Cy. 33″ & 61″–33″ (s)<br>75lb 45lb 187NH<br>1DB, 4pf, GS82, HS2230<br>T. Richardson & Sons, Hpl. | 20 ″ 5 | | N2,04 |
| 1226 3180 JKQR | **Arthur** IronScSr<br>C J. Rosenquist –03 ss Bry. No. 3–1,96<br>(ex Merjulio) ~~ss Hpl. No. 1–00~~<br>Well deck ss Hpl. No. 2–05 1 Dk (Irn) 2 tr B | 1457<br>1111<br>813 | ✠100A1<br>1,05 ~~2,03~~<br>~~BS3,03~~ ✠ ~~M 03~~<br>~~BS5,03~~ ~~MS1,05~~ | Bkn<br>Hpl | o | 1884<br>3mo | W. Gray & Co. W Hartlepool<br>A&CP | Rederiaktieb. Lizzie (J. P. Jönsson, Mgr.)<br>WB = DBa 71′ f 84′ 262t f PT 83t | 247·5 \| 35·0 \| 17·0<br>P27′ Q67′ B60′ F31′<br>FK<br>71′ f 84′ 262t f PT 83t | Landskrna<br>Swedish | C. 2Cy. 30″ & 55″–36″ (b)<br>85lb 80lb NDB96 154NH<br>1DB, 4pf, GS53, HS2707<br>Blair & Co. Ld. Stockton | 17 ″ 8<br>s 1 ″ 7½ | | ~~9,02~~<br>1,05 |
| 1227 | — IronScSr<br>G. P. Hertzberg –97 (ex Chirton)<br>Well deck 1 Dk & Web frames | 1045<br>793<br>645 | | | … | 1882 | T. & W. Smith N. Shields | Acties. Arthur (L. B. Rafen) | 225·0 \| 33·1 \| 14·9<br>Q90′ B50′ F26′<br>BK8″ | Hlmestrnd<br>Norwegian<br>WB | C. 2Cy. 26″ & 52″–33″<br>NB02 129NH<br>Wallsend Slpwy. Co., Nwc. | 16 ″ 1 | N | |
| 1228 HBWL | — <br>J. A. Silva | —<br>—<br>115 | | | | | ..... | Sunsa Irmao | ..... ..... ..... | Para<br>Brazilian | | | | |
| 1229 KRLD | **Arthur Friedrich** SteelScSr<br>A. Hibben –02 (Trawler)<br>1 Dk | 203<br>194<br>66 | | | | 1901 | T. Seebeck Act. Ges. Bremerhaven | Geestemünder Herings & Hochsee fischerei Act. Ges. | 128·9 \| 21·5 \| 11·2 | Gstemnde<br>German | T. 3Cy. 11 11/16″, 18¼″ & 30 7/16″–22 1/16″<br>43NH<br>G. Seebeck A.G. Bremerhvn | | G | |
| 1230 95927 MNDF | **Arthur Head** SteelScSr<br>~~F.P. Browne –01~~ ss Mdb. No. 2–00<br>1 Dk (Stl) 2 tr B & Web frames<br>Well deck W. Anderson 00–04 A.V.O.C. hemat | 2909<br>2350<br>1887 | ✠100A1<br>4,03<br>~~BSA,02~~ ~~LMC 4,03~~ | Nwc | u | 1891<br>11mo | J. Priestman & Co. Sunderland.<br>A&CP | ~~Priestman Bros. Ltd.~~ (Thompson, Elliott & Co. Mgrs.)<br>WB = DBa 106′ | 322·2 \| 41·7 \| 22·7<br>Q131′ B120′ F33′<br>BK10½″<br>WB = DBa 106′ | Stockton<br>British | T. 3Cy. 22½″, 37″ & 61″–42″ (s)<br>160lb 100lb NDB94 255NH<br>2SB, 6pf, GS112, HS1040<br>N.E Mar. Eng. Co. (Lim) Sld | 24 ″ 0<br>s 2 ″ 11 | | 4,03 |
| 1231 107005 | **Arthur Orr** SteelScSr<br>H. Jaenke 2 Dks<br>Elec. light Mchy. Aft | 2745<br>—<br>2117 | | | | 1893 | Chicago S.B. Co. Chicago, Ill. | E. J. Chamberlin | 334·0 \| 41·3 \| 21·8<br>len 99 | Duluth<br>Utd. States<br>WB | T. 3Cy. 19″, 32″ & 52″–45″<br>181NH<br>H. G. Trout, Buffalo | | V | |
| 1232 107435 | **Arthur W. Palmer** WoodScTug<br>G. A. Mitchell –00<br>1 Dk | 117<br>—<br>80 | | | | 1899 | P. Magee Athens, N.Y. | Moran Towing Co. | 81·3 \| 22·0 \| 9·6 | New York<br>Utd. States | 1Cy. 20″–26″<br>NE & B03 16NH<br>J. W. Sullivan, New York | | | |
| 1233 6 NFPB | **Artois** IronScS<br>P. Profumo –01<br>Mchy. Aft 2 Dks | 1108<br>1038<br>698 | | | | 1866 | Forges & C. de la Médit. La Seyne | A. Romanes | 243·3 \| 27·0 \| 22·5<br>P18t H38t F14t | Naples<br>Italian | T. 3Cy. 19½″, 28½″ & 49½″–35½<br>NB90 144NH<br>Tpd 89<br>F. & C. de la Médit. La Seyne | | | |
| 1234 HKBG | — SteelTwinScSr<br>Durand –00<br>Elec. light 1 Dk | 489<br>421<br>192 | | | | 1899 | Dela Brosse & Fouché Nantes | Cie. Maritime de la Seine | 165·6 \| 24·4 \| 12·6<br>Q28′ H47′ RFD 28′ | Rouen<br>French<br>WB | C. 4Cy. 17¾″ & 29 13/16″–16½″<br>61NH<br>De la Brosse & Fouché, Nts. | | V | |
| 1235 105653 BSCQ | **Arundel** SteelTwinScSr<br>G. Whitley 94–00<br>Elec. light 2 Dks & Awng dk | 1067<br>731<br>230 | | | | 1900 | W. Denny & Bros. Dumbarton | L. B. & S. C. Rly Co. | 269·1 \| 34·1 \| 14·1 | Newhaven<br>British<br>WB | T. 8Cy 23½″, 35½″ & (4) 37½″–27″<br>Denny & Co. Dumbarton | | BT till 4,04 4,05 | |
| * 1236 104827 NQLC | **Arundel Castle** SteelSc4MstSr<br>T. Chope –01 ss Lon. No. 2–03<br>Ref. Mchy. 3 Dks (U Stl–teak s & 1 Stl–ws)<br>Elec. light | 4588<br>3984<br>2879 | ✠100A1<br>1,04<br>~~LMC 2,03~~ | Lon | x | 1894<br>12mo<br>Lloyd's | Fairfields, B. & E. Co. Ld. Glasgow<br>A&CP | Union-Castle Mail SS. Co. Ld. (D. Currie & Co. Mgrs.)<br>WB = Cell DBa 98′ a E & B 68′ | 415·0 \| 45·7 \| 27·9<br>P60′ B132′ F49′<br>FK<br>WB = Cell DBa 98′ a E & B 68′ | London<br>British | T. 3Cy. 30″, 49½″ & 80″–54″ (s)<br>165lb 568NH<br>3SB. 12rf, GS282, HS9870<br>Fairfields B & E Co (Lm) Gls | 31 ″ 0 | | 9,02 |
| 1237 105784 | **Arundell** IronSc<br>J. J. Storer 80–90 | 339<br>—<br>257 | | | | 1878 | David Bell Buffalo, N.Y. | Darius Cole Transportation Co. | 166·6 \| 26·5 \| 10·7 | Pt. Huron Mich.<br>Utd. States | C. 2Cy. 21″ & 42″–28″<br>NE & B93 78NH<br>S.F. Hodge & Co. Detroit | | | |
| 1233 NFVM | **Arundo** SteelScSr<br>L. Coolen 01–01<br>1 Dk & Web frames & pt Awngdk | 1673<br>1513<br>1048 | | | | 1890 | C.S. Swan & Hunter Newcastle | Hudig & Veder's Stoomv Maats (Hudig & Veder, Mgrs.) | 265·6 \| 37·0 \| 17·4<br>P26′ Q72′ B112′<br>F31′ FK | Rottrdam<br>Dutch<br>WB | T. 3Cy. 20″, 33″ & 54″–39″<br>185NH<br>Alley & M'Lellan, Glasgow | 19 ″ 9 | D | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Brut. Total / Sous le Pont. / Net | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Force nominale maintenant | 8 9 Construit. Quand / Navire / Mach. | Par qui. / Où. | 10 Armateurs. | 11 Dimensions (Longueur, Largeur, Creux.) | 12 Port d'Armement / Pavillon. | 13 Machines. No & Dia des Cylindres. – Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. | 15 16 17 Tons de la Jauge | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 123 3541 JKVG | **Arvika** *O.G.Olson92-99* 1 *Dk* | **CompScSr** | 193 169 101 | | | | 1899 | **Sixten Groth** Sjölorp | **Ångb.Aktieb. Hoppet** (J.A. Fridlund) | 100·3 22·9 10·3 P28 H6t | **Glafva** Swedish | | | | |
| 1240 92210 | **Arvon** *E.Jones02-02* (*Ferry*) 1 *Dk* | **SteelPad** | 106 77 35 | | | | 1896 | **T.B.Seat & Co.** Rutherglen | **Corporation of Carnarvon** (E.Hall, *Mgr*.) | 90·5 21·3 5·7 Q29 FK | **Carnarvon** British | C.2Cy.14″&26″–30″ 31RH Shanks, Morrice&Co., Gls | 6 ″ 0 | 87 181 1·5 | |
| 1241 HKBR | **Arvor** *H.Bertic98-02* *Mchy Aft* *Well deck* 1 *Dk*(*Stl*) | **SteelScSr** | 482 403 5 330 198 240 | ✠100A1 11·00 2·04 LMC7,00 | Xpt *h* | | 1902 7mo *Lloyd* | **Ardrossan DD&SBCoLd Ardrossan** *sA&CP* | **E.Marcesche&Co.** BK7½ *WB=FPT* | 170·4 27·1 11·3 Q91 B10′F24 | **Lorient** French | T.8Cy.14″,22½″&87″–27″ (*s*) 160lb *75lb* 80NHP 1SB,*3pf*,gs55,hs1828 Bow,McLachlan&Co.Ld Paisley | 12 ″ 6 s 11½ | | 11,04 |
| HKBR | | | | | | | | | | | | | | | | |
| 1242 NFVS | **Ary Scheffer** *J.van Duyn98-98* *Well deck* ss Rot.No.2–02. 4 *Dk*(*Stl*–ws) 2 *Dks*(*U Irn*–ws) & *Web frames* | **IronScSr** ss Rot.No.3–6,95 | 528 530 384 | 100A1 3·01 NB4,05 | Rot *h* LMC MS11,02 | | 1883 10mo *Lloyd* | **Rykee&Co** Rotterdam *sA&CP* | **C.Balguerie& Zoon** BK7″ *WB=DBa40′* | 170·0 24·2 13·9 Q84 B21′F11 | **Rottrdam** Dutch | C.2Cy.19″&40″–30″ (*s*) 120lb *90lb* SDN93 91NHP 1SB,*3pf*,gs56,hs1650 Maats de Schelde,Flushing | 14 ″ 9 | | 811,02 |
| *Now name*: "Tronador," *See No. 37 in Supplement.* | | | | | | | | | | | | | | | | |
| 1243 IDSB | **Asa W. Hughes** *R.Wilson89-99* 1 *Dk* | **IronScTug** | 107 — 53 | | | | 1889 | **Neafie& Levy** Philadelphia | **A.S.Hughes'Sons** | 84·8 19·0 9·0 | **Philadlphia** Utd.States | C.2Cy.15″&26″–22″ 26NHP Neafie&Levy,Philadelphia | | | |
| 1244 112775 SCGJ | **Asaba** *A.W.Pople* –03 1 *Dk*(*Stl*–ws) | **SteelTwinScSr** | 972 824 570 | ✠90A1 11,00 LMC11,00 | Dun *m* | | 1900 11mo | **Caledon, S&E.CoLd Dundee** A&CP | **AfricanS.S.Co.** (Elder,Dempster& Co.,*Mgrs*.) *WB=FPT* | 220·0 36·2 13·2 P31′B57′F26 5 | **London** British | C.4Cy.18″&36″–24″ (*s*) 160lb *100lb* 111NHP 2SB,*Apf*,gs78,hs1968 CaledonS&E.Co.Ld Dundee | 14 ″ 0 s 4½ | | |
| 1245 11104 HGTF | **Asagao Maru** *W.Hunter01-02* 2 *Dks*(*U Irn*-ws) & *Web frames* | **SteelScSr** ss Nag.No.3–3,01 | 2464 2129 1528 | ✠100A1 *with freeboar* 8,03 | Yka *t* | | 1889 1mo | **J.Laing** Sunderland A&CP | **NipponYusen Kabushiki Kaisha** *WB=CellD* | 308·0 39·0 23·3 P45′B82′F35′ BK10″ 8244′413t *MT*/12 | **Tokio** Japanese | T.3Cy.28″,38″&62″–42″ (*s*) 150lb *80lb* SDN01 223NHP 2SB,*6cf*,gs121,hs3406 200*ta*16′245t | 26 ″ 2 s 6 – 6 | | 8,04 |
| 1246 QHDL | **Asahan** *B.Peters* (*ex* Anjou) | **SteelTwinScSr** | 404 270 161 | | | | 1899 | **A.Legal** Nantes | **Norddeutscher Lloyd** *WB* | 142·7 25·0 10·0 P35′H30′F23′ | **Bremen** German | T.6Cy.9″,15″&24″–14″ 43NHP A.Maucour,Nantes | | | |
| 1247 HFNS | **Asahi Maru** *Y.Kido85-96* 2 *Dks* | **WoodScSr** | 503 484 312 | | | | 1884 | **Yamagata** Shotaro Kobe | **OsakaShosen KabushikiKaisha** | 161·4 22·5 18·6 | **Osaka** Japanese | C.2Cy.20½″&36″–22″ 51NHP | | | |
| 1248 1138 HGTJ | **Asahigawa Maru** *O.Oda95-95* (*ex* Asagao Maru) 2 *Dks* | **WoodScSr** | 213 192 132 | | | | 1889 | **OsakaIron Works** Osaka | **AmagasakiIsa-buro** | 118·5 16·2 14·2 | **Osaka** Japanese | C.2Cy.14¼″&26½″–15″ 22NHP OsakaIronWorks,Osaka | | | |
| 1249 106495 PWHK | **Asama** *F.H.Carr* –03 *ss* N.Yk.No.1–02 2 *Dks*(*Stl*) & *Web frames* | **SteelScSr** 4217 | 4205 3979 2371 2706 | ✠100A1 12,00 4,06 BS1,03 LMC11,02 BS 5,03 | Cff *x* | | 1897 12mo | **Palmers' Co.,Ld. Newcastle** A&CP | **J.M.Wood** *WB=CellDB* *t*132′ *uE*21′42t *fM*31′ 65t *FPT* 115t | 380·0 45·2 29·2 P34′B96′F36′ FK | **Liverpool** British | T.8Cy.24½″,41½″&70″–45″ (*s*) 200lb *90lb* 402NHP 2SB,*6cf*,gs116,hs5280 *4PT52t* | 30 ″ 9 s 6 – 8 | | 5,05 |
| 1250 107848 | **Asbury Park** (*Ferry*) 2 *Dks* | **SteelTwinSc** | 2078 — 1413 | | | | 1903 | **W Cramp& Sons S&EBCo Philadelphia** | **CentralRailroad Co.ofNewJersey** | 297·2 50·0 15·4 | **NewYork** Utd.States | T.8Cy.(2)23″,(2)37½″,&(4) 43″–30″ 202NHP W Cramp&SonsS&EBCPhil | | | |
| 1251 RJSF | **Ascan Woermann** *H.Milz98-02* *Elec.light* (*ex* Buenos Aires) 1 *Dk*&*Spardk3tr.b* | **SteelScSr** | 3182 2803 2051 | | | | 1893 | **Blohm& Voss** Hamburg | **WoermannLinie KommanditGes.** *WB* | 315·9 40·2 27·0 P46′B76′F35′ | **Hamburg** German | T.3Cy.28″,38″&61″–45″ 250NHP Blohm& Voss,Hamburg | | G | |
| 1252 RHGN | **Ascania** *R.Puck* *Elec.light* 2 *Dks*3*tr.l.* | **SteelScSr** | 2046 1831 1292 | | | | 1887 | **Armstrong** Mitchell& Co.(Lim.) Newcastle | **Hamburg-Amerik. Packetf.Act.Ges.** (Ham.-Amr.Linie) | 289·3 36·4 22·5 P64′ B22′ F32′ | **Hamburg** German | T.3Cy.22″,35″&58″–39″ 210NHP WllsndSlpwyCo.Ld.,Nwc | | G | |
| 1253 JDVQ | — *P.Albrecht* *Elec.light* 1 *Dk* | **IronScSr** | 428 322 242 | | | | 1884 | **Aron& Gollnow** Stettin | **Stettin-Stolper Dmpfsfahrts.Ges.** (A.Stenzel & Rolke *Mgrs*.) | 175·4 24·1 9·0 Q41 B37′F18′ len90 *WB* | **Stettin** German | C.2Cy.17½″&32¾″–22½″ NB97 42NHP Aron&Gollnow,Stettin | | G | |
| 1254 115818 TJLC | **Ascot** ~~*R.B.Hamilton* –00~~ *E.C.Cox* –04 2 *Dks*(*Stl*) & *Shelter dk*(*Irn*) *Elec.light* & *Web frames* | **SteelScSr** | 4334 4108 2786 | ✠100A1 *Shelter dk* 1,05 5,03 LMC6,02 | Yka *y* HKg | | 1902 5mo *Lloyd* | **Napier& Miller,Ld. Glasgow** *sA&CP* *WB* | **Britain S.S.Co.Ld.** (Watts,Watts& Co. *Mgrs*.) = *CellDBa* 125′ *uE* 25′ *f* 167′ 1083t *FPT* | 385·0 50·1 26·6 FK 8 *BHCem* 108t *APT*38t | **London** British | T.3Cy.26″,44″&73″–48″ (*a*) ~~Stockton~~ 200lb 411NHP 2SB,*9cf*,gs178,hs8300 D.Rowan&Co.Glasgow | 29 ″ 6 4 – 9½ | | |
| 1255 NLWJ | **Asger Ryg** *J.Hagedorn01-02* *Well deck* (*ex* Mimi Horn) 1 *Dk*2*tr.b* | **SteelScSr** | 1101 814 672 | | | | 1902 | **Schömer& Jensen** Tönning | **Acties.Dmpsk.Skjalm Hvide** (Holm &Wonsild, *Mgrs*.) *WB* | 218·1 33·0 13·4 P22′Q55′B63′F26′ | **Copnhagn** Danish | T.3Cy.15½″,25½″&41½″–29″ 92NHP Schömer&Jensen,Tönning | | G | |
| 1256 106847 PQKS | **Ashanti** *F.W.Hannah* –01 *Elec.light* 1 *Dk*(*Stl*) & *Spardk*(*Stl*) & *deepframing* *W.Owen* | **SteelScSr** *ss* Bry.No.3–5,03 | 3389 3204 2186 | ✠100A1 *Spar dk* 3,05 LMC BS 5,01 | Shl *p* ~~Nwc~~ | | 1897 4mo *Lloyd* | **C.S.Swan& Hunter**(Lim Newcastle *sA&CP* | **ElderDempster Shipping,Ld.** *WB=CellDBa* | 330·0 45·2 18·2 P30′B96′F38′ 26·5 FK 106′*u E*&*B*38′*f* 110 | **Liverpool** British | T.8Cy.24″,40″&64″–42″ (*s*) 170lb *80lb* 293NHP 2SB,*3pf*,gs126,hs4700 N.E.MarineCo.(Lim.)Nwc | 20 ″ 6 s 5·11½ | | ~~7,08~~ 8,05 |
| 1257 107200 | **Ashbourne** *M.M.Redmond96-02* 1 *Dk* | **SteelScTug** | 115 — 78 | | | | 1895 | **Neafie& Levy** Philadelphia | **ReadingCo.** | 88·2 19·0 10·2 | **Philadlphia** Utd.States | C.2Cy.15″&26″–22″ 26NHP Neafie&Levy,Philadelphia | | | |
| 1258 81546 SNMQ | **Ashbrooke** *H.H.Davidson* –04 *Well deck* *ss* Shl.2nd No.3–10,03 1 *Dk*(*Irn*)2*tr.b* | **IronScSr** | 1419 1096 885 | ✠100A1 10,04 NB7,05 LMC6,03 | Shl *p* | | 1879 5mo | **Mounsey& Foster Sunderland** A&CP | **GordonStm.Shpg. Co.Ld.** *WB=DB* | 245·4 33·5 18·2 P25′Q64′B70′F34′ BK9″ 172′*f*62′247t | **London** British | C.2Cy.25½″&54½″–36″ (*s*) 160lb 148NHP 2SB,*Apf*,gs76,hs2470 J.Dickinson,Sunderland | 19 ″ 9 s 1·10 | | ~~1,08~~ 1,09 |
| 1259 102748 PHTD | **Ashby** *D.McKenzie* –98 ~~*Shldr Nwc*~~ *ss* Shl.No.2–04 1 *Dk*–*pt Stl pt Irn*) & *Web frames* | **SteelScSr** ~~*ss Shl.No.2–04*~~ | 1947 1323 1237 | ✠100A1 *pt Awngdk with freeboard* 1,05 LMC 04 | Shl *r* | | 1896 6mo | **Ropner& Son Stockton** A&CP | **R.Ropner&Co.** *WB=CellDBa* | 270·0 39·5 14·4 P27′Q82′ FK *pt Awngdk*161′ *uE*94′ 20′*f*100′393t | **W.Hartlpl** British | T.8Cy.19½″,32½″&52½″–36″ 160lb *160lb* (*s*) 163NHP 2SB,*Arf*,gs60,hs2400 Blair&Co.(Lim.),Stockton | 17 ″ 6 s 8 – 4½ | | ~~7,01~~ 7,01 |
| 1260 84989 WCFL | **Ashdene** *W.H.Edgecombe* –99 *Well deck* ~~*ss Shl.No.2–04*~~ 1 *Dk*(*Irn*)2*tr.b* | ~~*ss Shl.2nd No.3–5,05*~~ **IronScSr** ~~*ss Shl.No.3–04*~~ | 1093 888 680 | ✠100A1 5,03 0,05 ~~Nwc~~ ~~NB1,08~~ LMC ~~Dampbt~~ BS8,05 | Shl *s* | | 1881 7mo | **Osbourne, Graham&Co Sunderland** A&CP | **J.B.Dixon&Co.** *WB=DBa* | 230·1 33·0 16·3 Q82′B40′F28′ ~~Liverpool~~ BK8″ 61′*f*58′231t *FPT* | **Sundrland** British | C.2Cy.28″&56″–36″ (*s*) 80lb *80lb* SDN98 99RHP 1SB,*3pf*,gs58,hs2088 G.Clark,Sunderland | 17 ″ 3 s 1·10½ | | ~~11,06~~ ~~8,04~~ |

| 1 No. in Book / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Letters in which class is put in Lk. Dates if put in Lk. Dates if left Lk. | 16 Date when last shaft. Last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1261 106804 KJCM | **Asher J. Hudson** | **IronScTug** | 136 — 68 | | | | 1891 | J.H.Dialogue Camden,N.J. | HudsonBros. | 92·0 | 21·0 | 10·0 | Phladlpha Utd.States | C.2Cy.15″&26″–22″ 26NH Neafie&Levy, Philadelphi | | | |
| 1262 106963 PQWJ | **Ashfield** ~~H.M.D.Wyatt—03~~ Smith –04 | **SteelScSr** ssHpl No.1–01 1Dk(Irn)&Webframes | 2320 2152 1471 | ✠100A1 5,00 ~~6,00~~ ~~BS6,09~~ BS5,05 | Npt | s | 897 5mo | Ropner& Son Stockton A&CP | T.Appleby&Co. WB=Cell | 300·0 43·0 19·5 P29′B72′F35′ FK DBa98′uE22′f118′ | | | W.Hartlpl British 555t APT72t | T.3Cy.20½″,35″&59½″–39″ 200lb 80lb (s) 226NH 5BHCem | 22 ″ 1 ~ 3 ~ 7½ | | ~~7.03~~ 7,00 |
| 1263 84998 WJRM | **Ashford** *C.Johnson* –03 *Well deck* | **IronScSr** ssNwc.No.3–12.93 ssSld.No 2–03 1Dk(Irn)2trB | 1909 1559 1211 | ✠100A1 5,04 ~~5,02~~ MS10,01 ~~MS10,09~~ BS10,09 | Sld Nwc | r | 1881 12mo | J L Thompson&Sons Sunderland A&CP | Speeding&MarshallS.Shpg.Co Ld (Speeding,Marshall&Co. Mgrs.) WB=DBa 80′f52′266t FPT | 276·0 37·5 19·6 P28′Q76′B50′F29 FK | | | Sundrland British 6BHCem 32t APT28t | C.2Cy.34″&64″–42″ 80lb ~~80lb~~ NDB89 204NH 2SB,6pf,GS100,HS3300 80lb J.Dickinson,Sunderland | (i 20 ″ 10 ~ 2 ~ 7 | | 5·04 |
| 1264 — 99449 PGCN | **—** *A. Kerr* –04 (exMaggieBain,exIthfaen) *Well deck Mchy.Aft* | **IronSc3MstSr** ssArd.No.2–01 1Dk(Irn) | 421 297 127 | ✠100A1 10,04 ~~4,04~~ ~~NB10,08~~ ~~LMC~~ ~~6,03~~ | Gls Npt | g | 1892 11mo | Scott&Co. Bowling A&CP | Mann,Macneal &Co. WB= | 160·0 23·1 10·5 Q79′B10′F28′ | | | Glasgow British 3BHCem FPT40t | C.2Cy.17″&40″–30″ 145lb 60RH 1SB.3pf,GS49,HS1350 Muir&Houston,Glasgow | (s 11 ″ 7 s ~ 10 | | ~~8.03~~ ~~10.04~~ 8,05 |
| 1265 97994 MNWG | **Ashington** *T.Clark* –01 *Well deck* | **SteelScSr** ssBlv.No.2–00 1Dk(Irn)&Webframes | 885 715 561 | ✠100A1 12.03 ~~LMC6.00~~ | Bly | l | 1892 5mo | W.Dobson &Co. Newcastle A&CP | AshingtonCoalCo. (W.Milburn&Co. Mgrs.) WB=Cell | 206·7 30·1 14·1 P19′Q84′B8′F22′ lrp01 FK DB167′215t FPT | | | Newcastle British 4BHCem APT14t | T.3Cy.17″,28½″&46″–33″ 160lb ~~160lb~~ 98RH 1SB.3pf,GS52,HS1840 J.Dickinson,Sunderland | (s 16 ″ 3 ~ 1 ~ 7½ | | 12.03 |
| 1266 Wrecked 1904 96271 MBRG | **Ashley** *R. Mackay* –04 *Well deck* | **SteelScSr** ssLiv.No.3–10.03 1Dk(Irn)&Webframes | 2297 1740 1500 | ✠~~100A1~~ 4.04 ~~LMC~~ | Bry | s | 1891 1mo | Craig, Taylor&Co. Stockton A&CP | N.oflrelandS.S.Co. Ld(W.R.Rea Mgr.) WB=Cell | 289·0 37·9 19·3 Q118′B120′F32′ BK10″ DB242′452t FPT | | | Belfast British 6BHAsp 75t APT15t | T.3Cy.21″,34″&56″–39″ 160lb 80lb NDB03 197NH 2SB.4rf,GS64.HS2971 Wstgrth,English&Co.Mdl | (s 21 ″ 9 | | 4,04 |
| 1267 108661 QPFW | **Ashmore** *J.Murray* –02 *Elec.light* | **SteelScSr** ssShl.No.1–04 1Dk(Stl)&deep framing | 2519 2356 1574 | ✠100A1 10,03 ~~3,01~~ ~~BS6,09~~ ~~LMC6,00~~ | Shl | n | 1899 1mo | W.Dobson &Co. Newcastle A&CP | AdamS.S.Co.Ld. WB=CellDBa92′ | 325·5 45·2 19·9 P33′B224′F38′ FK uE&B38′f142′702t | | | Aberdeen British 1BHCem APT30t | T.3Cy.23″,37″&61″–42″ 160lb 90lb 251NH 2SB.6pf,GS106,HS3935 Wllsnd Slpwy.Co.Ld.Nwc | (s 22 ″ 6 ~ 2 ~ 7½ | | ~~3.03~~ 11,04 |
| 1268 Wrecked 1904 94117 VQFB | **Ashmount** *J.McDowall* 04–04 | **SteelScSr** 1Dk(Stl)&deep framing | 3109 2961 2035 | ✠~~100A1~~ 3,04 | P.Gl | r | 1904 3mo | A.Rodger &Co. Pt.Glasgow Lloyd's A&CP | AshmountS.S.Co. Ld. (Hope&Sloan. WB=Cell | 319·6 47·5 23·0 P25′B11s′F30′ FK DBa&uE124′f138 | | | Glasgow British 6BHCem 751t APT95t | T.3Cy.24″,40″&65″–42″ 160lb 80lb 275NH SB 6cf,GS124,HS4141 A.Rodger&Co.Glasgow | (s 25 ″ 7 ~ 4 ~ 2½ | | |
| 1269 | **Ashot-Erkat** *York* –97 *Mchy.Aft* | **SteelTwinSc3MstSr** *Carrying Petroleum in bulk Fitted for liquid fuel* 2Dks | 1053 922 716 | | | | 1897 | W.Dobson &Co. Newcastle | ArmenianS.S.Co. WB | 224·6 32·0 16·6 P23′H31′F31′ | | | Astrachan Russian | C.4Cy.20½″&39″–24″ 124NH Wllsnd Slpwy Co.Ld.Nwc | | | |
| 1270 65641 WRGD | **Ashruf** *A.Newby* –00 *Elec.light* | **IronSc3MstSr** (exPeshawur) 4Dks | 4055 3749 2203 | | | | 1871 | Caird&Co. Greenock | HajeeCassum Joosub | 378·0 42·7 33·2 | | | Bombay British | C.2Cy.62″&104″–54″ NB79 663NH Caird&Co.Greenock | | | |
| 1271 90365 JNMT | **Ashton** ~~E.Russell03–04~~ G.Prowse04–04 | **IronScSr** ssGms.No.3–1,96 ssGms.No.2–04 1Dk(Irn)2trB | 1031 806 576 | ✠100A1 ~~5,03~~ 5,05 ~~BS5,05~~ ~~LMC5,0~~ | Gms | n | 1884 6mo | E.Withy& Co. W Hartlepool Lloyd's A&CP | GreatCentralRly. WB=DB | 238·6 32·3 14·1 P32′B77′F47′ ptNDS98 FK 48′59′145t | | | Grimsby British 5BHpt.Asp pt.Cem | T.3Cy.22″,37″&58″–36″ (k 140lb 100lb NDB02 202NH 2DB,8pf,GS146 T.Richardson & Sons,Hpl | 15 ″ 5 ~ 2 ~ 3½ | BT till 4.05 | ~~5.04~~ No 05 |
| 1272 — 108649 | **—** *A.Swift* –04 *Mchy.Aft Well deck* | **SteelScSr** 1Dk(Stl) | 283 214 77 | ✠100A1 8,03 ~~LMC12,01~~ | Dub | e | 1901 12mo | J Fullerton &Co. Paisley Lloyd's A&CP | Carlingford Lough S.S.Co.Ld. | 142·4 21·2 10·5 Q46′B7 F24′ crp03 BK6″ Wls=FPT34t | | | Newry British 3BHCem | C.2Cy.16″&34″–24″ 130lb 61RH 1SB,2pf,GS89,HS1107 A.Rodger& Co.Glasgow | (s 11 ″ 2 ~ 1 ~ 2½ | | 8,03 |
| 1273 — 106672 | **—** *T.G.Cribb* –96 | **IronScK** ~~ssGms.No.1–00~~ ssGms.No.2–04 1Dk | 144 138 46 | ✠100A1 *Stm Trawler* ~~4,04~~ 4,05 | Gms | | 1896 10mo | Edwards Bros. NorthShields Lloyd's A&CP | Hagerup, Doughty &Co.Ld. | 104·0 20·7 10·5 BK7½″ | | | Grimsby British 3BHCem | T.3Cy.9″,16″&25½″–19½″ (s 200lb 80RH 1SB,2pf,GS26.HS590 N.E.MarineCo.(Lim.),Sld | 11 ″ 7 | | ~~7.04~~ ~~8.04~~ 10.04 |
| 1274 104186 | **Ashwold** *W.Cozens* –94 | **IronScK** (Trawler) 1Dk | 129 119 45 | | | … | 1894 | Cochrane &Cooper Beverley | NorthwoldSteam FishingCo.Ld. | 93·5 20·5 11·0 Q17′ BK7½″ | | | Grimsby British | T.3Cy.10″,16″&25½″–20″ 35RH Amos&Smith,Hull | 11″10 | | |
| 1275 89989 JTSK | **Asia** *J.W.Shanklin* –02 | **IrqnScSr** | 3611 3326 2337 | | | … | 1884 | D&W Henderson&Co. Glasgow | AnchorLine(Henderson Bros.)Ld. | 378·2 40·2 28·6 P79′ B84′ F44′ | | | Glasgow British | C.2Cy.33″&66″–60″ 281NH D.&W.Henderson&Co.Gls | | C BT till 3 06 | |
| 1276 — QGTR | **—** *G. Sutter* *Spar dk2trB&deep framing* | **SteelScSr** | 3137 2965 2017 | | | … | 1899 | W.Hamilton&Co. Port Glasgow | Dampfsch.Ges. Argo | 330·5 45·5 16·2 P31′B118′F39′ 23·8 FK | | | Bremen Gérman WB | T.3Cy.24″,40″&65″–42″ 301NH D.Rowan&Son,Glasgow | 18 ″ 6 | G | |
| 1277 — 110 NFRK | **—** *P.Sturlese* *Elec.light* | **IronSc3MstSr** 2Dks&Awng dk | 1364 1334 897 | | | … | 1870 | Wigham Richrdsn&Co Newcastle | Nav.Gen.Italiana Cmp82 | 268·0 31·0 16·1 24·2 | | | Genoa Italian | C.2Cy.28¾″&54″–36″ NB79fitted82 146NH R.&W.Hawthorn,Nwc. | | I | |
| 1278 — | **—** *Carrying Petroleum in bulk* *Mchy.Aft Fitted for liquid fuel* | **SteelTwinScSr** | *1331* *1003* *831* | | | | 1898 | Armstrong Whitworth& Co.Ld. Newcastle | ShamsiAsadonlaieff | 229·6 32·0 17·2 Q21′B59 F30′ | | | Baku Russian WB | C.4Cy.10″&38″–24″ 118NH Wllsnd Slpwy.Co.Ld.Nwc. | | | |
| 1279 — 82474 MTWC | **—** *D.Leitch* –01 | **IronScSr** ssHul.No.3–4,92 1Dk | 212 199 92 | ✠ 1.96 ~~B1.96~~ | Hul | c | 1880 4mo | Earle'sCo. Hull | J.Reid | 131·0 20·0 10·6 ptND92 BK7″ | | | Ardrossan British 3BHCem | C.2Cy.21″&40″–27″ 60RH 1SB,2pf,GS30,HS944 FD Earle'sCo.(Lim.),Hull | 11 ″ 6 | C | |
| 1280 — 99665 MQNF | **—** *W.Germany* –91 | **IronScK** (Trawler) 1Dk | 151 139 66 | | | .. | 1891 | Cochrane, Coopr&Schofld,Beverley | N.EasternSteam FishingCo.Ld. | 100·5 20·5 11·0 Q19′F17′ BK7½″ | | | Grimsby British | T.3Cy.11½″,18″&30″–22″ 45RH C.D.Holmes&Co Hull | 11″10 | | |
| 1281 Asian 109466 QJCH | **Asian** *J.E.Bartlett* –02 (exCoromandel) ~~1Dk 1pt Dk& Spar dk~~ *Elec.light* 1Dk(Stl)&1pt Dk(Stl)&Spar Dk(Stl) | **SteelScSr** ssLon.No.1–04 | 5614 5115 3680 | ✠100A1 *Spar dk* 2,05 ~~LMC4.04~~ | Lon | n | 1898 10mo | Caird&Co. Greenock | F.Leyland&Co. (1900)Ld. WB=CellDBa103′uE&B58′f183′1012t FPT | 420·6 49·1 21·9 P35 B115′F76 30·4 FK&BK3″ | | | Liverpool British 6BHCem | T.3Cy.28″,46″&77″–54″ (s 180lb 80lb 555NH Caird&Co.Greenock 2DB,12rf,GS195,HS7775 FD | 25 ″ 6 | BT till ~~1.05~~ 2,00 | 2,05 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, &c. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 | 8 Construit. Quand Navire — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Nombre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. pds. po | 15 | 16 Date de la dernière visite du fond |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1282<br>95250<br>KSPT | **Asiatic Prince** SteelScSr<br>*C.S.Ball* -03 ssAnt.No.3-11,00<br>*Well deck* 1*Dk*(*Irn*-ws)&*Webframes*<br>ssNwc.No.1-05 | 2186<br>—<br>1351 | ✠100A1 | Ant | r | 1888<br>7mo | ShortBros.<br>Sunderland<br>A&CP | PrinceLine.Ld.<br>(J.Knott, *Mgr.*) | 292·0 39·1 18·9<br>P82'Q76'B114'<br>F30' BK10'<br>*WB*=*CellDBa*80' | Newcastle<br>British<br>5*BHAsp*<br>*f*104'266*t* | T.3Cy.22",36"&59"-42" (s)<br>150lb 90lb NDB03 228NH<br>2SB,2*cf*&4*rf*,GS100,HS3600<br>J.Dickinson,Sunderland | 21 2<br>1-10½ | | |
| 1283<br><br>HNKT | **Asimina** SteelScSr<br>*Goulandris* ssPir.No.2-03<br>(*ex*Beechley) 1*Dk*(*ptStlptIrn*)<br>&*Webframes*&*ptAwngdk*(*Irn*) | 2878<br>2212<br>1837 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>12,03 | Cff<br>Bry | l | 1894<br>8mo | C.S.Swan&<br>Hunter<br>Newcastle<br>A&CP | G.M.Embiricos&<br>Sons | 312·5 41·0 20·6<br>P24'Q88'F30'<br>*ptAwngdk*162' FK<br>*WB*=*Cell DBa*94'*u E&B*...<br>...*f*130'640*t* | Andros<br>Greek<br>5*BHCem*<br>10'*f*130'640*t* | T.3Cy.23",37"&61"-39" (s)<br>160lb 80lb 250NH<br>2SB,6*pf*,GS85,HS4000<br>Wstgth English&Co.Mdb | 23 1<br>9 0 | | |
| 1284<br><br>NDPM | **Ask** SteelScSr<br>*G.L.Hansen* 1*Dk*&*Spar dk* | 937<br>646<br>585 | | | | 1891 | Burmeister<br>&Wain<br>Copenhagen | Dmpkselsk.Activ<br>(CarlHassager) | 200·3 29·7 13·7<br>B49' 20·7 | Randers<br>Danish<br>*WB* | C.2Cy.25½"&46"-27"<br>92NH<br>Burmeister&Wain,Cpn. | | V | |
| 1285<br><br>MBKF | — SteelScSr<br>*J.Kjerstad* -03<br>1*Dk* | 104<br>98<br>39 | | | | 1903 | Mjellem&<br>Karlsen<br>Bergen | BergensHavfiske-<br>selskab<br>(L.Devold, *Mgr.*) | 91·2 19·0 8·9<br>H5*t* | Bergen<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>Mjellem&Karlsen,Bergen | | N | |
| 1286<br>96094<br>LJFS | **Aska** SteelScSr<br>*A.R.Radcliffe* -04 1*Dk*&*Shadedk*<br>*Elec.light* | 542<br>358<br>148 | ✠<br>*Shade dk*<br>*with freeboard*<br>10,89 | Cly | i | 1889<br>10mo | AilsaS.B.<br>Co.<br>Troon | BritishIndiaStm.<br>Nav.Co.Ld. | 190·0 29·0 11·6<br>BK7½ | Glasgow<br>British<br>5*BHCem* | T.3Cy.16",26"&42"-30"<br>90RHP<br>1DB,4*cf*,GS78<br>Dunsmuir&Jackson,Gls. | 12 3 | | |
| 1287<br>112416<br>RPFM | **Askehall** SteelScSr<br>*E.Fell* -03 ssBry.No.1-04<br>1*Dk*(*Stl*)&*Spar dk*(*ptStl*&*ptIrn*)3*tr* *k* | 4231<br>4069<br>2762 | ✠100A1<br>*Spar dk*<br>3,04 ✠LMC3,04 | Bry | x | 1900<br>4mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | WestHartlepool<br>Stm.Nav.Co.Ld.<br>*WB*=*CellDBa*118' | 360·0 48·1 20·2<br>P29'B103'F35' 28·2<br>FK<br>*uE&B*40'*f*148'769*t* | W. Hartlpl<br>British<br>5*BHCem*<br>*APT*10*t* | T.3Cy.25",41"&69"-48" (s)<br>180lb 378NH<br>3SB,9*cf*,GS150,HS6120<br>W.Allan&Co.Ld.Sld. | 22 10<br>s 7 1 | | 3,04 |
| 1288<br><br>HFSL | **Asker** SteelScSk<br>*A.Andersen* -93 1*Dk* | 135<br>97<br>67 | | | | 1893 | Xiansands<br>Mek.Verks<br>Xiansand | Dmpskslsk.Asker,<br>Röken&Hurum(K.<br>Kristensen, *Mgr.*) | 99·3 16·7 9·4<br>P38*t* | Chrstiania<br>Norwegian | C.2Cy.13"&25"-18½"<br>22NH<br>Xiansands Mek.Verkst. | | | |
| 1289<br>1576<br>JDCP | **Askersund** CompScSr<br>*T.Andersson*98-98 (*ex*Solid) 1*Dk*<br>*Mchy.Aft* | 165<br>133<br>110 | | | | 1886 | P.Larsson<br>Thorskog | Ångf.AktiebTrafik<br>(G.F.Ahlberg,<br>*Mgr.*) | 99·1 21·2 9·0<br>Q25 F12' | Gothenbrg<br>Swedish | C.2Cy.10½"&22"-14¾"<br>15NH<br>P.Larsson,Thorskog | | | |
| 1290<br><br>HJBP | **Askold** SteelTwinSc<br>*Mchy.Aft* | 703<br>—<br>541 | | | | 1880 | Act.Ges.<br>"Vulcan"<br>Stettin | RussianStm.Nav.<br>&TradingCo. | 208·0 29·0 12·0 | Odessa<br>Russian | C.4Cy.17⅝"&31½"-19¾"<br>37NH | | | |
| 1291<br><br>JWRS | **Askur** CompScSr<br>*T.Randulff* -97 1*Dk* | 346<br>270<br>240 | | | | 18 72/89 | Sven<br>Olsson<br>Oscarshamn | B.Berg | 142·7 24·4 11·4<br>Q22*t* B32*t* F20*t* | Stavanger<br>Norwegian | C.2Cy.18½"&33"-19½"<br>NB85 40NH<br>Bergsunds M.V.,Skm. | | N | |
| 1292<br><br>HDQK | **Aslak** IronSc3MstSr<br>*J.P Eide* -02 ~~ssMdb.No.3-4,95~~<br>(*ex*Hunstanton) ~~ssXia.No.1-00~~<br>*Mchy.Aft* ssSbl.No.2-04 1*Dk*(*Irn*)2*trB*<br>ssXia.2ndNo.3-2,05 | 872<br>739<br>543 | ✠100A1<br>~~4,94~~ ~~ssd~~ 2,05 ShlXia<br>✠LMC... | Cpn | m | 1882<br>7mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | Acties.Aslak<br>(Chr.Andresen)<br>*WB*=*DBf*46' | 212·2 31·0 14·7<br>P61'F22'<br>~~Irp~~ drp05 BK8'<br>&*u B*26' 146*t* *FPT* | Chrstiania<br>Norwegian<br>3*BHCem*<br>13*t* *APT*24*t* | C.2Cy.26"&48"-36" (b)<br>80lb 80lb NDB93 98RHP<br>1SB,3*pf*,GS45,HS1918<br>Wstgrth,English&Co.Mdb | 15 9<br>s ... 4 | | 5,03 |
| 1293<br><br>HTPS | **Aslaug** IronSc3MstSr<br>*P.Gundersen*00-00 ssCpn.No.1-79<br>(*ex*Thingvalla) 2*Dks*&*Spar dk*<br>Broken up | 2547<br>1735<br>1530 | *Spar dk*<br>12,83 | NYk | t | 1874<br>10mo | Burmeister<br>&Wain<br>Copenhagen | Acties.Dmpskib.<br>Aslaug (Johnsen&<br>Bergman) | 301·5 37·3 28·5<br>H122*t*<br>Irp80&81<br>*WB*=*APT FP* | Chrstiania<br>Norwegian<br>6*BHCem*<br>*TptDB*600*t* | C.4Cy.30"&60"-36"<br>NB83 360NHP<br>Burmeister&Wain,Cpn. | | | |
| 1294<br>1501<br>HKJN | **Asosan Maru** SteelScSr<br>~~K.Shimizu01-01~~ ssYka.No.3-9,02<br>(*ex*Renown) 1*Dk*(*Stl*)2*trB*<br>*Well deck* *Elec.light* *K.Nakagawa* -0. | 1705<br>1106<br>1217 | ✠100A1<br>9,02 ~~ssd~~<br>✠LMC9,02 | Nag | p | 1890<br>10mo | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>*Lloyd's A&CP* | MitsuiBussan<br>GomeiKaisha<br>*WB* | 252·9 35·4 14·6<br>P188'F31'<br>BK9'<br>=*DBa*67'*f*61'324*t* | Kuchin-<br>otzu<br>Japanese<br>4*BHCem* | T.3Cy.18",30"&48"-36" (s)<br>160lb 75lb 151NH<br>2SB,4*rf*,GS75,HS2442<br>BlaikieBros.,Aberdeen | 18 3<br>s 1 6 | | 9,03 |
| 1295 | **Aspasia** SteelTwinScSr<br>*Mchy.Aft* 1*Dk* | 547<br>—<br>454 | | | | 1896 | Edwards<br>Bros.<br>NorthShields | C.Svorono&Sons | 206·0 31·0 9·0<br>Q44' | Taganrog<br>Russian | C.4Cy.14"&28"-21"<br>60NH<br>N.E.MarineCo.(Lim.),Sld. | | | |
| 1296 | **Assa Dadascheff** SteelTwinScSr<br>*Müller* -97 *Fitted for liquid fuel*<br>*Carrying petroleum in bulk* | 1233<br>1067<br>715 | | | | 1897 | Lindhol-<br>mensM.V.<br>Gothenburg | A.A.Dadascheff | 249·0 32·0 16·2<br>H46*t* | Astrachan<br>Russian | C.4Cy.19"&40"-24"<br>131NHP<br>MotalaM.V.Aktieb.Motala | | | |
| 1297<br>73415<br>QFTJ | **Assagai** IronScSrYt<br>*H.Tupman*84-84 ssSou.No.1-04<br>ssSou.2ndNo.3-3,01<br>1*Dk* | 71<br>71<br>48 | ✠100A1<br>*Yacht*<br>12,04 ~~ssd~~<br>LMC 12,04 | Sou | | 1876<br>8mo | Day,Sum-<br>mers&Co.<br>Southampton<br>A&CP | Col.R.P.Crozier | 91·0 14·2 8·3 | Salcombe<br>British<br>3*BHCem* | C.2Cy.10"&20"-18" (s)<br>70lb 20RHP<br>1SB,2*pf*,GS19,HS442<br>Day,Summers&Co.,Sou. | | | 12,04 |
| 1298<br>109252<br>RKTJ | **Assaye** SteelTwinScSr<br>*E.R.Dowell* -03<br>3*Dks*(2*Stl*-1 ws&*U*teak s)<br>*Elec.light* | 7376<br>5782<br>4359 | ✠<br>12,99 | Grk | c† | 1899<br>12mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB*=*Cell*<br>*DBa*99'*uE&B*97' | 450·0 54·2 31·6<br>P28'B245'F94'<br>FK&BK3'<br>*f*169'1010*t* *FPT*75*t* | Greenock<br>British<br>8*BHCem*<br>*APT*101*t* | T.6Cy.28½",46"&76"-48"<br>FD 1055NHP<br>3D&1SB21*cf*GS413HS15424<br>Caird&Co.Ld Greenock | 34 6<br>s 8 7 | BT<br>till | |
| 1299<br><br>QCSN | **Assecuradeur** IronScSp<br>*W.Toepper*03-03 1*Dk* | 186<br>173<br>— | | | | 1871 | Reiherst'g<br>Schiffsw.<br>Hamburg | Verein.Bugs.&<br>Frachtschfhrt.Ges. | 110·2 21·1 12·4 | Hamburg<br>German | C.2Cy.28"&48"-30"<br>NB94 105NHP<br>Reiherst.Maschinenf. Ham | | | |
| 1300<br>96293<br>LCKQ | **Assiout** SteelScSr<br>*W.Hannaford* -02 ssNwc.No.3-10,01<br>(*ex*BritishEmpire) 2*Dks*(1*Irn*&1*Stl*)<br>3*Dkrul.* | 3146<br>2242<br>1994 | ✠100A1<br>2,04 ~~ssd~~ | Liv | v | 1889<br>1mo | Harland&<br>Wolff.Ld<br>Belfast<br>*Lloyd's A&CP* | EllermanLines,Ld.<br>(F.Swift, *Mgr.*) | 345·6 40·9 26·7<br>P33'B88'F43'<br>BK9<br>*WB*=*CellDB*264' | London<br>British<br>5*BHCem*<br>545*t* *APT*45*t* | T.3Cy.23½",37"&64"-48" (s)<br>180lb 100lb NDB04 305NHP<br>2DB,8*rf*,GS142,HS4658<br>Harland&Wolff.Ld.Bel. | 29 6<br>s 6 6 | | |
| 1301<br>88<br>NFRP | **Assiria** IronScBn<br>*E.Cafiero* 2*Dks*&*Spardk*3*trB* | 1609<br>1056<br>1056 | | .. | | 1874 | N.Odero<br>Sestri<br>Ponente | Nav.Gen.Italiana | 276·5 30·1 17·1<br>25·2 | Palermo<br>Italian<br>*WB* | C.2Cy.35"&66"-30"<br>NB96 199NHP<br>*Cmp.*80N.Odero,Sestri | | I | |
| 1302 | **Assistance** SteelScSr<br>2*Dks*(*Stl*)3*tr B*&*Shelter dk*(*Stl*)<br>*Web frames in No.2 hold* | 6100<br>5505<br>— | ✠100A1<br>*Shelter dk*<br>8,01 ✠LMC7,01 | Mdb | b† | 1901<br>6mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | TheAdmiralty<br>*WB*=*CellDBa*129' | 436·1 53·1 29·8<br>B144'<br>FK<br>*uE&B*77'*f*163' 1093*t* | British<br>5*BHCem*<br>*DTa*29' 889*t* | T.3Cy.32",53"&88"-54" (r)<br>180lb 783NH<br>4SB,12*cf*,GS274,HS11496FD<br>Richardsons,Westgarth&<br>*APT*23*t* Co.Ld.Mdb | 32 8 | | |
| 1303<br>97876<br>MFQV | — SteelScSp<br>(*Tug*) | 214<br>202<br>60 | | | | 1891 | Gourlay<br>Bros.&Co.<br>Dundee | Pacific Stm NavCo | 105·0 22·6 12·0 | Liverpool<br>British | C.2Cy.17"&34"-24"<br>65RHP<br>Gourlay Brs.&Co.,Dundee | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Equipment Letter | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders – Stroke<br>Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register<br>Particulars of Boilers & Furnaces<br>Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Registered in Lloyd's ... classed, if not in L.R. | 16<br>Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1304<br>SQNT | **Assistans** SteelScSr<br>*A.Braun* -01<br>*Elec.light* 1*Dk* | 197<br>157<br>113 | *ForSalvage purposes*<br>7,01 | Skm | *b* | 1900<br>3mo | Motala<br>M.V.Aktieb<br>Motala | FinskaBergnings Aktieb.Neptun (J.Svensson, *Mgr.* | 103·5 \| 22·1 \| 10·9<br>F19'<br>BK5"<br>*WB=FPT* | Helsingfrs<br>Russian<br>5*BHCem*<br>18*tAPT*18*t* | C.2Cy.18"&38"-22"<br>87NH<br>2SB.4*cf*,GS56.HS1776<br>MotalaM.V.Aktieb Motala | 11 ″ 6 | | |
| 1305<br>NFWK | **Assistent** SteelScSr<br>*Wichers*<br>1*Dk* | 177<br>—<br>85 | | | | 1892 | P.Smit<br>Kinderdijk | NieuweAfrik. Handels-Ven. | 133·0 \| 21·2 \| 8·1 | Rottrdam<br>Dutch | T.3Cy.10",15"&25"-14"<br>23NH<br>P.Smit.Kinderdijk | | | |
| 1306 | **Assos** SteelScSr<br>(*ex*YachtTavel.*ex*Tamara,*ex*Lady Torfrida) *ss*Spl.No.3-8,96 2*Dks* | 400<br>—<br>174 | 9,00 | Spl | | 1883<br>5mo | J.Elder& Co.<br>Glasgow | IonianNav.Co. (Destouni&Jarnoulatos, *Mgrs.*) | 205·5 \| 25·5 \| 13·8 | Piræus<br>Greek | C.3Cy.24"&(2)34"-30"<br>1B,3*cf*,GS76 81NH<br>J.Elder&Co.Glasgow | | | |
| 1307<br>112771<br>SBLP | **Assouan** SteelSc3MstSr<br>*A.A.Muter*00-00<br>(*ex*Pandora) *Elec.light* 2*Dks*3*trB* | 2765<br>2435<br>1780 | | | ... | 1882 | LloydAustro-Ungarico<br>Trieste | KhedivialMailS.S. &GravingDockCo. Ld. | 344·0 \| 37·7 \| 24·9<br>P114'B78 F56' | London<br>British | C.2Cy.38"&72½"-48"<br>303NH<br>AustrianLloyd'sArsenal | | V | |
| 1308 | **Assu** SteelTwinScSr<br>*J.Cunha* -03 | *1185*<br>*1126*<br>*925* | | | | 1891 | Hawthorn, Leslie&Co,Ld<br>Newcastle | Empreza deSal e Navegaçao | 260·7 \| 36·2 \| 14·3<br>P25'F35' | R.Janeiro<br>Brazilian<br>*WB* | C.4Cy.17"&34"-22"<br>90NH<br>Ross&Duncan,Glasgow | | | |
| 1309<br>RMBP | **Assuan** SteelScSr<br>*R.Paessler*97-02<br>*Elec.light* 2*Dks&Webframes* | 4793<br>3977<br>3081 | | | | 1900 | C.Connell &Co.<br>Glasgow | DeutscheDmpfsfahrts.Ges.Kosmos | 372·8 \| 47·8 \| 27·6<br>P&B230'F45 | Hamburg<br>German<br>*WB* | T.3Cy.25",41½"&70"-48"<br>339NH<br>Dunsmuir&Jackson,Gls. | | G | |
| 1310 | **Assumburg** IronScK<br>*P.Prins*98-99 *ss*Ams.No.1-03<br>1*Dk* | 169<br>151<br>92 | ✠100A1<br>*StmTrawler*<br>8,01 ~~9,03~~ | Ams | | 1899<br>3mo<br>*Lloyd's* | Earle'sCo. Ld.<br>Hull<br>*A&CP* | StoomTraw. VisKennemerland | 102·0 \| 20·6 \| 11·0<br>Q44'F19'<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11⅜",17"&30"-21" (*s*<br>160lb 47NH<br>1SB.2*pf*,GS28,HS800<br>Earle'sCo.Ld.Hull | 11 ″ 9 | | N9,03 |
| 1311 | **Assyr** IronSc3MstSr<br>*Sidky* *ss*Shl.No.3-5,85<br>(*ex*Venice) *ss*Liv.No.1-89<br>2*Dks*3*trB* | *1911*<br>*1829*<br>*1209* | ✠<br>5,93 | Nwc | *s* | 1874<br>5mo | C.Mitchell &Co.<br>Newcastle | IdareiMassousieh | 310·5 \| 34·2 \| 22·6<br>*WB=DBa*92' | Constanpl<br>Turkish<br>4*BHCem*<br>*&uE&B*44' | C.2Cy.33"&64"-45"<br>NDB85 229NH<br>2DB,8*pf*,GS120<br>T.Clark&Co.,Newcastle | 26 ″ 2 | | |
| 1312<br>RLCG | **Assyria** SteelScSr<br>*J.v.Holdt* 3*Dks&Awngdk*<br>*Elec light* | 6581<br>6452<br>4175 | | | | 1898 | J.C.TecklenborgA.G.<br>Geestemünde | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 420·7 \| 54·4 \| 34·4<br>H126' | Hamburg<br>German<br>*WB* | Q.4Cy.23",33",48"&70"-54"<br>360NH<br>J.C.TecklenborgA.G.Gst. | | G | |
| 1313<br>113927<br>SDJN | **—** SteelScSr<br>*F.S.Blight* -01<br>*Elec.light* 2*Dks* | 6370<br>6052<br>4105 | | | | 1900 | D&WHenderson&Co<br>Glasgow | AnchorLine (HendersonBros.)Ld. | 450·6 \| 55·2 \| 30·1<br>P23'B166'F45' | Glasgow<br>British<br>*WB* | T.3Cy.29½",47"&78"-54"<br>D.&W.Henderson&Co.Gls | | C | |
| 1314<br>96232 | **Assyrian** IronScK<br>*Croker* *ss*Gms.No.3-3,97<br>(*ex*Fiskines,*ex*Assyrian) *ss*Mil.No.1-03<br>1*Dk* | 175<br>153<br>84 | ✠100A1<br>*StmTrawler*<br>11,03 | Sws | | 1891<br>1mo<br>*Lloyd's* | Gt.GmsCo-op.Box&Fish CrryingCoLd<br>Grimsby<br>*A&CP* | ~~F.B.Oswald~~<br>E.Towers | 109·3 \| 20·6 \| 10·8<br>Q47'F23'<br>BK7½" | MilfrdHvn<br>British<br>3*BHCem* | T.3Cy.12¾",20"&32"-22" (*s*)<br>150lb 50RH<br>1SB.2*rf*,GS30,HS821<br>Gt.GrimsbyCo-op.Box& FishCarryingCo.LdGms | 11 ″ 7 | | N11,03 |
| 1315<br>3569<br>JLBS | **Asta** IronScSr<br>*E.G.Cullberg*03-03 ~~*ss*Lth.No.3-1,92~~<br>(*ex*Duchess of Roxburghe,*ex*Nicolaus) ~~*ss*Skn.No.2-00~~ 1*Dk*(*Irn*)&<br>*Well deck* *Elec.light* *Web frames*<br>*ss*Got.2nd No.2-5,05 | 2125<br>1602<br>1292 | ✠100A1<br>5,05 ~~8,03~~ | Shl<br>Got | *r* | 1888<br>11mo | Laxevaags Msk.&Jrnskl<br>Bergen<br>A&CP | Ångf.Aktieb.Vidar (O.A.Andersson, *Mgr.*) | 279·1 \| 36·8 \| 19·4<br>P138*t*B298*t*F52*t*<br>BK9½<br>~~*WB=CellDB*208'400*tAPT*57~~<br>*WB=CellDBa*84'*uE&B*36 *f*116 | Gothenbrg<br>Swedish<br>5*BHCem*<br>*Tpd*8*s*<br>.7*tAPT*15*t* | T.4Cy.(2)15¼",32"&62"-36<br>150lb 80*lb* NDB96 201NH<br>2SB,4*cf*,GS82,HS2688<br>Laxevaags Mek&Jrns.Bgn | 21 ″ 11<br>s2 ″ 1 | | ~~2,03~~<br>5,05 |
| 1316<br>HDBK | **Astarloa** SteelScSr<br>~~*ss*Bbo.No.1-00~~<br>(*ex*Hillbrook) 1*Dk*(*Stl*)&*deep framing*<br>*ss*Bbo.No.2-04 &*pt Awng dk*(*Stl*) | 2859<br>2114<br>1731 | ✠100A1<br>*pt Awng dk with freeboard*<br>9,01 ~~10,03~~ | Bbo | *t* | 1896<br>3mo<br>*Lloyd's* | W.Hamilton&Co.<br>Pt.Glasgow<br>*A&CP* | Cia.Nav.Zuria (A.Urraza *Mgr*) | 310·0 \| 42·6 \| 19·3<br>Q74'*pt Awng dk*236'<br>FK<br>*WB=CellDBa*94'*uE&B*36'*f*122 | Bilbao<br>Spanish<br>6*BHCem*<br>640*tAPT*67*t* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb 80*lb* 243NH<br>2SB.6*rf*,GS104,HS3670<br>D.Rowan&Son,Glasgow | 21 ″ 9<br>s8 ″ 7 | | ~~10,03~~<br>9,04 |
| 1317<br>LMNC | **Astarte** SteelScSr<br>*C.Rodenbeck*97-03 *ss*Fln.No.1-02<br>(*ex*Suomi) 1*Dk*(*Irn*)<br>*Well deck* | 633<br>479<br>356 | ✠100A1<br>5,04 ~~1,03~~ | Fln<br>Bln | *i* | 1897<br>9mo<br>*Lloyd's* | R.Craggs& Sons<br>Middlesbro'<br>*A&CP* | Dampfschifffahrts Ges.Neptun | 178·0 \| 28·0 \| 13·6<br>Q90'B16'F23'<br>BK7"<br>*WB=DBa*40'*f*37 | Bremen<br>German<br>4*BHCem*<br>132*tAPT*10*t* | T.3Cy.14",22½"&37"-27" (*s*)<br>160lb 83NH<br>2SB,4*rf*,GS52,HS1434<br>MacColl&Pollock,Sld. | 14 ″ 2 | | 10,02 |
| 1318 | **Aster** IronSc3MstSr<br>2*Dks*<br>(*ex*Yt Juno,*ex*Lanx,*ex*Cornelia) | *223*<br>—<br>*143* | | | ... | 1868 | Palmers' Co.<br>Newcastle | S.Pappaleonardos | 164·5 \| 20·9 \| 12·1 | Piræus<br>Greek | C.2Cy.17"&32"-24"<br>NE&B81 42NH<br>Day,Summers&Co.Sou. | | | |
| 1319<br>98633<br>MFBP | **Asteria** Iron&SteelSc3MstSr<br>*A.Johnstone* -03 *ss*Bwg.No.3-7,03<br>*Mchy.Aft* 1*Dk*(*ptIrn*)<br>*Well deck* *Irnframing&Stlplating* | 493<br>369<br>199 | ✠100A1<br>5,05 ~~11,03~~ | Bwg | *h* | 1891<br>5mo | Scott&Co.<br>Bowling<br>A&CP | W.Robertson | 175·0 \| 26·6 \| 10·4<br>Q86'B10'F25'<br>BK7½"<br>*WB=CellDB*100' | Glasgow<br>British<br>3*BHCem*<br>155*tFPT*24*t* | T.3Cy.14",23"&36"-27" (*s*)<br>160lb 70*lb* 75RH<br>1SB,3*pf*,GS51,HS1234<br>Muir&Houston,Glasgow | 13 ″ 0<br>s1 ″ 0 | | N10,03 |
| 1320<br>RHCM | **Astri** IronScSr<br>*M.Lafrenz*96-98<br>(*ex*Cordelia) 1*Dk&Spardk*3*trB* | 1749<br>1633<br>1096 | | | | 1886 | FlensburgrSchiffsb.Ges<br>Flensburg | Rob.M.Sloman, jun. | 259·2 \| 35·3 \| 22·7<br>B86' | Hamburg<br>German<br>*WB* | T.3Cy.22½",33"&58"-42"<br>218NH<br>FlensburgerSchiffsb.Ges. | | | |
| 1321<br>HDBP | **Astillero** SteelScSr<br>*S.Castro* -02 *ss*Npt.No.1-02<br>(*ex*Obsidian) 1*Dk*(*Stl*)&*deepframing*<br>*Welldeck* *Elec.light* | 1488<br>1161<br>860 | ✠100A1<br>1,05 ~~11,02~~ | Rot | *p* | 1898<br>6mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | Cia.Montanesa de Nav.(M.Piñeiro Bezanilla, *Mgr.*) | 250·9 \| 35·1 \| 16·3<br>Q93'B58'F31'<br>FK<br>*WB=CellDBa*73'*f*104'296*t FPT* | Santander<br>Spanish<br>4*BHCem*<br>70*tAPT*27*t* | T.3Cy.19",31"&51"-36" (*s*)<br>160lb 80*lb* 155NHP<br>1SB,3*pf*,GS66,HS2316<br>Muir&Houston,Ld.Gls. | 18 ″ 6<br>s1 ″ 10 | | 10,03 |
| * 1322<br>86250<br>WNFQ | **Aston Hall** IronScSr<br>*C.McFee* -92 *ss*Liv.No.3-6,95<br>*ss*Bkn.No.2-04 ~~*ss*Liv.No.1-00~~<br>2*Dks*(*Irn-Uws*)3*trB* | 3627<br>3316<br>2323 | ✠100A1<br>~~8,01~~ [illegible] 3,05 | Liv<br>Bkn | *w* | 1882<br>9mo<br>*Lloyd's* | Gourlay Bros.&Co.<br>Dundee<br>*A&CP* | HallLine,Ld. (R.Alexander&Co. *Mgrs.*) | 360·0 \| 42·6 \| 28·0<br>P40'B76'F50'<br>NDS96 BK11" | Liverpool<br>British<br>5*BHCem* | C.2Cy.40"&76"-54" (*s*)<br>85lb 350NHP<br>2DB,12*cf*,GS192,HS5992<br>GourlayBros.&Co.,Dun. | | | ~~3,02~~<br>8,04 |
| 1323<br>90001<br>JSHG | **Astoria** SteelScSr<br>*F.H.Wadsworth* -04<br>(*ex*Tainui,*ex*Covadonga,*ex*Tainui)<br>*Ref.Mchy.* *Elec.light* 3*Dks* | 5086<br>4131<br>3229 | | | ... | 1884 | W.Denny &Bros.<br>Dumbarton | AnchorLine (HendersonBros.)Ld. | 439·6 \| 46·4 \| 28·9<br>P64'B188'F48'<br>BK10" | Glasgow<br>British<br>*WB* | T.4Cy.37",61"&(2)71"-60"<br>764NHP<br>Denny&Co.Dumbarton | 32 ″ 2 | C<br>BT till<br>~~9,05~~<br>1,06 | |
| 1324<br>SMLW | **—** SteelScSr<br>*H.E.Neergaard*89-03<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3912<br>3648<br>2530 | ✠100A1<br>*Spar dk*<br>2,05 ~~2,04~~<br>✠LMC6,03 | Nwc<br>Els | *w* | 1903<br>6mo<br>*Lloyd's* | Russell& Co.<br>Pt.Glasgow<br>*A&CP* | DmpskbsÖstersöen (P.L.Fisker, *Mgr.*)<br>*WB=Cell DBa* 112'*uE&B*40' | 344·8 \| 49·9 \| 17·9<br>P20'B203'F37' 25·9<br>FK<br>*f*146' 899*t DTa* 36' | Copnhagn<br>Danish<br>6*BHCem*<br>816*tAPT*71*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 90*lb* 340NHP<br>2SB,5*pf*,GS142 HS5438<br>Rankin&Blackmore,Grk. | 20 ″ 5<br>s4 ″ 10 | | 2,05 |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Brut<br>Sous-Pont<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale<br>Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon | 13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP= Force en chevaux d'après la formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. po. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1325 | **Astrachan** SteelTwinScSr<br>*Hiden -01*<br>*Elec light* | 274<br>230<br>157 | | | | 1901 | Mask. &<br>BrobygnAkt<br>Helsingfors | Russian<br>Government | 144·8<br>H—RFD— | 23·7 | 9·3 | Astrachan<br>Russian | C.4Cy.18"&26½"–16"<br>47NH<br>*WB* Mask.&Brobygn Akt.Hl- | | V | |
| 1326<br>106993<br>QLWS | **Astræa** SteelScSr<br>*W.J.Brackenbury98–98*<br>ssBry.No.1–03<br>*1Dk(Irn)2trB&Web frames*<br>*3Dk rul-* | 3297<br>2859<br>2110 | ✠100A1<br>*Trunk dk*<br>*with freeboard*<br>~~11,99~~ 1,0<br>BS1,05 ✠LMC1,03 | Nwc<br>~~Cff~~ | r | 1898<br>12mo | Ropner&<br>Son<br>Stockton<br>A&CP | Rickinson,Sons&<br>Co.<br>*WB=Cell DBa 106* | 325·0<br>P31'B66'F36'<br>*uE&B34'f138'636t* | 48·0 | 22·9<br>BK | W.Hartlp<br>British<br>*5BHCem*<br>*APT89t* | T.3Cy.24",38"&64"–42" (r<br>160lb *80lb* 278NH<br>2SB,*4cf*,GS126,HS4852<br>SirC Furness,Westgarth&<br>Co.Ld Middlesbro | 24 · 3<br>s 4 · 0½ | | |
| 1327<br>84<br>SQGT | — SteelScSr<br>*C.Kortman91–99* ~~ssNwc.No.2–~~<br>*Elec.light* *1Dk(Irn)&Spar dk3trB*<br>ssNwc.No. 4,04 | 1135<br>925<br>684 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>1,07 ~~,02~~<br>✠LMC 1,04 | NYk<br>Nwc | n | 1891<br>9mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | FinskaÅngf.<br>Aktieb.<br>(L.Krogius,*Mgr.*) | 220·0<br>P14'B41 F21'<br>*WB=Cell* | 32·0 | 12·7<br>19·9<br>BK8" | Helsingfrs<br>Russian<br>*5BHCem*<br>*DB156'100t* | T.3Cy.23",37"&60"–39" (s<br>160lb *80lb* 253NH<br>2DB,*12pf*,GS166,HS4230<br>WighmRichrdsn&Co Nwc. | 14 · 9<br>s 5 · 4½ | | |
| 1328<br>JPLC | — SteelScSr<br>*I.Fasting*<br>*1Dk(Stl-ptws)&Awng dk(Stl-teak s)*<br>*Elec light* *3trB lower deck forehold* | 766<br>711<br>386 | ✠<br>*Awng dk*<br>*with freeboard*<br>✠ | | ... | 1900<br>8mo<br>*Lloyd* | AkersMek.<br>Verkstad<br>Christiania<br>*'sA&CP* | DetBergenske<br>Dampskibsselskab<br>*WB=CellDBa 29'uE&* | 193·0 | 28·2 | 13·0<br>20·3<br>BK7½" | Bergen<br>Norwegian<br>*1BHCem*<br>*B48'f40'79t* | T.3Cy.19",32"&52"–33" (s)<br>175lb *100lb* 197NH<br>1DB,*6rf*,GS95,HS3460<br>AkersMek.Verks.Xia. | 15 · 4<br>~~s 0 · 0~~ | | |
| 1329<br>99436<br>MRVD | **Astrakhan** SteelScSr<br>*J.Biddick -02* *2Dks*<br>*Mchy Aft* *Carrying Petroleum in bulk*<br>*Elec.light* | 3438<br>3280<br>2236 | | | | 1892 | Palmers'<br>Co.(Lim.)<br>Newcastle | RoverShpg.Co.Ld.<br>(Hamilton,Fraser<br>&Co.*Mgrs.*) | 330·0<br>B20'F30' | 42·9 | 28·7 | Liverpool<br>British | T.3Cy.24",40"&64"–42"<br>265NH<br>Palmers'Co.(Lim.),Nwc. | | V | |
| 1330<br>200439<br>KSRN | **Astral** SteelScSr<br>(*Tug*)<br>*1Dk* | 616<br>—<br>418 | | | | 1903 | Neafie&<br>LevyCo.<br>Philadelphia | StandardOilCo. | 157·0 | 30·0 | 16·5 | New York,<br>Utd.States | T.3Cy.18",28"&45"–30"<br>111NH<br>Neafie&LevyS&EBCo.Ph | | | |
| 1331 | **Astrapi** IronScSr<br>*G.Portolos*<br>(*ex*Cyrano,*ex*Dobhran) *2Dks* | 354<br>307<br>54 | | | ... | 1876 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | D.Chalikiopulo | 193·0 | 22·0 | 13·0<br>BK7" | Piræus<br>Greek | C.2Cy.24⅝"&46½"–27"<br>NB89 82NH<br>Cunliffe&Dunlop,P.Gls. | 14 · 8 | | |
| 1332<br>990<br>HJOT | **Astrea** IronTwinScBarge<br>*Koundroukoff* | 400<br>—<br>279 | | | | 1883 | Stabilim-<br>entoTecnico<br>Trieste | F.A.Feofani | 178·4 | 29·8 | 8·4 | Rostoffo D<br>Russian | C.4Cy.13½"&24"–20"<br>43NH<br>StabilimentoTecnico,Tri | | | |
| 1333<br>1838<br>JDPC | — IronScSr<br>*O.vonSchoultz99–99* *1Dk&Shelter dk*<br>(*ex*ArbogaII,*ex*Vadstena) | 203<br>61<br>111 | | | | 18⁵⁶₉₀ | MotalaCo.<br>Motala | Ångf.Aktieb.Göta<br>Kanal<br>(A.Rönnow) | 95·0<br>B32' H9t F15' | 22·0 | 6·3<br>13·3 | Stockholm<br>Swedish | C.2Cy.13⅝"&26¼"–17½"<br>NE&B.99 22NH<br>BergsundsMek.Värk.Stk | | | |
| 1334<br>95227<br>LWGR | **Astrologer** SteelScSr<br>*E.Müller -90* ssLth No.3–8,03<br>*2Dks(1Irn)* | 912<br>819<br>578 | ✠100A1<br>7,04 ~~,03~~<br>✠LMC8<br>BS8,04 | Lth | m | 1890<br>10mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | G.Gibson&Co. | 210·0<br>P24'B48'F26'<br>*WB=Cell* | 30·1 | 17·2<br>FK | Leith<br>British<br>*4BHCem*<br>*DB111'143t* | T.3Cy.17",28"&46"–30" (s)<br>160lb *80lb* 114NH<br>1SB,*3pf*,GS53,HS1668<br>NEMarineECo.(Lim.)Nwc | 18 · 3<br>s 2 · 3½ | | |
| 1335<br>RBHM | **Astronom** IronScSr<br>*J.Michelsen86–87* ssHam.No.3–7,97<br>(*ex*Kestrell) ssSkm.No.1–01<br>*1Dk2trB* | 663<br>614<br>403 | ✠ Ⓐ1<br>4,02<br>✠NB ✠LMC<br>~~BS~~ BS6 ~~,04~~ 4,05 | Ham | | 1863<br>1mo | M.Samuel-<br>son&Co.<br>Hull | A.Kirsten | 201·4<br>P25' | 28·4 | 16·5<br>FK | Hamburg<br>German<br>*4BHCem* | C.2Cy.26"&48"–30" (i)<br>75lb ~~~~ NE74 108NH<br>2SB*4pf*,GS50,HS2000NDB78<br>Humphreys&Pearson,Hull | | | |
| 1336 | **Asturias** SteelScK<br>*M.Fernandez* ssCff.No.1–02<br>(*ex*Lewis) *1Dk(Irn)*<br>*Well deck* | 196<br>150<br>77 | ✠<br>✠LMC | | ... | 1897<br>11mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | Menendez y<br>Fernandez | 115·0<br>Q37'B7'F18'<br>*WB=* | 20·1 | 9·0<br>FK | Gijon<br>Spanish<br>*3BHCem*<br>*FPT25t* | C.2Cy.14"&28"–21" (s<br>100lb 37NH<br>1SB,*2pf*,GS19,HS732<br>N.E.MarineEng.CoLd.Sld | 9 · 8<br>s 1 · 1 | | |
| 1337 | **Astych** SteelScSr<br>*Danieljanz -97* *2Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 591<br>490<br>415 | | | | 1897 | Gebr.Sach-<br>senberg<br>Rosslau | W.A.Pogosoff | 152·6<br>Q28'B45'F23' | 27·5 | 13·8 | Astrachan<br>Russian<br>*WB* | C.2Cy.17¾"&30¾"–19¾"<br>35NH<br>Gebr.Sachsenberg.Rosslau | | | |
| 1338<br>RKHG | **Asuncion** SteelScSr<br>*J.Göttsche86–99*<br>*Elec.light* *2Dks3trB* | 4663<br>3824<br>3018 | | | | 1894 | Blohm&<br>Voss<br>Hamburg | Hamburg-Süd-<br>Amerik.Dampf-<br>schifffahrtsGes. | 376·1<br>P&B226'F54' | 46·1 | 27·2 | Hamburg<br>German | Q4Cy21½",31½",46"&66"–48"<br>302NH<br>Blohm&Voss,Hamburg | | G | |
| 1339<br>107598<br>KQLW | — SteelScSr<br>*G.E.Bridgett96–02* *1Dk2trB*<br>*Mchy.Aft* *Fitted for Liquid Fuel*<br>*Elec.light* | 2196<br>—<br>1328 | | | | 1900 | American<br>S.B.Co.<br>Lorain,O. | PacificCoastOilCo. | 242·0 | 42·0 | 26·5 | S.Frncisco<br>Utd.States<br>*WB* | Q.4Cy.15",23",35"&54"–36"<br>175NH<br>AmericanSBCo.,Cleveland | | V | |
| 1340 | — IronScSr<br>*P Bereciarte* (*ex*Rajah,*ex*Raja<br>KongseeAtjeh,*ex*Rajah) *2Dks&Awng dk* | 596<br>575<br>364 | | | | 1873 | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | J.Rodrigues | 170·5<br>P28'Q68'F16' | 23·1 | 13·4<br>20·1 | Manila<br>Utd.States<br>*WB* | C.2Cy.22⅝"&40"–30"<br>NB01 73NH<br>J.&T.Young,Ayr. | | | |
| 1341<br>115311<br>TPNF | **Asuncion deLarrinaga** SteelScSr<br>*H.C.Kramer -02*<br>*2Dks(Stl)&deep framing&*<br>*Shelter dk(Stl)* | 4142<br>3825<br>2693 | ✠100A1<br>*Shelter dk*<br>11,03 ~~,02~~ ✠LMC8 | Cff<br>NYk | r | 1902<br>8mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*'sA&CP* | Miguel deLar-<br>rinagaS.S.Co.Ld.<br>(Larrinaga&Co.<br>*Mgrs.*)<br>*WB=Cell DBa 124 uE&* | 370·2 | 50·1 | 25·2<br>FK | Liverpool<br>British<br>*6BHCem*<br>*B46'f154'* | T.3Cy.26",42"&70"–48" (r<br>180lb *100lb* 431NH<br>2SB,*6cf*,GS202,HS6010 FD<br>D.Rowan&Co.Glasgow<br>971t*DTa44'1000tAPT50t* | 28 · 1<br>s 4 · 2½ | | |
| 1342<br>1669<br>HLBR | **Atagosan Maru** SteelScSr<br>~~K.Yasamatti–00~~ ssYka.No 1–00<br>*1Dk(Stl)&Spar dk(Stl-teak s)*<br>*Elec.light* *K.Murai -04* | 2044<br>1775<br>1267 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>12,03 ✠LMC | Yka | r | 1897<br>3mo | A.McMil-<br>lan&Son(Ld)<br>Dumbarton<br>A&CP | MitsuiBussan<br>GomeiKaisha<br>*WB=CellDBa79'*<br>*uE&B35'f121'377t* | 281·0<br>P8'B74'F44'<br>*MT21'284tAPT49t* | 38·3 | 12·3<br>19·7<br>FK | Kuchin-<br>otzu<br>Japanese<br>*5BHCem* | T.3Cy.23",38"&62"–42" (s<br>175lb *100lb* 281NH<br>2SB,*6cf*,GS141,HS4550<br>D.Rowan&Sons,Glasgow | 14 · 6<br>s 5 · 8 | | |
| 1343<br>93848<br>LBST | **Ataka** SteelScSr<br>~~J.Henry–00~~ ssLiv.No.3–5,01<br>*J.H.Park* *2Dks(1Irn&1Stl)3trB* | 3752<br>3533<br>2393 | ✠100A1<br>~~11,03~~ 4,05<br>MS5,01 ✠LMC<br>BS5,04 | Bry<br>~~Liv~~ | n | 1889<br>3mo | Ropner&<br>Son<br>Stockton<br>A&CP | J.M.Wood<br>*WB=Cell DB 804'723t* | 370·0<br>P28'B98'F40' | 42·3 | 27·4<br>BK11" | Liverpool<br>British<br>*6BHCem*<br>*APT23t* | T.3Cy.28",46"&75"–54" (s)<br>170lb *100lb* NDB02 459NH<br>2DB,*12cf*,GS179,HS7395<br>Blair&Co.(Lim.),Stockton | 30 · 3<br>s 6 · 6½ | | |
| 1344<br>3745<br>JLRG | **Atalanta** IronScSr<br>*S.Johansson00–00* ssShl.No.3–1,96<br>*Well deck* ssGfl.No.2–03<br>*1Dk(Irn)2trB* | 1072<br>823<br>617 | ✠100A1<br>4,06 ~~1,03~~<br>MS11,03 ✠L<br>~~BS~~ BS3,06 | Gfl<br>Hul | n | 1883<br>12mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | Ångf.Aktieb.<br>Kattegat<br>(R.C.Jobson,*Mgr*) | 235·2<br>Q84'B58'F31'<br>*WB=DBa* | 31·7 | 15·1<br>BK8" | Warberg<br>Swedish<br>*4BHCem*<br>*69'f59'225t* | C.2Cy.27"&50"–33" (b)<br>80lb *100lb* NDB03 99RH<br>1SB,*2pf*,GS55<br>T.Richardson&Sons,Hpl. | 16 · 1<br>s 1 · 3½ | | |
| 1345<br>2651<br>HKGS | — IronScSr<br>*N.Hultgren02–02* *1Dk2trB* | 980<br>736<br>588 | | | | 1872 | Bergsunds<br>M.V.<br>Stockholm | StockholmsAngf.<br>Rederiaktieb. | 208·1<br>P122' H15t | 29·9 | 17·2<br>F23 | Stockholm<br>Swedish | C.2Cy.18⅜"&41⅛"–26"<br>NB84 78NH<br>BergsundsM.V.,Skm. | | V | |

| 1 No. in Book. / Official No. / Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Equipment | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length / Breadth / Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NH=Horse power by Society's formula; RH=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth / Freeboard amidships ft. in. | 15 Registered in which classed, if not in L.R. | 16 Date when tail shaft last drawn |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1346<br>112927 | Atalanta SteelScK<br>A.Baldwin -02 ssAbn.No.1-04<br>1Dk | 204<br>188<br>48 | ✠100A1<br>Stm Trawler<br>12,04<br>✠LMC..00 | Abn | | 1900<br>6mo<br>1,04<br>Lloyd | Mackie&Thomson<br>Glasgow<br>sA&CP | OceanTrawlingCo.Ld.~~(W.Grieve, Mgr.)~~ (G.H.Carrington Mgr.) | 120·0\|21·5\|11·4<br>BK7½" WB= | Aberdeen<br>British<br>3BHCem<br>DB119'161 | T.3Cy.11½",19½"&32"-24"(s<br>180lb 67RH<br>1SB.2cf.GS35,HS1218<br>Ross&Duncan,Glasgow | 12 " ( | | 12,04 |
| 1347<br>86313 | — IronScSp<br>R.Price -94<br>Mchy Aft | 143<br>138<br>79 | | | | 1884 | G.K.Stothert&Co.<br>Bristol | Severn&Canal CarryingCo.Ld. (WJSanders, Mgr) | 118·2\|19·7\|7·5 | Bristol<br>British | 1Cy.22"-18"<br>16RH<br>G.K.Stothert&Co.,Bristol | | | |
| 1348<br>17411<br>MGNR | — IronPad | 108<br>—<br>60 | | | | 1851 | H.Smith&Son<br>Gainsboro | Gainsboro'United Stm.PacketCo.Ld. | 135·0\|15·2\|7·7 | Grimsby<br>British | 2Cy.27"-30"<br>NB01 40RH<br>J.Penn&Son,Greenwich | | BT till 3,05 | |
| 1349<br>87698 | Ataran SteelTwinSc<br>Tinniswood (Barge) | 206<br>205<br>140 | | | | 1883 | R.Duncan&Co.<br>Pt.Glasgow | IrrawaddyFlotilla Co.Ld. | 140·5\|25·0\|7·7 | Glasgow<br>British | C.4Cy.18"&31½"-21"<br>25RH<br>Denny&Co.,Dumbarton | | | |
| 1350<br>111217<br>RHNF | Atbara SteelScSr<br>~~W.Madet -01~~ ssBry.No.1-03<br>1Dk(Stl)2trB&deep framing<br>R.T.Horsley95-04 3Dk rule | 2730<br>2575<br>1774 | ✠100A1<br>~~10,01~~1,03 12,04<br>M81,03 ✠LMC<br>BS7,03 | Bry<br>Gls | u | 1899<br>9mo<br>Lloyd | A.Rodger&Co.<br>Pt.Glasgow<br>sA&CP | GlasgowNav.Co. Ld. (Maclay& McIntyre, Mgrs.)<br>WB=Cell DBa100 | 320·2\|46·1\|21·2<br>P29'B96'F32'<br>FK<br>uE&B38'f136'694t | Glasgow<br>British<br>6BHCem<br>APT137t | T.3Cy.22½",37"&61"-42" (s<br>160lb 80lb 251NH<br>2SB,6pf,GS105,HS3912<br>Hall-Brwn,Buttery&C.Gl | 23 " 9<br>s4 " 0½ | | ~~1,00~~<br>~~10,..~~<br>11,01 |
| 1351<br>9.270<br>KTSR | — SteelScS<br>T.O'Sullivan98-98 ssSld.No.3-3,98<br>(exOhio) ssShl.No.1-03<br>1Dk(Irn)&Spardk(Irn-ws)<br>3trB Floors&Inner Bottom Irn | 2389<br>2282<br>1568 | ✠100A1<br>Spar dk<br>1,05 ~~,03~~<br>BS7,04<br>✠LMC5,04 | Shl | s | 1888<br>9mo | J.Laing<br>Sunderland<br>A&CP | GordonStm.Shppg Co.Ld.<br>WB=Cell | 293·0\|38·2\|18·4<br>B71'F33' 25·8<br>FK<br>DBa112' uE&B36' | Sundrland<br>British<br>4BHAsp<br>f100'385t | T.3Cy.22",36½"&60"-39" (r<br>150lb 120lb NDB95 219NH<br>2SB.3pf&3cf.GS100,HS3343<br>G.Clark,Sunderland | 21 " 1<br>s5 " 11 | | ~~5,08~~<br>1,05 |
| 1352<br>85784 | Athabasca SteelScSr<br>G.MacDougall92-92 2Dks<br>Elec.light | 2269<br>1774<br>1545 | | | | 1883 | Aitken&Mansel<br>Glasgow | CanadianPacific RailwayCo. | 262·8\|38·2\|23·3 | Montreal<br>British | C.2Cy.35"&70"-48"<br>283NH<br>D.Rowan,Glasgow | | | |
| 1353<br>JVBD | Athalie SteelScSr<br>K.Madsen -02 ssBgn.No.3-4,98<br>ssShl.No.1-03<br>1Dk(Irn)2trB&Web frames | 2205<br>1971<br>1404 | ✠100A1<br>with freeboard<br>5,03<br>✠LMC5,03 | Shl<br>NYk | s | 1889<br>4mo | Strand SlpwayCo.Ld<br>Sunderland<br>A&CP | C.Traae<br>WB=CellDB(Irn | 286·3\|37·4\|21·9<br>P24'B60'H34tF29'<br>BK9½"<br>)236'521tFPT103t | Bergen<br>Norwegian<br>5BHCem<br>APT27t | T.3Cy.21½",35"&58"-39" (s)<br>160lb 80lb NDB98 255NH<br>2SB.6cf,GS90,HS4500<br>NEMarine EngCo(Lm)Sld | 24 " 11<br>s5 " 1½ | | 5,03 |
| 1354<br>BJSW | Athen SteelScSr<br>E.Göldner01-04 1Dk&Webframes &pt Awng dk | 2199<br>1623<br>1412 | | | ... | 1893 | Richardsn, Duck&Co.<br>Stockton | Gätjens&Jarke | 277·5\|37·5\|18·4<br>P27'Q82'<br>pt Awng dk168' FK | Hamburg<br>German<br>WB | T.3Cy.21",35"&57"-39"<br>201NH<br>Blair&Co.(Lim.),Stockton | 21 " 8 | G | |
| 1355<br>HNMP | Athena SteelScSr<br>2Dks&Spardk | 455<br>—<br>172 | | | | 1893 | ...............<br>Piræus | McDowall& Barbour | 162·0\|23·6\|14·0<br>F30 | Piræus<br>Greek | T.3Cy.14",22"&37½"-30"<br>77NH<br>McDowall&Barbour,Pir. | | | |
| 1356<br>119191 | Athenia SteelTwinScSr<br>For further particulars See No. 3 in Supplement | 7150<br>6870<br>4650 | 100A1<br>Shelter dk<br>(Class Contemplated) | | | 1904 | Vickers,Ss.&Maxim,Ld<br>Barrow | DonaldsonBros. | 478·0\|56·0\|32·5<br>BonShelter dk121' | British | T.6Cy.27",44"&72"-48"<br>VickersSs.&MaximLdBrw | 35 " 8<br>s7 " 9½ | BT till 10,04 | |
| 1357<br>82425<br>WGHN | Athenian IronSc3MstSr<br>H.Mowatt94-98 ssSou.No.3-8,94<br>Ref.Mchy. ssHKg.No.2-03<br>Elec.light 3Dks(1Irn&1pt Irn-Uws) | 3882<br>3612<br>2440 | ✠100A1<br>1,04 ~~1,02~~<br>✠NB12,.. ✠LMC..<br>BS4,04 | HKg | r | 1881<br>12mo<br>Lloyd | Aitken&Mansel<br>Glasgow<br>sA&CP | CanadianPacific RailwayCo. | 365·0\|45·8\|29·0<br>B102'F42'<br>BK10"<br>WB=Cell | S'thamptn<br>British<br>8BHCem<br>DB220'370t | T.3Cy.36",58"&94"-54" (o)<br>160lb 100lb 649NH<br>3DB,18cf NDB02 FD<br>Tpd86T Rchrdsn&Sns,Hpl | 32 " 4 | | 10,03 |
| 1358<br>70973<br>PDFW | — IronScSr<br>J.Heath -97 2Dks(1Irn) | 1621<br>1547<br>1035 | ✠<br>8,75 | Liv | Lv | 1875<br>7mo | T.Royden&Sons<br>Liverpool | EllermanLinesLd. (F.Swift, Mgr.) | 301·6\|31·2\|23·3<br>F30t | Liverpool<br>British<br>6BH1PBH | C.2Cy.22½"&60"-36"<br>NB88 180NH<br>J.Jack,Rollo&Co.,Liv. | 24 " 9<br>s4 " 10 | | |
| 1359<br>113247 | — SteelScK<br>A.Smith -03<br>1Dk | 171<br>149<br>41 | ✠100A1<br>Stm Trawler<br>7,03<br>✠LMC7,03 | Hul | | 1903<br>7mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>sA&CP | OnwardStm Fshng Co.Ld. (T.Robinson, Mgr.) | 101·0\|21·2\|11·0<br>Q54'F16'<br>BK7" | Grimsby<br>British<br>3BHCem | T.3Cy.11¼",19½"&32"-23" (s)<br>180lb 55RH<br>1SB.2cf,GS28.HS920<br>C.D.Holmes&Co.Hull | 11 " 10 | | |
| 1360<br>11512-<br>TJDN | Atheniana SteelScSr<br>E.Evans -03<br>1Dk(Irn)&deep framing | 2300<br>2120<br>1469 | ✠100A1<br>10,03<br>✠LMC10,03 | Npt | s | 1902<br>5mo<br>Lloyd | W.Gray&Co.Ld.<br>WHartlepool<br>sA&CP | BritishMaritime Trust,Ld.<br>WB=Cell | 302·4\|43·2\|19·8<br>P27'B69'F29'<br>FK<br>DBa& uE120'f124' | W.Hartlpl<br>British<br>5BHCem<br>621tAPT40t | T.3Cy.22",35"&59"-39" (s<br>160lb 80lb 221NH<br>2SB,6pf,GS84,HS3383<br>Cen.Mar.Eng.Wrks.WHpl | 22 " 3<br>s3 " 8½ | | 9,03 |
| 1361<br>115239<br>TDNC | Athenic SteelTwinSc4MstSr<br>C.H.Kempson -01<br>Elec.light Ref.Mchy. 4Dks | 12234<br>11395<br>7833 | ✠LMC..,.. | | | 1901 | Harland&Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(Ismay,Imrie& Co.Mgrs.) | 500·3\|63·3\|45·0 | Liverpool<br>British<br>WB | Q.8Cy.22",31½",46"&68"-48"<br>641NH<br>Harland&Wolff,Ld.Bel. | | BT till ~~2,05~~ 1,06 | |
| 1362<br>77066<br>RFJM | Athens IronSc3MstSr<br>J.Morrison -03 ssNwc.No.3-8,91<br>ssAnt.No.2-99<br>2Dks(1Irn)3trB | 2313<br>2238<br>1494 | ✠ 3,05<br>✠NB12,88 | Nwc | s | 1877<br>12mo | C.Mitchell&Co.<br>Newcastle<br>A&CP | ~~Nelson,Donkin&Co.~~ Watts,Watts&Co. | 315·9\|35·7\|26·1<br>P44'B68'F45'<br>ptND91 BK10"<br>WB=DBa96'&u | London<br>British<br>4BHCem<br>E&B36'265t | T.3Cy.21",33¼"&55"-45" (s<br>160lb 120lb NDB88 217NH<br>2SB.6cf,GS108,HS3480<br>Tpd88WlsdSlpyC(L.)Nwc | 27 " 2<br>s5 " 2½ | | 2,01 |
| 1363<br>109895<br>QLCV | Atherine SteelScK<br>Sunk by Collision 5,05<br>T.Lauder91-98 (Trawler)<br>1Dk | 145<br>137<br>40 | | | ... | 1898 | A.Hall&Co.<br>Aberdeen | T.Hastie&Son | 102·3\|20·1\|10·6<br>BK7½ | N.Shields<br>British | T.3Cy.11½",18"&31"-21"<br>52RH<br>A.Hall&Co.Aberdeen | 11 " 6 | | |
| 1364 | Athinai IronScSr<br>Speranzas ssHam.No.2-81<br>Well deck (exWega) 1Dk2trB | 988<br>721<br>545 | ✠<br>8,81 | Ham | m | 1872<br>10mo | C.Mitchell&Co.<br>Newcastle | Nav.Orientale (P.Panteleon) | 224·4\|29·6\|17·2<br>P131'F36' | Piræus<br>Greek<br>4BHCem | C.2Cy.32"&60"-33"<br>172NH<br>Thompson,Boyd&Co.Nwc | | | |
| 1365<br>RFWH | Athlet IronScCtr<br>H.Biesterfeldt02-02 1Dk | 114<br>110<br>— | | | | 1880 | Janssen&Schmilinsky<br>Hamburg | Verein.Bugs.-& FrachtschifhrtGes | 84·8\|18·7\|11·9 | Hamburg<br>German<br>WB | C.2Cy.18"&30"-25"<br>37NH<br>Janssen&Schmilinsky,Ham | | | |
| 1366<br>HKFW | Athlète IronTwinScSr<br>Brisson00-00 ssSt.N.No.3-5,99<br>ssSt.N.No.1-03<br>1Dk | 237<br>—<br>3 | ✠ A1<br>For River&Tug purposes<br>1,03<br>LMC1,03 | St.N | | 1890<br>1mo<br>Lloyd | Canada Works,Ld.<br>Birkenhead<br>s.A&CP | Cie.Générale Transatlantique | 147·4\|22·8\|12·1<br>Promenade dk50'<br>BK6½"<br>WB=T | St.Nazaire<br>French<br>6BHCem<br>ank a35tf25 | C.4Cy.18"&36"-24" (s<br>100lb NB1,03 99RH<br>1DB.4pf.GS68,HS1859<br>CanadaWrksCo(Lim)Bkn | 12 " 9 | | 1,03 |
| 1367<br>101992 | — SteelScSrTug<br>G.J.Payne -01 1Dk | 119<br>118<br>2 | | | ... | 189. | J.Stewart&Son(Lim.)<br>London | M.Brownfield | 92·5\|19·6\|10·5<br>B11'<br>BK6½" | London<br>British | T.3Cy.13",21"&34"-24"<br>150RH<br>J.Stewart&Son(Lim.)Lon. | 11 " 6 | | |

| Numero d'Ordre / Numero Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage: Total / Sous le Pont / Net | Cote (✠ Surveillance Spéciale; Date de la dernière Visite) | Port de Visite | | Quand — Navire / Mach | Construit par qui / Où | Armateurs | Longueur | Largeur | Creux | Port d'Armement / Pavillon | Machines | Creux sur Quille / Franc-bord au milieu du navire | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1368 | **Athlete** SteelScTug<br>P.Condaris96-96 1Dk | 101<br>93<br>1: | | | ... | 1894 | Abercorn S.B.Co.<br>Paisley | O.A.Stathatos | 90·0 | 17·1 | 8·6<br>FT | Ithaca<br>Greek<br>WP | T.3Cy.10½",17½"&28"-21"<br>43NH<br>Hanna,Donald&Wilson Pay | 9·4 | | |
| 1369<br>97555 | **Athole** SteelScK<br>J.Donaldson -99 (Trawler)<br>1Dk | 112<br>107<br>36 | | | ... | 1891 | Scott&Co.<br>Bowling | GeneralSteam FishingCo.Ld. | 92·0<br>F12' | 18·1 | 9·4<br>BK6" | Granton<br>British<br>WB | C.2Cy.15"&28½"-21"<br>35RH<br>W.Kemp,Glasgow | 10·0 | | |
| 1370<br>109806<br>SPDH | **Atholl** SteelScSr<br>~~[struck]~~ ssNpt.No.1-05<br>2Dks(1Stl&1pt Irn&pt Stl)<br>C.H.Kemp05-05 &deep framing | 4647<br>4065<br>3031 | ✠100A1<br>4,05 ~~[struck]~~<br>~~B.11,04~~ ✠LMC ~~9,01~~ | Bry<br>Yks | x | 1901<br>2mo | Napier& Miller,Ld.<br>Glasgow<br>A&CP | J.Warrack&Co.<br>WB = Cell DBa125'u | 385·5<br>P40'B110'F41'<br>E&B41'f167' 10.. | 48·7 | 27·3<br>FK | Leith<br>British<br>6BHCem<br>APT8.. | T.3Cy.27",48"&72"-48" (s<br>180lb 110lb 418NH<br>2SB,8cf,GS136,HS5463<br>Dunsmuir&Jackson,LdGL | 29·9<br>▴6·2½ | | 4,05 |
| 1371<br>RMDL | **Athos** IronScSr<br>J.Gerdt 02-02 ssPhl.No1-83<br>2Dks(1Irn&1ptIrn) | 1947<br>1720<br>1256 | ✠<br>4,80 | NYk | s | 1879<br>11mo | C.Connell& Co.<br>Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)<br>WB = FPT&APT | 290·2<br>B95' F81' | 35·2 | 23·2 | Hamburg<br>German<br>BHCem | C.2Cy.36"&68"-48"<br>267NH<br>J.&J.Thomson,Glasgow | | | |
| 1372<br>QFNM | **—** SteelScSr<br>F.Freimann01-01 (exMarxburg)<br>1Dk&Spar dk) Webframes | 1743<br>1624<br>1095 | | | ... | 1891 | Helsingörs Jernsk&Msk.<br>Elsinore | DeutscheLevante Linie | 260·0<br>B72'F34' | 37·0 | 14·5<br>21·5<br>BK9" | Hamburg<br>German<br>WB | T.3Cy.22½",35"&60"-42"<br>236NH<br>HelsingörsJernsk.&Mskb | 16·6 | G | |
| 1373<br>LWHR | **Athos Romanos** SteelScSr<br>A.Focas -02 ssPir.No.3-12.02<br>(exMarstonmoor) 1Dk(ptIrn&ptStl<br>Well deck 2trl | 2433<br>1658<br>1567 | ✠100A1<br>2,05 ~~[struck]~~<br>MS10,02 ✠LMC<br>~~BS6,03~~ BS6,.. | Pir<br>Bry | s | 1890<br>11mo | J.Readhead &Sons<br>S.Shields<br>A&CP | A.S.Vagliano<br>WB = Cell | 290·4<br>P28'Q82'B118'<br>F33'<br>DBa88'uE20'f116 | 40·0 | 19·9<br>BK10" | Cephlonia<br>Greek<br>6BHCem<br>193tAPT41t | T.3Cy.28",37½"&61½"-39"(r<br>160lb 65lb 234NH<br>2SB,6rf,GS104,HS3491<br>J.Readhead&Sons,S.Shl. | 22·6<br>▴2·1½ | | ~~[struck]~~<br>N2,05 |
| 1374<br>106731<br>KHCS | **Atkins Hughes** IronScTug<br>W.Melson81-90 1Dk | 116<br>—<br>58 | | | | 1890 | Neafie& Levy<br>Philadelphia | A.S.Hughes'Sons | 88·7 | 19·0 | 10·2 | Philadelphia<br>Utd.States | C.2Cy.15"&26"-22"<br>26NH<br>Neafie&Levy, Philadelphia | | | |
| 1375<br>2257<br>JFDP | **Atland** 5thSurveyGot.2,04 IronScSr<br>C.Paulsson99-00 ~~4thSurvey...~~<br>(exMarquisScicluna) 1Dk(Irn)2trB<br>Welldeck Elec.light | 1528<br>1224<br>930 | ✠A1*1<br>~~[struck]~~<br>~~BS..~~ ✠LMC ~~[struck]~~ | Bly<br>Got | Lv | 1883<br>12mo | Sld S.B.Co. (Lim.)<br>Sunderland | Ångf.Aktieb.Tirfing(A.Broström &Son, Mgrs.)<br>WB = DBa 76'f108' 260t | 260·0<br>P74tQ77tB119tF40t<br>H28t | 36·2 | 18·6<br>BK8½" | Gothenbrg<br>Swedish<br>5BHCem | C.2Cy.32"&62"-40"<br>80lb ~~[struck]~~ NDB05 187NH<br>2SB,6pf,GS95,HS3012 100<br>R.&W.Hawthorn,Nwc. | 19·8 | | 5,02<br>1,05 |
| 1376<br>107216<br>KMQD | **Atlanta** SteelSc<br>E.R.James<br>Elec.light 2Dks | 2094<br>—<br>1399 | | | | 1896 | W.Cramp &Sons<br>Philadelphia | ChesapeakeS.S. Co. | 225·3 | 42·1 | 14·2 | Baltimore<br>Utd.States | T.3Cy.24",38"&62"-36"<br>231NH<br>W.Cramp&Sons,Phl. | | R | |
| 1377<br>110206 | **—** SteelScK<br>A.Ramsay -03 ssLth.No.1-03<br>1Dk | 159<br>142<br>37 | ✠100A1<br>Stm Trawler<br>12,04 ~~[struck]~~ ✠LMC11,03 | Lth | | 1899<br>10mo | Ramage& Ferguson,Ld.<br>Leith<br>A&CP | Newhaven Trawlers,Ld. | 105·2<br>Q21' | 20·6 | 10·9<br>BK7"<br>WB = | Granton<br>British<br>3BHCem<br>DT f12'18t | T.3Cy.12",19"&30"-21" (s<br>180lb 51RH<br>1SB,2pf,GS31,HS970<br>Ramage&FergusonLd.Ltl. | 11·10 | | ~~[struck]~~<br>12,04 |
| 1378<br>4053<br>JMTL | **Atlanten** SteelScSr<br>O.J.Svensson -02<br>1Dk(Irn)&deep framing | 2330<br>1950<br>~~1404~~<br>1324 | ✠100A1<br>7,01 ~~11,01~~<br>✠LMC3,02 | Cff<br>Hpl | s | 1902<br>8mo | Murdoch& Murray<br>Pt.Glasgow<br>Lloyd sA&CP | Rederiaktieb. Atlanten(N.T.Pyk, Mgr.)<br>WB = Cell DBa84 | 285·8<br>P27'B74'F29'<br>uE&B50 f108'548t | 43·0 | 19·0<br>FK | Helsngbrg<br>Swedish<br>5BHCem<br>APT80t | T.3Cy.21",35"&57"-39" (s)<br>160lb 90lb 210NH<br>2SB,6pf,GS106,HS3284<br>D.Rowan&Co.Glasgow | 21·8<br>▴3·1½ | | 7,04 |
| 1379<br>110611<br>RHTP | **Atlantian** SteelTwinSc4MstSr<br>J.W.Pickthall -03 ssLiv.No.1-04<br>2Dks(Stl)&deepframing&Awng dk(Stl)<br>Elec.light | 9399<br>9069<br>6176 | ✠100A1<br>Awng dk<br>with freeboard<br>8,04 ~~8,02~~ ✠LMC11,03 | Liv | e† | 1899<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd sA&CP | F.Leyland&Co. (1900)Ld.<br>WB = CellDBa | 482·0<br>B121'<br>124'uE&B62'f217' | 57·3 | 32·8<br>40·8<br>FK&BK3" | Liverpool<br>British<br>7BHCem<br>1428t DTa | T.6Cy.21",35"&58"-48" (s<br>186lb 100lb 701NH<br>2D&2SB30rfGS580HS13360<br>WallsendSlpwyCo.Ld.Nwc<br>35'972tFPT120tAPT141t | 35·10<br>~~16·5~~<br>▴14·0 | BT<br>till<br>8,05 | 11,03<br>8,04 |
| 1380<br>118804<br>VPMB | **Atlantic** SteelScSr<br>J.S.Penwill -04<br>1Dk(Irn)2trB&deep framing<br>3Dk rule | 3016<br>2812<br>1916 | ✠100A1<br>5,05 ~~3,04~~<br>✠LMC3,04 | Hpl<br>Hul | u | 1904<br>3mo | W.Gray& Co.Ld.<br>WHartlepool<br>Lloyd sA&CP | W.H.Cockerline& Co.<br>WB = Cell | 325·0<br>P29'B88'F34'<br>DBa&uE130'f136' | 47·0 | 22·4<br>FK | Hull<br>British<br>6BHCem<br>726tAPT53t | T.3Cy.24",38"&64"-42" (s<br>160lb 100lb 270NH<br>2SB6cf,GS102,HS4128<br>Cen Mar.Eng.Wrks.WHpl | 24·10<br>4·5 | | |
| 1381<br>111487 | **—** WoodTwinScSr<br>J.M.Raymond<br>(exWanderer) YM10,99 2Dks | 565<br>47:<br>283 | | | | 1879 | Birely, Hillman& Streaker<br>Philadelphia | L.C.Webster | 153·6<br>B68t | 28·2 | 9·6 | Quebec<br>British | 2Cy.20"-24"<br>NB94 27RH<br>Neafie&Levy,Philadelphia | | | |
| 1382 | **—** SteelSc<br>For full particulars See No.4 in Supplement | 500 | A1<br>Dredger<br>ClassContem | plated | | 1903 | NewYork S.B.Co.<br>Camden,N.J. | NorthAmerican DredgingCo. | 144·5<br>F24' | 30·0 | 14·0 | NewYork<br>Utd.States | T.3Cy.18",30"&48"-20"<br>GreatLakesE.Wks Detroit | | | |
| 1383<br>109021 | **—** IronScK<br>W.Davis ssAbn.No.1-02<br>1Dk | 176<br>164<br>57 | ✠100A1<br>Stm Trawler<br>4,03 ✠LMC8,..<br>[illegible] | Abn | | 1898<br>4mo | Cochrane& Cooper,Ld.<br>Beverley<br>Lloyd sA&CP | D.J.McKinnon& Son | 110·0<br>Q20' | 21·0 | 11·3<br>BK7½"<br>WB | Dundee<br>British<br>1BHCem<br>= DBf14'9t | T.3Cy.12",20"&33"-24" (s<br>180lb 58RH<br>1SB,2cf,GS27,HS940<br>C.D.Holmes&Co.Hull | 12·0 | | 8,02 |
| * 1384<br>HCNJ | **Atlantico** SteelScSr<br>C.Bohm -03 ssGen.No.1-03<br>1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 3346<br>3064<br>2081 | ✠100A1<br>Spar dk<br>7,05 ~~[struck]~~ 5,05 ✠LMC<br>BS9,02 MS4,0. | Bry | r | 1898<br>11mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | DittaErediC.Cav. Gerolimich&Co.<br>WB = Cell DBa102' | 330·0<br>P20'B72 F36'<br>uE&B40 f140'867t | 48·1 | 15·9<br>23·5<br>FK | Lussinpiccolo<br>Aust.-Hung.<br>5BHCem<br>APT93t | T.3Cy.24",40"&65"-42"<br>180lb 80lb 201NH<br>2SB,6cf,GS130,HS4400<br>Kincaid&Co.Greenock | 18·4<br>▴5·4 | | s5,03 |
| 1385<br>HKGQ | **Atlantique** SteelTwinSc<br>LeTroadec95-02<br>4Dks&Spar dk | 6708<br>—<br>2890 | | | | 1899 | Message. Maritimes<br>LaCiotat | Messageries Maritimes | 468·9<br>H900t | 50·6 | 32·8 | Marseilles<br>French<br>WB | T.6Cy.33½",48¾"&79½"-43¼"<br>832NH<br>Message.Marit.LaCiotat | | | |
| 1386 | **Atlantis** SteelScSr<br>A.Rocha02-03 ssLon.No.3-2,97<br>(exFortuna,exAtlantis) ssShl.No.1-01<br>2Dks(USt-ptws | 1528<br>1292<br>959 | ✠ —<br>3,03 | Shl | r | 1884<br>6mo | J.&G. Thomson<br>Glasgow | L.Hidalgo&Co. | 280·0<br>P44'B52'F34' | 33·1 | 19·2<br>FK<br>WB | Manila<br>Utd.States<br>4BHCem<br>= APT81t | C.2Cy.30"&56"-36"<br>NDB96 144NH<br>1DB,6pf,GS95,HS2195<br>J.&G.Thomson,Glasgow | 20·5 | | |
| 1387<br>106964<br>PSFC | **Atlas** SteelScSr<br>G.H.Sergent -99 ssNpt.No.1-01<br>1Dk(Irn)2trB&Webframe<br>3Dkrule | 3090<br>2871<br>1994 | ✠100A1<br>~~10,03~~ ~~[struck]~~<br>~~BS..~~ ✠LMC..<br>BS12,01 | Hpl | u | 1897<br>6mo | W.Gray& Co.(Lim.)<br>W Hartlepool<br>A&CP | Rickinson,Sons& Co.<br>WB = Cell | 325·0<br>P27'B82'F32'<br>DBa&uE 130'f136 | 47·1 | 22·3<br>FK | W.Hartlpl<br>British<br>5BHCem<br>781tAPT53t | T.3Cy.24",38"&64"-42" (s<br>160lb 80lb 260NH<br>2SB,6rf,GS95,HS3820<br>Cen.Mar.Eng.Wrks.WHp | 24·10<br>▴4·6 | | ~~[struck]~~<br>11,.. |
| 1388<br>107430<br>KNTW | **—** SteelScSr<br>Fenelon 1Dk&Spar dk<br>Elec.light CarryingOil in bulk<br>Fitted for LiquidFuel | 1942<br>—<br>1243 | | | | 1898 | Delaware RiverCo<br>Chester,Pa. | StandardOilCo. | 248·0 | 40·1 | 22·5 | NewYork<br>Utd.States | T.3Cy.21",34"&56"-42"<br>203NH<br>Delaware RiverCo.Chester | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Registe. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 | 16 Date when ball shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1389<br>JVPH | **Atlas** SteelScSr<br>*G.E.Jacobsen*84-00 ssXia.No.1-05<br>*1Dk(Irn)&deep framing* | 1332<br>1228<br>834 | ✠100A1<br>3,05 ~~9,03~~<br>✠LMC | Cff | *p* | 1900<br>3mo<br>2,05 | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | Acties.Atlas<br>(Chr.Eyde&Hein.<br>*Mgrs.*)<br>*WB = Cell DBa* | 237·0\|35·1\|18·<br>B66'F28'<br>FK<br>18'uE18'f104'274t | Arendal<br>Norwegian<br>4*BHCem*<br>*APT*48t | T.3Cy.18½",30"&49"-33" (s<br>160lb *80lb* 148NH<br>1SB.*4pf*,GS70,HS2367<br>N.E.MarineCo.Ld.Nwc. | 20 " 6<br>3 · 0 | | ~~1,03~~<br>2,05 |
| 1390<br>MBPL | — SteelScSr<br>*L.Larsen* -03<br>*1Dk* | 989<br>771<br>613 | | | | 1903 | Fredrkstad Mek.Værks.<br>Fredrikstad | Acties.Atlas<br>(B.Hansen) | 217·1\|33·1\|13·2<br>Q55t B46t H88t F29t | Flekkefjord<br>Norwegian<br>*WB* | T.3Cy.16",26"&43"-30"<br>101NH<br>FredrikstadM.V.Frdstad | | N | |
| 1391<br>QGDW | — SteelScSr<br>*H.Kunst*92-02<br>*2Dks* | 969<br>899<br>606 | | | | 1896 | Helsingörs Jernsk&Msk.<br>Elsinore | Dampfschifffahrts Ges.Neptun | 200·5\|30·3\|19·0<br>350' | Bremen<br>German<br>*WB* | T.3Cy.15",24"&40"-27"<br>83NH<br>HelsingörsJernsk.&Mskb. | | G | |
| 1392<br>91280 | — IronTwinSc<br>*W.Jones*78-<br>*Mchy.Aft* | 457<br>457<br>217 | | | | 1884 | Armstrong Mitchell& Co.(Lim.)<br>Newcastle | MerseyDocks& HarbourBoard | 131·0\|48·8\|9·0 | Liverpool<br>British | C.4Cy.4"&11"-12"<br>40RH<br>Ross&Duncan,Glasgow | | | |
| 1393<br>HKGS | — SteelScK<br>*LeCoq*03-03<br>(*Salvage Steamer*)<br>*Elec light* *1Dk* | 339<br>261<br>49 | | | ... | 1900 | J.P.Rennoldson&Sns<br>S.Shields | Soc.Dunkerquoise deRemorquage | 130·0\|24·1\|13·2<br>B24'F33<br>BK7' | Dunkirk<br>French<br>*WB* | T.3Cy.16",26"&43"-30"<br>114NH<br>J.P.Rennoldsn&Sns.S.Shl | 14 " 3 | | |
| 1394<br>RGWB | — IronScTug<br>*E.Rosalski*02-03<br>*1Dk* | 216<br>205<br>23 | | | | 1886 | Janssen& Schmilinsky<br>Hamburg | Verein.Bugs.-& FrachtschfhrtGes. | 109·6\|20·3\|14·3<br>H6t | Hamburg<br>German<br>*WB* | C.2Cy.23"&40"-28"<br>71NHP<br>Janssen&Schmilnsky,Ham | | | |
| 1395<br>9533 | — SteelTwinSc<br>*J.L.Drouven*91-97<br>*1Dk* | 164<br>157<br>84 | | | | 1895 | Denny &Co.<br>Dumbarton | IndiaGeneralNav. &Rly.Co.Ld. | 133·0\|23·0\|8·0 | Calcutta<br>British | C.4Cy.20"&38"-24"<br>62RHP<br>Denny&Co.,Dumbarton | | | |
| 1396<br>JWFL | — IronScK<br>*E.Kaavig*<br>(*Trawler*) *1Dk* | 137<br>123<br>42 | | | | 1899 | Edwards Bros.<br>N.Shields | StavangerHavfiskeCo.(Ths.S. Falck.*Mgr.*) | 97·1\|20·6\|10·8<br>H9t | Stavanger<br>Norwegian | T.3Cy.12",18"&30"-21"<br>MacColl&Pollock,Sld. | | N | |
| 1397 | — SteelScSp<br>*A.Alamo* -03<br>*1Dk* | *108*<br>*93*<br>*11* | | | | 1895 | Fleming& Ferguson<br>Paisley | Contrata delDique delEste | 86·0\|19·0\|7·6 | Barcelona<br>Spanish | C.2Cy.20"&40"-20"<br>90RHP<br>Fleming&Ferguson,Psy. | | | |
| 1398<br>95515<br>KWSH | **Atrato** SteelSc3MstSr<br>*R.H.Stranger* -04<br>*Ref.Mchy.* *3Dks(UStl-ws)&Spardk (Stl-ws)*<br>*Elec.light* | ~~5366~~ 5347<br>4531<br>~~2969~~ 2970 | ✠<br>*Spar dk*<br>8,91<br>✠ | Sou | *z* | 1888<br>12mo | R.Napier &Sons<br>Glasgow | RoyalMailSteam PacketCo. | 421·2\|50·0\|25·0<br>P41'F61' 33·4<br>BK9½' | London<br>British<br>9*BHCem* | T.3Cy.42",66"&92"-66"<br>687NHP<br>8SB,*24cf*,GS500<br>R.Napier&Sons,Glasgow | 26 " 11 | BT till ~~9,04~~ 11,03 | |
| 1399 | **Atrek** IronTwinScSr<br>*J.Mikelov*<br>*Spar dk* | 378<br>—<br>296 | | | | 1880 | Rostocker Act.Ges.<br>Rostock | St.PetersburgCo. Nadeshda | 158·2\|23·4\|11·1 | Astrachan<br>Russian<br>*WB* | C.4Cy.16"&27"-18"<br>51NHP<br>RostockerA.G.Rostock | | | |
| 1400<br>1115<br>HGRI | **Atsu Maru** WoodScSr<br>*SatoYoshitame*<br>*2Dks* | 157<br>140<br>97 | | | | 1887 | Sayama Yoshitaro<br>Osaka | ToyoKisenKubushikiKaisha | 110·8\|15·1\|12·7 | Imaharu<br>Japanese | C.2Cy.13½"&25"-15"<br>20NHP<br>OsakaIronWorks,Osaka | | | |
| 1401<br>81092<br>SBKN | **Attaka** IronTwinSc ~~Iron~~<br>*J.H.Rankine* (exSublime) *1Dk*<br>*Mchy.Aft* *CarryingPetroleum in bul* | 310<br>307<br>140 | | | | 1883 | Lobnitz& Co.<br>Renfrew | AsiaticPetroleum Co.Ld. | 134·0\|25·6\|15·8 | Colombo<br>British | C.4Cy.14"&28"-24"<br>74RHP<br>Lobnitz&Co.Renfrew | | | |
| 1402<br>HKGV | **Attalo** IronScSr<br>*Howie*<br>*1Dk2trB* | 363<br>—<br>215 | | | | 1869 | T.Wingate &Co.<br>Glasgow | MessageriesFluviales deCochinchine | 173·7\|21·9\|13·3<br>Q30t | Saïgon<br>French<br>*WB* | C.2Cy.21½"&36½"-30"<br>60NHP<br>T.Wingate&Co.,Glasgow | | | |
| 1403 | **Attiki** SteelScSr<br>~~*D.Boyadjis* -03~~ ssMbd.No.3-10,03<br>*1Dk(Stl)2trB&Web frames*<br>*L.Caristinakis* -04<br>*3Dk rule* | 2382<br>—<br>1720 | ✠100A1<br>*withfreeboard*<br>9,04 ~~10,03~~<br>✠LMC10,03 | Mdb<br>Cff | *u* | 1902<br>4mo | R.Craggs& Sons<br>Middlesbro<br>~~Lloyd's A&CP~~<br>Lloyd's A&CP | D.G.Moraitis<br>*WB = Cell DBa* 102'*uE&B*40' | 330·1\|46·0\|22·2<br>P27'B166'F35'<br>lrp03 FK<br>*f*140'747t *DT a* 12' | Andros<br>Greek<br>5*BHCem*<br>432t *FPT*86 | T.3Cy.24",38"&64"-42" (*r*)<br>160lb *100lb* 289NHP<br>2SB,*6cf*,GS175,HS4677<br>Richardsons,Westgarth& Co.Ld.Mdb.<br>*APT*45t | 24 " 4<br>~~s 6 " 10~~<br>s 3 " 8 | | 10,03 |
| 1404<br>JBVP | **Attila** SteelScSr<br>~~*H.V.Lettis* -00~~ ssGen.No.3-6,02<br>(exHolkar) *G.Rumen*<br>*1Dk(Stl)&Spardk(ptStl-ws)3trb* | 3240<br>3098<br>2063 | ✠100A1<br>*Spar dk*<br>~~1,03~~ 2,05 BS12,04<br>~~,03~~ ✠LMC6,02 | Cff<br>Nwc | *v* | 1891<br>2mo | Wigham Richrdsn&Co<br>Newcastle<br>Lloyd's A&CP | Hungarian LevantS.S.Co.Ld.<br>*WB = DBa*100'<br>*uE&B*46'235t | 328·4\|42·3\|21·4<br>P28'B82'F12' 26·7<br>FK<br>*FPT*87t *APT*25t *MT* | Fiume<br>Aust.-Hung.<br>5*BHCem*<br>*f*26'*a*24'797t | Q.4Cy.21½",30",44½"&62"-42" 180lb *80lb* (*s*)261NH<br>2SB,*6cf*,GS121,HS3906<br>WighmRichrdsn&Co.Nwc | 22 " 7<br>s 6 " 10 | | ~~4,03~~<br>N2,05 |
| 1405<br>7<br>NFWG | **Attività** *F.Travani* -04 SteelScSr<br>~~*D.Ducci*86-01~~ ssGen.No.3-7,01<br>*Elec.light* *2Dks(1Irn)3trB* | 2473<br>2148<br>1615 | ✠100A1<br>11,04 ~~8,03~~<br>~~BS10,04~~ ✠LMC8,01 | Gen | *t* | 1889<br>10mo | C.S.Swan& Hunter<br>Newcastle<br>A&CP | ErediG.Zino fu D. | 309·8\|39·1\|22·5<br>P29'B56'F33'<br>BK10"<br>*WB = Cell* | Savona<br>Italian<br>5*BHCem*<br>*DB*266'575t | T.3Cy.23",38"&61"-42" (*s*)<br>160lb *80lb* 258NHP<br>2SB,*6pf*,GS116,HS4114<br>WandSlpy&ECo(Lm)Nwc | 25 " 3 | | 10,03 |
| 1406<br>111201<br>RPTJ | **Auchenarden** SteelScSr<br>*R.Bryce*01-04 ssNwc.No.1-03<br>*1Dk(Stl)&Spar dk(Stl)& deep framing* | 3619<br>3338<br>2351 | ✠100A1<br>*Spar dk*<br>3,04<br>MS3,04 ✠LMC6,03 | Nwc | *w* | 1899<br>7mo | Russell& Co.<br>PtGlasgow<br>A&CP | AuchenStm.Shppg Co.Ld.(PurdieGlen &Millar,*Mgrs.*)<br>*WB = Cell DBa* 112' | 339·1\|46·0\|17·9<br>P20'B72'F36' 25·8<br>FK<br>*uE&B*36'*f*146'885t | Glasgow<br>British<br>6*BHCem*<br>*APT*133t | T.3Cy.23",39"&65"-45" (*s*)<br>180lb *80lb* 300NHP<br>2SB,*6cf*,GS132,HS4550<br>Rankin&Blackmore,Grk. | 20 " 6<br>s 6 " 1 | | ~~N3,04~~<br>N12,04 |
| 1407<br>115722<br>TRKJ | **Auchenblae** SteelScSr<br>*G.Mair* -03<br>*1Dk(Stl)&Spar dk(Stl)& deep framing* | 3985<br>3679<br>2597 | ✠100A1<br>*Spar dk*<br>4,04 ~~10,03~~<br>✠LMC10,03 | Nwc<br>Syd | *w* | 1902<br>11mo | Russell& Co.<br>Pt.Glasgow<br>Lloyd's A&CP | AuchenSteam ShippingCo.Ld. (Purdie,Glen& Millar,*Mgrs.*)<br>*WB = Cell DBa* | 344·8\|49·9\|17·9<br>P26'B74'F37' 25·7<br>FK<br>112' *uE & B* | Glasgow<br>British<br>6*BHCem*<br>40'*f*146'899t *APT*136t | T.3Cy.24",41"&67"-45" (*s*)<br>180lb *80lb* 337NHP<br>2SB,*6cf*,GS132,HS5328<br>Rankin&Blackmore,Grk. | 20 " 5<br>s 6 " 1½ | | |
| 1408<br>115782<br>VFCL | **Auchencrag** SteelScSr<br>*M.B.Reid*01-03<br>*1Dk(Stl)&Spar dk(Stl) &deep framing* | 3908<br>3679<br>2542 | ✠100A1<br>*Spar dk*<br>9,03<br>✠LMC9,03 | P.Gl | *r* | 1903<br>9mo | Russell& Co.<br>Pt.Glasgow<br>Lloyd's A&CP | AuchenStm.Shppg Co.Ld. (Purdie, Glen&Miller,*Mgs*<br>*WB = Cell DBa* 112' | 344·2\|49·9\|17·9<br>P22'B203'F37' 25·9<br>FK<br>*uE&B*40'*f*146'899t | Glasgow<br>British<br>6*BHCem*<br>*APT*71t | T.3Cy.24",41"&67"-45" (*s*)<br>180lb *80lb* 337NHP<br>2SB,*6cf*,GS132,HS5328<br>Rankin&Blackmore,Grk. | 20 " 5<br>s 4 " 10 | | |
| 1409<br>86114<br>HNWK | **Auckland** IronScSr<br>*F.Shapter* -97 ssLiv.No.3-1,96<br>*Well deck* ssNwc.No.1-00<br>*1Dk(Irn)2trB*<br>*Now named "San Severo," See No. 43 in Supplement.* | 852<br>685<br>521 | ✠100A1<br>5,03<br>BS3,03 ✠LMC3,00 | Nwc | *m* | 1883<br>4mo | Pearce Bros.<br>Dundee<br>A&CP | G.Hannay<br>*WB = DBa*47' | 209·5\|31·1\|14·3<br>Q100'B25'F24'<br>BK8"<br>*f*88' 223t *FPT*22t | Newcastle<br>British<br>4*BHCem*<br>*APT*8t | C.2Cy.25"&49"-33" (*b*<br>60lb *80lb* NDB93 99RH<br>1SB,*3pf*,GS52,HS1801<br>PearceBros.,Dundee | 15 " 5<br>s 1 " 7 | | 6,02 |
| 1410 | — IronScK<br>*1Dk* | 155<br>148<br>55 | ✠<br>*Stm Trawler*<br>1,99<br>✠ | Hul | | 1899<br>1mo | Cook,Welton&Gemmell<br>Hull | HullSteamFishing &IceCo.Ld. | 105·0\|20·6\|11·0<br>BK7½<br>*WB =* | Hull<br>British<br>3*BHCem*<br>*DTf*18'32t | T.3Cy.9½",16"&26"-20"<br>35RH<br>1SB,*2pf*,GS22,HS680<br>Amos&Smith,Hull | 11 " 10 | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombre des Ponts | Tonnage Officiel. Total / Sous le Pont / Net | Détails de la Classification. Cote. | Port de Visite. | Lettre | Construit. Quand. Navire / Mach | Par qui. / Où. | Armateurs. | Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon | Machines. | Creux sur Quille / Franc bord | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1411<br>86358<br>JBCM | **Auckland Castle** IronScSr<br>*J Griffiths* -01 ssNpt.No.3-7,98<br>*Well deck* ssNpt.No.2-02<br>1*Dk(Irn)&Webframes* | 1084<br>[illegible]<br>661 | ✠100A1<br>1,04 | Npt | n | 1883<br>8mo | S.P.Austin &Son<br>Sunderland<br>A&CP | Mordey,Jones&Co. | 225·0<br>Q88 B48 F26<br>*WB=DB* | 32·1 | 16·0 | Newport<br>British<br>*BH Cem* | C.2Cy.28"&58"-36"<br>80lb 80lb NDB93 99RH<br>1SB,3pf,GS63,HS2092<br>Clark,Sunderland | 17·2<br>1· | | [illegible] |
| 1412 | **Audax** *E.Braccini* SteelScSr<br>ssBel.No.3-10,01<br>(*ex*Auckland) 1*Dk(Stl)2trB* | 227<br>[illegible]<br>[illegible] | ✠100A1<br>1,01 | Bel | d | 1887<br>1mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>*sA&CP* | Soc.Anon Salvataggi eRicuperi | 132·4 | 22·0 | 10·8 | Messina<br>Italian<br>*BH Cem* | C.2Cy.18"&36"-21"<br>90lb 60NH<br>1SB,2pf,GS33,HS1210<br>Earle'sCo.Ld Hull | 11·7 | | [illegible] |
| 1413<br><br>HKJN | **Aude** IronScSr<br>*DeSusini*99-99 ssMsl.No.1-84<br>*Mchy.Aft* (*ex*LifeGuard) 1*Dk* | 193<br>—<br>89 | ✠ | Msl | | 1879<br>7mo | A.&J. Inglis<br>Glasgow | A.Busk&Co. | 125·5<br>Q11 F18<br>*WB=FPT* | 20·2 | 9·0 | Marseilles<br>French<br>*BH Cem* | C.2Cy.16"&28"-22"<br>31NH<br>A.&J.Inglis,Glasgow | | | |
| 1414<br>103616 | **Audrey** SteelPad<br>1*Dk* | 203<br>148<br>90 | | | | 1897 | SirW.G. Armstrong Whitworth &Co.(Lim.)<br>Newcastle | TyneGeneralFerry Co. | 126·0<br>Q12 B48 F1 | 21·1 | 8·0 | Newcastle<br>British | C.D.2Cy.17"&34"-42"<br>60RH<br>WllsndSlpwyCo.Ld Nwc. | | BT | |
| 1415<br>3329<br>JHRP | **Aug. Fries** IronScSr<br>*O.B.Pihl* -03<br>(*ex*Helsingfors) 1*Dk* | 291<br>230<br>157 | | | | 1870 | Wiborg Mek Verkst<br>Wiborg | StockhlmsTransp. &Bogser.Aktieb. (A.G.Förselius) | 142·9<br>B51 H8 F15' | 23·8 | 10·2 | Stockholm<br>Swedish | C.2Cy.17"&31"-22"<br>38NH<br>WiborgMek.Verkst | | | |
| 1416<br><br>RKLN | **Augsburg** SteelScSr<br>*W.Koch*00-00 ssHam.No 2<br>1*Dk(Stl)&Spar dk(pt Stl.pt Irn)3tr B*<br>*Webframes only in No.3 & pt No.2 holds* | 4907<br>4072<br>3200 | ✠100A1<br>*Spar dk*<br>12,04<br>MS4,00 | Ham | x | 1896<br>6mo<br>*Lloyd* | C.Connell &Co.<br>Glasgow<br>*sA&CP* | Deutsch-Austral. Dmpfsch.Ges.<br>*WB=* | 380·5<br>P210' F41'<br>*CellDBa106'uE&B* | 46·6 | 20·3<br>27·9<br>FK | Hamburg<br>German<br>*BH Cem*<br>14'f174'865t | T.3Cy.27",44"&74"-48" (s<br>180lb 446NH<br>3SB,9pf,GS172,HS7362<br>D.Rowan&Son,Glasgow | 23·0 | | [illegible] |
| 1417<br><br>QBMJ | — SteelScSr<br>*Schwinge*97-02<br>(*Trawler*) 1*Dk* | 224<br>190<br>73 | | | | 1902 | G Seebeck Act Ges.<br>Bremerhaven | DeutscheDmpfischerei Ges.Nordsee | 122·0<br>Q30 F20 | 22·9 | 11·8 | Bremen<br>German<br>*WB* | T.3Cy.12",19 1/2"&31 1/2"-23 1/2"<br>48NH<br>G Seebeck A G.Bremerhvn | | G | |
| 1418<br>2791<br>HVGC | **August** SteelScSr<br>*R.Lundgren*03-03<br>1*Dk* | 622<br>477<br>342 | | | | 1890 | W.Lindbergs Aktieb.<br>Stockholm | Ångf.Aktieb. Heimdal (F.B. Wahlquist, *Mgr.*) | 177·5<br>Q62' B41' H17t<br>F21' | 28·3 | 13·7 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.14 1/2",28 1/2"&38"-25 1/2"<br>46NH<br>W.LindbergsM.V.Skm. | | V | |
| 1419<br><br>LCJQ | — IronScSr<br>*J.Delfs*75-82 1*Dk2trB*<br>*Elec light* | 454<br>388<br>268 | | | | 1881 | G.Howaldt<br>Kiel | Sartori&Berger | 161·9<br>Q76' | 22·6 | 14·4 | Kiel<br>German<br>*WB* | C.2Cy.20 1/2"&36"-28"<br>NB02 52NH<br>Schweffel&Howaldt.Kiel | | G | |
| 1420<br><br>KRGN | — SteelSc<br>*J.Muller*<br>(*Trawler*) 1*Dk* | 153<br>143<br>30 | | | | 1894 | G.Seebeck<br>Geestemünde | P.Aug.Wurthmann | 110·6 | 22·0 | 11·0 | Gstemnde<br>German | T.3Cy.11 1/2",17 3/4"&30"-22"<br>42NH<br>G.Seebeck.Geestemünde | | G | |
| 1421<br>115839<br>TKGM | **August Belmont** SteelScSr<br>*W.Barnes* -03<br>*Mchy Aft* *Elec.light* 1*Dk2trB* | 4640<br>4198<br>2967 | | | | 1902 | C.S.Swan& HunterLd.<br>Newcastle | Pensacola Trading Co.Ld. (Watts, Watts&Co. *Mgrs.*) | 372·6<br>P85' B14' F40' | 50·0 | 27·5 | London<br>British<br>*WB* | T.3Cy.26",48"&72"-48"<br>350NH<br>WllsndSlpwy.Co.Ld.Nwc. | | C | |
| 1422<br><br>KPGN | **August Brohan** IronScSr<br>*G.Berends*00-00<br>1*Dk* | 154<br>139<br>41 | | | | 1889 | Rostocker Act.Ges.<br>Rostock | CranzerFischdmpfsch.Ges. (O.Bröhan, *Mgr.*) | 102·9<br>F18' | 20·7 | 10·4 | Cranz a d Elbe<br>German | C.2Cy.18"&34"-20"<br>NB99 43NH<br>RostockerA.G.Rostock | | V | |
| 1423<br><br>RJWL | **August Korff** SteelSc3MstSr<br>*Wicke* -03<br>*Mchy.Aft* 2*Dks&Spardk&Webframes*<br>*Elec.light* *Carrying Petroleum in bulk* | 4055<br>3682<br>2602 | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | Deutsch-Amerik. PetroleumGes. | 353·1<br>P90' H22 F36' | 45·4 | 22·1<br>29·4 | Hamburg<br>German<br>*WB* | T.3Cy.25 5/8",40 1/2"&67"-45 1/2"<br>302NH<br>Maschinenfab.Buckau, Magdeburg | | G V | |
| 1424<br>3585<br>JLCQ | **August Leffler** SteelScSr<br>*J.M.Dannberg*88-00 ssBly.No.1-04<br>1*Dk(pt Irn&pt Stl)*<br>*&deep framing* | 2072<br>1722<br>1272 | ✠100A1<br>1,04 Bly C | Sld | r | 1900<br>1mo | Osbourne, Graham&Co<br>Sunderland<br>A&CP | Ångf.Aktieb.Orion (K.O.F.Dalman, *Mgr.*)<br>*WB=CellDBa* | 275·0<br>P22' B66' F29'<br>90'uE20'f108' | 40·8 | 18·1<br>FK<br>465t | Gothenbrg<br>Swedish<br>*BH Cem*<br>AP T7t | T.3Cy.20 1/2",33"&54"-39" (s<br>160lb 80lb 192NH<br>2SB 6pf,GS87,HS3037<br>J.Dickinson&Sons.Ld.Sld | 20·0<br>2·11 | | 5,04 |
| 1425<br><br>RMGP | **August Leonhardt** IronScSr<br>*A.Maybauer*91-01 ssSld.No.3-2,92<br>(*ex*IronPrince) ssLth.No.3-00<br>*Well deck* 1*Dk(Irn)2trB* | 1337<br>1033<br>882 | ✠100A1 | Lth | 6 | 1883<br>9mo<br>*Lloyd* | C.S.Swan& Hunter<br>Newcastle<br>*sA&CP* | DampfsGesAugust LeonhardtG m b H. (A.Leonhardt) | 245·0<br>Q84' B112' F27'<br>drp01<br>*WB=DB* | 34·1 | 16·0<br>BK8 1/2" | Hamburg<br>German<br>4*BH Cem*<br>t69'f49'220t | C.2Cy.29"&56"-36" (a<br>80lb 80lb NDB98 155NH<br>1SB,4pf,GS74,HS2575<br>N E Marine Eng CoLdNwc | 18·6<br>1·5 | | 9,03 |
| 1426<br><br>KRJM | **August Wilhelm** SteelSc<br>*B.Löschen*01-02 (*Trawler*)<br>1*Dk* | 208<br>198<br>76 | | | | 1899 | Bonn& Mees<br>Rotterdam | Geestemünder Herings&Hochseefischerei Act.Ges. | 127·9 | 21·5 | 11·1 | Gstemnde<br>German<br>*WB* | T.3Cy.12",20"&32"-23"<br>49NH<br>Maschinenf.B Wilton.Rot | | G | |
| 1427<br>107520<br>KPRH | **Augusta** SteelSc<br>*J.S.Bennett*89-99<br>*Elec.light* 2*Dks* | 2372<br>—<br>1613 | | | | 1899 | Neafie& LevyCo.<br>Philadelphia | ChesapeakeS.S.Co. | 245·0 | 46·0 | 15·9 | Baltimore<br>Utd. States<br>*WB* | T.3Cy.27",40"&69"-42"<br>309NH<br>Neafie&LevyCo Phl. | | R | |
| 1428<br>67369<br>WRJD | — IronSc3MstSr<br>*P.H.Gray* -04 ssShl.2ndNo.3-5,98<br>ssShl.No.1-02<br>*Mchy.Aft* 1*Dk2trB* | 860<br>752<br>517 | 90A1<br>5,04 | Shl | m | 1872<br>10mo | Palmers' Co.(Lim.)<br>Newcastle<br>A&CP | GordonStm.Shpg. Co.Ld. | 221·0<br>Q56 F36<br>NDB5<br>*WB=D* | 28·0 | 17·2<br>BK8 | Newcastle<br>British<br>1*BH Cem*<br>Bf134 217t | C.2Cy.23 1/4"&48"-30" (s<br>75lb 90RH<br>1SB,3pf,GS68,HS2250<br>Palmers'Co.(Lim.),Nwc. | 18·2<br>2·11 | | 4,04 |
| 1429<br><br>JMRC | — IronScSr<br>*Egeland*<br>(*ex*Trio) 1*Dk* | 485<br>375<br>287 | | | ... | 1876 | Coulson& Co.<br>Newcastle | Th.Nordbö | 158·0<br>Q57 B48 H12 F12 | 25·7 | 12·9<br>BK6 1/2 | Haugesnd<br>Norwegian<br>*WB* | C.2Cy.21 1/2"&40"-27"<br>NDB93 NB93 66NH<br>R.&W.Hawthorn,Nwc. | 13·6 | V | |
| 1430<br>93620<br>SWBH | — CompScSr<br>*Mchy.Aft* 1*Dk* | 204<br>173<br>122 | | | | 1889 | W.Dunn<br>Sydney.NSW | L.Tulloch | 109·5<br>H19t | 22·7 | 9·5 | SydnyNSW<br>British | C.2Cy.16"&26"-18"<br>30RH<br>Newall&Co.Bristol | | | |
| 1431<br><br>JHRB | — IronSc3MstSr<br>*F.Biedenweg* -00<br>*Mchy.Aft* (*ex*Astrid,*ex*Sedan) 1*Dk* | 174<br>140<br>93 | | | | 1871 | Nordd. Schiffsb.A.G.<br>Kiel | F.Biedenweg | 110·8<br>P12 | 19·3<br>B26 | 9·5<br>F13 | Greifswald<br>German<br>*WB* | C.2Cy.13"&21"-18"<br>NB01 16NH<br>Schweffel&Howaldt,Kiel | | V | |
| 1432<br>Sunk 7,04 | — SteelScSr<br>*J.Aspelagh* ssBhn.No.1-01<br>1*Dk* | 160<br>156<br>59 | ✠100A1<br>*Stm Trawler*<br>10,98 | Ams | | 1898<br>6mo<br>*Lloyd* | J.Duthie, Sons&Co.<br>Aberdeen<br>*sA&CP* | SocAnondesChalutiers à Vap. | 111·0<br>Q23'<br>*WB=* | 20·8 | 11·1<br>BK7 | Ostend<br>Belgian<br>*BH Cem*<br>DTf14'25t | T.3Cy.12",19 1/2"&32"-22" (s<br>180lb 61NH<br>1SB,2pf,GS37,HS1060<br>Whyte&Mair,Dundee | 12·0 | | 1,02 |
| 1433<br><br>KHCW | — SteelPad<br>*C.Kettwich* -01<br>1*Dk* | 116<br>105<br>43 | | | | 1886 | J.L.Meyer<br>Papenburg | Act.Ges.Ems | 123·6 | 16·5 | 7·4 | Leer<br>German | C.2Cy.19"&31"-33"<br>46NH<br>J.L.Meyer,Papenburg | | | |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment | 8 Built: When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions (Length, Breadth, Depth) Deck Erections, &c. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders - Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 | 16 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1434 | **Augusta** SteelSc<br>(exLaurana,exGravosa)<br>*Should be "A...," See No.37 in Supplement* | 110<br>—<br>44 | | | | 1896 | M.U.Martinolich<br>Lussinpicc'lo | M.Gavallo | 114·8 \| 15·8 \| 7·4 | Russian | T.3Cy.11½",18"&30"-16½"<br>3 NHP<br>Wlsn&McLaren,Smprdrna | | A | |
| 1435<br>HCNR | **Auguste** SteelScSr<br>*S.Scopinich* -03 ssTri.No.1-04<br>1*Dk*(*Stl*)2*trB*&*deepframing*<br>3*Dk rule* | 2709<br>2601<br>1716 | ✠100A1<br>~~6,02~~ 12,04<br>✠LMC 12,04 | Gen<br>Tri | *u* | 1900<br>6mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | AugusteS.S.Co.Ld (Flli.Cosulich, *Mgrs.*)<br>*WB=CellDBa* | 320·2 \| 46·1 \| 21·3<br>P29'B88'F32'<br>FK<br>*ƒuE*120'*ƒ*136'645*t* | Trieste<br>Aust.-Hung.<br>6*BHCem*<br>*APT*137*t* | T.3Cy.22½",37"&61"-42" (s<br>160lb *80lb* 249NHP<br>2SB 6*pf*,GS107,HS3862<br>A.Rodger&Co.P.Glasgow | 23 " 9<br>s4 · 0½ | | ~~[illegible]~~<br>12,04 |
| 1436<br>HKNJ | **Auguste Conseil** IronSc<br>*A.LeBerre*95-97 ssBdx.2ndNo.3-10,97<br>ssBdx.No.1-01<br>(*ex*LadyTredegar) 1*Dk*2*trB*<br>*Now named "Marie Solange," See No. 81 in Supplement* | 732<br>634<br>413 | ✠90A1<br>1,04<br>✠NII12,86<br>12,01 | Bdx | *k* | 1874<br>2mo | W.Harkess<br>Middlesbro'<br>A&CP | ~~Les fils de Th. Conseil~~<br>P.Robert | 198·2 \| 28·4 \| 15·1<br>Q67'<br>*WB=* | Bordeaux<br>French<br>4*BHCem*<br>*DBa*32'*f*50' | C.2Cy.27"&50"-30"<br>80lb *65lb* NDB86 108NHP<br>2SB,4*pf*,GS37,HS1787<br>G.Clark,Sunderland | | | 1,04 |
| 1437<br>RHMP | **AugusteVictoria** SteelTwinSc 3MstSr<br>*Sauermann*<br>*Elec.light* 3*Dks*&*Promenade dk*<br>*Now named "Kuban," See No. 20 in Supplement* | 8479<br>—<br>3568 | | | | 1889 | Act.Ges. "Vulcan"<br>Stettin | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 522·2 \| 56·4 \| 33·8<br>P43' F59'<br>Len97*Prom dk*382' | Hamburg<br>German<br>*WB* | T.6Cy.41",67"&106"-63"<br>1784NHP<br>A.G."Vulcan,"Stettin | | G | |
| 1438<br>HKQW | **Augustin Normand** SteelTwinSc<br>*Blondel*91-94<br>1*Dk* | 183<br>159<br>22 | | | | 1894 | A.Normand&Cie.<br>Havre | Cie.Normande de Nav.à Vap. | 163·4 \| 20·5 \| 8·4 | Havre<br>French | T.6Cy.13¾",18½"&26¾"-14¾"<br>55NHP<br>A.Normand&Cie.,Havre | | | |
| 1439<br>81601<br>SWKD | **Augustine** IronScSr<br>*H.Forbes* -02 ~~ssLon.No.3-1,02~~<br>(*ex*GrantullyCastle) ~~ssLiv.No.2-00~~<br>*Ref.Mchy.* 3*Dks*(2*Irn*&1*ptIrn*-*Cws*)<br>*Elec.light* ssLiv.2ndNo.3-11,03 | 3498<br>3374<br>2192 | ✠100A1<br>9,01 ~~11,03~~<br>✠B7,87 ✠LMC<br>MS6,036,01 MS11,03 | Liv | *w* | 1879<br>11mo | Barclay, Curle&Co.<br>Glasgow<br>A&CP | BoothS.S.Co.Ld. | 359·6 \| 43·8 \| 29·1<br>B21'F32'<br>BK11"<br>*WB=DBa*92'362*t* | Liverpool<br>British<br>7*BHCem*<br>*ƒuB*72'164*t* | T.3Cy.31",51"&82"-57" (*o*)<br>150lb *80lb* NDB97 508NHP<br>2DB.12*cf*,GS210<br>*Tpd*87T Rchrdsn&SonsHpl | 32 " 5<br>s7 " 6 | BT till ~~6,04~~ 6,05 | 1,03 |
| 1440<br>54916<br>HKBM | — IronScSr<br>*E.Michalef* | 1106<br>1043<br>814 | | | | 1865 | Hart& Sinnott<br>Liverpool | F.Pace | 213·5 \| 29·6 \| 25·1 | Liverpool<br>British | C.2Cy.21"&48"-40"<br>NE75NB02 91RHP<br>J.Taylor&Co.,Birkenhead | | A | |
| 1441 | **Augusto** SteelScTug | 160 | | | | 1893 | Neafie& LevyCo.<br>Philadelphia | G.Lutonsky | 125·0 \| 22·5 \| 11·8 | Maracaibo<br>Venezuelan | C.2Cy.20"&40"-28"<br>71NHP<br>Neafie&LevyCo.Phildlphia | | | |
| 1442 | **Augusto Montenegro** SteelScSr | 318<br>234<br>216 | | | | 1900 | A.Rodger &Co.<br>PortGlasgow | AmazonStm.Nav. Co.Ld. | 140·5 \| 29·0 \| 8·4 | Para<br>Brazilian | T.3Cy.12½",20"&32"-24"<br>50NHP<br>D.Rowan&Co Glasgow | | | |
| 1443<br>200883 | **Augustus B. Wolvin** SteelSc<br>1*Dk*<br>*Mchy.Aft. Elec.light* | ~~6800~~ 6535<br>—<br>5311 | | | | 1904 | American S.B.Co.<br>Lorain,O. | AcmeS.S.Co. (A.B.Wolvin, *Mgr.*) | ~~545·0~~ \| 56·0 \| ~~30·0~~<br>540·0 32·0 | ~~Cleveland~~<br>Utd.States<br>*WB*<br>DuluthMinn. | Q.4Cy.18½",28½",43½"&66"-42" 282NHP<br>AmericanSBCo.,Cleveland.O | | | |
| 1444<br>77194<br>QNMW | **Auk** IronScSr<br>*G.K.Field* -02<br>*Welldeck* (*ex*TinternAbbey) 1*Dk*2*trB* | 1055<br>907<br>642 | | | | 1877 | E.Withy& Co.<br>Hartlepool | GeneralStm.Nav. Co.Ld. | 230·0 \| 31·6 \| 17·3<br>Q84'B123*t*F31'<br>BK8" | London<br>British<br>*WB* | C.2Cy.26¼"&53"-33"<br>NB03 134NHP<br>T.Richardson&Sons,Hpl. | 18 " 3 | | |
| 1445<br>115554 | — SteelScK<br>*J.M.Cross*00-01<br>1*Dk* | 183<br>174<br>48 | ✠100A1<br>*Stm Trawler*<br>9,01 ~~8,03~~<br>✠LMC12,01 | Abn | | 1901<br>12mo<br>*Lloyd* | A.Hall& Co.<br>Aberdeen<br>*sA&CP* | SilverCitySteam TrawlingCo.Ld. (J.Nutten, *Mgr.*) | 108·0 \| 21·2 \| 11·7<br>BK7½"<br>*WB=* | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'8*t* | T.3Cy.12",20"&33"-21" (*r*,<br>180lb 61RHP<br>1SB,2*cf*,GS31,HS1043<br>A.Hall&Co.Aberdeen | 12 " 4 | | 8,03 |
| 1446<br>118762 | — SteelScK<br>*T.Hall*99-03<br>1*Dk* | 168<br>158<br>45 | ✠100A1<br>*Stm Trawler*<br>8,03<br>✠LMC8,03 | Goo | | 1903<br>8mo<br>*Lloyd* | GooleS.B. &R.Co.Ld.<br>Goole<br>*sA&CP* | KelsallBros.& Beeching,Ld.(J.E.A.Kelsall,*Mgr.*) | 110·0 \| 21·1 \| 11·1<br>BK7½<br>*WB=DTanksf*23'41*t* | Hull<br>British<br>3*BHCem* | T.3Cy.12",18"&30"-21" (s<br>160lb 45RHP<br>1SB.2*pf*,GS26.HS880<br>C.D.Holmes&Co.Hull | 12 " ( | | |
| 1447<br>110999<br>TWMV | **Auldmuir** SteelScSr<br>*J McGovern*-04<br>1*Dk*(*Stl*)2*trB*&*deep framing*<br>3*Dk rule* | 2747<br>2536<br>1760 | ✠100A1<br>~~8,04~~ ~~10,0~~ 3,05<br>✠LMC4,03 | ~~Bry~~ Cff | *u* | 1903<br>4mo<br>*Lloyd* | Russell& Co.<br>Pt Glasgow<br>*sA&CP* | DundeeSteamNav. Co.Ld. (W.N.Machan,*Mgr.*)<br>*WB=CellDBa*94' | 314·5 \| 47·2 \| 20·8<br>P30'B97 F33'<br>FK<br>*uE&B*38'*f*140'750*t* | Dundee<br>British<br>5*BHCem*<br>*APT*112*t* | T.3Cy.22½",37"&62"-42" (*r*<br>180lb *100lb* 250NHP<br>2SB 6*cf*.GS115,HS3580<br>J.G.Kincaid&Co Grk. | 23 " 3<br>s3 " 9½ | | |
| 1448<br>HKRN | **Aulne** SteelScSr<br>~~*P.Lehoerff*96-97~~ ssDnk.No.1-02<br>*Welldeck Aube* -04 2*Dks*(*U Stl*) | 1051<br>833<br>624 | ✠100A1<br>5,01 ~~12,03~~<br>✠LMC12,02 | Dnk | *m* | 1897<br>9mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | Chevillotte frères<br>*WB=DB* | 220·0 \| 33·0 \| 14·1<br>Q107'B17'F24'<br>FK<br>*t*52'*f*96'215*t FPT* | Brest<br>French<br>4*BHCem*<br>43*t APT*13*t* | T.3Cy.17",28½"&46"-30" (s<br>160lb *100lb* 122NH<br>1SB.3*pf*.GS61,HS1927<br>MacColl&Pollock,Sld. | 16 " 3<br>s1 " 7½ | | ~~N7,02~~<br>6,04 |
| 1449<br>HKRD | **Aunis** SteelTwinScSr<br>*Glémée*<br>*Elec.light* 1*Dk* | 489<br>421<br>192 | | | | 1899 | DelaBrosse &Fouché<br>Nantes | Cie. Maritime de la Seine | 165·6 \| 24·4 \| 12·6<br>Q28'H47'RFD28' | Rouen<br>French<br>*WB* | C.4Cy.17¾"&29$\frac{13}{16}$"-16½"<br>61NH<br>DelaBrosse&Fouché,Nts | | V | |
| 1450<br>~~HBCW~~ | Broken up 4,05<br>**Aurania** SteelScBk<br>~~*D.Dow*~~ *Canepa* -05<br>*Ref.Mchy. Elec.light* | 7526<br>3468<br>4223 | | | | ~~1883~~ | J.&G. Thomson<br>Glasgow | ~~CunardS.S.Co.Ld.~~<br>L.Pittaluga fu F. | 470·0 \| 57·2 \| 37·2<br>F102*t* | Genoa ~~Liverpool~~<br>~~British~~<br>Italian | C.3Cy.68"(2),91"-72"<br>1170NH<br>J.&G.Thomson,Glasgow | 39 " 0<br>s10 " 9 | BT till 10,04 | |
| 1451<br>10718 | — SteelScBarge<br>*F.B.Cody*02-02 (*exBarge*)<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 3218<br>—<br>2899 | | | | 1895 | ChicagoS. B.Co.<br>Chicago,Ill. | JohnCorrigan | 352·0 \| 44·2 \| 21·9 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.17",27½"&46"-36"<br>E&B*blt*&*fitted*99 127NHP<br>DetroitS.B.Co.Detroit | | V | |
| 1452<br>NGBC | Broken up 8,04<br>**Aurelia** IronSc3MstSr<br>*A.Peregallo* -01 ssAms.No.3-10,93<br>(*ex*Prins Alexander) ssGen.No.2-01<br>*RefMchyElec.light* 2*Dks*(1*Irn*)&*Spardk* | 3030<br>2004<br>1948 | ~~✠100A1~~<br>*Spar dk*<br>10,03 | Cff | *v* | 1881<br>8mo<br>*Lloyd* | J.Elder& Co.<br>Glasgow<br>*sA&CP* | G.B.Lavarello fuP. | 345·5 \| 38·2 \| 21·2<br>B52'<br>BK10" | Genoa<br>Italian<br>6*BHCem* | C.2Cy.42"&80"-18" (*j*)<br>80lb *60lb* NDB91 355NHP<br>2DB,12*cf*,GS240,HS6018<br>J.Elder&Co.Glasgow | 22 " 7 | | 1,03 |
| 1453<br>107867<br>KSDF | — WoodScSr<br>*A.Erickson* 1*Dk*<br>*Fitted for liquid fuel* | 440<br>—<br>309 | | | | 1902 | G.Ross,<br>Prosper, Or. | F.Russell | 162·9 \| 34·5 \| 11·6 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"-24"<br>42NHP<br>FultonS.&E.B.Wrks.S.Fo. | | | |
| 1454<br>101963<br>MWRL | **Aureola** SteelScSr<br>*E.R.Williams* -04 ~~ssHul.No.2-00~~<br>ssShl.No.3-3,05 1*Dk*(*ptStlptIrn*)<br>&*Webframes*&*ptAwng dk*(*Irn*) | 2346<br>1798<br>1508 | ✠100A1<br>*pt.Awng dk with freeboard*<br>3,05 ~~1,04~~<br>✠LMC | Cff<br>Shl | *s* | 1893<br>1mo | Osbourne, Graham&Co<br>Sunderland<br>A&CP | WilsonShpg.Co.Ld (J.F.Wilson&Co. *Mgrs.*) | 280·2 \| 39·1 \| 19·5<br>P29'Q84 BK10"<br>*pt.Awng dk*167<br>*WB=Cell* | W. Hartlpl<br>British<br>4*BHCem*<br>*DB*230'43.*t* | T.3Cy.21",35"&57½"-39" (*r*,<br>160lb ~~80lb~~ NDB05 205NH<br>2SB.6*pf*,GS03,HS3056 *80lb*<br>G.Clark(Lim.),Sunderland | 22 " 0<br>s8 " 8½ | | ~~[illegible]~~<br>N3,05 |
| 1455<br>104296<br>NWVC | **Auréole** SteelSc3MstSr<br>*J.R.Waters*-05 ~~ssShl.No.1-99~~<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*Elec.light* ssBly.No.2-03 &*Webframes* | 3975<br>3738<br>2553 | ✠100A1<br>*Spar dk*<br>*Carrying Petroleum in bulk*<br>~~[illegible]~~ 2,05 4,05<br>MS3,0<br>✠LMC | Bly<br>~~Shl~~ | *w* | 1895<br>8mo<br>*Lloyd* | TyneIron S.B.Co.Ld<br>Newcastle<br>*sA&CP* | Nthrn.Petrol Tank S.S.Co.Ld. (Hunting&Son, *Mgrs.*)<br>*WB=CellDBuE&* | 345·0 \| 47·2 \| 21·9<br>P93'B32'F36' 28·8<br>FK<br>B66'197*t FPT*143*t* | Newcastle<br>British<br>14*BHCem*<br>*APT*29*t* | T.3Cy.27",44"&71"-48" (s<br>160lb 394NH<br>3SB,9*rf*.GS170,HS6579<br>WlsndSlpwy&EC(L),Nwc | 23 " 9<br>s6 " 6 | | ~~[illegible]~~<br>4,05 |

| Numero d'Ordre / Numero Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel: Total / Sous le Pont / Net. | Cote / Date de la dernière Visite | Port de Visite | | Quand / Navire / Mach. | Construit. Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Longueur. Largeur. Creux. Superstructures, &c. | Port d'Armement. / Pavillon. | Machines. | Creux sur Quille / Franc-bord | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1456<br>113831<br>SGMQ | **Auricula** SteelScSr<br>E.Davies -01 Rumsey<br>Well deck 1Dk(Stl) | 815<br>503<br>412 | ✠100A1<br>1,05<br>✠LMC3,0[illegible] | Lon | k | 1901<br>3mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | AuriculaS.S.Co. Ld. (Mead,Son& Hussey)<br>WB=CellD[illegible] | 190·3 \| 31·0 \| 13·4<br>Q98'B15'F25'<br>drp03 drp04 FK<br>a40'f79 181t FPT | London<br>British<br>4BHCem<br>15t AFT211 | T.3Cy.17",28"&45"-33"<br>180lb 90lb 98RHP<br>1SB,3rf,GS60,HS2040<br>[illegible]&Houston,Ld.Gls. | 14 · 6<br>1 · 2 | | 1,05 |
| 1457 | — IronScK<br>F.Haviling -97 (Trawler)<br>1.Zwart -04 ssMil.No.3-9,04 1Dk | 163<br>27 / 52 / 51<br>38 | ✠100A1<br>StmTrawler<br>1,[illegible]<br>✠LMC[illegible] | Mil<br>Ams | | 1892<br>[illegible]o<br>A&CP | J.P.Ren-<br>noldson&Sn<br>S.Shields | Naaml.Vennoot. Stoom[illegible]land (C.Plaisier[illegible], Mgr.) | 100·5 \| 20·5 \| 10·7<br>BK11 | [illegible] | T.3Cy.12½",20"&32"-22"(s)<br>160lb 50RHP<br>J.P.Rennoldson&Sns,S.Sh[illegible] | 11 · 8 | | |
| 1458<br>97369<br>LHMS | **Aurora** SteelScSr<br>S.J.Green97-97 ssHpl.No.3-3,02<br>1Dk(Irn)&Webframes2trB<br>Well deck | 2800<br>2152<br>1836 | ✠100A1<br>2,[illegible]<br>[illegible] | Bry<br>H[illegible] | t | 1889<br>9mo | Ropner&<br>Son<br>Stockton<br>A&CP | E.Wilkinson Sons& Co. | 314·0 \| 40·4 \| 20·2<br>P29'Q104'B118'<br>F31' BK10<br>WB=Cel[illegible] | W.Hartlpl<br>British<br>4BHCem<br>DB252'548t | T.3Cy.23",38"&61½"-39"<br>160lb 50lb NDB92 2[illegible]NHP<br>2SB,6rf,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23 · 7<br>2 · 5 | | [illegible] |
| 1459<br>128<br>HCNV | — IronSc<br>P.Signorelli 3Dks<br>Elec.light | 1829<br>1637<br>1065 | | | | 1869 | W.Denny<br>&Bros.<br>Dumbarton | LloydAustriaco | 274·5 \| 34·0 \| 18·7 | Trieste<br>Aust-Hung.<br>Q[illegible] | Q.4Cy22½",33½",45"&64"-39"<br>NB89 256NHP<br>[illegible]9 Denny&Co.,Dumbarton | | | |
| 1460<br>JQKP | — IronScSr<br>E.M.Andersen -90<br>1Dk&Spardk3trB | 1194<br>1163<br>736 | | | … | 1874 | BergenMk<br>Vks.<br>Bergen | C.Kahrs | 230·4 \| 32·8 \| 16·2<br>H31t 22·6 | Bergen<br>Norwegian<br>3[illegible] | T.3Cy.17",28"&46"-33"<br>NE&B92 122NHP<br>W.Allan&Co.,Sunderland | | N | |
| 1461<br>75184<br>QMRD | — IronScSr<br>A.Lawson -03 1Dk2trB<br>Well deck 6thSurvey,Nwc.5,02 | 1175<br>920<br>748 | ✠ A1* 1<br>4,04<br>NB5,04<br>BS4,04 | Nwc | Lv | 1876<br>7mo | Gourlay<br>Bros.&Co.<br>Dundee | R.A.Mudie&Sons | 244·1 \| 31·4 \| 17·8<br>P241tH56t<br>BK7½<br>WB=DB | Dundee<br>British<br>5BHCem<br>[illegible] 174t | C.2Cy.31"&54"-36" (s)<br>80lb 80lb NDB96 187NHP<br>2SB,4pf,GS69,HS2254<br>GourlayBrs.&Co.,Dundee | 19 · 2<br>[illegible] · 5 | | 4,04 |
| 1462<br>HPCQ | — SteelScSr<br>Christophersen H.Sorenzen<br>1Dk(Stl)2trB | 1066<br>966<br>667 | ✠100A1<br>10,0[illegible]02 5,05<br>[illegible]MC[illegible] | Sws<br>Hu<br>NY | n | 1902<br>5mo<br>Lloyd | Fevigs<br>Jernskibsbyg<br>Fevig<br>A&CP | Acties.Aurora (M.Oppen&Co.)<br>WB=CellDb | 125·1 \| 34·2 \| 17·1<br>P31 B59 F25<br>FK<br>[illegible]48 aE17 f94 280t | Laurvig<br>Norwegian<br>4BHCem<br>4PT20t | T.3Cy.16½",27"&44"-30" (r)<br>175lb 100lb 117NHP<br>1SB.3pf.GS58.HS1850<br>Richardsons,Westgarth& Co.Ld.Mdb. | 18 · 3 | | 10,[illegible] |
| 1463<br>NGFB | — SteelScSr<br>J.Van der Woude<br>2Dks | 788<br>603<br>473 | | | | 1898 | Maats.de<br>Maas.<br>Rotterdam | Konink.Nederl. Stoomb.Maats. | 200·0 \| 30·0 \| 15·5<br>Q64'B46'F26' | Amstrdam<br>Dutch<br>WB | T.3Cy.15",25"&40"-36"<br>96NHP<br>Maats.deMaas.Rotterdam | | V | |
| 1464<br>75196<br>WVSQ | — WoodScBk<br>J.Bannerman -94<br>Mchy.Aft | 580<br>527<br>386 | | | | 1876 | Stephen<br>Dundee | C.T.Bowring&Co. Ld. | 165·2 \| 30·6 \| 18·9<br>Q32' | St.John's<br>British | C.2Cy.25"&48"-30"<br>NB86 98RHP<br>Cunliffe&Dunlop,P.Gl. | | | |
| 1465 | — SteelPadSp<br>3Dks | 490<br>381<br>267 | | | | 1886<br>8mo | W.Denny<br>&Bros.<br>Dumbarton | N.Mihanovich | 175·2 \| 27·1 \| 7·6<br>Q56' F53' | Bns.Ayres<br>Argentine | C.D.2Cy.21"&37"-42"<br>74NHP<br>Denny&Co.,Dumbarton | | | |
| 1466<br>MBHK | — IronSc3MstSr<br>A.Teilmann03-03 1Dk | 222<br>174<br>129 | | | | 18 59/75 | J.Hender-<br>son&Sons<br>Renfrew | KystDpskacties. Aurora (N.Chr. Sörensen, Mgr.) | 144·8 \| 20·3 \| 9·9<br>Q14t B8t | Stavanger<br>Norwegian | C.4Cy.15"&30"-20"<br>67NHP<br>LindholmensM.V.,Got. | | | |
| 1467<br>110202<br>HKTC | — SteelScK<br>W.M.Seaton -03 ssLth.No.1-03<br>1Dk | 159<br>140<br>88 | ✠100A1<br>StmTrawler<br>3,05 ✠LMC6,03<br>[illegible]3,05 | Lth | | 1899<br>4mo | Ramage&<br>Ferguson,Ld<br>Leith<br>A&CP | NewhavenTrawlrs Ld. | 105·2 \| 20·6 \| 10·9<br>Q21'F20'<br>BK7<br>WB=FPT18 | Granton<br>British<br>3BHCem | T.3Cy.12",19"&30"-21"<br>180lb 54RHP<br>1SB.2pf,GS31,HS970<br>Ramage&FergusonLd.Lth | 11 · 10 | | [illegible] |
| 1468<br>84613<br>WPFD | — SteelScSr<br>G.Koch87-92 ssC.Tn.No.3-01<br>Mchy.Aft ssCTn No.3-8,04 1Dk<br>Well deck | 153<br>118<br>78 | ✠100A1<br>8,01 8,04<br>[illegible]8,0[illegible] | C.Tn | b | 1892<br>3mo<br>Lloyd | J.H.<br>Gilmour<br>Irvine<br>A&CP | StephanBros. | 95·0 \| 20·1 \| 8·0<br>Q33'B12'F16'<br>BK10<br>WB=FPT27t | CapeTown<br>British<br>3BHCem | C.2Cy.14"&28"-21"<br>86lb 35RHP<br>1SB.2pf,GS28,HS630<br>Muir&Houston,Glasgow | 8 · 8<br>· 10½ | | [illegible] |
| 1469<br>39<br>NGBM | **Aurora M.** IronScSr<br>F.Trapani<br>(exIchnusa,exAlpha) 1Dk | 702<br>555<br>452 | | | … | 1884 | Neder.Stm<br>Maats.<br>Rotterdam | L.Musso | 179·6 \| 27·7 \| 13·5 | Naples<br>Italian<br>WB | C.2Cy.23"&43"-30"<br>84NHP<br>NedrlndStoom.Maats.Rot. | 14 · 2 | I | |
| 1470<br>HKTC | **Aurore** IronScSr<br>Marcel ssLon.No.3-5.96<br>(exFairway) ssHav.No.1-00<br>Well deck ssMsl.No.2-[illegible] 1Dk(Irn) | 608<br>452<br>317 | ✠100A1<br>7,[illegible] | Msl | t | 1884<br>5mo<br>Lloyd | PearceBrs.<br>&Co.<br>Dundee<br>sA&CP | E.AnquetilFils A.Mong[illegible] C.Schiaffino. A.Jouve:&Co | 172·0 \| 26·2 \| 13·4<br>Q86'B12'F24'<br>BK7½<br>WB=DBa38'f | Rouen P[illegible]<br>French<br>4BHCem<br>52tFPT64t | C.2Cy.20½"&40⅝"-30"<br>80lb 80lb NDB96 71NHP<br>1SB.3pf.GS45,HS1212<br>PearceBros.Dundee | 14 · 4<br>1 · 4 | | [illegible] |
| 1471 | — SteelScSr<br>Nicauland -03<br>Elec.light 1Dk | 153<br>—<br>87 | | | | 1902 | A.Blasse&<br>fils,Chante-<br>nay s/Loire | Cie.Rhétaise (E.Neau fils, Mgr.) | 116·4 \| 20·3 \| 10·2 | LaFlotte<br>French<br>WB | C2Cy17½"&29½"-19$\frac{1}{16}$"<br>32NHP<br>Allard&Durand Nantes | | | |
| 1472<br>HDJL | **Aurrera** SteelScSr<br>L.Manzarraga -04 ssBly.No.3-1,03<br>(exAsloun) 1Dk(Irn)&Spar dk<br>&Webframes | 2845<br>2596<br>1693 | ✠100A1<br>Spar dk<br>5,04 1,04<br>[illegible] | Cff<br>Gw | u | 1890<br>7mo | Sunderlnd<br>S.B.Co.<br>Sunderland<br>A&CP | Cia.Nav.Aurrera (G.deYandiola, Mgr.) | 309·0 \| 41·1 \| 18·6<br>P37 F40 25·8<br>ptND03 BK8<br>WB=CellDBa10s | Bilbao<br>Spanish<br>6BHCem<br>f128 414t | T.3Cy.23½",39"&64"-42"<br>1[illegible]lb [illegible] 2[illegible]NHP<br>2SB.6rf,GS1[illegible],HS[illegible]<br>Black,Hawthorn&Co.Gts. | 21 · 2<br>7 · 0½ | | [illegible] |
| 1473<br>[illegible]<br>JMFR | **Australasian** IronScBk<br>A.A.S.Walker -03 ssLon.No.3-5,96<br>Ref.Mchy. ssLon.No.1-01<br>Elec.light 2Dks(1Irn)&Spardk | 3662<br>2516<br>2333 | ✠100A1<br>Spar dk<br>1,04 ✠[illegible]<br>[illegible] | Lon | r | 1884<br>4mo<br>Lloyd | R.Napier&<br>Sons<br>Glasgow<br>A&CP | G.Thompson&Co.<br>WB=DBaE | 361·6 \| 44·2 \| 21·3<br>B94'F46' 29·1<br>BK9<br>fB70'270t APT60t | Aberdeen<br>British<br>8BHptCem<br>pt.Asp | T.3Cy.32",46"&70"-54" (s)<br>125lb 160lb NDB98 355NHP<br>2DB,12cf,GS250,HS6060<br>R.Napier&Sons,Glasgow | 25 · 3<br>8 · 5½ | RT<br>cm<br>10,0 | 7,0[illegible] |
| 1474 Wrecked 6,04<br>[illegible]<br>MTLQ | **Australia** SteelSc4MstSr<br>[illegible] -01 2Dks(Stl-ws)<br>Ref.Mchy &Spardk(Stl-ws)4trB<br>Elec.light | 6901<br>3666<br>3702 | ✠<br>Spar dk<br>3,03 | Lon | c† | 1892<br>10mo | Caird&Co.<br>(Lim.)<br>Greenock | P.&O.Stm.Nav.Co.<br>WB=CellDBa | 465·6 \| 52·2 \| 26·4<br>P40 B252 34·7<br>F74' ptND90 BK9 | Greenock<br>British<br>10BHCem<br>101'f45'277t | T.3Cy.42",67"&108"-72"<br>FD 1856NHP<br>3D&3SB,27rf,GS495,HS20665<br>Caird&Co.(Lim),Greenock | 28 · 3 | RT<br>[illegible] | |
| 1475 | — SteelSc<br>J.W.Brown02-02 (exBarge)<br>Mchy.Aft Elec.light 1Dk2trB | 3845<br>—<br>2877 | | | | 1898 | Chicago<br>S.B.Co.<br>Chicago | JamesCorrigan | 376·0 \| 48·2 \| 22·4 | Cleveland<br>Utd.States<br>WB | T.3Cy.20",33½"&55"-42"<br>NE&Bfitted02 196NHP<br>American SB.Co.Clevelan[illegible] | | V | |
| 1476<br>[illegible]<br>MFFQ | — SteelScSr<br>A.Tait -03<br>1Dk&Spardk&Webframes | 3595<br>3386<br>2292 | | | … | 1892 | Short Bros.<br>Sunderland | AnchorLine(Hen-dersonBros.)Ld. | 343·0 \| 43·0 \| 19·3<br>P32 B88 F40 27·3<br>FK | Glasgow<br>British<br>WB | T.3Cy.25",40"&66"-42<br>288NHP<br>W.Allan&Co.,Sunderland | 22 · 0 | C | |
| 1477<br>[illegible]<br>KHFS | — IronSc4MstBk<br>[illegible] ssSFo.2ndNo.3-9,99<br>Elec.light 2Dks(Irn-Uws)&Spardk | 2755<br>1737<br>1938 | ✠100A1<br>Spar dk<br>2,02<br>NB7,99 | S.Fco | u | 1875<br>11mo | J.Elder&<br>Co.<br>Glasgow<br>A&CP | OceanicS.S.Co. | 376·9 \| 37·4 \| 18·7<br>26·5<br>ptNDS9&95 | S.Frncisco<br>Utd.States<br>3BHCem | T.3Cy.29",47"&76"-51" (s)<br>160lb 75lb NDB86 412NHP<br>2DB.12cf,GS456<br>Tpd89FairfieldC.(Lm),Gls | | | 2,0[illegible] |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any / Special Surveys. No of Decks, &c. | 3 | 4 Registered Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Additional passengers carried. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Letter to which classed, if not in L. Date of last Engine Survey. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1478 QDTS | **Australia** *H.Ramien* | **IronScSr** 1 *Dk & Spar dk 3 tr B* | 2196 2089 1398 | † | | | 1884 | Act.Ges. "Weser" Bremen | **Dampfsch.Ges. Argo** | 289·4 P20′ | 37·7 B72′ | 25·7 F30′ | **Bremen** German *WB* | C.2Cy.36½″&66″-42″ NB00 235NH A.G. "Weser," Bremen | | G | |
| 1479 8251 MTWD | — *J.T.Fletcher* –02 | **IronScK** *ssHul.No 3–6,94* 1 *Dk* | 238 217 146 | † 11,95 | Hul | *e* | 1882 3mo | Earle's Co. (Lim.) Hull | **Hull Steam Fishing & Ice Co. Ld.** | 135·2 Q19′ F23′ pND90 | 22·6 | 11·0 BK7′ | **Hull** British *1 BH Cem* | C.2Cy.21″&40″-27″ 60RH 1SB.*2pf*,GS37,HS1205 Earle's Co.(Lim.),Hull | 11 ″ 8 | | |
| 1480 9867 MQNG | — *ssGms.No.2–00* 1 *Dk* | **IronScK** | 151 139 66 | † *Stm Trawler* | | | 1892 4mo *Lloyd's A&CP* | Cochrane, Coopr.&Schofield,Beverley | **N.Eastern Steam Fishing Co. Ld.** | 100·4 Q19′ F17′ | 20·5 | 11·0 BK7½ | **Grimsby** British *3 BH Cem* | T.3Cy.11½″,18″&30″-22″ (*s*) 160lb 45RH 1SB,*2cf*,GS27,HS700 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 8.03 |
| 1481 8509 WFTN | — | **IronScSr** | 128 127 18 | | | | 1882 | L.Smit& Zoon Kinderdijk | **W.Watkins** | 90·4 | 20·6 | 11·3 | **London** British | 2Cy.22″-22″ 70RHP Appleby Bros.E.Greenwich | | | |
| 1482 9382 | — | **WoodScFlat** | 128 114 87 | | | | 1877 | C.Gibson Northwich | **Salt Union,Ld.** | 85·5 | 20·9 | 8·8 | **Liverpool** British | C.2Cy.14″&24″-12″ NE&B86 28RH F.Friendenstral&Co.,Prs. | | | |
| 1483 10380 PGDB | **Australian** ~~*W.G.McArthur* –02~~ *Elec.light* *A.B.Shaw* –04 | **SteelScSr** *ssSyd.No.1–00* 2 *Dks*(1 *Stl–U Teak*) | 2838 2327 1784 | †100A1 12,03 BS6,03 | HKg | *u* | 1896 3mo | R.Napier& Sons(Lim.) Glasgow A&CP | **Eastern & Australian S.S.Co.Ld.** *WB=Cell D Ba68* | 341·7 P60′ B112′ *nE&B 62′ f 140′ 441t* | 42·2 F46′ FK | 22·5 *BH Cem FPT 62t* | **London** British *4 BH Cem* | T.3Cy.26″,43″&70″–48″ (*s*) 175lb *80lb* 400NH 2DB,*12cf*,GS258,HS6668 R.Napier&Sons(Lim.)Gla- | 25 ″ 2 *s* 4 ″ 3½ | | 6.03 |
| 1484 7869 SRJV | — *J.Holyman* –02 | **IronScSr** 1 *Dk* | 352 247 191 | | | | 1879 | Gourlay Bros.& Co. Dundee | **W.Holyman,jr.** | 160·3 Q61′ H40*t* | 22·5 F21 *WB* | 10·5 | **Launceston Tas.** British | C.2Cy.21″&36″–24″ 70RH Gourlay Bros.&Co.,Dunde- | | | |
| 1485 HKTQ | **Australien** *Verron89–97* | **SteelSc3Mst** 4 *Dks & Spar dk* | 6570 — 2900 | | | | 1889 | Messageries Maritimes La Ciotat | **Messageries Maritimes** | 182·3 | 49·2 | 34·1 | **Marseilles** French *WB* | T.3Cy.44″,67″&106″–53″ 818NH Messageries Maritimes,Ma- | | | |
| 1486 75323 VSJP | **Australind** *E.Moxon* –04 *Elec.light* 1 *Dk*(*pt Iron–ws*) | **IronScSr** *ssSng.No.3–6,99* *ssSng.No.1–03* *& Shade dk 3 tr W* | 1019 756 554 | †100A1 *Shade dk* 8,03 Name "Orlo, | Sng | *n* | 1886 9mo | Blackwood & Gordon Pt.Glasgow A&CP | **W.Australian Stm. Nav Co Ld.(Bethell, Gwyn & Co.** *Mgrs.*) *WB=* | 224·8 P80′ B20′ F42′ *DBuE* | 32·0 BK8′ 19′ 42*t* | 14·6 *FPT* | **Fremantle** British *4 BH Cem* 24*t APT 20t* | T.3Cy.19″,30″&50″–36″ (*a*) 150lb *120lb* NDB96 159NH 2SB,*6cf*,GS96,HS2638 Blackwood&Gordon,PGls | 15 ″ 6 *s* 2 ″ 0 | | 8.03 |
| 1487 HCPR | **Austria** *R.Colledani91–02* *Elec. light* | **SteelScSr** 3 *Dks*(*Stl* | 7588 6744 4879 | †100A1 Tri | | *b*† | 1901 8mo | Lloyd Austriaco Trieste | **Lloyd Austriaco** *WB=Cell D Ba165′ nE* | 151·3 P55′ B37′ F53′ 20′ *f* 193′ 1464*t* | 56·0 FK *FPT* | 34·9 *BH Cem APT 35t* | **Trieste** Aust.-Hung. 80*t* | T.3Cy.28″,47½″&80″–54″ (*s* 200lb *180lb* 585NH 3SB.*9cf*,GS177,HS7690 Lloyd Austriaco,Trieste | 33 ″ 7 *s* 8 ″ 8 | | 1.04 |
| 1488 9583 LRTD | — *J.Steele93–98* *Well deck* *Elec.light* | **SteelScSr** *ssHul.No.3–3,03* 1 *Dk*(*Stl*) *& Web frame* | 2221 1607 1396 | †100A1 11,04 | Hul | *r* | 1890 5mo | S.P.Austin & Sons Sunderland A&CP | **T.Wilson,Sons & Co.Ld.** *WB=Cell DB 240′ 443t* | 284·0 P31′ Q72′ B126′ F29 BK9′ | 39·1 | 18·2 *BH Cem APT 35t* | **Hull** British | T.3Cy.21″,35″&57″–39″ (*s* 160lb *160lb* 208NH 2SB,*4cf*,GS65,HS3211 NDB01 Blair & Co.(Lim.),Stockton | 20 ″ 6 *s* 1 ″ 9½ | | 1, 2 |
| 1489 HDJR | — *P.Goitia* –03 (*ex Nicholas Vagliano*) *Well deck* | **IronSc** *ssCpl.No.3–8,98* *ssBbo.No.2–03* 1 *Dk*(*Irn*) 2 *tr B* | 1615 1369 957 | †100A1 7,01 11,04 | Bbo | *q* | 1883 8mo | Bartram, Haswell&Co. Sunderland A&CP | **Cia.de Nav.Internacionale(Abaitua y Careaga,** *Mgrs.*) *WB=* | 258·0 Q94′ B72′ F30′ *Ba66′ f 62 255t* | 36·1 BK9′ *FPT* | 18·7 *BH Cem APT 20t* | **Bilbao** Spanish 25*t* | C.2Cy.33″&62″–42″ (*i* 70lb *80lb* NDB98 192NH 2SB.*6pf*,GS96,HS3300 J.Dickinson,Sunderland | 20 ″ 0 | | 6.01 |
| 1490 8788 | — | **WoodSc** | 140 124 95 | | | | 1880 | C.Gibson Northwich | **Salt Union,Ld.** | 86·6 | 20·7 | 9·7 | **Liverpool** British | 2Cy.9″–12″ NE&B83 18RH Bates,Northwich | | | |
| 1491 | **Austria Buenos Ayres** *M.Mihanovich* –89 | **SteelScSr** | 635 571 400 | | | | 1889 | Stabilimento Tecnico Trieste | **N.Mihanovich** | 208·0 H64*t* | 31·0 | 12·0 | **Bns.Ayres** Argentine | T.3Cy.10¼″,16½″&26¾″–17½″ 30NH Stabilimento Tecnico,Tri. | | | |
| 1492 104561 NMDS | **Austrian** *W.Draper* –08 (*ex Bhamo*) 1 *Dk*(*Stl*) | **SteelScSr** *ssLiv.No 2–03* *& Spar dk*(*Stl–ws*) *& Web frames* | 3127 2758 2028 | †100A1 3,05 | Liv | *u* | 1894 9mo *Lloyd's A&CP* | W.Denny & Bros. Dumbarton | **Ellerman Lines Ld. (F.Swift,** *Mgr.*) *WB=* | 316·8 P39′ B86′ F45′ *Cell D Ba94′ nE&B* | 40·2 26·8 FK 12′ *f* 134′ 611*t* | 19·3 *BH Cem* | **Glasgow** British *5 BH Cem* | T.3Cy.21¾″,37″&60″–18″ (*s* 160lb 278NH 2SB,*8pf*,GS126,HS4588 Denny&Co.Dumbarton | 21 ″ 10 | BT till 1,06 | 4.05 |
| 1493 36190 HTJW | — ~~*J.J.Parr* –03~~ | **IronScBk** | 2704 2670 1638 | | | | 1867 | Barclay, Curle&Co. Glasgow | **Allan Line S.S.Co.Ld. (J.& A.Allan** *Mgrs.*) | 319·0 | 38·5 | 32·5 | **Glasgow** British Italian | T.3Cy.23″,39″&64″–42″ NE&B88 265NH J.Howden&Co.,Glasgow | | 1,06 C | |
| 1494 11244 SPDM | **Austriana** ~~*Bilmina* –04~~ *Harrison* | **SteelScSr** *Spar dk*(*pt Irn & pt Stl*) 2 *tr B* *& deep framing* | 4025 3762 2612 | †100A1 *Spar dk with freeboard* 4,05 | Cff | *n* | 1901 9mo | Irvine's S.B. & D.D.Co.Ld W.Hartlepool A&CP | **British Maritime Trust,Ld.** *WB=Cell D Ba112* | 345·0 P31′ B100′ F34′ *nE&B 36′ f 148′ 876t* | 47·9 27·6 FK | 19·4 *BH Cem APT 101t* | **W.Hartlpl** British | T.3Cy.25″,40″&67″–45″ (*s* 165lb *90lb* 306NH 2SB.*6cf*,GS114,HS4615 Richardsons,Westgarth& Co.Ld.Hpl. | 22 ″ 11 ~~6 ″ 4~~ 5 ″ 2 | | N 10.03 |
| 1495 | **Automaat** *J.Schol03–03* *Elec.light* | **SteelScSr** 1 *Dk* | 1107 883 646 | | | | 1903 | J.& K.Smit Kinderdijk | **Overzeesche Vrachtvaart Maats.(Vermeer & Vanden Arend** *Mgs.*) | 226·7 P60′ F26 | 33·1 | 15·2 | **Rotterdam** Dutch *WB* | T.3Cy.18⅞″,29¼&49¾″–31½″ 136NH Ned Fb.v.Wrk&Spoor,Ams | | V | |
| 1496 HKTS | **Auvergne** *F.Delserre99–01* (*ex Vasco da Gama*) | **IronScSr** *ssMsl.No.2–88* 1 *Dk & Spar dk 3 tr B* | 1530 — 906 | † *Spar dk* 3,91 | Sld | *q* | 1879 5mo | W.B. Thompson Dundee | **Soc.Gén.de Transp. Mar.à Vap.** *WB=* | 254·9 *rpp91* *DBa48′ 70t* | 32·0 23·8 *FPT 50t* | 17·2 | **Marseilles** French *4 BH Cem* | T.3Cy.21″,35 &57″–39 NE91 NB 3 203NH N.E.Mar.E.Co.(Lim.), Nwc | | V | |
| Now a Lighter 1497 HDKG | **Auxiliar** *L.Merlo80–80* | **IronPad** (*ex Riance*) 1 *Dk* | 193 — 62 | | | | 1875 | ..... London | **Remolcadores Bilbainos (F.M. Rodas,** *Mgr.*) | 115·1 | 20·2 | 10·4 | **Bilbao** Spanish | 2Cy.32½″–61½″ 128NHP | | | |
| Wrecked 1905 1498 PBWJ | **Ava** *D.& W.McLeish* –08 | **SteelScSr** 2 *Dks & Web frames* | 3895 3474 2543 | | | | 1895 | W.Denny & Bros. Dumbarton | **British & Burmese S.N.Co.Ld (P.Henderson & Co.** *Mgrs.*) | 360·0 P51′ | 43·1 B102′ | 27·3 F42 | **Glasgow** British *WB* | T.3Cy.26½″,42″&66½″–51″ 316NHP Denny&Co.,Dumbarton | | C BT till 1,06 | |
| 1499 115703 | — | **SteelPad** 1 *Dk* | 593 593 265 | | | | 1902 | W.Denny & Bros. Dumbarton | **Irrawaddy Flotilla Co.Ld.** | 230·6 | 35·1 | 9·8 | **Glasgow** British | C.2Cy.37½″&65″–72″ 293NHP Denny&Co.Dumbarton | | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote / Surveillance Spéciale. Date de la dernière Visite | Port de Visite | | Construit. Quand — Navire / Mach. | Par qui. / Où | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP / RHP / Chaudières & Foyers / Constructeur des machines | 14 Creux sur Quille / Franc-bord au milieu du navire. pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1500 Ava<br>105916 | IronScK<br>T.Martin -96<br>1Dk | 162<br>155<br>52 | ✠ Stm Trawler<br>11,99 ✠ | Hul | | 1896<br>2mo | Edwards Bros.<br>N.Shields | KelsallBros.& Beeching,Ld.(J.E. A.Kelsall, Mgr.) | 107·0 20·6 11·0<br>BK7½ | Hull<br>British<br>3BHCem | T.3Cy.12",18"&30"-21"<br>1SB,2pf,GS26,HS910 41RH<br>N.E.MarineCo.(Lim.),Sld | 11-10 | |
| 1501 Avagyee<br>60431<br>JJTL | IronScBg<br>B.Morier02-03 | 427<br>349<br>247 | | | | 1869 | W.Denny & Bros.<br>Dumbarton | KoeGuanCo. | 196·4 23·8 12·2<br>P54t F21t | Penang<br>British | C.2Cy.24½"&40"-27"<br>76RH | | |
| 1502 Aval<br>LEGQ | IronScSr<br>C.Pieper99-00 ssBdx.No.3-8,98<br>(exBiscaye) ssKel.No.2-01<br>1Dk(Irn)2tr B | 1593<br>1421<br>1017 | ✠100A1<br>11,[illegible]<br>NB3,93 ✠LMC8,01 | Cff<br>Fln | r | 1882<br>11mo | J.Blumer &Co.<br>Sunderland<br>A&CP | Paulsen&Ivers | 260·1 38·0 17·2<br>P29'B52'F26'<br>BK9½"<br>WB=Cell | Kiel<br>German<br>4BHCem<br>DB212'456t | C.2Cy.31"&60"-39" (e)<br>[illegible]lb 177NH<br>2SB,6pf,GS83,HS2948<br>T.Clark&Co.,Newcastle | 19-10 | |
| 1503 Avala<br>97767<br>LQSD | SteelScSr<br>W.H.Hume -02 ssBkn.No.3-11,02<br>2Dks(1Irn&1Stl)3tr B | 3751<br>3534<br>2386 | ✠100A1<br>[illegible] 4,05<br>BS1,05 ✠LMC11,[illegible] | Bry<br>Cff | w | 1890<br>4mo | Ropner& Son<br>Stockton<br>A&CP | J.M.Wood | 370·0 42·2 27·3<br>P28'B98'F40'<br>BK11"<br>WB=Cell DB304 723t | Liverpool<br>British<br>6BHCem<br>APT23t | T.3Cy.28",46"&75"-54" (s<br>170lb 80lb NDB01 454NH<br>2DB,12cf,GS142,HS7800<br>Blair&Co.(Lim.),Stockton | 30-4<br>6-6½ | |
| 1504 Avalon<br>TFSR | IronScSr<br>Rasmussen<br>1Dk | 843<br>579<br>507 | | | | 1865 | J.&W. Dudgeon<br>London | T.Rasmussen | 243·0 27·2 12·7<br>P169' F26'<br>len90 | Stavanger<br>Norwegian | T.3Cy.18",27"&46"-33"<br>NE90NB95fitted01 122NH<br>Earle'sCo.(Lim.),Hull | | NV |
| 1505 —<br>117329 | SteelScSp<br>1Dk | 103<br>95<br>18 | | | | 1904 | Akers Mek.Værks<br>Christiania | St.Mary's ~~Whaling Co.~~ Trading & WhalingCo.Ld. | 93·5 ~~16·8 10·3~~<br>17·5 10·6 | SJhnsNFl.<br>British | T.3Cy.~~11",18"&29"~~-18"<br>10",17"&28" 52RHP<br>AkersMek.Værks.Xia. | | |
| 1506 Avance | SteelScIcebreaker<br>G.Lindstrom03-03 ssSkm.No.1-03<br>Elec.light 2Dks(Stl) | 565<br>455<br>325 | ✠100A-<br>5,[illegible]<br>LMC4,03<br>BS5,03 | Skm | | 1899<br>2mo | Howaldtswerke<br>Kiel | IsbrytarAktieb. Avance (C.&A. Wahlström)<br>WB=D1a21'57t DTank | 136·0 35·5 16·8<br>Shadedk60'F20'<br>BK8"<br>f24'85t FPT18t A | Åbo<br>Russian<br>5BHCem<br>PTanks76t | T.3Cy.22",35"&57"-35½ (s<br>180lb 85lb 239NH<br>2SB,6cf,GS130,HS4124<br>Howaldtswerke.Kiel | 17-9 | |
| 1507 —<br>JNSR | IronSc3MstSr<br>J.Anfindsen -91 (exSüd)<br>1Dk | 271<br>209<br>153 | | | | 1870 | Bergsunds Mek.Verkst<br>Stockholm | M.Lindöe | 136·8 22·1 9·8<br>Q15t B41t | Haugesnd<br>Norwegian | C.2Cy.16"&28"-19"<br>NE&B85 28NH<br>LübecksMas.Ges.Lübeck | | N |
| 1508 Avena<br>265<br>HLJG | IronScSr<br>~~J.O.[illegible]~~ ssGot.2ndNo.3-2,97<br>(exGlenisla) ssGot.No.1-01<br>Well deck I.Wetterstrom -04 1Dk | 727<br>531<br>406 | ✠90A1<br>[illegible] 11,04<br>[illegible] LMC6,01 | Lon | k | 1873<br>9mo | Davison& Co.<br>Sunderland<br>A&CP | Rederiaktieb. Avena (C.Thorburn)<br>WB= | 200·0 28·3 15·0<br>P108'F30'<br>otsD93 BK7½"<br>DBa33'84t FPT4½t | Uddevalla<br>Swedish<br>4BHCem<br>MT31'200t | T.3Cy.14¼",24½"&48¼"-33"(s)<br>150lb 70lb NDB93 108NH<br>1SB,2cf,GS37,HS1300 NB8[illegible]<br>Tpl85OuseburnE.W.Nwc | | |
| 1509 Avenel<br>113914 | SteelScSr<br>T.Hamilton -01<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 271<br>170<br>20 | ✠100A1<br>2,01<br>✠LMC10,00 | Gls | c | 1900<br>10mo | J.M'Arthur &Co.<br>Paisley<br>A&CP | J.G.Frew&Co. | 120·0 22·1 8·8<br>Q16'B8'F19'<br>BK7"<br>WB= | Glasgow<br>British<br>3BHCem<br>FPT22t | C.2Cy.14½"&30"-21" (s)<br>120lb 87RHP<br>1SB,2pf,GS39,HS992<br>Bow,McLachlan&Co.Psy. | 9-9<br>[illegible]-7 | |
| 1510 Avenir<br>HKVQ | SteelScSr<br>L.Leveque,fils99-99<br>1Dk | 128<br>—<br>21 | | | | 1891 | A.Dubigeon<br>Chantenay s.Loire | Cie.Rhétaise E.Neau fils, Mgr.) | 72·2 16·1 | LaFlotte<br>French | C.2Cy<br>Faivre freres,Nantes | | |
| 1511 Aventino<br>NGDH | SteelTwinScSr<br>T.Calabretta01-02<br>1Dk | 236<br>190<br>148 | | | | 1902 | Cant.Nav. diMuggiano<br>Spezia | Soc.Generale Immobiliare | 125·3 23·3 8·2<br>Q17'F17' | Cvta Vchia<br>Italian<br>WB | C.4Cy.10⅝"&20½"-11⅘"<br>KetteDeutsche 24NH<br>Elbs.Ges.Uebigau | | I |
| 1512 Avetoro<br>36101<br>LNVS | SteelSc3MstSr<br>H.Maclean -04 ssLiv.No.3-4,02<br>(exEgret) 2Dks(1Irn-ws)<br>Elec.light framing pt Irn | 1234<br>995<br>672 | ✠100A1<br>~~1,04~~ 1,05<br>BS1,0[illegible] ✠LMC[illegible] | Liv | n | 1890<br>2mo | W.B.Thmpson&Co.Ld<br>Dundee<br>A&CP | AvetoroS.S.Co.Ld (YeowardBros.) | 256·0 32·2 15·4<br>P109'B26'F47'<br>BK9"<br>WB=Cell | Liverpool<br>British<br>5BHCem<br>DB220'168t | T.3Cy.21",34"&55"-42" (s<br>160lb [illegible] NDB97 194NHP<br>2SB,6rf,GS103,HS2866<br>W.B.Thmpsn&Co.Ld.Dun | 18-3<br>2-9½ | |
| 1513 Aviemoor<br>115910<br>TRHF | SteelSc<br>G.Williamson -02<br>Turret deck 1Dk2tr B | 3715<br>3121<br>2382 | | | | 1902 | W.Doxford &Sons,Ld.<br>Sunderland | MoorLine,Ld. (W.Runciman& Co.Mgrs.) | 342·0 46·6 24·7 | London<br>British<br>WB | T.3Cy.2[illegible]",42"&68"-42"<br>[illegible]NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 1514 Aviemore<br>86363<br>WJFT | IronScSr<br>J.A.Easson -02 ssDun.No.3-7,94<br>ssShl.No.2-03<br>1Dk&Awngdk | 931<br>927<br>589 | ✠100A1<br>Awng dk with freeboard<br>2,05 ~~1,03~~<br>✠LMC3,03 | Gls<br>Nwc | m | 1882<br>3mo | W.B. Thompson<br>Dundee<br>A&CP | AlbanyShpg Co.Ld (D.Scott&Son, Mgrs.)<br>WB=DB | 204·5 29·9 13·8<br>20 6<br>BK7½<br>36'f40' & uE 13'12½t | Dundee<br>British<br>5BHCem<br>APT16t | C.2Cy.24"&48"-30"<br>80lb [illegible] NDB91 90RHP<br>1SB,3pf,GS54,HS1505 50lb<br>W.B.Thompson,Dundee | 14-8<br>7-11 | |
| 1515 Aviles<br>HDKN | Wrecked 9,04<br>SteelScSr<br>A.N.Junquera02-03 ssLiv.No.2-99<br>(exGolcar,exSinclair,exAlmamy, exSinclair)<br>Well deck 1Dk(Irn) | 634<br>468<br>382 | ~~✠100A1~~<br>9,02<br>[illegible] ✠LMC | Cff | i | 1891<br>4mo | Short Bros.<br>Sunderland<br>A&CP | Cia.Avilesina de Nav. (M.Carreño, Mgr.<br>WB=L | 180·0 29·0 12·0<br>Q67'B40'F23'<br>FK<br>Ba50'f20'117t FPT | Aviles<br>Spanish<br>4BHCem<br>33t APT12t | T.3Cy.15½",25"&41"-27 (s<br>160lb 55lb 85NH<br>1SB,3pf,GS40,HS1230<br>W.Allan&Co,Sunderland | 12-9 | |
| 1516 — | IronScSr<br>J.Sanson98-01 1Dk | 567<br>—<br>425 | | | | 1873 | Cunliffe& Dunlop<br>Pt.Glasgow | Sobrinos de HerreraS.enC. | 180·4 26·2 12·8<br>P38'F27' | Havana<br>Cuban | C.2Cy.23"&40"-28"<br>71NH<br>Cunliffe&Dunlop,Pt.Gls | | |
| 1517 Avis<br>HMLK | IronScSr<br>~~C.[illegible]~~ ssShl.No.3-3,96<br>Well deck ~~Larsen~~ ~~[illegible]~~<br>N.Nilsen04-04 ssMch.No.2-04 1Dk(Irn)2tr B | 1074<br>826<br>664 | ✠100A1<br>5,04 ~~1,08~~<br>BS5,0[illegible] ✠LMC[illegible],04 | Mch | n | 1883<br>8mo | W.Gray&Co.<br>W.Hartlepool<br>A&CP | ActieselskAvis (C.BlumerHof-gaard) | 234·4 31·4 14·9<br>Q92'B51'F60'<br>~~bp00~~ BK8"<br>WB=DB | Chrstiania<br>Norwegian<br>4BHCem<br>69'f92'224t | C.2Cy.27"&50½"-33" (b)<br>80lb 80lb NDB00 113NHP<br>1SB,3pf,GS47,HS1841<br>Blair&Co.(Lim.),Stockton | 16-0<br>1-4½ | |
| 1518 Avoca<br>98663<br>PSDO | SteelSc3MstSr<br>R.Lowe -04 (exSanFernando<br>Elec.light (exAvoca) 3Dks | 5324<br>4460<br>3410 | | | ... | 1891 | W.Denny &Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 420·0 48·2 30·6<br>P45'B165'F49'<br>BK11 | Glasgow<br>British | Q4Cy.[illegible]",46½",64½"&92"-60"<br>666NHP<br>W.Denny&Co.,Dumbarton | 32-3 | |
| 1519 —<br>87339<br>HLDT | IronScSr<br>E.H.Ridge -06 ssAnt.No.3-8,95<br>Well decks ssAnt.No.2-04 ~~ssAnt.No.1-00~~<br>1Dk(Irn)2tr B | 1463<br>1198<br>903 | ✠100A1<br>[illegible] 11,04<br>~~MC10,00~~ LMC[illegible],04 | Lon<br>Ant | p | 1883<br>3mo | StrandSlipwayCo.<br>Sunderland<br>A&CP | LondonAvocaS.S. Co.Ld (Westcott& Laurance,Ld. Mgrs.) | 250·0 35·2 18·0<br>Q92 B52'F28'<br>BK9<br>WB=DBa | London<br>British<br>4BHCem<br>68'f44'245t | C.2Cy.29"&56"-36" (s)<br>80lb 80lb NDB97 152NH<br>2SB,4pf,GS66,HS2600<br>N.E.Marine E.C.(Lim.)Sld. | 19-8<br>[illegible]-2½ | |
| 1520 Avocet<br>[illegible]<br>RWSM | SteelScSr<br>J.C.Badger86-00 ssMch.No.1-04<br>Well deck 2Dks(UIrn&Stl) | 1408<br>1205<br>688 | ✠100A1<br>7,04 ~~1,03~~<br>✠LMC[illegible] 7,04 | Mch | q | 1900<br>10mo | Wigham-Richrdsn&Co<br>Ld Newcastle<br>A&CP | CorkS.S.Co.Ld.<br>WB=Cell DBa | 260·2 34·7 18·7<br>P&B152 F63'<br>BK9"<br>54'f100'208t FPT | Cork<br>British<br>4BHCem<br>25t APT20t | T.3Cy.21",33½"&54"-39" (s)<br>160lb 60lb 209NHP<br>2SB,6pf,GS106,HS3554<br>WghmRchrdsn&C.LdNw. | 19-9<br>2-4 | |
| 1521 —<br>84470<br>JWNC | SteelSc3MstSr<br>W.W.Welsh -03 ssLiv.No.3-12,91<br>Elec.light ssLiv.No.2-00<br>2Dks(UptStl-ws) | 1219<br>1024<br>677 | ✠100A1<br>12,03<br>~~BS1,03~~ ✠LMC[illegible]<br>[illegible] 1,05 M[illegible] | Liv | p | 1885<br>5mo | W.B. Thompson<br>Dundee<br>Lloyd's A&CP | AvocetS.S.Co.Ld. (YeowardBros.) | 260·0 34·3 15·6<br>P105'B27'F41'<br>BK[illegible]"<br>WB=DBa | Liverpool<br>British<br>4BHCem<br>18'f124'156t | C.2Cy.31"&62"-48 (a)<br>80lb 60lb NDB95 214NH<br>1DB,6pf,GS120,HS3470<br>W.B.Thompson,Dundee | 18-3<br>2-11 | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey, Date of last Survey) | Port of Survey | Equipment Letter | Built: When | By Whom / Where | Owners | Regist'd Dimensions (Length, Breadth, Depth), Deck Erections, &c. | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships ft. in. | Registers in which classed, if not in L.R. | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1522<br>81633<br>TDFN | **Avon** IronScSr<br>*P.Doig* -04 | ~~2162~~ 2199<br>2147<br>~~1868~~ 1895 | | | .. | 1880 | J.Laing<br>Sunderland | CedardeneS.S.Co. Ld.(F Swift. *Mgr.*) | 283·3\|35·2\|29·3 | Sundrland<br>British | C.2Cy.37"&68"-42" (s)<br>NB95 250NHP<br>N.E.MarineE.C.(Lim.)Sld. | 23 " 10 | | |
| 1523<br>90917<br>PRGH | — SteelTwinScSr<br>*J.H.Jarrett* -97 ssLth.No.2-01<br>*Elec.light* 2*Dks*(*U Stl*-ws) | 1722<br>1162<br>472 | ✠100A1<br>1,05 ~~2,04~~<br>BS10,01 ✠LMC2,04 | Lth | r | 1897<br>5mo<br>*Lloyd's* | Wigham Richrdsn&Co<br>Newcastle<br>A&CP | CarronCo.<br>*WB*=Cell | 290·0\|37·6\|17·7<br>P&B174'F64'<br>BK9"<br>*DBa*46'*f*96'108t | Grngemth<br>British<br>5*BHCem*<br>*FPT*26t | T.8Cy.23½",38"&(4)43"-36"<br>180lb *180lb* (s) 553NHP<br>4SB.*12cf*,GS216,HS10272<br>Wighm Richrdsn&Co.Nwc. | 18 " 10<br>s 2 " 5 | BT till 2,04 | ~~2,04~~ 2,05 |
| 1524<br>45548<br>HFTD | — IronSc3MstSr<br>*H.Thomas* -04 ssLiv.2ndNo.3-5,02<br>*Mchy.Aft*<br>2*Dks* | 572<br>554<br>277 | ✠ A̲ 1<br>4,04 [struck]<br>✠NB11,96<br>MS5,02 | Liv<br>LMC | | 1865<br>10mo | Barclay, Curle&Co.<br>Glasgow<br>A&CP | ~~R.Hughes&Co.~~<br>Hughes&Hutson | 192·3\|28·0\|14·9<br>Q22'B43'F17'<br>drp04 BK7" | Grngemth<br>British<br>4*BHCem* | C.2Cy.26"&54"-32" (s)<br>90lb NE72 131NHP<br>1SB,*3pf*,GS72,HS2130<br>Barclay,Curle&Co.,Glasgw | 15 " 11<br>s 2 " 3 | | 4,04 |
| 1525<br>114866 | — SteelTwinScHopperBarge<br>ssBrs.No.1-04<br>1*Dk*(*Stl*) | 521<br>490<br>221 | ✠ A1<br>*Hopper Barge*<br>7,01 ~~4,02~~<br>✠LMC ,04 | Cff<br>Brs | | 1900<br>10mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | Corporation of the City of Bristol | 166·2\|27·6\|12·0<br>*WoodSideKeels*6"<br>FK | Bristol<br>British<br>4*BHCem* | T.6Cy.11",17"&28"-21" (s)<br>160lb 76RHP<br>1SB.*3cf*,GS55,HS1636<br>W.Simons&Co.Ld.Renfrw | 13 " 0 | | 7,0[illegible] |
| 1526<br>109072 | — SteelScYl<br>ssHul.No.1-04<br>(~~Trawler~~) 1*Dk* | 168<br>155<br>57 | ✠100A1<br>*Stm Trawler*<br>9,01 | Hul | | 1898<br>10mo | Mackie& Thomson<br>Glasgow<br>A&CP | J.Leyman &Co.Ld. | 105·6\|21·0\|10·7<br>Q17'F19'<br>BK7½"<br>*WB*=*MT*11 25t | Hull<br>British<br>4*BHCem* | T.3Cy.10",16"&27"-20" (s)<br>180lb 45RHP<br>Muir&Houston,Ld.Gls.<br>1SB, GS26,HS536 | 11 " 7 | | N[illegible] |
| 1527<br>JPFS | **Avona** SteelScSr<br>*J.Erland* -03 ssCpu.2ndNo.3-8,03<br>1*Dk*(*Irn*)2*trL*<br>&*Webframes*&*ptAwngdk*(*Irn* | 2896<br>2207<br>1862 | ✠100A1<br>*pt Awng dk with freeboard*<br>10,03 ~~12,04~~<br>LMC8,0[illegible] | Shl<br>Bry | / | 1891<br>3mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | Rederiselskabet Avona (L.W. Hansen) | 306·8\|41·1\|21·2<br>P29 Q96 drp03 28'<br>*ptAwngdk*182' FK<br>*WB* = *Cell DB*258' 436t | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*24t | T.3Cy.22½",37"&61"-39" (s)<br>160lb *90lb* NDB03 232NHP<br>2SB.*6cf*,GS98,HS3469<br>T.Richardson&Sons,Hpl. | 23 " 8<br>s 9 " 1 | | N8,03 |
| 1528<br>108160<br>PNFS | **Avondale Castle** SteelSc4MstSr<br>*R.Walls* -01 ssLon.No.1-01<br>*Ref.Mchy* 2*Dks*(1*Stl*-ws)&*Spardk*<br>*Elec light* (*Stl*-teak s) | 5531<br>4795<br>3542 | ✠100A1<br>*Spar dk*<br>10,04 ~~1,04~~<br>~~BS2,04~~ ✠LMC7,04 | Lon<br>1,05 | z | 1897<br>1mo<br>*Lloyd's* | Fairfield Co.(Lim.)<br>Glasgow<br>A&CP | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*)<br>*WB*=*Cell* | 425·2\|50·0\|22·[illegible]<br>P56'B170'F56' 30[illegible]<br>FK&BK3<br>*Ba*102'*uE*44'*u B*63 | London<br>British<br>7*BHCem*<br>*f*145'1073t | T.3Cy.30¾",51"&82"-57" (o<br>170lb 620NHP<br>4SB.*14rf*,GS318,HS10789<br>FairfieldCo.(Lim.),Gls. | 25 " 5 | BT till 1,05 | ~~7,04~~ 1,05 |
| 1529<br>96867<br>LJDS | **Avonmore** SteelScSr<br>*J.Elmes*04-04 ssNwc.No.3-10,01<br>1*Dk*(*Irn*)&*ptAwngdk*(*Irn*)&*Webframes* | 2607<br>1945<br>1629 | ✠100A1<br>*pt Awng dk with freeboard*<br>10,07 ,03<br>BS 1,03<br>BS ,01 | NYk<br>~~Nwc~~<br>Hpl<br>✠LMC<br>MS6,03 | / | 1889<br>10mo | JLThompson&Sons<br>Sunderland<br>A&CP | ElmesShippingCo. (G.B.Harland&Co *Mgrs.*) | 300·0\|41·1\|20·3<br>Q99' drp03 FK<br>*pt Awng dk* 201'<br>*WB* = *CellDBu* | Liverpool<br>British<br>6*BHCem*<br>*E&B*38'118t | T.3Cy.23½",39"&64"-42" (s<br>160lb *80lb* 269NHP<br>2SB,*6cf*,GS63,HS4100<br>Blair&Co.(Lim.),Stockton<br>*MT*40'606t *FPT*54t *APT*21t | 22 " 1<br>s 9 " 0 | | 7,03 |
| 1530<br>95766 | **Avonmouth** IronScK<br>*J.W.Rumble* -98 (*Trawler*)<br>1*Dk* | 139<br>131<br>39 | | | ... | 1890 | W.Harkess &Sons<br>Middlesbro' | WesternSteam TrawlingCo.Ld. (S.M.Price, *Mgr.*) | 95·5\|20·1\|10·7<br>Q14'<br>BK7½" | Bristol<br>British | C.2Cy.17½"&34"-24"<br>45RHP<br>VulcanIWCo.(Lim.),Hull | 11 " 10 | | |
| 1531<br>117712 | — Iron&SteelScSp<br>*W.Allan*03-03 (*Tug*)<br>1*Dk*<br>*Irn framing*&*Stl plating* | 59<br>59<br>2 | ✠100A-<br>8,03<br>✠LMC | Shl | | 1903<br>8mo | Hepple& Co.Ld.<br>South Shields | AvonmouthSteam TugCo.Ld. (C.J.King&Co.) | 76·0\|16·1\|9·0<br>BK6" | Bristol<br>British<br>4*BHCem* | C.2Cy.14"&30"-21" (s)<br>130lb 40RHP<br>1SB.*2pf*,GS30,HS920<br>Hepple&Co.Ld.S.Shl. | 9 " 6 | BT till ~~7,04~~ 8,05 | |
| 1532 | **Avra** SteelScSr<br>*D Calimeris*01-03 ~~ssCff.No.2-00~~<br>(exRosinaMendl) 1*Dk*(*Stl*)&*Web*<br>*Elec.light* *frames*&*pt Awngdk*(*Irn*)<br>ssSyr.No.3-8,04 | *2370*<br>*1806*<br>*1520* | ✠100A1<br>*pt Awng dk with freeboard*<br>10,07 ~~4,03~~ | Npt<br>Mid | s | 1892<br>7mo | J.Priestman&Co.<br>Sunderland<br>A&CP | Z.P.Negroponte Fils | [illegible]96·6\|39·2\|18·2<br>Q119'<br>*pt Awng dk*117' FK<br>*WB* = *Cell D B* 224'686t | Syra<br>Greek<br>6*BHCem*<br>*APT*54t | T.3Cy.23",38"&62"-42" (s<br>160lb *80lb* 256NHP<br>2SB,*6pf*,GS114,HS3950<br>W.Allan&Co.Sunderland | 21 " 6<br>s 9 " 0 | | ~~10,01~~ 8,04 |
| 1533<br>113761<br>SDCG | **Avristan** SteelScSr<br>*L.A.Bradford* -01 ssLon.No.1-05<br>1*Dk*(*Stl*)2*trB*<br>&*deep framing* 3*Dk rule* | 2899<br>2695<br>1821 | ✠100A1<br>6,05 ~~5,04~~ 1,01 | Gls<br>~~Bry~~ Npt | u | 1900<br>12mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Anglo-Algerian S.S.Co.(1896)Ld. (F.C.Strick&CoLd *Mgrs.*) | 324·0\|47·1\|21·7<br>P31'B96'F33'<br>*WB*=*CellDBa* FK<br>104'*uE*20'*f*128'709t | Swansea<br>British<br>6*BHCem*<br>*APT*39t | T.3Cy.23",38"&64"-42" (s)<br>180lb *90lb* 288NHP<br>2SB.*8pf*,GS125,HS4285<br>G.Clark,Ld.Sunderland | 24 " 1<br>s 4 " 1 | | ~~9,03~~ N1,05 |
| 1534<br>244<br>NGDV | **Avvenire** IronScSr<br>*G.Cecchini*03-04<br>exHamar,exRegalia) 1*Dk*2*trB* | 906<br>753<br>580 | | | ... | 1872 | Short Bros.<br>Sunderland | A.Parodi fuB. | 223·3\|30·0\|16·6<br>Q87tB47tH10tF4t<br>BK8" | Genoa<br>Italian<br>*WB* | C.2Cy.27"&52⅓"-33 1/10"<br>NB95 129NHP<br>OuseburnE.W.Co.Nwc. | 17 " 10 | C | |
| 1535<br>4181<br>JBMR | **Awa Maru** SteelTwinScSr<br>*N.Trennt* ssYka.No.1-04<br>2*Dks*(*Stl-U*teak s)&*deep framing*<br>*Elec.light* | 6309<br>5510<br>3912 | ✠100A1<br>1,05 ~~1,04~~<br>✠LMC1,04 | Yka<br>Nag | a† | 1899<br>11mo | MitsuBishi Dkyd&EWks<br>Nagasaki<br>A&CP | NipponYusen KabushikiKaisha<br>*WB* = *CellDBa* | 445·0\|49·4\|30·4<br>P58'B110'F57'<br>FK&BK1½"<br>115'*u E&B*55' *f*200' | Tokio<br>Japanese<br>7*BHCem*<br>1142t *D T a* | T.6Cy.20",33½"&56"-48" (s)<br>200lb 550NHP<br>2D&2SB,*18cf*,GS306 HS9156<br>MitsuBishiD.&E.Wks.Nag<br>28'495t *FPT*110t *APT*36t | 33 " 6<br>s 8 " 7 | | 1,04 |
| 1536<br>57660 | **Awarua** IronPadTug<br>*A.L.McLean*01-02 1*Dk* | 159<br>157<br>100 | | | ... | 1884 | R.&H. Green<br>London | DevonportSteam FerryCo.Ld. | 109·8\|20·3\|10·0<br>BK6" | Auckland, N.Z.<br>British | L.2Cy.28"-48"<br>82RHP<br>J.Stewart&Co.,London | 10 " 7 | | |
| 1537<br>87528 | **Awhina** WoodScCtr<br>*O.Stewart* -03 F&YM9,02 1*Dk* | 136<br>118<br>5 | | | | 1884 | H.McQuarrie<br>Auckland | ~~J.Bateman~~<br>AwhinaSSCoLd | 100·0\|21·2\|10·4<br>H18t | Fremantle W.A.<br>British | C.2Cy.18½"&33"-24"<br>50RHP<br>Bow,McLachlan&Co.Psy. | | | |
| 1538<br>776<br>HFKD | **Awomori Maru** WoodTwinScSr<br>(exHokuyoMaruNo.2)<br>2*Dks* | 201<br>189<br>125 | | | | 1882 | E.C.Kirby &Co.<br>Kobe | H.Hattori | 121·0\|16·1\|14·3 | Hakodate<br>Japanese | 2Cy.15"-12"<br>12NHP<br>E.C.Kirby&Co.,Kobe | | | |
| 1539<br>NMQK | **Axel** SteelScSr<br>*Damm* -04<br>1*Dk* | 950<br>770<br>581 | | | | 1904 | Howaldtswerke<br>Kiel | DmpskselskÆgir (Holm&Wonsild, *Mgrs.*) | 212·8\|34·1\|13·5<br>P11'Q64'B98'F24' | Copnhagn<br>Danish<br>*WB* | T.3Cy.15¾",25½"&41¼"-27½"<br>90NHP<br>Howaldtswerke,Kiel | | V | |
| 1540<br>JPKT | — WoodScSr<br>*H.Hansen*84-88 1*Dk*2*trB* | 272<br>210<br>155 | | | | 1873 | ..............<br>Bergen | J.E.Lehmkuhl | 129·6\|23·0\|11·7<br>Q17t B40t | Bergen<br>Norwegian | C.2Cy.15½"&30"-17¾"<br>NB90 31NHP<br>LaxevaagsVerks,Bergen | | N | |
| 1541<br>NVJC | **Axelhuus** IronScSr<br>*R.A.Skov* 2*Dks* | 656<br>515<br>404 | | | | 1884 | Lobnitz& Co.<br>Renfrew | ForenedeDmpskib. Selskab | 183·1\|27·6\|14·7<br>P39' B45' F32' | Copnhagn<br>Danish<br>*WB* | C.2Cy.25"&44"-33"<br>93NHP<br>Lobnitz&Co.,Renfrew | | | |
| 1542 | **Axenfels** SteelScSr<br>*A.Weihmann*97-04<br>*Elec.light* 2*Dks*(*Stl-Upt* teak s)&<br>*Webframes* | 4464<br>4110<br>2866 | ✠100A1<br>3,04<br>✠LMC3,04 | Fln | y | 1904<br>3mo<br>*Lloyd's* | Flensburgr Schiffsb.Ges<br>Flensburg<br>A&CP | DeutscheDmpfs. fahrtsGes.Hansa<br>*WB*=*Cell*<br>*DBa*110'*uE*25' | 375·6\|50·6\|27·6<br>P48'B119'F52'<br>BK10"<br>*f*171' 990t *DTf*33' | Bremen<br>German<br>7*BHCem*<br>750t *APT*40t | Q.4Cy.23¼",33¾",49½"&72"-54" 213lb *120lb* (s) 489NHP<br>3SB,*9cf*,GS152,HS6402 FD<br>FlensburgerSchiffsb.Ges. | 30 " 0 | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage officiel. Total / Sous le Pont / Net | Détails de la Classification. Cote. / Surveillance / Date de la dernière Visite. | Port | | Construit. Quand / Navire / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. / Franc-bord au milieu du navire. pds. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1543<br>104579<br>NMVP | **Axim** SteelScSr<br>~~ssLiv.No.1~~<br>2Dks(U Stl-ws)&Web frame<br>Elec light Williams-05 ssLiv.No.2-03 | 2804<br>2399<br>1781 | ✠100A1<br>MS3,03 ✠LMC<br>BS | Liv | u | 1894<br>10mo<br>Lloyd | NavalCon.<br>&Arm.Co Ld<br>Barrow<br>sA&CP | British&African S.N.Co.(1900),Ld (Elder,Dempster&Co.Mgrs.)<br>WB = Cell DBa72 uE& | 336·0 39·3 22·3<br>P39 B116 F43<br>B34'f144'570tFPT | Liverpool<br>British<br>·BH Cem<br>77tAPT41t | T.3Cy.28",38"&68"–42" (s<br>184lb 100lb 266NH<br>2SB.6rf.GS126,HS3913<br>NavalCon.&A.Co.Ld.Brw | 25 " 1<br>5 · C | BT |
| 1544<br>111296<br>RJKB | **Axinite** SteelScSr<br>R.Shaw81-99 ssPGl.No.1-0<br>1Dk(Stl)&Web frame<br>Elec.light | 1744<br>1388<br>1095 | ✠100A1<br>3,04<br>BS2,05 ✠LMC3,04 | PGl | q | 1899<br>10mo<br>Lloyd | A.Rodger<br>&Co.<br>PortGlasgow<br>sA&CP | W.Robertson<br>WB = Cell DB | 260·0 37·4 16·9<br>297 B62 F29'<br>FK<br>176'f 112'377tFPT | Glasgow<br>British<br>4BH Cem<br>56tAPT31t | T.3Cy.19",31"&51"–36" (s<br>60lb 80lb 1..NH<br>2SB.3pf,GS69,HS2800<br>Muir&Houston,Ld.G | 19 " 5<br>1-10½ | |
| 1545<br>99019<br>MKHG | **Axminster** SteelScSr<br>T.Spink -99 ~~ssBry.No.2-00~~<br>Well deck 1Dk(Irn)&Webframes<br>ssShl.No.3-3,05 | 1905<br>1395<br>1231 | ✠100A1<br>10,03 3,05<br>BS ✠LMC<br>BS | Sld<br>Shl | r | 1891<br>11mo | Ropner<br>&Son<br>Stockton<br>A&CP | R.Livingston&Co.<br>WB = Cell | 269·0 36·7 16·5<br>P27 Q84' B108'<br>F28 BK9½' | London<br>British<br>4BH Cem<br>DB222 361 | T.3Cy.20",33"&54"–36" (s<br>150lb ~~...~~ 65lb 170NH<br>2SB.4cf,GS60,HS2464<br>Blair&Co.(Lim.),Stockton | 19 " 6<br>1 · 5½ | |
| 1546<br>—<br>HDFG | **Axpe** M.Aguirre -04 IronScBn<br>~~R.Riera -03~~ ssHpl.No.3-4,96<br>(exArmonia exInvermay) ~~...~~<br>Well deck ssBbo.No.2-04 1Dk(pt Irn)2tr B | 1335<br>1194<br>857 | ✠100A1<br>MS ✠LMC 10<br>BS | Cff<br>Bbo | o | 1884<br>5mo | T.Turnbull<br>&Son<br>Whitby<br>A&CP | Cia.Vasco Cantabrica de Nav. (F.Pereda, Mgr.)<br>WB = DB | 240·0 34·0 17·8<br>P28'Q54'B63'F30'<br>FK<br>165'f92'268 | Bilbao<br>Spanish<br>4BH Cem | C.2Cy.32"&60"–39" (b<br>60lb 70lb NDB02 177NH<br>2SB,6pf,GS78,HS2958<br>Blair&Co.Ld Stockton | 19 " 4<br>2 · 2½ | |
| 1547<br>104111 | **Ayacanora** SteelScK<br>W.T.Smith -04 ssMil.No.2-03<br>1Dk | 147<br>147<br>56 | ✠100A1<br>Stm Trawler<br>10,04 ~~8,03~~ ✠LMC8,03<br>BS | Mil<br>Sws | | 1894<br>3mo<br>Lloyd | T.R.<br>Oswald<br>Milford Havn<br>sA&CP | T.R.Oswald | 103·5 21·1 9·8<br>BK6½ | Milford<br>British<br>3BH Cem | C.2Cy.17"&34"–22" (s<br>110lb ..RH<br>1SB.3pf<br>Ross&Duncan.Gls. | 11 " 6 | |
| 1548<br>—<br>HCDS | **Aymoré** SteelScSr<br>C.H.Brown 1Dk | 665<br>487<br>389 | ✠<br>7,83<br>✠ | Nwc | j | 1883<br>5mo | Armstrong<br>Mitchell&Co<br>Newcastle | LloydBrazileiro | 200·5 28·2 12·1<br>P67' B44' F39'<br>WB = APT20t FK | R.Janeiro<br>Brazilian<br>BH Cem | C.2Cy.25"&50"–27<br>108NH<br>WallsendSlipwayC.,Nwc | | |
| 1549<br>104796<br>NMDL | **Ayr** W.H.Gibson -97 SteelScSr<br>~~W.H.Gibson -97~~ ssBry.No.2-03<br>1Dk(pt Stl pt Irn)2tr B&Web frames<br>~~...-01~~ &pt.Awng dk(Irn) | 3050<br>2325<br>1955 | ✠100A1<br>pt Awng dk<br>with freeboard<br>12,04 ~~1,03~~ | Bry<br>~~...~~<br>BS | u | 1894<br>9mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>A&CP | MercantileS.S.Co. Ld.<br>WB = | 322·0 41·6 21·5<br>P28 Q94'<br>pt Awng dk 198 FK<br>Cell DBa 102 f128 | London<br>British<br>5BH Cem<br>34tAPT31 | T.3Cy.24",39"&64"–42" (s<br>160lb 100lb 264NH<br>SB.6cf,GS116,HS3950<br>J.Dickinson,Sunderland | 24 " 0<br>9 · 0½ | |
| 1550<br>99733 | — IronPadK<br>1Dk | 124<br>111<br>3 | | | | 1896 | J.P.Rennoldson&Sns<br>SouthShields | AyrHarbour Commissioners | 90·0 19·2 9·3 | Ayr<br>British | L.2Cy.25"–45"<br>50RH<br>J.P.Rennoldsn&SonsS.Sh | | |
| 1551<br>119061<br>VHTC | **Ayrshire** SteelTwinSc4MstSr<br>B.Coull82-03 7327<br>Ref.Mchy. 2Dks(Stl)&deep framing<br>Elec.light &Shelter dk(Stl-ws) | 7252<br>~~4855~~<br>4705 | ✠100A1<br>Shelter dk<br>with freeboard<br>8,05 ~~1,03~~ ✠LMC11,03<br>✠RMC | Nwc<br>~~Lon~~ Gls | d† | 1903<br>11mo<br>Lloyd | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>sA&CP | ElderslieSS.Co.Ld. (Turnbull,Martin &Co.Mgrs.)<br>WB = Cell DBa 108'uE | 460·0 58·8 31·8<br>FK<br>&B65'f22 | Glasgow<br>British<br>7BH Cem | T.6Cy.25",42"&71"–48" (s<br>200lb 893NH<br>2SB 15rf,GS305,HS12405FD<br>N.E.MarineEngCoLd Nwc<br>3424tFPT95tAPT104t | 34 " 11<br>7 · 3½ | BT |
| 1552<br>108478 | — IronScK<br>T.Seatter -97<br>(Trawler) 1Dk | 133<br>127<br>45 | | | ... | 1897 | Edwards<br>Bros.<br>N.Shields | NorthLincolnshire SteamFishing Co.Ld. | 96·0 20·7 10·7<br>Q19'F19'<br>BK7½ | Grimsby<br>British | T.3Cy.10",15½"&26"–20"<br>35RH<br>Gt.GrimsbyCo-op.Box&FishCarryingCo.Ld Gms. | 11 " 8 | |
| * 1553<br>106604<br>PLHC | **Aysgarth** SteelScSr<br>R.J.Smith -97 ssShl.No.1-01<br>1Dk(pt Irn pt Stl)2tr B&deep<br>framing3Dk rule | 3118<br>2885<br>2002 | ✠100A1<br>with freeboard<br>10,03 | Cff | u | 1896<br>9mo | J.Readhead<br>&Sons<br>SouthShields<br>A&CP | ClaphamS.S.Co.Ld (G.E.Macarthy, Mgr.)<br>WB = Cell DBa 101 | 323·0 47·1 22·6<br>P29 B76'F36'<br>FK<br>uE&B40f130'756t | Newcastle<br>British<br>5BH Cem<br>APT31t | T.3Cy.24",40"&64"–42" (s<br>60lb 80lb 278NH<br>2SB,6cf,GS115,HS4366<br>J.Readhead&Sons,S.Shl. | 25 " 0<br>~~4 – 9~~<br>3 · 4 | |
| 1554<br>118393<br>VPCK | **Ayuthia** SteelScSr<br>R.J.Curtis00-04 1Dk(Stl)&deep<br>Well deck framing | 1135<br>865<br>694 | ✠100A1<br>3,04 ~~2,04~~ | Gmb<br>Lth | u | 1904<br>2mo<br>Lloyd | Grngem'th<br>&Greenock<br>Dockyard Co<br>Grngemouth<br>sA&CP | BorneoCo.Ld.<br>WB = Cell DB | 231·4 34·1 13·6<br>Q74'B58'F34'<br>grp04 FK<br>16'uE&B35'f106 | London<br>British<br>4BH Cem<br>332APT64t | T.3Cy17",28½"&46"–33" (s<br>175lb 100lb NDB04 154NH<br>2SB.4cf,GS83,HS2617<br>Cooper&Greig,Dundee | 6 " 0<br>1 · 6 | |
| 1555<br>115153<br>TMBV | **Azalea** SteelScSr<br>J.Henderson -03<br>Spar dk(pt Stl&pt Irn)2tr B&<br>deep framing | 3552<br>3333<br>2289 | ✠100A1<br>Spar dk<br>with freeboard<br>3,05 ~~1,04~~ | Nwc<br>~~Bry~~<br>Cff | u | 1902<br>7mo<br>Lloyd | Irvine'sSB<br>&D.D.Co.Ld.<br>W.Hartlepool<br>sA&CP | LillyShppg.Co.Ld (J.Lilly&Co.Mgrs)<br>WB = Cell DBa | 340·0 47·3 16·0<br>P27'B202'F31' 24·8<br>FK<br>112'uE24'f144'785t | W.Hartlpl<br>British<br>6BH Cem<br>APT91t | T.3Cy.25",39"&65"–42" (s<br>160lb 90lb 286NH<br>2SB,6cf,GS100,HS4477<br>Richardsons,Westgarth&Co.Ld.Hpl | 19 " 4<br>~~4 – 7~~<br>4 · 4 | |
| 1556<br>78640<br>MBQP | — IronScSr<br>G.Beattie -02 | ~~731~~ 733<br>595<br>~~250~~ 252 | | | | 1878 | A&J Inglis<br>Glasgow | Gls.Dub.&Lndndy S.P.Co.Ld. (A.A.Laird&Co.Mgrs.) | 217·6 30·2 15·1<br>P46' B74' F46' | Glasgow<br>British | C.2Cy.30½"&67"–42"<br>NB93 242NH<br>Alt.93A.&J.Inglis,Gls. | 15 " 7<br>2 · 2 | BT |
| 1557 | — SteelScYl<br>P.Zwaan00-02<br>1Dk<br>Elec.light | 225<br>211<br>70 | ✠100A1<br>Stm Trawler<br>5,04 | Ams | | 1902<br>3mo<br>Lloyd | Schofield,<br>Meeuwenoord<br>&Co Grimsby<br>sA&CP | Stm.trwlr.Maats. Azalea (Maats tot beheer vanStmtrls enAndereVissch.) | 113·8 21·4 12·0<br>BK7½<br>WB = DTf7'13t | Ymuiden<br>Dutch<br>3BH Cem | T.3Cy.12½",21"&34"–24" (s<br>180lb 67NH<br>1SB.2cf,GS30,HS1117<br>C.D.Holmes&Co Hull | 12 " 10 | |
| 1558 | **Azimet** | —<br>—<br>90 | | | | 1870 | Maudslay,<br>Sons&Field<br>London | Chirket i Hairie (BosphorusSNCo.) | 140·0 18·0 9·6 | Constanpl<br>Turkish | Maudslay,Sons&Field,Lon | | |
| 1559<br>—<br>HDKQ | **Aznalfarache** IronScSr<br>A.Martinez<br>(exOttawa) 2Dks&Spar dk | 1161<br>889<br>777 | | | ... | 1873 | J.L.<br>Thompson<br>Sunderland | Cia.Sevillana de Nav. á Vap. | 235·5 31·4 16·7<br>34·4<br>BK8 | Seville<br>Spanish<br>WB | C.2Cy.28½"&57"–33"<br>NB84 155NH<br>G.Clark,Sunderland | 17 " 6 | |
| 1560<br>7..<br>JQRK | **Azoff** IronScSr<br>ssLon.No.2-73<br>1Dk2tr B | 1418<br>—<br>803 | ✠<br>10,74 | Lon | | 1867<br>8mo | A.Leslie&<br>Co.<br>Newcastle | RussianStm.Nav. &TradingCo. | 256·0 33·0 21·2<br>FK<br>WB = pt DB | Odessa<br>Russian<br>BH Cem | C.4Cy.21"&44"–36"<br>194NH<br>Maudslay,Sons&Co.Lon. | | |
| 1561<br>99405<br>MPJS | **Azov** SteelSc3MstSr<br>F.V.White -02 2Dks<br>Carrying Petroleum in bulk<br>Mchy.Aft | 2332<br>2185<br>1512 | | | | 1892 | Armstrong<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | W.Keswick | 285·0 38·5 25·9<br>B49t H27t F32t | Liverpool<br>British | T.3Cy.22",36"&59"–39"<br>217NH<br>Blair&Co.(Lim.),Stockton | | V |
| 1562<br>107840<br>KPWD | **Aztec** SteelScSr<br>J.F.Robinson<br>2Dks&Web frames | 3500<br>—<br>2298 | | | ... | 1894 | Edwards'<br>S.B.Co.Ld.<br>Newcastle | PacificMailS.S.Co. | 349·2 43·0 26·6<br>P39'B80'F39'<br>FK | New York<br>Utd States<br>WB | T.3Cy.24",40"&66"–45"<br>299NH<br>Blair&Co.(Lim.),Stockton | 29 " 8 | R |
| 1563<br>108388<br>QFLN | **Azul** SteelScSr<br>~~...~~ ssNpt.No.1-03<br>1Dk(Irn)2tr B&deep framing<br>W.Tovas -03 3Dk rule | 3074<br>2868<br>1987 | ✠100A1 | Npt | u | 1898<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | B.AyresGt.S'thrn. Rly.Co.Ld.(A.Holland&Co.Mgrs.)<br>WB = Cell DBa | 324·5 48·7 21·6<br>P27 B85 F36<br>FK<br>uE132'f132'777t | London<br>British<br>5BH Cem<br>APT224t | T.3Cy.24",38"&64"–42" (s<br>180lb 180lb 296NH<br>2SB.6cf,GS111,HS4686<br>Cen.Mar.Eng.Wrks WHpl | 24 " 0<br>4 · 4 | |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Note supplied / Equipment | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of L.R. last cert. | 16 Date when tail shaft last seen. |
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While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **B. A. Broch** SteelScSr<br>1Dk | 950 | | | | 1904 | Akers<br>Mek. Værks.<br>Caristiania | T.Davidsen&Co. | 215·0 31·5 16·5<br>B53'F23' | Chrstiania<br>Norwegian<br>WB | T.3Cy.15½",25"&42"–30"<br>97NHP<br>AkersMek.Værks.Xia. | | | |
| 2<br>91058 | **B. D. No. 1** SteelTwinScSr<br>G.J.Thomas -03 HopperDredger<br>ssBrs.No.3–8,96 ssBrs.No.2–02<br>1Dk(Irn)2trB | 1049<br>1022<br>415 | ✠ A1<br>Steam Hopper Dredger<br>7,04 ~~7,00~~<br>~~BS11,03~~ ✠LMC10,02 | Brs | | 1886<br>10mo<br>Lloyd's | W.Simons<br>&Co.<br>Renfrew<br>sA&CP | Corporation of the CityofBristol | 214·3 43·0 15·1<br>FK<br>WB= FPT34t | Bristol<br>British<br>6BHCem<br>APT(2)6t | T.6Cy.17",27"&43"–30" (s)<br>150lb 186NHP<br>3SB,6cf,GS109,HS2663<br>W.Simons&Co.,Renfrew | 17 ″ 0 | | ~~10,02~~<br>7,04 |
| 3<br>HLCT | **B. F.** SteelScSr<br>Jacq -04 1Dk | 235<br>—<br>85 | | | | 1891 | Forges&C.<br>de la Médit.<br>Havre | Bretel frères | 124·7 21·6 9·8<br>Q28' H40' F22' | St.Vaast<br>French<br>WB | T.3Cy.13",20"&32"–20"<br>NB00 46NHP<br>Forges&C.de la Médit.Hav. | | V | |
| 4<br>JONG | **B. Kemeny** SteelScSr<br>I.Smoquina90–02 ssFiu.No.1–03<br>1Dk(Stl)&Spar dk(Irn)<br>&deep framing | 2727<br>2407<br>1669 | ✠100A1<br>Spar dk<br>4,04 ✠LMC | Tri | u | 1899<br>11mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | Royl.Hungar'nSea Nav.Co.Adria,Ld.<br>WB=Cell DBa 102' uE& | 320·0 42·5 13·1<br>P39'B112'F35' 21 1<br>FK<br>B40'f130'639t FPT | Fiume<br>Aust.-Hung.<br>6BHCem<br>41tAPT13t | T.3Cy.21",37"&62"–42" (s)<br>200lb 90lb 269NHP<br>2SB,6rf,GS106,HS3940<br>N.E.MarineE.Co.Ld.Nwc. | 16 ″ 9<br>s 4 ″ 9½ | | 4,04 |
| 5<br>8971 | **B. Lyman Smith** SteelScSr<br>Mchy.Aft Elec.light 1Dk2trB | 4271<br>—<br>3017 | | | | 1903 | American<br>S.B.Co.<br>Lorain,Ohio | UnitedStates TransportationCo. | 380·0 50·0 28·0<br>F48' | OswegoNY<br>Utd.States<br>WB | T.3Cy.22",35"&58"–40"<br>American 213NHP<br>S.B.Co.Cleveland,Ohio | | | |
| 6<br>95669<br>LCFK | **B. T. Robinson** SteelScSr<br>T.Williams -04 ssCff.No.3–5,02<br>Well deck 1Dk(Irn)&Webframes | 1890<br>1419<br>1214 | ✠100A1<br>5,02<br>MS6,02 ✠LMC | Cff | r | 1889<br>6mo | J.Blumer&<br>Co.<br>Sunderland<br>A&CP | RobinsonBros. | 275·0 38·0 17·3<br>P25'Q86'B106'F30'<br>BK9"<br>WB=Cell | Whitby<br>British<br>6BHCem<br>DB232'421t | T.3Cy.21",33"&54"–39" (s)<br>160lb 100lb NDB01 190NHP<br>2SB,6pf,GS86,HS2980<br>Amos&Smith,Hull | 19 ″ 8<br>s 1 ″ 8 | | 6,02 |
| | Now named "Antigoon," See No 113 in Supplement. | | | | | | | | | | | | | |
| 7<br>TBPR | **Babalan** SteelSc<br>~~C.F.Remmer00–02~~ ~~ssSng.No.1–02~~<br>Mchy.Aft 1Dk(Stl)&ptShadedk(ptStl)<br>Elec.light F.Swart04–04 ssCal.No.3–4.05 | 536<br>405<br>339 | ✠100A1<br>pt Shade dk<br>4,05 ~~1,03~~ | Sng<br>Cal | h | 1897<br>10mo | Rijkee&Co<br>Rotterdam<br>A&CP | Ned.IndischeTank Stoomb Maats. | 185·5 25·9 10·3<br>F20'<br>pt Shade dk150' FK<br>WB=FPT40t | Pangkalan<br>Beranden<br>Dutch<br>11BHCem | T.3Cy.12½",20"&33½"–21"<br>175lb 120lb (s) 64NHP<br>1SB,2cf,GS28 HS1115 NDB01<br>Maatschappy deMaas, Rot. | 11 ″ 0<br>s 1 ″ 0 | | ~~4,03~~<br>4,05 |
| | Carrying Petroleum in bulk For Coasting purposes in Indian Archipelago. Fitted for Liquid Fuel 4,98.<br>~~BS3,02~~ ✠LMC | | | | | | | | | | | | | |
| 8<br>RHBF | **Babelsberg** IronScSr<br>C.A.Reckmann00–00 ssHam.No.3–11,96<br>(exNiobe,exKoning ssBhnNo.1–00<br>WillemIII) 3Dks(Irn) | 2181<br>2006<br>1379 | ✠100A1<br>4,03 | HKg | l | 1883<br>6mo | Kon.Fab.v.<br>StoomWrk.<br>Amsterdam<br>A&CP | Ostasiatische Handlsgesellschft (A.E.Schuldt Mgr)<br>WB=DBa70'f76'&u | 298·5 36·7 25·1<br>P49'B45'F38'<br>BK10" | Hamburg<br>German<br>4BHCem<br>E&B42'346t | T.3Cy.23",36½"&59"–42" (o)<br>165lb 90lb NDB96 262NHP<br>2SB,6rf,GS88,HS4417<br>Tpd88,Reiherst,Maschinenf.Ham. | | | 8,02 |
| 9<br>HBFT | **Babushka** IronPadTug<br>1Dk | 165<br>—<br>103 | | | | 1871 | RussianSN<br>&TradingCo.<br>Sebastopol | RussianStm.Nav. &TradingCo. | 130·0 22·5 7·1 | Sebastopol<br>Russian | 2Cy.18"–44"<br>33NHP<br>RussianS.N.&TradingCo. | | | |
| 10 | **Bacchus** SteelScSr<br>N.D.Boulgaris91–02<br>1Dk(Stl)&deep framing&Web frames<br>Elec.light 3Dk rulr | 3078<br>2820<br>1966 | ✠100A1<br>11,03<br>✠LMC7,03 | Bry | u | 1902<br>7mo<br>Lloyd's | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>sA&CP | B.L.Embiricos<br>WB=CellDBa f140'786t Poopt | 325·2 48·7 21·4<br>P29'B92'F36'<br>110'uE&B38' FK<br>ank12'62t FPT 100t | Andros<br>Greek<br>6BHCem<br>APT119t | T.3Cy.24",40"&65"–42" (s)<br>180lb 90lb 294NHP<br>2SB,6pf,GS118,HS1508<br>D.Rowan&Co.Glasgow | 24 ″ 0<br>s 4 ″ 1½ | | |
| 11<br>HDKS | **Bachi** SteelScSr<br>D.Arrotegui -03 ssBbo.No.2–02<br>(exLemgo) 1Dk(Irn)&Web frames<br>&pt Awng dk(Irn) | 2184<br>1567<br>1333 | ✠100A1<br>pt Awng dk<br>with freeboard<br>1,05 ~~8,03~~ S1,05<br>MS3 ~~BS12~~ ✠LMC11 | Cff<br>Bbo | r | 1893<br>9mo | BlythS.B.<br>Co.,Ld.<br>Blyth<br>A&CP | Cia.Nav.Bachi (Hijos deAstigarraga)<br>WB | 283·0 39·0 17·1<br>Q109'<br>pt Awng dk174' FK<br>=Cell DB234'540t | Bilbao<br>Spanish<br>6BHCem<br>APT51t | T.3Cy.21",35"&57½"–39" (r)<br>160lb 80lb 207NHP<br>2SB,6pf,GS92,HS3110<br>G.Clark,Ld.,Sunderland | 19 ″ 6<br>s 5 ″ 5½ | | ~~N11,04~~<br>N3,05 |
| 12 | **Baden** SteelSc<br>Peters -03 (Trawler)<br>1Dk | 254<br>211<br>78 | | | | 1903 | G.Seebeck<br>Act Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 135·3 22·5 9·8<br>Q66'F23' | Bremen<br>German | T.3Cy.12",19¼"&31½"–23⅝"<br>48NHP<br>G.SeebeckAG.Bremerhvn | | G | |
| 13<br>112552 | **Baden Powell** WoodScSr<br>J.H.Ferguson02–02<br>1Dk | 194<br>152<br>92 | | | | 1902 | E.Davis<br>Nambucca<br>River.NSW | ~~F.Buckle&Sons, Ld.~~ Levin&Co.,Ld. | 110·0 26·1 7·8<br>F17' | ~~SydneyNSW~~<br>British<br>WellngtnNZ | C.2Cy.14"&28"–21"<br>30RHP<br>J.Cran&Co.Leith | | | |
| 14<br>110822 | **—** Iron&SteelScK<br>S.Loynes -03<br>1Dk<br>Iron framing, Steel plating | 72<br>70<br>39 | ✠100A1<br>For fishing purposes<br>7,01 ✠LMC8,00 | Hul | | 1900<br>8mo | Cochrane&<br>Cooper,Ld.<br>Beverley<br>A&CP | LowestoftSteam HerringDrifters Co.Ld. | 75·2 17·4 8·8<br>BK6" | Lowestoft<br>British<br>3BHCem | C.2Cy.10"&20"–14" (s)<br>120lb 17RHP<br>1SB,1pf,GS12,HS350<br>Harrison&Dawson,Hull | 9 ″ 6 | | 7,01 |
| 15<br>RMQW | **Badenia** SteelSc4MstSr<br>A.Rörden02–03<br>Elec.light 2Dks | 6605<br>6089<br>4286 | | | | 1902 | Furness,<br>Withy&CoLd<br>WHartlepool | Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie) | 450·1 53·2 31·3<br>P55'B252'F51' | Hamburg<br>German<br>WB | T.3Cy.27",44½"&77"–54"<br>Richardsons, 436NHP<br>Westgarth&Co.Ld.Hpl. | | G | |
| 16<br>115592 | **Badger** SteelScK<br>W.J.Goodrum02–03<br>1Dk | 200<br>185<br>54 | ✠100A1<br>Stm Trawler<br>5,03 ~~8,04~~ ✠LMC1,03 | Abn | | 1903<br>1mo<br>Lloyd's | Scott,of<br>Kinghorn,Ld<br>Kinghorn<br>sA&CP | NorthSeaStm.Co. Ld(W.L.Stewart& J.Mortimer,Mgrs) | 115·0 21·5 12·1<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf22'16t | T.3Cy.11",18"&32"–22" (s)<br>180lb 60RHP<br>1SB 2cf,GS40,HS1250<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | | 3,04 |
| 17<br>HLDB | **Bagdad** SteelScSr<br>Boyer98–02 (exAthenai)<br>Elec.light 3Dks | 2492<br>—<br>1472 | | | ... | 1891 | Gourlay<br>Bros.&Co.<br>Dundee | MessageriesMaritimes | 317·6 39·2 23·6<br>P62'B78'F58'<br>BK10" | Marseilles<br>French<br>WB | T.3Cy.25",40"&65"–45"<br>307NHP<br>GourlayBros.&Co.,Dundee | 26 ″ 5 | | |
| 18<br>RMQL | **—** SteelScSr<br>W.Matz02–04<br>2Dks(Stl)&Shelter dk(Irn) | 1807<br>1535<br>964 | ✠100A1<br>Shelter dk<br>with freeboard<br>4,04 ✠LMC3 | Ham | s | 1902<br>8mo<br>Lloyd's | Richardsn.<br>Duck&Co.<br>Stockton<br>sA&CP | A.C.deFreitas&Co<br>WB=CellDBa84' | 280·0 40·4 17·6<br>25·1<br>FK<br>uE&B40'f116'465t | Hamburg<br>German<br>4BHCem<br>APT41t | T.3Cy.24",40"&65"–42" (r)<br>160lb 100lb 291NHP<br>2SB,6cf,GS121,HS4610<br>Blair&Co.Ld.Stockton | 20 ″ 0<br>s 1 ″ 7½ | | 4,04 |

| Numero d'Ordre / Numero Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu / Visites Périodiques / Nombres des Ponts | Tonnage: Total / Sous le Pont / Net | Cote | Port de Visite | | Quand — Navire — Mach | Par qui — Où | Armateurs | Dimensions d'après la Douane | Port d'Armement / Pavillon | Machines | Creux sur Quille / Franc-bord au milieu du navire | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Bagirie** SteelScSr<br>*M.Ismailoff* -98<br>*Elec.light* 1*Dk* | 86?<br>641<br>5?3 | | | | 1898 | Oderwerke<br>A.G<br>Stettin | H.M.B.Seynaloff &Co. | 181·6\|29·5\|14·8<br>B?? F?? | Baku<br>Russian | C.2Cy.19¾"&35"-28½" 49NH<br>*WB* OderwerkeA.G Stettin | | |
| 20<br>102648<br>NGBQ | **Bahaduri** SteelScSr<br>*A.Fakira*90-01 ssBom.No.2-01<br>1*Dk*&*Spar dk*<br>*Elec.light* (*Stl-teak s*)&*deepframing* | 1530<br>1464<br>820 | ✠100A1<br>*Spar dk with freeboard*<br>~~8,01 8,03~~ 8,05<br>BS8,03 ✠LMC | Bom | *p* | 1893<br>12mo | AilsaS.B.Co.<br>Troon<br>A&CP | BombayS.Nav.Co.<br>Shepherd&Co.<br>*Mgrs.*) | 246·0\|36·0\|14·4<br>21·8<br>BK8<br>*WB = FPT* | Bombay<br>British<br>*4BHCem*<br>*50tAPT55t* | T.3Cy.20",33"&55"-36"<br>200lb 211NH<br>2DB.*12cf*.GS207.HS4414<br>Dunsmuir&Jackson.Gls | 15 · 1<br>5 - 6 | |
| 21<br>RKWS | **Bahia** SteelScSr<br>*F.Bruhn*91-99<br>*Elec light* 2*Dks* | 4817<br>3852<br>3106 | | | | 1898 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 375·7\|46·6\|27·4<br>P247'F49' | Hamburg<br>German<br>*WB* | Q.4Cy.21¾",32",46½"&66"-51" 311NH<br>Reiherst Maschinenf.Ham | | G |
| 22 | **Bahri-Djedid** IronSc3MstSr<br>*Edhem* ssH.Kg.No.2-83<br>(*ex*Glenelg,*ex*Florencia) 3*Dks* | 1316<br>1168<br>895 | ✠<br>7,84 | Liv | *p* | 1873<br>8mo | Samuda Bros.<br>London | IdareiMassousieh | 249·7\|32·8\|22·3<br>P52' F40' | Constanpl<br>Turkish<br>*4BHCem* | C.2Cy.26"&54"-36" 146NH<br>Humphrys,Tennant&C.Ln | | |
| 23<br>102722<br>NPQF | **Bainbridge** SteelScSr<br>~~[illegible]~~ ssBrs.No.2-03<br>*J.Gardner* 1*Dk*(*Irn*)&*Web frames*<br>*Well deck* | 1900<br>1418<br>1193 | ✠100A1<br>3,03<br>[illegible] ✠LMC | Brs | *r* | 1894<br>11mo | W.Gray&Co.(Lim.)<br>W.Hartlepool<br>A&CP | Crosby,Mages&Co | 270·0\|37·0\|18·3<br>P27'Q74'B116'F27<br>FK<br>*WB = DBa84'f106* | W.Hartlpl<br>British<br>*4BHCem*<br>*168tAPT25t* | T.3Cy.19",30½"&51"-36" (*s*)<br>160lb 75*lb* 156NH<br>2SB.*4rf*,GS48,HS2330<br>Cen.Mar.E.Wrks.,W.Hpl | 19 · 6<br>1 - 6 | |
| 24<br>83918<br>WDST | **Baines Hawkins** IronScSr<br>~~[illegible]~~ ssLiv.No.3-3,94<br>*Well deck* ssNwc.No.2-02<br>*J.C.Peters* -04 1*Dk*(*Irn*) | 703<br>545<br>435 | ✠100A1<br>9,03<br>[illegible] ✠LMC | Hfx | *j* | 1881<br>9mo | Hodgson&Soulsby<br>Blyth<br>A&CP | CapeBretonS.S.Co (J.C.Peters, *Mgr.*) | 189·6\|30·1\|13·6<br>Q104'B18'F21'<br>BK7½<br>*WB = DBa48 f75* | Sydney,CB<br>British<br>*4BHCem*<br>*170tAPT16t* | C.2Cy.24"&48"-33"<br>90lb 80*lb* NDB02 95RH<br>1SB,*3pf*,GS49<br>Hawks,Crawshy&Co.,Gts | 14 · 5<br>1 · 3 | |
| 25 | **Bais** WoodSc<br>*J.Calayag* -02 | 171<br>—<br>116 | | | | 1884 | ……………<br>HongKong | M.G.Veloso | 109·9\|17·4\|11·5 | Ilo-Ilo<br>UntdStates | NB96 | | |
| 26 | **Baixo Purus** SteelSc<br>*A.C.Flanders* -95<br>(*ex*MaximinoMotta) 1*Dk* | 124<br>106<br>84 | ✠<br>2,95<br>*For River purposes only* | Lon | | 1895<br>2mo | Edwards&Symes<br>London | ArmindoTexeira | 96·2\|20·1\|7·7<br>BK4½ | Para<br>Brazilian<br>*4BHCem* | C.2Cy.11"&22"-14" 15NH<br>1SB.*1pf*.GS18<br>Tindall&Co.Hull | 8 · 11 | |
| 27<br>104563<br>NMFV | **Bakana** SteelScSr<br>*T.E.Williams* -02 ssLiv.No.2-02<br>2*Dks*(*UStl-ws*)&*Web frames*<br>*Elec.light* | 2793<br>2339<br>1789 | ✠100A1<br>[illegible]<br>[illegible] ✠LMC | Liv | *u* | 1894<br>9mo<br>*Lloyd* | NavalCon.&Arm.Co.Ld.<br>Barrow<br>*s.A&CP* | British&African S.N.Co.(1900).Ld. (Elder,Dempster& Co.*Mgrs.*) | 336·0\|39·3\|22·3<br>P39'B116'F43'<br>FK<br>*WB = CellDBa72'uE&B34* | Liverpool<br>British<br>*4BHCem*<br>*f144t570tFPT77tAPT41t* | T.3Cy.28",38"&68"-42" (*s*)<br>180lb 85*lb* 265NH<br>2SB,*6rf*,GS126,HS3913<br>NavalCon.&A.Co.Ld.Brw | 25 · 0<br>5 · 0 | BT |
| 28 | **Bakar** SteelScSr<br>*Acacich* -00 | 119<br>—<br>43 | | | | 1900 | M.U.Martinolich<br>Lussinpiccolo | Soc.inAzion:UngaroCroata diNav. Maritt.aVap. | 110·5\|18·4\|8·5<br>P39' | Fiume<br>Aust.-Hung. | C.2Cy.13"&26"-17½" 24NH<br>W.B.Greenham,Trieste | | V |
| 29<br>RNCG | **Baker** SteelScSr<br>*P.Schönwandt*00-03<br>2*Dks*(*MStl-ptws*)&*Spar dk*(*ptStl-ws*)<br>*Elec light* | 1939<br>1734<br>912 | ✠100A1<br>*Spar dk*<br>12,03 ✠LMC | Cpn | *s* | 1903<br>12mo<br>*Lloyd* | Akt.Burmeistr&Wain<br>Copenhagen<br>*sA&CP* | M.Jebsen<br>*WB = CellDBa15* | 275·3\|37·0\|17·0<br>24·8<br>Shade dk106' FK<br>*E29'f86'184tFPT* | Hamburg<br>German<br>*4BHCem*<br>*26tAPT12t* | T.3Cy.27",43"&75"-48" (*s*)<br>180lb 515NH<br>SB.*12cf*,GS232,HS9200<br>Akt Burmeistr&Wain,Cpn | 18 · [illegible] | |
| 30 | **Bakil-Tinga** IronScK<br>(*ex*Industry) 1*Dk* | 203<br>202<br>108 | ✠<br>5,84 | Stk | *c* | 1884<br>4mo | R.Dixon&Co.<br>Middlesbro' | PrinceSaiSanit-wongse | 123·5\|21·0\|11·6 | Bangkok<br>Siamese<br>*4BHCem* | C.2Cy.19"&36"-24" 53NH<br>Blair&Co.(Lim.),Stockton | 12 · 1 | |
| 31 | **Bakio** SteelScSr<br>*E.de.Meaurio*99-04<br>1*Dk*(*Stl*)&*deep framing* | 1906<br>1805<br>1265 | ✠100A1<br>3 04<br>✠LMC | Cpb | *r* | 1904<br>3mo<br>*Lloyd* | Campbel-townS.B.Co<br>Campbelt'wn<br>*sA&CP* | Cia.delVap.Bakio (SotayAznar) | 282·4\|40·0\|20·4<br>P29 B54'F32'<br>FK<br>*WB = CellDBa76'f116'* [illegible] | M.Video<br>Uruguayan<br>*4BHCem*<br>*APT* [illegible] | T.3Cy.21",33"&58"-36"<br>165lb 80*lb* 174NH<br>2SB,*6rf*.GS107,HS2642<br>J.G.Kincaid&Co Greenock | 21 · 8<br>3 · 3½ | |
| 32<br>HKCR | **Baklanoff** SteelPadSr<br>*N.Stratonoff* 1*Dk* | 687<br>—<br>504 | | | | 1894 | StabilmntoTecnico<br>Trieste | RussianStm.Nav. &TradingCo. | 220·1\|26·5\|11·5<br>P78t F78t | Odessa<br>Russian | C.2Cy.26½"&47"-50" 130NH<br>StabilimentoTecnico,Tri | | |
| 33 | **Bakouriani** IronScSr<br>*R.Calugerovich* -97 ssCpl.No.3-7,96<br>*Well deck* (*ex*Ayrshire) 1*Dk*(*Irn*) | 785<br>614<br>418 | ✠<br>3,99 ✠<br>*Fitted for Liquid Fuel* | Cpl | *k* | 1882<br>8mo<br>7,96 | PearceBros<br>Dundee | Soc.del'Indstriede Naphte et du Commerce (A.I Mantacheff&Cie.*Mgrs.*) | 200·6\|29·2\|13·4<br>Q93 B20'F25<br>*WB =* BK7½<br>*DBa44'·6'FPT* | Batoum<br>Russian<br>*4BHCem*<br>*57tAPT22t* | C.2Cy.23"&45"-30 89NH<br>1SB.*3pf*,GS62.HS1624<br>PearceBros.Dundee | | |
| 34<br>101968<br>MWNJ | **Baku Standard** SteelScSr<br>*H.Tucker* -98 ssNwc.No.2-02<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&<br>*Mchy.Aft* *Webframes*<br>*Elec.light* | 3708<br>3335<br>2375 | ✠100A1<br>*Spar dk*<br>8,01 ~~[illegible]~~<br>*Carrying Petroleum in bulk*<br>✠LMC7,02 | Phl<br>Sws | *w* | 1893<br>2mo | SirW.G.Armstrong, Mitchell&Co. Ld.Newcastle<br>A&CP | EuropeanPetro-leumCo.Ld. (J.Clark, *Mgr.*) | 330·6\|43·0\|23·0<br>P83'B24'F33' 29·9<br>FK<br>*WB = DBuE&B62'139t* | London<br>British<br>*13BHCem*<br>*FPT187t* | T.3Cy.24",40"&64"-48" (*s*)<br>160lb 90*lb* 293NH<br>2DB.*8cf*.GS136,HS4540<br>WallsndSlp.C.(Lim.),Nwc | 24 · 2<br>6 · 8 | |
| 35<br>89193<br>JPMC | **Bala** IronScSr<br>*T.Owen*03-03 ssNwc.No.3-4,96<br>*Well deck* ssShl.No.1-01<br>1*Dk*(*Irn*)2*trB*<br>*Now named* " **Glanhowny,**" *see letter* " **G.**" | 1925<br>1484<br>1199 | ✠100A1<br>12,03<br>BS6,03 ✠LMC5 | Cff | *r* | 1884<br>8mo | W.Gray&Co.<br>W.Hartlepool<br>A&CP | GlanhownyS.S.Co. Ld. (Bartlett& Owen, *Mgrs.*) | 270·5\|35·7\|20·1<br>P28'Q72'B108'<br>F81' BK9½<br>*WB = DBa84'f104'365t* | Cardiff<br>British<br>*4BHCem* | C.2Cy.34"&64"-39 *b*<br>80lb 80*lb* NDB96 213NH<br>2SB.*4pf*.GS88<br>T.Richardson&Sons,Hpl. | 21 · 6<br>2 · 0 | |
| 36<br>99206<br>MLSD | **Balaena** WoodScBk<br>*W.Guy* -03<br>(*ex*Mjölner) 2*Dks* | 416<br>375<br>248 | | | | 1872 | Jörgensen&Knudsen<br>Drammen | BalaenaFishing Co Ld.(J.M.Mitchell, *Mgr.*) | 140·9\|31·1\|16·6<br>Q87' | Dundee<br>British | C.2Cy.20"&40"-24½" 66RH<br>NylandsWerks.,Xia | | |
| 37<br>110185<br>RHNS | **Balakani** SteelSc3MstSr<br>*J.Hewitt* -99 ssShl.No.1-03<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* | 3696<br>3438<br>2367 | ✠100A1<br>~~9,99 9,02~~ 8,05 ~~[illegible]~~<br>*Carrying Petroleum in bulk*<br>✠LMC | Sbl | *w* | 1899<br>9mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | CaucasianSteam ShippingCo.Ld. (Lane&Mac-andrew, *Mgrs.*) | 335·0\|45·0\|28·0<br>P81'B22'F38<br>*WB = CellDB* FK<br>*uE&B52'127tFPT* | London<br>British<br>*12BHCem*<br>*138tAPT92t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb 100*lb* 326NH<br>2SB.*5pf*,GS162,HS5172<br>G.Clark.Ld Sunderland | 29 · 6<br>6 · 2 | |
| 38<br>JCFH | **Balaton** SteelScSr<br>~~[illegible]~~ Sorlini<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing* | 2468<br>2214<br>1524 | ✠100A1<br>*Spar dk with freeboard*<br>7,01 ~~[illegible]~~<br>✠LMC12,01 | Cff | *t* | 1901<br>12mo<br>*Lloyd* | Wigham-Richrdsn&Co Ld Newcastle<br>*sA&CP* | RoylHungarianSea Nav.Co.Adria,Ld.<br>*WB = Cell DBa110'uE&B* [illegible] | 314·0\|41·8\|13·6<br>P44 B102 F36 21·4<br>FK<br>[illegible] | Fiume<br>Aust.-Hung.<br>*4BHCem*<br>[illegible] | T.3Cy.20½",35"&59½"-42"<br>200lb 90*lb* (*r*) 256NH<br>2SB,*6rf*,GS108,HS3854<br>WghmRchrdsn&C LdNwc | 15 · 10<br>4 · 7 | |
| 39<br>109419<br>QDBH | **Balboa** SteelScSr<br>*H.S.Rattle* -02 ssHam.No.2-03<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*Web frames* | 1324<br>1243<br>829 | ✠100A1<br>*Spar dk with freeboard*<br>7,01 ~~[illegible]~~<br>✠LMC | Ham | *o* | 1894<br>11mo | Wood,Skinner&Co<br>Newcastle<br>A&CP | BalboaS.S.Co.Ld. (R.MacAndrew& Co.)<br>*WB = CellDBa57* | 239·0\|35·2\|12·5<br>B11' 20·8<br>BK8<br>*uE&B* [illegible] | Liverpool<br>British<br>*4BHCem*<br>*APT* [illegible] | T.3Cy.19",31"&51"-33"<br>160lb 80*lb* 155NH<br>1SB.*4pf*.GS70,HS2400<br>NEMarineE.Co.(Lim),Sld | 14 · 11<br>5 · 1 | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey; Date of last Survey) | Port of Survey | Years Assigned | Built: When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships ft. in. | Registers in which classed | When tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40<br>33..<br>JKBW | **Balder** SteelScS<br>*A.Dahlström98-02* ssGot.No.1-02<br>*Elec.light* 1*Dk*(*Stl-pt ws*<br>*Well deck lower dk forehold* | 1378<br>857<br>860 | ✠100A1<br>6,05 ~~1,07~~<br>✠LMC4,02 | Got | o | 1898<br>9mo | Blackwood &Gordon<br>PortGlasgow<br>A&CP *WB* | Angf.Aktiob.Thule (O.Melin,*Mgr.*)<br>= *CellDBa33'uEa* | 246·2\|34·1\|14·0<br>P175'F48'<br>FK<br>*B54'f115'261tFPT* | Gothenbrg<br>Swedish<br>6*BHCem*<br>26*tAPT*28*t* | T.3Cy.21",33"&54"-39" (s<br>170lb *80lb* 212NH<br>2SB.*Gcf*.GS129.HS3555<br>Blackwood&Gordon.P.Gl | 16 = 6<br>s 1 - 6 | | ~~6,08~~<br>6,06 |
| 41<br>JPLG | — SteelScSr<br>*M.Dösen*<br>1*Dk* | 1126<br>896<br>703 | | | | 1901 | Trndhjms Mek.Værks<br>Drontheim | JohanC.Gjertsen | 231·4\|34·4\|13·6<br>Q125tB54tH17t<br>F31t | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",26"&44"-30"<br>106NH<br>TrondhjemsM.V.Dronthm | | N | |
| 42<br>9603<br>HJFB | — IronScSr<br>*C.G.Sandin*99-96 1*Dk&Awngdk* | 595<br>382<br>436 | | | | 1872 | MotalaCo.<br>Norrköping | Ångf.Aktieb. Balder (PJ.Hægerstrand) | 152·2\|25·3\|14·6<br>21·5 | Gefle<br>Swedish | C.2Cy.17"&36"-24"<br>NB95 76NH<br>A.Tham,Norrköping | | V | |
| 43<br>JTPV | — CompScSr<br>*V.Thorbjörnsen* 1*Dk*2*trB* | 329<br>289<br>239 | | | | 1872 | JohBang<br>Lödöse | Joh.Bugge | 126·0\|23·2\|14·1<br>B38t | Bergen<br>Norwegian | C.2Cy.11½"&25¾"-17½"<br>NB98 28NH<br>Göteborgs Mek.Verk,Got. | | N | |
| 44<br>4145<br>JNGC | — SteelScSr<br>*A.V.Lindvall* -03<br>*Elec.light* | 312<br>148<br>219 | | | | 1898 | W.Lindbergs Aktieb.<br>Stockholm | A.V.Lindvall | 121·1\|23·3\|9·7<br>P82'H44tF21' | Nrrköping<br>Swedish | C.2Cy.18"&35"-20½"<br>46NH<br>W.LindbergsAktieb.Mot. | | | |
| 45<br>LMKB | — SteelScSr<br>*J.H.Sörensen*96-96<br>1*Dk* | 162<br>129<br>57 | | | | 1896 | Schiffsw(v.J.&Sch.)A.G<br>Hamburg | Ver.Flnsbrg-Ekensunder&SonderburgerDamps.G. | 120·6\|20·2\|9·8<br>Q46'B30'F13' | Snderburg<br>German | C.2Cy.13¼"&25"-18"<br>22NH<br>Schwft.(vJ&Sch)AG Han | | G | |
| 46<br>HCWP | **Balduin** SteelScSr<br>*Schancke*99-99<br>1*Dk* | 1017<br>895<br>620 | | | | 1899 | Nylands Værksted<br>Christiania | FredOlsen | 229·1\|32·6\|15·9<br>P2.tH72tF24t | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NH<br>NylandsM.V.Christiania | | N | |
| 47<br>NQJB | **Baldur** IronScSr<br>*I.V.Olsen* 1*Dk* | 455<br>308<br>269 | | | | 1876 | Burmeister &Wain<br>Copenhagen | ForenedeDmpskib.Selskab | 170·6\|23·1\|11·6<br>P103' F24' | Frdrkshvn<br>Danish<br>*WB* | C.4Cy.16½"&34"-20"<br>86NH<br>Burmeister&Wain,Cpn. | | | |
| 48<br>MBDT | **Baldwin** SteelScSr<br>*O.C.Holm*01-03<br>1*Dk* | 1130<br>899<br>698 | | | | 1903 | Trndhjms Mek Værks<br>Trondhjem | Acties.Dpsk.Baldwin(A.W.Selmer) | 231·5\|31·3\|13·6<br>Q125tH20t<br>B53tF31t | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.16",26"&44"-30"<br>63NH<br>TrondhjemsM.V.Trndjms | | N | |
| 49<br>HDLS | **Balear** IronScSr<br>*N.Ferrara* ssLiv.No.1-89<br>*ex*SitgesHermanos, 1*Dk*2*trB*<br>*ex*PrincessMaud) | 999<br>—<br>557 | ✠<br>9,94<br>✠ | Liv | l | 1885<br>3mo | DavidJ. Dunlop&Co.<br>Pt.Glasgow | SociedadIsleña Maritima | 209·3\|29·7\|14·9<br>P43'B84'F32'<br>BK7<br>*WB=FPT40t deep* | Palma,Maj<br>Spanish<br>4*BHCem*<br>*tanka*26'60t | C.2Cy.28"&56"-42"<br>169NH<br>2SB.*6cf*.GS86<br>DavidJ.Dunlop&Co.P.Gl. | 16 " 1 | | |
| 50<br>104746<br>QCKJ | **Balgay** SteelScSr<br>*G.Blackler* -03 ssLon.No.1-01<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 303<br>224<br>125 | ✠100A1<br>1,03<br>BS7,04 ✠LMC8,0.<br>BS10,04 | P.El | d | 1897<br>10mo | Dundee ShipbldrsCo.<br>Ld.,Dundee<br>A&CP | BucknallS.S.Lines,Ld. (BucknallBros.*Mgrs.*) | 130·2\|22·8\|9·7<br>Q41'B12'F16'<br>trp03 BK7"<br>*WB* | London<br>British<br>3*BHCem*<br>= *FPT*26*t* | C.2Cy.13½"&34"-22" (s)<br>130lb 60RH<br>1SB.*2pf*,GS36,HS924<br>Cooper&Greig,Dundee | 10 " 4<br>s 1 " 0 | | ~~4,02~~<br>10,04 |
| Wrecked 8,04<br>51<br>104741<br>QCKG | **Balgowan** SteelScSr<br>*J.Wright* ssHul.No.1-00<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 286<br>209<br>116 | ~~✠100A1~~<br>7,02 | P.El | d | 1897<br>3mo | Dundee Shipbldrs Co<br>Ld.,Dundee<br>A&CP | BucknallS.S.Lines Ld. (BucknallBros.*Mgrs.*) | 125·3\|22·8\|9·6<br>Q40'B12'F15'<br>BK7"<br>*WB*= | London<br>British<br>3*BHCem*<br>*FPT*30*t* | C.2Cy.13½"&32"-22" (s<br>120lb 52RH<br>1SB.*2pf*.GS35.HS1020<br>A.Hall&Co.,Aberdeen | 10 " 4<br>~~s " 11½~~ | | ~~7,03~~<br>5,04 |
| 52<br>7745.<br>TDPI | **Balgownie** IronScSr<br>*C.W.Birch* -04<br>*Well deck* 1*Dk*2*trB* | 1061<br>790<br>640 | | | ... | 1880 | A.Hall& Co.<br>Aberdeen | GeneralStm.Nav.Co.Ld. | 235·1\|30·1\|17·0<br>P126 F34'<br>BK8" | London<br>British<br>*WB* | C.2Cy.28"&52"-34"<br>226NH<br>SmithBros.,Glasgow | 18 " 1 | | |
| 53<br>11558. | — SteelScK<br>*F.Parsons*02-02<br>1*Dk* | 185<br>176<br>54 | ✠100A1<br>*Stm Trawler*<br>9,03 ✠LMC12,02 | Abn | | 1902<br>12mo<br>*Lloyd* | A.Hall& Co.<br>Aberdeen<br>*s*A&CP | BalgownieSteamTrawlFishg.Co.Ld (A.Lewis) | 108·4\|21·2\|11·6<br>BK7½"<br>*WB* | Aberdeen<br>British<br>3*BHCem*<br>= *DTf*5'6*t* | T.3Cy.12",20"&33"-21" (s<br>180lb 61RH<br>1SB.*2cf*,GS33,HS1042<br>A.Hall&Co.Aberdeen | 12 " 4 | | |
| 54<br>NGJS | **Bali** SteelScSr<br>*P.J.Bakker*<br>*Elec.light* 2*Dks* | 3389<br>3209<br>2570 | | | | 1899 | Crmichael.Maclean&Co<br>Greenock | Stoomv.Maats.Nederland | 322·0\|44·0\|23·0<br>B77'F46' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23",38"&62"-42"<br>249NH<br>Bow,McLachlan&Co.Psy. | | DV | |
| 55<br>4<br>NGKW | **Balilla** SteelSc3MstSr<br>*V.Domeniconi* ssGen.No.3-4,01<br>(*ex*VilledeBelfort) 1*Dk*(*Irn*)&*Spar dk*<br>*Elec.light* (*Stl-ws*)3*trB* | 2746<br>2414<br>1804 | ✠100A1<br>*Spar dk*<br>3,03 ✠LMC | Gen | t | 1888<br>7mo<br>*Lloyd* | J.Laing<br>Sunderland<br>*s*A&CP | G.Bertollo | 309·8\|41·1\|18·4<br>B66 F39' 26·3<br>NDS02 BK10 | Genoa<br>Italian<br>5*BHCem*<br>40'394t | T.3Cy.24½",40"&66"-45" (r<br>160lb *100lb* NDB01 307NH<br>3SB.*9cf*.GS150.HS4828<br>G.Clark,Sunderland | 21 " 1<br>s 6 " 2½ | | 9,02 |
| | *Now named "Città di Reggio," See No. 86 in Supplement* | | | | | | | | | | | | | |
| 56<br>HIGB | **Balkan** IronSc<br>*A.Maigre*87-97 ssMsl.No.3-4.96<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 1778<br>1594<br>1059 | ✠<br>*Spar dk*<br>4.96 ✠ | Msl | r | 1882<br>12mo | AM'Millan &Son<br>Dumbarton | Cie.MarseillaisedeNav.àVap. (Fraissinet&Co.*Mgrs.*) | 260·0\|37·1\|23·0<br>P24'B28'F29'<br>BK8" | Marseilles<br>French<br>6*BHCem* | C.2Cy.36½"&63"-48"<br>NB00 231NH<br>Denny&Co.,Dumbarton | | V | |
| 57<br>HCRT | **Balkan D.** IronScSr<br>~~*A.Botta* -00~~ ssShl.No.3-7.93<br>(*ex*Napier) ssTri.No.2-01<br>*M.Sutic* -05 2*Dks*(1*Irn*)3*trB* | 1955<br>1764<br>1206 | ✠100A1<br>2,05 ~~9,02~~<br>BS2,04 ✠ | Tri | s | 1881<br>3mo<br>*Lloyd* | TyneI.S.B. Co.<br>Newcastle<br>*s*A&CP *WB* | BalkanD.S.S.Co.Ld. (S.Mandolfo)<br>= *CellDB*186'275t | 280·3\|36·1\|22·5<br>P29'B28'F23'<br>FK<br>~~*fwEr B42'80t*~~ *FPT* | Ragusa<br>Aust.-Hung.<br>6*BHCem*<br>29*tAPT*8*t* | C.2Cy.33"&63"-39" (i<br>80lb *80lb* NDB95 187NH<br>2SB.*4pf*.GS75.HS2955<br>N.E.MarineCo.,Ld.,Sld. | 25 " 1<br>s 4 " 4½ | | 9,08 |
| 58<br>~~HNQL~~ | **Ballaarat** SteelScBg<br>~~*C.R.Langdon* -03~~ 2*Dks*(1*Stl*)&*Spardk*<br>*Ref.Mchy. Elec.light* (*Stl-ws*)4*trB* | 4890<br>3441<br>2860 | ✠<br>*Spar dk*<br>10.82 ✠ | Grk | y | 1882<br>8mo | Caird&Co.<br>Greenock | ~~P.&O.Stm.Nav.Co.~~<br>L.P... ga | 420·2\|43·0\|26·4<br>*ptIrnfloors* 34·5 | ~~Greenock~~<br>~~British~~<br>8*BHCem* | C.2Cy.56"&100"-66"<br>677NH<br>Caird&Co.,Greenock | 28 " 3<br>s 10 " 5½ | | |
| | *Now named "Laarat," See No. 40 in Supplement.* | | | | | | | | | | | | | |
| 59<br>HDML | **Ballesteros No. 1** SteelScSr<br>*Abaroa* -04 ssLiv.No.3-5.98<br>(*ex*Talbot, ssBbo No.1-03<br>*ex*SaintClears) 1*Dk*(*Stl*)&*Web frames*<br>&*ptAwngdk*(*ptIrnptStl* | 2481<br>1887<br>1570 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>4,04 ✠LMC4,04 | Bbo | s | 1889<br>4mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>A&CP | SociedadAnon.Marit.Ballesteros | 300·0\|38·8\|19·5<br>P27 Q90' ptNDO98<br>*ptAwgdk*183' BK10<br>*WB* = *CellDB*248'<br>trp04 | Aviles<br>Spanish<br>6*BHCem*<br>125*tAPT*75*t* | T.3Cy.22½",36½"&60"-39"(s)<br>160lb *80lb* NDB03 242NH<br>2SB.*6pf&2cf*.GS125.HS3900<br>Hwthrn,Leslie&C.Ld.Nwc | 21 " 11<br>s 8 " 9½ | | 4,04 |
| 60<br>HDMP | **Ballesteros No. 2** IronScBg<br>*Losade* ssBbo.2nd.No.3-1,98<br>(*ex*Derwent)<br>1*Dk&Spar dk*3*trB* | 1511<br>—<br>1153 | ✠<br>4,01<br>✠NB83 | Lon | p | 1873<br>6mo | Gilbert& Cooper<br>Hull | SociedadAnon.Marit.Ballesteros | 239·3\|32·7\|17·3<br>24·7<br>BK8½<br>*WB=DBa*62 | Aviles<br>Spanish<br>4*BHCem*<br>*f*110 258*t* | C.2Cy.30"&56"-36"<br>NDB97 146NH<br>1SB.*4pf*.GS72,HS2466<br>*Cmp*73CDHolmes&CoHull | 17 " 8 | | |
| 61<br>77463<br>TQMK | **Ballochbuie** IronScSr<br>*W.French* -92 ssLon.No.3-4 93<br>*Well deck* ssLon.No.2-01<br>1*Dk*(*Irn*)2*trB* | 676<br>532<br>412 | ✠100A1<br>2,05 ~~4,04~~<br>BS4,04 ✠LMC2,01 | Lon | k | 1880<br>10mo<br>*Lloyd* | Hall,Russell&Co.<br>Aberdeen<br>*s*A&CP | ~~Sollas&Sons~~<br>~~Mrs.M.A.Sollas~~<br>E.H.Sollas | 190·3\|31·2\|13·0<br>Q55'B40'F22'<br>drp05 FK<br>*WB*= | London<br>British<br>5*BHCem*<br>*DBf*53'130*t* | C.2Cy.23½"&46"-30" (i<br>70lb *50lb* 90RH<br>1SB.*3pf*.GS48,HS1323<br>Hall,Russell&Co.,Abn. | 13 " 10<br>s 1 " 5 | | N4,04 |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 | 7 Quand. Navire. Mach. | 8 Par qui. Où. | 9 Construit. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Inventeur des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milieu de navire. pds. po | 15 Bois. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 BKGQ | **Bagirie** *M.Ismailoff* –98 *Elec.light* | SteelScSr 1 *Dk* | 867 641 503 | | | 1898 | Oderwerke A.G. Stettin | H.M.B.Seynaloff & Co. | 181·6 \| 29·5 \| 14·8 B39 F28 | Baku Russian W.L. | C.2Cy.19¾"&35"-28½" 49NH Oderwerke A.G Stettin | | | |
| 20 NGBQ | **Bahaduri** *A.Fakira*90–01 *Elec.light* (*Stl*-teak s)&*deep framing* | SteelScSr ss Bom.No.2–01 1 *Dk*&*Spar dk* | 1590 1464 829 | ✠100A1 *Spar dk* *with freeboard* 8,03 | Bom | *p* | 1893 12mo | Ailsa S.B. Co. Troon A&CP | Bombay S.Nav.Co. Shepherd&Co. *Mgrs.*) | 246·0 \| 36·0 \| 14·4 *WB = FPT* | Bombay British | T.3Cy.20",33"&55"–36" (s 900lb 251NH 2DB,*12cf*,GS207,HS4414 &Jackson,Glas | 15 × 1 × 5 - 6 | | |
| RKWS | **Bahia** *F.Bruhn*91–99 *Elec.light* | SteelScSr 2 *Dks* | 4817 3852 3106 | | | | 1898 | Reiherst'g Schiffsw. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts-Ges. | 375·7 \| 46·6 \| 27·4 F217 F47 | Hamburg German W.L. | 2-4Cy.21¾",32",46½"&66"–51" 311NH Reiherst. Maschinenf. Ham | | G | |
| RWDS | **Bahri-Djedid** (*ex*Glenelg,*ex*Florencia) *Edhem* 8 *Dks* | IronSc3MastSr ss H.Kg.No.2–83 | *1316* *1163* *895* | ✠ 7,84 | Liv | *p* | 1873 8mo | Samuda Bros. London | Idarei Massoumieh | 249·7 \| 32·8 \| 22·3 P62 F49 | Constantp'l Turkish | C.2Cy.26"&54"–36" 146NHP Humphrys,Tennant&C.Ltd | | | |
| NPQF | **Bainbridge** *J.Gardner* 1 *Dk*(*Irn*)&*Web frames* *Well deck* | SteelScSr ss Brs.No.2–03 | 1900 1418 1193 | ✠100A1 3,03 BS4,[illegible] | Brs | *r* | 1894 11mo | W.Gray& Co.(Lim.) W.Hartlepool A&CP | Crosby,Magee&Co | 270·0 \| 37·0 \| 18·3 P27 Q71 B116 F27 FK *WB = DBa84 f*[illegible] | W.Hartlpl British | T.3Cy.19",30½"&51"–36" (s 160lb *75lb* 146NHP 2SB,*4rf*,GS48,HS2330 Gen.Mar.E.Wrks.,W.Hpl. | 19 × 6 × 1 - 6 | | |
| WDST | **Baines Hawkins** *J.C.Peters* –04 | IronScSr ss Liv.No.3–3,94 ss Nwc.No.2–02 1 *Dk*(*Irn*) | 703 545 435 | ✠100A1 2,06 | Hfx | *j* | 1881 9mo | Hodgson& Soulsby Blyth A&CP | Cape Breton S.S.Co (J.C.Peters, *Mgr.*) | 189·6 \| 30·1 \| 13·6 Q104 B18 F21 BK7½ *WB = DBa48 f*[illegible] | Sydney,CB British | C.2Cy.24"&48"–33" 800lb *80lb* SDB92 95RH 1SB,*3pf*,GS49 1700 *APT*[illegible] Hawks,Crawshy&Co.,Gts | 14 × 5 × 1 - 3 | | |
| | **Bais** *J.Calayag* –02 | WoodSc | 171 — 116 | | | | 1884 | ..... Hong Kong | M.G.Veloso | 109·9 \| 17·4 \| 11·5 | Do-Do United States | NB96 | | | |
| | **Baixo Purus** *A.C.Flanders* –95 (*ex*Maximino Motta) 1 *Dk* | SteelSc | *124* *106* *84* | ✠ 2.95 *For River purposes only* | Lon | | 1895 2mo | Edwards& Symes London | Armindo Texeira | 96·2 \| 20·1 \| 7·7 BK4½ | Para Brazilian | C.2Cy.11"&22"–14" 15NH 1SB,*1pf*,GS18 Tindall&Co.Hull | 8 × 11 | | |
| 104563 NMFV | **Bakana** *T.E.Williams* –02 *Elec.light* 2 *Dks*(*U Stl*–*ws*)&*Web frames* | SteelScSr ss Liv.No.2–02 | 2793 2399 1789 | ✠100A1 10,02 ~~12,00~~ MS12,02 ~~BS[illegible]~~ | Liv | *u* | 1894 9mo | Naval Con. & Arm.Co.Ltd Barrow *Lloyd's*&*CP* | British&African S.N.Co.(1900).Ld. (Elder,Dempster& Co.*Mgrs.*) *WB = C* | 336·0 \| 39·3 \| 22·3 P39 B116 F43 FK *dDBa72 uE&B34* | Liverpool British *f*144 570 *F* | T.3Cy.28",38"&68"–42" (s 1800lb *85lb* 265NH 2SB,*6rf*,GS126,HS8913 Naval C'n.&A.Co.Ld.Brw *PTTit APT*41t | 25 × 0 × 5 - 0 | BT SSR Pyke | |
| | **Bakar** *Acacich* –00 | SteelScSr | 119 — 43 | | | | 1900 | M.U.Martinolich Luss n piccolo | Soc.in Azion: Ungaro Croata di Nav. Maritt.a Vap. | 110·5 \| 18·4 \| 8·5 P39 | Fiume Aust.-Hung. | C.2Cy.13"&26"–17½" 24NH W.B.Greenham,Trieste | | V | |
| RNCG | **Baker** *P.Schönwandt* 00–03 2 *Dks*(*M Stl*–*pt ws*)&*Spar dk*(*pt Stl*–*ws*) *Elec.light* | SteelScSr | 1930 1734 912 | ✠100A1 *Spar dk* 12,03 | Cpn | *s* | 1903 12mo | Akt.Burmeistr& Wain Copenhagen *Lloyd's*&*CP* | M.Jebsen *WB = Cell DBa*[illegible]5 | 275·3 \| 37·0 \| 17·0 24 s *Shade dk*106' FK *uE29 f*86'184 *FPT* | Hamburg German *BH Cem* 26t *APT*12t | T.3Cy.27",46"&75"–48" (s 1800lb 515NH SB.*12cf*,GS232,HS9200 Akt.Burmeistr&Wain,Cpn | 18 × 4 | | |
| | **Bakil-Tinga** (*ex*Industry) 1 *Dk* | IronScK | *203* *203* *108* | ✠ 5,84 | Stk | *c* | 1884 4mo | R.Dixon& Co. Middlesbro' | Prince Sai Sanitwongse | 123·5 \| 21·0 \| 11·6 | Bangkok Siamese *BH Cem* | C.2Cy.19"&36"–24" 58NH Blair&Co.(Lim.),Stockton | 12 × 1 | | |
| | **Bakio** *E.de Meaurio*99–04 1 *Dk*(*Stl*)&*deep framing* | SteelScSr | *1906* *1806* *1263* | ✠100A1 3 04 | Cpb | *r* | 1904 3mo | Campbeltown S.B.Co Campbeltown *Lloyd's*&*CP* | Cia.del Vap.Bakio (Sota y Aznar) *WB = Ce* | 282·4 \| 40·0 \| 20·4 P29 B54 F32 FK *l DBa*[illegible]6 *f*116 366 | M.Video Uruguayan *BH Cem* *APT*32t | T.3Cy.21",38"&58"–36" (a 165lb *80lb* 174NH 2SB,*6rf*,GS107,HS2642 J.G.Kincaid&Co Greenock | 21 × 8 × 3 - 3½ | | |
| HKOB | **Baklanoff** *N.Stratonoff* 1 *Dk* | SteelPadSr | 687 — 504 | | | | 1894 | Stabilimento Tecnico Trieste | Russian Stm.Nav. &Trading Co. | 220·1 \| 26·5 \| 11·5 P78t F73t | Odessa Russian | C.2Cy.26½"&47"–30" 130NH Stabilimento Tecnico,Tri | | | |
| | **Bakouriani** *R.Calugerovich* –97 *Well deck* (*ex*Ayrshire) 1 *Dk*(*Irn*) | IronScSr ss Cpl.No.3–7,96 | 785 614 418 | ✠ 3,99 *Fitted for Liquid Fuel* | Cpl | *k* | 1882 8mo 7,96 | Pearce Bros Dundee | Soc.de l'Indstrie de Naphte et du Commerce (A.I Mantacheff&Cie. *Mgrs.*) | 200·6 \| 29·2 \| 13·4 P93 B20 F25 *WB =* BK7½ *DBa*[illegible]4 *f*86 *FPT* | Batoum Russian *BH Cem* 57t *APT*22t | C.2Cy.23"&45"–30" 89NH 1SB.*3pf*,GS62,HS1624 Pearce Bros. Dundee | | | |
| MWNJ | **Baku Standard** *H.Tucker* –98 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *Mchy.Aft* *Elec.light* | SteelScSr ss Nwc.No.2–02 *Web frames* | 3708 3335 2375 | ✠100A1 *Spar dk* 9,04 *Carrying Petroleum in bulk* | Phl Sws | *w* | 1893 2mo | Sir W.G. Armstrong, Mitchell&Co. Ld. Newcastle A&CP | European Petroleum Co.Ld. (J.Clark, *Mgr.*) *WB = D Ba E*[illegible]*B62* | 330·6 \| 43·0 \| 23·0 P83 B24 F33 29·9 FK *D Ba 44 f86 FPT* | London British *BH Cem* 13t *APT*18t | T.3Cy.24",40"&64"–48" (s 1600lb *90lb* 293NH 2DB.*8cf*,GS136,HS4540 Wallsnd Slp.C.(Lim.),Nwc | 24 × 2 × 6 - 8 | | |
| JPMC | **Bala** *T.Owen*03–08 *Well deck* *Now named* "**Glanhowny**," *see letter* "**G**." | IronScSr ss Nwc.No.3–1,96 ss Shl.No.1–01 1 *Dk*(*Irn*)2*tr B* | 1925 1484 1199 | ✠100A1 12,03 BS6,03 | Cff | *r* | 1884 8mo | W.Gray& Co. W.Hartlepool A&CP | Glanhowny S.S.Co. Ld. (Bartlett& Owen, *Mgrs.*) | 270·5 \| 35·7 \| 20·1 P28 Q72 B108 F31 BK9½ *WB = DBa* | Cardiff British *BH Cem* 84 *f*104 365 | C.2Cy.34"&64"–39" (s 800lb *80lb* SDB96 213NH 2SB.*4pf*,GS88 T.Richardson&Sons,Hpl. | 21 × 6 × 2 - 0 | | |
| MLSD | **Balaena** *W.Guy* –08 (*ex* Mjölner) | WoodScBk 2 *Dks* | 416 375 248 | | | | 1872 | Jörgensen &Knudsen Drammen | Balaena Fishing Co Ld.(J.M.Mitchell, *Mgr.*) | 140·9 \| 31·1 \| 16·6 Q37 | Dundee British | C.2Cy.20"&40"–24½" 56RH Nylands Werks.,Xia. | | | |
| RHNs | **Balakani** *J.Hewitt* –99 *Mchy.Aft* *Elec.light* | SteelSc3MastSr ss Shl.No.1–03 2 *Dks*(*Stl*)&*Web frames* | 3690 3438 2367 | ✠100A1 3,03 *Carrying Petroleum in bulk* | Shl | *w* | 1899 9mo | Sir J.Laing &Sons,Ld. Sunderland A&CP | Caucasian Steam Shipping Co.Ld. (Lane&Macandrew, *Mgrs.*) | 335·0 \| 45·0 \| 28·0 P51 B22 F58 *WB = Cell DB* FK *uE&B*[illegible]2 127t *FPT* | London British *BH Cem* 138t *APT*92t | T.3Cy.24½",40"&66"–45" (s 1800lb *100lb* 326NH 2SB.*8pf*,GS162,HS5172 G.Clark,Ld.Sunderland | 29 × 6 × 6 - 2 | | |
| JCFH | **Balaton** *J.C.Peters* 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing* | SteelScSr | 2468 2214 1524 | ✠100A1 *Spar dk* *with freeboard* 7,04 | Cff | *t* | 1901 12mo | Wigham-Richrdsn&C. Ld Newcastle *Lloyd's*&*CP* | Royl Hungarian Sea Nav.Co.Adria,Ld. *WB = Cell* *DBa*[illegible]*uE&B* | 314·0 \| 41·8 \| 13·6 P44 B102 F36 21·4 FK *f*128 *FPT* | Fiume Austr.-Hung. *BH Cem* *APT*22t | T.3Cy.20½",35"&59½"–42" 2000lb *90lb* (r) 256NH 2SB,*6rf*,GS108,HS3854 Wgham Rchrdsn&C.Ltd Nwc | 15 × 10 × 4 - 7 | | |
| QDBH | **Balboa** *H.S.Rankie* –02 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *Web frames* | SteelScSr ss Hmn.No.2–03 | 1324 1249 829 | ✠100A1 *Spar dk* *with freeboard* [illegible] | Ham | *o* | 1894 11mo | Wood, Skinner&Co Newcastle A&CP | Balboa S.S.Co.Ld. (R.MacAndrew& Co.) *WB = Cell DBa*[illegible]7 | 239·0 \| 33·2 \| 12·5 B11 20·8 FK *uE&B*[illegible] *f*95 2·06 | Liverpool British *BH Cem* *APT*[illegible] | T.3Cy.19",31"&51"–33" 1600lb *80lb* 155NH 1SB.*4pf*,GS70,HS2400 NE Marine E.Co.(Lim.),Sld. | 14 × 11 × 5 - 1 | | |

| No. | Steamer's Name. Master. Late Name if any. Special Surveys. | Material, Rig, &c. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Years assigned | Built. When | By Whom. Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. | Moulded depth. Freeboard amidships ft. in. | Registers | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | **Balder**<br>A.Dahlström98-02<br>Elec light<br>Well deck | SteelScS<br>ssGot.No.1-02<br>1Dk(Stl-pt ws)<br>lower dk forehold | 1378<br>857<br>860 | ✠100A1<br>6,05 ~~1,07~~<br>~~BS7,01~~ ✠LMC4,02 | Got | o | 1898<br>9mo | Blackwood &Gordon<br>PortGlasgo<br>A&CP WB | Ångf.Aktieb.Thule (O.Melin, Mgr.)<br>= Cell D Ba33' u Es | 246·2 \| 34·1 \| 14·0<br>P175' F48'<br>B54' f115' 261t FPT FK | Gothenbrg<br>Swedish<br>6BH Cem<br>26t APT 28t | T.3Cy.21",33"&54"-39" (s<br>170lb 80lb 212NH<br>2SB.6cf.GS129.HS3555<br>Blackwood&Gordon,P.Gl | 16 " 6<br>s 1 - 6 | | ~~,08~~<br>6,0? |
| 41 | —<br>M.Dösen | SteelScSr<br>1Dk | 1126<br>896<br>703 | | | | 1901 | Trndhjms Mek.Værks<br>Drontheim | JohanC.Gjertsen | 231·4 \| 34·4 \| 13·6<br>Q125t B54t H17t<br>F31t | Bergen<br>Norwegian<br>Wb | T.3Cy.16",26"&44"-30"<br>106NH<br>TrondhjemsM.V.Dronthn | | N | |
| 42 | —<br>C.G.Sandin99-95 | IronScSr<br>1Dk&Awngdk | 595<br>382<br>436 | | | | 1872 | MotalaCo.<br>Norrköping | Ångf.Aktieb. Balder (PJ.Hægerstrand) | 152·2 \| 25·3 \| 14·6<br>21·5 | Gefle<br>Swedish | C.2Cy.17"&36"-24"<br>NB95 76NH<br>A.Tham,Norrköping | | V | |
| 43 | —<br>V.Thorbjörnsen | CompScSr<br>1Dk2trb | 329<br>289<br>239 | | | | 1872 | JohBang<br>Lödöse | Joh.Bugge | 126·0 \| 23·2 \| 14·1<br>B38t | Bergen<br>Norwegian | C.2Cy.11½"&25¾"-17½"<br>NB93 23NH<br>Göteborgs Mek.Verk,Got. | | N | |
| 44 | —<br>A.V.Lindvall -03<br>Elec.light | SteelScSr | 312<br>148<br>219 | | | | 1898 | W.Lind-bergsAktieb.<br>Stockholm | A.V.Lindvall | 121·1 \| 23·3 \| 9·7<br>P82' H44t F21' | Nrrköping<br>Swedish | C.2Cy.18"&35"-20½"<br>46NH<br>W.LindbergsAktieb.Mot. | | | |
| 45 | —<br>J.H.Sörensen96-96 | SteelScSr<br>1Dk | 162<br>129<br>57 | | | | 1896 | Schiffsw(v.J.&Sch.)A.G<br>Hamburg | Ver.Flnsbrg-Eken-sunder&Sonder-burgerDamps.G. | 120·6 \| 20·2 \| 9·8<br>Q46' B30' F13' | Snderburg<br>German | C.2Cy.13¼"&25"-18"<br>22NH<br>Schwft.(vJ&Sch)AG Han | | G | |
| 46 | **Balduin**<br>Schancke99-99 | SteelScSr<br>1Dk | 1017<br>895<br>620 | | | | 1899 | Nylands Værksted<br>Christiania | FredOlsen | 229·1 \| 32·6 \| 15·9<br>P2?t H72t F24t | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-30"<br>106NH<br>NylandsM.V.Christiania | | N | |
| 47 | **Baldur**<br>I.V.Olsen | IronScSr<br>1Dk | 455<br>308<br>269 | | | | 1876 | Burmeister &Wain<br>Copenhagen | ForenedeDmpskib. Selskab | 170·6 \| 23·1 \| 11·6<br>P103' F24' | Frdrkshvn<br>Danish<br>WB | C.4Cy.16½"&34"-20"<br>86NH<br>Burmeister&Wain,Cpn. | | | |
| 48 | **Baldwin**<br>O.C.Holm01-03 | SteelScSr<br>1Dk | 1130<br>899<br>698 | | | | 1903 | Trndhjms Mek Værks<br>Trondhjem | Acties.Dpsk.Bald-win(A.W.Selmer, | 231·5 \| 34·3 \| 13·6<br>Q125t H20t<br>B53t F31t | Trndhjem<br>Norwegian<br>WB | T.3Cy.16",26"&44"-30"<br>63NH<br>TrondhjemsM.V.Trndjms | | N | |
| 49 | **Balear**<br>N.Ferrara<br>exSitgesHermanos.<br>exPrincessMaud) | IronScSr<br>ssLiv.No.1-89<br>1Dk2trB | 999<br>—<br>557 | ✠<br>9,94<br>✠ | Liv | l | 1885<br>3mo | DavidJ. Dunlop&Co.<br>Pt.Glasgow | SociedadIsleña Maritima | 209·3 \| 29·7 \| 14·9<br>P43' B84' F32'<br>BK7<br>WB = FPT40t deep | Palma,Maj<br>Spanish<br>4BH Cem<br>tanks26'60t | C.2Cy.28"&56"-42"<br>169NH<br>2SB.6cf.GS86<br>DavidJ.Dunlop&Co.P.Gl. | 16 " 1 | | |
| 50 | **Balgay**<br>G.Blackler -03<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssLon.No.1-01<br>1Dk(Irn) | 303<br>224<br>125 | ✠100A1<br>1,03<br>~~BS7,03~~ ✠LMC8,01<br>BS10,04 | P.El | d | 1897<br>10mo | Dundee ShipbldrsCo. Ld.,Dundee<br>A&CP | BucknallS.S. Lines,Ld. (Buck-nallBros. Mgrs.) | 130·2 \| 22·8 \| 9·7<br>Q41' B12' F16'<br>trp03 BK7"<br>WB | London<br>British<br>3BH Cem<br>= FPT26t | C.2Cy.13½"&34"-22" (s)<br>130lb 60RH<br>1SB.2pf.GS36,HS924<br>Cooper&Greig,Dundee | 10 " 4<br>s 1 - 0 | | ~~4,02~~<br>10,04 |
| 51 | **Balgowan**<br>8,04<br>J.Wright<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssHul.No.1-00<br>1Dk(Irn) | 286<br>209<br>116 | ✠~~100A1~~<br>7,02<br>~~[illegible]~~ | P.El | d | 1897<br>3mo | Dundee ShipbldrsCo Ld.,Dundee<br>A&CP | BucknallS.S. Lines Ld. (Buck-nallBros. Mgrs.) | 125·3 \| 22·8 \| 9·6<br>Q40' B12' F15'<br>BK7"<br>WB = | London<br>British<br>3BH Cem<br>FPT30t | C.2Cy.13½"&32"-22" (s<br>120lb 52RH<br>1SB.2pf.GS35,HS1020<br>A.Hall&Co.,Aberdeen | 10 " 4<br>~~s " 11½~~ | | ~~7,01~~<br>5,04 |
| 52 | **Balgownie**<br>C.W.Birch -04<br>Well deck | IronScSr<br>1Dk2trB | 1061<br>790<br>640 | | | ... | 1880 | A.Hall& Co.<br>Aberdeen | GeneralStm.Nav. Co.Ld. | 235·1 \| 30·1 \| 17·0<br>P126' F34'<br>BK8" | London<br>British<br>WB | C.2Cy.28"&52"-34"<br>226NH<br>SmithBros.,Glasgow | 18 " 1 | | |
| 53 | —<br>F.Parsons02-02 | SteelScK<br>1Dk | 185<br>176<br>54 | ✠100A1<br>Stm Trawler<br>9,03 ✠LMC12,02 | Abn | | 1902<br>12mo<br>Lloyd | A.Hall& Co.<br>Aberdeen<br>s.A&CP | BalgownieSteam TrawlFishg.Co.Ld (A.Lewis) | 108·4 \| 21·2 \| 11·6<br>BK7½"<br>WB | Aberdeen<br>British<br>3BH Cem<br>= DTf5'6t | T.3Cy.12",20"&33"-21" (s<br>180lb 61RH<br>1SB.2cf.GS33.HS1042<br>A.Hall&Co.Aberdeen | 12 " 4 | | |
| 54 | **Bali**<br>P.J.Bakker<br>Elec.light | SteelScSr<br>2Dks | 3389<br>3209<br>2570 | | | | 1899 | Crmichael. Maclean&Co<br>Greenock | Stoomv.Maats. Nederland | 322·0 \| 44·0 \| 23·0<br>B77' F46' | Amstrdam<br>Dutch<br>Wb | T.3Cy.23",38"&62"-42"<br>249NH<br>Bow,McLachlan&Co.Psy. | | DV | |
| 55 | **Balilla**<br>V.Domeniconi<br>(exVille deBelfort)<br>Elec.light | SteelSc3MstSr<br>ssGen.No.3-4,01<br>1Dk(Irn)&Spar dk<br>(Stl-ws)3trB | 2746<br>2414<br>1804 | ✠100A1<br>Spar dk<br>3,03 ✠LMC<br>MS4.01 BS3 | Gen | t | 1888<br>7mo<br>Lloyd | J.Laing<br>Sunderland<br>s.A&CP | G.Bertollo | 309·8 \| 41·1 \| 18·4<br>B66 F39' 26·3<br>NDS02 BK10 | Genoa<br>Italian<br>4BH Cem<br>40' 394t | T.3Cy.24½",40"&66"-45" (r<br>160lb 100lb NDB01 307NH<br>3SB.9cf.GS150.HS4828<br>G.Clark,Sunderland | 21 " 1<br>s 6 - 2½ | | 9,02 |
| | *Now named "Città di Reggio," See No. 86 in Supplement* | | | | | | | | | | | | | | |
| 56 | **Balkan**<br>A.Maigre87-97 | IronSc<br>ssMsl.No.3-4.96<br>1Dk(Irn)&Spardk3trB | 1778<br>1594<br>1059 | ✠<br>Spar dk<br>4.96 ✠ | Msl | r | 1882<br>12mo | AM'Millan &Son<br>Dumbarton | Cie.Marseillaisede Nav.àVap. (Frais-sinet&Co. Mgrs.) | 260·0 \| 37·1 \| 23·0<br>P24' B28' F29'<br>BK8" | Marseilles<br>French<br>6BH Cem | C.2Cy.36½"&63"-48"<br>NB00 231NH<br>Denny&Co.,Dumbarton | | V | |
| 57 | **Balkan D.**<br>~~A.Botta -03~~<br>(exNapier)<br>M.Sulic -05 | IronScSr<br>ssShl.No.3-7,93<br>ssTri.No.2-01<br>2Dks(1Irn)3trB | 1955<br>1764<br>1206 | ✠100A1<br>2,05 ~~9,03~~<br>~~BS2,04~~ ✠LMC9,012,05 | Tri | s | 1881<br>3mo<br>Lloyd | TyneI.S.B. Co.<br>Newcastle<br>s.A&CP WB | BalkanD.S.S.Co. Ld. (S.Mandolfo)<br>= Cell D B186' 275t | 280·3 \| 36·1 \| 22·5<br>P29' B28' F23'<br>FK<br>~~inEd B42' 30t~~ FPT | Ragusa<br>Aust.-Hung.<br>6BH Cem<br>29t APT8t | C.2Cy.33"&63"-39" (i)<br>80lb 80lb NDB95 187NH<br>2SB.4pf.GS75,HS2955<br>N.E.MarineCo.,Ld.,Sld. | 25 " 1<br>s 4 - 4½ | | 9,03 |
| 58 | **Ballaarat**<br>~~C.R.Langdon -03~~<br>Ref.Mchy. Elec.light | SteelScBg<br>2Dks(1Stl)&Spardk<br>(Stl-ws)4trB | 4890<br>3441<br>2860 | ✠<br>Spar dk<br>10.82 | Grk | y | 1882<br>8mo | Caird&Co.<br>Greenock | ~~P.&O.Stm.Nav.Co.~~<br>L.Pittaluga | 420·2 \| 43·0 \| 26·4<br>pt Irnfloors 34·3 | ~~Greenock~~<br>~~British~~<br>8BH Cem | C.2Cy.56"&100"-66"<br>677NH<br>Caird&Co.,Greenock | 28 " 3<br>s 10 - 5½ | | |
| | *Now named "Laarat," See No. 40 in Supplement.* | | | | | | | | | | | | | | |
| 59 | **Ballesteros No. 1**<br>Abaroa -04<br>(exTalbot,<br>exSaintClears) | SteelScSr<br>ssLiv.No.3-5,98<br>ssBbo No.1-03<br>1Dk(Stl)&Web frames<br>&pt Awngdk(pt Irnpt Stl | 2481<br>1887<br>1570 | ✠100A1<br>pt Awng dk<br>with freeboard<br>4,04 ✠LMC4,04 | Bbo | s | 1889<br>4mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>A&CP | SociedadAnon. Marit.Ballesteros | 300·0 \| 38·8 \| 19·5<br>P27 Q90' ptNDS98<br>pt Awgdk183' BK10<br>WB = Cell D B248'<br>trp04 | Aviles<br>Spanish<br>4BH Cem<br>125t APT75t | T.3Cy.22½",36½"&60"-39"(s)<br>160lb 80lb NDB03 242NH<br>2SB.6pf&2cf.GS125.HS3900<br>Hwthrn,Leslie&C.Ld.Nwc | 21 " 11<br>s 8 - 9½ | | 4,04 |
| 60 | **Ballesteros No. 2**<br>Losade<br>(exDerwent) | IronScBg<br>ssBbo.2nd.No.3-1,98<br>1Dk&Spar dk3trB | 1511<br>—<br>1153 | ✠<br>4,01<br>✠NB83 | Lon | p | 1873<br>6mo | Gilbert& Cooper<br>Hull | SociedadAnon. Marit.Ballesteros | 239·3 \| 32·7 \| 17·3<br>24·7<br>BK8½<br>WB = D Ba62 | Aviles<br>Spanish<br>4BH Cem<br>f110' 258t | C.2Cy.30"&56"-36"<br>NDB97 146NHP<br>1SB.4pf.GS72,HS2466<br>Cmp73CDHolmes&CoHull | 17 " 8 | | |
| 61 | **Ballochbuie**<br>W.French -92<br>Well deck | IronScSr<br>ssLon.No.3-4 93<br>ssLon.No.2-01<br>1Dk(Irn)2trB | 676<br>532<br>412 | ✠100A1<br>2,05 ~~1,04~~<br>~~[illegible]~~ ✠LMC2,01 | Lon | k | 1880<br>10mo<br>Lloyd | Hall,Rus-sell&Co.<br>Aberdeen<br>s.A&CP | ~~Sollas&Sons~~<br>~~Mrs.M.A.Sollas~~<br>E.H.Sollas | 190·3 \| 31·2 \| 13·0<br>Q55' B40' F22'<br>drp05 FK<br>WB = | London<br>British<br>4BH Cem<br>DBf53' 130t | C.2Cy.23½"&46"-30" (i)<br>70lb 50lb 90RH<br>1SB.3pf.GS48,HS1323<br>Hall,Russell&Co.,Abn. | 13 " 10<br>s 1 - 5 | | N4,04 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Visites Périodiques | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts | 4 Tonnage (Builders' Old Measurement) Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. / Spécial / Date de la dernière Visite | 6 | 7 | 8 Construit. Quand / Navire / Mach. | 8 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression de la Chaudière. NHP. Power as shown on Engineers' Certificate. Pression des Chaudières à Vapeur. Nom du Constructeur des machines. | 14 Crews and Qualifications. Engineers and Firemen. | 15 Date de la dernière Visite à l'Etranger. | 16 Date de la dernière Visite à flot. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | **Ballynase** SteelScSr<br>*F by gunter-rig*<br>*Steel deck*<br>*Foremast* | 1 *Dk* 8 *ft* | 296<br>197<br>89 | ✠100A1<br>6-03 | Dub | *e* | 1903 | J. Fullerton & Co. Paisley<br>*Lloyd's* 4 *ACP* | E.C. Herdman (J. Pinkerton, *Mgr.*) | 135·0 23·1 9·2<br>Q78 Bx T30<br>Aspon 388·6<br>*WB = FPT170* | Ln. Inderry<br>British | C.2Cy.17½" a 36"-24" (s)<br>250lb *Scotch* 6 BHP<br>1 SB.2*pf*.gs37, hs1168<br>Hutchs & Thomson, Ld. Glas. | 10 - 2<br>- - 6 | | |
| 63 | **Balmain** SteelScSr<br>*B Palmer* –04<br>*Well deck*<br>*Mchy. Aft* | 1 *Dk* | 604<br>404<br>377 | | | … | 1885 | Dobie & Co. Glasgow | A. Sneddon<br>D. Emerson | 186·0 27·1 10·8<br>P36 F29<br>FK<br>*WB* | Sydney NSW<br>British | C.2Cy.23" a 45"-36"<br>85 RH<br>J. Jack & Co., Liverpool | | | |
| 64 | — WoodPad<br>*J. Brown*<br>*Dk* | | 177<br>140<br>112 | | | | 1883 | S. Briggs Balmain, N.S.W. | Balmain New Ferry Co. Ld. | 120·0 20·0 7·3<br>H34r | Sydney NSW<br>British | C.2Cy.15½" a 28"-48"<br>40 RH<br>Morts Dk. & Eng. Co., Balmain | | | |
| 65 | **Balmarino** SteelSc3MstSr<br>*J. Robinson* 98-03 ss Ayr No. 1-03<br>*Well deck*<br>*Mchy. Aft* | 1 *Dk* (*Iron*) | 461<br>304<br>89 | ✠100A1<br>7-01 | Ayr | *g* | 1898 | Ailsa S.B. Co. Troon<br>*AACP* | J. Kelly<br>Mrs S. Kelly (S. Kelly, *Mgr.*) | 161·7 25·1 9·8<br>Q75 B7 F26<br>BK7½<br>*WB = DBf79 118* | Belfast<br>British | C.2Cy.20" a 42"-30" (s)<br>115lb *Scotch* 50 RH<br>1 SB.3*pf*.gs60, hs1350<br>Muir & Houston, Ld. Glas. | 12 - 6<br>- - 9 | | 7.00 |
| 66 | **Balmoral** SteelScSr<br>*A. W. Cole* –02 ss Nwe No. 1-02<br>1 *Dk* (*Std.*) *Spar dk* (*Iron*) *deep framing* | | 3930<br>3723<br>2550 | ✠100A1<br>*Spar dk*<br>12.03 | Nwe | *r* | 1896 | C.S. Swan & Co. Hunter's Quay<br>Newcastle<br>*Lloyd's* 4 *AACP* | Bachurst & Verel<br>Swan, Hunter & Wigham Richardson Ld. (*Mgrs.*)<br>*WB = Cell D Ba129 a E4 B* | 365·0 46·0 19·5<br>P36 R100 F20 27<br>FK<br>*4 BHP Cem*<br>*Bs f* L2 666 | Glasgow<br>British | T.3Cy.26" a 42" a 69"-48" (s)<br>160lb *Scotch* 300 NHP<br>2 SB.*bpf*.gs100, hs1810<br>G. Clark, Ltd., Sunderland | 21 - 10 | | 4.07 |
| 67 | — SteelPadSr<br>*W. J. Prescott* –00 | | 473<br>369<br>97 | | | | 1900 | S. Mc Knight & Co. Ltd. Ayr | Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ltd. | 236·0 27·1 9·6 | S'thampton<br>British | C.2Cy.37½" a 65"-66"<br>313 NHP<br>Hutson & Sons, Ld., Glasgow | | | |
| 68 | — IronScK<br>*T. L. Broughton* –98 (*Trawler*)<br>1 *Dk* | | 172<br>154<br>62 | | | … | 1898 | Cochrane & Cooper, Ld. Beverley | Queen Steam Fishing Co. Ld. | 100·0 21·0 11·0<br>Q44 F17<br>BK7½ | Grimsby<br>British | T.3Cy12½" 19½" a 32"-22½"<br>50 RH<br>C.D. Holmes & Co. Hull | 11 - 9 | | |
| 69 | **Balmoral Castle** SteelScK<br>*Jas. Wright* 00-04 *W. Francies* –04<br>*Mchy. Aft* | 1 *Dk* | 268<br>241<br>121 | ✠100A1<br>*Stm Trawler*<br>7.04 | Gms | | 1899 | Dunlee<br>S.B. Co. Ld.<br>Dundee<br>*AACP* | Grimsby Castle Line Stm. Fishing Co. Ld. (A.J. Baxter, *Mgr.*) | 125·0 22·1 11·2<br>Q69 F19<br>BK7½<br>*4 BHP Cem* | Grimsby<br>British | T.3Cy.15" 23" a 37"-24" (s)<br>200lb 12½ *Scotch* 80 RH<br>1 SB.3*pf*.gs30, hs1417<br>Cooper & Greig, Dundee | | | 7.71 |
| 70 | — SteelScSr<br>*W. Booth* –99 ss Abn. No. 3-2.96<br>ss Abn. No. 1-00<br>1 *Dk* | | 145<br>139<br>47 | ✠<br>*Stm Trawler* | | … | 1890 | J. Scott & Co. Kinghorn<br>*Lloyd's* 4 *AACP* | G. Fyfe | 101·8 20·8 11·5<br>BK6½ | Aberdeen<br>British | T.3Cy.11" 17" a 30"-20" (s)<br>150lb 50 RH<br>1 SB.2*pf*.gs25, hs798<br>J. Scott & Co., Kirkcaldy | 11 - 10 | | 8.61 |
| 71 | **Balmore** SteelScSr<br>*F.J.R. Mills* –00 ss Shl No. 3-2.04<br>*W. Webb* (*Jas.*) *mes. ypt Awng dk* (*Iron*) *with freeboard*<br>1 *Dk* (*Iron*) | | 1272<br>896<br>783<br>1,05 | ✠100A1<br>*ypt Awng dk*<br>1,01 | Shl<br>*Nwe* | *n* | 1890 | T. & W. Smith N. Shields<br>*AACP* | Albany Shpg Co. Ld. (D. Scott & Son, *Mgrs.*)<br>*WB = D Ba63 f52 241t APT* | 229·0 32·5 16·1<br>Q79 23·1<br>*ypt Awng dk* 150 FK<br>*4 BHP Cem*<br>21t *APT* 37t | Dundee<br>British | T.3Cy.17" 28" a 46"-33" (s)<br>160lb *65lb* 120 NHP<br>1 SB.3*pf*.gs57, hs1774<br>N.E. Mar. Eng. Co. (Ld.), Nwe | 17 - 1<br>- 8 - 0 | | 8.04 |
| 72 | **Balmuir** IronScSr<br>*W. Spence* –00 ss Shl. 2nd No. 3–12.00<br>2 *Dks* (*Iron-wood*) | | 1381<br>1231<br>886 | ✠100A1<br>6.03 | Shl | *q* | 1879 | Gourlay Bros. Dundee<br>*AACP* | W.N. Machan | 258·1 32·0 20·2<br>P36 B37 F30<br>BK8½<br>*WB = DB 64 f 50 d a E 3 B14* | Dundee<br>British | C.2Cy.32" a 56"-30" (s)<br>80lb *Scotch* NDN62 134 NHP<br>1 SB.4*pf*.gs62, hs1956<br>Gourlay Bros. & Co. Dundee | 21 - 5<br>- 3 - 5 | | 6.02 |
| 73 | **Balmyle** SteelSc3MstSr<br>*Jas. Emerson* –04 ss Shl. No. 1–03<br>*Well deck* *W. Stanton* –04<br>*Mchy. Aft* | 1 *Dk* (*Std.*) | 374<br>248<br>93 | ✠100A1<br>8.03<br>2,05 | Abn | *e* | 1898 | Ritson & Co Maryport<br>*AACP* | Balmyle Shppg. Co. Ld. (W. Kinnear & Co.) | 142·3 23·7 10·0<br>Q77 B9 F24<br>BK7<br>*WB = FPT* 25t | Dundee<br>British | C.2Cy.18" a 36"-24" (s)<br>120lb *75lb* 50 RH<br>1 SB.2*pf*.gs39, hs1253<br>Rossa Duncan, Glasgow | 10 - 11<br>- - 8 | | |
| 74 | **Balnagask** SteelScK<br>*G. Rose* 03–03<br>1 *Dk* | | 190<br>179<br>53 | ✠100A1<br>*Stm Trawler*<br>2,05 | Abn | | 1903 | Hall, Russell & Co. Ld. Aberdeen<br>*Lloyd's* 4 *ACP* | Balgownie Steam Trawl Fishing Co. Ld. (A. Lewis, *Mgr.*) | 108·3 21·6 11·5<br>BK7½ | Aberdeen<br>British | T.3Cy.12" 20" a 33"-22"<br>180lb 64 RH<br>1 SB.2*cf*.gs31, hs1116<br>Hall, Russell & Co. Ld. Aber. | 12 - 1 | | |
| 75 | **Balniel** IronScSr<br>*W. Nelson* ss Bel. No. 3–11.98<br>ss Bel. No. 1–02<br>1 *Dk* (*Iron*) | | 460<br>363<br>223 | ✠100A1<br>7.02 | Bel | *h* | 1886 | M'Ilwaine Lewis & Co. Ld. Belfast<br>*Lloyd's* 4 *AACP* *W* | Wigan Coal & Iron Co. Ld. | 174·0 26·1 12·6<br>Q95 F27<br>FK<br>*B = DBa38 64t F* | Liverpool<br>British | C.2Cy.22" a 44"-30"<br>90lb 50 RH<br>1 SB.3*pf*.gs52, hs1527<br>M'Ilwaine, Lewis & Co. (Ld.), Bel. | 13 - 5<br>a 1 - 0½ | | |
| 76 | **Baltazan** SteelScSr<br>*R.J. Milestone* –01 ss Cff No. 2–03<br>1 *Dk* (*Std.*) *Spar dk* (*Iron*) *deep framing* | | 3278<br>3050<br>2096 | ✠100A1<br>*Spar dk*<br>8,01 | Bry<br>Ard | *r* | 1896 | R. Thompson & Sons Sunderland<br>*AACP* | Liv. Shppg. Co. Ld. (H. Fernie & Sons, *Mgrs.*)<br>*WB = Cell I* | 328·1 47·1 15·9<br>P29 B70 F35 23<br>FK<br>*Ba106 a E22 f130* | Liverpool<br>British | T.3Cy.24" 39" a 64"-42"<br>160lb *Scotch* 277 NHP<br>2 SB.*bpf*.gs120, hs1358<br>G. Clark, Ltd., Sunderland | 18 - 4<br>- 5 - 5<br>a 3 - 0 | | 10.03 |
| 77 | **Baltic** SteelTwinScSr<br>4 M<br>*Well deck* | | | | | | 1903 | Harland & Wolff, Ld. Belfast | Oceanic Stm Nav Co Ld (Ismay, Imrie & Co. *Mgrs.*) | [illegible] | Liverpool<br>British | Qs Cy 33", 47½", 68½" a 98"-63"<br>1324 NHP<br>Harland & Wolff, Ld. Belf. | | | |
| 78 | — ss Shl 2-[illegible] 3.1.05 IronScSr<br>*O.S. Rosling* 91–95 ss Hull No. 1 *Stmr*<br>(ex *Spark*) ss Hull No. 1 *Stmr*<br>*Well deck* 1 *Dk* (*Iron*) *2tr B* | | 1295<br>983<br>776 | ✠100A1<br>1.05 | Skm<br>Shl | *o* | 1880 | R. Thompson jun. Sunderland<br>*AACP* | Nya Rederiaktieb International (G L Ahlström, *Mgr.*) | 240·0 32·0 17·0<br>P150 F26<br>BKS½<br>*WB =*<br>*D Ba67 100t* | Stockholm<br>Swedish | C.2Cy.28" a 56"-36"<br>75lb *Scotch* NDN86 124 NHP<br>2 SB.4*pf*.gs86, hs1915<br>G. Clark, Sunderland | 18 - 0<br>s 1 - 8 | | |
| 79 | — SteelScSr<br>*Rundell* 02–02<br>1 *Dk* (*Hurricane dk*) | | 1094<br>1046<br>626 | | | | 1897 | Schiffsw. von H. Koch Lübeck | Helsingfors Ångf. Aktieb. | 201·5 32·8 21·2 | Helsingfrs<br>Russian | T.3Cy.15½", 25" a 44"-30"<br>100 NHP<br>*W.* | | V | |
| 80 | — IronPad<br>1 *Dk* | | 405<br>—<br>278 | | | | 1882 | ..... Riga | Don. Azoff & Black Sea Steam Nav. Co. | 185·6 25·6 11·5 | Taganrog<br>Russian | | | | |
| 81 | — CompScSr<br>*J.E.T. Osterberg*<br>1 *Dk* | | 299<br>215<br>165 | | | | 1872 | D.R. Anderson Carlskrona | Rederiaktieb. Glückauf (H.R. Boleg, *Mgr.*) | 126·7 23·0 11·0<br>Q52 B34 H7½ F16 | Carlskrona<br>Swedish | C.2Cy.15½" a 28½"-18½" a Reg<br>90 NHP<br>Bergsunds Mek Verks, Stkm | | G | |
| 82 | — IronScK<br>*Campbell* –00 ss Hull No. 2–03 ss Hull No. 1–00<br>1 *Dk* | | 154<br>142<br>93 | ✠100A1<br>*Stm Trawler*<br>5.03 | Gms | | 1888 | Earle's Co. (Ltd.) Hull<br>*Lloyd's* 4 *AACP* | Grimsby Steam Fishing Co. Ld. | 100·6 20·1 11·0<br>Q16 F18<br>ND60 BK7½ | Grimsby<br>British | T.3Cy.10" 18" a 30"-18"<br>170lb 45 RHP<br>1 SB.2*cf*.gs<br>Earle's Co. (Limi.), Hull | 12 - 1 | | 8.04 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned when Classed. Equipment Letter. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length / Breadth / Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registers in which classed, if not in L.R. Date of L.R. Trades cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 / HCRV | **Baltico** *M.G.Cherubin* –02 | **SteelScSr** 1 *Dk(Stl)&Spar dk(Stl) &deep framing* | 3667 3305 2322 | ✠100A1 *Spar dk* 3,04 ✠LMC12,04 | Lon | *w* | 1901 5mo | Russell& Co. Pt.Glasgow A&CP | Eredi C.Cav. Gerolimich&Co. *WB=Cell DBa* | 338·9 \| 46·0 \| 17·9 P20'B74'F35' 25·7 FK 110'*uE&B*40'*f*142' | Lusinpiccolo Aust.-Hung. *6BHCem* 805*tAPT*56*t* | T.3Cy.24″,39″&65″–45″ (*s*) 1801b *80lb* 299NH 2SB *6cf*,GS132,HS4550 Rankin&Blackmore,Grk. | 20 ″ 6 s 6 ″ 1 | | |
| 84 3329 / KDFB | **Baltimore** *R.A Courtney* –99 *Elec light* | **WoodSc** 2 *Dks* YM5.02 | 1414 — 1013 | | | | 1885 | W.E Wood-all&Co. Baltimore | Chesapeake SS.Co. | 222·9 \| 35·7 \| 22·2 | Baltimore Utd. States | C.2Cy.30″&57″–36″ NB02 162NH C.Reeder&Sons,Baltimore | | R | |
| 85 — 3584 | — *T.L.Morris* | **SteelScTug** | 177 — 88 | | | | 1893 | Maryland SteelCo. Sparro'Pt Md | Baltimore&Ohio R.R.Co. | 105·3 \| 22·1 \| 10·5 | Baltimore Utd. States | C.2Cy.20″&40″–26″ 68NHP | | | |
| 86 / HJCK | **Baltique** *A.Viard*00–02 | **SteelScSr** ssCpn.No.3–12,04 1 *Dk(Stl)&deep framing* | 2812 2235 1493 | ✠100A1 12,04 8,04 ✠LMC6,04 | Bry Cpn | *s* | 1902 5mo | Grngem'th &Greenock DockyardCo. Greenock | J.Roy *WB=Cell DBa*90' | 299·8 \| 44·6 \| 20·0 P25'B60'F27' drp04 FK *uE&B*38'*f*122 640*t* *Lloyd's A&CP* | Rouen French *5BHCem APT*112*t* | T.3Cy.22″,36′&59″–39′ (*s*) 1801b *100lb* 228NH 2SB,*6cf*,GS115,HS8450 GreenockFoundry Co.Grk | 22 ″ 1 s ■ ″ 8 | | ~~12,00~~ 12,04 |
| 87 — MRDH | **Iron** *J.DeVries* –00 (*ex*Kirtle) *Well deck* | **IronScSr** ssTrn.No.3–1,96 ssAnt.No.1–01 1 *Dk(Irn)2tr B* | 1365 1086 845 | ✠100A1 10,01 BS8,00 ✠LMC BS ✠LMS10,04 | Nwc | *o* | 1883 4mo | E.Withy& Co. W Hartlepool A&CP | Soc.Anon.du Steamer Baltique (Giani&Müller) | 245·2 \| 34·2 \| 17·2 Q94'B56'F31' BK8½″ *WB=DBa* | Antwerp Belgian *4BHCem* 671*f*88'2841*t* | C.2Cy.30″&57″–33″ (*b*) 75lb *80lb* NDB98 156NH 1DB.*4pf*,GS63 T. Richardson&Sons,Hpl. | 18 ″ 3 s 1 ½ 8 | | ~~17,08~~ 10,04 |
| 88 841 HJCK | **Baltzar von Platen** *E.W.A.Winck* –02 | **IronScSr** 1 *Dk* | 729 573 442 | | | | 1872 | Cole Bros. Newcastle | N.P.Swensson | 186·4 \| 28·2 \| 14·7 Q65'B32'H25*t*F20' | Hisingborg Swedish | C.2Cy.22″&42″–33″ NB83 84NH OuseburnEng.Wrks.,Gts. | | V | |
| 89 — 186 JDPK | — *A.Höglund* –95 | **IronScSp** 1 *Dk&Shelterdk* | 248 105 167 | | | | 1870 | MotalaCo. Motala | Ångf.Aktieb.Göta Kanal(A.Rönnow) | 97·5 \| 21·6 \| 8·3 H30*t* | Stockholm Swedish | C.2Cy.18″&32″–20″ 38NH Bergsd.Mek.Verks.Skm. | | | |
| 90 10323 PSVF | **Baluchistan** *M.W.Manning* –02 (*ex*Harmonic) | **SteelScSr** ssBry.No.1–01 1 *Dk(Irn)2tr B&3 deep framing 3 Dk rule* | 2743 2525 1711 | ✠100A1 *with freeboard* 8,01 12,03 BS12,00 ✠LMC11,01 BS12,04 | Bry Lon | *t* | 1897 7mo | S.P.Austin &Son,Ld. Sunderland A&CP | Anglo-Algerian S.S Co.(1896),Ld. F.C.Strick&CoLd (*Mgrs.*) *WB=Cell DBa*100'*uE&B* 38'*f*122'725*t* | 314·1 \| 45·5 \| 20·0 P34'B62'F36' FK | Swansea British *6BHCem* 1801b *110lb* 249NH 2SB,*6pf*,GS108,HS3857 G.Clark,Ld.Sunderland | 23 ″ 8 ~~4 ″ 3½~~ s 4 ″ 0½ | | 12,03 |
| 91 | **Bambak** *J.F.Livanof* | **SteelTwinScSr** 2 *Dks* *Fitted for liquid fuel* | 1051 — 772 | | | | 1894 | Armstrong Mitchell& Co.(Lim.) Newcastle | St.Petersburg Co.Nadeshda | 250·0 \| 28·0 \| 17·4 | Astrachan Russian | C.4Cy.19″&38″–24″ 118NH WllsndSlpwyCo.Ld.,Nwc. | | | |
| 92 RKHP | **Bamberg** *M.Mizlaff* –03 *Elec light* | **SteelScSr** (*ex*Senta) 2 *Dks* | 4148 3922 2659 | *Again named "Spezia," See No 28 in Supplement* | | | 1895 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 371·2 \| 44·2 \| 27·1 P&B225'F45' *WB* | Hamburg German | T.3Cy.25½″,40″&66″–42½″ 283NH Blohm&Voss,Hamburg | | G | |
| 93 104275 NSBQ | **Bamburgh** *T.Morris* –95 *Well deck* | **SteelScSr** ssNwc.No.2–03 1 *Dk(Irn)* | 647 468 335 | ✠100A1 ~~5,04~~ 10,03 4,05 ✠LMC10,03 BS1,05 | Nwc | *i* | 1895 3mo | Wood, Skinner&Co. Newcastle A&CP | L.S.Carr&Co. *WB=Cell DBa*5'*uE&B* | 180·4 \| 29·1 \| 11·4 Q90'B16'F27' FK 31'*f*72'177*t* *FPI* | Newcastle British *4BHCem* 37*t APT*18*t* | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *80lb* 90RH 1SB,*3pf*,GS49,HS1570 NEMarEngCo(Lim.),Nwc | 13 ″ 6 s 1 ″ 0 | | ~~10,02~~ N4,05 |
| 94 TBRM | **Ban Fo Soon** *J.J.Odink*95–95 1 *Dk(Teak)&pt Shade dk(Teak)* | **SteelTwinScSr** ssSng.No.~~1~~ 2-04 | 440 336 222 | ✠90A1 *Coasting* ~~3,01~~ 11,02 4,05 BS7,98 ✠LMC1,99 | Sng | *g* | 1895 12mo | Riley, Hargreaves&Co. Singapore A&CP | KimSengTjoen (LimAssam, *Mgr.*) | 169·0 \| 25·8 \| 9·3 B51'F23' *pt Shade dk*75' FK | Pontianak (Borneo) Dutch *4BHCem* | T.6Cy.10″,16″&26″–20 (*s*) 160lb *65lb* 83NH 4SB,*3cf*,GS55,HS1596 Bow,McLachlan&Co.,Psy. | 10 ″ 0 | | 3,04 |
| 95 78645 RWNF | **Ban Hin Guan** *Scott* | **IronScSr** (*ex*Krishna) | ~~440~~ 474 ~~432~~ 425 ~~199~~ 243 | | | | 1878 8mo | T.Wingate &Co. Glasgow | LimHoPuah | 180·3 \| 22·2 \| 10·9 Q27*t* | Singapore British | T.3Cy.15″,24″&40″–30″ 75RHP Dunsmuir&Jackson,Gls. | | | |
| 96 TBRF | **Ban Liong** *E.B.Flack* (*ex*Mahathai,*ex*JeanBaptisteSay) | **IronScSr** 1 *Dk* | 354 — 275 | | | | 1876 | Jollet& Babin Nantes | EkLiongChan | 161·8 \| 21·3 \| 12·3 P51'F26' *WB* | Sourabaya Dutch | T.3Cy15¾″,22″&34½″–25½″ 60NHP Jollet&Babin,Nantes | | | |
| 97 97513 SLGT | **Ban Poh Guan** *Smith* *Elec light* | **SteelScSr** ssSng.No.3–3,04 2 *Dks(UptStl–ws)* | 925 821 576 | ✠100A1 7,04 ~~9,04~~ BS8,01 ✠LMC8,04 | Sng | *m* | 1891 10mo | Wigham Richrdsn&Co Newcastle A&CP | LimHoPuah | 225·0 \| 32·2 \| 16·5 B17'F30' *pt Shade dk*114' BK8″ | Singapore British *4BHCem* | T.3Cy.16½″,26″&43″–33″ (*s*) 150lb *75lb* 111NHP 1SB,*4pf*,GS70,HS1820 WghmRichrdsn&Co.,Nwc | 17 ″ 3 s 3 ″ 0 | | ~~3,04~~ N8,04 |
| 98 88020 SLGJ | **Ban Seng Guan** *H.Lyons*96–96 | **IronScSr** ssSng.No.3–5,98 ssSng.No.1–02 2 *Dks* | 801 708 498 | ✠100A1 10,04 ~~10,02~~ ~~3,01~~ | Sng | *m* | 1886 7mo *Lloyd's A&CP* | Ramage& Ferguson Leith | TanYongSiack | 225·8 \| 30·0 \| 15·5 P26'B62'F27' FK | Singapore British *4BHCem* | C.2Cy.28″&54″–36″ (*s*) 90lb *80lb* NDB01 156NHP 1DB,*4pf*,GS82,HS2815 Ramage&Ferguson,Leith | 16 ″ 3 | | N9,02 |
| 99 88012 SLGB | **Ban Whatt Hin** *Forbes* | **IronScSr** 1 *Dk* | 361 304 195 | ✠ 3,89 | Sng | *g* | 1885 7mo | Blackwood &Gordon Pt.Glasgow | StraitsS.S.Co.Ld. | 169·6 \| 25·0 \| 10·4 F24' | Singapore British *4BHCem* Penang | C.2Cy.22″&44″–30″ 85RHP Blackwood&Gordon,P.Gl. | 10 ″ 9 | | |
| 100 82045 WCRF | **Ban Whatt Soon** *R.Rowse* –97 | **IronScSr** ssSng.No.1–85 1 *Dk* | 336 281 199 | ✠ 5,85 | Sng | *g* | 1881 3mo | Blackwood &Gordon Pt.Glasgow | ~~TanYongSiack~~ Mrs. Quah Say Quah Neo | 170·7 \| 25·1 \| 9·6 F23' FK | ~~Singapore~~ British *4BHCem* | C.2Cy.22″&44″–24″ NDB93 NB93 80RHP Blackwood&Gordon,P.Gl. | | | |
| 101 HFRG | **Banan** *H.Monsen* –98 *Well deck* | **SteelScSr** 1 *Dk2tr B* | 979 754 544 | | | | 1888 | W Doxford &Sons Sunderland | Acties.Banan (T.Dannevig) | 215·5 \| 30·5 \| 15·4 Q71*t*B97*t*H2.*a*F31*t* BK8″ | Chrstiania Norwegian *WB* | T.3Cy.16½″,27½″&44″–30″ 111NHP W.Doxford&Sons,Sld. | 16 ″ 6 | N | |
| 102 106886 PVLJ | **Banana** *J.J.Painter* –02 | **SteelScSr** ssBry.No.1–02 1 *Dk(Stl)&Spar dk(Irn) &deep framing* | 2317 2626 1801 | ✠100A1 *Spar dk* ~~2,04~~ 2,05 ~~✠LMC1,03~~ | Sws Shl | *t* | 1897 5mo | J.Blumer &Co Sunderland A&CP | ElderDempster Shipping,Ld. *WB=Cell DBa* | 310·0 \| 41·2 \| 17·6 P28'B64'F28' 25·1 FK 100'*uE&B* 10'*f*118 | Liverpool British *5BHCem* 510*t APT*62*t* | T.3Cy.22½″,37″&61″–42″ (*r*) 160lb ~~*90lb*~~ 249NHP 2SB.*6pt*,GS108,HS3857 G.Clark,Ld Sunderland | 19 ″ 11 s 5 ″ 6½ | | ~~12,03~~ 2,05 |
| 103 109708 RPMB | **Banca** *J.B.Ferguson* –03 *Turret deck Elec light* | **SteelScSr** 2 *Dks3tr B* | 5995 5670 3794 | | | | 1900 | W.Doxford &Sons.Ld. Sunderland | P.&O.Stm.Nav.Co. | 439·8 \| 51·7 \| 29·1 | Sundrland British *WB* | T.3Cy.27½″,45½′&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld. | | C | |
| 104 84281 VDWF | **Bancoora** *C.W.Goode* –03 | **SteelSc3MetSr** ssCal.No.1–8. 2 *Dks(UStl–ws)3 Dk rule* | 2317 2647 2198 | ✠ 3,86 | Cal | *v* | 1880 11mo | W. Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld. *WB=Cell DB* | 322·8 \| 40·3 \| 25·9 P44'B25'F42' 282'622*t* | Glasgow British *6BHCem* | C.2Cy.36″&68″–51″ 275NHP Denny&Co.,Dumbarton | 28 ″ 11 | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Orément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Machine. | 9 Par qui. Navire. Machine. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P. basés en chevaux d'après les dimensions de la Société. I.H.P. basés en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du constructeur des machines. | 14 Chaudières. Pression. Quelle. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 HDVN | **Bandak** *C.Hjorth* –01 | **SteelScSr** 1 *Dk* | 180 113 106 | | | | 1890 | Fredrikstad Mek Vaerksted Fredrikstad | Dampskibsselsk. Bandak (Holger Fischer) | 95·6 19·3 9·8 H60*t* | Christiania Norwegian *WI* | T.3Cy.10″,16″&26″–16″ 27NH Fredrikstad Mek Vaerksted | | | |
| 106 HDMS | **Banderas** *B.Sagarbarria* 99–02 *ss*Bbo.No.1–04 1 *Dk*(*Stl*)&*deep framing* | **SteelScSr** | 2225 1931 1833 | ✠100A1 Bbo *s* 4, | | | 1899 7mo | W.Pickersgill&Sons Sunderland A&CP | Cia.Nav.Vascongada (Felix de Abasolo, *Mgr.*) *WB=CellDBa* | 286·0 43·2 18·7 P23′B56′F27′ FK *uE20′f108′675t* | Bilbao Spanish *3BHCem APT54t* | T.3Cy.21″,35″&57½″–39″ (*r*) 160lb 180*lb* 210NH 2SB,6*pf*,6s99 H&3221 G.Clark,Ld.Sunderland | 21 | 3 · 4 | | |
| 107 | **Bandoola** | **SteelTwinSc** 1 *Dk* | 454 454 245 | | | | 1898 | W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.Ltd. | 180·0 34·1 10·7 | Glasgow British | C.4Cy.25″&45″–27″ 66RHP Denny&Co.Dumbarton | | | |
| 108 WPDC | **Banes** *P.Trondstad* | **SteelScSr** 1 *Dk*&*Spardk* | 748 693 454 | | | | 1890 | Grngemth Dockyard Co. Alloa | P.Trondstad | 180·6 28·0 19·2 H55*t* | Bergen Norwegian *WI* | T.3Cy.16″,26″&40″–33″ NB01 92NHP Hutson&Corbett,Glasgow | | R | |
| 109 NPGF | **Banffshire** *J.Wallace* –01 2 *Dks*(*Stl–Uptwss*)&*deep framing* *Ref.Mchy. Elec.light* | **SteelScSr** *ss*Lon.No.2–03 3 *Dk rude* | 5736 5308 3719 | ✠100A1 1,05 | Nwc *a*† Lon Gls | | 1894 11mo | Hawthorn, Leslie&Co.Ld. Newcastle A&CP | ElderslieSS.Co.Ld. Turnbull,Martin &Co. *Mgrs.*) *WB=Cell DBa 104′uE.Ab69′f186′11tonFPT* | 420·0 54·0 28·7 P41′B&F344 FK *BHCem 17tAPT* | Glasgow British | T.3Cy.30″,48″&78″–54″ 160lb *160lb* 2SB,6*pf*,6s149,H&4686 Hwthrn,Leslie&Co.Ld.Nwc | 32 · 0 8 · 9 | BT cm | 2,94 |
| 110 | [illegible] | **SteelScYl** 1 *Dk* | 213 188 52 | ✠100A1 *Stm Trawler* 3,0[illegible] | Abn | | 1901 1mo | Mackie& Thomson Glasgow *Lloyd's A&CP* | ShireStm.Fishing Co.Ld. | 120·7 21·6 12·2 Q58′ BK7½′ *WB=DBf30′24t* | Aberdeen British *1BHCem* | T.3Cy.12″,18½″&32″–22″ (*r*) 180lb 50RHP 1SB,2*cf*,6s37,H&1150 W.V.V.Lidgerwood,Gls. | 13 · 3 | | 3,84 |
| 111 TRSH | **Bangala** *H.L.Parsons* –04 *Elec.light* 3 *Dks*(1 *Stl*–*wa*&*fUStl*–*teaks*) | **SteelScSr** 3048 3149 1[illegible]5 | 3933 | ✠100A1 11,02 | Gla *y* | | 1902 11mo | A.&J. Inglis Glasgow *Lloyd's A&CP* | BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa78 uE.&B88′f135′591t* | 373·0 45·2 26·5 P71′B130′F88′ FK *DTf18′412tFPT* | Glasgow British *3BHCem 5ltAPT27t* | T.3Cy.33″,55″&88″–54″ (*s*) 180lb *180lb* 899NHP 6SB,15*cf*,6s325,H&14200 A.&J.Inglis,Glasgow | 29 · 3 5 · 8 | | |
| 112 NTGV | **Bangarth** *F.H.Renaut* –95 *Well deck* | **SteelScSr** *ss*Bkn.No.2–08 1 *Dk*(*Irn*)&*deep framing* | 1565 1208 936 | ✠100A1 3,05 | Bkn *p* Cff LMC1[illegible] | | 1895 4mo | Palmers' Co.(Lim.) Newcastle A&CP *WB–Cell DBa72′f98′290t* | ReaShippingCo. (R.&J.H.Rea, *Mgrs.*) | 250·8 36·3 18·3 Q96′B48′F28′ irp04 FK *FPT94tAPT102t* | Liverpool British *4BHotAsp ptCem* | T.3Cy.20½″,33″&54″–36″ (*s*) 160lb *80lb* 191NHP 2SB,6*pf*,6s84,H&3095 Palmers'Co.(Lim.),Nwc. | 19 · 7 2 · 0 | | |
| 113 QGPW | **Bangkok** *H.Busche* ex Charon) | **SteelScSr** 2 *Dks* | *1920* *1745* *1237* | | | | 1896 | Workman, Clark&Co.Ld Belfast | Norddeutscher Lloyd | 278·0 41·1 20·8 B74′F36′ | Bremen German *WI* | T.3Cy.19″,32″&52″–30″ 148NHP Wrkman,Clark&Co.Ld Bel | | | |
| 114 394 JMLN | — *A.Falck* 03–03 | **IronScK** *ss*Gms.No.1–02 1 *Dk* | 190 180 69 | ✠100A1 *Stm Trawler* 6,03 | Gms | | 1897 11mo | Cochrane& Cooper Beverley *Lloyd's A&CP* | Göteborgs ångfiske Aktieb. (A.H. Larsson, *Mgr.*) | 112·7 21·0 11·6 Q20′ BK7½′ | Gothenburg Swedish *1BHCem* | T.3Cy.12½″,20″&32″–23″ (*s*) 155lb 55NHP 1SB,2*cf*,6s30,H&877 Bailey&Leetham,Hull | 12 · 3 | | N6,03 |
| 115 7063 | — | **IronPadSr** 1 *Dk* | 149 149 32 | | | | 1877 | J.Softley& Co. North Shields | TanjongPagar DockCo.Ld. | 115·3 20·0 10·0 | Singapore British | 1Cy.30½″–54″ 80RHP Hepple&Co.,N.Shields | | | |
| 116 103071 MWHR | **Bangor** *J.Brown* –00 (*ex*Saint Giles) *Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr** *ss*Bel.No.2–01 1 *Dk*(*Irn*)2*tr B.t* | 3372 2623 2202 | ✠100A1 *pt Awng dk with freeboard* 1,03 | Gls *u* C3,01 | | 1893 1mo | W.Gray& Co.Ld. W Hartlepool A&CP | T.Dixon&Sons | 330·6 43·2 21·6 Q131′ *pt Awng dk*199′ FK *WB=CellDB284* | Belfast British *5BHCem 780tAPT37t* | T.3Cy.24″,38″&64″–42″ (*r*) 160lb 880*lb* 277NHP 2SB,6*rf*,6s91,H&1320 Cen.Mar.Eng.Wks.W Hpl | 24 · 4 9 · 5½ | | N1,03 |
| 117 101725 PFN | — *R.J.Owens* –96 *Mchy.Aft* *Well deck* | **SteelScSr** *ss*Bng.No.2–03 1 *Dk*(*Stl*) | 359 254 92 | ✠100A1 7,04 | Bng *f* C7,03 | | 1894 8mo | Scott& Sons Bowling A&CP | AngleseyShppgCo. (O.T.Jones, *Mgr.*) | 145·0 24·0 9·0 Q54′B10′F24′ BK7 *WB=CellDBf68* | Beaumaris British *3BHCem 72tFPT30t* | C.2Cy.20″&40″–27″ 160lb 67RHP 1SB,2*pf*,6s38,H&1267 Ross&Duncan,Glasgow | 11 · 2 8 · 10 | | 7,09 |
| 118 HLGF | **Bani** *Artigue* –03 | **SteelTwinScSr** 2 *Dks* | 567 377 233 | | | | 1903 | Rijkee& Co. Rotterdam | Devès&G.Chaumet | 175·5 26·2 10·8 F18′ *WB* | Bordeaux French | C.4Cy.14¾″&27½″–17½″ 53NH Alblasserdamsche Mch Alt | | V | |
| 119 110371 | **Banka** *P.Blackhouse* –01 | **SteelScSr** 1 *Dk*&*pt Shade dk* | 208 157 127 | | | | 1896 | Riley, Hargreaves&Co. Singapore | TeohTeowPeng | 120·0 19·1 9·0 F17′ *pt Shade dk78′* | Singapore British | C.2Cy.16″&32″–22″ 42RHP Ross&Duncan,Glasgow | | | |
| 120 1205 HJCs | **Bankoku Maru** (*ex*Apenrade, *ex*Montevideo) | **IronScBn** 2 *Dks*3*tr B* | 2240 2187 1451 | ✠ 6,73 | Nwc Lv | | 1873 2mo | C.Mitchell &Co. Newcastle | OjiroKisenGoshi Kaisha | 315·9 35·5 27·1 QB&F31′ | Tokio Japanese | C.2Cy.40¾″&72¼″–42″ 282NHP Thompson,Boyd&Co.,Nwc. | | | |
| 121 8899 NRKI | **Banshee** *Taylor* 57– | **Iron&SteelPadSr** | 1250 875 204 | | | | 1884 | Laird Bros. Birkenhead | L.&N.W.Rlwy.Co. | 310·0 34·1 14·3 P197*t* | Dublin British | T.3Cy.44″,70″&108″–78″ NE&B94 1030NHP Laird Bros.,Birkenhead | | BT 1902 4,05 | |
| 122 TBR | **Bantam** *J.Z.van der Lee* –01 *Elec.light* | **SteelScSr** 2 *Dks*3*tr B* | 2114 1978 1323 | | | | 1884 | A&J Inglis Glasgow | Koninkl.Paketv. Maats. | 290·2 37·2 24·2 P54′B82 F30 BK10′ | Batavia Dutch | C.2Cy.36″&70″–45″ 283NHP A.&J.Inglis,Glasgow | 25 · 2 | | |
| 123 11477 SRNI | **Bantu** *E.D.Jenkins* –02 *Elec.light* | **SteelScSr** 2 *Dks*(1 *Stl–UIrn*)&*deep framing* | 4189 3917 2662 | ½100A1 | Shl *x* | | 1901 10mo | Armstrong Whitworth &Co.Ld. Newcastle A&CP | BucknallS.S. Lines,Ld. (Bucknall Bros. *Mgrs.*) *WB=Cell DBa96 uE.&B48 f* | 360·0 47·0 28·3 P36′B96′F42′ FK *7BHCem* | London British *TwSc* | T.3Cy.28″,46″&77″–48″ (*r*) 180lb 535NHP 8SB,9*cf*,6s144,H&7599 Wllsnd Slpwy.Co.Ld. Nwc *uE.&B48 f* | 31 · 0 8 · 6½ | | s2,04 |
| 124 174 HLJT | **Banzai Maru** | **WoodScSr** 2 *Dks* | 436 407 268 | | | | 1897 | Mayegawa Tomekichi Osaka | NakamuraUshitaro | 152·8 21·0 17·2 | Osaka Japanese | C.2Cy.18″&36″–24″ 55NH | | | |
| 125 162 HKVI | — | **WoodScSr** 2 *Dks* | 183 172 99 | | | | 1896 | Mihara Mannosuke Osaka | U.Jum | 118·1 16·1 13·1 | Hakodate Japanese | C.2Cy.15¼″&29½″–18″ 61NH OnoSeikichi,Osaka | | | |
| 126 | **Baptista d'Andrade** | **SteelScTug** 1 *Dk* | 116 | | | | 1897 | A.Legal Nantes | Portuguese Government | 94·5 17·2 9·5 | Portuguese | C.2Cy.11½″&21½″–13½″ 16NH Mancour,Nantes | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Late Name if any / Special Surveys. No. of Decks, &c. | Gross / Under deck / Net | Character (✠ for Special Survey. Date of last Survey) | Port of Survey | | Built When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c. (Length, Breadth, Depth) | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships ft. in. | 15 | 16 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127<br>HDMG | **Baracaldo** SteelScSr<br>~~[struck]~~ ssBbo.No.2-01<br>1Dk(Irn)&Web frames<br>Well deck H.Ga... -04 | 1186<br>886<br>677 | ✠100A1<br>11,04 ~~...~~<br>~~BS6,04~~ ✠LMC9,01 | Bbo | n | 1893<br>8mo | W.Gray&Co.(Lim.)<br>W Hartlepool<br>A&CP | Cia.Anon.del VaporBaracaldo (Sota yAznar) | 230·0\|32·1\|14·7<br>P25'Q61'B57'<br>F26' FK<br>WB = CellDB192' | Bilbao<br>Spanish<br>1BHCem<br>204tAPT46t | T.3Cy.16½",26"&44"-33" (s)<br>160lb 75lb 60lb 113NHP<br>1SB,3rf,GS36,HS1734<br>Cen.Mar.Eng.Wrks,WHpl | 16 " 10<br>s 1 " 5⅝ | | ~~...~~<br>11,01 |
| 128<br>114788<br>SWMN | **Baralong** SteelScSr 4132<br>J.McMillan -03<br>Elec.light 2Dks(1Stl&Irn)&deep framing | ~~4187~~<br>3918<br>~~2637~~<br>2661 | ✠100A1<br>~~11,04...~~ 5,05<br>✠LMC11,01 | Nwc<br>Shl | x | 1901<br>11mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>A&CP | BucknallS.S.Lines Ld.(BucknallBros Mgrs.)<br>WB = Ce | 360·0\|47·0\|28·3<br>P36'B96'F42' FK<br>llDBa96' uE&B48' | London<br>British<br>7BHCem<br>f156' 1061t | T.3Cy.28",46"&77"-48" (r)<br>180lb 535NHP<br>3SB,9cf,GS144,HS7599 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>TunnelTank134tAPT68t | 31 " 0<br>s 6 " 6½ | | 11,04 |
| 129<br>HDMK | **Barambio** IronSc<br>R.Hernandez 1Dk2trB<br>Well deck | 760<br>602<br>525 | ✠<br>7,74 | Sld | | 1874<br>5mo | Austin & Hunter<br>Sunderland | MelitónGonzalez &Co.<br>WB | 195·8\|29·0\|15·5<br>Q66' B44' F23'<br>= DBa44' f29'80t | Bilbao<br>Spanish<br>5BHCem | C.2Cy.27"&47"-30"<br>101NHP<br>N.E.MarineE.C.(Lim.) Sld | | | |
| 130 | **Barawa** IronScSr<br>SuleimanJaffer 1Dk | 330<br>265<br>234 | | | | 1885 | Flensburgr Schiffsb.Ges.<br>Flensburg | Government of Zanzibar | 141·0\|22·1\|12·0<br>P17' B19' F25' | Zanzibar<br>WB | C.2Cy.18"&33"-21"<br>42NHP<br>FlensburgerSchiffsb.Ges. | | | |
| 131<br>102072<br>MWJR | **Barbadian** SteelScSr<br>R.Griffiths -02 ssLiv.No.3-3,04<br>Elec.light 3Dks(2Stl)&Shelterdk | 4502<br>4491<br>2934 | ✠100A1<br>Shelter dk withfreeboard<br>2,05 ~~3,04~~<br>✠LMC3,04 | Liv | x | 1893<br>1mo<br>Lloyd | NavalCon.&Arm.Co.Ld.<br>Barrow<br>s.A&CP | F.Leyland&Co.(1900)Ld.<br>WB = CellD | 380·2\|44·2\|26·7<br>BK8"<br>B296'673tFPT128t | Liverpool<br>British<br>7BHCem<br>APT99t | T.3Cy.25½",42½"&72"-51"<br>200lb 100lb NBB04 437NHP<br>2DB,12cf,GS231,HS6896<br>NavalC.&A.Co(Lim.)Brw. | 29 " 6<br>s 12 " 3 | BT till 2,05 | 3,04 |
| 132<br>106959<br>PNQJ | **Barbara** SteelScSr<br>N.D.J.Voss -02 ssHpl.No.1-01<br>Spar dk(Stl)2trB&Web frames | 3740<br>3556<br>2444 | ✠100A1<br>Spar dk withfreeboard<br>12,04 ~~...~~<br>BS6,04<br>~~BS7,08~~ ✠LMC11,01 | Cff<br>Bry | w | 1897<br>2mo | Furness,Withy&CoLd<br>W Hartlepool<br>A&CP | WestHartlepool Stm.Nav.Co.Ld.<br>WB = CellDBa | 340·0\|47·1\|19·2<br>P31'B105'F31' 27·1<br>FK<br>108'uE&B47' f130' | W.Hartlpl<br>British<br>6BHCem<br>687tAPT41t | T.3Cy.25",40"&66"-45" (s)<br>160lb 80lb 299NHP<br>2SB,8pf,GS125,HS4600<br>W.Allan&Co.(Lim.),Sld. | 22 " 10<br>~~s 6 ...~~<br>s 6 " 0 | | ~~7,02~~<br>N12,04 |
| 133<br>Wrecked | **Barbara Boscowitz** WoodScSp<br>J.D.Warren00-00 2Dks | 338<br>324<br>253 | | | | 1883 | JMCSmith<br>Victoria | BoscowitzS.S.Co. Ld. | 119·0\|23·0\|10·0 | Vict'riaBC<br>British | C.2Cy.8½"&24"-18"<br>NE98 21RHP<br>Alb'nIrnWksCoLd.VicBC | | | |
| 134<br>QGJC | **Barbarossa** SteelTwinScSr<br>F.Mentz -00<br>Ref.Mchy. Elec.light 4Dks | 10915<br>8718<br>6521 | | | | 1896 | Blohm& Voss<br>Hamburg | Norddeutscher Lloyd | 526·4\|60·0\|34·6<br>P82'B257'F22' | Bremen<br>German<br>WB | Q.8Cy.25¼",37",54⅝"&77⅝"-54"<br>886NHP<br>Blohm&Voss,Hamburg | | G | |
| 135<br>113472<br>SJNQ | **Barbary** SteelScSr<br>J.B.Gordon77-01<br>1Dk(Stl)&Spar dk(Irn)&Web frames | 4185<br>3947<br>2726 | ✠100A1<br>Spar dk<br>3,05 ~~3,04~~<br>✠LMC5,01 | Liv | x | 1901<br>5mo<br>Lloyd | Richardsn,Duck&Co.<br>Stockton<br>'sA&CP | D.MacIver,Sons&Co.Ld.<br>WB = CellD | 370·0\|48·1\|19·5<br>P99'B126'F97' 27·5<br>FK<br>Ba108'uE28'f144' | Liverpool<br>British<br>6BHCem<br>757tAPT54t | T.3Cy.27",44½"&73"-54" (a)<br>180lb 180lb 447NHP<br>3SB,9cf,GS204,HS7200<br>Blair&Co.Ld.Stockton | 22 " 1<br>s 6 " 2 | | 3,05 |
| 136<br>HCNF | **Barbro** SteelSc3MstSr<br>Chr.Boberg<br>Mchy.Aft 1Dk | 779<br>606<br>319 | | | | 1901 | Framnes Mek.Værks.<br>Sandefjord | Dampskibsselsk. Barbro (Brödrene Björnstad) | 200·5\|30·1\|13·0<br>P114tH65t | Chrstiania<br>Norwegian<br>WB | T.3Cy.14",24"&37"-27"<br>71NHP<br>AkersMek.Værks.Xia. | | N | |
| Lost 12,04<br>137 | **Barcellos** SteelTwinScSr<br>J.Darling -96<br>1Dk(Teak)&ptShade dk(Teak) | 398<br>374<br>271 | ✠<br>For River purposes only<br>5,96 | P.Gl | y | 1896<br>5mo | A.Rodger &Co.<br>Pt.Glasgow | AmazonStm.Nav.Co.Ld. | 170·6\|28·1\|10·2<br>F22'<br>FK | Pará<br>Brazilian<br>4BHptCem<br>ptAsp | T.6Cy.9",14"&22"-18"<br>65NHP<br>1SB,2cf,GS18,HS1332<br>Hall-Brwn.Buttery&C.Gls | 10 " 6 | | |
| 138<br>RKPD | **Barcelona** SteelScSr<br>C.W.Bohn88-99 (exArabia)<br>Elec.light 2Dks | 5456<br>4501<br>3394 | | | | 1896 | Harland&Wolff(Lim.)<br>Belfast | Dampfschrhed UnionA.G. | 399·2\|49·2\|27·3<br>P242'B31'F45' | Hamburg<br>German<br>WB | Q.4Cy.22½",32",47"&68"-51"<br>330NHP<br>Harland&Wolff(Lim),Bel. | | G | |
| 139<br>82559<br>VMFW | **—** IronScSr<br>J.Walker84-03 ssNpt.No.3-3,95<br>(exKingEdwardVII., exFriary) ssAnt.No.2-03<br>1Dk(Irn)&Spardk3trB | 2232<br>1525<br>1389 | ✠100A1<br>Spar dk<br>~~5,04...~~ 12,04<br>✠NB1,00 LMC8,08 | Ant<br>Hul | s | 1882<br>1mo | J.Laing<br>Sunderland<br>A&CP | BarcelonaS.S.Co. Ld. (Westcott& Laurence Line,Ld) | 295·7\|37·9\|20·0<br>27·5<br>BK9½"<br>WB = DBa84'f60' | London<br>British<br>6BHCem<br>245tAPT25t | C.2Cy.29"&68"-42" (s)<br>115lb 90lb NDB00 261NHP<br>2SB,6pf,GS106,HS3335<br>N.E.MarineEng.CoLd.Sld. | 21 " 5<br>s 6 " 4½ | | ~~8,08~~<br>12,04 |
| 140<br>91876<br>KCNS | **Barcoo** SteelScSr<br>G.Savage -98 1Dk&Spardk<br>Elec.light | 1505<br>1376<br>745 | | | ... | 1885 | W.Denny &Bros.<br>Dumbarton | Australas'nUnited Stm.Nav.Co.Ld. | 250·1\|36·1\|15·5<br>B16'F41' 23·2<br>FK | Brisbane<br>British<br>WB | T.3Cy.25",41"&68"-48"<br>320NHP<br>Denny&Co.,Dumbarton | 16 " 5 | | |
| 141<br>HDJL | **Bard** SteelScSr<br>O.J.Christiansen<br>(exJensMeinich) 1Dk | 705<br>515<br>431 | | | | 1892 | Nylands Værks.<br>Christiania | Acties.Bard (Fred.Olsen,Mgr.) | 186·3\|28·9\|13·6<br>Q48tB102tH13t<br>F27t | Hvidsten<br>Norwegian<br>WB | T.3Cy.14½",24"&39"-27"<br>79NHP<br>NylandsVærksted,Xania | | N | |
| * 142<br>LBQK | **Barden** IronScSr<br>L.Iversen ssHpl.No.3-3,98<br>(exScottHarley) ssXia.No.1-02<br>Well deck 1Dk(Irn) | 380<br>271<br>199 | ✠100A1<br>9,04 ~~...~~<br>[illegible] ✠LMC10,02 | Xia | f | 1884<br>10mo<br>Lloyd | Murdoch & Murray<br>Pt.Glasgow<br>'sA&CP | H.Ellefsen<br>WB = DBa31' | 148·3\|22·6\|11·1<br>Q45'B42'F26'<br>BK7"<br>36tFPT22tAPT6t | Isafjord, Iceland<br>Danish<br>4BHCem | C.2Cy.20"&40"-27" (s)<br>80lb 72NHP<br>1SB,2pf,GS35,HS1350<br>W.Kemp,Glasgow | 11 " 9<br>s " 10½ | | ~~10,02~~<br>9,04 |
| 143<br>108250<br>PTWH | **Bardistan** G.H Watt SteelScSr<br>~~J.E.Trout~~ ssCff.No.1-01<br>(exSaintHelen) 1Dk(Irn)2trB<br>&Web frames3Dk rule | 2599<br>2404<br>1651 | ✠100A1<br>~~4,04 2,04~~ 1,05<br>[illegible] 1,05 | Lon<br>Npt Cff | t | 1897<br>9mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | Anglo-Algerian S.S.Co(1896),Ld (F.C.Strick&CoLd Mgs.)<br>WB = CellD | 314·0\|44·1\|20·7<br>P27'B70'F31'<br>FK<br>Ba&uE128'f126' | Swansea<br>British<br>5BHCem<br>684tAPT40t | T.3Cy.23",36½"&62"-39" (s)<br>160lb 80lb 244NHP<br>2SB,6rf,GS83,HS3718<br>Cen.Mar.Eng.Wrks.WHpl | 23 " 3<br>s 4 " 0½ | | 2,04 |
| 144 | **Bardouville** SteelScSp<br>Guillots93-99<br>(exThistle) 1Dk | 101<br>101<br>10 | | | | 1895 | Cox&Co.<br>Falmouth | Administration desPonts et Chaussées | 95·2\|18·1\|9·3 | Rouen<br>French | C.2Cy.16"&30"-22"<br>35NHP<br>D.B.McCallum&Sons,Cff. | | | |
| 145<br>110071<br>QTPG | **Bardsey** SteelScSr<br>R.Care99-99 ssNpt.No.1-03<br>1Dk(ptIrn&ptStl)2trB&deepframing<br>3Dk rule | 3382<br>3104<br>2184 | ✠100A1<br>~~3,04 ...~~ 2,05<br>✠LMC[illegible] | Npt<br>Bry Cff | r | 1899<br>2mo<br>Lloyd | Richardsn,Duck&Co.<br>Stockton<br>'sA&CP | FargroveStm.Nav.Co.Ld. (Farrar,Groves&Co.Mgrs)<br>DBa110'uE&B24' | 339·0\|46·1\|24·7<br>P33'B92'F33'<br>WB = Cell FK<br>f146'807tFPT107t | London<br>British<br>6BHCem<br>APT80t | T.3Cy.24½",40½"&66½"-42"<br>160lb 90lb (s) 294NHP<br>2SB,6cf,GS123,HS4530<br>Blair&Co.Ld.Stockton | 27 " 3<br>s 5 " 2½ | | ~~...~~<br>2,05 |
| 146<br>NGKR | **Barendrecht** SteelScSr<br>~~[struck]~~<br>1Dk(Stl)2trB&Web frames<br>F.Visser99-05 | 3223<br>3072<br>2092 | ✠100A1<br>withfreeboard<br>~~... 3,04~~ 3,05<br>✠LMC10,01 | Cff<br>~~Ams~~<br>Ham | r | 1901<br>10mo<br>Lloyd | R.Craggs &Sons<br>Middlesbro'<br>'sA&CP | Stoom.Maats.de Maas (Ph.van Ommeren,Mgr.)<br>WB = Cell DBa106'uE& | 330·7\|47·1\|24·0<br>P29'B180'F36'<br>FK<br>B42'f138'730t DTa | Rottrdam<br>Dutch<br>6BHCem<br>24'475tFPT | T.3Cy.24",38"&64"-42" (s)<br>160lb 100lb 284NHP<br>2SB,6cf,GS100,HS1531<br>Richardsons,Westgarth&Co.Ld.Hpl<br>68tAPT47t | 26 " 6<br>s 4 " 4 | | ~~3,04~~<br>3,05 |
| 147 | **Barendsz** IronScK<br>H.Gravenmaker ssAms.No.1-04<br>1Dk | 190<br>179<br>59 | ✠100A1<br>Stm Trawler<br>~~...~~ 5,05<br>✠LMC2,03 | Ams | | 1899<br>11mo<br>Lloyd | Cochrane&Cooper,Ld<br>Selby<br>'sA&CP | Maats totBeheer vanSteamtrawlers &AndereVisschervaartnigen | 115·5\|21·6\|11·5<br>Q49'<br>BK7½"<br>WB = | Ymuiden<br>Dutch<br>4BHCem<br>DBf17'13t | T.3Cy.13",21"&34"-24" (r)<br>180lb 76NHP<br>1SB,2pf,GS40,HS1362<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 12 " 3 | | 2,03 |

| 1 Numéro d'Ordre — Numéro Officiel — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine — Visites Périodiques. | 3 Ex-nom, s'il y a lieu. — Nombres des Ponts. | 4 Tonnage Total. — Tonnage Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines à vapeur auxiliaires. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | 14 Creux sur Quille. — Franc-bord en petites mers. pds. ps | 15 Date de la dernière Visite. | 16 Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 QGNV | **Barenfels** *Diedrichsen* — 1 *Dk (Stl)* | **SteelScSr** — *ssHam.No.1–03* — *Spar dk Stl–teak s)* *Elec.light* | 56 5165 3634 | ✠100A1 *Spar dk* 4,04 | Ham | *z* | 1898 11mo | Flensburg Schiffsb Ges Flensburg A&CP | DeutscheDmpfs-hArts.Ges.Hansa — *WB=* | 116·3 53·9 20·1 P38'B100'F48' 28·9 DK11' *Cell D Ba146' u E26* | Bremen German 6 *BHCem* *f* 176'1100t | Q.4Cy.24"&34"51"&74"–54" (r 190lb *120lb* 500NH SB,*Def*,Gs145,Hs6500 FD Flensburger Schiffsb.Ges. | 22 - 10 | | |
| 149 | **Barés** — (ex Guanabara (ex Canaanéa, ex Ana dos Reis) — *Mchy. Aft* — 1 *Dk (Stl)* | **SteelScSr** | 34 959 | ✠ *with freeboard* 2,94 | Xpt | *e* | 1891 8mo | Exors.of T.A.Walker Sudbrook — *Rio Janeiro & Santos* | AmazonasState Government — *WB=* | 150·0 26·2 7·8 Q38'B8'F28' FK *DBf12'18t* | Manaos Brazilian 1 *BHCem* Fleming&Ferguson.Pay | Q.4Cy.9",12",16"&25"–21½" 29NH | 8 - 5 | | |
| 150 NGLC | **Bari** — *F.Andriola88–00* (ex Liburno) — 1 *Dk* | **IronSc** | 326 944 205 | | | | 1870 | Schlick Fiume | Soc.Anon.diNav.a Vap.Puglia | 149·2 20·0 13·9 | Bari Italian | C.2Cy.18"&32"–21" NE86NB92 30NH G.Stradtholf,Trieste | | I | |
| 151 NGLC | **Barion** — *P.Gambardella94–94* | **IronScBu** — 2 *Dks* | 1020 734 670 | | | ... | 1880 | C.Mitchell &Co. Newcastle | Soc.Anon.diNav.a Vap.Puglia — *WB* | 223·5 28·1 18·2 P122'F29' | Bari Italian | C.2Cy.27"&54"–36" NB03 140NH Wallsend Slipway Co.,Nwc | | I | |
| 152 B555 LCPV | **Barking** — *S.P.Stacey –94* — 1 *Dk (Stl–pt wsw) & Web frames* *Mchy Aft* (*Sludge vessel*) | **SteelTwinScSr** — *ssLon.No.8–7,01* | 1106 648 | ✠100A— 31,05 | Lon | | 1889 8mo | Naval Con. & Armmnts Co.(Lim.) Barrow | LondonCounty Council | 232·8 38·2 15·0 | London British 8 *BHCem* | T.6Cy.15",24"&36"–27" (s 150lb 178NH 2SB,*6rf*,Gs126,Hs8200 Naval C&A Co.(Lim.),Brw | | | 11,00 |
| 153 9979 PQJL | **Barlby** — *A.E.Stiles –00* — 1 *Dk (pt Iron pt Stl) & pt Awng dk (Iron)* *Web frames* | **SteelScSr** — *ssShl.No.1–00* 2 *Dk* | 2482 1749 1599 | ✠100A1 *pt Awng dk with freeboard* 2,94 | Xpt Shl | *s* | 1895 11mo | Ropner& Son Stockton A&CP | R.Ropner&Co. — *WB=* | 290·0 43·0 16·6 P27'Q117' FK *ss Awng dk178'* *Cell D Ba100' u E21* | Stockton British 5 *BHCem* *f* 108'482t | T.3Cy.22½",36½"&60"–39" 160lb *160lb* (s) 224NH 2SB,*6cf*,Gs93,Hs3358 Blair&Co.(Lim.),Stockton | 19 - 9 — 8 - 6 | | |
| 154 NGLV | **Barletta** — *L.Cacace89–02* — *Elec.light* | **SteelScSr** — 2 *Dks* | 1047 679 | | | | 1898 | Flli. Orlando Leghorn | Soc.Anon.diNav.a Vap.Puglia — *WB* | 206·9 29·0 19·4 P&B122'F35' | Bari Italian | T.3Cy.17",26½"&45½"–33" 119NH Flli.Orlando,Leghorn | | I | |
| 155 B01 S | **Barmore** — *D.M'Kinnon82–82* — *Mchy.Aft* | **IronScSrYt** — *ssGrk.2nd No.3–4,03* — 1 *Dk* | 120 [illegible] 4 | 90A1 4,08 | Grk | *b* | 1879 5mo | J.Fullerton&Co. Paisley *Lloyd's A&CP* | R.Thom — *WB* | 110·3 18·0 9·0 Q46'F13' ND96 BK6' | Glasgow British 4 *BHCem* | C.2Cy.18"&32"–22" (s 75lb 45RH 1SB,*2pf*,Gs32,Hs895 W.King&Co.,Glasgow | 9 - 7 | | 4,03 |
| 156 10480 PKVS | **Barnesmore** — *T.V.Walker –02* — 1 *Dk (Irn) 2tr B & Web frames* *ss Rot. Now named "Snowdon," See No. 67 in Supplement.* | **SteelScSr** — *ssRot.No.1–00* | 3189 2998 2055 | ✠100A1 *with freeboard* Rot | Sws | *v* | 1896 8mo | Richardson Duck&Co. Stockton *Lloyd's A&CP* | Snowdon SSCo.Ld (C.Radcliffe&Co., *Mgrs.*) — *WB=Cell D Ba 106' u E21* | 330·0 46·1 24·1 P15'B96 F37' FK *B46' f126'751t FPT* | Liverpool British 6 *BHCem* *f* 82t *APT54t* | T.3Cy.22½",39½"&67"–42" (s 200lb *90lb* 303NH 2SB,*6cf*,Gs116,Hs4300 Blair&Co.(Lim.),Stockton | 26 - 9 — 15 - 6½ | | 11,— |
| 157 103673 | **Barnsley** — *C.Johnson –96* — 1 *Dk* | **IronScK** — *ssGrns.No.2–02* | 144 130 46 | ✠100A1 *Stm Trawler* 2,04 | Grns | | 1896 10mo | Edwards Bros. North Shields *Lloyd's A&CP* | Hagerup,Doughty &Co.Ld. — | 104·0 20·7 10·5 BK7½ | Grimsby British 3 *BHCem* | T.3Cy.2[illegible],16"&25½"–19½" (s 200lb 2[illegible],16½ 45RH 1SB,*2pf*,Gs26,Hs690 N.E.Marine Co (Lim.),Sld | 11 - 7 | | 4,00 |
| 158 9878 NHMV | **Barnstable** — *W.Davison –04* — 1 *Dk (pt Stl–ws) 2tr B & Awng dk* *Elec.light* | **SteelScSr** — *ssBal.No.2–02* | 1356 1151 745 | ✠100A1 *Awng dk with freeboard* 3,05 | Bal | *n* | 1894 8mo | R.Craggs &Sons Middlesbro' A&CP | King Line,Ld. (Philipps,Philipps &Co.Ld.,*Mgrs.*) — *WB=Cell* | 230·2 31·5 15·0 22·2 BK8' *DB180' 178t FPT* | Middlsbro' British 4 *BHCem* 19t *APT20t* | T.3Cy.22",35"&57"–36" (s 160lb *80lb* 218NH 2SB,*6rf*,Gs122,Hs3469 Westgrth,English&Co. Mdb. | 17 - 2 — 8 - 8 | | 10,11 4,04 |
| 159 | **Barnton** — *McGregor04–04* — *For full particulars See No. 5 in Supplement* | **SteelScSr** | 1700 | 100A1 (*Class Contemplated*) | | | 1904 | Mackie& Thomson Glasgow | Gillespie&Nichol | 280·0 40·0 18·2 P29'B80'F38' | Glasgow British | T.3Cy.20",33"&53"–36" D.Rowan&Co.Glasgow | | | |
| 160 JCFP | **Báró Fejérváry** — *M.Rumatz98–02* — 1 *Dk (Stl) & Spar dk (Iron)* *deep framing* | **SteelScSr** | 3889 3659 2460 | ✠100A1 *Spar dk* 5,01 1,05 | Tri Ant | *r* | 1902 6mo | Wigham-Richrdsn&Co Ld. Newcastle *Lloyd's A&CP* | Royl.Hungar'n Sea Nav.Co.Adria,Ld. — *WB=Cell* | 365·3 48·2 17·8 P51'B127'F38' 25·1 FK *DBa182' u E & B76' f* | Fiume Aust.-Hung. 6 *BHCem* 114'855t *DT* | T.3Cy.22½",40"&66"–48" (r 200lb 361NH SB,*2cf*,Gs159,Hs5751 Wgham Rchrdsn&C.Ld Nwc *128'680t FPT55t APT28t* | 20 - 5 | | 1,05 |
| 161 11345 SGRC | **Baroda** — *A.M.Davis81–01* — 1 *Dk (Stl) & Spar dk (Stl) &* *Elec.light* *deep framing* | **SteelScSr** | 3449 3284 2212 | ✠100A1 *Spar dk* 10,04 | Bry Nwc | *w* | 1901 2mo | Short Bros. Ld Sunderland A&CP | British&Chilian S.S.Co Ld (W.Lowden&Co. *Mgrs.*) — *WB=Cell D Ba* | 352·6 45·1 18·7 P35'B95'F40 26·9 FK 116' *u E24' f 137'816t* | Liverpool British 2 *RHCem* *APT35t* | T.3Cy.24½",40"&66"–45" (s 180lb *140lb* 325NH 2SB,*6pf*,Gs96,Hs1098 G.Clark,Ld.Sunderland | 19 - 11 — 5 - 8 | | 10,04 |
| 162 MLAR | **Baron Ardrossan** — *H.S.Hilton –03* — 1 *Dk (Stl) & Spar dk (Irn) 3tr B* *ss Bry.No.3–2,04* | **SteelScSr** — *ssOil.No.2–00* | 2823 2847 1825 | ✠100A1 *Spar dk* 8,01 4,06 | Xpt Gls | *u* | 1892 1mo | R.Dixon &Co. Middlesbro' *Lloyd's A&CP* | HogarthShppgCo. Ltd. (H.Hogarth& Sons, *Mgrs.*) — *WB=Cell* | 309·2 40·6 17·6 P29'B40'F86' 25·4 *DB260 520t* | Ardrossan British 5 *BHCem* | T.3Cy.23½",38"&62"–42" (s 160lb *70lb* 219NH 2SB,*6cf*,Gs95,Hs3730 T.Richardson&Sons,Hpl. | 19 - 11 | | 2,04 |
| 163 10525S SRMM | **Baron Balfour** — *H.H.Bridger –03* | **SteelScSr** — 2 *Dks* | 3991 3742 2552 | | | | 1901 | A.Rodger &Co Port Glasgow | Hogarth Shppg Co Ld. (H.Hogarth& Sons, *Mgrs.*) — *WB* | 358·8 48·1 25·6 P36'B100'F39' | Ardrossan British | T.3Cy.25½",42"&68"–45" 310NH Dunsmuir&Jackson,Ld Gls | | C | |
| 164 [illegible] [illegible] | **Baron Cawdor** — *H.Dunbar –02* — 1 *Dk (Stl) & Spar dk (Stl) & deep framing* *Now named "Shinshu Maru," See No. 81 in Supplement.* | **SteelScSr** — *ssLiv.No.2–03* | 3192 3062 2053 | ✠100A1 *Spar dk* 4,04 | Bry | *v* | 1895 1mo | A.Rodger &Co. Pt.Glasgow *Lloyd's A&CP* | HogarthShppgCo. Ltd. (H.Hogarth& Sons, *Mgrs.*) — *WB=Cell D Ba94' f138 56t* | 325·5 43·1 19·8 P27'B84'F29' 27·4 FK *DPT66'* (3 passes) | Ardrossan British 5 *BHCem* | T.3Cy.24",39"&64"–45" (s 170lb *100lb* 306NH 2SB,*6rf*,Gs94,Hs4942 Dunsmuir&Jackson.Gls. | 21 - 1 — 8 - 5½ | | s 2,03 |
| 165 | **Baron Coll** — *Martinolich –04* — *For full particulars See No. 7 in Supplement.* | **SteelScSr** | 3104 2488 1925 | 100A1 *Spar dk* (*Class Contemplated*) | | | 1904 | Lloyd Austriaco Trieste | Lloyd Austriaco | 344·0 42·3 18·3 P36'B94'F62' 26·2 | Trieste Aust.-Hung | T.3Cy.24",40½"&68"–45" Lloyd Austriaco,Trieste | | | |
| 166 10525T SDHW | **Baron Dalmeny** — *A.G.Parker –00* — 2 *Dks* 25 | **SteelScSr** | 3899 3683 2520 | | | | 1900 | A.Rodger &Co. Pt.Glasgow | HogarthShppgCo. Ltd. (H.Hogarth& Sons, *Mgrs.*) | 354·4 48·1 25·8 P36'B100'F34' | Ardrossan British | T.3Cy.25",42"&68"–45" 310NHP Dunsmuir&Jackson.Gls. | | C | |
| 167 MBDG | **Baron de Macar** — *Luchies* — 1 *Dk & Spar dk* | **SteelScSr** | 2431 1764 | | | | 1901 | Soc.Anon. Jhn.Cockerill Hoboken | Soc.Anon.John Cockerill | 288·3 45·0 18·0 B25'F31' 25·0 | Antwerp Belgian | T.3Cy.22½",36½"&59½"–41½" Richardsons. 231NHP Westgarth&Co.Ld.Mdb | | V | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Registd Tonnage: Gross / Under deck / Net | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | | Built: When | By Whom / Where | Owners. | Regist'd Dimensions. Deck Erections, &c. (Length, Breadth, Depth) | Port of Registry. Flag. | Engines. | Moulded depth. Freeboard amidships ft. in. | | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168<br>HDBJ | **Baron Driesen** SteelScSr<br>*L.Laurent*01-01<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)& *deep framing*<br>*Elec.light* | 4036<br>3766<br>2610 | ✠100A1<br>*Spar dk*<br>3.04 ✠LMC[illegible] | Gen | x | 1901<br>7mo | Irvine's SB &D.D.Co.Ld<br>W Hartlepool<br>A&CP | NorthernSSCo.Ld.<br>(P.Mörch, *Mgr.*)<br>*WB = Cell D Ba* 112' | 345·1 \| 47·9 \| 19·4<br>P31' B21' F34' 27·0<br>*uE&B*36' *f*148' 876*t* | Odessa<br>Russian<br>5*BHCem*<br>4*PT*101*t* | T.3Cy.25",41"&67"–45"<br>[illegible] 314NH<br>2SB,*8pf*,GS124,HS4840<br>Richardsons,Westgarth& Co.Ld Sld | 22 - 10<br>s [illegible] | | 2,04 |
| 169<br>105256<br>RHLS | **Baron Eldon** SteelScSr<br>*J.I.Ullstron* –02 *ss*Bry.No.1-04<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deep framing* | 3705<br>3492<br>2385 | ✠100A1<br>*Spar dk*<br>7,04 ~~6,03~~<br>5,05<br>✠LMC1,04 | Cff<br>~~Gls~~ Bry | w | 1899<br>9mo | Bartram& Sons<br>Sunderland<br>A&CP | HogarthShppg.Co. Ld. (H.Hogarth& Sons, *Mgrs.*)<br>*WB = Cell DBa*104 | 340·0 \| 48·0 \| 17·9<br>P28' B102' F36' 25·9<br>FK<br>*uE&B*38' *f*138' 834*t* | Ardrossan<br>British<br>5*BHCem*<br>*APT*160*t* | T.3Cy.24½",40"&66"–45" (s<br>180lb *80lb* 314NH<br>2SB,*8pf*,GS142,HS4810<br>J.Dickinson &Sons,Ld.Sld | 20 - [illegible]<br>s 5 - 11 | | ~~1,03~~<br>[illegible] |
| 170<br>105255<br>QJVT | **Baron Fairlie** SteelScSr<br>*B.C.Gondey* –01<br>2*Dks* | 3599<br>3458<br>2324 | | | | 1898 | A.Rodger &Co.<br>PortGlasgow | HogarthShppg.Co Ld. (H.Hogarth& Sons, *Mgrs.*) | 354·6 \| 45·0 \| 25·9<br>P36' B100' F34' | Ardrossan<br>British<br>*WB* | T.3Cy.25",42"&68"–45<br>310NH<br>Dunsmuir&Jackson,Gls | | C | |
| 171<br>118232<br>VJRH | **Baron Gordon** SteelScSr<br>Wrecked 7,04<br>*J.M'Crocker* –03<br>2*Dks* | 4236<br>3952<br>2703 | | | | 1903 | C.Connell &Co.Ld.<br>Glasgow | HogarthShppgCo. Ld. (H.Hogarth& Sons, *Mgrs.*) | 375·0 \| 49·5 \| 26·5<br>P36' B105' F44' | Ardrossan<br>British<br>*WB* | T.3Cy.25½",43"&68"–48<br>320NH<br>Dunsmuir&Jackson,Gls. | | C | |
| 172<br>97569<br>NPWM | **Baron Huntly** SteelScSr<br>*N.H.Carlstrom* –03 *ss*Gls.No.2-04<br>1*Dk*(*Stl*)&*Spar dk*&*deep framing* | 1398<br>1336<br>866 | ✠100A1<br>*Spar dk with freeboard*<br>4,05 ~~7,04~~<br>✠LMC[illegible] | Gls | p | 1894<br>12mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | KelvinShpgCo.Ld. (H.Hogarth&Sons *Mgrs.*)<br>*WB = Cell D Ba* 75' *f*88' | 235·9 \| 33·4 \| 15·0<br>B33' F26' 22·0<br>FK | Ardrossan<br>British<br>4*BHCem*<br>250*t* *APT*25*t* | T.3Cy.18",30"&48"–36" (s<br>160lb *80lb* 144NH<br>2SB,*4cf*,GS79,HS2260<br>Kincaid&Co.(Lim.),Grk. | 15 - 10<br>~~s 5 - 0~~<br>s 4 - 6 | | ~~[illegible]~~<br>4,05 |
| 173<br>105252<br>PHNK | **Baron Innerdale** SteelScSr<br>*J.Blair*–03 2*Dks* | 3344<br>3172<br>2140 | | | | 1896 | A.Rodger &Co.<br>PortGlasgow | HogarthShppg.Co Ld. (H.Hogarth &Sons, *Mgrs.*) | 335·0 \| 43·5 \| 27·2<br>P28' B85' F30' | Ardrossan<br>British<br>*WB* | T.3Cy.25",40"&66"–45<br>292NHP<br>Dunsmuir&Jackson,Gls. | | C | |
| 174<br>105260<br>TWCP | **Baron Kelvin** SteelScSr<br>*W.J.Sinclair* –03<br>2*Dks* | 1591<br>1425<br>891 | | | | 1903 | C.Connell &Co.Ld.<br>Glasgow | KelvinShpgCo.Ld. (H.Hogarth&Sons *Mgrs.*) | 245·0 \| 35·6 \| 20·6<br>P21' B73' F26' | Ardrossan<br>British<br>*WB* | T.3Cy.19",31"&51"–39<br>162NHP<br>Dunsmuir&JacksonLd.Gls. | | C | |
| 175<br>MBDF | **Baron Lambermont** SteelScSr<br>(SUNK 4,04)<br>*J.Cattoor* –02 5thSurvey,Bkn.12,99<br>(*ex*Guarany,*ex*Malemba)<br>1*Dk*(*ptStl*–ws)2*trB* | 1521<br>1345<br>1153 | ✠<br>9,03 | Ant | Lv | 1880<br>5mo | J.Elder& Co<br>Glasgow | Soc.Anon.Tonnage | 290·4 \| 36·2 \| 18·0<br>P77' F37'<br>BK9' | Antwerp<br>Belgian<br>5*BH* | C.2Cy.34"&62"–36"<br>NDB99 167NH<br>2SB.*4pf*,GS98,HS2644<br>J.Elder&Co.Glasgow | 19 - 6<br>~~s 3 - 7~~ | | |
| 176<br>67913 | **Baron Selborne** IronScSr<br>*R.Ferster*03-03 *ss*Got.2ndNo.3-3,00<br>(*ex*Erato,*ex*Saffi,*ex*BaronSelborne)<br>*Well deck* *ss*Shl.No.1-04 1*Dk*2*trB* | 882<br>708<br>545 | ✠90A1<br>7,04 ~~10,08~~<br>BS3,09 7,04 LMC3,09 | Lon<br>Shl | m | 1872<br>12mo | W.Watson<br>Sunderland<br>A&CP | J.Ridley,Son& Tully | 217·2 \| 29·0 \| 16·7<br>Q91' B44' H24*t* F28'<br>BK8'<br>*WB* = | Newcastle<br>British<br>1*BHCem*<br>*DBa*64' *f*40' | C.2Cy.27"&50"–30" (b<br>75lb *55lb* NDB98 107NHP<br>1SB,*3pf*,GS63,HS1824 NB82<br>N.E.MarineEng.CoLd.Sld. | 17 - 6<br>s 1 - 11 | | ~~7,02~~<br>7,04 |
| 177<br>NBVH | **Baron Stjernblad** SteelScSr<br>*N.P.Nielsen* 2*Dks*<br>*Elec.light* | 991<br>774<br>612 | | | | 1890 | Motala MV<br>Gothenburg | ForenedeDmpskib. Selskab | 203·9 \| 31·3 \| 15·8 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",29"&46½"–21"<br>99NHP<br>MotalaM.V.,Gothenburg | | | |
| 178<br>HCRW | **Barone Edmondo Vay** SteelScSr<br>*A.Premuda* –03<br>1*Dk*(*Stl*)*deep framing* &*Web frames*3*Dk rule* | 2885<br>2634<br>1831 | ✠100A1<br>5,05 ~~3,04~~<br>✠LMC7,02 | Bry<br>Rot | u | 1902<br>7mo | Londonderry S.&E.Co.Ld.<br>Londonderry<br>*Lloyd's* A&CP | Soc.diNav.aVap. ErediMatteo Premuda<br>*WB = Cell DBa* | 324·0 \| 46·0 \| 21·3<br>P27' B94' F31'<br>FK<br>102' *uE*20' *f*144' 685*t* | Lusinpiclo<br>Aust.-Hung.<br>5*BHCem*<br>*APT*32*t* | T.3Cy.22½",38"&62"–42" (a<br>180lb *80lb* 243NHP<br>2SB,*6cf*,GS113,HS3378<br>Hutson&Sons,Ld.Glasgow | 23 - 11<br>s 4 - 1 | | ~~8,03~~<br>5,05 |
| 179<br>2115<br>JCFK | **Baross** SteelScSr<br>~~*F.Sorlini*97-00~~ *ss*Gen.No.3-7.01<br>(*ex*Apex) *Tadejevich* 1*Dk*(*Stl*)2*trB*<br>*Well deck* *Inner bottom plating Iron* | 2090<br>1639<br>1277 | ✠100A1<br>8,01 ~~12,03~~<br>✠LMC7,01 | Cff<br>Tri | r | 1888<br>10mo | Palmers' SBCo.(Lim.)<br>Newcastle<br>A&CP | Royl.Hungar'nSea Nav.Co.AdriaLd. | 276·0 \| 37·8 \| 18·8<br>P29' Q76' B117' F34'<br>BK9½'<br>*WB = Cell* | Fiume<br>Aust.-Hung.<br>4*BHCem*<br>*DB*228' 416*t* | T.3Cy.22",35"&58"–42" (r<br>160lb *72lb* NDB01 225NH<br>2SB.*6pf*,GS99,HS3490<br>Palmers'S.B.Co.(Lim)Nwc | 21 - 8<br>s 1 - 11½ | | ~~[illegible]~~<br>8,01 |
| 180<br>112825<br>SGHD | **Barotse** SteelScSr<br>*A.Lee* –03<br>2*Dks*(1*Stl*–*U Irn*)&*deep framing* | 4119<br>3851<br>2619 | ✠100A1<br>~~[illegible]~~ 12,04<br>✠LMC3,01 | Nwc<br>~~Shl~~ Lon | x | 1901<br>3mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | BucknallSS.Lines, Ld(BucknallBros. *Mgrs.*)<br>*WB = Cell DBa*96' *uE* & *B*48' | 360·6 \| 47·0 \| 28·4<br>P36' B96' F40'<br>FK<br>*f*156' 950*t* *FPT*112*t* | London<br>British<br>7*BHAsp*<br>*APT*39*t* *Tunnel tank*119*t* | T.3Cy.28",46"&77"–48" (r<br>180lb 530NH<br>3SB,*9cf*,GS136,HS7483 FF<br>Richardsons,Westgarth& Co.Ld.Hpl | 31 - 0<br>s 6 - 6½ | | 2,04 |
| 181 | **Barquisimeto** IronScSr<br>*W.Wiseman* (*ex*Cragside) 1*Dk*<br>*Mchy.Aft* | 129<br>105<br>75 | | | ... | 1887 | Wood, Skinner&Co.<br>Newcastle | QuebradaRlyLand &CopperCo.Ld. (N.G.Burch, *Mgr.*) | 92·0 \| 20·1 \| 8·3<br>Q30' B7' F13 | Pt. Cabllos<br>Venezuelan<br>*WB* | C.2Cy.12"&22"–16"<br>16NH<br>J.Abbot&Co.(Lim.),Nwc | 8 - 8 | | |
| 182<br>64795<br>SQBP | **Barrabool** IronScBk<br>*G.Smith* –04 *ss*Syd.No.1-05<br>*ss*Mel.2ndNo.3-1,01<br>*Well deck* 1*Dk*2*trB* | 942<br>721<br>588 | ✠90A1<br>[illegible] 1,05 | Mel<br>Syd | m | 1874<br>4mo | Palmrs'Co.<br>Newcastle<br>A&CP | HowardSmithCo. Ld. | 224·8 \| 30·5 \| 15·2<br>Q84' B44' F36'<br>BK8' | SydnyNSW<br>British<br>5*BHCem* | C.2Cy.30½"&57½"–36"<br>75lb NB81 165NH<br>2SB.*6pf*<br>*Cmp.*81MortsDk&EngCo | | | ~~2,02~~<br>1,05 |
| 183<br>3844<br>KPWF | **Barracouta** SteelScSr<br>*A.W.Nelson*<br>2*Dks*&*pt Shadedk* | 2152<br>—<br>1749 | | | ... | 1883 | J.&G. Thomson<br>Glasgow | PacificMailS.S.Co. | 275·0 \| 35·1 \| 19·9<br>P74' B58' F30'<br>FK | NewYork<br>Utd.States<br>*WB* | C.2Cy.32"&68"–45"<br>222NH<br>J.&G.Thomson,Glasgow | 21 - 7 | | |
| 184<br>101031 | **Barratta** IronScCtr<br>*C.Moyses*94-92<br>1*Dk* | 113<br>98<br>68 | | | | 1884 | JWSutton &Co.<br>Brisbane | Burns.Philp&Co. Ld. | 107·0 \| 20·2 \| 6·6<br>H9' F5' | SydnyNSW<br>British | C.2Cy.13"&26"–18"<br>30RHP<br>Ross&Duncan,Glasgow | | | |
| 185<br>83428<br>SKLH | **Barrier** SteelScSr<br>*H.C.Thomsett*<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2036<br>1594<br>1290 | ✠<br>6,89 | Sld | r | 1889<br>6mo | S.P.Austin &Son<br>Sunderland | AdelaideS.S.Co.Ld<br>*WB = Cell DB*236' | 282·0 \| 38·0 \| 18·4<br>P30' Q72' B124' F29'<br>529*t* *APT*40*t* BK9½' | Adelaide<br>British<br>6*BHAsp* | T.3Cy.21",35"&59"–39"<br>217NH<br>Blair&Co.(Lim.),Stockton | 21 - 3 | | |
| 186<br>102077<br>MWLR | **Barrister** SteelScSr<br>*J.Gundie* –02 *ss*Liv.No.2-01<br>2*Dks*(*Stl*–*Uws*)3*trB*<br>*Elec.light* | 4750<br>4397<br>3080 | ✠100A1<br>8,01 ~~11,03~~<br>✠LMC[illegible] | Liv | y | 1893<br>2mo | SirR Dixon &Co.<br>Middlesbro'<br>A&CP | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*WB = Cell DB*112' 252*t* | 400·0 \| 45·2 \| 29·7<br>P58' B102' F48'<br>FK | Liverpool<br>British<br>6*BHCem*<br>*MT*33' 652*t* | T.3Cy.25",41"&68"–54" (s<br>180lb ~~*60lb*~~ *90lb* 419NH<br>2DB,*12cf*,GS210,HS7159<br>T.Richardson&Sons,Hpl. | 31 - 3<br>s 7 - 2½ | | N 5,01 |
| 187<br>99069<br>MQBL | **Barrow** SteelTwinScSp<br>*W.Garratt* –00 ~~*ss*Lon.No.2-00~~<br>*ss*Lon.No.3-9,04 (*Sludge vessel*)<br>*Mchy.Aft.* 1*Dk*(*Stl*)&*Webframes* | 1001<br>976<br>595 | ✠100A—<br>~~[illegible]~~ 12,04<br>✠LMC[illegible] 10,04 | Lon | | 1892<br>5mo | NavalCon. &Arm.Co.Ld<br>Barrow | LondonCounty Council<br>*WB = FPT* | 232·1 \| 38·2 \| 13·8<br>F19'<br>FK | London<br>British<br>6*BHCem*<br>154*t* *APT*6' | T.6Cy.15",23"&35"–24" (s<br>150lb 15 NHP<br>2SB.*6cf*,GS108,HS2603<br>NavalC&A Co (Lim.),Brw | 14 - 6 | | ~~8,00~~<br>10,04 |
| 188<br>104693<br>RGWS | **Barrow Castle** SteelSc3MstSr<br>*P.Fitzgerald*99-99 *ss*Trn.No.1-04<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* | 358<br>233<br>78 | ✠100A1<br>8,04 ~~4,03~~ | Ayr<br>Trn | f | 1899<br>6mo | AilsaS.B. Co<br>Troon<br>A&CP | R.McCowen &Sons<br>*WB = DT f*7' 19*t* *FPT* | 145·2 \| 23·6 \| 10·0<br>Q33' B9' F22'<br>FK&BK1¼' | Tralee<br>British<br>3*BHCem*<br>31*t* *APT*5*t* | C.2Cy.~~18"~~ 16½"&38"–27 (s<br>140lb *80lb* 78RH<br>1SB,*3pf*,GS47,HS1385<br>Dunsmuir&Jackson,Gls. | 11 - 0<br>s - 7 | | 8,04 |

| Numéro d'Ordre. / Numéro Officiel. / Signaux. | Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts | Tonnage: Total / Sous le Pont / Net | Détails de la Classification. Cote. / Date de la dernière Visite | Port de Visite. | | Construit. Quand / Mois | Par qui / Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement. / Pavillon. | Machines. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 189<br>86356<br>HMVL | Barry IronScSr<br>D.Jones -02 ssCff.No.3-9,94<br>(exBrynGlâs) ssCff.No.2-04<br>1Dk(Irn)&Spar dk(Irn-ptws)3tr B | 2221<br>2199<br>1411 | ✠100A1<br>Spar dk<br>3,05<br>LMC2,04 | Cff | s | 1883<br>3mo | J.Laing<br>Sunderland<br>A&CP | BarryS.S.Co.Ld.<br>(Morel,Ld.) | 296·0\|37·9\|20·1<br>F17' 27<br>BK9½<br>WB = DBa | Cardiff<br>British<br>4BHCem<br>84'f80'254t | C.2Cy.32"&68"-42" (?)<br>80lb SDB98 250NH<br>2SB,6rf,GS100<br>N.E.MarineE.C.(Lim.),Sld | 21·5<br>·6·4 | |
| 190<br><br>HLJD | Barsac SteelScSr<br>A.Fesq97-02<br>2Dks | 1884<br>1596<br>963 | | | | 1902 | Chant. Nav<br>Anversois<br>Hoboken | Worms&Co. | 260·0\|38·1\|20·2<br>P27' B68' F29' | Havre<br>French<br>WB | T.3Cy.21",34"&56"-39"<br>196NH<br>N.E.MarineEngCoLd.Nwc | | V |
| 191<br><br>JRFH | Barth Packet SteelScSr<br>F.F.Hansen98-98<br>1Dk | 120<br>—<br>67 | | | | 1898 | Oderwerke<br>Grabow | J.N.Rodbertus | 102·6\|18·1\|7·0 | Barth<br>German<br>WB | C.2Cy.9½"&18½"-11½"<br>9NH<br>Oderwerke.Grabow | | |
| 192 | Bartin SteelScSr<br>Rahmi (exEuxine)<br>1Dk(Stl) | 166<br>137<br>81 | ✠<br>7,92<br>✠ | Cpl | b | 1888<br>10mo | J.F.Wad-<br>dington&Co.<br>Seacombe | IdaretMassousieh | 120·0\|20·0\|8·5<br>P26' F18' | Constanpl<br>Turkish<br>4BHCem | C.2Cy.13"&26"-18"<br>24NH<br>J.F.Waddington&Co. | | |
| 193<br><br>HDLM | Bartolo SteelScSr<br>T.Eguiguren ssBbo.No.2-04<br>(exMajestic) 1Dk(Stl)2trB&<br>Web frames | 2577<br>2425<br>1555 | ✠100A1<br>3,04<br>✠LMC3,04 | Bbo | l | 1895<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Cia.Nav.Bachi<br>(Hijos deAstigarr-<br>aga, Mgrs.)<br>WB = Cel | 314·0\|44·0\|20·8<br>P27' B81' F31'<br>FK<br>DBa&uE122'f132' | Bilbao<br>Spanish<br>5BHCem<br>684t APT59 | T.3Cy.23",36½"&62"-39" (s<br>160lb 80lb 23·NH<br>2SB,6rf,GS79,HS3580<br>Cen.Mar.Eng.Wks.WHpl | 23·3<br>·4·0 | |
| 194<br>106997<br>RDLT | Barton SteelScSr<br>~~H.Haines -03~~ B.Maughan -04<br>ssShl.No.1-04 1Dk(ptIrn ptStl)2trB<br>&Web frames3Dk rul. | 3751<br>3258<br>2408 | ✠100A1<br>Trunk dk<br>with freeboard<br>7,04 ~~3,03~~<br>✠LMC~~...~~,04 | Bry<br>Shl | w | 1899<br>5mo | Ropner&<br>Son<br>Stockton<br>A&CP | Webster&Barra-<br>clough<br>WB = CellDBa98' | 330·1\|47·1\|25·8<br>P33' B68' F37'<br>FK<br>uE&B24'f142 625t | W.Hartlpl.<br>British<br>5BHCem<br>APT108t | T.3Cy.24",40"&65"-42" (s<br>160lb 80lb 281NH<br>2SB,6cf,GS122,HS4325<br>Blair&Co.Ld.Stockton | 27·4<br>~~·4·9~~<br>s4·7 | |
| 195<br>113127 | — SteelPadSp<br>(Tug) 1Dk(ptIrn&ptWood) | 166<br>147<br>10 | ✠100A-<br>10,03<br>✠LMC10,03 | Shl | | 1903<br>10mo | J.P.Ren-<br>noldson&Sns<br>SouthShields | ManchesterShip<br>CanalCo. | 100·0\|20·1\|10·2<br>BK6 | Manchestr<br>British<br>3BHCem | L.2Cy.30"-54" (r<br>45lb 80RH<br>2SB,4pf,GS52,HS1394<br>J.P.Rennoldsn&Sns.S.Shl | 10·4 | |
| 196<br>98750 | — IronTwinScK<br>Fulstow76-91 1Dk | 123<br>123<br>28 | | | ... | 1891 | Hepple&<br>Co.<br>N.Shields | GreatCentralRly. | 96·5\|19·3\|8·6<br>BK6 | Hull<br>British | C.4Cy.13"&25"-22"<br>53RH<br>Hepple&Co.,NorthShields | 9·0 | |
| 197<br>101738<br>NFMR | Barwon SteelScSr<br>L.Thompson -04<br>1Dk(Irn)2trB&deep framing<br>3Dk rule | 2999<br>2843<br>1914 | ✠100A1<br>9,03<br>✠LMC5,01 | Syd | u | 1901<br>5mo | BlythS.B.<br>Co.Ld.<br>Blyth<br>A&CP | Huddart,Parker&<br>Co.Proprietary Ld<br>WB = Cell<br>DBa&uE120'uE& | 325·0\|47·0\|22·4<br>B78' F32'<br>FK<br>B22'f&uB134'754t | Melbourne<br>British<br>6BHCem<br>APT136t | T.3Cy.24",40"&65"-42" (s<br>180lb 90lb 288NH<br>2SB,6cf,GS122,HS4325<br>Blair&Co.Ld.Stockton | 24·10<br>·4·6½ | |
| 198<br><br>NGPT | Basalt SteelScSr<br>L.Veldman03-03<br>1Dk<br>(Sailing Schooner—See Sailing Ship Register.) | 253<br>206<br>150 | | | | 1903 | J.&K.Smit<br>Krimpen a d.<br>Lek | Maatsch.Schoener<br>Basalt | 131·2\|24·5\|8·2<br>Q41' | Rottrdam<br>Dutch<br>WB | C.2Cy.11½"&23½"-13¾"<br>Alblasserdamsche 17NH<br>Maschinenfab.Alblas | | V |
| | *Now named* "Norvic," *See No. 11 in Supplement* | | | | | | | | | | | | |
| 199<br>104463<br>PCND | Basil SteelScSr<br>A.W.Stoker -02 ~~ssLiv.No.1-00~~<br>(exMourne) 2Dks(Stl)&deep framing<br>Elec.light ssLiv.No.2-04 3Dk rule | 3223<br>3019<br>2092 | ✠100A1<br>11,04 ~~3,03~~<br>~~BS...~~<br>MS11,03<br>✠LMC<br>BS5,04 | Liv | r | 1895<br>10mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>A&CP | BoothS.S.Co.Ld.<br>WB = CellDBa | 338·0\|43·7\|26·1<br>P23' B75' F33'<br>FK<br>110'&uE&B48'f112 | Liverpool<br>British<br>6BHCem<br>695t APT45t | T.3Cy.24",40"&66"-45 (s)<br>180lb 334NH<br>3SB,9cf,GS164,HS5385<br>WorkmanClark&CoLd.Bel | 28·11<br>·5·9 | |
| 200 | Basilios Cosadinos SteelScSr<br>G.Mavromati04-04 ssShl.No.3-12,03<br>(exAriadne) 1Dk(ptStl&ptIrn)&<br>Well deck Web frames | 1998<br>1501<br>1279 | ✠100A1<br>5,04 ~~12,03~~<br>Bs10,04<br>✠LMC7,03 | Shl<br>Pir | r | 1891<br>10mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | T.A.Skouses<br>(G.Cosadinos,<br>Mgr.)<br>WB | 277·1\|38·1\|17·6<br>P29' Q76' B114'<br>F31' FK<br>= CellDB228' 438t | Piræus<br>Greek<br>4BHCem<br>APT18t | T.3Cy.20",31½"&53"-36" (s)<br>160lb 80lb 176NH<br>2SB,4rf,GS56,HS2760<br>Centrl Mar.E.Wrks.WHpl. | 20·1<br>s1·6½ | |
| 201<br>113448<br>VLHD | Bass Rock SteelSc3MstSr<br>T.Green -04 1Dk (exBernard,<br>Mchy.Aft exMartha,exBercy) | 628<br>578<br>358 | | | | 1889 | Atel.&<br>Chant.Loire<br>Nantes | SS.BassRockCoLd<br>(Rowland&Co.<br>Mgrs.) | 187·6\|28·0\|15·4<br>H38t | Liverpool<br>British<br>WB | C.2Cy.19"&35"-25"<br>53RH<br>Atel.&Chant.Loire,Nts | | V |
| 202 | Bassac SteelTwinSc<br>Lecoq | 214<br>—<br>128 | | | | 1890 | A Dubige'n<br>Nantes | MessageriesFluvi-<br>ales deCochinchine | 167·3\|22·9\|5·5<br>Q19' B14' F26' | Saïgon<br>French | T.6Cy 9",15"&24"-11½"<br>11NH<br>Voruzaine,Nantes | | |
| 203<br><br>HLKJ | Basse Indre SteelTwinSc<br>A.Ollive -91 | 113<br>—<br>56 | | | | 1891 | A Dubige'n<br>Nantes | Cie.Franç.deNav.<br>et deConst.Nav.et<br>SatreRéunis | 117·3\|19·6\|6·1 | Nantes<br>French | C.4Cy.10¼"&20¹⁄₁₆"-10¼"<br>21NH<br>Daydé etPillé,Creil | | |
| 204<br>105912 | Bassein IronScK<br>G.H.Marks -95<br>(Trawler) 1Dk | 153<br>145<br>33 | | | ... | 1895 | Edwards<br>Bros.<br>N.Shields | KelsallBros.&<br>BeechingLd. (J.E.<br>A.Kelsall, Mgr.) | 105·8\|20·6\|11·0<br>BK7½ | Hull<br>British | T.3Cy.12",18"&30"-21"<br>50RH<br>N.E.Mar.E.Co.(Lim.),Sld | 11·10 | |
| 205<br>98749<br>MTLV | Bassethound IronScK<br>1Dk | 150<br>138<br>57 | | | ... | 1891 | Cook,Wel-<br>t'n&Gemmell<br>Hull | HumberSteam<br>TrawlingCo.Ld. | 100·2\|20·9\|11·0<br>Q21' F19'<br>BK7½" | Hull<br>British | C.2Cy.17"&33"-22"<br>45RH<br>Bailey&Leetham,Hull | 11·10 | |
| 206 | Bassorah IronScSr<br>ssBly.No.3-11,93<br>(exHuntingdon, ssCpl.No.1-99<br>exNorbertos,exHuntingdon)<br>2Dks(1Irn&1ptIrn)3trB | 2294<br>2117<br>1460 | ✠<br>2,02<br>✠ | Pir | t | 1881<br>3mo | A.Leslie&<br>Co.<br>Newcastle | Salonikli<br>MustaphaBey<br>WB = DBa88' | 300·0\|36·3\|24·7<br>B68' F40'<br>ptSD01 BK10 | Constanpl<br>Turkish<br>5BHCem<br>f68'281t | C.2Cy.36"&68"-42"<br>SD89 230NH<br>2SB,6pf,GS84,HS3711<br>R.&W.Hawthorn,Nwc. | 26·1 | V |
| | *Now named* "Alexandra," *See No. 112 in Supplement* | | | | | | | | | | | | |
| 207<br><br>HLKS | Bastiais IronScSr<br>H.Prades01-02 (exShandon,exPrincipe<br>Elec.light Tomaso) 2Dks | 964<br>—<br>442 | | | | 1864 | Palmer<br>Bros.&Co.<br>Newcastle | E.Caillol-Duvill-<br>ard | 250·8\|28·2\|17·6<br>Q85t F38t | Marseilles<br>French | T.3Cy.21½",36"&58"-36"<br>NE&B87 202NH<br>D.Rollo&Sons,Liverpool | 18·8 | |
| 208<br><br>HCSK | Bastö 2 SteelScSr<br>H.Schaad -00<br>1Dk | 152<br>73<br>62 | | | | 1900 | AkersMek.<br>Verks.<br>Christiania | R.M.Peterson | 99·9\|20·0\|8·4<br>P70t H9t | Moss<br>Norwegian | C.2Cy.12½"&25½"-18"<br>23NH<br>AkersMek Verks Xia | | |
| 209<br>106089<br>PSBG | Basuta SteelScSr<br>P.S.Reddie -99 ssGls.No.1-02<br>1Dk(Irn)2trB&deep framing<br>3Dk rule | 2876<br>2642<br>1839 | ✠100A1<br>with freeboard<br>10,04<br>BS6,02<br>✠LMC<br>~~BS...~~ BS...,04 | Nwc<br>Gls | u | 1897<br>6mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | GlasgowNav.Co.<br>Ld.(Maclay&<br>McIntyre, Mgrs.)<br>WB = CellD | 320·2\|46·0\|21·3<br>P29' B98' F35'<br>FK<br>Ba100'uE24' f132' | Glasgow<br>British<br>5BHCem<br>692t APT52t | T.3Cy.22½",36½"&60"-39"<br>160lb 80lb (s) 180NH<br>2SB,6rf,GS92,HS3700<br>Blair&Co.(Lim.) Stockton | 23·9<br>~~·4·0~~<br>·4·0½ | |
| 210<br><br>MBHP | Batalder SteelScSr<br>S.O.Batalden -03<br>Mchy.Aft 1Dk | 111<br>100<br>37 | | | | 1903 | MossJrnst.<br>& Mek Værk<br>Moss | Acties.Bataldens<br>Havfiskeselskab<br>(S.Batalden, Mgr.) | 91·8\|18·7\|9·5<br>H11t | Florö<br>Norwegian<br>WB | C.2Cy.12¼"&28"-16½"<br>27NH<br>Moss&Jernst.&M.V.Moss | | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Port of Survey. | Years Additional Buoyancy Equipment Lasting | 6 Built. When | By Whom — Where | 8 Owners. | 11 Registd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NIP.=Horse-power by Society's formula; RHP.=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Tons in w.t. classed + not in L.B. Deduct for ☐ or Cert. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 211 102639 NFQH | **Batanga** SteelScSr<br>*L.Jones* –04 ssLiv.No.2–02<br>2 *Dks*(*UStl–ws*)&*Webframes*<br>*Elec.light* | 2825<br>2416<br>1788 | ✝100A1<br>3,05 | Liv | *u* | 1893 | NavalCon. &Arm.Co.Ld. Barrow<br>*Lloyd's*&*CP* | British&African S.N.Co.(1900)Ld. (Elder,Dempster& Co.*Mgrs.*) | 336·0\|39·4\|22·3<br>P39′B116′F43′<br>*WB=Cell* FK<br>*DB* 250′ 570*t* *FPT* 76*t* *APT* 41*t* | Liverpool British<br>*6 BHCem* | T.3Cy.23″,38″&63″–42″ (*s*<br>180lb 265NH<br>2SB,*6rf*,GS126,HS3913<br>NavalCon.&A.Co.Ld.,Brw | 25 ″ 0<br>s 5 ″ 0 | BT till 11,03 | 11,03 |
| 212 RLHP | **Batavia** SteelTwinScSr<br>*P.Fröhlich*88–03 3 *Dks*s<br>*Ref.Mchy. Elec.light* *Shelter dk* | 11046<br>8838<br>7100 | | | | 1899 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie) | 501·3 62·2\|34·6<br>B110′<br>*WB* | Hamburg German<br>612NH | Q8Cy21½″31″46″&66½″–48″<br>Blohm&Voss,Hamburg | | G | |
| 213 101663 | **Batavier** IronScSr<br>*J.A.Mellor*03–03 ssSng.No.3–11,93<br>ssSng.No.2–02 1 *Dk* | 333<br>320<br>216 | ✝100A1<br>9,04 11,03<br>BS8,02 | Sng | *e* | 1882 | P.Smit,jun Slikkerveer<br>*Lloyd's*&*CP* | LimChweeChian<br>*WB=DBa* | 140·6\|21·8\|12·6<br>B24′F21′<br>45′34*t* | Singapore British<br>*4 BHCem* | C.2Cy.15½″&30½″–21″ (*s*<br>100lb *40lb* NB11,93 40RH<br>1SB,*2cf*,GS30,HS778<br>P.Smit,junr.,Slikkerveer | 12 ″ 8 | | 8,03 |
| 214 NGQW | **Batavier I.** IronScSr<br>*T.Zwart* 2 *Dks*<br>(*ex*Batavier) | 731<br>565<br>437 | | | | 1872 | Nederland Stmbt Maats Rotterdam | Nederl.Stoomb. Maats. (Wm.H. Müller&Co.*Mgrs.*) | 226·3\|29·9\|13·6<br>P44′ Q19′ B37′ | Rottrdam Dutch | C.2Cy.25″&45″–30″<br>NE&B84 92NH<br>Nederl.Stmbt.Maats.Rtdm | | V | |
| 215 NGRB | **Batavier II.** SteelScSr<br>*D.Cordia*<br>*Elec.light* 2 *Dks* | 1136<br>789<br>557 | | | | 1897 | Gourlay Bros.&Co. Dundee | Nederl.Stoomb. Maats. (Wm.H. Müller&Co.*Mgrs.*) | 244·0\|33·5\|14·0<br>P&B153′F47′<br>*WI* | Rottrdam Dutch | T.4Cy.23″,37″&(2)41″–36″<br>202NH<br>Gourlay Bros.&Co.,Gls. | | V | |
| 216 NGRC | **Batavier III.** SteelScSr<br>*J.den Broeder*<br>*Elec.light* 2 *Dks* | 1136<br>789<br>557 | | | | 1897 | Gourlay Bros.&Co. Dundee | Nederl.Stoomb. Maats. (Wm.H. Müller&Co.*Mgrs.*) | 244·0\|33·5\|14·0<br>P&B153′F47′<br>*WI* | Rottrdam Dutch | T.4Cy.23″,37″&(2)41″–36″<br>202NH<br>Gourlay Bros.&Co.,Dundee | | V | |
| 217 NGRD | **Batavier IV.** SteelScSr<br>*W.J.Wilkens* –02<br>*Elec.light* 2 *Dks* | 1568<br>926<br>895 | | | | 1902 | Gourlay Bros.&Co. Dundee | Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W. H.Müller&Co.*Mgs*) | 260·2\|35·1\|15·6<br>P57′B&F183′<br>*WI* | Rottrdam Dutch | T.3Cy.24″,38″&62″–36″<br>231NH<br>Gourlay Bros.&Co.Dundee | | V | |
| 218 NGRF | **Batavier V.** SteelScSr<br>*F.Rindermann* –02<br>*Well deck* 2 *Dks*<br>*Elec.light* | 1562<br>920<br>889 | | | | 1902 | Gourlay Bros.&Co. Dundee | Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W. H.Müller&Co.*Mgs*) | 260·2\|35·1\|15·6<br>P57′B&F183′<br>*WI* | Rottrdam Dutch | T.3Cy.24″,38″&62″–36″<br>231NH<br>Gourlay Bros.&Co.Dundee | | V | |
| 219 NGRH | **Batavier VI.** SteelScSr<br>*R.J.van der Laan* –03<br>*Elec.light* 2 *Dks*&*Awngdk* | 1181<br>940<br>599 | | | | 1903 | Mackie& Thomson Glasgow | Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W. H.Müller&Co.*Mgs*) | 240·0\|35·5\|14·2<br>P54′B&F162′<br>*WI* | Rottrdam Dutch | T.3Cy.20″,32″&53″–36″<br>169NH<br>Hutson&Sons,Ld.Gls. | | V | |
| * 220 JCGB | **Bathori** SteelScSr<br>~~*Thebjerich*09–03~~<br>*A.Blazevich*94–08 ssGls.No.3–7.98<br>ssFiu.No.1–03<br>2 *Dks*(*Stl–Uws*)&*Webframes* | 2223<br>2010<br>1383 | ✝100A1<br>4,06 5,02<br>BS7,08 DS1,04 | Bry Tri | *s* | 1892<br>10mo | Wigham Richrdsn&Co Newcastle<br>A&CP | Royl.Hungar'nSea Nav.Co.AdriaLd.<br>*WB=Cell DBa* | 285·0\|38·2\|23·1<br>P30′B60′F33′<br>FK<br>82′ *u E&B* 32′ *f* 122′ 411*t* | Flume Aust.-Hung.<br>*5 BHCem* *APT* 19*t* | T.3Cy.22″,36″&59″–39″ (*s*<br>165lb *80lb* 237NH<br>2SB,*6rf*,GS99,HS3808<br>WghmRichrdsn&Co.,Nwc | 25 ″ 7 | | 3,02 3,04 |
| 221 102614 NDHW | **Bathurst** SteelScSr<br>*E.C.Taylor* –04 ssLiv.No.2–02<br>2 *Dks*(*UStl–ws*)&*Webframes*<br>*Elec.light* | 2821<br>2416<br>1794 | ✝100A1<br>4,05<br>BS10,04 | Liv | *u* | 1893<br>8mo | NavalCon. &Armaments Co.Ld.,Barrow<br>*Lloyd's*&*CP* | British&African S.N.Co.(1900)Ld. (Elder,Dempster& Co.,*Mgrs.*) | 336·0\|39·4\|22·3<br>P39′B116′F43′<br>*WB=Cell* FK<br>*DB* 250′ 570*t* *FPT* 76*t* *ATP* 41*t* | Liverpool British<br>*6 BHCem* | T.3Cy.23″,38″&63″–42″ (*s*<br>180lb *100lb* 269NH<br>2SB,*6rf*,GS137.HS3993<br>NavalC.&A.Co.(Lim),Brw | 25 ″ 0<br>s 5 ″ 0 | BT till 10,05 | 8,03 |
| 222 | **Batitu** SteelScSp<br>(*ex*Mariposa)<br>*Mchy.Aft* 1 *Dk* | *395*<br>*330*<br>*238* | | | … | 1889 | Black wood &Gordon Pt.Glasgow | N.Mihanovich | 153·0\|28·1\|8·8<br>F23′<br>FK | Bns.Ayres Argentine<br>*Wb* | T.3Cy.9½″,15″&25″–18″<br>27NH<br>Blackwood&Gordon,P.Gl | 9 ″ 4 | | |
| * 223 102786 NCWS | **Batoum** SteelScSr<br>*W.Ward* –03 ssNwc.No.2–02<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*<br>*Elec.light* | 4054<br>3848<br>2621 | ✝100A1<br>*Spar dk*<br>9,04<br>*Carrying Petroleum in bulk*<br>BS3,04 LMC9,02 | Nwc Sws | *w* | 1893<br>8mo | J.Laing Sunderland<br>A&CP | EuropeanPetro-leumCo.Ld. (J. Clark,*Mgr.*) | 345·0\|44·7\|22·0<br>B76′F38′<br>29′6<br>FK | London British<br>*14 BHCem* | T.3Cy.26″,42″&68″–45″ (*s*<br>160lb *90lb* 334NH<br>2DB,*8rf*,GS150,HS5350<br>J.Dickinson,Sunderland | 23 ″ 3<br>s 6 ″ 11 | | 9,04 |
| 224 HDCP | — SteelTwinScSr<br>*S.Cingria*96–96<br>1 *Dk*&*Spardk* | 1365<br>---<br>888 | | | … | 1896 | J.Laing Sunderland | AzoffStm.Nav.Co. (*in liq.*) | 236·1\|34·2\|9·0<br>P&B151′F37′ 16′4<br>FK | Odessa Russian<br>*WB* | T.6Cy.14½″,23″&38″–27″<br>182NH<br>G.Clark(Lim.),Sunderland | 11 ″ 0 | | |
| 225 | — Iron&SteelTwinSc3MstSr<br>*J.K.Mitkevitsch-Jolten*<br>*Mchy.Aft* *Elec.light* *Spar dk* | 901<br>—<br>644 | | | | 1883 | NyaMek. Verk. Åbo | St.Petersburg Co.Nadeshda | 214·0\|29·1\|16·1<br>P36′F36′<br>*WB* | Astrachan Russian | C4Cy.21⅛″&35½″–24″<br>103NH<br>NyaMek.Verk.Åbo | | | |
| 226 HLKR | **Battambang** SteelScSr<br>*Meter* 1 *Dk*&*Awngdk* | 668<br>634<br>318 | | | | 1888 | A.Dubig'on Nantes | MessageriesFluvi-alesdeCochinchine | 191·7\|28·0\|14·1<br>H21′ 21′0 | Saïgon French | T.3Cy.18″,29″&47″–29″<br>119NH<br>J.Voruz,ainé,Nantes | | V | |
| * 227 114771 SQWG | **Battenhall** SteelScSr<br>~~*Whitehall*~~ *C.M.Weppner*01–01<br>1 *Dk*(*Stl*)&*deep framing* | 2174<br>2015<br>1378 | ✝100A1<br>3,03<br>BS10,01 | Bly LMC10,01 | *s* | 1901<br>10mo | BlythS.B. Co.Ld. Blyth<br>*Lloyd's*&*CP* | LombardS.SCo.Ld (J.White,*Mgr.*) | 286·7\|43·3\|19·4<br>P25′B60′F30′<br>FK | Newcastle N.S.W.<br>British<br>*5 BHCem* | T.3Cy.22″,36″&59″–39″ (*s*<br>160lb *80lb* (*s*) 234NH<br>2SB,*6pf*,GS104,HS3750<br>N.E.MarineEng CoLdNwc | 21 ″ 9<br>s 3 ″ 4 | | 8,03 |
| * 228 115877 TPFC | **Battersea** SteelScSr<br>*T.Walker* –02<br>1 *Dk*(*Stl*)&*Web frames* | 860<br>782<br>535 | ✝100A1<br>1,05<br>Nwc | Shl LMC8,05 | *m* | 1902<br>8mo | W.Dobson &Co. Newcastle<br>*Lloyd's*&*CP* | RiverSteam ColliersCo.Ld.<br>*WB=Cell DBa* | 215·0\|32·1\|15·4<br>P19′F20′<br>FK<br>61′ *u* E15′ *f* 92′ 235*t* *FPT* 30*t* *APT* 19*t* | London British<br>*4 BHCem* | T.3Cy.16½″,27″&44″–30″ (*s*<br>160lb *80lb* 112NH<br>1SB,*3pf*,GS54.HS1774<br>N.E.MarineEngCoLd.Nwc | 16 ″ 5<br>s 2 ″ 8½ | | 3,04 |
| 229 114781 STDP | **Battersea Bridge** SteelScSr<br>*L.S.Berryman* –03<br>1 *Dk*(*Irn*)2*tr B&deep framing* 3 *Dk rule* | 3366<br>3165<br>2171 | ✝100A1<br>1,05 Nwc | Shl | *v* | 1901<br>10mo | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's*&*CP* | BridgeStm.Shppg. Co.Ld. (Moore, Innes&CoLd.*Mgs.*)<br>*WB=Cell DBa* & *uE* 132′ *f* 136′ | 331·0\|47·1\|24·7<br>P27′B171′F30′<br>FK<br>72′5*t* *APT* 77*t* | London British<br>*5 BHCem* | T.3Cy.25″,40″&65″–42″ (*s*<br>160lb *80lb* 268NH<br>2SB,*6rf*,GS96.HS3957<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4<br>s 4 ″ 6½ | | 7,03 |
| 230 113177 | **Battle Abbey** IronScK<br>*A.Nixon* –00 ssGms No.1–04<br>1 *Dk* | 202<br>182<br>74 | ✝100A1<br>*Stm Trawler*<br>9,04 2,04 | Gms | | 1900<br>5mo | Cochrane& Cooper,Ld. Selby<br>A&CP | AbbeyStm Fishing Co.Ld. | 115·5\|21·5\|11·5<br>Q48′F22′<br>BK7½″ | Grimsby British<br>*4 BHCem* | T.3Cy.12″,20″&32″–24″ (*s*)<br>200lb 60RH<br>1SB,*2cf*,GS35,HS1130<br>Tindall,Earle&Hutchinson,Ld.Hull | 12 ″ 3 | | 9,04 |
| 231 90085 | **Battle Isle** IronScSr<br>*A.Campbell*96–96<br>*Mchy.Aft*<br>*Well deck* 1 *Dk* | 202<br>151<br>48 | ✝100A1<br>3,04 4,03<br>10,04<br>NB3,04 | Gls PG1 LMC3,03 | *c* | 1885<br>10mo | Scott&Co. Bowling<br>*Lloyd's*&*CP* | C.F.Paton&Co.Ld. | 125·0\|20·1\|9·5<br>Q52′B5′F19′<br>BK7″<br>*WB=FPT* 15*t* | Glasgow British<br>*3 BHCem* | C.2Cy.21″&40″–27″ (*r*)<br>90lb 68RH<br>1SB,*3pf*,GS52,HS1455<br>W.King&Co.,Glasgow<br>GS46,HS1284 | 10 ″ 0 | | 10,04 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Ports Principaux. Nombre des Ponts. | 3 | 4 Tonnage Officiel. / Tonn. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Survey Date / Special Survey / Date de la dernière Visite | 6 Port de Visite | 7 Terre-pleins / Entrepôts / Machines / Chaudières / Appareils à Vapeur auxiliaires | 8 Construit. Quand. / Navire / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur / Largeur / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. / Chaudières. / NH=Force en chevaux d'après les formules de la Société. / RH=Force en chevaux d'après les pressions des Navires. / Détails des Chaudières & Foyers. / Nom du Constructeur des machines. | 14 Creux sur Quille. / Franc-bord au dessus du pont de gaillard. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 / 3141 / KGSF | **Battler** / *C. A. Smith* 90–98 | **IronScSr** / 1 *Dk* | 139 — 77 | | | | 1881 | Neafie & Levy Philadelphia | McWilliams Bros. | 108·4 22·0 9·4 | New York Utd. States | C 2 Cy. 20″ & 34″–26″ NB02 49 NH Neafie & Levy, Philadelphia | | | |
| 233 / 234 Baturite / *J. Madden* 00–00 / *Elec. light* | **SteelTwinScSp** / 1 *Dk (Teak) & Promenade dk (Teak)* | | 274 274 208 | | | | 1900 | Murdoch & Murray Pt. Glasgow A&CP | L. Dias da Silva & Cia | 145·1 27·0 8·0 FK | Pará Brazilian | C 4 Cy. 12″ & 24″–18″ 120lb 57 NH 5 *B H Cem* 1 SB, *2p/*, GS40, HS1116 Lees, Anderson & Co. Gls. | 8 ″ 4 | | |
| 234 Baud / *Van Heerssen* –08 / *Elec. light* | **SteelSc** / 2 *Dks & Shade dk* | | 263 — 1268 | | | | 1903 | Nederl. Amsterdam | Koninkl. Paketv. Maats. | 317·0 41·4 21·1 P68′ F74′ | Batavia Dutch WL | 1 3 Cy. 28″, 37″ & 62″–42″ 249 NH Ned Fb. v. Wrk & Spoor, Ams | | DV | |
| 235 Bauta / *A. M. Pedersen* 97–00 / JPGL | **SteelScSr** / 1 *Dk* | | 732 550 447 | | | | 1900 | Trondhjems M. V Trondhjem | Dampskibet Bauta's Rederi (W. Hansen *Mgr.*) | 195·2 30·1 10·9 Q93t B49t H12t F2— WB | Bergen Norwegian WB | T. 3 Cy. 14″, 23½″ & 38″–27″ Throndhjems Mek. Verk. | | N | |
| 236 Bavaria / 108698 / *N. A. W. Lindquister* –03 / PWJM | **SteelScSr** / 2 *Dks* | | 4711 4481 3005 | | | | 1897 | D & W Henderson & Co Glasgow | Anchor Line Henderson Bros. Ld. | 400·0 49·2 28·0 P18′ B106′ F46′ | Glasgow British WB | T. 3 Cy. 26″, 43″ & 71″–48″ 819 NH D. & W. Henderson & Co, Gls | | C | |
| 237 — / *M. Bauch* / JHPH | **SteelScSr** / *ss* Shl. No. 3–3,00 / *ss* Stn. No. 1–04 / 1 *Dk (Stl) & Spar dk & tr E* | | 1795 1770 1138 | ✠100A1 *Spar dk* 8,04 B—,— | Stn | *r* | 1888 11mo | R. Duncan & Co. Port Glasgow *Lloyd* s4&CP | W. Kunstmann | 259·8 37·2 15·5 22·4 lr 94 BK 9 WB = *Cell* | Stettin German WB | T. 3 Cy. 18″, 29½″ & 47″–39″ 160lb *70lb* 139 NH 4 *B H Cem* 2 SB, *Bcf*, GS90, HS2100 Muir & Houston, Glasgow | 17 ″ 9 | | 3.— 2.— |
| 238 — / *J. Hutchison* 00–00 / LKFH / *Well deck* / *Elec. light* | **SteelScSr** / *ss* Shl. No. 3–2,08 / 1 *Dk (Irn) & Web frames* | | 1740 1358 1114 | ✠100A1 2,04 B— | Cff | *q* | 1889 11mo | Murdoch & Murray Pt. Glasgow *Lloyd* s4&CP | D. Scott & Son | 259·1 37·0 16·7 Q94′ B107′ F81′ FK WB = *Cell* DB218 | Dundee British WB | T. 3 Cy. 21″, 38″ & 64″–46″ 160lb *70lb* 1 *B H Cem* 2 SB, *4p/3 2rf*, GS98, HS2836 3691 *A P T* 52 Dunsmuir & Jackson, Gls. | 19 ″ 2 | | 2.— |
| 239 Bavarian / 111213 / RGWN | **SteelTwinScSr** / *A. MacNicol* –99 / 4 *Dks* | | 10387 9188 6714 | | | | 1899 | W. Denny & Bros. Dumbarton | Allan Line SS Co. Ld (J. & A. Allan *Mgrs*) | 501·1 59·3 39·8 P40′ B177′ F54′ WB | Glasgow British WB | T. 6 Cy. 29″, 47″ & 77″–54″ 871 NH Denny & Co. Dumbarton | | C WT 1.06 | |
| 240 Bawtry / ~~28485~~ / ~~*McBrock*~~ / 1 WHC / *Web. deck* | **SteelScSr** / *ss* Bkn. No. 8–4,04 / 1 *Dk (pt Stl & pt Irn) & Web frames* | | 2407 1810 1542 | ✠100A1 4,04 | Bkn | | 1890 11mo | Tyne Iron S. B. Co. Ld. Newcastle A&CP | ~~Imperial S.S. Co. Ld. (Edward Wright, Brown & Co. Mgrs.)~~ | 290·0 38·1 19·9 Q117 B120′ F88′ FK WB = *Cell* DB248 | ~~W. Hartlpl~~ British Japan | T. 3 Cy. 21½″, 36″ & 58″–39″ 160lb *70lb* 6 *B H Cem* 3 SB, *6p/*, GS100, HS3500 *63t A P T 8t* Wilsnd Slpwy Co. Ld., Nwc. | 22 ″ 6 | 2 ″ 1½ | S11.— |
| 241 Bay State / 3645 / KMFD | **WoodPadSr** / 2 *Dks & tr E* | | 2211 — 1538 | | | | 1894 | New England Co. Bath, Me. | Eastern S.S. Co. | 281·0 42·1 15·5 | Portland, Me. Utd. States | Beam 1 Cy. 62″–144″ 355 NH Portland Co. Portland | | | |
| 242 Bayard / HCWT | **SteelScSr** / *M. Henriksen* / 1 *Dk 2 tr b* | | 972 877 607 | | | | 1897 | Nylands Verksted Christiania | Fred. Olsen | 229·4 32·6 14·5 H67t F26t | Christiania Norwegian WB | T. 3 Cy. 16½″, 27″ & 44″–30″ 106 NH Nylands Verksted, Xia. | | N | |
| 243 Bayern / QFBS | **SteelScBg** / *H. Formes* / *Elec. light* | 8 *Dks & pt Prom dk* | 5034 4606 3128 | | | | 1886 | Act. Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 440·2 45·3 30·5 B146′ F60′ len 93 | Bremen German WB | T. 3 Cy. 36″, 57″ & 91″–59″ NB93 686 NH A. G. "Vulcan," Stettin | | G | |
| 244 — | **SteelSc** / (*Trawler*) / 1 *Dk* | | 253 211 76 | | | | 1902 | G. Seebeck Act. Ges. Bremerhave | Deutsche Dmpfs-ehereiGes. Nordsee | 135·3 22·5 9·8 466 F23′ | Bremen German WB | T. 3 Cy. 12″, 19 11/16″ & 31½″–23½″ 48 NH G. Seebeck A. G. Bremerhvn | | G | |
| 245 Barfield / 96049 / LCPM | **SteelTwinScSrTug** / *W. O. Zealand* –03 (*ex* Lord Stanley) / 1 *Dk* | | 276 — 86 | | | ... | 1889 | D & W Henderson & Co. Glasgow | Canadian Government | 140·0 24·1 11·3 B12′ F24′ BK6′ | Ottawa British WB | T. 6 Cy. 12¾″, 20″ & 33″–24″ 112 NH D & W Henderson & Co. Gls | 12 ″ 2 | | |
| 246 Bayonne / QFWN | **SteelSc3MstSr** / *G. von Hugo* 88–94 / *Mchy. Aft* / *Elec. light* | *ss* Gen. No. 3–6,07 1 *Dk (Stl) & Spar dk (Stl & Web frames* | 329 — 3154 | ✠100A1 *Spar dk* *Carrying Petroleum in bulk* 8,05 Yen | Phl | *r* | 1889 smo *bulk* *Lloyd* | A. & J. Inglis Glasgow s4&CP | Act. Ges. Atlantic (Soc. Italo-Americana pel P— *Mgrs.*) | 330·0 42·2 21·1 P84 B15′ F48′ 28·4 ND02 FK WB = *D Bu* B38′ 122t | Bremen German | T. 3 Cy. 23¾″, 40″ & 63″–48″ 160lb *90lb* NDB93 299 NH 14 *B H pt Cem* 2 SB, *12rf*, GS180, HS4834 A. & J. Inglis, Glasgow *FPT* 103t *APT* 180 *Deep Tank* f 18′ 313t | 22 ″ 2 | -0 -9½ | 6.— |
| 247 Bazalgette / 9420 / KMTH | **SteelTwinSc** / *Pirie* 92–92 / *Mchy. Aft* (*Sludge vessel*) / 1 *Dk (Stl)* | *ss* Lon. No. 3–8,99 *ss* Lon. No. 1–03 | 990 967 613 | ✠100A– 9,08 Bs8,04 | Lon | | 1887 5mo | Brw. S B Co. (Lim.) Barrow | London County Council | 230·2 38·2 13·8 FK | London British | T. 6 Cy. 15½″, 22″ & 33″–24″ 150lb 120 RH 2 SB, *dc f*, GS80, HS2020 Barrow S B Co. (Lim.), Brw | | | 3.— 2.— |
| 248 Bazan / HDPL | **IronSc3MstSr** / *N. de Asqueta* / *Mchy. Aft* | *ss* Lon. No. 3–5,93 *ss* Ham. No. 2–01 1 *Dk 2 tr B* | 805 679 479 | ✠90A1 7,02 9,04 Lon BS11,04 | Ham | *k* | 1880 6mo | J. Read-head & Co. S. Shields A&CP | Cia. Maritima | 194·5 29·6 15·5 P56′ B9′ F27′ BK7½′ | Barcelona Spanish | C. 2 Cy. 23″ & 46″–30″ 80lb *80lb* NDB08 87 NH 1 D B. *4p/*, GS60, HS1382 J. Read-head & Co., S. Shields | | | 5.— |
| 249 Beacon / HTPD | **SteelScSr** / *J. E. Pettersen* –01 / 1 *Dk & pt Awngdk* | | 1126 726 715 | | | | 1901 | Akers Mek Værks Christiania | Acties. Beacon (J. P. Pedersen & Sön) | 227·0 31·5 15·1 270t H101t F280t | Christiania Norwegian WB | T. 3 Cy. 20″, 32″ & 52″–36″ 156 NH Akers Mek. Værks Xia. | | N | |
| 250 Beacon Grange / 103846 / QFBM | **SteelScSr** / *F. J. Graves* 03–03 / *Ref. Mchy.* / *Elec. light* | *ss* Npt. No. 1–02 1 *Dk (Stl) & Spar dk & Stl* deep framing | 4042 3726 2621 | ✠100A1 *Spar dk* 8,05 BS7,04 MC6,04 | Npt | *s* | 1898 6mo | Workman, Clark & Co. Ld. Belfast A&CP | Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*) WB = *Cell D Ba* 102′ *u E* | 370·0 47·6 18·9 P87′ B174′ F79′ 27·3 FK *B62′ f* 180′ 795t *FPT* 140t *APT* 30t | London British WB | T. 3 Cy. 26″, 43″ & 72″–48″ 190lb *90lb* 4 *B H Cem* 2 SB *6cf*, GS125, HS3253 Workman, Clark & Co. Ld Belf | 21 ″ 6 | 5.— 11½ | 6.— 4.— |
| 251 Beacon Light / 97773 / LRCW | **SteelScSr** / *J. G. Kell* –02 / *Mchy. Aft* / *Elec. light* | 2 *Dks* *Carrying Petroleum in bulk* | 2763 2694 2107 | | | | 1890 | Armstrong Mitchell & Co. (Lim.) Newcastle | Bear Creek Oil & Shpg. Co. Ld. (C. T. Bowring & Co. Ld. *Mgrs.*) | 311·0 40·2 28·2 B20′ F28′ | Liverpool British | T. 3 Cy. 28″, 37″ & 60″–39″ NB08 226 NH Wilsnd. Slpwy Co. Ld., Nwc | | V | |
| 252 Beacon Rock / 105315 / NVMS | **SteelScSr** / *J. Green* –99 / *Well deck* *Mchy. Aft* | *ss* Ayr No. 2–04 1 *Dk (Irn)* | 495 352 146 | ✠100A1 4,04 | Ayr | *h* | 1895 6mo | Ailsa S B Co Troon A&CP | S.S. Beacon Rock Co Ld. (A. Rowland & Co.) WB = *D B f* 11′ 84t *FPT* | 170·0 25·9 11·7 Q93 B10′ F28′ BK7 | Liverpool British | C. 2 Cy. 19″ & 42″–30″ 115lb 4 *B H Cem* 1 SB. *3p/*, GS63, HS1360 Muir & Houston, Glasgow | 12 ″ 1— | ″ 1 | 4.— |
| 253 Beaconsfield / ~~27555~~ / ~~*Shl. A 1 07*~~ / ~~*ss*~~ / 2 *Dks (1 Irn) & tr b* | **IronScSr** / ~~*ss* Shl. 2nd No. 8–7,01~~ | | 1736 ~~1645~~ 1118 | ~~✠100A1~~ | Shl | *r* | 1877 7mo | Tyne I.S. B Co. Newcastle A&CP | ~~C. Clough & Co.~~ | 270·0 34·0 24·7 Q90 F— BK— WB = *D Ba* 82′ | ~~N. Shields~~ Norwegian | C. 2 Cy. 28″ & 61″–36″ 80lb *90lb* NDB01 167 NH 4 *B H Cem* 2 SB. *6p f*, GS96, HS2680 N. E. Marine E. C. (Lim.), Sld | 23 ″ 9 | 4 ″ 7½ | 6.— 4.— |

Steamers 2 Shl A 1 07

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Built. When | By Whom / Where | Owners | Regist'd Dimensions. Deck Erections, &c. Length / Breadth / Depth | Port of Registry / Flag. | Engines. No & Dia. of Cylinders – Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254<br>74925 | Beagle WoodSc3MstSr<br>J.Dickson -01 1Dk<br>F&YM9.96 | 229<br>213<br>156 | | | | 1877 | W.Yabsley<br>Rchd R.NSW | B.Byrnes Ld | 147·1 21·0 8·8 | SydnyNSW<br>British | 2Cy.21"-15"<br>35RH | | | |
| 255<br>99397<br>MRKC | — SteelTwinScSk<br>J.Ewart -98 1Dk<br>Mchy Aft | 147<br>121<br>100 | | | | 1892 | Blackwood<br>&Gordon<br>Pt.Glasgow | OceanS.S.Co.Ld.<br>(A.Holt&Co.Mgrs) | 110·5 20·2 6·8<br>P10' Q19' F12' | Liverpool<br>British<br>WL | C.4Cy.9"&18"-15"<br>27RH<br>Blackwood&Gordon,P.Gl | | | |
| 256<br>87094<br>HMQT | Beamish IronScSr<br>T.Woodall -96<br>Well deck 1Dk2trB | 1270<br>996<br>791 | | | ... | 1883 | J.Read-<br>head&Co.<br>S.Shields | J.Fenwick&Son | 240·0 35·2 16·0<br>Q90'B50'F30'<br>FK | London<br>British<br>WL | C.2Cy.30"&57"-36"<br>146NH<br>J.Readhead&Co.,S.Shields | 17 " 6<br>s 1 " 10 | | |
| 257<br>63794<br>WSVQ | Bear IronScSr<br>J.Berry -03 | 711<br>566<br>364 | | | | 1870 | J.&G.<br>Thomson<br>Glasgow | Bell's Asia Minor S.S Co.Ld. (E. Minotto, Mgr.) | 220·6 28·1 14·1<br>P65t F50t | Glasgow<br>British | C.2Cy.33½"&58½"-36"<br>NB81 171NH<br>J.&G.Thomson,Glasgow | | V | |
| 258<br>HLMW | Béarn SteelScSr<br>Artigue -00 ssBry.No.3-3,97<br>ssBdx.No.1-01<br>1Dk(pt Irnpt Stl)2trB | 1247<br>1122<br>668 | ✠100A1<br>~~3,04~~ 1,05<br>BS3,04 ✠LMC3,01 | Bdx<br>~~Ret~~ Msl | o | 1894<br>3mo | Sir Raylton<br>Dixon &Co<br>Middlesbro<br>A&CP | Devès&G.Chaumet | 232·7 34·5 16·8<br>P24'B53 F29'<br>BK8'<br>WB=CellDB178 | Bordeaux<br>French<br>4BHCem<br>314tAPT44t | T.3Cy.17½",28"&46"-33" (s)<br>160lb 80lb 133NH<br>1SB.4pf,GS66,HS2160<br>N.E.Mar.E.Co.(Lim.),Nwc | 19 " 0<br>s 2 " 7 | | [illegible] |
| 259<br>HLMT | — SteelTwinScSr<br>Delahaie<br>Elec.light 1Dk | 489<br>421<br>192 | | | | 1900 | Dela Brosse<br>&Fouché<br>Nantes | Cie. Maritime de la Seine | 165·6 24·4 12·6<br>Q28'H47'RFD28' | Rouen<br>French<br>WL | C.4Cy.17¾"&29 15/16"-16½"<br>61NH<br>De la Brosse&Fouché,Nts. | | V | |
| 260<br>109972<br>QGWN | Beatrice SteelScSr<br>T.R.Randall -01 ssLon No.1-03<br>1Dk(Stl)&Spar dk(Irn)<br>Elec.light &deep framing | 3344<br>3134<br>2189 | ✠100A1<br>Spar dk<br>7,04 ~~4,03~~ ✠LM 4,05 | Lon<br>Shl | v | 1898<br>9mo | Bartram&<br>Sons<br>Sunderland<br>A&CP | HowardS.S.Co.Ld.<br>(C.Howard&Sons, Mgrs.) | 350·0 45·0 16·4<br>P30'B102'F36' 24·3<br>FK<br>WB=CellDBa 112'nE24'f140'806t | London<br>British<br>6BHCem<br>APT68t | T.3Cy.24",39½"&65"-42" (s)<br>160lb 80lb 298NH<br>2SB,6rf,GS102,HS3860 F<br>J.Dickinson&Sons,Ld.Sld | 18 " 9<br>s 5 " 4 | | ~~[illegible]~~<br>N7,04 |
| 261<br>HCSD | — SteelScSr<br>L.Sesan -02 ssTri.No.3-3,01<br>Well deck 1Dk(Stl-ws)2trB | 2227<br>1724<br>1393 | ✠100A1<br>3,05 2,04<br>BS3.04 ✠MC11,00 | Sws<br>Tri | s | 1888<br>9mo | Bartram,<br>Haswell&Co<br>Sunderland<br>A&CP | BeatriceSS.Co.Ld.<br>(M.Marinovic) | 290·0 39·0 18·7<br>Q98'B188 F33'<br>BK10'<br>WB=CellDBa76'f124 | Ragusa<br>Aust.-Hung<br>6BHCem<br>365tAPT21t | T.3Cy.22",36½"&60"-42 (s)<br>150lb 82lb NDB99 252NH<br>2SB,6cf,GS100,HS3600<br>J.Dickinson,Sunderland | 21 " [illegible]<br>s 2 " 1 | | ~~9,~~<br>3,05 |
| 262<br>MBCQ | — SteelScSr<br>R.Christophersen02-02<br>1Dk&Spar dk | 1054<br>952<br>588 | | | | 1902 | Bergens<br>Mek.Værks<br>Bergen | S.L.Christie | 200·0 32·1 14·7<br>H161t 19·6 | Bergen<br>Norwegian<br>WL | T.3Cy.19",30"&50"-33"<br>144NH<br>BergensMekVærks,Bergen | | N | |
| 263<br>95326<br>LRBQ | — SteelScSr<br>W.C.Buckney -01 ssDub.No.3-5,02<br>Well deck 1Dk(Irn)&Web frames | 712<br>562<br>353 | ✠100A1<br>6,01 ~~5,03~~<br>~~BS6,03~~ ✠LMC5,02<br>~~[illegible]~~ BS2,05 | Dub | l | 1890<br>1mo<br>Lloyd's A&CP | Richardson<br>Duck&Co.<br>Stockton | M.Murphy,~~jun.~~ | 208·0 29·1 13·4<br>P24'Q84'F27'<br>BK7<br>WB=CellDB169' 218tFPT | Cardiff ~~Dublin~~<br>British<br>4BHAsp<br>16tAPT8t | T.3Cy.16½",26½"&45"-33"(s)<br>160lb 75lb 99RH<br>1SB.3cf,GS60,HS1899<br>T.Richardson&Sons,Hpl. | 15 " 8<br>s1 " 9½ | | N6,02 |
| 264<br>89528 | — IronPad | 159<br>158<br>38 | | | | 1881 | Samuda<br>Bros.<br>London | Lon.&IndiaDocks Co. | 100·0 20·6 10·7 | London<br>British | L.2Cy.32½"-51"<br>80RH<br>J.Stewart&Son,London | | | |
| 265 | Beatrice Grech IronPadTug<br>G.Boss99-99<br>(exMathilda Foscolo) 1Dk | 192<br>190<br>111 | ✠<br>For Tug purposes<br>9.83 | Shl | c | 1883<br>7mo | Hepple&<br>Co<br>North Shields | R.A.Grech | 121·6 21·2 10·6 | British<br>3BHCem | L.1Cy.42½"-56"<br>103NH<br>Hepple&Co.N.Shields | | | |
| 266<br>109642<br>RCMI | Beaufort SteelScSr<br>W.Tanner ~~-04~~ ssSws No.1-02<br>Mchy Aft ~~Harris -04~~ 1Dk<br>Elec.light W.Tanner -05 | 119<br>109<br>32 | ✠100A1<br>~~3,04~~ ~~[illegible]~~ 1,05<br>~~[illegible]~~ ✠LMC9,02 | Sws | a | 1898<br>8mo | T.B.Seath<br>&Co.<br>Rutherglen<br>A&CP | SwanseaHarbour Trustees | 90·1 19·0 10·4<br>BK6½'<br>WL | Swansea<br>British<br>4BHCem<br>=MT9'11t | C.2Cy.16"&33"-24" (s)<br>150lb 45RH<br>1SB,2pf,GS15,HS1320<br>Fisher&Co.Paisley | 11 " 1 | | ~~9,02~~<br>10,04 |
| 267 | Beaumont SteelScSr<br>Should be "Seminole", See No. 677 in Letter S.<br>Mchy.Aft | 6060 | 100A1<br>Shelter dk<br>(Class Contemplated) | | | | Furness.<br>Withy&CoL.<br>W Hartlepool | Furness,Withy& Co.Ld. | | | T.3Cy.28",46"&77"-45"<br>Richardsons,Westgarth& Co.Ld.Hpl. | | | |
| 267* | — SteelSc4MstSr<br>(exMira)<br>Mchy Aft Elec.light 1Dk | 3779<br>3471<br>2409 | | | | 1901 | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | F.W.Gilchrist | 351·0 46·1 27·7<br>P72'B24'F32 | Utd States<br>WL | T.3Cy.23½",39"&66"-48"<br>302NH<br>Wllsnd Slpwy.Co.Ld.Nwc. | | C | |
| 268<br>43602<br>WLJB | Beautiful Star IronScSr<br>T.Nichols 1Dk | 177<br>162<br>146 | | | | 1862 | Wigham<br>Richrdsn&Co<br>Newcastle | T.Nichols | 119·2 17·2 10·6<br>H21t | Hobart<br>British | 2Cy.18"-13"<br>30RH | | | |
| 269<br>93034 | Beaver SteelTwinScSr<br>W.Bruce -00 1Dk | 222<br>218<br>73 | ✠<br>3,94 ✠ | Lth | d | 1886<br>3mo | Ramage&<br>Ferguson<br>Leith | BrisbaneTugCo. Ld. | 135·2 21·6 10·6<br>B55' | Brisbane<br>British<br>4BHCem | C.4Cy.17"&34"-18"<br>96NH<br>Ramage&Ferguson,Leith | 11 " 6 | | |
| 270<br>105185 | — Iron&SteelScSr<br>R.George ssLiv.No.1-02<br>(exPowerful,exLadyLewis)<br>1Dk Iron framing Stl plating | 154<br>146<br>13 | ✠<br>~~[illegible]~~ ✠ ~~[illegible]~~ | | ... | 1897<br>5mo | Elliot&<br>Jeffery<br>Cardiff<br>A&CP | MerseyTowingCo. Ld. (Canadian PacificRlyCo.Mgs | 106·3 20·0 11·2<br>BK7<br>WB= | Liverpool<br>British<br>1BHCem<br>DTa19'20t | C.2Cy.22"&42"-24" (s<br>100lb 75RH<br>1SB.3cf,GS55,HS1198<br>Elliot&Jeffery,Cardiff | 11 " 9<br>s 1 " 8 | | 2,03 |
| 271<br>HLCT | Beberibe SteelScSr<br>F.R.deCarvalho<br>1Dk(pt Stl-ws)&pt Shade dk | 656<br>476<br>389 | ✠<br>pt Shade dk<br>3,90 ✠<br>Coasting Rio Grande do Sul & Ceara | Nwc | j | 1890<br>3mo | W.Dobson<br>&Co.<br>Newcastle | CiaPeruambucana deNav. | 200·5 29·2 11·7<br>P52'F28'<br>FK<br>WB=CellDB128 | Prnmbuco<br>Brazilian<br>4BHCem<br>138tAPT24t | T.3Cy.16",26"&43"-30"<br>101NH<br>2SB,4cf,GS76<br>Wghm Richrdsn&Co.,Nwc | 12 " 1 | | |
| 272<br>84050 | Bebington IronTwinSc | 454<br>435<br>126 | | | ... | 1880 | W.Allsup<br>&Sons<br>Preston | MunicipalCorporation of Birkenh'd | 130·0 45·2 12·4 | Liverpool<br>British | C.4Cy.19"&34"-24"<br>NB95 98RH<br>W.Allsup&Sons,Preston | | BT till ~~9,04~~ 10,05 | |
| 273 | Beby IronScSr<br>J.Pierros -02 ssCff.No.3-3,96<br>(exDunedin) ~~ssCff.No.1-01~~<br>ssPir.No.2-04 2Dks(Irn)3trB | 2052<br>2031<br>1405 | ✠100A1<br>7,01 ~~4,01~~<br>~~[illegible]~~ ✠LMC7,04<br>~~BS4,03~~ | Cff<br>Pir | s | 1883<br>9mo | W.Doxford<br>&Sons<br>Sunderland<br>A&CP | Bank of Athens<br>~~G.Levidi&C.Bach Mgrs.~~<br>(J.P.Piccoulis,Mgr) | 286·0 37·3 22·9<br>364'F36'<br>BK10<br>WB=Cel | Piræus<br>Greek<br>BHCem<br>DB234'361t | C.2Cy.31½"&63"-45" (a<br>80lb 80lb NDB96 213NH<br>2SB,6pf,GS100,HS3630<br>W.Doxford&Sons,Sld. | 25 " 6<br>4 " 4½ | | ~~8,04~~<br>~~[illegible]~~<br>9,06 |
| 274<br>102693<br>NKCD | Bechuana SteelScSr<br>P.J.Greggans -02 ssShl No.2-03<br>(exStrathtay) 2Dks(Irn)&deepframing<br>Elec.light 3Dk rule | 4148<br>3909<br>2659 | ✠100A1<br>~~[illegible]~~ 6,08 1,05<br>B 12,01 ✠LMC6,03 | Shl<br>~~Gal~~ | r | 1894<br>5mo | Russell&C.<br>Greenock<br>A&CP<br>WB=CellDB310 | BucknallS.S.Line Ld.(BucknallBros Mgrs.)<br>60t FPT 195t AJ | 368·7 47·5 26·9<br>252'B82'F38'<br>FF<br>F82tDTa62'460t | London<br>British<br>5BH<br>pt.Apppt Cem | T.3Cy.26",42"&69"-48" (s<br>170lb 100lb 399NH<br>3SB.9cf,GS129,HS5500 F<br>Blackwood&Gordon,P.Gl | 29 " 7 | | ~~6,04~~<br>~~[illegible]~~<br>1,05 |
| 275<br>HLNT | Beck Frères IronScSr<br>~~A.Bel[illegible]~~ ssShl.No.3-10,95<br>(exLaju) ssDnk.No.2-03<br>L.Damman98-05 1Dk(Irn)&Spardk3trB | 1970<br>1883<br>1075 | ✠100A1<br>Spar dk<br>12,03<br>✠NB10,95 | Dnk<br>BS1,05<br>MC12,03 | r | 1881<br>12mo | J.Laing<br>Sunderland<br>A&CP | Beck | 261·0 35·0 27·1<br>BK9½<br>WB=DB | Dunkirk<br>French<br>BHCem<br>8'f12'202t | C.2Cy.26"&54"-42" (s<br>160lb 90lb NDB95 189NH<br>1SB,6pf,GS80,HS2844<br>G.Clark,Sunderland | 21 " [illegible]<br>s 6 " 5 | | 12,03 |

| Numero d'Ordre.<br>Numero Officiel<br>Signaux | Nom du Navire. Materiaux, Gréement, &c.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Total<br>Sous Pont.<br>Net. | Détails de la Classification. Cote.<br>✠ Surveillance Spéciale<br>Date de la dernière Visite. | Port de Visite | | Construit. Date | Par qui | Armateurs. | Dimensions d'après la Douane Superstructures, &c. | Port d'Armement. | Machines. | Quille |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 276<br>114711<br>SMPT | **Beckenham** SteelScSr<br>*J.Raeburn88-01*<br>*Elec.light 1Dk(Irn)&Spar dk(Irn &Web frames* | 4566<br>4350<br>[illegible] | ✠100A1<br>*Spar dk*<br>12,04 ✠LMC7,01 | Bkn<br>Gls | r | 1901<br>7mo<br>*Lloyd's* | Ropner& Son<br>Stockton<br>*sA&CP* | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>*Mgrs.*)<br>*WB=Cell DBa&uE 136'* | 370·0 50·6 19·2<br>P29' B78' F37' 28·2<br>lrp03 FK<br>*f168' 932t FPT163t* | London<br>British<br>*6BHCem*<br>*APT132t* | T.3Cy.25",48"&73"-48"<br>200lb 429NH<br>3SB,*9rf*,GS174,HS6712<br>Blair&Co Ld Stockton | 22 0<br>7 2½ |
| 277<br>77332 | **Bedale** IronScSr<br>*W Dinneen -01* ssShl.No.3-7,92<br>ssTyne.No.2-01<br>*Well deck 1Dk(Irn)2tr B* | 1208<br>981<br>737 | ✠100A1<br>2,01<br>LMC8,01 | Shl | o | 1879<br>7mo | J.Read-head&Co.<br>S.Shields<br>A&CP | WelfordShppg.Co. Ld.(V T Thompson &Co *Mgrs.*) | 242·0 32·6 17·6<br>P89' B50' F26'<br>BK8½"<br>*WB=D* | Sundorlnd<br>British<br>*4BHCem*<br>*Ba69' f98'* | C.2Cy.27½"&52"-33"<br>70lb *55lb* ND1889 123NH<br>1SB,*3pf*,GS50,HS2157<br>J.Readhead&Co.,S.Shields | 18 6<br>s1 |
| 278<br>78637<br>RWSL | **Bedlormie** IronSc3MstSr<br>*W H Boden -03 1Dk*<br>*Mchy Aft* | 392<br>298<br>127 | | | .. | 1878 | R.Dixon& Co<br>Middlesbro' | J.Mawson&Son | 155·0 23·6 12·4<br>P58' F28'<br>BK7" | Barrow<br>British<br>*Wb* | C.2Cy.23½"&42"-30"<br>70RH<br>Blair&Co.(Lim.),Stockton | 13 4 |
| 279<br>105332<br>PBCF | **Bedouin** SteelScSr<br>*H.Sandon -04*<br>*Elec.light 1Dk(Stl)&Spar dk(Irn)*<br>ssBry.No.2-04 *&deep framing* | 3536<br>3322<br>2243 | ✠100A1<br>*Spar dk*<br>1,0[illegible] | NYk<br>Cff | a | 1895<br>8mo | Palmers' Co.(Lim.)<br>Newcastle<br>A&CP | BedouinS.N.Co. Ld (W.&R.Thomson, *Mgrs.*) *WB=Cell DBa122' uE22' 352t* | 350·0 45·2 19·4<br>P35' B78' F42' 27·2<br>FK<br>*MT22' 552t FPT75t* | Liverpool<br>British<br>*6BHCem*<br>*APT40t* | T.3Cy.21½",38"&64"-42" (a)<br>200lb *90lb* 310NH<br>2SB,*6cf*,GS110,HS4860<br>Palmers'Co.(Lim.),Nwc. | 20 6<br>6 0 |
| 280<br>116684 | — SteelScK<br>*J Wilkinson02-02*<br>*1Dk* | 200<br>185<br>54 | ✠100A1<br>*StmTrawler*<br>12,02 ✠LMC12,02<br>5,05 | Lth<br>Abn | | 1902<br>12mo<br>*Lloyd's* | Scott of Kinghorn,Ld.<br>Kinghorn<br>*sA&CP* | NorthSeaStm.Co. Ld(W.L.Stewart& J.Mortimer *Mgrs.*) | 115·0 21·6 12·1<br>BK7½"<br>*WB=* | Aberdoon<br>British<br>*3BHCem*<br>*DBf22' 16t* | T.3Cy.11",18"&32"-22"<br>180lb 60RH<br>1SB,*2cf*,GS40,HS1250<br>W.V.V.Lidgerwood,Gls | 13 0 |
| 281<br>[illegible]<br>KSWH | **Bee** WoodScSr<br>*1Dk* | 601<br>—<br>369 | | | | 1904 | Aberdeen, Wash. | BeeS.S.Co. | 160·6 36·0 12·6 | S.Frncisco<br>Utd. States | | |
| 282<br>95800 | — SteelScSr<br>*J.Litten89-89* ssHul.No.3-8,02<br>*Mchy Aft 1Dk* | 141<br>131<br>47 | ✠100A1<br>*StmTrawler*<br>8,04 ✠LMC8,02<br>NB[illegible] | Hul | s | 1889<br>9mo | D.M'Gill &Co.<br>Irvine<br>A&CP | BritishStm Trawl-ingCo.Ld. | 100·8 20·6 10·0<br>F8'<br>ptND02 BK6" | Hull<br>British<br>*3BHCem* | T.3Cy.11",16½"&27"-22" (s)<br>160lb 40RH<br>1SB,*2cf*,GS28,HS615<br>Muir&Houston,Glasgow | 11 0 |
| 283<br>[illegible]<br>SDKG | **Beechgrove** IronScSr<br>*J.O.Woodall -04* ssCpl.No.3-8,92<br>(*ex*JosephViney, ssGls.No.2-00<br>*ex*Lixuri,*ex*JosephViney)<br>*Well deck 1Dk(Irn)2tr B* | 1221<br>993<br>755 | ✠~~100A1~~<br>10,03 | Gls | q | 1880<br>10mo | J.Read-head&Sons<br>S.Shields<br>A&CP | S.S.Beechgrove Co Ld. (Alexander& Arthurs) | 250·0 32·7 17·8<br>Q95' B50' F26'<br>BK8½"<br>*WB=DB* | Glasgow<br>British<br>*4BHCem*<br>*a74' f99' 305t* | C.2Cy.28"&53"-33"<br>70lb *80lb* ~~ND~~ 123NH<br>1SB,*3pf*,GS48,HS2100<br>J.Readhead&Sons,S.Shields<br>N.30½ | |
| 284<br>113518<br>SRTV | **Beechley** SteelScSr<br>*R.Forsyth02-02*<br>*1Dk(Irn)2tr B&deep framing&*<br>*Web frames3Dk rule* | 3811<br>3566<br>2466 | ✠100A1<br>1,05 ✠LMC10,01 | HKg<br>Cff | w | 1901<br>10mo<br>*Lloyd's* | W.Gray &Co.Ld.<br>W.Hartlepool<br>*sA&CP* | W.R.Rea<br>*WB=Cell* | 340·0 49·5 25·6<br>P28' B88' F31'<br>FK<br>*DBa&uE 133' f144'* | Belfast<br>British<br>*6BHCem*<br>*912t APT71t* | T.3Cy.25½",40½"&67"-45"<br>160lb *80lb* (s) 297NH<br>2SB,*6rf*,GS113,HS4404<br>Cen.Mar.Eng.Wrks.W Hpl | 28 3<br>5 7 |
| 285<br>105523 | **Beechwold** IronScK<br>*W.Cozens -95 (Trawler)*<br>*1Dk* | 129<br>119<br>43 | | | ... | 1895 | Cochrane& Cooper<br>Beverley | NorthwoldSteam FishingCo.Ld. | 93·5 20·5 11·0<br>Q17'<br>BK7½" | Grimsby<br>British | T.3Cy.10",16"&25½"-20"<br>35RH<br>Amos&Smith,Hull | 11 10 |
| 286<br>102936<br>NHDW | **Beeforth** SteelScSr<br>*A.E.Park -97* ssNwc.No.2-03<br>*1Dk(pt Stl pt Irn)*<br>*&Web frames&pt Awng dk(Irn)* | 2659<br>1997<br>1722 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>BS3,04 ✠LMC12,[illegible] | Shl<br>Hul | t | 1894<br>2mo<br>*Lloyd's* | Palmers' Co.(Lim.)<br>Newcastle<br>*sA&CP* | Newton,Appleton &Co. | 303·0 43·1 19·2<br>P25' Q96'<br>*pt Awng dk181'* FK<br>*WB=Cell* | Hull<br>British<br>*6BHCem*<br>*DB216' 439t* | T.3Cy.24",38"&64"-42" (s)<br>160lb *50lb* 269NH<br>2SB,*6rf*,GS92,HS4105<br>Palmers'Co.(Lim.),Nwc. | 20 11<br>8 8 |
| 287<br>93302 | **Beeloo** SteelPadSr<br>*Elec.light* | 1033<br>1033<br>650 | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 310·0 40·1 11·7 | Glasgow<br>British | C.2Cy.37½"&65"-72"<br>299NH<br>Denny&Co.,Dumbarton | |
| 288<br>96144<br>LFMK | **Beeswing** SteelScSr<br>*C.Calvert -00* ssShl.No.3-10,01<br>*1Dk(Stl)&Spardk3tr B* | 2002<br>1865<br>1252 | ✠100A1<br>*Spar dk*<br>9,03<br>BS4,04 ✠LMC10,01 | Hul | r | 1889<br>6mo | Palmers' Co.(Lim.)<br>Newcastle<br>A&CP | BeeswingSS.Co.Ld (JEBowser&Son) | 265·0 39·8 15·6<br>F33' 22·1<br>FK<br>*WB=Cell DB224'* | Newcastle<br>British<br>*4BHCem*<br>*450t APT20t* | T.3Cy.22",35"&58"-42" (r)<br>150lb *70lb* 222NH<br>2SB,*6cf*,GS103,HS3523<br>Palmers'Co.(Lim.),Nwc. | 18 0<br>5 0 |
| 289<br>114654<br>VDLC | **Beethoven** SteelScSr<br>*R.Eilley -04*<br>*1Dk(Stl)&Spar dk(pt Irn&pt Stl)&*<br>*deep framing* | 3752<br>3537<br>2413 | ✠100A1<br>*Spar dk*<br>[illegible] MC7,[illegible]<br>12,04 | Sld<br>Bry | w | 1903<br>7mo<br>*Lloyd's* | Bartram& Sons<br>Sunderland<br>*sA&CP* | OrpheusShppngCo Ld(JennesonTay-lor&Co.*Mgrs.*)<br>*WB=Cell DBa124' u* | 360·2 46·0 18·4<br>P31' B102' F36' 26·4<br>FK<br>*E22' f150' 892t FPT* | Sundrland<br>British<br>*6BHCem*<br>*85t APT161t* | T.3Cy.25",42"&68"-48" (r)<br>180lb *180lb* 350NH<br>2SB,*8pf*,GS142,HS5400<br>J.Dickinson&Sons,Ld.Sld | 20 6<br>5 7½ |
| 290<br>83765<br>QHVJ | **Bega** SteelTwinScSr<br>*T.K.Crammond -04 1Dk&Awngdk* | 567<br>555<br>305 | ✠<br>*Awng dk*<br>*with load line*<br>5,83 | Grk | i | 1883<br>3mo | Russell & Co.<br>Greenock | Illawarra~~S.N.Co.~~ & S.CoastSteam Nav. Co. Ld. | 189·4 24·6 8·0<br>16·0<br>FK | SydnyNSW<br>British<br>*4BHCem*<br>*WB=* | C.2Cy.25"&48"-27"<br>98RH<br>Rankin&Blackmore,Grk.<br>*tankf56t APT17t tanka22t* | |
| 291<br>[illegible] | **Begoña** SteelScSr<br>*F.Sarasola96-97* ssBbo.No.1-00<br>*1Dk(pt Stl pt Irn)&Web frames*<br>*&pt Awng dk(Irn)* | 2862<br>2143<br>1718 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>[illegible] | Bbo | t | 1896<br>12mo | SirRaylton Dixon&Co<br>Middlesbro'<br>A&CP | Cia.Anon.del VaporBegoña (Sota y Aznar)<br>*WB=Cell DBa 102'* | 305·0 42·5 20·0<br>P25' Q92' drp00 FK<br>*Qpt Awng dk188'*<br>*uE&B32' f120' 626t* | Bilbao<br>Spanish<br>*5BHCem*<br>*APT78t* | T.3Cy.22½",36½"&60"-39"<br>160lb *80lb* (s) 224NH<br>2SB,*6cf*,GS95,HS3358<br>Blair&Co.(Lim.),Stockton | 22 [illegible]<br>0 2 |
| 292<br>109908<br>RKTP | **Begonia** SteelScSr<br>*W.Rutherford -02* ssCff.No.1-04<br>*1Dk(Stl)&Spar dk(pt Irn&pt Stl)&*<br>*deep framing* | 3653<br>3196<br>2346 | ✠100A1<br>*Spar dk*<br>12,[illegible] | Cff | r | 1899<br>12mo<br>*Lloyd's* | TyneI.S.B. Co.Ld.<br>Newcastle<br>*sA&CP* | StagLine.Ld. (J.Robinson& Sons,*Mgrs.*) | 344·9 46·0 16·9<br>P29' B92' F38' 24·7<br>FK<br>*WB=Cell DBa110* | N.Shields<br>British<br>*6BHCem*<br>*uE&B40 f* | T.3Cy.23",38½"&64"-42" (r)<br>180lb *80lb* 287NH<br>2SB,*6cf*,GS116,HS4400<br>N.E.MarineCo.Ld Nwc<br>*144' 738t FPT44t APT35t* | 19 3<br>5 0 |
| 293<br>96197<br>LFMH | — IronScK<br>*A.Naulls89-89*<br>*1Dk* | 165<br>156<br>83 | | | ... | 1889 | Cochrane, Coopr &Scho-field Beverley | N.EasternSteam FishingCo.Ld. | 106·5 20·5 12·5<br>Q18' F22' BK7½" | Grimsby<br>British | T.3Cy.12½",19½"&31½"-22½"<br>50RH<br>C.D.Holmes&Co.,Hull | 12 0 |
| 294<br>87348<br>HVDS | **Behera** IronScSr<br>*P.O'Kane -04* ssShl.No.3-8,95<br>(*ex*MyrtleBranch) ssGls.No.2-04<br>*Well deck 1Dk(Irn)2tr B* | 1653<br>1288<br>1038 | ✠100A1<br>1,04 | Gls | q | 1883<br>6mo<br>*Lloyd's* | Bartram, Haswell&Co<br>Sunderland<br>*sA&CP* | S.S.BeheraCo.Ld. (Maclay& McIntyre)<br>*WB=D* | 258·0 36·1 18·6<br>P28' Q58' B74' F32'<br>BK9"<br>*Ba66' f60' 253t FPT* | Glasgow<br>British<br>*6BHCem*<br>*25t APT20t* | C.2Cy.33"&61"-33" (r)<br>80lb *65lb* 178NH<br>1DB,*4pf*,GS82<br>T.Richardson&Sons,Hpl | 20 1<br>1 11 |
| 295 | — SteelScSr<br>*Salem et Baday -02*<br>*1Dk&Spardk* | 1532<br>—<br>850 | | | | 1865 | Samuda Bros.<br>London | ~~H.H.TheKhedive of Egypt~~<br>[illegible] GravingDockCo.[illegible] | 253·9 34·8 21·6<br>H39 F30 | ~~Alexandria~~<br>~~Egyptian~~<br>[illegible]<br>British | C.2Cy.37¾"&69"-38¾"<br>NE81 246NH<br>JamesJack&Co.Liverpool | |

*Now named "Mariout," See No. 53 in Supplement.*

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | | Built. When. Ship. Engines. | By Whom. Where. | Owners | Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders – Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 296<br>NGTW | Beijerland SteelScSr<br>B.Sandersfeld02–03<br>1Dk(Stl)& Web frames<br>Well deck | 1188<br>[illegible]<br>732 | ✠100A1<br>4,05<br>✠MC1,04 | Nwc<br>Rot | n | 1903<br>12mo<br>Lloyd's A&CP | W.Dobson &Co.<br>Newcastle | Scheepvaart en SteenkolenMaats.<br>WB=Cell DBa69'uE&B | 230·6\|34·0\|15·0<br>Q87'B59'F24' FK<br>38'f88'298t FPT44t | Rottrdam<br>Dutch<br>4BHCem<br>APT19t | T.3Cy.18",29½"&48"–33" (s)<br>170lb 80lb 146NH<br>2SB,4pf,GS66,HS2352<br>N.E.MarineEngCoLdNwc | 17 " 3<br>s 1 " 9 | | 6,01 |
| 297<br>98208<br>NLMP | Beira D.M.Gunn -04 SteelScSr<br>ssShl.No.2–03<br>(exTurkistan) 2Dks(1Stl&1Irn)<br>&deepframing3Dkrule | 4056<br>3647<br>2571 | ✠100A1<br>6,04 12,04<br>✠LMC4,05 | Shl | w | 1894<br>8mo<br>Lloyd's A&CP | A.Stephen &Sons<br>Glasgow | BucknallS.S. Lines,Ld. (BucknallBros.Mgrs.)<br>WB=Cell DBa111'uE&B38'f138'874t | 345·0\|47·0\|26·7<br>P16'B74'F40' FK | London<br>British<br>6BHCem<br>APT47t | T.3Cy.25",41"&67"–45" (s)<br>160lb 370NHP<br>3SB,6cf,GS107,HS5264 FD<br>A.Stephen&Sons,Glasgow | 29 " 6<br>s 5 " 11 | | N1,05 |
| 298<br>NKLP | — SteelScSr<br>L.Lunge<br>2Dks | 1273<br>937<br>681 | | | | 1899 | Lobnitz& Co.(Lim.)<br>Renfrew | ForenedeDmpskib. Selskab | 229·4\|33·9\|15·1<br>Q88'H58'P25 | Copnhagn<br>Danish<br>WB | T.3Cy.19",32"&57"–39<br>203NH<br>Lobnitz&Co.Renfrew | | V | |
| 299 | Bel-Bek SteelTwinSc<br>(Ferry) 1Dk | 238<br>212<br>186 | | | | 1897 | Bergsunds M.V.Aktieb<br>Stockholm | R.vonHaartman | 129·6\|30·6\|11·4<br>Q16'F16' | Sebastopol<br>Russian | C.4Cy.10¾"&22½"–14½"<br>32NH<br>BergsundsActieb.Skm | | | |
| 300<br>381<br>JRDC | Belbek IronScSr<br>(exDowerie) 2Dks<br>Mchy.Aft | 582<br>—<br>410 | | | | 1871 | Mayer<br>Linz | RussianStm.Nav. &TradingCo. | 206·0\|26·5\|13·5 | Odessa<br>Russian | C.2Cy.20"&31"–26"<br>41NHP<br>Esher,Wyss&Co.,Zürich | | | |
| 301<br>1503<br>HPTG | Bele SteelScSr<br>A.G.S.Wahlström97–97<br>Upperdkbeams(Irn) ~~ssGot.No.3–10,~~<br>ssGot.2ndNo.3–6, ~~ssGot.No.2~~<br>Elec.light 1Dk&Spardk3trB | 1335<br>1307<br>832 | ✠100A1<br>Spar dk<br>4,05<br>✠NB3!89<br>✠LMC7,00 6,04 | Got | o | 1879<br>10mo<br>A&CP | MotalaCo.<br>Gothenburg | Ångf.Aktieb.Thule (O.Melin.Mgr.) | 232·0\|31·6\|16·2<br>H35t 23·8<br>BK7½"<br>WB= | Gothenbrg<br>Swedish<br>5BHCem<br>MT37'320t<br>APT20t | C.2Cy.31⅓"&54⅓"–35"<br>85lb 80lb NDB00 156NHP<br>2SB,6pf,GS84,HS2900<br>MotalaCo.,Gothenburg | | | 1,05 |
| 302<br>3668<br>JLKM | — CompScSr<br>J.O.Winberg03–03 1Dk<br>(exJönköping) Mchy.Aft | 189<br>150<br>123 | | | | 1899 | P.Larsson<br>Thorskog | A.P.Björklund | 98·2\|22·4\| 9·9<br>P29'H6tF11' | Karlstad<br>Swedish | C.2Cy.11"&18"–16"<br>11NHP<br>P.Larsson,Thorskog | | | |
| 303 | Belem SteelScSr<br>J.M.deSouza -02<br>(exMarte) Mchy.Aft | 1121<br>886<br>696 | | | | 1892 | Armstrong Mitchell&Co.<br>Newcastle | Cia.Paraense de Navegacão a Vapor | 240·0\|31·6\|14·7<br>P40' F38' | Para<br>Brazilian | T.3Cy.18",30"&48"–33"<br>132NHP<br>N.E.MarineCo.(Lim.)Nwc | | | |
| 304 | — SteelTwinScSr | 418<br>340<br>284 | | | | 1891 | Russell& Co.<br>Pt.Glasgow | AmazonStm.Nav. Co.Ld. | 170·3\|31·1\| 8·4 | Para<br>Brazilian | T.6Cy.9",14"&22"–18"<br>41NHP<br>Kincaid&Co.(Lim.),Grk. | | | |
| 305<br>97755<br>LPTK | Belfast J.McKee SteelScSr<br>ssBel.No 3–7,02<br>(exNetherbyHall) 2Dks(Stl-Uws)3trB | 3316<br>3021<br>2139 | ✠100A1<br>3,05<br>BS8,04<br>✠LMC<br>MS3,05 | Bel | w | 1890<br>3mo<br>Lloyd's A&CP | Caird&Co. Ld<br>Greenock | T.Dixon&Sons<br>WB=Cell DB290'623t FPT51t | 349·5\|42·1\|26·7<br>P37'B76'F47'<br>drp02 FK<br>FND-WS05 | Belfast<br>British<br>6BHCem&Asp | T.3Cy.24",40"&63"–54" (s)<br>160lb 60lb 307NHP<br>2DB,8cf,GS159,HS4830<br>Caird&Co.Ld.Greenock | 29 " 9<br>s 6 " 3½ | | 2,05 |
| 306<br>88994<br>KSTD | — IronScSr<br>R.H.Newton -03 2Dks | 482<br>380<br>191 | | | ... | 1884 | Irvine&Co.<br>WHartlepool | City of Dublin Stm. PacketCo. | 192·3\|24·2\|13·5<br>P29' | Dublin<br>British | C.2Cy.28½"&53"–33"<br>134NHP<br>Blair&Co.(Lim),Stockton | 14 " 0 | BT till 8,05 | |
| 307<br>114634<br>TDNG | Belford SteelScSr<br>T.W.Metcalf98–02<br>1Dk(Stl)2trB&Web frames<br>3Dk rule | 3216<br>3041<br>2076 | ✠100A1<br>7,04<br>✠LMC7,01 | Shl<br>Sld | v | 1901<br>7mo<br>A&CP | J.Priest- man&Co.<br>Sunderland | Speeding&Mar- shallS.Shpg.Co.Ld (Speeding,Mar- shall&Co.Mgrs.) | 325·0\|47·0\|25·6<br>P35'B96'F36' FK<br>WB=DBa98'f136'717t | Sundrland<br>British<br>5BHCem | T.3Cy.24",39"&64"–42" (s)<br>160lb 80lb 272NHP<br>2SB,6pf,GS122,HS4202<br>G.Clark,Ld.Sunderland | 26 " 10<br>s 4 " 9½ | | 7,01 |
| 308 | — SteelSc3MstSr<br>For full particulars See No. 2 in Supplement | 365<br>245 | 100A1<br>(Class Contemplated) | | | 1904 | R.Duncan &Co.Ld.<br>Pt.Glasgow | Mann,Macneal& Co. | 141·7\|23·6\| 9·9<br>Q78'B9'F30' | Glasgow<br>British | C.2Cy.18½"&38"–27"<br>D.Rowan&Co Glasgow | | | |
| 309<br>MBDK | Belgenland IronScSr<br>Now named "Venere," See 16 in Supplement.<br>ssLiv.2ndNo.3–8,03<br>3Dks(2Irn)4trB | 3682<br>3430<br>2603 | ✠100A1<br>MS4,03<br>BS2,04<br>LMC | Ant | x | 1878<br>12mo<br>A&CP | Barrow S.B.Co.<br>Barrow | Soc.Anon.deNav. Belge-Americaine | 402·9\|40·2\|30·6<br>BK10" | Antwerp<br>Belgian<br>7BHCem | C.2Cy.52"&90"–54"<br>80lb 444NH<br>3DB,14pf,GS280,HS6921<br>BarrowS.B.C.(Lim.),Brw. | 32 " 1<br>s 8 " 7 | | 8,03 |
| 310 | Belgia SteelTwinSc4MstSr<br>Now named "Irtish," See No. 10 in Supplement<br>2Dks(Stl)deep framing&Shelter dk<br>Elec.light | 7507<br>7165<br>4866 | ✠100A1<br>Shelter dk<br>6,00<br>✠LMC6,00 | Nwc | e† | 1900<br>6mo<br>A&CP | Palmers' Co.Ld.<br>Newcastle | ~~Hamburg-Amerik Packetfahrt Ges. (Ham.-Amr.Linie)~~<br>RussianGovernment<br>WB=Cell DBa128'uE&B85'f195' | 485·0\|57·5\|32·8<br>Shade dk on Shelter dk131' FK | ~~Hamburg~~<br>~~German~~<br>7BHCem<br>Russian | T.6Cy.25½",42"&70"–45" (s)<br>190lb 775NHP<br>2D&2SB18cfGS356HS12720<br>Palmers'Co.Ld.Newcastle<br>1367tDTa30'1000tAPT50t | 36 " 0<br>s 8 " 0 | | |
| 311<br>113417<br>RWMJ | Belgian SteelScSr<br>~~J.Stammers -00~~ Westcott -05<br>2Dks(Stl)&deep framing<br>ssLiv.No.1–05 | 3657<br>3491<br>2364 | ✠100A1<br>4,05<br>✠LMC9,00 1,05 | Ant<br>Liv | x | 1900<br>10mo<br>Lloyd's A&CP | SirJ.Laing &Sons,Ld.<br>Sunderland | F.Leyland&Co. (1900),Ld.<br>WB=CellDBa 106'uE& | 382·3\|45·3\|25·9<br>P40'B132'F43'<br>drp05 FK&BK2½"<br>B54'f154'744tFPT93t | Liverpool<br>British<br>7BHCem<br>APT55t | T.3Cy.24",40½"&68"–48" (a)<br>200lb 120lb 366NHP<br>2SB,6cf,GS112,HS5626<br>T.Richardsn &Sns.Ld.Hpl. | 28 " 6<br>s 5 " 8 | | 1,05 |
| 312<br>94663<br>LMNC | Belgian King IronSc3MstSr<br>J.Hayton -04 ssNwc.No.3–1,95<br>(exConnemara, ssNwc.No.2–04<br>exChateauLeoville) 1Dk(Irn)<br>&Spar dk(Irn)3trB | 3393<br>3177<br>2153 | ✠100A1<br>Spar dk<br>10,04 2,04<br>✠LMC2,04<br>✠NE&B1,9 | Nwc<br>HKg | r | 1881<br>6mo<br>A&CP | Sundrland S.B.Co.(Lim)<br>Sunderland | G.B.Hunter | 350·5\|41·0\|19·5<br>B25'F48' 27·2<br>ND89 BK11'<br>WB=DBuE58'253t | Newcastle<br>British<br>7BHCem<br>MT14'230t | T.3Cy.24",40"&64"–45" (s)<br>165lb NDBaft98a80lb<br>NDBfwd91f75lb 303NHP<br>2SB,6rf,GS140,HS4900<br>WllsndSlpwy.Co.Lm,Nwc | 23 " 3<br>s 7 " 2 | BT till 3,05 | 2,04 |
| 313<br>HDQK | Belgica SteelScSr<br>B.Luzarraga01–03 ~~ssShl.No.2–00~~<br>(exLoyalBriton) 1Dk(Stl)&Web frames<br>ssBbo.No.3–5,04 &ptAwng dk(Irn) | 2068<br>1536<br>1236 | ✠100A1<br>pt Awng dk with freeboard<br>5,04<br>MS5,04<br>✠LMC7,03<br>BS5,04 | Bbo | r | 1891<br>8mo<br>Lloyd's A&CP | Richardsn Duck&Co.<br>Stockton | Cia.deNav. Internacional (Abaitua y Careaga,Mgrs.) | 282·0\|37·6\|16·8<br>P23'Q90'<br>ptAwngdk169' FK<br>WB=CellDB238' | Bilbao<br>Spanish<br>5BHCem<br>445tAPT21t | T.3Cy.21",35"&57"–39" (s)<br>160lb 80lb 201NHP<br>2SB,4rf,GS74,HS2990<br>Blair&Co.Ld.Stockton | 20 " 0<br>s 7 " 11 | | 5,04 |
| 314<br>MBDL | — SteelScSr<br>W.Wirth03–03<br>(exWearmouth) 1Dk&Web frames<br>Well deck | 980<br>733<br>687 | | | ... | 1894 | Strand SlipwayCo.<br>Sunderland | Soc.d'Armement Gantois (T.Nolson &Co., Mgrs.) | 211·6\|32·0\|13·5<br>P22'Q46'B42'F28'<br>BK7" | Ghent<br>Belgian<br>WB | T.3Cy.17",28"&46"–30"<br>120NHP<br>N.E.MarineEng.Co.Ld.Sld | 15 " 7 | G | |
| 315<br>MBDJ | — WoodScBk<br>Chr.Tandberg01–02<br>(exPatria) 1Dk2trB<br>(Sailing Barque—see Sailing Ship Register) | 336<br>280<br>244 | | | | 1884 | KJacobsen<br>Svelvig | Soc.Anon.du SteamerBelgica | 118·0\|25·0\|13·5<br>P23tQ8t | Antwerp<br>Belgian | C.2Cy.16"&28¾"–18½"<br>NB97 30NHP<br>NylandsM.V.,Christiania | | N | |
| 316 | — IronScK<br>E.Ladrigo ssAms.No.2–04<br>1Dk | 167<br>163<br>67 | ✠100A1<br>Stm Trawler<br>2,04<br>✠LMC2,04 | Ams | | 1896<br>9mo<br>Lloyd's A&CP | Cochrane &Cooper<br>Beverley | L.Hessens | 108·7\|21·0\|11·1<br>Q20'<br>BK7½"<br>WB= | Ostend<br>Belgian<br>4BHCem<br>MT10'11t | T.3Cy.13",21"&34"–24" (s)<br>170lb 63NHP<br>1SB,2cf,GS25,HS1015<br>C.D.Holmes&Co.,Hull | 11 " 10 | | 2,04 |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Materiaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Sous le Pont / Net | Détails de la Classification. Cote | Port de la Visite | | Construit. Quand / Navire / Mach. | Par qui / Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement / Pavillon | Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP / IHP. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille / Franc-bord au navire pds. ps | | Date de la dernière visite de la machine |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 317 | **Belgika** IronScSr<br>J. Ugarte -04 [struck]<br>ssSng.No.3-7,94<br>(exMacalister) ssSng.No 2-02<br>1Dk2trB | 745<br>608<br>461 | ✠100A1 8,04 [struck]<br>✠NB6,02 ✠LMC4, BS3,04 | Man | k | 1882 1mo Lloyd's A&CP | Blackwood &Gordon Pt.Glasgow | Cia.Maritima | 200·7 30·1 14·9<br>B161' F23' BK7½"<br>shade dk42'<br>ptND90 | Manila<br>Utd.States<br>4BHCem | C.2Cy.26"&50"-30" (s)<br>…lb 80lb ND95 97NH<br>1SB.3pf,GS60,HS1541<br>Blackwood&Gordon,P.Gls | | | 4,03 |
| 318<br>QBHJ | **Belgique** IronPad | 269<br>—<br>107 | | | | 1863 | Soc.J. Cockerill Antwerp | BelgianGovernment | 182·1 21·3 6·8 | Ostend<br>Belgian | 2Cy.52"-45<br>279NH<br>SocieteCockerill,Seraing | | | |
| 319<br>RKSJ | **Belgrano** SteelScSr<br>W. Schweer 01-00<br>Elec.light 2Dks3trB | 4792<br>3859<br>3083 | | | | 1897 | Reiherst'g Schiffsw. Hamburg | Hamburg-Süd-Amerik.Dampf-schiffahrtsGes. | 376·6 46·3 27·3<br>P240' F50 | Hamburg<br>German<br>WB | Q.4Cy.21½",31",46"&66"-48"<br>800NH<br>Reiherst.Maschinenf.Ham | | G | |
| 320<br>RLJS | **Belgravia** SteelTwinScSr<br>H.Knuth<br>Ref.Mchy. Elec.light 3Dks&Shelter dk | 10982<br>8808<br>6980 | | | | 1899 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act Ges. (Ham-Amr.Linie) | 501·1 62·2 34·5<br>B110' | Hamburg<br>German<br>WB | Q8Cy21¼",31¼",46"&66½"-48<br>612NH<br>Blohm&Voss,Hamburg | | G | |
| 321<br>98611<br>MCKL | **Belgravian** SteelScSr<br>F.A.Petheram -01<br>(exClanMacneil) 2Dks3trB | 2521<br>2296<br>1592 | | | | 1891 | W.Doxford &Sons,Ld. Sunderland | EllermanLines,Ld (F.Swift, Mgr.) | 312·0 39·0 23·5<br>P31 B74 F40<br>BK10 | Glasgow<br>British<br>WB | T.3Cy.28",37"&62"-42"<br>305NH<br>W.Doxford&Sons,Ld.Sld. | 24 - 8 | | |
| 322<br>MBDV | **Belita** SteelScSr<br>S Andreassen03-03<br>1Dk&Spar dk | 1061<br>954<br>586 | | | | 1903 | Bergens Mek.Værks Bergen | Dampskacties. Belita(B.Hansen) | 200·0 32·2 19·8<br>H107t | Flekkefjord<br>Norwegian<br>WB | T 3Cy.19",30"&50"-33"<br>144NH<br>BergensMekVærksBergen | | N | |
| 323<br>MBNW | **Belize** SteelScSr<br>T.H.Christensen03-03<br>1Dk | 1002<br>771<br>620 | | | | 1903 | Stavanger Stöberi& Dok Stavanger | C.Mathisen | 221·6 32·1 12·1<br>Q117' B60t H22t<br>F82t | Bergen<br>Norwegian<br>WB | T.3Cy.16",26"&43½"-30"<br>103NH<br>StavangerStöberi&Dok | | N | |
| 324<br>102080<br>NBQD | **Bell Rock** Steel&IronSc3MstSr<br>J.Ashcroft -02 [struck]<br>Well deck ssAyr.No.3-5,05 1Dk(Irn)<br>Mchy.Aft Irnframing Stl plating | 368<br>273<br>127 | ✠100A1 5,05 12,02 [struck]<br>[struck] ✠LM… | Bkn<br>Ayr | f | 1895 2mo Lloyd's A&CP | R.William-son&Son Workington | A.Rowland&Co. | 153·2 23·6 9·0<br>Q81' B10' F20<br>drp05 BK7<br>WB = DBf79 | Liverpool<br>British<br>3BHCem<br>31tFPT23t | C.2Cy.19"&38"-27" (s)<br>100lb [struck] 66RH<br>1SB.2pf,GS36,HS1191<br>Dunsmuir&Jackson,Gls. | 11 - 3<br>- 10 | | [illegible] |
| 325<br>RJKV | **Bellaggio** SteelScSr<br>W.Buss98-00<br>(exVenetia) 2Dks3trB | 2822<br>2258<br>1798 | | | | 1891 | Reiherst'g Schiffsw. Hamburg | Dampfschrhed UnionA.G. | 321·5 40·0 23·5<br>P&B190' F50 | Hamburg<br>German<br>WB | T.3Cy.25½",41"&65½"-42<br>276NH<br>Reiherst.Maschinenf.Ham | | G | |
| 326<br>97611<br>LPSC | **Bellagio** SteelScSr<br>A.Blacklock85-90 ssLiv.No.3-9,02<br>2Dks(1Stl&UptStl-ws)&Deep framing3Dk-rule | 3919<br>3531<br>2531 | ✠100A1 10,03<br>BS11,03 ✠LMC9,0 | Liv | u | 1890 3mo Lloyd's A&CP | D&WHen-derson&Co Glasgow | BellagioS.S.Co.Ld. (BellBros.&Mc-Lelland)<br>WB = DBa50 | 360·0 46·1 26·3<br>P36' B82' F48'<br>BK11"<br>f56 …&B10 579t | Glasgow<br>British<br>6BHCem<br>FPT122t | T.3Cy.24",40"&66"-48" (s)<br>160lb 80lb 327NH<br>3SB.9rf,GS160,HS5287<br>D.&W.Henderson&Co.,Gls | 29 - 6 | | 2,02 |
| 327<br>105982<br>PFTM | **Bellailsa** SteelScSr<br>O.O.Aagaard -96<br>2Dks | 3797<br>3384<br>2457 | | | | 1896 | D&WHen-derson&Co Glasgow | BellailsaSS.Co.Ld. (BellBros.&Mc-Lelland) | 350·0 45·4 25·8<br>P39' B82' F42' | Glasgow<br>British<br>WB | T.3Cy.24",40"&66"-48"<br>302NH<br>D&W.Henderson&Co.,Gls | | C | |
| 328<br>96098<br>LKDS | **Bellanoch** SteelScSr<br>H.Nerisen -01 ssP.Gl.No.3-5,02<br>2Dks(1Stl)3trB | 2637<br>2421<br>1678 | ✠100A1 5,04 1,02 7,04 [struck]<br>✠NB5,04 ✠LMC5,0 | Bkn<br>Gls | t | 1889 10mo A&CP | D&WHen-derson&Co. Glasgow | BellanochSS.CoLd (BellBros.&Mc-Lelland) | 310·0 39·2 23·8<br>P32 B62' F40'<br>BK10"<br>WB = CellDB146' | Glasgow<br>British 170<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>[struck] 80lb ND… [struck]<br>2SB.[struck] F1<br>D.&W.Henderson&Co.,Gls<br>6cf,GS100,HS4068 | 27 - 10 | | 5,0[illegible] |
| 329<br>[illegible]<br>KWHV | **Bellarden** SteelScSr<br>P.McLachlan90-02 ssGls.No.3-10,01<br>2Dks(1Stl)3trB | 2715<br>2421<br>1770 | ✠100A1 9,01 2,03 [struck]<br>[struck] ✠LMC10,0<br>✠NB1,01 | NYk<br>Gls | t | 1888 11mo Lloyd's A&CP | D&WHen-derson&Co Glasgow | BellardenSS.CoLd BellBros.&Mc-Lelland | 310·0 39·2 23·8<br>P32 B62' F40'<br>BK10<br>WB = CellDB146 | Glasgow<br>British 170<br>6BHCem<br>180tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>[struck] 100lb ND801 286NH<br>2SB.[struck] F1<br>D.&W.Henderson&Co.,Gls<br>6cf,GS97,HS40[illegible] | 27 - 10 | | 5,02 |
| 330<br>HBGL | **Bellarena** IronScSr<br>J.Harrison99-03 ssBAs.No.3-8,99<br>ssVpo.No.1-04 1Dk(Irn)2trB | 1624<br>—<br>1076 | ✠100A- 12,99 12,02 [struck]<br>✠NB4,90 fitted 99<br>[struck] ✠LMC [struck] 12,04 | BAs<br>Vpo | r | 1883 4mo | H.Murray &Co Dumbarton | J.J.MacAuliffe | 260·0 36·6 19·4<br>Q127' F35' B11'<br>BK9½"<br>WB = DBa62 f56 | Coquimbo<br>Chilian<br>4BHCem<br>314tAPT39t | C.2Cy.30"&60"-42"<br>70lb 182NH<br>3B,GS144,HS3180<br>Hutson&Corbett,Glasgow | 20 - 9 | | 12,04 |
| 331<br>105932<br>PGMN | **Bellasco** SteelScSr<br>J.Robertson -00<br>2Dks | 3803<br>3384<br>2460 | | | | 1896 | D&WHen-derson&Co Glasgow | BellascoS.S.Co.Ld. (BellBros.&Mc-Lelland) | 350·5 45·4 25·8<br>P39 B82' F42 | Glasgow<br>British<br>WB | T.3Cy.24,40"&66"-48"<br>302NH<br>D.&W.Henderson&Co.Gls | | C | |
| 332<br>93354<br>KLFD | **Bellaura** SteelScSr<br>J.C.Watson -01 ssGls.No.3-8,00<br>ssGls.No.1-04<br>2Dks(1Stl)3trB | 2728<br>2421<br>1734 | ✠100A1 1,05 [struck]<br>[struck] ✠LMC3,04 | Gls<br>Ant | t | 1887 1mo Lloyd's A&CP | D&WHen-derson&Co Glasgow | BellauraSS.Co.Ld. BellBros.&Mc-Lelland)<br>WB = CellDB… | 310·0 39·2 23·8<br>P32' B62' F40<br>BK10"<br>…40 f64' &uE&B42 | Glasgow<br>British<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>170lb 80lb ND804 286NH<br>2SB.6cf,GS97,HS4068 F1<br>D.&W.Henderson&Co.,Gls | 27 - 10 | | 3,04 |
| 333<br>99415 | **Belle** SteelPadSr<br>J Brown -03<br>1Dk | 147<br>144<br>55 | | | | 1892 | Willough-byBrs.(Lim Plymouth | NorthPierS.S.Co. Blackpool,Ld. | 143·7 19·2 8·0<br>B99' | Fleetwood<br>British | C.4Cy.17"&32"-32<br>45RH<br>WilloughbyBrs.(Lim.)Ply | | BT | |
| 334<br>10980 | **Belle Haven** IronPad<br>J.Marmaduke86-92<br>(exPilotBoy) | 362<br>—<br>309 | | | | 1857 | ……………… Wlmgtn, Del | Washington SteamboatCo.Ld. | 161·5 47·2 7·7 | Washngtn<br>Utd.States | | | | |
| 335<br>HLRW | **Belle Ile** SteelScSr<br>Berginal -03<br>1Dk2trB | 2472<br>1039<br>1822 | | | | 1903 | Ch.Nantais deConst.Mar Nantes | SocAnon.desChar-geursdel'Ouest | 282·6 40·6 19·6<br>P19' Q38' H62' F29 | Nantes<br>French<br>WB | T.3Cy.20¾",36 7/8"&60¼"-39⅜"<br>228NH<br>Schneider&Co.Creusot | | V | |
| 336<br>93369<br>KLNQ | **Bellena** SteelScSr<br>A.Moriarty -02 ssGls.No.3-6,00<br>ssGls.No.1-04 2Dks(1Stl)3trB | 2727<br>2421<br>1730 | ✠100A1 [struck] 3,05 [struck]<br>[struck] ✠LMC6,04<br>BS4,02 [struck] ✠…6,04 | Ant<br>Npt | t | 1887 8mo Lloyd's A&CP | D&WHen-derson&Co Glasgow | BellenaS.S.Co.Ld. (BellBros.&Mc-Lelland) | 310·0 39·2 23·8<br>P32' B62' F40'<br>BK10<br>WB = CellDB146 | Glasgow<br>British 170<br>6BHCem<br>480tFPT80 | T.3Cy.22",36"&59"-42" (s)<br>[struck] 80lb ND804 286 [struck] NH<br>2SB.6cf,[struck] F1<br>D.&W.Henderson&Co.Gls<br>GS100,HS4068 | 27 - 10 | | [illegible] |
| 337<br>93389<br>KMRL | **Bellenden** SteelScSr<br>J.Jared91-96 ssGls.No.3-9,00<br>ssGls No.1-04<br>2Dks(1Stl)3trB | 2739<br>2421<br>1732 | ✠100A1 11,04 [struck]<br>✠NB4,04 ✠LMC4,04 | Gls<br>Ant | t | 1887 6mo Lloyd's A&CP | D&WHen-derson&Co. Glasgow | BellendenSS.Co Ld BellBros.&Mc-Lelland)<br>WB = | 310·0 39·2 23·8<br>P32 B62 F40'<br>BK10<br>DBa82' &uE&B64 | Glasgow<br>British<br>6BHCem<br>480tFPT80 | T.3Cy.22",36"&59"-42" (s)<br>170lb 100lb ND804 286NH<br>2SB.6cf,GS97,HS4068 F1<br>D.&W.Henderson&Co.Gls | 27 - 10 | | 4,04 |
| 338<br>106933<br>QFGB | **Bellerby** SteelScSr<br>I Olsen -01 ssShl.No.1-02<br>1Dk(Irn)2trB&Web frames<br>3Dk rule | 3097<br>2624<br>1979 | ✠100A1 Trunk dk with freeboard<br>[struck] ✠LMC8,02<br>BS7,04 | Shl<br>Hpl<br>Bry | u | 1898 6mo A&CP | Ropner& Son Stockton | R.Ropner&Co.<br>WB = Cell DBa 106' uE24 | 320·0 44·0 22·5<br>P31' B72' F35'<br>FK<br>f128' 580tFPT131t | W.Hartlpl<br>British<br>5BHCem<br>APT49t | T.3Cy.23",38"&62½"-42" (s)<br>160lb 160lb 256NH<br>2SB.8rf,GS105,HS3900<br>Blair&Co.Ld.Stockton | 24 - 3<br>[struck] 8-10<br>3 - 8 | | [illegible] |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any / No. of Decks, &c. | Register Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | Port of Survey. | Years Ascribed now expired. Equilibrium Letter | Built. When | By Whom — Where | Owners | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | Port of Registry / Flag | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Freeboard amidships ft. in. | In which classed at 100 A.1. Date of Transfer, etc. | Date when last Abstract was sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 339 Bellevue<br>105978 *I. Iversen* –02<br>PFSB | | SteelScSr<br>2 *Dks* | 3814<br>3355<br>2459 | | | | 1896 | C. Connell & Co. Glasgow | Bellevue S.S. Co. Ld. (Bell Bros. & Mc-Lelland) | 350·0 \| 45·0 \| 25·8<br>P40′ B85′ F44′ | | | Glasgow<br>British<br>*WL* | T. 3Cy. 24″, 40″ & 66″–48″<br>302 NHP<br>D. Rowan & Son, Glasgow | | C | |
| 340 Bellinger<br>112565 *J. Hunt* –04 | | WoodTwinScK<br>1 *Dk* | 229<br>166<br>141 | | | | 1902 | J. Wright<br>Tuncurry. N.S.W. | J. Wright | 126·0 \| 29·0 \| 6·0 | | | Sydney NSW<br>British | C. 4Cy. 9″ & 18″–14″<br>40 RHP<br>McKie & Baxter, Glasgow | | | |
| 341 Bellingham<br>81313 *MacAlpine*<br>KJDN (*ex* Willapa, *ex* General Miles) | | WoodScSr<br>2 *Dks* | 333<br>—<br>249 | | | | 18 $\frac{52}{91}$ | .....<br>Astoria, Or. | Bellingham Bay Transportation Co. | 136·0 \| 20·0 \| 10·0<br>H58*t* | | | P. Twnsnd<br>Wash.<br>Utd. States | C. 2Cy. 26″ & 32″–28″<br>NB97 45 NHP<br>Pusey & Jones Co. Wilmngtn | | | |
| 342 Bellis<br>4109 *C.O. Rome* 03–03 (*ex* Emmy)<br>JNDC *Mchy. Aft Elec. light* | | SteelScSr<br>1 *Dk* | 436<br>329<br>236 | | | | 1900 | J. W. Klawitter<br>Danzig | Nordiska Rederi Aktieb (P. A. Welin, *Mgr.*) | 152·9 \| 25·2 \| 12·6<br>Q–H29*t* F– | | | Gothenbrg<br>Swedish<br>*WL* | C. 2Cy. 18½″ & 33½″–19½″<br>41 NHP<br>J. W. Klawitter, Danzig | | G | |
| 343 Belliver<br>109683 *E. Adams* 81–03<br>VGBM *Well deck* | | SteelScSr<br>1 *Dk* (*Stl*) & *deep framing* | 755<br>561<br>2,05 ~~2,04~~<br>397 | †100A1<br>Loo | Lon | A | 1903<br>9mo<br>*Lloyd's* | W. Harkess & Son, Ld. Middlesbro' | Whiteway & Ball | 190·0 \| 30·0 \| 13·0<br>Q97′ B17′ F21′<br>FK<br>*WB* = *DBa* 40′ *uE* & *B* 81′ *f* | | | Teignm'th<br>British<br>*WL* | T. 8Cy. 16½″, 27″ & 44″–30″ (*s*)<br>160 lb *80 lb* 95 RHP<br>1 *BHCem*<br>18 SB. *3pf*, GS56, HS1495<br>Richardsons, Westgarth & Co. Ld. Mdb<br>33′ 194*t* *FPT*<br>1st *APT* 28*t* | 15 ″ 0<br>1 ″ 3½ | | 2,05 |
| 344 Bellona<br>84134 *F. Rollo* –02<br>WBLK (*ex* Waverley) | | IronScSr<br>*ss* Lth. No. 1–05<br>*ss* Bly. 2nd No. 3–2.00<br>2 *Dks* (*Irn–Uws*) *8tr B* | 2932<br>2767<br>1,96 ~~1,98~~<br>1864 | †100A1<br>Lth | Lth | *n* | 1881<br>7mo<br>*Lloyd's* | Gourlay Bros<br>Dundee | S.S. Bellona Co. Ld. (W Thomson & Sns) | 340·0 \| 40·2 \| 26·8<br>P39′ B82′ F50′<br>ptND92 BK10<br>*WB* = *Cell DB* 278<br>480*t* *FPT* 44*t* | | | Dundee<br>British<br>*WL* | T. 4Cy. (2) 19″, 41″ & 68″–48″<br>160 lb *80 lb* NDB98 (*s*) 353 NHP<br>5 *BHCem*<br>2 DB, *12cf*, GS155, HS5775<br>*Tpd.* 87 Gourlay Bros., Dun. | 29 ″ 6<br>5 ″ 11½ | | ~~8,04~~<br>4,05 |
| 345 —<br>QHBC *Well deck* | *A. Siemens* 91–00 | SteelScSr<br>1 *Dk* & *deep framing* | 1041<br>798<br>684 | | | … | 1900 | Russell & Co. Greenock | Dampfschiff fahrts Ges. Neptun | 225·2 \| 34·2 \| 14·0<br>Q68′ B36′ F28′<br>FK<br>*WL* | | | Bremen<br>German<br>*WL* | T. 3Cy. 17″, 27½″ & 44″–33″<br>112 NHP<br>Ross & Duncan, Glasgow | 16 ″ 4 | G | |
| 346 —<br>114759 *W. Clements* –01<br>(*Barge*) | | SteelScCtr<br>1 *Dk* | 117<br>95<br>58 | | | | 1901 | J. Kievits & v. Riede & Co. Papendrecht | Union Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) | 85·2 \| 20·2 \| 7·8<br>P15*t* F8*t* | | | London<br>British<br>*WL* | C. 2Cy. 10″ & 20″–12″<br>Kievits & van Riede & Co Papendrecht | 8 RHP | | |
| 347 Bellver<br>*J. Singelo*<br>HDTF *R. d'Inq.* –05<br>*ss* Msl. No. 2–05 | | IronScBg<br>*ss* Bel. No. 3–12,95<br>~~*ss* Bel. No. 1–00~~<br>1 *Dk* & *Spardk* 8*tr B* | 1253<br>1232<br>788<br>1,05 ~~0,98~~ | †100A1<br>*Spar dk*<br>Msl | Msl | *o* | 1879<br>12mo<br>*Lloyd's* | J. & G. Thomson Glasgow | Sociedad Isleña Marítima | 247·8 \| 30·0 \| 15·2<br>224<br>BK7 | | | Palma<br>Spanish<br>5 *BHCem* | C. 2Cy. 34″ & 60″–39″ (*s*)<br>70 lb *30 lb* NDB95 193 NHP<br>2 SB. *6pf*, GS128, HS3350<br>J. & G. Thomson, Glasgow | | | ~~8,04~~<br>1,05 |
| 348 Belos<br>1671 *K.E.S. Höggren* 98–98<br>HSJL (*Salvage Steamer*) | | SteelScSr<br>1 *Dk* | 384<br>351<br>96 | | | | 1885 | Motala Co. Gothenburg | Bergnings & Dykeriaktb. Neptun (J. Drakenberg, *Mgr.*) | 146·8 \| 26·1 \| 13·4<br>H19*t* | | | Stockholm<br>Swedish<br>*WL* | C. 2Cy. 26″ & 48″–30″<br>105 NHP<br>Motala Co., Gothenburg | | | |
| 349 Belovar *J. Willis* 05–05<br>~~W. Olney –99~~<br>*Elec. lights*<br>~~(*Trawler*)~~<br>*ss* Gm. No. 1–05 | | IronScK<br>~~(*Trawler*)~~<br>1 *Dk* | 178<br>160<br>62<br>4,05 | †100A1<br>*Stm. Trawler*<br>L | Gms<br>*Lloyd's* | | 1899<br>1mo<br>*Lloyd's* | Cook, Welton & Gemmell Hull | ~~A. Black~~ Soc. de Pesca y Salvamento "Neptuno" | 108·7 \| 21·0 \| 11·2<br>Q47′ F19′<br>BK7½ | | | ~~Grimsby~~<br>British<br>Spanish<br>3 *BHCem* | T. 3Cy. 12½″, 19½″ & 32″–22½″<br>180 lb (*s*) 50 RHP<br>J. D. Holmes & Co. Hull<br>1 SB. *6cf*, GS80, HS8020<br>C. 2Cy. 18″ & 36″–24″<br>61 RHP<br>Ramage & Ferguson, Ld. Ltb. | 11 ″ 11 | | 4,05 |
| 350 Belrorie<br>109809 *A.B. Woodburn* –08<br>TCKD | | SteelSc<br>1 *Dk* | 230<br>188<br>72 | | | | 1901 | Ramage & Ferguson, Ld Leith | East Coast Salvage Co. Ld | 110·0 \| 25·1 \| 9·0<br>Q28′ | | | Leith<br>British | | | | |
| 351 Beltor<br>104828 *G. King* –02<br>NQLB *Turret deck* | | SteelSc3MstSr<br>(*ex* Progressist)<br>2 *Dks* | 3188<br>2844<br>2025 | | | | 1894 | W. Doxford & Sons, Ld. Sunderland | J. ~~Holman & Sons Ld.~~ R. H. Holman | 340·0 \| 45·5 \| 23·3 | | | London<br>British<br>*WL* | T. 3Cy. 26″, 42″ & 68″–42″<br>300 NHP<br>W. Doxford & Sons, Ld. Sld. | | CV | |
| 352 Beluga<br>91465 *H.H. Bodfish* 92–97<br>JWGB (*ex* Mary & Helen) | | WoodScBk<br>2 *Dks* | 508<br>—<br>409 | | | | 1882 | Goss & Sawyer Bath, Me. | Pacific Steam Whaling Co. | 141·8 \| 31·3 \| 16·7 | | | S. Frncisco<br>Utd. States | 1 Cy. 22″–30″<br>20 NHP<br>Delamater Iron Works, Phl. | | | |
| 353 Belvedere<br>99082 *J.B. Hasdell*<br>MQBK *Mchy. Aft* | | SteelTwinScSp<br>(*Sludge vessel*)<br>*ss* Lon. No. ~~3-093~~ 8,04<br>1 *Dk* (*Stl*) & *Webframes* | 1001<br>976<br>8,04 ~~9,04~~<br>595<br>BS7,06 | †100A–<br>Lon<br>LMC10,06 | Lon | | 1892<br>5mo<br>8,04 | Naval Con. & Arm. Co. Ld Barrow | London County Council | 232·1 \| 38·2 \| 13·8<br>F19′<br>FK<br>*WB* = *FPT* | | | London<br>British<br>154*t* *APT* 6*t* | T. 6Cy. 15″, 23″ & 35″–24″ (*s*)<br>150 lb ~~124~~ NHP<br>2 SB, *6tf*, GS108, HS2804<br>Naval C. & A. Co. (Lim.) Brw | 14 ″ 6<br>– | | ~~10,02~~<br>DN8,04<br>88,04 |
| 354 —<br>3162 *H.J. Harold* 80–03<br>JTSL | | WoodScBk<br>2 *Dks* | 440<br>—<br>339 | | | | 1880 | Goss Swyer & Packard Bath, Me. | W. Lewis & Son | 140·6 \| 31·3 \| 17·2 | | | N. Bedford, Mass.<br>Utd. States | | | | |
| 355 Belvernon<br>*L.R. Olsen* 97–00<br>JPBN | | SteelScSr<br>1 *Dk* 2 *tr B* | 1092<br>807<br>687 | | | | 1897 | Bergens Mek. Verk. Bergen | O. & A. Irgens | 227·4 \| 31·7 \| 15·0<br>Q76*t* B130*t* H53*t*<br>F25*t* | | | Bergen<br>Norwegian<br>*WL* | T. 3Cy. 18½″, 30″ & 50″–33″<br>144 NHP<br>Bergens M.V., Bergen | | N | |
| 356 Belvoir Castle<br>110873 *W. Smith* –02<br>RBSW | | SteelScK<br>*ss* Dun. No. 1–02<br>1 *Dk* | 221<br>200<br>91<br>10,01 ~~12,06~~<br>BS11,04 | †100A1<br>*Stm Trawler*<br>LMC 02 | Gms | | 1899<br>3mo | Crampn Steam Fishing Co. Ld. | Crampn Steam Fishing Co Ld. | 122·9 \| 21·7 \| 11·5<br>Q69′ F19′<br>BK7½ | | | Grimsby<br>British<br>3 *BHCem* | T. 3Cy. 12″, 21″ & 34″–24″ (*s*)<br>~~200 lb~~ 175 lb 58 RHP<br>1 SB. *2cf*, GS45, HS1100<br>Gourlay Bros. & Co. Dundee | 13 ″ 4 | | ~~1,02~~<br>11,04 |
| 357 Bembridge<br>79690 *C. Bartlett* 87–87<br>(*ex* Princess of Wales) | | IronPad<br>1 *Dk* | 104<br>94<br>73 | | | | 1878 | Lon Steamboat Co. London | Southsea & Ventnor S.S. Co. Ld. (H. H. Mills, *Mgr.*) | 137·4 \| 16·1 \| 6·8<br>Q10*t* | | | Prtsmouth<br>British | O. 2Cy. 24½″–30″<br>NB94 40 RHP<br>Kincaid, Donald & Co., Grk. | | BT till 5,05 | |
| 358 Beme<br>*For full particulars See No. 6 in Supplement* | | SteelSc3MstSr<br>2 *Dks* | 3037<br>2880<br>1912 | 100A1<br>*Carrying Petroleum in bulk* (*Class Contem plated*) | | | 1904<br>*bulk* | Armstrong Whitworth & Co. Ld. Newcastle | Burmah Oil Co. Ld. | 310·0 \| 41·5 \| 27·3<br>P29′ B24′ F35′ | | | Rangoon<br>British | T. 3Cy. 22″, 37″ & 61″–42″<br>Wllsnd Slpwy. Co. Ld. Nwc. | | | |
| 359 Ben Aden<br>112935 *E. Warwick*<br>1 *Dk* | | SteelScK | 176<br>165<br>47 | ‡<br>*Stm Trawler* | | … | 1900<br>10mo<br>*Lloyd's* | Hall, Russell & Co. Ld. Aberdeen | North British Stm. Fishing Co. Ld. | 106·2 \| 21·1 \| 11·6<br>BK7½ | | | Aberdeen<br>British<br>3 *BHCem* | T. 3Cy. 12″, 19″ & 38″–22″ (*s*)<br>160 lb 62 RHP<br>1 SB. *2pf*, GS35, HS1102<br>Hall, Russell & Co. Ld. Abn. | 12 ″ 4 | | |
| 360 Ben Alder<br>108663 *E. Warrack* –02<br>1 *Dk* | | SteelScK<br>*ss* Abn. No. 1–03 | 151<br>140<br>38<br>8,04 ~~9,02~~ | †100A–<br>*Stm Trawler*<br>LMC 9,03 | Abn | | 1899<br>2mo | Hall, Russell & Co. Aberdeen | North British Stm. Fishing Co. Ld. | 103·7 \| 20·2 \| 11·0<br>BK7½ | | | Aberdeen<br>British<br>3 *BHCem* | T. 3Cy. 11½″, 18″ & 31″–21″ (*s*)<br>160 lb 50 RHP<br>1 SB. *2pf*, GS28, HS828<br>Hall, Russell & Co. Abn. | 11 ″ 7 | | 9,03 |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Capitaine.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme du maintenant expiré. Lettre d'Equip. | 8<br>Construit.<br>Navire.<br>Mach | 9<br>Par qui.<br>Où | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane.<br>Superstructures, &c.<br>Longueur, Largeur, Creux. | 12<br>Port d'Armement<br>Pavillon | 13<br>Machines.<br>Nre & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NP = Force en chevaux d'après les formules de la Société.<br>RHP = Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire<br>pds. ps. | 15<br>Registres où il est dans le L.R. Durée Cert. Refrig. | 16<br>Date de la dernière visite à l'ancre |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 361<br>112909 | Ben Attow<br>P.Quinlan -02 | SteelScK<br>1Dk | 156<br>144<br>46 | ✠<br>Stm Trawler<br>✠LMC (struck) | | ... | 1900<br>2mo | Hall,Russell&Co.Ld<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 103·3\|20·4\|11·0<br>lrp01 BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21" (s)<br>160lb 50RH<br>1SB,2pf,GS28,HS828<br>Hall,Russell&Co.Ld Abn | 11 " 7 | | 5,02 |
| 362<br>89831<br>KRFT | Ben Clune<br>R.H.Smith -04<br>Well deck | SteelScSr<br>ssCff.No.3-2,00<br>ssSkm.No.1 03<br>1Dk(Irn)&Webframes | 2051<br>1610<br>1334 | ✠100A1<br>3,05<br>✠LMC11,04 | Cff | r | 1888<br>4mo<br>Lloyd's A&CP | J.Laing<br>Sunderland | J.Morrison&Son | 273·5\|38·2\|19·3<br>Q111'B106'F30'<br>lrp03 drp05 BK9½"<br>WB=DB 48'233t | N.Shields<br>British<br>4BHCem | T.3Cy.20¾",33"&54"-36" (a)<br>160lb 60lb 164NH<br>2SB,4rf,GS90,HS2405<br>G.Clark,Sunderland | 20 " 6<br>1 - 9¼ | | 2,05 |
| 363<br>114516<br>TJLG | Ben Cruachan<br>J.C.Hoy79-02 | SteelScSr<br>1Dk(Irn)2tr B&Web frames3DkRul | 3092<br>2869<br>1978 | ✠100A1<br>3,05<br>✠LMC4,02 | Cff | u | 1902<br>4mo<br>Lloyd's A&CP | Ropner&Son<br>Stockton | MorrisonShppgCo.<br>Ld.(J.W.Morrison,<br>Mgr.)<br>WB=Cell DBa98' | 325·0\|48·1\|21·9<br>P31'B100'F36'<br>FK<br>uE&B36'f144'663t | N.Shields<br>British<br>5BHCem<br>APT92t | T.3Cy. [illegible]<br>[illegible] 270NH<br>2SB,6cf,GS121,HS4200<br>Blair&Co.Ld Stockton | 24 " 3<br>4 - 3½ | | 2,01 |
| 364<br>112912 | Ben Doran<br>E.Cook -03 | SteelScK<br>1Dk | 155<br>144<br>41 | ✠<br>Stm Trawler<br>✠ (struck) | | ... | 1900<br>3mo | Hall,Russell&Co.Ld<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 103·0\|20·4\|11·0<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21" (s)<br>160lb 50RH<br>1SB,2pf,GS28,HS828<br>Hall,Russell&Co.Ld.Abn | 11 " 7 | | 5,02 |
| 365<br>115556 | Ben Edra<br>W.Cook-6-01<br>*Now named "Star of the Isles," See No. 128* | SteelScK | 183<br>172<br>52 | ✠100A1<br>Stm Trawler<br>✠LMC12 | Abn | | 1901<br>12mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld.<br>(J.H.Irvin, Mgr.) | 108·2\|21·2\|11·7<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf8t | T.3Cy.12",19"&33"-22" (s)<br>160lb 62RH<br>1SB,2pf,GS34,HS1100<br>Hall,Russell&Co.Ld.Abn | 12 " 4 | | 12,03 |
| 366<br>112937 | Ben Lawers<br>W.Tindall | SteelScK<br>1Dk | 176<br>165<br>47 | ✠<br>StmTrawler<br>✠ (struck) | | ... | 1900<br>11mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 106·2\|21·1\|11·6<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",19"&33"-22" (s)<br>160lb 62RH<br>1SB,2pf,GS35,HS1102<br>Hall,Russell&Co.Ld.Abn. | 12 " 4 | | |
| 367<br>108652<br>QCGR | Ben Ledi<br>J.Bracewell -01 | SteelScSr<br>ssAbn.No.1-02<br>1Dk | 149<br>140<br>42 | ✠<br>StmTrawler<br>✠LMC (struck) | | ... | 1898<br>4mo<br>Lloyd's A&CP | A.Hall&Co.<br>Aberdeen | N.BritishSteam<br>FishingCo.Ld. | 102·9\|20·1\|11·0<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21" (s)<br>160lb 52RH<br>1SB,2pf,GS32,HS893<br>A.Hall&Co.Aberdeen | 11 " 6 | | 8,02 |
| 368<br>79641 | —<br>C.Robson -02 | IronPadK | 114<br>112<br>10 | | | | 1878 | Hall,Russell&Co.<br>Aberdeen | M.H.Redhead | 90·0\|18·6\|10·2 | Newcastle<br>British | L.2Cy.25"-48"<br>NB01 50RH<br>Hall,Russell&Co.,Abn. | | BT till 9,04 | |
| 369<br>106543 | Ben Lomond<br>W.Taylor | SteelScK<br>ssAbn.No.3-3,04<br>1Dk<br>FloorsIron | 124<br>116<br>20 | ✠100A1<br>StmTrawler<br>3,04<br>✠LMC3,04 | Abn | | 1897<br>4mo<br>A&CP | J.T.Eltringham&Co<br>S.Shields | NorthBritishStm.<br>FishingCo.Ld. | 95·0\|19·0\|10·8<br>lrp04 BK7 | Aberdeen<br>British<br>3BHCem | C.2Cy.16"&33"-22" (s)<br>120lb 45RH<br>1SB,2pf,GS30,HS899<br>G.T.Grey,S.Shields | 11 " 0 | | 3,04 |
| 370<br>115597 | Ben Macdhui<br>W.Larne -03 | SteelScK<br>1Dk | 209<br>197<br>58 | ✠100A1<br>Stm Trawler<br>10,04<br>✠LMC8 | Abn | | 1903<br>3mo<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>NorthShields | NorthBritishStm.<br>FishingCo.Ld. | 112·8\|21·6\|12·0<br>BK7½<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf5'8t | T.3Cy.12",19½"&34"-23" (s)<br>180lb 68RH<br>1SB,2pf,GS35,HS1213<br>ShieldsEng.Co.Ld.N.Shl. | 12 10 | | r |
| 371<br>MBDN | Ben Macdui<br>C.Norman00-02 | IronScSr<br>ssAnt.2ndNo.3-12,99<br>ssAnt.No.1-04 | 574<br>475<br>356 | ✠90A1<br>12,04<br>✠NBS3<br>BS3,03 | Gmb<br>Ant Lon<br>LMC 04 | j | 1874<br>2mo<br>A&CP | Hall,Russell&Co.<br>Aberdeen | O.Robyns | 184·8\|26·2\|14·4<br>Q55'B36'<br>BK7½"<br>WB= | Antwerp<br>Belgian<br>5BHCem<br>DBt 40'96t | C.2Cy.24"&40"-30" (s)<br>80lb 80lb NDB93 69NH<br>1SB,3pf,GS49,HS1159<br>Hall,Russell&Co.,Abn. | 15 " 2<br>2 - 0½ | | N7,04 |
| 372<br>108667 | Ben More<br>G.Clark -02 | SteelScK<br>ssAbn.No.1-03<br>1Dk | 151<br>140<br>38 | ✠100A-<br>StmTrawler<br>9,03<br>✠LMC (struck) | Abn | | 1899<br>7mo | Hall,Russell&Co.<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 103·7\|20·2\|11·0<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21" (s)<br>160lb 50RH<br>1SB,2pf,GS28,HS828<br>Hall,Russell&Co.Aberdeen | 11 " 7 | | 9,03 |
| 373<br>67288<br>PKFQ | Ben My Chree<br>J.J.Fargher -01 | IronPadSr | 1192<br>872<br>446 | | | | 1875 | BarrowS.B.Co.<br>Barrow | Isle of ManSteam<br>PacketCo.Ld. | 310·0\|31·0\|13·0<br>F24t | DouglasIM<br>British | O.2Cy.65"-90"<br>NB84 617NH<br>BarrowS.B.C.(Lim.),Brw. | | BT till 1,05 | |
| 374<br>121225<br>HCKN | Ben Nevis<br>B.W.S.Pritchard05-05<br>Spar dk(Stl)&deep framing | SteelScSr<br>1Dk(Stl) | ~~3906~~ 3856<br>~~3419~~<br>~~2550~~ 2525 | ✠100A1<br>Spar dk<br>4,05<br>✠LMC 05<br>(~~Class Contem plated~~) | P Gl | w | ~~1903~~ 1905<br>4mo<br>Lloyd's A&CP | Russell&Co.<br>Pt.Glasgow | ~~WatsonBros.~~<br>BenLineSSCoLd<br>(WatsonBros, Mgrs)<br>WB=CellDBa&uE132 | 345·0\|~~49·8\|25·9~~<br>49·9 25·9<br>P26'B94'F42' FK<br>uB18'f148'8991.4 | Glasgow<br>British<br>BHCem<br>PT71t | T.3Cy.25",41"&67"-48" (r)<br>80lb 80lb 346NHP<br>SB,3cf,GS149,HS4460<br>J.G.Kincaid&Co.Greenock | 20 " 5<br>5 - 7½ | | |
| 375<br>115552 | Ben Rinnes<br>W.Payne -03 | SteelScK<br>1Dk | 183<br>172<br>52 | ✠100A1<br>StmTrawler<br>3,05 ~~6,03~~<br>✠LMC | Abn | | 1901<br>12mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 108·2\|21·2\|11·7<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf8t | T.3Cy.12",19"&33"-22" (s)<br>160lb 62RH<br>1SB,2pf,GS34,HS1101<br>Hall,Russell&Co.Ld.Abn. | 12 " 4 | | |
| 376 | Ben Venue<br>*For full particulars See No.13 in Supplement* | SteelScSr | | 100A1<br>Spar dk<br>(Class Contemplated) | | | 1904 | Bartram&Sons<br>Sunderland | W.Thomson&Co. | 379·0\|46·1\|26·2<br>P34'B104'F34' | Leith<br>British | T.3Cy.25",42"&68"-48"<br>J.Dickinson&Sons.Ld.Sld. | | | |
| 377<br>108668 | — (WRECKED 4,04)<br>R.Armour -02 | SteelScK<br>ssAbn.No.1-03<br>1Dk | 151<br>140<br>38 | ✠<br>Stm Trawler<br>2,04 | Abn | | 1899<br>7mo | Hall,Russell&Co<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 103·7\|20·2\|11·0<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21"<br>50RH<br>1SB,2pf,GS28,HS828<br>Hall,Russell&Co.Aberdeen | 11 " 7 | | |
| 378<br>112938 | Ben Voirlich<br>McLaren -02 | SteelScK<br>1Dk | 176<br>165<br>47 | ✠<br>Stm Trawler<br>(struck) | | ... | 1900<br>11mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 106·2\|21·1\|11·6<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",19"&33"-22" (s)<br>160lb 62RH<br>1SB,2pf,GS35,HS1102<br>Hall,Russell&Co.Ld.Abn | 12 " 4 | | 12,02 |
| 379<br>112934 | Ben Wyvis<br>W.Payne -02 | SteelScK<br>1Dk | 159<br>148<br>32 | ✠<br>Stm Trawler<br>✠LMC10 (struck) | | ... | 1900<br>10mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | NorthBritishStm.<br>FishingCo.Ld. | 103·2\|20·6\|11·3<br>BF7½ | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21" (s)<br>160lb 56RH<br>1SB,2pf,GS32,HS1019<br>Hall,Russell&Co.Ld Abn. | 11 " 10 | | 11,02 |
| 380<br>1155.. | Benachie<br>T.Peck -03 | SteelScK<br>1Dk | 209<br>196<br>60 | ✠100A1<br>Stm Trawler<br>1,04 ✠LMC3,03 | Abn | | 1903<br>3mo<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>NorthShields | NorthBritishStm.<br>FishingCo.Ld. | 113·0\|21·6\|12·0<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf5'8t | T.3Cy.12",19½"&34"-23" (s)<br>180lb 68RH<br>1SB,2pf,GS35 HS1200<br>ShieldsEng.Co.Ld.N.Shl. | 12 " 10 | | |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of Survey. | 6 Port of Survey. | 7 Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length / Breadth / Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 381<br>HCTQ | **Benaco** SteelSc<br>*G.Moresan -99*<br>1*Dk* | 559<br>—<br>335 | | | | 1899 | Lloyd Austriaco Trieste | DittaFeltrinelli | 175·2\|28·7\|14·4<br>B40'F21' | Triesto<br>Aust.-Hung. | T.3Cy.11½",19"&30"-22"<br>42NHP<br>Plenty&Son,Newbury | | A | |
| 382<br>104908<br>NSQM | **Benalder** SteelScSr<br>*C.K.McIntosh90-00* ssAnt.No.2-03<br>2*Dks*(1*Stl*&*UIrn*-ws)3*trB* | 3044<br>2724<br>1959 | ✠100A1<br>2,05 Ldl<br>B 8,04 | Lth<br>Ant<br>✠LMC6,08 | u | 1895<br>4mo<br>*Lloyd* | A.Stephen &Sons Glasgow 'sA&CP | W.Thomson&Co.<br>*WB=CellDBa* | 341·0\|41·8\|24·3<br>P42'B80'F39'<br>BK10"<br>102'uE&B40'f120 | Leith<br>British<br>6*BHCem*<br>868t*APT*25t | T.3Cy.25",41"&67"-42" (s<br>160lb *80lb* 294NH<br>2SB,6cf,GS130,HS1464<br>A.Stephen&Sons,Glasgow | 27"0<br>s4"9½ | | 2,05 |
| 383<br>115657<br>TMNK | **Benarty** SteelScSr<br>*J.Sarchet93-02*<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*<br>*Elec.light* &*deep framing* | 3910<br>3506<br>2510 | ✠100A1<br>*Spar dk*<br>4,05 | Ant<br>✠LMC7,02 | u | 1902<br>7mo<br>*Lloyd* | Bartram& Sons Sunderland sA&CP | W.Thomson&Co.<br>*WB=CellDBa* | 382·5\|46·1\|18·3<br>P37'B102'F35' 26·2<br>FK<br>120'uE&B42'f154' | Leith<br>British<br>6*BHCem*<br>868t*APT*55t | T.3Cy.25",42"&68"-48" (s<br>180lb *120lb* 352NH<br>2SB,8cf,GS168,HS5500<br>J.Dickinson&Sons,Ld.Sld. | 20"6<br>s5"5½ | | 4,05 |
| 384<br>29921<br>HMSK | **Benbow** IronSc3MstSr<br>*R.D.Arnold -01* 1*Dk*2*trB* | 843<br>757<br>515 | | | ... | 1865 | ........ Newcastle | GeneralStm.Nav. Co.Ld. | 224·8\|29·1\|17·2<br>Q31' F29'<br>len76 | London<br>British<br>*WB* | C.2Cy.31"&54"-30"<br>NE&B76 133NHP<br>GourlayBros&Co.,Dundee | 18"0 | | |
| 385<br>109486 | — IronScK<br>*J.Woods -99* (*Trawler*) 1*Dk* | 172<br>154<br>62 | | | ... | 1899 | Cochrane& Cooper,Ld. Beverley | W.Grant& H.C.Baker | 100·2\|21·0\|11·0<br>Q45'F17'<br>BK7½" | Grimsby<br>British | T.3Cy.12¼",19½"&32"-22½"<br>50RHP<br>C.D.Holmes&Co.Hull | 11"9 | | |
| 386<br>109605<br>SDHC | **Bencleuch** SteelScSr<br>*A.W.S.Thomson83-03* ssYka.No.1 05<br>2*Dks*(1*Stl*-*UIrn*-ws)*deep framing*<br>*Elec.light* | 4159<br>3560<br>2679 | ✠100A1<br>~~7,04 5,03~~ 12,04<br>4,05 | Ant<br>~~Shl Dun~~<br>✠LMC~~12,06~~ 12,04<br>Yka | w | 1901<br>1mo<br>*Lloyd* | Ramage& Ferguson,Ld Leith 'sA&CP | W.Thomson&Co.<br>*WB= CellDBa*132'*uE* | 385·2\|46·2\|26·1<br>P43'B100'F44'<br>FK<br>22'f154'806t *FPT* | Leith<br>British<br>6*BHCem*<br>83t*APT*33t | T.3Cy.25",41"&67"-45" (s)<br>180lb *100lb* 324NHP<br>2SB,8cf,GS160,HS4966<br>Ramage&Fergusn,Ld.Lth | 28"9<br>s5"8 | | ~~5,03~~<br>4,05 |
| 387<br>102718<br>NJVB | **Bencliff** SteelSc3MstSr<br>~~*G.W.Turner -03*~~ ssHpl.No.2-03<br>1*Dk*(*Irn*)2*trB*&*Webframes*<br>*Lord -04* | 2210<br>1977<br>1385 | ✠100A1<br>*Turret dk*<br>2,04 ~~11,03~~ | Cff<br>Shl<br>✠LMC2,08 | s | 1894<br>5mo | W.Doxford &Sons,Ld. Sunderland A&CP | HorsleyLineLd(M. H.Horsley,*Mgr.*)<br>*WB=Cell DB*264'700t | 297·0\|40·0\|21·7<br>FK | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*36t | T.3Cy.21½",36"&59"-39" (s<br>160lb *80lb* 241NH<br>2SB,6rf,GS120,HS3972<br>W.Doxford&Sons,Sld. | 24"1 | | ~~2,03~~ |
| 388<br>98521<br>MLBC | **Bencroy** SteelScSr<br>*P.Owens -04* ssNwc.No.3-2,04<br>(*ex*Norton) 1*Dk*(*ptStl ptIrn*)&<br>*Well deck Web frames* | 2393<br>1832<br>1550 | ✠100A1<br>2,04 | Nwc<br>✠LMC1,04 | s | 1892<br>1mo | Irvine&Co. W Hartlepool A&CP | J.Hoult | 290·4\|38·1\|19·5<br>P31'Q82'B120'F33'<br>BK10"<br>*WB=Cell DB*208'372t | Liverpool<br>British<br>5*BHCem*<br>*APT*33t | T.3Cy.22",35"&59"-39" (s)<br>160lb *80lb* NDB03 221NH<br>2SB,6rf,GS81,HS3372<br>T.Richardson&Sons,Hpl. | 22"2<br>s2"0½ | | 1,04 |
| 389<br>99464 | **Bendigo** SteelScSr<br>*F.Ballard93-92* 1*Dk* | 144<br>133<br>39 | | | ... | 1892 | Hall,Russell&Co. Aberdeen | W.Lyle | 100·5\|20·5\|10·5<br>BK6½" | Granton<br>British | C.2Cy.17"&34"-24"<br>50RH<br>Hall,Russell&Co.,Abn. | 11"0 | | |
| 390<br>95517<br>KWTD | **Benedick** SteelScSr<br>*R.Cox -98* ssMch.No.3-7,00<br>(*ex*ArbibBrothers) 2*Dks*(*Stl*-*Uws*)3*trB* | 2714<br>2528<br>1758 | ✠100A1<br>7,03<br>~~MS9,99~~<br>~~BS 2,04~~ | Liv<br>✠L... 04 | v | 1888<br>12mo<br>*Lloyd* | C.S.Swan &Hunter Newcastle 'sA&CP | RedCrossShppgCo Ld.(C.T.Bowring& Co.Ld.*Mgrs.*)<br>*WB=CellDBa* 88'*uE* | 320·0\|40·0\|24·3<br>P35'B63'F34'<br>BK10'<br>22'f134'421t | Liverpool<br>British<br>5*BHCem* | T.3Cy.24",39"&64"-42" (s<br>160lb *100lb* NDB97 265NH<br>2SB,6cf,GS120<br>T.Richardson&Sons,Hpl. | 27"0<br>s5"2 | | ~~7,03~~<br>11,04 |
| 391<br>98076<br>LRBF | — SteelScSr<br>*W.Jackson82-98* ssNwc.No.3-9,02<br>1*Dk*(*Stl*)&*ptAwng dk*(*Irn*)&*Webframes*<br>ssNwc.No.1-05 | 2440<br>1853<br>1581 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>5,05 ~~7,03~~<br>~~MS7,03~~ | Nwc<br>✠L... 5,05<br>~~B 6,08~~ | s | 1890<br>4mo | Bartram, Haswell&Co Sunderland A&CP | BenedickS.S.Co.of Grangemouth,Ld. (Crawford&Co.)<br>*WB=Cell DB*250'391t | 300·0\|39·1\|19·0<br>P31'Q80'<br>*ptAwng dk*189' FK | Grngemth<br>British<br>5*BHCem*<br>*APT*32t | T.3Cy.22",36½"&60"-42" (s<br>160lb *70lb* 243NH<br>2SB,6rf,GS100,HS3800<br>J.Dickinson,Sunderland | 21"7<br>s8"9½ | | ~~7,03~~<br>5,05 |
| 392<br>106827<br>PNDH | **Benedict** SteelScSr<br>~~*H.E.Ryan95-97*~~ ssLiv.No.2-02<br>(*ex*Leyden) 2*Dks*(*Stl*)3*trB*<br>[illegible] | 3378<br>3174<br>2180 | ✠100A1<br>2,05 ~~4,04~~<br>~~BS10,03~~<br>BS11,04 | Liv<br>✠LMC9,02 | v | 1894<br>8mo | SirRaylton Dixon&Co. Middlesbro' A&CP | BoothS.S.Co.Ld.<br>*WB=CellDBa* | 345·0\|43·5\|25·3<br>P33'B76'F38'<br>FK<br>106'f132'&uE&B18' | Liverpool<br>British<br>5*BHCem*<br>599t*APT*39t | T.3Cy.24½",39"&67"-45" (s)<br>180lb *90lb* 334NH<br>2DB,12cf,GS121,HS5261<br>T.Richardson&Sons,Hpl. | 28"0<br>s5"7 | | 4,04 |
| 393<br>NLMF | — SteelScSr<br>*A.E.Jespersen*<br>*Elec.light* 1*Dk* | 337<br>259<br>175 | | | | 1901 | Akt.Burmeistr&Wain Copenhagen | ForenedeDmpskib. Selskab | 149·8\|25·0\|9·9<br>Q52'B44'F25' | Odense<br>Danish<br>*WB* | T.3Cy.12⅛",19¾"&33"-21"<br>50NHP<br>Akt.Burmeistr&Wain,Cpn | | V | |
| 394<br>2722 | **Benefactor** IronScSr<br>2*Dks* | 844<br>—<br>638 | | | | 1870 | ReaneySns &Archbold Chester,Pa. | ClydeS.S.Co.(W.P. Clyde&Co.*Mgrs.*) | 173·0\|36·0\|18·4 | Phildlphia<br>Utd.States | 2Cy.20"&40"-28"<br>71NHP<br>Reaney,Sons&Archbold | | | |
| 395<br>84996<br>WFNB | **Beneficent** IronScSr<br>*R.Errington -02* 5thSurvey,Shl.5,02<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1963<br>1555<br>1250 | ✠ A1* 1<br>~~5,03~~ | Sld<br>Shl | Lv | 1881<br>12mo | Short Bros. Sunderland | J.Westoll | 275·0\|37·1\|20·6<br>P69tQ90tB160t<br>H48tF30t BK9½"<br>*WB=DBa&f* | Sundrland<br>British<br>4*BH*1PBH | C.2Cy.36"&67"-36"<br>224NHP<br>1DB,6f<br>T.Richardson&Sons,Hpl. | | | |
| 396<br>87424<br>KDOB | **Bengal** SteelSc3MstSr<br>*G.Philipps -03* 3*Dks*(2*Stl*-*Uws*)<br>*Elec.light* | 4656<br>3786<br>2642 | ✠<br>12,85 | Grk | y | 1885<br>11mo | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 400·3\|45·3\|29·2<br>P260' F79' | Greenock<br>British<br>8*BHCem* | T.3Cy.35",56"&89"-66"<br>643NHP<br>Caird&Co.,Greenock | 30"9<br>s6"0 | | |
| 397<br>HNBR | — IronScSr<br>*G.Svendsen -00* 6thSurvey,Liv.7,91<br>(*ex*JohnDixon) 3rdSurvey,Xia.6,01<br>*Well deck* 1*Dk*(*Irn*-*pt ws*)2*trB* | 1480<br>1158<br>916 | ✠<br>✠NB4,04 | | | 1872<br>8mo | Schlesingr, Davis&Co. Newcastle | Acties.Dampskibet Bengal(O.Mohn) | 250·2\|33·2\|19·5<br>P281tH15tF33t<br>ptND&pt ws01 BK8"<br>*WB=DBa&f* | Chrstiania<br>Norwegian<br>4*BH* | C.2Cy.30"&58"-36"<br>168NHP<br>2SB<br>C.D.Holmes&Co.Hull | 20"8 | | |
| 398<br>93826 | — IronScFlat<br>*W.Holland* | 173<br>160<br>117 | | | | 1885 | J.Verdin& Sons Winsford | SaltUnion,Ld. | 90·4\|20·8\|10·6 | Liverpool<br>British | 2Cy.9½"-12"<br>20RHP<br>W.E.Bates,Northwich | | | |
| 399<br>106719 | — IronScK<br>*T.Wilkinson -96* (*Trawler*)<br>1*Dk* | 149<br>143<br>64 | | | ... | 1896 | Cook,Welt'n&Gemmell Hull | HullSteamFishing &IceCo.Ld. | 100·6\|21·0\|11·0<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.10",16"&25½"-20"<br>35RHP<br>Amos&Smith,Hull | 11"10 | | |
| * 400<br>113454<br>SFJT | **Bengali** SteelSc4MstSr<br>*N.Bannatyne -01*<br>2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 5665<br>5389<br>3620 | ✠100A1<br>9,04 ~~3,01~~ | Bkn<br>✠LMC2,01 | a† | 1901<br>2mo<br>*Lloyd* | Gourlay Bros.&Co. Dundee 'sA&CP | T.&J.Brocklebank Ld.<br>*WB=Cell DBa*131'*uE&B* | 445·0\|50·2\|30·1<br>P51'B115'F41'<br>FK<br>75'f163'1014t*FPT* | Liverpool<br>British<br>8*BHCem*<br>67t*APT*66t | T.3Cy.27",46"&76"-51" (s)<br>200lb 615NHP<br>3SB&1AuxSB,12cf,GS192<br>HS9057 FD<br>GourlayBros.&Co.Dundee | 33"2 | | ~~9,04~~ |
| Wrecked 1,05<br>401<br>RLDN | **Bengalia** SteelSc4MstSr<br>*Meyerdiercks* 2*Dks*&*deep framing*<br>*Elec.light* &*Webframes*&*Shelter dk* | 7659<br>7310<br>4910 | | | ... | 1898 | A.Stephen &Sons Glasgow | Hamburg-Amerik. Packetf.Act Ges (Ham.-Amr.Linie) | 485·0\|57·0\|32·9<br>P32'B&F338'<br>FK | Hamburg<br>German<br>*WB* | T.3Cy.30",50"&83"-60"<br>700NHP<br>A.Stephen&Sons,Glasgow | 36"0 | G | |
| 402<br>104910<br>NVBP | **Bengloe** SteelScSr<br>~~*J.Potter97-00*~~ ssShl.No.2-03<br>2*Dks*(1*Stl*&*UIrn*-ws)3*trB*<br>~~-04~~ *J.Watson05-05* | 3006<br>2724<br>1933 | ✠100A1<br>~~7,08~~ 3,05<br>BS11,04 | HKg<br>Yka<br>✠LM 5,08 | u | 1895<br>5mo<br>*Lloyd* | Barclay, Curle&Co.Ld Glasgow 'sA&CP | W.Thomson&Co.<br>*WB=Cell DBa*108' | 341·0\|41·8\|24·3<br>P42'B80'F41'<br>BK10"<br>uE&B38'f132'717t | Leith<br>British<br>6*BHCem*<br>*APT*27t | T.3Cy.25",41"&67"-42" (s)<br>160lb *75lb* 293NHP<br>2SB,6cf,GS134,HS4436<br>Barclay,Curle&Co(L.)Gls | 27"0<br>s4"7½ | | ~~5,08~~<br>3,05 |

| 1 Numéro d'Ordre. / Numéro Officiel. | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Tonn. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | 12 Pavillon. | 13 Machines. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux au-dessus du Pont. Franc-bord en Hiver. Tirant d'eau. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 403 / 00101 / JHWQ | **Bengore Head** — *W.J.Campbell* —04 — Visites Périodiques: 1 Dk(Irn)&Spar dk(Irn)&tr b | **IronScSr** — ex Vega — ss Bry.No.3–8,96; ss Dnb.No.4 2–04 — Elec.light — 2 Dks | 2490 / 2415 / 1619 | ✝100A1 Spar dk 4,05 2.01 — M.S.2,07 | Dub Trn | *l* | 1884 / 3mo / Lloyd's | A.& J. Inglis / Glasgow | Clyde S.S.Co.Ltd. / G.Heyn&Sn. *Mgr* | 324·0 37·2 17·7 / B68 F45 24·9 / WB = Cell DB 236 209t | Belfast / British | C.2Cy.84″&68″–45″ / 160lb 80lb NDB03 260NH / 2SB.6cf,GS151,HS4424 / A.&J. Inglis,Glasgow | 21 – 1 / 5 – 11 | | |
| 404 / 00144 / NDHJ | **Benguela** — *Speakman* —03 — 2ndSurvey,Liv.6,01 — 2 Dks | **IronScSr** — 6thSurvey,Liv.5,98 | 1796 / 1673 / 1157 | ✝ — 12.02 | Liv | Lv | 1874 / 6mo | J.Elder& Co. / Glasgow | British&African S.N.Co.(1900)Ld. / Elder,Dempster& Co. *Mgrs.* | 302·6 33·9 23·9 / P107rH28rF52 / N087 5BH | Liverpool / British | T.3Cy.21″,34½″&55½″–36″ / NB87 186NH / 2SB,6cf,GS104,HS2800 / Fawcett,Preston&Co.,Liv. | 25 – 2 / 5 – 9½ | | |
| 405 / 99731 / HKFM | **Benguella** — *M.GomesFortes* — *Elec.light* | **IronScSr** — (ex Vega) — 2 Dks&Spar dk | 2932 / 2721 / 1997 | | | | 1879 | A.Leslie & Co / Newcastle | Empreza Nationale de Nav.a Vapor | 361·5 38·3 18·5 / P229rH—F86t | Lisbon / Portuguese | T.3Cy.24″,39″&64″–42″ / NE02 265NH / A.Stephen&Sons,Glasgow | | | |
| 406 / 00628 / NGLS | **Benhead** — *C.W.Beneke* —04 — (ex Cyrano, ex Whitburn) — 1 Dk(Stl)&Web frames&pt Awng dk(Irn) | **SteelScSr** — ss St.N.No.2–03 | 2567 / 1931 / 1634 | ✝100A1 pt Awng dk with freeboard 2.04 — BS12,04 | Off | *s* | 1894 | Short Bros. / Sunderland | J.Hoult | 300·4 40·1 18·9 / Q120 B120 RFD58 / F on RFD30 FK / WB = Cell D Ba | Liverpool / British | T.3Cy.20½″,37½″&61″–42″ / 160lb 80lb NB94 / 2SB.6pf,GS112,HS3650 / J.Dickinson Sunderland | 21 – 3 / 8 – 8½ | | |
| 407 / 89603 / JSKL | **Benin** — *J.Anderson* —02 — (ex Almirante Diaz, ex Benin) — 2 Dks(1 Stl | **SteelScSr** — 3rdSurvey,Ham.7,98 | 2262 / 2002 / 1444 | ✝ A1* 1 — 1.02 | Liv | Lv | 1884 / 6mo | Harland& Wolff / Belfast | African S.S.Co. | 330·7 36·7 21·7 / P55rH111rF48t / S000–01 BK10 | London / British | C.2Cy.84″&68″–42″ / 250NH / 2B.6pf,GS149,HS4010 / Harland&Wolff,Belfast | 23 – 5 / 5 – 2 | BT 12 | |
| 408 / 98986 / MSVB | **Benington** — *G.H.Gothard* —08 — 1 Dk | **IronScK** — ss Bos.No.3–6 08 | 131 / 126 / 39 | ✝100A1 Trawler 6,08 — LMC.08 | Bos | | 1890 / 8mo / Lloyd's | J.P.Rennold-son&Sons S.Shields | Boston Deep Sea Fishg.&Ice Co.Ld. | 95·0 20·4 10·5 / BK7 | Boston / British | C.2Cy.15″&29″–21″ / 40lb 35RH / 1SB.2pf,GS23,HS678 / J.P.Rennolden&Sons,S.Shld. | 10 – 2 | | |
| 409 / 00628 / HDTK | **Benita** — *Goitia* —02 — 2 Dks(1 Irn) Floors,Beams,&Keelson Irn | **SteelScSr** — ss Bkn.No.3–5,99 — ss Bkn.No.1–03 | 1546 / 1370 / 974 | ✝100A1 5.01 3.08 11.04 — LMC.04 | Bkn | *r* | 1887 / 8mo / Lloyd's | Oswald, Mordaunt&Co. / Southampton | Linea de Vapores Serra | 261·0 34·3 20·7 / B68 F86 BK9½ / WB = DBa60 &u E | Bilbao / Spanish | T.3Cy.21½″,38″&55″–39″ / 150lb 80lb NDB03 190NH / DB,6cf,GS100,HS3000 / Oswld,Mordaunt&Co.,Sou | 22 – 2 | | |
| 410 / 99755 | **Benito Estenger** — *M.Travieso* — 2 Dks | **IronScSr** | 371 / 275 / 245 | | | | 1882 | J.H. Dialogue, / Camden. N.J | Gallego,Messa& Co. | 146·9 24·9 13·0 | Santiago de Cuba / Cuban | C.2Cy.20″&40″–28″ / NB97 71NH / J.H.Dialogue,Camden | | | |
| 411 | **Benito Juarez** (ex Hebe, ex Holguin) — *Melby Aft* — 1 Dk&Awng dk | **SteelTwinSc** — 3MstSr | 820 / — / 513 | | | | 1890 | Murdoch & Murray / Pt.Glasgow | Cia.Mexicana de Nav. | 195·1 28·0 19·3 / H72t | Vera Cruz / Mexican | T.6Cy.14″,28″&66″–24″ / 156NH / Muir&Houston,Glasgow | | R | |
| 412 — / HBPC | — — *F.M.Miranda* — (ex Manzanillo) — *Elec.light* | **SteelScBn** — ss Mazatlan No.1–99 — 1 Dk(Teak) | 476 / 345 / 246 | ✝100A1 7.99 — BS12,99 — LMC7,99 | Mazat-tlan | *tl* | 1896 | Craig, / Stockton | Cia.Naviera del Pacifico,S.A. | 165·2 24·8 11·1 / F19′ FK / WB = FPT | Manzanillo / Mexican | T.3Cy.15½″,25″&41″–27″ (s) / 160lb 80lb 106NH / 1SB,3pf,GS59,HS1883 / Wetgrth English&Co.Mdb | 11 – 9 / 5 – 8½ | | |
| 413 / 11586 / VQRB | **Benlarig** — *A.Wallace95–04* — *Elec.light* | **SteelScSr** — ss Lth.No.3–8,99 — 1 Dk(Stl)&Spar dk(pt Irn pt Stl) | 3921 / 3518 / 2510 | ✝100A1 Spar dk 5,05 1.04 — LMC4,04 | Sld | *w* | 1904 / 1mo | Bartram& Sons / Sunderland | W.Thomson&Co. | 379·0 46·1 18·3 / P35rB104 F38 26·2 / FK / B = Cell D Ba 120′ | Leith / British | T.3Cy.25″,42″&68″–48″ (s) / 160lb 120lb 238NH / 2SB.8cf,GS165,HS5600 / J.Dickinson&Sons,Ltd.Sld | 20 – 6 / 5 – 5½ | | |
| 414 ~~Benlawers~~ / ~~99304~~ / ~~VQRB~~ | ~~*W.W.Brown*~~ — *Elec.light* | ~~ss Nag.No.3–8,99~~ — ss Lth.No.1–03 — 2 Dks(Irn–Uws)3tr b | 2316 / 2160 / 1484 | ✝100A1 2.04 — BS2.04 — LMC7,03 | Ant | | 1886 | Barclay, Curle&Co.Ld / Glasgow | ~~W.Thomson&Co.~~ — *Now named "RyotoMaru," See No. 7 in Supplement.* | 319·7 38·0 25·3 / P37 B84 F36 / See No. 7 in Supplement / WB = DBuE | ~~Leith~~ / ~~Hiroshi~~ / Japanese | T.3Cy.24″,40″&61″–45″ / 160lb 100lb NDB99 264NH / 2DB.8cf,GS120,HS1174 / BarclayCurle&C.(Lim)Gls | 26 – 3 / 5 – 0½ | | |
| 415 ~~Benledi~~ / ~~99304~~ / ~~VQRB~~ | ~~*D.Chamberlain*~~ — *Elec.light* | ~~ss Lth.No.3–2,01~~ — 2 Dks(Stl–Uws)3tr b | 2303 / 2155 / 1481 | ✝100A1 4,04 1.00 — LMC — BS — | Lth | *t* | 1888 | Barclay, Curle&Co.Ld / Glasgow | ~~W.Thomson&Co.~~ — *Now named "ToyotomiMaru," See No. 72 in Supplement.* | 320·0 38·0 25·1 / P37 B84 F38 / BK10 / WB = DBuE | ~~Leith~~ / ~~Hiroshi~~ / Japanese | T.3Cy.24″,38″&63″–45″ / 160lb 80lb NDB99 273NH / 2DB.8cf,GS140,HS1210 / BarclayCurle&C.(Lim)Gls | 26 – 3 / 5 – 0 | | |
| 416 / 95224 / LTVB | **Benlomond** — ~~*J.C.Curcier*~~ — *D.Clark00–04* | **SteelScSr** — ss Shl.No.3–2,02 — 2 Dks(Irn–Uws)3tr b | 2670 / 2382 / 1752 | ✝100A1 ~~0.02~~ 12,04 — ~~BS12,04~~ — LMC2,02 | Ant | *t* | 1890 / 8mo / Lloyd's | A.Stephen &Sons / Glasgow | W.Thomson&Co. | 320·0 40·0 24·0 / P40 B70 F10 / DB02 BK10 / WB = Cell DB262 | Leith / British | T.3Cy.24″,39″&64″–42″ (s) / 160lb 70lb 283NH / 2SB.6cf,GS126,HS4507 / A.Stephen&Sons,Glasgow | 26 – 9 / 5 – 5 | | |
| 417 / 99243 / NFPG | **Benmohr** — *A.Webster00–03* — *Elec.light* — 2 Dks — 1 Stl&UIrn–ws)3tr B | **SteelScSr** — ss Ant.No.2–01 | 3000 / 2698 / 1935 | ✝100A1 ~~Shl 2.04~~ 3,05 ~~Bkn~~ — ~~BS3,05~~ — BS9,04 — LMC4,02 | Shl | *tt* | 1893 | A.Stephen &Sons / Glasgow | W.Thomson&Co. | 340·0 41·8 24·1 / P40 B72 F39 drp02 / DB02 BK10 / WB = Cell DB262 | Leith / British | T.3Cy.25″,41″&67″–42″ (s) / 160lb 80lb 300NH / 2SB.6cf,GS135,HS4648 / A.Stephen&Sons,Glasgow | 27 – 0 / 5 – 2 | | |
| 418 / 73826 / J.Stewart —96 | **Benmore** | **IronPadSk** | 235 / 198 / 32 | | | | 1876 | T.B.Seath &Co. / Glasgow | J.Williamson | 201·2 19·1 7·3 / Q57 | Glasgow / British | D.1Cy.50″–56″ / NB08 85RH / W.King&Co.,Glasgow | | BT still 10,05 | |
| 419 / 102197 / NRTQ | **Benshaw** — *T.Lamb* —04 — 1 Dk(Stl)2tr B | **SteelScSr** — ss Bkn.No.3–03 | 1724 / 1595 / 1077 | ✝100A1 3,05 1.04 — ~~Shl~~ — BS1,05 | Bkn | *q* | 1895 | J.Scott &Co. / Kinghorn | SS.Benshaw Co.Ld. (J.Hoult) | 250·0 38·1 19·5 / B72 F26′ FK / WB = | Liverpool / British | T.3Cy.18″,30″&50″–36″ (s) / 200lb 80lb 189NH / 2SB,6pf,GS99,HS1132 / J.Scott&Co.,Kinghorn | 21 – 10 / 3 – 4 | | 10,08 |
| 420 / 118618 / VQRS | **Bentinck** — *C.D.Laws95–03* — *Well deck* — 1 Dk(Irn)&Web frames | **SteelScSr** | 1148 / 916 / 729 | ✝100A1 ~~Nwc~~ Shl — ~~BS1,03~~ — LMC | Nwc | *n* | 1903 | Wood Skin-ner&Co.Ld / Newcastle | Burnett S.S.Co.Ld. (Burnett&Co. *Mgrs.*) | 229·0 33·5 14·7 / Q120 B10 F25′ FK / WB = Cell DBa 60′ &u E | Newcastle / British | T.3Cy.18½″,30″&49″–33″ (s) / 160lb 80lb 151NH / 1SB,4pf,GS65,HS2157 / N.E.Marine Eng.Co Ld Nwc | 16 – 10 / 8 – 1 | | 10,05 |
| 421 / 99471 | **Bentley** — *C.W.Ballard84–01* — 1 Dk | **SteelScSr** | 152 / 138 / 43 | | | | 1895 | Hall, Russell&Co / Aberdeen | J.A.McGlashan | 100·6 20·7 10·7 / Q23′ BK6½ | S.Shields / British | C.2Cy.17″&36″–24″ / 53RH / Hall,Russell&Co.,Abn. | 11 – 6 | | |
| 422 / 107041 | **Benton Castle** — *J.Chamberlain* —96 | **SteelScK** — ss Mil.No.1–00 — 1 Dk | 146 / 145 / 38 | ✝100A1 Stm. Trawler 11.01 | Sws | | 1896 | Edwards Bros. / North Shields | Castle S.Trwlrs,Ld (C.Heron, *Mgr.*) | 105·0 20·9 11·0 / BK7½ | London / British | T.3Cy.12″,19″&32″–22½″ (s) / 160lb 55RH / 1SB,2pf,GS25,HS860 / N.E.Marine Co.(Lim.),Sld | 11 – 10 | | 9,00 |
| 423 / 117992 | **Bentong** | **SteelScSr** | 448 / 348 / 240 | 100A1 Class Contem plated | | | 1908 | Tanjong Pagar Dk C Ld / Singapore | Straits S.S.Co.Ld. | 162·0 25·0 10·5 / B57 F22 | Singapore / British | T.3Cy.18½″,22″&36″–22″ / 66RHP / Tanjong Pagar Dock Co.Ld. | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Inner Bottom. Boat expands. Equipment Letter. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when last Dry Docked. Classed. | 16 Date when last Bot. Exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 QTNM | **Benvik** *J.Saxon* | **IronSc** | 167 — 109 | | | | ..... Sweden | | J.Söderman | 113·1 17·7 9·0 | Kasko Russian | | | | |
| 425 104991 PJFT | **Benvorlich** *R.W.Thomson* 87–98 2 *Dks* (1 *Stl* & *U Irn*–ws) 3 *tr B* | **SteelScSr** ~~Asst. No. 1–98~~ *ss* Ant. No. 2–04 | 3381 3079 2164 | ✝100A1 *Spar dk* 6,04 5.03 11,04 BS7,05 MS | HKg | *v* | 1896 6mo | A. Stephen & Sons Glasgow *Lloyd's* | W. Thomson & Co. *WB = Cell D Bo* | 357·0 43·3 24·8 P42′ B86′ F41′ BK11 112′ *uE & B40′ f* 130 | Leith British 6 *B H Cem* 713 *t APT* 25 *t* | T. 3Cy. 25″, 41 & 67 –45 160 lb *80 lb* 314 NH 2SB, *3cf*, GS 160, HS 4914 A. Stephen & Sons, Glasgow | 27 ″ 6 s 4 ″ 11 | | ~~10.01~~ 8.04 |
| 426 271 NHDF | **Beppe** *R. Schiaffino* 71–03 (*ex* Agordat, *ex* Port Jackson) | **IronScBg** *ss* Liv. No. 3–9.95 *ss* Gen. No. 2–08 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* | 2550 1674 6,04 ~~11.08~~ | ✝100A1 *Spar dk* BS1,05 | Npt Sws LMC8 | *y* | 1883 9mo | A. Leslie & Co. Newcastle *Lloyd's* | F. Schiaffino fu G. *Voyageur* (*ex Jeanne Marcelle*, *See No. 30*) *WB = D Ba* 48″ | 317·0 37·2 27·4 ND95 BK10 *E* 20′ *f* 76′ 366 *t FPT* | Genoa Italian 6 *B H Cem* 26 *t APT* 23 *t* | C. 2Cy. 88″ & 72 –48 2SB, 6*pf*. GS 107, HS 4400 T. Clark & Co. Newcastle | 21 ″ 4 s 7 ″ 0½ | | 9.03 6,04 |
| 427 1226 | **Berdiansk** 1 *Dk* | **IronTwinScSr** | 281 — 189 | | | | 1880 | ..... Rutherglen | Don, Azoff & Black Sea Steam Nav. Co. | 174·0 28·4 6·6 | Rostoff Russian | | | | |
| 428 HDTL | **Berenguer el Grande** ~~*Julio*~~ (*ex* Suffolk) *A. Forrer* –04 *Elec. light* 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) 3 *tr B* | **SteelScSr** *ss* Msl. No. 3–7.01 | *3303* *3914* 2179 | ✝100A1 *Spar dk* 10,03 9.02 BS7,05 | Gen | *v* | 1889 5mo | Ramage & Ferguson Leith *Lloyd's* | A. Folch y Ca. *WB = Cell* | 330·0 41·2 18·8 P49 B94′ F42′ 26·3 BK10 | Barcelona Spanish 6 *B H Cem* *D B* 280 430 *t* | T. 3Cy. 25½″, 41 & 67 –42 160 lb *100 lb* NDB29 330 NH 1 D & 2 SB, *12cf*, GS 180, HS 5533 Ramage & Ferguson, Leith | 21 ″ 5 s 6–11½ | | N 12.01 |
| 429 NGVH | **Berenice** *J. Boerhave* | **IronScBg** 1 *Dk 2 tr B* | 769 667 455 | | | | 1864 | Richardsn, Duck & Co. Stockton | Konink. Nederl. Stoomb. Maats. | 195·0 29·0 17·2 | Amstrdam Dutch | C. 2Cy. 26″ & 48″ –36 NE 73 NB 82 115 NH Richardson, Duck & Co., Stk | | V | |
| 430 RLSK | **Bergedorf** *C. B. Saeger* 98–00 1 *Dk* (*Stl*) & *Spar dk* (*pt Stl & pt Irn*) 3 *tr B* *Iron lower dk in No. 3 hold* | **SteelScSr** | 5125 4263 3305 7,04 ~~7.06~~ BS ~~7.01~~ | ✝100A1 *Spar dk* LMC8,06 | Ham | *y* | 1900 8mo | Sir R Dixon & Co. Ld. Middlesbro' | Deutsch-Austral. Dmpfsch Ges. *WB = Cell D Ba* 91 | 390·0 47·8 20·8 P232′ F46′ 28·3 frp 03 FK *uE & B62′ f* 166′ 938 *t* | Hamburg German 6 *B H Cem* *APT* 24 *t* | T. 3Cy. 28″, 46″ & 77″ –54″ 180 lb 534 NH 4SB. *12cf*. GS 196, HS 9081 T. Richardsn & Sns. Ld. Hpl | 23 ″ 6 | | ~~8.07~~ 12,04 |
| 431 JPSD | **Bergen** *M. H. Henriksen* 98 | **IronSc3MstSr** 1 *Dk & Awngdk* 3 *tr B* | 1378 1363 869 | | | | 1871 | Burmeister & Wain Copenhagen | Jacob C. Christensen | 232·0 30·6 25·0 H16′ | Bergen Norwegian *WB* | T. 3Cy. 17″, 28″ & 46″ –33″ NE & B91 122 NH W. Allan & Co., Sunderland | | N | |
| 432 JVRT | — *P. Johnsen* –02 *Well deck* | **IronScSr** *ss* Rot. No. 2–81 1 *Dk 2 tr B* | 386 361 230 | ✝ 7,88 | Abn | *g* | 1873 2mo | Coulson, Cooke & Co Newcastle | Vestlandske Lloyd (Erik Rusten. *Mgr.*) *WB = D Ba* 84 | 159·4 21·2 12·0 Q46′ B29′ H9′ | Bergen Norwegian 4 *B H Cem* | C. 2Cy. 19″ & 36″ –24″ NB88 58 NH Thompson, Boyd & Co. Nwc. | | N | |
| 433 JVRQ | **Bergenhus** ~~*J.W. Stevinson* 00–00~~ 1 *Dk* (*Irn*) 2 *tr B* deep framing & *J.W. Kahrs* *Web frames* | **SteelScSr** *ss* Mch. No. 1–98 | 3606 3361 2344 ~~9,04~~ BS1,06 MS8,06 | ✝100A1 ~~10.03~~ 5,05 LMC | Qbc ~~N Yk~~ Nwc | *w* | 1899 1mo | Irvine's S. & Dry Dk. Co. Ld W Hartlepoo A&CP | A. Olsen *WB = Cell D Ba* 11 | 340·0 48·0 25·0 P28′ B84′ F35′ FK *uE & B35′ f* 140′ 909 *t* | Bergen Norwegian 3 *B H Cem* *APT* 82 *t* | T. 3Cy. 25″, 40″ & 66′–45″ 160 lb *80 lb* 295 NH 2SB, *6rf*, GS 101, HS 4180 Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 9 s 5 ″ 4½ | | ~~7.03~~ N1,05 |
| 434 JVSW | **Bergenseren** *H. Klausen* *Well deck* | **IronScSr** 1 *Dk 2 tr B* | 666 509 410 | | | | ...✝1884 | Flensburger Schiffsb. Ges. Flensburg | Dmps ibat Bergenseren s Rederi (Bergh & Helland) | 179·5 27·3 14·2 Q52′ B49′ F25′ BK7 | Bergen Norwegian | C. 2Cy. 22½″ & 42″ –27″ 74 NHP Flensburger Schiffsb. Ges. | | N | |
| 435 LRDB | **Berger I.** *A. Matzen* 98–02 (*ex* Triton) | **IronScSr** | 123 — — | | | | 1876 | ..... | St. Sohst & Gebr. Ihms | 90·5 20·2 11·2 | Kiel German | | | | |
| 436 RHBV | **Berger Wilhelm** *L. Schwenn* 96–96 (*Salvage Steamer*) *Elec. light* (*ex* Willem I.) | **IronScSr** 1 *Dk 2 tr B* | 496 — 292 | | | | 1856 | P.V. Vissingen Amsterdam | Nordischer Bergungs-Verein | 207·5 26·2 13·5 | Hamburg German *WB* | C. 2Cy. 21″ & 34″ –23″ NE & B86 46 NH Gebr. Howaldt, Kiel | | | |
| 437 3123 JHKP | **Bergholmen** *C. L. Anderson* –02 *Mchy. Aft.* | **CompScSr** 1 *Dk* | 201 165 88 | | | | 1897 | K. Olsson Gamla Lödöse | Rederiaktieb Dana (N. Ch. Jensen, *Mgr.*) | 98·3 22·8 10·7 B21′ H7′ F12′ | Karlstad Swedish | C. 2Cy. 10″ & 22½″ –15″ 16 NH Lindholmen M.V. Got. | | | |
| 438 2821 HFGN | **Bergsund** *A. Öhrvall* 95–95 | **IronScSr** 1 *Dk 2 tr B* | 891 663 619 | | | | 18½ | Bergsunds Mk. Vks. Stockholm | Stockholms Ångf. Rederiaktieb. | 201·9 28·4 16·3 P111′ H19′ F22′ len 82 | Stockholm Swedish | C. 2Cy. 24″ & 48″ –25″ NE & B82 77 NH Bergsunds M.V., Skm. | | V | |
| 439 4044 JMTB | **Bergsviken** *J. Johansson* –02 | **CompSc** 1 *Dk* | 113 86 71 | | | | 1902 | Bergs Ångprams Aktieb. Berg, Jämtlandsocken. | Bergs Ångprams Aktieb. (A. Jönsson) | 79·4 19·9 8·9 B19′ H8′ | Berg Swedish | | | | |
| 440 3770 KNRL | **Berkeley** 1 *Dk* | **SteelScFerry** (*one screw at each end*) | 1946 — 1245 | | | | 1898 | Union Iron Works S. Francisco | Southern Pacific Co. | 261·4 40·2 14·1 | S. Frncisco Utd. States | T. 3Cy. 22″, 34″ & 56″ –36″ 188 NH Union Iron Works S. Frsco. | | | |
| 441 3930 | — *S. A. Harney* 91– *Elec. light* | **SteelSc** 1 *Dk* | 1075 — 648 | | | | 1902 | W. R. Trigg Co. Richmond Va. | Old Dominion S.S. Co | 201·2 39·0 16·2 | New York Utd. States | T. 3Cy. 18″, 29″ & 48″ –30″ 126 NH W. R. Trigg Co. | | RS | |
| 442 2905 JPQV | **Berks** | **IronScSr** 1 *Dk 2 tr B* | 565 377 377 | | | | 1874 | J. Roach & Sons Chester, Pa. | Garfield & Proctor Coal Co. | 189·0 29·0 14·4 | Boston Utd. States | C. 2Cy. 20½″ & 34″ –30″ .3 NH Phl. & Reading R. R. Co. | | | |
| 443 104295 PGNR | **Berkshire** *W. Dean* –03 1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Irn*) | **SteelScSr** ~~*ss* Skm. No. 2–01~~ *ss* Shl. No. 3–4,05 | 2285 1752 1473 4,05 10.03 1,05 | ✝100A1 *pt Awng dk with freeboard* BS2,04 | Npt ~~Bch~~ Shl | *s* | 1894 8mo | J. Priestman & Co. Sunderland A&CP | Berkshire S.S. Co Ld (Thompson, Elliott & Co.) | 285·0 39·8 19·9 Q115′ *pt Awng dk* 170′ FK dr 1·05 *WB = D Ba* 8 *f* 108′ 996 *t* | Newcastle British 6 *B H Cem* | T. 3Cy. 22″, 36″ & 59″ –39″ 160 lb *80 lb* 220 NH 2SB. *6pf*. GS 88, HS 3350 W. Allan & Co. (Lim.), Sld. | 21 ″ 2 s 8 ″ 7 | | ~~3.04~~ ~~N6.04~~ 4,05 |
| 444 3175 JVNR | — *Kirwan* *Elec. light* | **IronScSr** 3 *Dks* & *Awngdk* | 2014 — 1433 | | | | 1881 | Cramp & Sons Philadelphia | Merchnts & Miners Transportation Co. | 250·0 38·5 16·6 F39′ 27·0 | Baltimore Utd. States | C. 2Cy. 34″ & 60″ –45″ 201 NH Cramp & Sons, Philadelphia | | | |
| 445 108479 | — *W. French* 97–97 1 *Dk* | **IronScK** *ss* Gms. No. 1–01 | 133 127 45 | ✝ *Stm Trawler* | | | 1897 11mo | Edwards Bros. N. Shields *Lloyd's* | N. Lincolnshire Stm. Fishing Co. Ld (T. Sowerby, *Mgr.*) | 96·0 20·7 10·7 Q18′ F19′ BK7½ | Grimsby British 3 *B H Cem* | T. 3Cy. 10″, 15½″ & 26″ –20″ 180 lb 35 RH 1SB. *2pf*, GS 25, HS 727 Gt. Grimsby Co-op. Box & Fish Carrying Co., Ld., Gms. | 11 ″ 8 | | N 1,01 |
| 446 NMKT | **Berlin** *J. E. P. Thun* (*ex* Regina) | **SteelScSr** *ss* Cff. No. 1–00 1 *Dk* (*Stl*) & *deep framing* & *pt Awng dk* (*Stl*) | 2187 1505 1400 | ✝100A1 *pt Awng dk with freeboard* 9,04 ~~12.03~~ BS1,05 | Els Rot LMC11 | *r* | 1896 11mo | Helsingörs Jernsk & Msk Elsinore A&CP | Dampsk. Mercur (C. P. Jensen, *Mgr.*) *WB = Cell D Ba* 92 | 279·3 40·5 16·2 Q102′ *pt Awng dk* 176′ FK *uE & B86′ f* 108′ 516 *t* | Copnhagn Danish 4 *B H Cem* *APT* 20 *t* | T. 3Cy. 19½″, 31½″ & 55″ –36″ 170 lb *90 lb* (*s*) 186 NHP 2SB. *4rf*, GS 68, HS 2984 Helsingörs Jernsk. & Msk b. | 18 ″ 6 s 1 ″ 3 | | 11.99 9.04 |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnel. Total / Sous le Pont / Net | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Lettre | Construit. Quand / Par qui / Où | Armateurs | Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement / Pavillon | Machines | Franc-bord au milieu du navire | Registre | Date de la visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 447<br>99454<br>NHWV | Berlin SteelTwinScSr<br>J.Precious -01 2Dks&pt Awngdk | 1775<br>1131<br>586 | | | | 1894 Earle'sCo. (Lim.)<br>Hull | Gt.EasternRly.Co | 302·4 36·0 16·2<br>P40'<br>pt Awng dk 248' | Harwich<br>British | T.6Cy.26",39½"&61"-36"<br>447NH<br>Earle'sCo (Lim.),Hull | | BT till 6,05 | |
| 448<br>98383<br>MGTL | — H.Eyre SteelScSr<br>ssHul.No.3-1,05 1Dk(Stl-ws<br>Elec light &Web frames | 1111<br>903<br>497 | ✠100A1<br>2,05<br>BS1,05 ✠LMC<br>✠NB7,01 | Goo | o | 1891 WBThompson&Co.Ld<br>8mo Dundee<br>Lloyd's A&CP | Lancashire & YorkshireRy.Co. | 245·0 34·1 15·8<br>P33 F33 B77'<br>BK8½<br>WB-DBa50'f57 | Goole<br>British<br>5BHCem<br>&uE24'21t | T.3Cy.24",38"&62"-42"<br>160lb (s) 305NH<br>2SB<br>W.B.Thompsn&Co(Lim)<br>6rf,GS136,HS1680 | 16·8<br>2·2½ | | 7,04 |
| 449<br><br>JDTM | — IronScSr<br>C.Gollatz 1Dk2trB | 985<br>733<br>592 | | | | 1881 Act. Ges. "Vulcan"<br>Stettin | Neue Dampfer-Cie. Act.Ges. | 217·3 28·6 15·6<br>P80' | Stettin<br>German | C.2Cy.25"&47"-29½"<br>NB99 100NH<br>A.G."Vulcan,"Stettin | | G | |
| 450<br>47014<br>VLTF | — IronScSr<br>T.A.Brown -04 | 652<br>527<br>401 | | | | 1863 Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. Mgrs.) | 216·6 27·1 14·4<br>P27t | Leith<br>British | C.2Cy.28"&47"-33"<br>NE74 NB94 90RH<br>J.Penn&Sons,Greenwich | | BT till 4,05 | |
| 451<br><br>LGMP | — SteelSc<br>L.Wilhelm -03 (Trawler)<br>1Dk | 164<br>143<br>44 | | | | 1903 G.Seebeck Act.Ges.<br>Bremerhaven | M.Radmann& Sohn | 113·4 21·3 10·3<br>H14' | Altona<br>German | T.3Cy.11⅜",18⅞"&30⅛"-22"<br>43NH<br>G.Seebeck A.G. Bremerhvn | | G | |
| 452<br><br>QGJM | — SteelSc<br>P.Reents01-02 (Trawler)<br>1Dk | 158<br>113<br>43 | | | | 1896 Bremer "Vulkan"<br>Vegesack | DeutscheDmpfischereiGes.Nordsee | 105·8 21·0 10·2 | Bremen<br>German | C.2Cy.14¼"&26"-19⅝"<br>25NH<br>Bremer"Vulkan,"Vegesck | | G | |
| 453<br><br>HDTM | Bermeo SteelScSr<br>G.San Vicente93-00<br>(exCarville) 1Dk(ptStlptIrn)<br>&deepframing&pt Awngdk(Irn)<br>ssBbo.No.2-04 | 2827<br>2179<br>1682 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,05<br>BS9,03 ✠LMC | Bbo Rot | t | 1897 C.S.Swan&<br>4mo Hunter,Ld.<br>Newcastle<br>A&CP | Cia.Anon.del VaporBermeo (Sota yAznar) | 312·5 41·0 20·4<br>pt Awng dk186'<br>F30'RFD96' FK<br>WB=Cell D Ba52'uE&B72'f144'630t | Bilbao<br>Spanish<br>5BHCem | T.3Cy.23",37½"&61½"-39"(r)<br>160lb 244NH<br>2SB,6cf,GS105,HS3778<br>Blair&Co.Ld.Stockton | 23·1<br>9·0½ | | |
| 454<br><br>JWPK | Bernadotte IronScSr<br>A.Lindtner 1Dk2trB<br>Well deck | 413<br>316<br>242 | ✠<br>6,89<br>✠ | Cpn | f | 1889 Bergens<br>3mo Mek.Værks<br>Bergen | Acties. Bernadotte (SigvalBergesen) | 144·5 24·3 11·9<br>Q30tB47tF9t<br>Hrp89 BK7<br>WB=DBuE&B26'33tFPT | Stavanger<br>Norwegian<br>4BHCem<br>20tAPT13t | T.3Cy.11",18"&29"-20"<br>38NH<br>1SB,2cf,GS25<br>BergensMek.Værk.Bergen | 12·7 | N | |
| 455<br>109790<br>RQLB | Bernard SteelScSr<br>I.Jenkins -03 ssCff.No.1-05<br>1Dk(Irn)&Spar dk(Irn)&r<br>Web frames | 3682<br>3480<br>2397 | ✠100A1<br>Spar dk<br>1,05 9,03<br>✠LMC6,00 | Cff | w | 1900 TTurnbull<br>6mo &Son<br>Whitby<br>A&CP | TurnbullBros. | 351·7 44·0 20·5<br>P31'B104'F33' 28·1<br>FK<br>WB=DBa120'uE24'f140'813t | Cardiff<br>British<br>5BHCem<br>APT40t | T.3Cy.24",40"&65"-42" (s)<br>160lb 90lb 282NH<br>2SB,6cf,GS123,HS4345<br>Blair&Co.Ld Stockton | 21·9<br>6·9 | | N1,05 |
| 456<br>104603<br>NSCV | — SteelScSr<br>F.G.Coxon -02 ssLiv.No.2-03<br>(exMountSirion) 1Dk(Stl)&<br>Elec.light Spar dk(Irn)&deep framing | 3280<br>3063<br>2116 | ✠100A1<br>Spar dk<br>12,04<br>BS1,01 ✠LMC6,08 | Liv | v | 1895 Workman,<br>3mo Clark&Co.Ld<br>Belfast<br>A&CP | BoothS.S.Co.Ld. | 335·0 43·7 18·2<br>P36'B67'F39' 26·1<br>FK<br>WB=CellDB=108'uE&B40'f127' | Liverpool<br>British<br>6BHCem<br>714tAPT68t | T.3Cy.23",37"&63"-42" (s)<br>180lb 180lb 292NH<br>2SB,4cf,GS87,HS3756 FI<br>Wrkman,Clark&Co.LdBel | 20·9 | | 12,04 |
| 457 | — SteelScK<br>P.Prins -03 (Trawler)<br>1Dk | 257<br>—<br>99 | | | | 1903 Wilton's Eng.&Slip.Co<br>Rotterdam | Stoom.Visscherij Maats.Mercurius | 131·5 22·0 | Ymuiden<br>Dutch<br>WB | T.3Cy.12",20"&32"-25"<br>51NH<br>Wilton'sEng.&SlpyCoRot | | D | |
| 458 | — SteelSc<br>A.Declercq -00 (Trawler)<br>1Dk | 140<br>—<br>48 | | | | 1900 At.deC. Forges&Ac.<br>deBruges | Pêcheries à Vapeur (Soc.Anon.) | 106·6 21·0 11·5 | Ostend<br>Belgian<br>WB | T.3Cy.11",19"&31"-22"<br>45NH<br>Soc.deMarcinelle&Couillet | | V | |
| 459<br>31<br>NHFM | Bernardino M. WoodSc<br>M.Lucchesi YM10,01 | 317<br>—<br>184 | | | | 1901 A.Barbieri<br>Sampierdarena | A.Magnano fuB. | 127·6 24·6 15·4 | Genoa<br>Italian | C.2Cy.13⅝"&23⅝"-15¾"<br>19NH<br>D.Torriani, Sampierdarena | | I | |
| 460<br><br>LCSP | Bernhard SteelScSr<br>A.Herrmann99-02 1Dk&Webframes | 592<br>480<br>367 | | | | 1890 H.Koch<br>Lübeck | Sartori&Berger | 175·0 26·2 12·6<br>B43' F31' | Kiel<br>German<br>WB | C.2Cy.21⅓"&40⅓"-27½"<br>71NH<br>J.W.Klawitter,Danzig | | G | |
| 461<br>110340<br>RHGW | Bernicia SteelScSr<br>E.W.Faulkner -03 ssMch.No.1-05<br>1Dk(Stl)2trB&deep framing<br>3Dk rule | 3355<br>3196<br>2179 | ✠100A1<br>3,05<br>✠LMC | Hpl Mch | w | 1899 R.Craggs&<br>9mo Sons<br>Middlesbro'<br>A&CP | BerniciaS.S.Co.Ld (J.Bowser&Sons) | 349·7 47·1 23·8<br>P28'B77'F34'<br>FK<br>WB=CellDBa119'uE&B38'f142'803t | Newcastle<br>British<br>6BHCem<br>APT24' | T.3Cy.25",41"&67"-45" (s)<br>160lb 80lb 313NH<br>2SB,8pf,GS136,HS5048<br>N.E.MarineCo.Ld.Nwc | 26·6<br>5·2½ | | 7,04 |
| 462<br>99228<br>MNKW | — SteelScSr<br>H.S.Nelson -00 ssLth.No.2-00<br>Well deck 2Dks(UIrn-ptws)<br>Elec.light ssLth.No.3-11,04 | 795<br>575<br>468 | ✠100A1<br>11,04 10,00<br>BS11,03 ✠LMC11,00 | Lth | l | 1892 Ramage&<br>4mo Ferguson<br>Leith<br>Lloyd's A&CP | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. Mgrs.) | 215·5 28·6 14·5<br>P101'F54'<br>BK7½"<br>WB=FPT | Leith<br>British<br>6BHCem<br>20tAPT15t | C.2Cy.30"&55"-36 (s)<br>80lb 65lb 147NH<br>2SB,6rf,GS102,HS2530<br>Ramage&Ferguson,Leith | 15·5 | BT till 11,05 | 11,04 |
| 463<br>113220 | — IronScK<br>J.Bannister -01<br>1Dk | 175<br>155<br>51 | ✠100A1<br>Stm Trawler<br>6,03 ✠LMC2, | Gms | | 1901 Cook,Wel-<br>3mo ton&Gemmell<br>Hull<br>Lloyd's A&CP | EastAngliaSteam FishingCo.Ld. | 105·0 21·0 11·0<br>Q55'F17'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",19½"&32"-23"(s)<br>180lb 55RH<br>1SB,2cf,GS29,HS920<br>C.D.Holmes&Co Hull | 11·10 | | 6,03 |
| 464<br>105579<br>PQVG | Bernilla SteelScSr<br>J.D.Jackson -03 ssBkn.No.1-01<br>(exHomeric,exAnaces)<br>1Dk(Irn)&deep framing | 2535<br>2298<br>1633 | ✠100A1<br>6,03<br>BS ✠LMC6 | Gls Cff NYk | t | 1897 Russell&<br>5mo Co.<br>Pt.Glasgow<br>A&CP | BernillaS.S.Co.Ld. (Larrinaga&Co.) | 309·7 44·1 20·4<br>P24'B58'F32<br>FK<br>WB=CellDBa96'uE&B38'f128' | Liverpool<br>British<br>5BHCem<br>657tAPT82t | T.3Cy.22",35"&57"-42" (s)<br>160lb 80lb NDB01 208NH<br>2SB,6pf,GS108,HS3100<br>J.G.Kincaid&Co.Grk | 22·10<br>4·0 | | 2,01 |
| 465<br><br>HMBR | Berri SteelScSr<br>Lelièvre -00 ssLon.No.2-98<br>(exMabel) 1Dk(Irn) | 422<br>329<br>206 | ✠<br>8,00<br>✠ | Lon | g | 1889 S.&H.<br>9mo Morton&Co.<br>Leith | Cie.Maritime de la Seine | 161·0 25·1 11·4<br>Q23'F20'<br>FK<br>WB-FPT | Rouen<br>French<br>4BHCem<br>28tAPT39t | T.3Cy.14",22"&36"-24"<br>69NH<br>1SB,3rf,GS42,HS1108<br>S.&H.Morton&Co.Leith | 11·10 | V | |
| 466<br><br>HGBQ | Berrington IronScSr<br>W.Turnbull -02 | 767<br>701<br>479 | | | ... | 1865 Palmers' Co.<br>Newcastle | J.Fenwick&Son | 210·3 28·1 16·7<br>Q24'<br>Fen76 | London<br>British | C.2Cy.25"&48"-30"<br>99RH<br>Cmp.76Palmers'Co.,Nwc. | 18·2<br>3·2 | | |
| 467<br><br>HDTQ | Berriz SteelScSr<br>J.Orue00-02 ssBly.No.3-5,98<br>1Dk(Stl)&Spardk(ptIrn)3trB<br>(exHajeen) Innerbottomplating Iron | 2829<br>2144<br>1814 | ✠100A1<br>Spar dk<br>1,00 ✠LMC<br>MS5,98 BS7,02 | Nwc | u | 1885 Armstrong<br>11mo Mitchell&Co<br>Newcastle<br>Lloyd's A&CP | Cia.delVap.Berriz (E.Aznar y Tutor, Mgr.) | 310·5 39·0 19·4<br>B71'F27' 26·9<br>FK<br>WB=Cell DB272 125t | Bilbao<br>Spanish<br>6BHCem<br>FPT | T.3Cy.24",39"&64"-42" (s)<br>150lb 80lb NDB98 283NH<br>2DB,12pf,GS118,HS1680<br>WallsendSlipwayCo.Nwc | 22·0<br>6·10 | | 8,01 |
| 468<br><br>HMBQ | Berry IronScSr<br>A.Paoli00-03<br>1Dk&Spardk3trB | 1634<br>1134<br>846 | | | ... | 1884 W.B. Thompson<br>Glasgow | Soc.Gén.deTransp. Mar.àVap. | 255·2 34·1 16·7<br>F25' 24·5<br>BK9 | Marseilles<br>French<br>WB | C.2Cy.24"&63"-42"<br>NE98 214NH<br>W.B.Thompson,Dundee | 17·10 | V | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned. Time in port. Last Survey. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Keel laid to which classed, if not in L.R. (see rule of Trade) yrs. | 16 Date when tail shafts last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 469 | **Berta** — *K.F.Chetchinoff* 98 99 — *ex*Ebro) — *Well deck* — **IronScSr** — *ss*Oda No.3—3,01 — 1 *Dk*(*Irn*) 2 *trB* | 1096 / 84 / 774 | ✠100A1 3,01 — B82,04 | Oda | *n* | 1879 / 7mo | J.Laing Sunderland A&CP | **H.Bernstein** | 224·5 \| 32·0 \| 16·3 — Q81 B12 F23 — BK8 — *WB* = *DBa* 55 *f* 19 | **Odessa** Russian | C.2Cy.27″&50″–36″ (*s*) — 65lb *60lb* NDB90 111NH — 1SB.3*pf*.GS52,HS1·67 — G.Clark,Sunderland | 17 ″ 5 | | 3,01 |
| 470 | **Bertha** — *J.Westerlund* 99–02 — *ex*Ainsdale) — *Well deck* — **SteelScSr** — *ss*Shl.No.3—1,02 — 1 *Dk*(*Irn*) 2 *trB* | 2237 / 1715 / 1371 | ✠100A1 8,04 ~~8,04~~ — ~~BS7,08~~ ✠LMC4,02 | Bly Npt | *s* | 1889 / 9mo | J.Readhead & Sons S.Shields A&CP | Rederi Aktieb. Harrington (P.W. Akerstedt, *Mgr.*) | 290·5 \| 39·0 \| 18·9 — P28 S82 B118 — F33 — BK10 — *WB* = *Cell* | **Hernosand** Swedish | T.3Cy.19½″,37½″&61½″–39″ — 160lb *50lb* (r) 281NH — 2SB,4*rf*,2*cf*,GS107,HS3490 — J.Readhead & Sons,S.Shields | 21 ″ 5 — 11 ″ 11 | | ~~7,06~~ 8,01 |
| 471 | — — *C.A.Knudson* — *Elec.light* — **WoodScBn** — 2 *Dks*3 *trB* | 926 / 789 / 752 | | | | 1888 | M.Turner Benicia,Cal. | Alaska Commercial Co. | 185·5 \| 32·5 \| 22·1 — len99 | **S.Frncisco** Utd. States | C.2Cy.16″&89″–24″ — NE&B99 62NH — Main Street Iron Wrks,S.Fc | | | |
| 472 | — — *F.Pankow* 02–02 — LRGT — 1 *Dk*& *Web frames* — **SteelScSr** | 676 / 574 / 413 | *Now named "Trelleborg" See No. 784 in letter* **T.** | | | 1890 | Howaldts-werke Kiel | Zerssen&Co. | 179·8 \| 29·5 \| 13·5 — P39 F24 | Tönning German *WB* | T.3Cy.14¼″,22¼″&86½″–19½″ — NB97 60NH — Howaldtswerke,Kiel | | G | |
| 473 | **Berthilde** — *P.Tesdorpf* 90–90 (*Salvage Steamer* — RHDJ — 2 *Dks* | 537 / 492 / 132 | | | | 1886 | Rostocker Act.Ges. Rostock | Nordischer Bergungs-Verein | 170·6 \| 27·2 \| 13·0 — Q17 B23 H5*t* | Hamburg German *WJ* | 2Cy.31½″&59″–35½″ — 173NH — Rostocker A.G.,Rostock | | | |
| 474 | **Bertholey** — *E.Bride* 99–02 — 115372 — TRLF — 1 *Dk*(*Stl*) 2 *trB deep framing*& *Web frames* 3 *Dk rule* | 3729 / 3474 / 2433 | ½✠100A1 10,04 ~~10,04~~ — ✠LMC7,02 | Npt Bay | *w* | 1902 / 7mo | R.Craggs &Sons,Ld Middlesbro' *Lloyd's SA&CP* | Bertholey SS Co Ld. (W.G.Morel) — *B* = *Cell D Ba* 102′ *n E* 29′ *f* 150′ 842*t* | 339·9 \| 48·5 \| 25·6 — P28 B98 F35′ — FK — *WB* | **Cardiff** British | T.3Cy.25″,41″&67″–45″ (*s*) — 160lb *100lb* 311NH — 2SB,*6rf*,GS124,HS4800 — Blair&Co.Ld.Stockton | 28 ″ 3 — s 5 ″ 5½ | | 10,04 |
| * 475 | **Bertil** — *H.E.Grauers* –99 — 3476 — JKPH — (*ex*Schiehallion) 1 *Dk*(*Irn*) *Web frames* — *Well deck* — 2 *Mmo.No.1–05* — **SteelScSr** — *ss*Mmo.No.3—3,00 | 1555 / 1174 / 930 | ✠100A1 5,03 ~~4,03~~ — ~~LMC8,00~~ ✠LMC8,02 | Bly Mmo | *q* | 1888 / 5mo | Russell& Co. Pt.Glasgow A&CP | Rederiaktieb. Gottfrid (O.H.Wiens, *Mgr.*) — *B* = *Cell D B* 212′ 400 | 255·8 \| 36·0 \| 16·8 — Q100 B92 F31 — BK9 — *WB* | **Malmö** Swedish | T.3Cy.18″,30″&48″–36″ (*s*) — 160lb *90lb* NDB00 144NH — 2SB,~~4rf~~,GS76,HS2249 — Kincaid&Co.Ld.Greenock | 19 ″ 2 — s 1 ″ 7½ | | ~~4,00~~ 6,05 |
| 476 | **Berwick** — *J.B.Clark* 03–05 — 72487 — NTRF — (*ex*Richard Trevithick) — *F.Brandt* –04 — **IronScSr** — *ss*Liv.2nd No.3–10.95 — *ss*Mdb.No.2–01 — 1 *Dk* | 434 / 341 / 246 | ~~✠100A1~~ 1,05 — ~~LMC7,02~~ | Mdb | *h* | 1874 / 12mo | Cunliffe & Dunlop Pt.Glasgow A&CP | J.M.Lennard&. Sons,Ld. | 160·4 \| 24·5 \| 13·2 — Q71 F23′ — BK7 — *WB* | Middlesbro London British | C.2Cy.21″&38″–24″ (*s*) — 70lb *80lb* NDB97 60RH — 1SB.3*pf*.GS44,HS960 — Cunliffe&Dunlop,P.Gl. | 14 ″ 1 — ~~1 5~~ | | ~~5,08~~ ~~13,04~~ 1,05 |
| 477 | **Berwick Castle** — *E.Main* –04 *B.Burt* 91–04 — 114822 — TFCQ — 2 *Dks*(*Stl–Upt ws*)& *Web frames*) — *Ref.Mchy.* — *Elec.light* — *Shelter dk*(*Stl–teak s*)*d* — *lower dk fore hold* — **SteelTwinScSr** | 5883 / 4396 / 3788 | ✠100A1 *Shelter dk* ~~5,01~~ 3,01 — 12,04 ✠LMC1,02 | Sou Lon | *z* | 1902 / 1mo | W.Beard-more&Co. Glasgow *Lloyd's SA&CP* | Union-Castle Mail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*) | 398·2 \| 50·0 \| 26·8 — FK&BK27 — *WB* = *Cell D Ba* 115′ | **London** British | T.6Cy.21½″,35″&58″–48″ (*s*) — 200lb 650NH — 1SB.*12cf*.GS239,HS9232 (*s*) — W.Beardmore&Co.Gls. — *n E*36′ *f*158′ 914*t DTa* 32′ 660*t* | 29 ″ 8 — ~~5 5~~ — s 3 ″ 11 | BT ~~9,01~~ 9,05 | 4,03 |
| 478 | **Beryl** — *J.Campbell* 82–82 — 82749 — VKWF — *ss*Dun.No.3–3,94 — *ss*Shl.No.2–03 — *Well deck* — 1 *Dk*(*Irn*) 2 *trB* | 1190 / 876 / 774 | ✠100A1 ~~3,04~~ 5,05 — MS2,06 ✠LMC ~~6,06~~ 1,04 | Shl | *n* | 1881 / 2mo | W.B. Thompson Dundee A&CP | Dundee Gem Line S.S.Co.Ld. (P.M. Duncan&Sn *Mgrs*) | 234·0 \| 32·2 \| 15·3 — P136 F37′ — BK8 — *WB* = *Cell D B* 187′ | **Dundee** British | C.2Cy.27″&54″–36″ (*s*) — 80lb *80lb* NDB03 157NH — 2SB.4*cf*,GS76,HS2985 — W.B.Thompson,Dundee | 17 ″ 7 — s 1 ″ 9 | | ~~9,08~~ 6,05 |
| 479 | — — *M.Fyfe* –02 — 102605 — NCRQ — *Mchy Aft* — *Well deck* — **Steel&IronSc3MstSr** — *ss*Bwg.No.3—11,00 — 1 *Dk*(*Irn* — *Iron framing*& *Stl plating* | 402 / 284 / 122 | ✠100A1 3,04 — BS9,05 ✠LMC11,06 | Gls | *f* | 1893 / 7mo | Scott&Sns Bowling A&CP | W.Robertson | 142·3 \| 25·2 \| 10·7 — Q68 B9 F24′ — BK7 — *WB* | **Glasgow** British | C.2Cy.20″&40″–27″ (*s*) — 110lb *75lb* 66RH — 1SB.2*pf*,GS38,HS1283 — Ross&Duncan,Glasgow | 12 ″ 1 — s ″ 9 | | 9,08 |
| 480 | — — *W.Crawley* –98 — 109037 — *ss*Hul.No.1–02 — 1 *Dk* | 172 / 159 / 52 | ✠100A1 *Stm Trawler* 12,04 ~~9,05~~ — ~~BS6,05~~ ✠LMC7,02 — ✠N Bmade 98 re-Eng 1,05 | Hul | | 1898 / 6mo | Mackie& Thomson Glasgow A&CP | Kingston Steam Trawling Co.Ld. | 110·0 \| 21·0 \| 10·9 — Q2″ — BK7½ | **Hull** British | T.3Cy.12″,19½″&32″–22″ (*s*) — 180lb 55RH — 1SB.2*pf*,GS33,HS800 — Muir&Houston,Ld.Gls | 12 ″ 0 | | ~~7,02~~ 6,04 |
| 481 | **Besenghi** — *A.Botterini* — *ex*Hrvat) | 111 / — / 48 | | | | 1871 | R.White-head Fiume | M.U.Martinolich | 118·5 \| 15·7 \| 9·2 | **Lusinpiclo** Aust.-Hung. | C.2Cy.15⅝″&24½″–17¾″ — NE&B89 22NH — Stabilimento Tecnico,Tri. | | A | |
| 482 | **Beshiktash** — *Zia* — (*ex*Dragon) — *Mchy.Aft* — *Well deck* — **SteelScK** — 1 *Dk* | *290* / *219* / *156* | | | … | 1893 | Anderson, Laverick& Co.,Ld. Newcastle | Idarei Massousieh | 125·0 \| 24·1 \| 9·4 — Q39 B9 F21′ — BK7′ | **Constanpl** Turkish *WB* | C.2Cy.14″&28″–22″ — 43NH — Hedley&Boyd,N.Shields | 10 ″ 2 | | |
| 483 | **Besitang** — *H.ter Voor* 97–02 — TBVP — *Mchy.Aft* — *Carrying Petroleum in bulk* — *Fitted for liquid fuel* — **SteelScSr** — 1 *Dk* | 417 / — / 274 | | | | 1896 | Rykee&Co. Rotterdam | Kon.Nederl.Maats. totExploitatie v. Petroleum Bronnen in Nederl.Indie | 150·5 \| 24·0 \| 10·5 — P20 B63 F18′ | **Pangkalan Berandan** Dutch | C.2Cy.16″&29″–21″ — 32NH — Maats.deMaas,Rotterdam | | | |
| 484 | **Besoeki** — *W.J.Boon* 96–01 — NGWL — *Elec.light* — **SteelScSr** — 2 *Dks*& *Spar dk* | 3778 / 3527 / 2435 | | | | 1901 | Blohm& Voss Hamburg | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) | 345·0 \| 44·5 \| 20·8 — B90 F55 — 31·0 | **Rottrdam** Dutch *WB* | T.3Cy.28″,37″&63″–42″ — 257NH — Blohm&Voss,Hamburg | | V | |
| 485 | **Besós** — *G.Flamerich* — HDTP | 408 / 375 / 277 | | | | 1862 | ..... England | F.Carratala Cernuda | 172·9 \| 23·0 \| 12·8 | **Alicante** Spanish | | | | |
| 486 | **Bessarabetz** — 643 — *E.Belogradine* — HQVN — *Elec.light* — **SteelPad** — 1 *Dk* | 309 / 258 / 172 | | | | 1891 | Howaldts-werke Kiel | Russian Danube Stm.Nav.Co. | 164·7 \| 23·2 \| 9·6 | **Odessa** Russian | T.3Cy.20⅝″,32¼″&51½″–47½″ — 180NH — Howaldtswerke,Kiel | | | |
| 487 | **Bessbrook** — 69772 — *E.M.Williams* –08 — TMSV — **IronScSr** | 533 / 422 / 195 | | | … | 1877 | A&J.Inglis Glasgow | Dundalk&Newry Stm.Packet Co. Ld. | 182·0 \| 27·2 \| 14·0 | **Newry** British | C.2Cy.32″&58″–36″ — NB92 168NH — A.&J.Inglis,Glasgow | | BT till ~~3,05~~ 3,09 | |
| 488 | **Bessie** — 113457 — *H.Clare* –04 — *Mchy.Aft* — **SteelScSr** — 1 *Dk* | 180 / 141 / 93 | | | | 1901 | Scott& Sons Bowling | J.Monks&Co.Ld. | 95·2 \| 21·6 \| 10·0 — F15′ | **Liverpool** British *WB* | C.2Cy.13″&28″–18″ — 36RH — Ross&Duncan,Glasgow | | | |
| 489 | — — — — HCGT — *Mchy.Aft* — **SteelScK** — 1 *Dk*(*Stl*) | 154 / 122 / 00 | ✠ 4,92 | Vdm | *a* | 1892 / 4mo | J.Mulder Vierverlaten | Mrs.M.L.Goodall (W.Curtis, *Mgr.*) | 96·2 \| 20·1 \| 8·3 — P19*t* Q38′ F14′ — BK6½ | **Valparaiso** Chilian | C.2Cy.13″&25″–18″ — 28NH — 1SB.2*pf*,GS20,HS556 — Hedley&Boyd,N.Shields | 9 ″ 0 | | |

Sunk by Collision 1905

| Numéro d'Ordre | Nom du Navire. Matériaux. Gréement, etc. *Capitaine. Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Déduction pour Machines. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Tonnage approximatif. Lettres supplémentaires. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Enregistrement. Pavillon. | Machines. No. & Type. Diamètres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge Nette. Pieds. Pouces. | Tonnage Brut. | Tonnage Net. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 490 | **Bessie** Steel Sc K<br>*Capitaine.* 1 *Dk* | 79<br>76<br>18 | ✠100A1 Shl<br>*For fishing purposes*<br>12,04 LMC | 1903 Smith's<br>6mo Dock Co. Ltd<br>North Shields<br>*Lloyd's* 4A4CP | Cook & Sandison | 80·0 18·1 8·3<br>BK6½"<br>WB = FPT3t | Wick<br>British<br>1 BH Cem | C.2Cy.10¾"&23"–16" (s<br>125lb 22RHP<br>SB.2pf.Gs17, Hs176<br>MacColl & Pollock, Sld. | 2 " 0 | | |
| 491 | **Bessie Barr** Steel Sc 3 Mst Sr<br>*J. McDonald* –04 ss Bkn. No. 2–01<br>*Mchy Aft* 1 *Dk (Irn)*<br>*Well deck* | 406<br>277<br>193 | ✠100A1 Bkn /<br>Ayr<br>BS10,08 Mac | 1894 Murdoch &<br>10mo Murray<br>Port Glasgow<br>*Lloyd's* 4A4CP | R. B. Ballantyne & Co. | 142·2 25·0 11·1<br>D76 B9 F24 drp0½<br>BK7"<br>WB = FPT | Glasgow<br>British<br>3 BH Cem<br>45t APT4t | T.3Cy.18¾",21½"&34"–27" (s<br>160lb 70lb NDB02 60RH<br>ISB.3pf.Gs19, Hs1013<br>Muir & Houston, Glasgow | 12 " 1 | | 5,05 |
| 492 | **Bestante** Wood Sc Sr<br>*A. Amundsen* 01–01 (ex Sailing Vessel)<br>1 *Dk* | 150<br>141<br>104 | | 1872 .....<br>Stavanger | Acties. Bestante (H. W. Sundt) | 95·6 23·5 11·4<br>P72t Q22t | Christiania<br>Norwegian | 1 Cy. 11"–12"<br>NB08<br>Bergens Mek. Verksted, Bgn | | | |
| 493 | **Beta** Steel Sc Sr<br>*A. W. Eek* 91–08 ss Got. No. 8–12,08<br>(ex Ben Corlic) 1 *Dk (Irn)* ✠ *Web frames*<br>*Well deck* | 2013<br>1544<br>1247 | ✠100A1 Got r<br>4,05<br>BS2,05 C12,08<br>Ham | 1889 J. Laing<br>3mo Sunderland<br>A&CP | O. Banck<br>*WB = D Boat* | 273·5 38·3 19·2<br>Q111 B106 F30<br>Irp03 BK9½"<br>f48 223t APT40t | Solvesb'rg<br>Swedish<br>1 BH Cem | T.3Cy.30",33"&55"–36" (s<br>160lb 90lb NDB02 170NH<br>2SB.4rf.Gs30, Hs2378<br>J. Clark, Sunderland | 20 " 5 | | 1346<br>4,05 |
| 494 | — Steel Sc Sr<br>*K. Rijkeboer* –00 ss Ams. No. 1–08<br>1 *Dk (Stl)* ✠ *deep framings*<br>*pt Awng dk (Irn)* | 1985<br>1736<br>1260 | ✠100A1 Ams r<br>*pt Awng dk*<br>*with freeboard*<br>BS2,05<br>LMC'08 | 1899 W. Gray &<br>8mo Co. Ltd.<br>West Hartlepool<br>A&CP | Vrachtvaart Maats. Bothnia (B. J. van Hengel *Mgr.*)<br>*WB = Cell D B* | 270·5 39·2 15·9<br>P17 Q8t<br>*pt Awng dk* 167 f<br>*WB* 106 *f* 112 479t | Amsterdam<br>Dutch<br>1 BH Cem | T.3Cy.19",30½"&51"–36" (s<br>160lb 80lb 154NH<br>2SB.4rf.Gs54, Hs2300<br>Gen. Mar. Eng. Wrks. W Hp | 18 " 2 | | 1346<br>5,05 |
| 495 | — Steel Sc Sr<br>*A. Berg* 02–02<br>1 *Dk* | 1626<br>1463<br>1019 | | 1902 Schiffsw. v.<br>Henry Koch<br>Lübeck | Hansen & Closter | 260·3 38·3 17·1<br>P14 B162 F30<br>*WB* | Apenrade<br>German<br>*WB* | T.3Cy.17⅞",29½"&47½"–38½"<br>187NH<br>J. F. Ahrens, Ottensen | | G | |
| 496 | — Iron Sc Sr<br>*J. E. Hopkins* 90–98 2 Dks (Irn) ✠ *Spar dk*<br>*Ref. Mchy. Elec. light* | 1087<br>673<br>677 | ✠ Cly<br>*Spar dk*<br>3,75 | 1873 Aitken &<br>11mo Mansel<br>Glasgow | Halifax & W. India S.S. Co. Ltd. (Pickford & Black, *Mgrs.*) | 235·1 28·5 14·7<br>22·1 | Glasgow<br>British<br>1 BH Cem | T.3Cy.20",33½"&59"–42"<br>NB97 226NH<br>*Tpd* 97 Brcly Curle & CL d Gls | | | |
| 497 | — Iron Sc Sk<br>*W. Griffiths* –84 4th Survey Liv 7,99<br>*Mchy. Aft* 5th Survey, Liv. 7,04 1 *Dk (Irn)* | 395<br>364<br>225 | ✠ A1* 1 Liv Lv<br>7,04 | 1884 W. Simons<br>7mo & Co.<br>Renfrew | Mayor, Aldermen & Citizens of the City of Liverpool | 151·0 25·2 12·3<br>FK<br>*WB = Dk* | Liverpool<br>British<br>1 BH | C.2Cy.22"&42"–27"<br>75RH<br>ISB.2cf.Gs47, Hs1850<br>W. Simons & Co., Renfrew | | | 10·12<br>10·30<br>11·48<br>12·15 |
| 498 | — Iron Twin Sc Sp<br>*T. Purvis* 89–91 1 *Dk*<br>*Mchy. Aft* | 393<br>349<br>176 | | 1891 T. A. Walker<br>Sudbrook | Manchester Ship Canal Co. | 145·5 30·4 10·7 | Manchester<br>British | 2.3Cy.9",12",16"&25"–21½"<br>96RH<br>Fleming & Ferguson, Psy. | | | |
| 499 | — Steel S<br>*Mchy Aft* | 151<br>—<br>103 | | 1896 L. Nixon<br>Elizabeth-<br>port, N.J. | Philippine Transp. & Construction Co. | 90·3 17·6 11·8 | Manila,<br>P.I.<br>Utd. States | C.2Cy.10"&18"–16"<br>11NH<br>Globe Iron Wrks. Cleveland | | | |
| 500 | — Iron Sc Sr<br>*C. Wannersten*<br>(ex Patriot) 1 *Dk* | 142<br>116<br>54 | | 1869 Reiherstieg<br>Schiffsw.<br>Hamburg | Acties. Alpha (J. Chr. Olsen) | 119·0 17·8 9·8<br>Q8t H17t | Moss<br>Norwegian | C.2Cy.18½"&33"–24"<br>NE83 NB99 44NH<br>H. Brandenburg, Hamburg | | | |
| 501 | **Bethania** Steel Sc 4 Mst Sr<br>*E. Gronmeyer* –03<br>*Elec. light* 2 *Decks* *Web frames* ✠ *Shelter dk* | 7492<br>7160<br>4830 | | 1899 A. Stephen<br>&Sons<br>Glasgow | Hamburg-Amerik Packetf. Act. Ges. (Ham. Amr.-Linie) | 485·0 57·0 32·9<br>P75 B&F38<br>FK | Hamburg<br>German<br>*WB* | T.3Cy.30",50"&88"–60"<br>690NH<br>A. Stephen & Sons, Glasgow | 36 " 0 | G | |
| 502 | **Betsy** Steel Sc Sr<br>*C. v. d. Plas* (*Trawler*) 1 *Dk* | 171<br>161<br>77 | | 1895 Bonn &<br>Mees<br>Rotterdam | Stoomvisscherij Maats. Mercurius. (Naaml. Ven.) | 108·6 20·1 10·7 | Ymuiden<br>Dutch | C.2Cy.17"&30"–18"<br>32NH<br>B. Wilton, Rotterdam | | | |
| 503 | — Iron Sc | 167<br>143<br>113 | | | Tan Chee Kong | 119·0 17·5 10·5 | Tandjong Pinang<br>Dutch | C.2Cy.14"&24"–20" | | | |
| 504 | — Steel Sc K<br>*J. Buchan* 03–03<br>1 *Dk* | 86<br>69<br>24 | ✠100A1 Abn<br>*For fishing purposes*<br>1,04 LMC6'08 | 1903 Selby S.B.<br>6mo & E. Co. Ld.<br>Selby<br>*Lloyd's* 4A4CP | W. H. Leask | 80·5 18·1 8·7<br>BK6"<br>WB | Peterhead<br>British<br>1 BH Cem | T.3Cy.10½",15½"&25½"–14"<br>160lb (s) 32RH<br>ISB.2pf.Gs23, Hs636<br>Crabtree & Co. Ld. Gt. Yar. | 9 " 6 | | |
| 505 | **Betty** Steel Sc Sr<br>*P. Ancour* 98–02 ss Cff. No. 1–08<br>(ex Gloriana) *Spar dk (Irn)* 2 tr h<br>✠ *deep framing* | 2824<br>2605<br>1645 | ✠100A1 Hul u<br>*Spar dk*<br>*with freeboard*<br>9,08 LMC'08 | 1898 Short Bros.<br>10mo Sunderland<br>A&CP | Russisch-Baltische Dampfs. Ges. (Helmsing & Grimm, *Mgrs.*)<br>*WB = Cell D Bu* | 316·2 42·1 17·0<br>P31 B82 F81 24·1<br>FK<br>100 *u* E24 *f* 124 728t | Riga<br>Russian<br>6 BH Cem | T.3Cy.28",38"&62"–42" (s<br>160lb 80lb 257NH<br>ISB.6pf.Gs117, Hs8950<br>J. Dickinson & Sons, Ld Sld | 19 " 9 | | 5,03 |
| 506 | — Iron Sc Sr<br>*J. R. Lindqvist* 1 *Dk 2 tr R* | 380<br>323<br>219 | | 1882 Oscarshmn<br>Mk. Vrks.<br>Oscarshamn | Motala Rederi-aktieb. (G. F. Petterson, *Mgr.*) | 135·6 23·3 13·9<br>B87 H4t<br>*WB* | Motala<br>Swedish<br>*WB* | T.3Cy.10",15½"&31½"–21½"<br>*Tpd.* 96 NB97 46NH<br>Oscarshamn Mek. Verks | | V | |
| 507 | — Comp Sc Sr<br>*S. Jacobsen* 82–91 1 *Dk* | 262<br>196<br>149 | | 1870 S. Olsson<br>Oscarshamn | Rudolf Olsen | 122·4 22·6 10·7<br>f17t B10t F5t | Bergen<br>Norwegian | C.2Cy.11"&28½"–20"<br>NE77 NB86 21NH<br>W. Lindberg's M. V., Skn. | | | |
| 508 | — Iron Sc<br>*H. Kruse* ss Bhn. No. 2–11,08<br>1 *Dk* | 150<br>136<br>89 | ✠100A1 Bhn<br>*Stern Trawler*<br>11,08<br>NB11 LMC 11'08 | 1887 Rostock S B<br>11mo & E. Co.<br>Rostock<br>*Lloyd's* 4A4CP | F. A. Pust | 101·7 20·6 10·5<br>F18<br>BK9" | Gstemnde<br>German<br>3 BH Cem | C.2Cy.17¾"&33½"–19½" (s<br>160lb 47NH<br>ISB.2cf.Gs25, Hs871<br>Rostock S. B. & E. Co., Ros. | | | 11,04 |
| 509 | **Betty Inglis** Steel Sc Sr<br>*A. Morrice* 95–95 1 *Dk* | 109<br>104<br>29 | | 1895 Hall, Russell & Co<br>Aberdeen | G. Morris | 90·0 19·6 10·0<br>BK6" | Aberdeen<br>British | C.2Cy.18½"&30"–21"<br>45RHP<br>Hall, Russell & Co., Abn. | 10 " 6 | | |
| 510 | **Beverly** Steel Sc Sr<br>*W. M. Ross* –04 3 *Dks*<br>PRWT | 1517<br>1218<br>873 | | 1897 Workman,<br>Clark & Co. Ld<br>Belfast | R. & C. Allan | 255·0 34·0 22·0<br>*Promenade dk* 188 | Glasgow<br>British<br>*WB* | T.3Cy.24",40½"&67"–42"<br>291NH<br>Wrkman, Clark & Co. Ld. Bel | | C | |
| 511 | **Bezwada** Steel Sc Sr<br>*L. Y. Archdeacon* –02 1 *Dk (Irn)*<br>✠ *Spar dk (Irn)* ✠ *Deep framings*<br>NBWL | 5001<br>4610<br>3270 | ✠ Lon y<br>*Spar dk*<br>12,93 | 1893 A. Stephen<br>&Sons<br>Glasgow | British India Stm. Nav. Co. Ld. | 400·0 48·0 19·7<br>P28 B80 F42 28·8<br>BK11"<br>WB = Cel | Glasgow<br>British<br>5 BH Cem | T.3Cy.26",41"&67"–48"<br>862NH<br>2DB, 3rf, Gs154, Hs6190<br>A. Stephen & Sons, Glasgow | 22 " 6 | | |

Wrecked 1904

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage Gross / Under Deck / Net | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Equipment Letter | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not in L.R. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 512<br>108172<br>WCNV | Bhadra SteelTwinScSr<br>E.G.Smith -02<br>Elec.light 1Dk&Shade dk | 599<br>462<br>243 | | | ... | 1897 | Russell&Co<br>PortGlasgow | BritishIndiaStm.<br>Nav.Co.Ld. | 195·0 32·0 10·9<br>FK | Glasgow<br>British<br>WB | T.6Cy.12",20"&32"-24"<br>116NH<br>Rankin&Blackmore,Grk. | 11 " 6 | | |
| 513<br>115734<br>TSFM | Bharata SteelScSr<br>F.G.Smith -03<br>3Dks(1Stl-ws&UStl-teak s)<br>Elec.light | 4054<br>3244<br>1957 | ✠100A1<br>1,03<br>✠LMC1,03 | Grk | x | 1903<br>1mo<br>Lloyd's A&CP | Scott&Co.<br>Greenock | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB=CellDBa94'<br>uE&B94'f112'608t | 373·5 45·2 26·3<br>P75'B180'F84'<br>FK&BK1"<br>DTf22'513t FPT | Glasgow<br>British<br>6BHCem<br>80tAPT24t | T.3Cy.33",55"&88"-54" (s<br>180lb 180lb 870NH<br>5SB.15cf,GS330,HS13515 FD<br>Scott&Co.Greenock | 29 " 6<br>s5 " | | |
| 514<br>82336<br>TNFC | Bhundara SteelSc3MstSr<br>H.Maude 04 ssCal.No.1-85<br>2Dks(UStl-ws)3Dk rule | 2936<br>2663<br>2215 | ✠<br>11,87<br>✠ | Sng | v | 1880<br>8mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB | 319·9 40·3 25·9<br>P44' B25' F42'<br>=CellDB282'622t | Glasgow<br>British<br>6BHCem | C.2Cy.38"&68"-51"<br>275NH<br>Denny&Co.,Dumbarton | | | |
| 515<br>~~J...~~ | Bia SteelScSr<br>~~[illegible]03-02~~<br>Mchy.Aft 1Dk(Stl) | 839<br>670<br>495 | ✠100A1<br>2,05 ~~2,04~~<br>✠LMC7,02 | Shl<br>Bly | k | 1902<br>7mo<br>Lloyd's A&CP | GooleS.B.<br>&Rpg.Co.Ld.<br>Goole | ~~RederiAktieb.Nike (W.R.B.Lundgren,Mgrs)~~<br>WB=CellDB<br>J.daSilva,Frosteiro&Co. | 200·0 32·2 12·5<br>P59'F23'<br>FK<br>165' 261t FPT51t | Brazilian<br>~~Gothenburg~~<br>~~Swedish~~<br>3BHCem<br>APT40t<br>RioGrandedoSul | T.3Cy.15",25"&41"-27" (s<br>180lb 90lb 104NH<br>1SB,3pf,GS54,HS1750<br>McColl&Pollock,Sld. | 14 " 8<br>s3 " 3 | | S2,04 |
| 516<br>108187<br>PNSC | Biafra SteelScSr<br>J.A.Lobb -01 ssLiv.No.1 ~~99~~2-03<br>(exLéopoldville)<br>Well deck 2Dks(UStl-ws)&Webframes<br>Elec.light Frames&reverse frames pt Iron | 3363<br>2561<br>2155 | ✠100A1<br>~~9,01~~ 11,04<br>✠LMC6,03 | Liv | v | 1895<br>1mo<br>A&CP | Sir Raylton<br>Dixon&Co<br>Middlesbro' | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Mgrs.)<br>WB= | 332·0 43·2 23·0<br>P217'F47'<br>FK<br>Cell D Ba74'uE22 | London<br>British<br>5BHCem<br>f150'512t | T.3Cy.24½",39"&67"-45" (s<br>180lb 90lb 308NH<br>2SB,6cf,GS126,HS4495<br>T.Richardsn&Sns,Ld.,Hpl | 25 " 6<br>s4 " 0½ | BT till ~~[illegible]~~ 7,05 | S9,03 |
| 517<br><br>HDVC | Biak-Bat SteelScSr<br>J.M.Argacha -02 ssBbo.No.3-4,02<br>1Dk(Stl)&pt Awngdk(Irn)&Webframes<br>(exCycle) Inner bottomplating Iron | 2061<br>1779<br>1245 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,02<br>~~BS3,03~~<br>BS5,04 ✠LMC2,02 | Bbo | s | 1889<br>2mo | J.L.Thompson&Sons<br>Sunderland<br>A&CP | Cia.deNav.Bat.<br>(O.Hoppe y Ca.<br>Mgrs.)<br>WB | 284·0 38·1 18·2<br>P29'Q72' BK9½<br>pt Awng dk183'<br>=CellDB198'355t | Bilbao<br>Spanish<br>6BHCem<br>APT23t | T.3Cy.21½",35"&58"-39" (s<br>160 ~~160lb~~ ~~80lb~~ 60lb 209NH<br>2SB,6cf,GS92,HS3130<br>J.Dickinson,Sunderland | 20 " 8<br>s8 " 0½ | | ~~N3,03~~<br>N3,05 |
| 518<br><br>RLMG | Bianca SteelScSr<br>J.A.Lohrengel -03<br>Ref.Mchy. 1Dk2trB | 1351<br>1166<br>825 | | | | 1899 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Th.&F.Eimbcke | 244·9 36·2 16·8<br>P15'B56'F22' | Hamburg<br>German<br>WB | T3Cy.16⅜"27⅞"&44 7/16"-32 7/16"<br>113NH<br>OttensenerEisenwerk,<br>Altona | | G | |
| 519<br>73761 | Bickerstaffe IronPadSr<br>J.Clare -95 | 213<br>193<br>86 | | | | 1879 | Laird Bros.<br>Birkenhead | BlackpoolPassengerStm.Bt.Co.Ld. | 155·2 21·6 8·6 | Fleetwood<br>British | D.2Cy.38"-48"<br>95RH<br>LairdBros.,Birkenhead | | BT till ~~7,04~~ 10,04 | |
| 520<br><br>HMFQ | Bidassoa SteelScSr<br>Ch.Warlugel02-02<br>1Dk | 621<br>481<br>291 | | | | 1901 | Lobnitz&<br>Co.Ld.<br>Renfrew | Worms&Cie. | 170·5 27·2 14·1<br>B40'F21' | Havre<br>French<br>WB | C.2Cy.15"&35"-24"<br>50NH<br>Lobnitz&Co.Ld.Renfrew | | V | |
| 521<br>47719<br>VPSF | Biddick IronScSr<br>W.Strutt -96 | ~~788~~ 790<br>698<br>~~478~~ 476 | | | ... | 1864 | J.Laing<br>Sunderland | Lambton Collieries<br>Ld. (E.T.Nisbet,<br>Mgr.) | 211·0 29·0 16·9<br>Q22t B56t | Sundrland<br>British | C.2Cy.26"&47"-36"<br>NB88 NE78 95RH<br>G.Clark,Sunderland | 17 " 10 | | |
| 522<br>118008 | Bidston SteelTwinSc<br>Elec.light 1Dk(ptStl-teak s) | 444<br>444<br>63 | ✠100A1<br>~~2,03~~ 1,05<br>Ferry purposes River Mersey<br>✠LMC3,03 | Bkn | | 1903<br>3mo<br>Lloyd's A&CP | Londonderry S.&E.<br>Co.Ld.<br>Londonderry | MunicipalCorporation ofBirkenhe'd | 150·0 41·0 10·9<br>Promenade dk134'<br>FK<br>WB=DTa10'39t | Liverpool<br>British<br>6BHAsp<br>DTf12'83t | T8Cy.(2)15",(2)23"&(4)28"-18" (s) 170lb 183NH<br>2SB,6rf,GS104,HS3433<br>Cen.Mar.Eng.Wrks WHpl | 11 " 5 | BT till ~~[illegible]~~ 1,06 | ~~N12,03~~<br>PN5,04<br>SN1,05 |
| 523<br><br>RLBT | Bielefeld SteelScSr<br>R.Krause98-01 ssHam.No.1-03<br>1Dk(Stl)&Spar dk(Stl)3trB<br>Welldeck | 5104<br>4216<br>3305 | ✠100A1<br>Spar dk<br>3,05 ~~1,04~~<br>BS3,05 ~~BS4,04~~<br>✠LMC9,02 | Ham | y | 1898<br>8mo<br>Lloyd's A&CP | FlensburgerSchiffsb.Ges.<br>Flensburg | Deutsch-Austral.<br>Dmpfsch.Ges.<br>WB=CellDBa94' | 388·0 47·5 20·8<br>P&B232'F46' 28·3<br>FK<br>uE&B62'f164'895t | Hamburg<br>German<br>6BHCem<br>APT33t | T.3Cy28½",47½"&78"-54" (o)<br>165lb 554NH<br>4SB,12cf,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 23 " 6 | | ~~N4,03~~<br>3,05 |
| 524<br>4073<br>JMVR | Bifrost SteelScSr<br>C.F.Larsson02-02 ssBkn.No.2-04<br>(exRichmond) 1Dk(ptStlptIrn)<br>pt.Awngdk(Irn)&Webframes | 2131<br>1492<br>1301 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>5,05 ~~1,04~~<br>BS5,05 ✠LMC1,04 | Bkn<br>Skm | r | 1896<br>1mo<br>Lloyd's A&CP | Ropner&<br>Son<br>Stockton | RederiAktieb.<br>Bredablick (C.G.<br>Thulin,Mgr.)<br>WB=CellDB | 279·9 40·0 15·6<br>P27'Q80'<br>pt Awng dk173' FK<br>a90'f112'uE&B20' | Stockholm<br>Swedish<br>4BHCem<br>398tAPT28t | T.3Cy.21",34"&56"-36" (r<br>160lb 90lb 187NH<br>2SB,4cf,GS64,HS2780<br>Blair&Co.Ld.Stockton | 18 " 6<br>s8 " 4 | | 1,04 |
| 525 | Bigah WoodPadTug<br>Mehmed (ex Malta) | 112<br>—<br>31 | ✠<br>7.70<br>For Tug purposes | Shl | 7 | 1870<br>7mo | Readhead,<br>Softley&Co<br>S.Shields | IdareiMassousieh | 102·8 18·9 10·1 | Constanpl<br>Turkish | 1Cy.36-54 73NH<br>Readhead.Softley&Co.<br>SouthShields | | | |
| 526<br>115747<br>TVWP | Bihara SteelScSr<br>E.Foster -03<br>3Dks(1Stl-ws&UStl-teak s)<br>Elec.light | ~~3935~~ 3943<br>3152<br>~~1982~~ 1938 | ✠100A1<br>3,03<br>✠LMC3,03 | Gls | y | 1903<br>3mo<br>Lloyd's A&CP<br>WB=CellDBa78' | A&J Inglis<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld<br>uE&B88'f138'591t | 373·4 45·2 26·6<br>P74'B130 F88'<br>FK<br>DT18'412tFPT51t | Glasgow<br>British<br>6BHCem<br>APT27t | T.3Cy.33",55"&88"-54" (s)<br>180lb 180lb 899NH<br>5SB,15cf,GS325,HS14200 FD<br>A.&J.Inglis,Glasgow | 29 " 3<br>s5 " 8 | | |
| 527 | Billio SteelScSr<br>A.Kokinos ~~ssGlns.No.2-99~~<br>(exSledmere) ssSyr.No.3-2,04<br>1Dk(Irn)&Webframes&ptAwngdk(Irn) | 1970<br>1411<br>1285 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,04 ~~8,02~~ ~~2,04~~ | Npt<br>~~Syr~~<br>Msl BS10,04 | r | 1891<br>2mo<br>Lloyd's A&CP | Richardsn,<br>Duck&Co.<br>Stockton | J.L.Vatis&Co.<br>WB=CellDB226'386t FPT | 270·0 36·7 16·5<br>Q101' 23·5<br>pt Awng dk169' FK | Syra<br>Greek<br>4BHCem<br>82tAPT27t | T.3Cy.20½",33½"&55"-36"<br>160lb ~~60lb~~ (s) 176NH<br>2SB.4cf.GS58.HS2560 40lb<br>Blair&Co.Ld.Stockton | 19 " 2<br>s8 " 0 | | ~~N3,02~~<br>5,04 |
| 528<br><br>TCDM | Billiton IronScSr<br>J.W.L.Mahne -02 2Dks<br>(exGeene) | 385<br>—<br>231 | | | | 1874 | Maats.de<br>Atlas<br>Amsterdam | BillitonMaats. | 137·8 23·6 18·9 | Batavia<br>Dutch | C.2Cy.20"&36"-21"<br>49NH<br>Kkl.MaatsdeSchelde,Vlgn | | | |
| 529 | Bingazi IronScSr<br>Hussni<br>(exInsulaire,exPrinceNapoleon) 2Dks | 602<br>—<br>352 | | | | 1861 | Scott&Co.<br>Greenock | IdareiMassousieh | 193·9 25·6 18·2 | Constanpl<br>Turkish | C.4Cy.20½"&42"-30"<br>161NH<br>Cmp.77Cie.Valery | | | |
| 530<br><br>QHFS | Bingen SteelScSr<br>C.Heine<br>1Dk&Awng dk | 1221<br>817<br>779 | | | | 1901 | Bremer<br>"Vulkan"<br>Vegesack | Dampfsch.Ges.<br>Argo | 232·2 33·2 13·4<br>Q85'<br>Awng dk147' | Bremen<br>German<br>WB | T.3Cy.16⅛",26"&41 1/8"-27½"<br>91NH<br>Bremer"Vulkan,"Vegesck | | G | |
| 531<br><br>HMFW | Binger IronScSr<br>Manya -02 (exRanee)<br>Well deck 1Dk | 346<br>—<br>151 | | | ... | 1880 | Dobson<br>Grngemouth | Cie.de l'Afrique<br>Orientale(Mar.et<br>Com.) | 135·8 22·2 10·3<br>Q16'B54'F16'<br>BK7" | Bordeaux<br>French<br>WB | C.2Cy.18"&32"-24"<br>NB93 46NHP<br>Dunsmuir&Jackson,Gls. | 11 " 11 | V | |
| 532<br>95712 | Binghampton IronSc<br>G.T.Morris97-01<br>Mchy.Aft (exH.J.Jewett) | 1954<br>—<br>1722 | | | | 1882 | UnionDry<br>Dock,Co.<br>Buffalo,N.Y. | ErieR.R.Co. | 265·5 39·7 18·6 | Buffalo NY<br>Utd.States | C.4Cy.22"&40"-48"<br>185NHP<br>H.G.Trout,Buffalo | | | |

| Numero d'Ordre. / Numero Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel: Total / Sous le Pont / Net | Détails de la Classification: Cote / ✠ Surveillance / Date de la dernière Visite | | | Construit: Quand. Navire / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres / Pression des Chaudières / NH / RHP / Détails des Chaudières & Foyers / Nom du Constructeur des machines | Creux sur Quille / Franc-bord au milieu du navire pds. po. | Registre / Durée Cert. | Date de la dernière visite de l'arbre |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 533<br>1876<br>HLVM | **Bingo Maru** SteelTwinScSr<br>~~[struck]~~ ssYka.No.1-01<br>*J.Sway -04* 2Dks(Stl-U teak s)& deep framing<br>*Elec.light* | 6247<br>5493<br>3873 | ✠100A1<br>12,03<br>BS12,03 ✠LMC1,03 | Yka | at | 1897<br>11mo | D&W Henderson&Co<br>Glasgow<br>*Lloyd's A&CP* | NipponYusen KabushikiKaisha<br>*WB = CellDBa 115' u* | 445·0 49·4 30·5<br>P59' B110' F58'<br>FK&BK1½"<br>*E& B55' f 200 1142t* | Tokio<br>Japanese<br>*8BHCem*<br>*MT28' 495t* | T.6Cy.30",33½"&56"-48" (s<br>200lb 550NH<br>2D&2SB18cf,GS300,HS915<br>D.&W.Henderson&Co.,Gl.<br>*FPT 110t APT36t* | 33 ‥ 6<br>s 8 · 6 | | ~~1,03~~<br>12,04 |
| 534<br>HMG | **Binh Thuan** SteelScSr<br>*Ribault -03*<br>*Elec.light* 1Dk&Spar dk | 1799<br>1465<br>984 | | | | 1902 | N.Odero&Co.<br>Genoa | Cie.Française de Cabotage desMers deChine | 246·5 34·7 20·1<br>P25' B18' F26' | Saigon<br>French<br>*WB* | T.3Cy.18 3/16",29¼"&47½"-35 7/16<br>133NH<br>N.Odero&Co Genoa | | IV | |
| 535<br>99048 | **Binnie** SteelTwinScSp<br>*E.J.Allen 93-98* ~~Lon.No.2-00~~<br>*Mchy.Aft* (*Sludge vessel*)<br>ssLon.No.3-6,04 1Dk(Stl)&Web frames | 1001<br>976<br>595 | ✠100A<br>6,~~[struck]~~<br>~~BS3,02~~ ~~✠LMC6,02~~ 04 | — Lon | | 1892<br>3mo | Naval Con. & Armmnts Co.(Lim.)<br>Barrow | LondonCounty Council | 232·1 38·2 13·8<br>F19'<br>FK<br>*WB = FPT* | London<br>British<br>*6BHCem*<br>*154t APT6t* | T.6Cy.15",23"&35"-24" (s<br>150lb 150NH<br>2SB,6cf,GS108,HS2803<br>Naval C.&A Co.(Lim.),Brw | 14 ‥ 6 | | ~~[struck]~~<br>6,04 |
| 536 | **Binondo** IronScSr<br>*G.Velasco -03* ssGmb.2nd No.3-5,02<br>(*ex*Grangemouth) 2Dks | 589<br>487<br>274 | ✠100A1<br>5,04 ~~[struck]~~<br>✠NB5,96 LMC5,04 | Gmb HKg | j | 1877<br>7mo | AM'Millan &Son<br>Dumbarton<br>A&CP | Deograchias Conchu | 189·4 27·2 14·4<br>P83' B60' F52'<br>BK7½"<br>*WB* | Manila<br>U. States<br>*6BHCem* | C.2Cy.24⅝"&48"-42" (s<br>80lb 60lb NDB95 103NH<br>2SB,4pf,GS180,HS1874<br>M.Paul&Co.Dumbarton | 15 ‥ 5<br>s 1-10½ | | [illegible] |
| 537 | **Bintang** SteelScSr<br>~~[struck]~~<br>~~[struck]~~ 1Dk(Stl)&Web frames | 1404<br>1046<br>873 | ✠100A1<br>*withfreeboard*<br>6,01 ~~[struck]~~ ✠LMC8,01 | Shi Yka | p | 1901<br>8mo | Ramage& Ferguson,Ld.<br>Leith<br>*Lloyd's A&CP* | ~~Aktieselskabet Oceanic Dampskibskompagni~~<br>*WB = Cell DBa57'* | 236·5 37·0 15·1<br>Q81' B59' F26'<br>RFD69' FK<br>*u E& B50' f 86 372t* | ~~Copenhagen~~<br>~~Danish~~<br>*1BHCem* | T.3Cy.18",30"&49"-33" (s<br>175lb 80lb 160NH<br>2SB,4cf,GS84,HS2625<br>Ramage&Fergusn.Ld.Lth | 17 ‥ 4<br>s 8 · 2 | | ~~[struck]~~<br>[illegible] |
| 538<br>14 | **Biokovo** IronScSr<br>*S.Gamulin -01* ssTri.No.2-88<br>(*ex*Dubrovnich) 1Dk | 229<br>166<br>124 | ✠<br>2,88 | Tri | l | 1879<br>12mo | AM'Millan &Son<br>Dumbarton | Flli.Rismondo | 131·2 20·2 9·5<br>P31' B6' F24<br>*WB = FPT10t* FK | Macarsca<br>Aust.-Hung.<br>*4BHCem* | C.2Cy.19"&35"-24"<br>NB86 50NH<br>Hutson&Corbett,Glasgow | | | |
| 539<br>67334<br>HFJR | **Birch** IronScSr<br>*H.Bolton -02* ssShl.No.3-11,9<br>*Well deck* ssShl.No.2-02<br>1Dk(Irn)2trB | 1611<br>1287<br>1019 | ✠100A1<br>2,05 ~~[struck]~~<br>~~BS11,~~ ✠LMC10,02<br>BS11,0 | Lon Shl | q | 1882<br>12mo | Strand Slipway Co.<br>Sunderland<br>A&CP | J.Westoll | 260·0 35·3 18·7<br>P22' Q78' B54' F28<br>lrp03 BK9<br>*WB = Db* | Sundrland<br>British<br>*4BHCem*<br>*a74' f48' 252t* | C.2Cy.32"&60"-39" (s<br>80lb 80lb NDB00 147NH<br>2SB,6pf,GS91<br>J.W.&F.Wilson,Sld | 20 ‥ 0<br>s 2 · 2½ | | ~~[struck]~~<br>1,05 |
| 540<br>103172<br>NMRT | **Birchtor** SteelScSr<br>*G.F.W.Balleine -98* ssHpl.No.2-01<br>(*ex*Planet Venus) 1Dk(Stl)& Spar dk<br>(pt Irn pt Stl)&deep framing | 3682<br>3459<br>2378 | ✠100A1<br>*Spar dk*<br>9,04 ~~[struck]~~ ✠LMC5,02<br>BS10,04 | Hpl | w | 1894<br>10mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>*Lloyd's A&CP* | ~~J.Holman&Sons~~<br>R.H.Holman<br>*WB = CellDBa* | 350·7 43·1 19·0<br>B86' F37' 27·0<br>drp04 BK11<br>*113' uE& B44' f 131* | London<br>British<br>*5BHCem*<br>*819t APT80t* | T.3Cy.24",40"&64"-45" (s<br>160lb 100lb 295NH<br>2SB,8rf,GS156,HS4719<br>D.Rowan&Son,Glasgow | 21 ‥ 9<br>s 6 · 7 | | ~~[struck]~~<br>~~7,~~<br>11,04 |
| 541<br>93440 | **Birda** IronScK<br>*S.F.Richards -04* ~~[struck]~~<br>ssSwa.No.3-5,05 1Dk<br>*Plating part Stl* | 132<br>129<br>66 | ✠100A1<br>*Stm Trawler*<br>5,05 ~~12,00~~<br>~~BS11,0~~ ✠LM ~~[struck]~~ 05 | Sws | | 1890<br>12mo | T.R.Oswald &Co.(Lim.)<br>Milford Havn<br>*Lloyd's A&CP* | ~~T.R.Oswald~~<br>E.Towers | 107·7 20·5 10·1<br>PtBD05<br>BK7 | Milford<br>British<br>*4BHCem* | C.2Cy.15 3/16"&30 3/16"-22" (s<br>100lb 50RH<br>1SB,2pf,GS31<br>W.King&Co.(Lim.),Gls. | 11 ‥ 6 | | ~~[struck]~~<br>[illegible] |
| 542<br>99433<br>MRNH | **Birdoswald** SteelScSr<br>*W.Craig -01* ssLth.No.2-01<br>(*ex*Tropea) 2Dks(1Stl)&Spar dk(Irn)<br>& Web frames | 4013<br>3797<br>2603 | ✠100A1<br>*Spar dk*<br>3.04<br>BS12,03 ✠LMC1,01 | Cff | | 1892<br>8mo | Hawthorn, Leslie&Co.L<br>Newcastle<br>A&CP | Lunn&Maccoy<br>*WB = Cell* | 360·0 46·2 19·8<br>B70 F35 27·3<br>FK<br>*DB276' 760t APT9t* | Newcastle<br>British<br>*5BHCem*<br>*MT28' 350t* | T.3Cy.22",40"&68"-45" (s<br>180lb 317NH<br>2D&2SB,12rf,GS182,HS461<br>Hwthrn,Leslie&C.Ld.Nwc | 22 ‥ 7<br>~~7 · 9~~<br>s 7 · 0 | | [illegible] |
| 543<br>506<br>JBNV | **Birger Jarl** SteelScSr<br>*G.Brandt 84-93* 1Dk&Shelterdk<br>*Elec.light* | 840<br>449<br>516 | | | | 1893 | W.Lindbergs.Aktieb<br>Stockholm | Angf.Aktieb. SödraSverige (J.G.Setterwall) | 187·9 28·5 11·3<br>H78t 193 | Stockholm<br>Swedish | T.3Cy.18⅛",29¾"&48¾"-29½<br>128NH<br>W.Lindbergs,M.V.,Skm. | | V | |
| 544<br>MBQK | **Birgit** IronScSr<br>*T.J.Sörhaug 02-04* (*ex*Medina,*ex*Prince<br>*Mchy Aft* MohamedTewfik) 1Dk | 305<br>248<br>174 | | | ... | 1867 | C.Mitchell &Co.<br>Newcastle | T.Hanssen | 141·4 22·0 11·3<br>Q28t B20t F7t<br>FK | Haugesnd<br>Norwegian | Cy.25½"-24"<br>NB92 49NH<br>J.Jamieson&Co.,Nwc. | 12 ‥ 6 | | |
| 545<br>102164 | **Birkenhead** SteelPad<br>*I.Hunt -94*<br>*Elec.light* 1Dk | 311<br>305<br>45 | | | ... | 1894 | J.Scott& Co.<br>Kinghorn | Corporation of Birkenhead | 150·0 28·2 10·2<br>*Promenade dk133*<br>FK | Liverpool<br>British | C.D.4Cy.22"&40"-48<br>177NH<br>J.ScottCo.,Kinghorn | 11 ‥ 0 | BT till ~~1,03~~ 2,03 | |
| 546<br>93590 | — WoodSc<br>*G.Dohrn -98* | 115<br>102<br>78 | | | | 1888 | J.Pashley Drum moyne<br>Balmain, N.S.W | ~~P.Henley~~<br>Drummoyne,Leichhardt & West Balmain Stm.FerryCo.Ld. | 87·6 22·2 6·7<br>H13t | SydnyNSW<br>British | C.2Cy.13"&26"-18"<br>28RH<br>J.Pollock.London | | | |
| 547<br>102417<br>RCHr | **Birker Force** SteelSc3MstSr<br>*J.Evans -03* ssSws.No.1-03<br>*Mchy Aft* *Well deck* 1Dk(Stl) | 483<br>320<br>160 | ✠100A1<br>12,03<br>✠LMC12,03 | Sws | y | 1899<br>4mo | IrvineS.& E.Co.Ld.<br>Irvine<br>A&CP | WestCoastShppg Co.Ld.(W.S.Kennaugh&Co.,*Mgrs.*)<br>*WB =* | 165·0 25·1 9·7<br>Q89' B12' F33'<br>BK7<br>*Cell DB/91' 130t FP* | Whitehvn<br>British<br>*5BHCem*<br>*T65t APT8* | C.2Cy.18"&42"-30" (a<br>140lb 100lb 69RHP<br>1SB,3rf,GS54,HS1582<br>Hutson&Sons,Ld.Glasgow | 12 ‥ 1<br>s ‥ 9 | | 12,03 |
| 548<br>112425<br>RWNP | **Birkhall** SteelScSr<br>*H.Jones -02*<br>1Dk(Stl)&Spar dk(pt Irn&<br>pt Stl)3trB | 4202<br>4045<br>2738 | ✠100A1<br>*Spar dk*<br>5,01 ~~[struck]~~ ✠LMC10,00 | Hpl Bay | r | 1900<br>10mo | R.Craggs& Sons<br>Middlesbro'<br>A&CP | WestHartlepool Stm.Nav.Co.Ld.<br>*WB = Cell DBa11* | 360·0 48·0 20·1<br>P29' B103' F31' 28·1<br>lrp02 FK<br>*uE& B40' f 148' 769t* | W.Hartlpl<br>British<br>*5BHCem*<br>*APT10t* | T.3Cy.25",40"&68"-48" (r<br>180lb 100lb 3-0NH<br>3SB,9cf,GS148,HS6290<br>SirC.Furness,Westgarth &Co.Ld Mdb. | 22 ‥ 10<br>s 7 · 1 | | [illegible]<br>12,04 |
| 549<br>~~[struck]~~<br>~~[struck]~~ | **Birksgate** IronScSr<br>~~[struck]~~ Saito Maru,<br>1Dk(pt Irn)&Spardk | 1458<br>1115<br>916 | ✠ 77 Supplement<br>*Spar dk*<br>9,84 ✠ | Syd | y | 1882<br>2mo | D.&W. Henders'n &Co<br>Glasgow | ~~Australasian United Stm.Nav.Co.Ld.~~<br>*WB* | 255·0 33·0 21·7<br>lrp84 FK<br>*= CellDB216' 266t* | ~~SydnyNSW~~<br>~~British~~<br>*5BHCem*<br>Japanese | C.2Cy.30½"&68"-48"<br>229NH<br>D.&W.Henderson,Gls. | | | |
| 550<br>12<br>NHLF | **Birmania** IronScBn<br>*G.Fileti* 2Dks3trB<br>*Elec.light* | 2384<br>2161<br>1541 | | | | 1882 | Flli. Orlando<br>Leghorn | Nav.Gen.Italiana | 292·9 36·1 28·2<br>H178t F45t | Palermo<br>Italian<br>*WT* | T.3Cy.22½",37½"&61½"-39"<br>NB90 Eblt90 ftd97 286NH<br>J.Readhead&Sons,S.Shl. | | I | |
| 551<br>115123<br>TBQW | **Birmingham** SteelScSr<br>*J.Felkins -01*<br>Spar dk(pt Irn&pt Stl)2trB<br>&deep framing | 4027<br>3762<br>2612 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>~~[struck]~~ 4,03 ✠LMC10,01<br>4,05 BS4,05 | Hpl ~~New~~ Rot | w | 1901<br>10mo | Irvine's SB &DD.Co.Ld.<br>W Hartlepool<br>*Lloyd's A&CP* | BritishMaritime Trust,Ld.<br>*WB = Cell DBa 112' u* | 345·0 47·9 19·4<br>P31' B100 F31' 27·6<br>FK<br>*E&B36' f 148* | W.Hartlpl<br>British<br>*5BHCem*<br>*876t APT101t* | T.3Cy.25",40"&67"-45" (s<br>165lb 90lb 306NH<br>2SB,6cf,GS114,HS4615<br>Richardsons,Westgarth& Co.Ld.Hpl | 22 ‥ 11<br>~~6 · 4~~<br>s 6 · 3 | | ~~7,04~~<br>4,05 |
| 552<br>103740<br>PFLH | **Birnam** SteelScSr<br>*J.Boyle -01* ssShl.No.1-00<br>1Dk(pt Irn pt Stl)2trB<br>&deep framing3Dkrule | 2472<br>2316<br>1566 | ✠100A1<br>*with freeboard*<br>7.03<br>~~BS7,03~~ ✠LMC~~[struck]~~ | Cff | l | 1896<br>2mo | J.Readhead&Sons<br>SouthShields<br>A&CP | DoughtyShppg Co. Ld.(H.Doughty& Co.,*Mgrs.*)<br>*WB = Cell* | 304·0 44·1 21·9<br>P29' B76' F37'<br>FK<br>*DBa94' uE16 f 122* | W.Hartlpl<br>British<br>*5BHCem*<br>*597t APT22t* | T.3Cy.23",37½"&61½"-39"(r<br>160lb 80lb 240NH<br>2SB,6rf,GS85,HS3675<br>J.Readhead&Sons,S.Shl. | 23 ‥ 1<br>~~[struck]~~<br>[illegible] | | s 1,04 |
| 553<br>110366<br>SUHM | **Birtley** SteelScSr<br>*J.H.Taylor 00-00*<br>1Dk(Irn)&deep framing<br>*Well deck* | 1029<br>817<br>649 | ✠100A1<br>11,04 ~~[struck]~~<br>✠LMC11,00 | Nwc Shl | n | 1900<br>11mo | WoodSkinner&Co.Ld<br>Newcastle<br>A&CP | BurnettS.S Co.Ld. (Burnett&Co. *Mgrs.*)<br>*WB = Cell DBa 48' u E* | 220·0 33·2 14·3<br>Q110' B10 F25'<br>FK<br>*& B35' f 96 287t FP* | Newcastle<br>British<br>*4BHCem*<br>*APT68t* | T.3Cy.17½",28"&46"-33" (s<br>160lb 80lb NDB03 133NH<br>1SB,4pf,GS58,HS2160<br>N.E.MarineCo.Ld Nwc. | 16 ‥ 6<br>s 1 · 7½ | | ~~8,04~~<br>11,04 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Time expired. Equipment. | 8 Built. When | Where | By Whom | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. D. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler. Pressure. NIP=Horse power by Society's formula. IP=power by Ship's Register. Particulars of Tellers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Whether Passed in L.R. Freeboard. | 16 Date when last above deck. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 554 / 14 / NHLG | **Bisagno** — Iron Sc Sr. *A. Cuccaro*. *Elec. light* — 2 Dks 3 tr I | 2314 — 1510 | | | | 1884 | Burrell & Son | Dumbarton | Nav. Gen. Italiana | 301·3 P44′ \| 37·2 B82 \| 23·3 F40′ | Palermo Italian | T. 3 Cy. 22″, 35 [illegible] 40″ — N [illegible] 2 NH | 26 ″ 8 | I | |
| 555 / 105302 / NVCS | **Bishop Rock** — Steel Sc 3 Mst Sr. *J.G. Candlish* –01 ss Ayr No 2–04. *Well deck*. *Mchy. Aft*. 1 Dk (Trn) | 49 — 352 146 | ✠ 100 A1 6.01 Bkn ✠ LMC 4,04 | Ayr | *h* | 1895 | Ailsa S.B. Co. Troon | | S.S. Bishop Rock Co. Ltd. (A. Rowland & Co.) | 170·0 Q93′ \| 25·9 B10′ F28 BK7′ W B — DB f 11′ 3½ FP | Liverpool British | C. 2 Cy. 21″ & 41″–30″ (s) 115lb 69 RH 18 IB. 3 pf. GS62, HS1360 Muir & Houston, Glasgow | 12 ″ 10 s · 10 | | 4,04 |
| 556 / 115852 / TLQD | **Bishopsgate** — Steel Sc Sr. *G. Willis* 00–02. 1 Dk (pt Trunk pt Stl) 2 tr B & *Web frames*. 3 Dk rule | 3126 2877 1904 | ✠ 100 A1 1,05 [illegible] ✠ LMC 6,02 | Bro | | 1902 | Richardsn. Duck & Co. Stockton | | Dowgate S.S. Co. Ltd. (H.W. Dillon, *Mgr.*) *Lloyd's* S.A. & C.P. | 325·0 P27′ B164′ F31′ FK *B = Cell D Ba* 108′ | London British | T. 3 Cy. 28½″, 39″ & 64″–42″ (s) 180lb *90lb* 280 NH 2 SB, *6cf*, GS121, HS4200 Blair & Co. Ltd. Stockton | 24 ″ 10 s · 3 · 9½ | | 1,05 |
| 557 / HJBM | **Bissau** — Iron Sc Sr. *M.M. Fife* (ex Lottie Kershaw) ss Lis. No. 3–12, 94. ss Lis. No. 2–02. *Well deck*. 1 Dk | 458 [illegible] [illegible] | ✠ 100 A1 3.02 ✠ LMC 3,02 | Lis | *g* | 1882 | Forrest & Son | London | Empreza Nacional de Nav. a Vapor *Lloyd's* S.A. & C.P. | 159·0 Q78′ B16 F23′ ND02 BK7′ W B = FPI | Lisbon Portuguese | C. 2 Cy. 20″ & 38″–30″ 80lb *80lb* NDB02 56 NHP 1 SB. *2pf*. GS49 R.H. Pearson & Co., Gls. | | | 5,01 |
| 558 / 808 | **Bitchok** — Iron Pad. 1 Dk | 143 — 63 | | | | 1859 | ..... | Dumbarton | Don. Azoff & Black Sea Steam Nav. Co. | 125·0 \| 20·0 \| 7·2 | Rostoff Russian | | | | |
| 559 / HMGL | **Bithynie** — Iron & Steel Sc Sr. *Canavaggia* (ex Cachemire). *Well deck*. 2 Dks 3 tr B | 3453 — 2066 | | | | 1884 | F. & C. de la Médit. | La Seyne | Cie. de Nav. Arménienne & Maroc (N. Paquet & Co. *Mgrs.*) | 344·5 P36 H—F44′ | Marseilles French *W B* | C. 2 Cy. 39½″ & 78″–42″ 288 NHP Forges & C. de la Médit. Msl | | V | |
| 560 / HCVT | **Bitinia** — Steel Sc Sr. *A. Kamenarovic* 98–00 ss Tri. No. 1–04. *with fr* [illegible] Tri Msl. 1 Dk (pt Trunk pt Stl) 2 tr B & *deep framing*. 3 Dk rule | 3125 2915 1968 5,01 [illegible] ✠ LMC [illegible] 11,01 | ✠ 100 A1 Cff *u* | | | 1900 | J. Readhead & Sons | South Shields | Betinia S.S. Co. Ltd. (D. Tripcovich) *W B = Cell D Ba* | 323·5 P41′ B96′ F32′ FK 106 *u E* 20 *f* 132 701*t* | Trieste Aust.-Hung. | T. 3 Cy. 24″, 40″ & 64″–42″ (s) 160lb *80lb* 278 NHP 2 SB. *6rf*, GS116, HS4366 J. Readhead & Sons, S. Shl. | 25 ″ 0 [illegible] s 4 ″ 2½ | | [illegible] N 11,04 |
| 561 / 106273 / PNWD | **Bittern** — Steel Sc Sr. *P. Matthew* –01 ss Liv. No. 1–00. 1 Dk (Trn) lower dk forehold. *Well deck*. *Web frames after hold* | 881 735 884 | ✠ 100 A1 5,01 [illegible] ✠ LMC 12,01 | Sou Liv | *m* | 1897 | Caledon SB. & E. Co. Ltd. Dundee | | Cork S.S. Co. Ltd. *Lloyd's* S.A. & C.P. | 220·3 P & B121′ F45′ BK8′ *WB = Cell D Ba* 46′ | Cork British | T. 3 Cy. 19″, 31″ & 50″–33″ (s) 160lb *90lb–80lb* 131 NHP 4 *BH Cem* 18 IB. *2pf*, GS62, HS1780 NDB01 Caledons B & E Co. (L), Dun | 16 ″ 6 s 2 ″ 2½ | G | [illegible] N 9,04 |
| 562 / 118912 / VGBK | — — Steel Sc K. *W. Webb* 95–03. 1 Dk | 207 185 72 | ✠ 100 A1 *Stm Trawler* 1,05 [illegible] ✠ LMC 9,03 | Hul | Gms | 1903 | G. Cooper | Hull | T. Baskcomb *Lloyd's* S.A. & C.P. | 114·5 Q59′ F19′ \| 21·5 \| 11·2 BK7½′ | Grimsby British | T. 3 Cy. 11½″, 19½″ & 32″–23″ (s) 180lb 55 RH 1 SB. *2cf*, GS29, HS972 C.D. Holmes & Co. Hull | 12 ″ 1 | | |
| 563 / 58 / HSDL | **Bjälbo** — Comp Sc Sr. *A.R.T. Carlsson* 03–03. 1 Dk. *Mchy. Aft* | 220 191 120 | | | | 1884 | S. Groth | Sjötorp | G. Österberg | 100·7 B21′ \| 22·6 \| 12·2 | Trelleborg Swedish | C. 2 Cy. 13″ & 24″–17″ 20 NHP Motala Co., Motala | | G | |
| 564 / NBDR | **Björlsen** — Steel Sc Sr. *M. Evensen* –03. 1 Dk | 100 86 45 | | | | 1903 | Porsgrunds Mek. Værks | Porsgrund | Björlsen Valsemölle | 89·6 H11*t* \| 18·3 \| 8·2 | Christiania Norwegian *W L* | C. 2 Cy. 9½″ & 19 5/16″–14½″ 12 NHP Porsgrunds M V. Porsgrund | | N | |
| 565 / WBJM | **Björgvin** — Steel Sc Sr. *O.J. Lauding* 94–94 ss Shl. No. 3–8,01. 1 Dk (pt Stl pt Trn) 2 tr B & *Web frames*. *pt Awng dk* (Trn) | 2792 2158 1785 | ✠ 100 A1 *pt Awng dk with fr* [illegible] 4.04 BS 11,04 BS 11,06 ✠ LMC 9,01 | Gls | *t* | 1891 | J. Readhead & Sons | S. Shields | Dampskibet Björgvin's Rederei (Bergh & Helland) *W B* | 300·0 Q90 P28′ BK10 *pt Awng dk* 181′ = *Cell D B* 253′ 573*t* | Bergen Norwegian | T. 3 Cy 23″, 37½″ & 61½″–39″ (s) 160lb *80lb* NDB01 236 NH 5 *BH Cem* SB, *6rf*, GS104 1 *PT* 45*t* J. Readhead & Sons, S. Shl. | 24 ″ 4 s 9 ″ 0 | | 9,01 N 11,04 |
| 566 / JPFK | — — Iron Sc Sr. *K.T. Enes* –99. 1 Dk 2 tr L | 333 273 190 | | | | 1870 | Bergens Mek. Værks. | Bergen | Thomas Enes | 138·4 B46*t* F12*t* \| 22·7 \| 13·2 | Haugesnd Norwegian | C. 2 Cy. 22″ & 44″–22″ NB77 76 NHP Bergens Mek. Værks Bergen | | N | |
| 567 / [illegible] | **Björn** — Steel Sc Sr. *For full particulars See No. 3 in Supplement*. *Well deck*. | 1210 [illegible] 760 | 100 A1 (Class Contem plated) | | | 1904 | Campbeltown S.B. Co. Campbelt'wn | | | 230·0 Q79′ B57′ F28′ \| 34·5 \| 17·3 | Gothenbrg Swedish | T. 3 Cy. 18″, 27½″ & 45″–33″ Hutson & Sons, Ld. Glasgow | | | |
| 568 / NMPL | — — Steel Sc Sr. *C. Huus* 03–03. 1 Dk (Stl) & *deep framing* | 1163 1029 704 | ✠ 100 A1 2,05 [illegible] ✠ LMC 2,04 | Sld Shl | | 1904 | Kjöbnhvns Flydk. & Skbs. Co. | Copenhagen | Dampskibs. Viking (A.O. Andersen & Co. *Mgrs.*) *Lloyd's* S.A. & C.P. *W B* = | 232·7 P22′ B60′ F26′ FK *Cell D Ba* 40′ *u E* & *B63′ f* 94′ 349*t FPT* | Copnhagn Danish | T. 3 Cy. 18″, 29″ & 48″–33″ (s) 165lb 131 NHP 4 *BH Cem* 2 SB, *4cf*, GS48, HS1912 *ot APT* 15*t* Kjbnhavns Flydk. & Skbsv. | 18 ″ 10 s 2 ″ 4 | | 2,05 |
| 569 / HSBW | — — Steel Sc Sr. *A.N. Christensen* 72–00. 1 Dk | 1153 927 722 | | | | 1900 | Bergens Mek. Værks | Bergen | Acties Dampskibet Björn (T. Hansen) | 230·9 Q126*t* B52*t* H17*t* F30*t* | Tisör Norwegian *W B* | T. 3 Cy. 16″, 25″ & 42″–30″ 97 NHP Bergens M. V. Bergen | | N | |
| 570 / JPBL | — — Steel Sc Sr. *L. Schage* –00 ss Bly. No. 2–95 (ex Pierre André, ex Shearwater). 1 Dk (Trn) *Beams Stringers & Dbl Btm Iron* | 941 740 581 | ✠ [illegible] [illegible] | Bgn | *m* | 1888 | H.S. Edwrds & Sons | Newcastle | Kulcompagniet af 1871 *W B* = Cell | 214·0 Q77′ B51′ F28 (rp00 FK *D B* 192′ 290*t FPT* | Bergen Norwegian | T. 3 Cy. 16″, 26½″ & 44″–33″ NDB00 108 NHP 4 *BH Cem* 1 SB. *3pf*, GS58, HS1500 E. Scott & Co. Newcastle | 16 ″ 3 | N | |
| 571 / JWBM | — — Wood Sc Sr. *J. Hansen* 00–00 (ex Jemtland, ex Brage). 1 Dk 2 tr L | 528 412 318 | | | | 1872 | W. Häggl-lund | Sundswall | Akties. Björn (F. Reinhardt & Co.) | 164·8 Q38*t* B54*t* H7*t* F20*t* \| 27·4 \| 14·4 | Xiansand Norwegian | C. 2 Cy. 17¾″ & 37″–27½″ NB82 60 NHP Kockums Mek. Værks. Mlm | | N | |
| 572 / 1710 / JDKM | — — Comp Sc Sp. *A. Danielsen* 95–95. *Mchy. Aft*. 1 Dk | 165 142 107 | | | | 1889 | S. Groth | Sjötorp | Andersson & Lindberg | 100·4 P19′ Q5′ \| 22·4 \| 9·8 | Gothenbrg Swedish | Wilhelmsbergs M.V. Got. | | | |
| 573 / 83928 / VKSR | **Black Head** — Iron Sc Sr. *T. Wilson* –00 ~~ss Bel. No. 3–2,00~~. *Well deck* ~~ss Bel. No. 2–02~~. *Elec. light*. 1 Dk (Trn) 2 tr B. ss Ard [illegible] 3–3,05 | 1145 919 720 | ✠ 100 A1 4.00 [illegible] ~~BS 2,04~~ BS 4,05 ✠ LMC [illegible] ~~MS 2,05~~ | Trn Bel | *o* | 1881 | Harland & Wolff | Belfast | Ulster S.S. Co. Ltd. (G. Heyn & Ss. *Mgs*) *Lloyd's* S.A. & C.P. | 249·7 Q90′ B71′ F33′ BK8½′ *WB = Cell* | Belfast British | C. 2 Cy. 28″ & 53″–38″ (i) 75lb *70lb* 140 NHP 2 SB, *4f*, GS72, HS2471 J. Howden & Co., Glasgow | 18 ″ 9 s 1 ″ 7½ | | N 2,04 |
| 574 / 99324 / MKDJ | **Black Rock** — Steel & Iron Sc 3 Mst Sr. *W. Murray* –03 ~~ss Bkn. No. 2–00~~ ss PG [illegible] No. 3–7,04. *Well deck* ss 1 Dk (Trn). *Mchy. Aft*. *Stl plating & Irn framing* | 362 270 130 | ✠ 100 A1 ~~5,01 12,02~~ 2,04 [illegible] ~~BS 7,01~~ BS 12 [illegible] | Bkn | *f* | 1891 | R. William-son & Son | Workington | S.S. Black Rock Co. Ltd. (A. Rowland) *Lloyd's* S.A. & C.P. | 152·3 Q84′ B10′ F20′ ~~(rp00)~~ BK7′ *WB* = | Liverpool British | C. 2 Cy. 18″ & 36″–24″ (s) 100lb *80lb* 71 RHP 3 *BH Cem* *DB* 80′ 100*t* 1 SB, *2pf*, GS35, HS1191 Dunsmuir & Jackson, Gls. | 11 ″ 3 s ″ 10 | | 12,03 |

| Numero d'Ordre | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage officiel: Total / Sous le Pont / Net | Détails de la Classification: Cote. / ✠ Surveillance Spécial / Date de la dernière Visite | Port de Visite | | Construit: Quand — Navire — Mach. | Par qui — Où | Armateurs | Dimensions | Port d'Armement / Pavillon | Machines. Nb & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après la formule de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse | | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 575<br>49814<br>WDQM | Black Swan IronScBn<br>T.H.Youll -99 ssShl.2nd No.3-3,98<br>ssShl.No.1-02<br>1Dk2trB | 650<br>[illegible]<br>412 | ✠ A1 3,08<br>NE&B8,98<br>✠ LMC10,02 | Shl | | 1864<br>4mo | T.&W. Smith<br>N.Shields | ~~T.&W.Smith~~<br>BlackSwanS.S.Ld.<br>(T.&W.Smith) | 199·1 27·3 15·0<br>Q55'F88' PK<br>ptSD84&90len70<br>WB=DBf86'108t | Newcastle<br>British<br>BH<br>APT2.. | T.8Cy.15½",25"&41"-27" (s<br>160lb 60lb ND B90 80RH<br>1SB.3pf,GS47,HS1485<br>J.P.Rennoldson&Son SShl | 16 · 6<br>· 1·11 | | |
| 576<br>104181 | Blackbird SteelScK<br>W.Dawson -91 ssGms.No.2-02<br>1Dk | 136<br>126<br>45 | ✠100A1<br>StmTrawler<br>3,05<br>BS3,05 ✠ LMC9,02 | Gms | | 1894<br>8mo<br>Lloyd | Earle's Co.(Lim.)<br>Hull<br>'sA&CP | PioneerSteam FishingCo.Ld. | 94·0 20·7 10·6<br>Q18'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&30"-21" (s<br>160lb 45RH<br>1SB.2pf,GS28,HS800<br>Earle'sCo.(Lim.)Hull | 11 · 2 | | 8,05 |
| 577<br>91283<br>KTBG | Blackcock IronScSr<br>R.J.Weir -03 | 254<br>213<br>49 | | | | 1886 | LairdBros.<br>Birkenhead | W.B.Hill | 146·2 21·8 10·8<br>F14t | Liverpool<br>British | T.3Cy.19",26"&47½"-30"<br>NB99 186NH<br>LairdBros.,Birkenhead | | | |
| 578<br>96854<br>LJSG | Blackheath SteelScSr<br>W.N.James -03 ssCff.No.3-10.02<br>1Dk(Irn)&Webframes &ptAwngdk(Irn) | 2722<br>2042<br>1712 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>6,04<br>BS9,04<br>BS12,03 ✠ LMC10,02 | Cff | t | 1889<br>10mo | W.Gray& Co.(Lim.)<br>WHartlepool<br>A&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>Mgrs.) | 300·0 41·6 19·6<br>P27 Q96' BK10<br>ptAwngdk175'<br>WB=Cell | London<br>British<br>5BHCem<br>DB254'624t | T.3Cy23",37½"&61½"-39" (r<br>160lb 55lb 246NH<br>2SB,6cf,GS99,HS3528<br>Blair&Co.(Lim.),Stockton | 23 · 0<br>· [illegible] · 0 | | 12,03 |
| 579<br>99743<br>NGLJ | Blackrock SteelScSr<br>J.Gill -03<br>Welldeck Elec.light 2Dks | 859<br>682<br>187 | | | ... | 1892 | NavalCon. &Arm.Co.Ld<br>Barrow | Tedcastle,McCormick&Co.Ld. | 240·0 32·1 15·2<br>P&B157'F65'<br>BK6" | Dublin<br>British<br>WB | T.3Cy.23",38"&61"-42"<br>297NH<br>NavalC.&A.Co.(Lim) Brw | 16 · 0 | BT till 7,05 | |
| 580<br>117559 | Blackthorn SteelScK<br>1Dk | 79<br>74<br>17 | ✠100A1<br>For fishing purposes<br>2,04 ✠ LMC2,04 | Shl | | 1904<br>2mo<br>Lloyd | Smith's DockCo.Ld<br>NorthShields<br>'sA&CP | Westmacott.Ld. | 80·0 18·1 8·3<br>BK6"<br>WB | GtYarmth<br>British<br>3BHCem<br>B=FPT8t | C.2Cy.10¾"&28"-16" (s)<br>125lb 22RH<br>1SB2rfGS20HS589<br>MacColl&Pollock Sld. | 9 · 0 | | |
| 581<br>81448<br>JFDC | Blackwater IronScSr<br>M.Tyrrell -03 ssLiv.No.3-4,96<br>Welldeck ssTrn.No.1-00 2-04<br>1Dk(Irn) | 516<br>406<br>304 | ✠100A1<br>4,05<br>✠ LMC4,04 05<br>BS1,04 | Trn | h | 1888<br>10mo<br>Lloyd | Workman, Clark&Co.<br>Belfast<br>'sA&CP | Tedcastle.McCormick&Co.Ld. | 176·0 24·6 12·9<br>Q82'B17'F22'<br>Irp04 BK7"<br>WB=DBa33'50t | Dublin<br>British<br>1BHCem<br>FPT28t | C.2Cy.22¾"&44"-33" (s<br>90lb 45lb 80RH<br>1SB,3pf,GS52,HS1500<br>W.King&Co.,Glasgow | 13 · 8<br>s1 · 1½ | | 4,05 |
| 582<br>95185<br>MWKN | Blaenavon SteelScSr<br>[struck through] ssCff.No.3-1,08<br>(exCardiffCastle) [struck through]<br>Welldeck Langlois 1Dk(Stl)2trB | 2029<br>1547<br>1299 | ✠100A1<br>6,05<br>MS1,05 ✠ LMC<br>BS 6,05 | Cff | r | 1889<br>12mo<br>Lloyd | ButeS.B.& E.Co.(Lim.)<br>Cardiff<br>'sA&CP | BlaenavonS.S.Co. Ld. (Morel,Ld.) | 265·4 36·2 18·4<br>Q94'B110'F34'<br>FK<br>WB=Cell | Cardiff<br>British<br>1BHCem<br>DB226'378t | T.3Cy.19",32"&52"-39" (s<br>160lb 80lb 176NH<br>2SB.4rf,GS80,HS2754<br>W.Kemp,Glasgow | 20 · 10<br>· 1 · 10 | | 6,05 |
| 583<br>101961<br>MWJK | Blagdon ssShl No.3-4,05 SteelScSr<br>E.W.Lawson -04 [struck through]<br>Welldeck 1Dk(ptStl ptIrn)& Webframes | 1996<br>1502<br>1268 | ✠100A1<br>4,04 3,03 4,05<br>✠<br>BS12,04 BS4,05 | Cff<br>Hpl | r | 1893<br>1mo | W.Gray& Co.(Lim.)<br>WHartlepool<br>A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld.Mgrs.)<br>WB | 276·5 38·1 17·6<br>P29 Q76 B144'<br>F31 FK<br>=CellDB228'438t | London<br>British<br>1BHCem<br>APT18t | T.3Cy.20",31½"&53"-36" (s<br>160lb 80lb 176NH<br>2SB.4rf,GS56,HS2740<br>Cen.Mar.E.Wks.,W.Hpl. | 20 · 1<br>s1 · 6½ | | 4,05 |
| 584<br>102167<br>NMQR | Blairmore SteelScSr<br>G.Wishart -04 ssLiv.No.2-02<br>1Dk(Irn)2trB&deepframing3dkRule | 2286<br>2098<br>1456 | ✠100A1<br>withfreeboard<br>1,05 ✠ LMC<br>MS10,02<br>BS6,04 | Bkn | t | 1894<br>10mo<br>Lloyd | Harland& Wolff(Lim.)<br>Belfast<br>'sA&CP WB | BlairmoreS.S.Co. Ld (W.Johnston& Co.Ld.)<br>=CellDBa92'uE3 | 313·0 38·2 22·4<br>B82 F37<br>FK<br>B42'f122'459tFPT | Liverpool<br>British<br>5BHCem<br>38tAPT86t | T.3Cy.23",38"&62"-42" (s<br>160lb 85lb 245NH<br>2SB.6rf,GS124,HS3600<br>Muir&Houston,Glasgow | 24 · 11<br>~~· 6 · 9~~<br>s4 · 9 | | 1,05 |
| 585<br>113169<br>SDWG | Blake SteelScK<br>A.Wright -00 ssGms.No.1-04<br>1Dk | 207<br>186<br>74 | ✠100A1<br>StmTrawler<br>[struck through] ✠ LMC 04<br>2,05 ✠ NB2,05 | Gms | | 1900<br>8mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | W.Grant | 112·3 21·6 11·6<br>Q56'F18'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",20"&32"-28" (s<br>~~200lb~~ 190lb 52RH<br>~~1SB.2pf,GS33,HS1170~~<br>Earle'sCo.Ld,Hull<br>HS1124 | 12 · 4 | | 5,04 |
| 586<br>114[illegible]<br>TDNV | Blakemoor SteelScSr<br>C.C.Bruhn -01<br>Turretdeck 1Dk2trB | 3748<br>3142<br>2409 | | | | 1901 | W.Doxford &Sons,Ld.<br>Sunderland | NorthMoorSteamships,Ld.(W.Runciman&Co.Mgrs.) | 342·4 46·7 24·8<br>F86' | London<br>British<br>WB | T.3Cy.26",42"&68"-42"<br>300NH<br>W.Doxford&Sons,Ld Sld | | V | |
| 587 | Blanc-Nez SteelSc<br>Libert -03 (Trawler)<br>Elec.light 1Dk | 253<br>215<br>91 | | | | 1903 | Bonn& Mees<br>Rotterdam | L.Bouclet | 131·8 21·5 12·5 | Boulogne<br>French<br>WB | T.3Cy.18",21½"&35"-24"<br>Alblasser- 60NH<br>damscheMachieneFabrick | | V | |
| 588 | Blanca SteelScSr<br>J.B.Aldames (exEsther,exPhœnix, exPhönix,exAntonioZambrana) 1Dk | 479<br>397<br>325 | | | | 1890 | AkersMek. Verkstad<br>Christiania | Nicaraguan Government | 166·7 26·0 17·4<br>Q82tB63tH9tF17t | Nicaraguan<br>WB | T.3Cy.16",21"&38"-27"<br>65RH<br>AkersMek.Verks.Xia. | | R | |
| 589<br>1545<br>HVQL | Blanche SteelScSr<br>J.A.Nilsson97-97 1Dk<br>Elec.light | 388<br>281<br>210 | | | | 1891 | MotalaCo.<br>Oscarshamn | Ångf.Aktieb.Falken (G.E.Falck) | 133·2 23·6 12·7<br>Q47'B35'H10tF16' | Gothenbrg<br>Swedish | T.3Cy.11¼",18¾"&29¾"-19½"<br>88NH<br>OscarshamnsMek.Verks. | | V | |
| 590 | Sunk Collision 11,04 SteelScSr<br>J.Ravenscroft91-08<br>Mchy Aft 1Dk(Stl)<br>Welldeck | 371<br>264<br>87 | ✠ ~~100A1~~<br>11,03<br>✠ | Bkn | f | 1903<br>3mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Ayr<br>'sA&CP | W.Rowland | 150·0 24·4 10·4<br>Q54'B14'F27'<br>BK7<br>WB=FPT50t | Liverpool<br>British<br>3BHCem<br>APT8t | C.2Cy.20"&42"-27" (s)<br>180lb 94RH<br>1SB.3pf,GS52,HS1621<br>Ross&Duncan,Glasgow | 11 · 8<br>10½ | | |
| 591<br>86959 | — SteelPadSp | 112<br>112<br>12 | | | | 1883 | J.T.Eltringham<br>SouthShields | N.EasternRly.Co. | 95·6 19·2 9·8 | W.Hartlpl<br>British | L.2Cy.28"-50<br>76RH<br>J.P.Rennoldson&Son,SShl | | | |
| 592<br>HMJK | Blanche Amélie IronScSr<br>Bertrand -98 ssStk.No.2-82<br>(exStentor) 1Dk | 363<br>—<br>158 | ✠<br>9,84 | Lon | f | 1874<br>5mo | R.Dixon& Co.<br>Middlesbro' | Cie.Mar.L'Armoricaine(A.Legal&D. deKersabiec,Mgs.) | 141·0 22·2 12·3<br>Q15'B48t<br>WB=DBa38'f28 | Nantes<br>French<br>BHCem | C.2Cy.18"&35½"-20"<br>47NH<br>Blair&Co.(Lim.),Stockton | 12 · 10 | | |
| 593<br>102131<br>NHSC | Blanche Rock SteelSc3MstSr<br>T.Beahon -95 ssBkn.No.2-02<br>Welldeck 1Dk(Irn)<br>Mchy.Aft | 471<br>343<br>172 | ✠100A1<br>6,04<br>✠ LMC<br>BS5,0 | Bkn | g | 1894<br>2mo | AilsaShipbuildingCo.<br>Troon<br>A&CP | SS.BlancheRock Co.Ld(A.Rowland) | 162·0 25·6 11·5<br>Q84'B10'F24'<br>drp04 BK7"<br>WB=DBf10'20tFPT | Liverpool<br>British<br>BHCem<br>18tAPT10t | C.2Cy.21"&42"-30" (s)<br>115lb 70lb 72RH<br>1SB,3pf,GS66,HS1360<br>Muir&Houston,Glasgow | 12 · 7<br>· 9½ | | 6,04 |
| 594<br>83770<br>JFLV | Blanchland IronScSr<br>S.Shapter -03 ssNwc.No.3-2,97<br>ssNwc No.1-01<br>Welldeck 1Dk(Irn)2trB | 1213<br>937<br>760 | ✠100A1<br>6,04<br>✠ LMC3,01 | Shl | n | 1883<br>11mo | Osborne, Graham&Co.<br>Sunderland<br>A&CP | G.Hannay<br>WB=D | 230·5 34·1 16·2<br>Q75'B68'F25'<br>BK8½"<br>Ba59'f65'249tFPT | Newcastle<br>British<br>1BHCem<br>35tAPT12t | C.2Cy.28"&58"-36" (a)<br>80lb 90lb NDB95 135NH<br>1SB,3pf,GS41,HS2280<br>Carr&Co.(Lim.),Sld. | 17 · 4<br>· 1 · 8 | | 7,03 |
| 595<br>108392<br>QFVT | Blanefield SteelScSr<br>W.Curtis -99 ssShl.No 1-02<br>Elec.light 1Dk(Stl)&Spar dk(Stl) &deep framing | 3411<br>3338<br>2182 | ✠100A1<br>Spar dk<br>✠ LMC10,03 | Shl<br>Nwc | w | 1898<br>7mo | Short Bros.<br>Sunderland<br>A&CP | Seafield ShpgCoLd (Lawther,Latta& Co.Mgrs.)<br>WB=CellDBa | 352·2 45·1 17·2<br>P35'B89'F40' 26·1<br>FK<br>111'uE24'f148'881t | London<br>British<br>6BHCem<br>APT65t | T.3Cy.24½",40"&66"-45" (r<br>180lb 100lb 313NH<br>2SB.6rf,GS108,HS3838 FD<br>G.Clark,Ld Sunderland | 19 · 9<br>· 5 · [illegible] | | 10,04 |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any / Special Surveys. No of Decks, &c. | 4 Registered Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned and expired. Equipment Letter. | 8 Built. When | By Whom / Where | 10 Owners. | 11 Register'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Sumidships | 15 Register Book. Intermediate Certificate. | 16 Date when last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 596<br>4229<br>JNMT | **Blanka** SteelScSr<br>*F.J.E.Hässler* 98–04 ssGls.No.3–6,00<br>(ex Mersario) ssGls.No.1–03<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1417<br>1094<br>846 | †100A1 Gls Bly<br>9,01 1,04<br>BS4,04 †LMC 08 | | *o* | 1889<br>9mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | Ångf.Aktieb. Smaland (T.Linnell,*Mgr.*)<br>*WB = Cell* | 245·5 35·0 15·3<br>Q78′ B55′ F32′<br>FK<br>*DB* 205′ 8*sx*t *FPT* | Oscrshmn Swedish | T.3Cy.18½″,30″&48″–36″ (*s*<br>160lb *25lb* 11 NH<br>2SB,4*cf*,GS70,HS2242<br>Dawtnorns&Co.Leith. | 17 *ft* 11<br>3 *ft* 8 | | 7 08 |
| 597<br>RDSJ | **Blankenese** IronPadCtr<br>*J.Giese* –00 (ex Albert Victor)<br>1*Dk* | 462<br>391<br>162 | | | | 1866 | Aitken& Mansel Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 229·4 24·3 8·5 | Hamburg German | 2Cy.17¾″–28½″<br>26NH<br>Aitken&Mansel,Glasgow | | | |
| 598<br>LGDS | — SteelScSr<br>*J.Fock* –08 (*Trawler*)<br>1*Dk* | 169<br>156<br>29 | | | | 1896 | Act.Ges. "Neptun" Rostock | J.H.Schuldt | 110·6 21·0 10·4<br>H36′ | Blnkenese German | C.2Cy.17¾″&32½″–22″<br>41NH<br>A.G."Neptun," Rostock | | V | |
| 599<br>9202<br>LJKQ | **Blarney** IronScSr<br>ssCrk.No.3–3,01<br>*Ref.Mchy* 2*Dks*(1*pt Irn*)<br>*Elec.light* | 1250<br>989<br>628 | †100A1 Crk Qns<br>1,00<br>BS5,00 †LMC 3,01 | | *p* | 1889<br>10mo | Earle's Co. (Lim) Hull A&CP | City of Cork Steam Packet Co.Ld. | 256·6 33·0 15·7<br>P74′ B63′ F45<br>BK8½′<br>*WB = Cell DB* 206*t*.1*PT*6*t* | Cork British | T.3Cy.24″,38″&62″–42″ (*s*<br>160lb *60lb* 260NH<br>DB.3*cf*,GS126,HS4080<br>Earle's Co.(Lim.),Hull | 18 *ft* 2<br>3 *ft* 6½ | PT<br>Intl<br>Cert | |
| 600<br>95158<br>ETDJ | **Blazer** IronScSrTug<br>~~*H.Jones* –07~~ ssLiv.No.3–3,00<br>(ex The Rose) 1*Dk*(*Irn–wr*) ~~1*Dk*(*Irn*)~~<br>*Newton* –04 ssLiv.No.1–04 | 283<br>241<br>6 | †100A1 Liv<br>*Tug*<br>8,04 ~~Hamburg~~ †LMC 3,04<br>~~Hamburg~~ ~~Hamburg~~ | | *e* | 1888<br>6mo | SM'Knight & Co. Ayr *Lloyd's*A&CP | Liverpool Steam Tug Co.Ld. | 130·0 23·5 12·6<br>BK7′ | Liverpool British | C.2Cy.29″&55″–36″ (*a*<br>40lb 150NHP<br>1SB.4*pf*,GS82,HS2624<br>I.Gilmour&Co.,Glasgow | 13 *ft* 6 | | 10 08<br>8,04 |
| 601<br>115930<br>TRSW | **Bleamoor** SteelScSr<br>*J.Prest* –02<br>*Turret deck* 1*Dk*2*trB* | 3745<br>3147<br>2403 | | | | 1902 | W.Doxford &Sons Ld. Sunderland | Moor Line Ld. (W.Runciman& Co.*Mgrs.*) | 342·3 46·6 24·8<br>*WL* | London British | T.3Cy.26″,42″&68″–42″<br>300NH<br>W.Doxford&Sons,Ld.Sld. | | V | |
| 602<br>3303<br>JKBQ | **Blenda** *L.Hogstedt* IronScSr<br>~~*L.Hogstedt* –08~~ ssOsc.2nd No.3–3,03<br>(ex San Domingo)<br>*Well deck* 1*Dk*2*trB* | 1015<br>847<br>563 | †100A1 Gmh<br>4.04<br>NB8,98 †LMC 3,03<br>BS4,98 | | *n* | 1874<br>5mo | M.Pearse& Co. Stockton A&CP | Ångf.Aktieb. Småland (T.Linnell.*Mgr.*) | 230·0 31·1 16·0<br>Q87′ B54′ F28′<br>ND90 BK8′<br>*WB = DBa* 65′*f* 84′ | Oscrshmn Swedish | C.2Cy.28″&56½″–36″ (*s*<br>75lb 142NH<br>2SB,6*pf*,GS140,HS2246<br>Blair&Co.Ld.Stockton | 16 *ft* 8<br>3 *ft* 9 | | N3,02 |
| 603<br>NDHV | — IronTwinScSr<br>*H.J.Petersen* 1*Dk* | 274<br>164<br>167 | | | | 1875 | Gothen-burg M.V. Gothenburg | Forenede Dmpskib. Selskab | 137·8 20·8 9·7<br>Q50′ B25′ H4*t* F37′ | Frdrkshvn Danish | C.4Cy.12½″&26½″–18″<br>50NH<br>GothenburgMek.Verkst. | | | |
| 604<br>98559<br>MCFG | **Blenheim** SteelScSr<br>*T.R.Kirby* –99 ssCff.No.8–9,03<br>*Well deck* 1*Dk*(*Stl*)§ *Webframes* | 2403<br>1574<br>1547 | †100A1 Cff<br>~~2,04~~ 9,03 1,05<br>~~Hamburg~~ | | *s* | 1891<br>3mo | W.Gray & Co.(Lim) W Hartlepool *Lloyd's*A&CP | J.B.Jackson, W.Edwards& H.Roffey | 285·0 39·0 21·4<br>P27′ Q92′ B112′<br>F28′ BK10″<br>*WB = DBa* | Whitby British | T.3Cy.22″,35″&59″–39″ (*s*<br>160lb ~~*80lb*~~ NDB04 215NH<br>2SB,6*rf*,GS81,HS3200 *90lb*<br>94′*f* 104′ 580*t* Centrl Marine E Wks W Hpl | 22 *ft* 10<br>3 *ft* 1½ | | 12 02<br>N8,04 |
| 605<br>KRMD | **Blexen** SteelSc<br>*H.Meiners* 00–08 (*Trawler*)<br>1*Dk* | 194<br>164<br>62 | | | | 1903 | J.C.Teck-lenborg A.G Geestemünde | J.Wieting | 114·0 22·6 10·7<br>Q28′ F21′<br>*WL* | Gstemnde German | T.3Cy.11 1/16″,17 15/16″&29 5/16″–21⅝″<br>39NHP<br>J.C.Tecklenborg A.G.Gst. | | G | |
| 606<br>8201 | **Block Island** WoodPad<br>*C.Kelly* 01–01 | 757<br>—<br>566 | | | | 1882 | R.Palmer &Son Noank,Conn. | New London Steamboat Co. | 187·2 33·0 11·6 | N.Lndn Cn Utd. States | B.1Cy.46″–120″<br>NB01 179NHP<br>A.&W.Fletcher,New York | | | |
| 607<br>98444<br>NLQC | **Blodwen** SteelScSr<br>*J.Jones* –01 ssCff.No.2–02<br>1*Dk*(*pt Stl pt Irn*)2*trB*<br>§*deep framing* §*pt Awng dk*(*Irn*) | 2978<br>2264<br>1945 | †100A1 Cff<br>*pt Awng dk*<br>*with freeboard*<br>6,01 ~~7,08~~ †LMC<br>MS11,0 | | *t* | 1894<br>8mo | J.Read-head&Son South Shields A&CP | W.&C.T.Jones S.S. Co.Ld.<br>*WB = Cell D* | 315·0 41·5 22·3<br>Q127′<br>*pt Awng dk* 188′ FK<br>*Ba* 104′ *u E*20′*f* 124′ | Cardiff British | T.3Cy.23″,37½″&61½″–42″(*r*)<br>160lb ~~*80lb*~~ NDB98 248NH<br>2SB.6*rf*,GS87,HS3603<br>J.Readhead&Sns,S.Shields | 23 *ft* 7<br>9 *ft* 1 | | ~~7,08~~<br>6,04 |
| 608<br>99097<br>MQJL | **Bloemfontein** SteelScSr<br>*G.E.V.Roberts* –02 ~~ssShl.No.2–01~~<br>1*Dk*(*Stl*)§ *Spar dk*(*Irn*)§ *Webframes*<br>ssShl.No.3–12,04 | 2745<br>2560<br>1718 | †100A1 Lon Shl<br>*Spar dk*<br>~~4,02~~ 5,05<br>~~Hamburg~~ †LMC 12,04 | | *u* | 1892<br>8mo | J.Laing Sunderland A&CP *WB = Cell* | Bucknall S.S. Lines.Ld. (Bucknall Bros. *Mgrs.*)<br>*DB* 260′ 580*t* *APT* | 310·0 40·5 17·5<br>P30′ B34′ F36′ 25·3<br>BK10″<br>46*t* *Tunnel tank* 85*t* | London British | T.3Cy.24″,38″&64″–42″ (*r*)<br>160lb ~~*80lb*~~ NDB01 284NH<br>2SB.6*rf*,GS135,HS4542<br>G.Clark(Lim.),Sunderland | 20 *ft* 0<br>5 *ft* 10½ | | 8,08<br>N12,04 |
| 609<br>118678 | — SteelScYl<br>1*Dk* | 82<br>78<br>83 | †100A1 Hul<br>*For fishing purposes*<br>9,03 †LMC 9,04 | | | 1903<br>9mo | Cochrane& Sons Selby *Lloyd's*A&CP | Flett,Sutherland &Co. | 82·0 19·0 8·2<br>BK6″ | Banff British | C.2Cy.11″&22″–16″ (*s*)<br>125lb 25RHP<br>1SB,2*pf*,GS24,HS590<br>Tindall. Earle&Hutchinson,Ld.Hull | 9 *ft* 0 | | |
| 610<br>HFQK | **Blonde** IronScSr<br>*W.Rosenbaum* –01 ssLon.No.3–4,71<br>*Mchy.Aft* 1*Dk*2*trB* | 613<br>394<br>363 | †<br>4,71 | Lon | | 1863<br>9mo | C.Lungley London | Th.Rodenacker Danziger Rhed. Act.Ges.(Th.Rodenacker,*Mgr.*) | 177·8 28·7 14·9 | Danzig German | 4Cy.16″&36″–27″<br>NB02 112NHP<br>C.Lungley,London | | | |
| 611<br>64330<br>VHGC | **Bloodhound** WoodSc3MstSr<br>*T.Linklater* –05<br>(ex H.M.S.Discovery) 2*Dks* | 542<br>508<br>814 | | | | 1873 | ..... Dundee | D.Murray&Son | 166·0 29·1 17·9 | Glasgow British | C.2Cy.28½″&46″–36″<br>NB08 96RHP<br>Greenock Foundry Co. Grk | | | |
| 612<br>95821<br>MTNB | — IronScK<br>*G.Porter* –90 1*Dk* | 150<br>138<br>52 | | | | 1890 | Cook, Welt'n& Gemmell Hull | Humber Steam Trawling Co.Ld. | 100·4 20·9 10·9<br>Q22′ F18′<br>BK7½″ | Hull British | C.2Cy.17″&33″–22<br>45RHP<br>Bailey&Leetham,Hull | 11 *ft* 11 | | |
| 613<br>110349<br>BJQK | **Bloomfield** SteelSc3MstSr<br>*J.Lowe* 88–99 ssBly.No.1–01<br>*Mchy.Aft* 1*Dk*(*Stl*)§ *Spar dk*(*pt Irn*§ *pt Stl*)§ *Web frames*<br>*Elec.light* | 4455<br>4163<br>2869 | †100A1 Bly<br>*Spar dk*<br>*Carrying Petr* Hamburg<br>~~5,04~~ 6,08<br>4,0 | | *x* | 1899<br>10mo<br>*bulk* | Tyne Iron S.B.Co.Ld. Newcastle *Lloyd's*A&CP | Hunting&Son<br>*WB = Cell DB* *u E*§ B68′ 255*t* *FPT* | 350·0 50·2 22·5<br>P100′ B32′ F57′ 29·6<br>FK | Newcastle British | T.3Cy.27″,45″&74″–48″ (*s*)<br>180lb 430NHP<br>3SB,9*rf*,GS209,HS6900<br>N.E.Marine Co.Ld.Nwc. | 24 *ft* 6<br>3 *ft* 9½ | | ~~6,08~~<br>~~6,04~~<br>N4,05 |
| 614<br>7692 | **Blosse Lynch** IronPad<br>*A.Holland* | 466<br>309<br>384 | | | | 1876 | J.&G. Rennie London | Euphrates & Tigris Stm.Nav.Co.Ld. | 220·4 29·1 6·0 | London British | C.H.4Cy.18½″&35″–54″<br>150NHP<br>J.&G.Rennie,London | | | |
| 615<br>RMNQ | **Blücher** SteelTwinScSr<br>*E.Kopff*<br>*Ref.Mchy* *Elec.light* 4*Dks* | 12334<br>9181<br>7629 | | | | 1901 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 525·6 62·3 35·6<br>P&B402′ H53′ F78′<br>*WL* | Hamburg German | Q.8 Cy.29½″,42⅛″,60¼″&85½″–55½″<br>1090NH<br>Blohm&Voss,Hamburg | | G | |
| 616<br>89802 | — IronPadSp<br>*J.Fotheringham* 95–95 | 117<br>106<br>18 | | | | 1885 | Hepple& Co. North Shields | Grangemouth& Forth Towing Co Ld | 95·8 18·4 8·9 | Grngemth British | 2Cy.34½″–52″<br>40RHP<br>Hepple&Co.,N.Shields | | | |
| 617<br>9908<br>MPTJ | **Blue Bell** SteelScSr<br>*E.Owen* –08 ~~ssLon.No.2–00~~<br>*Well deck* ssBry.No.3–6,04 1*Dk*(*Stl*) | 563<br>418<br>281 | †100A1 Lon Bry<br>6,04 2,05<br>~~Hamburg~~ | | *i* | 1892<br>5mo | D.J.Dun-lop&Co. Pt.Glasgow *Lloyd's*A&CP | Manchstr Coasting &Gen.Shppg Co Ld. (A.E.Bowen.*Mgr.*) | 175·9 26·1 12·6<br>Q42′ B52′ F48′<br>BK7″<br>*WB = DBa* 31′ | Manchestr British | T.3Cy.14⅝″,23⅜″&38″–27″(*s*<br>160lb 96RHP<br>1SB.3*pf*,GS54,HS1553<br>D.J.Dunlop&Co.,P.Gl. | 13 *ft* 5<br>3 *ft* 1 | | ~~2,06~~<br>N6,04 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement. Hss. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. / Total. / Sous le Pont. / Net. | 5 Détails de la Classification. / Cote. / Spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. / Quand. / Où. | 9 Par qui | 10 | Armateurs. | 11 Dimensions d'après la Jaugue. Superstructures, &c. Longueur. Largeur. Creux. / Pavillon. | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Epaisseur des Bordés au milieu du navire. Dessus du Pont. Côtés du Pont. | 16 Epaisseur des Bordés au milieu du navire. Bordé de Quille. Bordé de Virure de Ceinture. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 618 116534 | **Blue Bell** W. Wood (ex Thirty Eight) | SteelScK 1 Dk | 79 75 83 | ✠100A1 For Fishing purposes 6,05 MC6,02 | Abn | | 1902 8mo | Smith's Dock Co. Ld. North Shields Lloyd's '04 CP | W. Wood | 80·0 18·1 8·3 B K6 WB = | Banff British 3 BH Cem | C.2Cy. 1 3"&28"–16 (s) 125 22 RH 1SB, 2pf, Gs17, Hs476 MacColl & Pollock, Sld | 9 0 | | |
| 619 35140 MNWF | **Blue Cross** J. Storm 95–9 ssCil. No.3–3,0 1 Dk(pt Stlpt Irn) 2tr B tpt Awngdk (Irn) & Web frames | SteelScSr ssCil. No.2–98 | 3028 2296 1959 | ✠100A1 pt Awng dk with freeboa 6,05 LMC MC10,00 | Cff | | 1892 4mo | J. L. Thompson & Sons Sunderland A&CP | Rowland & Marwood's S.S. Co. Ld. (C. Marwood, Mgr.) | 322·0 41·5 21·5 P29 Q160 BK 10 WB = Cell DB 280 | Whitby British 6 BH Cem | T. 3Cy. 24", 39"&64"–42" (s) 160lb ND894 256 NHP 2SB, 6pf, Gs116, Hs4000 9000 J. Dickinson, Sunderland | 24 6 9 0 | | |
| 620 97033 | **Blue Hill** D. McRae –98 | WoodScSr 1 Dk | 196 74 38 | | | | 1887 | East Boston Mass. | Victoria S.S. Co. Ld. | 135·0 18·0 7·0 | Halifax NS British | C.2Cy. 12"&22"–12" 38 RH | | | |
| 621 110959 HBCJ | **Blue Jacket** J. W. Palmer 86–04 2tr B deep framing. Web frames | SteelScSr 1 Dk(pt Irn & pt Stl) | 3515 1247 2271 | ✠100A1 1,05 Glass Cont. MC | Sld Cff | no | 1904 8mo | J. L. Thompson & Sons, Ld Sunderland Lloyd's '04 CP | G. Hallett WB = Cell D Ba | 336·0 49·2 P38 B100 F35 P41 len 71 ds 77 | Cardiff British 6 BH Cem T 117 | T. 3Cy. 24", 40"&66"–42" (s) 180lb 130lb 800 NHP 2SB, 6pf, Gs131, Hs1035 J. Dickinson & Sons, Ld. Sld. | 26 10 4 11 | | |
| 622 99557 | — J. L. Stroud –02 (Trawler) | IronScK 1 Dk | 153 143 62 | | | | 1892 | Cochrane, Cooper & Schofield Beverley | F. R. Greenish (S.M. Price, Mgr.) | 101·0 20·5 11·0 Q19 | Hull British | C.2Cy. 16"&32"–22" E made 91, fitted 99 82 RH Hepple & Co., N. Shields | | | |
| 623 3445 KGQM | **Bluefields** J. L. Masingo –94 (ex William Coulman) | IronScSr ssGoo. No.3–9,77 ssGoo. No.2–83 1 Dk 2tr B | 737 — 445 | ✠ 3,00 | Phl | | 1865 10mo | Macnab & Co. Greenock | New York & Baltimore Transportation Line | 208·5 24·0 12·7 P41 len 71 ds 77 | Baltimore Utd. States 6 BH Cem | C.2Oy. 22"&44"–27" NE 71 NB 79 84 NH Cmp. 79 C. D. Holmes & Co., Hull | | | |
| 624 QGCS | **Blumenthal** H. Oltmanns 00–02 | SteelSc 1 Dk | 141 130 81 | (Trawler) | | | 1895 | Bremer "Vulkan" Vegesack | Deutsche Dmpfischerei Ges. Nordsee | 102·3 20·6 9·9 | Bremen German W/s | C.2Cy. 14½"&27⅝"–21⅝" 29 NH Bremer "Vulkan," Vegesack | | G | |
| 625 78402 RBKQ | **Blythville** A. Wallace –92 Well deck | IronScSr ssHpl. 2nd No.3–2,03 1 Dk(Irn) 2tr B | 1325 1047 822 | ✠100A1 1,05 NB8,05 BS5,04 | Shl Hpl | o MC2,03 | 1877 7mo | W. Gray & Co. W Hartlepool A&CP | W. C. Gray | 248·0 32·1 18·4 Q84 B122 t F84 BK8½ WB = | W. Hartlpl British 4 BH Cem D Ba 69 f 63 | C.2Cy. 29"&56"–38" (s) 80lb 80lb ND801 150 NHP 2SB, 4pf, Gs66 N.E. Marine E.C. (Lim.), Sld | 19 4 8 1 10 | | |
| 626 [illegible] | **Boadicea** T. Hen[illegible] ssHul No 1–03 1 Dk | IronScK [illegible] | 193 171 61 | ✠100A1 Stm Trawler 1,05 | Hul | MC6 Sl | 1899 2mo | Cook, Welton & Gemmell Hull A&CP | [illegible]'s Steam Trawling Co. Ld. E. Longuetra | 113·6 21·0 11·2 Q19 BK7½ WB = | [illegible] Hull British 4 BH Cem D/B 13'8t Spanish | T. 3Cy. 11½", 20⅝"&38"–24" 200lb (s) 53 RH 1SB. 2cf, Gs31, Hs912 Amos & Smith, Hull | 12 1 | | |
| 627 98729 MTND | **Boarhound** 1 Dk | IronScK | 153 139 57 | | | ... | 1891 | Cook, Welton & Gemmell Hull | Humber Steam Trawling Co. Ld. | 101·0 20·8 10·9 Q22 F18 BK7½ | Hull British | C.2Cy. 17"&33"–22" 45 RH Bailey & Leetham, Hull | 11 10 | | |
| 628 101139 | **Bobbie Towns** L. Sham –94 1 Dk | WoodScSr | 136 121 75 | | | | 1894 | G. Frost Kincumber. N.S.W. | Burns, Philp & Co. Ld. | 98·2 23·3 7·5 | Sydny NSW British | C.2Cy. 11"&22"–16" E made 91 21 RH Bow, McLachlan & Co., Pay | | | |
| 629 91164 | **Bobby Burns** J. Pezeby –03 1 Dk | WoodScSr | 142 112 77 | | | | 1897 | Mc Farlane & Dowell Brisbane | J. Darling, jun. | 89·2 25·0 6·9 | Sydny NSW British | C.2Cy. 8"&16"–18" 20 RH Tooth & Co., Maryborough | | | |
| 630 1071 HGNT | **Bocho Maru** 2 Dks | WoodScSr | 385 366 238 | | | | 1888 | Kawasaki Dckyrd. Co. Ld. Kobe | K. Fujino | 142·5 20·4 18·5 | Osaka Japanese | C.2Cy. 21"&39"–24" 62 NH | | | |
| 631 HMLR | **Bocognano** Uché | IronScSr | 866 — 381 | | | | 1884 | Claparède & Co. Rouen | Cie. Marseillaise de Nav. à Vap. (Fraissinet & Co., Mgrs.) | 217·0 29·0 17·5 H—F21' | Marseilles French | C.2Cy. 38½"&59½"–35½" NB97 176 NH Claparede & Co., Rouen | | V | |
| 632 | **Bodil** J. Thögersen 02–04 (ex Neptun, Fehmarn) | SteelScSr ssHam. No.3–12,0 ssHam. No.1–04 1 Dk(Stl) & Web frames | 767 647 474 | ✠100A1 2,05 | Ham MC Gst | k | 1888 7 mo | G. Howaldt Kiel Lloyd's '04 CP | Dampskibsselsk. Vesterhavet I Lauritzen, Mgr. | 195·1 30·0 13·8 B44 F29' BK7½ WB = Cell | Esbjerg Danish 4 BH Cem D B 152' 224 t | T. 3Cy. 14½", 23½"&39"–23½" 156lb (k) 81 NHP 2SB, 2cf, Gs42, Hs1328 Gebrüder Howaldt, Kiel | 16 4 | | N 3 |
| 633 106425 QBPF | **Bodlewell** T. W. Scarr –03 2 Dks (1 Stl. & Upt Irn pt Stl) & deep framing | SteelScSr ssSld. No.1–02 | 3427 3173 2209 | ✠100A1 10,01 BS5,04 | Sld | m MC6,02 | 1898 4mo | J. L. Thompson & Sons, Ld. Sunderland A&CP | Tyzack & Branfoot Stm. Shpg. Co. Ld. Tyzack & Branfoot, Mgrs.) WB = | 350·0 47·0 24·3 P30 B97 F39' FK Cell D Ba 115' f 145 | Sunderland British 6 BH Cem 6700 A P 138 t | T. 3Cy. 23½", 39"&64"–42" (s) 180lb 180lb 293 NHP 2SB, 8pf, Gs230, Hs1630 N.E. Marine Co. Ld. Sld. | 26 9 5 1 | | |
| 634 JTSN | **Bodö** H. M. Figenschau 03–03 (ex Xenia) | SteelScSr 1 Dk | 666 486 398 | | | | 1894 | Bergens Mek. Verks Bergen | Actles. Bodö (A. E. Laganger) | 181·8 28·0 11·9 B51 B104 t H18 t F24 t WB | Bergen Norwegian | T. 3Cy. 16½", 27"&45"–30" 111 NH Bergens Mek. Verks. Bgn | | N | |
| 635 NHCG | **Bogor** A. L. Harken 97–00 Elec. light | SteelScSr 2 Dks & Spar dk | 3621 3425 2306 | | | | 1898 | Blohm & Voss Hamburg | Rotterdamsche Lloyd (W. Ruys & Zonen, Mgrs.) | 330·1 44·6 28·4 B53 F53' WB | Rotterdam Dutch | T. 3Cy. 28", 37½"&68"–48" 27 NH Blohm & Voss, Hamburg | | V | |
| 636 HFGT | **Bogstad** Land –03 | SteelScSr 1 Dk 2tr B & pt Awng dk | 3058 2364 1982 | | | ... | 1891 | Nylands Verks. Christiania | Dampskibsselskabet Bogstad (Fearnley & Eger) | 325·0 41·8 21·2 F28 Q100' 10 pt Awng dk 194' | Christiania Norwegian WB | T. 3Cy. 28", 37½"&61½"–42" 245 NH Nylands Verks. Xia | 24 0 | | |
| 637 HCWD | **Bohemia** M. Dobcevich Ref. Mchy. Elec. light | SteelScSr ssTri. No.1–00 2 Dks (1 Stl.–ws) & Spar dk (Stl.–teak s) | 4282 3463 2311 | ✠100A1 Spar dk 7,04 Fitted for liquid fuel i BS1 | Tri | x MC14,00 | 1896 12mo | Lloyd Austriaco Trieste | Lloyd Austriaco WB = Ce | 375·4 44·0 19·5 F78 B95 F87' FK l D Ba 52 t u E & B 108 | Trieste Aust.-Hung 6 BH Cem f 125 518 t | T. 3Cy. 35½", 57"&92"–54" (s) 170lb 165lb 795 NH 1SB, 16rf, Gs280, Hs11400 Pu Lloyd Austriaco, Trieste | 22 7 | | 1 |
| 638 98822 MDFG | — A. Hunt –03 | SteelScSr | 3190 2709 2061 | | | | 1891 | D. & W. Hndrson & Co. Glasgow | Anchor Line (Henderson Bros.) Ld. | 320·0 43·0 24·5 P70' B76' F44' | Glasgow British | T. 3Cy. 22", 37"&60"–48" 249 NH D. & W. Henderson & Co., Gls | | C | |
| 639 99167 MJPT | — (Trawler) | IronScYl 1 Dk | 155 142 57 | | | ... | 1891 | Mackie & Thomson Glasgow | Gt. Gms. & E. Coast Stm. Fishing Co. Ld | 100·5 20·5 10·7 Q19 F19' BK7½ | Grimsby British | T. 3Cy. 11", 16½"&27"–22" 45 RH Muir & Houston, Glasgow | 11 11 | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any / No of Decks, &c | Gross. / Under deck. / Net. | Particulars of Classification. Character. | for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned from expired Enrolment | Built. When | By Whom | Where | Owners. | Registered Dimensions. Deck Erections, &c | Port of Registry | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.=Horse power by Society's formula. I.H.P.=power by Ship's Register. Particulars of Tollers & Furnaces. Engine Makers's Name. | Moulded depth. / Freeboard amidships | Date when last Surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 640 11340 RTVJ | **Bohemian** *N.McCallum* –00 *Ref Mchy Elec.light* | **SteelSc4MstSr** 3*Dks(Stl)&Web frame* | 8548 7958 5542 | ✠100A1 *Shelter Dk* | Liv | / | 1900 | A.Stephen & Sons Glasgow | *Lloyd* | *sA&CP* | F.Leyland&Co. (1900),Ld. *Upper tr'dge* 266 *WB=CellDBa* 142 *uE&B* 80′ *f* 154 | 512′0 58′2 34′3 | | [illegible] *BHCem* | 37 ″ 6 / 8 ″ 9 | 7,04 |
| 641 | **Bohol** ss Man.97 1*Dk* pt GI Br& Y *Mover wood Sheathing* 11,97 | **CompSc** | 251 198 130 | ✠ | Man | | 1890 | Varadero de Manila Cañacao | 8mo | | Manila Spnsh Gvt. Manila United States | 128′0 19′2 12′0 16′&16′rs Mat *Iron frame planked* | | C.2Cy.16″&32″ 17 NHP 1SB.*2pf*,GS38,HS850 Rankin& Blackmore,Grk. | | |
| 642 707 HTNS | **Bohus** *A.W.A.Glimstedt*03–03 | **SteelScSr** 1*Dk* | 174 127 91 | | | | 1888 | Motala Co. Gothenburg | | | Ångb.Aktieb.Bohuslänska Kusten (C.O.S.Posse) | 98′1 21′7 8′4 Q29 H21′ F13′ | Uddevalla Swedish | T.3Cy.9¼″,14½″ x 24½″–17½″ 25NHP Motala Co.,Motala | | |
| 643 HMLS | **Boiëldieu** *Bayle*94–02 (*ex*Empire) | **IronScSr** *ss*Ant.No.3–1,94 *ss*Mes.No.2–03 2*Dks*(*Irn*)3*trB* | 2049 1890 1107 | ✠100A1 3.04 | Msl | *s* | 1881 9mo *Lloyd* | R.&J. Evans&Co. Liverpool *sA&CP* | | | Ant.Artaud | 280′0 35′9 24′8 P28′Q102*t*B80′ F34′ BK94′ *WB=DBa*80′220*t* | Marseilles French | C.2Cy.33″&66″–42″ 80lb *80lb* NDB00 209NHP 1DB.*6pf*,GS110,HS3248 D.Rollo&Sons,Liverpool | 25 – 10 / 4 – 3 | 3,03 |
| 644 HMLT | **Boileau** *Solgrain* | **IronScSr** *ss*Bry.No.3–4,9 *ss*Bry.No.1–03 1*Dk*(*Irn*)2*trB* | 1794 1578 1115 | ✠100A1 3.04 5.09 | Bry | *r* | 1884 5mo *Lloyd* | Palmers' Co. Newcastle *sA&CP* | Soc Gén. de Houilles et Agglomérés *WB=DBa*78′*uE* | | 258′0 36′4 21′7 B56′F31′ BK94′ *WB*38′*f*60′432*t FPT* | Nantes French *BHCem* 17*t.IPT*23*t* | C.2Cy.25″&58½″–42″ (*s*) 120lb *80lb* NDB98 180NHP 2SB.*6pf*,GS109,HS2558 Palmers Co.(Lim.),Nwc | 23 – 1 / 3 – 10 | 1,04 |
| 645 HCWN | **Bojana** *P Kastropil* *Mchy Aft* | **SteelScSr** 1*Dk* | 204 97 | | | | 1890 | Stabilimnto Tecnico Trieste | | | Nav.a Vap Ragusea (M.Marinovich, *Mgr.*) | 120′0 22′0 8′0 P16*t* Q31*t* F10*t* | Ragusa Aust.-Hung. | C.2Cy.14″&25″–18″ 22NHP Stablimnto Tecnico,Trieste | | A |
| 646 76494 | **Boko** *J.C.Farmer* | **IronPadSrTug** 1*Dk* | 203 201 70 | | | | 1877 | A.Leslie& Co. Newcastle | | | Brisbane Tug Co. Ltd. | 125′0 21′1 10′4 | Brisbane British *WB* | 2Cy.37″–54″ 99RHP Thompson&Co.,Newcastle | | |
| 647 HGLQ | **Bolama** *M.de J.da Silva*86–99 1*Dk*(*Teak*)2*trL* *Elec.light* | **SteelScSr** *ss*Lis.No.1–03 | 883 602 536 | ✠100A1 4.04 BS4,03 MS10,03 | Lis | *l* | 1899 3mo *Lloyd* | Earle's Co. Ld. Hull *sA&CP* | Empreza Nacional de Nav.a Vapor. *WB=CellDB* | | 200′0 30′2 13′2 P26′B72′F32′ a37′*uE&B*16′*f*79′ | Lisbon Portuguese *BHCem* 170*t.APT*6*t* | T.3Cy.18″,27″&48″–27″ (*s*) 180lb *100lb* 122NHP 2SB.*4cf*,GS60,HS1780 Earle's Co.Ld.Hull | 15 ″ 7 / 1 – 10 | 4,04 |
| 648 89590 JMQC | **Bolderaa** *E.Fletcher*98–99 *Well deck* | **IronScSr** 4thSurvey,Ant.11,00 1*Dk*(*Irn*)2*trB* | 1555 1259 965 | ✠ A1* 1 3.04 MS11,00 | Lon | Lv | 1884 2mo | J.Laing Sunderland | Paul&Shellshear | | 244′0 36′3 18′1 Q100′B50′H25*t* F26′ BK8½″ *WB=DBa*/*f* | London British *BH* | C.2Cy.29½″&55″–36″ 80lb *80lb* NDB96 143NHP 2SB.*4pf*,GS71,HS2373 G.Clark,Sunderland | 19 ″ 6 / s 2 – 3½ | 18 27 17·29 18·31 18·32 6,99 |
| 649 96167 LMWR | **Boldon** *E.H Curling* –00 *Well deck* | **IronScSr** *ss*Lon.No.3–3,02 1*Dk*(*Irn*)2*trB* | 1109 893 676 | ✠100A1 8s 10.02 1,03 | Shl | *n* | 1889 12mo | Wood, Skinner&Co. Newcastle A&CP | W.Swanston& Sons *WB=CellDB* | | 237′7 33′0 15′0 P21′Q54′ B46′ F26′ BK8″ 188′322*t APT*28*t* | Newcastle British 4*BHpt Asp pt Cem* | T.3Cy.18¼″,30″&49″–33″ (*s*) 160lb *80lb* NDB00 146NHP 1SB.*4pf*,GS70,HS2367 NE Marine Eng Co(Ld) Nwc | 17 ″ 6 / s 1 – 8½ | ~~1,03~~ ~~8,04~~ 4,05 |
| 650 | **Bolinao** *J.Ugarte*02–02 | **IronScSr** *ss*Man.No.3–8,96 1*Dk* | 247 198 120 | ✠ 11.97 | Man | *s* | 1884 2mo | Abercorn S.B.Co. Paisley | Cia.Maritima | | 134′0 24′1 7′9 F17′ BK6″ | Manila Utd. States *BHCem* | C.2Cy.18″&34″–24″ 43NHP 1SB.*2pf*,GS32,HS756 Hanna,Donald&Wlsn,Psy. | 8 – 7 | |
| 651 109448 QPTS | **Bolivar** *F.J.Lyons* –03 *Elec.light* | **SteelScSr** *ss*Liv.No 1–02 1*Dk*(*pt Stl*–teak s) &*deep framing* | 1016 890 615 | ✠100A1 11.02 10,01 | Liv | *m* | 1898 7mo *Lloyd* | Hall, Russell&Co. Aberdeen *sA&CP* | Red Cross Iquitos S.S.Co.Ld. (Booth S.S.Co.Ld. *Mgs*) *WB=CellDB* | | 223′0 33′1 15′5 F28′ FK&BK3″ a48′*f*42′137*t FPT* | Liverpool British *5BHCem* 48*t.APT*18*t* | T.3Cy.17″,29″&46″–33″ (*a*) 180lb *100lb* 136NHP 1SB.*4cf*,GS69,HS2156 Hall,Russell&Co.Abn. | 16 ″ 6 / s 2 – 9½ | BT till 10,05 11,03 |
| 652 68081 MPSW | **Bolivia** *G.Arnott* –01 | **IronScSr** | 3999 2956 2561 | | | … | 1873 | R.Duncan &Co. Pt.Glasgow | Anchor Line(Henderson Bros.)Ld. | | 400′0 40′0 25′1 33′0 | Glasgow British | T.3Cy.27½″,44″&71½″–54″ NE&B91 376NHP D.&W.Henderson&Co.,Gls | | C |
| 653 RHQJ | — *P.Wintzer* 01–01 (*ex*Barmen) *Well deck Elec.light* | **SteelScSr** 2*Dks&Web frames* | 2646 2131 1704 | | | … | 1889 | Armstrong Mitchell& Co.(Lim.) Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | | 310′0 39′0 23′6 P&B186′F34′ BK10″ | Hamburg German *WB* | T.3Cy.23″,38″&61″–39″ NB92 278NHP WllsndSlpwyCo.Ld.,Nwc. | 26 ″ 0 | G |
| 654 112418 RPVW | **Boltonhall** *W.D.Lewis*97–00 1*Dk*(*Irn*)2*trB deep framing&Web frames* | **SteelScSr** *ss*S. 1.No.1–04 | 3595 3379 2327 | ✠100A1 10.02 1,03 | Cff | *w* | 1900 5mo *Lloyd* | Irvine's S.B. &D.D.Co.Ld W Hartlepoo *sA&CP* | West Hartlepool Stm.Nav.Co.Ld. *WB=Cell DBa* 115′ | | 341′2 48′2 25′0 P28′B85′F31′ FK *uE&B*35′*f*140′905*t* | W. Hartlpl British *6BHCem* *APT*82*t* | T.3Cy.25″,40″&67″–45″ (*s* 160lb *90lb* 308NHP 2SB.*8pf*,GS124,HS4740 W.Allan&Co.Ld.Sld. | 27 ″ 9 / 5 – 4 | ~~10,02~~ ~~10,04~~ N1,05 |
| 655 96090 LJBK | **Boma** *F.Killip* –02 2*Dks*(*UStl*–ws)&*Web frames* | **SteelScSr** *ss*Liv.No 3–8,02 | 2694 2434 1720 | ✠100A1 10.04 MS3,02 BS5,02 | Liv Ham | *t* | 1889 9mo *Lloyd* | Naval Con. Arm.Co.Ld Barrow *sA&CP* | British&African S.N.Co.(1900)Ld (Elder,Dempster& Co.*Mgrs.*) *WB=CellDBa* 117′ | | 311′6 39′2 24′7 P40′B80 F40′ BK9 *uE&B*35′*f*130′805*t* | Liverpool British *5BHCem* 16*t.IPT*20*t* Melbourne | T.3Cy.23″,38″&61″–42″ 160lb *90lb* 253NHP 2SB.*6cf*,GS130,HS3073 Naval Con.&A Co.Ld.,Brw | 27 ″ 5 / s 5 – 2½ | ~~10,02~~ 10,04 |
| 656 114660 VPKJ | **Bombala** ~~*L.Gabriel*–04~~ *L.A.Leslie* 1*Dk*(*Stl*–ws)&*Spar dk*(*Stl*–teak s) *Elec.light* | **SteelScSr** &*Web frames* | 3540 2771 1752 | ✠100A1 *Spar dk* 1,05 3.01 | Sld Mel | *u* | 1904 3mo *Lloyd* | Sir J. Laing &Sons,Ld. Sunderland *sA&CP* | Howard Smith Co. Ld. *Cell DBass uE* 82′ | | 348′0 14′2 17′6 P23′B138 F43′ 25′6 BK8½″ 130′580*t* | Sunderland *6BHCem* *IPT*21*t* | T.4Cy.30″,50″&(2)58″–48″ 180lb (*s*) 716NHP 1SB.*16cf*,GS284,HS11851 FD G.Clark,Ld.Sunderland | 28 ″ 4 / 5 – 0½ | BT till 1,05 |
| 657 119065 | **Bombardier** *A.Robertson*03–03 *Well deck Mchy.Aft* | **SteelScSr** 1*Dk*(*Stl*) | 221 159 70 | ✠100A1 8.04 | Ard | *e* | 1903 11m *Lloyd* | Ardrossan DD&BCo.Ltd *sA&CP* | Coasting Stmships Ld.(Purdie,Glen& Millar, *Mgrs.*) | | 115′1 22′1 8′5 Q22 B37 F18 BK *WB=IPT*29*t* | Glasgow British *BHCem* | C.2Cy.13″&28″–21″ (*s*) 130lb 12RHP 1SB.*2cf*, Mesrs.A.D.Ld.Leith GS60,HS511 | 9 ″ 6 / – 11 | |
| 658 86976 WMKF | **Bombay** *H.A.Vicary* –04 2*Dks*(1*Irn*&*Upt Irn*–teak s)3*trB* | **IronSc3MstSr** *ss*Nwc.2nd No.3–2,03 | 3192 2923 2049 | ✠100A1 7.03 NE&B1,91 MS2,03 | Bry | *r* | 1882 6mo *Lloyd* | C.Mitchell &Co. Newcastle *sA&CP* | Nelson Donkin&Co. *WB=C* | | 337′0 41′4 26′5 P19′B82′F46′ BK11″ *B*272′410*t FPT* | London British *6BHCem* 30*t.APT*30*t* | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *80lb* NDB91 270NHP 2SB.*6rf*,GS123,HS4127 *650* Blair&Co.(Lim.),Stockton | 29 ″ 0 / 5 – 9 | ~~2,03~~ 11,04 |
| 659 9372 MTWH | — | **IronScK** *ss*Hul.No.1–95 1*Dk* | 167 150 69 | ✠ *Stm Trawler* 5.95 | Hul | | 1891 2mo | Cochrane, Coopr&Scho d'ld.Beverley | Hull Steam Fishing &Ice Co.Ld. | | 105′5 21′0 11′0 Q21′F36′ BK7½″ | Hull British *3BHCem* | T.3Cy.12½″,19½″&31½″–22½″ NB03 50RHP 1SB.*2cf*,GS27,HS778 Amos&Smith,Hull | 11 ″ 10 | |

| Numéro | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Numéral Assigné. Première Marque de la dernière Visite. | Quand Construit. | Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Profondeur. | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 660 | **Bombay Maru** Steel Sc Sr<br>*T. Murai* 94–03<br>(ex Glamorganshire) 1 Dk (Stl) &<br>Elec light Spar dk (Stl & deep framing | 4625<br>5909<br>3398 | ✠100A1 Yka x<br>Spar dk<br>11.08<br>BS11.08 ✠LMC12.02 | 1900<br>6mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | Nippon Yusen Kabushiki Kaisha<br>W B = | 377·2 47·1 20·5<br>P38 B92 F46' 28·3 BK<br>Cell D Ba 116 t u E & 1 | Tokio<br>Japanese<br>B H Cem | T.3Cy.25″,42″&70″–16″ (s<br>190lb 100lb 854 NH<br>2SB 8cr, cs136, us6300<br>N.E. Marine Eng. Co. Ld. Sld | 23 × 0<br>× 7 × 0 | | 12,02 |
| 661 | **Bona** Steel Sc Sr<br>*J. Tweddle* –04 ss Shl. No. 3–5.03<br>1 Dk (Irn) & Webframes & pt Awng dk (Irn) | 2427<br>1780<br>1567 | ✠100A1 Npt s<br>pt Awng dk<br>with freeboard<br>4.04 | 1890<br>3mo | R. Dixon & Co. Middlesbro' A&CP | English & American Shppg. Co Ld. (C.T. Bowring & Co. Ld. Mgrs.)<br>W B = Cell | 297·0 40·0 18·9<br>P27 Q78'<br>Pt Awng dk 192 FK<br>D B248 489 t | London<br>British<br>B H Cem | T.3Cy.22″,35″&59″–39″ (s<br>160lb 100lb NDB00 231 NH<br>2SB. 6cf, cs107, us3670<br>T. Richardson & Sons, Hpl. | 21 × 4<br>× 8 × 11 | | 5,03 |
| 662 | — Iron Sc 3 Mst Sr<br>*J. W. H. Wood* –98 4th Surveyr Hul. 2.02<br>(ex Highland Prince) 1 Dk (Irn) 2 tr B<br>Well deck | 1518<br>1184<br>934 | ✠ A1* 1 Lon Lv<br>4.04 | 1883<br>12mo | Short Bros. Sunderland | T. Wilson, Sons & Co. Ld.<br>Now named "Teutonia," See No. 4 in Supplement | 240·0 36·1 16·9<br>P28 Q60' B64 F2..<br>WB = D Ba & f | Hull<br>British<br>6 B H Cem | C.2Cy.31″&68″–36″<br>168 NH<br>2SB, 4pf, cs72, us2800<br>N.E. Marine E. Co. (Lim.) Sld | 18 × 4<br>× 2 × 1 | | |
| 663 | — Comp Sc Sp<br>*J. Persson* 03–08 1 Dk<br>(ex Sailing Vessel Motala No. II.) | 145<br>128<br>95 | | 18[4/91] | Motala Co. Motala | O. Lundqvist | 99·4 22·8 8·9<br>H17 t | Lindenäs<br>Swedish | C.2Cy.9½″&17½″–18½<br>NE & B91 9 NH<br>Motala Co., Gothenburg | | | |
| 664 | **Bonahaven** Steel Sc Yl<br>*C. Welsh* –03<br>Mchy. Aft 1 Dk (Irn)<br>Well deck | 251<br>173<br>41 | ✠100A1 Bwg c<br>12.03<br>✠LMC 7.00 | 1900<br>7mo | Scott & Sons Bowling A&CP | Glas. Stm. Coasters Co. Ld. (Paton & Hendry, Mgrs.)<br>W b = | 117·0 21·5 9·4<br>Q42 B8 F24'<br>BK 7<br>F P T 21 t A P T 7 t | Glasgow<br>British<br>4 B Hpt A ip pt Cem | C.2Cy.14″&29″–21″ (s<br>120lb 85 RH<br>1SB, 2pf, cs81, us770<br>Muir & Houston Ld. Gls | 10 × 3 | | 2,02 |
| 665 | **Bonanza** Wood Sc Sp<br>*J. M. Cowper*<br>1 Dk | 109<br>101<br>74 | | 1875 | R. Laing Victoria, B.C. | S.K. Champion | 92·0 26·0 6·3 | Vancouvr BC<br>British | 1 Cy. 12″–14″<br>5 RH<br>J. Doty & Sons, Toronto | | | |
| 666 | **Bonavista** Iron Sc Sr<br>*D.C. Fraser* –02 ss Bos. No. 8–2.97<br>ss Hfx. No. 1–01<br>1 Dk (pt Irn) 2 tr B | 1306<br>1092<br>887 | ✠100A1 Hfx o<br>4.02<br>BS4.01 ✠LMC4.01 | 1884<br>8mo | Wigham Richrdsn & Co Newcastle<br>Lloyd's A&CP | Dominion Coal Co. Ld.<br>W B = D Ba 7? | 240·4 33·5 18·3<br>P52 B52 F26<br>pt N D01 FK<br>u E & B48 169 t F P T 27 t A P T 9 t | Montreal<br>British<br>4 B H Cem | C.2Cy.31″&69″–42″ (s<br>76lb 55lb 187 NH<br>2SB, 6pf, cs108, us3010<br>Wigham Richrdsn & Co Nwc | 19 × 6<br>× 2 × 6 | | 4,00 |
| 667 | **Bonawe** Steel Sc Sr<br>*D. McDougall* 00–04<br>Well deck 1 Dk (Irn)<br>Mchy. Aft | 242<br>166<br>47 | ✠100A1 Bwg c<br>[illegible]<br>BS12.04 ✠LMC 1.04 | 1904<br>1mo | Scott & Sons Bowling Lloyd's A&CP | J. Gardner<br>W B = F P T | 116·8 21·6 9·3<br>Q12' B8' F24'<br>BK 7'<br>3 B H Cem<br>22 t A P T 8 t | Glasgow<br>British | C.2Cy.14″&30″–24″ (s<br>135lb 86 RH<br>1SB, 2pf, cs82, us908<br>Fisher & Co. Paisley | 10 × 2 | | 12,04 |
| 668 | **Bonheur** Steel Sc Sr<br>*K.A. Thorbjörnsen*<br>1 Dk & pt Awng dk | 1135<br>737<br>712 | | 1898 | Nylands Værksted Christiania | Acties. Dmpsk. Bonheur (F. Olsen) | 219·9 33·0 13·1<br>Q72 t F260'<br>pt Awng dk 147 | Christiania<br>Norwegian | T.3Cy.16½″,27″&44″–30″<br>106 NHP<br>Nylands Værksted, Xia | | N | |
| 669 | **Bonita** Wood Sc Sr<br>*G.A. Crockett*<br>2 Dks 3 tr B | 521<br>[illegible]<br>388 | | 1881 | Dickie Bros. San Francisco | Pacific Coast S.S. Co | 172·0 27·2 16·2 | S. Francisco<br>Utd. States | C.2Cy.18½″&34½″–28″<br>52 NHP<br>Risdon Iron Works, S. Fo. | | | |
| 670 | — Iron Sc K<br>*C. Flanders* 96–96<br>1 Dk | 65<br>64<br>— | ✠ Sld<br>For towing purposes<br>12.96 ✠ | 1896<br>12mo | Sth Hylton SB. & Repg Co Sunderland | Bridgwater Steam Towing Co. Ld. (J. L. Hurman, Mgr.) | 74·7 15·5 8·1<br>BK 5' | London<br>British<br>1 B H Cem | C.2Cy.18″&27″–20″<br>1SB, 2pf, cs26, us550 85 RH<br>MacColl & Pollock, Sld | 8 × 6 | | |
| 671 | **Bonn** *Cv Bardeleben* Steel Sc Sr<br>*W. Hallam* ss Bhn. No. 2–08<br>2 Dks (Stl U–teak s) Lower dk forehold (Stl)<br>Well deck Elec. light Webframes after hold | 3969<br>3200<br>2568 | ✠100A1 Bhn w<br>[illegible]<br>[illegible] ✠LMC 10.08<br>BS6.04 | 1895<br>8mo | Germania-werft Kiel A&OP | Norddeutscher Lloyd<br>W B = Cell | 355·1 43·6 25·6<br>P & B218 F47'<br>BK 11'<br>D Ba 104 t u E & B54 t | Bremen<br>German<br>3 B H Cem | T.3Cy.26″,42½″&66½″–48½″<br>185lb (s) 365 NH<br>2SB & 1 DB 12 cr, cs207 us6214<br>A.G. "Germania," Berlin | 28 × 2 | | |
| 672 | **Bonnie Doon** Iron Pad Sp<br>*W. Lee* –02 | 272<br>228<br>81 | | 1876 | T.B. Seath & Co. Glasgow | P. & A. Campbell, Ld. | 218·0 20·0 7·5 | Bristol<br>British | D.1Cy.50″–72″<br>NB87 96 RH<br>A. Campbell & Son, Glasgow | | WT till 10.04 | |
| 673 | **Bonny** *Williams* –04 Steel Sc Sr<br>*A.C. Maginnis* &c. ss Liv. No. 2–00<br>2 Dks (Stl–ws) & Webframes 3 Dk rude<br>Elec. light | 2702<br>2373<br>1713 | ✠100A1 Liv u<br>5.03<br>BS7.04 ✠LMC 5.03 | 1891<br>6mo | Naval Con. & Arm. Co. Ld Barrow<br>Lloyd's A&CP | British & African S.N. Co. (1900), Ld. (Elder, Dempster & Co. Mgrs.)<br>W B = Cell D Ba 72 t & u E | 327·6 39·4 22·0<br>P40 B108 F42'<br>FK<br>16 f 138' 482 t F P T | Liverpool<br>British<br>5 B H Cem | T.3Cy.23″,38″&61–42″ (s<br>160lb 60lb 247 NH<br>2SB, 6rf, cs133, us3793<br>Naval C. & Ar Co. (Lm.), Brw | 24 × 9<br>s 4 × 11 | WT till 6.05 | |
| 674 | **Booldana** Steel Sc 3 Mst Sr<br>*A.E.G. Tipper* –04<br>ss Bom. No. 1–85 2 Dks (Stl–Uws) 8 Dk rude | 2360<br>2577<br>2144 | ✠ Bom v<br>2.85 ✠ | 1880<br>6mo | W Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld.<br>W B = | 332·2 40·2 25·5<br>P48 B26' F41'<br>Cell D B 282 t 622 t | Glasgow<br>British<br>6 B H Cem | C.2Cy.38″&68″–51″<br>27.5 NH<br>Denny & Co., Dumbarton | | | |
| 675 | **Bordeaux** Steel Sc Sr<br>*Unsworth*<br>(ex Francisco) 2 Dks 3 tr B | 4788<br>3639<br>2792 | ... | 1891 | R Stephnsn & Co. Ld. Newcastle | Cie. Générale Transatlantique | 370·2 46·6 27·6<br>P236' F46'<br>BK 11'<br>W B | Havre<br>French | T.3Cy.31½″,49″&82″–54″<br>NB02 568 NHP<br>R Stephenson & Co Ld, Nwc | 30 × 4 | V | |
| 676 | **Border Knight** Steel Sc Sr<br>*E. Dalton* –08 ss Bry. No. 1–08<br>2 Dks (Stl) & deep framing | 3730<br>3515<br>2393 | ✠100A1 Bkn w<br>10.03<br>MS10.03 ✠LMC 4.. | 1899<br>7mo | D & W Henderson & Co. Glasgow A&CP | Border Union S.S. Co. Ld. (J. Little & Co. Mgrs.)<br>W B = Cell D Ba 114 t u E | 360·0 46·0 25·7<br>P44 B92' F48<br>PK<br>22 f 160 t 820 t F P T | Liverpool<br>British<br>6 B H Cem | T.3Cy.24″,40″&64″–42″ (s<br>160lb 325 NHP<br>3SB. 9pf, cs160, us5775<br>D. & W. Henderson & Co. Gls | 28 × 5<br>s 5 × 8 | | 10,04 |
| 677 | **Bore** Iron Twin Sc Sr<br>*E.L. Aström* –01 1 Dk | 563<br>335<br>420 | | 18[3/91] | Motala Co. Norrköping | Nya Rederiaktieb. Svea (A.H. Blomberg) | 175·6 27·2 11·5<br>P111' H21 t F28 | Stockholm<br>Swedish | C.4Cy.16″ &31″–21″<br>78 NHP<br>W Lindberg's Mk Vks., Stk. | | | |
| 678 | — Steel Sc Sr<br>*J.A.H. Johansson* 03–08 2 Dks | 391<br>261<br>85 | | 1894 | Kockums M.V. Malmö | Malmö Harbour Commissioners | 130·6 29·2 16·8<br>H31 t | Malmö<br>Swedish | C.2Cy.21½″&38″–27½″<br>68 NH<br>Kockums M.V., Malmö | | | |
| 679 | — Steel Sc Tug<br>*J.P. Nordling* 98–98<br>1 Dk | 142<br>117<br>45 | | 1898 | Bergsunds M.V. Aktieb Stockholm | Aktieb. Storfors (C.A. Hedqvist) | 82·5 18·9 12·1<br>B19 | Piteå<br>Swedish | C.2Cy.14½″&31½″–19½″<br>35 NH<br>Bergsunds Aktieb. Skm | | | |
| 680 | — Steel Sc Sr<br>*A. Magnusson* –04 1 Dk | 103<br>77<br>71 | | 1892 | Göteborgs M.V. Gothenburg | C.E. Hæger | 86·0 17·4 8·0<br>B21' | Lilla Edet<br>Swedish | C.2Cy.12½″&26½″–19½″<br>25 NH<br>Motala Co., Motala | | | |
| 681 | **Bore I.** Steel Sc Sr<br>*G. Wrede* 01–01<br>Elec. light (ex Bore) 1 Dk & pt Awng dk<br>ss Cpn. No. 1–01 | 723<br>360<br>416 | ✠100A1 Skm i<br>pt Awng dk<br>1.02 ✠LMC 12.01 | 1898<br>1mo | Helsingörs Jernsk & Msk Elsinore A&CP | Ångt. Aktieb. Bore<br>W B = D B u E & | 180·7 29·6 13·1<br>F16'<br>drp 01 BK 7½'<br>B51' 21 t F P T | Åbo<br>Russian<br>3 B H Cem | T.3Cy.18½″,28″&47″–27″ (s<br>185lb 171 NH<br>2SB, 6rf, cs92, us3234<br>Helsingörs Jernsk. & Makb | 13 × 11 | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired / Equipment Letter. | Built: When | By Whom / Where | Owners. | Regist'd Dimensions, Deck Erections, &c.: Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulae; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. / Freeboard amidships ft. in. | 15 | Date when tail shaft last drawn |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 682<br>TFWK | Bore II. SteelScSr<br>A.Rusko98-00<br>1Dk(Stl)&pt Awng dk<br>Elec.light | 737<br>356<br>422 | ✠100A1<br>pt Awng dk<br>11.02 ✠LMC9,00 | Abo | i | 1900<br>9mo | Helsingörs<br>Jernsk&Msk<br>Elsinore<br>A&CP | Ångf.Aktieb.Bore<br>~~(C.A.Lindblom)~~<br>WB=DBuE&B53'22t FPT | 180·7\|29·6\|13·5<br>F16' pt Awng dk168'<br>Promenade dk100' BK7½" | Abo<br>Russian<br>5BHCem<br>50tAPT20t | T.3Cy.18½",28"&47"-27" (s<br>185lb 176NH<br>2SB.6rf,GS92,HS3100<br>HelsingörsJernsk.&Mskb. | 14 " 5 | | N11,02 |
| 683<br>KRGJ | Boreas SteelScSr<br>J.Kreft02-02 1Dk<br>(Trawler) | 137<br>128<br>27 | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | Rhed.Boreas & Poseidon<br>(Joh.vonEitzen) | 106·2\|20·8\|9·7<br>H84' | Altona<br>German | C.2Cy.17⅞"&32⅞"-22"<br>42NH<br>J.C.Tecklenborg,Gstmnde | | G | |
| 684<br>HFKR | Borg SteelScSr<br>N.C.Mathiesen98-01<br>Well deck 1Dk | 1168<br>755<br>738 | | | | 1896 | Nylands<br>Verksted<br>Christiania | Dmpskibet.Borgs<br>Aktierederi<br>(And.Jacobsen) | 220·7\|33·7\|12·6<br>Q66t B255t H65t<br>F27t | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-30"<br>106NH<br>NylandsVerksted,Xia. | | N | |
| 685<br>VGCJ | Borgå SteelSc<br>A.Henriksson | 265<br>—<br>171 | | | | 1892 | ........<br>Björneborg | BorgåÅngf.Aktieb | 117·1\|21·4\|6·9 | Borgå<br>Russian | | | | |
| 686<br>969<br>JCGS | Borgholm IronScSr<br>O.T.Nyqvist03-08 1Dk | 145<br>78<br>109 | | | | 1877 | Oscarshmn<br>Mek.Vrks.<br>Oscarshamn | Oscarshamns Ångf<br>Aktieb. (C.A.Ideström) | 95·6\|17·6\|7·3<br>Q25' B46' H5t<br>F25' | Oscrshmn<br>Swedish | C.2Cy.11¼"&22½"-16"<br>17NH<br>OscarshamnMekVrks. | | | |
| 687 | Boribat SteelScSr<br>~~F.L.P.Madsen00-02~~ V.Deurs -04<br>Well deck 1Dk(Stl-pt teak s) | 563<br>337<br>352 | ✠90A1<br>7,04 ~~2,04~~<br>Fitted for liquid fuel 3,02<br>✠LMC3,01 | Sng | g | 1902<br>3mo<br>Lloyd's | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>A&CP | Akties.detÖstasiatiskeKompagni<br>WB=CellDBuE12' 18t FPT | 166·0\|26·5\|10·7<br>P116'F25'<br>lrp02 FK | Bangkok<br>Siamese<br>4BHCem<br>28tAPT15t | T3Cy.13",20½"&33½"-21"(s<br>170lb 100lb 66NH<br>1SB,2cf,GS39,HS1171<br>Kjbnhavns.Flydk.&Skbsv | 11 " 8 | | ~~1,02~~<br>7,04 |
| 688 | Boris SteelScSr<br>~~G.Vranich97-03~~ ssCpl.No.2-02<br>Elec.light 1Dk&Spardk(pt Stl-ws)<br>G.Dujmi -04 &deep framing | 869<br>765<br>542 | ✠100A1<br>Spar dk<br>withfreeboard<br>4,08 BS7,<br>✠LMC2,02 | Cpl | m | 1894<br>6mo<br>Lloyd's | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | Soc.Commerciale<br>Bulgare de Nav.à<br>Vap.<br>WB=CellDB121 | 220·0\|32·0\|17·7<br>B35'F84' 10·2<br>BK7½' | Varna<br>Bulgarian<br>4BHCem<br>80tAPT8t | T.3Cy 19",31"&50"-36" (s<br>160lb 80lb NDB04 165NH<br>2SB.6cf,GS105,HS2698<br>WighmRichrdsn&Co.Nwc | 12 " 4<br>s5 " 8 | | 4,08 |
| 689<br>118412 | Borja Castro SteelScSp<br>H.L.Mack -04<br>1Dk | 430<br>409<br>191 | | | | 1904 | CH Walker<br>&Co.Ld.<br>Sudbrook | C.H.Walker&Co.<br>Ld. | 164·0\|27·1\|10·7 | London<br>British | T.3Cy.18",22"&34"-22½"<br>60RH<br>Plenty&Son,Ld.Newbury | | | |
| 690<br>HDCR | Borjom SteelSc3MstSr<br>H.Saltas -03 ~~ssAlx.No.1-01~~<br>Mchy.Aft 1Dk(Stl)&Web frames<br>Elec.light ssNwc.No.2-03 | 2941<br>2290<br>1867 | ✠100A1<br>Trunk dk<br>6,03 ✠LMC6,03<br>BS10,04<br>Carrying Petroleum in bulk<br>Fitted for liquid fuel 7,96 | Nwc | t | 1896<br>7mo | SirW.G.<br>Armstrong<br>&Co.(Lim.)<br>Newcastle<br>A&CP | Soc.del'Industrie de<br>Naphte et duCommerce(A.I.Mantacheff&Cie.Mgrs.)<br>WB=DBuE29' 50t FPT | 310·0\|42·0\|22·1<br>P79'B35'F37'<br>FK | Batoum<br>Russian<br>11BHCem<br>15tAPT49t | T.3Cy.24",40"&64"-42 (s<br>160lb 100lb 280NH<br>2SB,8pf,GS126,HS4400<br>N.E.MarineCo.(Lim.)Nwc | 22 " 3<br>s [illegible] " 2 | | 6,02 |
| 691<br>QGFB | Borkum ssBhn.No.2-04 SteelScSr<br>E.Werner -04 ~~ssBhn.No.1-02~~<br>(exEllenRickmers) 2Dks(1ptIrn&Stl&<br>Elec.light 1Stl)&Webframes | 5649<br>4560<br>4236 | ✠100A1<br>8,04 ~~11,02~~<br>~~BS8,04~~ ✠LMC 5,04<br>BS5,05 | Bhn | y | 1896<br>4mo<br>Lloyd's | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Norddeutscher<br>Lloyd<br>WB=CellDBa134'uE&B41'f163 | 409·0\|50·5\|27·1<br>P&B258'F48'<br>FK | Bremen<br>German<br>7BHCem<br>956tAPT42t | T.3Cy.26½",43½"&72"-48"(s)<br>180lb 393NH<br>3SB,9rf,GS142,HS4900 FD<br>J.Dickinson&Sons,Ld.Sld. | 30 " 0 | | ~~11,02~~<br>8,04 |
| 692 | — SteelScSr<br>Should be "Hansa," See No. 31 in Supplement.<br>Elec.light 1Dk | 890<br>[illegible]<br>560 | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | Nord-Ostsee<br>Rhederei | 213·0\|30·6\|14·0 | Hamburg<br>German<br>WB | T.3Cy.16 3/16",25 9/16"&41¾"-28¾"<br>93NH<br>A.G."Neptun,"Rostock | | | |
| 693<br>KHLJ | — IronPad<br>H.Huizengo -97 1Dk | 190<br>169<br>80 | | | | 1890 | BotjeEnsing&Co.<br>Groningen | Act.Ges.Ems | 158·8\|19·8\|8·8 | Emden<br>German | C.2Cy.28½"&42"-45"<br>99NH<br>J.L.Meyer,Papenburg | | G | |
| 694<br>NHMC | Bormida IronScSr<br>P.Taccone 2Dks3trB<br>Elec.light | 2304<br>2062<br>1499 | | | ... | 1884 | Burrell&<br>Son<br>Dumbarton | Nav.Gen.Italiana | 299·7\|37·2\|23·6<br>P44' B82' H102t<br>F40' | Palermo<br>Italian<br>WB Tp197 | T.3Cy.22"35"&62½"-42"<br>NB97 253NH<br>FonderiaOrotea,Palermo | 26 " 8 | I | |
| 695<br>104287<br>NWQG | Borneo SteelScSr<br>G.W.Gordon -08<br>Elec.light 3Dks(2Stl-ws) | 4573<br>4086<br>2944 | ✠<br>11,96 | Lon | y | 1895<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | P.&O.Stm.Nav.Co.<br>WB=CellDBa102'uE&B79'f146'865tFPT | 401·3\|46·8\|27·9<br>P42'B140'F86'<br>BK9 | Newcastle<br>British<br>7BHCem<br>54tAPT68t | T.3Cy.28",46"&77"-54"<br>506NH<br>2DB,8cf,GS150,HS6925 FD<br>Palmers'Co.(Lim.),Nwc. | 31 " 0<br>s6 " 6 | BT till ~~6,04~~ 5,05 | |
| 696<br>JOPN | — SteelScSr<br>~~[illegible]~~ ssFiu.No.1-04<br>L.Randic -05 Spar dk(Stl)2trB<br>&deep framing | 3621<br>3033<br>2387 | ✠100A1<br>Spar dk<br>withfreeboard<br>~~5,01 5,03~~ ✠LMC3,00<br>2,05 | Tri<br>Bry | v | 1900<br>8mo | W.Hamilton&Co.<br>PortGlasgow<br>A&CP | Soc.Anon.Ungherese di Armamento<br>Maritt.Oriente<br>WB=CellDBa&uE111'f144'727t | 330·8\|45·7\|16·2<br>P31'B118'F39' 23·9<br>FK | Fiume<br>Aust.-Hung.<br>5BHCem<br>APT77t | T.3Cy.24",40"&65"-42" (r)<br>180lb 90lb 301NH<br>2SB,6cf,GS141,HS4691<br>D.Rowan&Co.Glasgow | 18 " 6<br>s [illegible] " 9½ | | ~~5,03~~<br>~~5,04~~<br>N2,05 |
| 697<br>QHMN | — SteelScSr<br>E.Muhle -02<br>1Dk2trB | 2168<br>1878<br>1344 | | | — | 1902 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Norddeutscher<br>Lloyd | 295·0\|39·2\|20·0<br>P41'B75'F47' | Bremen<br>German<br>WB | T.3Cy.21⅛",36¾"&58"-35½"<br>167NHP<br>OttenserMaschf.Altona | | G | |
| 698<br>TCJD | — SteelScSr<br>S.S.Schippers 3Dks | 2167<br>2039<br>1366 | | | ... | 1884 | A&JInglis<br>Glasgow | Koninkl.Paketv.<br>Maats. | 292·9\|37·0\|23·9<br>P54'B82'F30'<br>BK10' | Batavia<br>Dutch | C.2Cy.36¼"&70"-45"<br>283NHP<br>A.&J.Inglis,Glasgow | 25 " 2 | | |
| 699<br>~~[illegible]~~ | — IronScSr<br>~~H.Dimsdale~~ 1Dk | 643<br>540<br>404 | ✠<br>12,84 | Sng | j | 1881<br>12mo | Campbell,<br>Macintosh&<br>Boustead<br>Newcastle | ~~LewKiokChang~~<br>~~H.Lat[illegible]~~ | 206·3\|26·0\|13·9<br>Q85' F26'<br>len90 | ~~Singapore~~<br>~~British~~<br>5BHCem<br>German | C.2Cy.25½"&48"-33"<br>110NHP<br>T.Clark&Co.,Newcastle | | | |
| 700<br>NTLK | Bornholm IronScSr<br>S.A.Thing 1Dk&SprDk | 840<br>510<br>517 | | | | 1883 | G.Howaldt<br>Kiel | Dmpsk.S."Bornholm"(D.Torm,<br>Mgr.) | 200·9\|26·3\|12·8<br>19·4 | Svaneke<br>Danish<br>WB | C.2Cy.25"&40"-27"<br>NB01 69NHP<br>HowaldtGebr.Kiel | | V | |
| 701<br>NKML | — SteelScSr<br>H.Lund92-99<br>Elec.light 1Dk&ptAwngDk | 456<br>248<br>207 | | | | 1899 | Burmeister<br>&Wain<br>Copenhagen | Dpskslsk.paa<br>Bornholm af 1866<br>(Rübner-Wissing) | 155·8\|26·8\|10·3 | Rönne<br>Danish<br>WB | T.3Cy.15",25"&40"-24"<br>78NHP<br>Burmeister&Wain,Cpn. | | V | |
| 702<br>RDTL | — IronScSr<br>F.Blanck -96 (exSequens)<br>Elec.light 1Dk | 143<br>128<br>43 | | | | 1872 | Reiherst'g<br>Schiffsw.<br>Hamburg | F.Blanck | 107·2\|19·4\|10·3<br>len95 | Swnemnde<br>German | C.2Cy.17"&28"-24"<br>NE82NB95 32NHP<br>Reiherst.Maschinenf.Ham | | G | |
| 703<br>111196<br>RGOB | Bornu SteelScSr<br>R.Button -02 ssLiv.No.1-03<br>2Dks(1ptStl-ws&UStl-ws)&<br>Elec.light Web frames | 3238<br>2622<br>2074 | ✠100A1<br>~~[illegible]~~ 3,05<br>✠LMC3,03 | Liv | v | 1899<br>6mo<br>Lloyd's | VickersSns<br>&MaximLd.<br>Barrow<br>A&CP | British&African<br>S.N.Co.(1900),Ld<br>(Elder,Dempster&<br>Co.Mgrs.)<br>WB=CellDBa72'uE&B36'f152'667tFPT | 345·0\|42·2\|23·0<br>P79'B122'F42'<br>FK | Liverpool<br>British<br>6BHCem<br>57tAPT36t | T.3Cy.23",38"&63"-45" (s)<br>180lb 100lb 296NHP<br>2SB,6cf,GS150,HS4584<br>Vickrs,Sns&MaximLdBrw | 25 " 8<br>s5 " 0 | BT till ~~6,04~~ 10,05 | 6,08 |

| 1 Numéro d'Ordre. Numéro d'Identité. Signaux | 2 Nom du Navire. Capitaine. Visites Periodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage | 5 6 7 Détails de la Classification. | 8 Construit. Par qui | 9 Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur | Creux | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au dessus du pont. pds | pc. | 15 Registre en cold | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 704 82468 VPHJ | Borodino *G.Jay* –00 *Well deck* | Steel Sc Sr | 1250 1166 839 | | 1880 | Earle's Co. Hull | T.Wilson, Sons & Co. Ld. | 239·8 Q85t | 33·0 H37' | 16·9 F36 FK | Hull British | C.2Cy.24"&58"–36" 98RHF Earle's Ship Bldng. Co., Hull | | | |
| 705 | Borongan *T.Pou99–02* *Elec.light* | Steel Sc | 388 444 | 1 Dk | 1901 | Lobnitz & Co. Ld. Renfrew | Cia. General de Tabacos de Filipinas | 150·2 | 26·0 | 9·5 | Manila Utd. States | C.2Cy.27"&56"–16" 177NHP Lobnitz & Co. Ld Renfrew | | | V |
| 706 ~~Boronia~~ ~~(ex Mil.No.3–9,04)~~ | ~~(ex Mil.No.3–9,04)~~ *Elec.light* | Iron Sc K ss Mil.No.3–9,04 | 153 137 | 1 Dk | 1892 | J.P. Rennoldson & Sons S.Shields | Naval Vennoot. (J.P. Rennoldson & Sons, Mgrs.) | 100·5 | 20·5 | 10·7 BK7 | Milford Haven Dumfries | T.3Cy.12½",20"&32"–22" (s) 160lb 8BHCem 1SB.2pf.GS27,HS74 | 11 | 8 | |
| 707 Missing since 05 | Borregaard *Jno Gibbye* | Steel Sc Sr | 621 484 | 1 Dk | 1897 | Akers Mek. Værksted Christiania | Dampskibsselsk. Borregaard (Brodrene Bjornstad) | 175·7 Q429 | 28·6 B77t | 13·7 H15t F17t | Sarpsborg Norwegian WA | T.3Cy.12",20"&32"–27" 53NHP Akers Mek. Værks. Xia. | | | N |
| 708 97540 MBQD | Borrowdale *A.Lavender* –00 | Steel Sc Sr | 1093 805 682 | | 1891 | J. Laing Sunderland | ~~S.H.Laing~~ ~~R.C.Thompson, Mgrs.~~ P.H.Laing | 216·5 Q89 | 31·1 B46' | 15·0 F22 | Sundrland British | T.3Cy.17½",29"&47"–33" NB03 99RHF W.Allan & Co., Sunderland | | | V |
| 709 HBSD | Borussia *Kuspiel* *Well deck* | Iron Sc Sr (ex Crete) 1 Dk 2tr | 1634 1296 1031 | | 1883 | J L Thompson & Sons Sunderland | Memeler Dmpfsch. Act. Ges. | 260·0 P28' Q72' B58' | 36·0 | 18·5 F26' BK9 | Memel German WB | C.2Cy.32"&62"–39" 200NH Wilsnd Slpwy Co. (L.), Nwc | 19 | 5 | G |
| 710 65924 | Borwick Rails *J.G.Hunter* –02 | Iron Pad Sp | 136 136 45 | | 1871 | Liv. Ship-building Co Liverpool | Whitehaven Harbour Commissioners | 102·6 | 19·1 | 9·6 | Whitehvn. British | D.2Cy.36"–30" 70RHF G.Forrester & Co., Liverpool | | | |
| 711 114[illegible] VDQF | Boscombe *J.Taylor&Co.–03* *Mackay* –04 1 Dk (Stl.) & Spar dk (Stl) & deep framing | Steel Sc Sr | 3818 3611 2433 | 100A1 Spar dk LMC5,03 | Sld CH 12, [illegible] | 1903 | Osbourne, Graham & Co. Sunderland Lloyd's SA&CP | Nelson S.S. Co. Ld (W.R. Rea, Mgr.) WB = Cell DB a 102' u E & B40' f 144' 787t, tween dk tanks | 339·0 P34 | 48·0 B204' F39' FK | 17·9 26·4 6 BHCem | Newcastle British | T.3Cy.24",40"&66"–48" (s) 180lb 90lb 315NHP 2SB, Spf, GS143, HS4704 G.Clark, Ld. Sunderland 50'460f 26 268t APT850 | 20 | 6 4 | 10 |
| 712 NHMV | Bosforo *G.Milazzo* *Elec.light* | Iron Sc 3 Mst Sr (ex Wistow Hall) 2 Dks 3tr B | 2813 2556 1513 | | 1878 | C.Connell & Co. Glasgow | Nav. Gen. Italiana | 360·5 B35' | 37·1 F31' | 26·4 | Palermo Italian Tpd.97 | T.3Cy.27½",44½"&73½"–54" NB97 393NHP G.Ansaldo & Co. Sampierd. | | | I |
| 713 121[illegible] HJDS | Boshu Maru No.2 | Wood Twin Sc Sr 2 Dks | 103 102 62 | | 1882 | Ishikawa Takejiro Tateyma | Tokiowan Kisen Kabushiki Kaisha | 92·7 | 14·6 | 11·4 | Tokio Japanese | C.4Cy.9"&14½"–12" NB88 12NHP | | | |
| 714 RLVT | Bosnia *W.Prehn94–03* *Elec.light* | Steel Sc 4 Mst Sr 2 Dks (Stl) & deep framing & Shelter dk (Iron) | 7436 7100 4824 | Shelter dk 1.99 Nwc | e † | 1899 1mo W | Palmers' Co. Ld. Newcastle | Hamburg-Amerik. Packetf. Act. Ges. Ham. Amr.-Linie B= Cell DB a 140'u E & B80'f 195' | 485·0 | 57·4 FK | 32·7 7 BHCem | Hamburg German | T.3Cy.30",50"&83"–60" 710NHP 2SA&2DB 18cf GS356 HS12720 APT45t Palmers' Co. Ld Nwc | 36 | 0 | |
| 715 [illegible] NHMW | — *A.Anatra* *Elec.light* | Steel Sc Sr 2 Dks 3tr B | 2548 2045 1628 | | 1898 | G. Ansaldo & Co. Sestri Ponente | Nav. Gen. Italiana | 321·3 Q42' B114' | 39·2 F37' | 22·5 | Venice Italian WB | T.3Cy.22½",37"&59"–40" 220NHP G. Ansaldo & Co. Sampierd. | | | I |
| 716 HDBG | — *G.Sirovich* | Steel Sc 1 Dk | 540 347 263 | | 1899 | Lloyd Austriaco Trieste | Lloyd Austriaco | 162·8 P&B113' | 24·9 F11' | 11·6 | Trieste Aust.-Hung. | T.3Cy.18½",22½"&36"–24" 63NH Lloyd Austriaco, Trieste | | | A |
| 717 98629 MDBP | Bosnian *G.Furneaux* –04 (ex Clan Macleod) | Steel Sc Sr 2 Dks 3tr B | ~~2526~~ 2295 ~~1668~~ 1576 | 2507 | | 1891 | W Doxford & Sons, Ld. Sunderland | Ellerman Lines. Ld. (F.Swift, Mgr.) | 312·0 P31' B74' F40' | 39·0 BK10' | 23·5 | Glasgow British WB | T.3Cy.23",37"&62"–12" 305NH W. Doxford & Sons, Ld. Sld. | 24 | 8 | C |
| 718 7615 JPCV | Boso Maru | Wood Twin Sc Sr 2 Dks | 174 145 96 | | 1901 | Kameji Sakurai Tokio | Tokiowan Kisen Kaisha | 107·3 | 15·8 | 12·4 | Tokio Japanese | C.4Cy.10"&20"–12" 28NHP Mitsui Kozan Kaisha, Tokio | | | |
| 719 HNGT | Bosphore (ex Canton) *Elec.light* | Steel Sc Sr 2 Dks (Stl–ws) 3 Dk rule | 3563 3012 2080 | Grk 11,89 | w | 1889 11mo | Caird & Co. Ld. Greenock | Messageries Maritimes WB = C | 349·4 P35' B104' F49' | 42·1 BK9' | 26·5 7 BHCem 51t APT60t | Marseilles French | T.3Cy.24",40"&68"–54" 340NHP 2DB.12rf.GS206,HS4667 Caird & Co. Ld. Greenock | 29 | 9 | |
| 720 [illegible] HPWY | Bosphoros *J.Fafalios* (ex Elsie) | Iron Sc Sr ss Cff.2nd No.3–10,00 1 Dk (Irn) & Awng dk 3tr B | 2347 2326 1493 | 100A1 Awng dk with freeboard 6,02 LMC10,00 | Msl | s | 1881 12mo | J L Thompson & Sons Sunderland A&CP | Pappa (D. Calogero Mgr.) WB = L | 285·0 Ba84' f64' 298t | 37·6 | 21·2 28·4 BK10' t PT | Syra Greek | C.2Cy.36"&68"–42" 80lb 80lb NHP99 238NHP 2SB, 6pf, GS100, HS4011 J. Dickinson, Sunderland | 23 | 2 8 · 9 | |
| 721 [illegible] FQJJ | Bosphorus *J.Grey* –98 | Iron Pad Sp | 151 139 26 | | | 1884 | J.T. Eltringham S. Shields | J. Ballard | 112·2 | 19·2 | 9·7 | S. Shields British | L.1Cy.36½"–54" 70RHF J.P. Rennoldson & Sons, S.Shld. | | | |
| 722 | Bosphorus No. 47 *Elec.light* | Steel Sc 1 Dk | 114 87 56 | A1 with freeboard 3,03 For Coasting | Gls LMC8,03 Service B | a | 1903 3mo Lloyd's | Fairfield Co Ld. Glasgow SA&CP osphorus & Sea of M | Chirket i Hairie (Bosphorus SN Co.) armora | 100·4 | 19·4 | 7·1 BK5' | Constanpl Turkish 1 B Hpt Asp pt Cem | C.2Cy.12½"&23"–15" (s 180lb 89NHP 1SB.2pf.GS86,HS910 Fairfield Co. Ld. Glasgow | 7 | 7 1 · 8 | |
| 723 | Bosphorus No. 48 *Elec.light* | Steel Sc 1 Dk | 114 87 56 | A1 with freeboard 4,03 For Coasting | Dub LMC8,03 Service B | a | 1903 3mo Lloyd's | Fairfield Co Ld Glasgow SA&CP osphorus & Sea of M | Chirket i Hairie (Bosphorus SN Co.) armora | 100·0 Irp08 | 19·4 | 7·1 BK5' | Constanpl Turkish 4 B Hpt Asp pt Cem | C.2Cy.12½"&23"–15" (s 180lb 89NHP 1SB.2pf.GS86,HS910 Fairfield Co. Ld Glasgow | 7 | 7 1 · 8 | |
| 724 | Bosphorus No. 49 *Elec.light* | Steel Pad 1 Dk | 298 238 187 | A1 with freeboard 4,03 For Coasting | Gls LMC8,03 Service B | | 1903 4mo Lloyd's | Fairfield Co Ld. Glasgow SA&CP osphorus & Sea of M | Chirket i Hairie (Bosphorus SN Co.) armora | 170·0 | 23·2 | 8·8 BK5 | Constanpl Turkish 4 B Hpt Cem pt Asp | C.D.2Cy.26½"&50"–42" (s 120lb 147NHP 1SB, 3cf, GS70, HS1856 Fairfield Co. Ld. Glasgow | 9 | 6 3 · 3 | |
| 725 | Bosphorus No. 50 *Elec.light* | Steel Pad 1 Dk | 298 238 188 | A1 with freeboard 4,03 For Coasting | Gls LMC8,03 Service B | | 1903 4mo Lloyd's | Fairfield Co Ld. Glasgow SA&CP osphorus & Sea of M | Chirket i Hairie (Bosphorus SN Co.) armora | 170·1 | 23·2 | 8·8 BK5' | Constanpl Turkish 4 B Hpt Cem pt Asp | C.D.2Cy.26½"&50"–42" (s 120lb 147NH 1SB.3cf, GS70, HS1885 Fairfield Co. Ld. Glasgow | 9 | 6 3 · 3 | |
| 726 MBGH | Bostad *J.Paulsen02–02* | Wood Sc Sr 1 Dk | 558 445 336 | | | 1902 | B.J. Grefstad Grimstad | Dpskakts. Bostad (B.J. Grefstad) | 152·8 Q80t H15t | 31·2 B72t | 14·5 F18t | Grimstad Norwegian | C.2Cy.18⅞"&29½"–23½" 34NH Porsgrund M.V Porsgrund | | | N |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Rgstrd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 | 7 | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. | 12 Port of Registry Place. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth ft. in. | 15 | 16 Date when last Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 727 HDVR | **Bostak-Bat** SteelScSr<br>~~Scow Petrel 03~~ ssBbo.No.3-3.03<br>(exSola) 1Dk(pt Stl&pt Irn)<br>Well deck FArrian&ga 04 Wchf'mes | | 2188<br>1641<br>1263 | ✠100A1 Bbo<br>8,01 ~~Bbo~~<br>~~B&S 8,04~~ ✠LMC8,08 | s | | 1890<br>9mo | R.Dixon &Co. Middlesbro' A&CP | Cia.deNav.Bat. (C.Hoppe y Ca. *Mgrs.*) WB=DBa7e | 277·0\|39·0\|18·2<br>P27'Q66'B126'F31'<br>F[illegible]<br>*486 qu E&B 336 483t* | Bilbao Spanish<br>*1 BHCem*<br>*WT 3911t* | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *80lb* 203NH<br>2SB,*6pf*,GS90,HS3060<br>N.E.MarineCo.Ld.Sld. | 21 ⋯<br>s 1·1 | | ~~⋯~~<br>8,04 |
| 728 | **Boston** SteelTwinSc | | 3950<br>—<br>— | | | | 1901 | Fore River Ship&Eng.Co Quincy,Mass | Old Colony Steam-boat Co. (N.Y.N.H. & H.R.R.Co. *Mgrs*) WA= | 300·0\|60·6\|22·0<br>⋯ | Fall River, Mass. Utd. States | T.6Cy.24",37"&63"–42"<br>514NH | | | |
| 729<br>3140 | — IronSc<br>*T.McCabe*<br>*Mchy.Aft* | *2Dks* | 1830<br>—<br>1670 | | | | 1880 | Detroit Dry Dock Co. Wyandotte | Western Transit Co | 263·2\|36·0\|15·4 | Buffalo, NY Utd. States | C.4Cy.20"&40"–42"<br>NB98 173NH<br>King Iron Works, Buffalo | | | |
| 730<br>98588 | — SteelScSr<br>*S.Stanwood*<br>*Elec.light* | *1Dk&Awng dk&Shade dk* | 1694<br>1623<br>734 | | | | 1890 | A.Stephen &Sons Glasgow | Dominion Atlantic Railway Co. | 245·0\|36·1\|20·0<br>27·7<br>BK6' | Yarmth NS British | T.3Cy.34",51"&84"–36"<br>568NH<br>WB A.Stephen&Sons,Glasgow | 13 ″ 6 | | |
| 731 | **Boston City** SteelScSr<br>~~⋯~~ (*SUNK AFTER COLLISION 1,04*)<br>~~Boston~~ ~~A.J.Perry 98~~ ssBrs.No.2-01<br>2Dks(Irn 3tr B | | 2346<br>2166<br>1483 | ✠ Brs<br>12,08<br>*Now named "Ber wind," See No. 75 [illegible] Supplement WB=* | s | | 1893<br>6mo | J.Blumer& Co. Sunderland | ~~G.Hill&Sons~~ Burlee Dry Dock Co | 295·0\|39·3\|22·3<br>P30'B79'F35'<br>BK10' | ~~Bristol~~ British | T.3Cy.23½",39"&64"–42"<br>273NH<br>2SB,*6yf*,GS118,HS4200<br>*6 BHCem*<br>*MT 2613t* Blair&Co.(Lim.),Stockton | 25 ″ 9 | | |
| 732<br>93797<br>KTWR | **Bostonian** SteelSc4MstSr<br>*I.Parry* –04<br>*Ref.Mchy*<br>*3Dks* | | 4668<br>4397<br>3030 | | | | 1888 | Harland& Wolff Belfast | Wilsons&Furness-Leyland Line,Ld. | 421·8\|43·2\|30·9<br>P56'B156'F88'<br>BK9' | Liverpool British | T.3Cy.29",45"&74"–60"<br>433NH<br>WB Harland&Wolff,Belfast | 34 ″ 2 | | |
| 733<br>104157 | — SteelScK<br>*G.Prike* –03 ssBos.No.1-04<br>*1Dk* | | 192<br>177<br>69 | ✠100A1 Bos<br>*Stm Trawler*<br>8,04 ~~7,02~~ ✠LMC~~4,03~~ | | | 1900<br>3mo | Smith's Dock Co.Ld. N.Shields *Lloyd's SA&CP* | Boston Deep Sea Fishing&Ice Co.Ld | 116·0\|21·1\|11·1<br>Q48'F20'<br>BK7½ | Boston British<br>*3 BHCem* | T.3Cy.12",19"&32"–24" (*s*)<br>180lb 51RH<br>1SB,*2pf*,GS40,HS1047<br>Smith's Dock Co.Ld.S Shl. | 12 ″ 0 | | ~~⋯~~<br>8,04 |
| 734<br>130512<br>KHSB | **Boswell** IronScTug<br>ex Norfolk&Western No.2) *1Dk* | | 311<br>—<br>156 | | | | 1890 | J.H. Dialogue Camden,N.J. | Baltimore&Boston Barge Co. | 125·0\|25·0\|14·7 | Baltimore Utd. States | T.3Cy.16".24"&40"–28"<br>85NH<br>J.H.Dialogue.Camden,NJ | | | |
| 735<br>TCHN | **Both** IronScSr<br>*J.B.Harthoorn*<br>*Elec.light* | *2Dks&Spar dk* | 1332<br>—<br>827 | | | | 1890 | Mtschapij de "Schelde" Flushing | Koninkl.Paketv. Maats. | 258·8\|34·4\|16·9 | Batavia Dutch | T.3Cy.20",31"&51"–42"<br>169NH<br>Maats.de"Schelde,"Flshng | | V | |
| 736<br>60823 | **Bothal** IronPad<br>*J.W.Morgan* –99<br>(ex Flying Squadron, ex Fergus MacIvor)<br>Well deck | *1Dk(Irn)2tr B* | 149<br>149<br>14 | | | | 1868 | R.&H. Green London | Blyth Stm.Tug Co. | 109·4\|20·0\|10·1 | N.Shields British | L.2Cy.31"–54"<br>NE74&NB87 70RH<br>J.Stewart.London | | | |
| 737<br>3107<br>JHGQ | **Bothnia** IronScSr<br>*C.A Paulson* 01-01 ssShl.No.3–9.93<br>(ex Bertie) ssHpl.No.2–01<br>Well deck | *1Dk(Irn)2tr B* | 1723<br>1326<br>1076 | ✠100A1 Shl q<br>5,05 ~~2,04~~ Shl<br>~~B&S 03~~ ✠LMC 12,01<br>~~Inverness~~ B&S 12,04 | | | 1881<br>7mo | M.Pearse & Co. Stockton A&CP | Ångf.Aktieb. Bothnia (A.A.Thore) | 257·5\|34·5\|18·0<br>P27'Q68'B158'<br>F30' BK10'<br>WB=Cell | Jönstorp Swedish<br>*1 BHCem*<br>*DB216 345t* | C.2Cy.30"&60⅜"–36" (*s*)<br>80lb *80lb* NDR96 182NH<br>1DB,*4pf*,GS63.HS3045<br>Blair&Co.(Lim.),Stockton | 20 ″ 5 | | 2,04 |
| * 738 | — SteelScSr<br>*W.Bergström* 85–99 ssHam.No.1-04<br>VKDF 1Dk(pt Stl)2tr B&pt Awng dk<br>*Elec.light* | | 1349<br>934<br>774 | ✠100A1 Hul o<br>*pt Awng dk with Freeboard*<br>~~5,01 12,02~~ ✠LMC 10,99<br>11,04 | | | 1899<br>10mo | Murdoch & Murray Pt.Glasgow A&CP | Wasa Nordsjö Angb. Aktieb. (A. Schauman, *Mgr.*) WB=Cell DB | 230·0\|33·2\|15·1<br>Q77' BK8<br>*pt Awng dk 152'*<br>*246'uE19'f100'248t* | Wasa Russian<br>*4 BHCem*<br>*APT 64t* | T.3Cy.17½",27½"&45"–33"<br>165lb (*s*) 127NH<br>2SB,*4pf*,GS73.HS2060<br>J.G.Kincaid&Co.Greenock | 17 ″ 3<br>s 8 ″ 8 | | ~~⋯~~<br>5,04 |
| 739<br>100661 | — CompSc<br>*J.Doyle*<br>(ex Jack) | *1Dk* | 833<br>689<br>478 | | | | 1895 | Calvin Co. Garden Island,Ont. | Montreal Trans-portation Co. | 178·1\|37·8\|12·3 | Kingston, Ont. British | C.2Cy.13½"&36"–36"<br>200RH<br>Calvin Co.Garden Islnd,Ont. | | | |
| 740<br>JPNK | **Botnia** SteelScSr<br>*C.Pauske* 91-01<br>*1Dk* | | 1154<br>911<br>723 | | | | 1901 | Hasseldal's Jernskibsb Grimstad | Dampskbt Botnia's Rederi (W Hansen, *Mgr.*) | 231·3\|34·0\|13·7<br>Q134t B52t H27t<br>F29t | Bergen Norwegian<br>*WB* | T.3Cy.16",25"&42"–30"<br>97NH<br>Bergen Mek.Værks.Bergen | | N | |
| 741<br>NFBQ | — SteelScSr<br>*H.Bonnelycke*<br>*Elec.light* | *1Dk&Awng Dk* | 1045<br>~~850~~<br>~~⋯~~ | 206<br>788<br>750 | | | 1891 | Lobnitz& Co. Renfrew | Forende Dmpskib. Selskab | ~~312·7~~<br>B32' 23·0<br>244·1\|len04 | Copnhagn Danish<br>*WB* | T.3Cy.18",30"&48"–36"<br>138NH<br>Lobnitz&Co.,Renfrew | | V | |
| 742<br>HNKG | **Boucau** IronScSr<br>*Vignal* 90–98 ssLaR.No.1–87<br>*Well deck* 1Dk(Irn)2tr B | | 1011<br>947<br>643 | ✠ Cff o<br>5,89 | | | 1882<br>7mo | Palmers' Co.(Lim.) Newcastle | A.D'Orbigny, Faustin&Co. WB= | 240·3\|33·2\|16·1<br>P27'Q93'B16'F28'<br>lrp88 FK<br>*DBa 73' f 78' 276t APT 17t* | La Rochille French<br>*1 BHCem*<br>*APT 17t* | C.2Cy.30"&57"–36"<br>NB91 162NH<br>Palmers' Co.(Lim.),Nwc. | | V | |
| 743<br>90546 | **Boucherville** WoodPad<br>(ex Hochelaga)<br>*1Dk* | | 419<br>311<br>256 | | | | 1886 | H.Beauchemin Sorel,Quebec | Montreal Safe Deposit Co. | 178·9\|26·3\|9·2 | Montreal British | 1Cy.36"–108"<br>85RH<br>Shackle&Stromson,Montrl | | | |
| 744<br>115213<br>SQVK | **Boulama** SteelScSr<br>~~C.J.Williams 03~~<br>*2Dks(Stl)&Shelter dk(Stl–ws)*<br>*W.E.Griffiths* | | 2613<br>2420<br>1625 | ✠100A1 Liv u<br>*Shelter dk*<br>~~3,04~~ ✠LMC10,01<br>3,05 | | | 1901<br>10mo | Lndndrry S.S.& E.Co.Ld. Londonderry A&CP | British&African S.N.Co.(1900),Ld. (Elder,Dempster& Co. *Mgrs.*) | 324·8\|45·0\|19·6<br>F38'<br>FK<br>WB=Cell DBa94 | Liverpool British<br>*5 BHCem* | T.3Cy.23",37"&61"–42" (*s*)<br>160lb *160lb* 250NH<br>1SB,*6pf*,GS110,HS3920<br>Clyde S.B.&E.Co.Ld.P.Gl.<br>*uE&B86' f 116' 723t APT 380* | 22 ″ 2<br>s 2·5½ | | |
| 745<br>79655<br>MHTK | **Boulogne** IronTwinScSr<br>*J.A.R.Jones* 03–08 | | 427<br>366<br>196 | | | | 1878 | Earle's Co. Hull | British Central Africa Co.Ld. (H.Folliott, *Mgr.*) | 182·0\|25·0\|12·0<br>Q37' F38'<br>FK | London British | C.4Cy.20"&39"–24"<br>NB89 124NH<br>Earle's Co.(Lim.),Hull | | | |
| 746<br>RMWK | **Bound Brook** SteelScSr<br>~~F.Hansen 01–03~~ *F.Hansen* –05<br>*2Dks(M Stl–ws)&Spar dk(pt Stl–ws)*<br>*Elec.light* | | 1515<br>1345<br>829 | ✠100A1 NYk q<br>*Spar dk* NOs<br>3,05 ~~4,04~~ ~~MC~~ | | | 1903<br>8mo | Akt.Burmeistr& Wain Copenhagen *Lloyd's SA&CP* | H.H.Schmidt WB=Cell DBa 48' u | 2[illegible]·0\|34·6\|15·5<br>22·5<br>FK<br>*E25' f 88' 207t FPT 24t APT 20t* | Hamburg German<br>*4 BHCem*<br>*APT 20t* | T.3Cy.23½",37½"&65"–42"(*s*)<br>180lb *100lb* 360NH<br>SB,*8cf*,GS154,HS6414<br>Akt.Burmeistr&Wain,Cpn | 16 ″ 6 | | 3,05 |
| 747<br>103109<br>NDRF | **Bourbon** SteelScSr<br>*N.Ninnes* –03 ssLiv.No.2-02<br>*Elec.light* 2Dks(Stl Upt–ws) | | 1585<br>1349<br>907 | ✠100A1 Bkn r<br>10,02 ~~3,03~~<br>~~B&S 03~~ ~~C1,04~~ | | | 1893<br>9mo | C.Connell &Co. Glasgow *Lloyd's SA&CP* | Yeng Seng WB=Cell DB206'283t | 271·0\|35·2\|19·7<br>P34'B98'F31'<br>BK8" | Liverpool British<br>*1 BHpt Asp pt Cem* | T.3Cy.20",33"&54"–42" (*s*)<br>175lb *80lb* 225NH<br>1DB,*6cf*,GS115.HS3791<br>Dunsmuir&Jackson,Gls. | 22 ″ 0<br>s [illegible] ″ 2 | | ~~8,03~~<br>10,04 |
| 748<br>NDRF | **Bourgaz** WoodPad<br>*Rushdi* | | 120<br>—<br>74 | | | | ⋯ | ⋯ Trieste | Idarei Massousieh | 105·0\|16·6\|11·2 | Constanpl Turkish | | | | |
| 749<br>93107 | **Bournemouth** IronScTrawler<br>*O.Barnes* –98<br>*1Dk* | | 135<br>134<br>62 | | | | 1887 | Cook, Welt'n& Gemmell Hull | Western Steam Trawling Co.Ld. (S.M.Price, *Mgr.*) | 97·0\|20·6\|11·0<br>F16'<br>BK7½" | Bristol British | C.2Cy.16"&30"–22"<br>40RH<br>C.D.Holmes&Co.,Hull | 10 ″ 6 | | |

| No. d'Ordre / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. / Port de Visite. / Tonnage maintenant à Lettre d'Affectation. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après le Jaugeage Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NB Force en chevaux d'après les formules de la Société. RIP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | Vitesse sur Quille. Mesurée en Service. / Calculée. | Tirant d'eau à la dernière Visite. | Tirant d'eau à la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 750 MBDV | **Boveric** — *R. Dowmie* 98–98 — *ex* Mcl. No. 1–01 — 1 *Dk (Stl) & Spar dk (Irn) & deep framing* — *Elec. light* | 3987 / 3649 / 2578 | ✝100A1 Syd — *Spar dk* — 7,04 — BS1 — LMC | 1898 / 2mo | Russell & Co. Pt. Glasgow | Howard Smith Co. Ld. — *B = Cell DBa* 112 W | 345·2 / 49·8 / 17·9 — P29' B62' F36' — 25½ FK — *uE & B* 86' *f* 116 / 885*t* | Melbourne British | T.3Cy. 25", 41" & 66" – 45" (s) — 160lb *80lb* — 346 NH — 2SB, *6cf*, GS112, HS1804 FR — *APT* 186*t* — Rankin & Blackmore, Grk | 20 - 5 — s 6 - 1½ | | |
| 751 MRNJ | **Bovic** — *D. Kerr* –03 — *Ref. Mchy* — *Elec. light* — 3 *Dks* | 6583 / 6271 / 4230 | | 1892 | Harland & Wolff (Ld.) Belfast | Ocean Steam Nav. Co. Ltd. (Ismay, Imrie & Co. Mgrs.) | 470·0 / 53·1 / 23·9 — 31·6 | Liverpool British | T.6Cy. 23½", 36½" & 60" – 48" — 199 NH — Harland & Wolff (Ld.), Bel | | | |
| 752 | — — *J. Andersen* –96 — 1 *Dk* | 163 / 155 / 52 | | 1896 | Edwards Bros. North Shields | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall *Mgr.*) | 107·0 / 20·6 / 11·0 — BK 7½ | Hull British | T.3Cy. 12", 18" & 30" – 21" — 111 RH — N.E. Marine Co. (Lim.), Sld | 11 - 10 | | |
| 753 KPRW | **Bowhead** — *J. A. Cook* — (*ex* Haardraade) — 1 *Dk 2tr b* | 381 / — / 243 | | 1871 | Brinchs Verft. Christiania | J. A. Cook | 133·5 / 29·5 / 16·1 — 948*t* | Boston Utd. States | C.2Cy. 17" & 30" – 24" — 87 NH — *Cmpd.* 99 R. P. Christie, S Fo | | | |
| 754 KPBF | **Boxer** — *J. F. Kelley* –99 — 1 *Dk* | 217 / 199 / 121 | | 1899 | Atlantic Works Boston | F. W. Munn | 113·7 / 25·3 / 13·5 | Philadelphia Utd. States | C.2Cy. 20" & 36" – 26" — 55 NH — Atlantic Works, Boston | | | |
| 755 PJBK | **Boxgrove** — *D. E. Jones* –04 — 1 *Dk (Stl) 2tr B & Web frames* — *ss* Bly. No. 2–04 | 3046 / 2855 / 1939 | ✝100A1 Hul — *with freeboard* — 11,04 — LMC | 1896 / 6mo | J. Priestman & Co Sunderland | Cyprus SS. Co Ld. — S. Furneaux & Co., (S. Furneaux & Co., *Mgrs.*) — *WB* = *DBa* 110 *f* 120 | 325·0 / 47·0 / 23·6 — P31' B68' F36' — FK — 776*t* | London British | T.3Cy. 24", 40" & 66" – 45" — 160lb *80lb* — 304 NH — 2SB, *8pf*, GS124, HS1740 — W. Allan & Co. (Lim.), Sld | 24 - 10 — 12 - 5½ | | |
| 756 HNLS | **Boyardville** — 1 *Dk* | 112 / — / 39 | | 1892 | Blasse Nantes | Fournier & Cie. | 106·3 / 17·9 / 7·4 — *WB* | St Georges d'Oleron French | C.2Cy. 18½" & 28½" – 16½" — 19 NH — Voruz, Nantes | | | |
| 757 SDLW | **Boyndlie** — *W. Slater* –01 — 1 *Dk* | 178 / 168 / 49 | ✝100A1 Abn — *Stm Trawler* — 8,04 — LMC12, | 1900 / 12mo | J. Duthie, Sons & Co. Aberdeen | Fraserburgh & N. of Scotland Steam Trawling Co. Ld. (R. Laing, *Mgr.*) — *Lloyd* *SA&CP* | 110·3 / 21·0 / 11·1 — BK 7½ | Fraserbro' British | T.3Cy. 11½", 20" & 33" – 21" (s) — 180lb — 54 RH — *BHCem* | 12 - 0 | | 4,09 |
| 758 | **Boyne** — *H. M. Inspector* — *ss* Nwc. No. 3–4,93 — *ss* Bry. No. 2–02 — 2 *Dks* (1 *Irn*) *Str b* | 1927 / 1807 / 1226 | ✝100A1 — 10,03 — BS — LMC | 1881 / 6mo | W Gray & C. W Hartlepool | Mercantile S.S. Co. Ltd. — *Lloyd* *SA&CP* | 285·0 / 35·5 / 24·4 — P25' B56' F24' — NB98 — BK 9½ — *WB* – *DB* | London British | C.2Cy. 33" & 68" – 36" — 70lb *90lb* NDB99 — 198 NH — 2SB, *4pf*, GS86 — T. Richardson & Sons, Hpl. | 25 - 10 — 4 - 11 | | |
| 759 | — — *ss* Dub. No. 3–1,02 — *ss* Dub No. 1–05 1 *Dk* | 57 | A — *Barge* — 5,05 — *For River purposes only* | 1891 / 4mo | Ross & Walpole Dublin | A. Guinness, Son & Co. Ld. | *ss* *f* 62' 283*t* — FK — *WB* = *FPT* 9*t* | Italian Dublin British | 2Cy. 10" – 14" — 100lb — 6 NH — 2 *BHCem* — ISB *1pf*, GS8, HS408 — Ross & Walpole, Dublin | 6 - 5 | | |
| 760 MRVP | **Boynton** — *J. H. Irwin* –01 — *ss* Bry. No. 2–01 — 1 *Dk (Stl) & Web frames & pt Awng dk (Irn)* | 2578 / 1876 / 1630 | ✝100A1 Sld — *pt Awng dk* — *with freeboard* — 8,04 — BS3,04 — LMC11, | 1892 / 9mo | J. L. Thompson & Sons Sunderland | W. & E. S. Lamplough | 300·0 / 40·0 / 19·6 — P29' Q90' — *pt Awng dk* 181' — FK — *WB* = *Cell DB* 206 | London British | T.3Cy. 23", 37½" & 61½" – 39" (s) — 160lb *180lb* NDB03 — 245 NH — 2SB, *6cf*, GS108, HS3800 — Blair & Co. (Lim.), Stockton | 22 - 1 — s 8 - 5½ | | |
| 761 MBDV | **Brabant** — *Wiers* — (*ex* Sandhill) — 1 *Dk (Stl) & Awng dk & Web frames* | *2064* / *1999* / *1327* | ✝100A1 Ant — *Awng dk* — *with freeboard* — 3,04 — LMC — MS8,01 — BS | 1892 / 10mo | J. Blumer & Co. Sunderland | Cie Nationale Belge de Transports Maritimes (A. Deppe, *Mgr.*) W | 270·3 / 38·1 / 16·2 — 234 — FK — *B* = *Cell DB* 218 470*t* | Antwerp Belgian | T.3Cy. 20", 33" & 64" – 36" (s) — 160lb *80lb* — 170 NH — 2SB, *4cf*, GS64, HS2480 — Blair & Co. Ld. Stockton | 19 - 5 — s 8 - 7½ | | 4,09 |
| 762 | **Brac** — *F. Petravic* –02 — (*ex* Brunsbüttel II.) | 135 / — / 32 | | 1896 | Howaldtswerke Kiel | A. Rismondo | 110·5 / 19·7 / 8·8 — Q34' H33' F15' | Spalato Aust.-Hung. | T.3Cy. 12", 19" & 29½" – 16" — 36 NH — *WB* — Howaldtswerke, Kiel | | V | |
| 763 | **Brackley** — *A. Povey* –04 | 122 / 122 / 46 | | 1859 | T. Vernon & Sons Liverpool | Manchester Ship Canal Co. | 116·0 / 17·6 / 7·6 | Manchester British | C.D.2Cy. 20" & 40" – 36" — NE & B93 — 50 RH — Lytham SB & E. Co. Lytham | | | |
| 764 VFKR | **Bracondale** — *T. Douglas* 82–03 — 1 *Dk (Irn) & deep framing* | 2095 / 1921 / 1317 | ✝100A1 Nrt — 1,04 — | 1903 / 9mo | W. Gray & Co. Ld. W Hartlepool | J. E. Murrell & Son — *Lloyd* *SA&CP* — *WB* = *Cell DBa* | 290·0 / 42·1 / 19·3 — P26' B69' F32 — FK — *uE* 110 *f* 122' 609*t* | W. Hartlpl British | T.3Cy. 21½", 35" & 58" – 39" (s) — 160lb *90lb* — 218 NH — 2SB, *6rf*, GS86, HS3398 — Cen. Mar. Eng. Wrks. W Hpl | 21 - 9 — s 9 - 6 | | |
| 765 | — — *R. W. Sutherland* 03–03 — 1 *Dk* | 189 / 175 / 42 | ✝100A1 Shl — *Stm Trawler* — 5,04 — LMC3, | 1903 / 8mo | J. T. Eltringham & Co. S. Shields | Don Fishing Co. Ld. (J. S. Doeg, *Mgr.*) — *Lloyd* *SA&CP* | 112·0 / 21·5 / 11·7 — BK 7½ — *WB* = | Aberdeen British | T.3Cy. 11", 18" & 32" – 22" (s) — 180lb — 49 RH — *BHCem* — ISB. *2pf*, GS31, HS1218 — G. T. Grey, South Shields | 12 - 3 | | |
| 766 | **Braconhill** — *R. Sutherland* 02–03 — 1 *Dk* | 194 / 183 / 40 | ✝100A1 Abn — *Stm Trawler* — 1,04 — LMC10, | 1903 / 10mo | J. T. Eltringham & Co. S. Shields | Don Fishing Co. Ld. (J. S. Doeg, *Mgr.*) — *Lloyd* *SA&CP* | 112·5 / 21·7 / 12·2 — BK 7½ — *WB* = *Deep tank* *f* 7'7*t* | Aberdeen British | T.3Cy. 11½", 19" & 32" – 22" (s) — 180lb — 50 RH — *BHCem* — ISB, *2pf*, GS34, HS1231 — G. T. Grey, South Shields | 12 - 10 | | |
| 767 | **Bradford** — *H. Bruhn* 99–04 — 2 *Dks* (*M Stl–ptwss*) & *Spar dk* (*pt Stl–ws*) — *Elec. light* | 1932 / 1111 / 911 | ✝100A1 Cpn — *Spar dk* — 3,04 — LMC2, | 1904 / 8mo | Akt. Burmeistr & Wain Copenhagen | M. Jebsen — *Lloyd* *SA&CP* — *WB* = *Cell DBa* 45 | 275·4 / 37·0 / 17·0 — *Shade dk* 106' 24·8 — FK — *uE* 29' *f* 86' 184 *FPT* | Hamburg German | T.3Cy. 27", 48" & 76" – 48" (s) — 180lb — 515 NH — 1 *BHCem* — 1 SB. *12cf*, GS282, HS9200 — Akt. Burmeistr & Wain, Cpr | 18 - 0 | | |
| 768 HGQM | — — *D. M. Keith* –02 — 1 *Dk 2tr B* | 468 / 408 / 248 | | 1865 | A. & J. Inglis Glasgow | Bradford SS. Co. Ld. (T. H. Catcheside & Co.) | 205·2 / 24·4 / 12·0 — P50' len 71 | Grimsby British | C.2Cy. 27" & 50" – 26" — NB79 — 97 RH — *Cmp.* 79 Earle's Co., Hull | 12 - 10 | | |
| 769 | — — *J. B. Spooner* –96 — *ss* Grns. No. 2–04 1 *Dk* | 163 / 150 / 63 | ✝100A1 Grns — *Stm Trawler* — 12,04 — LMC | 1896 / 11mo | Mackie & Thomson Glasgow | Hagerup, Doughty & Co. Ld. | 104·2 / 20·5 / 10·7 — 17' F19 — BK 7½ | Grimsby British | T.3Cy. 10", 16½" & 27" – 20" (s) — 180lb — 15 RH — *BHCem* — ISB. *2pf*, GS28, HS586 — Muir & Houston (Lim.), Gls | 11 - 7 | | 2,01 |
| 770 NRDT | **Braemar** — *S. L. Saxby* –03 — *ss* Gls. No. 2–03 — 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | 3601 / 3170 / 2316 | ✝100A1 NYk — *Spar dk* — 11,03 — LMC1 | 1895 / 2mo | J. L. Thompson & Sons, Ld Sunderland | J. Warrack & Co. | 343·0 / 44·0 / 18·1 — P28' B80' F36' — FK — 116' *uE & B* 36' *f* 144' | Leith British | T.3Cy. 25", 41" & 67" – 45" (s) — 160lb *90lb* — 295 NH — 6 *BHCem* — 2SB, *8cf*, GS152, HS3850 — J. Dickinson, Sunderland | 20 - 3 — s 6 - 2 | | |

Transcribed from the Lloyd's Register of Navires a Vapeur, 1904-05, pages BOV-BRA. Entries struck through in the original (e.g. 1903 Eltringham & Co. S. Shields) are omitted.

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c / Master / Late Name if any / Special Surveys / No. of Decks, &c | Regist'd Tonnage: Gross / Under deck / Net | Character / for Special Survey / Date of last Survey | Port of Survey | | Built: When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships ft. in | | Date when last docked |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 771<br>11392<br>BSQC | Braemar SteelScK<br>J Turner -00 ssAbn.No.1-04<br>1Dk | 197<br>184<br>57 | ✠100A1<br>StmTrawler<br>~~7,01 8,02~~<br>2,05 ✠LMC… | Abn | | 1900<br>6mo<br>Lloyd's | J. Duthie, Sons&Co.<br>Aberdeen<br>sA&CP | CaledonianSteam TrawlingCo.Ld.<br>~~(Young&Jameson Mgrs.)~~ | 115·0 21·7 11·8<br>BK7½ WB | Aberdeen<br>British<br>3BHCem<br>=DBf7'7t | T.3Cy.12",19½&32"-22" (s)<br>180lb 50RHP<br>1SB.2pf,GS37,HS1093<br>W.V.V.Lidgerwood,Gls. | 12 " 6 | | ~~8,02~~<br>~~9,04~~<br>2,05 |
| 772<br>103381<br>QFKC | Braemar Castle SteelSc1MstSr<br>D Wallace -02 ssLon.No.1-02<br>2Dks(UStl-ws)&Spar dk<br>Elec.light (Stl-teak s) | 6266<br>5285<br>3964 | ✠100A1<br>Spar dk<br>2,05 3,01<br>BS… ✠LMC12,02 | Lon | b† | 1898<br>7mo<br>Lloyd's | Barclay, Curle&Co Ld.<br>Glasgow<br>sA&CP | Union-CastleMail S.S.Co.Ld.(D. Currie &Co. Mgrs.)<br>WB=CellDBa105'u | 450·0 52·2 22·5<br>P58'B198'F59' 30·4<br>FK&BK2½"<br>E&B90' f183' 1013t | London<br>British<br>7BHptCem<br>ptAsp | Q4Cy28",39¾",57½"&82"-60"<br>205lb (o) 756NHP<br>4SB,16rf,GS355,HS13556<br>Barclay,Curle&Co.Ld.Gls | 25 " 7 | BT till ~~12,05~~ 2,06 | ~~3,02~~<br>3,05 |
| 773<br>115580 | Braeriach SteelScK<br>J.Mulligan02-02<br>1Dk | 199<br>186<br>52 | ✠100A1<br>StmTrawler<br>~~1,05 2,01~~<br>3,05 ✠LMC11,02 | Abn | | 1902<br>11mo<br>Lloyd's | J.Duthie Sons&Co.<br>Aberdeen<br>sA&CP | GrampianSteam FishingCo.Ld. | 115·8 21·7 11·7<br>BK7½" WB | Aberdeen<br>British<br>3BHCem<br>=DBf5'6t | T.3Cy.12",19½"&32"-22" (s)<br>180lb 50RHP<br>1SB.2pf,GS36,HS1248<br>W.V.V.Lidgerwood,Gls. | 12 " 6 | | 3,05 |
| 774 | Bragança IronScBn<br>B.D'Oliveira -02<br>Well deck (exCyril,exPacaxo) | 1190<br>910<br>751 | | | … | 1882 | London& GlasgowCo.<br>Glasgow | EmprezaNav. GramPara(F. Gomes&Co. Mgrs.) | 235·0 31·3 17·1<br>Q82'B55'F31' | Para<br>Brazilian | C.2Cy.27"&51"-36"<br>130NHP<br>Londn.&Glas.Co.,Glasgow | | | |
| 775<br>JVSB | Brage SteelScSr<br>H.Michelsen -00 1Dk2trB<br>Well deck | 489<br>401<br>297 | ✠<br>9,88<br>✠ | Cpn | h | 1883<br>6mo | Kockums M.V.Aktieb<br>Malmö | DampskbetBrage's Rederi(Bergh& Helland) | 161·2 24·5 13·8<br>Q23tB52tH7tF6t WB | Bergen<br>Norwegian<br>5BHCem | C.2Cy.20"&35"-24"<br>50NHP<br>KockumsAktieb.,Malmö | | N | |
| 776<br>NBLG | — IronScSr<br>C.F.Rasmussen 1Dk | 227<br>185<br>119 | | | | 18 65/75 | Gourlay Bros.&Co.<br>Dundee | ForenedeDmpskib. Selskab | 144·5 19·9 10·4<br>Q51' | Veile<br>Danish | C.4Cy.15"&30"-20"<br>67NHP<br>Burmeister&Wain,Cpn. | | | |
| 777 | Braila IronSc<br>J.Macri84-96 ~~ssHul.No.3 9,02~~<br>(exNewYorkCity) ~~ssCpl.No.9-04~~<br>ssCpl.2ndNo.3-6,04 2Dks(UIrn-ws)3trB | 1724<br>1595<br>1131 | ✠100A1<br>6,01 ~~4,04~~<br>~~BS5,08~~ LMC3,0… | Cpl | r | 1879<br>8mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | Nav.à Vap.Egée (P.M.Courtgi&Co. Mgrs.)<br>WB=DBa72'&uB28 | 260·2 34·5 22·5<br>B26'F33<br>BK9" | Constanpl<br>Turkish<br>5BHCem<br>MT30'207t | C.2Cy.33"&61"-33" (a)<br>35lb 100lb NDB95 136NHP<br>1SB,2pf,GS36,HS1597 NB84<br>T.Richardson&Sons,Hpl. | 23 " 8<br>s 3 " 7½ | | 9,01 |
| Wrecked 6,04<br>778<br>NGPH | Brake SteelScSr<br>H.Sandersfeld -01 2Dks | 1095<br>964<br>685 | | | | 1893 | H.Koch<br>Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 205·5 29·5 19·0<br>B51'F23' | Oldenburg<br>German<br>WB | T.3Cy.15¾",25½"&40"-27½"<br>84NHP<br>H.Paucksch,Landberg a.w. | | G | |
| 779<br>98912<br>MCJV | Bramham SteelScSr<br>~~J.J.Hall -00~~ ssShl.No 3-7.03<br>Well deck 1Dk(ptStl&ptIrn)<br>Miller -04 &Web frames | 1978<br>1505<br>1270 | ✠100A1<br>~~3,01~~ 7,03 ~~7,04~~<br>3,05<br>BS11.04 ✠LMC7.03 | Shl<br>~~NptCff~~ | r | 1891<br>2mo | W.Gray &Co.(Lim)<br>WHartlepool<br>A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld.Mgrs.)<br>WB | 277·0 38·0 17·6<br>P29'Q76'B114'<br>F27 BK9"<br>=CellDB228'438t | London<br>British<br>4BHCem<br>APT18t | T.3Cy.20",31½"&53"-39" (s)<br>160lb 80lb 180NHP<br>2SB,4rf,GS70,HS2760<br>CentrlMarineEWks,WHpl | 20 " 2<br>s 1 " 6½ | | ~~3,04~~<br>7,04 |
| * 780<br>102100 | Brancker SteelTwinScSp<br>Evans -02 ssLiv.No.2-02<br>2Dks(UStl-ws) | 2480<br>2388<br>1518 | ✠100A1<br>Dredger<br>9,01 ~~12,03~~<br>Aux. Water Tube Boiler 4,02<br>~~BS7,02~~ ✠LMC4,02 BS9,04 | Liv | w | 1893<br>7mo | NavalCon.&Arm Co.Ld.<br>Barrow<br>A&CP | MerseyDocks& HarbourBoard | 320·0 47·0 19·4<br>P38'F30'<br>FK<br>WB=MT25 | Liverpool<br>British<br>7BHptAsp<br>140t ptCem | T.6Cy.18",29"&47"-30" (s)<br>160lb 303NHP<br>2SB&1Aux.WaterTubeB,<br>3cf,GS168,HS5482<br>NavalCon.&ACo.Ld.Brw. | 20 " 6 | | ~~7,03~~<br>9,04 |
| 781<br>HPRB | Brand SteelScSr<br>J.Johannessen<br>1Dk&Spardk | 2003<br>1879<br>1519 | | | | 1890 | R.Duncan &Co.<br>P.Glasgow | G.Knudsen | 269·9 37·1 23·2<br>P31t H87t F5t | Porsgrund<br>Norwegian<br>WB | T.3Cy.21",35"&56"-39"<br>196NHP<br>Muir&Houston,Glasgow | | N | |
| 782<br>QHKM | Brandenburg SteelTwinSc<br>E.Woltersdorff<br>Elec.light 2Dks&Awng dk 4trB | 7532<br>7278<br>4809 | | | | 1901 | Bremer "Vulkan"<br>Vegesack | Norddeutscher Lloyd | 429·3 54·3 39·6<br>B121'F46' | Bremen<br>German<br>WB | Q8Cy 20 1/16",29⅛",42⅛"&61½"-48 5/16"<br>496NHP<br>Bremer"Vulkan,"Vegesck | | G | |
| 783<br>QHMB | — SteelScSr<br>J.Eims96-02<br>(Trawler) 1Dk | 224<br>190<br>73 | | | | 1902 | G.Seebeck Act.Ges.<br>Bremerhaven | DeutscheDmpfis-cherei Ges.Nordsee | 122·0 22·9 11·8<br>F20' | Bremen<br>German | T.3Cy.12",19 9/32"&31½"-23⅝"<br>48NHP<br>G.Seebeck A.G.Bremerhvn | | G | |
| 784<br>3915 | Brandon SteelSc<br>J.T.Rhodes91-<br>Elec.light 1Dk | 1062<br>—<br>639 | | | | 1902 | Harlan& HollingsworthCo.<br>Wlmgtn. Del | OldDominionSS.Co | 200·5 37·0 17·3 | NewYork<br>Utd.States | T.3Cy.18",28"&45"-30"<br>111NHP<br>Harlan&HollingsworthCo | | RS | |
| 785<br>67248<br>KPSB | — IronScSr<br>F.Laysell -03<br>(exRichardYoung) | 668<br>582<br>305 | | | | 1871 | J&WDudgeon<br>London | Gt.EasternRly.Co. | 245·0 27·0 13·5<br>F24t | Harwich<br>British | T.3Cy.20½",32"&54"-33"<br>NE&B90 168NHP<br>Earle'sCo.(Lim.),Hull | | | |
| 786<br>3925 | Bransford SteelScSr<br>J.Owen -02 1Dk2trB<br>Mchy Aft<br>Elec.light | 4657<br>—<br>3386 | | | | 1902 | WestBay CityS.B.Co<br>W.BayCity, Mich. | W.A.Hawgood& Co. | 414·0 50·0 29·0 | Fairport,O<br>Utd States<br>WB | T.3Cy 22",35"&58"-42"<br>218NHP<br>AmericanSBCo Cleveland | | | |
| 787<br>107788 | Brant WoodScSr<br>D.McKinnon -99<br>YM99 1Dk | 142<br>96<br>58 | | | … | 1899 | J.White<br>Charlotte-town,P.E.I | CanadianGovern-ment | 100·4 19·1 8·0 | Ottawa<br>British | C.2Cy.14"&28"-22<br>32RHP<br>Bruce,Stewart&Co.Chrltn | | | |
| 788<br>104218<br>PVBH | Brantingham SteelScSr<br>~~G.K.Moore -01~~ ssHul.No.1-02<br>Flause -04 1Dk(Irn)&deepframing | 2617<br>3438<br>1685 | ✠100A1<br>10,04 ~~12,03~~<br>BS12,03 ✠LMC…<br>S10,04 | Bry<br>Brs | l | 1897<br>9mo | R.Thomp-son&Sons<br>Sunderland<br>A&CP | EastYorkshire SteamshipCo.Ld. (A.Meek&Sons, Mgrs.)<br>WB=CellDBa98'uE22'f128' | 313·0 44·2 20·6<br>P29'B94'F34'<br>FK | Goole<br>British<br>5BHCem<br>662tAPT55t | T.3Cy.22",36"&60"-42" (s)<br>180lb 80lb 251NHP<br>2SB.6pf,GS99,HS3865<br>G.Clark,Ld.,Sunderland | 23 " 0<br>s 3 " 7½ | | ~~12,03~~<br>10,04 |
| 789<br>109710<br>RWHT | Brantwood SteelScSr<br>E.Booth -04<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>&Web frames | 3536<br>3284<br>2296 | ✠100A1<br>Spar dk<br>10,01 ~~1,04~~ ✠LMC10,00 | Bry<br>Nwc | r | 1900<br>10mo | JLThomp-son&Sons,Ld.<br>Sunderland<br>A&CP | BrantwoodS.S.Co. Ld.(Charlton& Thompson)<br>WB=CellDBa116' | 331·3 48·0 16·9<br>P23'B94'F32' 24·9<br>BK8½"<br>uE&B40'f134'796t | Sundrland<br>British<br>5BHCem<br>APT35t | T.3Cy.24",40"&65"-42" (s)<br>180lb 180lb 292NHP<br>2SB,6rf,GS124,HS4440<br>J.Dickinson&Sons,Ld.Sld. | 19 " 4<br>s 5 " 6½ | | 6,03 |
| 790<br>HPRJ | Bratsberg IronScSr<br>N.I.Bjönnes<br>1Dk(Irn)&Spardk | 1336<br>1281<br>853 | | | | 1884 | Rostocker Act.Ges.<br>Rostock | G.Knudsen | 232·8 33·3 20·0<br>H55t | Porsgrund<br>Norwegian<br>WB | Q4Cy 15½",23",31"&46"-31½"<br>NB94 119NHP<br>AkersMek.Verksted,Xia. | | N | |
| 791<br>JVTW | Bratten IronScSr<br>(exGabalva) 1Dk2trB | 705<br>564<br>432 | | | … | 1878 | Schlesingr Davis&Co.<br>Newcastle | Akties.Fane Dampskibsselsk. (A.E.Leganger, Mgr.) | 190·0 28·1 15·6<br>Q88tB18tH28tF24t<br>BK6½" | Bergen<br>Norwegian<br>WB | C.2Cy.21⅜"&45"-33<br>NB89 104NHP<br>T.Clark&Co.,Newcastle | | N | |
| 792<br>NKDF | Brattingsborg SteelScSr<br>C.G.Clausen ~~ssCff.No.1-00~~<br>(exAtlantic) 1Dk(Irn)2trB&Web<br>ssCpn.No.2-04 frames3Dk rule | 3078<br>2865<br>1991 | ✠100A1<br>9,04 ~~12,03~~<br>~~BS12,03~~ ✠LMC10,… | Els<br>Cpn | u | 1896<br>7mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | DampskibsSelsk. Dannebrog (C.K. Hansen, Mgr.)<br>WB=CellDBa&uE130'f136 | 325·0 47·1 22·4<br>P27'B82'F32'<br>FK | Copnhagn<br>Danish<br>5BHCem<br>731tAPT53t | T.3Cy.24",38"&64"-42" (s)<br>160lb 80lb NDB00 281NHP<br>2SB,6rf,GS90,HS4455<br>Cen.Mar.Eng.Wrks.WHpl | 24 " 10<br>s 4 " 6 | | ~~12,03~~<br>9,04 |

| 1 Numéro Officiel | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Total. Sous le pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. Port de Visite. Tonnage maintenant inscrit. | 6 Construit. Quand. Navire. Mach. | 7 Par qui. | 8 Armateurs. | 9 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 10 Port d'Armement. Pavillon. | 11 Machines. No & Type des Cylindres.—Course Diamètre des Chaudières. NHP = Force en chevaux d'après les dimensions de la Société. IHP = chevaux d'après les papiers du navire. Hélice ou Chaudières & Foyers. Constructeurs des machines. | 12 Tonnage sur Quille. Franc-bord d'été. | 13 Date de la dernière visite. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 793 | **Braunfels** SteelScSr<br>*J.Rueter* ssBhn.No.8-7,03<br>1 Dk (Irn) & Spar dk (St—wsa) & Web frames<br>Now named "Mirzapur," *See A*, 36 *in Supplement* | 2942<br>2750<br>1888<br>1[illegible] | ✠100A1 Spar dk<br>11,01 [illegible]<br>✠LMC7,0<br>[illegible] | 1891<br>3mo | Sunderland S.B.Co.(Lim.) Sunderland<br>WB = | Deutsch. Dmpfs-fahrts Ges. Hansa | 343·0 41·1 18·5<br>B78 F41' 26·0<br>BK8<br>Cell DBa 92 aE 4' | Bremen<br>German<br>6 BHCem<br>2 SB.8cf.(s)81 — 8s4500<br>Wlad Sipy & E Co (Lim.) N | T.8Cy.28½",39"&61"–42" (s)<br>160lb 100lb NDB04 283NH<br>2 SB.8cf.(s)81 — 8s4500<br>Wlad Sipy & E Co (Lim.) N | 21 · 1 | | |
| 794 | **Braunschweig** StoolSc<br>*J.Hannecker* 03–04<br>(*Trawler*)<br>1 Dk | 252<br>210<br>76 | | 1904 | G.Seebeck Act.Ges. Bremerhaven | Deutsche Dmpfs-fischerei Ges. Nordsee | 135·3 22·5 9·8<br>F23 | Bremen<br>German | T.3Cy.12",19½"&31½"–28½"<br>48NH<br>G.Seebeck A.G., Bremerhvn | | G | |
| 795 | **Bråviken** SteelScSp<br>*V.Jansson* –03<br>1 Dk | 158<br>108 | | 1895 | Motala M.V.Aktieb. Motala | Ångb.Aktieb. Braviken (G.F.A. Enhörning) | 100·6 19·6 7·3<br>B31 H27t | Norrköpng<br>Swedish | C.2Cy.13½"&27"–18"<br>26NH<br>Motala M.V.Aktieb., Motal | | | |
| 796 | **Bravo** IronScSr<br>*J.Ortuño* ssLiv.No.3—1,07<br>(*ex* Brabo) ssLon.No.1–01<br>1 Dk (Irn) & pt Lower dk (Irn) | 1214<br>945<br>819 | ✠100A1 Liv<br>12,01 [illegible]<br>Bkn<br>[illegible]<br>✠LMC9,01<br>BS4,04 | 1883<br>10mo | H.Murray & Co. Dumbarton<br>Lloyd's s.a.&CP | La Bética Soc. Anon de Nav. á Vap. | 224·7 33·7 17·5<br>P88' F20'<br>Shade dk 30'<br>BK8'<br>WB = DBa 25 f 88·92t | Seville<br>Spanish<br>90lb 80lb NDB99 137NH<br>1 SB.3cf.(s)70, 8s2162<br>Hutson & Corbett, Glasgow | C.2Cy.27"&54"–39" (s)<br>90lb 80lb NDB99 137NH<br>1 SB.3cf.(s)70, 8s2162<br>Hutson & Corbett, Glasgow | 18 · 7<br>1 · 11 | | [illegible] |
| 797 | — IronScBg<br>*C.Cramp* –04 | 1076<br>860<br>695 | | 1865 | Lon. & Glas. Co. Glasgow | T. Wilson, Sons & Co. (Lim.) Hull<br>(E.A.Minotto *Mgr.*) | 240·1 29·2 15·9<br>Q24t F—<br>FK | Hull<br>British | C.2Cy.25½"&47½"–30"<br>NE75 NB89 95RH<br>Amos & Smith, Hull | 11 · 3 | | |
| 798 | — SteelScK<br>*E.Roberts* –96<br>ssGms.No.2–04 1 Dk | 137<br>127<br>44 | ✠100A1 Gms<br>*Stm Trawler*<br>6,04 [illegible]<br>[illegible]<br>✠LMC [illegible] | 1896<br>5mo | Earle's Co. (Lim.) Hull<br>Lloyd's s.a.&CP | Ocean Stm. Fishing Co. Ld. | 93·6 20·7 10·4<br>Q18'<br>BK7½ | Grimsby<br>British<br>1 SB.2cf.(s)29, 8s830<br>Earle's Co. (Lim.), Hull | T.8Cy.10½",17"&30"–21 (s)<br>180lb 45RH<br>1 SB.2cf.(s)29, 8s830<br>Earle's Co. (Lim.), Hull | 11 · 3 | | |
| 799 | **Bray Head** [illegible] SteelScSr<br>(*ex* Indralewa) 3 Dks (St) & deep framing<br>*R.J.Moore* –01 3 Dk rule | 3159<br>2854<br>2020 | ✠100A1 Sws<br>5,01 12,05<br>Dub<br>✠LMC5,02<br>BS8,04 | 1894<br>3mo | C.S.Swan & Hunter Newcastle<br>A&CP | Ulster S.S.Co.Ld. (G Heyn & Sons, *Mgrs.*)<br>WB = | 330·0 41·5 25·1<br>P30' B76 F[illegible]<br>FK<br>Cell DB 281' 710t | Belfast<br>British<br>1 SB.8cf.(s)104, 8s3816<br>Cen. Mar. Eng. Wks. W Hp | T.3Cy.24",38"&61–42" (s)<br>140lb 80lb 264NH<br>1 SB.8cf.(s)104, 8s3816<br>Cen. Mar. Eng. Wks. W Hp | 28 · 1<br>8 · 6 | | |
| 800 | **Brazil** SteelScSr<br>*Elec.light* 1 Dk 2 tr b<br>*Mchy Aft* | 2187<br>3467<br>2012<br>1655 | | 1890 | Union Dry Dock Co. Buffalo, N.Y. | Republic S.S.Co. (Drake & Maytham *Mgrs.*) | 276·1 40·0 21·6<br>WB | Buffalo, N.Y.<br>Utd. States | T.3Cy.19",32"&52"–46"<br>181NH<br>H.G.Trout, Buffalo | | S | |
| 801 | — SteelScSr<br>*B.D.de Miranda* 01–01 ssGrk.No.3–6,01<br>*Elec.light* 2 Dks (1 pt Irn–ws) & Shaded dk | 2003<br>1565<br>1260 | ✠ A1<br>*Shade dk with freeboard*<br>6,04<br>*Coasting*<br>✠NB6,01 ✠LMC6,01 | 1890<br>5mo<br>A&CP<br>*Riode Janeiro* | J.&G. Thomson Glasgow | Lloyd Brazileiro<br>WB = | 282·0 38·1 20·7<br>F48'<br>BK7'<br>Cell DB 876 12[illegible] | R.Janeiro<br>Brazilian<br>150lb 70lb NDB01 220NH<br>DB.12rf.(s)82 2, 8s6034<br>J.&G. Thomson, Glasgow | T.3Cy.27",40½"&61"–45" (s)<br>150lb 70lb NDB01 220NH<br>DB.12rf.(s)82 2, 8s6034<br>J.&G. Thomson, Glasgow | 22 · 0<br>7 · 11 | | |
| 802 | — WoodScFlat<br>87885 | 142<br>131<br>111 | | 1881 | H.Gibson Witton | Salt Union, Ld. | 87·7 21·1 10·0 | Liverpool<br>British | 1.2Cy.10"–11"<br>16RH<br>F. Bates, Northwich | | | |
| 803 | **Brazilian** SteelScSr<br>*J.Williams* –00<br>*Ref. Mchy. Elec.light* 2 Dks | 3046<br>2826<br>1916 | | 1890 | D.& W.Henderson & Co. Glasgow | Allan Line S.S.Co.Ld. (J.& A.Allan *Mgrs.*) | 340·0 42·0 25·0<br>P37' B70' F40'<br>FK<br>WB | Glasgow<br>British | T.3Cy.24",40"&66"–48"<br>302NH<br>D. W.Henderson & Co., Gls | 28 · 3 | C | |
| 804 | — IronScK<br>*W.Spurgeon* –00 ssMil.No.2–00<br>(*ex* Grimsnes, *ex* Brazilian) 1 Dk | 174<br>152<br>84 | ✠100A1 Mdl<br>*Stm Trawler*<br>11.02<br>[illegible]<br>✠LMC [illegible]<br>8,03<br>*Lloyd's s.a.&CP* | 1891<br>6mo | Gt. Grms Co-op. Box & Fish Crrying Co Ld Grimsby | T.R.Oswald | 108·0 20·6 10·8<br>Q47' F23'<br>BK7½ | Milford<br>British<br>3 BHCem<br>SB.2cf.(s)30, 8s821<br>Gt. Grimsby Co-op Box & Fish Carrying Co. Ld. Grms | T.3Cy.12½",20"&32"–22" (s)<br>150lb 90RH<br>SB.2cf.(s)30, 8s821<br>Gt. Grimsby Co-op Box & Fish Carrying Co. Ld. Grms | 11 · 7 | | 11.02 |
| 805 | **Breadalbane** SteelScK<br>*F.Lees* –99 *Trawler*<br>1 Dk | 112<br>107<br>30 | | 1891 | Scott & Co. Bowling | General Steam Fishing Co. Ld. | 92·0 18·1 9·4<br>F12'<br>BK6' | Granton<br>British<br>WB | C.2Cy.15"&28½"–21"<br>35RH<br>W. Kemp, Glasgow | 10 · 6 | | |
| 806 | **Breakwater** IronScSr<br>*G.H.Seaman* –04 2 Dks | 1065<br>—<br>794 | | 1880 | J.Roach & Son Chester Pa | J.D.Spreckels & Bros. Co. | 201·0 30·0 19·3 | New York<br>Utd. States | 1Cy.88"–48"<br>77NH<br>J. Roach & Son, Chester, Pa. | | R | |
| 807 | **Breckfield** SteelScSr<br>*T.Ormston* –02<br>1 Dk (Irn) & Spar dk (Irn) Brr b<br>ssSld.No.3–5,05 | 3103<br>2864<br>1995 | ✠100A1 Bry<br>*Spar dk*<br>5,05<br>[illegible]<br>✠LMC [illegible] | 1893<br>1mo | J.L.Thompson & Sons Sunderland<br>A&CP | North field S.S.Co. Ld. (J.Brown & Son *Mgrs.*)<br>WB = | 330·0 43·0 17·7<br>P31' B64' 24·7<br>F37' BK10'<br>Cell DB 268 | Liverpool<br>British<br>6 BHCem<br>820t APT 790 | T.3Cy.24",39"&64"–42" (s)<br>160lb 140lb 266NH<br>2 SB.8rf.(s)116, 8s4000<br>J. Dickinson, Sunderland | 20 · 3<br>5 · 3 | | |
| 808 | **Breconshire** SteelScSr<br>*G.E.Elliott* –99 ssNwc.No.2–03<br>2 Dks (Stl) & Web frames 3 Dk rule | 3567<br>3305<br>2323 | ✠100A1 Syd<br>7,04 [illegible]<br>Nwc<br>B67,04<br>✠LMC1,05 | 1894<br>9mo | D.& W.Henderson & Co. Glasgow<br>Lloyd's s.a.&CP | J.& A.Roxburgh<br>WB = | 330·0 44·1 26·6<br>P30' B68' F39'<br>FK<br>Cell DB a 106 | Glasgow<br>British<br>5 BHCem<br>aE& B68 559t FPT 70t | T.3Cy.24",40"&64"–42" (s)<br>160lb 60lb 273NH<br>2 SB.8pf.(s)141, 8s4206<br>D.& W. Henderson & Co. Gls | 30 · 0 | | |
| 809 | **Brederode** IronScK<br>*S.Groen* 99–99 ssAms.No.1–02<br>1 Dk | 165<br>151<br>64 | ✠100A1 Ams<br>*Stm Trawler*<br>7,04 [illegible]<br>✠NB9,02 ✠LMC9,02 | 1898<br>7mo | Earle's Co. Ld. Hull<br>Lloyd's s.a.&CP | Stoomtrawl Vis Kennemerland | 102·0 20·6 11·0<br>Q18' F19'<br>BK7½ | Ymuiden<br>Dutch<br>3 BHCem | T.3Cy.11½",17"&30"–21" (s)<br>160lb 57NH<br>1 SB.2cf.(s)85, 8s1100<br>Earle's Co. Ld. Hull | 11 · 9 | | |
| 810 | **Breeze** SteelScSp<br>*W.Rea* –04<br>*Mchy. Aft* 1 Dk (Stl) | 176<br>140<br>78 | ✠100A1 Ams<br>1,05 [illegible]<br>Liv<br>✠LMC10,05 | 1903<br>10mo | H.H. Bodewes Millingen, Holland<br>Lloyd's s.a.&CP | Gale Shppg. Co. Ld. (J.Gale, *Mgr.*) | 100·0 20·1 8·8<br>F16<br>FK<br>WB = | Liverpool<br>British<br>3 BHCem<br>FPT 12t | C.2Cy.11"&24"–18 (s)<br>140lb 40RH<br>1 SB.2cf.(s)26, 8s687<br>W.H Jacobs, Haarlem | 9 · 6 | | |
| 811 | **Breid** SteelScSr<br>*J.Folkmann*<br>HPRQ 1 Dk | 1062<br>937<br>645 | | 1897 | Nylands Værksted Christiania | G.Knudsen | 229·0 35·1 14·5<br>P42 rH53t F30 | Porsgrund<br>Norwegian<br>WB | T.3Cy.15",26"&43"–30"<br>101NH<br>Nylands Værksted, Chria | | N | |
| 812 | **Breidablik** SteelScSr<br>*J.Paulsen* 1 Dk 2 tr b<br>*Well deck*<br>JVGP | 711<br>530<br>434 | | 1890 | Bergens Mek. Vrksted Bergen | Johan C.Giertsen | 194·0 28·3 11·0<br>Q51 B55' F30 | Bergen<br>Norwegian<br>WB | T.3Cy.16½",25"&40"–27"<br>83NH<br>Bergen Mk. Vrksted, Bgn | 13 · 9 | N | |
| 813 | **Breifond** IronScSr<br>*H.Bellesen* –98 1 Dk 2 tr b<br>JWPV | 421<br>316<br>252 | | 1890 | Stavanger Stöberi & Dok Stavanger | Actes. Breifond (Sigval Bergesen) | 146·3 24·6 12·7<br>Q33 rB59 rH92 rF15t | Stavanger<br>Norwegian<br>WB | T.3Cy.11",18"&29"–24"<br>41NH<br>Akers Mk. Vrksted, Chrstani | | N | |
| 814 | **Breiz Huel** SteelScSr<br>*Rouzel*<br>HNMB 2 Dks | 5098<br>4328<br>2933 | | 1902 | Atel. & Chant. Loire St. Nazaire | La Fédération Mar. de Bretagne (C.& F Brunellière frères, *Mgrs.*) | 390·0 50·0 26·4<br>P51' H120' F61' | Nantes<br>French<br>WB | T.3Cy.25⅞",42½"&68½"–44"<br>312NH<br>Atel. & Chant. Loire, Nts. | | V | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Tons Net | Particulars of Classification. Character. / Special Survey / Date of last Survey. | Built. When. / Ship. / Engines | By Whom. / Where. | Owners. | Regist'd Dimensions. Deck Erections. &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Freeboard Amidships | Deck at Side. Upper Deck. Lower Deck. | Date when last classed. Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 815 / Breiz Izel / HNMC | *Master.* / *1 Cabin* 03–03 | Steel Sc Sr / *2 Dk* | 5097 / 4228 / 2932 | | 1903 | Atel.& Chant. Loire St. Nazaire | La Fédération Mar. de Bretagne (C.&F. Brunellière frères, *Mgrs.*) | 390·0 / P51 | 50·0 / B120' | 26·4 / F61 | Nantes / French / *WB* | T.3Cy.25½",42½"&68½"–44" 312NHP Atel.& Chant. Loire, Nte | | | |
| 816 / Brema / QHPW | *E. Bischoff* 01–03 | Steel Sc / (*Trawler*) / *1 Dk* | 194 / 172 / 58 | | 1903 | G. Seebeck Act.Ges. Bremerhaven | H. Hohnholz | 120·3 / F20 | 22·5 | 11·1 | Brmrhavn / German / *WB* | T.3Cy.11½",18½"&30" 27" 43NHP G. Seebeck A.G. Bremerhavn | | G | |
| 817 / Bremen / QGKH | *R. Nierich* *Ref. Mchy.* *Elec. light* | Steel Twin Sc / *1 Dks* | 11570 / 9221 / 7202 | | 1897 | F. Schichau Danzig | Norddeutscher Lloyd | 550·2 / P112 B287' F67' len91 | 60·2 | 35·0 / NB01 | Bremen / German / *WB* | Q8Cy27½"·40¾"·59"&83½"–58" 1015NHP F. Schichau, Elbing | | G | |
| 818 / — / NGVJ | *A. Schmidt* 87–00 *Elec. light* | Steel Sc Sr / *1 Dk* | 1525 / 1293 / 945 | | 1900 | Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch. Rhed. | 245·8 / B68' F28' | 35·2 | 18·3 | Oldenburg / German / *WB* | T.3Cy.16¾",28"&44½"–32½" 113NHP J.F. Ahrens, Altona | | G | |
| 819 / — / HFDK | *A. Jacobsen* | Iron Sc Sr / *1 Dk* | 345 / 314 / 186 | | 1881 | ..... Blyth | Acties. Bremen (*Z. Möller*) | 139·9 / B7t H19t | 22·1 | 13·7 | Frdrikstad / Norwegian / *WB* | C.2Cy.20"&36"–24" 53NHP R.H. Pearson & Co., Gls | | N | |
| 820 / — | *L. Boyken* *Elec. light* | Steel Sc / *1 Dk* | 209 / 169 / 140 | | 1899 | S.C. Farnham & Co. Ld Shanghai | Norddeutscher Lloyd | 115·0 / B64' H39' | 21·0 | 11·0 | Bremen / German | C.2Cy.18"&36"–27" 56NHP S.C. Farnham & Co. Ld. Shi. | | | |
| 821 / — / QFRH | *H. Wiese* 99–02 *Elec. light* | Steel Sc Trawler / *1 Dk* | 191 / 180 / 62 | | 1892 | G. Seebeck Geestemünde | Deutsche Dmpfis-chereiGes. Nordsee | 129·3 / len99 | 22·0 | 10·7 | Bremen / German / *WB* | C.2Cy.17¾"&32¾"–22" 42NHP G. Seebeck, Geestemünde | | G | |
| 822 / Bremen II. / — / — / — | *J. Creybohm* 96–96 (ex Ouse Hopper No. 4) *ss* Bhn. 2nd No. 3–1,05 | Stl&Irn Sc Sr / ~~*ss* Con. No. 3–10,05~~ *Stm Hopper* / *ss* ~~Bhn. No. 2–02~~ / *1 Dk* (*Irn*) | 581 / 529 / 275 | ✠ A1 Bhn *h* / 1,05 ~~11.02~~ / ~~NB2~~ ~~LMC 02~~ 1,05 | 1886 / 6mo | W. Dobson & Co. Newcastle *Lloyd's* | J.F. Conradi | 169·0 / BK6' | 28·7 | 12·8 | Bremen / German / *WB* | C.2Cy.22"&44"–30" (*s*) 113lb 97NHP 18B, *3pf*, GS49, HS1758 N.E. Marine Co (Lim.), Nwc | 13 " 6 | | ~~1,05~~ 1,05 |
| 823 / Bremer Vulkan / — / — / — | *J. Skujes* –98 *Mchy. Aft* *Elec. light* | Steel Sc Sr / *1 Dk* / *Carrying Petroleum in bulk* *Fitted for liquid fuel* | 886 / 663 / 525 | | 1898 | Bremer "Vulkan" Vegesack | K.D. Tagieff | 185·5 / Q12' B43' F15' | 30·5 | 16·0 | Baku / Russian | T.3Cy.18½",21½"&34½"–23½" 58NHP Bremer "Vulkan" Vegesck | | G | |
| 824 / Bremerhaven / QFRT | *Deepen* | Steel Sc Trawler / *1 Dk* | 185 / 173 / 53 | | 1892 | G. Seebeck Geestemünde | Deutsche Dmpfis-chereiGes. Nordsee | 130·7 / len99 | 22·0 | 10·7 | Bremen / German | C.2Cy.17"&32"–22" 40NHP G. Seebeck, Geestemünde | | G | |
| 825 / Brenda / 112640 / RMSJ | *J.W. Collier* –01 *Well deck* | Steel Sc Sr / *1 Dk* (*Stl*) & *Web frames* | 1152 / 921 / 710 | ✠ 100 A1 Sld *n* / 10.03 | 1899 / 12mo | Strand Slp-way Co. Sunderland A&CP | W France, Fenwick & Co. Ld. *WB* = *Cell D Ba 44' 0" E 6* | 220·0 / P17' Q16' B46' F23' lrp03 FK / B37 *f* 104' 343 *t F P T* | 35·0 | 14·2 | London / British / 4 *B H Cem* 60 *t A P T* 23 *t* | T.3Cy.18½",30"&49"–33" (*a*) 160lb *80lb* 147NHP 1SB, *4pf*, GS66, HS2354 N.E. Marine Co. Ld. Sld. | 16 " 7 / s 1 " 10½ | | 10.03 |
| 826 / — / — / — | *B. Manues* 00–00 *Elec. light* | Steel Sc Sr / *1 Dk* | 174 / 167 / 12 | | 1898 | J. Reid & Co. Ld. Glasgow | Fishery Board for Scotland | 125·0 / BK6½" | 20·5 | 10·4 | British | T.3Cy.13½",21"&34"–24" Hall-Brwn Buttery & Co Gls | 11 " 6 | | |
| 827 / Brenner / 88814 / KRVF | *J. Reid* –01 *ss* Shl. No. 3 ~~4~~ 1.01 *ss* Shl. No. 1–05 *Well deck* | Steel Sc Sr / *1 Dk* (*Irn*) *2 tr B F Trors & ppt* *Inner bottom plating Irn* | 1878 / 1409 / 1179 | ✠ 100 A1 Cff *r* / ~~5,04~~ ~~10.05~~ 2,05 Shl / ~~Lloyd's A&CP~~ 2,05 | 1888 / 5mo | W Doxford & Sons | Cay, Hall & Co. | 265·0 / P28' Q66' B120' F28' FK / *W B* = *Cell D B* 186' | 37·1 | 17·4 | S. Shields / British / 4 *B H Cem* 29 *t A P T* 49 *t* | T.3Cy.20",33"&54"–36" (*s*) 160lb ~~200lb~~ NDB05 171NHP 2SB, *4rf*, GS82, HS2500 *100lb* W. Doxford & Sons, Sld. | 19 " 8 / s 1 " 7½ | | ~~1,05~~ N2,05 |
| 828 / Brent / 93935 / MSTW | *J. Mews* –02 | Steel Sc K / *ss* Abn. No. 2–00 *1 Dk* | 142 / 136 / 44 | ✠ 100 A1 Abn / *Stm Trawler* 10.03 / BS10.03 ✠ LMC 10.02 | 1892 / 9mo | W. Hamil-ton & Co. Pt. Glasgow *Lloyd's A&CP* | Silver City Steam Trawling Co. Ld. (J. Nutten, *Mgr.*) | 100·2 / Q17' F18' | 20·5 | 10·6 / BK7½" | Aberdeen / British / 3 *B H Cem* | T.3Cy.11",17"&27"–22" (*s*) 160lb 45RHP 1SB, *2pf*, GS31, HS916 D. Rowan & Son, Glasgow | 11 " 11 | | 10.02 |
| 829 / Brento / 4 / NHPK | *D. Spinella* 05–03 ~~*ss* Spinella 03–03~~ (*eg* Antonio) | Iron Sc Bg / *ss* Mes. 2nd No. 3–9,02 *2 Dks* (*1 frn*) *3 tr B* | 1835 / 1770 / 1203 | ✠ 100 A1 Mes *s* / 8,04 9,02 1,05 Hpl Ms | 1877 / 6mo | W Doxford & Sons Sunderland A&CP | ~~Caricatori Riuniti (G Zaccaro, *Mgr.*)~~ ~~Devoto & Bertolotto~~ Beraldo & Devoto | 280·0 / P29' B24' F31' ptND90 BK9½" / *W B* = *D Ba* 75' 121 *t* | 34·0 | 23·9 | Genoa / ~~Toranto~~ Italian / 5 *B H Cem* *M T* 36 *t* 350 *t* | T.3Cy.19½",30½"&59"–39" (*s*) 160lb ~~50lb~~ NDB90 207NHP 2SB. *6pf*, GS86, HS2961 *Tpd.* 90 G. Clark, Ld. Sld. | 25 " 6 / s 5 " 1 | | ~~9,02~~ 8,04 |
| *Novanamed* | "Operosità," *See No. 29 in Supplement* | | | | | | | | | | | | | | |
| 830 / Brescia / 118021 / VQFJ | *W. Williams* –03 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* *Elec. light* | Steel Sc Sr / *Spar dk* *lower dk in fore hold* | 3235 / 3018 / 2058 | ✠ 100 A1 Liv *e* / *Spar dk* 11.03 ✠ LMC 5.03 | 1903 / 5mo | J.L. Thomp-son & Sons. Ld. Sunderland *Lloyd's A&CP* | Cunard S.S. Co. Ld. *B* = *Cell D Ba* 104' | 330·0 / P39' B80' F39' 25·0 / *a Ea B* 40' *f* 134' 643 *t* | 45·2 | 16·8 / FK | Liverpool / British / 6 *B H Cem* *A P T* 35 *t* | T.3Cy.24",40"&66"–45" (*s*) 200lb *200lb* 371NHP 2SB, *6cf*, GS113, HS4950 FD Wllsnd Slpwy. Co. Ld. Nwc. | 19 " 3 / s 5 " 6 | | |
| 831 / Breslau / — / QHJW | *H. Feyen* –01 *Elec. light* | Steel Twin Sc Sr / *2 Dks & Awng dk & tr B* | 7524 / 5690 / 4808 | | 1901 | Bremer "Vulkan" Vegesack | Norddeutscher Lloyd | 429·3 / B32' H—F49' | 54·3 | 39·6 | Bremen / German / *WB* | Q.8Cy.21",29",42"&61½"–43½" 496NHP Bremer "Vulkan," Vegesck | | G | |
| 832 / — / 87243 / HGBF | *H.G. Speed* –04 | Steel Sc 3 Mst Sr / *ss* Lth. No. 3–3,95 *ss* Lth. No. 2–03 *2 Dks* (*Irn–Uws*) | 1369 / 988 / 853 | ✠ 100 A1 Lth *o* / ~~6,04~~ 7,04 / ~~LMC 4,04~~ | 1882 / 12mo | R. Steele & Co. Greenock *Lloyd's A&CP* | Leith, Hull & Ham. S.P. Co. Ld (J. Currie & Co. *Mgrs.*) | 254·5 / P32' B50' F135' BK8½" / *W B* = *F P T* 20 *t* | 33·2 | 16·8 | Leith / British / 6 *B H Cem* *M T* 11 *t* 399 *t* | C.2Cy.38"&60"–42" (*a*) 60lb *40lb* 194NHP 2SB, *6cf*, GS98 R. Steele & Co., Greenock | 17 " 10 / s 2 " 3½ | BT 11ll ~~5,04~~ 5,05 | ~~4,03~~ 5,04 |
| 833 / — / JDVF | *R Simon* | Iron Sc Sr / *1 Dk* & *Spar dk* & *3 tr B* | 1187 / — / 724 | | 1882 | Stettiner Act.Ges. Grabow | Neue Dampfer-Cie. Act.Ges. | 225·4 | 29·4 | 21·8 | Stettin / German / *WB* | C.2Cy.27½"&47"–29½" NB02 100NHP Stettiner A.G., Grabow | | G | |
| 834 / — / QHKG | *H. Peters* 97–02 | Steel Sc / (*Trawler*) / *1 Dk* | 220 / 186 / 76 | | 1901 | G. Seebeck Act.Ges. Bremerhaven | Deutsche Dmpfis-chereiGes. Nordsee | 122·0 / Q60' F23' | 22·8 | 11·8 | Bremen / German / *WB* | T.3Cy.11½",18½"&30⅝"–22 ⅛" 43NHP G. Seebeck A.G. Bremerhvn | | G | |
| 835 / Brest / — / HNMS | *Lede* 97–00 | Steel Twin Sc / *1 Dk* | 540 / — / 239 | | 1900 | Forges & C. de la Médit. Havre | Cie. des Chemins de Fer de l'Ouest (L.B & S.C.R. Co. *Mgrs.*) | 204·0 | 26·0 | 15·0 | Dieppe / French | T.6Cy.11",17½"&25½"–18" 55NHP Forges & C. de la Médit. Hav | | | |
| 836 / Brest Rock / 106822 / PMQW | *J. Geddes* –97 *Mchy. Aft* *Well deck* | Steel Sc 3 Mst Sr / *ss* Bkn No. 1–01 *1 Dk* (*Stl*) | 519 / 368 / 186 | ✠ 100 A1 Liv *h* / 2,01 / ~~LMC 5,03~~ | 1896 / 11mo | R. William-son & Son Workington A&CP | SS Brest Rock Co Ld (A. Rowland & Co.) | 167·5 / Q95' B10' F21' BK7" / *W B* = *D B f* 11 *t* | 26·1 | 11·5 | Liverpool / British / 3 *B H Cem* 18 *t F P T* 53 *t* | C.2Cy.21"&42"–30" (*s*) 115lb *80lb* 59RHP 1SB, *3pf*, GS56, HS1725 Ross & Duncan, Glasgow | 12 " 10 / s " 10 | | 10.03 |

| 1 Numéro d'Ordre — Numéro — Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage — Total — Sous le Pont — Nets | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | | 6 Construit. Quand. — Navires — Mach. | 6 Par qui. — Où | 7 Armateurs. | 8 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 9 Pays. — Pavillon. | 10 Machines. No. & Ins. des Cylindres.—Course. Pression des Chaudières. Si Hélice ou Aubes à Aubes les dimensions de la Surface. Kilos = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines. | 11 Chargement en tonnes. — Charbon. — Pétrole. | 12 Observations dans le Livre. Durée. Cert. Ile d'Homme | 13 Date de la dernière Visite. pois. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 837 HNMT | **Brestois** — *Luco* –98 | IronSc3MstSr | 359 — 193 | | | 1878 | McKellar & Co. Dumbarton | Chevillotte frères | 152·8 Q52′ | 22·0 F23 | 12·0 | Brest French WB | C.2Cy.20″&38″–24″ NB92 44NH W.King&Co.,Glasgow | | | V | |
| 838 MBFN | **Bretagne** — *J.W.Johannessen* — 1*Dk*&*Spar dk* | SteelScSr | 1382 1170 860 | | | 1903 | Nylands Værksted Christiania | Dmpskactieselsk. GangerRolf (Fred.Olsen) | 231·6 H77t | 35·2 | 14·7 20·4 | Christiania Norwegian W | T.3Cy.16½″,27″&44″–30″ 196NH NylandsVærksted,Xania | | | N | |
| 839 HNPM | — — *Merdrignac* | IronScSr | 109 — 35 | | | 1881 | Soc.Anon. de Const. Nav Havre | Rochaid | 87·9 | 21·6 | 6·1 | Saint Malo French | Soc.de Const. Nav.. Hav. | | | | |
| 840 NMCQ | **Bretland** — *O.Sörensen* –02 — *Mchy.Aft* 1*Dk* | SteelScSr | 2003 1641 1242 | | | 1902 | Akt. Burmeistr & Wain Copenhagen | Dansk Kulkompagni | 280·0 P75′F30′ | 40·3 | 18·8 | Copnhagn Danish WB | 1.3Cy.19¾″,31½″&55″–36″ 181NB A/s. Burmeistr&Wain Cpn | | | V | |
| 841 HNQD | **Breton** — *Navaroli* — *ss*Hav.No.1–88 1*Dk* | IronScSr | 159 — 78 | ✝ 7,90 | Hav | *b* | 1884 4mo | S.&H.Morton&Co.Leith | D'Hauteville,Jobez,Mathieu&Co. | 110·3 Q35′ drp90 | 19·0 F17′ | 8·5 | Algiers French 3*BHCem* | C.2Cy.13″&25″–18″ 22NH S.&H. Morton&Co.,Leith | 9 | 2 | | |
| 842 HNQF | — — *Orthion* –98 | IronScSr | 137 — 61 | | | | 1873 | Westwood, Baillie&Co. London | Cie.Mar.L'Armoricaine(A.Legal&D. deKersabiec, *Mgs.*) | 110·1 len87 | 17·1 | 9·5 | Nantes French | C.2Cy.16″&22″–16″ 16NH Westwood.Baillie&Co.Lon | | | | |
| 843 RMVB | **Brewster** — *Bock* –04 — 2*Dks M Stl*–ws)&*Spar dk*(*pt Stl*–ws) *Elec Light* | SteelScSr | 1516 1346 831 | ✝100A1 *Spar dk* 11,01 | Cpn | *q* | 1903 6mo | Akt.Burmeistr&Wain Copenhagen | H.H.Schmidt | 249·8 *Lloyd's SA&CP* | 34·6 *WB*=*Cell D Ba48′* | 15·5 22·5 FK *uE25′f88′207t FPT* | Hamburg German 4*BHCem* 2SB,8*cf*,gs154,hs6414 24t *APT20t* | T.3Cy23½″,37½″&55″–42″ 180lb *100lb* 360NH Akt.Burmeistr&Wain.Cpn | 16 | 6 | | 11,04 |
| 844 | **Briansky Zavode** — *Kalends* –98 (*ex*Rosina) | SteelScSp | 46 46 — | ✝ 12,99 *For Towing purposes* | Npt | | 1891 | Pool, Skinner& Williams Falmouth | BrianskCo.Ld. | 67·3 | 14·4 | 8·2 BK5′ | Kertch Russian 4*BHCem* | C.2Cy.13″&24″–18″ 26NH 1SB,1*pf*,gs17,hs530 W.Sisson&Co.Gloucester | 8 | 6 | | |
| 845 99208 VGWN | **Briar** — *S.J.Dring* –03 (*ex*Admiral l'Hermite,*ex*Briar) *Mchy.Aft Well deck* | SteelScK | 188 141 84 | ✝100A1 3,05 | Goo Nwc | *b* | 1891 12mo | W B Thmpson&Co.Ld. Dundee A&CP | ~~N.H.Coxon~~ J. S. Cole | 100·0 Q85′ B9′F13′ 20·0 | 10·1 8·8 BK6½ *WB* | 8·7 | London British 3*BHCem* = *FPT 22t* | C.2Cy.13½″&26″–21″ 100lb 40RH 1SB,2*pf*,gs25,hs484 W.B.Thmpson&Co.Ld Dun | 9 | 6 | | 9.03 |
| 846 110348 | **Briardale** — *J.W.Gleghorn* –02 — *Spar dk*(*Irn*) 2tr B&deep framing | SteelScSr | 2776 2606 1785 | ✝100A1 *Spar dk with freeboard* 11,02 | Nwc | *u* | 1900 4mo | Short Bros. Sunderland A&CP | G.H.Elder&Co. (*in lig.*) | 316·0 P31′ B82′F31′ FK *WB*=*Cell D Ba96′ uE24′ f124′* | 42·2 | 17·0 24·11 | Newcastle British 6*BHCem* | T.3Cy.23″,38″&62″–42″ 160lb *80lb* 265NH 2SB,6*cf*,gs108,hs4226 N.E.MarineCo.Ld Sld. | 19 | 9 | | |
| 847 86914 WHQV | **Briardene** — *D.P.Crowe* –03 (*ex*ClanMacdonald) — *ss*PG1.2nd No.3–5,04 3 *Dks*(2 *Irn*–*Uws*) | IronScBg | 2701 2579 1728 | ✝100A1 5,04 | Liv PG1 | *u* | 1882 2mo | Scott&Co. Greenock *Lloyd's SA&CP* | ~~S.Dickie~~ Colchester SS Co Ld (A.Dickie, *Mgrs.*) | 335·5 B74′F30′ BK10′ *WB*=*DBa90′158t MT84′452t* | 39·3 ND04 | 26·9 | Newcastle British 7*BHCem* | C.2Cy.40″&78″–48″ 80lb 245NH Scott&Co.,Greenock 2SB,6*cf*,gs113,hs5774 C.2Cy.26″&50″–30″ NB84 116NHP *Cmp.*84 Earle's C(Lm.) Hull | 25 28 2 6 17 | 6 2 7 0 | | |
| 848 53232 HPBR | **Bride** — *J.Morrison* –04 — *Well deck* 1*Dk*2tr *B* | IronScSr | 1230 984 783 | | | | 1866 | Earle&Co. Hull | EuxineS.S.Co.Ld. (J.A.Hodge, *Mgr.*) | 252·6 P162′F30′ | 30·1 BK7 | 15·9 | Hull British | | | | |
| 849 | **Bridesmaid** — ~~*E.E.Gellatly*~~ | IronScK | 139 139 84 | | | | 1885 | Hewett& Co.(Lim.) London | ~~C.Mussell~~ Julia Lima | 103·6 | 20·2 | 9·6 | ~~London~~ ~~British~~ Brazilian | C.2Cy.12″&24″–18″ 24RH J.Stewart&Son,London | | | | |
| 850 96081 | **Bridgewater** — *J.Oakes*89–03 — 1*Dk* | SteelScSr | 209 141 119 | ✝ 8,89 | Dmb | *c* | 1889 8mo | A M'Millan &Son Dumbarton | Coastal Stm.Pkt. Co.Ld. | 120·0 P37′F22′ *WB*=*APT*96 | 20·0 BK6½ | 9·0 | Halifax NS British 4*BHCem* | C.2Cy.18″&36″–24″ 1SB,2*pf*,gs39,hs841 54RH Kincaid&Co.(Lim.),Grk. | 9 | 6 | | |
| 851 86704 MBQR | **Brier** — *A.McLarty* | IronScSr | 728 589 249 | | | | 1882 | D.&W. Henderson Glasgow | Gls.Dub.&Lndndy S.P.Co.Ld. (A.A Laird&Co. *Mgrs.*) | 209·8 P71t F38t | 30·2 | 15·3 | Glasgow British | C.2Cy.29″&60″–42″ NB99 194NH D.&W.Henderson&Co.Gls. | 15 | 10 | BT till 4,05 | |
| 852 99304 MPCW | **Brier Rose** — *J.Robinson* –98 — *Mchy.Aft* *Well deck* 1*Dk*(*Irn*) *Irn framing Stl plating* | Steel&IronSc3MstSr | 497 333 173 | ✝100A1 12,03 | Liv | *y* | 1892 4mo | J.Shearer &Son Glasgow *Lloyd's SA&CP* | BrierRoseSSCo.Ld ~~D.Hughes&Co.~~ (Hughes&Hutson) | 165·0 Q89′B12′F29 *WB*=*FPT* | 25·1 BK7 | 10·3 | Liverpool British 3*BHCem* 56t *APT*14t | C.2Cy.22″&44″–30″ 100lb *80lb* 80RH 1SB,3*pf*,gs50,hs1528 Hutson&Corbett,Glasgow | 11 | 6 | | 4.00 |
| 853 RLPS | **Brietzig** — ~~*H.Warnecke*~~ — (*ex*Axel Johnson) *P.Brunst* –03 | SteelScSr | 1495 1160 918 | ✝100A1 10,01 | Skm Ham | *p* | 1891 10mo | O.A. Brodin Gefle | H.F.C.Arp(S.Ollgaard&Thoersen) | 251·1 Q106′B54′H51t F30′ *WB*=*Ce* | 36·2 FK *lDB*194′418t *FPT* | 16·5 | Hamburg German 4*BHCem* 62t *APT*34t | T.3Cy.18″,29″&46½″–30″ 153lb *60lb* 125NH 2SB,4*cf*,gs65,hs1960 [illegible] | 18 | 9 | | 5.04 |
| 854 118782 | **Brigadier** — *K.B.Craig* –03 — *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | SteelScSr | 213 157 69 | ✝100A1 3,04 | Liv | *e* | 1903 4mo | Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd's.SA&CP* | Coasting Steamships,Ld. (Purdie, Glen&Millar, *Mgs*) | 115·4 Q42′F18′ Irp04 *WB*= | 22′ | 8·4 FK *FPT*281 | Glasgow British 4*BHCem* | [illegible] 130lb 12RH 1SB,2*cf*,gs84,hs893 Menzies&Co.Ld Leith | 9 | 6 | | 3.04 |
| 855 106648 QHKS | **Brighton** — ~~*T.W.Pyman&Co.*~~ — 1*Dk*(*Stl*&*Awng dk*(*Irn*) 3tr *B* *N.T.C.Krogh* –05 | SteelScSr | 3463 3332 2274 | ✝100A1 *Awng dk with freeboard* 2,04 | Bry Shl Bs12,04 | *v* | 1898 10mo | Ropner& Son Stockton A&CP | R.Chapman&Son *WB*=*Cell D B a88′uE&B36* | 325·0 *f*144′705t *FPT*101t | 46·0 | 21·6 28·— BK11 | Newcastle British 5*BHCem* *APT*85t | T.3Cy.24″,40″&65″–42″ 160lb *80lb* 281NH 2SB,6*rf*,gs119,hs4325 Blair&Co.Ld Stockton | 25 | 3 | | 2,05 |
| 856 105654 VDWM | — — *C.H.Gilbert* –03 — 3*Sc Shafts* 2*Dks*&*Awng dk* | SteelScSr | 1129 741 301 | | | | 1903 | W.Denny &Bros. Dumbarton | L.B.&S.C.Rly.Co | 273·6 | 34·2 | 14·1 | Newhaven British *WB* | 3 Steam Turbines Parson's Mar. 580RH Stm.Turbine Co.Ld.Nwc. | | | BT till | |
| 857 HNKF | — — *O.Krogh* –02 — 1*Dk*&*pt Awng dk* | SteelScSr | 1125 739 715 | | | | 1902 | Framnes Mek.Værks Sandefjord | Acties.Dpsk. Brighton(A.F. Klaveness&Co.) | 227·1 Q70t H97t F230t *pt Awng dk*154 | 31·6 | 15·1 | Sandefjord Norwegian *WB* | T.3Cy.20″,32″&52″–33″ 155NH Akers.Mek.Værks.Xia. | | | N | |
| 858 63050 PQSG | — — ~~*R.W.Fryer* –01~~ — ~~*ss*Bro.No.3–7,04~~ ~~*ss*Bro.2..(No.3–[illegible])~~ 1*Dk* | StoolPadSp ~~SteelPadSr~~ ~~*ss*Bro.No.2–01~~ | 566 414 197 | ✝ A1 5,03 *With loadline 8ft For Bristol Channel purposes* | Brs | | 1878 2mo | J.Elder& Co. Glasgow A&CP | Pocketts Bristol Channel S.P.Co.Ld (W.G.Tilton, *Mgr*) | 221·3 Q95 | 27·7 | 10·6 FK | Swansea British 1*BHCem* | C.2Cy.48″&83″–60″ 80lb NB91 351NH 1SB,8*cf*,gs195,hs4540 J.Elder&Co.,Glasgow | 11 | 7 | BT | |

| 1 Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. — Master. — Special Surveys. | 3 Late Name if any. — No. of Decks, &c. | 4 Register Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How expired. Equipment | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. ft. in. | 15 Keel laid. Launched. Completed. | 16 Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 859<br>83792 | **Brighton**<br>*Master.* | **Iron&SteelPadSr**<br>1 *Dk* | 417<br>404<br>127 | | | | 1883 | T.B.Seath &Co. Glasgow | PortJacksonCo-operativeSS.Co.Ld | 220·2 \| 23·0 \| 10·7 | SydnyNSW British | C.2Cy.31″&60″–60″ 252NH Campbell&Son,Glasgow | | | |
| 860<br>102510<br>PSJB | **Brighton Queen**<br>*J.West* –02 | **SteelPad** | 553<br>411<br>123 | | | | 1897 | Clydebank E.&S.B.Co Glasgow | P.&ACampbell,Ld. | 240·5 \| 28·1 \| 9·4<br>H127*t* | Shoreham British | C.2Cy.30½″&65″–60″ 273NIP Clydebank E.&S.B.Co.,Gls | | | |
| 861<br>52221 | **Brightside**<br>(*ex*Emu) | **IronPad**<br>1 *Dk* | 270<br>171<br>212 | | | | 1865 | ..... Brisbane | PortJackson Co-operativeS.S. Co.Ld. | 170·8 \| 22·1 \| 5·8 | SydnyNSW British | D.2Cy.30″–48″ 70RH Engles,Glasgow | | | |
| 862<br>KRFB | **Brilliant**<br>*G.Keller*92–92<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Elec.light* | **SteelSc3MstSr**<br>2 *Dks* | 3189<br>3023<br>2011 | | | | 1890 | Armstrong Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerik. PetroleumGes. | 318·5 \| 42·0 \| 29·5<br>B22′F38′H96′ | Gstemnde German | T.3Cy.23″,37″&62″–48″ NB95 FD 266NH WllsndSlpwy Co.Ld.Nwc | | G | V |
| 863<br>MBNF | —<br>*L.T.Andersssen* –03 | **SteelScSr**<br>1 *Dk&Spardk* | 1394<br>1304<br>866 | | | | 1903 | Nylands Værksted Christiania | Acties.Brilliant Fred.Olsen) | 231·7 \| 35·2 \| 14·7<br>H90*t* 26·4 | Chrstiania Norwegian *WB* | T.3Cy.16½″,27″&44″–32″ 109NH Nylands Værksted,Xania | | | N |
| 864<br>114003<br>TDMQ | —<br>*G.C.L.Hunter* –04<br>*Well deck*<br>*Mchy.Aft* *Elec.light* | **SteelSc3MstSr**<br>1 *Dk(Irn)* | 657<br>450<br>262 | ✠100A1 Gls *j*<br>3,03 ✠LMC10 | | | 1901<br>12mo | Scott& Sons Bowling *Lloyd's SA&CP* | W.Robertson | 185·0 \| 29·2 \| 10·8<br>Q99′B11′F35′ BK7½<br>*WB=CellDBf*104 | Glasgow British *3BHCem* 160*t FPT*60*t* | T.3Cy.15″,25″&40″–27″ (*s* 160lb *70lb* 91RH 1SB.*3pf*,GS55,HS1500 Muir&Houston,Ld.Gls | 13 ″ 0<br>*s* 11½ | | |
| 865<br>76388<br>QKPB | **Brilliant Star**<br>*H.Mooney* –03 | **IronPadSp** | 330<br>289<br>52 | | | | 1876 | J.Read-head&Co. S.Shields | W.B.Hill | 158·4 \| 23·2 \| 12·4 | Liverpool British | L.2Cy.40″–66″ NB91 200NH J.Readhead&Co.,S.Shields | | | |
| 866<br>106537 | —<br>*W.Walker*96–96 | **SteelScSr**<br>1 *Dk* | 125<br>118<br>43 | | | ... | 1896 | A.Hall& Co. Aberdeen | ~~T.Walker~~ T.Davidson | 96·7 \| 19·6 \| 10·1<br>BE7½ | Aberdeen British | C.2Cy.13½″&30″–21″ 45RH A.Hall&Co.Aberdeen | 10 ″ 7 | | |
| 867<br>110208 | **Brimsnes**<br>*ss*Lth.No.1–03<br>1 *Dk*<br>*Now named "Arctic," See No. 93 in Supplement.* | **IronScK** | 169<br>154<br>52 | ✠100A1 Gms<br>*StmTrawler* Lth<br>~~3,0 11,01~~ LMC09 | | | 1899<br>6mo<br>*Lloyd's* | Edwards Bros. N.Shields *SA&CP* | Newhaven Trwlers Ld. | 106·0 \| 21·1 \| 11·0<br>Q18′F21′ BK7½ | Granton British *3BHCem* | T.3Cy.12″,18″&30″–21″ (*s* 180lb 46RHP 1SB.*2pf*,GS31,HS935 MacColl&Pollock,Sld. | 12 ″ 0 | | 9.03 |
| 868<br>93645<br>VMWC | **Brinawarr**<br>*C.W.Erickson*98–98 | **WoodScSr**<br>1 *Dk* | 119<br>95<br>73 | | | | 1890 | J.Hawken, sen,Coolan-gatte,N.S.W. | AdelaideS.S.Co.Ld | 91·2 \| 18·4 \| 7·5 | SydnyNSW British | C.2Cy.13″&26″–16″ 25RH Kincaid&Co.(Lim.),Gls | | | |
| 869<br>17<br>NHPM | **Brindisi**<br>*V.D'Ambrosio*00–03<br>*Elec.light* | **SteelScSr**<br>2 *Dks* | 879<br>651<br>565 | | | | 1895 | Flli.Or-lando Leghorn | Soc.Anon.diNav.a Vap.Puglia | 195·7 \| 27·7 \| 16·6<br>P&B122′F35′ FK<br>*WB=DBa*56′*f*56′ | Bari Italian *WB* | T.3Cy.17″,29½″&46″–33″ 122NHP Flli.Orlando,Leghorn | | | I |
| 870<br>MBJR | **Brio**<br>*J.Mathisen* –03 | **SteelScSr**<br>1 *Dk&Spardk* | 1382<br>1305<br>864 | | | | 1903 | Nylands Værksted Christiania | Acties.Dpsk. Bonheur (Fred.Olsen,*Mgr.*) | 231·6 \| 35·1 \| 16·5<br>H78*t* | Chrstiania Norwegian *WB* | T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Xania | | | N |
| 871<br>37966<br>MPHG | —<br>*H.R.Cubitt* –03 *ss*Nwc.No.3–7,03<br>*Well deck* 1 *Dk(Stl)&Web frames* | **SteelScSr** | 1107<br>884 ~~21,07~~ 3,05<br>700 LMC7,03 | ✠100A1 Nwc *n* | | | 1891<br>5mo<br>*Lloyd's* | Cmpbltwn ShpbldngCo Campbeltown *SA&CP* | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay,*Mgrs.*) | 225·0 \| 33·0 \| 16·3<br>Q77′B96′F27′ FK<br>*WB=DBa*56′*f*56′ | Newcastle British *4BHCem* 290*t APT*58*t* | T.3Cy.17″,27″&44″–33″ (*s* 160lb *80lb* 98RHP 1SB,*3pf*,GS63,HS1418 Kincaid&Co.(Lim.).Glk. | 17 ″ 4<br>*s* 1 ″ 3½ | | ~~7.02~~<br>~~Lloyd~~<br>2,05 |
| Sunk [illegible] 4.04 | | | | | | | 1874 | E.Withy &Co. Hartlepool | Dpskacties.Bris (A.Arvesen) | 220·5 \| 29·0 \| 16·3<br>Q85*t*B97*t*H36*t*F22*t* | Chrstiania Norwegian *WB* | C.2Cy.27½″&50″–33″ NB00 120NHP T.Richardson&Sons.Hpl. | 16 ″ 11 | N | |
| 872<br>HPBS | **Bris**<br>*E.Tronsen*<br>*Well deck* (*ex*Breeze) | **IronScSr**<br>1 *Dk2trB* | 996<br>759<br>614 | | | ... | | | | | | | | | |
| 873<br>87040<br>HCKW | **Brisbane**<br>*F.W.Marshall* –03 *ss*Mel.No.3–10,94<br>(*ex*Beeswing) *ss*Mel.No.2–02<br>*Well deck* 1 *Dk(Irn)2trB* | **SteelScSr** | 1119<br>877<br>716 | ✠100A1 Mel *n*<br>12,02 LMC3,04 | | | 1882<br>9mo<br>*Lloyd's* | Dobson& Charles Grangem'th *SA&CP* | MelbourneS.S.Co. Ld. *WB=DBa*54′ | 230·0 \| 33·2 \| 15·5<br>Q77′B61′F32′ 87*t FPT*30*t APT*13*t* | Melbourne British *5BHCem* *DTf*13′73*t* | C.2Cy.27″&53″–36″ (*f* 75lb *70lb* NDB94 129NHP 1DB.*6pf*,GS81,HS2083 Hutson&Corbett,Glasgow | | | 3,04 |
| 874<br>118915 | —<br>*A.J.Wright* –03 | **SteelScK**<br>1 *Dk* | 207<br>184<br>66 | ✠100A1 Hul<br>*StmTrawler* Gms<br>~~12,04~~ ~~11,03~~ EMC11 | | | 1903<br>11mo<br>*Lloyd's* | Cook,Wel-ton&Gemmell Hull *SA&CP* | W.Grant | 113·8 \| 21·5 \| 11·5<br>Q58′F19′ BK7 | Grimsby British *3BHCem* | T.3Cy.12″,21″&34″–24″ (*s* 180lb 60RHP 1SB.*2cf*,GS31,HS1090 C.D.Holmes&Co.Hull | 12 ″ 3 | | |
| 875<br>102951 | —<br>1 *Dk* | **IronScK** | 139<br>139<br>61 | ✠ Hul<br>*For fishing purposes*<br>5,95 ✠ | | | 1894<br>5mo | Edwards Bros. N.Shields | HullSteamFishing &IceCo.Ld. *WB=DTf*14′23*t* | 98·5 \| 20·5 \| 11·0<br>BK7½ | Hull British *3BHCem* | T.3Cy.10″,16″&25½″–19½″ 1SB.*2pf*,GS16,HS557 40RHP N.E.MarEngCo.(Lim.)Sld | 11 ″ 11 | | |
| 876<br>RLHC | **Brisgavia**<br>*O.Schülke*94–01<br>*Elec.light* 2 *Dks(Stl)3trB&* *deep framing* | **SteelScSr** | 6477<br>6198<br>4163 | ✠ Bel *b*†<br>5,99 ✠ | | | 1899<br>5mo | Workman, Clark &Co.Ld Belfast | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) *WB=CellDBa* | 450·0 \| 53·2 \| 31·6<br>P29′B214′F40′ FK<br>154′*uE&B*46′*f*189′ | Hamburg German *7BHCem* 1485*t DTa* | T.3Cy.27″,44½″&74″–54″ 498NH 3SB,*9cf*,GS169,HS7182 FD Wrkman,Clark& Co.LdBel 28′565*t FPT*155*t APT*85*t* | 34 ″ 7 | G | |
| 877<br>162<br>32 | **Brisk**<br>(*Barge*)<br>1 *Dk* | **SteelTwinScSp** | 193 | | | ... | 1899 | Lobnitz& Co.Ld. Renfrew | CeylonGovern-ment | 108·5 \| 22·1 \| 8·1<br>BK5½ | Colombo British | C.4Cy.10″&22″–18″ Lobnitz&Co.Renfrew | 9 ″ 0 | | |
| 878<br>109540 | —<br>*J.Macey* –98 *ss*Gms.No.1–02<br>1 *Dk* | **IronScK** | 157<br>150<br>56 | ✠100A1 Gms<br>*StmTrawler* Off<br>~~3,01 11,02~~ ~~3,05~~ MCS<br>~~BS&~~ ~~3,05~~ | | | 1898<br>6mo<br>*Lloyd's* | Edwards Bros. N.Shields *SA&CP* | ~~PelhamSteam Fishing Co.Ld.~~ ~~(R. Black, *Mgr.*)~~ Neale&West | 105·4 \| 20·9 \| 10·9<br>Q20′F20′ BK7½ | ~~Grimsby~~ British *3BHCem* Cardiff | T.3Cy.11½″,18″&30″–21″ (*s* 180lb 45RH 1SB.*2pf*,GS29,HS935 Baird&Barnsley.N.Shields | 11 ″ 10 | | ~~11.03~~<br>6,04 |
| 879<br>250 | **Bristol**<br>1 *Dk* | **SteelScTug** | 250 | | | | 1904 | W.R.Trigg Co Richmnd,Va. | PennsylvaniaR.R. Co. | 105·0 \| 22·0 \| 12·1 | NewYork Utd.States | C.2Cy.18″&36″– 26″ 55NH W.R.TriggCo.RichmndV | | | |
| 880<br>111303<br>RKWQ | **Bristol City**<br>*H.W.Barclay* –02 *ss*Brs.No.1–03<br>2 *Dks(1Stl&U Irn)3trB* | **SteelScSr** | 2511<br>2324<br>1600 | ✠100A1 Brs *l*<br>~~7,02~~7,04 LMC7,03 | | | 1899<br>12mo | C.Hill&Sons Bristol *SA&CP* | C.Hill&Sons *WB=DBa*98′*u* | 309·7 \| 40·7 \| 22·3<br>P29′B84′F35′ BK10″<br>*E&B*40′*f*122′692*t* | Bristol British *5BHCem* *APT*30*t* | T.3Cy.24″,40″&66″–45″ (*s* 160lb *90lb* 312NH 2SB.*6rf*,GS131,HS5000 Blair&Co.Ld.Stockton | 25 ″ 11<br>*s* 4 ″ 5 | | ~~7.03~~<br>7,04 |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. Spécialité. Date de la dernière Visite. | Port de Visite | Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Ins des Chaudières. Genre Tirage des Chaudières. NIP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers de navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge Brute. Pieds. Pouces. | Freeboard. | Tonnage Net. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 881 | **Britannia** | 6525 | ✠ | Grk | 1887 | Caird & Co. | P.&O.Stm.Nav.Co. | 465·8 \| 52·0 \| 18·7 | Greenock | 1.3Cy.40½",63½"x100½"–72" | 28 - 4 | | |
| 93196 | *F.H Seymour* –99 | 5575 | *Spar dk* | | 8mo | Greenock | | P44' F91' | British | 85 NH | | | |
| QNWB | *Ref.Mchy. Elec.light* | 8378 | 10,87 | | | | *WB = DBa70' f45'257t* | BK9 | *8 BHCem* | Caird&Co.,Greenock | | | |
| 882 | — | 3260 | ✠100A1 | Sld | 1894 | Short Bros. | Taylor&Sanderson Steam Shipping Co.Ld. (Taylor & Sanderson, *Mgrs.*) | 351·7 \| 45·1 \| 16·2 | Sundrland | T.3Cy.25",40"&67"–45" (s) | 18 - 9 | | |
| 104348 | *J.Erskine* –01 | 3024 | *Spar dk* | NYk | 12mo | Sunderland | | P87' B76' F39' | British | 160lb *80lb* 310 NH | - 5 - 4 | | |
| NQGJ | | 2077 | 4,04 | LMC1 | | A&CP | | | *6 BHCem* | 2SB,*8pf*,GS116,HS1770 | | | |
| | | | *Boatdk* | | | | *WB = Cell DBa* | 108'uE20'f128'a76t | *APT42t* | W.Allan&Co.(Lim.),Sld. | | | |
| 883 | — | 3129 | | | 1885 | T.Royden & Sons Liverpool | Ellerman Lines Ld. (Papayanni&Co. *Mgrs.*) | 353·0 \| 39·3 \| 28·1 | Liverpool British | C.2Cy.29"&68"–42" 182 NH | | BT 1911 Survey 1 | |
| 91193 | *C.H.Bell* –98 | 2972 | | | | | | H156t | | G.Forrester&Co.,Liverpool | | | |
| JVWN | | 2041 | | | | | | | | | | | |
| 884 | — | 3069 | | ... | 1879 | D.& W. Henderson Glasgow | Anchor Line (Henderson Bros.) Ld. | 350·0 \| 38·5 \| 28·7 | Glasgow British | I.3Cy.24",40"&64"–42" NE&B95 205 NH | | C BT 1911 12/ | |
| 92358 | *J.C.Main* –04 | 2913 | | | | | | H156t | | D.&W.Henderson&Co.Gls. | | | |
| SRKW | | 1970 | | | | | | | | | | | |
| 885 | — | 2410 | ✠100A1 | Hpl | 1889 | R.Dixon | Dmpskselsk.Union (P.L.Fisker, *Mgr.*) | 295·0 \| 38·2 \| 21·4 | Copnhagn | I.3Cy.22",35"&59"–39" (s) | 22 - 10 | | 1,04 |
| | *O.Jensen* –08 *ex*Hpl.No.3–6,01 | 1853 | *pt Awng dk with freeboard* | | 11mo | Middlesbro | | Q128' drp04 BK10' | Danish | 160lb *80lb* NDB02 220 NH | - 9 - 0½ | | |
| NJRQ | (*ex*G.R.Booth) | 1552 | 1,04 | LMC | | A&CP | *WB = DBa52'* | *pt Awng dk172'* | *6 BHCem* | 2SB,*1rf*,*3pf*,GS90,HS3380 | | | |
| | *1 Dk(Irn) & pt Awng dk(Irn) & Webframes* | | MS8,02 | BS2,05 | | | | *uE & B52' 255t FPT* | *94t APT42t* | T.Richardson&Sons,Hpl. | | | |
| 886 | — | 1814 | ✠100A1 | Lon | 1902 | Wood, Skinner&Co. Ld Newcastle | J.Hall,Jr.&Co. | 270·0 \| 39·5 \| 18·4 | London British | I.3Cy.20½",33"&54"–36" (s) | 20 - 11 | | 5,03 |
| 115911 | *P.W.Kingsford* –03 | 1593 | 6,04 5,03 | | 9mo | | | P19' B62' F26' | *1 BHCem* | 170lb *80lb* 206 NH | - 3 - 3 | | |
| TRHG | *Elec.light* | 1161 | | LMC9,02 | | | | FK | 288t *APT45t* | 2SB,*6pf*,GS101,HS3193 | | | |
| | *2 Dks(USttl)* | | | | | | *WB = Cell DBa 74' f94* | *Lloyd's A&CP* | | G.Clark,Ld.Sunderland | | | |
| 887 | — | 1525 | ✠100A1 | Lon | 1885 | Laird Brs. | Eastern Telegraph Co.Ld. | 247·2 \| 34·3 \| 17·4 | London British | C.4Cy.26"&45"–30" | 19 - 1 | LT 1911 3,05 | 1907 1922 20·17 21·43 6,04 |
| 89990 | *Cable Vessel* | 1027 | A1 ✠1 | Lv | 5mo | Birkenhead | | 24·8 | 5 *BHCem* | 75lb *80lb* 181 NH | s 5 - 11½ | | |
| JWDP | *R.G.Halpin* –04 | 825 | *Spar dk* | | | *Lloyd's A&CP* | | BK8½ | *tanks40'112t* | 2SB,*6pf*,GS127,HS3220 | | | |
| | 5th Survey 5,04 ~~4th Survey 2,02~~ | | 6,04 6,019,04 | | | | *WB = DBf64' 201t deep* | | | Laird Bros.,Birkenhead | | | |
| | *1 Dk(pt Stl) & Spar dk(pt Stl) & tr B* | | | LMC8,04 | | | | | | | | | |
| | *ss*Lon.No.2 04 | | | | | | | | | | | | |
| 888 | — | 1061 | ✠100A1 | Shl | 1883 | J.Priest-man&Co. Sunderland A&CP | Ångf.Aktieb. Britannia (C.W. Akerson) | 225·2 \| 33·5 \| 15·1 | Gefle Swedish | C.2Cy.26"&52"–33" (s) | 16 - 1 | | 7,03 |
| 3083 | *O.M.Ruthström* 94–97 *ss*Skm.No.1–04 | 806 | 7,04 7,02 | | 2mo | | | Q77' B57' F22' | 80lb *80lb* NDB01 121 NH | - 1 - 7½ | | | |
| JHFK | (*ex* Isle of Cyprus) *ss*Skm.No.3–12,99 | 643 | | LMC | 1,04 | | | BK8½ | *4 BHCem* | 1SB,*3pf*,GS54,HS1980 | | | |
| | *Well deck* *1 Dk(Irn) 2tr B* | | BS5,05 | | | | *WB = DBa65' f90* | | 278t *APT4t* | WillsndSlpwyCo.,Ld.,Nwc | | | |
| 889 | — | 988 | ✠ ~~100A1~~ | Lth | 1877 | Gourlay Bros. Dundee A&CP | G.Gibson&Co. | 254·8 \| 29·5 \| 16·7 | Leith British | T.3Cy.21",33"&54"–42" (s) | 17 - 8 | BT 1911 | |
| 75202 | *M.Scoular* –00 *ss*Lth.2nd No.3–5,03 | 790 | 4,04 | | 8mo | | | P49' B75' F42' | *6 BHCem* | 170lb *90lb* NDB01 201 NH | ~~- 2 - 0~~ | 4,05 | |
| JDHO | *Well deck* *2 Dks* | 499 | NE&B5,98 | | | | | ptND93 BK8½ | | 2SB,*6cf*,GS126,HS3132 | | | |
| | *Elec.light* | | | | | | | | | S.&H.Morton&Co.,Leith | | | |
| 890 | — | 949 | ✠90A1 | Shl | 1877 | Short Bros. Sunderland A&CP | J.Westoll | 212·0 \| 30·1 \| 15·9 | Sundrland British | C.2Cy.27"&50"–33" (s) | 17 - 0 | | |
| 68062 | *L.Hutchinson* –03 *ss*Lon.No.3–3,94 | 779 | 7,04 7,03 5,05 | | 10mo | | | Q77' B40' F24' | *4 BHCem* | 80lb *40lb* NDB99 98 RH | s 1 - 9 | | ~~NF~~ 9,04 |
| RCGW | *Well deck* *ss*Shl.No.3–02 | 612 | NB99 | LMC3,02 | | | | drp05 BK8 | 20t *APT15t* | 1SB,*3rf*,GS60,HS1900 | | | |
| | *1 Dk(Irn) 2tr B* | | BS8,02 | BS9,04 | | | *WB = DB* | *655' f58' 205t FPT* | | J.Dickinson,Sunderland | | | |
| 891 | — | 915 | | | 1890 | Rostocker Act.Ges. Rostock | Pommersche Dmpfsch.Ges. F.Ivers | 201·5 \| 31·6 \| 12·8 | Stettin German | T.3Cy.14",22½"&36½"–27½" | | G | |
| | *W.Jahnke* | — | | | | | | P– B– F56' | *WB* | 70 NH | | | |
| JFDG | *1 Dk2tr B* | 558 | | | | | | | | Rostocker A.G.,Rostock | | | |
| 892 | — | 730 | ✠100A1 | Lth | 1885 | S.& H.Morton&Co. Leith | Leith,Hull&Ham. S.P.Co.Ld.(J. Currie&Co. *Mgrs.*) | 210·4 \| 27·1 \| 14·5 | Leith British | C.2Cy.30"&52"–36" (s) | 15 - 6 | BT 1911 | 1904 12,04 |
| 91078 | *D.Wilson* –99 *ss*Lth.No.3–12,03 | 539 | 11,04 3,03 | | 2mo | | | P57' B40' F55' | 60lb *40lb* 135 NH | s 1 - 6½ | | | |
| JVKM | *Elec.light* *2 Dks(1 Irn)* | 412 | BS12,04 | LMC 12,03 | | *Lloyd's A&CP* | *WB = FPT32t* | BK7½ | *6 BHCem* | 2SB,*3rf*,GS78 | | 11,05 | |
| | | | | | | | | *MT29'162t* | | S.&H.Morton&Co.,Leith | | | |
| 893 | — | 459 | | | 1896 | S M'Knght & Co. Ayr | P.&A.Campbell,Ld | 230·0 \| 26·6 \| 9·6 | Bristol British | C.D.2Cy.37"&67"–66" | | BT 1911 10,04 | |
| 102495 | *P.Campbell* –97 | 378 | | | | | | Q13' | | 304 NHP | | | |
| | *1 Dk* | 66 | | | | | | *Promenade dk217'* | | Hutson&Son,Glasgow | | | |
| 894 | — | 326 | | | 1902 | G.E.Cates Vancouver. B.C. | Terminal S.S.Co. Ld | 104·8 \| 22·4 \| 6·9 | Vancouver British | T.3Cy.10",16"&25½"–16" | | | |
| 111996 | *J.A.Cates* –02 | 326 | | | | | | | | 33 RH | | | |
| | *2 Dks* | 222 | | | | | | | | Mackie&Baxter,Glasgow | | | |
| 895 | — | 318 | | | 1897 | Russell & Co. Pt.Glasgow | J.Williamson | 200·5 \| 24·1 \| 7·7 | Glasgow British | C.D.2Cy.28½"&47"–51" | | | |
| 108078 | *D.McPhearon* –04 | 284 | "Vulcan," *See No* | | 517 | *in Castle* V. | | | | 93 RHP | | | |
| | *1 Dk* | 99 | | | | | | | | Rankin&Blackmore,Grk. | | | |
| 896 | — | 249 | | | 1899 | Maryland Steel Co. Sparrows Pt. Md. | Baker-Whiteley Coal Co. | 126·5 \| 25·0 \| 12·5 | Baltimore Utd. States | T.3Cy.14½",23½"&39"–28" | | | |
| 3800 | *A.L.Dunn* 91 99 | — | | | | | | | | 80 NHP | | | |
| KPHG | *1 Dk* | 156 | | | | | *WB* | | *WB* | MarylandSteelCo.Bal. | | | |
| 897 | — | 197 | | | 1885 | C.Bailey Auckland | Devonport Steam Ferry Co. Ld. | 119·0 \| 21·5 \| 5·5 | Auckland British | 2Cy.16"–42" | | | |
| 87535 | *J.C.Lander* 85–95 | 94 | | | | | | H98t | | 15 RHP | | | |
| | *1 Dk* | 108 | | | | | | | | | | | |
| 898 | — | 144 | | | 1888 | Grangmth Dock Yard Co. Grangmouth | Morecambe Steam-boat Co. Ld. | 120·4 \| 19·0 \| 7·0 | Lancaster British | C.4Cy.12"&24"–18" | | BT 1911 10,04 | |
| 84068 | *J.Mayor* –03 | 122 | | | | | | | | 50 RHP | | | |
| | | 55 | | | | | | | | Hawthorns&Co.,Leith | | | |
| 899 | — | 138 | | ... | 1891 | Earle's Co. Ld. Hull | A.Bannister | 96·7 \| 20·1 \| 10·6 | Grimsby British | T.3Cy.12",18"&30"–18" | 11 - 2 | | |
| 99194 | *J.Greeves* –91 | 125 | | | | | | Q18' F18' | | NB02 44 RHP | | | |
| MKDP | (*Trawler*) *1 Dk* | 58 | | | | | | BK7½ | | Earle'sSB&ECo(Lim)Hull | | | |
| 900 | — | 103 | | | 1879 | Ward & Stanley Newb'rgh NJ | J.S.Darrell & James | 103·8 \| 21·0 \| 9·0 | Hamilton, Bermuda British | C.2Cy.18"&36"–28" | | | |
| 87879 | *J.J.Russell* –93 | 55 | | | | | | | | T.Smith&Bro.Jersey City | | | |
| | *1 Dk* | 52 | | | | | *WB* | | *WB* | | | | |
| 901 | | 80 | ✠ A1 | Fal | 1902 | Cox & Co. Falmouth | F.Azapardo | 86·0 \| 16·0 \| 9·1 | Las Palmas Spanish | C.2Cy.15½"&28"–21" (s) | 9 - 5 | | |
| | | 80 | *For Towing purposes* | | 4mo | | | | 110lb | 45 NHP | | | |
| | *1 Dk* | 7 | 4,02 | LMC4,02 | | *Lloyd's A&CP* | | BK6 | *4 BHCem* | 1SB,*2pf*,GS36,HS968 | | | |
| | | | | | | | | | | Cox&Co.Falmouth | | | |
| 902 | — | 75 | | ... | 1893 | Forbes & Birnie Peterhead | J.Craig | 81·6 \| 18·3 \| 9·1 | Aberdeen British | C.2Cy.12"&26"–18" | 10 - 5 | | |
| 91650 | *J.Walker* –99 | 75 | | | | | | | | 28 RHP | | | |
| | *1 Dk* | 31 | | | | | | | | Clyne,Mitchell&Co.,Abn. | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character. for Special Survey. Date of Survey | Port of Survey | Equipment Letter | Built: When | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines. No. & Dia. of Cylinders—Stroke, Boiler Pressure, NHP, Particulars of Boilers & Furnaces, Engine Maker's Name | Moulded depth / Freeboard amidships ft. in. | Regist. in R. classed, if not in R. Dated R. of ... | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 903<br>109760 | **Britannia** SteelSc<br>~~T.Gilmour -00~~ ssDov.No 3-7,02<br>*F.Gann* 1*Dk* *Floors(Irn)* | 63<br>63<br>16 | ✠ A1<br>*For Tug purposes only*<br>6,04<br>BS8.04 ✠LMC7,08 | Lon | | 1893<br>3mo<br>*Lloyd's A&CP* | W.H.Lean<br>Falmouth | **S.Pearson&Son, Ld.** | 80·8\|15·5\|8·7<br>BK6" | **London**<br>British<br>4*BHCem* | C.2Cy.14"&27"-18" (s)<br>100lb 36RHP<br>1SB,2pf,GS25,GS555<br>Sara&Burgess,Penryn | 8 · 11 | | 8,04 |
| 904<br>118811<br>VQFG | **Britannic** SteelScSr<br>*A.Garrod04-04* 1*Dk(Irn)2trB*<br>*&deep framing3DkRule* | 3487<br>3228<br>2240 | ✠100A1<br>7,04 ~~4,04~~ | Hpl<br>Bry | r | 1904<br>4mo<br>*Lloyd's A&CP* | W.Gray&<br>Co.Ld.<br>W Hartlepool | **W.H.Cockerline& Co.**<br>*WB=CellDBa & uE136'f146'908t* | 342·0\|49·5\|22·7<br>P29'B160'F32'<br>FK | **Hull**<br>British<br>6*BHCem*<br>*APT45t* | T.3Cy.25",40"&65"-42" (s<br>160lb 100lb 284NHP<br>2SB,6rf,GS106,HS4404<br>Cen.MarEng.Wrks.W.Hpl | 25 · 2<br>s 4 · 7 | | |
| 905<br>WOKG | — SteelScSr<br>*A.Nilsen79-94* 1*Dk&Webframes*<br>*Well deck* | 2302<br>1774<br>1507 | | | … | 1888 | Bartram<br>Haswell&Co.<br>Sunderland | **G.Knudsen** | 290·0\|39·0\|19·4<br>P29'Q70'B138'<br>F26' BK10" | **Porsgrund**<br>Norwegian<br>*WB* | T.3Cy.22",36½"&60"-42"<br>232NHP<br>J.Dickinson,Sunderland | 21 · 9 | N | |
| 906<br>105736 | — SteelScSk<br>*R.Field -01*<br>*(Dredger)* | 667<br>664<br>244 | | | | 1895 | Lobnitz&<br>Co.<br>Renfrew | **S.Pearson&Son, Ld.** | 180·0\|23·1\|14·6 | **London**<br>British | T.3Cy.18",30"&48"-36"<br>138NHP<br>Lobnitz&Co.Renfrew. | | V | |
| 907<br>100188 | — IronPad<br>*F.Moles01-02*<br>(*ex*Rocket) 1*Dk* | 428<br>268<br>228 | | | | 1866 | W.Smith<br>Sorel<br>*rblt*91 W.C.White Montreal | **NorthernNav.Co. of Ontario,Ld.** | 150·8\|25·6\|9·2<br>H52t | **Montreal**<br>British | 1Cy.35"-96"<br>41RHP<br>W.Smith.Montreal | | | |
| 908<br>99548 | — IronScSr K<br>~~A.Wight -01~~<br>*W.J.Edward 05* 1*Dk* | ~~144~~ 168<br>~~130~~ 158<br>~~34~~ 40 | ✠<br>*Stm Trawler*<br>12.91 ✠ | Shl | | 1891<br>12mo | Hepple&<br>Co.<br>N.Shields | **KelsallBros.& Beeching,Ld.(J.E. A.Kelsall,*Mgr.*)** | ~~105·4~~\|20·6\|~~11·0~~<br>119·0 11·8<br>len05 WB BK7 | **Hull**<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-22'<br>60RHP<br>1SB,2cf,GS26,HS1014<br>Hepple&Co.,N.Shields | 11 · 10 | | |
| 909<br>115224<br>STVF | **British Empire** SteelTwinSc 4MstSr<br>*S.W.Riddle 03*<br>2*Dks(Stl)3trB&deep framing*<br>*Elec.light* *&Shelter dk(Irn)* | 7347<br>6921<br>4693 | ✠100A1<br>*Shelter dk*<br>~~11,04,03~~<br>5,05 ✠LMC2,02 | Ant | † | 1902<br>2mo<br>*Lloyd's A&CP* | Palmers'<br>Co.,Ld.<br>Newcastle<br>*WB=CellDBa* | **BritishShipowners Co.Ld.**<br>130'*uE&B*45'*f*197' | 470·0\|56·8\|32·1<br>*Shade dk on Shelter dk*110' FK<br>1425t *DTf*35'1345t | **Liverpool**<br>British<br>9*BHCem*<br>*APT*114t | T.6Cy.26",43"&71"-48" (s<br>190lb 795NHP<br>2DB&2SB,18cf,GS356,HS12445<br>Palmers'Co.Ld.Newcastle | 35 · 0<br>s 7 · 9 | | |
| 910<br>115335<br>VCJH | — SteelScSr<br>*G.Williams02-02*<br>*Well deck* 1*Dk(Stl)* | 562<br>407<br>252 | ✠100A1<br>1,04<br>✠LMC11,02 | Liv | h | 1902<br>11mo<br>*Lloyd's A&CP* | Garston<br>G.D.&SB.Co<br>Ld.Garston | **BritishEmpireS.S. Co.Ld. (T.J.Sharp &Co.)**<br>*WB=Cell DBf35'35t FPT29t* | 167·5\|26·6\|11·7<br>Q93'B12'F24'<br>drp04 drp05 FK | **Liverpool**<br>British<br>3*BHCem*<br>*APT12t* | C.2Cy.20"&44"-30" (s<br>130lb 104NHP<br>1SB,3pf,GS55,HS1740<br>Ross&Duncan,Glasgow | 12 · 10<br>s 1 · 0t | | |
| 911<br>97866<br>MFDG | **British King** SteelScSr<br>*J.O'Hagan -03* ssAnt.No.3-11,03<br>*Elec.light* 2*Dks(1Stl&UptStl)3trB*<br>*&ptIrn-ws* | 4717<br>4396<br>3042 | ✠100A1<br>12,04 ~~1,04~~<br>BS7,04 ✠LMC11,08 | Ant | y | 1891<br>6mo<br>*Lloyd's A&CP* | Palmers'<br>Co.(Lim.)<br>Newcastle | **BritishShipowners Co.Ld.**<br>*WB=Cell DB* 346' 1038t *APT*53t | 405·0\|47·9\|27·9<br>P40'B123'F48'<br>FK | **Liverpool**<br>British<br>7*BHCem*<br>*MT*33'470t | T.3Cy.29",47"&76"-51" (s<br>150lb 80lb 146NHP<br>2DB,12cf,GS436,HS7495<br>Palmers'Co.(Lim.),Nwc. | 30 · 8<br>s 6 · 11½ | | ~~11,03~~<br>N12,04 |
| 912<br>76796<br>SJLM | — IronScTug<br>ssCly.No.1-81<br>(*ex*FlyingHurricane,*ex*Tweed) 1*Dk* | 154<br>153<br>— | 9,81 | Cly | b | 1877<br>7mo | JFullerton<br>&Co.<br>Paisley | **H.J.Ward&Co.** | 112·5\|20·2\|12·0 | **Liverpool**<br>British<br>4*BHCem* | C.2Cy.28"&48"-30"<br>105NHP<br>J.Howden&Co.,Glasgow | | | |
| 913<br>115693<br>TLPW | **British Monarch** SteelScSr<br>*T.Walker02-02*<br>1*Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 3912<br>3649<br>2547 | ✠100A1<br>*Spar dk*<br>12,04 ~~3,04~~<br>✠LMC6,02 | NYk<br>Ham | w | 1902<br>6mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>Pt.Glasgow | **MonarchSS.Co.Ld. (Raeburn&Vérel, *Mgrs.*)**<br>*WB=CellDBa* 112'*uE&B*40'*f*146 | 345·1\|49·8\|17·9<br>P26'B74'F37' 25'<br>FK | **Glasgow**<br>British<br>6*BHCem*<br>899t *APT*71t | T.3Cy.25",41"&67"-45" (s<br>180lb 80lb 346NHP<br>2SB,6cf,GS108,HS4534 FD<br>Rankin&Blackmore,Grk. | 20 · 5<br>s 6 · 1½ | | 12,04 |
| 914<br>115271<br>TKCP | — SteelScSr<br>*O.Thomas -03*<br>*Well deck* 1*Dk(Stl)*<br>*Mchy.Aft* | 523<br>349<br>229 | ✠100A1<br>9,04 ~~8,03~~<br>✠LMC4,02 | Liv | g | 1902<br>4mo<br>*Lloyd's A&CP* | Garston,G.<br>Dk&SBCoLd<br>Garston | **BritishMonarch S.S.Co.Ld. (T.J.Sharp&Co.)**<br>*WB=Cell DBf12'9t FPT21t APT5t* | 160·0\|24·7\|11·6<br>Q93'B16'F24<br>FK | **Liverpool**<br>British<br>3*BHCem* | C.2Cy.20"&42"-27" (s<br>130lb 91RHP<br>1SB,3pf,GS53,HS1538<br>Ross&Duncan,Glasgow | 12 · 3<br>s · 11 | | 9,01 |
| 915<br>110624<br>RKVQ | **British Prince** Stl.TwnSc4MstSr<br>*W.Pattinson00-03* ssNwc.No.1-03<br>2*Dks(Stl)3trB&deep framing*<br>*Elec.light* *&Shelterdk(ptStl-ptws)* | 7325<br>6946<br>4708 | ✠100A1<br>*Shelter dk*<br>8,04 ~~10,03~~<br>✠LMC8,08 | Shl<br>Lon | d† | 1899<br>12mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | **BritishShipowners Co.Ld.**<br>*WB=CellDBa*<br>130'*uE&B*67'*f*197' | 470·0\|56·8\|32·1<br>drp03 FK<br>1425t *MT* 37' 1429t | **Liverpool**<br>British<br>8*BHCem*<br>*APT*114t | T.6Cy.26",43"&71"-48" (s<br>190lb 794NHP<br>2D&2SB18cfGS356HS12445<br>Palmers'Co.Ld.Nwc. | 35 · 0<br>s 7 · 9 | | 5,03 |
| 916<br>96127<br>KWCF | — SteelScSr<br>*H.Coffin -03*<br>*Well deck* ssN.Yk.No.3-11,00<br>1*Dk(Irn-ptws)&Webframes* | 2217<br>1713<br>1402 | ✠100A1<br>5,04 ~~2,03~~<br>MS11,00 ✠LMC<br>BS11,08 | NYk<br>Shl | r | 1888<br>11mo | ShortBros.<br>Sunderland<br>A&CP | **PrinceLine,Ld. (J.Knott,*Mgr.*)**<br>*WB=CellDBa*80'*f*104' | 292·0\|39·1\|18·9<br>P32'Q76'B114'<br>F30' BK10" | **Newcastle**<br>British<br>6*BHCem*<br>262t *APT*40t | T.3Cy.22",36"&59"-42" (a)<br>150lb 100lb NDB02 223NHP<br>2SB,6cf,GS106,HS3434<br>G.Clark,Sunderland | 21 · 2<br>s 1 · 10 | | ~~2,08~~<br>N12,04 |
| 917<br>110605<br>RHNQ | **British Princess** SteelTwinSc 4MstSr<br>*E.H.Freeth79-99*<br>ssAnt.No.1-04 2*Dks(Stl)3trB*<br>*Elec.light* *&deep framing*<br>*&Shelter dk(ptStl-ptws)* | 7326<br>6918<br>4686 | ✠100A1<br>*Shelter dk*<br>6,04 ~~10,03~~<br>BS4,04 ✠LMC~~9,99~~ | Ant | d† | 1899<br>9mo | Palmers'<br>Co.,Ld.<br>Newcastle<br>A&CP | **BritishShipowners Co.Ld.**<br>*WB=CellDBa*<br>130'*uE&B*67'*f*197' | 470·0\|56·8\|32·1<br>FK<br>1425t *MT*37' 1429t | **Liverpool**<br>British<br>8*BHCem*<br>*APT*114t | T.6Cy.26",43"&71"-48" (s)<br>190lb 800NHP<br>2D&2SB18cfGS356HS12679<br>Palmers'Co.Ld.Nwc. | 35 · 0<br>s 7 · 9 | | ~~6,00~~<br>6,04 |
| 918<br>106817<br>PMJD | **British Trader** SteelScSr<br>*R.E.Hutchinson -99* ~~ssAnt.No.1-00~~<br>2*Dks(Stl)&deep framing3Dkrule*<br>ssR[illegible].No.2-05 | 3424<br>3245<br>2171 | ✠100A1<br>5,05 ~~9,03~~<br>~~BS8,03~~ ✠LMC[illegible] 1,04 | Cff<br>Rot | w | 1896<br>10mo | Palmers'<br>Co.(Lim.)<br>Newcastle<br>A&CP | **BritishShipowners Co.Ld.**<br>*WB=Cell D Ba*<br>121'*uE&B*44'413t | 350·0\|45·1\|25·8<br>P39'B76'F46'<br>FK<br>*MT* 30' 510t *FPT* | **Liverpool**<br>British<br>6*BHCem*<br>75t *APT*41t | T.3Cy.24",40"&64"-45" (s)<br>180lb 90lb 304NHP<br>2SB,6cf,GS88,HS4858<br>Palmers'Co.(Lim.),Nwc. | 28 · 6<br>s 5 · 9½ | | ~~9,03~~<br>N11,04 |
| 919<br>106919<br>PVRB | **Briton** SteelTwinSc3MstSr<br>*J.W.Creagle -01*<br>*Ref.Mchy.* 3*Dks* | 10248<br>8455<br>5154 | | | | 1897 | Harland&<br>Wolff(Lim.)<br>Belfast | **Union-CastleMail S.S.Co.Ld. (D. Currie&Co.*Mgrs.*)** | 530·3\|60·3\|36·2<br>P78'F60' | **S'thamptn**<br>British<br>*WB* | T.6Cy.33½",55"&90½"-60"<br>1266NHP<br>Harland&Wolff,Ld.Bel. | | BT till ~~6,04~~ 6,05 | |
| 920<br>3493 | — SteelSc<br>*M.C.Cameron01-02*<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2348<br>—<br>1875 | | | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O. | **PittsburghS.S.Co.** | 296·2\|40·4\|21·1<br>H75' F36'<br>*WB* | **Duluth, Minn.**<br>Utd.States | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | | |
| 921<br>108208<br>PQVN | — SteelScSr<br>*S.C.Stuart -02* ssCff.No.1-01<br>*Elec.light* 1*Dk(Stl)*<br>*Well deck* | 790<br>560<br>330 | ✠100A1<br>6,04 ~~2,01~~<br>~~BS6,03~~ ✠LMC2,01<br>BS[illegible],04 | Cff<br>Nwc | k | 1897<br>5mo | Sunderlnd<br>S.B.Co.(Lim)<br>Sunderland<br>A&CP | **F.J.Coxhead** ~~(C.H.Elder&Co.Mgrs.)~~<br>(J.Constant,*Mgr.*)<br>*WB=CellDBa* | 205·5\|30·0\|13·4<br>Q104'B15'F22'<br>FK | **London**<br>British<br>4*BHCem*<br>37'*f*79'130t | T.3Cy.17",28"&46"-30" (s)<br>175lb 80lb NDB01 135NHP<br>1SB,3rf,GS64,HS2225<br>N.E.MarineCo.(Lim.),Sld. | 14 · 2<br>s 1 · 4 | | ~~6,03~~<br>7,04 |
| 922<br>99179<br>MJPV | — IronScK<br>*T.Thornham -91* (*Trawler*)<br>1*Dk* | 134<br>127<br>55 | | | … | 1891 | R.Dixon<br>&Co.<br>Middlesbro' | **Gt.Grimsby Albion Stm.Fishing Co.Ld** | 96·3\|20·3\|10·7<br>Q20'F19'<br>BK7½" | **Grimsby**<br>British | T.3Cy.11",17"&28"-20"<br>40RHP<br>Wstgarth,English&C.Mdb | 11 · 8 | | |
| 923<br>JRDT | **Britta** IronScSr<br>*H.Överaas* (*ex*Stoomvaart)<br>1*Dk2trB* | 578<br>512<br>348 | | | | 1849 | Kon.Fab.v<br>Stoom<br>Amsterdam | **Acties.S.S.Britta (E.Rusten)** | 206·7\|26·0\|14·1<br>Q31tH34t | **Bergen**<br>Norwegian | C.2Cy.23"&42"-30"<br>NE&B79 81NHP<br>Lees,Anderson&Co.Gls. | | N | |

| Numéro du Registre / Numéro Officiel / Signal | Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu / Visites Périodiques / Nombres des Ponts | Tonnage Total / Sous le Pont / Net | Cote / Surveillance Spéciale / Date de la dernière Visite | Port de Visite | | Construit: Quand / Mois | Par qui / Où | Armateurs | Longueur | Largeur | Creux | Port d'Armement / Pavillon | Machines | Creux sur quille / Franc bord | | Date de la dernière visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 924<br>10933<br>QBGV | **Brittany** SteelScSr<br>~~[struck]~~ ssLiv.No.1-02<br>Fairy 1Dk(Stl)&Spar dk(Irn)&Web frames | 2926<br>2770<br>1890 | ✠100A1<br>Spar dk<br>~~[struck]~~ 5,05<br>BS7,04 | Liv | u | 1898<br>8mo<br>Lloyd's | Richardsn,Duck&Co<br>Stockton<br>A&CP | D.MacIver,Sons&Co.Ld.<br>WB=CellDB | 330·0<br>P19'B94'F37'<br>lrp03<br>194'uE22'f140'570t | 48·0 | 16·6<br>23·?<br>FK | Liverpool<br>British<br>4BHCem<br>APT50t | T.3Cy.24",40"&66"-45" (r)<br>160lb 80lb 307NHP<br>2SB.6cf,GS135,HS4850<br>Blair&Co.Ld.Stockton | 19·2<br>s ?·7 | | |
| 925<br>70175<br>WLRV | Dismantled 6,04<br>? Williams -02<br>2Dks | 605<br>449<br>261 | ✠<br>with loadline<br>7,82<br>For English Channel purposes | Gls | | 1882<br>5mo | J.Elder&Co.,Glasgow | T.W.Ward | 231·0<br>Q142' | 27·7 | 10·6<br>FK | Liverpool<br>British<br>4BHCem | C.2Cy.46"&88"-60"<br>NB92 445NHP<br>J.Elder&Co.,Glasgow | | | |
| 926<br>110332<br>QMJV | **Broadgarth** SteelScSr<br>J.N.Rowell -02 ssShl.No.1-03<br>1Dk(ptIrn&ptStl)2trB&deep framing 3Dk rule | 3224<br>3024<br>2079 | ✠100A1<br>withfreeboard<br>1,04 ✠LMC4,0? | Nwc | v | 1898<br>12mo<br>Lloyd's | R.Craggs&Sons<br>Middlesbro'<br>A&CP | ClaphamSS.Co.Ld.<br>(G.E.Macarthy, Mgr.)<br>WB=CellDBa10? | 330·0<br>P27'B76'F35'<br>aE&B36'f134'715t | 47·0 | 23·?<br>FK | Newcastle<br>British<br>3BHCem<br>APT24t | T.3Cy.24",40"&64"-42" (s)<br>160lb 80lb 281NHP<br>2SB.8pf,GS127,HS4430<br>N.E.MarineCo.Ld.Nwc. | 26·6<br>s5·0 | | 5,04 |
| 927<br>95490<br>KWCJ | **Broadmayne** SteelSc3MstSr<br>H.A.Hayes -03 ssShl.No3-4,01<br>(exOka) 1Dk(Irn)&Spardk(ptIrnptStl)&Webframes<br>Mchy.Aft ssShl.No.1-05 | 3120<br>2952<br>1947 | ✠100A1<br>Spar dk<br>~~[struck]~~ 3,05<br>Carrying Petroleum in bulk<br>BS6,04 ✠LMC | Shl | u | 1888<br>11mo | Palmers'Co.(Lim.)<br>Newcastle<br>A&CP | EuropeanPetroleumCo.Ld.<br>(J.Clark, Mgr.) | 334·4<br>P?? F12<br>WB=FPT | 44·0 | 16·9<br>24·?<br>FK | London<br>British<br>~~[struck]~~<br>?0tAPT74t<br>11BHCem | T.3Cy.26",43"&69"-45" (s)<br>150lb 80lb NDB98 351NHP<br>2DB,12cf,GS178,HS5964<br>Palmers'Co.(Lim.),Nwc. | 18·9<br>s6·1 | | |
| 928<br>118063 | **Brocklebank** SteelScSp<br>J.J.Brown86-03<br>1Dk(Irn) | 139<br>126<br>4 | ✠100A1<br>For towing purposes<br>4,01 ✠LMC11,0?<br>BS11,04 | Liv | | 1903<br>11mo<br>Lloyd's | J.Cran&Co.<br>Leith<br>A&CP | Alexandra Towing Co.Ld. | 92·0 | 20·1 | 10·7<br>BK6½<br>WB | Liverpool<br>British<br>4BHCem<br>=APT4t | Q.2Cy.16"&42½"-27"<br>150lb 98RHP<br>1SB,3cf,GS60,HS1560<br>J.Cran&Co.Leith | 12·0 | | 4,04 |
| 929<br>107421 | **Brockville** WoodSc<br>S.Scott98-98<br>1Dk | 191<br>174<br>88 | | | | 1898 | M.Simpson<br>Toronto | Brockville Nav.Co.Ld. | 105·0 | 21·5 | 5·7 | Brockville<br>British | C.2Cy.9"&18"-14"<br>14RHP<br>PolsonIronWrks Co.Trnto | | | |
| 930<br>78614<br>QWLT | **Brodick Castle** IronPadSr<br>J.W.Tilsed -95 | 283<br>222<br>134 | | | | 1878 | H.M'Intyre&Co.<br>Paisley | Cosens&Co.Ld. | 207·6<br>Q19t | 21·7 | 7·5 | Wymouth<br>British | D.2Cy.38½"-66"<br>NB88 96RHP<br>W.King&Co.,Glasgow | | BT till 10,0? | |
| * 931<br>NLRP | **Broholm** ssFln.No.2-04 IronScSr<br>H.P.Sorensen -02 ssCpn.No.3-5,95<br>(exRingkollen,ex Frederiksborg) ~~[struck]~~<br>Well deck 1Dk(Irn)2trB | 1321<br>992<br>817 | ✠100A1<br>~~[struck]~~ 3,05<br>~~[struck]~~ | Cpn | o | 1883<br>11mo<br>Lloyd's | Burmeister&Wain<br>Copenhagen<br>A&CP | Dmpselsk.Steam<br>(Johnsen&Jespersen, Mgrs.)<br>WB=DBa57' | 235·8<br>P144'F28'<br>f80'&aFqB42'280t | 33·1 | 15·1<br>BK8½ | Copnhagn<br>Danish<br>4BHCem<br>APT20t | C.2Cy.30"&52"-33" (f)<br>75lb NDB97 123NHP<br>2SB,4pf,GS73,HS2120<br>Burmeister&Wain,Cpn. | 18·0<br>s1·8 | | N5,04 |
| 932<br>62477<br>HQSJ | **Bromsgrove** IronScSr<br>W.Scott -03 ssSou.No.3-5,93<br>1Dk2trB | 667<br>609<br>405 | 7,95<br>✠NB8,95 | Sou | | 1868<br>7mo | TROswald<br>Sunderland | JohnGeorgeHill Stm Shpg.Co.Ld.<br>(Witherington&Everett, Mgrs.) | 191·1<br>Q27t<br>WB=DBa56'f38'139t | 28·6 | 16·5<br>BK7½ | Sundrland<br>British<br>4BHCem | C.2Cy.25"&50"-29"<br>105NHP<br>1SB,3pf,GS40,HS1808<br>Cmp75DaySmrs&Co.,Sou. | 17·9<br>s?·2½ | | |
| 933<br>98783<br>NJKG | **Brookline** SteelScSr<br>G.S.Francis -01 ssBal.No.2-02<br>Elec.light 1Dk(ptStl-ws)2trB&Awngdk | 1357<br>1151<br>746 | ✠100A1<br>Awng dk<br>withfreeboar<br>~~[struck]~~<br>S11,02 LMC BS8,03 | Phl<br>Bal | n | 1894<br>4mo | R.Craggs&Sons<br>Middlesbro'<br>A&CP | KingLine,Ld.<br>(Philipps,Philipps&Co.Ld. Mgrs.)<br>WB=CellDB184'178t FPT19t | 230·2 | 31·5 | 22·2<br>BK8 | Middlsbro'<br>British<br>4BHCem<br>APT20t | T.3Cy.22",35"&57"-36" (s)<br>160lb ?lb 213NHP<br>2SB,6rf,GS122,HS3469<br>Wstgrth,English&C.,Mdb | 17·2<br>s8·8½ | | 2,04 |
| 934<br>31705 | **Brooklyn** WoodSc<br>W.F.Higgins -02<br>1Dk | 333<br>271<br>216 | | | | 1902 | J.Lindstrom,Wash<br>Aberdeen | BeadleBros. | 137·0 | 34·1 | 10·5 | S.Frncisco<br>Utd.States | C.2Cy.12½"&27"-20<br>27NHP<br>FultonE.&S B.Wrks.S.Fo | | | |
| * 935<br>78467<br>VKTN | **Brooklyn City** IronScSr<br>J.J.Bailey -03 ssBrs.No.3-5,93<br>ssBrs.No.2-01<br>2Dks(Irn)3trB | 1660<br>1521<br>1046 | ✠100A1<br>6,04<br>✠NB6,93 ✠LMC9,01<br>B~~[struck]~~11,04 | Brs | r | 1881<br>2mo<br>Lloyd's | Richardsn,Duck&Co.<br>Stockton<br>A&CP | C.Hill&Sons<br>WB=DBa70&aB30'240t | 260·0<br>P26'F33' | 34·5 | 20·2<br>BK9 | Bristol<br>British<br>4BHCem | C.2Cy.38"&61"-33" (s)<br>80lb 80lb NDB01 177NHP<br>1DB,4pf,GS75,HS3100<br>T.Richardson&Sons,Hpl. | 23·6<br>s3·9½ | | N5,04 |
| 936<br>~~[struck]~~<br>~~[struck]~~ | **Brookside** SteelScSr<br>~~[struck]~~ ssShl.No.2-01<br>1Dk(Stl)&Spardk(Irn)&Webframes<br>R.Kreutzefeldt -05 | 2705<br>2504<br>1702 | ✠100A1<br>Spar dk<br>~~[struck]~~ 12,?<br>BS?,03 ~~BS1,04~~ | Shl<br>Npt | t | 1893<br>1mo | ShortBros.<br>Sunderland<br>A&CP | ~~SunderlandS.S.Co.Ld.(J.L.Browne, Mgr.)~~<br>H.Diederichsen<br>WB=CellDB236' | 300·0<br>P32'B74'F38' | 40·4 | 16·6<br>24·1<br>FK | ~~Sundrland~~<br>Hamburg<br>~~British~~<br>German<br>5BHCem<br>600tAPT45t | T.3Cy.22½",37"&61"-42" (s)<br>160lb 65lb 243NHP<br>2SB,6pf,GS112,HS3670<br>W.Allan&Co.,Sunderland | 19·0<br>s5·3 | | 12,04 |
| | Now named "Gaarden," See No. 48 in Supplement | | | | | | | | | | | | | | | |
| 937<br>11?01?<br>VHCL | **—** SteelScSr<br>A.Semple00-03<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 301<br>222<br>78 | ✠100A1<br>8,04 ~~10,03~~<br>MS8,04 ✠LMC | Gls<br>Bel | e | 1903<br>10mo<br>Lloyd's | J.Shearer&Son<br>Glasgow<br>A&CP | J.Sheils | 135·3<br>Q44'B9'F22'<br>WB=FPT | 23·1 | 9·6<br>BK7 | Belfast<br>British<br>4BHCem<br>24tAPTst | C.2Cy.16"&34"-24"<br>125lb 60RHP<br>1SB,3pf,GS40,HS1030<br>Muir&Houston,Ld.Gls. | 10·6<br>s1·0? | | 8,04 |
| 938<br>1139..<br>VPJT | **Brookwood** SteelSc<br>~~[struck]~~ T.Brown -04<br>1Dk(Irn)2trB&Web frames<br>3Dk rule | 3093<br>2877<br>1987 | ✠100A1<br>withfreeboard<br>~~[struck]~~ 3,04 ✠LMC3,04<br>10,04 | Stk<br>~~Bry~~ Mch | r | 1904<br>3mo<br>Lloyd's | Ropner&Son<br>Stockton<br>A&CP | Constantine&PickeringS.S.Co.<br>WB=CellDBa106'aE22'f13? | 325·0<br>P31'B166'F36' | 48·0 | 23·2<br>FK | Middlsbro'<br>British<br>5BHCem | T.3Cy.23½",39"&64"-42" (s)<br>160lb 80lb 273NHP<br>2SB.6rf,GS118,HS4200<br>Blair&Co.Ld.Stockton | 24·3<br>~~4·0½~~<br>3·7½ | | 10,04 |
| 939<br>113731<br>TKDQ | **Broomfield** SteelScSr<br>G.Harris -03<br>1Dk(Irn)&Web frames | 2386<br>2232<br>1526 | ✠100A1<br>~~[struck]~~ 4,03<br>✠LMC | Cff.<br>Bry | t | 1902<br>5mo<br>Lloyd's | T.Turnbull&Son<br>Whitby<br>A&CP | T.Turnbull&Son<br>WB=DBa?aE24'f11? | 301·7<br>P29 B84 F33 | 44·0 | 21·8<br>FK | Whitby<br>British<br>5BHCem<br>?tAPT?t | T.3Cy.22½",36½"&60"-39"(s)<br>160lb 90lb 224NHP<br>2SB,6cf,GS97,HS3350<br>Blair&Co.Ld.Stockton | 23·0<br>s3·0 | | 8,03 |
| 940<br>7....<br>WNVP | **Broomhill** IronScSr<br>R.R.Bishop99-99 ssShl.No.3-6,93<br>Well deck ssNwc.No.2-02<br>1Dk(Irn-ws) | 562<br>418<br>339 | ✠100A1<br>4,03 ~~2,04~~<br>✠NB6,98 LMC1,0?<br>BS3,01 | Nwc | t | 1878<br>8mo | T.Wingate&Co.<br>Glasgow<br>A&CP | Broomhill CollieriesLd.<br>(M.F.Maclean, Mgr.) | 174·7<br>Q86'B7'F21' | 29·0 | 10·4<br>FK<br>WB | Newcastle<br>British<br>4BHCem<br>=DBa141' | C.2Cy.24"&50"-33" (r)<br>90lb ~~[struck]~~ NDB93 95RHP<br>1SB,3pf,GS44,HS1855<br>Wingate&Co.,Glasgow | 13·5<br>s1·5? | | 8,04 |
| 941<br>98292<br>MSVL | **Brothertoft** IronScK<br>G.Smally -03 ~~[struck]~~<br>ssBos.No.3-7,04 1Dk | 155<br>144<br>63 | ✠100A1<br>Stm Trawler<br>7,04 ~~[struck]~~<br>✠LMC | Bos | | 1891<br>7mo<br>Lloyd's | Earle'sS.B.&ECo.(Lim.)<br>Hull<br>A&CP | BostonDeepSea Fishg.&IceCo.Ld. | 100·6<br>Q18' | 20·5 | 11·0<br>BK7½ | Boston<br>British<br>3BHCem | T.3Cy.11½",17"&30"-21" (s)<br>150lb 45RHP<br>1SB,2pf,GS26,HS7??<br>Earle'sCo.(Lim.),Hull | 11·10 | | 7,04 |
| 942<br>?<br>RNDL | **Brough** IronScK<br>Wrecked 2,05<br>?.Carr00-00 ssHulNo.1-04<br>1Dk | 205<br>186<br>64 | ✠~~100A1~~<br>Stm Trawler<br>?,01 ~~[struck]~~ | Hul | | 1900<br>2mo<br>Lloyd's | Cochrane&Cooper,Ld.<br>Beverley<br>A&CP | J.H.Collinson | 118·4<br>Q50' | 21·5 | 11·2<br>BK7? | Hull<br>British<br>4BHCem | T.3Cy.12¾",21½"&35"-24"<br>200lb (s) 63RHP<br>1SB,2cf,GS35,HS1055<br>C.D.Holmes&Co.Hull | 12·0 | | N2,04 |
| 943<br>93158<br>KHDS | **Broughshane** IronScSr<br>R.Tyrrell -02 ssAyr2ndNo.3-12,00<br>ssArd.No.3-10,01<br>1Dk | 325<br>270<br>128 | ✠100A1<br>11,04 ~~[struck]~~<br>✠NB11,01 LMC10,01<br>DB? | Bel | g | 1886<br>5mo<br>Lloyd's | Workman,Clark&Co.Ld<br>Belfast<br>A&CP | J.Atkinson<br>WB=? | 152·2<br>Q21 B40 F27 | 23·1 | 11·8<br>BK? | Belfast<br>British<br>4BHCem<br>FPT? | C.2Cy.19½"&38"-30" (s)<br>90lb 60lb 70RHP<br>1SB,3pf,GS46,HS1465<br>J.&J.Thomson,Glasgow | 12·6<br>s1·1½ | | 10,03 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now vpried. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders — Stroke Boiler Pressure. NIP=Horse power by Society's formula. RIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard & midships. ft. in. | 15 Repairs in which classed. If not in L.R. Date of last Dock Survey. | 16 Date when last Shaft drawn. Date when last tested. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 944 TCJK | **Brouwer** J.C.Greger -02 Elec.light | **SteelTwinSc** Fitted for liquid fuel 1 Dk & Shade dk | 545 — 324 | | | | 1898 | Huijgens & vanGelder Amsterdam | **Koninkl.Paketv. Maats.** | 164·0 P47' | 27·6 F42' | 11·0 | **Batavia** Dutch | C.4Cy.16"&32"–18" 72NHP Maats.deSchelde,Vlissingen | | V | |
| 945 MVTD | **Broxholme** Savage | **IronScK** ssHul.No.2–01 1 Dk | 154 145 61 | †100A1 Hul Stm Trawler 6,03 [illegible] 188,01 [illegible] BS.. | | | 1892 12mo | Cook, Welton & Gemm'll Hull Lloyd's SA&CP | **Hellyer'sSteam FishingCo.Ld.** | 105·2 | 20·5 BK7½" | 11·0 | **Hull** British 3 BHCem | T.3Cy.12½",19½"&32"–23" 160lb (s) 55RHP 1SB.2cf,GS27,HS799 C.D.Holmes&Co.,Hull | 11 " 9 | | 6,03 |
| 946 PRSH | **Bruce** P.Delaney97–97 1 Dk(Stl–wa)&Awng dk& Web frames Elec.light | **SteelScSr** ssNFL.No.1–01 | 1155 1041 343 | †100A1 NFL n Awng dk with freeboard [illegible] 12,04 [illegible] BS12,04 [illegible] LMC11.01 | | | 1897 9mo | A&J Inglis Glasgow A&CP | **ReidNewfoundlandCo.** WB= | 236·6 Cell D Ba 44' a E 85' | 32·6 BK8" f 44' | 12·4 19·7 5 BHCem 191t | **SJhnsNFL** British | T.3Cy.26",42"&65"–42" (s) 160lb 80lb 4SB,12rf,GS208,HS5300 A.&J.Inglis,Glasgow | 15 " 0 s 8 - 2½ | | 11.01 |
| 947 84910 | — D.McKay –99 | **IronScDandy** | 103 101 48 | ... | | | 1883 | Hawthorns &Co. Leith | **GeneralSteam FishingCo.Ld.** | 92·8 F12' | 18·0 | 9·4 | **Granton** British | C.2Cy.15"&27"–21" 32RHP Hawthorns&Co., Leith | | | |
| 948 SDMK | **Brucklay** J.Westerby –01 | **SteelScK** 1 Dk | 182 171 58 | †100A– Stm Trawler 6,01 7,08 [illegible] LMC12.00 | Abn | | 1900 12mo | Hall, Russell&Co.Ld. Aberdeen Lloyd's SA&CP | **Fraserburgh&N.of ScotlandSteam TrawlingCo.Ld. (R.Laing, Mgr.)** | 110·2 WB= | 21·2 BK7½" | 11·4 | **Fraserbro'** British 3 BHCem DBf 12'90 | T.3Cy.11½",19"&33"–22" (s) 180lb 59RHP 1SB.2pf,GS82,HS969 Hall, Russell&Co.Ld.Abn. | 12 " 1 | | 7.03 |
| 949 | **Bruinvisch** J.Riekdijk –02 | **IronScK** ssAms.No.1–03 1 Dk | 168 153 79 | †100A1 Ams Stm Trawler 3,05 [illegible] LMC10.03 | | | 1899 8mo | Edwards Bros. N.Shields Lloyd's SA&CP | **Zeevisscherij MaatsDoggerbank** WB= | 106·0 Q18' | 20·5 F20' BK7½" | 10·8 DBf 12'90 | **Ymuiden** Dutch 3 BHCem | T.3Cy.12",18"&30"–21 (s) 180lb 51NHP 1SB.2pf,GS31,HS879 MacColl&Pollock,Sld. | 12 " 0 | | 8 10.03 |
| 950 HFST | **Brunette** J.Zielke Well deck | **IronScSr** ssDnz.No.3–8,93 ssDnz.No.2–01 ssDnz.2nd No 3 –,05 1 Dk 2tr b | 864 665 536 | †100A1 Dnz / 5,0.. [illegible] 1,04 [illegible] LMC.. [illegible] | | | 1881 9mo | C.S.Swan& Hunter Newcastle Lloyd's SA&CP | Th.Rodenacker DanzigerRhederei DampfgrAct.Ges. (Th.Rodenacker, Mgr.) WB= | 201·7 P&B113' FPT 20t A | 28·6 F22' BK7½" P 63t | 15·7 | **Danzig** German 4 BHCem MT 18'133t | C.2Cy.20"&47"–36" (s) 130lb 80lb NDB99 122NHP 1SB,3pf,GS53,HS1909 Black, Hawthorn&Co.,Gts. | | | 2.03 [illegible] 5,05 |
| 951 112443 SMQK | **Brunhilda** C.J.Tornquist80–01 1 Dk(Irn)&deep framing | **SteelScSr** | 2296 2117 1468 | †100A1 BAs s 7,00 1,05 Liv [illegible] LM.. 01 | | | 1901 3mo | W.Gray& Co.Ld. W Hartlepool A&CP | **Herskind&Co.** WB= Cell D B | 302·0 a u E 120' f | 43·1 124' 621t | 19·8 P27' B69' F29' FK | **W. Hartlpl** British 5 BHCem APT 10t | T.3Cy.22",35"&59"–39" (s) 160lb 80lb 221NHP 2SB.6pf,GS84,HS3383 Cen.Mar.Eng.Wrks.W Hpl | 22 " 3 s 3 - 8½ | | 1,05 |
| 952 RJVH | **Brunhilde** H.Selck 97–02 | **SteelScSr** 1 Dk 2tr b | 1367 925 872 | | | | 1893 | Flensburgr Schiffsb.Ges Flensburg | **Dmpfschrhed UnionA.G.** | 231·8 Q71' B107' | 34·2 F27' | 14·0 WB | **Hamburg** German | T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges. | | V | |
| 953 84493 SLPD | **Brunner** J.E.Hawkins –04 | **SteelScSr** 1 Dk | 540 434 389 | 586 358 | | | 1888 | J M'Arthur &Co. Paisley | **LooTomFin** WB | 172·7 P28' | 26·1 B44' | 13·1 F24' | **SydnyNSW** British | T.3Cy.17",27"&43"–30" 95RHP Bow&M'Lachlan,Paisley | 13 " 10 | | |
| 954 MTPR | **Bruno** R.Lawson –99 | **SteelScSr** 1 Dk 2tr b | 841 686 424 | ... | | | 1892 | Earle'sCo. (Lim.) Hull | **T.Wilson,Sons& Co.Ld.** WB | 232·0 P26' B81' F87' | 30·0 FK | 14·1 | **Hull** British | T.3Cy.23½",35"&57"–33" 219NHP Earle'sCo.(Lim.),Hull | 16 " 4 s 2 " 0 | | |
| 955 RNBT | **Bruno Menzell** A.D.Livoni –03 Elec.light | **SteelScSr** 1 Dk&deep framing | 1552 1076 984 | | | | 1903 | Flensburgr Schiffsb.Ges. Flensburg | **ChinesischeKüstenfahrtGes.(Menzell&Co.Mgrs.)** | 245·3 P14 Q58' F30' | 35·2 B112' | 15·2 WB | **Hamburg** German | T.3Cy.15",23⅝"&43⅛"–34⅛" 110NHP FlensburgerSchiffsb.Ges. | | G | |
| 956 RKTN | **Brunshausen** A.Westphal90–97 | **SteelScTug** 1 Dk | 230 199 17 | | | | 1897 | G.Seebeck Act.Ges. Bremerhaven | **Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)** | 115·1 WB= | 22·2 Cell D B 214' | 13·3 385t | **Hamburg** German | C.2Cy.20"&39"–25" 63NHP G.Seebeck A.G.,Gstmnde. | | G | |
| 957 LMRF | **Brunsnis** F.Ulrichsen90–00 (exMediterraneo) Well deck | **SteelScSr** ssFln.No.2–01 1 Dk(Stl)&Webframes | 1742 1305 1084 | †100A1 Fln q 4,02 BS6,03 LMC10.00 | | | 1892 4mo | Osbourne, Graham&Co Sunderland A&CP | **H.A.Petersen** WB= | 260·0 P27' Q76' B106' F35' drp02 Cell D B 214' 385t | 37·0 FK | 16·5 | **Flensburg** German | T.3Cy.20",32½"&53"–36" (r) 160lb 80lb 174NHP 2SB.6pf,GS86,HS2705 G.Clark,Ld.Sunderland | 18 " 9 | | 4,02 |
| 958 KNJD | **Brunswick** P.Johnson98–03 | **WoodScSr** 1 Dk | 512 349 349 | | | | 1898 1903 | A.M.Simpson Nrth Bend,Or | **UnionLumberCo.** Rebuilt by Hay & | 161·3 Wright.Alameda. | 34·4 | 12·2 | **S.Frncisco** Utd.States | T.3Cy.14",22½"&36"–24" 63NHP GldnState&Minrs I.W.SFo | | | |
| 959 112056 | — | **WoodScSr** 1 Dk | 184 104 73 | | | | 1901 | J E Bigelow Canning,N.S. | **MinasBasinSS.Co. Ld.** | 110·0 | 23·0 | 8·7 | **WndsorNS** British | C.2Cy.15"&32"–21" 42RHP J.Flemming,St.John,N.B. | | | |
| 960 110627 | — J.J.Brown91–99 | **SteelScSp** ssLiv.No.1–03 1 Dk(Irn) | 150 130 1 | †100A1 Liv For Towing purposes 3,05 [illegible] 1,MC 10.98 BS10,04 | | | 1899 12mo | J.Jones& Sons Liverpool Lloyd's SA&CP | **AlexandraTowing Co.Ld.** W | 92·0 B= | 20·1 BK6½" APT 3t | 10·9 | **Liverpool** British 4 BHCem | C.2Cy.16"&42½"–27" (s) 150lb 69RHP 1SB.3cf,GS56,HS1498 J.Jones&Sons,Liverpool | 12 " 0 | | 3,05 |
| 961 TLRH | **Brussels** J.Redwood –03 Elec.light | **SteelTwinScSr** 2 Dks | 1380 956 523 | | | | 1902 | Gourlay Bros.&Co. Dundee | **Gt.EasternRly.Co.** WB | 285·3 P62' B144' F44' | 34·0 | 15·6 | **Harwich** British | T.6Cy.20",33"&54"–36" 350NHP Gourlay Bros.&Co. Dundee | | BT till 3,06 | |
| 962 | **Brutus** A.Aralucca94–00 (exParana,exCarmela,exCoreboIII) | **IronScBn** ssMan.No.3–4,92 1 Dk(Irn)&Awng dk | 1105 646 802 | † Awng dk with freeboard 2,96 | Man | n | 1880 2mo | A.McMillan&Son Dumbarton | **Cia.Maritima** | 220·3 ND96 | 32·4 FK | 12·6 | **Manila** Utd.States 4 BHCem | C.2Cy.26"&47"–36" 103NHP 2SB,4pf,GS60,HS1822 M.Paul&Co.,Dumbarton *Freeboard to Awning Dk* | 13 " 8 7 " 11 | | |
| 963 NVJT | **Bryderen** H.C.Christensen84–85 (Ice breaker) | **Iron&SteelScSr** 1 Dk | 417 363 112 | | | | 1884 | Kockums Mek.Werks. Malmö | **ForenedeDmpskib. Selskab** WB | 138·1 Q13 | 32·2 H21' | 14·1 F18' | **Copnhagn** Danish | C.2Cy.35"&64½"–35" 203NHP KockumsMekWerks,Mlmö | | | |
| 964 NMVK | **Bryssel** H.R.E.Tholander04–04 | **SteelScSr** 1 Dk(Stl)&deep framing | 1250 1329 1217 829 | †100A1 Rot p Cff [illegible] LMC1.04 Lloyd's SA&CP | | | 1904 8mo | Soc.Anon. LeVulcain Belge. Hoboken | **Dmpskselsk.Vulcan(C.P.Jensen Mgr.)** WB= | 240·0 B146' F29' 240 · 3 37 · 2 | 37·0 P15' 16·4 | 19·4 | **Copnhagn** Danish 4 BHCem | T.3Cy.18½"29½"&46¾"(s) 33½" 185lb 157NHP 2SB,4cf,GS82,HS2796 LeVulcain Belge,Hobkn. | 19 " 2 | | |
| 965 98088 TGHF | **Buccaneer** G.Wilmshurst93–04 Mchy.Aft Well deck | **SteelScSr** ssCpn.No.3–6,00 1 Dk(Irn)&Webframes ssMdb.No 1–05 | 925 740 576 | †100A1 Hpl m 2,05 [illegible] Mdb [illegible] BS1.02 [illegible] | | | 1890 5mo | J.Scott & Co. Kinghorn Lloyd's SA&CP | **Tyne-TeesStm. Shppg.Co.Ld.** WB= | 217·5 P24' Q84' F26' Cell D Ba 26' a B 27' f | 30·1 FK 103' | 14·0 | **W.Hartlpl** British 4 BHCem 150t FPT 45t | T.3Cy.21½",33"&54"–36" (s) 156lb 75lb 182NHP 1DB.5rf,1cf,GS107,HS2902 J.Scott&Co.,Kirkcaldy | 16 " 4 s 1 " 8 | | 1.04 1.06 |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Jauge Brute. Total. Pont. Net. | Détails de la Classification. Cote. Surveille spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Où. Mat. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Tonnage. | Machines. Nbre & Type des machines. Diamètre, Course & Pression des chaudières. NHP = Force en chevaux d'après les formules de la Société. Consommation & Espace pour Charbon. | Poids de l'ancre. |
|---|---|---|---|---|---|---|---|---|---|
| **966** 91871 KCGN | **Buccaneer** SteelScSr<br>*Cable Vessel* ssLon.No.3–12.97<br>*B.C.Combe* –02 ssLon.No.1–02<br>*Elec.light* 1 *Dk* 4 *Awng* 4 *Beams & Floors Irn* | 785<br>765<br>460 | ✠100A1 *Awng dk*<br>*withfreeboard*<br>2,04 BS12,04<br>BS10,03 LMC4, | 1885 Wigham<br>9mo Richrdsn&Co<br>Newcastle<br>*Lloyd's A&CP* | IndiaRub.Gutta<br>Percha&Telegrph<br>WorksCo.Ld. | 190·0 28·2 12·8<br>BK7½<br>*WB = DBaf* | London<br>British<br>1 *BH Cem*<br>*APT* | C.2Cy.30″&61″–39″<br>100lb 177NH<br>W | 13 ″ 0<br>8 ″ 2 |
| **967** 3835 KPST | — WoodScTug<br>1 *Dk* | 226<br>—<br>126 | | 1900 Atlantic<br>Works<br>Boston | AmericanTowing<br>&LighteringCo. | 114·1 25·6 14·5 | Baltimore<br>Utd. States | C.2Cy.20″&36″–26″<br>55NH<br>AtlanticWorks,Boston | |
| **968** 118152 | **Buccleuch** SteelScK<br>*W Forbes*03–03<br>1 *Dk* | 157<br>136<br>32 | ✠100A1 Lth<br>*Stm Trawler*<br>8,03 LMC8,03 | 1903 Hawthorns<br>8mo &Co.Ld.<br>Leith<br>*Lloyd's A&CP* | GeneralSteam<br>FishingCo.Ld. | 100·7 20·1 10·6<br>*f22′F15′*<br>BK7½<br>*WB =* | Granton<br>British<br>3 *BH Cem*<br>*DB* | T.3Cy.24½″,39″&64″–48″<br>160lb 170lb 57RH<br>1SB.*2cf*,gs83,hs1090<br>Hawthorns&Co.Ld.Leith | 11 ″ 6 |
| **969** 102794 NDGW | **Bucentaur** SteelScSr<br>*R.C.Ritson* –01 ssNwc.No.2–00<br>(*ex*Oolong) 2 *Dks*(*Stl Upt–*ws)3*tr B* | 3593<br>3399<br>2283 | ✠100A1 Nwc *w*<br>4,05 Shl<br>BS4,04 LMC9,00 | 1893 Lon.&Gls.<br>8mo Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | BucknallS.S.Lines<br>Ld (BucknallBros.<br>*Mgrs.*) | 360·0 44·2 26·9<br>P17 B72′F44<br>FK<br>*WB = Cell DB276′* | London<br>British<br>6 *BH Cem*<br>*APT* 103*t* | T.3Cy.24½″,39″&64″–48″<br>160lb 297NH<br>2SB.*6cf*,gs105,hs1654<br>Lon.&Gls.Co.Ld.Glasgow | 29 ″ 9<br>6 ″ 0 |
| **970** — NDVC | IronSc3MstSr<br>Off 2nd No.3–5,00<br>2 *Dks 3tr B* | 1773<br>1695<br>1126 | ✠ | 1875 Palmers'<br>1mo Co.<br>Newcastle<br>A&CP | ~~HallBros.~~<br>M.K.Glasier | 282·3 38·3 24·2<br>B10′F32<br>ND90 BK9½<br>*WB = DBaf* | Christiania<br>Norwegian<br>5 *BH Cem*<br>*APT* 181*t* | C.2Cy.30½″&61″–36″<br>100lb *80lb* ND99 182NH<br>2SB.*6pf*,gs110,hs805<br>Palmers' Co., Newcastle | 25 ″ 8<br>4 ″ 11½ |
| **971** 102672 NJCQ | **Buceros** *Hutchings*<br>*J Johnston* –02 ssShl.No.2–02<br>(*ex*Strathness) 2 *Dks*(*Iru*)&*deep framing*<br>*Elec.light* 3 *Dk rule* | 4038<br>3800<br>2595 | ✠100A1 Fal *w*<br>3,05 NYk<br>BS3,05 LMC3,05 | 1894 W.Gray&<br>5mo Co.Ld.<br>W Hartlepool<br>A&CP | BucknallS.S.Lines<br>Ld.(BucknallBros<br>*Mgrs.*)<br>*WB = Cell* | 365·0 47·0 27·1<br>P31′B87′F36′<br>ND90 FK<br>*B314′ 943t APT* 556*t* | London<br>British<br>6 *BH Cem*<br>*DT* a28′ 414*t* | T.3Cy.27″,48″&72″–45″<br>170lb *100lb* 258NH<br>2SB.*6cf*,gs94,hs8[illegible]<br>Cen.Mar.Eng.Wrks.W Hpl | 23 ″ 8<br>6 ″ 4 |
| Wrecked 12,03 | | 2879<br>2235<br>1876 | ✠ ~~100A1~~ Cff *t*<br>12,03 | 1891 W.Gray&<br>3mo Co.(Lim.)<br>W Hartlepool<br>A&CP | S.S.Buckingham<br>Co.Ld.(Raeburn&<br>Vérel)<br>*WB = Cell* | 314·3 40·5 20·6<br>P29′Q100′B120′<br>F35′ BK10″<br>*DB*268′ 573*t* | Glasgow<br>British<br>5 *BH Cem*<br>*DB*268′ 573*t* | T.3Cy.24″,38″&64″–42″<br>160lb *60lb* 258NH<br>2SB.*6cf*,gs94,hs8[illegible]<br>Cen.Mar.Eng.Wks.W.Hpl | 23 ″ 8 |
| **974** — 110867 | IronScK<br>*J.Paddison*99–99 (*Trawler*)<br>1 *Dk* | 172<br>154<br>62 | | 1899 Cochrane&<br>Cooper,Ld.<br>Beverley | QueenStm.Fishing<br>Co.Ld. | 100·0 21·0 11·0<br>*f45′F17′*<br>BK7½ | Grimsby<br>British | T.3Cy.12½″,19½″&32″–22½″<br>50RH<br>C D Holmes&Co.Hull | 11 ″ 9 |
| **975** 3904 KRGC | **Buckman** SteelScSr<br>*Elec.light* 2 *Dks* | 1820<br>—<br>1237 | | 1901 CraigS.B.<br>Co.<br>Toledo,O. | WheelerS.S.Co. | 253·1 38·4 22·8 | New York<br>Utd. States<br>*WB* | T.3Cy.23″,37½″&63″–40″<br>251NH<br>CraigS.B.Co.Toledo | R |
| **976** 101943 MVGJ | **Buckminster** SteelScSr<br>*P.A.Brown* –98 ~~ssShl.No.2–01~~<br>*Well deck* 1 *Dk*(*Irn*) *Web frames*<br>ssCff.No.3–4,05 | 2025<br>1493<br>1297 | ✠100A1 Hpl *r*<br>1,05 10,08 Cff<br>MS8,07 LMC 3,05<br>BS7,07 | 1892 W.Gray&<br>11mo Co.(Lim.)<br>W Hartlepool<br>A&CP | R.Livingston&Co.<br>*WB = D* | 277·0 38·0 18·7<br>P29′Q76 B114<br>F29′ *dr*1·05 BK9½<br>*Ba*8*s* 180*tf* 102 229 | London<br>British<br>4 *BH Cem*<br>*APT* 32*t* | T.3Cy.20″,31½″&53–36″<br>160lb *80lb* 175NH<br>2SB.*4rf*.gs56,hs2740<br>CentralMar.E.Wks.W.Hpl | 20 ″ 1<br>1 ″ 6 |
| **977** HBDW | **Bucovina** SteelScSr<br>*P.Harlovich*96–02<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl–*ws)<br>*Elec.light* &*deep framing* | 2836<br>2282<br>1747 | ✠100A1 Tri *t*<br>*Spar dk*<br>3,02 LMC 3,02 | 1902 Lloyd<br>3mo Austriaco<br>Trieste | LloydAustriaco<br>*WB = Cell DBa* 96′ *u* | 315·0 42·2 17·2<br>P36′B88′F66′ 252<br>FK<br>*E24′f* 132 454*t FPT* | Trieste<br>Aust.-Hung.<br>6 *BH Cem*<br>*APT* 8*t* | T.3Cy.23″,38″&63″–48″<br>200lb *165lb* 318NH<br>2SB.*6cf*,gs113,hs4634<br>Denny&Co.Dumbarton | 16 ″ 4 |
| **978** 105987 PGLD | **Bucrania** SteelScSr<br>*A.McClelland* –03 ssNwc.No.1–00<br>(*ex*Monmouth,*ex*Fitzpatrick)<br>*Elec.light* 2 *Dks*(*Irn*)&*deep framing* | 4069<br>3822<br>2593 | ✠100A1 Liv *w*<br>10,03<br>BS8,03 LMC11,<br>BS5,01 | 1896 TyneIron<br>3mo S.B.Co.<br>Newcastle<br>*Lloyd's A&CP* | BucknallS.S.Lines<br>Ld.(BucknallBros.<br>*Mgrs.*) *WB = Cell*<br>*DBa*120′ *uE&S* 842 | 365·0 47·1 27·0<br>P30′B86′F35′<br>FK<br>*f*148′ 949*t APT* 17*t* | London<br>British<br>6 *BH Cem*<br>*MT* 28′ 410*t* | T.3Cy.27″,43″&72″–45″<br>170lb *100lb* 368NH<br>2SB,*6rf*.gs140,hs4560<br>N.E.MarineCo.Ld.Nwc | 29 ″ 9<br>8 ″ 2 |
| **979** HBRS | **Bucuresti** SteelScSr<br>2 *Dks*<br>*Elec.light* | 2269<br>2088<br>1452 | | 1897 R.Napier&<br>Sons(Lim.)<br>Glasgow | RoumanianState<br>Railways | 300·0 39·7 22·1<br>P22′B92′F28′ | Braila<br>Roumanian<br>*WB* | T.3Cy.22″,35″&58″–39″<br>210NH<br>R.Napier&Sons(Lim.),Gls | V |
| **980** 55111 JMVW | **Buda** IronScSr<br>*J.Whitehead* –98 | 822<br>699<br>477 | | 1865 Barclay,<br>12mo Curle&Co.<br>Glasgow | Leith,Hull&Ham.<br>S.P.Co.Ld.(J.Cur-<br>rie&Co.*Mgrs.*) | 225·1 29·6 15·4<br>P41*t* | Leith<br>British | C.2Cy.27″&47″–33″<br>NE&B77 98RH<br>R.Napier&Sons,Glasgow | 16 ″ 3<br>8 2 -6½ |
| **981** 105987 PGLD | **Budapest** SteelScSr<br>~~*B.Gillies*–02~~ ~~*rFiu.No.2–00*~~<br>*Elec.light* 1 *Dk*(*Stl–pt*ws)<br>*Morochini* –03 ssFiu.No.3–3,04 | 509<br>332<br>208 | ✠100A1 Fiu *h*<br>8,01 7,00<br>BS7,06 MC<br>BS6,01 LMC3,04 | 1892 Stabilmnto<br>6mo Tecnico<br>Trieste<br>*Lloyd's A&CP* | Soc.inAzioniUn-<br>garoCroata diNav.<br>Maritt.aVap.<br>*WB =* | 169·0 25·5 12·2<br>P47′B37′F52′<br>FK<br>*DBa*26′ *f*35′ 42*t FP*<br>*T*9*t APT*9*t* | Fiume<br>Aust.-Hung.<br>4 *BH Cem*<br>2SB,*4cf*,gs73,hs2188<br>StabilimentoTecnico,Tri. | 13 ″ 0 |
| **982** 111 277 | **Buen Viaje** IronScSr<br>*M.Roco* –01 ssSng.No.3–6,97<br>(*ex*Srie Pegatan,*ex*Pheasant)<br>*Well deck* 1 *Dk* | 399<br>311<br>277 | ✠ Sng *g*<br>11,02 | 1884 E.Finch&<br>5mo Co.Ld.<br>Chepstow | L.Hidalgo&Co. | 152·0 23·1 12·0<br>Q70′B19′F20′<br>*pt Shade dk*65′ BK7<br>*WB = FPT* | Manilla<br>Utd. States<br>1 *BH Cem*<br>2*t APT*19*t* | C.2Cy.20″&38″–24″<br>55NH<br>1SB.*2pf*,gs36 hs895<br>E.Finch&Co.Ld.Chepstow | 12 ″ 0 |
| **983** Buena Sorte | | 193<br>—<br>88 | | 1898 .....<br>HongKong | Suliong&Co. | ..... ..... ..... | Manila<br>Utd.States | | |
| **984** HFBQ | **Buenos Aires** SteelSc3MstSr<br>*F.Aldamiz*95–02 ~~ssUrk.No.4–7,00~~<br>ssCdz.2nd No.3–6,04 ssCdz.No.2–02<br>*Elec.light* 3 *Dks*(2*Stl–U*ws) | 5205<br>4147<br>2226 | ✠100A1 Cdz<br>12,04 ~~7,00~~ Gen<br>BS7,05 LMC | 1887 W.Denny<br>11mo &Brs.<br>Dumbarton<br>*Lloyd's A&CP* | CompañiaTras-<br>atlantica | 410·6 48·2 22·4<br>P42′B164′F48′ 30·5<br>BK11″<br>*WB =* | Barcelona<br>Spanish<br>6 *BH Cem*<br>*DB*346′ 902*t* | Q4Cy32″,46½″,64½″&92″–60″<br>170lb *162lb* FD (*s*) 738NH<br>3DB,*15cf*.gs342,hs9680<br>Denny&Co.,Dumbarton | 32 ″ 3 |
| **985** — | SteelPadSr<br>(*ex*Cosmos)<br>*Elec.light* | *1003*<br>*664*<br>*734* | | 1879 A&J Inglis<br>10mo Glasgow | N.Mihanovich&Co | 249·6 29·1 11·2<br>P173′F36*t* | Concordia<br>Argentine | 4,2Cy.44″&77″–72″<br>NB92 419NH<br>A.&J Inglis,Glasgow | |
| **986** 82274 SVHK | **Buenos Ayrean** SteelScSr<br>*B T.Eastaway* –01 | 4193<br>3093<br>2648 | | 1879 W.Denny<br>&Brs.<br>Dumbarton | AllanLineSSCo.Ld<br>(J.&A.Allan *Mgrs*) | 385·2 42·2 23·8<br>30·8 | Glasgow<br>British | Q 4Cy 28½″ 36 ″47″&68″–64<br>1NB01 2NB96 340NH<br>Denny&Co.,Dumbarton | C<br>HT |
| **987** | **Buffalo** SteelSc4MstBk<br>(*BROKEN UP 3,04*)<br>*Elec.light* | 4431<br>3631<br>2909 | | 1885 Palmers'<br>Co.<br>Newcastle | FratelliCerruti<br>fu A. | 385·0 45·3 27·8<br>P&B241′ F70′ | Genoa<br>Italian | T.3Cy.38″,54″&86″–60″<br>578NH<br>Palmers'Co.(Lim.),Nwc. | 23 ″ 11 |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Particulars of Classification: Character (✠ for Special Survey. Date of last Survey.) | Port of Survey | | Built: When / Ship / Engines | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth / Freeboard amidship ft. in. | | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 988<br>3305 | Buffalo SteelSc<br>Elec.light Mchy.Aft 2Dks | 3951<br>—<br>3272 | | | | 1899 | UnionD.D.Co.<br>Buffalo,N.Y. | WesternTransit Co. | 381·7 \| 50·5 \| 28·0 | Buffalo NY<br>Utd.States<br>WB | Q4Cy20½"29¾"43½"&63"–42"<br>257NHP<br>ClevelandS.B.Co.Cleveland | | | |
| 989<br>[illegible]<br>VGSN | — IronScSr<br>R.Bonnon -03 ssQns.2ndNo.3-10,03<br>Mchy Aft 1Dk | 287<br>242<br>107 | | | … | 1866<br>Lloyd's A&CP | Thames Ironworks<br>London | R.Simpson | 159·3 \| 21·7 \| 11·9<br>Q62'F28'<br>BK6' | Whitehvn<br>British<br>4BHAsp | C.2Cy.23"&42"-27" (s)<br>70lb NE&B89 80RHP<br>1SB,3pf,GS52,HS1158<br>T.A.Young&Sons,London | 12 " 10<br>[illegible] | | |
| 990<br>90137 | — SteelTwinScSp<br>A.McPherson94–98 (Tug)<br>1Dk | 252<br>233<br>5 | | | | 1898 | Barclay, Curle&Co.Ld.<br>Glasgow | EastLondonHarbourBoard | 110·0 \| 24·1 \| 12·9 | E.London<br>British | T.6Cy.13½",22½"&36"–24"<br>127NHP<br>Barclay,Curle&Co.Ld Gls | 13 " 6 | | |
| 991 | — IronPadSrTug<br>ssELon.No.2–90<br>1Dk | 107<br>107<br>34 | ✠<br>For Tug purposes<br>7,90 | ELn | | 1883<br>10mo | Hepple&Co.<br>N.Shields | Portuguese Government | 101·0 \| 17·8 \| 8·9 | Beira<br>Portuguese<br>3BHCem | L.2Cy.24½"–46"<br>63NHP<br>Hepple&Co.,NorthShields | 9 " 3 | | |
| 992<br>87846<br>HSFL | Buffon IronScSr<br>F.L.H.Clark -02 | 2304<br>2030<br>1459 | | | | 1883<br>5mo | A.Leslie&Co<br>Newcastle | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, Mgrs.) | 302·0 \| 37·3 \| 24·5<br>P168t | Liverpool<br>British | C.2Cy.34"&66"–48"<br>251NHP<br>R.Stephenson&Co.,Nwc. | | | |
| 993<br>1608<br>HKSP | Bukwo Maru WoodScSr<br>2Dks | 185<br>178<br>100 | | | | 1896 | IkedaKiuzaburo<br>Nagasaki | IwanagaSohei | 113·1 \| 17·6 \| 13·4 | Nagasaki<br>Japanese | C.2Cy.14"&26"–15"<br>22NHP<br>MatsuoMagohachi,Nag. | | | |
| 994<br>RKVM | Bulgaria SteelTwinScSr<br>C.Russ91-03 3Dks&Shelterdk<br>Ref.Mchy. Elec.light | 11077<br>8816<br>7091 | | | | 1898 | Blohm&Voss<br>Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-AmrLinie) | 501·4 \| 62·2 \| 34·6<br>B110' | Hamburg<br>German<br>Wb | Q.8Cy.21⅓",31⅔",46"&66½"–48"<br>610NHP<br>Blohm&Voss,Hamb. | | G | |
| 995<br>26<br>NHQV | — SteelScSr<br>A.DiBartolo 2Dks3trB<br>Elec.light | 2548<br>2065<br>1628 | | | | 1898 | G.Ansaldo&Co.<br>SestriPuente | Nav.Gen.Italiana | 321·3 \| 39·2 \| 22·5<br>Q42'B114'F37' | Venice<br>Italian<br>WB | T.3Cy.22½",37"&59"–40"<br>220NHP<br>G.Ansaldo&Co.Sampierd. | | I | |
| 996 | — SteelScSr<br>~~[illegible] -03~~ ssCpl.No.2-02<br>1Dk&Spardk(ptStl–ws)&deep framing<br>G.Vasilla | 1108<br>945<br>753 | ✠100A1<br>Spar dk with freeboard<br>4,05 ~~4,02~~<br>~~BS11,03~~ ✠LMC10,02 | Cpl<br>E [illegible],05<br>~~BS1,03~~ | o | 1894<br>8mo<br>Lloyd's A&CP | Wigham Richrdsn&Co<br>Newcastle | Soc.Commerciale Bulgare deNav. à Vap.<br>WB | 240·5 \| 33·5 \| 11·1<br>P48'B35'F35' 18·6<br>BK7½<br>= Cell DBa64'f73 | Varna<br>Bulgarian<br>4BHCem<br>105tAPT10t | T.3Cy.20",32"&53"–36" (s)<br>160lb 75lb 196NHP<br>2SB,6cf,GS114,HS3366<br>WighmRichrdsn&Co,Nwc | 13 " 3<br>s 5 " 3½ | | 10,02 |
| 997<br>528<br>HNDS | — SteelScSr<br>A.Gitkoff | 625<br>447<br>340 | ✠<br>withfreeboard<br>5,86 ✠<br>For Coasting and River purposes, River Danube and Odessa | Nwc | | 1886<br>4mo | Wigham Richrdsn&Co<br>Newcastle | RussianDanube Stm.Nav.Co. | 190·0 \| 26·1 \| 12·6<br>P48' B41' F30<br>FK | Odessa<br>Russian<br>4BHAsp | T.3Cy.14½",22½"&38"–30"<br>79NHP<br>WighmRichrdsn&Co.Nwc | 13 " 0 | | |
| 998<br>98636<br>MFHQ | Bulgarian SteelScSr<br>W.Vickers -03<br>(exClanMacintyre) 2Dks3trB | 2515<br>2296<br>1613 | | | … | 1891 | W.Doxford&Sons.Ld.<br>Sunderland | EllermanLines,Ld. (F.Swift, Mgr.) | 312·0 \| 39·0 \| 23·5<br>P31'B74'F40'<br>BK10' | Glasgow<br>British<br>Wb | T.3Cy.23",37"&62"–42"<br>305NHP<br>W.Doxford&Sons,Ld.Sld. | 24 " 8 | C | |
| 999<br>86726<br>WVTQ | Bulimba SteelScSr<br>P.Macgregor -03 3Dks(UStl–ws)<br>Elec.light | 2510<br>2210<br>1607 | ✠<br>2,86 | Lon | t | 1882<br>9mo | A&J Inglis<br>Glasgow | BritishIndia Stm.Nav.Co.Ld. | 315·8 \| 38·2 \| 17·3<br>P64' B76' F37' 25·1 | Glasgow<br>British<br>5BHCem | C.2Cy.40"&73"–51"<br>317NHP<br>A.&J.Inglis,Glasgow | 26 " 5 | | |
| 1000<br>LBJQ | Bülk SteelScTug<br>G.Hinz -01<br>1Dk | 167<br>154<br>10 | | | | 1901 | Howaldtswerke<br>Kiel | NeueDampfer-Cie. Act.Ges. | 100·7 \| 21·1 \| 12·2 | Kiel<br>German | C.2Cy.19 11/16"&34⅝"–23⅝"<br>49NHP<br>Howaldtswerke,Kiel | | G | |
| 1001<br>98786<br>QBKJ | Bull IronScSr<br>C.Bilton -94 ssShl.No.3–1,02<br>Well deck (exMittelweg)<br>Elec.light 1Dk(Irn)&Webframes | 1214<br>875<br>680 | ✠100A1<br>~~[illegible]~~ 3,05<br>~~BS1,04~~ ✠LMC1,02<br>✠NB12,04 | Sld<br>Shl Gms | n | 1889<br>8mo<br>A&CP | ShortBros.<br>Sunderland | J.Watson&Co.<br>WB=DBa67'f86 | 240·0 \| 33·2 \| 14·5<br>P23'Q67'B54'F22'<br>BK8"<br>uE&B42'303tFPT | Middlsbro'<br>British<br>4BHCem<br>19tAPT20t | T.3Cy.20",33"&54"–39" (s)<br>160lb ~~100lb~~ NDB04 194NHP<br>~~1DB,6cf,GS100,HS3100~~ 160lb<br>J.Dickinson,Sunderland<br>1DB,6cf,GS103,HS3200 | 16 " 11<br>s1 " 6 | | ~~N1,02~~<br>3,05 |
| 1002<br>99562<br>MTWL | Bull Dog IronScK<br>1Dk | 148<br>138<br>57 | | | … | 1892 | Cook,Welt'n&Gemmell<br>Hull | HumberSteam TrawlingCo.Ld. | 100·4 \| 20·7 \| 11·0<br>Q20'<br>BK7½" | Hull<br>British | C.2Cy.17"&33"–22"<br>45RHP<br>Bailey&Leetham,Hull | 11 " 11 | | |
| 1003<br>49779 | — IronScK<br>G.Storm ssNo.1–69<br>1Dk | 144<br>137<br>92 | For River purposes only<br>5,70 | Sws | | 1866<br>3mo | Wigham Richrdsn&Co<br>Newcastle | Sully&Co.Ld. | 100·8 \| 20·9 \| 9·0<br>drp70 | Bridgwatr<br>British<br>2BHCem | 2Cy.12"–15"<br>40RHP<br>WighmRichrdsn&Co.Nwc | | | |
| 1004<br>114869 | — SteelTwinSc<br>W.Dix<br>Mchy.Aft | 122<br>118<br>30 | | | | 1884 | E.Finch&Co.(Lim.)<br>Chepstow | Corporation of the City of Bristol | 87·8 \| 20·1 \| 8·5 | Bristol<br>British | C.4Cy.12"&24"–14"<br>46RHP<br>E.Finch&Co.(Lim.),Chp. | | | |
| 1005<br>89429<br>SKLM | Bullarra SteelScSr<br>C.Ullrich96–04 1Dk&Web frames<br>Well deck Elec.light | 1725<br>1235<br>1087 | | | … | 1890 | Gourlay Bros.&Co.<br>Dundee | AdelaideS.S.Co.Ld | 260·2 \| 37·2 \| 16·5<br>P154'F35' FK | Adelaide<br>British<br>WB | T.3Cy.28",38"&61"–42"<br>241NHP<br>GourlayBrs.&Co.,Dundee | 19 " 0 | | |
| 1006<br>118326<br>VFTM | Bullfinch SteelScK<br>H.Parfrey -03<br>Mchy.Aft 1Dk(Stl) | 246<br>185<br>89 | ✠100A1<br>10,03<br>✠LMC8,03 | Lon | c | 1903<br>9mo<br>Lloyd's A&CP | SelbyS.B.&E.Co.Ld.<br>Selby | GeneralStm.Nav. Co.Ld. | 118·7 \| 23·2 \| 8·8<br>Q40'F17'<br>FK<br>WB= | London<br>British<br>4BHCem<br>FPT18t | C.2Cy.16½"&35"–24" (s)<br>130lb 130lb 50RHP<br>1SB,3pf,GS47,HS1278<br>G.T.Grey,SouthShields | 9 " 9<br>s 1 " 0½ | | |
| * 1007<br>102805<br>NJHL | Bullmouth SteelSc3MstSr<br>T.W.S.Stratton -00 ssNwc.No.2-02<br>Mchy.Aft 2Dks(Stl)&Web frames<br>Elec.light &Shade dk | 4018<br>3447<br>2607 | ✠100A1<br>Shade dk withfreeboard<br>2,03<br>Carrying Petroleum in bulk<br>~~BS6,08~~ ✠LMC4,02 | Bom<br>BS2,04 | w | 1893<br>10mo<br>A&CP | W.Gray&Co.(Lim.)<br>W Hartlepool<br>Fitted for liquid fuel4,02 | ShellTransport& TradingCo.Ld.(M. Samuel&Co.Mgrs)<br>WB=C | 347·0 \| 45·6 \| 26·7<br>FK<br>ellDB66' 150t FPT | London<br>British<br>11BHCem<br>118tAPT31t | T.3Cy.26",42"&70"–45" (s)<br>160lb 100lb NDB05 357NHP<br>3SB,9rf,GS114,HS5780<br>Cen.Mar.EngWrks,WHpl | 28 " 6<br>s 4 " 11 | | 2,08 |
| 1008<br>104874<br>NTVM | Buluwayo SteelScSr<br>D.M.Gunn -04 ssShl.No.2–03<br>Elec.light 2Dks(1Stl&1Irn)&<br>deep framing3Dk rule | 4383<br>3826<br>2752 | ✠100A1<br>~~[illegible]~~ 12,04<br>BS12,04 ✠LMC12,03 | Shl | x | 1895<br>5mo<br>Lloyd's A&CP | Armstrong Mitchell&Co.(Lim.)<br>Newcastle | BucknallSSLines Ld.(Bucknall Brs. Mgrs.)<br>WB=CellDBa96 | 360·0 \| 47·0 \| 27·8<br>P38'B98'F39'<br>FK<br>uE&B58'f142'1005t | London<br>British<br>7BHAsp<br>APT60tTun | T.3Cy.30",50"&80"–54" (s)<br>180lb 90lb 578NHP<br>3SB,9cf,GS189,HS7875 FD<br>Hwthrn,Leslie&CLd.,Nwc<br>nelTank130t | 30 " 7<br>s6 " 5½ | BT till ~~12,04~~<br>2,05 | N12,03 |
| * 1009<br>112747<br>RTLQ | Bulysses SteelSc3MstSr<br>T.G.Scott -03<br>Mchy.Aft 2Dks(Stl)&Web frames<br>Elec.light | 6069<br>5692<br>3958<br>Fitted for Liquid Fuel 8,00 | ✠100A1<br>5,04 ~~12,03~~<br>Carrying Petroleum in bulk<br>✠LMC[illegible] | Lon | z | 1900<br>8mo<br>A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | ShellTransport& TradingCo.Ld.(M. Samuel&Co.Mgrs)<br>WB=Db | 410·0 \| 52·1 \| 32·2<br>P100'B20'F56'<br>FK<br>uB37'112tFPT219t | London<br>British<br>16BHCem<br>APT43t | T.3Cy.28",46"&77"–48" (s)<br>180lb 100lb 486NHP<br>3SB,12rf,GS225,HS8070<br>N.E.MarineCo.Ld.Nwc. | 34 " 0<br>s 8 " 2½ | | ~~12,03~~<br>~~5,04~~<br>2,05 |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 Tonnage Brut. Total. Nom de Pont. Net. | 4 Détails de la Classification. Cote. Force de la machine. Date de la dernière Visite. Port de Visite. | 5 | 6 Construit. Quand. Navire. Mach. | 7 Par qui. Où. | 8 Armateurs. | 9 Dimensions d'après le Domaine. Superstructures, &c. Longueur. Largeur. Creux. | 10 Port d'Armement. Pavillon. | 11 Machines. No & Dia. des Cylindres.—Course. Position des Chaudières. Nbre des Chaudières & Foyers. Nom du Constructeur des machines. | 12 Coque. Matériaux. Nombre de Ponts. Nombre de Cloisons étanches. | 13 Tonnage Brut. Déduction pour Espaces. Tonnage Net. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1010 RHWL | **Bundesrath** *J. Ahrens* 00–03 *Elec. light* | **Steel Sc Bn** 2 *Dks & Web frames* | 2086 1769 1327 | | 1890 Blohm & Voss Hamburg | Deutsche Ost-Afrika Linie | 310·3 38·4 20·6 P67 B80 F43 | Hamburg German | T. 3 Cy. 24″, 38″ & 63″–42″ NB92 257 NH Blohm & Voss, Hamburg | | | G |
| 1011 WNTH | **Bungaree** *Teal* | **Iron Pad** 1 *Dk* | 163 163 85 | | 1861 Barclay, Curle & Co. Glasgow | J. & A. Brown | 121·5 22·4 9·4 | Newcastle N.S.W. British | L. 2 Cy. 44″–54″ 210 NH A. & J. Inglis, Glasgow | | | |
| 1012 QHSB | **Buninyong** *Well deck* *J. D. Joy* –05 | **Steel Sc Bk** ss Mel 2nd No. 3–5, 99 ss Mel No. 1–03 1 *Dk (Stl) 2 tr B* | 2070 1645 1289 | ✠100 A1 1,05 NB5,99 | Mel LMC 11,00 | r | Howard Smith Co. Ltd. *Lloyd's SA & CP* | 279·9 38·1 20·2 P147 F36 N105 BK 9½ *WB = DB* | P. Adelaide British | C. 2 Cy. 36″ & 70″–48″ 260 lb 293 NH 388 B, 9 cf, gs 173, hs 85 130 J. Jack & Co., Liverpool | | | |
| 1013 | **Bunuan** *R. Otero* –01 *Well deck* (ex Bawean) | **Steel Sc Sr** 1 *Dk 2 tr B* | 935 — 649 | | | | 1886 J. Laing Sunderland | Tan Auco | 210·0 30·5 13·8 P140 F32 FK | Manila United States | T. 3 Cy. 19″, 31″ & 51″–33″ 149 NH G. Clark, Sunderland | 14 – 7 | |
| Wrecked 11.04 | **Bur** *Nordgren* 03–03 | **Iron Sc Sr** 1 *Dk 2 tr B* | 842 762 512 | | | | 1882 O. A. Brodin Gefle | Rederi-Aktieb. Union (G. O. Wallenberg) | 201·0 28·4 18·5 B40 H8t | Stockholm Swedish | C. 2 Cy. 21″ & 42″–27″ E & B built 72 76 NH Motala Co., Motala | | V |
| Sunk at Port Arthur | **Burbo Bank** *Sheckleton* –02 1 *Dk (pt Iron & pt Stl)* *Jeap framing & Web frames* | **Steel Sc Sr** | 2822 2619 1818 | ✠100 A1 11,04 2,04 LMC 6,02 | Lth Shi | u | 1902 J. Blumer & Co. Sunderland *Lloyd's SA & CP* | Fenwick Shppg. Co. Ltd. (W. Esplen jr. & Co. *Mgrs.*) *WB = Cell D Ba 108* | 319·7 46·0 21·2 P28 B91 F31 FK *u E & B 42 f 124 802t* | Liverpool British | T. 3 Cy. 28″, 38″ & 68″–42″ 180 lb *80 lb* 276 NH 2 SB, *8 cf*, gs 117, hs 4190 J. Dickinson & Sons Ld. Sld | 23 – 9 | |
| | **Burd** 1 *Dk* | **Steel Sc K** *For full particulars see Appendix A 4* (*Class Contemplated*) | 80 | 100 A1 *For fishing purposes* *In Survey* | | | 1901 Smith's Dock Co. Ltd. *North Shields* | J. M. & W. Burd | 82·0 18·3 8·2 | British | C. 2 Cy. 12″ & 26″–16″ W. Y. V. Lidgerwood, Glas | | |
| Sunk at Port Arthur | **Bureja** *Archibald* 99–01 *Elec. light* | **Steel Sc Sr** 1 *Dk & Awng dk* | 919 837 445 | | | | 1900 Boyd & Co. Ltd. Shanghai | Chinese Eastern Railway Co. Ltd. | 207·5 30·1 11·1 | Vladvostk Russian *WB* | T. 3 Cy. 16″, 26″ & 43″–30″ 101 NH Boyd & Co. Ltd. Shanghai | | |
| NHMF | **Burgemeester s'Jacob** *C. W. G. Landmann* 98–02 1 *Dk (Irn) 2 tr B & Web frames* 3 *Dk rule* | **Steel Sc Sr** | 3026 2842 1948 | ✠100 A1 *with freeboard* 11,01 LMC 2,02 | Rot Shi | u | 1902 Ropner & Son Stockton *Lloyd's SA & CP* | Scheepvaart Maats. Neptunus *WB = Cell D Ba 98 u E & B 34 f 146 668t FPT* | 325·0 48·2 21·9 P31 B166 F36 FK | Rottrdam Dutch | T. 3 Cy. 24″, 38″ & 64″–42″ 160 lb *80 lb* 2 SB, *8 cf*, gs 131, hs 4285 Richardsons, Westgarth & Co. L. 1. Mdh. 141t *APT* 89t | 24 – 3 4 – 0 20 3 / 4 | 1,04 |
| | **Burgemeester van Vollenhoven** ss Rot. No. 3–12, 96 1 *Dk (Irn)* | **Iron Sc** | 215 165 124 | 7,97 | Duk | c | 1884 P. Smit, jr. Slikkerveer | Ali Babaschow | 119·8 19·4 8·7 B28 F15 BK 6½ | Baku Russian *WB* | C. 2 Cy. 15½″ & 28″–16″ 84 NH 1 SB, *2 pf*, gs 23, hs 624 NB 92 P. Smit, jun., Slikkerveer | 9 – 1 | |
| RMNV | **Burgemeister** *Zemlin* *Elec. light* | **Steel Twin Sc Sr** 1 *Dk & Spar dk 3 tr B* | 5904 4572 3672 | | Duk | | 1902 Flensburger Schiffsb. Ges. Flensburg | Deutsche Ost-Afrika Linie | 411·2 48·1 28·4 P262 B137 F82 | Hamburg German *WB* | T. 6 Cy. 24″, 39½″ & 65″–48″ 385 NH Flensburger Schiffsb. Ges | | G |
| RMJF | **Burgermeister Hachmann** *W. T. Alm* 00–03 1 *Dk (Stl) & Spar dk (Stl) & Web frames* | **Steel Sc Sr** | 4315 4010 2804 | ✠100 A1 *Spar dk* 6,03 LMC 8,03 BS 5,05 | Rot Ham | x | 1901 Craig, Taylor & Co. Stockton A & CP | G. J. H. Siemers & Co *Cell D Ba 118′ u E 20′* | 360·0 48·4 20·1 P31 B90 F38 28·1 FK *f 148′ 774t Deck Tanks a 45t FPT* | Hamburg German *WB* | T. 3 Cy. 23½″, 38½″ & 68″–48″ 200 lb (s) 359 NH 6 *BH Cem* 188t *APT* 162t 3 SB, 9 *cf*, gs 141, hs 5430 Richardsons, Westgarth & Co. Ld. Sld | 22 – 11 5 – 7 – 0 | |
| RHVC | **Burgermeister Petersen** *A. Thuprich* 01–01 *Mchy. Aft* *Elec. light* | **Steel Sc** 3 **Met Sr** *Carrying Petroleum in bulk* | 2788 2674 1780 | | | | 1889 Armstrong Mitchell & Co. Newcastle | Deutsch-Amerik. Petroleum Ges. | 309·0 40·0 28·2 B20′ H94′ F28′ | Hamburg German *WB* | T. 3 Cy. 23″, 37″ & 60″–39″ NB 96 PD 225 NH Wilsand Slpwy Co. Ld., Nwc | | V |
| QFWM | **Burgermeister Smidt** *J. Beyer* –01 (*Trawler*) 1 *Dk* | **Steel Sc** | 145 135 81 | | | | 1894 G. Seebeck Geestemünde | H. Hohnholz | 106·9 21·0 10·0 | Brmrhavn German | C. 2 Cy. 18″ & 33″–22″ 48 NH G. Seebeck, Geestemünde | | G |
| HNTM | **Burgundia** *Buhé* –99 2 *Dks 3 tr B* | **Iron Sc** | 2908 2688 1604 | | | | 1882 T. Royden & Sons Liverpool | Cie. Française de Nav. à Vap. (C. Fabre & Co. *Mgrs.*) | 328·0 40·3 27·1 P27 B70 F42′ BK 11′ | Marseilles French *WB* | C. 2 Cy. 40″ & 76″–54″ NB 94 354 NH G. Forrester & Co. Liverpool | | |
| TBKR | **Burgundy** *R. Taylor* 98–01 1 *Dk (Stl) & Spar dk (Irn) & Web frames* | **Steel Sc Sr** | 3364 3177 2169 | ✠100 A1 *Spar dk* 12,04 LMC 11,01 | Liv | w | 1901 Richardsn, Duck & Co. Stockton *Lloyd's SA & CP* | D. MacIver, Sons & Co. Ld. *WB = Cell D Ba* | 350·0 47·1 15·9 P28 B108 F37 23·7 FK 104 *u E 28′ f 136′ 716t* | Liverpool British | T. 3 Cy. 26½″, 44″ & 72″–48″ (a) 180 lb *80 lb* 422 NH 6 *BH Cem* *APT* 42t 2 SB, 9 *cf*, gs 195, hs 6938 Blair & Co. Ld. Stockton | 18 – 5 5 – 6 | |
| HVRM | **Burham** (ex Upton) *A. Cowens* –94 1 *Dk 2 tr B* | **Iron Sc 3 Met Sr** | 831 732 533 | | 1865 Palmers' Co. Newcastle | W. Cory & Son, Ld. | 201·8 28·1 17·4 Q55′ F29′ BK 7 | London British *WB* | C. 2 Cy. 25″ & 48″–30″ NDB 89 NB 82 90 RH *Cmp 70* Palmers' Co., Nwc. | 18 – 8 | |
| | **Burhave** *R. Kohnert* 01–04 | **Steel Sc** (*Trawler*) 1 *Dk* | 218 136 77 | | 1904 J. C. Tecklenborg Geestemünde | J. Wieting | 117·9 22·6 11·2 Q29′ F23′ | Gstemnde German | T. 3 Cy 11½″, 17½″ & 29½″–21½″ 39 NH J. C. Tecklenborg A. G. Gst. | | G |
| PLBO | **Burma** *D. McAllister* –08 2 *Dks* | **Steel Sc Sr** | 3592 3254 2316 | | 1896 W. Denny & Bros. Dumbarton | Burmah S.S. Co. Ld. (P. Henderson & Co. *Mgrs.*) | 344·0 44·7 25·7 P37′ B85′ F42′ | Glasgow British *WB* | T. 3 Cy. 28″, 37″ & 60″–54″ 261 NH Denny & Co., Dumbarton | | C |
| TCQV | **1029** — 1 *Dk (Irn) 2 tr B & Web frames & pt Awng dk (Irn)* | **Steel Sc Sr** ss Msl. No. 2–01 | 3071 2369 1974 | ✠100 A1 *pt Awng dk with freeboard* 9,04 LMC MS 11,02 | Rot Tri | u | 1893 W. Gray & Co. (Lim.) W Hartlepool A & CP | Soc. Anon. Ungherese di Armamento Mattr Orsenie *WB =* | 325·2 41·6 22·8 Q127′ BK 10½ *pt Awng dk 198′* *DBa 110′ f 124 682t* | Fiume Austrian 5 *BH Cem* *APT* 44t Japanese | T. 3 Cy. 24″, 38″ & 64″–42″ 160 lb *80 lb* 256 NH 2 SB, *6 rf*, gs 85, hs 3700 Contr. Mar. E. Wrks. W Hpl | 24 – 0 9 – 3½ | 3,04 1,04 |
| | **1030** — 1 *Dk* | **Steel Pad** | 1223 1223 771 | | 1901 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 310·0 46·1 10·7 | Glasgow British | T. 3 Cy. 28″, 41½″ & 60″–66″ 292 NH Denny & Co. Dumbarton | | |
| MGQL | **1031** — *J. W. Depledge* 91–02 *Well deck* | **Steel Sc Sr** ss Goo. No. 3–5, 03 1 *Dk (Stl)* | 724 536 264 | ✠100 A1 5,03 LMC 5,03 | Goo | k | 1891 S. P. Austin & Son Sunderland A & CP | Bennett S.S. Co. Ld. | 203·3 30·1 13·5 Q99′ B20′ F29′ BK 7′ *WB = DBa* | Goole British *WB* | T. 3 Cy. 19″, 30″ & 49″–33″ (s) 160 lb *80 lb* 156 NH 4 *BH Cem* 39′ f 48′ 97t 2 SB, 4 *cf*, gs 76, hs 2617 G. Clark (Lim.) Sunderland | 14 – 2 8 – 2½ | 12,04 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under Deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders — Stroke<br>Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of T. | 16<br>Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1032<br>99555 | **Burmah** IronSck ~~IronScSr~~<br>~~W.Nightingale~~<br>C.Gosling -05 1Dk | ~~144~~ 168<br>~~100~~ 158<br>~~30~~ 46 | ✠<br>Stm Trawler<br>1,92 | Shl | | 1892<br>1[illegible] | Hepple &Co.<br>N.Shields | KelsallBros.& Beeching,Ld.(J.E. A.Kelsall, Mgr.) | ~~105·4~~ 20·6 ~~11·0~~<br>119·0 10·8<br>len05 BK7" | Hull<br>British<br>3BHCem | T.3Cy.12",20"&32"-22"<br>60RHP<br>1SB,2cf,GS26,HS1014<br>Hepple&Co.NorthShields | 11 " 10 | | |
| 1033<br>87878 | — WoodScFlat<br>Mchy.Aft | 127<br>112<br>86 | | | | 1875 | C.Gibson<br>Northwich | SaltUnion,Ld. | 86·9 20·8 8·8 | Liverpool<br>British | 2Cy.8"-18"<br>NE&B82 24RHP<br>E.Bates,Northwich | | | |
| 1034<br>115689<br>TKSG | **Burnbrae** SteelScSr<br>A.McFall86-02<br>Mchy.Aft 1Dk(Irn)<br>Well deck | 200<br>130<br>37 | ✠100A1<br>10,04 ~~6,02~~<br>✠LMC6,02 | Bwg<br>Gls | b | 1902<br>6mo | Scott & Sons<br>Bowling<br>Lloyd'sA&CP | GlasgowSteam CoastersCo.Ld. (Paton&Hendry, Mgrs.) | 105·0 20·2 9·2<br>Q42'F23'<br>FK<br>WB=FPT | Glasgow<br>British<br>3BHCem<br>26tAPT2t | C.2Cy.12"&26"-21" (s)<br>130lb 27RHP<br>1SB,2pf,GS29,HS821<br>Fisher&Co.Paisley | 10 " 0<br>s " 7½ | | 10,04 |
| 1035<br>113735<br>VQJD | **Burnholme** SteelScSr<br>G.Breckon89-04 1Dk(ptIrn&ptStl)<br>&deepframing3DkRule | 3423<br>3235<br>2209 | ✠100A1<br>~~4,04~~ 1,05<br>✠LMC4,04 | Sld<br>Cff | w | 1904<br>4mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | Rowland&Marwood'sS.S.Co.Ld. (C.Marwood, Mgr)<br>WB=Cell DBa115'u | 345·0 47·1 24·9<br>P31'B198'F32'<br>FK<br>E23'f118'755tFPT | Whitby<br>British<br>6BHCem<br>70tAPT139t | T.3Cy.24",40"&66"-45" (s)<br>180lb 180lb 321NHP<br>2SB,8pf,GS142,HS5000<br>J.Dickinson&Sons,Ld.Sld | 27 " 8<br>s4 " 6½ | | |
| 1036<br>94423<br>LVFH | **Burnock** SteelSc3MstSr<br>~~G.Kerr -01~~ ssNwc.No.3-1,02<br>Mchy.Aft J.Milliken -05 1Dk(Irn)<br>Well deck | 425<br>339<br>181 | ✠100A1<br>1,05 ~~11,03~~<br>~~BS2,0~~<br>BS5,04<br>✠LMC1,02 | Nwc<br>Lth | y | 1890<br>8mo | S.M'Knght &Co.<br>Ayr<br>Lloyd'sA&CP | A.Weir&Co. | 158·5 25·1 11·8<br>Q82'B7'F19'<br>drp02 BK7"<br>WB=FPT40t | Ayr<br>British<br>3BHCem | T.3Cy.14",22½"&36"-27" (s)<br>160lb 75RHP<br>1SB,2rf,GS32,HS1216<br>W.Kemp,Glasgow | 12 " 9<br>s1 " 0½ | | ~~11,03~~<br>1,05 |
| 1037<br>105719 | **Burnoul** SteelScSp<br>J.Cameron -95<br>Mchy.Aft 1Dk | 135<br>122<br>68 | | | | 1895 | W.Dobson &Co.<br>Newcastle | R.M.Moir | 100·3 21·0 7·1 | London<br>British | T.3Cy.8",13"&21"-15"<br>35RHP<br>N.E.Mar.E.Co.(Lim.)Nwc | | | |
| 1038<br>104858<br>NTDH | **Burns** SteelTwinScSr<br>C.Viveash85-95 (Sludge vessel)<br>Mchy.Aft ssLon.No.2-03<br>Elec.light 1Dk(Stl)&Webframes | 1019<br>990<br>605 | ✠100A-<br>5,03<br>✠LMC5,03 | Lon | | 1895<br>4mo | NavalCon. &Armamnts Co.(Lim.)<br>Barrow | LondonCounty Council | 234·0 38·2 13·8<br>FK<br>WB=FPT | London<br>British<br>6BHCem<br>157tAPT6t | T.6Cy.15",23"&35"-24" (s)<br>150lb 150NHP<br>2SB,6cf,GS108,HS2804<br>Nav.C.&A.Co.(Lim.),Brw | 14 " 6 | | 5,03 |
| 1039<br>96404<br>LHPF | **Burrawong** SteelTwinScSr<br>C.McLaughlin98-02 1Dk(Irn) | 391<br>279<br>246 | ✠<br>9,89<br>✠ | Dun | f | 1889<br>9mo | Gourlay Bros.&Co.<br>Dundee | NorthCoastSteam Nav.Co.Ld. | 155·0 28·1 8·8<br>P44'B37'F26'<br>FK<br>WB=FPT | SydneyNSW<br>British<br>4BHCem<br>19tAPT14t | T.6Cy.10½",16"&26"-18"<br>70RHP<br>1SB,3rf,GS47,HS1159<br>GourlayBros.&Co.Dundee | 9 " 2 | | |
| 1040<br>~~63394~~<br>~~JTDW~~ | **Burriana** IronScBg<br>~~J.Sharp -01~~ 2Dks<br>(exBraganza) 6thSurvey.Ard.6,96<br>1stSurveyGls.6,00 | 1149<br>1011<br>714 | ✠ A1* 1<br>2,04<br>Now named "Marie Reine," See No. 4[illegible] in Supplement. | Gls | Lv | 1870<br>11mo | LairdBros.<br>Birkenhead | ~~MossgielSS.Co.Ld.~~<br>~~(J.Bruce&Co. Mgrs.)~~ | 258·2 29·7 20·0<br>P78tH47t<br>len73ptND96 BK7" | ~~Glasgow~~<br>~~British~~<br>4BHCem<br>Greek | C.2Cy.30"&56"-36" (s)<br>80lb 100lb ND B02 157NHP<br>NE&B83<br>1DB,6pf,GS107,HS2824<br>LairdBros.Birkenhead | 21 " 2<br>s3 " 6 | | 2,04 |
| 1041<br>115891<br>TPVJ | **Burrsfield** SteelScSr<br>J.H.Mackenzie -04<br>Spar dk(ptStl&ptIrn)2trB&<br>Webframes | 4037<br>3854<br>2615 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,05 ~~2,04~~<br>✠LMC9,02 | Bry<br>Cal | x | 1902<br>9mo | J.Priestman&Co.<br>Sunderland<br>Lloyd'sA&CP | BurrsfieldSSCo.Ld (Woods,Tyler& Brown)<br>WB=DBa110'f142' | 345·0 48·8 20·9<br>P&B229'F31' 28·9<br>FK | London<br>British<br>6BHCem<br>876tAPT86t | T.3Cy.26",43"&71"-48" (s)<br>160lb 100lb 373NHP<br>3SB,9pf,GS228,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 22 " 3<br>s5 " 7½ | | |
| 1042<br>91487 | **Burrumbeet** SteelScSr<br>P.LeNeven -04 ssSyd.No.3-11,00<br>Well deck 1Dk(Stlptws)2trB<br>Elec.light ssMel.No.1-05 | 2420<br>1897<br>1561 | ✠100A1<br>2,05 ~~1,01~~<br>✠NS[illegible]<br>✠LMC~~11,00~~ 1,05 | Mel | s | 1885<br>2mo | Swan& Hunter<br>Newcastle<br>Lloyd'sA&CP | Huddart,Parker& Co.ProprietaryLd.<br>WB=DBa 66'&uE&B60'385t | 300·0 40·1 19·7<br>P151' F48'<br>FPT65t APT20t | Melbourne<br>British<br>8BHCem<br>~~FPT[illegible]~~ | T.3Cy.23",35"&60"-42" (s)<br>160lb 90lb ND B00 282NHP<br>2DB,8cf,GS172,HS4975<br>Wallsnd.Slpwy.Co.Wlsnd. | 21 " 4<br>s2 " 11 | | ~~11,04~~<br>1,05 |
| 1043<br>99589<br>NBDK | **Burton** SteelScSr<br>~~O.Bowen -04~~ ssShl.No.2-01<br>(exBurtonConstable) 1Dk(Irn)&Web<br>Norfolk -04 frames&ptAwngdk(Irn) | 1966<br>1455<br>1271 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>~~7,03~~ 8,04<br>~~BS7,03~~ ✠LMC[illegible] 3,04 | Cff<br>~~Hull~~<br>Hpl | r | 1892<br>10mo | Edward's S.B.Co.(Lim)<br>Newcastle<br>A&CP | DeddingtonS.S.Co. Ld. (H.Samman& Co.Mgrs.)<br>WB | 275·5 36·7 16·6<br>Q107'<br>ptAwngdk168' FK<br>=Cell DB234'406t | Hull<br>British<br>4BHCem<br>APT39t | T.3Cy.20½",33½"&55"-36"<br>160lb 70lb (s) 176NHP<br>2SB,4cf,GS65,HS2561<br>Blair&Co.(Lim.),Stockton | 19 " 0<br>s8 " 3½ | | ~~12,00~~<br>5,04 |
| 1044<br>93408<br>LKDW | — SteelScSr<br>M.J.James -04 ssSws.No.3-1,02<br>1Dk(Irn) | 649<br>492<br>344 | ✠100A1<br>2,05 ~~[illegible]~~<br>~~BS1,03~~ ✠LMC1,02 | Sws | j | 1889<br>10mo | R.Craggs &Son<br>Stockton<br>A&CP | HarriesBros.&Co. | 195·0 28·4 11·8<br>Q84'B15'F20'<br>BK7½"<br>WB=Cell | Swansea<br>British<br>4BHCem<br>DB160'172t | T.3Cy.16½",26"&44"-33" (s)<br>160lb 75lb ND B99 99RHP<br>1SB,3rf,GS47,HS1797<br>Wstgrth,English&Co.Mdt | 14 " 1<br>s1 " 4 | | 3,04 |
| 1045<br>101884<br>RSNM | **Burton Port** SteelScSr<br>G.Matthias -04 ssLdy.No.1-03<br>Well deck 1Dk(Stl)<br>Elec.light | 299<br>208<br>80 | ✠100A1<br>2,04<br>MS12,03 ✠LMC3,03 | Gls | e | 1899<br>6mo | J Fullerton &Co.<br>Paisley<br>A&CP | StephanBros. | 135·0 23·1 9·7<br>Q74'B9'F24'<br>BK6"<br>WB=FPT | CapeTown<br>British<br>4BHCem<br>17tAPT8t | C.2Cy.17½"&36"-24" (s)<br>120lb 80lb 53RHP<br>1SB,2pf,GS37,HS1168<br>Muir&Houston,Ld.Gls. | 10 " 2<br>s " 6 | | 12,03 |
| 1046 | **Burunda** IronScTug<br>D.Smith90-02 | 165<br>121<br>— | | | | 1902 | Govt. of N.S.W.<br>Sydney,NSW | Government of NewSouthWales | 100·0 20·2 9·8 | British | C.2Cy.13"&26"-18"<br>Ross&Duncan,Ld.Gls | | | |
| 1047<br>115280<br>TKDW | **Burutu** SteelScSr<br>J.S.Hely81-02<br>1Dk(Stl-ptws)&Spar dk(Stl-ws)<br>Ref.Mchy. &deep framing<br>Elec.light | 3863<br>2827<br>2441 | ✠100A1<br>Spar dk<br>11,04 ~~4,04~~<br>✠LMC5,02 | Liv | u | 1902<br>5mo | A.Stephen &Sons,Ld.<br>Glasgow<br>Lloyd'sA&CP | British&African S.N.Co.(1900),Ld. (Elder,Dempster& Co.Mgrs.)<br>WB=CellDBa70' | 360·0 44·2 14·3<br>P&B242'F48' 23·3<br>FK<br>uE&B44'f170'696t | Liverpool<br>British<br>6BHCem<br>FPT69t | T.3Cy.27",43"&72"-48" (s)<br>180lb 525NHP<br>2SB&1AuxSB.11cf,GS196, HS7863 FD<br>A.Stephen&Sons,Ld.Gls. | 16 " 9<br>s4 " 1 | BT till 4,05 | |
| 1048<br>83789<br>QHVL | **Burwah** SteelScSr<br>C.McLeod -03 ssMel.2ndNo.3-12,99<br>ssMel.No.1-03<br>Elec.light 2Dks | 982<br>934<br>568 | ✠90A1<br>5,04 ~~10,03~~<br>✠LMC6,[illegible] 5,04 | Mel<br>Bsb | m | 1883<br>6mo | J.Key& Sons<br>Kinghorn<br>Lloyd'sA&CP | HowardSmithCo. Ld.<br>WB=DBa42'g | 220·4 30·1 19·6<br>B38'<br>BK7"<br>uE&B50'150tFPT | SydneyNSW<br>British<br>4BHCem<br>33tAPT17t | C.2Cy.31"&63"-42" (s)<br>100lb 100lb 212NHP<br>2SB,6cf,GS108,HS3582<br>J.Key&Sons,Kirkcaldy | | | N6,03 |
| 1049<br>96266<br>LWDO | **Bushmills** SteelScSr<br>R.L.Blight -04 ssNpt.No.3-7,02<br>1Dk(Irn)&Webframes<br>Elec.light &ptAwngdk(Irn) | 2466<br>1889<br>1589 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>11,04 ~~11,02~~<br>MS11,03 ✠LMC7,02 | Npt<br>Shl | t | 1890<br>8mo | E.Withy &Co.<br>W Hartlepool<br>Lloyd'sA&CP | J.Weatherill<br>WB=CellD | 300·0 38·5 20·6<br>P33'Q90'<br>ptAwngdk177' FK<br>B276'440tAPT24t | Dublin<br>British<br>5BHptAsp<br>ptCem | T.3Cy.22",36"&60"-39" (s)<br>150lb 60lb 217NHP<br>2SB,6rf,GS90,HS3280<br>CentralMar.E.Wks,WHpl. | 23 " 2<br>s8 " 7 | | ~~1,03~~<br>11,04 |
| 1050<br>[illegible]<br>HKQW | **Bushu Maru** SteelScSr<br>S.Takeda ssDun.No.3-5,95<br>(exInvertay) 1Dk(Stl)&<br>Spardk(Stl)3trB | 1249<br>1173<br>775 | ✠<br>Spar dk<br>5,96<br>✠ | HKg | o | 1883<br>9mo | Gourlay Bros.&Co.<br>Dundee | NipponShosen KabushikiKaisha<br>WB= | 238·6 30·7 20·1<br>ptND95<br>BK7½"<br>DBa50'f52'&uE13 | Tokio<br>Japanese<br>5BHCem<br>145tFPT21t | C.2Cy.28⅜"&53⅜"-36"<br>143NHP<br>2SB,4pf,GS69,HS2290<br>Gourlay Bros.& Co. Dun | 16 " 0 | | |
| 1051<br>118077<br>VPFL | **Busiris** SteelScSr<br>W.Gaskill -04<br>Elec.light 2Dks | 2720<br>2549<br>1712 | | | | 1904 | J.Blumer &Co.<br>Sunderland | MossS.S.Co.Ld. | 316·0 44·9 23·0<br>P30'B94'F34' | Liverpool<br>British<br>WB | T.3Cy.23",38"&63"-42"<br>257NHP<br>N.E.MarineEng.CoLd.Sld. | | | |

| Numéro d'Ordre. / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Terme assigné maintenant expiré. Lettre | Construit. Date. Navire. Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. / Franc-bord au navire. pds. po. | Registres L.R. | Date de la dernière visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1052<br>118917<br>VKQW | **Bustard** SteelScK<br>*T.Stafford* -03<br>1*Dk* | 207<br>185<br>72 | ✠100A1<br>*StmTrawler*<br>2,05 ~~11,03~~ ✠LMC11,03 | Hul<br>Gms | | 1903<br>11mo<br>*Lloyd* | G.Cooper<br>Hull<br>*'sA&CP* | T.Baskcomb | 114·5<br>Q59'F19'<br>BK7½" | 21·5 | 11·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.11½",19½"&32"-23"<br>180lb (s) 55RH<br>1SB,2cf,GS29,HS972<br>C.D.Holmes&Co.Hull | 12 = 1 | | |
| 1053<br><br>HFBL | **Busturia** ssBly.No.1-04 SteelScSr<br>*M.Urrutia* -02 ssBry.No.3-6,01<br>(*exLancelot*) 2*Dks*(*Stl*)3*trB*<br>*Inner bottom plating Irn* | 2560<br>2318<br>1409 | ✠100A1<br>5,04 ~~6,01~~<br>~~BS6,02~~ ✠LMC6,02 | Bry<br>Bly | s | 1888<br>11mo | TyneI.S.B<br>Co.Ld<br>Newcastle<br>A&CP | Cia.Cantabrica de Nav. | 290·0<br>B34'F35' ptSD01<br>drp04 BK10<br>*WB=CellDB*242' | 40·2 | 24·5 | Bilbao<br>Spanish<br>7*BHCem*<br>392t*APT*9t | T.3Cy.24",37"&62"-42" (s<br>150lb 50lb 249NH<br>2SB,8pf,GS114,HS3900<br>WghmRchrdsn&Co.Nwc | 27 = 0<br>5 = 2 | | ~~[illegible]~~<br>[illegible] |
| 1054<br>114892 | **Busy Bee** SteelScK<br>*J.Duthie*03-03<br>1*Dk* | 92<br>86<br>26 | ✠100A-<br>*StmTrawler*<br>9,04 ~~7,03~~ ✠LMC7,03 | Abn | | 1903<br>7mo | A.Hall&<br>Co.<br>Aberdeen | J.H.Leask | 86·2<br>BK7½" | 18·6 | 9·1 | Peterhead<br>British<br>3*BHCem* | C.2Cy.13"&26"-18" (r<br>100lb 31RH<br>1SB,2pf,GS26,HS649<br>A.Hall&Co.Aberdeen | 9 = 10 | | |
| 1055<br>108704 | **Bute 4** SteelScSp<br>*J.McNicol*80-98 ssGls.No.1-01<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* | 174<br>140<br>47 | ✠100A1<br>12,01 T3,05<br>~~BS5,04~~ ✠LMC1[illegible]<br>BS3,0[illegible] | Gls<br>Bwg | c | 1898<br>2mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | J.Rodger | 115·0<br>Q42'B9'F25'<br>BK6<br>*WB* | 21·1 | 9·0 | Glasgow<br>British<br>3*BHCem*<br>=*FPT*20t | C.2Cy.16"&32"-24" (s)<br>120lb 43RH<br>1SB,2pf,GS34,HS913<br>Cameron,Mills&Co.Gls. | 9 = 8 | | ~~[illegible]~~<br>[illegible] |
| 1056<br>102653<br>NGJL | **Buteshire** SteelScSr<br>*W.Chicken* -02 ssLon.No.2-02<br>*Ref.Mchy.* 2*Dks*(*Stl-Uptws*)&<br>*Elec.light* *deep framing*3*dkRule* | 5574<br>5207<br>3636 | ✠100A1<br>1[illegible],01 ~~[illegible]~~<br>~~BS10,02~~ ✠LMC10,01<br>RMC6,03 [illegible],04<br>10,04 | Lon<br>Gls | a† | 1893<br>12mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>*'sA&CP* | ElderslieSS.Co.Ld.<br>(Turnbull,Martin<br>&Co.*Mgrs.*)<br>*WB=Cell* | 420·0<br>P41'B262'F49'<br>FK<br>*DB*354'1150t*FPT* | 54·0 | 28·7 | Glasgow<br>British<br>7*BHCem*<br>175t*APT*75t | T.3Cy.30",48"&78"-54" (s<br>160lb 100lb 467NH<br>(2SBFD)&1AuxSB8,00,6rf<br>&3cf,GS167,HS6083<br>Hwthrn,Leslie&C Ld.Nwc | 32 = 0<br>6 = 9 | BT<br>[illegible]<br>[illegible],05 | ~~[illegible]~~<br>10,04 |
| 1057 | **Butio** SteelScSr<br><br>*Mchy.Aft*<br>*For full particulars See No. 1 in Supplement* | 190<br>140<br>69 | 100A1<br>(*Class Contem* | *plated*) | | 1904 | Montrose<br>S.B.Co.<br>Montrose | J.Constant | 112·2<br>Q36' | 20·6 | 8·2 | <br>British | C.2Cy.13"&26"-18"<br>Plenty&Son,Ld.Newbury | | | |
| 1058<br><br>KRHJ | **Butjadingen** SteelSc<br>*J.Siemer* (*Trawler*)<br>1*Dk* | 137<br>128<br>33 | | | | 1896 | J.C.Teck-<br>lenborg<br>Geestemünde | J.Wieting | 105·4 | 20·7 | 9·7 | Gstemnde<br>German | T.3Cy.11",17 5/16"&28 3/16"-21½"<br>37NHP<br>J.C.Tecklenborg,Gstmnde | | G | |
| 1059<br>109026<br>QOSG | **Butterfly** IronScK<br>*H.Wakeling*92-98 ssHul.No.1-02<br>1*Dk* | 182<br>169<br>68 | ✠100A1<br>*StmTrawler*<br>7,05 ~~[illegible]~~ ✠LMC7,02<br>BS11,[illegible] | Hul | | 1898<br>5mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmel.<br>Hull<br>*'sA&CP* | British StmTrawl-<br>ingCo.Ld. | 110·0<br>Q20'<br>BK7½<br>*WB* | 21·0 | 11·3 | Hull<br>British<br>3*BHCem*<br>=*DBf*17'8t | T.3Cy.12",20"&33"-24" (s<br>180lb 58RH<br>1SB,2cf,GS27,HS940<br>C.D.Holmes&Co.Hull | 12 = 1 | | ~~4,03~~<br>B2,05 |
| 1060 | **Butuan** IronSc<br>*S.deGartiez*00-03 1*Dk*&*Awngdk* | 534<br>—<br>342 | | | ... | 1873 | Gourlay<br>Bros.&Co.<br>Dundee | Cia.Maritima | 160·0<br>17·8<br>BK6 | 24·1 | 11·0 | Manila<br>Utd.States | C.2Cy.27"&48"-24"<br>NB98 97NHP<br>GourlayBros.&Co.,Dundee | | | |
| Sunk 2,04<br>1061<br>1650<br>HKNS | **Buyo Maru** SteelScSr<br>*M.Ochi* ssLon.No.1-93<br>(*exRosary*) 1*Dk*(*Irn*)&*Webframes*<br>*Well deck*<br>*Frames&Inner bottom plating Iron* | 1163<br>799<br>721 | ✠<br>9,95<br>✠ | Kob | n | 1889<br>5mo | Ramage&<br>Ferguson<br>Leith | NipponShosen<br>KabushikiKaisha | 229·8<br>P25'Q67'B90'F28'<br>drp94 BK8'<br>*WB=CellDB*182'257t | 31·6 | 13·9 | Tokio<br>Japanese<br>4*BHCem*<br>*APT*50t | T.3Cy.20½",33 1/16"&53½"-36"<br>172NH<br>2SB,6rf,GS90,HS2786<br>Ramage&Ferguson,Leith | 16 = 4 | | |
| 1062<br>109814<br>QGSL | **Buzzard** IronScK<br>*J.H.Baskcomb*90-98 (*Trawler*)<br>1*Dk* | 181<br>167<br>65 | | | ... | 1898 | Cochrane&<br>Cooper,Ld<br>Beverley | T.Baskcomb | 109·1<br>Q46'F20'<br>BK7½" | 21·0 | 11·3 | Grimsby<br>British | T.3Cy.12½",19½"&32"-22½"<br>50RH<br>C.D.Holmes&Co.Hull | 12 = 0 | | |
| 1063<br>78617<br>RNLM | **Byculla** IronSc3MstSr<br>*J.H.Addenbrooke* -03 ssCal.No.1-85<br>*Mchy.Aft* 1*Dk*(*Irn-ws*)2*trB* | 1516<br>1450<br>1095 | ✠<br>3,85 | Cal | p | 1878<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=* | 264·4<br>*DBf*46'170t*APT*121t | 32·2 | 21·7 | Glasgow<br>British<br>4*BHCem* | C.2Cy.27"&54"-36"<br>146NH<br>Denny&Co.,Dumbarton | | | |
| 1064<br>150<br>JBDG | **Byelfven** CompScSr<br>*A.Lindholm*96-96 1*Dk*<br>*Mchy.Aft* | 165<br>140<br>118 | | | | 1891 | J.Jacobson<br>Arvika | Ångf.Aktieb.<br>Hoppet(J.A.<br>Fridlund,*Mgr.*) | 98·8<br>P19' H5t F10 | 20·8 | 9·4 | Glafva<br>Swedish | C.2Cy.11¾"&16½"-14½"<br>9NH<br>GöteborgsMVGothenburg | | | |
| 1065<br>4184 | **Byfjorden** SteelSc<br>*J.V.Ödvall* -03<br>1*Dk* | 181<br>96<br>85 | | | | 1903 | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | Ångb.Aktieb.<br>BohuslänskaKus-<br>ten(C.O.S.Posse) | 98·0<br>B48'H22tF20'<br>*WB* | 21·0 | 7·9 | Uddevalla<br>Swedish | C.2Cy.12 13/32"&27"-17 23/32"<br>26NH<br>GöteborgsMV.Aktieb.Got | | | |
| 1066<br><br>HFGS | **Bygdö** IronScSr<br>*E.Gundersen* -03 1*Dk*&*Spardk*2*trB* | 1223<br>1195<br>771 | | | ... | 1882 | Kockums<br>Mek.Verk.<br>Malmö | Dampskibsacties.<br>Bygdö(T.H.David-<br>sen&Co.) | 226·3<br>H28t 22·3<br>*WB* | 31·3 | 15·3 | Chrstiania<br>Norwegian | C.2Cy.28"&48"-30"<br>105NH<br>KockumsMekVerk,Malmö | | N | |
| 1067<br><br>HFDL | — SteelScSr<br>*E.Eriksen* -97<br>1*Dk* | 139<br>51<br>75 | | | | 1897 | Trond-<br>hjem'sM.V.<br>Trondhjem | Bygdö Dmpskseisk<br>(Madsen&Co.) | 95·6<br>P83tF5t | 18·0 | 5·8 | Chrstiania<br>Norwegian | C.2Cy.12"&26"-18"<br>24NH<br>Trondhjem'sM.V.Thjem | | | |
| 1068<br>112409<br>RJNK | **Bylands** SteelScSr<br>*W.H.Dormand*93-99<br>1*Dk*(*Irn*)2*trB*&*Webframes*<br>3*Dk rule* | 3309<br>3111<br>2119 | ✠100A1<br>*withfreeboard*<br>12.02<br>~~[illegible]~~ ✠LMC10,99<br>[illegible],04 | Lon | v | 1899<br>10mo | Ropner&<br>Son<br>Stockton<br>A&CP | WilsonShppg.Co.<br>Ld.(J.F.Wilson&<br>Co.*Mgrs.*)<br>*WB=CellDBa* | 325·0<br>P29'B86'F38'<br>FK<br>100'*uE*24'*f*134'624t | 46·6 | 24·5 | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*109t | T.3Cy.24",40"&65"-42" (s<br>160lb 80lb 281NH<br>2SB,6cf,GS122,HS4825<br>Blair&Co.Ld.Stockton | 27 = 0<br>~~5 = 11~~<br>4-11 | | ~~[illegible]~~<br>[illegible]4 |
| 1069<br><br>PBLM | **Bylgia** SteelScSr<br>*P.Behrens*01-01<br>*Elec.light* 1*Dk* | 2037<br>1868<br>1294 | | | | 1901 | Act.Ges.<br>"Neptun"<br>Rostock | DampfschiffsRhed.<br>Horn,Act.Ges. | 291·2<br>P19'B160'F34'<br>*WB* | 41·2 | 18·7 | Lübeck<br>German | T3Cy.20⅝",35 1/16"&55½"-35 7/16"<br>180NH<br>A.G."Neptun,"Rostock | | G | |
| 1070<br>3945<br>JMLH | — SteelScSr<br>*C.Friberg*01-01<br>1*Dk*(*Stl*)&*deep framing* | 1069<br>933<br>608 | ✠100A1<br>7,09<br>LMC11,01 | Got | n | 1901<br>11mo | Söderhmns<br>Verks.Aktieb<br>Söderhamn<br>A&CP | Ångfaktieb.<br>Bylgia ~~O.G.~~<br>~~Wickberg&Sons)~~<br>*WB=Cell*<br>(Ferd.Natterquist) | 231·7<br>P16'B61'F22'<br>FK<br>*DBa*52 *uE*27'*f*94 | 34·0 | 14·4 | Sundsvall<br>Swedish<br>4*BHCem*<br>296t*APT*40t | T.3Cy.16½",27"&44"-30" (s<br>150lb 82lb 135NH<br>1SB,3rf,GS38,HS2035 FD<br>NE&B*made*98*re-fitted*01<br>NylandsVærksted,Xania | 16 = 9 | | [illegible]10 |
| 1071<br>4117<br>JNDL | — CompScSr<br>*A.G.Svensson*00-03<br>1*Dk* | 202<br>177<br>102 | | | | 1903 | S.Groth<br>Sjötorp | Ångf.Aktieb.<br>Nerike (Alb.<br>Svensson,*Mgr.*) | 99·8<br>B17'H5t | 23·0 | 10·7 | Gothenbrg<br>Swedish | | | | |
| 1072<br>112431<br>SDRB | **Byron** SteelScSr<br>*A.Cadogan*02-02 ssN.Yk No1-04<br>(*exLoyalist*) 1*Dk*(*Stl*)&*Spardk*(*Stl-ws*)<br>*Elec.light* &*deep framing* | 3909<br>3362<br>2526 | ✠100A1<br>*Spar dk*<br>[illegible] ~~[illegible]~~ ✠LM[illegible],01 8,[illegible] | NYk | w | 1901<br>1mo<br>*Lloyd* | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>*'sA&CP* | Lamport&Holt<br>*WB=Cell*<br>*DBa*84'*uE*&*B*70' | 371·6<br>P34'B120'F40' 27·6<br>FK<br>*f*108'574t *DTa*22 | 45·2 | 19·8 | W.Hartlpl<br>British<br>6*BHCem*<br>[illegible]5t*APT*41t | T.3Cy.28",46"&75"-51" (s)<br>180lb 527NH<br>4SB,12cf,GS318,HS9368<br>A.Stephen&Sons,Ld.Gls. | 22 = 6<br>6 = 7½ | | ~~[illegible]~~<br>4,[illegible] |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. / For Special Survey / Date of last Survey. | Port of Survey. | Years assigned now applied. Equipment letter. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Register Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NH=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. | Positions in which Freeboard is not in L. & R. Particulars of Alterations. | Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1073 Byron<br>519<br>LBOT | SteelScSr<br>*L.Jenkins* –02 *ss*Bry.No.3–3,01<br>1 *Dk(pt Irn pt Stl–ptws)&pt Awng Dk(Irn)&Web frames* | 2097<br>1597<br>1320 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>1,05 ~~3,08~~ | Shl<br>Cff | *s* | 1889<br>1mo | J.L.Thompson&Sons<br>Sunderland<br>A&CP | Shakespear Shpg. Co. Ld(Glover Bros *Mgrs*)<br>*WB* | 275·0 38·2 20·6<br>P29′Q72′ BK93½′<br>*1awng dk173′ 1 uns01*<br>*DBa80′f58′283t* | | | London<br>British<br>*6BHCem*<br>*APT23t* | T.3Cy.22″,37″&60″–39″ (*s*)<br>160lb *80lb* NDR97 221NH<br>2SB,6*cf*,G890,HS3270<br>J.Dickinson,Sunderland | 22 ″ 1<br>8 ″ 2 | | ~~1,02~~<br>1,05 |
| 1074 Bythinia<br>*Should be "Vithynia," See No. 8 in Supplement*<br>(*ex*Rembrandt) | IronScSr<br>1 *Dk* | 330<br>192 | | | | 1857 | Denny<br>Dumbarton | Ph.Christidi | 162·0 22·0 12·0<br>H55*t* | | | Piræus<br>Greek | C.2Cy.20″&37″–27″<br>NE74 NB85 59NH<br>J.Cockerill,Seraing | | | |
| 1075 Byzantion<br>*Eliadis*<br>(*ex*Capella) | IronScSr<br>*ss*Ham.No.3–11,76<br>*ss*Ham.No.1–82 1 *Dk2trH* | 843<br>708<br>496 | ✝<br>4,86 | Lon | | 1865<br>12mo | C.Mitchell &Co.<br>Newcastle | Nav.Orientale (P.Pantaleon)<br>*WB=* | 224·5 29·5 16·9<br>P82′B46′F24′<br>*DBaf&uE&B212′* | | | Piræus<br>Greek<br>*1BHCem* | C.2Cy.29″&52″–30″<br>NB76 123NH<br>*Cmp.*76Reiherst.Mas.Ham. | | | |
| 1076 Byzanz<br>*J.Röfer03–04*<br>RJTH<br>1 *Dk(pt Stl pt Irn–ptws)&Web frames*<br>(*ex*Godrevy) | SteelScSr<br>~~*ss*Ham.No.2–00~~<br>*&pt Awng dk(Irn–ws)*<br>*ss*Ham.No.3 2,05 | 1799<br>1308<br>1151 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>2,05 ~~3,04~~<br>~~BS1,04~~ ✝LMC ~~Ham~~<br>MS11,01 BS2,05 | Ham | *q* | 1892<br>10mo | W.Dobson &Co.<br>Newcastle<br>A&CP | A.C.deFreitas&Co.<br>*WB=Cell DBa64′f110′264tAPT* | 255·0 35·3 16·7<br>Q89′B67′F32′<br>FK<br>*88tAPT36t* | | | Hamburg<br>German<br>*4BHCem* | T.3Cy.19″,31½″&51″–36″ (*s*)<br>160lb *80lb* 152NH<br>2SB,4*cf*,G859,HS2218<br>Blair&Co.(Lim.),Stockton | 19 ″ 8<br>8 ″ 8 | | ~~1,06~~<br>2,05 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned ■ character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs ▬ necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. | 9 | 10 Armateurs. | 11 Tonnages d'après le Dernier Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Quille. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tonnage Brut. Tonnage Net. | | | | | Quand. Par qui. Mach. | Où. | | | | | | | pds. | pe. | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **C. A. Bade** — *J.Kahler88–97* — *Well deck* | SteelScSr — 1 Dk | 635 / 631 / 387 | | | | 1888 | Sld.S.B.Co. (Lim.) Sunderland | Dampfschifffahrts Ges. Neptun | 170·0 \| 26·2 \| 12·5 — B&S | Bremen — German — W B | T 3Cy.14″,28″&39″–27″ — 86 N H — N.E.Marine E.Co.,Sld. | | 13 | v | 1 | G |
| QFDJ | | | | | | | | | | | | | | | | | |
| 2 | **C. B. Powell** — *J.Ellis89* 89 (ex G.B.Pattee) | CompPad — 1 Dk | 272 / — / 172 | | | | 1887 | A.Miller& W.C.White Pembrk.Ont. | Upper Ottawa Improvement Co. Ltd. | 139·0 \| 36·0 \| 7·2 | Ottawa — British | 1 Cy.25″–60″ — 21 R H — J.& R.Weir,Montreal,P.Q. | | | | | |
| 92664 | | | | | | | | | | | | | | | | | |
| 3 | **C. Ferd. Laeisz** — *H.Fuchs99–01* — *Elec light* — *Fitted for liquid fuel* | SteelScSr — 2 Dks | 5874 / 4649 / 3799 | | | | 1900 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 400·8 \| 53·3 \| 27·3 — F&B271′F48′ | Hamburg — German — W B | T.3Cy.27″,45½″&75½″–47½″ — 387 N H — Blohm& Voss,Hamburg | | | | | G |
| RMBG | | | | | | | | | | | | | | | | | |
| 4 | **C. P. A. Koch** — *P.M.Moller* — *Elec light* | SteelScSr — 1 Dk&Awng dk&tr b | 1154 / 660 / 648 | | | | 1893 | Lobnitz& Co. Renfrew | Forenede Dmpskib. Selskab | 228·6 \| 31·5 \| 14·7 — 22·6 | Copnhagn — Danish — W B | T.3Cy.19″,32″&51″–39″ — 162 N H — Lobnitz&Co.,Renfrew | | | | | |
| NFWT | | | | | | | | | | | | | | | | | |
| 5 | **C. Sundt** — *L.Christiansen96–02* — 1 Dk | SteelScSr | 1105 / 982 / 684 | | | | 1901 | Bergen Mek.Værks Bergen | Dampskibet "Sundt's Rederi" (W.Hansen, Mgr.) | 228·5 \| 35·3 \| 15·9 — B97′F28′ | Bergen — Norwegian — W B | T.3Cy.16″,25″&43″–30″ — 101 N H — Bergen Mek.Værks.Bergen | | | | | N |
| JPTB | | | | | | | | | | | | | | | | | |
| 6 | **C. W. Eborall** — *C.King –04* — 1 Dk(pt Irn) | IronTwinScSr — 1,83 | 452 / 379 / 217 | ✠ | Hull | | 1882 12mo | Earle's Co. Ld. Hull | S.Eastrn&Chathm Rly Cos'.Managing Committee | 190·2 \| 25·1 \| 12·10 — F33′ — F K | London — British — 5 B H Cem | C.4Cy.20″&39″–24″ — N B97 — 124 N H — Earle's Co.(Lim.),Hull | | 12 | v | 6 | |
| 87039 | | | | | | | | | | | | | | | | | |
| HDCQ | | | | | | | | | | | | | | | | | |
| | | | | *For Channel purposes.* | | | *Folkestone & Boulogne* | | | | | | | | | | |
| 7 | **C. W. Morse** — 1 Dk | SteelPad — 1 Dk | ~~2000~~ / 4307 / 2800 | | | | 1903 | Harlan& Hollings-worth Co Wlmgtn, Del. | The People's Line. New Jersey Steam-boat Co. | 411·1 \| 50·5 \| 14·3 — 411′ \| 50′ \| 8 \| 12·8 | New York — Utd. States | B.1Cy.81″–144″ — 606 N H — W.& A.Fletcher&Co.N.Yk. | | | | | |
| 200894 | | | | | | | | | | | | | | | | | |
| 8 | **—** — *A.Hansen02–02* — 2 Dks | WoodScSr | 510 / — / 255 | | | | 1889 | B W & H F Morse Bath,Me. | Cornell Steamboat Co. | 154·4 \| 30·0 \| 17·6 | New York — Utd. States | C.2Cy.32″&55″–36″ — 151 N H — Neafie&Levy,Philadelphia | | | | | |
| 126574 | | | | | | | | | | | | | | | | | |
| KGMP | | | | | | | | | | | | | | | | | |
| 9 | **C. W. Watson** — *Elec light* — *Mchy. Aft* | SteelScSr — 1 Dk 2tr B | 4306 / — / 3364 | | | | 1902 | American S.B.Co. Lorain,O | J.C.Gilchrist | 380·0 \| 50·0 \| 28·0 | Cleveland — Utd. States — W B | T.3Cy.22″,35″&58″–40″ — 213 N H — American S.B.Co.Clevelnd | | | | | |
| 127629 | | | | | | | | | | | | | | | | | |
| 10 | **Cabañal** — *L.Lafuente01–02* — 2 Dks(U–Irn) — *Elec light* | SteelScSr — ss Lon.No.2–01 | 1305 / 1034 / 664 | ✠100A1 | Lon | *p* | 1893 11mo | McIlwaine &McColl.Ld. Belfast | Cia.Valenciana de Nav. | 242·5 \| 34·2 \| 18·4 — P&B154′F30 — pt Sheltrd59′ BK9 — W B = Cel | Valencia — Spanish — 4 B H Cem — D B126′227t | T.3Cy.19½″,32½″&54″–39″ — 180 lb 80 lb (s) 183 N H — 1 SB.3cf,GS60,HS2615 — McIlwne&McColl,Ld.Bel | | 19 | – | 6 | s1 |
| HFCV | | | | 3,02 | | | | | | | | | | | | | |
| | | | | | | | *Lloyd's* | *sA&CP* | | | | | | | | | |
| 11 | **Cabenda** — *R.S.Rothwell –03* — 2 Dks(1 Stl–ws) — *Elec light* — *& Web frames* | SteelScSr — ss Mdb.No.3–3,01 | 2794 / 2501 / 1813 | ✠100A1 | Ham | *t* | 1891 3mo | R.Dixon& Co. Middlesbro' | African S.S.Co. (Elder, Dempster & Co. *Mgrs.*) | 312·0 \| 39·2 \| 24·6 — P31′B94′F41′ — F K — W B = Cel | London — British — 5 B H Cem — D B264′537t | T.3Cy.28″,38″&61″–42″ — 160 lb 80 lb NBB01 258 N H — 2 SB.6cf,GS115,HS4113 — T.Richardson&Sons,Hpl. | | 27 | – | 5 | |
| 97845 | | | | 2,01 | | | | | | | | | | | | | |
| MQDS | | | | | | | *Lloyd's* | *sA&CP* | | | | | | | | | |
| 12 | **Cabo Corona** — *I.Jáuregui –03* — 2 Dks(1 Stl)& Awng dk(Irn) | SteelScSr | *1521* / *1480* / *1002* | ✠100A1 | Gmh | *o* | 1903 12mo | Grngem'th & Greenock Dockyard Co Grngemouth | Ybarra&Co. | 237·5 \| 34·6 \| 14·9 — B52′ — 22·6 — BK8½ — W B = Cell D B a61′ u E & B33′ f94′ | Seville — Spanish — 5 B H Cem — 318t A P T 11t | T 3Cy 18″,29½″&48½″–33″(s) — 160 lb 90 lb 133 N H — 2 SB,4rf,GS58,HS1952 — Blair&Co.Ld Stockton | | 17 | v | 1 | |
| | | | | *Awng dk with freeboard* 12,03 | | | *Lloyd's* | *sA&CP* | | | | | | | | 5 | 11 |
| 13 | **Cabo Creux** — *V.Urrutia97–98* — (ex Landore) — *Well deck* | IronScSr — ss Bbo.No.3–4,98 — ss Bbo.No.2–01 — 1 Dk(Irn)2tr B | 1421 / 1228 / 994 | ✠100A1 | Bbo | *p* | 1880 9mo | Schlesingr, Davis& Co. Newcastle | Ybarra&Co. | 254·0 \| 32·8 \| 18·8 — Q82 B70′F82′ — B K9 — W B = D B a72′ f100′ | Seville — Spanish — 4 B H Cem — 344 A P T 80t | C.2Cy.30″&58″–36″ — 70 lb 60 lb 168 N H — 2 SB.6pf,GS114 — R.&W.Hawthorn,Nwc. | | | | | |
| HFDV | | | | 8,04 | | | *Lloyd's* | *sA&CP* | | | | | | | | | |
| 14 | **Cabo Espartel** — *R.Redondo* — (ex Sevillano) — 1 Dk(Stl)& Awng dk&tr B — *T.Moreno –04* | SteelScSr — ss Bbo.No.2–03 | 1249 / 1217 / 801 | ✠100A1 | Bbo | *m* | 1894 2mo | J.Scott &Co. Kinghorn | Ybarra&Co. | 211·0 \| 32·1 \| 15·9 — 22·9 — B K8 — W B = Cell D B119 | Seville — Spanish — 4 B H Cem — 172t A P T 14t | T.3Cy.17″,27″&45″–33″ (s) — 160 lb 90 lb 127 N H — 1 SB,3pf,GS58,HS2050 — J.Scott&Co.,Kinghorn | | 16 | – | 10 | |
| HFDB | | | | *Awng dk with freeboard* 9,04 | | | *Lloyd's* | *sA&CP* | | | | | | | | | |
| 15 | **Cabo Finisterre** — *L.Rivas –02* — 1 Dk | Steel&IronSc — (Tug) | *33* / *30* / 7 | | | | 1900 | Menzies &Co.Ld. Inverkeithng | P.Castro | 57·1 \| 12·6 \| 6·6 — B K4 | Coruubion — Spanish | C.2Cy.10″&20″–12″ — 14 N H — Menzies&Co Ld Leith | | 7 | – | 4 | |
| 16 | **Cabo Nao** — *C.Echevarria88–94* (ex Cabo de La Nao) — 2 Dks(1 Stl)& Awng dk(Irn)3tr B | SteelScSr — ss Bbo.No.2–01 | 1495 / — / 998 | ✠100A1 | Bbo | *o* | 1893 3mo | J.L Thomp-son&Sons Sunderland | Ybarra&Co. | 237·0 \| 34·5 \| 14·9 — 22·6 — B K7 — W B = Cell D B 195′ 281 | Seville — Spanish — 5 B H Cem — A P T 15t | T.3Cy.18″,29½″&48½″–33″(s) — 160 lb 70 lb 132 N H — 2 SB,4cf,GS56,HS1947 — Blair&Co.(Lim.),Stockton | | 17 | – | 7 | |
| HFDT | | | | *Awng dk with freeboard* 6,04 | | | A&CP | | | | | | | | | | |
| 17 | **Cabo Oropesa** — *V.Beitia95–03* — 2 Dks(1 Stl)& Awng dk(Irn) | SteelScSr | *1522* / *1489* / *1003* | ✠100A1 | Gmh | *o* | 1903 9mo | Grngem'th & Greenock Dockyard Co. Grngemouth | Ybarra&Co. | 236·0 \| 34·6 \| 15·0 — B52′ — 22·6 — B K8 — W B = Cell D B a61 | Seville — Spanish — 5 B H Cem — | T.3Cy.18″,29½″&48½″–33″(s) — 160 lb 90 lb 133 N H — 2 SB,4rf,GS53,HS1952 — Blair&Co.Ld.Stockton | | 17 | – | 1 | |
| | | | | *Awng dk with freeboard* 9,03 | | | *Lloyd's* | *sA&CP* | | | | | u E & B33′ f 94′ 318t A P T 11t | | | 5 | 11 |
| 18 | **Cabo Ortegal** — *P.Jauregui* — (ex Cypriano) — *Well deck* — *P.Jauregui* | IronScSr — ss Bbo. No.3–6,98 — ss Bbo.No.2–01 — 1 Dk Irn)2tr B | 1453 / 1228 / 1020 | ✠100A1 | Bbo | *p* | 1880 11mo | Schlesingr, Davis& Co. Newcastle | Ybarra&Co | 254·0 \| 32·8 \| 18·9 — Q82′B70′F82′ — B K9 — W B = D B a72′ f100′ | Seville — Spanish — 4 B H Cem — 344 A P T 80t | C.2Cy.30″&58″–36″ — 75 lb 60 lb 152 N H — 2 SB,6pf,GS114,HS2462 — R.&W.Hawthorn,Nwc. | | | | | |
| HFDW | | | | 6,01 | | | *Lloyd's* | *sA&CP* | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Equipment now reported. Letter. | 8 Built. When — Ship. — Engines | 8 By Whom. — Where. | 9 Owners. | 10 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Regulators to which painted. If with Lt. & Bell, Pedestal, Fog Signal, &c. | 15 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 HFGB | **Cabo Palos** *J.Aramburu97–97* *Well deck* | **IronScK** ~~ssBbo.No.3–5,98~~ *ssBbo.No.1–03* *1Dk(Irn)2trB* | 1697 1148 1230 | ✝100A1 ~~9,03~~10,04 | Bbo | *p* | 1885 10mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 250·0 35·1 17·0 F'&B148 F65' BK9 *WB = Cell DB182'289t* | **Seville** Spanish 5*BH Asp* | T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *65lb* 152NHP 2SB,*4cf*,GS60,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 8 | | ~~9,03~~ 10,04 |
| 20 HFGC | **Cabo Peñas** *F.Guerrica88–94* *2Dks(1Stl)&Awng dk* | **SteelScSr** *ssBbo.No.3–1,00* *ssBbo.No.1–04* | 1691 1145 1214 | ✝100A1 *Awng dk withfreeboard* 9,04 ~~4,01~~ | Bbo | *q* | 1887 8mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 250·0 36·0 16·6 24·4 ptDd01 BK11″ *WB = Cell DB182'272t* | **Seville** Spanish 6*BHpt Cem pt Asp* | T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 152NHP 2SB,*4cf*,GS60,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 9 ″ 2½ w9 ″ 5½ | | ~~9,03~~ 9,04 |
| 21 HFDL | **Cabo Prior** *J.L.Arenosa* *2Dks(1Stl)&Awng dk* | **SteelScSr** *ssBbo.No.3–3,04* | 986 — 675 | ✝100A1 *Awng dk withfreeboard* 3,05 ~~2,04~~ | Bbo | *l* | 1891 1mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 205·0 30·0 12·4 19·8 BK7½″ *WB = Cell DB126 145t* | **Seville** Spanish 5*BH Cem APT34t* | T.3Cy.15½″,26″&42″–30″ (*s*) 160lb *75lb* 100NHP 1SB.*2cf*,GS33,HS1540 Blair&Co.(Lim.),Stockton | 14 ″ 6 s 8 ″ 4 | | ~~9,03~~ 3,05 |
| 22 HFGD | **Cabo Quejo** *P.Beascoechea93–95* *Elec.light* | **SteelScSr** *ssBbo.No.3–5,99* *ssBbo.No.1–03* *2Dks(1Stl)&Awngdk* | 1691 1145 1214 | ✝100A1 *Awng dk withfreeboard* 10,04 ~~8,03~~ | Bbo | *q* | 1887 4mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 250·0 36·0 16·6 24·4 DF&S39 BK11″ *WB = Cell DB182'272t* | **Seville** Spanish 6*BH Cem* | T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *80lb* NDB99 152NHP 2SB,*4cf*,GS60,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 9 ″ 2½ w9 ″ 5½ | | 8,03 |
| 23 HFGJ | **Cabo Roca** *J.F.Garcia90–97* | **SteelScSr** *ssBbo.No.2–01* *2Dks(Stl)&Awng dk(Irn)* | 1582 966 1136 | ✝100A1 *Awng dk withfreeboard* 7,03 | Bbo | *o* | 1892 12mo | W.Dobson &Co. Newcastle A&CP | **Ybarra&Co.** | 235·4 34·5 15·2 B50' 22·7 BK7″ *WB = Cell DB 193'268t* | **Seville** Spanish 5*BH Cem APT29t* | T.3Cy.18″,29″&47″–33″ (*s* 160lb *100lb* 128NHP 2SB,*4pf*,GS58,HS1930 N.E.Mar.E.Co.(Lm.),Nwc | 17 ″ 5 s 8 ″ 3 | | 7,03 |
| 24 HFGK | **Cabo San Antonio** *J.Améraga* *Elec.light* | **SteelScSr** *ss Bbo.No.3–4,01* *2Dks(1Stl)&Awngdk* | 1991 1740 1214 | ✝100A1 *Awng dk withfreeboard* 9,04 ~~7,03~~ | Bbo | *q* | 1888 2mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 250·0 36·0 16·7 24·5 ptND01 BK11″ *WB = Cell DB182'272t* | **Seville** Spanish 6*BHpt Cem pt Asp* | T.3Cy.19″,31½″&51″–36″ (*s* 160lb *65lb* 152NHP 2SB,*4cf*,GS76,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 9 ″ 2½ w9 ″ 5½ | | ~~7,03~~ 9,04 |
| 25 HFGL | **Cabo San Martin** ~~Ybargaray –03 ssBbo.No.2–01~~ *(exLaGiralda)* *T.Lauciri...* | **SteelScSr** *2Dks(Stl)&Awngdk* *ssBbo.No.3–5,04* | 1861 1799 1202 | ✝100A1 *Awng dk withfreeboard* 8,01 ~~12,01~~ | Bbo | *q* | 1892 2mo | Bartram, Haswell& Co. Sunderland A&CP | **Ybarra&Co.** | 252·0 36·0 17·1 24·6 BK9″ *WB = Cell* | **Seville** Spanish 6*BH Cem DB198'268t* | T.3Cy.19½″,31½″&53″–36″(*s* 160lb *65lb* 168NHP 1SB,*3cf*,GS60,HS2500 J.Dickinson,Sunderland | 19 ″ 4 s 8 ″ 10 | | ~~12,04~~ 8,04 |
| 26 HFDG | **Cabo San Sebastian** *J.C.Zorrozua90–94* *2Dks(1Stl)&Awng dk(Irn)3trB* | **SteelScSr** *ssBbo.No.2–01* | 1583 1491 1179 | ✝100A1 *Awng dk withfreeboard* 1,02 | Bbo | *o* | 1893 2mo | J.L.Thompson&Scns Sunderland A&CP | **Ybarra&Co.** | 237·0 34·5 14·9 22·6 BK7½″ *WB = Cell DB195'287t* | **Seville** Spanish 5*BH Cem APT15t* | T.3Cy.18″,29½″&48½″–33″ 160lb *90lb* (*s*) 132NHP 2SB,*4cf*,GS56,HS1947 Blair&Co.(Lim.),Stockton | 17 ″ 1 s 7 ″ 7 | | ~~1,02~~ 8,04 |
| 27 HFDK | **Cabo San Vicente** *T.Garrastazu89–92* ~~ssBbo.No.2–99~~ *2Dks(1Stl)&Awng dk* *ssBbo.No.3–10,03* | **SteelScSr** | 1726 — 1107 | ✝100A1 *Awng dk withfreeboard* 9,04 10,02 | Bbo | *q* | 1891 8mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 250·0 36·0 16·8 24·5 BK9″ *WB = Cell* | **Seville** Spanish 6*BH Cem DB182'270t* | T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *80lb* 152NHP 2SB,*4cf*,GS54,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 9 ″ 2½ | | 10,03 |
| 28 HFDJ | **Cabo Silleiro** *F.Moris –03* *2Dks(1Stl)&Awng dk* | **SteelScSr** *ssBbo.No.3–7,03* | 986 — 675 | ✝100A1 *Awng dk withfreeboard* 12,03 ~~7,03~~ | Bbo | *l* | 1890 12mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 205·0 30·0 12·4 19·8 BK7½″ *WB = Cell DB126'145t* | **Seville** Spanish 5*BH Cem APT34t* | T.3Cy.15½″,26″&42″–30″ (*s*) 160lb *80lb* 100NHP 1SB.*2cf*,GS33,HS1540 Blair&Co.(Lim.),Stockton | 14 ″ 6 s ■ ″ 4½ | | N3.04 |
| 29 HFDP | **Cabo Toriñana** *M.Egiuguren95–03* *2Dks(1Stl)&Awng dk(Irn)* | **SteelScSr** | 1506 1471 790 | ✝100A1 *Awng dk withfreeboard* 11,03 | Gmh | *o* | 903 11mo *Lloyd* | Grngem'th &Greenock Dockyard Co Grngemouth *sA&CP* | **Ybarra&Co.** | 236·9 34·6 14·8 B52' 22·6 BK8¼″ *WB =* | **Seville** Spanish 5*BH Cem* *Cell DBa 61'* | T.3Cy.18″,29½″&48½″–33″(*s*) 160lb *90lb* 133NHP 2SB *4rf*,GS53,HS1952 Blair&Co.Ld.Stockton *nE&B35'f94'318t APT11t* | 17 ″ 1 s ■ ″ 11 | | |
| 30 HFGN | **Cabo Tortosa** *M.Telechea93–95* *2Dks(1Stl)&Awngdk(Irn)3trB* | **SteelScSr** *ssBbo.No.2–01* | 1496 1490 998 | ✝100A1 *Awng dk withfreeboard* 8,04 ~~6,01~~ | Bbo | *o* | 1893 3mo | J.L.Thompson&Sons Sunderland A&CP | **Ybarra&Co.** | 237·0 34·5 14·9 22·6 BK7½″ *WB = Cell DB195'287t* | **Seville** Spanish 5*BH Cem APT15t* | T.3Cy.18″,29½″&48½″–33″ 160lb *90lb* (*s*) 132NHP 2SB,*4cf*,GS36,HS1947 Blair&Co.(Lim.),Stockton | 17 ″ 1 s 7 ″ 7 | | ~~6,01~~ N8,04 |
| 31 HFGP | **Cabo Trafalgar** *M.Ferreiro* *Well deck* | **IronScSr** *ssBbo.No.3–6,97* *ssBbo.No.1–01* *1Dk2trB* | 1518 1174 1076 | ✝100A1 11,04 ~~11,03~~ | Bbo | *p* | 1885 8mo | C.S.Swan &Hunter Newcastle A&CP | **Ybarra&Co.** | 250·4 35·1 16·7 P150'F25' BK9″ *WB = Cell* | **Seville** Spanish 5*BH Cem DB208'310t* | T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 152NHP 2SB,*4cf*,GS60,HS2219 Blair&Co.(Lim.),Stockton | 19 ″ 0 | | 11,03 |
| 32 HGVM | **Cabo Verde** *M.d'Oliveira* *Elec.light* | **IronScSr** *ssLiv.No.3–12,95* *ssLis.No.1–00* *1Dk&Spardk(Irn)3trB* | *2261* *2245* *1460* | ✝ *Spar dk* | | | 1883 8mo *Lloyd's* | Earle's Co. (Lim.) Hull *sA&CP* | **Empreza Nacional de Nav.à Vapor** | 310·0 37·1 26·0 BK10″ *WB = DBf88'190t* | **Lisbon** Portuguese 6*BH Cem MT34 250t* | C.2Cy.40″&74″–48″ (*s*) 80lb *80lb* NDB00 296NHP 2DB,*8pf*,GS146,HS1900 Earle's Co.(Lim.),Hull | | | N7,01 |
| 33 104816 NPHJ | **Cabral** *R.Winter –04* *1Dk(ptStl ptIrn)&Web frames& ptAwng dk(Irn)* | **SteelScSr** *ssNpt.No.3–2,03* | 2718 2088 1734 | ✝100A1 *pt Awng dk withfreeboard* 10,04 ~~1,03~~ | Cff | *l* | 1894 10mo | R.Thompson&Sons Sunderland A&CP | **Talbot S.S.Co.Ld. (T.Bowen Rees& Co.** *Mgrs.*) *WB = Cell DB* | 306·4 40·0 20·6 P29'Q84' *pt Awng dk183'* FK *94'uE&B34'f116* | **London** British 6*BH Cem* 531t *APT57t* | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *75lb* 252NHP 2SB.*8pf*,GS120,HS3814 N.E.Mar.E.Co.(Lim.),Sld. | 23 ″ 1 s ■ ″ 11½ | | ~~1,03~~ 10,04 |
| 34 — | — *C.B Storry93–94* | **IronTwinScSr** *1Dk* | 445 — 305 | | | | 1884 | Laird Bros. Birkenhead | **Cia.de Nav.à Vapor do Maranhaõ** | 185·0 26·0 12·0 F54' B62' F44' | **Maranham** Brazilian | C.4Cy.19″&35″–24″ 100NHP Laird Bros.,Birkenhead | | | |
| 35 HBDN | **Cachapoal** *A.C.Beavan94–00* | **IronSc3MstSr** *2Dks&Shadedk* | 2315 1776 1430 | ✝ *Shade dk* 10,81 *Valparaiso & Panama* | Liv | *s* | 1881 8mo | Laird Bros. Birkenhead | **Compania Sud Americana de Vap.** | 334·6 40·2 20·8 *WB =* | **Valparaiso** Chilian 5*BH Cem DB174'282t* | C.2Cy.45″&80″–54″ NB96 392NHP Laird Brothers,Birkenhead | | | |
| 36 HNVT | **Cachar** *Gouget* *Elec.light* | **Iron&SteelScBg** *2Dks3trB* | 3685 — 2033 | | | | 1884 | F.&C.de la Médit. LaSeyne | **Cie.Nationale de Navigation** | 344·5 41·0 29·1 P36'H–F44' | **Marseilles** French *WB* | C.2Cy.39½″&73″–42″ NB99 288NHP Forges&C.de la Médit.Msl. | | V | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage / Sous le Pont / Net | Détails de la Classification. Cote. | Port de Visite | Lettre | Construit. Quand. Navire / Mach. | Par qui. / Où. | Armateurs | Dimensions d'après la Douane. Longueur / Largeur / Creux. Superstructures &c. | Port d'Armement | Machines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37<br>[illegible]<br>NGKL | Cacique SteelScSr<br>W. Crossley -00 ssBal.No.2-02<br>1Dk(Stl)&Spardk(Irn)3tr B | 3052<br>2814<br>1951 | ✠100A1<br>Spar dk<br>11,04<br>BS12,04<br>✠LMC5,02 | NYk | u | 1894<br>1mo | JLThompson&Sons<br>Sunderland<br>A&CP | NewYork&Pacific S.S.Co.Ld. | 322·0\|42·7\|18·6<br>P30' B80' F34' 260<br>BK10"<br>WB = Cell DB | London<br>British<br>6BHCem | T.[illegible] 299NH<br>160lb 75lb<br>2SB,6rf,GS138,HS4600<br>J.Dickinson,Sunderland | 21 1<br>5 1 |
| 38 | — SteelSc<br>(exSargo) | 133<br>—<br>84 | | | | 1889 | E.Cravero &Co.<br>Genoa | P.Escofet y Cia. | 104·9\|18·4\|9·7 | Bns. Ayres<br>Argentine | T.2Cy.15¾"&31½"-19½"<br>NB01 37NH<br>E.Cravero&Co.,Genoa | |
| 39<br>87093<br>JNGM | Cacouna A.F.McDonald -0 IronScSr<br>~~L.Holmes -01~~ ssHfx.No.3-1,96<br>Well deck ssHfx.No.2-04<br>1Dk(Irn)2tr B | 1451<br>1148<br>931 | ✠100A1<br>4,05<br>Lloyd's A&CP | NFL<br>Hfx | p | 1883<br>12mo | Wigham Richrdsn&Co<br>Newcastle | DominionCoalCo. Ld. | 250·0\|35·4\|16·4<br>P22' Q68' B52' F26'<br>WB = Cell DB 201 317t | Montreal<br>APT17 | C.2Cy.30"&58"-36"<br>75lb 55lb 158NH<br>2SB,6pf,GS87,HS2700<br>Wigham Richrdsn&C.Nwc | 18<br>2 |
| 40<br>HFJQ | Cadagua Steel Sc3MstSr<br>A.Astorquia -01 Mchy.Aft 2Dks<br>Elec.light Carrying Petroleum in bulk | 2332<br>2256<br>1569 | | | | 1892 | Armstrong Mitchell&Co Ld Newcastle | Fourcade y Provot | 295·0\|39·0\|25·4<br>H22' F36' | Bilbao<br>Spanish | T.3Cy.22½",36"&59"-39"<br>217NH<br>WllsndSlpwyCo.Ld.,Nwc. | V |
| 41<br>3<br>NKBT | Cadè IronSc3MstSr<br>~~[illegible]~~ ssGen.2nd No.3-2,99<br>(exFedeltà,exIstria, ssGen.No.1-03<br>exJamesBarrass) 2Dks 3Dk rule | 1630<br>1556<br>1059 | ✠90A1<br>10,04<br>✠NB4,85 B&MS9,03 | Gen | q | 1874<br>7mo | T.&W. Smith<br>N.Shields<br>A&CP | G.Bianchi fuM. | 258·4\|34·5\|22·7<br>BK9<br>WB = DBa74' f101' 259t | Spezia<br>Italian<br>4BHCem<br>FPT50t | C.2Cy.30"&57½"-36"<br>80lb 45lb NDB85 159NH<br>2SB,6pf,GS96,HS2700<br>T.Clark&Co.Newcastle | 23 11<br>4 6½ |
| 42<br>99564<br>MPJH | Cadeby SteelScSr<br>Solari -04<br>M.H.Jones -00 ~~ssHul.No.2-00~~<br>Well deck 1Dk(Stl)&Webframes<br>ssGmh.No.3-5,04 | 1150<br>855<br>709 | ✠100A1<br>5,04<br>✠LMC5,99 | Ard<br>Bly | n | 1892<br>4mo | S.P.Austin &Son<br>Sunderland<br>A&CP | CadebyS.S.Co.Ld. (A.F.&J.C.Blackater) | 225·0\|33·4\|14·2<br>P28' Q50 B44' F25'<br>FK<br>WB = Cell DB178' 310t FPT | Hull<br>British<br>4BHCem<br>88t APT22t | T.3Cy.18½",30"&49"-33"<br>160lb 80lb 133NH<br>1SB,4pf,GS193,HS1936<br>G.Clark(Lim.)Sunderland | 16 9<br>1 9 |
| 43<br>74775 | Cadell IronPad<br>G.Johnston87-90 1Dk | 154<br>147<br>74 | | | | 1876 | W.Gordon<br>Goolwa,S.A. | G.Johnston | 122·3\|20·3\|8·0<br>B11t | Adelaide<br>British | C.2Cy.17"&30"-36"<br>45RH<br>Blackwood&Gordon, P.Gl | |
| 44<br>126876 | Cadillac SteelSc<br>C.A.Anderson02-03 1Dk<br>Mchy.Aft | 1264<br>—<br>1068 | | | | 1892 | Chicago S.B.Co.<br>Chicago,Ill. | ClevelandCliffs IronCo. | 230·0\|37·2\|15·3<br>Q73' F33'<br>WB | Mrquette, Mich.<br>United States | T.3Cy.15",25"&42"-30"<br>97NH<br>ClevelandS.B.Co.Clevelnd | |
| 45<br>HFJB | Cadiz SteelScSr<br>J.Bueno -02 ssShl.No.2-01<br>(exEmpress) 1Dk(pt Stl pt Irn)2tr B<br>&Webframes&pt.Awngdk(pt Stl pt Irn)<br>Now named "Empress." See No. 15 in Supplement. | 2918<br>2233<br>1875 | ✠100A1<br>pt Awng dk withfreeboard<br>10,03<br>✠LMC<br>BS6,08 | MVo | t | 1893<br>2mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP | CiaVascoGaditana (J.E.Gomez, Mgr.) | 314·0\|40·5\|21·4<br>Q131'<br>pt Awng dk 183' FK<br>WB = Cell DB266' 509t | Cadiz<br>Spanish<br>BHCem | T.3Cy.23",38"&62"-42"<br>160lb 80lb 249NH<br>2SB,6cf,GS89,HS3780<br>T.Richardson&Sons,Hpl. | 10<br>2 |
| 46 | Cadiz 2 SteelScSr<br>F.Caubin02-03<br>1Dk(Stl)&deep framing<br>Now named "Kiora." See No. 30 in Supplement. | 2099<br>1774<br>1292 | ✠100A1<br>6,03 | Bry | r | 1903<br>2mo | Const. Nav. Española<br>Cadiz<br>Lloyd's A&CP | CiaVascoGaditana deNav.(J.E.Gomez Mgr.) | 281·4\|40·0\|19·1<br>P28' B54' F30'<br>FK<br>WB = CellDBa74' f116' | Cadiz<br>Spanish<br>4BHCem<br>324t APT87t | T.3Cy.21",33"&53"-36"<br>165lb 80lb 184NH<br>2SB,6rf,GS71,HS2950<br>Cen.Mar.Eng.Wrks.W Hpl | 21 8<br>3 1 |
| 47<br>83807<br>WOKG | Cadoxton IronScSr<br>W.G.Browne -95 ssCff.No.3-3,93<br>ssCff.No.2-01<br>2Dks(UIrn-ws)3tr B | 1668<br>1551<br>1057 | ✠100A1<br>2,04<br>~~BS3,98~~ ✠LMC1,01<br>BS5,04 | Cff | r | 1880<br>8mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | M.Cope | 281·0\|33·8\|21·5<br>P21' B28' F32'<br>ND95 BK9½<br>WB = DBa80' f56' 203t FPT | Cardiff<br>British<br>5BHCem<br>35t APT20t | C.2Cy.32"&62"-40"<br>75lb 75lb NDB93 192NH<br>2SB,6pf,GS46,HS3297<br>R.&W.Hawthorn,Nwc. | 24 4<br>4 5 |
| 48<br>HNVQ | Caen SteelTwinScSr<br>Hervé00-01 | 522<br>—<br>83 | | | | 1890 | F.&C.de la Médit.<br>Havre | Cie. desChemins de Fer del'Ouest(L.B &S.C.R.Co. Mgrs.) | 210·6\|26·3\|13·6<br>H— | Dieppe<br>French | T.6Cy.16½",24½"&37"-25½"<br>115NH<br>Forges&C.de laMédit.,Hav | |
| 49<br>115884<br>TPKF | Caenwood SteelScSr<br>W.J.Baxter89-02<br>Well deck 1Dk(ptStl&ptIrn)&<br>deep framing | 1191<br>888<br>722 | ✠100A1<br>4,05 ~~7,04~~<br>✠LMC8,02 | Sld | n | 1902<br>8mo | S.P. Austin &Son.Ld.<br>Sunderland<br>Lloyd's A&CP | W.Cory&Son,Ld. | 225·0\|36·7\|13·4<br>P20' Q63' B18' F28'<br>FK<br>WB = Cell DBa63' uE15' f88' 280t FPT | London<br>British<br>4BHCem<br>35t APT35t | T.3Cy.20",33"&54"-38"<br>160lb 90lb 170NH<br>1SB,4pf,GS82,HS2616<br>G.Clark.Ld.Sunderland | 15<br>1 |
| 50<br>HTSF | Caerloch IronScSr<br>L.Lydersen -02 ssAbn.No.3-2,94<br>Well deck ssXia.No.2-03<br>1Dk(Irn) | 658<br>502<br>391 | ✠100A1<br>3,05<br>✠LMC3,03 | Xia | j | 1882<br>10mo | J.Priestman&Co.<br>Sunderland<br>A&CP | Actieselskabet Caerloch(Salvesen &Lydersen) | 180·5\|30·2\|13·0<br>Q93' B18' F21'<br>BK7½"<br>WB = DBa40' f73' | Arendal<br>Norwegian<br>4BHCem<br>160t APT | C.2Cy.23"&46"-33"<br>90lb 80lb NDB00 100NH<br>1SB,3pf,GS40,HS1680<br>WighamRchrdsn&CoNwc | 14<br>1 3 |
| 51<br>2722<br>JGCB | Cæsar IronScSp<br>J.A.Österman -00 1Dk<br>(exNorrtelje) | 194<br>111<br>122 | | | | 1882 | Lindbergs Mek.Verks.<br>Stockholm | C.H.Backert | 113·8\|19·9\|9·9<br>B41' H31t | Stockholm<br>Swedish | C.2Cy.21"&36"-24"<br>53NH<br>W.Lindbergs Mk.V.,Skm. | |
| 52 | Caffila IronScSr<br>~~[illegible]~~ ssAnt.No.3-6,95<br>ssSld.No.1-99<br>2Dks(Irn)3tr B | 2095<br>1949<br>1349 | ✠<br>3,05<br>~~BS2,04~~ | Bry | s | 1882<br>6mo | Bartram, Haswell&Co.<br>Sunderland<br>A&CP | ~~[illegible]~~ | 285·5\|37·2\|24·4<br>P33' B70' F35'<br>BK10"<br>WB = DBa62' f38' &u A&B44' 279t | ~~Sunderland~~<br>Japanese<br>6BHCem | C.2Cy.36"&68"-45"<br>90lb 60lb 248NH<br>2SB,6pf,GS107,HS4012<br>R.&W.Hawthorn,Nwc. | 25 10 |
| 53<br>HPBD | Cagou WoodScSr<br>M.Terrasson -03 1Dk | 110<br>—<br>78 | | | | 1884 | MacEvan<br>Nouméa | M.Terrasson | 82·0\|18·4\|7·0<br>H10t | Nouméa<br>French | | |
| 54<br>82679<br>WKBL | Cairnalt IronScSr<br>R.K.Greaves -01 ssShl.No.3-4,95<br>(exSarah) ssNwc.No.2-03<br>1Dk(Irn)2tr B | 1410<br>1122<br>886 | ✠100A1<br>1,05<br>✠LMC1,03<br>BS2,05 | Npt<br>Nwc | p | 1882<br>5mo | J Readhead &Co.<br>SouthShields<br>Lloyd's A&CP | GaelicStmshipsLd (Cairns,Noble& Co. Mgrs.) | 248·8\|36·1\|17·5<br>Q96 B52' F31'<br>BK9"<br>WB = DBa 74' f100' 371t | Newcastle<br>British<br>4BHCem | C.2Cy.29"&54"-36"<br>80lb 80lb 135NH<br>1SB,4pf,GS61,HS2196<br>J.Readhead&Co.,S.Shields<br>NDB99refitted05 | 18 7<br>1 |
| 55<br>[illegible]<br>MROL | Cairnavon SteelScSr<br>Sunk by Collision 11,04<br>[illegible] -03 ssShl.No.2-00<br>1Dk(Irn)&Deep framing<br>Well deck | 1562<br>1233<br>998 | ✠~~100A1~~<br>6,0[illegible] ~~10,02~~ | Nwc | p | 1892<br>7mo | Wood, Skinner&Co.<br>Newcastle<br>A&CP | CairnLineofStmships,Ld. (Cairns, Noble&Co. Mgrs.) | 250·6\|36·1\|16·8<br>Q95 B60' F27'<br>FK<br>WB = Cell DB210 | Newcastle<br>British<br>4BHCem<br>341t APT28t | T.3Cy.19",31"&51"-36" (s)<br>160lb 156NH<br>2SB,4pf,GS60,HS2840<br>Black,Hawthorn&Co.,Gts | |
| 56<br>91677<br>JBTG | Cairnbahn IronScSr<br>L.H.Taylor -00 ssShl.No.3-4,96<br>(exTrevider) ssShl.No.2-05<br>Well deck 1Dk(Irn)2tr B | 1538<br>1206<br>974 | ✠100A1<br>1,05<br>✠LMC<br>MS[illegible] | Cff<br>Shl | q | 1883<br>10mo | J Readhead &Co.<br>S.Shields<br>Lloyd's A&CP | GaelicStmships Ld (Cairns,Noble& Co. Mgrs.) | 259·5\|36·1\|17·5<br>Q99' B64' F28'<br>BK9"<br>WB = DBa 78' f72' 340t | Newcastle<br>British<br>4BHCem | C.2Cy.30"&58"-36"<br>80lb 80lb NDB00 161NH<br>2SB,4pf,GS65,HS2706<br>J.Readhead&Co.,S.Shields | 18<br>1 8 |
| 57<br>101812<br>MVRN | Cairncrag SteelScSr<br>J.Hyslop -04 ssNwc.No.2-00<br>(exGreatNorthern)<br>Well deck 1Dk(Stl)2tr B&Web frames | 3022<br>2460<br>1951 | ✠100A1<br>3,05<br>MS11,00 ✠LMC<br>~~BS1,05~~<br>BS | Bly<br>Nwc | u | 1892<br>12mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>Lloyd's A&CP | CairnLine ofStmships,Ld. (Cairns, Noble&Co. Mgrs.) | 322·0\|41·7\|21·6<br>P34' Q94' B130' F32'<br>WB = Cell BK9"<br>DB266 650t FPT | Newcastle<br>British<br>5BHCem<br>130t APT53t | T3Cy22½",36½"&64"-42" (s)<br>160lb 160lb 281NH<br>2SB,8pf,GS132,HS4450<br>Hwthrn,Leslie&C.Ld Nwc | 24<br>2 8 |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Years Assigned | Built: When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard midship. ft. in | Registers in which classed, if not in L.R. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58<br>91489<br>JWHF | Cairndhu IronScSr<br>G.Matthewman -03<br>Well deck 4thSurvey.Nwc.11,01<br>1Dk(Irn)&Webframes | 1304<br>1023<br>822 | ✠ A1 1<br>8,0~~[illegible]~~ | Cff<br>~~Cff~~<br>Nwc | Lv | 1885<br>5mo | H.S.Edwards&Sons<br>Newcastle | Cairns,Noble&Co. | 231·0 34·6 17·2<br>Q93tB132tH29t<br>F27t FK<br>W | Newcastle<br>British<br>·BH<br>B=DBa&f | T.3Cy.18½",30"&48"-36"<br>135NH<br>1SB,3cf,GS55,HS1959<br>Blair&Co.(Lim.),Stockton | 18 " 5<br>1 " 10 | | 14·27<br>15·25<br>16·23<br>17·20 |
| 59<br>99869 | — SteelScDredger<br>J.Shearer -92<br>1Dk | 698<br>698<br>311 | | | | 1892 | Fleming&Ferguson<br>Paisley | Trustees of the ClydeNavigation | 194·2 37·2 12·0 | Glasgow<br>British | C.2Cy.26"&51"-36"<br>95RH<br>Fleming&Ferguson,Psy. | | | |
| 60<br>101993<br>NBTS | Cairndon SteelScSr<br>~~A.R.Anderson -01~~ ssNwc.No.2-01<br>(exPhœnix) Hawick 1Dk(ptStlptIrn &Webframes&ptAwngdk(Irn) | 2692<br>2077<br>1732 | ✠100A1<br>pt Awng dk withfreeboard<br>1,05 ~~11,03~~<br>~~[illegible]~~ ✠LMC[illegible] | Shl<br>Cff | t | 1893<br>4mo | SirR.Dixon&Co.<br>Middlesbro'<br>A&CP | CairnLine of Stmships,Ld. (Cairns,Noble&Co. Mgrs.) | 299·8 40·1 20·7<br>P27'Q84 FK<br>pt.Awngdk189<br>WB=Cell | Newcastle<br>British<br>6BHCem<br>DB234'513t | T.3Cy.24",38"&64"-42 (s<br>160lb 80lb NDB03 266NH<br>2SB,6cf,GS96,HS4005<br>T.Richardson&Sons,Hpl. | 22 " 10<br>s 9 " 4½ | | ~~10,0~~<br>1,05 |
| 61<br>82892<br>LHSW | Cairnesk SteelScSr<br>R.A.Purvis -04 ssNwc.No.3-2,02<br>(exLeconfield) 1Dk(Stl)&Webframes<br>Well deck | 2237<br>1766<br>1462 | ✠100A1<br>~~11,03~~12,04<br>~~[illegible]~~ ✠LMC11,03<br>~~[illegible]~~ BS12,04 | Cff | s | 1889<br>9mo | Schlesingr,Davis&Co.<br>Newcastle<br>A&CP | CairnLine ofStmships,Ld. (Cairns,Noble&Co. Mgrs.) | 285·0 39·2 20·2<br>Q111'B118'F32'<br>BK8½"<br>WB=CellDB202' 140t | Newcastle<br>British<br>6BHCem<br>APT64t | T.3Cy.21",33"&54"-42" (s)<br>160lb 80lb 195NHP<br>2SB,4rf,GS86,HS3000<br>Black.Hawthorn&Co.Gts. | 21 " 5<br>s 2 " 0 | | 11,08 |
| 62<br>110863<br>RPBD | Cairness SteelScK<br>W.J.Minns -02 ssAbn.No.1-04<br>1Dk | 174<br>165<br>53 | ✠100A-<br>Stm Trawler<br>11,04~~5,08~~ ✠LMC ~~[illegible]~~ 8,04 | Abn | | 1899<br>10mo | Hall,Russell&Co<br>Aberdeen | Fraserburgh&N.of ScotlandSteam Trawl'ngCo.Ld. (R.Laing, Mgr.) | 110·5 21·1 11·0<br>BK7½ | Fraserbro'<br>British<br>3BHCem | T.3Cy.12½",19"&31"-21" (s)<br>140lb 50RHP<br>1SB,2pf,GS31,HS868<br>Hall.Russell&Co.Abn. | 11 " 7 | | 5,08 |
| 63<br>97964<br>MDGV | Cairnglen SteelScSr<br>W.Fletcher -04 ~~ssBly.No.2-00~~<br>Well deck 1Dk(Irn)&Webframes<br>ssNwc,No.3-8,04 | 1565<br>1251<br>987 | ✠100A1<br>8,04 ~~1,03~~<br>~~[illegible]~~ ✠LMC2,04 | Nwc | p | 1891<br>5mo | W.Dobson &Co.<br>Newcastle<br>A&CP | CairnglenS.S.Co. Ld. (Cairns,Noble &Co. Mgrs.) | 251·0 36·1 1[illegible]·8<br>Q95'B61'F27'<br>FK<br>WB=CellDB208 | Newcastle<br>British<br>1BHCem<br>291tAPT22t | T.3Cy.19",31"&51"-36" (s<br>160lb 100lb NDB00 158NHP<br>2SB,4pf,GS63,HS2400<br>Black,Hawthorn&Co.,Gts | 19 " 0<br>s 1 " 9½ | | N2,04 |
| 64<br>119113<br>VQFN | Cairngorm SteelScSr<br>W.Leitch87-04 1Dk(Irn)<br>Elec.light Well deck<br>Mchy.Aft | 401<br>281<br>117 | ✠100A1<br>4,04 | Gls | g | 1904<br>4mo<br>Lloyd | J.Shearer&Sons<br>Glasgow<br>'sA&CP | W.Robertson | 141·7 26·1 10·9<br>Q70 B9'F26'<br>BK7"<br>WB= | Glasgow<br>British<br>3BHCem<br>FPT45t | C.2Cy.18"&40"-27" (s<br>130lb 70lb 91RHP<br>1SB 3pf,GS53,HS1680<br>Muir&Houston,Ld.Gls. | 12 " 3<br>s " 9 | | |
| 65<br>115565 | — SteelScK<br>F.Watkins<br>1Dk | 198<br>186<br>54 | ✠100A1<br>Stm Trawler<br>6,0~~12,08~~ ✠ | Abn | | 1902<br>5mo<br>Lloyd | J.Duthie,Sons&Co.<br>Aberdeen<br>'sA&CP | GrampianSteam FishingCo.Ld. | 116·1 21·7 11·8<br>BK7½<br>Wb | Aberdeen<br>British<br>3BHCem<br>=DBf5'12t | T.3Cy.12",19½"&32"-22" (s<br>180lb 50RH<br>1SB,2cf,GS36,HS1085<br>W.V.V.Lidgerwood.Gls. | 12 " 6 | | ~~6,03~~<br>9,04 |
| 66<br>88733<br>HTOL | Cairngowan IronScSr<br>J.A.Corlett -00 ssNwc.No.3-1,96<br>Well deck ssShl.No.1-01<br>1Dk(Irn)&Webframes | 1181<br>919<br>735 | ✠100A1<br>6,03<br>~~[illegible]~~ ✠L[illegible] | Nwc | n | 1883<br>6mo | S.P.Austin &Son<br>Sunderland<br>A&CP | Cairns,Noble&Co. | 225·4 34·0 14·4<br>Q76'B57'F23'<br>FK<br>WB=Cell DBa52'f90 | Newcastle<br>British<br>4BHCem<br>323tAPT36t | C.2Cy.26"&53"-33" (i<br>80lb 80lb NDB97 99RH<br>1SB,4pf,GS60,HS1970<br>Blair& Co.(Lim.).Stockton | 17 " 6<br>s 1 " 9 | | 6.03 |
| 67<br>98557<br>MCNS | Cairnie IronScSr<br>G.Tait -03 ssSld.No 3-2,04<br>Mchy.Aft 1Dk(Irn) | 248<br>193<br>114 | ✠100A1<br>~~[illegible]2,04~~ 1,05<br>✠LMC2,0[illegible] | Sld<br>Abn | c | 1891<br>3mo<br>Lloyd | BlythS.B.Co.Ld.<br>Blyth<br>'sA&CP | W.T.Moffatt | 120·2 20·5 10·2<br>Q39'B9'F15'<br>drp04 BK6½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DB/28'25t | C.2Cy.15"&34"-24" (s)<br>100lb 90lb 50RHP<br>1SB,2pf,GS35,HS1019<br>BlaikieBros.,Aberdeen | 10 " 11<br>s 1 " 1½ | | N2,04 |
| 68<br>104297<br>PGLB | Cairnisla SteelScSr<br>J.O.Band -01 ~~ssNwc.No.1-01~~<br>1Dk(Irn)&deep framing<br>ssNwc.No.2-05 | 1597<br>1437<br>1014 | ✠100A1<br>3,05 ~~11,03~~<br>~~[illegible]~~ ✠LMC [illegible] | Nwc | q | 1896<br>3mo | Short Bros.<br>Sunderland<br>A&CP | CairnLineofStmships,Ld. (Cairns,Noble&Co. Mgrs.) | 259·0 36·8 18·1<br>P20'B62'F26'<br>FK<br>WB=Cell DBa80'uE&B34'f98'393tFPT | Newcastle<br>British<br>4BHCem<br>64tAPT51t | T.3Cy.19",31"&51"-36" (s<br>160lb 80lb 157NH<br>1SB,4pf,GS65,HS2357<br>Black,Hwthrn&C.(L.)Gts | 20 " 4<br>s 2 " 11 | | ~~12,02~~<br>11,04 |
| 69<br>104280<br>NVFL | Cairnloch SteelScSr<br>D.Mitchell -00 ssCff.No.2-03<br>1Dk(Irn)&Deepframing | 1546<br>1415<br>983 | ✠100A1<br>~~[illegible]~~ 1,05<br>✠LMC[illegible] | Nwc<br>Cff | q | 1895<br>5mo | Short Bros.<br>Sunderland<br>A&CP | CairnLineofStmships,Ld. (Cairns,Noble&Co. Mgrs.) | 255·0 36·8 18·1<br>P20'B62'F27'<br>FK<br>Wb=Cell DBa80'uE&B34'f98'393tFPT | Newcastle<br>British<br>4BHCem<br>64tAPT51t | T.3Cy.19",31"&51"-36" (s<br>160lb 80lb 158NH<br>1SB,4pf,GS63,HS2404<br>Black,Hawthorn&Co.Gts | 20 " 4<br>s 2 " 10½ | | 10,03 |
| 70<br>81674<br>WMGS | Cairnlyon IronScSr<br>H.E.Loads -00 ssCff.No.3-9,91<br>(exTrelyon) ssNwc.No.2-03<br>Welldeck 1Dk(Irn)2trB | 1428<br>1136<br>897 | ✠100A1<br>7,01~~10,00~~<br>BS7,04 ✠LMC2[illegible] | Nwc<br>Shl | p | 1882<br>7mo | J.Readhead&Co.<br>S.Shields<br>A&CP | CairnglenS.S.Co. Ld. (Cairns.Noble &Co. Mgrs.) | 249·0 36·1 17·5<br>Q96'B52'F31'<br>BK9<br>WB=DBa74'f100 | Newcastle<br>British<br>4BHCem<br>371t | C.2Cy.29"&54"-36" (i<br>80lb 80lb NDB99 135NH<br>1SB,4pf,GS61,HS2196<br>J.Readhead&Co.,S.Shields | 18 " 7<br>s 1 " 9 | | ~~2,03~~<br>7,04 |
| 71<br>89533<br>JHFV | Cairnmona IronScSr<br>D.Muir -03 ~~4thSurvey,Nwc.[illegible]~~<br>(exSouthwold) 1Dk(Irn)2trb<br>Well deck 5thSurvey,Nwc.7,04 | 1766<br>1385<br>1116 | ✠ A1 1<br>~~[illegible]9,03~~<br>~~[illegible]~~ | Sws<br>~~Nwc~~ Cff<br>LMC ~~[illegible]~~ 8,04 | Lv | 1884<br>2mo | Short Bros.<br>Sunderland | GaelicStmships Ld (Cairns,Noble& Co. Mgrs.) | 260·0 36·2 20·0<br>P29'Q70'B66'F30<br>BK9<br>Wb | Newcastle<br>British<br>4BHCem<br>=DBa&F | C.2Cy.33"&62"-36"<br>75lb 80lb NDB99 192NH<br>1DB.4f<br>T.Richardson&Sons,Hpl. | 21 " 9<br>s 2 " 6 | | 17·88<br>18·89<br>20·97<br>21·14<br>~~3,03~~<br>4,05 |
| 72<br>101803<br>MSLQ | Cairnmore SteelScSr<br>J.Williams -02 ssShl.No.2-02<br>1Dk(Irn)&Deepframing &ptAwngdk(Irn) | 1627<br>1233<br>1038 | ✠100A1<br>pt Awng dk withfreeboard<br>2,04 ✠LMC<br>BS ~~[illegible]~~ 10,04 | Npt | r | 1892<br>9mo | Wood,Skinner&Co.<br>Newcastle<br>A&CP | CairnLine of Stmships,Ld. (Cairns,Noble&Co. Mgrs.) | 250·5 36·1 16·8<br>Q95'B60'F28'<br>RFD68' drp02 FK<br>WB=CellDB210 | Newcastle<br>British<br>4BHCem<br>341tAPT28t | T.3Cy.19",31"&51"-36" (s<br>160lb 80lb 156NHP<br>2SB.4pf,GS60,HS2340<br>Black.Hawthorn&Co.Gts. | 19 " 0<br>s 8 " 6½ | | 2,04 |
| 73<br>104251<br>NJPV | Cairnross SteelScSr<br>J.Potter -00 ssNwc.No.2-03<br>1Dk(Irn)&deepframing | 1509<br>1393<br>959 | ✠100A1<br>10,01~~9,08~~<br>BS10,04 ✠LMC9,0[illegible] | Nwc | q | 1894<br>5mo | J.Laing<br>Sunderland<br>A&CP | CairnLine of Stmships.Ld. (Cairns,Noble&Co. Mgrs.) | 255·0 36·7 18·1<br>P20'B60'F26' FK<br>WB=CellDB212 | Newcastle<br>British<br>4BHCem<br>363tAPT35t | T.3Cy.19",31"&51"-36" (r)<br>160lb 80lb 15[illegible]NHP<br>1SB.4pf.GS65,HS2420<br>G.Clark(Lim.),Sunderland | 20 " 4<br>s 8 " [illegible] | | ~~[illegible]~~<br>N10,0[illegible] |
| 74<br>95203<br>KRPW | Cairnryan SteelScSr<br>H.Browne -02 ssLth.No.3-1,01<br>Well deck 1Dk(Irn)&Webframes<br>ssLth.No.1-05 | 1663<br>1230<br>1060 | ✠100A1<br>~~[illegible]~~ 2,05<br>~~[illegible]~~ ✠LMC ~~[illegible]~~ 2,05 | Shl<br>~~Bly~~ Lth | g | 1888<br>5mo | Palmers'Co.(Lim.)<br>Newcastle<br>A&CP | R.Cairns&Co. | 260·0 36·3 16·5<br>P31'Q64'B110'<br>F27' FK<br>WB=Cell DB 218' 407t FPT | Leith<br>British<br>4BHCem<br>60tAPT9t | T.3Cy.18½",31"&51"-36" (s)<br>160lb 70lb 159NH<br>2SB,4rf,GS69,HS2418<br>Palmers'Co.(Lim.),Nwc. | 18 " 9<br>s 1 " 7½ | | 4,04 |
| 75<br>95455<br>KTNG | Cairnstrath SteelScSr<br>J.H.Hunter93-01 ssNwc.No.3-6,01<br>(exFelbridge)<br>Well deck 1Dk(Irn)&Web frames | 2128<br>1659<br>1334 | ✠100A1<br>~~5,01 7,03~~ 2,05<br>~~[illegible]~~ ✠LMC7,0[illegible]<br>BS9,04 | Nwc<br>~~Bly~~ Mch | r | 1888<br>8mo<br>Lloyd | C.S.Swan&Hunter<br>Newcastle<br>'sA&CP | GaelicStmships Ld (Cairns,Noble& Co. Mgrs.) | 280·0 37·5 19·3<br>P24'Q80'B112'F27<br>FK<br>WB=Cell | Newcastle<br>British<br>4BHCem<br>DB234'450t | T.3Cy.22",36"&59"-39" (s<br>160lb 100lb NDB01 225NH<br>2SB,6rf,GS108,HS3420<br>WllsndSlpwy.Co.Ld. Nwc | 21 " 8<br>s 2 " 0 | | ~~7,03~~<br>2,05 |
| 76<br>118628<br>VNDT | Cairntorr SteelScSr<br>J.D.Gibson -04<br>Turret deck 1Dk | 3588<br>2992<br>2293 | | | | 1903 | W.Doxford&Sons,Ld.<br>Sunderland | ~~Cairns,Noble&Co.~~<br>CairnLine of Stmships,Ld. Cairns, Noble&Co.,Mgrs.) | 340·0 50·1 22·6<br>P30'F38' | Newcastle<br>British | T.3Cy.23½",39"&66"-45"<br>292NH<br>W.Doxford&Sons,Ld.Sld. | | V | |

**77 Cairntoul** SteelScK
115566 *C.Royal02-02* 1 *Dk*
198 / 186 / 54

**78 Cairo** IronScSr
*G.B.De Marchi* (*ex*Archimede)
NKMR *Elec.light* 3 *Dks*(2 *Irn-Uwa*)
3079 / 2578 / 1979
11,84

**79** IronScSr
*J.Russell&Co.* ssBrs.No.3–1,98
ssCR.No.2–05 ssBru.No.1–00
*A.E.Idjoness* –05 1 *Dk*(*Irn*) 4 *Spardk*(*Irn*) 8 *trB*
2177 / 2153 / 1381
2,05 2,02

**80** — IronScBn
86638 *A.Clyde* –00 ssShl.No.3–3,96
HBVP *Well deck* ssGls.No.2–03
1 *Dk*(*pt Irn*) 2 *trB*
1698 / 1345 / 1067
12,04

**81** — SteelScSr
*L.P.Sjostrand00–03*
*Well deck*
*1671* / *1362* / *1085*

**82** — SteelScK
116071 *E.Webber92–02* 1 *Dk*
172 / 138 / 63
9,04 2,09

**83 Caithness** SteelScSr
106620 *W.T.Atkinson* –03
PWQK *Turret deck* 1 *Dk*2 *trB*
3503 / 3349 / 2222

**84 Caithness-shire** SteelScYl
114178 *S.E.Norton* –01 1 *Dk*
213 / 168 / 53
11,04 2,03

**85 Calabria** SteelScSr
113945 *J.A.Coverley* –04
SHDJ *Ref.Mchy. Elec.light* 2 *Dks*&*deep frames*
4376 / 3663 / 2588

**86** — SteelScSr
*H.Looft00–02*
RHWM *Elec.light* (*ex*Baroda) 2 *Dks*3 *trB*
3004 / 2886 / 1931

**87** — IronSc3MstSr
86372 *D.Thom87–96* ssLth.No.3–4,96
HPBS *Well deck* ssLth.No.[illegible]2–04
1 *Dk*(*Irn*) 2 *trB*
1506 / 1198 / 948
2,05

**88** — IronScSr
9 *A.Cogliolo* (*ex*PrincessRoyal)
NKPF *Mchy.Aft* 2 *Dks*
956 / 654 / 458

**89** — SteelSc
29 *S.Greco* 1 *Dk*
*Now named "Tirreno," See No. 58 in Supplement*
225 / 111 / 103

**90** — IronScK
*H.Gravemaker* –03 1 *Dk*
*121* / *110* / *41*

**91 Calabro** SteelScSr
*Now named "Moulouya," See No. 30 in Supplement*
*Elec.light* 2 *Dks*&*Spardk*
2103 / 1343

**92 Calais** SteelPadSr
105984 *R.P.Goodbun* –97
PGFW 2 *Dks*&*Promenade dk*
1002 / 809 / 364

**93 Calaisien** SteelTwinScTug
*Pichon* –02 1 *Dk*2 *trB*
224 / 169 / 4

**94 Calanas** IronScSr
86085 *J.Fowler* –00 ssShl.No.3–6,95
WMKO *Well deck* ssNwc.No.2–03
1 *Dk*(*Irn*) 2 *trB*
1586 / 1264 / 997
10,03

**95 Calchas** SteelScSr
110536 *W.T.Hannah* –03
RPVN 2 *Dks*
6748 / 5290 / 4279

**96 Calchfaen** SteelSc3MstSr
109112 *O.Owens* –97 ssTrn.No.2–01
NGPW *Well deck* 1 *Dk*(*Irn*)
*Mchy.Aft*
421 / 306 / 146
11,[illegible]

**97 Calculista** SteelScSr
*L.Lluani* –02
HFJD (*ex*YachtCoto)
115 / — / 81
7,84

**98 Calcutta** WoodSc
63661 *J.Gallimore* –95
114 / 101 / 78

**99 Calder** SteelScSr
[illegible] *T H Woodhead* –04 ssGoo.No.3–12,99
KLTQ ssGoo.No.1–04
1 *Dk*(*Irn*) *Beams Irn*
708 / 559 / 354
2,04

| No. | Name of Ship. Nationality. Official Number. Signal Letters. | Master. Owners. Managers. | Tons. Gross. Net. | Details de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Built. When. By whom. Where. | Owners. | Dimensions d'après la Douane. Superstructures. Length. Breadth. Depth. | Port d'Armement. Pavillon. | Machines. No. & Dia. of Cylinders.—Course. Pressure des Chaudières. N.H.P. or Horse-power as per Rules. H.H. = Force en chevaux d'après les formules de la Société. Détails des Chaudières & Foyers. Name of Constructors of machines. | Coal. Consumption. Speed. | Deck. Engine Room. Boilers. | Tons per Inch Immersion. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77 | **Cairntoul** | | 198 / 186 / 54 | ✠100A1 Abn *Stm Trawler* 1 *Dk* | 1902 6mo | J.Duthie. Sons&Co Aberdeen *Lloyd's SA&CP* | GrampianSteam FishingCo Ltd | 115·5 \| 21·7 \| 11·8 BK7½ *WB = DBf5'11t* | Aberdeen British | T.3Cy.12",19½"&32"–22" (s) 180lb 50RH 1SB.2*cf*,GS86,HS1055 W.V.V.Lidgerwood,Gls. | 12 « 6 | | 4,04 |
| 78 | **Cairo** | | 3079 / 2578 / 1979 | ✠ Msl *v* 11,84 | 1881 11mo | A.Stephen &Sons Glasgow | Nav.Gen.Italiana *WB =* | 350·1 \| 40·0 \| 26·1 P76'B25'F48' *CellDB284·48t* | Genoa Italian 5 *BHCem* | T.3Cy.23½",37½"&68"–47½" NE&B03 273NH NOderofuA.SestriPonente | | I | |
| 79 | — | | 2177 / 2153 / 1381 | ✠100A1 Cff *Spar dk* 2,05 2,02 | 1883 5mo | J.Laing Sunderland A&CP | Alliance Shipping Co. Ltd. (G.H.Wells & Co. Managers) C.M. 1880 | 295·0 \| 37·4 \| 20·6 B12' 27·8 BK9½ *WB= DBa* | Tonsberg Norweg.an | C.2Cy.31"&66"–42" (s) 80lb *90lb* NDB00 223NH 2SB,6*pf*,GS100,HS3735 G.Clark,Sunderland | 21 « 11 | | 1,04 |
| 80 | — | | 1698 / 1345 / 1067 | ✠100A1 Gls *q* 12,04 MS4,03 BS11,06 | 1882 12mo | T Turnbull &Son Whitby A&CP | GlasgowNav.Co. Ld.(Maclay& McIntyre, *Mgrs.*) | 260·4 \| 37·1 \| 18·5 Q104'B68'F32 pt ND98 FK *WB = DBa* | Glasgow British 4 *BHCem* 80'*f*96'821*t* | C.2Cy.32"&60"–39" (b) 80lb *55lb* 170NH 2SB,6*pf*,GS[illegible] HS2[illegible] Blair&Co.(Lim.),Stockton | 19 « 11 | | 84,03 |
| 81 | — | | *1671* / *1362* / *1085* | | 1882 | Earle'sCo. (Lim.) Hull | RederiAktieb. Orion (O.Wingren, *Mgr.*) | 270·8 \| 34·1 \| 18·3 Q93*t* B186*t* F38*t* FK | Oscarshmn Swedish | C.2Cy.25"&50"–45" 140NH Earle'sCo.(Lim.),Hull | | V | |
| 82 | — | | 172 / 138 / 63 | ✠100A1 Hul *Stm Trawler* 2,04 | 1902 6mo | Cook,Welton&Gemmell Beverley *Lloyd's SA&CP* | HullSteamFishing &IceCo.Ld. | 108·4 \| 21·3 \| 11·2 BK7½ *WB = Deep* | Hull British 4 *BHCem* | T.3Cy.10",17"&28"–21" (s) 200lb 45RH 1SB,*pf*,GS25,HS690 [illegible]ankef13'80t Amos&Smith,Hull | 12 « 1 | | 9,01 |
| 83 | **Caithness** | | 3503 / 3349 / 2222 | | 1898 | W.Doxford &Sons,Ld. Sunderland | SutherlandS.S.Co. Ld.(A.M.Sutherland, *Mgr.*) | 340·5 \| 45·5 \| 24·6 F37' *WB* | Newcastle British | T.3Cy.26",42"&68"–42" 500NH W Doxford&Sons,Ld.,Sld. | | V | |
| 84 | **Caithness-shire** | | 213 / 168 / 53 | ✠100A1 Abn *Stm Trawler* 11,04 2,03 | 1901 2mo | Mackie& Thomson Glasgow *Lloyd's SA&CP* | ShireStm.Fishing Co.Ld. | 120·8 \| 21·6 \| 12·2 Q58' BK7½ *WB= DBf80'24t* | Aberdeen British 4 *BHCem* | T.3Cy.12",19½"&32"–22" (s) 180lb 50RH 1SB,*2cf*,GS87,HS1150 W.V.V.Lidgerwood,Gls. | 13 « 8 | | 3,03 |
| 85 | **Calabria** | | 4376 / 3663 / 2588 | | 1901 | D&W Henderson&Co.Ld. Glasgow | AnchorLine(Henderson Bros.)Ld. | 376·0 \| 47·2 \| 27·6 P38'B149'F47' *WB* | Glasgow British | T.3Cy.30¾",50½"&84"–54" 518NH D&W.Hendersn&CoLdGls. | | C | |
| 86 | — | | 3004 / 2886 / 1931 | | 1889 | London& Glas.Co.Ld. Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 340·0 \| 42·1 \| 26·2 P16'B74'F42' BK11' *WB* | Hamburg German | T.3Cy.24½",37"&64"–48" 303NH Lon.&Glas.Co.(Lim.),Gls. | 29 « 0 | G | |
| 87 | — | | 1506 / 1198 / 948 | ✠100A1 Lth *q* 2,05 BS0,08 MS0,04 BS2,05 | 1883 4mo | W.B. Thompson Dundee *Lloyd's SA&CP* | J.Cormack&Co. *WB = Cell* | 259·6 \| 36·6 \| 16·6 Q86'B54'F28' FK *DB 222'337t FPT* | Leith British 4 *BHCem* 40t *APT32t* | C.2Cy.28"&56"–42" (s) 80lb *80lb* NDB98 152NH 1DB,6*pf*,GS90,HS2892 W.B.Thompson,Dundee | 18 « 4 | | 2,03 |
| 88 | — | | 956 / 654 / 458 | | 1876 | Lon.&Gls. Co. Glasgow | Nav.Gen.Italiana | 227·5 \| 29·2 \| 15·5 P63'F31' BK8' | Genoa Italian | C.2Cy.32"&57"–48" NB86 188NH Lon.&Glas.Co.Glasgow | 16 « 6 | | |
| 89 | — | | 225 / 111 / 103 | | 1892 | G.Ansaldo &Co. Sestri Ponente | Soc.Itl.StradeFerrate della Sicilia (G.Battaglia *Mgr.*) | 150·2 \| 19·8 \| 11·5 | Messina Italian | C.2Cy.18½"&37½"–19½" 82NH G.Ansaldo&Co.,Smprdrna | | | |
| 90 | — | | *121* / *110* / *41* | | 1894 | Edwards Bros. NorthShields | Naaml.Vennoot StoomvissHolland (CPlanteijdt *Mgr*) | 90·0 \| 20·0 \| 10·7 Q18'F19' BK7½ | Ymuidon Dutch | T.3Cy.10",16"&25½"–19½" 29NH N.E.Mar.E.Co.(Lim.),Sld. | 11 « 6 | G | |
| 91 | **Calabro** | | 2103 / 1343 | | 1890 | Sundrland S.B.Co.Lim. Sunderland | | 275·0 \| 38·2 \| 15·3 P55'B26'F30' FK | WB | T.3Cy.28½",39"&64"–42" 283NH N.E.MarineE.Co(Lm)Nwc | 17 « 9 | I | |
| 92 | **Calais** | | 1002 / 809 / 364 | | 1896 | W.Denny &Bros. Dumbarton | S.Eastrn&ChathmRlyCo.'sManaging Committee | 280·0 \| 35·0 \| 13·4 | Glasgow British | T.3Cy.35½",52½"&76"–72" 490NH Denny&Co.,Dumbarton | | BT till 5/06 | |
| 93 | **Calaisien** | | 224 / 169 / 4 | | 1892 | Atel.& Chant.Loire Nantes | Chambre deCommerce | 115·6 \| 22·3 \| 11·7 | Calais French | C.4Cy.16½"&27½"–19½" 56NH Atel.&Chant.Loire,Nts. | | V | |
| 94 | **Calanas** | | 1586 / 1264 / 997 | ✠100A1 Nwc *q* 10,03 NB3,01 MU1,03 | 1882 7mo | Palmers'Co (Lim.) Newcastle *Lloyd's SA&CP* | ScottBros.Ld. (Lt.-Col.C.E.Parker-Jervis, *Mgr.*) *WB = CellDBa74'f101t* | 265·2 \| 35·5 \| 16·8 P24'Q72'B58'F29' FK | Newcastle British 4 *BHCem* 254t *APT87t* | C.2Cy.30"&57"–39" (s) 90lb *90lb* NDB02 180NH 1SB,4*pf*,GS66,HS2607 FD Palmers'Co.(Lim.),Nwc. | 19 « 0 1 « 11 | | 10,03 |
| 95 | **Calchas** | | 6748 / 5290 / 4279 | | 1899 | Scott&Co. Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 441·7 \| 52·6 \| 30·3 P50'B154'F58' *WB* | Liverpool British | T.3Cy.29",50"&82"–60" 521NH Scott&Co.,Greenock | | BT till 2/06 | |
| 96 | **Calchfaen** | | 421 / 306 / 146 | ✠100A1 Bkn *g* 11,[illegible] NE&B10,92 re-fitted [illegible] | 1893 10mo | AilsaS.B. Co. Troon A&CP | Kneeshaw,Lupton &Co. | 160·0 \| 24·6 \| 10·8 Q84'B12'F26' (rp03 BK7' *WB = FPT47t* | Liverpool British 3 *BHCem* *APT3t* | C.2Cy.20"&40"–27" (s) 110lb *75lb* 66RH 1SB,*2pf*,GS40,HS1288 Rosevear&Duncan,Glasgow | 11 « 9 « 8½ | | 11,04 |
| 97 | **Calculista** | | 115 / — / 81 | ✠ Lon 7,84 | 1884 5mo | Forrestt& Son London | L.Arnau&Co. | 102·6 \| 15·0 \| 13·0 | Cadiz Spanish 4 *BHCem* | C.2Cy.17"&32"–24" *Built—fitted02* 42NH Westray,Copeland&C.Brw | | | |
| 98 | **Calcutta** | | 114 / 101 / 78 | | 1868 | H.Gibson Northwich | ~~Earnest S.W. Hutchinson~~ ~~Mgr. J.C.Bate~~ | 81·8 \| 19·5 \| 8·9 | Liverpool British | C.2Cy.12"–14" 24RH F.Bates,Northwich | | | |
| 99 | **Calder** | | 708 / 559 / 354 | ✠100A1 Goo *i* 2,04 NB11,98 [illegible]MC2,04 | 1887 4mo | W.Dobson &Co. Newcastle *Lloyd's SA&CP* | Cooke&Brg.Co.Ld. Lancashire & Yorkshire Ry.Co *WB=* | 215·5 \| 28·8 \| 13·8 P30'B50'F28' BK7' *CellDB57'72t FPT* | Poole British 5 *BHCem* 47t *APT58t* | C.2Cy.27"&54"–36" (s) 100lb 147NH 2SB,4*pf*,GS68,HS2510 N.E.MarineCo.(Lim.)Nwc | 14 « 7 « 0 | | 2,04 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Year of last Survey. | 6 Port of Survey. | 7 Where classed now especial Equipment Letter. | 8 Built. When. Ship. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard (midship) ft. in | 15 Registers in which classed, if not in L.R. Particulars of Trade, Port | 16 Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100 MBFJ | **Calderon** *J. Russell* | **SteelScSr** 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* *Elec.light* | 4074 3874 2650 | ✝100A1 *Spar dk* 4,03 | Mch | *x* | 1900 7mo | Workman, Clark & Co. Ld Belfast | Soc. Anon. de Nav. Royale Belge Sud-Américaine A&CP *WB=Cell DB a96'u E&B* | 378·0 \| 47·5 \| 20·7 P31'B102'F45' 284 FK 88'f116' 773t *FPT* | **Antwerp** Belgian | T.3Cy.26½",44"&74"–54" (s 1900lb *90lb* 584NH 2DB,*12cf*,GS183,HS7504 FD Wrkman.Clark&Co.Ld Bel | 23 " 5 | | ~~9,01~~ 1,05 |
| 101 HFDP | — *M. Zaragoza* *Mchy. Aft* | **IronSc3MstSr** 2 *Dks* | 650 515 495 | | | | 1869 | Bowdler, Chaffer & Co Birkenhead | La Betica Soc. Anon de Nav. à Vap. | 183·4 \| 25·0 \| 15·2 | **Seville** Spanish | C.2Cy.22"&44"–24" 79NH J.Taylor&Co.,Birkenhead | 15 " 8 | | |
| 102 99250 | **Caldwell's No. 1** *W. Smith* –99 | **Steel&IronSc** ssLth.No.3–4,03 1 *Dk(Iron)* *Iron framing Steel plating* | 54 48 34 | ✝ A1 *Stm Lighter* 4,03 BS9,04 | Lth | LMC4,03 | 1894 8mo | Hawthorns & Co. Leith *Lloyd's SA&CP* | W.O. Gilchrist (W.H. Caldwell, *Mgr.*) | 65·1 \| 16·7 \| 5·6 FK *WB=FPT 6t* | **Invrkthng** British 3 *BH Cem* | C.2Cy.8"&16"–10" (s 160lb 10RH 1SB,*1pf*,GS9,HS220 Escreet&Richmond,Hull | 6 " 0 | | 4,03 |
| 103 101983 NBKD | **Caldy** *W.N Hosking* –03 *Elec.light* | **SteelScSr** ssShl.No.2–01 1 *Dk(Stl)* 2tr *B* & *Web frames* & *pt Awng dk(Iron)* | 3043 2360 1960 | ✝100A1 *pt Awng dk with freeboard* 1,03 ~~BS11,01~~ ✝LMC12~~,~~03 | Bal | *u* | 1893 1mo | Richrdson, Duck & Co. Stockton *Lloyd's SA&CP* | Fargrove Stm. Nav Co. Ld. (Farrar, Groves & Co. *Mgrs*) | 315·0 \| 41·1 \| 21·5 P35'Q94' FK *WB=Cell DB 266'* | **London** British 6 *BH. Trp Cem* 569t *APT 42t* | T.3Cy.23",38"&62½"–42" (s 160lb *90lb* 256NH 2SB,*6cf*,GS109,HS3898 Blair&Co.(Lim.),Stockton | 24 " 0 s D " 0½ | | ~~7,00~~ ~~1,06~~ ~~5,05~~ |
| 104 121218 HCFD | **Caledonia** *W. Baxter* –05 | **SteelTwinScSr** 3 *Dks* | 9223 7019 5066 | | | | 1904 | D & W Henderson & Co Ltd. Glasgow | Anchor Line (Henderson Bros. Ld.) | ~~500·0~~ \| 58·2 \| ~~25·5~~ P65' B245' F95' 500·0 33 1 *WB* | **Glasgow** British | T.6Cy.31½",51½"&85"–54" 1060NHP D&W.Hendersn&CoLdGls | | BT till 2,00 | |
| 105 102390 NSLB | — *C.H.S. Tocque* –03 *Ref. Mchy.* *Elec.light* | **SteelSc4MstSr** 3 *Dks(U Stl–teak s)* & *Spar dk(Stl–teak s)* | 7558 6191 3529 | ✝ *Spar dk* 8,04 | Grk | *d*† | 1894 8mo | Caird & Co. (Lim.) Greenock | P. & O. Stm. Nav. Co. | 486·0 \| 54·2 \| 26·2 P46'B255'F76'34·6 BK9" *WB=Cell D Ba* | **Greenock** British 10 *BH Cem* 50'f52'162t | T.5Cy.(2)33",69"&(2)84"–72" 1610NHP 3D&4SB,*30cf*,GS598,HS2400 Caird&Co.(Lim.),Grk. FD | 28 " 4 ~~11~~ " 0 | BT till 2,05 | |
| 106 96548 LMDW | — *W. Mallett* –02 | **SteelScSr** ssCff.No.3–8,01 1 *Dk(pt Iron* & *pt Stl)* 2tr *B* & *Web frames* & *pt Awng dk(Iron)* | 2684 2060 1717 | ✝100A1 *pt Awng dk with freeboard* 6,04~~10,03~~ ~~BS6,08~~ ✝LMC ~~8,07~~ MS6,01 | Cff | *t* | 1889 12mo | J.L Thompson & Sons Sunderland A&CP | International Line S.S. Co Ld. (C. Marwood *Mgr.*) | 316·0 \| 40·6 \| 20·8 P29'Q88' BK10" *pt Awng dk 199'* *WB=Cell DB 224'* | **Whitby** British 6 *BH Cem* 407t *APT 31t* | T.3Cy.23½",38"&62"–42" (s 160lb *90lb* NDB03 259NH 2SB,*6rf*,GS126,HS4045 J.Dickinson,Sunderland | 23 " 5 s 8 " 8½ | | ~~9,03~~ ~~7,04~~ |
| 107 NKDP | — *L.S. Hansen* | **SteelScSr** 1 *Dk* | 1815 1653 1144 | | | | 1898 | Burmeister & Wain Copenhagen | Dmpskselsk. Union (P.L Fisker) | 278·6 \| 40·4 \| 17·3 P19'B72'F32' *WB* | **Copnhagn** Danish | T.3Cy.21½",35"&57"–39" 203NHP Burmeister&Wain,Cpn. | | V | |
| 108 NHPD | — *F. Veldman* (*ex* Fitzclarence) | **IronSc3MstSr** 2 *Dks* | 863 713 543 | | | ... | 1874 | T.R Oswald Sunderland | W.H. Muller & Co.'s Algemeene Scheep Maats. (W.H. Muller & Co. *Mgrs.*) | 228·5 \| 27·7 \| 16·1 Q127'F27' BK9" *WB* | **Rottrdam** Dutch | C.2Cy.27½"&51½"–33" NB84 116NHP T.R.Oswald,Sunderland | 17 " 6 | V | |
| 109 96066 | — *C. Mitchell* 89–89 | **SteelPadSk** | 244 222 60 | | | | 1889 | J. Reid & Co. Pt. Glasgow | Caledonian Steam Packet Co. Ld. | 200·4 \| 22·0 \| 7·5 | **Glasgow** British | CD.2Cy.30"&54"–60" FD NB03 188NHP Rankin&Blackmore,Grk. | | BT till ~~10,04~~ 12,05 | |
| 110 108476 PTDF | — *W. Germany* 95–97 *Elec.light* | **IronScK** ssGms.No.1–00 1 *Dk* | 191 169 76 | ✝100A1 *Stm Trawler* ~~2,05~~ ~~2,03~~ 3,05 BS10,04 ✝LMC7 00 | Gms | | 1897 7mo | Earle's Co. Ld. Hull *Lloyd's SA&CP* | Grimsby Alliance Stm. Fishg. Co. Ld. | 109·3 \| 20·8 \| 11·1 Q49'F20' BK7½" | **Grimsby** British 3 *BH Cem* | T.3Cy.12",20"&32"–22" (s 185lb 55RHP 1SB,*2cf*,GS29,HS842 Earle's Co.,Ld.,Hull | 11 " 8 | | ~~3,02~~ 3,05 |
| 111 108582 | — *W. Ramsey* –00 | **SteelScSr** (*Trawler*) 1 *Dk* | 144 129 25 | | | ... | 1898 | Hall, Russell & Co. Aberdeen | T. Devlin, jr. | 100·4 \| 20·1 \| 10·7 Q23' BK7½" *WB* | **Granton** British | C.2Cy.17"&34"–24" 50RHP Hall,Russell&Co.Abn. | 11 " 3 | | |
| 112 99642 | — *J. Craig* –99 | **WoodScSr** *Salted* 1B 1 *Dk* HT Abn 97 | 82 76 28 | *For fishing purposes* 10,00 | Abn | 9 | 1892 10mo | Forbes & Birnie Peterhead | A. Buchan (J. & P. Buchan, *Mgrs.*) | 81·8 \| 18·3 \| 9·1 | **Aberdeen** British | C.2Cy.12"&26"–18" 27RHP 1SB,*2pf*,GS24,HS440 Clyne,Mitchell&Co.,Abn. | 10 " 5 | | |
| 113 108676 RLPQ | **Caledonia I.** ~~*J. Turner* 99–99~~ *T. Booth* | **SteelScK** ssAbn No.1 04 1 *Dk* | 192 175 70 | ✝100A1 *Stm Trawler* 8,04~~1,00~~ ✝LMC ~~8,03~~ *Lloyd's SA&CP* | Abn | | 1899 12mo | J. Duthie, Sons & Co. Aberdeen | Caledonian Steam Trawling Co. Ld. (~~Young & Jameson~~ *Mgrs*) | 115·2 \| 20·7 \| 11·1 Q26' BK7½" | **Aberdeen** British 3 *BH Cem* | T.3Cy.12",19½"&32"–22" (s 180lb 50RHP 1SB,*2pf*,GS35,HS960 W.V.V.Lidgerwood,Gls. | 11 " 6 | | 4,04 |
| 114 113363 RQNK | **Caledonian** *J. Tranter* –01 *Ref. Mchy.* *Elec.light* | **SteelScSr** 3 *Dks(2 Iron* & *1 Stl)* | 4986 4671 3212 | ✝100A1 6,04~~5,08~~ ✝LMC ~~8,04~~ | Mch | *a*† | 1900 6mo | Caledon S. & E. Co. Ld Dundee A&CP | F. Leyland & Co. (1900), Ld B F96'*Promenade dk on* B104 *WB=Cell DBa88'u E&B* | 426·5 \| 50·3 \| 28·4 P48'*Shelter dk a32'* 163'*Shelter dk f24'* 7 *BH Cem* FK&BK3" B71'f179' 917t *DT f48'885t APT 29t* | **Liverpool** British FK&BK3" | T.3Cy.25",41½"&71"–60" (o 200lb 464NH 4SB,*12cf*,GS176,HS7368 Caledon S. & E. Co. Ld. Dun. | 31 " 6 ~~7~~ " ~~4~~ s 6 " 6 | | ~~6,00~~ 12,04 |
| 115 81140 | — *A. Stork* –96 *Mchy. Aft* | **IronSc** | 249 239 122 | | | | 1875 | W. Simons & Co. Renfrew | Caledonian Rly. Co. | 133·6 \| 24·6 \| 12·2 | **Grngemth** British | C.2Cy.18"&30"–24" 60RHP W.Simons&Co.,Renfrew | | | |
| 116 HPOM | **Calédonie** *G. Jaffry* (*ex* Vedra) | **SteelScSr** ssSt.N.No.3–12,99 1 *Dk(Stl)* & *Spar dk* ssSt.N.No.1–05 (*pt Iron–ws*) 3tr *B* | 3018 2640 1924 | ✝100A1 *Spar dk* 4,05~~14,09~~ ~~BS11,03~~ ✝LMC ~~12,99~~ | St.N | *t* | 1888 6mo | Short Bros. Sunderland A&CP | Cie. Nantaise de Nav. à Vap. | 302·5 \| 40·1 \| 19·2 P43'B80'F32' 24·1 BK10" *WB=Cell* | **Nantes** French 6 *BH Cem* *DB218'348t* | T.3Cy.24",39"&64"–42" (a 156lb *85lb* 279NH 2DB,*9cf* & *3pf*,GS117,HS4573 G.Clark,Sunderland | 21 " 6 | | ~~12,02~~ 4,05 |
| 117 HPCN | **Calédonien** *Remes* 85–02 | **IronScBk** 3 *Dks* | 4248 — 2100 | | | | 1882 | Messagries Maritimes La Ciotat | Messageries Maritimes | 413·9 \| 41·3 \| 32·8 | **Marseilles** French | T.3Cy.45¾",65"&94½"–43½" *Tpd.95* 586NHP Mess.Maritimes,La Ciotat | | | |
| 118 108354 QDBT | **Calgarth** *C.H. Aldred* (*ex* Harrington) *Well deck* | **SteelScSr** ssBkn.No.1–02 1 *Dk(Iron)* & *Web frames* | 1730 1382 1072 | ✝100A1 ~~6,04~~ ~~5,08~~ 5,05 ~~BS10,01~~ ✝LMC ~~8,02~~ ~~5,05~~ | Bkn | *r* | 1898 5mo | S.P. Austin & Son, Ld. Sunderland A&CP *WB=Cell D Ba76'u E&B* | Rea Shipping Co Ld (R&J.H. Rea *Mgrs*) | 268·0 \| 37·7 \| 16·9 P27'Q74'B50'F29' FK 34'f108'510t *FPT* | **Liverpool** British 4 *BH Cem* 37t *APT 53t* | T.3Cy.21½",35"&57½"–39" 160lb *110lb* (s) 214NHP 2SB,*6pf*,GS98,HS3340 G.Clark,Ld.Sunderland | 19 " 9 s 2 " 2 | | ~~2,02~~ ~~5,05~~ 5,05 |
| 119 HMKQ | **Calidon** *L. Vatsaxi* –90 (*ex* Pan, *ex* Albion) | **IronScSr** 1 *Dk* | 234 206 136 | ✝ 3,80 | Lon | | 1865 7mo | Tod & McGregor Glasgow | North West Rlwy. Comp. of Greece | 160·5 \| 20·2 \| 10·4 | **Piræus** Greek | C.2Cy.20"&38"–22" NB96 56NHP Hawthorns&Co.,Leith | | | |
| 120 115305 TNRB | **California** *W.H. Lawrenson* –03 *Ref. Mchy. Elec.light* | **SteelTwinScSr** 3 *Dks Promenade dk* & *Shade dk* | 5547 4206 2991 | | | | 1902 | Caird & Co. Ld. Greenock | Pacific Steam Nav. Co. | 400·3 \| 52·3 \| 26·2 | **Liverpool** British | T.6Cy.23½",38½"&64"–48" 568NHP Caird&Co.Greenock | 29 " 0 s 6 " 2 | BT till 8,04 | |

| Numéro Officiel. / Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Brut. pds. pa. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 121 California IronScSr<br>FGB [illegible] up1,03<br>Steamer | 3413<br>2516<br>2164 | | 1872 | A.Stephen &Sons Glasgow | Anchor Line (Henderson Bros. Ltd.) | 361·5 40·5 24·2<br>31·6 | Glasgow<br>[illegible] | .2Cy.36"&66"–36"<br>NE&B81 281NH<br>D.&W.Henderson& Co.Gls | | C | |
| 122 Californian SteelSc4MstSr<br>115043 F.A.Parkin–03<br>TFLN Elec.light 3Dks(Stl) | 6223<br>3854<br>4036 | ✝100A1 Ant c†<br>1,04<br>✝LMC1,02 | 1902 | CaledonSB &Eng.Co.Ltd. Dundee<br>Lloyd sA&CP | F.Leyland&Co (1900),Ld<br>WB=Cell | 447·6 53·8 30·3<br>P70 B245 F103'<br>nenade dk on B115'<br>FK&BK3<br>DBa 108' uE&B 1[illegible]' | Liverpool<br>British<br>7BHCem<br>f191' 1208 | T.8Cy.26",43½"&74"–60" (s)<br>200lb 120lb 518NH<br>2DB,12cf,Gs224,Hs8385<br>CaledonS.B.&E.Co Ld.Dun<br>DTa48'942t APT45t | 84 " 8<br>[illegible] " 4 | 1,04 | |
| 123 — SteelScSr<br>127446 A.Barron –02<br>KQDV 2Dks(Stl)c deep framing<br>Elec.light | 5707<br>3671<br>3717 | ✝100A1 NYk s<br>1,04<br>✝LMC[illegible] | 1900 | Union Iron Works SanFrancisco<br>A&CP | American HawaiianS.S.Co<br>WB=[illegible]<br>a127'uE&B67' | 413·0 51·0 22·0<br>P36 B104'F40'<br>FK<br>160'1105t FPT 100 | New York<br>Utd. States<br>6BHCem<br>APT78t | T.8Cy.28",46"&75"–48" (s)<br>180lb 90lb 483NH<br>4SB,12cf,Gs215,Hs8268<br>Union Iron Works,S.Fo. | 33 " 6 | 2,01 | |
| 124 Calioubieh SteelSc3MstSr<br>105729 G.S.Williams –03<br>PFQC (exSouthend) 1Dk&pt Shade dk<br>Well deck Mchy.Aft | 407<br>284<br>196 | | 1892 | J.F.Meursing Amsterdam | Khedivial Mail S.S.&Graving Dock Co.Ld. | 145·3 23·1 11·2<br>Q72'B11'F20'<br>BK7 | London<br>British<br>WB | T.8Cy.18",19"&32"–20"<br>75RH<br>J.Stewart&Sons,Ld Lon. | 12 " 0 | V | |
| 125 Calipso IronScBg<br>477 G.Radoslovich ssLon.No.2–72<br>HDJL (exCity of Buenos Ayres) 1Dk2trB<br>Well deck | 1702<br>1520<br>1019 | ✝ Lon<br>1,78 | 1867<br>7mo | Richardsn, Duck&Co. Stockton | Lloyd Austriaco | 299·6 32·5 21·1<br>P185' F26<br>len72 | Trieste<br>Aust.-Hung.<br>6BHCem | C.2Cy.38"&68"–33"<br>NE&B72 221NH<br>MillwallIronWorks,Lon. | | | |
| 126 Calliope SteelScSr<br>112446 G.H.Carter –02<br>SNFG 1Dk(Stl)c Spar dk(Trn)<br>& Web frames | 3829<br>3637<br>2498 | ✝100A1 Bry w<br>Spar dk Nwc<br>1,05 ✝LMC8,03 | 1901<br>8mo | R.Craggs &Sons Middlesbro' | Gladstone&Co. | 350·0 46·6 19·2<br>P29 B100'F35 27·2<br>FK<br>B B=Cell D Ba 106'uE28'f150'703t | W. Hartlpl<br>British<br>6BHCem<br>AT 751t | T.8Cy.26",42½"&69½"–45" (s)<br>180lb 90lb 358NH<br>2SB,6rf,Gs127,Hs5620<br>Blair&Co.Ld.Stockton | 21 " 3<br>s 6 " 5 | | |
| 127 — SteelScSr<br>112684 1Dk(Stl)2trBa<br>RNGT J.H.Gibson04–04 longframing3Dk Rule<br>Mly.No.1–04 | 2883<br>2696<br>1835 | ✝100A1 Nwc u<br>3,05 Shl<br>MS4,02 ✝LMC8,00 | 1900<br>3mo | W.Pickersgill&Sons Sunderland<br>A&CP | Calliope S.S.Co.Ld. (Scaramanga Brs)<br>B B=Cell D Ba | 324·0 47·1 21·7<br>P31'B96'F35<br>FK<br>104'uE20'f128'709t | London<br>British<br>6BHCem<br>APT 109' | T.8Cy.23",38"&64"–42" (s)<br>180lb 90lb 282NH<br>2SB,6cf,Gs121,Hs4290<br>J.Dickinson&Sons Ld Sld | 24 " 1<br>s 4 " 1 | | |
| 128 — IronScSr<br>L.Gjertsen90–92 6thSurvey,Mdb.9,93<br>MDWP 2ndSurvey,Hpl.8,02<br>Well deck 1Dk(Trn)2trB | 1332<br>1019<br>836 | ✝ A1✻1 Shl Lv<br>1,04<br>✝NB9,01 [illegible]<br>MS8,02 BS8,[illegible] | 1871<br>1mo | Humphrys &Co. Hull | Acties.Calliope (HalmarRoad) (W[illegible]&Co.) | 260·0 32·0 17·1<br>P185'F26<br>FK<br>WB= | Christiania Tonsberg<br>Norwegian<br>SBH<br>MT 82' 200t | C.2Cy.30"&56"–33" (s)<br>90lb 90lb NDB97 136NH<br>1SB,3pf,Gs68,Hs2150<br>Humphreys&Co.,Hull | 18 " 3 | | N1,04 |
| 129 Callisto SteelScSr<br>J.Wiebes99–01<br>NHPR 1Dk(Stl)&Spar dk(Stl)& deep framing | 3521<br>3332<br>2284 | ✝100A1 Cff u<br>Spar dk Hul<br>8,04<br>MS2,04 ✝LMC12,00 | 1900<br>12mo | C.S.Swan& Hunter,Ld. Newcastle<br>A&CP | Hudig&Veder's Stoomy.Maats. (Hudig&Veder, Mgrs.). | 348·0 45·3 17·8<br>P28'B92'F38' 26·0<br>FK<br>WB Cell D Ba 116'uE&B38'f148 | Rottrdam<br>Dutch<br>6BHCem<br>813t APT17 | T.8Cy.24",40"&66"–45" (s)<br>180lb 180lb 808NH<br>2SB,6cf,Gs121,Hs4640<br>Blair&Co.Ld.Stockton | 20 " 6<br>s 6 " 1½ | 5,02 | |
| 130 Caloric SteelScSr<br>90130 Davidson79–86 4thSurvey,Bel.8,02<br>KDGM Elec.light 2Dks(1Stl) | 982<br>736<br>378 | ✝ A1✻1 Bel Lv<br>[illegible] [illegible]<br>[illegible] 3,05 [illegible] | 1885<br>10mo | Harland & Wolff Belfast<br>Lloyd sA&CP | BelfastS.S.Co.Ld. | 243·9 31·9 15·3<br>P42'B92'F37<br>BK8"<br>WB=APT | Belfast<br>British<br>4BHSBH<br>WB=APT | C.2Cy.35"&70"–45"<br>274NH<br>2DB,8cf,GS185,Hs4894<br>Harland&Wolff,Belfast | 16 " 2 | BT [illegible]<br>[illegible] | [illegible]<br>1534<br>1612 |
| 131 Calstock SteelScSp<br>105975 G.Nelson –02<br>ROHM Mchy.Aft 1Dk | 369<br>259<br>144 | | 1898 | Lobnitz& Co.Ld Renfrew | S.Pearson&Son Ld | 150·5 26·1 11·0 | London<br>British<br>WB | T.8Cy.18",22"&35"–27"<br>70RH<br>Lobnitz&Co.Ld. Renfrew | | C | |
| 132 Calvados IronScSr<br>79805 F.Banks –03<br>RQVL (exParis) | 353<br>327<br>145 | | 1878 | Scott&Co. Greenock | London Brighton& S.Coast Railway Co | 170·7 22·7 12·5 | Newhaven<br>British | C.2Cy.25½"&46½"–24"<br>35RH<br>Scott&Co.Greenock | | | |
| 133 — IronScK<br>Lenormand (exAdriana)<br>HPCW | 104<br>—<br>61 | | 1885 | Ateliers du Rhône Marseilles | Lenormand | 108·3 15·9 6·8<br>Q18' | Havre<br>French | C.2Cy.11"&20"–20"<br>NE87,Bnades2 15NH<br>A.F.Smulders,Utrecht | | | |
| 134 Calvert SteelSc<br>127606 W.C.Geoghegan<br>KRLS 1Dk | 889<br>—<br>604 | | 1902 | Neafie& Levy Co. Philadelphia | Weems Steamboat Co. | 180·0 40·0 10·3 | Baltimore<br>Utd. States | C.2Cy.24"&40"–18"<br>92NH | | | |
| 135 Calvin Aus'in SteelScSr<br>127768 S.F.Pike82–03<br>KSNB 2Dks | 3820<br>1779<br>2553 | | 1903 | Harland& Hollingsworth Co. Wlmgtn, Del. | Eastern S.S.Co. | 298·9 60·8 17·8 | Prtlnd,Me.<br>Utd. States | T.8Cy.26",43"&71"–42"<br>327NH<br>Harland&HollingsworthCo. Wilmington,Del | | | |
| 136 Calvocoressis SteelScSr<br>E.E.Hadgilias ssGls.No.3–12.98<br>(exPersis) ssGen.No.1–03<br>1Dk(Stl)c Spardk c deepframing | 1850<br>1779<br>1264 | ✝100A1 Gen r<br>Spar dk<br>2.03 BS1,[illegible]<br>BS8,04 ✝LMC2,03 | 1890<br>2mo | Mackie& Thomson Glasgow<br>Lloyd s.l&CP | Calvocoressis, Trotmott&Co.<br>Cell D Ba 76'uE&B | 260·2 37·6 15·2<br>22·4<br>BK9<br>36' f100 360t APT | Syra<br>Greek<br>4BHptAsp<br>Ant ptCem | T.8Cy.18",29½"&47"–39" (s)<br>160lb 80lb NDB04 139NH<br>2SB,6rf,Gs90,Hs2104<br>Muir&Houston,Glasgow | 17 " 6<br>s 5 " 4 | | N2,03 |
| 137 Calypso SteelScSr<br>118806 28)<br>VPKF Raf.Mchy.Elec.light 1Dk8trB | 2902<br>2167<br>1718 1579 | | 1904 | Earle's Co. Ld. Hull | T.Wilson,Sons& Co.Ld. | 309·6 42·7 23·9<br>P&B214'F44' | Hull<br>British<br>WB | T.8Cy.24",39"&65"–45"<br>283NH | | BT [illegible]<br>[illegible] | |
| 138 — IronScSp<br>98306 W.H.K.Lavery –97<br>LDCT | 544<br>433<br>339 | | 1889 | Scott&Co. Greenock | Ocean S.S.Co.Ld. (A.Holt&Co.,Mgs.) | 190·0 30·6 11·6<br>P31' F26' | Liverpool<br>British | C.2Cy.18½"&36"–30"<br>90RH<br>Scott&Co.,Greenock | | | |
| 139 — SteelScK<br>112400 D.Pettit –01<br>1Dk | 187<br>166<br>43 | ✝100A1 Abn<br>Stm Trawler<br>11,01 ✝LMC11,01 | 1901<br>11mo | J.Duthie, Sons&Co. Aberdeen<br>Lloyd sA&CP | D.Pettit | 110·5 20·7 10·8<br>Q51<br>BK7½ | Milford<br>British<br>8BHCem | T.8Cy.12",19½"&32"–22" (s)<br>180lb 50RH<br>1SB,2pf,Gs36,Hs1145<br>W.V.Lidgerwood,Gls. | 11 " 6 | | |
| 140 Cam IronScSr<br>98455 W.Wemyss –02 ssNwc.No.8–8,95<br>ssNwc.No 2–03<br>Mchy.Aft IronSc3MstSr [illegible] | 180<br>148<br>91 | ✝100A1 Nwc c<br>3,04<br>[illegible] ✝LMC4,03 | 1883<br>7mo | J.M'Arthur &Co. Paisley<br>Lloyd sA&CP | E.Coast S.S.Co.Ld. W.Aiston | 120·4 20·1 9·6<br>Q85'F14'<br>BK6½<br>WB= | Scarborough<br>[illegible]<br>British<br>3BHCem<br>=FPT18t | C.2Cy.15"&27"–21" (s)<br>90lb [illegible] NDB91 30RH<br>1SB,2pf,Gs25,Hs589<br>J.Gilmour&Co.,Glasgow | 10 " 6<br>s 1 " 3 | | N7,03 |
| 141 Camargo SteelScSr<br>T.Ruiz99–01 ssBbo.No.2–04<br>HPJN (exBenhead) 1Dk(Stl)2trB | 1911<br>1595<br>1141 | ✝100A1 Bbo q<br>2,00 1,04<br>[illegible] Cff<br>✝LMC1,04 | 1895<br>7mo | J.Scott &Co. Kinghorn<br>A&CP | Cia.Montanesa de Nav. (M.Piñeiro Bezanilla,M[illegible]<br>Cell D Ba 66 [illegible]<br>WB= | 250·0 38·1 19·5<br>B72'F26'<br>FK<br>B40 f102 417t APT | Santander<br>Spanish<br>4BHCem<br>6m FPT60t | T.8Cy.18",30"&50"–68" (s)<br>200lb 8[illegible] 18[illegible]<br>2SB,6pf,Gs99,Hs3182<br>J.Scott&Co.Kinghorn | 21 " 10<br>s 3 " 4 | | [illegible] |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Tonnage Gross Under deck Net. | 4 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | Port of Survey | How Classed. Additional Equipment. | 5 Built. When. Ship. Engines. | 6 By Whom. Where. | 7 Owners. | 8 Register'd Dimensions. Deck Erections, &c. L. B. D. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded depth. Freeboard amidships. ft. in. | 12 Numerals to which Vessel is classed at Lloyd's. Date of last Survey. | 13 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142 | **Camarines** Wood Sc (*ex* Bauan) | 240 — 114 | | | | 1885 | J. Rodriquez Manila | Marcaida & Co. | 150·0 21·0 8·5 | Manila Utd. States | | | | |
| 143 114855 VGBC | **Camberwell** Steel Sc Sr *W. E. Baines* 90–03 1 *Dk (Stl)* & *Spar dk* | 4078 3838 2589 | ✠100 A1 *Spar dk* 5,05 ~~1,06~~ | Sld | *x* ✠LMC 9,03 | 1903 9mo | J. L. Thompson & Sons, L. Sunderland *Lloyd's* A & CP | Tyzack & Branfoot Stm. Shppg. Co. Ltd. (Tyzack & Branfoot, *Mgrs.*) | 368·0 49·6 19·0 P30′ B108′ F44′ 27·0 FK *WB* = *Cell D Ba* 119 *u E* & *B* 40′ *f* | Sundrland British 6 *B H Cem* 156 914 *t DT* | T. 3 Cy. 26″, 44″ & 72″–48″ 180 lb *180 lb* 409 NH 3SB, *9 rf*, GS 158, HS 6567 J. Dickinson & Sons, Ld. Sld. 481′ 766 *t FPT* 101 *t APT* 48 *t* | 21 " 7 " 6 " 0 | | 5,05 |
| 144 HPDS | **Cambodge** Steel Sc Sr *Martino* –08 *Elec. light* *Well deck* 1 *Dk* & *Spar dk* | 4199 3196 2355 | | | | 1902 | Ch. & Atel. de Provence Port de Bouc | Est Asiatique Français | 341·6 44·0 25·1 P209′ H–F36 *WB* | Marseilles French | T. 3 Cy. 24½″, 39½″ & 68″–47″ 272 NHP Ch. & Atel. de Provence, Msl. | | | V |
| 145 HPGB | **—** Steel Sc *Lt. Ebert* –01 1 *Dk* & *Awng dk* | 315 191 127 | | | | 1901 | A. Dubigeon Chantenay | Messageries Fluviales de Cochinchine | 159·2 23·0 8·2 H24′ | Saigon French | T. 3 Cy. 12″, 20″ & 31½″–20½″ Brissonneau fils & A. Lotz, Nantes 45 NHP | | | V |
| 146 HPDT | **Cambrai** Iron Sc Sr *G. Brunet* 98–00 (*ex* Louise) 1 *Dk* 2 *tr* ✠ | 1043 — 490 | | | | 1875 | Schlesingr Davis & Co. Newcastle | Cie. des Bateaux à Vap. du Nord | 219·1 30·2 18·4 Q114′ F81′ *WB* | Dunkirk French | C. 2 Cy. 28″ & 53″–85½″ NB 97 189 NHP T. Clark & Co., Newcastle | | | V |
| 147 98541 LCPR | **Cambria** Steel Sc Sr *D. Douthwaite* –97 *ss* Cff. No. 8–9,01 1 *Dk* (*Stl*) of *Web frames* *pt Awng dk* (*Irn*) | 2035 1503 1267 | ✠100 A1 *pt Awng dk with freeboard* 11,01 ~~11,06~~ ~~B.S. 7,08~~ ~~✠LMC 9,06~~ ✠LMC 9,01 | Cff | *s* | 1889 4mo | J. L. Thompson & Sons Sunderland A & CP | International Line S.S. Co. Ltd. (G. Marwood *Mgr.*) | 284·0 38·1 18·2 P29′ Q74′ *pt Awng dk* 181′ FK *WB* = *Cell D B* 212′ 387 *t* | Whitby British 6 *B H Cem* *A P T* 22 *t* | T. 3 Cy. 21″, 35″ & 57″–39″ (*s*) 160 lb *70 lb* 204 NHP 2SB, *6 rf*, GS 90, HS 3090 J. Dickinson, Sunderland | 20 " 8 " 8 " 1 | | 9,01 ~~7,04~~ |
| 148 126420 | **—** Steel Sc Sr *A. G. Tappan* 01–03 2 *Dks* *Mchy. Aft* | 1878 — 1377 | | | | 1887 | Globe Iron Works Cleveland, O. | Pittsburgh S.S. Co. | 280·0 40·0 20·0 H70′ F36′ *WB* | Duluth, Minn. Utd. States | T. 3 Cy. 24″, 38″ & 61″–42″ 241 NHP Globe Irn Works Co., Clvlnd | | | |
| 149 103811 PVRD | **—** Steel Twin Sc Sr *Elec. light* *Dks* & *Awng dk* | 1842 1205 329 | | | | 1897 | W. Denny & Bros. Dumbarton | L. & N. W. Rlwy. Co. | 329·0 39·1 15·8 *WB* | Dublin British | T. 8 Cy. (2) 26″ (2) 40″ & (4) 43″ –33″] 426 NHP Denny & Co., Dumbarton | | BT till ~~11,04~~ 12,05 | |
| 150 102489 | **—** Steel Pad Sp *J. W. James* –08 1 *Dk* | 420 333 60 | | | | 1895 | H. Mc Intyre & Co. Alloa | P. & A. Campbell Ld | 225·0 26·1 9·4 Q10 *t* H20 *t* | Bristol British | C. 2 Cy. 37″ & 67″–66″ 304 NHP Hutson & Son, Glasgow | | BT till 10,04 | |
| 151 63023 WQFH | **—** Iron Pad Sr *J. Jones* –94 | 209 209 55 | | | | 1870 6mo | Thames I W Co. (Lim.) London | W. Watkins | 138·8 20·0 11·5 | London British | L. 2 Cy. 34″–54″ 181 NHP J. Stewart, London | | | |
| 152 78849 | **—** Iron Pad Sr *M. W. Webster* –00 *ss* Liv. No. 1–84 1 *Dk* | 174 156 50 | 7,84 *For River and Tug p ur poses* | Liv | | 1879 2mo | T. Redhead & Son Preston | Scarboro' Harbour Commissioners | 118·7 20·4 9·9 BK 6″ | Scarboro' British 3 *B H Cem* | L. 2 Cy. 8½″–48″ 1B, GS 34 NE 79 70 RHP R. Smith, Preston | | BT till 10,04 | |
| 153 96509 | **—** Wood Sc K | 105 105 12 | | | | 1890 | Lee & Wght Berwick-on-Tweed | Irvin Stm. Fishing Co. Ltd. (R. Irvin, *Mgr.*) | 96·0 20·0 10·6 | N. Shields British | C. 2 Cy. 17″ & 32″–22″ 45 RHP J. P. Rennoldson & Son, S. Shl. | | | |
| 154 106957 PNBW | **Cambrian** Steel Sc Sr *E. B. Lee* –99 *Ref. Mchy.* 2 *Dks* & *lower dk forward* *Elec. light* 4 *tr B a ft* | 5626 5464 3643 | | | ... | 1896 | W. Gray & Co. (Lim.) W Hartlepool | Wilsons & Furness-Leyland Line, Ld. | 450·0 49·2 31·0 P40′ *Shelter dk* 25 B254′ *Shelter dk f* 25′ F52′ FK *WB* | W. Hartlpl British | T. 8 Cy. 82″, 54″ & 86″–64″ 696 NHP Cen. Mar. Eng. Wrks. W Hpl | 34 " 0 | | |
| 155 112696 | **—** Steel Sc Sr *A. E. Jones* –04 *Well deck* 1 *Dk* (*Stl*) | 934 628 463 | ✠100 A1 7.03 ✠LMC 4,00 | Nwc | / | 1900 4mo | Mackie & Thomson Glasgow A & CP | F. J. Coxhead ~~(G. H. Elder & Co., *Mgrs.*)~~ (J. Constant, *Mgr.*) | 210·3 30·5 12·4 Q63′ B64′ F22′ FK *WB* = *Cell D Ba* | London British 4 *B H Cem* 39′ *f* 94′ 168 *t* | T. 3 Cy. 18″, 29″ & 48″–88″ (*s*) 170 lb 168 NHP 2SB, *4 cf*, GS 71, HS 2686 A. Stephen & Sons, Glasgow | 14 " 9 | | 7,08 |
| 156 104158 | **—** Steel Sc K *G. Smalley* –08 *ss* Gms. No. 1 04 1 *Dk* | 191 176 69 | ✠100 A1 *Stm Trawler* 8,04 ~~5,08~~ ✠LMC ~~6,08~~ 8,01 | Abn | Gms | 1900 3mo | Smith's Dock Co. Ltd. North Shields *Lloyd's* *A & CP* | Boston Deep Sea Fishing & Ice Co. Ltd | 116·0 21·1 11·1 Q48′ F20′ BK 7½″ | Boston British 3 *B H Cem* | T. 3 Cy. 12″, 19″ & 32″–24″ (*s*) 180 lb 51 RHP 1SB, *2 pf*, GS 40, HS 1047 Smith's Dock Co. Ltd. S. Shl. | 12 " 0 | | ~~4,02~~ 8,04 |
| 157 109429 QDGM | **Cambrian King** Steel Sc Sr ~~Dalbeattie~~ *ss* Ant. No. 1–02 (*ex* Ullapool) 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) *Elec. light* *C. J. Carter* 02–04 | 3691 3345 2315 | ✠100 A1 *Spar dk* 12,04 ~~12,02~~ ~~12,00~~ | Ant Sld Nwc | *w* ~~✠LMC 12,04~~ ~~12,02~~ ~~12,00~~ 12,04 | 1898 6mo | W. Pickersgill & Sons Sunderland A & CP | Lancefield Steam Shipping Co., Ld. (J. Black & Co., *Mgrs.*) *WB* = *Cell D Ba* | 350·0 46·3 17·6 P28′ B102′ F34′ 25·6 FK 110′ *u E* & *B* 42′ *f* 144′ | Liverpool British 6 *B H Cem* 852 *t A P T* 52 *t* | T. 3 Cy. 24½″, 40″ & 66″–45″ (*s*) 180 lb *80 lb* 335 NHP 2SB, *6 pf*, GS 104, HS 4331 FD G. Clark, Ld. Sunderland | 20 " 2 " 5 " 7 | | ~~7,08~~ 6,04 |
| 158 91328 KJWL | **Cambridge** Steel Twin Sc Sr *J. Horne* –01 | 1259 906 598 | | | | 1886 10mo | Earle's Shp Co. (Lim.) Hull | Gt. Eastern Rly. Co. | 280·5 31·0 15·2 | Harwich British | C. 4 Cy. 30″ & 57″–36″ *80 lb* 324 NHP Earle's Co. (Lim.), Hull | | BT till ~~9,06~~ 1,06 | |
| 159 126668 | **—** Comp Sc *C. W. Spence* 1 *Dk* 2 *tr B* YM 6,00 | 834 — 698 | | | | 1890 | W E Woodall & Co. Baltimore Md | Baltimore, Chesapeake & Atlantic Railway Co. | 165·3 37·5 10·1 | Baltimore Utd. States | C. 2 Cy. 20″ & 40″–26″ 68 NHP J. Clark & Co. | | R | |
| * 160 102055 MVPF | **Cambroman** Steel Sc 4 Mst Sr *T. P. Jones* –04 *ss* Bel. No. 2–99 *Elec. light* 3 *Dks* (*Irn*) & *pt Shelter dk* | 5672 4487 3672 | ✠100 A1 *pt Shelter dk* 11,02 ~~B.S. 11,03~~ ✠LMC 6,99 | Liv | *z* | 1892 11mo | Laird Bros. Birkenhead A & CP | Brit & N. Atlantic S.N. Co. Ltd. *WB* = *Cell D B* 290′ | 429·9 46·3 30·1 P *u* B 250′ F 48′ *pt Shelter dk* 130′ FK 650 *t D T f* 36′ 700 *t* a 36′ 657 *t* | Liverpool British 6 *B H Cem* | T. 3 Cy. 30½″, 48″ & 78″–60″ (*s*) 160 lb 583 NHP 2 Dk 2SB, *14 cf*, GS 308 HS 8925 Laird Bros., Birkenhead | 34 " 6 " 7 " 6 | | 1,08 |
| 161 | **Cambronne** Steel Sc Sr *ss* Liv. No. 2–01 (*ex* Linden) 1 *Dk* (*Irn*) *Well deck* | 427 292 180 | ✠100 A1 9.03 ~~B.S. 11,03~~ ~~✠LMC 11,01~~ ~~B.S. 9,~~ | Lon | / | 1893 8mo | W. Dobson & Co. Newcastle A & CP | ~~J. Koenigswarther~~ J. Köenigswirther *WB* = *D Ba* 33′ | 155·8 23·0 9·4 Q79′ B14′ F17′ BK 6″ *& u E & B* 12′ 70 *t F P T* | Punta Arnas Chilian 4 *B H Cem* 13 *t A P T* 4 *t* | T. 3 Cy. 18″, 20″ & 33″–24″ (*s*) 160 lb *100 lb* NDB 01 60 NHP 1SB, *2 pf*, GS 33, HS 985 N.E. Marine Eng. Co. Ld Nwc | 11 " 8 " 9½ | | ~~9,08~~ |
| 162 63944 KOHN | **Camel** Iron Sc Sr *T. Edmonds* –02 *ss* Sws. 2nd No. 8–8,96 1 *Dk* (*Irn-pt ws*) | 356 323 226 | ✠100 A1 7,01 ~~12,02~~ ~~B.S. 12,07~~ ~~✠LMC 12,05~~ | Sws | / | 1870 9mo | Harland & Wolff Belfast A & OP | S.S. Camel Co. Ld. (M. H. & J. E. Matthews) | 170·5 21·9 12·2 P18′ len 72 BK 5½″ | London British 4 *B H Cem* | C. 2 Cy. 18″ & 33½″–24″ (*s*) 90 lb 70 RH 2SB, *2 pf*, GS 36, HS 718 Greenock Fndry. Co., Grk. | 18 " 1 " 1 " 10 | | 9,08 |
| 163 | **Camelia** Steel Sc Y 1 *W. van der Plas* *Elec. light* 1 *Dk* | 216 204 69 | ✠100 A1 *Stm Trawler* ~~8,01~~ 5,05 ~~✠LMC 8,03~~ | Ams | | 1902 3mo | Schofield, Meeuweno'rd & Co. Grimsby *Lloyd's* *A & CP* | Stm. trwlr. Maats Camelia (Maatstot Beheer van Stmtlr en Andere Visschvaartiguen) | 113·8 21·4 12·0 BK 7½″ *WB* | Ymuiden Dutch 8 *B H Cem* = *M T* 713 *t* | T. 3 Cy. 12½″, 21″ & 34″–24″ (*s*) 160 lb 67 NHP 1SB, *2 cf*, GS 30, HS 1117 C. D. Holmes & Co. Hull | 12 " 10 | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Sous le Pont / Net | Détails de la Classification. Cote. Date de la dernière Visite | Port | | Construit. Quand, Mois | Par qui, Où | Armateurs | Longueur | Largeur | Creux | Port d'Armement / Pavillon | Machines | Vitesse | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 164<br>79208<br>RWMP | **Camellia** IronScSr<br>*J.R.Butcher* -02 ssNwc.2ndNo.3-7,08<br>1*Dk(ptIrn)2trB* | 1316<br>1276<br>832 | ✠100A1<br>8,04 ~~9,04~~ | Shl<br>Nwc | *p* | 1878<br>5mo | TyneI.S.B. Co.(Lim.)<br>Newcastle<br>A&CP | TynesideLine,Ld (J.Ridley,Son& Tully,*Mgrs.*) | 2[illegible]8·0 | 32·0 | 21·2 | N.Shields<br>British<br>*WB=DBa82'f64'* | [illegible]2Cy.25"&54"-33" 128NHP<br>[illegible],GS64,HS2170<br>N.E.MarineE.Co(Lim.)Sld | 22·3<br>10 | | |
| 165 | — IronScK<br>~~*J.Stroud* -06~~ ssMil.No.3-9,04<br>*J.Gravemaker* 1*Dk* | 140<br>[illegible]<br>48 | ✠100A1 | Mil | | 1892<br>9mo<br>A&CP | SirR. Dixon&Co.<br>Middlesbro' | Naaml.Vennoot. StoomvissZeeland (. Plantetjn, *Mgr.*) | 100·6<br>120'F20' | 20·4 | 10·7<br>BK7½ | Ymuiden<br>~~Milford~~<br>~~British~~ | [illegible]2Cy.16"&32"-22" (*s*)<br>[illegible] 46RHP<br>N.E.MarineE.Co(Lim.)Sld | 11·8 | | |
| 166<br>93078 | **Camenes** IronScK<br>*T.S.Glinton* -03 ssHul.No.3-6,93<br>ssHul.No.1-97<br>1*Dk* | 159<br>146<br>64 | ✠ —<br>*StmTrawler* | Hul | | 1886<br>4mo | Head& Riley<br>Hull | C.H.Double | 103·0<br>Q18'F20' | 20·1 | 11·0<br>BK7½ | Fleetwood<br>British<br>*4BHCem* | T.3Cy.12",19½"&31½"-22½" 50RHP<br>1SB,*2cf*,GS25,HS767<br>C.D.Holmes&Co.,Hull | 11·8 | | |
| 167<br>75329<br>PVBR | **Cameo** IronSc3MstSr<br>*C.Cowlrich* -02<br>*Mchy.Aft Well deck* | 1244<br>900<br>802 | ... | | | 1876 | Earle'sCo.<br>Hull | T.Wilson,Sons& Co.Ld. | 245·0<br>P155 F28' | 31·0 | 17·3<br>FK | Hull<br>British | T.3Cy.18½",31½"&58"-33"<br>NE&B96 161NHP<br>Earle'sCo.(Lim.),Hull | | | |
| 168<br>87682<br>HTVS | — IronSc3MstSr<br>[illegible] ~~ssBwg.No.3-[illegible]~~<br>(*ex*Strathaddor)<br>*Mchy.Aft W.Leitch* -04 1*Dk(Irn)*<br>ssBwg.2ndNo.3-10,04 | 394<br>277<br>144 | ✠100A1<br>10,[illegible] | Bwg | *g* | 1883<br>5mo<br>10,04<br>*Lloyd* | J.Fuller- ton&Co.<br>Paisley<br>'*sA&CP* | W.Robertson | 160·2<br>Q85'B7'F25' | 23·2 | 10·9<br>BK | Glasgow<br>British<br>*4BHCem*<br>*WB=FPT* | O.2Cy.19"&36"-27" (*s*)<br>80lb 60RHP<br>1SB,*2pf*,GS33,HS930<br>J.&T.Young,Ayr | 11·6<br>10½ | | |
| 169<br>109027<br>QPHV | — SteelScYl<br>*W.Simpson* -98 ssHul.No.1-02<br>1*Dk* | 172<br>159<br>52 | ✠100A1<br>*StmTrawler*<br>~~7,018,0~~2,05 | Hul | | 1898<br>5mo | Mackie& Thomson<br>Glasgow<br>A&CP | KingstonSteam TrawlingCo.Ld. | 110·0<br>Q22' | 21·0 | 10·9<br>BK7½ | Hull<br>British<br>*4BHCem* | T.3Cy.12",19½"&32"-22" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12·0 | | |
| 170<br>118273<br>VBGC | **Cameronian** SteelScSr<br>*G.Searle*03-03<br>*Well deck* 1*Dk(Stl)* | 548<br>422<br>287 | ✠100A1<br>6,04 ~~[illegible]~~ | Bly<br>Lon | *i* | 1903<br>4mo<br>*Lloyd* | BlythS.B. Co.Ld<br>Blyth<br>'*sA&CP*<br>*WB=CellD* | F.B.Cameron | 178·0<br>Q98'B9'F20'<br>Ba49'f63'139t FPT | 26·3 | 11·3<br>FK | London<br>British<br>*4BHCem*<br>[illegible]*APT12t* | T.3Cy.13",21"&34"-24" (*s*)<br>160lb *80lb* 68RHP<br>1SB,*4pf*,GS48,HS1228<br>G.T.Grey,SouthShields | 13·5<br>1·3 | | |
| 171<br>68116<br>NBTM | **Cameroon** IronScSr<br>Wrecked 10,04<br>*E.C.Taylor* -01<br>2*Dks* | 1862<br>1676<br>1185 | ... | | | 1874<br>5mo | J.Elder& Co.<br>Glasgow | British&African S.N.Co(1900)Ld. (Elder,Dempster& Co.*Mgrs.*) | 302·5<br>P105t H28t F53t | 33·8 | 24·0 | Liverpool<br>British | T.3Cy.21",34½"&55¾"-36"<br>NB89 186NHP<br>*Tpd.*89D.Rollo & Son,Liv. | 25·2<br>5·9½ | BT [illegible] | |
| 172<br>HCPK | **Cameta** IronPad<br>1*Dk&Hurdk* | 478<br>—<br>340 | | | | 1881 | Laird Bros.<br>Birkenhead | AmazonStm.Nav. Co.Ld. | 181·0 | 28·0 | 9·5 | Para<br>Brazilian | O.2Cy.32"&52"-54"<br>165NHP<br>LairdBros.,Birkenhead | | | |
| 173<br>102864<br>NCLS | **Cametense** SteelScSr<br>*W.E.Pontet*03-03 ~~ssLiv.No.2-99~~<br>(*ex*CarloPoerio) 1*Dk(Irn)Spardk3trB*<br>*Elec.light* ssLiv.No.3-12,03 | 2184<br>1958<br>1314 | ✠100A1<br>*Spar dk*<br>7,[illegible] ~~7,08~~ | Liv | *s* | 1891<br>11mo | Palmers' Co.(Lim.)<br>Newcastle<br>A&CP<br>*WB=CellDB* | BoothS.S.Co.Ld. | 302·0<br>P37'B66'F35'<br>240'374t APT16t | 38·4 | 15·3<br>23·1<br>FK | Liverpool<br>British<br>*6BHpt.4sp pt.Cem* | T.3Cy.27",44"&71"-48" (*s*)<br>160lb *90lb* 428NHP<br>4SB,*12cf*,GS226,HS7595<br>Palmers'Co.(Lim.),Nwc. | 17·9<br>5·4 | BT till 7,04 | |
| 174<br>HPFC | **Camille** SteelScSr<br>*David*01-03<br>*Welldeck* 1*Dk(Stl)&Web frames* | 1163<br>809<br>462 | ✠100A1<br>6,[illegible] ~~10,03~~ | Shl<br>Sws | *n* | 1903<br>4mo<br>*Lloyd* | Craig,Tay- lor&Co.<br>Stockton<br>'*sA&CP WB=* | L.Larue<br>*CellDBa59'uE&B* | 230·0<br>Q81'B63'F25'<br>42f88'270t FPT28t | 32·7 | 13·8<br>FK | Caen<br>French<br>*4BHCem*<br>*APT25t* | T.3Cy.17",28½"&46"-33" (*s*)<br>180lb 150NHP<br>2SB,*4pf*,GS71,HS2547<br>N.E.MarineEng.CoLd.Sld | 16·0<br>1·5½ | | |
| 175<br>HDJG | **Camma** IronScSr<br>*H.Corneliussen* -93 ssShl.No.3-9,95<br>ssShl.No.2-04<br>1*Dk(Irn-ptws)2trB* | 794<br>628<br>477 | ✠100A1<br>3,063 ~~,04~~<br>BS3,05 | Shl | *k* | 1882<br>8mo | M.Pearse &Co.<br>Stockton<br>A&CP | Acties.Camma (Chr.Klaveness)<br>*WB=DBa* | 199·5<br>Q119 F28'<br>59'f77'181t APT9t | 30·0 | 14·0<br>BK7½ | Chrstiania<br>Norwegian<br>*4BHCem* | C.2Cy.24"&45½"-30" (*i*)<br>80lb *80lb* NDB04 90RHP<br>1SB,*2pf 1cf*,GS39,HS1467<br>Blair&Co.(Lim),Stockton | 15·0 | | |
| 176<br>JFQC | **Cammin** SteelScSr<br>*J.Behrndt*<br>(*ex*Eugenie) 1*Dk* | 147<br>—<br>61 | | | | 1900 | J.Kievits& v.ReedeCzn.<br>Papendrecht | Stettin-Wollin- CamminDievenow Dampf.Ges.m.b.H. | 117·3 | 19·7 | 8·9 | Cammin<br>German<br>*WB* | T.3Cy.8¾",15"&23¾"-14"<br>21NHP<br>J.Kievits&v.ReedeCzn. Papendrecht | | G | |
| 177<br>HLOF | **Camocim** IronScBg<br>*A.M.Almeida* -95<br>(*ex*Humboldt) | 1900<br>—<br>1021 | | | | 1866 | A.Leslie& Co.<br>Newcastle | Cia Pernambucana deNav. | 268·2<br>P156t | 32·1 | 21·3<br>28·2 | Prnmbuco<br>Brazilian | O.2Cy.25"&56"-40"<br>NE&B80 165NHP<br>Fawcett,Preston&Co.,Liv. | | | |
| 178<br>MBFK | **Camoens** SteelScSr<br>*O.Penrice* ssLiv.No.1-04<br>1*Dk(Stl)&Spar dk(Stl)&*<br>*Elec.light deep framing* | 4070<br>3862<br>2626 | ✠100A1<br>*Spar dk*<br>~~[illegible]3,03~~<br>2,05 | Mch | *x* | 1900<br>9mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP *WB=CellDBa* | Soc.Anon.deNav. RoyaleBelgeSud- Américaine | 378·0<br>P31'B102'F45'<br>38'f116 773t FPT | 47·5 | 20·7<br>28·6<br>FK | Antwerp<br>Belgian<br>*BHCem*<br>[illegible]*APT* | T.3Cy.26½",44"&74"-54" (*s*)<br>180lb *90lb* 534NHP<br>2DB,*12cf*,GS199,HS7504 FD<br>Wrkman,Clark& Co.LdBel | 23·5<br>7·0 | | |
| 179<br>HPGJ | **Campana** SteelScBn<br>*Fatosmé* -02 1*Dk&Spardk3trB* | 3076<br>—<br>1594 | | | | 1889 | Atel.& Chant.Loire<br>St.Nazaire | ChargeursRéunis | 312·0<br>B23'H124'F45' | 40·3 | 19·8<br>27·5 | Havre<br>French<br>*WB* | T.3Cy.24",40"&62"-44"<br>NB98 255NHP<br>Atel&Chant.Loire,StDenis | | V | |
| 180<br>51646 | — IronTwinScSr<br>*L.R.Demers* -97 | 1697<br>1242<br>1154 | | | | 1873 | Aitken& Mansel<br>Glasgow | QuebecS.S.Co.Ld. | 240·8 | 35·3 | 20·7 | Quebec<br>British<br>*WB* | C.4Cy.26"&52"-38"<br>NE78 NB92 259NHP<br>D.Rowan,Glasgow | | V | |
| 181<br>102086<br>NBLT | **Campania** SteelTwinScSr<br>*J.Pritchard* -04 ssLiv.No.2-01<br>*Ref.Mchy.* 4*Dks(3Stl-ws)*<br>*Elec.light &Promenadedk(Stl-ws)* | 12950<br>10267<br>4974 | ✠100A1<br>~~[illegible]~~ 3,05<br>BS[illegible] | Bkn<br>Liv | | 1893<br>5mo<br>*Lloyd* | Fairfield Co.(Lim.)<br>Glasgow<br>'*sA&CP* | CunardS.S.Co.Ld. | 601·0<br>P75'F120'<br>*Promenade dk370'*<br>*WB=CellDB* | 65·2 | 37·8<br>FK | Liverpool<br>British<br>12*BHCem*<br>457'2384t | T10Cy(4)37"(2)79"&(4)98"-69"} 165lb (*s*) 3191NHP<br>*100lb*<br>FairfieldCo.(Lim.),Gls. | 41·10<br>12·9 | | |
| 182<br>HDJS | — SteelScSr<br>*M.Cebalo* -01<br>1*Dk(ptIrn&ptStl)2trB&deep framing*<br>3*Dk rule* | 3551<br>3364<br>2267 | ✠100A1<br>11,0[illegible] ~~1,03~~ | Shl | *r* | 1901<br>3mo | J.Readhead &Sons<br>S.Shields<br>A&CP<br>*WB=CellDBo* | CampaniaS.S.Co. Ld.(D.Tripcovich) | 341·2<br>P41'B101'F32<br>116 uE20'f140'825t | 46·7 | 26·0<br>FK | Trieste<br>Aust.Hung.<br>*4BHCem*<br>*APT39t* | T.3Cy.24",40"&65"-45" (*r*)<br>160lb *80lb* 295NHP<br>2SB,*6rf*,GS116,HS4590<br>J.Readhead&Sons,S.Shl. | 27·4<br>[illegible]·0 | | |
| 183<br>105067<br>PCKQ | — IronScK<br>*G.Davidson* -03 ssCff.No.2-04<br>1*Dk* | 167<br>155<br>67 | ✠100A1<br>*StmTrawler*<br>7,04 ~~2,04~~ | Cff | | 1895<br>10mo | Cochrane& Cooper<br>Beverley<br>A&CP | Neale&West | 109·0<br>Q20' | 21·0 | 11·0<br>BK7½ | ~~Hull~~<br>British<br>[illegible]<br>Cardiff | T.3Cy.13",21"&34"-24" (*s*)<br>170lb 60RHP<br>1SB,*2cf*,GS26,HS1025<br>C.D.Holmes&Co.,Hull | 11·10 | | |
| 184<br>113085 | SteelScK<br>Wrecked 2,04<br>*W.Pardon* -02<br>1*Dk* | 149<br>139<br>45 | ✠~~100A1~~<br>*StmTrawler*<br>5,08 | Abn | | 1901<br>1mo | WoodSkin- ner&Co.Ld<br>Newcastle<br>A&CP | EasternStm.Fish- ingCo.Ld.(G.D. Irvin,*Mgr.*) | 104·0 | 20·7 | 10·9<br>BK7½ | Aberdeen<br>British<br>*BHCem* | T.3Cy.11",18"&30"-22" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS18,HS1015<br>ShieldsEng.Co.Ld.N.Shl | 11·10 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Adopted. Built. Engines. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & kds. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of [illegible] Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Freeboard as assigned, if less than Deck Line. Deduction if Timber Deck. | 16 Deck Line above Load Line. Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 185 WGJN | **Campania** *N.Pedersen04-04* 1 *Dk* | **IronScK** *ssGms.No.2-02* | *139* *134* 59 | ✠100A1 *StmTrawler* 8,04 [illegible] | Gms | 1894 6mo | Edwards Bros. N.Shields *Lloyd'sA&CP* | Acties.Campania (Chr.Lindtner) | 101·0 20·5 10·9 Q18'F18' BK7½" | Stavanger Norwegian *WBHCem* | T.3Cy.11",17"&30"-21" (s) 160lb 48NHP 1SB.*2pf*,Gs24,Hs830 N.E.Mar.E.Co.,Lim.,Sld. | 11 " 8 | | 7,03 [illegible] No5,05 |
| 186 STVP | **Campeador** *H.Harrison -98* 1 *Dk(Stl)&Spardk(Irn)&Webframes* | **SteelScSr** *ssLon.No.2-03* | 1320 1281 873 | ✠100A1 *Spar dk withfreeboard* [illegible] LMC8,03 | Lon | 1894 8mo | Wood, Skinner&Co. Newcastle *A&CP* | CampeadorS.S.Co. Ld.(R.MacAndrew&Co.) *WB=CellDB* | 238'8 33'2 12'5 20'3 BK8" *a57'a E&B37'f95* | Liverpool British *4BHCem* *256tAPT85t* | T.3Cy.19½",31"&61"-33" (s) 160lb *80lb* 154NHP 1SB.*4pf*,Gs70,Hs2400 N.E.Mar.E.Co.(Lim.),Sld. | 14 " 11 | | 8,05 |
| 187 | **Campeche** *V.Bilbao99-99* 1 *Dk* | **SteelScSr** | 276 *236* *184* | [illegible] | | 1897 | A.McMillan&Son(Ld) Dumbarton | Cia.Mexicana de Nav. | 140·0 23·1 9·2 Q23'F17' FK | Tabasco Mexican *WB* | T.3Cy.12",18½"&31"-22" 56NHP D.Rowan&Son,Glasgow | 9 " 8 | | |
| 188 QFJL | **Camperdown** *J.Stott99-01* 1 *Dk(Irn)&deepframing* | **SteelScSr** *ssNYk.No.1-01* | 2554 2347 1620 | ✠100A1 9,01 [illegible] | NNs Shl | *t* 1898 7mo | R.Napier& Sons.Ld. Glasgow A&CP | GlasgowShipownersCo.Ld. (Glen&Co.*Mgrs.*) *B=CellDBa100'* | 310·0 44·2 20·4 P29'B82'F81' FK *uE&B38'f128'645t* | Glasgow British *5BHCem* *APT105t* | T.3Cy.23",38"&62"-39" (s) 160lb *80lb* 245NHP 2SB.*6cf*,Gs108,Hs3736 R.Napier&Sons,Ld.Gls. | 23 " 0 | | 9,04 |
| 189 56949 | — *A.C.Thomson -97* (*ex*Walney) | **IronPadSp** | 226 199 60 | | | 1868 | Macnab& Co. Greenock | C.W.Duncan&Co. | 146·5 20·5 10·1 | Middlsbro' British | 2Cy.40"-48" NB77 171NHP Macnab&Co.,Greenock | | | |
| 190 | **Camphuijs** *Koppeschaar -03* *Elec.light* 2 *Dks&Awng dk* | **SteelSc** | 2680 — 1263 | | | 1903 | Nederl. Schps.Maats Amsterdam | Koninkl.Paketv. Maats. | 315·3 41·4 21·8 P67'F74' | Amstrdam Dutch *WB* | T.3Cy.23⅞",37"&63"-43⅝" 261NHP NedFb.v.Wrk&SpoorAms | | V | |
| 191 2 NKRB | **Campidoglio** *G.Runci -02* (*ex*Anklam) *Mchy.Aft* 1 *Dk* | **SteelScSr** | 132 — 88 | | | 1899 | Nuescke& Co. Stettin | Soc.Generale Immobiliare | 120·6 19·3 7·1 | Civitavecchia Italian | C.2Cy.11½"&20½"-13½" 13NHP Kette.Deut.Elbschifff Ges. Uebigau | | G | |
| 192 HPGM | **Campinas** *Toulouze* *Ref.Mchy.* 2 *Dks&trB* | **SteelScSr** | 3262 2894 1787 | | | 1895 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 334·7 42·0 28·5 P25' B13' F40' | Havre French *WB* | T.3Cy.24",40"&65"-44" 280NHP Atel.&Chant.Loire,St.Naz | | V | |
| 193 | **Campos** 1 *Dk* | **SteelTwinScSr** | *605* *499* *291* | | | 1903 | Craig,Taylor&Co. Stockton | Cia.deNav.S.Joao daBarra e Campos | 200·3 33·1 9·5 B102'F24' | R.Janeiro Brazilian *WB* | T.6Cy.11",17"&28"-21" 72NHP N.E.Marine Eng.Co.Ld.Sld | | | |
| 194 | **Campos Salles** 2 *Dks* | **SteelTwinSc** | *901* *642* *490* | | | 1900 | Laird Bros. Birkenhead | AmazonStm.Nav. Co.Ld. | 230·0 35·6 11·9 P42'F44' | Para Brazilian | T.6Cy.15",23"&38"-24" 142NHP Laird Bros.Birkenhead | | | |
| 195 113078 Missing since 2,05 | **Campville** *H.Dealtry00-00* 1 *Dk* | **SteelScK** | 117 107 19 | ✠~~100A1~~ *StmTrawler* 10,00 | Shl | 1900 10mo | JTEltringham&Co. S.Shields A&CP | Northumberland SteamFishingCo. Ld. | 93·0 18·6 9·9 BK7" | N.Shields British *3BHCem* | C.2Cy.14"&30"-21" (s) 130lb 36RHP 1SB.*2pf*,Gs25,Hs729 Hedley&Boyd,N.Shields | 10 " 3 | | |
| 196 98422 MROT | **Camrose** *R.P.King04-04* ~~*P.Stewart -02*~~ ssSld.No.3-12,04 1 *Dk(Stl)&Webframes&ptAwngdk(Irn)* | **SteelScSr** ~~*ssOff.No.3-04*~~ | 2565 1885 1631 | ✠100A1 *pt Awng dk withfreeboard* 12,04 [illegible] | Cff Sld | *t* 1892 7mo | JLThompson&Sons Sunderland A&CP | ~~MarychurchS.S. Co.Ld. (J.Maychurch&Co.*Mgrs.*)~~ Mergvale S.Pg Co.Ld. | 300·0 40·0 19·2 P25'Q98' *ptAwng dk*177' FK *=CellDB228'510t* *WB* 12.04 | Cardiff British *6BHCem* *APT30t* | T.3Cy.22",37"&60"-39" (s) 160lb ~~*160lb 120lb*~~ 232NHP 2SB.*6rf*,Gs95,Hs3600 J.Dickinson,Sunderland | 21 " 9 | | 4.04 |
| 197 112456 | — *T.M.Pickering00-00* 1 *Dk* | **SteelScK** | 191 167 88 | ✠100A1 *StmTrawler* 12.00 | Mdb | 1900 12mo | W.Harkess &Son Middlesbro' *Lloyd'sA&CP* | W.Harkess ~~(W.Page, *Mgr.*)~~ (C.Heron,*Mgr.*) | 110·0 21·0 11·0 Q51'F20' BK7½" | Milford British *3BHCem* | T.3Cy.12",20"&32"-23" (s) 180lb 52RHP 1SB.*2pf*,Gs32,Hs1005 MacColl&Pollock,Sld. | 12 " 0 | | 2,05 |
| 198 106806 PLMN | **Canada** *R.O.Jones -03* *Ref.Mchy.* *Elec.light* | **SteelTwinScSr** 4 *Dks* | 9413 8772 6016 | | | 1896 | Harland& Wolff(Lim.) Belfast | Brit.&N.Atlantic S.N.Co.Ld. | 500·4 58·2 38·9 P64'B256'F60' *WB* | Liverpool British | T.6Cy.28½",47½"&77"-54" 873NHP Harland&Wolff(Lim.),Bel | | V BT till 2,06 | |
| 199 HPGQ | — *Geffroy89-00* (*ex*Panama) *Elec.light* 8 *Dks&Awngdk* | **IronScBk** | 4287 4095 1933 | | | 1865 | Cie.Génle Trnsatlntque St.Nazaire | Cie.Générale Transatlantique | 354·3 43·9 30·7 H- 38·1 | Havre French | T4Cy.36½",56¾"&(2)67"-51" NE76 NB95 641NHP *Tpd95*CieGenTransPnhoet | | V | |
| 199* 116870 | — *Elec.light* 2 *Dks* | **SteelTwinScSr** | 100 41 [illegible] | ✠100A1 *withfreebrd* 7,04 [illegible] *Canadian Fisheries Protection Service* | Brw | *h* 1904 7mo | Vickers,Ss. &Maxim,Ld. Barrow *Lloyd'sA&CP* | Canadian Government | ~~200 0 23 2 13 4~~ 205 0 25 1 13 3 FK *WB=FPf61a* | Ottawa British *6BHCem* *APT22t* | T.6Cy.15".23½"&38"-22" (s) 180lb 210NHP 2SB.*4cf*,Gs88,Hs3270 FD VickersSs.&MaximLdBrw | 14 " 0 | | |
| 200 93089 MTWP | — *R.Morgan -00* 1 *Dk* | **IronScK** | 231 211 126 | | | 1886 | Cochrane &Co. Beverley | HullSteam Fishing &IceCo.Ld. | 132·2 22·2 11·2 Q20'F20' len95 BK7½" | Hull British | T.3Cy.13⅛",19"&32"-24" NB02 50RHP C.D.Holmes&Co.,Hull | 12 " 4 | | |
| 201 99675 MQNS | — *ssGms.No.2-00* 1 *Dk* | **IronScK** | 151 139 66 | ✠ *Stm Trawler* [illegible] | | 1892 5mo | Cochrane, Coopr&Schofield,Beverley *Lloyd'sA&CP* | N.EasternSteam FishingCo.Ld. | 100·4 20·5 11·0 Q17'F19' BK7½" | Grimsby British *3BHCem* | T.3Cy.11½",18"&30"-22" (s) 160lb 45RHP 1SB.*2cf*,Gs27,Hs700 C.D.Holmes&Co.,Hull | 11 " 10 | | 6,08 |
| 202 102127 | — (*Tug*) 1 *Dk(Irn)* | **SteelScSk** | 129 128 2 | ✠ 2,97 | Liv | *b* 1894 1mo | S.Mc Knight&Co Ayr | AlexandraTowing Co.Ld. | 92·0 20·1 11·3 BK6½" *WB=APT3t* | Liverpool British *4BHCem* | C.2Cy.21"&42"-27" 74RHP 1SB,*3cf*,Gs57,Hs1500 Muir&Houston,Glasgow | 12 " 0 | | |
| 203 93662 | — *R.Goodier -98* *Mchy.Aft* | **WoodSc** | 112 101 76 | | | 1869 | H.Gibson Northwich | LiverpoolLighterageCo.Ld. | 81·8 19·5 8·9 | Northwich British | 2Cy.12"-14" 24RHP E.Bates,Northwich | | | |
| 204 117655 | — 1 *Dk(Stl)* | **SteelSc** | 56 56 — | A1 5,05 *Tug* [illegible] *For River purposes* | Lon | 1903 3mo | G.Rennie& Co. Greenwich *Lloyd'sA&CP* | Surrey~~s~~Commercial DockCo. | 69·5 16·5 8·2 BK5" | London British *3BHCem* | C.2Cy.16"&32"-18" (s) 120lb 50RHP 1SB.*2pf*,Gs35,Hs901 Plenty&Son,Ld.Newbury | | | |
| 205 118073 VNGB | **Canada Cape** *J.F.Symons93-04* *Ref.Mchy.* 1 *Dk(Stl)&Spardk(Stl)&Webframes* | **SteelScSr** | 4286 4131 2795 | ✠100A1 *Spar dk* [illegible] 3,05 | Nwc Cff | *x* 1904 2mo | Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP* | Elder,Dempster Shipping,Ld. *WB=CellDBa* | 360·0 48·0 20·2 P30'B92'F32' 28·1 FK 118' *uE&B42'f154'* | Liverpool British *6BHCem* *857tAPT63t* | T.3Cy.25",41"&69"-48" (s) 180lb HS5940 372NHP 3SB&1Aux.SB,*12cf*,Gs200 Richardsons,Westgarth& Co.Ld.Sld. | 22 " 10 | | |

| Numéro d'ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Sous le Pont / Net | Détails de la Classification. Cote / ✠ Surveillance Spéciale / Date de la dernière Visite | 6 | 7 | Construit. Quand — Navire — Mach. | Par qui — Où | Armateurs. | Dimensions d'après le Règlement. Longueur, Largeur, Creux | Port d'Armement / Pavillon | Machines. | Creux sur Quille / Franc bord au milieu du navire. pds. ps. | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 206<br>SSFV | Canadia SteelScSr<br>E.Horn ssRot.No.1-04<br>1Dk(Stl)&Spar dk(Stl)&deep framing | 4322<br>4046<br>2707 | ✠100A1<br>Spar dk<br>4,05 ~~3,04~~ ✠LMC8,04<br>BS1,05 | Rot | x | 1899<br>5mo | A.McMillan&Son,Ld.<br>Dumbarton<br>A&CP W | DmpskslskKjöbenhavn (P.L.Fisker, Mgr.)<br>B = Cell D B a 122' | 375·0 48·5 17·9<br>P28'B86'F33' 26·4<br>FK<br>uE&B12'f154' 869t | Copnhagn<br>Danish<br>5BHCem<br>APT84t | T.3Cy.25 1/32",41"&67"-48" (s)<br>180lb 180lb 326NHP<br>2SB,6cf.GS144,HS4882<br>D.Rowan&Co.Glasgow | 20 » 6<br>s 6 » 8 | | |
| 207<br>RHMV | — SteelScSr<br>A.Wagner00-03<br>(exSteinhöft) 2DksStr B | 2397<br>2252<br>1507 | | | ... | 1889 | Reiherst'g Schiffsw.<br>Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 301·4 37·8 23·7<br>P12'B58'F86' | Hamburg<br>German<br>WB | T.3Cy.23½",37½"&60"-42"<br>233NHP<br>Reiherst.Maschinenf.Ham | 26 » 6 | G | |
| + 208<br>SBQJ | Canadian Steel Sc4MstSr<br>A.W.F.Trant -05<br>Elec.light 3Dks(Stl)&Web frames<br>Ref.Mchy | 9301<br>8627<br>6010 | ✠100A1<br>9,04 ~~...~~<br>✠LMC11,00 | Liv | y† | 1900<br>11mo | Hawthorn,Leslie&Co.Ld<br>Newcastle<br>Lloyd's A&CP W | F.Leyland&Co.(1900),Ld.<br>B = Cell DBa132' | 530·0 59·3 35·2<br>P72'B214'F110'<br>FK&BK8"<br>uE&B84'f170'1878t | Liverpool<br>British<br>9BHCem<br>DTa46' | T.3Cy.32",54"&90"-66" (s)<br>200lb 805NHP<br>2S&2DB18cf.GS294 HS13071<br>Hwthrn,Leslie&C.Ld.Nwc<br>1233tDTf41'1292tAPT70t | 39 » 0<br>s 9 » 6 | BT till 6,05 | 1,04 |
| 209<br>HFDS | Canalejas IronScSr<br>A.Garcia95-99<br>Well deck (exEmpusa) 1Dk2tr B | 935<br>850<br>554 | | | ... | 1878 | M.Pearse &Co.<br>Stockton | LaRodaHermanos | 230·0 30·2 17·0<br>P134 F32'<br>BK8" | Valencia<br>Spanish<br>WB | C.2Cy.30"&55"-36"<br>151NHP<br>Blair&Co.(Lim.)Stockton | | | |
| 210<br>NLWQ | Canara IronScSr<br>Broken up 7,04<br>[illegible]rey -04 ssLon.No 2-83<br>Elec.light 8Dks(U'Irn-ws) | 190[illegible]<br>1248<br>1216 | ✠<br>5,85 | Cal | s | 1874<br>8mo | W.Denny &Brs.<br>Dumbarton | BritishIndiaStm.Nav.Co.Ld. | 298·0 33·3 25·7 | Glasgow<br>British<br>5BHCem | Q4Cy19½",29",39"&56½"-42"<br>207NHP<br>Qpd90Denny&Co.,Dmbrtn | | | |
| 211<br>HPGT | Canarias SteelScBn<br>Pignorel -03 1Dk&Spar dk3tr B | 3252<br>2837<br>1796 | | | | 1893 | Atel&ChantLoire<br>St.Nazaire | ChargeursRéunis | 343·7 40·7 23·5<br>P22' H- F40' | Hâvre<br>French<br>WB | T.3Cy.24",40 3/10"&65 3/4"-44 3/8"<br>NB02 284NHP<br>Atel &Chant.Loire,Nts. | | V | |
| 212<br>113187 | Cancer SteelScK<br>S.Firth -00<br>1Dk | 183<br>159<br>58 | ✠<br>Stm Trawler<br>✠ ~~...~~ | | ••• | 1900<br>7mo | Mackie& Thomson<br>Glasgow<br>Lloyd's A&CP | Grimsby&N.Sea StmTrawlingCoLd | 108·9 20·7 10·7<br>Q19'F19'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",18½"&30"-21"<br>180lb (s) 45RHP<br>1SB,2pf,GS34,HS878<br>W.V.V.Lidgerwood,Gls. | 11 » 10 | | |
| 213<br>105574<br>PMWN | Candia SteelTwinScSr<br>H.E.Kitcat -03<br>2Dks(Stl)3tr B&deep framing3Dk rule<br>Elec light | 6482<br>5950<br>4195 | ✠<br>6,00 | Lon | b† | 1896<br>12mo | Caird&Co.(Lim.)<br>Greenock<br>W | P.&O.Stm.Nav.Co.<br>B = CellDBa105'u | 450·6 52·3 30·6<br>P46'B98'F59'<br>BK9<br>E&B65'f178' 1025t | Greenock<br>British<br>7BHCem<br>DTa45'50t | T.6Cy.22½",36½"&60"-48"<br>679NHP<br>2DB 12cf.GS227,HS10120FD<br>Caird&Co.(Lim.)Greenock | 33 » 6 | | |
| 214<br>277<br>NKTL | — IronScSr<br>F.Forzani<br>Elec.light (exCairo) 2Dks | 1046<br>929<br>578 | | | ... | 1862 | Palmer, Bros.&Co.<br>Newcastle | Nav.Gen.Italiana | 248·0 27·9 20·1 | Genoa<br>Italian | T.3Cy.24",38"&62"-36"<br>NE87 NB00 231NHP<br>Hwthrn,Leslie&Co.,Nwc. | | I | |
| 215<br>109844<br>QNWL | Candleshoe SteelScSr<br>J.C.Nisbet -02 ssCff.No.1-02<br>Spar dk(Stl)2tr B & Web frames | 3799<br>3583<br>2466 | ✠100A1<br>Spar dk withfreeboard<br>1,05 ~~11,03~~ ✠LMC12,02<br>BS1,05 | Bry | w | 1899<br>1mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP WB | Bennetts&Co.<br>= Cell DB a107' u | 340·0 47·1 19·9<br>P31'B105'F31' 27·2<br>FK<br>E&B46'f121' 700t | Grimsby<br>British<br>6BHCem<br>APT82t | T.3Cy.25",40"&66"-45" (r)<br>160lb 80lb 307NHP<br>2SB 8pf,GS134,HS4832<br>SirC.Furness,Westgarth&Co.Ld.Mdb | 22 » 10<br>~~...~~<br>s 6 » 0 | | |
| 216<br>109794<br>RMGP | Canganian SteelScSr<br>E.Williams -01 ssCff.No.1-04<br>1Dk(Stl)&deep framing | 1143<br>851<br>706 | ✠100A1<br>9,04 ~~12,03~~<br>✠LMC ~~...~~ 9,01 | Cff | n | 1900<br>2mo | Mackie& Thomson<br>Glasgow<br>Lloyd's A&CP WB | CanganianSSCoLd (O.&W.Williams)<br>= Cell D Ba&uE 79' | 225·0 34·0 14·4<br>P16'Q67'B57'F25'<br>~~...~~ FK<br>uB15'f92'328tFPT | Cardiff<br>British<br>4BHCem<br>5tAPT25t | T.3Cy.17¾",28"&45"-33" (s)<br>180lb 90lb 122NHP<br>1SB,3rf,GS60,HS1835<br>Ross&Duncan,Glasgow | 16 » 6<br>s 1 » 7 | | |
| * 217<br>106802<br>PLBW | Canning SteelScSr<br>H.Hammond -96 ssGls.No.1-01<br>2Dks(1Stl&1Irn &deepframing3Dkrule<br>Elec.light | 5366<br>5061<br>3459 | ✠100A1<br>6,04 ~~...~~<br>~~...~~ | Liv | z | 1896<br>8mo | D&WHenderson&Co<br>Glasgow<br>Lloyd's A&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, Mgrs.)<br>WB = CellDBa113 | 425·2 52·1 28·5<br>P41'B112'F46'<br>FK<br>uE&B58'f | Liverpool<br>British<br>6BHCem | T.3Cy.29½",47"&78"-60" (s)<br>180lb 100lb 662NHP<br>3DB,12cf.GS220.HS9816 FD<br>D.&W.Henderson&Co.Gls<br>182'1193tFPT119tAPT48t | 31 » 6 | | |
| * 218 | Canoe IronScSr<br>ssLiv.No.3-12,96<br>(exFlaxman) ssMch.No.1-00<br>2Dks(1Irn&1ptIrn)3tr B | 2168<br>2018<br>1356 | ✠100A1<br>3,02<br>BS5,03 ✠LMC3,02 | Liv | s | 1882<br>8mo | Oswald,Mordnt&Co<br>Southampton<br>Lloyd's A&CP | Empreza deNav.Salina(Rodrigues,Faria&Co. Mgrs.) | 299·3 36·1 23·9<br>B48<br>BK10" | R.Janeiro<br>Brazilian<br>5BHCem | C.2Cy.32"&64"-42" (i)<br>90lb 90lb NDB92 217NHP<br>2SB,6pf,GS116,HS3600<br>Oswald,Mordaunt&Co.Sou | | | |
| 219<br>113408<br>RVJB | Canopic SteelTwinScSr<br>J.McAuley -00 exCommonwealth)<br>Ref.Mchy. Elec.light 3Dks | 12097<br>9645<br>7717 | | | | 1900 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(Ismay,Imrie&Co. Mgrs.) | 578·3 59·3 35·8<br>P99'B338'F67' | Liverpool<br>British<br>WB | T.6Cy.29½",50"&(4)58"-54"<br>988NHP<br>Harland&Wolff,Ld.Bel. | | BT till [illegible] | |
| * 220<br>101490<br>PRTH | Canopus SteelSc3MstSr<br>G.A.Lobb08-03<br>Well deck Mchy.Aft 1Dk(Stl)&deep framing<br>Elec.light | 1337<br>1063<br>835 | ✠100A1<br>5,08<br>✠LMC5,08 | Nwc | | 1903<br>5mo | C.S.Swan&Hunter,Ld<br>Newcastle<br>Lloyd's A&CP WB | WestportCoalCo.Ld.<br>= Cell DBa50' uE | 250·4 35·1 15·7<br>Q144'F28<br>FK<br>31'f117' 408t FPT | Dunedin<br>British<br>5BHCem<br>70tAPT18t | T.3Cy.21",35"&56"-39" (s)<br>160lb 80lb 122NHP<br>2SB,6cf,GS123,HS3740<br>WllsndSlpwy.Co.Ld.Nwc | 18 » 5<br>s 2 » 0½ | | |
| 221<br>MBFL | Canova SteelScSr<br>H.Russell ~~...~~<br>2Dks(1Stl1Irn)&deepframing3Dkrule<br>ssMch.No.2-03 | 4640<br>4400<br>3009 | ✠100A1<br>8,01<br>BS2,05 ✠LMC6,08 | NYk<br>Ant | y | 1895<br>2mo | D&WHenderson&Co<br>Glasgow<br>Lloyd's A&CP W | Soc.Anon.deNav.RoyaleBelgeSud-Américaine<br>B = CellDBa122' u | 410·0 48·1 26·2<br>P44'B110'F47'<br>BK9<br>E&B58'f168'1041t | Antwerp<br>Belgian<br>6BHCem<br>Deep tank a | T.3Cy.27",46"&76"-60" (s)<br>180lb 90lb 564NHP<br>4DB,18cf.GS367,HS9760<br>D.&W.Henderson&Co.Gls<br>24 83tFPT186tAPT45t | 29 » 2 | | |
| 222 | Cantabria IronScSr<br>F.Ormaechea -03<br>(exFormosa) 1Dk&Spar dk | 1097<br>1009<br>674 | | | ... | 1885 | Wigham Richrdsn&Co<br>Newcastle | F.Reyes | 221·0 32·2 12·4<br>B41' 19·4<br>FK | Manila<br>Utd.States<br>WB | T.3Cy.20½",32"&58"-36"<br>162NHP<br>WighamRchrdsn&CoNwc | 18 » 0 | | |
| 223<br>HFKN | — SteelScSr<br>S.Muñiz91-98 ssNwc.No.1-90<br>(exSpringhill) 1Dk(Stl)<br>Well deck | 574<br>—<br>376 | ✠<br>11,93<br>✠ | Nwc | h | 1885<br>11mo | TyneI.S.B.Co.<br>Newcastle | J.Pedros<br>WB = DBa85 u | 169·5 27·2 12·9<br>Q87'B17'F18'<br>Irp92 BK7<br>uE&B38'104t FPT | Bilbao<br>Spanish<br>4BHCem<br>12tAPT2t | C.2Cy.21½"&40"-30"<br>78NHP<br>1SB,2pf,GS38<br>Hawks,Crawshay&SonGts | 18 » 6 | | |
| 224<br>HFKG | — IronPadSpTug<br>Now a Lighter<br>R.Zabala -95<br>(exEngeland) | 168<br>—<br>60 | | | | 1876 | J.Readhead&Co.<br>S.Shields | Cia.deRemol.del Cantabrico(E.Aznar yTutor, Mgr.) | 108·2 18·9 9·8 | Bilbao<br>Spanish | 2Cy.28"-51"<br>86NHP<br>J.Readhead&Co.S.Shields | | | |
| 225<br>112803<br>SDVR | Canterbury SteelTwinScSr<br>Butcher -03 1Dk | 561<br>445<br>144 | | | | 1900 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCos.'Managing Committee | 195·4 28·0 14·2<br>B66'F46 | London<br>British<br>WB | T.6Cy.18½",20½"&31"-21"<br>88NHP<br>Denny&Co.Dumbarton | | BT till 3,05 | |
| 226<br>110362<br>RVPK | Canto SteelScSr<br>B.Kennett -00 ssNwc.No.1-04<br>Mchy.Aft 1Dk(Irn)&Web frames<br>Well deck | 967<br>72[illegible]<br>575 | ✠100A1<br>~~11,03~~ 1,05 Shl<br>✠LMC9, ~~...~~ 10,04 | Nwc | m | 1900<br>9mo | Strand SlipwayCo.<br>Sunderland<br>A&CP | PeltonS.S.Co.Ld.(R.S.Gardiner&J.Reay, Mgrs.) | 224·0 30·1 13·0<br>Q110'B18'F21'<br>FK<br>WB = CellDBf148 | Newcastle<br>British<br>3BHCem<br>277tFPT8[illegible]t | T.3Cy.17½",29"&47"-33" (s)<br>160lb 80lb 136NHP<br>1SB,3pf,GS61,HS2141<br>G.Clark,Ld.Sunderland | 15 » 3<br>s 1 » 9½ | | 10,04 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross. / Under deck. | Particulars of Classification: Character. / † for Special Survey. Date of last Survey | Port of Survey. | Date assigned. | Built: When. / By Whom. / Where. | Owners. | Registered Dimensions Deck Erections, &c.: Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No & Ins. of Cylinders—Stroke. Boiler Pressure. NP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. | Registers in which class. If not in L.R. Date of Trade-Cert. | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 / — / — | **Canton** — Iron Sc Sr / ~~Lord Mac~~ / RNHS | 1737 / 1652 / 1110 | | | | 1880 / Wigham Richrdsn & Co. Newcastle | ~~Indo-China Steam Nav. Co. Ltd.~~ / H. von Fischer & Co. | 285·0 / 280·0 | 34·3 / 33·6 | 16·3 / 23·6 | ~~London~~ / ~~British~~ / Hamburg German | C.2Cy.35″&68½″–45″ 262NH / Wigham Richrdsn & C. Nwc | 28 ″ 6 | | |
| 228 / — / 99338 | — Steel Pad Lr / *Elec. light* | 674 / 674 / 250 | | | | 1886 / W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ltd | 250·0 | 35·1 | 9·8 | Glasgow British | QD4Cy25″,35″,46″&67″–72″ 361NH / Denny & Co., Dumbarton | | | |
| 229 / — / 89137 | — Wood Sc / *Marica* | 170 / 163 / 105 | | | | 1884 / ..... | Boey Ah Oey | 133·0 | 16·0 | 7·0 | Penang British | C.2Cy.18″&34″–20″ NB98.6ftted95 45RHP | | | |
| 230 / **Canutama** / — | Steel Sc Sp / *Thomson* –00 / 1 *Dk (Teak) & Promenade dk (Teak)* | *137* / *118* / 93 | † ... / *For River purposes only* / ~~Port C~~ | | | 1900 / Murdoch & Murray Pt. Glasgow A&CP | Armindo & Texeira | 110·2 / F15′ | 22·1 | 6·6 / FK | Manáos Brazilian | C.2Cy.12″&24″–18″ (s) 120lb 32NHP / 1SB, *2pf*, GS26, HS662 Lees, Anderson & Co. Glas. | 7 ″ 0 | | |
| 231 / **Canute** / 62400 | Iron Sc Sr / *E. Downing* –04 / KQTH *Well deck* 1 *Dk 2 tr B* | 1103 / 840 / 686 | | | | 1871 / A. Leslie & Co. Newcastle | Euxine S.S. Co. Ltd. (J.A. Hodge, *Mgr.*) | 225·5 / P119′F37′ | 30·6 / BK8½′ | 17·4 / W B | Newcastle British | C.2Cy.26″&52″–30″ NB81 99RHP / R. & W. Hawthorn, Nwc. | 18 ″ 8 / s 2 - 3 | | |
| 232 / **Canuto Bulnes** / — | Steel Sc Sr / *M. Vicens* 91–97 / *Mchy Aft* 1 *Dk* | 146 / — / 79 | | | | 1897 / Pusey & Jones Co. Wlmngtn Del | Bulnes & Co. | 105·0 | 18·0 | 7·5 | S. Juan Baptista Mexican | C.2Cy.14″&26″–18″ NB00 24NH / Pusey & Jones Co Wlgtn Del | | | |
| 233 / **Caobang** / HPJN | Steel Twin Sc Sr / *Loquente* –02 / *Elec. light* 3 *Dks & Spr dk* | 6762 / 6371 / 3422 | | | | 1902 / Forges & C. de la Medit. La Seyne | Cie. Nationale de Nav. | 445·8 / H– | 47·3 | 37·7 / W B | Marseilles French | T.6Cy.26½″,41″&65″–43½″ 558NHP / Forges & C. de la Medit. Msl. | | V | |
| 234 / **Cap Blanco** / — | Steel Twin Sc Sr / 2 *Dks* | 7000 / 5700 / 4500 | | | | 1903 / Reiherst'g Schiffsw. Hamburg | Hamburg Süd-Amerik. Dampfschifffahrts Ges. | 440·0 / P68′B218′F76′ | 52·0 | 30·0 / W B | Hamburg German | T.6Cy.22½″,39″&65½″–48″ 598NH / Reiherst. Maschinenf. Ham | | | |
| 235 / **Cap Frio** / RLMS | Steel Sc Sr / *F.G. von Holten* 72–00 / *Elec. light* 2 *Dks* | 5732 / 4553 / 3662 | | | | 1899 / Reiherst'g Schiffsw. Hamburg | Hamburg Süd-Amerik. Dampfschifffahrts Ges. | 411·4 / P&B263′F52′ | 48·3 | 29·0 / W B | Hamburg German | Q.4Cy.24½″,35½″,51½″&75″–54″ 413NHP / Reiherst. Maschinenf. Ham | | G | |
| 236 / **Cap Levi** / HRJW | Iron Sc Sr / ss Nwc. No.3–9.90 / (ex Henry Fisher) ss Nwc. No.2–00 | 564 / 391 / 268 | † 100 A1 7.01 Npt h / ~~Spar dk~~ LMC10,08 | | | 1878 / C.S. Swan & Co. Newcastle A&CP | Soc. du Lloyd Normand (Le Pont & fils, *Mgrs.*) | 166·0 / 176′B19′F25′ ND04 | 25·7 / BK7′ WB = | 12·7 / *DBa28′f69′* | St. Malo French | C.2Cy.21½″&40″–30″ (r) 80lb *80lb* NDB98 67NHP / 1SB, *2pf*, GS36, HS1143 T. Clark & Co. Newcastle | 13 ″ 6 / s 1 ″ 4 | | 4,08 |
| *Now named* Ville de Lougo, *Diese No. 26* | | | | | | | *Supplement.* | | | | | | | | |
| 237 / **Cap Ortegal** / — | Steel Twin Sc Sr / 2 *Dks* | 6800 / 5500 / 4500 | | | | 1903 / Blohm & Voss Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 440·0 | 52·0 | 30·0 / W B | Hamburg German | T.6Cy. / Blohm & Voss, Hamburg | | | |
| 238 / **Cap Roca** / RLPW | Steel Sc Sr / *H. Langerhans* ss 88–00 / *Elec. light* 2 *Dks* | 5786 / 4599 / 3690 | | | | 1900 / Reiherst'g Schiffsw. Hamburg | Hamburg Süd-Amerik. Dampfschifffahrts. Ges. | 411·4 / P&B263′F52′ | 48·3 | 29·0 / W B | Hamburg German | Q.4Cy.24½″,35½″,51½″&75″–54″ 413NHP / Reiherst. Maschinenf. Ham | | G | |
| 239 / **Cap Spartel** / — | Iron Sc Sr / *G. Detloff* 04–04 / (ex Bramfeld, ex Nierstein) 1 *Dk & Spar dk 3 tr B* | *969* / *943* / *581* | | | | 1883 / F. Schichau Elbing | Soc. Anon. du S.S. "Cap Spartel" (F. Siebert, *Mgr.*) | 200·7 | 28·0 | 22·2 / W L | Antwerp Belgian | T.3Cy.15¾″,24½″&38½″–25½″ NB94 74NHP / F. Schichau, Elbing | | G | |
| 240 / **Cap Tarifa** / MBFD | Iron Sc / *L. Vincke* –00 (ex Lesbos, ex Beta) / *Well deck* 1 *Dk 2 tr B* | *1239* / *996* / *779* | | | | 1879 / J Readhead & Co. S. Shields | Globe Soc. Belge de Nav. (Soc. Anon.) (F. Siebert, *Mgr.*) | 249·0 / Q96′B49′F26′ | 32·7 / BK8½′ | 17·3 / W B | Antwerp Belgian | C.2Cy.28¾″&53″–33 NDB96 125NHP / J. Readhead & Co. S. Shields | 18 ″ 6 | G | |
| 241 / **Cap Verde** / RLSB | Steel Sc Sr / *A. Siepermann* 90–02 / *Elec. light* 2 *Dks* | 5909 / 4725 / 3789 | | | | 1900 / Flensburger Schiffsb. Ges. Flensburg | Hamburg Süd-Amerik. Dampfschifffahrts Ges. | 410·5 / B273′F47′ | 48·3 | 29·1 / W B | Hamburg German | Q.4Cy.25″,35½″,53″&77″–54″ 436NHP / Flensburger Schiffsb. Ges. | | G | |
| 242 / **Capac** / NFDM | Steel Sc Sr / *J.F. Rose* –01 / 1 *Dk (Stl) & Spar dk (Irn) 3 tr B* | 3052 / 2812 / 1951 | † 100 A1 NYk u / *Spar dk* (~~ers~~) 1,05 / ~~LMC7,01~~ | | | 1893 / J L Thompson & Sons Sunderland A&CP | New York & Pacific S.S. Co. Ltd. | 322·0 / P30′B80′F34′ BK10′ | 42·7 / 26·0 / W b = | 18·6 / *Cell DB 256′ 558t* | London British | T.3Cy.24½″,40″&66″–45″ (s) 160lb ~~160~~ *60lb* 299NHP / 2SB, *6cf*, GS138, HS1600 J. Dickinson, Sunderland | 21 ″ 1 / s 5 ″ 10 | | N9,03 |
| 243 / **Cape** / 114792 | Wood Sc / F&YM 9,01 CF 1 *Dk* | 37 / 37 / — | † 14 A1 Lon / 11,01 / *Tug for Harbour Service* / ~~LMC11,01~~ | | | 1901 / Donyland Shipyards, Ld Rowhedge. *Lloyd's* A&CP Essex | Cape Copper Co. Ltd. | 63·6 | 14·0 | 6·7 | London British | C.2Cy.11″&22″–15″ (s) 130lb 25RHP / 1SB, *2pf*, GS21, HS553 Crabtree & Co. Ld Gt Yrmth | 7 ″ 0 | | |
| 244 / **Cape Ann** / KMGW | Steel Sc / *H.M. Godfrey* 94–95 / 1 *Dk* | 719 / — / 597 | | | | 1895 / Neafie & Levy Co. Philadelphia | Boston & Gloucestr Steamboat Co. | 171·6 | 28·0 | 14·2 | Boston, Mass. Utd. States | C.2Cy.25″&50″–30″ 114NHP / Neafie & Levy, Philadelphia | | S | |
| 245 / **Cape Antibes** / VCJR | Steel Sc Sr / *J.A. McDonald* –04 / 1 *Dk (Stl) & deep framing* | 2549 / 2416 / 1616 | † 100 A1 Shl u / 12,04 ~~1st 10,01~~ NYk Bal / ~~LMC5,03~~ | | | 1903 / W. Dobson & Co. Newcastle *Lloyd's* A&CP | Cape Antibes S.S. Co. Ltd. (Lyle Shppg Co. Ltd. *Mgrs.*) | 325·7 / P35′B&F26′2′ FK | 45·3 | 20·3 / *WB = Cell DB 98′ u E&B48′ f140′* | Greenock British | T.3Cy.28″,38″&61″–42″ (s) 160lb *80lb* 261NHP / 2SB, *6cf*, GS96, HS4210 N.E. Marine Eng. Co Ld Nwc | 22 ″ 9 / s 2 - 8½ | | |
| 246 / **Cape Breton** / 117389 | Steel Sc Sr / *A. Warden* 01–04 / 1 *Dk (Stl) & Spr dk (Stl) & deep frmng* 3596 | 4100 / 3872 / 2400 2501 | † 100 A1 PG1 x / *Spar dk* 9,04 / ~~LMC 9,04~~ (*Class Comm. altered*) | | | 1901 / Russell & Co. Pt. Glasgow *Lloyd's* A&CP | ~~Lyle Shppg Co. Ltd.~~ Cape Breton Co. Ltd. (Lyle Shipping Co. Ltd. *Mgrs.*) *WB = Cell D Ba110′ u E23′ f158′ 831t D Ta36′7* | 360·0 / P80′B200′F40 / 25·5 | 49·0 / 17·5 / 25·5 | ~~25·5~~ | Greenock British | T.3Cy.25″,~~42~~″&68″–48″ (s) 180lb 369NHP / 2SB, *9cf*, GS165, HS5980 D. Rowan & Co. Glasgow | 20 ″ 1 / s 4 - 10 | | |
| 247 / — / 97808 | — Steel Sc Sr / *J. Reis* ss NFL No.8–5.03 / LTQV *Well deck* 1 *Dk (Stl) & Web frames* | 1764 / 1327 / 1109 | ‡ 100 A1 NFL q / ~~5,04 6,03~~ 4,05 / ~~LMC6,03~~ 4,05 | | | 1890 / Osbourne, Graham & Co. Sunderland A&CP | Dominion Coal Co. Ltd. | 258·0 / Q95′B110′F34′ | 37·0 / FK | 16·8 / *WB = Cell DB 212′ 407t* | Montreal British | T.3Cy.20″,33″&54″–36″ (s) 150lb *70lb* 175NHP / 2SB. *6pf*, GS88, HS2720 NE Marine ECo. (L m.) Nwc | 19 ″ 2 / s 1 ″ 5 / wl - 7½ | ~~6.03~~ ~~5.04~~ 4,05 | |
| 248 / **Cape Clear** / 111278 RSTP | Steel Sc 3 Mst Sr / *J. McCarte* –04 / *Mchy Aft* / *Well deck* 1 *Dk (Stl)* | 368 / 228 / 79 | ‡ 100 A1 Dub e / 2,05 ~~4,04~~ Ayr / MS2,05 ~~LMC7,00~~ 1,04 | | | 1900 / S. M' Knight & Co. Ltd. Ayr A&CP | Cape Stm. Shippg. Co. Ltd. (Dawson Bros. *Mgrs.*) | 141·2 / Q77′B9′F28′ | 23·6 / FK / *WB = FPT* | 9·3 | Glasgow British | C.2Cy.18″&40″–27 (s) 130lb 86RHP / 1SB. *2pf*, GS41, HS1488 Ross & Duncan, Glasgow | 11 ″ 1 / s - 8½ | ~~4.04~~ 2,05 | |
| 249 / **Cape Cod** / 127462 KQFV | Wood Sc Sr / *A. Payne* –02 / 1 *Dk* | 557 / — / 355 | | | | 1900 / A.D. Story Essex, Mass. | Boston, Plymouth & Provincetown Steamboat Co. | 151·0 | 32·1 | 12·5 | Boston Utd. States | T.3Cy.16″,26½″&40″–28″ 85NHP | | | |

| Numero d'Ordre / Numero officiel / Signaux | Nom du Navire. Materiaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage officiel: Total / Sous le Pont / Net | Détails de la Classification: Cote / Date de la dernière Visite | Port | | Construit: Quand / Navire / Mach. | Par qui / Où | Armateurs. | Longueur | Largeur | Creux | Port d'Armement / Pavillon | Machines. | Creux sur Quille / Franc bord au milieu du navire (pds. ps.) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 206<br>NKFV | Canadia SteelScSr<br>E.Horn ssRot.No.1-04<br>1Dk(Stl)&Spar dk(Stl)&deep framing | 4322<br>4046<br>2797 | ✠100A1<br>Spar dk<br>4,05 ~~2,04~~<br>✠LMC8,04<br>BS1,05 | Rot | x | 1899<br>5mo | A.McMillan&Son.Ld.<br>Dumbarton<br>A&CP W | DmpskslskKjöbenhavn (P.L.Fisker, Mgr.)<br>B = Cell D B a 122' | 375·0<br>P28' B86' F33'<br>uE&B12' f154' 869t | 48·5 | 17·9<br>26·4<br>PK | Copnhagn<br>Danish<br>6BHCem<br>APT84t | T.3Cy.25 5/8",41"&67"-48"(s)<br>180lb 180lb 326NHP<br>2SB,6cf,GS144,HS4882<br>D.Rowan&Co.Glasgow | 20 ft 6<br>s 6 - 8 | | |
| 207<br>RHMV | — SteelScSr<br>A.Wagner00-03<br>(exSteinhöft) 2Dks3tr B | 2397<br>2252<br>1507 | | | ... | 1889 | Reiherst'g Schiffsw.<br>Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 301·4<br>P12' B58' F86' | 37·8 | 23·7 | Hamburg<br>German<br>WB | T.3Cy.23½",37½"&60"-42"<br>233NHP<br>Reiherst: Maschinenf.Ham | 26 ft 6 | G | |
| * 208<br>113425<br>SBQJ | Canadian SteelSc4MstSr<br>A.W.F.Trant -03<br>Elec.light 3Dks(Stl)&Web frames<br>Ref.Mchy | 9301<br>8627<br>6010 | ✠100A1<br>9,01<br>✠LMC11,00 | Liv | g† | 1900<br>11mo<br>Lloyd's | Hawthorn.Leslie&Co.Ld<br>Newcastle<br>A&CP WB = Cell DBa 132 | F.Leyland&Co.(1900),Ld. | 530·0<br>P72' B214' F110'<br>E&B84' f170' 1878t | 59·3 | 35·2<br>FK&BK8" | Liverpool<br>British<br>9BHCem<br>D T a 46' | T.3Cy.32",54"&90"-66"(s)<br>200lb 805NHP<br>2S&2DB18cf GS294 HS18071<br>Hwthrn,Leslie&C.Ld.Nwc<br>1238tDTf41' 1292tAPT70t | 39 ft 0<br>s 0 - 6 | BT till | |
| 209<br>HFDS | Canalejas IronScSr<br>A.Garcia95-99<br>Well deck (exEmpusa) 1Dk2tr B | 935<br>850<br>554 | | | ... | 1878 | M.Pearse &Co.<br>Stockton | LaRodaHermanos | 230·0<br>P134 F32' | 30·2 | 17·0<br>BK8" | Valencia<br>Spanish<br>WB | C.2Cy.30"&55"-36"<br>151NHP<br>Blair&Co.(Lim.),Stockton | | | |
| 210<br>NLWQ | Canara IronScSr<br>Broken up 7,04<br>H.Garey -04 ssLon.No 2-83<br>Elec.light 3Dks(UIrn-ws) | 1902<br>1248<br>1216 | ✠<br>5,85 | Cal | s | 1874<br>8mo | W.Denny &Brs.<br>Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 298·0 | 33·3 | 25·7 | Glasgow<br>British<br>5BHCem | Q4Cy19½",29",39"&56½"-42"<br>207NHP<br>Qpd90Denny&Co.,Dmbrtn | | | |
| 211<br>HPGT | Canarias SteelScBn<br>Pignorel -03 1Dk&Spar dk3tr B | 3252<br>2837<br>1796 | | | | 1893 | Atel& ChantLoire<br>St.Nazaire | ChargeursRéunis | 343·7<br>P22' H- F40' | 40·7 | 23·5 | Hâvre<br>French<br>WB | T.3Cy.24",40 3/8"&65 5/8"-44 3/8"<br>NB02 284NHP<br>Atel &Chant.Loire,Nts | | V | |
| 212<br>113187 | Cancer SteelScK<br>S.Firth -00<br>1Dk | 183<br>159<br>58 | ✠<br>Stm Trawler<br>✠ | | ••• | 1900<br>7mo<br>Lloyd's | Mackie& Thomson<br>Glasgow<br>A&CP | Grimsby&N.Sea StmTrawlingCoLd | 108·9<br>Q49' F19' | 20·7 | 10·7<br>BK7½ | Grimsby<br>British<br>3BHCem | T.3Cy.11½",18½"&30"-21"<br>180lb (s) 45RHP<br>1SB,2pf,GS31,HS878<br>W.V.V.Lidgerwood,Gls. | 11 ft 10 | | |
| 213<br>105574<br>PMWN | Candia SteelTwinScSr<br>H.E.Kitcat -03<br>2Dks(Stl)3tr B&deepframing3Dk rule<br>Elec.light | 6482<br>5950<br>4195 | ✠<br>6,00 | Lon | b† | 1896<br>12mo | Caird&Co.(Lim.)<br>Greenock<br>W | P.&O.Stm.Nav.Co.<br>B = CellDBa105'u | 450·6<br>P46' B98' F59'<br>E&B65' f178 1025t | 52·3 | 30·6<br>BK9" | Greenock<br>British<br>7BHCem<br>DTa | T.6Cy.22½",36½"&60"-48"<br>679NHP<br>2DB 12cf,GS227,HS10120FD<br>Caird&Co.(Lim.)Greenock | 33 ft 6 | | |
| 214<br>277.<br>NKTL | — IronScSr<br>F.Forzani<br>Elec.light (exCairo) 2Dks | 1046<br>929<br>573 | | | ... | 1862 | Palmer, Bros.&Co.<br>Newcastle | Nav.Gen.Italiana | 248·0 | 27·9 | 20·1 | Genoa<br>Italian | T.3Cy.24",38"&62"-36"<br>NE87 NB00 231NHP<br>Hwthrn,Leslie&Co.,Nwc. | | I | |
| 215<br>109844<br>QNWL | Candleshoe SteelScSr<br>J.C.Nisbet -02 ssCff.No.1-02<br>Spar dk(Stl)2tr B & Web frames | 3799<br>3583<br>2466 | ✠100A1<br>Spar dk with freeboard<br>1,05 ~~11,03~~<br>✠LMC12,0?<br>BS1,05 | Bry | w | 1899<br>1mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP WB | Bennetts&Co.<br>= Cell DB a107' u | 340·0<br>P31' B105' F31'<br>E&B46' f121' 700t | 47·1 | 19·9<br>27·2<br>FK | Grimsby<br>British<br>6BHCem<br>APT32t | T.3Cy.25",40"&66"-45"(r)<br>160lb 80lb 307NHP<br>2SB 8pf,GS134,HS4832<br>SirC.Furness,Westgarth & Co.Ld.Mdb | 22 ft 10<br>s 6 - 0 | | 1,05 |
| 216<br>109794<br>RMGP | Canganian SteelScSr<br>E.Williams -01 ssCff.No.1-04<br>1Dk(Stl)&deep framing | 1143<br>851<br>706 | ✠100A1<br>9,01 ~~12,03~~<br>✠LMC 9,01 | Cff | n | 1900<br>2mo<br>Lloyd's | Mackie& Thomson<br>Glasgow<br>A&CP WB | CanganianSSCoLd (O.&W.Williams)<br>= CellDBa&uE 79' | 225·0<br>P16' Q67' B57' F25'<br>uB15' f92' 328t FPT | 34·0 | 14·4<br>FK | Cardiff<br>British<br>4BHCem<br>5t APT25t | T.3Cy.17⅞",28"&45"-33"(s)<br>180lb 90lb 122NHP<br>1SB.3rf,GS60,HS1835<br>Ross&Duncan,Glasgow | 16 ft 6<br>s 1 - 7 | | 9,04 |
| * 217<br>106802<br>PLBW | Canning SteelScSr<br>H.Hammond -96 ssGls.No.1-01<br>2Dks(1Stl,1Irn)&deepframing3Dkrule<br>Elec.light | 5366<br>5061<br>3459 | ✠100A1<br>6,04 ~~3,04~~<br>✠LMC11,0?<br>BS1,05 | Liv | z | 1896<br>8mo<br>Lloyd's | D&W Henderson&Co<br>Glasgow<br>A&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, Mgrs.)<br>WB = CellDBa113 | 425·2<br>P41' B112' F46'<br>&uE&B58' f | 52·1 | 28·5<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.29½",47"&78"-60"(s)<br>180lb 100lb 562NHP<br>3DB,12cf,GS220,HS9816 FD<br>D.&W.Henderson&Co.Gls<br>182' 1193tFPT119tAPT43t | 31 ft 6 | | 1,05 |
| * 218 | Canoe IronScSr<br>ssLiv.No.3-12,96<br>(exFlaxman) ssMch.No.1-00<br>2Dks(1Irn,1ptIrn)3tr B | 2168<br>2018<br>1356 | ✠100A1<br>3,02<br>✠LMC8,02 | Liv | s | 1882<br>8mo<br>Lloyd's | Oswald, Mordnt&Co<br>Southampton<br>A&CP | Empreza deNav. Salina(Rodrigues, Faria&Co.Mgrs.) | 299·3<br>B48 | 36·1 | 23·9<br>BK10" | R.Janeiro<br>Brazilian<br>5BHCem | C.2Cy.32"&64"-42"(i)<br>90lb 90lb NDB92 217NHP<br>2SB,6pf,GS116,HS3600<br>Oswald Mordaunt&Co.Sou | | | |
| 219<br>118408<br>RVJB | Canopic SteelTwinScSr<br>J.McAuley -06 (exCommonwealth)<br>Ref.Mchy. Elec.light 3Dks | 12097<br>9645<br>7717 | | | | 1900 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(Ismay,Imrie& Co.Mgrs.) | 578·3<br>P99' B338 F67' | 59·3 | 35·8 | Liverpool<br>British<br>WB | T.6Cy.29½",50"&(4)58"-54"<br>988NHP<br>Harland&Wolff,Ld.Bel. | | BT till 12.? | |
| * 220<br>101494<br>PRTH | Canopus SteelSc3MstSr<br>G.A.Lobb03-03<br>Well deck Mchy.Aft 1Dk(Stl)&deep framing<br>Elec.light | 1337<br>[illegible]<br>835 | ✠100A1<br>5,03<br>✠LMC5,03 | Nwc | | 1903<br>5mo<br>Lloyd's | C.S.Swan& Hunter,Ld<br>Newcastle<br>A&CP WB | WestportCoalCo. Ld.<br>= Cell DBa 50' uE | 250·4<br>Q144' F28'<br>31' f117' 408t FPT | 35·1 | 15·7<br>FK | Dunedin<br>British<br>BHCem<br>70t APT18t | T.3Cy.21",35"&56"-39"(s)<br>160lb 80lb 122NHP<br>2SB,6cf,GS123,HS3740<br>WllsndSlpwy.Co.Ld.Nwc | 18 ft 5<br>s 2 - 0½ | | |
| 221<br>MBFL | Canova SteelScSr<br>H.Russell ~~Lon.No.1-99~~<br>2Dks(1Stl1Irn)&deepframing3Dk rule<br>ssMch.No.2-03 | 4640<br>4400<br>3009 | ✠100A1<br>3,01<br>✠LMC6,0? | NYk<br>Ant | y | 1895<br>2mo<br>Lloyd's | D&W Henderson&Co<br>Glasgow<br>A&CP W | Soc.Anon.deNav. RoyaleBelgeSud-Américaine<br>B = CellDBa122' u | 410·0<br>P44' B110' F47'<br>E&B58' f168' 1041t | 48·1 | 26·2<br>BK9" | Antwerp<br>Belgian<br>6BHCem<br>Deep tank a | T.3Cy.27",46"&76"-60"(s)<br>180lb 90lb 564NHP<br>3DB,18cf,GS357,HS9760<br>D.&W.Henderson&Co.Gls<br>24' 83t FPT136tAPT45t | 29 ft 2 | | |
| 222 | Cantabria IronScSr<br>R.Ormacehea -03<br>(exFormosa) 1Dk&Spar dk | 1097<br>1009<br>674 | | | ... | 1885 | Wigham Richrdsn&Co<br>Newcastle | F.Reyes | 221·0<br>B41' | 32·2 | 12·4<br>19·4<br>FK | Manila<br>Utd.States<br>WB | T.3Cy.20½",32"&58"-36"<br>162NHP<br>WighamRchrdsn&CoNwc | 13 ft 0 | | |
| 223<br>HFKN | — SteelScSr<br>S.Muñiz91-98 ssNwc.No.1-90<br>(exSpringhill) 1Dk(Stl)<br>Well deck | 574<br>—<br>376 | ✠<br>11,93<br>✠ | Nwc | h | 1885<br>11mo | TyneI.S.B. Co.<br>Newcastle | J.Pedros<br>WB = DBa35 | 169·5<br>Q87' B17' F18'<br>Trp92<br>uE&B38' 104t FPT | 27·2 | 12·9<br>BK7" | Bilbao<br>Spanish<br>4BHCem<br>12tAPT2t | C.2Cy.21½"&40"-30"<br>78NHP<br>1SB,2pf,GS38<br>Hawks,Crawshay&SonGts | 18 ft 6 | | |
| 224<br>HFKG | — IronPadSpTug<br>Now Lighter<br>R.Zabala -95<br>(exEngeland) | 168<br>—<br>60 | | | | 1876 | J.Readhead&Co.<br>S.Shields | Cia.deRemol.del Cantabrico(E.Aznar yTutor,Mgr.) | 108·2 | 18·9 | 9·8 | Bilbao<br>Spanish | 2Cy.28"-51"<br>86NHP<br>J.Readhead&Co.S.Shields | | | |
| 225<br>112805<br>SDVR | Canterbury SteelTwinScSr<br>Butcher -03 1Dk | 561<br>445<br>144 | | | | 1900 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCos.'Managing Committee | 195·4<br>B66' F46' | 28·0 | 14·2 | London<br>British<br>WB | T.6Cy.18½",20½"&31"-21"<br>88NHP<br>Denny&Co.Dumbarton | | BT till 2,06 | |
| 226<br>110365<br>RVPK | Canto SteelScSr<br>B.Kennett -00 ssNwc.No.1-04<br>Mchy.Aft 1Dk(Irn)&Web frames<br>Well deck | 967<br>721<br>575 | ✠100A1<br>~~11,03~~ 10,05<br>✠LMC 10,04 | Nwc<br>Shl | m | 1900<br>9mo | Strand SlipwayCo.<br>Sunderland<br>A&CP | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay,Mgrs.) | 224·0<br>Q110' B13' F21'<br>WB = CellDBf148' | 30·1 | 13·0<br>FK | Newcastle<br>British<br>3BHCem<br>277tFPT89t | T.3Cy.17½",29"&47"-33"(s)<br>160lb 80lb 136NHP<br>1SB,3pf,GS61,HS2141<br>G.Clark,Ld.Sunderland | 15 ft 3<br>s 1 - 9½ | | 10,04 |

| 1 Nos. in book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Rest'd Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Part of Survey. Additional Equipment Letter. | 8 Built. When. Ship's Name. Where. By Whom. | 9 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when last Surveyed. Place where last Surveyed. | 16 Date when last Classed. Place where last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 Canton | IronScSr | 1737 | ... | 1880 Wigham Richrdsn&Co Newcastle | ~~Tuloe Chuna Comm~~ Nav.Co.Ltd. Leven Fischerz | 285·0 34·3 16·3 23·6 | ~~London~~ ~~Helsingfors~~ Hamburg German | C.2Cy.35"&68½"–15" 262NH | 23 " 6 | | |
| ~~Mast~~ ~~Mast~~ RNHS | | 1652 1110 | | | | | | | | | |
| 228 — | SteelPadLr | 674 | | 1886 W.Denny & Bros. Dumbarton | Irrawaddy Flotilla Co.Ld | 250·0 35·1 9·8 | Glasgow British | WighamRichrdsn&C.Nwc QD4Cy28",36",46"&67"–72" 381NH | | | |
| 99338 *Elec.light* | | 674 250 | | | | | | Denny&Co.,Dumbarton | | | |
| 229 — | WoodSc | 170 | | 1884 ..... | Boey Ah Oey | 133·0 16·0 7·0 | Penang British | C.2Cy.18"&34"–20" NB98.fitted95 45RH | | | |
| 89137 *Marican* | | 153 105 | | | | | | | | | |
| 230 Canutama | SteelScSp | 137 | ✠ ... | 1900 Murdoch& Murray Pt.Glasgow A&CP | Armindo & Texeira | 110·2 22·1 6·6 F15' FK | Manáos Brazilian | C.2Cy.12"&24"–18" (s) 120lb 82NH | 7 0 | | |
| *Thomson* –00 1*Dk(Teak)&Promenade dk(Teak)* | | 118 93 | *For River purposes only* | | | | 5*BHCem* | 1SB,2*pf*,GS26,HS662 Lees.Anderson&Co.Gls. | | | |
| 231 Canute | IronScSr | 1103 | ... | 1871 A.Leslie& Co. Newcastle | EuxineS.S.Co.Ld. (J.A.Hodge, *Mgr.*) | 225·5 30·6 17·4 P119'F37' BK8½' | Newcastle British | C.2Cy.26"&52"–30" NB81 99RH | 18 " 8 | | |
| 62400 *E.Downing* –04 KQTH *Well deck* 1*Dk2tr B* | | 840 686 | | | | | *WB* | R. & W.Hawthorn,Nwc. | s 2 " 3 | | |
| 232 Canuto Bulnes | SteelScSr | 146 | | 1897 Pusey& Jones Co. Wlmngtn De' | Bulnes&Co. | 105·0 18·0 7·5 | S.Juan Baptista Mexican | C.2Cy.14"&26"–18" NB00 24NH | | | |
| *M.Vicens*91–97 *Mchy Aft* 1*Dk* | | — 79 | | | | | | Pusey&JonesCoWlgtnDel | | | |
| 233 Caobang | SteelTwinScSr | 6762 | | 1902 Forges&C. de la Médit. Laseyne | Cie.Nationale de Nav. | 445·8 47·3 37·7 H– | Marseilles French | T.6Cy.26½",41"&65"–48½" 558NH | | | V |
| HPJN *Luquente* –02 *Elec.light* 3*Dks&Spar dk* | | 6371 3422 | | | | | *WB* | Forges&C.de la Médit.Msl. | | | |
| 234 Cap Blanco | SteelTwinScSr | 7000 | | 1903 Reiherst'g Schiffsw. Hamburg | HamburgSüd-Amerik.Dampfschifffahrts Ges. | 440·0 52·0 30·0 P68'B218'F76' | Hamburg German | T.6Cy.22⅞",39"&65½"–48" 598NH | | | |
| 2*Dks* | | 5700 4500 | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 235 Cap Frio | SteelScSr | 5732 | | 1899 Reiherst'g Schiffsw. Hamburg | HamburgSüd-Amerik.Dampfschifffahrts Ges. | 411·4 48·3 29·0 P&B263'F52' | Hamburg German | Q.4Cy.24½",35½",51½"&75"–54" 413NH | | | G |
| *F.G.von Holten*72–00 RLMS *Elec.light* 2*Dks* | | 4553 3662 | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 236 Cap Levi | IronScSr | 564 | ✠100A1 Npt *h* 7.01 | 1878 C.S.Swan & Co. Newcastle A&CP | Soc.du Lloyd Normand (LePont& fils, *Mgrs.*) | 166·0 25·7 12·7 Q76'B19'F25' ND04 BK7' | St.Malo French | C.2Cy.21½"&40"–30" (r) 80lb *80lb* NDB98 67NH | 13 " 6 | | 4,08 |
| ~~Normanded~~ | ss Nwc.No.3–9.90 ss Nwc.No.2–00 | 391 268 | ~~NB5.94~~ ~~LMC10.08~~ | 4mo | | WB= | 4*BHCem* | 1SB,2*pf*,GS36,HS1148 | s 1 " 4 | | |
| HRTW (ex Henry Fisher) | ~~Ville de Boug e, Ste No. 26 Supplement.~~ | | | | | | *DBa28'f69'* | T.Clark&Co.Newcastle | | | |
| 237 Cap Ortegal | SteelTwinScSr | 6800 | | 1903 Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 440·0 52·0 30·0 | Hamburg German | T.6Cy. | | | |
| 2*Dks* | | 5500 4500 | | | | | *WB* | Blohm&Voss,Hamburg | | | |
| 238 Cap Roca | SteelScSr | 5786 | | 1900 Reiherst'g Schiffsw. Hamburg | HamburgSüd-Amerik.Dampfschifffahrts Ges. | 411·4 48·3 29·0 P&B263'F52 | Hamburg German | Q.4Cy.24½",35½",51½"&75"–54" 413NH | | | G |
| *H.Langerhans*88–00 RLPW *Elec.light* 2*Dks* | | 4599 3690 | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 239 Cap Spartel | IronScSr | 969 | | 1883 F.Schichau Elbing | Soc.Anon.du S.S. "Cap Spartel" (F.Siebert, *Mgr.*) | 200·7 28·0 22·2 | Antwerp Belgian | T.3Cy.15¾",24¾"&38½"–25½" NB94 74NH | | | G |
| *G.Detloff*04–04 (ex Bramfeld,ex Nierstein) 1*Dk&Spar dk3tr B* | | 943 581 | | | | | *WL* | F.Schichau,Elbing | | | |
| 240 Cap Tarifa | IronSc | 1239 | ... | 1879 J.Readhead & Co. S.Shields | Globe Soc.Belge de Nav.(Soc.Anon.) (F.Siebert, *Mgr.*) | 249·0 32·7 17·3 Q96'B49'F26' BK8½' | Antwerp Belgian | C.2Cy.28¾"&58"–33 NDB96 125NH | 18 " 6 | G | |
| *L.Vincke* –00 (ex Lesbos,ex Beta) MBFD *Well deck* 1*Dk2tr B* | | 996 779 | | | | WB= | *WB* | J.Readhead&Co.S.Shields | | | |
| 241 Cap Verde | SteelScSr | 5909 | | 1900 Flensburg Schiffsb.Ges. Flensburg | HamburgSüd-Amerik.Dampfschifffahrts Ges. | 410·5 48·3 29·1 B273'F47' | Hamburg German | Q.4Cy.25",35½",53"&77"–54" 436NH | | G | |
| *A.Siepermann*90–02 RLSB *Elec.light* 2*Dks* | | 4725 3789 | | | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 242 Capac | SteelScSr | 3052 | ✠100A1 NYk *u* *Spar dk* (~~ins~~) 1,05 | 1893 J.L.Thompson&Sons Sunderland A&CP | New York&Pacific S.S.Co.Ld. | 322·0 42·7 18·6 P30'B80'F34' 26·0 BK10' | London British | T.3Cy.24½",40"&66"–45" (s) 160lb ~~70lb~~ *60lb* 299NH | 21 " 1 | | N9,08 |
| 102802 *J.F.Rose* –01 NFDM 1*Dk(Stl)&Spar dk(Irn)3tr B* | ss Bal.No.2–02 | 2812 1951 | ~~BS12.02~~ ~~LMC7.01~~ ~~BS9.04~~ | 10mo | | *WB= Cell DB 256'558t* | 6*BHCem* *APT66t* | 2SB,*6cf*,GS138,HS1600 J.Dickinson,Sunderland | s 5 " 10 | | |
| 243 Cape | WoodSc | 37 | ✠ 14A1 Lon 11,01 | 1901 Donyland Shipyards,Ld Rowhedge, Essex | CapeCopperCo.Ld. | 63·6 14·0 6·7 | London British | C.2Cy.11"&22"–15" (s) 130lb 25RH | 7 " 0 | | |
| 114792 | s&YM9,01 CF | 37 8 | *Tug for Harbour Service* ~~LMC11.01~~ | 8mo *Lloyd's* | | | | 1SB,*2pf*,GS21,HS553 Crabtree&Co.Ld.Gt Yrmth | | | |
| 244 Cape Ann | SteelSc | 719 | | 1895 Neafie& Levy Co. Philadelphia | Boston&Gloucestr SteamboatCo. | 171·6 28·0 14·2 | Boston, Mass. Utd.States | C.2Cy.25"&50"–30" 114NH | | S | |
| 127024 *H.M.Godfrey*94–95 KMGW 1*Dk* | | — 597 | | | | | | Neafie&Levy,Philadelphia | | | |
| 245 Cape Antibes | SteelScSr | 2549 | ✠100A1 Shl *u* 12,04 ~~1,04~~ ~~Lloyd~~ NYk Lal | 1903 W.Dobson & Co. Newcastle *Lloyd's* | CapeAntibesS.S. Co.Ld. (LyleShppg Co.Ld. *Mgrs.*) | 325·7 45·3 20·3 P33'B&F262' FK | Greenock British | T.3Cy.28",38"&61"–42" (s) 160lb *80lb* 261NH | 22 " 9 | | |
| 117380 *J.A.McDonald* –04 *VCJR* 1*Dk(Stl)&deep framing* | | 2410 1616 | ~~LMC5.08~~ | 5mo *A&CP* | *WB= Cell DB* | a98'uE&B48'f140' | 5*BHCem* 649t*APT38t* | 2SB,*6cf*,GS96,HS4210 N.E.MarineEng.CoLdNwc | s 2 " 8½ | | |
| 246 Cape Breton | SteelScSr | ~~4100~~ | ✠100A1 PGl *x* *Spar dk* | 1901 Russell& Co. Pt.Glasgow | ~~LyleShppg.Co.Ld.~~ Cap Bre o S C L | 360·0 49·0 ~~25·5~~ P30'B200'F40' 17·5 | Greenock British | T.3Cy.25",42"&68"–48" (s) 180lb 369NH | 20 " 1 | | |
| 117389 *A.Warden* 04 1*Dk(Stl)&Spr dk(Stl)&deep fr n g* | | ~~3700~~ 3872 ~~2400~~ 2501 | 9,04 ~~LMC9.04~~ (*Class Contem nated*) | *Lloyd's* *A&CP* | *WB= Cell DBa11'uL24'f158'831tDTa80't* | | 6*BHCem* 70t*APT36t* | 3SB,*9cf*,GS165,HS5980 D.Rowan&Co.Glasgow | s 4 " 10 | | |
| 247 — | SteelScSr | 1764 | ✠100A1 NFL *q* 5,04 ~~5,03~~ | 1890 Osbourne, Graham&Co. Sunderland A&CP | DominionCoalCo. Ld. | 258·0 37·0 16·8 Q95'B110'F34 FK | Montreal British | T.3Cy.20",33"&54"–36" (s) 150lb *70lb* 175NH | 19 " 2 | ~~5,03~~ ~~5,04~~ | ~~5,03~~ ~~5,04~~ |
| 97808 *J.Reid* LTQV *Well deck* 1*Dk(Stl)&Web frames* | ss NFL.No.8–5,03 | 1327 1109 | ~~MS5,03~~ 4,05 ~~LMC5,03~~ | 8mo | | WB= *Cell DB 212'407t* | 4*BHCem* *APT27t* | 2SB,*6pf*,GS88,HS2720 NEMarineECo.(Lim.)Nwc | s 1 " 5 w 1 " 7½ | 4,05 | |
| 248 Cape Clear | SteelSc3MstSr | 368 | ✠100A1 Dub *e* 2,05 ~~4,04~~ | 1900 S.M' Knight&Co. Ld. Ayr A&CP | CapeStm.Shippg. Co.Ld. (Dawson Bros. *Mgrs.*) | 141·2 23·6 9·5 Q77'B9'F28' FK | Glasgow British | C.2Cy.18"&40"–27 (s) 130lb 86RH | 11 " 1 | ~~4,04~~ | ~~4,04~~ |
| 11127 *J.McCarte* –04 RSTP *Mchy.Aft* *Well deck* | ss Tom.No.1–04 | 228 79 | MS2,05 ~~LMC7,00~~ | 7mo | | WB= *FPT* | 3*BHCem* 50t*APT21t* | 1SB,*2pf*,GS41,HS1188 Ross&Duncan,Glasgow | s 8½ | 2,05 | |
| 249 Cape Cod | WoodScSr | 557 | | 1900 A.D.Story Essex,Mass. | Boston,Plymouth &Provincetown SteamboatCo. | 151·0 32·1 12·5 | Boston Utd.States | T.3Cy.16",26½"&40"–28" 80NH | | | |
| 127462 *A.Payne* –02 KQFV | | — 355 | | | | | | | | | |

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Tillac. Net. | 5 Détails de la Classification. Cote. Surveillance. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenant exigé. Lettre d'appel. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. | 10 Armateurs. | 11 Longueur. Largeur. | 12 Port d'Armement. Pavillon. | 13 Machines. No. Nbre des Cylindres.—Course. Diamètre des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Noms des Constructeurs des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 250 | **Cape Colonna** | SteelScSr | 2789 | ✠100A1 | Cff | *t* | 1889 | Tyne I.S.B. Co.(Lim.) Newcastle | International Line S.S.Co.Ld. (C.Marwood *Mgr.*) | 312·0 40·5 21·1 | Whitby | T.3Cy.23″,38″&61″–45″ (*s*) | 28 ″ 7 | | |
| | 98138 | ~~Ex-Inverness-shire~~ | 2235 | 7,04 11,03 | | | 4mo | | | P29′Q90′B120′ | | 160lb *80lb* NDB97 265NHP | s 2 ″ 6 | | |
| | LQTJ | *ss*Cff.No.3–5,01 | 1783 | ~~1,04~~ ✠MC | | | | | | F29′ BK16″ | 6 *BHCem* | 2SB,*Spf*,cs126,hs4216 | | | |
| | | *Well deck* 1 *Dk(Irn)*2tr *B*& *Web frames* | | ~~1,05~~ LS.01 | | | *Lloyd 'sA&CP* | | | *WB*=*Cel* | 6 *DB*264′575*t* | Willand Slpwy Co.Ld.,Nwc. | | | |
| | | *Andrew* | | | | | | | | | | | | | |
| 251 | **Cape Comino** | SteelScSr | 2600 | ✠100A1 | Shl | *t* | 1891 | Tyne I.S.B. Co.(Lim.) Newcastle | Speeding&Marshall S.Shpg.Co.Ld (Speeding,Marshall&Co. *Mgrs.*) | 300·5 38·6 20·6 | Newcastle | T.3Cy.25″,37″&62″–42″ (*s*) | 23 ″ 2 | | |
| | 97073 | *J.H.Marshall* –02 | 1974 | *pt Awng dk* | | | 7mo | | | P29′Q84′ BK10″ | British | 160lb *80lb* NDB92 250NHP | s 8 ·10½ | | |
| | MFVL | *ss*Shl.No.1–05 1 *Dk(Stl)* | 1660 | *withfreeboard* 3,05 ~~3,06~~ | | | | | | *Awng Dk*186′ | 6 *BHCem* | 2SB,*Spf*,cs95,hs8750 | | | |
| | | *&Web frames&pt Awng dk(Irn)* | | ~~3,06~~ ✠LMC2,06 | | | | | | *WB*=*Cel* | *DBa*92′*uE*22′*f*11′8″ | 467*tAPT*12t | Wigham Richrdsn&Co.Nwc | | |
| 252 | **Cape Corrientes** | SteelScSr | 2598 | ✠100A1 | Nwc | | 1891 | Tyne I.S.B. Co.(Lim.) Newcastle | Golcar S.S.Co.Ld. (W.S.Allan&Co. *Mgrs.*) | 300·5 38·6 20·6 | Sundrland | T.3Cy.25″,38″&63″–42″ (*s*) | 23 ″ 2 | | |
| 53 | 97098 | *J.Isbister* –02 | 1976 | *pt Awng dk* | Shl | | 6mo | | | P29′Q84′ BK10″ | British | 150lb ~~*80lb*~~ NDB05 246NHP | s 8 ·10½ | | |
| | MPHC | ~~Athlet No.1–05~~ 1 *Dk(pt Stl&pt Irn)* | 1660 | *withfreeboard* | | | | | | *pt Awng dk*186′ | 6 *BHCem* | 2SB,*Spf*,cs110,hs3680 *100lb* | | | |
| | | *Web frames&pt Awng dk(Irn)* | | 1,05 ~~11,02~~ ✠LMC 1,03 | | | *Lloyd 'sA&CP* | | | *WB*=*Cell DB*252′ | 503*tAPT*12t | NE Marine ECo.(Lim.)Nwc | | | |
| | | *ss*Shl.No.3–1,05 | | ~~Hamburg~~ | | | | | | | | | | | |
| | **Cape May** | IronPad | 1285 | | | | 1878 | ..... Wlmgtn,Del. | Cape May Imp.Co. | 272·9 37·0 10·8 | Phildlphia Utd. States | B.1Cy.66′-144″ | | | |
| | 110352 | *J.Quicksall* | — | | | | | | | | | 402NHP | | | |
| | | (*ex* Republic) | 978 | | | | | | | | | | | | |
| 254 | **Cape Wrath** | SteelSc3MastSr | 363 | ✠100A1 | Dub | *e* | 1900 | S.Mc- | Cape Stm.Shpg. | 140·0 23·6 9·9 | Glasgow | C.2Cy.18″&40″–27″ (*s*) | 11 ″ 1 | | |
| | 111288 | *D.Kerr* –02 | 228 | 3,05 ~~3,06~~ | PGI | | 9mo | Knight&Co Ld. Ayr | Co.Ld. (Dawson Bros. *Mgrs.*) | Q77′B8′F28′ | British | 180lb 86RHP | s ·8½ | | |
| | RTWD | *Mchy.Aft* 1 *Dk(Stl)* | 73 | ~~Mainmast~~ ~~✠LMC~~ | | | *Lloyd 'sA&CP* | | | *WB*=*FPT* | 3 *BHCem* 50*tAPT*2t | 1SB,2*pf*,cs41,hs1488 Ross&Duncan,Glasgow | | | |
| | | *Well deck* | | | | | | | | | | | | | |
| 255 | **Cape York** | SteelSc3MastSr | 530 | ✠100A1 | Sws | *h* | 1902 | R.William son&Son Workington | Cape York Steam Shipping Co.Ld. (Dawson Bros. *Mgrs.*) | 165·0 26·7 10·6 | Glasgow | C.2Cy.18″&40″–33″ (*s*) | 12 ″ 10 | | |
| | 114019 | *J.Kerr* –03 | 371 | 1,05 ~~12,02~~ | | | 2mo | | | Q94′B10′F20′ | British | 125lb *80lb* 64RHP | s ·10½ | | |
| | TGJC | *Mchy.Aft* 1 *Dk(Stl)* | 181 | | ✠LMC2,02 | | | | | drp02 BK7″ | 3 *BHCem* | 1SB,*Spf*,cs58,hs1722 | | | |
| | | *Well deck* | | | | | *Lloyd 'sA&CP* | | | *WB*=*DBf*88′ | 116*tFPT*8t | McKie&Baxter,Glasgow | | | |
| 256 | **Capella** | SteelScSr | 3193 | ✠100A1 | Liv | *e* | 1890 | C.Connell &Co. Glasgow | Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*) | 350·0 40·0 20·2 | Liverpool | T.3Cy.24″,40″&66″–48″ (*s*) | 21 ″ 5 | BT till 7.04 | N4.02 |
| | 97741 | *P.Lord* –03 | 3038 | *Spar dk* | | | 1mo | | | B81′F40′ 28·0 | British | 160lb *93lb* NDB99 315NHP | | | |
| | LNDM | *ss*Liv.No.3–10,02 | 2070 | 9,01 ~~12·02~~ | | | | | | BK11″ | 6 *BHCem* | 2DB,*8cf*,cs145,hs4922 | | | |
| | | 1 *Dk(Irn)*& *Spardk(Stl-ws)*3tr *B* | | ~~B87,06~~ ✠LMC4,02 | | | | | | *WB*= | *MT*82′450*t* | J.&J.Thomson,Glasgow | | | |
| | **257** — | SteelScSr | 1146 | | | | 1889 | S.&H.Mor- ton&Co. Leith | Holm&Molzen | 224·0 33·2 14·6 | Flensburg | T.3Cy.16½″,27″&42″–33″ | 17 ″ 3 | G | |
| | | *G.Andersen*99–03 | 865 | | | | | | | P21′Q55′ B54′F30″ | German | NB01 106NHP | | | |
| | LMFJ | *Well deck* 1 *Dk*& *Web frames* | 718 | | | | | | | FK | *WB* | S.&H.Morton&Co.,Leith | | | |
| | **258** — | SteelScSr | 1068 | | | | 1888 | H.Koch Lübeck | Finska Ångf Aktieb (L.Krogius) | 196·8 29·7 12·8 | Helsingfrs Russian | T.3Cy.18″,28″&44″–27½″ | | V | |
| | | *B.Hansson*98–98 | 937 | | | | | | | | *WB* | NB99 102NHP | | | |
| | SQBL | *Elec.light* 1 *Dk*& *Spardk* | 610 | | | | | | | | | H Paucksch,Landsberga'w | | | |
| | **259** — | Iron&SteelScSr | 873 | ✠ | Bgn | *m* | 1885 | Martens, Olsen&Co. Bergen | Bergenske Dampskibsselskab | 191·9 28·8 14·7 | Bergen Norwegian | C.2Cy.20½″&56″–36″ | 15 ″ 5 | | |
| | | *T.Torgersen* 1 *Dk*& *Awng dk*3tr *B* | 844 | *Awng dk* | | | 8mo | | | H29′ 20·8 | 4 *BHCem* | NB01 157NHP | | | |
| | JVTN | *plating pt Stl* | 541 | *withfreeboard* 12,86 | | | | | | BK7½″ *WB*=*Cell DB* | 143 *tAPT* | Martens,Olsen&Co.,Bgn. | | | |
| | **260** — | IronScK | 111 | | | | 1892 | Hepple& Co. N.Shields | Dundee Fishing Co. Ld(Cameron&McFarlane, *Mgrs.*) | 97·0 19·3 10·5 | Dundee British | C.2Cy.16″&32″–22″ | | | |
| | 96537 | *T.Hendry* –99 | 106 | | | | | | | | | 42RHP | | | |
| | | 1 *Dk* | 10 | | | | | | | | | Hepple&Co.,N Shields | | | |
| | **261 Capenor** | SteelScSr | 2536 | ✠100A1 | Nwc | *t* | 1890 | E.Withy& Co. W Hartlepool | Steel,Young&Co. | 300·0 38·5 20·6 | London British | T.3Cy.22½″,37″&61″–39″ (*s*) | 23 ″ 2 | | 6.00 |
| | 98162 | *W.S.Luke* –03 | 1954 | 2,04 | | | 9mo | | | P29′Q94′B122′ | 6 *BHCem* | 160lb *80lb* NDB03 232NHP | s 2 ″ 4 | | |
| | LVQS | *Well deck* 1 *Dk(Irn)*& *Webframes* | 1651 | ~~B87,04~~ ✠LMC6,03 | | | | | | F31′ BK8″ *WB*=*Cell DB*266′ | 404*tAPT*23t | 2SB,*6cf*,cs194,hs3469 T.Richardson&Sons,Hpl. | | | |
| | **262 Capibaribe** | IronScBg | 1400 | | | | 1866 | A.Leslie& Co. Newcastle | Cia Pernambucana de Nav. | 257·4 31·2 27·0 | Prnmbuco Brazilian | C.2Cy.22″&50″–42″ | | | |
| | | *A.C.S.Fereira* | 963 | | | | | | | P188*t* | | NF.&B74 135NHP | | | |
| | HLCG | (*ex* Laplace) | 867 | | | | | | | | | Fawcett,Preston&Co.,Liv | | | |
| | **263 Capilano** | SteelScSp | 231 | | | | 1891 | J.Mc Arthur&Co. Glasgow | F.C.Cotton | 120·0 22·2 9·6 | Vancouver B.C. British | C.2Cy.13″&26″–18″ | | | |
| | 100203 | *B.Johnson*99–01 | 183 | | | | | | | | | 28RHP | | | |
| | | *Mchy.Aft* 1 *Dk* | 157 | | | | | | | | | Bow,McLachlan&Co.,Pay | | | |
| | **264 Capitain Karpfanger** | SteelScSr | 264 | | | | 1893 | Reiherst'g Schiffsw. Hamburg | Hamburger Staat | 121·2 23·0 14·8 | Hamburg German | T.3Cy 12″,18½″&30″–22½″ | | | |
| | | *Grünewaldt* –97 | 231 | | | | | | | Q46′ B10′ | | 43NHP | | | |
| | | 1 *Dk* | 117 | | | | | | | | *WB* | Reiherst.Maschinenf.Ham. | | | |
| | **265 Capitania** | SteelScTug | 155 | | | | 1901 | Mordey, Carney(Sou.) Ld. S'thmptn | Portuguese Government | 100·0 20·0 ... | Lourenço Marques Portuguese | T.3Cy.18″,22″&35″–27″ | | | |
| | | | — | | | | | | | B20′ | | Mordey,Carney (Southampton),Ld Sou. | | | |
| | | 1 *Dk* | 4 | | | | | | | | | | | | |
| | **266 Capodistria** | SteelScSr | 163 | | | | 1882 | A&J.Inglis Glasgow | S.Derin | 133·2 17·9 11·4 | Trieste Aust.-Hung. | C.2Cy.18″&32″–24″ | | | |
| | | (*ex* Bohemian II.*ex* | — | | | | | | | | | 42NHP | | | |
| | | Wendur,*ex* Lady Cassandra,*ex* Oriental) | 93 | | | | | | | | | A.&J.Inglis,Glasgow | | | |
| | **267 Capraia** | IronScSr | 592 | | | | 1866 | Wigham Richrdsn&Co. Newcastle | G.Sciutto& G.Denaro | 195·2 27·2 15·1 | Catania Italian | C.2Cy.23⅝″&39⅜″–29½″ | | V | |
| | 31 | *V.Pinnisi*99–00 (*ex* Collingwood, | — | | | | | | | B82′ | | *B made*90 *fitted*02 78NHP | | | |
| | NKVB | *ex* Raphael) 1 *Dk*2tr *B* | 373 | | | | | | | | *WB* | Wigham Richrdsn&Co.Nwc | | | |
| | **268 Caprera** | ~~SteelScSr~~ SteelScSr | ~~6639~~ 6582 | ✠100A1 | Nap | *y* | 1904 | Cant.Nav. Bacini e Stab. Mec.Siciliani Palermo | Nav.Gen.Italiana | ~~3084~~ 3083·4 46·9 25·9 | Genoa ~~Palermo~~ Italian | T.3Cy.24⅜″,40′&66½″–40′ | 29 ″ 3 | | |
| | 274 | *G.Costanzo* –04 | 4828 | 10,01 ~~5,03~~ | N.Yk | | ~~3mo~~ 5mo | | | P83′B125′F41′ FK | 7 *BHCem* | ~~2000lb *150lb*~~ (*s*) 395NHP | | | |
| | | *Elec.light* 2 *Dks(Stl)*& *Webframes* | ~~4582~~ | ~~Place Contemplated~~ | | | | | | | | 2SB,*8cf*,cs120,hs5562 FD | | | |
| | | | 30 | ~~✠LMC 1,04~~ | *Lloyd 's* | | *A&CP* | | | *WB*= | *DBa*118′*uE*&*S*58′ | ~~1500′1250t~~ *DT*3810t | A.Anderia Oreten,Palermo | | |
| | **269** — | SteelScSr | 3447 | ✠100A1 | Shl | *m* | 1902 | Short Bros. Ld. Sunderland | British&Chilian S.S.Co.Ld. W. Lowden&Co. *Mgrs* | 352·1 45·1 18·7 | Liverpool British | T.3Cy.24½″,40″&66″–45″ (*s*) | 19 ″ 9 | | 2.04 |
| | 115990 | *J.Connell* –03 | 3274 | *Spar dk* | | | 6mo | | | P85′B114′F40′ 26·7 | 6 *BHCem* | 180lb *100lb* 825NHP | s 5 ″ 9 | | |
| | TLNQ | 1 *Dk(Stl)*& *Spardk(Stl)* | 2197 | 4,05 ~~2,04~~ | ~~NWC~~ ~~✠MC5,02~~ | | *Lloyd 'sA&CP* | | | *WB*=*Cell DBa* | 4 *PT*3t | 2SB,*8cf*,cs116,hs4098 FD G.Clark,Ld.Sunderland | | | |
| | | *&deep framing* | | | | | | | | 115′*uE*24′*f*13′8½″ | | | | | |
| | **270 Capri** | SteelScSr | 4196 | | | ... | 1902 | Cant.Nav. di Muggiano Spezia | Nav.Gen.Italiana | 338·0 48·0 24·0 | Genoa Italian | T.3Cy.24′,40″&66″–48′ | 24 ″ 3 | I | |
| | 33 | *G.Belsito* (*ex* Isola di Capri) 1 *Dk*2tr *B* | 4000 | | | | | | | FK | *WB* | 861NHP | | | |
| | NKVW | *Elec.light* *&deep framing&Shelterdk* | 2718 | | | | | | | | | Regia Fonderia Orotea,Pal. | | | |
| | **271** — | SteelScSr | 2037 | | | | 1889 | Flensburg Schiffsb.Ges Flensburg | Dampfschrhed Union A G | 284·1 36·0 24·3 | Hamburg German | T.3Cy.22½″,35″&64″–42″ | | G | |
| | | *A.Livoni* –02 (*ex* Diana) | 1854 | | | | | | | B100′F35′ | | 265NHP | | | |
| | RHLS | 1 *Dk*& *Spar dk*3tr *B* | 1299 | | | | | | | | *WB* | Flensburger Schiffsb.Ges | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any / Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length / Breadth / Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Dates of transfer. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 272 JRWP | **Capri** *H.A Haroldsen* –02 | WoodScSr 570 459 349 | | | | 1899 | Brunchrst & Dekke Bergen | P.Hamre | 165·4 \| 27·2 \| 15·2 Q39t B58t H16t F21t | Bergen Norwegian | T.3Cy.12¼",20"&32"–26" 52NHP Laxevaags Msk&Jrns.Bgn | | N | |
| 273 NKWB | **—** *S.Mancino* (*ex*Il Favorito) 1 *Dk* | IronSc 191 — 122 | | | | 1873 | ..... Fiume | Soc.Napoletana di Nav.aVap. | 144·3 \| 19·2 \| 14·8 | Naples Italian | C. | | | |
| 274 QNGR | **Capricornus** *C.Lattimore* –98 *(Trawler)* 1 *Dk* | SteelScK 194 178 80 | ... | | | 1898 | Edwards Bros. North Shields | Grimsby&N.Sea StmTrawlingCoLd | 114·2 \| 21·1 \| 11·2 Q19' F20' BK 7½" | Grimsby British | T.3Cy.12",20"&32"–22½ 52RHP N.E.MarineCo.Ld.Sld. | 12 " 0 | | |
| 275 JTPF | **Caprivi** *C.A.Petersen*00–02 ~~*ssBgn.No.2–00*~~ *ssShl.No.3–11,04* 1 *Dk(Irn&Stl)2trB &Webframes&pt Awng dk(Irn)* | SteelScSr 2932 2241 1872 | ✠100A1 *pt Awng dk with freeboard* 13,1 2,04 2,05 ~~13,1 2,04~~ 2,05 ~~B34.04~~ ✠LMC 11,04 | NYk Shl | *t* | 1892 3mo | Ropner & Son Stockton A&CP | Aktieselsk.Caprivi (Kjær&Isdahl) | 315·0 \| 40·5 \| 20·3 P33'Q98' ~~18,04~~ *pt Awng dk* 184' BK 10" *WB = Cell DB* 262' 552t | Bergen Norwegian 5 *BHCem APT* 31*t* | T.3Cy.23",38"&62½"–42" (*s*) 160lb ~~*Stell* 7a/5~~ 256NHP 2SB.6*cf*,GS109,HS3900 Blair&Co.(Lim.),Stockton | 23 " 7 s 8–11½ | | 9.03 ▸11,04 |
| 276 106581 | **Captain** *A.Wilson* –04 *(Trawler)* 1 *Dk* | SteelScSr 143 129 26 | ... | | | 1898 | Hall, Russell&Co. Aberdeen | T.Devlin jun. | 100·5 \| 20·1 \| 10·7 Q23' BK 7½" *WB* | Granton British | C.2Cy.17"&34"–24" 50RHP Hall,Russell&Co.Abn. | 11 " 3 | | |
| 277 HBDG | **Captain Bennett** *L.Olsen*00–00 (*ex*City of Kingston) 1 *Dk&Spardk3trB* | SteelScSr 866 783 399 | ... | | | 1893 | Sir R. Dixon&Co. Middlesbro' | Acties.Captain Bennett(A.Halvorsen) | 205·0 \| 29·7 \| 13·2 H104*t* 20·8 BK 7½" *WB* | Bergen Norwegian | T.3Cy.20",32"&52"–36" NB02 187NHP Wstgrth,English&Co.Mdb. | 14 " 0 | N | |
| 278 | **Captain Cook** *J.Creer*93–97 1 *Dk* | SteelScSr 396 376 172 | | | | 1893 | Morts Dock &Eng.Co.,Ld. Sydney,NSW | New South Wales Government | 155·8 \| 25·2 \| 13·0 F19' | Sydny NSW British | T.3Cy.16",25"&41"–30" 86RHP Morts Dk.&Eng.Co,Ld,Syd | | | |
| 279 101105 VSWJ | **—** *C.Phillipson* 1 *Dk* | WoodScSr 185 184 126 | | | | 1876 | Mort's Dk. &E.Co.(Lim) B'lmain NSW | R.Wawn | 123·6 \| 21·0 \| 12·0 | Sydny NSW British | C.2Cy.20"&38½"–20" B.*built*— *fitted*96 60RHP *Cmpd*.Morrison&Bearby, Nwc.,N.S.W. | | | |
| 280 89000 | **Captain M'Clure** *J.Gallahar* –97 *ss*Dub.No.8–8,97 *ss*Trn.No.1–01 *Well deck* 1 *Dk(Irn)&Webframes* | IronScSr 503 416 304 | ✠100A1 ~~B5,04~~ 1–04 ~~B87,03~~ ✠LMC7,01 ~~B88,04~~ | Cff Dub | *h* | 1885 9mo | Murdoch& Murray P.Glasgow A&CP | M.Murphy (J.Holland, *Mgr.*) *WB = D* | 169·9 \| 23·6 \| 14·2 Q72'B23'F21' BK 7" *Ba*31'*f*37'73*t FPT* | Cardiff ~~Dublin~~ British 4 *BHCem* 1 *stAPT*9*t* | C.2Cy.24"&45"–30" (*s*) 80lb *85lb* NDB00 90RHP 1SB,3*pf*,GS57 J.&T.Young,Ayr | 15 " 2 s 1 – 5½ | | 7.03 |
| 281 127469 | **Capt. Thomas Wilson** *J.S.Wood*00–00 *Mchy.Aft Elec.light* 1 *Dk2trB* | SteelSc 4719 — 3959 | | | | 1900 | Jenks S.B. Co. Port Huron | Wilson Transit Co. | 420·5 \| 50·0 \| 24·0 | Cleveland Utd.States *WB* | T.3Cy.23",38"&63"–40" 251NHP Jenks S.B.Co. | | V | |
| 282 RMWF | **Captain W. Menzell** *G.Kraeft*00–03 *Elec.light* 1 *Dk&deepframing* | SteelScSr 2054 1874 1297 | | | | 1903 | Flensburgr Schiffsb.Ges. Flensburg | Hanseatische DampferCie.(Menzell&Co.*Mgrs.*) | 292·0 \| 41·2 \| 18·8 P16'B175'F34' | Hamburg German *WB* | T.3Cy.20⅞",35 7/16"&55¼"– 35 7/16" 180NHP Flensburger Schiffsb.Ges. | | G | |
| 283 RHNF | **Capua** *P.von Ehren*99–99 *ss*Ham.No.3–7,01 2 *Dks(Stl–Uptws)3Dkrule* | SteelScSr 2032 1743 1282 | ✠100A1 7,04 0.03 5,05 ~~B84,04~~ ✠LMC7,01 ~~B85,04~~ | Ham | *s* | 1889 5mo | A.Stephen &Sons Glasgow *Lloyd'sA&CP* | RobM.Sloman Jun | 285·0 \| 37·0 \| 21·2 P36'B60'F36' BK 9½" *WB = Cell DB* 224'374*t* | Hamburg German 5 *BHCem* | T.3Cy.21",33"&54"–42" (*s*) 160lb *80lb* NDB01 207NHP 2SB,4*rf*,GS73,HS3370 A.Stephen&Sons,Glasgow | 23 " 8 | | ~~7.03~~ 5.03 |
| 284 76914 | **Carabinier** *A.McPhail* –01 (*ex*Albert Edward) | IronPadCtr 299 236 121 | | | | 1878 | Oswald, Mordaunt&Co Southampton | D.MacBrayne | 169·4 \| 20·5 \| 9·0 | Glasgow British | C.O.2Cy.26"&50"–51" 149NHP Oswald,Mordaunt&Co,Sou | | BT till ~~9.04~~ 10.05 | |
| 285 126576 KGMT | **Caracas** *W.Woodrick* *ssPhl.No.3–10,01* 2 *Dks(1Irn–ws)&Shadedk* | IronScSr 2886 1879 1850 | ✠100A– *Shade dk with freeboard* 8,0 ~~11.04~~ BS2.04 ✠LMC10,01 | NYk | *s* | 1889 9mo | W.Cramp &SonsS&E B.Co. Philadelphia | Atlantic&Caribbean Stm.Nav.Co. | 311·6 \| 40·2 \| 20·5 27·9 len98 BK 10" | Wilmgton, (Del.) Utd.States 5 *BHCem* | T.3Cy.24",41"&67"–42" 160lb *160lb* 369NHP 4SB.12*cf*,GS240,HS6700 W.Cramp&SonsCo.,Phl. | 22 " 1 s 11–0½ | | N4.04 |
| 286 HPLB | **Caramanie** *Rose* (*ex*Reesel,*ex*P.Caland) *Elec.light* 2 *Dks&Spardk* | IronScSr 2636 — 1596 | ... | | | 1874 | R.Napier& Sons Glasgow | Cie.de Nav.Arménienne&Maroc.(N. Paquet& Co.*Mgrs*) | 350·1 \| 38·1 \| 19·7 27·5 BK 10" | Marseilles French | C.2Cy.50"&88"–48" NB86 395NHP R.Napier&Sons,Glasgow | | V | |
| 287 HPLC | **Carangola** *J.De S.Praça* (*ex*Apa) 1 *Dk* | SteelTwinScSr *433* *399* *258* | ... | | | 1890 | R.Duncan &Co. Pt.Glasgow | Cia.de Nav.S.Joao da Barra e Campos | 159·9 \| 33·1 \| 9·0 B26' FK *WB* | R.Janeiro Brazilian | T.4Cy.(2)9",18"&32"–22" 57NHP Rankin&Blackmore,Grk. | 9 " 7 | | |
| 288 | **Caravellas** *G.Lebourhis*81–98 1 *Dk&Spardk3trB* | SteelScSr 3252 2837 1796 | | | | 1893 | Atel.& Chant.Loire St.Nazaire | Chargeurs Réunis | 343·7 \| 40·7 \| 23·5 P22'H—F40' *WB* | Hâvre French | T.3Cy.24",40 3/16"&65⅜"–44 3/16" NB03 284NHP Atel.&Chant.Loire,Nts. | | V | |
| 289 118739 | **Carbon** *J.Caithness* –04 1 *Dk(Stl)* | SteelScSp 132 116 74 | ✠100A– *Stm Lighter* 4.04 | Dun | *a* | 1904 4mo | Dundee Ship builders' Co Ld. Dundee | Dundee,Perth& London Shppg.Co. | 90·0 \| 20·0 \| 8·3 FK | Dundee British 2 *BHCem* | C.D.2Cy.9"&15"–16" (*s*) 100lb 15RHP 1SB,1*f*,GS13,HS81 *Mchy.made*90*refitted*04 Cooper&Greig,Dundee | 8 " 10 | | |
| 290 98829 | **—** *W.Woodman* –92 *Mchy.Aft* 1 *Dk* | SteelScSp 126 104 71 | | | | 1892 | G.K.Stothert&Co. Bristol | A.J.Smith | 101·4 \| 17·2 \| 7·1 | Bristol British | C.2Cy.12"&24"–16" 30RHP G.K.Stothert&Co.,Bristol | | | |
| 291 HFLB | **Carbones Asturianos** *R.Lanza*98–98 *ssDun.No.2–81* *Well deck* (*ex*Asturias) | IronSc 576 489 363 | ✠ 12.81 ✠NE&B81 | Dun | *j* | 1869 9mo | Gourlay Bros.&Co. Dundee | Cia.de Carbones Asturianos(S.del Portillo,*Mgr.*) | 196·9 \| 26·3 \| 12·9 Q33'B45'F27' len74 | Bilbao Spanish 4 *BHCem* | C.2Cy.25"&44"–30" 88NHP Gourlay Bros.& Co.Dundee | | | |
| 292 NWSJ | **Carbonia** *J.Espersen* (*ex*Finland) 1 *Dk&ptAwng dk* | SteelScSr 1494 950 941 | | | | 1895 | Flensburgr Schiffsb.Ges. Flensburg | Dmpsk.Selsk.Inga (P.L.Fisker,*Mgr.*) | 233·7 \| 34·5 \| 22·6 | Copnhagn Danish *WB* | T.3Cy.16",26"&43"–33" 106NHP Flensburger Schiffsb.Ges. | | V | |
| 293 105197 | **Cardiff** *T.Stoodley* –03 *ssCff.No.1–02* 1 *Dk(Irn)2trB&Webframes 3Dk rule* | SteelScSr 2808 2583 1786 | ✠100A1 ~~B2,03~~ 1,04 Npt ✠LMC6,01 BS11.04 | Cff | *t* | 1898 6mo | W.Gray& Co.Ld. W Hartlepool A&CP | W.G.Morel&Co. *WB = Cell DB* | 318·0 \| 46·1 \| 21·1 P27'B70'F31' FK *a&uE*128'*f*132'68*4t* | Cardiff British 5 *BHCem APT* 38*t* | T.3Cy.23",36½"&62"–39" (*s*) 160lb *90lb* 255NHP 2SB,6*cf*,GS97,HS4030 Cen.Mar.Eng.Wks.W.Hpl. | 23 " 6 s 4 – 2 | | N12.03 |

| No. | Nom du Navire. Capitaine. Visites Périodiques. | Tonnage Net. | Détails de la Classification. Code. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions Principales. Superstructures, &c. | Port d'Armement | Machines. | Chaudières. | Vitesse. |
|---|---|---|---|---|---|---|---|---|---|---|
| 294 | **Cardiff** SteelScY1<br>*C.Long* –86 ssGms.No.1–86<br>ssGms.No.2–04 1 *Dk* | 162<br>150<br>63 | ✠100A1 Gms<br>*Stm Trawler*<br>MC8,0[illegible] | 1896 Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | 104·2\|20·5\|10·7<br>Q17 F19 BK7½ | Grimsby British 4 *BH Cem* | C.2Cy.17″,18″&27″–29″ (*s*)<br>1892 45RH<br>ISB,*2pf*,gs28,hs586<br>Muir&Houston(Lim.),Gls | 11·7 | |
| 295 | — SteelScSr<br>*G.Bates*99–99 (*Tug*)<br>1 *Dk* | 79<br>79<br>16 | | 1898 E.Finch& Co.(Lim.) Chepstow | BrazilianCoalCo. Ld. | 90·0\|17·5\| 8·7<br>BK5 | Cardiff British | C.2Cy.16″&30″–22″<br>85RH<br>E.Finch&Co.(Lm),Chpstw | 9·3 | |
| 296 | **Cardinal Wolsey** SteelPadSr<br>1 *Dk* | 130<br>99 | | 1889 Edwards& Symes London | ThamesStm.Bt.Co (1897),Ld. | 150·0\|15·5\| 6·7 | London British | O.2Cy.20″–21″<br>85RH<br>A.Wilson&Co.,London | | |
| 297 | **Cardium** SteelSc3MstSr<br>*W.Daniel*95–99<br>*Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames*<br>*Elec.light* | 6068<br>5885<br>3953 | ✠100A1 Cff *z*<br>7,08<br>*carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 5,00<br>LMC5,99 | 1900 Armstrong Whitwort &Co.Ld. Newcastle A&CP | ShellTransport& TradingCo.Ld.(M. Samuel&Co.*Mgrs*) | 410·0\|52·1\|32·2<br>P100'B20'F36 FK<br>16 *BH Cem*<br>*WB=DBa* | London British | T.3Cy.28″,46″&77″–48″ (*s*)<br>180lb *100lb* 486NH<br>*B.12cf*,gs225,hs8070<br>N.E.MarineCo.Ld Nwc.<br>*B37'112t FPT219t APT18t* | 34·0<br>8·2 | |
| 298 | **Cardozo Junior** SteelTwinScSr<br>*Baker* –01<br>*Elec.light* 1 *Dk*&*Poop*<br>*Now named "Antimary," See No. 109 in Supplement* | 201<br>165<br>96 | ✠ A1 Bkn<br>*For River purposes only*<br>5,01 LMC5,01 | 1901 J.Jones& Sons Birkenhead *Lloyd's*A&CP | J.A.Soares&Co. | 139·1\|27·0\| 8·0<br>FK<br>6 *BH Cem* | Manaos Brazilian | C.4Cy.12″&24″–18″ (*s*)<br>120lb 58NH<br>ISB,*2pf*,gs38,hs1163<br>J.Jones&Sons,Birkenhead | 8·4 | |
| 299 | **Carenero** SteelTwinScSr<br>(*ex*GovernorMaclean)<br>1 *Dk* | 285<br>205<br>128 | | 1886 BarrowS.B Co. Barrow | Venezuelan Government | 141·0\|23·1\| 8·9 | LaGuayra Venezuelan | C.4Cy.16″&32″–20″<br>76NH<br>BarrowS.B.Co.,Barrow | | |
| 300 | **Carew** SteelSc<br>*R.Edwards* –04 ssBng.No.2–02<br>*Mchy.Aft* 1 *Dk*(*Irn*) | 133<br>110<br>64 | ✠100A1 Bng *a*<br>5,05 Bkn<br>MS[illegible] LMC | 1894 M'Andrew, Cowan& Potts Sunderland | Manchester, Liverp'l &N.Wales S.S.Co.Ld. (R.R. Clark,*Mgr*) | 95·0\|20·0\| 7·2<br>F12 FK<br>*WB=FPT* 13*t* | Liverpool British | T.3Cy.8″,13″&21″–15″ (*s*)<br>160lb 25RH<br>ISB,*2pf*,gs16,hs470<br>N.E.Mar.E.Co.(Lim.),Nwc | 8·0 | |
| 301 | **Carew Castle** SteelScK<br>*A.J.Rust* –98 ssMh.No.2–00<br>(*ex*Westward Ho) 1 *Dk* | 168<br>156<br>61 | ✠100A1 Mil<br>*Stm Trawler*<br>7.02 LMC9,00<br>NE&B9,00 BS12,08 | 1892 T.R.Os- wald&Co.Ld Milford Havn *Lloyd's*A&CP | CastleS.Trwlrs,Ld (*C.H.D.Bint,Mgr.*)<br>(C.Heron,*Mgr.*) | 107·5\|21·1\| 9·9<br>en00 BK6½ | London British | T.3Cy.12″,19″&32″–22½″ (*s*)<br>160lb 56RH<br>ISB,*2pf*,gs32,hs908<br>N.E.MarineEng.CoLd.Sld. | 11·6 | |
| 302 | **Carham** SteelScSr<br>*R.H.Doughty* –08<br>1 *Dk*&*deep framing* | 2507<br>2362<br>1620 | | 1896 Furness, Withy&CoLd W Hartlepool | ThompsonS.Shpg CoLd(V.T.Thomp- son&Co.*Mgrs.*) | 315·0\|43·1\|20·4<br>P25'B76'F36' *WB* | Sunderlnd British | T.3Cy.22″,36½″&60″–42″<br>233NH<br>W.Allan&Co.(Lim.),Sld. | | C |
| 303 | **Cariama** SteelScK<br>*R.Baskcomb* –04<br>1 *Dk* | 217<br>193<br>93 | ✠100A1 Hul<br>*Stm Trawler* Gms<br>5,05 LMC8,01 | 1904 Cook, Wel- t'n&Gemmell Beverley *Lloyd's*A&CP | T.Baskcomb | 119·9\|21·5\|11·2<br>Q61'F19 BK7½ | Grimsby British 4 *BH Cem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RH<br>ISB,*2cf*,gs81,hs1046<br>C.D.Holmes&Co.Hull | 12·1 | |
| 304 | — SteelScSr<br>*S.Barnes* –02 ssLiv.No.3–9,03<br>1 *Dk* | 165<br>155<br>86 | ✠100A1 Liv<br>*Stm Trawler*<br>2,05 LMC6,08 | 1891 J.Duthie Sons&Co. Aberdeen *sA&CP* | Harley&Miller,Ld | 101·1\|20·6\|11·7<br>BK6½ | Liverpool British 4 *BH Cem* | C.2Cy.17″&34″–24″ (*s*)<br>100lb 50RH<br>ISB,*2pf*,gs35,hs1019<br>BlaikieBros.,Aberdeen | 12·0 | |
| 305 | **Carib** IronScSr<br>ssCff.No.3–12,93<br>(*ex*Kimon, *ex*President Garfield) 2 *Dks*(*Irn*)3*tr B* | 2087<br>1813<br>1280 | ✠ Gls *s*<br>5.95 | 1882 W.Hamil- ton&Co. Pt.Glasgow | ClydeS.S.Co. (W.P.Clyde&Co.. *Mgrs.*) | 288·4\|36·2\|22·4<br>P36'B72'F36' drp95 BK9½<br>*WB=Cell DBa* | New York Utd. States British 5 *BH Cem* | C.2Cy.36″&68″–45″<br>NDB98 241NH<br>2SB,*6pf*,gs110,hs3950<br>Dunsmuir&Jackson Gls. | | R |
| 306 | **Carib Prince** SteelScSr<br>*W.M.Henderson* –08 ssMch.No.2–01<br>1 *Dk*(*Stl*)&*Spar dk*<br>*Elec.light* (*Stl*–ws)&*deep framing* | 1975<br>1817<br>1252 | ✠100A1 Hul *r*<br>*Spar dk* Mch<br>5,05 LMC10,01 | 1893 Short Brs. Sunderland A&CP | PrinceLine,Ld. (J.Knott,*Mgr.*) | 282·0\|37·7\|14·9<br>P22'B77'F29' 22·4 FK<br>*WB=DBa* 70' *f* 107' 298*t FPT* | Newcastle British 4 *BH Cem* 86*t APT* 86*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *160lb* 219NH<br>2SB,*6cf*,gs102,hs3300<br>Blair&Co.(Lim.),Stockton | 17·2<br>4·9½ | |
| 307 | **Caribbee** IronScSr<br>*L.F.Saunders* –08 (*ex*Merioneth- shire) ssNYk.2nd No.8–11,08<br>*Elec. light* 2 *Dks*(1 *Irn*)3*tr B* | 1944<br>1817<br>1247 | ✠100A1 NYk *s*<br>5,01<br>B–8,04 LMC6,03 | 1878 Lon.&Glas. Co. Glasgow A&CP | QuebecS.S.Co.Ld. | 301·5\|34·2\|24·0<br>B17' F40' BK10' | London British 6 *BH Cem* *WB=FPT* | C.2Cy.36″&66″–42″ (*s*)<br>70lb *65lb* NDB90 194NH<br>2DB,*8pf*,gs104,hs2846<br>Lon.&Gls.Co.(Lim.),Gls. | 24·11<br>4·9½ | |
| 308 | **Cariddi** IronScBn<br>*G.Fileti* 2 *Dks*<br>*Elec.light* | 1231<br>1001<br>665 | ✠ Cly<br>9,66 | 1866 Macnab& Co. Greenock | Nav.Gen.Italiana | 269·0\|30·2\|18·4<br>P&F127*t* | Palermo Italian 4 *BH* | T.3Cy.24″,37⅞″&61⅝″–36½″<br>NE&B95 229NH<br>Hawthrn,Guppy&Co.,Nwc | | I |
| 309 | — SteelPad<br>*A.Saettone* –96<br>*Elec.light* | 413<br>—<br>183 | | 1896 N.Odero fu A. Sestri Ponente | Soc.Itl.Strade Ferrate della Sicilia | 177·1\|27·0\|11·5 | Messina Italian | C.2Cy.31″&58½″–18½″<br>187NH<br>N.Odero,SestriPonente | | I |
| 310 | **Carina** IronScBn<br>*W.S.Smales* –00 ssCff.No.3–4 95<br>*Well deck* ssGls.No.2–04<br>1 *Dk*(*Irn*)2*tr B* | 1687<br>1336<br>1047 | ✠100A1 Gls *q*<br>8.04<br>MS6,03 LMC<br>BS11,03BS12,04 | 1882 M.Pearse& Co. Stockton A&CP | S.S.PeverilCo.Ld. (Maclay&Macin- tyre,*Mgrs.*) | 257·5\|34·5\|18·1<br>Q68' B64' F30<br>BR9<br>*WB=Cell DB* 214 868*t* | Glasgow British 1 *BH Cem* | C.2Cy.32″&60″–39″ (*s*)<br>80lb *80lb* NDB97 176NH<br>1DB,*4pf*,gs68,hs2906<br>Blair&Co.(Lim.),Stockton | 20·6<br>2·3 | |
| 311 | **Carinthia** SteelSc<br>*D.Dabovich*<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl–ws*)&*deep framing*<br>*Elec.light* | 2812<br>2282<br>1784 | ✠100A1 Tri *t*<br>*Spar dk*<br>7.02 LMC9,00 | 1900 Lloyd Austriaco 9mo Austriaco Trieste *Lloyd's*A&CP | LloydAustriaco<br>*WB=Cell DBa* 96' *uE* 24' *f* 128' 488*t FPT* | 315·0\|42·2\|14·0<br>P36'B86 F64' 21·5 FK<br>6 *BH Cem* 39*t APT* 18*t* | Trieste Aust.-Hung. | T.3Cy.28½″,39″&64½″–45″<br>200lb *165lb* (*s*) 850NH<br>2SB,*6cf*,gs118,hs4684 FK<br>LloydAustriaco,Trieste | 16·4 | |
| 312 | — IronScK<br>*W.Germany* –90 ssGms.No.1–00<br>*S.Southwell* –01 ssGms No.2–04 1 *Dk*<br>*Garboard Strakes& Keelson angles*(*Stl*) | 127<br>122<br>44 | ✠100A1 Gms<br>*Stm Trawler*<br>8,04 8,04<br>LMC 8,04 | 1896 Edwards Bros. N.Shields *Lloyd's* | GrimsbyAlliance Stm.Fishg.Co.Ld. | 96·7\|20·2\|10·5<br>Q18 F18' BK7½<br>*WB* | Grimsby British 3 *BH Cem* | T.3Cy.11″,17″&30″–21″ (*s*)<br>160lb 40RH<br>ISB,*2pf*,gs24,hs820<br>N.E.MarineCo.(Lim.),Sld | 11·7 | |
| 313 | **Carisbrook** SteelScSr<br>*W.Barton* –02<br>1 *Dk*(*pt Irn&pt Stl*)*deep framing*&*Web frames* | 2784<br>2589<br>1785 | ✠100A1 Npt *u*<br>7,04 LMC11,02 | 1902 J.Blumer& Co. Sunderland *Lloyd's*A&CP | WhitbyStmShppg Co.Ld. Barker& Ebblewhit .*Mgrs*)<br>*WB=Cell DB a* 110 | 319·5\|46·0\|21·2<br>P25'B90'F82' FK<br>*uE&B* 40' *f* 124' 802*t* | Whitby British 5 *BH Cem* *APT* 110*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *80lb* 268NH<br>2SB,*6pf*,gs110,hs4118<br>J.Dickinson&Sons,Ld Sld. | 28·9<br>3·11½ | |
| 314 | — SteelScSr<br>*A.Wallace* –01 ssCff.No.1–01<br>1 *Dk*(*Irn*)&*deep framing* | 2151<br>1964<br>1350 | ✠100A1 Shl *s*<br>9,01<br>MC4,04 LMC 9,04<br>BS11,03 | 1897 J.Blumer &Co Sunderland A&CP | S.S.CarisbrookCo. Ld. (Miller& Richards)<br>*WB=Cell DBa* 96' *uE* 24' *f* 116 | 290·0\|42·0\|19·1<br>P27'B75'F81' FK<br>559*t APT* 48*t* | Glasgow British | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 220NH<br>2SB,*6pf*,gs98,hs3340<br>G.Clark,Ld.,Sunderland | 21·6<br>3·8½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 3 | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 | 7 | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Tonnage Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Draught of Water when classed (if not in Lloyd's Register). | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 315 108351 QCRK | **Carisbrook Castle** Steel Sc 3 Mst Sr<br>~~Lyon—07~~ ss Sou. No. 1–02<br>2 Dks (Stl–ws) & Spar dk; Stl–teaks)<br>Elec light R.F. Harris & Web frames | | 7626<br>6227<br>4246 | ✠100A1 Spar dk<br>6,09 | Sou | *d*† | 1898 Fairfield<br>1mo Co. Ld<br>Glasgow<br>*Lloyd's A&CP* | | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*)<br>*WB = Cell* | 485·0 56·0 23·6<br>P68′ B22′ F93′ 32·1<br>FK & BK 3½′<br>*DBa* 103′ *uE* & *B* 16·3′ | London<br>British | Q.4Cy.35½″–4 7½″ &105″–60″ 205lb (*o*)– 1490NHP<br>10 *BHT em.* *f* 120 1085*t* | 27 ″ 0 | BT till<br>~~Dec. 07~~ | 10,05<br>11,05 |
| 316 72360 | **Carisbrooke**<br>*W. Hewlett* –03 | Iron Pad Sr | 198<br>164<br>118 | | | | 1876 Barclay,<br>1mo Curle & Co.<br>Glasgow | | Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ld. | 165·7 20·1 8·0 | S'thampton<br>British | C.O.2Cy.23″ &40″–42″<br>NB89 70RH<br>Barclay, Curle & Co., Gls. | | BT till<br>~~Dec. 05~~ | 3,06 |
| 317 | **Caristos**<br>*C. Toja* YM 6,01 | Wood Sc | 130<br>—<br>58 | | | | 1894 .....<br>Piræus | | C. Toja | 83·7 17·7 9·8 | Caristos<br>Greek | C.2Cy.14½″ &19″–17″<br>12NH<br>Vasileades Bros. Piræus | | | |
| 318 LMRN | **Carl**<br>*J. Jochimsen* 99–02<br>Spar dk (Stl) 2 tr B & deep framing | Steel Sc Sr | 3336<br>3029<br>2153 | ✠ ...<br>Spar dk<br>with freeboard | | | 1901 W. Hamil-<br>5mo ton & Co.<br>Pt. Glasgow<br>A&CP | | Flensburger Dmpf. Co. (H. Schuldt, *Mgr.*)<br>*WB = Cell* | 330·4 45·7 16·3<br>P81′ B118′ F40′ 23·9<br>FK<br>*DBa* 9 *uE* 114 *f* 141′ | Flensburg<br>German | T.3Cy.24″,40″ &65″–42″ (*s*)<br>180lb 90*lb* 805NHP<br>2 SB 6*pf*, GS 121, HS 4810<br>Clyde S.B. & F. Co. Ld. Pt. Gls | 18 ″ 7<br>4–10½ | | 8.04 |
| 319 | —<br>~~J. L. Ossen 9–01~~ ~~N Dec 06~~<br>~~Jan 06~~ (ex Sardinian Prince, ex Brookfield) | Iron Sc Sr | 2455<br>1847<br>1558 | ✠ ...<br>"Shinko Maru," *See* | | | 1882 C.S. Swan,<br>Newcastle | | ~~Jerndpsk. Carls. Aktieroderi (G.T. Monsen)~~<br>*No. 89 in Survey* | 316·1 38·0 24·3<br>P63*t* H45*t* F27*t*<br>BK 10″ | ~~Stavanger~~<br>Norwegian<br>*WB* | C.2Cy.38″ &71″–48″<br>288NHP<br>Blair & Co. Ld. Stockton | 27 ″ 2 | N | |
| 320 LQMV | —<br>*E. Eckart* 96–96<br>*Elec light Mchy. Aft* | Iron Sc Sr<br>1 *Dk* | 270<br>225<br>166 | | | | 1883 G. Howaldt<br>Kiel | | Sartori & Berger | 126·1 21·1 12·2<br>P44′ len 89 | Kiel<br>German | C.2Cy.18″ &21″–14″<br>NB99 14NH<br>Gebr. Howaldt, Kiel | | G | |
| 321 HQSD | —<br>*J. Sundför* 02–99 | Wood Sc Sr<br>1 *Dk* | 227<br>160<br>132 | | | | 1871 Jörgensen<br>& Knudsen<br>Drammen | | H.O. Sundför | 116·5 24·7 10·2<br>Q15*t* B43*t* H8*t* | Hauges'nd<br>Norwegian | C.2Cy.15½″ &29″–24½″<br>NB87 35NH<br>Nylands Verkstad, Xia. | | | |
| 322 KRJL | **Carl Adolph**<br>*L. von Beek* 99–02 | Steel Sc<br>(*Trawler*)<br>1 *Dk* | 205<br>195<br>68 | | | | 1899 G. Seebeck<br>A.G.<br>Bremerhaven | | Geestemünder Herings & Hochsee fischerei Act. Ges. | 128·0 21·4 11·1 | Gstemnde<br>German<br>*WB* | T.3Cy.11 15/16″ 18⅛″ &30 5/16″–22 13/16″<br>43NHP<br>G. Seebeck A.G. Bremerhvn | | G | |
| 323 MDPG | **Carl Behnk**<br>*H. Niemann* 00–02 | Steel Sc Sr<br>1 *Dk* | 630<br>441<br>369 | | | | 1890 Rostocker<br>Act. Ges.<br>Rostock | | Heinr. Bauer | 180·8 28·1 11·4<br>Q62′ B49′ F46′ | Rostock<br>German<br>*WB* | C.2Cy.22″ &41½″–27½″<br>NB02 75NH<br>Rostocker A.G., Rostock | | G | |
| 324 LMSC | **Carl Diederichsen**<br>*G. Schlaikier* 92–02 | Steel Sc Sr<br>1 *Dk* & *Spar dk* 2 tr B | 1243<br>1126<br>774 | | | | 1901 Howaldts-<br>werke<br>Kiel | | M. Jebsen | 218·8 33·1 11·8<br>Q81′ H16′ F31′ 20·4 | Apenrade<br>German | T.3Cy.16½″, 27 9/16″ &48 5/16″–24 13/16″<br>94NH<br>Howaldtswerke, Kiel | | G | |
| 325 NFMC | **Carl Hecksher**<br>*A.G. Starck*<br>*Well deck* | Steel Sc Sr<br>1 *Dk* | 1665<br>1239<br>1041 | | | | 1892 Helsingörs<br>Jernsk & Mskb.<br>Elsinore | | Dmpsksk Kjöben-havn (P.L. Fisker | 259·3 35·8 16·6<br>Q70′ B126′ F32 | Copnhagn<br>Danish | T.3Cy.19½″, 31½″ &51½″–36″<br>159NH<br>Helsngörs Jerns. Mskinb. | | V | |
| 326 RMFL | **Carl Kiehn**<br>*A. Henning* –01 | Steel Sc Tug<br>1 *Dk* | 185<br>167<br>13 | | | | 1901 J.C. & H.C.<br>Kiehn<br>Hamburg | | J.C. & H.C. Kiehn | 104·6 21·9 10·8<br>*WB* | Hamburg<br>German | T.3Cy.14½″, 23⅛″ &37½″–23⅛″<br>69NH<br>J.F. Ahrens, Altona-Ottnsn | | | |
| 327 RNBC | **Carl Menzell**<br>*J. Janssen* –03<br>*Elec light* | Steel Sc Sr<br>1 *Dk* & *deep framing* | 1552<br>1068<br>984 | | | | 1903 Flensburger<br>Schiffsb. Ges.<br>Flensburg | | Chinesische Küsten fahrt Ges. (Menzell & Co. *Mgrs.*) | 245·3 35·2 15·2<br>P14′ B112′ Q58′ F30′ | Hamburg<br>German<br>*WB* | T.3 Cy.15″, 28⅜″ &48 5/16″–34 7/16″<br>110NHP<br>Flensburger Schiffsb. Ges. | | G | |
| 328 1499 HRPM | **Carl O. Kjellberg**<br>*G.W. Dahlberg* 97–97<br>*Well deck* | Steel Sc Sr<br>ss Got. 2nd No. 3–2,02<br>1 *Dk* 2 tr B | 641<br>507<br>376 | ✠90A1<br>3,04<br>NB 11,97 | Got | *i* | 1883 Göteborgs<br>Mek. V.<br>Gothenburg<br>*Lloyd's A&CP* | | Förnyade Ångf. Aktieb. Göta (H. Sternhagen, *Mgr.*) | 169·7 26·3 15·8<br>Q49′ B45′ F21<br>BK 7½′<br>*WB = APT* 6*t* | Gothenbrg<br>Swedish | C.2Cy.24″ &40″–30″ (*s*)<br>90lb 75*lb* NDB 95 88NHP<br>1SB, 3*pf*, GS 55, HS 1765<br>Göteborgs MV. Aktieb. Got | | | 3,04<br>~~M 1,05~~ |
| 329 VKCW | **Carl von Linné**<br>*W. Marklund* 98–00 | Steel Sc Sr<br>1 *Dk* | 403<br>—<br>224 | | | | 1884 Motala Co.<br>Norrköping | | Wasa Nordsjö Ångbåts Aktieb. | 144·9 24·5 10·3<br>P90′ H18*t* F35′ | Nikolaistd<br>Russian | C.2Cy.24″ &48″–24″<br>75NH<br>Motala Co., Motala | | V | |
| 330 RGDM | **Carl Woermann**<br>*H. Krohn* 99–01 | Iron Sc Sr<br>2 *Dks* 3 tr B | 1946<br>1814<br>1246 | | | | 1881 Reiherst'g<br>Schiffsw.<br>Hamburg | | Woermann Linie Kommanditt Ges. | 290·3 36·0 21·9<br>P14′ B75′ H31′ F33′ | Hamburg<br>German<br>*WB* | C.2Cy.34″ &62″–42″<br>208NH<br>Reiherst. Maschinenf. Han | | G | |
| 331 1781 HGDR | **Carl XV.**<br>~~N.O.W.P. Lar Sandö 05–05~~<br>ss Got. 2nd. No 3–8,95<br>*Mchy. Aft* ss Got. No. ~~1–08~~ 2–05<br>*C.A. Johansson* 04–04 | Iron Sc 3 Mst Sr<br>1 *Dk* & *Awng dk* 3 tr B | 1002<br>664<br>767 | ✠ ⊕1<br>*Awng dk*<br>*load line* 15*ft*<br>4,05 ~~4,03~~<br>NB 7,98 | Got | 10½*in.* | 1865 T. & W.<br>2mo Smith<br>N. Shields | | ~~T. & W. Smith~~<br>~~Mek. Sh.~~<br>Rederiaktieb Bohus (E. Roberg) | 215·9 27·1 15·0<br>H8*t* 21·9<br>*WB = DBf* 145′ | Gothenbrg<br>Swedish | C.2Cy.22½″ &47⅜″–29½″<br>85lb 70*lb* NDB 92 103NH<br>NE 77<br>Goteborgs Mek. Wks., Got. | 18 ″ 0 | | ~~4,08~~<br>~~4,10~~<br>~~M 4,05~~ |
| 332 2360 JFKL | —<br>*J.G. Wickström* 03–03 | Iron Sc Sr<br>1 *Dk* & *Awng Dk* | 520<br>256<br>415 | | | | 1873 Bergsunds<br>Mek. Verks.<br>Stockholm | | Södra Ångerman-lands Ångf. Aktieb. (J.P. Dahlberg) | 162·0 24·0 11·5<br>H35*t* | Nyland<br>Swedish | C.2Cy.26″ &47″–27″<br>96NH<br>W. Lindbergs M.V. Skm. | | | |
| 333 2372 JFKM | —<br>*F.W. Banck* 73–84 | Comp Pad Sr<br>1 *Dk* | 112<br>85<br>66 | | | | 1873 O.A. Malvig<br>Qvitsle | | Storsjöns Ångb. Aktieb. (O.W. Myrin) | 117·1 15·1 7·5<br>Q39′ H10′ | Östersund<br>Swedish | | | | |
| 334 NKGS | **Carla**<br>*L.J. Holst* –99<br>*Mchy. Aft* | Steel Sc Sk<br>1 *Dk* | 316<br>249<br>179 | | | | 1899 Schömer &<br>Jensen<br>Tönning | | Fanö Dpsksk. (P.N. Winther, *Mgr.*) | 130·1 22·9 10·5<br>Q38′ F15′ | Nordby<br>Danish<br>*WB* | C.2Cy.12⅝″ &22″–15½″<br>16NH<br>Schömer & Jensen, Tönning | | G | |
| 335 98271 | **Carlingford Lough**<br>*W.A. Brough* –03<br>*Mchy. Aft*<br>*Well deck* | Steel Sc Sr<br>ss Ayr No. 3–3,97<br>ss Ayr No. 1–01<br>1 *Dk* (*Stl*) | 245<br>184<br>63 | ✠100A1<br>~~10,04~~ ~~1,04~~ 3,05<br>~~L.M.C. 03~~ 3,05 | Bkn<br>Liv | *d* | 1891 J Fullerton<br>8mo & Co.<br>Paisley<br>A&CP | | Wilson Brs. Bobbin Co. (1900) Ld. (E.W. Turner, *Mgr.*) | 135·7 20·1 9·4<br>Q43′ B7′ F19′<br>len 97 BK 6″<br>*W* | Liverpool<br>British<br>1 *BHCem*<br>*B = FPT* 20*t* | C.2Cy.17½″ &35″–24″ (*s*)<br>100lb 52RH<br>1SB, 2*pf*, GS 35, HS 910<br>Ross & Duncan, Glasgow | 10 ″ 1<br>*s* 1 ″ 2 | | ~~1,02~~<br>~~M 3,05~~ |
| 336 86984 WMRH | **Carlisle**<br>*F. Simpson* –03 | Iron Sc Sr<br>ss Rot. No. 3–2,94<br>ss Cff. No. 2–02<br>2 *Dks* (*Irn*) 3 tr B | 2157<br>1985<br>1363 | ✠ ——<br>4,04 | Bry | *s* | 1882 Palmers'<br>8mo Co. (Lim.)<br>Newcastle | | Simpson SS. Co. Ld. (W. Simpson, *Mgr.*) | 286·3 37·2 24·2<br>P30′ B60′ F38′<br>BK 10″<br>*WB = DBa* 90 *f* 16 | London<br>British<br>5 *BHCem*<br>198*t APT* 10*t* | C.2Cy.36″ &68″–45″<br>NDB 95 225NH<br>2SB, 6*pf*, GS 112, HS 3370<br>Palmers' Co. (Lim.), Nwc. | 25 ″ 11<br>~~5–4~~ 6½ | | |
| 337 95895 LFQK | —<br>*J.D. McNab* –04<br>*Well deck* 1 *Dk* (*Irn*) & *Web frames*.<br>*Cell D.B. Beams, Stringers & Web frames Irn* | Steel Sc Sr<br>ss Lth. No. 3–2,02 | 1035<br>709<br>648 | ✠100A1<br>2,05 ~~1,04~~<br>~~L.M.C. 02~~ | Lth | *m* | 1889 Sunderland<br>5mo S.B. Co. (Lim)<br>Sunderland<br>*Lloyd's A&CP* | | Chr. Salvesen & Co. | 213·5 30·2 13·7<br>P30′ Q44′ B96′ F24′<br>BK 8″<br>*WB = Cell* | Leith<br>British<br>4 *BHCem*<br>*DB* 179′ 215*t* | T.3Cy.15½″, 25″ &41″–27″ (*s*<br>160lb 65*lb* 95RH<br>1SB, 3*rf*, GS 56, HS 1513<br>G. Clark, Sunderland | 15 ″ 10<br>*s* 1 ″ 1½ | | ~~8,04~~ |

| No. Official. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Tonnage additionnel. Lettre d'Explication. | Construit. Quand. Navire. Machine. Par qui. Où. | Armateurs. | Dimensions d'après la Donne. Superstructure. Longueur. Largeur. Profondeur. | Port d'Armement. Tonnage. | Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. Nbre d'hélices et chevaux-vapeur indiqués par les machines. Vitesse aux Essais. Combustible. | Tonnage sur Quille. Franc-bord au milieu du navire. pieds pouces. | Epaisseur de la Tôle du Pont. | Epaisseur de la Tôle du Bordé. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 338 | **Carlisle** SteelScSr<br>127576 *W.C Robinson78–01*<br>KRGV *2Dks* | 844<br>—<br>438 | | 1901 Neafie& LevyCo. Philadelphia | ReadingCo. | 157·0 29·0 17·5 | Philadlphia Utd. States | T.3Cy.18″,28″&45″–30″ 111NH | | R | |
| 339 | **Carlo** IronScSr<br>81787 *S.Geen86–86* *ssCff.No.3–7,92*<br>TLHJ *Well deck* *ssBry.No.2–01*<br>*1 Dk(Irn)2tr fc* | 1277<br>1031<br>784 | ✠100A1 1,04<br>✠LMC8,01 | 1880 A.Stephen 7mo &Sons Glasgow<br>*Lloyd's SA&CP* | EmpireShppg.Co. Ld. (G.H.Wills& Co. *Mgrs.*) | 239·5 34·0 15·9<br>Q78′B58′F27′ FK<br>*WB = Cell* | Cardiff British | C.2Cy.28 &52″–36″ (i)<br>75lb *80lb* NDB92 125NH<br>1SB,*3pf*,GS60,HS2102<br>*DB184′800t* A.Stephen&Sons,Glasgow | 18 - 8<br>s 2 - 1½ | | 1.04 |
| 340 | **Carlo V.** IronScSr<br>41. *F.Figari00–03* *ssGen 2nd No.3–10,03*<br>NLDH (*ex*Perseveranza, *ex*IreneMorris) *1 Dk(Irn)&2tr fc* | 1387<br>1257<br>896 | ✠100A1 10,03<br>BS1,05 LMC7,03 | 1879 Whitehvn 4mo S.B.Co. Whitehaven<br>A&CP | Marigo&Co. | 249·9 33·4 21·7<br>P26′B16′F28′ BK9½<br>*WB = DBa68 f60′215t* | Venice Italian | C.2Cy.30″ &60″–36″<br>75lb *40lb* NDB87 170NH<br>2SB,6*pf*,GS96,HS2004<br>*AP T28t* J.Jones&Sons,Liverpool | 25 - 3<br>s 3 - 3 | | 10.03 |
| 341 | **Carlos** IronScSr<br>*H Witt*<br>RQDW *1 Dk&Spardk&3tr fc* | 941<br>896<br>562 | | 1881 Germania Werft Kiel | F.G.Reinhold | 199·2 27·9 21·3<br>B14′ | Danzig German | C.2Cy.24½″&42½″–27½″<br>NB99 79NH<br>F.A.Egells&Co.,Berlin | | G | |
| 342 | — IronScSr<br>*Carrascal –02*<br>HFML (*ex*Unione,*ex*Hebe) *1 Dk* | 253<br>203<br>114 | | 1877 Lloyd Austro-Ungarico Trieste | A.Galindo | 148·0 18·7 11·5<br>P39′F40′ | Barcelona Spanish | C.2Cy.20″&37½″–24″<br>NB85 57NH<br>ArsenaleLloyd,Trieste | | V | |
| 343 | **Carlos Coelho** SteelPad<br>*C.A.Gonçalves*<br>*1 Dk&Promenade dk* | 248<br>—<br>100 | | 1896 Laird Bros. Birkenhead | Cia.deNav.a Vap. deMaranhão | 95·5 24·0 5·0 | Maranham Brazilian | 1Cy.16″–30″<br>12NH | | | |
| 344 | **Carlos Gomes** SteelTwinScSr<br>*R Fonseca –97* *ssGrk.No.1–96*<br>(*ex*Itaipu) *1 Dk&Awng dk(pt Stl–ws)*<br>*Teak dk* | *1306*<br>*1204*<br>*692* | ✠ Grk *o*<br>*Awng dk*<br>*withfreeboard*<br>8,96<br>*For Brazilian Coasting service* | 1892 J.&G. 3mo Thomson,Ld Glasgow | BrazilianGovernment | 280·0 36·0 10·2<br>B64′F33′ 17·3<br>FK<br>*WB = APT40t* | R.Janeiro Brazilian | T.6Cy.17½″,28″&42″–24″<br>160lb 315NH<br>2SB,8*rf*,GS140,HS5490 FO<br>J.&G.Thomson (Lim.),Gls | 10 - 11 | | |
| 345 | **Carlos Roberto** IronScSr<br>*1 Dk2tr fc*<br>HBDM *Well deck* (*ex*DonMariano,*ex*Alberto) | 644<br>537<br>464 | ✠ Stk<br>2,78 | 1872 Backhouse 11mo &Dixon Middlesbro' | Robinson&Co. | 191·2 26·4 18·0<br>Q68′ B51t F28′<br>*WB = ptDB* | Valparaiso Chilian | C.2Cy.24″&45″–30″<br>92NH<br>Black,Hawthorn&Co.Nwc | | | |
| 346 | **Carlos Sundblad** SteelScSr<br>*1 Dk* | *103*<br>—<br>*39* | ✠ Fal *a*<br>4,91 | 1891 Cox&Co. 3mo Falmouth | A.Gardella&Cia. | 90·0 18·3 9·3<br>Q25′ BK6″ | Bns.Ayres Argentine | T.3Cy.12″,18″&30″–21″ (s)<br>1SB,2*cf*,GS31,HS828 47NH<br>Cox&Co.,Falmouth | 9 - 6 | | |
| 347 | **Carlotta** IronScSr<br>*C.Odland* *ssShl.No.1–77*<br>JQNV *Well deck* *1 Dk* | 612<br>468<br>370 | ✠ Nwc<br>5,79 | 1873 J.Blumer& 7mo Co. Sunderland | J.M.Hauge<br>*WB* | 190·2 26·9 13·8<br>Q87t B22t H14t F21t<br>*= DBa42′f49′140t* | Haugesnd Norwegian | C.2Cy.25″&44″–30″<br>NB86 88NH<br>Fowler&M'Collin,Hull | | N | |
| 348 | — IronSc3MstSr<br>95539 *W.H.Jones –04*<br>LCGW (*Barge*) *1 Dk* | 296<br>275<br>219 | | 1889 T A Walker Sudbrook | C.H.Walker&Co. Ld. | 150·7 26·5 8·1<br>FK<br>*WB* | London British | Q.4Cy.9″,12″,16″&25″–21½″<br>50RH<br>Fleming& Ferguson,Pay. | 8 - 6 | | |
| 349 | — IronTwinSc<br>101964 *E.Tracey* (*Ferry*)<br>*1 Dk* | 261<br>180<br>177 | | 1893 A.W.Robertson&Co. London | London,Tilbury& SouthendRlwy.Co. | 124·7 32·5 7·7 | London British | C.4Cy.12″&24″–18″<br>50RH<br>A.W.Robertson&Co.,Lon. | | BT till 5.05 | |
| 350 | **Carlow** SteelScSr<br>104968 *T.Evans –99* *2Dks*<br>PSBN | 1235<br>960<br>[illegible] | | 1896 Blackwood &Gordon Pt.Glasgow | City of DublinStm. PacketCo. | 260·0 34·1 15·8<br>P72′B88′F77′ | Dublin British | T.3Cy.27″,42″&69″–48″<br>330NH<br>*WB* Blackwood&Gordon,PGls | | BT till [illegible] | |
| 351 | **Carlshamn** CompScSr<br>2054 *E.Westerlund03–03*<br>HGQT *1 Dk* | 292<br>214<br>191 | | 1871 D.A.Andersson Carlshamn | Rederiaktieb Glückauf(H.R Boleg, *Mgr.*) | 126·3 28·0 10·9<br>Q40′ B35′ F12′ | Crlskrona Swedish | C.2Cy.16″&29″–17″<br>NB86 29NH<br>Bergsunds M.V.Stockholm | | | |
| 352 | **Carlston** SteelScSr<br>113978 *C.Walsh –04*<br>SNGQ *Well deck* *1 Dk(Irn)*<br>*Mchy Aft* | 659<br>444<br>232 | ✠100A1 12,04 Bwg<br>3,05 Bwg | 1901 J Fullerton 8mo &Co. Paisley<br>*Lloyd's SA&CP* | GlasgowSteam CoastersCo.Ld. (Paton&Hendry, *Mgrs.*) | 185·2 29·2 10·5<br>Q101′B11′F34′ FK<br>*WB = DBf99* | Glasgow British | C.2Cy.21½″&47″–33″ (s)<br>130lb *100lb* 89RH<br>3BHCem<br>178t FPT81t<br>1SB,3*pf*,GS56,HS2118<br>W.V.V.Lidgerwood,Gls. | 13 - 4<br>s - 11½ | | |
| 353 | **Carlton** SteelScSr<br>104969 *N.T.C.Kragh –04* *ssShl.No.2–03*<br>NQHS *1 Dk(Stl)&Awng dk(Irn)&tr fc*<br>*Mchy. Aft* | 3085<br>3044<br>2006 | ✠100A1 Bry *t*<br>*Awng dk* Cff<br>*withfreeboard*<br>[illegible] LMC<br>BS7,04 | 1894 Ropner& 12mo Son Stockton<br>A&CP | CarltonS.S.Co.Ld. (R Chapman&Son) | 301·1 42·5 21·7<br>29·0<br>BK10<br>*WB = Cell DBa58′uE&B40′* | Newcastle British | T.3Cy.28″,37½″&61½″–39″ (s)<br>160lb *80lb* 236NHP<br>5BHCem<br>2SB,6*cf*,GS99,HS3528<br>*f144′580t* Blair&Co.(Lim.),Stockton | 25 - 3<br>s 8 - 8 | | s 4.03 |
| 354 | **Carly** IronScSr<br>*ssBgn.No.3–11,89*<br>HPLK (*ex*Odin,*ex*Sallie) *ssBgn No.1–94*<br>*Well deck* *1 Dk* | 687<br>450<br>328 | ✠ Bgn *i*<br>11,96<br>NB11,99 | 1871 Withy, 10mo Alexander &Co. Hartlepool | Cie.Franco-Tunisienne deNav. | 180·1 28·0 14·6<br>Q65′B40′F10′<br>*WB = Cell* | Marseilles French | C.2Cy.28″&46″–30″<br>NDB89 88NH<br>1SB,2*pf*,GS39,HS1451<br>Blair&Co.Ld.Stockton | | | |
| 355 | **Carlyle** SteelSc3MstSr<br>115217 *S.Mugford –02*<br>SRKN *Elec.light* *1 Dk(Stl–ws)&Web frames*<br>*Mchy.Aft* *&Shade dk(Teak)* | 542<br>312<br>332 | ✠100A1 Sng *g*<br>*Shade dk*<br>*withfreeboard*<br>LMC10,01 | 1901 SelbyS.B.& 10mo E.Co.Ld. Selby<br>*Lloyd's SA&CP* | StraitsS.S.Co.Ld. | 160·0 24·8 9·8<br>Q82′B16′F21<br>*WB = Cell DB f98′104t* | Singapore British | T.3Cy.18″,32″&56″–24″<br>150lb *80lb* 70RH<br>3BHCem<br>*FPT15t* | 12 - 2<br>s - - 11 | | 12.03 |
| 356 | **Carma** IronScSr<br>3739 *P.Nordfelt88–00* *ssShl.No.3–1,94*<br>JLQT (*ex*Paola) *Well deck* *1 Dk(Irn)2tr fc* | 1035<br>827<br>609 | ✠ Sld *n*<br>9,97 | 1882 S.P.Austin 2mo &Sons Sunderland | O.Banck | 219·8 32·2 14·7<br>Q78′B57′H17t F27′<br>Irp95 FK<br>*WB = Cell* | Elsngborg Swedish | C.2Cy.28″&53″–36″<br>NDB92 131NH<br>2SB,4*pf*,GS54,HS2216<br>*DB188′294t* C.Clark,Sunderland | 17 - 5 | | |
| 357 | **Carmel & Charles Achaque** SteelScK<br>*S.d'Andrea –00*<br>HPLM *Mchy. Aft* *ssAlg No 1–03* *1 Dk(Irn)*<br>*Well deck* | 172<br>129<br>42 | ✠100A1 Alg *b*<br>8,05<br>BS12,04 LMC7,03 | 1899 J.Shearer 4mo &Son Glasgow<br>A&CP | ServicesCotiers à Vap.(Les fils de C Achaque) | 114·0 20·1 8·2<br>Q39′B8′F20<br>BK6½<br>*WB = FPT* | Algiers French | C.2Cy.14″&29″–21 (s)<br>120lb 41NH<br>3BHCem<br>*APT3t* | 9 - 1 | | 7.00 |
| 358 | **Carmelina** SteelScSr<br>*M.Andersen –04*<br>MBPS *1 Dk&Spar dk* | 1694<br>1581<br>1052 | | 1904 Wood, Skinner&Co Ld Newcastle | Acties.Carmelina (L.Castberg) | 259·1 36·8 19·8<br>H112′ | Christiania Norwegian | T.3Cy.19″,31″&51″–36″<br>156NH<br>*WB* N.E.MarineEngCoLd.Nwc | | N | |
| 359 | **Carmelite** SteelScSr<br>[illegible] *C.Kemp –99* *ssNwc.No.2–01*<br>MQJV (*ex*ClanMacrae,*ex*Shatt el Arab)<br>*1 Dk(Stl–ptwsa)&Web frames*<br>*&pt Awng dk(Stl–ws)* | 2510<br>1899<br>1600 | ✠100A1 Sld *t*<br>*pt Awng dk*<br>Nwc<br>*withfreeboard*<br>BS12,03 LMC4,01 | 1892 J.Blumer 6mo &Co. Sunderland<br>A&CP | Chadwick SS.CoLd (R.B.Avery, *Mgr.*) | 305·9 41·1 18·8<br>O119′<br>*pt Awng dk186′* FK<br>*uE&B48′884t FPT* | Newcastle British | T.3Cy.23½″,38″&62″–42″<br>160lb *80lb* 249NH<br>2DB,8*rf*,GS120,HS3720<br>N.E.MarineE Co Ld Sld. | 21 - 9<br>9 - 1 | [illegible] | [illegible] |

*New name and Official No. 32 in Supplement.*

*See No. 32 in Supplement.*

*New name and Official No. 12 in Supplement.*

*See No. 12 in Supplement.*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any / No. of Decks, &c. | 4 Register Tonnage. Gross. / Under deck / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length / Breadth / Depth | 12 Port of Registry / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Classed, if not to L.R. Date of last Survey. | 16 Date when last built. Last boom |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 360 / 21 / NLGV | **Carmelo Galatioto** / *Denaro* / (*ex* Aspromonte, *ex* Seybouse, *ex* Graecia) | **IronSc3MstSr** / *Mchy. Aft* / *2 Dks* | 436 / — / 262 | | | | 1869 | Scott & Co. Greenock | G. Galatioto di C. | 187·0 \| 22·5 \| 13·3 P64′ H11′ F10′ | **Catania** Italian | C.2Cy.17½″ & 35½″–24″ NB90 51NHP Greenock Foundry Co. Grk. | | | |
| | *Now named "Gandirri," See No. 45 in Supplement* | | | | | | | | | | | | | | |
| 361 / HFNR | **Carmen** / *E. Manso* / *ex* Ben Wyvis / *Well deck* | **SteelScSr** / *ss* Shl. No. 1–95 / 2 *Dks* (*U Irn*) & *Web frames* | 916 / 722 / 633 | ✠ 2,98 | Gmh | *l* | 1891 / 2 mo | R. Thompson & Sons Sunderland | Melton Gonzalez & Co. | 205·0 \| 31·1 \| 14·8 Q70′ B49′ F24′ BK7½ *WB* | **Gijon** Spanish | T.3Cy.16½″, 26½″ & 43½″–30″ 108NHP 1SB, *3 rf*, GS60, HS1706 *5 BH Cem* *11 t APT 62 t* N.E. Mar. Eng. Co. (Lim.) Sld | 15 ″ 9 | | |
| 362 | — / (*ex* Rosa) | **IronScSr** / *ss* Sng. No. 2–83 / 2 *Dks* | 392 / 353 / 267 | ✠ 10,85 NBS | Sng | *q* | 1874 / 10 mo | Macfayden & Co. Port Glasgow | G. Urrutia & Co. | 150·7 \| 23·2 \| 15·1 B22′ H39 *t* *WB* = *pt DB* | **Manila** Utd. States | C.2Cy.22″ & 39″–27″ 66NHP *4 BH Cem* Kemp & Hume, Glasgow | | | |
| 363 | — / *D. de Amezaga* | **Wood** | 170 / — / 98 | | | | 1889 | ..... Hong Kong | G. Urrutia & Co. | 112·6 \| 21·0 \| 7·7 | **Manila** Utd. States | | | | |
| 364 | — / *V. Fer* –02 (*ex* Duchess of York) | **IronScK** / *ss* Hul. No. 2–02 / 1 *Dk* | 158 / 145 / 61 | ✠ 100A1 *Stm Trawler* 9,02 BS9,03 ✠ LMC9,02 | Hul | | 1893 / 11 mo / *Lloyd's* | Cook, Welt'n & Gemmell Hull | Soc. Anon. de Pesca Algecireña | 101·1 \| 20·8 \| 11·0 Q22′ BK7½ *SA&CP* | **Algeciras** Spanish | C.2Cy.16″ & 33″–22″ (*s*) 100lb 47NHP 1SB, *2 pf*, GS30, HS812 *3 BH Cem* Bailey & Leetham, Hull | 11 ″ 10 | | 8 9,03 |
| 365 | — / *F. Zarauza* –02 (*ex* Record) | **WoodScSr** / 1 *Dk* | 142 / 124 / 127 | | | | 1889 | A. Hay San Francisco | Cia. Naviera del Pacifico, S.A. | 96·0 \| 26·6 \| 8·0 | **Mazatlan** Mexican | C.2Cy.9″ & 18″–18″ 11NHP Golden State & Miners' Foundry Co., San Francisco | | | |
| 366 / HFSC | **Carmen Roca** / *R.E. Bustamante* –00 (*ex* Emma K., *ex* Gambia, *ex* Sheikh) | **IronScSr** / *ss* Ham. No. 3–7,92 / *ss* Ham. No. 1–96 / 2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr B* | 1967 / 1833 / 1519 | ✠ — 10,01 | Lon | *s* | 1880 / 3 mo | C. Mitchell & Co. Newcastle | Cia. Mar. Comercial (J. Roca, *Mgr.*) | 286·0 \| 36·0 \| 23·0 P30′ F35′ ND93 *Shade dk* 64′ BK10″ *WB* = *Cell D Ba* | **Barcelona** Spanish | C.2Cy.34″ & 66″–42″ NDB96 214NHP 2SB, *6 pf*, GS100, HS3400 Wilsnd Slpwy. Co. Ld. Nwc. | 25 ″ 9 | | |
| 367 / 102019 | **Carmi** / 1 *Dk* | **SteelScK** | 86 / 80 / 24 | ✠ 100A1 *For fishing purposes* 8,03 LMC5,03 | Abn | | 1903 / 5 mo / *Lloyd's* | Selby S.B. & E.Co.Ld. Selby | G. Smith & Partners | 80·5 \| 18·1 \| 8·7 BK6″ *WB* = *Cell D Ba* | **Inverness** British | T.3Cy.10½″, 15½″ & 25½″–14″ 160lb (*s*) 32RHP 1SB, *2 pf*, GS23, HS636 *3 BH Cem* *88 f* *110 t* *305 t* Crabtree & Co. Ld. Gt. Yar. | 9 ″ 6 | | 8,03 |
| 368 / 86122 / WLPM | **Carn Brea** / *J. Roberts* –02 / *Well deck* | **IronScSr** / *ss* Bry. No. 3–7,94 / *ss* Cff. No. 1–98 / 1 *Dk* (*Irn*) 2 *tr B* | 1685 / 1319 / 1060 | ✠ 100A1 4,02 MS6,98 BS7,01 ✠ LMC | Cff | *q* | 1882 / 6 mo / *Lloyd's* | Tyne I.S.B. Co. (Lim.) Newcastle | E. Handcock & Co. | 265·0 \| 36·0 \| 19·0 P28′ Q70′ B62′ F25′ FK *WB* = *DBa* 72′ *f* 108′ *s* | **Falmouth** British | C.2Cy.31″ & 63″–39″ 80lb *80lb* NDB91 187NHP *5 BH Cem* *18 t APT 18 t* 2SB, *4 pf*, GS76, HS2955 NE. Marine E Co. (Lim.) Sld. | 20 ″ 1 s 2 ″ 0 | | 12,00 |
| 369 / 89733 / JGVM | **Carn Marth** / *J.C. Hurry* –01 / *Well deck* | **IronScSr** / *ss* Bry. No. 3–9,96 / *ss* Bry. No. 1–01 / 1 *Dk* (*Irn*) 2 *tr B* | 1687 / 1328 / 1059 | ✠ 100A1 10,01 MS2,01 ✠ LMC BS10,01 | Bry | *q* | 1884 / 1 mo / *Lloyd's* | Tyne I.S.B. Co. (Lim.) Newcastle | E. Handcock & Co. | 265·0 \| 36·1 \| 19·0 P28′ Q70′ B62′ F26′ FK *WB* = *DBa* 72′ *f* 108′ 334 *t* *FPT* | **Falmouth** British | C.2Cy.32″ & 62″–42″ (*i*) 80lb *80lb* NDB90 208NHP 2SB, *4 pf*, GS84 *6 BH Cem* *17 t APT 12 t* NE Marine E Co. (Ld.), Nwc. | 20 ″ 1 s 2 ″ 0 | | 10,01 |
| 370 | **Carniolia** / *A. Petric* / 1 *Dk* & *Spar dk* | **SteelSc** | 2812 / 2282 / 1734 | | | | 1900 | Lloyd Austriaco Trieste | Lloyd Austriaco | 315·4 \| 40·8 \| 14·0 P49′ B85′ F63′ 21·9 | **Trieste** Aust.-Hung. *WB* | T.3Cy.23⅛″, 39″ & 65½″–45″ 287NHP | | AV | |
| 371 / 118731 / VCLQ | **Carnmuir** / *T.A. Triggs* 03–03 / 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* / 3 *Dk rule* | **SteelScSr** | 2771 / 2548 / 1776 | ✠ 100A1 ~~1,01~~ 1,03 3,05 ~~Dry~~ Cff LMC6,03 | Sld | *u* | 1903 / 6 mo / *Lloyd's* | Russell & Co. Pt. Glasgow | Dundee Stm. Nav. Co. Ld (W.N. Machan, *Mgr.*) *WB* = *Cell D Ba* 94′ | 314·8 \| 47·2 \| 20·8 P30′ B97′ F33′ FK *u E & B* 38′ *f* 140′ 750 *t* | **Dundee** British | T.3Cy.22½″, 37″ & 62″–42″ (*r*) 180lb *100lb* 250NHP *5 BH Cem* *APT 112 t* Kincaid & Co. Greenock | 23 ″ 3 s 3 ″ 9½ | | |
| 372 / HPMB | **Carol 1er** / *J. Ancelin* 03–03 / *Spar dk* (*Stl*) 2 *tr B* & *deep framing* / *Elec. light* | **SteelScSr** | 3353 / 2963 / 2031 | ✠ 100A1 *Spar dk* *with freeboard* 12,04 ~~11,03~~ LMC8,03 | Lon | *v* | 1903 / 8 mo / *Lloyd's* | Sir Raylton Dixon & Co Ld Middlesbro' | L. Dreyfus & Co. | 325·0 \| 47·3 \| 15·6 P30′ B88′ F34′ FK *WB* = *Cell D Ba* 96′ | **Dunkirk** French | T.3Cy.26″, 42½″ & 69½″–45″ (*s*) 180lb 356NHP 3SB, *9 cf*, GS477, HS5622 *6 BH Cem* *APT 100 t* N.E. Marine Eng. Co Ld Nwc | 18 ″ 0 s 5 ″ 1½ | | |
| 373 / JCSL | **Carola** / *G. Maliozi* 94–95 / *Elec. light* | **SteelScSr** / ~~*ss* Mlt. No. 2–00~~ / 1 *Dk* (*Stl*) & *Spar dk* / *ss* Mlt. No. 3–9,04 | 889 / 842 / 513 | ✠ 100A1 *Spar dk* *with freeboard* 9,04 ~~12,03~~ ~~LMC2,03~~ 3,04 | Mlt | *m* | 1892 / 2 mo | Wigham Richrdsn & Co Newcastle A&CP | Royl. Hungar'n Sea Nav. Co. Adria Ld. | 216·3 \| 30·0 \| 10·9 B41′ 18·3 FK *WB* = *Cell D B* 160′ | **Fiume** Aust.-Hung. | T.3Cy.19″, 31″ & 50″–36″ (*s*) 165lb *80lb* 170NHP *5 BH Cem* *17 t APT 6 t* 2SB, *6 rf*, GS108, HS2810 Wigham Richrdsn & Co. Nwc | 13 ″ 0 s 5 ″ 4 | | N 12,03 |
| 374 / HPMG | **Carolina** / *Simon* (*ex* Havre) | **IronSc4MstSr** / 2 *Dks* & *Spar dk* | 3616 / — / 2136 | | | | 1882 | Forges & C. de la Médit. Havre | Chargeurs Réunis | 378·2 \| 40·0 \| 21·7 H— F37′ 29·6 | **Havre** French | C.4Cy.41″ & 71″–48½″ NB94 554NHP Forges & C. de la Médit. Hav. | | V | |
| 375 / 101261 | — / *J.E. Bernier* / 1 *Dk* | **IronPad** | 969 / 443 / 236 | | | | 1877 | J. Roach & Sons Wilmington | Montreal Safe Deposit Co. | 251·0 \| 34·7 \| 7·9 | **SJhnsNFL** British | Beam 1 Cy. 60″–132″ 14RHP | | | |
| *Now named "Murray Bay," See No. 93 in Supplement* | | | | | | | | | | | | | | | |
| 376 | — / *E.H. Koenig* –98 / 1 *Dk* | **IronScSr** | — / — / 201 | | | | 1876 | Caird & Co. Greenock | Tjoe Ham Hin | ..... ..... | **Palembng** Dutch | 2Cy. Caird & Co. Greenock | | | |
| 377 | — / *J. Mendez* –98 / 1 *Dk* | **IronScSr** | 234 / — / 144 | | | | 1879 | E. Withy & Co. Hartlepool | Cia. Metalúrgica de Mazarron | 135·0 \| 20·0 \| 9·5 Q48′ *WB* | **Mazarron** Spanish | C.2Cy.20″ & 35″–21″ NB90 47NHP T. Richardson & Sons, Hpl. | | | |
| 378 | — / (*ex* Elsy) / *Mchy. Aft* | **IronScK** / *ss* Yar. No. 3–2,96 / 1 *Dk* (*Irn*) | 120 / 103 / 60 | ✠ 6,01 NB4,95 ✠ | Yar | *n* | 1883 / 12 mo | E. Wales Hull | Mack & fils | 80·4 \| 19·3 \| 8·5 Q25′ F10′ BK6 *WB* – *FPT* 5 *t* | **Pnta Arnas** Chilian | C.2Cy.11″ & 22″–15″ 18NHP *3 BH Cem* 1SB, *2 pf*, GS20, HS358 E. Wales, Hull | 9 ″ 0 | | |
| 379 / 49 / NLKP | **Carolina P.** / *A. de Greigori* –03 (*ex* Adelina Corvaja, *ex* Carolina P., *ex* Stockholm City) / *Well deck* 2 *Dks* (*Irn*) 3 *tr B* & *Shelter dk* | **IronScSr** / *ss* Lon. No. 3–1,97 / *ss* Gen. No. 1–01 | 2632 / 2123 / 1715 | ✠ 100A1 *Shelter dk* *with freeboard* 6,04 ~~6,02~~ BS12,04 ~~BS12,03~~ ✠ LMC2,01 | Gen Ham | *t* | 1884 / 3 mo / *Lloyd's* | Palmers' Co. Ld. Newcastle | A. Bensa fu P. | 300·0 \| 40·2 \| 22·4 ND98 BK10 *SA&CP* | **Genoa** Italian | C.2Cy.38″ & 71″–45″ (*a*) 80lb *80lb* NDB97 265NHP *5 BH Cem* 2SB, *8 pf*, GS180, HS4402 Palmers' Co. Ld. Newcastle | 23 ″ 7 s 2 ″ 6 | | 2,01 |
| 380 / 76872 / RVGL | **Caroline** / *J. Hutton* –04 | **IronScSr** / *ss* Lth. 2nd No. 3–10,03 / 2 *Dks* | 679 / 590 / 356 | ✠ 100A1 6,04 ~~6,03~~ NB9,03 LMC 03 | Lth | *k* | 1878 / 6 mo | T. Royden & Sons Liverpool A&CP | Carron Co. | 192·8 \| 28·1 \| 16·1 P27′ B48′ F25′ BK8 *5 BH Cem* | **Grngemth** British | C.2Cy.29″ & 58″–36″ (*s*) 80lb *80lb* NDB03 168NHP 2SB, *6 pf*, GS104, HS2974 Laird Bros., Birkenhead | 17 ″ 0 s 2 ″ 2½ | | 10,03 |

| | Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | Tonnage Officiel | Détails de la Classification. | Construit. | Armateurs | Dimensions d'après la Jauge. Superstructures, etc. | Port d'Armement | Machines. | Creux sur Quille. | | Date de la première visite à sec |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 381 | **Caroline** Steel Sc S. *M. de Wijn* 03– 1 *Dk* (*Teak*) | 157 86 | ✠100A1 Ams 9,02 *Fitted for liquid fuel* NB8,04 LMC9,02 | 1902 9mo D. Goedkoop, jnr. Amsterdam *Lloyd's* | Madura Stoomtram Maats. (M. Tromp, *Mgr.*) | 118·1 19·6 9·1 FK | Sourabaya Dutch | C.2Cy.12½"&20½"–17½" 118lb 43N SB.*2pf.*,gs36,hs1120 Ned.Fo.v.Wrk&Spoor,Ams. | 9·10 | | |
| 382 Now a Hulk | Wood Sc (*ex Sailing*) | 121 113 71 | | | Dundee Perth & London Shipping Co. | 93·0 28·6 9·6 Q5t | Dundee British | C.O.2Cy.9"&15"–16" NE&B90 15RH White&Cooper,Dundee | | | |
| 383 | **Carolus** Steel Sc S. *H. Torjusen* 1 *Dk* | 1041 809 64 | | 1900 Laxevaags Msk.&Jrnsk. Bergen | Dampskibs Carolus A/S. (L. Olsen & Lund) | 225·8 32·2 13·4 Q125t B19t H24t F35t | Bergen Norwegian | T.3Cy.15½"&25½"x42"–30" 97NH LaxevaagsMsk.&Jrns.Bgn. | | N | |
| 384 | — Steel Sc Sr *G. Forrester* 04–04 1 *Dk* *Mchy. Aft* | 346 180 180 | | 1894 P. Larsson Thorskog | Aug. Akerblom Wisa. (P. Larsson) | 99·7 22·3 11·5 P43' H11' F11' | Thorskog Swedish | C.2Cy.15"&26"–16 18NHP P. Larsson,Thorskog | | V | |
| 385 | **Caroni** Steel Sc Sr *C. F. Laws* –04 2 *Dks* (*Stl*) & *deep framing* *Elec. light* | 2628 2496 1071 | ✠100A1 Nwc *u* Bry LMC7 | 1904 8mo Armstrong Whitworth & Co. Ltd. Newcastle *Lloyd's* *A&CP* | Royal Mail S.P.Co. *WB = Cell D Ba 86' u E & B 68' f 118 540t FP 7 60t APT 20t* | 318·0 13·7 P21 F38 23·3 B87 FK 6 *BH Cem* | Newcastle British | C.3Cy.25",41"&68" 45" (*s*) 180lb 360 NHP 8SB,*9cf.*,gs165, 900 Wilson&Sipwy.Co.Ltd. Nwc | 25 × 10 4 - 6½ | | |
| 386 | — Steel Sc Sr *F. Byers* (*Tug*) 1 *Dk* | 101 8 | | 1895 Fleming & Ferguson Paisley | Crown Agents for the Colonies for Trinidad | 86·0 18·1 7·6 | Trinidad British | T.3Cy.11½",18½"x30"–24" 14NHP Fleming & Ferguson,Psy. | | | |
| 387 | **Caronia** Steel Twin Sc Sr 120328 *R. Warr* –05 3 *Dks* (*Stl-ws*) & *Web frms.* *Orlop dk* (*Stl*) *in No. 1, 2, 3 & holds* *Elec. light* *Ref. Mchy.* *Shelter dk* (*Stl-ws*) UBTQ | 20000 10824 10213 | ✠100A1 Gls *Shelter deck to aft* *freeb'd* 2,05 LMC2,05 | 1905 Lloyd's *A&CP* J. Brown & Co. Ltd. Clydebank Glasgow *WB = Cell D Ba 135' u E & B 2* | Cunard S.S. Co. Ltd. 0' f 181' 18t FPT 12 | 650·0 [illegible] 40·2 B400' [72·2] FK 12 *BH* 540 *Shelter dk* 290' 8 *BH Cem* | Liverpool British | Q.8Cy.39",54½",77"x114" 66" (*s*) 210lb FD 3363 NHP 8SB,*3cf.*,gs1298,hs6213 J. Brown & Co. Ltd. Glasgow | 44·0 11·4 | BT till 2,06 | |
| 388 | **Carpathia** Steel Twin Sc 4 Mat Sr 118014 *W. T. Turner* –04 3 *Dks* (*Stl–M & Cpt ws*) & *Web frames, Orlop dk* (*Stl*) *forward* *Ref. Mchy.* *Elec. light* | 13564 10322 8625 | ✠100A1 Liv *Shelter dk* 10,04 LMC4,04 | 1903 2mo C. S. Swan & Hunter, Ld. Newcastle *Lloyd's* *A&CP* | Cunard S.S. Co. Ltd. 540·0 64·5 37·4 B on *Shelter dk* 290' *WB = Cell D Ba 144' u E & B 83' f 218' 1927t DT 36' 1197t DT* | Liverpool British 8 *BH Cem* | Q.8Cy.26",87",53"&76"–54" 210lb *210lb* (*s*) 1341 NHP 7SB,*21cf.*,gs483,hs20013 FD Wilson&Sipwy.Co.Ltd. Nwc *f 11' 1102t FPT 96t APT 62t* | 40 × 6 9 - 7 | BT 4,05 | |
| 389 | **Carperby** Steel Sc Sr *W. C. Thomas* –98 *ss* Shl. No. 2–04 1 *Dk* (*pt Stl pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*) NKHS | 2104 1487 1344 | ✠100A1 Shl *pt Awng dk* Bry with freeboard BS7,04 4,06 LMC7,06 | 1895 2mo Ropner & Son Stockton A&CP | R. Ropner & Co. *WB = Cell D* | 275·1 39·5 15·9 P27 Q82' *pt Awng dk* 166' FK 92' *u E* 20' *f* 106' 393t | Stockton British 1 *BH Cem* | T.3Cy.21",34"&56"–36" 180lb *160lb* 187 NHP 2SB,*4cf.*,gs60,hs2780 Blair & Co. (Lim.) | 13 × 8 8 - 3½ | | |
| 390 | **Carranza** Steel Sc Sr *F. de Salegui* –03 (*ex Sutherland*) 1 *Dk* (*Stl*) *ss* Bbo. No. 3–11,04 HFTP | 2273 2174 1368 | ✠100A1 Bbo *Spar dk* LMC BS2,04 BS11,04 | 1892 4mo W. Dobson & Co. Newcastle A&CP | Cia. del Vapor Carranza (Portillo, Ibañez y Cia.) *WB = Cell D B 230* | 280·6 38·1 16·2 23·7 FK 380 *APT 28t* | Bilbao Spanish 1 *BH Cem* | T.3Cy.21",35"&57"–39" 160lb *100lb* NDB01 2SB,*6cf.*,gs107,hs3010 | 15 × 5 | | |
| 391 | **Carrara** Steel Sc Sr *A. Willing* 00–01 1 *Dk* (*Stl*) & *Spar dk* (*Stl–ws*) & *deep framing* RMJ | 2291 2143 1450 | ✠100A1 Ham *Spar dk* 7,04 LMC11,04 | 1901 11mo Sunderland S.B.Co.Ltd. Sunderland A&CP | Rob. M. Sloman, Jun. *WB = Cell D Ba* & *u E* 106' | 300·4 38·2 16·2 P41' B58' F31' 24·2 FK 5 *BH Cem* *f* 134' 410 | Hamburg German | T.3Cy.22",36½"&60"–42" 180lb *100lb* 261 NHP 2SB,*6cf.*,gs114,hs1144 N.E. Marine Eng. Co. Ltd. Sld. | 18 × 8 8 - 3 | | 7,01 |
| 392 | **Carrick** Steel Sr *G. Leadbetter* 92–92 (*ex Saltees*) 2 *Dks* KDMV | 575 472 197 | | 1885 | D. & W. Henderson & Co Glasgow | Ayr Stm. Shpg. Co Ltd. (Rowan & Bain, *Mgrs.*) | 186·0 28·0 14·2 P34' B65' F28' BK 7½ | Glasgow British | C.2Cy.25"&50"–36 119NHP D. & W. Henderson & Co. Gls | 14 · 10 | BT till | |
| 393 | **Carrick Castle** Steel Sc Sr *H. McMillan* –01 99122 *ss* Bel. No. 3–6,04 1 *Dk* (*Irn*) QBDO *Mchy Aft* | 223 166 64 | ✠100A1 Bel 6,04 BS10,02 BS2,04 LMC MS6,04 | 1891 11m.6 S. M. Knight & Co. Ayr *Lloyd's* *A&CP* | C. M. Legg *WB = DB f 93* | 128·8 22·0 7·6 P12' B7 F25' ptND03 BK 6½ 51t FPT 18t | Belfast British 3 *BH Cem* | C.2Cy.16"x32"–22" 100lb · 0 RH 8SB,*2pf.*,gs29,hs802 W. Kemp, Glasgow | 9 × 6 · 11 | | 6,04 |
| 394 | **Carriden** Steel Sc Sr *T. M. Aitken* –03 84685 *Well deck* VDNP 1 *Dk* (*Stl–pt ws*) | 660 452 346 | ✠100A1 Grk 10,04 Gmb LMC7,03 | 1903 6 | J. Brown & Co. Lloyd's *A&CP* | Lovart S.S. Co. Ltd. (Love & Stewart, *Mgrs.*) *WB = Cell D Ba 42' u E 13' f 77' 146t FP 1* | 180·6 29·2 11·1 P11' Q45' B14' F23' FK 6 *BH Cem* 30t *APT 10t* | Bo'ness British | T.3Cy.15",25"x40"–27" 180lb *100lb* 99 RH 8SB,3*cf.*,gs47,hs1660 Muir & Houston, Ld. Gls. | 13 × 4 1 - 5 | | |
| 395 | **Carrie** Steel Sc *C. R. Kindberg* 00–00 88905 *ss* Hpl. 2nd No. 3–8,03 KVDC *Well deck* 1 *Dk* (*Stl*) & *Web frames* | 1744 1316 1117 | ✠100A1 Hpl 2,05 Gph Shl BS11,04 LMC8,03 | 1888 10mo W. Gray & Co. W Hartlepool A&CP | C. Nielsen & Sons *WB = DB a* | 260·0 36·7 18·2 Q107' B104' F27' lrp08 FK 4 *BH Cem* *f* 100' 378t | Hartlepool British | T.3Cy.19",30½"&51"–36" 180lb *80lb* NDB00 2SB,*6cf.*,gs66 Cutr. Marine Eng Co W. Hpl | 19 × 5 1 - | | |
| 396 | **Carrigan Head** Steel Sc Sr *S. Orr* –02 113508 SGPB 2 *Dks* (*Stl*) & *deep framing* *Elec. light* | 4201 3057 2717 | ✠100A1 Bel 3,05 Sws LMC7,01 | 1901 1mo Workman, Clark & Co. Ltd. Belfast *WB = Cell D B a* 110 | Ulster S.S. Co. Ltd. G. Heyn & Ss. (*Mgrs.*) *u E* & *B* 56' *f* 144 835t | 370·5 46·0 28·7 P13' B104' F43' FK & BK 24½ *f To* 23' 265t | Belfast British 6 *BH Cem* | T.3Cy.25",43"&70"–48" 180lb FD 438 NHP 2SB & 1 Ax. 9*rf* gs169 hs6268 Workman, Clark & Co. Ltd. Bel. | 31 × 6 6 - 7½ | | |
| 397 | **Carrington** Iron Sc K 104154 *J. H. Royal* –02 = Bos. No 1–03 1 *Dk* | 194 163 33 | ✠100A1 Bos *Stm Trawler* 1,03 LMC9,02 | 1899 1mo J. Jones & Sons Liverpool *Lloyd's* *A&CP* | Boston Deep Sea Fishg. & Ice Co. Ltd. | 110·0 20·9 10·8 Q49' F19' BK 7½ | Boston British 3 *BH Cem* | T.3Cy.12",20"&33"–24" 180lb 80 RH 1SB,*2cf.*,gs34,hs1056 J. Jones & Sons, Liverpool | 11 × 9 | | |
| 398 | **Carron** Steel Sc Sr *J. Charles* –03 81136 *ss* Gmh. No. 3–2,96 JDPL *ss* Gmh. No. 2–01 2 *Dks* | 695 501 345 | ✠100A1 Gmh *k* 6,04 BS10,02 BS7,05 LMC | 1883 12mo T. Royden & Sons Liverpool *Lloyd's* *A&CP* | Carron Co. | 195·0 29·0 15·7 P21' B64' F25' BK 8 | Grangemouth British 6 *BH Cem* | C.2Cy.31"&60"–36" (*a*) 2SB,*6f.*,gs100 J. Jack & Co. Liverpool | 16 × 6 2-4½ | | 2,02 |
| 399 | **Carroo** Steel Twin Sc Sp *R. J. Watson* 146223 SKLV 1 *Dk* *Mchy. Aft* | 201 167 123 | 272 221 167 | 1897 | Edwards Bros. North Shields | Adelaide S.S. Co. Ld | 103·5 25·1 8·9 Q9' B16' F14' 130·0 P.A. | Twnevitle British Adelaide *WB* | 4Cy.9" × 18½"–12 20RH Edwards Bros, N. Shields | | | |
| 400 | **Carsewêne** Steel Sc Sr *ss* Abn. No. 1–96 HPNG (*ex* Brook) 1 *Dk* (*pt Irn*) *Mchy. Aft* | 181 138 62 | 11,00 | 1892 2mo W. B. Thompson & Co. Ltd Dundee | Pommier et Cie. | 100·0 20·0 8·8 Q85' B9' F13' BK 6½ *WB = FPT 22t* | Dunkirk French 3 *BH Cem* | C.2Cy.13½"&26"–21 28NHP 1SB,*2pf.*,gs25,hs184 W B Thompson & Co Ld. Dun | 9 × 6 | | |
| 401 | **Cartagena** Iron Sc Sr *I. Orta* 5th Survey, Hpl. 12,87 HFVB (*ex* Ana de Ramos, *ex* Riley) *Well deck* 1 *Dk* 2 *tr B* | 1138 986 718 | Nwc Lv 5,91 | 1870 | Schlesinger, Davis & Co Newcastle | Brus s Torres | 230·4 32·2 17·6 P140 H11t F37' | Barcelona Spanish *BH Cem* | 2Cy.29"&55"–30" NB92 138 NHP Thompson, Boyd & Co. Nwc *WB = DB & f* | | V | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c. | Register Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. For Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired Important | Built. When. By Whom. Where. | Owners. | Register Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard Amidships. ft. in. | | Date when last Dock Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 402 Code Letters. 116917 | Carthagenia Iron Sc K<br>*A. Tidman* 99–99 *ss* Gms. No. 1–03<br>1 *Dk* | 181<br>166<br>63 | ✠100 A1 Gms<br>*Stm Trawler*<br>10,08 ✠ B.V.C.<br>~~B&S 08~~ ~~M C 10,08~~ | 1899 Smith's 10mo Dock Co. Ltd. North Shields<br>*Lloyd's* | Grimsby Alliance Stm. Fishing Co. Ld | 111·0 \| 21·1 \| 11·0<br>Q48′ F21′<br>BK 7½ | Grimsby British<br>*3 B.H. Cem* | T 8 Cy 12¼″ 19½″ & 32″–22½″ (*s*)<br>180 lb 52 RH<br>1 SB. *2 pf*, G834, H81142<br>G. T. Grey, S. Shields | 12 ″ 0 | | 5,03 |
| 403 Carthaginian Steel Sc 3 Mst Sr<br>*H. Gunson* –00 | | 4444<br>3882<br>2858 | | 1884 Govan Shipping Co. Glasgow | Allan Line S.S. Co. Ld (*J. & A. Allan, Mgrs*) | 386·4 \| 45·2 \| 21·6<br>B148′ F58′ 29·4 | Glasgow British | C. 2 Cy. 32¾″ & 80″–54″<br>NB 01 475 NHP<br>J. & J. Thomson, Glasgow<br>*Alt.* 01 Denny & Co. Dmb. | 31 ″ 3 | C<br>BT<br>LH | |
| 404 Casablanca Steel Sc Sr<br>*J. Harde* –03<br>*Elec. light* | | 1650<br>1466<br>1043 | | 1903 Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch. Rhed. | 261·0 \| 38·7 \| 17·4<br>P 15′ B & F 219′ | Oldenburg German<br>*WB* | T. 3 Cy. 19½″, 32″ & 61½″–88½<br>161 NH<br>J. F. Ahrens, Altona | | G | |
| 405 Cascade Wood Sc Slp<br>*J. Hamilton* –02 | | 119<br>—<br>81 | | 1902 G. Cates Vancouver. B.C. | H. McNab | 93·5 \| 22·6 \| 7·6 | Vancouver British | C. 2 Cy. 9″ & 20″–14″<br>McKie & Baxter, Glasgow | | | |
| 406 Casilda Steel Sc Sr<br>*C. G. Smith* –02<br>2 *Dks* (1 *Stl. & U Irn*) *& deep framing*<br>*Elec. light* | | 3980<br>3593<br>2519 | ✠100 A1 N Yk *n*<br>10,01 ~~12,00~~<br>✠LMC 7,02 | 1902 Sir J. Laing & Sons. Ld. Sunderland<br>*Lloyd's* | Bucknall Nephews<br>*B = Cell D B a* 114′ | 365·8 \| 47·1 \| 24·8<br>P 37′ B 96′ F 40′<br>FK<br>*u E & B 36′ f* 162′ 107 2′ | London British<br>*7 B.H. Cem*<br>*4 P T 5 lt* | T. 3 Cy. 24″ 37″ & 64″–45″ (*s*)<br>180 lb 362 NHP<br>3 SB, *6 cf*, G890, H85171<br>G. Clark, Ld. Sunderland | 27 ″ 6<br>R ~~8~~ – 7½ | | 12,02 |
| 407 Casino *F. Chapman* –04<br>~~Lloyd's 00~~<br>*Vichy Aft*<br>*Well deck* | Iron Sc 3 Mst Sr<br>*ss* Mel. No. 3–1.95<br>*ss* Mel. No 2–03<br>1 *Dk* (*pt Irn*) | 425<br>289<br>274 | ✠90 A1 Mel *g*<br>9,01 ~~1,00~~<br>~~✠LMC 10,01~~ ✠LMC 10,04 | 1882 Gourlay Bros. & Co. Dundee<br>*& C P*<br>*W B = F P T 17 t* | Belfast & Koroit S.N. Co. Ld. | 160·4 \| 24·1 \| 10·2<br>Q 51′ B 40′ F 35′<br>FK<br>BK 7″<br>*deep tanks* 14′ 24 *t* | Port Fairy British<br>*4 B.H. Cem* | C. 2 Cy. 21″ & 36″–24″ (*s*)<br>120 lb *60 lb* NDB 97 65 RH<br>1 SB, *3 pf*, G815, H81188<br>Gourlay Bros. & Co., Dundee | | ~~9 10,04~~<br>Lyle<br>2,05 | |
| 408 Casma Steel Twin Sc Sr<br>(*ex* Aquila)<br>*Elec. light* | 1 *Dk & Awng dk* | 2327<br>2292<br>1448 | | 1889 Wigham Richrdsn & Co Newcastle | Chilian Government | 339·5 \| 39·2 \| 17·6<br>P 56′ F 52′<br>25·7<br>BK 9′ | Valparaiso Chilian | T. 6 Cy. 29½″, 45″ & 75″–42″<br>729 NH<br>Wigham Richrdsn & Co. Nwc | 18 ″ 9 | | |
| 409 — Steel Sc 3 Mst Sr<br>2 *Dks & Shade dk* | | 592<br>560<br>358 | ✠ Liv Liv<br>1,79 | 1878 Laird Bros. 11mo Birkenhead | Costa Rica Government | 180·4 \| 30·1 \| 14·8<br>H 32′<br>FK | Costa-Rican<br>*3 B.H.* | C. 2 Cy. 25″ & 48″–36″<br>115 NH<br>Laird Bros., Birkenhead | | | |
| 410 Caspian Steel Sc Sr<br>*D. Young* –00 | 2 *Dks* (1 *Irn & 1 Stl.*, *& Web frames* | ~~3693~~ 2606<br>3349<br>~~2813~~<br>2017 | ✠100 A1 Liv *n*<br>5,05 ~~1,00~~<br>Cff<br>~~✠LMC 01~~ | 1894 Edwards' 5mo S.B. Co. Ld. Newcastle<br>*A & C P* | Nelson, Donkin & Co. | 350·0 \| 43·0 \| 26·6<br>P 29′ B 70′ F 35′<br>FK<br>*W B = Cell D B* 278′ 568 *t* *F P T* 1010 *t* | London British<br>*6 B.H. Cem*<br>*4 P T 3 t* | T. 3 Cy. 24″, 40″ & 66″–45″ (*s*)<br>160 lb *160 lb* 301 NHP<br>2 SB. *6 rf*, G8122, H84636<br>Blair & Co. (Lim.), Stockton | 29 ″ 3<br>s 5 · 10½ | | 2,04 |
| 411 — Iron Sc K<br>*J. Johnson* –99 *ss* Gms. No. 2–03<br>1 *Dk* | | 150<br>137<br>86 | ✠100 A1 Gms<br>*Stm Trawler*<br>8,03<br>~~✠LMC 08~~ | 1895 Edwards 4mo Bros. N. Shields<br>*Lloyd's* *& A & C P* | Allen Stm. Fishing Co. Ld. (T. Baskcomb, *Mgr.*) | 101·0 \| 20·5 \| 10·8<br>Q 17′ F 19′<br>BK 7½ | Grimsby British<br>*3 B.H. Cem* | T 3 Cy. 11½″, 18½″ & 30″–22″ (*s*)<br>160 lb 45 RH<br>1 SB, *2 pf*, G831, H8881<br>Gms. Co-op. Carryg. Co. Ld. | 11 ″ 8 | | 8,08 |
| 412 Caspiana Steel Sc K<br>*Hogben* | 1 *Dk* | 192<br>177<br>42 | ✠100 A1 Abn<br>*Stm Trawler*<br>~~5,01~~ ~~1,00~~<br>11,04 ✠LMC 12,04 | 1901 Mackie & Thomson 12mo Glasgow<br>*Lloyd's* *& A & C P* | Ocean Trawling Co. Ld. (G. H. Carrington, *Mgr.*) | 115·7 \| 21·5 \| 11·5<br>BK 7½<br>*W B = D B f* 19′ 20 *t* | Aberdeen British<br>*3 B.H. Cem* | T. 3 Cy. 11″, 19″ & 32″–22″ (*s*)<br>180 lb 65 RH<br>1 SB, *2 rf*, G835, H81195<br>Ross & Duncan, Glasgow | 12 ″ 6 | | 11,04 |
| 413 Cassel Steel Twin Sc Sr<br>*B. Petermann*<br>*Elec. light* | 2 *Dks & Awng dk & tr B* | 7543<br>7287<br>4807 | | 1901 J. C. Tecklenborg A.G. Geestemünde | Nord leutscher Lloyd | 428·1 \| 54·3 \| 39·7<br>B 32 F 31′ | Bremen German<br>*WB* | T. 6 Cy. 22½″, 38½″ & 62¾″–43½″<br>516 NHP<br>J. C. Tecklenborg A.G. Gst. | | G | |
| 414 — Steel Sc Sr<br>*A. E. Bennett* –04<br>*Well deck* | *ss* Gls. No. 3–3,03<br>1 *Dk* (*Irn*) | 448<br>316<br>257 | ✠100 A1 Lon *g*<br>12,03<br>~~✠NB 8,03~~ ~~✠LMC 03~~<br>DB 56,04 | 1891 Southmptn Naval Wks Ld Southampton<br>*Lloyd's* *& A & C P* | Mead Son & Hussey<br>*W B = C* | 160·0 \| 24·0 \| 11·0<br>Q 77′ B 14′ F 19′<br>BK 7″<br>*ell D B a* 23′ 21 *t* *F P T* | London British<br>*4 B.H. Cem*<br>17 *t* *A P T* 11 *t* | T. 3 Cy. 13½″, 22″ & 34″–24″ (*s*)<br>170 lb *80 lb* 95 RH<br>1 SB, *2 rf*, G842, H81250<br>Sou. Naval Wks. (Lim.) Sou | 11 ″ 9<br>s ″ 0 | | 8,03 |
| 415 Cassia Iron Sc Sr<br>*J. Marsden* –04<br>*Well deck* | *ss* Nwc. 2nd No. 3–1.04<br>1 *Dk* (*Irn*) *2 tr B* | 1088<br>900<br>676 | ✠100 A1 Nwc *n*<br>11,04 ~~1,04~~ Npt<br>~~✠NB 8,08~~ ✠LMC 11,04<br>DB 82,05 | 1883 Murdoch & Murray Mawson Shipping Co. Ld Pt. Glasgow (A. Mawson & Co. *Mgrs.*)<br>*Lloyd's* *& A & C P* | Murdoch & Mawson Shipping Co Ld<br>*W B = D B a* 67′ *f* 50 | 236·2 \| 32·3 \| 15·9<br>Q 82′ B 54′ F 30′<br>trp 04 FK<br>*f u B* 42′ 316 *t* *F P T* | Newport British<br>*4 B.H. Cem*<br>49 *t* *A P T* 19 *t* | C. 2 Cy. 24″ & 51″–39″ (*s*)<br>115 lb *80 lb* NDB 97 99 RHP<br>1 SB, *4 pf*, G876, H82290<br>Kincaid & Co., Greenock | 17 ″ 0<br>s 1 ″ 6 | | 1,04 |
| 416 Cassiar Wood Sc Sr<br>*C. Moody* 91–01<br>(*ex* J. R. McDonald)<br>*Elec. light* | 1 *Dk* | 597<br>597<br>384 | | 1890 ..... Ballard, Wash, U.S. | G. T. Legg | 120·6 \| 29·0 \| 6·9 | Vncver, BC British | C. 2 Cy. 16″ & 32″–21″<br>NE & B 01 43 RH<br>Bow, MacLachlan & Co. Psy | | V | |
| 417 Cassiopeia Steel Sc K<br>*J. Trevor* –98<br>(*Trawler*) | 1 *Dk* | 152<br>145<br>55 | | 1898 Edwards Bros. N. Shields | Grimsby & N. Sea Stm Trawling Co Ld | 104·8 \| 20·9 \| 10·8<br>Q 18′ F 20′<br>BK 7½ | Grimsby British | T. 3 Cy. 11½″, 18½″ & 30″–22″<br>45 RHP<br>Gt. Centrl. Co-op Eng & Ship Repairing Co. Gms. | 11 ″ 10 | | |
| 418 Cassiporé Steel Sc Sr<br>*E. Calder* 96–96<br>1 *Dk* (*Teak*) *& Promenade dk* (*Teak*)<br>*Elec. light* | | 484<br>477<br>306 | ✠ P. Gl<br>*For River purposes only*<br>5,96 ✠ | 1896 Russell & Co. Pt. Glasgow | Amazon Stm. Nav. Co. Ld. | 150·1 \| 25·1 \| 17·2<br>FK | Para Brazilian<br>*4 B.H. pt Asp pt Cem* | T. 3 Cy. 18″, 20″ & 32″–24″<br>64 NHP<br>1 SB, *2 cf*, G837, H81183<br>J. G. Kincaid & Co., Grk. | 10 ″ 6 | | |
| 419 Cassius Iron Sc Sr<br>~~Schenker~~ *ss* Ham. No. 3–9.93<br>~~NDB~~ *ss* Ham. No. 2–02<br>*Now named "Shoka Maru." See Appendix and Supplement* | | 2537<br>2071<br>1627 | ✠100 A1 Shl *t*<br>4,04<br>~~✠LMC 6,02~~ | 1881 Germania 9mo Werft Kiel<br>*Lloyd's* *& A & C P* | ~~C. Anderson~~<br>Osaka Shosen Kabushiki Kaisha<br>*W B =* | 302·1 \| 37·4 \| 25·3<br>P & B 180′ F 39′<br>D N D S 94 BK 9′<br>*Cell D B a* 92′ *u E* 34 | ~~Hamburg~~ German<br>*6 B.H. Cem*<br>*L* 108′ 319 *t* Japanese | C. 2 Cy. 38⅝″ & 66½″–43⅝″ (*s*)<br>80 lb *80 lb* NDB 93 237 NHP<br>2 SB. *6 pf*, G8120, H84164<br>Märkisch Schls. M.C. Berlin | | | 4,04 |
| 420 Cassowary Iron Sc K<br>*C. H. Willnough* 98–98 *ss* Gms. No. 1–02<br>1 *Dk* | | 203<br>185<br>76 | ✠ ...<br>*Well fishing vessel*<br>~~✠LMC 01~~ | 1898 Cochrane & Cooper, Ld. Beverley<br>*Lloyd's* *& A & C P* | T. Baskcomb | 114·0 \| 21·0 \| 11·5<br>Q 46′ F 20′<br>BK 7½ | Grimsby British<br>*4 B.H. Cem* | T. 3 Cy. 13″, 21″ & 34″–24″ (*s*)<br>180 lb 60 RH<br>1 SB. *2 cf*, G828, H81037<br>C. D. Holmes & Co. Hull | 12 ″ 3 | | 1,03 |
| 421 Cassyaná Steel Twin Sc Sr<br>*M. R. dos Santos*<br>1 *Dk* (*Teak*) *& Promenade dk* (*Teak*)<br>*Elec. light* | *ss* Pra. No. 2–04 | 298<br>214<br>203 | ✠ A– Pra<br>*For River purposes only*<br>2 04 ~~✠LMC 2,01~~ | 1897 Russell & Co. Pt. Glasgow | Valle, Certo & Co. | 140·3 \| 30·1 \| 7·8<br>F 16′<br>FK | Para Brazilian<br>*4 B.H. Cem* | C. 4 Cy. 12″ & 24″–18″ (*s*)<br>120 lb *80 lb* 55 NH<br>1 SB, *2 pf*, G813, H81080<br>J. G. Kincaid & Co., Grk. | 8 ″ 0 | | 2,04 |
| 422 Castalia Steel Sc 3 Mst Sr<br>*C. C. Allen*<br>*Elec. light* | 2 *Dks* | 2513<br>—<br>1841 | | 1889 Globe Iron Works Clevelnd Ohio | Brown S.S. Co. (H. H. Brown) | 292·5 \| 40·6 \| 21·6<br>*W B* | Cleveland, Ohio Utd. States | T. 3 Cy. 24″, 38″ & 61″–42″<br>241 NH<br>Globe Irn Wks Co. Clevelnd | | S | |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Tonnage Brut. Déduction pour Abris. Tonnage Net. | Détails de la Classification. Cote. | Construit. Quand. Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | Port d'Armement. | Machines. Nos & Lieu de Fabrication. Chargeur. Pression des Chaudières. NHP = Force en chevaux d'après les homologués par la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse aux Essais. Charge aux Essais. Jour de la première Visite. |
|---|---|---|---|---|---|---|---|---|---|
| 423 | **Castaño** SteelScSr | 3813 | ✠100A1 Liv *x* | 1900 | Sir Raylton Dixon & Co Ltd | Atlantic & Eastern S.S. Co. Ltd. (J. Glynn & Son, *Mgrs.*) | 350·0 47·7 19·5 | Liverpool | T.3Cy.25″,40″&68″–18″ 22 ″ 1 |
| 113420 | *J. Pauwill* 87–00 | 3672 | *Spar dk* | Middlesbro' | | | British | 150lb 85 NHP | |
| SBFN | 1 *Dk (Stl) & Spar dks pt Irn & pt Stl)* | 2502 | 8,01 10,86 MC 10,00 | A & CP | | *WB = C & D E* | 112′ *u* E22′ *f* 144′ 788 *t* | 2 *BHCem* *APT* 782 | 2SB,*6cf*,GS148,HS6180 |
| | *& deep framing* | | 9,05 | | | | | | S & C Furness, Westgarth & Co., Ltd. Mdsb. |
| 424 | **Castanos** SteelScSr | 2958 | ✠ ~~100A1~~ Cff *u* | 1893 | W. Gray & Co (Lim.) | Castanos S.S. Co. Ltd. (Morel, Ld.) | 325·0 42·5 25·8 | Cardiff | T.3Cy.21″,35″&61″–42″ 25 ″ 10 |
| 93855 | *F. Danglois* –03 *ss* Cff. No. 2–02 | 2351 | *Awng dk* | West Hartlepool | | | Bss F 32 FK | British | 160lb 200 NHP 6 - 6 |
| NFWJ | 1 *Dk (Stl 2tr B & Web frames* | 1920 | 1,01 | A & CP | | *WB =* | *DBa* 168 *f* 128·6 *T* | 5 *BHCem* *APT* 156 | 2SB,*6cf*,GS84,HS3750 |
| | | | | | | | | | Cen. Mar. E. Works, W. Hpl |
| 425 | **Castellaccio** IronScSr | 1077 | ✠ Shl *n* | 1872 | A. & J. Inglis | Merli & Lugaro | 222·3 29·9 22·0 | Genoa | C.2Cy.28″&60″–36″ 22 ″ 8 V |
| 207 | *F. Repetto* –99 *ss* Liv. No. 3–1,86 | 1041 | 8,92 | 12mo | Glasgow | | pt N B 82 | Italian | B made 01 *fitted* 04 125 NHP |
| NLPG | *ss* Bly. No. 1–89 | 679 | | | | *WB = DBa* | 56′ *f* 55′ *d* to *B* 25′ 270 *t* | 4 *BHCem* | A. & J. Inglis, Glasgow |
| | (*ex* Phœnix, *ex* Lalande) 2 *Dks* 3 *Dk* rule | | | | | | | | |
| 426 | **Castellano** IronScSr | 322 | ✠ Man *e* | 1880 | R. Chambers | Cia. Maritima | 139·8 23·2 9·6 | Manilla | C.2Cy.20″&36″–27″ 9 ″ 9 |
| 225 | *P. Engeiro* 00–03 *ss* Man. No. 3–3,94 | 225 | 7,97 | 10mo | Dumbarton | | Q 17 F 34′ | U.S. States | NDB 82 50 NHP |
| | 1 *Dk* | 212 | | | | | *pt Shade* 11 FK | 3 *BHCem* | 1SB,*2p*,GS30,HS1060 |
| | | | | | | *WB =* | | | M. Paul & Co., Dumbarton |
| 427 | **Castello** SteelScSr | 3635 | | 1896 | W. Doxford & Sons Ltd. Sunderland | T. Wilson, Sons & Co. Ld. | 351·0 46·0 25·0 | Hull | T.3Cy.24½″,40″&66″–42″ |
| 106727 | *W. H. Gresham* –98 | 3488 | | | | | F 40′ | British | 282 NHP C |
| PNGJ | *Turret deck* 1 *Dk 2tr B* | 2339 | | | | *WB* | | | W. Doxford & Sons, Ld., Sld. |
| 428 | — SteelTwinScSr | 300 | … | 1897 | Murdoch & Murray | A. M. Gonçalves | 140·2 27·0 8·0 | Pará | C.4Cy.12″&24″–18″ 8 ″ 4 |
| | (*ex* Cidade de Cameta) | 219 | | | Pt. Glasgow | | F 16′ FK | Brazilian | 55 NHP |
| | 1 *Dk & Promenade dk* | 204 | | | | | | | Lees, Anderson & Co. Gls |
| 429 | **Casterton** SteelScSr | 2378 | ✠100A1 Nwc *s* | 1887 | Irvine & Co. | G. P. Cutting & Co. | 289·6 39·1 19·0 | S. Shields | T.3Cy.21½″,35½″&63½″–39″ (*s* 21 ″ 8 |
| 92016 | *J. Grieves* –04 *ss* Gls. No. 3–5,00 | 1808 | 3,01 8,05 | 9mo | W Hartlepool | | F 29 Q 82 B 120 | British | 160lb *80lb* NDB 98 212 NHP 1 - 11½ |
| KNHW | *Well deck* *ss* Nwc. No. 1–04 | 1510 | B 81 84 ✠ LMC 9,05 | A & CP | | | F 37′ BK 9″ | 5 *BHpt Asp pt Cem* | 2SB,*6cf*,GS82,HS3168 |
| | 1 *Dk (Stl) & Web frames* | | | | | *WB =* | *Cell DB* 250′ 500 *t* | | Blair & Co. (Lim.), Stockton |
| 430 | **Castilia** SteelScSr | 2911 | … | 1890 | Blohm & Voss | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 340·8 42·1 25·9 | Hamburg | T.3Cy.25½″,40″&66″–48″ 28 ″ 9 G |
| | *H. Nepperschmidt* 98–03 (*ex* Bhopal) | 2775 | | | | | P 18′ B 76′ F 42 | German | 312 NHP |
| RHTM | *Elec. light* 2 *Dk* 3 *tr B* | 1870 | | | | | BK 11′ | | |
| 431 | **Castilla** SteelScSr | 1905 | ✠100A1 Sld *q* | 1900 | R. Thompson & Sons | Cia. Anon. de Vap. Vinuesa | 260·0 37·0 17·0 | Seville | T.3Cy.20″,38″&54″–39″ (*s* 19 ″ 7 |
| | ~~*E. Muñoz*~~ | 1252 | *Awng dk* | 11mo | Sunderland | | B K 9′ | Spanish | 160lb *80lb* 190 NHP 9 - 3 |
| HFVS | ~~*V. Zaragüeta*~~ 2 *Dks (U Stl) & Awng dk* | 1051 | *with freeboard* 11,00 | A & CP | | *WB = Cell D Ba* 66 | *uE & B* 36′ *f* 104′ 310 *t* | 6 *BHCem* *APT* 160 | 2SB,*4pf*,GS81,HS2990 |
| | *Elec. light* | | | | | | | | N. E. Marine Co. Ld. Sld. |
| 432 | — IronScSr | 1774 | ✠100A1 Sws *r* | 1879 | Tyne I.S. Co. Ltd. | Iberian S.S. Co. Ltd. (J. H. Wackerbarth & Co. *Mgrs.*) | 270·0 35·0 24·4 | Glasgow | C.2Cy.33″&68″–39″ 25 ″ 8 |
| 79224 | *W. Hutton* –00 *ss* Lgn. No. 3–2,93 | 1623 | 1,05 ~~Lth~~ | 12mo | B. Co. Newcastle | | P 25′ B 68′ F 32 | British | 80lb *80lb* NDB 88 187 NHP 4 - 5 |
| SWNK | (*ex* Bedford) *ss* Lth. No. 2–01 | 1122 | B 81 84 ✠ LMC 10,01 | *Lloyd's* A & CP | | | BK 9½′ *WB* | 2 *BHCem* *DB* 250 | 2SB,*4pf*,GS78,HS2960 |
| | 2 *Dks (1 Irn)* 3 *tr B* | | B 92,05 | | | | | | N. E. Marine Eng. Co Ld. Sld |
| 433 | **Castillian Prince** SteelScSr | 2316 | | 1893 | C. S. Swan & Hunter | Prince Line, Ld. (J. Knott, *Mgr.*) | 290·6 38·7 18·5 | Newcastle | T.3Cy.22½″,36½″&60″–39″ V |
| 101820 | *T. Ord* –03 2 *Dks* | 1575 | | | Newcastle | | P 21′ 2 F 34 | British | 225 NHP |
| NHCK | | 1497 | | | | | | | R. Stephenson & Co. Ld. Nwc |
| 434 | **Castlefield** IronScSr | 2190 | ✠100A1 Npt *s* | 1890 | Richardsn. | ~~Prelt S.S. Co. Ltd.~~ (J. Astyn. *Mgr.*) | 277·0 37·5 18·5 | Stockton | T.3Cy.21″,35″&57″–39″ (*r* 21 ″ 9 |
| 95921 | ~~*W. Lumsden*~~ *ss* Stk. No. 3–7,02 | 1655 | *pt Awng dk* Lth | 3mo | Duck & Co. Stockton | W. S. Miller & Co | P 26 Q 28 BK 9½ | British | 160lb *80lb* NDB 01 201 NHP 8 +1½ |
| LQBW | 1 *Dk, Irn) pt Awng dk (Irn) & Web frames* | 1397 | *with freeboard* 5,05 2,00 | A & CP | | | *pt Awng dk* 177 | 4 *BHCem* | 2SB,*4cf*,GS74,HS2990 |
| | *W. Mackintosh* –05 | | | | | *WB = Cell* | | *DB* 184′ 422 *t* | Blair & Co. (Lim.), Stockton |
| 435 | **Castleford** SteelScSr | 1741 | ✠100A1 Cff *q* | 1897 | Short Bros. | W. J. Tillett & Co. | 255·4 36·7 17·2 | Cardiff | T.3Cy.19″,31″&51″–36″ (*s* 19 ″ 6 |
| 115367 | *H. C. Lowther* –04 *ss* Bry. No. 1–02 | 1343 | 2,04 | 12mo | Sunderland | | P 21′ Q & B 126′ F 26′ | British | 160lb *80lb* 156 NHP 2 - 0 |
| TGFL | (*ex* Chantenay) 1 *Dk (Irn) & deep framing* | 1115 | | A & CP | | | FK | 5 *BHCem* | 1SB & *4pf* GS68, HS2320 |
| | *Well deck* | | | | | *WB = Cell D Ba* 78′ *u* | *E* 16′ *f* 102′ 414 *t* | 4 *APT* 156 | W. Allan & Co. Ld. Sld. |
| 436 | **Castlegarth** SteelScSr | 2615 | ✠100A1 Nwc *t* | 1892 | J. Read-head & Sons | Clapham SS. Co Ld. (G. E. Macarthy, *Mgr.*) | 298·5 40·1 20·1 | Newcastle | T.3Cy.23″,37½″&61½″–39″ 23 ″ 2 |
| 101808 | *A. E. Lord* –02 *ss* Shl. No. 2–00 | 1987 | *pt Awng dk* | 10mo | S. Shields | | F 29 Q 86′ BK 10′ | British | 160lb *65lb* (*r*) 232 NHP 8 - 0 |
| MTGL | 1 *Dk (pt Stl pt Irn) 2tr B & pt Awng dk (Irn)* | 1673 | *with freeboard* 2,03 | A & CP | | | *pt Awng dk* 183′ | 2 *BHCem* | 2SB,*6cf*,GS106,HS3121 |
| | | | | | | *WB = Cel* | | *DB* 254′ 530 *t* | J. Read-head & Sons, S. Shl. |
| 437 | **Castleton** SteelScSr | 2395 | ✠100A1 Hpl *s* | 1891 | W. Gray & Co (Lim.) | English & Co. | 285·8 38·2 21·4 | Middlesbro' | T.3Cy.21½″,35″&58″–39″ 22 ″ 9 |
| 98772 | *R. Batty* –96 *ss* Hpl. No. 3–8,03 | 1856 | ~~3,00~~ 11,04 Shl | 8mo | W Hartlepool | | F 27 Q 86 B 116′ | British | 160lb *80lb* 208 NHP 2 - 2 |
| MGTQ | 1 *Dk (Irn) & Web frames* | 1540 | | A & CP | | | F 32′ dep 08 FK | 5 *BHCem* | 2SB,*6cf*,GS72,HS3090 |
| | *Well deck* | | | | | *WB* | *= DBa* 94′ *f* 106′ 499 *t* | *APT* 131 | Cen. Mar. E. Wks., W. Hpl. |
| 438 | **Castleventry** SteelScSr | 2994 | ✠100A1 Hpl *t* | 1891 | E. Withy & Co. | Imperial S.S. Co. Ld (Sivewright, Bacon & Co. *Mgrs.*) | 314·0 40·5 21·3 | W. Hartlpl | T.3Cy.23″,36½″&59″–42″ (*s* 23 ″ 10 |
| 98506 | *C. H. Laing* 01–04 *ss* Hpl. No. 3–2,04 | 2268 | 2,04 | 5mo | W Hartlepool | | Q 131′ B 126′ F 33′ | British | 165lb *90lb* NDB 01 252 NHP 2 - 5 |
| MDTH | 1 *Dk (Irn & Stl)* | 1915 | | A & CP | | | Irp 04 FK | 5 *BHCem* | 2SB,*6cf*,GS95,HS4118 |
| | *Well deck* *& Web frames 2tr B* | | | | | *WB* | *= Cell DB* 268′ 508 *t* | *APT* 147 | T. Richardson & Sons, Hpl. |
| 439 | **Castor** SteelScSr | 1464 | | 1895 | Rijkee & Co | Koninkl. Nederl. Stoomb. Maats. | 245·0 34·3 20·8 | Amsterdam | T.3Cy.19″,32″&51″–36″ V |
| | *H. J. Visser* 80–00 | 1210 | | | Rotterdam | | Q 76 B 69 F 32 | Dutch | 166 NHP |
| NHSG | *Elec. light* 2 *Dks* | 910 | | | | | | | *WB* Nederl. Stoom-Maats, Rot |
| 440 | — SteelSc4MastSr | 1358 | ✠100A1 Bgn *o* | 1904 | Trudhjms | ~~Pedersen & Bugge~~ | 240·0 35·5 ~~18·6~~ | Tonsberg | T.3Cy.18″,30″&49″–33″ (*s* 18 ″ 9 |
| | *J. Martin* 04–04 | 1345 | 7,04 | 7mo | M. V. Verk. Trudhjem | Lerghus (Pedersen & Bugge *Mgrs.*) | *u* B 61′ F 25′ 17·5 | Norwegian | 1 ~~*Stl*~~ *Boilr* 174 NHP |
| MBTQ | *Elec. light* 1 *Dk (Stl) & deep framing* | 1 3830 | ~~Glass dining saloon~~ | | | | 241′ 6 F 32′ FK | 4 *BHCem* | 2 *Bmf*, *frf*, GS82, HS2550 |
| | | 775 | ~~24 1st Class~~ | *Lloyd's* A & CP | | *WB = Cell (Ba5* | *uE* 15′ *f* | *APT* 154 | Trudhjems M. V. Trudhjem |
| 441 | — IronScSr | 568 | | 1875 | Motala Co. | Trelleborgs Angt. Nya Aktieb. (F. Malmros) | 166·4 25·7 15·0 | Trelleborg | 2Cy.15½″&38″–27″ V |
| 2467 | *C. R. Pahlsson* 00–00 | 485 | | | Gothenburg | | Q 68 B 55 H 11 | Swedish | N B 67 47 NHP |
| HMSQ | 1 *Dk 2tr B* | 414 | | | | | | | *WB* Motala Co., Gothenburg |
| 442 | — SteelSc | 519 | | 1896 | Act. Ges. "Weser" | Dampfschifffahrts Ges. Neptun | 163·0 24·1 9·6 | Bremen | C.2Cy.16⅝″&30½″–20½″ G |
| | *J. Albers* 92–96 | 289 | | | Bremen | | P 15′ 6 F 16 | German | 86 NHP |
| QGDR | 1 *Dk* | 320 | | | | | | | *WB* A. G. "Weser," Bremen |
| 443 | — IronScSr | 512 | ✠ Lon *h* | 1875 | Short Bros. | Bergenske Dampskibsselskab | 169·5 25·0 14·0 | Bergen | C.2Cy.22″&41″–28″ |
| | *W. Ulvik* ss Lon. No. 1–81 | 382 | 4,81 | 7mo | Sunderland | | Q 56 B 48′ F 22 | Norwegian | 74 NHP |
| JVWB | (*ex* Rügenwalde) 1 *Dk* | 306 | | | | *WB = DBa* 44′ *f* 30′ 80 *t* | | 4 *BHCem* | T. Richardson & Sons, Hpl. |

Wrecked 2,05

Wrecked 3,05

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No of Decks, &c. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. / now expired. / Equipment. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register Dimensions. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP.=Horse power by Society's formulæ; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registered Tonnage. Gross. If part in Engine Room, Deduction. Net. | 16 Date when last shaft tail pend. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 444 | **Castor** | IronScCtr 1 *Dk* (*Hopper Dredger*) | 396 374 270 | ✠ | | | 1891 | Mort's Dck &Eng.Co. Blmain.NSW | **Government of NewSouthWales** | 177·5 len94 | 23·3 | 11·2 | **SydnyNSW** British | T.3Cy.17″,27″&45″–30″ Mort'sDock&EngCo.Blmn | | | |
| 445 | — | SteelPad | 282 282 237 | | | | 1883 | Atel.& Chant.Loire Nantes | **N.Mihanovich** | 123·7 | 21·0 | 13·3 | **Bns.Ayres** Argentine | O.2Cy.16″&27½″–80¾″ 35NHP Soc.desA.etC.delaLoire Nts. | | | |
| 446 — 113188 *J.Brown* –00 | | SteelScK 1 *Dk* | 182 159 58 | ✠ *Stm.Trawler* | | | 1900 7mo *Lloyd's* | Mackie& Thomson Glasgow *A&CP* | **Grimsby&N.Sea StmTrawlingCoLd** | 108·5 Q19′F19′ | 20·7 BK7½ | 10·7 | **Grimsby** British | T.3Cy.11½″,18½″&30″–21″ 180lb (*s*) 15RHP 1SB.*2pf*,GS34,HS873 *3BHCem* W V.V.Lidgerwood,Gls. | 11 | 10 | 4,02 |
| 447 **Castore** 13 HDNP | *L.Ivancich* *Elec.light* | IronScSr 2*Dks* | 1839 1715 1132 | | | | 1874 | Austro Ungarico Lloyd Trieste | **LloydAustriaco** | 271·7 | 35·2 | 23·8 | **Trieste** Aust.-Hung. | T.3Cy.23,41″&60½″–42″ NB93 236NHP *Tpd*93 Lloyd Austriaco,Trieste | 25 | 4 | |
| 448 **Castro-Alen** HFWJ | *L.de la Quintana*01–01 | SteelScSr 1 *Dk*(*Stl*)&*deep framing* | *1321* *1192* *833* | ✠100A1 9,04 ~~M.C.~~ | Npt | *o* | 1901 4mo A&CP | Grngem'th &Greenock Dockyard Co. Greenock | **Cia.delVapor Castro-Alen** *WB = CellDB* | 239·7 B68′F25′ *a*60′ *aE&B*34′ *f*94′ | 36·7 FK | 16·4 *365t APT65t* | **Bilbao** Spanish | T.3Cy.19″,30½″&50″–36″ (*s*) 160lb *80lb* 157NHP 4*BHCem* 1SB.*3pf*,GS56,HS2455 Dunsmuir&Jackson,LdGls. | 18 | 5 | ~~7,01~~ N9,01 |
| 449 **Castro Urdiales** HFWK | *J.de Basteurechea* –00 (*ex*Alston) *Well deck* | SteelScSr 1 *Dk*(*Irn*)&*Web frames* *ss*Bbo.No.3–11,04 | 1559 1328 | ✠100A1 11,04 ~~10,03~~ ~~B&C 1,04~~ ~~LM~~ 1,04 | Bbo | *q* | 1892 6mo A&CP | BlythS.B. Co.Ld. Blyth | **Cia.del Vap.Castro Urdiales(Portillo, Ibañez yCia.)** *WB = CellDB* | 260·0 P25′Q72′B108′ F29′ *a*60′ *aE&B*34′ *f*94′ | 36·5 FK | 16·9 218′ 334*t* | **Bilbao** Spanish | T.3Cy.20″,33″&54″–36″ (*r*) 160lb 172NHP 4*BHCem* 2SB,*6pf*,GS86,HS2548 *APT21t* G.Clark,Ld.Sunderland | 19 | 3 | ~~11,03~~ 11,04 |
| 450 **Catalina** HGCQ | *A.Jaureguizar* –00 | SteelScSr 1*Dk*(*Stl*)&*Spar dk* *ss*Gen.No.3–4,02 (*Stl*-ws)3*tr B* | 4796 4662 3491 | ✠100A1 *Spar dk* 4,05 ~~5,02~~ ~~B&C 4,05~~ ~~LM~~ 4,05 | Bcl Gen | *y* | 1893 7mo *Lloyd's* | C.Connell &Co. Glasgow *A&CP* | **Pinillos,Izquierdo &Co.** | 415·0 P63′B94′F56′ *WB = CellDB* | 48·0 29·3 BK11″ 328′844*t* | 21·3 | **Cadiz** Spanish | T.3Cy.29″,46″&74″–51″ (*s*) 160lb *80lb* 452NHP 6*BHCem* 2DB,*12cf*,GS504,HS7714 Dunsmuir&Jackson,Gls. | 24 | 0 | ~~12,01~~ 4,05 |
| 451 — 118640 HBFW | *J.G.K.Cheret* –04 *Elec.light* | SteelScSr 2*Dks*(*Stl*)&*deep framing* | 2623 ~~2498~~ 2493 1667 | ✠100A1 ~~1,05~~ ~~B&C~~ (*Clear Centre, plated*) ~~LM~~ | Nwc Bry | *u* | 1904 *Lloyd's* | Armstrong Whitworth &Co.Ld. Newcastle *SA&CP* | **RoyalMailS.P.Co.** *WB = CellDB* | 318·0 P21′ ~~B65′~~ B87′ *a*36′ *aE&B*38′ *f*18′ | 43·7 FK | 23·3 *646t FPT60t* | **Newcastle** British | T.3Cy.25″,41″&68″–45″ (*s*) 180lb 360NHP 5*BHCem* 3SB,*9cf*,GS105,HS5900 WllsndSlpwy.Co.Ld. Nwc. *APT20t* | 25 | 10 | |
| 452 — | *S.Garrucho*00–02 (*ex*Chorrera) | Wood—Tug | 100 — 57 | | | | 1891 | ..... New York | **Department of PublicWorks** | 69·7 | 20·6 | 6·8 | **Havana** Cuban | B *made*00,*fitted*03 | | | |
| 453 **Catalone** 114684 SJVP | *Elec.light* | SteelSc4MstSr *Mchy.Aft* | 3788 3467 2416 | | | | 1901 | C.S.Swan& Hunter,Ld. Newcastle | **English&American ShppgCo.Ld. (C.T.Bowring&Co. *Mgrs.*)** | 350·8 P72′B24′F32′ | 46·1 | 27·7 | **London** British *WB* | T.3Cy.23½″,39″&66″–18″ 302NHP Wllsnd Slpwy.Co.Ld.Nwc. | | | C |
| 454 **Catalonia** MBWV | *R.Hayden* –98 *A.Aagetveit*04–04 | IronScK *ss*Gms.No.1–02 1*Dk* | 148 143 56 ~~55~~ | ✠100A1 *Stm Trawler* ~~2nd 7,02~~ 3,05 ~~B&C~~ ~~BS4,54~~ ~~LM~~ | Gms | | 1898 2mo *Lloyd's* | Edwards Bros. N.Shields *SA&CP* | ~~Grimsby Alliance Stm.Fishg.Co.Ld.~~ Actieselsk Catalonia(C.Lindtner) (Chr.Lindtner) | 104·7 Q18′F19′ drp04 | 20·5 BK7½ | 10·8 | ~~Grimsby British~~ Norwegian Stavanger | T.3Cy.11½″,18½″&30″–22″(*s*) 180lb 45RHP 3*BHCem* 1SB,*2pf*,GS26,HS878 Great Central Co-op.Eng.& ShipRepairingCo.Ld. | 11 | 8 | N4,04 |
| 455 **Cataluña** HGDB | *L.Camps*93–02 | IronScBn *ss*Cdz.No.3–12,98 *ss*Cdz.No.1–03 3*Dks*(2*Irn*–*Uws*) | 2265 3052 1915 | ✠100A1 10,03 ~~B&C 3,05~~ ~~LMC~~ | Cdz | *x* | 1883 10mo *Lloyd's* | W.Denny &Bros. Dumbarton *SA&CP* | **Cia.Trasatlantica** *WB = Cell DB* | 384·2 P101′B48′F62′ 272′494*t* | 42·2 BK11″ | 27·5 | **Barcelona** Spanish | C.2Cy.57″&102″–60″ (*j*) 80lb *60lb* NDB98 654NHP 6*BHCem* 6SB.*18cf*,GS835,HS11259 Denny&Co.,Dumbarton | 30 | 0 | 4,02 |
| 456 — HGCW | *R.Ferrasa* | IronScSr *ss*Msl.No.2–91 2*Dks*(1*Irn*) | 1099 933 662 | ✠ 9,91 | Msl | *n* | 1880 11mo | Hodgson& Soulsby Blyth | **Sociedad Isleña Maritima** | 221·6 P36′ | 31·1 B52′ | 18·5 F29′ BK8″ | **Palma** Spanish | C.2Cy.29½″&55″–36″ NB99 NDB99 151NHP 2SB,*4f*,GS70 Black,Hawthorn&Co.,Gts. | | | |
| 457 **Catania** 137251 KNLC | *L.G.Johnson* –98 *Elec.light* | IronScSr 2*Dks*3*tr B* *Carrying Oil in bulk* | 3269 — 2535 | | | ... | 1881 | A.Stephen &Sons Glasgow | **J.M.Guffey PetroleumCo.** | 307·4 | 35·7 BK10″ | 22·6 | **Galveston** Utd. States *WB* | C.2Cy.35″&65″–42″ 212NHP A.Stephen&Sons,Glasgow | 25 | 4 | V |
| 458 — RKVL | *O.Ebert*00–01 (*ex*Echuca) *Elec.light* | SteelSc3MstSr *ss*Ham.No.3–8,01 2*Dks*(1*Stl*&*Upt Stl*-ws)3*tr B* *Inner bottom plating Irn* | 2861 2623 1822 | ✠100A1 10,04 ~~8,08~~ ~~B&C 1,06~~ ~~BS1,06~~ | N Yk | *u* | 1889 1mo | R.Dixon& Co. Middlesbro' *A&CP* | **Dmpfschrhed Union A.G.** *WB = Cell DB* | 324·8 P37′B90′F42′ 272′494*t* | 40·2 BK11″ | 25·1 | **Hamburg** German | T.3Cy.27½″,43½″&71″–48″(*s*) 150lb *90lb* NDB01 349NHP 3DB,*12pf*,GS193 *6BHpt Asp pt Cem* T.Richardson & Sons,Hpl. | 28 | 8 | ~~4,02~~ N10,04 |
| 459 — 7 NLPV | *F.Costanzo*94–98 (*ex*Bernina) | IronScBn 4thSurvey,Gen.3,00 2*Dks*(1*Irn*) | 1483 1302 967 | ✠ ~~A1~~ 1 ~~2,05~~ | Mes | Lv | 1883 4mo | R.&J. Evans&Co. Liverpool | **AgrumariaEtnea Soc.Anon.diNav. aVap.** *WB = CellDB* | 256·2 P50*t*B91*t*F31*t* | 33·1 BK9″ | 20·6 | **Catania** Italian | C.2Cy.28″&50″–30″ (*s*) 80lb *60lb* 125NHP 3*BH*1PBH 2SB,*4pf*,GS72,HS2420 DeWinton&Co.,Carnarvon | 23 | 3 | 2,03 |
| 460 — 113221 SFLC | *F.Woldemar* –01 | IronScK 1 *Dk* | 197 173 69 | ✠100A1 *Stm Trawler* 12,03 ~~B&C~~ ~~LMC~~ | Gms | | 1901 2mo *Lloyd's* | Watson& Bird Hull *SA&CP* | **GrimsbyAlliance Stm.FishingCo.Ld** | 111·0 Q46′F21′ | 21·0 BK7½ | 11·0 | **Grimsby** British | T.3Cy.11½″,20″&32″–22″ (*s*) 180lb 50RHP 3*BHCem* 1SB,*2cf*,GS29,HS1037 C.D.Holmes&Co.Hull | 11 | 8 | ~~6,06~~ 8,05 |
| 461 — | *R.Zwimmer* –03 *Mchy.Aft* | IronScK 1*Dk* | *121* *110* *32* | | | ... | 1895 | Edwards Bros. N.Shields | **Naaml.Vennoot StoomvissHolland (C Planteijdt *Mgr*)** | 90·5 Q18′F18′ | 20·2 BK7½ | 10·6 | **Ymuiden** Dutch | T.3Cy.10″,16″&25½″–19½″ 29NHP NE MarEngCo.(Lim.),Sld. | 11 | 6 | G |
| 462 **Catawissa** 127168 KMVT | *J.Hansen*76–01 | SteelScTug 2*Dks* | 558 — 352 | | | | 1896 | Harlan& Hollings-worthCo. Wlmgtn. Del. | **ReadingCo.** | 158·0 | 29·0 | 18·0 | **Phildlphia** Utd.States | T.3Cy.18″,28″&45″–30″ 111NHP Harlan& HollingswrthCo., Wilmington,Del. | | | R |
| 463 **Cathcartpark** 105583 PTJD | *W.L.Miller* –04 *Well deck* | SteelScSr *ss*Grk.No.1–02 1*Dk*(*Stl*) | 840 592 453 | ✠100A1 1,05 ~~2,04~~ ~~B&C 2,04~~ ~~LMC~~ | Grk | *l* | 1897 8mo *Lloyd's* | C'rmichael Maclean&Co. Greenock *SA&CP* | **CathcartS.S.Co.Ld (J.&J.Denholm, *Mgrs.*)** *WB = DBu*46′ | 208·2 Q153′F24′ 70*t MT*26′215*t FPT* | 29·7 BK7½ | 13·6 | **Greenock** British | T.3Cy.16″,26″&44″–33″ (*a*) 160lb *80lb* 99RHP 4*BHCem* 1SB,*3cf*,GS58,HS1626 35*t APT*15*t* Hutson&Son,Glasgow | 14 | 7 | ~~3,03~~ 1,05 |
| 464 **Catherine** 118362 | | SteelTwinSc (*Ferry*) 1*Dk* | 259 188 176 | | | | 1903 | A.W.Robert -son&Co. London | **London,Tilbury& SouthendRlwy.Co** | 124·5 | 24·7 | 7·9 | **London** British | C.4Cy.12″&24″–18″ 70RHP A.W.Robertson,London | | BT 211 ~~10,04~~ ~~B&C~~ 1,06 | |

Now named "Ausonia," *See No. 5 in Supplement.*

| Numéro d'ordre / Numéro Officiels / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Dernière Visite | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Crews with Quills. Franc-board as built or as navire. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 465<br>126971 | Catherine<br>*O.A.Crockett98–98* | WoodSc<br>16<br>—<br>112 | | 1893<br>C.B.Harrington<br>Bath,Me. | Rockland Blue Hill & Edgeworth S B Co | 100·4 \| 18·1 \| 8·1<br>19NH | Rockland<br>United States | C 2Cy.18"&24"–16" | |
| 466<br>98338<br>WCNR | Catherine Apcar<br>*A.Stewart00–03*<br>*Elec.light*<br>*ss*Cal.No.3–1,04<br>2 *Dks*(*Iron–Upper*)<br>*deep framing&krull* | Iron&SteelScSr<br>272<br>252<br>1730 | ✠100A1<br>Cal<br>*r* | 1892<br>6mo<br>*Lloyd's* | D.&W.Henderson&Co.<br>Glasgow<br>A&CP | 351·0 \| 40·0 \| 24·9<br>P53 B108 F42<br>BK10<br>*WB=Cell D B278* | Calcutta<br>*A B H Cem*<br>*4 F P T 23t* | T.3Cy.25",40"&66"–48" (*s*)<br>160lb *85lb* 359NH<br>2 D B.*12rf*.*gs*195.*hs*6246<br>D.&W.Henderson&Co.,Gls | 27 ⌀ 9<br>⌀ 5 -7½ |
| 467<br>NKWB | Cathrine<br>*J.C.G.Olsen –00*<br>*1 Dk* | SteelScS.<br>142<br>124<br>57 | | 1900<br>Aktiek Kjobenhvn's Flydedok&Skibs Copenhagen | Dmpskibsaelsk. Cathrine (E.A.Foss) | 99·6 \| 19·6 \| 9·<br>Q22 F13 | Copenhagen<br>Denmark | C.2Cy.10½"&21"–14"<br>14NHP<br>Aktiek.Kjobenhavn's Flydedok&Skibs.Cpn | V |
| 468<br>KQGF | Cato<br>*T.J Smith –04* | IronScSr<br>1034<br>477<br>700 | | 1867<br>Lon&Glas. Co.<br>Glasgow | T.Wilson,Sons& Co.Ld. | 245·4 29·5 16·2<br>Q41 B1[illegible] F1[illegible]<br>Ice78 FK | Hull<br>British | C.2Cy.24"&48"–26"<br>NB98 98RHP<br>*Cmp.*76 Amos&Smith,Hull | |
| 469<br>113223 | —<br>1 *Dk* | SteelScK<br>77<br>72<br>25 | ✠100A1<br>*For Fishing purposes*<br>1,03 | 1901<br>7mo<br>*Lloyd's* | Smith's Dock Co Ld<br>North Shields<br>*S&CP* | 80·0 \| 18·0 \| 8·1<br>BK8<br>*WB=* | Grimsby<br>British<br>*4 B H Cem*<br>*F P T 24* | C.2Cy.10¾"&28"–16" (*s*)<br>125lb 22RHP<br>1SB.*2pf*.*gs*19.*hs*476<br>MacColl&Pollock,Sld. | 9 ⌀ 0 |
| 470<br>98780<br>NQHG | Cattersty<br>*W Trufitt –04*<br>*Well deck*<br>*ss*Sld.No.2–03<br>1 *Dk*(*Iron*) | SteelScSr<br>491<br>365<br>161 | ✠100A1<br>Lth<br>*g* | 1891<br>4mo | J.L.Thompson&Sons<br>Sunderland<br>A&CP | 155·0 \| 26·8 \| 11·7<br>P16 Q81 F19<br>BK8<br>*WB=DBa*38·16*t FPT* | Middlesbro<br>*A B H Cem*<br>*4 P T 22t* | T.3Cy.18",21"&34"–24" (*s*)<br>160lb *80lb* 60RH<br>1SB.*2pf*.*gs*36.*hs*1085<br>J.Dickinson,Sunderland | 12 ⌀ 3 |
| 471<br>112645<br>RSWV | Caucasian<br>*S.Brown88–89*<br>*Elec.light*<br>*ss*Lon.No.1–03<br>2 *Dks*(*Stl*)&*Web frames* | SteelScSr<br>4656<br>4410<br>3003 | ✠100A1<br>Lon<br>*x* | 1899<br>12mo<br>*Lloyd's* | Sir J.Laing &Sons,Ld.<br>Sunderland<br>A&CP | Caucasian S.Shpg. Co Ld.(Lane& Macandrew *Mgrs*.)<br>*WB=Cell D Ba E*<br>365·3 \| 49·8 \| 28·0<br>P18 B77 F37<br>BK8 1629 *F P T* 24 | London<br>British<br>*A P T* 22 | T.3Cy.25½",42"&69"–45" (*s*)<br>160lb *100lb* 369NH<br>1SB.*2pf*.*gs*194.*hs*6022<br>J.Clark,Ld.Sunderland | 30 ⌀ 8<br>⌀ 7 - 0 |
| 472<br>BT still | Caurus<br>(*Tug*)<br>1 *Dk* | SteelSc<br>220 | | 1900<br>J.L.Meyer<br>Papenburg | Kaiserliche Werft | 109·2 \| 21·3 \| 13·4 | Wilhelmshaven<br>German | C.2Cy.19½"&37"–26"<br>58NH<br>J.L.Meyer,Papenburg | |
| 473<br>HCGF | Cautin<br>*J.Carswell98–98*<br>2 *Dks* | SteelScSr<br>527<br>—<br>414 | | 1892<br>J.Reid&Co (Lim.)<br>Glasgow | Compania Sud Americana de Vap. | 165·5 \| 23·1 \| 16·5 | Valparaiso<br>Chilian | T.3Cy.14",23"&37"–27"<br>71NH<br>Kincaid&Co.(Lim.),Grk. | |
| 474<br>118013<br>TWPL | Cavalier<br>*A.O.Steidleman97–02*<br>*Web frames*<br>1 *Dk*(*Stl*) | SteelScSr<br>1376<br>1340<br>847 | ✠100A1<br>Bkn<br>*p* | 1903<br>4mo<br>*Lloyd's* | S.P.Austin &Son,Ld.<br>Sunderland<br>*S&CP* | Stewart S.S.Co. (Liverpool) Ld. (R.Stewart&Co. (Papayanni, Stewart&Co.,Ld.,*Mgrs*.)<br>247·0 \| 36·5 \| 16·8<br>P25 B18 F28<br>*WB=Cell D B*<br>*a*70*f a Es* B30 *f* 100 | Liverpool<br>British<br>*4 B H Cem*<br>*3 P T* 15*t* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb *90lb* 211NH<br>2SB,*6pf*.*gs*99.*hs*3538<br>N.E.Marine Eng Co.Ld.Sld. | 19 ⌀ 0<br>⌀ 2 - 8½ |
| 475<br>97638 | —<br>*J.Aitchison –98*<br>*Elec. light*<br>*ss*Gls.No.3–3,95<br>*ss*Gls.No.2–08<br>2 *Dks*&*pt Shade dk* | IronScSr<br>388<br>283<br>200 | ✠100A1<br>Gls<br>*g* | 1883<br>2mo | Aitken& Mansel<br>Glasgow<br>A&CP | D.MacBrayne | Glasgow<br>British<br>*4 B H Cem* | C.2Cy.24"&48"–39" (*s*)<br>95lb 115NHP<br>2SB.*4pf*.*gs*875.*hs*1820<br>Muir&Caldwell,Glasgow | 12 ⌀ 6<br>⌀ 1 - 1½ |
| 476<br>113638<br>THSV | —<br>*J.W.Addy00–02*<br>1 *Dk* | SteelScK<br>244<br>219<br>98 | ✠100A1<br>Hul<br>*Stm Trawler* | 1902<br>4mo<br>*Lloyd's* | Cook,Welton&Gemmell<br>Hull<br>*S&CP* | Marine Steam Fishing Co.Ld.<br>(G.Walton,*Mgr*.) | Hull<br>British<br>*4 B H Cem* | T.3Cy.18",21½"&35"–24" (*s*)<br>200lb 63RHP<br>1SB.*2cf*.*gs*35.*hs*1200<br>C.D.Holmes&Co.Hull | 12 ⌀ 3 |
| 477<br>113978<br>SMWL | Cavanba<br>*J.H.Hunter –01*<br>*Well deck*<br>*Elec.light*<br>1 *Dk*(*pt Stl–pt wd*) | SteelScSr<br>573<br>338<br>281 | ✠100A1<br>Psy<br>*h* | 1901<br>8mo | Bow,McLachlan&Co Ld. Paisley<br>A&CP | G.W.Nicoll North Coast S.N.Co Ld<br>*WB=DBa*37·21*t FPT* | Sydney N.S.W.<br>British<br>*4 B H Cem*<br>*2 A P T* 14*t* | T.3Cy.16",27"&44"–30" (*s*)<br>180lb *80lb* 97RHP<br>1SB.*3cf*.*gs*78.*hs*2110<br>Bow,McLachln&Co Ld.Psy | 12 ⌀ 9<br>⌀ - 9½ |
| 478<br>HCJK | Cavancha<br>(*Tug*) | SteelScSp<br>79<br>—<br>37 | ✠100A–<br>Callao | 1893<br>8mo | J.P.Rennoldson&Sns<br>S.Shields | Ant.Dom.Bordes& fils | Valparaiso<br>Chilian<br>*4 B H Cem* | C.2Cy.17"&34"–22" (*r*)<br>80lb 51NH<br>1SB.*2pf*.*gs*31.*hs*1003<br>J.P.Rennoldson&Sns,S Shl | 11 ⌀ 0 |
| 479<br>115085 | Cave<br>*E.West01–02*<br>1 *Dk* | SteelScK<br>247<br>222<br>93 | ✠100A1<br>Hul<br>*Stm Trawler* | 1902<br>9mo<br>*Lloyd's* | Cochrane& Sons<br>Selby<br>*S&CP* | J.H.Collinson | Hull<br>British<br>*4 B H Cem* | T.3Cy.18",29"&36"–24" (*s*)<br>200lb 70RH<br>1SB.*2cf*.*gs*35.*hs*1200<br>C.D.Holmes&Co.Hull | 12 ⌀ 10 |
| 180<br>86984<br>HWDL | Cavendish<br>*Well deck Pritchard –04*<br>4th Survey,Lth.12,00<br>1 *Dk*(*Iron*)2*tr B* | IronScSr<br>1614<br>1343<br>1024 | ✠A1* 1<br>Nwc<br>Cff | 1883<br>7mo | Schlesinger, Davis&Co.<br>Newcastle | D.Cairns | Leith<br>British<br>*4 B H Cem* | C.2Cy.29"&56"–42"<br>169NH<br>2SB.*4f*<br>N.E.Marine E.C.(Lim.),Sld | 21 ⌀ 11<br>⌀ 2 - 5 |
| 481<br>105369<br>NWVJ | Cavour<br>*W Kelly –98*<br>2 *Dks*(*Iron–Stl*)*deep framing*<br>*Elec.light*<br>*ss*Liv.No.2–04 | SteelScSr<br>4914<br>4694<br>3151 | ✠100A1<br>Liv<br>*y* | 1895<br>8mo<br>*Lloyd's* | Sir R Dixon &Co.<br>Middlesbro'<br>*S&CP* | Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt,*Mgrs*.)<br>*WB=Cell D Ba*108'<br>410·1 \| 51·3 \| 27·7<br>P45 B108 F17<br>FK<br>*E A B63'f* 163 164 | Liverpool<br>British<br>*5 B H Cem*<br>*Deep Tank* | T.3Cy.31",49"&82"–54" (*s*)<br>180lb *100lb* 628NHP<br>1SB.*18cf*.*gs*360.*hs*10780<br>N.E.Mar.E.Co.(Lm.),Nwc<br>25'412*t F P T* 153*t A P T* 48*t* | 30 ⌀ 6<br>⌀ 6 - 11½ |
| 482<br>37<br>NLWV | —<br>*D.Benvenuta –01*<br>(*ex* Œnotria)<br>1 *Dk*(*Stl*)&*Web frames*<br>&*pt Awng dk*(*Stl*) | SteelSc3MastSr<br>1936<br>1518<br>1231 | ✠100A1<br>Gen<br>*r* | 1891<br>7mo | Edwards' S.B.Co.Ld.<br>Newcastle<br>A&OP | M.& A.Dall'Orso fu G. | Spezia<br>Italian<br>*5 B H Cem*<br>*4 P T* 29*t* | T.3Cy.21".34"&56"–36" (*s*)<br>160lb *60lb* 187NH<br>2SB.*4rf*.*gs*860.*hs*2800<br>Blair&Co.Ld Stockton | 19 ⌀ 0<br>⌀ - 3½ |
| 483<br>11482<br>TPDK | Cawdor Castle<br>*D.Samuels02–02*<br>*Ref Mchy. Electlight*<br>2 *Dks*(*Stl–Iptws*)<br>&*deep framing*&*Shelter dk*(*Stl–teak s*) | SteelTwinScS<br>6235<br>4417<br>4052 | ✠100A1<br>Sun<br>*z* | 1902<br>1mo | Barclay, Curle&Co. Ltd<br>Glasgow<br>*S&CP* | Union-Castle Mail S.S.Co Ld.(D. Currie&Co. *Mgrs*.)<br>*WB=Cell D Ba*10[illegible] | 414·7 \| 51·2 \| 28·0<br>FK&BK2<br>*a Es* B94 *f* 154 9.90 | London<br>British<br>*7 B H Cem*<br>*D T a* 33 78[illegible] | T.6Cy.21½",35"&58"–48" (*s*)<br>200lb 650NH<br>1SB.*12ef*.*gs*240.*hs*9282 FL<br>Barclay,Curle&Co.Ld Gls | 30 ⌀ 9<br>⌀ 4 - 2 |
| 484<br>[illegible] | Cavo Blanco<br>*C.Dalziel –04*<br>1 *Dk*<br>*ss*Shl.No.2–04<br>*Stl*(*Spar dk Iron*)<br>*deep framing* | SteelScSr<br>2635<br>2500<br>1737 | ✠100A1<br>Lon<br>*u*<br>Shl | 1895<br>10mo | J.Read& Sons<br>S.Shields<br>A&CP | [illegible] B.Bigland&Co. *Mgrs*.<br>*WB=Cell D Ba*102'*a Es* 9[illegible] | 315·2 \| 41·2 \| 16·7<br>P71 B88 F34 24·0<br>FK | London<br>[illegible]<br>*5 B H Cem*<br>44'*f* 126 568 | T.3Cy.24",40"&66"–42" (*r*)<br>160lb *80lb* 280NHP<br>2SB.*6rf*.*gs*115.*hs*4445<br>J.Readhead&Sons,S.Shl. | 19 ⌀ 0<br>⌀ - 5 - 9½ |

*New name of "Mira." See No. 77 in Supplement.*

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c | 3 | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Date when repaired. Equipment Letter. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Deck to which Bulkheads are carried. Bulkheads in which Bulkhead Doors fitted. | 16 Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 485 | **Cavo Bonito** | **SteelScSr** | 3427 | ✝100A1 | Nwc | *u* | 1901 | J.Readhead | CubanS.S.Co.Ld. | 346·2 45·2 17·0 | London | T.3Cy.25″,42″&68″–45″ (*s* | 19 ″ 8 | | 8,04 |
| 114780 | *T.T.Farrell* –02 | | 3201 | *Spar dk* | | | 9mo | &Sons | (E.Bigland&Co. | P77′B85′F85′ 25·3 | British | 160lb *80lb* 320NH | s 5 · 9½ | | |
| SPKB | 1 *Dk(Stl)*&*Spar dk(pt Irn&pt Stl)* | | 2213 | 5,03 | | | | S.Shields | *Mgrs.*) | Irp0′&04 FK | 6 *BHCem* | 2SB *6c/*,GS121,HS4940 | | | |
| | *deep framing* | | | | | | | A&CP | *WB=* | *CellDBa* 118′ *uE&S* | 42′/142′786*t* | J.Readhead&Sons,S.Shl. | | | |
| 486 | **Cavo Largo** | **SteelScSr** | 3431 | ✝100A1 | Nwc | *u* | 1898 | J.Readhead | CubanS.S.Co.Ld. | 346·0 45·1 17·0 | London | T.3Cy.25″,42″&68″–45″ (*s* | 19 ″ 8 | | |
| 108341 | *R.Denton* –01 *ss*Shl.No.1–03 | | 3199 | *Spar dk* | | | 4mo | &Sons | (E.Bigland&Co. | P77′B100′F35′ 25·1 | British | 160lb *80lb* 320NH | s 5 · 11 | | 3,05 |
| QCLD | 1 *Dk(Stl)*&*Spar dk(pt Irn&pt Stl)* | | 2223 | 3,05 | | | | S.Shields | *Mgrs.*) | FK | 6 *BHCem* | 2SB,*6rf*,GS120,HS4940 | | | |
| | *&deep framing* | | | | | | | A&CP | *WB=* | *CellDBa* 116′ *uE&S* B42′ | *f* 140′785*t* | J.Readhead&Sons,S.Shl. | | | |
| 487 | **Cayo Mono** | **SteelScSr** | 2711 | ✝100A1 | Lon | *u* | 1893 | C.S.Swan& | CubanS.S.Co.Ld. | 315·7 41·0 16·8 | Marseilles | T.3Cy.24″,38″&64″–42″ (*s* | 19 ″ 4 | | 1,04 |
| ~~102805~~ | ~~*W.H.Friend* 98~~ *ss*Lon.No.2–01 | | 2512 | *Spar dk* | | | 10mo | Hunter | (E.Bigland&Co. | P70′B86′F35′ 24·4 | French | 160lb *90lb* NDB04 267NH | s 5 · 8½ | | |
| ~~MBJH~~ | 1 *Dk(Stl)*&*Spar dk(Stl)*&*deep framing* | | 1756 | 1.04 | | | | Newcastle | *Mgrs.*) Cie des Vap. | FK | 5 *BHCem* | 2SB,*6cf*,GS115,HS4017 | | | |
| *Now named "Aster," See No. 65 in Supplement.* | | | | | | | | A&CP | Cie.Générale Français | *WB=CellDB* | 262′552*t* | T.Richardson&Sons,Hpl. | | | |
| 488 | **Cayo Romano** | **SteelScSr** | 2690 | ✝100A1 | Lon | *u* | 1893 | J.Read- | | 315·5 41·2 16·6 | | T.3Cy.24″,40″&65″–42″ (*s* | 19 ″ 0 | | 8,04 |
| 102800 | *E.C.Radder* –03 *ss*Lon.No.2–00 | | 2523 | *Spar dk* | | | 9mo | head&Sons | | P71′B88′F34′ 24·4 | Italian | 160lb *80lb* 283NH | s 5 · 9½ | | |
| NDVS | 1 *Dk(Stl)*&*Spar dk(Irn)* | | 1735 | 5,03 | | | | S.Shields | | FK | 5 *BHCem* | 2SB,*6rf*,GS115,HS4367 | | | |
| | *&Web frames* | | | BS2,03 | | | | A&CP | | *WB=Cell* | *DB* 272′574*t* | J.Readhead&Sons,S.Shields | | | |
| *Now named "Alacrita," see No. 1 in Supplement* | | | | | | | | | | | | | | | |
| 489 | **Cazengo** | **SteelScSr** | 2887 | ✝100A1 | Lis | *v* | 1889 | Earle's S.B. | EmprezaNacional | 340·9 41·1 18·7 | Lisbon | T.3Cy.32″,48″&80″–48″ (*s* | 21 ″ 2 | | 1,03 |
| | *J.A.dos Reis* 98–99 *ss*Lis.No.3–5.01 | | 2787 | *Spar dk* | | DBS10,02 | 9mo | &E.Co.Lim | deNav.àVapor | B19′F52′ 26·6 | Portuguese | 170lb *100lb* NDB03 480NH | | | |
| HJW | 1 *Dk(pt Stl–ws)* | | *1871* | 1.03 | | LMC | | Hull | | BK11′ | 8 *BHCem* | 2DB,*12cf*,GS228,HS7600 | | | |
| | *Elec. light* &*Spar dk(Stl–ws)*3*tr B* | | | N38,00 | | MS5,01 | | A&CP | *WB=CellDB* | *E24′f* 110′347*t FPT* | *a* 46′280*t* | Earle's S.B.&E.Co(Lim.)Hull | | | |
| 490 | **Cearense** | **SteelScSr** | 2769 | ✝100A1 | Liv | *u* | 1891 | NavalCon. | BothS.S.Co.Ld. | 318·0 40·4 25·8 | Liverpool | T.3Cy.24½″,39″&62″–45″ (*s* | 28 ″ 0 | BT till 8,04 | 8,03 |
| 99336 | *J.W.Couch* –99 *ss*Liv.No.3–3,99 | | 2568 | 3,04 | | LMC | 8mo | &Arm.Co.Ld | | P33′B84′F42′ | British | 160lb *70lb* 283NH | s 5 · 5 | | |
| MGRD | *ex*West Indian) *ss*Liv.No.1–03 2*Dks* | | 1790 | BS11,04 | | | | Barrow | | BK7 | 6 *BHCem* | 2SB,*6cf*,GS116,HS4632 | | | |
| | *Elec.light* (*Stl*)&*Web frames*3*Dk rud* | | | | | | *Lloyd's* | *A&CP* | *WB=Cell D Ba* 78′*u* | *E24′f* 110′347*t FPT* | 96*t APT* 60*t* | NavalCon.&A.Co.Ld.Brw. | | | |
| 491 | **—** | **SteelTwinScSr** | *298* | ✝ A1 | Pra | | 1898 | Murdoch & | G.A.Miranda | 140·0 27·0 8·0 | Para | C.4Cy.12″&24″–18″ (*s* | 8 ″ 4 | PN 9.02 | |
| | *A.G.Mourão* –98 *ss*Pra.No.1–02 | | *220* | *For River purposes only* | | | 9mo | Murray | Filho | F16′ | Brazilian | 120lb 54NH | | 89,02 | |
| | 1 *Dk(Teak)*&*Promenade dk(Teak)* | | *203* | 9,02 | | LMC | | Pt.Glasgow | | FK | 5 *BHCem* | 2SB *2pf*,GS89,HS1048 | | | |
| | | | | | | | | A&CP | | | | Lees,Anderson&Co.Gls. | | | |
| 492 | **Cebriana** | **SteelScSr** | 4221 | ✝100A1 | Bry | *x* | 1899 | Short Bros. | [illegible] S.S.Co.Ld. | 360·5 48·1 20·4 | W.Hartlpl | T.3Cy.25″,41″&69″–48″ (*s* | 22 ″ 10 | | 6,03 |
| 112411 | *J.E.Parker* –04 *ss*Hpl.No.1–03 | | 4072 | *Spar dk* | | LMC | 11mo | Sunderland | BritishMaritime | P29′B200′F35′ 28·3 | British | 180lb 379NH | ~~6 · 0~~ | | |
| RKMF | 1 *Dk(Stl)*&*Spar dk(pt Irn&pt Stl)* | | 2736 | 4.04 | | BS6,03 | | A&CP | Trust Ld. (Wells, Wear S.S.Co.*Mgrs.*) | FK | 6 *BHCem* | 3SB,*9cf*,GS150,HS6120 | s 6 · 3 | | |
| | *deep framing* | | | MS3,08 | | | | | *WB=Cell D Ba* 106′ | *uE&S B42′,f* 148′991 | *APT* 72*t* | W.Allan&Co.Ld.Sld. | | | |
| 493 | **Cebu** | **IronScSr** | 844 | | | | 1884 | Bremer | ManilaShipping& | 190·6 27·2 14·9 | Manila | C.2Cy.20″&35″–27″ | | | |
| | *A.Inchusugarri* 99–03 (*ex*Rheingold) | | — | | | | | Schiffsb.Ges. | Transp.Co.(Smith | Q5o′B52′F28′ | Utd.States | NB93 53NH | | | |
| | *Well deck* 1*Dk*2*tr B* | | 648 | | | | | Vegesack | Bell&Co.*Mgrs.*) | | | GuteHoffnungshütte Sterkrade | | | |
| 494 | **Cecil** | **IronScSr** | 229 | | | ... | 1890 | R.Smith | CecilS.S.Co.Ld. | 130·2 21·1 9·5 | Runcorn | C.2Cy.18″&36″–24″ | 10 ″ 5 | | |
| 97227 | *R.Owen* –00 | | 184 | | | | | &Co. | (G.W.Hayes) | Q47′F17′ | British | Clayton, | | | |
| | *Mchy.Aft* 1*Dk* | | 75 | | | | | Lytham | | FK | *WB* | Goodfellow&Co.Blackbrn. | | | |
| 495 | **Cecil Rhodes** | **SteelScK** | 244 | ✝~~100A1~~ | Hul | | 1902 | Cook Wel- | J.Hollingsworth | 125·0 21·5 12·0 | Hull | T.3Cy.12½″,21½″&36″–24″(*s* | 12 ″ 10 | | 8,04 |
| Wrecked 4,07 | | | 219 | *Stm Trawler* | | | 6mo | ton&Gemmell | | Q49′ | British | 200lb 63RH | | | |
| 11607 | *J.Grant* 02–02 | | 94 | ~~3,04~~ 7,02 | | ~~Lost~~ | | Hull | | BK7 | 1 *BHCem* | 1SB,*2cf*,GS82,HS1101 | | | |
| TMNP | 1 *Dk* | | | 12,04 | | | *Lloyd's* | *A&CP* | | W *h* | *=DBf8′5t* | C.D.Holmes&Co.Hull | | | |
| 496 | **—** | **SteelTwinScTug** | 160 | ✝100A1 | P.El | *b* | 1894 | R.&H. | EastLondonHar- | 104·0 21·1 11·2 | E.London | C.4Cy.15½″&30½″–21″ (*s* | 12 ″ 0 | | PN 2 03 |
| 90134 | *J.Oswald* –98 *ss*P.El.No.2–03 | | 160 | 2,03 | | LMC2,03 | 6mo | Green | bourBoard | | British | 100lb 125RH | s 2 · 9 | | s2.03 |
| | 1 *Dk* | | 5 | BS1,04 | | | | London | | BK7 | 3 *BHCem* | 1SB *3pf*,GS61,HS1941 | | | |
| | | | | | | | *Lloyd's* | *A&CP* | *WB=* | *Cell DB* 12′*8t FPT* | *tDTa* 12′7*t* | A.Wilson&Co.,London | | | |
| 497 | **Cécile** | **IronScK** | 136 | ✝ | Shl | | 1894 | Edwards | E.Bigache | 90·0 20·1 10·7 | LaRochlle | T.3Cy.10″,16″&25½″–19½″ | 11 ″ 6 | | |
| | | | 110 | 12.99 | | | 10mo | Bros. | | Q18′F19′ | French | 34NH | | | |
| HPTC | (*ex*Caledonia) 1*Dk* | | 48 | *Stm.Trawler* | | | | NorthShields | | BK7½ | | 1SB.*2pf*,GS26,HS565 | | | |
| | | | | | | | | | | | | N.E.MarineCo.Ld.Sld. | | | |
| 498 | **Cecilia** | **IronScSr** | *1401* | | | ... | 1881 | C.Mitchell | Linea deVapores | 250·8 32·1 21·3 | Barcelona | C.2Cy.28″&56″–39″ | | | |
| | | | *1267* | | | | | &Co. | Serra | | Spanish | 163NH | | | |
| HGFJ | (*ex*Merchant) | | *858* | | | | | Newcastle | | | | WallsendSlipwayCo.,Nwc. | | | |
| 499 | **Cedar** | **IronScSr** | 751 | | | | 1878 | D.&W. | Gls.Dub.&Lndndy | 217·7 30·4 15·4 | Glasgow | C.2Cy.30⅜″&68″–42″ | 15 ″ 9 | BT till ~~1906~~ 2,06 | |
| 80430 | *G.Robinson* –03 | | 612 | | | | 11mo | Henderson | S.P.Co Ld. (A.A. | P46′ B74′ F46 | British | NB92 250NH | s 2 · 2 | | |
| MBQS | | | 235 | | | | | Glasgow | Laird&Co.*Mgrs.*) | | *alt*92 | D.&W.Henderson,Gls. | | | |
| 500 | **Cederic** | **SteelScSr** | 1128 | | | | 1901 | Trndhjms | Acties.Cederic | 231·4 34·4 13·6 | Trondhjm | T.3Cy.16″,26 &44″–30″ | | N | |
| | *C.A Falk* 96–01 | | 897 | | | | | Mek.Værks | (A.W.Selmer) | Q12?′B54′F51′ | Norwegian | 106NH | | | |
| JSLH | 1 *Dk* | | 698 | | | | | Trondhjem | | H21*t* | *WL* | Trondhjems M.V.Trondju | | | |
| 501 | **Cedric** | **SteelTwinSc4MstSr** | 21035 | | | | 1902 | Harland& | OceanicStmNavCo | 680·9 75·3 44·1 | Liverpool | Q.8Cy.38″,47½″68½″&98″–68″ | | BT till ~~1906~~ 2,06 | |
| 115351 | *H.J.Huddock* –03 | | 17101 | | | | | Wolff,Ld. | Ld.(Ismay,Imrie& | P150′B34′F105′ | British | 1524NH | | | |
| TSVB | *Elec.light Ref.Mchy.* 1*Dks*&*Shade dk* | | 13520 | | | | | Belfast | Co.*Mgrs.*) | | *WL* | Harland&Wolff,Ld.Belfast | | | |
| 502 | **—** | **IronScK** | 197 | | | ... | 1899 | Cochrane& | UnitedSteam | 112·5 21·0 11·5 | Grimsby | T.3Cy.12″,20″&33″–24″ | 12 ″ 3 | | |
| 110896 | *J.W.Austin* –99 (*Trawler*) | | 179 | | | | | Cooper,Ld. | FishingCo.Ld. | Q47′F20′ | British | 55RH | | | |
| | 1 *Dk* | | 63 | | | | | Beverley | | BK7½′ | | C.D.Holmes&Co.Hull | | | |
| 503 | **Celaeno** | **SteelScSr** | 2704 | ✝100A1 | Cff | *t* | 1894 | W.Doxford | Hudig&Veder's | 300·0 42·0 19·9 | Rottrdam | T.3Cy.23″,38″&62″–42″ (*s* | 22 ″ 0 | | |
| | *J.C.Bakker* 00–01 *ss*Rot.No.2–02 | | 2076 | 4,05 ~~4,01~~ | Hul | | 6mo | &Sons | Stoomv.Maats. | Q108′B138′F33′ | Dutch | 160lb *80lb* 251NH | s 2 · 1 | | 4,04 |
| NJSG | *Well deck* 1*Dk(Stl)*2*tr B* | | 1712 | ~~BS4,03~~ | MC5,02 | | | Sunderland | (Hudig&Veder. | FK | 5 *BHCem* | 2SB,*6rf*,GS120,HS3800 | | | |
| | | | | B57,01 | | | | A&CP | *Mgrs.*) *WB* | *=Cell DB* 260′627*t* | 4 *PTS3t* | W.Doxford&Sons,Sld. | | | |
| 504 | **Celebes** | **SteelScSr** | 2280 | | | ... | 1883 | A.&J. | Konikl.Paketv. | 285·0 37·2 23·9 | Batavia | C.2Cy.36″&70″–45″ | 25 ″ 2 | | |
| | *Now named "Nichiyei Maru," See p. 31 in Supplement.* | | | | | | | Inglis | Maats. | P54′B78′F40′ | Dutch | 283NH | | | |
| TCKG | 2*Dks*3*tr B* | | 1430 | | | | | Glasgow | | BK10′ | | A.&J.Inglis,Glasgow | | | |
| 505 | **Celeste** | **IronScSr** | 678 | ✝ | Cff | *j* | 1875 | R.Craggs& | E.Jenkins&Co. | 183·0 28·0 14·7 | Cardiff | C.2Cy.24″&45½″–30″ | 15 ″ 8 | V | |
| 73643 | *T.Hitchings* –99 *ss*Stk.No.3–9,86 | | 502 | 10,95 | | | 1mo | Sons | | Q76′B78′F27′ | British | 80RH | | | |
| QOMS | (*ex*Citta di Barletta, *ss*Off.No.2–94 | | 409 | | | | | Middlesbro' | | BK7½′ | 4 *BHCem* | 1SB.*3pf*,GS144,HS1467 | | | |
| | *Well deck ex*Celeste) 1*D2tr B* | | | | | | | | | *WB=* | *DBa* 57 *f* 54′ | Blair&Co (Lim.)Stockton | | | |

| Numéro d'Ordre. Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Jauge brute — Net. | Détails de la Classification. Cote — ✠ Surveillance spéciale. Date de la dernière Visite | Port de Visite. | Fondations renforcées pour navires à Quille | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | Port. Pavillon. | Machines. No. & Ills. des cylindres.—Course. Nombre des Chaudières. Foyers. NIP.=Force en chevaux d'après les formules de la Société. IHP.=Force en chevaux d'après les papiers du navire. Constructeurs des machines. | Quille Francbord au milieu d navires. pds. pc. | Table de la Société Table du Navire | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 506 | **Celestine Juliette** Steel Sc Lr<br>1 Dk | 202<br>—<br>108 | | | | 1903 | W. C. Boele & Zonen Slikkerveer | Naamlooze Vennootschap Nederl. Stoomvisch. | 119·1 | 21·7 | 11·9 | Ymuiden Dutch<br>*WB* | T. 3 Cy. 10″, 15½″ & 26″–18″<br>29 NH<br>Maats. de Scheldt, Flushing | | D | |
| 507<br>118407<br>VQGB | **Celia** Steel Sc Sr<br>*F. W. Dexter* 96–04<br>*Elec. light* 1 Dk (*Stl*) & *Spar dk*<br>(*pt Irn*) & *pt Stl*) & *deep framing* | 5004<br>4759<br>3156 | ✠ 100 A1 *Spar dk* Nwc<br>NYk<br>1,75 | | *z* | 1904<br>3 mo | J. L. Thompson & Sons, Ld Sunderland | New York & Pacific S.S. Co. Ltd. | 401·8<br>P & B 266′ F 39′ | 50·0<br>28·6<br>FK | 20·2 | London British<br>*6 BHCem* | T. 3 Cy. 26″, 44″ & 72″–51″ (*s*)<br>180 lb *190 lb* 407 NH<br>3 SB, *2cf*, gs 186, ns 8550 | 22 « 11<br>s 6 « 2 | | |
| | | | *Lloyd's* s.a. & *CP* *WB* = *Cell D Ba* 133′ | | | | | | *E* & *B* 35′ *f* 179′ 10694 | | | *APT* 38*t* | J. Dickinson & Sons, Ld. Sld | | | |
| 508<br>126234<br>KONG | — Wood Sc 3 Mst Sr<br>1 Dk | 173<br>—<br>115 | | | | 1884 | M. Turner Benicia, Cal. | Beadle Bros. | 118·0 | 29·0 | 8·5 | S. Francisco Utd. States | C. 2 Cy. 10″ & 20″–18″ 14 NH<br>Hinckly, Spiers & Hayes, S. Frisco | | | |
| 509<br>HQGF | **Celte** Steel Sc Sr<br>*Lainé* –03 2 Dks | 954<br>—<br>514 | | | | 1893 | Sundrland SB. Co. (Lim.) Sunderland | Chevillotte frères | 210·0<br>Q 75′ | 31·0<br>B 52′ | 15·5<br>F 27′ | Brest French<br>*WB* | T. 3 Cy 18½″, 30″ & 49″–33″<br>N Bot 138 NH<br>N.E. Mar. E. Co. (Lim.), Sld. | | V | |
| 510<br>113476<br>SMBF | **Celtic** Steel Twin Sc 4 Mst Sr<br>*H. S. Lindsay* –01<br>*Ref. Mchy. Elec. light* 4 Dks | 20904<br>17115<br>13449 | | | | 1901 | Harland & Wolff, Ld. Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | 680·9<br>P 81′ B 334′ F 105′ | 75·3 | 44·1 | Liverpool British<br>*WB* | Q 8 Cy 38″, 47½″, 68½″ & 98″–66″<br>1524 NH<br>Harland & Wolff, Ld. Bel. | | BT | |
| 511<br>LDPH | — Iron Sc K<br>*W. Major* –02 *ss* Gms No. 3–2,02<br>1 Dk | 170<br>157<br>85 | ✠ 100 A1 *Well fishing* 12,<br>MC 2,02 | Gms<br>*Vessel* | | 1889<br>5 mo | Earle's S. B. Co. (Lim.) Hull | Grimsby Steam Fishing Co. Ld. | 106·4<br>87′ F 20′<br>BK 7½′ | 20·5 | 11·4 | Grimsby British<br>*3 BH Cem* | T. 3 Cy. 10½″, 20″ & 32″–22″ (*s*)<br>150 lb 53 RH<br>1 SB, *2cf*, gs 29, ns 800 | 12 « 0 | | 2,02<br>5,01 |
| | | | *Lloyd's* s.a. & *CP* | | | | | | | | | | Earle's S. B. Co. (Lim.), Hull | | | |
| 512<br>110585<br>RFTM | **Celtic Princess** Steel Sc Sr<br>*B. Norton* –08 *ss* Ant. No. 1–03<br>1 Dk (*Stl*) & *Spar dk* (*Irn*)<br>& *deep framing* | 3603<br>3351<br>2308 | ✠ 100 A1 *Spar dk* Hul<br>Npt<br>3,05 | | *v* | 1899<br>7 mo | R. Thompson & Sons Sunderland | Celtic Princess S.S. Co. Ld. (R. Hughes-Jones & Co.)<br>*WB* = *Cell D Ba* | 335·3<br>P 29′ B 78′ F 36′<br>106′ *u E* & *B* 42′ *f* 132′ | 46·2<br>25·7<br>*FK* | 17·8 | Liverpool British<br>*6 BH Cem*<br>860 *t APT* 47*t* | T. 3 Cy. 24″, 39″ & 64″–42″ (*s*)<br>160 lb *90 lb* 280 NH<br>2 SB, *6cf*, gs 118, ns 4420<br>N.E. Marine Co. Ld. Sld | 20 « 6<br>s 6 « 1 | | 6,56<br>8,06 |
| 513<br>HKGP | **Cement No. 2** Steel Sc K<br>*J. Christiansen*<br>*Well deck* (*ex* Mav) *Mchy. Aft* 1 Dk | 112<br>91<br>55 | | | … | 1892 | Anderson & Laverick Newcastle | Aktieselsk. Christiania Portland Cementfabrik | 80·5<br>Q 28′ B 7′ F 11′ | 19·7<br>*FK* | 8·4 | Christiania Norwegian<br>*WB* | C. 2 Cy. 12″ & 22″–14″<br>*E. made* 85 20 NH<br>*Cmp* 92 Middle Dck Co. S. Shl | 9 « 1 | | |
| 514<br>115310 | **Centaur** Steel Twin Sc Dredger<br>*A. Wood* –02<br>*Elec. light*<br>1 Dk (*Stl*–ws) | 688<br>682<br>308 | ✠ 100 A1 *Dredger* Liv<br>4,04 MC 4,02 | | | 1902<br>4 mo | Fleming & Ferguson, Ld. Paisley<br>*Lloyd's* s.a. & *CP* | Mersey Docks & Harbour Board | 193·7<br>F 21′ | 38·1<br>*FK* | 12·2 | Liverpool British<br>*7 BH Cem* | C. 6 Cy (2) 20″ & (4) 30″–24″ (*s*)<br>120 lb 185 NH<br>2 SB, *6cf*, gs 108, ns 3407<br>Fleming & Ferguson Ld Pey | 13 « 0 | | |
| 515<br>*For full particulars See No. 14 in Supplement* | — Steel Sc K<br>1 Dk | 202<br>54 | 100 A1<br>*For fishing purposes*<br>(*Class Contemplated*) | | | 1904 | Smith's Dock Co. Ld North Shields | D. Pettit | 115·0<br>Q 49′ | 21·5 | 12·8 | Milford British | T. 3 Cy. 12″, 20″ & 32″–28″<br>W. V. V. Lidgerwood, Gls | | | |
| 516 | **Centauro** Steel Twin Sc Sr<br>1 Dk | 524<br>404<br>268 | ✠<br>6,84 | Cly | *i* | 1884<br>5 mo | David J. Dunlop & Co. Port Glasgow | N. Mihanovich<br>*FPT* | 180·1<br>P 44′ | 30·2<br>B 46′ | 11·0<br>F 33′ | Bns. Ayres Argentine<br>*4 BH Cem* | C. 4 Cy. 18″ & 35″–24″<br>100 NH<br>David J. Dunlop & Co., P. Gls | 11 « 7 | | |
| 517<br>127252<br>KNLD | **Centennial** Iron Sc 3 Mst Sr<br>Annual Survey<br>(*ex* Takasago Maru, *ex* Delta)<br>3 Dks & *Awng dk* | 2075<br>1500<br>1184 | 11,78 | | Lv | 1859<br>7 mo | Thames Iron Works London | C. Nelson Co. | 324·0 | 35·6 | 13·1<br>30·4 | S. Francisco Utd. States<br>*5 BH* 1 Exh | C. 2 Cy. 40″ & 74″–48″<br>NE & B 78 816 NH<br>Lobnitz, Coulborn & Co. Rn | | V | |
| 518<br>127718<br>KSFD | **Centralia** Wood Sc Sr<br>*C. Erickson*<br>*Fitted for liquid fuel* 1 Dk | 487<br>—<br>324 | | | | 1902 | J. Dickie Alameda, Cal. | T. Pollard | 160·5 | 36·0 | 12·5 | S. Francisco Utd. States | T. 3 Cy. 11″, 18½″ & 32″–24″<br>Golden State & Miners' Iron Wks. S. Fo. | | | |
| 519<br>303<br>NMOW | **Centro America** Steel Sc Sr<br>*D. Casella* 99–01 3 Dks<br>*Ref. Mchy. Elec. light* | 3522<br>2574<br>2235 | | | | 1897 | N. Odero fu A. Sestri P'nente | La Veloce Nav. Italiana | 358·4<br>Q 28′ F 52′ | 41·4 | 26·4 | Genoa Italian<br>*WB* | T. 3 Cy. 28½″, 46½″ & 74½″–49½″<br>384 NH<br>N Odero fu A., Sestri P nente | | I | |
| 520<br>126994 | **Centurion** Steel Sc Sr<br>*S. A. Lyons* 96–00 2 Dks<br>*Elec. light Mchy. Aft* | 3402<br>—<br>2728 | | | | 1893 | F. W. Wheeler & Co. W. Bay City | Hopkins S.S. Co. (Cleveland Cliffs Iron Co. *Mgrs.*) | 360·0 | 45·2 | 21·9 | Clevelnd, O Utd. States<br>*WB* | T. 3 Cy. 28″, 87½″ & 68″–44″<br>263 NH<br>F. W. Wheeler & Co. W Bay C | | S | |
| 521<br>110904 | **Cephalonia** Iron Sc Sr<br>*P.S. Vagliano* –01 *ss* Liv. No. 3–10,96<br>(*ex* Bratia Paramonovi, *ss* Hpl. No. 2–04<br>*ex* Razeto B., *ex* Euripides) 2 Dks (1 *Irn*) | 1756<br>1541<br>1137 | ✠ 100 A1<br>2,04<br>MC 2,04 | Hpl | *r* | 1883<br>5 mo | Caird, Purdie & Co. Barrow<br>*Lloyd's* s.a. & *CP* | M.S. Vagliano<br>*WB* = | 250·7<br>P 37′ B 58′ F 37′<br>*FP T* 32*t M T* 24′ 208*t* | 35·1<br>*FK* | 21·8 | Argostoli Greek<br>*4 BH Cem*<br>*D Ta* 34′ 283*t* | C. 2 Cy. 31″ & 60″–42″ (*s*)<br>85 lb *120 lb* NDB 99 195 NH<br>2 SB, *6pf*, gs 102, ns 3385<br>W. Kemp, Glasgow | s 3 « 2 | | s 2,04 |
| 522<br>1194 | — Iron Sc Sr<br>*L. Bukuvalas* 99–99 *ss* Gen. No. 3–4,90<br>(*ex* Camilla, *ex* Camilla C., *ss* Pir. No. 2–99<br>*ex* Alcira, *ex* Douro) 1 Dk (*Irn*) 2 *tr B* | 732<br>549<br>473 | 1,01 | Pir | | 1864<br>11 mo | Harland & Wolff Belfast | A. Diakiki & Co. | 198·4<br>P 114′ F 26′ | 27·5 | 16·0 | Argostoli Greek<br>*4 BH Cem* | C. 2 Cy. 28½″ & 52″–38″<br>NB 84 NE 71 129 NH<br>1 SB, *3pf*, g 845 NDB 93<br>J. Jack & Co., Liverpool | 15 « 9 | | |
| 523<br>1194 | — Iron Twin Sc Sr<br>1 Dk | 402<br>—<br>288 | | | | 1874 | ..... Utd Kingdom | F. Fecfani & I. Frangopulo | 212·8 | 27·5 | 8·5 | Rostoff Russian | | | | |
| 524<br>125904 | **Cepheus** Iron Pad<br>*C. A. Pearce* 82–84 | 882<br>—<br>578 | | | | 1881 | J. Roach & Son Chester, Pa. | Iron Steamboat Co. | 213·6 | 32·4 | 11·5 | New York Utd. States | 1 Cy. 68″–144″<br>259 NH<br>W. Fletcher, New York | | | |
| 525<br>99667<br>MQSP | — Iron Sc Yl<br>(*Trawler*)<br>1 Dk | 155<br>142<br>57 | | | … | 1891 | Mackie & Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 100·5<br>Q 19′ F 19′<br>BK 7½ | 20·5 | 10·7 | Grimsby British | T. 3 Cy. 11″, 16½″ & 27″–22″<br>45 RH<br>Muir & Houston, Glasgow | 11 « 11 | | |
| 526<br>99668<br>MQSF | **Cerberus** Iron Sc Yl<br>(*Trawler*)<br>1 Dk | 155<br>142<br>57 | | | … | 1891 | Mackie & Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 100·5<br>Q 19′ F 19′<br>BK 7½ | 20·5 | 10·7 | Grimsby British<br>*WB* | T. 3 Cy. 11″, 16½″ & 27″–22″<br>15 RH<br>Muir & Houston, Glasgow | 11 « 11 | | |
| 527<br>416<br>NMDB | **Ceres** Steel Sc Sr<br>*E. Revello* 01–01<br>2 Dks & *Shelter dk* & *Web frames* | 4469<br>4241<br>2905 | | | | 1900 | Cant. Nav. di Muggiano Spezia | L. Capuccio & Co. | 342·5 | 47·9 | 23·0 | Genoa Italian<br>*WB* | T. 3 Cy. 24″, 40″ & 66″–48″<br>302 NHP<br>T. Richardson & Sns. Ld. Hpl | | IV | |
| 528<br>98279<br>MBVN | **Cereda** Steel Sc Sr<br>*G. P. Proctor* –02 ~~*ss* Shl. No. 2–00~~<br>1 Dk (*pt Stl* & *pt Irn*) 2 *tr B*<br>*ss* Shl. No. 3–3,04 & *pt Awng dk* (*Irn*) | 2530<br>1906<br>1603 | ✠ 100 A1<br>*pt Awng dk*<br>*with freeboard*<br>3,01 MC 3,0 | Cff<br>Shl | *s* | 1891<br>2 mo | J. Readhead & Sons S. Shields | Cay, Hall & Co. | 290·1<br>P 29′ Q 82′ B 118′<br>F 34′<br>*WB* = *Cell D B* 246 | 40·7<br>*FK* | 19·6 | S. Shields British<br>*5 BH Cem*<br>565 *t APT* 49*t* | T. 3 Cy. 23″, 37½″ & 61½″–39″<br>160 lb *90 lb* (*s*) 234 NHP<br>2 SB, 6 *r f*, gs 104, ns 3491<br>J. Readhead & Sons S. Shields | 22 « 3<br>s 8 « 7 | | 3,04 |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any Special Surveys. No of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Re-classed. Equipment Letter. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when last docked. Date when Propeller last examined. | 16 Date when last shaft examined. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 529 Ceres HGKS | Steel Sc Sr. A. Conte –02 ss Cff. No. 1–01. 1 Dk (Stl) & Spar dk (Irn) & deep framing | 3576 2311 | ✝ 100 A1 Spar dk | Sws | p | 1896 12mo | Russell & Co. Port Glasgow A&CP W | Cia Anon Maritima Rodas (F. M. Rodas, Mgr.) B = Cell D Ba 110′ | 339·0 × 45·9 × 17·8. P 20′ B 7′ F 36′ 25′ FK. 6 B H Cem. APT 36t | Bilbao Spanish | T. 3 Cy. 25″, 41″ & 66″–42″ (s). 160 lb 80 lb 288 NHP. 2 SB, 6 rf, Gs 142, Hs 4892. J. G. Kincaid & Co (Ld.), Grk | 20 ″ 6 | | 8,03 |
| 530 — HBGS | Steel Sc Sr. A. Maliovannie ss Oda. No. 1–02. 1 Dk (Stl) & Spar dk (Stl) & Web frames | 3512 3061 2176 | ✝ 100 A1 Spar dk 6,05 | Oda | r | 1898 6mo | W. Dobson & Co. Newcastle A&CP | Russian Stm. Nav. & Trading Co. WB = Cell D | 345·6 × 46·2 × 15·5. P 31′ B 7 2′ F 38′ 23·4 FK. Ba 104′ u E & B & Bkr 60′ f 126′ 641t | Odessa Russian | T. 3 Cy. 23″, 37″ & 60″–42″ (r). 160 lb 90 lb 255 NHP. 2 SB, 6 cf, Gs 120, Hs 4180. Wigham Richrdsn & Co. Nwc | 17 ″ 10 s 5 - 7½ | | 12,02 |
| 531 — LMNV | Steel Sc Sr. J. F. Clausen 00–01 ss Hpl. No. 1–02. 1 Dk (Stl) & deep framing & pt Awng dk (Irn) | 2009 1353 1300 | ✝ 100 A1 pt. Awng dk with freeboard | Cff | r | 1898 9mo | W. Gray & Co. Ld. W Hartlepool A&CP | Schmidt & Hansen A. Hansen WB = Cell D B | 270·3 × 39·1 × 15·9. P 17′ Q 86′ pt Awng dk 167′ FK. aa & u E 106′ f 112′ 479t | Flensburg German | T. 3 Cy. 19″, 30½″ & 51″–36″ (s). 160 lb 154 NHP. 2 SB, 4 rf, Gs 54, Hs 2806. Cen. Mar. Eng. Wrks. W Hpl | 18 ″ 2 s ■ - 3 | | |
| 532 — NMDF | Iron Sc Sr. (ex Moliere) ss Gcn. No. 1–04. 1 Dk (Irn) 2 tr B. Well deck | 1481 1228 952 | ✝ 100 A1 Gen | Lon | p | 1883 7mo | Palmers' Co. Ld. Newcastle Lloyd's A&CP | Soc. Com. Italiana di Nav. WB = D B a 72′ f 62′ 266t | 251·0 × 35·2 × 17·8. Q 96′ B 44′ F 27′ BK 9″. 4 B H Cem. APT 24t | Genoa Italian | C. 2 Cy. 23″ & 58″–36″ (a). 110 lb 90 lb NDB 99 160 NHP. 1 SB, 3 pf, Gs 71, Hs 2323. Palmers' Co. Ld. Newcastle | 19 ″ 1 s 2 - 3 | | |
| 533 — NKHM | Iron Sc Sr. A. Fda Cunha Soito Major. Elec. light. 2 Dks & Awng dk | 1166 708 730 | | | … | 1882 | Kockums Mek. Werk. Malmö | Forenede Dmpskib. Selskab WB | 229·6 × 30·6 × 14·6. B 32′ H 13t 21·6. BK 8″ | Copnhagn Danish | C. 2 Cy. 35″ & 63″–39″. 207 NHP. Kckms Mk Wrk Act., Malmö | 16 ″ 8 | | |
| 534 — SQFV | Steel Sc Sr. H. Calonius 96–96 ss Gms. No. 3–9.99. Well deck. Elec. light. ss Nwc. No 1–04. 1 Dk (Irn) & Web frames | 1068 796 611 | ✝ 100 A1 2,04 | Nwc | m | 1889 8mo | Tyne I.S.B. Co. Ld. Newcastle Lloyd's A&CP | Finska Ångf Aktieb (L. Krogius, Mgr.) WB = D B | 210·5 × 31·2 × 15·3. Q 77′ B 60′ F 23′. a 64′ f 49′ & u E & B 35t | Helsingfrs Russian | T. 3 Cy. 17″, 28″ & 46″–30″ (s). 150 lb 80 lb NDB 00 115 NHP. 1 SB, 3 pf, Gs 58, Hs 1778. NE Marine E.C. (Lim) Nwc. | 16 ″ 1 s 1 - 2½ w 1 - 4½ | | 8,04 |
| 535 — NJSV | Iron Sc Sr. F. Vegter 99–02 ss Got. No. 1–81. (ex Phœbe) 1 Dk & Awng dk | 1013 993 630 | ✝ Awng dk with load line 4,83 | Ams | m | 1876 4mo | Abercorn S.B. Co. Paisley | Koninkl. Nederl. Stoomb. Maats. WB = D B a 26′ f 35′ | 221·4 × 29·7 × 13·0. 20·3 | Amstrdam Dutch | C. 2 Cy. 33″ & 56″–33″. NB 87 150 NHP. 4 B H Cem. J. & T. Young, Ayr | | V | |
| 536 — QCSD | Iron Sc Sr. C. Soeken 97–97. 1 Dk & Spar dk | 641 608 487 | | | | 1874 | Act. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 189·6 × 25·0 × 18·9. H 33′ | Bremen German | 2 Cy. 17″ & 29½″–22½″. NB 88 34 NHP. A.G. "Weser," Bremen | | V | |
| 537 — JDPB | Iron & Steel Sc. 1836. B. O. Öhlin 89–93. 1 Dk & Shlt'r dk | 251 94 164 | | | | 1885 | Motala Co. Motala | Ångf. Aktieb. Göta Kanal (A. Rönnöw) | 96·2 × 22·0 × 8·2. H 42t 14·9 | Stockholm Swedish | C. 2 Cy. 16½″ & 30″–20″. 34 NHP. Motala Co., Motala | | | |
| 538 — MSDT | Steel Sc Sr. 99579. S. Groth –95. (Trawler) 1 Dk | 159 146 46 | | | … | 1892 | A. Hall & Co. Aberdeen | Anglo-Norwegian Stm Fishing Co. Ld. | 102·7 × 20·6 × 11·1. Q 19′ BK 7½″ | Hull British | T. 3 Cy. 12″, 19″ & 32½″–24″. 60 RHP. A. Hall & Co., Aberdeen | 11 ″ 7 | | |
| 539 — 86202 | Wood Sc Flat. (ex Sailing) | 135 126 92 | | | | 1880 | G. Deakin (Lim.) Winsford | Salt Union, Ld. | 87·1 × 21·2 × 9·3 | Liverpool British | 2 Cy. 11″–12″. NE & B 85 23 RHP. G. Deakin (Lim.), Winsford | | | |
| 540 Cervantes MBFH | Steel Sc Sr. ~~Unsafe~~ ss Liv. No. 1–99. 2 Dks (1 Stl & 1 Irn) & deep framing. Elec. light. W. G. Ellis 92–04 | 4640 4400 2983 | ✝ 100 A1 3,03 | Liv | y | 1895 5mo | D & W Henderson & Co. Glasgow Lloyd's A&CP W | Soc. Anon de Nav. Royale Belge Sud-Américaine B = Cell D Ba 122′ u | 410·0 × 48·1 × 26·2. P 44′ B 110′ F 47′ FK 6. E & B 58′ f 168′ 1041t | Antwerp Belgian 6 B H Cem. Deep Tank | T. 3 Cy. 27″, 46″ & 76″–60″ (s). 180 lb 80 lb 564 NHP. 3 DB, 18 cf, Gs 357, Hs 9760. D. & W. Henderson & Co., Gls a 24′ 335t F P T 136t A P T 45t | 29 ″ 2 | | 11,04 |
| 541 Cervin QWOV | Iron Sc Sr. 69875. D. McVicar –03. ss Gls. 2nd No. 3–10.02. 2 Dks (1 Irn) & tr B | 1888 1794 1173 | ✝ 100 A1 3,04 | Gls | r | 1877 7mo | C. S. Swan & Co. Newcastle A&CP | Clydebank S.S. Co. Ld. (Robertson, Mackie & Co. Mgrs.) WB = D Ba | 287·4 × 34·2 × 24·7. ND 90 pt ND 01 BK 9½″. 5 B H Cem. 82′ f 68′ 274t | S. Shields British | C. 2 Cy. 28″ & 62″–36″ (i). 65 lb 90 lb NDB 90 183 NHP. 2 SB, 6 pf, Gs 96, Hs 3300. Black, Hawthorn & Co., Gts. | 26 ″ 0 s 5 - 0½ | | |
| 542 Cervona PMGV | Steel Sc Sr. 104736. C. T. Stooke 90–96 ss Shl. No. 1–97. 1 Dk (Stl) & Spar dk (Stl) & deep framing. Ref. Mchy. ss Lth. No. 2–04 | 3779 3553 2372 | ✝ 100 A1 Spar dk pt Shelter dk with freeboard 4,03 4,05 | Shl | x | 1896 10mo | C. Connell & Co. Glasgow A&CP WB = | S.S. Cervona Co. Ld. (W. Thomson & Sons) Cell D Ba 114′ u E & | 368·0 × 45·0 × 18·8. P 24′ FK 26·6. pt Shelter dk 329′. B 46′ f 150′ 702t F P T | Dundee British 6 B H Cem 54t A P T 45t | T. 3 Cy. 27″, 43″ & 71″–48″ (s). 160 lb 100 lb 396 NHP. 2 SB, 6 cf, Gs 115, Hs 5312 FD. Dunsmuir & Jackson, Gls. | 21 ″ 5 s 5 - 5 | | 5,04 |
| 543 Cesare M. | Steel Sc. (ex P. Queirolo) 1 Dk | 129 119 46 | | | | 1889 | E. Cravero & Co. Genoa | G. Queirolo | 86·6 × 18·0 × 11·1 | Ancona Italian | C. 2 Cy. 15½″ & 27″–25½″. 31 NHP. E. Cravero & Co., Genoa | | | |
| 544 Cestrian PGDH | Steel Sc 4 Mst Sr. 105372. E. Thomas –98 ss Liv. No. 2–03. Elec. light. 3 Dks (Stl). Bulkheads as per Section 22 not fitted between middle and upper decks | 8823 8184 5753 | ✝ 100 A1 6,01 | Liv | | 1896 3mo | Harland & Wolff (Lim.) Belfast WB Lloyd's A&CP | F. Leyland & Co. (1900) Ld. = Cell D Ba 142′ u E & B 86′ f 175′ | 512·5 × 59·2 × 35·0. P 59′ B 20 8′ F 109′ FK & BK 3″. 1420t M T 46′ 1258t | Liverpool British 9 B H Cem. A P T 32t | T. 3 Cy. 31″, 52″ & 86″–66″ (s). 190 lb 718 NHP. 2 D & 2 SB 18 cf Gs 289 Hs 11688. Harland & Wolff (Lim.) Bel. | 38 ″ 6 s ■ - 8 | BT till 1901 6,03 | 4,05 |
| 545 Cetus NFDV | Steel Sc Yl. 99714. R. Leverett –93. (Trawler) 1 Dk | 139 127 54 | | | … | 1893 | Mackie & Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 99·3 × 20·1 × 10·4. Q 17′ F 19′ BK 7½″ | Grimsby British | T. 3 Cy. 11″, 17″ & 27″–20″. 40 RHP. Muir & Houston, Glasgow | 11 ″ 7 | | |
| 546 Cevic NGKP | Steel Twin Sc 4 Mst Sr. 102126. W. H. M. Clarke –01. Ref. Mchy. Elec. light | 8301 7960 5403 | | | | 1894 1mo | Harland & Wolff (Lim.) Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. Mgrs.) | 500·0 × 60·0 × 38·0 | Liverpool British WB | T. 6 Cy. 23½″, 38½″ & 64″–48″. 568 NHP. Harland & Wolff (Lim.) Bel | | BT till 1901 12,04 | |
| 547 — NE | Iron Sc K. 105911. E. Turner –95. (Trawler) 1 Dk | 151 142 39 | | | … | 1895 | Edwards Bros. N. Shields | Kelsall Bros. & Beeching Ld. (J. E. A. Kelsall, Mgr.) | 106·0 × 20·6 × 11·0. BK 7½″ | Hull British | T. 3 Cy. 12″, 18″ & 30″–21″. 50 RHP. NE. Mar. Eng. Co. (Lim.) Sld | 11 ″ 10 | | |
| 548 Ceylon NLBK | Steel Sc Sr. 98785. C. F. Lorkstone –03. Elec. light. 2 Dks (Stl–ws) & tr B | 4094 3788 2637 | ✝ 11,04 | Lon | x | 1894 7mo | Sir R. Dixon & Co. Middlesbro' | P. & O. Stm. Nav. Co. WB = Cell D Ba 102′ u E & B 62′ | 375·0 × 47·0 × 28·0. P 18′ B 110′ F 55′ FK. 7 B H Cem. f 146′ 721t | Middlsbro' British | T. 3 Cy. 30″, 49″ & 77″–48″. 470 NHP. 2 DB, 12 cf, Gs 247, Hs 7957. T. Richardson & Sons, Hpl. | 30 ″ 10 s 6 - 8 | BT till 1901 6,05 | |
| 549 — JVFH | Steel Sc Sr. E. Johansen –01. Well deck. Inner bottom plating Irn. 1 Dk & Web frames | 2256 1749 1443 | | | … | 1888 | J. Blumer & Co. Sunderland | Harloff & Böe | 290·0 × 38·0 × 19·5. P 29′ Q 90′ B 112′. H 28t F 31′ BK 10″ | Bergen Norwegian WL | T. 3 Cy. 21½″, 36″ & 59″–39″. 226 NHP. N.E. Marine E. (Lim.), Sld. | 22 ″ 3 | N | |
| 550 — NKJD | Iron Sc Sr. 22173. W. S. Morgan –98 | 2186 1981 1292 | | | | 1858 6mo | Samuda Br. London | J. E. K. Studd | 306·1 × 40·9 × 26·1. P 105t | London British | C. 2 Cy. 37″ & 71″–45″. NE & B 83 282 NHP. G. Clark, Sunderland | | BT till 1901 6,05 | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spécial. Date de la dernière Visite | 6 Port de Visite | 7 | 8 Construit. Quand. Où. Masn. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Pds. Ds. | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 551 | **Ceylon** | **IronScK** | 169 | ✠ | Hul | | 1890 | Cook, Welton & Gemmell | Hull Steam Fishing & Ice Co. Ld. | 106·0 \| 21·0 \| 11·0 | Hull | T.3Cy.12½",19½"&31½"–22½" | 11 • 10 | | |
| | W. Collyer 12-04 | | 153 | *Trawler* | | | | Hull | | Q21' F21' | British | 50RH | | | |
| MTWQ | –90 ssHul.No.1–94 | | 65 | 7,95 ✠ | | | | | | BK7½ | 3 *B H Cem* | 1SB.2*cf*,gs27,hs780 | | | |
| | | 1 *Dk* | | | | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 552 | — | **IronScK** | 146 | | | ... | 1891 | Cochrane, Cooper & Schofield | T.C.&F.Moss | 97·1 \| 20·5 \| 11·0 | Grimsby British | T.3Cy.11½",18"&30"–22" | 11 • 10 | | |
| 99178 | *C.H.N.Blackburn* –91 | | 134 | | | | | Beverley | | Q17' F17 | | 45RH | | | |
| MJQL | (*Trawler*) | 1 *Dk* | 70 | | | | | | | BK7½ | | C.D.Holmes&Co.,Hull | | | |
| 553 | **Ceylon Maru** | **SteelScSr** | 5068 | ✠100A1 | Nag | *y* | 1904 | Mitsu Bishi Dkyd & EWks Nagasaki | Nippon Yusen Kabushiki Kaisha | 385·0 \| 48·6 \| 27·0 | Tokio | T.3Cy.26½",43"&72"–48" (*s* | 29 • 9 | | |
| | *W. Townsend* 96–04 | | 4138 | 2,04 | | | 2mo | | *WB = Cell* | P44' B125' F48' | Japanese | 185lb 442NH | | | |
| JNFQ | 2 *Dks* (*Stl-Upt wsa*) & *deep framing* | | 3142 | | ✠LMC 2.04 | | *Lloyd* | *sA4CP* | *DB a* 117' *u E & B* | 48' *f* 169' 920*t FPT* | *B H Cem* | 6 1SB,9*cf*,gs158,hs5948 | PT | | |
| | *Elec. light* | | | | | | | | | | *Mit A P T* 32*t* | Mitsu Bishi D.&E.Wks.Nag | | | |
| 554 | **Cezarevitch** | **IronSc** | 2069 | ✠ | Bel | | 1869 | A. Leslie & Co. Newcastle | Russian Stm. Nav. & Trading Co. | 286·8 \| 36·1 \| 26·7 | Odessa Russian | 2Cy.62"–42" | | | |
| 298 | ssLon.No.1–78 | | 1924 | 12,76 | | | 11mo | | | Q46' F45' | | 270NH | | | |
| JQVB | 2 *Dks&Str B* | | 1585 | | | | | | | | 5 *B H Cem* | Maudslay, Sons & Field, Lon | | | |
| 555 | — | **SteelPad** | 200 | | | ... | 1894 | W. Dobson & Co. Newcastle | Russian Government | 145·0 \| 23·0 \| 5·0 | Russian | D.2Cy.18"&36"–42" | | | |
| | | 1 *Dk* | | | | | | | | | | 70NH | | | |
| | | | | | | | | | | | | Wland Slpwy Co (Lim) Nwc | | | |
| 556 | **Cezarevitch George** | **SteelScSr** | 2022 | | | ... | 1896 | Hawthorn, Leslie & Co. Ld. Newcastle | Russian Stm. Nav. & Trading Co. | 298·0 \| 37·0 \| 16·9 | Odessa Russian | T.3Cy.27",44"&72"–48" | 19 • 5 | | |
| | *M. Kudinoff* 84–96 | | 192 | | | | | | | 25·1 | | 404NH | | | |
| HBDF | *Elec. light* | 2 *Dks & Awngdk* | 1326 | | | | | | | BK8 | *W B* | Hwthrn, Leslie & C.Ld. Nwc | | | |
| 557 | **Chacao** | **IronTug** | 110 | | | | 1880 | ..... Liverpool | Oelckers Hnos. | 89·9 \| 15·9 \| 7·6 | Puerto Montt Chilian | NB97 | | | |
| | *J. Bahuer* –96 | | | | | | | | | | | | | | |
| HCJW | | | 52 | | | | | | | | | | | | |
| 558 | **Chaco** | **SteelScSr** | 4218 | ✠100A1 | BAs | *x* | 1895 | C. Connell & Co. Glasgow | Argentine Government | 390·0 \| 46·0 \| 20·6 | Bns. Ayres Argentine | T.3Cy 30",48"&78"–54" (*s*) | 23 • 6 | | 6,03 |
| | ~~*M.V. Theocito* –00 *ssBAs.No.1–00*~~ | | 3958 | *Spar dk* | | | 7mo | | | P36' F48' | | 160lb *80lb* | 501NH | s 7 • 10 | |
| | (*ex Cadiz*) *M. Vere* –04 1 *Dk* (*Stl*) & *Spar dk* | | 2761 | 10,04 ~~8,03~~ | ✠LMC 6.08 | | *Lloyd* | *sA4CP* | *WB = Cell DB a* 96' *u E & B* | 28·7 | *6 B H Cem* | 2 D&1SB,15*cf*,gs298,hs832 | | | |
| | *Elec. light* ssBAs.No.2–08 (*Stl-ws*) *Str B* | | | BS 10.04 | | | | | | F42' 660*t* | | Dunsmuir & Jackson, Gls. | | | |
| 559 | **Chakrabhongs** | **SteelScSr** | 562 | ✠90A1 | Sng | *g* | 1902 | Kjöbnhavns Flydk. & Skbs. Copenhagen | Akties. det Östasiatiske Kompagni | 166·6 \| 26·5 \| 10·7 | Bangkok Siamese | T.3Cy.13",20½"&33½"–21" (*s*) | 11 • 3 | | 2,04 |
| | ~~*Ordonnez* 02–03~~ *Raven* –04 | | 337 | ~~2,04~~ 2,04 3,05 | | | 1mo | | | P& B116' F25' | | 170lb *200lb* 66NH | | | |
| | *Well deck* | 1 *Dk* (*Stl*) | 352 | *Fitted for liquid fuel* 1.02 | ✠LMC 1.02 | | *Lloyd* | *sA4CP* | *WB = Cell DB u E* 12'18*t FPT* | FK | *1 B H Cem* | 1SB,2*cf*,gs39,hs1171 | | | |
| | | | | | | | | | | | *2St A P T* 15*t* | Kjbnhavns Flydk & Skbsv. | | | |
| 560 | **Challenge** | **IronScYl** | 137 | | | ... | 1884 | J. Readhead & Co. S. Shields | Elliott Stm. Tug Co. Ld. (Dick & Page) | 100·0 \| 20·0 \| 11·4 | London British | C.2Cy.22"&42"–24" | 11 • 11 | | |
| 93650 | *W.M. Jamieson* –01 | 1 *Dk* | 137 | | | | | | | | | NB01 95RH | | | |
| KQFH | | | 14 | | | | | | | | | J. Readhead & Co., S. Shields | | | |
| 561 | **Challenger** | **SteelScK** | 197 | ✠100A1 | Gms | | 1899 | Earle's Co. Ld. Hull | Anchor Stm. Fishg. Co Ld (W.S. Letten, *Mgr.*) | 110·5 \| 21·2 \| 11·2 | Grimsby British | T.3Cy.11",20"&32"–28" (*s* | 12 • 0 | | 11,08 |
| 110918 | *J. Loftus* –99 | *ssGms.No.1–03* | 178 | *Stm Trawler* | | | 9mo | | | Q16' F18' | | 200lb 55RH | | | |
| RMCB | | 1 *Dk* | 73 | 3,05 ~~11,03~~ | ✠LMC 11.03 | | *Lloyd* | *sA4CP* | | BK7½ | *3 B H Cem* | 1SB.2*cf*,gs35,hs850 | | | |
| | | | | | | | | | | | | Earle's Co. Ld. Hull | | | |
| 562 | — | **SteelScSr** | 143 | | | ... | 1897 | Hall, Russell & Co Aberdeen | T. Devlin, jun. | 100·5 \| 20·1 \| 10·7 | Granton British | C.2Cy.17"&34"–24" | 11 • 3 | | |
| 99910 | *W. King* –03 | (*Trawler*) | 129 | | | | | | | Q23' | | 50RH | | | |
| | | 1 *Dk* | 24 | | | | | | | BK7½ | *W B* | Hall, Russell & Co., Abn. | | | |
| 563 | — | **IronPadSr** | 142 | | | | 1873 | J. Readhead & Co. S. Shields | R. Stewart | 113·5 \| 19·2 \| 9·6 | S. Shields British | L.2Cy.29½"–54" | | | |
| 98508 | *R. Stewart* –98 | | 140 | | | | | | | | | 98RH | | | |
| WMLD | | | 28 | | | | | | | | | J. Readhead & Co., S. Shields | | | |
| 564 | — | **IronPadSk** | 104 | | | | 1881 | J.T. Eltringham S. Shields | I. Hodgson | 100·7 \| 18·0 \| 9·0 | Sundrland British | L.1Cy.36"–56" | | | |
| 99995 | *Richardson* 85– | | 104 | | | | | | | | | 50RHP | | | |
| | | | 23 | | | | | | | | | Hepple & Co., S. Shields | | | |
| 565 | **Chalmette** | **IronSc3MstSr** | 3205 | | | | 1879 | W. Cramp & Sons Philadelphia | Morgan's L.&T.R.R. &SS. Co. (Southern Pacific Co.) | 321·2 \| 42·2 \| 21·3 | N. Orleans Utd. States | C.2Cy.35"&70"–45" | | | |
| 125768 | *W. Birnick* | 3 *Dks & Awng dk* | | | | | | | | 31·6 | | 274NH | | | |
| JTNB | | | 2043 | | | | | | | | *W B* | W. Cramp & Sons, Phl. | | | |
| 566 | **Chameleon** | **SteelScYawl** | 132 | | | ... | 1896 | Mackie & Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 99·3 \| 20·1 \| 10·4 | Grimsby British | T.3Cy.10",16"&27"–20" | 11 • 6 | | |
| 10666 | *E. Freer* 91–96 | (*Trawler*) | 121 | | | | | | | Q17' F19' | | 45RHP | | | |
| | | 1 *Dk* | 45 | | | | | | | BK7½ | | Muir & Houston (Lim.), Gls | | | |
| 567 | **Chamid** | **SteelTwinSc3MstSr** | 1248 | | | | 1903 | J.W. Klawitter Danzig | F.M.&A.M. Rassuloff | 248·0 \| 32·1 \| 16·8 | Baku Russian | C.4Cy.23⅝"&41⅞"–28⅜" | | G | |
| | *E. Moll* –03 | 2 *Dks* | 1141 | | | | | | | P25' B36' F21' | | 138NH | | | |
| | *Elec. light* | *Carrying Petroleum in bulk* | 753 | | | | | | | | *W B* | J.W. Klawitter, Danzig | | | |
| 568 | **Chamlee** | **IronScSr** | 455 | ✠90A1 | Cpl | *y* | 1879 | W B Thompson Dundee | Mahmood Bey & Halil Bey (P.A. Abadju, *Mgr.*) | 164·8 \| 23·8 \| 12·4 | Constanpl Turkish | C.2Cy.22"&40"–27" | | | 2,00 |
| | *Y. Doriza* –01 *ssPir.2nd No.3–11,00* | | 352 | ~~1,04~~ 1,04 ~~2,04~~ | | | | A&CP | | Q47' B17' | | 65lb *60lb* NB89 69NH | | | 2,00 |
| | *ex Paros, ex Inchcape*) | 1 *Dk* | 310 | ~~4,05~~ | ~~✠LMC 2.05~~ | | | | *WB = DB* 40' *FPTAP* 7 | | *5 B H Cem* | 1B | | | |
| | *Well deck* | *ssCpl.No.1–05* | | 1 | | | | | | | | W.B. Thompson, Dundee | | | |
| 569 | **Chamois** | **IronPad** | 102 | | | | 1875 | ..... Havre | Cie. Franç. de Nav. et de Const. Nav. et Satre Réunis | 132·2 \| 15·2 \| 6·5 | Nantes French | | | | |
| HQLG | | 1 *Dk* | 31 | | | | | | | | | | | | |
| 570 | **Champion** | **IronPad** | 482 | | | | 1897 | J.L. Davie Levis, Quebec | Compagnie Maritime & Industrielle de Levis | 148·5 \| 25·6 \| 7·8 | Quebec British | 1Cy.28"–72 | | | |
| 103975 | | | 343 | | | | | | | | | 36RH | | | |
| | | 2 *Dks* | 304 | | | | | | | | | Rousseau & Tourix, Quebec | | | |
| 571 | — | **WoodTwinSc** | 342 | | | | 1899 | A.C. Brown & Sons Tottnville NY | Merritt & Chapman Derrick & Wrecking Co. | 122·7 \| 35·2 \| 11·1 | New York Utd. States | T.6Cy.11",17"&27"–20" | | | |
| 127338 | *W.H. Cochran* 98–99 | | | | | | | | | | | 65NH | | | |
| | | 1 *Dk* | 159 | | | | | | | | | J.W. Sullivan, New York | | | |
| 572 | — | **SteelScK** | 307 | ✠100A1 | Syd | *e* | 1895 | J.P. Rennoldson & Sns S. Shields | W. & S. Brown | 135·5 \| 24·2 \| 13·9 | Sydney, N.S.W. British | T.3Cy.17½",28½"&47"–33" | 14 • 8 | | ~~6,00~~ |
| 94122 | *C. Larsen* –97 | *ssN.S.W.No 2–03* | 271 | ~~7,04~~ ~~12,03~~ | | | 12mo | | | BK7' | | 165lb (*s*) 149NH | | | 6,04 |
| WNVT | *Elec. light* | 1 *Dk* (*Teak*) | 16 | BS 3.05 | ✠LMC 3.03 | | | A&CP | *WB = FP* | T12*t* 4 *PT* 19*t* 4 *BH* | *pt Compt Asp* | 1SB.4*rf*,gs73,hs2561 | | | |
| | | | | | | | | | | | | J.P. Rennoldsn & Sns. S. Shl. | | | |
| 573 | — | **IronPadTug** | 206 | | | | 1877 | J. Readhead & Co. South Shields | Chambre de Commerce | 108·0 \| 19·7 \| 10·0 | Calais French | 2Cy.28½"–51" | | | |
| | *L. Vanpouille* 01–01 | 1 *Dk* | | | | | | | | B10' | | 89NH | | | |
| HQLS | | | 65 | | | | | | | | | J. Readhead & Co., S. Shields | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned (new assigned). Equipment. | 8 Built. When | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Decks Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines in which classed, if not in L.R. Date of trial. | 16 Date when Tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 574<br>80017 | **Champion** Wood Pad<br>*S.R.Weldon* | 190<br>123<br>120 | | | | 1880 | G.McLeod<br>St.John,N.B | Tapley Bros. | 121·6 \| 24·1 \| 6·2 | St.John N.B<br>British | 1Cy.32″-72<br>42RHP<br>Fleming&Humbert,St.J | | | |
| 575<br>[illegible] | — Steel ScSr<br>*J.Crombie* -04 (*Trawler*)<br>*Elec light* 1 *Dk* | 165<br>150<br>41 | | | ... | 1897 | Hall,Russell&Co<br>Aberdeen | f.Devlin,jun. | 105·4 \| 20·6 \| 11·5<br>Q23′ BK7½ | Granton<br>British<br>*WB* | C.2Cy.17″&34″-24″<br>50RHP<br>Hall,Russell&Co.,Abn | 12 ″ 0 | | |
| 576<br>102933<br>PLSM | — Iron ScK<br>*R.G.Cumins* -91 ss Hul.No.2-02<br>1 *Dk* | 150<br>140<br>58 | ✠100A1<br>*Stm Trawler*<br>~~7,04~~ 2,05<br>B811,08 ~~3~~ MC7,02 | Cff | | 1894<br>1mo | Cook,Welton&Gemmell<br>Hull<br>*Lloyd's SA&CP* | Neale&West | 101·1 \| 20·8 \| 11·0<br>Q22′ BK7½ | ~~Hull~~<br>British<br>*3BHCem*<br>Cardiff | C.2Cy.16″&38″-22″ (*s*)<br>100lb 45RHP<br>1SB,*2pf*.GS30,HS812<br>Bailey&Leetham,Hull | 11 ″ 10 | | 7.02 |
| 577<br>93334 | — Iron Pad ~~Sk~~<br>*Q.Carsell* -97<br>(*ex* Flying Scotsman) | 146<br>131<br>24 | | | | 1886 | J.T.Eltringham<br>S.Shields | A.McKinnon | 108·0 \| 18·6 \| 9·7 | Glasgow<br>British | L.1Cy.36″-54″<br>80RHP<br>J.P.Rennoldson&Sns S.Shl | | | |
| 578<br>76964 | — Iron Pad Sr<br>(*Tug*)<br>(*ex* Hercule) 1 *Dk* | 140<br>140<br>19 | | | | 1877 | Readhead&Co.<br>South Shields | J.Crosthwaite | 110·7 \| 19·4 \| 9·8<br>B10′ | N.Shields<br>British | L.2Cy.29½″-51″<br>96RHP<br>Readhead&Co.S.Shields | | | |
| 579<br>76661<br>WVNB | — Iron Pad Sp<br>*Sherwood* 74-85 | 124<br>124<br>29 | | | | 1876 | J.T.Eltringham<br>S.Shields | G.Robinson | 102·6 \| 19·3 \| 10·0 | Grimsby<br>British | L.2Cy.27″-50″<br>80RHP<br>J P Rennoldson&Sons, Shl | | BT till 9.04 | |
| 580<br>101948<br>MVRD | — Iron ScK<br>*W.H.Simmons* -00 1 *Dk*<br>(*Tug*) | 116<br>115<br>20 | | | ... | 1892 | A.W.Robertson&Co<br>London | Elliott Stm.Tug Co. Ld.(Dick&Page) | 89·1 \| 19·0 \| 11·1<br>B13′ BK6½ | London<br>British<br>*WB* | C.2Cy.18″&38″-24″<br>95RHP<br>A.W.Robertson&Co.,Lon. | 11 ″ 8 | | |
| 581<br>98328 | — Wood ScFlat | 102<br>96<br>69 | | | | 1864 | R.G.Cross<br>Winsford | Liverpool Lighterage Co.Ld. | 81·7 \| 19·2 \| 8·1 | Liverpool<br>British | 2Cy.9″-12″<br>NB03 18RHP<br>W.Galton,Manchester | | | |
| 582 | **Chan On** Wood Sc<br>*Chow Fook* -02<br>1 *Dk* | —<br>—<br>207 | | | | 1901 | Fook Tai<br>Loong<br>Canton | Wo Shun S.S.Co.Ld. | 127·0 \| 27·0 \| 9·0 | Canton<br>Chinese | C.2Cy.<br>Kwang Wo | | | |
| 583 | **Chan Wai** Wood Sc<br>*For amended particulars See No. 72 in Supplement* | 510<br>242 | | | | 1902 | Kwong Fat<br>Shun Shing<br>Wan | Wo Shun S.S.Co. Ld | 125·0 \| 25·0 \| 9·0 | Wu-chow<br>Chinese | C.2Cy.12½″&25″-16″<br>21NHP<br>Chan Hing,Samsui Po | | | |
| 584<br>105336<br>PBJS | **Chancellor** Steel ScSr<br>*W.M.Booth* -03 ss Liv.No.2-03<br>*ex* St.Cuthbert) 2 *Dks*(*Sd*)*3trB* | 4586<br>4336<br>2958 | ✠100A1<br>4,05 ~~7,08~~ ~~8,01~~ ~~Dkg~~<br>MS6,03 ~~4~~ LMC<br>BS8,04 | Liv | *y* | 1895<br>9mo<br>Lloyd's SA&CP | C.S.Swan&Hunter<br>Newcastle | Charente SS Co.Ld.<br>T.&J Harrison,<br>*Mgrs.*)<br>*WB*= | 400·4 \| 47·0 \| 28·6<br>P39′ B96′ F50′ FK<br>*CellDBa*128′*uE&Sb* | Liverpool<br>British<br>*3BHCem*<br>*2DB.12rf*.GS200,HS7000<br>Wlsnd Slpwy.Co.Ld.Nwc | T.3Cy.27″,44″&71″-51″ (*s*)<br>170lb *170lb* 418NHP<br>*1′f171′961t* | 31 ″ 6<br>~~7~~ 7 ″ 2 | | ~~M6,99~~<br>4,05 |
| 585<br>113083<br>SGLW | — Steel ScK<br>*M.Henderson* -02<br>1 *Dk* | 168<br>160<br>54 | ✠100A1<br>*Stm Trawler*<br>2,05 ~~1,04~~ ~~4~~ LMC3,01 | Abn | | 1901<br>3mo<br>Lloyd's SA&CP | A.Hall&Co.<br>Aberdeen | The "Dodds" Steam Fishing Co.Ld. (W H.Dodds, *Mgr.*) | 105·8 \| 21·2 \| 11·4<br>BK7½ | Aberdeen<br>British<br>*3BHCem* | T.3Cy.11½″,18″&31″-21″ (*s*)<br>180lb 53RHP<br>1SB.*2cf*.GS30,HS880<br>A.Hall&Co.Aberdeen | 12 ″ 0 | | |
| 586<br>72815 | **Chang On** Steel Twin ScSr<br>~~A.M.Hall -04~~ *F.George* -04 | ~~1396~~<br>~~1001~~<br>1023 | *1661*<br>710<br>1289 | | | 1890 | S C Farnham<br>&Co.<br>Shanghai | ~~E.W.Axtell~~<br>Hoong On SS Co Ld | 212·8 \| 30·0 \| 12·0<br>H764*t* F36*t* [illegible]04<br>244′8 30′6 | ~~Shanghai~~<br>British<br>Hong Kong | C.4Cy.16″&32″-24″<br>85RHP<br>S.C.Farnham&Co.,Shi. | | | |
| 587 | **Chang Ryong** Iron ScSr<br>*J.S.Gundersen* 94-96 ss H.K.No.2-80<br>(*ex* Signal) 1 *Dk2trb* | 536<br>442<br>403 | ✠<br>10,88 | Nag | *h* | 1878<br>6mo | Flensburg<br>S.B.Co.<br>Flensburg | Corean Government | 167·3 \| 25·1 \| 14·3<br>Q98′ *WB*=*DB*112 | Chemulpo<br>Corean<br>*4BHCem* | C.2Cy.23″&41″-27″<br>73NHP<br>Flensburg SBC., Flensburg | | | |
| 588<br>72824 | **Chang Wo** Steel Twin Stern Pad<br>*J.G.Mutter* -03<br>1 *Dk* | 1065<br>525<br>696 | | | | 1891 | S.C.Farnham&Co.<br>Shanghai | Indo-China Steam Nav.Co.Ld. | 200·0 \| 40·0 \| 7·8<br>H90*t* | London<br>British | C.4Cy.17½″&30″-60″<br>80RHP<br>Bow,McLachlan&Co.,Psy. | | | |
| 589<br>1146 ~~0~~<br>SKPC | **Changchow** Steel ScSr<br>*J.Pearce* -02<br>*Elec light* 2 *Dks* | 1948<br>1728<br>1203 | | | | 1901 | Scott&Co.<br>Greenock | China Nav.Co.Ld. | 275·0 \| 38·2 \| 21·5<br>B70′ F30′ | London<br>British<br>*WB* | T.3Cy.19″,31″&53″-39″<br>175NHP<br>Scott&Co.Greenock | | | |
| 590<br>91952<br>KHFQ | **Changsha** Steel ScSr<br>*J.M.Howie* -02<br>*Ref.Mchy.* | 2269<br>1964<br>1463 | | | | 1886<br>7mo | Scott&Co.<br>Greenock | China Nav.Co.Ld. | 315·2 \| 38·2 \| 23·8<br>P46′ B102′ F43′ | London<br>British | T.3Cy.25″,40″&62″-48″<br>266NHP<br>Scott&Co.,Greenock | | | |
| 591<br>102958 | **Chanticleer** Iron ScK<br>~~R.J.B.Sheldon -02~~ ss Hul.No.2-02<br>*H.Reynolds* 1 *Dk* | 150<br>142<br>62 | ✠100A1<br>*Stm Trawler*<br>8,02 | Hul | | 1894<br>6mo<br>Lloyd's SA&CP | Cook,Welton&Gemmell<br>Hull | Chant&Paddon | 103·3 \| 20·8 \| 11·0<br>BK7½ | Plymouth<br>British<br>*3BHCem* | T.3Cy.11½″,18″&30″-22″ (*s*)<br>160lb 45RHP<br>1SB.*2cf*.GS24,HS708<br>C.D.Holmes&Co.,Hull | 11 ″ 9 | | N8,02 |
| 592<br>86236 | — Wood ScFlat<br>*Mchy.Aft* | 113<br>105<br>77 | | | | 1868 | Ann Deakin<br>Winsford | Salt Union,Ld. | 88·0 \| 19·1 \| 8·7 | Liverpool<br>British | 2Cy.12″-16″<br>NE76 NB79 24RHP<br>J.Jack,Liverpool | | | |
| 593<br>HQMC | **Chanzy** *R.Lemasson* -04 Steel ScSr<br>~~A.Bleurot -02~~ ss Hav.No.3-7,98<br>*Well deck* ss Hpl.No.1-01<br>1 *Dk*(*Irn*) *Floors,Beams&Keelsons Irn* | 639<br>~~525~~<br>237 | ✠100A1<br>~~10,08~~ 5,05 ~~Cem~~ | Sws | *j* | 1888<br>4mo | Sunderland<br>SB Co.(Lim.)<br>Sunderland<br>A&CP | Soc.Navale Caennaise (G. Lamy&Cie, *Mgrs.*)<br>*WB*=*pt CellDB* | 189·7 \| 30·0 \| 13·9<br>Q92′ B14′ F26′ FK<br>(*Irn*)121′105*t APT* | Caen<br>French<br>*4BHCem*<br>25*t FPT* 20*t* | T.3Cy.16″,26″&48″-30″ (*o*)<br>150lb *75lb* 98NHP<br>1SB,*3pf*,G856,HS1525<br>N.E.Marine Co.(Lim.),Sld.<br>*Tanks in E&Bspace*82*t*28*t* | 14 ″ 8<br>s 1 ″ ■ | | 10,08 |
| 594<br>HQNG | **Charente** Steel ScBn<br>*Fargeau* 91-00 3 *Dks* | 3835<br>—<br>2148 | | | | 1889 | Forges&C. de la Médit.<br>Havre | Messageries Maritimes | 371·4 \| 43·0 \| 34·4 | Marseilles<br>French<br>*WB* | T.3Cy.28″,44″&70″-47″<br>336NHP<br>Forges&Chantiers, Havre | | | |
| 595<br>HKJP | — Steel ScSr<br>*A.W.Brekke* 80-95 1 *Dk&pt Awngdk* | 920<br>582<br>572 | | | | 1895 | Nylands Værksted<br>Christiania | Dampskibsinteres. Selsk.Garonne (Fearnley&Eger) | 201·3 \| 30·0 \| 12·4<br>Q64*t* B43*t* H40*t*<br>F213*t pt Awndk*132 | Christiania<br>Norwegian<br>*WB* | T.3Cy.15½″,25″&40½″-30″<br>90NHP<br>Nylands Værksted,Xia. | | N | |
| 596<br>HMND | **Charilaos Tricoupis** Steel Sc3Mst Sr<br>~~E.G.Vlassopulo 00-00~~ ss Pir.No.2-00<br>*Elec light* 1 *Dk*(*Sd*)*&Spardk*(*Irn*)*3trB*<br>*Licossatos* -04 ss Pir.No.3-5,04 | *2511*<br>*3362*<br>*1626* | ✠100A1<br>*Spar dk*<br>7,05 ~~7,08~~ | Cff | *t* | 1892<br>2mo | W.Doxford&Sons(Lim.)<br>Sunderland<br>A&CP | O.A.Stathatos<br>*WB*=*CellD* | 300·0 \| 40·7 \| 16·0<br>B72′ F35′ 23·1 FK<br>*b*230′ 480*t APT* 18*t* | Ithaca<br>Greek<br>*5BHCem*<br>*MTa*26′ 165*t* | T.3Cy.23″,37″&60″-42″ (*s*)<br>160lb *80lb* 253NHP<br>2SB,*6rf*.GS112,HS4100<br>W.Doxford&Sns(Lim),Sld | 18 ″ 4<br>s 5 ″ 6½ | | ~~X9,02~~<br>5,04 |

| 1 Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Brut. Sous le Pont — Net. | 5 Détails de la Classification. Code. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins maintenant o.p.r.t. Lettre d'équipement. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. NHP — Force en chevaux d'après les Certificats de la Société. RHP — Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francbord en saillies & navire. pds. pc. | 15 Date de la dernière visite. | 16 Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 597 | **Charing Cross** | **SteelScSr** | 2534 | ✝100A1 | Bry | / | 1892 | Palmers' | CharingCrossS.S. | 300·0 | 40·2 | 20·9 | London | T.3Cy.22½",36½"&60"–42" | 22 ″ 2 | | |
| 99068 | *Coal Mills 03–07* | *ssCff No.2–01* | 1951 | *pt Awng & with freeboard* | | | 5mo | Co.(Lim.) | Co.Ld. (J.Cory& | P25'Q96' | | | British | 160lb *70lb* (s) 236NHP | ″ 8 ·10 | | |
| MPPR | *J.Davies01–04* | *1 Dk(Stl)2tr B& pt Awng dk(frn)* | 1646 | 10,02 | | | | Newcastle | Sons,Ld.) | *pt Awng dk179'* PR | | | 6 *BHCem* | 2SB,*6rf*,gs84,hs3590 | | | |
| | | | | 8?94,04 ✝LMC8,01 | | | | A&CP | | *WB = Cell* | | | *6 DB216' 386t* | Palmers'Co.(Lim.),Nwc. | | | |
| 598 | **Charité** | **SteelScSr** | 130 | | | | 1900 | Soc.Anon. | F.Rimbert | 89·5 | 19·7 | 10·9 | Dieppe | T.3Cy.10",15¾"&26"–20" | | V | |
| | *Layet* | *(Trawler)* | — | | | | | deCon.Marit. | | | | | French | NB02 30NHP | | | |
| | | | 17 | | | | | Boulogne | | | | | *WB* | Soc.Anon deCon Mar.Boul. | | | |
| 599 | **Charity** | **SteelScK** | 102 | ✝90A– | Abn | | 1901 | J.Duthie, | A.Main,Sen. | 90·5 | 18·2 | 8·8 | Inverness | C.2Cy.10"&26"–18" (s) | 9 ″ 6 | | 9,03 |
| 114188 | *J.Morrice01–01* | | 97 | *For fishing purposes* | | | 8mo | Sons&Co. | | | | | British | 140lb 26RHP | | | |
| | | *1 Dk* | 31 | 4,04 | ✝LMC8,01 | | | Aberdeen | | | | BK6' | *2 BHCem* | 1SB,*2pf*,gs22,hs428 | | | |
| | | | | | | | | | | | | | | Clyne,Mitchell&Co.Abn. | | | |
| 600 | **Charlaw** | **IronScSr** | 890 | ✝ A1, 1 | Shl | Lv | 1871 | R.Thomp- | ~~J.C.Jobling~~ | 212·7 | 29·0 | 16·5 | London | C.2Cy.25"&48"–30" | 17 ″ 6 | | |
| 65681 | *M.L.Burn –00* | *6thSurvey,Lon.5,91* | 739 | 7?,02 | Kpt | | 11mo | son,jun. | Stone&Coombs | Q63'B61'F15' | | | British | NB02 90RHP | ″ 2 · 4½ | | |
| LBQS | | ~~3rdSurvey,Lon.?,00~~ | 557 | | | | | Sunderland | | drp94 | | BK8' | *3 BHIPBH* | 1SB,*2f* | | | |
| | *Well deck* | *1 Dk2tr B& Webframes* | | | | | | | | | | *W* | *B = DBadf* | Black,Hawthorn&Co.,Gts. | | | |
| | | *4thSurvey Shl.12.04* | | | | | | | | | | | | | | | |
| 601 | **Charles** | **SteelScSr** | 902 | | | | 1886 | Strand | Chevilotte frères | 209·9 | 31·0 | 14·0 | Brest | T.3Cy.17½",29"&47"–38" | | | |
| | *J.Godebert* | *2 Dks* | — | | | | | SlipwayCo. | | Q92' | H51' | F27' | French | NB94 127NHP | | | |
| HQPL | | | 429 | | | | | Sunderland | | | | | *WB* | N.E.Mar.Eng.Co.,Sld. | | | |
| 602 | — | **SteelScTug** | 76 | ✝100A1 | Ams | *a* | 1903 | J.Meijer | C.Murrell | 74·0 | 17·0 | 10·0 | London | C.2Cy.14"&30"–21" (s) | 9 ″ 11 | | |
| 118298 | | | — | *For towing purposes* | | | 1mo | ZaltBommel | | | | | British | 110lb E.*bl07 refitd03* 65RHP | | | |
| VCSW | | *1 Dk(Stl)* | 9 | 1,03 | LMC1,03 | | | Holland | | | | BK6' | *4 RHCem* | 1SB,*2pf*,GS ,HS681 | | | |
| | | | | B7,97 *refitted 1,03* | | | *Lloyd's SA&CP* | | | | | *W* | *B = APT8t* | G.T.Grey,SouthShields | | | |
| 603 | **Charles Beatty** | **SteelScSr** | 986 | | | | 1902 | Craig S. B.Co. | VolunteerTransit | 211·5 | 40·5 | 13·4 | Cleveland | T.3Cy.16½",25"&42"–36" | | V | |
| 127641 | *J.Milne02–02* | | — | | | | | Toledo,O. | Co. (E.Morton, | | | | Utd.States | 106NHP | | | |
| | *Mchy.Aft* | *Elec.light* *1 Dk* | 814 | | | | | | *Mgr.*) | | | | *WB* | CraigS.B.Co.Toledo,O. | | | |
| 604 | **Charles Bricka** | **SteelTwinSc** | 103 | | | | 1900 | A.Blasse | Cie.des Messagries | 103·8 | 16·5 | 5·1 | | C.4Cy.8½"&15"–10½" | | | |
| | | | 92 | | | | | Nantes | Françaises de | | | | | 12NHP | | | |
| | | *1 Dk* | 42 | | | | | | Madagascar | | | | | Mancour,Nantes | | | |
| 605 | **Charles Clarke** | **SteelScTug** | 211 | | | | 1899 | J.H.Dia- | TexasOil&Transit | 108·9 | 22·6 | 11·8 | Galveston | C.2Cy.20"&40"–26" | | | |
| 127365 | | | — | | | | | logue&Son | Co. | | | | Utd.States | 43NHP | | | |
| KPHW | | *1 Dk* | 144 | | | | | Camden,N.J. | | | | | | | | | |
| 606 | **Charles Dickens** | **IronPadSp** | 121 | | | | 1872 | Readhead, | FlorenceTugboat | 103·2 | 18·3 | 10·1 | Stockton | L.2Cy.28"–48" | | | |
| 65662 | *F.Newall –04* | | 121 | | | | | Softley&Co. | &SalvageCo.Ld. | | | | British | 55RHP | | | |
| LWNF | | | 17 | | | | | S.Shields | (B.O.Davies, *Mgr.*) | | | | | Readh'd,Softley&Co.S.Shl. | | | |
| 607 | **Charles E. Matthews** | **SteelSc** | 164 | | | | 1902 | Neafie& | Booth,Dailey& | 91·0 | 22·0 | 9·4 | NewYork | C.2Cy.16"&32"–24" | | | |
| 127682 | *J.S.Irelan –02* | | — | | | | | Levy Co. | Ivins | | | | Utd.States | 42NHP | | | |
| KRWF | | *1 Dk* | 111 | | | | | Philadelphia | | | | | | Neafie&LevyS&EBCo.Phl. | | | |
| 608 | **Charles Edward** | **IronTwinScSr** | 245 | | | | 1864 | A.Denny | AnchorShipping & | 143·0 | 19·4 | 9·2 | Nelson,NZ | C.4Cy.11"&24"–14" | | | |
| 47850 | | | 191 | | | | | Dumbarton | FoundryCo.Ld. | H30t | | | British | E.made88 NB00 48RHP | | | |
| VQHW | | *1 Dk* | 145 | | | | | | | | | | *WB* | A.Brown,Nelson,N.Z. | | | |
| 609 | **Charles F. Dunbar** | **SteelScTug** | 137 | | | | 1898 | UnionDry | Hand&Johnson | 86·2 | 23·4 | 10·8 | Buffalo NY | T.3Cy.16",25"&40"–27" | | | |
| 127241 | | | 137 | | | | | Dock Co. | TugLine | H— | | | Utd.States | 83NHP | | | |
| | | *1 Dk* | 93 | | | | | Buffalo,N.Y. | | | | | | KingIronWorks,Buffalo | | | |
| 610 | **Charles F. Mayer** | **IronScSr** | 1218 | | | | 1884 | Harlan& | ConsolidationCoal | 236·5 | 37·0 | 18·5 | Baltimore | C.2Cy.30"&56"–36" | | | |
| 126191 | *J.McLeod* | *1 Dk2tr B* | — | | | | | Hollingwrth | Co. | | | | Utd.States | 157NHP | | | |
| KQDM | | | 885 | | | | | Wlmngtn Del | | | | | *WB* | Harlan&Hlngwrth,Wlmn | | | |
| 611 | **Charles Galloway** | **SteelSc** | 127 | | | | 1895 | J.T.Elt- | ManchesterShip | 90·2 | 19·2 | 8·6 | Manchestr | C.4Cy.14"&30"–21" | | | |
| 105668 | *W.Smith –99* | | 97 | | | | | ringham&Co. | CanalCo. | | | | British | 72RHP | | | |
| | | *1 Dk* | 3 | | | | | S.Shields | | | | | | G.T.Grey,S.Shields | | | |
| 612 | **Charles H. Hackley** | **IronTwinSc** | 1338 | | | | 1892 | Neafie& | Chicago&Muske- | 220·0 | 40·0 | 13·0 | Chicago | C.4Cy.20"&40"–26" | | | |
| 96173 | *M.E.Barry* | *(exU.S.N.Terry,* | — | | | | | Levy | gonTrans.Co. | | | | Utd.States | 136NHP | | | |
| KLGV | *exHartford) Elec.light* | *1 Dk& Saloon dk* | 986 | | | | | Philadelphia | | | | | | Neafie&Levy,Philadelphia | | | |
| 613 | **Charles Hardouin** | **SteelTwinScSr** | 1671 | | | | 1903 | Cie. Fran- | J.Trévoux&Co. | 222·2 | 38·1 | 12·3 | Canton | T.6Cy.13⅝",21⅛"&35⅛"– | | V | |
| | *LeSauvage 03* | | — | | | | | çaise de Nav. | | H— | | | French | 21⅜" 118NHP | | | |
| HQPV | *Elec.light* | *2 Dks& Awng dk* | 909 | | | | | Nantes | | | | | | Cie.Franç. de Nav.Lyons | | | |
| 614 | **Charles Le Cour** | **SteelScSr** | 2472 | | | | 1903 | Ch.Nantais | Soc.Anon.desChar- | 282·6 | 40·6 | 19·6 | Nantes | T.3Cy.20¾",36⅞"&60¼"–39½" | | V | |
| | *Dolu –03* | | 1939 | | | | | de Const.Mar. | geurs de l'Ouest | P19'Q88'F29' | | | French | 228NHP | | | |
| HQVN | | *1 Dk2tr B* | 1319 | | | | | Nantes | | | | | *WB* | Schneider&Co.Creusot | | | |
| 615 | **Charles M. Warner** | **SteelScSr** | 3812 | | | | 1903 | Chicago | UnitedStates | 370·0 | 48·0 | 24·0 | OswegoNY | T.3Cy.20",33½"&55"–40" | | V | |
| 127752 | | | — | | | | | S.B.Co. | TransportationCo. | F44' | | | Utd.States | 191NHP | | | |
| | *Mchy.Aft* | *Elec.light* *1 Dk2tr B* | 2733 | | | | | Chicago | | | | | *WB* | ChicagoS.B.Co.Chicago | | | |
| 616 | **Charles Macalester** | **IronPad** | 625 | | | | 1890 | Harlan& | MountVernon& | 195·0 | 30·0 | 10·6 | Washngtn | 1Cy.44"–120" | | | |
| 126621 | *T.C.Ross* | *1 Dk* | — | | | | | Hollingwrth | MarshallHall | | | | Utd.States | 163NHP | | | |
| | *Elec.light* | | 463 | | | | | Wlmngtn Del | SteamboatCo.Ld. | | | | | Harlan&HollingsworthCo. | | | |
| 617 | **Charles Nelson** | **WoodScSr** | 1057 | | | | 1898 | Hay& | C.NelsonCo. | 196·5 | 37·8 | 12·8 | S.Frncisco | T.3Cy.15",25¼"&42½"–30" | | V | |
| 127353 | *M.Andresen* | | — | | | | | Wright | | | | | Utd.States | 99NHP | | | |
| KNLF | *Elec.light* | *1 Dk2tr B* | 802 | | | | | Alameda,Cal. | | | | | | FultonIronWorks,S.Fo. | | | |
| 618 | **Charles R. Van Hise** | **SteelSc** | 5117 | | | | 1900 | Superior | Pittsburgh S.S.Co. | 458·0 | 50·2 | 25·0 | Duluth | Q.4Cy.20½"30"43½"&63"–42" | | | |
| 127426 | *S.D.Secord01–03* | | — | | | | | S.B.Co. | | | | | Utd.States | 257NHP | | | |
| | *Mchy.Aft* | *Elec.light* *1 Dk2tr B* | 8673 | | | | | Wst.Superior | | | | | *WB* | ChicagoS.B.Co.Chicago | | | |
| 619 | **Charles S. Neff** | **SteelScSr** | 992 | | | | 1901 | JenksS.B. | S.Neff | 200·0 | 38·0 | 11·6 | Milwaukee | C.2Cy.22"&44"–30" | | V | |
| 127547 | | | — | | | | | Co.,Port | | | | | Utd.States | 88NHP | | | |
| | *Elec.light* | *Mchy.Aft* *1 Dk* | 800 | | | | | Huron,Mich. | | | | | *WB* | JenksS.B.Co,Pt.Huron | | | |
| 620 | **Charles T. Jones** | **SteelScSr** | 2422 | ✝100A1 | Cff | *s* | 1890 | J.Readhead | W.&C.T.Jones | 290·4 | 40·0 | 19·8 | Cardiff | T3Cy.25",37½"&61½"–39"(r | 22 ″ 6 | | |
| 95198 | *C.J.Bailey –03* | *ssShl.No.3–2,03* | 1857 | 2,00 2nd?3?,?? | | | 8mo | &Sons | S.S.Co.Ld. | P29'Q82'B118'F38' | | | British | 160lb *80lb* NDN98 234NHP | ″ 3 · 1½ | | |
| LTPD | *Well deck* | *1 Dk(pt Irn&pt Stl)2tr B* | 1562 | 1,?5,?4 | ✝LMC2,?? | | *Lloyd's SA&CP* | S.Shields | (W.&C.T.Jones) | BK 10' | | | *6 BHCem* | 2SB,*6rf*,gs104,hs3490 | | | |
| | | | | 8?82,?? | | | | | | *WB — Cell DB250'5456* | | | *APT41t* | J.Readhead&Sons,S.Shl. | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | When. | Built. By Whom. Where. | Owners. | Register Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. | Moulded depth. Freeboard amidships. ft. in. | | Date when screw shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 621 HQVS | Charles Tiberghien SteelScSr P.M.Leroy ssDk.S. 1-01 2Dks(Stl)&Webframes 1Shelterdk(ptStl-ws) | 4893 4540 2750 | ✠100A1 Shelterdk withfreeboard 2,03 9,03 LMC9,03 | NYk *w* | 1900 8mo | At.&Chan. deNormandie Rouen A&CP | C.Tiberghien&fils | 360·0 48·0 27·8 WB=Cell DBa94' uE36' f 151'571t BK11" FPT124t APT84t | Dunkirk French 6BHptAsp ptCem | T.3Cy.24",40"&64"-45" (s) 160lb 114lb 305NHP 2SB.6rf,GS146,HS5042 J.Stewart&Son,Ld.Lon. | 26 " 10 s 4 " 8 | | N2,05 |
| 622 82825 | Charlestown IronPadSr ssDem.2ndNo.3-4,00 ssDem.No.1-03 1Dk | 59 82 56 | ✠ A1 For River purposes only 12,03 LMC12,03 | Dem | 1880 11mo Lloyd | R.&H. Green London 'sA&CP | Sproston'sLd. | 104·0 16·1 7·7 BK4 | Georget'n British 3BH.Asp92 | O.2Cy.24½"-28" (a) 35lb NB00 30RHP 1SB.2pf,GS ,HS748 J.Penn&Sons,Greenwich | | | |
| 623 77583 | Charlevoix WoodSc (exC.Anderson) 1Dk | 212 90 144 | | | 18 74/97 &98 | L.Paquin Montreal | A.Gagnon | 100·0 18·2 7·0 | Quebec British | 1Cy.14"-16" 7RHP SuttonBros.,Buffalo,U.S. | | | |
| 624 NJWG | Charlois SteelSc3MstSr Joh. Schmidt ssRot.No.3-6.01 Mchy.Aft 2Dks(Stl)&Webframes Elec.light | 2677 2274 1919 | ✠100A1 8,01 11,03 LMC Carrying Petroleum in bulk NB11,03 MS11,03 | Rot *t* | 1888 12mo | Russell& Co. Greenock A&CP | AmericanPetroleumCo. | 310·3 39·2 25·2 P94' B28' F34' Shade dk58' FK WB=FPT147t APT196t | Rottrdam Dutch 15BHCem | T.3Cy.22",36"&58"-42" (s) 160lb 125lb NDB02 254NHP 2SB,6cf,GS121,HS4360 D.Stewart&Co.,Glasgow | 26 " 6 s 4 " 9½ w5 " 1 | | 11,03 |
| 625 126597 KGPQ | Charlotte IronSc R.D.Murphy 2Dks Elec.light | 1747 — 1198 | | | 1889 | Neafie& Levy Philadelphia | ChesapeakeS.S.Co. | 228·9 38·0 22·0 | Baltimore Utd.States | T.3Cy.21",31"&55"-36" 181NHP Neafie&Levy,Philadelphia | | R | |
| 626 HQWS | — SteelScK Fourmentin -00 (Trawler) Elec.light 1Dk | 241 — 84 | | | 1900 | Earle'sCo. Ld. Hull | A.&G.Vidor fils | 126·0 22·0 11·1 | Boulogne French WB | T.3Cy.13",22"&36"-24" 63RHP Earle'sCo.Ld.Hull | | V | |
| 627 100793 | Charmer SteelScSr G.Rudlin84-94 (exPremier) 2Dks | 1044 609 497 | | | 1887 | Union Iron Works S.Francisco | CanadianPacific RailwayCo. | 200·0 42·0 12·9 | Vict'riaBC British | T.3Cy.23",34"&56"-36" 188NHP UnionIronWorks,S.Fo. | | | |
| 628 118013 TWVG | Charon SteelScSr Elec.light 2Dks | 2682 2111 1661 | | | 1903 | CaledonS. B.&E.Co.Ld Dundee | OceanS.S.Co.Ld. (A.Holt&Co.Mgrs) | 306·1 45·2 19·6 P47' B124' F35' | Fremantle British WB | T.3Cy.21½",36"&60"-42" 233NHP CaledonS.B.&E.CoLd.Dun | | | |
| 629 81498 WBGT | Charrington IronScSr B.Dawson -94 ssSld.No.3-7,93 ssSld.No.1-98 Well deck 1Dk(Irn)2trB | 1770 1454 1125 | ✠100A1 6,01 MS2,98 BS6,01 LMC | Sld *r* | 1881 5mo | J.Laing Sunderland A&CP | Culliford&Clark | 269·0 36·0 20·6 P28' Q72' B48' F32' BK9½ WB=DB a72' f48' 207t | Sundrland British 5BHCem | C.2Cy.32"&60"-39" (i) 80lb 40lb NDB83 173NHP 2SB.4pf,GS78,HS2796 G.Clark,Sunderland | 22 " 3 s 3 " 10 | | 6.01 |
| 630 104892 NVJP | Charterhouse SteelScSr H.W.Field -96 ssSld.No.2-03 1Dk(Irn)2trB&deepframing3dk Rule | 3021 2854 1928 | ✠100A1 withfreeboard 6,01 7,03 BS7,04 LMC7,03 | Sld Cff *u* | 1895 6mo | J.Priestman&Co. Sunderland A&CP | AustinFriarsStm. Shppg.Co.Ld(Galbraith,Pembroke& Co.Mgrs.) | 325·0 45·5 24·8 P33' B68' F32' FK WB=DBa108' f122' 718t | London British 5BHCem | T.3Cy.24",38"&64"-42" (s) 160lb 80lb 277NHP SNDB00 2SB,8pf,GS120,HS4340 W.Allan&Co.(Lim.),Sld. | 26 " 1 s 5 " 8½ s4 " 10½ | | 7,03 9,04 |
| 631 70946 VSLM | — IronScSr Kinghorn ssSng.2ndNo.3-1,99 (exStentor) ssSng.No.1-02 2Dks(Teak)3trB | 2025 1840 1278 | | ... | 1875 | Scott&Co. Greenock | LimHoPuah | 314·1 35·2 26·0 B49' BK8" | Singapore British 7BHCem | C.2Cy.26½"&56"-52" (i) 80lb 60lb NDB91 265NHP 1DB,4rf,GS87,HS4873 FD Greenock FoundryCo.Grk ND04 | 26 " 9 | | 5,02 |
| 632 | Chasna SteelScSr A.Street -04 1Dk | 202 189 112 | ✠100A1 4,04 LMC4,04 | Drt *b* | 1904 4mo Lloyd | Gibbs&Co. Galmpton 'sA&CP | Cia.Nav.deTenerife | 106·1 21·0 11·6 BK6½" | Tenerife Spanish 4BHCem | C.2Cy.12½"&27½"-16" (s) 130lb 38NHP 1SB,2pf,GS26,HS750 ShieldsEng.Co.Ld.N.Shl. | 12 " 3 | | |
| 633 102713 NHJG | Chatburn SteelScSr H.H.Wood -98 ssHpl.No.2-02 Well deck 1Dk(Irn)&Webframes | 1942 1445 1225 | ✠100A1 6,04 2,04 BS6,04 LMC4,04 | Cff Hpl *r* | 1894 3mo | W.Gray& Co.(Lim.) WHartlepool A&CP | F.Yeoman | 270·0 37·0 18·8 P29' Q72' B116' F27' drp04 FK WB=Cell DB 190' 459t | W.Hartlpl British 4BHCem APT27t | T.3Cy.20",31½"&53"-36" (s) 160lb 80lb 169NHP 2SB,4pf,GS53,HS2540 Cen.Mar.E.Wrks.,W.Hpl. | 20 " 0 s 1 " 6½ | | 4,02 6,04 |
| 634 103099 | Chateauguay SteelPad 1Dk | 222 142 119 | | | 1894 | J.&R.Weir Montreal | R.Lang | 133·8 20·2 7·1 | Montreal British | 1Cy.24½"-84" 20RHP J.&R.Weir,Montreal | | | |
| 635 HBDC | Chater-Dag SteelScSr T.Vacilsoff73-96 1Dk(Stl) | 894 775 646 | ✠ withfreeboard 5,96 For Trading in the Black Sea | Nwc *m* | 1896 5mo | Hawthorn, Leslie&Co.Ld Newcastle | RussianStm.Nav. &TradingCo. | 220·0 34·0 12·2 B34' F26' FK WB=Cell DBa46' uE&B36' f98' 270t FPT59t APT28t | Odessa Russian 5BHCem | T.3Cy.16",26"&43"-30" 120NHP 2SB,4cf,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc | 14 " 0 | | |
| 636 98896 MBWC | Chatfield SteelScSr A.L.Hunt -02 ssCpl.No.3-2,02 Well deck 1Dk(ptIrn&ptStl) &Webframes | 2931 2253 1904 | ✠100A1 5,05 BS2,02 BS5,04 LMC2,02 | Sws — | 1891 2mo | Irvine&Co. WHartlepool A&CP | WoodfieldStm. Shpg.Co.Ld. (Woods,Tylor& Brown,Mgrs.) | 314·8 40·6 21·0 P31' Q38' B128' F33' BK10" WB=Cell DB268' 515t | London British 5BHCem | T.3Cy.24",38"&64"-42" (s) 160lb 80lb 270NHP 2DB,8cf,GS126,HS4105 T.Richardson&Sons,Hpl. | 23 " 8 s 2 " 5½ | | 9.03 |
| 637 126269 KOVM | Chatham IronScSr F.M.Easter (exVulcan,exChatham) 3Dks&Awngdk | 2729 — 1909 | | | 1884 | American S.B.Co. Philadelphia | Merchnts&Miners TransportationCo. | 265·4 40·0 15·6 F90t 30·2 | Baltimore Utd.States | C.2Cy.40"&72"-48" NB98 299NHP Neafie&Levy,Philadelphia | | | |
| 638 108313 QBHW | — SteelScSr J.C.Hill -99 ssP.Nl.No.1-02 1Dk(Irn)&Webframes | 2174 1776 1352 | ✠100A1 Trunkdk 9,04 1,03 LMC | Cff *s* | 1898 3mo Lloyd | Ropner& Son Stockton 'sA&CP | BritainS.S.Co.Ld. (Watts,Watts& Co.Mgrs.) | 280·0 42·0 18·3 P27' B54' F31' FK WB=CellDBa90' uE20' f112' 506t | London British 4BHCem APT71t | T.3Cy.21",35"&57"-39" (s) 160lb 90lb 201NHP 2SB,4cf,GS74,HS3000 Blair&Co.Ld.Stockton | 20 " 0 s 2 " 8 | | 4.03 |
| 639 68123 TQGR | — IronScSr C.King -04 | 287 278 111 | | | 1873 | J.&W. Dudgeon London | S.Eastrn&Chathm RlyCo.s'Managing Committee | 160·7 22·2 12·9 | Dover British | C.2Cy.24⅝"&45"-24" 80RHP J.&W.Dudgeon,London | | | |
| 640 126076 JWRL | Chattahoochee IronScSr H.C.Lewis 2Dks&Spardk | 2676 — 1888 | | | 1882 | J.Roach& Son Chester,Pa. | OceanS.S.Co. | 280·0 40·7 15·8 H— 24·1 | Savannh,G Utd.States | T.3Cy.22",38"&74"-54" E.Tpd.00,NB00 402NHP | | S | |
| 641 110061 QPNV | Chatton SteelScSr W.Leask -03 ssShl.No.1-03 1Dk(ptIrn&ptStl)2trB &deep framing 3Dk rule | 3609 3373 2321 | ✠100A1 withfreeboard 4,03 BS4,03 LMC BS3,03 | Shl Bry *v* | 1899 1mo | J.Readhead&Sons SouthShields A&CP | Steel,Young&Co. | 341·0 46·6 24·7 P29' B84' F32' FK WB=CellDB 116' uE&B40' f140' 909t | London British 6BHCem APT34t | T.3Cy.24",40"&65"-45" (r) 160lb 80lb 293NHP 2SB,6cf,GS90,HS4557 J.Readhead&Sons,S.Shl. | 27 " 4 s 5 " 6 s 5 " 1 | | 4,03 6,04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après la formule de la Société. IHP. Force en chevaux d'après la capacité du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en Hiver du Pont de Franc-bord. Pieds. po. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 642 93702 KJDC | **Chaucer** *T.P.Fisher* –03 | **IronSc** | 2769 2603 1737 | | | | 1886 | Hawthorn Leslie & Co. Ld. Newcastle | | Liv.Brazil&R.Plate S.N.Co.Ltd. (Lamport&Holt, *Mgrs.*) | 315·0 36·3 27·0 P136 B72 F44 | Liverpool British | T.3Cy.26″,41″&70″–48″ 339NH Hawthrn,Leslie&C.Ld.Newc | | | |
| 643 63304 JSNP | **Cheang Chew** *Frampton* –02 (ex St. Louis) | **IronScBn** ss Sng.2nd No.3–3,97 ss Sng.No.1–00 1 *Dk & Spar dk* | 1862 1164 1213 | ✝ A1 8,04 ✝ NB11 DBS3 | Sng | | 1870 7mo | G.R. Clover & Co. Birkenhead A&CP | | Khoo Syn Thwak | 301·3 35·0 17·2 24·6 ND88 pt N97 BK 10 *WB = 1* | Singapore British *BH Cem* *Bu* 336 175*t* | C.2Cy.32″&65″–36″ (*s* 92lb *65lb* NDN95 197NH 2SB.6*cf*,gs90,hs2782 *Cmp*88 CDH Imes&Co.Hul | 18 ″ 7 s 7 ″ 5 | | |
| 644 TCKN | **Cheang Hock Kian** (ex United Service) | **IronScBk** ss H Kg.2nd No.3–2,91 ss Png.No.2–97 2 *Dks & Awng dk 3 tr B* | *1459* *1003* *956* | 4,01 *Awng dk with load line* ✝ NB11,89 | Sng | *p* | 1857 | J.Laing Sunderland | | Wee Teng Cheng | 263·4 31·3 17·9 24·6 len&ND75 BK8½′ | Tandjong, Pinang Dutch *BH Cem* | C.2Cy.31½″&57″–36″ ND93 146NH 1SB.3*pf*,gs92,hs2810 NE75 A.&J.Inglis,Glasgow | 19 ″ 5 | | |
| 645 114680 SKCM | **Cheapside** *P.Pearce* –01 *Well deck* | **SteelScSr** 1 *Dk (Stl) & deep framing* | 1218 91 752 | ✝ 100A1 12,04 ✝ LMC | Cff | *n* | 1901 6mo | Mackie & Thomson Glasgow *Lloyd's* | F.S.Holland *WB = Cell D B* | | 227·9 34·5 14·4 P16 Q67 B59 F30′ FK *s.14CP* | London British *BH Cem* 63′ *f* 94′ 270*t* *FPT* 50*t APT* 26*t* | T.3Cy.17″,27½″&46″–33″ (*s* 180lb *100lb* 135NH 1SB.3*cf*,gs84,hs2113 W.V.V.Lidgerwood,Gls | 16 ″ 7 s 1 ″ 6 | | s 1,0 |
| 646 108683 | **Chebucto** *C.A.Hunter* –04 1 *Dk* *Elec.light* (Screws arranged fore & aft | **SteelDoubleSc** | 578 344 184 | ✝ 12,02 ✝ Ferry Service, Dartmouth & Halifax, N.S. | Hfx | | 1897 8mo | J.Shearer & Son Glasgow | Dartmouth Ferry Commission | | 125·0 48·0 12·7 BK7 | Glasgow British *BH Cem* | C.4Cy.12″&24″–18″ 10RH 2SB,4*cf*,gs54,hs1669 McKie&Baxter,Glasgow | 13 ″ 1 | | |
| 647 12760 KSBL | **Cheektowaga** 1 *Dk* | **SteelScSr** | 331 — 166 | | | | 1902 | Burlee D.D. Co. Pt. Richmond, N.Y. | Easton&Amboy R.R.Co. | | 126·3 24·7 15·3 | Perth Amboy, N.J. Utd. States | C.2Cy.24″&44″–28″ *E. made* s 1 *fid* 02 85NHP Ward&Stanton,Nwbrg N.Y. | | | |
| 648 73626 PKSJ | **Chefoo** *E.L.Monkman* –03 | **IronScSr** | 1087 1·69 684 | | | | 1876 | Scott&Co. Greenock | China Nav.Co.Ld. | | 233·6 27·3 22·1 | London British | C.2Cy.28″&46″–36″ 98RH Scott&Co.Greenock | | | |
| 649 MDPS | — *Edler* 03–03 ex Direktor Arthur Bartz) 1 *Dk* | **IronScSr** | 278 151 135 | | | | 1891 | Act.Ges. "Neptun" Rostock | Diederichsen, Jebsen&Co. | | 123·6 22·0 8·3 Q42′ *pt Awng dk* 81′ | Hamburg German | C.2Cy 17½″&32½″–19½″ 39NH A.G."Neptun," Rostock | | G | |
| 650 8757 JQWT | **Chefoo Maru** ~~*K.Sagechi* –03~~ *Y.Kamoshita* 1 *Dk & Spar dk (Stl–teak s)* *Elec.light* | **SteelScSr** *& deep framing* | 1934 1609 1199 | ✝ 100A1 *Spar dk* 9,04 ✝ LMC | Nag | *r* | 1903 3mo | Mitsu Bishi Dk.yd.&E.Wks. Nagasaki *Lloyd's* | Nippon Yusen Kabushiki Kaisha *WB = Cell DBa* 59′ *uE & B* 54′ | | 262·2 35·4 14·3 P27′ B81 F40′ FK *s.4CP* | Tokio Japanese *5 BH Cem* *f* 94′ 361*t* *FPT* 40*t APT* 26*t* | T.3Cy.21″,35″&58″–36″ (*s* 185lb HS4174 248NH 2SB&1 Aux.SB.8*cf*,gs122, Mitsu Bishi D.&E.Wks. Nag | 16 ″ 5 s 4 ″ 3 | | |
| 651 127527 KQSP | **Chehalis** *A.Thompson* 99–02 *Fitted for liquid fuel* | **WoodScSr** 1 *Dk* | 663 590 421 | | | | 1901 | ..... Fairhaven, Cal. | Sudden&Christenson | | 183·3 37·5 14·8 | S.Francisco Utd. States | | | | |
| 652 99152 NCBH | **Chelmsford** *W.Dale* –04 2 *Dks & pt Awng dk* | **SteelTwinScSr** | 1635 1076 596 | | | | 1893 | Earle's Co. (Lim.) Hull | Gt. Eastern Rly. Co. | | 300·4 34·5 16·2 P39′ *pt Awng dk* 247′ | Harwich British | T.6Cy.26″,39½″&61″–36″ 447NH Earle's Co.(Lim.),Hull | | BT [illegible] [illegible] 1,0 | |
| 653 89398 | — *J.Taw* 95–98 | **WoodSc** | 104 94 79 | | | | 1886 | ..... North Shore, N.S.W. | Northern SS Co. Ld. | | 89·8 18·5 8·8 | Auckland NZ British | 25RH | | | |
| 654 128926 KLJC | **Chelsea** *C.Beckwith* –01 1 *Dk* | **WoodScSr** | 565 — 417 | | | | 1892 | Jackson & Sharp Wlmgtn, Del. | Norwich&New York Propeller Co. | | 140·4 34·2 10·8 | Nw Londn. Conn. Utd. States | C.2Cy.17″&34″–24″ 47NH Neafie&Levy,Philadelphia | | | |
| 655 *For full particulars See No. 21 in Supplement* | **Chelston** | **SteelScSr** | 3635 3472 2341 | 100A1 (*Class Contemplated*) | | | 1904 | A.Rodger & Co. Pt.Glasgow | | | 347·0 51·0 24·2 P40′ B131 F37′ | | T.3Cy.25″,40″&67″–46″ A.Rodger&Co.Glasgow | 26 ″ 11 s 4 ″ 8 | | |
| 656 ~~112477~~ ~~G.P.Q.B.~~ | **Cheltenham** ~~*H.Humphrys* –04~~ 1 *Dk (Stl) & tr B deep framing & W eb frames* | **SteelScSr** | 3741 3142 2415 | ✝ 100A1 *Turret dk* 12,03 ✝ LMC2,01 | Bry | *r* | 1901 3mo | W.Doxford & Sons,Ld. Sunderland A&CP | ~~Austin Friars Stm. Shpg. Co. Ld.~~ (G.Grahame, Pemb roke & Co., *Mgrs.*) *WB = Cell D Ba* | | 342·4 46·6 24·9 F33′ FK 92′ *uE & B* 44′ *f* 156′ | ~~London~~ ~~BRITISH~~ *BH Cem* 788*t APT* 54*t* | T.3Cy.24½″,40″&66½″–42″ 180lb *90lb* (*s*) 301NH 2SB,6*cf*,gs109,hs4527 W.Doxford&Sons,Ld.Sld | 27 ″ 5 s 12 ″ 10 | | |
| 657 127340 | — *E.Harris* 91–96 1 *Dk* | **SteelScTug** | 113 — 76 | | | | 1899 | Neafie & Levy Co. Philadelphia | Reading Co. | | 84·3 19·0 10·2 | Phildlphia Utd States | C.2Cy.15″&26″–22″ 26NH Neafie&Levy Co Phildlphia | | | |
| 658 QHKL | **Chemnitz** *Elec.light* 2 *Dks & Awng dk 4 tr b* | **SteelTwinScSr** | 7542 7288 4784 | | | | 1901 | J.C.Teck-lenborg A.G. Geestemünde | Norddeutscher Lloyd | | 428·2 54·3 39·7 B121′ | Bremen German *WB* | T.6Cy.22½″,38½″&62½″–43½″ 512NH J.C.Tecklenborg A.G.Gst. | | G | |
| 659 RHWQ | — *C.Wommelsdorff* –04 *Well deck* *Elec.light* | **SteelScSr** ss Ham.No.3–7,02 2 *Dks (Stl)* *& Deep framing* 8 *Dk rule* | 2758 2919 1772 | ✝ 100A1 7,04 ~~1,01~~ ~~Bunker~~ ✝ LMC7,02 *Lloyd's* | Sba Ham | *u* | 1889 12mo | A.Stephen & Sons Glasgow *s.14CP* | Deutsch-Austral. Dmpfsch.Ges | | 320·0 39·0 22·9 P197 F88′ BK 10 *WB = Cell* | Hamburg German *BH Cem* *DB* 286′ 460*t* | T.3Cy.23″,37″&59″–42″ (*s* 160lb *80lb* NDN05 256NH 2SB,~~*Trunker*~~,gs150,hs4311 A.Stephen&Sons,Gls. *6cf* | 25 ″ 6 | | |
| 660 126195 | **Chemung** *F.B.Huyck* 95–96 *Elec.light* | **SteelSc** | 2615 — 1778 | | | | 1888 | Union Dry Dock Co. Buffalo, N.Y. | Erie R.R.Co. | | 325·7 41·2 14·6 | Buffalo, NY Utd. States *WL* | T.3Cy.28″,42½″&72″–54″ 381NH Quintard Iron Works,N.Yk | | | |
| 661 118347 VHNS | **Chenan** *F.D.Northcombe* –03 *Elec.light* | **SteelTwinScSr** 2 *Dks* | 2200 1941 1350 | | | | 1905 | Scott&Co. Greenock | China Nav.Co.Ld. | | 300·0 40·1 20·6 B86′ F37′ | London British *WL* | T.6Cy.14½″,24″&39½″–30″ 170NH Greenock Foundry Co.Grk | | BT [illegible] [illegible] | |
| 662 94394 KNLT | **Cheniston** *J.P.D.Calder* –01 *Well deck* | **SteelScSr** ss Shl.No.3–1,00 1 *Dk (Iron & W ebframes* ss C.E.No.1–04 | 1987 1625 1304 | ✝ 100A1 7,01 ~~1,00~~ ~~Bunker~~ BS8,04 ✝ LMC | Lon Off | *r* | 1887 9mo *Lloyd's* | J.Laing Sunderland *s.14CP* | Demerara&Berbice S.S.Co.Ld. (W. Smith&Co. *Mgrs.*) *WB = Cell D B* | | 278·0 37·2 19·2 Q121′ B54 F31′ BK 9½′ 228 369*t* | London British *4 BH pt Asp pt Cem* | T.3Cy.22″,36½″&60″–42″ (*a* 150lb *120lb* NDN00 224NH 2SB.6*cf*,gs112,hs3342 G.Clark,Sunderland | 21 ″ 11 s [illegible] ″ 0 | | 11,0 |
| 663 71494 NQSB | **Cherbourg** *E.H.Pentecost* –04 | **IronScBn** | 1614 1606 1038 | | | | 1874 | J.&G. Thomson Glasgow | Cunard S.S.Co.Ld. | | 251·2 32·4 26·5 | Liverpool British | C.2Cy.33½″&58½″–42″ 185NH J.&G.Thomson,Glasgow | 20 ″ 4 s 8 ″ 4½ | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | Gross Tonnage. / Under Deck. / Net. | Particulars of Classification. Character. / † for Special Survey / Date of last Survey. | Port of Survey. | Years Assigned. / Additional Equipment. | Built. When. / Ship. / Engines. | Built. By Whom. / Where. | Owners. | Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Number of Decks. | Registered in the Port closed. / Date when last Surveyed. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 664 HRFL | Cherbourg<br>*Lefebvre* 01-02<br>1 *Dk* | Steel Twin Sc Sr<br>540<br>—<br>239 | | | | 1900 | Forges & C. de la Médit. Havre | Cie. des Chemins de Fer de l'Ouest (L.B. & S.C.R. Co. *Mgrs.*) | 204·0 | 26·0 | 15·0 | Dieppe<br>French | T.6Cy.11″,17½″ & 25½″–18″<br>55NH<br>Forges & C. de la Médit. Hav | | | |
| 665 68826 NKTQ | —<br>*G.H.Bunce* –04 | Iron Sc Sr<br>397<br>304<br>224 | | | ... | 1873 | J. & R. Swan<br>Dumbarton | L. & S.W. Rlwy. Co. | 165·6<br>Q84′ | 23·1<br>F42′ | 11·9 | S'thampton<br>British | C.2Cy.22″ & 38″–27″<br>NB91 65RH<br>Smith Bros. & Co., Glasgow | | | |
| 666 89127 LNSV | Cheriton<br>*J.George* 96–96<br>*Well deck* | Steel Sc Sr<br>1093<br>826<br>685 | ✝100A1<br>1.05 8,08<br>✝LMC | Npt<br>Sws | *n*<br>05 | 1890 | J. Priest-man & Co.<br>Sunderland<br>A&CP | S.S. Cheriton Co. Ld<br>(T.P. Richards Turpin & Co.) | 231·5<br>Q87′ B94′ F28′<br>BK8′<br>*WB = DB* | 32·1<br>67′ 61′ 282′ | 15·3 | Swansea<br>British | T.3Cy.17″,28″ & 46″–33″ (*s*<br>160lb 300lb 3 116NH<br>2SB.4*pf*,gs54,hs1620<br>W. Allan & Co., Sunderland | 16 ″ 4<br>s 1 ″ 4 | | 2,09<br>1,09 |
| 667 126391 KDNP | Cherokee<br>*2 Dks & Shelter dk* | Iron Sc Sr<br>2557<br>—<br>1967 | | | | 1886 | W. Cramp & Sons<br>Philadelphia | Clyde S.S. Co.<br>(Wm. P. Clyde & Co. *Mgrs.*) | 264·0<br>P22′ B68′ F32′ | 43·0<br>FK | 18·8<br>5 *B.H Cem* | New York<br>Utd. States | T.3Cy.21″,34″ & 56″–36″<br>188NH<br>W. Cramp & Sons, Phl. | | R | |
| 663 106859 PRQF | Cheronea<br>*W.Swatridge* –02<br>1 *Dk(Stl) & Spar dk(Irn) & Deep framing* | Steel Sc Sr<br>3189<br>2948<br>2060 | ✝100A1<br>*Spar dk*<br>BS7,03 | Cff<br>NYk<br>✝LMC | *u*<br>3,05 | 1897<br>6mo | Russell & Co.<br>Pt. Glasgow<br>A&CP | S.S Cheronea Co. Ld<br>(Wm. Thomson & Co.)<br>*WB = Cell D B* | 324·7<br>P22′ B68′ F32′<br>FK<br>94′ *u E* & *B* 10′ *f* 14′ 8 | 47·9<br>22·6<br>5 *B.H Cem*<br>5t *APT* 41t | 15·6 | Liverpool<br>British | T.3Cy.25″,41″ & 66″–42″ (*s*<br>160lb 90lb 294NH<br>2SB 6*rf*,gs130,hs4600<br>J.G. Kincaid & Co., Grk. | 18 ″ 0<br>s 3 ″ 1 | | 2,04<br>1,04<br>3,05 |
| 66 | Cherso<br>*A Cesare*<br>*ex* Bivone Chiumecky) | Steel Sc<br>110<br>—<br>44 | | | | 1896 | M.U. Martinolich Lussinpicc'lo | G. Petris | 114·8 | 15·8 | 7·4 | Trieste<br>Aust.-Hung | T.3Cy.11½″,18″ & 30″–16½″<br>36NH<br>Wilsn & McLaren. Smprdna | | A | |
| 670 | Chersones<br>*ex* Dmitrief, *ex* Ethelred)<br>*Well deck* | Iron Sc Sr<br>ss Cpn. No.3–2,8<br>1117<br>843<br>66 | ✝<br>9,97<br>✝NB5,88 | Shl | *m* | 1872<br>3mo | A. Leslie & Co.<br>Newcastle | H. Bernstein | 225·5<br>P119′ F37′<br>*WB = DB* | 30·6 | 17·4 | Odessa<br>Russian<br>5 *B.H Cem*<br>46′ 54′ 161′ | C.2Cy.26″ & 52″–30″<br>NDB83 122NH<br>2SB.4*pf*,gs66,hs2240<br>Thompson, Boyd & Co., Nwc | 18 ″ 9 | A | |
| 671 RJCD | Cheruskia<br>*Rose* –02<br>1 *Dk & Spar dk 3 tr R* | Steel Sc Sr<br>3254<br>2911<br>2093 | | | ... | 1890 | R. Stephen-son & Co., Ld<br>Newcastle | Hamburg-Amerik. Packetf. Act. Ges.<br>(Ham.-Amr Linie) | 344·5<br>P48′ B90′ F43′ | 41·3<br>26·3 | 18·9 | Hamburg<br>German<br>*WB* | T.3Cy.25½″,41″ & 67″–42″<br>294NH<br>R. Stphnsn & Co. (Lim.) Nwc | 21 ″ 5 | G | |
| 672 105720 NWQM | Chesapeake *Hull* –04<br>~~*W.H. Hyde* –00~~<br>*Well deck*<br>*Elec.light* | Steel Sc Sr<br>ss Lon. No.2–03<br>455<br>3884<br>2925<br>2 *Dks (Stl) & Web frames* | ✝100A1<br>~~6,03~~ 9,03 4,05<br>*Carrying Petroleum* | Lon<br>~~Lon~~ Liv<br>✝LMC | *x*<br>*in bulk* | 1895<br>8mo | David J. Dunlop & Co<br>Pt. Glasgow<br>A&CP | Anglo-American Oil Co. Ld. (J.M. Donald, *Mgr.*) | 370·0<br>?·& B228′ F46′<br>FK<br>*WL* | 47·1<br>27·8<br>7 *B.H Cem*<br>= *APT* 96t | | London<br>British | T.3Cy.27½″,43½″ & 70″–51″ (*s*<br>160lb ~~180lb~~ 80lb 413NH<br>2DB.12*rf*,gs180,hs7150<br>David J. Dunlop & Co., P.Gl | 29 ″ 3<br>s 5 ″ ■ | | 9,03 |
| 673 127413 KPTN | —<br>*J.H.Delano* –00<br>2 *Dks* | Steel Sc Sr<br>1101<br>1022<br>732 | | | | 1900 | Harlan & Hollingswrth Co.<br>Wlmngtn, Dl. | New York & Baltimore Transportation Line | 210·0 | 32·0 | 23·2 | Phildlphia<br>Utd. States | T.3Cy.18″,28″ & 45″–30″<br>111NH<br>Harlan & Hollingswrth Co. | | | |
| 674 99310 MHBW | Cheshire<br>~~*E.N. Pike* –00~~<br>*Elec.light*<br>*Robin* –04 | Steel Twin Sc 4 Mst Sr<br>~~s/liv. No.2–00~~<br>3 *Dks (Stl–Uws)*<br>ss Liv. No.3–2,04 | 5775<br>3720<br>3714 | ✝100A1<br>8,04 ~~7,08~~<br>BS9,04 | Bkn<br>Liv<br>✝LMC | *a*†<br>*Lloyd's* | 1891<br>9mo<br>*A&CP* | Harland & Wolff (Lim.)<br>Belfast | Bibby S.S. Co. Ld.<br>(Bibby Bros. & Co. *Mgrs.*)<br>*WB = Cell DB* | 445·5<br>P56′ B145′ F55′<br>FK BK8′<br>330′ 97 6t *FPT* | 49·1<br>29·7<br>7 *B.H Cem*<br>50t *APT* 50t | | Liverpool<br>British | T.6Cy.23″,37″ & 64″–48″<br>176lb 650NH<br>2D & 2SB 18*rf* gs336 hs10586<br>Harland & Wolff (Lim.) Bel. | 33 ″ 6<br>s 8 ″ 3½ | BT till 8,04 5,05 | 11,03 |
| 675<br>97754 | —<br>*J.Hunt* –90 | Steel Pad<br>~~380~~<br>380<br>~~58 7th~~ 387<br>1 *Dk* | | | ... | 1889 | Canada Wrks. Co., Ld.<br>Birkenhead | ~~T.W. Ward~~<br>Gt. Western Rly. Co | 137·2<br>FK | 28·0 | 11·4 | Liverpool<br>British | C.D.4Cy.24½″ & 47″–42″<br>238NH<br>Canada Works Co. Ld. Bkhd | 11 ″ 6 | BT till ~~1,05~~ 1,06 | |
| 676<br>109546 | —<br>*T.Dawson* –02 | Iron Sc K<br>148<br>138<br>51<br>ss Gms No.1–02<br>1 *Dk* | ✝<br>*Stm Trawler* | | ... | 1898<br>6mo<br>*Lloyd's* | Cochrane & Cooper, Ld.<br>Beverley<br>*A&CP* | N. Lincolnshire Stm Fishing Co. Ld. | 97·4<br>Q18′ | 20·6<br>BK7½ | 11·0<br>3 *B.H Cem* | Grimsby<br>British | T.3Cy.11″,17″ & 28″–21″ (*s*<br>170lb 40RH<br>1SB.2*cf*,gs23,hs715<br>C.D. Holmes & Co. Hull | 11 ″ 9 | | 7,03 |
| 677 | Chesmé<br>*ex* Trojan, *ex* Non Pareil) | Wood Pad Tug<br>118<br>—<br>18 | ✝<br>9,69 | Shl | | 1869<br>6mo | Dodgin<br>N. Shields | Idarei Massousieh | 100·0 | 18·2 | 11·0 | Constanpl<br>Turkish | L.1Cy.35½″–50″<br>68NH<br>J.P Almond, Shields | | | |
| 678 NJWQ | Chester<br>*G. Ocken* 02–02<br>*Mchy. Aft*<br>*Elec.light* | Steel Sc 3 Mst Sr<br>ss Rot. No.3–3,00<br>2 *Dks (Stl) & Web frames*<br>ss Rot. No.1–04 | 2568<br>2174<br>1637 | ✝100A1<br>6,04 ~~6,03~~<br>*Carrying Petroleum*<br>✝NB7,98 ✝LMC 6,04 | Ant<br>Rot<br>*in bulk* | *u* | 1888<br>2mo<br>*A&CP* | Russell & Co.<br>Greenock | American Petro-leum Co. | 311·7<br>P88′ B20′ F31′<br>*Shade dk* 58′<br>*WB = FPT* 147t | 39·2<br>25·0<br>FK<br>*APT* 110t | | Rottrdam<br>Dutch<br>15 *B.H Cem* | T.3Cy.22″,36″ & 58″–42″ (*s*<br>170lb 100lb NDB95 243NH<br>2SB.6*rf*,gs116,hs3920<br>D. Stewart & Co., Gls. | 26 ″ 2<br>s 4 ″ 9½<br>w 5 ″ 1 | | ~~8,02~~ 8,04 |
| 679<br>90357 JLSW | —<br>*Chafer* –02<br>ss Gms. No.2–05<br>*Dk(Irn) 2 tr B* | Iron Sc Sr<br>1047<br>~~804~~ 1,05<br>595<br>ss Gms. No.3–9,00 ~~ss Gms. No.1–00~~ | ✝100A1<br>~~1,06~~ 1,05<br>✝LMC | Gms | *n* | 1884<br>4mo<br>*Lloyd's* | E. Withy & Co.<br>W Hartlepool<br>*A&CP* | Great Central Rly. | 238·6<br>P23′ B99′ F47′<br>FK<br>*WB = BD* | 32·2<br>14·1<br>5 *B.H Cem*<br>48′ 59′ 140t | | Grimsby<br>British | T.3Cy.22″,37″ & 58″–36″<br>140lb 90lb NDB93 202NH<br>2DB,8*pf*,gs146<br>T. Richardson & Sons, Hpl. | 15 ″ 4<br>s 2 ″ 1½ | BT till ~~11,04~~ 7,05 | ~~10,00~~ 9,04 ~~8,04~~ 8,05 |
| 68 | —<br>1 *Dk* | Steel Sc<br>419<br>285<br>145 | | | | 1902 | Delaware River Co.<br>Chester, Pa. | Chester Shpg. Co. | 140·0 | 27·0 | 10·0 | Chester Pa<br>Utd. States | C.2Cy.18″ & 36″–26″<br>55NH<br>Delaware River Co. Chester | | | |
| 681 | —<br>1 *Dk* | Steel Sc Tug<br>223<br>—<br>145 | | | | 1904 | W.R. Trigg Co.<br>Richmond, Va. | Pennsylvania R.R. Co. | 92·0 | 22·0 | 12·1 | Phildlphia<br>Utd. States | C.2Cy.18″ & 36″–26″<br>55NH<br>W.R. Trigg Co. Richmnd Va | | | |
| 682<br>106682 | —<br>*J.Cullen* –96<br>1 *Dk* | Iron Sc K<br>143<br>138<br>45<br>ss Gms. No. ~~1–01~~ 2–04 | ✝100A1<br>*Stm Trawler*<br>~~5,04~~ 10,04<br>BNB6,08 ✝LMC | Gms | | 1896<br>11mo<br>*Lloyd's* | Edwards Bros.<br>Newcastle<br>*A&CP* | Hagerup, Doughty & Co. Ld. | 104·0<br>BK7½ | 20·7 | 10·5<br>3 *B.H Cem* | Grimsby<br>British | T.3Cy.9″,16″ & 25½″–19½″ (*s*<br>200lb 45RH<br>1SB.2*pf*,gs26,hs590<br>N.E. Marine Co. (Lim.), Sld | 11 ″ 7 | | ~~11,03~~ 10,04 |
| 683<br>110800 | —<br>*W.Minthorpe* 00–00<br>1 *Dk(Irn)* | Steel Sc<br>81<br>81<br>11 | ✝100A1<br>*For Towing purposes*<br>9,02<br>✝NB5,00 ✝LMC | Hul | *a* | 1900<br>5mo<br>*Lloyd's* | J. Scarr<br>Beverley<br>*A&CP* | Humber Steam Towing Co. Ld.<br>(S. Harrison, *Mgr*) | 80·0<br>BK6′ | 17·0 | 9·2<br>3 *B.H Cem* | Hull<br>British | C.2Cy.13″ & 26″–20″ (*o*<br>100lb *Emades* 3 *refitted* 00<br>1SB.2*pf*,gs27,hs610 35RH<br>C.D. Holmes & Co. Hull | 10 ″ 0 | | 3,02 |
| 684 127379 | Chester W. Chapin<br>*Elec.light*<br>2 *Dks* | Steel Twin Sc<br>2868<br>—<br>1822 | | | | 1899 | Maryland Steel Co.<br>Sparrow's Pt<br>Md. | New York, New Haven & Hartford R.R. Co. | 312·0 | 64·0 | 16·9 | New Haven<br>Utd. States<br>*WB* | T.6Cy.24″,38″ & 60″–30″<br>394NH<br>Maryland Stl Co. Baltimore | | S | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. / Navire. / Mach. | Par qui. / Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Dauane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières. Noms des constructeurs des machines. | 14 Creux sur Quille. Francs. / ou milliers du navire. | 15 Registres de cote. | 16 Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 685<br>53409 | **Chevalier**<br>*McMillan84–86* | **IronPadSk** | 334<br>287<br>103 | | | | 1866 | J.&G. Thomson<br>Glasgow | | D.MacBrayne | 211·0 | 22·2 | 9·3 | Glasgow<br>British | O.2Cy.42″–54″<br>NB01 199NHP<br>J.&G.Thomson,Glasgow | | BT<br>4111<br>6.05 | |
| 686<br>97905<br>MDTJ | **Cheviot**<br>*W.S.Thornton –00*<br>*Mchy.Aft Well deck* | **SteelScSr**<br>*ssLon.No.3–7,03*<br>*1 Dk(Irn)* | 258<br>196<br>132 | ✝100A1 7,03<br>~~BS 6.01~~ ✝LMC7 | Lon | *d* | 1891<br>5mo | Wood, Skinner&Co.<br>Newcastle<br>A&CP | | C.Rowbotham | 130·5<br>Q42′B10′F19′ | 21·6<br>PK<br>*WB = FP* | 9·3 | Newcastle<br>British | T.3Cy.11″,18″&30″–21″ (*s*)<br>150lb 50RHP<br>1SB,*2pf*,gs23,hs704<br>NEMarineECo.(Lim)Nwc | 10 « 0<br>« 1 « 1 | | 87.03 |
| 687<br>114858<br>VHRG | **Cheviot Range**<br>*A.E.Rea98–03*<br>*1 Dk(Stl)2ssBdeep framing*<br>*3Dk rule* | **SteelScSr** | 3458<br>3288<br>2272 | ✝100A1 ~~6,04~~ 1,05<br>✝LMC 11.03 | Shl | *w* | 1903<br>11mo | Sunderl'nd S.B.Co.Ld.<br>Sunderland<br>*Lloyd'sA&CP* | | NeptuneStm.Nav. Co.Ld.(Bolam& Swinhoe,*Mgrs.*) | 345·0<br>P32′B190′F31′<br>*WB = CellDBa112′* | 47·0<br>PK<br>*u E & B 38′* | 25·0 | Sundrland<br>British<br>*5 BHCem* | T.8Cy.24″,40″&66″–45″ (*s*)<br>180lb *180lb* 317NHP<br>2SB,*6cf*,gs134,hs4900<br>N.E.MarineEng.Co.Ld.Sld<br>*f 148′728t FP 196t AP 744t* | 27 « 8<br>« 4 - 8½ | | |
| 688<br>NJWS | **Chi-Yuen**<br>*H.Mackinnon –96*<br>*2Dks(1 Irn&1pt Irn–Uwa)3trB* | **IronSc3MstSr** | *1873*<br>*1749*<br>*1177* | ✝<br>5,85 | HKg | *r* | 1881<br>10mo | Lobnitz<br>Coulborn&Co.<br>Renfrew | | ChinaMerchants Stm.Nav.Co.<br>*WB = A* | 284·9<br>B46′<br>*PT10tMT84′356t* | 34·2<br>24·3 | 18·3 | Shanghai<br>Chinese<br>*6 BHCem* | T.3Cy.19½″,31″&51″–48″<br>*Tpd03* NB03 180NHP<br>Lobnitz,Coulborn&Co.Rnf | 25 « 11 | | |
| 689<br>127590 | **Chicago**<br>*Elec.light* | **SteelScSr**<br>*2Dks* | 3195<br>—<br>2546 | | | | 1901 | Buffalo Dry Dock Co.<br>Buffalo,N.Y. | | Western Transit Co. | 324·2<br>*WB* | 44·0 | 14·0 | Buffalo<br>Utd. States | Q.4Cy.19″,27½″,40″&58″–42″<br>218NHP<br>DetroitS.B.Co.Detroit | | | |
| 690<br>127509 | — | **SteelSc**<br>*1 Dk* | 1334<br>—<br>907 | | | | 1901 | Burlee Dry Dock Co.<br>Pt Richmond,<br>N.Y. | | Pennsylvania R.R. Co. | 193·3 | 46·0 | 15·3 | New York<br>Utd. States | | | | |
| Now a Hulk 3.06<br>NJWS | —<br>*L.C.Ribbens02–02* | **SteelPadTug** | 254<br>200<br>109 | | | | 1893 | Nederland<br>Stoom Maats.<br>Rotterdam | | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) | 125·0<br>H60*t* | 22·4 | 10·4 | Rottrdam<br>Dutch | C.4Cy.14½″&27½″–35½″<br>75NHP<br>Nederl.Stoom.Maats.,Rot. | | V | |
| 692<br>—<br>(*ex*Bacolad) | —<br>*J.Estival* | **WoodSc**<br>*1 Dk* | 201<br>—<br>114 | | | | 1901 | Kwong Tuck Chong<br>Hong Kong | | F.Lichauco | 130·0 | 20·5 | 7·0 | Manila<br>Utd. States | KwongTuckChong,HgKg | | | |
| 693<br>98826<br>MVRB | **Chicago City**<br>*W.M.Hunter –00*<br>*ssBrs.No.3–8,04* | **SteelScSr**<br~~*ssIce No.2–00*~~<br>*2Dks(Irn)3trB* | 2324<br>2160<br>1478 | ✝100A1<br>8,04 ~~5,08~~<br>~~BS 6.01~~ ✝LMC 6.01 | Brs | *t* | 1892<br>12mo | J.Blumer &Co<br>Sunderland<br>A&CP | | C.Hill&Sons<br>*WB =* | 295·0<br>P28′B82′F36′<br>*DBa92′ & uB30′316t* | 39·3<br>BK 10″ | 22·5 | Bristol<br>British<br>*5 BHCem* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 278NHP<br>2SB,*6cf*,gs118,hs4200<br>Blair&Co.(Lim.),Stockton | 25 « 9<br>« 4 - [illegible] | | [illegible] |
| 694<br>102706<br>NFPJ | **Chickahominy** *Halpin 05*<br~~*E.H.Jones –00*~~<br>*Ref.Mchy. 1 Dk(Stl)&Spar dk (Stl&Irn)*<br>*Elec.light* ~~*ssLiv.No.3–2,05*~~ *&Webframes* | **SteelScSr**<br~~*schoon.No.3–01*~~<br>*ssLiv.No.3–2,05* | 3354<br>2703<br>2151 | ✝100A1<br>*Spar dk*<br>~~5,04~~ 2,05<br>~~Bosphorus~~ ✝LMC 11.04 | Mch | *t* | 1893<br>11mo | Furness, Withy&Co.Ld<br>W Hartlepool<br>A&CP | | Elders&Fyffes Shipping Ld. | 345·0<br>*WB = Cell DB280* | 41·2<br>26′1<br>BK 10″<br>9D | 18·6<br>*492t (PT 1[illegible]* | W.Hartlpl<br>British<br>*6 BHCem* | T.3Cy.28″,43½″&72″–48″ (*s*)<br>160lb ~~*80lb 2pf*~~ 433 101 NHP<br>~~2SB,6cf,gs156,hs8610~~<br>Cen.Mar.Eng Wrks,W Hpl. | 21 « 2<br>« 5 - 10 | | [illegible] |
| 695<br>95884<br>KWRF | **Chicklade**<br>*T.Scantlebury –04*<br>*Well deck*<br>*1 Dk(Stl)&Webframes* | **SteelScSr**<br>*ssHpl.No.3–5,95*<br>*ssShl.No.2–04*<br>*Frames pt Irn* | 2418<br>1834<br>1548 | ✝100A1<br>2,05 ~~4,04~~<br>✝LMC 4.04 | Shl | *t* | 1888<br>12mo | E.Withy& Co.<br>W Hartlepool<br>A&CP | | Horsley Line,Ld. (M.H.Horsley, *Mgr.*)<br>*WB = Cell D* | 299·0<br>P35′Q88′B122′F31′<br>*B256′560t AP T82t* | 38·5<br>FK | 20·7 | W.Hartlpl<br>British<br>*5 BHpt Asp pt Cem* | T.3Cy.22″,31″&61″–39″ (*s*)<br>152lb *80lb* NDB01 232NHP<br>2SB,*6cf*,gs101<br>T.Richardson&Sons,Hpl. | 23 « 3<br>« 2 - 2½ | | [illegible] |
| 696<br>106792<br>KHRS | **Chico**<br>*J.Jensen*<br>(*ex*AliceBlanchard) | **WoodSc**<br>*2Dks* | 542<br>—<br>396 | | | | 1890 | Blanchard &Wheeler<br>Tacoma | | Swayne&Hoyt | 146·6 | 28·8 | 18·0 | S.Frncisco<br>Utd. States | 2Cy.14″&28″–20″<br>29NHP | | | |
| 697<br>53588 | **Chicora**<br>*R.Clapp –97* | **IronPad** | 931<br>—<br>540 | | | | 1864 | Miller<br>Liverpool | | Niagara Nav.Co Ld | 221·0 | 26·0 | 10·9 | Toronto, Ont.<br>British | NB90 | | | |
| 698<br>126961<br>KLRF | **Chief**<br>*W.T.Muir04–93* | **WoodSc2Mst**<br>*1 Dk* | 226<br>—<br>153 | | | | 1893 | Jackson& Sharp<br>Wlmngtn,Dl. | | National Dredging Co. | 102·0 | 23·0 | 10·5 | Wilmngtn<br>Del.<br>Utd. States | C.2Cy.20″&36″–26″<br>55NHP<br>Neafie&Levy,Philadelphia | | | |
| 699<br>71178 | **Chieftain**<br>*J.Sullivan* | **WoodPadSr** | 435<br>201<br>197 | | | | 1874 | .....<br>GardenIsld. | | TheCalvinCo.Ld. | 136·8 | 24·1 | 9·4 | Kingston, Ont.<br>British | 100RHP | | | |
| 700<br>110205 | —<br>*T.Swannay –04*<br>(*Trawler*) | **SteelScK**<br>*1 Dk* | 149<br>135<br>31 | | | .. | 1899 | Hawthorns &Co.Ld<br>Leith | | T.Devlin,jun. | 100·5<br>Q22′ | 20·1<br>BK 7½″ | 10·6 | Granton<br>British<br>*WB* | T.3Cy.11½″,18″&30″–21″<br>50RHP<br>Hawthorns&Co.Ld.Leith | 11 « 6 | | |
| 701<br>111216 | —<br>*J.Maclachlan –99* | **IronPadSp**<br>*1 Dk* | 148<br>130<br>— | | | | 1899 | J.T.Eltringham&Co<br>S.Shields | | Steel&Bennie.Ld. | 108·4 | 18·8 | 9·9 | Glasgow<br>British | L.1Cy.36½″–54″<br>99RHP<br>Hepple&Co.Ld.S.Shields | | | |
| 702<br>99685 | —<br>*A.Bannister –93*<br>(*Trawler*) | **IronScK**<br>*1 Dk* | 120<br>111<br>39 | | | ... | 1893 | Cook, Welton&Gemmell<br>Hull | | OnwardStm.Fshg. Co.Ld(T.Robinson *Mgr.*) | 88·5<br>Q18 | 20·1<br>BK 7½ | 10·7 | Grimsby<br>British | C.2Cy.17″&32″–21″<br>44RHP<br>C.D.Holmes&Co.,Hull | 11 « 4 | | |
| 703<br>QGTK | **Chiengmai**<br>*J.Reese*<br>(*ex*Clio) | **SteelScSr**<br>*1 Dk&Awng dk* | *1237*<br>*1130*<br>767 | | | ... | 1895 | J.Scott& Co.<br>Kinghorn | | Norddeutscher Lloyd | 229·8 | 32·0 | 13·1<br>20·4<br>PK | Bremen<br>German<br>*WB* | T.3Cy.17″,27″&45″–36″<br>130NHP<br>J.Scott&Co.Kinghorn | 13 « 10 | | |
| 704<br>89491 | **Chigwell** (*NOW A HULK*)<br>*ssNwc.No.3–4,98*<br>*ssSng.No.2–02*<br>*1 Dk(Irn)&pt Awng dk2trB* | **IronScSr** | *1824*<br>*1372*<br>*1192* | ✝<br>*pt Awng dk*<br>*with freeboard*<br>3,03 ✝<br>*Carrying Petroleum in bulk.* | Sng | *q* | 1883<br>10mo | Bartram, Haswell&Co.<br>Sunderland | | Kon.Nederl.Maats tot Exploitatie v. Petroleum Bronnen in Nederl.Indie.<br>*WB = D* | 258·8<br>Q94′<br>*pt Awng dk 165′*<br>*Ba66′f58′255t FPT* | 36·2<br>BK 9″ | 18·7 | Dutch<br>*4 BHCem*<br>*2 AP T20t* | C.2Cy.38″&61″–38″ (*b*)<br>NDB99, 178NHP<br>1DB,*4pf*,gs82<br>T.Richardson&Sons,Hpl. | 20 « 0 | | |
| 705<br>104830<br>NQTB | **Chihli**<br>*R.E.Triebben –03* | **SteelScSr**<br>*2Dks* | 1862<br>1670<br>1143 | | | | 1895 | Scott&Co.<br>Greenock | | China Nav.Co.Ld. | 260·0<br>B66′F29′ | 38·1 | 21·3 | London<br>British<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.,Greenock | | | |
| 706<br>414<br>HCWQ | **Chikugo Maru**<br>*C.Hirao98–02* | **WoodTwinScCtr**<br>*1 Dk* | 104<br>76<br>56 | | | | 1880 | Nagasaki Kosaku Bunkioku<br>Nagasaki | | Mitsui Kwozan Gomei Kaisha | 95·6 | 15·0 | 6·6 | Kuchinotsu<br>Japanese | C.4Cy.10½″&20½″–12″<br>NF89 NB97 28NHP<br>Osaka Iron Works,Osaka | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Tonnage Gross Tonnage. Deductions. Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Classed now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Repairs in which Class was last in Dock. Date of last Report & Cert. | 16 Date when hull classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 707 | **Chikugogawa Maru** | **SteelScSr** | 710 | | | | 1890 | Mitsu Bishi Dkyd.&E.Wks. Nagasaki | Osaka Shosen Kabushiki Kaisha | 176·0 \| 26·9 \| 17·9 | Osaka Japanese | T.8Cy.15″,23″&39″–30″ 83NHP Mitsu Bishi D.&E.Wks.,Nag | | | |
| 1197 HJCG | *S.Kuroda83–96* | *2 Dks* | 440 | | | | | | | | | | | | |
| 708 | **Chikusagawa Maru** | **WoodScSr** | 167 | | | | 1897 | Sayama Yoshitaro Moji, Buzen | Osaka Shosen Kabushiki Kaisha | 116·8 \| 16·5 \| 11·0 | Osaka Japanese | C.2Cy.14″&28½″–15″ 25NHP Tekko Kabus. Kaisha, Moji | | | |
| 1683 HLCQ | | *2 Dks* | 97 | | | | | | | | | | | | |
| 709 | **Chile** | **SteelTwinScSr** | 3225 | | | | 1896 | Caird&Co. (Lim.) Greenock | Pacific Stm Nav Co. | 350·3 \| 43·1 \| 19·4 *Promenade dk 318′ Shade dk 153′* | Liverpool British *WB* | T.6Cy.19¾″,32″&52″–36″ 321NHP Caird&Co.(Lim.),Greenock | 22 ″ 6 | | |
| 106800 PKSW | *F.J.Todd –01* | *2 Dks & Shade dk* | 2360 1702 | | | | | | | | | | | | |
| 710 | **Chili** | **SteelSc** | 6375 | | | | 1894 | Messag. Maritimes LaCiotat | Messageries Maritimes | 462·6 \| 47·6 \| 36·7 | Marseilles French *WB* | T.8Cy.41½″,61½″&100½″–51½″ 719NHP Messag.Mar.,LaCiotat | | | |
| HRGC | *Lartigue85–98* | *3 Dks & Spar dk* | 2771 | | | | | | | | | | | | |
| 711 | — | **SteelScSr** | 2584 | | | | 1895 | Cleveland S.B.Co. Cleveland,O. | Republic S.S.Co. (Drake&Maytham, *Mgrs.*) | 320·5 \| 42·0 \| 21·8 H—F40′ *WB* | Buffalo, N.Y. Utd.States | T.3Cy.20″,38″&54″–40″ 184NHP Cleveland S.B.Co.,Clevelnd | | | |
| 127078 | *J.Gibson Elec.light Mchy.Aft* | *1 Dk & Spar dk* | 1845 | | | | | | | | | | | | |
| 712 | — | **WoodSc** | 108 | | | | 1869 | H.Gibson Northwich | Liverpool Lighterage Co.Ld. | 82·0 \| 19·5 \| 8·8 | Liverpool British | C.2Cy.12″–14″ 24RHP H.Gibson,Northwich | | | |
| 93659 | *H.Lewis93–93* | | 101 73 | | | | | | | | | | | | |
| 713 | **Chilka** | **IronScSr** | 1971 | ✝ Cal *s* | | | 1878 | W.Denny& Bros. Dumbarton | ~~British India Stm. Nav Co.Ld.~~ | 285·0 \| 35·2 \| 23·9 *Cell DB 250′ 328t* | ~~Glasgow~~ ~~British~~ *5 BHCem* | C.2Cy.34″&60″–42″ 194NHP Denny&Co.,Dumbarton | | | |
| ~~80424~~ WVPQ | ~~*Del. Kenneth –03*~~ | *ss Cal.No.2–86 2 Dks (U Irn–ws) 3 Dk rule* | 1877 1477 | Ll.89 | | | 10mo | | | | WB = | | | | |
| 714 | **Chillagoe** | **SteelSc3MstSr** | 1490 | ✝100A1 Mel *o* | | | 1900 | Lndnderry SB.&E.Co.Ld Londonderry A&CP | Howard Smith Co. Ltd. | 239·8 \| 38·1 \| 15·6 P57′B18′F25′ FK *Cell DB & E&B 38′* | Melbourne British *6 BHCem* | T.3Cy.18″,30″&48″–33″ (*s*) 180lb *90lb* 155NHP 2SB,*6pf*,GS94,HS2578 J.G.Kincaid&Co.Greenock | 18 ″ 2 s 2 ″ 6 | | N5,03 |
| 106261 SHJF | ~~*W.Hamner –04*~~ *Mchy.Aft* | *W.T.C.Firth –04 1 Dk (pt Irn & pt Stl) & deep Elec.light (ex Maltese Cross) framing* | 1189 956 | ~~5,08~~ 10,04 | | | 10mo | | | | | | | | |
| 715 | **Chillan** | **SteelTwinScSr** | 624 | | | | 1891 | R.Napier& Sons Glasgow | Compania Sud Americana de Vap. | 170·2 \| 32·0 \| 17·0 | Valparaiso Chilian | T.6Cy.11″,17″&28″–21″ 72NHP R.Napier&Sons,Glasgow | | | |
| HCFS | *H.A.Carter98–98* | | 443 | | | | | | | | | | | | |
| Broken up | **Chiltern** | **IronScSr** | *1391* *1297* *808* | | | | 1866 | W.Denny& Bros. Dumbarton | R.Neugebauer& Co. | 262·0 \| 31·3 \| 22·6 F44′ *WB* | German | T.3Cy.20″,31½″&53″–36″ NE&B93 169NHP T.Richardson&Sons,Hpl. | | C | |
| | *Cable Vessel* | | | | | | | | | | | | | | |
| 717 | **Chin Lung** | **SteelScTug** | 154 | | | | 1893 | S.C.Farnham&Co.,Ld Shanghai | Taku Tug&Lighter Co.Ld. | 95·0 \| 20·1 \| 11·4 B44′ *WB* | Shanghai British | C.2Cy.16″&32″–24″ 43RHP S.C.Farnham&Co.,Ld.,Shi. | | | |
| 72829 | *J.McClure* | *1 Dk* | 124 4 | | | | | | | | | | | | |
| 718 | **China** | **SteelScSr** | 7912 | ✝ Bel *d*† | | | 1896 | Harland& Wolff (Lim.) Belfast | P.&O.Stm.Nav.Co. | 500·5 \| 54·2 \| 25·1 P47′B259′F78′ 33·4 FK&BK37″ *WB = Cell DBa 97′ f 160′ 537t DTa 42′ 105t FPtanks 13t* | Belfast British *9 BHCem* | T.4Cy.42½″68″&(2)74½″–72″ FD 1395NHP 3D&3SB27*cf*,GS537,HS2176 Harland&Wolff(Lim.),Bel | 28 ″ 7 | BT till 3,04 9,05 | |
| 104467 PMLK | *G.K.Wright –03 Ref.Mchy. Elec.light* | *Spar dk 3 Dks (U Stl-teak s) & Spar dk (Stl-teak s)* | 6422 4166 | *Spar dk* 11,96 ✝ | | | 11mo | | | | | | | | |
| 719 | — | **SteelScSr** | 5999 | ✝100A1 Tri *z* | | | 1900 | Wigham Richarsn&Co Ld Newcastle | Lloyd Austriaco | 417·0 \| 52·6 \| 28·5 P40′B120′F48′ 20·3 FK *WB = Cell DBa 133′ u E38′ f 175′ 1125t* | Trieste Aust.-Hung. *6 BHCem* | Q.4Cy.24″,34″,51″&74″–54″ 210lb *120lb* (*r*) 195NHP 3SB.*9cf*,GS159,HS6309 FD Wgham Rchrdsn&C.Ld Nwc | 23 ″ 1 s 7 ″ 8 | | ~~3,03~~ 1,05 |
| | *S.Tomanovich* | *1 Dk (Stl) &* | 5244 | *Spar dk* | | | 4mo | | | | | | | | |
| HDSM | *Elec.light* | *Spar dk (Stl-pt ws) 3 tr B ss Tri.No.1–04* | 3855 | ~~5,01 to 08~~ 4,05 ✝LMC 9,03 | | | *Lloyd's A&CP* | | | | *t A P T 50t* | | | | |
| 720 | — | **SteelSc4MstSr** | 5060 | | | | 1889 | Fairfield Co.(Lim.) Glasgow | Pacific Mail S.S.Co | 440·4 \| 48·1 \| 32·8 *Promenade dk 220′* P56′ F58′ *WB* | New York Utd. States | T.3Cy.40″,66″&106″–72″ 953NHP Fairfield Co.(Lim.),Gls. | 26 ″ 0 s 11 ″ 11 | V | |
| 127262 KNLT | *D.E.Friele* | *3 Dks* | 3186 | | | | | | | | | | | | |
| Sunk 7,04 | — | **IronScSr** | 1741 | | | | 1884 | Flensburg r Schiffsb.Ges. Flensburg | Menzell&Co. | 256·5 \| 34·7 \| 17·7 B72′ 23·2 *WB* | Hamburg German | C.2Cy.32½″&60″–36″ 180NHP Flensburger Schiffsb.Ges. | | V | |
| LMCH | *E.Krübbe01–01* | *1 Dk & Spar dk & 3 tr B* | 1628 1271 | | | | | | | | | | | | |
| 722 | — | **IronSc** | 1239 | | | | 1871 | Craig S.B.Co. Buffalo,N.Y. | Erie&Western Transportation Co. | 210·0 \| 32·6 \| 14·0 | Erie,Pa. Utd. States | 2Cy.36″–36″ 130NHP | | | |
| 5972 | *Elec.light* | *2 Dks* | 932 | | | | | | | | | | | | |
| 723 | — | **SteelPadLr** | 1224 | | | | 1888 | W.Denny & Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 310·0 \| 46·0 \| 10·7 | Glasgow British | C.D.2Cy.37½″&65″–72″ 299NHP Denny&Co.,Dumbarton | | | |
| 95095 | *Elec.light* | | 1224 892 | | | | | | | | | | | | |
| 724 | — | **IronScSr** | 474 | ✝100A1 Lon *h* | | | 1877 | J.Read-head&Co. S.Shields A&CP | P.A.Ekedahl | 169·6 \| 25·7 \| 12·2 Q77′B14′F19′ BK7″ *WB = DBa 30′ f 52′* | Kalmar Swedish *5 BHCem* | C.2Cy.22″&40″–27″ (*s*) 80lb [redacted] NDB85 80NHP 1SB,*2pf*,GS36,HS1600 J.Readhead&Co.,S.Shields | 13 ″ 0 s 1 ″ 4 | | 4,03 |
| 3750 JLRM | *O.Th.Sjögren00–00* *Well deck* | *ss Got.2nd No.3–7,01 1 Dk* | 355 255 | 9,03 [redacted] BS [redacted] 9,04 | | | 10mo | | | | | | | | |
| 725 | — | **IronScK** | 190 | | | | 1893 | Cochrane &Cooper Beverley | N.Eastern Steam Fishing Co.Ld. | 115·5 \| 21·0 \| 11·5 Q17′F19′ len 00 BK7½″ | Grimsby British | T.3Cy.12½″,19½″&32″–22½″ 50RHP C.D.Holmes&Co.,Hull | 12 ″ 0 | | |
| 99717 NGPD | *A.Christian –93* | *1 Dk* | 178 93 | | | | | | | | | | | | |
| Broke up 04 | **Chindwara** | **IronScSr** | 2011 | ✝ Cal *s* | | | 1879 | W.Denny &Bros. Dumbarton | British India Stm. Nav.Co.Ld. | 285·0 \| 35·2 \| 23·9 *WB = Cell DB 250′ 328t* | Glasgow British *5 BHCem* | C.2Cy.34″&60″–42″ 194NHP Denny&Co.,Dumbarton | | | |
| 80442 SHTN | *H.W.Bamber –04* | *ss Cal.No.1–84 2 Dks (U Irn–ws) 3 Dk rule* | 1877 1502 | 6,85 | | | 2mo | | | | | | | | |
| 727 | **Ching-Ping** | **SteelScSr** | 1385 | | | | 1890 | Blyth S.B. Co.(Lim.) Blyth | Chinese Engineering&Mining Co.Ld | 250·0 \| 32·1 \| 13·2 P33′B48′F29′ *WB* | Shanghai British | T.3Cy.15″,25″&41″–24″ 99RHP M.Pratt,Huddersfield | | | |
| 98193 VPJF | *W.Harvey02–02* (*ex* Tê-Yi, *ex* Ching Ping) | *2 Dks* | 1337 1062 | | | | | | | | | | | | |
| 728 | **Ching Wo** | **SteelScSr** | 3883 | ✝100A1 HKg *w* | | | 1894 | Workman, Clark&Co.Ld Belfast A&CP | China Mutual Stm. Nav.Co.Ld. (A.Holt&Co *Mgrs.*) *WB = Cell DBa* | 370·0 \| 45·3 \| 27·0 P26′B73′F42′ BK9″ 116′ *u E&B 30′ f 151′* | Liverpool British *6 BHCem* | T.3Cy.26″,42″&71″–48″ (*s*) 180lb *180lb* 398NHP 2SB,*6cf*,GS124,HS5112 FD Workman,Clark&Co(L) Bel | 29 ″ 9 s 6 ″ 4 | BT till 2,06 | ~~12,02~~ N2,06 |
| 104799 NMGO | *G.W.Parkinson –03* *Elec.light* | *ss Bkn.No.2–02 2 Dks (1 Irn & U Stl-teak s) & deep framing 3 Dk rule* | 3618 2517 | ~~1,03~~ 2,06 Bkn [redacted] ✝LMC 12,02 [redacted] 2,05 | | | 9mo | | | | *767t A P T 53t* | | | | |
| 729 | **Chingford** | **SteelScSr** | 1734 | ✝100A1 Shl *q* | | | 1889 | W.Gray &Co.(Lim.) W Hartlepool | London&Northern S.S.Co Ld.(Pyman Bros.Ld. *Mgrs.*) | 264·5 \| 37·0 \| 17·8 Q70′B112′F29′ BK9″ *WB = DBa 80′ f 100′* | London British *4 BHCem* | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *75lb* 168NHP 2SB,*4rf*,GS71,HS2500 Cntrl Mrne E.Wks.,W.Hpl. | 18 ″ 11 s 1 ″ 6 | | ~~2,04~~ 7,04 |
| 96639 LHVF | *R.J.Griere –04* *Well deck* | *ss Shl.No.3–12,01 1 Dk (Irn) & Webframes* | 1288 1100 | ~~7,02~~ 2,01 1,05 Cff [redacted] MS 5,01 ✝LMC [redacted] BS 1,03 1,04 | | | *Lloyd's A&CP* | | | | *393t A P T 17t* | | | | |
| 730 | **Chingtu** | **SteelScSr** | 2268 | | | | 1886 | Scott&Co. Greenock | China Nav.Co.Ld. | 315·2 \| 38·2 \| 23·8 P46′ B102′ F54′ | London British | T.3Cy.25″,40″&62″–48″ 266NHP Scott&Co.,Greenock | | | |
| 91957 KHRF | *J.D.Arthur85–87* | | 1964 1459 | | | | 8mo | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine / Visites Périodiques | 3 Lieu où il a été construit. Nombres des Ponts | 4 Tonnage Jauge. Tonnage Brut / Sous le Pont / Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Pont. | 7 Coque. Longueur. Largeur. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Chevaux par Qualité. Francs-bord en milieu du navire. pds. po | 15 Epaisseur des Bordés. Pont de Tonnage. Pont Supérieur. | 16 Epaisseur des Bordés. Fond. Côtés. Pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 731 Signaux: VKHn | Chinhua *F.Robertson* –04 *Elec light* | Steel Twin Scr 2 Dks | 219 193 134 | | | | 1903 Mach | Scott & Co. Greenock | China Nav. Co. Ltd. | 99·7 40·1 20·6 B 6 F 37' | London British | T. 6 Cy. 14½", 24" & 39½" – 30" 170 NHP W.B. Greenock Foundry Co. Grk | | 157 138 11·6 | |
| 732 Signaux: QCNG | Chinkiang *A.Partridge* –04 | Steel Sc Sr 2 Dks | 1986 1771 1229 | | | | 1898 Mach | Scott & Co. Greenock | China Nav. Co. Ltd. | 275·5 38·2 21·4 P 20' B 70' F 30' | London British | T. 3 Cy. 20", 32" & 52" – 39" 160 NHP W.B. Scott & Co Greenock | | | |
| 733 Signaux: | — *A.Adams* –02 | Steel Sc Sr as Abn No. 1–02 1 Dk | 123 117 83 | ✠ 100 A – Abn For cabin passengers 2.04 | | | 1896 10 mo Mach | A. Hall & Co. Aberdeen | W. H. Dodds | 96·4 19·6 10·0 BK 7½ | Aberdeen British | C. 2 Cy. 18" & 31" – 21" (s) 125 lb 45 RHP 3 B.H. Cem 1 SB, 2 pf. 6s 30, 8s 778 A. Hall & Co., Aberdeen | 10·11 | | 2·4·4 |
| 734 Signaux: HPGP | Chinzei Maru *D.Setagaya* 03–05 | Wood Sc Sr 2 Dks | 516 486 330 | | | | 1882 | K. Genjiro Osaka | Osaka Shosen Kabushiki Kaisha | 170·4 21·6 18·2 | Osaka Japanese | C. 2 Cy. 18½" & 34" – 24" NB 87 17 NHP Osaka Iron Works, Osaka | | | |
| 735 Signaux: HJRD | Chio *F.Achuma* (ex Edith, ex Stella, ex Edith) *Well deck* | Iron Sc Sr 1 Dk | 401 296 266 | | | | 1883 | Russell & Co. Pt. Glasgow | Cia. Mar. Cantabria (A. de Arizaga, *Mgr.*) | 149·2 23·5 11·3 Q 18' B 37' F 24' BK 7' | Bilbao Spanish W.B. | C. 2 Cy. 18" & 36" – 24 53 NHP Alley & Macellan, Glasgow | 12·0 | | G |
| 736 Signaux: RJGD | Chios *F.Zänker* 95–02 | Steel Sc Sr 2 Dks 3 tr B | 1634 1203 1036 | | | | 1890 | Wigham Richardson & Co. Newcastle | Deutsche Levante Linie | 259·7 36·3 16·6 Q 72' F 26' *pt. 4 wng dk* 162 | Hamburg German W.B. | T. 3 Cy. 20½", 33" & 54" – 36" 175 NHP Wigham Richrdsn & C. Nwc. | | | |
| 737 Signaux: HKMJ | — *Nomikos* (ex Portland) | Iron Sc Sr 2 Dks | 923 728 537 | | | | 1876 | R. Steele & Co. Greenock | New Hellenic Stm. Nav. Soc. | 230·3 30·8 15·6 P 56' F 44' | Syra Greek | C. 2 Cy. 31" & 57" – 15" 182 NHP R. Steele & Co., Greenock | | | |
| 738 Signaux: | — *S.Pneumaticos* 92–02 (ex Locust) 5th Survey, Cpl. 6.00 | Iron Sc Sr 2 Dks | 411 403 194 | A1*1 4.01 | Cpl | Lr | 1881 5 mo Mach | Blackwood & Gordon Pt. Glasgow | Nav. à Vap. Egée (P. M. Courtgi & Co. *Mgrs.*) | 191·0 25·2 13·0 WB = FP | Constantinople Turkish 1 BH 2 cm 88 T. 8t. APT 33t | C. 2 Cy. 25½" & 48" – 36" (r) 80 lb 32 lb 105 NHP 1 SB, 3 pf. 6s 52, 8s 1592 Blackwood & Gordon, P. Gl | | | 11·6·6 11·6·6 10·5·5 4·6 |
| | | | | *Note—Renamed "Zakynthos"* | | | | | | *See No 6 in Supplement* | | | | | |
| 739 Signaux: | Chippewa *J.McGiffin* 88–98 | Steel Pad Sr 3 Dks | 1544 892 764 | | | | 1893 | Hamilton Bridge Co. Hamilton Ont | Niagara Nav. Co Ld | 308·5 36·3 12·5 | Toronto British | B. 1 Cy. 75" – 121" 476 NHP W. R. Fletcher & Co. Hobkn | | | |
| 740 Signaux: | — *Electlight* | Steel Sc 1 Dk & Awng dk | 996 677 | | | | 1900 | Craig S. B. Co. Toledo. O. | Arnold Transit Co. | 200·0 34·4 19·8 | Marquette Mich. Utd. States | T. 3 Cy. 20", 32½" & 55" – 30" 166 NHP Craig S. B. Co. Toledo | | | V |
| 741 Signaux: HKDN | Chire *M.Lourenço* ss Lis. No. 3–5, 02 (ex Graphic) | Iron Sc K 1 Dk | 141 141 69 | ✠ 100 A1 Stm Trawler 8.01 | Lis | | 1889 10 mo Mach | Cook, Welton & Gemmel Hull | Parceria de Pescarias Norte | 103·7 20·3 10·7 SD 02 BK 7½ | Lisbon Portuguese | T. 3 Cy. 12½", 19½" & 31½" – 22½" 150 lb (s) 49 NHP 1 SB 2 cf. 6s 27, 8s 797 C. D. Holmes & Co., Hull | 11 | | 11·3·3 |
| | | | | *Lloyd's 14 CP* | | | | | | | | | | | |
| 742 Signaux: PMLG | Chiriqui *E.T.Lee* –01 | Steel Sc Sr 1 Dk | 643 540 343 | | | | 1896 | Wigham Richrdsn & Co. Newcastle | Pacific Stm Nav Co | 185·0 31·1 12·8 F 22' *Shade dk* 164' | Liverpool British W.B. | C. 2 Cy. 21" & 42" – 27" 90 RH Wigham Richrdsn & Co. Nwc | | | |
| 743 Signaux: JRBT | Chishima Maru *Wakaloke* –03 (ex Skramstad, ex General Boyd) *Well deck* | Iron Sc Sr ss H Kg. No. 3–6, 02 1 Dk (*Iron*) & *Web frames* | 1408 1086 873 | ✠ 100 A1 Lloyd's | Shi Nag | o | 1891 6 mo Mach | W. Gray & Co. Ltd. W. Hartlepool | Hirome Nisaburo | 245·1 34·6 17·5 Q 79' B 71' F 28' BK 8½ W B = DB a 65' f 102' | Tsuruga Japanese 1 BH Cem 262 t. APT 29 t | C. 2 Cy. 31" & 58" – 36" (s) 100 lb 75 lb 157 NHP 2 SB 4 pf. 6s 60, 8s 2330 C.-u. Mar. Eng. Wrks. W Hpl | 18 | | |
| 744 Signaux: HKVM | Chita Maru (ex Craggs) | Steel Sc Sr 1 Dk | 496 431 308 | | | | 1891 | R. Craggs & Sons Middlesbro' | Chita Kogio Kabushiki Kaisha | 166·9 25·9 11·8 Q 59 t B 35 t H 13 t F 14 t | Yokohama Japanese W.B. | T. 3 Cy. 13", 21" & 34" – 24" 57 NHP Westgrth, English & Co. Mdl | | | |
| 745 Signaux: HBFQ | Chitose Maru *G.Nakashima* (ex Tsuru Maru) CF | Comp Sc Sr 1 Dk & Spar dk | 478 454 298 | ✠ *Spar dk* 1.70 | Cly | 16 | 1869 12 mo Mach | A. Stephen & Sons Glasgow | Noto Toyokichi | 167·5 21·8 11·0 184 *Iron frame planked* | Hakodate Japanese | C. 2 Cy. 19½" & 36½" – 24" 54 NHP J. Howden & Co., Glasgow | | | |
| 746 Signaux: PTJB | Chiverstone *W.Polytaxe* –00 *J.Dwyer* –05 | Steel Sc Sr ss Cff. No. 1–01 1 Dk (*Iron*) 2 tr B & *Web frames* & *Dk rule* | 2946 2743 1889 | ✠ 100 A1 Cliff's cpl'd arch'd Lloyd's 12.02 | Cly | u | 1897 8 mo Mach | Richardson Duck & Co. Stockton | Anning Bros. | 330·0 43·1 23·2 P 31' B 90' F 34' FK W B = Cell D Ba 110' u E 24' f 136' 69t | Cardiff British 3 BH Cem APT 114 t | T. 3 Cy. 22½", 37" & 61" – 42" (r) 180 lb 90 lb 253 NHP 2 SB. 6 cf. 6s 102, 8s 3800 Blair & Co Ld. Stockton | 25·9 | | |
| 747 Signaux: JMRN | Chiyo Maru (ex Chelydra) *Elec light* | Steel Sc Sr 2 Dks 3 tr B | 2703 2398 1988 | | | | 188. | J. L. Thompson & Sons Sunderland | K. Oaki | 307·8 39·1 24·6 P 39' B 87' F 41' | Uraga Japanese W.J. | T. 3 Cy. 24½", 39½" & 64½" – 42" 266 NHP T. Richardson & Sons, Hpl. | 27·10 | | |
| 748 Signaux: HJRB | — *S.Takagi* –99 (ex Electra) | Iron Sc Sr 2 Dks 3 tr B | 1746 1536 1083 | | | | 1879 | Dobie & Co. Glasgow | Hiroumi Nisaburo | 263·7 31·3 24·4 P 51 t B 34 t F 45 t | Tsuruga Japanese | C. 2 Cy. 35½" & 58½" – 36" 169 NHP J. Howden & Co., Glasgow | | | |
| 749 Signaux: HKJS | Chiyoda Maru *K.Yamamoto* –99 (ex Parthian) | Iron Sc Sr ss Yka. No. 3–7, 99 2 Dks (1 pt *Iron*) 3 tr B | 1675 1490 1039 | ✠ 2.01 | Yka | r | 1883 8 mo Mach | Murdoch & Murray Pt. Glasgow | S. Nishikawa | 269·0 33·0 22·8 B 18' F 36' BK 9' W B = DB a 62' f 23' 32 t | Yokohama Japanese 4 BH Cem | C. 2 Cy. 32" & 60" – 39" (s) 80 lb Solb NDB 00 197 NHP 1 DB, 6 pf. 6s 111, 8s 3672 W. King & Co., Glasgow | 23·7 | | |
| | | | | *Lloyd's 14 CP* | | | | | | | | | | | |
| 750 Signaux: JPVW | Chiyoda Maru No. 2 (ex Tordenskjold) *Well deck* | Steel Sc Sr 1 Dk & *Web frames* | 1236 836 916 | | | | 1889 | T. & W. Smith North Shields | M. Nishikawa | 224·9 31·7 13·8 Q 75' B 104' F 29' FK W B | Kobe Japanese | T. 3 Cy. 16½", 27" & 44" – 33" 111 NHP N.E. Marine Eng Co Ld Nwc | 16·8 | N | |
| 751 Signaux: HDTQ | Chlumecky ~~M.G.Hajduch~~ ~~Petrijek~~ ~~Mendrysek~~ | Steel Sc Sr ~~J.Crelitsch~~ 1 Dk (Stl) & Spar dk Stl) & deep framing | 3528 3301 2276 | ✠ 100 A1 Spar dk 6.01 | Cff | u | 1902 6 mo Mach | Russell & Co. Pt. Glasgow | Eredi C. Cav. Gerolimich & Co. | 339·2 46·0 17·9 P 20 B 76 F 36' 25·7 FK W B = Cell D Ba 110' u E 8 B 10' f 142 80 t A P T 56 t | Lussinpiccolo Aust.-Hung. 3 BH Cem | T. 3 Cy. 24", 40" & 65" – 45" (s) 180 lb 80 lb 306 NHP 2 SB. 6 cf. 6s 132, 8s 4700 J. G. Kincaid & Co Grk. | 20·6 | | |
| | | | | *Lloyd's 14 CP* | | | | | | | | | | | |
| 752 Signaux: JCTV | Choan Maru | Wood Pad 1 Dk | 128 45 93 | | | | 1891 | R. Hirano Fushimi | Ando Seijiro | 98·0 13·4 8·9 | Osaka Japanese | C. 2 Cy. 10½" & 21" – 15" 18 NHP | | | |
| 753 Signaux: JCNT | Choan Maru No. 2 | Wood Pad 1 Dk | 131 43 87 | | | | 1892 | Hayashi Masashichi Fushimi | Kashiwatani Gichi | 100·0 14·2 8·7 | Osaka Japanese | C. 2 Cy. 10" & 20" – 12" 12 NHP Rio Kwan Shi, Osaka | | | |

Sunk 3.04

broken up

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Register Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Explanatory Letters. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register dis within Deck of Tonnage Tons. | 16 When built. When last rebd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 754 4533 JCPT | **Choan Maru No. 3** | **WoodPad** 1 *Dk* | 132 42 88 | | | | 1893 | Hayashi Masashichi Fushimi | **AndoSeijiro** | 98·4 | 14·0 | 3·5 | **Osaka** Japanese | C.2Cy.10″&20″–12″ 12NH Nagata Sanjuro, Osaka | | | |
| 755 4472 JCNH | **Choan Maru No. 4** | **WoodPad** 1 *Dk* | 132 40 80 | | | | 1893 | Mayeda Kanjiro Miyakojima | **Kashiwatani Giichi** | 100·0 | 13·1 | 3·6 | **Osaka** Japanese | O.2Cy.10″&20″–18″ 14NH Nagata Sanjuro, Osaka | | | |
| 756 126874 | **Choctaw** *H.H.Parsons* 02–02 *Mchy.Aft* | **SteelSc** 1 *Dk 2tr B* | 1574 — 1256 | | | | 1892 | Cleveland S.B.Co. Cleveland, O. | **Cleveland Cliffs Iron Co.** | 266·9 | 38·1 | 17·9 *WB* | **Mrquette, Mich.** Utd. States | T.3Cy.17″,29″&47″–36″ 133NH Cleveland S.B.Co., Cleveld | | | |
| 757 HRGF | **Chodoc** *Pierrett* *Elec.light* | **SteelSc3MstSr** 2 *Dks & Spar dk* | 4686 3892 2541 | | | | 1898 | Forges&C. de la Médit. La Seyne | **Cie. Nationale de Nav.** | 413·4 P84′ H—F107′ | 42·2 | 31·8 | **Marseilles** French *WB* | T.3Cy.32″,51″&82″–49″ 471NHP Forges&C.de la Médit.Msl. | | V | |
| 758 1652 HKWN | **Choho Maru** | **WoodScSr** 2 *Dks* | 124 111 77 | | | | 1897 | Yamane Shotaro Osaka | **Ando Seijiro** | 98·7 | 14·6 | 11·5 | **Osaka** Japanese | C.2Cy.12″&24″–16″ 18NH Yamane Shotaro, Osaka | | | |
| 759 | **Choice** | **SteelScK** 1 *Dk* | 81 | 100A1 *For fishing purposes* (*Class Contemplated*) | | | 1904 | J. Duthie Torry, N.B. | **Dunbar&Johnston** | 81·5 | 18·1 | 8·8 | **Banff** British | C.2Cy.11½″&25″–16″ W.V.V. Lidgerwood, Gls. | | | |
| 760 658 HDTK | **Chokiu Maru** | **WoodScSr** 2 *Dks* | 134 119 84 | | | | 1881 | Haruki Tojiro Fukushima | **K. Rikuda** | 100·8 | 13·8 | 12·5 | **Osaka** Japanese | C.2Cy.11½″&23″–14″ NE&B01 17NH Niikuma Masajiro | | | |
| 761 82663 TMVB | **Cholmley** *W.H.Aitchison* 03–03 *Well deck* | **IronScBn** *ss* Cff. No. 3-4,98 *ss* Lth. No. 2–02 1 *Dk 2tr B* | 1368 1109 849 | ✠100A1 4,05 3,44 | Nwc Lth | *o* | 1880 7mo | T Turnbull &Son Whitby A&CP | **New Line S.S.Co.Ld (R.Mackie&Co. *Mgrs.*)** | 240·0 Q87′ B110*t* F38′ pt ND98 *WB = DBa* | 34·0 | 17·9 FK | **Leith** British | C.2Cy.30″&57″–33″ (*i*) 75lb *80lb* NDB93 156NH 2SB,4*pf*,GS66 T.Richardson&Sons, Hpl. | 19 ″ 6 s 2 ″ 2½ | | 3.04 |
| 762 HRGM | **Cholon** *Baye* *Elec.light* | **SteelSc3MstSr** 2 *Dks & Spar dk* | 4665 3892 2522 | | | | 1897 | Forges&C. de la Médit. La Seyne | **Cie. Nationale de Navigation** | 416·2 H—F108′ | 42·2 | 30·5 | **Marseilles** French *WL* | T.3Cy.32″,51″&82″–49″ Forges 471NH &C.de la Médit. La Seyne | | V | |
| 763 113545 SNBR | **Chorley** *G.E.Bilson* –03 1 *Dk (Stl) 2tr B deep framing & Web frames & Shelter dk (Iron)* | **SteelScSr** *ss* Bry. No. 1–05 | 3828 3541 2468 | ✠100A1 *Shelter dk* 7,05 | Cff Bry | *w* | 1901 8mo | Richardsn, Duck&Co. Stockton A&CP | **Chorley S.S.Co.Ld. (W.J.Tatem)** *WB = Cell DBa 108′ uE & B40′* | 340·0 *f* 146′ 9 | 48·1 42*t* | 25·9 FK *FPT* 180*t* | **Cardiff** British 6 *BHCem APT* 159*t* | T.3Cy.26″,42½″&69½″–45″ (*s*) 160lb *90lb* 349NH 2SB,6*cf*,GS128,HS5620 Blair&Co.Ld.Stockton | 28 ″ 4 s 4 ″ 1½ | | ~~10.03~~ Typed 7.05 |
| 764 | **Chorosan** *Carrying Petroleum in bulk* *Mchy.Aft* *Elec.light* | **SteelScSr** 1 *Dk* | 579 493 427 | | | | 1897 | Nuescke& Co. Grabow | **Mamedoff& Djebrailoff** | 152·4 | 27·8 | 13·8 | **Astrachan** Russian | C.2Cy.17¾″&30¾″–19¾″ 35NH "Kette" Ges., Uebigau | | | |
| 765 8676 JQSB | **Chosei Maru** | **WoodTwinScSr** 2 *Dks* | 703 646 435 | | | | 1902 | U.Naka-mura Osaka | **H.Hataoka** | 171·0 | 25·3 | 19·3 | **Osaka** Japanese | C.4Cy.13½″&27″–18″ 52NH | | | |
| 766 5644 JFKR | **ChoshuMaruNo.1** | **Steel&IronScSr** 1 *Dk* | 122 110 66 | | | | 1899 | Ishika-wajima S.B.&E.Co Ld Uraga | **Nippon Yenyo Giogio Kabushiki Kaisha** | 96·6 | 17·0 | 10·1 | **Shimono-seki** Japanese | C.2Cy.15″&30″–18″ 32NH Ishikawajima S.B.&E.Co. Ld. Tokio | | | |
| 767 | **Chow-Chow-Foo** | **IronScSr** 1 *Dk & Spar dk & 3tr B* | 1027 971 796 | | | | 1885 | Hnry Koch Lübeck | **Corean Governmt.** | 202·0 Q12′ | 27·6 B47′ | 14·6 21·6 | **Chemulpo** Corean *WB* | C.2Cy.24″&43″–30″ NB96 84NH A.Borsig, Berlin | | V | |
| 768 QGVD | **Chow Fa** *H.Köhler* | **SteelScSr** 2 *Dks* | *1646* *1525* *1055* | | | | 1888 | Fairfield Co.(Lim.) Glasgow | **Norddeutscher Lloyd** | 270·5 B18′ | 37·0 F40′ | 21·8 | **Bremen** German | T.3Cy.22″,36″&57″–42″ 211NH Fairfield Co.(Lim.), Gls. | | V | |
| 769 TCKP | **Chow Phya** *Mchy.Aft* | **IronSc3MstSr** 1 *Dk* | 507 *451* 370 | | | | 1858 | ..... W.Hartlpool | **Wee Tek Seng** | 178·6 P10*t* | 25·7 H37*t* | 12·7 | **Riouw** Dutch | 2Cy.34″–22″ 84NH T.Richardson&Co., Hpl | | V | |
| 770 QGVL | **Chow Tai** *H.Textor* | **SteelScSr** 2 *Dks* | *1777* *1640* *1115* | | | | 1896 | Fairfield Co.(Lim.) Glasgow | **Norddeutscher Lloyd** | 289·0 P10′ B22′ F42′ | 37·8 | 21·5 | **Bremen** German *WB* | T.3Cy.22″,36″&57″–42″ 211NH Fairfield Co (Lim.), Gls | | V | |
| 771 115861 TMWD | **Choy-Sang** *H.J.Roope* –03 1 *Dk (Stl) & Spar dk (Stl–ws pt teak) & deep framing* *Elec.light* | **SteelScSr** | 2284 2111 1424 | ✠100A1 *Spar dk* 7,02 | Nwc | *s* | 1902 7mo *Lloyd's* | Wigham-Richrdsn&Co Ld Newcastle *SA&CP* | **Indo-China Steam Nav.Co.Ld.** *WB = Cell DBa* 84′ *f* 108′ 349*t* | 290·0 B60′ F35′ *DTa* 24′ 37*t* | 42·1 | 15·2 22·5 FK *FPT* 56*t* | **London** British 5 *BHCem APT* 25*t* | T.3Cy.21″,34″&56″–42″ (*r*) 170lb *85lb* 212NH 1SB,4*tf*,GS71,HS2582 FI Wglm Rchrdsn&C.Ld Nwc | 17 ″ 9 s 4 ″ 10½ | | |
| 772 7073 JMRP | **Choy Sang Maru** *T.Okuma* 01–02 (*ex* Choy Sang) | **SteelScSr** 2 *Dks* | 1985 1782 1436 | | | … | 1888 | Hall, Russell&Co. Aberdeen | **Miwa Asajiro** | 266·4 B61′ | 33·8 F33′ | 18·1 25·2 | **Uraga** Japanese | T.3Cy.21″,33″&54″–39″ 182NH Hall, Russell&Co., Abn. | 19 ″ 0 | | |
| 773 604 HDPS | **Choyo Maru** | **WoodTwinScSr** 2 *Dks* | 140 121 87 | | | | 1881 | Kirby&Co. Kobé | **Miyagawa Yasuguke** | 106·8 | 15·6 | 11·0 | **Hishikai** Japanese | 2Cy.15″–12″ 12NH | | | |
| 774 NBQS | **Chr. Broberg** *J.Nielsen* | **SteelScSr** 1 *Dk & Spar dk* | 1225 694 761 | | | | 1889 | Burmeister &Wain Copenhagen | **Forenede Dmpskib. Selskab** | 218·8 B94*t* | 31·1 | 12·8 20·1 | **Copnhagn** Danish *WL* | T.3Cy.16½″,27″&45″–33″ 116NH Burmeister&Wain, Cpn. | | | |
| 775 NMJQ | **Chr. Christensen** *H.Holm* | **SteelScSr** 1 *Dk* | 1461 1187 911 | | | | 1903 | Flensburger Schiffsb.Ges. Flensburg | **Dpsk selsk. Vendila (Svendsen& Christensen *Mgrs.*)** | 250·2 P15′ Q76′ B108′ F29′ | 37·2 | 16·3 | **Copnhagn** Danish *WL* | T.3Cy.19,732″&58″–36″ 169NH Flensburger Schiffsb.Ges. | | V | |
| 776 *For full particulars See No. 2 in Supplement* | **Chrisobel** | **SteelScK** 1 *Dk* | 80 | 100A1 *For fishing purposes* (*Class Contemplated*) | | | 1904 | Smith's Dock Co.Ld North Shields | **A.Wood** | 82·0 | 18·3 | 8·2 | British | C.2Cy.12″&26″–16″ W.V.V. Lidgerwood, Gls. | | | |

| Numéro Officiel | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel | Détails de la Classification. Cote. | Quand construit. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nos & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge en Tonnes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 777 | **Chrisomalli Th. Sifneo** SteelScSt<br>*P. Antonellos* –00<br>(ex Nina Mendl) 1 Dk (pt Irn)<br>*Well deck Elec. light* Web frames | Total<br>Under Deck<br>Net | ✝100A1 Gen s<br>5,053.02 Mcs<br>Motor ✝El.MC | 1892 5mo | **W. Gray & Co. Ltd.**<br>W Hartlepool<br>*Lloyd's A & CP* | **J. Th. Sifneos**<br>296·5 38·6 18·7<br>P83 Q115 B124'<br>F38' Fs<br>*WB = Cell DB230 t* | **Piraeus**<br>Greek | T.3Cy.23", 36½" & 62" – 39" (a)<br>*70lb* 160lb 239 NHP<br>2SB, 8cf, 6s78, 4s35·0<br>*BHCem*<br>*15t A P T320 t*<br>Cen. Mar. Eng. Wrks. W Hpl | 21 – 1<br>" 1·10½ | |
| 778 | **Christian** SteelScSr<br>*G. Kurowsky*<br>1 Dk | Total<br>Under Deck<br>Net | 932<br>714<br>573 | 1894 | **Act. Ges. "Neptun"** Rostock | Renata Dmpfsch. Ges. Th Gribel (Rud Christ Gribel, *Mgr.*)<br>206·3 31·2 13·9<br>B52' F26'<br>*WB* | **Stettin**<br>German | T.3Cy.13½", 22½" & 36½" – 27½"<br>70 NHP<br>A.G. "Neptun," Rostock | | G |
| 779 | **Christian IX.** IronSc3MstSr<br>*S. J. Kolster* 1 Dk & Hurdk | Total<br>Under Deck<br>Net | 1232<br>822<br>763 | 1874 4mo | **Burmeister & Wain** Copenhagen | **Forenede Dmpskib. Selskab**<br>230·8 30·1 16·5<br>P & F291 t 23·3<br>*BHCem* | **Copnhagn**<br>Danish | 4Cy.21"&44"–30"<br>176 NHP<br>Burmeister & Wain, Cpn. | | |
| 780 | **Christiana** SteelSc3MstSr<br>*J. Griffith* –03<br>*Well deck Mchy. Aft* 1 Dk | Total<br>Under Deck<br>Net | 295<br>186<br>67 | 1896 | **J. Fullerton & Co.** Paisley | **Liverpool & Menai Straits S.S. Co. Ltd.** (J. D. Penny, *Mgr.*)<br>130·0 23·0 9·2<br>B66' B14' F24'<br>BK6 | **Liverpool**<br>British<br>*WB* | C.2Cy.16"&32"–24"<br>45 RHP<br>Hall-Brwn, Bttry & Co., Gls | 9 – 11 | |
| 781 | **Christiania** SteelScSr<br>*R. Rauschenplat* 01–02<br>(ex Baumwall) 2 Dks 3 tr B | Total<br>Under Deck<br>Net | 2811<br>2637<br>1775 | 1890 | **Blohm & Voss** Hamburg | **Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)**<br>330·2 41·0 25·6<br>P15' B70' F36'<br>*WB* | **Hamburg**<br>German | T.3Cy.28½", 38" & 68" – 42"<br>257 NHP<br>Blohm & Voss, Hamburg | 28 – 6 | G |
| 782 | **—** IronPadSr<br>*N. P. Isbrg*<br>Nov a Hulk 6.04 | Total<br>Under Deck<br>Net | 820<br>448<br>449 | 1875 | **Burmeister & Wain** Copenhagen | **Forenede Dmpskib. Selskab**<br>236·7 26·1 18·2<br>*BHCem* | **Aarhus**<br>Danish | C.O.4Cy.33"&66"–54"<br>534 NHP<br>Burmeister & Wain. Cpn. | | |
| 783 | **—** SteelScSr<br>*E. Eriksen*<br>1 Dk & Awngdk 3 tr B | Total<br>Under Deck<br>Net | 656<br>377<br>353 | 1895 | **Helsingörs Jernsk & Msk Elsinore** | **Stavangerske Dampskibsselskab**<br>180·5 27·3 12·7<br>H44 t 19·7 | **Stavanger**<br>Norwegian<br>*WB* | T.3Cy.18½", 28" & 47" – 27"<br>115 NHP<br>Helsingörs Jernsk & Msk b. | | N |
| 784 | **Christiansted** SteelScSr<br>*For full particulars See No. 22 in Supplement* | Total<br>Under Deck<br>Net | 327<br>220<br>186 | 100A1<br>(*Class Contemplated*) | **Vestindiske Kompagni** | 1904 Helsingörs Jernsk & Msk Elsinore<br>140·0 24·5<br>P10' B42' F23' | **Copnhagn.**<br>Danish | T.3Cy.12½", 19" & 81" – 18"<br>Helsingörs Jernsk. & Msk b | | |
| 785 | **Christiansund** IronScSr<br>*O. Kummervold* 95–03 1 Dk | Total<br>Under Deck<br>Net | 117<br>73<br>66 | 1865 | **Akers Mek. Veks. Christiania** | **Nordmör Dampskibsselskab**<br>107·5 18·2 8·4<br>Q12 t B24 t H5 t | **Xiansund**<br>Norwegian | C.2Cy.11½" & 22" – 18"<br>NE73 & NB82 17 NHP<br>Trondhjems Mek Værksted | | |
| 786 | **Christina** SteelSc3MstSr<br>86010 *J. Macfarlane* –99 ss Liv. No. 2–01<br>*Well deck Mchy. Aft* 1 Dk, Std | Total<br>Under Deck<br>Net | 494<br>346<br>162 | ✝100A1 Sws h<br>Cff. Npt | **S. Mc Knight & Co.** Ayr | **Murphy Bros.**<br>7mo 165·0 26·1 10·8<br>Q79' B14' F26'<br>BK7<br>*WB = DB/91 120 t FP*<br>A & CP | **Waterford**<br>British<br>*S BHCem*<br>*T37 t A P T8 t* | C.2Cy.20"&46"–33" (a)<br>*120lb 80lb* 90 RHP<br>1SB, 3pf, 6s70, 4s18·20<br>Muir & Houston, Glasgow | 13 – 4<br>" – 11½ | |
| 787 | **Christopher** SteelScSr<br>127583 *W. E. Wright* 94–01<br>*Mchy. Aft Elec. light* 1 Dk 2 tr B | Total<br>Under Deck<br>Net | 4260<br>—<br>3137 | 1901 | **Superior S.B. Co.** W. Superior | **Milwaukee Tug Co.**<br>410·0 48·0 24·0<br>*WB* | **Milwaukee**<br>Utd. States | T.3Cy.22", 35" & 58" – 40"<br>218 NHP<br>Superior S.B. Co. | | |
| 788 | **Christopher Columbus** SteelScSr<br>126952 *R. Smith* 4 Dks<br>*Elec. light Whaleback* | Total<br>Under Deck<br>Net | 1511<br>—<br>946 | 1893 | **American Stl. Barge Co.** Superior, Wis | **Chicago & Milwaukee Transp. Co.** (Goodrich Transp. Co., *Mgrs.*)<br>362·0 42·0 24·0<br>*WB* | **Mrquette, Mich.**<br>Utd. States | T.3Cy.28", 42" & 70" – 42"<br>318 NHP<br>S.F. Hodge & Co., Detroit | | |
| 789 | **Chrysolite** IronScK<br>110791 *H. Naulls* 92–00 ss Hul. No. 1–01<br>RPWM 1 Dk | Total<br>Under Deck<br>Net | 222<br>199<br>72 | ✝100A1 Hul<br>Stm Trawler<br>3,05 ✝LMC 8.04 | **Cook, Welton & Gemmell Hull**<br>5mo<br>*Lloyd's A & CP* | **Kingston Steam Trawling Co. Ltd.**<br>121·8 21·5 11·5<br>Q19'<br>BK7½<br>*4 BHCem* | **Hull**<br>British | T.3Cy.13", 21½" & 35" – 24" (a)<br>200lb 63 RHP<br>1SB, 2cf, 6s35, 4s1056<br>C. D. Holmes & Co. Hull | 12 – 4 | 4.04 |
| 790 | **Chrystenah** WoodPad<br>4878 *Nelson* 1 Dk<br>HDSB | Total<br>Under Deck<br>Net | 571<br>—<br>418 | 1866 | **North River Steamboat Co.** Nyack, N.Y. | **North River Steamboat Co.**<br>196·5 30·2 9·3 | **New York**<br>Utd. States | | | |
| 791 | **Chu Kong** SteelTwinSc<br>109865 *W. M. Mason* 01–01<br>(ex Bakan Maru) 1 Dk | Total<br>Under Deck<br>Net | 470<br>215<br>286 | 1899 | **Mitsu Bishi Dkyd & EWks Nagasaki** | **Wing On S.S. Co Ld**<br>135·0 23·0 9·0 | **Hong Kong**<br>British | T.6Cy.7½", 12" & 20" – 14"<br>40 RHP<br>Mitsu Bishi D. & E. Wks. Nag | | |
| 792 | **Chubut** SteelScSr<br>*E. Rolin* 02–03<br>(ex Itaparica) 2 Dks<br>*Elec. light* | Total<br>Under Deck<br>Net | 2543<br>2137<br>1589 | 1889 | **Armstrong Mitchell & Co. Ld.** Newcastle | **Hamburg-Süd-Amerik. Dampfschifffahrts Ges.**<br>324·4 40·0 22·4<br>P36' B80' F53' | **Bns. Ayres**<br>Argentine | T.3Cy.25", 41" & 67" – 42"<br>291 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc | | G |
| 793 | **Chuen Tiao** SteelTwinScSr<br>*W. S. Wyles* 88–88 1 Dk | Total<br>Under Deck<br>Net | 378<br>244<br>164 | ✝ Nwc g<br>3,88 ✝ | **Armstrong Mitchell & Co. (Lim.) Newcastle** | **Chinese Imperial Maritime Customs**<br>155·0 25·1 12·4<br>3mo P20' B16' F29'<br>FK<br>*5 BHCem* | **Chinese** | T.6Cy.12½", 20" & 33" – 24"<br>107 NHP<br>Wllsnd Slpwy Co. Ld., Nwc. | 13 – 0 | |
| 794 | **Chukran** SteelPadSr<br>1 Dk 2 tr B | Total<br>Under Deck<br>Net | 244<br>—<br>164 | | **R. & H. Green** London | **Chirket i Hairie (Bosphorus SN Co.)**<br>165·0 21·0 9·6 | **Constanpl**<br>Turkish | C.2Cy.37"–36"<br>126 NHP<br>J. Penn & Sons, London | 10 – 0 | |
| 795 | **Chulmleigh** SteelScSr<br>109792 *J. Worth* –04 ss Cff. No. 1–03<br>RMFG 1 Dk (Irn) 2 tr B deep framing<br>& Web frames 3 Dk rule | Total<br>Under Deck<br>Net | 3097<br>1841<br>2567 | ✝100A1 Cff w<br>3,05 Bry<br>✝LMC | **Richardson, Duck & Co. Stockton** | 1900 1mo **Chulmleigh S.S. Co. Ld** (W. J. Tatem & Co.)<br>340·0 48·1 25·8<br>P33' B190' F34'<br>FK<br>*Cell DB a 110 t E24*<br>*WB =* | **Cardiff**<br>British | T.3Cy.25", 42" & 68" – 45" (a)<br>180lb *90lb* 343 NHP<br>2SB, 6cf, 6s126, 4s540<br>*BHCem*<br>*APT202t*<br>Blair & Co. Ld. Stockton | 28 – 4<br>" 4 – 7 | |
| 796 | **Chun Sang** SteelScSr<br>105804 *Buller*<br>PFWV 1 Dk (Stl) & Spar dk (pt Irn) pt Stl)<br>& deep framing | Total<br>Under Deck<br>Net | 2213<br>2073<br>1418 | ✝ Sba s<br>Spar dk<br>2,97 ✝ | **Sir Raylton Dixon & Co Middlesbro'** | 1896 3mo **Indo-China Steam Nav. Co. Ltd.**<br>290·0 40·3 16·2<br>B60' F37' 24·0<br>FK<br>*WB = Cell D1*<br>*88 f 112 329 t FP T*<br>*61t A P T84t* | **London**<br>British | C.3Cy.21", 34" & 56" – 42"<br>212 NHP<br>1SB, 4cf, 6s75, 4s2662 P<br>N.E. Mar. E. Co. (Lim.), Sld. | 17 – 3 | |
| 797 | **Chung King** SteelTwinScSr<br>85169 *F. Hopkins* –02<br>WKTV | Total<br>Under Deck<br>Net | 1258<br>1125<br>801 | | **Scott & Co. Greenock** | **China Nav. Co. Ltd.**<br>1882 5mo 244·3 32·4 20·1 | **London**<br>British | C.4Cy.25" & 50" – 30"<br>228 NHP<br>Scott & Co., Greenock | | |
| 798 | **Chupra** IronScSr<br>ss Cal. No. 1–82<br>2 Dks (U Irn-ws) 3 dk rule | Total<br>Under Deck<br>Net | 1977<br>1451<br>1436 | ✝ Cal s<br>3,81 | **W. Denny & Bros. Dumbarton** | 1878 11mo **British India Stm. Nav. Co. Ltd.**<br>285·0 35·2 23·9<br>*WB = Cell DB250 t 328 t* | **Glasgow**<br>Bengali<br>*7 BHCem*<br>Japanese | C.2Cy.34" & 60" – 42"<br>194 NHP<br>Denny & Co., Dumbarton | 26 – 10 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. Years under Special Survey. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register Dimensions Deck Fittings, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Reclassed, if not in L.R. Date of last Docking. | 16 Date when tail shaft last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 799 | **Churruca** | IronScSr | 662 | ✠ | Man | *j* | 1878 | A.Leslie & Co. Newcastle | Cia.Maritima | 190·0 \| 26·2 \| 16·0 | Manila Utd.States | T.3Cy.18″,29″&46″–30″ | 30 ″ 9 | | |
| | *C.Landeto*02–02 | *ss*Liv.No.3–3,90 | 582 | 3,97 | | | 11mo | | | ND90 BK7½ | | NDB90 128NH | s 6 ″ 1 | | |
| | | *ss*Man.No.1–95 | 404 | | | | | | | *WB=DBa44′f18′FPT* | | 1SB,*4rf*,GS66,HS2090 | | | |
| | | 2*Dks*(1*Irn*) | | | | | | | | | | D.Rollo&Sons,Liverpool | | | |
| 800 | — | IronSc | 178 | | | | 1881 | ..... Sunderland | Blas de Otero&Co. | 104·0 \| 23·2 \| 8·0 | Bilbao Spanish | C.2Cy.15″&25″–21″ | | | |
| | *A.SantaCruz* –98 | | — | | | | | | | | | 24NHP | | | |
| HJSP | | | 80 | | | | | | | | | | | | |
| 801 | **Chusan** | SteelSc3MstSr | 4636 | ✠ | Lon | *y* | 1884 | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 400·3 \| 45·2 \| 28·9 | Greenock British | C.2Cy.52″&96″–66″ | 30 ″ 9 | | |
| 87414 | *W.B.Palmer* –03 | | 3781 | 5,85 | | | 8mo | | | P255′ F78′ | 8 *BHCem* | 624NHP | s 6 ″ 1 | | |
| JPDR | *Elec.light* | 3*Dks*(2*Stl–Uws*) | 2852 | | | | | | | | | Caird&Co.,Greenock | | | |
| 802 | **Chuyetsu Maru** | SteelScSr | 1196 | | | | 1895 | Nylands Værksted Christiania | Chuyetsu Kisen Kabushiki Kaisha | 219·2 \| 31·4 \| 19·1 H10*t* | Fushiki Japanese | T.3Cy.16″,26″&43″–30″ | | | |
| 7075 | *N.Saburi* –02 | | 1113 | | | | | | | | *WB* | 101NHP | | | |
| JMRQ | (*ex*Trym) | 1*Dk*&*Spardk* | 741 | | | | | | | | | N.E.MarineEng.Co.Nwc. | | | |
| 803 | **Chwnshan** | Steel&IronScSr | 1999 | ✠ ~~100A1~~ | HKg | *s* | 1888 | C.S.Swan& Hunter Newcastle | T.W.Richardson | 285·0 \| 36·0 \| 24·0 | London British | T.3Cy.22″,35″&58″–39″ (*s*) | 25 ″ 4 | | 12,03 |
| ~~105333~~ | *Wankin* | *ss*H.Kg.No.3–12,98 | 1842 | 8,04~~12.03~~ | | | 9mo | | | P28′B56′F32′ | 5 *BHCem* | 150lb *80lb* 235NHP | | | |
| NLDK | (*ex*Romolo. | *ss*H.Kg.No.1–02 | 1282 | | | | *Lloyd's A&CP* | | | ptND93 BK9½ | *MT*20′360*t* | 2SB,*6cf*,GS100,HS3240 FD | | | |
| | *ex*Città di Roma) | 2*Dks*(1*rn*)3*tr B* | | | | | | | | *WB=DBa82′140t* | | WlsndSlpwyCo(Lim)Nwc | | | |
| | | *Irn framing,Bms&Stringers,Stl Plating* | | | | | | | | | | | | | |
| 804 | **Cicero** | SteelScSr | 1834 | ✠ | Hul | *r* | 1895 | Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 270·0 \| 38·1 \| 19·1 | Hull British | T.3Cy.~~40″~~,30″&48″–33″ | 21 ″ 6 | | N5,05 |
| 105020 | *J.W.Rayner* –00 | | 1691 | 6,97 | | | 2mo | | | P11′B78′F31′ | 5 *BHCem* | 18½″ 15NHP | | | |
| NSBH | | 1*Dk*(*Irn*)&*Webframes* | 1185 | | | | | | | FK | 2SB,*4cf*,GS63,HS2264 | | | | |
| | | | | | | | | | *WB=CellDBa 61′ uE&B 36′f124′445t* | | | Amos&Smith.Hull | | | |
| 805 | **Cid** | SteelScSr | *1533* | ✠100A1 | Lon | *q* | 1900 | W.Hamilton&Co. Pt.Glasgow | Cia.Maritima | 245·2 \| 35·7 \| 21·7 | Barcelona Spanish | T.3Cy.19″,31″&51″–33″ (*r* | 23 ″ 11 | | 7,04 |
| | *J.Berrojain* | | *1438* | ~~7,04~~ | Shl | | 10mo | | | P34′B65′F53′ | 4 *BHCem* | 165lb *80lb* 155NHP | s 3 ″ 0 | | |
| HGLF | | 2*Dks*(1*Stl*&*UIrn*) | *961* | | | | *A&CP* | | *WB=DBa50* | FK | *APT*12*t* | 1SB,*4pf*,GS66,HS2413 | | | |
| | | &*deep framing* | | | | | | | | *uE&B 34′f106′327t* | | D.Rowan&Co.Glasgow | | | |
| 806 | **Cidade de Faro** | SteelTwinSc | *285* | | | | 1894 | WH Potter &Sons Liverpool | Marques,Braga& Co. | 134·0 \| 27·0 \| 8·0 F14′ | Para Brazilian | C.4Cy.12″&26″–18″ | | | |
| | | | *218* | | | | | | | | | 48NHP | | | |
| | (*ex*Brazil) | | *156* | | | | | | | | | Cochran&Co.Birkenhead | | | |
| 807 | **Cidade De Manaos** | SteelScSr | *120* | ✠ | | ... | 1901 | Napier& Miller,Ld. Glasgow | AmazonasState Government | 120·0 \| 18·0 \| 8·1 | Manaos Brazilian | T.3Cy.11″,17″&28″–21″ (*s*) | 9 ″ 0 | | |
| | *F.Valle* | | *101* | *For River purposes only* | | | 3mo | | | BK6″ | 4 *BHCem* | 175lb 52NHP | ~~8 ″ 0~~ | | |
| | | 1*Dk*(*Teak*) | *19* | | | | *A&CP* | | | | | 1SB,*2pf*,GS87,HS1009 | | | |
| | *Elec.light* | | | | | | | | | | | Ross&Duncan,Glasgow | | | |
| 808 | **Cidade do Para** | SteelTwinScSr | *414* | ✠ | Pra | | 1894 | Murdoch & Murray PortGlasgow | Marques,Braga& Co. | 152·2 \| 33·0 \| 9·8 F16′ | Pará Brazilian | T.6Cy.10″,16″&26″–21″ | 10 ″ 0 | | |
| | *S.Lopes* | *ss*Pra.No.1–98 | *333* | 7,98 | | | 10mo | | | FK | 5 *BHCem* | 78NHP | | | |
| | | 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | *281* | *For River purposes only* | | | | | | | | 1SB,*3rf*,GS60,HS1369 | | | |
| | *Elec.light* | | | | | | | | | | | D.Rowan&Son,Glasgow | | | |
| 809 | **Cienfuegos** | SteelScSr | *1748* | | | ... | 1887 | A.Stephen &Sons Glasgow | NewYork&Cuba MailS.S.Co.(J.E. Ward&Co.*Mgrs.*) | 260·0 \| 36·8 \| 16·6 Q92′B102′F31′ | Cienfueg's Cuban | T.3Cy.18″,29″&46″–39″ | 19 ″ 2 | R | |
| | *F.H.Johnson*01–01 | | *1282* | | | | | | | | | NB93 143NH | | | |
| | *Well deck* (*ex*Caloric) | 1*Dk*2*Dk rule* | *1139* | | | | | | | FK | *Wb* | A.Stephen&Sons,Glasgow | | | |
| 810 | **Cierbana** | SteelScSr | 1253 | ✠100A1 | Bbo | *n* | 1894 | SirR. Dixon&Co. Middlesbro' | Cia.Anon.del VaporCierbana (Sota y Aznar) | 226·1 \| 34·0 \| 15·2 | Bilbao Spanish | T.3Cy.16″,26″&48″–30″ (*s* | 17 ″ 6 | | N3,04 |
| | *J.SanJose* | *ss*Bbo.No.2–02 | 974 | 3.04 | | | 9mo | | | Q87′B59′F24′ | 4 *BHCem* | 160lb *80lb* 105NHP | s 1–10½ | | |
| HGNW | | 1*Dk*(*pt Irn pt Stl*)&*Webframes* | 717 | | | | *A&CP* | | *WB=Cell Ba67′uE&B29′f86* | FK | 301*t*.*APT*16*t* | 1SB,*3pf*,GS45,HS1624 | | | |
| | *Well deck* | | | | | | | | | | | N.E.Mar.EngCo(Lim),Sld | | | |
| 811 | **Ciervana** | IronScSr | 1264 | ✠ | Bbo | *o* | 1881 | Cunliffe& Dunlop Pt.Glasgow | Cia.Sevillana de Nav.àVap. | 241·3 \| 32·5 \| 15·0 | Bilbao Spanish | C.2Cy.30″&50½″–36″ | | | |
| | *R.Paresse* | *ss*Shl.No.3–9,88 | 907 | 4,98 | | | 1mo | | | P147′F33′ | 5 *BHCem* | 131NHP | | | |
| HGNT | *Well deck* | *ss*Bbo.No.1–93 | 940 | ~~N32.91~~ | | | | | | BK7″ | *DB*211′300*t* | 1DB,*6pf*,GS90,HS2350 | | | |
| | | (*ex*Nithsdale) 1*Dk*(*Irn*)2*tr B* | | | | | | | | *WB=Cell* | | Cunliffe&Dunlop,P.Glas. | | | |
| 812 | **Cifuentes** | IronScSr | 737 | ✠ | Stk | | 1870 | Backhouse &Dixon Middlesbro' | V.GonzalezS.enC. | 191·7 \| 28·7 \| 15·8 | Gijon Spanish | C.2Cy.28″&51″–36″ | | | |
| | *D.Rodriguez* –99 | 2*Dks* | 594 | 10,70 | | | 10mo | | | P55*t* F16*t* | *Cem* | 130NHP | | | |
| HGML | | | 447 | | | | | | | *WB=ptDB* | | I.Richardson&Sons,Hpl. | | | |
| 813 | **Cilurnum** | IronScSr | 2099 | ✠100A1 | Shl | *s* | 1881 | C.S.Swan& Hunter Newcastle | Dunford&Elliott | 295·8 \| 36·2 \| 24·6 | Newcastle British | C.2Cy.28″&64″–42″ (*s* | 26 ″ 0 | | ~~7,04~~ |
| 83912 | *T.H.Scott* | *ss*Aut.2ndNo.3–11,97 | 1971 | 1,05 ~~7,04~~ ~~Nwc~~ | | | 8mo | | | P28′B67′F29′ | 5 *BHCem* | 75lb *80lb* NDB97 221NHP | s 4 ″ 11 | | 7,04 |
| WCGT | | *ss*Nwc.No.2–04 | 1389 | ~~7,04~~ MC1~~7,04~~ | | | *Lloyd's A&CP* | | *WB=DBa90′f70′&uE* | ND97 BK10″ | | 2SB,*6pf*,GS112,HS1000 | | | |
| | | 2*Dks*(1*Irn*)3*tr B* | | | | | | | | *&B36′426t* | | R.&W.Hawthorn,Nwc. | | | |
| 814 | **Cimbria** | SteelScSr | 2873 | ✠100A1 | Cpn | *t* | 1891 | W.Gray& Co.,Ld. WHartlepool | Dampskibsselskbt Östersöen(Heckscher&Sön, *Mgrs.*) | 314·2 \| 40·6 \| 22·2 | Copnhagn Danish | T.3Cy.28″,36½″&62″–39″ (*s* | 23 ″ 8 | | N6,03 |
| | *H.C.F.Hansen* | *ss*Cpn.No.3–6,03 | 2215 | ~~7,04~~ | Ham | | 1mo | | | P29′Q102′B118′ | 5 *BHCem* | 160lb *50lb* 241NHP | | | |
| NJDT | (*ex*Guernsey) | | 1855 | B87,04 | | | *A&CP* | | | H39*t*F35′ BK10″ | *MT*31*t* | 2SB,*6rf*,GS87,HS3630 | | | |
| | *Well deck* | 1*Dk*(*Irn*)&*Webframes*2*tr B* | | | | | | | *WB=DBa106′f120′562t* | | | Cen.Mar.Eng.Wks.W Hpl | | | |
| 815 | — | SteelScSr | 1056 | | | | 1897 | Lobnitz& Co.,Ld. Renfrew | ForenedeDmpskib. Selskab | 214·2 \| 32·1 \| 15·5 21·2 | Aalborg Danish | T.3Cy.19″,32″&51″–39″ | | | |
| | *C.J.Kromann* | | 655 | | | | | | | | *WB* | 162NHP | | | |
| NJHS | *Elec.light* | 1*Dk*&*Awng dk* | 552 | | | | | | | | | Lobnitz&Co.,Ld.,Renfrew | | | |
| 816 | **Cineraria** | IronScK | 154 | ✠ | | ... | 1889 | Cochrane, Coopr&Schofi'ld,Beverley | N.EasternSteam FishingCo.Ld. | 100·6 \| 20·6 \| 11·0 Q16′F20′ | Grimsby British | T.3Cy.11½″,19½″&31½″–22½″ | 11 ″ 10 | | N10,05 |
| 96201 | *J.H.Baskcomb*89–89 | *ss*Gms.No.3–10,97 | 146 | *For fishing purposes* | | | 8mo | | | ND97 BK7½ | 3 *BHCem* | 150lb (*s*) 50NHP | | | |
| LGNM | | *ss*Gms.No.1–01 | 81 | | | | *Lloyd's A&CP* | | | | | 1SB,*2cf*,GS27,HS797 | | | |
| | | 1*Dk* | | | | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 817 | **Cintra** | IronScBg | 1979 | ✠ | Gls | *s* | 1882 | Napier, Shanks&Bell Glasgow | Australas'nUnited Stm.Nav.Co.Ld. | 270·3 \| 37·2 \| 22·7 P62′ B62′ F62′ | SydnyNSW British | C.2Cy.41″&78″–54″ | | | |
| 83738 | *W.J.Simpson* –01 | | 1662 | 2,83 | | | 11mo | | | *WB=MT*16′260*t* | 4 *BHCem* | 373NHP | | | |
| QHVG | | 1*Dk*(*pt Irn-ws*)3*tr B* | 1175 | | | | | | | | | J.&J.Thomson,Glasgow | | | |
| 818 | — | IronScSr | 1140 | | | | 1888 | H.Koch Lübeck | Oldenbrg-Portug. Dmpfsh.Rhed. | 207·1 \| 29·6 \| 20·5 B59′ | Oldenburg German | T.3Cy.16½″,25½″&40″–27½″ | | G | |
| | *J.Duken* | 1*Dk*&*Spardk* | 1012 | | | | | | | | *WB* | 84NHP | | | |
| NGHC | | | 711 | | | | | | | | | H.Paucksch,Landsberg | | | |
| 819 | **Cipro** | IronScSr | 907 | | | | 1870 | R.Thompson Sunderland | Nav.Gen.Italiana | 202·7 \| 29·0 \| 18·4 P60′ H20*t* F51′ | Genoa Italian | C.2Cy.29″&53″–30″ | | I | |
| 116 | *F.Ageno* | (*ex*Canadian,*ex*Emma) | 696 | | | | | | | | *WB* | *Cmp*79 NB79 128NHP | | | |
| NMRB | | 2*Dks* | 592 | | | | | | | | | N.Odero&Ferro,SestriPon. | | | |
| 820 | **Cirages Français** | SteelScSr | 680 | | | | 1891 | R.Craggs& Sons Middlesbro' | Forges d'Hennebont | 180·1 \| 27·1 \| 13·3 Q99′H18′F21′ | Lorient French | T.3Cy.14″,22½″&36″–27″ | 14 ″ 0 | V | |
| | *Segalo*94–03 | | 464 | | | | | | | BK7½″ | *WB* | 71NHP | | | |
| HRKJ | *Well deck* | (*ex*Patrator) 1*Dk* | 378 | | | | | | | | | GourlayBros.&Co.,Dundee | | | |

| Numéro d'ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cotes. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Entretien exploit. Lettre d'hiver. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P. Forces en chevaux d'après les formules de la Société. I.H.P. Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Essais. Nom du Constructeur des machines. | Coque. Quand. Par qui. Où. | Machines. Quand. Par qui. Où. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 821 | **Circassia** SteelScSr | ~~6717~~ 6717 | | 1902 D&W Henderson&Co.Ld Glasgow | AnchorLine(Henderson Bros.)Ld. | 450·4 \| 55·2 \| 30·0 | Glasgow British | T.3Cy.29½",47"&78"–54" | | | |
| 115743 | *A.Haig* –03 | ~~7163~~ 5981 | | | | P32'B167'F51' | | 447NH | | | |
| JVDS | *Elec.light* 2*Dks* | ~~4032~~ 4216 | | | | | *WB* | D&W Henderson&Co.Ld Gls | | | |
| 822 | — IronScSr | 1318 | ✝100A1 Hpl *v* | 1878 W.Gray& Co. WHartlepool A&CP | W.C.Gray | 241·0 \| 33·3 \| 18·2 | W.Hartlpl British | C.2Cy.27"&55"–33" (s) | 19 | v | 6 |
| 78414 | *J.T.Loynes* –02 1*Dk(Irn)2trB* | 1042 | 3,01 | | | ,81 B39'F84 | | 75lb *80lb* NDB01 145NH | 1 | - | 9½ |
| RTBJ | *Well deck* *ss*Hpl.2ndNo.8–3,04 | 829 | BS1,05 ✝LMC3.04 | | | ptsND4 BS8½' | | 2SB,4*pf*,gs62 | | | |
| | | | | | | | *WB*= | *DBa*69'*f*68 | | | |
| 823 | **Circassian Prince** SteelSc3MstSr | 2255 | | 1889 C.S.Swan &Hunter Newcastle | W.Keswick | 272·0 \| 38·1 \| 26·1 | Newcastle British | T.3Cy.20½",33½"&55"–36" | | | V |
| 96137 | *G.C.Gordon* –03 *Carrying Petroleum* | 2208 | | | | B38*t* | | FD 181NH | | | |
| LCNV | *Mchy.Aft* *Elec.light* *in bulk* | 1453 | | | | | *WB* | N.E.Mar.Eng.Co(Lim)Nwc | | | |
| 824 | **Circassie** SteelScBg | 2454 | | 1890 Gourlay Bros.&Co. Dundee | Cie.deNav.Arménienne&Maroc.(N. Paquet&Co.*Mgrs*) | 315·0 \| 37·5 \| 25·0 | Marseilles French | T.3Cy.25",40"&64"–45" | | | V |
| | *Boulle* 3*Dks* | 2164 | | | | P58' H28' F27' | | 275NH | | | |
| HRKN | | 1240 | | | | | | Gourlay Bros &Co.,Dundee | | | |
| 825 | **Circé** SteelScSr | 1197 | | 1903 Sunderlnd S.B.Co.Ld Sunderland | Soc.NavaleCaennaise(G.Lamy&Co *Mgrs.*) | 230·0 \| 34·0 \| 15·7 | Caen French | T.3Cy.18",30"&49"–33" | | | V |
| | *Gérard* –03 | 869 | | | | Q83'B54'F18' | | 138NH | | | |
| | 1*Dk* | 684 | | | | | *WB* | J.S.Vaux&Co.Sunderland | | | |
| 826 | **Circe** IronScK | 140 | ... | 1892 SirR Dixon &Co. Middlesbro' | F.R.Greenish (S.M.Price, *Mgr.*) | 100·5 \| 20·4 \| 10·7 | Milford British | C.2Cy.16"&32"–22" | 11 | v | 8 |
| 99904 | *G.Barnett* –98 | 134 | | | | Q19'F20' | | 46RH | | | |
| | *Mchy.Aft* 1*Dk* | 49 | | | | BR7½ | | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 827 | **Cirkvenica** SteelScSr | 193 | | 1895 G.Howaldt &Co. Fiume | Soc.inAzioniUngaroCroata diNav. Maritt.aVap. | 148·7 \| 19·0 \| 10·1 | Fiume Aust.-Hung. | T.3Cy.14½",22½"&36½"–19½" | | | A |
| | *G.Schnauz* | — | | | | | | 59NH | | | |
| | | 83 | | | | | | Howaldtswerke,Kiel | | | |
| 828 | **Citadel** WoodScSr | 197 | | 1871 ..... Venersborg | J.McDonald (McDonald& Morrison, *Mgrs.*) | 102·8 \| 22·5 \| 10·1 | Inverness British | C.2Cy.10½"&25"–17½" | | | |
| 102016 | *D.Paterson*01–02 | 161 | | | | P26*t* | | NB80 25RH | | | |
| | (*ex*DronningGyda) 1*Dk* | 108 | | | | | | KristinehamnsMek Verks | | | |
| 829 | **Citie of the Tribes** IronPadSp | 117 | | 1872 J.T. Eltringham S.Shields | C.W.Duncan | 99·5 \| 18·8 \| 9·2 | Galway British | L.2Cy.25"–48" | | | |
| 58774 | *C.W.Duncan* –03 | 117 | | | | | | NB85 50RH | | | |
| | | 48 | | | | | | J.P.Rennoldson,S.Shields | | | |
| 830 | **Cito** SteelScSr | 819 | | 1899 Earle's Co. Ld. Hull | T.Wilson,Sons& Co.Ld. | 219·1 \| 30·1 \| 16·5 | Hull British | T.3Cy.18",30"&50"–33" | | | C |
| 110737 | *T.Myers* –04 | 713 | | | | P83'B25'F24' | | 144NH | | | |
| RJOS | 1*Dk* | 347 | | | | | *WB* | Earle's Co.Ld.Hull | | | |
| 831 | — IronScSr | 285 | | 1870 Nord Schiffs Act.Ges. Kiel | MaxReincke | 154·5 \| 20·5 \| 9·3 | Windau Russian | C.4Cy.13"&26"–27" | | | V |
| 94 | *Kuhlmann* (*ex*RigaLübeck) | — | | | | P30' F30' | | NB82 59NH | | | |
| HKGN | 1*Dk* | 157 | | | | len76 | | Schweffel&Howaldt,Kiel | | | |
| 832 | — WoodScBk | 182 | | 1873 ..... Stavanger | Acties.Oceana (JohanBryde *Mgr*) | 101·4 \| 24·2 \| 11·6 | Sandefjrd Norwegian | C.2Cy.12½"&18½"–14" | | | |
| | *F.Christiansen*99–99 | 160 | | | | P19*t*Q6'B19' | | 10NH | | | |
| JHSB | 1*Dk2trB* | 110 | | | | | | Fredrikstad M.V.Frdstad | | | |
| | *Sailing Bark—See Sailing Ship Register.* | | | | | | | | | | |
| 833 | **Citrine** SteelScSr | 1743 | ✝100A1 Gmh *q* | 1899 A.Rodger &Co. Pt.Glasgow | W.Robertson | 259·9 \| 37·4 \| 16·9 | Glasgow British | T.3Cy.19",31"&51"–36" (*s*) | 19 | - | 5 |
| 111237 | *J.McNicol*86–99 *ss*Gmh.No.1–04 | ~~1743~~ 1382 | 1,05 Ham | | | Q97'B62'F29' | | 160lb *80lb* 155NH | 1 | - | 10½ |
| RLPV | 1*Dk(Stl)&Web frames* | 1095 | ✝MC1.0 | | | FK | | 1SB,3*pf*,gs69,hs2300 | | | |
| | *Elec.light* | | | *Lloyd's*s4*CP* | *WB*=*Cell DB* | a76'*f*112'377*t* *FPT* | | 66*t* *APT*31*t* | | | |
| 834 | **Città di Genova** Irn&StlSc | 3919 | | 1882 Forges& C.de laMédit. LaSeyne | LaVeloceNav. Italiana | 390·4 \| 42·8 \| 23·6 | Genoa Italian | C.2Cy.40"&78½"–42½" | | | V |
| 194 | *F.Galletto*00–02 3MstSr | 3728 | | | | B98' H— F53' | | 293NH | | | |
| NMRS | (*ex*Matteo Bruzzo,*ex*Golconde) | 2548 | | | | | | Forges&Chantiers,LaSyne | | | |
| | *Elec.light* 2*Dks&Spardk* | | | | | | | | | | |
| 835 | **Città di Massa** SteelSc | 201 | | 1889 Cont.Lead &IronCo.Ld Pertusola | Soc.Cotonificio Ligure | 107·9 \| 19·7 \| 9·5 | Genoa Italian | C.2Cy.12½"&14½"–20" | | | |
| 257 | *Serra* | 161 | | | | | | 8NH | | | |
| NMRV | (*ex*Maratea) 1*Dk* | 118 | | | | | | Continental Lead&I.Co.Ld | | | |
| 836 | **Città di Messina** SteelScSr | 2478 | ✝100A1 Mes *s* | 1894 R.Thompson&Sons Sunderland A&CP | PeirceBros. | 300·1 \| 40·5 \| 15·9 | Messina Italian | T.3Cy.23",38"&62"–42" (*r*) | 18 | - | 5 |
| 27 | *G.de Meo* *ss*Gen.No.2–02 | 2334 | *Spar dk* Gen | 12mo | | B22'F35' 22·9 | | 180lb *100lb* 290NH | 1 | - | 3 |
| NMRJ | 1*Dk(Stl)&Spar dk(Irn–pt ws)3trB* | 1642 | 2,0 ~~12,—~~ ✝LMC12.0 | | | FK | | 2SB,4*cf*,gs76,hs3815 FD | | | |
| | | | BS7,04 | | *WB*—*Cell DBa*94 | *uE&B*40 *f*114'517*t* | | 6*BHCem* *APT*59*t* | | | |
| | | | | | | | | G.Clark (Lim),Sunderland | | | |
| 837 | **Città di Milano** SteelScSr | 4041 | | 1897 N.Odero fu A. Sestri Ponente | LaVeloceNav. Italiana | 364·0 \| 43·6 \| 19·2 | Genoa Italian | T.3Cy.25½",42½"&67½"–51½" | | | I |
| 318 | *G.B.Debarbieri*99–02 2*Dks&Spardk* | 3438 | | | | Q48'B76'F52' 27·4 | | 383NH | | | |
| NMRL | *Elec.light* | 2571 | | | | | *WB* | N.Odero fu A,Sestri Ponente | | | |
| 838 | — IronScSr | 1247 | ✝ Sld *n* | 1886 R.Thompson&Sons Sunderland | Pirelli&Co. | 240·0 \| 32·2 \| 16·9 | | C.2Cy.36"&68"–42" | 17 | - | 7 |
| | *Cable Vessel* 1*Dk&Awngdk3trB* | 1233 | *Awng dk* | | | 23·7 | Italian | 250NH | | | |
| MBNR | | 723 | *withfreeboard* 12,86 | | *WB*=*DBf*51'*fu* | *E*21'131*t* *deep tank* | 5*BHCem* | G.Clark,Sunderland | | | |
| 839 | **Città di Napoli** IronSc4MstBk | 4125 | ... | 1871 Harland& Wolff Belfast | LaVeloceNav. Italiana | 420·0 \| 40·9 \| 31·0 | Genoa Italian | T.4Cy.35",62"&(2)78"–60" | | | |
| 34 | *E.Lavarello*00–02 (*ex*Vittoria,*ex*Maas- | 3763 | | | | | | NB90 943NH | | | |
| NMRW | *Elec.light* dam,*ex*Republic) 8*Dks* | 2666 | | | | | | *Tpd.*90G.Forrest&Co.Liv | | | |
| 840 | **Città di Nuova Orleans** StlScSr | 4666 | ✝100A1 Gen *w* | 1904 Cant.Nav. di Muggiano Spezia | Cant.Nav.di Muggiano *WB*=*Cell* | 351·5 \| 47·8 \| 31·0 | Genoa Italian | T.3Cy.23½",39½"&64½"–48½" | 27 | - | 1 |
| 342 | *G.Bruno*00–04 | 4477 | *Shelter dk* ~~Tnk~~ | 1mo | | drp95 | | 180lb *100lb* (*s*) 342NH | 3 | - | 7 |
| | 1*Dk(Stl)2trB&Web frames* | 3092 | *withfreeboard* MS1,05 | | *DBa*88'*uE&B*44 | FK | 7*BHCem* | 2SB,6*cf*,gs110,hs4746 FD | | | |
| | *Shelter dk(ptStl–ws)* | | ~~10,01,04~~ 4,05 ✝LMC1.05 | | *Lloyd.s*4*CP* | *f*156'700*t* *DT*,*f* 28 | 900*t* *APT*34*t* | N.Odero&Co.Genoa | | | |
| 841 | **Città di Palermo** SteelScSr | *3026* | ✝100A1 Gen *u* | 1897 Short Bros. Sunderland A&CP | W.F.Becker | 321·0 \| 44·0 \| 16·3 | Messina Italian | T.3Cy.24",40"&66"–45" (*s*) | 18 | - | 9 |
| 32 | ~~*Torlonia*–00~~ *ss*Gen.No.~~1~~–012–05 | *2781* | *Spar dk* | 10mo | | P31'B104'F35' 24·2 | | 180lb *100lb* 316NH | 5 | - | 2 |
| NMSB | 1*Dk(Stl)&Spar dk(Irn)* | *1989* | 1,05 ~~12,00~~ ✝LMC~~1.04~~ | | | FK | 7*BHCem* | 2SB,6*rf*,gs100,hs3903 FD | | | |
| | *E.Curavino* –04 *deep framing* | | ~~Lmc1.01~~ MS1,05 | | *WB*=*Cell I* | *Ba* 89 *uE* 24' *f* 139' | 857*t* *APT*30*t* | G.Clark,Ld.,Sunderland | | | |
| 842 | **Città di Torino** SteelScSr | 4041 | | 1898 N.Odero& Co. Foce,Genoa | LaVeloceNav. Italiana | 363·2 \| 43·6 \| 19·2 | Genoa Italian | T.3Cy.25½",42½"&67½"–51½" | | | I |
| 896 | *G.Olivari*91–02 2*Dks&Spar dk* | 3435 | | | | Q48'B76'F52 27·4 | | 383NH | | | |
| NMSG | *Elec.light* | 2569 | | | | | *WB* | N.Odero&Co.,Foce | | | |
| 843 | **City** SteelScSr | 2893 | ✝100A1 Sld *t* | 1892 Palmers' Co.(Lim.) Newcastle A&CP | BedoStm.Shppg. Co.Ld (Frew,Elder &Co. *Mgrs.*) | 310·0 \| 40·8 \| 22·8 | Newcastle British | T3Cy.19½",36½"&61"–42" (*s*) | 24 | - | 8 |
| 101601 | *W.Anderson* –00 ~~Nuova Andrea~~ | 2263 | *pt.Awng dk* Swe | | | P27'Q98' | | 160lb *80lb* 238NH | 9 | - | 4 |
| MRLJ | 1*Dk(Stl)&Web frames* | 1875 | *withfreeboard* | | | *pt.Awng dk*184' FK | 6*BHCem* | 2SB,6*rf*,gs93,hs3518 | | | |
| | *ss*Sbl.No.8–10,04 (*pt.Awng dk(Irn)* | | 4,05 ~~Tonnage~~ ~~Deck~~ ~~Tonnage~~ ✝LMC~~1.04~~ | | *WB*=*Cell* | | *DB*224'393*t* | Palmers' Co.(Lim.),Nwc. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Freeboard assigned. Letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | 10 Breadth. | 10 Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Regulations to which built. Freeboard assigned. Letter. | 15 Date when last classed. Date when last shaft drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 844<br>65094<br>NWSD | **City of Aberdeen**<br>*F.Ward* –01<br>*Elec.light* | **IronScSr**<br>*ss*Abn.2ndNo.3–7,98<br>*ss*Abn.No.1–03<br>2*Dks*(*Ulrn*–ws) | 995<br>791<br>574 | ✝100A1<br>2,05 | Abn | *n* | 1873<br>3mo | Cunliffe&<br>Dunlop<br>PortGlasgow<br>A&CP | **Aberdeen StmNav. Co.**<br>P80′B60′F50′ | 240·8<br>BK7′ | 30·1 | 16·6 | **Aberdeen**<br>British | C.2Cy.46″&80″–39″<br>70lb *70lb* NDB86 257NH<br>2DB,*12cf*,GS144,HS3400<br>Cunliffe&Dunlop,P.Gls. | 17 ″ 6<br>s 2 ″ 3½ | BT till | 2,05 |
| 845<br>109009<br>PWKM | —<br>*G.Oliver* –98<br>*Elec.light* | **SteelScSr**<br>*ss*Hul.No.1–02<br>1*Dk* | 194<br>178<br>63 | ✝100A1<br>*Stm Trawler* | Hul | | 1898<br>1mo<br>*Lloyd's*A&CP | A.Hall&<br>Co.<br>Aberdeen | **G.W.Bowman** | 112·1<br>Q20′<br>BK7½ | 21·2 | 11·6 | **Hull**<br>British | T.3Cy.12″,19″&32½″–24″ (*s*<br>185lb 68RH<br>1SB,*2rf*,GS34,HS1062<br>A.Hall&Co.,Aberdeen | 12 ″ 2 | | 3,04 |
| 846<br>108672 | —<br>*C.Fletcher* –03<br>*F.Ward* | **SteelScK**<br>1*Dk* | 185<br>169<br>65 | ✝100A1<br>*Stm Trawler*<br>4,05 | Abn | | 1899<br>10mo<br>*Lloyd's*A&CP | J.Duthie,<br>Sons&Co.<br>Aberdeen | **H.Spence&others**<br>A.Lewis<br>Neale&West | 108·5<br>F20′<br>BK7½ | 20·7 | 10·9 | **Aberdeen**<br>British<br>Cardiff | T.3Cy.12″,21″&32″–23″ (*s*<br>180lb 57RH<br>1SB,*2pf*,GS29,HS916<br>J.Cran&Co.Leith | 11 ″ 6 | | 5,04 |
| 847<br>118053<br>VGRO | **City of Agra**<br>*C.K.Browne* –01<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 4808<br>4584<br>3096 | | | | 1903 | Workman,<br>Clark&Co.Ld<br>Belfast | **EllermanLines,Ld.**<br>R.Alexander&Co.<br>*Mgrs.*) | 400·0<br>P31′B110′F41′ | 50·2 | 28·9 | **Liverpool**<br>British<br>*WB* | T.3Cy.26″,44″&74″–48″<br>379NH<br>Wrkman,Clark&Co.LdBel | | C | |
| 848<br>126974 | **City of Alpena**<br>*M.Lightbody*<br>*Elec.light* | **SteelPad**<br>2*Dks* | 1736<br>942<br>1282 | | | | 1893 | Detroit<br>DryDockCo<br>Wyandotte | **Detroit&Cleve-landNav.Co.** | 266·2 | 38·6 | 13·4 | **Detroit,<br>Mich.**<br>Utd.States | BeamC.2Cy.42″–90″&66″–<br>132″ 417NH<br>W&A.Fletcher&Co.Hobkr | | | |
| 849<br>77386<br>QSMV | **City of Amsterdam**<br>*A.W.Harris* –03<br>2*Dks* | **IronScSr** | 823<br>710<br>503 | | | … | 1877 | Richardsn.<br>Duck&Co.<br>Stockton | **Ellerman Lines,Ld**<br>(F.Swift,*Mgr.*) | 220·5<br>P33′F29′<br>BK8′ | 30·2 | 15·6 | **Dublin**<br>British<br>*WB* | C.2Cy.28″&52″–33″<br>129NH<br>T.Richardson&Sons,Hpl. | 16 ″ 8 | C | |
| 850<br>113934<br>SFDG | **City of Athens**<br>*J.Wilson* –01<br>*Elec.light* | **SteelScSr**<br>3*Dks* | 5594<br>4893<br>3571 | | | | 1901 | Workman,<br>Clark&Co.Ld<br>Belfast | **G.Smith&Sons** | 430·0<br>P88′B133′F92′ | 50·2 | 28·5 | **Glasgow**<br>British<br>*WB* | T.3Cy.28″,47½″&78″–60″<br>471NH<br>Wrkman,Clark&Co.Ld Bel | | C<br>BT till | |
| 851<br>127029<br>KLWN | **City of Atlanta**<br>3*Dks* | **SteelScSr** | 5500<br>—<br>4000 | | | | 1904 | Delaware<br>RiverCo.<br>Chester,Pa. | **OceanS.S.Co.** | 370·0 | 49·0 | 27·0 | **Savannah**<br>Utd.States<br>*WB* | T.3Cy.28″,46″&75″–48″<br>390NH<br>DelawareRiverCo.Chester | | | 4,05 |
| 852<br>125888<br>JVBF | **City of Augusta**<br>*Smith*<br>2*Dks*&*pt Hurdk* | **IronScSr** | 2870<br>—<br>1929 | | | | 1880 | J.Roach&<br>Son<br>Chester,Pa. | **OceanS.S.Co.** | 302·0<br>B148′ F43′ | 40·2 | 17·0<br>25·9 | **Savannah**<br>Utd.States | T.3Cy.22,″41″&72″–54″<br>E.*Tpd.*&NB97 383NH<br>J.Roach&Son,Chester,Pa. | | S | |
| 853<br>127131 | **City of Bangor**<br>*A.J.Mahon*99–02<br>*Mchy.Aft* *Elec.light* | **SteelSc** | 3691<br>—<br>2976 | | | | 1896 | F.W.<br>Wheeler&Co<br>W.BayCity | **Eddy-ShawTran-sitCo. (EddyBros. &Co.*Mgrs.*)** | 372·5<br>*WB=CellDB206′* | 44·8 | 23·5 | **Detroit,<br>Mich.**<br>Utd.States | T.3Cy.22″,35½″&59″–44″<br>230NH<br>FWWheelr&C.W.BayCity | | | |
| 854<br>127029<br>KLWN | —<br>3*Dks* | **WoodPad** | 1661<br>—<br>1118 | | | | 1894 | W.McKie<br>Boston | **EasternS.S.Co.** | 277·0<br>B148′ F43′ | 38·0 | 14·2<br>25·9 | **Portland,<br>Me.**<br>Utd.States | B1Cy.63″,144″<br>366NH<br>W.&A.Fletcher,NewYork | | | |
| 855<br>96251<br>LDQG | **City of Belfast**<br>~~Henry~~<br>(*ex*Socrates.*ex*City of Belfast) 1*Dk*(*Irn*)<br>*Well deck G.H.Turney*05–05 | **SteelScSr**<br>*ss*Shl.No.3–7,01<br>*&Webframes* | 2245<br>1681<br>1399 | ✝100A1<br>Shl | Cff | *s* | 1889<br>5mo | Short Bros.<br>Sunderland<br>A&CP | **SocratesS.S.Co.Ld (T.Stephens&Sons *Mgrs.*)**<br>Co.Ld (W.Glen *Mgr.*)<br>*WB=CellDB206′* | 292·0<br>P32′Q72′B118′F34′<br>BK10″ | 39·1 | 19·2 | **London**<br>British | T.3Cy.21″,35″&58″–36″ (*s*)<br>150lb *70lb* 202NH<br>1DB,*6rf*,GS85<br>T.Richardson&Sons,Hpl. | 21 ″ 8<br>s 1 ″ 11 | | 11,04 |
| 856<br>99938<br>NCTD | —<br>*J.Murphy* –02<br>*Elec.light* | **SteelTwinScSr**<br>2*Dks* | 1055<br>773<br>320 | | | | 1893 | Laird Bros.<br>Birkenhead | **J.Little&Co.** | 280·6 | 32·1 | 13·4 | **Barrow**<br>British | T.6Cy.18″,28″&42″–30″<br>193NH<br>LairdBros.,Birkenhead | | C<br>BT till | |
| 857<br>74555<br>QGVT | —<br>*J.Gough*87–90 6thSurvey,Dub.8,02<br>(*ex*Tudor) 1*Dk2tr B* | **IronScSr** | 895<br>787<br>536 | ✝ A1 1 | Brs | Lv | 1876<br>9mo | J.Key&<br>Sons<br>Kinghorn | **Palgrave,Murphy &Co.** | 226·9<br>Q32*t*F30*t*<br>len89,ptND89 | 29·3<br>BK8″ | 17·5 | **Dublin**<br>British<br>*WB=DB* | C.2Cy.27″&51″–30″<br>70lb *80lb* NB82 119NH<br>1SB,*3pf*,GS54 NDB02<br>J.Key&Sons,Kirkcaldy | 18 ″ 3<br>s 2 ″ 7 | | N3,04 |
| 858<br>71094 | **City of Belleville**<br>*W.A.Russell*95–96 | **WoodSc**<br>2*Dks* | 101<br>53<br>69 | | | | 1878 | .....<br>St.Catherines | **CanadianPacific Car&PassengerTransferCo.Ld.** | 89·7 | 15·4 | 7·0 | **Prescott,<br>Ont.**<br>British | 1Cy.<br>60RH | | | |
| 859<br>114004<br>TDWJ | **City of Benares**<br>*R.W.Scarff* –03<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 6732<br>6310<br>4316 | | | | 1901 | Workman,<br>Clark&Co.Ld<br>Belfast | **EllermanLines Ld. (G.Smith&Sons, *Mgrs.*)** | 460·5<br>P84′B160′F85′ | 55·3 | 31·0 | **Glasgow**<br>British<br>*WB* | T.3Cy.29½″,50″&82″–60″<br>521NH<br>Wrkman,Clark&Co.Ld Bel | | C<br>BT till | |
| 860 | **City of Benton Harbor** | **SteelPad** | 1200<br>—<br>— | | | | 1904 | CraigS.B.<br>Co.<br>Toledo,Ohio | **Graham&Morton TransportationCo.** | 265·0 | 43·0 | 14·0 | **Chicago**<br>Utd.States | | | | 5,05 |
| 861<br>69365<br>MVPT | **City of Berlin**<br>*P.Connor*92–02 6thSurvey,Brs.3,00<br>(*ex*Prado) 1stSurvey,Dub.8,04 1*Dk2tr B* | **IronScSr** | 991<br>879<br>612 | ✝ A1 1 | Dub | Lv | 1874<br>3mo | Bowdler,<br>Chaffer&Co.<br>Liverpool | **Palgrave,Murphy &Co.** | 244·3<br>P57*t*H27*t*F29*t*<br>*WB=DBa&f* | 30·7<br>BK6½<br>5*LHCem* | 17·4<br>6*RHCem* | **Dublin**<br>British | C.2Cy.30″&60″–30″<br>NB86 164NH<br>2SB,*4cf*,GS88,HS2430<br>Fawcett,Preston&Co.,Liv. | 18 ″ 9<br>s 2 ″ 10½ | | |
| 862<br>126512<br>KFHM | **City of Birmingham**<br>*C.S.Burg*87–88 | **IronScSr**<br>3*Dks*&*Saloondk* | 3066<br>—<br>2352 | | | | 1888 | Delaware<br>RiverCo.<br>Chester,Pa. | **NewEngland& SavannahS.S.Co. (OceanSSCo.*Mgs*)** | 301·0<br>26·9 | 42·5 | 16·7 | **SavannhG**<br>Utd.States | T.3Cy.24″,38″&63″–45″<br>266NH<br>DelawareRiverCo.,Chester | | RS | |
| 863<br>109531<br>SHDM | —<br>~~*G.W.Burham* –02~~ *J.G.Watson*04–05<br>*Mchy.Aft* *ss*Gms.No.3–3,05 1*Dk* | **SteelScSr** | 287<br>222<br>92 | ✝100A1<br>3,05 ~~11,02~~ | Gms | *e* | 1898<br>5mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | **~~Hagerup,Doughty, &Co.Ld.~~**<br>L.H.Turner | 140·5<br>Q61′F23′<br>BK7½<br>*WB=FPT22t* | 23·5 | 10·0<br>3*BHCem* | **Grimsby**<br>British | T.3Cy.13″,22″&35″–27″ (*s*)<br>180lb 64RH<br>1SB.*3cf*,GS51,HS1270<br>Muir&Houston,Ld.Gls. | 11 ″ 2<br>s ″ 11½ | | ~~6,08~~<br>8,05 |
| 864<br>90098<br>KDNW | **City of Bombay**<br>*F.Snow* –01<br>*Elec. light* | **IronScSr**<br>3*Dks* | 4548<br>4165<br>2941 | | | … | 1885 | Workman,<br>Clark&Co.<br>Belfast | **CityLine,Ld. (G.Smith&Sons, *Mgrs.*)** | 404·0<br>B150′F44′ | 48·0<br>BK11′ | 29·2 | **Glasgow**<br>British | C.2Cy.50″&96″–60″<br>598NH<br>J.&J.Thomson,Glasgow. | 30 ″ 11 | C<br>BT till | 9,05 |
| 865<br>118913<br>VFRM | **City of Bradford**<br>*G.Stephens* –04 *Howell* –04<br>1*Dk*(*Stl*–ws) *lower dk fore*&*after holds*<br>*Elec.light* *deep framing main hold* | **SteelScSr** | 1341<br>967<br>735 | ✝100A1<br>8,04 ~~4,04~~ | Gms | *p* | 1903<br>9mo<br>*Lloyd's*A&CP | Earle'sCo.<br>Ld.<br>Hull | **GreatCentralRly.**<br>*WB=DBa48′uE21′f114′* | 256·5<br>P61′B75′F39′<br>BK9″ | 34·5 | 15·7<br>5*BHCem* | **Grimsby**<br>British | T.3Cy.24½″,38″&64″–42″ (*a*)<br>180lb *100lb* 356NH<br>2SB,*6rf*,GS125,HS5152 FD<br>Earle'sCo.Ld.Hull | 18 ″ 6 | BT till | ~~9,04~~<br>9,05 |
| 866<br>114300<br>VCDL | **City of Bristol**<br>*L.J.Larsen*99–03<br>1*Dk* | **SteelScK** | 214<br>201<br>77 | ✝100A1<br>*Stm Trawler*<br>5,03 | Goo | | 1903<br>5mo<br>*Lloyd's*A&CP | GooleS.B.<br>&Rpg.Co.Ld.<br>Goole | **T.F.Kelsall** | 115·0<br>B148′ F43′<br>BK7½ | 21·0 | 11·6<br>25·9<br>3*BHCem* | **Fleetwood**<br>British | T.3Cy.12″,20″&32″–23″ (*s*)<br>180lb 55RH<br>1SB,*2cf*,GS29,HS1140<br>C.D.Holmes&Co.Hull | 12 ″ 6 | | |

| 1 Numéro d'Ordre / Numéro Officiel | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Numéros des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Appareil mécanique d'Emploi. | 8 Construit. Quand — Navire — Mach. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur | Largeur | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. Nbre et Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la société. RHP = Force en chevaux d'après les napiers du navire. Détails des Chaudières & Foyers. Nom des Constructeurs des machines. | 14 Charge en Quarts. Tirant d'eau correspondant. | 15 Hauteur de la Quille au dessus de la Ligne de Charge. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 867<br>126386 | City of Brockton | WoodPad | 2771<br>—<br>1913 | | | | 1886 | .....<br>Chelsea, Mass. | OldColonySteamboatCo.(N.Y.,N.H.&H.R.R.Co. *Mgrs.*) | 271·2 | 43·4 | 18·1 | Fall River, Mass. United States | | | | |
| 868<br>76384<br>WVBF | City of Brussels<br>*J. Walsh*92–98 6thSurvey Dub.10,0[illegible]<br>(*ex*Theresina) 1 *Dk* | IronScSr | 1132<br>1002<br>694 | ✠ A 1 ✠ 1<br>6,04 — | Dub<br>Sws | Lv | 1876<br>9mo | R.Dixon& Co.<br>Middlesbro' | Palgrave,Murphy &Co. | 239·8<br>H[illegible]<br>*WB – DBa&f* | 30·8 | 18·0 | Dublin<br>[illegible]<br>*&H* [illegible]<br>*Cem* | T.8Cy.19″,30″&48″–30″<br>NE&B88 126NHP<br>1B,*4rf*,gs75,hs2128 NDB99<br>D.Rollo&Sons,Liverpool | 19 « 6<br>3 · 0½ | | |
| 869<br>82793<br>VQHF | —<br>~~[illegible]~~<br>*ss*Lon.2nd No.8–4,00<br>*Thorne* 1 *Dk* | IronScSr | 272<br>228<br>167 | ✠100A1<br>~~[illegible]~~ 4,05<br>~~[illegible]~~ | Lon | *e* | 1880<br>7mo<br>*Lloyd's SA&CP* | R.Chambrs jnr.<br>Dumbarton | D.C.Thomas&Son | 135·1<br>[illegible]28′ B12′F20′ | 22·5 | 10·8<br>FK | London<br>British | C.2Cy.20″&36″–27″<br>80lb *70lb* NDB93 67RHP<br>1SB.*2pf*,gs36,hs1060<br>Kincaid, Donald&Co.,Grk. | | | |
| 870<br>127182<br>Elec.light | City of Buffalo<br>*W.H.Smith*<br>3 *Dks* | SteelPad | 2398<br>—<br>1263 | | | | 1896 | Detroit Dry Dock Co.<br>Wyandotte | Cleveland& BuffaloTransitCo. (T.F.Newman, *Mgr*) | 298·3 | 55·0 | 17·0 | Cleveland, Ohio<br>Utd. States | B.C.2Cy.52″–96″&80″–144″<br>640NHP<br>W&A.Fletcher&Co.Hobkn | | | |
| 871<br>45019<br>VBNG | City of Cadiz<br>*W.King* –02<br>(*ex*Corcyra) *ss*Brs.2nd No.3–8,01<br>1 *Dk2tr/b* | IronScSr | 786<br>699<br>491 | ✠ A 1<br>9,04 [illegible] | Brs | | 1862<br>7mo | Richardsn, Duck&Co.<br>Stockton | Palgrave,Murphy &Co. | 204·4<br>P81′ F56′<br>N[illegible] BR6½ | 28·5 | 17·3<br>*&H* | Dublin<br>British | C.2Cy.26″&49″–80″ (*s*)<br>70lb *80lb* NE76 99RHP<br>1SB3*pf* gs51 hs1518 NDB98<br>T.Richardson&Sons,Hpl. | 18 « 1<br>4 · 7½ | | |
| 872<br>115759<br>VBLG | City of Calcutta<br>*Elec.light* | SteelScSr | 7379<br>6637<br>4710 | BS9,04 | | | 1903 | Workman, Clark &Co.Ld. Belfast | EllermanLinesLd. (G.Smith&Sons, *Mgrs.*) | 471·7<br>P86′ | 56·2<br>B156′ | 31·9<br>F91′ | Glasgow<br>British | T.3Cy.30″,50½″&84″–60″<br>546NHP<br>*WB* Wrkman,Clark&Co.Ld Bel | | C<br>BT [illegible]<br>2,00 | |
| 873<br>86726<br>WHBQ | City of Cambridge<br>*J.Walker* –03<br>*Elec.light* 3 *Dks* | IrnSc4MstBk | 3844<br>3575<br>2482 | | | … | 1882 | Workman, Clark&Co. Belfast | CityLine,Ld. (G.Smith&Sons, *Mgrs.*) | 400·0<br>B156′F34′ | 42·1<br>BK11′ | 29·6 | Glasgow<br>British | C.2Cy.50″&96″–60″<br>583NHP<br>J.&J.Thomson,Glasgow | 30 « 10 | C<br>BT<br>[illegible] | |
| 874<br>110706<br>RCNH | City of Carlisle<br>*G.Oliver* –99 *ss*Hul.No.1–03<br>1 *Dk* | SteelScK | 208<br>191<br>72 | ✠100A1<br>*StmTrawler*<br>10,02 ✠LMC[illegible]<br>5,05 BS[illegible] | Hul | | 1899<br>4mo | Taylor& Mitchell Greenock | G.W.Bowman | 120·3<br>Q20′ | 21·6<br>BK7½<br>*WB=* | 11·5<br>*DB*/13′11*t* | Hull<br>British | T.3Cy.12½″,21½″&35″–24″<br>200lb (*r*) 70RHP<br>1SB,*2rf*,gs34,hs1100<br>Shanks,Anderson&Co.Gls. | 12 « 5 | | 4,00 |
| 875<br>115908<br>TRQP | City of Charleroy<br>*J.Berry*77–02<br>*Well deck* 1 *Dk(Stl)* | SteelScSr | 368<br>277<br>198 | ✠100A1<br>4,05 10,02 | Gls<br>Lon | *f* | 1902<br>10mo | Mackie& Thomson Glasgow | D.C.Thomas&Son | 135·0<br>P15[illegible] B8′F21′<br>FK | 23·6 | 11·9 | London<br>British | T.3Cy.12½″,20″&33″–24″ (*s*)<br>160lb *80lb* 62RHP<br>1SB,*2pf*,gs37,hs1091<br>A.Rodger&Co.Glasgow | 12 « 6<br>8 · 11 | | 1,65 |
| 876<br>92734 | City of Chatham<br>*J.Rorke*03–03 | WoodSc2Mst | 362<br>163<br>246 | | | | 1888 | Polson Iron Works Toronto | ChathamNavigationCo. | 125·6 | 28·5 | 9·0 | Toronto<br>British | C.2Cy.18″&31″–24″<br>150RHP<br>PolsonI.Wrks Ld.,Toronto | | | |
| 877<br>126627 | City of Chicago<br>*Elec.light* | SteelPad | 1164<br>—<br>737 | | | | 1890 | F.W. Wheeler&Co W.Bay City | Graham&Morton Transp.Co. | 226·0 | 34·0 | 13·0 | Chicago<br>Utd. States | B.C.2Cy.36″–80″&54″–120″<br>267NHP<br>W.&A.Fletcher&CoHobkn | | | |
| 878<br>126333 | City of Cleveland<br>*A.McLachlan*97–97<br>2 *Dks*<br>*Elec.light* | SteelPad | 1924<br>1128<br>1324 | | | | 1886 | Detroit Dry Dock Co. Wyandotte | Detroit&ClevelandNav.Co. | 272·0 | 40·6 | 14·6 | Detroit, Mich.<br>Utd. States | Beam1Cy.66″–144″<br>W.&A.Fletcher& Co.,Hoboken,N.J. | 402NHP | | |
| 879<br>82743<br>WGDV | City of Cologne<br>*T.Hoare*88–96 *ss*Dun.No.3–4;93<br>(*ex*WhiteSea) *ss*Brs.No.2–01<br>*Well deck* 1 *Dk(Irn)*2*tr/b* | IronScSr | 1026<br>780<br>631 | ✠100A1<br>6,03<br>[illegible] ✠LMC[illegible]<br>BS9,04 | Dub | *n* | 1881<br>5mo | A.Stephen &Sons Dundee | Palgrave,Murphy &Co. | 230·3<br>P125′F40′<br>*WB=DBa* | 30·7<br>BK5<br>46′/55′/13*t* | 15·9<br>*FPT*21*t*<br>*APT*10*t* | Dublin<br>British | C.2Cy.27″&54″–36″ (*s*)<br>70lb *100lb* NDB01 137NHP<br>1SB.*3pf*,gs64,hs2280<br>Pearce Bros.,Dundee | 17 « 1<br>8 · 1 · 8½ | | |
| 880<br>200810<br>KTBS | City of Columbus<br>3 *Dks* | SteelScSr | 5433<br>—<br>4111 | | | | 1904 | Delaware River Co. Chester,Pa. | OceanS.S.Co. | 377·5 | 49·0 | 27·0 | Savannah<br>Utd. States | T.3Cy.28″,46″&75″–48″<br>390NHP<br>*Ws* DelawareRiverCo.Chester | | | |
| 881<br>103758<br>QGTN | City of Corinth<br>*J.Campbell* –04<br>*Elec.light* 2 *Dks* | SteelScSr | 5443<br>4894<br>3491 | | | | 1898 | Workman, Clark&Co.Ld Belfast | G.Smith&Sons | 430·0<br>P[illegible] B150′F17′ | 50·2 | 28·5 | Glasgow<br>British | T.3Cy.28″,47½″&78″–60″<br>471NHP<br>*WB* Wrkman,Clark&Co.Ld Bel | | C<br>BT<br>[illegible] | |
| 882<br>60574<br>KDNQ | City of Cork<br>*G.B.Hungerford*04–04<br>(*ex*Marquis of Lorne) 6thSurvey Lon.9,90<br>*Well deck* 4thSurvey,Lon.7,01 | IronScSr | 1001<br>774<br>622 | ✠ [illegible] 1<br>[illegible] | Lon | Lv | 1870<br>9mo | T ROswald &Co. Sunderland | EllermanLines,Ld (F.Swift, *Mgr.*) | 229·5<br>P[illegible] F35′<br>NDBS<br>*WB* | 30·0<br>BK7 | 17·2<br>*&H*<br>*DBa&f* | Dublin<br>British | C.2Cy.28″&52″–33″<br>NE&B77 129NHP<br>T.Richardson&Sons,Hpl. | 18 « 5<br>2 · 7 | | |
| 883<br>113948<br>SHML | City of Delhi<br>*A.J.Elliott* –03<br>2 *Dks* | SteelScSr | 4443<br>4194<br>2826 | | | | 1901 | Barclay, Curle&Co.Ld Glasgow | G.Smith&Sons | 385·5<br>P81′ B[illegible] F86′ | 48·7 | 27·0 | Glasgow<br>British | T.3Cy.26″,41″&67″–48″<br>311NHP<br>*WB* Barclay,Curle&Co.Ld.Gls. | | C | |
| 884<br>126546 | City of Detroit<br>*A.J.McKay*88–98<br>2 *Dks*<br>*Elec.light* | SteelPad | 1919<br>849<br>1454 | | | | 1889 | Detroit Dry Dock Co. Wyandotte | Detroit&ClevelandNav.Co. | 286·6 | 40·8 | 14·0 | Detroit, Mich.<br>Utd. States | B.C.2Cy.44″–96″&68″–144″<br>W.&A.Fletcher& Co.,Hoboken,N.J. | 462NHP | | |
| 885<br>[illegible]<br>HRBF | City of Dortmund<br>*T.Green*93–97 *ss*Brs.2nd No.3–10,01<br>(*ex*Lord Byron) 1 *Dk2tr/b* | IronScSr | 804<br>689<br>489 | ✠ A 1<br>9,04 6,03<br>[illegible] BS6,04 | Ham<br>Brs | | 1865<br>7mo | Richardsn, Duck&Co. Stockton | Palgrave,Murphy &Co. | 200·5<br>P35′B28′F36′<br>ND87 | 29·4<br>BK5 | 17·4<br>*&H*<br>*5 BHCem* | Dublin<br>British | C.2Cy.26″&49″–30″ (*s*)<br>70lb *90lb* NE75 98RHP<br>1SB,3*pf*,gs51 NDB[illegible]<br>T.Richardson&Sons,Hpl. | 18 « 6<br>2 · 7½ | | |
| 886<br>74[illegible]<br>FMVK | City of Dresden<br>*H.A.Owen* –02 6thSurvey,Brv.12,[illegible]<br>(*ex*Corso) 1 *Dk2tr/b* | IronScSr | 1170<br>976<br>718 | ✠ A [illegible] 1<br>[illegible] 5,04 | Bkn<br>Ham | Lv | 1876<br>3mo | Bowdler, Chaffer&Co. Liverpool | Palgrave,Murphy &Co. | 246·5<br>P58′H27′F45′ | 31·3<br>BK7 | 17·7<br>*&H*<br>*5 BHCem*<br>*WB = DBa&f* | Dublin<br>[illegible] | C.2Cy.30″&60″–30″<br>NB89 164NHP<br>1B.*4pf*,gs74,hs2070<br>Fawcett,Preston&Co.Liv. | | | |
| 887<br>[illegible]<br>LTPG | City of Dundee<br>*H.[illegible]* –02 2 *Dks* 1 *Dk* [illegible]<br>*Elec.light* | SteelScBn | 3427<br>3167<br>2572 | | | … | 1890 | Workman, Clark&Co.Ld Belfast | G.Smith&Sons | 361·7<br>P[illegible] B88 F[illegible] | 42·7 | 26·4<br>BK[illegible] | Glasgow<br>British | T.3Cy.25″,42″&68½″–48″<br>344NHP<br>*WB* J.Howden&Co.,Glasgow | 29 « [illegible] | C | |
| 888<br>110539<br>QRKJ | City of Edinburgh<br>*G.T.Whish* –02 *ss*Bel.No.1–03<br>2 *Dks*(1 *Stl&Cpt Stl&pt Irn*)3*tr/t*<br>(*ex*Maplemore)<br>*Elec.light* | SteelSc4MstSr | 6255<br>5998<br>4050 | ✠100A1<br>[illegible] 11,04 | Bel<br>Gls | *e* † | 1899<br>2mo | C.Connell &Co. Glasgow<br>*Lloyd's SA&CP* | J.R.Ellerman (W.S.Workman, *Mgr.*) | 459·0<br>P85′B180′F119′<br>*WB = CellDBa* 132′ *uE* | 52·5<br>FK&BK2½<br>*&B* 61′ *f* 205′ | 31·0<br>7 *BHCem* | Liverpool<br>British | T.3Cy.28″,47½″&78″–60″ (*s*)<br>200lb 608NHP<br>1SB *15cf* gs312 hs10261<br>D.Rowan&Sons,Glasgow<br>1417*tDTa*85′1150*t APT*66[illegible] | 34 « 1<br>7 · 6 | | 9,02 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Expired. Equipment Letter. | 8 Built. When. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Kind. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Expenses to which classed. If so, to L.R. Dated first Trade Cert. | 16 Date when last classed. Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 889<br>109532<br>SHDV | **City of Edinburgh** SteelScSr<br>~~Chief Mate~~ W. Alexander 01<br>*Mchy. Aft* 1 *Dk*<br>43 Gms. No. 1-04 | 287<br>222<br>92 | ✠100A1<br>8,04 ~~8,04~~ | Gms | *e* | 1898<br>6mo | Mackie & Thomson<br>Glasgow<br>A&CP | ~~Hagerup, Doughty & Co. Ltd.~~<br>C.M.Blandy | 140·5 \| 23·5 \| 10·0<br>Q61′F23′<br>BK7½<br>*WB=FPT22t* | Grimsby<br>British | T.3Cy.18″,22″&35″–27″ (*s*)<br>180lb 64RH<br>1SB,*3cf*,GS51,HS1270<br>Muir & Houston, Ld. Gls | 11 ″ 2<br>″ 1 ″ 0 | | ~~2,00~~<br>8,04 |
| 890<br>127242 | **City of Erie** SteelPad<br>*H.M. Alpin*<br>*Elec. light* | 2499<br>—<br>1280 | | | | 1898 | Detroit Dry Dock Co.<br>Detroit, Mich | Cleveland & Buffalo Transit Co. (T.F. Newman, *Mgr.*) | 316·0 \| 44·0 \| 18·0<br>*78′ over guards* | Cleveland, Ohio<br>Utd. States | B.C2Cy.64″–96″&80″–144″<br>610NH<br>W. & A. Fletcher & Co.<br>Hoboken | | | |
| 891<br>127055<br>KMCQ | **City of Everett** SteelSc5MstSr<br>*Carrying oil in bulk 2 Dks*<br>*Whaleback Elec. light Fitted for liquid fuel* | 2590<br>—<br>1718 | | | | 1894 | Amren Stl. Barge Co.<br>Everett, Wsh. | Standard Oil Co. | 346·0 \| 42·1 \| 22·9<br>*WB* | New York<br>Utd. States | T.3Cy.24″,38″&64″–42″<br>265NH<br>Frontier Iron works, Detroit | | | |
| 892<br>127487 | — WoodSc<br>*W. Trevoch* –03 | 212<br>—<br>111 | | | | 1900 | .....<br>Everett, Wsh. | Seattle, Everett & Tacoma Nav. Co. | 134·0 \| 21·0 \| 6·8 | P. Twnsnd, Wash.<br>Utd. States | C.2Cy.16″&34″–20″<br>43NH<br>Sumner Iron Wrks. Everett | | | |
| 893<br>102961<br>NLBS | **City of Exeter** IronScK<br>ss Hul. No. 2–03<br>1 *Dk* | 148<br>138<br>60 | ✠100A1<br>*Stm Trawler*<br>8,04 ~~1,04~~ | Hul | | 1894<br>7mo<br>*Lloyd's* | Cook, Wel-t'n & Gemmell<br>Hull<br>*A&CP* | G.W. Bowman | 100·4 \| 20·8 \| 11·0<br>Q22′<br>drp04 BK7½<br>*WB=3BHCem* | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RH<br>1SB,*2cf*,GS24,HS820<br>C.D. Holmes & Co., Hull | 11 ″ 10 | | ~~1,04~~ |
| 894<br>126088 | **City of Fall River** WoodPad | 2533<br>—<br>1728 | | | | 1883 | .....<br>Chelsea, Mass | Old Colony Stmboat Co. (New York, N.H & H.R.R.Co. *Mgrs*) | 262·0 \| 42·4 \| 17·3 | Fall River, Mass.<br>Utd. States | | | | |
| 895<br>104272<br>NRDF | **City of Frankfort** SteelScSr<br>*A. Pedersen* –01 ss Dub. No. 2–03<br>(*ex* Marsden) 1 *Dk* (*Irn*) & *Web frames*<br>*Well deck* | 919<br>709<br>554 | ✠100A1<br>8,04 ~~7,08~~<br>BS9,04 | Dub<br>Sws | *m* | 1895<br>1mo | Wood, Skinner & Co.<br>Newcastle<br>A&CP *WB* | Palgrave, Murphy & Co.<br>*= Cell D Ba 50′ u E &* | 210·0 \| 30·2 \| 13·4<br>Q103′B9′F24′<br>FK<br>*B37′ f92′ 253t FPT* | Dublin<br>British | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *100lb* NDB01 115NHP<br>1SB,*3pf*,GS52,HS1714<br>N.E. Marine Eng. Co Ld Nwc | 16 ″ 0<br>s 1 ″ 6 | | 7,03 |
| 896<br>63145<br>WQRV | **City of Ghent** IronScSr<br>*D. McNeven* 95–95<br>1 *Dk* | 199<br>184<br>119 | | | ... | 1871 | T. Charlton<br>Grimsby | Pickford & Black | 135·9 \| 20·4 \| 9·7<br>P20*t* | Halifax NS<br>British<br>*WB* | C.2Cy.14″&28″–20″<br>NE&B81 40RHP<br>Windas & Dunsmore, Lon. | | | |
| 897<br>98514<br>MFWB | **City of Gloucester** SteelScSr<br>*W. W. Milburn* –99 ss Sws. No. 3–2,04<br>1 *Dk* (*Irn*) & *Web frames* & *pt Awngdk* (*Irn*) | 2432<br>1850<br>1573 | ✠100A1<br>*pt Awng dk with freeboard*<br>2,04 ~~2,04~~<br>MS8,03 BS2,0 | Sws | *s* | 1891<br>7mo | Osbourne, Graham & Co.<br>Sunderland<br>A&CP | Esk side Stm. Shpg. Co. Ld. (C. Smales & Son, *Mgrs.*) | 290·4 \| 38·1 \| 19·9<br>P29′Q90′ BK10″<br>*pt Awng dk 171′*<br>*WB=Cell DB220′413t* | Whitby<br>British | T.3Cy.21″,35″&57½″–39″ (*s*)<br>160lb *80lb* 203NHP<br>2SB,*6pf*,GS100,HS3000<br>G. Clark (Lim), Sunderland | 22 ″ 6<br>s 8–10½ | | 2,04 |
| 898<br>126139<br>KBLV | — WoodScSr<br>*A. Ober* 95–95<br>2 *Dks* | 561<br>—<br>396 | | | | 1883 | J.D. Leary<br>Brooklyn | Boston & Gloucestr Steamboat Co. | 142·5 \| 28·0 \| 11·6 | Boston<br>Utd. States | C.2Cy.21″&36″–30″<br>59NH | | | |
| 899<br>105069<br>PCKF | — IronScK<br>*G. Oliver* –95 ss Hul. No. 2–04<br>1 *Dk* | 152<br>140<br>59 | ✠100A1<br>*Stm Trawler*<br>~~4,04~~ 3,05 | Hul | | 1895<br>10mo<br>*Lloyd's* | Cook, Wel-t'n & Gemmell<br>Hull<br>*A&CP* | G.W. Bowman | 101·5 \| 20·8 \| 11·0<br>Q24′<br>BK7½<br>*WB=3BHCem* | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RH<br>1SB,*2cf*,GS25,HS820<br>C.D. Holmes & Co., Hull | 11 ″ 10 | | 4,04 |
| 900<br>73845<br>PWGB | **City of Grafton** IronPadSr<br>*W.B. Nelson* –03<br>1 *Dk* & *Awngdk* | 825<br>810<br>555 | ✠<br>*Awng dk with load line*<br>7,76 | Cly | | 1876<br>6mo | A. Stephen & Sons<br>Glasgow | North Coast Stm. Nav. Co. Ld. | 207·4 \| 26·9 \| 11·9<br>193<br>FK<br>*4BHCem* | Sydny NSW<br>British | C.O.2Cy.33″&56″–60″<br>202NHP<br>A. Stephen & Sons, Glasgow | | | |
| 901<br>81436<br>WFGC | **City of Hamburg** IronScSr<br>*G.J. Kirwan* –03 ss Liv. No. 3–8,94<br>ss Dub. No. 2–02<br>*Well deck* 2 *Dks* (1 *Irn*) | 1219<br>889<br>750 | ✠100A1<br>9,04 ~~9,04~~<br>BS9,04 LMC8,03 | Dub | *n* | 1881<br>10mo | J. Laing<br>Sunderland<br>A&CP | Palgrave, Murphy & Co. | 231·0 \| 32·6 \| 14·5<br>P134′F26′<br>BK6¾<br>*WB=Cell DB184′285t* | Dublin<br>British | C.2Cy.29¾″&57″–33″ (*i*)<br>70lb *80lb* NDB98 161NHP<br>1DB,*4pf*,GS70<br>T. Richardson & Sons, Hpl. | 17 ″ 6<br>s 1 ″ 7½ | | ~~8,02~~<br>9,04 |
| 902<br>109030<br>TDJG | **City of Hull** IronScK<br>*F. Thompson* 98–98 ss Hul. No. 1–02<br>1 *Dk* | 181<br>169<br>65 | ✠100A1<br>*Stm Trawler*<br>9,04 ~~9,04~~<br>BS9,04 | Hul | | 1898<br>5mo<br>*Lloyd's* | Cook, Wel-t'n & Gemmell<br>Hull<br>*A&CP* | City Stm. Trawling Co. Ld. | 110·0 \| 21·0 \| 11·3<br>Q20′<br>BK7½<br>*WB=DBf17′8t* | Hull<br>British | T.3Cy.12″,20″&33″–24″ (*s*)<br>180lb 58RH<br>1SB,*2cf*,GS27,HS940<br>C.D. Holmes & Co. Hull | 12 ″ 1 | | ~~8,99~~<br>9,04 |
| 903<br>5020<br>HDVW | **City of Key West** WoodPad<br>(*ex* City of Richmond) | 940<br>411<br>601 | | | | 1865 | .....<br>Athens, N.Y. | Joy S.S. & Co. | 227·5 \| 30·6 \| 10·0 | New York<br>Utd. States | 1Cy.46″–144″<br>195NH | | | |
| 904<br>78632<br>RSKM | **City of Khios** IronScSr<br>*D. Cruickshank* –03<br>*Elec. light* 3 *Dks* | 3496<br>3196<br>2283 | | | ... | 1878 | Barclay, Curle & Co.<br>Glasgow | G. Smith & Sons | 381·5 \| 38·4 \| 29·2<br>B130′F30′<br>BK11″ | Glasgow<br>British | T.3Cy.25″,42″&68½″–48″<br>NE&B91 344NHP<br>J. Howden & Co., Gls. | | C<br>BT till ~~6,04~~ 11,05 | |
| 905<br>5273<br>HTML | **City of Lawrence** IronPad<br>1 *Dk* | 1678<br>—<br>1351 | | | | 1867 | Harlan & Hollingswrth Co.<br>Wlmngtn, Dl. | New York, New Haven & Hartford R.R.Co. | 243·0 ... \| 11·9 | New London, Ct.<br>Utd. States | 1Cy.65″–132″<br>373NH<br>Harlan & Hollingswrth Co. | | | |
| 906<br>113248<br>VDWQ | **City of Leeds** SteelScSr<br>*H. Cripsey* –04<br>1 *Dk* (*Stl–ws*) *lower dk fore & after holds*<br>*Elec. light* *deep framing main hold* | 1341<br>967<br>733 | ✠100A1<br>8,04 ~~8,04~~ | Gms | *p* | 1903<br>7mo<br>*Lloyd's* | Earle's Co. Ld.<br>Hull<br>*A&CP* | Great Central Rly. | 256·5 \| 34·5 \| 15·7<br>P61′B75′F39′<br>BK9″<br>*WB=DBa48′ u E21′ f 114′* | Grimsby<br>British | T.3Cy.24½″,38″&64″–42″ (*a*)<br>180lb *100lb* 356NHP<br>2SB,*6rf*,GS125,HS5152 FD<br>Earle's Co. Ld. Hull | 18 ″ 6 | BT till ~~7,04~~ 8,05 | |
| 907<br>106697<br>SHFC | **City of Lincoln** SteelScK<br>*H. Barnes* ss Gms. No. 1–01<br>1 *Dk* | 225<br>196<br>83 | ✠100A1<br>*Stm Trawler*<br>~~8,04~~ 12,03 ~~12,04~~<br>~~decision~~ LMC~~04~~13,05 | Gms | | 1897<br>1mo | Edwards Bros.<br>Newcastle<br>A&CP | Hagerup, Doughty & Co. Ld. | 129·6 \| 22·6 \| 10·8<br>Q49′B7′F20′<br>BK7½<br>*WB=3BHCem* | Grimsby<br>British | T.3Cy.11½″,19½″&33″–24″<br>~~180lb~~ 200lb (*s*) 67RH<br>1SB,*2rf*,GS33,HS1120<br>N.E. Marine Co. (Lim.) Nwc | 11 ″ 6 | | ~~8,03~~<br>~~8,04~~<br>8,05 |
| 908<br>69262<br>MJPK | **City of Liverpool** IronScSr<br>*P. Kehoe* 84–98 6th Survey, Lon. 12,91<br>(*ex* Dromore, 4th Survey Dub. 3,04<br>*Well deck* *ex* Dawn) 1 *Dk* (*Irn*) 2 *tr B* | 1168<br>866<br>742 | ✠ A1, 1<br>3,04 | Dub | Lv | 1872<br>11mo | Humphrys & Pearson<br>Hull | Palgrave, Murphy & Co. | 246·6 \| 30·0 \| 16·4<br>P210*t* F27*t*<br>FK<br>*WB=MT* | Dublin<br>British | C.2Cy.27″&52″–33″<br>NB82 129NHP<br>1SB,*4pf*,GS71,HS1963<br>Humphreys & Pearson, Hull | 17 ″ 2 | | |
| 909<br>109517<br>SHFM | — SteelScSr<br>*G. Fusher* –98 ss Gms. No. 1–02<br>1 *Dk*<br>*Mchy. Aft* | 287<br>222<br>92 | ✠100A1<br>3,04 | Gms | *e* | 1898<br>4mo | Mackie & Thomson<br>Glasgow<br>A&CP | Hagerup, Doughty & Co. Ld. | 140·5 \| 23·5 \| 10·0<br>Q61′F23′<br>BK7½<br>*WB=FPT22t* | Grimsby<br>British | T.3Cy.13″,22″&35″–27″ (*s*)<br>180lb 64RH<br>1SB,*3cf*,GS51,HS1270<br>Muir & Houston, Ld. Gls. | 11 ″ 2 | | 7,02 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Année de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les plaques du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Charge en Tonnes. Lorsque Charge en Tonnes est donnée. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 910<br>109074<br>RPWC | City of Liverpool<br>*J.T.Wragg* –03 | SteelScK<br>1 *Dk* | 179<br>176<br>66 | ✝ ...<br>*Stm Trawler* | | | 1900<br>5mo | Smith's Dock Co.Ld<br>N.Shields<br>*Lloyd's SA&CP* | T.F.Kelsall | 115·5 | 21·1 | 11·2<br>BK7½ | Fleetwood<br>British | T.8Cy.12",20"&32"–22½" (s)<br>180lb 52RHP<br>1SB,*2pf*,gs29,hs1066<br>N.E.MarineCo.Ld.Sld | 12 - 6 | | |
| 911<br>91272 | —<br>*J.J.Wilson* –03 | WoodSc<br>1 *Dk* | 145<br>128<br>53 | | | | 1885 | G.Deakin (Lim.)<br>Winsford | NorthLonsdale Iron&SteelCo.Ld. | 88·8 | 20·8 | 10·2 | Liverpool<br>British | C.2Cy.18½"&22"–16"<br>22RHP<br>E.Hodin,Sandbach | | | |
| 912<br>65079<br>MWKP | City of London<br>*T.Ward* –02 ss Abn.2nd No.8–7,95<br>ss Abn.No.2–03<br>*Elec.light* 1 *Dk*(Iru–ws)2tr *B* | IronScSr | 993<br>786<br>578 | ✝100A1 Abn *m*<br>12,04<br>LMC 1003 | | | 1871<br>6mo | J.Elder& Co.<br>Glasgow<br>A&CP | AberdeenStm Nav. Co. | 241·9<br>P70'F50'<br>ND91 | 30·5<br>BK7½ | 16·7 | Aberdeen<br>British | C.2Cy.46"&80"–39"<br>70lb *70lb* SDR01 262NHP<br>2DB,*12cf*,gs158,hs3598<br>J.Elder&Co.,Glasgow | 17 - 7 | | |
| 913<br>93631<br>MWPK | —<br>*G.W.Bryan* –02 ss Lon.No.3–4,04<br>1 *Dk*(Irn)<br>*Well deck* | SteelScSr | 351<br>282<br>182 | ✝100A1 Lon *e*<br>4,04<br>LM 8,04 | | | 1891<br>12mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | D.C.Thomas&Son | 135·3<br>P14'Q59'F20' | 23·6<br>BK7½ | 11·6<br>W | London<br>British | T.3Cy.12½",20"&33"–24"(s)<br>160lb *80lb* 50RHP<br>1SB,*2pf*,gs32,hs1100<br>N.E.Mar.E.Co.(Lim.)Nwc | 12 - 3<br>- -10½ | | |
| 914<br>106696<br>PQNB | —<br>*A.Bright* –97 ss Gms.No.1–01<br>1 *Dk* | SteelScK | 226<br>196<br>71 | ✝100A1 Gms<br>*Stm Trawler*<br>12,04<br>LM 8,01 | | | 1897<br>1mo | Edwards Bros.<br>Newcastle<br>A&CP | Hagerup, Doughty &Co.Ld. | 129·6<br>Q49'B7'F20' | 22·6<br>BK7½ | 10·8 | Grimsby<br>British | T.3Cy.11½",19½"&33"–24"<br>200lb (s) 67RHP<br>1SB,*2rf*,gs33,hs1120<br>N.E.Marine Co.(Lim.)Nwc | 11 - 6 | | |
| 915<br>114294<br>SMBD | —<br>*L.J.Larsen*95–01<br>1 *Dk* | SteelScK | 195<br>182<br>60 | ✝100A1 Liv<br>*Stm Trawler*<br>5,02 | | | 1901<br>7mo | Cook, Wel- ton&Gemmell Hull<br>A&CP | T.F.Kelsall | 115·0<br>BK7½ | 21·0 | 11·5 | Fleetwood<br>British | T.3Cy.12",20"&32"–22½" (s)<br>180lb 55RHP<br>1SB,*2cf*,gs89,hs1099<br>C.D.Holmes&Co.Hull | 12 - 4 | | |
| 916<br>127035<br>KLWV | City of Lowell<br>*Elec.light* | SteelTwinSc<br>2 *Dks* | 2975<br>—<br>1877 | | | | 1893 | Bath Iron Works<br>Bath,Me | NewYork,New Haven&Hartford R.R.Co. | 322·3 | 49·7 | 17·7 | N.LndnCt<br>Utd. States | T.6Cy.26",40"&64"–36"<br>492NHP<br>BathIronWorks,Bath,Me | | S | |
| 917<br>100646<br>PMKV | City of Lucknow<br>*R.R.S.Miller* –03 ss Gls.No.1–01<br>*Sparrak* 1 *Dk*(*Stl*)*Sparrak*(*Stl–ws*)<br>*deep framing* | SteelScSr | 3669<br>3453<br>2371 | ✝ ...<br>*Sparrak* | | | 1896<br>11mo | Barclay, Curle&Co.Ld<br>Glasgow<br>A&CP | G.Smith&Sons<br>*B = Cell D Ba* 118 | 350·5<br>P32'B77'F39'<br>*uE&B85'f*150' | 45·3<br>25'<br>FK<br>3300 | 17·9<br>*AP T40t* | Glasgow<br>British<br>6 *BHCem* | T.3Cy.21",41"&67"–45" (s)<br>160lb *160lb* 292NHP<br>2SB,*8cf*,gs154,hs4270<br>Barclay,Curle&Co.Ld.Gls | 20 - 6 | | 734 |
| 918<br>126988 | City of Mackinnac<br>*Elec.light* | SteelPad<br>2 *Dks* | 1750<br>954<br>1278 | | | | 1893 | Detroit DryDockCo<br>Wyandotte | Detroit&Cleve-landNav.Co. | 266·0 | 38·6 | 13·4 | Detroit, Mich.<br>Utd. States | BmC.2Cy.42"–88"&66"–132"<br>W.&A.Fletcher 417NHP<br>&Co.,Hoboken,N.J. | | | |
| 919<br>127750<br>KSLD | City of Macon<br>*W.H.Fisher* –03 | SteelScSr<br>4 *Dks* | 5311<br>—<br>3996 | | | | 1903 | Delaware RiverCo.<br>Chester,Pa. | OceanS.S.Co. | 377·5<br>*WB* | 49·0 | 27·0 | Savannah<br>Utd. States | T.3Cy.28",46"&75"–48"<br>390NHP<br>DelawareRiverCo.Chester | | | |
| 920<br>118016<br>VBCD | City of Madras<br>*J.L.Black* –03<br>*Elec.light* | SteelScSr<br>2 *Dks* | 4684<br>4498<br>3048 | | | | 1903 | Palmers' Co.Ld.<br>Newcastle | Ellerman Lines,Ld (R.Alexander&Co. *Mgrs.*) | 395·4<br>P34'B108'F37' | 49·6<br>*WB* | 29·3 | Liverpool<br>British | T.3Cy.26",44"&74"–48"<br>379NHP<br>Palmers'Co.Ld.Newcastle | | C | |
| 921<br>113965<br>SMBP | City of Madrid<br>*W.W.Greenhorn*91–01<br>2 *Dks*(*Stl*)*deep framing* | SteelScSr | 4899<br>4682<br>3135 | ✝100A1 Npt *z*<br>4,04<br>MC | | | 1901<br>7mo | Workman, Clark&Co.Ld<br>Belfast<br>*Lloyd's SA&CP* | City Line,Ld. (G.Smith&Sons, *Mgrs.*)<br>*WB = Cell D Ba* 123' *u* | 406·8<br>P86'B121'F90'<br>*E&B56'f*150' | 48·8<br>FK<br>1000*t* | 29·4<br>*AP T86t* | Glasgow<br>British<br>6 *BHCem* | T.3Cy.27",44½"&74"–54" (s)<br>180lb *90lb* 552NHP<br>2DB,*12cf*,gs200,hs8098 FP<br>Wrkman,Clark&Co.Ld Bel | 32 - 3<br>6 - 7½ | | 1,29 |
| 922<br>62657<br>LGVH | City of Malaga<br>*W.Harper* –00 6th Survey,Gls.9,92<br>(*ex* Borthwick) ~~2nd Survey Dub 6,97~~<br>*Well deck* 4th Survey Dub.1,05 1 *Dk*2tr *B* | IronScSr | 1042<br>801<br>637 | ✝ A1.1 Sws Lv<br>Ham | | | 1872<br>6mo | JL Thomp-son<br>Sunderland | Palgrave,Murphy &Co. | 220·0<br>P207*t*F24*t*<br>ND88 | 30·2<br>BK8* | 16·9<br>*WB = D Ba cf* | Dublin<br>British<br>1 *BH* | C.2Cy.27"&50"–30"<br>NB82 98RHP<br>G.Clark,Sunderland | 17 - 10<br>2 - 3½ | | |
| 923<br>115742<br>TSWH | City of Manchester<br>*W.Knaut* –04<br>2 *Dks* | SteelScSr | 5551<br>5116<br>3568 | | | | 1902 | Barclay, Curle&Co.Ld<br>Glasgow | EllermanLines,Ld. (W.S.Workman, *Mgr.*) | 421·0<br>P82 B123'F82' | 51·5 | 29·4 | Glasgow<br>British | T.3Cy.27",45"&76"–54"<br>424NHP<br>Barclay,Curle&Co.Ld.Gls | | C<br>BT<br>Sus<br>3,56 | |
| 924<br>109516<br>SHFQ | —<br>~~*E.Burnett* –02~~ ss Gms.No.1–02<br>1 *Dk*<br>*Mchy. to be now named "Otaria," See No. 22 in Supplement.* | SteelScSr | 287<br>222<br>93 | ✝100A1 Gms *e*<br>1,03 | | | 1898<br>3mo | ~~Mackie& Thomson~~ Glasgow<br>A&CP | ~~Hagerup, Doughty &Co.Ld.~~ | 140·5<br>Q61'F28' | 23·5<br>BK7½<br>*WB = F T T22t* | 10·0 | ~~Grimsby~~<br>~~British~~ | T.3Cy.18",22"&35"–27" (s)<br>160lb 64RHP<br>1SB,3*cf*,gs51,hs1270<br>Muir&Houston,Ld.,Gls. | 11 - 2<br>- -11½ | | 1,02 |
| 925<br>109669 | —<br>*T.May* –03<br>1 *Dk* | SteelScK | 189<br>187<br>73 | ✝ ...<br>*Stm Trawler* | | | 1900<br>1mo | Smith's Dock Co.Ld.<br>North Shields<br>*Lloyd's SA&CP* | T.F.Kelsall | 115·5 | 21·1 | 11·6<br>BK7½ | Fleetwood<br>British<br>3 *BHCem* | T.3Cy.12",20"&32"–22½" (s)<br>180lb 52RHP<br>1SB,*2pf*,gs29,hs1066<br>N.E.MarineCo.Ld.Sld | 12 - 6 | | |
| 926<br>46427<br>VJLC | City of Melbourne<br>(*BROKEN UP 2,04*)<br>*G.H.Leggett* | IronScBk | 838<br>767<br>580 | | | | 1862 | J.&G. Thomson<br>Glasgow | | 259·4<br>P59*t* Q— | 28·2 | 16·6 | SydnyNSW<br>British | C.2Cy.40"&70"–38"<br>NE&B78 234NHP<br>J.Inglis,Glasgow | | | |
| 927<br>127640<br>KRPQ | City of Memphis<br>*G.C.Savage* –02<br>*Elec.light* 3 *Dks*(*Harvdk*) | SteelScSr | 5252<br>—<br>3931 | | | | 1902 | Delaware RiverCo.<br>Chester,Pa. | OceanS.S.Co. | 377·5<br>*WB* | 49·0 | 15·8<br>27·6 | Savannah<br>Utd. States | T.8Cy.28",46"&75"–48"<br>390NHP<br>DelawareRiverCo.Chester | | S | |
| 928<br>90698 | City of Mount Clemens<br>*J.S.McQueen* –01<br>1 *Dk* | WoodScSr | 102<br>80<br>69 | | | | 1880 | ..... Mt.Clemens, U.S. | J.S.McQueen | 95·0 | 21·8 | 6·0 | SCathrnes Ont.<br>British | 1Cy.14½"–16"<br>85RHP | | | |
| 929<br>96995 | City of Nanaimo<br>*W.E.Gardner*96–98<br>1 *Dk* | WoodScSp | 761<br>—<br>518 | | | | 1891 | McAlpin& Allen<br>Vancouver | Esquimault&Nan-aimoRlwy.Co. | 159·0 | 32·0 | 9·4 | N.Wstmtr, B.C.<br>British | C.2Cy.14"&26"–18"<br>58RHP<br>J.Doty En.Co.,Toronto,Ont. | | | |
| 930<br>129251<br>JPHR | City of New Bedford<br>2 *Dks*3tr *B* | WoodScSr | 822<br>—<br>433 | | | | 1874 | C.H.Dele-mater & Co<br>Williamsbrg,<br>N.Y. | OldColonySteam-boatCo. (NewYorkN.H.& H.R.R.Co., *Mgrs.*) | 188·0 | 33·4 | 13·5 | FallRiver, Mass.<br>Utd. States | 1Cy.36"–36"<br>60NHP<br>C.H.Delemater&Co.,N.Yk. | | | |
| 931<br>5033<br>HDWK | City of Newport<br>1 *Dk* | WoodPad | 562<br>—<br>469 | | | | 1863 | ..... New York | B.Buffurn | 177·5 | 28·5 | 8·8 | Providence, R.I.<br>Utd. States | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Added since originally Built. | 8 Built. When. Ship. Engines. | 8 By Whom. — Where. | 9 Owners. | 10 Registered Dimensions. Deck Erections, &c. Length. | 10 Breadth. | 10 Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Load draught in feet when assigned. If not to L.R. Record Port of Dept. | 15 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 932 62655 LFWP | **City of Oporto** *P.Marlow* –00 (*ex*Marcasite) | **IronScSr** ssHam.2ndNo.3–1,9⅝ ssDub.No.1–02 1*Dk*2*trB* | 863 737 502 | †90A1 5,05 ~~10.02~~ ~~Renewed~~ ~~B&C.04~~ | Brs Dub. | / ~~LMC.02~~ 02 | 1872 4mo | J.Blumer& Co. Sunderland A&CP | Palgrave,Murphy &Co. | 215·7 Q20′F23′ | 30·1 ND90 | 15·4 BK87 | Dublin British | C.4Cy.18″&37″–30″ (*h*) 70lb *80lb* NDB00 95RHP 1SB.3*pf*,GS53 NB82 *WB*=*DBa* 65*f* 84′210*t* T.Bates& Co.,Sowerby Bdg. | 16 ″ 1 2 ″ 5½ | | ~~5,05~~ 5,05 |
| 933 88679 WMGP | **City of Oxford** *E.Halley* –03 *Elec.light* | **IronScSr** 3*Dks* | 4019 3752 2603 | | | … | 1882 | Barclay, Curle & Co. Glasgow | G.Smith&Sons | 400·0 B62′F42′ | 43·2 BK11″ | 29·8 | Glasgow British | T.3Cy.31″,50″&83″–60″ NB91 524NHP *Tpd*91 Brcly,Curle&Co.Gls. | | C BT till 4,03 | |
| 934 125204 JNTF | **City of Panama** *G.Mackinnon* | **IronScSr** 2*Dks*3*trB* | 1490 — 1046 | | | | 1873 | J.Roach& Son Chester,Pa. | Pacific MailS.S.Co | 250·0 | 36·0 | 20·2 | NewYork Utd.States | C.2Cy.30″&66″–54″ NB89 192NHP J.Roach&Son,Chester,Pa. | | V | |
| 935 125664 JSWK | **City of Para** *A.Zeeder* *Elec.light* | **IronScBkn** 3*Dks&Saloondk* | 3532 — 2505 | | | | 1878 | J.Roach& Son Chester,Pa. | Pacific MailS.S.Co. | 345·0 | 38·6 28·3 | 19·9 | NewYork Utd.States | T.3Cy.28″,44″&70″–48″ NE&B92 339NHP MorganIronWorks,N.Yk. | | R | |
| 936 125265 JPNF | **City of Peking** *J.F.Robinson* *Elec.light* | **IronSc4MstS** 3*Dks&Spardk* | 5080 — 3129 | | | | 1874 | J.Roach& Son Chester,Pa. | Pacific MailS.S.Co. | 408·0 | 47·0 27·8 | 19·5 | NewYork Utd.States | C.4Cy.51″&88″–54″ NB87 950NHP J.Roach&Son,Chester,Pa. | | RV | |
| 937 98572 LVJB | **City of Perth** *N.McNeil* –03 *Elec.light* | **SteelScSr** 2*Dks&Deep framing* | 3427 3167 2578 | | | … | 1890 | Workman, Clark&Co.Ld Belfast | G.Smith&Sons | 361·7 P28′B88′F40′ | 42·7 BK10′ | 26·4 | Glasgow British *WB* | T.3Cy.26½″,44″&72″–48″ 354NHP J.&J.Thomson,Glasgow | 29 ″ 3 | C | |
| 938 127165 KMVT | **City of Philadelphia** *T.S.Vankirk* –96 | **WoodSc** 1*Dk&Shadedk* | 543 310 410 | | | | 1896 | Jackson& Sharp Co. Wilmington | NewYork&Baltimore Transportation Co. | 140·0 | 26·7 | 10·0 | Phildlphia Utd.States | C.2Cy.17″&34″–24″ 47NHP Neafie&LevyCo.,Phl. | | | |
| 939 125979 JVRN | **City of Puebla** *R.Jenpen* *Elec.light* | **IronScBn** 3*Dks* | 2624 1408 1713 | | | | 1881 | W.Cramp &Sons Philadelphia | PacificCoastCo. (PacificCoastS.S. Co.*Mgrs.*) | 320·6 | 38·6 | 26·3 | New York Utd.States | C.2Cy.40″&86″–60″ NB01 477NHP W.Cramp&Sons,Phldlphia | | RV | |
| 940 68995 SJCN | **City of Rochester** ~~*R.Hardy*98–*Feb*'99~~ *A.Hardy*98–98 ssSld.2udNo.3–8,04 1*Dk*(*Irn*–ws)2*trB* | **IronScSr** ~~ssSld.No.6–*Feb*'99~~ ssSld.No.2–98 | 1329 1090 834 | †100A1 8,04 ~~9,02~~ †NB ~~fitted~~ 91 ~~Renewed~~ | Sld | *o* ~~LMC.04~~ | 1879 2mo | Osbourne, Graham&Co. Sunderland A&CP | W.A.Watson | 240·0 ~~Q61′B44′F37′~~ NDS95 *WB*=*DBa* 67*f* 46′189 P30′Q61′B46′F31′ | 33·0 BK8½″ | 18·9 *BHCem* *MT*44 &c. *BHCem* | Sundrland British | C.2Cy.31″&58″–36″ (*i*) 80lb 1NDB01–*80lb* 165NHP 1NDB00(*Stokehold*)*100lb* 2SB,*4pf*,GS75.HS2860 N.E.MarineE.Co(Lim.)Sld | 20 ″ 3 8 2 – 2½ | | ~~11,02~~ 8,04 |
| 941 127545 KQWG | **City of Rockland** *Elec.light* | **WoodPad** 1*Dk* | 1696 — 1025 | | | | 1901 | W.McKie E.Boston | EasternS.S.Co. | 274·3 | 38·5 | 14·4 | Prtlnd. Me Utd.States | B.1Cy.63″–132″ 351NHP W.&A.FletcherCo.N.Yk. | | | |
| 942 141440 KMTB | **City of Savannah** *W.H.Fisher* –01 (*ex*LaGrandeDuchesse) | **SteelTwinScSr** 3*Dks&Prom.dk* | 5018 — 3006 | | | | 1896 | NewptNws S.B.&E.Co. NewportNws | OceanS.S.Co. | 380·0 | 47·8 | 36·5 | Savannah Utd.States *WB* | Q.8Cy.24″,34″,48″&68″–42″ 599NHP NewportNewsS.B.&E.Co. | | R | |
| 943 126635 KHLJ | **City of Seattle** *A.C.Jensen*98–02 *Elec.light* | **SteelScSr** 2*Dks* | 1411 — 913 | | | | 1890 | Neafie& Levy Philadelphia | PacificCoastCo. (PacificCoastS.S. Co.,*Mgrs.*) | 244·6 | 40·0 | 15·0 | NewYork Utd.States | C.2Cy.32″&60″–36″ 180NHP Neafie&Levy,Philadelphia | | | |
| 944 127731 | **City of South Haven** *J.M.Mitchell*01–03 *Elec.light* | **SteelSc** 2*Dks&Shelter dk* | 1719 — 1169 | | | | 1903 | Craig S.B.Co. Toledo, O. | Dunkley-Williams Co. | 247·7 | 40·3 | 21·7 | Toledo,O. Utd.States | T.3Cy.28″,37½″&63″–40″ 251NHP CraigS.B.Co.Toledo | | R | |
| 945 106082 PRQH | **City of Sparta** *J.R.Rae* –02 | **SteelScSr** 3*Dks* | 5179 4900 3339 | | | | 1897 | Workman, Clark&Co.Ld Belfast | G.Smith&Sons | 430·0 | 50·2 | 28·5 | Glasgow British *WB* | T.3Cy.28″,47½″&78″–60″ 471NHP Wrkman,Clark&Co.Ld Bel | | C BT till 4,06 | |
| 946 88174 JGDT | **City of Stockholm** *J.Donnelly*91–01 (*ex*Benacre,*ex*Ros, *Well deck* *ex*ClaraSiegheim,*ex*Benacre) | **IronScSr** 2ndSurvey Hpl.2,91 1*Dk*(*Irn*)2*trB* | 1486 1040 918 | † 2,91 | Hpl | Lv | 1882 3mo | Caird& Purdie Barrow | Palgrave, Murphy &Co. | 246·3 P172′H53*t*F28′ | 34·2 | 17·0 | Dublin British 3*BH*3PBH *WB* | C.2Cy.26″&55″–39″ NB95 157NHP W.Kemp,Glasgow | | V | |
| 947 125470 JRMP | **City of Sydney** *W.H.McLean* | **IronScBk** 3*Dks&Spardk* | 3017 — 1966 | | | | 1875 | J.Roach& Son Chester,Pa. | PacificMailS.S.Co. | 339·0 | 40·2 | 20·5 | NewYork Utd.States | C.2Cy.51″&88″–60″ NB90 500NHP J.Roach&Son,Chester,Pa. | | RV | |
| 948 126875 | **City of Taunton** *Elec.light* | **WoodPad** 2*Dks*3*trB* | 2882 — 1999 | | | | 1892 | Montgom-ery&Howard Chelsea,Mass | OldColonySteam-boatCo(N.York,N. H&HRRCo.*Mgrs.*) | 283·0 | 43·0 | 18·2 | FallRiver, Mass. Utd.States | 2Cy.47″&71″–96″&144″ 504NHP WA Fletcher&Co.Hobokn | | S | |
| 949 25662 | **City of the Straits** *Elec.light* (*ex*City of Detroit) | **Comp.Pad** 2*Dks* | 1095 673 812 | | | | 1878 | Detroit DryDock Co. Wyandotte | Detroit&Cleve-landNav.Co. | 234·0 | 36·0 | 13·0 | Detroit, Mich. Utd.States | Beam1Cy.62″–132″ 340NHP W.&A.Fletcher&C,Hob.NJ | | | |
| 950 126738 | **City of Toledo** *J.J.Stover*00–00 *Elec.light* | **SteelPad** 1*Dk*,*promenade dk* &*hurricane dk* | 1004 — 654 | | | | 1891 | Craig S.B.Co. Toledo,O. | WhiteStarLine (B.W.Parker*Mgr*) | 212·0 | 31·7 | 12·8 | Detroit, Mich. Utd.States | T.3Cy.26″,42″&66″–72″ 370NHP ClevelandS.B.Co.,Clevelnd | | | |
| 951 126241 KCPL | **City of Topeka** *Lloyd* *Elec.light* | **IronScSr** 2*Dks*3*trB* | 1057 884 747 | | | | 1884 | J.Roach& Son Chester,Pa. | PacificCoastCo. (PacificCoastS.S. Co.,*Mgrs.*) | 198·0 H25*t* | 35·2 F17*t* | 18·0 | New York Utd.States | C.2Cy.24½″&44½″–45″ 108NHP J.Roach&Son,Chester,Pa. | | V | |
| 952 71726 NWFV | **City of Venice** *J.McKellar* –04 *Elec.light* | **IronScSr** 3*Dks* | 3456 3170 2229 | | | … | 1875 | Barclay, Curle&Co. Glasgow | G.Smith&Sons | 379·5 B132′F28′ | 38·2 BK11″ | 29·2 | Glasgow British | Q.4Cy.30″,40″,52″&70″–48″ NB87 326NHP *Qpd*87,J.Howden&Co.,Gls. | 30 ″ 10 | C BT till 5,06 | |
| 953 97652 LSQB | **City of Vienna** *D.Morrison* –03 *Elec.light* | **SteelScSr** 3*Dks* | 4672 4197 2979 | | | … | 1890 | Workman, Clark&Co.Ld. Belfast | G.Smith&Sons | 412·3 P40′B162′F42′ | 46·7 BK11″ | 29·3 | Glasgow British | T.3Cy.30″,53″&87½″–60″ 653NHP J.&J.Thomson,Glasgow | 31 ″ 0 | C BT till 3,05 | |
| 954 126625 JSRH | **City of Washington** *H.J.Byrne*01–01 | **IronScBn** 3*Dks* | 2683 — 1743 | | | | 1877 | J.Roach& Son Chester,Pa. | NewYork&Cuba Mail S.S.Co. (J.E. Ward&Co.*Mgrs.*) | 300·5 | 38·4 | 27·0 | NewYork Utd.States *Tpd*89 | T.3Cy.24″,38″&63″–60″ NB89 307NHP MorganIronWorks,N.Yk. | | RS | |
| 955 125941 JVLM | **City of Worcester** | **IronPad** 2*Dks* | 2490 — 1922 | | | | 1881 | Harlan& Hollings-worthCo. Wlmgtn, Del. | NewYork,New Haven&Hartford R.R.Co. | 328·0 | 46·0 | 14·5 | New Lndn. Conn. Utd.States | 1Cy.90″–144″ 748NHP Harlan&HollingswrthCo., Wilmington,Del. | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. et Dia. des Cylindres.—Course. Diamètre des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les paniers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Quand Gallois. Navire. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 956 | **City of York** | **SteelScSr** | 7705 | | | | 1903 | Workman, Clark&Co.Ld. Belfast | EllermanLines,Ld G.Smith&Sons, *Mngrs.*) | 485·0 56·3 32·0 | Glasgow British | T.3Cy.31″,52½″&88″–60″ | | BT | |
| 118— | *J.Black* –04 | 2*Dks* | 6875 | | | | | | | | *WB* | 599NH | | | |
| VNLJ | *Elec.light* | | 4035 | | | | | | | | | Wrkman,Clark&Co.Ld Bel | | 4.06 | |
| 957 | — | **SteelScSr** | 3100 | ✠100A1 | Cff | *u* | 1897 | J.Blumer& Co. Sunderland A&CP | RobinsonBros. | 325·0 47·0 22·0 P25 B71 F36′ FK 108′ *uE22′f*124 75*t* | Whitby British | T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 281NHP | 24 ″ 2 | | |
| 106104 | *R.H Tindale*82–97 *ss*Cff.No.1–01 | | 2898 | *with freeboard* | | | 5mo | | | | 6 *BHCem* | 2SB,*6rf*,gs119,hs4824 | | | |
| PTGM | 1*Dk*(*Irn*)2*tr B&deep framing* | | 1959 | 7,04 ~~8,04~~ | | | | | | | *APT75t* | Blair&Co.(Lim.),Stockton | | | |
| | 3*Dk rud* | | | | | | | | *WB = Cell DBa* | 108′ *uE22′f*124 75*t* | | | | | |
| 958 | **Ciudad Condal** | **IronScSr** | 2596 | ✠ | Sld | *Lv* | 1872 | Oswald& Co. Sunderland | Cia.Trasatlantica | 306·8 38·2 21·3 B68*t* H23′ 28·3 F59′ | Barcelona Spanish | C.2Cy.51″&86″–42″ NB85 399NHP | | | |
| | (*ex*Washington) | | 2426 | 5,78 | | | | | | | 4 *BH2PBH* | Oswald&Co. Sunderland | | | |
| HGQD | 3*Dks*(1*Irn*) | | 1616 | | | | | | | | | | | | |
| 959 | **Ciudad de Cadiz** | **IronScSr** | 3179 | ✠100A1 | Gen | *v* | 1878 | Lobnitz, Coulborn& Renfrew A&CP | Cia.Trasatlantica | 363·6 38·2 24·2 ptND92 31·7 BK10″ | Barcelona Spanish | T.3Cy.28½″,48″&74″–54″ (*i*) 160lb *80lb* NDB92 453NHP | | | 7,01 |
| | M.Sociedad 02 *ss*C.Ld.No.3– 2,02 | | 3133 | *Awng dk* | Cdz | | 11mo | | | | 4 *BHCem* | 2D&1SB,*15cf*,gs306 hs7435 | | | |
| HGQF | *Elec.light* 3*Dks*(2*Irn*)&*Awng dk* | *tr b* | 1834 | *load line*22*ft* 6,04 ~~6,06~~ | *m.* | | | | | | | Lobnitz,Coulbrn&Co.,Rnf. | | | |
| | *F.Hazas* | *ss*Cdz.No.1–03 | | L.M.C ~~7,06~~ | | | | | | | | | | | |
| | | | | E&B5, ~~E&B6~~ | | | | | | | | | | | |
| 960 | **Ciudad de Corrientes** | **SteelScSr** | 477 | ✠ | BAs | *h* | 1885 | BarrowS.B Co. Barrow | F.&S.Gotusso | 150·3 30·1 11·9 B39′F21 | Bns.Ayres Argentine | | 12 ″ 6 | | |
| | (*NOW A LIGHTER 3,04*) | | 423 | 9,02 | | | 5mo | | | | *WB* | | | | |
| | *J.Calabretta* *ss*BAs.No.3–2,02 | | 297 | | | | | | | | | | | | |
| | (*ex*SenadorCambaceres,*ex*Como) | | | | | | | | | | | | | | |
| | 1*Dk*(*Stl*) | | | | | | | | | | | | | | |
| 961 | **Ciudad de Mahón** | **IronScSr** | 911 | ✠ | Lon | | 1875 | A.Simey &Co. Sunderland | La Marítima Cia. Mahonesa de Vap. | 210·7 30·0 15·9 P49′F50′ drp76 | Mahon Spanish | C.2Cy.27″&62″–33″ 129NHP | | | |
| | *B.Cabot* | | — | 2,76 | | | 9mo | | *WB=* | *DBa*60′*uE&*B88′ | 4 *BHCem* | J.Dickinson,Sunderland | | | |
| HGQV | (*ex*Camara) | 1*Dk*2*tr b* | 541 | | | | | | | | | | | | |
| 962 | **Ciudad de Reus** | **SteelSc3MstSr** | *1899* | ✠100A1 | Bry | *r* | 1893 | Grangmth DockyardCo Grangem'th A&CP | Sociedad La Mutua | 260·0 36·2 17·0 B23′F28′ FK *WB = FPT* | Barcelona Spanish | T.3Cy.20″,33″&54″–36″ (*a*) 160lb *80lb* NDB93 171NHP | 18 ″ 0 | | 7,10 |
| | *M.Roca*02–02 *ss*Bcl.No.2–02 | | *1787* | *Spar dk* | Bcl | | 2mo | | | | 11 *BHCem* | 2SB,*6rf*,gs103,hs2520 | | | 7,04 |
| HGQC | 1*Dk*(*Stl*)&*Web* | | *1210* | 7,04 ~~7,08~~ | | | | | | | 50*t APT45t* | Hutson&Corbett,Glasgow | | | |
| | *Elec.light* | *frames&Spar dk*(*Stl*) | | *Carrying Petroleum in bulk* | | | | | | | | | | | |
| | *Mchy.Aft* | | | MS11,00 | BS2,04 | | | | | | | | | | |
| 963 | **Civilian** | **SteelSc4MstSr** | 7100 | ✠100A1 | Liv | *dt* | 1902 | C.Connell &Co. Glasgow A&CP | CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) | 470·0 56·1 31·6 P86′B217 F93′ FK | Liverpool British | T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 591NHP | 34 *s* 10 | | |
| 115312 | *O.Williams*93–02 | | 6702 | 8,04 ~~8,08~~ | | | 9mo | | | | 9 *BHCem* | 2DB&1Aux.SB,*15cf*,gs316 | *s* 7 - 8½ | | |
| TPKB | 2*Dks*(*Stl*)*deep framing&Web frames* | | 4535 | | LMC9,02 | | | | | | 8*st APT36t* | H810784 | | | |
| | *Elec.light* | *lower dk*(*Stl*) *No.1 hold* | | | | *W* | | | *WB = Cell DBa* 144′ *u* | *E&B57′f*198′1596*t* | | Dunsmuir&Jackson,Gls. | | | |
| 964 | **Civility** | **WoodSc3MstSr** | 249 | | | | 1872 | Rock Brisbane | Davis Kiama Road Metal Co.Ld. | 132·0 25·5 10·7 P28′ | Sydny NSW British | 2Cy.15″–24″ NB01 40RHP | | | |
| 64410 | *W.Brinkworth*–03 | F&YM7,98 | 220 | | | | | | | | | Vale&Lacy,Sydney | | | |
| | 1*Dk* | | 169 | | | | | | | | | | | | |
| 965 | **Clacton Belle** | **SteelPadSk** | 458 | | | | 1890 | W.Denny &Bros. Dumbarton | Coast Develop-ment Co.Ld.(*in liq.*) | 246·0 26·5 9·5 *Promenade dk* 142′ | London British | C.D.2Cy.28′50″&–60″ 161NHP | | BT till 31.04 | |
| 98095 | *J.T.Brown* –01 | 2*Dks* | 392 | | | | | | | | | Denny&Co.,Dumbarton | | | |
| LRPK | | | 182 | | | | | | | | | | | | |
| 966 | **Clam** | **SteelSc3MstSr** | 3552 | ✠100A1 | Sng | *w* | 1893 | W.Gray& Co.(Lim.) W Hartlepool A&CP | Shell Transport& Trading Co.Ld.(M. Samuel&Co. *Mgrs*) | 338·0 43·0 26·4 P219′F47′ FK *WB = Cell D* | London British | T.3Cy.25¾″,40½″&67″–45″ 160lb ~~170lb~~ (*s*) 324NHP | 28 ″ 0 | | 11,03 |
| 101973 | *J.E.Evans*99–99 *ss*Hpl.No 3–10,99 | | 3066 | 8,03 | | | 2mo | | | | 8 *BHCem* | 2SB,9*rf*,gs108,hs5202 *Sulb* | *s* 4 - 10 | | |
| NBCD | *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* | | 2811 | *Carrying Petroleum in bulk* | | | 10,99 | | | *B64′ 117t FPT123t* | *APT30t* | Centrl Mar.E.Wks.,W.Hpl | | | |
| | *Well deck* *Elec.light* | | | *Fitted for liquid fuel.* | | | | | | | | | | | |
| | | | | BS2 ~~BS3~~ | MC10,99 | | | | | | | | | | |
| 967 | **Clan Alpine** | **SteelScSr** | 3587 | | | | 1899 | W Doxford &Sons,Ld. Sunderland | Cayzer,Irvine& Co | 355·0 45·6 24·7 F45′ | Glasgow British | T.3Cy.25½″,42″&69″–48″ 330NHP | | C | |
| 111234 | *J.B.Green*95–03 | | 2976 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| RKFT | *Turret deck* | 2*Dks* | 2285 | | | | | | | | | | | | |
| 968 | **Clan Buchanan** | **IronScSr** | 2968 | ✠100A1 | Gls | *v* | 1882 | A.M'Mil-lan&Son Dumbarton *Lloyd's SA&CP* | ~~Cayzer,Irvine&Co~~ Essajee Tajbhoy | 330·3 40·1 26·3 P64′B78′F38′ ND92 BK11″ *WB = Cell DB*260′510*t* | ~~Glasgow~~ Bombay British | T.3Cy.24½″,40″&67″–48″ (*s*) 180lb *100lb* NDB93 360NHP | 29 ″ 1 | | 2,04 |
| 85927 | *E.W.Harris*03–03 | | 2662 | ~~11,00~~ 11,04 | | | 2mo | | | | 6 *BHCem* | 2SB,*6rf*,gs115,hs4780 FD | *s* 5 - 9½ | | |
| WJFV | *ss*Gls.No.3–03 *ss*Brw.No.1–00 | | 1918 | | LMC2,04 | | | | | | *Tpd*98 | VickersSs.&MaximLdBrw | | | |
| | 2*Dks*(*Irn-Uws*)&*Web frames* | | | | | | | | | | | | | | |
| 969 | **Clan Cameron** | **SteelScSr** | 3595 | | | | 1900 | W.Doxford &Sons,Ld. Sunderland | Cayzer,Irvine&Co | 355·0 45·6 24·7 | Glasgow British | T.3Cy.25½″,42″&69″–48″ 330NHP | | C | |
| 113919 | *D.S.Smith*95–02 | | 2977 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| SBPW | *Turret deck* | 2*Dks* | 2285 | | | | | | | | | | | | |
| 970 | **Clan Campbell** | **SteelScSr** | 2600 | ✠100A1 | Gls | *t* | 1894 | NavalCon. &Arm.Co.Ld. Barrow *Lloyd's SA&CP* | Cayzer,Irvine&Co | 312·0 40·2 24·7 P29′B62′F39 BK10″ *WB = Cell DBa*74′*uE*18′166*t* | Glasgow British | T.3Cy.28″,38″&68″–42″ (*s*) 200lb *100lb* 317NHP | 26 ″ 2 | | 6,08 2,06 |
| 104576 | *A.W.Simpson*00–03 *ss*Gls.No.2–02 | | 2398 | ~~6,04~~ ~~6,06~~ 2,08 | | | | | | | 6 *BHCem* | 2SB,*6rf*,gs95,hs4140 FD | *s* 4 - 11 | | |
| NMRH | 2*Dks*(1*Stl&UIrn-ws*)&*Web frames* | | 1653 | ~~B.—.bm 7,00~~ | M | | | | | *MT34′675t FPT97t* | *APT38t* | NavalC.&A.Co.(Lim),Brw | | | |
| | | | | B.—.bm 7,02 | | | | | | | | | | | |
| 971 | **Clan Chattan** | **SteelScSr** | 3938 | | | | 1902 | W Doxford &Sons,Ld. Sunderland | Cayzer,Irvine&Co. | 359·8 48·1 24·4 | Glasgow British | T.3Cy.25½″,42″&69″–48″ 330NHP | | C | |
| 115711 | *A.Weir*00–03 | | 3266 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| TQKH | *Elec.light* *Turret deck* | 2*Dks* | 2500 | | | | | | | | | | | | |
| 972 | **Clan Chisholm** | **SteelScSr** | 2647 | ✠100A1 | Gls | *t* | 1896 | A.Stephen &Sons Glasgow *Lloyd's SA&CP* | Cayzer,Irvine&Co | 312·5 40·2 23·5 P30′B86′F37 BK10″ *WB = Cell DBa*84′*uE&* | Glasgow British | T.3Cy.28″,38″&68″–42″ (*s*) 200lb *100lb* 313NHP | 26 ″ 2 | | 8,01 |
| 106017 | *J.H.Sheriff*01–03 ~~*ss*Cle.No.1–99~~ | | 2354 | 8,01 ~~8,04~~ 1,00 | | | 7mo | | | *B42′f*132′569*t FPT* | 6 *BHCem* | 2SB,*6rf*,gs95 hs4040 FD | *s* 4 - 7½ | | |
| PJWM | 2*Dks*(1*Stl&UIrn-ws*)&*Web frames* | | 1681 | ~~L.M.C.—~~ | | | | | | | *95t APT22t* | A.Stephen&Sons,Glasgow | | | |
| | *ss*Gls No.2–04 | | | | | | | | | | | | | | |
| 973 | **Clan Colquhoun** | **SteelScSr** | 5856 | | | | 1899 | W.Doxford &Sons,Ld. Sunderland | Cayzer,Irvine &Co | 440·0 51·6 28·9 F54′ | Glasgow British | T.3Cy.27½″,45½″&75″–60″ 436NHP | | C | |
| 111187 | *H.S.Sumner*96–02 | | 4952 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| RCQK | *Turret deck* | 2*Dks3tr b* | 3760 | | | | | | | | | | | | |
| 974 | **Clan Cumming** | **SteelScSr** | 4808 | | | | 1899 | Vickers Sns &Maxim,Ld Barrow | Cayzer,Irvine& Co | 400·6 50·2 27·5 | Glasgow British | T.3Cy.27½″,45½″&75″–54″ 413NHP | | C | |
| 108797 | *F.W.Barter* –03 | | 4069 | | | | | | | | *WB* | VickersSs.&MaximLdBrw | | | |
| QTHS | *Turret deck* *Elec.light* | 2*Dks* | 3108 | | | | | | | | | | | | |
| 975 | **Clan Farquhar** | **SteelScSr** | 5858 | | | | 1899 | W Doxford &Sons,Ld. Sunderland | Cayzer,Irvine &Co | 439·0 51·6 28·9 F59′ | Glasgow British | T.3Cy.27½″,45½″&75″–60″ 436NHP | | C | |
| 111209 | *C.E.Darley*82–02 | | 4954 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| RGSF | *Turret deck* | 2*Dks* | 3757 | | | | | | | | | | | | |
| 976 | **Clan Ferguson** | **SteelScSr** | 4808 | | | | 1898 | Vickers,Ss. &Maxim,Ld. Barrow | Cayzer, Irvine&Co | 400·6 50·2 27·5 | Glasgow British | T.3Cy.27½″,45½″&75″–54″ 413NHP | | C | |
| 108779 | *W.McAllister*97–98 | | 4069 | | | | | | | | *WB* | VickersSs.&MaximLd.Brw | | | |
| QMDB | *Turret deck* *Elec.light* | 2*Dks* | 3107 | | | | | | | | | | | | |
| 977 | **Clan Forbes** | **SteelScSr** | 3946 | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | Cayzer,Irvine&Co | 360·3 48·1 24·5 P34′F46′ | Glasgow British | T.3Cy.25½″,42″&69″–48″ 330NHP | | C | |
| 115762 | *W.H.Ridgway*92–03 | | 3267 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| VTBM | *Turret deck* | 2*Dks* | 2009 | | | | | | | | | | | | |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 No. of Decks, &c. | 4 Tonnage: Gross / Under deck. / Net | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in | 15 In which classed, if not in L. R. / Date of first class | 16 Date when call shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 978 118181 | **Clan Forbes** G. Darcy –03 | Steel Sc K 1 Dk | 193 179 41 | ✠100A1 Stm Trawler 2,05 | Abn | | 1903 10mo | Smith's Dock Co. Ld. North Shields Lloyd's SA&CP | Clan Stm. Trawling Co. Ld. (Thomson & Baxter, Mgrs.) | 113·0 BK 7½" WB= | 21·5 DT f 5'9" | 12·0 | Aberdeen British | T.3Cy.12",20"&33"–23" (r) 180lb 54RH 3BHCem 1SB,3cf,GS42,HS1065 W.V.V.Lidgerwood,Gls. | 12 ft 10 | | |
| 979 111259 RQCF | **Clan Fraser** D. Dall 94–02 Turret deck Elec. light | Steel Sc Sr 2 Dks | 3588 2976 2285 | | | | 1900 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 355·0 F45' | 45·6 | 24·7 | Glasgow British WB | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons,Ld.Sld. | | C | |
| 980 111269 RQTJ | **Clan Gordon** A. S. Gladstone 97–03 Turret deck Elec. light | Steel Sc Sr 2 Dks | 3589 2977 2286 | | | | 1900 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 355·0 F45' | 45·6 | 24·7 | Glasgow British WB | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons,Ld.Sld. | | C | |
| 981 118178 | — W. Sims 03–03 | Steel Sc K 1 Dk | 197 182 46 | ✠100A1 Stm Trawler 3,05 | Abn | | 1903 9mo | Hall, Russell & Co. Ld. Aberdeen Lloyd's SA&CP | Clan Stm. Trawling Co. Ld. (Thomson & Baxter, Mgrs.) | 112·5 BK 7½" WB= | 21·7 DT f 5'4" | 12·2 | Aberdeen British | T.3Cy.12",20"&33"–22" (r 180lb 69RH 3BHCem 1SB,2cf,GS43,HS1266 Hall,Russell&Co.Ld.Abn. | 12 ft 10 | | |
| 982 85943 WKRD | **Clan Graham** N. Leslie –03 ss Brw. No. 3–2,94 ss Gls. No. 2–02 Elec. light 2 Dks (Irn–Uws) & Web frames | Iron Sc Sr | 2926 2662 1857 | ✠100A1 9,04 | Gls | r | 1882 3mo | Napier, Shanks & Bell Glasgow Lloyd's SA&CP | Cayzer, Irvine & Co | 330·5 P62' B80' F38' ND 94 | 40·2 | 26·3 BK 11" WB= Cell | Glasgow British 6BHCem DB264'512t | T.3Cy.24½",40"&67"–48" (s) 180lb 100lb NDB 94 358NH 2SB,6rf,GS115,HS4663 FD Tpd 94 Nav C&AC(Lm) Brw | 29 ft 2 5 in 9½ | | 5,03 |
| 983 115683 TKBG | **Clan Grant** D. Alexander 94–02 Turret deck Elec. light | Steel Sc Sr 2 Dks | 3948 3269 2505 | | | | 1902 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 360·4 | 48·1 | 24·5 | Glasgow British WB | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons,Ld.Sld. | | C | |
| 984 118182 | — | Steel Sc K 1 Dk | 194 180 42 | ✠100A1 Stm Trawler 1,05 | Abn | | 1903 11mo | Smith's Dock Co. Ld. North Shields Lloyd's SA&CP | Clan Stm. Trawling Co. Ld. (Thomson & Baxter, Mgrs.) | 113·0 BK 7½" WB= | 21·5 DT f 5'9" | 12·0 | Aberdeen British | T.3Cy 12",20"&33"–23" (r 180lb 54RH 3BHCem 1SB,3cf,GS42,HS1065 W.V.V.Lidgerwood,Gls. | 12 ft 10 | | |
| 985 111280 RTCJ | **Clan Lamont** W. Elliott 86–00 Turret deck | Steel Sc Sr 2 Dks | 3594 2976 2286 | | | | 1900 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 355·0 F45' | 45·6 | 24·7 | Glasgow British WB | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons,Ld.Sld. | | C | |
| 986 115697 TMVG | **Clan Leslie** C. M. L. Sommerfelt 94–04 Turret deck Elec. light | Steel Sc Sr 2 Dks | 3937 3264 2499 | | | | 1902 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 359·8 | 48·1 | 24·5 | Glasgow British | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons.Ld.Sld. | | C | |
| 987 115704 TPND | **Clan Lindsay** C. Mac Mahon 82–02 Elec. light Turret deck | Steel Sc Sr 2 Dks | 3935 3264 2499 | | | | 1902 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 360·2 | 48·1 | 24·5 | Glasgow British WB | T.3Cy.25½",42"&69"–48" 330NH W.Doxford&Sons,Ld.Sld. | | C | |
| 988 115756 VBDL | **Clan Macalister** ~~R. Stirling 95–03~~ C. M. L. Sommerfelt 94–04 2 Dks (Stl) & deep framing Elec. light | Steel Sc Sr | 4835 4571 3065 | ✠100A1 8,04 13,09 5,05 CE | Gls | y | 1903 4mo | AM'Millan & Son, Ld. Dumbarton Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 108' u E & B 50' | 395·0 P38' B111' F40' FK f 175' 1006t DT f 35' | 51·1 | 27·0 | Glasgow British 6BHCem 394t APT 31t | T.3Cy.26",43"&71"–48" (s) 200lb 100lb 450NH 2SB.6cf,GS126,HS6049 FD Dunsmuir&Jackson,Gls. | 30 ft 0 6 in 7 | | |
| 989 87657 HPRF | **Clan Macarthur** C. F. Macintosh 02–03 ss Gls. No. 3–1,96 ss Gls. No. 2–01 ~~ss Gls. No. 1–00~~ Elec. light 3 Dks (2 Stl–Uws) | Steel Sc Sr | 4054 3547 2567 | ✠100A1 ~~6,04~~ 7,03 10,04 | Gls | x | 1883 3mo | Scott & Co. Greenock Lloyd's SA&CP | ~~Cayzer, Irvine & Co~~ Essajee Tajbhoy | 381·2 B144' F48' BK 11" WB= Cell | 43·3 | 27·9 | ~~Glasgow~~ Bombay British 6BHCem DB300'490t | T.3Cy.30½",48"&82"–60" (s) 160lb 100lb NDB 96 528NH 2SB,8rf,GS160,HS6411 FD Tpd 93 Nav C&AC(Lm) Brw | 30 ft 6 8 in 7 | | ~~5,03~~ 6,04 |
| 990 108800 RBGS | **Clan Macaulay** J. Goodwin 03–03 ss Gls. No. 1–03 2 Dks (Stl–Uws) & Web frames | Steel Sc Sr | 2834 2453 1775 | ✠100A1 ~~8,04 2,04~~ 1,05 | Gls | u | 1899 4mo | A. Stephen & Sons Glasgow Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 88' u E & B 42' f 142' 614t FPT 87t APT 20t | 326·0 P28' B100' F35' FK | 40·2 | 23·6 | Glasgow British 6BHCem | T.3Cy.23",38"&63"–42" (s) 200lb 100lb 313NH 2SB,6rf,GS95,HS1096 FD A.Stephen&Sons,Glasgow | 26 ft 2 8 in 4½ | | ~~12,02~~ ~~5,04~~ |
| 991 106067 PQMD | **Clan Macdonald** N. Harrison 84–97 Turret deck 2 Dks | Steel Sc Sr | 4839 4640 3113 | | | | 1897 | W. Doxford & Sons (Lim.) Sunderland | Cayzer, Irvine & Co | 400·6 F50' | 50·2 | 27·7 | Glasgow British WB | T.3Cy.27½",45½"&75"–54" 413NH W.Doxford&Sons(Lm)Sld | | C | |
| 992 111220 RJCK | **Clan Macfadyen** G. Hayward –04 ss Gls. No. 1–03 2 Dks (Stl–Uws) & Web frames | Steel Sc Sr | 2816 2439 1755 | ✠100A1 4,05 ~~3,04~~ 7,01 | Gls | u | 1899 9mo | Blackwood & Gordon Pt. Glasgow Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 88' u E & B 42' f 142' 588t FPT 81t APT 21t | 326·2 P29' B100' F36' FK | 40·2 | 23·5 | Glasgow British 6BHCem | T.3Cy.23",38"&63"–42" (s) 200lb 100lb 317NH 2SB,6rf,GS98,HS4140 FD Blackwood&Gordon,P.Gls | 26 ft 2 8 in 4½ | | 10.03 |
| 993 108742 QFGL | **Clan Macfarlane** W. H. Price 96–03 Turret deck 2 Dks | Steel Sc Sr | 4823 4097 3107 | | | | 1898 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 400·5 F48' | 50·2 | 27·6 | Glasgow British WB | T.3Cy.27½",47½"&75"–54" 413NH' W.Doxford&Sons,Ld.Sld. | | C | |
| 994 ~~87,330~~ HVGT | **Clan Macintosh** ~~H. R. Earl 02–03~~ ss Gls. No. 3–2,96 Elec. light ss Gls. No. 1–~~00~~ 2–04 ~~Simpson 04~~ 3 Dks (2 Stl–Uws) | Steel Sc Sr | 4053 3547 2575 | ✠100A1 7,04 ~~7,00~~ | Gls | x | 1883 6mo | Scott & Co. Greenock Lloyd's SA&CP | ~~Cayzer, Irvine & Co~~ M. Jebsen | 381·2 B144' F48' BK 11" WB= Cell | 43·2 | 27·9 | ~~Glasgow~~ Hamburg ~~British~~ German 6BHCem DB300'490t | T.3Cy.30½",48"&82"–60" (s) 160lb 100lb NDB 96 528NH' 2SB.8rf,GS160,HS6411 FD Tpd 92 Nav C&AC(Lm) Brw | 30 ft 6 | | 2,03 |
| 995 115775 VCRP | **Clan Macintyre** H. G. Fishenden 03–03 2 Dks (Stl) & deep framing | Steel Sc Sr | 4807 4571 3053 | ✠100A1 9,04 12,03 | Gls | y | 1903 7mo | Furness Withy & Co Ld. W Hartlepool Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 117' u E & B 63' | 395·5 P39' B111' F40' FK f 167' 1040t DT f 31' | 51·1 | 27·3 | Glasgow British 6BHCem 808t APT 21t | T.3Cy.26",43"&71"–48" (s) 200lb 100lb 452NH 2SB,6cf,GS126,HS6107 FD Richardsons, Westgarth & Co. Ld. Hpl | 30 ft 0 6 in 5 | | |
| 996 104539 NPRV | **Clan Mackay** C. J. Higgins –03 2 Dks (1 Stl & U Irn–ws) & Web frames | Steel Sc Sr | 2600 2398 1654 | ✠100A1 ~~1,04~~ 6,04 | Gls | l | 1894 12mo | Naval Con. & Arm. Co. Ld. Barrow Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 74' u E 18' 166t | 312·0 P29' B62' F39' BK 10" | 40·2 | 24·7 MT 34' 675t FPT 97t | Glasgow British 6BHCem APT 38t | T.3Cy.23",38"&63"–42" (s) 200lb 100lb 317NH 2SB,6rf,GS95,HS4140 FD Nav.C.&A.Co.(Lim.),Brw. | 26 ft 2 8 in 4 | | 8,03 |
| 997 85944 WKRJ | **Clan Mackenzie** R. G. Becket 99–03 ss Gls. No. 3–5.95 ss Gls. No. 2–03 2 Dks (Irn–Uws) & Web frames | Iron Sc Sr | 2987 2687 1922 | ✠100A1 9,04 ~~7,02~~ | Gls | r | 1882 4mo | Ramage & Ferguson Leith Lloyd's SA&CP | ~~Cayzer, Irvine & Co~~ Essajee Tajbhoy | 329·6 P64' F38' ND 93 BK 11" WB= Cell DB220' | 40·0 | 26·3 | ~~Glasgow~~ Bombay British 6BHCem 360t Tpd 98 | T.3Cy.24½",40"&67"–48" (s) 180lb 100lb NDB 93 362NH 2SB,6rf,GS115,HS4730 Vickers,Ss&Maxim Ld Brw | 29 ft 3 5 in 8½ | | 8,03 |
| 998 115746 TVMD | **Clan Mackinnon** C. Jones 82–03 2 Dks (Stl) & deep framing Elec. light | Steel Sc Sr | 4788 4538 3049 | ✠100A1 ~~7,03~~ 11,03 Boy Npt | Gls | y | 1903 3mo | W. Denny & Bros. Dumbarton Lloyd's SA&CP | Cayzer, Irvine & Co WB= Cell DBa 123' u E & B 56' | 395·4 P40' B110' F38' FK f 171' 1033t DT f 33' | 50·9 | 27·0 | Glasgow British 6BHCem 855t APT 18t | T.3Cy.26",43"&71"–48" (s) 200lb 100lb 447NH 2SB,6cf,GS124,HS6000 FD Denny&Co. Dumbarton | 30 ft 0 6 in 7 | | |

*Now na. ned "Totti," See Va. 66 in Supplement.*

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total Sous le Pont Net. | 5 Détails de la Classification. Cote. Surveillance Date de la dernière Visite. | 6 Port de Visite. | 7 Epaisseur du revêtement Ext. Intérieur Ext. | 8 Construit. Quand Navire Mach. | 9 Par qui Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Epaisseur en millièmes de pouce anglais Bordés Ponts Cloisons Fonds | 16 Date de la dernière visite à flot |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 999<br>111202<br>RNSJ | **Clan Maclachlan** SteelScSr<br>*J.Clark*02–03 *ss*Gls.No.1–04<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing* | 4729<br>4225<br>3008 | ✠100A1 Gls<br>5,05<br>✠LMC | *y* | 1900<br>4mo | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | Cayzer,Irvine&Co<br>*WB = Cell DB a* 104′ | 395·3 48·0 27·1<br>F38′B110′F40′<br>FK<br>*uE&B*54′ *f* 171′ 931*t* | Glasgow<br>British<br>*6 BHCem*<br>*MT*38′76*t* | T.8Cy.25″,41″&67″–48″ (*s*)<br>200lb *100lb* 400NHP<br>2SB,*6rf*,gs118,hs5350 FD<br>A.Stephen&Sons,Gls. | 30 ″ 0<br>s 6 - 5½ | | |
| 1000<br>111188<br>RDMP | **Clan Maclaren** SteelScSr<br>*T.Walker*90–02 *ss*Gls.No.1–03<br>2*Dks*(*Stl–Uwe*)&*Webframes* | 2832<br>2455<br>1775 | ✠100A1 Gls<br>11,01<br>BS4,05 ✠LMC4,05 | *u* | 1899<br>5mo | A.Stephen<br>&Sons<br>Glasgow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB =*<br>*Cell DBa*88′*uE&B*42′ *f* 142′ 614*t FPT* | 326·0 40·2 23·6<br>P34′B100′F35′<br>FK<br>B42 *f* 142′ 614*t FPT* | Glasgow<br>British<br>*6 BHCem*<br>87*t APT*20*t* | T.8Cy.23″,38″&63″–42″ (*s*)<br>200lb *100lb* 313NHP<br>2SB,*6rf*,gs95,hs4096 FD<br>A.Stephen&Sons,Glasgow | 26 ″ 2<br>s 4 - 8½ | | 7,08 |
| 1001<br>115783<br>VFKT | **Clan Macleod** SteelScSr<br>*R.K.Cowie*95–03<br>2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 4796<br>4560<br>3043 | ✠100A1 Gls<br>11,04<br>✠LMC9,03 | *y* | 1903<br>9mo | Furness,<br>Withy&CoLtd<br>W Hartlepool<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB = Cell DBa*117′ | 395·5 51·1 27·1<br>P39 B111 F40′<br>FK<br>*uE&B*63′ *f* 167′ 1040*t* | Glasgow<br>British<br>*6 BHCem*<br>*DT f* 81′ 808*t* | T.8Cy.26″,43″&71″–48″ (*s*)<br>200lb *100lb* 452NHP<br>2SB,*6cf*,gs126,hs6107 FD<br>Richardsons,Westgarth&<br>*APT* 21*t* Co.Ld.Hpl | 30 ″ 0<br>s 6 - 5 | | |
| 1002<br>113092<br>TCPJ | **Clan Macmillan** SteelScSr<br>*J.L.Wadge*97–03<br>2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shelter dk*(*Stl–ptws*) | 4525<br>4235<br>2805 | ✠100A1 Gls<br>*Shelter dk* NYk<br>3,05 ✠LMC12,01 | *y* | 1901<br>12mo | A.McMil-<br>lan&Son,Ld<br>Dumbarton<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB = Cell DBa*<br>108′*uE&B*50′*f* | 396·5 48·2 27·0<br>FK<br>175′ 971*t DT f* 33′ 800*t* | Glasgow<br>British<br>*6 BHCem*<br>*APT* 27*t* | T.8Cy.25″,41″&67″–48″ (*s*)<br>200lb *100lb* 398NHP<br>2SB,*6pf*,gs112,hs5350 FD<br>Greenock FoundryCo.Grk. | 30 ″ 0<br>s 5 - 8 | | 8,01 |
| 1003<br>115770<br>VOND | **Clan Macneil** SteelScSr<br>*S.Beer*80–03<br>*Turret deck* *Elec.light* 2*Dks* | 3939<br>3264<br>2504 | | | 1903 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co | 360·1 48·1 24·5<br>P34′F45′ | Glasgow<br>British<br>*WB* | T.3Cy.25½″,42″&69″–48″<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | | C | |
| 1004<br>[illegible]<br>HSLK | **Clan Macpherson** SteelScSr<br>*L.F.Redford* –04 *ss*Gls.No.3–5,96<br>*Elec.light* 3*Dks*(*Stl–Uteaks*)<br>*ss*Gls.No.2–04 | 3989<br>3504<br>2527 | ✠100A1 Gls<br>5,04<br>✠LMC4,04 | *x* | 1883<br>5mo | Napier,<br>Shanks&Bell<br>Glasgow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>"Hanna," *See No.* 59 *in Supplement*,<br>*WB = Cell DB* 292′524*t* | 380·7 43·2 28·3<br>B136′F40′<br>German | Glasgow<br>British<br>*6 BHCem*<br>*DB* 292′524*t* | T.8Cy.30½″,48″&82″–60″ (*s*)<br>160lb *100lb* NDB96 523NHP<br>2SB,*8rf*,gs160,hs6286 FD<br>*Tpd* 92 D&W Henderson,Gls. | 30 ″ 7<br>s 6 - 7 | | 4,04 |
| [illegible]<br>[illegible]<br>YCUR | **Clan Matheson** SteelScSr<br>*ss*Gls.No.3–2,96<br>*ss*Gls.No.2–04 *ss*Gls.No.1–03<br>*Elec.light* 3*Dks*(2*Stl–Uwe*) | 3930<br>3504<br>2521 | ✠100A1 Gls<br>10,0<br>✠LM 7,02 ✠LM 04 | *x* | 1883<br>8mo | Napier,<br>Shanks &<br>Glasgow<br>*WB = Cell* | Cayzer,Irvine&Co<br>*Now named* "Mariechen," *See No.* 78 *in Supplement*,<br>*DB* 292′524*t* | 380·7 43·2 28·3<br>B136′F40′<br>German | Glasgow<br>British<br>*6 BHCem*<br>*Tpd* 92 D. Rowan,Glasgow | T.8Cy.30½″,48″&82″–60″ (*s*)<br>160lb *100lb* NDB96 523NHP<br>2SB,*8rf*,gs160,hs6286 FD | 30 ″ 7<br>s 6 - 7 | | 4,04 |
| 1006<br>105979<br>PFSG | **Clan Menzies** SteelScSr<br>*F.Makepeace* –02<br>2*Dks*(1*Stl&UIrn–ws*)<br>*ss*Gls.No.2–04 &*Webframes* | 2669<br>2310<br>1693 | ✠100A1 Gls<br>3,05<br>BS5,05 ✠LMC<br>A&I,04 BS6,04 | *t* | 1896<br>2mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB =*<br>*Cell DBa*82′ *f* 130′ | 312·3 40·2 23·5<br>P30′B86′F38′<br>BK10″<br>*uE&B* 42′ 535*t FPT* | Glasgow<br>British<br>*6 BHCem*<br>97*t APT*38*t* | T.3Cy.28″,36″&68″–42″ (*s*)<br>200lb *100lb* 317NHP<br>2SB,*6rf*,gs95,hs4140 FD<br>NavalCon.&A.Co.Ld.,Brw | 26 ″ 2<br>s 4 - 9 | | 6,04 |
| 1007<br>106097<br>PSQF | **Clan Monroe** SteelScSr<br>*E.H.Howell*88–00 2*Dks*<br>*Turret deck* | 4853<br>4651<br>3121 | | | 1897 | W.Doxford<br>&Sons(Lim.)<br>Sunderland | Cayzer,Irvine&Co | 400·1 50·2 27·8<br>F50′ | Glasgow<br>British<br>*WB* | T.3Cy.27½″,45½″&75″–54″<br>418NHP<br>W.Doxford&Sons,Ld.,Sld. | | C | |
| 1008<br>106077<br>PRHT | **Clan Murray** SteelScSr<br>*A.Williamson* –03<br>*Turret deck* 2*Dks* | 4835<br>4644<br>3121 | | | 1897 | W Doxford<br>&Sons(Lim.)<br>Sunderland | Cayzer,Irvine&Co | 400·0 50·2 27·8<br>F65*t* | Glasgow<br>British<br>*WB* | T.3Cy27½″,45½″&75″-54″<br>418NHP<br>W.Doxford&Sns(Lim)Sld. | | C | |
| 1009<br>106030<br>PLGB | **Clan Ogilvy** SteelScSr<br>*R.C.Jones* –03 *ss*Gls.No.1–00<br>2*Dks*(1*Stl&UIrn–ws*)&*Webframes* | 2641<br>2354<br>1683 | ✠100A1 Gls<br>5,04<br>BS4,03 ✠LMC | *t* | 1896<br>9mo | A.Stephen<br>&Sons<br>Glasgow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB =*<br>*Cell DBa*84′*uE&B* | 312·5 40·2 23·5<br>P30′B86′F37′<br>BK10″<br>42′ *f* 132′ 569*t FPT* | Glasgow<br>British<br>*6 BHCem*<br>95*t APT*22*t* | T.3Cy.28″,38″&68″–42″ (*s*)<br>200lb *100lb* 313NHP<br>2SB,*6rf*,gs95,hs4040 FD<br>A.Stephen &Sons,Glasgow | 26 ″ 2<br>s 4 - 7½ | | 10,04 |
| 1010<br>111200<br>RTWN | **Clan Ranald** SteelScSr<br>*W.M.Porterfield*01–03<br>*Turret deck* 2*Dks* | 3596<br>2977<br>2285 | | | 1900 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine& Co | 355·0 45·6 24·7<br>F45′ | Glasgow<br>British<br>*WB* | T.3Cy.25½″,42″&69″–48″<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | | C | |
| 1011<br>108684<br>PTMC | **Clan Robertson** SteelScSr<br>*E.C.Ody*00–02 2*Dks*<br>*Turret deck* | 4826<br>4641<br>3104 | | | 1897 | W.Doxford<br>&Sons(Lim.)<br>Sunderland | Cayzer,Irvine&Co | 400·2 50·2 27·7<br>F50′ | Glasgow<br>British<br>*WB* | T.3Cy.27½″,45½″&75″–54″<br>413NHP<br>W.Doxford&Sons,Ld.,Sld. | | C | |
| 1012<br>104539<br>NKSR | **Clan Ross** SteelScSr<br>*E.C.Rodan* –03 *ss*Gls.No.2–02<br>2*Dks*(1*Stl&UIrn–ws*)&*Webframes* | 2602<br>2398<br>1654 | ✠100A1 Gls<br>3,05<br>BS4,03 ✠LMC4,02<br>Boxpns BS3,05 | *t* | 1894<br>7mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB= Cell DB*<br>*a*74′*&uE*18′ 166*t* | 312·0 40·2 24·7<br>P29′B62′F39′<br>BK10″<br>*MT* 34′ 675*t FPT* | Glasgow<br>British<br>*6 BHCem*<br>97*t APT*38*t* | T.3Cy.28″,38″&63″–42″ (*s*)<br>200lb *100lb* 317NHP<br>2SB,*6rf*,gs126,hs4140 FD<br>Nav.C.&A.Co.(Lim.),Brw. | 26 ″ 2<br>s 4 - 11 | | 4,03<br>3,05 |
| 1013<br>115691<br>TLCK | **Clan Shaw** SteelScSr<br>*W.G.Young*91–03<br>*Turret deck* *Elec.light* 2*Dks* | 3943<br>3268<br>2503 | | | 1902 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co | 360·0 48·1 24·5<br>F65′ | Glasgow<br>British<br>*WB* | T.3Cy.25½″,42″&69″–48″<br>330NHP<br>W.Doxford&Sons,Ld Sld. | | C | |
| 1014<br>[illegible]<br>WPLM | **Clan Sinclair** IronScSr<br>*Q.C.Pagan*00–00 *ss*Brw.No.3–2,97<br>*ss*Gls.No.1–02<br>2*Dks*(*Irn–Uwe*)&*Webframes* | 2961<br>2662<br>1873 | ✠100A1 Gls<br>5,01<br>✠LMC3,01 | *v* | 1882<br>8mo | Napier,<br>Shanks&Bell<br>Glasgow<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co<br>*WB= Cell DB*264′ | 330·5 40·2 26·3<br>P62′B80′F38′<br>ND93 BK11″<br>512*t Tpd*97 | Glasgow<br>British<br>*6 BHCem*<br>NavalCon.& A.Co.Ld.,Brw | T.3Cy.24½″,40″&67″–48″ (*s*)<br>180lb *100lb* NDB93 364NHP<br>2SB,*6rf*,gs115,hs4730 FD | 29 ″ 2<br>s 5 - 9½ | | 7,03 |
| 1015<br>113911<br>RWLD | **Clan Stuart** SteelScSr<br>*W.J.Lennox*01–03<br>*Turret deck* 2*Dks* | 3594<br>2976<br>2285 | | | 1900 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co | 355·0 45·6 24·7<br>F45′ | Glasgow<br>British<br>*WB* | T.3Cy.25½″,42″&69″–48″<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | | C | |
| 1016<br>106037<br>PMGJ | **Clan Sutherland** SteelScSr<br>*J.G.Connell*–02<br>2*Dks*(1*Stl–UIrn–ws*)&*Webframes*<br>*Shearer*04–04 *ss*Gls.No.2–05 | 2820<br>2424<br>1794 | ✠100A1 Gls<br>5,05<br>Bnkpns LMC | *u* | 1896<br>10mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>A&CP | Cayzer,Irvine&Co<br>*WB =*<br>*Cell DBa*86′*uE&B* | 326·0 40·2 23·5<br>P31′B100′F37′<br>BK10½″<br>42′ *f* 140′ 553*t FPT* | Glasgow<br>British<br>*6 BHCem*<br>80*t APT*38*t* | T.3Cy.23″,38″&63″–42″ (*s*)<br>200lb *100lb* 317NHP<br>2SB,*6rf*,gs95,hs4140 FD<br>Naval Con.&A.Co.Ld.,Brw | 26 ″ 2<br>s 4 - 10½ | | 5,03<br>1,05 |
| 1017<br>111219<br>RHWV | **Clan Urquhart** SteelScSr<br>*J.A.Macpherson*95–01<br>*Turret deck* 2*Dks* | 5855<br>4954<br>3757 | | | 1899 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co | 440·0 51·6 28·9<br>F68′ | Glasgow<br>British<br>*WB* | T.3Cy.27½″,45½″&75″–60″<br>485NHP<br>W.Doxford&Sons,Ld.Sld. | | C | |
| 1018<br>63775 | **Clansman** IronScSr<br>*Sinclair*56–86 | 619<br>477<br>321 | | | 1870 | J.&G.<br>Thomson<br>Glasgow | D.MacBrayne | 211·8 27·3 13·4<br>P112*t* | Glasgow<br>British | C.2Cy.33½″&58½″–36″<br>171NHP<br>J.&G.Thomson,Glasgow | | BT till [illegible] | |
| 1019<br>87520 | — SteelSc3Mst8r<br>*W.Farquhar*74–84<br>*Well deck* 1*Dk* | 591<br>335<br>330 | 635<br>379 | ... | 1884 | Blackwood<br>&Gordon<br>Pt.Glasgow | NorthernSSCo.Ld. | 191·7 26·1 10·8<br>P&B188′F20′ | Auckland<br>British<br>*WB* | C.2Cy.26″&48″–36″<br>NB04 RH<br>Blackwood&Gordon,P.Gl. | 11 ″ 4 | | |
| 1020<br>56592<br>HSLK | **Clapton** IronSc3MstSr<br>*W.Moor* –01 *ss*Ant.2ndNo.3–1,98<br>(*ex*Connel, *ss*Lon.No.1–01<br>*Mchy.Aft ex*J.F.McConnell) 1*Dk*2*trB*<br>*Cooper* –03 *ss*Ant.No.2–04 | 758<br>655<br>449 | ✠ A1 Lon<br>NB3,87 LMC 7,01 | | 1867<br>9mo | Palmers'<br>Co.<br>Newcastle<br>A&CP | AntwerpSS.Co.Ld.<br>(*J.Defty, Mgr.*) | 201·3 28·1 17·4<br>Q54′F32′<br>ND(*Irn*)87 BK7″<br>*WB= DB* | London<br>British<br>*4 BHCem*<br>*a*56′ *f*58′220*t* | O.4Cy.19″&38″–30″ (*s*)<br>75lb 98RB<br>2SB,*4pf*,gs131<br>*Cmp.Gen.L.S.CollCo.,Lon.* | 18 ″ 9<br>s - - 0 | | 9,01 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Laid up. Equipment | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when last classed, if not in L. R. Dates of Surveys. | 16 Date when last shaft drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1021 | **Clara** | Steel Sc Sr | 3932 | ✠100 A1 | P.Gl | *w* | 1903 | Russell& | Unione Austriaca | 330·5 \| 48·1 \| 16·0 | Trieste | T.3Cy.24½″,40″&65″–42″ (*s*) | 18 ″ 4 | | |
| | *Master.* | *Late Name if any.* | 3052 | *Spar dk* | Tri | | 6mo | Co. | diNav.(Soc.Anon.) | P50′B&F250′ 23·5 | Aust.-Hung. | 180lb *Solb* 206NHP | | | |
| HDSQ | | 1 *Dk(Stl)&Spardk(Stl)&deepframing* | 2541 | 12,04 ~~4,03~~ | ~~LMC6,03~~ | | *Lloyd's&CP* | PortGlasgow | *WB = Cell DBa 100′* | FK | 5 *BHCem* | DB*made*01, *fitted*03 | ~~3 ″ 6½~~ | | |
| | | | | | | | | | | *uE&fB40′f142′877t* | *APT63t* | 2SB,*6cf*,GS132,HS4534 | | | |
| | | | | | | | | | | | | Kincaid&Co.Greenock | | | |
| 1022 | — | Steel Sc Sr | 2431 | ✠100 A1 | Cff | *t* | 1898 | Richardsn, | Burdick&Cook | 310·2 \| 44·1 \| 20·4 | London | T.3Cy.22½″,37″&61″–42″ (*s*) | 22 ″ 10 | | ~~N3,03~~ |
| 108388 | *J.A.Burgess* –01 | *ss*Npt.No.1–03 | 2240 | ~~2,04~~ 4,05 | Npt | | 7mo | Duck&Co. | | P33′B62′F33′ | British | 160lb *90lb* 245NHP | ~~4 ″ 3½~~ | | N1,05 |
| QFPN | | 1 *Dk(pt Irnpt Stl)2tr B* | 1539 | | ~~LMC6,03~~ | | *Lloyd's&CP* | Stockton | *WB = Cell DBa* | FK | 5 *BHCem* | 2SB,*6cf*,GS100,HS3760 | | | |
| | | | | | | | | | | 108′*uE24′f126′664t* | *APT38t* | Blair&Co.Ld.Stockton | | | |
| 1023 | — | Steel&Iron Sc Sr | 1844 | ✠100 A1 | Sws | *r* | 1890 | J.Blumer | Rederi Aktieb.Her- | 270·0 \| 37·1 \| 17·1 | Hernösand | T.3Cy.20″,32½″&53″–36″ (*s*) | 19 ″ 3 | | ~~3,03~~ |
| 4036 | *E.S Bjorkman*99–02 | *ss*Shl.No.3–12.96 | 1398 | 6,04 ~~3,03~~ | Lth | | 6mo | &Co. | nodia(A.F.Natter- | P27′Q82′B106′ | Swedish | 160lb *80lb* 170NHP | ~~1 ″ 8~~ | | 6,04 |
| JMSL | *Well deck* | *ss*Bry.No.1–01 1 *Dk(Irn)* | 1123 | ~~BS7,03~~ | ~~LMC5,01~~ | | | Sunderland | qvist,*Mgr.*) | F31′ FK | 4 *BHCem* | 2SB,*4pf*,GS76,HS2560 | | | |
| | | *&Webframes Irnframing Stlplating* | | | | | | A&CP | | *WB = Cell DB220′ 415t* | | N.E.MarineECo.(Lim.)Sld | | | |
| 1024 | — | Iron Sc Sr | 1148 | ✠90 A1 | Cpn | *n* | 1874 | M.Pearse& | Dmpsk.S.Myren | 234·8 \| 31·1 \| 17·5 | Copnhagn | C.2Cy.26″&53″–33″ (*s*) | 18 ″ 5 | | ~~5,03~~ |
| | *C.Willadsen* | | | | | | | | | | | | | | |
| | ~~Andersen~~ | *ss*Cpn.2nd No.3–3,00 | 893 | 6,04 ~~4,03~~ | | | 9mo | Co. | (Holm&Wonsild, | Q93′B46′F34′ | Danish | 80lb ~~Stl~~ NDB3J 116NHP | | | 6,04 |
| NHLJ | (*ex* Lady Clare) *ss*Cpn.No.1–04 | 1 *Dk2tr B* | 710 | ~~B4,99~~ | ~~LMC 9.04~~ | | | Stockton | *Mgrs.*) | drp04 BK8″ | 4 *BHCem* | 1SB,*3pf*,GS51,HS1728 | | | |
| | *Well deck* | | | ~~BS7,99~~ | ~~MS6.04~~ | | | A&CP | | *WB = DBa* | 67′*f*88′285t | Blair&Co.(Lim.),Stockton | | | |
| 1025 | — | Iron Sc Sr | 1058 | ✠ A1, 1 | Shl | *Lv* | 1872 | R.Thomp- | Acties.Clara | 220·5 \| 30·1 \| 16·6 | Xiania | C.2Cy.27″&50″–30″ | 17 ″ 9 | | |
| | *A.Andersen* | 6th Survey,Shl.8,92 | 814 | 9,02 | | | 7mo | son,jun. | (O.Mohn) | P204*tF22t* | Norwegian | NB80 114NHP | ~~2 ″ 2~~ | | |
| HJVC | *Well deck* | 3rd Survey,Shl.9.02 | 682 | | | | | Sunderland | | BK8″ | 5 *BHCem* | | | | |
| | (*ex* Toftwood,*ex* Santorin) | 1 *Dk2tr B* | | *Now named* "Lina" *See letter* "L" | | | | | | *WB =* | *DBa&f* | G.Clark,Sunderland | | | |
| 1026 | — | Iron Sc Sr | 295 | | | | 1881 | Stettiner | A.Stenzel&Rolke | 137·7 \| 20·8 \| 11·0 | Stettin | C.2Cy.17¾″&30¾″–17¾″ | | G | |
| | *F.Krauthoff* 00–99 | | 208 | | | | | Act.Ges. | | P28*tQ12tB10tF14t* | German | NB98 33NHP | | | |
| JDTG | *Elec.light* | 1 *Dk* | 163 | | | | | Grabow | | | *WB* | Stettiner A.G.,Grabow | | | |
| 1027 | — | Steel Sc Ctr | 139 | ✠100 A1 | P.El | *a* | 1897 | J.Shearer | Mangold Bros. | 80·0 \| 22·1 \| 8·8 | P.Elizabth | C.2Cy.11″&22″–18″ (*a*) | 9 ″ 6 | | N1,03 |
| 88206 | *M.A.Madsen*99–99 | *ss*P.El.No.1–03 | 115 | *Stm Sand Barge* | | | 12mo | &Son | | FK | British | 120lb 21RHP | | | |
| | | 1 *Dk(Stl)* | 26 | 9 03 | ~~LMC1.0~~ | | | Glasgow | | *WB =* | 3 *BHCem* | 1SB,*2pf*,GS22,HS370 | | | |
| | | | | ~~BS7,04~~ | | | | A&CP | | *DBf 18′25t* | | Hutson&Son,Glasgow | | | |
| 1028 | **Clara Jebsen** | Steel Sc Sr | 1735 | | | | 1902 | Chant Nav. | M.Jebsen | 259·6 \| 36·6 \| 16·2 | Apenrade | T.3Cy.19″,31″&51″–36″ | | G | |
| | *J.Bendixen*89–02 | | 1615 | | | | | Anversois | | B63′F30′ 20·7 | German | 156NHP | | | |
| LMST | | 1 *Dk&Sprdk* | 1103 | | | | | Antwerp | | | *WB* | N.E.MarineEng.CoLdNwc | | | |
| 1029 | **Clarafenia** | Iron Sc 3 Mst Sr | 496 | | | | 1856 | Früchte- | J.M.Rosenblith | 196·8 \| 24·3 \| 15·1 | Odessa | C.2Cy.20½″&41″–28½″ | | | |
| | *Tekie*03–03 | | 475 | | | | | nicht&Brock | | B21*t* | Russian | NE76 NB89 68NHP | | | |
| | (*ex* Alexandra) | 1 *Dk2tr B* | 282 | | | | | Stettin | | len67 | | A.G."Vulcan,"Stettin | | | |
| 1030 | **Clarence** | Steel Sc Sr | 1155 | ✠100 A1 | Bkn | *n* | 1903 | Mackie& | S.S.ClarenceCo.Ld | 232·0 \| 34·1 \| 13·6 | Swansea | T.3Cy.19″,30″&50″–33″ (*s*) | 15 ″ 10 | | 2,04 |
| 113770 | *R.W.Webber* –03 | | 832 | 11,01 ~~2,01~~ | | | 7mo | Thomson | (F.LeBoulanger) | P18′Q67′B56′F23′ | British | 180lb *90lb* 177NHP | ~~1 ″ 5~~ | | |
| VDCQ | *Well deck* | 1 *Dk(Stl)&deep framing* | 567 | | ~~LMC7,03~~ | | | Glasgow | *WB =* | FK | 4 *BHCem* | 2SB,*4pf*,GS104,HS3014 | | | |
| | | | | | | | *Lloyd's&CP* | | *CellDBa73′u* | *E17′f100′367tFPT* | 13t *APT44t* | D.Rowan&Co.Glasgow | | | |
| 1031 | — | Steel Sc 3 Mst Sr | 555 | ✠100 A1 | Hul | *h* | 1902 | Scott& | J.Rank,Ld. | 170·4 \| 27·2 \| 11·4 | Hull | T.3Cy.14″,22½″&37″–27″ (*s*) | 12 ″ 4 | | ~~2,04~~ |
| 113640 | *J.G Sutton* –02 | | 402 | 1,05 ~~1,01~~ | | | 5mo | Sons | | Q91′B10′F25′ | British | 160lb *75lb* 81RHP | ~~″ 10½~~ | | 1,05 |
| TJVG | *Mchy.Aft* | 1 *Dk(Stl)* | 223 | | ~~LMC8,02~~ | | | Bowling | | drp05 BK7″ | 3 *BHCem* | 1SB,*3pf*,GS49,HS1350 | | | |
| | *Well deck* | | | | | | *Lloyd's&CP* | | | *WB = FPT60t* | *APT5t* | Ross&Duncan,Glasgow | | | |
| 1032 | — | Steel Sc Sp | 140 | 100 A1 | | | 1904 | J.Cran&Co | Alexandra Towing | 92·0 \| 20·2 \| 10·7 | Liverpool | C.2Cy.16″&43½″–27″ | | | |
| | | | | *For towing purposes* | | | | Leith | Co. | | British | | | | |
| | | 1 *Dk* | | *For further particulars See No. 12 in Supplement* | | | | | | | | J.Cran&Co.Leith | | | |
| | | | | (*Class Contemplated*) | | | | | | | | | | | |
| 1033 | — | Iron Pad Sp | 131 | | | | 1893 | J.P.Ren- | N.Eastern Rly.Co. | 95·5 \| 19·2 \| 9·8 | W.Hartlpl | L.2Cy.28″–50″ | | | |
| 102702 | *M.Jones* –93 | (*Tug*) 1 *Dk* | 117 | | | | | noldson&Ss. | | B11′ | British | 75RHP | | | |
| | | | | | | | | S.Shields | | | | J.P.Rennoldsn&Sns,S.Shl | | | |
| 1034 | **Clarence A. Black** | Steel Sc Sr | 4521 | | | | 1898 | Cleveland | Pittsburg S.S.Co. | 413·4 \| 50·2 \| 24·5 | Duluth | T.3Cy.22″,35″&58″–40″ | | | |
| 127300 | *A.J.Talbot*01–02 | | — | | | | | S.B.Co. | | F46′ | Utd.States | 213NHP | | | |
| | *Elec.light* *Mchy.Aft* | 1 *Dk2tr B* | 3474 | | | | | Lorain,O. | | | *WB* | ClevelndS B.Co.Clevelnd,O | | | |
| 1035 | **Clarion** | Iron Sc | 1712 | | | | 1881 | Detroit | Erie&Western | 240·9 \| 36·1 \| 15·5 | Erie,Pa. | C.2Cy.27″&44″–40″ | | | |
| 125937 | *J.Corcoran* | | — | | | | | Dry Dock Co. | Transp.Co. | | Utd.States | 102NHP | | | |
| | *Mchy.Aft* | | 1513 | | | | | Wyandotte | | | | | | | |
| 1036 | **Claro** | Steel Sc Sr | 2187 | | | | 1900 | Earle's Co. | T.Wilson,Sons& | 300·0 \| 42·2 \| 19·5 | Hull | T.3Cy.17½″,30″&52″–36″ | | C | |
| 113583 | *H.J.Belding* –01 | | 2060 | | | | | Ld. | Co.Ld. | P10′B91′F31′ | British | 162NH | | | |
| SCDK | | 1 *Dk&deep frames* | 1395 | | | | | Hull | | | *WB* | Amos&Smith,Hull | | | |
| 1037 | **Clarrie** | Steel Sc Yl | 177 | | | | 1901 | Scott& | J.Monks&Co.Ld. | 95·0 \| 21·6 \| 10·0 | Liverpool | C.2Cy.13″&28″–18″ | | | |
| 113462 | *W.Coward* –03 | | 141 | | | | | Sons | | F15′ | British | 36RH | | | |
| | *Mchy.Aft* | 1 *Dk* | 62 | | | | | Bowling | | | *WB* | Ross&Duncan,Glasgow | | | |
| 1038 | **Claud Hamilton** | Iron Pad Sr | 972 | | | | 1875 | J.Elder& | Corporation of the | 251·6 \| 30·2 \| 13·7 | London | C.O.2Cy.54″&95″–63″ | | | |
| 74431 | *G.S.Harris* –98 | | 677 | | | | 6mo | Co. | City of London | P153*t* F115*t* | British | NB88 597NH | | | |
| PDCQ | *Elec.light* | | 561 | | | | | Glasgow | | | | J.Elder&Co.Glasgow | | | |
| 1039 | **Claudia** | Steel Sc Sr | 1144 | ✠100 A1 | Lon | *n* | 1897 | Richardsn, | Tyne-Tees Stm. | 232·4 \| 33·0 \| 15·1 | Stockton | T.3Cy.24″,37″&62″–39″ (*r*) | 17 ″ 5 | BT till 4,05 | ~~4,04~~ |
| 106502 | *C.W.Jordan*87–03 | ~~stock.No.1–01~~ | 775 | 5,05 ~~4,01~~ | Mdb | | 5mo | Duck&Co. | Shppg.Co.Ld. | P129′F47′ | British | 160lb 300NHP | ~~1 ″ 6~~ | | 5,03 |
| PRCF | | 1 *Dk(Irn-ws)&Web frames* | 531 | ~~BS5,05~~ | ~~LMC 5.01~~ | | | Stockton | | BK6″ | 4 *BHCem* | 2SB,*6cf*,GS112,HS1312 FD | | | |
| | *Well deck* | *ss*Mdb.No.2–05 | | | | | *Lloyd's&CP* | | *WB = CellDBa 35′* | *uE&fB42′f105′189t* | *APT16t* | SirC.Furness,Westgarth& | | | |
| | *Elec.light* | | | | | | | | | | | Co.(Lim.),Middlesbro' | | | |
| 1040 | **Claudine** | Steel Sc Sr | 840 | | | | 1890 | Napier, | Wilder's S.S.Co. | 178·6 \| 32·0 \| 15·1 | Honolulu | T.3Cy.18″,29″&48″–30″ | | V | |
| 127431 | *E.H.Parker*99–00 | | — | | | | | Shanks& Bell | | P116′F19′ | Utd.States | 126NH | | | |
| KPWG | *Elec.light* | 2 *Dks* | 609 | | | | | Glasgow | | | *WB* | Dunsmuir&Jackson,Gls. | | | |
| 1041 | **Claudius** | Steel Sc Sr | *3520* | ✠ | | | 1899 | W.Gray | ~~G.Anderson~~ | 338·0 \| 51·1 \| 24·4 | ~~Hamburg~~ | T.3Cy.25½″,40½″&67″–45″ (*s*) | 26 ″ 11 | | 6,03 |
| ~~Mch~~ | ~~*H.Schwartz*93–97~~ | *ss*Stn.No.1–03 | *3382* | | | | 4mo | &Co Ld. | Russian Govern- | P37′B130′F42′ | German | 170lb 312NHP | ~~4 ″ 10~~ | | |
| | | 1 *Dk(Irn) Cell side tanks amidships.* | *2270* | | ~~LMC 6.04~~ | | | W Hartlepool | ment | FK | 6 *BHCem* | 3SB,*9rf*,GS117,HS1770 | | | |
| | *Elec.light* | *deep framings 2tr B at ends* | | | | | | A&CP | | | Russian | Cen.Mar.Eng.Wrks.W Hpl | | | |
| | | 3 *Dk rule* | | | | | | | *WB = Cell DBa&uE 129′f151′* | *867t Cell side tanks* | 191′722t *AP* | *T61t* | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Sig. aux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Sous le pont. Net. | 5 Détails de la Classification. Cote. Spéciale. Date de la dernière Visite. | 6 Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Longueur. Largeur. Creux. | 12 Port d'Armement. Pays. Nation. | 13 Machines. Nbre & Type des Machines. Puissance des Chaudières. NHP = Force en chevaux d'après la Commission de la Société. IHP = Force en chevaux d'après la puissance des cylindres. Nombre des Hélices & Foyers. Nom du Constructeur des machines. | 14 Cuves aux Ballasts. Tonnes. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1042 110580 | **Claughton** *W.Williams99–99* *Elec.light* | **SteelTwinScSp** 1 *Dk* | 469 469 79 | ✠100A1 *Spar dk* | Sld | | 1899 | J.Scott& Co. Kinghorn | MunicipalCorporation of Birkenhead | 150·5 41·0 11·3 B133′ FK | Liverpool British | T.3Cy.17″,23″&(2)28″–18″ 184NHP J.Scott&Co.Kinghorn | 11 | | |
| 1043 | **Claus Horn** *Elec.light* | **SteelScSr** 1 *Dk&deepframing* | 1200 850 700 | | | | 1904 | Schömer& Jensen Tönning | H.C.Horn | 221·8 33·5 13·9 P12′Q53 B60′F29′ | Lubeck *WB* | T.3Cy.17⅞″,28½″&46½″–31½″ 122NHP &Jensen,Tönning | | | |
| 1044 115997 TWGN | **Claverburn** *F.W.Parker89–03* *Spar dk pt Iron&pt Stl)2tr b&Web frames* | **SteelScSr** | 3870 3700 2518 | ✠100A1 *Spar dk with freeboa* 8,03 | Sld LMC | *x* | 1903 3mo *Lloyd'sA&CP* | J.Priest-man&Co. Sunderland | ClaverdaleS.S.Ld. (E.Haslehust&Co. *Mgrs.*) | 347·0 46·5 21·4 P&B225′F34′ 29·3 FK *WB = DBa116* | London British 6 *BHCem f*138′*958t* | T.3Cy.25″,41″&69″–48″ (*r*) 1803b 322NHP 3SB,9*cf*,GS218,HS1490 Richardsons,Westgarth& Co.Ld.Sld | 22 | 6 | |
| 1045 112611 RJMH | **Claverdon** *J.Scott –03* *Spar dk(Stl)2trB&deep framing* | **SteelScSr** | 3230 3033 2085 | ✠100A1 *Spar dk with freeboa* | Lon | *x* | 1899 10mo | W.Hamil-ton&Co. Pt.Glasgow A&CP | ClaverdonS.S.Co. Ld. (E.Haslehust& Co.) *WB = CellDB* | 330·7 45·7 16·2 P31′B118′F41′ 23·3 FK *uE114′f144′727t* | London British 6 *BHCem APT77t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 361NHP 3SB,*6cf*,GS141,HS4691 D.Rowan&Co.Glasgow | 18 | 6 | |
| 1046 105845 PJHB | **Claverhill** *W.H.Seldon –01* 1 *Dk(Stl)&Spar dk(Stl) &deep framing* | **SteelScSr** *ss*Lon.No.1–01 | 2822 2655 1829 | ✠100A1 *Spar dk* 8,03 BS12,03 | HKg LMC | *w* | 1896 6mo | C.S.Swan& Hunter,Ld (E.Haslehust&Co) *WB = CellDB* | ClaverhillS.S.Ld. (E.Haslehust&Co) *uE96′uE138′f128* | 310·0 42·0 16·8 P70′B86′F34′ 24·3 FK 620*t APT27t* | London British 5 *BHCem* | T.3Cy.28″,38″&61″–39″ (*s*) 180lb *80lb* 254NHP 2SB,*6cf*,GS97,HS4080 N.E.MarineCo (Lim.),Nwc | 10 | 5 | |
| 1047 95046 KQRT | **Clavering** *D.Barton –01* *Elec.light* | **SteelScSr** (*ex*City of Dublin) 2 *Dks&deep framing* | 3328 3055 2155 | | | | 1888 | Workman, Clark&Co. Belfast | ClaveringS.S.Ld. (E.Haslehust&Co) | 361·7 42·7 26·4 B92′F46′ BK9½″ | London British *WB* | T.3Cy.25½″,48″&67½″–48″ 325NHP J.&J.Thomson,Glasgow | 29 | 2 | C |
| 1048 112723 RSGB | **Claverley** *W.P.Patt –03* 1 *Dk(pt Iron&pt Stl)2trB&deep framing* 3 *Dk rule* | **SteelScSr** *ss*Nwc.No.1–04 | 2286 2184 1902 | ✠100A1 | Clf Nwc | *x* | 1900 6mo | J.Blumer& Co. Sunderland A&CP | ClaverhillS.S.Ld. (E.Haslehust&Co. *Mgrs.*) *WB = CellDBa* | 325·4 46·5 22·6 P28′B186′F36′ FK 110′*uE20′f120′744′* | London British 5 *BHCem APT93t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *80lb* 292NHP 2SB,*8pf*,GS131,HS4420 J.Dickinson&Sons,Ld.Sld. | 25 | 3 | |
| 1049 85852 | **Claymore** *D.McEachnie* | **IronScSr** | 760 584 400 | | | | 1881 7mo | J.&G. Thomson Glasgow | D.MacBrayne | 227·0 29·6 14·5 P131′ | Glasgow British | C.2Cy.32″&61″–45″ 208NHP J.&G.Thomson,Glasgow | | | BT |
| 1050 115188 | — *T.Mewitt –03* | **SteelScSr** 1 *Dk* | 210 185 92 | | | | 1902 | Murdoch & Murray Pt.Glasgow | W.A.McGregor | 118·2 21·1 9·8 B80′ *WB* | Auckland British | T.3Cy.12″,19″&31″–22″ 54RHP Muir&Houston,Glasgow | | | |
| 1051 82413 JWDK | **Cleadon** *H.Wake –00* 1 *Dk2trB* | **IronScSr** 4thSurvey.88 | 760 713 489 | ✠ 12,85 | Sld | Lv | 1871 1mo | W.Watson Sunderland | Lambton Collieries Ld. (E.T.Nisbet, *Mgr.*) | 196·8 29·0 16·7 Q22′*t* B27′ *WB = DBa* | Sundrland British 4 *BH* | L2Cy.88″–30″ 90RHP G.Clark,Sunderland | 17 | 6 | |
| 1052 118787 | **Cleethorpes** *R.Wells –03* 1 *Dk* | **SteelPadSp** | 302 243 67 | | | | 1903 | Gourlay Bros.&Co. Dundee | GreatCentralRly. | 190·1 25·5 7·9 *Promenade dk*114′ | Hull British | C.2Cy.25″&48″–45″ 98RHP Gourlay Bros.&Co.Dundee | | | BT |
| 1053 109887 QGBF | **Clematis** *E.L.Davies* 1 *Dk(Stl)&Spar dk(Iron) &deep framing* | **SteelScSr** *ss*Shl.No.1–02 | 3640 3184 2329 | ✠100A1 *Spar dk* | Bry Sld | *x* | 1898 7mo | TyneIron S.B.Co.Ld. Newcastle A&CP *WB =* | StagLine,Ld. (J.Robinson& Sons.,*Mgrs.*) *CellDBa110′uE&* | 344·5 46·0 16·8 P29′B92′F38′ 24·7 drp04 FK *B40′f144′733t FPT* | N.Shields British 6 *BHCem* 14*t APT35t* | T.3Cy.28″,38½″&61″–42″ (*s*) 180lb *80lb* 287NHP 2SB,*6pf*,GS116,HS4100 N.E.MarineCo.Ld.Nwc. | 13 | 3 | |
| 1054 — | *A.Leenaers95–00* 1 *Dk&Spar dk3trB* | **SteelScSr** | 3034 2821 2267 | | | | 1900 | TyneIron S.B.Co.Ld. Newcastle | Soc.Anon.desProduitsRésineux | 318·0 43·0 25·1 P29′B30′F35′ *WB* | Antwerp Belgian | T.3Cy.24″,39″&64″–42″ 265NHP WllsndSlpwy.Co.Ld.Nwc. | | | V |
| 1055 106032 PKTH | **Clement** *A.McKenzie –03* (*ex*LaPlata) *Ref.Mchy. Elec.light* | **SteelScSr** 2 *Dks*(1*pt Stl*-wsc *UStl*-teak s)3*tr b* *ss*Liv.No.2–04 | 3445 2929 2166 | ✠100A1 2,05 | Liv | *x* | 1896 8mo *Lloyd'sA&CP* | R.Napier& Sons,Ld. Glasgow *WB = CellDBa68′uE* | BoothS.S.Co.Ld. | 345·7 44·1 24·6 P30′B96′F42′ BK9″ *B74′f140′560t FPT* | Liverpool British 8 *BHCem* 18*t APT14t* | T.3Cy.26″,42″&70″–54″ (*s*) 180lb *180lb* 441NHP 3SB,9*cf*,GS178,HS6000 R.Napier&Sons Ld.Gls. | 27 | 3 | BT |
| 1056 118171 | **Clementina** *J.W.Young –03* 1 *Dk* | **SteelScK** | 200 188 54 | ✠100A1 *Stm Trawler* 11,04 | Abn | | 1903 9mo *Lloyd'sA&CP* | A.Hall&Co Aberdeen | Young,Brechin& Troup *WB =* | 115·2 21·4 11·6 BK7½ *DTf59t* | Aberdeen British 3 *BHCem* | T.3Cy.12″,19½″&32″–22″ (*r*) 180lb 60RHP 1SB,*2cf*,GS31,HS1048 A.Hall&Co.Aberdeen | 12 | 1 | |
| 1057 Foundered 12.04 | **Clémentine** (*ex*Swainby) *Well deck* | **SteelScSr** *ss*Shl.No.3–3,00 *ss*Msl.No.1–04 1 *Dk(Stl)&Webframes* | 2609 1958 1675 | ✠100A1 3,04 | Msl | *t* | 1888 8mo | W.Gray& Co. W Hartlepool A&CP | A.G.Vassiliadi& Co. *WB =* | 300·0 40·6 21·0 P33′Q92′B112′F35′ ND00 BK10″ *DBa100′f112′506t* | Syra Greek 5 *BHp* 2 *pt Cem* | T.3Cy.23″,37½″&61½″–39″ (*s*) 160lb *70lb* 236NHP 2SB,*6cf*,GS99,HS3528 Blair&Co.Ld.Stockton | 23 | 0 | |
| 1058 HDSV | **Cleopatra** *P.Ivellich* *Ref.Mchy.* *Elec.light* | **SteelScSr** *ss*Tri.No.3–2,02 2 *Dks*(*UStl*-ws)& *Spar dk*(*Stl*-teak s) | 4024 3351 2132 | ✠100A1 *Spar dk* 12,04 | Tri LMC | *x* | 1895 9mo *Lloyd'sA&CP* | Caird&Co. (Lim.) Greenock *WB =* | LloydAustriaco | 376·6 44·9 20·2 P79′B95′F87′ 28·0 FK *CellDB a80′ uE&B* | Trieste Aust.-Hung. 6 *BHCem* 93′*f*121′*510t* | T.3Cy.35½″,57″&92″–54″ (*s*) 165lb *165lb* 772NHP 5SB,*20rf*,GS432,HS13700 Caird&Co (Lim.),Grk. | 22 | 7 | 3,04 |
| 1059 100755 | — *W.VanKlaek –95* 1 *Dk* | **SteelScSr** | 104 94 71 | | | | 1893 | Goodrham &Blackstock Toronto | A.E.Gooderham | 113·5 16·9 9·2 | Toronto British | T.3Cy.10″,15″&25″–12″ 32RHP KerrBros.Walkerville.Ont | | | |
| 1060 89719 KPGL | **Cleveland** *T.Richards –03* *Well deck* | **SteelScSr** *ss*Shl.No.3–2,99 1 *Dk2trB* *ss*Clf.No.1–03 | 2063 1868 1303 | ✠100A1 | Rly Sld | *x* | 1886 2mo | W.Gray& Co. W Hartlepool A&CP | Lunn&Maccoy *WB = DB* | 275·1 37·3 20·0 P29′Q76′B108′ F27′ BK9½″ *f104′488* | Newcastle British 8 *BHCem* | T.3Cy.35″&57″–39″ (*s*) 150lb 200NHP 2SB,*4cf*,GS78 Cent.MarineEng.Co.,Hpl. | 21 | 8 | |
| 1061 82753 | — | **IronPadSp** | 172 175 58 | | | | 1881 | JTEltring-ham S.Shields | N.EasternRly.Co. | 120·0 20·6 10·6 | Middlsbro' British | L.2Cy.32″–64″ NBS8 95RHP J.P.Rennoldson,S.Shields | | | |
| 1062 — | — | **SteelScSr** | 108 88 | ✠ 1,00 | Mtr | *u* | 1894 11mo | Montrose S.B.&ECo.Ld. Montrose | J.Turner | 85·9 17·9 9·8 B15′ | Hull British 4 *BHCem* French | C.2Cy.15″&32″–24″ 95RHP 1SB,*6pf*,GS83,HS950 Hall,Brown Buttry&CoGls | 10 | 5 | |

Lost by Collision 7.04

Now named "La Navale," Fr. Fl. Naval 27

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Completed and Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnace. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Tonnage. Under deck. Gross. Deductions. Net. | 16 Date when last shaft last sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1063 / 114208 / TQCW | Cleveleys / *E.Taylor* –04 / *Elec.light* | Steel Twin Sc Sp / 1 *Dk* | 292 / 250 / 19 | | | | 1902 | J.P.Rennoldson&Sns, South Shields | Lan&Yorks.&Lon.&N.W.Rlwy.Cos. | 130·0 | 24·2 | 11·8 | Fleetwood British *WB* | T.6Cy.12½″.20½″&33″–22″ 102NHP J.P.Rennoldsn& Sns,S.Shl. | | BT 7,05 | |
| 10 4 / 88763 / JDFB | Clieveden / *J.Evans* –02 / *Well deck* | Iron Sc Sr / ‡Cff.No.3–6,04 1 *Dk(Irn)2trB* | 1644 / 1305 / 1038 | ‡100A1 11.0 Cff Bry | *q* | | 1883 / 11mo | J.Blumer &Co. Sunderland A&CP | Clieveden S.S.Co. Ld. (M.Angel) | 258·0 / P27′Q72′B54′F32′ BK9″ *WB=DBa*74′150*t* | 36·0 | 16·5 | Newcastle British *4BHCem* | C.2Cy.32″&60″–39″ (*a*) 80lb *80lb* NDB04 178NHP 2SB,*6pf*,GS99,HS3006 NorthMar.E.Co.(Lim.),Gts | 19 ″ 7 s 1 ″ 11½ | | 11,04 |
| 1065 / 119[illegible] / HBGS | Clifford / *I.McIlwain* –04 / *Well deck* | Steel Sc 3 Mst Sr / 1 *Dk(Stl)* | 365 / 240 / 240 | ‡100A1 2,05 Grk Gls | *f* | | 1904 / 2mo / *Lloyd's* | R.Duncan &Co. Ld. Pt.Glasgow *SA&CP* | Mann,MacNeal& Co. Mann,Macneal &Co. *WB=FPT*100*APTW* | 141·7 / Q78 / 141·9 | 23·6 / B9′F30″ / Q77′ F& | 9·0 / 9·8 | Glasgow British *3BHCem* | C.2Cy.18½″&38″–27″ (*s*) 120lb 75RHP 1SB,*3pf*,GS50,HS1269 D.Rowan&Co.Glasgow | 10 ″ 10 s ″ 7 | | |
| 1066 / 115165 / VNRW | Clifton / *H.Denyer*04–04 / 1 *Dk(pt Irn&pt Stl)2trB&Web frames* 3 *Dk rule* | Steel Sc Sr | 3592 / 3406 *with freeboard* / 2313 | ‡100A1 2,04 Sld | *w* | | 1904 / 2mo | Short Bros. Ld. Sunderland *SA&CP* | Webster&Barraclough *WB=CellL* | 340·0 / P31′B&F275′ *Ba*114′ *uE*24′*f*136 | 47·3 | 24·8 FK *815t APT57t* | W.Hartlpl British *6BHCem* | T.3Cy.25″,41″&67″–15″ (*r*) 180lb *90lb* 319NHP 2SB,*6cf*,GS126,HS4800 Blair&Co.Ld.Stockton | 27 ″ 4 s 3 ″ 11½ | | |
| 1067 / 82771 | — / *J.Brown* –93 | Iron Pad Sk | 136 / 136 / 34 | | | | 1871 | W.Allsup Preston | North Pier S.S.Co., Blackpool,Ld. | 135·6 | 18·6 | 8·2 | Fleetwood British | D.2Cy.26″–48″ NB81 60RHP W.Allsup,Preston | | BT 1111 2,05 | |
| 1068 / 19290 | — / *H.Windows* –04 (*ex* Samson) | Iron Sc Sp / 1 *Dk* | 126 / 115 / 77 | | | | 1857 | T.D.Marshall South Shields | Osborn&Wallis | 103·2 | 19·0 | 8·9 | Bristol British | 1Cy.16½″–18″ 9RHP Stothert&Co.Bristol | | | |
| 1069 / 85810 / HVRC | Clifton Grove / *G.Gladwell* –00 / *Mchy.Aft* | Iron Sc 3 Mst Sr / Brs 2nd No.3–10,01 1 *Dk(Irn)* | 249 / 209 / 100 | ‡100A1 1,04 10,04 Brs | *e* | | 1883 / 6mo / *Lloyd's* | G.K.Stothert&Co. Bristol *SA&CP* | W.Butler&Co. | 134·7 / Q39′F17′ | 22·6 | 11·0 FK *WB=* | Bristol British *3BHCem* | C.2Cy.16″&30″–21″ (*s*) 100lb *85lb* NDB92 40RHP 1SB,*2pf*,GS34,HS788 Cox&Co.,Falmouth | 11 ″ 7 s 1 ″ 5 | | 10,04 |
| 1070 / 102464 / PKBW | Clint / *J.Bridston*96–98 / *Well deck* | Steel Sc Sr / ‡Bkn.No.2–04 1 *Dk(Irn)* | 215 / 147 / 32 | ‡100A1 7,04 Bkn | *c* | | 1896 / 7mo | J Fullerton &Co. Paisley A&CP | J.Pattinson&Son | 125·0 / Q45′B9′F22′ | 20·0 | 9·0 BK6″ *WB=FPT*18*t* | Whitehvn British *3BHCem* | C.2Cy.16″&32″–24″ (*s*) 120lb *80lb* 43RHP 1SB,*2pf*,GS34,HS942 Ross&Duncan,Glasgow | 9 ″ 7 | | N7,04 |
| 1071 / 110698 / RCBP | Clinton / *W.Rippeth* –04 / 1 *Dk(pt Irn&pt Stl)2trB&deep framing* 3 *Dk rule* | Steel Sc Sr / ‡Ant.No.1–04 | 3381 / 3104 / 2184 | ‡100A1 4,03 7,04 Cff Ant | *p* | | 1899 / 4mo / *Lloyd's* | Richardsn, Duck&Co. Stockton *SA&CP* | Deddington SS.Co. Ld. (H.Samman &Co. *Mgrs.*) *Cell DBa*110′*uE*24′ | 339·0 / P33′B92 F33′ *f*146′807*t FPT*107*t* | 46·1 | 24·7 FK *WB=* | Hull British *6BHCem* *APT*80*t* | T.3Cy.24½″,40½″&66½″–42′ 160lb *90lb* (*s*) 299NHP 2SB,*6cf*,GS123,HS4580 Blair&Co.Ld.Stockton | 27 ″ 3 s 5 ″ 2½ | | 4,05 |
| 1072 / 5456 / JCMV | — | Iron Pad / 2 *Dks* | 1187 / — / 718 | | | | 1862 | The Harlan &Hollingsworth Co. Wilmington Dl | Morgan's L&T.R.R &SS.Co.(Southern Pacific Co.) | 220·0 | 34·5 | 18·2 | N.Orleans Utd.States | 1Cy.50″–132″ 221NHP The Harlan& Hollingswrth Co.,Wilmington,Del. | | | |
| 1073 / 72951 | — / *W.R.Mathews* | Wood Sc / 1 *Dk* | 430 / 341 / 292 | | | | 1874 | M.Simpson St.Catherines | J.&J.T.Mathews | 138·0 / P49*t* | 23·8 | 12·0 | S.Cathrnes British | 1Cy. | | | |
| 1074 / HDTF | Clio / *N.Buntielich*96–04 (*ex* Aswanly) / *Elec.light* | Steel Sc Sr / ‡Tri.No.2–02 1 *Dk(Stl)&Spar dk* (*Stl*)*&Web frames* | 3535 / 3226 *Spar dk* / 2293 | ‡100A1 7,03 11,04 Tri Shl | *w* | | 1894 / 5mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | Clio S.S.Co.Ld. (T.Cossovich) | 345·0 / P30′B86′F29′ BK9″ *WB=CellDBa*1 | 44·0 | 18·7 26·3 20′*f*138′538*t* | Trieste Aust.-Hung. *6BHCem* | T3Cy.24½″,40″&66″–45″ (*s*) 160lb *72lb* 300NHP 2SB,*3pf*,GS126,HS4620 N.E.MarineCo.Ld.Sld. | 21 ″ 4 s 6 ″ 6½ | | 12,04 |
| 1075 / 95784 / LBWT | — / *J.W.Young* –01 / *Well deck* | Steel Sc Sr / 1 *Dk(Stl)&Webframes* | 2733 / 2106 / 1778 | ‡ 3,89 Hpl | *t* | | 1889 / 3mo | W.Gray& Co.Ld. W Hartlepool | T.Wilson,Sons& Co.Ld. | 300·0 / P27′Q98′B112′ F33′ BK10″ *WB=DBa* | 40·7 | 21·1 *5BHCem* 96′*f*112′508*t* | Hull British | T.3Cy.23″,36½″&62″–39″ 240NHP 2SB,*6cf*,GS98 CntrlMarEWks(L)WHpl. | 23 ″ 0 | | |
| 1076 / QTNP | — / *H.Halin*96–00 / *Well deck* | Iron Sc Sr / ‡Hul.No.3–1,96 ‡Lon.No.1–01 1 *Dk2trB* | 860 / 774 / 557 | ‡100A1 6,03 Skm Hul | *l* | | 1884 / 4mo / *Lloyd's* | Murdoch &Murray Pt.Glasgow *SA&CP* | Wasa Nordsjö Ångf Aktieb. (A. Schauman, *Mgr.*) | 204·9 / Q56′B63′F29′ BK8″ *WB=* | 29·9 | 15·0 *4BHCem* *MT*28′197*t* | Nikolaistd Russian | C.2Cy.24″&46″–30″ (*s*) 80lb *80lb* NDB03 94NHP 1SB,*3pf*,GS53,HS1600 Dunsmuir&Jackson,Gls. | 16 ″ 1 | | N12,03 |
| 1077 / 69388 / MFGB | — / *H.C.Ocock* –03 | Iron Sc Sr / ‡Hul.No.2–04 2 *Dks* | 817 / 681 / 478 | | | | 1873 | J.Key Kinghorn | Bristol Stm.Nav Co Ld. | 230·3 / P44′F36′ | 28·5 | 16·0 | Bristol British *WB* | C.2Cy.28″&54″–33″ NB90 133NHP J.Key,Kirkcaldy | 16 ″ 10 s 2 ″ 8 | | |
| 1078 / NKHC | — / *H.Wijbrands*93–01 | Steel Sc Sr | 599 / 444 / 350 | | | | 1896 | J.Laing Sunderland | Koninkl.Nederl. Stoomb.Maats. | 185·0 / Q64′B45′F26′ | 27·6 | 12·5 | Amstrdam Dutch *WB* | T.3Cy.16½″,26½″&43½″–30′ 103NHP G.Clark(Lim.),Sld. | | V | |
| 1079 / *D.Kalsoulis*98–03 | — (*WRECKED 1,04*) / (*ex* Merrick,*ex* Quiraing,*ex* La Valette *ex* South Western) | Iron Sc 3 Mst Sr / 2 *Dks* | *481* / *390* / *156* | | | | 1870 | Blackwood &Gordon Pt.Glasgow | McDowall& Barbour | 190·5 / P79′B35′F35′ BK7″ | 26·3 | 12·8 | Piræus Greek | C.2Cy.28⅜″&50⅞″–30″ NB83 118NHP Blackwood&Gordon,P.Gls | 13 ″ 9 | | |
| 1080 / 104120 | — / *J.Thomson* –99 | Steel Sc K / (*Trawler*) 1 *Dk* | 144 / 143 / 33 | | | | 1896 | Edwards Bros. North Shields | Dundee Fshg Co.Ld (Cameron& McFarlane, *Mgrs.*) | 105·0 / BK7½″ | 20·6 | 11·0 | Dundee British | T.3Cy.12″,18″&30″–21″ 50RHP N.E.MarineCo.(Lim.),Sld | 11 ″ 10 | | |
| 1081 Clitus / 88942 / QHSW | *D.W.Hislop* –03 | Steel Sc Sr / *ss*Syd.No.3–2,98 *ss*Mel.No.1–02 2 *Dks(Stl-Uteak s)3trB* | 2435 / 2144 / 1588 | ‡100A1 4,04 4,03 Sng Mel | *t* | | 1886 / 1mo / *Lloyd's* | Palmers' Co.(Lim Newcastle *SA&CP* | A.Currie&Co. | 300·0 / P34′B58′F34′ *See No. 42* BK9″ *WB=DBa*88′*uB*18′216*t* | 38·2 | 23·5 *Miyo Maru,"* | Melbourne British *3BHCem* | T.3Cy.23½″,37″&61″–42″ (*s*) 150lb *80lb* NDB95 243NHP 2SB,*6cf*,GS105,HS3833 Palmers'Co.(Lim.),Nwc. | 24 ″ 10 | | 4,03 |
| 1082 Clive / 87403 | | Iron Twin Sc Sr Tug / 1 *Dk(Irn)* | 615 / 537 / 130 | ‡ 3,81 Cly | *i* | | 1884 / 2mo | R.Duncan &Co. Pt.Glasgow | Lim Cheng Taik | 192·0 / *WB=APT*27*t* | 30·2 | 14·0 *5BHCem* | Rangoon British | C.4Cy.27″&52″–33″ 258NHP Rankin&Blackmore,Grk. | 14 ″ 11 | | |
| 1083 / 98419 | — / *G.F.Fisher*89–92 | Iron Twin Sc Tug / 1 *Dk* | 114 / 113 / — | | | | 1892 | Barry Graving Dock &E.Co.(Lim.) Barry | Barry Railway Co. | 90·0 / BK7″ | 19·5 | 10·1 | Cardiff British | C.4Cy.16″&32″–18″ 80RHP Barry Dk.&Eng.Co.(Lim.) | | | |
| 1084 Cloch / 87721 / JBWV | *R.A.Spray* –97 / *Well deck* | Iron Sc Sr / *ss*Pnz.No.3–1,96 *ss*Brs.No.2–04 1 *Dk2trB* | 745 / 614 / 373 | ‡100A1 4,05 Brs LMC | *m* | | 1883 / 9mo / *Lloyd's* | Dobie &Co. Glasgow *SA&CP* | G.Bazeley&Sons | 216·0 / P&B123′F23′ BK8″ *WB=DBa*36′ | 28·7 | 15·0 *5BHCem* 39*t FPT*54*t* | Penzance British | C.2Cy.28″&46″–42″ (*a*) 80lb *60lb* 105NHP 1SB,*3pf*,GS60,HS1716 J.&J.Thomson,Glasgow | 16 ″ 3 | BT 610 6,05 | N4,05 |

| 1 Numéro et Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme adoptée matériaux et engins. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Nominal Horse-power. IHP=Forces en chevaux d'après les formules du Bt Contrôle. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1085 | **Cloch** | **IronScSk** | 390 | | | | 1882 | W.Simons & Co. Renfrew | N.EasternRly.Co. | 154·1 26·0 12·2 | Hull British | C.2Cy.19"&36"–24" 55RH W.Simons&Co.,Renfrew | | | |
| 82050 | *N.McCorkindale84–84* | | 390 | | | | | | | | | | | | |
| | *(Dredger)* | | 179 | | | | | | | | | | | | |
| 1086 | **Clodagh** | **SteelScSr** | 1429 | ✠100A1 | Trn | *q* | 1904 | AilsaS.B. Co.Ld. Troon | WaterfordSSCoLd | 270·6 36·1 16·6 | Waterford British | T.3Cy.26½",43"&69"–42" (r) 180lb *100lb* 169NH | 17 " 6 | | |
| 102005 | *W.S.Wade00–04* | | 1086 | *7,05* | ✠LMC2,04 | | 2mo | | | P32'B142'F78' BK9 | | 2DB,*12cf*,GS252,HS7262 FL | | | |
| | *Ref.Mchy.* | *2Dks(UStl)* | 357 | ✠RMC2,04 | Lay | | *Lloyd's SA&CP* | *W* | *B = Cell DBa 52'* | *E25'f84'232t FPT* | | *34t APT10t* | Dunsmuir&Jackson LdGls. | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 1087 | **Clodmoor** | **SteelScSr** | 3753 | | | | 1902 | W.Doxford &Sons,Ld. Sunderland | MoorLine,Ld. (W.Runciman& Co.*Mgrs.*) | 342·7 46·6 24·8 F87' | London British | T.3Cy.26",42"&68"–42" 300NH | | V | |
| 115942 | | | 3152 | | | | | | | | | | | | |
| TSJV | *Turret deck* | *1Dk2tr* | 2408 | | | | | | | | | W.Doxford&Sons,Ld.Sld. | | | |
| 1088 | **Clonallon** | **SteelScSr** | 295 | ~~✠100A1~~ | Dub | *e* | 1899 | J Fullerton &Co Paisley | TownS.S.Co.Ld. (J.Fisher&Sons, *Mgrs.*) | 142·5 21·3 10·4 Q45'B7'F24' drp03 BK6 W | Newry British | C.2Cy.16"&34"–24" (s) 130lb 61RH | 11 " 2 | | |
| 105645 | *J.Hollywood –03* | *ssDub.No.1–03* | 229 | 6,03 | | | 12mo | | | | | 1SB,*2pf*,GS89,HS1109 | | | |
| | *Mchy.Aft* | *1Dk(Stl)* | 80 | ✠ | | | | | | *B = FPT84t* | | Hall-Brwn,Buttery&C.Gls. | | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 1089 | **Cloncurry** | **IronScSr** | 2579 | ✠100A1 | Mel | *t* | 1884 | Doxford &Sons Sunderland | McIlwraith, McEachern&Co. Proprietary Ld. | 300·0 40·0 24·4 P28'B74'F32' drp01 BK10 | Melbourne British | C.2Cy.35"&70"–48" (a) 80lb 75lb 274NH | 25 " 9 | | |
| 89623 | *T.Winslade –03* | *ssSld.No.3–10,01* | 2422 | 8,03 | | | 7mo | | | | | 2DB,*8pf*,GS180,HS4715 | | | |
| JFWL | | *ssMel.No.2–99* | 1689 | | | | A&CP | | *WB = DB* | *s80'f'uE & B50'285t* | | *MT28'336t* | W.Doxford&Sons,Sld. | | |
| | *Well deck* | *2Dks(Irn)* | 3,03 | | | | | | | | | | | | |
| 1090 | **Clonlee** | **SteelScSr** | 1059 | ✠100A1 | Trn | *n* | 1899 | AilsaS.B. Co. Troon | ShamrockShippg. Co.Ld. (T.Jack, *Mgr.*) | 224·0 33·1 15·6 P23'Q52'B53'F26' FK&BK1 | Belfast British | T.3Cy.17½",27½"&44"–33"(s) 160lb *80lb* 96RH | 16 " 6 | | |
| 110502 | *W.Woods –01* | *ssTrn.No.1–03* | 775 | 12,04 | | | 1mo | | | | | 1SB,*3cf*,GS59,HS2040 | | | |
| QRCW | *Well deck* | *1Dk(Irn)* | 366 | BS12,04 | ✠LMC4,04 | | A&CP | *W* | *B = Cell DBa 50'u* | *E17'f88'286t FPT* | | *45t APT64t* | Muir&Houston,Ld.Gls. | | |
| 1091 | **Clover** | **SteelScSp** | 108 | | | | 1895 | Fleming& Ferguson Paisley | Topham,Jones& Railton | 86·0 19·0 7·6 | Gibraltar British | C.2Cy.20"&40"–20" 90RH | | | |
| 110232 | | *(Tug)* | 93 | | | | | | | | | | Fleming&Ferguson,Psy. | | |
| NJGV | | *1Dk* | 10 | | | | | | | | | | | | |
| 1092 | **Cluden** | **SteelScSr** | 3166 | ✠100A1 | Cff | *u* | 1896 | J.Readhead &Sons South Shields | Steel,Young&Co. | 315·0 43·0 21·9 P29'Q90' | London British | T.3Cy.24",40"&64"–42" (r | 24 " 4 | | |
| 108159 | *J.Trabbles –01* | ~~*ssNew.No.1–01*~~ | 2474 | *pt Awng dk* | ~~*New*~~ | | 12mo | | | *pt Awng dk*196' FK | | 160lb *80lb* 278NH | | | |
| PNCF | *1Dk pt Stl pt Irn)2tr B* | *deep framing* | 2036 | *with freeboard* | *Shl* | | A&CP | | *WB = Cell DBa* | *104'uL & B40'f124* | | *5BHCem 686t APT87t* | J.Readhead&Sons,S.Shl. | | |
| | *ssShl.No.2–05* | *& pt Awng dk(Irn)* | | 6,05 | | | | | | | | | | | |
| | | | | ~~Boiler~~ | ✠LMC4,05 | | | | | | | | | | |
| 1093 | **Clumberhall** | **SteelScSr** | 3599 | ✠100A1 | Bry | *w* | 1899 | Irvine'sSB & D.D.Co.Ld. W Hartlepool | WestHartlepool SteamNav.Co.Ld. | 340·0 48·2 25·0 P28'B80'F35' FK | W.Hartlpl British | T.3Cy.24',39"&66"–45" (s) 160lb *90lb* 289NH | 27 " 9 | | |
| 112410 | *H.Clarke –03* | *ssBry.No.1–04* | 3373 | 1,05 | | | 10mo | | | | | 2SB,*6cf*,GS100,HS4807 | | | |
| RJWP | | *1Dk(Irn)2tr B* | 2326 | | ✠LMC | | A&CP | | *WB = Cell DBa* | *115'uE & B35'f140'* | | *6BHCem 909t APT82t* | T.Richardson&Sns,Ld.Hpl. | | |
| | | *deep framing & Web frames* | | | | | | | | | | | | | |
| 1094 | **Clunie** | **IronSc** | 227 | ✠100A1 | Abn | *c* | 1889 | J.Duthie Sons&Co. Aberdeen | W.T.Moffatt | 122·4 20·3 10·0 F16' BK6½ | Aberdeen British | C.2Cy.15"&30"–20" 100lb ~~*80lb*~~ 40RHP | 10 " 9 | | |
| 94258 | *J.Cheyne –03* | *ssAbn.No.3–4,01* | 190 | 7,04 | | | 1mo | | | | | 1SB,*2pf*,GS25,HS663 | | | |
| LOJV | *Mchy.Aft* | *1Dk(Irn)* | 114 | ~~Boiler~~ | ✠MC | | *Lloyd's SA&CP* | | | *W* | | *4BHCem* | Hall,Russell&Co.Aberdeen | | |
| | | | | ~~Boiler~~ | | | | | | | | | | | |
| 1095 | **Cluny Castle** | **SteelTwinScSr** | 5147 | ✠100A1 | Lon | *z* | 1903 | Barclay, Curle&Co.Ld Glasgow | Union-CastleMail S.S.Co.Ld.(D. Curric&Co.*Mgrs.*) | 419·1 50·2 28·2 P61'B115'F52' FK&BK2 | London British | T.6Cy.19",31"&52"–18" (s) 180lb 348NH | 31 " 1 | | |
| 118393 | *W.McWhinnie –04* | | 4680 | ~~*3,04 to 05*~~ | 2,05 | ~~Hon~~ | 9mo | | | | | *7BHCem* | 1SB,*12cf*,GS242,HS10420 | | |
| VFQM | *Elec.light* | *2Dks(1Stl–ws & UStl–teak s)* | 3303 | ✠ | ~~*LMC4,04*~~ | | *Lloyd's SA&CP* | | *WB = Cell DB* | *s96'uE27'f179'809t* | | *DTf31'872t* | Barclay,Curle&Co.Ld.Gls. | | |
| | | *& deep framing* | | | | | | | | | | | | | |
| 1096 | **Clyde** | **SteelSc3MastSr** | 5618 | ✠ | Sou | *z* | 1890 | R.Napier &Sons Glasgow | RoyalMailSteam PacketCo. | 436·8 50·2 25·4 P48'F68' 33·4 | London British | T.3Cy.43",66"&92"–66" 771NH | 26 " 11 | | |
| 98131 | *C.S.Tindall –02* | *3Dks(UStl–ws)* | 4758 | *Spar dk* | | | 6mo | | | *Promenade dk 192'* BK10 | | *9BHCem* | 8SB,*24cf*,GS532,HS13296 | | |
| LTDS | *Ref.Mchy.* | *& Spar dk(Stl–ws)* | 3051 | 9,91 | ✠ | | | | | | | | R.Napier&Sons,Glasgow | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 1097 | — | **SteelScSr** | 439 | ✠100A1 | NFL | *g* | 1900 | A.&J. Inglis Glasgow | ReidNewfound-landCo. | 154·7 25·1 12·6 F18' BK7 | SJhnsNFL British | T.3Cy.15',24"&40"–30" (s) 160lb 99RH | 15 " 0 | | |
| 111148 | *J.Knee –00* | *ssNFL.No.1–01* | 342 | 5,03 | | | 2mo | | | | | 1SB,*3rf*,GS51,HS1325 FL | | | |
| NTJB | | *1Dk & Web frames* | 199 | | ✠LMC4,04 | | A&CP | | *WB = Cell DBa & u E & B* | | | *4BHCem 47'f61'84t* | A.&J.Inglis,Glasgow | | |
| | *Elec.light* | *& lower dk in Main hold* | | | | | | | | | | | | | |
| 1098 | — | **IronScSk** | 337 | | | | 1882 | W.Simons &Co. Renfrew | N.EasternRly.Co. | 159·3 30·0 9·4 | Hull British | 2Cy.28"&24"–30" 80RH | | | |
| 89842 | *D.Ferguson82–85* | | 337 | | | | | | | | | | W.Simons&Co.,Renfrew | | |
| | *Mchy.Aft* | | 152 | | | | | | | | | | | | |
| 1099 | — | **IronPadSp** | 173 | | | ... | 1882 | T.&W. Toward Newcastle | A.Mackinnon | 116·0 20·2 10·3 | Leith British | L.1Cy.38"–58" 90RH | | | |
| 82960 | *S.A.Harjell –92* | *(Tug)* | 152 | | | | | | | | | | G.P.Hepple,N.Shields | | |
| | | | 19 | | | | | | | | | | | | |
| 1100 | — | **SteelScYl** | 168 | ✠100A1 | Hul | | 1898 | Mackie& Thomson Glasgow | J.Leyman&Co.Ld. | 105·6 21·0 10·7 Q17'F19' BK7½ | Hull British | T.3Cy.10",16"&27"–20" (s) 120lb 45RH | 11 " 7 | | |
| 109074 | *G.Green –00* | ~~*(Trawler)*~~ | 155 | *Stm Trawler* | | | 10mo | | | | | *5BHCem* | Muir&Houston,Ld.Gls. | | |
| | | *1Dk* | 57 | 1,05 | ✠LMC9,04 | | *Lloyd's SA&CP* | | *WB = MT1 20t* | | | | 1SB,*2pf*,GS28,HS536 | | |
| 1101 | — | **IronScK** | 146 | | | ... | 1891 | Cochrane, C'per&Schfld Beverley | T.C.&F.Moss | 97·2 20·6 11·0 Q17'F17' BK7½ | Grimsby British | T.3Cy.11½",18"&30"–22" 45RH | 11 " 10 | | |
| 98247 | *J.W.Austin –01* | | 134 | | | | | | | | | | C.D.Holmes&Co.,Hull | | |
| MJQN | | *(Trawler) 1Dk* | 69 | | | | | | | | | | | | |
| 1102 | — | **IronPad** | 121 | | | | 1851 | A&J Inglis Glasgow | Trustees of the ClydeNavigation | 103·0 20·1 8·4 | Glasgow British | L.2Cy.34"–48" 80RH | | | |
| 89986 | | | 121 | | | | | | | | | | A.&J.Inglis,Glasgow | | |
| | | | 14 | | | | | | | | | | | | |
| 1103 | **Clydesdale** | **SteelScSr** | 3565 | ✠100A1 | Shl | *w* | 1895 | J.Laing Sunderland | SirJ.Laing&Sons, Ld. | 351·1 44·7 18·5 P21'B92'F40' 26·3 | Sundrland British | T.3Cy.24½",40"&66"–45" (s) 180lb 314NH | 21 " 0 | | |
| 106403 | *A.Lundberg –03* | ~~*ssShl.No.1–00*~~ | 3284 | *Spar dk* | ~~*Shl*~~ | | 11mo | | | FK | | *6BHCem* | 3SB,*8pf*,GS102,HS3839 FL | | |
| PDGJ | | *1Dk(Stl) & Spar dk(Irn)3tr b* | 2206 | ~~*Boiler*~~ | *12,04* | *Npt* | A&CP | | *WB = Cell DBa* | *110'uE20'f142'391t* | | *4T'T64t* | G.Clark(Lim.)Sunderland | | |
| | *ssShl.No.2–04* | *Web frames only in No.2 hold* | | ~~*Boiler*~~ | ~~*LMC*~~ | | | | | | | | | | |
| 1104 | ~~*T.93*~~ | **IronScSr** | 468 | | | | 1862 | J.&G. Thomson Glasgow | D.MacBrayne | 196·7 24·1 13·5 Q28t | Glasgow British | C.2Cy.26½"&58"–30" NB93 128NH | | | |
| ~~Wrecked~~ | *D.McDougall –02* | | 413 | | | | | | | | | *Cmp.93Hutson&Son,Gls.* | | | |
| TWMG | | | 282 | | | | | | | | | | | | |
| 1105 | **Clymene** | **IronScSr** | 1442 | ✠100A1 | Cff | *p* | 1879 | M.Pearse& Co Stockton | Donald&Taylor | 245·0 35·0 22·0 P25'F81' | London British | C.2Cy.29"&60"–39" (s) 250lb *80lb* SDR01 172NH | 25 " 0 | | |
| 81657 | ~~*R.Irvine –04*~~ | ~~*ssTrn.No.1–04*~~ | 1318 | 12,04 | Trn | | 6mo | | | SDR01 BK9 | | *4BHCem* | 1DB,*4pf*,GS6,HS5748 | | |
| SPGQ | *J.Wood –04* | *ssTrn.2ndNo.3–12,04* | 896 | ~~*Boiler*~~ | ✠LMC | | A&CP | | *WB =* | *D Bars f44* | | *4DBars f44* | Blair&Co (Lim.),Stockton | | |
| | | *2Dks(Irn)3tr B* | | *Bs6,04 M12,04* | | | | | | | | | | | |

Missing since 12.04

Now reported "Yoneyama Maru" See Appendix, Supplement

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage. Gross. Under Deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 | 7 | 8 Built. When. By Whom. Where. | 9 | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Measured depth. Tonnage under tonnage deck. ft. in. | 15 Date when last classed, if not in L.R. Date of R. of Tonnage Cert. | 16 Date when last built or engined. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1106 | **Clytie** | **SteelSc3MstSr** | 471 | ✠100A1 | Trn | *g* | 1895 | AilsaS.B. | **R.Simpson** | 162·2\|25·6\|11·5 | **Whitehvn** | C.2Cy.19″&42″–30″ | 12 ″ 7 | | |
| 94040 | *C.Candlish* –00 | *ss*Trn.No.2–01 | 342 | | Swa | | 1mo | Co. | | Q90′B10′F24′ | British | 110lb *70lb* 71RHP | s ″ 0½ | | 8-12,04 |
| SWKJ | *Mchy.Aft* *Well deck* | 1*Dk*(*Trn*) | 178 | | | | | Troon | | BK7½ | 3*BHCem* | ISB,*3pf*,GS63,HS1340 | | | |
| | | | | | | | | A&CP | | *WB*=*DBf*10′20*t* *FPT* | 48*APT*10*t* | Muir&Houston,Glasgow | | | |
| 1107 | — | **SteelScK** | 147 | | | … | 1896 | Edwards | **F.R.Greenish** | 106·0\|20·6\|11·0 | **Milfrd Hvn** | T.3Cy.12″,18″&30″–21″ | 11 ″ 10 | | |
| 107042 | *H.Galvin* –03 | (*Trawler*) | 146 | | | | | Bros. | (S.M.Price, *Mgr.*) | | British | 50RH | | | |
| | | 1*Dk* | 38 | | | | | N.Shields | | BK7½ | | N.E.MarineCo.(Lim.),Sld. | | | |
| 1108 | **Coamo** | **SteelSc3MstSr** | 4384 | | | … | 1891 | A.Stephen | **UnitedStates& PortoRicoNav.Co.** | 377·2\|46·1\|21·9 | **NewYork Utd.States** | T.3Cy.34″,55″&88″–54″ | 32 ″ 8 | C | |
| 127454 | *L.J.Sargent* (*ex*Californian. | | — | | | | | &Sons | | P42′F55′ | | 600NH | | | |
| KQFB | *Elec.light* *ex*State of California) | 3*Dks* | 2815 | | | | | Glasgow | | BK11′ | *WB* | A.Stephen&Sons,Glasgow | | | |
| 1109 | **Coaster** | **SteelScK** | 269 | ✠100A1 | Nwc | *d* | 1903 | WoodSkin | **T.Thompson&Son** | 124·0\|21·5\|10·0 | **Newcastle** | C.2Cy.16″&32″–22″ | 10 ″ 8 | | |
| 114443 | *T.Ashton* –03 | | 193 | 2,04 | | | 3mo | ner&Co.Ld | | Q40′B10′F19′ | British | 120lb 41RHP | s 1 ″ 0 | | |
| TVNM | *Mchy.Aft* | 1*Dk*(*Stl*) | 83 | | LMC4.03 | | | Newcastle | | FK | 3*BHCem* | ISB,*2pf*,GS31,HS905 | | | |
| | *Well deck* | | | | | | | *Lloyd'sA&CP* | | *WB*= | *FPT*37*t* | Baird Bros.NorthShields | | | |
| 1110 | **Coastwise** | **WoodScSr** | 268 | | | | 1900 | ..... | **J.Scully** | 109·3\|24·5\|15·2 | **Perth Amboy, NJ** | | | | |
| 127416 | | | — | | | | | PerthAmboy | | | Utd.States | | | | |
| KPSR | | 1*Dk* | 182 | | | | | N.J. | | | | | | | |
| 1111 | **Coat Coal** | **Steel&IronScSr** | 520 | | | | 1899 | Claparède | **Soc.Bois&Char-bons(F.LeBrise)** | 164·0\|24·9\|12·5 | **Lorient** | C.2Cy.20″&35½″–25½″ | | V | |
| | *Kernaonet* | | — | | | | | frères | | H—F20′ | French | 52NH | | | |
| HRTF | | | 240 | | | | | Argenteuil | | | *WB* | Claparede frères,Argente'l | | | |
| 1112 | **Coath** | **IronScSr** | 975 | | | … | 1882 | Workman, | **G.Bazeley&Sons** | 225·6\|31·0\|15·6 | **Penzance** | C.2Cy.27″&57″–48″ | | C | |
| 86730 | *J.Hodge* –97 | | 779 | | | | | Clark&Co. | | P72′B59′F54′ | British | 188NH | | BT till 11,04 | |
| JQRS | (*ex*Skerryvore) | 1*Dk2trB* | 505 | | | | | Belfast | | | *WB* | J.Rowan&Sons (Lim.),Bel. | | | |
| 1113 | **Coban** | **IronScSr** | 1063 | ✠100A1 | NFL | *n* | 1882 | W.Doxford | **BlackDiamondS.S. Co.of Montreal,Ld.** | 230·0\|33·1\|16·0 | **Montreal** | C.2Cy.31″&56″–36″ (*f*) | 18 ″ 9 | | 4,04 |
| 86071 | *A.McPhail*95–04 | *ss*Mtl.No.3–6,93 | 920 | 1,04 | | | 2mo | &Sons | | P35′F21′ | British | 80lb *70lb* NDB93 150NHP | | | |
| WHNK | | *ss*Hfx.No.2–02 | 689 | | LMC4.04 | | | Sunderland | | FK | 4*BHCem* | 2SB,*4pf*,GS70,HS2532 | | | |
| | | 1*Dk* | | | | | | A&CP | | *WB*=*CellDB* | 182′255*t* | W.Doxford&Sons,Sld. | | | |
| 1114 | **Cobar** | **WoodScSr** | 159 | | | | 1903 | G.De | **W.Longworth** | 113·3\|24·9\|10·1 | **SydnyNSW** | C.2Cy.14″&29″–21″ | | | |
| 117631 | | | 143 | | | | | Fraine | | | British | 40RHP | | | |
| | | 1*Dk* | 58 | | | | | Sydney NSW | | | | Campbell&Calderwood Gls | | | |
| 1115 | **Cober** | **SteelScSr** | 3050 | 100A1 | | | 1904 | W.Gray& | **London&Northern S.S.Co.Ld.(Pyman Bros.** *Mgrs.*) | | **London** | T.3Cy.24″,38″&64″–42″ | | | |
| | *For full particulars See No. 16 in Supplement* | | | (*Class Contemplated*) | | | | Co.Ld. | | | British | | | | |
| | | | | | | | | W.Hartlepool | | | | Cen.Mar.Eng.Wks.W.Hpl. | | | |
| 1116 | **Cobetas** | **SteelScSr** | 2332 | ✠100A1 | Shl | *s* | 1890 | Russell& | **Cia.NavieraVas-congada(F.de Abasolo,** *Mgr.*) | 290·9\|38·1\|19·4 | **Bilbao** | T.3Cy.22½″,35½″&58½″–39″ | 22 ″ 1 | | 4,04 |
| | *Iefdenes and Bl.* –03 | *ss*Bbo.No.3–5,03 | 1731 | *pt Awng dk* | | | 4mo | Co. | | P30′Q86′B118′F30′ | Spanish | 160lb *80lb* (*s*) 222NHP | s 8 ″ 9 | | |
| HGRV | (*ex*Strathesk) | 1*Dk*(*Stl*)&*Web frames* | 1371 | *with freeboard* | | | | Greenock | | FK | 5*BHCem* | 2SB,*3pf*&*3cf*,GS107,HS3442 | | | |
| | *L.Berastegui* –04 | &*pt.Awngdk*(*Stl*) | | 4,04 | | | | A&CP | | *WB*=*CellDB*240′371*t* | *APT*30*t* | J.Howden&Co.Glasgow | | | |
| | | | | [illegible] | LMC8.02 | | | | | | | | | | |
| 1117 | **Coble Dene** | **IronPadTug** | 125 | ✠ | Nwc | | 1883 | Hepple&Co. | **TyneImprovement Commissioners** | 90·0\|19·6\| 9·5 | **Newcastle** | L.2Cy.30″–48″ | | | |
| 88777 | *J.Wilkinson*73–83 | *ss*Nwc.No.2–89 | 125 | *For Tug purposes* | | | 4mo | N.Shields | | | British | 60RHP | | | |
| | | 1*Dk* | 23 | 10,89 | | | | | | | 3*BHCem* | Hepple&Co.,N.Shields | | | |
| 1118 | **Coblenz** | **SteelTwinScSr** | 3169 | | | | 1897 | Blohm& | **Norddeutscher Lloyd** | 307·7\|42·2\|24·7 | **Bremen** | T.6Cy.17½″,28½″&49½″–33″ | | G | |
| | *E.Zachariae* | | 2516 | | | | | Voss | | P&B200′ | German | 281NHP | | | |
| QGJW | *Elec.light* | 2*Dks* | 2001 | | | | | Hamburg | | | | Blohm & Voss,Hamburg | | | |
| 1119 | — | **SteelSc3MstSr** | 1368 | ✠100A1 | Lth | *o* | 1883 | R.Steele& | **Leith,Hull&Ham. S.P.Co.Ld.(J. Currie&Co.** *Mgrs.*) | 254·5\|33·2\|16·8 | **Leith** | C.2Cy.38″&60″–42″ (*a*) | 17 ″ 10 | BT till 4,05 | 4,00 6,04 |
| 87245 | *J.M.Grierson* | *ss*Lth.No.3–3,95 | 988 | 4,04 | 8,04 | | 2mo | Co. | | P32′B50′F135′ | British | 60lb *40lb* 194NHP | s 2 ″ 3½ | | |
| HJVP | | *ss*Lth.No.2–03 | 852 | [illegible] | LMC4.03 | | | Greenock | | BK8½ | 6*BHCem* | 2SB,*6cf*,GS98 | | | |
| | | 2*Dks*(*U Irn*–ws) | | | | | | *Lloyd'sA&CP* | | *WB*=*FPT*20*t* | *MT*44′399*t* | R.Steele&Co.,Greenock | | | |
| 1120 | **Cobra** | **SteelPadSr** | 1146 | ✠ A1 | Ham | | 1889 | FairfieldCo | **NordseeLinie, Dmpfsch.Ges. m.b.H.** | 265·2\|33·2\|14·8 | **Hamburg** | DH.2Cy.50″&92″–66″ (*s*) | 15 ″ 3 | | |
| | *F.Dormien* –97 | *ss*Ham.No.3–5,99 | 824 | *with load line* 10*ft* | | | 4mo | (Lim.) | | | German | 110lb 564NHP | | | |
| RJFH | | *ss*Ham.No.1–02 | 416 | 6,04 | | | | Glasgow | | BK5½ | 8*BHpt Cem* | 4SB,*12cf*,GS1336,HS8488 | | | |
| | (*ex*St.Tudno, *ex* Cobra) | 1*Dk* | | *Channel purposes* | | | | | Hamburg | | *pt Asp* | FairfieldCo.(Lim.),Gls. | | | |
| | | | | [illegible] | LMC [illegible] | | | *Hamburg&Heligoland* | | Ham,Amr.Line | | | | | |
| 1121 | **Coburg** | **SteelSc3MstSr** | 928 | ✠100A1 | Lth | *m* | 1898 | Gourlay | **Leith,Hull&Ham-burgStm.Pkt.Co. Ld.(J.Currie&Co.** *Mgrs.*) | 225·0\|30·1\|15·5 | **Leith** | T.3Cy.16½″,26½″&44″–33″ | 16 ″ 7 | | 4,03 6,05 |
| 109589 | *J.A.Tait* –02 | *ss*Lth.No.1–03 | 801 | 4,05 | 8,04 | | 9mo | Bros.&Co. | | P22′B50′F25′ | British | 165lb *85lb* (*o*) 84RHP | s 2 ″ 4½ | | |
| QGWP | | 2*Dks*(*U Irn*) | 471 | [illegible] | LMC4.05 | | | Dundee | | FK&BK1½ | 6*BHCem* | 1SB,*3rf*,GS64,HS1968 | | | |
| | | | | | | | | *Lloyd'sA&CP* | | *WB*=*MT*42′337*t* *FPT* | 25*t APT*20*t* | Gourlay Bros.&Co.Dun. | | | |
| 1122 | — | **SteelScSp** | 127 | ✠100A1 | Liv | | 1902 | Dundee | **Alexandra Towing Co.Ld.** | 92·0\|20·2\|10·7 | **Liverpool** | C.2Cy.16″&42½″–27″ (*s*) | 12 ″ 0 | | 4,01 4,05 |
| 115825 | *Roberts* | | 126 | *For towing purposes* | | | 9mo | Shipbuilders' | | | British | 150lb 98RHP | | | |
| | | 1*Dk*(*Stl*) | 10 | 4,05 | 04 | | | CoLd Dundee | | BK6½ | 4*BHCem* | 1SB,*3cf*,GS60,HS1593 | | | |
| | | | | [illegible] | LMC8.02 | | | *Lloyd'sA&CP* | | *WB*= | *APT*2*t* | J.Cran&Co.Leith | | | |
| 1123 | **Cockatrice** | **IronScK** | 115 | ✠100A1 | Gms | | 1894 | Edwards | **Mackrill&Son** | 90·6\|20·1\|10·6 | **Grimsby** | T.3Cy.10′,16″&25½″–19½″ | 11 ″ 7 | | 4,02 5,05 |
| 104171 | *E.Brown* –94 | *ss*Gms.No.2–02 | 110 | *Stm Trawler* | | | 6mo | Bros. | | Q17′F17′ | British | 170lb (*s*) 40RHP | | | |
| | | 1*Dk* | 50 | [illegible] | 5,05 | | | N.Shields | | BK7½ | 3*BHCem* | 1SB,*2pf*,GS16,HS557 | | | |
| | | | | [illegible] | LMC7.02 | | | A&CP | | | | N.E.Mar.E.Co.(Lim.)Sld. | | | |
| | | | | BS7.05 | | | | | | | | | | | |
| 1124 | **Cockerill** | **SteelScSr** | 2441 | | | | 1901 | Soc.Anon. | **Soc.Anon.John Cockerill** | 288·4\|45·0\|25·0 | **Antwerp** | T.3Cy.22½″,36½″&60″–41½″ | | V | |
| | *Ferange* –03 | | 2306 | | | | | Jhn.Cockerill | | B25′F31′ | Belgian | 233NHP | | | |
| MBFW | | 1*Dk* | 1773 | | | | | Hoboken | | | *WB* | Richardsons,Westgarth& Co.Ld.Mdb. | | | |
| 1125 | **Codorus** | **SteelSc** | 2166 | | | | 1892 | Union | **Erie&Western TransportationCo.** | 275·5\|40·1\|26·0 | **Erie,Pa.** | T.3Cy.20″,33″&54″–45″ | | | |
| 120886 | | | — | | | | | DryDockCo | | | Utd.States | 195NHP | | | |
| | *Mchy.Aft* | | 1802 | | | | | Buffalo,N.Y. | | | *WB* | King Iron Works,Buffalo | | | |
| 1126 | **Coen** | **IronScSr** | 1332 | — | | | 1890 | Matschapij | **Koninkl.Paketv. Maats.** | 258·4\|34·3\|17·0 | **Batavia** | T.3Cy.20″,31″&51″–42″ | | V | |
| | *P.J.M.Arnold* | | — | | | | | de"Schelde" | | | Dutch | 169NHP | | | |
| TCLJ | *Elec light* | 2*Dks*&*Hurdk* | 823 | | | | | Flushing | | | | Maats.de'Schelde'Flshing | | | |
| 1127 | **Cogent** | **IronScSr** | 2051 | ✠ A1 ✠ 1 | Shl | *Lv* | 1883 | ShortBros. | **J.Westoll** | 275·0\|38·6\|20·6 | **Sundrland** | C.2Cy.36″&67″–36″ | | | |
| 87351 | *J.Mount* –03 | 5thSurvey.Shl.2,04 | 1631 | 2,04 | | | 7mo | Sunderland | | P71*t*Q96*t*B172*t* | British | 224NHP | | | |
| HWCL | *Well deck* | 1*Dk*(*frn*)2*trB* | 1309 | | | | | | | H137*t*F44*t* BK9½ | 5*BH* | 1DB,*6f* | | | |
| | | | | | | | | | | *WB*=*DBa&f* | | T.Richardson&Sons,Hpl. | | | |

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Entretenant exploit. Lestage d'Huile. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. IHP.= Force en chevaux d'après les formules de la Société. RHP.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Gaillard. Franc-bord au dessus du pont du navire. | 15 Epaisseur des Bordages. Fonds. Côtés. | 16 Epaisseur des Ponts. Pont de Gaillard. Pont de Dunette. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1128 115820 TQFM | **Cognac** *J.B.Hammond* –03 | Steel Sc Sr 2 *Dks (U Stl)* | 814 705 422 | ✝ 100 A1 6,01 | Liv | *m* | 1902 2mo | C. Connell & Co. Ltd. Glasgow *Lloyd's SA&CP* | Charente SS. Co. Ltd. T. & J. Harrison, *Mgrs.*) *WB = Cell D B* | 205·4 31·4 15·1 P24' B52' F26' FK *u E60' u B12' f 98'* | Liverpool British | T. 3 Cy. 16", 26" & 40" – 30" (s) 160 lb *90 lb* 90 RH 4 *B H Cem* 222 t *A P T* 10 t ISB, *3 cf*, GS54, HS1697 Dunsmuir & Jackson, Gls | 17 · 4 | |
| 1129 89469 JLPN | **Colac** *H. Brissenden* –03 *Well deck* | Iron Sc Sr 1 *Dk (Irn)* 2 *tr ft* | 1480 1181 968 | ✝ 6,84 | Hpl | *o* | 1884 1mo | E. Withy & Co. W Hartlepool | Adelaide SS. Co. Ltd. *WB = D Ba* 71' *f* 88' 284 t | 245·2 34·2 17·2 Q94' B57' F31' | P. Adelaide British | C. 2 Cy. 30" & 57" – 38" 156 NH 4 *B H Cem* T. Richardson & Sons Hpl. | 18 · 2 | |
| 1130 JDTF | **Colberg** *H. Stacy* –95 | Iron Sc Sr 1 *Dk* | 225 161 110 | | | | 1881 | Act. Ges. "Vulcan" Stettin | Colberger Dmpfs-fahrts. Act. Ges. (E. Reinholz) *WB* | 122·0 19·6 8·9 B39' B39' F22' | Colberg German | C. 2 Cy. 15" & 27½" – 19½" NB 02 28 NH A.G. "Vulcan," Stettin | | V |
| 1131 91332 LBQF | **Colchester** *S. Johnson* –03 *Elec. light* | Steel Twin Sc Sr | 1209 855 515 | | | | 1889 | Earle's Co. (Lim.) Hull | Gt. Eastern Rly. Co. | 280·8 31·0 15·2 P58' B188 F47' | Harwich British | T. 8 Cy. (2) 14½" (2) 26" (4) 27" – 33" NE & B 00 168 NH Earle's Co. (Lim.), Hull | | |
| 1132 113582 SBTD | **Colenso** *F. W. Sheckell* 99–00 *Spar dk (Irn) 2 tr B & Web frames Wood main deck in 1 & 3 holds* | Steel Sc Sr 3 *Dks* | 3861 3679 2532 | ✝ 100 A1 *Spar dk* with freeboard 6,04 | Npt Hull | *w* | 1900 12mo | R. Stephenson & Co. Ld. Newcastle A&CP | T. Wilson, Sons & Co. Ld. *WB = Cell D Ba* 110' | 340·0 47·2 20·1 P31' B105' F36' 27 3 EE *u E & B* 44' *f* 138' 734 t | Hull British | T. 3 Cy. 25", 40" & 66" – 45" (s) 165 lb *80 lb* 317 NH 2 SB, *6 cf*, GS122, HS5070 Sir C. Furness, Westgarth & Co. Ld. Mdb | 22 · 10 | |
| 1133 To be Broken up 04 | **Coleridge** (ex Mira) 3 *Dks* | Iron Sc Sr | *2610 2468 1644* | | | | 1875 | A. Leslie & Co. Newcastle | J. Goutte | 352·7 37·0 20·3 | Marseilles French | T. 3 Cy. 25", 39" & 62" – 48" NE & B 90 266 NH D. Rollo & Son, Liverpool | | |
| 1134 126642 | **Colgate Hoyt** *A. Olsen* 01–03 *Mchy. Aft Whaleback* | Steel Sc 1 *Dk 2 tr B* | 1253 — 1008 | | | | 1890 | American Stl. Barge Co. Duluth, Minn | Pittsburgh S.S. Co. | 276·5 36·1 18·6 | Duluth Utd. States | C. 2 Cy. 26" & 50" – 42" 135 NH S. F. Hodge & Co., Detroit *W B* | | |
| 1135 HSBN | **Coligny** *Forellière* –97 | Iron Pad Sr | 109 — 63 | | | | 1876 | Jollet & Babin Nantes | Soc. Anon. des Bateaux à Vap. de l'Ile de Ré. | 117·3 16·7 8·2 | La Rochlle French | C. 2 Cy. 19¾" & 31½" – 37" 50 NH Jollet & Babin, Nantes | | |
| 1136 81505 STFL | **Colina** *J. Lennox* –00 *Well deck* | Iron Sc Bn *ss* Shl. 2nd No. 8–12, 00 1 *Dk (Irn) 2 tr B* | 1590 1273 1018 | ✝ 100 A1 8,03 | Gls | *q* | 1879 10mo | Irvine & Co W Hartlepool A&CP | S.S. Colina Co. Ld. (Abram & Addie) *WB = D Ba* 92' *f* 70' *u E* 44 *B* 34' 25 t | 259·0 34·1 19·6 Q106' B60' F30' BK9' | Glasgow British | C. 2 Cy. 27½" & 58" – 39" (s) 100 lb NDB98 169 NH 4 *B H Cem* 1 SB, *4 pf*, GS77, HS2607 Blair & Co. (Lim.), Stockton | 21 · 7 | |
| 1137 99762 VLFP | **Colleen Bawn** *J. J. Boylan* –03 *Elec. light* | Steel Twin Sc Sr 2 *Dks* | 1204 833 289 | | | | 1903 | Vickers Sns & Maxim, Ld. Barrow | Lan & Yorks. Rly Co | 260·0 35·7 15·0 | Drogheda British | T. 6 Cy. 21", 35" & 52" – 30" 296 NH Vickers Ss. & Maxim Ld Brw | | BT (m) 3,06 |
| 1138 110534 QPTN | **Collegian** *R. J. Thomson* –03 *Elec. light* | Steel Sc 4 Mst Sr *ss* Liv. No. 1–03 2 *Dks (Stl) deep framing Web frames* | 7237 6758 4691 | ✝ 100 A1 12,01 3,04 | Liv | *r* † | 1899 1mo | C. Connell & Co. Glasgow *Lloyd's SA&CP* | Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) | 470·0 56·2 31·9 P37' B162' F38' FK *WB = Cell D Ba* 148' | Liverpool British | T. 3 Cy. 27½", 45½" & 75" – 60" (s) 180 lb 580 NH 9 *B H Cem* 2 D & 1 SB *15 cf* GS308 HS1031 Dunsmuir & Jackson, Gls. 208' 1581 t *F P T* 1161 t *A P T* | 34 · 10 | |
| 1139 15700 LTJP | **Collier** *D. Davies* –98 *Mchy. Aft* | Iron Sc 3 Mst Sr *ss* Brs. No. 3–76 1 *Dk* | 210 194 113 | 1,79 | Brs | | 1849 1mo | J. Reid & Co. P. Glasgow | J. Jefferies | 127·7 20·2 10·5 | Bristol British | 2 Cy. 20" – 24" NB 81 40 RH 4 *B H Cem* Caird & Co., Greenock | 11 · 1 | |
| 1140 96803 LGJQ | **Collingham** *J. Jones* 02–03 *Frames & reverse frames Iron 1 Dk (Irn) & pt Awng dk (Irn) & Web frames* | Steel Sc Sr *ss* Hpl. No. 3–3, 03 | 2405 1824 1556 | ✝ 100 A1 *pt Awng dk* with freeboard 8,04 | Cff Bry | *s* | 1889 7mo | R. Dixon & Co. Middlesbro A&CP | E. Morgan & Co. | 295·0 38·2 20·1 P24' Q92' BK10' *pt Awng dk* 178' | Cardiff British | T. 3 Cy. 22", 37" & 61" – 42" (s) 150 lb *80 lb* NDB03 237 NH 6 *B H Cem* 2 SB, *8 pf*, GS120, HS3682 N.E. Marine Co. (Lim.), Nwc | 22 · 9 | |
| 1141 105878 PLNS | **Collingwood** *R. Barker* –02 | Steel Sc Sr *ss* Hul. No. 1 1 *Dk (Stl) 2 tr B ss* Cff. No. 2–05 | 2397 2246 1527 | ✝ 100 A1 4,05 | Npt Cff | *t* | 1896 9mo | Richardson, Duck & Co. Stockton *Lloyd's SA&CP* | SS. Camperdown Co Ld. (Nye, Clare & Co. *Mgrs.*) *WB = Cell D Ba* | 310·0 44·0 20·4 P31' B60' F32' 104' *u E* 22' *f* 120' 638 t | London British | T. 3 Cy. 22½" 37" & 61" – 42" (s) 160 lb *90 lb* 246 NH 2 SB, *6 cf*, GS104, HS3778 Blair & Co. (Lim.), Stockton | 22 · 10 | |
| 1142 113229 | — *A. J. Wright* –02 | Steel Sc K 1 *Dk* | 179 160 55 | ✝ 100 A1 *Stm Trawler* 11, | Gms | | 1902 8mo | Cook, Welton & Gemmell Beverley *Lloyd's SA&CP* | W. Grant | 108·7 21·0 11·2 Q56' F19' BK7' | Grimsby British | T. 3 Cy. 11½", 19½" & 32" – 23" 180 lb (s) 55 RH 1 SB, *2 cf*, GS29, HS920 C. D. Holmes & Co. Hull | 11 · 11 | |
| 1143 — | *Now named "Primero," See No. 9 in Supplement* | Steel Sc K *ss* A bn No. 2–01 1 *Dk* | 142 136 44 | ✝ 100 A1 *Stm Trawler* 2,04 | Abn | | 1892 10mo | W. Hamilton & Co. Pt. Glasgow *Lloyd's SA&CP* | P. Johnstone | 100·2 20·5 10·6 Q19' F18' BK7½' | Aberdeen Section 3 *B H Cem* Spanish | T. 3 Cy. 11", 17" & 27" – 22" (s) 160 lb 45 RH 1 SB, *2 pf*, GS31, HS916 D. Rowan & Son, Glasgow | 11 · 11 | |
| 1144 126548 | **Collis** | Steel Sc Tug 1 *Dk* | 206 — 103 | | | | 1889 | Union Iron Works San Francisco | Southern Pacific Co | 110·0 23·0 13·0 | S. Frncisco Utd. States | C. 2 Cy. 22" & 42" – 24" 72 NH Union Iron Works, S. Fo. | | |
| 1145 89208 KHQV | **Collivaud** *W. H. Davies* –04 *Well deck* | Steel Sc Sr *ss* Cff. No. 3–6, 92 *ss* Cff. No. 2–01 1 *Dk (Stl) 2 tr B* | 1369 1109 872 | ✝ 100 A1 4,04 | Cff | *o* | 1886 3mo | Bute Shipping, Eng & Dry Dk Co Cardiff *Lloyd's SA&CP* | Collivaud SS. Co. Ld. (Morel, Ld.) | 240·9 33·1 18·0 Q86' B50' F26' ND01 FK *WB = D Ba* 67' *f* 101' | Cardiff British | C. 2 Cy. 29" & 56" – 36" (s) 80 lb *80 lb* NDB01 143 NH 4 *B H Cem* 3062 t *A P T* 25 t 1 SB, *4 pf*, GS68, HS2285 Palmers' Co. (Lim.), Nwc. | 19 · 2 | |
| 1146 JDVS | **Coln** *J. Frahm* 1 *Dk & Spardk & tr B* | Iron Sc Sr | 1143 1107 694 | | | | 1884 | Act. Ges. "Vulcan" Stettin | Neue Dampfer Cie. Act. Ges. | 222·2 30·5 15·1 20·2 | Stettin German | C. 2 Cy. 26⅜" & 49" – 31½" 112 NH A.G. "Vulcan," Stettin *W B* | | V |
| 1147 114041 VDSH | **Colne** *J. Townsley* –05 1 *Dk (Irn) & deep framing* | Steel Sc Sr | 875 714 394 | ✝ 100 A1 | Goo | *n* | 1903 8mo | Clyde S. B. & E. Co. Ld. Port Glasgow *Lloyd's SA&CP* | Goole S. Shpg. Co. Ld. Lancashire & Yorkshire Ry. Co *WB = Cell D Ba* 18' *u E* 21' *f* | 234·8 31·7 15·2 P30' B62 F32 BK7½' | Goole British | T. 3 Cy. 21", 35" & 58" – 36" (s) 180 lb 229 NH 5 *B H Cem* 2 SB, *6 cf*, GS141, HS3670 Clyde S. B. & E. Co. Ld. P. Gls | 16 · 2 | (m) 7,06 |
| 1148 HSBJ | **Colomba** *Crespin* 90–90 | Iron Sc Sr 2 *Dks & Spardk* | 836 823 437 | | | | 1865 | Scott & Co. St. Nazaire | Cie. Générale Transatlantique | 199·4 26·8 18·4 H— 23 t | St. Nazaire French | C. 2 Cy. 24" & 51" – 30" NE 72 NB 93 119 NH Scott & Co., Greenock | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Aberdeen now expired. Equipment Letter. | 8 Built. When. | 9 By whom. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freboard amidships. ft. in. | 15 Deck in wood. Cement if not to Lr. List. | 16 Date when last classed. Last note. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1149 | **Colomba M.** | IronScSr | 1044 | ✝ A1, 1 | Gen | Lv | 1869 | TROswald | Marigo&Com- | 225·5 | 30·7 | 16·9 | Venice | C.4Cy.20″&39″–33″ | 17 ″ 10 | | |
| 39 | *G.B.Giacopello* –02 | 6thSurveyHul.11,88 | 786 | | | | 12mo | Sunderland | pagno | P194*t*F22′ | | | Italian | NE74 NB84 146NH | ″ 2 ″ 3 | | |
| NPBR | *ex*Elizabeth, | 5thSurvey,Gen.7,03 | 672 | | | | | | | ptND94 | | BK8′ | 4*BHCem* | 1DB,*4pf*,GS83,HS1897 | | | |
| | *Well deck* *ex*Ninovah) | 1*Dk2trB* | | | | | | | | | | *WB* | = *DBa&f* | Bailey&Leetham,Hull | | | |
| 1150 | **Colombert** | SteelSc | 105 | | | | 1895 | A D'bigeon | Messageries Fluviales de Cochinchine | 98·4 | 18·0 | 4·9 | Saigon | C.2Cy.9″&15½″–11″ | | | |
| | *Dunod* | | — | | | | | Chantenay s Loire | | B— | | | French | Brissonneau 7NH | | | |
| | | 1*Dk&Spar dk* | 65 | | | | | | | | | | | fils&A.Lotz,Nantes | | | |
| 1151 | **Colombia** | SteelTwinScSr | 3335 | | | | 1899 | Caird&Co. | Pacific StmNavCo. | 359·5 | 43·2 | 19·5 | Liverpool | T.6Cy.19¾″,32″&52″–36″ | 22 ″ 6 | | |
| 110559 | *E.B.Heath* –01 | | 3367 | | | | | Ld. | | *Promenade dk*317′ | | | British | 324NH | | | |
| QWLV | | 2*Dks&Shade dk* | 1764 | | | | | Greenock | | *Shade dk*276′ | | *WB* | | Caird&Co.Ld Greenock | | | |
| 1152 | — | SteelScBn | 3076 | | | | 1890 | Atel.& | ChargeursRéunis | 320·2 | 40·0 | 19·8 | Havre | T.3Cy.24″,40′&62″–44″ | | V | |
| | *H.Baillemont*92–98 | | — | | | | | Chant.Loire | | H— F37′ | | 28·5 | French | NB97 255NH | | | |
| HSCM | | 1*Dk&Spardk&3trB* | 1594 | | | | | St.Nazaire | | | | *WB* | | Atel.&Chant.Loire,Nts. | | | |
| 1153 | — | IronSc3MstSr | 875 | ✝ | Gen | | 1860 | Scott&Co. | S.Lambruschini | 254·2 | 28·2 | 16·5 | Bns.Ayres | C.2Cy.26″&51″–36″ | | | |
| | *P.Calvini* *ss*Lon.No.3–3.82 | 1*Dk2trB* | — | 4,86 | | | 9mo | Greenock | | Q35*t*F30*t* | | | Argentine | NB99 119NH | | | |
| | (*ex*Alba,*ex*Italia) *ss*Gen.No.1–86 | | 596 | | | | | | | len69 | | 5*BH* | *pt.Asppt Cem* | *Cmp.76*Vict.Dk Co.,Lon. | | | |
| 1154 | — | SteelScSr | 825 | | | | 1893 | Bergens | A.Halvorsen | 206·2 | 29·7 | 12·0 | Bergen | T.3Cy.16½″,26½″&43″–30″ | | N | |
| | *S.K.Hertzberg* | 1*Dk* | 607 | | | | | mek.Verks | | Q58*t*B97*t*H37*t*F26*t* | | | Norwegian | 101NH | | | |
| JTQF | | | 510 | | | | | Bergen | | | | *WB* | | Bergensmek.Verksted Bgn | | | |
| 1155 | **Colombo** | IronScSr | 3795 | | | | 1882 | F.&C.de la | Cie.Nationale de | 379·6 | 39·7 | 21·9 | Marseilles | C.2Cy.39½″&72¾″–42½″ | | V | |
| | *Marini* | 2*Dks&Spardk* | 3377 | | | | | Médit. | Navigation | H— F54′ | | 29·6 | French | NB97 288NH | | | |
| HSCK | | | 1932 | | | | | LaSeyne | | | | | | Forges&C.de la Médit.,Msl. | | | |
| 1156 | — | IronScBn | 2469 | | | | 1873 | A.Leslie& | Ligure-Brasiliana | 342·3 | 34·9 | 27·5 | Genoa | C.2Cy.23″&61″–48″ | | I | |
| 268 | *G.Voltolino*01–02 | (*ex*Brazil,*ex*Orion, | 2217 | | | | | Co. | Soc.Anon.diNav. | | | | Italian | NE95 NB91 214NH | | | |
| NPDB | *ex*Nicaragua,*ex*Orion) | 2*Dks&Spardk* | 1610 | | | | | Newcastle | | | | *WB* | | WllsndSlpwyCo.,Ld.Nwc | | | |
| | *Elec.light* | | | | | | | | | | | | | | | | |
| 1157 | — | IronScSr | 1222 | ✝100A1 | Gen | *o* | 1881 | J.Read- | FratelliSanguineti | 249·9 | 32·6 | 17·5 | Spezia | C.2Cy.28″&58″–33″ | 18 ″ 6 | | 6,03 |
| 17 | *E.Boero* | *ss*Shl.No.3–8,93 | 1000 | 2,04 | | | 3mo | head&Co. | fu G. | Q95′B50′F26′ | | | Italian | 70lb 72*lb* NDB03 134NH | ″ 1 ″ 10½ | | |
| NPDL | (*ex*AgnesOtto) | *ss*Gen.No.2–01 | 787 | MS10,01 | LMC | | | S.Shields | | | | BK8½″ | 4*BHCem* | 1SB.*3pf*,GS48 | | | |
| | *Well deck* | 1*Dk*(*Irn*)2*trB* | | BS2,04 | | | *Lloyd's A&CP* | | | | | *WB*=*DBa* | 74′*f*99′305*t* | J.Readhead&Co.,S.Shields | | | |
| 1158 | — | IronPadSr | 423 | | | | 1880 | Laird Bros. | Cia.deNav.aVapor | 168·4 | 25·5 | 9·9 | Maranham | C.2Cy.32″&50″–54″ | | | |
| | *J.M.Costa* | 1*Dk* | — | | | | | Birkenhead | doMaranhaõ | P48′ | B63′ | F31′ | Brazilian | 153NH | | | |
| HDCN | | | 266 | | | | | | | | | | | LairdBros.,Birkenhead | | | |
| 1159 | — | IronScK | *122* | ✝100A1 | Lis | | 1889 | J.Scott&Co | ParceriaGeral de | 100·4 | 19·8 | 9·1 | Lisbon | C.2Cy.17″&34″–24″ | (*s* | | 29,03 |
| | *J.H.Leitao* –97 | *ss*Lis.No.3–4,01 | *122* | *StmTrawler* | | | 1mo | Kinghorn | Pescarias | | | | Portuguese | 100lb 51NH | | | |
| HJWQ | (*ex*ScottishMaid) | 1*Dk* | *51* | 2,04 4,06 11,04 | | | *Lloyd's A&CP* | | | | | BK6½′ | 4*BHCem* | 1SB,*3pf*,GS41,HS878 | | | |
| | | *ss*Lis.No.1–04 | | BS3,06 | LMC | | | | | | | | | J.Scott&Co.,Kirkcaldy | | | |
| 1160 | **Colon** | IronScBg | 2686 | | | | 1873 | J.Roach& | PacificMailS.S.Co. | 292·0 | 40·0 | 28·6 | NewYork | C.2Cy.50″&88″–42″ | | RV | |
| (126098) | *W.A.Irvine* | 3*Dks* | — | | | | | Son | | | | | Utd.States | NB83 418NH | | | |
| JMSK | *Elec.light* | | 1843 | | | | | Chester,Pa. | | | | | | J.Roach&Son,Chester,Pa. | | | |
| 1161 | — | IronSc3MstSr | *742* | | | | 1871 | Bowdler, | Cia.Maritima | 191·0 | 28·2 | 16·7 | Barcelona | C.2Cy.23″&46″–24″ | 17 ″ 6 | | |
| | *J.Hernandez* | 2*Dks* | *632* | | | | | Chaffer&Co. | | | | | Spanish | 86NH | | | |
| HQST | *Mchy.Aft* | | *459* | | | | | Liverpool | | | | | | J.Taylor&Co.,Sunderland | | | |
| 1162 | — | IronTwinSc | 380 | | | | 1884 | F.Schichau | Uruguayan | 172·9 | 26·9 | 9·8 | M.Video | C.4Cy.14″&27″–16″ | | | |
| | *Siches* | | 274 | | | | | Elbing | Government | B19′ | | | Uruguayan | 49NH | | | |
| | | | 162 | | | | | | | | | | | F.Schichau,Elbing | | | |
| 1163 | — | WoodScTug | 104 | | | | 1891 | Jackson& | Spanish-American | 90·0 | 20·0 | 10·0 | Santiago | C.2Cy.14″&26″–18″ | | | |
| | *R.F.Doyle* –02 | | — | | | | | SharpCo. | IronCo. | | | | deCuba | 24NH | | | |
| | | | 59 | | | | | Wilmgtn.Del | | | | | Cuban | Pusey&Jones,Wilmington | | | |
| 1164 | **Colonel** | SteelScSr | 3879 | | | | 1901 | Detroit | MichiganS.S.Co. | 356·0 | 50·0 | 28·0 | Detroit | T.3Cy.18″,29″&48″–40″ | | V | |
| 127553 | *A.Ames*01–03 | | | | | | | S.B.Co. | | | | | Utd.States | 146NH | | | |
| | *Mchy.Aft* *Elec.light* | 1*Dk2trb* | 3044 | | | | | WyndtteMch | | | | *WB* | | DetroitS.B.Co.Detroit | | | |
| 1165 | **Col. E. L. Drake** | SteelScSr | 4205 | | | | 1903 | W Cramp& | StandardOilCo. | 360·0 | 50·0 | 21·5 | NewYork | T.3Cy.25″,41½″&68″–42″ | | | |
| 127743 | *R.Rubelli*93–03 | *Mchy.Aft* | 3981 | | | | | SonsS&EBCo | | B20′F31′ | | | Utd.States | 309NH | | | |
| KSJN | *Carrying Petroleum in bulk* | 2*Dks3trB* | 3307 | | | | | Philadelphia | | | | *WB* | | W.Cramp&SnsS&EBC Phila | | | |
| 1166 | **Colonel John F. Gaynor** | SteelSc | 153 | | | | 1893 | ..... | HughesBros.& | 91·5 | 21·0 | 10·4 | NewYork | | | | |
| 126983 | *J.D.Frambes* | Tug | — | | | | | Philadelphia | Bangs | | | | Utd.States | | | | |
| | | | 76 | | | | | | | | | | | | | | |
| 1167 | **Colonel Smith** | IronScSr | 241 | ✝100A1 | Hul | *l* | 1884 | R.&H. | Gt.NorthernS.S. | 134·8 | 22·1 | 11·0 | Hull | T.3Cy.13¾″22½″&36″–27″ | 11 ″ 5 | | 01,07 |
| 88182 | *A.E.Soard* –01 | *ss*Gls.No.3–3,98 | 203 | 3,01 1,03 3,05 | | | 4mo | Green&Co. | FishingCo.Ld. | B24*t*F12*t* | | | British | 180lb 82RH | | | 03 1 |
| | | *ss*Hul No.1–02 | 114 | NE&B03 | LMC | | *Lloyd's A&CP* | | | | | BK7′ | 3*BHCem* | 1SB.*3pf*,GS49,HS1250 | | | |
| | | 1*Dk* | | BS3,04 | | | | | | | | | | Muir&Houston,Ld.,Gls. | | | |
| 1168 | **Colonia** | SteelTwinSc4MstSr | 7976 | ✝100A1 | Lon | *d*† | 1902 | Wigham- | TelegraphConst.& | 487·0 | 56·0 | 27·6 | London | T.6Cy.24″,40½″&67″–48″ | 31 ″ 0 | | |
| 118810 | *Cable Vessel* *H.Woodcock* –02 | | 7654 | *Spar dk* | | | 5mo | Richrdsn&Co | MaintenanceCoLd | B134′ | | 35·6 | British | 190lb *190lb* 846NH | ″ 11 ″ 1 | | |
| TJDK | 2*Dks*(*Stl*)&*Spar dk*(*Stl*–teak s)&*deep* | | 4977 | 2,03 | | | | Ld Newcastle | | | | FK&BK2′ | 7*BHCem* | 3D&1SB21*cf*GS437HS1507 | | | |
| | *Elec.light* | *framing* | | | LMC | | *Lloyd's A&CP* | | | | | | | Wghm Rchrdsn&C.Ld Nwc | | | |
| | | | | *W B* | | | = *Cell DBa*56′*u E&B* | | | *B*101′*f*165′1305*t* | | | *tnk between tnnl sd* | *side tanks a* | *ft* 880*t FPT*2000 *APT*1·6*t* | | | |
| 1169 | — | SteelScBn | 3076 | | | | 1889 | Atel.& | ChargeursRéunis | 320·2 | 40·3 | 19·8 | Havre | T.3Cy.24″,40″&62″–44″ | | V | |
| | *Bernier* | 1*Dk&Spardk3trB* | — | | | | | Chant.Loire | | H— F45′ | | 28·5 | French | NB01 255NH | | | |
| HSDK | | | 1594 | | | | | St.Nazaire | | | | *WB* | | Atel&ChantLoire,St.Déni | | | |
| 1170 | **Colonial** | SteelScSr | 4956 | ✝100A1 | Liv | *z* | 1903 | Workman, | CharenteS.S.CoLd | 400·0 | 48·5 | 19·2 | Liverpool | T.3Cy.25″,41″&68″–51″ | 22 ″ 0 | | |
| 118005 | *C.S.Rhodes* –03 | | 4735 | *Spar dk* | | | 3mo | Clark&Co.Ld | (T.&J.Harrison. | P28′B113′F51′ | | 30·2 | British | 190lb 470NH | ″ 7·10½ | | |
| TVMS | 1*Dk*(*Stl*)&*Spar dk*(*Stl*)*Webframes*& | | 3174 | 3,04 1,01 1,05 | LMC | 3,03 | Belfast | | *Mgrs.*) | | | FK | 7*BHCem* | 2DB&1AuxSB,*15cf*GS274 | | | |
| | *Elec.light* | *deep framing lower dk*(*Stl*) | | | | | *Lloyd's A&CP* | | *WB*=*Cell DBa* | 115′*u E&B*56′ | | | | HS8448 | | | |
| | | *fore hold* | | | | | | | *f*167′1025*t* | *DTa* 29′ 730*t* | *FPT* | | *8oo APT*10*t* | Wrkman,Clark&Co.Ld Bel | | | |
| 1171 | **Colonial Empire** | IronScK | 162 | ✝100A1 | Hul | | 1898 | Cook,Wel- | CargillSteam | 105·4 | 20·7 | 11·0 | Hull | T.3Cy.14½″,20″&32″–23″ (*s* | 11 ″ 10 | | 1,04 |
| 109038 | *W.Bates*97–98 | *ss*Hul.No.1–02 | 150 | *StmTrawler* | | | 6mo | t'n&Gemmell | TrawlingCo.Ld. | Q20′ | | | British | 180lb 55RH | | | |
| QFTM | | 1*Dk* | 53 | 9,04 4,04 | | | *Lloyd's A&CP* | Hull | | | | BK7½ | 3*BHCem* | 1SB,*2cf*,GS29,HS975 | | | |
| | | | | BS7,04 | | | | | | | | *WB*= | *DBf*10′6*t* | Tindall&Co.Hull | | | |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Année de la dernière Visite. | 6 Port de Visite. | 7 Temps auquel le navire, l'appareil, etc. | 8 Construit. Quand. Navire Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions en Longueur Largeur Creux | 12 Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers des Machines des Chaudières & Foyers des Constructeurs des machines. | 14 Combustible. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1172 115222 SFDL | Colonian *W.H.Bullock* 95-01 *Elec.light* | SteelSc4MstSr 3 *Dks(Stl)&Shelter dk(Stl-ws)* | 6443 5967 4142 | ✝100A1 *Shelter dk* 1,05 | Liv Lon | † | 1901 10mo | Hawthorn, Leslie&Co.Ld Newcastle | F.Leyland&Co. 1900),Ld. *WB=Cell Lloyd's s&CP* | 450·6 54·2 *DBa113'* | | | 2001b *12of* *DB 12ef,gs198,hs9030* N.E.Marine Eng Co Ld. Nwc | | |
| 1173 Colonies MBFT | *H.Zellens* –00 *ex Annie Barrow,ex Eiffel Tower)* | SteelScSr *ss HKg.No.3–7,01* *1 Dk(Stl)&Spar dk(Stl)3tr B* | *3202* *2041* | ✝100A1 *Ass'd* 5,01 | Ant Aikoku Maru, | *u* | 1889 *Lloyd's s&CP* | W.Dobson & Co. Newcastle | F.Schepens& J.Tonnelier *Mchy.* | *331·2 40·3 19·2* *P47 B37 F41* *WB C2* | | Antwerp *BHCem* *DBa* | T.3Cy.23½",38"&61"-39" 160lb *43lb* *BHCem* 2SB,*8of*,gs98,hs3916 | 21 160 | 8 - 1 |
| 1174 03119 KPLM | Colorado *B.Ward* –04 *Elec.light* | SteelSc3MstSr | 4235 3413 2786 | | | … | 1887 *Lloyd's s&CP* | Earle's Co. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 470·0 44·7 28·4 P280' F92' | | | T.3Cy.25",40"&65"-57" 319NH Earle's Co.(Lim.),Hull | | |
| 1175 125734 JTKC | — *J.L.Risk* 93-01 | IronScSr 2 *Dks* | 2765 — 2022 | | | | 1879 | J.Roach& Son Chester,Pa. | New York&Texas S.S.Co.(C.H.Mallory&Co.,*Mgrs*) | 306·0 39·6 21·6 | New York Utd.States *WB* | | C.2Cy.38"&68"-54" 283NH J.Roach&Son (*Builder*),Pa. | | |
| 1176 70657 WSQK | Colstrup *J.G.Detchon* –03 *Well deck* | IronScSr *ss Shl.2nd No.3–5,01* 1 *Dk* | 482 398 296 | ✝90A1 3,03 *ss B5,01* *MS5,01* | Shl LMC *BS5,01* | *h* | 1874 7mo | C.S.Swan& Co. Newcastle *M&CP* | T.E.Brigham (W.Swanston& Sons,*Mgrs*) | 159·4 24·1 14·2 *Lpp B45 F27'* *WB=* | | Newcastle British *BHCem* *DBa* | C.2Cy.21½",38"&58"-60" 80lb *100lb* ND801 60RH 1SB,*3pf*,gs49,hs1577 Dunsebrn Eng.Wks.,Nwc. | 14 - 6 | 1 - 4½ |
| 1177 115383 VNHJ | Columba *F.Mogg* –04 *Spar dk(pt Iron&pt Stl)2tr B&* *Web frames* | SteelScSr | 3912 3663 2561 | ✝100A1 *Spar dk with freeboard* 5,04 | Nwc Bay LMC 04 | *w* | 1904 1mo | R.Stephenson&Co.Ld Newcastle | Angel S.S.Co.Ld. (M.Angel,*Mgr*) *B=Cell DBa 110* | 340·5 47·1 20·0 *Lpp B45 F28'* *WB* *Es 844' f 133'733t* | | Cardiff British *BHCem* *APT174t* | T.3Cy.25",40"&67"-45" 165lb *80lb* 2SB,*6of*,gs125,hs4990 Richardsons,Westgarth& Co.Ld.Hpl | 22 - 10 - 6 - 1 | 16 - 1½ |
| 1178 78626 | — *Campbell* 69–86 | SteelPadSk | 602 538 228 | | | | 1878 | J.&G. Thomson Glasgow | D.MacBrayne | 301·4 27·1 9·4 | Glasgow British | | D.2Cy.53"-66" NB00 351NH J.&G.Thomson,Glasgow | | |
| 1179 99903 | — *J.Smith* –04 | IronScK 1 *Dk* | 138 124 22 | | | … | 1893 | Hawthorns &Co Leith | T.Devlin,junr. | 100·0 20·1 10·1 F14' BK7 | | Granton *WB* | C.2Cy.17"&34"-22" 48RH Hawthorns&Co.,Leith | 11 - 3 | |
| 1180 115682 TJQK | Columbia *W.Baxter* –02 *Ref.Mchy. Elec.light* | SteelTwinScSr 3 *Dks* | 8292 6559 4317 | | | | 1902 | D&W Henderson&Co.Ld Glasgow | Anchor Line(Henderson Bros.,Ld. | 485·5 56·2 33·4 *Lpp B229 F83* | | Glasgow British *WB* | T.6Cy.31½",51½"&85"-54" 1060NH D&W.Henderson&Co Ld Gls | | |
| 1181 RLKG | — *Elec.light* | SteelTwinSc3MstSr 4 *Dks* (*ex Rapido,ex Columbia*) | 7241 5875 2299 | *ex named "Terec," See No. 28 in Supplement.* | | | 1889 | Laird Bros. Birkenhead | Hamburg Amerik. Packetf.Act.Ges. (Ham.Amer.Linie *Mgrs*) | 461·6 55·8 35·8 *Lpp B318 F86* | | Hamburg German *WB* | T.4Cy.41"&61"&101"-60" 1658NH Laird Bros.Birkenhead | | |
| 1182 125801 JTQR | — *P.A.Doran* –99 | IronScBg 3 *Dks* | 2722 — 1746 | | | | 1880 | J.Roach& Son Chester,Pa. | Oregon Railroad& Navigation Co. | 309·4 38·5 23·2 | Prtlnd,Or. Utd.States | | C.2Cy.42½"&82"-54" NB95 412NH J.Roach&Son,Chester,Pa. | | RV |
| 1183 125692 JSKG | — *C.Reed* –02 | WoodPad 1 *Dk* | 1468 — 1098 | | | | 1877 | ..... Green Point, N.Y. | W.J.Thompson (H.F.Stetser,*Mgr*) | 260·6 39·0 12·0 | Phildlphia Utd.States | | 1Cy.66"-182" 385NH *E made 52 fitted*— NB91 Morgan Iron Works,N.Yk. | | |
| 1184 104043 NPGD | — *J.Winter* –01 | SteelTwinScSr 2 *Dks* | 1145 784 408 | | | | 1894 | J.&G. Thomson,Ld. Glasgow | L.&S.W.Rlwy.Co. | 270·7 34·0 14·6 *Pas B148 F56* | | S'thamptn British | T.8Cy.(2)19",(2)29"&(4) 31½"-30" 217NH J.&G.Thomson(Lim.),Gla | | |
| 1185 137665 | — | SteelSc 1 *Dk* | 968 — 549 | | | | 1902 | Detroit S.B.Co. Wyandotte | Detroit,Belle Isle& Windsor Ferry Co. | 200·0 45·0 18·0 | Detroit Utd.States | | T.3Cy.21½",34"&54"-36" 175NH Detroit S.B.Co Detroit | | |
| 1186 114341 | — *R.P.Anderssen* –03 | SteelSc 1 *Dk&Shade dk* | 534 487 273 | | | | 1900 | Farnham, Boyd&Co Ld Shanghai | Indo-China Steam Nav.Co.Ld. | 160·0 24·0 9·0 | London British | | T.3Cy.9",15"&25"-21" 76RH Farnham,Boyd&Co.Ld.Sh | | |
| 1187 111510 | Wrecked 1.05 *Pawe* 01-01 (*ex Saga*) | IronScSr 1 *Dk* | 252 181 172 | | | | 1876 | Göteborgs M.V.Aktieb Gothenburg | G.Starratt | 135·8 20·8 10·6 | Vanovr B.C British | | C.2Cy.12½"&26"-18" NB89 55RH Göteborgs M.V.Aktieb.Got | | V |
| 1188 91082 LRVM | — *G.S.Allen* –02 | IronScK *ss Hul.No.3–12,98* 1 *Dk* *ss Hul No.1–04* | 251 21 121 | ✝100A1 *Hul* 3,04 *ss N10,00* *MS1,01* | *d* 3,11,*ss*1,04 ✝LMC1,01 | | 1886 12mo | M.Pearse &Co. Stockton *ASCP* | Gt.Northern S.S. Fishing Co.Ld. | 137·2 21·5 11·0 *Q51' F22'* ND00 BK7 | | Hull British *BHCem* | T.3Cy.15",24½"&40"-24" 170lb 70RH 1SB,*3pf*,gs47,hs1298 Blair&Co.(Lim.),Stockton | 11 - 6 - 1 - 3 | — |
| 1189 89649 JSBN | — *L.Casimi* –01 | SteelScK 1 *Dk* | 214 186 42 | | | | 1884 | DeMass.C. (Lim.) Delfshavn. | W.Watkins | 121·0 22·0 12·5 | London British | | T.3Cy.15",28"&44"-24" NE&B94 160RH J.Stewart&Son(Lim.),Lon | 13 - 3 - 2 - 0 | |
| 1190 115557 | — *J.Barber* –03 | SteelScK 1 *Dk* | 183 172 52 | ✝100A1 *Stm Trawler* 3,05 | Abn LMC | * | 1901 12mo | Hall,Russell&Co.Ld. Aberdeen *Lloyd's s&CP* | Eastern Steam Fishing Co.Ld. (J.H.Irvin,*Mgr*) | 108·2 21·2 11·7 BK7½ *WB=DTf8t* | | Aberdeen British *BHCem* | T.3Cy.12",19"&33"-22" 160lb 62RH 1SB,*2pf*,gs34,hs1100 Hall,Russell&Co.Ld Abn. | 12 - 4 | |
| 1191 99662 MRSF | — *J.Russell* 77–01 | IronScYl (*Trawler*) 1 *Dk* | 155 142 57 | | | … | 1891 | Mackie& Thomson Glasgow | Gt.Gms.&E.Coast Stm.Fishing Co.Ld | 100·5 20·5 10·7 *Q19 F19* BK7½ | | Grimsby British | T.3Cy.11",16½"&27"-22" 45RH Muir&Houston,Glasgow | 11 - 11 | |
| 1192 127422 | — | SteelScTug 1 *Dk* | 114 — 77 | | | | 1900 | Johnston Bros. Ferrysbg Mich | Sullivan Tug Co. | 84·0 20·3 11·5 | Detroit Utd.States | | C.2Cy.16"&34"-26" Johnston Bros.Ferrysburg,Mich | | |
| 1193 Columbian 97811 LVCK | *R.F.Masters* –95 *Ref.Mchy.* | SteelSc4MstSr 3 *Dks* | 5088 4802 3323 | | | … | 1899 | Harland& Wolff(Lim Belfast | F.Leyland&Co. 1900),Ld. | 442·6 45·2 31·0 *P62' B138' F96'* BK9½ | | Liverpool *WB* | T.3Cy.30",45"&74"-60" 433NH Harland&Wolff(Lim.) Bel | 34 - 4 - 1 | |
| 1194 101264 | — *J.E.Bernier* –98 *Elec.light* | SteelTwinScSp 1 *Dk* | 944 674 597 | | | | 1892 | Delaware River Co. Chester,Pa. | Montreal Safe Deposit Co. | 175·0 33·5 9·0 *Lwl* | | St John's NFL | T.6Cy.12½",19"&30"-15" 70NH Delaware River Co | | |

*Now named "Brockville," See No. 74 in Supplement.*

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Gross / Under deck. / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port of Survey. | Years Approved. | Built. When. / Ship / Engines. | By Whom. / Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard, amidships. ft. in. | Date when last docked. | Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1195 | **Columbian** Wood Pad | 271 / 178 / 159 | | | | 1892 | A. Tourcotte Lindsay, Ont | W. & T. McCamus | 112·0 | 19·0 | 6·1 | P Hope Ont British | C.2Cy.15″&30″–30″ 37RH J. Inglis & Sns., Toronto, Ont | | | |
| 1196 | **Columbus** Wood Sc Sr | 483 / 375 / 293 | | | | 1890 | Laxevaags Skibsbygge Bergen | Rasmus F. Olsen | 153·5 | 25·2 | 14·2 | Bergen Norwegian | T.3Cy.11″,18″&29″–20″ 38NH Bergens Mek. Værksted. | | N | |
| 1197 | — Steel Sc Sr | 352 / 223 / 168 | | | | 1895 | Act. Ges. "Neptun" Rostock | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 135·7 | 23·1 | 9·7 | Bns. Ayres Argentine WB | C.2Cy.19¾″&35½″–23″ 51NH A.G. "Neptun," Rostock | | G | |
| 1198 | **Comal** Iron Sc Sr | 2935 / — / 2251 | | | | 1885 | J. Roach & Son Chester, Pa. | New York & Texas S.S. Co. (C.H. Mallory & Co. *Mgrs.*) | 320·0 | 42·8 | 21·5 | New York Utd. States | C.2Cy.38″&74″–54″ 335NH J. Roach & Son, Delaware R. | | | |
| 1199 | **Comanche** Steel Sc Sr | 3856 / — / 2477 | | | | 1895 | W. Cramp & Sons Philadelphia | Clyde S.S. Co. (W.P. Clyde & Co. *Mgrs.*) | 348·5 | 46·0 | 18·9 | New York Utd. States | Q4Cy.24½″,34½″,49½″&70″–36″ 294NH W. Cramp & Sons, Phl. | | R | |
| 1200 | **Comedian** Steel Sc Sr | 4889 / 4667 / 8140 | †100A1 Liv *y* Spar dk 1,00 LMC 2,08 | | | 1903 | C. Connell & Co. Ltd. Glasgow | Charente S.S. Co Ltd (T. & J. Harrison, *Mgrs.*) | 399·5 | 48·5 | 19·1 | Liverpool British | T.3Cy.25″,41″&68″–54″ (s 190lb 481NH 2DB & 1 Aux SB. *15cf*, GS281, HS8780 | 21 ″ 10 / s 7 ″ 8 | | |
| 1201 | **Comeragh** Iron Sc 3 Mst Sr | 818 / 710 / 467 | † Liv *m* pt Awng dk with load line 8.92 | | | 1879 | London & Glasgow Co Glasgow | Waterford S.S. Co Ld | 230·1 | 30·2 | 16·0 | Waterford British | C.2Cy.30″&56″–45″ 175NH Lon. & Glas. Co., Glasgow | | | |
| 1202 | **Comercio** Iron Sc Sr | 525 / — / 301 | † Liv *Ls* 2.90 | | | 1863 | C. & W. Earle Hull | G. Goñalons | 207·4 | 24·2 | 15·7 | Mahon Spanish | C.2Cy.24″&46″–26″ NE 73 NB 91 90NH Earle's Co. (Lim.), Hull | | | |
| 1203 | — Steel Pad | 272 / 214 / 58 | | | | 1880 | R. Chambers, jun. Dumbarton | Soc. Anon. de Nav. "La Herculina Ferrolana" (J. Plá y Trige, *Mgr.*) | 202·8 | 21·7 | 7·1 | Ferrol Spanish | C.D.2Cy.26″&48″–60″ NE & B92 149NH Blackwood & Gordon, P.G. | | | |
| 1204 | — Iron Sc K | 144 / 108 / 48 | | | … | 1884 | W. Thomas & Son Amlwch | Teresa Vila, Vda. de M. Caso | 95·2 | 18·4 | 8·6 | Bilbao Spanish | C.2Cy.14″&27″–20″ 27NH De Winton & Co. Carnarvon | 9 ″ 1 | | |
| 1205 | **Comeric** Steel Sc Sr | 3980 / 3654 / 2594 | †100A1 Hul *m* Spar dk Phl 12,01 LMC 9,02 DS 12,04 | | | 1898 | Russell & Co. Port Glasgow A&CP WB | S.S. Comeric Co. Ld. (A. Weir & Co.) = *Cell D Ba* 112′ *u* | 344·6 | 49·8 | 17·5 | Glasgow British | T.3Cy.25″,41″&67″–45″ (s 180lb 361NH 2SB, *6cf*, GS112, HS4900 FD Rankin & Blackmore, Grk. | 20 ″ 5 / s 6 ″ 1½ | | 1,04 12,04 |
| 1206 | **Comet** Steel Sc Sr | 1471 / 999 / 934 | | | | 1903 | Schömer & Jensen Tönning | J. H. Jensen | 232·2 | 35·8 | 15·1 | Flensburg German WB | T.3Cy.16¾″,27″&44½″–31½″ 109NH Schömer & Jensen, Tönning | | G | |
| 1207 | — Iron Pad Sp | 132 / 132 / 24 | | | | 1876 | J. & M. Gunn & Co. Cardiff | Lawson Stm. Tug Bt Co Ld (J. Lawson *Mgr.*) | 106·7 | 19·4 | 9·8 | S. Shields British | L.2Cy.28″–48″ 56RHP J. & M. Gunn & Co., Cardiff | | BT till 9,04 | |
| 1208 | — Iron Pad Sp | 107 / — / 66 | | | | 1858 | ..... Newcastle | Norddeutscher Lloyd | 112·5 | 18·1 | 6·9 | Bremen German | 2Cy.28½″–45¾″ 85NH Thompson & Woods, Nwc. | | | |
| 1209 | **Cometa** Steel Twin Sc Sr | 1151 / 1114 / 700 | | | … | 1888 | A. M'Millan & Son Dumbarton | Cia. Mexicana de Navegacion | 220·0 | 32·1 | 12·5 19·7 FK | Vera Cruz Mexican WB | T.6Cy.12″,19″&31″–24″ NB95 105NH D. Rowan & Son, Glasgow | 13 ″ 1 | | |
| 1210 | **Comic** Steel Twin Sc Sr | 935 / 766 2,05 2,11 / 180 | †100A1 Bel *n* LMC — | | | 1896 | Harland & Wolff (Lim.) Belfast | Belfast S.S. Co. Ld. | 236·3 | 31·2 | 15·3 | Belfast British | T.6Cy.16″,26″&43″–28″ (s 180lb 263NH 2DB, *8cf*, GS149, HS4770 Harland & Wolff (Lim.), Bc | 16 ″ 5 / s 2 ″ 3½ | BT till 2,06 | 2,04 |
| 1211 | **Comino** Iron Sc Sr | 2757 / 2286 / 2084 | †100A1 Liv *u* 8,04 LMC 8,02 | | | 1880 | R. Thompson, jun. Sunderland A&CP | Atlantic & Eastern S.S. Co. Ld. (J. Glynn & Son, *Mgrs.*) | 329·5 | 36·0 | 25·5 | Liverpool British | C.2Cy.27″&66″–48″ (s 160lb *80lb* NDB36 268NH 1SB, *4rf*, GS75, HS2800 FD G. Clark, Sunderland | 26 ″ 10 / s 4 ″ 8 | | 8,04 |
| 1212 | **Commandante Alvim** Steel Sc Sr | 336 / 267 / 177 | † Rio *f* 8.99 | | | 1890 | Mackie & Thomson Glasgow | Lloyd Brazileiro | 148·0 | 23·6 | 10·5 | R. Janeiro Brazilian | T.3Cy.13″,21½″&34″–27″ 63NH 1SB, *3pf*, GS45, HS983 Muir & Houston, Glasgow | 11 ″ 6 | | |
| 1213 | **Commandante Freitas** Iron Sc Sr | 632 / 589 / 396 | | | | 1881 | Scott & Co. Greenock | Brazilian Light-house Service | 209·0 | 32·2 | 12·6 | R. Janeiro Brazilian | C.2Cy.23″&50″–30″ NB97 114NH Scott & Co., Greenock | | | |
| 1214 | **Commander** Steel Sc K | 149 / 135 / 30 | | | … | 1899 | Hawthorns & Co. Ld. Leith | T. Devlin, jun. | 100·5 | 20·1 | 10·6 | Granton British WB | T.3Cy.11¼″,18″&30″–21″ 50RHP Hawthorns & Co. Ld. Leith | 11 ″ 6 | | |
| 1215 | **Commander Cawley** Steel & Iron Sc Sr | 218 / 184 / 60 | | | … | 1899 | J. T. Eltringham & Co S. Shields | Humber Pilot Stm. Cutter Co. Ld. | 120·5 | 23·1 | 11·0 | Hull British WB | T.3Cy.12¼″,19½″&32″–22½″ 52RHP G. T. Grey, South Shields | 11 ″ 4 | | |
| 1216 | **Commerce** Steel Sc Sr | 651 / 477 / 381 | | | | 1898 | Lindholmens M.V. Gothenburg | Ångf. Aktieb. Commerce (W. Lundqvist) | 176·8 | 29·4 | 11·6 | Gothenburg Swedish WB | T.3Cy.13⅝″,22″&35″–30″ E. *built* 92, *fitted* 98 67NH Motala Co., Motala | | V | |

| 1 Numero d'Entre. Numero Officiel. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Visite de la dernière Visite. Port de Visite. Tonnage officiel. | 6 Construit. Quand. Mois. Mach. | 6 Par qui. Ch. | 7 Armateurs. | 8 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 9 Port d'Armement. Pavillon. | 10 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 11 Coque en Quille. Franc-bord en navire. pds po | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1217 | Commerce WoodScSr<br>*E Cole* –00 ptGIB<br>FSHC HTGns.80 | 134<br>121<br>74 | Gns 9<br>4,80 | 1874<br>12mo | Ogier<br>Guernsey | W.R.Aiken | 105·4 20·6 9·6<br>*&12yrsMnt*<br>*Pitch pine tr'nails* | Aberdeen<br>British | D.2Cy.9″&20″–14″<br>NE87 NB03 17RH<br>Hawthorns&Co.Ld.Lth. | | | |
| 1218 | Commercial IronScSr<br>*C.Rühr88–99* ssRos.2ndNo 3–8.01<br>LRGM (*ex* Norah) 1*Dk(Irn)2trB*<br>*Well deck* | *1425*<br>*1106*<br>*884* | ✝100A1 Ros *p*<br>2,05 Fln<br>NB MC3.04 | 1879<br>8mo | M.Pearse &Co.<br>Stockton<br>A&CP | Paulsen&Ivers | 250·2 35·0 16·8<br>B86 B58 F29<br>Tp05 FK<br>*WB=DBa70 f86* | Kiel<br>German<br>WB | C.2Cy.30″&66½″–36″ (*s*)<br>160lb 160NH<br>2SB,*4pf*.GS73,NS2692<br>Blair&Co.Ld.Stockton | 18 ″ 1 | | |
| 1219 | — IronScSr<br>*P.Nilsson* –99 1*Dk2trB* | 507<br>416<br>309 | | 1883 | Germania-Werft<br>Kiel | RederiaktiebMölle<br>(E.Johnsson, *Mgr*) | 165·1 24·5 13·8<br>Q97 H29*t* F14 | Mölle<br>Swedish<br>WB | C.2Cy.17¾″&32¾″–24″<br>NB94 44NH<br>A.G.“Germania,”Berlin | | V | |
| 1220 | — IronScK<br>*C.E.Godden* –03 ssLon.2nd No.3–6,99<br>WBQC *Mchy.Aft* ssLon.No.1–04 1*Dk* | 113<br>109<br>64 | ✝90A1 Lon *a*<br>12,04 13,03<br>NB10,81 MC 3,04 | 1874<br>9mo | J.Softley& Co.<br>South Shields | Burt,Boulton,& Haywood,Ld. | 100·7 18·3 8·6<br>ND86<br>p ND04 BK6½ | N.Shields<br>British | C.2Cy.11½″&28″–18″<br>70lb 25RH<br>1SB,2*pf*.GS24,NS128<br>W.&J.Almond,N.Shields | 9 ″ 6<br>s 1 · 1½ | | |
| 1221 | Commercio IronSc3MastSr<br>*Benedetto* ssHav.No.3–8.79<br>NPGF (*ex* Klondyke,*ex* Isabelle) ssHav.No.1–88<br>1*Dk2trB* | 610<br>547 | ✝ Hav<br>5,86 | 1866<br>1mo | C.&W.<br>Earle<br>Hull | Merlh&Lugaro | 197·1 27·6 15·6<br>P28 H18*t* | Genoa<br>Italian<br>5*BH Cmp*75 | C.2Cy.88½″&51″–36″<br>NB00 110NH<br>Chantiers de la Médit,Mel. | | V | |
| 1222 | Commerzienrath Fowler Iron<br>*Wm.Rhetz* SoSr<br>HBQW 1*Dk§ Web frames* | 896<br>702<br>558 | *Now named “Lloyd,” See Nº 31 in Supplement.* | 1884 | G.Howaldt<br>Kiel | Memeler Dmpfsch. Act.Ges. | 217·2 28·3 14·5<br>Q60 B51 F28 | Memel<br>German<br>WB | C.2Cy.25″&40″–27″<br>NB96 69NH<br>Geb.Howaldt,Kiel | | G | |
| 1223 | Commilla IronScSr<br>*D.Macfadyen* –08 ssCal.No.2–88<br>WTHB 2*Dks§ Shelterdk* | 872<br>699<br>550 | ✝ Cal *n*<br>*Shelter dk*<br>12,88 | 1875<br>10mo | A.&J. Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 230·4 28·3 16·3<br>P53 B30 F56 23·7 | Glasgow<br>British<br>5*BH Cem* | C.2Cy.32″&54″–36″<br>146NH<br>A.&J.Inglis,Glasgow | | | |
| 1224 | Commissioner WoodPadSr<br>*G.Taws70–88*<br>VCFS | 102<br>102<br>34 | | 1862<br>5mo | T.Hepple<br>Newcastle | TyneImprovement Commissioners | 90·6 19·5 9·5 | Newcastle<br>British | L.1Cy.36½″–52″<br>45RH<br>T.Hepple,Newcastle | | | |
| 1225 | Commodore IronPadTug<br>1*Dk* | 187<br>187<br>84 | | 1877 | J.T. Eltringham<br>South Shields | J.Brown | 130·9 20·7 10·8<br>WB | SydnyNSW<br>British | 2Cy.34″–54″<br>95RH<br>J.P.Rennoldson,S.Shields | | | |
| 1226 | — IronScK<br>*W.King* –02 1*Dk* | 132<br>37 125<br>87 8 | ... | 1891 | Hawthorns &Co<br>Leith | T.Devlin,junr. | 100·0 20·1 10·1<br>F12′ BK7″ | Granton<br>British<br>WB | C.2Cy.17″&34″–22″<br>48RH<br>Hawthorns&Co.,Leith | 11 ″ 3 | | |
| 1227 | Commonwealth SteelTwinScSr<br>*H.G.Thomas* –08<br>TRBr 2*Dks(Stl)ptwsd§Uws)deep framing*<br>*Ref.Mchy. aft hold beams forward*<br>*Elec.light* | 6611<br>5627<br>4172 | ✝100A1 Lon *t*<br>4,05 LMC10,02<br>4,05 | 1902<br>10mo | Barclay, Curle&Co.Ld<br>Glasgow<br>*Lloyd'sA&CP* | W.Lund Blue Anchor Line Ld (W.Lund&Sons, *Mgrs*)<br>*WB=Cell D 82′ a E§ B74 f41′* | 450·2 52·2 30·7<br>P70 B164 F90′<br>FK&BK2½ | London<br>British<br>*BH Cem*<br>*6290t FPT87t* | T.6Cy.24″,40″&64″–48″ (*s*)<br>180lb 243NH<br>2D&2SB,*18cf*,GS388,<br>NS12912 FD<br>Barclay,Curle&Co.Ld.Gls | 33 ″ 6<br>s 7 · 10 | BT 6ft 6in 4,05 | |
| 1228 | — SteelScSr<br>*J.Davies* –04 ssAnt.No.1–04<br>PLJV 1*Dk(Stl)§ Spar dk(ptIrn&ptStl)*<br>ssCff.No.2–05§ *Web frames* | 3353<br>3188<br>2188 | ✝100A1 Cff *m*<br>*Spar dk*<br>3,01 3,05<br>BS11,02 LMC1 3,05 | 1896<br>9mo | Furness, Withy&CoLd<br>W.Hartlepool<br>A&CP | Commonwealth S.S.Co.Ld. (C. Radcliffe&Co.)<br>*WB=Cell D Ba* | 330·0 45·1 18·7<br>P25′ B78′ F31′ 26·4<br>FK<br>108 *a E§ B18 f116′* | Cardiff<br>British<br>5*BH Cem*<br>*5871 APT87t* | T.8Cy.24″,33″&64″–42″ (*s*)<br>160lb 260NH<br>2SB,*6cf*,GS120,NS8824<br>Sir C.Furness,Westgarth& Co (Lim.),Mdb | 21 ″ 2<br>s 11 · 1 | | |
| 1229 | — WoodTwinScSr<br>*M.Driscoll* –03<br>1*Dk* | 168<br>147<br>94 | | 1901 | J.Brecken-ridge<br>Failfrd, NSW | J.Breckenridge | 120·5 26·5 5·8 | SydnyNSW<br>British | C.4Cy.8″&14″–12″<br>25RH<br>Chapman&Co Sydny NSW | | | |
| 1230 | — IronScK<br>*E.H.Tall* –03<br>1*Dk*<br>*Elec.light* | 115<br>114<br>5 | ✝100A– Lon<br>*For towing purposes*<br>2,05 LMC10,02 | 1902<br>10mo | Hepple& Co.Ld.<br>South Shields | EmpireTowing Co. | 90·7 19·6 10·8<br>B9′ BK7″ | London<br>British<br>4*BH Cem* | C.2Cy.18″&38″–25″ (*s*)<br>140lb 98RH<br>1SB,*3pf*.GS45,NS1856<br>Hepple&Co.Ld.S.Shields | 11 ″ 9 | | |
| 1231 | Como SteelScSr<br>~~Mr.Andrews~~ *J.Felkins* –04<br>2*Dks(Stl)8trB§ Shelter dk(Stl)* | 5137<br>4910<br>3313 | ✝100A1 Ham *z*<br>*Shelter dk* Shl<br>3,05 LMC | 1902<br>7mo | Furness, Withy&CoLd<br>W.Hartlepool<br>*Lloyd'sA&CP*<br>*WB=Cell DB a127′* | ~~Rob.M.Sloman&Co~~ BritishMaritime Trust Ld. | 401·0 52·1 29·3<br>FK<br>*a E§ B69 f148′ 908t* | ~~W.Hartlepool~~ ~~Hamburg~~ German<br>*6BH Cem*<br>British<br>*8691t FPT77t* | T.3Cy.28″,46″&77″–48″ (*s*)<br>180lb 489NH<br>1SB,*12cf*,GS216,NS8140<br>Richardsons,Westgarth& Co Ld.Hpl<br>*APT46t* | 32 ″ 1<br>s 5 · 11 | | |
| 1232 | — IronScBg<br>~~N.Arch'r~~ ~~–04~~<br>*Well deck* | 1497<br>1214<br>990 | ... | 1871 | Earle'sCo. Hull | ~~T.Wilson,Sons&Co.Ltd.~~ | 272·6 32·0 17·7<br>P117 F38′<br>FK | ~~Hull~~ British Dutch | C.2Cy.32″&60″–38″<br>NB81 172NH<br>Earle'sCo.,Hull | | | |
| 1233 | Comorin IronScSr<br>*J.Irvine* –04 ssGla.2ndNo.3–9,99<br>VGPH *Well deck* ssAyr.No.1–04 2*Dks* | 563<br>485<br>296 | ✝90A1 Sws *j*<br>9,04 Ayr<br>MC 9,04 | 1863<br>8mo | W.Simons &Co.<br>Renfrew | J.&P.Hutchison | 210·3 25·0 14·2<br>P&B140 F32′<br>len72 FK | Glasgow<br>British<br>4*BH Cem* | C.2Cy.24½″&48½″–27″<br>70lb *80lb* NDD94 93RH<br>1SB,*3pf*,GS55,NS1810 NB81<br>*Cmp.7*C Hamilton&Co.Gls. | 14 ″ 9<br>s 1 · 7 | | |
| 1234 | Comox SteelScSp<br>*J.Bartlett* –02<br>*Mchy.Aft* | 101<br>68<br>60 | | 1891 | J.Mc-Arthur&Co. Glasgow | Union S.S.Co.of Brit.Columbia,Ld. | 101·0 18·1 5·2 | Vancouver B.C.<br>British | C.2Cy.18″&24″–18″<br>24RH<br>Bow,McLachlan&Co.,Fay | | R | |
| 1235 | Compañia de Filipinas SteelScSr<br>*A.Estival*97–02 | 707<br>505<br>390 | | 1890 | Lobnitz& Co.<br>Renfrew | Cia.Gen.de Tabacos de Filipinas | 180·0 29·9 12·0<br>Q56′ B44′ F32′ | Manila<br>Utd.States<br>WB | T.3Cy.15″,25″&40″–30″<br>88NH<br>Lobnitz&Co.,Renfrew | | V | |
| 1236 | Companion SteelScK<br>*W.Thomson* –04<br>1*Dk* | 174<br>163<br>45 | ✝100A1 Abn<br>*StmTrawler*<br>8,03 LMC8,03 | 1903<br>8mo | Hall, Russell&Co.Ld.<br>Aberdeen<br>*Lloyd'sA&CP* | T.Devlin,jun. | 112·1 21·1 11·5<br>BK7½<br>*WB=DBf25′ 19t* | Granton<br>British<br>3*BH Cem*<br>*DBf25′ 19t* | T.3Cy.12″,20″&33″–22″ (*r*)<br>170lb 65RH<br>1SB,*2cf*,GS86,NS1168<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | |
| 1237 | Compostela SteelScSr<br>*J.Picher* –02 ssNYk.No.3–7,99<br>(*ex* Pioneer) 1*Dk(Irn)* | 453<br>393<br>221 | ✝ Cff *i*<br>5,05 MC 5,05 | 1891<br>10mo | McIlwaine &M'Coll,Ld.<br>Belfast<br>A&CP | Cia.Gallega de Nav (M.Fernandez&Co *Mgrs.*)<br>*WB=Cell DBa 49′ 61t FPT* | 180·6 27·6 12·7<br>P91′ B48′ F80′<br>Art.99 BK7½ | Rivoira<br>Spanish<br>4*BH Cem*<br>*42t APT13t* | T.3Cy.13½″,28″&40″–30″ (*s*)<br>180lb *30lb* 92NH<br>1SB,*2pf*,GS42,NS1366<br>McIlwaine&M'Coll Ld.Bel | 13 ″ 10<br>s 1 · 1½ | | |

Broken up 3.05

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Year. Letter. | 8 Built. When. Where. By Whom. Yards. Slide. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula; IH=Horse power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers to which classed, if not in L.R. Class. | 16 Date when last shaft tail was examined. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1238 | **Comrade** Iron Sc K | 162 | ✠100 A1 Liv | 1896 | Cook, Wel- | J. Duncan, Sons | 105·5 20·7 11·0 | Hull | T.3Cy.12¼″,19½″&32″-22½″ | 11 ″ 10 | |
| 106728 | *W. Barrett* –03 *ss* Liv. No. 1–00 | 150 | *Stm Trawler* LMC 05 | 11mo | t'n & Gemmell | & Co. | (24′ | British | 170lb (*s*) 10RH | | |
| | 1 *Dk* | 68 | 3.04 | | Hull | | BK 7½ | 3 *BHCem* | 1SB, *2cf*, GS23, HS876 | | |
| | | | | *Lloyd's* *S&CP* | | | | | C.D. Holmes & Co., Hull | | |
| 1239 | **Comrie Castle** Steel Twin Sc Sr | 5167 | ✠100 A1 Son 3 | 1903 | Barclay, | Union-Castle Mail | 419·3 50·2 28·3 | London | T.6Cy.19″,31″&52″–48″ (*s*) | 31 ″ 1 | BT |
| 118342 | *H. C. Lowes* 03–03 | 4696 | 6, 12, 4, 11.04 Ham 11.04 | 11mo | Curle & Co. Ltd | S.S. Co. Ltd. (D. | P61′ B115′ F52′ | British | 180lb 548NH | s 7 ″ 2½ | 11,01 |
| VHBP | 2 *Dks* (1 *Stl*-ws) (*Stl* teak s) | 3311 | 4.05 Lon | | Glasgow | Currie & Co. *Mgrs.*) | FS & BK 2″ | 7 *BHCem* | 4SB, *12cf*, GS242, HS10420 | | |
| | *Elec. light* *deep framing* | | LMC 11.03 | *Lloyd's* *S&CP* | *WB = Cell DBa 96′ uE* | | 27′ *f* 179′ 80¾′ *DT* 631 | 872 *IAPT 50t* | Barclay, Curle & Co. Ld. Gls | | |
| 1240 | **Comus** Steel Sc Sr | 4828 | | 1899 | Nwpt News | Southern Pacific Co. | 391·6 48·3 27·5 | New York | T.3Cy.32″,52″&84″–54″ | | R |
| 127407 | *F. Kemble* –00 | — | | | S. & D. D. Co. | | | Utd. States | Newport News 518NH | | |
| KPSB | *Elec. light* *2 Dks & Awng dk* | 3000 | | | Nwport News | | | | S. & DD. Co. Newport News, Va. | | |
| 1241 | — Iron Sc K | 133 | | 1891 | R. Dixon & | F. R. Greenish | 96·5 20·3 10·7 | Milford | T.3Cy.11″,17″&28″–21″ | 11 ″ 8 | |
| 98376 | *P. Ebbison* –91 | 127 | | | Co. | (S.M. Price, *Mgr.*) | Q20′ F19′ | British | 50RH | | |
| | 1 *Dk* | 54 | | | Middlesbro' | | BK 7½ | | NE. Mar. Eng. Co. (Lim) Sld. | | |
| 1242 | **Concetta** Iron Sc Sr | 1736 | ✠100 A1 Gen | 1876 | Cole Bros. | D. Bozzo di N. | 270·0 34·0 24·4 | Genoa | C.2Cy.32″&62″–36″ (*i*) | 25 ″ 10 | |
| 338 | *F. Cavassa* –02 *ss* Shl. 2nd No. β–10,96 | 1637 | 8,01 8.02 | 8mo | Newcastie | | Q32′ F38′ | Italian | 70lb *50lb* 173NH | s 4 ″ 8 | 8,04 |
| NPGS | (*ex* Whickham) *ss* Gen. No. 1–00 | 1115 | B&S 2.03 LMC 6,00 | | A&CP | | ND96 BK 9½ | 4 *BHCem* | 2SB, *6pf*, GS80, HS2856 | | |
| | 2 *Dks* 3 *tr B* | | B&S 6,04 | | | | *WB = DBa* | 82 *IAPT 24t* | R. & W. Hawthorn, Nwc. | | |
| 1243 | **Concho** Steel & Iron Sc Sr | 3724 | | 1891 | Delaware | New York & Texas | 329·5 47·0 21·2 | New York | T.3Cy.30″,45″&72″–54″ | | RS |
| 126719 | *W. F. Evans* 87–01 | — | | | River Co. | S.S. Co. (C.H. Mal- | 29·0 | Utd. States | 381NH | | |
| KJHD | *Elec. light* *2 Dks & Saloon dk* | 2640 | | | Chester, Pa. | lory & Co. *Mgrs.*) | | | Delaware River Co. | | |
| 1244 | **Concord** Steel Sc Sr | 2861 | ✠100 A1 Clf | 1902 | R. Thomp- | T. Smailes & Son | 320·0 46·0 21·3 | Whitby | T.3Cy 23″,38″&62″–42″ (*s*) | 23 ″ 9 | |
| 113732 | *R. Stevenson* 00–04 | 2666 | 6, 12, 03 11.04 | 10mo | son & Sons | Sons S.S. Co., Ld. | P29′ B94′ F35′ | British | 160lb *80lb* 260NH | s 3 ″ 11 | |
| TRFS | 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B* | 1825 | 5,05 LMC 10,02 | | Sunderland | | FK | 5 *BHCem* | 2SB, *6pf*, GS112, HS4068 | | |
| | *deep framing* 3 *Dk rule* | | | *Lloyd's* *S&CP* | *WB = Cell DBa* | | 102′ *u E* 22′ *f* 132′ 72 *0t* | *AIPT 48t* | N.E. Marine Eng. Co Ld. Sld. | | |
| 1245 | — Steel Sc Tug | 353 | | 1898 | C. Hillman | Staples Coal Co. | 128·0 26·3 15·0 | Fall River, | T.3Cy.16″,24″&40″–28″ | | |
| 127289 | *T. S. Hewitt* –98 | — | | | S. & E. B. Co | | | Mass. | 85NH | | |
| | | 186 | | | Philadelphia | | | Utd. States | C. Hillman S. & E. B. Co. Phl. | | |
| 1246 | — Wood Twin Sc Sr | 248 | | 1902 | W. McKie | Boston-Iloilo Co. | 123·0 26·5 9·8 | Boston | C.4Cy.9″&18″–12″ | | |
| 127697 | | — | | | East Boston | | | Utd. States | 18NH | | |
| KSOD | 1 *Dk* | 149 | | | | | | | Atlantic Works, E. Boston | | |
| 1247 | **Concordia** Steel Sc Bn | 3076 | | 1889 | Atel. & | Chargeurs Réunis | 320·2 40·0 19·8 | Havre | T.3Cy.24″,40″&62″–44″ | | V |
| | *Gens* | — | | | Chant. Loire | | H148′ F45′ 28·5 | French | NB99 255NH | | |
| HSLQ | 1 *Dk* & *Spar dk* & 3 *tr B* | 1594 | | | St. Nazaire | | | *WB* | Atel. & Chant. Loire, S. Denis | | |
| 1248 | — Iron Sc 3 Mst Sr | 2544 | ✠100 A1 Gls | 1881 | Barclay, | Donaldson Bros. | 319·6 41·0 25·1 | Glasgow | C.2Cy.36″&68″–54″ (*s*) | 26 ″ 5 | |
| 84342 | *J. Martin* –04 | 2439 | 11,04 11.08 | 7mo | Curle & Co. | | B91′ F34′ | British | 90lb *80lb* NDB94 285NH | s 5 ″ 2½ | 11,04 |
| WBLC | *ss* Gls. No. 3–5.94 | 1617 | NB 5,94 LMC | | Glasgow | | BK 10′ 6 | 6 *BHCem* | 2DB, *8pf*, GS154, HS1846 | | |
| | *ss* Gls. No. 2–02 | | MS 5,02 BS 8,08 | *Lloyd's* *S&CP* | | | *WB = DBa* | *der B42′ 103t* | Barclay, Curle & Co., Gls. | | |
| | 2 *Dks* (*Irn*) 3 *tr B* | | B&S 11.04 | | | | | | | | |
| 1249 | — *Ghiglione* 04–04 Iron Sc Sr | 2111 | ✠100 A1 Gen *s* | 1883 | E. Withy | G. Bertollo | 285·3 36·0 24·4 | Genoa | C.2Cy.36″&67″–36″ (*b*) | 25 ″ 2 | 3,04 |
| 267 | ~~*Garibaldi* –00~~ *ss* Gen. No. 3–5.96 | 1907 | 1,05 Lon | 9mo | & Co. | | P30′ B62′ F30′ | Italian | 75lb *75lb* NDB97 224NH | s 4 ″ 4 | |
| NPKC | (*ex* Chinese Prince, *ss* Gen. No. 2–04 | 1362 | LMC | | W Hartlepool | | pt ND92 BK 9½ | 5 *BHCem* | 2SB, *6pf*, GS188 | | |
| | *ex* China) 2 *Dks* (*Irn*) & *Web frames* | | MS 3,04 BS 3,05 | *Lloyd's* *S&CP* | | | *WB = DBa* | 80 *f* 102′ 309 *t* | T. Richardson & Sons, Hpl. | | |
| 1250 | — Steel Sc Sr | 423 | | 1891 | Burmeister | Rederi. Aktieb. | 157·1 25·4 12·3 | Hls ngborg | C.2Cy.21½″&37″–24″ | | V |
| 3370 | *J. A. Lund* –99 (*ex* Nordsöen) | 318 | | | & Wain | Caledonia (G.H. | Q82′ B15′ H17 *t* F18′ | Swedish | 56NH | | |
| JKGH | *Elec. light* 1 *Dk* | 250 | | | Copenhagen | Witt, *Mgr.*) | | *WB* | Burmeister & Wain. Cpn. | | |
| 1251 | — Steel Sc Sr | 307 | | 1885 | Björnborgs | Ångf. Aktieb. | 142·3 22·9 9·0 | Björnebrg | C.2Cy.17½″&31½″–18″ | | |
| | *J. E. Grönblom* 1 *Dk* & *Hurdk* | — | | | Mek. Werk | Concordia (W. | | Russian | 36NH | | |
| VGBJ | | 215 | | | Björneborg | Rosenlew & Co.) | | *WB* | Björneborgs Mek. Werk. | | |
| 1252 | **Concurrent** Steel Sc Sr | 821 | | 1890 | Flensburg | H. A. Petersen | 192·0 30·7 13·2 | Flensburg | T.3Cy.14″,21″&40½″–27″ | | G |
| | *C. Miersen* 00–00 1 *Dk* | 608 | | | Schffsb. Ges. | | Q59′ B49′ F20 | German | 85NH | | |
| LMFT | | 510 | | | Flensburg | | | *WB* | Flensburger Schffsb. Ges. | | |
| 1253 | **Conde d'Eu** Iron Twin Sc | 445 | | 1883 | Blackwood | Amazon Stm. Nav. | 181·0 28·0 9·5 | Para | C.4Cy.21″&38″–27″ | | |
| | 1 *Dk* & *Hurdk* | — | | | & Gordon | Co. Ld. | | Brazilian | 125NH | | |
| HDGP | | 303 | | | Port Glasgow | | | | Blackwood & Gordon, P. Gls. | | |
| 1254 | **Conde Wifredo** Steel Sc Sr | 3774 | ✠100 A1 Gen *m* | 1889 | J L Thomp- | Pinillos, Izquierdo | 363·0 44·1 20·1 | Cadiz | T.3Cy.31″,51″&83″–54″ | 22 ″ 8 | 3,02 |
| | *F. Gibernau* –01 *ss* Bcl No. 3–11,01 | 3197 | *Spar dk* | 1mo | son & Sons | & Co. | P73′ B95′ F50′ 27·6 | Spanish | 135lb 523NH | | |
| HJDG | 2 *Dks* (*Stl*–*Uws*) & *Spar dk* (*Stl*–ws) | 2765 | 2.03 LM | | Sunderland | | BK 10′ 7 | 7 *BHCem* | 6SB, *18cf*, GS279, HS8100 | | |
| | | | MS 7.03 BS 10,02 | | A&CP | *WB = Cell DB 252′ 493t* | | *AIPT 43t* | J. Dickinson, Sunderland | | |
| 1255 | **Condor** Steel Sc Sr | 3053 | ✠100 A1 N Yk *a* | 1893 | J L Thomp- | New York & Pacific | 322·0 42·7 18·7 | London | T.3Cy.24½″,40′ &66″–45″ (*s*) | 21 ″ 1 | N6,08 |
| 102581 | ~~*R. T. Anderson* –00~~ *ss* N. Yk. No. 2–02 | 2812 | *Spar dk* Dock | 7mo | son & Sons | S.S. Co. Ld. | P30′ B80′ F34′ 26·0 | British | 160lb *70lb* 299NH | s 5 ″ 10 | |
| NCSD | 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) 3 *tr B* | 1958 | 5,04 12.00 3,05 | | Sunderland | | BK 10′ 6 | 2SB, *6rf*, GS138, HS4600 | | | |
| | *F. M. Simpson* –04 | | B&S 5,05 B&S 8,08 LMC 7,01 | | A&CP | *WB = Cell DB 256′ 558t* | | *AIPT 66t* | J. Dickinson, Sunderland | | |
| 1256 | — Iron Sc Sr | 682 | | 1875 | Gourlay | W. S. Bailey | 189·6 26·5 14·5 | London | C.2Cy.24″&40″–30″ | 15 ″ 5 | |
| 73604 | *W. J. Pain* –03 | 541 | | | Bros. | General Stm Nav | Q54′ B46′ F24′ | British | 80RH | 1 ″ 11½ | |
| PNFM | 1 *Dk* 2 *tr B* | 434 | | | Dundee | Co. Ld. | | *WB* | Gourlay Bros., Dundee | | |
| 1257 | — Steel Sc Sr | 663 | | 1895 | Bergens | A. Halvorsen | 186·0 27·1 13·2 | Bergen | T.3Cy.14½″,23½″&39″–27″ | | N |
| | *S. Böe* 1 *Dk* | 490 | | | Mek. Verks. | | Q42 *t* B90 *t* H17 *t* F24 *t* | Norwegian | 79NH | | |
| JTVB | *Well deck* | 393 | | | Bergen | | | *WB* | Bergens Mek. Verks. | | |
| 1258 | — Steel Sc K | 191 | ✠100 A1 Abn | 1900 | A. Hall & | Chant & Paddon | 112·6 21·1 11·6 | Plymouth | T.3Cy.12″,19″&32¼″–24″ (*s*) | 12 ″ 2 | 4,04 |
| 111360 | ~~*P. G. Phipps* –02~~ *ss* Ply. No. 1–04 | 177 | *Stm Trawler* Ply | 4mo | Co. | | Q20′ | British | 185lb 63RH | | |
| RPGB | *R. Limbrick* 1 *Dk* | 63 | 4,04 4.00 LMC 4,06 | | Aberdeen | | BK 7½ | 1 *BHCem* | 1SB, *2rf*, GS31, HS1096 | | |
| | | | | *Lloyd's* *S&CP* | | | | | A. Hall & Co. Aberdeen | | |
| 1259 | — Iron Sc K | 151 | ✠100 A1 Hul | 1894 | Cook, Wel- | Pickering & Hal- | 101·5 20·6 11·0 | Hull | T.3Cy.11½″,18″&30″–22″ (*s*) | 11 ″ 10 | |
| 102947 | *G. Oliver* –94 *ss* Hul. No. 2–02 | 140 | *Stm Trawler* | 5mo | t'n & Gemmell | dane's Stm Trawling | Q25′ | British | 160lb 45RH | | |
| | 1 *Dk* | 64 | 7,04 1,05 | | Hull | Co. Ld. | BK 7½ | 3 *BHCem* | 1SB, *2cf*, GS24, HS690 | | |
| | | | B&S 6,08 LMC 8,02 | *Lloyd's* *S&CP* | | | | | C.D. Holmes & Co., Hull | | |
| | | | B&S 1,04 | | | | | | | | |

| 1 | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Détails de la Classification. Cote. | 5 | 6 Construit. Par qui. Où. | 7 | 8 Armateurs. | 9 Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | 10 Port d'Armement. Pavillon. | 11 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. RHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1260 | Condor<br>*J.Renaud* –98<br>*Elec light* 1 *Dk* | Steel Twin Sc | 138<br>—<br>86 | | 1896 R H Mantel<br>Riga | Gebr. Kross | 124·0 \| 20·0 \| 9·0<br>H25′ | Riga<br>Russian | C 4Cy. 11″&19″–12″<br>21 NH<br>R.H.Mantel, Riga | | | |
| 1261 | —<br>*A.A.Moraes jr.*98–98 *ss* A.Sr No.1–01<br>HPJ I 1 *Dk*<br>*Floors, Keelsons & Stringers Irn* | Steel Sc Sp | 112<br>*For Towing purposes*<br>1,01 | ✝ 100A– Ayr | 1896 J.T.Eltring-ham & Co. S.Shields | C.J.DaCosta | 88·0 \| 19·1 \| 10·4<br>BK 6′ | Ponta Delgada<br>Portuguese<br>3 *BHCem* | C 2Cy. 17½″&36″–24″<br>120lb 66 NH<br>1 SB, *3pf*, GS 11, HS 1205<br>Hepple & Co., S. Shields | 11 | | |
| 1262 | — | Iron Sc Tug | 110<br>—<br>60 | | 1885 Badaracca & Sons<br>Buenos Ayres | J.Zolazzi | ..... | Rosario<br>Argentine | Wilson & Co., London | | | |
| 1263 | — | Steel Sc | 90<br>*For Towing purposes*<br>4 | ✝ | 1901 T.Scott & Co.Ld.<br>1mo Goole<br>A&CP | Game Cock Steam Towing Co. | 80·0 \| 18·1 \| 10·0<br>B15′ BK 6′ | Gravesend<br>British<br>1 *BHCem* | C 2Cy. 15″&32″–22″<br>130lb 95 RHP<br>1 SB, *2pf*, GS 10, HS 1090<br>T. Scott & Co. Ld. Goole | 10 | | |
| 1264<br>96616<br>LGNJ | —<br>*T.A.Prewett*88–89 *ss* B.As.No.3–10.97<br>*ss* B.As.No.1–00<br>1 *Dk* | Iron Sc Sr | 74<br>74<br>14 | ✝ B.As<br>*For Towing purposes*<br>4,00 | 1889 Westwood & Baillie<br>7mo London | C.H.Walker & Co. Ld. | 80·0 \| 16·6 \| 9·0<br>BK 6′ | London<br>British<br>1 *BHCem* | T.3Cy.12″,18″&31″–20″<br>50 RH<br>1 SB, *2rf*, GS 30, HS 850<br>J.Stewart & Son, London | 9 | | |
| 1265<br>110200 | Conductor<br>*W.Forbes*98–03 | Steel Sc K | 174<br>163<br>44 | ✝ 100A1 Abn<br>*Stm Trawler*<br>3,03 ✝ LMC 8,03 | 1903 Hall, Russell & Co. Ld.<br>3mo Aberdeen<br>*Lloyd's SA&CP* | T.Devlin, jun. | 112·2 \| 21·1 \| 11·5<br>BK 7½′<br>*WB*= *DBf* 25′ 190 | Granton<br>British<br>3 *BHCem* | T.3Cy.12″,20″&33″–22″<br>170lb 65 RHP<br>1 SB, *2cf*, GS 36, HS 1168<br>Hall, Russell & Co. Ld. Abn. | 12 | | |
| 1266<br>81606 | — | Iron Pad Sp | 165<br>148<br>10 | | 1880 Eltringh'm & Co.<br>S.Shields | Steam Tug Conductor Ld (Gottschalk & Stuart) | 117·6 \| 19·6 \| 10·3 | Liverpool<br>British | L.2Cy.30½″–54″<br>62 RH<br>Hepple & Co., S. Shields | | | |
| 1267<br>12565<br>KHQF | Conemaugh<br>*E.V.Roberts*98–99 *ss* N.Y's No.3–10.90<br>(*ex* Sacrobosco) *ss* Pld.No.2–98<br>2 *Dks* (1 *Irn* & *Upt Irn–ws*) & *Webframes* | Iron Sc 3 Mat Sr | 2328<br>2121<br>1739 | ✝ ~~100A1~~ SFo<br>3,01<br>~~B 6,06~~ ~~✝ LMC 12,06~~ | 1882 Bartram,<br>12mo Haswell & Co.<br>Sunderland<br>A&CP | International Mercantile Marine Co. | 300·0 \| 37·1 \| 24·4<br>P26′ B54′ F34′<br>ND 90 SD 801 BK 10<br>*WB*= *DBa* 88′ *f* 78′ 3190 | New York<br>Utd. States<br>5 *BHCem*<br>4 *PT* 11t | C.2Cy.38″&78″–45″<br>75lb 271 NH<br>2 SB, *6pf*, GS 120, HS 4429<br>J. Dickinson, Sunderland | | | 3,01 |
| 1268<br>200021<br>KSVL | Conestoga<br>*W.C.Robinson* –04<br>~~Steel~~ 1 *Dk* | Steel Sc Sr | 617<br>—<br>420 | | 1904 Maryland Steel Co.<br>Sparro Pt Md | Reading Co. | 158·0 \| 29·1 \| 17·0<br>*WB* | Baltimore<br>Utd. States | T.3Cy.18″,28″&45″–30″<br>111 NH<br>Maryland Stl. Co. Sparr' Pt | | R | |
| 1269 | Confiance<br>*Theroude* –03<br>(*ex* W.A.Mackie) (*Trawler*) 1 *Dk* | Steel & Iron Sc Y | 172<br>147<br>55 | ... | 1895 Mackie & Thomson<br>Glasgow | A.Dufresne & Godard | 103·8 \| 20·5 \| 10·7<br>Q17′ F16′<br>BK 7½′ | Dieppe<br>French | T.3Cy.11″,16½″&27″–22″<br>44 NH<br>Muir & Houston, Glasgow | 11 | V | |
| 1270<br>91180 | —<br>(*ex* Navigator) | Iron Twin Sc Tug | 141<br>137<br>— | ... | 1884 E.Foden<br>Northwich | The Admiralty | 107·1 \| 19·4 \| 10·3<br>BK 6′ | London<br>British | C.4Cy.16″&30″–19″<br>85 RHP<br>E.Foden, Sandbach | 10 | | |
| 1271 | Confidah<br>*Kadri* *ss* Bdx.No.3–9.84<br>(*ex* Ixia) *ss* Bdx.No.1–88 1 *Dk* | Iron Sc Sr | 227<br>183<br>132 | ✝ Brs *c*<br>8,90 | 1871 G.K.Stothert & Co<br>1mo Bristol | Idarei Massousieh | 122·0 \| 20·0 \| 10·6<br>Q36′ | Constanpl<br>Turkish<br>1 *BHCem* | C.2Cy.16″&32″–18″<br>36 NH<br>G.Stothert & Co. Bristol | | | |
| 1272<br>45141 | Confidence<br>*W.Tyson* –03<br>1 *Dk* | Wood Pad Sp | 103<br>103<br>7 | | 1861 F.J.Leach<br>Middlesbro' | A.Mackinnon | 98·8 \| 18·4 \| 9·1 | Leith<br>British | C.2Cy.35″–46″<br>50 RH<br>J.P.Rennoldson, S.Shields | | | |
| 1273 | Confidenza<br>~~Steamer~~ ~~*ss* Cff.No.3–8.95~~<br>~~Yetlon~~ *ss* Gen.No.2–01 ~~sailer No.1–00~~<br>(*ex* Mameluke) 2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr Ib* | Iron Sc Sr | 2603<br>2525 8,04 ~~8,02~~<br>1699 ~~B 8,04~~ ~~✝ LMC 5,08~~ | ✝ 100A1 Gen *u* | 1882 C.Mitchell & Co.<br>7mo Newcastle<br>*Lloyd's SA&CP* | ~~G.Ball' Orso di A.&~~<br>~~G.Ball' Orso di M.~~ | 310·3 \| 39·0 \| 25·4<br>P26′ B58′ F33′<br>FK<br>*WB*= *Cell* | ~~Spezia~~<br>~~Italian~~<br>Japanese | C.2Cy.34″&72″–48″<br>~~90lb~~ *100lb* ~~NDB 98~~ 290 NH<br>2 SB, ~~*s* s~~ 145, HS 4750<br>Wallsend Slipway Co. Nwc. | 28 | 5 | |
| 1274<br>HNLJ | Congal<br>*L.Danielsen* 2nd Survey. Liv. 7,88<br>*Well deck* (*ex* Arranmore) 1 *Dk* (*Irn*) 2 *tr B* | Iron Sc Sr | 1412<br>1109<br>864 | ✝ Bgn Lv<br>7,89 | 1879 W.Doxford & Sons<br>5mo Sunderland | Acties. Congal (H.Fredriksen)<br>*WB*= *DBu* | 253·1 \| 33·0 \| 17·8<br>Q98′ *t* B160′ *t* H10′ *t*<br>*E&BMT* F34′ FK | Sandefjord<br>Norwegian<br>1 *BH* 2 TRH | C.2Cy.23″&50″–39″<br>NB 02 130 NH<br>W. Doxford & Sons, Sld. | | N | |
| 1275<br>85097<br>WFPM | Congella<br>*R.E.Keen* –03 *ss* Cal.No.3–8,98<br>*ss* Cal.No.1–02<br>1 *Dk* (*Irn*) & *Spardk* 3 *tr B* | Iron Sc Sr | 1603<br>1569<br>1022 2,05 ~~11,03~~ ~~✝ LMC 7,02~~<br>~~Nassau~~ | ✝ 100A1 Cal *q*<br>*Spar dk* | 1881 W.Doxford & Sons<br>12mo Sunderland<br>A&CP | Bullard, King & Co. | 255·0 \| 34·6 \| 22·9<br>FK<br>pt ND 95<br>*WB*= *Cel* | London<br>British<br>6 *BHCem*<br>*DB* 180′ 300 *t* | T.3Cy.21″,34″&56″–42″ (*a*)<br>150lb *65lb* NDB 92 192 NHP<br>2 SB, *8cf*, GS 101, HS 2823<br>G.Clark, Sunderland | 18 | | |
| 1276<br>98290 | Conger<br>*G.Brydges* –03 ~~*ss* Bos.No.3–98~~<br>1 *Dk*<br>*ss* Bos.No.3–5,04 | Iron Sc K | 139<br>133<br>45 5,04 ~~5,02~~<br>~~Boston~~ | ✝ 100A– Bos<br>*Stm Trawler*<br>~~✝ LMC~~ | 1891 J.P.Rennoldson & Sns<br>6mo S.Shields | Boston Deep Sea Fishg. & Ice Co. Ld. | 95·0 \| 20·3 \| 10·6<br>BK 7 | Boston<br>British<br>3 *BHCem* | C.2Cy.16½″&32¼″–21″ (*a*)<br>~~90lb~~ 40 RH<br>1 SB, *2pf*, GS 26, HS 790<br>J.P.Rennoldson & Sns., S.Shld. | 10 | | |
| 1277<br>HSPJ | Congo<br>*Camugli* 99–02 3 *Dks* | Iron Sc Bk | 3897<br>—<br>1987 | | 1878 Messageris Maritimes<br>La Ciotat | Messageries Maritimes | 394·6 \| 39·7 \| 32·8 | Marseilles<br>French | C.3Cy.43¼″&(2)60¼″–43¼″<br>398 NH<br>Messageries Mar., La Ciotat | | | |
| 1278<br>95840<br>LVHJ | —<br>*R.A.Harbord* –03 1 *Dk* (*Irn*) 2 *tr B*<br>& *Webframes* & *pt Awngdk* (*Irn*) | Steel Sc Sr | 2906<br>2178<br>1892 | ✝ Stk *l*<br>*pt Awng dk* | 1890 Richardson, Duck & Co.<br>9mo Stockton | T.Wilson, Sons & Co. Ld. | 307·0 \| 41·1 \| 20·7<br>Q117′<br>*pt Awngdk* 190′ FK<br>*WB*= *Cell* | Hull<br>British<br>5 *BHCem*<br>*DB* 252′ 456 *t* | T.3Cy.22½″,37″&61″–42″<br>251 NH<br>2 SB, *6cf*, GS 106, HS 3900<br>Blair & Co. (Lim.), Stockton | 28 | 6 | |
| 1279<br>85850<br>WGFL | —<br>*W.H.Beal* –02<br>3rd Survey, Liv. 8,94<br>2 *Dks* (*Upt Stl-ws*) | Steel Sc Sr | 1689<br>1477<br>1078 | ✝ Liv Lv<br>5,99 | 1882 Cunliffe & Dunlop<br>1mo Pt. Glasgow | African S.S.Co. (Elder, Dempster & Co. *Mgrs.*) | 300·7 \| 36·2 \| 19·6<br>P 70′ H 97′ *t* F 42′ *t*<br>srp 97 BK 9′ | London<br>British<br>8 *BHCem* | C.2Cy.33″&63″–36″<br>198 NH<br>2 SB, *6cf*, GS 117, HS 3138<br>Cunliffe & Dunlop, Pt. Gls. | 21 | | |
| 1280<br>MBGF | —<br>*J.Bernaerts* 08–03 1 *Dk* & *Spardk* & 3 *tr b* | Steel & Iron Sc Sr | 1629<br>1586<br>1024 | | 1888 Société J. Cockerill<br>Hoboken | A.Deppe | 267·5 \| 32·9 \| 24·2<br>16·5 | Antwerp<br>Belgian | T.3Cy.26½″,45¼″&52½″–39″<br>172 NH<br>*WB*<br>Soc. J. Cockerill, Seraing | | V | |
| 1281<br>108458 | —<br>*P.McCarthy* –97 *ss* Gms.No.1–01<br>1 *Dk*<br>*Iron plating, Stl framing* | Iron & Steel Sc K | 152<br>140<br>58 | ✝ 100A1 Gms<br>*Stm Trawler*<br>9,04 ~~8,04~~<br>~~B 8,03~~ ~~✝ LMC 5,~~<br>~~B~~ 8,04 | 1897 Cook, Welton & Gemmell<br>3mo Hull<br>*Lloyd's SA&CP* | Ocean Stm. Fishing Co. Ld. | 96·0 \| 20·5 \| 11·0<br>Q23′ F18′<br>BK 7½′ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.10½″,17″&30″–21″ (*a*)<br>160lb 45 RH<br>1 SB, *2cf*, GS 29, HS 820<br>Earle's Co. (Lim.), Hull | 11 | | |

Missing since 2/04

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Master's Name. Late Name if any. Special Surveys. | Tonnage. Gross. Under Deck. Net. | Particulars of Classification. Character. For Special Survey. Date of last Survey. Port of Survey. Freeboard. | Built. When. By Whom. Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders – Stroke. Boiler Pressure. N.H.P. = Horse-power by Society's formula; R.H.P. = power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard. ft. in. | Date when last classed. Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1282<br>78124<br>WVRD | **Congress** IronScSr<br>*E.H.W.Dalbert* –92<br>*Well deck* 1 *Dk(Irn)* 2*tr B* | 113<br>922<br>697 | ✠100A1 Bly *a*<br>1,05 [illegible]<br>[illegible] LMC8,03 | 1878 R.Dixon& Co. Middlesbro' A&CP | Lan.&Yorks.Stm. Nav.Co.Ltd. (Curwen Bros. *Mgrs.*) | 250·4 \| 32·0 \| 15·5<br>Q96′B57′F28′<br>FK<br>*WB – DBa*<br>72′*f*102′3.52*t* | Liverpool<br>British.<br>1 *BHCem*<br>1DB,*Apf*,GS70,HS2331<br>Blair&Co.(Lim.),Stockton | C.2Cy.30″&55″–36″ (*s*)<br>200lb *90lb* NDB92 115NH<br>T.3Cy.22″,38″&63″–42″ (*s*)<br>210lb *80lb* 275NH | 16 ″ 5<br>8 ″ 9½ | NB,03 |
| 1283<br>106965<br>PDGK | **Coningsby** SteelSc<br>*C.E.Topp* –02 ssBrv.No.1–03<br>1 *Dk*(*Irn*) 2*tr B*(*Web frames*)<br>3 *Dk rule* | 3356<br>2738<br>2158 | ✠100A1 Shl *c*<br>*Trunk dk*<br>*with freeboard*<br>1,06 [illegible] LMC2,[illegible] | 1897 Ropner& Son Stockton A&CP | Gladstone&Co.<br>*WB – Cell D Ba* | 325·0 \| 46·0 \| 23·2<br>P31′B66′F39′<br>FK<br>108′*a*E22′*f*126′571*t* | W.Hartlpl<br>British<br>5 *BHCem*<br>*APT64t* | T.3Cy.22″,38″&63″–42″ (*s*)<br>210lb *80lb* 275NH<br>2SB,*Brf*,GS105,HS3888<br>Blair&Co Ltd Stockton | 24 ″ 9<br>8 ″ 10 | 1,06 |
| 1284<br>109511<br>QBMC | **Conisbro Castle** SteelScSr<br>*E.Greenleaf*98–98<br>ssGms.No.1–01<br>1 *Dk* | 192<br>175<br>86 | ✠100A1 Gms<br>*Well fishing vessel*<br>11,01 [illegible] LMC11,01 | 1898 Dundee Shipbuilders' CoLd Dundee A&CP | CrampinSteam FishingCo.Ld. | 112·0 \| 21·1 \| 11·1<br>Q58′<br>BK7½′ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.11¾″,19″&32″–22″ (*s*)<br>200lb 57RH<br>1SB,*2rf*,GS32,HS1034<br>Cooper&Greig,Dundee | 12 ″ 1 | 8,03 |
| 1285<br>111637<br>SWRI | **Coniscliffe** SteelScSr<br>*D.Marshall* –02<br>1 *Dk*(*Stl*) 2*tr B deep framing*<br>*Elec.light* *Web frames* *Dl rule* | 3920<br>3706<br>2512 | ✠100A1 Bry *s*<br>2,05 [illegible]<br>MS6,03 LMC11,01 | 1901 Short Bros. Ltd. Sunderland A&CP | J.Westoll<br>*WB – Cell D Ba* | 355·0 \| 48·1 \| 25·8<br>P33′B&F292′<br>Irp03 FK<br>111′*a*E26′*f*143′966*t* | Sundrland<br>British<br>6 *BHCem*<br>*APT55t* | T.3Cy.25″,42″&68″–48″ (*s*)<br>180lb *180lb* 365NH<br>3SB,*9pf*,GS173,HS5861<br>G.Clark,Ld.Sunderland | 28 ″ 6<br>4 ″ 4½ | 2,05 |
| 1286<br>112429<br>SDLR | **Coniston** SteelScSr<br>*C.P.Wilson* –01<br>1 *Dk*(*Irn*) *Stn B deep framing*<br>3 *Dk rule* | 3318<br>3112<br>2137 | ✠100A1 Shl *c*<br>2,01<br>LMC1,01 | 1901 W.Gray& Co.Ld. W Hartlepool A&CP | PymanS.S.Co.Ld. (G.Pyman&Co. *Mgrs.*)<br>*WB – Cell D Ba* | 337′0 \| 47′0 \| 24′6<br>P27′B84′F32′<br>FK<br>*Aw E* 136′*f* 138′ 721*t* | W.Hartlpl<br>British<br>5 *BHCem*<br>*APT53t* | T.3Cy.25½″,40½″&67″–45″<br>180lb *100lb* (*s*) 321NH<br>2SB,*Grf*,GS119,HS4881<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4<br>8 ″ 5 ″ 2 | 2,05 |
| 1287<br>104930<br>PVKS | **Connaught** SteelTwinScSr<br>*J.Thomson* –01<br>3 *Dks* | 2641<br>2459<br>747 | | 1897 Laird Bros. Birkenhead | City of DublinStm. PacketCo. | 360·0 \| 41·5 \| 27·3<br>*WB* | Dublin<br>British | T8Cy(2)29″,(2)45″&(4)48″<br>33″)<br>529NH<br>Laird Bros.,Birkenhead | BT till 6,05 | |
| 1288<br>126559 | **Connecticut** WoodPad | 3399<br>—<br>1872 | | 1889 ..... Noank, Conn | Providence&StoningtonSS.Co.(NY N.H.&H.R.R.Co.) | 345·5 \| 48·8 \| 18·0 | Providnce, R.I.<br>Utd.States | O.C.2Cy.56″&104–132″<br>1036NH<br>W.Cramp&Sons,Pha. | | |
| 1289<br>104973<br>PNLB | **Connemara** SteelTwinScSr<br>*L.J.Manning* –97<br>2 *Dks* | 1106<br>750<br>300 | | 1897 W.Denny &Bros. Dumbarton | L.&N.W.Rlwy.Co. | 272·5 \| 35·1 \| 14·2<br>P58′B119′F51′<br>*WB* | Dublin<br>British | T.6Cy.19″,29″&44″–30″<br>212NHP<br>Denny&Co.,Dumbarton | BT till 1,06 | |
| 1290<br>109671<br>RMTG | **Connie** SteelScK<br>*J.Wright* –00 ssFlt.No.1–04<br>1 *Dk* | 198<br>174<br>71 | ✠100A1 Flt<br>*Stm Trawler*<br>8,04 [illegible] 8,04<br>MS8,08 LMC2,04 | 1900 Earle's Co. Ld. Hull *Lloyd's SA&CP* | FleetwoodSteam FishingCo.Ld. | 110·4 \| 21·1 \| 11·2<br>Q46′F18′<br>BK7½″ | Fleetwood<br>British<br>3 *BHCem* | T.3Cy.10¾″,20″&32″–23″ (*s*)<br>200lb 52RHP<br>1SB,*2cf*,GS34,HS1050<br>Earle'sCo.Ld.Hull | 12 ″ 0 | 8,04 |
| 1291<br>125882 | **Conoho** IronSc<br>*D.S.Brockway* | 367<br>—<br>298 | | 1881 Neafie& Levy Philadelphia | D.S.Brockway | 161·6 \| 23·5 \| 8·0 | Baltimore<br>Utd.States | C.2Cy.20″&36″–28″<br>57NHP<br>Neafie&Levy, Philadelphia | | |
| 1292<br>HSPL | **Conquérant** IronPadTugSp<br>*Re-named "Conqueror," See No. 103 in Supplement.*<br>*LeMaillot*01–02<br>(*ex*Conqueror) 1 *Dk* | 167<br>155<br>12 | | 1884 Hepple& Co. N.Shields | Soc.NouvelleduRemorq.Boulonnais | 123·5 \| 20·1 \| 10·1 | Boulogne<br>French | L.2Cy.32″–58″<br>120NHP<br>Hepple&Co.,NorthShields | | |
| 1293<br>63816 | **Conqueror** IronPadSr<br>1 *Dk* | 233<br>232<br>24 | | 1871 Henderson Coulborn&Co. Renfrew | Sincennes McNaughton Line,Ld. | 136·6 \| 21·7 \| 11·8 | Montreal<br>British | C.2Cy.24″&46″–66″<br>NB93 143NH<br>*Cmpd.*93J.&R.Weir,Montreal | | |
| 1294 —<br>108177<br>PNSG | **—** IronPadK<br>*W.A.Conves* –03<br>1 *Dk* | 224<br>193<br>37 | | 1897 JT Eltringham&Co. SouthShields | Dick&Page | 131·0 \| 21·7 \| 10·0 | London<br>British | L.2Cy.31¼″–58″<br>150RH<br>Hepple&Co.,SouthShields | BT till 3,05 | |
| 1295 —<br>110861<br>QWSB | **—** SteelScK<br>*R.Imrie* –99 ssGms.No.1–03<br>1 *Dk* | 206<br>185<br>76 | ✠100A1 Gms<br>*Stm Trawler*<br>12,04 [illegible] 12,05 LMC8,08 | 1899 Earle's Co. Ld. Hull *Lloyd's SA&CP* | Anchor Stm.Fishg. CoLd(W.S.Letten, *Mgr.*) | 115·0 \| 21·0 \| 11·2<br>Q46′F19′<br>BK7½″ | Grimsby<br>British<br>4 *BHCem* | T.3Cy.11″,20″&32″–23″ (*s*)<br>200lb 55RHP<br>1SB,*2cf*,GS35,HS850<br>Earle'sCo.Ld.Hull | 12 ″ 0 | 8,08 |
| 1296 —<br>82281<br>KRFN | **—** IronTwinScSk<br>*T.E.Davies* –02 | 206<br>183<br>31 | | 1879 Napier, Shanks& Bell Glasgow | ~~Alexandra Towing Co.Ld.~~ J.T.Turcell | 122·0 \| 20·9 \| 11·0 | Liverpool<br>British | C.2Cy.21″&40″–26″<br>98RH<br>Rankin&Blackmore,Grk. | | |
| 1297 —<br>110201 | **—** SteelScK<br>*R.King* –04<br>(*Trawler*) 1 *Dk* | 148<br>134<br>31 | | 1899 Hawthorns &Co.Ld. Leith | T.Devlin,jun. | 100·4 \| 20·1 \| 10·5<br>Q22′<br>BK7½″ | Granton<br>British<br>*WB* | T.3Cy.11¼″,18″&30″–21″<br>50RHP<br>Hawthorns&Co.Ld.Leith | 11 ″ 6 | |
| 1298 —<br>28289 | **—** IronPadTug<br>*J.Short*<br>1 *Dk* | 144<br>—<br>14 | ✠ Hpl 9<br>5,67 | 1861 Pile Spence& Co. 7mo W Hartlepool | A.Irwing (J.Irwing, *Mgr.*) | 107·0 \| 20·4 \| 10·2 | W.Hartlpl<br>British<br>3 *BHAsp* | 2Cy.30″–54″<br>60RHP<br>W.Huntley | | |
| 1299 —<br>*J.F.Aranjo* | **—** SteelScSp<br>ssPra.No.1–01<br>1 *Dk* | *112*<br>*112*<br>— | ✠100A– Pra<br>*For Tug purposes*<br>4,01 [illegible] LMC4,01 | 1897 Cox&Co. Falmouth | BoothS.S.Co.Ld. | 95·7 \| 18·6 \| 9·7<br>B23′<br>BK6½″<br>*WB –* | Para<br>Brazilian<br>4 *BHCem*<br>*APT 14t* | C.2Cy.20″&38″–24″ (*s*)<br>100lb 71NHP<br>1SB,*2pf*,GS16.HS1353<br>Cox&Co.,Falmouth | 10 ″ 6 | 6,00 |
| 1300 —<br>110155<br>RGPT | **—** SteelScK<br>*A.A.Oates* –03<br>1 *Dk*(*Irn*) | 111<br>101<br>6 | ✠ Ply<br>*For Towing purposes*<br>6,99 | 1899 Willoughby Bros. Ltd. Plymouth | G.Etheredge | 86·4 \| 18·0 \| 10·5<br>B10′<br>BK6″ | London<br>British<br>4 *BHCem* | C.2Cy.17″&34″–21″<br>70RH<br>1SB,*2pf*,GS38,HS1372<br>Willoughby Bros.Ld.Ply. | 11 ″ 1 | |
| 1301 —<br>*G.H.Batts*95–01 | **—** SteelScTug<br>1 *Dk* | 41<br>41<br>7 | ✠ A1 Hul<br>*For Towing purposes*<br>8,01 LMC8,01 | 1901 Cook, Welt'n&Gemmell Hull *Lloyd's SA&CP* | G.W.Parker | 60·0 \| 14·1 \| 7·5<br>BK6″ | Grimsby<br>British<br>4 *BHCem* | C.2Cy.13″&26″–18″ (*s*)<br>100lb 28RHP<br>1SB,*2pf*,GS24,HS590<br>Tindall,Earle&Hutchinson,Ld.Hull | 8 ″ 0 | |
| 1302<br>HSPN | **Conseil frères** IronScSr<br>*J.Berteau*90–97 ssBdx.No.3–9,01<br>(*ex*Cairngorm) 2 *Dks*(1 *Irn*) *Web frames* | 1920<br>1736<br>1118 | ✠100A1 Bdx *s*<br>1,04<br>NB9,01 LMC1,01<br>BS1,04 | 1883 A.M'Millan &Son Dumbarton *Lloyd's SA&CP* | Les fils de Th. Conseil | 275·7 \| 36·0 \| 22·7<br>P30′B30′F30′<br>BK9½″<br>*WB = Cell* | Bordeaux<br>French<br>4 *BHCem*<br>*D B*204′295*t* | C.2Cy.34″&60″–42″ (*a*)<br>85lb *60lb* NDB90 188NHP<br>2SB,*6pf*,GS112,HS3164<br>D.Rowan,Glasgow | 25 ″ 1 | 1,04 |
| 1303<br>HSPK | **Conseil Père** SteelScSr<br>*A.Daunis*87–99 ssMsl.No.3–1,01<br>(*ex*Maori) 2 *Dks*(1 *Irn*) *3tr B* | 2950<br>2335<br>1695 | ✠100A1 Bdx *u*<br>9,03<br>NB3,99 LMC1,01<br>DBS8,04 | 1890 C.S.Swan& Hunter Newcastle *Lloyd's SA&CP* | Les fils de Th. Conseil | 324′0 \| 40′0 \| 23′2<br>P43′B84′F38′<br>BK10″<br>*WB = Cell D Ba* 102′ | Bordeaux<br>French<br>5 *BHCem*<br>*f* 132′493*t* | T.3Cy.26″,42″&69″–45″ (*s*)<br>160lb *80lb* 324NHP<br>2SB,*6pf*,GS122,HS4920<br>Wllsnd.Slpwy.Co.Ld.Nwc | 25 ″ 9 | 7,03 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Particularités additionnelles. | 6 Construit. Quand. Navire — Mach. | 6 Par qui. Où. | 7 Armateurs. | 8 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 9 Port d'Armement. Pavillon. | 10 Machines. Nbre & Dia. des Cylindres.—Course.—Pressions des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 11 Capacité des Soutes. Charbon. Huile. | 12 Epaisseur du Bordé. Epaisseur du Pont. | 13 Epaisseur des Cloisons. Epaisseur des Tôles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1304 | **Conselheiro Antonio Ennes** | **IronTwinScSr** | 133 | ✝ PNl *a* | 1882 | A.D.Lewis & Co. London | Portuguese Government | 95·4 20·0 8·8 | Mozmbque Portuguese | C.4Cy.14″&25″–16″ | | | |
| | *ssP Nl No 2-91* | | 127 | 12.92 | | | | BK7″ | | 42NP | | | |
| | (*ex*Lady Wood) | 1 *Dk* | 50 | ✝ | | | | *4 BH Cem* | | 1SB,*3cf*,gs52 A.Wilson&Co.,London | | | |
| 1305 | **Conselheiro Dantas** | **SteelPadSr** | 249 | | 1894 | Russell& Co. Greenock | LloydBrazileiro | 135·0 22·0 8·6 | Bahia Brazilian | T.3Cy.11″,17″&28″–18″ | | | |
| | *Sdf 1.Braga*80–94 | 1 *Dk&Shade dk* | 166 | | | | | | | 33NP | | | |
| | | | 115 | | | | | | | Kincaid&Co.(Lim.)Gnk | | | |
| 1306 | **Consent** | **IronScSr** | 1431 | ✝ A1* 1 Shl Lv | 1879 | Bartram, Haswell&Co. Sunderland | J.Westoll | 251·0 34·1 18·2 | Sundrland British | C.2Cy.32″&59″–38″ | | | |
| 69000 | *Hopper* | ~~6thSurvey,Nwc.9-99~~ | 1116 | ~~1,05~~ Sld | 4mo | | | P28′Q80′B60′F29′ | | 167NH | | | |
| SMJP | | 1 *Dk Irn–ptwss*)2*tr B* | 894 | | | | | BK8½″ | | 1DB,*4f* | | | |
| | *Well deck* | 6thSurvey,Sld.6,04 | | | | | | *WB = DBa&f* | *Bad&f APT* | 1.Richardson&Sons,Hpl. | | | |
| 1307 | **Conservator** | **SteelScWherry** | 139 | ✝100A1 Prs | 1902 | Allsup& Co Ld. Preston | KingsLynnConservancyBoard | 90·0 19·6 10·1 | KingsLynn British | C.2Cy.17″&35″–24″ | 11 × 0 | | |
| 93654 | *R.Watmough*02–02 | | 123 | 11,02 | 11mo | | | | | 130lb 80RH | | | |
| TWPK | | 1 *Dk(Irn)* | 17 | ✝LMC11 02 | *Lloyd's&CP* | | | BK6″ | *1 BH Asp* | 1SB,*2cf*,gs46,hs1248 Allsup&Co.Ld.Preston | | | |
| 1308 | **Consett** | **IronScSr** | 778 | ✝ Sld Lv | 1871 | Short Bros. Ld. Sunderland | Lambton Collieries Ld. (E.T.Nisbet, *Mgr.*) | 211·7 29·8 16·1 Q29*t* B27*t* *WB = DBa&f* | Sundrland British | C.2Cy.27″&52″–33″ | 17 × 8 | | |
| 02642 | *Z.A.Lucas* –01 | 5thSurvey,Sld.7,85 | 706 | 2,87 | 11mo | | | | *3 BH* | NB98 98RH | | | |
| KSWt | | 1 *Dk2tr B* | 474 | | | | | | | Onseburn Eng.W.Co.,Nwc. | | | |
| 1309 | **Consols** | **SteelScSr** | 3493 | ✝100A1 Bry *a* | 1898 | Bartram& Sons Sunderland | ConsolsS.S.Co.Ld. (W.Thomas&Co.,) *WB = Cell* Sons&Co *DBa*112′*uE*24′ | 350·0 46·5 16·2 P40′B102′F86′ 24′3 FK *f*11′·00*t FPT* 186*t* | Liverpool British *3 BH Cem APT* 138*t* | T.3Cy.24″,39½″&65″–42″ (*s*) 180lb *100lb* 287NH 2SB *6cf*,gs105,hs4280 J.Dickinson &Sons,Ld Sld. | 18 × 8 | | 2,04 |
| 109395 | *W.Richard-* –01 | *ss*Bry.No.1–03 | 3251 | *Spar dk* | 3mo | | | | | | | | |
| QBFP | | 1 *Dk(Stl)&Spar dk(Irn) &deep framing* | 2239 | 6,04 ~~6,04~~ ✝LMC7 02 B | A&CP | | | | | | | | |
| 1310 | **Consorzio Carboni** | **SteelScSr** | 3810 | ✝100A1 Gen *a* | 1900 | Cant.Nav. di Muggiano Spezia | ConsorzioIndustriale d'ImportazioneCarboni Fossili *WB = DBa* | 346·0 47·3 15·3 P37′B106′F29′24·3 FK | Savona Italian | T.3Cy.21½″,35″&69″–39″ (*s*) 180lb *180lb* 233NH | 16 × 5 | V | 6,05 |
| 18 | *C.F.Barratta* –01 | 1 *Dk&Spar* | 2070 | *Spar dk* | 3mo | | | | | | | | |
| NPLW | *F.Corsiglia ssGoa.No.1–05dk, Web frames* | 1 *Dk(Stl)&Spar dk/Stl)&Web frames* | 2490 | 5,05 ✝LMC8 05 | A&CP | Spezia | | *WB = DBa&f B36′f* 146′9*t* | *4 BH Cem APT* 1 | 2SB,*6cf*,gs84,hs3352 N.E.MarineCo.Ld.Nwc. | | | |
| 1311 | **Constance** *Kimmerer* | **SteelScSr** | 1832 | ✝100A1 Ams *a* | 1895 | Wood, Skinner& Co Newcastle | Stoomb.Maats. Hollandia (Canne &Balwé, *Mgrs.*) | 276·0 39·0 17·6 Q101′B64′F37′ | Amstrdam Dutch | T.3Cy.21″,35″&58″–39″ (*s*) 160lb *80lb* 210NH | 20 × 0 | | |
| | ~~Ashanti~~ | ~~ssAms.No 2–03~~ | 1660 | ~~gs 1132 hs 3,05~~ Nwc N | 2mo | | | drp.05 FK | | 2SB,*6pf*,gs95,hs3160 | | | ~~3,05~~ |
| NKWw | (*ex*Sliedrecht) | 1 *Dk(Irn)* | 1152 | ✝LMC ~~8 02~~ 3,05 | A&CP | | *WB = Cell DBa* | *a*76′*uE&f B*44 *f*112′ | 4300 *APT* 41*t* | N.E.MarineEng.Co.Ld Nwc | | | |
| | *Well deck* | *Web frames* | | | | | | | | | | | |
| 1312 | — | **IronSc3MstSr** | 593 | | 1871 | Reiherst'g Schiffsw. Hamburg | Actieselskabet Constance (Chr.Thorbjörnsen) | 189·6 25·6 13·1 Q51*t* B30*t* H14*t* F15*t* | Chrstiania Norwegian | Q4Cy10½″,15″,21½″&30″–20″ NB93 46NH | | N | |
| | *A. Gundersen* –02 | 1 *Dk2tr B* | 481 | | | | | | *WB Qp* | *93Reiherst.Mschnf,Ham* | | | |
| HDVC | (*ex*Hamburgh) | | 367 | | | | | | | | | | |
| 1313 | — | **SteelScSr** | 167 | | 1902 | Ardrossan D.D.&S.B.Co. Ld Ardrossan | H.Leetham&Sons, Ld. | 100·0 20·6 7·2 Q36′F19′ | London British | C.2Cy.12″&24″–18″ | | V | |
| 115934 | *F.Spence* –04 | | 116 | | | | | | *WB* | 24RH | | | |
| | | 1 *Dk* | 56 | | | | | | | J.Menzies&Co.Ld.Leith | | | |
| 1314 | — | **WoodScFlat** | 126 | | 1889 | J.Harland Tranmore | H.I.Thompson | 85·6 20·2 9·3 | Liverpool British | 2Cy.10¼″–10″ | | | |
| 96338 | *J.Molyneux* | | 120 | | | | | | | 20RH | | | |
| | | | 80 | | | | | | | Cochrane&Co.,Birkenhead | | | |
| 1315 | **Constantia** | **SteelScSr** | 2997 | | 1890 | Barclay, Curle&Co.Ld Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 340·0 42·0 26·3 P20′B80′F42′ | Hamburg German | T.3Cy.24½″,38″&64″–48″ | 29 × 0 | G | |
| | *M.Hoff*00–01 | | 2667 | | | | | | *WB* | 302NH | | | |
| RJCK | *Elec.light* (*ex*Benares) | 2 *Dks3tr B* | 1928 | | | | | BK10″ | | Barclay,Curle&Co.Ld.Gls | | | |
| 1316 | — | **SteelScSr** | 772 | | 1890 | W.Rosenlew&Co. Björneborg | WasaNordsjö Ångbaktieb.(Axel Schauman, *Mgr.*) | 186·6 29·4 13·8 | Nicolaistd Russian | T.3Cy.16″,26″&48″–26″ | | V | |
| | *O.Jansson*99–01 | 1 *Dk2tr B* | — | | | | | | | 94NH | | | |
| VGBK | | | 441 | | | | | | | W.Rosenlew&CoBjörneb'g | | | |
| 1317 | **Constantijn** | **SteelScSr** | 188 | ✝100A1 Bat *b* | 1893 | R.Duncan &Co.Ld. Port Glasgow | Nederl.Nieuw GuineaHandel Maats. | 107·1 19·6 9·6 F26′ | Ternate Dutch | C.2Cy.13″&26″–18″ (*s*) 110lb *84NH* | 10 × 6 | | 7,04 |
| | *G.H.J.Landman* | *ss*Sng.No.1–04 | 146 | 7,01 ~~2,02~~ Sng | 6mo | | | BK6½″ | *3 BH Cem* | 1SB,*2pf*,gs29,hs709 | | | |
| TCLN | *Mchy.Aft.* | 1 *Dk*(*Teak*) | 119 | ~~MS2,02~~ ✝LMC7 ~~02~~ 7,04 | A&CP | | | *WB =* | *FPT* 11*t* | Ross&Duncan,Glasgow | | | |
| 1318 | **Constantin** | **IronScSr** | 814 | Cpn *a* | 1880 | Kockums Mek Vk Ak Malmö | Forenede Dmpskib. Selskab | 230·0 30·2 14·2 20·7 | Aarhus Danish | C.2Cy.35″&61″–39″ | | | |
| | *N.C.Niedersöe* | 2 *Dks&Awngdk* | 695 | *Awng dk* | | | | | *4 BH Cem* | 191NHP | | | |
| NSHT | *Ref.Mchy.* | | 429 | *with load line* 4,80 | | | *WB = DBa* | 109 *f*67′ *MT*33′ 250*t* | *APT FPT* | KockumsMek Verk.Malmö | | | |
| 1319 | — | **IronTwinScSr** | 661 | | 1866 | Palmers'S. &I.Co. Newcastle | RiguerDampfschifffahrtGes. | 213·4 29·7 11·8 Q78′ H– | Riga Russian | T.6Cy.12″,19″&32″–21″ | | V | |
| 513 | *C.Wolter*79–90 | | — | | | | | | | NE&B97 94NH | | | |
| HRCM | | | 466 | | | | | | | N.E.Mar.E.Co.Lim.Nwc. | | | |
| 1320 | — | **IronSc3MstSr** | 541 | ✝ Hav | 1870 | Scott&Co. Greenock | Cie.HavraisePén. deNav.àVap. | 194·2 23·1 14·8 Q68 R24′F24′ | Havre French | T8Cy.12½″,20½″&34″–24″ NDB95 63NH | 16 × 2 | | |
| 456 | *Lorine*02–02 | *ss*Sld.No.8–7,86 | 291 | 9.99 ✝NE&B7,86 | 8mo | | | ND85 BK6½″ | *5 BH Cem* | 1SB,*2cf*,gs30,hs931 | | | |
| HSRN | *Well deck* (*ex*Haco) | *ss*Hav.No.2–94 | | ✝ | | | | | | G.Clark,Sunderland | | | |
| | *Mchy.Aft.* | 1 *Dk* | | | | | | | | | | | |
| 1321 | — | **IronScSr** | 379 | | 1875 | F.Schichau Elbing | Dampfschifffahrts Ges.Osilia | 159·8 21·6 11·0 P125′ F21′ | Arensburg Russian | C.2Cy.18¾″&41½″–21½″ NB95 67NH | | V | |
| 24 | *Pichel* –03 | 1 *Dk* | — | | | | | | | F.Schichau, Elbing | | | |
| MVBI | | | 219 | | | | | | | | | | |
| 1322 | **Constantine** | **IronSc3MstSr** | 753 | ✝ ~~A1~~ Bly | 1866 | C.Mitchell & Co. Newcastle | J.RidleySon&Tully | 204·9 28·3 14·9 Q42′B7′F30′ BK7″ | London British | C.2Cy.27″&48″–30″ (*s*) 70lb *80lb* NDB98 90RH | 18 × 5 | ~~2,11~~ | ~~11,06~~ |
| 51388 | *J.Wilson* –04 | ~~ssNwc.No.3–7,91~~ | 641 | 1,99 ~~10.02~~ ~~11.04~~ Nwc | 1mo | | | ptND91 ND04 | *4 BH* | 1SB,*3pf*,gs57,hs1722 | | 2 × 0½ | |
| MLFD | *Mchy.Aft* | ~~ssShl.No.2–00~~ | 467 | ✝NB8~~2~~ LMC12,05 | A&CP | | | WB | *B = DB* 141′ | R.&W.Hawthorn,Nwc | | | |
| | | *ss*Nwc.3rdNo.3–11,04 1 *Dk(Stl)* ~~1 Dk2tr B~~ | | ~~DS11,04~~ | | | | | | | | | |
| 1323 | — | **IronPadSk** | 145 | | 1886 | J.T.Eltringham S.Shields | C.Svorono&Sons | 108·0 18·6 9·7 | Rostoff on Don Russian | L.1Cy.86½″–54″ | | | |
| | *B.Marcatis*01–01 | | 132 | | | | | | | 74NH | | | |
| | (*ex*Earl of Bute) | 1 *Dk* | 56 | | | | | | | J.P.Rennoldson&Sn.S.Shl | | | |
| 1324 | **Constantinos** | **IronScSr** | 1727 | ✝100A1 Mlt *a* | 1884 | M'Intyre& Co. Newcastle | A.Typaldo-Bassia | 260·0 36·2 18·0 Q88′B74′F33′ | Cephlonia Greek | C.2Cy.32″&60″–39″ (*s*) 80lb *80lb* NDB98 188NHP | 19 × 2 | | |
| 1415 | *T.T.Synodinos* –99 | *ss*Cff.No.3–5,96 | 1415 | ~~3,01~~ 4,05 Alg | 8mo | | | | | | | | |
| 1101 | | *ss*Pir.No. ~~2~~ 2–05 | 1101 | ~~Bingh~~ ✝LMC ~~02~~ | A&CP | | *WB = DBa&E&f B*44′100*t* | FK *FPT* 65*t APT* 18*t* | *4 BH Cem* | 2SB,*4cf*,gs90,hs3318 | s 2 × 2 | | 5,06 |
| | *Well deck* | 1 *Dk(Irn)2tr B* | | I 10,04 M 5,05 | | | | | *M* 32′410*t* | Blair&Co.(Lim.),Stockton | | | |
| 1325 | **Constantinos Canakis** | **SteelScSr** | 1681 | ✝100A1 Mos *q* | 1889 | W.Gray& Co.Ld. W Hartlepool | P.C.Canakis | 260·2 36·6 18·2 P27′Q80′B104′F25′ | Piræus Greek | T.3Cy.19″,30½″&51″–36″ (*s*) 150lb *80lb* NDB00 148NHP | 19 × 5 | | |
| | *C.Platis* –02 | *ss*Cff.No.3–3,02 | 1317 | 5,05 ~~2.04~~ | | | | FK | *1 BH Cem* | 2SB,*4rf*,gs60,hs2180 | s 1 × 6 | | 11,06 |
| | (*ex*Westbrook) | 1 *Dk(Irn)&Web frames* | 1079 | ~~DS2,04~~ ✝LMC3,02 | | | | *WB = DBa*82′/ | 100′378*t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| | *Well deck* | | | ~~DS4,05~~ | | | | | | | | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Freeboard. Draught. Deep Draught. | Built. When. Where. By Whom. / Slip / Engines. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P. Horse-power by Society's formulæ. R.H.P. as per Sh. Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean Ind. Horse-power. | | Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1326 | **Constantinos Embiricos** / *L.G.Goulandris* –03 / *Elec.light* / 1 *Dk(pt Iron & pt Stl) 2 tr B & deep framing & Dk rule* | *2611* / *2438* / *1663* | ✠100A1 / *with freeboard* / 8,01 ~~8,03~~ ✠LMC | Cff | *u* | 1903 Short Bros. 6mo Ld. Sunderland / *Lloyd's SA&CP* | **A.Embiricos** / *W B = Cell D Ba 96' u E 24' f 188' 806t D* | 320·4 \| 44·9 \| 20·9 / P35' B200' F85' / FK / *Ta 28' 500t F P T 86t* | Andros / Greek / *6 B H Cem A P T 24t* | T. "Cy. 28", 38" & 64"–42" / 180lb *90lb* 218 N H P / 2 SB, *6cf*, GS 120, HS 1111 / G. Clark, Ld. Sunderland | 23 " 6 / " 3 " 2 | | |
| 1327 | **Constantinos Stathatos** stlScSr / ssPir. No. 3–7,02 / 1 *Dk(pt Stl & pt Iron) 2 tr B & pt Awng dk Irn* / *Now named "Beechburn," See No. 18 in Supplement.* | *2340* / *1702* / *1501* | ✠100A1 / *pt Awng dk* / *with freeboard* / *Supplement.* | Hpl | *s* | 1890 J. Readhead 6mo & Sons S. Shields / *Lloyd's SA&CP* | | 296·8 \| 39·5 \| 17·7 / P36' Q78' BK 10" / *pt Awng dk 184' W B = Cell D B 256' 534t* | / *6 B H Cem A P T 38t* | T. 8 Cy. 28", 37½" & G1½"–39" (r) / 160lb *60lb* 230 N H P / 2 SB, *6cf*, GS 105, HS 8190 / J. Readhead & Sons, S. Shl. | 20 " 6 / " 8 " 2 | | ~~8.10.03~~ |
| 1328 | **Constanza** / *(STRANDED 2,03 RE-FLOATED)* / ex Springfield / *Well deck* / ssCff. No. 3–7,97 / ssShp. No. 1–01 / 1 *Dk(Stl & Iron) Web frames* | 2243 / 1729 / 1457 | ✠ / 7.02 ✠ | Cff | *s* | 1887 W. Gray & Co. 8mo West Hartlepool | Cia. de Explotacion y Salvamento | 288·3 \| 37·7 \| 19·5 / P29' Q80' B118' F82' / BK 10" / *W B = Cell D B 240'* | ~~Los Palmas~~ / *5 B H Cem* / 490t *A P T 19t* / Honduras | T. 8 Cy. 28", 36½" & 62"–39" / N D 597 240 N H P / 2 SB, *6cf*, GS 108 / Cen. Mar. Eng. Wrks. W Hpl | 22 " 2 | | |
| 1329 | — / *Paicurich* / *Elec.light* / 2 *Dks 3 tr B* | 2213 / 2029 / 1426 | | | | 1898 Howaldts-werke Kiel | Roumanian State Railways | 284·0 \| 40·0 \| 21·5 / B42' F33' | Braila / Roumanian / *W B* | T. 8 Cy. 22", 34½" & 57"–39" / 203 N H P / Howaldtswerke, Kiel | | V | |
| 1330 | **Consuelo** / *T. R. Watson* 98–00 / 2 *Dks(Stl & deep framing lower dk in Elec.light* / 1, 3 *holds & Shelter dk (Stl)* | 6025 / 5781 / 8960 | ✠100A1 / *Shelter dk* / 8,05 ~~8,04~~ ✠LMC ~~8,02~~ 8,04 | Hul | *q* | 1900 C.S. Swan & Hunter, Ld 6mo Newcastle / *Lloyd's SA&CP* / *W B = Cell D Ba 124' u E & B 67' f 195' 1070t D* | T. Wilson, Sons & Co. Ld. | 461·5 \| 52·1 \| 31·1 / FK / *Ta 30' 790t D Tf 22' 651t F P T 97t A P T 55t* | Hull / British / *6 B H Cem* | T. 6 Cy. 22", 37" & 61"–42" (r) / 200lb 783 N H P / 2 SB, *12cf*, GS 260, HS 11469 FD / T. Richardson & Sons, Ld. Hpl. | 34 " 2 / s 7 " 0 | | ~~9.04~~ FN 3.05 ~~8.03~~ |
| 1331 | — / *M. Marino* / (ex Maria, ex Santa Justa) / 1 *Dk* | 239 / — / 181 | | | | 1858 Scott & Co. Greenock | J. F. Nespral | 145·6 \| 18·9 \| 10·7 / H— | Gijon / Spanish | 2 Cy. 21"–20" / 30 N H P / Scott, Sinclair & Co. Grk. | | | |
| 1332 | **Consul Horn** / *E. Thoms* 01–01 / *Elec.light* / 1 *Dk* | 2504 / 2289 / 1596 | | | | 1901 Helsingörs Jernsk & Msk. Elsinore | Dampfschiffs Rhed. Horn, Act. Ges. | 315·8 \| 45·2 \| 19·7 / P19' B87' F36' | Lübeck / German / *W B* | T. 8 Cy. 22½", 37" & 61"–42" / 241 N H P / Helsingörs Jernsk. & Msk. | | G | |
| 1333 | **Conte Menabrea** / *D. Lagana* / 1 *Dk* | 170 / 140 / 100 | ✠ / 9.65 | Cly | | 1865 J. G. Lawrie 8mo Glasgow | Nav. Gen. Italiana | 123·6 \| 17·1 \| 9·2 / Q13t F9t | Genoa / Italian | C. 2 Cy. 14" & 28"–24" / N B 93 32 N H P / 4 B H Cmp 73 / Pierano & Danovaro, Gen. | | I | |
| 1334 | **Contessa Adelma** / *R. D. Scopinich* –03 / 1 *Dk(Stl) & Spar dk (Stl) & deep framing* | 3352 / 3308 / 2278 | ✠100A1 / *Spar dk* / 3,04 ✠LMC 12,01 | Lon | *w* | 1901 Russell & Co. 12mo Pt. Glasgow / *Lloyd's SA&CP* | Erede & C. Cav. Gerolimich & Co. / *W B = Cell D Ba 110' u E & B 40' f 142' 805t* | 339·2 \| 46·0 \| 17·9 / P20' B76' F36' 25·7 / FK / *Ta 30' 790t D Tf 22' 651t F P T 97t A P T 55t* | Lusinpiclo / Aust.-Hung. / *6 B H Cem A P T 56t* | T. 3 Cy. 24", 39" & 65"–45" (s) / 180lb *80lb* 300 N H P / 2 SB, *6cf*, GS 132, HS 4550 / Rankin & Blackmore, Grk. | 20 " 6 / s 6 " 1 | | 4.03 |
| 1335 | **Contest** / 1 *Dk* | 274 / 208 / 104 | | | | 18 7 2 / 9 5 5 H. Dinning Quebec re-b't J. Chabot | J. Chabot | 132·3 \| 23·0 \| 10·5 | Quebec / British | 2 Cy. 30"–72" / 100 R H P / St Mary Foundry, Montreal | | | |
| 1336 | **Continente** / *C. Storry* / *Elec.light* / ssPra. No. 1–01 / 1 *Dk(Stl–ws) & Awng dk* | *1219* / *1009* / *725* | ✠100A1 / *Awng dk* / *with freeboard* ~~B&S 05~~ B&S 10.01 ✠LMC 10,01 / *Coasting, Rio Janeiro &* | Pra | *m* | 1896 Murdoch & Murray 5mo Pt. Glasgow / A&CP / *Para* | Cia. de Nav. a Vapor do Maranhão | 222·5 \| 32·6 \| 11·6 / B53' F35' 18·7 / FK / *W B = D Ba 37' 54t F P T 80t* | Maranhão / Brazilian / *4 B H Cem* | T. 6 Cy. 15", 25" & 40"–27" (s) / 160lb *90lb* 170 N H P / 2 SB, *6cf*, GS 86, HS 2684 / Lees, Anderson & Co., Gls. | 12 " 5 / s 8 " 0 | | 10.01 |
| 1337 | **Contramaestre Galver** / (*Tug*) / 1 *Dk* | *204* / *201* / *50* | | | | 1897 Fleming & Ferguson, Ld. Paisley | Chilian Government | 105·0 \| 22·6 \| 12·9 / B12' | Valparaiso / Chilian | C. 2 Cy. 20" & 40"–24" / 65 N H P / Fleming & Ferguson Ld Psy | | | |
| 1338 | **Contre Amiral Caubet** / (*Cable vessel*) *Degrand* –02 (ex Portena) / *Ref. Mchy. Elec.light* / 2 *Dks 3 tr B* | 2207 / 1682 / 976 | | | | 1875 Forges & C. de la Médit. Havre | Cie. Française des Cables Télégraphiques | 323·8 \| 34·8 \| 26·2 / P75' B92' F49' | Havre / French | C. 2 Cy. 38" & 71"–39" / N B 03 262 N H P / Forges & C. de la Médit., Hav | | V | |
| 1339 | **Contreiras** / *J. Baird* –00 / 1 *Dk(Teak) & Promenade dk (Teak)* / *Elec.light* | *335* / *250* / *228* | ✠ A1 / *For River purposes only* / 1,04 ✠LMC 1,01 | Pra | | 1900 Murdoch & Murray 9mo Pt. Glasgow / A&CP | C. H. Contreiras de Oliveira | 150·2 \| 30·1 \| 8·0 / F16' / — / FK | Pará / Brazilian / *5 B H Cem* | C. 4 Cy. 12" & 24"–18" (s) / 120lb 57 N H P / 1 SB *2pf*, GS 40, HS 1116 / Lees, Anderson & Co. Gls. | ·8 " 4 | | P N 1.04 81.04 |
| 1340 | **Conway** / *W. Lyna* –03 / *Spar dk (pt Iron & pt Stl) 2 tr B & deep framing* | 4003 / 3750 / 2591 | ✠100A1 / *Spar dk* / *with freeboard* 9,01 ~~4,08~~ ✠LMC ~~1,04~~ 8,04 | Hpl / Lon | *w* | 1901 Irvine's SB 1mo & D. D. Co. Ld. (W Hartlepool) / A&CP / *W B = Cell D Ba 112' u E & B 36' f 144'* | Conway S.S. Co. Ld. (L.R. Conner & Co.) | 345·0 \| 47·9 \| 19·4 / P31' B100' F34' 27·6 / FK / *872t A P T 101t* | W. Hartlpl / British / *6 B H Cem* | T. 3 Cy. 25", 41" & 67"–45" (s) / 165lb *100lb* NDB 03 313 N H P / 2 SB, *8pf*, GS 124, HS 1840 / Richardsons, Westgarth & Co. Ld. Sld. | 22 " 11 / s 6 " 41 / s 6 " 2 | | ~~4.03~~ 3.05 |
| 1341 | — / *For full particulars See No. 13 in Supplement* | 2498 | 100A1 / (*Glass Cement plated*) | | | 1904 Armstrong Whitworth & Co. Ld. Newcastle | Royal Mail Steam Packet Co. Ld. | 318·0 \| 43·7 \| 23·3 / P21' B86' F33' | Newcastle / British | T. 3 Cy. 25", 41" & 68"–45" / Wilsnd Slpwy. Co. Ld. Nwc. | | | |
| 1342 | — / *W. J. Staff* –04 / 1 *Dk* | 228 / 203 / 109 / 105 | ✠100A1 / *Stm Trawler* / 2,04 ✠LMC 2,04 | Hul | | 1904 Cochrane & Sons Selby / *Lloyd's SA&CP* | T. C. & F. Moss | 119·3 \| 21·5 \| 11·5 / Q18' F20' / K 7½ | Grimsby / British / *1 B H Cem* | T. 3 Cy. 12", 21" & 34"–24" (s) / 180lb 58 ~~60~~ R H P / 1 SB *2cf*, GS 31, HS 1046 / C. D. Holmes & Co. Hull | 12 " 4 | | |
| 1343 | **Cooeyanna** / *H. Strom* 90–02 / 1 *Dk(Stl) & Spar dk (Stl) & deep framing* / *Elec.light* | 3922 / 3551 / 2496 | ✠100A1 / *Spar dk* / 11,04 ~~12,00~~ ✠LMC | Cal / Mel | *x* | 1902 Hawthorn, Leslie & Co. Ld. Newcastle / *Lloyd's SA&CP* | McIlwraith, McEacharn & Co. Proprietary Ld. / *W B = Cell D Ba 104' u E & B 64' f 166'* | 375·0 \| 47·0 \| 17·6 / P32' B166' 25·2 / F101' / FK | Melbourne / British / *6 B H Cem* | T. 3 Cy. 27", 45" & 74"–48" (s) / 180lb 458 N H P / 3 SB *9cf*, GS 162, HS 6240 FD / N. E. Marine Co. Ld. Nwc. / 730t *D T f* 20' 450t *A P T 40t* | 20 " 1 / s 4 " 11 | | 12.03 |
| 1344 | **Coogee** / *F. Carrington* 89–89 / (ex Lancashire Witch) / 1 *Dk(pt Stl–ws) Elec.light* | 762 / 536 / 286 | 100A1 / *Shade dk* / 9.03 ✠NB 9,03 LMC 9.03 | Mel | *m* | 1887 J. L. Thompson & Sons Sunderland / A&CP / *W B = D Ba 40' 16t F P T* | Huddart, Parker & Co. Proprietary Ld. | 225·0 \| 30·2 \| 13·5 / *Shade dk 44'* / FK | Melbourne / British / *4 B H Cem 14t A P T 21t* | T. 3 Cy. 23", 37" & 60"–36" (s) / 160lb *50lb* 281 N H P / 2 D B, *12cf*, GS 192, HS 4540 / J. Dickinson, Sunderland | 14 " 3 | | 9.03 |
| 1345 | **Cookham** / *A. W. Robertson* –98 / 1 *Dk(Irn) & Web frames* / *Well deck* / *Irn framing & Stl Plating* | 1594 / 1241 / 999 | ✠100A1 / 8,04 ~~8,08~~ ✠NB 11,99 ✠LMC 6.03 DB 8,04 | Sld | *p* | 1890 T. R. Oswald & Co. Ld. 9mo Milford Havn / *Lloyd's SA&CP* | W. Cory & Son, Ld. / *W B = D Ba 71' f 103' & u* | 249·9 \| 32·3 \| 17·9 / P. Q. & B 134' F27' / FK / *E & B 36' 451t* | London / British / *4 B H Cem* | T. 3 Cy. 19½", 29" & 55"–36" (s) / 160lb *60lb* 191 N H P / 2 SB, *6pf*, GS 104, HS 3030 / *Tpd.* 90 T. R. Oswald & Co. (Lim.), Milford Haven | 21 " 0 / s 2 " 6½ | | ~~8.03~~ 8.04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage / Nets | Détails de la Classification. | Constrait. / Par qui. / Où. | Appareils. | Dimensions Principales & Superstructures, &c. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les mesurages de la Société. RHP = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines. | Charge nette / Tonnes. / Pieds cubes. | Tirant d'eau / pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1346 / 82873 / WCJS | **Coolgardie** IronScBn<br>*A.Boyd* –03 *ss*Lon.No.3–1,94<br>(*ex*Bothwell Castle) *ss*Mel.No.2–02<br>*Elec.light* 2 *Dks*(1 *Irn*)3 *tr.b* | 2542<br>2399<br>1653 | ✠100A1 Mel *u*<br>4,04 [illegible]<br>M85,05 ✠ [illegible] | 1881 R.Dixon& Co. 3mo<br>McIlwraith, McEacharn&Co. Proprietary,Ld. | 330·1 38·3 26·0<br>BK 10½<br>4 *BH Cem*<br>*D Dks*86 204*t* | Melbourne<br>C.2Cy.40″&75″–42″ (*b*)<br>75lb *100lb* SDH02 304NH<br>2 DR *Spf*,gs150<br>F. Richardson&Sons,Hpl. | 27 · 3<br>s 5 · 1 | |
| 1347 / 97758 / LQDK | **Coomassie** SteelScSr<br>*Jones* 2 *Dks*(1 *Stl–ws*) *Webframes*<br>*Elec.light* *ss*Liv.No.3–4,03 | 2434<br>1841 | ✠100A1 Liv *t*<br>4,05 Ham<br>D [illegible] ✠LMC01,04 | 1890 Naval Con. & Arm.Co.Ltd Barrow<br>Naval Con. & Arm. Co. Ltd (Elder, Dempster& Co. *Mgrs.*) | African S.S.Co. 3mo<br>441·0 49·2 24·7<br>F10 B80 F10'<br>BK 9½<br>5 *BH Cem*<br>C6 *DBa*220 *t* 6 *APT* 52 *t* | London<br>C.3Cy.23″,38″&61″–42″ (*a*)<br>160lb *60lb* 2,83NH<br>2SB,*6rf*,gs130,hs3974<br>Naval C.&A.Co.(Lim.) Brw | 27 · 5<br>s 5 · 3 | BT till 7,04 |
| 1348 / 93511 / SLWH | **Coomonderry** SteelScSr<br>*S.Canty* 99 1 *Dk*<br>*Mchy.Aft* | 147<br>121<br>58 | ✠ Drt *b*<br>1,85 | 1886 T.B.Seath & Co. 2mo<br>Glasgow | Jany R.Anderson<br>110·2 20·1 7·6<br>Q25' B12' F11'<br>*WB = FPT* 23 *t* | Sydny NSW<br>C.2Cy.15″&30″–18″<br>37RH<br>*BH Cem*<br>Kincaid&Co.,Greenock | 8 · 1 | |
| 1349 / 126223 / KQMT | **Coos Bay** WoodScSr<br>*A.Nicholson* 2 *Dks*3 *tr.b* | 545<br>480<br>404 | ✠ | 1884 H.R.Reed Marshfield, Oreg. | Pacific Coast S.S.Co<br>180·5 27·0 14·0<br>H— | S.Frncisco Utd.States<br>C.2Cy.16″&30″–20″<br>31NH<br>Hinckley, Shear&Hayes,S.Fo. | | |
| 1350 / 84164 / WDQR | **Coot** SteelScK<br>*H.Sigurdson* –05 1 *Dk*<br>*ss*Abn.No.3–2,05 | 142<br>136<br>44 | ✠100A1 Abn<br>*Stm Trawler*<br>2,05 [illegible] ✠LMC07 | 1892 W.Hamil- ton&Co. 10mo<br>Silver City Steam Trawling Co ltd (*J.Nutton, Mgr.*) | 100·2 20·5 10·6<br>Q19' F18'<br>BK 7½<br>*BH Cem*<br>Danish (*ex* [illegible] and) | Aberdeen<br>T.3Cy.11″,17″&27″–[illegible] (*a*)<br>160lb 45RH<br>ISB,2*pf*,gs31,hs916<br>D.Rowan&Son,Glasgow | 11 · 11 | |
| 1351 / 104565 / NMKF | **Copeland** IronScSr<br>*R.McLaws* –03 2 *Dks* | 1184<br>907<br>508 | | 1894 W B Thmpson&Co.,Lim. Dundee | Clyde Shpgg.Co.Ld (*W.Cuthbert, Mgr*)<br>246·5 33·7 16·2<br>P&B150'F52'<br>*WB* | Glasgow<br>T.3Cy.28″,38″&61″–48″<br>258NH<br>WB Thmpsn&Co(Lm),Dun | | C BT till 2,05 |
| 1352 / HBKP | **Copiapo** IronScSr<br>*C.Christiansen* –99 2 *Dks*&*Awngdk* | 1337<br>—<br>603 | | 1870 Bowdler, Chadwn&Co Liverpool | V.Benard<br>258·0 34·0 20·6 | Valparaiso Chile<br>C.2Cy.38″&74″–33″<br>262NH<br>Fawcett,Preston&Co.,Liv. | | |
| 1353 / 84164 / WDQR | **Coptic** SteelSc4MstBk<br>*F.H.Armstrong* –01 3 *Dks*<br>*Ref.Mchy. Elec.light* (2 *Stl–Uws*) | 4356<br>3974<br>2744 | | 1881 Harland& Wolff Belfast 5mo | Oceanic Stm Nav Co Ld.(Ismay,Imrie& Co. *Mgrs.*)<br>430·2 42·2 29·4<br>H779 | Liverpool<br>T.3Cy.28″,47&78″–60″<br>NE&B94 471NH<br>Harland&Wolff(Lim.)Bel | 13 · 4<br>s 9 · 1 | |
| 1354 / 114182 | **Coquet** SteelScK<br>*J.Reader* –01 1 *Dk* | 174<br>158<br>61 | ✠100A1 Liv<br>*Stm Trawler*<br>7,04 12,05 ✠LMC01,04<br>5,05 | 1901 Smith's Dock Co Ld 3mo<br>North Shields<br>*Lloyd's SACP* | Johnston&Shaw<br>T.J.Aarton<br>110·5 21·1 10·6<br>Q38' F20'<br>BK 7½<br>3 *BH Cem* | Aberdeen<br>T.3Cy.12″,20″&32″–23″ (*a*)<br>180lb 52RH<br>ISB,2*pf*,gs82,hs1051<br>MacColl&Pollock,Sld. | 11 · 10 | 7,04 |
| 1355 / 127163 / KMVQ | **Coquille River** WoodScSr<br>*C.Franzton*02–02 1 *Dk* | 415<br>368<br>265 | | 1896 W.Muller Prosper,Or. | Sudden&Christenson<br>146·2 34·2 12·4 | S.Frncisco Utd. States<br>C.2Cy.12½″&31″–24″<br>39NH<br>Deacon,San Francisco | | |
| 1356 / 63330 / JVNP | **Coquimbo** IronSc3MstSr<br>*W.H.Hackett* –97 4th Survey,84<br>2 *Dks*&*Shadedk* | 1821<br>1643<br>1075 | ✠ Liv *t,v*<br>10,84 | 1870 J.Elder& Co. 8mo<br>Glasgow | Pacific Stm Nav Co.<br>290·5 38·3 22·9<br>H1178 | Liverpool<br>C.2Cy.46″&80″–39″<br>NB81 333NH<br>J.Elder&Co.,Glasgow | | |
| 1357 / 100205 | **Coquitlam** SteelScSp<br>*F.Saunders*99–01 1 *Dk*<br>*Mchy.Aft* | 256<br>217<br>166 | | 1891 J.Mc Arthur&Co Glasgow | Union S.S.Co.of Brit.Columbia,Ld.<br>120·0 22·0 9·6<br>H9*t* | Vancouver British<br>C.2Cy.13″&26″–18″<br>28RH<br>Bow,McLachlan&Co.Pay. | | |
| 1358 / 99819 / MQVJ | **Coral** Steel&IronSc3MstSr<br>*ss*Bwg.No.3–2,05<br>1 *Dk*(*Irn*) *Irn framing Stipulating*<br>*Well deck* *Mchy.Aft* *D.Galbraith* –05 | 477<br>351<br>170 | ✠100A1 Bwg *h*<br>2,05 [illegible]<br>B87,05 ✠LMC8,01 | 1892 J.Shearer & Son 6mo<br>Glasgow A&CP | W.Robertson<br>165·2 26·1 10·8<br>Q81 B10 F28<br>BK 7½<br>3 *BH Cem*<br>*WB = FPT* 20*t* | Glasgow<br>C.2Cy.13½″&40″–27″ (*a*)<br>110lb *75lb* 66RH<br>ISB,2*pf*,gs40,hs1283<br>Ross&Duncan,Glasgow | 12 · 2<br>s · 9½ | |
| 1359 / 127129 | **Coralia** SteelSc<br>*J.F.Parke*01–02<br>*Mchy.Aft* *Elec.light* | 4331<br>—<br>3351 | | 1896 Globe Iron Works Cleveland | Pittsburgh S.S.Co. | Duluth Utd States<br>*WB* | | |
| 1360 / 99554 / MKVL | **Coralie** SteelScSr<br>*F.K.Watterworth* –04<br>1 *Dk*(*Irn*)&*Web frames*&<br>*ss*Hul.No.3–2,01 *pt.Awngdk*(*Irn*) | 2920<br>2212<br>1881 | ✠100A1 Shl *t*<br>*pt Awng dk* Hpl<br>*with freeboard*<br>12,04<br>✠LMC7,01 | 1892 Richardsn Duck&Co. 1mo<br>Stockton<br>*Lloyd's SACP* | W.H.Cockerline& Co.<br>*WB = Cell DB* | Hull<br>T.3Cy.28″,38″&62½″–42″ (*a*)<br>160lb *90lb* NDB04 256NH<br>2SB,*6cf*,gs109,hs2900<br>Blair&Co.(Lim.),Stockton | 23 · 2<br>s · 0½ | |
| 1361 / 115361 / STVQ | **Coranian** SteelScSr<br>*R.O.Jones* –04<br>1 *Dk*(*pt Irn*&*pt Stl*)&*deep framing* | 1223<br>1096<br>770 | ✠100A1 Cff *n*<br>3,04 10,04 Sws<br>✠LMC04,05 | 1901 W.Harkess & Son 11mo<br>Middlesbro'<br>*Lloyd's SACP* | Steamships Goidelian&Coranian Co. Ld. (O.&W. Williams, *Mgrs.*)<br>225·0 35·1 17·8<br>Q83' B56' RFD86'<br>F21' F8<br>*WB = DBa*&*uE*73*t*<br>*uB* 15' *f* 92 | Cardiff British<br>T.3Cy.17″,28½″&46″–33″ (*a*)<br>180lb *90lb* 131NH<br>4 *BH Cem*<br>1SB,3*cf*,gs59,hs2025<br>MacColl&Pollock,Sld | 16 · 6<br>s · 10 | |
| 1362 / 117711 | **Corbeil** IronScSk<br>*F.G.Cook* –03 *ss*Hav.No.3–3,02<br>1 *Dk*(*Irn*)<br>*Mchy.Aft* | 149<br>117<br>76 | ✠ Brs | 1890 Hepple& Co. 4mo<br>N.Shields | G.Nurse<br>96·0 20·1 8·1<br>BK6 | Bristol British<br>C.2Cy.18″&24″–18″ (*a*)<br>80lb 25RH<br>1SB,*Spf*,gs13,hs364<br>W.Hepple&Co.,N.Shields | 8 · 6 | |
| 1363 / 115229 / SWCM | **Corby** SteelScSr<br>*W.Richardson*01–01<br>1 *Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*)<br>&*deep framing* | 3496<br>3257<br>2280 | ✠100A1 Bry *v*<br>*Spar dk* Cff<br>1,05 12,04 ✠LM 10,01 | 1901 J.L Thompson&Sons,Ld Sunderland<br>*Lloyd's SACP* *WB* | Corinthian Shpgg. Co.Ld. (R.Nicholson&Sons, *Mgrs.*)<br>*Cell BDa*110*t*&*E*&*F*<br>331·0 48·0 17·0<br>P27'B90'F30'<br>BK<br>6 *BH Cem*<br>38*f*136'770*t DT*120 | Liverpool<br>T.3Cy.24″,40″&65″–42″ (*a*)<br>160lb *115lb* 291NH<br>2SB,*8pf*,gs112,hs4618<br>J.Dickinson&Sons,Ld.Sld | 19 · 4<br>s 5 · 2 | |
| 1364 / 110526 / QMPH | **Corby Castle** SteelScSr<br>*J.G.R.Dash* –02 *ss*Ant.No.1–03<br>1 *Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*Elec.light* &*deep framing* | 3607<br>3325<br>2297 | ✠100A1 Shl *w*<br>*Spar dk* Ros<br>4,05 [illegible] ✠LMC8,03<br>[illegible] | 1898 W.Pickers- gill&Sons Sunderland<br>Lancashire Shpgg. Co.Ld(J.Chambers &Co. *Mgrs.*)<br>*B = Cell DBa* 110 | 350·0 46·2 17·6<br>P31'B104'F33'<br>*uE*&*B*42' *f* 144' 8 | Liverpool<br>T.3Cy.23½″,40″&66″–45″ (*a*)<br>180lb *80lb* 327NH<br>2SB,*6pf*,gs97,hs4147<br>G.Clark,Ld.Sunderland | 20 · 2<br>s 5 · 7 | |
| 1365 / | **Corcega** IronScSr<br>*P.Consigliere* –04 *ss*B.As.No.3–3,04<br>(*ex*Felipe [illegible],*ex*Delcomyn)<br>2 *Dks*(1 *Irn*)3 *tr.b* | 1827<br>1704<br>1221 | ✠100A1 B.As *s*<br>3,04<br>✠NB10,00 *fitted*04<br>✠LMC8,04 | 1880 Wigham Richardson&Co Newcastle<br>F. Francioni | 288·0 35·3 22·6<br>BK 9<br>*WB = Cell DBa* | B.Ayres Argentine<br>T.3Cy.31″&62″–48″<br>45lb *80lb* 224NH<br>NDB01 *fitted*04<br>2SB6*pf*,GS115,HS3578<br>Wghm Richardsn&C.Nwc | 25 · 6 | |
| 1366 / 106804 / PLJF | **Corcovado** SteelScSr<br>*G.C.M.Oakley* –01 3 *Dks* | 4565<br>4422<br>2929 | | 1896 C.S.Swan& Hunter(Lim) Newcastle<br>Pacific Stm Nav Co. | 390·0 47·2 30·0<br>F52' | Liverpool<br>T.3Cy.24″,40″&66″–51″<br>311NH<br>Wllsnd Slpwy Co.Ld.,Nwc | | |
| 1367 / RMLF | **Cordelia** SteelScSr<br>*W.Zaage*97–02 1 *Dk* | 1222<br>907<br>759 | | 1902 Sunderlnd S.B.Co.Ld Sunderland<br>A.Kirsten | 224·8 33·0 15·2<br>P132'F20' | Hamburg<br>T.3Cy.16″,28″&44″–35″<br>111NH<br>*WB*<br>N.E.Marine Eng.Co Ld. Sld | | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 | 4 Register Tonnage. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port Surveys. | 7 Years Classed now expired. Employment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions & Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which Classed. If not in L.R. | 16 Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1368 | **Cordillera** | SteelScSr | 162 | ✝100A1 | Ams | *b* | 1903 | H.H. Bodewes Millingen. Holland | Braun&Blanchard | 99·9 | 20·3 | 8·4 | Punta Arnas Chilian | (2Cy.11″&24″–18″ (*s* 140lb 31NHP | 9 *n* 3 | | |
| | *Petersen* –03 | | 131 | 8,03 | | | 8mo | | | F16′ | | FK | | 4BHCem | | | |
| | *Mchy.Aft* | 1Dk(Stl) | | | LMC8,03 | | *Lloyd's*A&CP | | | | | WB | | 4FPT12t | W.H.Jacobs,Haarlem. | | |
| 1369 | **Cordilleras** | SteelScSr | 3262 | | | | 1895 | Atel.& Chant.Loire St.Nazaire | ChargeursRéunis | 334·7 | 42·0 | 28·5 | Havre French | T.3Cy.24″,40″&65″–44″ 280NHP | | V | |
| | *A.Louis* | | — | | | | | | | P25′ | B13′ | F40′ | | | | | |
| HSVM | *Ref.Mchy Elec.light* | 2Dks3trB | 1787 | | | | | | | | | | WB | Atel.&Chant.Loire,St.Naz. | | | |
| 1370 | **Cordillère** | SteelSc | 6379 | | | | 1895 | Message. Maritimes LaCiotat | MessageriesMaritimes | 462·6 | 47·6 | 36·1 | Marseilles French | T.3Cy.41¼″,61⅝″&100⅝″–51⅛″ 721NHP | | | |
| | *Richard96–98* | | — | | | | | | | H— | | | | | | | |
| HSVN | | 4Dks&Spar dk | 2451 | | | | | | | | | | | Message.Marit.,LaCiotat. | | | |
| 1371 | **Cordoba** | SteelScSr | 4889 | | | | 1895 | Reiherst'g Schiffsw. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 376·5 | 46·3 | 27·2 | Hamburg German | Q.4Cy.21½″,31″,46″&66″–48″ 302NHP | | G | |
| | *Bauer* | | 3900 | | | | | | | P&B252′ | | F42′ | | | | | |
| RKHT | *Elec.light* | | 3173 | | | | | | | | | | WB | Reiherst.Maschinenf.Ham. | | | |
| 1372 | — | SteelScBn | 2835 | | | | 1887 | M.Pearse & Co. Stockton | ChargeursRéunis | 320·0 | 40·2 | 19·7 | Havre French | T.3Cy.24″,40″&66″–15″ 292NH | | V | |
| | *Debonnaire* –01 | | 2724 | | | | | | | H11′ | F44′ | 27·2 | | | | | |
| HSWB | | 1Dk&Spardk&3trB | 1585 | | | | | | | | | | WB | Blair&Co.(Lim.),Stockton | | | |
| 1373 | **Cordouan** | IronScSr | 3680 | | | | 1884 | M'ssageries Maritimes LaCiotat | MessageriesMaritimes | 328·1 | 45·3 | 26·2 | Marseilles French | 2Cy.36¾″&65″–43½″ 232NH | | | |
| | *Sartorio99–99* | | — | | | | | | | | | | | | | | |
| HSVP | | 3Dks | 2094 | | | | | | | | | | WB | MessageriesMar.,LaCiotat | | | |
| 1374 | **Cordova** | SteelScSr | 2284 | ✝100A1 | Shl | *r* | 1894 | Short Bros. Sunderland A&CP | J.Tully | 281·0 | 40·1 | 19·9 | Sundrland British | T.3Cy.21″,35″&58″–39″ (*s* 160lb 160lb 218NH | 22 *n* 4 | | 11,03 |
| 104344 | *J.Wishart* | ssShl.No.2–03 | 1915 | 10,04 | | | 11mo | | | P32′ | B66′ | F33′ | | | s 3 *n* 3½ | | 10,04 |
| NPQG | | 1Dk(Iru)2trB&deep framing | 1430 | | LMC1,05 | | | | | | | FK | | 1BHCem | | | |
| | | | | 12,04 | | | H | | B = Cell DBa84′u | E22′f106′454t | | FPT | | 7tAPT114t | 2SB,6pf,GS98,HS1400 J.Dickinson,Sunderland | | |
| 1375 | **Corea** | SteelScSr | 776 | ✝100A1 | Hul | *l* | 1895 | Earle's Co. Ltd. Hull | BennettS.S.Co.Ld. | 210·0 | 31·0 | 13·6 | Goole British | T.3Cy.19″,32″&52″–36″ (*s* 160lb 80lb 170NH | 14 *n* 2 | | 2,03 |
| 98398 | *K.Goodworth* –02 | ssHul.No.2–03 | 567 | 4,05 | Goo | | 4mo | | | Q99′ | B20′ | F29′ | | | s 1 *n* 3 | | 4,05 |
| PBCJ | *Well deck* | 1Dk(Stl) | 300 | Bs5,04 | LMC2,03 | | *Lloyd's*A&CP | | | | | BK8½ | | 5BHCem | 2SB,4pf,GS84,HS2670 Earle's Co.(Lim.),Hull | | |
| | | | | | | | | | | | | WB=DBa | | 38′f49′100t | | | |
| 1376 | **Corean** | IronSc3MstSr | 3488 | | | ... | 1881 | W.Doxford &Sons Sunderland | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 360·1 | 41·0 | 23·0 | Glasgow British | C.2Cy.48″&84″–54″ 432NH | | C | |
| 84312 | *G.Cale* –01 | | 3404 | | | | | | | B78′ | F46′ | 31·0 | | | | BT till 1,06 | |
| VMPJ | | | 2208 | | | | | | | | | | | W.Doxford&Sons,Sld. | | | |
| 1377 | **Corennie** | IronScSr | 624 | ✝100A1 | Goo | *i* | 1889 | BlythS.B. Co.(Lim.) Blyth A&CP | W.T.Moffatt | 180·0 | 27·2 | 13·0 | Aberdeen British | T.3Cy.18″,21″&34″–24″ (*s* 150lb 60lb 80NH | 13 *n* 7 | | 12,04 |
| 94535 | *J.Stephen81–89* | ssAbn.No.3–3,02 | 442 | 12,04 2,04 5,05 | Abn | | 10mo | | | Q67′ | B46′ | F23′ | | | s 1 *n* 1½ | | |
| LJQR | *Well deck* | 1Dk(Irn) | 375 | 5,04 | LMC8,05 | | | | | | | BK7½ | | 5BHCem | 1SB,2rf,GS83,HS1006 BlaikieBros.,Aberdeen | | |
| | | | | | | | | | | | | WB=DBa | | 47′f40′114t | | | |
| 1378 | **Corfe Castle** | SteelScSr | 4592 | ✝100A1 | NYk | *y* | 1901 | Barclay, Curle&Co.Ld Glasgow A&CP | Union-CastleMail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*) | 401·7 | 48·6 | 18·6 | London British | T.3Cy.27″,43″&72″–48″ (*s* 180lb FD 462NH | 21 *n* 3 | | 11,04 |
| 114773 | ~~*Mid.Mer.shelt.*~~ –02 | *W.J.Nuttman*C0–04 | 4322 | *Spar dk* | | | 10mo | | | P36′ | B112′ | F40′ | 27·0 | | s 6 *n* 5½ | | |
| SQWT | | 1Dk(Stl)&Spar dk(Stl) | 2958 | 11,04 10,00 | LMC10,01 | | | | | E&B82′ | f154′ | 1017t | | 6BHCem | 2S,1AuxSB,9cf,GS179,HS6792 | | |
| | *Elec.light* | &deep framing | | | | | A&CP | W | B = Cell DBa116′u | | | | | DTa32′707t | Barclay, Curle&Co.Ld.Gls. | | |
| 1379 | **Corfitz Beck-Friis** | IronScSr | 457 | | | | 1870 | MotalaCo. Gothenburg | TrelleborgsÅngf. NyaAktieb. (F.Malmros) | 146·3 | 23·8 | 15·4 | Trelleborg Swedish | C.2Cy.15″&30″–22″ NB83 35NH | | V | |
| 1553 | *S.J.Bengtsson* –03 | 1Dk | 399 | | | | | | | B34′ | H9t | | | | | | |
| HFVG | | | 335 | | | | | | | | | | | S.Almqvist,Gothenburg | | | |
| 1380 | **Corine** | IronSc3MstSr | 261 | ✝ | Nts | *d* | 1862 | J.& R.Swan Glasgow | Cie.MarL'Armoricaine(A.Legal&D. deKersabiec *Mgrs*) | 134·8 | 19·5 | 11·0 | Nantes French | T.3Cy.12″,17″&29″–22″ NE78N1895 ND884 29NH | | | |
| Wrecked 12,04 | *Chantreau*02–90 | ssNts.No.3–10,89 | — | 1,98 | | | 11mo | | | Q41′ | B12′ | | | 4BHCem | | | |
| HSWD | *Mchy.Aft* | ssNts.No.1–93 | 97 | | | | | | | ND78pt | ND89 | BK5′ | | | 1SB,2pf,GS18,HS517 Jollet&Babin,Nantes | | |
| | (exBristol,exCatalan,exCollina) | 1Dk | | | | | | | | | | | | | | | |
| Abandoned 3,05 | **Coringa** | IronScBn | 2120 | | | | 1867 | W.Denny &Bros. Dumbarton | Acties.Coringa (W.Wilhelmsen) | 318·3 | 38·4 | 26·2 | Tönsberg Norwegian | T.3Cy.21″,34″&56″–36″ NE95 NB91 208NH | | N | |
| | (exBangalore) | | 2004 | | | | | | | P79t | H16t | F21t | | | | | |
| HMFP | | 1Dk&Spardk3trB | 1366 | | | | | | | | | | WB | N.E.MarineCo.(Lim.),Sld. | | | |
| 1382 | **Corinna** | IronScSr | 1271 | ✝ | Gls | Lv | 1882 | D.& W. Henderson Glasgow | UnionS.S.Co.of NewZealand,Ld. | 235·6 | 32·5 | 21·0 | Launceston British | 2Cy.27″&54″–42″ 158NH | | | |
| 73252 | *G.G.Smith* –94 | 2Dks(1Irn) | 1244 | 5,82 | | | 4mo | | | H35t | | | | 6BHIPBH | | | |
| QPLB | | | 812 | | | | | | | WB=DBa&f | | FK | | | D.&W.Henderson,Gls. | | |
| 1383 | **Corinth** | SteelScSr | 3590 | ✝100A1 | Sld | *w* | 1901 | JLThompson&Sons,Ld. Sunderland | CorinthianShppg. Co.Ld. (R.Nicholson&Sons, *Mgrs.*) | 346·0 | 50·8 | 23·0 | Liverpool British | T.3Cy.24½″,40″&66″–45″ (*s* 180lb 100lb 307NHP | 25 *n* 6 | | |
| 118130 | *R.Deans83–04* | 1Dk(ltIru&ptStl) | 3669 | 1,05 | Liv | | 9mo | | | P23′ | B91′ | F31′ | | 6BHCem | s 4 *n* 7½ | | |
| | 2trB deep frming&Web frms3,1kRule | | 3450 | 3330 | | | *Lloyd's*A&CP | | B = Cell DBa119′uE& | B31′f148′889t | | APT94t | | 2SB,8½,gs142,HS1600 J.Dickinson&Sons,Ltd.Sld. | | | |
| | | | | | LMC3,04 | | | | | | | | | | | | |
| 1384 | **Corinthia** | SteelScSr | 3625 | ✝100A1 | Cff | *w* | 1901 | JLThompson&Sons,Ld. Sunderland | International Line S.S.Co.Ld. (C.Marwood, *Mgr*) | 342·0 | 49·5 | 25·0 | Whitby British | T.3Cy.24½″,40″&66″–45″ (*s* 160lb 299NH | 27 *n* 6 | | 4,04 |
| 113730 | *W.H.Miller* –01 | | 3427 | 5,03 | Blyth | | 11mo | | | P29′ | B100′ | F32′ | | | s 5 *n* 2½ | | |
| SWVJ | | 1Dk(Ira)2trB deep framing &Web frames | 2359 | | LMC11,01 | | *Lloyd's*A&CP | | WB=CellDBa | 104′uE23′f150′832t | | FK | | 6BHCem APT55t | 3SB,9pf,GS133,HS1580 J.Dickinson&Sons,Ld.Sld. | | |
| 1385 | — | SteelScSr | 3049 | ✝100A1 | Mdb | *r* | 1903 | R.Craggs& Sons,Ld. Middlesbro' | D.G.Moraitis | 330·3 | 46·0 | 22·1 | Andros Greek | T.3Cy.23″,38″&64″–42″ (*s* 180lb 100lb 291NH | 24 *n* 4 | | 6,04 |
| | *S.Mandacas*03–03 | | 2758 | with freeboard | | | 10mo | | | P39′ | B190′ | F33′ | | | | | |
| Wrecked 6,04 | | 1Dk(Stl)2trB&Web frames 3Dk rule | 1968 | 10,03 | | | *Lloyd's*A&CP | | WB=Cell | DBa102′uE&B10′ | f140′747t | DTa26 | | 6BHCem APT65t | 2SB,6cf,GS131,HS1508 Richardsons,Westgarth& Co.Ld Mdb | | |
| 1386 | — | SteelScK | 209 | ✝100A1 | Abn | | 1902 | Smith's Dock Co.Ld North Shields | Eastern Steam Fishing Co.Ld. | 113·0 | 21·6 | 12·0 | Aberdeen British | T.3Cy.12″,19½″&34″–23″ (*s* 180lb 60RH | 12 *n* 10 | | |
| 115577 | *J.Geddes* | | 196 | *Stm Trawler* | | | 10mo | | | | | | | 3BHCem | | | |
| | | 1Dk | 63 | 1,05 | | | *Lloyd's*A&CP | | | | | BK7½ | | DT/5′8t | 1SB,2pf,GS36,HS1235 Shields Eng.Co.Ld.N.Shl. | | |
| | | | | | | | | | | | | WB= | | | | | |
| 1387 | **Corinthian** | SteelScSr | 6227 | | | | 1900 | Workman, Clark & Co.Ld Belfast | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 430·0 | 54·2 | 28·2 | Glasgow British | T.3Cy.27″,46″&78″–54″ 447NHP | | C | |
| 111257 | *J.W.Nunan* –01 | | 5146 | | | | | | | P44′ | B162′ | F47′ | | | | BT till 3,05 | |
| RQBH | *Ref.Mchy.Elec.light* | 2Dks&deep framing | 4018 | | | | | | | | | | WB | Wrkman,Clark&Co.Ld Bel | | BT till 1,06 | |
| 1388 | **Corinthic** | SteelTwinScSr | 12231 | | | | 1902 | Harland& Wolff,Ld. Belfast | OceanicSteamNav. Co.Ld. (Ismay, Imrie&Co. *Mgrs.*) | 500·3 | 63·3 | 45·0 | Liverpool British | Q.8Cy.22″,31½″,46″&66″–48″ 604NHP | | | |
| 115296 | *I.Scalby* –02 | | 11395 | | | | | | | | | | | | | | |
| TLWJ | *Ref.Mchy.* | | 7832 | | RMC2,05 | | | | | | | | WB | Harland&Wolff Ld.Belfast | | | |
| 1389 | **Corio** | SteelScSr | 2061 | ✝100A1 | Mel | *s* | 1898 | W.Pickersgill&Sons Sunderland A&CP | Huddart,Parker& Co.Proprietary Ld. | 286·0 | 43·2 | 18·7 | Melbourne British | T.3Cy.21″,35″&57½″–39″ (*s* 160lb 80lb 210NHP | 21 *n* 0 | | 2,03 |
| 109994 | ~~*Mid.Mer.shelt.*~~ –02 | ssMel.No.1–03 | 1917 | 10,04 4,03 | Spld | | 10mo | | | P23′ | B56′ | F27′ | | | s 3 *n* 4 | | 10,04 |
| QJLT | (exFrances Holland) | *H.T Smith* | 1305 | 5,05 | LMC8,02 | | | | | | | FK | | 5BHCem | 2SB,6pf,GS98,HS3221 G.Clark,Ld.Sunderland | | |
| | ~~*Mid.Mer.shelt.*~~ | 1Dk(Stl)&deep framing | | | | | | | WB=Cell DBa | 90′uE20′f108′575t | | | | APT54t | | | |

| Numéro d'Ordre. / Nom du Navire. Matériaux, gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Numéro Officiel. / Visites Périodiques. Nombres des Ponts. / Signaux | Tonnage Officiel. Total. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions en Pieds, de la Coque. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Machines à Vapeur. Chaudières. Machines auxiliaires. | Centres de Gravité. | |
|---|---|---|---|---|---|---|---|---|---|
| **1390** **Cork** Steel Sc Sr<br>111023 *R. Jones* –03<br>RFLK 2 *Dks* | 1257<br>944<br>505 | | 1899 Blackwood &Gordon Pt. Glasgow | City of Dublin Stm Packet Co. | 260·3 34·1 15·7<br>P72′ B88′ F77′ | Dublin<br>British<br>H′d | T.3Cy.27″,42″&69″–48″<br>330NH<br>Blackwood&Gordon, P.Gls | | |
| **1391** **Cormoran** Wood Sc Dy<br>(*Trawler*)<br>HTBG 1 *Dk* | 131<br>—<br>30 | | 1899 E. Amblard &Cie Dieppe | J. Huret | 94·0 20·7 13·1<br>F12′ | Boulogne<br>French | C.2Cy.14″&27″–17½<br>27NH<br>E. Amblard&Cie. Dieppe | | |
| **1392** — Iron Sc<br>*Dauges* 00–02 ss Bdx. 3rd No. 3–7,98<br>HTBC ss Bdx. No. 1–02<br>1 *Dk* | 81<br>—<br>44 | ✠ Ⓑ — Bdx<br>*Stm Trawler*<br>7,04 9 03 | 1866 Randolph, 9mo Elder&Co. Glasgow | Soc. Immobilière du Moulleau et des Pêch. de l'Océan (L. Proller, *Mgr.*) | 90·5 16·1 8·4<br>ND84&98<br>BK6 | La Teste<br>French<br>C.2Cy.18″&36″–21″<br>NB84 49NH<br>18B.*2pf*<br>Randolph, Elder&Co., Gls. | | |
| **1393** **Cormorant** Steel Sc Sr<br>109506 *G. Booth* 71–00 ss Mch No. 1–04<br>RPWV *Well deck* 2 *Dks & T'sh'r* | 1595<br>1383<br>806 | ✠100A1 Ltv<br>7,05 Mch | 1900 Wigham- 5mo Richrdsn&Co Ld Newcastle<br>A&CP W | Cork S.S. Co. Ld. | 270·0 35·8 19·6<br>P′w B′w F′c′<br>BS8<br>= *Cell D Ba 70 f8′s* | Cork<br>British<br>4 *BHCem*<br>2SB.6*pf*,GS106,HS554<br>Wghm Rchrdsn&C. Ld Nwc | | | |
| **1394** — Iron Sc Sr<br>87026 *J. G. Mummery* –04<br>HCVQ *Well deck* 1 *Dk 2 tr fk* | 744<br>632<br>461 | | 1882 W. Walker &Co. London | General Stm. Nav. Co. Ld. | 195·0 30·1 15·0<br>P119′ F29′<br>BK8 | London<br>British<br>W *B* | C.2Cy.27″&48″–30″<br>95RH<br>Gourlay Bros.&Co., Dundee | 15 « 9 | |
| **1395** — Steel Sc<br>98341 *A. Abrahamsen* ss Bangkok No. 1–03<br>*Mchy. Aft* 1 *Dk*<br>*Well deck* | 445<br>322<br>180 | ✠100A1 Bang- kok<br>8,03 | 1898 J. Mc 10mo Arthur&Co. Paisley<br>Completed by Shalimar Works Ld. Cal<br>*Lloyd's A&CP* | Borneo Co. Ld. | 146·0 27·0 10·2<br>Q84′ F19′<br>FK<br>WB | Singapore<br>British<br>5 *BHCem*<br>1SB.*2cf*,GS34,HS1057<br>McKie&Baxter, Glasgow | 11 « 0<br>« 10 | 1.02 | |
| **1396** — Iron Sc K<br>90388 *Cable Vessel* ss Lon. 2nd No. 3–4,08<br>JLVR *H. Pordage* 04 1 *Dk* | 262<br>214<br>111 | ✠100A1 Lon<br>4,08 | 1884 Earle's Co. 5mo Ld. Hull<br>*Lloyd's A&CP* | Western Telegraph Co. Ld. | 133·4 21·7 11·0<br>Q45′ F23′<br>pt ND03<br>BK7½ | Grimsby<br>British<br>4 *BHCem*<br>1SB.*2pf*,GS37<br>Earle's Co. (Lim.), Hull | C.2Cy.21″&40″–24″<br>80lb<br>11 « 9<br>« 1 « 3½ | | |
| **1397** — Iron Sc K<br>108474 *R. Staff* –97 (*Trawler*)<br>QGNL *Elec. light* 1 *Dk* | 162<br>150<br>69 | | 1897 Cochrane& Cooper Beverley | T. Baskcomb | 100·0 20·5 11·0<br>Q17′ F18′<br>BK7½′ | Grimsby<br>British<br>4 *ARH*<br>C.D. Holmes&Co., Hull | T.3Cy.11½″,18″&30″–24″<br>11 « 9 | | |
| **1398** — Steel Twin Sc Tug<br>94184 *Johnston* –00<br>1 *Dk* | 162<br>135<br>4 | | 1900 Fleming& Ferguson, Ld. Paisley | Queensland Government | 100·0 21·0 8·4<br>B11′<br>FK | Brisbane<br>British<br>57RH | T.6Cy.9″,14″&24″–22″<br>9 « 0 | | |
| **1399** — Iron Sc K<br>98753 ss Hul. No. 3–9,03<br>MSQD 1 *Dk* | 154<br>143<br>62 | ✠100A1 Hul<br>*Stm Trawler*<br>3,05 2,04 LMC 9 03 | 1891 Cochrane, 7mo Coopr&Schofield Beverley<br>*Lloyd's A&CP* | Pickering&Haldane's Stm. Trawling Co. Ld. | 101·0 20·5 11·0<br>Q19<br>BK7½ | Hull<br>British<br>5 *BHCem*<br>1SB.*2cf*,GS27,HS780<br>C.D. Holmes&Co., Hull | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*)<br>11 « 10<br>50RH | | |
| **1400** **Corn Exchange** Steel Sc Sr<br>114687 *H.C. Barcham* –02<br>TFLD 1 *Dk (Stl) & Spar dk (pt Irn & pt Stl) &*<br>*Web frames* | 3807<br>3626<br>2476<br>4,05 | ✠100A1 Bkn<br>*Spar dk* Hul Shp<br>10,03 LMC 3 03 | 1901 R. Craggs 6mo &Sons Middlesbro'<br>A&CP H | London Exchange S.S. Co. Ld. (A. Low, Son&Co.)<br>*B* = *Cell D Ba* 106 | 350·0 46·6 19·1<br>P29′ B100′ F<br>FK<br>4 *BHCem* | London<br>British<br>2SB.6*yf*,GS127,HS5620<br>Blair&Co. Ld. Stockton | T.3Cy.26″,42½″&69½″–45″<br>180lb *9olb* (*n*) 358NH<br>21 « 5<br>« 6 « 5 | | 10,04 |
| **1401** **Cornbank** Steel Sc Sr<br>112790 *J. W. Cole* –02<br>SDKV *Well deck* 1 *Dk (Stl)* | 864<br>590<br>456 | ✠100A1 Nwe<br>2,04 LMC 1 04 | 1901 Grngem'th 1mo Dockyard Co. Grngemouth<br>*Lloyd's A&CP* | F. J. Coxhead (G. H. Elder&Co., Mgrs.)<br>(J. Constant, *Mgr.*) | 185·1 31·2 13·9<br>Q9 B53 F25<br>FK<br>= *Cell D Ba* 81 *f* 75 | London<br>British<br>4 *BHCem*<br>1SB.*3cf*,GS58,HS1630<br>W. V. V. Lidgerwood, Gls. | T.3Cy.15″,25″&40″–30″<br>180lb *100lb*<br>14 « 9<br>« 1 « 1½ | | 2.04 |
| **1402** **Cornelia** Iron Sc Sr<br>67520 *E. G. Ronbeck* 03–03 1 *Dk 2 tr fk*<br>KTPC 6th Survey Cff. 11,90<br>4th Survey, Cff. 4,03 | 903<br>734<br>553 | ✠ A1, 1 Cff Lv | 1872 Denton, 1mo Gray&Co. W Hartlepool | W. Monroe | 220·3 29·2 16·3<br>Q68′ H87′<br>BK8′<br>WB | W. Hartlpl<br>British<br>*IBH*<br>1B.*4f*<br>T. Richardson & Sons, Hpl. | C.2Cy.27″&60″–33″<br>99RH<br>17 « 3<br>« 2 « 2 | | |
| **1403** — Iron Sc Sr<br>78689 *A. Buchanan* –04 1 *Dk* | 323<br>274<br>194 | | 1878 Roy& Mitcholl Montrose | Koe Guan Co. | 143·5 22·1 11·5<br>Q35′ B12′ F20′<br>WB | Penang<br>British<br>W. B. Thompson, Dundee | C.2Cy.20″&36″–24″<br>60RH | | |
| **1404** — Iron Sc K<br>102963 *W. Just* –94 ss Hul. No. 2–02<br>1 *Dk* | 149<br>141<br>60 | ✠100A1 Hul<br>*Stm Trawler*<br>2,05 6,03 NB 7,04 LMC 1 02 | 1894 Cook, Welt'n&Gemmell Hull<br>*Lloyd's A&CP* | Hellyer's Steam Fishing Co. Ld. | 102·5 20·5 11·0<br>BK7½ | Hull<br>British<br>4 *BHCem*<br>1SB.*2cf*,GS24,HS708,775<br>C.D. Holmes&Co., Hull | T.3Cy.11½″,18″&30″–22″<br>160lb *9olb*<br>11 « 9<br>15RH | | |
| **1405** **Cornelian** Steel&Iron Sc 3 Mst Sr<br>97614 *J. Ritchie* –08 ss Barg No. 3–10,02<br>NVHL *Mchy. Aft* 1 *Dk (Irn)*<br>*Well deck* *Irn framing Stl plating* | 408<br>286<br>139 | ✠100A1 Ltv<br>1,05 Gls<br>LMC 10 03 | 1890 Scott&Co. 3mo Bowling<br>A&CP | W. Robertson | 142·5 25·1 11·1<br>Q68 B9′ F24′<br>BK7<br>WB | Glasgow<br>British<br>5 *BHCem*<br>1SB.*2pf*,GS49,HS1019<br>Muir&Houston, Glasgow | T.3Cy.13·21½″&34″–27″<br>60RH<br>12 « 0<br>« 10 | | |
| **1406** — Iron Sc K<br>113558 *E. Gillard* –02 ss Hul. No. 1–04<br>RQTL 1 *Dk* | 222<br>199<br>76 | ✠100A1 Hul<br>*Stm Trawler*<br>3,03 LMC 7,04 | 1900 Cook, Welt'n&Gemmell Hull<br>*Lloyd's A&CP* | Kingston Steam Trawling Co. Ld. | 121·8 21·5 11·5<br>Q9<br>BK7½ | Hull<br>British<br>4 *BHCem*<br>1SB.*2cf*,GS35,HS1055<br>C.D. Holmes&Co. Hull | T.3Cy.12¾″,21½″&35″–24″<br>200lb<br>12 « 4<br>60RH | | |
| **1407** **Cornell** Steel Sc Sr<br>137451 *C.Z. Montague* 01–01<br>*Mchy. Aft* *Elec. light* 1 *Dk 2 tr fk* | 5082<br>—<br>3986 | | 1900 Chicago S.B. Co. Chicago | Pittsburgh S.S. Co. | 435·0 50·2 24·5<br>W *B* | Duluth<br>U. States<br>Q.4Cy.18″,26½″,41″&63″–42″<br>257NH<br>Chicago S.B. Co | | | |
| **1408** **Cornhill** Steel Sc Sr<br>97968 *R. W. Turgoose* 03 ss Goo. No. 2–03<br>MFGW *Well deck* *Floors Irn* 1 *Dk (Irn)*<br>ss Goo. No. 3–7,04 | 900<br>568<br>418 | ✠100A1 Hul<br>1,02 2,05 Goo<br>LMC 5,04 | 1891 R. Stephen- 2mo son&Co. Ld. Newcastle<br>A&CP W | G. B. Wadsworth | 195·4 31·6 12·2<br>P22′ Q40′ B86′ F22′<br>BK7½<br>*B* = *D Ba* 47 *f* 18 | Goole<br>British 170<br>4 *BHCem*<br>1SB.*3cf*,GS51,HS1930<br>R Stphnson&Co (Lm.), Gle. | T.3Cy.17″,25″&40″–30″<br>80lb<br>14 « 6<br>138NH<br>« 1 « 1½ | | 2.05 |
| **1409** **Cornilios** Steel Sc Sr<br>*C. Polemis*<br>(ex Glasgow) ss Gls. No. 1–00<br>1 *Dk (Irn) 2 tr fk s*<br>*deep framing* | 2473<br>2310<br>1573 | ✠100A1 Bry<br>2,01 | 1896 T. Turn- 4mo bull&Son Whitby<br>A&CP | C. Polemis | 309·4 43·0 21·4<br>P29′ B61′ F<br>FK<br>*B* = *Cell D* | Andros<br>Greek<br>5 *BHCem*<br>224NH | T.3Cy.22½″,36½″&60″–39″<br>224NH<br>24 « 0<br>« 9 « 2 | | 81.05 |
| **1410** **Cornishman** Steel Twin Sc 4 Mst Sr<br>97845 *J. H. A. Thornton* –03 (ex Nomadic)<br>MCKD *Ref. Mchy. Elec. light* | 5749<br>4071<br>3678 | | 1891 Harland& Wolff. Ld. Belfast | Brit.&N. Atlantic S.N. Co. Ld. | 460·8 49·1 31·0<br>H258′ | Liverpool<br>British<br>T.6Cy.22½″,36½″&60″–48″<br>190NH<br>Harland&Wolff. Ld. Bel | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Years Allowed now expired. Equipment Letter. | 8 Built. When | By Whom / Where | 9 | 10 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Date when last classed if not in L.R. | 16 Date when last shaft last scored. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1411 | **Cornubia** | SteelScSr | 1736 / 1315 / 1107 | ✠100A1 Cff 11,04 | | g | 1889 | W.Gray& Co.(Lim.) W Hartlepool | | Cornubia SS.Co.Ld (R.B.Chellew) | 260·0 P27′ F25′ | 36·6 Q80′ drg04 | 18·2 B104 FK | Falmouth British | T.3Cy.19″,30½″&51″–36″ (s) 150lb *100lb* NDB01 156NHP | 19 ″ 5 | | 3,05 |
| LNGS | *Well deck* | 1 *Dk(Stl)&Webframes* | | | | | *Lloyd's* | *s.A&CP* | | *WB = DBa82′f100′378t* | | | | *4BHCem APT25t* | 2SB.*6rf*,GS67. Centrl Mrne E.Wrks.W Hpl | s 1 ″ 6 | | 11,04 |
| 1412 | — | SteelScK | 255 / 189 / 180 | ✠ 1,93 Pnz | | d | 1893 | Anderson, Laverick & Co Ld. Newcastle | | S.Gadschiefl | 125·6 Q89′ B9′ F21′ | 24·1 | 8·7 *WB = FPT28t* | Astrachan Russian | C.2Cy.14″&28″–20″ 29NH | 9 ″ 6 | | |
| | *Mchy.Aft* | *Well deck* | | | | | | | | | | | | *3BHCem* | Hedley&Boyd,N.Shields | | | |
| 1413 | **Cornucopia** | SteelScSr | 2231 / 1720 / 1416 | ✠100A1 Cff 3,01 MS7,02 BS1,04 | | s | 1887 | J.Read-head&Co. S.Shields | | Rowland&Marwoods S.S.Co.Ld. (C.Marwood, *Mgr*) | 290·0 P29′ Q82′ B118′ F33′ BK10″ | 39·0 | 18·8 *WB Cell D B* | Whitby British | T.3Cy.22″,36″&60″–39″ (s) 160lb 85lb NDB97 219NH | 21 ″ 5 | | 3,00 |
| 94341 | *T.Elsevine97–97* | *ssCff.No.3–9,97* | | | | | *Lloyd's* | *s.A&CP* | | | | | | *6BHCem* | 2SB,*6cf*,GS96,HS3190 *80lb* | s 2 ″ 0 | | 1,04 |
| KPVH (*ex*Tafna) | *ssCff.No.1–02* | *1 Dk(Irn) 2trB* | | | | | | | | | | | | *APT25t* | J.Readhead&Co.,S.Shields | | | |
| | *Well deck* | *Floors s'pt Inner bottom Irn* | | | | | | | | | | | | | | | | |
| 1414 | — | IronScSr | 1591 / 1541 / 994 | ✠100A1 Bkn *Spar dk* 3,01 LMC04 BS1,04 NB7,99 | | g | 1882 | Osbourne, Graham & Co Sunderland | | J.&P.Hutchison | 251·0 H28′ | 34·2 | 24·0 BK9″ | Glasgow British | C.2Cy.29″&57″–36″ (s) 90lb *80lb* NDB96 159NH | 18 ″ 3 | | |
| 85023 | *R.W Bracey* | *ssShl.2nd No.3–7,96* | | | | | *Lloyd's* | *A&CP* | | *WB = DBa74′f44′235t* | | | | *5BHCem APT15t* | 1SB,*3pf*,GS69,HS2650 | s 5 ″ 8 | | 2,05 |
| | (*ex*Astrid,*ex*Cornucopia) | *ssSws.No.1–01* | | | | | | | | | | | | | G.Clark,Sunderland | | | |
| | | *1 Dk(Irn) & Spar dk 3trB* | | | | | | | | | | | | | | | | |
| 1415 | **Cornwall** | SteelScSr | 5490 / 5188 / 3554 | ✠100A1 Syd Lon *Shelter dk with freeboard* 4,04 LMC03 BS1,04 | | a† | 1896 | Hawthorn, Leslie&Co.Ld Newcastle | | Federal Stm.Nav. Co.Ld. | 420·0 P45′ B&F355′ | 54·0 | 28·7 BK | London British | T.3Cy.30″,48″&78″–54″ (s) 160lb *90lb* FD 505NH | 32 ″ 0 | BT 611 | 4,04 |
| PMNQ | *Ref.Mchy* | *2 Dks(Stl) & deep framing* | | | | | *Lloyd's* | *A&CP* | | *WB = Cell D Ba 195′ aE* | 23′ *f* 193′ 984*t* | | *FPT* | *7BHCem* | 3SB,*9rf*,GS180,HS8754 | s 6 ″ 4 | 3,05 | |
| | *Elec.light* | | | | | | | | | | | | | *130t APT45t* | Hwthrn,Leslie&C.Ld.Nwc | | | |
| 1416 | — | SteelScK | 181 / 168 / 45 | ✠100A1 Shl *Stm Trawler* 12,03 LMC12 | | | 1903 | Smith's Dock Co.Ld. North Shields | | Sellick,Morley& Price | 110·3 | 21·0 BK7½ | 11·6 | Milford British | T.3Cy.12″,19″&82″–22½″ (s) 180lb 51RH | 12 ″ 6 | | |
| 112463 | *J.W.Satterfield* | –03 | | | | | *Lloyd's* | *s.A&CP* | | | | | | *3BHCem* | 1SB,*2pf*,GS32,HS987 MacColl&Pollock,Sld. | | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1417 | **Coromandel** | SteelSc3MastSr | 4652 / 3786 / 2783 | ✠ 7,85 Grk | | y | 1885 | Caird&Co. Greenock | | P.&O.Stm.Nav.Co. | 400·3 P260′ | 45·3 F79′ | 29·2 | Greenock British | T.3Cy.35″,56″&89″–66″ 643NH | 30 ″ 9 | | |
| 87418 | *G.M.Montford* | –03 | | | | | 6mo | | | | | | | *8BHCem* | Caird&Co.,Greenock | s 6 ″ 0 | | |
| KBCG | *Elec.light* | *3 Dks(2Stl- ws)* | | | | | | | | | | | | | | | | |
| 1418 | — | Wood Sc | 100 / — / 68 | | | | 1879 | ..... Auckland, N.Z. | | Northern SS Co.Ld. | 99·8 | 16·1 | 6·6 | Auckland British | 25RHP | | | |
| 78374 | *G.McLeod93–98* | | | | | | | | | | | | | | | | | |
| 1419 | **Corona** | SteelSc | 2408 / — / 1828 | | | | 1888 | Globe Iron Works Cleveland Ohio | | Pittsburgh S.S.Co. | 299·5 H— | 40·8 F34′ | 21·0 *WB* | Duluth. Minn. Utd.States | T.3Cy.24″,38″&61″–42″ 241NHP Globe I.Works,Cleveland | | | |
| 126505 | *P.A.Petersen01–03* | *1 Dk & Spar dk* | | | | | | | | | | | | | | | | |
| 1420 | — | IronScSr | 1885 / 1614 / 1189 | | | | 1882 | H.F.Ulrichs Vegesack | | H.M.Wrangell | 263·7 Q78*t* | 34·2 B116*t* | 22·0 H5*t* F41*t* | Haugesand Norwegian | C.2Cy.33″&60″–36″ 180NH O.Henniges&Co.,Berlin | | N | |
| | *L.Hansen97–97* | *2 Dks 3trb* | | | | | | | | | | | | | | | | |
| JNPS | | | | | | | | | | | | | | | | | | |
| 1421 | — | SteelScSr | 1492 / 877 / 966 | | | | 1888 | Neafie& Levy Philadelphia | | Pacific Coast Co. (Pacific Coast S.S. Co. *Mgrs.*) | 220·7 H14*s* | 35·2 | 15·7 23·6 *WB* | New York Utd.States | T.3Cy.20¼″,31½″&51½″–36″ NB95 157NHP Neafie&Levy,Philadelphia | | | |
| 126522 | *L.N.Nopander* | | | | | | | | | | | | | | | | | |
| KGBH | *Elec.light* | *2 Dks & Har Dk* | | | | | | | | | | | | | | | | |
| 1422 | — | Steel Pad | 1274 / 714 / 649 | | | | 1896 | Bertram Eng.Co.,Ld. Toronto | | Niagara Nav.Co Ld | 270·3 | 32·4 | 12·5 | Toronto British | C.2Cy.47″&85″–66″ E.&B. *Blt.88–fitted96* 489NH Rankin.Blckmre&Co.,Grk | | | |
| 103573 | *W.H.Solmes91–96* | | | | | | | | | | | | | | | | | |
| | | *3 Dks* | | | | | | | | | | | | | | | | |
| 1423 | — | SteelScK | 149 / 142 / 49 | | | | 1898 | Edwards Bros. N.Shields | | Grimsby&N.Sea Stm Trawling Co Ld | 104·0 Q18′ F20′ | 20·8 BK7½ | 10·8 | Grimsby British | T.3Cy.11½″,18½″&30″–22″ 45RH Gt.Centrl.Co-op Eng&Ship Repairing Co.Grms. | 11 ″ 10 | | |
| 109806 | *A.Cowdeny* | –98 | | | | | | | | | | | | | | | | |
| | (*Trawler*) | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1424 | — | SteelScBarge | 127 / 119 / 78 | | | | 1902 | W.J. Yarwood Northwich | | Price's Patent Candle Co.Ld. | 85·0 | 20·6 | 8·6 *WB* | London British | 2Cy.10″–12″ 7RHP W.J.Yarwood,Northwich | | | |
| 115846 | *J.Roberts* | –02 | | | | | | | | | | | | | | | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1425 | — | SteelScCtr | 126 / 97 / 54 | | | | 1904 | J.Kievits & v.Reede,Czn. Papendrecht | | ~~J.Constant~~ W.Horton | 90·0 | 20·0 | 7·6 | London British | C.2Cy.11″&22″–12″ 10RHP J.Kievits&v Reede,Czn,Pdt | | | |
| 118405 | (*Tug*) | | | | | | | | | | | | | | | | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1426 | **Coronado** | WoodScSr | 578 / 507 / 381 | | | | 1901 | G.H. Hutchings Abrd'n Wash | | T.Pollard | 186·1 | 36·2 | 12·5 | S.Frncisco Utd.States | T.3Cy 12½″,20″&34″–24″ 57NHP Fulton E.&S B.Wrks.S.Fo. | | | |
| 127468 | *H.Petersen* | | | | | | | | | | | | | | | | | |
| KQHT | | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1427 | **Coronatia** | SteelScK | 185 / 175 / 49 | ✠100A1 Shl *Stm Trawler* 9,02 LMC08 | | | 1902 | Smith's Dock Co.Ld. North Shields | | Potter Stm Fishing Co.Ld. | 106·0 | 21·0 BK7½ | 11·5 | N.Shields British | T.3Cy.11″,18″&30″–22″ (s) 180lb 45RH 1SB,*2pf*,GS31,HS974 MacColl&Pollock,Sld. | 12 ″ 4 | | |
| 114521 | *J.L.Potter01–02* | | | | | | *Lloyd's* | *s.A&CP* | | | | | | *3BHCem* | | | | |
| | | 1 *Dk* | | | | | | | | | | | | | | | | |
| 1428 | **Coronation** | SteelScSr | 3920 / 3676 / 2476 | ✠100A1 Bry *Spar dk* 2,05 ~~4,04~~ LMC1,03 | | x | 1903 | Short Bros. Ld. Sunderland | | Taylor&Sanderson Steam Shipping Co.Ld. (Taylor& Sanderson, *Mgrs.*) | 366·0 P32′ B&F308′ FK | 50·1 25·9 | 17·3 | Sundrland British | T.3Cy.26″,42″&70″–48″ (s) 180lb *100lb* 381NH 4SB.*9pf*,GS247,HS6125 J.Dickinson&Sons,Ld.Sld. *FPT79t APT68t* | 18 ″ 6 | | 2,05 |
| 114649 | *C E.Taylor98–03* | | | | | | *Lloyd's* | *s.A&CP* | | | | | | *6BHCem* | | s 3-11½ | | |
| TSVF | *Elec.light* | 1 *Dk(Stl) & Spar dk (Stl & deep framing* | | | | | | | | *WB = Cell D Ba 110′ aE* | 26′ *f* 154′ 971*t* | | | | | | | |
| 1429 | — | Steel Twin Scr Sp | 3044 / 3036 / 1915 | ✠100A1 Liv *Dredger* 4,04 LMC9,03 | | u | 1903 | Vickers,Ss. & Maxim,Ld. Barrow | | Mersey Docks& Harbour Board | 332·0 | 53·0 | 20·4 FK | Liverpool British | T.6Cy.19″,30″&49–30″ (s) 180lb 340NH 3SB.*9rf*,GS183,HS6045 Vickers Ss & Maxim Ld Brw | 24½ ″ 9 | | 10,04 |
| 118050 | *T.Kay* | –03 | | | | | *Lloyd's* | *s.A&CP* | | | | | | *8BHCem* | | s 5-2½ | | |
| | *Elec.light* | *2 Dks(UStl-ws)* | | | | | | | | *WB = APT57t* | | | | | | | | |
| 1430 | — | Steel ScTug | 71 / 71 / — | ✠100A1 Sou 5,02 LMC7,03 | | | 1902 | Mordey, Carney (Sou.) Ld. Sthamptn | | A.R.&S.Sales | 75·0 | 18·0 BK6 | 8·4 | S'thamptn British | C.2Cy.15″&30″–22″ (s) 130lb 50RHP 1SB,*2pf*,GS38,HS823 Mordey,Carney(Sou.)Ld. Sou. | 8 ″ 10 | | |
| 114555 | | 1 *Dk(Irn)* | | | | | *Lloyd's* | *A&CP* | | | | | | *4BHCem* | | | | |
| 1431 | **Coronda** | SteelScSr | 2733 / 2559 / 1779 | ✠100A1 NYk *Spar dk* ~~Dks~~ 10,04 Shl ~~LMC~~ ~~M4,04~~ | | u | 1892 | W.Gray& Co.Ld. W Hartlepool | | Bucknall Nephews | 310·3 P31′ B54′ F37′ BK10″ | 41·2 | 17·0 24·7 | London British | T.3Cy.24″,38″&64″–42″ (s) 160lb *75lb* 279NHP 2SB.*6rf*,GS125,HS4395 Cen.Mar.Eng.Wks. W.Hpl | 19 ″ 7 | | 4,04 |
| 39067 | *A.LeSauteur* | –02 | | ~~ssBry.No.2–00~~ | | | 5mo | | | | | | | | | s 5 ″ 10 | | |
| MPDH (*ex*Manica) | | 1 *Dk(Stl) & Spar dk(Irn)* | | | | | *Lloyd's* | *A&CP* | | *WB = Cell DB 262′ 603t* | | | | *APT16t* | | | | |
| | | *ssShl.No.3–10,04 & Webframes* | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel: Total / Sous le Pont. / Net | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite | 7 Port de Visite / Quand. | 8 Construit. Quand. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après le Tonnage, Supers[tructures], &c. Longueur / Creux | 12 Port d'Armement. | 13 Machines. Force en chevaux d'après formules de la Société. Force en chevaux d'après papiers du navire. Détails des Chaudières & Moteurs. Epoque de Construction des machines. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1432 LTJM | **Coronet** *J.Reeves* –02 / *Visites Périodiques.* | **IronScSr** *ssSld.2nd No.8–11,00* / *8 Dks* | 1736 / 1688 / 1122 | ✠ [illegible] Shl 6,02 [illegible] | Shl | *r* | 1878 2mo | Palmers' Co.(Lim.) Newcastle A&CP | R.T.Hughes | 274·8 \| 33·3 \| 24·2 ptND91 *WB = DB* | S.Shields British *3 BHCem* *75'uE16'95t* | C.2Cy.30"&60"–38" 70lb NB80 *fitted*83 168NH 28B,*4pf*,ns3048 Palmers' Co.(Lim.),Nwc. | | |
| 1433 — 117480 | — *T.Barber*03–03 | **SteelScK** *1 Dk* | 79 / 76 / 38 | ✠100A1 Hul *For fishing purposes* 10,04 [illegible] ✠LMC19,03 Glas | Hul | | 1903 9mo | Selby S.B.& E.Co.Ltd. Selby *Lloyd's A&CP* | Crabtree&Co.Ltd. | 77·6 \| 18·0 \| 8·5 BK5½ | Lowestoft British *3 BHCem* | T.3Cy.9",13"&21½"–12" 160lb 26RH 1SB,*2pf*,ns816 ns360 Crabtree&Co.Ltd.Gt.Yar. | | |
| 1434 70915 SGKL | **Coronilla** *W.J.Thorogood* –02 *ssShl.2nd No.3–5,03* | **IronScSr** *1 Dk(pt Irn)2tr B* | 1312 / 1274 / 822 | ✠100A1 Nwe 7,04 [illegible] [illegible] BS7,04 | Nwe | *p* | 1878 12mo | Tyne I.S.B. Co. Newcastle A&CP | TynesideLine,Ld. (J.Ridley,Son& Tully,*Mgrs.*) | 258·0 \| 32·0 \| 21·1 B17' ptND95&03 BK9½ *WB = DB* | N.Shields British *5 BHCem* *f146'FPT* | C.2Cy.28"&64"–88" 130NH 1SB,*4pf*,ns864,ns2170 [illegible]–E.Co.(Lim)Sld | | |
| 1435 112576 | **Corra Lynn** *W.C.Greer* –02 | **WoodScK** *1 Dk* | 151 / 126 / 86 | | | | 1902 | G.Mawatt Narooma N.S.W | F.Cox | 107·5 \| 24·0 \| 7·4 | Sydney NSW British | C.2Cy.12"&24"–16" 82RH Chapman&Co Sydney NSW | | |
| 1436 HJKP | **Correo de Cartagena** *M.Escandell* –99 *(exLafarge)* | **IronScSr** | 411 / — / 183 | | | | 1856 | ..... Newcastle | Viuda y Sobrino de P.Ferrer Mary | 177·1 \| 23·5 \| 13·4 | Tarragona Spanish *Cmp.90bg* | C.2Cy.22½"&44"–26" 71NH Maquinista Ter.y.Mar.Bcl. | | |
| 1437 RKGS | **Corrientes** *A.Barrelet* *Elec.light* | **SteelScSr** *2 Dks§Web frames* | 3720 / 3042 / 2408 | | | | 1894 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. | 342·8 \| 42·1 \| 26·4 P&B210'F41' | Hamburg German *WL* | T.3Cy.28",37½"&63"–42" 257NH Blohm& Voss,Hamburg | G | |
| 1438 HTBV | — *Toulouze* –01 | **SteelScBn** *1 Dk§Spardk§3tr B* | 3070 / — / 1594 | | | | 1889 | Ateliers& Chant.Loire St.Nazaire | Chargeurs Réunis | 320·2 \| 40·0 \| 19·8 F45' H— 28·5 | Havre French *B/S* | T.3Cy.24",40"&62"–44" NB00 255NH Atel.&C.Loire,St.Denis | V | |
| 1439 324 NPVF | **Corriere del Tevere** *Lucignani* | **IronTwinSc** (*ex*Sofia) | 130 / — / 82 | | | | 1867 | Jackson London | A.Centurini | 124·5 \| 20·0 \| 6·7 | Genoa Italian | C.4Cy.9"&18"–12" NB93 19NH *Cmp.76* | | |
| 1440 138 NPTM | **Corriere di Genova** *F.Massa* | **IronTwin ScSr** *1 Dk(Irn)* | 217 / 169 / 124 | ✠ 6,86 ✠ | Shl | *c* | 1886 6mo | T.& W. Smith N.Shields | A.Centurini | 125·5 \| 24·1 \| 7·0 Q15' B9 F14 PK | Genoa Italian *4 BHAsp* | C.4Cy.14"&25"–18" 44NH Wallsnd Slipwy C.Ld.,Nwc. | 7 • 7 | I |
| 1441 139 NPVD | **Corriere di Livorno** *G.B.Massa*87–90 | **IronTwin ScSr** *1 Dk* | 226 / 141 / 127 | | | | 1887 | T.& W. Smith N.Shields | A.Centurini | 125·0 \| 23·0 \| 6·0 P17' B43' F14 | Genoa Italian | C.4Cy.14"&25"–18" 44NH Wallsnd Slipwy C.Ld.,Nwc | | I |
| 1442 132 NPTS | **Corriere di Roma** *P.Schiaffino* | **IronTwnScSr** *1 Dk(Irn)* | 239 / 163 / 154 | ✠ 8,85 ✠ | Nwe | *c* | 1885 8mo | T.& W. Smith N.Shields | A.Centurini | 125·0 \| 23·0 \| 7·0 B13' FK | Genoa Italian | C.4Cy.14"&25"–18" 44NH Wallsnd Slipwy C.Ld.,Nwc | 7 • 6 | I |
| 1443 84094 HPJB | **Corrwg** *D.W.Vigors* –02 *Well deck* | **IronScSr** *ssCff.No.3–12,92* *ssCff.No.2–00* *1 Dk(Irn)* | 930 / 705 / 575 | ✠100A1 Npt 8,03 [illegible] BS10,02 BS8,01 | Npt | *m* | 1881 11mo | W.Pickers-gill&Co. Sunderland A&CP | CorrwgS.S.Co.Ld. (W.M.Lewis) | 220·0 \| 31·2 \| 12·5 Q8½ B42'F28 FK *WB = Cell DB185'255t* | Cardiff British *4 BHCem* | C.2Cy.28"&52"–33" (d) 80lb *60lb* 99RH 1SB,*3pf*,ns56,hs1904 Palmers' Co.(Lim.),Nwc. | 14 • 9 s 1 • 7 | |
| 1444 99465 | **Corsair** *J.Ridley* –92 | **IronPadSp** *1 Dk* | 153 / 139 / 24 | | | | 1892 | J.P.Ren-noldson&Sns. S.Shields | J.White | 105·0 \| 19·1 \| 9·8 | S.Shields British | L.2Cy.28"–50" 80RH J.P.Rennoldson&Ss.,S.Shl | | |
| 1445 HTCN | **Corsica** *Fatosme* –03 | **SteelScBn** *2 Dks§Spardk§3tr B* | 3076 / — / 1594 | | | | 1890 | Ateliers& Chant.Loire St.Nazaire | Chargeurs Réunis | 320·2 \| 40·0 \| 19·8 H— F37' 28·5 | Havre French *WL* | T.3Cy.24",40"&62"–44" NB00 255NH Atel.&C.Loire,Nts. | V | |
| 1446 126474 | — *W.J.Hunt*01–02 | **SteelSc3MstSr** *1 Dk§Spardk* | 2364 / — / 1787 | | | | 1887 | Globe Iron Works Cleveland Ohio | Pittsburgh S.S.Co. | 299·5 \| 40·8 \| 21·0 H– F34' *WL* | Duluth, Minn. United States | T.3Cy.24",38"&61"–42" 241NH Globe Irnwks,Clvlnd,Ohio | | |
| 1447 104197 NWTC | — *E.Henderson* –02 *ssLth.No.2–03* | **SteelScSr** *2 Dks(USt)* | 1104 / 853 / 561 | ✠100A1 Lth [illegible] 4,06 [illegible] ✠LMC8,06 [illegible] BS4,05 | Lth | *n* | 1895 8mo | Ramage& Ferguson,Ld Leith *Lloyd's A&CP* *WL* | Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co.*Mgrs.*) | 230·0 \| 32·1 \| 15·1 P27 B56'F28 FK *B10'f94'213tFPT* *WB = Cell DBa52'uEs* | Leith British *5 BHCem* | T.3Cy.19",31"&50"–36" (s) 165lb *85lb* 170NH 1SB,*drf*,ns692,hs2806 Ramage&F[illegible] Ltd. | 17 • 4 2 • 3½ | |
| 1448 28 NPWD | — *V.Saracino* (*ex*Liguria) | **IronScSr** *ssGen.No.3–75* *1 Dk* | 222 / — / 140 | 11,80 | Gen | | 1866 7mo | J.& W.Dud-geon London | Soc.Siciliana di Nav.a Vap. | 144·3 \| 18·4 \| 10·8 Q18t F15t ptND75 | Messina Italian *3 BHCem* | C.2Cy.19"&28"–21" NE76 NB81 80NH P.Ferro&Co.,Genoa | | I |
| 1449 1135 RTKV | **Corso** *T.Rich*83–00 | **SteelScSr** *1 Dk(St)§deep framing* *1 Dk(ptIrn§ptStl)* | 1778 / 1649 / 1119 | ✠100A1 Bry 6,05 [illegible] [illegible] ✠LMC[illegible] | Bry | *r* | 1900 8mo | Sir Raylton Dixon& Co Ld Middlesbro' A&CP | Empire Shipp g.Co. Ld.(G.H.Wills&Co *Mgrs.*) *WB Cell DB* | 272·5 \| 40·0 \| 18·1 P26'B60'F31 FK *iST uE18'f112 450t* | Cardiff British *4 BHCem* *4PT82t* | [illegible] 160lb *80lb* 190NH 2SB,*def*,ns659,hs2869 T.Richardson&Sns,Ld.Hpl | 29 • 0 3 • 0 | |
| 1450 QDSK | **Cortes** *Mchy.Aft Hunt* –04 | **IronScSr** *ssLon.No.3–6,97* *ssLon.No.1–02* *1 Dk(Irn)§Spardk* | 1275 / 1249 / 934 | ✠100A1 Lon *Spar dk* *with freeboard* 11,04 [illegible] [illegible] BS11,04 [illegible] ✠LMC9,02 | Lon | *n* | 1884 7mo | J.Laing Sunderland A&CP | Cortes SS.Co Ld(R. MacAndrew&Co.) | 228·0 \| 32·4 \| 13·9 B8' 21·6 BK8' | Liverpool British *4 BHCem* | C.2Cy.26"&52"–30" 90lb *80lb* ND95 128NH 1DB,*4pf*,ns50,hs2072 J.Dickinson,Sunderland | 14 • 10 5 • 11 | |
| 1451 110885 RPBM | — *G.Fielding* –02 | **SteelScK** *1 Dk* | 174 / 165 / 53 | ✠100A Abn *Stm Trawler* [illegible] [illegible] ✠LMC [illegible] | Abn | | 1893 11mo | Hall, Russell&Co. Aberdeen | Fraserburgh&N. of Scotland Steam Trawling Co.Ld. (R.Laing,*Mgr.*) | 110·6 \| 21·1 \| 11·0 BK7½ | Fraserbro British *3 BHCem* | T.3Cy.12½",19"&31"–21" (s) 140lb 50RH 1SB,*2pf*,ns31,hs868 Hall, Russell&Co.Abn. | 11 • 7 | |
| 1452 99214 MHLQ | **Corunna** *T.Watson*89–91 | **SteelScSr** *ssLth.No.3–3,04* *1 Dk(Stl)§Awngdk* | 1256 / 1231 / 775 | ✠100A1 Lth *Awng dk* *with freeboard* 2,05 [illegible] ✠LMC8,04 | Lth | *n* | 1891 9mo | Ramage & Ferguson Leith *Lloyd's A&CP* | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) *WL* | 230·0 \| 34·1 \| 13·0 19·7 PK *= FPT84t APT25* | Leith British *5 BHCem* *MT80t 40m* | T.3Cy.17",27"&44"–30" (s) 160lb *55lb* 99RH 1SB,*3rf*,ns63,hs1681 Ramage& [illegible]son,Leith | 13 • 9 [illegible] • 7 • 8 | |
| 1453 JDHS | **Corvin Mátyás** *G.Pezely* –00 *(ex Enskar)* | **SteelScSr** *1 Dk(Stl)§Spardk(ptStl–ws)3tr B* | *3093* / *2887* / *1995* | ✠100A1 Msl *Spar dk* 4,05 [illegible] ✠LMC6,03 [illegible] | Bry | *n* | 1890 10mo | Wigham Richrdsn&Co Newcastle *Lloyd's A&CP* | Hungarian Lloyd's S.S.Co.Ld. *WB [illegible]* *Tank74'77t MT26'* | 318·0 \| 41·2 \| 21·1 [illegible] 26' [illegible] *Tunnel* *417t 24 340t FPT* | Fiume [illegible] | [illegible] 1Cy.20½",29",43"&60"–42" 180lb *80lb* (s) 242NH 2SB,*def*,ns110,hs3561 [illegible] *APT29t* | 22 • [illegible] [illegible] • [illegible] • [illegible] | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years in which additional equipment Equipment to be completed. | 8 Built. When. Where. | 9 By Whom. — Where. | 10 Owners | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Feet. Inches. | 15 Decks in which Bulkheads are not fitted. Date of last survey. | 16 Date when tail-shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1454 99715 NFGH | **Corvus** Steel Sc Yl<br>*E. Freer* –93<br>*(Trawler)* 1 *Dk* | 140<br>127<br>54 | | | ... | 1893 | Mackie& Thomson Glasgow | Grimsby&N.Sea StmTrawlingCoLd | 99·3 20·1 10·4<br>Q17′F19′<br>BK7½″ | Grimsby British | T.3Cy.11″,17″&27″–20″ 40RH<br>Muir&Houston,Glasgow | 11 ″ 7 | | |
| 1455 116871 | **Coryphæna** Steel Sc K<br>*W. Farquahar* 03–03<br>1 *Dk* | 92<br>85<br>20 | ✝100A1 Gls<br>*For fishing purposes*<br>6,03 | | | 1903<br>6mo<br>*Lloyd's SA&CP* | Mackie& Thomson Glasgow | W.&A.Farquahar &W.Stewart | 82·4 18·0 8·8<br>BK6′<br>*WB = FPT 1t* | Invernoss British | C.2Cy.11¼″&25″–16″ *(s)*<br>140lb 25RH<br>3 *BH Cem*<br>1SB,*2pf*,GS25,HS652<br>W.V.V.Ledgerwood,Gls. | 9 ″ 6 | | |
| 1456 NPWM | **Cosimo** Iron Sc 3 Mst Sr<br>*M. Incigneri* –02<br>(*ex* Iniziativa, *ex* Président Troplong)<br>*Mchy. Aft* | 604<br>—<br>307 | | | | 1869 | Scott&Co. Greenock | S.RussoVasta | 189·6 26·8 15·9<br>P52′H24′F34′ | Catania Italian | C.2Cy.24″&48″–30″<br>B *made*90 *fitted*02 105NHP<br>Greenock Foundry Co. Grk | | V | |
| Wrecked 1,05 1457 | **Cosmas Coroneos** Steel Sc Sr<br>*N.G. Goudis* –03 *ss* Sld. No.3–4,01<br>(*ex* Charlton) 1 *Dk (Stl)* & *Web frames*<br>*Welldeck* | *1905*<br>*1431*<br>*1185* | ~~✝100A1~~<br>1,03 | Cff | *r* | 1888<br>10mo | J.Thomp- son&Sons Sunderland | C.A.Coroneos&Co. | 277·0 37·1 19·5<br>P29′Q72′B118′F34′<br>BK9½″<br>*WB = DBa*80′*f*60′280*t* | Piræus Greek 160<br>6 *BH Cem*<br>*APT* 11*t* | T.3Cy.21½″,35″&58″–39″ *(s)*<br>~~45~~lb *80lb* NDB01 208NHP<br>2SB,*6cf*,GS92,HS8090<br>J.Dickinson,Sunderland | 20 ″ 9<br>~~1 ″ 01~~ | | 4,03 |
| 1458 | **Cosme de Herrera** Steel Sc Sr<br>*Floors pt Irn*<br>(*ex* Elena Oms) 1 *Dk (pt Stl-ws)* | 859<br>512<br>542 | ✝<br>11,88 | Sld | *k* | 1888<br>11mo | Sunderlnd S.B.Co(Lim.) Sunderland | Sobrinos de Herrera S.enC. | 200·0 31·0 12·3<br>P44′F27′<br>*pt Shade dk*64′ FK | Havana Cuban | T.3Cy.18″,29″&48″–33″<br>2SB,*4cf*,GS64 132NHP<br>N.E.Marine E.Co.(Lm.)Sld | | | |
| 1459 27567 PRTQ | **Cossack** Iron Sc 3 Mst Sr<br>*T. Mountain* –03<br>*Mchy. Aft* | 863<br>749<br>525 | | | | 1859 | C&W Earle Hull | R.Brown&Sons Ld | 218·7 29·4 17·0<br>Q79*t* | S.Shields British | C.4Cy.20″&36″–30″<br>NB87 98RHP<br>*Cmp*75 Baily&LeethmHull | | | |
| 1460 | — Steel Sc Sr<br>*L. Brimer* –98 *ss* Oda. No.1–94<br>*Well deck* 1 *Dk (Irn)* | 621<br>—<br>470 | ✝<br>6,00 | Oda | *k* | 1890<br>4mo | Wood, Skinner&Co Newcastle | Sch.L.Karapat- nitsky | 200·5 30·0 12·6<br>Q64′B53′F25′<br>FK<br>*WB = DBa* 42′53*t FPT* | Odessa Russian | T.3Cy.14½″,23½″&39″–27″ 85NHP<br>2SB,*4pf*,GS46,HS1378<br>NE Marine E Co.(Lim.)Nwc | 13 ″ 8 | | |
| 1461 | **Cossova** Iron Sc 3 Mst Sr<br>*Mehmed*<br>(*ex* Asia, *ex* Principe, *ex* Enrique Calvet, *ex* Eugenio&Scio) 1 *Dk* & *Spar dk* 3 *tr B* | 1577<br>1090<br>1029 | | | ... | 1874 | F.Odero Sestri Ponente | Idarei Massousieh | 278·7 30·0 17·5<br>24·4<br>BK8″ | Constanpl Turkish | C.2Cy.27″&47½″–27½″<br>NB83 98NHP<br>*WB* F.Odero,Genoa | | | |
| 1462 126741 KJNP | **Costa Rica** Steel Sc Sr<br>*C. Baker*<br>*Elec. light* 2 *Dks* & *Saloon dk* | 1783<br>—<br>1167 | | | | 1891 | Delaware River Co. Chester, Pa. | Pacific Mail S.S. Co. | 221·5 36·0 19·3 | New York Utd. States | T.3Cy.20″,32″&50″–36″ 150NHP<br>Delaware River Co. | | SV | |
| Stranded 04 Recon up 1463 | **Costa Rican** Steel Sc Sr<br>~~Delaware River Co.~~<br>3 *Dks* (2 *Stl*) | 3251<br>2993<br>2093 | ✝<br>3,86 | Liv | Lv | 1885<br>6mo | Harland& Wolff Belfast | ~~F. Leyland&Co. (1900), Ltd.~~ | 360·6 41·2 26·8<br>P45′B140*t* | ~~Liverpool~~ British | C.2Cy.40″&80″–51″<br>2B,*12f* 381NHP<br>7 *BH Cem*<br>Harland&Wolff,Belfast | | BT till 3,05 | 22·25<br>23·65<br>25·05<br>26·45 |
| 1464 | **Costante** Iron Sc Bn<br>~~36~~ ~~*S. Boero*~~ *ss* Nwc. No.3–7,96<br>~~NQCD~~ (*ex* Nedjed) *ss* Gen. No.1–00<br>~~Genoa 04~~ 2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr B* | 2668<br>2499<br>1749 | ✝100A1<br>8,03 | Gen | *u* | 1883<br>6mo<br>*Lloyd's SA&CP* | Sir W.G. Armstrong, Mitchell&Co. Newcastle | ~~M.&A.Dall Oro & Co.~~ | 310·0 39·2 25·0<br>P26′B58′F33′<br>pt ND96 BK10″<br>*WB = Cell DBa* 90′*uE* 16′*f* 118′ | ~~Sparia. Italian~~ | C.2Cy.34″&72″–48″ *(s)*<br>100lb *100lb* NDB00 297NHP<br>5 *BH Cem*<br>355*t APT* 10*t*<br>Japanese | 27 ″ 10<br>s 5 ″ 4½ | | ~~2,02~~<br>12,04 |
| 1465 29 NQCT | **Costanza** *Mazzuringhi* Iron Sc Bn<br>~~Liverpool 00~~ ~~*ss* Shl. No.3–8,95~~<br>(*ex* Victory) ~~*ss* Gen. No.1–00~~<br>*ss* Lgn. 2nd No.3–1,05 2 *Dks* (*Irn*) 3 *tr B* | 2903<br>2437<br>1906 | ✝100A1<br>1,05 ~~3,02~~<br>~~Dismasted~~ 1,05 | Cff<br>Lgn | *u* | 1882<br>8mo<br>*Lloyd's SA&CP* | Richardsn, Duck&Co. Stockton | C.Ruchat&Co. | 324·0 38·2 25·5<br>P31′B88′F46′<br>ND05 BK10″<br>*WB = DBa* 90′*uE* B4*f* 3′386*t* ~~*W.B. = DBa*~~ | Leghorn Italian | C.2Cy.35″&73″–48″ *(b)*<br>80lb *75lb* NDB99 304NHP<br>2SB,*6cf*,GS118,HS5307<br>Blair&Co.(Lim.),Stockton | 26 ″ 11<br>s 4 ″ 11 | | ~~3,02~~<br>1,05 |
| 1466 94321 KNLH | — Steel Sc Sr<br>(*STRANDED 2,03 REFLOATED*)<br>(*ex* Springfield) *ss* Cff. No.3–7,97<br>*Well Deck* *ss* Shp. No.1–01<br>1 *Dk (Stl)* & *Web frames* | 2243<br>1729<br>1457 | ✝<br>7,02 | Cff | *s* | 1887<br>8mo | W.Gray& Co. W Hartlepool | | 288·3 37·7 19·5<br>P29′Q80′B118′F32′<br>BK10″<br>*WB = Cell DB* 240′ | | T.3Cy.23″,36½″&62″–39″<br>NDB97 240NHP<br>5 *BH Cem*<br>490*t APT* 19*t* | 22 ″ 2 | | |
| | *Should be* "Constanza," *see No.* 1328. | | | | | | | | | | | | | |
| 1467 | **Costas** Iron Sc Sr<br>*Chr. Boutis* 00–00<br>*ss* Cpl. 2nd No.3–2,02<br>(*ex* Pallas, *ex* Ascupart) 2 *Dks* 3 *tr B* | 1329<br>1298<br>819 | ✝90A1<br>2,05 ~~2,11~~<br>~~NB~~ | Cpl<br>Msl | *p* | 1875<br>12mo | M.Pearse& Co. Stockton<br>A&CP | L.Zarifi (Z.Fitilis &Co. *Mgrs.*) | 250·0 32·2 23·0<br>B29′<br>pt ND88 BK9″<br>*WB =* | Piræus Greek | T.3Cy.18″,29″&56″–40″ *(s)*<br>160lb *80lb* NDB88 173NHP<br>2SB,*4cf*,GS60,HS2230<br>*DBa*74′113*t* *Tpd*88 NE Marine Co.Ld.Sld | 24 ″ 2 | | 6,01 |
| 1468 | **Costeira** Steel Twin Sc Sr<br>*Jackson* –95 | *300*<br>—<br>*230* | | | | 1895 | J.Jones& Sons Liverpool | Mello&Co. | 165·0 33·2 ... | Para Brazilian | T.6Cy.11″,16″&28″–24″ 77NHP<br>*WB* J.Jones&Sons,Liverpool | | | |
| 1469 HTGV | **Cotentin** Iron Sc<br>1 *Dk* | 132<br>98<br>67 | ✝<br>4,84 | Lon | *a* | 1884<br>3mo | R.&H. Green London | LeRoux&Cie. | 90·0 18·1 8·4<br>B33′ | Brest French | C.2Cy.15″&27″–18″ 26NHP<br>4 *BH Cem*<br>A.Wilson&Co.,London | 8 ″ 11 | | |
| 1470 HGNC | **Cotillo** Iron<br>*E.G. Diaz* (*ex* Portilla White,<br>*ex* Nuevo Primer Barreras) | 566<br>—<br>346 | ✝<br>*Now named "Marcelino Suarez,"* | | | 1874 | ..... England | M.Suarez Gonzalez, | 178·1 24·6 15·1<br>*See No. 23 in Supplement* | Bilbao Spanish | C.2Cy.24″&48″–32½″<br>N.E.&B90 110NHP<br>Portilla, White&Co.Seville | | | |
| 1471 126613 KGWT | **Cottage City** Wood Sc Sr<br>*D. Wallace*<br>*Elec. light* 3 *Dks* | 1885<br>1485<br>982 | | | | 1890 | New England S.B.Co. Bath, Me. | Pacific Coast Co. (Pacific Coast S.S. Co., *Mgrs.*) | 233·1 40·6 23·2 | New York Utd. States | T.3Cy.22¼″,34″&55″–36″ 181NHP<br>Bath Iron Works, Bath, Me. | | | |
| 1472 112813 SFHN | **Coulsdon** Steel Sc Sr<br>~~*J. J. Henry* –04~~<br>~~*Andra* –02~~ 1 *Dk (Stl)* & *Spar dk (Stl)*<br>*J.J. Henry* –04 & *Web frames* | 4263<br>4168<br>2772 | ✝100A1<br>*Spar dk*<br>~~1,02~~ 1,05 | Bry<br>~~Sun~~ NYk | *g* | 1901<br>2mo | Nthmblnd S.B.Co.Ld. Newcastle<br>A&CP | Mitre Shppg.Co.Ld (Houlder, Middleton&Co. *Mgrs.*)<br>*WB = Cell DBa* | 360·0 48·0 20·1<br>P26′B90′F32′ 28·1<br>FK<br>116′*uE*&*B* 40′*f* 154′ | London British<br>6 *BH Cem*<br>811*t APT* 65*t* | T.3Cy.23½″,39″&66″–48″ *(s)*<br>180lb 339NHP<br>3SB,*9cf*,GS163,HS5412<br>Wilsnd Slpwy.Co.Ld.Nwc. | 22 ″ 10<br>s 6 ″ 10 | | ~~10,02~~<br>1,05 |
| 1473 110207 | **Councillor** Iron Sc K<br>*A. Reid* –04 *ss* Ant. No.2–94<br>(*ex* LeLillois) 1 *Dk*<br>(*Trawler*) | 116<br>107<br>37 | ✝<br>4,94 | Ant | *b* | 1885<br>10mo | Hawthorns &Co. Leith | T.Devlin,jun. | 94·5 20·0 9·6<br>BK7′<br>*WB = FPT* 8*t* | Granton British | C.2Cy.15″&28½″–21″<br>NB03 40RHP<br>4 *BH Cem*<br>2SB,*2pf*,GS28,HS690<br>Hawthorns&Co.Leith | 10 ″ 7 | | |
| 1474 118018 VBLD | **Counsellor** Steel Sc Sr<br>*D.G. Cownie* 00–03<br>1 *Dk (Stl)* & *Spar dk (Stl)* *web frames* & *deep framing lower dk (Stl)* *forehold*<br>*Elec. light* | 4958<br>4735<br>3176 | ✝100A1<br>*Spar dk*<br>1,05 ~~2,04~~ | Liv<br>Bkn | *z*<br>*W* | 1903<br>5mo<br>*Lloyd's SA&CP* | Workman, Clark&Co.Ld Belfast | Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*) | 400·0 48·5 19·2<br>P28′B113′F51′30·2<br>FK<br>*DT a* 29′ 730*t FPT* | Liverpool British<br>7 *BH Cem*<br>85*t APT* 40*t* | T.3Cy.25″,41″&68″–54″ *(s)*<br>190lb 470NHP<br>2DB&1AuxSB,*15cf*,GS274,HS8448<br>Wrkman,Clark&Co.Ld Bel | 22 ″ 0<br>s 7–10½ | | |

| 2 Numéro Officiel. | 3 Nom du Navire. Capitaine. Visites Périodiques. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pressions des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RSP.=Force en chevaux d'après les papiers du navire. Machine des Chaudières & Foyers | 14 Grues &c. Guindeaux | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1475 | **Countess** SteelSc3MstSr | 649 | ✝100A1 | Sld | *i* | 1896 | Mackie& | W.Adam | 178·0 27·0 10·7 | Glasgow | T.3Cy.17″,27″&48″–33″ (*s*) | 13 ″ 0 | | |
| 1066 | *W.Kennedy&Co.* *ssComb.No.1-00* | 430 | 3,05 | Abn | | 6mo | Thomson | | Q68′B68′F28′ | British | 160lb *80lb* NDB02 95RH | ″ ″ 11½ | | |
| QCBE | *Mchy.Aft* *P.Gill* –05 | 209 | | | | | Glasgow | | FK | 3 *BHCem* | 1SB,*3cf*,GS57,HS1780 | | | |
| | *Well deck* | | | | | | A&CP | *WB=Ce* | *lDBf91′120t FPT* | 48t *APT12t* | Muir& Houston (Lim.)Gls. | | | |
| 1476 | **Countess of Derby** SteelPad | 136 | | | | 1884 | Hepple& Co. | Crown Agent for the Colonies | 125·0 18·1 8·2 | Srra.Leone | 2Cy.27″–36″ | | | |
| | | — | | | | | | | B19′ H25′ F30′ | British | 48RH | | | |
| | | 86 | | | | | N.Shields | | | *WB* | Hepple&Co.,NorthShields | | | |
| 1477 | **Countess of Lisburne** IronScSr | 179 | ✝ | Brs | *b* | 1886 | Grangmth | Aberystwith& | 110·0 19·9 8·2 | Abrystwth | C.2Cy.18″&34″–24″ | 9 ″ 0 | | |
| 88393 | *E.Jenkins* –98 | 135 | 4,90 | | | 2mo | Dockyard Co | Aberdovey Stm. | Q40′B8′F14′ FK | British | NB97 50RH | | | |
| QMKV | *Mchy.Aft* *Well deck* | 69 | | | | | Grangemouth | Pkt.Co.Ld. | *WB=FPT15t* | 4 *BHCem* | Ross&Duncan,Glasgow | | | |
| 1478 | **County Clare** SteelSc3MstSr | 311 | ✝100A1 | Ayr | *e* | 1900 | Ardrossan | G.A.Watson&Co. | 135·0 23·1 9·5 | Liverpool | C.2Cy.18″&36″–27″ (*a*) | 10 ″ 9 | | 1,94 |
| 113407 | *H.Edwards* –04 | 210 | 2,04 | | | 9mo | DD&SBCoLd | Ltd. | Q74′B8′F21′ | British | 110lb 54RH | | | |
| | *Mchy.Aft* | 77 | | | | | Ardrossan | | drp04 FK | 3 *BHCem* | 1SB,*3pf*,GS49,HS1107 | | | |
| | *Wel deck* | | | | | | A&CP | | *WB=FPT* | 28t *APT4t* | Shanks,Anderson&Co.Gls. | | | |
| 1479 | **County of Fife** SteelScK | 114 | | | | 1896 | Hawthorns | Saxon Stm.Fish- | 90·2 19·1 9·6 | Kirkcaldy | C.2Cy.14″&29″–21″ | 10 ″ 6 | | |
| 102209 | *J.Dick* –98 | 105 | | | | | &Co (Lim.) | ing Co.Ld. | | British | 84RH | | | |
| | | 22 | | | | | Leith | | BK6′ | | Hawthorns&Co.(Lim),Lth | | | |
| 1480 | **Courant** WoodScSr | 742 | | | | 1901 | J.Jörgen- | Actieselsk Courant | 171·1 31·7 15·4 | Tvdstrand | T.3Cy.18″,21″&33″–27″ | | N | |
| HTFG | *A.Berentsen* | 595 | | | | | sen | (Salvesen& | Q51*t*B64*t*H12*t*F19*t* | Norwegian | 57NH | | | |
| | | 456 | | | | | Fevig | Lyderson) | | | AkersMek.Vmrks.Xia. | | | |
| 1481 | **Courier** SteelScCtr | 728 | | | | 1887 | C.S.Swan | Huddart,Parker& | 220·8 30·0 12·6 | Melbourne | T.3Cy.30″,46″&73″–36″ | 13 ″ 3 | | |
| 95231 | *A.Lusher*00–02 | 455 | | | | 9mo | &Hunter | Co.Proprietary Ld. | Q140′ F37′ | British | FD 320NH | | | |
| KPMS | *Well deck* | 223 | | | | | Newcastle | | | | Hawthrn.Leslie& Co.,Nwc. | | | |
| 1482 | — SteelScSr | 594 | | | | 1883 | MotalaCo. | R.M.Peterson | 161·8 26·6 15·3 | Frdrksvrn | C.2Cy.19½″&35½″–28½″ | | N | |
| | *W.Timm* | 484 | | | | | Gothenburg | | Q27′B61*t*H13*t*F9*t* | Norwegian | NB90 51NH | | | |
| HCJP | 1*Dk2trB* | 361 | | | | | | | | *WB* | MotalaCo.,Gothenburg | | | |
| 1483 | — IronScSr | 151 | | Sou | *c* | 1883 | Day,Sum- | T.N.Barbenson | 129·8 19·2 9·7 | Guernsey | C.2Cy.20″&40″–24″ | | | |
| 86457 | *W.J.Whales* –03 | 139 | 5,87 | | | 5mo | mers&Co. | &Co. | | British | 65RH | | | |
| | 1*Dk* | 28 | | | | | Northam | | | 4 *BHCem* | Day,Summers&Co.,Sou. | | | |
| 1484 | — IronScSr | 105 | | | | 1876 | Day,Sum- | Alderney Stm.Pkt. | 109·7 17·1 8·1 | Guernsey | C.2Cy.18″&26″–18″ | | | |
| 71854 | *W.Whales* | 100 | | | | | mers&Co. | Co.Ld. (N.Barben- | F18*t* | British | NB93 30RH | | | |
| | 1*Dk* | 37 | | | | | Southampton | son,*Mgr.*) | | | Day,Summers&Co.,Sou. | | | |
| 1485 | **Courland** IronSc3MstSr | 1249 | ✝100A1 | Bom | *o* | 1872 | R.Napier | Shepherd&Co. | 250·4 30·2 21·5 | Bombay | C.2Cy.30½″&54″–36″ (*r*) | 22 ″ 4 | | |
| 05777 | *N.Ebrahim*00–03 | 1221 | 4,69,04 | | | 7mo | &Sons | | | British | 70lb 181NH | ″ 5 ″ 6 | | |
| WRGS | *ssBom.2ndNo.3–11,96* | 760 | | | | | Glasgow | | | 6 *BHCem* | 2SB,*6cf*,GS80,HS2152 | | | |
| | *ssBom.No.1–01* 2*Dks3trB* | | | | | | A&CP | | ptND01 BK8½′ | *WB=FPT10t* | R.Napier&Sons,Glasgow | | | |
| 1486 | **Courlis** IronSc | 112 | ✝100A1 | Bdx | *b* | 1884 | Hawthorns | Soc.Immobilière | 101·5 18·0 9·4 | LaTeste | C.I.2Cy.15″&27″–21″ (*j*) | 10 ″ 1 | | |
| | *ssBdx.No.3–6,96* | 110 | 8,04 | | | 6mo | &Co. | du Moulleau et des | F12′ | French | 75lb 32NH | | | |
| HTDV | (*Trawler*) *ssBdx.No.1-00* | 65 | | | | | Leith | Pêch. de l'Océan | ND01 BK6½′ | 4 *BHCem* | 1SB,*2pf*,GS19,HS647 | | | |
| | *Morel* –04 *ssBdx.No.2–04* 1*Dk* | | | | | *Lloyd's* | A&CP | (L.Preller,*Mgr.*) | | | Hawthorns&Co.,Leith | | | |
| | **Courser** SteelScK | 216 | ✝100A1 | Hul | | 1904 | Cook,Wel- | T.Baskcomb | 119·9 21·5 11·2 | Grimsby | T.3Cy.12″,21″&34″–24″ (*s*) | 12 ″ 1 | | |
| Stranded 4.03 | *T.Humberstone* –04 | 193 | *StmTrawler* | Gus | | 3mo | t'n&Gemmell | | Q61′F19′ | British | 180lb 60RH | | | |
| VPTW | 1*Dk* | 93 | 3,05 | | | | Beverley | | BK7½′ | 4 *BHCem* | 1SB,*2cf*,GS31,HS1046 | | | |
| | | | | | | *Lloyd's* | A&CP | | | | C.D.Holmes&Co.Hull | | | |
| 1488 | **Courtfield** SteelScSr | 4592 | ✝100A1 | Bry | *y* | 1902 | Ropner& | Century Shipping | 391·0 51·6 26·7 | London | T.3Cy.27″,45″&74″–48″ (*s*) | 29 ″ 6 | | |
| 115919 | *J.W.Martin* –03 | 4290 | *Shelter dk* | | | 10mo | Son | Co.Ld. (Harris& | | British | 180lb *100lb* 468NH | ″ 4 ″ 10 | | |
| TRNH | 2*Dks*(*Stl*)*&deep framings* | 2874 | 3,04 | | | | Stockton | Dixon,Ld.*Mgrs.*) | FK | 6 *BHCem* | 4SB,*9cf*,GS165,HS6400 FD | | | |
| | *Elec.light* *Shelter dk*(*Stl–ptws*) | | | | | *Lloyd's* | A&CP | | *WB=CellD* *Ba125′uE25′f167* | 1028t *DTf* | Blair&Co.Ld.Stockton | | | |
| | | | | | | | | | | | 33′879t *FPT113t APT139t* | | | |
| 1489 | **Cousins Arbib** IronScBn | 2163 | ✝100A1 | Gls | *s* | 1882 | R.Dixon | E.Arbib&Co. | 300·2 35·2 24·0 | London | C.2Cy.35″ &65″–36″ (*b*) | | | |
| 87042 | *ssShl.No.3–2,96* | 1903 | 8,04 | Blt Shl | | 11mo | &Co. | | P36′B68′F84′ | British | 80lb 211NH | | | |
| HDBJ | *F.Dundas* –04 *ssLon.No.1-00* | 1354 | | | | | Middlesbro' | | len86 BK9½′ | 5 *BHCem* | 2SB,*4cf*,GS88 | | | |
| | *ssBly.No.2–04* 2*Dks*(1*Irn*)*3trB* | | | | | *Lloyd's* | A&CP | | *WB=DB* | n58′f76′253t | T.Richardson&Sons,Hpl. | | | |
| 1490 | **Coventry** IronScSr | 1678 | ✝100A1 | Cff | *q* | 1883 | E.Withy | Coventry SS.Co.Ld | 257·6 34·6 19·4 | W.Hartlpl | C.2Cy.31″&61″–33″ (*b*) | 20 ″ 5 | | |
| 86963 | *B.Cox* –99 | 1302 | 3,04 | | | 7mo | &Co. | (E.Jenkins) | Q88′B78′F33′ | British | 75lb *80lb* NDB98 178NH | ″ 2 ″ 1 | | |
| HWBV | *ssHpl.No.3–10,96* | 1044 | | | | | W Hartlepool | | BK9′ | 4 *BHpt.Asp* | 1DB,*4pf*,GS75 | | | |
| | *ssCff.No.1–01* | | | | | *Lloyd's* | A&CP | | *WB=DBa72′f96′307t* | *pt Cem* | T.Richardson&Sons,Hpl. | | | |
| | *Well deck* 1*Dk*(*Irn*)*&Webframes* | | | | | | | | | | | | | |
| 1491 | **Covington** SteelScTug | 401 | | | | 1899 | Neafie& | Coastwise S.S.Co. | 135·0 27·5 15·7 | New York | T.3Cy.16½″,24″&42″–30″ | | | |
| 127307 | *W.G.Melvin* | — | | | | | Levy Co. | | | Utd.States | 97NH | | | |
| KPQG | 1*Dk* | 196 | | | | | Philadelphia | | | | Neafie&Levy Co.Phl. | | | |
| 1492 | **Cowrie** SteelSc3MstSr | 4893 | ✝100A1 | Lon | *y* | 1896 | Armstrong | Shell Transport& | 376·0 48·0 29·9 | London | T.3Cy.27½″,48½″&78″–48″ | 31 ″ 8 | | |
| 105791 | *A.E.McDonnell* –03 *ssNwc.No.1–00* | 4459 | 8,03 | | | 1mo | Mtchll&C.Ld | Trading Co.Ld. (M. | P92′B77′F45′ | British 160 | [illegible] (*s*) 414NH | 8 ″ 9 | | |
| PFJK | *Mchy.Aft* 2*Dks*(1*Irn*1*Stl*) | 3155 | *Carrying Petroleum in bulk* | | | | Newcastle | Samuel&Co.*Mgrs*) | FK | 12 *BHCem* | 3SB,*9cf*,GS189,HS6873 | | | |
| | *Elec.light* *&Webframes* | | *Fitted for liquid fuel*,5,00 | | | | A&CP | | | | WllandSlpwyCo.Ld.,Nwc. | | | |
| | | | | | | | | | *WB=CellDBuE* | *B69′177t DT* | *f28′381t FPT127t APT130t* | | | |
| 1493 | **Coya** SteelScSr | 3040 | ✝100A1 | N Yk | *u* | 1895 | J.L Thomp- | New York&Pacific | 322·0 42·7 18·6 | London | T.3Cy.24½″,40″&65″–45″ (*s*) | 21 ″ 1 | | |
| 104866 | *T.Thomas* –00 *ssN.Yk.No.2–03* | 2809 | *Spar dk* | | | 5mo | son& Sons,Ltd | S.S.Co.Ld. | P30′B80′F34′ 26·0 | British | 160lb *90lb 70lb* 299NH | ″ 5 ″ 10 | | |
| NTPM | 1*Dk*(*Stl*)*&Spar dk*(*Irn*)*3trB* | 1945 | 3,04 | | | | Sunderland | | dr BK10′ | 7 *BHCem* | 2SB,*6rf*,GS188,HS4600 | | | |
| | | | | | | | A&CP | *WB=CellDBa96* | *uE&B36′f124′558t* | *APT66t* | J.Dickinson,Sunderland | | | |
| 1494 | **Craftsman** SteelScSr | 6196 | ✝100A1 | Liv | *b*† | 1897 | C.Connell | Charente SS.Co.Ld | 450·0 52·5 30·7 | Liverpool | T.3Cy27½″,45½″&75″–60″(*s* | | | |
| 106865 | *G.W.Goldman* –00 *ssLiv.No.1–01* | 5830 | 5,04 | | | 7mo | &Co. | (T.&J.Harrison. | P35′B158′F84′ | British | 180lb *120lb* 583NH | ″ 8 ″ 2½ | | |
| PSRB | 1*Dks*(*Stl*)*&Deep framing* | 4080 | | | | | Glasgow | *Mgrs.*) | FK | 6 *BHCem* | 2DB,*12cf*,GS220,HS8400 FD | | | |
| | *Elec.light* *&Wel.frames* | | | | | *Lloyd's* | A&CP | | | | Dunsmuir&Jackson,Gls. | | | |
| | | | | | | | | | *WB=CellDBa182′* | *uE&B59′f* | 200′1464t *FPT119t APT56t* | | | |
| 1495 | **Cragoswald** SteelScSr | 3235 | ✝100A1 | Cff | *v* | 1899 | W.Hamil- | Lunn&Maccoy | 330·4 45·5 16·2 | Newcastle | T.3Cy.24″,40″&65″–42″ (*s*) | 18 ″ 6 | | |
| 110332 | *J.E.Pearn*94–99 *ssShl.No.1–03* | 3034 | *Spar dk* | | | 6mo | ton&Co. | | P31′B118′F39′ 23·8 | British | 180lb 296NH | ″ ″ | | |
| RDWS | *Spar dk*(*Stl*)2*trB&deep framing* | 2085 | *with freeboard* | | | | Pt.Glasgow | | FK | 6 *BHCem* | 2SB,*6cf*,GS128,HS4539 | ″ 3 ″ 7 | | |
| | | | 2,04 | | | *Lloyd's* | A&CP | *WB=CellDB* | *uE114′f144′727t* | *APT77t* | D.Rowan&Co.Glasgow | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or expired. Equipment Letter | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Forecastle and bridge. ft. in. | 15 Blocks Engines in place. Class. If not L.R. Date. | 16 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1496 Cragside<br>118382<br>VNHK | SteelScSr<br>J.J.Kendall94–04<br>1 Dk (Irn) & deep framing 3 Dk rule | 3004<br>2846<br>1908 | ✠100A1<br>6,01 3,04 11,01 | Sld Shl | v<br>Bgy | 1904<br>2mo<br>Lloyd's SA&CP | Bartram & Sons Sunderland | London & Northern S.S.Co.Ld. (Pyman Bros.Ld. Mgrs.) | 339·0 48·1 22·0<br>P30' B189' F33'<br>FK<br>WB = Cell D Ba 104 | London British<br>6 BHCem | T.3Cy.23½",39"&64"–42" (s)<br>180lb 100lb 296NHP<br>2SB,6rf,GS106,HS4667<br>Blair&Co.Ld.Stockton | 24 " 6<br>s 3 " 7 | | 11,04 |
| 1497 —<br>101813<br>MVRF | SteelScSr<br>W.C.Hackers –01<br>Well deck ssNwc.No.3–1,05 1 Dk (Irn) | 513<br>357<br>227 | ✠100A1<br>4,05 | Nwc | g | 1892<br>12mo<br>Lloyd's SA&CP | Wood, Skinner & Co. Newcastle | L.S.Carr&Co. | 160·3 25·6 11·9<br>Q81' B14' F21'<br>FK<br>WB = D Ba 31' 28t FP | Newcastle British<br>4 BHCem T17t APT77t | T.3Cy.13",21½"&34"–27" (s)<br>160lb 60RIP<br>1SB,3pf,GS41,HS1120<br>N.E.Mar.E.Co.(Lim.),Sld. | 12 " 6<br>s " 10 | | |
| 1498 —<br>113077 | SteelScK<br>G.Friend98–00<br>1 Dk | 117<br>107<br>19 | ✠100A1<br>Stm Trawler<br>10,00 | Shl | | 1900<br>10mo<br>Lloyd's SA&CP | J.T.Eltringham & Co. S.Shields | Northumberland Stm.Fishing Co.Ld | 93·0 18·6 9·9<br>BK7' | N.Shields British<br>3 BHCem | C.2Cy.14"&30"–21" (s)<br>130lb 36RIP<br>1SB,2pf,GS25,HS729<br>Baird Bros.N.Shields | 10 " 3 | | |
| 1499 Cragsman<br>115773 | SteelScSr<br>A.McMillan03–03<br>Mchy.Aft<br>Well deck 1 Dk (Irn) | 181<br>127<br>68 | ✠100A1<br>2,01 | Irv<br>Bwg | b | 1903<br>6mo<br>Lloyd's SA&CP | Irvine S.B. & E.Co.(1902) Ld. Irvine | J.Kennedy&Sons | 110·4 20·2 8·2<br>Q37' B8' F18'<br>BK6½'<br>WB = FPT 25t | Glasgow British<br>3 BHCem | C.2Cy.14"&28"–20" (s)<br>130lb 41RIP<br>1SB,2pf,GS33,HS700<br>W.White&Son,Greenock | 9 " 0 | | |
| 1500 Craig Gowan<br>106546 | SteelScSr<br>J.Ballard –99<br>ssAbn.No.1–01<br>1 Dk | 126<br>119<br>37 | ✠100A–<br>For fishing purposes<br>6,01 7,02 | Abn | | 1897<br>4mo | Hall, Russell&Co. Aberdeen | Abn.Stm.Trawling & Fishing Co.Ld. (J.Brown, Mgr.) | 95·0 19·6 10·5<br>BK6½' | Aberdeen British<br>3 BHCem | C.2Cy.13"&32"–21" (s)<br>140lb 50RIP<br>1SB,2pf,GS28,HS823<br>Hall,Russell&Co.,Abn. | 11 " 0 | | 7,02 |
| 1501 Craigard<br>109608<br>SMVJ | SteelScSr<br>B.W.S.Fruehmrn –03 R.Milburn –04<br>1 Dk (Stl) 2 tr B & deep framing 3 Dk rule | 3286<br>3137<br>2129 | ✠100A1<br>3,05 | Shl<br>Cal | v | 1901<br>7mo | A.Rodger &Co. Port Glasgow | Craig Line S.S.Co. Ld. (Russell, Huskie&Co. Mgrs.) | 325·3 48·0 23·8<br>P29' B84' F30'<br>FK<br>WB = (Cell D Ba & uE 122' f 138' 781t (D.Russell&Co., Mgrs.) | Leith British<br>6 BHCem APT120t | T.3Cy.24",40"&65"–42" (s)<br>160lb 278NHP<br>2SB,6cf,GS118,HS4240<br>Clyde S.B.&E.Co.Ld.P.Gl. | 26 " 5<br>s 4 " 8 | | 3,05 |
| 1502 Craigearn<br>102680<br>NJLS | SteelScSr<br>J.Pugh –03<br>ssHul.No.2–03<br>2 Dks (Stl) & deep framing 3 Dk rule | 3013<br>2704<br>1948 | ✠100A1<br>7,02 2,04 | Bry<br>Yka | u | 1894<br>4mo<br>Lloyd's SA&CP | D&W Henderson&Co. Glasgow | Biggart&Fulton | 316·0 42·0 23·6<br>P45' B60' F31'<br>FK<br>WB = Cell DB 146' 470t FPT 70t APT 65t | Cardiff British<br>5 BHCem | T.3Cy.23½",38"&62"–42" (s)<br>160lb 80lb NDB00 258NHP<br>2SB,6pf,GS121,HS4010<br>D.&W.Henderson&Co.Gls. | 27 " 0 | | 2,04 |
| 1503 Craigellachie<br>109236<br>RMOL | SteelScSr<br>S.A.Smith –04<br>(ex Margaret)<br>ssBry.No.1–04<br>1 Dk (Irn) 2 tr B & deep framing 3 Dk rule | 3497<br>3312<br>2267 | ✠100A1<br>with freeboard<br>2,05 | Bry<br>Shl | v | 1900<br>1mo | J.Readhead &Sons South Shields | Craig Line Shppng. Co.Ld. (Russell-Huskie&Co. Mgrs.) | 341·0 46·6 24·8<br>P41' B102' F32'<br>FK<br>WB = Cell D Ba 114' uE & B 40' f 110' 902t (D.Russell&Co., Mgrs.) | Leith British<br>6 BHCem APT 34t | T.3Cy.24",40"&65"–45" (r)<br>160lb 100lb 294NH<br>2SB,6rf,GS105,HS4590<br>J.Readhead&Sons,S.Shl. | 27 " 4<br>s 5 " 0 | | 2,05 |
| 1504 —<br>104520 | SteelScSr<br>W.Craig96–96<br>1 Dk | 112<br>105<br>31 | ✠<br>For fishing purposes<br>12,98 | Abn | | 1896<br>1mo | Hall, Russell&Co. Aberdeen | Pioneer Fishing Society, Ld. (G.Darnell, Mgr.) | 90·8 19·6 10·0<br>BK6' | N.Shields British<br>4 BHCem | C.2Cy.13½"&30"–21"<br>45RHP<br>1SB.2pf,GS27,HS749<br>Hall,Russell&Co.,Abn. | 10 " 6 | | |
| 1505 Craigendoran<br>87712<br>JBQP | IronScSr<br>J.Dobbie –01<br>Well deck<br>ssGls.No.3–2,96<br>ssGls.No.2–03<br>1 Dk (Irn) 2 tr B | 1471<br>1155<br>943 | ✠100A1<br>2,05 10,03<br>BS12,04 | Gls<br>Trn | p | 1883<br>10mo<br>Lloyd's SA&CP | Ramage& Ferguson Leith | S.S.Craigendoran Co.Ld. (Maclay& McIntyre) | 250·0 34·2 17·7<br>Q89' B72' F25'<br>drp03 FK<br>WB = | Glasgow British<br>4 BHCem MT22'200t | C.2Cy.30"&56"–39" (s)<br>80lb 154NHP<br>1DB,6pf,GS103,HS2548<br>Ramage&Ferguson,Leith | 18 " 9<br>s 1 " 10½ | | |
| 1506 Craigiehall<br>119075 | SteelTwinSc<br>J.Graham –03<br>1 Dk | 693<br>686<br>315 | | | | 1903 | W.Simons Co.Ld. Renfrew | Trustees of the Clyde Navigation | 192·0 38·1 12·2 | Glasgow British | C.6Cy.(2)21"&(4)30"–24"<br>147NH<br>W.Simons&Co.Ld.Rnf. | | | |
| 1507 Craigievar<br>106532 | SteelScSr<br>J.Cormack<br>ssAbn.No.1–00<br>1 Dk<br>ssAbn.No.2–04 | 112<br>104<br>30 | ✠100A–<br>For fishing purposes<br>12,04 6,03 | Abn | | 1896<br>2mo | Hall, Russell&Co. Aberdeen | Abn.Stm.Trawling & Fishing Co.Ld. (J.Brown, Mgr.) | 90·4 19·6 10·0<br>BK6' | Aberdeen British<br>4 BHCem | C.2Cy.13½"&30"–21" (s)<br>125lb 45RIP<br>1SB.2pf,GS27,HS749<br>Hall,Russell&Co..Abn. | 10 " 6 | | 8,04 |
| Foundered 30.8.04<br>Sunk 10,04<br>98088<br>LHVW | SteelScSr<br>A.G.Isdale –04<br>Well deck<br>ssCff.No.3–11,01<br>1 Dk (Stl) & Webframes | 1921<br>1635<br>1233 | ✠100A1<br>3,04 | Cff | r | 1889<br>9mo | Campbeltn S.B.Co. Campbeltwn | Snowdon S.S.Co.Ld (C.Radcliffe&Co. Mgrs.) | 285·0 39·1 18·5<br>Q98' B60' F40'<br>BK10'<br>WB = Cell DB 230' 383t APT 61t | Cardiff British<br>5 BHCem | T.3Cy.21",33"&54"–39" (s)<br>160lb 100lb NDB01 177NHP<br>2SB.6rf,GS102,HS2590<br>Muir&Houston,Glasgow | 21 " 2 | | 3,04 |
| 1509 Craigmillar<br>106533 | SteelScSr<br>A.Robb –99<br>1 Dk | 112<br>104<br>30 | | | | 1896 | Hall, Russell&Co. Aberdeen | A.Robb | 90·5 19·6 10·0<br>BK6' | Aberdeen British | C.2Cy.13½"&30"–21"<br>45RIP<br>Hall,Russell&Co..Abn. | 10 " 6 | | |
| 1510 Craignair<br>58805<br>JBFD | IronScSr<br>P.Williams –96<br>Mchy.Aft<br>1 Dk | 105<br>84<br>59 | | | | 1881 | Dobson& Charles Grang'mouth | Craignair SS.CoLd (R.&D.Jones,Ld.) | 87·8 18·5 7·2<br>Q85' F11'<br>BK6" | Liverpool British<br>WB | C.2Cy.11"&24"–18"<br>NB90 25RIP<br>R.H.Pearson&Co.Glasgow | | | |
| 1511 Craigneuk<br>109590<br>QRHT | SteelScSr<br>J.T.Odlum –04<br>R.M.Heary –04<br>ssCff.No.1–03<br>1 Dk (Stl) 2 tr B & deep framing | 2515<br>2376<br>1605 | ✠100A1<br>Spar dk<br>with freeboard<br>3,04 | Phl<br>NYk | t | 1898<br>11mo | A.Rodger &Co. Pt.Glasgow | Craig Line SS.CoLd (Russell, Huskie&Co. Mgrs.) | 314·4 44·0 20·8<br>P29' B79' F29'<br>FK<br>WB = Cell D Ba 102' f 130' | Leith British<br>5 BHCem 583t APT 97t | T.3Cy.20",34"&58"–42" (s)<br>200lb 80lb 241NIP<br>2SB,6rf,GS98,HS3590<br>Hall-Brwn,Buttery&C.Gls | 23 " 3<br>s 3 " 11½ | | 6,04 |
| 1512 Crane<br>*For full particulars See No. 17 in Supplement* | SteelScSr<br>(Class Contemplated) | 2050 | 100A1<br>pt Awng dk<br>with freeboard | | | 1904 | Ropner& Son Stockton | General Stm. Nav. Co.Ld. | | London British | T.3Cy.22",35"&59"–39"<br>Richardsons,Westgarth& Co.Ld.Mdb. | 20 " 0<br>s 9 " 1 | | |
| 1513 —<br>113237<br>TSJW | SteelScK<br>R.Baskcomb –02<br>1 Dk | 209<br>190<br>68 | ✠100A1<br>Stm Trawler<br>9,08 | Gms | | 1902<br>12mo<br>Lloyd's SA&CP | G.Cooper Hull | T.Baskcomb | 118·2 21·5 11·2<br>Q48' F20'<br>BK7½' | Grimsby British<br>1 BHCem | T.3Cy.12",21"&34"–24" (s)<br>180lb 60RHP<br>1SB.2cf,GS81,HS1090<br>C.D.Holmes&Co.Hull | 12 " 1 | | |
| 1514 —<br>118758<br>10,04 | SteelScK<br>L.Hayward00–03<br>1 Dk | 168<br>160<br>49 | ✠100A1<br>Stm Trawler<br>9,03 | Goo | | 1903<br>9mo<br>Lloyd's SA&CP | Goole S.B. &RepgCo.Ld. Goole | Kelsall Bros. & Beeching, Ld. (J.E. A.Kelsall, Mgr.) | 110·3 20·9 11·1<br>BK7½'<br>WB = Deep Tanks f 23' 41t | Hull British<br>3 BHCem | T.3Cy.12",18"&30"–21" (s)<br>160lb 45RHP<br>1SB.2pf,GS26,HS880<br>C.D.Holmes&Co.Hull | 12 " 0 | | |
| 1515 Cranford<br>95459<br>KTQN | SteelScSr<br>J.Fettes –04<br>Well deck<br>ssShl.No.1–04<br>ssShl.No.3–10,00<br>1 Dk (Stl) & Webframes | 2293<br>1750<br>1498 | ✠100A1<br>10,04 | Cff<br>Shl | s | 1888<br>9mo | W.Gray&Co. West Hartlepool | London & Northern S.S.Co.Ld. (Pyman Bros.Ld. Mgrs.) | 293·0 38·2 18·7<br>P29' Q84' B122' F28<br>drp04 BK10'<br>WB = Cell DB 248' 539t APT 21t | London British<br>5 BHCem | T.3Cy.23",36½"&62"–39" (s)<br>160lb 70lb 240NIP<br>2SB,6rf,GS98<br>Cent.Mar.Eng.Co.,W.Hpl. | 22 " 2<br>s 1 " 11½ | | 10,04 |

| 2 Nom du Navire. Matériaux, Gréement, etc. | 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombre des Ponts. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme soudure maintenu depuis. Lettre d'Equipement. | 8 Construit. Quand. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions Copiées la Dernière Longueur. | Largeur. | Creux. | 12 Pont d'Armement. Pavillon. | 13 Machines. Nos. & Dia. des Cylindres. Course des Pistons. Pression des Chaudières. NHP. Nombre d'hélices & Engins de Surface. IHP. Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse aux Essais. Franc-bord au dessus du pont de franc-bord. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1475 **Countess** SteelSc3MstSr<br>~~W.Kennedy&Co.~~ ~~ex-nom No.1-96~~<br>QCBL *Mchy.Aft P.Gilt* –05 1*Dk(Stl Wel deck* ssAbn.No.2–05 | | 649<br>430<br>209 | ✝100A1 Sld 3,05 Abn | | *i* | 1896 Mackie& Thomson Glasgow A&CP | 6mo | W.Adam<br>*WB = Cell D Bf 91′ 120t FPT* | 178·0 27·0 10·7<br>Q68′ B68′ F28′ FK | | | Glasgow British<br>3 *BHCem*<br>48t *APT* 12t | T.3Cy.17″,27″&48″–33″ (*s*)<br>160lb *80lb* NDB02 95RH<br>1SB,*3cf*,GS57,HS1730<br>Muir& Houston (Lim.) Gls. | 13 » 0<br>» » 11½ | | |
| 1476 **Countess of Derby** SteelPad | | 136<br>—<br>86 | | | | 1884 Hepple& Co. N.Shields | | Crown Agent for the Colonies | 125·0 18·1 8·2<br>B19′ H25′ F30′ | | | Srra. Leone British<br>*WB* | 2Cy.27″–36″<br>48RH<br>Hepple&Co.,NorthShields | | | |
| 1477 **Countess of Lisburne** IronScSr<br>86266 *E.Jenkins* –98<br>QMKV *Mchy.Aft Well deck* 1*Dk(pt Irn)* | | 179<br>135<br>63 | ✝ 4,90 Brs | | *b* | 1886 Grangemth Dockyard Co Grangemouth | 2mo | Aberystwith& Aberdovey Stm. Pkt. Co. Ld.<br>*WB = FPT* 15t | 110·0 19·9 8·2<br>Q40′ B8′ F14′ FK | | | Abrystwth British<br>4 *BHCem* | C.2Cy.18″&34″–24″<br>NB97 50RH<br>Ross&Duncan,Glasgow | 9 » 0 | | |
| 1478 **County Clare** SteelSc3MstSr<br>112407 *H.Edwards* –04 ssQns.No.8–12,01<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Wel deck* | | 311<br>210<br>77 | ✝100A1 2,04 Ayr | | *e* | 1900 Ardrossan DD&SBCoLd Ardrossan A&CP | 9mo | G.A.Watson&Co. Ld. | 135·0 23·1 9·5<br>Q74′ B8′ F21′ FK<br>*WB = FPT* | | | Liverpool British<br>3 *BHCem*<br>28t *APT* 4t | C.2Cy.18″&36″–27″ (*o*)<br>110lb 54RH<br>1SB,*3pf*,GS49,HS1107<br>Shanks,Anderson&Co.Gls. | 10 » 9 | | |
| 1479 **County of Fife** SteelScK<br>102209 *J.Dick* –98<br>1*Dk* | | 114<br>105<br>22 | | | … | 1896 Hawthorns &Co.(Lim.) Leith | | Saxon Stm. Fishing Co. Ld. | 90·2 19·1 9·6<br>BK6′ | | | Kirkcaldy British | C.2Cy.14″&29″–21″<br>84RH<br>Hawthorns&Co.(Lim.),Lth | 10 » 6 | | |
| 1480 **Courant** WoodScSr<br>HTFG *A.Berentsen*<br>1*Dk2trB* | | 742<br>595<br>456 | | | | 1901 J.Jörgensen Fevig | | Actieselsk Courant (Salvesen& Lydersen) | 171·1 31·7 15·4<br>Q51t B64t H12t F19t | | | Tvdstrand Norwegian | T.3Cy.18″,21″&33″–27″<br>57NH<br>AkersMek.Værks.Xia. | | N | |
| 1481 **Courier** SteelScCtr<br>*A.Lusher*00–02 1*Dk*<br>KPMS *Well deck* | | 728<br>455<br>228 | | | | 1887 C.S.Swan &Hunter Newcastle | 9mo | Huddart,Parker& Co.Proprietary Ld. | 220·8 30·0 12·6<br>Q140′ F37′ | | | Melbourne British | T.3Cy.30″,46″&73″–36″<br>FD 320NH<br>Hawthrn,Leslie& Co.,Nwc. | 13 » 3 | | |
| 1482 — SteelScSr<br>*W.Timm* 1*Dk2trB*<br>HCJP | | 594<br>484<br>361 | | | … | 1883 MotalaCo. Gothenburg | | R.M.Peterson | 161·8 26·6 15·3<br>Q27t B61t H13t F9t | | | Frdrksvrn Norwegian<br>*WB* | C.2Cy.19½″&35½″–28½″<br>NB90 51NH<br>MotalaCo.,Gothenburg | | N | |
| 1483 — IronScSr<br>86457 *W.J.Whales* –03 1*Dk* | | 151<br>139<br>28 | 5,87 | | Sou *c* | 1883 Day,Summers&Co. Northam | 5mo | T.N.Barbenson &Co. | 129·8 19·2 9·7 | | | Guernsey British<br>4 *BHCem* | C.2Cy.20″&40″–24″<br>65RH<br>Day,Summers&Co.,Sou. | | | |
| 1484 — IronScSr<br>71854 *W.Whales* 1*Dk* | | 105<br>100<br>37 | | | | 1876 Day,Summers&Co. Southampton | | Alderney Stm.Pkt. Co.Ld. (N.Barbenson, *Mgr.*) | 109·7 17·1 8·1<br>F13t | | | Guernsey British | C.2Cy.18″&26″–18″<br>NB93 30RH<br>Day,Summers&Co.,Sou. | | | |
| 1485 **Courland** IronSc3MstSr<br>05777 *N.Ebrahim*00–03<br>WRGS ssBom.2ndNo.3–11,96<br>ssBom.No.1–01 2*Dks3trB* | | 1248<br>1221<br>760 | ✝100A1 ~~6,09~~,04 Bom<br>~~Nov.~~ LMC2.01<br>~~Bombay~~ ~~Nov.~~ 01 | | *o* | 1872 R.Napier Shepherd&Co. | 7mo | &Sons Glasgow A&CP | 250·4 30·2 21·5<br>ptND01 BK8½′<br>*WB =* | | | Bombay British<br>6 *BHCem*<br>*FPT* 10t | C.2Cy.30½″&54″–36″ (*r*)<br>70lb 181NHP<br>2SB,*6cf*,GS80,HS2152<br>R.Napier&Sons,Glasgow | 22 » 4<br>» 5 » 6 | | |
| 1486 **Courlis** IronSc<br>~~*J.Hyndman*~~ ~~ssBdx.No.3–6.96~~<br>HTDV *(Trawler)* ~~ssBdx.No.1–96~~<br>*Morel* –04 ssBdx.No.2–04 1*Dk* | | 112<br>110<br>65 | ✝100A1 8,04 ~~1,00~~ Bdx<br>~~Aberdeen~~ ~~Dec.~~ 01 | | *b* | 1884 Hawthorns &Co. Leith<br>*Lloyd'sA&CP* | 6mo | Soc.Immobilière du Moulleau et des Pêch. de l'Océan (L.Preller, *Mgr.*) | 101·5 18·0 9·4<br>F12′<br>ND04 BK6½′ | | | La Teste French<br>4 *BHCem* | C.I.2Cy.15″&27″–21″ (*j*)<br>75lb 82NHP<br>1SB,*2pf*,GS19,HS647<br>Hawthorns&Co.,Leith | 10 » 1 | | |
| 1487 **Courser** SteelScK<br>~~*J.Humberstone*~~ –04<br>VPTW 1*Dk* | | 216<br>193<br>93 | ~~✝100A1~~ *Stm Trawler* Hul<br>3,05 ~~3,01~~ Gms | | | 1904 Cook, Welt'n&Gemmell Beverley<br>*Lloyd'sA&CP* | 3mo | T.Baskcomb | 119·9 21·5 11·2<br>Q61′ F19′ BK7½′ | | | Grimsby British<br>4 *BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,*2cf*,GS31,HS1046<br>C.D.Holmes&Co.Hull | 12 » 1 | | |
| 1488 **Courtfield** SteelScSr<br>115919 *J.W.Martin* –03<br>TRNH 2*Dks(Stl)&deep framing&*<br>*Elec.light* *Shelter dk(Stl–pt ws)* | | 4592<br>4290<br>2874 | ✝100A1 *Shelter dk* 3,04 Bry | | *y* | 1902 Ropner& Son Stockton<br>*Lloyd'sA&CP* | 10mo | Century Shipping Co.Ld. (Harris& Dixon,Ld. *Mgrs.*) | 391·0 51·6 26·7<br>FK | | | London British<br>6 *BHCem* | T.3Cy.27″,45″&74″–48″ (*s*)<br>180lb *100lb* 468NH<br>3SB,*9cf*,GS165 HS6400 FD<br>Blair&Co.Ld.Stockton<br>*WB = Cell D* *Ba* 125′ *u* E25′ *f* 167 102*t* *DT f* 33′879t *FPT* 113t *APT* 139t | 29 » 6<br>» 4 » 10 | | |
| 1489 **Cousins Arbib** IronScBn<br>87042 ~~*J.Craggs*~~ ~~ssShl.No.3–2,96~~<br>HDBJ *F.Dundas* –04 ~~Low No.1–00~~<br>ssBly.No.2–04 2*Dks(1Irn)3trB* | | 2163<br>1906<br>1354 | ✝100A1 ~~6,~~ ~~16,03~~ 3,05 Gls<br>~~Blyth~~ Shl<br>~~Low~~ LMC | | *s* | 1882 R.Dixon &Co. Middlesbro'<br>*Lloyd'sA&CP* | 11mo | E.Arbib&Co. | 300·2 35·2 24·0<br>P36′ B68′ F34′<br>len86 BK9½′<br>*WB = DBa* 58′ *f* 76′ 253t | | | London British<br>5 *BHCem* | C.2Cy.35½″&65″–36″ (*b*)<br>80lb 211NHP<br>2SB,*4cf*,GS88<br>T.Richardson&Sons,Hpl. | | | |
| 1490 **Coventry** IronScSr<br>86963 *B.Cox* –99 ssHpl.No.3–10,96<br>GWBV ssCff.No.1–01<br>*Well deck* 1*Dk(Irn)&Webframes* | | 1678<br>1302<br>1044 | ✝100A1 3,01 Cff<br>MS2.01 LMC | | *q* | 1883 E.Withy &Co. W Hartlepool<br>*Lloyd'sA&CP* | 7mo | Coventry SS.Co.Ld (E.Jenkins) | 257·6 34·6 19·4<br>Q88′ B78′ F33′ BK9″<br>*WB = DBa* 72′ *f* 96′ 307t | | | W.Hartlpl British<br>4 *BHpt.Asp ptCem* | C.2Cy.31″&61″–33″ (*b*)<br>75lb *80lb* NDB98 178NH<br>1DB,*4pf*,GS75<br>T.Richardson&Sons,Hpl. | 20 » 5<br>» 2 » 1 | | |
| 1491 **Covington** SteelScTug<br>127307 *W.G.Melvin*<br>KPQG 1*Dk* | | 401<br>—<br>196 | | | | 1899 Neafie& Levy Co. Philadelphia | | Coastwise S.S.Co. | 135·0 27·5 15·7 | | | New York Utd. States | T.3Cy.16½″,24″&42″–30″<br>97NH<br>Neafie&Levy Co.Phl. | | | |
| 1492 **Cowrie** SteelSc3MstSr<br>105701 *A.E.McDonnell* –08 ssNwc.No.1–08<br>PFJR *Mchy.Aft* 2*Dks(1Irn1Stl)*<br>*Elec.light* *&Webframes* | | 4893<br>4459<br>3155 | ✝100A1 8,03 Lon<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 5,00 | | *y* | 1896 Armstrong Mtchll&C.Ld Newcastle | 1mo | Shell Transport& Trading Co.Ld. (M. Samuel&Co. *Mgrs.*)<br>A&CP | 376·0 48·0 29·9<br>P92′ B77′ F45′ FK<br>*WB = Cell D Bu E&* | | | London British 160<br>12 *BHCem* | T.3Cy.27½″,48½″&78″–48″ (*s*)<br>414NH<br>3SB,*9rf*,GS189,HS6873<br>Wilsand Slpwy Co.Ld.,Nwc.<br>*B69′ 177t DT f28′ 381t FPT* 123t *APT* 180t | | | |
| 1493 **Coya** SteelScSr<br>104866 *T.Thomas* –00 ssN.Yk.No.2–03<br>NTPM 1*Dk(Stl)&Spar dk(1Irn)3trB* | | 3040<br>2809<br>1945 | ✝100A1 *Spar dk* N Yk<br>~~Sunderland~~ ~~Dec.~~ 03<br>BS7.04 | | *u* | 1895 J.L.Thompson& Sons,Ld Sunderland<br>A&CP | 5mo | New York&Pacific S.S.Co.Ld.<br>*WB = Cell D Ba* 96′ *u E&* | 322·0 42·7 18·6<br>P30 B80′ F34′ 26·0<br>drp03 BK10′ | | | London British<br>7 *BHCem*<br>*APT* 66t | T.3Cy.24½″,40″&66″–48″ (*s*)<br>160lb 9~~0~~lb 7~~0~~lb 299NH<br>3SB,*6rf*,GS138,HS4600<br>J.Dickinson,Sunderland | 21 » 1<br>» 5 » 10 | | |
| 1494 **Craftsman** SteelScSr<br>106865 *G.W.Goldman* –00 ssLiv.No.1–01<br>PSRB 2*Dks(Stl)&Deep framing*<br>*Elec.light* *&Webframes* | | 6196<br>5820<br>4080 | ✝100A1 5,04 ~~7,03~~ Liv<br>~~Liverpool~~ ~~Dec.~~ 03<br>BS12.04 | | *b*† | 1897 C.Connell &Co. Glasgow<br>*Lloyd'sA&CP* | 7mo | Charente SS.Co.Ld (T.&J.Harrison. *Mgrs.*) | 450·0 52·5 30·7<br>P35′ B158′ F84′ FK<br>*WB = Cell D Ba* 182 *u E&* | | | Liverpool British<br>9 *BHCem* | T.2Cy.27½″,45½″&75″–60″<br>180lb *120lb* 583NH<br>2DB,*12cf*,GS220,HS8400 FD<br>Dunsmuir&Jackson,Gls. | 8 » 3½ | | |
| 1495 **Cragoswald** SteelScSr<br>110332 *J.F.Pearn*94–99 ssShl.No.1–03<br>RDWS *Spar dk(Stl)2trB&deep framing* | | 3235<br>3034<br>2086 | ✝100A1 *Spar dk* Cff<br>*w&f Freeboard* 2,04 | | *v* | 1899 W.Hamilton&Co. Pt. Glasgow<br>*Lloyd'sA&CP* | 6mo | Lunn&Maccoy<br>*WB = Cell D E* | 380·4 45·5 16·2<br>P31′ B118′ F89′ 23·8<br>FK | | | Newcastle British<br>6 *BHCem*<br>*APT* 77t | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *90lb* 296NH<br>2SB,*6cf*,GS128,HS4639<br>D.Rowan&Co.Glasgow | 18 » 6<br>» 9 » 0<br>» 4 » 7 | | |

Stranded 4.03

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Gross Tonnage. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year assigned. Date of last Survey. Equipment now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines in which classed. If not in L.R. Instruct. C. Surveyor. | 16 Date when last altered. Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1496** 118382 VNHK | **Cragside** *J.J.Kendall* 04–04 | **SteelScSi** 1 *Dk (Irn) & deep framing, 3 Dk rule* | 3004 2846 1906 | ✠100A1 6,00 3,04 11,04 | Sld Shl Bty | *v* | 1904 2mo | Bartram & Sons Sunderland *Lloyd's SA&CP* | London & Northern S.S.Co.Ld. (Pyman Bros.Ld. *Mgrs.*) | 339·0 \| 48·1 \| 22·0 P30' B189' F33' FK *WB = Cell D Ba 104' uE & f B 48' f* | London British *BHCem* | T.3Cy.23½",39"&64"–42" (*s*) 180lb *100lb* 296NHP 2SB,*6rf*,GS106,HS4667 Blair&Co.Ld.Stockton 139'904t *FPT 56t APT 44t* | 24 ″ 6 s 3 ″ 7 | | 11,04 |
| **1497** — 101813 MVRF | *W.C.Hackers* –04 *Well deck* | **SteelScSr** 1 *Dk (Irn)* | 513 357 237 | ✠100A1 4,05 | Nwc | *g* | 1892 12mo | Wood, Skinner&Co. Newcastle *A&CP* | L.S.Carr&Co. | 160·3 \| 25·6 \| 11·9 Q81' B14' F21' FK *WB = DBa 31' 28t FPT* | Newcastle British 60RH 1 *BHCem T17t APT 7t* | T.3Cy.18",21½"&34"–27" (*s*) 160lb 180RH 1SB,*3pf*,GS41,HS1120 N.E.Mar.E.Co.(Lim.),Sld. | 12 ″ 6 s ″ 10 | | 4,05 |
| **1498** — 113077 | *G.Friend* 98–00 | **SteelScK** 1 *Dk* | 117 107 19 | ✠100A1 *Stm Trawler* 10,00 | Shl | | 1900 10mo | J.T.Eltringham&Co. S.Shields *A&CP* | Northumberland Stm.Fishing Co.Ld | 93·0 \| 18·6 \| 9·9 BK7' | N.Shields British 3 *BHCem* | C.2Cy.14"&30"–21" (*s*) 130lb 36RH 1SB,*2pf*,GS25,HS729 Baird Bros.N.Shields | 10 ″ 3 | | |
| **1499** 115773 | **Cragsman** *A.McMillan* 03–03 *Mchy.Aft Well deck* | **SteelScSr** 1 *Dk (Irn)* | 181 127 68 | ✠100A1 2,01 | Irv Bwg | *b* | 1903 6mo | Irvine S.B. &E.Co.(1902) Ld. Irvine *Lloyd's SA&CP* | J.Kennedy&Sons | 110·4 \| 20·2 \| 8·2 Q37' B8' F18' BK6½' *WB = FPT 25t* | Glasgow British 3 *BHCem* | C.2Cy.14"&28"–20" (*s*) 130lb 41RH 1SB,*2pf*,GS33,HS700 W.White&Son.Greenock | 9 ″ 0 | | |
| **1500** 106546 | **Craig Gowan** *J.Ballard* –99 | **SteelScSr** ss Abn.No.1–01 1 *Dk* | 126 119 37 | ✠100A– *For fishing purposes* 6,01 7,02 BS8,05 | Abn LMC8,01 | | 1897 4mo | Hall, Russell&Co. Aberdeen | Abn.Stm.Trawling &Fishing Co.Ld. (J.Brown, *Mgr.*) | 95·0 \| 19·6 \| 10·5 BK6½' | Aberdeen British 3 *BHCem* | C.2Cy.13"&32"–21" (*s*) 140lb 50RHP 1SB,*2pf*,GS28,HS823 Hall,Russell&Co.,Abn. | 11 ″ 0 | | 7,02 |
| **1501** 109608 SMVJ | **Craigard** *B.W.S.Fincham* –03 *R.Milburn* –04 | **SteelScSr** 1 *Dk (Stl) 2 tr B & deep framing 3 Dk rule* | 3286 3137 2129 | ✠100A1 3,05 | Shl Cal LMC8,01 | *v* | 1901 7mo | A.Rodger &Co. Port Glasgow *A&CP* | Craig Line S.S.Co. Ld. (Russell, Huskie&Co. *Mgrs.*) *WB = Cell D B a & u E 122' f 138' 78t* (D.Russell&Co., *Mgrs.*) | 325·3 \| 48·0 \| 23·8 P29' B84' F30' FK *APT 120t* | Leith British 6 *BHCem* | T.3Cy.24",40"&65"–42" (*s*) 160lb 278NHP 2SB,*6cf*,GS118,HS4240 Clyde S.B.&E.Co.Ld.P.Gl. | 26 ″ 5 s 4 ″ ■ | | 8,05 |
| **1502** 102680 NJLS | **Craigearn** *J.Pugh* –03 2 *Dks (Stl) & deep framing 3 Dk rule* | **SteelScSr** ss Hul.No.2–03 | 3013 2704 1948 | ✠100A1 7,02 2,04 | Bry Yka LMC | *u* | 1894 4mo | D&W Henderson&Co. Glasgow *Lloyd's SA&CP* | Biggart&Fulton *WB = Cell D B 146' 470t FPT* | 316·0 \| 42·0 \| 23·6 P45' B60' F31' FK *5 BHCem 70t APT 65t* | Cardiff British | T.3Cy.23½",38"&62"–42" (*s*) 160lb *80lb* NDB00 258NHP 2SB,*6pf*,GS121,HS4010 D.&W.Henderson&Co.Gls. | 27 ″ 0 | | 2,04 |
| **1503** 109236 RMCL | **Craigellachie** *S.A.Smith* –04 (ex Margaret) | **SteelScSr** ss Bry.No.1–04 1 *Dk (Irn), 2 tr B & deep framing 3 Dk rule* | 3497 3312 2267 | ✠100A1 *with freeboard* 2,05 MS4,06 | Bry Shl LMC | *v* | 1900 1mo | J.Readhead &Sons South Shields *A&CP* | Craig Line Shppng. Co.Ld. (Russell, Huskie&Co. *Mgrs.*) *WB = Cell D B a 114'* (D.Russell&Co., *Mgrs.*) | 341·0 \| 46·6 \| 24·8 P41' B102' F32' FK *6 BHCem APT 34t* | Leith British | T.3Cy.24",40"&65"–45" (*r*) 160lb *100lb* 294NHP 2SB,*6rf*,GS105,HS4590 J.Readhead&Sons,S.Shl. | 27 ″ 4 s 5 ″ 0½ | | 2,05 |
| **1504** — 104520 | *W.Craig* 96–96 | **SteelScSr** 1 *Dk* | 112 105 31 | ✠ *For fishing purposes* 12,98 | Abn | | 1896 1mo | Hall, Russell&Co. Aberdeen | Pioneer Fishing Society,Ld. (G.Darnell, *Mgr.*) | 90·8 \| 19·6 \| 10·0 BK6' | N.Shields British 4 *BHCem* | C.2Cy.13½"&30"–21" 45RHP 1SB,*2pf*,GS27,HS749 Hall,Russell&Co.,Abn. | 10 ″ 6 | | |
| **1505** 87712 JBQP | **Craigendoran** *J.Dobbie* –01 *Well deck* | **IronScSr** ss Gls.No.3–2,96 ss Gls.No.2–03 1 *Dk (Irn) 2 tr B* | 1471 1155 943 | ✠100A1 2,05 BS12,04 | Gls Trn LMC10,08 | *p* | 1883 10mo | Ramage& Ferguson Leith *Lloyd's SA&CP* | S.S.Craigendoran Co.Ld. (Maclay& McIntyre) | 250·0 \| 34·2 \| 17·7 Q89' B72' F25' drp03 FK *WB = MT 22' 200t* | Glasgow British 4 *BHCem* | C.2Cy.30"&56"–39" (*s*) 80lb 154NHP 1DB,*6pf*,GS103,HS2548 Ramage&Ferguson,Leith | 18 ″ 9 s 1 ″ 10½ | | N2,05 |
| **1506** 119075 | **Craigiehall** *J.Graham* –03 | **SteelTwinSc** 1 *Dk* | 693 686 315 | | | | 1903 | W.Simons Co.Ld. Renfrew | Trustees of the Clyde Navigation | 192·0 \| 38·1 \| 12·2 | Glasgow British | C.6Cy.(2)21"&(4)30"–24" 147NH W.Simons&Co.Ld.Ruf. | | | |
| **1507** 106532 | **Craigievar** *J.Cormack* | **SteelScSr** ss Abn.No.1–00 1 *Dk* ss Abn.No.2–04 | 112 104 30 | ✠100A– *For fishing purposes* 12,04 6,03 | Abn LMC 2,04 | | 1896 2mo | Hall, Russell&Co. Aberdeen | Abn.Stm.Trawling &Fishing Co.Ld. (J.Brown, *Mgr.*) | 90·4 \| 19·6 \| 10·0 BK6' | Aberdeen British 4 *BHCem* | C.2Cy.13½"&30"–21" (*s*) 125lb 45RHP 1SB,*2pf*,GS27,HS749 Hall,Russell&Co.,Abn. | 10 ″ 6 | | 7,00 8,04 |
| Foundered 9.04 **1508** 98089 LHVW | **Craiglee** *A.G.Isdale* –04 *Well deck* | **SteelScSr** ss Cff.No.3–11,01 1 *Dk (Stl) & Webframes* | 1921 1635 1233 | ✠100A1 3,04 BS2,04 BS2,04 | Cff Abn | *r* | 1889 9mo | Campbeltn S.B.Co. Campbeltown *A&CP* | Snowdon S.S.Co.Ld (C.Radcliffe&Co. *Mgrs.*) *WB = Cell DB 230' 383t APT 61t* | 285·0 \| 39·1 \| 18·5 Q98' B60' F40' BK10' | Cardiff British 5 *BHCem* | T.3Cy.21",33"&54"–39" (*s*) 160lb *100lb* NDB01 177NHP 2SB,*6rf*,GS102,HS2590 Muir&Houston,Glasgow | 21 ″ 2 | | 3,04 |
| **1509** 106533 | **Craigmillar** *A.Robb* –99 | **SteelScSr** 1 *Dk* | 112 104 30 | | | | 1896 | Hall, Russell&Co. Aberdeen | ~~T.Walker~~ A.Robb | 90·5 \| 19·6 \| 10·0 BK6' | Aberdeen British | C.2Cy.13½"&30"–21" 45RHP Hall,Russell&Co.,Abn. | 10 ″ 6 | | |
| **1510** 58805 JBFD | **Craignair** *P.Williams* –96 *Mchy.Aft* | **IronScSr** 1 *Dk* | 105 84 59 | | | | 1881 | Dobson& Charles Grang'mouth | Craignair SS.CoLd (R.&D.Jones,Ld.) | 87·8 \| 18·5 \| 7·2 Q35' F11' BK6' | Liverpool British *WB* | C.2Cy.11"&24"–18" NB90 25RHP R.H.Pearson&Co.Glasgow | | | |
| **1511** 109590 QRHT | **Craigneuk** ~~*A.T.Colvin* –03~~ *R.M.Henry* –04 | **SteelScSr** ss Cff.No.1–03 1 *Dk (Stl) 2 tr B & deep framing* | 2515 2376 1605 | ✠100A1 *Spar dk with freeboard* 4,04 3,04 BS3,04 LMC7,03 | Phl NYk | *t* | 1898 11mo | A.Rodger &Co. Pt.Glasgow *A&CP* | Craig Line SS.CoLd (Russell, Huskie&Co. *Mgrs.*) D.Russell &Co., *Mgrs.*) *WB = Cell D Ba 102' f 130'* | 314·4 \| 44·0 \| 20·8 P29' B79' F29' FK *APT 97t* | Leith British 5 *BHCem* 583t | T.3Cy.20",34"&58"–42" (*s*) 200lb *80lb* 241NHP 2SB,*6rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls | 23 ″ 3 s 3 ″ 11½ | | 6,04 |
| **1512** *For full particulars See No. 17 in Supplement* | **Crane** | **SteelScSr** | 2050 | 100A1 *pt Awng dk with freeboard* (Class Contemplated) | | | 1904 | Ropner& Son Stockton | General Stm. Nav. Co.Ld. | | London British | T.3Cy.22",35"&59"–39" Richardsons,Westgarth& Co.Ld.Mdb. | 20 ″ 0 s 9 ″ 1 | | |
| **1513** — 113237 TSJW | *R.Baskcomb* –02 | **SteelScK** 1 *Dk* | 209 190 68 | ✠100A1 *Stm Trawler* 9,03 | Gms LMC12,02 | | 1902 12mo | G.Cooper Hull *Lloyd's SA&CP* | T.Baskcomb | 118·2 \| 21·5 \| 11·2 Q48' F20' BK7½' | Grimsby British 4 *BHCem* | T.3Cy.12",21"&34"–24" (*s*) 180lb 60RHP 1SB.*2cf*,GS81,HS1090 C.D.Holmes&Co.Hull | 12 ″ 1 | | |
| Sunk 10,04 **1514** — 118788 | *L.Hayward* 00–03 | **SteelScK** 1 *Dk* | 169 160 49 | ~~✠100A1~~ *Stm Trawler* 9,03 | Goo | | 1903 9mo | Goole S.B. &Repg Co.Ld. Goole *Lloyd's SA&CP* | Kelsall Bros.& Beeching,Ld. (J.E. A.Kelsall, *Mgr.*) *WB = Deep Tanks* | 110·3 \| 20·9 \| 11·1 BK7½' | Hull British 3 *BHCem* *f* 23'41t | T.3Cy.12",18"&30"–21" (*s*) 160lb 45RHP 1SB,*2pf*,GS26,HS880 C.D.Holmes&Co.Hull | 12 ″ 0 | | |
| **1515** 95459 KTQN | **Cranford** *J.Fettes* –04 *Well deck* | **SteelScSr** ss Shl.No.1–04 ss Shl.No.3–10,00 1 *Dk (Stl) & Webframes* | 2293 1750 1498 | ✠100A1 10,04 LMC BS6,04 LMC10,04 | Cff Shl | *s* | 1888 9mo | W.Gray&Co W Hartlepool *A&CP* | London&Northern S.S.Co.Ld. (Pyman Bros.Ld. *Mgrs.*) *WB = Cell DB 248'539t APT 21t* | 293·0 \| 38·2 \| 18·7 P29' Q84' B122' F28' drp04 BK10' | London British 5 *BHCem* | T.3Cy.23",36½"&62"–39" (*s*) 160lb *70lb* 240NHP 2SB,*6rf*,GS98 Cent.Mar.Eng.Co.,W.Hpl. | 22 ″ 2 s 1 ″ 11½ | | 10,04 |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage (Builder's). Total. / Sous le Pont. / Net | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 Construit. Quand Navire / Mach. | Par qui / Où. | 8 Armateurs. | 9 | 10 | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course / Pressions des Chaudières. S.H.P.: Force en chevaux d'après les formules de la Société / I.H.P.: Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille / Franc-bord au navire | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1516 / 116257 / TWNH | **Cranley** / *W.E.Steele* 03–03 / *Elec.light* | Steel Sc Sr / 2 *Dks* (*Stl*) *w deep framing* / *s Shelter dk* (*Stl*) | 4644 / 4294 | ✠100A1 Cff *y* HKg / *Shelter H* / ✠LMC8.03 | | 1903 / 3mo | D&W Henderson&Co.Ld. Glasgow / *Lloyd's SA&CP* | Century Shppg.Co. Ld. (Harris&Dixon Ld. *Mgrs.*) | 390·0 / 51·5 / 26·5 / FK / *WB = Cell D Ba* 164′ *u E* 25′ *f* | London British / 6 *BH Cem* | 167′ 999*t D*7 / T.3Cy.27″,45″&78″–48″ (*s*) 180lb *100lb* 455NH 28 B.9*cf*,gs145,hs6209 F.D. D&W. Henderson&Co Ltd Gls *f* 83′ 900*t FPT* 92*t APT* 137*t* | 29 ″ 6 / 4 - 10 | | |
| 1517 / — / — | **Cranz** / *H. Stemmer* –03 / 1 *Dk* | Steel Sc / (*Trawler*) | 164 / 144 / 44 | | | 1903 / — | G. Seebeck Act.Ges. Bremerhaven | Cranzer Fisch-dmpfsch Ges. (O. Brōhan) | 113·4 / 21·3 / 10·4 / B 14′ | Cranz a d Elbe German | T.3Cy.11½″,18½″&30½″–22½″ 43NH / O. Seebeck A.G. Bremerhvn | | G | |
| 1518 / — / — | **Crater** / *J. Trevor* –96 / 1 *Dk* | Steel Sc Yl | 132 / 121 / 45 | … | | 1896 / — | Mackie& Thomson Glasgow | Grimsby&N.Sea Stm Trawling Co Ld | 99·3 / 20·1 / 10·4 / Q 17 F 19′ / BK 7½ | Grimsby British | T.3Cy.10″,16″&27″–20″ 45RH / Muir&Houston (Lim.),Gls. | 11 ″ 6 | | |
| 1519 / 88858 / JGHC | **Crathie** / *S. English* –99 / *Well deck* / 1 *Dk* (*Iron*) | Iron Sc Sr / *ss* Lon.No.3–5.97 / *ss* Brs,No 2–05 | 480 / 350 / 247 | ✠100A1 Sws *h* / 5,05 Brs / ✠LMC6,02 | | 1883 / 11mo | J. Key& Sons Kinghorn | M.H.&J.E. Matthews | 160·4 / 24·2 / 13·0 / Q 54′ B 42′ F 20′ / BK 7½ / *WB = DB* | London British / 5 *BH Cem* | 3Cy.21″&42″–27″ (*s*) 80lb *80lb* NDB 97 73RH 1SB,3*pf*,gs54 / J. Key&Sons,Kirkcaldy | 13 ″ 8 / s 1 - 0 | | |
| 1520 / 92923 / KLFS | **Crathorne** / *E.S. Souter* –01 / *Well deck* / 1 *Dk* (*pt Stl pt Iron*) *w Web frames* | Steel Sc Sr / *ss* Shl. No.3–12,00 / *ss* Shl.No.1–04 | 2642 / 6,04 / 1695 | ✠100A1 Hpl *t* / Shl / ✠LMC6,04 | | 1888 / 4mo | W. Gray&Co. W Hartlepool A&CP | R. Ropner&Co. | 300·0 / 40·7 / 21·0 / P 32′ Q 92′ B 112′ F 85′ / BK 10″ / *WB – DB* a 100 | W. Hartlpl British / 5 *BH Cem* | T.3Cy.28″,37½″&61½″–39″ (*s*) 160lb *80lb* NDB 00 236NB 2SB,*6cf*,gs99,hs3528 / Blair&Co. (Lim.),Stockton | 23 ″ 0 / s 2 - 2½ | | 9.01 |
| 1521 / 86004 / JBHV | **Creaden** / *D. Davies* –01 / *Well deck* / *Now Athelred North Coast, See No. 8 in Supplement.* | Iron Sc Sr / *ss* Liv. No.3–5.93 / *ss* Liv No.2–03 | 521 / 391 / 293 | ✠100A1 Liv *h* / 4,04 / ✠LMC5.03 | | 1883 / 3mo | J. Eltringham S.Shields | F.H. Powell&Co. | 165·5 / 25·3 / 12·7 / Q 84′ B 17′ F 20′ / BK 7″ / *WB = DB* a 42′ | Liverpool British / 1 *BH Cem* / 6*t FPT* 20*t* | 2Cy.22″&40″–30″ (*a*) 80lb *65lb* NDB 00 70RH 1SB,3*pf*,gs40,hs1254 / J.P. Rennoldson,S.Shields | 13 ″ 4 / s 1 - 0½ | | |
| 1522 / — / — | **Credo** / *C. Christensen* 88–01 / 1 *Dk* 2 *tr* B | Wood Sc | 732 / 572 / 450 | | | 1901 / — | E.K. Lindstöl Risör | Acties. Dpsk. Credo (J.W. Prebensen) | 173·0 / 30·4 / 16·6 / Q 55′ B 40′ F 25′ | Risör Norwegian | T.3Cy.18″,21″&33″–27″ 57NH / Akers Mek. Værks. Xia. | | N | |
| 1523 / QGBH | **Crefeld** / *C. Von Bardeleben* –02 / *Well deck* / *Elec.light* | Steel Sc Sr / *ss* Bhn.No.2–02 / 2 *Dks* (*Stl–Uteak s*) / *lower dk forehold* (*Stl*) *Web frames after hold* | 3829 / 3674 / 2444 | ✠100A1 Bhn *w* / 11.03 / ✠NB 12.02 ✠LMC 12.03 | | 1895 / 4mo | Act.Ges. "Vulcan" Stettin / *Lloyd's SA&CP* | Norddeutscher Lloyd | 355·5 / 43·7 / 25·5 / P 219′ F 46 / BK 11″ / *WB = Cell D Ba* 108′ *u Ed* B 52′ *f* 138′ | Bremen German / 6 *BH Cem* / 726*t FPT* 55*t* | T.3Cy.22½″,38½″&60½″–49½″ 185lb (*s*) 314NH 1 Da 28B,12*cf*,gs214,hs6124 / A.G. Vulcan, Stettin | 28 ″ 3 | | 11.04 |
| 1524 / 87252 / HQTC | **Cremona** / *R. Surry* –92 / 2 *Dks* (1 *Iron*) | Steel Sc 3 Mst Sr / *ss* Lth.No.3–2,95 / *ss* Lth.No.2–03 | 1225 / 1088 / 755 | ✠100A1 Lth *o* / 11,04 / ✠LMC 7.03 | | 1883 / 5mo | R. Steele &Co. Greenock / *Lloyd's SA&CP* | Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.*) | 248·2 / 33·2 / 17·3 / P 24′ B 40′ F 33 / BS 8½ / *WB = FPT* 560*t* | Leith British / 5 *BH Cem* / *MT* 38*t* 350*t* | C.2Cy.30″&52″–36″ (*a*) 60lb *55lb* NDB 95 111NH 1SB,3*cf*,gs58 hs1726 / R. Steele&Co.,Greenock | 18 ″ 3 / s 2 - 11½ | | 11.04 |
| 1525 / 101827 / NCBL | **Creole Prince** / *J.G. Noonan* –02 / 1 *Dk* (*Stl*) *w Spar dk* (*Stl*) / *Elec.light* / *s Deep framing* | Steel Sc Sr / *ss* Mch.No.2–01 | 1988 / 1517 / 1261 | ✠100A1 Mch *r* / *Spar dk* / 12,04 / ✠LMC 6.01 | | 1893 / 5mo | Short Bros. Sunderland A&CP | Prince Line,Ld. (J. Knott, *Mgr.*) | 282·0 / 37·7 / 14·9 / P 22′ B 77′ F 29′ 22·4 / FK / *WB = DB* a 70′ *f* 107′ 298*t FPT* | Newcastle British / 4 *BH Cem* / 86*t APT* 36*t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb 85lb 90lb 219NH 2SB,6*cf*,gs102,hs3300 / Blair&Co. (Lim.), Stockton | 17 ″ 2 / s 4 - 9½ | | 4.01 |
| 1526 / 127176 | **Crescent City** / *A.R. Robinson* 01–01 / *Mchy. Aft* *Elec.light* | Steel Sc Sr / 1 *Dk* 2 *tr* B | 4213 / — / 3676 | | | 1897 / — | Chicago S.B.Co. Chicago | Pittsburgh S.S.Co. | 406·0 / 48·2 / 23·9 / *WB* | Duluth Utd. States | Q.4Cy.19″,28″,41″&60″–42″ 233NH / Chicago S.B.Co.,Chicago | | | |
| 1527 / — / RKMH | **Cressida** / *J. Hauschild* 97–00 / 1 *Dk* | Steel Sc Sr | 1235 / 822 / 780 | | | 1896 / — | Schiffs. von Henry Koch Lübeck | A. Kirsten | 226·8 / 32·7 / 15·2 / P&B 132′ F 28′ / *WB* | Hamburg German | T.3Cy.16½″,28″&44½″–27½″ 102NH / H. Pauksch A.G. Landsberg | | G | |
| 1528 / 109007 / PWBV | **Cresyl** / *R.E. Tathe* 82–00 / 1 *Dk* (*Irn*) *& Web frames* | Steel Sc Sr / *ss* Hul. No.1–02 | 2342 / 2160 / 1498 | ✠100A1 Cff *s* / 6,04 / Fal / ✠LMC 6.02 | | 1897 / 12mo | W. Gray& Co.,Ld. W Hartlepool A&CP | Amyl S.S.Co.Ld. (W. Tulley&Co. *Mgrs.*) / *WB = Cell D Ba* | 302·0 / 43·1 / 19·7 / P 25′ B 69′ F 29′ / FK / *u E* 120′ *f* 124′ 643*t* | Hull British / 5 *BH Cem* / *APT* 39*t* | T.3Cy.22″,35″&59″–39″ (*s*) 170lb *80lb* 227NH 2SB.*6cf*,gs81,hs3460 / Cen.Mar.Eng.Wrks. W Hpl | 22 ″ 3 / s 3 - 9 | | |
| 1529 / — / — | **Crete** / *Riza* (*ex* Florence) / *Well deck* / 1 *Dk* 2 *tr* B | Iron Sc Sr | 694 / 523 / 431 | … | | 1865 / — | R. Napier &Sons Glasgow | Idarei Massousieh | 219·3 / 25·5 / 14·2 / P 87′ B 37′ F 35′ len 78 | Constanpl Turkish | C.2Cy.24″&42″–30″ NE&B 73 81NH / J. Penn&Sons,London | 15 ″ 3 | | |
| 1530 / — / HFLJ | — / *Goudy* 81–86 / 1 *Dk* | Iron Sc Sr | 492 / — / 290 | | | 1881 / — | H.M'Intyre&Co. Paisley | D.P. Goudis | 186·3 / 26·0 / 13·7 / B 29′ F 24′ / *WB* | Piræus Greek | C.2Cy.24″&48″–33″ 110NH / Hutson&Corbett,Glasgow | | | |
| 1531 / — / — | — / *A. Couvent sis* 87–95 (*ex* Lizard) / 2 *Dks* / 6th Survey,Cpl.8,04 | Iron Sc Sr | 411 / 403 / 194 | A1*1 Cpl Lv / 8,04 / ✠NB 7.91 ✠MC 8.04 | | 1881 / 5mo | Blackwood &Gordon Pt.Glasgow | Nav.à Vap.Egée (P.M. Courtgi&Co. *Mgrs.*) / *Now named "Kerkyra," See No. 18 in Supplement.* | 191·0 / 25·2 / 13·0 / pt ND 01 / *WB* | Constanpl Turkish / 5 *BH2* PBH / *APT* *FPT* | C.2Cy.[illegible]&48″–36″ 35lb 104NH 1SB,3*pf*,gs52,hs1592 / Blackwood&Gordon,P.Gls. | | | 11.57 13.01 5.01 |
| 1532 / 116288 / TKPV | **Cretic** / *James* 01– *Scalby* (*ex* Mayflower,*ex* Hanoverian) / 3 *Dks* (*Stl U–ws*) *w Orlop dk* (*Stl*) *in Ref. Mchy.* / *Elec.light* | Steel Twin Sc 4 Mst Sr / *Nos.1 & 2 holds s Shelter dk* (*pt Stl–ws*) *& Web frames* | 13518 / 10602 / 8663 | ✠100A1 Liv *kt* / *Shelter dk* / 10,04 / ✠LMC 6.02 | | 1902 / 6mo | Hawthorn, Leslie&Co.Ld Newcastle / *Lloyd's SA&CP* | Oceanic Stm Nav Co Ld. (Ismay,Imrie& Co. *Mgrs.*) / *WB = Cell D Ba* 163′ *u Eq B* 104′ *f* 166′ 1660*t M* | 582·0 / 60·3 / 38·3 / FK & BK 8″ | Liverpool British / 5 *BH Cem* / *Ta* 49′ 1600*t DT f* 44′ 1680*t APT* 180*t* | T.6Cy.28″,47½″&80″–60″ (*s*) 200lb 1269NH 3D&3SB27*cf*,gs527,hs21273 / Hwthrn,Leslie&C.Ld.Nwc. | 42 ″ 6 / s 10-3½ | BT | |
| 1533 / 109484 / QJWG | **Crewe Hall** / *W.J. Haughton* –04 / 2 *Dks* (*Stl*) *w deep framing* | Steel Sc Sr | 4218 / 3992 / 2691 | ✠100A1 Bry *r* / 2,05 / Mch / ✠LMC 2.05 | | 1898 / 11mo | Palmers' Co.Ld. Newcastle A&CP | Hall Line,Ld. (R. Alexander&Co. *Mgrs.*) / *WB = Cell D Ba* 129′ *u E* 19′ 456*t M* | 380·0 / 47·3 / 29·2 / P 37′ B 108′ F 34′ / FK / *T* 33′ 690*t FPT* 117*t* | Liverpool British / 5 *BH Cem* / *APT* 46*t* | T.3Cy.24½″,41½″&70″–45″ 200lb *90lb* (*s*) 404NH 2SB,*6cf*,gs116,hs5280 F.D. Palmers' Co.Ld. Newcastle | 30 ″ 10 / s 6 - 3½ | | 6.03 |
| 1534 / 98763 | **Cricket** / *ss* Hul. No.3–5,03 / 1 *Dk* | Iron Sc Yl | 155 / 142 / 57 | ✠100A1 Hul / *Stm Trawler* 5,03 / ✠LMC 6.04 | | 1891 / 9mo | Mackie& Thomson Glasgow / *Lloyd's SA&CP* | British Stm Trawling Co.Ld. | 100·5 / 20·5 / 10·7 / Q 19′ F 19′ / BK 7½ | Hull British / 3 *BH Cem* | C.2Cy.16½″&32″–22″ (*s*) 110lb 45RH 1SB,2*pf*,gs80,hs690 / Muir&Houston,Glasgow | 11 ″ 11 | | 5.03 |
| 1535 / 78[illegible] / RHQD | **Crimdon** / *w.P. Parker* 00– *ss* Cff 2nd No.3–3,04 / *Well deck Dyer* –04 | Iron Sc Sr / *s.s. No.2–2,01* *s.s. No.2–3,04* / 1 *Dk* (*Irn*) 2 *tr* B | 1636 / 1297 / 1022 | ✠100A1 Cff *q* / 3,04 / 1.MC | | 1878 / 8mo | W. Gray& Co. W Hartlepool A&CP | Rowe&Son Rowe Shpg Co. Ld. (P Rowe&Ss *Mgrs.*) | 261·8 / 34·7 / 19·3 / Q 99′ B 62′ F 36′ / BK 9″ / pt ND 04 / *WB =* | Cardiff British / 4 *BH Cem* / *DB* 84′ *f* 90′ | C.2Cy.30½″&59″–38″ (*s*) 85lb *80lb* NDB 97 167NH 2B,gs74 / T. Richardson&Sons,Hpl. | 20 ″ 7 / s 2 - 0 | | 8.04 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. (✝ for Special Survey.) Date of last Survey. | Port of Survey. | Year & Month built. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Excellence in class. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1536<br>91370<br>LGVS | **Crimea** IronScSr<br>*R. Griffith* 02–02 ssCff. No. 3–5.02<br>*Well deck* 1 *Dk (Irn)* & *Web frames* | | 1708<br>1276<br>1084 | ✝100A1<br>10.04 1.11<br>MS5.02 ✝LMC<br>BS1.04 | Cff | *q* | 1889<br>8mo | Blyth S. B. Co. Ltd. Blyth (A. A&CP | A. Mawson & Co.<br>Mawson & Co., *Mgrs.*) | 260·0 \| 36·6 \| 16·9<br>Q96′ B108′ F81′<br>FK<br>*WB = Cell DB* 190′ 358t *APT* 21t | Newport British | T. 3Cy. 20″, 38″ & 54″–36″ (*s*)<br>160lb *72lb* NDB95 174 NHP<br>2SB, *4rf*, GS77, HS2600 | 19 ″ 2<br>s 1 ″ 8 | |
| 1537<br>3012 | **Crimée** SteelScSr<br>(*ex* Shanghai) 2 *Dks (Stl-ws)* & 8 *Dk rude*<br>*Elec. light* | | 3567<br>2079 | ✝<br>6.89 | Grk | *w* | 1889<br>6mo | Caird & Co. Ld. Greenock | Messageries Maritimes | 349·4 \| 42·1 \| 26·5<br>P35′ B104′ F49′<br>BK9″<br>*WB = Cell DB* 298′ 622t *FPT* | Marseilles French | T. 3Cy. 24″, 40″ & 68″–54<br>340 NH<br>7 *BH Cem*<br>2DB, *12rf*, GS206, HS4667<br>51t *APT* 50t Caird & Co. Ld. Greenock | 29 ″ 9 | |
| 1538<br>110851<br>RNVP | **Crimond** SteelScK<br>*A. Alexander* –02 ssAbn. No. 1–03<br>1 *Dk* | | 173<br>164<br>52 | ✝100A–<br>*Stm Trawler*<br>9.04 8.09 ✝ 8.08 | Abn | | 1899<br>9mo | Hall, Russell & Co. Aberdeen | Fraserburgh & N. of Scotland Steam Trawling Co. Ld. (R. Laing, *Mgr.*) | 110·6 \| 21·1 \| 10·7<br>BK7½ | Fraserbro' British<br>3 *BH Cem* | T. 3Cy. 12½″, 19″ & 31″–21″ (*s*)<br>140lb 50 RH<br>1SB, *2pf*, GS31, HS868<br>Hall, Russell & Co. Abn. | 11 ″ 7 | |
| 1539<br>208448<br>KSRQ | **Crisfield** SteelSc<br>(*Tug*)<br>1 *Dk* | | 236<br>—<br>160 | | | | 1903 | Maryland Steel Co. Sparro' Pt Md | N. Yk., Philadlphia & Norfolk R. R. Co. | 110·5 \| 24·1 \| 12·6 | Philadlphia Utd. States | T. 3Cy. 14½″, 23″ & 39″–28″<br>81 NHP<br>Maryland Stl. Co. Sparr'. Pt | | |
| 1540<br>100<br>NQGV | **Cristoforo Colombo** SteelTwinSc<br>*A. DeSimone*<br>*Elec. light* 2 *Dks* | | 1662<br>1305<br>662 | | | | 1895 | N. Odero fu A. Sestri Ponente | Nav. Gen. Italiana | 271·7 \| 36·7 \| 19·8<br>Q54′ B80′ F41′<br>*WB* | Palermo Italian | T. 6Cy. 23″, 37″ & 60″–37½″<br>139 NHP<br>N. Odero. Sestri Ponente | | I |
| 1541<br>83920<br>WFKC | **Critic** IronScSr<br>*G. D. Stannard* –01 ssDun. No. 3–11,93<br>ssNwc. No. 2–02<br>1 *Dk (Irn)* & *Spar dk (pt Irn)* 3 tr *B* | | 2640<br>2576<br>1704 | ✝100A1<br>*Spar dk*<br>2.04 ✝LMC1.02<br>✝NB11.98 Barrow B 3.04 | Bry | *u* | 1881<br>11mo | J. L. Thompson & Son Sunderland A&CP | Critic Shpg. Co. Ld (Dent & Co.) | 330·0 \| 39·0 \| 18·7<br>ptND93 26·2<br>FK<br>*WB = Cell DB* 238′ 457t *APT* 21t | Newcastle British | T. 3Cy. 20½″, 40″ & 57″–48″ (*s*)<br>165lb *80lb* NDB93 225 NHP<br>7 *BH Cem*<br>2SB, *4rf*, GS91, HS3338<br>*Tpd* 93 Gourlay Bs & Co. Dun | 22 ″ 7<br>s 7 ″ 1 | N2,04 |
| 1542<br>WHLW | **Croatia** SteelScSr<br>*Reichenbächer* 02–02 2 *Dks* 3 tr *B*<br>1 *Dk* | | 1991<br>1802<br>1261 | | | | 1888 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 290·7 \| 36·4 \| 22·2<br>P50′ B28′ H50′ F45′<br>*WB =* | Hamburg German | T. 3Cy. 22″, 35″ & 58″–39½″<br>211 NH<br>*Cell DB* 350t Blohm & Voss, Hamburg | | G |
| 1543<br>~~Croazia~~ Croatia<br>*F. Marochini*<br>*Elec. light* | SteelScSr<br>ssFiu. No. 3–8,03<br>1 *Dk (Stl)* | | 492<br>—<br>303 | ✝100A1<br>10.04 ~~8.02~~<br>BS10.04 ✝LMC 8.08 | Fiu<br>Tri | *h* | 1891<br>11mo | Howaldts-werke Kiel *Lloyd's* | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 167·9 \| 25·0 \| 10·6<br>P45′ B38′ F41′<br>BK7″<br>*WB = pt Cell DB* 69′ 71t | Fiume Aust.-Hung. | T. 3Cy. 17″, 27½″ & 43¾″–24¾″<br>172lb (*r*) 117 NHP<br>2SB, *4cf*, GS59, HS2047<br>Howaldtswerke, Kiel | 12 ″ 8 | ~~1905~~<br>16,04 |
| 1544<br>91174 | **Crocus** SteelDbleTwinSc<br>*T. Maxwell* 66–87 1 *Dk* | | 300<br>300<br>35 | | | … | 1884 | W. Allsup & Sons Preston | Wallasey Urban District Council | 130·9 \| 35·1 \| 10·6 | Liverpool British | C. 4Cy. 18″ & 37″–24″<br>112 NHP<br>W. Allsup & Sons, Preston | 11 ″ 0 | BT till ~~1904~~ 1.06 |
| 1545<br>112930 | — SteelScK<br>*B. Grimmer* –00<br>1 *Dk* | | 160<br>148<br>33 | ✝<br>*Stm Trawler* | | … | 1900<br>7mo | Hall, Russell & Co. Ld. Aberdeen *Lloyd's* | Union Stm. Fishing Co. Ld. (J. H. Irwin. *Mgr.*) | 103·3 \| 20·6 \| 11·3<br>BK7½ | Aberdeen British | T. 3Cy. 11½″, 18″ & 31″–21″ (*s*)<br>160lb 56 RH<br>1SB, *2pf*, GS32, HS1019<br>Hall, Russell & Co. Ld. Abn. | 11 ″ 10 | 8.02 |
| 1546<br>94037<br>MWKH | **Crofthead** IronSc3MstSr<br>*S. Skimin* –00 ssLiv. No. 3–9.99<br>*Mchy. Aft* ssSws. No. 1–04<br>1 *Dk (Irn)* | | 380<br>277<br>150 | ✝100A1<br>3.04<br>✝LMC 3.04 | Sws | *f* | 1891<br>11mo | J. Fullerton & Co. Paisley *Lloyd's* | R. Simpson | 142·0 \| 25·2 \| 10·8<br>Q72′ B9″ F24′<br>BK6″<br>*WB* | Whitehvn British | C. 2Cy. 20″ & 40″–27″ (*s*)<br>100lb 65 RH<br>1SB, *3pf*, GS52, HS1190<br>Muir & Houston, Glasgow | 12 ″ 1<br>s ″ 9½ | 3.04 |
| 1547<br>97991<br>MLTW | **Cromarty** SteelScSr<br>~~Tuna~~ ~~ssNwc. No. 2–00~~<br>(*ex* Abendana) 1 *Dk (Stl)* & *Spar dk (Irn)*<br>~~R W Tay~~ or 03–04 ssStl. No. 3–10,04 & *Web frames* | | 2742<br>2607<br>1756 | ✝100A1<br>*Spar dk*<br>10.04 ~~2.03~~<br>~~BS5.03~~ ✝LMC ~~5.03~~ 1.04 | Nwc<br>Shl | *l* | 1892<br>2mo | Tyne Iron S. B. Co. Ld. Newcastle A&CP | Sutherland S. S. Co. Ld. (A. M. Sutherland, *Mgr.*)<br>*WB = Cell DB* 250′ 451t | 300·0 \| 41·5 \| 18·2<br>B68′ F32′ 25·1<br>FK | Newcastle British | Q. 4Cy. 20″. 28½″, 42″ & 60″–39″<br>180lb *100lb* (*s*) 229 NH<br>2SB, *6rf*, GS88, HS3340 NDB02<br>6 *BH Cem*<br>*APT* 40t Wigham Richrdsn & Co. Nwc | 20 ″ 6<br>s 5 ″ 7½ | ~~5.02~~<br>10,01 |
| 1548<br>109883<br>THRC | **Cromer** SteelTwinScSr<br>*W. Lucas* –02<br>*Elec. light* 2 *Dks* | | 812<br>706<br>253 | | | | 1902 | Gourlay Bros. & Co Dundee | Gt. Eastern Rly. Co. | 245·3 \| 31·1 \| 15·3<br>P71′ B66′ F60′<br>*WB* | Harwich British | T. 6Cy. 15½″, 25½″ & 41″–36″<br>201 NHP<br>Gourlay Bros. & Co. Dundee | | |
| 1549<br>104343<br>NPHD | **Cromwell** SteelScSr<br>*J. Woodruff* –00 ssSld. No. 2–03<br>1 *Dk (Stl)* 2 tr *B* & *Web frames* &<br>*pt Awng dk (Irn)* | | 3086<br>2321<br>1977 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~9.04~~ 2.04 1.05<br>BS3.04 ✝LMC 5.03 | Sld<br>~~Nwc~~ | *u* | 1894<br>11mo | J. L. Thompson & Sons, Ld. Sunderland A&CP | Tyzack & Branfoot Stm. Shpg. Co. Ld. (Tyzack & Branfoot, *Mgrs.*) *WB* | 312·0 \| 43·0 \| 21·1<br>P23′ Q88′<br>*pt Awng dk* 201′ FK<br>*= Cell DB* a 90′ *f* 130′ tr 05 | Sundrland British | T. 3Cy. 23½″, 38″ & 62″–42″ (*s*)<br>160lb *160lb* 263 NHP<br>6 *BH Cem*<br>2SB, *6pf*, GS104, HS4150<br>528t *APT* 29t J. Dickinson, Sunderland | 23 ″ 8<br>s 8 ″ 7½ | ~~9.04~~<br>N1,05 |
| 1550<br>118017<br>VBHR | **Crosby Hall** SteelScSr<br>*J. Black* –03<br>2 *Dks* | | 4052<br>3799<br>2597 | | | | 1903 | C. S. Swan & Hunter, Ld. Newcastle | Ellerman Lines, Ld. (R. Alexander & Co. *Mgrs.*) | 365·0 \| 46·7 \| 27·3<br>P31′ B94′ F38′<br>*WB* | Liverpool British | T. 3Cy. 23½″, 39″ & 68″–48″<br>320 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc. | | C |
| * 1551<br>WDFN | **Croton** SteelScYl<br>*Amundsen* 02– ssGms. No. 1–02<br>1 *Dk* | | *150*<br>*136*<br>*39* | ✝100A1<br>*Stm Trawler*<br>7.02 ✝LMC 7.02<br>DS6.04 | Gms | | 1898<br>6mo | Mackie & Thomson Glasgow A&CP | Akties. Croton (H. Fredriksen) | 100·6 \| 20·5 \| 10·7<br>Q17′ F18′<br>BK7½ | Sandefjrd Norwegian | T. 3Cy. 11″, 17″ & 28″–20″ (*s*)<br>170lb 41 NHP<br>1SB, *2pf*, GS31, HS694<br>Ross & Duncan, Glasgow | 11 ″ 7 | ~~1.03~~<br>N6,04 |
| * 1552<br>110644<br>RNQM | **Crown Point** SteelScSr<br>*J. Wall* 98–00 ssLon. No. 1–04<br>2 *Dks (Stl)* 3 tr *B* & *Web frames*<br>*Elec. light* *lower dk forehold* | | 5219<br>4770<br>3301 | ✝100A1<br>11,04 ~~8.04~~ 1.04<br>✝LMC ~~8.04~~ 7.04 | Lon | *y* | 1900<br>4mo | J. L. Thompson & Sons, Ld. Sunderland A&CP | Norfolk & N. American Stm Shpg. Co Ld (Simpson, Spence & Young, *Mgrs.*)<br>*WB = Cell DB* a 123′ *uE* | 390·0 \| 51·0 \| 27·6<br>P30′ B & F 20′<br>FK<br>29′ *f* 158′ 1027t | Liverpool British | T. 3Cy. 25″, 45″ & 74″–48″ (*s*)<br>200lb 450 NHP<br>6 *BH Cem*<br>3SB, *6cf*, GS132, HS5680 FD<br>J. Dickinson & Sons, Ld. Sld.<br>t *MT* 33′ 869t *APT* 50t | 30 ″ 6<br>s 5 ″ 4 | N2,03 |
| 1553<br>118033<br>VQRL | **Crown Prince** SteelScSr<br>*J. Thomas* –04<br>1 *Dk (Stl)* & *deep framing* &<br>*Shelter dk (Stl)* | | 2539<br>2400<br>1628 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>12.04 ~~1.04~~ ✝LMC 4.04 | Nwc<br>Mch | *u* | 1904<br>4mo | W. Dobson & Co. Newcastle *Lloyd's* | Prince Line, Ld. (J. Knott, *Mgr.*)<br>*WB = Cell DB* a 96′ | 325·0 \| 45·3 \| 20·2<br>FK<br>*uE* & B 48′ *f* 140′ 640t | Newcastle British | T. 3Cy. 23″, 38″ & 61″–42″ (*s*)<br>170lb *80lb* 262 NHP<br>5 *BH Cem*<br>*APT* 47t N. E. Marine Eng Co Ld. Nwc | 22 ″ 9<br>s 2 ″ 6 | 12,04 |
| 1554<br>96515 | — IronScSr<br>*W. G. Payne* 95–95<br>1 *Dk* | | 110<br>103<br>28 | | | … | 1890 | J. T. Eltringham & Co. S. Shields | W. H. Storey | 93·0 \| 18·6 \| 10·1<br>BK6″ | N. Shields British | C. 2Cy. 16″ & 32″–22″<br>40 RH<br>Baird & Barnsley, N Shields | 10 ″ 3 | |
| 1555<br>87713<br>JBQD | **Crown of Arragon** IronScSr<br>*J. G. Dorward* 89–91 ssLiv. No. 3–5,92<br>ssGls. No. 2–01<br>2 *Dks (1 Irn)* & *Bulb* | | 2293<br>2145<br>1474 | ✝100A1<br>8.03<br>BS8.04 ✝LMC 2.01 | HKg | *t* | 1883<br>10mo | Scott & Co. Greenock *Lloyd's* | Crown of Arragon S. S. Co. Ld. (Prentice, Service & Henderson, *Mgrs.*) | 300·5 \| 37·3 \| 26·1<br>B66′ F38′<br>ND97 BK10″<br>*WB = DT a* 32′ 249 | Glasgow British | C. 2Cy. 24″ & 49″–54″<br>90lb *70lb* NDB99 148 NHP<br>2SB, *6cf*, GS115, HS2502<br>*DBf* 52′ 139t Scott & Co., Greenock | | N8,08 |
| * 1556<br>115724<br>TRPW | **Crown of Granada** SteelScSr<br>*J. Gruchy* 92–02<br>1 *Dk (Stl)* & *Spar dk (Stl–ws)* &<br>*deep framing* | | 2746<br>2537<br>1764 | ✝100A1<br>*Spar dk*<br>8.03 ✝LMC 11.03 | Gls | *u* | 1902<br>11mo | Barclay, Curle & Co. Ld. Glasgow *Lloyd's* | Crown S. S. Co. Ld. (Prentice, Service & Henderson, *Mgrs*) *WB =* | 320·0 \| 44·0 \| 12·7<br>*Turtle back* 13′ 22·5<br>B98′ F38′ FK<br>*Cell DB a* 82′ *uE* 34′ | Glasgow British | T. 3Cy. 25″, 41″ & 67″–45″ (*s*)<br>180lb 336 NHP<br>5 *BH Cem*<br>3SB, *9cf*, GS179, HS5310<br>*f* 130′ 531t Barclay, Curle & Co. Ld. Gls. | 15 ″ 1<br>s 4 ″ 6 | 2,05 |

*See No. 14 in Supplement*

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand — Navire — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge en Tonnes. Longueur du Pont. | Tirant d'eau. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1557<br>114716<br>TQRW | **Crown of Navarre** SteelScSr<br>*A.Smith*98–02<br>1 *Dk(Stl)&Spar dk(Stl–wr)&deep framing* | 2739<br>2542<br>1762 | ✝100A1 Lon *u*<br>*Spar dk* Gls<br>~~Surv. Cff~~ | 1902<br>10mo | Barclay, Curle&Co. Ld. Glasgow<br>*Lloyd's SA&CP* | CrownS.S.Co.Ld<br>Prentice,Service &Henderson, *Mgrs*<br>*WB=Cell D Ba 82 uE 34 f 180 581t* | 320·0 44·0 12·7<br>B98'F33 22·<br>*Turtle back* FK<br>*B=Cell D Ba 82 uE 34 f 180 581t* | Glasgow<br>British<br>*BH Cem*<br>*APT 27t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 336NHP<br>3SB,9*cf*,GS179,HS810<br>Barclay,Curle&Co.Ld.Gls. | 15 ▫ 1<br>▫ 4 ▫ 6 | |
| 1558<br>114427<br>TMBP | **Croxdale** SteelScSr<br>*E.F.Fothergill*99–02<br>2 *Dks(Stl)&deep framing &Shelter dk(Irn)* | 2842<br>2664<br>1808 | ✝100A1 Sld *t*<br>*Shelter dk* Cff<br>8,~~2~~ | 1902<br>6mo | Tyne I.S.B. Co.Ld. Newcastle<br>*Lloyd's SA&CP* | ~~S.S. Fisher&Co.~~<br>TyneIronSBCo.Ld.<br>*WB=Cell D f 96 uE 22 f 140 679t* | 325·0 45·1 22·8<br>FK<br>*WB=Cell D f 96 uE 22 f 140 679t* | Newcastle<br>British<br>*6 BH Cem*<br>*APT 27t* | T.3Cy.24″,40″&64″–42″ (*s*)<br>180lb *90lb* 282NHP<br>2SB,*6cf*,GS120,HS1240<br>N.E.MarineEngCoLd.Nwc. | 25 ▫ 3<br>▫ 3 ▫ 0½ | |
| 1559<br>108203<br>PWSJ | **Croydon** SteelScSr<br>~~*Lloyd Kerr*~~ ~~*M*~~<br>~~*J.C.Hall* 04~~ ss NYk.No.1–02<br>2 *Dks(1pt Stl&Uirn)&C.J.Kerr*99–01 *Web frames 3 Dk rule* | 3757<br>3475<br>2410 | ✝100A1 Dun *w*<br>7,01 ~~2,01~~<br>~~BS8,04~~ Dun Yka | 1898<br>2mo | J.L.Thompson&Sons, Ld. Sunderland<br>A&CP | S.S.Homeric Co.Ld.<br>A.Weir&Co. *Mgrs.*)<br>*WB=Cell D Ba 111 uE 24 f 147* | 345·0 48·0 25·7<br>P87'B100'F84'<br>FK<br>*WB=Cell D Ba 111 uE 24 f 147 728t* | Glasgow<br>British<br>6 *BH Cem*<br>*APT 42t* | T.3Cy.25″,42″&68″–45″ (*s*)<br>160lb ~~180lb~~ 823NHP<br>2SB,*6cf*,GS126,HS1050<br>Blair&Co.Ld.Stockton | 28 ▫ 3<br>▫ 5 ▫ 6 | 12,04 |
| 1560<br>108669 | **Cruden Bay** WoodScK<br>*G.King* –99 HT Abn.04<br>GIB 1 *Dk* | 126<br>117<br>12 | ✝9A– Abn<br>*For Fishing purpose s* | 1899<br>7mo | W.Jarvis Anstruther | T.Davidson | 96·7 20·3 10·7 | Aberdeen<br>British | C.2Cy.12″&30″–20″ (*s*)<br>140lb 47RHP<br>1SB,*2pf*,GS33,HS810<br>J.Cran&Co.Leith | | 2,04 |
| 1561<br>119123<br>VQPF | **Cruiser** SteelScSr<br>*R.Paterson* –04 (*Tug*)<br>1 *Dk* | 167<br>150<br>8 | | 1904 | A.Stephen &Sons,Ld. Glasgow | Steel&Bennie,Ld. | 104·8 21·1 10·7<br>*WB* | Glasgow<br>British | C.2Cy.18″&36″–27″<br>99RHP<br>A.Stephen&Sons,Ld.Gls. | | |
| 1562<br>108583 | — SteelScSr<br>*G.Liston* –04<br>(*Trawler*) 1 *Dk* | 144<br>129<br>25 | | 1898 | Hall, Russell&Co Aberdeen | T.Devlin, jr. | 100·4 20·1 10·7<br>Q28' BK7½<br>*WB* | Granton<br>British | C.2Cy.17″&34″–24″<br>50RHP<br>Hall,Russell&Co.Abn. | 11 ▫ 8 | |
| 1563<br>104606<br>NSQB | **Cruizer** IronScSr<br>*H.N.Leitch* –04<br>(*ex* Flying Buzzard) 1 *Dk* | 380<br>331<br>24 | | 1895 | W.Hamilton&Co. Pt.Glasgow | LiverpoolStm.Tug Co.Ld. | 150·0 24·5 13·0<br>*WB* | Liverpool<br>British | T.3Cy.18″,29″&47″–88″<br>127NHP<br>Rankin&Blackmore,Grk | BT<br>full<br>4,00 | |
| 1564<br>113720<br>SFPC | **Crusader** SteelScSr<br>*E.Shoesmith* –03<br>1 *Dk(Stl)&Spar dk(Stl) &deep framing* | 4210<br>4074<br>2744 | ✝100A1 Bry *x*<br>*Spar dk* SFo<br>1,05 ~~1,00~~ | 1901<br>2mo | Sundrland S.B.Co.Ld. Sunderland<br>A&CP | Eskside Stm.Shpg. Co.Ld.(C.Smales& Son,*Mgrs.*)<br>*WB=Cell D Ba 116 uE 38 f 154 992t* | 360·0 48·2 20·5<br>P27'B100'F36' 28·3<br>FK<br>*6 BH Cem*<br>*APT 80* | Whitby<br>British<br>*BH Cem*<br>*APT 80* | T.3Cy.26″,42½″&69½″–45″<br>180lb *100lb* (*s*) 350NHP<br>3SB,*9cf*,GS154,HS5406<br>N.E.MarineEng.CoLd.Sld | 23 ▫ 0<br>▫ 6 ▫ 10 | |
| 1565<br>118800<br>VNGL | — SteelScK<br>*H.Porter*04–04<br>1 *Dk* | 259<br>234<br>93 | ✝100A1 Hul<br>*Stm Trawler*<br>1,04 | 1904<br>1mo | Cook,Welt'n&Gemmell Hull<br>*Lloyd's SA&CP* | MarineSteam FishingCo.Ld. (G.Walton, *Mgr.*) | 130·0 22·2 12·0<br>Q64' BK7'<br>*WB* | Hull<br>British<br>*BH Cem* | T.3Cy.18″,29″&37″–24″ (*s*)<br>200lb 70RHP<br>1SB,*2cf*,GS36,HS1380<br>C.D.Holmes&Co.Hull | 12 ▫ 10 | |
| 1566<br>106667 | **Crux** SteelScYawl<br>*A.Cowdry*92–96<br>(*Trawler*) 1 *Dk* | 132<br>121<br>45 | | 1896 | Mackie& Thomson Glasgow | Grimsby&N.Sea StmTrawlingCoLd | 99·3 20·1 10·4<br>Q17'F19'<br>BK7½' | Grimsby<br>British | T.3Cy.10″,16″&27″–20″<br>45RHP<br>Muir&Houston(Lim.),Gls. | 11 ▫ 6 | |
| 1567<br>105079<br>TNCJ | **Crystal** IronScK<br>*C.Hatton* ss Hul.No.2–04<br>1 *Dk* | 149<br>137<br>57 | ✝100A1 Hul<br>*Stm Trawler*<br>~~1,04 5,04~~<br>4,06 | 1895<br>12mo | Cook,Welt'n&Gemmell Hull<br>*Lloyd's SA&CP* | KingstonSteam TrawlingCo.Ld. | 100·0 20·8 11·0<br>Q24'<br>BK7½' | Hull<br>British<br>*3 BH Cem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RHP<br>1SB,*2cf*,GS23,HS563<br>C.D.Holmes&Co.,Hull | 11 ▫ 9 | 5,04 |
| 1568<br>125028 | **Cuba** IronTwinScSr<br>*R.Young*76–91<br>2 *Dks* | 1526<br>—<br>1360 | | 1872 | King Iron Works Buffalo,N.Y. | J.Donaldson | 231·7 35·7 13·3 | Buffalo,NY<br>Utd.States | C.4Cy.17″&40″–36″<br>NB88 160NHP<br>H.G.Trout&Co.,Buffalo | | |
| 1569<br>71153 | — WoodSc<br>*A.Montpetit*<br>*Mchy.Aft* | 931<br>—<br>599 | | 1875 | ..... Kingston, Ont. | Montre'l&Chicago Merchnts'Shppg. Co. | 177·0 26·0 11·5 | Hamilton, Ont.<br>British | | | |
| 1570<br>HFLJ | — IronScSr<br>*M.C.Höyer*92–99<br>(*ex* Portugal) 2 *Dks* | 730<br>666<br>451 | | 1883<br>8mo | Act.Ges. "Weser" Bremen | Dpsakacts.Cuba (Ths.S.Falck) | 189·6 27·1 17·9<br>B37'H16'F10t | Stavanger<br>Norwegian<br>*WB* | C.2Cy.19″&48″–29″<br>NB93 88NHP<br>A.G."Weser,"Bremen | | N |
| 1571<br>127524<br>KQSM | — SteelScTug<br>1 *Dk* | 594<br>—<br>266 | | 1901 | Bath Iron Works Bath,Me. | StaplesCoalCo. | 150·5 29·4 17·7 | FallRiver<br>Utd.States | T.3Cy.17″,25″&48″ | | |
| 1572<br>99336<br>MKDL | **Cuban** SteelScSr<br>*T.W.Lofthouse* –02<br>*ex*Liv No.3 6,01 ~~ex Brw No.3 0,03~~<br>*Elec.light* 2 *Dks(Stl)&Web frames* | 4202<br>4192<br>2728 | ✝100A1 Liv *x*<br>*Shelter dk with freeboard* Mcn<br>~~5,00 2,07~~ | 1891<br>11mo | NavalCon. &Arm.Co.Ld Barrow<br>*Lloyd's SA&CP* | F.Leyland&Co. (1900),Ld.<br>*WB=Cell D f B 282 598t FPT 127t* | 360·0 43·2 33·8<br>BK8'<br>*7 BH Cem*<br>*APT 57t* | Liverpool<br>British<br>*7 BH Cem*<br>*APT 57t* | T.3Cy.27″,44″&72″–48″ (*s*)<br>160lb ND B04 *100lb* 896NHP<br>2DB,*12rf*,GS226,HS6507<br>NavalC&A.Co.(Lim.),Brw | 29 ▫ 3<br>54 ▫ 7 | BT full 5,04 |
| 1573<br>*R.Baker* –05<br>(*ex* Ardanmhor) | **Cubana** SteelScSr<br>ss N.Yk.No.2–00<br>1 *Dk(Stl)&Spar dk& deep frames* | *2082*<br>*1949*<br>*1335* | ✝100A1 NYk *s*<br>*Spar dk*<br>1,02 | 1891<br>9mo | Workman, Clark&CoLd Belfast<br>*Lloyd's SA&CP* | Cia.Maritima Cubana(WD.Munson,N.Yk. *Mgr.*)<br>*WB=Cell D B 214 434t* | 276·3 38·3 16·0<br>B42'F35' 28·6<br>BK9½'<br>*WB=Cell D B 214 434t* | Havana<br>Cuban<br>*6 BH Cem*<br>*APT 60t* | T.3Cy.22½″,35½″&58½″–39″<br>140lb ~~*45lb*~~ (*s*) 244NHP<br>2SB,*6rf*,GS74,HS3288 FD<br>J.Howden&Co.Glasgow | 18 ▫ 10 | |
| 1574<br>105083<br>PHSJ | **Cuckoo** IronScK<br>~~ex Hul No.1–00~~<br>ss Hul No.2–04 1 *Dk* | 156<br>144<br>55 | ✝100A1 Hul<br>*Stm Trawler*<br>~~1,04 1,07~~ | 1896<br>3mo | Cook,Welt'n&Gemmell Hull<br>*Lloyd's SA&CP* | YorkshireSteam FishingCo Ld. (J. McCann, *Mgr.*) | 103·5 20·9 10·8<br>Q24'<br>BK7½'<br>*3 BH Cem* | Hull<br>British | T.3Cy.12½″,19½″&32″–22½″<br>170lb 50RHP<br>1SB,*2cf*,GS25,HS876<br>C.D.Holmes&Co.,Hull | 11 ▫ 10 | 1,04 |
| 1575<br>104169 | — Iron&SteelScK<br>~~*Jas Gibson* 01~~ ss Gms.No.2–02<br>1 *Dk Iru framing&Stl plating*<br>*J.Plowman*00–05 | 135<br>139<br>62 | ✝100A1 Gms<br>3,06 ~~3,00~~<br>*Well Fishing vessel* | 1894<br>6mo | Earle'sCo. (Lim.) Hull<br>*Lloyd's SA&CT* | PioneerSteam FishingCo.Ld. | 94·0 20·6 11·0<br>BK7½'<br>*3 BH Cem* | Grimsby<br>British | T.3Cy.9″,16″&26½″–20″ (*s*)<br>180lb 85RHP<br>1SB,*2pf*,GS26,HS547<br>Earle'sCo.(Lim.)Hull | 11 ▫ 4 | ~~3,05~~ |
| 1576 | Culiacan SteelTwinScMstSr<br>(*ex* Port Wilson, *ex* Juno, *ex* Gnrly) 1 *Dk&Awng dk* | 839<br>545 | Porfirio Diaz," *See* Vol. II. | 1891<br>No. 24 | Murdoch & Murray, Pt.Glasgow | Cia.Mexicana de Navegacion | 195·1 28·0 19·3<br>H78t | VeraCruz<br>Mexican<br>*WB* | T.6Cy.14″,28″&86″–24″<br>156NHP<br>Muir&Houston,Glasgow | | R |
| 1577<br>~~9 98~~<br>SGLQ | Culna IronScSr<br>~~*J.McLean* 03~~ –08 ss Cal.No.1–84<br>2 *Dks(1Irn)&Dk rule* | 2026<br>1877<br>1464 | ✝ Cal *s*<br>8,86 | 1878<br>12mo | W.Denny & Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell D B 250 328t* | 285·0 35·2 23·9<br>*WB* | Glasgow<br>British<br>*5 BH Cem* | C.2Cy.84″&60″–42″<br>NDB90 195NHP<br>Denny&Co.,Dumbarton | 26 ▫ 9 | |
| 1578<br>112 90<br>BPDL | **Cumbal** SteelSr<br>*J.Barry*97–00 ss NYk.No.1–04<br>1 *Dk(Stl)&Spar dk(Stl)&deep framing* | 4259<br>4072<br>2781 | ✝100A1 NYk *x*<br>*Spar dk*<br>10,04 ~~4,04~~ | 1900<br>4mo | Nthmbrld S.B.Co.Ld. Newcastle<br>A&CP | NewYork&Pacific S.S.Co.Ld.<br>*WB=Cell D Ba 114 uE 41 B 42' f 152' 811t* | 360·0 48·0 20·3<br>P26'B197'F86'28'<br>FK<br>*6 BH Cem*<br>*APT 71t* | London<br>British<br>*6 BH Cem*<br>*APT 71t* | T.3Cy.24″,40″&66″–48″ (*s*)<br>~~*45lb*~~ *80lb* 851NHP<br>2SB,*6rf*,GS115,HS4456 FD<br>N.E.MarineCo.Ld.Nwc. | 22 ▫ 10<br>▫ 3 | 10,05 |

Broken up 07.04

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck — Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of | 7 Years Classed and now in Class | 8 Built. When — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. Load. ft. in | 15 Registered in which classed or not in Lloyd's Register | 16 Date of last load line survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1579 55037 JMWF | **Cumberland** Iron Sc 3 Mst Sr<br>*W. Hendry* –03 *ss* Lth. 3rd No. 3–2,02<br>2 *Dks* | 873<br>734<br>~~[illegible]~~ | ✠* A1<br>1,05 ~~[illegible]~~<br>~~[illegible]~~ NB~~[illegible]~~ LMC1,02<br>~~BS [illegible]~~ ,05 | Lth | | 1866 11mo | Barclay, Curle & Co. Glasgow A&CP | Leith, Hull & Ham. Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*) | 249·5 P38′ F33′ *pt Awngdk* 76′ Len 69 N D90 | 28·0 BK8″ | 15·5 | Leith British *5 B H* | C.2Cy. 29″ & 49″–36″ (*s*)<br>55lb *50lb* NDB90 106 NHP<br>1SB, *3cf*, GS63, HS1750 NE77<br>Barclay, Curle & Co., Gls. | 16 ″ 7<br>s 2 ″ 0 | | 1,05 |
| 1580 — 102992 NQLV | **Steel & Iron Sc 3 Mst Sr**<br>*D. M. Nicol* –02 *ss* Liv. No. 2–01<br>*Mchy. Aft.* 1 *Dk* (*Irn*)<br>*Well deck* *Steel framing Iron plating* | 39~~[illegible]~~<br>285 11,04 ~~[illegible]~~<br>159 | ✠100A1<br>~~BS4,04~~ ✠LMC11,01 | Liv | *g* | 1893 4mo | J. Fullerton & Co. Paisley A&CP | SS. Cumberland Co. Ld (J.J. Mack & Sns) | 142·2 Q77′ B9′ F24′ | 25·2 BK6″ *WB* | 11·5 *B H Cem* = *FPT* 41*t* | Liverpool British | C.2Cy. 20½″ & 40″–27″ (*s*)<br>100lb 67 RHP<br>1SB, *2pf*, GS40, HS1283<br>Ross & Duncan, Glasgow | 12 ″ 7<br>s ″ 9½ | | ~~[illegible]~~<br>11,04 |
| 1581 — 127257 | **Steel Sc Tug**<br>*S. Warrington* 2 *Dks* | 377<br>—<br>209 | | | | 1898 | Columbian I.W. & D.D. Co Baltimore | Consolidation Coal Co. | 135·0 | 27·0 | 15·0 | Baltimore Utd. States *WB* | T.3Cy. 16″, 24″ & 41″–30″<br>Columbian 92 NHP<br>Iron Wrks. & Dry Dk. Co. Blt | | | |
| 1582 89841 | **Cumbrae** Iron Sc Barge<br>*G. Hepburn* 82–82 | 389<br>389<br>178 | | | | 1882 | W. Simons & Co. Renfrew | N. Eastern Rly. Co. | 153·8 | 26·0 | 12·2 | Hull British | C.2Cy. 19″ & 36″–24″<br>55 RHP<br>W. Simons & Co., Renfrew | | | |
| 1583 104971 RKFH | **Cumbria** Steel Sc Sr<br>*F.J. Bagnall* –03<br>*Elec. light* 2 *Dks* | 694<br>538<br>179 | | | … | 1896 | Ailsa S.B. Co. Troon | Tedcastle, McCormick & Co. Ld. | 198·0 P35′ B68′ F62′ | 30·0 BK8″ *WB* | 14·1 | Dublin British | T.3Cy. 19″, 31″ & 51″–33″<br>174 NHP<br>Dunsmuir & Jackson, Gls. | 14 ″ 9 | BT 1901 5,05 | |
| 1584 84631 HBQF | **Cumbrian** Iron Sc Sr<br>*J. Shearer* –04 *ss* Shl. No. 3–6,94<br>*ss* Lth. No. 2–03<br>*Well deck* 1 *Dk* (*Irn*) & *Web frames* | 1167<br>939<br>692 | ✠100A1<br>1,04<br>~~NB4,~~ ~~MC1,~~ | Gmh | *o* | 1882 11mo | Whitehavn S.B. Co. Whitehaven *Lloyd's SA & CP* | J. Denholm & Co. | 240·0 Q88′ B46′ F28′ | 33·2 BK8½″ *WB* = *DBa* 65′ *f* 93′ | 16·1 *4 B H Cem* 330*t APT* 8*t* | Bo'ness British | C.2Cy. 27″ & 52″–36″ (*s*)<br>90lb *90lb* NDB03 99 RHP<br>1SB, *3pf*, GS60, HS2098<br>Westray & Copeland, Brw. | 17 ″ 3<br>s 1 ″ 11 | | 1,04 |
| 1585 102079 MWPV | **Cumeria** Steel Sc Sr<br>*J.S.A. Durkie* –02 *ss* Bkn. No. 2–00<br>1 *Dk* (*Irn*) & *Spar dk* (*Irn*) *3tr B* | 3101<br>2864<br>1994 | ✠100A1<br>*Sp*<br>4 4 ~~bs4,04~~<br>~~[illegible]~~ ✠LMC9,00 | Shl | *u* | 1893 2mo | J.L. Thompson & Sons Sunderland A&CP | Corinthian Shppg. Co. Ld. (R. Nicholson & Sons, *Mgrs.*) *WB* = *Cell DB* 264′ 620*t* | 330·0 P31′ B64′ F37′ | 43·0 BK10″ | 17·7 *6 B H Cem* *APT* 69*t* | Liverpool British | T. 3Cy. 24″, 39″ & 64″–42″ (*s*)<br>160lb *160lb* 266 NHP<br>2SB, *6rf*, GS116, HS4000<br>J. Dickinson, Sunderland | 20 ″ 3<br>s 5 ″ 3½ | | 4,04 |
| 1586 109412 | **Cunaxa** Steel Sc Sr<br>*F. Journeay* –02 *ss* Liv. No. 1–02<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 3125<br>2924<br>2048 | ✠100A1<br>*Spar dk*<br>12,01 ~~12,03~~<br>BS8,04 ~~[illegible]~~ LMC~~[illegible]~~,02 | Liv<br>Bry | *u* | 1898 5mo | Russell & Co. Pt. Glasgow A&CP | S.S. Cunaxa Co. Ld. (Wm. Thomson & Co.) *WB* = *Cell DBa* 94′ | 324·5 P22′ B72′ F32′ *uE & B* 40′ *f* 144′ | 48·0 FK 22·5 835*t* | 15·5 *5 B H Cem* *APT* 41*t* | Liverpool British | T.3Cy. 25″, 41″ & 66″–42″ (*s*)<br>160lb *80lb* 294 NHP<br>2SB, *6rf*, GS130, HS4600<br>J.G. Kincaid & Co. Greenock | 18 ″ 0<br>s 5 ″ 1 | | N12,03 |
| 1587 LDFH | **Cunga** Iron Pad<br>*A. Brandão* | —<br>—<br>140 | | | | 1869 | London & Glasgow Co. Glasgow | Nova Cia. de Nav. no Quanza | 160·1 | 25·9 | 6·9 | Loanda Portuguese | 1 Cy. 27″ | | | |
| 1588 127113 KMNJ | **Curaçao** Steel Sc Sr<br>*R.J. Paulson*<br>2 *Dks* | 1503<br>1217<br>895 | | | | 1895 | W. Cramp & Sons Philadelphia | Pacific Coast Co. (Pacific Coast S.S. Co. *Mgrs.*) | 241·3 F50′ | 38·0 *WB* | 16·3 | New York Utd. States *WB* | T.3Cy. 18″, 28″ & 45″–30″<br>111 NHP<br>W. Cramp & Sons, Phl. | | R | |
| 1589 — | **Steel Sc Sr**<br>*Elec. light* 2 *Dks* | 728<br>604<br>484 | | | | 1899 | Rijkee & Co Rotterdam | Government of Suriname | 199·2 F15′ | 32·9 *WB* | 11·9 | Paramribo Dutch | C.2Cy. 21″ & 39″–24″<br>62 NHP<br>Maats. de Maas, Rotterdam | | V | |
| 1590 RHPL | **Curityba** Steel Sc Bn<br>*F. Hoppe* 01–02<br>*Elec. light* 2 *Dks* | 2363<br>2023<br>1475 | | | | 1887 | Reiherst'g Schiffsw. Hamburg | Cia. Mar. Cubana (W.D. Munson, *Mgr.*) | 309·0 P86′ B76′ F48′ | 40·0 | 25·0 | Havana Cuban | T.3Cy. 24″, 39″ & 62″–42″<br>249 NHP<br>Reiherst. Maschinenf. Ham. | | G | |
| 1591 98343 WOLF | **Curlew** Steel Twin Sc Sr<br>*J. Campbell* 94–99<br>*Elec. light* 1 *Dk* & *Shade dk* | 623<br>507<br>310 | | | | 1899 | W. Denny & Bros. Dumbarton | India General Nav. & Railway Co. Ld. | 201·0 | 33·0 | 10·8 | Calcutta British *WB* | T.6Cy. 13″ 19½″ & 29½″–21″<br>95 RHP<br>Denny & Co. Dumbarton | | | |
| 1592 105031 | **—** Iron Sc K<br>*F. Mackereth* 02–02 *ss* Gls. No. 3–5,00<br>*ss* Dub. No. 1 04 1 *Dk* | 134<br>124<br>63 | ✠100A1<br>*Stm Trawler*<br>7,04 ~~10,03~~<br>~~[illegible]~~ ~~Boilers 06~~ ✠LMC~~Conv~~ 6,04 | Dub | | 1895 4mo | Cook, Welt'n & Gemmell Hull<br>*Lloyd's SA & CP* | Dublin Steam Trawling Co. Ld. (A. Richardson, *Mgr.*) | 95·2 Q18′ | 20·3 BK7½″ | 11·0 *3 B H Cem* | Dublin British | T.3Cy. 10″, 16″ & 25½″–20″ (*s*)<br>~~160lb~~ 175lb 55 ~~36~~ RHP<br>1SB, *2cf*, ~~HS21~~, HS32 GS24, HS~~[illegible]~~ 50<br>C.D. Holmes & Co., Hull | 11 ″ 10 | | ~~[illegible]~~3<br>7,04 |
| 1593 — 104744 | **Steel Sc Sr**<br>*D. Birrell* 97–97<br>1 *Dk* | 125<br>117<br>22 | | | … | 1897 | Dundee Shipbuilders' Co Ld. Dundee | A.W. Ritchie | 95·0 | 19·3 BK7½″ | 10·0 | Aberdeen British | C.2Cy. 13½″ & 30″–21″<br>45 RHP<br>J. Carmichael & Co., Ld, Dun | 10 ″ 9 | | |
| 1594 JDVK | **Curonia** Iron Sc Sr<br>*E. Jancke* 72–84 1 *Dk* 2 *tr B* | 521<br>369<br>307 | | | | 1883 | Act.-Ges. "Vulcan" Stettin | Kurland Dampfsfahrts-A.G. (E. Haubuss, *Mgr.*) *WB* | 163·0 P&B 94′ F27′ | 24·4 | 12·7 | Stettin German | C.2Cy. 21½″ & 39½″–27½″<br>NB02 68 NHP<br>A.G. "Vulcan," Stettin | | V | |
| 1595 73779 QHVD | **Currajong** Iron Twin Sc 3 Mst Sr<br>*R.D. Smith* 02–02 (*ex* Marquis of Lorne. *ex* Victory, *ex* The Clarence) 1 *Dk* | 603<br>527<br>410 | | | | 1875 | T. Wingate & Co. Glasgow | Bellambi Coal Co. Ld. | 222·2 P13′ Q68′ | 30·1 | 15·7 | Sydny NSW British | C.4Cy. 26″ & 52″–20″<br>201 NHP<br>T. Wingate & Co., Glasgow | | | |
| 1596 113502 RVWS | **Curran** Steel Sc Sr<br>*T. Nicholas* –03 *ss* Trn. No. 1–04<br>*Well deck* 1 *Dk* (*Irn*) & *deep framing* | 1106<br>803<br>427 | ✠100A1<br>5,04 ~~10,03~~<br>✠LMC~~[illegible]~~ ~~[illegible]~~04<br>~~MS5,04~~ | Cff<br>Trn | *n* | 1900 9mo | Ailsa S.B. Co. Troon A&CP | Shamrock Shppg. Co. Ld. (T. Jack, *Mgr.*) *WB* = *Cell DBa* 56′ | 229·6 P23′ Q53′ B52′ F26′ *uE* 19′ *f* 84′ | 33·1 FK & BK 11″ 330*t FPT* | 16·0 *4 B H Cem* 57*t APT* 55*t* | Belfast British | T.3Cy. 17½″, 28″ & 45″–33″ (*s*)<br>175lb *80lb* 98 RHP<br>1SB, *3cf*, GS59, HS2040<br>Muir & Houston, Ld. Gls. | 17 ″ 0<br>s 1 ″ 8½ | | 5,04 |
| 1597 2508 JFPD | **Curry** Steel Sc Sr<br>*C.G. Lundman* 98–98 1 *Dk* | 129<br>105<br>70 | | | | 1890 | Kristinehamn Mk Vrk Kristinehmn | Mora-Venerns Jerns. Aktieb. (K. Rosenquist, *Mgr.*) | 92·2 B18′ H5*t* | 17·3 | 11·2 | Krstnhmn Swedish | C.2Cy. 18½″ & 31½″–19½″<br>37 NHP<br>Kristinehamns M.V. Aktieb | | | |
| 1598 110635 RMKF | **Custodian** Steel Twin Sc 4 Mst Sr<br>*E.A. Brown* –01 *ss* Liv. No. 1–04<br>2 *Dks* (*Stl*) & *Awng dk* (*Stl*) *deep framing* & *Web frames*<br>*Elec. light* | 9214<br>9036<br>6023 | ✠100A1<br>*Awng dk with freeboard*<br>~~7,01 3,00~~<br>3,05 ~~[illegible]~~ LMC~~[illegible]~~<br>5,04 | Liv | *d*† | 1900 2mo | C. Connell & Co. Glasgow *Lloyd's SA & CP* | Charente SS. Co. Ld. (T. & J. Harrison, *Mgrs.*) *WB* = *Cell DBa* | 482·0 159′ *uE & B* 59′ *f* 209′ | 57·2 39·4 FK | 31·9 *9 B H Cem* 1610*t DTa* 34 | Liverpool British 1135*t FPT* 145*t APT* 55*t* | T.6Cy. 21″, 35″ & 58″–48″ (*s*)<br>180lb 608 NHP<br>2D, 1SB, *15cf*, GS315 HS10784<br>Dunsmuir & Jackson, Gls. | 34 ″ 10<br>s 13 ″ 10½ | | 5,04 |
| 1599 67836 WKHS | **Cuxhaven** Iron Sc Sr<br>*A.G.L. Hewson* –03 *ss* Skm. No. 3–8,93<br>*ss* Hul. No. 2–00<br>1 *Dk* (*pt Irn*) | 757<br>625<br>410 | ✠100A1<br>~~5,01~~ 7,02 11,04 Goo<br>~~NB5,01~~ ✠L~~[illegible]~~<br>~~MS12,00~~ | Hul | *m* | 1882 5mo | W. B. Thompson Dundee A&CP | ~~Goole S. Shg. Co. Ld.~~ Lancashire & Yorkshire Ry. Co. | 220·0 P40′ B72′ F32′ NB01 *WB* = *DBa* 46′ *f* 55′ | 32·0 BK8″ | 13·7 *5 B H Cem* *yu E* 15′ 210*t* | Goole British | C.2Cy. 30″ & 60″–38″ (*s*)<br>85lb 163 NHP<br>2SB, *4pf*, GS78, HS2442<br>W.B. Thompson, Dundee | 14 ″ 6<br>s 2 ″ 0 | | ~~[illegible]~~<br>8,04<br>11,04 |
| 1600 — LFWM | **—** Iron Sc Sr<br>*A. Ruhnau* –01 (*Trawler*)<br>1 *Dk* | 155<br>139<br>84 | | | | 1891 | Act. Ges. "Neptun" Rostock | D. Bartels, jr. | 104·3 H33′ | 20·7 | 10·5 | Altona German | C.2Cy. 17¾″ & 33½″–20″<br>42 NHP<br>A.G. "Neptun," Rostock | | V | |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Date de la dernière Visite | Construit. Quand. Navire. Machine. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Pression. No. des Chaudières & Foyers. Constructeur des machines. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. | Vitesse. | Charbon. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1601<br>112638<br>RK=S | **Cuzco** *Anderson* 99–05 **SteelScSr**<br>*ssNYk No.1–04*<br>*2 Dks (1 Stl & 1 pt Irn & pt Stl)*<br>*Elec. light* *& deep framing* | 4302<br>4028<br>2778 | ✠100A1 NYk *x*<br>3,05<br>*FS & Awng dk* | 1899<br>11mo<br>2,04<br>*Lloyd's SA & CP* W | Napier & Miller, Ld.<br>Glasgow | New York & Pacific S.S. Co. Ld.<br>*B = Cell D Ba 127* | 375·0 \| 50·0 \| 25·9<br>P29 B102 F45<br>FK<br>*u E 23 f 163 1014* | London<br>British<br>*6 B H Cem*<br>*APT 18t* | T. 3 Cy. 25", 41" & 67" – 18"<br>200lb *90lb* 367 NHP<br>2 SB. *6cf*, GS 115, HS 1640<br>D. & W. Henderson & Co. Gls. | 28 « 8 | |
| 1602<br>Broken up 2.05<br>Wreck | —<br>*Survey, Lon. 12.96 1st Survey Lon. 5.02*<br>*Ref. Mchy.* *3 Dks & 4 wng dk (pt Stl)* | 3935<br>3814<br>2456 | ✠ Lon *x*<br>*FS & 4 wng dk* | 1871<br>[illegible] | J. Elder & Co<br>Glasgow | [illegible] Ld.<br>Ld. Pittaluga | 384·2 \| 41·4 \| 35·3<br>H 31*t* BK 12<br>*New Awng dk 88* | [illegible]<br>[illegible]<br>*5 B H Cem* | T. 3 Cy. 35", 57" & 90" – 54"<br>160lb ND 88 615 NHP<br>1 D. & 1 SB. *20cf*, GS 360 HS 9800<br>Fairfield Co. (Lim.), Gls. | 29 « 1 | 2,01 |
| 1603<br>—<br>— | **Cyclades** **SteelScSr**<br>*Rukas* *ssShl No.2–01*<br>*1 Dk (pt Stl pt Irn) 2 tr B & Web frames*<br>(ex Burdon) *& pt Awng dk Irn)* | *3019*<br>*2347*<br>*1962* | ✠100A1 Cff *u*<br>*pt Awng dk*<br>*with freeboard*<br>3,04<br>BS 2,02 ✠LMC 1,04 | 1898<br>1mo | Ropner & Son<br>Stockton<br>A & CP | D. G. Moraitis | 322·0 \| 41·5 \| 20·6<br>P 29 Q 110 BK 1[illegible]<br>*pt Awng dk 188*<br>*WB = Cel* | Andros<br>Greek<br>*5 B H Cem*<br>*B 264 588t* | T. 3 Cy. 28½", 39" & 64" – 42" (*s*)<br>160lb *80lb* 273 NHP<br>2 SB. *6cf*, GS 118, HS 1200<br>Blair & Co. Ld. Stockton | 24 « 0 | 2,01 |
| 1604<br>113403<br>SBPR | **Cycle** **SteelScSr**<br>*R. Leng* –03<br>*1 Dk (pt Stl & pt Irn) 2 tr B & deep framing 3 Dk rule* | 3411<br>3172<br>2227 | ✠100A1 Cff *v*<br>5,04<br>✠LMC 1,04 | 1900<br>9mo | J. L. Thompson & Sons, Ld<br>Sunderland<br>A & CP W | Corinthian Shppg. Co. Ld. (R. Nicholson & Sons, *Mgrs.*)<br>*B = Cell D B a 110* | 331·2 \| 48·0 \| 24·5<br>P 27 B 90 F 80'<br>FK<br>*u E & B 38 f 135 818* | Liverpool<br>British<br>*6 B H Cem*<br>*APT 31t* | T. 3 Cy. 24", 40" & 65" – 42" (*s*)<br>160lb *115lb* 290 NHP<br>2 SB, *8pf*, GS 112, HS 1616<br>J. Dickinson & Sons, Ld. Sld. | 27 « 0 | 5,04 |
| 1605<br>78605<br>RSHW | **Cyclone** **IronScSr**<br>*A. Lawson* –04 *ssLiv. 2nd No.3–5,02*<br>*1 Dk (Irn) 2 tr B* | 1039<br>962<br>638 | ✠100A1 Liv *n*<br>1,05<br>✠LMC 5,02 | 1878<br>4mo | R. Napier & Sons<br>Glasgow<br>A & CP | Liverpool & Hamburg S.S. Co. (D. Currie & Co.)<br>*WB = DB* | 231·3 \| 32·2 \| 18·2<br>B 14' F 23'<br>BK 8'<br>*DB 56 f 69'* | Glasgow<br>British<br>*5 B H Cem*<br>*APT 31t* | C. 2 Cy. 28" & 48" – 39"<br>75lb *75lb* NDB 95 124 NHP<br>1 SB, *4rf*, GS 70, HS 2326<br>R. Napier & Sons, Glasgow | 19 « 2<br>« 3 « 6 | |
| 1606<br>—<br>NLSB | **Cyclop** **SteelScK**<br>*C. Spanjer* 00–01 *ssAms. No.1–02*<br>(*Tug*) *1 Dk* | 197<br>188<br>52 | ✠100A1 Ams *b*<br>*For Towing purposes*<br>2,05 1,04 ✠LMC<br>MS 4,02 B 3,05 | 1898<br>3mo | J. P. Rennoldson & Sn. South Shields<br>A & CP | Amsterdam Tug & Salvage Co. (A. D. Zur Mühlen, *Mgr.*) | 106·5 \| 21·1 \| 11·2<br>BK 7 | Amstrdam<br>Dutch<br>*4 B H Cem* | C. 2 Cy. 22" & 40" – 26"<br>100lb 82 NHP<br>1 SB. *3pf*, GS 48, HS 1605<br>J. P. Rennoldson & Sns, S Shl. | 12 « 0 | |
| 1607<br>Missing since 12.04<br>RHQV | —<br>*H. Schmidt* 02–02 **IronScSr**<br>(*Tug*) *1 Dk* | 100<br>93<br>— | | 1889 | Schiffsw (v. J. & Sch.) A. G. Hamburg | Verein. Bugs.- & Frachtschfahrt Ges. | 86·3 \| 17·6 \| 10·2 | Hamburg<br>German | C. 2 Cy. 15" & 27" – 20"<br>27 NHP<br>Schwft. (v J & Sch.) A G Ham | | |
| 1608<br>~~DNQH~~<br>*New name* "NaniwaMaru," *See No. 43 in Supplement.* | **Cydonia** **IronSc3MstSr**<br>~~*Dr. Devine* 02~~ *ssShl. 2nd No.3–3,01*<br>*2 Dks (1 Irn) 3 tr B* | 1637<br>1588<br>1029 | ✠100A1 Cff *q*<br>8,03<br>BS 7,03 ✠LMC 8,01 | 1876<br>4mo | Cole Bros.<br>Newcastle<br>A & CP | ~~Dunford & Elliott~~ | 265·0 \| 34·0 \| 24·1<br>BK 9½<br>*WB = DB* | ~~N. Shields~~<br>British<br>*5 B H Cem*<br>*80 f 96 242t* | C. 2 Cy. 31" & 68" – 38"<br>70lb NDB 88 142 NHP<br>2 SB. *4pf*, GS 66, HS 2310<br>N. E. Marine Eng. Co., Sld. | 25 « 8<br>« 4 « 7 | |
| 1609<br>115387 | **Cyfarthfa** **SteelScSr**<br>*W. H. West* 80–04<br>*1 Dk (Stl) 2 tr B & Web frames 3 Dk rule* | 3014<br>2815<br>1959 | ✠100A1 Bry *v*<br>*with freeboard* Cff<br>~~3,04~~ 1,06<br>✠LMC 1,04 | 1904<br>4mo<br>*Lloyd's SA & CP* W | R. Craggs & Sons, Ld.<br>Middlesbro' | Cyfarthfa S.S. Co. Ld. (Morel, Ld.)<br>*B = Cell D Ba 100'* | 330·1 \| 45·9 \| 22·2<br>P 27' B 166' F 35'<br>FK<br>*u E 26' f 140' 699t* | Cardiff<br>British<br>*5 B H Cem*<br>*APT 10 8t* | T. 3 Cy. 28½", 39" & 64" – 42" (*s*)<br>180lb *90lb* 294 NHP<br>2 SB, *4rf*, GS 106, HS 4620<br>Blair & Co. Ld. Stockton | 24 « 4<br>« 3 « 8 | |
| 1610<br>—<br>HTPQ | **Cygne** **IronPadSr**<br>*1 Dk* | 176<br>—<br>8 | | 1854 | A. Normand<br>Hâvre | Cie. Franç. de Nav. & de Const. Nav. et Satre Réunis | 139·4 \| 19·5 \| 8·8 | Nantes<br>French | 2 Cy. 37½" – 41½"<br>140 NHP<br>Mazeline frères, Havre | | |
| 1611<br>99694 | **Cygnet** **SteelScYawl**<br>*C. Munning* –03<br>*1 Dk* | 141<br>135<br>54 | ✠ Gls<br>*Stm Trawler*<br>6,93 ✠ | 1893<br>6mo | Mackie & Thomson<br>Glasgow | ~~Hewett & Co. Ld.~~<br>C. F. Pannell (J. Tillman, *Mgr.*) *WB =* | 98·0 \| 20·5 \| 10·7<br>*DTf 14 27t* BK 7½ | London<br>British<br>*3 B H Cem* | T. 3 Cy. 10", 16" & 25½" – 20"<br>1 SB, *2pf*, GS 27, HS 540 35 RHP<br>Muir & Houston, Glasgow | 11 « 7 | |
| 1612<br>—<br>91893<br>KDTF | — **SteelScSr**<br>*H. McLellan* –00<br>*1 Dk* | 124<br>120<br>66 | ✠ Lon<br>*For River purposes*<br>2,86 ✠ | 1885<br>9mo | Davis & Clow<br>Abingdon | R. Pitcaithly | 120·0 \| 17·3 \| 8·7<br>FK | Lyttltn NZ<br>British<br>*5 B H Cem* | C. 2 Cy. 16" & 32" – 18"<br>43 RHP<br>Bow & McLachlan, Paisley | | |
| 1613<br>—<br>83959 | — **IronScSr**<br>*E. Cammish* –91<br>*1 Dk* | 102<br>102<br>45 | | 1882 | J. T. Eltringham<br>S. Shields | Irvin Stm. Fishing Co. Ld. (R. Irvin, *Mgr.*) | 94·7 \| 19·0 \| 10·0 | Scarboro'<br>British | C. 2 Cy. 17" & 32" – 22"<br>NB 98 40 RHP<br>J. P. Rennoldson & Sns., S. Shl. | | |
| 1614<br>125900 | **Cygnus** **IronPad**<br>*C. Foster* | 857<br>—<br>556 | | 1881 | J. Roach & Son<br>Chester, Pa. | Iron Steamboat Co. | 212·6 \| 31·4 \| 11·3 | New York<br>Utd. States | 1 Cy. 58" – 144"<br>269 NHP<br>W. & A. Fletcher, New York | | |
| 1615<br>106670 | — **SteelScYl**<br>*R. Leverett* –96 (*Trawler*)<br>*1 Dk* | 132<br>121<br>45 | | 1896 | Mackie & Thomson<br>Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 99·3 \| 20·1 \| 10·4<br>Q 17 F 19'<br>BK 7½ | Grimsby<br>British | T. 3 Cy. 10", 16" & 27" – 20"<br>45 RHP<br>Muir & Houston (Lim.), Gls. | 11 « 6 | |
| 1616<br>115323<br>TQPN | **Cymbeline** **SteelScSr**<br>*W. A. Matthews* 97–08<br>*Mchy. Aft* *2 Dks (1 Stl & 1 Irn) & Elec. light* *Web frames* | 4505<br>4115<br>2940 | ✠100A1 Nwc *x*<br>4,03 3,04 Shl<br>*Carrying Petroleum in bulk*<br>✠LMC 10,02 | 1902<br>10mo<br>*Lloyd's SA & CP* | Armstrong Whitworth & Co. Ld.<br>Newcastle | Bear Creek Oil & Shipping Co. Ld. (C. T. Bowring & Co Ld. *Mgrs.*)<br>*WB =* | 370·0 \| 48·5 \| 28·7<br>P 23' B 25' F 38'<br>FK<br>*Cell D Bu h* | Liverpool<br>British<br>*11 B H Cem*<br>*AP T 68t* | T. 3 Cy. 25", 42" & 70" – 48" (*r*)<br>180lb 412 NHP<br>2 SB. *9cf*, GS 196, HS 7052<br>Wllsnd Slpwy. Co. Ld. Nwc. | 30 « 3<br>« 6 « 7½ | bnkr<br>9,03 |
| 1617<br>113720<br>RSCW | — **SteelScSr**<br>*W. Smyth* –03 *ssNpt. No.1–04*<br>*1 Dk (Stl) & Spar dk (Irn) & deep framing*<br>*Elec. light* | 3359<br>3133<br>2150 | ✠100A1 Npt *v*<br>*Spar dk* Sld<br>~~3,04 1,04~~<br>12,94 ✠LMC | 1900<br>6mo | Bartram & Sons<br>Sunderland<br>A & CP | Howard S.S. Co. Ld. (C. Howard & Sons, *Mgrs.*)<br>*WB = Cell D Ba* | 350·0 \| 45·0 \| 16·4<br>P 30' B 102' F 36' 24·1<br>FK<br>*108' u E 24' f 140' 805t* | London<br>British<br>*6 B H Cem*<br>*AP T 68t* | T. 3 Cy. 24", 39½" & 65" – 42" (*s*)<br>160lb *80lb* 297 NHP<br>2 SB, *6rf*, GS 124, HS 3860 FD<br>J. Dickinson & Sons Ld. Sld. | 18 « 9<br>« 5 « 4½ | |
| 1618<br>—<br>HTPK | **Cymodocée** **SteelScSr**<br>*G. Giquel* 97–09 *ssAlg. No.1–04*<br>*1 Dk (Stl) & Spar dk (Irn) & deep framing* | 3638<br>3677<br>2388 | ✠100A1 Alg *w*<br>*Spar dk*<br>1,04 9,03 ✠LMC | 1900<br>8mo | J. Blumer & Co.<br>Sunderland<br>A & CP 116' *u* | A. C. LeQuellec & fils<br>*WB = Cell D Ba*<br>*E & B 38' f 148' 780t* | 360·1 \| 49·0 \| 14·5<br>P 44' B 110' F 42' 25·4<br>FK<br>*MDT 49 702t FP T 17t* | Algiers<br>French<br>*6 B H Cem*<br>*AP T 18t* | T. 3 Cy. 24", 40" & 66" – 45" (*s*)<br>180lb *100lb* 320 NHP<br>2 SB, *6cf*, GS 144, HS 6000<br>J. Dickinson & Sons, Ld. Sld | 17 « 1<br>« 8 « 11 | 9,03 |
| 1619<br>100898<br>PWMD | **Cymric** **SteelTwinSc4MstSr**<br>*T. P. Thompson* –02<br>*Ref. Mchy.* *Elec. light* *3 Dks* | 13096<br>11253<br>8506 | | 1898 | Harland & Wolff, Ld.<br>Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | 585·5 \| 64·3 \| 37·9<br>P 67' B 257' F 104'<br>W h | Liverpool<br>British | Q. 8 Cy. 25½", 36½", 55" & 71½" – 54"]<br>838 NHP<br>Harland & Wolff, Ld., Bel. | | |
| 1620<br>86226 | **Cynosure** **WoodScFlat**<br>(*ex Sailing*) | 119<br>111<br>81 | | 1877 | Ann Deakin<br>Winsford | Salt Union, Ld. | 84·2 \| 20·5 \| 8·8 | Liverpool<br>British | 2 Cy. 11" – 17"<br>NE & B 84 22 RHP<br>Deakin & Co., Winsford | | |
| 1621<br>114624<br>QWDN | **Cynthia** **SteelScSr**<br>~~*E. T. Dawson* 1 03~~ *ssCff. No.1–03*<br>*Magrath* –05 *1 Dk (pt Irn & pt Stl) 2 tr B & deep framing 3 Dk rule* | 2996<br>2822<br>1938 | ✠100A1 Cff *u*<br>10,04 ~~Aug 04~~<br>BS 3,05 ✠LMC 2,02 | 1898<br>12mo | J. L. Thompson & Sons, Ld<br>Sunderland<br>A & CP W | Corinthian Shppg. Co. Ld. (R. Nicholson & Sons, *Mgrs.*)<br>*= Cell D Ba 104' u* | 325·0 \| 45·5 \| 23·7<br>P 23' B 88' F 32'<br>FK<br>*E & B 38' f 136' 660t* | Liverpool<br>British<br>*6 B H Cem*<br>*AP T 26t* | T. 3 Cy. 23', 38" & 62" – 42" (*s*)<br>160lb *90lb* 258 NHP<br>2 SB, *6rf*, GS 91, HS 4000<br>J. Dickinson & Sons, Ld. Sld. | 26 « 4<br>« 4 « 9½ | 4,03 |

| No. in Book. / Official No. / Code Letters | Steamer's Name. / *Master.* / Special Surveys. | Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c. | Register Tonnage | Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. | Port of Survey. | Years Assigned / now classed. | Equipment Letter. | When Built. / Ship. / Yard No. | By Whom. / Where. | Owners. | Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded Depth. Freeboard amidships. ft. in. | Classed or L.R. Character. If not in L.R. Date when last seen. | Date when last on Register. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1622 | **Cynthia** | Iron Pad K | 235 | | | | | 1892 | J T Eltring ham & Co. S. Shields | H. C. Jones — | 153·4 \| 21·4 \| 10·3 | | | London British | C.D.2Cy.23"&46"–36" 98RHP | | | |
| 99078 MPSG | *T. Smith* –02 | 1 *Dk* | 88 | | | | | | | | B21*t* H13*t* | | | | J.Stewart & Son (Lim.), Lon | | | |
| 1623 | — | Iron Sc K | 133 | ✠100A1 Gms | | | | 1891 | Raylton Dixon & Co | Allen Stm. Fishing Co. Ld. (T. Baskcomb, *Mgr.*) | 96·5 \| 20·3 \| 10·7 | | | Grimsby British | T.3Cy.11½"&17"&28"–20" (s) 111 RHP | 11 " 8 | | |
| 99164 MJQW | ~~Lofoten~~ *Richards* –04 | ~~Offtn. No.2–00~~ 1 *Db* ss Gms. No.3–9,04 | 127 45 | *Stm Trawler* 2,0F ~~3,00~~ ~~B88,08~~ | ✠ ~~2,04~~ ~~LMC~~ 9,04 | | | 6mo | Middlesbro' | | Q20 F19 P. ND04 BK 7½ | | | | 170lb 401RHP 1SB.*2pf*, ~~Cornish, Hornsby~~ Wstgrth, English & Co. Mdb. | | | |
| 1624 | **Cynthia No. 2** | Iron Sc | 109 | | | | | 1882 | Neafie & Levy Philadelphia | Propeller Tow Boat Co. | 92·4 \| 19·5 \| 9·0 | | | Savannah Utd. States | GS26, HS736. C.2Cy.17"&30"–24" 37NHP | | | |
| ~~1625~~ | *C.N. Haines* –86 | | 54 | | | | | | | | | | | | Neafie & Levy, Philadelphia | | | |
| 1625 | **Cypria** | Steel Sc Sr | 2945 | ✠100A1 Liv *u* | | | | 1898 | Workman, Clark & Co. Ld Belfast | Cunard S.S. Co. Ld. | 332·1 \| 45·7 \| 15·0 | | | Liverpool British | T.3Cy.24",40"&66"–45" (*s*) | 17 " 5 | BT till 9,04 | 5.04 |
| QDRJ | *Barlow* –00 1 *Dk(Stl)* | ss Liv. No.1–02 *Spar dk (Stl) & deep framing Elec. light* | 2732 1889 | *Spar dk* 2.04 | | | | 1mo | | *WB = Cell D Ba* | P25'B76'F33' BK 22·5 106'*uE & B* 56'*f* 108' | | | 5 *BHCem* 620*t APT* 35*t* | 200lb *90lb* 356NHP 2SB.*6cf*, GS113, HS4604 FD Wrkman, Clark & Co Ld Bel | 5 " 0½ | | |
| 1626 | **Cyprian Prince** | Iron Sc Sr | 1888 | ✠100A1 Liv *r* | | | | 1878 | Short Bros. | Prince Line, Ld. (J. Knott, *Mgr.*) | 274·5 \| 36·0 \| 23·8 | | | Newcastle British | C.2Cy.21"&55"–42" (*s*) | 25 " 2 | | ~~11.02~~ |
| 68992 SGHP | ~~Piltimore~~ ~~94~~ (*ex* Cyprus) *Smyth* | ss Sld. No.3–6,94 ss Shl. No.2–02 2 *Dks (Irn–Upt ws) 3tr B* | 1625 1193 | 3,05 ~~1,08~~ ~~7,01~~ ~~Dkr~~ ~~NBs,98~~ ~~B~~ ~~12,04~~ | ~~LMC7,02~~ | | | 12mo | Sunderland | | P28'B63'F34' BK 9½ *WB = DBa* | | | 5 *BHCem* 84'*f* 48'171*t* | 160lb *80lb* NDB96 203NHP 2SB.*6pf*, GS88, HS3140 G. Clark, Sunderland | 3 " 7 | | 8.05 |
| Sunk by Collision 3.05 | **Cyrano** | Iron Sc K | 179 | ✠ ~~100A1~~ Gms | | | | 1900 | Cook, Wel- | A. Black | 108·7 \| 21·0 \| 11·2 | | | Grimsby British | T.3Cy.11½",19½"&32"–23" | 11 " 11 | | 8.04 |
| 116209 | ~~Ryan~~ ~~2,00~~ | 1 *Dk* | 160 62 | *Stm Trawler* ~~2,04~~ ~~2,01~~ | ~~LMC~~ | | | 10mo | t'n & Gemmell Hull | | Q56'F19' BK 7½ | | | 3 *BHCem* | 180lb (*s*) 55RHP 1SB.*2cf*, GS29, HS920 C.D. Holmes & Co. Hull | | | |
| 1628 | **Cyrene** | Steel Sc Sr | 2904 | ✠100A1 Sld *t* | | | | 1888 | Short Bros. | Durham Steam Shipping Co. Ld. (Lumsdon, Byers & Co. *Mgrs.*) | 302·0 \| 42·0 \| 19·4 | | | Sundrland British | T.3Cy.23½",38"&62"–42" (*s*) | 20 " 6 | | 9.03 |
| 95272 KVGW | *B.H. Hall* –01 1 *Dk (Irn) & Spar dk (pt Irn–ws) 3tr B Keelsons Iron* | ss Sld. No.3–7.01 | 2649 1834 | *Spar dk* ~~2,03~~ ~~BS1,04~~ | ~~LMC7,01~~ | | | 10mo | Sunderland | *WB = Cell D Ba* | B65'F33' 27·4 BK 10" *= DBa* 92'*f* 50'354*t* | | | 5 *BHCem* *FPT* 62*t* | 150lb *90lb* NDB04 233NHP 2SB.*6cf*, GS120, HS3407 G. Clark, Sunderland | 5 " 1 | | |
| 1629 | **Cyrenian** | Iron Sc Sr | 1403 | ✠ Liv Lv | | | | 1874 | Bowdler, | Gellatly, Hankey & Co. | 292·2 \| 30·1 \| 22·2 | | | Rochester British | C.2Cy.32"&64"–36" 205NHP | 23 " 4 | V | |
| 70881 WSMQ | *W.T. Hancock* –98 | 2 *Dks (1 Irn)* | 1369 916 | 11,74 | | | | 9mo | Chaffer & Co. Liverpool | | | | | 5 *BH* 2 *DB* | J. Jack, Rollo & Co., Liv. | | | |
| 1630 | **Cyril** | Iron Sc Sr | 4380 | ✠100A1 Liv *y* | | | | 1883 | J. Elder & Co. Glasgow | Booth S.S. Co. Ld. | 380·6 \| 48·2 \| 31·4 | | | Liverpool British | T.3Cy.37",60½"&96"–60" (*s*) | 32 " 10 | BT till ~~Aug.~~ 8,05 | 9.03 |
| 97076 HKTD | *H. Thompson* –02 (*ex* Hawarden Castle) | ss Liv. 2nd No.3–9,03 | 4012 2556 | ~~1,04~~ ~~NB7,91~~ ~~LMC9,03~~ | | | | 1mo | | | B100'F59' BK 11' *WB = DTo* | | | 7 *BHCem* 10'132*t* | 160lb *80lb* 831NHP NDB01 *fitted 03* | | | |
| | | *Ref. Mchy. Elec. light* 3 *Dks (2 Irn–Uws)* | | ~~BS8,04~~ | | | | | | *Lloyd's SA&CP* | | | | | 3DB.*18rf*, GS397, HS14215 *Tpd* 91 Fairfield Co. Ld. Gls. | | | |
| 1631 | — | Steel Sc Sr | 2294 | ✠100A1 Cff *s* | | | | 1888 | T. Turnbull | Turnbull Bros. | 289·2 \| 38·3 \| 20·7 | | | Cardiff British | T.3Cy.22",36"&59"–39" (*s*) | 22 " 2 | | ~~50.02~~ |
| 95165 KVLH | *T.G. Levitt* –03 *Well deck* | ss Cff. No.3–3,00 ss Cff. No.1–05 1 *Dk (Stl) 2tr B* | 1794 1469 | 1,05 ~~3,08~~ ~~BS8,08~~ | ~~LMC8,00~~ | | | 10mo | & Son Whitby | | P28'Q76'B124' F32' FK *WB = DBa* | | | 6 *BHCem* 88'*f* 114'432*t* | 160lb *80lb* NDB03 219NHP 2SB.*6cf*, GS84, HS3301 Blair & Co. (Lim.), Stockton | 2 " 1 | | 1.05 |
| | | | | | | | | | | | | | | | | | | |
| 1632 | **Cyrnos** | Steel Sc Sr | 1027 | | | | | 1890 | D. J. Dun- | Cie. Marseillaise de Nav. à Vap. (Frais- | 225·6 \| 29·2 \| 21·2 | | | Marseilles French | T.3Cy.22½",36"&60"–42" | | V | |
| HTPV | *Udino* –03 *Elec. light* | 1 *Dk & Awng dk* | 390 | | | | | 2mo | lop & Co. P. Glasgow | sinet & Co. *Mgrs.*) | H46' | | | *WB* | NB98 FD 233NH D.J. Dunlop & Co., P. Gls. | | | |
| 1633 | **Cyrus** | Steel Sc Sr | 3368 | ✠100A1 Nwc *v* | | | | 1891 | Ropner & | Gladstone & Co. | 330·0 \| 43·1 \| 21·0 | | | W. Hartlpl British | T.3Cy.23½",39"&64"–42" (*s*) | 24 " 6 | | 11.03 |
| * 98520 MKQS | *F.T.W. Simmons* –94 | ~~ss Brv. No.2–00~~ 1 *Dk (Irn) 2tr B & Web frames* ss Yka. No.3–11,04 *& pt Awng dk (Irn)* | 2598 2174 | *Yka* ~~1,04~~ *with freeboard deck* ~~11,08~~ | ~~BS11,04~~ ~~LMC11,08~~ | | | 12mo | Son Stockton | | Q141' BK 11' *pt Awng dk* 189' ~~Dup00~~ *WB = Cell* | | | 5 *BHCem* *DB* 252'604*t* | 160lb *80lb* 270NHP 2SB.*6rf*, GS118, HS4127 Blair & Co. (Lim.), Stockton | 9 " 4½ | | |
| 1634 | — | Iron Sc 3 Mst Sr | 1516 | | | | ... | 1875 | Burmeister & Wain | Akties. Dmpsk. Cyrus (Kampmann & Herskind) | 251·7 \| 32·0 \| 17·4 | | | Copnhagn Danish | C.4Cy.24"&48"–32" NB89 186NHP | 18 " 9 | | |
| NPQS | *Schmith* –08 (*ex* Volmer) | 1 *Dk & Spar dk 3tr B* | 1060 941 | | | | | | Copenhagen | | 24·2 | | | *WB* | Burmeister & Wain, Cpn. | | | |
| 1635 | **Czar** | Steel Sc Bk | 2399 | ✠ Nwc *t* | | | | 1883 | Armstrong | Russian Stm. Nav. & Trading Co. | 319·0 \| 37·0 \| 23·5 | | | Odessa Russian | T.3Cy.24",40"&65"–48" | | | |
| 487 HKOS | *Demme* *Elec. light* | 3 *Dks (1 Stl)* | 2007 1491 | 6,88 | | | | 4mo | Mitchell & Co. Newcastle | | P59' B94' F55' *WB = Cell D B* 300*t* | | | 8 *BHCem* | NE&B95 293NHP Wallsend Slip C. (Lim) Nwc | | | |
| 1636 | — | Wood Sc Sp | 152 | | | | | 1897 | T.H. Trakey Victoria, B.C. | Esquimault & Nanaimo Railway Co. | 101·0 \| 21·5 \| 11·0 | | | Viot'ria BC British | Q.4Cy.11",14",20"&31"–24" 56RHP | | | |
| 103907 | *A. Christensen* 96–96 | 1 *Dk* | 127 93 | | | | | | | | | | | | Hnckly, Spears & Hayes SF. | | | |
| 1637 | **Czar Nicolai II.** | Steel Sc Sr | 2076 | | | | | 1895 | F. Schichau | Mineralölwerke Albrecht & Co. | 268·0 \| 38·1 \| 22·9 | | | Hamburg German | Q.4Cy.19",27",39"&67"–35" | | V | |
| RKGW | *C. Beyer* 95–95 *Mchy. Aft* *Elec. light* | 2 *Dks* *Carrying Petroleum in bulk* | 1794 1305 | | | | | | Danzig | | P78'H22'F31' | | | *WB* | 265NHP F. Schichau, Elbing | | | |
| 1638 | **Czarewitch** | Steel Pad | 279 | | | | | | Motala Co. | Peterhof Dampf-schifffahrts Ges. (A.F. Bender, *Mgr*) | 145·0 \| 14·0 \| 8·3 | | | S. Petrsbrg Russian | C.2Cy.31"&53"–42" 152NHP | | | |
| HQCM | *Malmberg* 85– | 1 *Dk* | 117 | | | | | | Gothenburg | | | | | | Motala Co., Gothenburg | | | |
| 1639 | **Czarewna** | Steel Pad Sr | 279 | | | | | | Motala Co. | Peterhof Dampf-schifffahrts Ges. (A.F. Bender, *Mgr*) | 145·0 \| 14·0 \| 8·3 | | | S. Petrsbrg Russian | 2Cy.31"&58"–42" 152NHP | | | |
| HQCL | *Amger* 86– | 1 *Dk* | 117 | | | | | | Gothenburg | | | | | | Motala Co., Gothenburg | | | |
| 1640 | **Czarina** | Iron Sc Sr | 1046 | ✠100A1 S.Fo *m* | | | | 1883 | J. Blumer | J.D. Spreckels & Bros. Co. | 220·3 \| 31·6 \| 13·3 | | | S. Frncisco | C.2Cy.27"&50"–38" (*s*) | 15 " 4 | | ~~12.02~~ |
| 126693 KHVQ | *G.W. Seaman* –98 (*ex* G.W. Jones) | ~~ss N.Os. No.3–11,95~~ ~~ss S. Po. No.1–00~~ | 787 793 | *pt Awng dk* *with freeboard deck* 8,04 ~~1,00~~ ~~LMC8,00~~ | ~~M 8,04~~ | | | 5mo | &Co. Sunderland | | Q108' *pt Awng dk* 112' BK 8' (0*t MT* 30'200*t FPT* | | | Utd. States 4 *BHCem* 25*t APT* 60*t* | 95lb *107lb* NDB98 130NHP 2SB.*4cf*, GS84, HS2197 NE. Marine E C. (Lim) Nwc. | 7 " 9½ | | 8.04 |
| | | *Well deck* 1 *Dk (Irn) 2tr B & pt Awng dk* ~~ss SFo. No.2–04~~ | | ~~BS12,04~~ | ~~LMC~~ | | | | A&CP | *WB = DBa* 58 | ~~pt DS04~~ | | | | | | | |
| 1641 | — | Iron & Steel Sc K | 161 | ✠100A1 Gms | | | | 1894 | Earle's Co. | H.L. Taylor | 101·3 \| 20·6 \| 11·0 | | | Grimsby British | T.3Cy.11",17"&30"–21" (*s*) | 11 " 9 | | ~~10.02~~ |
| 104174 | *W. Field* –03 (*ex* Zarina) | ss Gms. No.2–02 1 *Dk* *Irn plating & Stl framing* | 145 65 | *Stm Trawler* 8,04 ~~7,02~~ ~~LMC10,02~~ | BS8,04 | | | 7mo | Ld. Hull | | Q18'F18' BK 7½ *WB* | | | 3 *BHCem* *B = APT* 5*t* | 160lb 45RHP 1SB.*2pf*, GS28, HS800 Earle's Co. Ld. Hull | | | 8.04 |
| | | | | | | | | | | *Lloyd's SA&CP* | | | | | | | | |
| 1642 | **Czaritza** | Steel Sc Bk | 2891 | | | | ... | 1886 | Tyne Iron | Russian Stm. Nav. & Trading Co. | 347·0 \| 38·7 \| 19·9 | | | Odessa Russian | T.3Cy.27",44"&74"–48" (*s*) | 20 " 11 | | |
| 639 HQVM | (*ex* Port Augusta) *Elec. light* | 1 *Dk & Spar dk 3tr B* | 2648 1725 | | | | | | SB Co. (Lim) Newcastle | | B96'F42' BK 11' | | | *WB* | NB94 379NHP Wigham Richrdsn & Co Nwc | | | |

18 d ‡

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 | 4 Tonnage officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Coque. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. | 14 Canaux Kiel. Panama. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **D. D. Calvin** | WoodScSp | 750 | | | | 1883 | H. Roney | TheCalvinCo.Ld. | 166·0 \| 32·0 \| 15·1 | Kingston, | C.2Cy.27″&50″–36″ | | |
| 83298 | *C.Coons* | | 606 | | | | | Garden Is., | | H82′ F62′ | Ont. | 125NH | | |
| | | 1 *Dk* | 483 | | | | | Ont. | | | British | GlobeI.W.,Cleveland,U.S. | | |
| 2 | **D. Diamantidis** | IronTwinScSr | 488 | | | | 1895 | Edwards | N.D.Diamantidis | 200·0 \| 31·8 \| 10·0 | Taganrog | C.4Cy.14″&28″–21″ | | |
| | *Petruzzi* | | — | | | | | Bros. | | P42′ | Russian | | | |
| | *Mchy.Aft* | 1 *Dk* | 286 | | | | | N.Shields | | | | 60NH | | |
| | | | | | | | | | | | | N.E.Mar.E.Co.(Lim.),Sld. | | |
| 3 | **D. G. Kerr** | SteelScSr | 5531 | | | | 1902 | Superior | ProvidenceS.S.Co. | 468·0 \| 52·0 \| 28·0 | Duluth | Q.4Cy.15″,28½″,36½″&56″–40″ | | |
| 157696 | | | — | | | | | S.B.Co. | (A.B.Wolvin, *Mgr*) | F48′ | Utd.States | 198NH | | |
| | *Mchy.Aft Elec.light* | 1 *Dk2trB* | 3992 | | | | | WSuperiorW | | | *WB* | SuperiorS.BCoW.Superior | | |
| 4 | **D. M. Clemson** | SteelScSr | 5531 | | | | 1903 | Superior | ProvidenceS.S.Co. | 468·0 \| 52·0 \| 28·0 | Duluth | Q.4Cy.15″,28½″,36½″&56″–40″ | | |
| 157703 | | | — | | | | | S.B.Co. | (A.B.Wolvin, *Mgr*) | F48′ | Utd.States | 198NH | | |
| | *Mchy.Aft Elec.light* | 1 *Dk2trB* | 3992 | | | | | WSuperiorW | | | *WB* | SuperiorS.BCoW.Superior | | |
| 5 | **D. Negropontes** | SteelScSr | 2575 | ✠100A1 | Npt | t | 1902 | R.Thomp- | A.K.Saliaris&Co. | 310·0 \| 45·0 \| 20·4 | Piræus | T.3Cy.28″,38″&62″–42″ (s) | 22·10 | |
| | *C.Saliaris* –02 | | 2396 | | | | 3 mos | Son&Sons | | P29′ B90′ F35′ | Greek | 180lb *120lb* 265NH | 8 · 8 | |
| | | 1 *Dk(Irn)&deep framing* | 1619 | | LMC8,02 | | | Sunderland | | FK | 5 *BHCem* | 2SB,*Gcf*,gs115,hs1020 | | |
| | | | | | | | | *Lloyd's SACP* | *WB* = *CellDBa96′uE&* | *B32′f130′746tFPT* | 111 *APT121* | J.Dickinson&SonsLd.Sld. | | |
| 6 | **D. P. Ingraham** | WoodSc | 113 | | | | 1864 | ..... | NewfoundlandStm | 102·0 \| 21·4 \| 8·1 | SJhnsNFL | C.2Cy.14″&30″–32″ | | |
| 74094 | *L.Young* –01 | | 69 | | | | | Philadelphia | ScrewTugCo. | | British | NB91 75RH | | |
| | | 1 *Dk* | 69 | | | | | | | | | *Cmp*91J.Angel&CoS.John | | |
| 7 | **D. Siedler** | SteelScSr | 502 | | | | 1889 | J.W.Kla- | F.G.Reinhold | 172·0 \| 25·0 \| 13·0 | Danzig | T.3Cy.18″,22″&35″–26″ | | G |
| | *J.Behrens* | | 383 | | | | | witter | | Q84′ B44′ F21′ | German | 62NH | | |
| HFVG | | 1 *Dk2trB* | 289 | | | | | Danzig | | | *WB* | J.W.Klawitter,Danzig | | |
| 8 | **D. W. Lilljehöök** | WoodScSr | 166 | | | | 1888 | J.O.Johan- | G.H.Silvén | 100·6 \| 22·5 \| 8·8 | Sefflе | C.2Cy.10½″&25″–17½″ | | |
| 2214 | *J.A.Johansson* –99 | | 133 | | | | | sson | | P28′ Q5′ | Swedish | 22NH | | |
| HTNC | | 1 *Dk* | 87 | | | | | SödraGarn | | | | KristinehamnsM.V. | | |
| 9 | **Dacia** | SteelScSr | 3511 | | | ... | 1900 | C.S.Swan& | Hamburg-Amerik. | 335·4 \| 48·1 \| 24·5 | Hamburg | T.3Cy.24″,39″&66″–45″ | 26 · 10 | G |
| | *Bradhering*02–02 | | 3229 | | | | | Hunter,Ld | Packetf.Act.Ges. | | German | 311NH | | |
| RLQS | | 2 *Dks&deep framing&Shelter dk* | 2226 | | | | | Newcastle | (Ham.-Amr.Linie) | FK | *WB* | T.Richardsn&Sns,Ld.Hpl | | |
| 10 | — | IronScBk | 1856 | ✠ A1 | Lon | | 1867 | J.Laing | IndiaRub.Gutta | 283·0 \| 34·7 \| 17·9 | London | C.4Cy.28″&46″–86″ (s) | 19 · 6 | |
| 56907 | *Cable Vessel Morton* | ssLon.No.3–1,93 | 1252 | *Spar dk* | LMC10,02 | | 11mo | Sunderland | Percha&Telegrph | 25·3 | British | 70lb *75lb* NB75 207NH | 6 · 6 | |
| HTLB | ~~Hebburnhaven~~ | ssLon.No.2–03 | 1473 | 11,04 | MS1,05 | | | A&OP | WorksCo.Ld. | len70 BS8½ | 5 *BHCem* | 2SB,*Gyf*,hs3922 | | |
| | | 1 *Dk&Spardk3trB* | | Bs10 11,04 | | | | | | *WB* = *DB* | a66′*f*91′414*t* | *Cmp*.75G.Clark,Sunderlnd | | |
| 11 | **Dag** | IronScSr | 1037 | | | ... | 1882 | J.Elder& | Aktieselsk.Dpsk. | 225·8 \| 31·7 \| 14·4 | Drntheim | C.2Cy.25″&50″–36″ | 17 · 6 | N |
| | *J.Wibe* | | 794 | | | | | Co. | Dag(Bachke&Co.) | Q76′ B42′ F28′ | Norwegian | 127NH | | |
| JSHV | (ex LochNess) | 1 *Dk&Web frames* | 619 | | | | | Glasgow | | FK | *WB* | J.Elder&Co.Glasgow | | |
| | *Well deck* | | | | | | | | | | | | | |
| 12 | — | SteelScSr | 631 | | | | 1899 | Fredriks- | Acties.Dag(J.P. | 176·4 \| 29·5 \| 11·2 | Christiania | T.3Cy.12½″,19½″&81″–26½″ | | N |
| | *S.B.Gjeruldsen* –02 | | 497 | | | | | stadM.V. | Pedersen&Sön) | Q40*t*B66*t*H14*t*F22*t* | Norwegian | 49NH | | |
| HTDF | | 1 *Dk* | 375 | | | | | Fredrikstad | | | *WB* | FredrikstadMek.Verk. | | |
| 13 | **Daga** | CompScSr | 170 | | | | 18½ | EW Hägg- | J.Carlsson | 98·4 \| 22·3 \| 10·0 | Hallsbäck | C.2Cy.7½″&15½″–10½″ | | |
| 300 | *J.M.Fredrikson*04–04 | | 146 | | | | | blad | | B19′ | Swedish | 8NH | | |
| JBKV | (ex Siri,ex Fridolf,ex Delfin) | 1 *Dk* | 113 | | | | | Norrköping | | | | P.Larsson,Thorskog | | |
| 14 | **Dagbjörg** | SteelScSr | 635 | | | | 1901 | Akers | Acties.Dagbjörg | 177·2 \| 29·6 \| 14·0 | Christiania | T.3Cy.12″,20″&32″–27″ | | N |
| | *O.Johnsen* –99 | | 491 | | | | | Mek.Værks | (J.P.Pedersen& | Q48*t*B60*t*H21*t*F19*t* | Norwegian | 38NH | | |
| HTOF | | 1 *Dk* | 385 | | | | | Christiania | Sön) | | *WB* | AkersMek.Værks.Xia. | | |
| 15 | **Dagestanetz** | SteelScSr | 361 | | | | 1896 | Bergsunds | R.P.Worobieff | 135·0 \| 22·0 \| 9·3 | Astrachan | C.2Cy.17¾″&37¾″–19½″ | | |
| | *V.Karlson*96–96 | | 192 | | | | | M.V.Aktieb. | | H10*t* 15·9 | Russian | 53NH | | |
| | | 1 *Dk&Shelter dk2trB* | 185 | | | | | Stockholm | | | | BergsundsAktieb.,Skm. | | |
| 16 | **Dagfin** | SteelScSr | 1442 | | | | 1902 | Fredrkstad | Acties.Dagfin(J.P. | 230·8 \| 35·2 \| 20·6 | Christiania | T.3Cy.16½″,27″&44″–32″ | | N |
| | *C.A.Olsen*02–02 | | 1329 | | | | | Mek.Værks. | Pedersen&Sön) | H112*t* | Norwegian | 109NH | | |
| HFCQ | | 1 *Dk&Spar dk* | 896 | | | | | Fredrikstad | | | *WB* | FredrikstadM.V.Frdstad | | |
| 17 | **Dagfred** | SteelScSr | 1072 | | | | 1900 | FevigsJrn- | Acties.Dagfred | 230·3 \| 34·0 \| 13·4 | Christiania | T.3Cy.16½″,27″&44″–30″ | | N |
| | *P.Salvesen* | | 849 | | | | | skibsbygger i | (J.P.Pedersen& | Q126*t*B58*t*H16*t* | Norwegian | 106NH | | |
| HSWR | | 1 *Dk* | 659 | | | | | Fevig | Sön) | F80*t* | *WB* | sirC.Furness,Westgarth & Co.Ld.Mdh | | |
| 18 | **Daggry** | SteelScSr | 1206 | | | | 1898 | Framnæs | Acties.Daggry | 221·5 \| 33·7 \| 12·4 | Christiania | T.3Cy.16½″,27″&44″–30″ | | N |
| | *A.T.Simonsen* –99 | | 785 | | | | | Mek.Værks. | (J.P.Pedersen& | Q67*t*H56*t*F29*t* | Norwegian | 106NH | | |
| HTBS | | 1 *Dk* | 700 | | | | | Sandefjord | Sön) | *Spar dk*171 | *WB* | AkersMek Værks.Xia | | |
| 19 | **Daghestan** | SteelScSr | 3466 | ✠100A1 | NYk | ft | 1900 | Short Bros. | HindustanSShpng | 353·1 \| 45·1 \| 18·7 | Sundrland | T.3Cy.24½″,40″&66″–45″ (s) | 19 · 9 | |
| 109712 | *E.H.Todd* –02 | ssHul.No.1–04 | 3257 | *Spar dk* | mm Sld | | 12mo | Ld. | Co.Ld. (J.W. | P35′ B95′ F40′ 26·8 | British | 180lb *80lb* 315NH | 5 · 3 | |
| | | 1 *Dk(Stl)&Spar dk(pt Irn&pt Stl)&* | 2212 | 7,03 | | | | Sunderland | Squance&Co.*Mgs*) | FK | 6 *BHCem* | 2SB,*8pf*,gs142,hs1810 | | |
| | | *deep framing* | | 2,05 | | | | A&OP | *WB* = *CellDBa* | 111′*uE24′f187′810t* | 4 *PT65t* | J.Dickinson&Sons Ld.Sld. | | |
| 20 | — | SteelSc3MstSr | 2774 | | | | 1898 | Armstrong | Soc.Anon.d'Arme- | 304·0 \| 40·0 \| 25·4 | Antwerp | T.3Cy.24″,38″&64″–42″ | | V |
| | *H.de Vries*86–98 | | 2483 | | | | | Whitworth | ment,d'Industrie& | P28′ B24′ F37′ | Belgian | 265NH | | |
| MBGL | *Carrying Oil in bulk* | 2 *Dks* | 1786 | | | | | &Co.Ld. | deCommerce | | *WB* | R.Stephenson&Co.Nwc. | | |
| | *Mchy.Aft* | | | | | | | Newcastle | | | | | | |

| 1 No. in Book / Official No / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | 3 Register Tonnage Gross / Under Deck. / Net | 4 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey. | 5 Built. When. / Ship. / Engines. | 6 By Whom. / Where. | 7 Owners. | 8 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 9 Port of Registry. / Flag. | 10 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded Depth. Freeboard amidships. ft. in. | 12 Tonnage of Engine Room deducted from Tons in L. & M. | 13 Date when Mast or Funnel was erected. | 14 Date when Hull or Machy. last surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 HQPF | **Dagmar** SteelScSr<br>*O.Blumenfeldt99–00*<br>1 *Dk(Stl)&deep framing* | 2337<br>1944<br>1230 | ✠100A1<br>2,01<br>Bly *s*<br>LMC | 1900<br>Jernsk&Msk<br>Elsinore<br>A&CP | Rüssich-Baltische Dampfschfts.Ges (Helmsing& Grimm, *Mgrs.*)<br>*WB=Cell DBa58'a&uE54' f*<br>*Lloyd's A&CP* | 290·0 12·5 19·3<br>Q16'B76'F36'<br>FK<br>*29·578t FPT58t AP T44t* | Riga<br>Russian<br>*5 BHCem* | T.3Cy.20½",35"&57"–39" *(s)*<br>180lb *90lb* 215NHP<br>2SB,*6rf*,GS76,HS3247<br>HelsingörsJernsk &Msk b. | 21 " 10<br>s 3 · 6½ | | 10,04 |
| 22 QGVS | — SteelScSr<br>*C.Gosewisch* 1 *Dk&Spardk*<br>*&Webframes* | 1457<br>1347<br>921 | ... | 1896<br>R.Craggs& Sons<br>Middlesbro' | Norddeutscher Lloyd | 245·0 36·7 12·3<br>B15'F30'<br>18·9<br>BK8" | Bremen<br>German<br>*WB* | T.3Cy.19",31"&52"–36"<br>173NHP<br>Wstgrth,Engnsh&Co.Mdl. | 14 " 6 | | |
| 23 NKMB | — IronScSr<br>*L.E.Gade* (*ex*Theben)<br>1 *Dk&Awng dk&trB* | 1170<br>787<br>720 | ✠<br>*Awng dk*<br>4,77<br>Lon | 1872<br>9mo | Denton, Gray&Co. WHartlepool | ForenedeDmpskib. Selskab | 224·7 31·1 15·0<br>21·6<br>*WB=pt DB* | Copnhagn<br>Danish<br>*4 BHCem* | C.2Cy.28"&56½"–36"<br>160NHP<br>Blair&Co.(Lim.),Stockton | | |
| 24 HTBF | — SteelScSr<br>*A.Salvesen* –01<br>1 *Dk* | 627<br>490<br>383 | | 1901 | Akers Mek. Værksted Christiania | Acties.Dagmar (J.P.Pedersen& Sön) | 177·1 29·6 14·0<br>Q44*t*B56*t*H18*t*F18*t* | Chrstiania<br>Norwegian | T.3Cy.12",20"&32"–27"<br>53NHP<br>AkersMek.Verks.Xia. | | N |
| 25 MQFB | — IronPadSr<br>60 *G.Groth96–00* 1 *Dk* | 414<br>—<br>291 | | 1867 | Motala Co. Norrköping | H.D.Schmidt | 187·9 25·1 11·7 | Pernau<br>Russian | 2Cy.52"–48"<br>288NHP | | |
| 26 NBMC | — SteelPadFerry<br>*H.E.Nielsen82–99* 2 *Dks* | 332<br>313<br>122 | | 1889 | Burmeister &Wain Copenhagen | DeDanske Statsbaner | 166·0 26·1 10·9 | Masndsnd<br>Danish | C.2Cy.32"&60"–45"<br>201NHP<br>Burmeister&Wain,Cpn. | | |
| 27 JPWC | — WoodScSr<br>*E.M.Iversen75–75* 1 *Dk2trB* | 273<br>234<br>161 | | 1860<br>5mo | ..... Sjötorp | N.I.Michelsen | 121·4 22·2 13·2<br>B37*t*<br>len76 | Bergen<br>Norwegian | C.2Cy.15"&29¾"–18"<br>NB99 NE76 31NHP<br>LaxevaagsVerkst,Bergen | | |
| 28 LRDG | — IronScSr<br>64 *A.Kunstmann98–00* | 240<br>204<br>144 | | 1867 | J.Schichau Elbing | MaxReincke | 145·8 19·3 11·8<br>P36' | Windau<br>Russian | C.2Cy.14"&28"–18"<br>NE&B96 47NHP<br>OscarshamnsM.V. | | V |
| 29 47614 | — IronPadSr<br>*T.I.Smith* –99 | 183<br>183<br>19 | | 1863 | Laird Bros. Birkenhead | ManchesterShip CanalCo. | 138·0 21·0 8·4 | Manchestr<br>British | D.2Cy.38"–48"<br>95RHP<br>Laird Bros.,Birkenhead | | |
| 30 RMCL | — IronPad3MstSr<br>34 *Zvanoff* | 157<br>—<br>99 | | 1869 | Wigham Richardson Newcastle | V.Maksimoff | 130·0 21·1 7·8 | Nicolaief<br>Russian | 2Cy.30"–42"<br>90NHP<br>Black Hawthorn&Co.Nwc. | | |
| 31 1078 | **Dagmara** IronPad<br>1 *Dk* | 223<br>—<br>108 | | 1869<br>London | ..... | Don,Azoff&Black SeaSteamNav.Co. | 157·4 21·6 8·2 | Rostoff<br>Russian | | | |
| 32 HFGM | **Dagny** SteelScSr<br>*O.Abrahamsen* –02<br>1 *Dk&SparDk* | 1408<br>1306<br>882 | | 1902 | Nylands Værksted Christiania | Acties.Dagny(J.P. Pedersen&Sön) | 231·5 35·1 20·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania | | N |
| 33 HSGK | — SteelScSr<br>*T.M.Nielsen01–01*<br>1 *Dk(Irn)&deep framing* | 1215<br>1037<br>757 | ✠100A1<br>4,01 ~~1,04~~<br>Cff *o*<br>Shl<br>LMC5,01 | 1901<br>5mo | W.Gray& Co.Ld. WHartlepool<br>A&CP | Actieselsk. Damps Harriet (C.O. Bernt, *Mgr.*)<br>*WB=Cell DBa&uE88'f90'* | 232·0 34·0 16·7<br>P22'B59'F28'<br>FK<br>*348t APT21t* | Lyngör<br>Norwegian<br>*1 BHCem* | T.3Cy.18",28½"&47½"–33"(*s*)<br>160lb *80lb* 125NHP<br>1SB,*3rf*,GS47,HS1830<br>Cen.Mar.Eng.Wrks.W Hpl | 18 " 10<br>s 2 ~~· 6½~~ | | ~~10,02~~<br>9,04 |
| 34 NLQH | — IronScSr<br>~~*M.Nielsen*~~ *ss*Els.No.3–1,01<br>(*ex*Nordstjernan, 1 *Dk(Irn)2trB*<br>*Well deck ex*Costante,*ex*Bellmore)<br>*P.Lorentzen ss*Opn.No.1–05 | 1090<br>932<br>669 | ✠100A1<br>~~6,01~~ 2,03~~5,05~~<br>~~BS12,02~~<br>~~BS5,04~~<br>Shl *o*<br>LMC~~4,01~~ | 1882<br>10mo<br>*Lloyd's A&CP* | H.McIntyre&Co. Paisley | Dmpskselsk.Dania (Chr.Andresen, *Mgr.*)<br>*WB=DBa* | 235·4 32·8 16·3<br>Q116'B15'F31'<br>1rp01<br>FK<br>*59'f46'250t* | Esbjerg<br>Danish<br>*5 BHCem*<br>*WB* | C.2Cy.26"&52"–42" *(a)*<br>80lb *80lb* NDB92 133NHP<br>2SB,*4pf*,GS84,HS2117<br>Muir&Houston,Glasgow | 17 " 6 | | ~~3,08~~<br>~~2,06~~<br>~~5,05~~ |
| 35 TKOR | **Dago** SteelScSr<br>113845 *A.G.Wood* –02<br>*Ref.Mchy.* 1 *Dk* | 1654<br>1291<br>1044 | | 1902 | CaledonSB &E.Co.Ld. Dundee | T.Wilson,Sons& Co.Ld. | 280·3 37·2 17·4<br>P175'F33' | Hull<br>British<br>*WB* | T.3Cy.20",33"&56"–39"<br>196NHP<br>CaledonSB&E.Co.Ld.Dun. | | C |
| 36 LHDW | **Daguestan** IronTwinScSr<br>*J.G.Jaguello* *Spar dk* | 260<br>—<br>196 | | 1879 | Rostocker Act.Ges. Rostock | St.Petersburg Co.Nadeshda | 139·1 22·1 11·3 | Astrachan<br>Russian<br>*WB* | C.4Cy.16"&27"–18"<br>51NHP<br>RostockerA.G.,Rostock | | |
| 37 | **Dahlia** SteelScY1<br>*F.Kronenborg*<br>1 *Dk*<br>*Elec.light* | 216<br>204<br>69 | ✠100A1<br>*StmTrawler*<br>4,05 ~~5,04~~<br>Ams<br>LMC4,02 | 1902<br>4mo<br>*Lloyd's A&CP* | Schofield, Meeuwenoord&Co. Grimsby | SteamtrwlrMaats. Dahlia(Maats.tot beheer vanSteamtrlrs en andereVisschersvaartuigen) | 113·8 21·4 12·0<br>Q16'F20'<br>BK7½<br>*WB=DBf7'13t* | Ymuiden<br>Dutch<br>*3 BHCem* | T.3Cy.12",21"&34"–24" *(s)*<br>180lb 67NHP<br>1SB,*2cf*,GS30,HS1117<br>C.D.Holmes&Co.Hull | 12 " 10 | | |
| 38 LHDW | — IronScK<br>96206 *J.H.Taylor89–89 ss*Gms.No.3–8,97<br>*ss*Gms.No.1–01<br>1 *Dk* | 154<br>147<br>91 | ✠<br>*For fishing purposes*<br>~~Lon~~ | 1889<br>9mo<br>*Lloyd's A&CP* | Cochrane, Coopr&Schofield Beverley | N.EasternSteam FishingCo.Ld. | 100·9 20·7 11·0<br>Q16'F20'<br>ND87 BK7½ | Grimsby<br>British<br>*3 BHCem* | T.3Cy.11½"19½"&31½"–22½"<br>150lb (*s*) 50RHP<br>1SB,*2cf*,GS27,HS782<br>C.D.Holmes&Co.,Hull | 11 " 10 | | 8,02 |
| 39 QFWP | **Dahomé** SteelScSr<br>106984 *J.E.Loukten00–00 ss*Hpl.No.2–00<br>(*ex*Lawang) 2 *Dks*(1*Stl*)*3trB*<br>*Elec.light* | 2470<br>2013<br>1552 | ✠100A1<br>10,01<br>~~BS8,04~~<br>Lon *t*<br>LMC7,08 | 1891<br>2mo | C.S.Swan &Hunter Newcastle<br>A&CP | Furness,Withy& Co.Ld. | 300·6 41·0 21·6<br>P42'B82'H74'F41'<br>BK8½<br>*WB=CellDBa90'uE 6 BHCem*<br>*20'f124'397t* | W.Hartlpl<br>British | T.3Cy.26",42"&69"–45" *(s)*<br>160lb *160lb* 333NHP<br>2SB,*8cf*,GS144,HS5200<br>WlsndSlpy&E.C.(L.)Nwc. | 24 " 1 | | 7,08 |
| 40 MLBG | **Dahomey** SteelSc<br>98996 *W.E.Potter* –04 *ss*Liv.No.3–7,98<br>*ss*Liv.No.1–03<br>*Elec.light* 2 *Dks*(*UStl–ws*)*&Webframes* | 2854<br>2508<br>1828 | ✠100A1<br>~~7,11,04~~ 10,04<br>~~BS10,04~~<br>Liv *o*<br>~~LMC10,03~~ | 1891<br>10mo | Sir Raylton Dixon&Co. Middlesbro' | AfricanS.S.Co. (Elder,Dempster& Co. *Mgrs.*) | 312·0 40·0 24·6<br>P31'B94'F41'<br>FK<br>*WB=Cell DB262' 554t* | London<br>British<br>*5 BHCem* | T.3Cy.23",38"&61"–42" *(s)*<br>160lb *60lb* 258NHP<br>2SB,*6cf*,GS120,HS4113<br>T.Richardson&Sons,Hpl. | 27 " 5<br>s 5 " 3½ | BT till 10,05 | 3,02 |
| 41 HTRB | **Dahra** SteelScSr<br>*E.Goron86–00*<br>(*ex*Casos) 1 *Dk&Webframes&ptAwng dk* | 2319<br>2257<br>1319 | ... | 1891 | J.L.Thompson&Sons Sunderland | Delmas frères | 284·0 38·0 18·2<br>F29'*pt Awng dk*175'<br>RFD80' BK10"<br>*WB* | La Rochlle<br>French | T.3Cy.21½",35"&58"–39"<br>208NHP<br>J.Dickinson,Sunderland | 20 " 8 | V | |
| 42 JCVP | **Daigi Maru** SteelScSr<br>7022 ~~*Asano*~~ *T.Ogata*<br>1 *Dk(Stl)&Spardk(Teak)&deep framing* | 1568<br>1278<br>847 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~4,01 10,03~~<br>4,05<br>HKg *q*<br>Nag<br>LMC5,01<br>MS1,05 | 1901<br>5mo | OsakaIron Works Osaka | OsakaShosen KabushikiKaisha<br>*WB=*<br>*CellDBa61'uE&B61'f86'269t FPT51t*<br>*Lloyd's A&CP* | 254·3 32·9 12·7<br>B73'F38' 19·7<br>FK<br>*4 BHCem*<br>*APT31t* | Osaka<br>Japanese | T.3Cy.22",36"&59"–36" *(s)*<br>180lb *100lb* 292NHP<br>2DB,*8cf*,GS168,HS5400<br>OsakaIron Works,Osaka | 15 " 0<br>s 5 · 9½ | | ~~5,00~~<br>~~4,04~~<br>4,04 |

| 1 Numéro d'Ordre. Numero Official. | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Materiaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines. Equipement. | 8 Construit. Quand — Navire. Mach. | 8 Par qui — Où. | 9 Armateurs. | 10 Dimensions d'après la Donne. Superstructures &c. Longueur. | 10 Largeur. | 10 Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. RHP. Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Noms des Constructeurs des machines. | 13 Creux sur Quille. Hauteur en arrière du navire. pds. pe |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 Daijin Maru<br>Kmbo<br>JCKS | *T. Agata* 97–01 | Steel Sc Sr<br>1 *Dk (Stl) c/t Spar dk (Teak) & deep framing* | 1575<br>1281<br>900 | ✝100A1 *Spar dk with freeboard* 7,03 ✝LMC11 | HKg *p* | | 1900<br>11mo | Kawasaki Dkyd. Co. Ltd Kobe | Osaka Shosen Kaisha | 243·7 34·0 12·7<br>B78′F35′ 19·7<br>FK<br>*Lloyd's A&CP WB = Cell D Ba52′ uE & B57′ f71′270t FPT* | Osaka<br>Japanese | 1 Cy. 22″, 36″ & 59″–36″ (s)<br>180lb *100lb* 272 NHP<br>1 *BHCem*<br>2DB, *3cf*, gs165, hs4880<br>15t *APT* 120t | 15 ″ 0<br>s 5 · 0 |
| 44 Daiki Maru<br>Tkk<br>HFGB | | Wood Sc Sr<br>2 *Dks* | 185<br>166<br>93 | | | | 1882 | Whitfield Yokohama | Mayeda Yeijiro | 116·1 16·2 13·1 | Hakodate<br>Japanese | C. 2 Cy. 16″ & 32″–20″<br>NB 92 88 NHP<br>Whitfield, Yokohama | |
| 45 Daiki Maru No. 2<br>1886<br>HLJM | | Wood Sc Sr<br>2 *Dks* | 160<br>142<br>91 | | | | 1897 | Sora Ikutaro Osaka | Mayeda Yeijuro | 117·0 16·3 11·7 | Hakodate<br>Japanese | C. 2 Cy. 14½″ & 29″–18″<br>29 NHP<br>Nagata Usaburo, Osaka | |
| 46 Dairei Maru | | Steel Sc Sr<br>2 *Dks* | 1200 | | | | 1904 | Mitsu Bishi Dkyd & E Wks Nagasaki | Osaka Shosen Kabushiki Kaisha | 212·0 31·5 18·1<br>P36′ B75′ F32′ | Japanese<br>*WB* | T. 3 Cy. 17″, 28″ & 46″–33″<br>122 NHP<br>Mitsu Bishi D. & E. Wks. Nag | |
| 47 Dairio Maru<br>544<br>HDKS | *K. Maki* 99–05 | Wood Sc Sr<br>2 *Dks* | 296<br>271<br>184 | | | | 1881 | J. Hannah<br>Kobe | Osaka Shosen Kabushiki Kaisha | 138·5 18·0 14·7 | Osaka<br>Japanese | C. 2 Cy. 17½″ & 30″–21″<br>Hiogo NB 90 84 NHP<br>Kosaku Bunkioku, Kobe | |
| 48 Daisy<br>106958<br>PCLJ | *J. W. Rodgers* 04<br>*Well deck*<br>*Elec. light* | Steel Sc Sr<br>ss Gls. No. 2–03<br>1 *Dk (pt Stl–ws)* | 565<br>419<br>159 | ✝100A1<br>12,04 ~~12,09~~<br>~~12,04~~ ✝LMC1,04 | Gls *t*<br>PGl | | 1895<br>10mo | Blackwood & Gordon Port Glasgow<br>A&CP | Gls. Dub. & Lndndy S.P. Co. Ltd. (A. A. Laird & Co. *Mgrs.*) | 188·6 29·0 11·1<br>Q119′ B64′ F41′<br>FK & BK 1½<br>*WB = Cell D Ba42 5t FPT 20t* | Glasgow<br>British | T. 3 Cy. 15″, 24″ & 40″–30″ (s)<br>165lb *65lb* 122 NHP<br>2 *BHCem*<br>2SB, *4cf*, gs68, hs2322<br>Blackwood & Gordon, P. Gl | 12 ″ 0<br>s 1 · 2 |
| 49 —<br>81303 | *A. Kenyon* 84–88<br>*Mchy. Aft* | Iron Pad | 285<br>285<br>82 | | | | 1879 | T. B. Seath & Co. Glasgow | Wallasey Urban District Council | 150·2 25·8 10·3 | Liverpool<br>British | D. 2 Cy. 36″–66″<br>NB 94 90 RHP<br>D. Rowan, Glasgow | BT till 4,05 |
| 50 —<br>96519 | *Peck* | Iron Sc Sr<br>1 *Dk* | 118<br>108<br>15 | ✝<br>*For fishing purposes* 9,91 | Abn | | 1891<br>1mo | Hepple & Co. N. Shields | Union Stm. Fishing Co. Ld. (J. H. Irvin, *Mgr.*) | 96·8 19·1 10·2<br>BK 6½ | N. Shields<br>British | C. 2 Cy. 16½″ & 32½″–22″ (a)<br>1SB, *2pf*, gs81, hs977 43 RH<br>1 *BHCem*<br>Hepple & Co., N. Shields | 10 ″ 6 |
| 51 Daitei Maru<br>7070<br>JDBH | | Steel Twin Sc<br>1 *Dk* | 2711<br>1196<br>1681 | | | | 1901 | Mitsu Bishi Dkyd & E Wks Nagasaki | Osaka Shosen Kabushiki Kaisha | 282·1 39·4 12·4<br>F34 | Osaka<br>Japanese<br>*WB* | T. 6 Cy. 16″, 26″ & 48″–30″<br>202 NHP<br>Mitsu Bishi D. & E. Wks. Nag | |
| 52 Daiya Maru<br>7830<br>JPNV | ~~*A. Yoshida* 96~~ *A. Yokoyama*<br>*Elec. light* | Steel Sc<br>1 *Dk (Stl) 2tr B & Web frames*<br>3 *Dk rule* | 2795<br>2586<br>1733 | ✝100A1<br>3,09 ~~3,00~~<br>✝LMC6,02 | Nag *t* | | 1902<br>6mo | Mitsu Bishi Dkyd & E Wks Nagasaki | Mitsu Bishi Goshi Kaisha | 332·1 41·3 22·2<br>P16′ F31′<br>Arp02 FK<br>*Lloyd's A&CP WB = Cell D Ba96 uE & B62′ f108′ 66t FPT* | Nagasaki<br>Japanese | Q. 4 Cy. 20½″, 29″, 42″ & 60″–45″<br>200lb *100lb* (s) 278 NHP<br>5 *BHCem*<br>1 DB, *6cf*, gs124, hs4297<br>*18t APT 87t* | 25 ″ 1 |
| 53 Dakahlieh<br>52728<br>RFQH | *D. Findlay* –04<br>*Elec. light* | Iron Sc Sr<br>3 *Dks* | 1639<br>1342<br>751 | | | | 1865 | Wigram & Sons London | Khedivial Mail S.S. & Graving Dock Co. Ld. | 269·8 35·0 16·6<br>P78′ B72′ F96′ | London<br>British | C. 2 Cy. 38″ & 70″–48″<br>NE 82 NB 66 283 NHP<br>J. Jack & Co., Liverpool | |
| 54 Dakota<br>201709<br>KTQM | *Francke* –05<br>*Elec. light, Ref Mchy.* | Steel Twin Sc 4 Mst Sr<br>4 *Dks (Stl) & Awng dk*<br>(*Stl*–ws) | ~~21000~~<br>20714<br>19469<br>18306 | ✝100A1<br>*Awng dk with freeboard*<br>4,05 *Water Tube boilers*<br>~~Class Contemplated~~ | N. Ns *o* † | | ~~1904~~<br>1905<br>2m9<br>A&CP | Eastern S.B. Co. New London | Gt. Northern SS. Co | ~~6000 G~~ 573·5 41·5<br>622·0 49·5<br>FK & BK 2<br>*WB = Cell D B 1 c/f 263′ 3422t Tween dk tank 15t 5526t/ 5570t FPT 191t APT 167t* | New York<br>Utd. States<br>12 *BHCem* | T. 6 Cy. 29″, 51″ & 89″–57″ (s)<br>2500 *150lb* 2565 NHP<br>16 B, , hs 40615 FD<br>Midvale Steel Co. Philadlphia | 46 ″ 0<br>s 17 · 4 |
| 55 Dalarne<br>3927<br>JMKG | *M. A. Lock* 02–02 | Steel Sc Sr<br>1 *Dk (Irn) & deep framing & pt Awng dk (Irn)* | 2315<br>1597<br>1462 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>10,01 ~~11,03~~ ✝LMC9,01 | Bry *s*<br>Hpl | | 1901<br>9mo | W. Gray & Co. Ld. W Hartlepool<br>*Lloyd's A&CP* | Ångbats Aktieb. Dalarne (T. Persson)<br>*WB = Cell D Ba 6 uE 114′ f 112′ 521t* | 282·0 42·6 16·5<br>Q107′<br>*pt Awng dk* 175′ FK<br>*4 BHCem*<br>*APT* 115t | Hlsingborg<br>Swedish<br>160lb *80lb* 194 NHP<br>2SB, *4pf*, gs72, hs8014<br>Cen. Mar. Eng. Wrks. W Hpl | T. 3 Cy. 21″, 38″ & 56″–36″ (s)<br>1SB, *3cf*, gs58<br>1. Richardson & Sons, Hpl. | 19 ″ 0<br>s 8 · 4½ |
| 56 —<br>2904<br>JGPC | *G. A. Schröder* 98–98 | Comp Sc<br>1 *Dk* | 181<br>153<br>92 | | | | 1896 | L. Anderson Sjötorp | Mora Venerns Jernvägs Aktieb. (K. Rosenquist, *Mg*) | 100·2 22·7 9·8<br>H6t | Krstnhmn<br>Swedish | C. 2 Cy. 11½″ & 19½″–11½″<br>12 NHP<br>Wilhelmsbergs M. V., Got. | |
| 57 Dalaröström<br>2810<br>JGHN | *B. W. Sundin* –02 | Iron Sc<br>1 *Dk* | 136<br>84<br>90 | | | | 1876 | Bergsunds Mek. Verks Stockholm | Ångf. Aktieb. Södertörn (T. Blixt) | 106·5 18·7 8·0<br>Q86′ B80′ H12t | Ösmo<br>Swedish | 2 Cy. 18¼″ & 28½″–15½″ & 19½″<br>20 NHP<br>Bergsunds Mek. V., Skm. | |
| 58 Dalbeattie<br>HRFP | *J. Foss* –99<br>*Well deck* | Iron Sc Sr<br>ss Mdb. No. 3–6,92<br>ss Gls. No. 2–01<br>1 *Dk 2tr b* | 1327<br>1049<br>819 | ✝100A1<br>1.04<br>~~B85,02~~ ~~LMC3,02~~<br>B85,04 ~~B1,05~~ | Ard *o* | | 1879<br>8mo | R. Dixon & Co. Middlesbro' | Acties. Dalbeattie (A. O. Lindvig) | 239·8 33·3 17·6<br>Q90′ B62′ F29′<br>BK 8½<br>*WB = D Ba 78′ f 54′ 219t* | Kragerö<br>Norwegian | C. 2 Cy. 29″ & 55″–38″ (s)<br>75lb *80lb* NDB 00 145 NHP<br>1 *BHCem*<br>1B, gs58<br>T. Richardson & Sons, Hpl. | 18 ″ 8 |
| 59 Dale<br>68381<br>KBFD | *C. Reay* 88–94<br>*Well deck* | Iron Sc Sr<br>1 *Dk 2tr H*<br>6th Survey Lth. 6,91<br>4th Survey Lth. 8,03 | 1004<br>744<br>613 | ✝ A 1, 1<br>~~1,04~~<br>~~LMC7,99~~ LMC8,03 | Lth Lv | | 1871<br>1mo | W. Pile & Co. Sunderland | London & Edinburgh Shipping Co. | 221·5 30·1 17·0<br>P191t F32t<br>BK 8½<br>*WB = D Ba & f* | Leith<br>British | C. 2 Cy. 21½″ & 45″–30″ (s)<br>180lb *70lb* NDB 99 105 NHP<br>1SB, *3cf*, gs62, hs1711<br>R. & W. Hawthorn, Nwc | 17 ″ 11<br>s 2 · 3 |
| 60 —<br>110930 | *W. Smith* –00 | Iron Sc K<br>ss Gms. No. 1–04<br>1 *Dk* | 198<br>182<br>69 | ✝100A1<br>*Stm Trawler*<br>5,04 ~~11,00~~ ✝LMC1,~~06~~3,04 | Gms | | 1900<br>1mo<br>*Lloyd's A&CP* | J. Duthie, Sons & Co. Aberdeen | D. Line Stm Fishing Co. (A. Jeffs, *Mgr.*) | 112·0 21·3 11·7<br>Q46′ F21′<br>BK 7½ | Grimsby<br>British | T. 3 Cy. 10½″, 20″ & 32″–28″ (s)<br>180lb 55 RH<br>4 *BHCem*<br>Tindall & Co. Hull | 12 ″ 4 |
| 61 Dale Castle<br>~~98560~~ | ~~*A. Jones* 96~~ | Iron Sc K<br>ss Mil. No. 2–00<br>1 *Dk* | 148<br>137<br>67 | ✝100A1<br>*Stm Trawler*<br>11,00<br>~~BS8,03~~ ✝LMC11,00 | Mil | | 1892<br>5mo<br>*Lloyd's A&CP* | Cook, Welton & Gemmell Hull | ~~Castle S. Trawlers Ld~~<br>~~(G. H. D. Birt, *Mgr.*)~~ | 100·5 20·8 11·0<br>Q20′<br>BK 7½ | London<br>British<br>French | T. 3 Cy. 12½″, 19½″ & 31½″–22½″<br>160lb (s) 50 RH<br>3 *BHCem*<br>1SB, *2cf*, gs27, hs790<br>C. D. Holmes & Co., Hull | 11 ″ 11 |
| *Now named "St. Pierre," See No. 8 in Supplement* | | | | | | | | | | | | | | |
| 62 Daleby<br>112419<br>RQTH | *G. Lewis* 92–00<br>1 *Dk (Irn) 2tr B & Web frames*<br>3 *Dk rule* | Steel Sc<br>ss Hpl. No. 1–04 | 3628<br>3173<br>2353 | ✝100A1<br>~~11,03~~ 12,<br>✝LMC~~3,00~~ | Cff *v* | Shi | 1900<br>6mo<br>A&CP | Ropner & Son Stockton | R. Ropner & Co. | 330·5 46·6 24·4<br>P28′ B86′ F33′<br>FK<br>*WB = Cell D Ba 104′ uE 24′ f 136′ 659t* | W. Hartlpl<br>British | T. 3 Cy. 24″, 40″ & 65″–42″ (s)<br>160lb *80lb* 251 NHP<br>5 *BHCem*<br>2SB, *6cf*, gs119, hs3425<br>*APT* 95t<br>Blair & Co. Ld. Stockton | 27 ″ 0<br>s 8 · 1 |
| 63 Dalegarth<br>96146<br>LFVK | *R. E. Page* –08<br>*Well deck* | Steel Sc Sr<br>ss Cff. No. 3–4,02<br>1 *Dk (Irn) 2tr B* | 2265<br>1714<br>1434 | ✝~~100A1~~<br>~~1,11~~ ~~1,08~~ 2,05<br>~~Bel~~ ~~BS~~ ✝LMC9,01<br>~~BS7,04~~ | Cff *s* | | 1889<br>6mo<br>*Lloyd's A&CP* | J. Readhead & Sons S. Shields | Clapham S.S. Co. Ld (G. E. Macarthy, *Mgr.*) | 290·0 39·0 18·8<br>P29′ Q82′ B118′<br>F38′ BK 10<br>*WB = Cell D B 250′ 500t* | Newcastle<br>British | T. 3 Cy. 22″ 36″ & 60″–39″ (s)<br>160lb *80lb* SDB 99 286 NHP<br>6 *BHCem*<br>2SB, *6cf*, gs89, hs5200<br>J. Readhead & Sons, S. Shl. | 21 ″ 0<br>s 1 · 11 |
| 64 —<br>106835<br>PNFQ | *A. J. Armstrong* –02<br>1 *Dk (Irn) & deep framing* | Steel Sc Sr<br>ss Cff. No. 1–01 | 1613<br>1271<br>910 | ✝100A1<br>1,05 ~~1,04~~<br>~~Bel~~ ~~BS~~ ✝LMC~~8,01~~ | Bkn *q* | Cff | 1897<br>1mo<br>A&CP | W. Gray & Co. (Lim.) W Hartlepool | Rea Shipping Co Ld (R. & J. H. Rea *Mgrs*) | 250·0 36·7 17·5<br>Q107′ B40′ F30′<br>dup02 FK<br>*WB = Cell D Ba 72′ uE & B 38′ f 100′ 486t FPT 4 6t APT 45t* | Liverpool<br>British | T. 3 Cy. 21″, 34″ & 58″–39″<br>180lb *100lb* 238 NHP<br>4 *BHCem*<br>2SB, *6cf*, gs86, hs3820<br>Cen. Mar. Eng. Wrks. W Hpl | 19 ″ 6<br>s 2 · 0 |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Under deck / Gross / Net | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned. How explnd. Equipment Letter. | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Vessel's Age. Engines. | 15 | 16 Date when last classed. Last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | **Dalhousie** | **SteelTwinScSrTug** | 741 | †100A1 | Cpl | *m* | 1889 | W.Denny | V.S.E.Grech | 216·0 \| 32·1 \| 15·6 | London | C.4Cy.29″&54″–36″ | 16 | | |
| 97583 | *W.C.Jarvis* 02–02 | *ss*Cal.No.3–5,02 | 647 | 9,02 | | | 11mo | &Bros. | | B27′ | British | 100lb 308NH | | | |
| LKRF | | 1 *Dk2trB* | 62 | | | | *Lloyd's* | Dumbarton | | BK8′ | 6 *BHCem* | 2DB,*12pf*,GS194,HS5267 | | | |
| | | | | | | | | *SA&CP* | | *WB = deep tank* 16·3*t* | | Denny&Co.,Dumbarton | | | |
| 66 | **Dallington** | **SteelScSr** | 2534 | †100A1 | Bry | *t* | 1900 | Richardsn. | SouthdownS.S.Co. | 313·1 \| 44·6 \| 20·6 | London | T.3Cy.28″,37½″&61½″–39″ (*s*) | 23 | 1 | |
| 119744 | *A.Spencer* –03 | *ss*Sbl.No.1 04 | 2367 | 7,04 1st ~~1,04~~ | 5,05 | Sbl–Cpt | 8mo | Duck&Co. | Ld. (Bell,Symond- | P29′B70′F35′ | British | 160lb *90lb* 244NH | 4 | 0 | |
| RTGK | | 1 *Dk(Stl&Irn)&deep framing* | 1613 | | | | *Lloyd's* | Stockton | son&Co. *Mgrs.*) | FK | 5 *BHCem* | 2SB,*6rf*,GS100,HS3778 | | | |
| | | | | | | | | *SA&CP* | *WB = Cell DBa* | 110′*uE*24′*f*128′669*t* | *APT*41*t* | Blair&Co.Ld.Stockton | | | |
| 67 | **Dalmally** | **SteelScSr** | 2472 | †100A1 | Xpt | *s* | 1889 | E.Withy& | HorsleyLine,Ld. | 290·0 \| 40·1 \| 19·3 | W. Hartlpl | T.3Cy.22″,35″&59″–39″ (*s*) | 21 | 10 | |
| 97364 | *W.J.Ward* –99 | *ss*Bly.No.3–4,02 | 1803 | 7,04 1st ~~1,04~~ | Bly | | 8mo | Co. | (M.H.Horsley, | Q117′B119′F33′ | British | 160lb ~~*90lb*~~ 220NHP | 2 | 0 | |
| LGVR | *Well deck* | 1 *Dk(pt Stl,pt Irn)&Webframes* | 1611 | MS2,01 | LMC | | | W Hartlepool | *Mgr.*) | FK | 5 *BHpt Cem* | 2SB,*6rf*,GS90,HS3330 | | | |
| | | | | BS4,00 | | | | A&CP | *WB = Cell DB* | 250′560*t*.*APT*11*t* | *pt Asp* | T.Richardson&Sons,Hpl. | | | |
| 68 | **Dalmata** | **SteelScSr** | *1773* | †100A1 | Grk | *q* | 1902 | Murdoch& | M.Mihanovich | 245·0 \| 37·1 \| 15·0 | Trieste | T.3Cy.19″,31″&51″–33″ (*s*) | 17 | 3 | |
| HFDQ | *C.Trojanovich* 98–02 | 1 *Dk(Stl)&Awng dk(Stl)* | *1621* | *Awng dk* | BA | | 8mo | Murray | | P22′B62′F38′ | Aust.-Hung. | 180lb *100lb* 163NHP | 8 | 1½ | |
| | *Elec.light* | *&deep framing* | *1135* | *with freeboard* | | | *Lloyd's* | Pt.Glasgow | | FK | 1 *BHCem* | 2SB,*4cf*,GS82,HS2600 | | | |
| | | | | 12,04 8,02 | LMC8,02 | | | *SA&CP* | *WB = Cell DBa* 63′*uE* | | 19′*f*107′317*t* | J.G.Kincaid&Co.Greenock | | | |
| 69 | **Dalmatia** | **SteelScSr** | 3317 | | | | 1892 | D&W Hen- | AnchorLine (Hen- | 320·0 \| 43·0 \| 24·5 | Glasgow | T.3Cy.22″,37″&60″–48″ | | | C |
| 99791 | *J.Hamilton* –03 | | 2709 | | | | | derson&Co. | dersonBros.)Ld. | P176′ F44′ | British | 249NHP | | | |
| MNBP | | 2 *Dks* | 2109 | | | | | Glasgow | | | | D&W Henderson&Co.,Gls. | | | |
| 70 | — | **SteelScSr** | 3104 | †100A1 | Tri | *r* | 1903 | Lloyd | LloydAustriaco | 344·0 \| 42·2 \| 18·3 | Trieste | T.3Cy.24″,40½″&68″–45″ (*s*) | 17 | 5 | |
| | *A.Billafer* –03 | | 2486 | *Spar dk* | | | 5mo | Austriaco | | P36′B96′F64′ | 26·2 | Aust.-Hung | 200lb *165lb* 394NH | 4 | 8 | |
| HFDT | | 1 *Dk(Stl)Spar dk(Stl–ws)* | 1925 | 6,03 | LMC5,03 | | | Trieste | | FK | 8 *BHCem* | 2SB,*6cf*,GS128,HS5266 FD | | | |
| | *Elec.light* | *&deep framing* | | | | | A&CP | *WB = Cell DBa* 112′*uE* | | 28′*f*134′588*t* *FPT* | 10*t* *APT*8*t* | LloydAustriaco,Trieste | | | |
| 71 | — | **IronScYl** | 155 | | | ... | 1891 | Mackie& | Gt.Gms.&E.Coast | 100·5 \| 20·5 \| 10·7 | Grimsby | T.3Cy.11″,16½″&27″–22″ | 11 | 11 | |
| 99665 | *R.Emery* –91 | (*Trawler*) | 142 | | | | | Thomson | Stm.Fishing Co.Ld | Q19′F19′ | British | 45RHP | | | |
| MRVH | | 1 *Dk* | 57 | | | | | Glasgow | | BK7½″ | | Muir&Houston,Glasgow | | | |
| 72 | **Dalmatian** | **SteelScK** | 186 | †100A1 | Bos | | 1900 | Smith's | BostonDeepSea | 116·0 \| 21·1 \| 11·1 | Boston | T.3Cy.12″,20″&32″–28″ (*s*) | 12 | 0 | |
| 104159 | *G.Jacklin* –02 | | 171 | *Stm Trawler* | | | 7mo | Dock Co.Ld. | Fishing.&IceCo.Ld | Q18′F20′ | British | 180lb 52RHP | | | |
| | | 1 *Dk* | 71 | 11,02 | LMC | | *Lloyd's* | North Shields | | BK7½″ | 3 *BHCem* | 1SB,*2pf*,GS55,HS1000 | | | |
| | | | | | | | | *SA&CP* | | | | MacColl&Pollock,Sld. | | | |
| 73 | **Dalmazia** | **IronScSr** | *350* | † | Crk | *f* | 1884 | Murray | N.Mihanovich | 141·3 \| 29·1 \| 9·7 | Bns.Ayres | C.2Cy.20″&40″–27″ | 10 | 2 | |
| | *Mihanovich* | | *280* | 11,84 | | | 9mo | Bros. | | Q18′ B28′ F19′ | Argentine | 69NHP | | | |
| | *Mchy.Aft* | 1 *Dk(Irn)* | *238* | | | | | Dumbarton | | *WB = FPT* 36*t* FK | 3 *BHCem* | Muir&Houston,Glasgow | | | |
| 74 | — (*STRANDED 3,04*) | **IronScSr** | 262 | † | Fiu | *d* | 1886 | J.Knox& | Soc.inAzioniUn- | 125·0 \| 21·2 \| 10·4 | Fiume | C.2Cy.16″&30″–20″ | 11 | 0 | |
| 48 | *Persicot* –02 | *ss*Fiu.No.3–5,98 | 205 | 9,02 | | | 1mo | Co.(Lim.) | garoCroata diNav. | P29′Q38′B6′F20′ | Aust.-Hung. | 36NHP | | | |
| | *Well deck* | *ss*Fiu.No.1–02 | 146 | | | | | Sunderland | Maritt.aVap. | BK6½″ | 4 *BHCem* | 1SB,*2pf*,GS25,HS664 | | | |
| | | 1 *Dk(Irn)* | | | | | | A&CP | | *WB = FPT* | 35*t* *APT*15*t* | G.Clark,Sunderland | | | |
| 75 | **Dalny** | **IronScSr** | 981 | | Nwc | *l* | 1871 | Palmers' | N.Schnobel | 216·0 \| 31·2 \| 16·6 | Libau | C.2Cy.25″&50″–33″ (*i*) | 17 | 9 | 10,02 |
| | *W.Zihrul* 01–02 | *ss*Shl.2ndNo.3–1,97 | 747 | 4,06 | | | 11mo | Co.Ld. | | Q77′B46′F28′ | Russian | 70lb *60lb* 110NHP | s | 0 | |
| | (*ex* Vildosala) | *ss*Shl.No.1–01 | 558 | ~~N1881~~ | ~~LMC~~ | | | Newcastle | | ptND01 BK8′ | 4 *BHCem* | 2SB,*4pf*,GS56,HS1882 | | | |
| | *Well deck* | 1 *Dk2trB* | | | | | | A&CP | | *WB =* | *DB*158′ | Palmers'Co.Ld.Nwc. | | | |
| 76 | **Dalny Vostok** | **IronScBk** | *3688* | | | ... | 1880 | W.Doxford | TamesukeOho- | 360·2 \| 40·0 \| 23·0 | Osaka | C.2Cy.48″&84″–54″ | 24 | 5 | V |
| | | | *2443* | | | | | &Sons | nishi | F42′ 31·0 | Japanese | 432NHP | | | |
| | (*ex* Brindisi) | | *2266* | | | | | Sunderland | | | | W.Doxford&Sons,Sld. | | | |
| 77 | **Dalriada** | **IronSc3MstSr** | 324 | †100A1 | Gls | *e* | 1881 | J Fullerton | W.Robertson | 140·0 \| 23·0 \| 10·5 | Glasgow | C.2Cy.20″&86″–24″ (*b*) | 11 | 0 | N4,03 |
| 84336 | *D.Fletcher* –03 | *ss*Bwg.No.3–2,99 | 222 | 3,05 ~~7,02~~ | Bwg | | 7mo | &Co. | | Q76′B7′F21′ ND94 | British | 70lb 56RHP | s | 0 | |
| | | *ss*Bwg.No.1–03 | 90 | BS11,04 | LMC4,03 | | | Paisley | | BK6″ | 3 *BHCem* | 1SB,*2pf*,GS32,HS1086 | | | |
| | *Mchy.Aft* | 1 *Dk* | | | | | *Lloyd's* | | | *WB = FPT* | 26*t* *APT*8*t* | W.King&Co.,Glasgow | | | |
| 78 | **Dalton** | **SteelScSr** | 3486 | †100A1 | Bry | *n* | 1904 | R.Craggs& | Webster& | 340·0 \| 47·0 \| 24·6 | W. Hartlpl | T.3Cy.25″.41″&67″–45″ (*r*) | 27 | 3 | |
| 115163 | *C.E.Underwood* 91–04 | | 3286 | ~~1st 2,04~~ | 1,05 Shl | | 1mo | Sons,Ld. | Barraclough | P37′B200′F35′ | British | 180lb *90lb* 319NHP | s | 3½ | |
| VNFL | | 1 *Dk(Stl)2trB&Webframes* | 2263 | | | | | Middlesbro' | | FK | 6 *BHCem* | 2SB,*6cf*,GS126,HS4800 | | | |
| | | *3Dk rule* | | | LMC1,04 | | *Lloyd's* | *SA&CP* | *WB = Cell DBa* 100′*uE* | 27′*f*146′ 775*t* *FPT* | 64*t* *APT*10*t* | Blair&Co.Ld.Stockton | | | |
| 79 | — | **IronScSr** | 1275 | †100A1 | Shl | *o* | 1877 | M.Pearse | W.Swanston& | 235·0 \| 32·5 \| 17·9 | Newcastle | C.2Cy.30″&55½″–36″ (*i*) | 18 | 10 | ~~8,02~~ |
| 76215 | *J.H.Ashton* –94 | ~~*ss*Shl.No.3–1,91~~ | 1012 | ~~1st 1,02~~ 1,03 | 1,04 Nwc | | 10mo | &Co. | Sons | Q80′B57′F34′ | British | 74lb *80lb* NDB02 136NHP | s | 10 | 6,04 |
| WVKH | *Well deck* | ~~*ss*Shl.No.2–00~~ | 791 | ~~BS2,00~~ | LMC | | | Stockton | | BK8½″ | 4 *BHCem* | 2SB,*6pf*,GS54,HS2157 | | | |
| | | *ss*Nwc 2ndNo.3–5,04 1 *Dk2trB* | | | | | | A&CP | | *WB =* | *DBa*63′*f*86′ | Blair&Co.(Lim.),Stockton | | | |
| 80 | **Daltonhall** | **SteelScSr** | 3538 | †100A1 | Rot | *p* | 1899 | Furness, | Furness,Withy& | 337·5 \| 45·2 \| 18·8 | W.Hartlpl | T.3Cy.23½″,38″&64″–42″ (*r*) | 20 | 2 | ~~5,00~~ |
| 106398 | *D.Gordon* –02 | | 3270 | *Spar dk* | Hpl Ham | | 6mo | Withy&Co.Ld. | Co.Ld. | P34′B106′F27′ 25·8 | British | 170lb *90lb* 281NHP | s | 9½ | ~~8,04~~ |
| | | 1 *Dk(Stl)&Spar dk(Stl)& deep framing* | 2265 | ~~1st 3,03~~ 8,04 | LMC3,03 | | | W Hartlepool | | dep 02 FK | 6 *BHCem* | 2SB,*4cf*,GS126,HS4352 | 5 | 4½ | |
| | | | | | | | | A&CP | *WB =* | *B40′f*144′732*t* *FPT* | 92*t* *APT*27*t* | SirC.Furness,Westgarth& Co.Ld.Middlesbro' | | | |
| 81 | **Dalupaon** | **WoodSc** | 110 | | | | 1902 | Philippine | Philippine Lumber | 96·3 \| 16·2 \| 8·5 | Manila | C.2Cy.12″&24″–14″ | | | |
| | *W.A.Wallace* –02 | | — | | | | | L.&D.Co. | &DevelopmentCo. | | Utd. States | 18NHP | | | |
| | | 1 *Dk&Awng dk* | 56 | | | | | Dalupaon,P.I. | | | | G.Fenwick&CoHongKong | | | |
| 82 | **Damara** | **IronScSr** | 1779 | †~~100A1~~ | Liv | *r* | 1885 | A.Stephen | Furness.Withy& | 275·0 \| 35·0 \| 15·4 | Glasgow | C.2Cy.33″&62″–42″ (*s*) | 16 | 4 | ~~5,03~~ |
| 90069 | *J.E.Gorst* –02 | *ss*Lon.No.3–1,98 | 1669 | *Spar dk* | | | 2mo | &Sons | Co.Ld. | B84′ 23·0 | British | 90lb *100lb* NDB99 206NHP | 5 | 1 | 6,04 |
| JTQD | | *ss*Liv.No.1–02 | 1145 | ~~1st 2,04~~ 1,05 | | | | Glasgow | | ND02 BK9″ | 6 *BHCem* | 2SB,*6pf*,GS99,HS3471 | BT till ~~1,05~~ 1,06 | | |
| | | 1 *Dk(Irn)&Spar dk(pt Irn)3trB* | | BS2,00 | | | *Lloyd's* | *SA&CP* | *WB = DBuE&B* 60′118*t* | | *MT*20′293*t* | A.Stephen&Sons,Glasgow | | | |
| 83 | **Damascus** | *ss*Lon.No.1–04 **SteelSc** | 3726 | †100A1 | Lon | *x* | 1887 | R.Napier | G.Thompson&Co. | 362·0 \| 44·3 \| 23·6 | Aberdeen | T.3Cy.28″,42″&70″–54″ (*s*) | 25 | 4 | N2,03 |
| 94521 | *R.B V.McKilliam* –99 | *ss*Lon.No.3–2,00 | 3517 | *Spar dk* | | | 12mo | &Sons | | B98′F45′ 31·6 | British | 150lb *150lb* NDB04 409NHP | s | 9½ | |
| KQCG | *Ref.Mchy.* | 2 *Dks*(1 *Stl*&1 *Irn*) | 2365 | ~~1st 3,00~~ 5,05 | | | | Glasgow | | BK9″ | 6 *BHCem* | 2DB,*12cf*,GS240,HS7110 | BT till ~~1,05~~ 9,05 | | |
| | *Elec. light* | *&Spar dk&Webframes* | | DS1,04 | | | *Lloyd's* | *SA&CP* | | *WB = DBuE&B* 70′ | 270*t* *APT*60*t* | R.Napier&Sons,Glasgow | | | |
| 84 | **Damier** | **IronScK** | 154 | †100A1 | LaR | | 1897 | Cochrane& | A.H.Peigné | 93·7 \| 20·4 \| 11·0 | Nantes | T.3Cy.11″,17″&30″–21″ (*s*) | 11 | 10 | ~~11,00~~ |
| | ~~*Motor* 02~~ | ~~*ss*Gme.No.1–01~~ | 138 | *Stm Trawler* | Bdx | | 1mo | Cooper | | Q17′ | French | 160lb 47NHP | | | 7,04 |
| | (*ex* Vindex) *J.Bodresale* | 1 *Dk* | 32 | 7,04 2,03 | | | | Beverley | | BK7½″ | 3 *BHCem* | 1SB,*2pf*,GS28,HS800 | | | |
| | | *ss*Bdx.No.2–04 | | ~~1st 1,04~~ | LMC | | *Lloyd's* | *SA&CP* | | | | Earle'sCo.Ld.Hull | | | |
| 85 | **Dana** | **IronScSr** | 1019 | † | Els | | 1875 | Kockums | Helsingörske | 217·5 \| 30·5 \| 15·0 | Elsinore | C.2Cy.25″&50″–30″ | 16 | 0 | |
| | *O.Svane* | *ss*Cpn.2ndNo.3–2,95 | 681 | | | | 6mo | Malmö | DampskibsSelskab | F16′ 21·7 | Danish | 105NHP | | | |
| NPQJ | | *ss*Els.No.1–99 1 *Dk&Spar dk* | 630 | *Spar dk* | | | | | | *WB =* | 5 *BHCem* | 2SB,*4pf*,GS47,HS1738 NB87 | | | |
| | | | | | | | | | | | *MT*33′250*t* | KockumsMek.Wrk.Malmo | | | |

Now Sailing

Wrecked 11,04

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine / Visites Périodiques | 3 Ex-nom, s'il y a lieu. — Nombres des Ponts. | 4 Tonnage (Jauge). Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance spéciale. Date de la dernière Visite. | 6 Lieu de Construction. | 7 Terre-pleins. Logements exposés. Logements couverts. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après le Livre. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cours des Changes. Francs par livre. | 15 Assurance. | 16 Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86<br>3473<br>JKQF | **Dana**<br>*F.O.Larsson*98–08<br>(*ex*Brittany,<br>*ex*Stavanger,*ex*Brittany) | **IronScSr**<br>6thSurvey,Npt.4.91<br>4thSurvey,Got.8,04<br>1 *Dk*2*trB* | 837<br>670<br>515 | ✠ A1. 1<br>3,04 | Got | Lv | 1871<br>4mo | Schlesingr, Davis&Co Newcastle | J.Ingmansson | 205·0 28·6 17·2<br>192*t*H10*t*F27*t*<br>ptND94<br>B | Sölvesborg<br>Swedish | C.2Cy.26″&52″–80″<br>NB81 128NH<br>1SB,3*pf*,GS60,HS2048<br>*Comp*84R&W Hwthrn.Nwc | 18 = 5 | | |
| 87<br>MDFV | —<br>*L.Martinussen*<br>1 *Dk* | **SteelScSr** | 751<br>560<br>456 | | | | 1903 | Helsingörs Jernsk&Msk. Elsinore | W.Hansen | 194·8 30·2 10·9<br>98*t*B51*t*H 14*t*F32*t*<br>*WB* | Bergen<br>Norwegian<br>*WB* | T.3Cy.14½″,28″&38½″–27″<br>77NH<br>Helsingörs Jernsk.&Mskb | | N | |
| 88<br>JQMF | —<br>*I.Goutesen* –02<br>*Well deck* | **IronScSr**<br>*ss*Bgn.No.1–88<br>1 *Dk*2*trB* | 527<br>378<br>309 | ✠ Bgn<br>1,90 | | *h* | 1882<br>11mo | Bergens Mek. Verk. Bergen | S.Lindö<br>*WB* = | 170·0 24·2 12·9<br>87*t* B79*t* F28*t*<br>*APT*18*t*MT12·60*t* | Haugesnd<br>Norwegian<br>1 *BH Cem* | C.2Cy.20½″&39″–24″<br>62NH<br>Bergns Mek.Vrks.,Bergen | | N | |
| 89<br>3081<br>JHFD | —<br>*C.T.Aurell* –02<br>*Mchy.Aft* *Carrying Petroleum in bulk* | **CompScSr**<br>1 *Dk* | 207<br>164<br>106 | | | | 1897 | C.Olssen Gamla Lödöse | Rederiaktieb. Dana(N.C.Jensen) | 98·4 22·6 10·7<br>P23′H10′F13′ | Carlstad<br>Swedish | C.2Cy.10″&18″–14″<br>NE&B02 10NH<br>ThorskogM.V.Got. | | V | |
| 90<br>NLVB | **Danaë**<br>*J.J.Top*96–02 | **SteelScSr**<br>2 *Dks* | 1137<br>951<br>698 | | | | 1894 | Rijkee&Co Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 229·0 32·0 18·5<br>H55′ F27′<br>*WB* | Amstrdam<br>Dutch | T.2Cy.17½″,28″&45″–36″<br>121NH<br>Kon.Nederlandsche Stoomv.Maats.,Fyenoord | | V | |
| 91<br>104026 | **Dandie Dinmont**<br>1 *Dk* | **SteelPadSk** | 218<br>204<br>63 | | | | 1895 | A.&J. Inglis Glasgow | N.BritishRailway Co. | 195·2 22·1 7·2<br>9,9′<br>*Promenade dk*135′ | Glasgow<br>British | D.1Cy.48″–66″<br>NB00 144NH<br>A.&J.Inglis,Glasgow | | | |
| 92<br>116144<br>TWQ | **Dane**<br>*W.Leighton*03–08<br>1 *Dk* | **SteelScK** | 267<br>241<br>100 | ✠100A1<br>*Stm Trawler*<br>4,09 ~~4,08~~ ✠LMC4,08 | Hul | | 1903<br>4mo | Cook,Wel-t'n&Gemmell Beverley<br>*Lloyd's SA&CP* | ImperialSteam FishingCo.Ld. | 130·0 22·0 12·1<br>4,53<br>BK7 | Hull<br>British<br>4 *BH Cem* | T.3Cy.18″,21½″&35″–24″ (*s*)<br>78RH<br>1SB,2*cf*,GS37,HS1345<br>Amos&Smith,Hull | 12 = 10 | | 4.08 |
| 93<br>108480 | —<br>*H.Bantock*98–97<br>1 *Dk* *Irn plating & Stl framing* | **Iron&SteelScK**<br>*ss*Gms.No.1–01 | 160<br>147<br>61 | ✠100A1<br>*Stm Trawler*<br>5,04 ~~5,03~~ BS5,04<br>~~Suspension~~ ✠LMC10,01 | Gms | | 1897<br>9mo | Cook,Wel-t'n&Gemmell Hull<br>*Lloyd's SA&CP* | "D" LineSteam FishingCo.Ld. (A.Jeffs,*Mgr.*)<br>BK7½ | 100·2 21·0 11·0<br>Q23′F19′ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.10″,17″&30″–22″ (*s*)<br>185lb 45RH<br>1SB,2*cf*,GS29,HS820<br>Earle'sCo..Ld.,Hull | 11 = 8 | | 4.08 |
| 94<br>NHKS | **Dania**<br>*P.Paulsen* 02<br>1 *Dk*(*Stl*) *Spar dk*(*Stl*)<br>*ss*Rot.No.2–04 *Sdeep framing* | **SteelScSr**<br>~~*ss*Shl.No.1–00~~ | 3462<br>3160<br>2242<br>MS 0.0. ~~Mean 2,02~~ | ✠100A1<br>*Spar dk*<br>9,04 ~~8,03~~ ✠LMC<br>BS ~~2,00~~ | NYk | *r* | 1895<br>8mo | Russell& Co. PortGlasgow<br>*Lloyd's SA&CP* | DmpskslskKjöbenhavn (P.L.Fisker, *Mgr.*)<br>*WB* = *Cell DBa* | 339·6 43·0 19·0<br>P32′B66′F38′ 26·2<br>FK<br>104′*u E&B*12′*f*146′ | Copnhagn<br>Danish<br>6 *BH Cem*<br>701*t APT*55*t* | T.3Cy.25″,40″&64″–42″ (*s*)<br>1651b *90lb* 276NH<br>2SB,6*cf*,GS150,HS4268<br>Fleming&Ferguson,Psy. | 21 = 9 | | 8.03 |
| 95<br>3720<br>JLPQ | —<br>*E.Eriksson*02–03<br>(*ex*Tetuan)<br>2 *Dks* | **SteelScSr** | 1373<br>1326<br>827 | | | | 1896 | J.Scott& Co. Kinghorn | Förnyade Ångf. Aktieb.Svenska Lloyd(W.Frodi) | 238·7 33·2 23·0<br>H83*t*<br>*WB* | Gothenbrg<br>Swedish | T.3Cy.19½″,32″&54″–36″<br>175NH<br>J.Scott&Co Kinghorn | | CV | |
| 96<br>HDPJ | —<br>*G.E.Govertsen*89–01<br>1 *Dk*(*pt Irn*)2*tr B* | **IronScSr**<br>6thSurvey,Hpl.8,00<br>4thSurvey,Xia 8,03 | 897<br>721<br>543 | ✠ | | … | 1871<br>3mo | Denton, Gray&Co. W Hartlepool | Actties.Dania (J.C.Svendsen) | 220·0 29·0 16·3<br>Q65*t*<br>BK8<br>*WB* = *DBa*6*f* | Xiansand<br>Norwegian<br>1 *BHpt.Asp pt Cem* | C.2Cy.26½″&50″–38″<br>65lb *50lb* NB84 105NH<br>1SB,3*pf*,GS36HS1732NDB84<br>Blair&Co.(Lim.),Stockton | 17 = 1 | | |
| 97<br>3127<br>JHKS | —<br>*P.H.Åkerson*90–97 (*ex*Færder) 1 *Dk* | **SteelScSr** | 556<br>365<br>372 | | | … | 1885 | Hnry Koch Lubeck | Ångftg.Aktieb. Fredrik (C.W. Åkerson,*Mgr.*) | 157·5 25·9 12·6<br>P90′H22*t*F21′ | Gefle<br>Swedish<br>*WB* | C.2Cy.18½″&32″–21½″<br>NB94 40NH<br>H.Pauksch,Landberg | 13 = 8 | N | |
| 98<br>~~Ex-Cumbrich~~<br>*Well deck* *A.Vucic*<br>*Elec.light* | **Daniel Erno**<br>*ss*Fiu.No.2–04<br>1 *Dk*(*pt Shade dk*) | **SteelScSr** | 714<br>465<br>296 | ✠100A1<br>3,05 ~~3,04~~<br>✠LMC4,04 | Fiu<br>Tri | *j* | 1896<br>5mo | Gourlay Bros.&Co. Dundee<br>*Lloyd's SA&CP* | Soc.inAzioniUngaroCroata di Nav. Marritt.a Vap. | 202·0 28·9 12·4<br>P&B126′F13′<br>*pt Shale dk*31′ BK7′<br>drp05*WB* = *DBa*28′ | Fiume<br>Aust.-Hung.<br>1 *BH Cem*<br>28*t FPT*9*t* | T.3Cy.19″,31″&51″–36″ (*s*)<br>160lb 155NH<br>2SB,4*rf*,GS75,HS2324<br>Gourlay Bros.&Co.,Dun. | 13 = 1 | | 4.04 |
| 99<br>126647<br>KHFW | **Daniel Willard**<br>(*ex*Carbonero) | **IronScTug** | 362<br>—<br>181 | | | | 1890 | J.H.Dialogue Camden,N.J. | ErieLandImprovementCo. | 134·5 25·5 15·3 | NewYork<br>Utd. States | T.3Cy.16″,24″&40″–28″<br>85NH<br>J.H.Dialogue,Camden,N.J | | | |
| 100<br>NGCR | **Danmark**<br>*C.M.Kraemer*<br>*Well deck* 1 *Dk*(*Stl*)*& Web frames* | **SteelScSr**<br>*ss*Shl.No.2–02 | 1875<br>1529<br>1186 | ✠100A1<br>10,04 ~~10,03~~<br>MSR 02 ✠LMC<br>Last Survey 4,06 | Bly | *r* | 1893<br>7mo | Burmeister &Wain Copenhagen<br>*Lloyd's SA&CP* | Dmpskselsk.Skjold (L.H.Carl,*Mgr.*)<br>*WB* = *Cell DB* | 283·4 38·2 17·3<br>P21′Q88′B112<br>F25′ FK<br>238′ 486*t FPT* | Copnhagn<br>Danish<br>6 *BH Cem*<br>34*t APT*75*t* | T.3Cy.21½″,35″&57″–39″ (*s*)<br>160lb ~~360lb~~ *45lb* 198NH<br>2SB,6*cf*,GS97,HS2909<br>Burmeister&Wain,Cpn | 20 = 0 | | 4.04 |
| 101<br>NJSB | —<br>*A.B.Pedersen* (*Salvage Steamer*)<br>1 *Dk* | **SteelScSr** | 362<br>349<br>92 | | | | 1898 | Helsingörs Jernsk&Msk. Elsinore | Em.Z.Svitzer's Bjerg.Entreprise | 154·6 26·1 13·2 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½″,26″&42″–27″<br>92NH<br>HelsingörsJernsk&Mskb. | | V | |
| 102<br>174<br>HVGL | **Dansätter**<br>*J.F.Carlsson*99–99 | **CompScSp**<br>1 *Dk* | 161<br>131<br>82 | | | | 1890 | G.Persson Nylandsö | O.Lundqvist | 97·9 21·7 8·8<br>P22′ | Lindenäs<br>Swedish | C.2Cy.10½″&21½″–15½″<br>15NH<br>MotalaCo.,Motala | | | |
| 103<br>~~Nakskov~~<br>~~Nakskov~~ | **Dante**<br>~~*ss*Nwc.No.5–6,93~~<br>(*ex*Léon Reveilhac, *ex*Inchgarvie) | **IronScSr**<br>*ss*Gen.<br>2 *Dks*(1 *Irn*&1 *pt Irn*)3*tr B* | 2718<br>2526<br>1671 | ✠100A1<br>12,03<br>~~Suspension~~ | Gen | *u* | 1882<br>10mo | Armstrong Mitchell&Co's<br>*Lloyd's SA&CP* | ~~D.H.~~<br>*WB* = *Cell DB* | 310·5 39·0 25·2<br>P26′B58′F33′<br>FK | ~~Spezia~~<br>~~Genoa~~<br>Japanese | C.2Cy.37″&72″–48″ (*s*)<br>100lb *80lb* NDB07 334NH<br>2SB,8*rf*,GS164,HS4800 FD<br>R.&W.Hawthorn,Nwc | 28 = 1<br>s5 = 0 | | 11.08 |
| 104<br>NSDF | —<br>*F.Paglisi*89–03<br>(*ex*Isle of Dursey)<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.3–11,95<br>*ss*Cat.No.2–03<br>1 *Dk*(*Irn*) | 1000<br>668<br>652 | ✠100A1<br>7,03<br>BS11,04 ✠LMC7,03 | Cat | *m* | 1888<br>6mo | J.Priest-man&Co. Sunderland<br>*Lloyd's SA&CP* | S.Guerrera Ulrich | 210·0 31·3 14·1<br>Q74′B59′F26′<br>BK8<br>*WB* = *DBa*57′*f*82′ | Catania<br>Italian<br>4 *BH Cem*<br>235*t APT*9*t* | T.3Cy.15½″,22″&44″–33″ (*s*)<br>150lb *90lb* NDB03 112NH<br>1SB,3*pf*,GS49,HS1644<br>Wilsn&Slpwy.Co.Ld.Nwc | 15 = 3<br>s1 = 0 | | 4.08 |
| 105<br>102866<br>NJWQ | **Danube**<br>*L.R.Dickinson* –96<br>*Ref.Mchy.* *Uteak s.w.*<br>*Elec.light* | **SteelSc3MstSr**<br>4 *Dks*(2 *Stl*–*ws*)<br>*Promenade dk* | 5891<br>4952<br>3313 | ✠<br>5,95 | Sou | *b*† | 1893<br>11mo | J.&G. Thomson,Ld. Glasgow | RoyalMailSteam PacketCo. | 420·0 52·0 38·5<br>P42′F78′<br>BK10<br>*Promenade dk*217′ | London<br>British<br>10 *BH Cem* | T.3Cy.38″,60″&94″–66″<br>934NH<br>4DB.32*cf*,GS624,HS17292<br>J.&G.Thomson(Lim.),Gls | 35 = 5 | | |
| 106<br>HTVB | —<br>(*ex*Bombay)<br>*Elec.light* | **SteelScSr**<br>2 *Dks*(*Stl*–*ws*)3 *Dkruds*<br>*Inner bottom plating Irn* | 3567<br>3012<br>2079 | ✠<br>7,89 | Lon | *w* | 1889<br>3mo | Caird&Co. Ld. Greenock | MessageriesMaritimes<br>*WB* = *Cell* | 349·4 42·1 26·5<br>P35′B104′F49<br>drp93 BK9′<br>*L&B* 298′622*t FPT* | Marseilles<br>French<br>7 *BH Cem*<br>51*t APT*50*t* | T.3Cy.24″,40″&62″–54″<br>282NH<br>Caird&Co.Ld.Greenock | 29 = | | |
| 107<br>~~Nakskov~~<br>JSCT | —<br>*W.O.Hughes*96–02 | **IronScBg** | 887<br>~~888~~<br>561 | | | | 1869 | J.Elder& Co. Glasgow | CanadianPacific RailwayCo. | 215·6 27·7 20·7 | Viot'riaBC<br>British | C.2Cy.28″&50″–30″<br>NB80 114NH<br>J.Elder&Co.,Glasgow | | | |

* — ~~Nakskov~~ ~~Nakskov~~ ~~ss Nwc.No.5–6,93~~ (*ex* Léon Reveilhac, *ex* Inchgarvie) 2 *Dks*(1 *Irn*&1 *pt Irn*)3 *tr B* ~~Suspension~~ *Now named "KenkonMaru" See No. 42 in Supplement.*

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Classed now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry Flag. | 13 Engines. Nos. & Dia. of Cylinders.—Stroke Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth Freeboard amidships ft. in. | 15 Thickness of bottom plating | 16 Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 108 Danube<br>102939 | Iron Sc K<br>*W.H.Morgan* 97–97 *ss* Hul No.2–02<br>1 *Dk* | 143<br>141<br>~~3~~ | +100A1 Hul<br>*Stm Trawler*<br>~~1,00 8,04~~ 5,05 | | | 1894 Cochrane<br>4mo &Cooper<br>Beverley<br>*Lloyd's* | T.Hamling&Co. Ld | 104·8 20·6 11·1<br>Q17′<br>len97 BK7½ | Hull<br>British<br>3 *BH Cem* | C.3Cy.16″&32″-22″ (*s*)<br>110lb 440RHP<br>1SB.*2pf*,GS27,HS751<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 109 Danubio<br>*Casulich*<br>HFGL | Iron Sc Sr<br>2 *Dks* | 817<br>697<br>491 | | | | 1866 Act.Ges.<br>"Vulcan"<br>Stettin | Lloyd Austriaco | 198·0 30·5 18·2 | Trieste<br>Aust.-Hung. | T.3Cy.17½″,28″&46″-30″<br>NE&B92 116NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc. | | | |
| 110 Danville<br>*Murphy*<br>*Elec.light*<br>RHGC | Wood Sc Sr<br>YM10.01<br>2 *Dks* | 1298<br>—<br>909 | | | | 1882 Woodall&<br>Co.<br>Baltimore | Chesapeake S.S.Co. | 208·2 34·9 22·4 | Baltimore<br>Utd.States | C.2Cy.30″&50″-36″<br>125NHP<br>C.Reeder&Sons,Baltimore | | R | |
| 111 Daphne<br>*E.Schipper* 00–01<br>RHGC | Steel Sc Sr<br>*ss* HKg.No.3–3,00<br>*ss* HKg.No.1–03<br>2 *Dks*(1 *Stl* &1 *pt Stl*) 3 *tr B* | 2044<br>1751<br>1415 | +100A1 Sng *s*<br>12,03<br>~~BS3,04~~ LMC3,03 | | | 1887 Flensburg<br>11mo Schiffsb.Ges.<br>Flensburg<br>A&CP | Hanseatische<br>Dampfer Cie (Mentzell&Co. *Mgrs.*)<br>*WB* = *Cell D Ba* 76′ *u* F | 289·5 36·6 21·9<br>P52′B72′F44′<br>BK9″<br>28′ *f* 100′ 298 *t* | Hamburg<br>German<br>7 *BH Cem* | C.2Cy.35½″&64″-42″ (*o*)<br>90lb 238NHP<br>2SB,*4cf*,GS180,HS4101<br>FlensburgerSchiffsb.Ges. | 24 ″ 3 | | 1,04 |
| 112 —<br>*V.Ivelich*<br>HFGR | Iron Sc Bk<br>2 *Dks* | 1902<br>1749<br>1149 | | | | 1881 Lloyd Austro-Ungarico<br>Trieste | Lloyd Austriaco | 289·5 35·2 25·4 | Trieste<br>Aust.-Hung. | C.2Cy.35⅝″&61⅛″-48″<br>222NHP<br>ArsenaleLloyd,Trieste | | | |
| 113 —<br>*H.C.Bjönness*<br>WCQH | Steel Sc Sr<br>1 *Dk* | 1566<br>1179<br>988 | | | | 1899 Wood,<br>Skinner&Co.<br>Ld Newcastle | Acties.Premier<br>(J.Bull. *Mgr.*) | 255·0 36·0 15·7<br>Q84′B73′F33′ | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.18½″,30″&49″-33″<br>138NHP<br>N.E.MarineCo.Ld.Nwc. | | N | |
| 114 Dardania<br>*G.Scioletich* 01–01<br>HFJM | Steel Sc Sr<br>1 *Dk*(*pt Irn* &*pt Stl*) 2 *tr B* &*deep framing* 3 *Dk rule* | 3548<br>3362<br>2265 | +100A1 Shl *u*<br>~~6,03~~ 3,04 2,05<br>~~Trans~~ LMC 1,05 | | | 1901 J.Readhead<br>5mo &Sons<br>S.Shields<br>A&CP | Dardania SS Co.Ld.<br>(D.Tripcovich)<br>*WB* = *Cell D* | 341·2 46·7 25·9<br>P41′B101′F32′<br>drp08 FK<br>*Ba* 116′ *u* E 20′ *f* 140′ | Trieste<br>Aust.-Hung.<br>6 *BH Cem*<br>825 *t APT* 39 *t* | T.3Cy.24″,40″&65″-45″ (*r*)<br>160lb *80lb* 295NHP<br>2SB,*6rf*,GS116,HS4590<br>J.Readhead&Sons,S.Shl. | 27 ″ 4<br>*s* 5 ″ 0 | | ~~11,04~~<br>11,04 |
| 115 Dardanus<br>102184<br>NQHK | Steel Sc Sr<br>*R.A.Tillotson* –02<br>2 *Dks* | 4653<br>3962<br>2992 | | | | 1894 Scott&Co.<br>Greenock | Ocean S.S.Co.Ld.<br>(A.Holt&Co. *Mgrs.*) | 392·0 47·1 26·0<br>P44′B106′F48′ | Liverpool<br>British<br>*WB* | T.3Cy.25½″,43″&69″-54″<br>350NHP<br>Scott&Co.,Greenock | | BT till 1,09 | |
| 116 Dargai<br>105734<br>PBKT | Steel Sc Sr<br>*B.R.Claydon* –03 ~~*ss* Nwc.No.1–00~~<br>(*ex* Port Hunter) *ss* Shl.No.2–04 1 *Dk*(*Stl*)<br>&*Spar dk*(*Irn*) 3 *tr B* | 3552<br>3305<br>2297 | +100A1 Shl *c*<br>*Spar dk*<br>9,04 ~~3,02~~ LMC 9,04 | | | 1895 W.Dobson<br>9mo &Co.<br>Newcastle<br>*Lloyd's* A&CP | Gordon Steam<br>Shipping Co.Ld.<br>*WB* = *Cell D Ba* | 346·0 44·0 18·3<br>P25′B71′F35′ 26·1<br>FK<br>*pt u* E 120′ *f* 148′ 607 *t* | London<br>British<br>6 *BH Cem*<br>*APT* 51 *t* | T.3Cy.24″,40″&64″-45″ (*s*)<br>160lb *160lb* 289NHP<br>2SB,*8pf*,GS117,HS4540<br>N.E.MarineCo.Ld.Nwc. | 20 ″ 10<br>*s* ~~6 ″ 3½~~<br>*s* 6 ″ 2 | | ~~10,06~~<br>N 10,04 |
| 117 Darien<br>93821<br>KWOD | Steel Sc Sr<br>*C.E.Shacklock* –02<br>3 *Dks* | 3362<br>2196<br>2178 | | | | 1888 Barclay,<br>Curle&Co.<br>Glasgow | F.Leyland&Co.<br>(1900),Ld. | 370·0 41·2 27·0<br>P42′ B126′ F47′ | Liverpool<br>British<br>*WB* | T.3Cy.28″,44″&74″-51″<br>391NHP<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 8 | BT till ~~7,04~~ 5,06 | |
| 118 Daring<br>73715<br>QLMP | Iron Pad Sk<br>*R.Readhead* –99 | 135<br>135<br>7 | | | | 1876 J.Read-<br>head&Co.<br>S.Shields | M.H.Redhead | 106·9 19·1 10·0 | London<br>British | L.2Cy.28″–51″<br>70RHP<br>J.Readhead&Co.,S.Shields | | BT till 9,04 | |
| 119 Darius<br>101707<br>VBTW | Steel Sc Sr<br>~~*W.Millar* 02–02 *ss* Mel.No.2–01~~<br>~~*Sutherland*~~ 2 *Dks*(*Irn*) 3 *tr B*<br>*ss* Mel.No.3–4,01 | 3295<br>2873<br>2130 | +100A1 Cal *c*<br>~~4,01 4,02~~ 3,05<br>Mel<br>~~Ex 10,03~~ LMC 4,05<br>~~MS1,01~~ 4,05 | | | 1892 W.Doxford<br>11mo &Sons Ld.<br>Sunderland<br>A&CP | A.Currie&Co. | 340·0 43·0 25·0<br>P35′B86′F35′<br>BK11″<br>*WB* = *DBa* 104 | Melbourne<br>British<br>6 *BH Cem*<br>272 *t* ~~330 123 t~~<br>*uB* 28 10 ~~6′60 123 t~~ | T.3Cy.26″,43″&70″-45″ (*s*)<br>160lb *70lb* 361NHP<br>2DB.*8cf*,GS176,HS5900<br>W.Doxford&Sns.(Lm.)Sld | 26½ ″ 4<br>*s* 5 ″ 0½ | | ~~10,02~~<br>N 4,05 |
| 120 Darius Cole<br>157173 | Iron Pad<br>*C.McIntosh* 00–00 | 538<br>—<br>402 | | | | 1885 Globe Iron<br>Works Co.<br>Cleveland,O. | W.H.Williams<br>Transportation<br>Line | 201·4 32·5 9·4 | Detroit<br>Utd.States | B.1Cy.46½″–120″<br>177NHP<br>Fletcher&Co.Hoboken,NJ. | | — | |
| 121 Darleydale<br>112407<br>RJHB | Steel Sc Sr<br>*J.Davis* –02 *ss* Cff.No.1–03<br>1 *Dk*(*Irn*) 2 *tr B* &*deep framing* 3 *Dk rule* | 3095<br>2870<br>1992 | +100A1 Bry *u*<br>4,04<br>LMC 9,03 | | | 1899 W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | Dale S.S.Co.Ld.<br>(Lucas&Co. *Mgs.*)<br>*WB* = *Cell D B* | 325·3 48·5 21·7<br>P 7′B84′F30′<br>FK<br>*u* E 130′ *f* 186′ 763 *t* | W.Hartlpl<br>British<br>5 *BH Cem*<br>*APT* 53 *t* | T.3Cy.24″,38″&64″-42″ (*s*)<br>160lb *80lb* 280NHP<br>2SB,*6rf*,GS108,HS4400<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 0<br>*s* 4 ″ 1½ | | N 4,04 |
| 122 Darlington<br>98119<br>LSPH | Steel Sc Sr<br>*W.H.Patterson* –03 *ss* Hpl.No.3–4,03<br>1 *Dk*(*Stl*) &*Web frames* &*pt Awng dk*(*Irn ws*) | 2523<br>1879<br>1625 | +100A1 Cff *s*<br>*pt Awng dk*<br>*with freeboard*<br>1,03 ~~3,03~~ LMC 4,03 | | | 1890 Richards'n,<br>6mo Duck&Co.<br>Stockton<br>*Lloyd's* A&CP | Commercial S.S.Co.<br>Ld. (~~Young, Ehlers & Co. *Mgrs.*~~)<br>(Land... *Mgrs*) *WB* = *Cell* | 297·0 40·0 19·0<br>BK10″ | London<br>British<br>5 *BH Cem*<br>*DB* 248′ 552 *t* | T.3Cy.22½″,37″&61″-42″ (*a*)<br>160lb *90lb* NDB03 245NHP<br>2SB,*6cf*,GS94,HS3740<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>*s* ~~6 ″ 6½~~ | | 4,03 |
| 123 Darmstadt<br>*L.Maass*<br>QFKW *Elec.light* | Steel Sc Sr<br>4 *Dks* | 5012<br>4333<br>3161 | | | | 1890 Fairfield<br>Co.(Lim.)<br>Glasgow | Norddeutscher<br>Lloyd | 413·3 48·0 29·8<br>P62′ B180′ F76′ | Bremen<br>German<br>*WB* | T.3Cy.31″,52″&83″-54″<br>506NHP<br>Fairfield Co.(Lim.),Gls. | | G | |
| 124 —<br>*C.R.Ullrich* s 00–02 (*Trawler*)<br>QGJB | Steel Sc<br>1 *Dk* | 158<br>146<br>44 | | | | 1896 Bremer<br>"Vulkan"<br>Vegesack | Deutsche Dmpfis-<br>cherei Ges.Nordsee | 105·8 21·0 10·2 | Bremen<br>German<br>*WB* | C.2Cy.14 1/16″&26″-19⅝″<br>25NHP<br>Bremer "Vulkan," Vegesck | | G | |
| 125 Dart<br>108395<br>QGBV | Steel Sc Sr<br>*G.O.Griffiths* –02 *ss* Cff.No.1–03<br>*pt Dk*(*Stl*) &*Web frames* &*Awng dk*(*Irn*) | 3207<br>3086<br>2056 | +100A1 Bry *u*<br>*Awng dk*<br>*with freeboard*<br>2,04 ~~3,04~~ LMC 2,04<br>~~BS3,04~~ 3,04 | Cff | | 1898 J.L.Thomp-<br>son&Sons,Ld.<br>Sunderland<br>A&CP | Mercantile S.S.Co.<br>Ld.<br>*WB* = *Cell D B u* 106′ | 325·0 44·5 19·7<br>drp04 26·4<br>FK<br>*u* E & *B* 39′ *f* 132′ 637 *t* | London<br>British<br>6 *BH Cem*<br>*APT* 34 *t* | T.3Cy.21½″,36″&62″-42″ (*s*)<br>210lb *100lb* 280NHP<br>2SB,*6cf*,GS94,HS4139<br>T.Richardsn&Sons,Ld.Hpl | 22 ″ 2<br>*s* 7 ″ 1½ | | ~~10,02~~<br>9,04 |
| 126 —<br>*H.Bantock* –98<br>NMJP | Iron Sc K<br>*ss* Gms.No.2–02<br>1 *Dk* | 151<br>140<br>61 | +<br>*Stm Trawler* | | | 1893 Earle's Co.<br>(Lim.)<br>Hull<br>*Lloyd's* A&CP | D.Line Stm Fishing<br>Co.Ld. (A.Jeffs.<br>*Mgr.*) | 98·0 20·7 11·1<br>Q18′F19′<br>BK7½ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.11″,17″&30″-21″ (*s*)<br>160lb 45RHP<br>1SB.*2pf*,GS28,HS792<br>Earle's Co.(Lim.),Hull | 11 ″ 9 | | 2,03 |
| 127 Dartmeet<br>109681 | Steel Sc Sr<br>*W.H.Pearse* –03 *ss* Mdb.No.1–03<br>*Well deck* 1 *Dk*(*pt Irn* &*pt Stl*)<br>&*deep framing* | 749<br>536<br>413 | +100A1 Liv *k*<br>~~1,03 1,03~~ Lon<br>4,05 LMC 4,03<br>~~BS4,05~~ | | | 1899 R.Craggs&<br>Sons<br>Middlesbro'<br>*Lloyd's* A&CP | Whiteway&Ball<br>*WB* = *Cell D Ba* 39′ *u E* & | 190·0 30·0 12·9<br>Q97′B16′F22′<br>FK&BK2″<br>*B* 35′ *f* 79′ 191 *t* | Teignm'th<br>British<br>4 *BH Cem*<br>24 *t APT* 15 *t* | T.3Cy.16¼″,27″&44″-30″ (*r*)<br>160lb *100lb* 95RHP<br>1SB.*3pf*,GS37,HS1516<br>Sir C.Furness,Westgarth&<br>Co.Ld.Mdb. | 15 ″ 1<br>*s* 1 ″ 3 | | ~~4,08~~<br>4,04 |
| 128 Dartmoor<br>98463<br>MRKS | Steel Sc Sr<br>*W.B.Barton* –00 *ss* Npt.No.2–00<br>1 *Dk*(*pt Stl pt Irn*) 2 *tr B*<br>&*Web frames* &*pt Awng dk*(*Irn*) | 2870<br>2191<br>1844 | +100A1 Shl *t*<br>*pt Awng dk*<br>*with freeboard*<br>4,04<br>~~BS2,02~~ LMC ~~4,04~~<br>BS 2,04 LMS 2,04 | | | 1892 J.Read-<br>head&Sons<br>S.Shields<br>A&CP | Moor Line,Ld.<br>(W.Runciman&<br>Co. *Mgrs.*) | 306·0 41·7 21·2<br>P29′Q92′B126′<br>F31′RFD28′ FK<br>*WB* = *Cell D Ba* | S.Shields<br>British<br>5 *BH Cem*<br>98′ *f* 120′ 492 *t* | T.3Cy.23″,37½″&61½″-42″<br>160lb *80lb* (*r*) 246NHP<br>2SB,*6rf*,GS110,HS3713<br>J.Readhead&Sons,S.Shl. | 24 ″ 4<br>*s* 9 ″ 0½ | | ~~4,04~~<br>3,04 |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux. | 4 Nom du Navire. Matériaux. Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 6 Tonnage Brut. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Temps assigné raisonnablement pour la prochaine visite. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | 12 Pavillon. | 13 Port d'Attache. | 14 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 15 Coque. Quand. — Matériaux. — Pont. | 16 Mât de Misaine. Hauteur au dessus du pont. | 17 Mât d'Artimon. Hauteur au dessus du pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129<br>84147<br>WCGT | **Dartmore** IronScBn<br>*A.B.Henderson* –97<br>*Well deck* 5thSurvey Lth.8,02<br>1 *Dk(Irn)* 2 *trB* | 1579<br>1254<br>993 | ✝ A1* 1<br>~~5,00~~ | Lth Lv | 1881<br>8mo | Richardson, Duck&Co. Stockton | J.Cormack&Co. | 260·0 36·0 18·2<br>~~Quarter Deck H21t~~<br>F39*t* FK<br>*B = DBu E & BM f APT FPT* | Leith<br>British | 2Cy.32"&60"–39"<br>187NHP<br>2SB,4*pf*,G675,HS2411<br>Blair&Co.(Lim.),Stockton | 19 · 7<br>· 2 · 2½ | |
| 130<br>116—<br>VHLF | **Dartmouth** SteelScSr<br>*M.B.Walker*03–03<br>1 *Dk(Irn)* ~~+ Dk~~ 2 *trB*<br>*& Web frames Dk rule* | 3322<br>2896<br>2125 | ✝ 100A1<br>10,04 ~~3,08~~<br>~~LMC~~ | Nwc *e*<br>Bry | 1903<br>9mo<br>*Lloyd's* | Richardson, Duck&Co. Stockton<br>*SACP* | Anning S.S.Co.Ld. (Anning Bros *Mgrs*)<br>*WB = Cell D Ba 114'* | 325·0 47·0 22·7<br>P31' B174' F31'<br>FK<br>*E24' f132' 706t FPT* | Cardiff<br>British | T.3Cy.28½",39"&64"–42" (*s*)<br>180lb *90lb* 280NHP<br>2SB,6*rf*,G8118,HS4200<br>Blair&Co.Ld.Stockton | 24 · 10<br>· 8 · 7 | |
| 131<br>93765 | — IronScK<br>*W.E.Green* –98<br>(*Trawler*) 1 *Dk* | 139<br>131<br>38 | | ... | 1890 | W.Harkess &Sons Middlesboro' | Western Steam Trawling Co.Ld. (S.M.Price, *Mgr.*) | 95·5 20·1 10·7<br>Q14'<br>BK7½<br>*WB = Cell D Ba 114' f 38t* | Bristol<br>British | C.2Cy.15½"&30"–22"<br>*Emade* 74 B85 40RHP<br>W.King&Co.,Glasgow | 11 · 1 | |
| 132<br>114767<br>SQFH | **Darwin** SteelScSr<br>*E.Ball* –01<br>1 *Dk(pt Irn & pt Stl) deep framing & Web frames* | 2767<br>2622<br>1797 | ✝ 100A1<br>~~5,06~~<br>~~LMC 9,01~~ | Bry *u* | 1901<br>9mo<br>*Lloyd's* | J.Blumer& Co. Sunderland<br>*SACP* | Darwin S.S.Co.Ld. (A.Holland&Co.)<br>*WB = Cell D B* | 319·6 46·1 21·2<br>P28' B91' F31'<br>FK<br>112'*u* E18' *f* 128' 751*t* | London<br>British | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *80lb* 262NHP<br>2SB,6*pf*,G8110,HS4118<br>J.Dickinson&Sons,Ld.Sld | 23 · 3<br>· 3-11½ | |
| 133<br>2<br>NSFH | **Dauno** IronScSr<br>*G.Morisco*99–01 *ss*Gen.No.1–88<br>1 *Dk(Irn)* | 467<br>402<br>260 | 10,88 | Gen *h* | 1878<br>8mo | HM'Intyre &Co. Paisley | Soc.Anon.di Nav.a Vap Puglia | 164·0 24·6 12·8<br>F23'<br>*WB = DBa f* | Bari<br>Italian | C.2Cy.20"&38"–30"<br>NB97 66NHP<br>Muir&Houston,Glasgow | | I |
| 134<br>106619<br>PTBH | **Dauntless** SteelScSr<br>*R.Hinman* –03 *ss*Cff.No.1–02<br>1 *Dk(Irn)* & *deep framing* | 2157<br>1951<br>1361 | ✝ 100A1<br>8,04<br>~~LMC 01~~ | Shl *s* | 1897<br>7mo | Blyth S.B. Co.(Lim.) Blyth<br>A&CP | S.S.Dauntless Co. Ld. (A.Brewis)<br>*WB = Cell D Ba 92'* | 287·5 43·0 18·8<br>P25' B68' F30'<br>FK<br>*u E & B38' f 112' 631t* | Newcastle<br>British | T.3Cy.21½",35½"&58½"–39"<br>180lb *100lb* (*s*) 218NHP<br>2SB,6*cf*,G891,HS4133<br>Blair&Co.(Lim.)Stockton | 21 · 2<br>· 3 · 3 | |
| 135<br>96102<br>LQSN | — SteelScSr<br>~~Lady Fisher 03–03~~ *ss*LM.No.3–7,02<br>*ex*Ptarmigan) 2 *Dks*(1 *Irn*)<br>*J.C.Fischer* –03 *Framing pt Irn* | 1234<br>996<br>672 | ✝ 100A1<br>1,04 ~~1,03 21,01~~ Liv Harb<br>~~,02~~ | Mch *o* | 1890<br>4mo | W B Thompson&Co.Ld. Dundee<br>A&CP | Brit.&S.American Stm Nav Co Ld (R.P. Houston&Co. *Mgs*)<br>*WB = Cell D B* | 256·0 32·2 15·4<br>P109' B26' F47'<br>BK9"<br>220'168t | Liverpool<br>British | T.3Cy.21",34"&55"–42" (*s*)<br>160lb *80lb* NDB01 194NHP<br>2SB,6*rf*,G8103,HS2866<br>W.B.Thompson&Co.Ld.Dun | 18 · 3<br>· 2 · 0 | 11.03 |
| 136<br>200163<br>KSRT | — SteelScTug<br>*Shea*03–03<br>1 *Dk*<br>*Elec.light* | 270<br>265<br>144 | ✝ 100A– S.Fo<br>*For towing purposes*<br>11,05<br>*Fitted for liquid fuel* 11,03<br>~~LMC 11,03~~<br>~~S11,04~~ | | 1903<br>11mo | Risdon Iron Works S.Francisco<br>*Water tube boilers* | J.D.Spreckels& Bros.Co. | 121·5 24·5 15·0<br>BK7"<br>*WB = FPT* | S.Frncisco<br>Utd.States | T.3Cy.15",24½"&40"–28"<br>225lb *120lb* 136NHP<br>2B,G862,HS2500<br>RisdenIron Wks,S.Fo. | 15 · 0 | |
| 137<br>157365<br>KRHT | — SteelSc<br>*J.W.Floyd*95–00 | 153<br>—<br>77 | | | 1893 | J.H.Dialogue&Son Camden,N.J. | W.A.Bisbee | 102·0 20·7 10·6 | Savannah, Ga.<br>Utd.States | C.2Cy.17"&32"–24"<br>12NHP<br>J.H.Dialogue&Son.Cmd,NJ | | |
| 138<br>90331 | — WoodScFlat | 137<br>129<br>93 | | | 1886 | J.Woodcock Northwich | Salt Union,Ld. | 84·0 21·0 10·0 | Liverpool<br>British | 2Cy.9½"–12"<br>20RHP<br>E.Bates,Leftwich | | |
| 139<br>113607 | — SteelScK<br>*Elec.light* 1 *Dk(Teak)* | 132<br>108<br>9 | ✝ 100A1<br>*Tug*<br>7,02<br>~~LMC 6,01~~ | Pts | 1901<br>5mo | Cook,Welton&Gemmell Hull<br>A&CP | North Eastern Rly. Co. | 90·0 18·1 9·2<br>RFD43'<br>BK6"<br>*WB = FP Tanks 8t* | Hull<br>British | T.3Cy.11½",20"&32"–23" (*s*)<br>180lb 55RHP<br>1SB,2*cf*,G636,HS879<br>Bailey&Leetham,Hull | 10 · 0 | |
| 140<br>111599 | — WoodScSr<br>*W.Somerville*03–03<br>1 *Dk* | 128<br>107<br>89 | | | 1901 | J.Moir N.Westminster,B.C. | Westminster Towing&Fish Co.Ld. (J.Mayers, *Mgr.*) | 92·0 20·5 9·5 | N Wstmstr B.C.<br>British | C.2Cy.12"&26"–18"<br>Poison I.W.Co.Ld.Toronto | | R |
| 141<br>89664<br>JTMV | — IronScSr<br>*Denton* 1 *Dk* | 120<br>119<br>14 | ✝<br>1,87 | Lon *b* | 1884<br>10mo | Harvey& Co. Hayle | Wilson,Sons&Co. Ld. | 107·0 19·1 10·2 | Hayle<br>British | C.2Cy.21"&39"–21"<br>120RHP<br>Harvey&Co.(Lim.),Hayle | | |
| 142<br>118328<br>VGJN | — SteelScK<br>*W.H.Webster* –03<br>1 *Dk(Irn)* | 109<br>99<br>3 | ✝ A–<br>*For Towing purposes*<br>9,03<br>~~LMC 9,03~~ | Ply | 1903<br>9mo | Willo'ghby Bros.Ld. Plymouth | G.Etheredge | 86·4 18·0 10·5<br>BK6" | London<br>British | C.2Cy.17"&34"–21" (*s*)<br>120lb 90RHP<br>1SB,2*pf*,G839,HS1390<br>Willoughby Bros.Ld.Ply. | 11 · 1 | |
| 143 | **Dauphin** SteelScK<br>~~L. Lochmaben 04–04~~ *ss*Bdx.No.1–04<br>(*ex*Ladysmith) 1 *Dk*<br>*L.Blanchereau* | ~~203~~<br>~~189~~<br>187 ~~189~~<br>23 | ✝ 100A1<br>*Stm Trawler*<br>7,04 ~~8,03~~<br>~~LMC 9,00~~ | Abn<br>Bdx | 1900<br>9mo<br>*Lloyd's* | J.Duthie, Sons&Co. Aberdeen<br>*SACP* | Soc.des Pêcheries du Golfe de Gascogne (J. Duvergier, *Mgr.*) | 115·2 21·8 11·6<br>BK7½<br>*WB =*<br>*DBf* 12'16*t* | Bordeaux<br>French | T.3Cy.11½",19½"&32"–22"(*s*)<br>180lb 62NHP<br>1SB,2*cf*,G833,HS1197<br>W.V.V.Lidgerwood,Gls. | 12 · 6 | |
| 144<br>~~86902~~ | **Davaar** SteelScSr<br>*P.McFarlane* –01 1 *Dk* | 495<br>422<br>77 | | ... | 1885 | Lon.&Gls. Co.(Lim.) Glasgow | Campbell tn&Gls.S. Pkt.Joint Stock Co. | 217·8 27·0 12·9<br>Q56' B63' F48' | Campb'ltn<br>British | C.2Cy.29"&58"–42"<br>NB03 182NHP<br>Lon.&Gls.Co.(Lim.),Gls. | 13 · 7 | BT till 4/04 |
| 145<br>~~90439~~<br>LFQS | **Daventry** SteelScSr<br>~~W. Dunbar 03–03~~ *ss*N Ns.No.3–3,03<br>1 *Dk(pt Irn pt Stl)* & *Web frames*<br>*Well deck* | 2455<br>1813<br>1579 | ✝ 100A1<br>~~3,01~~ 3,05<br>~~LMC 9,~~ | Hpl *s*<br>N Ns | 1889<br>6mo | E.Withy &Co. W Hartlepool<br>A&CP | ~~Imperial S.S.Co. Ld. (Stevenson, Bacon&Co *Mgrs.*)~~ | 290·0 40·1 19·3<br>Q117' B118' F38'<br>pt ND02 drp04 FK<br>*WB = Cell D B250'*<br>drp04 | ~~W. Hartlpl~~<br>~~Intrnsly~~ | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *90lb* NDB00 217NHP<br>2SB,6*cf*,G888<br>T.Richardson&Sons,Hpl. | 21 · 10<br>· 1 · 11 | 3,05 |
| 146<br>116338 | **David** IronScSr<br>2 *Dks*<br>(*ex*Santuit.*ex*Atlas,*ex*Antillas,*ex*Atlas) | 1338<br>1140<br>863 | | | 1873 | McKellar, McMillan&C Dumbarton | Donald S.S.Co. Incorp. | 246·5 29·8 17·4 | New York<br>Utd.States | C.2Cy.30"&60"–36"<br>180NHP<br>Rait&Lindsay,Glasgow | | |
| 147<br>109418 | **David Fernie** SteelScSr<br>*T.Edwards*96–98 *ss*Liv.No.1–02<br>*Elec.light* 1 *Dk* | 275<br>240<br>91 | ✝ 100A1<br>7,04 ~~7,03~~<br>~~8,04~~ ~~LMC 6,02~~ | Liv *c* | 1898<br>4mo | Murdoch& Murray Pt Glasgow<br>A&CP | Mersey Docks& Harbour Board | 128·4 24·1 11·7<br>B13'<br>BK7½ | Liverpool<br>British | T.3Cy.12",18"&30"–22" (*s*)<br>180lb 53RHP<br>1SB,2*rf*,G885,HS927<br>D.Rowan&Son,Glasgow | 13 · 6 | 6,04 |
| 148<br>85306 | **David G. Thomson** WoodSc<br>1 *Dk* | 182<br>124<br>75 | | | 1883 | R Robertson Kingston Ont | Montreal Transportation Co. | 103·3 17·3 9·8<br>H47*t* | Montreal<br>British | 2Cy.17"–24"<br>200RHP<br>J.Weir,Montreal | | |
| 149<br>157601 | **David M. Whitney** SteelSc<br>*Elec.light* 1 *Dk2trB*<br>*Mchy.Aft* | 4626<br>—<br>3584 | | | 1901 | Detroit S.B.Co. Wyandotte, Mich. | J.C.Gilchrist | 412·9 51·5 28·0<br>*WB* | Cleveland<br>Utd.States | T.3Cy.22",35"&58"–42"<br>218NHP<br>Detroit S.B.Co | | V |
| 150<br>~~90408~~<br>NFHQ | **David Mainland** SteelScSr<br>*E.T.Clark* –01 *ss*Hpl.No.2–02<br>*Well deck* 1 *Dk(Irn)* & *Web frames* | ~~1803~~<br>1415<br>1201 | ✝ 100A1<br>~~Lgth 19,08 4,~~<br>~~2,04~~ | Cff *r*<br>~~Hpl~~ | 1893<br>10mo | W.Gray& Co.(Lim.) W Hartlepool<br>A&CP | J.Coverdale&Son | 270·0 37·0 18·4<br>P27' Q74' B116'<br>F27'<br>FK<br>*WB = DBa 81' f 106' 463t* | Hartlepool<br>British | T.3Cy.19",30½"&51"–36" (*s*)<br>160lb *75lb* 156NHP<br>2SB,4*rf*,G648,HS2380<br>Central Mar.E.Wks,W Hpl | 19 · 6<br>· 1 · 6 | |

| 1 No. in Book / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No of Decks, &c. | 3 Tonnage Under Deck / Gross / Net | 4 Particulars of Classification. Character. | 5 Built. When / By Whom / Where | 6 Owners. | 7 Registered Dimensions. Length. Breadth. Depth. | 8 Port of Registry. Flag. | 9 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | 10 Moulded depth. Forecastle / Amidships / Poop. ft. in | 11 Passed. If not in Lloyd's List | 12 Date when full shaft was seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 151 | **Dawdon** IronScSr<br>*J. Lane* –00 ssShl.2nd No.3–7,03<br>*Well deck* 1 *Dk(Irn)2trB* | 1310<br>1065<br>825 | ✠100A1 Bry Cff<br>8,04 LMC7.06 | 1878 Short Bros.<br>11mo Sunderland<br>A&CP | R. Thorman | 240·4 \| 34·0 \| 18·0<br>Q94 B18' F26'<br>BK8½"<br>*WB = DBa75 f42'* | Sundrland<br>British<br>5 *BH Cem*<br>209 *t APT* 1.. | C.2Cy.29½"&55"–36" (*a*)<br>90lb *80lb* NDB95 152NHP<br>1SB,*4pf*,GS76,HS2696<br>G. Clark, Sunderland | 19 " 0<br>s 2 - 0 | | N12,03 |
| 152 | **Dawlish** SteelScSr<br>*W. Clarke* –02 ssCff. No.1–0[illegible]<br>*1 Dk(Irn)2trB& Web frames*<br>*3 Dk rud* | 3[illegible]<br>2216 | ✠100A1 Cff<br>3,05 LMC 10 0 | 1898 Richardsn,<br>11mo Duck&Co.<br>Stockton<br>A&CP *WB = Cell D Ba 110' nE* | Anning Bros. | 339·1 \| 46·0 \| 24·6<br>P33 B91' F32'<br>FK<br>*22' f 146' 810t FPT* | Cardiff<br>British<br>6 *BH Cem*<br>115 *t APT* 8.. | T.3Cy.24",40"&66"–45" (*a*)<br>160lb *90lb* 306NHP<br>2SB,*6rf*,GS182,HS1800<br>Blair&Co. Ld. Stockton | 27 " 3<br>s 5 - 1 | | 9,04 |
| 153 | **Dawn** IronScSr<br>*A. Robinson* 01–02 ssMel. 2nd. No.3–6,99<br>*1 Dk& Awng dk* | 522<br>504<br>328 | ✠100A1 Mel<br>*Awng dk*<br>*with freeboard*<br>11,02 LMC 9[illegible]8 | 1876 W. Pile&<br>5mo Co.<br>Sunderland<br>A&CP | Howard Smith Co. Ld. | 154·6 \| 24·0 \| 12·5<br>H12t 18·4<br>ptND88ND99 BK7" | Melbourne<br>British<br>4 *BH Cem*<br>*WB = pt DB* | C.2Cy.20"&40"–27" (*a*)<br>70lb *50lb* NB88 75RHP<br>1SB,*3pf*,GS41<br>Rankin&Blackmore, Grk.<br>*Freeboard to Awning Dk* | 13 " 0<br>6 - 10½ | | 12,02 |
| 154 | **Daybreak** SteelScSr<br>*E. Morris* –99 ssNpt. No.3–6,01<br>*Well deck* 1 *Dk(Irn)2trB& Web frames* | 2922<br>2281<br>1904 | ✠100A1 Bal Cff<br>8,04 LMC 6,01 | 1891 Ropner<br>2mo &Son<br>Stockton<br>A&CP | J. Wood&Co. | 313·6 \| 40·6 \| 20·2<br>P29 Q104 B118'<br>F31 BK10'<br>*WB = Cell* | W. Hartlpl<br>British<br>5 *BH Cem*<br>*DB 258' 550t* | T.3Cy.23",37½"&61½"–39" (*s*)<br>160lb *80lb* NDB03 235NHP<br>2SB,*6cf*,GS99,HS3520<br>Blair&Co. (Lim.) Stockton | 28 " 7<br>s 2 - 4 | | 4,03<br>89,04 |
| 155 | **Daylesford** IronScSr<br>*E. Murray* –04 ssGot. No.3–5,95<br>*Well deck* ssLth. No.2–04<br>1 *Dk(Irn)2trB* | 1406<br>1088<br>885 | ✠100A1 Lth<br>4,05 | 1882 R. Thomp-<br>11mo son&Sons<br>Sunderland<br>A&CP | New Line S.S. Co. Ld.<br>(R. Mackie&Co.<br>*Mgrs.*) | 240·7 \| 34·1 \| 17·0<br>P23 Q69' B52' F28'<br>FK<br>*WB = DBa 69' f 46'* | Leith<br>British<br>4 *BH Cem*<br>134 *t FPT* 40 *t* | C.2Cy.30"&58"–39" (*s*)<br>80lb *60lb* NDB95 175NHP<br>2SB,*4f*,GS70<br>T. Clark&Co., Newcastle | 18 " 0<br>s 1 - 7½ | | 3,04 |
| 156 | **De Carpentier** SteelScSr<br>*H Eilbracht* 1 *Dk& Spardk*<br>*Elec. light* | 1245<br>—<br>766 | | 1890 Nederland-<br>scheStmb Mts<br>Rotterdam | Koninkl. Paketv.<br>Maats. | 234·5 \| 32·8 \| 16·6 | Batavia<br>Dutch<br>*WB* | T.3Cy.21",34"&55"–45"<br>203NHP<br>Nederl. Stoomb. Maats Rot. | | V | |
| 157 | **De Eerens** SteelSc<br>*E. van der Wijk* –02<br>*Elec. light* 2 *Dks* | 1323<br>826<br>813 | | 1902 Kon. Maats<br>deSchelde<br>Flushing | Koninkl. Paketv.<br>Maats. | 224·6 \| 36·0 \| 15·0<br>P59' F50' | Batavia<br>Dutch<br>*WB* | T.3Cy.17",26½"&46½"–36"<br>128NHP<br>Maats. deSchelde, Flushing | | DV | |
| 158 | **De Fontaine** SteelScSr<br>*W. R. Edwards* –02<br>*Well deck* 1 *Dk(Irn)& Web frames* | 1721<br>1330<br>1063 | ✠100A1 Shl Sld<br>10,04 2,[illegible] | 1901 S. P. Austin<br>3mo &Son, Ld.<br>Sunderland<br>A&CP *WB* | Lambton Collieries<br>Ld. (E. T. Nisbet,<br>*Mgr.*)<br>*= Cell D Ba 78' nE* | 268·2 \| 37·7 \| 17·0<br>P27 Q74 B50' F29'<br>FK<br>*B30' f 112' 510t FPT* | Sundrland<br>British<br>4 *BH Cem*<br>37 *t APT* 51 *t* | T.3Cy.20½",33"&54"–39" (*s*)<br>160lb *90lb* 194NHP<br>2SB,*6pf*,GS89,HS3100<br>Richardsons, Westgarth<br>&Co. Ld. Sld | 19 " 9<br>s 2 - 2 | | 2,04 |
| 159 | **De Klerk** SteelScSr<br>*C. A. Seepers* 2 *Dks& Shadedk*<br>*Elec. light* *Fitted for liquid fuel* | 2035<br>1718<br>1285 | | 1900 Nederl.<br>Schpsb Maats<br>Amsterdam | Koninkl. Paketv.<br>Maats. | 300·0 \| 40·5 \| 21·5<br>P60' H68' F61' 29·2 | Batavia<br>Dutch<br>*WB* | T.3Cy.23",36"&60"–42"<br>Ned. Fab. 233NHP<br>v. Werkt.&SpoorMat. Ams | | V | |
| 160 | **De Kock** SteelTwinScSr<br>*Preussener* 1 *Dk& Awng dk*<br>*Elec. light* | 566<br>355<br>336 | | 1902 Kon. Maats<br>deSchelde<br>Flushing | Koninkl. Paketv.<br>Maats. | 170·0 \| 27·5 \| 11·0 | Batavia<br>Dutch | C.4Cy.16"&32"–18"<br>72NHP<br>Maats. deSchelde, Flushing | | V | |
| 161 | **De La Rama** IronScSr<br>(ex La Corse) 2 *Dks& Spardk* | 1226<br>1141<br>623 | | 1872 Scott&Co.<br>Greenock | De La Rama | 260·1 \| 29·8 \| 15·2<br>B32' H80t 22·7 | Manila<br>Utd. States | C.2Cy.33⅓"&66"–36"<br>NB91 218NHP<br>Greenock Foundry Co. Grk. | | | |
| 162 | **De Ruyter** SteelScSr<br>*T. Teensma* 03–03 ssSou. No.3–5,01<br>(ex Wm. C. Mitchell)<br>*Well deck* 1 *Dk(Irn)2trB* | 1682<br>1383<br>1060 | ✠100A1 Cff<br>12,04 Shl Rot<br>MS6,01 LMC [illegible]<br>BS9,04 | 1889 W. Dox-<br>2mo ford&Sons<br>Sunderland<br>A&CP | Stoomv. Maats.<br>Tromp (J. F. &F.<br>Schellen, *Mgrs.*) | 265·0 \| 37·0 \| 17·3<br>P28' Q66' B120' F28'<br>*WB =* FK<br>*Cell DB (Irn)* 186' | Rotterdam<br>Dutch<br>4 *BH Cem*<br>291 *t APT* 49[illegible] | T.3Cy.19",33"&54"–36" (*s*)<br>160lb *75lb* 171NHP<br>2SB,*4cf*,GS70,HS2500<br>W. Doxford&Sons, Sld. | 19 " 8<br>s 1 " 7 | | N2,04<br>6,04 |
| 163 | **De Witt C. Ivins** SteelSc<br>*R. Deakin* –00 | 121<br>82 | | 1900 .....<br>Philadelphia | Moran Towing Co. | 84·6 \| 19·0 \| 8·8 | New York<br>Utd. States | | | | |
| 164 | **Deák** *C. Ambrozy* SteelScSr<br>[illegible] ssFin. No.2–01<br>*2 Dks(Stl–Uws)& Web frames* | 2218<br>2044<br>1388 | ✠100A1 Ant<br>14,03 LMC [illegible]<br>BS[illegible],05 | 1892 Wigham<br>12mo Richrdsn&Co<br>Newcastle<br>A&CP | Royl. Hungar'n Sea<br>Nav. Co. Adria, Ld. | 285·0 \| 38·3 \| 23·1<br>P30' B60' F33'<br>FK<br>*WB = Cell DB 218'* | Fiume<br>Aust.-Hung.<br>5 *BH Cem*<br>369 *t APT* 49[illegible] | T.3Cy.22",36"&59"–39" (*s*)<br>165lb *80lb* 236NHP<br>2SB,*6rf*,GS99,HS3808<br>Wigham Rchrdson&Co. Nwc | 25 " 7<br>s 4 " 7½ | | N11,03 |
| 165 | **Deal** SteelTwinScSr<br>*P. Walker* –01<br>(ex Prince Arthur) 2 *Dks* | 572<br>456<br>235 | | 1896 W. Denny<br>&Bros.<br>Dumbarton | S. Eastrn&Chathm<br>Rly Cos.' Managing<br>Committee | 195·0 \| 28·1 \| 14·3<br>B61' F39' | London<br>British<br>*WB* | T.6Cy.13½",20½"&31"–21"<br>104RHP<br>Denny&Co. Dumbarton | | BT till 5,05 | |
| 166 | **Dean** SteelScSr<br>[illegible] ss Cff. No.3–4,01<br>*Well deck* 1 *Dk(Irn)& Web frames*<br>*Elec. light* | 1538<br>1223<br>[illegible] | ✠100A1 Cal<br>2,04 | 1889 Gourlay<br>2mo Bros.&Co.<br>Dundee<br>A&CP | R.&C. Allan<br>*WB = Cell DB 218'* | 257·5 \| 36·0 \| 16·9<br>Q90' B67' F65'<br>FK | Glasgow<br>[illegible]<br>4 *BH Cem*<br>269 *t FPT* 32 *t* | T.3Cy.20",31"&51"–39" (*s*)<br>150lb *80lb* NDB01 154NHP<br>2SB,*6rf*,GS84,HS2187<br>Gourlay Bros.&Co. Dundee | 19 " 2<br>s 1 " 11 | | N2,03 |
| 167 | **Dean Richmond** WoodPad<br>6264 *J. H. Manville* –02 | 2525<br>—<br>2322 | | 1865 .....<br>New York | New Jersey Steam-<br>boat Co. | 348·0 \| 46·0 \| 10·6 | New York<br>Utd. States | B. 1Cy.75"–168"<br>562NHP | | | |
| 168 | **Deansgate** SteelScSr<br>108832 [illegible] ssBkn. No.1–02<br>RBGC *Well deck* *Proctor* –04 1 *Dk(Irn)*<br>*Mchy. Aft* | 255<br>176<br>70 | ✠100A1 Bkn<br>8,03 MS8,03 LMC 10,02 | 1898 Exors. of<br>10mo T. A. Walker<br>Sudbrook<br>*Lloyd's* SA&CP | Manchstr Coasting<br>&Gen. Shppg Co Ld<br>(A. E. Bowen, *Mgr.*) | 128·0 \| 20·1 \| 9·2<br>Q46' B14' F17'<br>FK<br>*WB = DB f 14'* | Manchestr<br>British<br>3 *BH Cem*<br>17 *t FPT* 11 *t* | C.2Cy.17"&34"–20" (*a*)<br>125lb 58RHP<br>1SB,*2pf*,GS36,HS1090<br>Plenty&Son, Newbury | 10 " 0 | | 8,03 |
| 169 | **Deauville** IronScK<br>*Morur*<br>HTWV (ex Prince Edward) 1 *Dk(Irn)*<br>*Mchy. Aft* | 102<br>[illegible]<br>68 | ✠ Liv<br>6,88 | 1885 W. Pickers-<br>4mo gill&Sons<br>Sunderland | Cie. Normande de<br>Nav. à Vap. | 110·0 \| 20·0 \| 7·8<br>Q35' B6'<br>*WB = FPT 12[illegible]* | Havre<br>French<br>3 *BH Cem* | C.I.2Cy.13"&26"–18"<br>24NHP<br>G. Clark, Sunderland | 8 " 7 | | |
| 170 | **Decatur H. Miller** IronScSr<br>6990 *McDorman* 3 *Dks& Hpr dk*<br>JTMH *Elec. light* *Now named Merrimack* *See No. 82 in Supplement.* | 2236<br>—<br>4674 | | 1879 Harlan&<br>Hollgsw th<br>Wilmgtn Del. | Merchnts& Miners<br>Transportation Co. | 257·0 \| 38·0 \| 16·0<br>30·0 | Baltimore<br>Utd. States | C.4Cy.24"&54"–48"<br>336NHP<br>Harlan&Hollingsworth | | | |
| 171 | **Decempedes** SteelScFlat<br>81367 (ex Sailing) | 169<br>154<br>141 | | 1879 H. E. Falk<br>Winsford | Salt Union, Ld. | 90·0 \| 21·1 \| 10·5 | Liverpool<br>British | 2Cy.10½"–14"<br>NE&B88 7RHP<br>W. E. Bates, Northwich | | | |
| 172 | **Decima** IronScSr<br>*P. C. Christiansen* 03–03<br>LKSQ 1 *Dk& Spardk 3trB* | 1928<br>1273<br>794 | | 1878 Flensburgr<br>Schiffsb. Ges.<br>Flensburg | Flensburger<br>Dampfschifffahrt<br>Ges. v. 1869 | 243·2 \| 32·3 \| 17·7<br>H10' B15' 24·4 | Flensburg<br>German<br>*WB* | C.2Cy.30"&57"–33"<br>NB99 156NHP<br>Flensburger Schiffsb. Ges. | | G | |

| Numéro d'Ordre / Numero / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage (Jauge) Brut. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | Port de Visite. | Temps assigné maintenant / Epoque Lettre / Equipement. | Construit. Quand / Navi / Mach. | Où et par qui | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machines. No & Dia. des Cylindres. Course. Mission des Manivelles. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Crews sur Qualific. / navire. pds. pa. | BT tm 3,05 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 173 | **Deddington** | 284 | ✠100A1 | Stk | *u* | 1903 | Ropner& | DeddingtonS.S.Co. | 320·0 | 46·0 | 21·5 | Hull | T.3Cy.23″,38″&62½″–42″ (*s*) | 23 | 6 | |
| 114779 | *W.C.Eales*93–03 | | *withfreeboard* | | | 10mo | Son | Ltd. (H.Samman& | P29 | B78 | F87′ | British | 160lb *90lb* 256NH | | | |
| VGLC | *Electlight* 1*Dk*(*fra*)2*tr B&W*eb *frames* | 1806 | 10.03 | | | | Stockton | Co.) | | | FK | 5*BHCem* | 2SB,*6cf*,gs128,hs8900 | | 3 · 2 | |
| | 3*ck rule* | | | | | *Lloyd's*s4*CP* | | *WB = Cell DB* | a98′*uE*24′*f*132′597*t* | | | *APT*117*t* | Blair&Co.Ld.Stockton | | 84 · 2 | |
| 174 | **Dee** | 1871 | ✠100A1 | Lon | *r* | 1902 | Craig, | RoyalMailSteam | 282·0 | 38·6 | 12·8 | Middlesbro | T.3Cy.25″,37″&61″–42″ (*s*) | 15 | 1 | |
| 113 | *W.G.Mason* –04 | 1747 | *Spar dk* | | | 4mo | Taylor&Co | PacketCo. | P74′F84′ | | 20½ | British | 160lb *80lb* 258NH | | 4 · 2 | |
| TJDL | 1*Dk*(*Stl*) *Spar dk*(*Stl*)&*Web frames* | 1182 | *withfreeboard* | | | *Lloyd's*s4*CP* | Stockton | *WB = Cell* | *DBa*82′*uE*18′*f*116 | | FK | 5*BHCem* | 2SB,*6cf*,gs109,hs4130 | | | |
| | *Electlight* | | 11,03 | | | | | | | | | *APT*220*t* | N.E.MarineEng.Co.Ld.Sld | | | |
| 175 | — | 1864 | | | … | 1872 | T.Wingate | NigerCo.Limited& | 300·5 | 35·8 | 24·6 | Glasgow | T.3Cy.24″,39½″&64″–39″ | 26 | 0 | |
| 68007 | *W.W.Rendall* –01 | 1813 | | | | | &Co. | Reduced | | | | British | NE&B87 256NH | | | |
| WRJN | (*ex*Stateof Minnesota,*ex*Minnesota) | 1163 | | | | | Glasgow | | | | | | Earle's Co.(Lim.),Hull | | | |
| 176 | | 436 | ✠100A1 | CTn | *y* | 1883 | HallRussll | Cape of GoodHope | 160·3 | 23·7 | 12·3 | CapeTown | C.2Cy.20″&39″–27″ (*r*) | 13 | 1 | 1.04 |
| Wrecked 2,05 | | 330 | 1,04 | | | 12mo | &Co. | S.S.Syndicate,Ld. | 113′B45′F19 | | BK7½ | British | 100lb 70RH | | 1 · 14 | |
| JDB | *Well deck* | 266 | | | | | Aberdeen | (E.T.Chaddock, | | | | 4*BHCem* | 1SB,*3pf*,gs46,hs1210 | | | |
| | 1*Dk*(*Irn*) | | | | | *Lloyd's*s4*CP* | | *Mgr.*) | | *WB = DB* | BK7½ | a26′*f*36′60*t* | Hall,Russell&Co.,Abn. | | | |
| 177 | — | 151 | ✠100A1 | Gms | | 1893 | Earle'sCo. | D.LineStmFishing | 98·0 | 20·7 | 11·1 | Grimsby | T.3Cy.11″,17″&30″–21″ (*s*) | 11 | 9 | |
| 99700 | | 140 | *StmTrawler* | | | 7mo | (Lim.) | Co.Ld. (A.Jeffs, | Q18′F19′ | | BK7½ | British | 160lb 45RH | | | |
| NMLQ | 1*Dk* | 61 | 9,04 | | | | Hull | *Mgr.*) | | | | 3*BHCem* | 1SB,*2pf*,gs28,hs792 | | | |
| | | | | | | *Lloyd's*s4*CP* | | | | | | | Earle'sCo.(Lim.),Hull | | | |
| 178 | **Deerhound** | 1689 | ✠100A1 | Cff | *q* | 1882 | W.Gray& | Ogmore S.S.Co.Ld. | 257·9 | 35·7 | 19·0 | Hartlepool | C.2Cy.30″&60″–39″ (*s*) | 20 | 2 | |
| 86383 | *E.Williams* –04 | 1307 | 4,05 | | | 11mo | Co. | (G.Chitham, *Mgr.*) | P28′Q68′B66′F32′ | | BK9″ | British | 160lb *75lb* NDB91 170NH | | 1-10 | |
| WPSC | *Well deck* | 1048 | | | | | WHartlepool | | | | | 4*BHCem* | 2SB,*6pf*,gs178,hs2702 | | | |
| | 1*Dk*(*Irn*)2*t. B* | | | | | *Lloyd's*s4*CP* | | | | *WB = DB* | | a80′*f*94′316*t* | Blair&Co.(Lim.),Stockton | | | |
| 179 | — | 482 | | | | 1901 | J.Jones | NorthPierSteam- | 189·0 | 26·1 | 9·5 | Fleetwood | T.6Cy.16″,24″&38″–24″ | | | BT tm 3,05 |
| 100638 | *E.Keig* –04 | 321 | | | | | &Sons | shipCo.(Black- | P8′ | | | British | 141NH | | | |
| SKCV | 1*Dk* | 57 | | | | | Birkenhead | pool)Ld. | *Promenade dk*139′ | | | *WB* | J.Jones&Sons,Liverpool | | | |
| 180 | — | 420 | ✠100A1 | Fal | *g* | 1882 | Forrestt& | Fowey(No.2)S.S. | 159·6 | 24·0 | 12·2 | Fowey | C.2Cy.20″&38″–30″ (*s*) | 12 | 11 | |
| 87099 | *H.Roberts* –03 | 307 | 3,04 | | | 10mo | Son | Co.Ld. (C.L. | Q78′B15′F28′ | | BK7″ | British | 80lb 70RH | | 1 · 1 | |
| HGKB | *Well deck* | 218 | | | | | London | Toyne, *Mgr.*) | | | | 3*BHCem* | 1SB,*2pf*,gs43,hs1319 | | | |
| | 1*Dk* | | | | | *Lloyd's*s4*CP* | | | | *WB = FPT* | | 16*t APT*22*t* | R.H.Pearson&Co.,Gls. | | | |
| 181 | **Deerpark** | 928 | | | | 1901 | Scott&Co. | DeerparkSSCo.Ld. | 215·2 | 31·5 | 14·2 | Greenock | T.3Cy.16″,26″&44″–33″ | | | C |
| 114055 | *D.Arter* –02 | 677 | | | | | Greenock | (J.&J.Denholm) | Q152′B19′F29′ | | | British | 99RH | | | |
| SJKM | 1*Dk* | 549 | | | | | | | | | | *WB* | Scott&Co.Greenock | | | |
| 182 | **Deeside** | 197 | ✠100A1 | Abn | | 1901 | A.Hall& | G.Fyfe | 115·2 | 21·2 | 11·3 | Aberdeen | T.3Cy.12″,19½″&32″–22″ (*s*) | 12 | 0 | 7.00 |
| 114184 | *T.A.Gaunt* –01 | 177 | *StmTrawler* | | | 5mo | Co. | | Q36′F20′ | | BK7½ | British | 180lb 60RH | | | |
| | 1*Dk* | 54 | 12,04 | | | | Aberdeen | | | | | 3*BHCem* | 1SB,*2cf*,gs31,hs1043 | | | |
| | | | | | | *Lloyd's*s4*CP* | | | | | | | A.Hall&Co.Aberdeen | | | |
| 183 | **Defender** | 206 | ✠100A1 | Hul | | 1903 | Cook,Wel- | A.Black | 113·8 | 21·5 | 11·5 | Grimsby | T.3Cy.12″,21″&34″–24″ (*s*) | 12 | 3 | |
| 118014 | *O.Blackler* –03 | 184 | *StmTrawler* | Gms | | 10mo | t'n&Gemmell | | Q58′F19′ | | BK7″ | British | 180lb 60RH | | | |
| | 1*Dk* | 68 | | | | | Hull | | | | | 3*BHCem* | 1SB,*2cf*,gs31,hs1090 | | | |
| | | 11,04 | | | | *Lloyd's*s4*CP* | | | | | | | C.D Holmes&Co.Hull | | | |
| 184 | — | 190 | | | | 1901 | G.Frost | NorthCoastSteam | 118·5 | 25·4 | 7·4 | SydnyNSW | C.2Cy.12″&24″–16″ | | | |
| 112520 | *S.W.Muir* –04 | 166 | | | | | Kincumber, | Nav.Co.Ltd R.Wild | | | | British | 36RH | | | |
| | 1*Dk* | 117 | | | | | N.S.W. | | | | | | Halliday Brs.SydneyNSW. | | | |
| 185 | — | 128 | | | … | 1899 | Gourlay | DundeeSteam | 100·0 | 20·1 | 8·0 | Dundee | T.3Cy.11½″,18″&31″–21″ | 11 | 0 | |
| 110981 | *T.Tulloch* –99 | 116 | | | | | Bros.&Co. | TrawlingCo.Ld. | | | BK7½ | British | 57RH | | | |
| | (*Trawler*) 1*Dk* | 28 | | | | | Dundee | | | | | *WB* | Gourlay Bros.&Co.Dun. | | | |
| 186 | **Defiance** | 255 | | | | 1889 | J.H.Dia- | J.D.Spreckels& | 122·0 | 22·2 | 14·2 | S.Frncisco | T.3Cy.16″,24″&40″–28″ | | | |
| 141021 | *J.Marshall* –02 1*Dk* | — | | | | | logue&Son | Bros.Co. | | | | Utd.States | 85NH | | | |
| KGPH | (*ex*L.Luckenbach) (*SalvageSteamer*) | 128 | | | | | Camden,N.J. | | | | | | J.H.Dialogue,Camden,N.J. | | | |
| 187 | — | 154 | | | | 1903 | T.Mc- | P.DoughertyCo. | 107·0 | 22·5 | 10·7 | Baltimore | C.2Cy.14″&32″–24″ | | | |
| 157683 | *S.D.Lirch* –03 | — | | | | | Cosker&Co. | | | | | Utd.States | 42NH | | | |
| KSGD | 1*Dk* | 104 | | | | | Baltimore | | | | | | T.C.BasshorCo.Baltimore | | | |
| 188 | — | 113 | | | | 1884 | Hepple&C | D.McKellar | 101·0 | 18·4 | 9·0 | Greenock | 1Cy.36″–54″ | | | |
| 87418 | *A.Duncan* –04 | 115 | | | | 7mo | N.Shields | | | | | British | NB98 80RH | | | |
| | | 16 | | | | | | | | | | | Hepple&Co.,NorthShields | | | |
| 189 | — | 114 | | | | 1883 | W.Allsup | Lon.&IndiaDocks | 91·0 | 19·0 | 9·0 | London | L.2Cy.30″–52″ | | | |
| 89514 | | 114 | | | | | &Sons | Co. | | | | British | 60RH | | | |
| | | 27 | | | | | Preston | | | | | | W.Allsup&Sons,Preston | | | |
| 190 | | 106 | | | | 1862 | ..... | J.Taylor | 87·8 | 17·6 | 9·6 | Sundrland | L.2Cy.28″–48″ | | | |
| Broken up 3,04 | | 106 | | | | | Neath Abbey | | | | | British | NB78 60RH | | | |
| | *B.Swinhoe*95–95 (*ex*Charley) | 21 | | | | | | | | | | | W.H.Price | | | |
| 191 | **Degama** | 3507 | ✠100A1 | Cff | *t* | 1899 | Furness, | ElderDempster | 337·5 | 45·2 | 18·8 | Liverpool | T.3Cy.23½″,38″&64″–42″ (*s*) | 20 | 2 | |
| 110567 | *T.G.Bridges* –02 *ss*Cff.No.1–03 | 3242 | *Spar dk* | Bry | | 3mo | Withy&CoLd | Shipping,Ld. | P34′B106 F27′ 25 | | | British | 150lb *90lb* 271NHP | | 5 · 8 | |
| RJQV | 1*Dk*(*Stl*) *Spar dk*(*Stl*)& | 2245 | | | | | W Hartlepool | | | | FK | 6*BHCem* | 2SB,*6cf*,gs92,hs4047 | | | |
| | *deep framing* | | | | | | A&CP | *WB = Cell DBa* 106′*uE*8′ | *B*10′*f*144′732*t FPT* | | | 92*t APT*22*t* | T.Richardsn&Sns Ld Hpl. | | | |
| 192 | **Degrave** | 115 | | | | 1885 | D.Allan& | G.Hutson | 104·0 | 20·2 | 9·4 | Granton | C.2Cy.14″&28″–21″ | | | |
| 91651 | *Degrave* | 114 | | | | | Co. | | | | | British | 35RH | | | |
| | | 46 | | | | | Granton | | | | | | Hutson&Corbett,Glasgow | | | |
| 193 | **Del Norte** | 450 | | | | 1890 | ..... | Hobbs,Wall&Co. | 158·0 | 32·2 | 12·5 | S.Frncisco | | | | |
| 157295 | *C.Green*01–01 | — | | | | | Tiburon,Cal. | | | | | Utd.States | | | | |
| | | 279 | | | | | | | | | | | | | | |
| 194 | **Delamere** | 1102 | ✠100A1 | Mch | *n* | 1902 | A.Rodger | WatsonS.S.Co.Ld. | 224·7 | 34·1 | 14·3 | Manchstor | T.3Cy 17″,28″&45″–33″ (*s*) | 16 | 7 | |
| 113213 | *A.H.Britten* –04 | 838 | 8,04 | Swa | | 11mo | &Co. | (H.Watson&Co. | Q66′B65′F28′ | | | British | 180lb *100lb* 130NH | | 1 · 5 | |
| TRVS | *Well deck* 1*Dk*(*Stl*)&*deep framing* | 678 | | | | | Pt.Glasgow | *Mgrs.*) | | | FK | 4*BHCem* | 1SB,*3cf*,gs860,hs2054 | | | |
| | | | | | | *Lloyd's*s4*CP* | | *WB = Cell DBa* 30′*uE*15′*f*105′257*t FPT* | | | | 25*t APT*22*t* | A.Rodger&Co.Glasgow | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Additional new engines, Equipment Letter. | 8 Built. When | By Whom — Where | 9 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard to Upper Deck. Other Load Lines. | 15 Draught of Water in L.T. when Loaded. Summer. | 16 Date when last Dry Docked. Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 195<br>102775<br>NCLR | **Delaware** SteelSc3MstSr<br>*C. Cabot* –03 ssBkn. No.2–01<br>*Mchy. Aft* 1 *Dk(Stl)*<br>*Elec.light* *Spardk(Stl)&Webframes* | 3855<br>3458<br>2469 | ✠100A1 Bkn *w*<br>*Spardk*<br>12,01 [illegible]<br>*Carrying Petroleum in bulk* | | | 1893<br>6mo<br>*bulk* | D.J. Dunlop&Co. Pt.Glasgow<br>A&CP *WB* | Anglo-American OilCo.Ld. (J. McDonald, *Mgr.*)<br>*WB = Cell DB72' 192t* | 345·0 P96'B30'F47'<br>*FPT165t APT100t* | 44·3<br>30·3<br>FK | 23·0<br>15 *BHCem*<br>*DTf22'390t* | London<br>British | T.3Cy.27",43½"&70"–51" (*s*)<br>160lb 436 NIP<br>2DB&1Aux.SB10,0⅜, *12rf(i) 2cf*,GS259,HS7850<br>D.J.Dunlop& Co.,P.Gls | 24 " 3<br>s 6 " 8½ | | s 1m 04 |
| 196<br>JBPQ | **Delfin** CompScSr<br>*A.Larsson97–97* 1 *Dk*<br>*Mchy. Aft* (ex GötaKanalIV ,ex Delfin) | 163<br>130<br>100 | | | | 1884 | P. Larsson Thorskog | A.P.Björklund | 97·5 P24' H31t<br>21·5<br>F12' | 9·0 | | Karlstad Swedish | C.2Cy.11"&22"–18"<br>17 NH<br>Motala Co.,Gothenburg | | | |
| 197<br>1597<br>JDFM | — CompScSr<br>*S.Svensson* –97<br>(ex Werner, ex Dalsland) 1 *Dk* | 121<br>95<br>71 | | | | 18 66/88 | ..... Sikball | NorsJernbruks Aktieb.(E.F. Hollender, *Mgr.*) | 97·5 P21'<br>21·4<br>Q5' | 7·2<br>F17' | | Edsvalla Swedish | C.2Cy.7¾"&15½"–16½<br>NE&B8s 7 NH<br>Lundby M.V.,Gothenburg | | | |
| 198<br>392<br>NSHQ | **Delfino** IronScSr<br>*Migliori*<br>(ex Dakar) 1 *Dk* | 276<br>—<br>164 | | | | 1876 | Jollet& Babin Nantes | G.Parodi fu M. | 155·0 | 20·6 | 11·5 | Genoa Italian | C.2Cy.20½"&31½"–25½"<br>51 NH<br>Jollet&Babin,Nantes | | V | |
| 199<br>118751 | **Delhi** SteelScK<br>*G.Davison92–03*<br>1 *Dk* | 171<br>161<br>57 | ✠100A1 Hul<br>*Stm Trawler*<br>8,05 [illegible] LMC | | | 1903<br>6mo<br>*Lloyd's* | Cook, Welton&Gemmell Beverley<br>*A&CP* | Hull Steam Fishing &Ice Co.Ld. | 105·0 Q19'<br>21·2<br>BK7'<br>*WB=DTf13'27t* | 11·2 | | Hull British | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 15 RH<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 " 1 | | 8,05 |
| 200<br>QGVN | **Deli** SteelSc<br>*F.Lewss*<br>*Elec.light* 2 *Dks* | 1394<br>959<br>726 | | | | 1899 | Act.Ges. "Weser" Bremen | Norddeutscher Lloyd | 257·0 F36' | 35·6 | 13·0 | Bremen German | T.3Cy.19½",31½"&48½"–27⅜"<br>*WB* 122 NH<br>A.G." Weser," Bremen | | G | |
| 201<br>89143 | — WoodScSr<br>*Hassan* –98 | ~~441~~<br>~~423~~<br>~~419~~ | 113<br>94<br>47 | | | 1889 | ..... HongKong | KoeGuanCo. | 108·0 | 18·5 | 9·0 | Penang British | C.2Cy.14"&28"–14½"<br>30 RH<br>Dudgeon&Co.,London | | | |
| 202<br>157568 | **Delmar** SteelScTug<br>*G.B.Kirwin* –03 | 294<br>—<br>138 | | | | 1900 | T.S.Marvel &Co.Newburgh,N.Y. | NewYorkPhiladelphia&NorfolkR.R. Co. | 122·3 | 26·9 | 11·7 | Philadlpha Utd.States | | | | |
| 203<br>113920<br>SBVO | **Deloraine** SteelScSr<br>*J.Wilson* –04 ssGls.No.1–04<br>*Mchy. Aft* 1 *Dk(Stl)*<br>*Well deck* | 265<br>170<br>43 | ✠100A1 Gls *c*<br>3,04<br>LMC3,04 | | | 1900<br>11mo | J.Mc Arthur&Co Paisley<br>A&CP | DeloraineSS Co.Ld (J.G.Frew&Co.) | 120·2 Q46'B9'F20'<br>22·1<br>BK7'<br>*WB = FPT22t* | 8·8 | | Glasgow British | C.2Cy.14½"&30"–21" (*s*)<br>120lb 37 RHP<br>1SB,*2pf*,GS39,HS992<br>Bow,McLachln&CoLd.Psy | 9 " 9<br>s " 7 | | 3,04 |
| 204<br>RLGF | **Delos** SteelScSr<br>*F.H.M.Agrell00–00*<br>(ex Olympo) 1 *Dk&Spardk&Web frames* | 2214<br>1972<br>1415 | | | | 1889 | J.Laing Sunderland | Deutsche Levante Linie | 287·0 B70'F33' | 39·0<br>23·7<br>BK7½' | 16·3 | Hamburg German<br>*WB* | T.3Cy.21",34"&56"–42"<br>215 NHP<br>Black, Hawthorn&Co.,Gts | 17 " 2 | G | |
| 205<br>106581<br>PQTS | **Delphic** SteelTwinSc4MstSr<br>*J.Breen* –01<br>*Ref. Mchy.* 3 *Dks* | 8273<br>7865<br>5401 | RMC 12,03 –04<br>RM | | | 1897 | Harland& Wolff(Lim.) Belfast | OceanicStmNavCo Ld.(Ismay,Imrie& Co. *Mgrs.*) | 475·9 B125' | 55·2 | 35·9 | Liverpool British<br>*WB* | T.6Cy.19",31"&52"–48"<br>375 NHP<br>Harland&Wolff(Lim.),Be' | | BT Oil 5,05 | |
| 206<br>KRDB | **Delphin** IronScTrawler<br>*M.Dieckmann* 1 *Dk* | 130<br>119<br>21 | | | | 1889<br>2mo | J.C.Teckelenborg Geestemünde | C.Kämpf | 103·3 | 20·2 | 9·7 | Gstemnde German | C.2Cy.18"&33"–22"<br>Maschinenfab 43 NHP<br>Buckau,Magdeburg | | G | |
| 207<br>111263<br>RQHG | **Delta** SteelScSr<br>*E.Hanck* –03<br>1 *Dk* | 585<br>506<br>352 | | | | 1900 | C.S.Swan& Hunter.Ld. Newcastle | Impl.Dir'tW.India MailServiceCo.Ld. (Elder,Dempster& Co. *Mgrs.*) | 195·5 P28'B12'F26' | 28·2 | 11·8 | Liverpool British<br>*WB* | C.2Cy.21"&42"–27"<br>75 RH<br>J.P.Rennoldsn&Sns,S.Shl. | | | |
| 208 | — IronTwinScSp | 289<br>262<br>182 | | | | 1886 | J.Jones& Sons Liverpool | N.Mihanovich | 135·6 | 28·1 | 7·9 | BnsAyres Argentine | D.2Cy.15"–30"<br>19 NHP<br>J.Jones&Sons,Liverpool | | | |
| 209 | — SteelSc<br>*Mchy. Aft* | 145<br>—<br>99 | | | | 1896 | L.Nixon Elizabethport,N.J. | PhilippineTransp. &ConstructionCo. | 79·7 | 17·9 | 11·1 | Manila Utd.States | C.2Cy.10"&18"–16"<br>11 NHP<br>GlobeIronWorks,Clevelnd | | | |
| * 210<br>113527<br>RSFG | **Demetian** SteelScSr<br>*W.Roberts* –02<br>1 *Dk(Irn)&deep framing*<br>*Well deck* | 1108<br>820<br>696 | ✠100A1 Cff *n*<br>5,04 [illegible]<br>LMC5,00 | | | 1900<br>6mo | W.Harkess &Son Middlesbro' | S.S.Demetian&Ordovician Co.Ld. (O. &W.Williams)<br>A&CP *WB = DBasu E79'u13'* | 225·0 P15'Q67'B57'F21'<br>34·0<br>FK<br>*15'f92'350t FPT* | 14·2 | | Cardiff British<br>*4 BHCem*<br>*39t APT28t* | T.3Cy.17",28½"&46"–33" (*s*)<br>180lb *90lb* 131 NHP<br>1SB,*3cf*,GS59,HS2025<br>MacColl&Pollock,Sld. | 16 " 6<br>s 1 " 7 | | 5,04 |
| 211<br>HNMJ | **Demetrio S. Schilizzi** SteelScSr<br>*A.Syrmas85–93* ssCff.No.2–01<br>*Elec.light* 1 *Dk(pt Stl pt Irn)&Web frames&pt Awng dk*<br>*Now named "Sainte Helene," See No. 3 in Supplement.* | 2034<br>1477<br>1277 | ✠100A1 Lth *r*<br>*pt Awng dk with freeboard* 10,03<br>LMC7,01 | | | 1893<br>7mo | W.Gray& Co.(Lim.) W Hartlepool | Foscolo,Mango& Co.<br>*WB = Cell D* | 285·0 Q107'<br>39·2<br>*Ft Awng dk178'* FK<br>*B224' 588t FPT53t* | 16·4 | | Piræus Greek<br>*6 BHCem*<br>*APT59t* | T.3Cy.22",36"&59"–39" (*s*)<br>160lb *80lb* 219 NH<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.(Lim.),Stockton | 19 " 2<br>s 9 " 3½ | | 10,03 |
| 212<br>[illegible] | **Demetrios** IronScSr<br>*P.Ambatiellos* –02 ssShl.No.3–3,97<br>(ex Ben Ledi) [illegible]<br>*Well deck* ssMsl.No.2–05 1 *Dk(Irn)2trB* | *1916*<br>*1600*<br>*1226* | ✠100A1 Tri *r*<br>1,05 [illegible] Msl<br>[illegible] LMC 1,05 | | | 1884<br>3mo | J.Laing Sunderland | Vagliano Bros. | 270·0 Q98'B56'F34'<br>36·4<br>BK9½'<br>*WB = DB* | 21·0 | | Cephlonia Greek<br>*4 BHCem*<br>*a80'f52'209t* | C.2Cy.36"&60"–39"<br>80lb *80lb* NDB99 173 NHP<br>2SB,*4pf*,GS72,HS2794<br>G.Clark,Sunderland | 22 " 4<br>s 2 " 7½ | [illegible] | [illegible] 1,05 |
| 213<br>104732<br>PCLR | **Den of Airlie** SteelScSr<br>[illegible] ssNpt.No.2–03<br>2 *Dks(Stl–Uws)&deep framing*<br>*Elec.light* *Cummings* –04 3 *Dk rule* | 3507<br>3251<br>2271 | ✠100A1 Nwc *w*<br>[illegible] 3,05 Lon–Liv<br>BS5,04 LMC5,03 | | | 1895<br>10mo | C.Connell &Co. Glasgow | SS.Den of Airlie Co. Ld(C Barrie&Son)<br>*WB = Cell D Ba* | 344·0 P36'B86'F38'<br>44·5<br>FK<br>*114' uE&B38'f141* | 25·8 | | Dundee British<br>*6 BHCem*<br>*731t APT69t* | T.3Cy.25",41"&67"–45" (*s*)<br>170lb *100lb* 326 NHP<br>2SB,*6rf*,GS110,HS4994 FD<br>D.Rowan&Son,Glasgow | 28 " 6<br>s 5 " 4 | [illegible] | 3,05 |
| 214<br>*Should be* | **Den of Mains** SteelScSr<br>"LuluBohlen," *See No. 36 in Supplement.* | 4400<br>4000<br>2570 | 100A1<br>*Spar dk*<br>*(Class Contemplated)* | | | 1904 | Russell& Co. Pt.Glasgow | C.Barrie&Son | 380·0 P36'B106'F36' | 47·4 | 27·4 | Dundee British | T.3Cy.26",42"&70"–48"<br>D.Rowan&Co.Glasgow | | | |
| 215<br>104750<br>QRDF | **Den of Ogil** SteelScSr<br>*A.Low* –02 ssYka.No.1–02<br>1 *Dk(Stl)&Spar dk(Stl)&deep framing*<br>*Elec.light* | 3929<br>3628<br>2522 | ✠100A1 Yka *w*<br>*Spar dk*<br>[illegible] Lon–Dun<br>2,05 LMC10,02<br>BS2,05 | | | 1899<br>2mo | Russell& Co. Port Glasgow | S.S.Den of Ogil Co. Ld(C Barrie&Son)<br>*WB=Cell D Ba112'* | 345·2 P30'B72'F36'<br>49·8<br>FK<br>*uE&B36'f146'885t* | 18·0 | | Dundee British<br>*6 BHCem*<br>*APT71t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *80lb* 369 NHP<br>2SB,*6cf*,GS118,HS5020 FD<br>Blackwood&Gordon,P.Gls | 20 " 5<br>s 6 " 1½ | [illegible] | [illegible] N2,04 |

| Numéro | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Navire. Mach. | Par qui | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Poids d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. RHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord en hiver du pont de | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216 | **Don of Seaton** Sunk by Guns on 1914 | Steel Sc Sr | 382 | ✝ 100 A1 | Lon | w | 1901 | Sir Raylton Dixon & Co. Ltd. Middlesbro' A&CP | S.S. Don of Seaton Co. Ltd. C. Barrie & Son | 350·0 \| 47·7 \| 19·5 | Dundee British | T. 3 Cy. 25", 40" & 68"–48" | 22 | 1 | 12.03 |
| 110092 | *P. Singer* 77–01 | | 373 | *Spar dk* | | | | | | 1932 B88 F34' 27·3 | | 190 lb | | | |
| SNDE | 1 *Dk (Stl) & Spar dk (pt Irn pt Stl)* | | 2485 | 12,03 | | | | | | FK | 8 *B H Cem* | S B, 9 *cf*, 68148, 66189 | | | |
| | *Elec. light* | *& deep framing* | | | | | | *WB = Cell D Ba* 112 *u E* 22 *f* 144' | | 733 *t APT* 76 | | Richardsons, Westgarth & Co. Ltd. Mdlbr. | | | |
| 217 | **Delaby** | Steel Sc Sr | 2957 | ✝ 100 A1 | Cff | u | 1900 | W. Gray & Co. Ltd. West Hartlepool A&CP | Glasgow Navigation Co. Ltd. (Sinclair, Mackay & Co.) Mgrs. | 325·0 \| 47·1 \| 22·1 | [illegible] | T. 3 Cy. 24", 38" & 64"–42" | 24 | 10 | |
| 110700 | [illegible] | *ss* Hul. No. 1–04 | 2819 | 14,00 2,05 | Hed Bry | | 5mo | | | P29' B92' F80' | British | 160 lb 264 NH | | | |
| RPSH | *H. Holmes* –05 | 1 *Dk (Irn) 2 tr B & deep framing 3 Dk rule* | 1980 | LMC | | | | | | FK | 5 *B H Cem* | S B, *Grf*, 68296, 68963 | | | |
| | | | | | | | | *WB = Cell D Ba & u E* | | 180 *f* 136' 731 *t APT* 8 *t* | | Cen Mar. Eng. Wks W Hpl | | | |
| 218 | **Denbighshire** | Steel Sc Sr | 3844 | ✝ 100 A1 | Hpl | w | 1899 | Sunderlnd S.B. Co. Ltd Sunderland A&CP | Jenkins & Co. Ltd. | 356·0 \| 45·2 \| 18·7 | London British | T. 3 Cy. 24", 40" & 64"–42" | 21 | 4 | |
| 112630 | *W. A. Evans* –03 | *ss* Ham. No. 1–04 | 3451 | *Spar dk* | | | 11mo | | | P38' B92' F46' 26·3 | | 170 lb *100 lb* 292 NH | 6 | 4 | 8.04 |
| RKMT | 1 *Dk (Stl) & Spar dk (Stl)* | | 2489 | 5,05 | LMC 11 04 | | | | | FK | 6 *B H Cem* | 2 S B, *Grf*, 68120, 68680 | | | |
| | *Elec. light* | *& deep framing* | | | | | | *WB = Cell D Ba* 110 *u E & B* | | 34 *f* 154' 681 *t* | | N. E. Marine Co. Ltd. Sld. | | | |
| 219 | **Denderah** | Steel Sc Sr | 3066 | | | | 1892 | Flensburg Schiffsb. Ges. Flensburg | Deutsche-Dmpfs-fahrts Ges Kosmos | 322·6 \| 40·2 \| 24·3 | Hamburg German | T. 3 Cy. 25", 41" & 68"–45" | | | G |
| | *H. von Riegen* 90–99 | | 2506 | | | | | | | P 196 F 44' | | 310 NH | | | |
| RJNM | (ex Delia) | 2 *Dks 3 tr B* | 1960 | | | | | | | | | Flensburger Schiffsb. Ges. | | | |
| 220 | **Denebola** | Steel Sc Sr | 1481 | | | | 1899 | Act. Ges. "Neptun" Rostock | Holm & Molzen | 241·7 \| 36·1 \| 17·0 | Flensburg German | T. 3 Cy. 18", 30½" & 48"–33½" | | | G |
| | *C. Negel* 02–02 | | 1200 | | | | | | | P 25' B 58' F 29' | | 133 NH | | | |
| LMPQ | 1 *Dk* | | 910 | | | | | | | | *W B* | A. G. "Neptun," Rostock | | | |
| 221 | **Denia** | Steel Sc Sr | 1632 | ✝ — | Lon | q | 1890 | Sunderlnd S.B. Co. Ltd. Sunderland | Cia. Valenciana de Nav. | 249·0 \| 35·3 \| 15·0 | Valencia Spanish | T. 3 Cy. 19", 31" & 51"–36" | 17 | 3 | |
| | *A. Fonda* 99–02 | *ss* Msl. No. 3–5.97 | 1525 | [illegible] | | | 4mo | | | P 27' F 31' | | 158 NH | | | |
| HJWD | 1 *Dk (Stl) & Spar dk & Web frames* | | 1057 | *Spar dk* | | | | | | BK 7·5 | 2 *B H Cem* | 2 S B, *4rf*, 68 [illegible] | | | |
| | *Stringers & Web frames Iron* | | | | | | | | *WB = Cell* | | *DB* 209' 275 *t* | Black, Hawthorn & Co., Gts | | | |
| 222 | — | Iron Sc K | 248 | 90 A1 | Ard | e | 1866 | Scott & Co. Greenock A&CP | R. Kay | 141·0 \| 20·2 \| 11·8 | Troon British | C. 2 Cy. 21½" & 34½"–18" | 12 | 4 | |
| 56156 | *J. Stewart* –97 | *ss* Gls. 2nd No. 3–3,00 | 219 | 3,01 | Gls | | 9mo | | | Q 44' | | 6 lb NE 73 40 RH | 8 | 1 · 7 | 6.04 |
| HPNR | *F. McIvor* | *ss* Gls. No. 1–04 1 *Dk* | 97 | NB [illegible] | LMC 2 04 | | | | | pt N D 8·9 BK 6½ | 3 *B H Cem* | 1 S B, *Grf*, 68 25, 68 721 | | | |
| | | | | | BS 2,05 | | | | | | | Gourlay Bros. & Co., Dundee | | | |
| 223 | **Denshin Maru** | Iron Twin Sc Sr | 264 | | | | 1873 | Saigaye Tokio | Amagasaki Isaburo | 117·8 \| 18·5 \| 14·6 | Osaka Japanese | 2 Cy. 16"–16" | | | |
| 347 | *Kawakami Sakujiro* | (ex Kobe Maru) | 241 | | | | | | | | | N E & B 87 16 NH | | | |
| HBLM | | 2 *Dks* | 164 | | | | | | | | | Niikuma Masajiro, Osaka | | | |
| 224 | **Denshin Maru No. 2** | Iron Twin Sc Sr | 305 | | | | 1888 | Niikuma Masajiro Osaka | Amagasaki Isaburo | 129·6 \| 19·0 \| 14·7 | Osaka Japanese | C. 4 Cy. 13½" & 22½"–15" | | | |
| 1085 | *Mayeda Otomatsu* | | 280 | | | | | | | | | 36 NH | | | |
| HGPS | | 2 *Dks* | 189 | | | | | | | | | Niikuma Masajiro, Osaka | | | |
| 225 | **Denshin Maru No. 3** | Wood Sc Sr | 151 | | | | 1889 | Niikuma Masajiro Osaka | Amagasaki Isaburo | 108·5 \| 14·7 \| 13·6 | Osaka Japanese | C. 2 Cy. 14" & 24½"–15" | | | |
| 1131 | *Sakui Chozo* | | 145 | | | | | | | | | N B 86 19 NH | | | |
| HGST | | 2 *Dks* | 94 | | | | | | | | | Niikuma Masajiro, Osaka | | | |
| 226 | **Denver** | Steel Sc Sr | 4549 | ✝ 100 A1 | N Yk | x | 1901 | Harlan & Hollingsworth Co. Wlmgtn, Del A&CP | New York & Texas S.S. Co. (C. H. Mallory & Co. *Mgrs.*) | 372·7 \| 48·2 \| 24·5 | New York Utd. States | T. 3 Cy. 38½", 54" & 87"–54" (*s*) | 26 | 0 | |
| 157028 | *S. Howard* 78–01 *Evans* | | 3167 | *pt Awng dk* | | | 10mo | | | P 84' B 158' F 91' | | 180 lb *180 lb* 840 NH | 4 | 6 | |
| KRFN | 2 *Dks (Stl–ws) & Web frames &* | | 2819 | *with freeboard* | | | | | | FK | 7 *B H Cem* | 4 S B, *16cf*, 68293, 68 1284 FR | | | |
| | *Elec. light* | *pt Awng dk (Stl–ws)* | | 7,01 10,03 | ✝ LMC 10,01 | | | | | | | Harlan & Hollingsworth Co. Wilmington, Del | | | |
| | | | | 4,05 | | | | *WB = Tank under s* | | *haft tunnel* 80 *t FPT* | 35 *t APT* 9 *t* | | | | |
| 227 | **Der Preusse** | Iron Sc Sr | 290 | | | | 1856 | J. Scott Russell & Co. London | Neue Dampfer-Cie. Act. Ges. | 146·4 \| 19·8 \| 11·7 | Stettin German | C. 2 Cy. 20½" & 35½"–25" | | | |
| | *A. Schröder* | 1 *Dk* | 241 | | | | | | | Q 25' B 25' F 10' | | 53 NH | | | |
| JBRS | | | 157 | | | | | | | | | A. G. "Vulcan," Stettin. | | | |
| 228 | **Deramore** | Steel Sc Sr | 2369 | ✝ 100 A1 | Nwc | s | 1889 | C. S. Swan & Hunter Newcastle A&CP | Acties. Deramore (A. Gjersöe) | 290·0 \| 39·0 \| 19·8 | Frdrikstad Norwegian | T. 3 Cy. 22½" 36½" & 60"–39" (*s*) | 22 | 3 | 1901 |
| | *C. Borge* –01 | *ss* Cff. No. 3–2,98 | 1804 | *pt Awng dk* | | | 4mo | | | P 25' Q 92' B 172' | | 160 lb *80 lb* S D 101 250 NH | 8 | 0 | |
| HMPE | | *ss* Nwc. No. 1–01 | 1496 | *with freeboard* | | | | | *pt Awng dk* 178' *u E* 10 | | 5 *B H Cem* | 2 S B, *6cf* 68130, 68141 | | | |
| | | 1 *Dk (Irn) & Web frames* | | 10 10,07 | | | | | pt N D 9·1 | *WB = Cell* | *DB* 244' 460 *t* | Wlsnd Slpwy & EC (L) Nwc | | | |
| | | | | N B [illegible] | L MC 10.01 | | | | | | | | | | |
| 229 | **Derby** | Iron Sc K | 144 | ✝ 100 A1 | Gms | | 1896 | Edwards Bros. Newcastle A&CP | Hagerup, Doughty & Co. Ld. | 104·0 \| 20·7 \| 10·5 | Grimsby British | T. 3 Cy. 9", 16" & 25½"–19½" | 11 | 7 | |
| 106683 | *G. L. Leeming* –96 | [illegible] | 139 | *Stm Trawler* | | | 11mo | | | BK 7½ | 3 *B H Cem* | 200 lb 45 RH | | | |
| | | 1 *Dk* | 46 | 10,04 3,01 | 10.01 | | | | | | | 1 S B, 2 *cf*, 68 26, 68 590 | | | |
| | | *ss* Gms. No 2–04 | | [illegible] | L MC [illegible] | | | *Lloyd's* SA & CP | | | | N. E. Marine Co. (Lim.), Sld. | | | |
| 230 | **Derbyshire** | Steel Twin Sc 4 Mst Sr | 6636 | ✝ 100 A1 | Bkn | b† | 1897 | Harland & Wolff, Ld. Belfast *Lloyd's* A&CP | Bibby S.S. Co. Ltd. (Bibby Bros. & Co. *Mgrs.*) *WB = Cell D Ba* 108' *u E & B* 17 | 452·0 \| 52·2 \| 30·5 | Liverpool British | T. 6 Cy. 28½", 39" & 66"–48" (*s*) | 34 | 1 | BT (111) |
| 106876 | *E. Rigby* –01 | | 5618 | 9,04 4,00 | Liv | | 10mo | | | P 56' B 152' F 56' | | 185 lb 795 NH | 8 | 6 | |
| PVFL | *Pen* –04 | *ss* Lon. No. 1–02 | 4237 | [illegible] | L MC 8.02 | | | | | FK & BK 3·7 | 7 *B H Cem* | 2 D & 2 S B 24 *cf* 68411 68 14026 | | | |
| | *Elec. light* | 3 *Dks (Stl–Uws)* | | | | | | | *DBa* 108' *u E & B* 17 | 65' *f* 175' 1234 *t FP T* | 62 *t APT* 47 *t* | Harland & Wolff, Ld., Bel. | | | |
| 231 | **Derwen** | Steel Sc Sr | 3544 | ✝ 100 A1 | Cff | r | 1899 | J. Readhead & Sons South Shields A&CP | W. & C. T. Jones S.S. Co. Ltd. (W. & C. T. Jones) | 341·0 \| 46·6 \| 24·7 | Cardiff British | T. 3 Cy. 24", 40" & 65"–46" | 27 | 4 | |
| 109778 | *F. Clayton* –01 | *ss* Cff. No. 1–04 | 3313 | *with freeboard* | | | 2mo | | | P 29' B 84' F 32' | | 160 lb *80 lb* 293 NH | 8.5 | 6½ | |
| QTCM | | 1 *Dk (pt Irn pt Stl) 2 tr B & deep framing 3 Dk rule* | 2285 | 3,0 12,04 | L MC 6.03 | | | | | FK | 6 *B H Cem* | 2 S B, *Grf*, 68110, 68 1557 | | | |
| | | | | | | | | *WB = Cell D Ba* | | 114' *u E* 20' *f* 140' 847 *t* | *APT* 35 *t* | J. Readhead & Sons, S. Shl. | | | |
| 232 | **Derwent** | Steel Sc Sr | 830 | ✝ 100 A1 | Goo | m | 1888 | W. Dobson & Co. Newcastle *Lloyd's* A&CP | Coole S. Shg. Co. Ld. Lowestoft Yorkshire Rly Co. | 230·0 \| 30·7 \| 14·7 | Goole British | T. 3 Cy. 19", 33½" & 54"–33" (*s*) | 15 | 8 | 8.04 |
| 91316 | *G. Arnold* 93–00 | *ss* Nwc. No. 3–3,00 | 668 | 4,03 | | | 7mo | | | P 29' B 54' F 31' | | 160 lb *80 lb* 185 NH | 2 | 2 | |
| KTHQ | | 1 *Dk (Irn)* | 418 | NB 3,00 | L MC 3 [illegible] | | | | | BK 7½ | 5 *B H Cem* | 2 S B, *Grf*, 68108, 68 3046 | | | |
| | | | | DB 2.04 | [illegible] | | | | *WB = Cell* | | *DB* 115' 128 *t* | Wlsnd Slpwy Co. (Lim.) Nwc | | | |
| 233 | — | Iron Sc Bk | 478 | | | | 1864 | A. & J. Inglis Glasgow | Howard Smith Co. Ld. | 196·0 \| 25·8 \| 13·3 | Sydney N.S.W. British | C. 2 Cy. 24" & 38"–32" | | | |
| 50005 | *F. G. Dix* –03 | 1 *Dk* | 383 | | | | 6mo | | | P 93 *t* | | N E 80 96 RH | | | |
| WGJP | | | 351 | | | | | | | | | J. Jack & Co., Liverpool | | | |
| 234 | — | Steel & Iron Sc 3 Mst Sr | 204 | ✝ 100 A1 | Bkn | | 1883 | R. William-son & Son Workington *Lloyd's* SA & CP | G. Pile | 144·2 \| 23·0 \| 10·4 | Workngtn British | C. 2 Cy. 18" & 34"–24" | 11 | 2 | |
| 79124 | *J. Paton* –02 | *ss* Liv. No. 3–1,96 | 224 | 10,04 [illegible] | Bry | | 12mo | | | 250 B 7' F 19' | | 75 lb 49 RH | 1 | 8 | |
| JFGS | *Mchy. Aft* | [illegible] | 110 | BS 1.03 | [illegible] | | | | | BK 7½ | 3 *B H Cem* | 1 S B, 2 *cf* 68 32 | | | |
| | 1 *Dk (Irn) Iron frames & Steel plating* | | | [illegible] | | | | | | *WB = DB* 70 *t* | | J. & T. Young, Ayr | | | |
| | | *ss* Bry No. 3–04 | | | | | | | | | | | | | |
| 235 | — | Iron Sc K | 151 | [illegible] | | | 1893 | Earle's Co. (Lim.) Hull *Lloyd's* SA & CP | D. Line Stm Fishing Co. Ld. (A. Jeffs, *Mgr.*) | 98·0 \| 20·7 \| 11·1 | Grimsby British | T. 3 Cy. 11", 17" & 30"–21" | 11 | 3 | |
| 99703 | *F. Hobbs* –93 | *ss* Gms. No. 2–02 | 146 | *Stm Trawler* | | | 8mo | | | 118' F 19' | | 160 lb 45 RH | | | |
| NMJR | | 1 *Dk* | 61 | [illegible] | [illegible] | | | | | BK 7½ | 3 *B H Cem* | 1 S B, *2pf*, 68 28, 68 792 | | | |
| | | | | [illegible] | [illegible] | | | | | | | Earle's Co. (Lim.), Hull | | | |
| 236 | **Desdemona** | Steel Sc K | 242 | ✝ 100 A1 | Hul | | 1901 | Cook, Wel-ton & Gemmell Hull *Lloyd's* SA & CP | Hellyer's Steam Fishing Co. Ld. | 125·0 \| 21·5 \| 11·5 | Hull British | T. 3 Cy. 12½", 21½" & 35"–24" | 12 | 4 | |
| 113624 | *J. T. White* 92–01 | | 218 | *Stm Trawler* | | | 11mo | | | 249' | | 200 lb (*s*) 74 RH | | | |
| THBX | | 1 *Dk* | 88 | 1,05 [illegible] | L MC 11,01 | | | | | BK 7½ | 4 *B H Cem* | 1 S B, *2cf*, 68 35, 68 1220 | | | |
| | | | | | [illegible] | | | | | | | Amos & Smith, Hull | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. — Master — Special Surveys. No. of Decks, &c. | Tonnage Under deck / Net | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of survey | Years Assigned / now expired | Built. When | By Whom — Where | Owners. | Regist'd Dimensions Deck Erections, &c. | Port of Registry / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ. RIP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships | Deepest draught to which L.R. has been assigned | Date when last built |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 237 | **Descado** — *B.Casaglia* — *1 Dk* | 314 / 178 | | | | 1890 | Newall& Co. Bristol | Bossio&Camuyrano | 151·0 \| 26·4 \| 8·3 — P30′F19′ len93 FK | Buenos Ayres Argentine | T.3Cy.18″,19″&32½″–20″ 51NH — Newall&Co.,Bristol | 9 ″ 0 | | |
| 238 98752 MTNS | **Desideratum** — *R.C.Rommer –01* — *ssHul.No.1–95* — *1 Dk* | 150 / 138 / 59 | ✠ — *Stm Trawler* — 5.00 | Hul | | 1891 7mo | Cook,Welton&Gemmell Hull | J.H.Marr | 100·5 \| 20·8 \| 11·0 — Q21′ BK7½ | Hull British 3 *BHCem* | C.2Cy.17″&33″–22″ 45RH — 1SB.*2pf*,GS30,HS810 Bailey&Leetham,Hull | 11 ″ 11 | | |
| 239 HVFD | **Désirade** — *A.Igaccio99–02* — *(exCity of Brussels)* | 1453 / 1231 / 744 | | | | 1868 | Randolph, Elder&Co. Glasgow | Cie.Générale Transatlantique | 268·0 \| 32·7 \| 20·6 — P73′ F44′ | Marseilles French | 2Cy.39½″&71″–36″ NB95 252NH — Randolph,Elder&Co.,Gls. | | | |
| 240 157556 KPMF | **Despatch** — *L.Lerinson –02* — *Elec.light* — *Fitted for liquid fuel* | 678 / 587 / 539 | | | | 1899 | H.D.Bendixen, Eureka,Cal. | California&OregonCoastS S.Co. | 175·0 \| 36·0 \| 14·0 | S.Francisco Utd.States | C.2Cy.42″&26″–20″ 25NH — Fulton Iron Works,S.Frsco | | | |
| 241 90440 | **—** — *W.Nicholl98–98* — *Mchy. Aft* | 237 / 204 / 114 | | | | 1869 | T.B.Seath &Co. Glasgow | HuddartParker& Co.Proprietary Ld. | 151·0 \| 20·1 \| 10·3 — Q30t | Melbourne British | C.2Cy.18″&36″–22″ 90RH — Rankin&Blackmore,Grk. | | | |
| 242 11570 KTFH | **—** — *W.Dennitts –03* | 218 / 181 / 82 | | | | 1856 | Jones Liverpool | Harland&Wolff Ld | 129·0 \| 20·2 \| 10·0 | Liverpool British | D.2Cy.34″–48″ NE78 NB92 80RH — Fawcett,Preston&Co.,Liv. | | BT till 9,04 | |
| 243 73531 | **—** | 130 / 125 / 10 | | | | 1875 | J.Stewart London | Gt.Eastern Rly.Co. | 99·4 \| 18·5 … | Lowestoft British | L.2Cy.30″–42″ 60RH — J.Stewart,London | | | |
| 244 108350 | **—** — (*Tug*) | 43 / 43 / 5 | | | … | 1898 | Willoughby Bros. Ld Plymouth | Deering& Robottom | 66·0 \| 14·1 \| 7·0 — BK5″ | London British | C.2Cy.12″&24″–18″ 30RH — Willoughby Bros. Ld.Ply. | 7 ″ 6 | | |
| 245 HMRF | **Despina** — *I.P.Margaronis* — *Well deck* | *1223* / *916* / *719* | ✠100A1 — 9.03 — MS4,03 ✠LMC — BS5,03 | Pir | *n* | 1890 10mo | Campbltn Shipbldg.Co Campbeltwn — *Lloyd's A&CP* | P.Margaronis& Sons | 225·0 \| 32·6 \| 16·4 — Q77′B96′F27′ FK — *WB=APT73t* | Argostoli Greek 130 | T.3Cy.17″,27″&44″–33″ (*s* — 15lb *47lb* NDB05 111NH — 1SB.*3cf*,GS68 R.Harvey&Co.,Glasgow | 17 ″ 3 — s1 ″ 3½ | ~~—~~ — N4,05 | |
| 246 | **Dessalines** — (*ex*Ethel) | 570 / — / 306 | | | | 1883 | B.G.Hillman&Co. Camden,N.J. | HaytianGovernment | 167·0 \| 31·0 \| 17·5 | Haytian | C.2Cy.24″&42″–36″ 88NH — Neafie& Levy,Philadelphia | | | |
| 247 RKDN | **Desterro** — *R.Hartmann02–02* — *Elec.light* — 1 *Dk&Spar dk&Web frames* | 2543 / 2232 / 1611 | | | | 1894 | Blohm& Voss Hamburg | Hamburg-Südamerik.Dampfschifffahrts Ges. | 300·7 \| 38·2 \| 23·7 — P36′B84′F44′ — *WB* | Hamburg German | T.3Cy.21″,33½″&56″–42″ 203NH — Blohm& Voss,Hamburg | | G | |
| 248 | **—** — *Wilkinson –89* — *Elec.light* | *1495* / *1329* / *918* | ✠ — 10,89 ✠ | Nwc | *p* | 1889 10mo | Hawthorn, Leslie&Co.Ld Newcastle | LloydBrazileiro | 265·7 \| 34·1 \| 17·8 — BK6″ — *WB=DBa70′123t* | R.Janeiro Brazilian | T.6Cy.18″,28″&44″–27″ 205NH — 2SB.*6pf*,GS216,HS3120 HwthrnLslie&C(Lm)Nwc | 19 ″ 0 | | |
| 249 113433 SCLR | **Deucalion** — *G.D.Keay –00* — *Elec.light* | 7030 / 5595 / 4476 | | | | 1900 | Scott&Co. Greenock | OceanS.S.Co.Ld. (*A.Holt&Co Mgrs*) | 443·0 \| 52·8 \| 31·9 — P50′B154′F58′ — *WB* | Liverpool British | T.3Cy.29″,49″&82″–60″ 521NH — Scott&Co.Greenock | | BT till ~~9,05~~ 2,06 | |
| 250 HKBN | **Deusto** — *J.J.Zalvidea01–02* — *ss*Bbo.No.1–02 — 1 *Dk(pt Irn&pt Stl)&Web frames* — *Well deck* | 1626 / 1307 / 911 | ✠100A1 — 4,03 ~~7,08~~ — ~~Sunderland~~ BS5,05 ✠LMC 12,01 | Bbo | *q* | 1897 9mo | Sir Raylton Dixon&Co. Middlesbro' A&CP | Cia. Anon.del VaporDeusto (Sota y Aznar) | 249·5 \| 37·0 \| 17·2 — Q93′B64′F31′ FK — *WB=CellDBa72′uE&B32′f100′* | Bilbao Spanish 1 *BHCem* 391t *APT65t* | T.3Cy.18″,29½″&48½″–33″ 1601b *80lb* (*r*) 127NH — 2SB,*4pf*,GS58,HS1786 SirC.Furness,Westgarth &Co.(Lim.),Mdb | 19 ″ 6 — s 2 ″ 3 | ~~5,08~~ 4,09 | |
| 251 MQVQ | **Deutscher Kaiser** — *P.Casten –03* — 1 *Dk&Spar dk3tr B* | 1327 / — / 830 | ✠ — *Spar dk* 10,71 | Hpl | | 1868 5mo | J.Laing Sunderland | Emil.R.Retzlaff | 253·0 \| 30·3 \| 16·0 — 23·5 len75drp69&70 | Stettin German 4 *BHCem* | 2Cy.29″&57″–36″ NE75 NB93 162NH — Ouseburn Eng.Wks.,Nwc. | | V | |
| 252 RLQD | **Deutschland** — *H.H.Barends79–02* — *Elec.light* — 4 *Dks&Promenade dk* | 16502 / 12306 / 5196 | | | | 1900 | Act.Ges. "Vulcan" Stettin | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 660·9 \| 67·3 \| 40·3 — P108′ B107′ F117′ — *WB* | Hamburg German | Q.12Cy.(4)36⅝″,(2)73½″,(2) 104″&(4)106⅝″–72½″ 3857NH — A.G."Vulcan,"Stettin | | G | |
| 253 RJVS | **—** — *H.Dalldorf88–02* — *Mchy.Aft* — *Elec.light* — 2 *Dks&Spar dk* — *Carrying Petroleum in bulk* | 3710 / 3321 / 2353 | | | | 1893 | Act.Ges. "Vulcan" Stettin | Deutsch-Amerik. PetroleumGes. | 339·1 \| 43·7 \| 29·6 — P42′ B25′ F32′ — *WB* | Hamburg German | T.3Cy.23¾″,40½″&64½″–49½″ 289NH — A.G."Vulcan,"Stettin | | GV | |
| 254 PBJL | **—** — *G.H.S.Ohlsen82–95* — *Elec.light* | 739 / 535 / 463 | | | | 1882 | Stettiner Act.Ges. Stettin | Riga-Lübecker DmpfsfahrtsGes. | 194·4 \| 26·8 \| 15·1 — P92′ B35′ | Lübeck German | C.2Cy.28″&46″–27″ NB95 92NH — StettinerA.G.,Stettin | | G | |
| 255 KHQJ | **—** — *T.Janssen –94* | 186 / 147 / 64 | | | | 1893 | Gebrüder Sachsenberg Gesel.m.b.H. Rosslau | H.Mestemaker | 117·5 \| 20·7 \| 8·5 — *Promenade dk* 55′ | Norderney German | C.2Cy.10¼″&19″–12½″ 11NH — GebrüderSachsenberg Gesel.m.b.H.,Rosslau | | G | |
| 256 HVLG | **Deux Charentes** — *F.Conan91–01* — 1 *Dk(Irn)&deep framing* — *Well deck* | ~~1511~~ 1355 / 1202 / 861 / 816 | ✠100A1 — 5,01 ~~8,03~~ ✠LMC5,01 | Cff | *p* | 1901 5mo | WoodSkinner&Co.Ld. Newcastle — A&CP | A.D'Orbigny, Faustin&Cie. | 250·0 \| 37·2 \| 16·2 — P28′Q110′B12′F27′ FK — *WB=CellDBa74′uE&B36′f194′391t FP7* | LaRochlle French 4 *BHCem* 61t *APT67t* | T.3Cy.20″,33″&54″–36″ (*s*) 1601b *80lb* 180NH — 2SB,*6pf*,GS90,HS2800 N.E.MarineEng.CoLdNwc | 18 ″ 5 — s 1 ″ 9½ | ~~8,03~~ | |
| 257 HVQK | **Deux Frères** — *Maréchal01–01* — *Well deck* — (*ex*Alacrity) — 1 *Dk* | 287 / 201 / 95 | | | … | 1893 | J.T.Eltringham&Co S.Shields | BretelFrères | 130·5 \| 21·7 \| 9·7 — Q42′B10′F20′ BK7″ — *WB* | St.Vaast French | C.2Cy.16″&32″–22″ 42NH — G.T.Grey,S.Shields | 10 ″ 0 | V | |
| * 258 114197 SRKM | **Devanha** — *W.Sim01–01* — 1 *Dk* | 196 / 185 / 56 | ✠100A1 — *Stm Trawler* — 5,05 ~~8,04~~ ✠LMC9,01 | Abn | | 1901 9mo | J.Duthie Sons&Co. Aberdeen — *Lloyd's A&CP* | CaledonianSteam TrawlingCo.Ld. (~~Young&Jameson, Mgrs.~~) | 115·5 \| 21·7 \| 11·9 — BK7½″ — *WB=DBf5′10t* | Aberdeen British 3 *BHCem* | T.3Cy.12″,19½″&32″–22″ (*s*) 1801b 52RH — 1SB,*2pf*,GS37,HS1091 W.V.V.Lidgerwood,Gls. | 12 ″ 5 | | N10·0 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage officiel / Tonn. Sous le Pont. / Nets | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Temps auquel maintenant Surv. Spéc. Lloyd's Register | 8 Construit. Quand. Navire. Mach. | 9 Par qui — Où. | 10 Armateurs. | Superstructures, &c. d'après le Tonnage. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Pression des Chaudières. NHP= d'après les dimensions de la machine. IHP= d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au dessus du pont du navire. pds. pc. | 15 Epaisseur de la Tôle du Pont de Pont. | 16 Epaisseur de la Tôle de la Quille. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 259 | Devawongse | SteelScSr | 1644 | | | | 1888 | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 270·5 \| 37·0 \| 21·8 H— F40′ | | | Bremen German | T.3Cy.22″,36″&57″–42″ 211NH Fairfield Co.(Lim.),Gls. | | V | |
| QGVC | *C.Kumpe* | | 1644 | | | | | | | | | | | | | | |
| 260 | Development | IronScFlat | 147 | | | | 1865 | Winsford len&reb.87 H.E.Falk,Liv | Salt Union Ld. | 88·5 \| 19·8 \| 7·8 426t | | | Liverpool British | 2Cy.9½″–12″ NE&B87 6RH W.E.Bates,Leftwich | | | |
| 5143 | | | 113 100 | | | | | | | | | | | | | | |
| 261 | Devon | SteelScSr | 5489 | ✠100A1 Liv *a*† *Shelter dk with freeboard* 11.04 LMC | | | 1897 | Hawthorn, Leslie&Co.Ld Newcastle | Federal Stm.Nav. Co.Ld. | 420·0 \| 54·0 \| 28·7 P45′B&F855′ FK *Cell D Ba 105′ u E 23 f 193′ 984t FPT* | | | London British | T.3Cy.30″,48″&78″–64″ 160lb *90lb* FD 505NH 7 BH Cem 2SB,3cf,6rf,gs180,hs6754 130t APT 45t Hwthrn,Leslie&C.Ld.Nwc | 32 « 0 « 6 « 4 | BT 0.41 | 9,03 |
| 109171 | *H.L.Brown* –02 | ssLon.No.1–01 | 3540 | | | | | | | | | | | | | | |
| PNLV | *Ref.Mchy.* | 2Dks(Stl)&deep framing | | | | | | | | | | | | | | | |
| | *Elec.light* | | | | | | | | | | | | | | | | |
| 262 | — | SteelScK | 181 | ✠100A1 Shl *Stm Trawler* 12.03 LMC12.03 | | | 1903 | Smith's Dock Co.Ld North Shields | Sellick,Morley& Price | 110·3 \| 21·0 \| 11·6 BK7½′ | | | Milford British | T.3Cy.12″,19″&32″–22½″ (*s*) 180lb 51RH 3 BH Cem 1SB.2pf,gs32,hs987 M.A.C.&Pollock,Sld. | 12 « 6 | | |
| 112408 | *B.H.Galvin* –03 | | 102 46 | | | | 12mo | | | | | | | | | | |
| | | 1Dk | | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| 263 | Devona | SteelScSr | 3772 | ✠100A1 Shl *x* *Spar dk pt Shelter dk with freeboard* LMC | | | 1896 | C.Connell &Co. Glasgow | S.S.Devona of Dundee Co.Ld. (W. Thomson&Sons) | 368·0 \| 45·0 \| 18·8 P24′B296′F88 26·6 FK *Cell D Ba 114′ u E&B 16 f 150′ 702t FPT* | | | Dundee British | T.3Cy.27″,43″&71″–48″ (*s*) 160lb *100lb* 896NH 2SB,6cf,gs115,hs5312 FD 6 BH Cem 54t APT 45t Tunnsmuir&Jackson,Gls. | 21 « 5 « 3 | | 8,04 |
| 104738 | *D.R.Murray* –01 | | 3553 | | | | | | | | | | | | | | 9,04 |
| PNBJ | 1Dk(Stl)&Spar dk(Stl)&deep framing | | 2372 | | | | | | | | | | | | | | |
| | *Ref.Mchy.* | ssShl.No.2–03 | | | | | | | | | | | | | | | |
| 264 | Devonia | IronScSr | 1327 | ✠100A1 Sws *p* 9.03 MS4.03 LMC B&S4.05 | | | 1879 | Palmers' Co.(Lim.) Newcastle | Iris S.S.Co.Ld. (P.Thomas&Co.) | 242·3 \| 33·2 \| 18·5 P20′B14′F88′ FK *WB = DB a 70 f 20′ 3 u E&B 16* | | | Cardiff British | C.2Cy.28″&68″–36″ 75lb *100lb* NDB00 140NH 4 BH Cem 1DB.4pf,gs64,hs2042 305t APT 55t Palmers' Co.(Lim.)Nwc. | 21 « 7 « 7½ | | 9,00 |
| 81609 | *J.A.Cumming* –03 | ssBly.No.3–5,92 | 1226 | | | | | | | | | | | | | | |
| TDBG | *Evans* | ssNpt.No.2–01 | 849 | | | | | | | | | | | | | | |
| | | 1Dk(Irn)2tr b | | | | | | | | | | | | | | | |
| 265 | — | SteelScSr | 569 | ✠100A1 Ply *h* *For Channel purposes* 2,05 LMC 2.03 | | | 1903 | Grandes Chaud. d'Anvers, Hoboken | Anglo-French S.S. Co.Ld (O.Dorey, *Mgr.*) | 172·5 \| 27·7 \| 10·3 FK *WB = DT f 3 25t FTP* | | | Plymouth British | T.3Cy.16″,26½″&43″–30″ (*s*) 80lb 125NH 5 BHA sp 2SB,4cf,gs74,hs2174 22t APT 35t Soc.Anon.Met. d'Anvers Ant | 10 « 10 « 1 « — | BT 0.41 2.00 | 8,03 |
| 114624 | *E.F.Enwoldsen* –03 | | 349 | | | | 2mo | | | | | | | | | | |
| | *Elec.light* | 1Dk | 179 | | | | *Plym'outh and Channel Islands.* | | | | | | | | | | |
| | | | | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| 266 | — | IronPadSk | 112 | | | | 1885 | J.T.Eltringham S.Shields | T.Hutchinson | 100·0 \| 18·5 \| 9·5 | | | Leith British | L.1Cy.35″–51″ 40RH Baird&Barnsley,N.Shields | | | |
| 9108 | *J.R.Burn* –99 | | 112 14 | | | | | | | | | | | | | | |
| 267 | — | IronScSr | 99 | ✠100A1 Apl *a* 6,01 BS12.03 LMC7.02 | | | 1894 | J.H.Gilmour Irvine | Bideford&Bristol S.S.Co.Ld | 85·0 \| 18·1 \| 7·5 Q12′F14′ BK6½′ | | | Bideford British | C.2Cy.12″&24″–18″ (*s*) 110lb 24RH 3 BH Cem | 8 « 1 | BT 0.41 | N1,04 |
| 95919 | *G.Beer* –02 | ssApl.No.2–02 | 29 | | | | 1mo | | | | | | | | | | |
| | *Mchy.Aft* | 1Dk(Irn) | | | | | *Lloyd's* | *S.A&CP* | | *WB = FPT 15t* | | | | 1SB.2pf,gs24,hs535 Muir&Houston,Glasgow | | | |
| 268 | Devonian | SteelSc4MstSr | 10418 | ✠100A1 Liv *h*† 6,04 LMC9.00 | | | 1900 | Harland& Wolff,Ld. Belfast | F.Leyland&Co. (1900) Ld. | 552·5 \| 59·8 \| 36·8 P72′ *Shelter dk a 28′* B23′ *Shelter dk f 38′* F107′ FK&BK87′ | | | Liverpool British | T.3Cy.33″,56″&94″–66″ (*s*) 180lb 200lb 847NH 2 DA sp 3 B 18cf gs329 hs13368 Harland&Wolff,Ld.Bel. | 40 « 3 « 9 « 9 | BT 0.41 | |
| 113390 | *R.Ridley* –04 | | 9389 | | | | 9mo | | | | | | | | | | |
| RTVD | 3Dks(Stl)lower dk forehold(Stl) | | 6823 | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| | *Ref.Mchy.* | | | | | | | | *WB = Cell D Ba 150′ u E&B 71′ f 175′ 1457t* | | | | *D T a 48′* | 1457t DT f 43′ 1498t APT 39t | | | |
| | *Elec.light* | | | | | | | | | | | | | | | | |
| 269 | — | Iron&SteelScK | 128 | ✠100A1 Gms *Stm Trawler* 10,04 BS7.00 LMC | | | 1896 | Edwards Bros. N.Shields | Allen Stm.Fishing Co.Ld. (T.Buscomb, *Mgr.*) | 96·7 \| 20·2 \| 10·5 Q17′F19′ BK7½′ | | | Grimsby British | T.3Cy.10″,15½″&26″–20″ (*s*) 180lb 35RH 3 BH Cem 1SB,2pf,gs25,hs710 Thos.C.B.&F.C.Co.,Ld | 11 « 7 | | 7,00 |
| 106664 | *A.Bales* –99 | ssGms.No.2–04 | 123 42 | | | | 9mo | | | | | | | | | | |
| | | 1Dk | | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| 270 | Devonshire | SteelScSr | 3650 | ✠100A1 Sws *w* *Spar dk* LMC | | | 1897 | Russell &Co. Port Glasgow | Helmsdale SS Co Ld (J.&A.Roxburgh, *Mgrs.*) | 339·8 \| 45·9 \| 17·8 P28′B72′F36′ 25·4 FK *WB = Cell D Ba 110′ u E&B 36′ f 142′* | | | Glasgow British | T.3Cy.25″,40″&64″–45″ (*s*) 160lb *80lb* 291NH 2SB,6cf,gs132,hs4700 792t APT 56t Rankin&Blackmore,Grk. | 20 « 6 | | |
| 108063 | *A.Coull* –02 | | 3348 | | | | 4mo | | | | | | | | | | |
| PQJB | 1Dk(Stl)&Spar dk(Irn)&deep framing | | 2364 | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| | | ssNwc.No.2–04 | | | | | | | | | | | | | | | |
| 271 | — | IronSc3MstSr | 622 | ✠ Shl *Ls* 3,86 | | | 1875 | J.Laing Sunderland | Lambton Collieries Ld. (E.T.Nisbet, *Mgr.*) | 186·3 \| 30·0 \| 14·3 Q38′ *WB = DB t* | | | London British | C.2Cy.24″&46″–30″ NB86 90RH J.Dickinson,Sunderland | | | |
| 73567 | *R.Lucas* –00 | 3rdSurvey,88 | 519 | | | | 7mo | | | | | | | | | | |
| PHWF | *Mchy.Aft* | 1Dk(Irn) | 380 | | | | | | | | | | *3 BH* IHBH | | | | |
| 272 | — | SteelSc3MstSr | 500 | ✠100A1 Liv *h* 12.04 LMC | | | 1894 | J.Fullerton &Co. Paisley | S.S.Devonshire Co. Ld. (J.J.Mack& Sons) | 175·0 \| 26·6 \| 10·3 294′B10′F32′ BK7 *WB = Cell DBf 91′ 135t* | | | Liverpool British | C.2Cy.22″&44″–30″ (*s*) 110lb *70lb* 81RH 3 BH Cem 1SB,3pf,gs54,hs1624 Ross&Duncan,Glasgow | 12 « 10 « — « 9 | | |
| 102183 | *J.Iddon* –97 | ssLiv.No.2–03 | 355 | | | | 12mo | | | | | | | | | | |
| NQJH | *Mchy.Aft* | 1Dk(Stl) | 176 | | | | A&CP | | | | | | | *4 PT* 45t | | | |
| | *Well deck* | | | | | | | | | | | | | | | | |
| 273 | — | IronScK | 148 | ✠ *Stm Trawler* LMC | | | 1898 | Cochrane& Cooper,Ld Beverley | N.Lincolnshire Stm.Fishing Co.Ld | 97·4 \| 20·6 \| 11·0 Q18′ BK7½′ | | | Grimsby British | T.3Cy.11″,17″&28″–21″ (*s*) 170lb 40RH 3 BH Cem 1SB.2cf,gs23,hs715 C.D.Holmes&Co.Hull | 11 « 9 | | |
| 109802 | *T.Slatter* –98 | ssGms.No.1–02 | 138 51 | | | | 6mo | | | | | | | | | | |
| | | 1Dk | | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| 274 | Dewsland | IronScSr | 1993 | ✠100A1 Grk *x* *pt Awng dk with freeboard* 12.04 MC MS4.03 BS | | | 1883 | J.L.Thompson&Sons Sunderland | J.&P.Hutchison | 275·0 \| 37·6 \| 19·6 P29′Q75′ BK9½′ *pt Awng dk 167′* | | | Cardiff British | C.2Cy.34″&64″–42″ (*a*) 180lb 199NH 2SB,6pf,gs90,hs3130 G.Clark,Sunderland | 20 « 10 « 8 « 9 | | |
| 8917 | *Masson* | ssSld.No.3–8,97 | 1543 | | | | 10mo | | | | | | | | | | |
| JFGQ | | ssLiv.No.1–02 | 1245 | | | | A&CP | | | *WB = DB a 80′ f 48′ 283t FPT* | | | | *6 BH Cem* | *Wt.APT 28t* | | |
| | | 1Dk(Irn)2tr b | | | | | | | | | | | | | | | |
| 275 | Diadem | SteelScK | 212 | ✠100A1 Hul *Stm Trawler* 12.04 LMC 6.00 | | | 1903 | G.Cooper Hull | Crown Steam Fishing Co.Ld. (Moodys&Kelly, *Mgrs.*) | 118·2 \| 21·5 \| 11·2 Q48′F20′ BK7½′ | | | Grimsby British | T.3Cy.12″,21″&34″–24″ (*s*) 190lb 60RH 4 BH Cem 1SB,2cf,gs32,hs1060 C.D.Holmes&Co.Hull | 12 « 1 | | |
| 113243 | *R.Wright* –03 | | 190 71 | | | | 5mo | | | | | | | | | | |
| | | 1Dk | | | | | *Lloyd's* | *S.A&CP* | | | | | | | | | |
| 276 | Diamant | SteelSc3MstSr | 3445 | | | | 1892 | Armstrong Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerik. Petroleum Ges. | 328·6 \| 43·0 \| 29·8 P33′ B24′ F39′ | | | Hamburg German | T.3Cy.24″,40″&64″–48″ 284NH Wallsend Slp.C.(Lim),Nwc | | GV | |
| | *W.Schlemilch* 94–01 | 3Dks | 3242 | | | | | | | | | | | | | | |
| RJPF | *Mchy.Aft* | *Carrying Petroleum in bulk* | 2205 | | | | | | | | | | | | | | |
| | *Elec.light* | | | | | | | | | | | | | | | | |
| 277 | — | SteelScSr | 936 | | | | 1901 | Oderwerke Act.Ges. Stettin | E.G.Tramm | 206·3 \| 32·1 \| 13·9 P33′ B51′ F29′ | | | Tunning German | T.3Cy.14½″,22½″&38″–26″ 76NH Oderwerke A.-G.,Stettin | | G | |
| | *M.Fischer* 01–01 | | 734 | | | | | | | | | | *WA* | | | | |
| LRKH | | 1Dk | 575 | | | | | | | | | | | | | | |
| 278 | Diamantino | SteelPadSr | 780 | | | | 1888 | Act.Ges. "Vulcan" Stettin | Lloyd Brazileiro | 220·1 \| 29·5 \| 13·2 | | | R.Janeiro Brazilian | T.3Cy.14½″,22½″&51½″–39½″ 167NH A.G."Vulcan," Stettin | | | |
| | 1Dk | | — 540 | | | | | | | | | | *WA* | | | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c | 3 | 4 Register Tonnage. Gross. Under deck Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Year Assigned. Time exp. Equipment by | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register Dimensions. Deck &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Mould. depth. Freeboard. midships. ft. in. | 15 Date when classed or last Rep. | 16 Date when last Boiler Rep. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 279 | **Diamond** | Iron Sc Sr | 1126 | ✠100A1 | Gls | *n* | 1881 | W.B. Thompson Dundee | Dundee Gem Line S.S.Co.Ltd. (P.M. Duncan & Sn. *Mgrs.*) | 218·0 \| 30·2 \| 15·7 | Dundee British | 1 2Cy. 25″ & 50″–42″ (*s*) | 16 ″ 6 | | |
| 82744 | *W. Keay* –02 | *ss* Shl. No. 3–6.00 | 1117 | *Awng dk* | | | 7mo | Thompson | | 21 ft | | 1 *Shb Sndh* ND600 96RH | 8 ″ 11 | | 9,04 |
| WBKQ | | 1 *Dk (Irn) & Awng dk 3tr B* | 720 | *well & freeboard* | | | | Dundee | | *WB – Cell DB 184* | | 1 SB, *3pf*, Gs72, Hs2116 | | | |
| | | | | 1,04 | | | | A&CP | | | | W. & T. Thompson, Dundee | | | |
| 280 | — | Iron Sc 3 Mst Sr | 468 | ✠100A1 | Bwg | *h* | 1886 | Scott & Co. Bowling | W. Robertson | 175·0 \| 25·1 \| 10·3 | Glasgow British | C.2Cy.22″ & 42″–30″ (*s*) | 12 ″ 9 | | 12,03 |
| 93273 | *N. McLean* –01 | *ss* Bwg. No. 3–1.99 | 331 | | | | 5mo | | | Q86′ B10′ F25′ | | 90lb *80lb* 80RH | 8 ″ 11 | | |
| KGHT | *Mchy. Aft* | *ss* Bwg. No. 1–03 | 184 | | | | *Lloyd's SA&CP* | | | BK8″ | 3 *BHCem* | 1 SB, *3pf*, Gs84, Hs1330 | | | |
| | *Web deck* | 1 *Dk (Irn)* | | | | | | | *WB = Cell DB 98′ 144t FPT* | | 45t *APT 7t* | Ross & Duncan, Glasgow | | | |
| 281 | — | Iron Sc K | 150 | ✠ — | Gms | | 1894 | Cochrane & Cooper Beverley | T.C. & F. Moss | 101·0 \| 20·5 \| 11·0 | Grimsby British | T. 3Cy. 11½″, 18″ & 30″–22″ | 11 ″ 10 | | |
| 104168 | *C. H. Blackburn* –94 | *ss* Gms. No. 1–98 | 139 | 1.02 | | | 5mo | | | Q17 F18 | | 1 SB, *2cf*, Gs24, Hs790 45 RH | | | |
| NMHK | | 1 *Dk* | 63 | *Stm Trawler* | | | | | | BK7½″ | 3 *BHCem* | C.D. Holmes & Co., Hull | | | |
| 282 | — | Iron Sc Yl | 149 | ✠100A1 | Hul | | 1891 | Mackie & Thomson Glasgow | Kingston Steam Trawling Co. Ld. | 100·5 \| 20·5 \| 10·7 | Hull British | C.2Cy.16″ & 32″–22″ (*s*) | 11 ″ 11 | | |
| 98739 | *T. Webb* 91–91 | *ss* Hul. No. 3–7.03 | 142 | *Stm Trawler* | | | 5mo | | | Q19′ F19′ | | 110lb 45RH | | | |
| MTJK | | 1 *Dk* | 61 | [illegible] | | | *Lloyd's SA&CP* | | | BK7½″ | 3 *BHCem* | 1 SB, *2pf*, Gs80, Hs690 | | | |
| | | | | 3,05 | | | | | | | | Muir & Houston, Glasgow | | | |
| 283 | **Diana** | Steel Sc Sr | 3560 | ✠100A1 | Sld | *n* | 1899 | J. Priestman & Co. Sunderland | Cia. Anon. Marit. Rodas (F. M. Rodas, *Mgr.*) | 340·0 \| 48·0 \| 26·0 | Bilbao Spanish | T. 3Cy. 25″, 41″ & 67″–45″ (*s*) | 27 ″ 4 | | 8,04 |
| | *A. Bilbao* | *ss* Cff. No. 1–03 | 3395 | 2.04 | | | 4mo | | | P31′ B94′ F35′ | | 160lb *80lb* 310NH | 5 ″ 2 | | |
| HKBV | (*ex* Rhodesia) | 1 *Dk (pt Irn & pt Stl) 2tr B & Web frames 3 Dk rule* | 2299 | | LMC 4,03 | | A&CP | | *WB = DBa 116′ f 132′ 911t* | FK | 6 *BHCem* 4St *APT 118t* | 2SB, *8pf*, Gs125, Hs4780 N.E. Marine Co Ld. Sld. | | | |
| 284 | — | Steel Sc Sr | 3503 | ✠100A1 | Kel | *n* | 1899 | Howaldtswerke Kiel | Russian Stm. Nav. & Trading Co. | 345·0 \| 46·0 \| 16·4 | Odessa Russian | T. 3Cy. 26½″, 42¼″ & 69″–40¼″ | 18 ″ 10 | | 8.04 |
| | *W. Skebenko* –04 | *ss* Kel. No. 1–04 | 3004 | *Spar dk* | | | 11mo | | | P30′ B74′ F40′ 24·3 drp04 | FK | 160lb *160lb* (*s*) 339NH | | | |
| HBLC | *Elec light* | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 2144 | 2.04 | LMC 8.03 | | A&CP | *WB* | *= Cell DBa 106′ uE* | 26′ *f* 132′ 622t *FPT* | 48t *APT 25t* | 2SB. *6cf*, Gs103, Hs1379 FD Howaldtswerke, Kiel | | | |
| 285 | — | Iron Sc Sr | 1729 | | | | 1877 | Palmers' Co. Newcastle | Soc. Commerciale Italiana di Nav. | 265·0 \| 34·2 \| 24·3 | Genoa Italian | C.2Cy.27″ & 60″–39″ | 25 ″ 8 | IV | |
| 295 | *A. Lagorara* 98–02 | 2 *Dks 3tr B* | 1655 | | | | | | | B30′ | | NB92 160NH | | | |
| NSLH | (*ex* Checchina R., *ex* North Britain) | | 1118 | | | | | | | BK9½″ | *WB* | Palmers' Co Ld. Nwc. | | | |
| 286 | — | Steel Sc Sr | 1200 | | | | 1904 | Flensburger Schiffsb. Ges. Flensburg | A. Kirsten | 226·0 \| 33·0 \| 15·4 | Hamburg German | T. 3Cy. 16″, 26¾″ & 44″–33″ | | | |
| | *Elec light* | 1 *Dk* | 916 | | | | | | | P & B 130′ F30 | | 111NH | | | |
| | | | 700 | | | | | | | | | Flensburger Schiffsb. Ges. | | | |
| 287 | — | Steel Sc Sr | 1154 | | | | 1904 | Bergens Mek. Værks. Bergen | Bergenske Dampskibsselskab | 225·2 \| 32·1 \| 13·5 | Bergen Norwegian | T. 3Cy. 17″, 28″ & 46″–33″ | | N | |
| | *J. Birck* | | 790 | | | | | | | Q71t H26t F278t | | 122NH | | | |
| MBQF | | 1 *Dk & pt Awng dk* | 699 | | | | | | | *pt Awng dk 153′* | *WB* | Bergens Mek Værks Bergen | | | |
| 288 | — | Steel Sc Sr | 1108 | | | | 1899 | Bergens Mek. Værks. Bergen | Dampskibet Diana's Rederi (W. Hansen. *Mgr.*) | 232·1 \| 33·1 \| 13·7 | Bergen Norwegian | T. 3Cy. 15¾″, 25″ & 42″–30″ | | N | |
| | *N. Söreb* 03–03 | | 887 | | | | | | | Q124t B50t F29t | | 97NH | | | |
| JVTG | | 1 *Dk* | 691 | | | | | | | H23t | *WB* | Bergens M.V. Bergen | | | |
| 289 | — | Steel Sc Sr | 783 | | | | 1901 | Maats. Feyenoord Rotterdam | Koninkl. Nederl. Stoomb. Maats. | 201·2 \| 30·2 \| 13·6 | Amstrdam Dutch | T. 3Cy. 15″, 25″ & 40″–36″ | | V | |
| | *J. Posthuma* | | 618 | | | | | | | Q73′ F24′ | | 96NH | | | |
| NMBS | | 2 *Dks* | 474 | | | | | | | | *WB* | Maats. Feyenoord, Rot. | | | |
| 290 | — | Iron Sc Sr | 584 | | | | 1856 | J. & G. Thomson Glasgow | R. Barbat | 193·2 \| 24·9 \| 15·4 | Barcelona Spanish | C.2Cy.25″ & 50″–33″ | | I | |
| | *M. Moll* | | 483 | | | | | | | P47′ | | NE & B76 120NH | | | |
| HKBT | (*ex* Aurora, *ex* Caprera. *ex* Express) | 2 *Dks* | 324 | | | | | | | | | Palmers' Co. Ld. Newcastle | | | |
| 291 | — | Steel Pad | 519 | | | | 1880 | W. Denny & Bros. Dumbarton | Rosy Tabal | 160·3 \| 26·0 \| 8·7 | Bns. Ayres Argentine | C.D.2Cy.31½″ & 55″–40″ | | | |
| | | | 238 | | | | | | | P93t F58t | | 159NH | | | |
| | | | 372 | | | | | | | | | Denny & Co., Dumbarton | | | |
| 292 | — | Steel Sc Sr | 516 | | | | 1901 | Act. Ges. "Weser" Bremen | Dampfschiff fahrts Ges. Neptun | 167·6 \| 26·1 \| 11·7 | Bremen German | T 3Cy 12 $\frac{9}{16}$″, 19 $\frac{11}{16}$″ & 31 $\frac{1}{2}$″–21 $\frac{5}{8}$″ | | G | |
| | *C. Schwartz* 98–01 | | 403 | | | | | | | Q49′ B41′ F22′ | | | | | |
| QHGV | | 1 *Dk* | 299 | | | | | | | | *WB* | A.G. "Weser," Bremen | | | |
| 293 | — | Wood Sc Bk | 473 | | | | 1870 | A. Stephen & Sons Dundee | Avalon S.S.Co.Ld. (Job Bros. *Mgrs.*) | 151·1 \| 24·1 \| 16·6 | St. John's British | 2Cy. | | | |
| 59082 | *White* 79–79 | 1 *Dk* | 405 | | | | | | | F22t | | NB91 70RH | | | |
| QVJR | (*ex* Hector) *Mchy. Aft* | | 275 | | | | | | | pt rebuilt 91 | *WB* | | | | |
| 294 | — | Wood Sc Bk | 357 | | | | 1871 | J. Jörgensn Drammen | R. Kinnes | 135·5 \| 29·0 \| 15·8 | Dundee British | C.2Cy.16″ & 24″–24″ | | | |
| 99211 | *W. Adams* –98 | 2 *Dks* | 324 | | | | | | | | | *Cmp.* 92 McFarlane, 45RH | | | |
| MLSB | *Mchy. Aft* | | 227 | | | | | | | | | Machen & Co., Dundee | | | |
| 295 | — | Iron Sc Sr | 287 | | | | 18 $\frac{57}{83}$ | Lindbergs Aktieb. Stockholm | Rederiaktieb. Teutonia (E. Roberg, *Mgr.*) | 151·1 \| 24·7 \| 12·5 | Gothenbrg Swedish | C.2Cy.20″ & 40″–24″ | | | |
| 1641 | *A. T. Ekbom* 01–01 | 1 *Dk* | 203 | | | | | | | P42′ H20t F48′ | | 65NH | | | |
| HQTJ | (*ex* Hudiksvall. *ex* Hernösand) | | 154 | | | | | | | | | Bergsunds M.V., Stckhlm. | | | |
| 296 | — | Comp Sc Sp | 173 | | | | 1889 | J.A. Svensson Södra Garn | C. Pettersson | 98·9 \| 22·6 \| 9·7 | Gothenbrg Swedish | C.2Cy.11¾″ & 23¾″–14½″ | | | |
| 1210 | *C. Andersson* –02 | 1 *Dk* | 145 | | | | | | | Q4′ B20′ H7t | | 17NH | | | |
| HVRT | | | 84 | | | | | | | | | Eriksbergs M.V., Got. | | | |
| 297 | — | Steel Sc Yl | 172 | ✠100A1 | Hul | | 1899 | Mackie & Thomson Glasgow | W. Widdowson | 110·0 \| 21·0 \| 10·9 | Hull British | T. 3Cy. 12″, 19½″ & 32″–22″ (*s*) | 12 ″ 0 | | 5,03 |
| 110711 | | *ss* Hul. No. 1–03 | 159 | *Stm Trawler* | | | 4mo | | | Q22′ | | 200lb 50RH | | | |
| SDRV | | 1 *Dk* | 52 | 5,03 | LMC 5,03 | | A&CP | | | BK7½″ | 4 *BHCem* | 1 SB, *2pf*, Gs33, Hs300 | | | |
| | | | | NB made 99 re-mtrd 02 | | | | | | | | Muir & Houston, Ld. Gls. | | | |
| 298 | — | Iron Sc Sp | 138 | | | | 1868 | Wigham Richrdsn & Co Newcastle | H. Popp | 99·7 \| 21·6 \| 11·6 | Altona German | C.2Cy.17¾″ & 32¾″–22″ | | G | |
| | *H. Markquard* 03–03 | (*Trawler*) | 130 | | | | | | | | | NE & B88 42NH | | | |
| QCSV | | 1 *Dk* | 20 | | | | | | | | | Masch. Buckau, Magdbg. | | | |
| 299 | **Diario** | Iron Sc Sp | 165 | | | | 1887 | Motala Co. Gothenburg | J. Mudd & Co. | 97·3 \| 21·8 \| 8·1 | Bns. Ayres Argentine | C.2Cy.11″ & 22″–16″ | | | |
| | (*ex* Göta Kanal I.) | 1 *Dk* | 127 | | | | | | | P31′ F13′ | | 16NH | | | |
| | | | 106 | | | | | | | | | Motala Co., Gothenburg | | | |
| 300 | **Dicido** | Steel Sc Sr | 1478 | ✠100A1 | Stk | *q* | 1903 | Craig, Taylor & Co. Stockton | Trinidad S.S.Co.Ld (N.T. Daniel & J.W. James, *Mgrs.*) | 250·0 \| 37·2 \| 18·9 | London British | T. 3Cy. 19″, 31″ & 51″–36″ (*s*) | 21 ″ 2 | | |
| 115960 | | | 1375 | | Sld | | 5mo | | | P31′ B58′ F29′ | | 160lb *100lb* 168NH | 3 ″ 0 | | |
| TVFH | | 1 *Dk (Stl & Irn) & deep framing* | 918 | | LMC 5,03 | | *Lloyd's SA&CP* | | *WB = Cell DBa 72′ uE 16′* | FK | 4 *BHCem* | 2SB, *4pf*, Gs74, Hs2710 | | | |
| | | | | | | | | | | *f* 104′ 370t *FPT 57t* | *APT 60t* | N.E. Marine Eng. Co Ld. Sld | | | |
| 301 | **Diciembre** | Steel Sc | 3482 | | | | 1895 | W. Doxford & Sons, Ld Sunderland | Cia Bilbaina de Nav (E. Aznar y Tutor, *Mgr.*) | 340·0 \| 45·1 \| 26·9 | Bilbao Spanish | T. 3Cy. 26″, 42″ & 68″. 42″ | | V | |
| | *D. Erausquin* 83–02 | 2 *Dks 3tr B* | 2867 | | | | | | | F33′ | | 300NH | | | |
| HKBW | *Turret deck* | | 2223 | | | | | | | | *WB* | W. Doxford & Sns (Lm.), Sld | | | |

| Numéro d'ordre. / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel Total / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Ports de Visite. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres.—Combustion des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fournisseurs. Nom du Constructeur des machines. | Tirant d'eau sur Quille. Franc-bord au milieu du navire. pds. pc. | Tirant de l'eau à l'arrière. Tirant de l'eau à l'avant. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 302<br>97890<br>MGPV | **Dictator** SteelScSr<br>*F.E.Vincent* –03<br>*Elec.light* 2 *Dks*(*UStl–ws*)§1 *Irn*)3 *trB*§ssLiv.No.3–5,04 | 4116<br>3877<br>— | ✠100A1 Liv<br>5.04 1.02<br>✠LMC 03 | | 1821 Sir Raylton Dixon & Co. Middlesbro' A&CP | Charente S.S.Co.Ld (T.&J.Harrison, *Mgrs.*)<br>*WB = Cell D Ba* 100'188 | 365·0 45·1 29·7<br>P7'B78'F42'<br>BK 10 | Liverpool<br>British<br>6 *BHCem*<br>*MT* 82'6211 | T.3Cy.24",40"&66"–51" (*a*)<br>180lb *90lb* 392 NHP<br>2DB,*12c f*,os190,hs5793<br>T.Richardson&Sons,Hpl. | 31 " 3<br>s 7 · 3 |
| 303<br>—<br>1 *Dk* | **—** SteelSc<br>*M.Gunvaldsen* –04 | 1000<br>880<br>630 | | | 1904 Stavanger<br>Stöberi & Dok<br>Stavanger | Holdt&Isachsen | 230·0 33·0 16·0<br>B57'F27' | Stavanger<br>Norwegian | T.3Cy.17",28"&47"–33<br>127 NH<br>Stavanger Stöberi & Dok | |
| 304<br>105097<br>PGNT | **Dido** SteelScSr<br>*G.E.Pickering* –98<br>2 *Dks* | 4769<br>4613<br>3127 | | | 1896 Earle's Co. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 400·7 48·0 28·8<br>P41'B106'F39' | Hull<br>British<br>*WT* | T.3Cy.24½",40"&70"–48"<br>339 NH<br>Earle's Co.(Lim.),Hull | C |
| 305<br>—<br>JWKP | **—** WoodScSr<br>*G.S.Sandved*<br>1 *Dk*2 *trB* | 338<br>285<br>192 | | | 1879 ..... Stavanger | Acties.Dido (E.Andersen) | 132·9 25·0 14·1<br>B49*t* H7*t* | Stavanger<br>Norwegian | C.2Cy.14"&28"–24"<br>32 NH<br>Nylands Verkst.Chrstiania | N |
| 306<br>HWBM | **Diego Suarez** SteelScSr<br>*Lemoine*93–00<br>1 *Dk*(*Stl*)§*Spar dk*(*bow & w'ws*)<br>*Elec.light* §*Webframes* | 4142<br>3613<br>2427 | ✠100A1 Hav<br>*Spar dk*<br>6.03 ✠LMC 03 | *x* | 1900 Sir J. Laing &Sons,Ld. Sunderland A&CP | Cie.Havraise Pén. de Nav.à Vap.<br>*WB = Cell D Ba* | 361·7 47·1 19·3<br>P&B227'F35' 27·2<br>FK<br>116'*a* E18'*f* 146'745*t* | Havre<br>French<br>6 *BHCem*<br>*APT* 85*t* | T.3Cy.24½",40"&66"–45" (*a*)<br>180lb *100lb* 317 NH<br>B,6*pf*,gs102,hs83839<br>G.Clark,Ld Sunderland | 21 " 9<br>s 6 · 0 |
| 307<br>—<br>1 *Dk* | **Dikili** IronSc | 161<br>—<br>85 | | | 1885 W. Allsup & Sons Preston | Essayan,Shahum & Co. | 120·8 18·0 9·0<br>Q32' B12 F22' | Smyrna<br>Turkish | C.2Cy.17"&34"–20"<br>13 NH<br>W.Allsup&Sons,Preston | |
| 308<br>95262<br>KQPC | **Diligent** SteelScSr<br>*H.Sinclair* –04 ssShl.No.3–5,00<br>*Well deck* 1 *Dk*(*Stl*)§*Webframes*<br>ssShl.No.1–04 | 2184<br>1668<br>1429 | ✠100A1 Cff<br>7,04 Shl<br>BSn.03 ✠LMC 04 | *r* | 1888 Short Bros. Sunderland A&CP | J.Westoll | 292·3 39·1 18·9<br>P33'G76'B111'<br>F35' Crp04 BK 10<br>*WB = Cell D Ba* | Sundrland<br>British<br>6 *BHCem*<br>80'104'211*t* | T.3Cy.21½",35"&58"–39" (*a*)<br>150lb *80lb* ND800 205 NHP<br>2SB,6*pf*,gs90,hs8126<br>J.Dickinson,Sunderland | 21 " 2<br>s 1-10½ |
| 309<br>HKCR | **Diligente** SteelScSr<br>*J.Zalvidea* –02<br>(ex Braganza, ex Joseph Scicluna)<br>*Well deck* 1 *Dk*(*Stl*)§*Webframes*<br>ssB...No.3–04 | 1726<br>1349<br>989 | ✠100A1 Bbo<br>1,00 Shl<br>BSn.03 ✠LMC 03 | *q* | 1895 Grngem'th Dockyard Co. Grngemouth A&CP | Cia.Anon.Marit. La Actividad (A.M.de Unibaso, *Mgr.*)<br>*WB – Cell D Ba* 64' | 263·8 37·1 16·9<br>(88'B70'F30'<br>FK<br>*a* E§ B42'*f* 104 454*t* | Bilbao<br>Spanish<br>1 *BHCem*<br>*APT* 45*t* | T.3Cy.20",32"&52"–39" (*a*)<br>160lb *80lb* 240 NH<br>2SB,6*pf*,gs124,hs1033<br>Hutson&Son,Glasgow | 19 " 3<br>s 1-10½ |
| 310<br>117411<br>TQSB | **Dilkera** SteelScSr<br>*F.L.Webb*94–04<br>1 *Dk*(*Irn*)§*deep framing*<br>§*Shade dk*(*Irn*) | 2667<br>2504<br>1694 | ✠100A1 Nwc<br>*Shade dk*<br>5,02 ✠LMC 5,02 | *n* | 1902 Tyne Iron S.B.Co.Ld. Newcastle<br>*Lloyd's* A&CP | Adelaide S.S.Co.Ld<br>*WB =*<br>*Cell D Ba*§*a* E 114 | 326·0 45·3 21·8<br>P41'B&F258'<br>FK<br>/128'661*t* *FPT* 1144 | P.Adelaide<br>British<br>7 *BHCem*<br>*APT* 162*t* | T.3Cy.25",38"&61"–42" (*a*)<br>180lb *80lb* 277 NHP<br>2SB,6*cf*,gs126,hs4504<br>Wilsnd Slpwy Co.Ld.Nwc. | 23 " 0<br>s 2 - 8½ |
| 311<br>113062 | **Dilston Castle** SteelScK<br>*R.Watson* –00<br>(*Trawler*)<br>1 *Dk*. | 129<br>115<br>22 | | ... | 1900 Clelands Gravng Dck & Slipwy Co.Ld Newcastle | Castle Trawl & Line Fishing Co.Ld.(R. Irvin,jun. *Mgr.*) | 96·7 19·4 10·4<br>Q25' BK 7½ | N.Shields<br>British | C.2Cy.16"&34"–22"<br>50 RHP<br>Tweedy Bros. N.Shields | 11 " 0 |
| 312<br>102645<br>NGDL | **Dilwara** SteelSc3MstSr<br>*A.W.Mann*72–91<br>3 *Dks*(2*Stl–ws*)§<br>*Elec.light* *Webframes* | 5441<br>4637<br>3517 | ✠<br>3,95 ✠ | *z* | 1891 A.&J.Inglis 12mo Glasgow | British India Stm.Nav.Co.,Ld. | 425·4 48·2 30·6<br>P51'B164'F54'<br>BK 10 | Glasgow<br>British<br>6 *BHCem* | T.3Cy.33",52"&86"–60"<br>616 NH<br>2DB,*18rf*,gs342,hs9681<br>A.&J.Inglis,Glasgow | 32 " 2 |
| 313<br>105748 | **—** SteelScK<br>*W.T.Starkey* –02<br>(*Tug*)<br>1 *Dk* | 149<br>135<br>5 | | ... | 1895 J.P.Rennoldson &Sns South Shields | United Stm.Tug Co. | 95·4 20·2 11·2<br>BK 6½ | London<br>British | T.3Cy.13½",22"&36"–24"<br>98 RH<br>J.P.Rennoldsn&Sons,S'Shl | 12 " 1 |
| 314<br>*V.N.Starikoff*<br>*Elec.light* | **Dimitri** SteelScSr<br>ssOda.No.3–11,98<br>ssOda.No.1–03<br>1 *Dk*(*Stl*)§*Awngdk* | *1000*<br>*986*<br>*680* | ✠100A1 Oda<br>*Awng dk*<br>*with freeboard*<br>11,03 ✠LMC 11 03 | *l* | 1887 W.Dobson &Co. Newcastle<br>*Lloyd's* A&CP | Russian Transport &Insurance Co. | 210·0 30·2 20·8<br>pt NDS 98 FK<br>*WB = DB a*§*f* 141'154 | Odessa<br>Russian<br>5 *BHCem*<br>*AP* 122*t* | T.3Cy.17",28"&47"–30" (*a*)<br>125lb *50lb* 123 NHP<br>2SB,4*cf*,gs66,hs1960<br>N.E.Marine EC.(Lim.)Nwc | 14 " 7<br>s 8 · 0<br>w 8 · 2 |
| 315<br>—<br>1 *Dk* | **—** IronTwinSc | 649<br>—<br>520 | | | 1890 ..... Rostoff | D.Diamantidis& nls | 199·0 30·2 12·6 | Taganrog<br>Russian | C.4Cy.11"&23" | |
| 316<br>1901<br>1 *Dk* | **Dimitry** IronTwinScSr | 288<br>—<br>190 | | | 1871 ..... Utd Kingdom | A.&D.Skanarvi &G.Sevastopulo | 180·0 27·2 6·4 | Rostoff<br>Russian | | |
| 317<br>*M.Kossovic* | **Dinara** SteelSc | 118<br>—<br>39 | | | 1888 Stabilimnto Tecnico Trieste | Flli.Rismondo | 120·0 16·1 8·2 | Macarsca<br>Aust.-Hung | T.3Cy.12",18"&30"–18"<br>38 NH<br>Stabilimento Tecnico,Tri. | A |
| 318<br>83783<br>QHVK | **Dingadee** SteelTwinScSr<br>*J.Dilner* –01<br>*Well deck* | 640<br>497<br>393 | ✠<br>4,88 | *j* | 1883 Royal Victoria Dks.Co. Cork | Dingadee SS Co.Ld. (T.Adams) | 180·1 28·1 13·6<br>Q100' B7' F30' | Dunedin<br>British<br>3 *BHCem* | C.2Cy.22"&44"–33"<br>80 RHP<br>Kincaid&Co.,Greenock | 14 " 4 |
| 319<br>93428<br>MVQO | **Dingwall** ~~SteelScSr~~<br>~~*T.Hetherington*~~ ~~2–05~~ 1 *Dk*(*Irn*)§*Webframes*<br>~~ssSunderland~~ §*pt Awngdk*(*Irn*) | 2128<br>1577<br>1866 | ✠100A1 Cff<br>*pt Awng dk*<br>*with freeboard*<br>~~11,03~~ ✠LMC 3.04 | *r* | 1892 Blyth S.B. Co.(Lim Blyth<br>*Lloyd's* A&CP | ~~A.Mawson&Co.~~<br>(A.Mawson&Co, *Mgrs.*)<br>*WB = Cell D B* 232'379 | 275·5 37·6 18·5<br>P27' Q80' B&F169'<br>FK | Cardiff<br>British<br>5 *BHCem*<br>*AP* 122*t* | T.3Cy.20",33"&54"–36" (*a*)<br>160lb *80lb* 181 NHP<br>2SB,4*pf*,gs64,hs2800<br>Black,Hawthorn&Co.,Gts. | 20 " 9<br>s 8 · 7 |
| 320<br>42<br>NSMP | **Dinnamare** SteelScSr<br>*G.Cafiero*<br>1 *Dk*(*Stl*)2 *trB*§*deep framing*<br>3 *Dks*–*ds*§*Shelter dk*(*pt Stl*) | 4207<br>4016<br>2651 | ✠100A1 Spz<br>*Shelter dk*<br>*with freeboard*<br>12,[illegible] ✠LMC 12 04 | *v* | 1900 Cant.Nav. di Muggiano Spezia A&CP | Peirce Bros.<br>*WB = Cell D Ba* | 339·0 47·6 24·0<br>92'*a* E22'*f* 138'759*t*<br>FK | Messina<br>Italian<br>6 *BHCem*<br>*APT* 83*t* | T.3Cy.24",40"&66"–48" (*a*)<br>180lb *100lb* 257 NH<br>2SB,6*rf*,gs111,hs4744<br>G.Clark,Ld.Sunderland | 24 " 3<br>s 2-10½ |
| 321<br>67[illegible]<br>NKGB | **Dinnington** IronScSr<br>*R.J.Hobson* –01<br>ssShl.2ndNo.3–8,01<br>1 *Dk* | 366<br>299<br>225 | ✠90A1 Shl<br>2,01<br>NB11.97 LMC 7.01 | *g* | 1873 Coulson, 7mo Cooke&Co. Newcastle A&CP | C.Wilkinson | 159·0 21·4 12·2<br>Q70' F—<br>t TN 987 BK 6<br>Crp03 *WB = DB* 26' | Sundrland<br>British<br>4 *ABHCem*<br>*APT* 38*t* | C.2Cy.18½"&36"–24" (*a*)<br>50lb 50 RH<br>1SB,2*pf*,gs33,hs1174<br>Pattison&Atkinson,Nwc. | 12 " 8<br>s 1 · 0 |
| 322<br>[illegible]<br>MLWT | **Dinorwic** SteelScSr<br>*W.Evans* –03 ssBng.No.3–2,04<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Well deck* | 276<br>212<br>111 | ✠100A1 Bng<br>12,04<br>✠LMC 1.04 | *d* | 1892 S.McKnight&Co. 1mo Ayr<br>*Lloyd's* A&CP | G.W.D.Assheton-Smith(E.Neele, *Mgr.*)<br>*WB = FPT* 200 | 128·0 23·0 10·4<br>[illegible]44'B14'F20'<br>t TN 991 BK 7 | Carnarvon<br>British<br>3 *BHCem*<br>*AP* 126*t* | C.2Cy.18"&38"–24" (*a*)<br>120lb *40lb* 60 RHP<br>1SB,2*pf*,gs41,hs1276<br>W.Kemp,Glasgow | 11 " 3<br>s 1 · 0 |

| Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Late Name if any / Special Surveys. No. of Decks, &c. | Register Tonnage: Gross. / Under deck / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Built. When / By Whom / Where | Owners. | Register'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry / Flag. | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure NP=Horse-power by Society's Rules / IHP=power by Ship's Registers / Particulars of Boilers & Furnaces / Engine Maker's Name | Moulded depth. Freeboard or Bulkhead ft. in. | Register or Date Classed, if not built in Lloyd's Register | Date when Call Mark last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | **Dio e Fortuna** IronScSr | 734 / 468 | ✠ 5,86 Sld Lv | 1870 J.Laing 10mo Sunderland | C.Varaldo(Flh. Ricci fuF. *Mgrs.*) | 205·7 \| 27·6 \| 16·7 Q23′B24t WB—DBaMT | Savona Italian 1BHCem | C.2Cy.27″&47″–30″ NB78 101NH N.E.MarineEng.CoLd.Sld. | 17 ″ 10 | V | |
| NSMT | ex Lanchester | 1 Dk(2ti) | | | | | | | | | |
| 324 | **Dio Fili** WoodPadSkTug | 157 / 47 | | 1885 Wouldhave &Johnston N.Shields | CorneloStathi | 99·0 \| 18·6 \| 9·9 | Syra Greek | L.1Cy.344″–52″ 67NH | | | |
| | *Campotheera* 02 | 78 | | | | | | Findlay&Co.,N.Shields | | | |
| | (ex Pera) | | | | | | | | | | |
| 325 | **Diolibah** IronScSr | 1635 / 974 / 1096 | ✠100A1 Spar dk 11,03 ✠NB2,00 DBS11,03 Msl r BS4,04 LMC2,00 | 1880 A.M'Millan &Son Dumbarton | Cie.Française de Nav.àVap. (C. Fabre&Co. *Mgrs.*) Lloyd's SA&CP | 263·7 \| 35·8 \| 21·6 B32′ H69t WB—CellH | Marseilles French 3BHCem B198′300t | T.3Cy.16½″,33½″&59½″–34½″ 132lb 70lb (i) 210NHP 2SB,6pf,GS116,HS3336 Tpl Soc.Forgeset ND893 Chant. de la Med.,LaSeyne | | | N3.00 |
| 326 | **Diomed** SteelScSr | 4672 / 3962 / 3005 | | 1895 Scott&Co. Greenock | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 392·0 \| 47·1 \| 26·0 P44′ B106′ F48′ WB | Liverpool British | T.3Cy.25½″,43″&69″–54″ 350NHP Scott&Co.,Greenock | | BT till 5,05 | |
| 105300 | *J.H.D.Hazeland* –01 | 2 Dks | | | | | | | | | |
| NVCT | | | | | | | | | | | |
| 327 | **Diomedes** SteelScTug | 169 / 166 / 7 | | 1899 H.C.Stülcken Sohn Hamburg | Verein. Bugs.-& Frachtschfhrt Ges | 97·5 \| 20·6 \| 13·3 | Hamburg German | C.2Cy.18″&34½″–24″ 48NHP H.C.StülckenSohn,Ham. | | | |
| | *J.Bundt*95–99 | | | | | | | | | | |
| RLKW | | 1 Dk | | | | | | | | | |
| 328 | **Dione** IronScSr | 849 / 679 / 509 | ✠ Fal 10,80 | 1868 Richardsn, Duck&Co. Stockton | Tyne-TeesStm. Shppg.Co.Ld. | 191·1 \| 29·0 \| 16·8 Q20t B13t WB—DBa28′f45′ | Stockton British 1BHCem | C.2Cy.28½″&53″–33″ NE&B79 131NHP Blair&Co.(Lim.),Stockton | 17 ″ 9 s 2 ″ 3 | | |
| 60133 | *G.Harrison*03–03 ssSld.No.2–78 | | | | | | | | | | |
| JOLD | | 1 Dk | | | | | | | | | |
| 329 | **Dionysios** IronPadTug | 115 / 115 / 23 | | 1883 J.T.Eltringham South Shields | N.Sulariotes | 103·0 \| 18·6 \| 9·3 | Galatz Roumanian | L.1Cy.34¼″–54″ 66NHP J.P.Rennoldson&S.,S.Shl. | | | |
| | (exSarahSmart) | | | | | | | | | | |
| 330 | **Dioula** SteelScSr | 222 / 148 / 34 | … | 1898 Crmichael, McLean&Co. Greenock | Maurel&H.Prom | 115·3 \| 21·6 \| 8·3 Q42′B7′F23′ BK6″ WB | St.Louis, Senegal French | C.2Cy.14″&29″–21″ 32NHP Walker.Henderson&C.Gls | 9 ″ 4 | | |
| | (exAbbotsford) 1 Dk | | | | | | | | | | |
| | Well deck | | | | | | | | | | |
| 331 | **Director** SteelScSr | 4931 / 4674 / 3168 | ✠100A1 Spar dk 2,05 ✠LMC7,06 Liv y | 1903 C.Connell 7mo &Co.Ld. Glasgow | CharenteSS.CoLd. (T.&J.Harrison, *Mgrs.*) Lloyd's SA&CP | 398·5 \| 48·5 \| 19·0 P25′B120′F52′ 30·0 FK | Liverpool British 7BHCem | T.3Cy.25″,41″&68″–54″ (s) 190lb 181NHP 2DB&1AuxSB,15cf,GS281, HS8786 | 21 ″ 10 s 7 ·· 8 | BT till 6,04 | |
| 118028 | *H.Bickerstaff*02–03 | | | | | | | | | | |
| VCSQ | 1 Dk(Stl)&Spar dk(Stl)&Web frames | | | | | | | | | | |
| | Elec.light lower dk(Stl)in fore hold | | | | WB=CellDBa116′uE&B54′f176′ 1013t | DTa 28′ 700t FPT 51tAPT26t | | Dunsmuir&Jackson.Gls. | | | |
| 332 | **Director Gerling** IronScTug | 166 / 166 / 36 | … | 1892 Cook, Welt'n&Gemmell Hull | Soc.Anon.de Remorq.à hélice | 116·0 \| 22·0 \| 11·4 BK6½″ | Antwerp Belgian | T.3Cy.15″,24½″&39″–24″ NB02 68NHP C.D.Holmes&Co.,Hull | 12 ″ 3 | G | |
| | *H.v.d.Poel* | | | | | | | | | | |
| | 1 Dk | | | | | | | | | | |
| 333 | **Director Reppenhagen** SteelScSr | 1683 / 1172 / 1036 | | 1893 Act.Ges. "Vulcan" Stettin | NeueDampfer-Cie. Act.Ges. | 260·3 \| 36·2 \| 16·8 P25′ ptHurricaneDk170′ WB | Stettin German | T.3Cy.20″,31½″&51¼″–31½″ 147NHP A.G."Vulcan,"Stettin | | G | |
| | *A.Delmas* | | | | | | | | | | |
| JFGP | *Elec.light* 1 Dk&pt Hurricane dk | | | | | | | | | | |
| 334 | **Direktor Rischowsky** SteelScSr | 199 / — / 115 | | 1898 Kroll& Eulert Memel | Stettin-Gristower Portl.Cem.Fab. A.G. | 141·7 \| 19·9 \| 8·2 Q20′H16′RFD20′ | Cammin German | T.3Cy.10½″,17″&27″–18″ 26NHP Kroll&Eulert,Memel | | V | |
| | *C.Dreyer* | | | | | | | | | | |
| JFMR | *Mchy.Aft* | | | | | | | | | | |
| 335 | **Dirigo** WoodSc | 843 / — / 592 | | 1898 P.Mathews Grays Hrbour Wash. | AlaskaS.S.Co. | 165·0 \| 35·0 \| 13·5 | P.Twnsnd Wash. Utd.States | T.3Cy.13″,23″&41″–30″ 92NHP Fulton E.&S.B.Wrks.S.Fo. | | | |
| 157502 | *C.L.McGregor* | | | | | | | | | | |
| KNGW | | | | | | | | | | | |
| 336 | **Disa** SteelScSr | 788 / 734 / 447 | ✠100A1 Awng dk with freeboard 3,05 ✠NB7,03 ✠LMC7,03 Skm Sld Got f | 1903 O.A. Brodin Gefle | Rederiaktieb.Disa (O.A.Brodin) Lloyd's SA&CP | 188·9 \| 30·2 \| 10·3 16·6 FK B33′f79′245t FPT WB=CellDBa40′uE& | Gefle Swedish 1BHCem 12tAPT8t | T.3Cy.13¾″,21″&35″–24″ (s) 142lb 90lb NDB03 70NHP E.made89,re-fitted03 1SB,2pf,GS80,HS1213 Wstgrth,English&Co.Mdb | 12 ″ 4 s 7 ·· 9 | | 4.01 3,05 |
| 4188 | *P.Ingvarsson*03–03 | | | | | | | | | | |
| JNKH | 1 Dk(Stl)&Awng dk | | | | | | | | | | |
| 337 | — CompScSr | 200 / 157 / 87 | | 1899 K.Olsson Gamla-Lödöse | J.A.Waller | 98·4 \| 23·0 \| 10·1 B25′H10tF12′ | Gothenbrg Swedish | C.2Cy.9½″&21″–13½″ 13NHP Lundby M.V.Gothenburg | | V | |
| 3488 | *C.A.Edgren*95–99 | | | | | | | | | | |
| JKRF | 1 Dk | | | | | | | | | | |
| 338 | **Discovery** SteelScSr | 1986 / 1510 / 1241 | ✠100A1 7,05 10,01 BS11,— Sld Cff r LMC13,03 BS—,01 10,— | 1888 J.L.Thompson&Sons Sunderland A&CP | Rowland&Marwood'sS.S.Co.Ld. (C.Marwood, *Mgr*) WB=CellDB21′8″f79′2″t 682 711 313t APT22t | 284·0 \| 38·1 \| 18·2 P29′Q74′B126′ F26′ FK | Whitby British 6BHCem T.Richardson&Sons,Hpl. | T.3Cy21″,35″&58″–36″ (o) 160lb 90lb NDB00 202NHP 2SB,4rf.GS88 | 20 ″ 9 s 1 ·· 9½ | | N8,03 |
| 89790 | *R.W.Coursey* –04 ssCff.No.3–8,00 | | | | | | | | | | |
| KSVL | *Well deck* 1 Dk(Stl)&Webframes ssSld.No.1–04 | | | | | | | | | | |
| 339 | — WoodScBk | 736 / 670 / 469 | 751 / 421 | 1901 Dundee Shipbuilders' CoLd.Dundee | RoyalGeographi. calSociety. Hudson's Bay Co. | 179·3 \| 33·8 \| 18·5 H22tF43t | London British WB | T.3Cy.14½″,22½″&36″–30″ 67RHP Gourlay Bros.&Co.Dundee | | | |
| 114675 | *R.F.Scott,R.N.* –01 | 2 Dks3trB | | | | | | | | | |
| | (*Sailing Barque.—See Sailing Ship Register.*) | | | | | | | | | | |
| 340 | — WoodSc | 209 / — / 111 | | 1889 ..... Pt.Townsend Wash. | T.Grant | 110·9 \| 19·5 \| 8·9 Ien.98 | P.Twnsnd Wash. Utd.States | | | | |
| 157263 | | | | | | | | | | | |
| 341 | **Dispatch** IronScSr | 218 / 193 / 66 | … | 1878 R.Dixon& Co. Middlesbro' | T.Steele (J.A.Steele, *Mgr.*) | 129·5 \| 21·0 \| 10·5 | Ayr British | C.2Cy.18″&36″–24″ 50RHP R.&W.Hawthorn.Nwc. | | | |
| 79087 | *W.Lusk* –02 | | | | | | | | | | |
| 342 | — IronScSk | 167 / 167 / 96 | | 1870 R.Duncan &Co. Pt.Glasgow | Steel&Bennie,Ld. J.Sheils | 119·0 \| 21·1 \| 10·6 | Glasgow British Belfast | 2Cy.24″–24″ NB83 70RHP FinniestonCo.,Glasgow | | | |
| 63778 | *P.Macintyre* –98 | | | | | | | | | | |
| | *Mchy.Aft* | | | | | | | | | | |
| 343 | **Ditmarsia II.** IronScSr | 142 / 124 / 52 | | 1873 Norddeut. Schiffb.A.G. Kiel | Kappeln-KielerD. R.DitmarsiaII. (W.Möller) | 110·5 \| 20·1 \| 9·6 | Kappeln German | 2Cy. | | | |
| | *J.Petersen* –99 | | | | | | | | | | |
| LHRS | 1 Dk | | | | | | | | | | |
| 344 | **Diver** SteelScYl | 207 / 195 / 91 | ✠100A1 Stm Trawler 2,03 ✠LMC10,00 Gns | 1900 Schofield, 10mo Hagerup& Doughty,Ld Grimsby | T.Baskcomb Lloyd's SA&CP | 116·2 \| 21·5 \| 11·3 Q18′F20′ BK7½″ | Grimsby British 4BHCem | T.3Cy.12″,21″&34″–24″ (s) 180lb 58RHP 1SB,2cf,GS80,HS1117 C.D.Holmes&Co.Hull | 12 ″ 1 | | 2,03 |
| 113211 | *J.H.Baskcomb* 00 | | | | | | | | | | |
| SBJW | 1 Dk | | | | | | | | | | |

| Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Jauge Brute: Total. / Nombre de Ponts. / Net. | Détails de la Classification: Cote / Machines Auxiliaires / Machines Propres | Construit. Quand / Par qui / Où | Armateurs. | Dimensions d'après le Donatio. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Enregistre. | Machines. No. & Diam. des Cylindres. Course. Nombre des Chaudières. N.H.P. = Force en chevaux d'après les dimensions de la Société. I.H.P. = Force en chevaux d'après les papiers du navire. Locality of Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|
| 345 | Djailan — WoodPadTug | 115 / 115 / 37 | ✠ Nwc 7 — 4.14 — For Tug pur poses only | 1871 T. Hepple & Co. Newcastle | IdareiMassousieh | 101·3 \| 18·9 \| 10·1 | Constanpl | L.1Cy.37"-51" 77NH — T. Hepple & Co. Nwc. | | |
| | (exSocrates) | | | | | | | | | |
| 346 | Djanik — WoodScTug | 100 | | | IdareiMassousieh | 103·0 \| 18·0 \| 7·0 | Constanpl | C.2Cy.16"&32"-24" 42NH | | |
| | Ahmed (exPantofli) | | | | | | | | | |
| 347 | Djedushka — IronPadTug | 160 | | 1871 Russian Stm. Nav. & Trading Co Sebastopol | RussianStm.Nav. &TradingCo | 115·6 \| 28·8 \| 7·1 | Sebastopl | 2Cy.30"-44" 92NH — RussischeGes.,Sebastopol | | |
| HBFV | | 98 | | | | | | | | |
| 348 | Djemnah — IronScBk | 3802 | | 1875 Messageries Maritimes La Ciotat | MessageriesMaritimes | 394·6 \| 39·7 \| 32·8 | Marseilles | 898NH — Messageries Mar., La Ciotat | | |
| | Durrande96-02 — 3Dks | — | | | | | | | | |
| HWGM | | 1935 | | | | | | | | |
| 349 | Djibouti — SteelScSr | 4563 / 3892 / 2726 | ✠100A1 SLd — Hay — 11.04 — LMC8.01 | 1901 Sir J. Laing &Sons,Ld. Sunderland | Cie.HavraiseFén. leNav.aVap. | 388·0 \| 47·8 \| 27·0 | [illegible] | T.3Cy.25",42"&71"-48" (s) — 180lb 100lb — SB,3pf,as139,hs5604 — J. Clark, Ld. Sunderland | 29 · 8 — 25 · 3 | |
| | Exculitissa — L.James -04 | | | | | | | | | |
| HWGP | 2Dks(Stl) — Web frames&Shelter dk | | | Lloyd's A&CP — W | B=Cell DBa119'a | K21 [illegible] | | | | |
| | Elec.light | | | | | | | | | |
| 350 | Djurjura — IronScSr | 1916 | | 1887 Wigham Richrdsn&Co Newcastle | Cie.deNav.Mixte | 282·0 \| 35·2 \| 17·7 — F57' | Marseilles — French | T.3Cy.27",42"&69"-48" — NB01 330NH — Wigham Richrdsn & Co. Nwc | 18 · 3 | IV |
| | (exRosario) | — | | | | | | | | |
| HWGQ | Elec.light — 2Dks&Awng dk | 771 | | | | | | | | |
| 351 | Dobrogea — SteelScSr | 2268 | | 1897 R. Napier & Sons (Lim.) Glasgow | RoumanianState Railways | 300·0 \| 39·7 \| 22·1 — P22'B92'F— | Braila — Roumanian — W B | T.3Cy.22",36"&58"-39" — 210NH — R. Napier&Sons (Lim.),Gb | | V |
| | E.Paicurich -97 | 2088 | | | | | | | | |
| HBQV | Elec.light | 1452 | | | | | | | | |
| 352 | Dr. Coutinho — WoodTwinSc | 130 | | 1886 ..... Rio Janeiro | LeopoldinaRly.Co Ld. | 118·0 \| 22·0 \| 7·0 | R.Janeiro — Brazilian | C.4Cy.12"&24"-14" 86NH — Ross&Duncan,Glasgow | | |
| | A.G.Ejgreaja -98 | — | | | | | | | | |
| 353 | Dr. Ehrenbaum — SteelScSr | 180 | | 1891 C. Jürgens &Co. Hamburg | Joswich&Co. | 116·6 \| 21·6 \| 11·5 | Hamburg — German — WB | C.2Cy.16½"&30½"-23" 37NH — C.Jürgens&Co.,Hamburg | | V |
| | F.Meyer — Trawler | 169 | | | | | | | | |
| RJQN | 1Dk | 43 | | | | | | | | |
| 354 | Dr. Giese — SteelScSr | 151 | | 1895 Act.Ges. "Neptun" Rostock | J.Nibbe | 102·1 \| 20·2 \| 10·2 — B35' | Altona — German — WB | C.2Cy.17¾"&33½"-22" 44NH — A.G."Neptun,"Rostock | | V |
| | C.Ehrlich — (Trawler) | 138 | | | | | | | | |
| LGCP | | 82 | | | | | | | | |
| 355 | Dr. Hans Jürg. Kiær — SteelScSr | 1136 | | 1897 Helsingörs Jernsk & Msk Elsinore | Dpskacties.Dr. HansJürgKiær (HansKiær&Co.) | 220·3 \| 33·6 \| 16·8 — H88t | Drammen — Norwegian — WB | T.3Cy.16",25½"&44"-30" 106NH — HelsingörsJernsk.&Mskb | | N |
| | H.Larsen00-00 | 1048 | | | | | | | | |
| HFWD | 1Dk&Spar dk | 691 | | | | | | | | |
| 356 | Dr. von Stephan — SteelScSr | 139 | | 1892 E.J.Smit& Zoon Hoogezand | Habich&Goth | 97·8 \| 20·3 \| 7·0 — 9.32' B24' F21 | Emden — German | C.2Cy.13"&21½"-12" NB03 11NH — E.J.Smit&Zoon,Hoogezand | | G |
| | J.deVries92-92 — 1Dk | 108 | | | | | | | | |
| KHNC | | 81 | | | | | | | | |
| 357 | Dode — WoodSc | 215 | | 1896 ..... Hoquiam, Wash. | BellinghamBay Transp.Co. | 98·8 \| 21·6 \| 7·9 | P.Twnsnd Wash. Utd.States | | | |
| 81534 | F.Wyman | — | | | | | | | | |
| | (exSailWm.J.Bryant) | 135 | | | | | | | | |
| 358 | Dodo — IronScBg | 531 | | 1879 Cunliffe& Dunlop Pt.Glasgow | British&African S.N.Co.(1900),Ld Elder.Dempster& Co.Mgrs.) | 195·8 \| 25·2 \| 12·3 — P28' F— | Liverpool — British | C.2Cy.21"&42"-27" — NB98 80RH — Cunliffe&Dunlop.,P.Gls. | 13 · 2 | |
| 80445 | C.H.Barton -03 | 465 | | | | | | | | |
| SJMP | | 326 | | | | | | | | |
| | 1Dk | | | | | | | | | |
| 359 | Dodona — IronScSr | 1455 / 1135 / 874 | ✠100A1 Cff — 5,04 — Gyt — NB5.06 — LM[illegible].04 | 1882 J.L.Thompson&Son Sunderland A&CP | Rederiaktieb. Concordia (J.A. Waller, Mgr.) | 245·6 \| 35·0 \| 18·4 — P28'Q52'B60'F27' — WB=DBa64'f'100'296t FPT | Gothenbrg — Swedish | C.2Cy.32"&60"-39" (s) — 90lb 80lb NDB00 160NH — 1SB,3cf,GS66,HS2206 — J.Dickinson,Sunderland | 19 · 8 — 2 · 1½ | |
| 3067 | G.B.Norberg92-00 — ssGrk.No.3-5.95 | | | | | | | | | |
| JHDF | Well deck — ssGrk.No.2 04 — ssShl.No.1-00 | | | | | | | | | |
| | 1Dk(Irn)2trB | | | | | | | | | |
| 360 | Doggerbank — SteelSc | 138 | | 1895 J.C.Tecklenborg Geestemünde | A.Christiansen | 105·6 \| 20·8 \| 9·7 | Gstemnde — German — WA | C.2Cy.17½"&32½"-22" 42NH — J.C.Tecklenborg,Gstmnde | | G |
| Missing since 5.04 | H.Luhrs99-98 — (Trawler) | 129 | | | | | | | | |
| NGQV | 1Dk | 29 | | | | | | | | |
| 361 | Dokai Maru — WoodScSr | 543 | | 1901 Ominato S.B.Co. Ominato | Tomoshiro Uda | 167·2 \| 22·8 \| 17·7 | Osaka — Japanese | T.3Cy.11¾",17¾"&30"-20" 41NH — IshiiChojiro,Ominato | | |
| 8358 | | 491 | | | | | | | | |
| JDBS | | 337 | | | | | | | | |
| 362 | Dokai Maru No. 2 — SteelSc | 495 / 440 / 267 | ✠ A1 Nag — Dredger — 8.01 — LMC8.01 | 1901 Lobnitz& Co.Ld. Renfrew | Wakamatsu ChikkoKabushiki Kaisha | 149·4 \| 33·0 \| 12·6 — FK | Nagasaki — Japanese | C.2Cy.20"&42"-24" (s) — 120lb — 1SB,3pf,GS55,HS1400 — Lobnitz&Co Ld. Renfrew | 12 · 0 | |
| 6857 | | | | | | | | | | |
| JKWC | 1Dk(Stl) | | | Completed by A&CP | Mitsu Bishi Dkyd. | & E.Wks.Nagasaki | | 1BHCem | | |
| 363 | Dokai Maru No. 3 — SteelSc | 495 / 440 / 267 | ✠ A1 Nag — Dredger — 10.01 — LMC10.01 | 1901 Lobnitz& Co.Ld. Renfrew | Wakamatsu ChikkoKabushiki Kaisha | 149·4 \| 33·0 \| 12·6 — Q10 — FK | Nagasaki — Japanese | C.2Cy.20"&42"-24" (s) — 120lb — 1SB,3pf,GS55,HS1400 — Lobnitz&Co. Ld. Renfrew | 12 · 0 | |
| 6866 | | | | | | | | | | |
| JMGV | 1Dk(Stl) | | | Completed by A&CP | Mitsu Bishi Dkyd | & E.Wks.Nagasaki | | 1BHCem | | |
| 364 | Dolcoath — IronScSr | 1706 / 1367 / 1082 | ✠100A1 Tru — 9,04 — P Gl — [illegible] — [illegible].04 | 1882 J.Laing Sunderland | DolcoathS.S.Co.Ld (Osborn&Wallis) | 266·3 \| 36·5 \| 19·2 — P24'Q71'B56'F26 | Cardiff — [illegible] | C.2Cy.33"&63"-39" (s) — 90lb 80lb NDB96 187NH — 2SB,4pf,as72,hs2955 — NE.MarineECo.(Lim.),Sld | 20 · 9 — 2 · 2½ | |
| 8649 | T.Oxland -95 — [illegible] | | | A&CP | | | | | | |
| HDFG | Well deck — ssP.Gl.2ndNo.3-9,04 | | | | WB=[illegible] | Ba78'f56'303t FPT | 50t.APT14t | | | |
| | 1Dk(ptIrn)2trB | | | | | | | | | |
| 365 | Dollie — IronScSr | 389 / 293 / 161 | ✠ [illegible] A Liv — 1.04 — [illegible] | 1884 BrwS.B.C. (Lim.) Barrow | S.S.DollieCo.Ld. (J.J.Mack&Sons) | 160·0 \| 23·2 \| 11·0 — Q56'B38'F17' | Liverpool — [illegible] | C.2Cy.22"&44"-27" (a) — 90lb — 1SB,3pf,GS58,HS1596 — BarrowS.B.Co.(Lim.)Brw | 11 · 8 — 1 · 1½ | |
| Missing since 5.05 | T.McIrvish -98 — ssLiv.No.3-3,96 | | | | | | | | | |
| JKNV | Well deck — ssLiv.No.1-00 | | | Lloyd's A&CP | WB=[illegible] | [illegible] | BHP | | | |
| | 1Dk(Irn) | | | | | | | | | |
| 366 | Dolly — SteelScTug | 129 | | 1891 E.Cravero &Co. Genoa | S.Mizzi | 93·1 \| 18·1 \| 11·0 | Malta — [illegible] | C.2Cy.15"&27"-25½" 82RH — E.Cravero&Co.Genoa | | I |
| 109331 | G.Sauges -04 (exNuovoP.Queirolo) | 128 | | | | | | | | |
| | 1Dk | 88 | | | | | | | | |
| 367 | Dolma-Baktché — IronSc | — | | 1856 ..... Glasgow | Idarei-Massousieh | 217·0 \| 28·0 \| 17·8 | Constanpl | 2Cy.42"-30" 149NH — M. Nabbs & Co. | | |
| | | — | | | | | | | | |
| | | 834 | | | | | | | | |

| 1 No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | 2 Late Name if any. | 3 Gross. | 4 Under deck | 5 Net | Particulars of Classification. Character. (for Special Survey, Date of last Survey.) | Port of Survey. | Years Allowed between Classed Surveys. | 6 Built. When | By Whom | Where | 7 Owners. | 8 Length | 9 Breadth. | 10 Depth | 11 Registered Dimensions. Deck Erections, &c. | 12 Port of Registry / Flag | 13 Engines. No. & Dia. of Cylinders - Stroke / Boiler Pressure / NP=Horse power by Society's formula / IP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name | 14 Moulded depth. Freeboard and Bulkheads | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 368 | **Dolores** | | 114 | | | | | | 1887 | D. Macgill | | Luis Castillo | 92·0 | 18·0 | 7·8 | Q13′B16′F16′ | Bilbao | C.2Cy.13″&24″–18″ | 8 ″ 6 | | |
| | (ex Sotileza) | | 86 | | | Gls | | | 4mo | & Co | | | | | | WB = FPT 16t | Spanish | 20 NH | | | |
| | *Mchy. Aft* | | 71 | | | 5.87 | | | | Irvine | | | | | | | 3 BH Cem | Ross & Duncan, Glasgow | | | |
| 369 | **Dolphin** | | 824 | | | | | | 1892 | Harland & Wolff Ltd. | Belfast | Alaska S.S. Co. | 213·0 | 32·0 | 15·0 | | P. Twnsnd Utd. States | T.6Cy.16″,22″&40″–26″ | | S | |
| 106938 | *J.C. Hunter* | | — | | | | | | | | | | | | | | | 163 NH | | | |
| KLHD | *Elec. light* (ex The Foster, ex Al. Foster) | | 495 | | | | | | | | | | | | | | | Harland & Wolffs Belfast | | | |
| 370 | — | | 349 | | | 100A1 Bkn e | | | 1895 | Montrose | | Manchstr Coasting & Gen. Shppg Co. Ltd (A.E. Bowen, *Mgr.*) | 130·2 | 25·2 | 11·5 | F15′ | Manchestr | C.2Cy.15″&32″–24″ (s) | 13 ″ 11 | | |
| 104888 | *H.T. Thomas* –04 *ss* Bkn. No. 2–03 | | 314 | | | 2,05 2,04 | | | 5mo | S.B. & E. Co Ltd | Montrose | | | | | Irp04 BK7″ | British | 180 lb 95 RHP | s 1 ″ 8½ | | |
| LPQR | | | 186 | | | | LMC 03 | | | Montrose | A&CP | | | | | WB = DBf 72″ | 3 BH Cem | 1SB. 2pf, Gs88, Hs930 | | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | | | 88t APT 7t | Hall Brwn, Buttery & C. Gls | | | |
| 371 | — | | 143 | | | | | | 1887 | J. Wood-cock | | Salt Union, Ld. | 89·7 | 20·9 | 10·0 | | Liverpool | C.4Cy.8″&15½″–19½″ | | | |
| 93767 | *A. Molyneux* | | 138 | | | | | | | | | | | | | | British | 60 RHP | | | |
| | | | 97 | | | | | | | Northwich | | | | | | | | J.H. Wilson & Co., Liv. | | | |
| 372 | — | | 138 | | | 100A– Bos | | | 1891 | J.P. | | Boston Deep Sea Fishg. & Ice Co. Ld. | 95·0 | 20·2 | 10·5 | | Boston | C.2Cy.16½″&32½″–21″ (s) | 10 ″ 9 | | |
| 93289 | *F. Glenton* –03 | | 132 | | | *Stm Trawler* | | | 4mo | Rennoldson & Sons | S. Shields | | | | | BK7″ | British | 90 lb 40 RHP | | | |
| | *ss* Bos. No. 3–4,04 | | 41 | | | 4,04 | | | | | | | | | | | 3 BH Cem | 1SB. 2pf, Gs26, Hs790 | | | |
| | *1 Dk* | | | | | LMC 2,04 | | | | | | | | | | | | J.P. Rennoldson & Sns, S Shld | | | |
| 373 | | | 115 | | | 100A1 Vera a | | | 1895 | R. Craggs & Son | Middlesbro' | Sir W.D. Pearson, Bart. | 90·0 | 19·2 | 10·6 | B12′ | London | T.3Cy.13″,20″&32″–20″ (s) | 11 ″ 3 | | |
| 105755 | *C. Nelson* 96 | | 113 | | | Cruz | | | 11mo | | | | | | | BK6 | British | 165 lb 80 RH | s 1 ″ 2½ | | 1,04 |
| PGKS | *ss* Vera Cruz No. 2–03 | | 16 | | | 2,03 | LMC | | | | A&CP | | | | | | 4 BH Cem | 1SB, 2pf, Gs86, Hs852 | | | |
| | *1 Dk* | | | | | Steel | | | | | | | | | | | | Wstgrth, English & C. Mdb | | | |
| 374 | — | | 110 | | | | | | 1899 | G. Napier & Son | Southampton | T.A. Mosse | 85·4 | 20·9 | 6·9 | | London | C.2Cy.10″&20″–9″ | | | |
| 112047 | | | 94 | | | | | | | | | | | | | | British | 19 RH | | | |
| | *Mchy. Aft* | | 67 | | | | | | | | | | | | | WB | | G. Napier & Son, Sou. | | | |
| 375 | **Dom Carlos I.** | | 38 | | | 100A1 Fal | | | 1901 | Cox & Co. | Falmouth | Cia. Sao Vicente de Cabo Verde | 60·3 | 13·6 | 7·3 | | St. Vincent C.V.I. | C.2Cy.11″&22″–15″ (s) | 7 ″ 8 | | |
| | *T.G. Fortes* 88– | | *38* | | | *For Tug purposes* | | | 6mo | | A&CP | | | | | BK6″ | Portuguese | 110 lb 23 NHP | | | |
| | *1 Dk* | | *6* | | | 6,01 | LMC 6,01 | | | | | | | | | | 1 BH Cem | 1SB, 1pf, Gs14, Hs493 | | | |
| | | | | | | | | | | | | | | | | | | Cox & Co. Falmouth | | | |
| 376 | **Dom Pedro II.** | | 397 | | | | | | 1883 | Blackwood & Gordon | Pt. Glasgow | Amazon Stm. Nav. Co. Ld. | 170·0 | 26·0 | 9·5 | | Para | 2Cy.33″–48″ | | | |
| HDMQ | | | — | | | | | | | | | | | | | | Brazilian | 116 NH | | | |
| | *1 Dk & Hur Dk* | | 250 | | | | | | | | | | | | | | | Blackwood & Gordon, P. Gls | | | |
| 377 | **Domald** | | 2015 | | | 100A1 Got r | | | 1889 | Hall, Russell & Co. | Aberdeen | Ångf. Aktieb. Svithiod (A. Carlson, *Mgr.*) | 270·2 | 37·0 | 17·8 | P32′Q52′B124′ | Gothenbrg | T.3Cy.20½″,33″&54″–39″ (s) | 20 ″ 2 | | 10,03 |
| 3212 | *C.A. Wallin* 91–98 | | 1505 | | | 10,03 | | | 5mo | | | | | | | F29′ BK9½ | Swedish | 160 lb *80 lb* ND800 190 NH | s 2 ″ 0 | | |
| JHQP | (ex Alford) | | 1239 | | | | LMC | | | | | | | | | WB = Cell | 1 BH Cem | 2SB, 6rf, Gs93, Hs2982 | | | |
| | *Well deck* | *ss* Got. No. 3–8,00 | | | | | | 3,05 | | | *Lloyd's* SA&CP | | | | | | *DB* 186′324t | Hall, Russell & Co., Abn | | | |
| | | *1 Dk (Stl) & Web frames* | | | | | | | | | | | | | | | | | | | |
| 378 | **Domenico Balduino** | | 4580 | | | Gen y | | | 1882 | Palmers' Co. | Newcastle | Nav. Gen. Italiana | 400·3 | 44·6 | 31·2 | B102′ H274t F52 | Genoa | C.2Cy.54″&96″–60″ | | I | |
| 121 | *O. Canepa* | (ex China) | 3089 | | | *Spar dk* | | | 2mo | | | | | | | 116′ & nB58′430t | Italian | NB93 595 NH | | | |
| NSWG | *Elec. light* 2 *Dks* (1 *Irn*) & *Spar dk* (*Irn*–ws) | | 3044 | | | 1,85 | | | | | | WB = DBa | | | | | 6 BH Cem | Palmers' Co. (Lim.), Nwc. | | | |
| 379 | **Domingo de Larrinaga** | | 4076 | | | | | | 1899 | R. Duncan & Co. Ld. | Pt. Glasgow | Domingo de Larrinaga S.S. Co. Ld. (Larrinaga & Co.) | 375·6 | 48·0 | 26·1 | P38′B190′F38′ | Liverpool | T.3Cy.27″,43″&72″–48″ | | C | |
| 110387 | *J. Arnold* –03 | | 3822 | | | | | | | | | | | | | | British | 359 NHP | | | |
| RFTP | | *2 Dks* | 2651 | | | | | | | | | | | | | WB | | Hall-Brwn, Buttery & C. Gls | | | |
| 380 | **Dominic** | | 2966 | | | 100A1 Liv u | | | 1895 | Barclay, Curle & Co. Ld. | Glasgow | Booth S.S. Co. Ld. | 322·0 | 42·3 | 16·9 | 25′6 | Liverpool | T.3Cy.23½″,39″&64″–42″ (s) | 19 ″ 3 | | 4,04 |
| 105350 | *G.C. Westray* –01 | *ss* Liv. No. 1–99 | 2884 | | | *Spar dk* | | | 10mo | | | | | | | FR | British | 160 lb *80 lb* 277 NH | s 6 ″ 3 | | |
| PCSH | 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | | 1893 | | | 9,01 7,00 | LMC | 12 03 | | | A&CP | | | | | WB = Cell | 5 BH Cem | 2SB, 6cf, Gs126, Hs4328 | | | |
| | *Elec. light* | *ss* Liv. No. 2–04 | | | | 12,04½ | | | | | | | | | | DBa 125′ f 138′ 598t | *APT* 40t | Barclay, Curle & Co. Ld. Gls | | | |
| 381 | **Dominican** | | 134 | | | | | | 1891 | R. Dixon & Co. | Middlesbro' | Gt. Grimsby Albion Stm. Fishing Co. Ld | 96·5 | 20·3 | 10·7 | Q20′F19′ | Grimsby | T.3Cy.11½″.17″&28″–21″ | 11 ″ 8 | | |
| 99192 | | | 127 | | | | | | 10mo | | | | | | | BK7½″ | British | 40 RH | | | |
| MJRS | (*Trawler*) | 1 *Dk* | 48 | | | | | | | | | | | | | | | N.E. Mar. E. Co. (Lim.), Sld. | | | |
| 382 | **Dominion** | | 7008 | | | | | | 1894 | Harland & Wolff Ld. | Belfast | Mississippi, & Dominion S.S. Co. Ld. | 445·5 | 50·2 | 29·9 | P58′B207′F102′ | Liverpool | T.6Cy.22½″,36½″&60″–48″ | | V | |
| 109417 | *W.L. Mendus* –03 | | 5246 | | | | | | | | | | | | | | British | 499 NH | | BT till | |
| QCLT | (ex Prussia) | 3 *Dks* | 4462 | | | | | | | | | | | | | WB | | Harland & Wolff Ld. Bel. | | 1,09 | |
| | *Ref. Mchy. Elec. light* | | | | | | | | | | | | | | | | | | | C | |
| 383 | — | | 4921 | | | | | | 1902 | C.S. Swan & Hunter, Ld. | Newcastle | English & American Shppg. Co. Ld. (C.T. Bowring & Co. *Mgrs.*) | 352·6 | 47·2 | 27·0 | P82′B25′F31′ | London | T.3Cy.23½″,39″&66″–48″ | | | |
| 115965 | *H. Dawson* –03 | | 3553 | | | | | | | | | | | | | | British | 302 NHP | | | |
| TVWB | *Mchy. Aft* | 1 *Dk* | 2581 | | | | | | | | | | | | | WB | | Wilsnd Slpwy. Co. Ld. Nwc | | | |
| | *Elec. light* | | | | | | | | | | | | | | | | | | | | |
| 384 | — | | 152 | | | 100A1 Sld b | | | 1903 | J.P. Rennoldson & Sns | South Shields | Empire Towing Co. | 100·0 | 22·2 | 11·0 | | London | T.3Cy.14½″,23″&38″–27″ (s) | 12 ″ 0 | | |
| 115987 | *W.A. Mason* 03–03 | | 148 | | | 3,05 3,03 | Lon | | 3mo | | | | | | | BK6¾″ | British | 160 lb 99 RHP | s 1 ″ 8½ | | |
| TWFQ | (*Tug*) | 1 *Dk* | 7 | | | | LMC | 8,03 | | | *Lloyd's* SA&CP | | | | | WB = APT 15t | 1 BH Cem | 1SB, 3pf, Gs49, Hs1438 | | | |
| | *Elec. light* | | | | | | | | | | | | | | | | | L.P. Rennoldsn & Sns, S. Shld. | | | |
| 385 | **Domino** | | 874 | | | A1 1 Mch Lv | | | 1877 | Schlesing'r Davis & Co. | Newcastle | Spartan Chief S.S. Co. Ld. (T.B. Stott, *Mgr.*) | 225·4 | 28·2 | 14·7 | | Liverpool | C.2Cy.26″&55″–33″ | | 16 ″ 0 | |
| 77466 | *H.E. Fisher* –01 | | 647 | | | 5,03 | | | 3mo | | | | | | | P&B– F– | British | NB91 145 NHP | | s 1 ″ 7½ | |
| WVJO | *Mchy. Aft* *Well deck* 6th Survey Liv. 12,01 | | 386 | | | | | | | | | | | | | len82 | 1 BH 1 PBH | Amos & Smith, Hull | | | |
| 386 | **Don** | | 939 | | | 100A1 Hul n | | | 1892 | W. Dobson & Co. | Newcastle | Goole S. Shg. Co. Ld. Lancashire & Yorkshire Rly. Co. | 225·5 | 33·3 | 15·7 | P30′B62′F33′ | Goole | T.3Cy.19″,32″&52″–36″ (s) | 16 ″ 6 | | |
| 98380 | *H. Mapplebeck* 00–03 *ss* Hul. No. 2–01 | | 773 | | | 5,04 | | | 8mo | | A&CP | | | | | BK7″ | British | 160 lb 179 NHP | s 2 ″ 1½ | | 1,05 |
| MRKD | 1 *Dk (Irn) & Web frames* | | 464 | | | | LMC | 8,04 | | | | | | | | WB = Cell | 5 BH Cem | 2SB, 6rf, Gs112, Hs2938 | | | |
| | | | | | | | | | | | | | | | | | *DB* 117′150t | Wilsnd Slpwy & EC (L) Nwc | | | |
| 387 | — | | 306 | | | | | | 1859 | ..... | Birkenhead | Don, Azoff & Black Sea Steam Nav. Co. | 185·0 | 23·1 | 7·5 | | Rostoff | | | | |
| 43 | | | — | | | | | | | | | | | | | | Russian | | | | |
| | | 1 *Dk* | 137 | | | | | | | | | | | | | | | | | | |
| 388 | — | | 168 | | | 100A1 Hul | | | 1898 | Irvine S.B. & E. Co. Ld. | Irvine | J. Leyman & Co. Ld. | 105·6 | 21·0 | 10·7 | Q17′F19′ | Hull | T.3Cy.10″,16″&27″–20″ (s) | 11 ″ 7 | | 8,04 |
| 109084 | *T. Walsh* –98 | *Trawler* | 154 | | | *Stm. Trawler* | | | 11mo | | | | | | | BK7½″ | British | 180 lb 40 RHP | | | |
| | *ss* Hul. No. 1–04 | 1 *Dk* | 55 | | | 12,04 | LMC | | | | *Lloyd's* SA&CP | | | | | WB = M/T 14t | 4 BH Cem | Muir & Houston, Ld. Gls. | | | |
| 389 | — | | 151 | | | 100A1 Gms | | | 1893 | Earle's Co. (Lim.) | Hull | D. Line Stm Fishing Co. Ld. (A. Jeffs, *Mgr.*) | 98·0 | 20·7 | 11·1 | Q18′F19′ | Grimsby | 1SB. 2pf, Gs20, Hs536 | | | |
| 99701 | *W. Vince* –93 | *ss* Gms. No. 2–01 | 140 | | | *Stm Trawler* | | | 8mo | | | | | | | BK7½″ | British | T.3Cy.10″,17″&30″–21″ (s) | 11 ″ 9 | | 9,03 |
| NMJV | | 1 *Dk* | 61 | | | 4,05 | LMC | 10,04 | | | *Lloyd's* SA&CP | | | | | WB | 3 BH Cem | 160 lb 45 RHP | | | |
| | | | | | | | | | | | | | | | | | | 1SB. 2pf, Gs28, Hs792 | | | |
| | | | | | | | | | | | | | | | | | | Earle's Co. (Lim.), Hull | | | |

| Numéro d'Ordre / Numéro officiel | Nom du Navire. Matériaux. Gréement. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. / Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Machine maintenant en service. Lettre d'Emploi. | Construit. Quand. Par qui. Nom. Où. Mach. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Profond. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course des Pistons. Chaudières. NHP. Force en chevaux d'après les formules de la Société. RHP. Force en chevaux indiqués des machines du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. pds. pc | Date de la Classification. Date de la Visite de Renouvellement. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 390 | **Don Engracio** Iron Sc Sr<br>ss Man. No. 3–81<br>(ex Abbey, ex Pasig) 1 Dk, f Awng dk | 417<br>305 | ✠ Awng dk with 1on4 lin 10,85 | HKg | 1867 Wingate 7mo Glasgow | C. Palanca | 162·0 \| 20·3 \| 9·4<br>17·0<br>P K | Manila<br>Utd. States | 2 Cy 24"–24"<br>13 NH<br>4 B H Cem<br>T. Wingate & Co. Glasgow | | |
| 391 | **Don Francisco** Wood Sc Sr<br>*B. Javier*<br>1 Dk | 119<br>—<br>65 | | | 1893 G. Fenwick & Co. Ld. Hong Kong | Armstrong & MacKay | 102·4 \| 18·3 \| 8·0 | Manila<br>Utd. States | C. 2 Cy. 12"&24"–17"<br>N H 96 26 NH<br>G. Fenwick & Co Hong Kong | | |
| 392<br>112631<br>RKWC | **Don Hugo** Steel Sc Sr<br>*J. M. Jones* 99–99 ss Sws. No. 1–04<br>*Well deck* 1 Dk (pt Irn, pt St'l–pt wsw)<br>*Elec. light* *& deep framing* | 2244<br>1023<br>1249 | ✠ 100 A1<br>8,00 ~~Irn~~<br>✠ LMC 8,04 | Sws s | 1899 D. J. Dunlop & Co. Pt. Glasgow A&CP | Rio Tinto Co. Ld.<br>*WB = Cell H* | 298·7 \| 38·3 \| 18·0<br>P 29' Q 68' B 128' F 35'<br>P K<br>*Ba 82' uE & B 72' f 96'* | London<br>British<br>*6 B H Cem*<br>*124 M A P T 44t* | T. 3 Cy 24", 40" & 66"–48" (a)<br>180 lb *100 lb* 380 NH<br>28 B, *6cf*, gs 120, hs 5250<br>D. J. Dunlop & Co. Pt. Gls. | 20 " 0 | BT<br>tell<br>2 · 2 |
| 393 | **Don Jose** Wood Sc<br>*Ferrer* | 175<br>—<br>120 | | | 1896 ..... Philippine Islands | P. P. Roxas | 125·0 \| 21·0 \| 8·0 | Manila<br>Utd. States | | | |
| 394<br>HCKD | **Don Matias** Iron Sc Sr<br>*J. Moffat* ss Ham. No. 1–77<br>(ex Valparaiso) 2 Dks, tr l | 2213<br>2118<br>1502 | ✠<br>9,77 | Ham | 1873 Reilherst'g 5mo Schiffsw. Hamburg | Cia. Esplotadora de Lota y Coronel | 302·0 \| 36·3 \| 26·7<br>H 59' F 36' t | Valparaiso<br>Chilian<br>*4 B H Cem* | C. 2 Cy. 40"&70"–48"<br>N B 83 283 NH<br>Reiherst. Maschinenf. Ham | | |
| 395 | **Don Pepe** Steel Pad | 187<br>—<br>135 | | | 1891 D. Giuliani Concordia | N. Mihanovich | 120·0 \| 17·0 \| 6·7 | Bns. Ayres<br>Argentine | 2 Cy. 28"–30"<br>45 NH<br>D. Rowan & Co. Glasgow | | |
| 396<br>HBSQ | **Dona Maria** Steel Sc 3 Mst Sr<br>~~Donna Maria~~<br>ss Nwc. No. 3–9,00<br>1 Dk (Irn) & Spar dk (Irn–ws) 3 tr ~~S~~<br>(ex Port Fairy) *Beams & Inner Bottom Irn*<br>*Harberts* ss Bkn. No 1–05 | 2539<br>2370<br>1645 | ✠ 100 A1<br>~~Spec. dk~~<br>~~9,06~~<br>~~✠ NB 9,06~~ ✠ LMC ~~9,06~~ | Npt u<br>Bkn | 1887 Wigham 12mo Richrdsn & Co Newcastle Lloyd's A&CP | J. H. Andressen, Successores | 330·0 \| 38·3 \| 18·7<br>B 68' F 39'<br>B K 10"<br>*WB = Cell* | Oporto<br>Portuguese<br>*6 B H Cem*<br>*D B 250' 316t* | T. 3 Cy. 27", 42" & 69"–48" (a)<br>160 lb *80 lb* S D 600 346 NH<br>3 D B, *12cf*, gs 174, hs 5424<br>Wigham Richrdsn & Co. Nwc | 21 " 3 | |
| 397<br>HWJK | **Donai** Steel Sc Sr<br>*Berthon* –95<br>1 *Dk 2 tr B* | 792<br>—<br>447 | | | 1895 R. Napier & Sons, Ld. Glasgow | Messageries Fluvi-ales de Cochinchine | 212·0 \| 28·0 \| 13·7<br>P 22 B 74' F 39' | Saigon<br>French<br>*W A* | T. 3 Cy. 18", 29½" & 47"–30"<br>121 NH<br>R. Napier & Sons, Glasgow | | V |
| Missing since 1904 | **Donald** Iron Sc Sr<br>~~S. Nwc. No. 3–00~~<br>(ex Lisbon) 2 Dks (1 Irn) | 669<br>592<br>408 | ✠<br>4,74 | Liv Lv | 1874 T. Royden 2mo & Sons Liverpool | F. Finckenhagen (Donald S.S. Co. Incorp. *Mgrs.*) | 211·4 \| 26·1 \| 16·0<br>F 21 t | Christiania<br>Norwegian<br>*5 B H* I P B H | C. 2 Cy. 26" & 51½"–30"<br>121 NH<br>J. Jack, Rollo & Co. Liv. | 17 " 7 | |
| 399<br>HKSP | **Donata** Iron Sc Sr<br>*C. Arriandiaga* 1 *Dk 2 tr B*<br>*Well deck* | 845<br>659<br>506 | ✠<br>11,82<br>✠ | Liv m | 1880 Lon. & Glas Co. 2mo Glasgow | Linea de Vapores Serra<br>*WB = D Ba 60' F P T* | 210·0 \| 28·8 \| 16·0<br>Q 80' B 44' F 35'<br>B K | Bilbao<br>Spanish<br>*4 B H Cem* | C. 2 Cy. 25" & 46"–36"<br>107 NH<br>London & Gls. C. (Lim.), Gls. | | |
| 400 | **Donato Guerra** Steel Sc Sr<br>*A. Pinto* –99<br>1 *Dk* | 400<br>—<br>— | | | 1896 Neafie & Levy Co. Philadelphia | Mexican Government (Lighthouse Service) | 130·0 \| 25·0 \| 11·0 | Vera Cruz<br>Mexican | T. 3 Cy. 14", 21" & 36"–26"<br>66 NH<br>Neafie & Levy Co., Phl. | | S |
| 401<br>75359 | **Doncaster** Iron Pad Sp | 216<br>205<br>165 | | | 1856 M. Samuelson & Co. Hull | Great Central Rly. | 160·5 \| 18·7 \| 8·4 | Hull<br>British | C. 2 Cy. 36"–36"<br>NB 92 NE 75 80 RH<br>Laird Bros., Birkenhead | | BT<br>tell<br>4,05 |
| 402<br>116014 | **Donegal** Steel Twin Sc Sr<br>~~2060~~<br>1997 *A. Relph* –04<br>3 *Dks* | ~~2060~~<br>1385<br>594 | | | 1904 Caird & Co. Ld. Greenock | Midland Railway Co. | 331·0 \| 42·1 \| 17·2<br>F 21 t | Belfast<br>British | T. 8 Cy (2) 23", (2) 36" & (4) 42"<br>–30" 386 NH<br>Caird & Co. Ld. Greenock | | BT<br>tell<br>6,05 |
| 403<br>101883<br>PDGC | **Donegal Castle** Steel Sc Sr<br>~~*J. Hardy* –04~~<br>ss Dub. No. 2–03<br>*Mchy. Aft* *R. Jefferson* 04 1 *Dk (Stl)*<br>*Well deck* | 291<br>206<br>73 | ✠ 100 A1<br>~~Dec. 03~~<br>1,05 ~~Ard. Nwc~~<br>✠ LMC 04 | Dub d | 1895 J. Shearer 11mo & Son Glasgow A&CP | ~~Br. J. Martin~~<br>G. Webster & Co. | 135·0 \| 22·5 \| 10·1<br>Q 49' B 7' F 20'<br>Irp 03&04 B K 6"<br>Dup 05 *WB = F P T 18t* | Glasgow<br>British<br>*3 B H Cem* | C. 2 Cy. 17" & 26"–24" (a)<br>125 lb 53 RH<br>1 S B, *2pf*, gs 87, hs 792<br>Hutson & Son. Glasgow | 10 " 9<br>· · 11 | |
| 404<br>267 | **Donetz** Iron Pad<br>1 *Dk* | 205<br>—<br>119 | | | 1859 ..... St. Petersburg | Don, Azoff & Black Sea Steam Nav. Co. | 159·4 \| 21·1 \| 7·2 | Rostoff<br>Russian | | | |
| 405<br>108734<br>QDHM | **Dongola** Steel Sc Sr<br>*M. M. English* –98 ss Shl. No. 1–02<br>2 *Dks (1 Stl, & U Irn) & deep framing* | 4362<br>4122<br>2820 | ✠ 100 A1<br>8,04 ~~Irn~~<br>~~Dec. 04~~ ~~Apr. 04~~ ~~11,02~~ | Bry x<br>Cff | 1898 D. & W Henderson & Co 5mo Glasgow *Lloyd's A&CP* | Glasgow Nav. Co. Ld (Maclay & McIntyre, *Mgrs.*) | 375·0 \| 50·0 \| 26·0<br>P 40' B 98' F 40'<br>P K<br>*WB = Cell D Ba 121 uE 38 f 161* | Glasgow<br>British<br>*6 B H Cem* | T. 3 Cy. 25", 41" & 67"–48" (a)<br>175 lb *90 lb* 368 NH<br>2 S B, *6cf*, gs 111, hs 4930<br>D. & W. Henderson Glasgow<br>*1143 F P T 145 A P T 120t* | 28 " 8 | |
| 406<br>HFMS | **Donna Catalina** Steel Sc Sk Tug<br>*E. Maver* –96<br>1 *Dk* | 195<br>156<br>30 | | ... | 1896 J. Fullerton & Co. Paisley | N. Mihanovich | 100·0 \| 21·6 \| 11·3<br>B K 6" | Ragusa<br>Aust.-Hung | C. 2 Cy. 20" & 42"–27"<br>93 NH<br>Ross & Duncan, Glasgow | 12 " 0 | |
| 407<br>110363<br>SBHC | **Donnacona** Steel Sc Sr<br>*J. W. Wandesley* –02<br>*Mchy. Aft* 1 *Dk 2 tr b* | 1906<br>1773<br>1222 | | | 1900 Wood Skinner & Co. Ld Newcastle | Hamilton & Fort William Nav. Co Ld. (R O & A B Mackay, *Mgrs.*) | 245·0 \| 42·6 \| 20·8<br>F 21' | Newcastle<br>British<br>*W A* | T. 3 Cy. 18½", 30½" & 51"–36"<br>156 NH<br>N. E. Marine Co. Ld. Nwc | | C |
| 408<br>94988 | **Donnelly** Wood Pad<br>*T. Sugbune* 99–99<br>(ex Eurydice, ex Hastings) | 319<br>194<br>90 | | | 1863 ..... Montreal | Donnelly Salvage & Wrecking Co. Ld. | 142·0 \| 24·7 \| 8·8 | Toronto<br>British | 1 Cy. 36"–96"<br>48 RH | | |
| 409<br>HKLQ | **Donostiya** Iron Sc Sr<br>*J. M. de Sasuategui* –00 1 *Dk*<br>(ex Fernandez Sanz) | 182<br>—<br>118 | | | 1875 Blackwood & Gordon Pt. Glasgow | Hija de J. Aurrecoechea | 133·1 \| 19·1 \| 9·5 | S. Sebast'n<br>Spanish<br>*W B* | C. 2 Cy. 14" & 25"–18"<br>22 NH<br>Blackwd & Gordon. Pt. Gls | | |
| 410<br>112903<br>RSBN | **Donside** Steel Sc K<br>*W. C. Olley* –02 ss Abn No. 1–04<br>1 *Dk* | 182<br>164<br>59 | ✠ 100 A1<br>*Stm Trawler*<br>~~9,04~~<br>~~✠ LMC 12,99~~ | Abn | 1900 J. Duthie, 1mo Sons & Co. Aberdeen *Lloyd's A&CP* | G. Fyfe | 110·0 \| 20·7 \| 11·1<br>Q 26'<br>B K 7½" | Aberdeen<br>British<br>*3 B H Cem* | T. 3 Cy. 12", 19½" & 32"–22" (a)<br>180 lb 50 RH<br>1 S B, *2pf*, gs 87, hs 970<br>W. V. V. Lidgerwood, Gls | 11 " 0 | |
| 411<br>110929 | **Doon** Iron Sc K<br>*H. Bantock* –99 ss Gms. No. 1–04<br>1 *Dk* | 199<br>183<br>71 | ✠ 100 A1<br>*Stm Trawler*<br>4,04<br>✠ LMC 4,04 | Gms | 1899 J. Duthie, 12mo Sons & Co. Aberdeen *Lloyd's A&CP* | D. Line Stm Fishing Co. Ld. (A. Jeffs, *Mgr.*) | 112·3 \| 21·3 \| 11·7<br>Q 46' F 24'<br>B K 7½" | Grimsby<br>British<br>*4 B H Cem* | T. 3 Cy. 10½", 20" & 32"–23" (a)<br>180 lb 55 RH<br>1 S B, *2cf*, gs 82, hs 975<br>Findall & Co. Hull | 12 " 4 | |
| 412<br>102647 | **Doon Glen** Steel & Iron Sc Sk<br>*J. Cregeen* –02 1 *Dk*<br>*Mchy. Aft* | 146<br>105<br>50 | | | 1893 J. Mc Arthur & Co. Paisley | S. S. Doon Glen Co. Ld (E. Qualtrough) | 83·0 \| 19·1 \| 8·5<br>Q 30' F 11' | Peel, I.M.<br>British<br>*W A* | C. 2 Cy. 12" & 24"–18"<br>24 RH<br>Bow, McLachlan & Co., Pay | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Boarding now applied. Equipment later. | 8 Built. When | 9 By Where | 10 Owners. | 11 Registered Dimensions. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders - Stroke. Boiler Pressure. NIP=Horse power by Society's formula; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Masters in which issued. If in ✠ R. Overhaul of Hull. | 16 Mean Draft. Date when tail shaft last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 413 | **Dooribang** | **IronScTug** | 128 / 92 | | | | 1899 | Govt. of N.S.W. Sydney NSW | Government of New South Wales | 85·0 \| 20·0 \| 8·1 | British | C.2Cy.12″&21″-18″ | | | |
| 414 | **Dora** | **SteelScSr** | 2290 | ✠100A1 | Nwc | *s* | 1887 | T. Turnbull&Son | T. Turnbull&Son | 301·3 \| 38·1 \| 24·1 | Whitby | Bow,McLachlin&CoLd Pby | | | |
| 88788 | *B. Mitchell* –92 | *ss*Cff.No.3–4,00 | 2113 | 5,01 | | | 12mo | | Whitby | P30′ B70′ F35′ | British | T.3Cy.22½″,36½″&60″–39″ (*s*) | 25 ″ 7 | | 4,04 |
| KPWB | | *ss*Nwc.No.1–04 | 1457 | MS4,07 ✠LM | | | | | A&CP | (1 N D01 BK 10′ | | 160lb *90lb* NI 899 224 NIP | s 4 ″ 8½ | | |
| | | 2 *Dks*(1 *Stl*)3 *trH* | | MS6,08 ✠LM | | | | | | *WB = DBa* | | 2SB,*6cf*,GS97,HS3358 | | | |
| 415 | — | **SteelScSr** | 2190 | | | ... | 1897 | Act.Ges. "Neptun" Rostock | Flensburger Dmpf. Co. (H.Schuldt, *Mgr.*) | 279·0 \| 40·6 \| 16·0 | **Flensburg** | Blair&Co.(Lim.),Stockton | | | |
| | *W. Paulsen*96–99 | | 1507 | | | | | | | P14′ Q88′ | German | T.3Cy.19⅝″,32½″&53½″–35½″ | 18 ″ 6 | G | |
| LMKT | | 1 *Dk* ✠ *Deep framing* § *pt Awng dk* | 1425 | | | | | | | *pt Awng dk* 176′ FK | *WB* | 187NH | | | |
| 416 | — | **SteelScSr** | 1755 | ✠100A1 | Npt | *q* | 1888 | R. Irvine& Co. W Hartlepool A&CP | Trechmann S.S.Co. Ld. (Trechmann Bros. *Mgrs.*) *WB = Cell DBa* 86′ *uE* 18′ | 260·3 \| 36·5 \| 16·4 | W. Hartlpl British | A.G.Neptun,Rostock | | | 5,03 |
| 95876 | *J. Goulding* –00 *ss*Hpl.No.3–10,01 | | 1295 | 5,06 | | | 8mo | | | P29′ Q76′ B110′ | 4 *B H Cem* | T.3Cy.20″,33″&54″–36″ (*s*) | 19 ″ 0 | | |
| KTLJ | | 1 *Dk*(*Stl*) § *Web frames* | 1106 | MS10,01 ✠LMC | | | | | | F30′ BK 9″ | 160lb *65lb* 182 NHP | | s 1 ″ 6 | | 5,05 |
| | | | | | | | | | | *WB =* | | 2SB,*4cf*,GS60,HS2844 | | | |
| | | | | | | | | | | *Cell DBa* 86′ *uE* 18′ | | Blair&Co.(Lim.),Stockton | | | |
| 417 | — | **SteelScSr** | 466 | | | | 1890 | G. Evers | Lübeck-Bremer Dmpfsfahrts.Ges. | 167·5 \| 23·2 \| 9·8 | **Lübeck** | C.2Cy.16½″&30″–21″ | | G | |
| | *E. Krause*90–03 | | 354 | | | | | Lübeck | | Q23′ B19′ | German | 34 NH | | | |
| PBKL | | 1 *Dk* | 295 | | | | | | | len99 | *WB* | Masch.Buckau,Magdburg. | | | |
| 418 | — | **SteelScSr** | 295 | ✠100A1 | Liv | *d* | 1900 | J Fullerton &Co. Paisley A&CP | Aberdovey&Barmouth S.S.Co.Ld. *WB = FPT* 59*t* | 130·0 \| 23·1 \| 9·2 | **Liverpool** | C.2Cy.16″&32″–24″ (*s*) | 9 ″ 11 | | 9,02 |
| 113396 | *R. Lewis*94–00 | | 178 | 10,03 | | | 8mo | | | Q67′ B14′ F25′ | British | 120lb *75lb* 60 RHP | | | 9,04 |
| | *Well deck* | 1 *Dk*(*Stl*) | 79 | ✠1 MC8,00 | | | | | | lrp03 BK 6′ | 3 *B H Cem* | 1SB,*2pf*,GS36,HS1158 | | | |
| | *Mchy. Aft* | | | | | | | | | | | Ross&Duncan,Glasgow | | | |
| 419 | — | **WoodScBn** | 293 | | | | 1880 | M. Turner | Alaska Commercial Co. | 112·0 \| 27·2 \| 13·2 | **S. Frncisco** | C.2Cy.11″&20″–18″ | | | |
| 157000 | | 1 *Dk 2 tr B* | — | | | | | S. Francisco | | | Utd. States | 14 NH | | | |
| | | | 231 | | | | | | | | | W.McAffee,San Francisco | | | |
| 420 | — | **IronScTrawler** | 133 | | | | 1892 | F.W. Wencke Bremerhaven | H. Siebert | 105·1 \| 21·0 \| 9·3 | **Brmrhavn** | C.2Cy.17½″&31½″–19½″ | | G | |
| | *H. Becker* | 1 *Dk* | 122 | | | | | | | | German | 36 NH | | | |
| QFRL | | | 18 | | | | | | | | *WB* | R. Küchen, Bielefeldt | | | |
| 421 | **Dora Baltea** | **SteelScSr** | 4243 | ✠100A1 | Gen | *r* | 1901 | Cant. Nav. di Muggiano Spezia A&CP | L. Capuccio&Co. *WB = Cell DB* a94′ *uE* § *B* 42′ *f* 142′ 9 | 343·0 \| 47·5 \| 23·7 FK | **Genoa** Italian | T.3Cy.21½″,35″&59″–39″ (*s*) | 24 ″ 1 | | 11,02 |
| 8 | *F. Figari*02–02 | | 4039 | *Shelter dk* | | | 3mo | | | | | 180lb *100lb* 267 NHP | s 3 ″ 6 | | 9,04 |
| NTBS | | 1 *Dk*(*Stl*) § 1 *pt Stl dk* § *Web frames* § *Shelter dk*(*pt Stl–ws*) | 2714 | *with freeboard* 9,0 10,03 | | | | | | | 7 *B H Cem* | 2SB,*6cf*,GS96,HS3653 FD | | | |
| | | | | ✠LMC9,01 | | | | | | | 30*t A P T* 58*t* | Richardsons, Westgarth& Co.Ld. Hpl | | | |
| 422 | **Dorade** | **IronScK** | *211* | | | ... | 1899 | Cook, Welt'n&Gemmell Hull | L. Bouclet | 116·8 \| 21·2 \| 11·2 Q20′ BK 7½″ | **Boulogne** French | T.3Cy.11¾″,20″&33″–24″ | 12 ″ 1 | V | |
| | *F. Delpierre*00–00 (*ex* General Gordon) | (*Trawler*) 1 *Dk* | *196* *72* | | | | | | | | *WB* | 64 NHP | | | |
| | | | | | | | | | | | | C.D.Holmes&Co.Hull | | | |
| 423 | **Dorado** | **SteelPad** | 156 | | | | 1898 | ..... Salto, Urugy | N. Mihanovich | 121·0 \| 17·0 \| 5·6 | **Bns.Ayres** Argentine | C.2Cy.11″&22″–30″ | | | |
| | | | — | | | | | | | | | 22 NH | | | |
| | | | 126 | | | | | | | | | D.Rowan&Co.Glasgow | | | |
| 424 | **Dorando** | **SteelScYl** | 139 | | | ... | 1895 | Mackie& Thomson Glasgow | Grimsby&N.Sea Stm Trawling Co Ld | 99·3 \| 20·1 \| 10·4 Q17′ F19′ BK 7½″ | **Grimsby** British | T.3Cy.10″,16″&27″–20″ | 11 ″ 6 | | |
| | *H. Rowston* –95 | | 127 | | | | | | | | | 45 RH | | | |
| 105530 | | (*Trawler*) 1 *Dk* | 54 | | | | | | | | | Muir&Houston,Glasgow | | | |
| 425 | **Dorchester** | **IronScSr** | 2537 | | | | 1889 | Harlan& Hlngswth Co Wilmington | Merchnts & Miners Transportation Co | 261·0 \| 40·0 \| 23·0 30·0 | **Baltimore** Utd. States | T.3Cy.24″,39″&59″–48″ | | S | |
| 157238 | *D. R. W. Parker* –94 | 3 *Dks* | — | | | | | | | | | Harln&Hol- NB01,241 NHP | | | |
| KGDQ | *Elec. light* | | 1876 | | | | | | | | | ingswrthCoWlmngtn,Del. | | | |
| 426 | **Dordogne** | **SteelScBn** | 3806 | | | | 1889 | Forges&C. de la Medit Havre | Messageries Maritimes | 371·4 \| 43·0 \| 34·4 | **Marseilles** French | T.3Cy.28″,44″&70″–47″ | | | |
| | *Vedrenne*98–01 | 3 *Dks* | — | | | | | | | | *WB* | 336 NH | | | |
| HWKG | | | 2138 | | | | | | | | | Forges&C.de la Medit.Havre | | | |
| 427 | — | **SteelScSr** | 870 | ✠100A1 | Cff | *l* | 1885 | Osbourne, Graham&Co Sunderland A&CP | Cardiff S.S.Co.Ld. (W.R.Corfield, *Mgr.*) *WB = DBa* 51 | 200·0 \| 29·3 \| 15·2 P114′ F53′ BK 7½″ | **Cardiff** British | C.2Cy.26″&47″–36″ (*s*) | 16 ″ 0 | | 13·87 |
| 89202 | *F. W. Gray* –04 | *ss*Cff.No.3–5,98 | 641 | A 1 ✠ 1 | | Lv | 10mo | | | | | 80lb 96 RH | s 1 ″ 3 | | 14·72 |
| KDFR | 4th Survey 1,02 | *ss*Cff.No.1–02 | 539 | 1,06 | | | | | | | 4 *B H Cem* | 1SB, *Mpf*, GS81, HS1577 *80lb* | | | 15·57 |
| | *Well deck* | 1 *Dk*(*Stl*) § *Web frames* | | ✠NB1,04 | | | | | | | 69*t F P T* 22*t* | G.Clark,Sunderland ND B04 | | | 16·41 |
| | | | | ✠LMC1,02 | | | | | | | | *3cf*,GS17,HS1528 | | | 8,04 |
| 428 | **Dordrecht** | **SteelScSr** | 2151 | | | | 1899 | Naaml. Vnts.Schwf. v.Jan Smit Cz. Alblasserdm | Stoomv.Maats.de Maas (Ph.van Ommeren, *Mgr.*) | 293·0 \| 42·9 \| 22·3 P32′ B71′ F34′ | **Rottrdam** Dutch | T.3Cy.21½″,35½″&58″–39″ | | V | |
| | *T. Visser*99–01 | | 1966 | | | | | | | | | 210 NHP | | | |
| NMGQ | | 1 *Dk* | 1365 | | | | | | | | *WB* | N.E.Marine Co.Ld.Nwc. | | | |
| 429 | — | **SteelScK** | *159* | ✠100A1 | Abn | | 1902 | J T Eltringham&Co. S.Shields *Lloyd's A&CP* | Steamtrawler Maats.Dordrecht | 104·0 \| 20·2 \| 11·4 BK 7″ | **Ymuiden** Dutch | T.3Cy.11″,18″&32″–22″ (*s*) | 12 ″ 0 | | 5,05 |
| | *G. Krab* | *Stm Trawler* | *148* | 9,03 | Ams | | 9mo | | | | 3 *B H Cem* | 170lb 59 NH | | | |
| | (*ex* Celtic Prince) | 1 *Dk* | *40* | ✠LMC9,02 | | | | | | | | 1SB,*2pf*,GS82,HS1031 | | | |
| | | | | | | | | | | | | Shields Eng.Co Ltd.N.Shl. | | | |
| 430 | **Dordt** | **SteelScSr** | 191 | | | | 1901 | Nederl. Schps. Maats Amsterdam | Dordtsche Petroleum Maats. | 118·0 \| 21·0 \| 9·5 Q21′ | **Sourabaya** Dutch | C.2Cy.12½″&20½″–17½″ | | | |
| | *Carrying Petroleum in bulk* | | 157 | | | | | | | | | 18 NHP | | | |
| TCQS | | 1 *Dk* | 65 | | | | | | | | *WB* | Ned Fb v. Wrk&Spoor,Ams | | | |
| 431 | **Doreen** | **SteelScK** | 129 | ✠ | | ... | 1898 | J.T. Eltringham&Co. S.Shields *Lloyd's A&CP* | Wear Stm. Fishing Co. Ld. | 96·5 \| 19·1 \| 10·7 BK 6½″ | **Sunderlnd** British | C.2Cy.16″&34″–22″ (*s*) | 11 ″ 0 | | 5,03 |
| 109698 | | *ss*Shl.No.1–03 | 120 | *Stm Trawler* | | | 12mo | | | | 3 *B H Cem* | 120lb 47 RHP | | | |
| | | 1 *Dk* | 24 | | | | | | | | | 1SB,*2pf*,GS31,HS955 | | | |
| | | | | | | | | | | | | G.T.Grey,South Shields | | | |
| 432 | **Doric** | **SteelScBk** | 4680 | | | | 1883 | Harland& Wolff Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie& Co. *Mgrs.*) | 440·9 \| 44·2 \| 29·2 P48′ B154′ F96′ | **Liverpool** British | T.3Cy.28″,47″&78″–60″ | 33 ″ 5 | | |
| 87847 | *H. Smith* –96 | 3 *Dks*(2 *Stl*) | 4269 | | | | 3mo | | | | | NE&B95 471 NHP | s 9 ″ 3½ | | |
| HRVM | *Ref. Mchy. Elec. light* | | 2936 | | | | | | | | *WB* | Harland&Wolff(Lim.),Bel. | | | |
| 433 | **Doris** | **SteelScSr** | 4056 | ✠100A1 | Cff | *w* | 1901 | N. Odero fu A. Sestri Pnente A&CP | Soc. Commerciale Italiana di Nav. *WB = Cell DBa* 88′ *uE* § *B* 42′ *f* 156′ 730*t* | 340·5 \| 45·0 \| 19·8 P25′ B66′ F41′ 27·3 FK | **Genoa** Italian | T3Cy.22½″,36½″&60½″–39⅝″ | 22 ″ 3 | | 6,03 |
| 26 | *G. Ciccirello*97–00 | *Spar dk* | 3646 | | | | 10mo | | | | 6 *B H Cem* | 180lb *100lb* (*s*) 322 NHP | s 6 ″ 4 | | 12,04 |
| NTBW | | 1 *Dk*(*Stl*) § *Spar dk*(*Stl*) 3 *tr B* | 2657 | 12,01 | | | | | | | *A P T* 55*t* | 2SB,*6cf*,GS151,HS1841 FD | | | |
| | | | | ✠LMC10,01 | | | | | | | | N. Odero fu A. Sestri Pnente. | | | |
| 434 | — | **SteelScSr** | 1534 | | | | 1900 | Wood Skinner&Co.Ld. Newcastle | Acties. Premier (J.Bull, *Mgr.*) | 255·0 \| 36·0 \| 15·7 Q111*t* B168*t* H66*t* F36*t* | **Tönsberg** Norwegian | T.3Cy.18½″,30″&49″–33″ | | N | |
| | *K. Jacobsen* –00 | | 1151 | | | | | | | | | 138 NHP | | | |
| HMNS | | 1 *Dk* | 965 | | | | | | | | *WB* | N.E.Marine Co.Ld.Nwc. | | | |
| 435 | — | **SteelScSr** | 535 | | | | 1901 | Nuesske& Co Stettin | Dampfer Act.Ges. Poseidon (R. Lansert, *Mgr.*) | 167·2 \| 26·4 \| 11·2 Q49′ B52′ F23′ | **Stettin** German | C.2Cy.17¾″&30¾″–19¾″ | | G | |
| | *R. Conrad*98–01 | | 406 | | | | | | | | | 36 NH | | | |
| JFQL | *Elec. light* | 1 *Dk* | 324 | | | | | | | | *WB* | "Kette" Uebigau, Uebigau | | | |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Victoria Cross, etc. Nombre des Forces | Tons | Détails de la Classification. Cadre. Machines. Port de Visites. Dernière Visite. | Construit. Quand. Où. Par qui. | Armateurs. | Dimensions d'après le Tonnage de Douane. Superstructures, etc. | Port d'Armement | Machines. No. & Dia. des Cylindres.—Course. Pression [illegible]. SHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Brut. Tonnage Net. Poids en | |
|---|---|---|---|---|---|---|---|---|---|---|
| 436 106788 PSWN | **Doris** IronScK<br>*E.Elliott97–97* ssHul.No.1–01<br>1 *Dk* | 174<br>164<br>68 | ✠100A1 Hul<br>*Stm Trawler*<br>~~2,04 1,04~~ 4,05 | 1897 Cochrane& Cooper Beverley<br>7mo<br>*Lloyd'sA&CP* | Armitage'sSteam TrawlingCo.Ld. (G.T.Armitage. *Mgr.*) | 110·0 21·0 11·8<br>Q20′<br>BK7½<br>*WB* | Hull British | T.3Cy.12″,20″&33″–24″ (s<br>180lb 58RH<br>1SB,2cf,gs27,hs940<br>= *DB*f10′9½ D.Holmes&Co.,Hull | 12 · 0 | |
| 437 — 115343 | — SteelScSp<br>*J.Davies*<br>1 *Dk* | 122<br>113<br>72 | | 1902 W.J.Yarwood Northwich | W.Gossage&Sons, Ld. | 74·3 19·4 9·5 | Liverpool British | C.2Cy.10″&21″–12″<br>18RH<br>W.J.Yarwood,Northwich | | |
| 438 — 115078 | — SteelScK<br>*E.Moore –04*<br>1 *Dk* | 79<br>75<br>32 | ✠100A1 Shl<br>*For Fishing purposes*<br>8,02 | 1902 Smith's Dock Co.Ld. NorthShields<br>5mo<br>*Lloyd'sA&CP* | StarDriftFishing Co.Ld. | 80·0 18·1 8·8<br>BK6″<br>*WB* | Lowestoft British | C.2Cy.10½″&23″–16″ (s<br>125lb RHH<br>1SB.2pf,gs17,hs476<br>3*BHCem*<br>*FT*2*t* MacColl&Pollock,Sld. | 9 · 1 | |
| 439 113952 SJPN | **Dorisbrook** SteelScSr<br>*W.Wrightson –03*<br>1 *Dk*(*Stl*)2*trB*&*deep framing*<br>3 *Dk rule* | 2821<br>2654<br>1814 | ✠100A1 Shl *u*<br>~~12,04~~ | 1901 A.Rodger &Co. PortGlasgow<br>6mo<br>*A&CP* | S.S.CarisbrookCo. Ld. (Miller& Richards, *Mgrs.*)<br>*WB*=*Cell DBa* | 320·1 46·1 21·2<br>P29′B92 F32′<br>FK<br>*u*E 124′ *f*138′ 637*t* | Glasgow British | T.3Cy.22½″,37″&61″–42″ (o<br>160lb *80lb* 254NH<br>2SB,6*rf*,gs108,hs4010<br>3*BHCem*<br>*APT*111*t* ClydeS.B.&E.Co.Ld.P.Gl. | 23 · 9 | |
| 440 — HFSM (ex Crest) | **Dorotea** SteelScSr<br>*G.M.Scopinich –02* ssTri.No.1–02<br>1 *Dk*(*Irn*)2*trB*&*deep framing*<br>3 *Dk rule* | 2547<br>—<br>1781 | ✠100A1 Shl *u*<br>~~1,05~~ 1,05 Msl | 1897 Wood, Skinner&Co Newcastle<br>11mo<br>*Lloyd'sA&CP* | DoroteaS.S.Co.Ld. (G.L.Promuda)<br>*WB* - *CellDBa* | 320·0 46·0 21·4<br>P29′B96′F36′<br>FK<br>100′*u*E24′*f*132′698*t* | Trieste Aust.-Hung. | T.3Cy.25″,37½″&61½″–39″(s<br>160lb *80lb* 240NH<br>2SB,6*rf*,gs87,hs1660<br>4*BHCem*<br>*APT*62*t* Blair&Co.Ld.Stockton | 23 · 9 | |
| 441 — NMGV | **Dorothea** SteelScSr<br>*P.v.d.Goede98–03*<br>1 *Dk*(*Stl*)*&deep framing* | 2035<br>1869<br>1309 | ✠100A1 Rot *r*<br>1,04 | 1903 Bonn& Mees Rotterdam<br>8mo<br>A&CP | Maats.SSDorothea (P.W.Louwman, *Mgr.*)<br>*WB*=*Cell DBa* 80′*u* | 281·6 40·1 19·8<br>P66′F28′<br>FK<br>*E*19′*f*138′503*t* | Rottrdam Dutch | T.3Cy.21″,35″&57″–39″ (s<br>160lb *80lb* 220NH<br>2SB,6*cf*,gs108,hs3540<br>4*BHCem*<br>*FPT*87*t* *APT*48*t* Maats.de Schelde,Flushing | 22 · 0 | |
| 442 114648 TSKR | **Dorothy** SteelScSr<br>*J.N.Wilson03–03*<br>2 *Dks*(1 *Stl*&*Upt Irn*&*pt Stl*)<br>6 *Web frames* | 3806<br>3497<br>2426 | ✠100A1 Shl *s*<br>1,05 ~~1,05~~ Liv | 1903 J.L.Thompson&Sons,Ld. Sunderland<br>1mo<br>*Lloyd'sA&CP* | J.Ness | 364·9 50·5 23·3<br>P34′B246′F84<br>FK<br>*WB*=*Cell D Ba* 125′*u*E 21′*f* 156′ | Sundrland British | T.3Cy.25″,41″&67″–45″ (s<br>180lb *180lb* 328NH<br>2SB,8*pf*,gs142,hs5100<br>6*BHCem*<br>*FPT*93*t* *APT*25*t* J.Dickinson&Sons,Ld.Sld | 25 · 11 | |
| 443 — 102740 PGMV | — SteelScSr<br>*E.J.Minter –02* ssShl.No.~~1.00~~2–04<br>1 *Dk*| *pt Stl pt Irn*) *Web frames* | 2445<br>1763<br>1548 | ✠100A1 Cff *s*<br>*pt Awng dk* Shl<br>*with freeboard*<br>~~12,04~~ | 1896 Ropner& Son Stockton<br>1mo<br>A&CP | J.S.Allison&Co.<br>*WB*=*Cell D* | 290·0 43·0 16·5<br>P29′Q88′<br>*pt Awng dk* 173′ FK<br>*Ba* 100′*u*E 24′ *f* 106*t* | W.Hartlpl British | T.3Cy.21½″,35″&59″–39″ (s<br>160lb *80lb* 224NH<br>2SB,6*cf*,gs76,hs3474<br>5*BHCem*<br>477*t* *APT*—*t* T.Richardson&Sns.Ld.,Hpl | 19 · 9 | |
| 444 — 107662 KRSQ (ex Wilster) | — SteelScSr<br>*H.McDonald00–02* ssN.Yk.No.3–6,02<br>1 *Dk*(*Irn*)*&deep framing* | 2214<br>1920<br>1629 | ✠100A1 NOs *s*<br>~~2,05~~ N.Ns.<br>BS~~3,04~~ | 1898 W.Gray& Co.Ld. WHartlepool<br>7mo<br>A&CP | A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*)<br>*WB*=*Cell DBa* | 290·0 42·2 19·2<br>P25′B69′F29′<br>FK<br>*u*E 110′ *f* 120′ 608*t* | New York Utd. States | T.3Cy.21½″,35″&58″–39″ (s<br>180lb *80lb* 223NH<br>2SB,6*rf*,gs73,hs3370<br>5*BHCem*<br>*APT*54*t* Gen.Mar.Eng.Wks.WHpl | 21 · 2 | |
| 445 — 112451 | — SteelScK<br>*T.M.Pickering99–99* ssMil.No.1–04<br>1 *Dk* | 183<br>163<br>62 | ✠100A1 Mdb<br>*Stm Trawler*<br>Mil<br>~~12,04~~ | 1899 W.Harkess &Son Middlesbro'<br>1mo<br>*Lloyd'sA&CP* | J.Pettit | 110·0 21·0 10·8<br>Q17′F20′<br>BK7½<br>*WB* | Milford British | T.3Cy.11¾″,20″&32″–24″ (r)<br>180lb 62RH<br>1SB,2*pf*,gs31,hs1050<br>3*BHCem*<br>SirC.Furness,Westgarth &Co.Ld.Mdb | 12 · 0 | |
| 446 — | — SteelScSr<br>*(Tug)*<br>(ex Margarita) 1 *Dk* | *108*<br>*95*<br>*7* | | 1895 Montrose S.B.&E.Co.Ld Montrose | B.AyresG.S'thrn. Rly.Co.Ld.(A.Holland&Co. *Mgrs.*) | 85·9 17·9 9·8<br>B15′<br>BK6″ | BnsAyres Argentine | C.2Cy.15″&32″–24″<br>42NH<br>Hall-Brwn,Buttery&C Gls | 10 · 5 | |
| 447 — | — SteelScTug<br>1 *Dk*(*Irn*) | 45<br>44<br>6 | ✠ A1 Lon<br>*For River purposes*<br>7,03 | 1903 A.W.Robertson&Co. London<br>7mo<br>*Lloyd'sA&CP* | Sir J.Aird&Co. | 63·9 14·7 7·6<br>FK<br>3*BHCem* | London British | C.2Cy.12″&24″–18″ (a<br>120lb<br>1SB.2*pf*,gs28,hs58<br>A.W.Robertson&Co.Lon. | 8 · 0 | |
| 448 157485 | **Dorothy F. Wacker** WoodSc<br>*A.J Hamilton –97* | 221<br>—<br>128 | | 1897 E.I.Tull Pocomoke City,Md. | C.Wacker | 129·2 23·8 10·8 | Baltimore Utd. States | C.2Cy.15″&30″–24″<br>37NH | | |
| 449 112547 | **Dorrigo** WoodScSr<br>*J.Colvin94–02*<br>1 *Dk* | 302<br>243<br>195 | | 1902 H.Hardman,Balmain N.S.W. | ~~S.W.Nicoll~~ NorthCoastSNCo Ld | 136·1 24·9 12·6 | SydnyNSW British | C.2Cy.15″&31″–22″<br>48RH<br>Gourlay Bros.Dundee | | |
| 450 118286 TWNQ | **Dorset** SteelTwinSc4MstSr<br>*W.R.Prentice03–03*<br>2 *Dks*(*Stl*)*&deep framing&Shelter*<br>*Ref.Mchy. Elec.light dk*(*Stl–ws*) | 6990<br>6537<br>4469 | ✠100A1 Lon †<br>*Shelter dk*<br>3,05 ~~4,04~~ | 1903 J.Brown &Co.Ld. Glasgow<br>4mo<br>*Lloyd'sA&CP* | Birt.Trinder& Bothell<br>*WB*=*Cell DBa* 113′*u* E&B 63′ | 460·0 58·2 31·0<br>FK<br>*f* 225′ 1418*t* | London British | T.6Cy.25″,42″&69″–48″ (t<br>180lb FD 818NH<br>5SB,15*rf*,gs295,hs13560<br>7*BHCem*<br>4*t* *APT*70*t* J.Brown&Co.Ld.Glasgow | 84 · 7 | |
| 451 — 79469 WOFR | — IronSc3MstSr<br>*J.C.Hurry –04* ssGls.No.3–5,94<br>~~J.A.Enoch 96~~ ~~Gl.No.1 00~~ 1 *Dk*(*Irn–ws*)<br>ssShl No.2–04*&Awng dk*(*pt Irn–ws*)2*trB* | 2638<br>1834<br>1636 | ✠100A1 Shl *u*<br>*Awng dk* B.y<br>*with freeboard*<br>~~2,05~~ | 1881 J.L.Thompson&Son Sunderland<br>5mo<br>A&CP | Macbeth&Co.Ld. | 334·0 39·0 19·0<br>~~Depths~~ 26·4<br>FK<br>*WB*=*Cell DB* 248′ | Glasgow British | C.2Cy.37″&76″–48″ (r)<br>80lb *80lb* 266NH<br>NBmade89*fitted*94<br>7*BHCem*<br>460*t* *APT*20*t* 2SB,6*pf*,gs118,hs3500<br>G.Clark,Sunderland | 22 · 7 | |
| 452 — 79267 | — WoodScSr<br>*W.Holyman,jr.*<br>1 *Dk* | 110<br>82<br>50 | | 1883 W.Knight &Co. Melbourne | W.Holyman& Sons Ld | 103·2 17·5 8·5 | ~~Launceston~~ British Melbourne | 2Cy.14″&28″–16½″<br>32RH<br>Buchanan,Nodram&CoVic | | |
| 453 RMGF | **Dortmund** SteelScSr<br>*M.Meyer96–01*<br>*Elec.light Trunk deck* 1 *PS* | 4970<br>4375<br>3228 | | 1901 Sir J.Laing &Sons,Ld. Sunderland | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 375·7 55·1 26·1<br>P18′B83′F36′ | Hamburg German | T.3Cy.~~27~~,43″&72″–45″<br>348NH<br>G.Clark,Ld.Sunderland | | GV |
| 454 — QGWS | — SteelScSr<br>*M Sucrow*<br>1 *Dk*2*trB* | 966<br>789<br>629 | | 1900 Bremer "Vulkan" Vegesack<br>Argo | Dampfsch.Ges. | 221·6 33·1 13·5<br>P75′B49′F16′ | Bremen German | T.3Cy.13½″,21½″&34½″–23½<br>58NH<br>Bremer"Vulkan,"Vegesack | | GV |
| 455 98096 LSKJ | **Dorunda** IronScSrTug<br>*J.W.Pike –95*<br>1 *Dk* | 102<br>103<br>2 | ✠ Lon *s*<br>*For Towing purposes*<br>5,90 | 1890 Steward& Latham London | A.Pattison | 85·2 19·1 10·2<br>B10′<br>BK5½ | London British | C.2Cy.17″&32″–24″<br>18B.2*pf*,gs40<br>Ross&Duncan,Glasgow | 19 · 4 | |
| 456 | **Dos Hermanos** IronScSr<br>*J.Cano01–03* ssMan.No.3–10,95<br>(ex Antonio Muñoz) 1 *Dk*&*d Awng dk* | 816<br>761<br>541 | ✠ Man *l*<br>4,00<br>*Awng dk with load line* | 1882 R.Napier &Sons Glasgow<br>6mo | Gutierrez Her- | 204·5 26·4 10·0<br>17″<br>BK7<br>*WB*=*Cell D Ba* | Manila Utd. States | C.2Cy 26″&45″–36″<br>NB00 102NH<br>R.Napier&Sons,Glasgow | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Register Dimensions. Deck Framing, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. Load draught. ft. in. | 15 Date when last classed. (T means Trial. Intermill means Intermediate.) | 16 Date when last smith. last gear. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| a | **457 Dot** | Steel Sc Sr | 324 | ✠100A1 | Goo | e | 1902 | Goole SB. & | G. Beeching | 136·0 23·4 9·4 | Hull | T.3Cy.12″,20″&33″–24″ | 11 ″ 6 | | ~~7·04~~ |
| | 116094 ~~Dalbeattie~~ –02 *R. Hawes* –04 | | 259 | 3.02 | | | 10mo | Repairing Co Ld. Goole | | Q12′B10′F16′ drp05 | British | 180lb 60RH | s 1 ″ 3 | | 1,05 |
| | TSJH *Mchy. Aft* | 1 *Dk(Stl)* | 173 | ✠LMC 10,02 | | | *Lloyd's SA&CP* | | | FK | | 3 *BHCem* | | | |
| | | | | | | | | | | *WB = Cell* | | *DB f* 77′88*t* | | | |
| | **458 Dotshka** | Iron Pad | 201 | | | | 1879 | Mayer Linz | N. J. Spozito | 144·8 21·2 8·6 | Cherson Russian | (2Cy.24″&86″–44″ | | | |
| | | | 108 | | | | | | | | | 72 NHP | | | |
| | | | | | | | | | | | | Escher, Wyss & Co., Zürich | | | |
| | **459 Dott** | Steel Sc Sr | 102 | | | | 1901 | Fredrkstad Mek. Værks. Fredrikstad | Acties. S.S. Dott (J. A. Henschien) | 209·3 32·1 13·2 | Frdrikstad Norwegian | T.3Cy.14½″,24″&39″–27″ | | N | |
| | | | 748 | | | | | | | Q59*t* B106*t* H78*t* | | 79 NHP | | | |
| | H B S P | 1 *Dk* | 629 | | | | | | | F33*t* | *WB* | Fredrikstad M.V. Frdstad. | | | |
| | **460 Dotterel** | Steel Sc Sr | 1596 | ✠100A1 | Nwc | r | 1904 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Cork S.S. Co. Ld. | 270·4 35·8 19·6 | Cork British | T.3Cy.21″,33½″&51″–39″ (s) | 20 ″ 9 | | |
| | 115118 *J. G. Frazier* 90–04 | | 1374 | 5,05 Mch | | | 4mo | | | P&B156′F59′ | 1600lb *80lb* | 2000 NHP | s 2 ″ 7 | | |
| | *Well deck* | 1 *Dk(pt Irn & pt Stl)* | 819 | ✠LMC 4,05 | | | | | | BK8½ | 4 *BHCem* | 2SB. *6pf*, GS106, HS3554 | | | |
| | *Elec. light* | *pt lower dk (Stl forward)* | | | | | *Lloyd's SA&CP* | | *WB = DB a* 72′ *uE* | 20′ *f* 110′ 335*t* *FPT* | 40*t APT* 25*t* | Swan, Hunter & Wigham-Richardson, Ld. Nwc | | | |
| | **461 Douglas** | Iron Sc Sr | 1177 | ✠100A1 | Bry | o | 1879 | J. Readhead & Co. S. Shields | F. O. Liljefors | 240·6 32·6 17·5 | Landskrna Swedish | C.2Cy.27½″&52″–33″ | 18 ″ 6 | | N6,05 |
| | 4183 *A. Person* 03–03 | *ss* Bry. 2nd No. 3–9,00 | 937 | 6,03 | | | 5mo | | | Q90′ B49′ F26′ | 70lb *80lb* NDB96 | 123 NH | s 1 ″ 9 | | |
| | JNKD (*ex* Isabel) | 1 *Dk(Irn) 2tr B* | 699 | ~~BS6,03~~ LMC | | | | | | BK8½ | 4 *BHCem* | 1SB. *3pf*, GS53, HS2157 | | | |
| | *Well deck* | | | BS6,04 | | | *Lloyd's A&CP* | | | *WB = DB* 101′ | | J. Readhead & Co. S. Shields | | | |
| | **462 —** | Steel Sc Sr | 813 | | | ... | 1889 | R. Napier & Sons Glasgow | Isle of Man Steam Packet Co. Ld. | 240·0 30·0 14·3 | Douglas IM British | T.3Cy.27″,40″&65″–36″ | 15 ″ 2 | BT till 5,05 | |
| | 94515 *G. Allix* –01 | | 598 | | | | | | | B&Q142′ F59′ | | 253 NH | | | |
| | LCSW (*ex* Dora) | 2 *Dks* | 185 | | | | | | | | *WB* | R. Napier & Sons, Glasgow | | | |
| | **463 —** | Iron Sc Sr | 741 | | | ... | 1861 | Marshall Bros. S. Shields | Lambton Collieries Ld. (E. T. Nisbet, *Mgr.*) | 205·0 29·0 17·2 | Sundrland British | C.2Cy.26″&48″–30″ | 18 ″ 0 | | |
| Lost by Collision 1,05 | 83732 *H. C. Hulsmeier* –02 | 1 *Dk 2tr B* | 684 | | | | | | | Q30′ B7′ F20′ len 71 | | NE79 NB99 90 RH | | | |
| | TQFK | | 446 | | | | | | | | | G. F. Pattison & Co., Nwc. | | | |
| | **464 —** | Steel Sc Sr | 218 | ✠100A1 | Dun | e | 1903 | Ardrossan DD&SBCo Ld Ardrossan | Dundee East Coast Shipping Co. Ld. (D. & J. Nicol *Mgrs*) | 115·0 22·1 8·5 | Dundee British | C.2Cy.13″&29″–21″ (s) | 9 ″ 6 | | 4,04 |
| | 110997 ~~McArthur~~ *Sime* –04 | | 157 | ~~4,04~~ 4,04 | | | 2mo | | | Q42′ F18′ | 130lb 42RH | | s 1 ″ 0 | | |
| | *Mchy. Aft* | 1 *Dk(Stl)* | 78 | ✠LMC 2,03 | | | *Lloyd's A&CP* | | | drp04 FK | 3 *BHCem* | 1SB. *2pf*, GS29, HS771 | | | |
| | *Well deck* | | | | | | | | | *WB = FPT* 28*t* | | Menzies & Co. Ld. Leith | | | |
| | **465 —** | Iron Sc Sr | 101 | ✠ | Lth | a | 1876 | Murdoch & Murray Pt. Glasgow | General Steam Fishing Co. Ld. | 97·2 17·2 7·9 | Granton British | C.2Cy.15″&26″–21″ | | | |
| | 73860 *J. McLeod* –99 | *ss* Lth. No. 2–84 | 84 | 8.88 | | | 8mo | | | Q38′ F11′ | 4 *BHCem* | 30 RHP | | | |
| | *Mchy. Aft* | 1 *Dk* | 48 | ✠NB88 | | | | | | | | Muir, Houston & Co., Gls. | | | |
| | **466 Douglas Hill** | Steel Sc Sr | 2172 | ✠100A1 | Sws | r | 1890 | Palmers' Co. (Lim.) Newcastle | E. Thomas, Radcliffe & Co. | 275·3 37·8 20·2 | Cardiff British | T.3Cy.22″,35″&58″–39″ (s) | 21 ″ 8 | | ~~Lim.~~ 8,05 |
| | 95192 *T. Jones* –03 | *ss* Clf. No. 3–6,02 | 1660 | 3,05 ~~Lim.~~ | | | 4mo | | | P29′ Q76′ B108′ | 160lb *95lb* NDB00 | 213 NHP | s 1 ″ 11½ | | |
| | LRTQ *Well deck* | 1 *Dk(Irn) 2tr B* | 1356 | ~~Mchy. Aft~~ ✠LMC 7,02 | | | A&CP | | *WB* | BK9½ | 4 *BHCem* | 2SB. *6pf*, GS101, HS3254 | | | |
| | | | | BS6,04 | | | | | | *= DB a* 88′ *f* 108′ 340*t* | *APT* 38*t* | Palmers' Co. (Lim.), Nwc. | | | |
| | **467 Douglas Houghton** | Steel Sc | 5332 | | | | 1899 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S. Co. | 456·0 50·0 24·2 | Duluth Utd. States | Q4Cy26½″,37″,54½″&80″–42″ | | | |
| | 157552 *A. C. Chapman* 01–02 | | | | | | | | | | | 415 NHP | | | |
| | *Elec. light* *Mchy. Aft* | 1 *Dk 3tr B* | 4034 | | | | | | | | *WL* | Globe Irn. Wrks. C. Clvnd. O | | | |
| | **468 Douglass H. Thomas** | Steel Sc Sr | 212 | | | | 1892 | Maryland Steel Co. Maryland US | Dominion Coal Co. Ld. | 116·5 21·0 13·0 | S Jhns NFL British | T.3Cy.12½″,20½″&34″–24″ | | | |
| | 101291 *J. A. Willett* –99 | 1 *Dk* | 195 | | | | | | | | | NB02 58 RHP | | | |
| | | | 3144 | | | | | | | | | Maryland Steel Co., Mrylnd | | | |
| | **469 Doune Castle** | Steel Sc Sr | 4046 | ✠100A1 | Lon | x | 1890 | Barclay, Curle & Co. Ld Glasgow | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) | 396·0 43·2 28·5 | London British | T.3Cy.29½″,48″&78″–54″ (s) | 31 ″ 0 | | N 4,05 |
| | 98174 *S. Henderson* –02 | *ss* Lon. No. 2–99 | 3689 | 10,02 | | | 11mo | | | P33′ B96′ F46′ | 160lb *80lb* NDB00 | 479 NHP | | | |
| | LWFN *Ref. Mchy.* | 3 *Dks(2 Stl–ws)* | 2613 | ✠LMC 4,03 | | | *Lloyd's SA&CP* | | Barclay, Curle & Co. Ld. | BK11′ | 5 *BHCem* | 2DB. *12cf*, GS212, HS7661 | | | |
| | *Elec. light* *Now named "St. Domingo," See No. 4a in Supplement* | | | | | | | | | *WB = Cell* | *DB* 305′ 621*t* | Barclay, Curle & Co. (Lm) Gls | | | |
| | **470 Douro** | Steel Sc Sr | 2742 | | | | 1889 | Message. Maritimes La Ciotat | Messageries Maritimes | 337·9 38·1 25·6 | Marseilles French | T.3Cy.25½″,37″&55″–43″ | | | |
| | *A. Aillaud* 00–02 | 3 *Dks* | | | | | | | | H72*t* | | 198 NHP | | | |
| | HWLK | | 1560 | | | | | | | | | Forges & C. de la Medit., Msl. | | | |
| | **471 —** | Steel Sc Sr | 2442 | ✠ | Hul | s | 1889 | Richardson Duck & Co. Stockton | T. Wilson, Sons & Co. Ld. | 297·0 40·1 19·0 | Hull British | T.3Cy.22½″,37″&61″–39″ | 21 ″ 8 | | |
| | 95796 *R. Hayes* –02 | | 1810 | *pt Awng dk* | | | 6mo | | | Q120′ BK16′ | 5 *BHCem* | 232 NHP | | | |
| | LFPK | 1 *Dk(Stl) & pt Awngdk(Irn) & Webframes* | 1606 | *with freeboard* 5,01 ✠ | | | | | | *pt Awngdk* 175′ drp91 *WB = Cell* | *DB* 248′ 552*t* | 2SB, *6cf*, GS101 T. Richardson & Sons, Hpl. | | | |
| * | **472 —** | Iron Sc Sr | 1644 | ✠100A1 | Sld | q | 1879 | J. Laing Sunderland | Culliford & Clark | 263·0 33·7 20·7 | Sundrland British | C.2Cy.31″&57″–36″ (s) | 22 ″ 0 | | 4,01 |
| | 68999 *J. Juby* 93–95 | *ss* Sld. No. 3–6,93 | 1406 | 4,01 | | | 2mo | | | Q81′ B101*t* F30′ | 75lb *65lb* NDB97 | 151 NHP | s 2 ″ 8½ | | |
| | SMGT *Well deck* | *ss* Sld. No. 1–98 | 1060 | MS4,98 ✠LMC | | | A&CP | | | BK9½ | 3 *BHCem* | 2SB, *4pf*, GS65, HS2527 | | | |
| | | 1 *Dk(Irn) 2tr B* | | BS4,01 | | | | | | *WB =* | *DB* 114′ | G. Clark, Sunderland | | | |
| † | **473 —** | Steel Sc Sr | 1028 | ✠100A1 | Liv | a | 1900 | Caledon SB & E. Co. Ld. Dundee | Ellerman Lines Ld. (F. Swift, *Mgr.*) | 235·0 30·7 16·4 | Liverpool British | C.2Cy.18″&48″–36″ (s) | 18 ″ 9 | | |
| | 113406 *F. A. Petheram* –02 | | 917 | 6,01 ~~2,03~~ | Lon | | 9mo | | | B82′ F37′ | 5 *BHCem* | 160lb *100lb* 88 RHP | s 2 ″ 6½ | | |
| | RVFB | 2 *Dks(1 Stl & U Irn)* | 638 | BS7,99 ✠LMC 9,00 | | | *Lloyd's SA&CP* | | | FK&BK2′ *WB = Cell DB* | *uE & B* 36′ 54*t* | 1SB, *3cf*, GS63, HS2554 Caledon SB & E. Co. Ld. Dun | | | |
| | **474 —** | Steel Sc Sr | 807 | | | | 1889 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab. | 180·7 28·7 12·5 19·9 | Copnhagn Danish | T.3Cy.14½″,23″&36″–24″ | | | |
| | *O. C. Mortensen* | 1 *Dk & Awngdk* | 477 | | | | | | | | | 63 NHP | | | |
| | NBJP | | 490 | | | | | | | | *WL* | Burmeister & Wain, Cpn. | | | |
| | **475 —** | Iron Sc Sr | 432 | ✠90A1 | Brs | q | 1879 | G. K. Stothert & Co. Bristol | J. T. Ross | 171·3 20·1 11·1 17·4 | Quebec British | C.2Cy.20″&38″–24″ | 11 ″ 9 | | N2,00 |
| | 78459 | *ss* Brs. No. 3–10,91 | 254 | *Awng dk* | | | 2mo | | | ND00 BK7″ | 4 *BHCem* | 80lb *55lb* NDB90 65 RHP | s 7 ″ 0 | | |
| | SPQN | *ss* Brs. No. 2–00 | 211 | *with freeboard* | | | A&CP | | | | | 1SB. *2pf*, GS40, HS1330 | | | |
| | | 1 *Dk & Awngdk* | | 5,01 LMC 2,00 | | | | | | | | G. K. Stothert & Co., Bristo. | | | |
| | | | | ✠NB6,96 BS4,01 | | | | | | | | | | | |
| | *Now named "St. Lawrence," see letter S.* | | | | | | | | | | | | | | |
| | **476 —** | Iron & Steel Sc K | 152 | ✠100A1 | Gms | | 1897 | Cook, Welt'n & Gemmell Hull | Ocean Stm. Fishing Co. Ld. | 96·0 20·5 11·0 | Grimsby British | T.3Cy.10½″,17″&30″–21″ (s) | 11 ″ 10 | | 4,03 |
| | 193465 *E. Roberts* –97 | *ss* Gms. No. 1–01 | 140 | *Stm Trawler* | | | 4mo | | | Q23′ F18′ | 160lb 10½″ | 45 RHP | | | |
| | | 1 *Dk Irn plating Stl framing* | 58 | 9,01 ~~4,98~~ | | | *Lloyd's A&CP* | | | BK7½ | 3 *BHCem* | 1SB, *2cf*, GS29 HS820 | | | |
| | | | | ~~Lim.~~ ✠LMC 6,01 | | | | | | | | Earle's Co. (Lim.), Hull | | | |
| | **477 Dove** | Iron Sc K | 145 | | | ... | 1897 | Edwards Bros. North Shields | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 106·0 20·7 10·9 | Hull British | T.3Cy.12″,18″&30″–21″ | 11 ″ 10 | | |
| | 108535 *W. M. Dunnill* –97 | (*Trawler*) | 143 | | | | | | | BK7½ | *WB* | 41 RH | | | |
| | | 1 *Dk* | 45 | | | | | | | | | N.E. Marine Co. (Lim.), Sld. | | | |

| 1 Numéro l'Ordre. / Numéro Officiel | 2 Nom du Navire. Capitaine. | 3 Materiaux, Rivetting etc. Ex-nom, s'il y a lieu. Voiles Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Temps auquel expire le Ctf. | 7 | 8 Construit. Quand. — Navire. — Mach. | 9 Par. — On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Fanal d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après le papier du navire. Détails des Chaudières & Propres. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. | pds. | pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 478 114436 TSPL | **Dovedale** *C.A.Goodwin* 03–03 | **SteelScSr** 1 *Dk(Stl)& Spar dk(Stl)& deep framing* | 2901 2715 1855 | ✠100A1 *Spar dk* 5,04 | Cff Sld | *u* | 1903 1mo | Short Bros. Ld. Sunderland *Lloyd's&CP* | (J. Short, *Mgr.*) Short Bros., Ld W B = Cell | 325·6 315·1 14·8 P30 L4 F271 22·8 FK *DBa92'uE22'f140'* | Newcastle British *6 BHCem* 7290 *I.P.T.* 736 | T.8Cy.24″,40″&64″–42″ 1800lb *90lb* 262NH 2SB,6*cf*,gs120,hs1270 N.E.Marine Eng.Co Ld Shl | 17 ″ 3 · 2 | | |
| 479 9079 NPMT | — *W. Craddock* –04 | **SteelScSr** *C.* No.2–03 1 *Dk(pt Stl pt Irn)& Web frames pt Awng dk(Irn)* | 2821 2132 1706 BS 4,04 | ✠100A1 *pt Awng dk with freeboard* 7,03 | Cff Sld | *t* | 1894 11mo | Ropner& Son Stockton A&CP | Dale S.S.Co.Ld. (Lucas&Co. *Mgrs.*) *WB = Cell* | 315·0 42·8 18·4 P27 Q79' drp04 *pt Awng dk 236'* FK *DBa100'f124'453t.* | Bristol British *6 BHCem 4 P.T.* 30*t* | T. 22½″,36″&61″–42″ 1600lb *100lb* 249NH 2SB,6*cf*,gs102,hs3862 T. Richrdsn&Sns (Lm.), Hull | 20 · 11 3 · 3½ | | |
| 480 105972 PFJK | **Dover** *E.T. Belchamber* –98 | **SteelPadSr** 2 *Dks& Promenade* | 1002 809 361 | BS 9,04 | LMC 7,03 | | 1896 | W. Denny & Bros. Dumbarton | S. Eastrn&Chathm Rly Cos'. Managing Committee | 280·0 35·0 13·4 | London British | T.8Cy.35½″,52½″ 78″–72″ 491NH Denny&Co.,Dumbarton | | BT 6in | |
| 481 106681 | — *T. Mothersdill* –96 *ss* Gms. No.2–04 1 *Dk* | **SteelScYl** | 163 150 63 | ✠100A1 *Stm Trawler* 12,04 8,04 | Gms | | 1896 11mo | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co. Ld. | 104·2 20·5 10·7 Q17' F19' BK 7½' | Grimsby British *4 BHCem* | T.8Cy.10″,16″&27″–20″ 1800lb 45RH 1SB,2*pf*,gs28,hs536 Muir&Houston (Lim.),Gls | 11 ″ 7 | | 3,04 |
| 482 1184 VQHJ | **Dover Castle** *G.W. Armstrong* 95–01 3 *Dks(Stl–M wd) U teak s Elec.light &deep framing* | **SteelTwinScSr** *For full particulars See No. 2 in Sup. Supplement* | 8260 6564 5219 | 100A1 *Class Contemplated* | | | 1904 | Barclay, Curle&Co. Ld Glasgow | Union-Castle Mail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) *WB = Cell* | 476·4 56·7 31·9 P&B 314' F70' FK & BK 3' *DBa108'uE37'f* | London British *8 BHCem* | T.8Cy 22½″,32″,46½″&68″– 1″ (s) 969NH 8D&1SB21*cf*,gs423,hs16942 Barclay, Curle& Co. Ld. Gls. *f* 41' 109' *F.P.T.* 766 *A.P.T.* 680*t* | 35 ″ 4 8 · 4 | BT 6in 4,05 | |
| 483 KNFT | **Doverie** *P.A. Maltay* –01 (*ex* Tasso) | **SteelScSr** *ss* Shl. No.3–5,00 1 *Dk(Stl)& Spar dk(Stl)* 3 *tr B* | 2493 — 1492 | ✠100A1 *Spar dk* 8,04 BS 8,04 | Shl LMC 7,01 | *u* | 1887 6mo | Russell& Co. Greenock A&CP | I.S. Koschkine *WB = Cell* | 320·3 40·2 19·7 B69' 27·8 BK 10' *DBa88'f24'* | Rostoff Russian *5 BHCem* | T.8Cy.28″,39″&64″–42″ 1600lb 291NH 2SB,6*cf*,gs90,hs3806 J. Howden&Co.,Glasgow | 20 ″ 11 6 · 9 | | |
| 484 108481 | **Dovey** *J. Allenby* –97 | **Iron&SteelScK** *ss* Gms. No.1–01 1 *Dk* *Irn plating& Stl framing* | 160 147 61 10,04 | ✠100A1 *Stm Trawler* 10,04 | Gms LMC 10,01 | | 1897 9mo | Cook, Welton&Gemmell Hull *Lloyd's&CP* | "D" Line Steam Fishing Co. Ld. (A. Jeffs, *Mgr.*) | 100·2 21·0 11·0 Q28 F19' BK 7½' | Grimsby British *3 BHCem* | T.8Cy.10″,17″&30″–22″ 1800lb 45RIP 1SB, Farle's Co.,Ld.,Hull 2*pf*,gs26,hs868 | 11 ″ 8 | | |
| 485 JPFG | **Dovre** *F. Dahl* *Well deck* (*ex* Darent) | **IronScSr** 1 *Dk 2 tr b* | 973 761 596 | | | … | 1875 | T. Turnbull&Son Whitby | H. Kuhnle *WB =* | 225·0 30·1 17·0 Q83' B48' F28' BK 8' | Borgen Norwegian *W B* | C.2C.27″&50½″–33″ *B. made 84, fitted 02* 106NH Blair& Co.,Ltd.,Stockton | 17 ″ 10 | N | |
| 486 HDWV | — *Torgersen* –02 *Well deck* | **IronScSr** 1 *Dk 2 tr b* | 459 358 282 | | | … | 1889 | E. Finch& Co.(Lim.) Chepstow | Dmpskselsk. Dovre (Winge&Co.) *WB = Cell* | 160·0 25·0 12·3 Q74 B16' F26' *DBa100'uE&b* | Chrstiania Norwegian *W B* | T.8Cy.12″,20″&32″–24″ 50NH E.Scott&Co.,Newcastle | 13 ″ 6 | N | |
| 487 104834 NQTF | **Dowgate** *H. Nicholson* 90 *Note* | **SteelScSr** 1 *Dk pt Stl& pt Irn 2 tr B& deep framing* *See No. 10 in Sup. Supplement* | 2899 2717 1869 7,03 | ✠100A1 *with freeboard* | Nwc | *u* | 1895 1mo | C.S. Swan & Hunter Newcastle *Lloyd's&CP* | Dowgate S.S.Co. Ld (H.W. Dillon) *WB = Cell* | 326·7 41·0 24·5 P24' B60' F34' FK *DBa100'uE&b* | London British *5 BHCem* | T.8Cy.28″,38″&61″–39″ 1600lb *80lb* 252NH 2SB,6*cf*,gs97,hs1080 N.E. Mar. Eng. Co. (L.), Nwc | 27 ″ 1 5 · 7½ | | |
| 488 119958 | **Dowlais** *A. Outway* 92–04 1 *Dk pt Irn& pt Stl)* 2 *tr B& W'c frames 3 Dk rule* | **SteelScSr** | 3030 2814 1965 | ✠100A1 *with freeboard* | Mdb Cff | *v* | 1904 10mo | R. Craggs& Sons, Ld. Middlesbro' *Lloyd's&CP* | Dowlais S.S.Co. Ld. (Morel. Ld. *Mgrs.*) *WB = Cell D* | 330·1 22·2 P28' B166' F36' 46·0 FK *Ba100'uE26'f140'69* | Cardiff British *5 BHCem* *APT* 108*t* | T.8Cy.23½″,38″&64″–42″ 1800lb *90lb* 239NH B,6*rf*,gs129,hs1466 Richardsons, Westgarth& Co. Ld. Mdb | 24 ″ 4 3 · 8 | | |
| 489 | — *Well deck* | **IronScSr** 1 *Dk 2 tr b* | 1174 953 759 | | | … | 1880 | Palmers' Co. Newcastle | Raa Rederiaktieb. (J. Ohlson) | 241·0 33·2 14·5 B50' F26' FK | Raa Swedish *W B* | C.2Cy.28″&54″–36″ 120NH Palmers' Co.(Lim.),Nwc. | 17 ″ 0 | | |
| 490 112452 | — *F. Hardisty* 99–99 | **SteelScK** *ss* Mil. No.1–04 1 *Dk* | 184 169 65 8,04 | ✠100A1 *Stm Trawler* | Mil | | 1899 11mo | J. Duthie, Sons&Co. Aberdeen *Lloyd's&CP* | J. Jones | 108·5 20·7 11·0 P26' F20' BK 7½' | Milford British *3 BHCem* | T.8Cy 11″,17″&28″–20″ 1800lb 40RH 1SB,2*pf*,gs28,hs830 W.V.V. Lidgerwood Gls. | 11 ″ 0 | | |
| 491 108621 | **Downshire** *W.H. Connor* –01 *Well deck* *Mchy. Aft* | **SteelSc3MstSr** *ss* Bel. No.1–01 1 *Dk(Irn)* | 365 271 66 1,05 BS 1,05 | ✠100A1 | Ayr LMC 11,01 | *q* | 1898 2mo | Ailsa S.B. Co Troon *Lloyd's&CP* | East Downshire S.S.Co.Ld. *WB = Cell* | 156·9 24·1 9·1 Q51' B7' F28' FK & BK 1½' *DBf35'39' F.P.T.* | Belfast British *2 st A.P.T.* 5*t* | C.2Cy.20″&40″–30″ 1100lb 65RH 1SB,3*pf*,gs52,hs1300 Muir&Houston Ld. Gls | 11 ″ 6 1 · 1½ | | 3,05 |
| 492 1417 HJWT | **Doyo Maru** *Hayashi* 03–03 (*ex* Benalder) | **IronScSr** *ss* Lth. No.3–12,93 *ss* Yka. No.2–03 2 *Dks(1 Irn) 3 tr b* | 2167 1943 1343 | ✠100A1 12,03 | Yka LMC 12,03 | *t* | 1880 9mo | A. Stephen &Sons Glasgow *Lloyd's&CP* | Ojiro Kisen Goshi Kaisha *WB = Cell* | 309·5 35·0 23·6 P32' B86' F86' BK 10' *DB236'4190* | Tokio Japanese *5 BHCem* | C.2Cy.38″&69″–46″ 750 *65lb* NDB 96 248NH 2DB,8*pf*,gs128,hs4080 A Stephen& Sons, Glasgow | 26 ″ 8 | | 4,03 |
| 493 7678 JMFK | — *H. Hamasaki* | **WoodScSr** 2 *Dks* | 159 148 93 | | | | 1901 | N. Nakajo Misato | Tosa Shosen Kabushiki Kaisha | 107·0 15·6 12·4 | Kochi Japanese | T.3Cy.9¼″,15″&24½″–18″ 11NH Ono Seikichi, Osaka | | | |
| 494 HFPL | **Drache** *A. Harwardt* 80–93 | **IronPad** 1 *Dk* | 149 112 62 | | | | 18 65/92 | J.W. Klawitter Danzig | Weichsel-Danzig-er Dampfschiff. &Seebad A.G. | 119·0 17·0 7·7 len 92 | Danzig German | C.2Cy.21½″&34½″–30″ 62NH J.W. Klawitter, Danzig | | | |
| 495 QGWM | **Drachenfels** *T. Linti* 90–00 1 *Dk(Stl) Elec.light* | **SteelScSr** *ss* Ham. No.1–03 *Spar dk(Stl–pt teak s) &Web frames* | 7217 6694 4704 | ✠100A1 *Spar dk* 2,04 | Ham LMC 10,03 | *b*† | 1899 12mo | Wigham Richrdsn&Co Ld. Newcastle A&CP | Deutsche Dmpfs-fahrts. Ges. Hansa *WB = Cell* | 456·0 58·1 22·5 P62' B110' F51' 80' BK 10' *DBa 154 uE&B48'* | Bremen German *6 BHCem* | Q1Cy.26½″,36½″,56″&82″–54 210lb *120lb* (r) 588NH 5SB,9*cf*,gs180,hs7326 Wigham Richrdsn& Co. Ld. Nc | 25 ″ 7 | | 2,04 |
| 496 62539 WHRD | **Draco** *S. Armstrong* –03 *Well deck* | **SteelScSr** | 1713 1366 1097 | | | … | 1882 | Earle's Co. (Lim.) Hull | T. Wilson, Sons& Co. Ld. | 270·2 34·1 18·4 Q93*t* B185*t* F38*t* FK | Hull British | T.8Cy.21″,32″&56″–36″ 188NH Earle's Co.(Lim.),Hull | | | |
| 497 105529 | — *C.W. Freer* –95 (*Trawler*) | **SteelScYl** 1 *Dk* | 139 127 54 | | | … | 1895 | Mackie& Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld | 99·3 20·1 10·4 Q17' F19' BK 7½' | Grimsby British | T.3Cy.10″,16″&27″–20″ 45RH Muir& Houston, Glasgow | 11 ″ 0 | | |
| 498 109426 QDFW | **Dragoman** *R. Owen* –01 | **SteelScSr** *ss* Cff. No.1–02 2 *Dks(1 Stl U Irn)& deep framing* | 3496 3289 2215 | ✠100A1 4,04 BS 4,04 | Bry LMC 12,02 | *w* | 1898 5mo | Palmers Co Ld Newcastle *Lloyd's&CP* *WB = Cell* | Bedouin S.N.Co. Ld W.&R. Thomson, *Mgrs.* *Ba122'uE18'347f* | 349·8 45·2 26·9 P39' B76' F45' FK *MT30'510f FPT75t* | Liverpool British *6 BHCem* *AP T50t* | T.8Cy.24″,40″&64″–45″ 1800lb *90lb* 307NH 2SB,6*cf*,gs131,hs1879 Palmers' Co. Ld. Nwc | 28 ″ 0 5 · 0 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c | Register Tonnage. Gross. / Under deck / Net | Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey | Port of Survey | Years Assigned and now Appropriated. Remarks. | When Built | By Whom / Where | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Tonnage. Deck to Bridge. Bridge to Poop. Poop. Forecastle. Deduction for Engine Room. | Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 499<br>90157<br>NHJL | **Dragon**<br>*F.H.S.Foss* –00 | SteelScSp<br>1 *Dk* | 167<br>153<br>6 | | | ... | 1893 | Cox&Co.<br>Falmouth | FalmouthTowage Co.Ld. | 114·7 | 20·1 | 10·5<br>BK7″ | Falmouth<br>British<br>*WB* | T.3Cy.15″,23″&88″–25″<br>99RHP<br>Cox&Co.,Falmouth | 11 ″ 0 | | |
| 500<br>HWMC | **Dragut**<br>*F.Halgand*98–00 | IronScSr<br>1 *Dk&Spardk* | 556<br>515<br>259 | | | | 1880 | Scott&Co.<br>Greenock | Cie.Générale Transatlantique | 182·4 | 25·6 | 9·3<br>16·6 | St.Nazaire<br>French | C.2Cy.25″&50″–30″<br>NB95 114NHP<br>Greenock Foundry Co.,Grk. | | | V |
| 501<br>113170<br>SDWT | **Drake**<br>*W.H.Foat* | SteelScK<br>*ss*Gms.No.1-04<br>1 *Dk* | 207<br>186<br>74 | ✠100A1<br>*Stm Trawler*<br>~~6,07~~ 6,03<br>8,00 | Gms<br>Hul<br>~~LMC 1~~ | | 1900<br>4mo<br>*Lloyd's* | Earle'sCo.<br>Ld.<br>Hull<br>*SA&CP* | W.Grant | 112·3<br>Q56′F18′ | 21·6 | 11·6<br>BK7½″ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.11″,20″&32″–23″ (*s*)<br>200lb 52RHP<br>1SB.2*cf*,GS38,HS1170<br>Earle'sCo.Ld.Hull | 12 ″ 4 | | 5,08<br>~~5,~~ |
| 502<br>HJGD | **Drammen**<br>*H.A.Wilhelmsen* 97<br>*Mchy. Aft* | IronScSr<br>1 *Dk&Awngdk* | 596<br>590<br>431 | | | | 1875 | Bergens Mek.Verks.<br>Bergen | Dmpskibsacties. Norden (Olaf Rustad. *Mgr.*) | 160·5<br>H6*t* | 26·2 | 13·3<br>20·1 | Chrstiania<br>Norwegian | C.2Cy.20″&40″–24″<br>NB90 65NHP<br>BergensMek.Verks.Bgn. | | | N |
| 503<br>JPQR | **Draupner**<br>*Fr.Walther*<br>1 *Dk* | SteelScSr | 1126<br>897<br>698 | | | | 1901 | Trndhjms Mek.Værks.<br>Drontheim | JohanC.Gjertsen | 231·4<br>Q133*t*B52*t*H16*t*<br>F31*t* | 34·4 | 13·6<br>*WB* | Bergen<br>Norwegian | T.3Cy.16″,26″&44″–30″<br>106NHP<br>TrondhjemsM.V.Dronthm | | | N |
| 504<br>SGKW | **Drava**<br>*E.Golubovich* | SteelSc | 138<br>—<br>57 | | | | 1898 | Lloyd<br>Austriaco<br>Trieste | Soc.inAzioniUngaroCroatadiNav. Maritt.aVap. | 129·7 | 15·4 | 8·6 | Fiume<br>Aust.-Hung. | T.3Cy.10½″,16½″&27½″–20″<br>34NHP<br>Plenty&Co.Ld.Newbury | | | A |
| 505<br>104786<br>NLTJ | **Drayton**<br>*W.G.Thomas* –03<br>*Well deck* | SteelScSr<br>*ss*Brs.No.2–03<br>1 *Dk( pt Stl pt Irn)&Web frames* | 2001<br>1470<br>1259 | ✠100A1<br>~~[illegible]~~ 4,04 4,05<br>MS2,03<br>BS11,03 | Cff<br>Hpl Bry<br>~~LMC~~<br>~~S12,04~~ | *r* | 1894<br>8mo | J.L.Thompson&Sons Ld.<br>Sunderland<br>A&CP | W&ES Lamplough<br>*WB=DBa80′f62* | 279·0<br>P24′Q76′B120′<br>F36′ drp03 FK | 37·2 | 19·5<br>6 *BH Cem* | London<br>British<br>2SB,*6cf*,GS90,HS3000 | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb *80lb* 205NHP<br>286*t APT* 13*t*<br>J.Dickinson,Sunderland | 20 ″ 9<br>*s* 1 ″ 8½ | | N7,03 |
| 506<br>114064<br>TDBN | **Drayton Grange**<br>~~S.T.Gooney~~ 03<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light A.Murrison* &*Shelter dk*(*Irn*) | SteelTwinSc<br>4MstSr | 6592<br>6145<br>4246 | ✠100A1<br>*Shelter dk*<br>2,05 ~~2,04~~<br>RMC ~~5~~ 5,04 | Lon<br>Syd<br>~~LMC~~ 5,03 | *c*† | 1901<br>12mo<br>*Lloyd's* | Workman, Clark & Co.Ld<br>Belfast<br>*SA&CP*<br>*WB=Cell D Ba* 108′*u E20′B69′f* | Houlder Line,Ld. (Houlder Bros.& Co.Ld *Mgrs.*) | 450·5<br>202′ 1285*t FPT* 150*t* | 55·2 | 30·6<br>FK<br>*APT* 80*t* | Greenock<br>British<br>7 *BH Cem* | T.6Cy.20″,33½″&56″–15″ (*s*)<br>190lb 662NHP<br>4SB&1AuxSB,*15cf*,GS276,<br>FD HS10488<br>Wrkman,Clark&Co.Ld Bel | 33 ″ 5<br>*s* 6 ″ 9 | BT till 1,05 | |
| 507<br>56858<br>SGKW | **Dreadnought**<br>*F.Baker* | IronPadSp | 145<br>145<br>41 | | | | 1867 | T.A.Young<br>London | Lon.&India Docks Co. | 112·6 | 19·3 | 10·3 | London<br>British | L.2Cy.30″–54″<br>80RHP<br>T.A.Young,London | | | |
| 508<br>111<br>NTCJ | **Drepano**<br>*P.D'Alessandro* | IronScBn<br>2 *Dks* | 1558<br>1443<br>1026 | ✠<br>6,73 | Sld | Lv | 1873<br>3mo | W.Watson<br>Sunderland | Nav.Gen.Italiana | 278·8<br>B60*t*<br>*WB=DBa&f* | 32·8 | 23·6 | Palermo<br>Italian<br>4 *BH* | C.2Cy.36″&68″–36″<br>NB95 231NHP<br>G.Clark,Sunderland | | | I |
| 509<br>105423<br>PRHL | **Dresden**<br>*J.Chilver* –02 | SteelTwinScSr<br>2 *Dks* | 1839<br>1173<br>533 | | | | 1897 | Earle'sCo.<br>(Lim.)<br>Hull | Gt.EasternRly.Co. | 302′1 | 38′1 | 16′3<br>P38′B218′F31′ | Harwich<br>British | T.6Cy.26″,39½″&63″–36″<br>476NHP<br>Earle'sCo.(Lim.),Hull | | BT till 7,04 7,05 | |
| 510<br>67845<br>JMSN | —<br>*J.Townsley* –03<br>*ss*Goo.No.2–04 ~~*ss*Goo.No.1–03~~<br>1 *Dk*(*pt Stl-ws*) | SteelScSr<br>*ss*Hul.No.3–3,96 | 822<br>665<br>443 | ✠100A1<br>3,05 ~~3,07~~<br>NB2,96<br>BS3,03,04 | Goo<br>~~LMC~~<br>MS1,00 | *m* | 1884<br>6mo<br>*Lloyd's* | W.B. Thompson<br>Dundee<br>*SA&CP* | ~~Goole S.Shg.Co.Ld.~~<br>Lancashire& YorkshireRly.Co<br>*WB=DBa49′f65′* | 230·0<br>P51′B74′F25′<br>~~drp01~~ | 32·0 | 13·6<br>BK8′ | Goole<br>British<br>5 *BH Cem*<br>*&uE*15′20*8t* | C.2Cy.29″&60″–33″ (*a*)<br>190lb 169NHP<br>2SB,*6rf*,GS112,HS2660<br>W.B.Thompson,Dundee | 14 ″ 8<br>*s* 2 ″ 1½ | | 1,04 |
| 511<br>52867<br>HFJW | —<br>*W.L.Currie* –03 | IronScSr | 807<br>699<br>489 | | | | 1865 | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. S.P.Co.Ld.(J.Currie&Co. *Mgrs.*) | 225·0<br>P42*t* | 29·7 | 15·5 | Leith<br>British | C.2Cy.27″&47″–33″<br>NE76 NB90 107NHP<br>R.Napier&Sons,Glasgow | 16 ″ 3<br>*s* 2 ″ 6½ | | |
| 512<br>QGLD | —<br>*M.A.Janssen*02–02 | SteelSc<br>(*Trawler*)<br>1 *Dk* | 158<br>146<br>45 | | | | 1897 | Bremer<br>"Vulkan"<br>Vegesack | DeutscheDmpfischereiGes.Nordsee | 105·9<br>B34′ | 20·9 | 10·2<br>*WB* | Bremen<br>German | C.2Cy.14½″&26″–19½″<br>25NHP<br>Bremer"Vulkan,"Vegesck | | | G |
| 513<br>78430 | **Drogheda**<br>*J.Whitehead* –95 (*Tug*) 1 *Dk* | SteelPadSk | 125<br>125<br>11 | | | | 1891 | J.Mc Arthur&Co.<br>Paisley | Drogheda Harbour Commissioners | 100·2 | 20·1 | 8·4<br>*WB* | Drogheda<br>British | D.2Cy.26½″–48″<br>60RHP<br>Bow,McLachlan&Co.,Psy. | | | |
| 514<br>84310<br>VPKS | **Dromedary**<br>*P.McLaren* –04<br>*Elec.light* | IronScSr | 975<br>707<br>440 | | | | 1881 | Barclay, Curle&Co.<br>Glasgow | G.&J.Burns Ld | 250·2<br>P156*t*F31*t* | 30·0 | 14·7 | Glasgow<br>British | C.2Cy.38½″&69″–48″<br>NB92 275NHP<br>Barclay,Curle&Co.,Gls. | | BT till ~~3,06~~ 3,06 | |
| 515<br>112424<br>RWPD | **Dromonby**<br>*J.E.Jones* –03<br>1 *Dk*(*Irn*)2*tr B&f Web frames*<br>3 *Dk rule* | SteelSc<br>*ss*Hpl.No.1–04 | 3627<br>3177<br>2353 | ✠100A1<br>~~7,00~~ ~~1,04~~ ~~10,04~~ ~~Hpl Std~~<br>1,03<br>~~LMC 4,04~~ | Bry<br>~~Hpl Std~~ | *p* | 1900<br>10mo | Ropner& Son<br>Stockton<br>A&CP | R.Ropner&Co.<br>*WB=Cell D Ba* | 330·5<br>P28′B85′F33′<br>104′*u E20′f* 136′*6t* | 46·5 | 24·4<br>FK | W.Hartlpl<br>British<br>5 *BH Cem*<br>*APT* 95*t* | T.3Cy.24½″,40½″&67″–42″<br>180lb *80lb* (*s*) 307NHP<br>2SB,*6rf*,GS118,HS4620<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>*s* 5 ″ 1 | | ~~8,03~~<br>7,04 |
| 516<br>109440 | **Dromore**<br>*A.E.Peirson* –02<br>1 *Dk*(*Irn*)2*tr B&f Web frames*<br>3 *Dk rule* | SteelScSr<br>*ss*Liv.No.1–02 | 3063<br>2911<br>1974 | ✠100A1<br>6,01 ~~7,03~~<br>BS8,04 | Bkn<br>Ant<br>~~LMC 1~~ | *r* | 1898<br>6mo<br>*Lloyd's* | Richardsn, Duck&Co.<br>Stockton<br>*SA&CP* | DromoreSS.Co.Ld. (W.Johnston&Co. Ld.) *WB=Cell D Ba* 114′*u E&f* | 330·8<br>P15′B96′F38′<br>B44′*f* 128′785*t FPT* | 46·0 | 24·1<br>FK<br>65*t APT* 26*t* | Liverpool<br>British<br>5 *BH Cem*<br>Blair&Co.Ld.Stockton | T.3Cy.22½″,39½″&67″–42″(*s*)<br>200lb *90lb* 303NHP<br>2SB,*6cf*,GS116,HS4300 | 26 ″ 9<br>*s* 5 ″ 0 | | 7,03 |
| 517<br>115632 | —<br>*P.McCourt*98–03<br>*Well deck*<br>*Mchy. Aft* | SteelScSr<br>1 *Dk*(*Stl*) | 286<br>215<br>77 | ✠100A1<br>12,01 ~~6,03~~ | Psy<br>Lmb<br>~~LMC 6,03~~ | *e* | 1903<br>6mo<br>*Lloyd's* | J.Fullerton &Co.<br>Paisley<br>*SA&CP* | FrontierTown S.S. Co.Ld.(1897) (J. Fisher&Sons *Mgrs* | 142·5<br>Q46′B7′F25′<br>drp04 | 21·3 | 10·2<br>BK6′<br>*WB* | Newry<br>British<br>3 *BH Cem*<br>*=FPT* 34*t* | C.2Cy.16″&34″–24″ (*s*)<br>130lb 61RHP<br>1SB,*2pf*,GS39,HS1109<br>A.Rodger&Co.Glasgow | 11 ″ 2<br>*s* 1 ″ 2½ | | 12,04 |
| 518<br>JPDW | **Dronning Sophie**<br>*J.Berg*98–98<br>1 *Dk2tr B* | WoodScSr | 476<br>403<br>279 | | | | 1873 | J.Gran<br>Bergen | Acties.Dronning Sophie (S.O.Larsen) | 163·9<br>B51′ | 24·7 | 16·1 | Stavanger<br>Norwegian | C.2Cy.19½″&37″–24″<br>NB82 56NHP<br>Bergens Mek.Verks.,Bgn. | | | N |
| 519<br>JWHO | —<br>*T.Willumsen*<br>*Well deck*<br>1 *Dk2tr B* | SteelScSr<br>*ss*Bgn.No.3–5,89 | 364<br>272<br>248 | ✠<br>9.92 | Bgn | *f* | 1878<br>6mo | MotalaCo.<br>Norrköping | T.Meling | 132·7<br>Q43′ B32′ F14′<br>drp90srp92 | 23·4 | 12·6<br>BK6½″ | Stavanger<br>Norwegian<br>4 *BH Cem* | C.2Cy.13⅝″&28½″–20½″<br>NDB92 NB92 30NHP<br>1SB,*2pf*,GS26,HS714<br>MotalaCo.,Norrköping | | | N |
| 520<br>JVPQ | **Dronningen**<br>*P.Nielsen*94–94<br>1 *Dk&Awngdk* | SteelScSr | 661<br>625<br>400 | | | | 1893 | Fevig Jernskibsbyggeri<br>Arendal | ArendalsDampskibsselskab | 186·6<br>H36*t* | 27·0 | 20·1<br>*WB* | Arendal<br>Norwegian | T.3Cy.16½″,26½″&43″–30″<br>101NHP<br>Bergens Mek.Verkst,Bgn | | | |
| 521<br>NWPQ | —<br>*J.E.Andersen* | IronPadSr<br>1 *Dk* | 382<br>276<br>196 | | | | 1876 | R.Dixon& Co.<br>Middlesbro' | ForenedeDampskib.Selskab | 178·7<br>P31′ B71′ | 22·3 | 10·5 | Aarhuus<br>Danish<br>*WB* | C.2Cy.29″&55″–48″<br>175NHP<br>T.Richardson&Sons,Hpl. | | | |

**522 Drot** SteelScSr
*H.Hansen83–91* ssBgn.No.3–1.03
JVHD *Well deck* 1 *Dk(Irn)&Webframes*
*Beams,webframes&stringersIrn*
2931 / 2274 / 1862
1 100 A1 Sws *l*
12,04 Shl
BS8,01 BC10,08

**523 Drott** SteelScSr
4207 *H.Swensson99–03*
JNLP exAlexeyGorianow) 1 *Dk(Stl–ws)&*
*Elec.light* *deep framing*
1817 / 1617 / 1087
1 100 A1 Cff *r*
5,04
BS8,05 BC10,00

**524 —** IronScSr
1260 *J.P.Andersson01–01* ssHpl.No.3–3,04
JCNF exRaleigh,exMarzo, ssCpn.No.2–02
*Well deck* exRaleigh) 1 *Dk(Irn)2trB*
1286 / 1029 / 747
1 100 A1 Ant *o*
9,04 Hul
BS6,03 BC4,03

**525 —** IronScSr
2470 *O.F.Åberg –01* (exCarl v Linné)
JFMV 1 *Dk*
109 / 84 / 44

**526 Drottning Sophia** SteelScSr
3812 *A.Friberg86–02*
JLVT *Trunk deck* *Elec.light* 1 *Dk*
5382 / 4198 / 3388

**527 —** IronScSr
540 *A.Friberg86–02* 2 *Dks&Shelterdk*
HPVT
729 / 401 / 457

**528 Drudge** SteelScSk
*Mchy.Aft*
438 / 403 / 278

**529 Druentia** IronScSr
*Azibert* 2 *Dks*
HWSD
1233 / — / 675

**530 Druid** SteelTwinScSr
112393 *Koening –02*
1 *Dk(Stl–ws)*
*Elec.light*
503 / 367 / 149
1 100 A1 Psy *h*
7,02

**531 Druidstone** SteelScSr
103303 ~~*J.Hamson –04*~~ ssCff.No.1–03
QGRM (exQueenmoor) *S.W.Decent* 1 *Dk(Irn)*
*&deep framing*
2119 / 1952 / 1329
1 100 A1 Cff *s*
7,04
BS10,02 BC8,00

**532 Drumbain** SteelScSr
~~116833~~ (STRANDED 10.03)
~~PHPV~~ ~~*J.Hamson –04*~~ *Also named "Houtdyk,146" See No. 28 in Supplement.*
1 *Dk(Irn)&deep framing*
2313 / 2140 / 1466
Hpl *s*
6,03

**533 Drumblade** SteelScK
108675 *H.Mosley –02*
1 *Dk*
195 / 186 / 68
1 100 A1 Abn
*StmTrawler*
2,04

**534 Drumblair** SteelScK
108674 *A.Knight00–00* ssAbn.No.1–04
1 *Dk*
196 / 187 / 69
1 100 A1 Abn
*StmTrawler*
12,04,08

**535 Drumcruil** SteelScSr
Stranded 5,05 *Masser –03* ssAbn.No.1–05
SBRJ 1 *Dk(Stl)&Spar dk(ptStl&ptIrn)*
*&deep framing*
3788 / 3556 / 2449
~~1 100 A1~~ Cff *w*
*Spar dk*
1,05

**536 Drumelzier** SteelScSr
Wrecked 1.04 *W.Nicholson –03* ssLiv.No.1–99
PONB 1 *Dk(Stl)&Spardk(Irn)3trB*
*Webframesonlyin No.2hold*
3625 / 3415 / 2333
~~1 100 A1~~ Shl *r*
*Spar dk*
10,03

**537 Drumgarth** SteelScSr
106850 *S.Fowler97–97* ssBry.No.1–02
PQRJ 1 *Dk(Stl)&Spardk(Irn)*
*deep framing*
3654 / 3500 / 2353
1 100 A1 Bry *w*
*Spar dk*
11,04

**538 Drummond** SteelScSr
97745 *W.G.Browne –04* ssSld.No.3–6,99
Now named "Lily, *See No. 29 in Supplement.*
2 *Dks(UIrn–ws&1Stl)3trB*
2832 / 2656 / 1794
1 100 A1 Ant *u*
10,04 Bry
BS10,04

**539 Drumoak** SteelScK
115662 *F.Sheekey00–02*
1 *Dk*
208 / 196 / 66
1 100 A1 Abn
*StmTrawler*
3,05

**540 Duart** SteelScSr
112440 *P.Dalziel82–01*
SMBQ 1 *Dk(ptIrn&ptStl)2trB*
*&deep framing3Mk rule*
3108 / 2937 / 2008
1 100 A1 Cff *u*
*withfreeboard* Npt
7,04,06

**541 Dubac** SteelScSr
*M.Sutic –03*
HFQC 1 *Dk(ptIrn&ptStl)*
*deep framing&Web frames*
2819 / 2623 / 1804
1 100 A1 Shl *u*
10,04 Sld

**542 Dubbelman** SteelScK
*J.Van der Plas00–00* ssAms.No.1–04
1 *Dk*
303 / 202 / 76
1 100 A1 Ams
*StmTrawler*
2,05

| Numéro Officiel | Nom du Navire. Matériaux. Gréement, &c. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Forme. Machines. Chaudières. | Construit. Quand Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon | Machines. No & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Machines & Tuyaux. Nom du Constructeur des machines. | Tonnage du navire. Brut. Net. | Pont. | Coque. |
|---|---|---|---|---|---|---|---|---|---|---|
| 522 | Drot<br>*H.Hansen83–91* ssBgn.No.3–1.03<br>JVHD *Well deck* 1 *Dk(Irn)&Webframes*<br>*Beams,webframes&stringersIrn* | 2931 / 2274 / 1862<br>1 100 A1 Sws *l*<br>12,04 Shl<br>BS8,01 BC7,08 | 1891 Laxevags<br>4mo Msk.&Jrnskl.<br>Bergen<br>*Lloyd's SA&CP* | S.M.Kuhnle&Son<br>*WB = CellD* | 313·3 41·3 20·4<br>P24'Q92'B182'F86<br>BK10'<br>*b268 528t APT 85t* | Borgen<br>Norwegian | T.8½", 28½", 87½"&61"–12" (s)<br>160lb *100lb* NB002 245NH<br>2SB,*6cf*,gs110,hs3740<br>T.Richardson&Sons,Hpl. | 23 " 1<br>2 " 5½ | | |
| 523 | Drott<br>4207 *H.Swensson99–03*<br>JNLP exAlexeyGorianow) 1 *Dk(Stl–ws)&*<br>*Elec.light* *deep framing* | 1817 / 1617 / 1087<br>1 100 A1 Cff *r*<br>5,04<br>BS8,05 BC10,00 | 1900 Grngem'th<br>10mo Dockyard<br>Grngemouth<br>A&CP | Rederiaktieb<br>Henckel(N.P.<br>Swensson,*Mgr.*)<br>*WB = CellDBa72'* | 270·0 42·2 17·6<br>B52'F80<br>FK<br>*uE&B31'f 104'483t* | Hisingborg<br>Swedish | T.3Cy.20½", 33"&53"–36" (s)<br>160lb *100lb* NB002 204NH<br>2SB,*6cf*,gs96,hs3576<br>Hutson&Sons,Ld.Glasgow | 19 " 9<br>8 " 7 | | |
| 524 | —<br>1260 *J.P.Andersson01–01* ssHpl.No.3–3,04<br>JCNF exRaleigh,exMarzo, ssCpn.No.2–02<br>*Well deck* exRaleigh) 1 *Dk(Irn)2trB* | 1286 / 1029 / 747<br>1 100 A1 Ant *o*<br>9,04 Hul<br>BS6,03 BC4,03 | 1881 Caird&<br>8mo Purdie<br>Barrow<br>*Lloyd's SA&CP* | Ångf.Rederib.<br>Drott (P.J.Hegerstrand,*Mgr.*)<br>*WB = Cell DB189 279t* | 244·4 34·1 15·2<br>Q79'B65'F36<br>BK8½'<br>*b* | Gefle<br>Swedish | C.2Cy.26"&55"–36" (s)<br>160lb *100lb* NB002 146NH<br>2SB,*4pf*,gs77,hs2497<br>Westray Copelnd&Co Brw. | 17 " 8 | | |
| 525 | —<br>2470 *O.F.Åberg –01* (exCarl v Linné)<br>JFMV 1 *Dk* | 109<br>84<br>44 | 1849 Motala Co.<br>Motala | Trävaru Aktieb.<br>Carlsvik(V.E.<br>Nilsson) | 89·0 17·9 9·9<br>H22'F12' | Sundswall<br>Swedish | 2Cy.25½"–17½"<br>41NH<br>Motala Co.Motala | | | |
| 526 | Drottning Sophia<br>3812 *A.Friberg86–02*<br>JLVT *Trunk deck* *Elec.light* 1 *Dk* | 5382<br>4198<br>3388 | 1901 Howaldts-<br>werke<br>Kiel | Rederiaktieb.<br>Nordstjernan<br>(A.Johnson) | 407·8 52·6 23·0<br>P28 H374*t* F38<br>*WB* | Stockholm<br>Swedish | T.8Cy.26½",42"&69"–48"<br>312NH<br>Howaldtswerke,Kiel | | | V |
| 527 | —<br>540 *A.Friberg86–02* 2 *Dks&Shelterdk*<br>HPVT | 729<br>401<br>457 | 1875 Bergsunds<br>Mek.Verkst.<br>Stockholm | Ångf.Aktieb.<br>Södra Sverige<br>(J.G.Setterwall) | 184·9 25·0 13·1<br>H58*t* 20·3 | Stockholm<br>Swedish | C.2Cy.24"&48"–27"<br>100NH<br>Bergsunds Mek.Vkst.,Skm. | | | |
| 528 | Drudge<br>*Mchy.Aft* | 438<br>403<br>278 | 1887 Armstrong<br>6mo Mitchell&<br>Co.(Lim.)<br>Newcastle | The Admiralty | 125·0 35·2 12·5 | British | T.3Cy.12", 19½"&32"–20"<br>60RH<br>Wallsend Slipway Co.,Nwe | | | |
| 529 | Druentia<br>*Azibert* 2 *Dks*<br>HWSD | 1233<br>—<br>675 | 1883 Claparède<br>&Co.<br>Rouen | Cie.Française de<br>Nav.àVap. (C.<br>Fabre&Co.*Mgrs.*) | 234·9 32·5 21·2<br>H—<br>*WB* | Marseilles<br>French | C.2Cy.33"&57"–41½"<br>NB02 175NH<br>Claparede&Co.,Rouen | | | V |
| 530 | Druid<br>112393 *Koening –02*<br>1 *Dk(Stl–ws)*<br>*Elec.light* | 503<br>367<br>149<br>1 100 A1 Psy *h*<br>7,02 | 1902 Fleming&<br>7mo Ferguson,Ld.<br>Paisley<br>*Lloyd's SA&CP* | Canadian Government<br>*WB = Cell DBf35'31tDTa22* | 160·0 30·1 12·5<br>B28'F28'<br>*Shade dk63* FK<br>*44tDT a13'27tFPT* | Ottawa<br>British | T.6Cy.18",21"&34"–24" (s)<br>180lb 59RH<br>3SB,*6cf*,gs95,hs2580<br>Fleming& Fergusn Ld Psy. | 13 " 0<br>8 " 2 " 6 | | |
| 531 | Druidstone<br>103303 ~~*J.Hamson –04*~~ ssCff.No.1–03<br>QGRM (exQueenmoor) *S.W.Decent* 1 *Dk(Irn)*<br>*&deep framing* | 2119<br>1952<br>1329<br>1 100 A1 Cff *s*<br>7,04<br>BS10,02 BC8,00 | 1898 J.Blumer&<br>9mo Co.<br>Sunderland<br>A&CP | Scarisbrick S.S.<br>Co.Ld.(Elvidge&<br>Morgan,*Mgrs.*)<br>*WB = Cell DBa* | 290·0 42·0 19·2<br>P27'B75'F31'<br>drp05 FK<br>*90'uE20'f 114'527t* | Cardiff<br>British | T.3Cy.22",36"&59"–39" (s)<br>180lb *80lb* 227NH<br>2SB,*6pf*,gs102,hs3525<br>J.Dickinson&Sons,Ld.Sld. | 21 " 6<br>8 " 3–3½ | | |
| 532 | Drumbain<br>~~116833~~ (STRANDED 10.03)<br>~~PHPV~~ ~~*J.Hamson –04*~~ *Also named "Houtdyk,146" See No. 28 in Supplement.*<br>1 *Dk(Irn)&deep framing* | 2313<br>2140<br>1466<br>Hpl *s*<br>6,03 | 1902 W.Gray&<br>6mo Co.Ld.<br>W.Hartlepool<br>*Lloyd's SA&CP* | ~~W.Christie&Co.Ld.~~<br>~~Scarisbrick S.S.~~<br>~~Co.Ld.(Elvidge&~~<br>~~Morgan,Mgrs.)~~<br>*WB = Cell DBa* | 303·0 43·2 20·0<br>P26'B75'F30'<br>FK<br>*100'uE&B40'f 120'668t* | London<br>British | T.3Cy.22",35"&59"–39" (s)<br>180lb *80lb* 226NH<br>2SB,*6pf*,gs88,hs3346<br>Cen.Mar.Eng.Wrks.WHpl | 22 " 3 | | |
| 533 | Drumblade<br>108675 *H.Mosley –02*<br>1 *Dk* | 195<br>186<br>68<br>1 100 A1 Abn<br>*StmTrawler*<br>2,04 | 1900 J.Duthie&<br>4mo Co.<br>Montrose<br>A&CP | North of Scotland<br>Steam Fishing Co.<br>(W.Meff,jr.*Mgr.*) | 114·7 21·7 12·0<br>BK7½' | Aberdeen<br>British | T.3Cy.11½",20"&33"–22" (s)<br>170lb 58RH<br>1SB,*2pf*,gs39,hs951<br>S.&H.Morton&Co.Leith | 12 " 6 | | |
| 534 | Drumblair<br>108674 *A.Knight00–00* ssAbn.No.1–04<br>1 *Dk* | 196<br>187<br>69<br>1 100 A1 Abn<br>*StmTrawler*<br>12,04,08 | 1900 J.Duthie&<br>1mo Co.<br>Montrose<br>A&CP | N.of Scotland Stm.<br>Fishing Co. Ld.<br>(W.Meff,jr.*Mgr.*) | 114·7 21·7 12·0<br>BK7½' | Aberdeen<br>British | T.3Cy.11½",20"&33"–22" (s)<br>170lb 58RH<br>1SB,*2pf*,gs39,hs951<br>S.&H.Morton&Co.Leith | 12 " 6 | | |
| 535 | Drumcruil<br>Stranded 5,05 *Masser –03* ssAbn.No.1–05<br>SBRJ 1 *Dk(Stl)&Spar dk(ptStl&ptIrn)*<br>*&deep framing* | 3788<br>3556<br>2449<br>~~1 100 A1~~ Cff *w*<br>*Spar dk*<br>1,05 | 1900 J.Blumer<br>11mo &Co.<br>Sunderland<br>A&CP | Astral Shppg Co.Ld<br>(J.Chadwick&Son,<br>*Mgrs.*)<br>*WB = Cell DBa 104'* | 350·3 46·5 18·8<br>P30'B110 F35' 26·7<br>FK<br>*uE&B40'f 146'914t* | Liverpool<br>British | T.3Cy.24½",40"&66"–45" (s)<br>180lb *80lb* 318NH<br>2SB,*8pf*,gs142,hs4900<br>J.Dickinson&Sons,Ld.Sld. | 21 " 7<br>8 " 10 | | |
| 536 | Drumelzier<br>Wrecked 1.04 *W.Nicholson –03* ssLiv.No.1–99<br>PONB 1 *Dk(Stl)&Spardk(Irn)3trB*<br>*Webframesonlyin No.2hold* | 3625<br>3415<br>2333<br>~~1 100 A1~~ Shl *r*<br>*Spar dk*<br>10,03 | 1895 J.Laing<br>10mo Sunderland<br>A&CP | Astral Shppg Co.Ld<br>(J.Chadwick&Son,<br>*Mgrs.*)<br>*WB = Cell DBa* | 340·0 44·7 18·5<br>P20'B62'F33 26·4<br>FK<br>*120'uE18'f 130'589t* | Liverpool<br>British | T.3Cy.24½",40"&66"–45" (s)<br>160lb *80lb* 303NH<br>2SB,*8pf*,gs182,hs4710<br>G.Clark(Lim.),Sunderland | 21 " 0<br>8 " 6 | | |
| 537 | Drumgarth<br>106850 *S.Fowler97–97* ssBry.No.1–02<br>PQRJ 1 *Dk(Stl)&Spardk(Irn)*<br>*deep framing* | 3654<br>3500<br>2353<br>1 100 A1 Bry *w*<br>*Spar dk*<br>11,04 | 1897 R.Thomp-<br>4mo son&Sons<br>Sunderland<br>A&CP *WB* | Astral Shppg Co.Ld<br>(J.Chadwick&Son,<br>*Mgrs.*)<br>*= Cell DBa 114'uE* | 350·6 46·5 17·4<br>P33'B102'F37' 25·3<br>FK<br>*22'f 146'814t FPT* | Liverpool<br>British | T.3Cy.24½",40"&66"–45" (s)<br>180lb *80lb* 318NH<br>2SB,*8pf*,gs154,hs4940<br>G.Clark(Lim.),Sunderland | 20 " 0<br>8 " 11<br>8 " 6 | | |
| 538 | Drummond<br>97745 *W.G.Browne –04* ssSld.No.3–6,99<br>Now named "Lily, *See No. 29 in Supplement.*<br>2 *Dks(UIrn–ws&1Stl)3trB* | 2832<br>2656<br>1794<br>1 100 A1 Ant *u*<br>10,04 Bry<br>BS10,04 | 1890 R.Thomp-<br>1mo son&Sons<br>Sunderland<br>A&CP | ~~S.S.Drummond Co.~~<br>~~Ld.(J.Chadwick&~~<br>~~Son,~~ C.H.P.&c<br>*WB = Cell DB264'528t FPT* | 325·0 42·1 24·7<br>P27 B78'F38'<br>BK10'<br>*b* | Liverpool<br>British | T.3Cy.24½",40"&66"–45" (s)<br>160lb *80lb* NB000 301NH<br>2DB,*8cf*,gs142,hs4640<br>J.Dickinson,Sunderland | 27 " 3<br>8 " 0½ | | |
| 539 | Drumoak<br>115662 *F.Sheekey00–02*<br>1 *Dk* | 208<br>196<br>66<br>1 100 A1 Abn<br>*StmTrawler*<br>3,05 | 1902 A.Hall&Co<br>2mo Aberdeen<br>*Lloyd's SA&CP* | N.of Scotland Stm.<br>Fishing Co.Ld.<br>(W.Meff,jr.*Mgr.*) | 117·8 21·5 11·7<br>drp03 BK7½'<br>*WB = DTf9t* | Aberdeen<br>British | T.3Cy.12½",20"&33"–22" (s)<br>180lb 62RH<br>1SB,*2cf*,gs31,hs1057<br>A.Hall&Co.Aberdeen | 12 " 4 | | |
| 540 | Duart<br>112440 *P.Dalziel82–01*<br>SMBQ 1 *Dk(ptIrn&ptStl)2trB*<br>*&deep framing3Mk rule* | 3108<br>2937<br>2008<br>1 100 A1 Cff *u*<br>*withfreeboard* Npt<br>7,04,06 | 1901 J.Readhead<br>7mo &Sons<br>South Shields<br>A&CP | W.Maclean&Co.<br>*WB = Cell DBa 106'uE 20'f132'* | 323·1 47·2 23·8<br>P29'B93'F32<br>FK<br>*701tAPT81t* | W.Hartlpl<br>British | T.3Cy.24",40"&66"–42" (s)<br>160lb *80lb* 282NH<br>2SB,*6cf*,gs100,hs4366<br>J.Readhead&Sons,S.Shl | 25 " 0<br>8 " 4 " 3<br>8 " 3 | | |
| 541 | Dubac<br>*M.Sutic –03*<br>HFQC 1 *Dk(ptIrn&ptStl)*<br>*deep framing&Web frames* | 2819<br>2623<br>1804<br>1 100 A1 Shl *u*<br>10,04 Sld | 1901 J.Blumer<br>8mo &Co.<br>Sunderland<br>A&CP | Dubac S.S.Co.Ld.<br>(M.Marinovic)<br>*WB = Cell DBa110'* | 319·7 46·1 21·2<br>P28'B91'F31'<br>FK<br>*uE&B34'f 128'796t* | Ragusa<br>Aust.-Hung. | T.3Cy.22½",37"&61"–42" (s)<br>160lb *80lb* 257NH<br>2SB,*6pf*,gs118,hs4106<br>G.Clark,Ld.Sunderland | 23 " 9<br>8 " 11½ | | |
| 542 | Dubbelman<br>*J.Van der Plas00–00* ssAms.No.1–04<br>1 *Dk* | 303<br>202<br>76<br>1 100 A1 Ams<br>*StmTrawler*<br>2,05 | 1900 Bonn&<br>5mo Mees<br>Rotterdam<br>A&CP | Maats.Mercurius | 120·9 21·1 12·7<br>Q23<br>BK7'<br>*WB = DBf19'14t* | Ymuiden<br>Dutch | T.3Cy.12",20"&32"–22" (s)<br>180lb 60NH<br>1SB,*2cf*,gs33,hs1054<br>Earle's Co.Ld.Hull | 13 " 6 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. / Late Name if any. | Register Tonnage: Gross. / Under deck. / Net | Particulars of Classification. Character. / for Special Survey / Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment | Built. When | By Whom / Where | Owners. | Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Funnels. Engine Maker's Name. | Moulded depth. / Freeboard amidships. | Date when last classed. | Date when still classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 543 / 117516 / — | **Dublin** Steel Sc 3 Mast Sr<br>*R. Harrison* –04<br>*Mchy Aft Well deck* 1 *Dk (Iron)*<br>*Elec. light* | | 727 / 500 / 272 | ✠ 100 A1 3,05 | P'sy | *k* | 1904 / 1mo | J. Fullerton & Co. Paisley<br>*Lloyd's A & CP* | Tedcastle, McCormick & Co. Ld.<br>*WB = Cel* | 200·0 / Q111' B11' F35' BK 7½ *DB f* 117' 178 *t FPT* | 29·0 | 11·3 | Dublin British<br>*4 BHCem 85 t APT 5 t* | T. 3 Cy. 18", 29" & 48" – 36" (*s*)<br>170 lb *90 lb* 156 NHP<br>1 SB, *4 cf*, GS 75, HS 2540<br>Ross & Duncan, Glasgow | 14 ″ 0 | | |
| 544 / 157620 / KRFJ | **Dubois** Wood Sc Sr<br>1 *Dk* | | 223 / — / 151 | | | | 1901 | .....<br>Tottenville, N.Y. | H. Dubois Sons Co. | 105·4 | 25·4 | 12·0 | New York Utd. States | | | | |
| 545 / — / HFQM | **Dubrovnik** Steel Sc Sr<br>*M. Poderin* –03<br>*Well deck* 1 *Dk (pt Stl)* | | 481 / 347 / 235 | ✠ 9,92 | Trn | *h* | 1892 / 9mo | Ailsa Shipbuilding Co. Troon | Nav. a Vap. Ragusea (N. Marinovich, *Mgr.*) | 170·0 / P 40' B 54' F 39' BK 7″ *WB = FPT* | 25·0 | 11·5 | Ragusa Aust.-Hung. | T. 3 Cy. 16", 26" & 40" – 30"<br>100 NHP<br>1 SB, *3 cf*, GS 80, HS 1673<br>Dunsmuir & Jackson, Gls. | 12 ″ 0 | A | |
| 546 / — / HWND | **Duc-de-Bragance** Steel Sc Sr<br>*Marini* 86–00 1 *Dk* & *Spar dk* & *Tr B*<br>*Elec. light* | | 2096 / 1790 / 786 | | | | 1889 | Cie. Générl. Trnsatlntq. St. Nazaire | Cie. Générale Transatlantique | 334·6 / H— F 46' | 34·7 | 16·8 / 24·1 | Marseilles French | T. 3 Cy. 38", 49" & 78" – 49"<br>NB 99 426 NHP<br>Cie. Gén. Trans., St. Nazaire | | V | |
| 547 / 199 / NTCK | **Duca di Galliera** Steel Sc<br>*M. Motta* 93–03 (*ex* Oaxaca)<br>*Elec. light* 2 *Dks* & *Spar dk* | | 4304 / 3761 / 2841 | ... | | | 1883 | R. Napier & Sons Glasgow | La Veloce Nav. Italiana | 400·0 / F 46' | 44·0 | 23·1 / 31·6 | Genoa Italian<br>*WB* | T. 3 Cy. 40", 64" & 92" – 60"<br>656 NHP<br>R. Napier & Sons, Glasgow | 24 ″ 4 | I | |
| 548 / 89452 / JCHD | **Duchess** Iron Sc Sr<br>*H. Ingram* –03 *ss* Shl. No. 3–1,96<br>~~sailpl. No. 1 –00~~<br>*Well deck*<br>*ss* Bly. No. 2–05 1 *Dk (Iron)* 2 *tr B* | | 1394 / 1097 / 871 | ✠ 100 A1<br>1,05 ~~7,03~~<br>~~Bly 1,00~~ ✠ L. MC ~~4,00~~<br>1,05 | Bly | *n* | 1883 / 1mo | E. Withy & Co. W Hartlepool<br>A & CP | T. W. Willis | 245·5 / Q 94' B 57' F 31' BK 8½ *WB = DBa* | 34·0 | 17·3 | W. Hartlpl British<br>*4 BHCem 71 f 88' 284 t* | C. 2 Cy. 27½" & 57" – 33" (*s*)<br>75 lb *80 lb* NDB 97 156 NHP<br>1 DB, *4 pf*, GS 70<br>T. Richardson & Sons, Hpl. | 18 ″ 6<br>*s* 1 ″ 7½ | | ~~7,03~~ |
| 549 / 108072 / — | — Steel Sc Ctr<br>*J. Jones* 85–87<br>*Elec. light* 1 *Dk* & *Shade dk* | | 308 / 229 / 95 | ✠ —<br>~~12,02~~ | Gls | *d* | 1897 / 7mo | Mackie & Thomson Glasgow | Wellington Steam Ferry Co. Ld. | 133·6 / F 18' BK 7½ *WB = FPT* | 26·0 | 10·3 | Wellingtn N.Z. British<br>*4 BHCem* | T. 3 Cy. 15", 25" & 40" – 27"<br>81 RHP<br>1 DB, *4 cf*, GS 51, HS 1840<br>Muir & Houston (Lim.), Gls. | 11 ″ 3 | | |
| 550 / 105233 / — | — Steel Sc K<br>*J. Quayle* –03 *ss* Liv. No. 1–00<br>*Mchy. Aft* 1 *Dk (Stl)*<br>*Keelson & Webframes pt Iron* | | 155 / 118 / 70 | ✠ 100 A1<br>12,04 ~~5,08~~<br>~~Bly 1,00~~ ✠ L. MC ~~4,00~~<br>~~Bly 1,04~~ 2,04 | Liv | *a* | 1897 / 1mo | Allsup & Co. (Lim.) Preston<br>*Lloyd's A & CP* | S.S. Duchess. Ld. (C. J. Pyke) | 97·2 / Q 30' B 6' F 14' FK *WB = FPT* | 19·6 | 8·3 / 24 *t* | Preston British<br>*4 BH Cem* | T. 3 Cy. 9", 15" & 24" – 18" (*s*)<br>160 lb 30 RHP<br>1 SB, *2 pf*, GS 17, HS 520<br>Allsup & Co. (Lim.), Preston | 8 ″ 9 | | ~~9,03~~<br>12,04 |
| 551 / 89813 / — | — Steel Pad Sk Tug<br>(*DISMANTLED 04*)<br>*G. S. Walton* 93–93 1 *Dk* | | 104 / 104 / 12 | ✠ —<br>*For Tug purposes*<br>5,86 ✠ | Nwc | | 1885 / 9mo | J. Lawson & Co. S. Shields | R. Jobson & Co. | 96·0 / 18·1 | | 9·0 | N. Shields British<br>*3 BHCem* | L. 1 Cy. 32½" – 50"<br>42 RHP<br>R. B. Findley & Sons, N. Shl. | 9 ″ 4 | | |
| 552 / 95116 / — | **Duchess of Albany** Steel Pad Sp<br>*C. J. Gubbey* –90 1 *Dk* | | 256 / 226 / 102 | | | | 1889 | Scott & Co. Greenock | L. & S. W. Rlwy. Co. & L. B. & S. C. Rly. Co | 170·4 / B 53' | 22·1 | 8·5 | Portsmth British | C. D. 2 Cy. 23" & 54" – 54"<br>179 NHP<br>Scott & Co., Greenock | | BT till 5,05 | |
| 553 / 95353 / LBHR | **Duchess of Buccleuch** Steel Pad Sr<br>*J. Buchanan* 79–03 1 *Dk (Stl – pt ws)*<br>*Elec. light* (*ex* Rouen) | | 838 / 710 / 385 | ✠ Gls<br>*with load line*<br>6,88 ✠<br>*For Channel purposes* | | | 1888 / 6mo | Fairfield Co. Ld. Glasgow | J. Little & Co. | 250·6 / B 49' F 80' *pt Shelter dk* 48' FK | 29·1 | 14·0 / 5 *BH Asp* | Barrow British<br>*Newhaven and Dieppe* | C. D. 2 Cy. 46" & 83" – 72"<br>487 NHP<br>Fairfield Co. Ld. Glasgow | 15 ″ 0 | BT till 5,05 | |
| 554 / 87433 / — | **Duchess of Connaught** Steel Pad Sr | | 342 / 292 / 149 | | | ... | 1884 | Aitken & Mansel Glasgow | L. & S. W. Rlwy. Co. & L. B. & S. C. Rly. Co | 190·6 | 26·1 | 8·8 | Portsmth British | C. D. 2 Cy. 32" & 55" – 60"<br>NB 97 195 NHP<br>J. & J. Thomson, Glasgow | 9 ″ 5 | BT till 4,05 | |
| 555 / 95904 / LFHJ | **Duchess of Cornwall** Steel Sc Sr<br>*T. G. Hunt* –98 *ss* Cff. No. 3–8,01<br>*Well deck* 1 *Dk (Stl)* & *Webframes* | | 1706 / 1295 / 1070 | ✠ 100 A1<br>~~3,02~~ 3,03 2,05<br>~~Bly 1,00~~ ✠ L. MC ~~4,00~~ 3,04 | Cff | *q* | 1889 / 5mo | W. Gray & Co. (Lim.) W Hartlepool<br>A & CP | Duchess of Cornwall S.S. Co. Ld. (R. B. Chellew)<br>*WB =* | 260·5 / P 27' Q 80' B 104' F 25' BK 9″ *DBa* 82' *f* 100' 378 *t* | 36·6 | 18·3 / 15 *t* | Falmouth British<br>*4 BH Cem APT* | T. 3 Cy. 19", 30½" & 51" – 36" (*s*)<br>150 lb *100 lb* NDB 01 156 NHP<br>2 SB, *4 rf*, GS 133<br>Cent. Mar. E. Wks., W. Hpl. | 19 ″ 5<br>*s* 1 ″ 6 | | ~~N3,04~~ |
| 556 / 99941 / PRVT | **Duchess of Devonshire** Steel Twin Sc Sr<br>*Elec. light* 2 *Dks* | | 1265 / 970 / 390 | | | | 1897 | Naval Con. & Arm. Co. Ld. Barrow | J. Little & Co. | 300·0 / P 68' B 131' F 60' | 35·1 | 15·7 | Barrow British<br>*WB* | T. 6 Cy. 21", 32" & 50" – 30"<br>273 NHP<br>Naval Con. & A. Co., Ld., Brw | | BT till ~~9,05~~ 2,06 | |
| 557 / 85956 / MPCH | — Steel Pad Sr<br>*J. Phillips* –96<br>1 *Dk* | | 221 / 185 / 85 | | | | 1891 | R. & H. Green London | Devon Dock, Pier & S.S. Co. Ld. | 170·0 / B 84' | 20·0 | 8·1 | Exeter British | C. D. 2 Cy. 22½" & 45" – 36"<br>101 NHP<br>J. Penn & Sons (Lim.), Lon. | | BT till 10 04 | |
| 558 / 87432 / — | **Duchess of Edinburgh** Stl Pad Sr | | 342 / 292 / 149 | | | ... | 1884 | Aitken & Mansel Glasgow | L. & S. W. Rlwy. Co. & L. B. & S. C. Rly. Co | 190·6 | 26·1 | 8·8 | Portsmth British | C. D. 2 Cy. 32" & 55" – 60"<br>NB 98 195 NHP<br>J. & J. Thomson, Glasgow | 9 ″ 5 | BT till ~~2,05~~ 2,06 | |
| 559 / 94545 / LRGB | **Duchess of Fife** Steel Sc Sr<br>*T. Falconer* 95–95 *ss* Abn. No. 3–5,02<br>*Well deck* 1 *Dk (Iron)* | | 671 / 507 / 420 | ✠ 100 A1<br>1,00 ~~2,04~~<br>~~Bly 1,00~~ 3,01 ✠ L. MC ~~4,00~~ 4,0 | Abn | *f* | 1890 / 4mo | Hall Russell & Co. Aberdeen<br>*Lloyd's A & CP* | Aberdeen Lime Co. | 190·4 / Q 57' B 49' F 23' BK 6½ *WB = DBa* | 28·4 | 10·7 / 5 *BH Cem* | Aberdeen British<br>*33 f 44' 180 t* | C. 2 Cy. 25" & 47" – 30" (*s*)<br>100 lb *80 lb* 95 RHP<br>1 SB, *3 pf*, GS 50, HS 1522<br>Hall, Russell & Co., Abn. | 14 ″ 1<br>*s* 1 ″ 2½ | | 11.03 |
| *Now named "Loire," See No. 52 in Supplement.* | | | | | | | | | | | | | | | | | |
| 560 / 110219 / — | — Steel Pad Sr<br>1 *Dk* | | 443 / 344 / 139 | | | | 1899 | Clydebank E. & S. B. Co. Ld. Glasgow | L. & S. W. Rlwy. Co. & L. B. & S. C. Rly. Co | 215·0 | 26·1 | 9·5 | Portsm'th British | C. 2 Cy. 26" & 55" – 54"<br>185 NHP<br>Clydebnk E. & S. B. Co. Ld. Gls. | | PT till 6 05 | |
| 561 / 115767 / — | — Steel Pad<br>*J. Buie* –03<br>*Elec. light* 1 *Dk* | | 336 / 291 / 82 | | | | 1903 | Fairfield Co. Ld. Glasgow | Caledonian Steam Packet Co. Ld. | 210·3 | 25·0 | 8·5 | Glasgow British | T. 4 Cy. (2) 16½", 35" & 52" – 54"<br>199 NHP<br>Fairfield Co. Ld. Glasgow | | BT till 3,05 | |
| 562 / 97638 / — | **Duchess of Hamilton** Steel Pad Sk<br>*R. Morrison* –90<br>*Elec. light* 2 *Dks* | | 553 / 472 / 201 | | | | 1890 | W Denny & Bros. Dumbarton | Caledonian Steam Packet Co. Ld. | 250·0 | 30·1 | 10·0 / 15 *t* | Glasgow British | C. D. 2 Cy. 34½" & 60" – 60"<br>233 NHP<br>Denny & Co., Dumbarton | | ~~BT till 3,05~~ | |
| 563 / 108009 / — | **Duchess of Kent** Steel Pad<br>1 *Dk* & *Promenade dk* | | 399 / 318 / 109 | | | | 1897 | Day, Summers & Co. Southampton | L. & S. W. Rlwy. Co. & L. B. & S. C. Rly. Co | 195·4 / *Promenade dk* 135' | 26·1 | 9·0 | Portsmth British | C. 2 Cy. 32" & 59" – 60"<br>225 NHP<br>Day, Summers & Co., Sou. | | BT till ~~2,03~~ 2,04 | |
| 564 / 115667 / — | **Duchess of Montrose** Steel Pad<br>*W. Gordon* –02<br>*Elec. light* 1 *Dk* | | 322 / 293 / 85 | | | | 1902 | J. Brown & Co. Ld. Glasgow | Caledonian Steam Packet Co. Ld. | 210·2 | 25·1 | 8·7 | Glasgow British | T. 4 Cy (2) 16¾", 35½" & 58" – 54"<br>206 NHP<br>J. Brown & Co. Glasgow | | BT till 1,05 | |
| 565 / 104622 / — | **Duchess of Rothesay** Steel Pad Sk<br>*D. McPhedran* –95<br>1 *Dk* | | 385 / 309 / 95 | | | | 1895 | J. & G. Thomson, Ld Glasgow | Caledonian Steam Packet Co. Ld. | 225·6<br>H 24 *t*<br>*Promenade dk* 212' | 26·1 | 8·6 | Glasgow British | C. D. 2 Cy. 27½" & 58" – 54"<br>206 NHP<br>J. & G. Thomson (Lim.), Gls | | BT till ~~3,05~~ 3,06 | |
| 566 / 60975 / NRPM | **Duchess of Sutherland** Iron Twin Sc Sr<br>*Haldane* 76–<br>2 *Dks* | | 848 / 761 / 164 | ✠ 8,69 | Nwc | Lv | 1869 / 6mo | A. Leslie & Co. Newcastle | L. & N. W. Rlwy. Co. | 251·0 / P 111 *t* | 30·1 | 14·4 | Dublin British<br>*4 BH* | T. 6 Cy. 16½", 26" & 41" – 30"<br>NE & B 88 184 NHP<br>Laird Bros., Birkenhead | | BT till 2,04 | |

| Signaux | Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Par qui. Navire. Mach. Où. | Armateurs. | Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le tonnage de la Société. IHP=Force en chevaux d'après les papiers du navire. Lieu et date des Chaudières & Machines. | Charge Load Draught. Tonnes. Pieds. | Remarques. |
|---|---|---|---|---|---|---|---|---|---|---|
| 567 99150 NWJK | **Duchess of York** SteelScSr<br>*G. Brown*90–01 ssCtl. No.2–01<br>1 *Dk*( pt *Stl* pt *Iron*)&pt *Awng dk*( *Iron*) & *Web frames* | 2605<br>1074<br>1049 | ✠100A1 Cff s<br>*pt Awning dk with freeboard* Hul<br>7,18,00 2,05 BS10,01<br>MC9,03 | 1895 J. Blumer& Co. Sunderland<br>8mo<br>W'B | Robinson Bros. | 300·0 41·0 18·5<br>P27′Q86′<br>*pt Awng dk*187′ FK<br>= *Cell D Ba*96′ *f*112′ | Whitby British | T.3Cy.22½″86½″&60″–60″ (*s*)<br>160lb *90lb* 714 NH<br>2S B,*Gef*,GS95, HS3358<br>Blair&Co.(Lim.)Stk. | 21 · 6<br>8 · 0 | |
| 568 NVLM | —<br>*Reconstructed* 1904 *Harrowside* –05<br>2 *Dks*( *Upt Stl*&1 *Stl*–we) | 996<br>843<br>476 | ✠ Lon n<br>5,97<br>*English Channel, Folkestone & Boulogne* | 1895 R.& H. Green(Lim.) London<br>6mo | C.Eastn&Chathm Rly Co.'s Managing Committee | 270·0 30·1 14·5<br>F76′<br>BK6<br>*Promenade dk*177′ | London-British Date<br>*s BHCem* | C.D 30 *y*.48″&(2)68″–72″<br>684 NHP<br>4SB,*12cf*,GS270, HS8416 FK<br>J Penn&Sons(Lim.),Lon. | 15 · 4 | |
| 569 103342 | —<br>*J Gray* –98<br>1 *Dk* | 490<br>297<br>252 | Steel Pad | 1895 W.C.White Montreal | Ottawa Riv.Nav.Co | 156·8 25·3 9·4<br>H140′ | Montreal British | 1Cy.34″–108″<br>39 RHP<br>*re-blt*.95 J.&R.Weir,Montrl | | |
| 570 100903 | —<br>*G. Baltimore* –96<br>1 *Dk* | 302<br>232<br>127 | Steel Pad Sr | 1896 Barclay, Curle&Co.Ltd Glasgow | Sou.I.of Wight& S.of Eng.Royal Mail Stm Pkt Co.Ltd | 185·5 22·1 8·6 | S'thamptn British | D.2Cy.24″&45″–64″<br>135 NHP<br>Barclay,Curle& Co.Ld.Gls. | | BT |
| 571 89918 | —<br>*K Stewart* –01<br>*Now named* "Isle of Cumbrae," *See No. 3 in Supplement* | 268<br>234<br>120 | Iron&Steel Pad Sk | 1884 Barclay, Curle&Co. Glasgow | Reid,Ld. (*A.D.Reid, Mgr.*) | 210·0 20·1 7·6<br>Q70′B68′ | Glasgow British | D.Cy.50″–72″<br>NB01 163 NH<br>Barclay,Curle&Co.Gls. | | |
| 572 198 NTCG | **Duchessa di Genova** SteelScBk<br>*G.B.Carbone*98–01<br>*Elec.light* (*ex* Mexico) 2 *Dks&Spar dk* | 4304<br>3772<br>2841 | … | 1884 R.Napier& Sons Glasgow | La Veloce Nav. Italiana | 400·0 44·0 23·1<br>F46 31·6<br>*WB* | Genoa Italian | T.3Cy.40″,64″&92″–60″<br>656 NHP<br>R.Napier&Sons,Glasgow | 24 · 4 | I |
| 573 94114 WNVS | **Duckenfield** SteelTwinScSr<br>*A.G.Morrison* –03 ssNSW.No.3–9,02<br>*Well deck* 1 *Dk*( *Stl*)2 *tr B*<br>*Elec.light* | 912<br>726<br>552 | ✠100A1 Syd m<br>2,05 1,04<br>BS2,05 | 1890 Fleming& Ferguson Paisley<br>6mo<br>*Lloyd's SA&CP* | J.&A.Brown<br>*WB*= *DBa*57′100t | 220·0 31·0 13·1<br>Q109′B22′F24′<br>BK8″<br>*FPT*42″ *APT*28t | Newcastle N.S.W. British<br>*6 BHCem* | Q.4Cy.18″,18″,25″&86″–29″<br>200lb 75lb (*s*) 170 NHP<br>2S B,*Grf*,GS92, HS2744<br>Fleming&Ferguson,Psy. | 15 · 6<br>11 · 8 | |
| 574 91756 | **Duco** SteelScSrTug<br>*W.M.Muir*98–98<br>1 *Dk* | 130<br>125<br>26 | ✠ Gls b<br>12,97 | 1892 Mackie& Thomson Glasgow<br>5mo | Wellington Steam Ferry Co.Ld. | 101·0 20·9 10·5<br>F19′<br>Irp92 BK7½ | Wellingtn. N.Z. British<br>*4 BHCem* | T.8Cy.18″,21½″&34″–27″<br>60 RHP<br>1SB,*3rf*,GS60, HS1104<br>Muir&Houston,Glasgow | 11 · 0 | |
| 575 84032 HDWC | **Duddon** IronScSr<br>*T.Esson*96–98 ssMpt.No.3–2,95<br>*Well Aft* ssAbn.No.2–03<br>*Well deck* 1 *Dk* | 331<br>260<br>142 | ✠100A1 Abn e<br>6,04 7,05 Lth<br>MC2,03 | 1882 R.Smith 10mo Preston<br>*Lloyd's SA&CP* | W.T.Moffatt<br>*WB*= *DBa*<br>*Hatch* | 144·7 23·1 10·6<br>Q79′B10′F19′<br>28′ *f*54′80t | Aberdeen British<br>*6 BHCem* | C.2Cy.17¾″&34″–24″ (*s*)<br>100lb NDB82 60 RHP<br>1SB,*2f*,GS30<br>R.Smith,Preston | 11 · 2<br>· 11 | |
| 576 63254 | —<br>1 *Dk* | 107<br>106<br>27 | Iron Pad Sp | 1866 Harland& Wolf Belfast | W.J.Barratt | 94·4 18·1 9·3 | Liverpool British | L.2Cy.27½″–46″<br>50 RHP<br>G.K.Stothert&Co.,Bristol | | |
| 577 157277 | **Dudley Pray** WoodScTug<br>1 *Dk* | 215<br>—<br>107 | | 1890<br>Boston | Commercial Tow Boat Co. | 108·8 25·5 13·3 | Boston U.S.A. | | | |
| 578 | **Duel** SteelTwinScSr<br>*G.J.Mnaukanow*<br>*Elec.light* 1 *Dk* | 651<br>488<br>479 | | 1898 Oderwerke A.G. Stettin | St.Petersburg Co.Nadeshda | 190·0 29·0 12·5<br>P23′B18′F28′<br>*WB* | Baku Russian | C.4Cy.15⅝″&28½″–18½″<br>57 NHP<br>Oderwerke A.G.Stettin | | |
| 579 Q HLR | **Dueren** SteelSc<br>*A.Cassens*01–02 (*Trawler*)<br>1 *Dk* | 159<br>—<br>44 | | 1897 Bremer "Vulkan" Vegesack | Deutsche Dmpfis-chereiGes.Nordsee | 106·1 21·0 10·2 | Bremen German<br>*WB* | C.2Cy.14¼″&26″–19⅝″<br>25 NHP<br>Bremer "Vulkan," Vegesck | | G |
| 580 LCKR | **Duesternbrook** IronScSr<br>*E.Fäcks*98–98<br>1 *Dk*2 *tr B*<br>*Now named* "Olga," *See No. 7 in Supplement* | 584<br>496<br>331 | | 1882 G.Howaldt Kiel<br>*WB* | Nord-Ostsee-Rhederei | 175·6 25·3 15·8<br>B40′ | Hamburg German | C.2Cy.20″&37½″–27″<br>NB98 61 NH<br>Gebr.Howaldt,Kiel | | G |
| 581 93274 | **Dufferin** SteelPad<br>*Elec.light* | 1033<br>1033<br>650 | | 1886 W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 310·0 40·1 11·7 | Glasgow British | C.D.2Cy.37½″&65″–72″<br>299 NHP<br>Denny&Co.,Dumbarton | | |
| 582 91132 | **Dugong** IronScCtr<br>1 *Dk* | 260<br>260<br>177 | | 1878 J.Walker& Co. Maryborough | Townsville Harbour Board | 135·3 23·1 10·3 | Brisbane British | C.2Cy.18″&39″–20″<br>47 RHP<br>J.Walker&Co.,Maryboro' | | |
| 583 74516 | —<br>*T.W.Robinson*01–03 | 116<br>—<br>79 | Iron Sc | 1875 ..... Pyrmont, N.S.W. | Carpentaria Lighterage Co.Ld. | 109·4 17·8 6·5 | Sydny NSW British | 25 RHP | | |
| 584 84630 | **Duiker** SteelTwinSc<br>*Elec.light* 1 *Dk*( *pt Stl*) | 1057<br>915<br>465 | ✠ A1 Gls<br>*Hopper Dredger*<br>1,04 LMC12 | 1903 Fleming& Ferguson,L.d. Paisley<br>12mo<br>*Lloyd's A&CP* | Table Bay Harbour Board | 200·2 40·1 13·3<br>Q81′RFD55′<br>FK<br>*WB*= *FPT*84t | Cape Town British<br>*5 BHCem* | T.6Cy.12″,18½″&30″–24″ (*s*)<br>160lb 92 RHP<br>2SB,*4cf*,GS84, HS2444<br>Fleming&Fergusn,Ld.Psy. | 14 · 0 | |
| 585 RLNK | **Duisburg** SteelScSr<br>*L.Meier*99–02 2 *Dks*(1 *Stl*&1 *pt Stl*)<br>ssHam.No.1–04 *Spar dk*( *Stl*)3 *tr B* | 4500<br>3244<br>2657 | ✠100A1 Ham y<br>*Spar dk*<br>5,03 2,04 | 1900 Flensburger Schiffsb.Ges. Flensburg<br>4mo<br>*Lloyd's SA&CP* | Deutsch-Austral. Dmpfsch.Ges. | 388·0 47·6 20·8<br>P&B232′F46′ 28·5<br>FK<br>*WB*= *Cell D Ba*94′ *u Es*′B6 2′/164′895t | Hamburg German<br>*6 BHCem* | T.3Cy.28½″,47½″&78″–54″<br>1652lb (*o*) 554 NHP<br>4SB,*12cf*,GS185, HS9800<br>Flensburger Schiffsb.Ges. | 23 · 6 | |
| 586 NMQB | **Duitschland** SteelPadSr<br>*W.Reedeker* 1 *Dk*&*Awng dk* | 1653<br>1342<br>871 | … 1886 Fairfield Co (Lim.) Glasgow | Stoomv.Maats. Zeeland | 286·5 35·3 22·9<br>FK | Amstrdam Dutch | C.O.2Cy.60″&104″–84″<br>486 NHP<br>Fairfield S.&E.Co.(Ld.),Gls | 17 · 0 | |
| 587 67767 | **Duke of Argyll** IronPadSr | 802<br>537<br>361 | 1873 R.Duncan &Co. Port Glasgow | Dublin&Glasgow Sailing&Steam Packet Co. | 250·0 29·2 15·1<br>F28t | Dublin British | C.O.2Cy.42″&78″–84″<br>NB81 465 NHP<br>*Cmp.*81 A.&J.Inglis,Gls | | BT |
| 588 92727 MNSP | **Duke of Clarence** SteelTwinScSr<br>*T.H.Gwyther* –95 2 *Dks* | 1434<br>1224<br>444 | 1892 Laird Bros. Birkenhead | Lan.&Yorks.&Lon. &N.W.Rlwy.Cos. | 312·5 36·2 15·9<br>P75 B128′ F72′ | Fleetwood British | 1.6Cy.22″,34″&51″–38″<br>299 NHP<br>Laird Bros.,Birkenhead | | |
| 589 114[illegible] TSDC | **Duke of Connaught** SteelTwin<br>*J.Cook* –02<br>*Elec.light* 2 *Dks* | 1614<br>1173<br>550 | 1880<br>504 | 1902 J.Brown& Co. Glasgow | Lancashire&York-shire&L.&N.W.R. | 315·0 38·2 16·7<br>P80 B130 F72 | Fleetwood British<br>*WB* | 1 3Cy(2)28″(2)34″&(4)38½″<br>–36″ 340 NHP<br>J.Brown&Co.Glasgow | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port belonging to. | 7 Years Assigned and now assigned. Equipment Letter. | 8 Built. When | By Whom Where | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when last classed. | 16 Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 590<br>—<br>KSCP | **Duke of Cornwall**<br>*J.R.Bradshaw* –02<br>*Well deck* | **SteelScSr**<br>ssLth.No.3–12,00<br>1 *Dk(Stl)* | 1704<br>1293<br>1081 | †100A1<br>11,01 5,03 | Bry<br>Shl | *q* | 1888<br>6mo | W.Gray& Co. W Hartlepool A&CP | **Duke of Cornwall S.S.Co. Ltd.** (R.B. Chellew)<br>*WB = DBa82'* | 260·5 36·6 18·2<br>P27'Q80'B104'<br>P25' BK9"<br>*f100'378t APT15t* | **Falmouth**<br>British<br>*4 BHpt Cem pt Asp* | T.3Cy.19",30½"&51"–36" (*s*)<br>150lb *80lb* NDB03 156NH<br>2SB,*4ef*,GS138<br>Cntrl Marine Eng. Co W Hpl | 19 " 5<br>s 1 • 6 | | 11,04 |
| 591<br>—<br>QFWM | —<br>*J.Cook*<br>*Elec.light* | **SteelTwinScSr**<br>*2 Dks* | 1540<br>1117<br>415 | | | | 1898 | Vickers Sns & Maxim, Ld. Barrow | **Lan&Yorks.&Lon. &N.W.Rlwy.Cos.** | 315·0 37·1 16·5<br>P74'B132'F73' | **Fleetwood**<br>British<br>*WB* | T8Cy.22½",34"&(2)38½"–38"<br>170NH<br>Vickers Ss & Maxim Ld Brw | | BT till 1909 4,04 | |
| 592<br>104431 | **Duke of Devonshire**<br>1 *Dk* | **SteelPadSr** | 257<br>2··5<br>97 | | | | 1896 | R.& H. Green (Lim.) London | **Devon Dock, Pier& S.S.Co. Ltd.** | 175·0 20·6 8·2 | **Exeter**<br>British<br>*WB* | C.2Cy.28"&46"–36"<br>106NH<br>J.Penn&Sons(Lim.),Lon. | | BT till 1909 10,04 | |
| 593<br>68707 | **Duke of Edinburgh**<br>*J.O'Neill* –03<br>1 *Dk* | **IronScSr** | 157<br>128<br>47 | 3,74 | Hul | | 1873<br>12mo | Humphrys Pearson& Co. (Lim.) Hull | **J.MacCausland** | 114·5 19·9 8·2<br>len81 | **Hull**<br>British<br>*3 BHCem* | C.2Cy.15"&30"–15"<br>NB99 25RH<br>Humphrys, Pearson&Co Ld | | | |
| 594<br>99745 | **Duke of Fife**<br>*T.Forster* –03<br>*Elec.light* | **SteelScSr**<br>ssDub.No.3–4,04<br>2 *Dks(UStl-ws)* | 1008<br>753<br>302 | †100A1<br>3,05 [illegible]<br>[illegible] | Dub | *n* | 1892<br>4mo | AilsaSBCo Troon A&CP | **Dublin&Glasgow Sailing&Steam PacketCo.** | 244·0 31·8 15·5<br>P59'B88'F59'<br>DS04 BK8" | **Dublin**<br>British<br>*5 BHCem* | T.3Cy.26",41"&66"–42" (*s*)<br>160lb *80lb* 332NH<br>2DB,*12cf*,GS222,HS5741<br>Dunsmuir&Jackson,Gls. | 16 " 1<br>s 2 • 2 | BT till 4,05 | 5,03 |
| 595<br>88997 | **Duke of Gordon**<br>*R.T.Montgomery* –02<br>(*ex* General Gordon)<br>*Elec.light* | **SteelSc**<br>*2 Dks* | 891<br>694<br>272 | | | … | 1885 | A.&J. Inglis Glasgow | **Dublin&Glasgow Sailing&Steam PacketCo.** | 230·0 31·2 15·3<br>P51'B82'F41'<br>BK8" | **Dublin**<br>British | T.3Cy.26",41"&60"–42"<br>234NH<br>A.&J.Inglis,Glasgow | 16 " 0<br>s [illegible] • 2 | BT till [illegible] 3,06 | |
| 596<br>104240<br>NVSB | **Duke of Lancaster**<br>*J.Hughan* –98<br>*Elec.light* | **SteelTwin ScSr**<br>*2 Dks* | 1520<br>1086<br>441 | | | | 1895 | Nav.C.&A. Co.(Lim.) Barrow | **Lan&Yorks.&Lon. &N.W.Rlwy.Cos.** | 310·0 37·1 16·4<br>P51'B127'F70' | **Fleetwood**<br>British<br>*WB* | T.6Cy.24",36"&55"–33"<br>348NH<br>Nav.C.&A.Co.(Lim.),Brw. | | BT till [illegible] 1,05 | |
| 597<br>58426<br>VJGN | **Duke of Leinster**<br>*J.Devine* –02 | **IronPadSr** | 721<br>662<br>269 | | | | 1870 | R.Duncan &Co. Pt.Glasgow | **Stewart&Lowen** | 250·0 29·2 15·0<br>F26*t* | **Dublin**<br>British | C.O.2Cy.42"&72"–84"<br>NE&B80 396NH<br>A.&J.Inglis,Glasgow | | BT till 1904 5,05 | |
| 598<br>96079<br>LGVM | **Duke of Norfolk**<br>*W.Anderson* –03<br>*Ref.Mchy. Well deck*<br>*Elec.light* 2 *Dks(UStl-ws)* | **SteelScSr**<br>ss Lon.No.3–9,02<br>(*ex* Nairnshire)<br>*Screw Steamer "Marcellus," See No. 94 in Supplement* | 3819<br>3076<br>2488 | †100A1<br>11,04 9,03 7,04 | Shl | *w* | 1889<br>8mo | Hawthorn, Leslie&Co.Ld Newcastle A&CP | **Duke of Norfolk S.S.Co. Ltd.** (J.B. Westray&Co.)<br>*WB = Cell D B276'615t* | 350·5 47·7 24·2<br>P208'F98'<br>BK11"<br>*6 BHCem* | **Glasgow**<br>British<br>*3 DB,12rf*,GS210,HS6963<br>Hwthrn,Leslie&C.Ld.Nwc | T.3Cy.27",44"&71"–48" (*s*)<br>160lb *80lb* NDB99 407NH<br>s 3 • 11 | 27 " 0 | | 4,02<br>12,04 |
| 599<br>76235 | **Duke of Normandy**<br>*W.Seage* –03<br>1 *Dk* | **SteelTwin ScTug** | 66<br>64<br>22 | †100A1<br>5,03 | Drt | *n* | 1903<br>5mo | Philip& Son Dartmouth *Lloyd's A&CP* | **The Jersey States** | 73·8 17·2 8·2<br>BK7 | **Jersey**<br>British<br>*4 BHCem* | C.2Cy.9"&18"–12" (*s*)<br>125lb 20RH<br>1SB,*2pf*,GS28,HS745<br>Philip&Son,Dartmouth | 8 " 5 | | |
| 600<br>97607<br>LPGJ | **Duke of Portland**<br>*M.McFarlane* –04<br>(*ex* Morayshire)<br>*Ref.Mchy. Well deck Elec.light frames* | **SteelScBg**<br>ssLon.No.3–5,02<br>2 *Dks(Ustl-ws)* | 3822<br>3071<br>2481 | †100A1<br>4,05 1,04 [illegible] | Lon | *w* | 1890<br>2mo | Hawthorn, Leslie&Co.Ld Newcastle A&CP | **Duke of Portland S.S.Co.Ld.(J.B. Westray&Co.)** | 350·5 47·7 24·1<br>P208'F98'<br>BK11"<br>*6 BHCem*<br>*WB = Cell D B278'545t* | **Glasgow**<br>British 160<br>3DB.*12rf*,GS210,HS6963<br>Hwthrn,Leslie&C.Ld.Nwc | T.3Cy.27",44"&71"–48" (*s*)<br>[illegible]lb *80lb* NDB01 407NH | 27 " 0 | | 6,05 |
| Now named "Highland Fling." See No. 71 in Supplement. | | | | | | | | | | | | | | | |
| 601<br>111025 | **Duke of Rothesay**<br>*M.Boggan* –03<br>*Elec.light* | **SteelScSr**<br>ssDub.No.1–04<br>2 *Dks(UStl-ws)* | 1226<br>862<br>233 | †100A1<br>*pt Awng dk with freeboard*<br>6,01 [illegible] | Dub | *q* | 1899<br>10mo | Caledon S B.& E.Co.Ld Dundee A&CP | **Dublin&Glasgow Sailing&Steam PacketCo.** | 265·0 35·2 15·5<br>BK7½"<br>*4 BHCem*<br>*WB = Cell D Ba 42' f 65'130t* | **Dublin**<br>British<br>*FPT42t* | 180lb *95lb* 153NH<br>2DB.*12rf*,GS246,HS6050 FD<br>Caledon SB.&E.Co.Ld. Dun | 16 " 6<br>s 2 • 4 | BT till [illegible] 5,05 | 6,04 |
| 602<br>109015<br>QBRC | **Duke of Wellington**<br>*Saunders*<br>1 *Dk* | **IronScK**<br>ssHul.No.1–02 | 182<br>169<br>65 | †100A1<br>*Stm Trawler*<br>7,01 [illegible] 12,04 | Hul | | 1898<br>3mo | Cook, Welton&Gemmell Hull *Lloyd's A&CP* | **National Steam Trawling Co. Ld.** | 110·0 21·0 11·3<br>Q20'<br>BK7½"<br>*WB = DBf 17'8t* | **Hull**<br>British<br>*3 BHCem* | T.3Cy.12",20"&33"–24" (*s*)<br>180lb 58RH<br>1SB.*2cf*,GS27,HS940<br>C.D.Holmes&Co.Hull | 12 " 1 | | 12,04 |
| 603<br>99142<br>MRCN | **Duke of York**<br>*F.J.Lane* –99<br>1 *Dk(pt Stl pt Irn)* | **SteelScSr**<br>ssBry.No.2–01<br>2 *tr B& Webframes & pt Awng dk (Irn)* | 3026<br>2330<br>1973 | †100A1<br>*pt Awng dk with freeboard*<br>7,03 | Bry | *u* | 1892<br>7mo | Sir R Dixon &Co. Middlesbro' A&CP | **Robinson Bros.** | 319·5 41·1 21·5<br>P29'Q96'<br>FK<br>*WB = Cell D B 252' 595t* | **Whitby**<br>British<br>*6 BHCem*<br>*APT70t* | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *80lb* NDB02 270NH<br>2SB,*6cf*,GS120,HS4127<br>Blair&Co.(Lim.),Stockton | 24 " 0<br>s 9 • 6½ | | 7,03 |
| 604<br>104233<br>NJVG | —<br>*J.McCrindle* –99 | **SteelTwinScSr**<br>*2 Dks* | 1473<br>1044<br>391 | | | | 1894 | W.Denny &Bros. Dumbarton | **Lan&Yorks.&Lon. &N.W.Rlwy.Cos.** | 310·2 37·0 16·0<br>P76' B126' F70' | **Fleetwood**<br>British<br>*WB* | T.6Cy.23",35½"&53"–33"<br>323NH<br>Denny&Co.,Dumbarton | | BT till 4,05 | |
| 605<br>102922<br>NFJK | —<br>*W.Williams*<br>1 *Dk* | **IronScK**<br>ssHul.No.2–01 | 150<br>139<br>58 | †100A1<br>*Stm Trawler*<br>1,04 [illegible] | Cff | | 1893<br>9mo | Cook, Welton&Gemmell Hull *Lloyd's A&CP* | **Neale&West** | 100·8 20·7 11·0<br>Q22'<br>BK7½"<br>*3 BHCem* | ~~Hull~~<br>British<br>Cardiff | C.2Cy.16"&33"–22" (*s*)<br>100lb 45RH<br>1SB,*2pf*,GS31,HS812<br>Bailey&Leetham,Hull | 11 " 10 | | 11,04 |
| 606<br>109726<br>RNQB | **Dulcie**<br>*W.Harrison* –03<br>*Well deck* 1 *Dk(Irn)* | **SteelScSr**<br>*deep framing* | 2033<br>1634<br>1295 | †100A1<br>4,01 | Cff | *r* | 1900<br>4mo | W.Gray& Co.Ld. W Hartlepool A&CP | **C.Nielsen&Sons**<br>*WB = Cell D Ba [illegible] & u E 106' f 112'533t* | 275·0 41·6 17·8<br>P25'Q76'B64'F30'<br>FK<br>*4 BHCem*<br>*APT27t* | **Hartlepool**<br>British<br>2SB.*6pf*,GS78.HS3120<br>Cen.Mar.Eng.Wrks.W Hpl | T.3Cy.21½",34"&57"–39" (*s*)<br>160lb *80lb* 205NH<br>2SB.*6pf*,GS78.HS3120<br>Cen.Mar.Eng.Wrks.W Hpl | 20 " 2<br>s 2 • 2½ | | 3,03 |
| 607<br>200593 | **Duluth**<br>*2 Dks* | **SteelScSr** | 4623<br>—<br>3785 | | | | 1903 | Chicago S.B.Co. Chicago | **Western Transit Co** | 381·6 50·2 26·0 | **Cleveland, Ohio**<br>Utd. States | Q4Cy.20",30",43½"&63"–42"<br>257NH<br>Detroit S.B.Co. Detroit | | | |
| 608<br>115385<br>VQJL | **Dulverton**<br>*D.Davies* –04<br>1 *Dk(Stl)* | **SteelScSr**<br>*Spar dk(pt Iron pt Stl) & Web frames)* | 4508<br>4195<br>2906 | †100A1<br>*Spar dk*<br>10,04 [illegible] | Stk<br>Cff | *x* | 1904<br>4mo | Richardsn. Duck&Co. Stockton *Lloyd's A&CP* | **Dulverton S.S.Co. Ld.(W.J.Tatem& Co.)**<br>*WB = Cell D Ba 120' u E 8' B42' f 158'978t D Tf* | 360·0 48·0 20·6<br>P40'B108'F36' 28·5<br>FK<br>*7 BHCem* | **Cardiff**<br>British<br>2SB,*6cf*,GS129,HS5620<br>Blair&Co.Ld.Stockton | T.3Cy26",42½"&69½"–45" (*s*)<br>160lb *90lb* 349NH<br>2SB,*6cf*,GS129,HS5620<br>Blair&Co.Ld.Stockton | 22 " 10<br>s 7 • 0 | | 10,04 |
| 609<br>102801<br>NFOJ | **Dulwich**<br>*F.Dudley* –03<br>1 *Dk(Stl) & Spar dk(Irn) & tr B* | **SteelScSr**<br>ssP.Nl.No.2–02 | 3082<br>3276<br>3061<br>2111<br>2115 | †100A1<br>*Spar dk*<br>6,01 [illegible] | Npt<br>Cff | *v* | 1893<br>10mo | Ropner& Son Stockton *Lloyd's A&CP* | **Britain S.S.Co. Ltd.** (Watts, Watts&Co. *Mgrs.*)<br>*WB = Cell D B264'* | 330·0 43·0 18·5<br>P25'B64'F39' 26·3<br>BK10"<br>*5 BHCem*<br>*554t APT46t* | **London**<br>British<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *90lb* 273NH<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 21 " 0<br>s 6 • 5½ | | 8,03 |
| 610<br>115786<br>VFTD | **Dumbarton**<br>*P.Rettie* 03–03<br>1 *Dk(Stl) & Spar dk(Stl) & deep framing* | **SteelScSr** | 3495<br>3319<br>2240 | †100A1<br>*Spar dk*<br>1,05 [illegible] | Dmb<br>Bom | *w* | 1903<br>8mo | A M'Millan &Son,Ld. Dumbarton *Lloyd's A&CP* | **S.S. Dumbarton Co. Ld. (McLean& Rodger), [illegible] McMillan**<br>*WB = Cell D Ba 112' u E 24' f 144'* | 340·0 45·0 17·8<br>P30'B88'F36' 26·1<br>FK<br>*6 BHCem*<br>*715t APT91t* | **Glasgow**<br>British<br>2SB,*6cf*,GS121,HS4818<br>Clyde S.B.& E.Co.Ld. P.Gls. | T.3Cy 24",40"&65"–42" (*s*)<br>180lb *100lb* 305NH<br>2SB,*6cf*,GS121,HS4818<br>Clyde S.B.& E.Co.Ld. P.Gls. | 20 " 6<br>s 6 • 1 | | |

| 1 Numéro d'ordre. / Numéro Officiel. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. / Par qui. / Navire. / Mach. | 9 Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RSP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 611 | **Dumbarton** | SteelTwinScSp | 172 | | | | 1891 | W.Denny &Bros. Dumbarton | RiversStm.Nav.Co Ld. (Macneill&Co. *Mgrs.*) | 111·0 | 22·0 | 9·8 | Calcutta British | C.2Cy.20″&88″–24″ 75RH W.Denny&Bros.,Dmb. | | | |
| 98337 | *S.Nelson92–92* | 2*Dks* | 166 | | | | | | | | | | | | | | |
| WQNQ | | | 80 | | | | | | | | | | | | | | |
| 612 | **Dumbea** | SteelSc3MstSr | 5917 | | | | 1889 | Forges&C. de la Medit. LaSeyne | MessageriesMaritimes | 463·9 | 46·4 | 32·5 | Marseilles French *WB* | T.3Cy.45½″,63″&102″–51″ 743NHP Forges&C.de la Medit.Mal | | | |
| HWFT | (*ex*Brésil) | 3*Dks&Spar dk* | 2785 | | | | | | | | | | | | | | |
| 613 | **Dumra** | SteelScSr | 1695 | ✝ | Bom | *r* | 1894 | A.&J. Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 275·0 | 35·0 | 17·8 / 25·3 / BK9″ | Glasgow British | T.3Cy.28½″,46″&74″–48″ 409NHP | 19 | 0 | |
| 102694 | *R.J.Rickford –03* | | 1632 | *Awng dk* | | | 6mo | | | | | *4BHCem* | | | | | |
| NKOV | *Elec.light* | 2*Dks*(*UStl*–ws) | 762 | *withfreeboard* 8,94 ✝ | | | | | | | | *WB*– *DBa*54′ 103*t* | 2DB,*12rf*,gs226,hs6584 A.&J.Inglis,Glasgow | | | | |
| 614 | **Duna** | SteelScSr | 2899 | ✝100A1 | Ant | *u* | 1902 | W.Dobson &Co. Newcastle | RoyalHungarian SeaNav.Co.Adria, Ld. | 325·0 | 45·0 | 14·4 / P40′B110′F35′ 22·0 / FK | Fiume Aust.-Hung. | T.3Cy.21½″,37½″&63″–42″ 200lb *90lb* (r) 294NHP | 16 | 2 | |
| JFDC | *J.Mulatto –02* | | 2631 | *Spar dk* | Tri | | 8mo | | | | | *6BHCem* | | | | | |
| | 1*Dk*(*Stl*)&*Spar dk*(*Irn*) | | 1799 | 10,04 9,03 | | | | | *Cell DBa*118′*aE&* | *B38′f*132′612*tFPT* | | *8st.APT*15*t* | 2SB,*6cf*,gs116,hs4630 N.E.MarineEng.CoLdNwc | | | | |
| | *A.Catalinich –04* | &*deep framing* | | | | | | | | | | | | | | | |
| 615 | — | SteelScSr | 281 | | | | 1897 | Stabilmnto Tecnico Trieste | Soc.inAzioni UngaroCroata di Nav.Maritt.a Vap. | 139·0 | 22·2 | 11·5 | Fiume Aust.-Hung. | T.3Cy.12″,18½″&30″–18″ 38NHP StabilimentoTecnico,Tri. | | | A |
| | *N.Pavletich* | | | | | | | | | | | *WB* | | | | | |
| | | 1*Dk* | 163 | | | | | | | | | | | | | | |
| 616 | **Düna** | IronScSr | 594 | | | | 1868 | Randolph, Elder&Co. Glasgow | Rigaer-Dampfschifffahrt Ges. | 186·9 | 26·1 | 18·0 | Riga Russian | C.2Cy.28″&40″–21″ 61NHP | | | V |
| 85 | *M.Sillin99–99* | 1*Dk2trB* | — | | | | | | | | | *WB* | Randolph,Elder&Co.,Gls | | | | |
| MBHW | *Elec.light* | | 327 | | | | | | | | | | | | | | |
| 617 | **Dunara Castle** | IronScSr | 454 | | | | 1875 | Blackwood &Gordon Pt.Glasgow | M.Orme (D.Brooks, *Mgr.*) | 180·4 | 24·5 | 12·5 / P70*t* | Pt Glasgow British | C.2Cy.30″&52″–30″ NB94 128NHP *Cmp.*82Blkwd&GrdnP.Gl. | | | BT |
| 70319 | *J.McDougall –98* | | 339 | | | | | | | | | | | | | | |
| | | | 197 | | | | | | | | | | | | | | |
| 618 | **Dunard** | SteelScSr | 200 | ✝100A1 | Bwg | *c* | 1892 | J Fullerton &Co. Paisley | GlasgowSteam CoastersCo.Ld. (Paton&Hendry, *Mgrs.*) | 125·7 | 20·0 | 9·0 / 242′F18′len02 / lrp02 BK6″ | Glasgow British | C.2Cy.16″&32″–24″ (*s*) 100lb 43NHP | 9 | 7 | |
| 98692 | *W.Mearns –04* | Bwg.No.3–1,02 | 148 | 5,05 4,03 | Gls | | 1mo | | | | | *3BHCem* | | | 1 | 0 | |
| | (*ex*Bute) | 1*Dk*(*Irn*) | 57 | | | | | | | | | *WB*= | 1SB,*2pf*,gs84,hs881 Cameron,Mills&Co.Gls | | | | |
| | *Well deck Mchy.Aft* | | | | | | *Lloyd'sA&CP* | | | | | *FPT*17*t* | | | | | |
| 619 | **Dunav** | SteelScSr | *3854* | ✝100A1 | Npt | *w* | 1903 | R.Thompson&Sons Sunderland | Soc.inAzioni Ungaro Croata per la Nav.Libera | 356·0 | 45·2 | 18·7 / P29′B88′F37′ 26·6 / FK | Fiume Aust.-Hung. | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 287NHP | 21 | 5 | |
| | *E.Thianich03–03* | | *3629* | *Spar dk* | Gls | | 9mo | | | | | *6BHCem* | | | 6 | 0 | |
| JFDG | 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*) | | *2492* | 5,05 4,04 | | | | | | | | *8st.APT*15*t* | 2SB,*6pf*,gs120,hs4664 G.Clark,Ld.Sunderland | | | | |
| | | &*deep framing* | | | | | *Lloyd'sA&CP* | | *WB*=*Cell DBa*118′*aE*22′*f*116′ | | | | | | | | |
| 620 | **Dunavon** | SteelScSr | 569 | ✝100A1 | Psy | *h* | 1903 | Bow,Mc Lachlan&Co. Ld. Paisley | HomeTradeSteam CarryingCo.Ld. (J.G.Frew&Co. *Mgrs.*) | 165·5 | 28·2 | 12·0 / Q48′B11′F34′ / FK | Glasgow British | C.2Cy.20″&44″–30″ (*s*) 140lb 78RHP | 14 | 5 | |
| VCBR | *J.Young01–03* | | 436 | 11,04 7,00 | Gls | | 5mo | | | | | *3BHCem* | | | 1 | 8 | |
| | *Well deck* | 1*Dk*(*pt Stl*)&*deep framing* | 280 | | | | | | | | | | 1SB,*3pf*,gs75,hs2094 Bow,McLachlan&CoLdPsy | | | | |
| | *Mchy.Aft Elec.light* | | | | | | *Lloyd'sA&CP* | | *WB*=*Cell DBf*91′ | | | *216tFPT62t* | | | | | |
| 621 | **Dunbar** | SteelScSr | 3750 | ✝100A1 | Cff | *w* | 1900 | C.Connell &Co. Glasgow | DunedinS.S.Co.Ld. (Henderson& McIntosh, *Mgrs.*) | 355·1 | 45·0 | 25·8 / P34′B106′F36′ / FK | Leith British | T.3Cy.25″,41″&66″–45″ (*s*) 170lb *100lb* 353NHP | 28 | 0 | |
| 109604 | *A.J.Campbell84–00* | | 3412 | 10,04 4,03 | NYk | | 11mo | | | | | *6BHCem* | | | 5 | 7 | |
| SCFN | | 2*Dks*(*Stl*)&*Web frames* | 2410 | | | | | | A&CP *WB*= | *Cell DBa*114′*aE&B38′f*152′801*t* | | *4PT62t* | 2SB,*6cf*,gs94,hs1862 Dunsmuir&Jackson,Gls. | | | | |
| 622 | **Dunbarmoor** | SteelScSr | 3651 | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | MoorLineLd. (W.Runciman& Co. *Mgrs.*) | 340·0 | 50·1 | 20·6 | London British | T.3Cy.26″,42″&68″–42″ 300NHP | | | V |
| 118300 | *C.S.Moffet –03* | | 3038 | | | | | | | | | | | | | | |
| VDFH | *Turret deck* | 1*Dk* | 2331 | | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | | |
| 623 | **Dunblane** | SteelScSr | 3740 | ✝100A1 | Bry | *w* | 1897 | Ropner& Son Stockton | DunedinS.S.Co.Ld. (Henderson& McIntosh, *Mgrs.*) | 330·0 | 45·0 | 18·4 / P30′B65′F31′ 26·3 / FK | Glasgow British | T.3Cy.24″,40″&65″–42″ (r) 180lb *80lb* 289NHP | 21 | 0 | |
| 106070 | *W.Martin –02* | ssShl.No.1–02 | 3228 | *Spar dk&Trunk dk* | N Yk | | 4mo | | | | | *5BHCem* | | | 5 | 9½ | |
| FQNT | 1*Dk*(*Stl*)&*Spar dk*(*Irn*) | | 2402 | 10,04 10,03 | | | | | = *Cell DBa*112′*aE* | *&B36′f*128′67*tAPT* | | *7t06t* | 2SB,*6cf*,gs122,hs4345 Blair&Co.(Lim.),Stockton | | | | |
| | | &*deep framing* | | BS10,04 | | | *Lloyd'sA&CP* | | A&CP *WB* | | | | | | | | |
| 624 | **Dunbrody** | IronSc3MstSr | 957 | ✝100A1 | Cff | *o* | 1886 | Lon.& Glas Co.(Lim.) Glasgow | Waterford SSCoLd | 245·0 | 32·1 | 14·7 / P77′B54′F52′ / BK8″ | Waterford British | T.3Cy.24″,39½″&62½″–42″ 160lb *80lb* ND102(r)262NHP | 17 | 2 | |
| 86006 | *C.Minards –04* | ssCff.No.3–3,97 | 758 | 8,04 | | | 4mo | | | | | *5BHCem* | | | s 2 | 4 | |
| KJPV | *Ref.Mchy.* | ssCff.No.1–01 | 357 | NB 9,02 | | | | | | | | *18tAPT*26*t* | 8SB,*9cf*,gs148,hs4290 Lon.&Gls.Co.(Lim.),Gls. | | | | |
| | *Elec.light Mchy.Aft* | 2*Dks*(1*pt Irn*) | | | | | *Lloyd'sA&CP* | | *WB*=*Cell DB* | 186′186*tFPT* | | | | | | | |
| 625 | **Duncan** | IronScSr | *1031* | ✝ | | … | 1871 | T.Royden &Sons Liverpool | F.Finckenhagen (DonaldS.S.Co.Incorp., *Mgrs.*) | 242·8 | 27·9 | 17·4 / P64′B60′F38′ / BK7″ | Christiania Norwegian | C.2Cy.28″&62″–30″ NB84 123NHP | 18 | 10 | |
| | *H.Rosoland99–03* | 6thSurveyLiv.8,91 | *827* | | | | 11mo | | | | | *3BHCem* | | | s 2 | 7 | |
| | (*ex*Zena) | 3rdSurveyGrk.5,00 | *633* | | | | | | | | | | 2SB,*6pf*,gs800,hs1882 Fawcett,Preston&Co.Liv. | | | | |
| | *Well deck* | 1*Dk2trB* | | | | | | | | | | | | | | | |
| 626 | — | Iron&SteelPad | 493 | ✝ A1 | Lon | | 1889 | R.& H. Green 2mo London | LondonCounty Council | 164·6 | 42·1 | 6·3 / B60′ / FK | London British | D.4Cy.33″–36″ (*s*) 30lb 152NHP | 7 | 0 | |
| 95535 | *J.Giles89–89* | ssLon.No.3–5,98 | 361 | *For Woolwich* | *Ferry* | *purposes* | | | | | | *6BHCem* | | | | | |
| | *Elec.light* | ssLon.No.1 2–01 | 311 | 6,04 7,05 | | | *Lloyd'sA&CP* | | | | | | 2SB,*4pf*,gs88,hs2282 J.Penn&Son,Greenwich | | | | |
| | | 1*Dk*(*pt Stl*) *Stlplating Irnframing* | | | | | | | | | | | | | | | |
| 627 | — | IronScK | 216 | ✝100A1 | Gms | | 1900 | Cochrane &Cooper,Ld. Beverley | W.Grant | 114·8 | 21·6 | 11·5 / Q57′F22′ / BK7½″ | Grimsby British | T.3Cy.12″,21″&32″–28″ (*s*) 180lb 57RH | 12 | 3 | |
| 110945 | *J.Woods98–00* | ssGms.No.1–04 | 193 | *StmTrawler* | | | 2mo | | | | | *4BHCem* | 1SB,*2cf*,gs81,hs916 J.Crann&Co.Leith | | | | |
| | | 1*Dk* | 71 | 5,04 12,03 5,05 | | | *Lloyd'sA&CP* | | | | | | | | | | |
| 628 | **Duncrag** | SteelScSr | 563 | ✝ | PGl | *h* | 1902 | Bow,Mc Lachlan&Co Ld. Paisley | HomeTradeSteam CarryingCo.Ld. (J.G.Frew&Co. *Mgrs.*) | 165·2 | 28·2 | 12·0 / Q48′B11′F34′ / lrp03 FK | Glasgow British | C.2Cy.20″&44″–30″ 78RHP | 14 | 5 | |
| 115679 | (*FOUNDERED 4,04*) | | 429 | 8,03 | | | 5mo | | | | | *3BHCem* | | | 1 | 8½ | |
| TKFQ | *P.McLachlan –03* | | 276 | | | | | | *WB*= | *Cell DBf*94′216*t* | | *FPT62t* | 1SB,*3pf*,gs75,hs2094 Bow McLachlan&C.LdPsy | | | | |
| | *Mchy.Aft* | 1*Dk*(*pt Stl*)&*deep framing* | | | | | | | | | | | | | | | |
| | *Well deck Elec.light* | | | | | | | | | | | | | | | | |
| 629 | **Dundalk** | SteelTwinScSr | 863 | ✝100A1 | Liv | *n* | 1899 | A.&J. Inglis Glasgow | Dundalk&Newry Stm.Packet Co.Ld. | 236·0 | 32·1 | 15·2 / P57′B103′F48′ / FK | Dundalk British | T.3Cy.17″,28″&46″–30″ (*s*) 170lb *100lb* 283NHP | 16 | 0 | BT |
| 107003 | *J.Berrill79–99* | ssLiv.No.1–08 | 703 | 4,05 4,04 | | | 6mo | | | | | *5BHCem* | | | s 2 | 3 | 4,05 |
| RWMH | | 2*Dks*(*UStl*–ws)*lower*(*Stl aft*) | 75 | 4,05 | | | | | *WB*=*Cell DBf* | *56′f*48′75*t* | | *FPT* | 2DB,*8cf*,gs156,hs4908 A.&J.Inglis,Glasgow | | | | |
| | *Elec.light* | | | | | | | | A&CP | | | *17tAPT*15*t* | | | | | |
| 630 | **Dundas** | SteelScSr | 3027 | ✝100A1 | Lth | *u* | 1891 | W.Dobson &Co. Newcastle | DunedinS.S.Co.Ld. | 330·0 | 40·3 | 19·1 / P48′B80′F43′ 26·7 / BK10″ | Leith British | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *90lb* ND100 258NHP | 21 | 9 | |
| 98919 | *H.J.Case00–00* | ssLth.No.3–8,03 | 2830 | *Spar dk* | Liv | | 4mo | | | | | *5BHCem* | 2SB,*6cf*,gs120,hs4120 Willand Slpwy.Co.Ld.Nwc | | s 6 | 5½ | |
| MCTL | (*ex*EiffelTower) | 1*Dk*(*Stl*) | 1954 | 9,04 8,03 | | | | | | | | *WB*=*Cell* | | | | | |
| | | *Spardk*(*Stl*)*3tr* | | BS9,04 | | | | | | | | *DB264′438t* | | | | | |
| 631 | **Dundee** | SteelScSr | 1398 | ✝100A1 | Dun | *q* | 1885 | Gourlay Bros.&Co. Dundee | Dundee,Perth& LondonShppg.Co. | 270·0 | 34·1 | 15·7 / P58′B66′F33′ / BK9″ | Dundee British | T.3Cy.26″,43″&70″–42″ (*s*) 155lb *90lb* ND195 296NHP | 18 | 6 | BT |
| 89097 | *W.Chapman –01* | ssDun.No.3–10,97 | 1031 | 7,04 | | | 11mo | | | | | *5BHCem* | 2DB,*12cf*,gs180,hs4059 Gourlay Bros.&Co.,Dun. | | s 3 | 0 | 7,05 |
| LGMO | *Elec.light* | ssDun.No.1–01 | 704 | BS7,04 | | | *Lloyd'sA&CP* | | *WB*=*Cell DBuE&B62′* | | | *89tFPT*18*t* | | | | | |
| | | 2*Dks*(*Stl–Uws*) | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 | 7 | 8 Built. When. | 8 By Whom. Where. | 10 Owners. | 11 Registr'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Breadth moulded ps ft. in. | 15 | 16 Date when Last Surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 632 | **Dundee** | **IronScSr** | 509 | | | ... | 1874 | M'Kellar, McMillan&Co. Dumbarton | The Constantinople Co.Ld. Bell's Asia Minor SS Co. Ltd. E.A. Minotto, *Mgr.* | 180·1 \| 25·1 \| 14·0 | Glasgow British | C.2Cy.27″&47″–30″ NB80 100RH | 14 ″ 6 | V | |
| 68112 | *A.Duncan* –98 | | 424 | | | | | | | P55′B45′F24′ | | | | | |
| NBTL | (*ex* Rotterdam) | 1 *Dk* | 304 | | | | | | *WB* | | *WB* | W.King&Co.,Glasgow | | | |
| 633 | — | **SteelScSr** | 4[illegible] | ✝100A1 | NFL | *g* | 1900 | A&J Inglis | Reid Newfoundland Co. | 154·7 \| 25·1 \| 12·6 | SJhnsNFL British | T.3Cy.15″,24″&40″–30″ (*s* | 15 ″ 0 | | N5,04 |
| 113007 | *D.Blandford* –00 *ss*NFL.N 1 00 | | 3[illegible] | 1,05 [illegible] | | | 6mo | Glasgow A&CP | | F15′ BK7 | | 160lb 99RH | s ■ ▪ 1½ | | |
| | 1 *Dk*(*t*) *Web frames* | | 199 | | MC | | | | *WB* = *Cell D Ba g u E* | 4 *BH Cem* | | 1SB,*3rf*,GS51,HS1825 FD | | | |
| | *Elec.light* | *lower dk in main hold* | | | | | | | | 47′/61′81t | | A.&J.Inglis,Glasgow | | | |
| 634 | — | **IronPad** | 264 | | | | 1875 | W.Simons &Co. Renfrew | Trustees of the Harbour of Dundee | 149·3 \| 27·1 \| 7·1 | Dundee British | C.D.2Cy.28″&42″–42″ NE75NB89 80RH | | BT Gill 4,05 | |
| 72550 | *C.Wright*78–78 | | 206 | | | | | | | | | W.Simons&Co.,Renfrew | | | |
| | | | 160 | | | | | | | | | | | | |
| 635 | **Dundonian** | **SteelScSr** | 3166 | ✝100A1 | Dun | *v* | 1904 | Caledon | A.Y.Laing SS Dundonian Co., Ltd. (A.Y.Laing) | 330·0 \| 48·0 \| 23·5 | Dundee British | T.3Cy.24,″40″&64″–42″(*a*) | 26 ″ 1 | | |
| 118741 | 1.*H.Smith*01–04 1 *Dk*(*Stl*) *g deep framing* | | [illegible] | 11,01 | | | 11mo | S.B.&E.Co.Ld Dundee | | P34′B127′F29′ FK5 | | 160lb *100lb* 273NHP | 34 ▪ 4 | | |
| HBMT | | | 3966 | Cross Cont'm plate deck | | | | | *Lloyd's A&CP* *WB* = *Cell D B a* 102′*u E* | 5 *BH Cem* | | 2SB,*6cf*,GS135,HS1207 | | | |
| | | | 2123 | M 11,01 | | | | | | 113 *APT* 55t | | Caledon S.B.&E.Co.Ld Dun | | | |
| 636 | **Dunearn** | **SteelScSr** | 3142 | ✝100A1 | Cff | *v* | 1895 | Short Bros. | Dunedin S.S.Co.Ld. (Henderson& McIntosh, *Mgrs.*) | 351·4 \| 42·1 \| 17·5 | Leith British | T.3Cy.24½″,40″&66″–15″ (*s* | 20 ″ 2 | | [illegible] |
| 105711 | *J.Graham* –02 [illegible] | | 2927 | *Spar dk* | | | 8mo | Sunderland A&CP | | P32′B80′F39′ 25·4 FK | | 160lb *80lb* 297NH | s 5 ▪ 7 | | 11,01 |
| NWHJ | (*ex* Avery Hill) 1 *Dk*(*Stl*) *g Spar dk*(*Stl*) | | 2020 | 11,01 [illegible] | | | | | *WB* = *Cell D Ba* | 108′*u* E20′*f* 128′869t | | 6 *BH Cem* | | | |
| | *ss*Cal.No.2–04 | *g deep framing* | | B88,04 | | | | | | | | *APT* 80t | | | |
| 637 | **Dunelm** | **IronScSr** | 782 | ✝90A1 | Bly | *l* | 1877 | J.Blumer& Co. Sunderland A&CP | W.A.Watson | 200·5 \| 29·7 \| 15·8 | Sundrland British | C.2Cy.27″&51″–33″ (*a*) | 16 ″ 11 | | N1,04 |
| 68953 | *J.Johnson* –01 | *ss*Bly.2nd No.3–1,04 | 667 | [illegible] 3,05 | Std | | 3mo | | | P16′B33′F22′ drp04 BK7 | | 80lb *80lb* NDB97 99RHP | s 2 ▪ 4 | | |
| QNKH | 1 *Dk*(*Irn*) 2*tr B* | | 481 | | MC1 04 | | | | *WB* = *DB* | 4 *BH Cem* | | 1SB,*2pf*,GS39 NB89 | | | |
| | | | | | | | | | | *a* 62′*f* 78′195t | | J.Dickinson,Sunderland | | | |
| 638 | — | **SteelScSr** | 156 | ✝100A1 | Gls | *a* | 1901 | Bow,Mc-Lachlan&Co. Ld.Paisley A&CP | Home Trade Steam Carrying Co.Ld. (J.G.Frew&Co. *Mgrs.*) | 90·0 \| 20·2 \| 8·1 | Glasgow British | C.2Cy.12″&24″–18″ (*s*) | 9 ″ 0 | | 3,03 |
| 113984 | *R.Nelson* –04 | | 108 | 6,04 [illegible] | | | 10mo | | | Q30′B7′F16′ BK6½ | | 120lb 24RH | | | 6,04 |
| | *Mchy.Aft* | 1 *Dk*(*Stl*) | 59 | | MC1 01 | | | | *Lloyd's A&CP* *WB* = *FPT* 12t | 3 *BH Cem* | | 1SB,*2pf*,GS26,HS644 | | | |
| | *Well deck* | | | | | | | | | | | Bow,McLachln&CoLd.Psy | | | |
| 639 | **Dunera** | **SteelScSr** | 5413 | ✝ | Lon | *z* | 1891 | A&J Inglis | British India Stm. Nav.Co.Ld. | 425·4 \| 48·2 \| 30·6 | Glasgow British | T.3Cy.33″,52″&86½″–60″ 621NH | 32 ″ 2 | BT Gill 6,05 | |
| 98623 | *J.Smith*78–91 | 3 *Dks*(2*Stl*-ws) *g* | 4637 | 12,94 | | | 5mo | Glasgow | | P51′B164′F54′ BK10″ | | 3DB,*18rf*,GS327,HS9681 | | | |
| MFDH | *Elec.light* | *Web frames* | 3457 | | | | | | | 6 *BH Cem* | | A.&J.Inglis,Glasgow | | | |
| 640 | **Duneric** | **SteelScSr** | 1878 | ✝100A1 | Bry | *r* | 1896 | Campbel-town S.B.Co. Campbelt'wn A&CP | S.S.Dunerie Co.Ld. (A.Weir&Co.) | 270·6 \| 36·7 \| 18·7 | Glasgow British | T.3Cy.20″,32″&53″–36″ (*s* | 19 ″ 10 | | 3,03 |
| 106050 | *E.W.Downie* –03 *ss*Nwc.No.3–11,00 | | 1417 | *pt Awng dk* | Cff | | 12mo | | | Q98′ drp03 | | 165lb *80lb* 166NHP | s 8 ▪ 4½ | | N11,04 |
| PNDC | *Shotten* –04 1 *Dk*(*Stl*) *g deep framings g* | | 1211 | *with freeboard* 11,01 3,01 | B 1,05 MS1,04 | | | | *WB* = *Cell D Ba* 66′*f* 112′282t | 4 *BH Cem* | | 2SB,*6cf*,GS88,HS2475 | | | |
| | | *pt Awng dk*(*Stl*) | | [illegible] | MC | | | | | *APT* 102t | | Rankin&Blackmore,Grk. | | | |
| | | | | | | | | | | | | *2rf* 3*2cf* | | | |
| 641 | **Dungeness** | **SteelScSr** | 2750 | ✝100A1 | Stk | *u* | 1904 | Richards'n, Djck&Co. Stockton *Lloyd's A&CP* | Fargrove S.N.Co. Ld. (Farrar, Groves&Co. *Mgrs.*) | 380·6 \| 47·5 \| 19·9 | London British | T.3Cy.23″,38″&62½″–42″(*s*) | 22 ″ 6 | | |
| 118463 | *W.G.Thompson*87–04 | | 2748 | 1,05 [illegible] | Bry | | 7mo | | | P30 B170′ [illegible] 20·0 331·0 \| F29′ FK | | 160lb *90lb* 257NHP | s 3 ▪ 2½ | | |
| WBMN | 1 *Dk*(*pt Stl g pt Irn*) *g deep framing* | | 2602 | Cross Cont'm plate deck | | | | | *WB* = *Cell D Ba* 108′*u E* 24′*f* 144′302t *FPT* 50t *APT* 71t | 5 *BH Cem* | | 2SB,*6cf*,GS123,HS3900 | | | |
| | | | 1747 | | M 1,04 | | | | | | | Blair&Co.Ld.Stockton | | | |
| 642 | — | **IronScSr** | 1183 | | | ... | 1892 | Gourlay Bros.&Co. Dundee | Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*) | 246·3 \| 33·7 \| 16·2 | Glasgow British | T.3Cy.24″,39″&61″–48″ NB99 303NH | 17 ″ 3 | C BT Gill 12,04 2,05 | |
| 99829 | *J.McTavish* –04 | 2 *Dks* | 912 | | | | | | | P&B150′F52′ BK8″ | | | | | |
| MQPW | *Well deck* | | 496 | | | | | | *WB* | | | Gourlay Bros.&Co.,Dundee | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 643 | **Dunholme** | **SteelScSr** | 3313 | ✝100A1 | Shl | *v* | 1901 | W.Gray& Co.Ld. W Hartlepool A&CP | Pyman S.S.Co.Ld. (G.Pyman&Co. *Mgrs.*) | 335·4 \| 47·0 \| 24·7 | W. Hartlpl British | T.3Cy.25½″40½″&67″–45″(*s*) | 27 ″ 4 | | |
| 112441 | *F.Husband* –01 | | 3106 | 1,05 [illegible] | | | 7mo | | | P27′B84′F32′ FK | | 180lb *100lb* 319NH | s 5 ▪ 2 | | |
| SMGL | | 1 *Dk*(*Irn*) 2*tr B* | 2133 | | MC7,01 | | | | *WB* = *Cell D Ba g u E* 136′*f* 138′ | 5 *BH Cem* | | 2SB,*6rf*,GS119,HS4884 | | | |
| | | *g deep framing* 3 *Dk rule* | | | | | | | | 721t *APT* 53t | | Cen.Mar.Eng.Wrks.WHp | | | |
| 644 | **Dunira** | **SteelScSr** | 150 | ✝100A1 | Gls | *a* | 1901 | Bow,Mc-Lachlan&Co Ld.Paisley A&CP | Home Trade Steam Carrying Co.Ld. (J.G.Frew&Co. *Mgrs.*) | 90·0 \| 20·2 \| 8·1 | Glasgow British | C.2Cy.12″&24″–18″ (*s* | 9 ″ 0 | | 3,04 |
| 113982 | *A.Wright* –01 | | 108 | 3,04 | | | 9mo | | | Q30′B7′F16′ drp02,03&04 BK6½ | | 120lb 24RH | | | |
| | *Mchy.Aft* | 1 *Dk*(*Stl*) | 57 | | MC3,04 | | | | *Lloyd's A&CP* *WB* = *FPT* 12t | 3 *BH Cem* | | 1SB,*2pf*,GS26,HS644 | | | |
| | *Well deck* | | | | | | | | | | | Bow,McLachln&CoLd.Psy | | | |
| 645 | **Dunkerquois** | **IronPadSp** | 262 | | | | 1878 | Claparède &Co. St.Denis | Soc.Dunkerquoise de Remorq. | 112·5 \| 20·6 \| 11·1 | Dunkirk French | C.2Cy.27½″&47½″–39½″ 116NH | | | |
| | *J.Zoonekindt*99–00 | 1 *Dk* | — | | | | | | | | | | | | |
| HWRB | | | 93 | | | | | | | | | Claparède&Co.,Rouen | | | |
| 646 | **Dunluce Castle** | **SteelTwinScSr** | 8400 | ✝100A1 | Sou | *e* † | 1904 | Harland& Wolff,Ld. Belfast | Union-Castle Mail S.S.Co.Ld.(D Currie&Co. *Mgrs.*) | 475·5 \| 56·9 \| 31·7 | London British | Q8Cy22½″,32″,46½″&68″–51″ | 35 ″ 1 | BT Gill 9,05 | |
| 118490 | *J.L.Stanistreet* –04 | | 8114 | 9,01 | | | 9mo | | | P&B315′F70′ FK&B83′ | | 200lb (*s*) 965NHP | s 8 ▪ 11½ | | |
| HBFR | *Elec.light* | 3 *Dks*(*Stl-UTeak* s) | 5678 | (Glass Cont'm plate deck) | | | | | *Lloyd's A&CP* *WB* = *Cell D Ba* 112′*u E* 297′*f* 191′1327t *DPT* 43′1115t *FPT* 84t *APT* 150t | 8 *BH Cem* | | 3DB&1SB,*21cf*,GS411,HS1689 | | | |
| | | | 5105 | | | | | | | | | Harland&Wolff,Ld.Bel. | | | |
| 647 | **Dunmail** | **IronScSr** | 966 | ✝100A1 | Nwc | *m* | 1883 | S.P.Austin &Son Sunderland A&CP | Sharp&Co. | 216·0 \| 31·3 \| 14·1 | Newcastle British | C.2Cy.27½″&53″–33″ (*a*) | 16 ″ 4 | | 10,03 |
| 88764 | *E.F.Hammond* –91 *ss*Nwc.No.3–5,95 | | 706 | [illegible] 7,04 | Cff | | 12mo | | | P36′Q49′B55′F24′ FK | | 80lb *70lb* NDB94 128NHP | s 1 ▪ 4 | | |
| JFCM | *Well deck* *ss*Nwc.No2–04 [illegible] | | 569 | [illegible] | MC2 | | | | *WB* = *Cell D B* 173′291t *FPT* 39t *APT* 32t | 4 *BH Cem* | | 1SB,*3pf*,GS53,HS2168 | | | |
| | | 1 *Dk*(*Irn*) *g Webframes* | | B 4,05 | | | | | | | | Blair&Co.(Lim.),Stockton | | | |
| 648 | **Dunmore** | **IronScSr** | 3653 | ✝100A1 | Cff | *w* | 1884 | M'Intyre& Co.Ld. Newcastle | Macbeth&Co.Ld. | 350·0 \| 43·1 \| 27·0 | Cardiff British | C.2Cy.43″&84″–54″ (*f*) | 30 ″ 6 | | 23·57 |
| 91142 | *A.Duncan* –02 | *ss*Liv.No.3–6,97 | 3460 | A1 1 | | Lv | 6mo | | | P32′B96′F38′ BK11 | | 90lb *90lb* 458NH | s 6 ▪ 5 | | 25·12 |
| RTNB | (*ex* Baltimore, | *ss*Gls.No.1–01 | 2383 | 12,02 | | | | | *WB* = | 6 *BH Cem* | | 2DB,*12cf*,GS212,HS8194 | | | 26·67 |
| | *ex* Dunmore,*ex* Baltimore) | 1thSurvey6,01 | | B89,02 [illegible] | LMC6,01 | | | | *DB u E g* B76′ 230t | *FPT* 60t *MT* 32′535t | | *APT* 15t | | | 28·22 |
| | | 2 *Dks*(*Irn*) 3*tr B* | | | | | | | *Lloyd's A&CP* | | | Blair&Co.Ld.Stockton | | | 12,01 |
| 649 | — | **WoodScSr** | 277 | | | | 1891 | R.Davis Blackwall, N.S.W. | G.L.Fuller | 130·5 \| 25·6 \| 10·8 | Sydny NSW British | T.3Cy.12″,20″&32½″–24″ 70RH | | | |
| 101027 | *N.Hansen* –91 | *v*&YM3.02 | 244 | | | | | | | | | Muir&Houston,Glasgow | | | |
| VMPL | | 1 *Dk* | 171 | | | | | | | | | | | | |
| 650 | — | **SteelScSr** | 266 | ✝100A1 | Gls | *c* | 1901 | Bow,Mc-Lachlan&Co. Ld. Paisley A&CP | Home Trade Steam Carrying Co.Ld. (J.G.Frew&Co. *Mgrs.*) | 120·3 \| 22·1 \| 8·8 | Glasgow British | C.2Cy.14½″&30″–21″ (*s*) | 9 ″ 9 | | 3,03 |
| 113926 | *A.McCalmont* –01 *ss*Gls.No 1–05 | | 170 | 1,05 2,02 3,05 | | | 1mo | | | Q46′B9′F20′ BK7 | | 120lb 87RHP | | | 1,05 |
| SDHV | *Mchy.Aft* | 1 *Dk*(*Stl*) | 43 | | LMC 1,05 | | | | *WB* = | 3 *BH Cem* | | 1SB,*2pf*,GS39,HS992 | | | |
| | *Well deck* | | | | | | | | | *FPT* 22t | | Bow,McLachln&CoLd.Psy | | | |
| 651 | **Dunmore Head** | **SteelScSr** | 2293 | ✝100A1 | Bel | *s* | 1889 | Workman, Clark&Co.Ld Belfast | Ulster S.S.Co.Ld. (G.Heyn&Ss. *Mgs*) | 302·4 \| 40·2 \| 19·5 | Belfast British | T.3Cy.22″,36″&60″–42″ (*s*) | 22 ″ 4 | | 5,04 |
| 96254 | *W.McFerran* –04 *ss*Bel.No.3–4,02 | | 1868 | 5,04 | | | 7mo | | *WB* = | Q112′B80′F34′ BK10″ | | 170lb *80lb* 258NHP | s 2 ▪ 3½ | | |
| LGHS | *Well deck* | 1 *Dk*(*Stl*) 2*tr B* | 1459 | B85,01 | LMC10,04 | | | | *Cell DB* 228′492t *FPT* 15t *Dp tnk* a 16′ | 5 *BH pt Asp* | | 2SB,*6rf*,GS230,HS3362 FD | | | |
| | *Elec.light* | | | | | | | | *Lloyd's A&CP* | 90t *pt Cem* | | J.&J.Thomson,Glasgow | | | |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme ordinaire d'entretien exprimé par lettres d'équipement | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 652 113221 TCHP | **Dunolly** SteelScSr<br>*J White* –03 ssCpu.No 1 04<br>1 *Dk (Stl)* 2 tr B & deep framing<br>3 *Dk* nrl | 3281<br>3133<br>2127 | ✠100A1 Cff *c*<br>Cpn | 1901<br>11mo | A. Rodger &Co. Pt.Glasgow<br>*Lloyd's SA&CP* | Scottish Nav. Co Ltd (Glen & Co. *Mgrs.*)<br>*W B = Cell D Ba* | 325·5 48·2 23·8<br>P29′ B84 F30′<br>drp04 FK<br>*E122 f 138′ 781t* | Glasgow<br>British<br>6 *B H Cem*<br>*APT* 120t | 26 ″ 4<br>160lb *Stlb* 274 NHP<br>2SB, *6cf*, gs118, hs4240<br>Clyde S.B. & E. Co Ltd Pt Gls | |
| 653 TGHJ | **Dunolly Castle** SteelScSr<br>~~1P. McWilliam 04~~ ssLon.No.1–01<br>*Ref. Mchy.* 2 *Dks* (1 *Stl*–ws)<br>*Elec. light* & *Spar dk* (*Stl*–teak s) | 4167<br>3753<br>2636 | ✠100A1 Lon *x*<br>*Spar dk*<br>1 04<br>*Voul. Name* ("Juliette," *Cert. 0.*) | 1897<br>1mo | Barclay, Curle & Co. Ltd<br>~~Glasgow~~ | ~~Union-Castle Mail S.S. Co. Ltd.~~ ~~(D. Currie & Co. *Mgrs.*)~~<br>*W B = Cell D Ba* | 368·0 46·3 20·0<br>P19′ B117 F48′ 27·5<br>FK<br>*E86′ uE & B70′ f 118′ 748t* | ~~London~~<br>~~British~~<br>~~6 B H Cem~~<br>*APT* | T. 3 Cy. 24″, 40″ & 71″–48″ (*s*)<br>180lb *80lb* 419 NHP<br>4SB, *11rf*, gs199, hs7161<br>Barclay, Curle & Co. Ld. Gls. | 22 ″ 6 | BT |
| 654 TQBN | **Dunottar** SteelScSr<br>~~Lloyds No.1 04~~<br>1 *Dk (Stl)* & *Spar dk (Irn)* 4 *Web frames*<br>ss Rot. No. 2–04 | 3515<br>3316<br>2274 | ✠100A1 Npt *r*<br>*Spar dk*<br>12,04 ~~4,08~~<br>~~SPT~~ 7,04 | 1895<br>9mo | Ropner & Son Stockton<br>A&CP *W B = Cell D Ba* 112 | Macbeth & Co. Ld. | 330·0 45·0 18·6<br>P27′ B84 F31′ 2·6<br>FK<br>*uE & B36′ f 128′ 574t* | Glasgow<br>British<br>6 *B H Cem*<br>*APT* | T. 3 Cy. 24″, 40″ & 65″–42″ (*s*)<br>180lb *80lb* 289 NHP<br>2SB, *6cf*, gs122, hs4845<br>Blair & Co. (Lim.), Stockton | 21 ″ 0<br>9 · 0 · 7 | |
| 655 LVON | **Dunottar Castle** SteelSc3MstSr<br>*J. L. Stanistreet* –04 ssSou.No.3–11,02<br>*Ref. Mchy.* 2 *Dks* (*U Stl*–ws & *Spar dk*)<br>*Elec. light* (*Stl*–ws) 4 tr B | 5625<br>4935<br>3139 | ✠100A1 Nwc *at*<br>*Spar dk*<br>8.03<br>~~MC11,03~~ | 1890<br>8mo | Fairfield Co. (Lim.) Glasgow<br>*Lloyd's SA&CP* | Union-Castle Mail S.S. Co. Ltd. (D. Currie & Co. *Mgrs.*)<br>*W B = Cell D Ba* | 420·0 49·8 25·0<br>P115′ B153′ 33·2<br>F80′ FK<br>*E f* | London<br>British<br>7 *B H Cem*<br>*DB* 320′ 77 | T. 3 Cy. 38½″, 61½″ & 106″–66″<br>160lb *160lb* (o) 1000 NHP<br>4 DB. *24 cf*, gs500, hs17816<br>Fairfield Co. (Lim.), Gls. | 28 ″ 3<br>9 · 10 · 3 | |
| 656 PLQM | **Dunraven** SteelScSr<br>*J. R. Baker* –02 ssCff. No. 1–00<br>1 *Dk (Irn)* 2 tr B & *Web frames* | 3333<br>2119<br>2132 | ✠100A1 Cff *r*<br>*with freeboard*<br>8,04 ~~5,08~~<br>~~Liverpool~~ ~~MC11,03~~ | 1896<br>9mo | Ropner & Son Stockton<br>A&CP *W B = C* | Dunraven S.S. Co. Ld. (E. Thomas, Radcliffe & Co.)<br>*ell D Ba* 100′ *uE 24′* | 325·0 46·5 24·5<br>P29′ B64 F34′<br>FK<br>*f 130′ 679t FPT 216t* | Cardiff<br>~~Falkland~~<br>5 *B H Cem*<br>*APT* 171t | T. 3 Cy. 24″, 40″ & 68″–42″ (*s*)<br>311 NHP<br>4SB, *8rf*, gs146, hs5288<br>Blair & Co. (Lim.), Stockton | 27 ″ 0<br>5 · 5 · 5½ | |
| 657 PQGL | **—** SteelScSr<br>*D. Davies* –02 ssBrs. No. 1–01<br>1 *Dk (pt Irn pt Stl)* | 261<br>216<br>121 | ✠100A1 Brs *d*<br>9,04 ~~9,08~~ Sws<br>~~SPT~~ 7,04 | 1897<br>3mo | R. Craggs & Sons Middlesbro'<br>A&CP | Pockett's Bristol Channel S.P. Co. Ld (W. G. Tilton, *Mgr.*)<br>*W B = FPT 256t* | 132·8 21·0 10·0<br>F17′<br>FK<br>*APT 16t* | Bristol<br>~~British~~<br>4 *B H Cem* | G. 2 Cy. 14″ & 31″–21″ (*s*)<br>135lb *80lb* 35 RHP<br>1SB, *2pf*, gs31, hs907<br>Sir C. Furness, Westgarth & Co. (Lim.), Middlesbro | 10 ″ 7<br>1 · 1 · 4 | |
| 658 VJRG | **Dunrobin** SteelScSr<br>*Taylor* –03<br>*Turret deck* 1 *Dk* | 3617<br>3024<br>2319 | | 1903 | W. Doxford & Sons, Ltd. Sunderland | Dunrobin Shpg. Co Ld. (A. M. Sutherland, *Mgr.*) | 339·9 50·2 22·6<br>F38′<br>*W B* | Newcastle<br>British | T. 3 Cy. 26″, 42″ & 68″–42″<br>300 NHP<br>W. Doxford & Sons, Ld. Sld. | | V |
| 659 ~~72535~~ | **—** IronPadSp<br>*J. T. Coultas* –03 | 109<br>109<br>7 | | 1876 | J. & W. Gunn Cardiff | J. Douglass, Sen. | 95·4 18·2 9·6 | Scarboro'<br>British | L. 1 Cy. 33½″–52″<br>37 RH<br>J. & W. Gunn & Co., Cardiff | | |
| 660 108772 | **Dunrowan** SteelScSr<br>*J. McCallion* 04–04 ssArd. No. 1–03<br>*Mchy. Aft* 1 *Dk (Irn)*<br>*Well deck* | 176<br>122<br>56 | ✠100A1 Ard *b*<br>4,04 ~~3,08~~<br>BS3,05 ~~MC3,08~~ | 1898<br>12mo | J. McArthur & Co. Paisley<br>A&CP | Home Trade Steam Carrying Co. Ld. (J. G. Frew & Co. *Mgrs.*) | 100·0 20·1 8·3<br>Q39′<br>BK6½<br>*W B = FPT 19t* | Glasgow<br>British<br>3 *B H pt Cem*<br>*pt Asp* | C. 2 Cy. 12″ & 24″–18″ (*s*)<br>120lb 24 RHP<br>1SB, *2pf*, gs27, hs667<br>Bow, McLachlan & Co. Psy. | 9 ″ 0<br>· · 8 | |
| 661 108773 | **Dunscore** SteelScSr<br>*G. S. Black* –04 ssLth. No. 1–03<br>*Mchy. Aft* 1 *Dk (Irn)*<br>*Well deck* | 176<br>122<br>56 | ✠100A1 Lth *b*<br>10,04 ~~14,08~~<br>BS1,05 ~~MC4,08~~ | 1898<br>12mo | J. McArthur & Co. Paisley<br>A&CP | Home Trade Steam Carrying Co. Ld. (J. G. Frew & Co. *Mgrs.*) | 100·0 20·1 8·3<br>Q39′<br>Irp03 BK6½<br>*W B = FPT 19t* | Glasgow<br>British<br>3 *B H pt Cem*<br>*pt Asp* | C. 2 Cy. 12″ & 24″–18″ (*s*)<br>120lb 24 RHP<br>1SB, *2pf*, gs27, hs667<br>Bow, McLachlan & Co. Psy. | 9 ″ 0<br>· · 8 | |
| 662 LDWS | **Dunsley** SteelScSr<br>*B. F. Roper* –02 ssCff. No. 3–11,01<br>*Well deck* 1 *Dk (Stl) Web frames* | 1987<br>1540<br>1255 | ✠100A1 Sws *r*<br>~~12,03~~ 4,05 ~~Shd~~<br>~~MC5,02~~ | 1889<br>6mo | J. L. Thompson & Sons Sunderland<br>A&CP | M. Thomas & Son Shipping Co. Ld. (M. Thomas & Son, *Mgrs.*) | 284·0 38·1 19·4<br>P29′ Q82′ B118 F31<br>drp01 FK<br>*W B = DBa 82 f 114t* | Whitby<br>British 160<br>6 *B H Cem*<br>*572t APT 22t* | T. 3 Cy. 21½″, 36″ & 56″–39″ (*s*)<br>~~lb~~ *80lb* NDB01 208 NHP<br>2SB, *2pf 4rf*, gs90, us3092<br>J. Dickinson, Sunderland | 20 ″ 8<br>s 1 · 9½ | |
| 663 LDWS | **Dunstaffnage** SteelScSr<br>*A. Livingston* –03 ssCff. No. 2–02<br>1 *Dk (Irn)* & *deep framing*<br>*Well deck* | 1393<br>1067<br>874 | ✠100A1 Bry *o*<br>12,04 ~~5,08~~ Liv<br>~~MS6,02~~ ~~MC~~<br>~~BS5,03~~ BS5,14 | 1894<br>9mo | Mackie & Thomson Glasgow<br>*Lloyd's SA&CP* | Scottish Nav Co Ld. (Glen & Co. *Mgrs.*)<br>*W B = Cell D Ba 67′ f 90′* | 237·0 34·1 17·0<br>Q88′ B61′ F25′<br>FK<br>*E & B42′ f 158′ 978t* | Glasgow<br>British<br>4 *B H Cem*<br>*APT 27t* | T. 3 Cy. 17½″, 27½″ & 45″–36″ (*s*)<br>160lb *80lb* 99 RHP<br>2SB, *4pf*, gs73, hs2400<br>Muir & Houston, Glasgow | 18 ″ 3<br>s 1 · 10 | |
| 664 PFSV | **Dunstan** SteelScSr<br>~~R. Thomas 04~~ ~~Lloyds No. 1–03~~<br>*Elec. light* 1 *Dk (Stl)* & *Spar dk (Irn)*<br>*Williamson* –04 & *deep framing*<br>& L. No. 2–04 | 2966<br>2884<br>1893 | ✠100A1 Liv *u*<br>*Spar dk*<br>1,05 ~~4,08~~ MS5,04 ~~MC~~<br>~~MC~~ ~~MC~~ | 1896<br>2mo | Barclay, Curle & Co. Ld Glasgow<br>A&CP | Booth S.S. Co. Ld. | 322·0 42·3 16·9<br>25·6<br>FK<br>*D Ba uE 125′ f 158* | Liverpool<br>British<br>5 *B H Cem*<br>*APT* | T. 3 Cy. 28½″, 39″ & 64″–42″ (*s*)<br>160lb *80lb* 277 NHP<br>2SB, *6cf*, gs126, hs4328<br>Barclay, Curle & Co. (L.) Gls | 19 ″ 3<br>· · 3 | |
| 665 TGVC | **Dunster** SteelScSr<br>*R. Dag* –03 1 *Dk (Stl)* & *Spar dk*<br>*pt Irn* & *pt Stl)* & *Web frames* | 4662<br>4252<br>3016 | ✠100A1 Cff *x*<br>*Spar dk*<br>~~Cwb~~<br>2,05 ~~MC4,02~~ | 1902<br>4mo | Richards'n Duck & Co. Stockton<br>*Lloyd's SA&CP* | Dunster S.S. Co. Ld. (W. J. Tatem & Co.)<br>*W B = Cell D Ba uE & B42′ f 158′ 978t* | 360·0 48·1 20·6<br>P41′ B108′ F38′ 28·5<br>120′ FK<br>*DT f 28′ 774t FPT* | Cardiff<br>~~Bristol~~<br>7 *B H Cem*<br>155t *APT 86t* | T. 3 Cy. 26″, 42½″ & 69½″–45″<br>160lb *90lb* (*s*) 349 NHP<br>2SB, *6cf*, gs128, hs5620<br>Blair & Co. Ld. Stockton | 22 ″ 11<br>s 7 · 0 | |
| 666 THVC | **Dunvegan** IronSc3MstSr<br>*W. Clint* –03 ssLth. No. 3–12,96<br>*Mchy. Aft* ssShl. No. 1–01<br>*Well deck* 1 *Dk (Irn)* | 304<br>87741<br>236<br>126 | ✠100A1 Sld *e*<br>5,04 ~~Liv~~<br>~~ND7,00~~ ~~MC12,~~ | 1883<br>12mo | Scott & Co. Bowling<br>*Lloyd's SA&CP* | Glasgow Steam Coasters Co. Ld. (Paton & Hendry, *Mgrs.*) | 140·0 22·2 10·5<br>Q78′ B7′ F19′<br>BE7<br>*W B = FPT 84t* | Glasgow<br>British<br>4 *B H Cem*<br>*APT* | C. 2 Cy. 18″ & 34″–28″ (*s*)<br>80lb 50 RHP<br>1SB, *2pf*, gs36, hs1002<br>J. Gilmour & Co., Glasgow | 11 ″ 1<br>· · 10½ | |
| 667 TKGT | **Dunvegan Castle** SteelSc3MstSr<br>*R. F. Harris* –01 ssSou. No. 1–01<br>*Ref. Mchy.* 2 *Dks* (*U Stl*–ws) & *Spar dk* (*Stl*–teak s pt) *Web frames* | 5958<br>5236<br>3428 | ✠100A1 Sou *b*†<br>*Spar dk*<br>3,04<br>BS11,03 ~~MC11,01~~ | 1896<br>7mo | Fairfield Co. (Lim.) Glasgow<br>*Lloyd's SA&CP* | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*)<br>*W B = Cell D Ba 87 uE & B 105* | 450·5 50·9 23·7<br>P20′ B180′ F88′ 31·7<br>FK<br>*f 148′ 860t* | London<br>British<br>9 *B H Cem*<br>*f 148′ 860t* | T. 3 Cy 38″, 62½″ & 102″–66″ (*s*)<br>170lb 1152 NHP<br>2S & 3 DB *26 rf* gs588 hs21337<br>Fairfield Co. (Lim.), Gls. | 26 ″ 9 | BT<br>1,03 |
| 668 HWRF | **Dupleix** SteelScBn<br>*Rebuilt 93–02* 3 *Dks* & *Promenade dk* | 2546<br>—<br>1264 | | 1897 | Forges & C. de la Médit. LaSeyne | Messageries Maritimes | 320·7 39·4 24·9<br>H151′ F93′ | Marseilles<br>French<br>*W B* | T. 3 Cy. 31½″, 45½″ & 69″–39½″<br>800 NHP<br>Forges & C. de la Médit. Mrl | | |
| 669 ~~67338~~ LNRM | **Duplex** IronScSr<br>*Cable Vessel* ssLon. 2nd No. 3–1,97<br>*J. Hunter* –02 ssLon. No. 1–02 1 *Dk (Irn–*<br>*Elec. light* (*ex* Nentwater) ws) 2 tr B | 874<br>746<br>434 | ✠90A1 Lon *m*<br>5,02<br>~~NE & BA,04~~<br>~~BS6,03~~ ~~MC6,~~ | 1872<br>11mo | C. Mitchell & Co. Newcastle<br>A&CP | Eastern Telegraph Co. Ld. | 214·3 30·2 17·1<br>P33′ F28′<br>FK<br>*W B = DB* | London<br>British<br>4 *B H Cem*<br>451′ *f* 66′ 190t | T. 3 Cy. 16½″, 26½″ & 44″–33″ (*s*)<br>160lb *90lb* NDB99 141 NHP<br>1SB, *3cf*, gs45, hs2054<br>Wlsnd Slpwy & EC (L) Nwc | 17 ″ 8<br>s 2 · 8 | |
| 670 HWSJ | **Duquesne** SteelScSp<br>*Théraude* 02–02 (*Trawler*) | 101<br>—<br>— | | 1896 | E. Lucas & Co. Dieppe | Levillain & Bourdin | 90·2 18·3 8·9 | Dieppe<br>French | C. 2 Cy. 16″ & 27½″–18″<br>NB97 27 NHP<br>E. Lucas & Co., Dieppe | | V |
| 671 HKTB | **Durango** SteelScSr<br>~~Leguna 04~~<br>(*ex* Maling) 1 *Dk (Stl)* 2 tr B & *Web frames*<br>*J. Corta* –03 | 3067<br>2894<br>1856 | ✠100A1 Bbo *u*<br>~~2,03 Liv~~ ~~5,05~~ ~~Cwb~~<br>BS,205 ~~MC 11,05~~ | 1895<br>2mo | W. Gray & Co. Ld. W Hartlepool<br>A&CP | Cia. Cantabrica de Nav | 325·0 47·1 22·4<br>B72′ F32′<br>FK<br>*D Ba uE & B 132′ f 130* | Bilbao<br>~~Newcastle~~<br>~~6 B H Cem~~<br>*APT* | T. 3 Cy. 24″, 38″ & 64″–42″ (*s*)<br>160lb *80lb* 258 NHP<br>2SB, *6cf*, gs85, hs3750<br>~~Mar. Eng. Wrks.~~ W Hpl | 24 ″ 10<br>s 4 · 2 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey. Port of Survey. Year Assigned. Last Re-Classed. | 8 9 Built. When. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. Nos. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Date of last Special Survey, if not in Lt. Last Re-Classed. | 16 Date when last shaft taken out. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 672 Durango 104349 C.Anderson –02 ss Sld. No.2–03 NBKP 1 Dk (Irn) & Spar dk (Irn–wa) 3 tr B | Steel Sc Sr | 3008 2839 1927 | ✠ 100 A1 Spar dk 1,[illegible] [illegible] LMC8,08 BS[illegible] | Shl u 1895 3mo | Bartram & Sons Sunderland A&CP | Neptune Stm. Nav. Co. Ld. (Bolam & Swinhoe, Mgrs.) WB = Cell D Ba 96 | 332·0 \| 41·7 \| 18·0 P8′ B82′ F86′ 25·9 BK 10″ u E & B 36′ f 126′ 535t | Sunderland British 5 BHCem APT 66t | T.3Cy.24½″,40″&66″–45″ (s) 160lb 80lb 299 NHP 2SB, 8pf, GS 148, HS 4600 J. Dickinson, Sunderland | 20 ″ 9 s 6 · 2½ | | [illegible] 10,04 |
| 673 Duras 71844 P. Meagher –02 1 Dk | Iron Sc K | 131 110 51 | | … 1893 | J. P. Rennoldson & Sons S. Shields | Galway Bay Stm. boat Co. Ld. | 95·5 \| 18·1 \| 9·7 BK 6″ | Galway British | C.2Cy.16″&32″–21″ 42 RHP J. P. Rennoldson & Sns, S. Shl | 10 ″ 0 | BT till [illegible] 6,05 | |
| 674 Durban 106778 W. Watson –97 1 Dk | Iron Sc K | 152 145 57 | ✠ Stm Trawler 11,97 | Hul 1897 11mo | Cook, Welt'n & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 101·8 \| 20·6 \| 11·0 BK 7½ WB = DTf 17′ 30t | Hull British 3 BHCem | T.3Cy.9½″,16″&25½″–20″ 35 RHP 1SB, 2pf, GS 22, HS 573 Amos & Smith, Hull | 11 ″ 10 | | |
| 675 Durham 109713 R.S. Thompson 02 ss Bry. No.1 04 SDFH 1 Dk (Irn) & deep framing | Steel Sc Sr | 2626 2462 1686 | ✠ 100 A1 [illegible] 5,05 ✠ [illegible] MC [illegible] 04 | Bry t 1900 12mo | R. Thompson & Sons Sunderland A&CP | Thompson S. Shpg. Co Ld. (V.T. Thompson & Co., Mgrs.) WB = Cell D Ba 98′ u E 22′ f 128′ 655t | 313·0 \| 45·0 \| 20·5 P29′ B94′ F34′ FK 5 BHCem APT 59t | Sunderland British 5 BHCem APT 59t | T.3Cy.23″,38″&61″–39 (s) 180lb 80lb 256 NHP 2SB, 6pf, GS 108, HS 4015 G. Clark, Ld. Sunderland | 23 ″ 1 s 3 · 7½ | | [illegible] 8,04 |
| 676 — 53470 Young 54–66 | Iron Pad | 141 141 37 | | 1866 ..... Newcastle | Tyne Improvement Commissioners | | 94·1 \| 26·4 \| 8·2 | N. Shields British | L.2Cy.25½″–45″ NE 86 NB 85 4 RHP T. Hepple & Co. Low Walker | | | |
| 677 Durham Castle 118387 R.E.H. Becher –04 VNRH 3 Dks (Stl–Mwss) U-teak s) Elec. light & deep framing | Steel Twin Sc Sr | 8599 6583 5879 3177 | ✠ 100 A1 [illegible] 3,04 [illegible] Sou. 3,05 ✠ [illegible] C 2,04 | Gls p † 1904 2mo Lloyd's | Fairfield Co. Ld. Glasgow A&CP | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. Mgrs.) WB = Cell D b 107′ u E 36′ f 191′ | 475·4 \| 56·7 \| 31·6 P & B 315′ F70′ FK & BK 3″ 8 BHCem 975t DTf 43′ | London British 3 D & 1SB 21 cf, GS 120 HS 16943 Fairfield Co. Ld. Glasgow 1120t FPT 85t APT 60t | Q.8Cy.22½″,32″,46½″&68″– 51″ 2201b (s) 969 NHP | 35 ″ 0 s 8 ″ 0 s 8 · 3 | BT till [illegible] 2,05 | |
| 678 Duro J. Valde Prideo (ex Ebor) | Iron Sc Sr ss Shl. No.3–7,80 ss Stk. No.2–89 1 Dk 2tr B | 736 — 482 | ✠ 9,93 [illegible] NB 82 | Lon 1868 4mo | Denton, Gray & Co. Hartlepool | V. Gonzalez S. en C. | 201·7 \| 29·0 \| 17·0 WB = DBa 60′ f 19′ | Gijon Spanish 4 BHCem | C.2Cy.24″&45″–30″ NE 74 90 NHP G. Clark, Sunderland | 17 ″ 11 | | |
| 679 Duroby 112565 N.J. Ivory –03 1 Dk | Wood Sc Sr | 195 164 119 | | 1902 | D. Sullivan & Co. Coopernook, N.S.W. | A. & R.H. Langley | 121·8 \| 24·7 \| 8·4 | Sydney NSW British | C.2Cy.14″&28″–18″ 40 RHP Chapman & Co Sydney NSW | | | |
| 680 Durward NMQF A. Simpson 90–03 Elec. light | Steel Sc Sr ss Lth. No.2–03 2 Dks (1 Stl) | 1294 1018 798 | ✠ 100 A1 [illegible] [illegible] MC 10[illegible] [illegible] | Lth p 1895 2mo | A. Stephen & Sons Glasgow A&CP | W.S. & J.M. Burger | 259·8 \| 32·5 \| 16·3 P50′ B64′ F49′ BK 9″ WB = MT 23′ 202t | Rottrdam Dutch 6 BHCem | T.3Cy.23″,37″&59″–42″ (s) 170lb [illegible] 100lb NDB 91 248 NHP 2SB, 6cf, GS 147, HS 3972 NDB 05 A. Stephen & Sons, Glasgow | 17 ″ 5 s 2 · 4 | | [illegible] W5,05 |
| 681 Düsseldorf QGSF C. Sanders 2 Dks 3tr B | Steel Sc | 901 764 644 | | 1899 | Bremer "Vulkan" Vegesack | Dampfsch. Ges. Argo | 211·2 \| 27·2 \| 14·9 B78′ len 01 WB | Bremen German | T.3Cy.13⅝″.21⅝″&34⅜″–23⅜″ 58 NHP Bremer "Vulkan," Vegesck | | G | V |
| 682 — RLDK Mchy. Aft 1 Dk | Steel Sc Barge C. Jung 98–00 | 482 440 295 | | 1898 | J.H.N. Wichhorst Hamburg | Dmpfsfahrts. Ges. Hamburg m.b.H. | 151·4 \| 25·5 \| 13·2 B8′ | Hamburg German | C.2Cy.13⅜″&24⅜″–15⅜″ Ottensener 20 NHP Masch & Eisenwerk, Altona | | G | |
| 683 Dux 2606 J.O. Neander 87–98 HDNP Well deck | Steel Sc Sr ss Skm. 2nd No.3–4,03 1 Dk 2tr B | 1014 751 612 | ✠ 90 A1 [illegible] 5,05 [illegible] LMC 4,08 | Skm m 1878 11mo | Motala Co. Norrköping A&CP | Stockholms Ångf. Rederiaktieb. | 207·8 \| 29·7 \| 17·1 P124′ H24t F25′ BK 7″ WB = DTf 31′ 230t | Stockholm Swedish 4 BHCem | T.3Cy.16½″,24⅜″&43¾″–33″ 140lb 50lb NDB 91 94 NHP 1SB, 3cf, GS 47, HS 1300 Tpd. 91 Motala Co., Motala | | | [illegible] 5,05 |
| 684 Dwarka 102669 W.H. Rothwell –00 NHTC Elec. light | Steel Sc Sr 2 Dks (U Stl–ws) & Awng dk (Teak) | 1695 1632 759 | ✠ Awng dk with freeboard 3,94 | Gls r 1894 3mo | A. & J. Inglis Glasgow | British India Stm. Nav. Co. Ld. | 275·0 \| 35·0 \| 17·8 25·3 BK 9″ WB = DB a 54′ 103t | Glasgow British 4 BHCem | T.3Cy.28½″,46″&74″–48″ 409 NHP 2DB, 12rf, GS 224, HS 6534 A. & J. Inglis, Glasgow | 19 ″ 0 | | |
| 685 Dwina 44835 G.H. Watt –02 TWQV 1 Dk 2tr B | Iron Sc Sr | 983 785 795 | 5,78 | Lon … 1862 Lv 4mo | C. & W. Earle Hull | F.C. Strick & Co. Ld. | 233·2 \| 28·9 \| 14·9 P184′ Q9t len 72 FK | London British | 2Cy.34″–30″ NB 84 80 RHP C. & W. Earle, Hull | 16 ″ 2 s 2 ″ 6 | | |
| 686 — 28757 G. Simpson –04 QBTD ss Lth. No.3–9,94 ss Lth. No.2–02 1 Dk 2tr B | Iron Sc 3 Mst Sr | 756 701 465 | ✠ [illegible] 12,04 12,03 [illegible] LMC 11,02 [illegible] BS 12,08 [illegible] | Lth 1861 3mo | Barclay, Curle & Co. Glasgow | Leith, Hull & Ham. S.P. Co. Ld. (J. Currie & Co. Mgrs.) | 241·6 \| 27·7 \| 15·0 P21′ F18′ B36′ BK 8″ dpt F & s 68 len 70 ND 02 WB = MT 39′ 194t | Leith British 5 BHCem | C.2Cy.24″&42″–30″ (s) 75lb 55lb NDB 90 70 RHP 1SB, 3cf, GS 45, HS 1290 NE 74 J. Penn & Sons, London | 15 ″ 6 s 2 · 8½ | | [illegible] 12,04 |
| 687 Dyle MBGT D. Persyn 94–02 (ex Widdrington) ss Ant. 2nd No.3–2,05 | Iron Sc Sr ss Brs. No.3–1,92 ss Nwc. No.2–00 2 Dks (1 Irn) 3tr B | 1510 1420 1154 | ✠ 100 A1 2,05 [illegible] [illegible] LMC [illegible] 2,05 | Ant r 1879 11mo Lloyd's | A. Leslie & Co. Newcastle A&CP | Soc. Anon. Belge de Nav. à Vap Schaldis (Van Hemelryck & Geurts, Mgrs.) | 260·0 \| 33·2 \| 23·0 F33′ ND 00 BK 9″ WB = DB a 64′ f 56′ | Antwerp Belgian 5 BHCem 229t APT 26t | C.2Cy.32″&62″–36″ 70lb 80lb NDB 03 177 NHP 2SB, 6pf, GS 80, HS 3000 Black, Hawthorn & Co. Gts. | 24 ″ 0 s 4 · 3½ | | [illegible] 2,05 |
| 688 Dynamo 88169 R.L. Scarle –03 JLPQ Mchy. Aft | Steel Sc 3 Mst Sr | 504 441 311 | | … 1884 | Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 175·7 \| 25·0 \| 13·8 Q28′ B24′ F16′ FK | Hull British | T.3Cy.17″,27″&48″–27″ NB 03 120 NHP Earle's Co. (Lim.) Hull | 14 ″ 10 | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned ✠ character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Espace de Fret. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines auxiliaires maintenant à bord. Epoque d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nos & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.=Force en chevaux [illegible] formules de la Société. I.H.P.=Force en chevaux d'après les [illegible] machines du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Crews sur Quille. Francs. pds. | 15 Registres du petit & du moyen tonnage. Date de la Dernière Visite. | 16 Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **E. B. Bartlett** | **SteelSc** | 1400 | | | | 1891 | American Stl Barge Co. W Sup'r'r Wis | Pittsburgh S.S. Co. | 265·0 \| 38·0 \| 24·0 | | | Duluth, Utd. States *WB* | T.3Cy.17½″,28″&47″–36″ 127NH″ N.E.Marine Co.(Lim.),Sld. | | | |
| 136806 KJPV | *H.Gegoux01–03* *Whaleback Mchy.Aft* | 1 *Dk2tr b* | — 1075 | | | | | | | | | | | | | | |
| 2 | **E. C. Pope** | **SteelSc3MstSr** | 2637 | | | | 1891 | Detroit Dry Dock Co. Wyandotte | Eddy-Shaw Transit Co.(Eddy Bros. & Co. *Mgrs.*) | 317·2 \| 42·2 \| 20·5 | | | Detroit, Mich. Utd. States *WB* | T.3Cy.22″,36″&56″–44″ 208NH″ Detroit Dry Dock Co., Wynd | | | |
| 136192 | *Elec.light Mchy.Aft* | 1 *Dk2tr b* | — 2064 | | | | | | | | | | | | | | |
| 3 | **E. H. Bronson** | **WoodPad** | 285 | | | | 1895 | Bertram E. Works Co. Pmbroke,Ont | Upper Ottawa Improvement Co. Ltd. | 140·7 \| 43·7 \| 7·7 | | | Ottawa British | C.2Cy.22″&40″–54″ 70RH″ Bartram E Wks Co. Toronto | | | |
| 103445 | *T.Draper* | *2 Dks* | 167 180 | | | | | | | | | | | | | | |
| 4 | **E. J. Tull** | **WoodSc** | 120 | | | | 1902 | E.J.Tull Pocomoke City,Md. | Megill,McNeal & Co. | 112·0 \| 18·0 \| 7·7 len.08 | | | Tappahannock,Va. Utd States | C.2Cy.11″&18″–18″ 11NH″ E.J.Codd Co. Baltimore | | | |
| 136983 | *J.W.McNeal* | 1 *Dk* | — 74 | | | | | | | | | | | | | | |
| 5 | **E. L. Russell** | **SteelScSr** | 206 | | | | 1899 | J.H.Dialogue&Son Camden,N.J. | Fuel Oil Transit Co. | 108·9 \| 22·6 \| 12·2 | | | Mobile Ala. Utd. States | C.2Cy.20″&30″–26″ 38NH″ J.H.Dialogue&Sn,Camden | | | |
| 136724 KNTS | | 1 *Dk* | — 100 | | | | | | | | | | | | | | |
| 6 | **E. M. Dalgas** | **SteelScSr** | 1472 | ✝100A1 Bly *q* | | | 1898 | Grngemth Dockyard Co Grangmouth | Dampskibs Selsk. Cimbria (Svendsen & Christensen) | 254·0 \| 36·8 \| 18·1 P25′B62′F25′ | | | Copnhagn Danish | T.3Cy.19″,31″&51″–36″ (*a*) 160lb *90lb* 160NH″ 1SB,3*cf*,gs62,ns2451 Hutson&Son,Glasgow | 20 " 4 a 2 " 10 | | |
| ′ NJRW | *J.H.Möller* | *ss* Els.No.1–03 1 *Dk(Stl)&deepframing* | 1333 929 | | | | 5mo | | | FK | | | | | | | |
| | | | | | | | *Lloyd's A&CP* | | *WB=Cell D Ba&u E94′s* | *B16′f94′ 391t FPT* | | | *4 BHCem 4 tAPT 176* | | | | |
| 7 | **E. M. Peck** | **CompSc** | 1809 | | | | 1888 | Detroit Dry Dock Co. Wyandotte | Calumet Transit Co (F.W.Smith, *Mgr*) | 252·6 \| 40·2 \| 18·6 | | | Mlwaukee, Wis. Utd States | T.3Cy.19″,30″&52″–40″ 171NH″ Detroit Dry Dock Co., Wynd | | | |
| 135993 | *A.C.Callam Mchy.Aft* | | — 1572 | | | | | | | | | | | | | | |
| 8 | **E. N. Saunders** | **SteelScSr** | 4305 | | | | 1902 | American S.B.Co. Lorain,O. | J.C.Gilchrist | 380·0 \| 50·0 \| 28·0 | | | Cleveland Utd. States *WB* | T.3Cy.22″,35″&58″–40″ 213NH″ American S.B.Co.Clevelnd | | | |
| 136976 | *W.G.Stewart Elec.light Mchy.Aft* | 1 *Dk2tr b* | — 3366 | | | | | | | | | | | | | | |
| 9 | **E. O. Saltmarsh** | **SteelScSr** | 3630 | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | Pensacola Trading Co.Ld. (Watts, Watts&Co. *Mgrs.*) | 340·0 \| 50·2 \| 22·6 | | | London British *WB* | T.3Cy.26″,42″&68″–42″ 300NH W.Doxford&Sons,Ld.Sld. | | | V |
| 118321 VFQK | *T.Taylor –04* *Turret deck Elec.light* | 1 *Dk* | 3025 2319 | | | | | | | | | | | | | | |
| 10 | **E. P. Wilbur** | **SteelSc4MstSr** | 2633 | | | | 1888 | Globe Iron Works Co. Cleveland,O. | Lehigh Valley Transportation Co. | 290·0 \| 40·8 \| 13·6 H—F34′ | | | Buffalo,NY Utd. States *WB* | T.3Cy.24″,38″&61″–42″ 241NH″ Globe Iron Wks Co.,Clevelnd | | | S |
| 135984 | *C.E.Fuller Elec.light* | 2 *Dks3tr b* | — 1903 | | | | | | | | | | | | | | |
| 11 | **E. R. Wood** | **SteelSc3MstSr** | 1879 | *See "Turret Court," See No. 40 in Supplement* | | | 1896 | W.Doxford &Sons,Ld. Sunderland | Canadn Ocean&Inland Nav.Co Ld (W. Petersen Ld. *Mgrs*) | 253·0 \| 44·0 \| 19·7 F26*t* | | | Newcastle British *WB* | T.3Cy.20″,34″&57″–39″ 203NH″ W.Doxford&Sons,Ld.Sld. | | | V |
| 106608 PMJL | *J.Marcussen –98* *Turret deck* | (*ex* Turret Court) 1 *Dk* | 1197 | | | | | | | | | | | | | | |
| 12 | **E. Sang** | **SteelScSr** | 1783 | | | | 1891 | Lon.&Gls. Co.(Lim.) Glasgow | Indo-China Steam Nav.Co.Ld. | 260·0 \| 36·1 \| 22·0 B64 | | | London British | T.3Cy.20″,32″&52″–39″ 169NH Lon.&Gls.Co.(Lim.),Gls. | | | |
| 98667 MGPQ | *H.J.Roope –03* | *2 Dks* | 1619 1127 | | | | | | | | | | | | | | |
| 13 | **E. V. McCaulley** | **IronSc** | 136 | | | | 1887 | J.H.Dialogue Camden,N.J. | James McCaulley | 96·5 \| 20·5 \| 10·5 | | | Norfolk Va Utd. States | T.3Cy.13″,21″&32″–24″ 50NH″ J.H.Dialogue,Camden | | | |
| 135988 | | | — 68 | | | | | | | | | | | | | | |
| 14 | **E. W. Oglebay** | **SteelScSr** | 3666 | | | | 1896 | F.W. Wheeler&Co. W.Bay City | J.C.Gilchrist | 375·6 \| 45·8 \| 23·6 | | | Cleveland Utd. States *WB* | T.3Cy.28″,37½″&63″–44″ 262NH″ F W Wheeler&Co. W Bay Cy | | | |
| 136547 | *Elec.light Mchy.Aft* | 1 *Dk2tr B* | — 3019 | | | | | | | | | | | | | | |
| 15 | **Eagle** | **SteelPadSr** | 647 | | | | 1898 | Gourlay Bros.&Co. Dundee | General Stm.Nav. Co.Ld. | 265·0 \| 30·1 \| 10·1 Q28 *Promenade dk189* | | | London British | C.D.2Cy.37″&70″–60″ 316NH″ Gourlay Bros.&Co Dundee | | | |
| 108355 QDFG | *W.C.Wood –02* | *2 Dks* | 536 271 | | | | | | | | | | | | | | |
| 16 | — | **WoodScSr** | 637 | | | | 1902 | Christensen Sandefjord | Bowring Bros.Ld. | 164·0 \| 29·8 \| 15·1 | | | S Jhns NFL British | T.3Cy.13½″,22″&36″–24″ 82RH″ J.S.Vaux&Co.Ld.Sld. | | | N |
| 118052 | *A.Jackman75–04* (*ex* Sophie) | 1 *Dk2tr B* | 519 418 | | | | | | | | | | | | | | |
| 17 | — | **SteelSpTug** | 229 | ✝100A1 Mel *d* | | | 1890 | J.T.Eltringham&Co. S.Shields | Huddart,Parker& Co.Proprietary Ld. | 125·4 \| 22·6 \| 12·8 BK7 | | | Melbourne British | T.3Cy.16″,26″&48″–30″ 160lb 95RH″ 1SB,3*cf*,gs54,ns1826 J.P.Rennoldson&S.,S.Shl. | | | |
| 95971 | *W.Wilson86–90* | *ss* Mel.No.3–10,02 1 *Dk* | 226 17 | | | | 4mo | | | | | | | | | | |
| | | | | | | | *Lloyd's A&CP* | | | *WB=FPT66* | | | *4 BHCem APT18t* | | | | |
| 18 | — | **SteelPad** | 219 | | | | 1886 | United Kingdom | Devonport Steam Ferry Co.Ld. | 135·7 \| 21·3 \| 6·0 H70*t* | | | Auckland British | C.2Cy.18″&36″–42″ 70RH″ McLachlan&Co.,Paisley | | | |
| 87643 | *N.Simmons87–90* | 1 *Dk* | 135 138 | | | | | | | | | | | | | | |
| 19 | — | **SteelScK** | 182 | ✝100A1 Hul *b* | | | 1902 | G.Brown & Co. Greenock | J.Rank,Ld. | 106·3 \| 21·2 \| 8·7 Q88′F14′ | | | Hull British | C.2Cy.14″&28″–20″ (*s*) 180lb 41RH″ 1SB,2*pf*,gs33,ns785 W.White&Son,Greenock | 9 " 6 s " 10 | | |
| 116089 TQKW | *J.W.Jessop –03* *Mchy.Aft* | 1 *Dk(Stl)* | 134 71 | | | | 9mo | | | FK | | | *3 BHCem = FPT25t* | | | | |
| | | | | | | | *Lloyd's A&CP* | | | *WB* | | | | | | | |
| 20 | — | **SteelScY1** | 168 | ✝100A1 Hul | | | 1899 | Mackie& Thomson Glasgow | Gt.Northern S.S. Fishing Co.Ld. | 104·0 \| 21·0 \| 10·7 | | | Hull British | T.3Cy 10″,16½″&28″–20″ (*s*) 200lb 10RH″ 1SB,2*pf*,gs26,ns642 Muir&Houston,Ld.Gls. | 11 " 7 | | |
| 111072 | | *ss* Hul.No.1–03 1 *Dk* | 160 54 | *Stm Trawler* | | | 4mo | | | BK7½ | | | *4 BHCem* | | | | |
| | | | | 1,05 | | | *Lloyd's A&OP* | | | *WB=DTf14′20t* | | | | | | | |
| 21 | — | **IronScK** | 146 | ✝ ... | | | 1891 | Cochrane, Coopr&Schofield Beverley | Taylor,Olsen& Pannell (H.L. Taylor, *Mgr*) | 97·1 \| 20·5 \| 11·0 Q17′F17′ | | | Grimsby British | T.3Cy.10½″,18″&30″–22″ (*s*) 160lb 45RH″ 1SB,2*cf*,gs26,ns711 C.D.Holmes&Co.,Hull | 11 " 10 | | |
| 99181 MJRV | *R.Staff –91* | *ss* Gms.No.2–99 1 *Dk(ptws)* | 134 70 | *Stm Trawler* | | | 8mo | | | BK7½ | | | *3 BHCem* | | | | |
| | | | | | | | *Lloyd's A&CP* | | | | | | | | | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed Class expires. Last Cert. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. Nos. & Dia. of Cylinders — Stroke. Boiler Pressure. NIP. Horse power by Society's formula. RHP. power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Proof or scaladship. ft. in. | 15 Last Cert. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22<br>86126<br>HWSV | **Eagle**<br>*S.Kitt* | **IronScTug**<br>1 *Dk* | 102<br>102<br>13 | ✠ | | ... | 1883 | Harvey&C.<br>Hayle | J.H.Deeble | 100·2 17·1 10·0 | Falmouth<br>British | C.2Cy.16¾″&31½″–21″<br>NB01 80RIP<br>Harvey&Co.,Hayle | | | |
| 28<br>113370<br>RQVS | **Eagle Point**<br>*H.J.Boney*03–03 *ss*Lon.No.1–03<br>2 *Dks*(*Stl*)*3trH&W*<br>*Elec.light* | **SteelScSr**<br>*web frames*<br>*lower deck forehold* | 5222<br>4745<br>3307 | ✠100A1<br>~~3,11~~1,05<br>✠LM 12,08 | Lon | *y* | 1900<br>6mo | J.L.Thompson&Sons,Ld.<br>Sunderland<br>A&CP<br>*WB*= | Norfolk&N.American S. Shppg.Co.Ld<br>(Simpson,Spence &Young,*Mgrs.*)<br>*Cell DBa*128′*uE*29′ | 390·0 51·0 27·6<br>P30′B&F320′<br>FK<br>*f*158′ 1027*t MT*33′ 869*t APT*50*t* | Liverpool<br>British<br>6 *BHCem* | T.3Cy.25″,18½″&74″–48″ (*s*)<br>200lb 463NHP<br>3SB,6*cf*,GS182,HS5680 FD<br>J.Dickinson&Sons,Ld.Sld | 30 ″ 6<br>s 5 · 4 | | ~~4,05~~<br>~~3,10~~ |
| 24<br>109090 | **Earl**<br>*G.Boggeis* –98 *ss*Hul.No.1–03<br>1 *Dk* | **SteelScYl**<br>*Stm Trawler* | 169<br>160<br>54 | ✠100A1<br>~~5,10~~3,05<br>✠MC3,03 BS~~5,04~~ | Hul | | 1898<br>11mo | Mackie&Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·0 21·0 10·7<br>BK7½″<br>*WB*= | Hull<br>British<br>4 *BHCem* | T.3Cy.10″,16½″&28″–20″ (*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | | ~~3,00~~<br>3,00 |
| 25<br>94527<br>LBVJ | **Earl of Aberdeen**<br>*A.Done*90–90 *ss*Abn.No.3–6,01<br>*ss*Nwc.No.1–04 1 *Dk*2*trB*<br>*Elec.light* | **SteelScSr** | 765<br>~~577~~<br>352 | ✠100A1<br>~~5,01~~ ~~6,02~~ 5,05<br>~~Bot.02~~ ✠LMC~~6,04~~<br>✠NB 5,01 | Abn | *l* | 1889<br>1mo | Hall,Russell&Co.<br>Aberdeen<br>*Lloyd's*&*CP* | Aberdn.Newcastle &HullStm.Co.Ld. | 210·0 30·2 14·8<br>P55′B46′F55′<br>BK8″<br>*WB*= *DBa*64′*f*70 | Aberdeen<br>British 163<br>4 *BHCem*<br>374*t APT*25*t* | T.3Cy.21″,33″&54″–36″<br>~~140lb~~ ~~x54b~~ *80lb* 137~~4~~NHP<br>2SB,~~6~~ ~~cf~~ ~~GS~~ ~~HS~~<br>Hall,Russell&Co.,Abn<br>~~Cf~~ GS102 HS~~1125~~ NDB04 | 15 ″ 5 | BT till ~~8,05~~ | 3,04 |
| 26<br>98743 | **Earl of Devon**<br>*J.Clatworthy* –91 *ss*Hul.No.3–11,99<br>*ss*Hul No.1–04 1 *Dk* | **IronScSr** | 194<br>186<br>84 | ✠100A1<br>*Stm Trawler*<br>7,01 ~~6,09~~<br>~~BS6,08~~ ✠LMC ~~Hy,08~~ | Hul | | 1891<br>6mo | Mackie&Thomson<br>Glasgow<br>*Lloyd's*&*CP* | J.Leyman&Co.Ld. | 119·8 20·7 10·7<br>Q19′F19′<br>len99 BK7½″ | Hull<br>British<br>3 *BHCem* | T.3Cy.12.15″&31–22″ (*s*)<br>160lb 50RHP<br>1SB,2*pf*,GS35,HS750<br>Muir&Houston,Glasgow | 11 ″ 11 | | 8,03 |
| 27<br>86478<br>WMHN | **Earl of Dumfries**<br>*J.Arthur* –93 *ss*Hul.2ndNo.3–6,01<br>*Well deck* 1 *Dk*(*Irn*)&*Webframes* | **IronScSr** | 1415<br>1141<br>879 | ✠100A1<br>11,03<br>MS6,01 ✠LMC<br>~~BS6,08~~ 11,04 | Sws | *p* | 1882<br>7mo | S.P.Austin&Son<br>Sunderland<br>A&CP | Martin&Marquand | 244·6 36·1 17·3<br>Q86′B48′F30′<br>BK8″<br>*WB*= *DBa*64′*f*70 | Cardiff<br>British<br>4 *BHCem*<br>374*t APT*25*t* | C.2Cy.28½″&57″–36″ (*s*)<br>80lb *80lb* NDB97 99RHP<br>2SB,4*pf*,GS74,HS2774<br>J.Dickinson,Sunderland | 19 ″ 0<br>s 1 · 11½ | | 11,03 |
| 28<br>95157<br>LWVJ | **Earl of Dunraven**<br>*W.Doherty*96–96 | **IronPadSp** | 190<br>173<br>61 | | | | 1888 | J.T.Eltringham<br>S.Shields | Movilles.S.Co.Ld.<br>(D.O'Donnell,*Mgr.*) | 122·5 20·3 10·7 | Lndnderry<br>British | L.1Cy.41″–60″<br>98RHP<br>J.P.Rennoldson&Ss.S.Shl. | | BT till ~~8,05~~ | |
| 29<br>20774 | **Earl of Ellesmere**<br>*T.Edwards* –02 | **IronPad** | 114<br>114<br>52 | | | | 1857 | Ogle&Co.<br>Preston | ManchesterShip CanalCo. | 109·9 20·0 8·0 | Manchestr<br>British | L.2Cy.31″–42″<br>60RHP<br>Ogle&Co.,Preston | | | |
| 30<br>22810<br>NPBQ | **Earl of Erne**<br>*E.M.Williams* –99 | **IronPadSr** | 698<br>613<br>315 | | | | 1855 | R.Napier&Sons<br>Glasgow | Dundalk&Newry StmPacketCo.Ld. | 219·4 31·5 14·7<br>Q26*t* | Dundalk<br>British | C.2Cy.37″&70″–72″<br>NE85 NB88 347NHP<br>A.&J.Inglis,Glasgow | | BT till 1,05 | |
| 31<br>76559 | **Earl of Powis** | **IronTwinScSk** | 116<br>116<br>29 | | | ... | 1882 | R.Duncan&Co.<br>PortGlasgow | A.Mackinnon | 105·6 21·3 7·6<br>FK | Leith<br>British | C.2Cy.18″&34″–24″<br>50RHP<br>Rankin & Blackmore,Grk. | | BT till 9,05 | |
| 32<br>83806<br>TNBG | **Earl of Rosebery**<br>(*STRANDED 4,04 & REFLOATED*)<br>*T.Jones* –03 *ss*Cff.No.3–11,92<br>*Well deck* *ss*Hul.No.2–00<br>1 *Dk*(*Irn*)2*trB* | **IronScSr** | 1162<br>937<br>731 | ✠<br>9,03 | Sws | | 1880<br>8mo | A.Stephen&Sons<br>Glasgow | Martin&Marquand | 239·5 33·4 15·1<br>Q111′B27′F28′<br>drp02.03&04 FK<br>*WB*= *Cell* | Cardiff<br>British<br>4 *BHCem*<br>*DB*184′264*t* | C.2Cy.28″&52″–36″<br>NDB90 99RHP<br>1SB.3*pf*,GS60,HS2102<br>A.Stephen&Sons,Glasgow | 17 ″ 2<br>s 1 · 8 | | |
| 33<br>68187 | **Earl of Zetland**<br>*P.Johnson* –02 *ss*Abn.2ndNo.3–10,00<br>1 *Dk*<br>*ss*Abn.No.1–04 | **IronScSr** | 232<br>172<br>145 | ✠90A1<br>9,01~~10,02~~<br>~~Bot.02~~ LMC~~02~~ 9,05 | Abn | *c* | 1877<br>3mo | J.Fullerton&Co.<br>Paisley<br>A&CP | N.of Scotland Orkney&ShetlandStm Nav.Co. | 144·8 20·2 8·9<br>P53′B25′F28′<br>len84 BK6″<br>ptND96 | Aberdeen<br>British<br>4 *BHCem* | C.2Cy.18½″&33″–21″ (*s*)<br>70lb *30lb* NDB84 50RHP<br>1SB,3*pf*,GS37,HS867<br>J.Howden & Co.,Glasgow | 9 ″ 6 | BT till ~~9,05~~ 9,05 | ~~10,02~~<br>9,04 |
| 34<br>109234<br>QJSR | **Earlswood**<br>*O.M.Foyn* –04 *ss*Shl.No.1–04<br>1 *Dk*(*Stl*)&*deep framing* | **SteelScSr** | 2353<br>2181<br>1480 | ✠100A1<br>~~1,01~~ 1,05<br>MS6,02 MC<br>~~BS10,09~~ BS1,04 | Shl | *t* | 1898<br>10mo | R.Craggs&Sons<br>Middlesbro'<br>A&CP | Constantine&PickeringS.S.Co.<br>*WB*= *Cell DBa*92′ | 300·0 43·0 20·4<br>P27′B58′F33′<br>FK<br>*uE&pt B*36′*f*120′625*t* | Middlsbro'<br>British<br>5 *BHCem*<br>*APT*11*t* | T3Cy.22½″,36½″&61″–42″(*r*)<br>160lb *80lb* 245NHP<br>2SB,4*pf*,GS111,HS3732<br>Sir C.Furness,Westgarth& Co.Ld.Mdb | 23 ″ 0<br>s 3 · 11 | | ~~9,10~~<br>4,05 |
| 35<br>89949 | **Earn**<br>*Mchy.Aft* | **IronScSr** | 181<br>176<br>143 | | | | 1884 | Blackwood&Gordon<br>Port Glasgow | Elder,Dempster&Co. | 113·8 22·0 8·0<br>len89 | Glasgow<br>British | C.2Cy.11½″&19¼″–16″<br>25RHP<br>*Cmp*87White&Cooper,Dun | | | |
| 36<br>118682 | —<br>*W.Simpson* –03 | **SteelScYl**<br>1 *Dk* | 80<br>70<br>37 | ✠100A1<br>*For fishing purposes*<br>12,03 ✠LMC12,03 | Yar | | 1903<br>12mo | G.Cooper<br>Hull<br>*Lloyd's*&*CP* | Simpson&Farquhar | 78·5 17·8 8·4<br>BK6″ | Banff<br>British<br>3 *BHCem* | C.2Cy.11″&22″–14″ (*s*)<br>120lb 20RHP<br>1SB,2*pf*,GS22,HS552<br>Crabtree&Co.Ld.Gt.Yar. | 9 ″ 0 | | |
| 37<br>JKLV | **Earnford**<br>*K.M.Worsoe* –99 *ss*Nwc.No.3–5,01<br>2 *Dks*(*Stl*)3*trR* | **SteelScSr** | 2267<br>2107<br>1434 | ✠100A1<br>8,01~~2,01~~<br>~~L2,01~~ ✠LMC1,04 | Nwc<br>Bry | *s* | 1889<br>3mo | Palmers' Co.(Lim.)<br>Newcastle<br>A&CP | DampskaActies. Earnford (Bergesen&Co.) | 290·0 39·3 22·8<br>P36′B72′F33′<br>drp04 BK10″<br>*WB*= *Cell* | Stavanger<br>Norwegian<br>6 *BHCem*<br>*DB*244′474*t* | T.3Cy.23½″,38″&64″–42″ (*r*)<br>180lb *95lb* 256NHP<br>2SB,6*pf*,GS100,HS3480<br>Palmers' Co. (Lim.),Nwc. | 25 ″ 3<br>s 4 · 0 | | N3,04 |
| 38<br>68107<br>NHCL | **Earnholm**<br>*A.Black*93–93 *ss*Lth.2ndNo.3–7,00<br>*ss*Abn.No.1–04 2 *Dks*<br>*Elec.light* | **IronScSr** | 418<br>321<br>191 | ✠100A1<br>6,01~~7,02~~<br>~~B5,87~~ MC~~8,04~~ | Lth<br>Abn | *h* | 1874<br>3mo | A&J.Inglis<br>Glasgow<br>A&CP | Abn.Lth.&Moray FirthS.ShgCo.Ld. | 170·0 24·3 13·0<br>F46′ ND87 19·8<br>ptND00 BK7″<br>*P&pt Awng dk* 98′<br>*WB*= *DBa*31′*u* | Aberdeen<br>British 150<br>5 *BHCem*<br>*E22*′*f*36′67*t* | T.3Cy.17″,27″&48″–30″ (*s*)<br>~~160lb~~ *80lb* NDB02 108NHP<br>1SB.3*cf*,GS49,HS1349<br>*Tpd*87HallRussell&CAbn | 13 ″ 9 | BT till ~~8,04~~ 8,00 | 7,03<br>8,04 |
| 39<br>84197<br>WGFD | **Earnwood**<br>*J.Leslie* –03 (*ex*Roxburgh) | **IronScSr**<br>*ss*Nwc.No.3–10,93<br>*ss*Trn.No.2–02<br>2 *Dks*(1*Irn*)3*trB* | 2158<br>2003<br>1366 | ✠100A1<br>~~5,04~~ ~~1,03~~ ~~10,01~~ Cff<br>~~20~~<br>~~B5?~~ ✠LMC8,03<br>~~Bot.02~~ BS~~7,05~~ | Gls | *t* | 1881<br>12mo | Palmers' Co.(Lim.)<br>Newcastle<br>*Lloyd's*&*CP* | S.S.RydalWater Co.Ld.(Donald& Taylor,*Mgrs.*) | 290·6 37·2 23·1<br>P30′B28′F36′<br>ptND93 BK10″<br>*WB*= *Cell DBa* | Liverpool<br>British<br>4 *BHCem*<br>93′*f*115′301*t* | C.2Cy.33″&68″–45″ (*i*)<br>80lb *50lb* 231NHP<br>2SB,8*pf*,GS120,HS3604<br>Palmers' Co.(Lim.),Nwc. | 25 ″ 11<br>s 4 · 10½ | | 1,03 |
| 40<br>84895<br>JDSL | **Earsdon**<br>*J.J.Arthur*84–84<br>*Well deck*<br>*ss*Shl.No.3–3,92<br>*ss*Sld.No.2–00<br>1 *Dk*(*Irn*)2*trB* | **IronScSr** | 1238<br>978<br>778 | ✠100A1<br>10,03<br>~~BS2,02~~ ✠LMC~~4,00~~ | Bkn | *o* | 1883<br>12mo | T.&W.Smith<br>N.Shields<br>M&SP | J.Walton | 226·0 33·2 17·6<br>Q88′B49′F26′<br>BK8″<br>*WB*= *DB* | N.Shields<br>British<br>4 *BHCem*<br>a67′*f*84′278*t* | C.2Cy.26″&52″–33″ (*s*)<br>80lb *80lb* NDB99 120NHP<br>1SB,3*pf*,GS56,HS1940<br>Wllsnd&SlipCo.(Lim.),Nwc | 19 ″ 0<br>s 1 · 9 | | 10,02 |
| 41<br>68374<br>LWKO | **Easby**<br>*W.Wallace*87–91 | **IronScSr**<br>6thSurvey,Mel.6,90<br>2ndSurvey,Mel.5,96<br>1 *Dk*(*Irn*)2*trB* | 1489<br>1279<br>969 | ✠<br>4,01 | Mel | Lv | 1872<br>11mo | Richardsn,Duck&Co.<br>Stockton | JamesPaterson &Co. | 250·7 32·0 21·4<br>Q185*t*H26*t*F25*t*<br>BK8″<br>*WB*= *D* | Melbourne<br>British<br>5 *BH*<br>*Ba*&*f APT* | C.2Cy.28″&56″–36″<br>NB86 NDB94 157NHP<br>C.D.Holmes&Co.,Hull | | | |

*Now named "Brabo," See No. 38 in Supplement.*

| Numéro Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Tous machinaux et appareil. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Longueur. Largeur. Creux. | Port d'Armement. Pavillon | Machines. Nbre & Ligne des Cylindres. Course. Pression des Chaudières. NP = Force en chevaux d'après les estimations de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | Vitesse aux Essais. Franc-bord en hiver du navire. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Easby Abbey** SteelScSr | 2963 | ✠100A1 Cff *t* | 1892 | Ropner& Son Stockton A&CP | Pyman,Watson& Co. | 315·0 40·5 20·3 | Cardiff British | T.3Cy.23",38"&62½"–42" (s) | 23 « 7 |
| 98424 | *R.Prideaux* –96 *ss*Cff.No.2–01 | 2365 | *pt Awng dk* | 9mo | A&CP | | P29'Q102' BK107' | 5 *BHCem* | 160lb 200lb 256NHP | s 8·11 |
| MSDK | 1 *Dk*(*pt Stl pt Irn*,3*tr Bd* | 1901 | *with freeboard* | | | | *pt Awng dk*184' | *D* B262 S452t | 2SB,*Grf*,gs105,hs3898 | |
| | *Web frames*&*pt Awng bks*(*Irn*) | | 1,01 10,08 | | | | *WB* = *Cell* | | Blair&Co.(Lim.),Stockton | |
| | | | BS12,04 | | | | | | | |
| | | | BS11,03 LMC03 | | | | | | | |
| 43 | **Easdale** IronScSr | 116 | ✠ Cly *a* | 1876 | Russell &Co. Pt.Glasgow | J.S.Cole | 92·0 18·5 8·1 | Glasgow | C.2Cy.12"&21"–21" | 8 « 8 |
| 73820 | *G.Croxford* –03 *ss*Gls.No.2–84 | 98 | 4,86 | 2mo | | | 87' B5' F12' | British | NB92 20RH | |
| | 1 *Dk* | 60 | | | | | drp85 | 3 *BHCem* | Walker Hendersn&Co.,Gls. | |
| 44 | **Easington** SteelScK | 183 | ✠100A1 Hul | 1903 | Mackie& Thomson Glasgow | Gt.NorthernS.S. FishingCo.Ld. | 109·1 21·5 10·6 | Hull British | T.3Cy.11",18"&30"–22" (s) | 11 « 6 |
| 118782 | *A.Vine* –03 | 172 | *Stm Trawler* | 10mo | | | BK7" | 4 *BHCem* | 200lb 45RH | |
| | 1 *Dk* | 65 | 5,04 | | | | *WB* = *Deep Tanks* | *f* 12'22t | 1SB,2*pf*,gs24,hs668 | |
| | | | LMC 10,08 | | *Lloyd's A&CP* | | | | W.V.V.Lidgerwood,Gls. | |
| 45 | **Easingwold** SteelScSr | 3107 | ✠100A1 Shl *u* | 1898 | W.Gray& Co.Ld. W Hartlepool A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*) | 330·1 48·5 21·6 | London British | T.3Cy.24",38"&64"–42" (s) | 24 « 0 |
| 103970 | *J.T.Robinson* –99 *ss*Cff No.1–02 | 2870 | 4,05 | 9mo | | | P27'B82'F30' | 6 *BHCem* | 170lb 80lb 292NHP | s 4·1½ |
| QGVK | 1 *Dk*(*Irn*)2*tr Bd*,*deep framing* | 1980 | MS8,02 LMC | | | | FK | 2SB,*Grf*,gs111,hs4680 | | |
| | 3 *Dk rubs* | | BS12,04 | | | *WB* = *Cell D Ba* 106' *u* | *E* & *B* 40' *f* 136 765t | *APT* 72t | Cen.Mar.Eng Wrks.W Hpl | |
| 46 | **East Neuk** WoodScK | 118 | ... | 1895 | W.Jarvis Anstruther | G.Main,Senr. | 92·0 19·9 10·5 | Aberdeen British | C.2Cy.16"&32"–22" | 10 « 3 |
| 102206 | *R.Craig* –99 | 105 | | | | | | | NE&B94 *refitted*95 50RH | |
| | 1 *Dk* | 10 | | | | | | | N.E.Marine E.Co(Lim.),Sld | |
| 47 | **East Point** SteelScSr | 5234 | ✠100A1 Lon *y* | 1901 | J L Thompson&Sons,Ld. Sunderland A&CP | Norfolk&N.American S.Shppg.Co.Ld. (Simpson,Spence &Young, *Mgrs.*) | 390·0 51·0 27·6 | Liverpool British | T.3Cy.25",43"&74"–48" (s) | 30 « 6 |
| 113453 | *Beavis* –01 | 4717 | 11,04 4,04 | 2mo | | | P30'B&F320' | 6 *BHCem* | 200lb 463NHP | s 5 · 4 |
| SFDW | 2 *Dks*(*Stl*)3*tr B*&*Web frames* | 3306 | | | | | FK | 3SB,*Gcf*,gs132,hs5680 | C.Dickinson&Sons,Ld.Sld. | |
| | *Elec.light* | | LMC2,01 | | | *WB* = *Cell D Ba* 126' *u E* 23' | *f* 158' 1003t | *D Ta* 33'869t *APT* 50t | | |
| | | | lower dk fore hold | | | | | | | |
| 48 | **Eastbourne** SteelScYawl | 163 | ✠100A1 Gms | 1896 | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | 104·2 20·5 10·7 | Grimsby British | T.3Cy.10",16"&27"–20" (s) | 11 « 7 |
| 106684 | *P.Wkincop* –96 *ss*Gms.No.1–03 | 150 | *Stm Trawler* | 11mo | | | Q17'F19' | 180lb 45RH | | |
| | 1 *Dk* 2–04 | 63 | 5,03 | | | | BK7½" | 4 *BHCem* | 1SB,2*pf*,gs28,hs586 | |
| | | | LMC 1,03 | | | | | | Muir&Houston(Lim.),Gls | |
| 49 | **Eastcheap** SteelScSr | 1229 | ✠100A1 Rot *n* | 1900 | Mackie& Thomson Glasgow A&CP | F.S.Holland | 228·1 34·5 14·4 | London British | T.3Cy.17",27½"&46"–33" (s) | 16 « 7 |
| 112773 | *R.Jenkins* –04 *ss*Lon.No.1–03 | 897 | 7,04 | 11mo | | | P15'Q67'B60'F29' | 180lb 100lb 135NHP | s 1 « 6 | |
| SBNH | 1 *Dk*(*Stl*)&*deep framing* | 763 | | | | | FK | 4 *BHCem* | 1SB,3*cf*,gs64,hs2143 | |
| | *Well deck* | | LMC11,03 | | | *WB* = *Cell D Ba* | 63'*f* 94'238t *FPT* 58t | *APT* 27t | W.V.V.Lidgerwood,Gls. | |
| 50 | **Eastella** SteelScK | 183 | ✠100A1 Gls | 1903 | Mackie& Thomson Glasgow A&CP | Gt.NorthernS.S. FishingCo.Ld. | 109·1 21·5 10·6 | Hull British | T.3Cy.11",18"&30"–22" (s) | 11 « 6 |
| 118774 | *C.Hartley* –03 | 172 | *Stm Trawler* | 9mo | | | BK7" | 4 *BHCem* | 200lb 48RH | |
| | 1 *Dk* | 65 | 11,03 | | *Lloyd's A&CP* | | *WB* = *Deep Tanks* | *f* 12'22t | 1SB,2*pf*,gs24,hs680 | |
| | | | 9,03 | | | | | | Muir&Houston,Ld.Gls. | |
| 51 | **Eastern** SteelScSr | 3586 | ✠100A1 11Kg *w* | 1899 | R.Napier& Sons Glasgow A&CP | Eastern&Australian S.S.Co.Ld. | 352·0 42·2 19·8 | London British | T.3Cy.27",45"&78"–48" (s) | 22 « 5 |
| 110096 | *Ellis* –97 *ss*HKg.No.1–03 | 2958 | *Spar dk* | 4mo | | | P69'B128'F40' 27·5 | 6 *BHCem* | 185lb 185lb 469NHP | s 6 · 9 |
| RCHJ | *Ellis* 1 *Dk*(*Stl*)&*Spar dk*(*pt Stl* teak s) | 2272 | 10,04 11,08 | | | | FK | 2DB,*Gcf*,gs181,hs6464 | FD | |
| | *Elec.light* 3*tr B lower dk forehold* | | BS11,03 | | | *WB* = *Cell D Ba* 72' | *u E* & *B* 68' *f* 138'526t | *FPT* 58t | R.Napier&Sons,Ld.Gls | |
| | | | LMC 9,08 | | | | | | | |
| 52 | **Eastern Prince** SteelScSr | 2147 | ✠100A1 Mch *r* | 1887 | Short Brs. Sunderland A&CP | Prince Line,Ld. (J.Knott *Mgr.*) | 292·6 39·0 18·9 | Newcastle British | T.3Cy.22",35"&59"–42" (s) | 21 « 1 |
| 92869 | ~~*A.N.M.Dumphy*~~ –04 *ss*N.Yk.No.3–11,00 | 1670 | 1,05 | 11mo | | | P33'Q76'B110'F28' | 150lb 90lb NDB02 223NHP | s 1·10½ | |
| KPLB | *Well deck* *ss*Shl.No.1–03 | 1878 | NYk | | | | drp03 BK10" | 2SB,*Grf*,gs88,hs3435 | | |
| *T.E.* | *Palmer*04–04 1 *Dk*(*Stl–pt ws*)&*Web frames* | | LMC9,08 | | | *WB* = *Cell D Ba* | 80'*f* 108'2746t | | G.Clark,Sunderland | |
| | | | BS11,04 | | | | | | | |
| 53 | **Eastern Shore** IronPad | 792 | | 1883 | Harlan& Hllngswth Co Wilmgtn Del A&CP | Baltimore,Chesapeake& Atlantic Railway Co. | 176·0 35·0 9·5 | Baltimore Utd.States | Beam 1Cy.38"–108" | |
| 135672 | *G.A.Rayner* | — | | | | | | | Harlan&Hollings- worth Co.Wilmington.Del | 115NHP |
| | | 655 | | | | | | | | |
| 54 | **Eastern States** SteelPad | 3077 | | 1902 | Detroit S. B.Co. Wyandotte,Mich. | Detroit& Buffalo Steamboat Co. | 350·0 44·0 19·9 | Detroit, Mich. Utd.States | C.3Cy.52"&(2)72"–84" | V |
| 136981 | *D.McLachlan*81–02 | — | | | | | | | | 792NHP |
| | *Elec.light* | 1566 | | | | | | | Detroit S.B.Co.Detroit | |
| 55 | **Eastfield** SteelScSr | 2147 | ✠100A1 Npt *s* | 1901 | Osbourne, Graham&Co Sunderland A&CP | Field Line(Cardiff Ld.(E.Jones&Co., *Mgrs.*) | 286·0 43·0 18·6 | London British | T.3Cy.21",35"&57½"–39" (s) | 21 « 0 |
| 112797 | *E.W.Jones* –04 *ss*Cff.No.1–04 | 1991 | 7,04 | 1mo | | | P39'B70'F33' | 160lb 80lb | 212NHP | s 3 · 1 |
| SGBH | 1 *Dk*(*pt Irn*&*pt Stl*)&*deep framing* | 1355 | MC4,04 | | | *WB* = *Cell D Ba* | drp01 FK | 5 *BHCem* | 2SB,*Grf*,gs99,hs3282 | |
| | | | | | | | 98'*u E* 18'*f* 112'492t | *APT* 57t | G.Clark,Ld.Sunderland | |
| 56 | **Eastgate** SteelScSr | 1742 | ✠100A1 Cff *q* | 1889 | T.Turnbull &Son Whitby A&CP | Turnbull,Scott& Co. | 259·0 37·1 16·8 | London British | T.3Cy.20",38"&54"–36" (s) | 19 « 4 |
| 96582 | *Evans* *ss*Cff.No.3–3,02 | 1299 | 1,05 | 5mo | | | P28'Q60'B112 F32' FK | 160lb 80lb NDB01 170NHP | s 1 · 6 | |
| LDSG | *Well deck* 1 *Dk*(*Stl*)2*tr B* | 1084 | 3,02 | | | *WB* = *Cell D Ba* 72'*f* 104' | &*u E* 20'840t | 6 *BHCem* | 2SB,*dcf*,gs58,hs2483 | |
| | | | B.S11,01 | | | | | | Blair&Co.(Lim)Stockton | |
| 57 | **Eastham** SteelScSr | 569 | ✠100A1 Goo *h* | 1891 | Tyne I.S.B. Co.(Lim.) Newcastle A&CP | G.B.Wadsworth | 162·8 27·2 10·5 | Goole British | T.3Cy.18",22"&36"–24" (s) | 13 « 6 |
| 97983 | *A.B.Johnson*03–03 *ss*Goo.No.3–11,03 | 408 | 3,04 | 9mo | | | Q86'B21'F18' | 160lb 80lb | 70NHP | s · 11½ |
| RCNB | (*ex Amicizia*,*ex Eastham*) | 253 | DS3,01 | | | | lrp03 BK7 | 4 *BHCem* | 1SB,3*pf*,gs89,hs1200 | |
| | *Well deck* 1 *Dk*(*Irn*) *Floors Irn* | | LMC11,03 | | | *WB* = *DBa*37'*u E* | & *B* 33' 109t *FPT* | 19t *APT* 2t | Wllsnd Slpwy Co.Ld.,Nwc | |
| 58 | — SteelSc | 103 | ... | 1899 | J.G.Fay& Co.Ld. Southampton | Manchester Ship Canal Co. | 80·3 19·0 9·9 | Manchestr British | C.2Cy.17"&35"–24" | 10 « 3 |
| 108841 | *E.Hankinson*91–99 | IE | | | | | BK6" | | | 63RHP |
| | (*Tug*) 1 *Dk*(*Irn*) | — | | | | | | | J.G.Fay&Co.Ld.Sou. | |
| 59 | **Eastland** SteelTwinScSr | 1961 | | 1903 | Jenks S.B. Co. Pt Huron Mch | Michigan S.S.Co. | 265·0 38·2 19·5 | Michigan City Utd.States | T.6Cy.21",34"&56"–30" | |
| 200031 | *J.C.Perue* –03 | — | | | | | | | | 313NHP |
| | *Elec.light* 3 *Dks*&*Sprdk* | 1218 | | | | | *WB* | | Jenks S.B.Co. Pt Huron Mch | |
| 60 | **Easton** Steel&IronSc | 461 | | 1896 | C.Reeder &Son Baltimore | White Line Transport Co. | 154·8 30·0 9·7 | Duluth, Minn. Utd.States | C.2Cy.20"&38"–28" | |
| 136568 | 2 *Dks* | — | | | | | | | | 64NH |
| | *Elec.light* | 813 | | | | | | | C.Reeder&Son,Baltimore | |
| 61 | **Eastry** SteelScSr | 2998 | ✠100A1 Bkn *l* | 1892 | Furness, Withy&Co.Ld. W Hartlepool A&CP | Imperial S.S.Co.Ld (Sivewright Bacon &Co. *Mgrs.*) | 314·0 40·5 21·2 | W.Hartlpl British | T.3Cy.23",37"&61"–42" (s) | 23 « 10 |
| Steam | *W.T.Horsfield* –02 *ss*Cff.No.2–01 | 2267 | *pt Awng dk* | 3mo | | | Q131' FK | 6 *BHCem* | 165lb NDB04 259NHP | s 9 · 4 |
| MNDK | 1 *Dk*(*pt Stl*&*pt Irn*) | 1924 | *with freeboard* | | | | *Pt Awng dk*183' | 2SB,*dpf*,gs85,hs4113,*100lb* | | |
| | 2*tr B*&*pt Awng dks*(*Irn*)&*Web frames* | | 9,03 | | | *WB* = *Cell D B*268 | 512t *APT* 47t | | T.Richardson&Sons,Hpl. | |
| | | | 8,01 | | | | | | | |
| 62 | **Eastville** SteelScSr | 3541 | ✠100A1 Bry *v* | 1902 | J Readhead &Sons South Shields | Ville Steamships, Ld.(Balls&Stansfield, *Mgrs.*) | 341·8 46·7 25·9 | N.Shields British | T.3Cy.24",40"&65"–45" (r) | 27 « 4 |
| 114814 | *G.Hain* –02 *Wright* | 3373 | 3,05 | 8mo | | | P41'B92'F82' FK | 6 *BHCem* | 160lb 80lb 294NHP | s 5 · 0½ |
| TGVF | 1 *Dk*(*pt Irn*&*pt Stl*)2*tr B* | 2306 | | | *Lloyd's A&CP* | *WB* = *Cell D Ba* | 116'*u E* 20'*f* 142'826t | *APT* 39t | 2SB,*Grf*,gs90,hs1557 | |
| | &*deep framing* 3 *Dk rubs* | | LMC3,02 | | | | | | J Readhead&Sons,S.Shl | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Gross. / Under deck. / Net. | Particulars of Classification. Character. / + for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / Time expired. | Equipment Letter. | When Built. | By Whom / Where | Owners. | Length | Breadth | Depth. | Register'd Dimensions. Deck Erections, &. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Seaton's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships | Deck plating. | Upper strake of bilge plating. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 / 82515 / QBSH | **Eastward** / *J. Gower* –01 / *ss* Hul. No. 3–5, 95 *ss* Hul. No. 2–03 1 *Dk* | 235 215 144 | ✝100A1 11,03 ~~11,06~~ | Hul | | *e* | 1882 2mo | Earle's Co. (Lim.) Hull | Gt. Northern S.S. Fishing Co. Ld. | 135·4 Q19′ F28 N95 | 22·0 | 11·0 BK7″ | Hull British *4 B H Cem* | C.2Cy. 20″ & 40″–27″ (*s*) 90 lb 60 RH 1SB, *2cf*, GS33, HS1110 Earle's Co. (Lim.), Hull | | | | ~~11,06~~ 5,04 |
| 64 / 115170 / HBSK | **Eastward Ho** / *G. Jackson* 98–98 / *ss* Hul. No. 1–02 1 *Dk* | 162 150 53 | ✝100A1 *Stm Trawler* ~~7,04~~ 2,05 | Hul | | | 1898 9mo | Cook, Welton & Gemmell Hull | S. T. White & Co. Ld. | 105·2 Q20′ | 20·7 BK7½″ *WB* | 11·0 = *DB f* 10′6 | Hull British *3 B H Cem* | T.3Cy. 11¾″, 20″ & 32″–23″ (*s*) 180 lb 55 RH 1SB, *2cf*, GS29, HS975 Tindal & Co. Hull | 11 ″ 10 | | | 4,04 |
| 65 / 115170 / HBSK | **Eastwood** / *T. Scantlebury* –04 / 2 *tr B* deep framing throughout | 3500 3582 3378 2335 | ✝100A1 ~~Lloyd's~~ 3,05 Class Continued | Hpl | | *p* | 1904 10mo | W. Gray & Co. Ld. W Hartlepool | Horsley Line, Ld. (M. H. Horsley, *Mgr.*) | 340·0 P25′ B113 F32 | 48·0 | 24·8 BK *WB* = | W. Hartlpl British *7 B H Cem* | T.3Cy. ~~21½″, 41″ & 60″~~–42″ (*s*) 180 lb *80 lb* 296 NHP 2SB, *6cf*, GS112, HS4562 Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 4 | | | |
| 66 / 63680 / KTBC | — / *G. L. Hodder* –04 / *Mchy. Aft* (*ex* Lord Alfred Paget) | 942 828 571 | | | | | 1870 | Palmers' Co. (Lim.) Newcastle | W. Cory & Sons, Ld. | 243·8 Q66′ F36′ len 71 | 28·2 BK7½″ *WB* | 17·3 | London British | C.2Cy. 27″ & 52½″–33″ NB01 148 NHP Palmers' Co. (Lim.), Nwc. | 18 ″ 6 | | | |
| 67 / HWVB | **Ebba** / *Le Breton* 75–98 / (*ex* Morglay) *ss* Cpn. 2nd No. 3–5, 97 *ss* Bdx. No. 1–02 2 *Dks* (1 *Irn*) *3 tr B* | 1465 1345 1069 | ✝100A1 11,02 ~~BS 10,03~~ | Cff | | *q* | 1877 1mo | M. Pearse & Co. Stockton A&CP | L. Flornoy & fils | 269·3 H53′ | 32·8 BK9″ *WB* = | 22·7 *DB a* 82′ 121 *t* | St. Nazaire French *4 B H Cem* | C.2Cy. 29½″ & 57″–40″ (*s*) 70 lb 171 NHP 2SB, GS79 N.E. Marine Co. (Lim.), Sld. | 24 ″ 1 | | | |
| 68 / VBKF | **Ebba Munk** / *G. A. Svanström* 98–99 1 *Dk & Awngdk* | 322 — 209 | | | | | 1888 | W. Crichton & Co. Åbo | Åbo Läns Kust-Angf. Aktieb. | 121·7 | 21·9 | 10·5 | Åbo Russian *WB* | T.3Cy. 10″, 17½″ & 26″–21″ 31 NHP W. Crichton & Co., Åbo | | | | |
| 69 / 402 | **Ebe** / *E. Chiama* –00 (*ex* Clelia, *ex* Alice, *ex* Timavo, *ex* Iris) *Mchy. Aft* 1 *Dk* (*Irn*) 2 *tr B* | 1556 1218 994 | ✝ 11,74 | Lim | Lr | | 1871 7mo | Richardsn, Duck & Co. Stockton | F. Chiama | 274·3 P306 *t* F33′ *WB* = | 29·6 *DB a & f & u E & B* | 18·1 | Genoa Italian *5 B H* | C.2Cy. 28″ & 56″–33″ NB84 150 NH C.D. Holmes & Co. Hull | | V | | |
| 70 / 118167 | **Ebenezer** / *J. Cormack* –03 1 *Dk* | 113 103 19 | ✝100A1 *For fishing purposes* 5,05 ~~1,00 12,04~~ | Abn | | | 1903 6mo | Scott of Kinghorn, Ld. Kinghorn *Lloyd's A & CP* | T. Davidson | 93·3 | 19·6 BK6″ | 9·0 | Aberdeen British *4 B H Cem* | T.3Cy. 10″, 16″ & 27″–18″ (*s*) 180 lb 36 RHP 1SB, *2pf*, GS27, HS740 Scott of Kinghorn, Ld. Kgn | 9 ″ 9 | | | |
| 71 / QDRH | **Ebersberg** / *A. Reeckmann* 04–04 (*ex* Eberstein) *Well deck* | 1036 832 648 | | | | | 1883 | J. C. Tecklenborg Gestemünde | Wischhusen & Kimme | 228·8 Q73′ B53′ F25′ | 30·2 | 16·3 | Bremen German *WB* | C.2Cy. 26″ & 47⅛″–31½″ NB91 105 NHP O. Henniges, Berlin | 17 ″ 0 | G V | | |
| 72 / 99746 / NGBS | **Eblana** / *W. Lomas* –92 *Mchy. Aft* *Elec. light* 2 *Dks* | 808 673 366 | | | | | 1892 | Ardrossan S.B. Co (Lim) Ardrossan | Fedcastle, McCormick & Co. Ld. | 213·0 P64′ B15′ F42′ | 32·1 BK9″ | 15·0 | Dublin British *W B* | C.2Cy. 32″ & 64″–39″ 204 NHP Hutson & Corbett, Glasgow | 16 ″ 0 | BT till 4.05 3.09 | | |
| 73 / 106755 | **Ebor** / *C. Boggeis* 97 / *ss* Hul. No. 1–01 1 *Dk* | 165 152 51 | ✝100A1 *Stm Trawler* ~~7,08~~ 2,05 | Hul | | | 1897 6mo | Mackie & Thomson Glasgow A&CP | Gt. Northern S.S. Fishing Co. Ld. | 104·2 Q17′ F17′ | 21·0 BK7½″ *WB* = | 10·7 *DT f* 14′25 *t* | Hull British *4 B H Cem* | T.3Cy. 11″, 17″ & 28″–20″ (*s*) 170 lb 45 RHP 1SB, *2pf*, GS27, HS690 Muir & Houston (Lim.), Gls. | 11 ″ 7 | | | N5,04 |
| 74 / 106051 / PMWS | **Ebro** / *H. M. Walker* 04–04 / *Ref. Mchy.* *Elec. light* *ss* Nwc. No. 2–04 2 *Dks* (1 *pt Stl* – *ws* & *U Stl* – teak *s*) *3 tr B* | 3377 2939 2120 | ✝100A1 5,04 | Nwc | | *v* | 1896 12mo | R. Napier & Sons (Lim.) Glasgow | H. F. Swan W. Petersen, Ld. *Mgrs.*) | 345·7 P30′ B96′ F42′ | 44·1 BK9 | 24·6 | Glasgow British *8 B H Cem* | T.3Cy. 26″, 42″ & 70″–54″ (*s*) 180 lb *180 lb* 441 NHP 3SB, *9cf*, GS173, HS6000 FD R. Napier & Sons (Lim), Gls. | 27 ″ 3 | | | 5,04 |
| | *Now named* "Quebec," *see letter* | Q. | | | | | | | | *Lloyd's A & CP* | *WB* = | *Cell D Ba* 68′ *u E & B* | 74′ *f* 140′ 560 *t* *FPT* | | | | | |
| 75 / 98800 / LGRC | — / *G. R. W. Bray* –03 1 *Dk* (*Stl*) & *pt Awngdk* (*Irn*) & *Webframes* | 2464 1831 1618 | ✝ *pt Awng dk with freeboard* 4,91 | Hul | | *s* | 1889 8mo | Richardsn, Duck & Co. Stockton | T. Wilson, Sons & Co. Ld. | 296·7 Q121′ *pt Awngdk* 176′ | 40·1 BK10″ *WB* = | 19·0 *Cell DB* 248′ 552 *t* | Hull British *5 B H Cem* | T.3Cy. 22½″, 37″ & 61″–39″ 232 NHP 2SB, *6cf*, GS87, HS3469 T. Richardson & Sons, Hpl. | 21 ″ 8 | | | |
| 76 / 109547 | — / *McCarthy* 96–98 / *ss* Gms. No. 1–02 1 *Dk* | 175 159 60 | ✝100A1 *Stm Trawler* 6,01 ~~8,03~~ | Gms Hul | | | 1898 6mo | Cochrane & Cooper, Ld. Beverley *Lloyd's A & CP* | Ocean Stm. Fishing Co. Ld. | 100·2 Q45′ F18′ | 21·0 BK7½″ | 11·6 | Grimsby British *3 B H Cem* | T.3Cy. 10½″, 18″ & 30″–22″ (*s*) 200 lb 45 RHP 1SB, *2cf*, GS28, HS810 Amos & Smith, Hull | 12 ″ 3 | | | ~~8,03~~ 7,04 |
| 77 / 115170 / HBSK | **Ecaterina Couppa** / *P. Bonicos* 95–01 1 *Dk* (*Stl*) 2 *tr B* & deep framing 3 *Dk rule* | 2755 2576 1770 | ✝100A1 5,01 ~~9,02~~ | Rot | | *u* | 1901 6mo | Craig, Taylor & Co. Stockton A&CP | N. Couppa *WB* = | 319·6 P31′ B84′ F31′ *Cell DB a* 108′ | 46·2 FK 20′ *f* 134′ 592 *t* | 21·4 *FPT* | Cephlonia Greek *6 B H Cem* 788 *t* *APT* 131 *t* | T.3Cy. 23½″, 39″ & 64″–42″ (*s*) 160 lb *80 lb* 277 NHP 2SB, *6cf*, GS123, HS4345 Blair & Co. Ld. Stockton | 23 ″ 9 | | | 2,04 |
| 78 / 119585 / VRHD | **Ecclesia** / *A. W. Dormand* –04 1 *Dk* (*pt Irn pt Stl*) 1 *pt dk* (*Stl*) 2 *tr B* & deep framing 3 *Dk rul* | 3714 3498 2385 | ✝100A1 5,04 | Sld | | *w* | 1904 5mo | J. L. Thompson & Sons, Ld. Sunderland *Lloyd's A & CP* | Manchester & Salford S.S. Co. Ld. Sivewright Bacon & Co. *Mgrs.*) | 339·7 P36′ B98′ F34′ *WB* = *Cell DB a* 108′ *u* E 23′ | 51·0 FK *f* 146′ | 25·0 | Manchestr British *6 B H Cem* 783 *t* *APT* 148 *t* | T.3Cy. 24″, 40″ & 67″–45″ (*s*) 180 lb 336 NHP 3SB, *9pf*, GS148, HS5319 J. Dickinson & Sons, Ld. Sld. | 27 ″ 6 | | | |
| 79 / 98823 / MGHD | **Echo** / *H. Hodges* –03 / *ss* Brs. No. 3–3, 01 1 *Dk* (*Irn*) | 961 708 570 | ✝100A1 10,04 ~~3,04~~ | Brs Sws | | *m* | 1891 8mo | R. Dixon & Co. Middlesbro' A&CP | Bristol Stm. Nav. Co. Ld. | 230·0 Q83′ B59′ F26′ *WB* = | 32·1 FK *Cell DB* 189′ | 11·4 329 *t* *FPT* 45 *t* | Bristol British *4 B H Cem* | T.3Cy. 18½″, 30″ & 48″–36″ (*s*) 160 lb *80 lb* 134 NHP 1SB, *3rf*, GS58, HS1949 Blair & Co. (Lim.), Stockton | 14 ″ 4 | | | N3,04 |
| 80 / HFVL | — / *F. Wilke* 88–99 / *ss* Dnz. No. 3–3, 95 ~~*ss* Dnz. No. 2–04~~ / *Well deck* *Elec. light* 1 *Dk* (*Irn*) 2 *tr B* | 923 747 579 | 100A1 1,05 ~~12,00~~ NB5,00 | Lon Dnz | | *m* | 1883 7mo *Lloyd's A & CP* | P. Smit, jr. Slikkerveer | Danziger Rhederei Act. Ges. (Th. Rodenacker, *Mgr.*) | 213·9 Q81′ B42′ F27′ *WB* = | 30·6 BK8″ *DB* | 15·4 a 68′ *f* 33′ 150 *t* | Danzig German *4 B H Cem* | C.2Cy. 23 1/16″ & 44 1/16″–30 11/16″ (*i*) 115 lb *80 lb* NDB00 105 NHP 1SB, *3pf*, GS53, HS1866 P. Smit, jun., Slikkerveer | | | | ~~N1,04~~ 1,05 |
| 81 / JVSC | — / *Borgensen* –03 (*ex* Stamford) / *Well deck* | 500 378 292 | | | | | 1883 | Stavanger Stöberi & Dok Stavanger *Lloyd's A & CP* | R. Olsen | 172·2 Q84′ B26′ F25′ | 24·8 BK7″ *WB* = | 13·6 *DB a* 40′ *f* 75′ 99 *t* | Bergen Norwegian *4 B H Cem* | C.2Cy. 20″ & 40″–24″ (*s*) 80 lb NDB96 64 NHP 1SB, *2pf*, GS33, HS1130 Northern Mar. E. Co. Ld. Gts | | | | ~~5,02~~ 5,04 |
| 82 / 106762 | — / *J. Higginbottom* –97 / *ss* Hul. No. 1–01 1 *Dk* | 165 152 51 | ✝100A1 *Stm Trawler* 8,04 ~~3,04~~ | Hul | | | 1897 7mo | Mackie & Thomson Glasgow A&CP | Gt. Northern S.S. Fishing Co. Ld. | 104·2 Q17′ F17′ | 21·0 BK7½″ *WB* = | 10·7 *DT f* 14′25 *t* | Hull British *4 B H Cem* | T.3Cy. 11″, 17″ & 28″–20″ (*s*) 170 lb 45 RHP 1SB, *2pf*, GS27, HS690 Muir & Houston (Lim.), Gls. | 11 ″ 7 | | | N3,04 |
| 83 | **Eclair** 1 *Dk* | 103 — 30 | | | | | 1855 | ..... Havre | Cie. Franç. de Nav. et de Const. Nav. et Satre Réunis | 139·0 | 17·9 | 8·6 | Nantes French | | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite | Construit. Quand. / Navire / Mach. — Par qui. / Où. | Armateurs. | Dimensions d'après la Donane. Superstructures. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les registres du navire. Détails des Machines & Propres. Nom du [illegible] | Creux sur Quille. / Franc-bord au milieu du navire. | Inscriptions de la Société. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 / HWVJ | **Eclaireur** / *Penc* –00 / (exJubilee) / *Mchy. Aft* | SteelScSr / 241 / 199 / 72 | ✝ [illegible] Nts *d* / 3,05 / [illegible] | 1887 / 2mo / *Lloyd's A&CP* — W B Thmpson & Co. Ld. / Dundee | *E. Dufilhol et fils* | 130·0 \| 21·0 \| 10·8 / Q49′ / BK 7″ | Lorient / French / *3 B H Cem* | 1,2Cy.20″&40″–27″ (*a*) / 90lb / 77NH / 1SB.*2cf*,GS88,HS1442 / W.B.Thmpson&Co.Ld.Dun. | 11 ″ 4 | | |
| 85 / HWVR | **Eclaireur de la Gironde** / *A. Seugnet* 95–95 / *ss* Hul. No.3–2,00 / 1 *Dk* | SteelScSr / 188 / 159 / — | | 1894 / — / — — | Administration des Ponts et Chaussées | 120·7 \| 20·7 \| 7·8 / H— | Royan / French / *WB* | 1,2Cy.13½″&26½″–17½″ / 25NH / Cie.Gen.Trans., Penhoët | | | |
| 86 / 55345 / HQPS | **Eclipse** / *W. F. Milne* 91–93 / *Mchy. Aft* | WoodSc / 435 / 406 / 296 | | 1867 / A. Hall & Co. / Aberdeen | *J. Mitchell* | 141·5 \| 29·4 \| 16·3 / P35*t* | Dundee / British | C.2Cy.28″&40″–27″ / NB03 NE77 72RH / Hall, Russell & Co., Abn. | | | |
| 87 / 93010 / — / *C. Bailey* | SteelScYl / 185 / 161 / 63 | ✝100A1 / *Stm Trawler* / [illegible] / 5,05 | Abn / [illegible] | 1899 / 10mo / Irvine A&CP — Irvine S. B. & E. Co. Ld. / Irvine / *WB* | Peterhead Trwling Co. Ld (J. G. Adam, *Mgr.*) | 117·3 \| 21·2 \| 10·5 / Q52′ / BK 7″ / *DB f* 16′16″ *FPT* | Peterhead / British / *4 B H Cem* / 15*t A P T* 4*t* | T.3Cy.12″,19½″&32″–22″ (*s*) / 180lb / 50RH / 1SB,*2pf*,GS37,HS1081 / W.V.V.Lidgerwood,Gls. | 11 ″ 9 | | |
| 88 / 84127 / WBJD | **Ecuador** / 2 *Dks* (1 *Stl*) / *Shaded* | SteelSc3MstSr / 1768 / 1589 / 1310 | ✝ / 8,81 | Liv / 1881 / 6mo / Birkenhead — Laird Bros. | Pacific Stm Nav Co. | 300·0 \| 36·2 \| 19·3 / F24*t* / *WB* = *Cell D B* | Liverpool / British / 5 *B H* 1 P RH | C.2Cy.34″&60″–42″ / NB96 90RH / Laird Bros., Birkenhead | | | |
| 89 / 113602 / TBQL | **Edale** / *A. Widdness* –03 / 1 *Dk* (*Irn*) 2 *tr B&S* / *Web frames* / 3 *Dk rnie* | SteelScSr / 3110 / 2887 / 2000 | ✝100A1 / [illegible] 2,05 / ✝LM [illegible] | Bry *u* / Cff / 1901 / 11mo / *Lloyd's A&CP* — R. Craggs & Sons / Middlesbro' | Dale S.S. Co. Ld. (Lucas & Co. *Mgrs.*) | 325·0 \| 48·6 \| 21·9 / P27′B82′F36′ / FK / *WB* = *Cell D Ba* / *u E* 130′ *u B* 14′ *f* 138 | Middlesbro' / British / 5 *B H Cem* / 809*t A P T* 52*t* | T.3Cy.24″,38″&64″–42″ (*r*) / 160lb *Solb* 283NH / 2SB,*6cf*,GS102,HS4513 / Richardsons, Westgarth & Co. Ld. Hpl | 24 ″ 0 / 4 ″ 1½ | | |
| 90 / JQOH | **Edda** / *T. Meyer* 99–02 / 1 *Dk* | SteelScSr / 1138 / 913 / 699 | | 1902 / — / — — | Hasseldal-ens Jernskibs. Grimstad | Q129*t* B52*t* H19*t* / F23*t* | Borgen / Norwegian / *WB* | T.3Cy.16″,25″&42″–30″ / 97NH / Bergen Mek. Værks, Bergen | | N | |
| 91 / 3563 / JLBN | — / *P. Ohlsson* 99–99 *ss* Lth. No.3–4,94 *ss* Hbg. No.2–03 / *Well deck* / 1 *Dk* (*Irn*) | IronScSr / 970 / 740 / 568 | ✝100A1 / [illegible] 4,05 / [illegible] / BS4,05 | Hbg *m* / 1881 / 8mo / Sunderland A&CP — S. P. Austin & Son | Rederiaktiob Viken (P. L. Pahlsson *Mgr.*) | 216·0 \| 31·0 \| 13·9 / P26′Q48′B48′F28′ / FK / *WB* = *Cell DB* 185′218*t* | Viken / Swedish / 4 *B H Cem* / 570lb [illegible] NDB95 118NH / 1SB,*3pf*,GS50,HS2059 *Gold* / J. Dickinson, Sunderland | 16 ″ 2 / 8 ″ 1 - 6 | | |
| 92 / — / NFVS | — / *A. P. V. Evihsen* 02–02 / 1 *Dk* | SteelPadSr / 562 / 327 / 307 | | 1892 / — / — — | Burmeister & Wain Copenhagen | Akties. Burmeister & Wains Maskin & Skibsbyggeri | 200·6 \| 24·6 \| 11·2 / P130′ F39′ | Copnhagn. / Danish | C.O.4Cy.26½″&58″–48″ / 388NH / Burmeister & Wain, Cpn. | | | |
| 93 / 106101 / NWRP | **Eddie** / *G. J. Mills* 04–04 *ss* Liv. No.2–03 / 1 *Dk* (*Irn*) 2 *tr B&S* / *deep framing* | SteelScSr / 2652 / 2326 / 1686 | ✝100A1 / *withfreeboard* / [illegible] / BS5,04 | Grk *t* / Cff / 1895 / 8mo / *Lloyd's A&CP* — T. Turnbull & Son / Whitby | T. Turnbull & Son | 310·0 \| 43·0 \| 21·4 / P29′B61′F32′ / FK / *WB* = *Cell D Ba* 100′ *u E* 22′ | Whitby / British / 6 *B H Cem* / *f* 120′604*t* | T.3Cy.22½″,36½″&60″–39″ / 160lb *Solb* (*r*) 224NH / 2SB,[illegible]GS98,HS3358 / Blair & Co. (Lim.), Stockton | 24 ″ 0 / 8 ″ 4 - 2 | | |
| 94 / 105701 / NVQW | **Eddystone** / *H. M. Pritchard* –03 / 1 *Dk* (*Stl*) *Cpt Awng dk* / *ss* Hpl. No.2–04 | SteelScSr / 2323 / 1704 / 1451 | ✝100A1 / *pt Awng dk* / *withfreeboard* / 8,04 7,03 | Shp Hpl *s* / 1895 / 7mo / *Lloyd's A&CP* — Richards'n Duck & Co. / Stockton | Fargrove S.N. Co. Ld (Farrar, Groves & Co. *Mgrs.*) | 290·0 \| 42·0 \| 16·8 / P29′Q86′ / FK / *pt Awng dk* 175′ / 100′ *u E* & *B* 38′ *f* 108 | London / British / 5 *B H Cem* / 559*t A P T* 67*t* | T.3Cy.22″,36″&59″–39″ (*s*) / 160lb *90lb* 219NH / 2SB,*6cf*,GS102,HS3300 / Blair & Co. (Lim.), Stockton | 20 ″ 0 / 7 ″ 11½ | | |
| 95 / 93263 / KGRH | — / *L. Lamont* –02 / *Well deck* / 2 *Dks* | SteelScSr / 920 / 813 / 335 | | … / 1886 / — / — — | W. B. Thompson Dundee | Clyde Shppg. Co. Ld (W. Cuthbert, *Mgr.*) | 233·3 \| 33·2 \| 15·7 / P142 F54′ | Glasgow / British / *WB* | T.3Cy.28″,37″&58″–38″ / 238NH / W. B. Thompson, Dundee | 16 ″ 10 | C |
| 96 / 106764 / — | — / *A. Howe* –97 / *ss* Hul. No. [illegible] 2–05 / 1 *Dk* | SteelScYawl / 165 / 152 / 51 | ✝100A1 / *Stm Trawler* / [illegible] 5,05 / [illegible] | Hul / 1897 / 8mo / Glasgow A&CP — Mackie & Thomson | Gt. Northern S.S. Fishing Co. Ld. | 104·2 \| 21·0 \| 10·7 / Q17′F17′ / BK 7½″ / *WB* = *DTf* 14′25*t* | Hull / British / 4 *B H Cem* / 1SB,*2pf*,GS27,HS690 | T.3Cy.11″,17″&28″–20″ (*s*) / 170lb / 45RH / Muir & Houston (Lim.), Gls. | 11 ″ 7 | | 88,00 |
| 97 / 87019 / WPRC | **Eden** / *C. E. Down* –01 / *Elec. light* | IronSc / 2145 / 1306 / 1374 | | … / 1882 / — / — — | Barrow S.B. Co. Barrow | Royal Mail Steam Packet Co. | 309·5 \| 36·2 \| 16·7 / B77′ 24·6 | London / British | C.2Cy.38″&74″–54″ / 335NH / Barrow S.B. Co. (Lim.), Brw | | | |
| 98 / 81503 / SQVN | — / *I. M. Sheriff* –02 / *ss* Hpl. No.3–1,92 / *ss* Shl. No.2–01 / *Well deck* / 1 *Dk* (*Irn*) 2 *tr B* | IronScSr Iron[illegible] / 1445 / 1153 / 911 | ✝100A1 / 6,03 / [illegible] | Shl *o* / 1879 / 8mo / A&CP — W. Gray & Co. / W Hartlepool | R. Brown & Sons, Ld | 246·0 \| 34·2 \| 17·2 / Q97′B67′F32′ / FK / *WB* = *D Ba* 168′ | S. Shields / British / 4 *B H Cem* / 1SB,*3pf*,GS57,HS2050 | C.2Cy.29″&55″–39″ (*s*) / 85lb *Solb* NDB03 136NH / T. Richardson & Sons, Hpl | 18 ″ 8 / 8 ″ 1 - 8½ | | 1,01 |
| 99 / 112502 / — | — / *G. Walker* –01 / *Ref. Mchy. Elec. light* / 1 *Dk* *Awng dk* | SteelScSr / 693 / 634 / 361 | | … / 1900 / — / — — | Russell & Co. Pt. Glasgow | Illawarra S.N. Co. & S. Coast Steam Nav. Co. Ld. | 197·0 \| 26·6 \| 8·2 / Bon *Awng dk* 128′6″ / FK / *WB* | Sydny NSW / British | C.2Cy.25″&48″–30″ / 134NH / Rankin & Blackmore, Grk. | 8 ″ 6 | | |
| 100 / 104683 / — | — / *H. Ainscough* –04 / *Mchy. Aft* *Well deck* / 1 *Dk* | SteelScSr / 281 / 197 / 60 | | … / 1896 / — / — — | R. William-son & Son Workington | I. S. Sellers Ribble Shpg Co Ld (J. S. Sellers, *Mgr.*) | 131·2 \| 22·2 \| 8·5 / Q46′B9′F20′ / FK / *WB* | Maryport / British / *WB* | C.2Cy.17″&34″–24″ / 64RH / Ross & Duncan, Glasgow | 10 ″ 9 | | |
| 101 / 87841 / HQRG | **Eden Hall** / *B. H. Haddy* –03 / *ss* Liv. No.3–8,95 / *ss* Liv. No. [illegible] 2–04 / 2 *Dks* (*Irn*) 8 *tr B* | IronScSr / 3610 / 3351 / 2332 | ✝100A1 / 10,03 [illegible] / [illegible] / [illegible] | Liv *w* / 1883 / 4mo / *Lloyd's A&CP* — Gourlay Bros. & Co. / Dundee | Hall Line, Ld. (R. Alexander & Co *Mgrs.*) | 360·0 \| 42·6 \| 28·2 / P40′B76′F50′ / BK 11″ | Liverpool / British / 5 *B H Cem* | C.2Cy.40″&76″–54″ (*s*) / 85lb 350NH / 2DB,*12cf*,GS192,HS5992 / Gourlay Bros. & Co., Dundee | 29 ″ 2 / 13 ″ 4½ | | 10,04 |
| 102 / [illegible] / [illegible] | **Eden Vale** / *J. M. Johnston* –02 / *ss* Liv. No.3–6,01 / 1 *Dk* *spt Shaded* / *Your name is "Constantino Nery," See No. 23 in Supplement* | SteelSc3MstSr / 509 / 416 / 264 | ✝100A1 / 6,01 [illegible] / BS10,03 [illegible] | Liv *i* / 1889 / 3mo / *Lloyd's A&CP* — S. M. Knight & Co. / Ayr | J. Bacon Ld. | 180·0 \| 27·0 \| 13·0 / P38′F30′ / BK 7½″ / *WB* = *FPT* | Liverpool / British / 4 *B H Cem* / 361*t A P T* 22*t* | T.3Cy.15″,25″&40″–27″ (*s*) / 160lb *Solb* 80RH / 1SB,*3cf*,GS62,HS1160 / Muir & Houston, Glasgow | 13 ″ 11 / 7 ″ 1 - 9½ | BT [illegible] | 1,04 |
| 103 / 96099 / LNHS | **Edenbridge** / (*FOUNDERED 3,04*) / *W. Evans* –03 / *ss* Bly. No 3–7,03 / 2 *Dks* (1 *Stl* & 1 *Irn*) 3 *tr B* | SteelScSr / 2604 / 2357 / 1650 | ✝ / 7.03 / ✝ | Bly *t* / 1890 / 1mo / Newcastle — Palmers' Co. (Lim.) | Temperley S. Shpg. Co. Ld. (J. Temperley & Co. *Mgrs.*) | 312·8 \| 40·3 \| 24·6 / P29′B58′F40′ / *WB* = *Cell D B* 166′4500 *FPT* | London / British / 4 *B H pt Asp* / 38*t A P T* 20*t* | T.3Cy.28½″,38″&62″–42″ / NDB00 254NH / 2SB,*8pf*,GS127,HS4025 / Palmers' Co. (Lim.) Nwc. | 27 ″ 0 | | |
| 104 / 95267 / KTJS | **Edendale** / *P. Rutter* –01 / 1 *Dk* 2 *tr B&S* / *Web frames* | SteelScSr / 2405 / 2284 / 1566 | | … / 1888 / — / — — | J. Laing Sunderland | Weardale Steam Shipping Co Ld. (P. H. Laing, *Mgr.*) | 308·0 \| 39·0 \| 23·4 / P45′B82′F42′ / BK 10″ | Sundrland / British / *WB* | T.3Cy.26″,38″&62″–42″ / 244NH / G. Clark, Sunderland | 26 ″ 2 | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 3 | 4 Registd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Lgthng lengthened, Rgstrd Tonnage altered. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders – Stroke. Pressure. NP=Horse power by Society's formulæ; PP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Transfer of Register. | 16 Steaming coal shipped. Tons. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 | **Edendale** | **IronScSr** | 1103 | ✠ | Shi | *n* | 1879 | J.Laing | GohSynKoh | 227·0 29·5 15·9 | Singapore | C.2Cy.27″&50″–36″ | | V | |
| 88994 | *ssNag.No.2–86* | | 1104 | *Awng dk* | | | 1mo | Sunderland | | 22·3 | British | NB93 125NHP | | | |
| | (*ex*Baikal,*ex*Edendale) | | 718 | *with load line* | | | | | | | *ABHCem* | G.Clark,Sunderland | | | |
| | 1*Dk*(*Irn*)*a'tawngdk* | | | 5,88 | | | | | | | | *WB=DBa55′f28′* | | | |
| 106 | **Edengarth** | **SteelSc** | 66 | ✠100A1 | Liv | | 1903 | LythamSB | ReaTransportCo. | 70·9 16·7 8·4 | Liverpool | C.2Cy.14″&30″–21″ (*s*) | 9 ″ 0 | | |
| 118059 | | | — | *For towing purposes* | | | 11mo | &Eng.Co. | Ltd.(R.&J.H.Rea, | | British | 130lb 37RHP | | | |
| | | | | 11,03 | | | | Lytham | *Mgrs.*) | BK6′ | *4BHCem* | 1SB,*2pf*,GS28,HS1050 | | | |
| | 1*Dk*(*Stl*) | | | B510.04 | | | *Lloyd's SA&CP* | | | *WB* | *=APT5t* | Lytham S.B.&E.Co.Lytham | | | |
| 107 | **Edenhall** | **SteelScSr** | 2573 | ✠100A1 | Lon | *t* | 1898 | Irvine's SB | WestHartlepool | 313·0 44·0 20·6 | W.Hartlpl | T.3Cy.22″,36½″&61″–42″ (*s*) | 23 ″ 1 | | |
| 106974 | *H.G.Scheer* –03 *ss*Bry.No.1–03 | | 2335 | | Bry | | 3mo | &DryDocks | Stm.Nav.Co.Ld. | P29′B82′F34′ | British | 160lb *80lb* 247NHP | s 3 ″ 9½ | | 14,[illegible] |
| QBJC | 1*Dk*(*Stl*)*&deep framing* | | 1644 | | | | A&CP | Co.Ld. | | FK | *5BHCem* | 2SB,*6pf*,GS98,HS3800 | | | |
| | | | | | | | | W Hartlepool | *WB=Cell DBa98* | *uEA B42′ f124 656t* | *APT42t* | W.Allan&Co.Ld.Sld. | | | |
| 108 | **Edenmore** | **SteelScSr** | 2459 | ✠100A1 | Liv | *t* | 1889 | Bartram, | EdenmoreS.S.Co. | 300·0 41·2 18·9 | Liverpool | T.3Cy.23½″,38″&63″–42″ (*s*) | 22 ″ 0 | | 1,02 |
| | *D.T.Phillips* –04 *ss*Liv.No.3–4,01 | | 1940 | | | | 4mo | Haswell&Co. | Ld.(W.Johnston& | Q98′B144′F40′ | British | 160lb *100lb* NDB01 268NHP | s 2 ″ 1 | | |
| LCMD | *Well deck* 1*Dk*(*Irn*)*&Webframes* | | 1564 | | | | | Sunderland | Co.Ld.) | FK | *6BHCem* | 2SB,*6cf*,GS125,HS4180 | | | |
| | *FloorsIrn* | | | | | | A&CP | | *WB=Cell DB246′346t* | | *APT34t* | J.Dickinson,Sunderland | | | |
| 109 | **Edfu** | **SteelScSr** | 5983 | | | | 1903 | Blohm& | Deutsche-Dmpfs- | 410′8 50′9 28′5 | Hamburg | T.3Cy.25″,41¼″&72½″–54″ | | G | |
| | *P.Beelendorf* | | 4915 | | | | | Voss | fahrts.Ges.Kosmos | P&B267′F53′ | German | 385NHP | | | |
| RNBW | *Elec.light* 2*Dks* | | 3839 | | | | | Hamburg | | | | Blohm&Voss,Hamburg | | | |
| 110 | **Edgar F. Luckenbach** | **IronScSr** | 273 | | | | 1891 | J.Dialogue | Luckenbach | 120′2 25′0 14′0 | New York | T.3Cy.16″,24″&40″–28″ | | | |
| 6173 | *M.A.Varnum* | | — | | | | | Camden,N.J. | Transp.& | | Utd.States | 85NHP | | | |
| KJOI | (*Salvage Steamer*) | | 136 | | | | | | WreckingCo. | | | J.H.Dialogue,Camden,NJ. | | | |
| 111 | **Edie** | **SteelScSr** | 1035 | ✠100A1 | Sld | *m* | 1903 | Dundee | Goole&W.Riding | 220·0 34·1 12·5 | Goole | T.3Cy.18″,30″&49″–33″ (*s*) | 14 ″ 8 | | |
| 114042 | *C.Moore* –03 | | 737 | | | | 8mo | Shipbuilders' | Stm.Shppg.Co.Ld. | P22′Q52′B48′F30′ | British | 180lb *80lb* 161NHP | s 1 ″ 5½ | | |
| VFBM | *Well deck* 1*Dk*(*Stl*) | | 548 | | | | | CoLd Dundee | (Hunter&Ezard, | FK | *4BHCem* | 2SB,*4pf*,GS67,HS2636 | | | |
| | *Elec.light* | | | | | | *Lloyd's SA&CP* | | *Mgrs.*) | | | MacColl&Pollock,Sld. | | | |
| | | | | | | | | | *WB=CellDBa42′* | *uE17′f92′249t FPT* | *62t APT69t* | | | | |
| 112 | **Edina** | **IronScSr** | 472 | A1 | Lth | | 1865 | Aitken& | Leith,Hull&Ham. | 191·0 23·7 12·9 | Leith | C.2Cy.23″&40″–27″ (*o*) | 13 ″ 10 | | 4,08 |
| 10286 | *G.H.Nelson* –03 | | 455 368 | 12,04 | | | 3mo | Mansel | S.P.CoLd(J.Currie | P31′B44′F26′ | British | 65lb *65lb* NDB92 70RHP | s 2 ″ 0 | | 12,04 |
| HFGW | | | 272 | | | | | Glasgow | &Co.,*Mgrs.*) | len70ND80 BK6½″ | *3BHCem* | 1SB,*3pf*,GS50,HS1155 | | | |
| | *ss*Lth.3rdNo.3–12,04 2*Dks* | | 262 | | | | A&CP | | | pt ND04 *WB=* | *MT32′144t* | Hawthorns&Co.,Leith | | | |
| 113 | — | **IronScSr** | 380 | | | | 1854 | Barclay, | HowardSmithCo. | 171·0 23·6 12·7 | Melbourne | 2Cy.22″&40″–26″ | | | |
| 111[illegible] | *W.C.Forbes83–83* | | 289 | | | | | Curle&Co. | Ld. | P54′F51′ | British | NE&B82 85RHP | | | |
| KRJH | 2*Dks* | | 223 | | | | | Glasgow | | | | D.Rollo&Sons,Liverpool | | | |
| 114 | **Edinboro' Castle** | **SteelScK** | 241 | ✠100A1 | NFL | | 1899 | Dundee | GrimsbyCastle | 119·3 22·1 11·6 | Grimsby | T.3Cy.13″,23″&37″–24″ (*s*) | 12 ″ 0 | | 9,03 |
| 110877 | *A.MacGregor03–03* *ss*Dun.No.3–10,00 | | 215 | *StmTrawler* | Gms | | 4mo | S.B.Co.Ld. | LineStm.Fishing | Q66′F19′ | British | 200lb 80RHP | | | |
| RFGV | (*ex*Magnific) *ss*N.F.L.No.1–03 | | 90 | 2,05 9,03 | | | | Dundee | Co.Ld. | BK7½″ | *4BHCem* | 1SB,*3cf*,GS50,HS1417 | | | |
| | 1*Dk* | | | | | | A&CP | | (A.J.Baxter,*Mgr.*) | | | Cooper&Greig,Dundee | | | |
| 115 | **Edinburgh** | **IronScSr** | 1645 | ✠A1 1 | Cff | Lv | 1884 | M.Pearse& | OgmoreS.S.(1899 | 248·0 34·5 20·6 | Newcastle | C.2Cy.31″&58″–36″ | 21 ″ 10 | | 17·61 |
| 38774 | *W.P.Parker* –04 4thSurvey,Cff.8,0[illegible] | | 1373 | | | | 3mo | Co. | Co.Ld.(G.Chitham | Q88′B50′H18′F30′ | British | 90lb *80lb* NDB97 159NHP | s 2 ″ 7 | | 18·75 |
| JKDM | *Well deck* 1*Dk*(*Irn*)*2trB* | | 1041 | | | | | Stockton | *Mgr.*) | BK9 | *4 BH 1PBH* | 2SB,*4pf*,GS70,HS2517 | | | 19·89 |
| | | | | | | | | | | *WB=DBa5′f* | *Cem* | Blair&Co.(Lim.),Stockton | | | 21·02 |
| 116 | — | **SteelScK** | 195 | ✠100A1 | Abn | | 1903 | J.Duthie, | CaledonianSteam | 115·7 21·8 11·8 | Aberdeen | T.3Cy.12″,19½″&32″–23″ (*s*) | 12 ″ 6 | | 1,05 |
| 118173 | *J.Turner99–03* | | 183 | *StmTrawler* | | | 9mo | Sons&Co. | TrawlingCo.Ld. | | British | 180lb 50RHP | | | |
| VFSM | 1*Dk* | | 44 | 4,05 3,04 | | | | Aberdeen Ld | | BK7½″ | *3BHCem* | 1SB,*2pf*,GS37,HS1231 | | | |
| | | | | | | | *Lloyd's SA&CP* | | | *WB=* | *DT75′6t* | W.V.V.Lidgerwood,Gls. | | | |
| 117 | **Edinburgh Castle** | **IronPad** | 261 | | | | 1879 | R.Duncan | Lochgoil&Loch- | 205·3 19·9 7·6 | Glasgow | D.Cy.50″–66″ | | BT till [illegible] | |
| 80464 | *W.Barr68–79* | | 224 | | | | | &Co. | longStmboatCo.Ld | | British | NB93 83RHP | | | |
| | | | 51 | | | | | Pt.Glasgow | (M.T.Clark,*Mgr.*) | | | Rankin&Blackmore,Grk. | | | |
| 118 | — | **SteelPadSp** | 158 | | | | 1886 | J.Scott& | GallowaySaloon | 160·0 20·1 7·0 | Leith | D.Cy.46″–60″ | | BT till [illegible] | |
| 91088 | *T.Galloway* –95 | | 153 | | | | 4mo | Co. | SteamPacketCo. | | British | NB97 85RHP | | | |
| | | | 57 | | | | | Kinghorn | | | | J.Scott&Co.,Kirkcaldy | | | |
| 119 | **Edison** | **IronScK** | 196 | ✠100A1 | Hul | | 1898 | Cochrane& | F.&T.Ross,Ld. | 115·4 21·0 11·5 | Hull | T.3Cy.12½″,21″&34″–24″ (*s*) | 12 ″ 3 | | 4,08 |
| 109081 | *J.Addy95–98* *ss*Hul.No.1–03 | | 177 | *StmTrawler* | | | 11mo | Cooper,Ld. | | Q48′ | British | 180lb 60RHP | | | 5,05 |
| QPNS | 1*Dk* | | 53 | [illegible] 5,05 | | | | Beverley | | BK7½″ | *4BHCem* | 1SB,*2rf*,GS31,HS1065 | | | |
| | | | | | | | *Lloyd's SA&CP* | | | *WB=DBf13′9t* | | Amos&Smith,Hull | | | |
| 120 | **Edith** | **SteelScSr** | 2873 | ✠100A1 | Bry | *u* | 1901 | S.P.Austin | LambertBros.Ld. | 323·0 46·9 21·3 | London | T.3Cy.23″,38″&62″–42″ (*s*) | 23 ″ 9 | | 1,05 |
| 114772 | *J.W.Beeching* –03 | | 2636 | *withfreeboard* | Shl | | 10mo | &Son,Ld. | | P33′B88′F37′ | British | 160lb *90lb* 270NHP | s 4 ″ 2 | | |
| SRPC | 1*Dk*(*Irn*)*2trB&deep framing* | | 1816 | 1,05 11,03 | | | | Sunderland | *WB=* | FK | *5BHCem* | 2SB,*6pf*,GS111,HS4360 | s 4 ″ 0 | | |
| | 3*Dk rule* | | | | | | A&CP | | *Cell DBa102′uE&* | *B32′f142′773t FPT* | *50t APT52t* | N.E.MarineEng.CoLd.Sld. | | | |
| 121 | — | **IronScSr** | 2369 | ✠100A1 | SFo | *s* | 1882 | J.L.Thomp- | ProgresoS.S.Co. | 286·9 37·3 27·4 | New York | C.2Cy.36″&68″–45″ (*i*) | 23 ″ 4 | | N2,04 |
| 136858 | *C.F.Hall99–01* *ss*Shl.No.3–10,95 | | — | *Spar dk* | | | 8mo | son&Sons | (J.Jerome,*Mgr.*) | B60′ | Utd.States | 80lb *85lb* NDB02 233NHP | s 3 ″ 10½ | | |
| KQNL | (*ex*Glenochil) *ss*SFo.No.2–04 1*Dk* | | 1495 | 12,04 [illegible] | | | | Sunderland | | BK10″ | *7BHCem* | 2SB,*6cf*,GS110,HS3658 | | | |
| | *Elec.light* (*Irn*)*&Spardk*(*Irn–ws*)*3trB* | | | | | | A&CP | | *WB=Cell DBa84′f112′309t* | | *4PT147t* | J.Dickinson,Sunderland | | | |
| 122 | — | **IronScBn** | 1639 | ✠100A1 | Bly | *q* | 1882 | W.Gray& | N.P.Swensson | 257·5 35·8 18·9 | Hlsngborg | C.2Cy.29½″&60″–39″ (*i*) | 20 ″ 3 | | 4,02 |
| 2662 | *A.Anderson* –00 *ss*Hpl.No.3–4,95 | | 1305 | 4,04 | | | 6mo | Co. | | Q103′B66′H28t | Swedish | 80lb *80lb* NDB00 170NHP | | | 4,04 |
| JFTH | (*ex*StorraLee) *ss*Hbg.No.2–04 | | 975 | | | | | W Hartlepool | | F28′ BK9″ | *4BHCem* | 2SB,*6pf*,GS79,HS2702 | | | |
| | *Well deck* 1*Dk*(*Irn*)*2trB* | | | | | | A&CP | | *WB=DBa* | | *82′f92′316t* | Blair&Co.(Lim.),Stockton | | | |
| 123 | — | **IronTwinScSr** | 837 | ✠ | Nwc | Lv | 1870 | A.Leslie& | L.&N.W.Rlwy Co. | 250·6 30·1 14·4 | Dublin | T.6Cy.16½″,26″&41″–30″ | | BT till [illegible] | |
| 63663 | *Owen* –73 | | 749 | 9,70 | | | 4mo | Co. | | | British | NE&B92 184NHP | | | |
| NRPK | 2*Dks* | | 138 | | | | | Newcastle | | | *4BH* | LairdBros.,Birkenhead | | | |
| 124 | — | **SteelScSr** | 508 | ✠100A1 | Hul | *h* | 1899 | W.Harkess | G.R.Haller,Ld. | 163′2 26′0 12′2 | Hull | T.3Cy.12″,21″&33″–24″ (*s*) | 13 ″ 0 | | 3,02 |
| 119684 | *F.Lowery* 03 *ss*Hul.No.1–03 | | 376 | [illegible] 5,04 | | | 2mo | &Son | | Q82′B11′F20′ | British | 180lb *100lb* 80RHP | s 1 ″ 1 | | N6,04 |
| | *Well deck* 1*Dk*(*Stl*) | | 281 | | | | | Middlesbro' | | FK | *4BHCem* | 1SB,*2rf*,GS40,HS1033 | | | |
| | | | | | | | A&CP | | *WB=DBa32′35t FPT* | | *35t APT18t* | Whyte&Mair,Dundee | | | |
| 125 | — | **IronScSr** | 339 | ✠100A1 | Skm | *f* | 1884 | G.Howaldt | MotalaRederi- | 142′8 22′3 13′4 | Motala | C.2Cy.14⅛″&26⅝″–17[illegible]″ (*s*) | 14 ″ 0 | | 6,02 |
| 69 | *J.R.Lindqvist98–03* *ss*Skm.No.3–4,96 | | — | 8,03 | | | 2mo | Kiel | aktieb (G.F. | B F15′ | Swedish | 130lb *80lb* NDB03 40NHP | | | |
| HVTM | (*ex*Avance) *ss*Skm.No.1–00 | | 175 | | | | *Lloyd's SA&CP* | | Pettersun,*Mgr.*) | BK7′ | *4BHCem* | 1SB,*2pf*,GS27,HS850 | | | |
| | 1*Dk*(*Irn*) | | | | | | | | *WB=DBuE&B29′34t* | | *MT17′60t* | W.Lindberg's Aktieb.Skm. | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Survivance Spéciale. Date de la dernière Visite | 7 Port de Visite | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse en Nœuds | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126<br>110628 | **Edith**<br>*J.H.Monks* –03<br>*Mchy.Aft* | SteelScSr<br>229<br>182<br>70 | ✝ —<br>2,03 | Bwg | *b* | 1900<br>1mo | Scott&<br>Sons<br>Bowling | J.Monks&Co.Ld. | 100·0 23·1 10·8<br>F16′<br>BK7½<br>*WB = FPT* | Liverpool<br>British | C.2Cy.14″&29″–20″<br>35RHP<br>*3BHCem*<br>1SB.*2pf*,gs26,hs771<br>Fisher&Co.Paisley | 11 « 4 | | |
| 127<br>92488<br>NCVF | —<br>*T.Cooper* –02 ss Bos. No.2–01<br>*Well deck*<br>*Mchy.Aft.* | SteelScK<br>148<br>112<br>78 | ✝100A1<br>6.03 | Hul | *a* | 1898<br>7mo | A.Hall&<br>Co.<br>Aberdeen<br>*Lloyd's A&CP* | R.Rix | 95·3 20·1 7·6<br>Q82′B7′F11′<br>BK6½<br>*WB = FPT* | Boston<br>British<br>*3BHCem*<br>*B = FPT* | C.2Cy.18′&26″–18′<br>1000lb<br>30RHP<br>1SB.*2pf*,gs23,hs530<br>A.Hall&Co.,Aberdeen | « 2 | | 7.03 |
| 128<br>96388 | —<br>**WoodScFlat** | 116<br>112<br>79 | | | | 1880 | J.Thompson<br>Northwich | J.Bacon,Ld. | 87·6 20·0 9·0<br>BK6 | Liverpool<br>British | D.3Cy.15″–16″<br>30RHP<br>W.E.Bates,Leftwich | | | |
| 129<br>102911 | —<br>**IronScTug**<br>ss Hul.No.3–8.02<br>1 *Dk* | 33<br>33<br>— | ✝ A1<br>8.04 8,03<br>*For Towing purposes* | Hul | | 1893<br>7mo | Cook,Welt'n&Gemmell<br>Hull<br>*Lloyd's A&CP* | J.A.Scott,Ld. | 60·1 14·0 7·0<br>BK6 | Hull<br>British<br>*4BHCem* | 2Cy.12″&22″–18″ (*s*)<br>85lb E.*made*85<br>20RHP<br>1SB.*2pf*,gs22,hs393<br>C.D.Holmes&Co.,Hull | 7 « 6 | | |
| Wrecked 11.04<br>RNCD | **130 Edith Heyne**<br>*Schubert*00–03 ss Hpl.No.3–7,03<br>(*ex Jessica*) 1 *Dk* (*Irn*) *Web frames*<br>*Elec.light* *pt Awngdk* (*Irn*) | SteelScSr<br>2119<br>1624<br>1338 | ✝~~100A1~~<br>*pt Awng dk*<br>*with freeboard*<br>12,03 | Ham | *s* | 1891<br>7mo | Edwards'<br>S.B.Co.Ld.<br>Newcastle<br>A&CP | Heyne&Hessenmüller<br>*WB = Cell D B* | 280·0 40·0 17·8<br>Q108′B118′F81′<br>FK<br>236′457*t* | Hamburg<br>German<br>*5BHCem*<br>*APT* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *90lb*<br>201NHP<br>2SB,*4cf*,gs74,hs2991<br>Blair&Co.Ld. Stockton | 20 « 3 | | 9.08 |
| 131<br>109100 | **Editor**<br>*G.Wheelan* –99 ss Hul.No.1–03<br>1 *Dk* | SteelScYl<br>169<br>160<br>54 | ✝100A1<br>*Stm Trawler*<br>11,04 5,03 | Hul | | 1899<br>1mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S.<br>FishingCo.Ld. | 104·0 21·0 10·7<br>BK7½<br>*WB =* | Hull<br>British<br>*4BHCem*<br>*DTf* 14′20*t* | T.3Cy.10″,16½″&28″–20″ (*s*)<br>200lb<br>40RHP<br>1SB.*2pf*,gs26 hs642<br>Muir&Houston,Ld.Gls | 11 « 7 | | |
| * | **132 Edmond-Gustave**<br>*Jouanjean* ss. Msl.No.1–01<br>JBFL (*ex Greylands*)<br>1 *Dk* (*Irn*) 2 *tr B & W Webframes* | SteelScSr<br>~~2818~~<br>2425<br>~~1682~~<br>1713 | ✝100A1<br>2,04 | Cff | *t* | 1896<br>8mo | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | E.Frisch&Co.<br>*WB = Cell* | 314·0 44·0 20·8<br>P27′B70′F31′<br>FK<br>*DBa&uE* 128′*f* 126<br>684*t APT* 140 | Marseilles<br>French<br>*5BHCem*<br>Cen.Mar.Eng.Wrks.W Hpl | T.3Cy.28″,86½″&62″–39″ (*s*)<br>160lb *80lb*<br>244NHP<br>2SB,*frf*,gs88,hs3720 | 23 « 3<br>« 4 « 0½ | | |
| | **133 Edna G.**<br>*Elec.light* | SteelScTug<br>154<br>—<br>67 | | | | 1896 | Cleveland<br>S.B.Co.<br>Cleveland | Duluth&Iron<br>RangeR.R.Co. | 92·5 23·0 7·5<br>*W* | Duluth<br>Utd.States | C.2Cy.18″&40″–30″<br>73NHP<br>ClevelandS.B.Co.,Clevelnd | | | |
| | **134 Edrémid**<br>*Rifat* (*ex Kydonia*)<br>1 *Dk* (*Irn*) | IronScSr<br>414<br>333<br>178 | ✝<br>11,88 | Cpl | *h* | 1887<br>7mo | Sld.S.B.Co<br>(Lim.)<br>Sunderland | IdareiMassousieh | 180·5 25·1 12·9<br>P32′ B40′ F24′<br>BK7½ | Constanpl<br>Turkish<br>*4BHCem* | T.3Cy.15″,25″&40″–27″<br>1SB.*2cf*,gs20<br>83NHP<br>N.E.MarineE.Co(Lim.)Slc | 13 « 6 | | |
| | **135 Eduard**<br>*S.Kakuri* –96<br>1 *Dk 2 tr B* | SteelTwinScSr<br>472<br>408<br>314 | | | | 1896 | Stabilimnto<br>Tecnico<br>Trieste | A.V.Mavrocordato | 186·0 31·0 8·9 | Rostoffo D<br>Russian | C.4Cy.13″&24″–20″<br>43NHP<br>StabilimentoTecnico,Tri. | | | |
| Sunk 4.04<br>HBLS | **136 Eduard Bary**<br>*E.Ehrman* –02<br>1 *Dk* (*Irn*) 2 *tr B & W Web frames*<br>3 *Dk rule* | SteelScSr<br>*3034*<br>*2860*<br>*1934* | ✝~~100A1~~<br>*with freeboard*<br>8.03 | HKg | *u* | 1899<br>12mo | Ropner&<br>Son<br>Stockton<br>A&CP9 | NorthernSS.CoLd.<br>(P.Morch, *Mgr.*)<br>*B = Cell DB a* 106 | 325·0 48·1 21·9<br>P31′B166′F36′<br>FK<br>*u E&B* 34′*f* 138′663*t* | S.Petrsbrg<br>Russian<br>*5BHCem*<br>*APT* 49*t* | T.3Cy.28½″,39″&64″–42″ (*s*)<br>160lb *80lb*<br>273NHP<br>2SB,*6cf*,gs118,hs4200<br>Blair&Co.Ld.Stockton | 24 « 3<br>« 0 | | |
| | **137 Eduard Bohlen**<br>*R.Krohn*01–02<br>*Elec.light* | SteelScBn<br>2 *Dks* 3 *tr B* | 2272<br>1947<br>1443 | | | 1891 | Blohm&<br>Voss<br>Hamburg | WoermannLinie<br>KommanditGes. | 310·6 38·1 22·6<br>P69′B38′F48′ | Hamburg<br>German | T.3Cy.24″,38″&63″–42″<br>257NHP<br>Blohm&Voss,Hamburg | | G | |
| | **138 Eduard Grothmann**<br>*H.Langkopf*02–02<br>*Elec.light* (*ex Norderney*) 1 *Dk* | SteelScSr<br>1234<br>931<br>786 | | | | 1897 | Act.Ges.<br>"Neptun"<br>Rostock | R.Grothmann | 233·3 35·3 14·2<br>Q70′B60′F26 | Hamburg<br>German | T.3Cy.16½″,25½″&41½″–28½″<br>93NHP<br>A.G."Neptun,"Rostock | | G | |
| | **139 Eduardo Fexer**<br>*F.Vizoyo* | Wood<br>474<br>—<br>201 | | | | 1864 | .....<br>New York | FerroCarriles<br>Unidos de la<br>Habana | 132·2 27·4 11·1 | Havana<br>Cuban | | | | |
| | **140 Edvard Grieg**<br>*I.S.Reinertsen*01–03<br>1 *Dk* | SteelScSr<br>989<br>763<br>597 | | | | 1903 | Stavanger<br>Stöberi&Dok<br>Stavanger | W.Torkilsen | 215·4 32·7 12·7<br>Q118′B43′F32*t*<br>H36*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16″,26″&43½″–30″<br>103NHP<br>StavangerStöberi&Dok | | N | |
| | **141 Edward B. Cargill**<br>*J.Lynn* –98 ss Hul.No.1–02<br>1 *Dk* | IronScK<br>182<br>169<br>65 | ✝100A1<br>*Stm Trawler*<br>7,01 5,03 | Hul | | 1898<br>8mo | Cook,Welt'n&Gemmell<br>Hull<br>*Lloyd's A&CP* | CargillStm.Trawlingco.Ld. | 110·0 21·0 11·3<br>Q20′<br>BK7½<br>*WB = DBf* 17′8*t* | Hull<br>British<br>*3BHCem* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb<br>60RHP<br>1SB,*2cf*,gs29.hs1037<br>C.D.Holmes&Co.Hull | 12 « 1 | | 7.04 |
| | **142 Edward Eccles**<br>*A.Tait* –03 ss Nwc.2nd No.3–5,97<br>*Well deck* ss Nwc. No.1–01<br>1 *Dk 2 tr B* | IronSc3MstSr<br>797<br>622<br>480 | ✝90A1<br>1,05 | Nwc | *m* | 1872<br>6mo | Short Bros.<br>Sunderland<br>A&CP | E.Eccles | 210·9 28·5 15·3<br>Q69 B64′F25′<br>BK8<br>*WB = DBa* 69′*f* 78′ | Newcastle<br>British<br>*3BHCem*<br>*DBa* 69′*f* 78′ | C.2Cy.27″&50″–30″ (*d*)<br>70lb *45lb* NDB92 99RHP<br>1SB.*3pf*,gs46,hs1912 NB81<br>R.&W.Hawthorn,Nwc. | 16 « 3<br>« 2 « 0 | | |
| | **143 Edward Luckenbach**<br>136776<br>*T.W.Betts*<br>KPNJ 1 *Dk* | SteelScTug<br>401<br>—<br>198 | | | | 1899 | Neafie&<br>LevyCo.<br>Philadelphia | Luckenbach<br>Transp.&<br>WreckingCo. | 135·0 27·5 15·7 | NewYork<br>Utd.States | T.3Cy.16½″,24″&41″–30″<br>92NHP<br>Neafie&LevyCoPhildlphia | | | |
| | **144 Edward Robson**<br>95798<br>*H.Howard*89–89<br>MTNV 1 *Dk* | IronScYwl<br>148<br>140<br>58 | | | ... | 1889 | Cook,Welt'n&Gemmell<br>Hull | HumberSteam<br>TrawlingCo.Ld. | 100·6 20·9 10·8<br>BK7½ | Hull<br>British | O.2Cy.17″&39″–22″<br>45RHP<br>Bailey&Leetham,Hull | 11 « 11 | | |
| | **145 Edward William**<br>96893<br>*C.H.Moore* –03<br>MHVD | SteelPad<br>195<br>152<br>106 | | | | 1891 | Samuda<br>Bros.(Lim.)<br>London | S.Eastrn&Chathm<br>RlyCos.'Managing<br>Committee | 150·0 18·6 8·2 | London<br>British | O.2Cy.30″–38″<br>60RHP<br>T.A.Young&Son,London | | | |
| | **146 Edward Williams**<br>6551<br>*W.H.Saville* –03 ss Sbl.2nd No.3–12,01<br>KQJF 1 *Dk 2 tr B & W Webframes* | IronScSr<br>772<br>638<br>471 | ✝100A1<br>~~12,01~~ 8,01<br>NB10,03<br>BS8,04 | Nwc | *k* | 1871<br>9mo | Denton,<br>Gray&Co.<br>W Hartlepool<br>A&CP | J.Ridley,Son&<br>Tully | 194·0 29·0 16·0<br>Q69′<br>Irp04<br>BK7½<br>*WB =* | W. Hartlpl<br>British<br>*4BHCem*<br>*DBa&f* 91′ | C.2Cy.24½″&47½″–30″ (*r*)<br>80lb<br>96RHP<br>1SB,*3pf*,gs45,hs1596<br>T.Richardson&Sons, Hpl. | 16 « 2<br>« 1 « 9 | | |
| | **147 Edwin Bailey**<br>*T.W.Breen*03–03 | WoodTwinSc<br>3MstSr<br>1 *Dk* | 238<br>—<br>119 | | | 1892 | N.Smith<br>Patchogue,<br>L.I. | NewYork&Cuba<br>MailS.S.Co. (J.E.<br>Ward&Co. *Mgrs.*) | 123·7 29·2 10·2 | VeraCruz<br>Mexican | C.4Cy.18″&26″–18″<br>48NHP<br>F.A.Verdon,Hoboken,N.J | | S | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Under deck / Gross / Reg. | Particulars of Classification. Character. | Built. When / By Whom / Where | Owners | Registered Dimensions. Length. | Breadth. | Depth. | Port of Reg. / Flag. | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | Speed on measured mile. / Coal. / Fresh water. | Date when last Dry. | Date when last Docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 | **Edwin F. Holmes** — Steel Sc | 4787 / — / 3517 | | 1904 American S.B.Co. Lorain, O. | Bransford Transit Co. | 420·0 | 50·0 | 28·0 | Cleveland Utd. States | T.3Cy.22″,55″&58″–40″ 213NHP American S.B.Co Cleveland | | | |
| 149 | **Eemstroom** — Steel Sc Sr | 1053 / — / 479 | | 1899 Carmichael Maclean & Co. Greenock | Hollandsche Stoomb. Maats. | 235·3 | 33·2 | 15·9 | Amstrdam Dutch WB | T.3Cy.20″,33″&55″–36″ 181NHP Muir & Houston, Ld. Gls. | | V | |
| 150 | **Effie Gray** — Iron Sc 3 Mst Sr | 387 / 267 / 130 | ✠100A1 Bel 2,05 3,01 Ayr | 1891 Murdoch & Murray Port Glasgow | R.B. Ballantyne & Co. | 141·8 | 25·0 | 10·9 | Glasgow British | T.3Cy.18″,21½″&34″–27″ (s) 160lb 70lb 60RHP 3SB,3pf,GS45,HS96 3BHCem T45tAPT4t Muir & Houston, Glasgow | 12 « 1 | | 7,06 / 8,06 |
| 151 | **Effort** — Iron & Steel Sc Y | 159 / 147 / 54 | ✠100A1 Hul Stm Trawler 1,05 | 1895 Mackie & Thomson Glasgow | Gt. Northern S.S. Fishing Co. Ld. | 103·8 | 20·5 | 10·7 | Hull British | T.3Cy.11″,17″&27½″–20″ (s) 160lb 45RHP 1SB,2pf,GS30,HS690 Muir & Houston, Glasgow | 11 « 7 | | 7,08 / 4,05 |
| 152 | **Eftimios** — Iron Sc Sr | 1460 / — / 990 | ✠100A1 Gen 6,01 | 1881 Palmers' Co. Newcastle | Bank of Athens (N. Katsoulis, Mgr.) | 250·4 | 33·8 | 23·0 | Piræus Greek | C.2Cy.31″&58″–36″ (i) 80lb 90lb NDB91 151NHP 2SB,4pf,GS72,HS2383 Palmers' Co. Ld Newcastle | 24 « 4 | | 8,03 |
| 153 | **Egadi** — Iron Sc 3 Mst Sr | 1954 / 1619 / 1251 | ✠ Gen | 1872 Henderson Coulburn & Co Renfrew | Nav. Gen. Italiana | 279·6 | 34·6 | 23·5 | Genoa Italian | C.2Cy.33½″&67½″–48″ NB85 258NHP Henderson, Clburn & C., Rnf. | | I | |
| 154 | **Egda** — Steel Sc Sr | 2527 / 2387 / 1610 | ✠100A1 Bal Spar dk with freeboard 4,04 | 1897 A. Rodger & Co. Pt. Glasgow | J.L. Mowinckel | 314·0 | 44·1 | 20·7 | Borgen Norwegian | T.3Cy.22½″,37 &61″–42″ (s) 160lb 80lb 219NHP 2SB,6pf,GS107,HS862 Hall-Brwn. Buttery & C. Gls | 23 « 3 | | 4,04 |
| 155 | **Egeria** — Steel Sc | 627 / 617 / 382 | | 1898 Bremer "Vulkan" Vegesack | Dampfschifffahrts Ges. Neptun | 171·2 | 27·2 | 16·4 | Bremen German WB | T.3Cy.18⅜″,21⅛″&34⅜″–23⅜″ 58NHP Bremer "Vulkan," Vegesck | | G | |
| 156 | **Egerton** — Steel Pad | 112 / 89 / 71 | | 1889 Beauchmn & fils Sorel, P.Q. | Mrs. J. Leitch | 112·2 | 19·5 | 6·2 | Belize Utd. States | C.2Cy.15″&30″–42″ 49NHP Beauchemin & fils, Sorel P.Q. | | | |
| 157 | **Egga** — Steel Twin Sc Sr | 1445 / 1389 / 897 | ✠90A– Awng dk with freeboard 6,01 | 1901 Londnderry SB.&E.Co.Ld Londonderry | African S.S.Co. (Elder, Dempster & Co. Mgrs.) | 219·8 | 36·2 | 13·1 | London British | C.4Cy.18″&36″–24″ (s) 100lb 100lb 119NHP 2SB,4pf,GS76,HS1968 Mackie & Baxter, Glasgow | 14 « 0 | | 9,03 |
| 158 | **Egholm** — Steel Sc Sr | 1188 / 987 / 605 / 909 | ✠100A1 Liv 11,04 Sbl | 1904 Soc. Anon. Chant. Naval Anversois Hoboken | J. Johanson & Co. Johnson & Jespersen | 230·0 | 35·6 | 17·2 | Cohenhagn Norwegian | T.3Cy.17″,28″&46″–33″ (s) 160lb 100lb 132NHP N.E. Marine Eng Co Ld 2SB,2cf,GS60,HS2139 | 17 « 3 | | |
| 159 | **Egil** — Wood Sc Sr | 425 / 414 / 254 | | 1889 ..... Christiania | Acties. O. Wathnes Arvinger (T. & C. Wathne, Mgrs.) | 135·5 | 24·2 | 18·1 | Stavanger Norwegian | T.3Cy.11″,18″&29″–22″ 39NHP A.L. Thune, Christiania | | N | |
| 160 | **Egina** — Wood Sc Sr | — / — / 96 | | 1890 McDowall & Barbour Piræus | Pepas & Co. | 105·0 | 18·0 | 10·9 | Piræus Greek | C.2Cy17½″&32″–22″ 40NHP McDowll & Barbour, Piræus | | H | |
| 161 | **Egitto** — Iron Sc 3 Mst Sr | 1051 / 941 / 682 | ✠ Gen 2,82 | 1869 Palmer's Co. Newcastle | Nav. Gen. Italiana | 232·6 | 30·0 | 19·3 | Genoa Italian | C.2Cy.29″&53″–30″ NB79 128NHP Cmp.79Odero & Ferro, Gen. | | I | |
| 162 | **Eglantine** — Iron Sc Sr | 1312 / 1269 / 806 | ✠100A1 Nwc 2,05 | 1878 Tyne I.S.B. Co. Newcastle | Tyneside Line, Ld. (J. Ridley, Son & Tully, Mgrs.) | 258·0 | 32·0 | 21·1 | N. Shields British | C.2Cy.25″&54″–33″ (i) 75lb 130NHP 2SB,4pf,GS64,HS2170 N.E. Marine E.C. (Lim.) Sld. | 22 « 3 | | 8,03 / 7,04 |
| 163 | **Egremont Castle** — Steel Sc Sr | 2946 / 2250 / 1834 | ✠100A1 PGl pt Awng dk with freeboard 12,04 | 1890 Palmers' Co. (Lim.) Newcastle | Macbeth & Co. Ld. | 314·0 | 41·3 | 21·5 | Sydny NSW British | T3Cy.22½″,37½″&64″–42″ (s) 160lb 60lb 264NHP 2SB,8rf,GS132,HS3949 Palmers' Co. (Lim.), Nwc. | 23 « 10 | | 7,06 / 5,04 |
| 164 | **Egret** — Steel Sc Sr | 1394 / 1171 / 691 | ✠100A1 Liv 10,01 4,04 5,05 | 1903 Swan, Hunter & Wigham Richardson, Ld Newcastle | Cork S.S.Co. Ld. | 260·0 | 34·7 | 18·6 | Cork British | T.3Cy.21″,33½″&54″–39″ (s) 160lb 80lb 209NHP 2SB,6pf,GS106,HS3554 Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 19 « 9 | | 5,05 |
| 165 | — — Iron Sc K | 206 / 189 / 84 | | 1899 Cochrane & Cooper, Ld Beverley | T. Baskcomb | 115·8 | 21·0 | 11·6 | Grimsby British | T.3Cy.18″,21″&34″–24″ 60RHP C.D. Holmes & Co. Hull | 12 « 3 | | |
| 166 | — — Steel Sc Y | 169 / 160 / 54 | ✠100A1 Hul Stm Trawler 10,04 | 1899 Mackie & Thomson Glasgow | Gt. Northern S.S. Fishing Co. Ld. | 104·0 | 21·0 | 10·7 | Hull British | T.3Cy.10″,16½″&28″–20″ (s) 200lb 40RHP 1SB,2pf,GS26,HS642 Muir & Houston, Ld. Gls. | 11 « 7 | | 5,03 |
| 167 | **Egwanga** — Steel Sc Sr | 2600 / 2386 / 1614 | ✠100A1 Liv Shelter dk 3,05 | 1902 Clyde S.B. & E. Co. Ld. Pt. Glasgow | British & African S.N.Co. (1900), Ld. (Elder, Dempster & Co. Mgrs.) | 325·9 | 45·0 | 19·6 | Liverpool British | T.3Cy.23″,37″&61″–42″ (s) 160lb 160lb 254NHP 2SB,6cf,GS110,HS3920 Clyde S.B. & E. Co. Ld. P. Gls. | 22 « 2 | | 9,04 |
| 168 | **Egypt** — Steel Sc Sr | 7912 / 6443 / 4179 | ✠ Grk Spar dk 9,97 | 1897 Caird & Co. (Lim.) Greenock | P. & O. Stm. Nav. Co. | 499·8 | 54·3 | 24·5 | Greenock British | T.4Cy.42½″,68″&(2)74½″–72″ FD 1355NHP 3D&3SB27cf,GS531,HS20864 Caird & Co. (Lim.), Grk. | 28 « 4 | BT till 10,05 | |

| No. | Nom du Navire. Matériaux. Gréement. | Tonnage | Détails de la Classification. Cote. | Construit. | Armateurs. | Dimensions d'après Jauge Donnée. Superstructures, &c. Longueur. Largeur. Creux. | Fuel / Pavillon. | Machines. | Franc-bord en millièmes de tirant d'eau | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Ex-nom, s'il y a lieu. Voyages Prévus. Nombres des Ponts | Total. | | Pays. Mois. Où. | | | | Nombres des Machines. Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | | |
| **169 Egypt** IronScK<br>*H.R.—d* –91 *ss*Hul.No.1–95<br>MVHJ 1*Dk* | | 145<br>136<br>53 | ✠ Hul<br>*Stm Trawler*<br>5,95 | 1891 Cook, Wel-<br>2mo t'n&Gemmell<br>Hull | Hull Steam Fishing<br>& Ice Co. Ld. | 100·5 20·3 10·8<br>F18′ BK7½ | Hull<br>British<br>3 *BHCem* | T.3Cy.11½″,18″&30″–22″<br>1SB.*2cf*,gs25,hs711 45RH<br>C.D.Holmes&Co.,Hull | 11 · 10 | |
| **170 Egyptian** SteelScSr<br>98010 *J.E. Kittle* –01 *ss*Rot.No.3–1,03<br>MCWD (*ex*Saxon King,*ex*Cynthiana) 1*Dk*(*Stl*)<br>*Elec.light* ✠*Web frames*✠*pt Awng dk*(*Irn*) | | 2951<br>2151<br>1934 | ✠100A1<br>*pt Awng dk*<br>4,03 | 1891 Russell<br>4mo &Co.<br>Greenock<br>A&CP | Ellerman Lines,<br>Ltd.(Westcott &<br>Laurance,Ld.<br>*Mgrs.*) | 311·5 41·3 20·2<br>*pt Awng dk* 258′ F33<br>drp03′ FK<br>*WB*=*Cell DBa* 218′500*t* | Glasgow<br>British<br>5 *BHCem* | T.3Cy.23½″,36″&62″–12″ (*s*)<br>160lb *80lb* 246NHP<br>2SB.*0cf*,gs115,hs3636<br>Blackwood&Gordon,P.Gls | 22 · 11<br>9 · 7 | |
| **171 —** IronScK<br>99691 *ss*Gms.No.2–01<br>1*Dk* | | 141<br>135<br>54 | ✠100A1<br>*Stm Trawler*<br>3,04 | 1893 Sir R.<br>5mo Dixon&Co<br>Middlesbro'<br>A&CP | Gt.Grimsby Albion<br>Stm.Fishing Co.Ld | 100·2 20·4 10·6<br>Q19′ F20′ BK7½ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.11″,17″&28″–21″ (*s*)<br>160lb 40RHP<br>1SB,*2pf*,gs24,hs830<br>N.E.MarEngCo.(Lim.)Sld | 11 · 8 | |
| **172 Egyptian Prince** SteelScSr<br>114422 *A.McMillan* –08 1*Dk*(*Stl*)✠*Spar dk*<br>THRM *Elec.light* (*Stl*–wa)✠*deep framing* | | 3096<br>2903<br>2010 | ✠100A1<br>*Spar dk*<br>3,05 | 1902 Blyth S.B.<br>4mo Co.Ld.<br>Blyth<br>*Lloyd's* *SA&CP* | Prince Line,Ld.<br>(J.Knott, *Mgr.*)<br>*WB*=<br>*Cell DBa* 100′ *uE* 20′ | 330·5 44·3 17·4<br>P36′ B110′ F39′ 26·2<br>FK<br>*f* 140′551*t* *FPT* 86*t* | Newcastle<br>British<br>6 *BHCem*<br>*APT* 42*t* | T.3Cy.25″,42″&69″–45″ (*s*)<br>180lb *100lb* 361NH<br>2SB,*8cf*,gs147,hs5760<br>Blair&Co.Ld.Stockton | 18 · 6<br>· 5 · 7 | |
| **173 —** SteelScK<br>109899 *C.Farrer* –99<br>(*Trawler*) 1*Dk* | | 129<br>120<br>23 | | 1899 J.T.El-<br>tringham&Co<br>S.Shields | Reform Fishing Co. Ltd.<br>(J.&J.W.Simpson, *Mgrs.*) | 96·0 19·1 10·7<br>BK | N.Shields<br>British | C.2Cy.16″&34″–22″<br>47RH<br>G.T.Grey,S.Shields | 11 · 0 | |
| **174 Ehrenfels** SteelScSr<br>*G.Strüfing* –03<br>QHPS 2*Dks*(*Stl–Upt'keak s*)<br>*Elec.light* ✠*Web frames* | | 4528<br>4172<br>2866 | ✠100A1<br>12,04 | 1903 Swan, Hun-<br>9mo ter&Wigham<br>Richardson,<br>Ld.Newcastle<br>*Lloyd's* *SA&CP* | Deutsche Dmpfs-<br>fahrts.Ges.Hansa<br>*WB*=*Cell*<br>*DBa* 111′ *uE* 25′ | 375·5 50·5 27·3<br>P46′ B119′ F51′<br>BK10′<br>*f* 171′ 816*t* *DT f* 31′ | Bremen<br>German<br>7 *BHCem*<br>780*t* *APT* 50′ | Q.4Cy.28″,32″,48″&72″–54″<br>213lb *120lb* (*r*) 476NH<br>3SB,*9rf*,gs147,hs6108<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc | 30 · 2<br>6 · 2 | |
| **175 Eidanger** IronScSr<br>*K.Wetlesen*03–94 1*Dk*<br>HQNJ (*ex*Laban,*ex*Vingåker) | | 219<br>124<br>125 | | 18 5 7 / 9 4 Motala Co.<br>Motala | Arendals Dampskibsselskab | 116·7 18·8 9·3<br>*f* 18*t* F14*t* H10*t* B52*t* | Arendal<br>Norwegian | 2Cy.15″&30″–20″<br>NE&B98 34NH<br>Xiansands M.V.Xiansand | | |
| **176 Eide Siebs** SteelSc<br>*H.Steur* –02 (*Trawler*)<br>QGQT 1*Dk* | | 145<br>134<br>27 | | 1895 Act.Ges.<br>"Weser"<br>Bremen | Eide Siebs | 106·2 21·0 10·3 | Brmrhavn<br>German<br>*WB* | T.3Cy.12¼″,19½″&31½″-21½″<br>46NH<br>A.G."Weser," Bremen | | G |
| **177 Eider** SteelScSr<br>113912 *H.Owen*97–00 *ss*Gms.No.1–04<br>RWSG 1*Dk*(*Stl*)✠*deep framing*<br>✠*pt Awng dk*(*Stl–pt ws*) | | 1236<br>911<br>779 | ✠100A1<br>*pt Awng dk*<br>*with freeboard* | 1900 Campbel-<br>10mo town S.B.Co.<br>Campbeltwn<br>A&CP | Royal Mail Steam<br>Packet Co. | 230·5 32·7 16·4<br>Q79′ drp04<br>*pt Awng dk* 151′ FK<br>*WB*=*Cell DBa* 54′ *f* 94′ | Glasgow<br>British<br>4 *BHCem*<br>205*t* *APT* 80′ | T.3Cy.18″,27½″&45″–33″ (*a*)<br>160lb *80lb* 120NHP<br>1SB,*3pf*,gs65,hs1871<br>Hutson&Sons,Ld.Glasgow | 17 · 4<br>8 · 0 | |
| **178 —** IronScSr<br>9490 *L.A.Nossum* –01 *ss*Lou.No.3–2,03<br>KHNQ *Mchy.Aft*<br>1*Dk*(*pt Irn*✠*pt Stl*) | | 257<br>212<br>125 | 90A1<br>3,05 | 1856 C.Lungley<br>London<br>*Lloyd's* *SA&CP* | Blaydon & London<br>S.S.Co.Ld. | 124·3 20·1 11·6<br>Q35′ B7′ BK6′ | Newcastle<br>British<br>4 *BHCem* | C.2Cy.15″&30½″–20″ (*r*)<br>100lb NE71 35RHP<br>1SB,*2pf*,gs24,hs664<br>Blair&Co.(Lim.),Stockton | 12 · 2<br>1 · 5½ | |
| **179 —** SteelScYl<br>110718 *ss*Hul.No.1–03<br>1*Dk* | | 168<br>160<br>54 | ✠100A1<br>*Stm Trawler*<br>3,04 | 1899 Mackie&<br>5mo Thomson<br>Glasgow<br>A&CP | Gt.Northern S.S.<br>Fishing Co.Ld. | 104·0 21·0 10·7<br>BK7½<br>*WB*=<br>*DTf* 14′20′ | Hull<br>British<br>4 *BHCem* | T.3Cy.10″,16½″&28″–20″ (*s*)<br>200lb 40RH<br>1SB,*2pf*,gs26,hs642<br>Muir&Houston,Ld.Gls. | 11 · 7 | 3.04 |
| **180 —** SteelScK<br>93938 *A.Reynolds* –00 *ss*Grk.No.3–10,02<br>1*Dk* | | 142<br>136<br>44 | ✠100A1<br>*Stm Trawler*<br>6,03 | 1892 W.Hamil-<br>10mo ton&Co.<br>Pt.Glasgow<br>A&CP | Silver City Steam<br>Trawling Co.Ld.<br>(J.Nutten, *Mgr.*) | 100·2 20·5 10·6<br>Q19′ F18′ BK7½ | Aberdeen<br>British<br>3 *BHCem* | T.3Cy.11″,17″&27″–22″ (*s*)<br>160lb 45RH<br>1SB,*2pf*,gs31,hs916<br>D.Rowan&Son,Glasgow | 11 · 11 | 5.02 |
| **181 Eidsfjord** SteelScSr<br>*T.Torbergsen* 1*Dk*<br>JTDC | | 105<br>88<br>49 | | 1891 Akers Mek.<br>Værksted<br>Christiania | Haalogalands<br>Dmpskselskab | 101·1 17·0 8·1<br>Q8*t* F7*t* | Bodö<br>Norwegian | T.3Cy 11″,18″&29″–18″<br>36NH<br>Akers Mek. Værksted,Xia | | |
| **182 Eidsiva** SteelScSr<br>*F.Jessen*99–02<br>JQFG 1*Dk* | | 1092<br>974<br>676 | | 1902 Bergens<br>Mek.Værks.<br>Bergen | A.Halvorsen | 228·6 35·2 15·9<br>P14*t* H176*t* F23*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16″,25″&48″–30″<br>101NHP<br>BergenMek.Værks.Bergen | | N |
| **183 Eidsvold** SteelScSr<br>*H.Hatteberg* *ss*Nwc.No.2–04<br>JTPR 1*Dk*.*Stl*)✠*Spar dk*(*Stl*<br>✠*Web frames* | | 3535<br>3282<br>2292 | ✠100A1<br>*Spar dk* | 1895 Ropner&<br>7mo Son<br>Stockton<br>A&CP | Dampskibet Eids-<br>vold's Rederi<br>(Aktieselsk.Chr.<br>Michelsen&Co.)<br>*WB*=*Cell DBa* 112′ | 330·1 45·0 18·5<br>P27′ B64′ F31′ 27·0<br>FK<br>*uE*✠*B* 36′ *f* 128′587*t* | Bergen<br>Norwegian<br>5 *BHCem*<br>*APT* 91*t* | T.3Cy.28½″,39″&64″–42″ (*s*)<br>160lb *80lb* 278NHP<br>2SB,*6cf*,gs118,hs4200<br>Blair&Co.(Lim),Stockton | 21 · 0<br>6 · 9 | 1.04 |
| **184 Eiger** SteelScSr<br>1305<br>867 | | 1388 | | 1904 Nylands<br>Værkstad<br>Christiania | C.Eitzen&Co. | 231·5 35·0 20·4 | Christiania<br>Norwegian | T.3Cy.18″,29″&48″–33″<br>132NH<br>Nylands Værksted,Xania | | |
| **185 Eight** SteelScK<br>111076 *W.Breach* –02<br>1*Dk* | | 77<br>72<br>25 | ✠100A1<br>*For fishing purposes*<br>3,04 | 1901 Smith's<br>5mo Dock Co.Ld.<br>North Shields<br>*Lloyd's* *SA&CP* | Smith's Dock Trust<br>Co.Ld. | 80·0 18·0 8·2<br>BK6′<br>*WB*=*FPT* 2*t* | Yarmouth<br>British<br>3 *BHCem* | C.2Cy.10¾″&28″–16″ (*s*)<br>125lb 22RH<br>1SB,*2pf*,gs19,hs476<br>MacColl&Pollock,Sld. | 9 · 0 | |
| **186 Eighteen** SteelScK<br>111093 *F.W.Blowers* –01<br>1*Dk* | | 78<br>73<br>26 | ✠100A1<br>*For fishing purposes*<br>3,04 | 1901 Smith's<br>8mo Dock Co.Ld.<br>North Shields<br>*Lloyd's* *SA&CP* | Smith's Dock Trust<br>Co.Ld. | 80·0 18·0 8·2<br>BK6′<br>*WB*=<br>*FPT* 2*t* | Yarmouth<br>British<br>3 *BHCem* | C.2Cy.10¾″&28″–16″ (*s*)<br>125lb 22RH<br>1SB,*2pf*,gs19,hs476<br>MacColl&Pollock,Sld. | 9 · 0 | |
| **187 Eilbeck** SteelScK<br>*J.W.O.Linde*04–04 *ss*Abn.No.1–01<br>RNOP (*ex*Duchess) 1*Dk* | | 153<br>146<br>82 | ✠100A1<br>*Stm Trawler*<br>4,04 | 1897 J.T.El-<br>10mo tringhm&Co.<br>South Shields<br>A&CP | W.Bortfeld | 104·5 21·2 11·7<br>BK7′ | Hamburg<br>German<br>3 *BHCem* | T.3Cy.11″,18″&30″–22″ (*s*)<br>160lb 58NH<br>1SB,*2pf*,gs36,hs1118<br>Clyne,Mitchell&Co.Abn. | 12 · 0 | 1.03 |
| **188 Einar Simers** SteelScSr<br>*H.Henriksen* 1*Dk*✠*Spar dk*<br>LBQG | | 549<br>548<br>349 | | 1895 Akers<br>Mek.Værks.<br>Christiania | Hans Ellefsen | 159·3 26·2 17·5<br>H8*t* | Isafjord<br>Danish<br>*WB* | T.3Cy.12″,20″&32″–27″<br>58NH<br>Akers Mek. Værksted,Xia. | | N |
| **189 Einar Tambarskjælver** SteelScSr<br>*H.S.Halvorsen*90–90 1*Dk*<br>JSQG | | 146<br>88<br>87 | | 1889 Moss Jern-<br>støberi&M.V.<br>Moss | Fosens Akties<br>Dmpskselsk | 113·3 17·2 7·7<br>*f* 10*t* B44*t*<br>len95 | Hevno<br>Norwegian | C.2Cy.13″&28″–16½″<br>NB01 27NH<br>Moss Jernstöbri&M V Moss | | N |

| 1 No. in Book. Official No. Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage. | 5 Particulars of Classification. Character. | 6 | 7 When. Ship. Engines. | 8 Where. | 9 Owners. | 10 Length. | 11 Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. | 14 Draught. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 190 | **Eira** | SteelScSr | 132 | | | 1896 | Akers Verksted Christiania | RomsdalsDpskslsk | 116·6 | 16·4 | 7·2 | Molde | T.3Cy.10½″,15″&24″–17″ | | N | |
| | *F. Ellingsen* | | 62 | | | | | | Q13cB42cH3cF9t | | | Norwegian | 24NHP | | | |
| JRPB | | 1 *Dk* | 61 | | | | | | | | | *WB* | AkersVerksted,Xia. | | | |
| 191 | **Eirene** | IronSc | 67 | ✠ A1 Bry | | 1898 | PenarthSB &S.R.Co.Ld. Penarth | MissionstoSeamen | 75·7 | 15·1 | 8·5 | London British | C.2Cy.12″&24″–18″ (*s*) | 9 ″ 0 | | |
| 110064 | ~~*H. Brunow* –01~~ ..Cff.No.1–02 | | 62 | *For Channel purposes* | | 4mo | | | | | BK5½″ | 3 | 100lb 24RHP | | | |
| | *H.E.H. Coombes* | 1 *Dk* | 21 | *b.01* ~~*Bowl*~~ | Cff | *Lloyd's SA&CP* | | | | | | *BHCem* | 1SB,*2pf*,gs20,hs553 | | | |
| | | | | | ✠LMC 1904 | | | | | | | | PenarthSB&SRCo.Ld.Pth. | | | |
| 192 | **Eisa** | SteelScR | 138 | ✠100A1 Grk | *a* | 1901 | G.Brown & Co. Greenock | D.McEwan | 84·1 | 20·0 | 8·8 | Greenock | C.2Cy.12″&26″–18″ (*s* | 9 ″ 6 | | |
| 114063 | *D.McEwan* –01 | | 102 | 11,01 | | 11mo | | | Q34′B5′F12′ | | | British | 130lb 30RHP | | | |
| | *Mchy.Aft* | 1 *Dk* | 56 | | | *Lloyd's SA&CP* | | | | | BK6″ | 3 | 1SB,*2pf*,gs21,hs515 | | | |
| | *Well deck* | | | | ✠LMC 11.01 | | | | | | *WB* | *BHCem* = *FPT20t* | C.Houston&Co.Glasgow | | | |
| 193 | **Eisbrecher der Don** | SteelTwinScSr | 269 | | | 1897 | Howaldts-werke Kiel | DonRiverMouth Commission | 120·0 | 27·6 | 9·9 | Rostoff Russian | C.4Cy.17¼″&30″–15½″ | | | |
| | | (*Icebreaker*) | — | | | | | | F22′ | | | | 60NHP | | | |
| | | 1 *Dk* | 127 | | | | | | | | | | Howaldtswerke,Kiel | | | |
| 194 | **Ejdern** | SteelScSp | 151 | | | 1899 | Eriksbergs M.V.Aktieb. Gothenburg | Göteborgs nya AngslupsAktieb. (J.A.Kinnman, *Mgr.*) | 87·9 | 21·0 | 8·0 | Gothenbrg Swedish | C.2Cy.13″&27″–18″ | | | |
| 3509 | *Larsson* –99 | | 85 | | | | | | B34′ | H19*t* | F11′ | | 26NHP | | | |
| JKSM | | | 84 | | | | | | | | | | EriksbergsM.V.Actieb.Gt. | | | |
| 195 | **Ek** | WoodScSr | 104 | | | 1895 | ..... Åbo | J.W.Söderlund | 89·6 | 24·3 | 6·3 | Raumo Russian | | | | |
| | *F.Tallgren* –03 | | — | | | | | | | | | | | | | |
| TFGP | | | 74 | | | | | | | | | | | | | |
| 196 | **Ekatarina** | SteelTwinSc | 429 | | | 1891 | Stabilmnto Tecnico Trieste | J.S.Koschkine | 179·5 | 28·7 | 9·6 | Rostoff Russian | C.4Cy.13″&24″–21″ | | | |
| 1101 | *S.S.Konowaloff92–94* | | — | | | | | | | | | | 44NHP | | | |
| HQPB | *Mchy.Aft* | | 301 | | | | | | | | | | StabilimentoTecnico,Tri. | | | |
| 197 | **Ekaterini** | SteelScSr | 595 | | | 1891 | Blohm& Voss Hamburg | P.N.Cosmetto | 170·6 | 26·4 | 14·0 | Syra Greek | C.2Cy.18″&35″–23″ | | G | |
| | *N.Pappas* –03 | | 451 | | | | | | P21′ | B62′ | F29 | | 49NHP | | | |
| | (*ex*Peters) | | 403 | | | | | | | | | *WB* | Blohm&Voss,Hamburg | | | |
| 198 | **Ekaterinoslav** | SteelTwinScSr | 5627 | | | 1896 | Hawthorn, Leslie&Co,Ld Newcastle | Russian Volunteer Fleet Association | 431·0 | 49·7 | 29·0 | Odessa Russian | T.6Cy.21″,34″&55″–42″ | 32 ″ 0 | | |
| | *P.Morozoff* | | 4815 | | | | | | P62′B119′F84′ | | | | 532NHP | | | |
| HBCJ | *Elec.light* | 3 *Dks* | 3291 | | | | | | | | FK | *WB* | Hwthrn,Leslie&C.Ld.Nwc | | | |
| 199 | **Ekero** | IronSc | 123 | | | 1885 | Aktiebol. "Atlas" Gefle | ÅngfAktieb.Drott-ningholm-Fittja (C.H.Backert) | 94·0 | 16·3 | 8·9 | Stockholm Swedish | C.2Cy.13¾″&27½″–17¾″ | | | |
| 2484 | *K.J.Holtz* | 1 *Dk* | 78 | | | | | | Q6′B33′ | H11*t* | F13′ | | 27NHP | | | |
| JFNL | (*ex* Säbyholm) | | 79 | | | | | | | | | | Aktieb.Atlas,Stockholm | | | |
| 200 | **Ekholmen** | IronSc | 138 | | | 1876 | Bergsunds M.V.Aktieb. Stockholm | ÅngfAktieb.Drott-ningholm-Fittja (C.H.Backert) | 104·6 | 17·6 | 8·2 | Stockholm Swedish | C2Cy.13½″&23½″–15½″&19½″ | | | |
| 2485 | *C.O.Andersson* –02 | 1 *Dk* | 76 | | | | | | Q32′ | B36′ | H8*t* | | 20NHP | | | |
| JFNM | | | 103 | | | | | | | | | | Bergsunds Mek.Vks,Skm. | | | |
| 201 | **Ekliptika** | SteelScSr | 2167 | | | 1897 | Flensburger Schiffsb.Ges. Flensburg | Dpskslsk.Urania (A.Christensen, *Mgr.*) | 289·5 | 38·8 | 20·2 | Copnhagn Danish | T.3Cy.21″,35″&56″–39″ | | V | |
| | *J.C.Petersen* | | 1704 | | | | | | P88′F47′ | | | | 196NHP | | | |
| NRCS | *Elec.light* *Turret deck* | | 1348 | | | | | | | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 202 | **Eko** | SteelScSr | 337 | | | 1890 | Stettiner Act.Ges. Stettin | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 131·6 | 21·9 | 10·2 | Lagos British | C.2Cy.17½″&31½″–21½″ | | | |
| 64934 | *J.Boyle* –04 | 1 *Dk* | 253 | | | | | | Q53′ | B23′ | F14′ | | NB98 70RHP | | | |
| PRSN | (*ex*Frej,*ex*Holland) | | 227 | | | | | | | | | *WB* | StettinerA.G.,Stettin | | | |
| 203 | **Ekolsund** | IronSc | 154 | | | 1883 | Bergsunds M.V.Aktieb. Stockholm | ÅngfAktieb.Gamla Svartsjölandet (A.G.Förselius) | 110·2 | 18·0 | 8·2 | Stockholm Swedish | C.2Cy.14½″&25½″–19½″ | | | |
| 2674 | *P.E.Olsson* –95 | 1 *Dk* | 86 | | | | | | Q26′ B44′ | H10*t* | F13′ | | 23NH | | | |
| JFVB | | | 109 | | | | | | | | | | BergsundsMek.Vks.,Stkm | | | |
| 204 | **Ekuro** | SteelScSr | 485 | | | 1896 | C.S.Swan& Hunter(Ld.) Newcastle | British&African S.N.Co.(1900)Ld. (Elder,Dempster& Co.,*Mgrs.*) | 185·6 | 26·1 | 11·2 | Liverpool British | C.2Cy.22″&40″–26″ | | | |
| 106039 | *A.Faill* –04 | | 416 | | | | | | P28′F25′ | | | | 70RH | | | |
| PMKR | | 1 *Dk* | 277 | | | | | | *Shade dk* 38′ | | | *WB* | J.P.Rennoldsn&Sns,S.Shl. | | | |
| 205 | **El Alba** | SteelScSr | 4614 | | | 1901 | NwprtNws S.B.&D.D.Co Newprt News | SouthernPacificCo | 391·7 | 48·3 | 26·0 | NewYork Utd.States | T.3Cy.32″,52″&84″–54″ | | R | |
| 136962 | *R.B.Quick* | | — | | | | | | | | 33·8 | | 518NHP | | | |
| KRLC | *Elec.light* | 2 *Dks&Awng dk* | 2897 | | | | | | | | | | NewportNewsSB&DD.Co. | | | |
| 206 | **El Amigo** | SteelScTug | 150 | | | 1899 | NwprtNws S.B.&D.D.Co NewprtNews | SouthernPacificCo | 96·0 | 22·0 | 12·0 | NewYork Utd.States | C.2Cy.18″&36″–28″ | | | |
| 136755 | *R.F.Randolph* –00 | | — | | | | | | | | | | 57NH | | | |
| | | 1 *Dk* | 82 | | | | | | | | | *WB* | NewportNewsSB.&DD.Co. | | | |
| 207 | **El Atlantico** | IronScSr | 149 | ✠100A1 Bhn | | 1902 | G.Seebeck Act.Ges. Bremerhaven | Sociedad dePesca "La Atlantica" (*in liq.*) | 106·8 | 20·9 | 10·2 | Huelva Spanish | C.2Cy.16⅛″&30⅛″–22½″ (*s* | 11 ″ 6 | | |
| | *J.J.Riol* –03 | | 138 | *StmTrawler* | | 7mo | | | | | BK6½″ | 4 | 114lb 54NHP | | | |
| | | 1 *Dk* | 30 | 7.03 | | *Lloyd's SA&CP* | | | | | | *BHCem* | 1SB,*2cf*,gs34,hs1141 | | | |
| | | | | | ✠LMC | | | | | | | | G.Seebeck A.G.Bremerhvn | | | |
| 208 | **El-Caratal** | IronScSr | 271 | | | 1886 | Maats.de Maas Rotterdam | Linea deVapores deOriente | 146·9 | 20·3 | 9·8 | LaGuayra Venezuelan | C.2Cy.19″&35″–22″ | | | |
| | *M.Olivares* –89 | | — | | | | | | B96*t* | | | | 48NHP | | | |
| | | | 140 | | | | | | | | | | Maats.deMaas,Rot. | | | |
| 209 | **El Cid** | SteelScSr | 4613 | | | 1899 | NwprtNws S.B.&D.D.Co. Newprt News | SouthernPacificCo | 391·3 | 48·3 | 26·0 | NewYork Utd.States | T.3Cy.32″,52″&84″–54″ | | R | |
| 136771 | *M.Baker* | | — | | | | | | | | 32·2 | | 518NHP | | | |
| KPMH | | 2 *Dks&Awng dk* | 2899 | | | | | | | | | | NewportNewsSB&DD.Co. | | | |
| 210 | **El Dia** | SteelScSr | 4613 | | | 1901 | NwprtNws S.B.&D.D.Co. Newprt News | SouthernPacificCo | 391·7 | 48·3 | 26·0 | NewYork Utd.States | T.3Cy.32″,52″&84″–54″ | | R | |
| 136916 | *G.W.Mason* | | — | | | | | | | | 33·8 | | 518NHP | | | |
| KRDQ | *Elec.light* | 2 *Dks&Awng dk* | 2899 | | | | | | | | | | NewportNewsSB&DD.Co. | | | |
| 211 | **El Dorado** | IronSc4Mst | 3531 | | | 1884 | W.Cramp &Sons Philadelphia | SouthernPacificCo | 331·8 | 42·6 | 22·6 | NewYork Utd.States | C.2Cy.38″&76″–54″ | | R | |
| 135814 | *G.D.Prescott* | 2 *Dks&Awng dk* | — | | | | | | | | | *WB* | 354NHP | | | |
| KCTD | | | 2562 | | | | | | | | | | W.Cramp&Sons,Phl. | | | |
| 212 | — | IronScSr | 1500 | ✠100A1 Hlsg | *q* | 1883 | JLThomp-son&Sons Sunderland | Rederi Aktieb. Helsingborg(N C. Corfitzon, *Mgr.*) | 259·9 | 38·0 | 14·4 | Hlsngborg Swedish | C.2Cy.32″&60″–39″ (*i*) | 17 ″ 0 | | 4,04 |
| 3022 | *P.Pählsson* –00 | *ss*Shl.No.3–5,96 | 1194 | 3.04 | | 6mo | | | P32′Q72′B48′F26′ | | FK | 4 | 80lb *80lb* NDB00 173NHP | a 1 ″ 9½ | | |
| JGVK | *Well deck* | *ss*Hbg.No.2–04 | 912 | | ✠LMC3.04 | | | | | | | *BHCem* | 2SB,*4pf*,gs84,hs2796 | | | |
| | | 1 *Dk*(*Irn*)2*tr B* | | | | A&CP | | | | | *WB* | *APT25t* | G.Clark,Sunderland | | | |

| Numéro d'Ord. / Numéro (Offic.) / Signaux | Nom du Navire. Matériaux etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Port de Visite. Marque assignée par le Bureau Veritas. | Construit. Quand. Navire. Où. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 213<br>70649<br>WSMH | **El Dorado** IronScSr<br>*J.M.Smith* –01<br>(*ex* Donna Isabel) 1 *Dk & Awngdk* | 1182<br>1176<br>802 | ✠ Lon<br>*Awng dk*<br>*with load line*<br>6.78 | 1874<br>8mo<br>Cunliffe & Dunlop<br>Pt. Glasgow | Indo-China Steam Nav. Co. Ld | 240·5 32·9 12·8<br>20[illegible]<br>FK | London<br>British | C.2Cy.81"&54"–33"<br>140 NH<br>Cunliffe & Dunlop, Pt. Gla. | | | |
| 214<br>HMSQ | **El Fomento** IronSc3MstSr<br>*J. Gallart*<br>(*ex* Ville de Melilla, *ex* Midlothian, *ex* Carron) 2 *Dks*<br>*Mchy. Aft* | 498<br>—<br>243 | Bwg<br>2,96<br>✠NE & B 9.87 ✠ | 1860<br>4mo<br>Barclay, Curle & Co<br>Glasgow | Soc. Anon. "La Mediterranea"<br>A. Hernandez, *Mgr.*) | 181·0 25·7 14·5<br>P19' F18<br>ND87 BK7 | Barcelona<br>Spanish<br>6 *BHCem* | C.2Cy.22"&44"–30"<br>84 NH<br>1SB, 3*pf*, Gs53, Hs1344<br>Kincaid & Co. Greenock | 15 | | |
| 215<br>HLFW | **El Gaitero** SteelScK<br>*D.R.Estrada* 99–99<br>(*ex* Essex) 1 *Dk (Irn)*<br>*Mchy. Aft* | 116<br>—<br>70 | ✠ Sld *a*<br>2,00 ✠ | 1894<br>11mo<br>R. Thompson & Sons<br>Sunderland | V. Ballina y Fernandez | 85·0 18·5 6·8<br>F[illegible]<br>FK<br>*WB = FPT* 17*t* | Gijon<br>Spanish<br>3 *BHCem* | C.2Oy.11"&22"–16"<br>23 NH<br>1SB, 2*pf*, Gs20, Hs460<br>Hedley & Boyd, N. Shields | 7 | 5 | |
| 216<br>HNDG | **El Gallo** SteelScSr<br>*G. Abad* 91–92<br>*Elec. light*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 672<br>488<br>380 | 1 *Dk* | 1892 | Armstrong Mitchell & Co. (Lim.)<br>Newcastle | Desmarais Hermanos | 170·5 28·0 14·5<br>P55 F22'<br>*WB* | Santander<br>Spanish | T.3Cy.16½",26"&48"–27"<br>96 NH<br>Wallsend Slp. C. (Lim.) Nwc. | | V |
| 217<br>10993<br>TBWN | **El Guisr** IronTwinSc<br>1 *Dk* | 311<br>295<br>142 | | 1888 | Lobnitz & Co.<br>Renfrew | Asiatic Petroleum Co. Ld. | 134·6 25·1 10·7<br>[illegible] | Bombay<br>British | C.4Cy.14"&28"–24"<br>65 RH<br>Lobnitz & Co. Renfrew | | |
| 218<br>110140<br>RFSC | **El Kahira** SteelScSr<br>*D.L. Dalziel* 91–92<br>*Elec. light* 2 *Dks & Spar dk* | 2034<br>—<br>848 | | 1892 | R. Napier & Sons<br>Glasgow | Khedivial Mail S.S. & Graving Dock Co., Ld. | 300·0 37·5 15·8<br>F35 BK9½" 23·3<br>*Promenade dk* 122' *WB* | London<br>British | T.3Cy.29½",47"&79"–54"<br>510 NH<br>R. Napier & Sons, Glasgow | 18 | 6 V |
| 219<br>136064<br>KGLW | **El Mar** IronSc4MstSr<br>*B.F.Jacobs* 2 *Dks & Awngdk* | 3531<br>—<br>2530 | | 1889 | W. Cramp & Sons' Co.<br>Philadelphia | Southern Pacific Co | 331·8 42·6 22·6 | New York<br>Utd. States | T.3Cy.29",45"&74"–54"<br>NB02 402 NH<br>W. Cramp & Sons, Phl | | R |
| 220<br>135897<br>KDMN | **El Monte** IronSc4Mst<br>*C.P.Maxson* 2 *Dks & Awngdk* | 3531<br>—<br>2562 | | 1886 | W. Cramp & Sons<br>Philadelphia | Southern Pacific Co | 331·8 42·6 22·6<br>*WB* | New York<br>Utd. States | C.2Cy.38"&76"–54"<br>354 NH<br>W. Cramp & Sons, Phl. | | R |
| 221<br>136756<br>KPJC | **El Norte** SteelScSr<br>*J.A.Gardner*<br>*Elec. light* 2 *Dks & Awng dk* | 4605<br>—<br>2925 | | 1899 | Nwprt Nws S.B. & D.D. Co.<br>Nwport News | Southern Pacific Co | 391·9 48·3 26·0<br>33·7<br>*WB* | New York<br>Utd. States | T.3Cy.38",52"&84"–54"<br>518 NH<br>Newport News SB. & DD. Co | | |
| 222<br>135800<br>KCRG | **El Paso** IronSc4Mst<br>*A.C.Patton* 2 *Dks & Awngdk* | 3531<br>—<br>2562 | | 1884 | W. Cramp & Sons<br>Philadelphia | Southern Pacific Co | 331·8 42·6 22·6<br>*WB* | New York<br>Utd. States | C.2Cy.38"&76"–54"<br>354 NH<br>W. Cramp & Sons, Phl. | | R |
| 223 | **El Progresso** IronPadSr | —<br>—<br>225 | | 1878 | Pusey & Jones Co.<br>Wilmington | Pinedo, Garcia & Co | 150·0 25·0 7·0 | Maracaibo<br>Venezuelan | 2Cy.18"–72"<br>42 NH<br>Pusey & Jones Co., Wilmgtn | | |
| 224<br>52697<br>RFQD | **El Rahmanieh** IronScSr<br>*Abd. Nachat* –03<br>3 *Dks* | 1704<br>1147<br>1010 | | 1865 | Richardsn & Co.<br>Stockton | Khedivial Mail S.S. & Graving Dock Co., Ld. | 268·6 34·0 25·7 | London<br>British | C.2Cy.29"&56"–48"<br>NE81 NB82 181 NH<br>Day, Summers & Co. Sou. | | V |
| 225<br>136761<br>KPJW | **El Rio** SteelScSr<br>*E.F.Parker*<br>2 *Dks & Awng dk* | 4504<br>—<br>2918 | | 1899 | Nwprt Nws S.B. & D.D. Co<br>Nwport News | Southern Pacific Co | 391·9 48·3 26·0<br>32·2 | New York<br>Utd. States | T.3Cy.32",52"&84"–54"<br>518 NH<br>Nwprt News S.B. & D.D. Co | | R |
| 226<br>HLFT | **El Salto** SteelScSr<br>*J. Arizaga* ssLth. No. 2–00<br>(*ex* Ardrishaig) 1 *Dk (Irn)*<br>*& Web frames & pt Awngdk (Irn)* | 2756<br>2006<br>1788 | ✠100A1 Cff *l*<br>*pt Awng dk*<br>*with freeboard*<br>4.04 ✠LMC 4.04 | 1892<br>8mo<br>Craig, Taylor & Co.<br>Stockton<br>*Lloyd's SA & CP* | Cia Anon Maritima Rodas (F.M. Rodas, *Mgr.*)<br>*WB = Cell D B* | 300·0 40·2 19·3<br>Q82' F29'<br>*Pt Awng dk* 189' FK<br>258' 653*t* *FPT* 101*t* | Bilbao<br>Spanish<br>5 *BHCem*<br>4 *PT* 27*t* | T.3Cy.22",36"&57"–39" *s*<br>160 lb *80 lb* 204 NH<br>2SB, 6*f*, Gs95, Hs3100<br>N.E. Marine Co. Ld. Sld | 22 | 0<br>8 10 | |
| 227<br>136051<br>KRHL | **El Siglo** SteelScSr<br>*J.S.Boyd*<br>*Elec. light* 2 *Dks & Awngdk* | 4616<br>—<br>2900 | | 1901 | Nwprt Nws S.B. & D.D. Co<br>Nwport News | Southern Pacific Co | 391·7 48·3 26·0<br>33·8 | New York<br>Utd. States | T.3Cy.32",52"&84"–54"<br>518 NH<br>Newport News SB. & DD. Co | | R |
| 228<br>HLGN | — IronPad<br>*D. Urizar* –80 | 123<br>—<br>46 | | 1883 | Lawson, Eltringham<br>S. Shields | Cia. de Remol. del Cantabrico (E. Aznar y Tutor, *Mgr.*) | 95·0 18·5 9·5 | Bilbao<br>Spanish | G.P. Hepple, N. Shields | | |
| 229<br>136747<br>KPGH | **El Sud** SteelScSr<br>*H.L.Higgins*<br>2 *Dks & Awng dk* | 4572<br>—<br>2903 | | 1899 | Nwprt Nws S.B. & D.D. Co.<br>Nwport News | Southern Pacific Co | 390·9 48·3 26·0<br>33·7<br>*WB* | New York<br>Utd. States | T.3Cy.38",52"&84"–54"<br>518 NH<br>Newport News SB. & DD. Co | | R |
| 230<br>136882<br>KQTV | **El Valle** SteelScSr<br>*D.J.Grant*<br>*Elec. light* 2 *Dks & Awng dk* | 4605<br>—<br>2896 | | 1901 | Nwprt Nws S.B. & D.D. Co.<br>Nwport News | Southern Pacific Co | 391·7 48·3 26·0<br>33·8 | New York<br>Utd. States | T.3Cy.32",52"&84"–54"<br>518 NH<br>Newport News SB & DD. Co. | | R |
| 231<br>118398<br>VPRH | **Elaine** SteelScSr<br>*T. Millons* –04<br>*Turret deck* *Elec. light* 1 *Dk 2 tr B* | 3687<br>3029<br>2337 | | 1904 | W. Doxford & Sons, Ld.<br>Sunderland | Lion Line, Ld.<br>Weddel, Turner & Co. *Mgrs.*) | 340·1 50·2 22·6 | London<br>British | T.3Cy 26",42"&68"–42"<br>300 NH<br>W. Doxford & Sons, Ld. Sld | | V |
| 232<br>63381<br>PJFG | — IronSc3MstSr<br>*T. Stothard* –03<br>(*ex* Yaves) *ss* Liv. No. 8–9,94<br>*ss* Shl. No. 2–03<br>*Mchy. Aft* 1 *Dk* | 504<br>472<br>285 | ✠90A1 Shl *h*<br>[illegible] Lon<br>✠NP[illegible] LMC<br>MS1,03 DBS2,04 | 1869<br>2mo<br>Harland & Wolff<br>Belfast | C. Wilkinson | 195·5 23·6 15·3<br>P44' F20'<br>len 71 pt ND91 & 94<br>BK6½ | Sundrland<br>British<br>2 *BHCem*<br>*WB = Dby* | C.2Cy.22"&42"–28" *(s)*<br>80 lb *80 lb* NDB91 80 RH<br>1SB, 3*pf*, Gs46, Hs1340 NE7<br>V. & D. Coates, Belfast | | 11,04 |
| 233<br>111156 | — SteelSc<br>*F.S.Mabee*<br>1 *Dk* | 272<br>—<br>156 | | 1888 | Newburgh, N.Y. | Hampstead SS. Co. Ld (F.S. Mabee, *Mgr.*) | 112·7 23·8 7·8 | StJhnsNFL<br>British | C.2Cy.16"&26"–18"<br>31 RH<br>T.S. Marvel & Co. Newburg | | |
| Now a Hulk<br>WNKS | **Elamang** IronTwinScBg<br>*Irvine* –01<br>2 *Dks* | 946<br>912<br>490 | ✠ Cly<br>11,76 ✠ | 1876<br>8mo<br>Blackwood & Gordon<br>Pt. Glasgow | Australas'n United Stm. Nav. Co. Ld. | 229·9 29·2 18·8<br>H34*t*<br>*WB = D Ba* 46 | Sydny NSW<br>British<br>6 *BHCem* | C.4Cy.27"&47"–30"<br>202 NH<br>Blackwood & Gordn, Pt. G | | | |
| 235<br>HLBQ | **Elantsobe** SteelScSr<br>*L. Izpizua* 99–03<br>*ss* Bbo. No. 1–03<br>1 *Dk (Irn)* & *Web frames* & *pt Awng dk (Irn)* | 2424<br>1787<br>1451 | ✠100A1 Bbo *s*<br>*pt Awng dk*<br>*with freeboard*<br>10.04 2.03<br>BS[illegible].05 ✠LMC 2.03 | 1899<br>5mo<br>W. Gray & Co. Ld.<br>West Hartlepool<br>A&CP | Cia. Anon. del Vapor Elantsobe (Sota y Aznar)<br>*WB = Cell D* [illegible] | 290·5 42·2 18·0<br>P25' Q86'<br>*pt Awng dk* 179' FK<br>[illegible] & 118'/114'557*t* | Bilbao<br>Spanish<br>5 *BHCem*<br>*APT* 30*t* | T.3Cy.28",36½",62"–39" *(s)*<br>160 lb *80 lb* 246 NH<br>2SB, *Grf*, Gs94, Hs3781<br>Cen. Mar. Eng. Wrks W Hpl | 20 | 2<br>8 6 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Nominal Tonnage. Under tonk. — Net. | Particulars of Classification. Character. (or Special Survey. Date of last Survey. Port of Survey. Years since last Special Survey. Equipment.) | Built. When. Where. By whom. Ship. Engines. | Owners. | Register'd Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders. Stroke. Pressure. N.H.P. Horse power by Society's formula; I.H.P. power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Deck Plating. Beams. Keel. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 236 — 102764 MCHQ | **Elax** — Steel Sc 3 Mst Sr<br>*E.S. Baker* 95–98 *ss* Gen. No. 2–01<br>*Mchy. Aft Elec. light* 2 Dk Str. *Web frames* *Shade dk* | 4015<br>343<br>2612 | ✠100A1 Shl *w*<br>*Shade dk*<br>3,04<br>*Carrying Petroleum in bulk*<br>BS11,— ✠LMC8,01 | 1893 W. Gray & Co. (Lim.) W Hartlepool<br>5mo<br>*bulk* A&CP | Shell Transport & Trading Co. Ld. (M. Samuel & Co. *Mgrs.*)<br>*WB = Cell D* | 347·2 45·6 26·7<br>R 03<br>FK<br>B66′ 150t F P T 118t | London<br>British<br>1 BHCem<br>APT 81t | T. 3 Cy. 26″, 42″ & 70″–45″<br>160lb *100lb* 37 NH<br>3SB, 9*pf*, Gs 14, Hs 5786<br>Cen. Mar. Eng. Works, W Hpl. | 28 ″ 6<br>s 4 ″ 11 | | 8,04 |
| 237 — 105597 MCMK | **Elba** — Steel Sc Sr<br>*J. Reid* 02 *ss* Lth. No. 1–01<br>*Well deck* 1 *Dk*(*Irn*) *Web frames* | 1081<br>653<br>660 | ✠100A1 Lth *n*<br>2,05 1,01<br>✠LMC1,04 | 1899 Ramage & Fergusson, Ld. Leith<br>7mo<br>*Lloyd's SA&CP* *WB* | Leith Hull & Ham. Stm. Pkt. Co Ld. (J Currie & Co. *Mgrs.*)<br>*= Cell D Ba 52′ u E & B 34′ f 94′ 289t F P T* | 225·2 33·5 14·8<br>P 27′ Q 50′ B 44′ F 27′<br>FK<br>*B 34′ f 94′ 289t F P T* | Leith<br>British<br>5 BHCem<br>54t APT 84t | T. 3 Cy. 18½″, 30″ & 49″–33″ (*s*)<br>165lb *80lb* 146 NH<br>1SB, 4*pf*, Gs 68, Hs 2299<br>Ramage & Fergusson, Ld. Lth. | 16 ″ 11<br>s 1 ″ 8 | | 1,04 |
| 238 — NWGD | — Iron Sc Sr<br>*E. Gabinelli* 2 *Dks* | 207<br>165<br>105 | | 1862 Wigham Rchrdsn & Co Newcastle | Nav. Gen. Italiana | 133·5 18·7 12·8<br>Q 40′ H 12t F 20 | Genoa<br>Italian | C. 2 Cy. 21″ & 40″–24″<br>NB 95 65 NHP<br>*Cmp* 78 P. Ferro & Co., Genoa | | I | |
| 239 — PBJV | **Elbe** — Steel Sc Sr<br>*H. Prestin* 89–96 | 651<br>485<br>467 | | 1886 Hy. Koch Lübeck | Hanseatische Dmpfsfahrts. Ges. | 180·5 26·0 13·9<br>P & B 110′ F 23′ | Lübeck<br>German<br>*WB* | C. 2 Cy. 28″ & 39½″–25½″<br>66 NHP<br>Berliner Act. Ges., Berlin | | G | |
| 240 — 106753 | — Steel Sc Yawl<br>*J. Chapman* –97 *ss* Hul. No. 1–01<br>1 *Dk* | 165<br>152<br>51 | ✠100A1 Hul<br>*Stm Trawler*<br>1,05 1,03 BS 7,04½<br>✠LMC 8,01 | 1897 Mackie & Thomson Glasgow<br>6mo<br>A&CP | Gt. Northern S.S. Fishing Co. Ld. | 104·2 21·0 10·7<br>Q 17′ F 17′<br>BK 7½″<br>*WB = DT f* 14′ 25t | Hull<br>British<br>1 BHCem | T. 3 Cy. 11″, 17″ & 28″–20″ (*s*)<br>170lb 45 RHP<br>1SB, 2*pf*, Gs 27, Hs 690<br>Muir & Houston, Ld. Gls. | 11 ″ 7 | | N 8,03 |
| 241 — LFWC | — Iron Sc Sr<br>*H. Mewes* (*Trawler*)<br>1 *Dk* | 155<br>143<br>36 | | 1891 Act. Ges. "Neptun" Rostock<br>*WB* | J. Nibbe | 104·5 20·6 10·5<br>H 38′ | Altona<br>German | C. 2 Cy. 17¾″ & 33½″–20″<br>42 NHP<br>A.G. "Neptun," Rostock | | V | |
| 242 — JWBS | **Elben** — Iron Sc Sr<br>*G. Larsen* 96–96<br>(*ex* Laboe) 1 *Dk* & *Awngdk* | 675<br>662<br>419 | | 1883 G. Howaldt Kiel | R. M. Peterson | 186·8 24·6 17·7<br>H 15t | Frdrksvrn<br>Norwegian<br>*WB* | C. 2 Cy. 23″ & 37½″–27″<br>NB 97 61 NHP<br>Gebr. Howaldt, Kiel | | N | |
| 243 — RKVW | **Elbing** — Steel Sc Sr<br>*J. Schuldt* 98–01 *ss* Ham. No. 1–03<br>1 *Dk*(*Stl*) & *Spar Dk*(*Stl*) 3 tr *B*<br>*Elec. light* *Lower Dk in* 1, 2 & *Aholds* | 5587<br>4624<br>3610 | ✠100A1 Ham *z*<br>*Spar dk*<br>~~13,04~~ 2,05<br>BS 3,04 ✠LMC 9,02 | 1898 Flensburgr Schiffsb. Ges. Flensburg<br>5mo<br>A&CP | Deutsch-Austral. Dmpfsch. Ges.<br>*WB = Cell D Ba* 110′ *u E & B* 64′ *f* 170′ 940t | 404·0 49·5 20·9<br>P 236′ F 47′ 28·4<br>FK | Hamburg<br>German<br>6 BHCem<br>APT 81t | T. 3 Cy. 30½″, 51″ & 84″–54″ (*s*)<br>165lb 623 NHP<br>1SB. 12*cf*, Gs 216, Hs 10805<br>Flensburger Schiffsb. Ges. | 23 ″ 9 | | 9,03 |
| 244 — HJCD | **Elbing I.** — Steel Sc Sr<br>*A. Diesterbeck* –01<br>*Elec. light* 1 *Dk* | 455<br>396<br>278 | | 1893 F. Schichau Elbing | Elbinger Dmpfsch. Rhed. (F. Schichau, *Mgr.*) | 164·4 27·7 11·9<br>B 38′ | Elbing<br>German<br>*WB* | T. 3 Cy. 12½″, 20½″ & 31½″–19¾″<br>44 NH<br>F. Schichau, Elbing | | G | |
| 245 — HJCG | **Elbing II.** — Steel Sc Sr<br>*O. Rabiger* 86–96<br>*Elec. light* 1 *Dk* | 539<br>424<br>379 | | 1895 F. Schichau Danzig | Elbinger Dmpfsch. Rhed. (F. Schichau *Mgr.*) | 179·2 27·6 11·9<br>Q 59′ B 39′<br>*WB* | Elbing<br>German | T. 3 Cy. 12¾″, 20½″ & 31½″–19¾″<br>44 NH<br>F. Schichau, Elbing | | G | |
| 246 — HJCK | **Elbing III.** — Steel Sc Sr<br>*M. Preuschoft*<br>1 *Dk* | 259<br>203<br>151 | | 1898 F. Schichau Elbing | Elbinger Dmpfsch. Rhed. (F. Schichau *Mgr.*) | 118·2 22·2 11·5<br>Q 37′ B 30′<br>*WB* | Elbing<br>German | T. 3 Cy. 10¾″, 16½″ & 24″–11½″<br>20 NHP<br>F. Schichau, Elbing | | G | |
| 247 — HJCL | **Elbing IV.** — Steel Sc Sr<br>*F. Draeger* 76–<br>1 *Dk* | 259<br>204<br>148 | | 1899 F. Schichau Danzig | Elbinger Dmpfsch. Rhed. (F. Schichau *Mgr.*) | 118·2 22·4 11·4<br>Q 37′ B 30′<br>*WB* | Elbing<br>German | T. 3 Cy. 10¾″, 16½″ & 24″–11½″<br>20 NHP<br>F. Schichau, Elbing | | G | |
| 248 — HBGV | **Elborus** — Steel Sc Sr<br>*Cammenga* –98<br>1 *Dk* | 975<br>816<br>728 | | 1898 Howaldts-werke Kiel | Russian Stm. Nav. & Trading Co. | 220·4 34·9 13·0<br>Q 18′ B 42′ F 30′<br>*WB* | Odessa<br>Russian | T. 3 Cy. 17½″, 27½″ & 43½″–25″<br>94 NH<br>Howaldtswerke, Kiel | | | |
| 249 — | **Elcano** — Iron Sc Sr<br>*R. Altonaga* 98–98<br>2 *Dks* | 850<br>—<br>502 | ... | 1880 A M'Millan & Son Dumbarton | Cia. Maritima | 212·0 30·2 17·8<br>F 40′<br>BK 8″ | Manila<br>Utd. States<br>*WB* | C. 2 Cy. 29″ & 56″–36″<br>NB 01 186 NHP<br>D. Rowan, Glasgow | | V | |
| 250 — | — Iron Sc K<br>*J. Deustua* 02–02<br>(*ex* Britannia) 1 *Dk* | 125<br>122<br>25 | | 1886 Cook, Welt'n & Gemmell Hull | Viuda de J. B. Otermin | 89·8 20·7 10·9<br>BK 7½″ | S. Sebast'n<br>Spanish | C. 2 Cy. 15″ & 29″–21″<br>32 NHP<br>C. D. Holmes & Co. Hull | | | |
| 251 — 93081 KGNP | **Eldorado** — Iron Sc Sr<br>*C. Lawson* –91<br>*Mchy. Aft* *Elec. light* | 1514<br>1425<br>944 | | 1886 Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 267·6 33·2 15·7<br>H 86t<br>len 95 | Hull<br>British | T. 3 Cy. 28″, 42″ & 70″–39″<br>306 NHP<br>Earle's Co. (Lim.), Hull | 16 ″ 7 | RT 101 11,04 | |
| 252 — 116115 | — Steel Sc K<br>*C. Hartley* –02<br>1 *Dk* | 180<br>171<br>63 | ✠100A1 Hul<br>*Stm Trawler*<br>1,05 1,01 ✠LMC 12,02 | 1902 Mackie & Thomson Glasgow<br>12mo<br>*Lloyd's SA&CP* | Gt. Northern S.S. Fishing Co. Ld. | 109·2 21·6 10·6<br>BK 7½″<br>*WB = Deep Tanks f* 14′ 22t | Hull<br>British<br>1 BHCem | T. 3 Cy. 11″, 18″ & 30″–22″ (*s*)<br>200lb 48 RHP<br>1SB, 2*pf*, Gs 24, Hs 750<br>Muir & Houston, Ld. Gls. | 11 ″ 6 | | 4,04 |
| 253 — 88816 KVNP | **Eleanor** — Steel Sc Sr<br>*F. W. Swinbanks* –03 *ss* Lon. No. 3–10,00<br>*Well deck* 1 *Dk*(*Irn*) & *Web frames*<br>*Cell D B & Web frames Irn* | 1980<br>1525<br>1289 | ✠100A1 Nwc *r*<br>6,01 2,02<br>BS 6,04 ✠LMC 10,00 | 1888 H. S. Edwards & Sons Newcastle<br>11mo<br>A&CP | J. Ridley, Son & Tully<br>*WB = Cell D B* 220′ 471t | 270·0 36·5 19·7<br>P 81′ Q 68′ B 113′ F 82′<br>BK 9″ | S. Shields<br>British<br>5 BHCem | T. 3 Cy. 21″, 34½″ & 55″–36″ (*s*)<br>160lb 55lb 186 NHP<br>2SB, 6*pf*, Gs 108, Hs 2844<br>J. P. Rennoldson & Sons S. Sh | 22 ″ 3<br>s 2 ″ 1 | | N 2,03 |
| 254 — 98209 NMTB | — Steel Sc Sr<br>*J. M. Bie* –03 *ss* Sws. No. 2–02<br>*Well deck* 1 *Dk*(*Stl*) | 544<br>441<br>268 | ✠100A1 Sws *h*<br>10,01 8,01<br>BS 4,02 ✠LMC 1,02<br>BS 6,04 | 1894 Montrose S. & E. Co. (Lm.) Montrose<br>10mo<br>A&CP | Harries Bros. & Co. | 171·2 25·4 13·0<br>Q 82′ B 12′ F 24′<br>drp 02 BK 7″<br>*WB = DB a* 30′ *f* 87′ | Swansea<br>British<br>4 BHCem<br>89t APT 8t | C. 2 Cy. 22″ & 44″–30″ (*s*)<br>100lb *80lb* 80 RHP<br>1SB, 3*pf*, Gs 60, Hs 1648<br>Hill, Brwn, Buttery & C., Gls. | 13 ″ 10<br>s 1 ″ 3 | | 8,04 |
| 255 — 111214 RHVG | — Steel Sc 3 Mst Sr<br>*D. Murray* 99–99 *ss* Trn. No. 1–01<br>*Well deck* 1 *Dk*(*Stl*)<br>*Elec. light* | 490<br>327<br>196 | ✠100A1 Ard *h*<br>9,04 9,03<br>Ayr<br>BS 4,01 ✠LMC 10,02<br>BS 9,05 | 1897 Cumming & Ellis Inverkeithng<br>7mo<br>A&CP | J. W. Raynes<br>*WB = Cell D B f* 72′ 117t | 165·0 25·1 10·2<br>Q 95′ B 10′ F 28′<br>drp 02 BK 6″ | Glasgow<br>British<br>3 BHCem<br>FPT 63t | C. 2 Cy. 22″ & 46″–30″ (*s*)<br>125lb *60lb* 117 NHP<br>1SB, 3*cf*, Gs 62, Hs 1780<br>J. Cran & Co. Leith | 12 ″ 6<br>s — ″ 9½ | ~~11.00~~ 9,04 | |
| 256 — 49613 WDQL | — Iron Pad Sr Tug<br>*A. L. Hansen* 1 *Dk* | 167<br>167<br>99 | | 1864 ..... Newcastle | W. R. Cave | 130·3 20·2 10·6 | Adelaide<br>British | 2 Cy. 30″<br>80 RHP | | | |
| 257 — 110324 QPTJ | **Eleanora Mail** — Steel Sc Sr<br>*R. P. O. Butchart* –01 *ss* Cff. No. 1–03<br>1 *Dk*(*Stl*) & *deep framing* | 1772<br>1629<br>1116 | ✠100A1 Shl *r*<br>~~3,01~~ 3,02 ~~2,04~~ 1,04 Cff Bly<br>8,05 ✠LMC 4,03 | 1899 Craig, Taylor & Co. Stockton<br>1mo<br>A&CP | Mail S.S. Co. Ld. (Mail Bros., *Mgrs.*)<br>*WB = Cell D Ba* 82′ | 269·0 40·7 18·0<br>P 27′ B 62′ F 30′<br>drp 04 FK<br>*u E & B* 36′ *f* 104′ 441t | Newcastle<br>British<br>4 BHCem<br>APT 84t | T. 3 Cy. 21″, 34″ & 56″–39″ (*s*)<br>160lb *80lb* 209 NHP<br>2SB, 6*pf*, Gs 126, Hs 3335<br>MacColl & Pollock, Sld. | 20 ″ 6<br>s 3 ″ 1 | ~~4.06~~ ~~10.04~~ 12,04 | |

| Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut. Total. Sous le Pont. Net. | Détails de la Classification. Coté. Date de la dernière Visite. | Construit. Quand. Navire. Machine. | Par qui. Où. | Armateurs. | Dimensions d'après le Bureau des Douanes. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au centre du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|
| 258 | **Eleazar** SteelScSr<br>104515 *C. Hadel* –03<br>1 *Dk* | 111<br>104<br>28 | | 1895 Hall, Russell&Co Aberdeen | J.J.Lister | 90·0 19·6 10·0<br>BK7½ | Hartlpool British | C.2Cy.18″&81″–21″<br>45 RH<br>Hall, Russell&Co., Abn. | 10 ″ 6 |
| 259 | **Elector** SteelScYl<br>109492 *J.Chapman* –98 ssHul.No.1–03<br>1 *Dk* | 169<br>160<br>54 | ✝100A1 Hul<br>*Steel Trawler* | 1898 Mackie& Thomson Glasgow<br>12mo A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·0 21·0 10·7<br>BK7½″<br>*WB* = | Hull British<br>200lb 40RH<br>1SB,*2pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | T.3Cy.10″,16½″&28″–20″ (*s*)<br>*DTf*14·20*t* | 11 ″ 7 |
| 260 | **Electra** SteelScSr<br>*P.Gran*97–99<br>LMHK | 1261<br>926<br>796 | 1 *Dk 2tr B* | 1893 Flensburg Schiffsb.Ges. Flensburg | Holm&Molzen | 228·1 34·3 14·1<br>271′ B57′ F27′<br>*WB* | Flensburg German | T.3Cy.16″,26″&45″–33″<br>106NH<br>FlensburgerSchiffsb.Ges. | |
| 261 | — SteelScSr<br>89675 *Cable Vessel* ssLon.No.3–12,96<br>JTRM *V.F.Sparks* –02 ssLon.No.1–02<br>*Elec.light* 2 *Dks* (1 *pt Stl*) *& Awngds* | 1219<br>787<br>656 | ✝100A1 Lon *o*<br>*Awng fd with freeboard* 10,02 | 1885 R.Napier& Sons Glasgow<br>1mo *Lloyd's A&CP* | EasternTelegraph Co.Ld. | 237·4 32·1 16·6<br>238′8<br>BK7½″<br>*Ta*40′ 12*1t DBf* 42′<br>*WB* = *D* | London British<br>1 in *85lb* NDB02 220NH<br>4 *BHCem*<br>2SB,*6cf*,GS117,HS3770<br>R.Napier&Sons,Glasgow | C.2Cy.32″&64″–42″ (*s*)<br>*GuE*21′166*t* | 17 ″ 7<br>9 · 2½ |
| 262 | — SteelSc3MstSr<br>*R.Pieper*38–99<br>QHTF *Well deck Mchy.Aft* 1 *Dk & Web frames* | 835<br>618<br>417 | | 1899 Grngemt'h Dockyard Co Grngemouth | Dampfschifffahrts Ges.Neptun | 198·0 30·1 13·4<br>Q66′ B15′ F27′<br>FK<br>*WB* | Bremen German | T.3Cy.16″,26½″&45″–33″<br>121NH | 15 ″ 4 |
| 263 | — IronScSr<br>76364 *J.Richards* –00 ssSws.2ndNo.3–7,01<br>RDLB 1 *Dk 2tr B* | 495<br>465<br>218 | ✝100A1 Sws *h*<br>12,03 | 1876 J Readhead &Co. S.Shields<br>1omo A&CP | W.Stone&W. Coombs | 176·6 25·4 14·8<br>BK7½″<br>*WB* = | Liverpool British<br>4 *BHCem*<br>*DBa*48′*f*37′ | C.2Cy.20″&89″–30″ (*s*)<br>70lb *80lb* NDB95 65RH<br>1SB,gs39<br>J.Readhead&Co.,S.Shields | 15 ″ 7<br>2 · 3½ |
| 264 | — SteelTwinScSr<br>93100 *C.Beach* –03 1 *Dk*<br>VSWM *Elec.light* | 395<br>355<br>210 | ✝ Cly *g*<br>6.87 | 1887 Russell& Co. Pt.Glasgow<br>4mo | NorthCoastSteam Nav.Co.Ld. | 160·5 27·0 10·9<br>*Dk3″ thick* FK<br>*WB* = *DTf*22*t DT* *a*15*t FPT*10*t APT* | SydneyNSW British<br>*3BtA BH Asp* | C.2Cy.28′&42″–30′<br>76RH<br>Rankin&Blackmore, Grnk. | 11 ″ 5 |
| 265 | **Electric** IronScK<br>99212 ssGms.No.3–1,02<br>LPDH 1 *Dk* | 183<br>163<br>79 | ✝100A1 Gms<br>*Well Fishing vessel*<br>2,05 | 1890 Earle's Co. (Lim.) Hull<br>2mo *Lloyd's A&CP* | GrimsbySteam FishingCo.Ld. | 107·4 20·5 11·5<br>Q42′ F20′<br>BK7½″ | Grimsby British<br>4 *BHCem* | T.3Cy.12¾″, 20″&32″–22″ (*s*)<br>150lb 55RH<br>1SB,*3pf*,GS29,HS800<br>Earle's Co.(Lim.),Hull | 12 ″ 0 |
| 266 | **Electrician** SteelScSr<br>93729 *T.Dean* –02 ssLiv.No.3–8,98<br>KMNR ssLiv.No.1–03<br>1 *Dk* (*Stl*) *& Spardk* (*Stl*) *3tr B* | 2924<br>2753<br>1892 | ✝100A1 Liv *u*<br>*Spar dk*<br>3,05 | 1887 R.Dixon& Co. Middlesbro'<br>4mo A&CP | Charente S.S.CoLd (T &J Harrison, *Mgrs.*) | 325·0 40·2 20·2<br>B68′ F41′ 28·0<br>BK10″ | Liverpool British<br>6 *BHCem* | T.3Cy.24″,40″&66″–45″ (*s*)<br>160lb *93lb* NDB99 307NH<br>2DB,*8cf*,GS136,HS4836<br>Blair&Co.(Lim.),Stockton | 21 ″ 5<br>6 · 5 |
| 267 | **Elektra** IronScBk<br>98 *A.Marinovich* 3 *Dks*<br>HGBL | 3199<br>2918<br>1992 | | 1884 Lloyd Austro-Ungarico Trieste | LloydAustriaco | 375·0 39·0 28·0 | Trieste Aust.-Hung. | C.2Cy.43″&80″–52″<br>385NH<br>ArsenaleLloyd,Trieste | |
| 268 | **Elemore** IronScSr<br>33922 *J.Bowie* –97 ssBly.2ndNo.3–3,99<br>WFMS *Well deck* ssShl.No.1–04<br>1 *Dk* (*Irn*) | 920<br>729<br>549 | ✝100A1 Shl *m*<br>1,05 | 1881 S.P.Austin &Son Sunderland<br>11mo A&CP | Sharp&Co. | 216·0 31·0 13·9<br>P26′ Q55′ B42 F22′<br>FK<br>*WB* = *Cell DB*183 | Newcastle British<br>*3BHCem*<br>177*t APT*6*t* | C.2Cy.25″&54″–33″ (*r*)<br>50lb *80lb* NDB96 90RH<br>1SB,*3pf*,GS55,HS1980<br>NEMarineECo.(Lim.),Sld. | 16 ″ 2<br>1 · 7 |
| 269 | **Elena** IronTwinScSp<br>*Constitucion* | 289<br>262<br>182 | | 1886 J.Jones& Sons Liverpool | BrazilianGovern-ment | 135·6 28·1 7·9<br>Q23*t* | RioGrndedoSol Brazilian | D.2Cy.15″–30″<br>19NH<br>J.Jones&Sons,Liverpool | |
| 270 | — IronPadTug<br>327 1 *Dk* | 203<br>—<br>82 | | 1871 ..... Newcastle | Bros.Anatra | 119·8 20·9 10·7 | Odessa Russian | | |
| 271 | — WoodScSr<br>*G.Petronio* –02<br>(*ex*Gianrinaldo Carli) 1 *Dk* | 102<br>—<br>54 | | 1883 L.Polli Capo d'Istria | N.Srincich | 119·1 15·0 8·8 | Ragusa Aust.-Hung | C.2Cy.16½″&28½″–18″<br>29NH<br>Bartleth&Co. | |
| 272 | — Wood<br>HCTQ | 100<br>—<br>70 | | 1894 ..... Constitucion | Dobrée y Cia. | 99·0 17·2 8·7 | PuntaArnas Chilian | | |
| 273 | **Elena Couppa** SteelTwinScSr<br>*D.Curcumeli*<br>*Mchy.Aft* | 398<br>—<br>240 | | 1893 Stabilimnto Tecnico Trieste | D.Curcumeli | 185·0 29·0 9·0 | Berdiansk Russian | C.4Cy.18½″&24″–20″<br>42NH<br>StabilimentoTecnico,Tri. | |
| 274 | **Elena D.** SteelScSr<br>*A.Petrutsi*99–04 (*ex*Swan,*ex*Deak)<br>*Well deck* 1 *Dk 2tr B* | *1231*<br>*967*<br>*778* | | 1880 Blackwood &Gordon Port Glasgow | D.Diamantidis &fils | 243·4 32·5 15·7<br>Q86′ B60′ F31′<br>BK8″ | Taganrog Russian | C.2Cy.28″&52″–36″<br>NB94 137NH | 17 ″ 10 |
| 275 | **Eleni** SteelScSr<br>*D.Fitilis*02–02 ssMsl.No.3–7,01<br>HQDM (*ex*Doris) 1 *Dk* (*Stl*) *& Spardk 3tr B* | *1816*<br>*1766*<br>*1149* | ✝100A1 Msl *r*<br>*Spar dk* | 1888 R.Duncan &Co. Pt.Glasgow<br>9mo *Lloyd's A&CP* | L.Zarifi (Z.Fitilis &Co. *Mgrs.*) | 259·8 37·2 15·5<br>22·4<br>drp01 BK9″<br>*WB* = *Cell* | Piræus Greek<br>160lb *160lb* NDB95 139NH<br>4 *BHCem*<br>2SB,*6cf*,GS90,HS2100<br>*DB*214′386*t* | T.3Cy.18″,29½″&47″–39″ (*s*)<br>Muir&Houston,Glasgow | 17 ″ 9<br>5 · 1 |
| 276 | — IronScSr<br>*Cavakanzis* 2 *Dks*<br>HMFG (*ex*Ianthe,*ex*Rose) | 423<br>384<br>223 | Gls *i*<br>12,84 Lv | 1883 A.Stephen &Sons Glasgow<br>7mo | Nav.Orientale (P.Pantaleon) | 177·0 25·3 13·4<br>P25′ F33′<br>lrp&lrp84 | Syra Greek<br>*1 BHCem* | C.2Cy.20″&35″–24″<br>50NH<br>PearceBrothers,Dundee | 14 ″ 2 |
| 277 | **Eleni Jean Sifneo** SteelScSr<br>*E.E.Vlassopoulos* ssPir.No.2–03<br>(*ex*King Bleddyn) 1 *Dk* (*pt Stl pt Irn*)<br>*Well deck* *Web frames* | *2351*<br>*1769*<br>*1479* | ✝100A1 Mes *s*<br>Msl | 1894 R.Thompson&Sons Sunderland<br>2mo A&CP | ~~J.Th.Sifneo~~ E.Vlassopoulo | 285·0 41·0 17·8<br>P28′ Q78′ B124′ F33′<br>FK<br>*WB* = *Cell DBa*222′4 | Piræus Greek<br>*6 BHCem*<br>*APT*6*t* | T.3Cy.21″,35″&67″–39″ (*s*)<br>160lb *80lb* 206NH<br>2SB,*6cf*,GS88,HS3124<br>Blair&Co.Ld.Stockton | 20 ″ 3<br>1 · 9 |
| 278 | **Eleonore Woermann** SteelScSr<br>*J.W.Jensen* –02<br>RMPF *Elec.light* 1 *Dk & Spardk* | 4624<br>3445<br>2859 | | 1902 Blohm& Voss Hamburg | WoermannLinie KommanditGes. | 364·7 47·1 25·1<br>P264′ F49′ | Hamburg German | T.3Cy.24¾″,41½″&74¾″–51 9/16″<br>400NH | |
| 279 | **Elettrico** SteelScSr<br>80 *T.Mattina*<br>NWHV *Elec.light* 2 *Dks & Awngds* | 1356<br>1117<br>516 | | 1887 A.Stephen &Sons Glasgow | Nav.Gen.Italiana | 259·8 33·0 14·9<br>22·8 | Palermo Italian | T.3Cy.30″,48″&77″–48″<br>NB98 411NH<br>A.Stephen&Sons,Glasgow | 15 ″ 11 |
| 280 | **Eleven** SteelScK<br>111081 *W.Pinkney* –02<br>1 *Dk* | 77<br>59<br>25 | ✝100A1 Shl<br>*For trawling* 6,01 | 1901 Smith's Dock Co.Ld. North Shields<br>6mo *Lloyd's A&CP* | Smith'sDock Trust Co.Ld. | 80·0 18·0 8·2<br>BK6″<br>*WB* | Yarmouth British<br>*3 BHCem*<br>*FPT*2*t* | C.2Cy.10¾″&23″–16″ (*s*)<br>125lb 21RH<br>1SB,*2pf*,GS19,HS476<br>MacColl&Pollock,Sld. | 9 ″ 0 |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register T. Gross. / Under Deck. / Net. | Particulars of Classification. Character. / Special Survey / Date of last Survey | Year of Survey | Where held | Built. When. / Ship. / Engines | By Whom. / Where. | Owners | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. / Freeboard amidship. ft. | in. | Classed with Lloyd's | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 281 / 106756 / HKVS | **Elf** / *I. Olsen* –97 | SteelScYawl / *ex*Hul.No.1–02 1*Dk* | 165 / 152 / 51 | ✠100A1 *StmTrawler* [illegible] | Hul | | 1897 / 7mo | Mackie& Thomson Glasgow A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·2 / Q17′F17′ | 21·0 | 10·7 BK7½ *WB*= | Hull British *4BHCem DT*14′25*t* | T 8Cy.11″,17″&28″–20″ (*s*) 170lb 45RH 1SB,*2pf*,GS27,HS690 Muir&Houston(Lim.),Gls | 11 | 7 | | 7,04 |
| 282 / JKVS | **Elfangen** / *C.J.Eliasson* –99 | SteelScSr / 1*Dk* | 173 / 103 / 120 | | | | 1899 | Eriksberg Mek.Verks Gothenburg | Ångb.Aktieb.Nohl (A.G.Fredländer) | 96·0 / Q25′B41′H10*t* | 19·9 | 8·9 | Nohl Swedish | C.2Cy.11¼″&24¾″–16½″ 21NHP EriksbergM.V.Aktieb.Got | | | | |
| 283 / HKBV | **Elfi** / *L.T.Hansen* –02 (*ex*Egret) *Well deck* | SteelScSr / 1*Dk2trB* | 669 / 506 / 399 | ... | | | 1883 | Armstrong Mitchell& Co.Ld. Newcastle | Chr.Hannevig | 190·6 / Q70′B40′F26′ | 27·7 | 14·4 BK7½″ *WB* | Horten Norwegian | C.2Cy.25″&50″–27″ NB04 114NH WllsndSlpwy.Co.Ld.Nwc | 15 | 1 | | |
| 284 / 99496 / NVCR | **Elfie** / *H.H.Nielsen*82–95 *ss*Hpl.No.2–03 *Well deck* 1*Dk*(*Stl*)*&Webframes* | SteelScSr | 1927 / 1415 / 1229 | ✠100A1 2,[illegible] 5,05 BS9,04 | Cff | *r* | 1895 | W.Gray& Co.(Lim.) W Hartlepool A&CP | C.Nielsen&Sons *WB*= | 270·0 / P27′Q74′B116′F29′ *DBa&uE*102′*f*110′ | 37·0 | 17·2 FK *4BHCem* 413*tAPT*23*t* | Hartlepool British 160lb *80lb* 2SB,*4rf*,GS18,HS2330 Cen.Mar.Eng.Wks.,WHpl | T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *80lb* 156NHP | 19 | 6 | 1 | 5,05 |
| 285 — / HFWJ | **—** / *O.G.Boese*97–97 *Well deck* *ss*Dnz.2ndNo.3–3,05 1*Dk*(*Irn*)*2trB* | IronScSr / ~~*ss*Hpl.No.3–3,02~~ ~~*ss*Dnz.No.3–04~~ | 1180 / 912 / 730 | ✠100A1 3,05 | Dnz | *o* | 1880 | W.Gray& Co. W Hartlepool A&CP | Behnke&Sieg *WB*= | 238·0 / Q78′B136*t*F33′ *DBa* | 32·1 | 17·0 BK8″ *WB*=*DBa* | Danzig German *4BHCem* 63*f*86′254*t* | C.2Cy.28″&58½″–38″ 85lb *85lb* NB99 140NHP HS2470 NDB99 Blair&Co.(Lim.),Stockton | 18 | 2 | 1 | 3,05 |
| 286 / 1362 / JCQV | **Elfkungen** / *O.F.Stahre*02–02 1*Dk* | IronScSr / (*ex*Blekinge) | 100 / 66 / 65 | | | | 1881 | Oscar-shamsMk Wk Oscarshamn | ElfkungensÅngb. Aktieb. (C.F.Lundberg) | 94·2 / Q25′ | 17·8 H17*t* | 7·7 F30′ | Trollhättn Swedish | C.2Cy.13″&27″–18″ 26NHP OscarshamnsMek.Werk. | | | | |
| 287 / 96133 / LBQP | **Elfrida** / *H.A.Nedden* –00 *ss*Shl.No.3–3,02 *Well deck* 1*Dk*(*Irn*)*&Webframes* | SteelScSr | 2257 / 1760 / 1454 | ✠100A1 11,04 BS11,04 | Nwc | *s* | 1889 | Osbourne, Graham&Co. Sunderland A&CP | Pyman,Bell&Co. Ld. | 290·0 / P27′Q92′B114′ F33′ | 38·0 | 20·1 BK10″ *WB*=*Cell* | Newcastle British *6BHCem DB*236′450*t* | T.3Cy.22″,36½″&60″–42″ (*s*) 160lb *100lb* NDB00 235NHP 2SB,*6pf*,GS90,HS3555 N.E.MarineE.C.(Lm.),Sld. | 22 | 6 | 2 | 3,04 |
| 288 / HSGM | **Elg** / *C.K.Christophersen*97–02 1*Dk* | SteelScSr | 1134 / 903 / 708 | | | | 1901 | Burmeister &Wain Copenhagen | Acties.Elg (T.Hansen) *WB* | 231·3 / Q132*t*B53*t*H16*t* F28*t* | 34·3 | 13·6 | Österrisör Norwegian | T.3Cy.16″,26″&45″–30″ 111NHP Burmeister&Wain,Cpn. | | | N | |
| 289 / 519 / HRCT | **Elias Sehlstedt** / *J.G.Westman* –03 (*ex*Excellensen Posse) | IronScSr / 1*Dk* | 321 / 179 / 188 | | | | 1882 | Oskrshmns M.V.Aktieb. Oskarshamn | Ångf.Aktieb. Norrland(H.Ramström,*Mgr.*) | 120·4 / P89′B89′H16*t*F33′ | 21·1 | 10·8 | Hernösand Swedish | C.2Cy.19″&38″–21″ 55NHP OskarshamnsM.V.Aktieb. | | | | |
| 290 / JDQB | **Elida** / *J.M.Moe* –97 | WoodScSr / 1*Dk* | 292 / 236 / 171 | | | | 1870 | ..... Wenersborg | M.Lindöe | 101·7 / Q14*t*B39*t* | 24·1 | 11·9 | Haugesnd Norwegian | | | | | |
| 291 / 118502 / LBQP | **Elidir** / *T.Williams*91–03 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) | SteelScSr | 423 / 300 / 99 | ✠100A1 9,04 10,03 | Ayr | *g* | 1903 | AilsaS.B. Co.Ld. Ayr *Lloyd'sSA&CP* | G.W.D.Assheton-Smith (E.Neele, *Mgr.*) *WB*=*Cell* | 151·6 / Q55′B13′F23′ *DBf*77′99*t FPT*43*t* | 25·1 BK7½″ | 9·9 *3BHCem APT*8*t* | Carnarvon British 170lb *100lb* 91RHP 1SB,*3cf*,GS50.HS1640 Ross&Duncan,Glasgow | T.3Cy.14″,22½″&37″–27″ (*r*) 170lb *100lb* 91RHP | 12 | 6 | 1 | 0 |
| 292 / 136155 / KHQD | **Elihu Thompson** / *F.Clinger* –02 (*ex*Italia) 1*Dk*(*Irn*)*&Spardk&Webframes* | IronScSr | 896 / — / 448 | ✠ *Spar dk withfreeboard* 3,91 | Nwc | *l* | 1888 | W.Dobson &Co. Newcastle | PacificCold StorageCo. *WB*=*DBa5* | 195·1 / H20*t* | 28·0 | 13·6 20·6 *1f*79′132*t APT*30*t* | Tacoma, Wash. Utd.States *4BHAsp* | T.3Cy.15″,28″&40″–30″ 88NHP NEMarineECo.(Lim) Nwc | 14 | 4 | | |
| 293 / QHNJ | **Elin** / *H.Evers* –03 1*Dk2trB* | SteelSc | 596 / 463 / 348 | | | | 1903 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun *WB* | 179·7 / Q52′B43′F22′ | 27·2 | 11·9 | Bremen German | T.3Cy.13″,20½″&33 1/16″–21⅝″ 51NHP A.G."Weser,"Bremen | | | G | |
| 294 / LMTB | **Elisabeth** / *C.Emke*94–02 *Elec.light* 1*Dk* | SteelScSr | 2038 / 1868 / 1287 | | | | 1902 | Act.Ges. "Neptun" Rostock | H.Schuldt *WB* | 291·3 / P13′B172′F29′ | 41·2 | 18·9 | Flensburg German | T3Cy20⅝″,37 7/16″&55¼″–35 7/16″ 180NHP A.G."Neptun,"Rostock | | | G | |
| 295 — / RMPJ | **—** / *P.Traulsen*02–02 1*Dk* | SteelScSr | 1488 / 1151 / 940 | | | | 1902 | Schiffsw.v. HenryKoch Lübeck | ErnstJ.F. Commentz *WB* | 251·0 / P14′Q74′B60′F30′ | 35·8 | 15·5 | Hamburg German | T.3Cy.19 11/16″,32 5/16″&51 3/16″–33½″ 152NHP J.FAhrens,AltonaOttensen | | | G | |
| 296 / QHNS | **Elisabeth Rickmers** / *Th.Nebinger* –03 *Elec.light* 1*Dk*&*Spardk* | SteelScSr | 1631 / 1489 / 997 | | | | 1903 | Rickmers Act.Ges. Bremerhaven | RickmersReis-mühlen,Rhed.& Schiffb.Act.Ges. *WB* | 253·2 / P&B161′F26′ | 37·4 | 19·6 | Brmrhavn German | T3Cy18 5/16″,30 1/16″&49 3/16″–31½″ 135NHP OttenserMaschinenf.Alt. | | | G | |
| 297 | **Elisabeth II.** (*ex*FultonII.,*ex*Guarani) | IronSc | 225 / — / 141 | | | | 1870 | Harland& Wolff Belfast | F.Querel | 136·0 / | 22·0 | 13·9 | Bns.Ayres Argentine | | | | | |
| 298 / 19 / NWMS | **Elisabetta** / (*ex*Adeline Schüll) *Well deck* | IronSc3MstSr / ~~*ss*Tri.No.3–10,92~~ ~~*ss*Gen.No.2–01~~ 1*Dk*(*ptIrn*) | 390 / 291 / 245 | ✠100A1 2,05 12.01 | Gen Nap | *g* | 1880 | H.M'Intyre&Co. Paisley *Lloyd'sSA&CP* | ~~A.Parodi fuB.~~ ~~Simonetti&Co.~~ A.Parodi fu B. | 162·0 / Q74′B12′F22′ ptND89 | 23·2 | 13·2 BK7″ *WB* =*FPT*70*t* | Naples Italian 65lb ~~50lb~~ *4BHCem* 1SB,*3f*,GS54 | C.2Cy.21″&40″–30″ (*s*) ~~50lb~~ *50lb* NB89 73NHP Fleming&Ferguson,Psy. | | | | ~~11.00~~ 2,05 |
| 299 / RJNT | **Elise** / *H.Wupper*95–95 1*Dk* | SteelScTrawler | 139 / 138 / 29 | | | | 1892 | J.C.Tecklenborg Geestemünde | F.W.E.Thomae | 106·3 / | 20·9 | 9·7 | Hamburg German | C.2Cy.17¾″&32⅝″–22″ 42NHP J.C.Tecklenborg,Gstmnde | | | G | |
| 300 / RHQW | **Elise Marie** / *C.Stege*99–02 *Mchy.Aft* *Elec.light* 1*Dk*&*Spardk*&*Webframes* | SteelScSr / *Carrying Petroleum in bulk* | 3193 / 3055 / 2041 | | | | 1889 | SirW.G. Armstrong, Mitchell&Co. Newcastle | Deutsch-Amerik. PetroleumGes. | 318·6 / H– | 42·0 | 29·5 F38′ | Hamburg German *WB* | T.3Cy.23″,37″&60″–42″ NB94 233NHP WllsndSlpwyCo.Ld.,Nwc. | | | GV | |
| 301 / MSJL | **Elise Podeus** / *P.Rahden*01–01 *Elec.light* 1*Dk* | SteelScSr | 1004 / 774 / 624 | | | | 1901 | Schömer &Jensen Tönning | H.Podeus *WB* | 211·3 / Q79′B55′F17′ | 32·3 | 13·3 | Wismar German | T.3Cy.15″,24⅞″&40⅝″–28″ 89NHP Schömer&Jensen,Tönning | | | G | |
| 302 / PBKF | **Elita** / *Th.Pierstorff*80–93 *Elec.light* 1*Dk* | SteelScSr | 740 / — / 452 | | | | 1889 | Rostocker Act.Ges. Rostock | Libau-Lübecker Dmpfsfahrts.Ges. (Schröder&Pape, *Mgrs.*) | 180·3 / P&B109′ | 26·6 | 11·7 F52′ | Lübeck German *WB* | T.3Cy.13″,20″&33″–24″ 53NHP RostockerA.G.,Rostock | | | G | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillis Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant report. Lettre d'Appliement. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Donne. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Nbre des Cylindres.—Course. Diamètre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom de Constructeur des machines. | Creux sur Quille. Nombre à bord en milliers de navire. pds. pr. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 303 | **Elita** Nossack | 1806 | ✝100A1 HKg *p* | 1891 | Howaldts- | Ostasiatische | 250·0 35·2 16·6 | Hamburg | 1.8Cy.19½″,31½″&51½″–84″ | 19 ″ 7 | | |
| | (ex Lyngaa) (ex Nancy) ex A. F. Cosulich) | 1181 | 2,05 Ham | 6mo | werke | HandelsGes. (A.E | P200′F28′ | German | 142lb 90lb (k) 180NH | 1 ″ 6 | | |
| RLPC | | 1161 | ✝LMC 1,02 | | Kiel | Schuldt, *Mgr.*) | FK | | 2SB, 4cf, GS82, HS3043 | | | |
| | | | | | A&CP | | *WB* = *Cem* | | *DB*210′842*t* Howaldtswerke, Kiel | | | |
| 304 | **Elite** | 180 | ✝100A1 Gls | 1902 | Mackie & | Gt. Northern S.S. | 109·1 21·6 10·6 | Hull | T.3Cy.11″,18″&30″–22″ (s) | 11 ″ 6 | | |
| 116120 | | 171 | *Stm Trawler* | 12mo | Thomson | Fishing Co. Ltd. | | British | 200lb 48RH | | | |
| | 1 *Dk* | 63 | 12,02 ✝LMC 12,02 | | Glasgow | | BK 7½″ | | 1SB, 2cf, GS24, HS750 | | | |
| | | | | *Lloyd's SA&CP* | | | *WB* = *Deep Tanks f* 14′22*t* | | Muir & Houston, Ld. Gls | | | |
| 305 | **Elixir** | 2292 | ✝100A1 Hpl *t* | 1904 | Irvine's S.B. | T. Appleby & Co. | 300·0 44·0 19·7 | W. Hartlpl | T.3Cy.23″,37″&61″–39″ (s) | 22 ″ 1 | | |
| 116164 | *J. W. Horner* 01–04 | 2100 | 3,05 Shl | 3mo | & D.D. Co. Ltd. | | P27 B183′F31′ | British | 160lb 90lb 245NH | 3 ″ 0 | | |
| VNRB | 1 *Dk* (*pt Irn & pt Stl*) *& deep framing* | 1461 | ✝LMC 2,04 | | W Hartlepool | | FK | 5 *BHCem* | 2SB, 6cf, GS96, HS3877 | | | |
| | | | | *Lloyd's SA&CP* | | | | | Richardsons, Westgarth & | | | |
| | | | | | | | *WB* = *Cell DB* 94′ *uE* & *B*34′ *f*124′ | 641*t* | *FBT*84*t* *APT*94*t* Co. Ld Hpl. | | | |
| 306 | **Eliza** | 69 | A1 Dem | 1871 | Green | Sproston's Ld. | 100·0 16·1 6·9 | Georget'n | 1.2Cy.24½″–38″ (s) | | | |
| 65001 | *J. Headley* ss Dem. 2nd No. 8–1,96 | 36 | *For River purposes only* | 6mo | London | | | British | 45lb 37RH | | | |
| | ss Dem. No. 2–03 | | 1,03 | | A&CP | | BK 4½″ | | 1SB, 2pf, GS80, HS660 | | | |
| | 1 *Dk* | | ✝NB 1,96 ✝MS 1,03 | | | | | 5 *BH* | J. Stewart, London | | | |
| 307 | **Elizabeta** | 130 | | 1866 | ..... | I. M. Golovin | 96·5 18·4 10·2 | Kertsch | | | | |
| 148 | | — | | | North Shields | | | Russian | | | | |
| | 1 *Dk* | 49 | | | | | | | | | | |
| 308 | **Elizabeth** | 1539 | ✝100A1 Hbg *q* | 1881 | Bartram | Reder i Aktieb. | 257·2 35·0 18·7 | Hlsngborg | C.2Cy.32″&60″–39″ (s) | 19 ″ 10 | | |
| 3191 | *C. F. Ewald* 98–98 ss Lon. No. 3–4,94 | 1249 | 4,05 | 5mo | Haswell & Co | Amphitrite (P. L. | P29′Q58′B62′F84′ | Swedish | 90lb 80lb NDB01 198NHP | 1 ″ 11 | | |
| JHPN | (ex Elizabeth Allen) ss Hbg. No. 2–03 | 919 | ✝LMC 4,03 | | Sunderland | Pahlsson, *Mgr.*) | BK 9″ | 5 *BHCem* | 2SB, 6pf, GS96, HS3300 | | | |
| | *Well deck* 1 *Dk* (*Irn*) 2 *tr B* | | Ls 1,05 | | A&CP | *WB* = *DB* 264′ *f*40′ 169*t* | *FPT* 46*t* | *APT*22*t* | J. Dickinson, Sunderland | | | |
| 309 | — | 578 | | 1902 | Brunch'rst | R. Wesenberg | 165·4 27·5 15·2 | Bergen | T.3Cy.12½″,20″&32″–26″ | | N | |
| | *L. C. Engelsen* 02–02 | 445 | | | & Dekke | | Q40′B64′H6′F22′ | Norwegian | 47NH | | | |
| JQBR | 1 *Dk* | 353 | | | Bergen | | | | Larsen & Msk & Jrns. Bgn | | | |
| 310 | — | 363 | | 1903 | W. F. Stone | E. T. Kruse | 142·0 35·8 9·9 | S. Frncisco | | | | |
| 200554 | | — | | | San Francisco | | | Utd. States | | | | |
| KSTQ | 1 *Dk* | 284 | | | | | | | | | | |
| 311 | **Elizabeth Svorono** | 139 | | 1882 | J. T. Eltring- | C. Svorono & Sons | 108·0 18·9 9·8 | Taganrog | L.1Cy.86″–54″ | | | |
| | | — | | | ham | | | Russian | | | | |
| | (ex Flying Arrow) | 66 | | | S. Shields | | | | 73NHP | | | |
| 312 | **Elk** | 181 | ✝100A1 Gms | 1902 | Cook, Wel- | ~~Fisher & Morris~~ | 108·7 21·0 11·2 | Grimsby | T.3Cy.11½″,20″&33″–24″ (s) | 12 ″ 1 | | |
| 113235 | *G. Finch* 02–02 | 160 | *Stm Trawler* | 10mo | t'n & Gemmell | Morris & Fisher | Q56′F19′ | British | 180lb 62RH | | | |
| | 1 *Dk* | 46 | 1,05 ✝LMC 10,02 | | Beverley | | BK 8″ | 4 *BHCem* | 1SB, 2pf, GS83, HS1000 | | | |
| | | | | *Lloyd's SA&CP* | | | | | Amos & Smith, Hull | | | |
| 313 | — | 169 | ✝100A1 Hul | 1898 | Mackie & | Gt. Northern S.S. | 104·0 21·0 10·7 | Hull | T.3Cy 10″,16½″&28″–20″ (s) | 11 ″ 7 | | |
| 109095 | *J. Olsen* 99 ss Hul. No. 1–03 | 160 | *Stm Trawler* | 12mo | Thomson | Fishing Co. Ltd. | | British | 200lb 40RH | | | |
| | 1 *Dk* | 54 | 8,04 ✝LMC 4,03 | | Glasgow | | BK 7½″ | 4 *BHCem* | 1SB, 2pf, GS26, HS642 | | | |
| | | | | | A&CP | | *WB* = | *DTf*14′20*t* | Muir & Houston, Ld. Gls | | | |
| 314 | **Ella** | 1992 | ✝100A1 Shl *r* | 1884 | N. of Eng. S. | Gordon Stm. Shpg. | 270·0 39·3 19·0 | London | T.3Cy.18″,34″&58″–42″ (s) | 20 ″ 2 | | |
| 89581 | *A. Wynd* –08 ss Nwc. No. 3–12,96 | 1557 | 11.08 | 4mo | B.Co. (Lim.) | Co. Ld. | P28′Q68′B70′F30′ | British | 200lb 80lb NDB02 226NHP | 2 ″ 1 | | |
| KBLV | *Well deck* ss Shl. No. 1–02 | 1235 | ✝NB 5,02 ✝LMC 5,02 | | Sunderland | | BK 9½″ | 6 *BHCem* | 2SB, 4cf, GS88 HS3180 *Tf*91 | | | |
| | 1 *Dk* (*Irn*) 2 *tr B* | | | | A&CP | *WB* = *Ba*76′*f*60′339*t FP*7 | | 87*t* | *APT*34*t* N.E. Marine E. Co (Lm) Nwc | | | |
| 315 | — | 1437 | | 1898 | Sunderlnd | Dmpskibsselsk. Ella | 240·0 37·0 17·7 | Chrstiania | T.3Cy.18½″,30″&49″–33″ | 20 ″ 0 | N | |
| | *G. Weibust* | 1261 | | | S.B Co. Ld. | (H. Waage) | B99′H50′F2*t* | Norwegian | 162NH | | | |
| HFDB | 1 *Dk* & *deep framing* | 912 | | | Sunderland | | FK | | *WB* MacColl & Pollock, Sld. | | | |
| 316 | — | 1186 | ✝ Sld *n* | 1877 | W. Gray & | C. A. Banck | 240·0 32·2 17·1 | Hlsngborg | C.2Cy.29½″&54½″–36″ | 18 ″ 3 | | |
| 3100 | *O. P. R. Ohlsson* 00–00 | 924 | 8,03 | 12mo | Co. | | Q80′B59′F33′ | Swedish | NDB88 184NHP | | | |
| JHGL | (ex Montrose) ss Skm. 2nd No. 8–10,97 | 710 | | | W Hartlepool | | BK 8″ | 4 *BHCem* | 2SB, 6pf, GS54, HS2157 | | | |
| | *Well deck* 1 *Dk* 2 *tr B* | | | | | | *WB* = *DBa*72′*f*90′*fuE*+*b* | 4*t* | *B*36′302*t* Blair & Co., Ld., Stockton | | | |
| 317 | — | 1055 | ✝100A1 Shl *m* | 1894 | Craig, | Angf. Aktieb. Ella | 218·0 33·1 13·8 | Gothenbrg | T.3Cy.17½″,29″&47″–33″ (s) | 16 ″ 0 | | |
| | *C. T. Morin* –04 ss Shl. No. 2–03 | 823 | 3,05 Bly | 8mo | Taylor & Co. | (F. W. Forsberg) | Q73′B46′F27′ | Swedish | 160lb 80lb 130NH | 1 ″ 7 | | |
| | (ex A. R. Thorp, ex Kathleen) 1 *Dk* (*Stl*) *q* | 647 | MS 7,03 ✝MC | | Stockton | | drp03 FK | 4 *BHCem* | 2SB, 4pf, GS62, HS2000 | | | |
| | *Well deck* *Webframes* | | BS 3,05 | | A&CP | *WB* = | *Ceil DBa*52′*uE*+*b* | 26′*f*90′255*t* | J. Dickinson, Sunderland | | | |
| 318 | — | 878 | | 1895 | J. Duthie | Akties. Ella | 199·0 31·2 12·5 | Laurvig | T.3Cy.15″,25″&40″–30″ | 14 ″ 11 | N | |
| | *F. Green* | 693 | | | Sons & Co. | (Bugge & Olsen) | Q95′B18′F29′ | Norwegian | 98NHP | | | |
| JTVS | *Well deck* 1 *Dk* | 542 | | | Aberdeen | | FK | | *WB* A. Hall & Co., Aberdeen | | | |
| 319 | — | 850 | | 1881 | Aitken & | L. & S. W. Rlwy. Co. | 235·5 29·1 14·2 | S'thamptn | C.2Cy.87″&69″–39″ | | BT | |
| 82420 | *H. Forester* –00 2 *Dks* | 645 | | | Mansel | | Q126′F60′ | British | NB97 248NHP | | | |
| WBHL | | 397 | | | Glasgow | | | | J. & J. Thomson, Glasgow | | 1.5 | |
| 320 | — | 784 | | 1870 | J. Scott & | ~~Cosmos & Co.~~ | 197·5 25·3 11·5 | Shanghai | C.2Cy.20″&36″–27″ | 12 ″ 6 | | |
| 92298 | *F. George* –02 1 *Dk* & *Awngdk* | 680 | | | Sons | C. E. Geddes | 18·2 | British | NB80 75RHP | | | |
| LWFP | | 519 | | | Invrkeithing | | FK | *WB* | J. Scott & Sns, Inverkeithng | | | |
| 321 | — | 368 | | 1890 | Helsingör | Forenede Dmpskib. | 148·5 24·1 10·9 | Copnhagn | C.2Cy.19″&35″–21″ | | | |
| | *C. P. Johnsen* 1 *Dk* | 264 | | | Skibsbygri | Selskab | Q67*t*B22*t*F14′ | Danish | 47NHP | | | |
| NCLK | *Elec. light* | 220 | | | Elsinore | | | *WB* | Helsingörs Maskinbyggeri | | | |
| 322 | — | 113 | ✝ Abn | 1891 | J. T. Eltring- | J. T. Eltringham & | 93·0 18·6 10·1 | S. Shields | C.2Cy.16″&32″–22″ | 10 ″ 8 | | |
| 98282 | *G. Reynolds* 98–98 ss Shl. No. 1–95 | 105 | *Stm Trawler* | 5mo | ham & Co. | Co. | | British | 45RH | | | |
| | 1 *Dk* | 22 | 4,99 ✝ | | S. Shields | | BK 6″ | 3 *BHCem* | 1SB, 2pf, GS28, HS719 | | | |
| | | | | | | | | | G. T. Grey, S. Shields | | | |
| 323 | — | 92 | ✝100A1 Shl | 1901 | J. T. Eltring- | G. Couper | 80·0 18·5 9·1 | Sundrland | C.2Cy.11½″&23″–16″ (r) | 9 ″ 6 | | |
| 108715 | *J. Barbar* –08 | 87 | *For fishing purposes* | 5mo | ham & Co. | | | British | 125lb 22RHP | | | |
| | 1 *Dk* | 24 | 5,01 ✝ 5,01 | | S. Shields | | BK 6″ | 3 *BHCem* | 1SB, 2pf GS22, HS498 | | | |
| | | | | *Lloyd's SA&CP* | | | *WB* = *FPT*5*t* | | G. T. Grey, South Shields | | | |
| 324 | — | 92 | ✝100A– Abn | 1903 | A. Hall & | J. H. Leask | 86·1 18·6 9·1 | Peterhead | C.2Cy.18″&26″–18″ (r) | 9 ″ 10 | | |
| | *D. Cow* –03 | 64 | *Stm Trawler* | 5mo | Co. | | | British | 100lb 81RHP | | | |
| | 1 *Dk* | 24 | 5,03 ✝LMC 5,03 | | Aberdeen | | BK 7½″ | 3 *BHCem* | 1SB, 2pf, GS26, HS649 | | | |
| | | | | | | | | | A. Hall & Co. Aberdeen | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Built. | Owners. | Regist'd Dimensions Deck Erections, &c. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers ‖ Furnaces Engine Maker ▫ Name | Modified Freeboard Amidships ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 325 | **Ella Ivers** IronScSr | 137 | ✝100A— Sws | 1882 Irvine&Co. | Dympna Gas.E. | 214·8\|33·2\|17·5 | Hamburg | C.2Cy.[illegible] | 18 ″ 10 | | |
| [illegible] | [illegible] ssHpl.No.8–12,94 | [illegible] | [illegible] | [illegible] | Ivers m.b.H. | Q92′B61′F31′ | German | 75lb 50″ NDB99 156NH | s 1 ″ 9 | | 11,04 |
| RMBS | (exMonnythorpe) ssKel.No.2–08 | 831 | | | (A.Leonhardt) | BK8½ | 1BHCem | 28B,4pf,GS66 | | | |
| | *Well deck* 1Dk(Irn)2trB | | | | | WB=DBa80′f84′dp | E&B36′15t | T. Richardson&Sons,Hpl. | | | |
| 326 | **Ella Ross** IronPad | 228 | | 1873 W.White Montreal | TheRathbunCo. | 99·2\|27·8\| 6·4 | Doseronto, Ont. British | 1Cy.22″–48″ E&Bblt81 85RH | | | |
| 77589 | *D.B.Christie* (exGipsy) | 82 125 | | | | | | Davidson&Doran,Kingstn | | | |
| 327 | **Ella Sayer** SteelScSr | 2549 | ✝100A1 Nwc t | 1898 TyneIron | EllaSayerS.S.Co. | 313·0\|45·0\|20·8 | Newcastle | T.3Cy.22″,36″&61″–39″ (s) | 23 ″ 1 | | |
| 106643 | *G.Turnbull* 98 ssNwc.No.1–08 | 2372 | *withfreeboard* | 9mo S.B.Co.Ld. | Ld. (Fisher,Ren- | P29′B72′F34′ | British | 180lb 80lb 249NH | s 3 ″ 11½ | | 9,03 |
| QHFG | 1Dk(Irn)&deep framing | 1618 | 11, [illegible] LMC4,03 | Newcastle A&CP | wick&Co.) | FK | 6BHCem | 2SB,6cf,GS102,HS3800 | | | |
| | | | BS9,04 | | WB=CellDBa | 100′uE22′f126′663t | APT21t | N.E.MarineCo.Ld.Nwc. | | | |
| 328 | **Ella Woermann** IronScSr | 1666 | | 1883 Blohm& Voss Hamburg | WoermannLinie KommanditGes. | 270·5\|34·9\|20·9 | Hamburg German | C 2Cy.30″&52″–42″ | | G | |
| | *L.Franck00–02* | 1439 | | | | P10′B76′F29′ | | 146NHP | | | |
| RGNJ | 2Dks | 1052 | | | | | | Blohm & Voss,Hamburg | | | |
| 329 | **Ellamy** IronScBk | 2751 | ✝100A1 Clf t | 1884 Palmers' | SimpsonS.S.Co.Ld. | 300·0\|40·0\|23·9 | London | C.2Cy.38″&72″–48″ (s) | 26 ″ 7 | | |
| [illegible] | *[illegible] Mace* –04 ssLon.No.3–10,96 | 2274 | 1904 | 4mo Co. | (W.Simpson *Mgr.*) | P184′F28′ | British | 90lb 65lb 305NH | | | 4,04 |
| JLSR | (exElderslie) ssBry.No.1–00 | 1747 | [illegible] [illegible] | Newcastle | | BK9″ | 5BHCem | 2DB.12pf,GS166,HS5261 | | | |
| | *Well deck* 2Dks(1Irn)3trB | | | Lloyd'sA&CP | WB=CellDBa | 90′f110′325t | APT | Palmers'Co.Ld.Nwc. | | | |
| 330 | **Ellan Vannin** IronTwinScSr | 380 | | 1860 Tod& McGregor Glasgow | Isle ofManSteam PacketCo.Ld | 198·6\|22·2\|10·7 Q32t | Douglas British | C.4Cy.18″&34″–24″ NE&B88 100RIP | | BT Oil | |
| 27260 | *R.Tanner* –02 | 304 | | | | | | Westray,Copeland&C.Brw | | 10,05 | |
| PQMG | (exMona'sIsle) | 128 | | | | | | | | | |
| 331 | **Ellaston** SteelScSr | 1609 | ✝100A1 Grk r | 1903 R.Duncan | W.S.Miller&Co. | 260·3\|37·2\|18·1 | Glasgow | T.3Cy.19″,31″&51″–36″ (s) | 20 ″ 6 | | |
| 115789 | *G.D.Moffat* –03 | 1509 | 10,03 | 10mo &Co.Ld. | | P23′B65′F28′ | British | 180lb 100lb 172NH | s 2 ″ 10 | | |
| VGHB | 1Dk(Stl)&deep framing | 1023 | [illegible] LMC[illegible] | Pt.Glasgow | | FK | 1BHCem | 2SB,6pf,GS90,HS2684 | | | |
| | | | | Lloyd'sA&CP | WB=CellDBa | 80′uE 18′f114′451t | APT55t | D.Rowan&Co.Glasgow | | | |
| 332 | **Ellen** ssHbg.2[illegible] IronScBn | 1598 | ✝100A1 Shl q | 1878 W.Gray& Co. WHartlepool | Rederiaktieb. MagnusStenbeck (T.Persson,*Mgr.*) | 258·0\|34·8\|19·3 | Hlsngborg Swedish | C.2Cy.33″&61″–33″ (s) | 20 ″ 7 | | |
| 3054 | *J.A.Lock* –97 [illegible] 5,04 Hbg | 1267 | 5,[illegible] [illegible] 5,04 Hbg | 12mo | | Q100′B61′F27′ | | 75lb 80lb NDB02 178NH | | | 5,04 |
| JHOM | (exHathersage) ssCpn.No.2–00 | 965 | LMC4,04 | A&CP | | BK9″ | 1BHCem | 2B,GS80 | | | |
| | *Well deck* 1Dk(Irn)2trB | | | | WB=DBa | 84′f90′330t | APT | T.Richardson&Sons,Hpl. | | | |
| 333 — | IronScSr | 451 | | 1872 Lindholmens M.V. Gothenburg | Ångf.Aktieb.Ellen (O.E.Lundström) | 148·6\|24·3\|15·0 B36′H9t | Carlshamn Swedish | C.2Cy.13½″&28″–25″ | | V | |
| 1395 | *F.O.Östensson99–99* 1Dk | 389 | | | | | WB | NB82 33NHP | | | |
| HJFO | (exTrelleborg) | 321 | | | | | | LindholmensM.V.,Goth. | | | |
| 334 — | IronPad | 324 | | 1876 Sheltiff Goolwa,S.A. | RiverMurrayNav. Co.Ld. | 120·0\|18·9\| 7·5 H17t | P.Adelaide British | C.2Cy.12″&18″–42″ | | | |
| 71780 | *H.King88–* 1Dk | 263 | | | | | | 80RH | | | |
| | | 161 | | | | | | Roberts&Sons,Sandhurst, Victoria | | | |
| 335 — | CompScSr | 186 | | 1899 Lödösé Eckerna Warf | Alex.Carlsson | 97·4\|22·6\|10·0 P20′H4tF15′ | Gothenbrg Swedish | C.2Cy.7½″&18″–11″ | | V | |
| 3581 | *C.E.R.Rutgersson* –08 | 158 | | | | | | 9NHP | | | |
| JLBK | *Mchy.Aft* 1Dk | 132 | | | | | | F&O Lindman Helsingborg | | | |
| | *Sailing Schooner—See Sailing Ship Register.* | | | | | | | | | | |
| 336 — | WoodScSr | 167 | | 1893 J.Jakobs-sonKöp-mannabro | Aktieb.Sigfrid (F.B.Wahlquist. *Mgr.*) | 97·7\|22·2\| 9·4 P23′H5t | Gothenbrg Swedish | C.2Cy.11½″&19½″–11½″ | | | |
| 739 | *G.Lilja02–02* 1Dk | 137 | | | | | | 31NH | | | |
| JCDH | | 78 | | | | | | Wilhelmsbergs M.V.,Got. | | | |
| 337 | **Ellenia** SteelScSr | 4197 | ✝100A1 Bry r | 1900 Nthmblnd | ElleniaS.S.Co.Ld. | 360·0\|48·0\|20·1 | Trieste | T.3Cy.24½″,40″&68″–48″ (s) | 22 ″ 10 | | |
| | *A.G.Scopinich00–00* ssBry.No.1–04 | 4134 | *Spar dk* | 11mo S.B.Co.Ld. | (D.Tripcovich) | P32′B90′F32′ 28·1 | Aust.-Hung. | 180lb 356NH | s 6 ″ 10 | | 1.04 |
| HGCQ | 1Dk(Stl)&Spar dk(Stl)& | 2726 | 10,[illegible] [illegible] MC11,02 | Newcastle | | FK | 6BHCem | 3SB,9cf,GS163,HS5630 | | | |
| | *Web frames* | | 5,04 | A&CP W | WB=CellDBa 114′ | uE&B42′f154′811t | APT65t | N.E.MarineCo.Ld.Nwc. | | | |
| 338 | **Eller** SteelScSr | 243 | ✝100A1 Liv c | 1896 J Fullerton &Co. Paisley A&CP | CoppackBros.&Co | 125·0\|20·1\| 9·2 Q45′B7′F22′ | Chester British | C.2Cy.16″&32″–24″ (s) | 10 ″ 1 | | |
| 102463 | *W.Williams* –03 ssLiv.No.3–10,03 | 165 | 1,05 10,03 | 4mo | | BK6″ | 3BHCem | 120lb 43RH | s 10½ | | N10,03 |
| PGRJ | *Well deck* 1Dk(Stl) | 54 | BS1,05 LMC10,03 | | | WB=FPT45t | | 1SB,2pf,GS34,HS942 | | | |
| | *Mchy.Aft* | | | | | | | Ross&Duncan,Glasgow | | | |
| 339 | **Elleric** SteelScSr | 3570 | ✝100A1 Syd w | 1897 Russell& Co. Pt.Glasgow A&CP | S.S.EllericCo.Ld. (A.Weir&Co.) | 339·5\|46·0\|17·8 B72′F35′ 25·8 | Glasgow British | T.3Cy.25″,40″&64″–45″ (s) | 20 ″ 6 | | |
| 106084 | *C.McLeod* –02 ssDun.No.1–01 | 3348 | *Spar dk* Nyk | 6mo | | FK | 6BHCem | 160lb 70lb 294NH | | | 12,03 |
| PRQV | 1Dk(Stl)&Spar dk(Irn) | 2322 | 7,04 [illegible] | | | | | 2SB,6cf,GS128,HS1700 | | | |
| | &Deepframing | | [illegible] [illegible] | | WB=CellDBa | 110′uE&B36′f142′ | 792t APT56t | Rankin&Blackmore,Grk. | | | |
| 340 | **Ellesmere** SteelScK | 183 | ✝100A1 Gls | 1903 Mackie& Thomson Glasgow | Gt.NorthernS.S. FishingCo.Ld. | 109·1\|21·5\|10·6 | Hull British | T.3Cy.11″,18″&30″–22″ (s) | 11 ″ 6 | | |
| 118770 | *W.Morley* –08 | 172 | *StmTrawler* Hul | 9mo | | BK7″ | 1BHCem | 200lb 48RH | | | |
| | 1Dk | 65 | [illegible] [illegible] | Lloyd'sA&CP | | WB=DeepTanks | f12′22t | 1SB,2pf,GS24,HS680 | | | |
| | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 341 | **Ellewoutsdijk** IronScSr | 1645 | ✝100A1 Rot q | 1883 J.L Thomp-son&Sons Sunderland A&OP | Solleveld,van der Meer&T.H.van Hattum | 259·8 36′0\|18·6 Q100′B58′F26′ | Rottrdam Dutch | C.2Cy.32″&59″–33″ (s) | 19 ″ 7 | | |
| | *J.C.Stenger00–00* ssShl.No.3–3,98 | 1365 | 7,04 2,05 | 10mo | | FK | 6BHCem | 80lb 89lb NDB03 167NH | | | 2,08 |
| NPQS | (exTunisie,exRobina) ssRot.No.1–08 | 1040 | *Now named Greendyke* | | WB=DBa | 76′f58′268t FPT33t | APT26t | 2SB,4pf,GS94 | | | |
| | *Well deck* 1Dk(Irn)2trB | | *See No. 97 in Supplement.* | | | | | T.Richardson&Sons,Hpl. | | | |
| 342 | **Elli** IronScSr | 120 | | 1879 Stabilmnto Tecnico Trieste | HadjiDaout Farkouh | 113·0\|16·5\| 9·0 | Smyrna Turkish | C.2Cy.14″&26″–18″ | | | |
| Wrecked 11,04 | *P.Coubi* | 74 | | | | | | NB97 24NH | | | |
| | (exMabel) | 74 | | | | | | StabilimentoTecnico,Tri. | | | |
| 343 | **Ellida** SteelScSr | 1124 | | 1901 Bergen Mek.Værks. Bergen | A.Halvorsen | 228·5\|35·4\|15·9 P44tH6otF30t | Bergen Norwegian | T.3Cy.16″,25″&43″–30″ | | N | |
| | *B.C.Pettersen* –01 | 989 | | | | | WB | 101NH | | | |
| JPQD | 1Dk | 694 | | | | | | BergenMek.Værks Bergen | | | |
| 344 — | IronScSr | 578 | | 1883 Eriksberg Mek.Verkst. Gothenburg | F.M.Bruhn | 168·6 24·9\|13·9 B42′F17′ | Flensburg German | C.2Cy.20″&39″–23″ | | G | |
| | *H.Müller01–01* 1Dk2trB | 438 | | | | | WB | 61NHP | | | |
| LMBP | | 353 | | | | | | EriksbergMek.Vrks.Gthg. | | | |
| 345 | **Ellington** IronScSr | 703 | ✝100A1 Hpl j | 1882 D.Baxter &Co. Sunderland A&OP | Freear&DixStm. Shpg.Co.Ld. | 184·5\|30·4\|13·0 Q95′B18′F22′ | Newcastle British | C.2Cy.24″&48″–33″ (s) | 13 ″ 9 | | |
| 88097 | *A.Camilleri* –08 ssHpl.No.3–9,94 | 533 | 10,04 6,08 Sld | 9mo | | [illegible]rp08 BK7½″ | 5BHCem | 80lb 80lb NDB02 95RHP | s 1 ″ 3 | | 3,05 |
| WVTK | *Well deck* ssShl.No.2–02 | 440 | BS7,08 LMC5,02 | | | Ba42′f51′135t FPT | 25t APT10t | 1SB,3pf,GS50,HS1793 | | | |
| | 1Dk(Irn) | | BS3,04 | | WB=D[illegible] | | | Baird&Barnsley,N.Shields | | | |

16 d ‡

| Numéro d'Ordre. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les essais du navire. Détails des Chaudières & Propulseurs. Nom du Constructeur des machines. | Gross and Quilts. Franc-bord au pont. pds. po. | Marks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 346 | **Elliot** Wood Sc 3 Mast Sr | 367 | ✝ | PEI | 1893 | R M'Millan | R. McMillan | 147·4 \| 25·0 \| 12·0 | Charlottetn | C.2Cy.20"&38"–27" | | |
| 07076 | (WRECKED 3,04) | 277 | 11 03 | | 11mo | Charlotte- | | | British | NDB02 80RHP | | |
| VSJ | R. Macmillan –04 | 227 | ~~Newcastle~~ 12,96 | | | town, P.E.I. | | | 1 BH | 1SB,2cf,gs36,hs1150 | | |
| | cf Salted† 1 Dk | | ~~B6,02~~ | | | | | | | PearceBros., Dundee | | |
| 347 | **Ellis** Steel Sc Sr | 1870 | | | 1904 | Bergens Mek. Verks. Bergen | O.&A.Irgens | 285·0 \| 38·5 \| 17·5 | Borgen | T.3Cy.28½",37"&62"–39" | | |
| | F. Hansen 89–04 | 1688 | | | | | | P30' F29' | Norwegian | 240NHP | | |
| | 2 Dks | 1176 | | | | | | | WB | Bergens Mek Værks Bergen | | |
| 348 | **Ellora** Iron Sc Sr | 1996 | ✝ | Cal s | 1879 | R. Napier & Sons Glasgow | British India Stm. Nav. Co. Ld. WB | 285·0 \| 35·2 \| 23·9 | Glasgow | C.2Cy.34"&60"–42" | | |
| 80437 | W. C. Lemarchand –03 ssCal. No. 1–83 | 1877 | 6,85 | | 1mo | | | P34' F29' | British | 194NHP | | |
| SPGW | 2 Dks (UIrn–ws) 3 Dk rule | 1494 | | | | | | DBaf $uE $B250' | 5 BHCem | R. Napier & Sons, Glasgow | | |
| 349 | **Elm** Steel Sc Sr | 522 | | | 1884 | A. & J. Inglis Glasgow | Gls. Dub. & Lndndy S.P. Co. Ld. (A.A. Laird & Co. Mgrs.) | 182·2 \| 27·7 \| 12·8 | Glasgow | C.2Cy.26"&50"–36" | 13 " 6 | BT till |
| 89936 | M. MacDougall –04 | 455 | | | | | | P36' B63' F58' | British | NB02 125NHP | 1 · 8 | |
| MBRD | | 166 | | | | | | | | A. & J. Inglis, Glasgow | | |
| 350 | — Steel Sc Yl | 168 | ✝100A1 | Hul | 1899 | Mackie & Thomson Glasgow A&CP | Great Northern SS. Fishing Co. Ld. | 104·0 \| 21·0 \| 10·7 | Hull British | T.3Cy.9¾",16½"&28"–20" (s) | 11 " 7 | |
| 110693 | ss Hul. No. 1–03 | 160 | Stm Trawler | | 3mo | | | BK 7½ | 1 BHCem | 200lb 40RHP | | |
| | 1 Dk | 54 | 11,04 ~~3,04~~ | | | | | WB= | DTf 14'20t | 1SB,2pf,gs26 hs642 | | |
| | | | | | | | | | | Muir & Houston, Ld. Gls. | | |
| 351 | **Elm Branch** Steel Sc Sr | 3265 | | | 1895 | W. Doxford & Sons (Lim.) Sunderland | Nautilus Stm Shpg. Co. Ld. (F. & W. Ritson, Mgrs.) | 340·0 \| 45·5 \| 24·0 | Sundrland | T.3Cy.26",42"&68"–42" | | C V |
| 106104 | F. S. Hill –95 | 2867 | | | | | | H30t F35t | British | 300NHP | | |
| PDRQ | Turret deck 1 Dk 2 tr B | 2065 | | | | | | | WB | W. Doxford & Sons (Lm) Sld | | |
| 352 | **Elma** Steel Sc | 135 | | | 1895 | J. C. Tecklenborg Geestemünde | C.C.H. Bösch | 105·3 \| 20·7 \| 9·7 | Brmrhavn | T.3Cy.11 5/32",17 3/16"&28 3/16"– | | G |
| | E. Duhnke 1 Dk | 126 | | | | | | | German | 21½" 87NHP | | |
| QGOF | (Trawler) | 30 | | | | | | | WB | J. C. Tecklenborg, Gstmnde | | |
| 353 | **Elmina** Steel Sc Sr | 1764 | ✝A1✱1 | Ham Lv | 1885 | Harland & Wolff Belfast | African S.S. Co. (Elder, Dempster & Co. Mgrs.) | 300·5 \| 36·2 \| 19·8 | London British | C.2Cy.32"&64"–42" | | |
| [illegible] | P. Capper –02 3rd Survey, Ham. 9,98 | 1614 | 8,02 | | 4mo | | | P46' | | 221NHP | | |
| JWLC | 2 Dks (1 pt Std) | 1143 | | | | | | ND99 BK8" | 7 RH 1 PRH | 2B,6pf,gs123,hs3368 | | |
| | | | | | | | | | | Harland & Wolff, Belfast | | |
| 354 | **Elmville** T. Ellis –04 Steel Sc Sr | 1862 | ✝100A1 | Mel r | 1889 | W. Gray & Co. (Lim.) W Hartlepool A&CP SSC | ~~Agencia S.S. Co. Ld.~~ F. Childs & Co. Mgrs. Elmville | 270·2 \| 37·0 \| 18·5 | Sundrland | T.3Cy.20",31½"&53"–36" (s) | 20 " 0 | |
| 95295 | ~~A. W. D. Gambrell –03~~ ssHpl. No. 3–2,96 | 1394 | 11 01 | | 9mo | | | P29' Q80' B108' | British | 150lb 75lb 169NHP | 1 · 7½ | |
| LHDG | Well deck ssNpt. No. 1–01 | 1173 | MS3,00 ✝LMC | | | | | F27' BK9½" | 1 BHCem | 2SB,4cf,gs79 | | |
| | 1 Dk (Irn) & Webframes | | ~~B11,02~~ L ,04 | | | | | WB= DBa84'f106' | 410t APT190 | Gen. Mar. E. Works, W. Hpl. | | |
| 355 | **Elna** Steel Sc Sr | 1333 | ✝100A1 | Bly o | 1898 | Sir Raylton Dixon & Co Ld Middlesbro' A&CP | Dpskslsk. Heimdal (M. Carl, Mgr.) | 240·0 \| 35·4 \| 16·9 | Copnhagn | T.3Cy.18".29"&48"–33" (s) | 19 " 2 | |
| | A. Leth | 1165 | 1,05 ~~7,08~~ | Cff | 7mo | | | P22' B64' F30' | Danish | 160lb ~~800lb~~ 800lb 185NHP | 2 · 8½ | |
| NJTV | ss Shl. No. 1–03 | 832 | B ,08 | C1,08 | | | | FK | 4 BHCem | 1SB,3pf,gs62,hs2092 | | |
| | 1 Dk (pt Irn & pt Std) & deep framing | | | | | | WB= Cell DB | a72' u E 16' f 94' 310t | APT50t | G. Clark, Ld. Sunderland | | |
| 356 | **Elorn** Steel Sc Sr | 663 | | ... | 1894 | R. Craggs & Sons Middlesbro' | Chevillotte frères | 178·0 \| 28·0 \| 13·6 | Brest | T.3Cy.14",22½"&37"–27" | 14 " 2 | |
| | H. Aubé –98 | — | | | | | | Q90' B17' F28' | French | 79NHP | | |
| JBRT | (ex Torwood) 1 Dk | 272 | | | | | | BK7½" | WB | Wstgrth, English & Co. Mdt. | | |
| 357 | **Elorrio** Steel Sc Sr | 2485 | ✝100A1 | Sld f | 1896 | Short Bros. Sunderland A&CP | Cia. Estrella (Prado y Torres, Mgrs.) | 304·1 \| 44·1 \| 20·6 | Bilbao Spanish | T.3Cy.28",37½"&61½"–39" | 23 " 2 | |
| | C. Vilar 02–02 | 2327 | 6,01 ~~7,02~~ | Bly | 3mo | | | P31' B68' F27' | 170lb 100lb (r) 242NHP | | 3 · 8½ | |
| HLFD | (ex King Edgar) 1 Dk (Irn) 2 tr B & | 1514 | ~~Bremen~~ ~~LMC~~ | | | | | FK | 5 BHCem | 2SB,6cf,gs115,hs3648 | | |
| | ss Bly. No. 2–04 deep framing | | | | | | WB= Cell | D Ba 84' u E 118' f 118' | 657t APT61t | Blair & Co. Ld. Stockton | | |
| 358 | — Steel Sc Sr | 1312 | ✝100A1 | Npt o | 1894 | W. Pickersgill & Sons Sunderland A&CP | R. W. Jones & Co. | 240·2 \| 35·8 \| 16·0 | Newport | T.3Cy.19",31"&51"–36" (r) | 17 " 0 | |
| 98881 | W. L. Trevorrow 83–94 ssNpt. No. 2–02 | 1046 | 9,01 ~~Mar 00~~ | | 7mo | | | Q87' B58' F30' | British | 160lb 80lb 171NHP | 1 · 7 | |
| NLBQ | Well deck 1 Dk (Std) & Webframes | 812 | ~~MS3,00~~ ~~LMC9,02~~ | | | | | FK | 4 BHCem | 2SB,4pf,gs69,hs2797 | | |
| | | | ~~B3,04~~ | | | | WB= DBa | 69' f 88' | 3 BHCem APT40t | G. Clark (Lim.), Sld. | | |
| 359 | **Elpidophoros** Steel Sc Sr | 2336 | ✝100A1 | Pir s | 1890 | Russell & Co. Greenock Lloyd's SA&CP | Elpid Ladopoulo Fils | 293·8 \| 40·2 \| 18·3 | Syra | T.3Cy.22½",35½"&58½"–39" | 20 " 9 | |
| | A. Neamonitakis –00 ssPir. No 3–4,03 | 1774 | pt Awng dk | | 7mo | | | P24' Q86' B118' | Greek | 160lb 80lb (s) 335NHP | 8 · 8½ | |
| | (ex Strathallan) 1 Dk (Std) & pt Awng dk | 1489 | with freeboard | BS3,04 | | | | F31' FK | 5 BHCem | 2SB,6pf,gs90,hs5472 FD | | |
| | (Std) deep framing | | 4,03 | MC4,05 | | | WB= Cell | DB242' | 505t APT54t | J. Howden & Co. Glasgow | | |
| 360 | **Elpis** Iron Sc 3 Mast Sr | 1681 | ✝100A1 | Pir r | 1879 | A. Leslie & Co. Newcastle A&CP | M. Pappadiamantopoulos & Co. | 260·0 \| 34·2 \| 23·3 | Piræus | C.2Cy.32"&61"–36" | 24 " 7 | |
| | G. Bisbikis 01–01 ss Pir. 2nd No. 3–10,03 | 1640 | 10,03 | | 4mo | | | P40' F36' | Greek | 70lb 40lt NDB91 167NHP | 4 · 3 | |
| | (ex Bellingham) 2 Dks (1 Irn) 3 tr B | 1071 | ~~MS3,05~~ | LMC10,03 | | | | pt ND91 BK9½" | 5 BHCem | 2SB,4pf,gs74,hs2770 | | |
| | | | | | | | WB= D | Ba 72 140t | APT20t | N.E. Marine Eng. Co Ld. Sld. | | |
| 361 | — Iron Sc Sr | 956 | ✝ | Brw | 1877 | Barrow S.B. Co. Barrow | New Hellenic Stm. Nav. Soc. WB= DBa | 240·2 \| 30·0 \| 16·1 | Syra | C.2Cy.33"&66"–36" | | |
| Lost 11,04 | Pappas (ex Truthful) | 806 | 1,78 | | 11mo | | | P58' B60' F42' | Greek | 218NHP | | |
| HKMB | 1 Dk 2 tr B | 606 | | | | | | 79' FPT BK8" | 4 BHCem | Barrow S.B. Co., Barrow | | |
| 362 | **Elsa** Steel Sc Sr | 2656 | ✝ | | 1893 | McIlwaine & McColl, Ld Belfast Lloyd's SA&CP | ~~M. Jebsen~~ Russian Government WB= Cell | 302·5 \| 41·2 \| 18·0 | ~~Hamburg~~ | T.3Cy.23",37"&60"–42" (s) | 21 " 9 | |
| | ~~R. Schwarz 00–00~~ ss Nag No. 2–00 | 1905 | pt Awng dk | | 4mo | | | P32' Q74' | Lauenburg | 160lb 80lb 247NHP | 8·10½ | |
| RLPM | ex Maria 1 Dk (Std) 2 tr B | 1702 | with freeboard | | | | | pt Awng dk 195' FK | 6 BHCem | 2SB,6cf,gs126,hs3916 | | |
| | Elec. light & pt Awng dk (Irn) | | | | | | B= Cell | DB52' 1636' | FPT78t APT44t | M'Ilwaine & McColl, Ld. Be | | |
| | | | | | | | | | MT36' 466t | | | |
| 363 | — Iron Sc Sr | 1181 | ✝100A1 | Cff o | 1884 | J. Smit, Czn Rotterdam Lloyd's SA&CP | Angf. Aktieb. Labora (E.J. Odenius, Mgr.) | 241·8 \| 33·1 \| 15·3 | Russian Gothenbrg | C.2Cy.28½"&52 3/16"–33" (r) | 17 " 10 | |
| 3926 | M. P. Härström –98 ssLiv. No. 3–6,96 | 687 | 1,03 ~~1,04~~ | 5,05 Got | | | | B52' F26 | Swedish | 90lb 75lb NDB00 132NHP | 2 · 4 | |
| JGVM | (ex Erasmus) ~~Mimo No. 1–00~~ | 691 | ~~Bergen~~ | MC2,~~ | | | | BK8½" | 4 BHCem | 1 DB,6pf,gs88,hs2272 | | |
| | ss Got No. 2–05 1 Dk 2 tr B | | | 4,05 | | | WB= | D B 172' 800t | | Kon Maats de Schlde Fishng | | |
| 364 | — Steel Sc Sr | 816 | | | 1898 | Flensburgr Schiffsb. Ges. Flensburg | Neue Dampfer-Cie. Act. Ges. | 198·6 \| 29·0 \| 12·0 | Stettin | C.2Cy.23"&42"–27" | | G |
| | H. Bethmann 1 Dk | 539 | | | | | | P116' F28 | German | 75NH | | |
| JFMQ | Elec. light | 504 | | | | | | | WB | Flensburger Schiffsb. Ges | | |
| 365 | — Steel Sc Sr | 803 | | | 1888 | Flensburgr Schiffsb. Ges. Flensburg | H. Schuldt | 191·3 \| 30·5 \| 13·4 | Flensburg | T.3Cy.14",25"&40½"–27" | | G |
| | H. Martens 00–01 | 667 | | | | | | Q59' B50' F26' | German | 85NHP | | |
| LMDG | Elec. light 1 Dk | 503 | | | | | | | WB | Flensburger Schiffsb. Ges. | | |
| 366 | **Elsa Menzell** Steel Sc Sr | 2041 | | | 1903 | Act. Ges. "Neptun" Rostock | Chinesische Küstenfahrt Ges. (Menzell & Co. Mgrs.) | 291·3 \| 41·2 \| 18·8 | Hamburg | T.3Cy.19½",35½",&55½"–35½" | | G |
| | A. Knutzen –03 1 Dk & Shelterdk | 1866 | | | | | | P13' B172' F27' | German | 180NHP | | |
| RNDB | Elec. light & deep framing | 1288 | | | | | | | WB | A. G. "Neptun," Rostock | | |
| 367 | **Else** Steel Sc Sr | 1665 | ✝100A1 | Sld q | 1890 | J. Blumer & Co. Sunderland A&CP | Aalborg Dpskslsk. (N.K. Stroyberg, Mgr.) | 250·0 \| 35·1 \| 17·0 | Aalborg | T.3Cy.18½",30"&49"–33" (s) | 19 " 4 | |
| | J. Willadsen –03 ss Fin. No. 3–3,03 | 1270 | 5,03 ~~1,04~~ | Nwc | 8mo | | | P24' Q64' B110' F33' | Danish | 160lb 100lb NDB00 135NHP | 1 · 6 | |
| NKDJ | (ex Lynton) 1 Dk (Irn) & Webframes | 1037 | ~~MS2,05~~ | L MC | | | | FK | 4 BHCem | 2SB,4rf,gs66,hs1984 | | |
| | Well deck | | ~~B3,05~~ | | | | WB= | Cell DB200' 845t | | G. Clark, Ld. Sunderland | | |

| 1 No. in Book. Official No. Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Tonnage Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Port of Survey. Year Assigned. Additional Equipment. | 6 Built. When. Ship. Engines | By Whom. Where. | 8 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard as declared— ft. in. | 15 Registered in which Class. If not in L.R. Date of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **368** | **Else** Steel Sc Sr<br>*J. Petersen* 95–95<br>LMJQ 1 *Dk & Spar dk & tr B* | 1419<br>1250<br>903 | | | 1895 | Howaldtswerke Kiel | M. Jebsen | 230·1 \| 33·1 \| 19·7<br>B50′F29′ | Aponrade<br>German<br>*WB* | T. 3 Cy. 17″, 27½″ & 42½″–24½″<br>94 NHP<br>Howaldtswerke, Kiel | | G | |
| **369** | **Elsfleth** Steel Sc<br>*H. Meiners* 98–02 (*Trawler*)<br>KRLP 1 *Dk* | 215<br>188<br>65 | | | 1902 | J. C. Tecklenborg A.G. Geestemünde | J. Wieting | 117·9 \| 22·6 \| 11·4<br>F21′ | Gstemnde<br>German<br>*WT* | T. 3 Cy. 11″, 17½″ & 29½″–21½″<br>39 NHP<br>J. C. Tecklenborg A.G. Gst. | | G | |
| **370** | **Elsie** Iron Sc K<br>*J. H. Lynn* –96<br>PHWT *ss* Hul. No. 2–04 1 *Dk* | 184<br>170<br>79 | ✝ 100 A1 Hul<br>*Stm Trawler*<br>LMC 04 | | 1896 | Cochrane & Cooper Beverley<br>*Lloyd's SA&CP* | Armitage's Steam Trawling Co. Ltd. (G. T. Armitage, *Mgr.*) | 110·9 \| 21·3 \| 11·3<br>Q20′<br>BK 7½″ | Hull<br>British<br>*3 BH Cem* | T. 3 Cy. 13″, 21″ & 34″–24″ (*s*)<br>170 lb 60 RHP<br>18 SB, *2cf*, GS30, HS1015<br>C. D. Holmes & Co., Hull | 12 ″ 1 | | 7,04 |
| **371** | — Steel Sc K<br>*B. Bryant* –01<br>110896 *ss* Hul. No. 1–01<br>1 *Dk*<br>*Now named "Stonegate," No. 50 in Supplement* | 169<br>160<br>67 | ✝ 100 A1 Gms<br>*Stm Trawler* M.T. | | 1899<br>7mo | Selby SB. & E. Co. Ltd. Selby<br>A&CP | Phœnix Trlg Co. Ltd. (G.H.D. Birt, *Mgr.*) | 104·7 \| 20·9 \| 11·0<br>BK 7½″ | Grimsby<br>British<br>*3 BH Cem* | T. 3 Cy. 11″, 18″ & 29″–21″ (*s*)<br>180 lb 45 RHP<br>18 SB, *2pf*, GS31, HS937<br>Crabtree & Co. Gt. Yarmth. | 12 ″ 0 | | 8,01 |
| **372** | **Elsinore** Steel Sc Sr<br>*O. C. Manning* –01<br>LHDM (ex Isle of Jura) 1 *Dk* (*Irn*) 2 *tr B*<br>*Well deck* | 980<br>737<br>614 | ✝ 100 A1 Gls *m*<br>*ss* Gls. No. 3–1,02 | | 1889<br>9mo | T. & W. Smith N. Shields<br>A&CP | Glen & Co. | 215·0 \| 30·7 \| 15·0<br>Q71′B60′F30′<br>BK 8″<br>*WB – Ba* 59′ *f* 86′ 222 *t FPT* | Glasgow<br>British<br>*4 BH Cem*<br>11 t *APT* 8 t | T. 3 Cy. 16″, 26″ & 48″–30″ (*s*)<br>160 lb 90 RHP<br>18 SB, *3pf*, GS47, HS1590<br>N. E. Marine Co. Ld. Nwc. | 15 ″ 11<br>s 1 ″ 4 | | 2,04 |
| **373** | **Elsiston** Steel Sc Sr<br>*W. Niven* –04<br>VNSW 1 *Dk* (*Stl*) & *deep framing* | 1619<br>1511<br>1026 | ✝ 100 A1 PGl *r*<br>Shl | | 1904<br>2mo | R. Duncan & Co. Ld. Pt. Glasgow<br>*Lloyd's SA&CP* | W. S. Miller & Co.<br>*WB = Cell D B a* | 260·0 \| 37·2 \| 18·1<br>P23′B68′F29′<br>FK<br>80′ *u* E18′ *f* 114′ 451 *t* | Glasgow<br>British<br>*4 BH Cem*<br>*APT* 55 t | T. 3 Cy. 19″, 31″ & 51″–36″ (*s*)<br>180 lb *100 lb* 172 NHP<br>2 SB. *6pf*, GS90, HS2686<br>D. Rowan & Co. Glasgow | 20 ″ 6<br>s 2 ″ 10 | | |
| **374** | **Elstree Grange** Steel Sc Sr<br>*H. A. Hooper* –02<br>MWLG (ex Constance) 1 *Dk* (*Stl*) & *Spar dk* (*Stl–Ref. Mchy. Elec. light*<br>*ss* Npt. No. 2–00<br>ws) & *Web frames* | 3930<br>3640<br>2538 | ✝ 100 A1 Npt *w*<br>*Spar dk* Bel | | 1892<br>11mo | Short Bros. Sunderland<br>A&CP | Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)<br>*WB = Cell D* | 365·0 \| 45·0 \| 19·5<br>P36′B72′F44′ 27·4<br>FK<br>*B* 288′ 940 *t FPT* 105 *t* | London<br>British<br>*6 BH Cem*<br>*APT* 55 *t* | T. 3 Cy. 26″, 42″ & 68″–45″ (*r*)<br>160 lb *80 lb* 320 NHP<br>2 DB, *12pf*, GS117, HS4959<br>G. Clark (Lim.) Sunderland | 22 ″ 0<br>s 6 ″ 9½ | BT till | 2,05 |
| **375** | **Elswick** Steel Sc K<br>106630 *ss* Nwc. No. 1–02<br>QBGM *Well deck Jackson* –04 1 *Dk* (*Irn*)<br>*Mchy. Aft Iron framing Steel plating* | 196<br>143<br>81 | ✝ 100 A1 Shl *b*<br>Nwc | | 1898<br>3mo | Wood, Skinner & Co. Ld. Newcastle<br>A&CP | L. S. Carr & Co. | 112·0 \| 20·0 \| 9·0<br>Q37′B9′F15′<br>Irp08<br>FK<br>*WB =* | Newcastle<br>British<br>*3 BH Cem*<br>*FPT* 25 *t* | C. 2 Cy. 15″ & 28″–20″ (*s*)<br>100 lb 50 RHP<br>18 SB, *2pf*, GS24, HS650<br>N. E. Marine Co. Ld. Nwc. | 9 ″ 8<br>s ″ 11 | | 12,04 |
| **376** | **Elswick Grange** Steel Sc Sr<br>*G. Wilson* –02<br>SPMR *Spar dk* (*Stl*) 2 *tr B & Web frames* | 3926<br>3675<br>2572 | ✝ 100 A1 Shl *w*<br>*Spar dk*<br>*with freeboard* | Cff Npt | 1901<br>9mo | R. Stephenson & Co. Ld. Newcastle<br>A&CP | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba* 110′ | 340·0 \| 47·1 \| 20·0<br>P31′B105′F32′ 27·3<br>FK<br>*u E & B* 14′ *f* 133′ 733 *t* | Newcastle<br>British<br>*6 BH Cem*<br>*APT* 11 *t* | T. 3 Cy. 25″, 41″ & 67″–45″ (*s*)<br>165 lb *80 lb* 314 NHP<br>2 SB, *8pf*, GS122, HS1840<br>Richardsons, Westgarth & Co. Ld. Sld | 22 ″ 10<br>s 6 ″ 0½ | | 6,04 |
| **377** | **Elswick Hall** Steel Sc Sr<br>114415 *S. Cripsey* –02<br>SWCP 1 *Dk* (*pt Stl, pt Irn*) 2 *tr B & deep framing & Web frames* 3 *Dk rule* | 3797<br>3508<br>2459 | ✝ 100 A1 Bry *w*<br>Cff | | 1901<br>11mo | Richardson, Duck & Co. Stockton<br>*Lloyd's SA&CP* | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba* 106′ *u* E25′ | 340·0 \| 48·1 \| 25·9<br>P32′B206′F34′<br>FK<br>*f* 146′ 891 *t FPT* 180 *t* | Newcastle<br>British<br>*5 BH Cem*<br>*APT* 10 6 *t* | T. 3 Cy. 25″, 42″ & 68″–45″ (*s*)<br>160 lb *90 lb* 335 NHP<br>2 SB, *6cf*, GS128, HS5400<br>Blair & Co. Ld. Stockton | 28 ″ 4<br>s 4 ″ 6½ | | 9,04 |
| **378** | **Elswick House** Steel Sc Sr<br>114416 *R. F. McNabb* –02<br>TCGN *Spar dk* (*Stl*) 2 *tr B & Web frames* | 3923<br>3656<br>2545 | ✝ 100 A1 Bry *w*<br>*Spar dk*<br>*with freeboard*<br>12,03 | | 1901<br>11mo | R. Stephenson & Co. Ld. Newcastle<br>A&CP | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba* | 340·0 \| 47·2 \| 20·0<br>P31′B105′F32′ 27·3<br>FK<br>110′ *u E & B* 14′ *f* 133′ 783 *t* | Newcastle<br>British<br>*6 BH Cem*<br>*APT* 41 *t* | T. 3 Cy. 25″, 41″ & 67″–45″ (*s*)<br>165 lb *80 lb* 314 NHP<br>2 SB, *8pf*, GS122, HS1840<br>Richardsons, Westgarth & Co. Ld. Sld | 22 ″ 10<br>s 6 ″ 0½ | | 12,03 |
| **379** | **Elswick Lodge** Steel Sc Sr<br>110360 *T. W. Rank* 99–00<br>RVFH 1 *Dk* (*pt Iron & pt Stl*) 2 *tr B & deep framing & Web frames* 3 *Dk rule* | 3558<br>3262<br>2300 | ✝ 100 A1 Shl *w*<br>6,04 | | 1900<br>9mo | Richardson, Duck & Co. Stockton<br>*Lloyd's SA&CP* | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba* 108′ | 340·0 \| 48·1 \| 24·6<br>P32′B206′F33′<br>FK<br>*u E* 23′ *f* 146′ 870 *t FPT* 133 *t* | Newcastle<br>British<br>*6 BH Cem*<br>*APT* 11 3 *t* | T. 3 Cy. 24″, 40″ & 66″–45″ (*s*)<br>160 lb *90 lb* 306 NHP<br>2 SB, *6cf*, GS136, HS1800<br>Blair & Co. Ld. Stockton | 27 ″ 3<br>s 4 ″ 4 | | 6,04 |
| **380** | **Elswick Manor** Steel Sc Sr<br>110370 *T. Drewery*<br>SFDM *Spar dk* (*Stl*) 2 *tr B & Web frames* | 3942<br>3675<br>2578 | ✝ 100 A1 Cff *w*<br>*Spar dk*<br>*with freeboard*<br>12,03 | | 1901<br>2mo | R. Stephenson & Co. Ld. Newcastle<br>A&CP | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB – Cell D Ba* 110′ *u E & B* 14′ *f* 133′ 733 *t* | 340·0 \| 47·2 \| 20·1<br>P31′B105′F32′ 27·3<br>FK<br>*APT* 41 *t* | Newcastle<br>British<br>*6 BH Cem*<br>Co. Ld. Sld. | T. 3 Cy. 25″, 41″ & 67″–45″ (*s*)<br>165 lb *90 lb* 314 NHP<br>2 SB, *8pf*, GS124, HS1840<br>Richardsons, Westgarth & Co. Ld. Sld. | 22 ″ 10<br>s 6 ″ 0½ | | N8,02 |
| **381** | **Elswick Park** Steel Sc Sr<br>110338 *P. Mills* –01<br>RGPW 1 *Dk* (*Irn*) 2 *tr B & deep framing* 3 *Dk rule* | 3403<br>3184<br>2208 | ✝ 100 A1 Shl *r*<br>*ss* Bry. No. 1–04 | Nwc | 1899<br>8mo | W. Gray & Co. Ld. W Hartlepool<br>A&CP | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba* | 331·0 \| 47·2 \| 24·7<br>P27′B82′F30′<br>FK<br>*u E & B* 44′ *f* 133′ 733 *t* | Newcastle<br>British<br>*5 BH Cem*<br>*APT* 7 7 *t* | T. 3 Cy. 25″, 40″ & 65″–42″ (*s*)<br>160 lb *80 lb* 271 NHP<br>2 SB, *6cf*, GS96, HS1030<br>Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 4<br>s 5 ″ 3 | | N2,04 |
| **382** | **Elswick Tower** Steel Sc Sr<br>114407 *J. O. T. Berlin* 00–01<br>SKBM *Spar dk* (*Stl*) 2 *tr B & Web frames* | 3929<br>3662<br>2570 | ✝ 100 A1 Shl *w*<br>*Spar dk*<br>*with freeboard*<br>8,04 | Ham | 1901<br>6mo | R. Stephenson & Co. Ld. Newcastle<br>A&CP | Elswick Stm. Shpg. Co. Ld. (Weidner, Hopkins & Co. Ld. *Mgrs.*)<br>*WB = Cell D B a* 110′ | 340·0 \| 47·2 \| 20·1<br>P31′B105′F32′ 27·3<br>FK<br>*u E & B* 44′ *f* 133′ 733 *t* | Newcastle<br>British<br>*6 BH Cem*<br>*APT* 41 *t* | T. 3 Cy. 25″, 41″ & 67″–45″ (*s*)<br>165 lb *90 lb* 314 NHP<br>2 SB, *8pf*, GS128, HS4840<br>Richardsons, Westgarth & Co. Ld. Sld. | 22 ″ 10<br>s 6 ″ 0½ | | 7,03 |
| **383** | **Elton** Steel Sc Sr<br>92920 *T. Ward* –00<br>KPVD *Well deck* *ss* Shl. No. 3–9,99<br>1 *Dk* (*Stl*) & *Web frames*<br>*ss* Shl. No. 1–04 | 2461<br>1946<br>1596 | ✝ 100 A1 Shl *s*<br>2,05 | | 1888<br>1mo | W. Gray & Co. W Hartlepool<br>A&CP | R. Ropner & Co. | 300·0 \| 38·6 \| 22·0<br>P27′Q98′B112′<br>F32′ BK 10″<br>*WB = D Ba* 100′ | W. Hartlpl<br>British<br>*5 BH Cem*<br>*f* 112′ 505 *t* | T. 3 Cy. 23″, 37½″ & 61½″–39″ (*s*)<br>160 lb *100 lb* NDB98 236 NHP<br>2 SB, *6cf*, GS99, HS3528<br>Blair & Co. Ld. Stockton | 23 ″ 2<br>s ″ 3½ | | N5,04 |
| **384** | **Elve** Steel Sc<br>1 *Dk* | 1097<br>731<br>636 | | | 1904 | Bremer "Vulkan" Vegesack | A. Kirsten | 212·0 \| 31·6 \| 14·5 | Rottrdam<br>Dutch<br>*WB* | T. 3 Cy. 16⅝″, 26¾″ & 44⅛″–29½″<br>107 NHP<br>Bremer "Vulkan," Vegesck | | | |
| **385** | **Elvira** Iron Sc Sr<br>*J. de Aspuru*<br>HLFK 1 *Dk* 2 *tr B* | *1058*<br>*807*<br>*657* | | | 1871 | Tod & Macgregor Glasgow | Linea de Vapores Serra | 231·5 \| 30·3 \| 16·0 | Bilbao<br>Spanish<br>*WB* | C. 2 Cy. 28″ & 48″–36″<br>NB01 115 NHP<br>Tod & Macgregor, Glasgow | | | |
| **386** | — Steel Pad Sk<br>*F. Revetiz* –02<br>HLFP *E. G. Diaz* *ss* Gib. No. 3–4,01<br>1 *Dk* (*Teak*) | 136<br>107<br>63 | ✝ A1 Gib<br>*with freeboard*<br>4,01<br>*For Ferry purposes, Gibraltar & Algeciras* | | 1892<br>7mo | Blackwood & Gordon Pt. Glasgow<br>A&CP | Algeciras (Gibraltar) Rlwy. Co. Ld. | 113·2 \| 18·5 \| 7·6<br>FK | Algeciras<br>Spanish<br>*3 BH Cem* | C. D. 2 Cy. 20″ & 34″–36″ (*s*)<br>110 lb 59 NHP<br>18 SB, *2pf*, GS32, HS933<br>Blackwood & Gordon, P. Gls | 8 ″ 1<br>s 2 ″ 5 | | |

| Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total — Sous le Pont. — Net | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Renseignements Spéciaux. Lettres Distinctives. | Construit. Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux | Port d'Armement. Pavillon. | Machines. No. & Dis. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers de navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux Franc-bord au dessus du pont de navire. pds. pc. | Remarques | Date de la mise à flot |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 387 | **Elwick** SteelScSr | 2434 | ✠100A1 Hpl s | | 1891 | Ropner& | | Elwick S.S. Co. Ltd. | 290·0 39·0 18·6 | W.Hartlpl | T.3Cy.22½″,36½″&60″–39″ (s) | 21 ″ 10 | | |
| 08519 | *J.S.Smith* –02 | 1841 | 7.03 11,04 Npt | | 11mo | Son | | (Ballingall& Co.) | P29′Q92′B116 | British | 160lb 224NHP | s 1 ″ 11 | | |
| MJHr | *Well deck* 1 *Dk(Irn)&Web frames* ssShl.No.3–3,04 | 1577 | ✠1 | | 5.04 | Stockton | A&CP | | F31′ BK10″ WB=Cell | 5 *BHCem* DB288′502*t* | 2SB,*Grf*,gs89,hs8358 Blair&Co.(Lim.),Stockton | | | |
| 388 | **Ely** SteelScSr | 873 | ✠100A1 Cff l | | 1 90 | Osbourne, | | Cardiff S.S. Co.Ld. | 200·0 29·3 15·2 | Cardiff | T.3Cy16½″,26½″&48½″–30″ (s) | 16 ″ 1 | | |
| 98401 | *J.W.Fox* –04 | 642 | 2,05 1.04 | | 9mo | Graham& Co. | | (W.R.Corfield. | P117′F52′ | British | 160lb *80lb* NDB03 96RH | s 1 ″ 3½ | | |
| LVTS | *Well deck* 1 *Dk(Stl)&Webframes* | 541 | Bat.1.04 ✠LMC2 | | | Sunderland | A&CP | *Mgr.*) | BK7½″ WB=DBa51′67*t* | 4 *BHCem* *FPT*21*t* | 1SB,*3pf*,gs45,hs1531 N.E.Marine E.Co.(Lim.)Sld | | | |
| 389 | — SteelScK | 183 | ✠100A1 Hul | | 1908 | Mackie& | | Gt.Northern S.S. | 109·1 21·5 10·6 | Hull | T.3Cy.11″,18″&30″–22″ (s) | 11 ″ 6 | | 5.04 |
| 118776 | *J.West* –08 | 172 | *Stm Trawler* | | 9mo | Thomson | | Fishing Co.Ld. | | British | 200lb 45RH | | | |
| | 1 *Dk* | 65 | 5.04 ✠LMC3 | | *Lloyd's* | Glasgow | *s&CP* | | BK7″ WB=Deep Tanks | 4 *BHCem* *f*12′22*t* | 1SB,*2pf*,gs24,hs668 W.V.V.Lidgerwood,Gla. | | | |
| 390 | **Ely Rise** IronScSr | 1142 | ✠100A1 Trn n | | 1877 | Short Bros. | | Ely Rise S.S. Co.Ld. | 225·0 31·5 17·8 | Cardiff | C.2Cy.24½″&50″–36″ (s) | 19 ″ 0 | | |
| 77209 | 1 *Dk(Irn)2tr&* | 735 | ~~Bunker 1.04~~ 3,05 Npt Sws | | 12mo | Sunderland | A&CP | (E.C.Hurley& Co.) | ,86′B42′F28′ | British | ~~45lb~~ NDB89 111NHP | s 1 ″ 10½ | | |
| RDBV | *Lloyd* ss Npt.2nd No.3–7,99 | 696 | ~~LMC~~B7.99 ✠LMC11,03 | | | | | | BK8″ | 5 *BHCem* | 2SB,*4pf*,gs60,hs1700 | | | |
| | *Well deck* ssTrn.No.1–03 | | DB512,02 | | | | | *WB=Dl* | *Ba*67′*f*86′230*t* *FPT* | 15*t* *APT*10*t* | G.Clark,Sunderland | | | |
| 391 | **Em. Z. Svitzer** IronScSr | 269 | | | 1885 | Burmeister | | Em.Z.Svitzer's | 138·6 25·4 12·5 | Copnhagn | C.2Cy.30″&52″–38″ | | | |
| | *P.N.Mogensen* (*Salvage Steamer*) | 203 | | | | &Wain | | Bjerg.Entreprise | B10*t* | Danish | | | | |
| NVLB | 1 *Dk* | 88 | | | | Copenhagen | | | | *WB* | 129NHP Burmeister& Wain,Cpn. | | | |
| 392 | **Emanuel** SteelScSr | 1779 | ✠100A1 Bly q | | 1898 | W.Gray& | | Rederiaktieb.Hel- | 265·0 38·5 17·4 | Hlsng borg | T.3Cy.19″,30½″&51″–36″ (s) | 19 ″ 9 | | |
| 3204 | *P.Pahlsson* | 1484 | 6,01 ~~Bat.~~ | | 4mo | Co.Ld. | | singborg (N.C. | B68′H103′F27′ | Swedish | 160lb *80lb* 150NHP | s 1 ″ 0½ | | 6.04 |
| JHQF | 1 *Dk(Irn)&deep framing* | 1094 | BS4,04 ✠LMC3,02 | | | W Hartlepool | A&CP | Corfitzon, *Mgr.*) | ss2′*u*E&B36′*f*105′ | PK | 1SB,*3tf*,gs61,hs2140 | | | |
| | *Well deck* | | | | | | | *WB=Cell DB* | | 4 *BHCem* | Cen.Mar.Eng.Wrks W Hpl | | | |
| 393 | — CompScSr | 174 | | | 1886 | ..... | | A.Persson | 99·1 20·5 12·5 | Nor | C.2Cy.8¾″&17″–11½″ | | | |
| 1887 | *G.Gustafsson* 00–00 | 153 | | | | | | | H21*t* | Swedish | | | | |
| JDQC | 1 *Dk* | 128 | | | | | | | | | 8NHP Eriksbergs M.V.,Got. | | | |
| 394 | **Embiricos** SteelScSr | 2811 | ✠100A1 Bry u | | 1902 | J.Blumer& | | Embiricos Bros. | 319·6 46·0 21·2 | Andros | T.3Cy.23″,38″&62″–42″ (s) | 23 ″ 9 | | 12.02 |
| | *Th.Voulgaris* | 2609 | 12,02 Shl | | 3mo | Co. | | | P28′B93′F30′ | Greek | 160lb *80lb* 268NHP | s 3 ″ 11½ | | |
| | 1 *Dk(pt Irn&pt Stl) deep framing & Web frames* | 1793 | ✠LMC3,05 | | | Sunderland | | | | 5 *BHCem* | 2SB,*6pf*,gs111,hs4118 | | | |
| | | | | | *Lloyd's* | | *s&CP* | *WB=Cell DBa* 108′ | FK *E&B*42′*f*124′ 802*t* | *APT*110*t* | J.Dickinson& Sons,Ld.Sld. | | | |
| 395 | **Embla** IronScSr | 1172 | ✠100A1 Gmb n | | 1882 | S.& H. | | J.T.Salvesen&Co. | 226·9 33·0 14·8 | Grngemth | C.2Cy.28½″&58″–38″ (s) | 17 ″ 4 | | 2.04 |
| 81133 | *J.D.Anderson* –04 | 881 | 1.04 | | 12mo | Morton&Co. | | | P27′Q48′B65′F35 | British | 160lb *80lb* NDB99 99RH | s 1 ″ 8 | | |
| HGTJ | ss Gmh.No.2–03 | 726 | BS2.04 ✠LMC2,03 | | | Leith | | | FK | 5 *BHCem* | 1DB,*4pf*,gs48,hs2435 | | | |
| | *Well deck* 1 *Dk(Irn)&Webframes* | | BS3,05 | | *Lloyd's* | | *s&CP* | *WB=Cell DB*190′250*t* | | *FPT*9*t* *APT*28*t* | Blair&Co.(Lim.),Stockton | | | |
| 396 | — WoodScSr | 497 | | | 1892 | Laxevaags | | Acties.Embla | 162·1 25·9 14·5 | Kragerö | T.3Cy.11½″,18″&29½″–24″ | | N | |
| | *K.Olsen* 90–00 | 390 | | | | Skibsbyggeri | | (N.Wiborg) | Q32*t* B50*t* H8*t* F16*t* | Norwegian | 48NHP | | | |
| JVBP | 1 *Dk 2tr B* | 304 | | | | Bergen | | | | | Laxevaags Maskinbyg.Bgn | | | |
| 397 | **Emblem** Steel&IronScYl | 157 | ✠100A1 Hul | | 1895 | Mackie& | | Gt.Northern S.S. | 104·0 20·5 10·7 | Hull | T.3Cy.11″,17″&27½″–20″ (s) | 11 ″ 7 | | |
| 105073 | ss Hul.No. 2–04 | 145 | *Stm Trawler* | | 11mo | Thomson | | Fishing Co.Ld. | Q17′F16′ | British | 160lb 45RH | | | 10 ″ |
| | 1 *Dk* | 52 | 7.04 5.03 10.04 7.04 | | | Glasgow | | | BK7½″ WB= | 4 *BHCem* | 1SB,*2pf*,gs30,hs690 | | | |
| | *Plating pt Irn* | | Bat.05 ✠LMC | | *Lloyd's* | | *s&CP* | | | *DTf*14′27*t* | Muir&Houston,Glasgow | | | |
| 398 | **Emden** IronScSr | 787 | ✠100A1 Goo m | | 1887 | Earle's Co. | | ~~Goole S.Shg Co.Ld.~~ | 220·0 32·1 13·9 | Goole | T.3Cy.21½″,34″&52″–36″ (s) | 14 ″ 9 | | |
| 91310 | *G.Wake* –08 | 631 | 11,04 ~~Bat.~~ | | 4mo | (Lim.) | | Lancashire& | P40′B80′F82′ | British | 160lb 174NHP | s 1 ″ 11 | | 11.05 |
| KMFG | ss Goo.No.3–5,99 | 377 | ~~NB8,03~~ ✠LMC11,03 | | | Hull | | Yorkshire Rly.Co. | | 5 *BHCem* | 2SB,*4cf*,gs74,hs2800 | | | |
| | ss Hul.No.1–03 | | 2,11,04 | | *Lloyd's* | | *s&CP* | | BK8″ WB=DBa47′*f*44′ | *FPT*9*t* *APT*17*t* | Earle's Co.(Lim.),Hull | | | |
| | 1 *Dk(pt Irn)* | | | | | | | | | | | | | |
| 399 | — SteelSc | 218 | | | 1903 | J.C.Teck- | | J.Wieting | 117·7 22·6 11·2 | Gatemnde | T.3Cy.11½″,18″&29½″–21½″ | | G | |
| | *B.Pekeler* –03 | 184 | | | | lenborg A.G | | | Q23′F28′ | German | 40NHP | | | |
| KRMC | (*Trawler*) | 76 | | | | Geestemünde | | | | *WB* | J.C.Tecklenborg A.G Gst. | | | |
| | 1 *Dk* | | | | | | | | | | | | | |
| 400 | — SteelPad | 217 | | | 1893 | Act.Ges. | | Act.Ges.Ems. | 159·3 19·7 8·8 | Emden | C.D.2Cy.24½″&42″–20½″ | | G | |
| | *J.A.Visser* –93 | 199 | | | | "Weser" | | | | German | 67NHP | | | |
| KHPL | | 98 | | | | Bremen | | | | | A.G."Weser," Bremen | | | |
| 401 | **Emerald** WoodScSr | 645 | | | 1900 | O.T.Tön- | | Acties.Emerald | 167·5 31·0 14·8 | Arendal | T.3Cy.18″,21″&28″–27″ | | N | |
| | *C.Evensen* –00 | 496 | | | | nevold | | (A.Smith) | Q40*t* B61*t* H26*t* F22 | Norwegian | 27NHP | | | |
| JBCL | 1 *Dk 2tr B* | 390 | | | | Grimstad | | | | | Akers Mek.Verks.Xia. | | | |
| 402 | — IronScSr | 638 | ✠90A1 Shl j | | 1877 | Gourlay | | Dundee Gem Line | 189·0 26·0 14·5 | Dundee | C.2Cy.22″&38″–30″ (s) | 15 ″ 5 | | |
| 78676 | *J.Gove* –02 | 511 | 11,04 ~~Bat.~~ | | 12mo | Bros.& Co. | | S.S.Co.Ld. (P.M. | Q59 B48′F18′ | British | 80lb ~~NDB~~ 05 75RH | s 1 ″ 8½ | | |
| RCKG | *Well deck* 1 *Dk 2tr B* | 391 | ~~NB8,01~~ LMC8,04 | | | Dundee | A&CP | Duncan& Sn.*Mgrs*) | BK7″ | 5 *BHCem* | 1SB,*3pf*,gs49,hs1133 *80lb* | | | |
| | | | BS4,0 | | | | | | *WB=DB*42′ | | Gourlay Bros.& Co.,Dun | | | |
| 403 | — WoodTwinScSr | 189 | | | 1900 | W.Reeks | | Humpy Bong S.S. | 124·0 25·2 7·4 | Sydny NSW | C.4Cy.11″&22″–16″ | | | |
| 112503 | *B.F.Bengtsson* 85–00 | 128 | | | | Sydney.NSW | | Co.Ld. | | British | | | | |
| | 1 *Dk* | 117 | | | | | | | | | 25RH J.Downey,Liverpool | | | |
| 404 | — IronScYl | 155 | ✠100A1 Hul | | 1891 | Mackie& | | Kingston Steam | 100·5 20·5 10·7 | Hull | C.2Cy.16″&32″–22″ (s) | 11 ″ 11 | | 6.03 |
| 98754 | *N.C.Nialsen* 90–91 | 142 | *Stm Trawler* | | 8mo | Thomson | | Trawling Co.Ld. | Q19′F19′ | British | 110lb 45RH | | | |
| MTJQ | ss Hul.No.3–6,03 | 57 | 12,04 ~~Bat.~~ LMC6,03 | | *Lloyd's* | Glasgow | *s&CP* | | BK7½″ | 3 *BHCem* | 1SB,*2pf*,gs87,hs780 | | | |
| | 1 *Dk* | | Engineer 1.05 | | | | | | | | Muir&Houston,Glasgow | | | |
| 405 | — IronScK | 150 | | | 1894 | Cochrane& | | T.C.&F.Moss | 101·0 20·5 11·0 | Grimsby | T.3Cy.11½″,18″&30″–22″ | 11 ″ 10 | | |
| 104172 | *W.J.Staff* (*Trawler*) | 139 | | | | Cooper | | | Q17′F18′ | British | 45RH | | | |
| NMJB | 1 *Dk* | 68 | | | | Beverley | | | BK7½ | | C.D.Holmes&Co.,Hull | | | |
| 406 | — WoodSc | 47 | | | 1889 | Marr Bros. | | ~~L.Strowger~~ | 71·6 17·6 7·1 | Tralee | C.2Cy.9½″&20″–14″ | | | |
| 96492 | 1 *Dk* | 47 | | | | Leith | | J.E.Burrage | | British | NB97 18RH | | | |
| | | 20 | | | | | | | | | J.O.Spence,N.Shields | | | |
| 407 | **Emeraude** IronPadSr | 192 | | | 1858 | ..... | | Belgian Govern- | 169·0 20·0 6·0 | Antwerp | 2Cy.89½″–89½″ | | | |
| | | — | | | | England | | ment | | Belgian | | | | |
| GQBW | | 88 | | | | | | | | | 148NHP Thms.I.W.&S.E.Co.,Bkwl | | | |
| 408 | **Emérence** ssOda.No.2–04 IronScSr | 1416 | ✠100A1 Msl p | | 1882 | J.Read- | | J.Dauphin& | 249·0 36·1 17·5 | Odessa | C.2Cy.29″&54″–36″ | 18 ″ 7 | | 7.80 |
| | *N.J.Scarlato* 84–99 ssShl.No.3–4,95 | 1153 | ~~Bat.~~ 2,99 Oda | | 4mo | head& Co. | | P.Maguidovitch | Q96′B52′F31′ | Russian | ~~45lb~~ NDB97 135NHP | s 1 ″ 9 | | |
| | (ex La France, ex Susan) ~~Mercantile Bank~~ | 812 | ~~Bat.~~ ✠LMC8,~~04~~ | | | South Shield | | | BK9″ | 4 *BHCem* | ~~1dbl.4pf,gs81,hs2150~~ 80lb | | | |
| | *Well deck* ~~1 Dk Irn pt Stl 2tr B~~ | | ~~Engineer~~ | | *Lloyd's* | | *s&CP* | | *WB=DBa* | 74′*f*100′871′ | J.Read head& Co.S.Shields | | | |
| | 1 *Dk (pt Irn pt Stl) 2tr B* | | | | | | | | | | 1SB,*3pf*,gs80,hs2115 DB04 | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Built. When. / By Whom. / Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard (midship) | Date when Ship classed. |
|---|---|---|---|---|---|---|---|---|---|---|
| 409<br>HFWT | **Emil Berenz**<br>(STRANDED 1,02 & REFLOATED)<br>*A.Becker94–99*<br>*Mchy.Aft* | SteelScSr<br>755<br>571<br>377 | ✠ Liv *h*<br>6,01 | 1899 Oderwerke<br>11mo Act.Ges.<br>Grabow | Danziger Rhederei A.G.(Th.Rodenacker,*Mgr.*)<br>*WB=Cell* | 193·5 \| 30·2 \| 12·1<br>P55′F73<br>BK7½″<br>*DBf*117′178*t FPT*<br>21*t APT* 18*t* | Danzig<br>German<br>*WB* | T.3Cy.14½″&23½″&38½″–27½″<br>101NHP<br>*BHCem*<br>2SB,*4pf*,GS66,HS1986<br>Oderwerke A.G.Grabow | 14 ″ 1 | |
| 410<br>RLWC | **Emil R. Retzlaff**<br>*H.Wrede* (*ex*WilhelmOelssner, *ex*Tripoli,*ex*G.W.Ward)<br>1*Dk2tr B* | IronScSr<br>1362<br>1176<br>848 | … | 1879 Schlesing'r<br>Davies&Co.<br>Newcastle | EmilR.Retzlaff | 248·0 \| 32·7 \| 20·3<br>Q126*t*F32*t* | Stettin<br>German<br>*WB* | C.2Cy.29″&56″–36″<br>157NHP<br>T.Clark&Co.Newcastle | | G |
| 411<br>JBVT | **Emile**<br>*Leriche –03* *ss*Gls.No.3–9,96<br>(*ex*Auretta) *ss*Msl.No.1–01<br>2*Dks*(*Irn*)8*tr I* | IronScSr<br>2783<br>2476<br>1616 | ✠100A1 Bdx *i*<br>12,03<br>✠LMC12,03 | 1883 Palmers'Co<br>5mo Ld Newcastle<br>*Lloyd's CP*<br>*WB=DBf* | ~~Boriès~~<br>P.Biraben&fils<br>irp03 BK10″<br>28 *quE&B*40′ 157*t* | 301·0 \| 38·2 \| 26·6<br>P29′B62′F36′<br>*FPT* 80*t APT* 82*t* | Bordeaux<br>French<br>*WB* | (2Cy.36″&68″–45″ (*a*)<br>800lb *71lb* NDB01 237NHP<br>6*BHCem*<br>2SB,*3pf*,GS120,HS3814<br>Palmers'Co.Ld.Nwc. | 27 ″ 10<br>s 5 ″ 4 | 12,03 |
| 412<br>JCBL | **Emile Allard**<br>*Guignard –03*<br>1*Dk* | SteelScSr<br>325 | | 1903 De la Brosse<br>&Fouché<br>Nantes | Administration desPonts& Chaussées | 124·8 \| 22·0 \| 10·0<br>H— | Dunkirk<br>French<br>*WB* | C.2Cy.17¾″&30½″–20½″<br>36NHP<br>De la Brosse&Fouché,Nts. | | V |
| 413<br>JQBQ | **Emile Solacroup**<br>*Caro95–97*<br>1*Dk* | SteelSc<br>157<br>—<br>43 | | 1897 Fouchard<br>Nantes | Cie.Franç.deNav. et deConst.Nav.et SatreRéunis | 101·8 \| 19·7 \| 8·9<br>B— | Nantes<br>French | Soc.deTouage et de Remorq.de l'Oise,Paris | | |
| 414<br>HGJM | **Emilia**<br>*A.Gerolimich –03* *ss*Tri.No.1–05<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | SteelScSr<br>3597<br>3310<br>2321 | ✠100A1 Shl *w*<br>*Spar dk* Tri<br>~~4,06~~ 3,05<br>✠LMC[illegible]05 | 1900 Russell&<br>8mo Co<br>Pt.Glasgow<br>A&CP | UnioneAustriaca diNav.(SocAnon)<br>*WB=CellDBa*110′ | 338·0 \| 46·0 \| 17·8<br>P21′B72′F36′ 25·7<br>FK<br>*uE&B*40′*f*142′80*M*<br>*APT*56*t* | Trieste<br>Aust.-Hung.<br>*BHCem* | T.3Cy.24″,39″&65″–45″ (*s*)<br>180lb *80lb* 300NHP<br>2SB,*6cf*,GS132,HS4550<br>Rankin&Blackmore,Grk. | 20 ″ 6<br>s 6 ″ 1 | ~~6,02~~<br>~~6,04~~<br>3,05 |
| 415<br>JWSV | **Emilie**<br>91842 *T.Newton88–99* *ss*Cff.No.3–7,97<br>*Well deck* *ss*Hul.No.1–01<br>1*Dk*(*Irn*)&*Webframes* | IronScSr<br>1635<br>1262<br>1027 | ✠100A1 Npt *y*<br>10,04 2,06 Shl<br>~~BS8,05~~ ✠LMC[illegible]01<br>BS10,05 | 1885 E.Withy<br>6mo &Co.<br>W.Hartlepool<br>A&CP | A.J.Hutchins<br>*WB=* | 260·0 \| 36·1 \| 17·9<br>P26′Q72′B60′F31′<br>BK7½″<br>*DBa*76′*f*40′ *quE&B*<br>B105′224*t* | London<br>British<br>*BHCem* | T.3Cy.21″,34″&56″–36″ (*s*)<br>160lb *90lb* NDB97 183NHP<br>1DB,*4cf*,GS68,HS2656<br>Blair&Co.(Lim.),Stockton | 19 ″ 4<br>s 1 ″ 11 | ~~7,02~~<br>~~8,04~~ |
| 416<br>JQDN | —<br>*P.Nollent01–01*<br>1*Dk2tr B* | IronScSr<br>875<br>662<br>470 | | 1877 Claparède<br>&Co.<br>S.Denis,Seine | Beck | 214·2 \| 28·2 \| 16·2<br>P106′F28′ | Dunkirk<br>French<br>*WB* | C.2Cy.25½″&43½″–29½″<br>NB86 86NHP<br>Claparède&Co.,S.Denis | | V |
| 417<br>*S.Aliprandi94–96*<br>(*ex*Magpie,*ex*Resolute) | —<br>*113*<br>*113*<br>*31* | IronPadSp | | 1880 J.T.<br>Eltringham<br>S.Shields | Flli.B.Mendl | 100·0 \| 18·4 \| 9·6 | Braila<br>Roumanian | L.1Cy.36″–54″<br>73NHP<br>J.P.Rennoldson,S.Shields | | |
| 418<br>RMWD | **Emilie Woermann**<br>*J.C.Fastert –03*<br>*Elec.light* 2*Dks*&*Web frames* | SteelScSr<br>2486<br>2287<br>1571 | | 1903 Reiherst'g<br>Schiffsw.<br>Hamburg | WoermannLinie KommanditGes. | 301·2 \| 40·7 \| 23·3<br>B90′F36′ | Hamburg<br>German<br>*WB* | T.3Cy.18⅞″,30″&50″–39⅜″<br>157NHP<br>Reiherst.Maschinenf.Ham. | | G |
| 419<br>HVKT | **Emily**<br>101 *N.Andersson* *ss*Hbg.2ndNo.3–4,03<br>*Well deck* 1*Dk*(*Irn*)2*tr B* | IronScSr<br>1114<br>874<br>697 | ✠100A1 Hbg *o*<br>7,04 ~~4,02~~ Sws<br>~~LMC4,04~~<br>~~BS3,05~~ | 1878 J.Read-<br>1mo head&Co.<br>SouthShields<br>A&CP | N.P.Swensson | 239·0 \| 31·0 \| 16·7<br>Q93′B50 H18*t*<br>F30′ BK8½″<br>*WB=* | Hlsngborg<br>Swedish<br>*BHCem* | C.2Cy.26½″&51″–33″ (*i*)<br>70lb *65lb* NDB00 120NHP<br>1SB,*3pf*,GS50,HS2157<br>J.Readhead&Co.,S.Shields | 18 ″ 6 | ~~8,02~~<br>7,04 |
| 420<br>TCSN | —<br>72 *Unos –02*<br>1*Dk* | WoodScSr<br>266<br>—<br>94 | | 1889 .....<br>Singapore | OeiTiangTjai | 117·2 \| 15·0 \| … | Tandjoeng Pinang<br>Dutch | Hall,Russell&Co.Abn. | | |
| 421<br>NHWQ | —<br>99889 *E.J.Bennett –02* *ss*AyrNo.2–00<br>*Well deck* 1*Dk*(*Stl pt–ws*) ~~1*Dk*(*Stl*)~~<br>*Mchy.Aft* | SteelScSr<br>227<br>166<br>70 | ✠100A1 Liv<br>10,01 ~~8,06~~<br>~~4,02~~ ✠LMC12,00<br>~~BS8,04~~ | 1893 J.Fullerton<br>4mo &Co.<br>Paisley<br>A&CP | CoppackBros.&Co. | 125·2 \| 20·1 \| 9·5<br>Q43′B7′F19′<br>BK6″<br>*WB=FPT*30*t* | Chester<br>British<br>*BHCem* | C.2Cy.17½″&35″–24″ (*s*)<br>100lb 51RHP<br>1SB,*2pf*,GS35,HS910<br>Ross&Duncan,Glasgow | 10 ″ 1<br>s 1 ″ 0½ | 8,02 |
| 422<br>NQMV | —<br>58943 *M.W.Potter –00*<br>*Mchy.Aft* | IronScSr<br>156<br>120<br>89 | | 1868 C.McCo-<br>nochie&Co<br>Liverpool | BurnettBros.& Sons | 116·5 \| 16·2 \| 8·1<br>Q38*t*<br>len70 | London<br>British | C.2Cy.14⅝″&25″–16″<br>NB85 27RHP<br>C.McConochie&Co.,Liv. | | |
| 423<br>105379 | —<br>*T.Anson –95*<br>*Mchy.Aft* 1*Dk* | SteelScSr<br>154<br>152<br>99 | | 1895 J.Scott&<br>Co.<br>Kinghorn | WallaseyLocal Board | 97·4 \| 19·0 \| 9·3 | Liverpool<br>British | C.2Cy.12″&20″–16″<br>36RHP<br>J.Scott&Co.,Kinghorn | | |
| 424<br>104953 | **Emily Charlotte**<br>*J.Short –99* *ss*Sws.No.1–01<br>1*Dk* | SteelScSp<br>122<br>106<br>3 | ✠100A1 Sws *w*<br>*For Towing purpose s*<br>4,04 ~~3,00~~<br>~~ND[illegible]~~ ~~BMC[illegible]~~ BMC12,01 | 1896 Mordey,<br>11mo Carney&Co<br>Ld. Newport<br>*Lloyd's A&CP* | PortTalbotRly.& DocksCo. | 90·2 \| 18·1 \| 9·7<br>BK6″ | Swansea<br>British<br>*BHCem* | C.2Cy.20″&36″–25″ (*s*)<br>100lb 60RHP<br>1SB,*2pf*,~~GS42,HS1351~~<br>Mordey,Carney&C.Ld.Npt<br>GS40,HS1199 | 11 ″ 0 | ~~4,04~~<br>4,05 |
| 425<br>114698 | **Emily Reaich**<br>1*Dk* | SteelScK<br>83<br>76<br>16 | ✠100A1 Shl<br>*For fishing pu rposes*<br>1,04 ✠LMC12,03 | 1904 Smith's<br>1mo Dock Co.Ld.<br>NorthShields<br>*Lloyd's A&CP* | W.H.Leask | 82·2 \| 18·5 \| 8·3<br>BK6″<br>*WB=FPT*40*t* | Peterhead<br>British<br>*BHCem* | C.2Cy.12″&26″–16″ (*s*)<br>125lb 28RHP<br>1SB,*3pf*,GS29,HS753<br>W.V.V.Lidgerwood,Gls | 9 ″ 0 | |
| 426<br>HFVS | **Emily Rickert**<br>*Fr.Gerowski –93* | SteelScSr<br>519<br>388<br>204 | | 1891 J.W.<br>Klawitter<br>Danzig | Behnke&Sieg | 172·0 \| 24·3 \| 11·2<br>Q46′B45′F21′ | Danzig<br>German<br>*WB* | T.3Cy.18″,21¾″&35½″–25½″<br>64NHP<br>J.W.Klawitter,Danzig | | V |
| 427<br>JCGK | **Emir**<br>*Franceschi* 2*Dks*&*Spardk* | IronScSr<br>1378<br>1339<br>779 | | 1882 Wigham<br>Richrdsn&Co<br>Newcastle | Cie.deNav.Mixte. | 246·0 \| 31·7 \| 23·6<br>H64′ | Marseilles<br>French<br>*WB* | C.2Cy.34″&64″–41¾″<br>NB95 221NHP<br>Wigham Richrdsn&Co.Nwc | | V |
| 428<br>MHRJ | **Emma**<br>Stranded 1,05<br>*T.Martin –03* *ss*Hpl.No 2–00<br>1*Dk*(*pt Stl&pt Irn*)&*Web frames2tr B*<br>*Well deck* | SteelScSr<br>2893<br>2220<br>1887 | ~~✠100A1~~ Bry<br>8,03 | 1891 Irvine&Co.<br>10mo W.Hartlepool<br>A&CP | TrechmannS.S.Co. Ld. (Trechmann Bros.*Mgrs.*) | 314·4 \| 40·6 \| 20·9<br>P31′Q102′B124′<br>F33′ BK10″<br>drp01&02 *WB=Cell* | W.Hartlpl<br>British<br>*BHCem* | T.3Cy.23″,36½″&59″ 42″ (*s*)<br>160lb *70lb* 250NHP<br>2SB,*6rf*,GS86,HS4113<br>T.Richardson&Sons,Hpl. | 23 ″ 8<br>~~s 2 ″ 5½~~ | 6,02 |
| 429<br>RLPK | —<br>*W.Ziegenmeyer02–02*<br>(*ex*Embiricos)<br>*Elec.light* 1*Dk2tr B*&*pt Awng dk* | SteelScSr<br>2698<br>1966<br>1732 | | 1893 SirR Dixon<br>&Co.<br>Middlesbro' | M.Jebsen | 302·0 \| 41·1 \| 18·0<br>P33′Q107′<br>*pt Awng dk*195′ FK | Hamburg<br>German<br>*WB* | T.3Cy.23″,37″&60″–42″<br>248NHP<br>J.Dickinson,Sunderland | 21 ″ 0 | G |
| 430<br>105193<br>QBSV | —<br>*A.Willison –99* *ss*Cff.No.1–02<br>1*Dk*(*Irn*)&*Web frames* | SteelScSr<br>2520<br>2345<br>1598 | ½100A1 Cff *t*<br>~~7,04 3,02~~ 3,05<br>MS11,01 ✠LMC<br>~~Bs[illegible]~~ BS4,04 | 1898 T.Turnbull<br>4mo &Son<br>Whitby<br>A&CP | TurnbullBros. | 309·8 \| 44·0 \| 20·4<br>P30′B61′F82′<br>FK<br>100′*uE*22′*f*124′66*t*<br>*WB=CellDBa* | Cardiff<br>British<br>*BHCem* | T.3Cy.23″,37½″&61½″–39″ (*s*)<br>160lb *80lb* 286NHP<br>2SB,*6cf*,GS99,HS3525<br>Blair&Co.Ld.Stockton | 22 ″ 10<br>s 8 ″ 10½ | ~~6,03~~<br>8,04 |

| Numéro d'Ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut / Net. | Classification / Cote. | Construit. Quand / Par qui / Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement / Pavillon. | Machines. Nos & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Nom du Constructeur des machines. | Creux sur Quille. Hauteur du navire. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 431 | **Emma** Steel Sc Sr<br>*Biaggini* –03<br>PBDC (ex Honiton) 1 *Dk (Iron ss Web frames*<br>*ss* Gen. No. 3–6,04 *& pt Awng dk (Iron)* | 2431<br>1839<br>1584 | ✝100A1 Cff *s*<br>*pt Awng dk with freeboard*<br>4,01 | 1891 Furness, Withy & Co. Ltd. 12mo W. Hartlepool A&CP | Cav. L. Serra<br>*WB = Cell D B256 139t* | 297·1 40·0 19·3<br>P27 Q96 BK 19<br>*pt Awng dk 174* | Genoa<br>Italian | T. 3Cy. 22½", 37" & 61"–42" (s)<br>160lb 245 NH<br>2SB. 8cf, GS94, HS740 SP<br>Blair & Co. Ltd. Stockton | 21 ▫ 8<br>8 ▫ 5 | |
| 432 | — Steel Sc Sr<br>*L. Mallet* 88–98 2 *Dks*<br>JOKQ | 1633<br>—<br>332 | | 1892 A. McMillan & Son, Ltd Dumbarton | Worms & Cie. | 255·0 35·5 22·0<br>B62 F40 | Havre<br>French | T. 3Cy. 20", 34" & 54"–42"<br>189 NH<br>D. Rowan & Son, Glasgow | | V |
| 433 | — Steel Sc Sr<br>*M. Crety* –00 (ex Trinidad)<br>RLSN *Well deck* 1 *Dk & Web frames* | 1219<br>901<br>771 | | 1890 J. Blumer & Co. Sunderland | Oscar Ott | 240·0 34·0 16·9<br>Q87 B61 F28 | Hamburg<br>German | T. 3Cy. 18", 30" & 48"–36"<br>139 NH<br>Alley & Maclellan, Glasgow | 18 ▫ 6 | G |
| 434 | — Iron Sc Sr<br>*W. Oldenburg* 95–95 2 *Dks*<br>LQNF *Elec. light* | 872<br>845<br>547 | | 1883 G. Howaldt Kiel | Sartori & Berger | 203·5 27·0 20·5 | Kiel<br>German | C. 2Cy. 25" & 40"–27"<br>NB97 69 NB<br>Gebr. Howaldt, Kiel | | G |
| 435 | — Iron Sc Sr<br>*L. Arnerich* –02<br>HGJV (ex Delfino) 1 *Dk* | 720<br>693<br>446 | | 1874 Lloyd Austro-Ungarico Trieste | R. Boraine | 198·0 27·0 18·7 | Trieste<br>Aust.-Hung. | C. 2Cy. 20" & 36"–23"<br>NB86 52 NH<br>Arsenale Lloyd, Trieste | | V |
| 436 | — Steel Sc Sr<br>*L. Malfoy* 88–02 (*Trawler*)<br>*Elec. light* | 257<br>—<br>90 | | 1902 Bonn & Mees Rotterdam | A. & G. Vidor fils | 131·8 21·5 12·5 | Boulogne<br>French | T. 3Cy. 13", 21½" & 35"–24"<br>60 NH<br>Amos & Smith, Hull | | V |
| 437 | **Emma Hammar** Steel Sc Sr<br>4107 *D. V. Söderström* 03–03<br>JNDB (ex Louis Krohn) 1 *Dk* | 562<br>398<br>318 | | 1889 Rostocker Act. Ges. Rostock | A. K. Fernström | 169·6 26·4 10·5<br>Q106 H27 F20 | Carlshamn<br>Swedish | C. 2Cy. 19¾" & 35½"–27½"<br>55 NH<br>Rostocker A. G. Rostock | | V |
| 438 | **Emma Luyken** Steel Sc Sr<br>*H. Martens* 01–02 *ss* H Kg. No. 3–10,03<br>QFLR (ex Löwenburg) 1 *Dk (Stl) & Web frames*<br>*& Spar dk (pt Stl–ws)* | 1776<br>1652<br>1109 | ✝100A1 UKg *r*<br>*Spar dk*<br>8,04 | 1891 Flensburger 2mo Schiffsb. Ges. Flensburg<br>*Lloyd's A&CP* | Hanseatische Dampfer Cie. (Menzell & Co. *Mgrs.*) | 259·7 37·0 14·5<br>B50 F31 21<br>BK 8½<br>*B = Cell D B 71' 9 f* | Hamburg<br>German | T. 3Cy. 22½", 35" & 60"–42" (o)<br>165lb *100lb* 246 NH<br>2SB, *4rf*, GS79, HS850<br>Flensburger Schiffsb. Ges | 16 ▫ 6 | |
| 439 | **Emma Sauber** Iron Sc Sr<br>*H. Grevenitz* 97–97<br>RGNP *ss* Ham. 2nd No. 3–2,01<br>1 *Dk (Iron) 2 tr E* | 1351<br>1230<br>860 | ✝100A1 Ham *p*<br>1,04 | 1883 Reiherst'g. 7mo Schiffsw. Hamburg<br>*Lloyd's A&CP* | Sauber Gebr. | 255·2 32·8 18·9<br>B48 F20<br>FK<br>*WB = Cell D B 210' 320t* | Hamburg<br>German | C. 2Cy. 30" & 56"–36"<br>80lb 158 NH<br>2SB. *4pf*, GS80, HS281<br>Reiherst. Maschinenf. Ham | | |
| 440 | **Emmanuel** Steel Sc Sr<br>*N. Filinis* 01–01<br>HQBW (ex Graphic) 1 *Dk (Stl) 2 tr B & Web frames*<br>*s* Bl. No. 2–03 | *2490*<br>*2312*<br>*1598* | ✝100A1 Cff *t*<br>6,03<br>Mes | 1895 W. Gray & Co. Ltd. 1mo W. Hartlepool A&CP | C. A. Tsiropinas<br>*WB = Cell D Ba* | 304·2 44·1 20·7<br>P27 B68 F31<br>FK<br>102' *u* E22' *f* 120' 654t | Syra<br>Greek | T. 3Cy. 23" 36½" & 62"–39" (s)<br>160lb *80lb* 239 NH<br>2SB, *6rf*, GS79, HS8580<br>Cen. Mar. Eng. Wks. W. Hpl | 23 ▫ 2<br>13 ▫ 11½ | 6.03 |
| 441 | — Steel Sc<br>*L. Poujaert* –00<br>(*Trawler*) | 140<br>—<br>48 | | 1900 At. de C. Forg. & Aciér. de Bruges Bruges | Pêcheries à Vapeur (Soc. Anon.) | 106·6 21·0 11·5 | Ostend<br>Belgian | T. 3Cy. 11", 19" & 31"–22"<br>45 NH<br>Soc. Anon. de Marcinelle et Couillet, Couillet | | V |
| 442 | **Emmanuel Roussos** Steel Sc Sr<br>*G. J. Roussos* 03–03 *ss* Bry. No. 3–8,02<br>(ex Endsleigh) 1 *Dk (Stl & pt Iron)*<br>*& Web frames & pt Awng dk (Iron)* | *2366*<br>*1785*<br>*1530* | ✝100A1 Gen *s*<br>*pt Awng dk with freeboard*<br>4,04 | 1891 R. Dixon & Co. 5mo Middlesbro' A&CP | N. G. Roussos<br>*WB = Cell D B 234 126t* | 280·0 39·2 19·5<br>P25 Q76<br>*pt Awng dk 179'* FK<br>*A P T 26t* | Piraeus<br>Greek | T. 3Cy. 21", 35" & 57"–39" (s)<br>160lb 201 NH<br>2SB, *4cf*, GS74, HS2990<br>Blair & Co. Ltd. Stockton | 21 ▫ 11<br>8 ▫ 8 | |
| 443 | **Emmy** Iron Sc Sr<br>1035 *E. J. M. Henriksson* –04 1 *Dk*<br>HGSV (ex Gevalia) | 496<br>399<br>325 | | 1872 Motala Co. Gothenburg | Motala Rederiaktieb. (G. F. Peterson) | 154·7 24·6 15·2<br>Q46 B37 H11t | Motala<br>Swedish | C. 2Cy. 17" & 34"–24"<br>NB86 47 NH<br>Motala Co., Motala | | V |
| 444 | — Iron Sc Trawler<br>*B. Bojahr* –02<br>QFNL 1 *Dk* | 132<br>121<br>53 | | 1891 J. C. Tecklenborg Geestemünde | C. C. H. Bösch | 102·6 20·3 9·7<br>B38 | Brmrhavn<br>German | C. 2Cy. 17" & 32"–22"<br>40 NH<br>J. C. Tecklenborg, Gstmnde | | G |
| 445 | **Emperor** Steel Sc K<br>11617 *J. Whelan* 95–03<br>1 *Dk* | 181<br>172<br>63 | ✝100A1 Hul<br>*Stm Trawler*<br>5,05 | 1903 Cook, Welton & Gemmell 6mo Beverley<br>*Lloyd's A&CP* | Gt. Northern S.S. Fishing Co. Ltd. | 109·0 21·5 11·0<br>BK 7<br>*WB = DT f 13'* 30t | Hull<br>British | T. 3Cy. 11", 18" & 30"–22" (s)<br>200lb 46 RH<br>1SB. 2*pf*, GS24, HS668<br>Amos & Smith, Hull | 11 ▫ 9 | |
| 446 | — Iron Sc K<br>104107 *G. Bird* 99–02 *ss* Dub. No. 2–03<br>1 *Dk* | 130<br>120<br>47 | ✝100A1 Dub<br>*Stm Trawler*<br>9,04 | 1895 Cochrane & Co. 3mo Cooper Beverley<br>*Lloyd's A&CP* | Dublin Steam Trawling Co Ld (A. Richardson, *Mgr.*) | 93·6 20·5 11·0<br>Q17<br>BK 7½ | Dublin<br>British | T. 3Cy. 11", 17" & 28"–21" (s)<br>160lb 40 RH<br>1SB. 2*cf*, GS22, HS663<br>C. D. Holmes & Co., Hull | 11 ▫ 10 | |
| 447 | — Iron Sc Tug Sp<br>32804 1 *Dk* | 106<br>56 | ✝ Hay *a*<br>9,80 | 1880 Harvey & Co. 7mo Hayle | Wilson Sons & Co. Ld. | 90·1 18·0 10·5 | London<br>British | C. 2Cy. 21" & 38"–21"<br>65 RH<br>Harvey & Co., Hayle | | |
| 448 | **Emperor Nicholas II.** Stl Twn Sc Sr<br>*A. P. Antonovsky* 89–96<br>HBLN 1 *Dk (Stl) & Spar dk & deep framing*<br>*Elec. light* | 1212<br>853<br>640 | ✝ Nwc *o*<br>*Spar dk with freeboard*<br>4,96 | 1896 W. Dobson 4mo & Co. Newcastle | Archangel-Mourman Stm. Nav. Co. | 238·0 32·0 12·2<br>P63 B52 F57 19·4<br>FK<br>*WB = Cell D Ba 66' f 92' 178t* | Archangel<br>Russian | T. 6Cy. 14", 22½" & 37"–27"<br>169 NH<br>2SB. 6*cf*, GS108, HS2920<br>N. E. Marine Co. (Lim.) Nwc | | 12 ▫ 10 |
| 449 | **Emperor Nicolas II.** Steel Sc Sr<br>*F. Classing* 84–95<br>HBDG *Elec. light* 3 *Dks* | 4166<br>3289<br>2407 | | 1895 W. Denny & Bros. Dumbarton | Russian Stm. Nav. & Trading Co. | 371·2 45·1 27·5<br>P62 B146 F38<br>FK | Odessa<br>Russian | T. 3Cy. 28¾", 47½" & 76"–54"<br>501 NH<br>Denny & Co., Dumbarton | 30 ▫ 1 | |
| 450 | **Empire** Steel Sc Sr<br>115896 *P. T. Helms* –03<br>TQGV 2 *Dks (Stl–U teak s) 3 tr E*<br>*Elec. light Ref. Mchy.* | 4496<br>3582<br>2843 | ✝100A1 Gls *y*<br>9,04<br>Syd | 1902 W. Beardmore & Co. 9mo Glasgow<br>*Lloyd's A&CP* | Eastern & Australian S.S. Co. Ld.<br>*WB = Cell D B a 86' u E & B 78 f* | 386·1 46·7 27·7<br>P72 B158 F52<br>FK<br>158' 644t *D T a 4* | London<br>British | T. 3Cy. 28½", 47" & 78"–51" (s)<br>200lb *200lb* 613 NH<br>2 DB, *12cf*, GS220, HS8756 FP<br>W. Beardmore & Co. Gls. | 30 ▫ 4<br>18 ▫ 11 | |
| 451 | — Wood Sc Sr<br>8973 *T. J. Macgeun* 00–00<br>JNVD 2 *Dks 3 tr I* | 732<br>—<br>526 | | 1873 O. Reed P. Madison, Wash. | Oregon Coal & Nav. Co. | 170·1 32·7 20·1<br>H124 F46 | S. Francisco<br>Utd. States | 1 Cy. 34"–34"<br>NB89 32 NH<br>W. Deacon | | |
| 452 | — Iron Sc K<br>W. M. [illegible] 02<br>1 *Dk* | 115<br>114<br>3 | ✝100A– Lon<br>*For Towing purposes*<br>5,03 | 1902 Hepple & Co. Ltd. 1mo South Shields | Empire Towing Co. | 90·5 19·6 10·9<br>B9<br>BK 7 | London<br>British<br>1 *BHCem*<br>Argentine | C. 2Cy. 18" & 38"–25"<br>140lb 98 RH<br>1SB, *3pf*, GS48, HS1385<br>Hepple & Co. Ld. S. Shields | 11 ▫ 9 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regist'd Tonnage. Under deck. Net | Particulars of Classification. Character. Special Survey. Date of last Survey. | Port of Survey. | Year Assigned. Equipment now required. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded Depth. ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 453 / 115 / RFHC | **Empire City** | **SteelScSr** | 4118 / — / 3269 | | | | 1897 | Cleveland S.B.Co. Cleveland,O. | Pittsburgh S.S.Co. | 405·4 48·0 24·4 WT | Duluth, Minn Utd.States | Q.4Cy.17″,26″,39″&60″–40″ 228NH Cleveland S.B.Co.,Cleveld | | | |
| | *R.F.Humble01–01* | *1Dk2trB* | | | | | | | | | | | | | |
| | *Elec.light Mchy.Aft* | | | | | | | | | | | | | | |
| 454 / 85005 / WJDG | **Empress** | **IronScSr** | 3025 / [illegible] / 1288 | ✝ A1 1 | Sld Nwc LMC1,03 | Lv | 1882 / 3mo | Short Bros. Sunderland | Taylor&Sanderson SteamShipping Co.Ld.(Taylor& Sanderson,*Mgrs.*) | 291·0 40·2 20·2 I75′Q102′B152′ F31′ BK10′6″ *WB=DB* | Sundrland British | C.2Cy.34″&64″–42″ 80lb 204NH 2SB,*6pf*,GS104,HS3300 J.Dickinson,Sunderland | 22 ″ 1 s 2·11½ | | |
| | *J.M.Jones* | 5thSurvey,Sld.1,03 | | | | | | | | | | | | | |
| | *Well deck* | *1Dk(Irn)2trB* | | | | | | | | | | | | | |
| | *H.R.Vincent –04* | | | | | | | | | | | | | | |
| 455 / 94997 / KNGS | — | **SteelPadSr** | 1219 / 994 / 299 | | | | 1887 / 6mo | Fairfield Co.(Lim.) Glasgow | S.Eastrn&Chathm RlyCos.'Managing Committee | 324·6 34·9 13·5 | London British | C.2Cy.58″&104″–72″ NB95 765NH FairfieldS&ECo.(Limt)Gls. | | BT till | |
| | *C.N.Cobb –04* | | | | | | | | | | | | | | |
| 456 / [illegible] | — | **WoodPad** | 678 / 768 / 372 | | | | 18 73 / 86 | W.C.White Montreal | OttawaRiv.Nav.Co | 185·3 27·6 8·1 H270*t* | Montreal British | 1Cy.38″–120″ 122NH G.Brush,Montreal | | | |
| | *D.M Robertson* | *(exPeerless) 1Dk* | | | | | | | | | | | | | |
| 457 / 108620 / RPGM | — | **SteelSc3MstSr** | 484 / 300 / 134 | ✝100A1 3,04 | Bel LMC5,02 | *h* | 1898 / 1mo | J.Fullerton &Co. Paisley A&CP | A.King | 165·8 26·1 9·8 Q91′B10′F30′ BK6 *WB=CellDBf82* | Belfast British *3BHCem* 106*tFPT36t* | C.2Cy.20½″&44″–30″ (*s* 120lb *80lb* 103NH 1SB,*3pf*,GS58,HS1776 MacColl&Co.,Ld.,Belfast | 12 ″ 3 s ″ 7 | | 5,02 |
| | *A.McCullough –00* | *ssBel.No.1–02* | | | | | | | | | | | | | |
| | *Well deck Mchy.Aft* | *1Dk(Stl)* | | | | | | | | | | | | | |
| 458 / 96040 | — | **SteelPadSk** | 229 / 143 / 90 | | | | 1888 | Napier, Shanks&Bell Glasgow | H.Brown (W.J. Fraser,*Mgr.*) | 165·0 20·1 6·3 | Glasgow British | D.2Cy.36″–48″ 138NH D.Rowan&Son,Glasgow | | BT till | |
| | *M.Gillis89–90* | | | | | | | | | | | | | | |
| 459 / 63915 / TFBC | — | **IronPadSr** | 173 / 164 / 87 | | | | 1879 | Samuda Bros. London | Cosens&Co.Ld. | 160·1 18·1 8·3 | Weymouth British | O.2Cy.30″–33″ NB84 52RH J.Penn&Sons,Greenwich | | BT till 3,03 | |
| | *A.E.Pearce –99* | | | | | | | | | | | | | | |
| 460 / 98395 | — | **SteelPadSk** | 156 / 130 / 79 | | | | 1893 | J.Reid& Co.(Lim.) Glasgow | Goole&HullSteam PacketCo.Ld. | 140·2 17·1 7·3 | Goole British | T.3Cy.9″,15″&24″–12″ 25RH Kincaid&Co.,Greenock | | BT till 3,05 | |
| | *W.Sherburn –93* | *1Dk* | | | | | | | | | | | | | |
| 461 / 98541 | — | **IronScSr** | 104 / 104 / 30 | ✝ *Stm Trawler* 2,98 | Abn | | 1890 / 6mo | J.T.Eltringham&Co. S.Shields | J.Graham&Sons | 93·0 18·6 10·1 BK6″ | Hartlepool British *3BHCem* | C.2Cy.16″&32″–22″ 40RH 1SB,*2pf*,GS30,HS868 Clyne,Mitchell&Co.,Abn. | 10 ″ 3 | | |
| | *W.Cappleman* | *ssAbn.No.1–94 1Dk* | | | | | | | | | | | | | |
| 462 / 81032 | — | **IronPadSp** | 101 / 68 / 54 | | | | 1880 | W.Allsup &Sons Preston | Saltash,Three Twns&c.SBtCo.Ld (W.Dusting,*Mgr.*) | 115·0 16·2 4·9 | Plymouth British | C.O.2Cy.16″&30″–30″ NB89 40RH W.Allsup&Sons,Preston | | BT till 12,04 | |
| | *J.Whitburn –98* | | | | | | | | | | | | | 1,00 | |
| 463 / 108005 | — | **SteelScSr** | 67 / 67 / 2 | ✝100A1 *For Towing purposes* 10.03 | Pts LMC5,02 | | 1897 / 4mo | Edwards Bros. North Shields A&CP | J.T.Crampton&Co. | 75·8 16·1 8·4 BK6 | Portsmth British *3BHCem* | C.2Cy.15″&30″–20″ (*s* 100lb 35RH 1SB,*2pf*,GS26,HS700 Edwards Bros.,N.Shields | 9 ″ 0 | | 5,02 |
| | *A.Brownfield –02* | *ssPts.No.1–02 1Dk* | | | | | | | | | | | | | |
| 464 / 96759 / PVRM | **Empress Queen** | **SteelPadSr** | 2140 / 1597 / 471 | | LMC5,02 | | 1897 | Fairfield Co.(Lim.) Glasgow | Isle of ManSteam PacketCo.Ld. | 360·1 42·3 17·0 *Promenade dk*210′ | DouglasIM British | C.D.3Cy.68″&(2)92″–84″ 1290NH FairfieldCo (Lim.),Gls. | | BP till 12,04 | |
| | *A.Gibson –02* | *2Dks&Shelter dk* | | | | | | | | | | | | | |
| 465 / 98953 / MGCP | **Empress of China** | **SteelTwinSc 3MstSr** | 5947 / 5098 / 3046 | ✝100A1 1,04 | HKg LMC1,04 | *b*† | 1891 / 7mo | NavalCon. &Arm.Co.Ld Barrow *Lloyd'sA&CP* | CanadianPacific RailwayCo. | 455·6 51·2 33·1 P65′F79′ BK12′ B&*Prom.dk*217′ *WB=CellDB337′* | London British 12*BHCem* 755*tAPT36t* | T.6Cy.32″,51″&82″–54″ (*s* 160lb *160lb* 1167NH 4DB.*32cf*,GS710,HS20193 Nvl.Con&Amts.C.(L)Brw | 36 ″ 0 s 8 ″ 8 | | 1,03 |
| | *R.Archibald* | *ssH.Kg.No.3–1,04* | | | | | | | | | | | | | |
| | *Ref.Mchy. Elec.light* | *3Dks(2Stl–ws)4trB* | | | | | | | | | | | | | |
| 466 / 98887 / MBPR | **Empress of India** | **SteelTwinSc 3MstSr** | 5934 / 5098 / 3032 | ✝100A1 4,05 | HKg LMC2,03 | *b*† | 1891 / 1mo | NavalCon. &Arm.Co.Ld Barrow *Lloyd'sA&CP* | CanadianPacific RailwayCo. | 455·6 51·2 33·1 P65′F79′ BK12″ B&*Prom.dk*217′ *WB=CellDB337′* | London British 12*BHCem* 755*tAPT36t* | T.6Cy.32″,51″&82″–54″ (*s* 160lb *160lb* 1167NH 4DB.*32cf*,GS710,HS20193 Nvl.Con&Amts.C.(L)Brw | 36 ″ 0 s 8 ″ 5 | | 11,03 |
| | *O.P.Marshall91–96* | *ssH.Kg.No.3–2,03* | | | | | | | | | | | | | |
| | *Elec.light* | *3Dks(2Stl–ws)4trB* | | | | | | | | | | | | | |
| 467 / 77197 | — | **IronPadSp** | 174 / 160 / 24 | | | | 1877 | J.&M. Gunn Cardiff | A.Mackinnon | 117·4 19·7 10·3 | Leith British | L.2Cy.28½″–48″ NB86 90RH J.&M.Gunn,Cardiff | | BT till 5,03 | |
| | *J.M.Clarke –98* | | | | | | | | | | | | | 10,04 | |
| 468 / 109958 | — | **SteelScSp** | 138 / 134 / [illegible] | ✝100A1 *For Towing purposes* 2,05 | Ply Liv | | 1898 / 8mo | Carmichael Maclean&Co Greenock *Lloyd'sA&CP* | SirJohnJackson, Ld. | 94·2 21·1 11·5 B20′ BK6′ | London British *4BHCem* | C.2Cy.19″&42″–24″ (*s* 130lb 98RH 1SB,*2pf*,GS51,HS1338 J.G.Kincaid&Co.Greenock | 11 ″ 1 | | 8,03 12,04 |
| | *H.J.Wells –04* | *ssPly.No.1–02 1Dk(Irn)* | | | | | | | | | | | | | |
| 469 / 98911 / MCHQ | **Empress of Japan** | **SteelTwinSc 3MstSr** | 5940 / 5098 / 3039 | ✝100A1 3,05 | HKg LMC BS12,04 | *b*† | 1891 / 3mo | NavalCon. &Arm.Co.Ld. Barrow *Lloyd'sA&CP* | CanadianPacific RailwayCo. | 455·6 51·2 33·1 P65′F79′ BK12″ B&*Prom.dk*217′ *WB=CellDB337′* | London British 12*BHCem* 755*tAPT36t* | T.6Cy.32″,51″&82″–54″ (*s* 160lb *160lb* 1167NHP 4DB.*32cf*,GS710,HS20193 Nvl.Con& Amts.C.(L)Brw | 36 ″ 0 s 8 ″ 5 | | 9,03 |
| | *H.Pybus* | *ssH.Kg.No.3–3,03* | | | | | | | | | | | | | |
| | *Elec.light* | *3Dks(2Stl–ws)4trB* | | | | | | | | | | | | | |
| 470 / [illegible] | **Emu** | **IronScSr** | 616 / 611 / 362 | ✝ *Awng dk with load line* 7,81 | Adl | *i* | 1876 / 9mo | Blackwood & Gordon Pt.Glasgow | UnionCom.et de Nav.Calédonienne | 179·4 25·1 11·7 18·7 | Noumea French *4BHCem* | C.2Cy.24″&46″–33″ 101NH Blackwood&Gordon,P.Gls | | | |
| | *Barbe01–01* | *ssAdl.No.1–81 1Dk&Awng dk* | | | | | | | | | | | | | |
| 471 / 113579 | — | **Iron&SteelScK** | 164 / 155 / 57 | ✝100A1 *StmTrawler* 5,05 7,03 | Hul | | 1900 / 10mo | Cook,Welt'n&Gemmell Hull *Lloyd'sA&CP* | Gt.NorthernS.S. FishingCo.Ld. | 105·0 21·0 11·0 BK7½ *WB=DTanks* | Hull British *3BHCem* *f*15′30*t* | T.3Cy.10″,17″&28″–21″ (*s* 200lb 40RH 1SB,*2pf*,GS26,HS635 Amos&Smith,Hull | 11 ″ 9 | | 7,03 |
| | *J.Chapman –00* | *ssHul.No.1–05 1Dk* | | | | | | | | | | | | | |
| | | *Stl framing Irn plating* | | | | | | | | | | | | | |
| 472 / 105534 / QNRS | — | **IronScK** | 154 / 142 / 63 | | | ... | 1895 | Cochrane &Cooper Beverley | H.L.Taylor | 102·7 20·5 11·0 Q17′F19′ BK7½ | Grimsby British | T.3Cy.11¾″,19½″&32″–22½″ 50RH C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| | *J.H.Baskcomb –95* | | | | | | | | | | | | | | |
| | *Elec.light* | *(Trawler) 1Dk* | | | | | | | | | | | | | |
| 473 / [illegible] | — | **IronPadLr** | 103 / 78 / 42 | | | | 1886 | D.&R. Buchanan Melbourne | Government of WestAustralia | 82·6 21·7 5·8 | Perth British | C.2Cy.13″&25″–36″ 30RH D.&R.Buchanan,S.Mlbrne. | | | |
| Dismantled | 2,05 | *1Dk* | | | | | | | | | | | | | |
| 474 / 110727 | **Emulator** | **SteelScYl** | 168 / 160 / 54 | ✝100A1 *StmTrawler* 10,04 1,08 | Hul LMC9,06 | | 1899 / 7mo | Mackie& Thomson Glasgow *Lloyd'sA&CP* | Gt.NorthernS.S. FishingCo.Ld. | 104·0 21·0 10·7 BK7½ *WB=* | Hull British *4BHCem* *DTf*14′20*t* | T.3Cy.10″,16½″&28″–20″ (*s* 200lb 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls. | 11 ″ 7 | | 4,03 |
| | *W.Cappleman* | *ssAbn.No.1–94 1Dk* | | | | | | | | | | | | | |

| Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Net. | Détails de la Classification. Cote. | Construit. Quand. Par. Navire. Machine. Où. | Armateurs. | Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. RHP.—Force en chevaux d'après les pouvoirs du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau. pieds | pc |
|---|---|---|---|---|---|---|---|---|---|---|
| 475 | **Emulator** Iron Sc<br>*W.H.Marshall* 1 *Dk* | —<br>—<br>— | ✠ Hul *a*<br>9,85 | 1885 P.Rodgers<br>4mo Carrick frgus | Weston Point Stm. Towing Co | 95·0 18·0 10·0 | Runcorn<br>British<br>*4 BH Cem* | C.2Cy.18"&84"–21"<br>50 RH<br>D.&W.Grant, Belfast | 10 · 6 | |
| 476 | **Emyrne** Iron Sc Str<br>*P.Hector* ss Tra.No.3–2,0<br>JCKN (ex Annie Hough, ss Liv.No.2–00<br>*Elec light* ex Melroso) 2 *Dks* | 680<br>—<br>384 | ✠ Liv *m*<br>8,04 | 1877 R.Steele<br>2mo &Co.<br>Greenock<br>A&CP | Bermond&Co. | 229·6 29·1 16·4<br>BK8 | Bordeaux<br>French<br>*6 BH Cem* | C.2Cy.30½"&50"–33"<br>54lb *40lb* 120 NH<br>1 B, G881<br>R.Steele&Co. Greenock | 17 · 5 | |
| 477 | **Enak** Iron Sc Ctr<br>*F.Fuhrmann* 01–01 1 *Dk*<br>RDSN | 122<br>116<br>— | | 1874 Janssen&<br>Schmilinsky<br>Hamburg | Verein. Bugs.-& Frachtschfrt Ges | 90·3 20·0 11·2<br>H3t | Hamburg<br>German<br>*W B* | C.2Cy.20"&40"–24"<br>65 NH<br>Janssen&Schmilinsky, Hamburg | | |
| 478 | **Encore** Iron&SteelScK<br>113594 *J.Chapman* –00<br>1 *Dk*<br>*Stl framing Irn plating* | 164<br>155<br>59 | ✠100A1 Hul<br>*Stm Trawler*<br>11,04 ✠LMC12 00 | 1900 Cook, Wel-<br>12mo ton&Gemmell<br>Hull<br>*Lloyd's A&CP* | Gt. Northern S.S. Fishing Co. Ld. | 105·0 21·0 11·0<br>BK7½<br>*W B = 10 Tanks* | Hull<br>British<br>*3 BH Cem*<br>*f* 15'30*t* | T.3Cy.10"17"&28"–21"<br>200lb 40 RH<br>1 SB, *2pf.* G626, H635<br>Amos&Smith, Hull | 11 · 9 | |
| 479 | **Endeavor** Steel Twin Sc<br>136631<br>KMPB | 315<br>—<br>244 | | 1895 C.Hillman<br>S.&E.B.Co.<br>Philadelphia | Queen Anne Ferry and Equipment Co. | 136·0 23·2 7·4 | Baltimore<br>Utd. States | 2Cy.14"–16<br>12 NH<br>Hillman S.&E.B.Co., Phl | | |
| 480 | **Endeavour** Steel Sc Str<br>96552 *T.Thornton* 96–04 ss Clf.No.3–8,02<br>LRNW 1 *Dk (pt Stl & pt Irn) & pt Awng dk (Irn)*<br>*& Web frames 2 tr b* | 2795<br>2075<br>1762 | ✠100A1 Clf *f*<br>*pt Awng dk with f'c'eboard*<br>9,04 ✠LMC<br>MS8,02 BS4,04 | 1890 J.L.Thomp-<br>5mo son&Sons<br>Sunderland<br>A&CP | Rowland&Marwood's S.S. Co. Ld. (C.Marwood, *Mgr*) | 316·0 40·5 20·8<br>P29 Q88 BK10'<br>*pt Awng dk* 198'<br>*W B = Cell D B* 226 | Whitby<br>British<br>*6 BH Cem*<br>457 *t A P T* 28 | T.3Cy.23½",38"&62"–42"<br>160lb *90lb* 290 NH<br>2SB *Scr* G8100, H8220<br>J.Dickinson, Sunderland | 23 · 3<br>18 · 8½ | |
| 481 | — Iron Sc Sr<br>89564 *J.Allison* 04–03 1 *Dk* | 226<br>225<br>125 | | 1884 R.Dixon&<br>Co.<br>Middlesbro' | London&Poole Stm. Shpg. Co. Ld.<br>(H.Burden, *Mgr.*) | 136·8 21·1 11·4<br>len90 | London<br>British | C.2Cy.19"&36"–24"<br>NB03 55 RH<br>Blair&Co. (Lim.), Stockton | 12 · 1 | |
| 482 | — Iron&SteelScK<br>102043 *G.H.White* –98 ss Hul.No.2–02<br>1 *Dk (Plating pt Iron)* | 156<br>145<br>59 | ✠100A1 Hul<br>*Stm Trawler*<br>3,03 ✠LMC | 1894 Mackie&<br>4mo Thomson<br>Glasgow<br>*Lloyd's A&CP* | Gt. Northern S.S. Fishing Co. Ld. | 103·7 20·5 10·7<br>Q17 RFD16'<br>BK7½<br>*W B = D T* 14'25*t* | Hull<br>British<br>*3 BH Cem*<br>*f* 15'30*t* | T.3Cy.11",17"&27½"–20"<br>160lb 45 RH<br>1 SB, *2pf.* G830, H8690<br>Muir&Houston, Glasgow | 11 · 7 | |
| 483 | **Endymion** Iron&SteelScK<br>113588 *J.Olsen* –00<br>1 *Dk Stl framing & Irn plating* | 164<br>155<br>57 | ✠100A1 Hul<br>*Stm Trawler*<br>8,03 ✠LMC11,00<br>BS5,03 | 1900 Cook, Wel-<br>11mo ton&Gemmell<br>Hull<br>*Lloyd's A&CP* | Gt. Northern S.S. Fishing Co. Ld. | 105·0 21·0 11·0<br>BK7½<br>*W B = Deep tank* | Hull<br>British<br>*3 BH Cem*<br>*f* 15'30*t* | T.3Cy.10",17"&28"–21"<br>200lb 40 RH<br>1 SB, *2pf.* G826, H8835<br>Amos&Smith Hull | 11 · 9 | |
| 484 | **Energi** Steel Sc Sr<br>*N.P.Nielsen*<br>NJSC 1 *Dk & Web frames* | 1104<br>788<br>685 | | 1898 Flensburg<br>Schiffsb. Ges<br>Flensburg | H.C.Christensens Enke | 219·2 34·9 12·6<br>Q68 B58 F25' | Marstal<br>Danish<br>*W B* | T.3Cy.16",26"&48"–33"<br>106 NH<br>Flensburger Schiffsb. Ges. | | V |
| 485 | **Energia** Steel Twin Sc Sr<br>1096 *M.Goroshko* 91–91 1 *Dk*<br>HQNR | 609<br>—<br>354 | | 1891 Stabilmento<br>Tecnico<br>Trieste | I.S.Koschkine | 207·6 31·8 11·1<br>B24' F28' | Rostoff<br>Russian<br>*W B* | C.4Cy.14½"&29"–20"<br>68 NH<br>Stabilimento Tecnico, Tri. | | |
| 486 | **Energie** Steel Sc 3 Mst Sr<br>*J.Schäffer* 88–01 2 *Dks 3 tr b*<br>KRCS *Mchy. Aft Carrying Petroleum in bulk*<br>*Elec light* | 2762<br>2655<br>1726 | | 1888 Armstrong<br>Mitchell&<br>Co. (Lim.)<br>Newcastle | Deutsch-Amerik. Petroleum Ges. | 309·0 40·2 28·2<br>B22' F29 | Gstemnde<br>German | T.3Cy.28",37"&60"–39"<br>225 NH<br>Wilhelmsh Schiffbau Co. Ld., Nwc. | | 15 |
| 487 | — Steel Twin Sc<br>*H.Gesteewitz* 98–98<br>HWBF *Elec light* 1 *Dk* | 740<br>556<br>452 | | 1887 Armstrong<br>Mitchell&Co.<br>Newcastle | Rhein&See Schiff-fahrts Ges. | 235·0 30·1 11·1<br>B40' F29'<br>len96 FK | Cologne<br>German<br>*W B* | T.6Cy.10½",17"&28"–20"<br>NB08 85 NH<br>Wilhelmsh Schiffbau Co. Ld., Nwc | 13 · 1 | V |
| 488 | **Energy** Iron Sc K<br>89557 *J.Gallagher* 77–99 1 *Dk*<br>MBFS | 203<br>202<br>108 | ✠ Lon *c*<br>8,84 ✠ | 1884 R.Dixon&<br>4mo Co.<br>Middlesbro' | Dublin Port& Docks Board | 128·5 21·0 11·6 | Dublin<br>British<br>*4 BH Cem* | C.2Cy.19"&36"–24"<br>55 RH<br>Blair&Co. (Lim.), Stockton | 21 · 1 | |
| 489 | — Steel Sc Sp<br>*J.Humphreys* –99<br>1 *Dk* | 79<br>79<br>19 | ✠ ...<br>*For Towing purposes* | 1899 Allsup&<br>7mo Co. Ld.<br>Preston<br>*Lloyd's A&CP* | Corporation of Preston | 81·1 17·2 8·6<br>BK6' | Preston<br>British<br>*4 BH Cem* | C.2Cy.17"&34"–24"<br>100lb 53 RH<br>1 SB, *2pf.* G832, H8962<br>Allsup&Co. Ld. Preston | 9 · 0 | |
| 490 | **Enfield** Steel Sc Sr<br>106626 *R.Porter* –98 ss Gms.No.1–02<br>PVRW 1 *Dk (Stl) & Web frames* | 2124<br>2067<br>1364 | ✠100A1 Shl *s*<br>*Trunk dk* Npt<br>9,01 ✠LM 2,09<br>BS12,03 | 1897 J.Priest-<br>11mo man&Co.<br>Sunderland<br>A&CP | Enfield S.S. Co. Ld.<br>c/o W. Ormston & Co. (Speeding, Marshall & Co.) | 288·0 40·0 19·4<br>FK<br>*W B = D Ba* 90'<br>*f* 112'60*st* | Newcastle<br>British<br>*5 BH Cem* | T.3Cy.21",35"&58"–39"<br>160lb *80lb* 210 NH<br>2 SB, *2pf.* G836, H8150<br>W.Allan&Co. Ld. Sld. | 21 · 4<br>2 · 9 | |
| 491 | **Engeland** Steel Pad Sr<br>*C.H.W.Kanaar* –02 1 *Dk & Awngdk*<br>NQBC | 1648<br>1515<br>829 | | 1886 Fairfield<br>Co. (Lim.)<br>Glasgow | Stoomv. Maats. Zeeland | 286·5 35·3 16·6<br>22·9<br>FK | Amstrdam<br>Dutch | C.O.2Cy.60"&104"–84"<br>826 NH<br>Fairfield S.&E.Co. (Ld.) (G) | 17 · 0 | |
| 492 | **Engelbrekt** Steel Sc Sp<br>3931 *C.O.Dahlman* 01–01<br>JMKN *Mchy. Aft* 1 *Dk* | 148<br>100<br>55 | | 1901 O A Brodin<br>Stockholm | Angf. Aktieb. Hjelmaren<br>(H.Brydolf, *Mgr.*) | 96·2 20·4 6·8<br>H48*t* | Stockholm<br>Swedish<br>*W B* | C.2Cy.11"&18"–18"<br>HN16<br>Jönköpings M.V. Aktieb. | | |
| 493 | **Engineer** Steel Sc 3 Mst Sr<br>ss Nwc.No.1–04<br>*Mchy. Aft* 1 *Dk (Stl) & Web frames*<br>*Web deck* | 847<br>619<br>442 | ✠100A1 Nwc *k*<br>4,04 ✠LMC 12 03 | 1900 Grngem'th<br>1mo Dockyard Co<br>Grngemouth<br>*Lloyd's A&CP* | P.A.Welin<br>*W B = Cell* | 198·0 30·1 13·3<br>Q66' B15' F27<br>*D B f* 109'150*t F P T* | Gothenbrg<br>Swedish<br>*3 BH Cem*<br>600 *t A P T* 7*t* | T.3Cy.16",26½"&45"–33"<br>170lb *90lb* 421 NH<br>1 SB, *3cf.* G857, H81827<br>Hutson&Sons, Ld Glasgow | 15 · 9<br>1 · 10½ | 12.08 |
| | *Now named "Calla,"* | *See No. 1 in Supplement* | | | | | | | | |
| 494 | **Engineer Avdakoff** Steel Sc Sr<br>*C.Mertens* 98–04<br>1 *Dk (Stl) & deep framing* | 1797<br>1681<br>1131 | ✠100A1 Sld *r*<br>1,05 2,04 Shl<br>✠LMC 3,04 | 1904 Osbourne,<br>3mo Graham&Co<br>Sunderland<br>*Lloyd's A&CP* | P. Regier<br>*W B = Cell D B* 899 | 275·1 40·1 18·1<br>P29' B68' F80'<br>*u Ea B* 31 *f* 108'480*t* | Odessa<br>Russian<br>*4 BH Cem*<br>*A P T* 55*t* | T.3Cy.20½",33"&54"–36"<br>180lb *100lb* 195 NH<br>2 SB, *4pf.* G880, H8080<br>G.Clark, Ld Sunderland | 20 · 6<br>11 · 11½ | |
| 495 | **England** Steel Sc Sr<br>*E.Hassell* 99–02 ss Got.No.3–2,03<br>JLMS (ex Bentala) 1 *Dk (Stl) & tr b*<br>*Well deck* | 2680<br>2057<br>1649 | ✠100A1 Shl *t*<br>Bly Rot<br>BS10,04 5,05 LMC 2,03 | 1889 Schlesinger<br>7mo Davis&Co.<br>Newcastle<br>v&CP | Angf. Aktieb. Tirfing (A.Brostrom&Son, *Mgrs.*)<br>*W B = Cell D B* 250 727*t F P T* | 303·0 40·2 20·2<br>P17 Q98 B124'<br>F33 FK<br>*4 A P T* 32*t* | Gothenbrg<br>Swedish<br>*6 BH Cem* | T.3Cy.22½",34"&56"–42"<br>160lb *80lb* 800 NH<br>2 SB, *6tr f.* G838, H83300<br>Black, Hawthorn&Co. Gts | 23 · 2 | 5.05 |
| 496 | — Steel Sc Sr<br>*H.O.Andresen* ss Cpn.No.3–5,97<br>NBSH *Well deck* ss Cpn.No.1–01<br>1 *Dk (Irn) & Web frames* | 1014<br>715<br>626 | ✠100A — Cpn<br>7,08 ✠ LMC 3,01<br>BS5,01 | 1890 W.Dobson<br>1mo &Co.<br>Newcastle | Dampskibsselskabet Nordsøen (A.Christensen, *Mgr.*)<br>*W B* | 238·9 29·2 12·6<br>Q70' B95' F25'<br>len97 FK<br>*D Ba* 50 *u Ea* 53*t* | Copnhagn<br>Danish<br>*4 BH Cem*<br>*f* 119'260*t* | T.3Cy.15",25"&41"–28"<br>160lb *80lb* 800 NH96 98 NH<br>1 SB, *3pf.* G858, H81563<br>Alley&M'Lellan, Glasgow | 15 · 4 | 2.06 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Details de la Classification. Class. | 5 Built. When. | 6 Where. | 7 Owners. | 8 Register Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 11 Moulded depth. Freeboard. | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 497 MBGQ | **England** IronScSr<br>*G.Olsen*97–00 *ss*Bly.No.3–1,98<br>*Well deck* *ss*Nwc.No.1–02<br>1*Dk*(*Irn*)2*trB* | 360<br>579 | ✠90A1 Cff *n*<br>Sld | 1877<br>1mo | Schlesingr, Davis&Co. Newcastle | DampskibetEng-landsRederi (O.Lohne.) | 220·5 \| 30·2 \| 18·5<br>Q117'B12'F29'<br>drp04 BK8″<br>*WB*=*DB*a65 | | | **Mandal** Norwegian<br>4*BHCem*<br>*A69'APT* | C.2Cy.24″&53″–36″ (*s*)<br>70lb *80lb* NDH00 116NH<br>1SB,3*pf*,GS56,HS1728<br>T.Clark&Co.,Newcastle | 19 ″ 11<br>s 2 ″ 2 | | 11,03 |
| 498 QMPL | — WoodPadTug<br>*J.Black* –99 ptIB<br>*Fire Risers are similar* | 115<br>113<br>12 | ✠ Shl 8<br>*For Tug purposes* | 1876<br>1mo | J.P.Ren-nobldson S.Shields | J.Moralee,jun. | 100·6 \| 19·5 \| 9·9<br>Cl | | | **S.Shields** British | L.1Cy.37″–51″<br>NB89 60RH<br>J.P.Rennoldson,S.Shields | | | |
| 499 NHWP | **English King** SteelScSr<br>*T.C.Saunders*78–98 *ss*Ant.No.2–02<br>(*ex*Osborne) 1*Dk*(*Std*)*&Spardk Irn & deep framing* | 3134<br>2033 | ✠100A1 Ant *r*<br>Spar D<br>1,0 | 1894<br>1mo | C.S.Swan & Hunter Newcastle | T.Ronaldson&Co. Ld. | 335·0 \| 42·6 \| 19·3<br>B80'F31' 26·8<br>*WB*=*CellDB* | | | **London** British<br>4*BHCem*<br>288'610*t* | T.3Cy.26″,42″&69″–48″ (*r*)<br>160lb *80lb* 326NH<br>2SB.6*pf*,GS94,HS1828<br>G.Clark,Ld.Sunderland | 21 ″ 9 | | 1,— |
| 500 NHJB | **English Prince** SteelScK<br>*J.Morris*86–01<br>1*Dk* | 164<br>155<br>37 | ✠100A1 Abn<br>*StmTrawler* | 1901<br>3mo | J.T.Eltring-ham&Co. S.Shields | R.Irvin | 106·5 \| 21·1 \| 11·7<br>BK7″<br>*WB*= | | | **N.Shields** British<br>3*BHCem*<br>*DB*'96*t* | T.3Cy.11″,18″&30″–22″ (*s*)<br>170lb 46RH<br>1SB,2*pf*,GS81,HS1098<br>G.T.Grey,SouthShields | 12 ″ 0 | | 9,03 |
| 501 MNQC | **Englishman** SteelTwinSc4MstSr<br>*W.E.Ingham* 03<br>(*ex*Sandusky,*ex*Montezuma,*ex*Ionia)<br>*Elec.light* *Ref.Mchy.* 4*Dks* | 6336<br>6166<br>4708 | | 1891 | Harland& Wolff,Ld. Belfast | Mississippi&Do-minionS.S.Co.Ld. | 430·0 \| 47·0 \| 37·9 | | | **Liverpool** British | T.6Cy.19″,31″&52″–42″<br>350NH<br>Harland&Wolff,Ld.Bel. | | V | |
| 502 JGHM | **Engso** IronScSp<br>*O.Enström* –98 (*ex*Upsala)<br>1*Dk* | 144<br>86<br>108 | | 1860 | W.Lind-bergsAktieb. Stockholm | EngsöÅngf.Aktie-bolag(K.Almqvist) | 94·4 \| 18·3 \| 8·2<br>Q26′ B30′ F17′ | | | **ÖfverSelö** Swedish | C.2Cy.14″&29″–17″<br>29NH<br>W.LindbergsMk.VrkstSkm | | | |
| 503 NHSM | **Enid** SteelScSr<br>*J.Jones*89–03<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Irn*) | 267<br>175<br>45 | ✠100A1 Ayr *d*<br>Spar D | 1903<br>8mo | AilsaS.B. Co.Ld. Ayr | G.H.D.Assheton-Smith(E.Neele, *Mgr.*) | 131·5 \| 22·3 \| 7·8<br>Q49′B12′F22′<br>BK7½″<br>*WB*=*CellDB*f63 | | | **Carnarvon** British<br>3*BHCem*<br>63*tFPT*23*t* | C.2Cy.16″&34″–24″ (*r*)<br>130lb 64RH<br>1SB,2*pf*,GS36,HS1206<br>Ross&Duncan,Glasgow | 10 ″ 0 | | |
| 504 RGJP | **Enidwen** SteelScSr<br>*H.Thomas* –00 *ss*Cff.No.1–03<br>1*Dk*(*pt Irn&pt Stl*)2*trB&deepframing*<br>3*Dk rule* | 3594<br>3360<br>2315 | ✠100A1 Cff *r*<br>*withfreeboard* | 1899<br>7mo | J.Readhead &Sons SouthShields | W.&C.T.JonesS.S. Co.Ld. (W.&C.T. Jones) | 341·0 \| 46·6 \| 24·8<br>P29′B84′F32′<br>FK<br>*WB*=*CellDBa*114 | | | **Cardiff** British<br>6*BHCem*<br>*'uE20',f*140'84*7tA* | T.3Cy.24″,40″&65″–45″ (*r*)<br>160lb *80lb* 293NH<br>2SB,6*rf*,GS90,HS1557<br>J.Readhead&Sons,S.Shl. | 27 ″ 4<br>s 5 ″ 0<br>s 5 ″ 1½ | | 7,08<br>10,14 |
| 505 NDLK | **Enigheden** SteelScSr<br>*A.M.C.Svane*<br>*Well deck* | 672<br>493<br>413 | | 1891 | Burmeister &Wain Copenhagen | H.C.Christensens Enke | 185·5 \| 30·1 \| 11·7<br>Q61′ B49′ F27′ | | | **Marstal** Danish | C.2Cy.25″&44″–27″<br>84NHP<br>Burmeister&WainCpnhgn | | V | |
| 506 JDQF | **Enköping I.** IronScSp<br>*A.F.Pettersson* –85 1*Dk* | 183<br>104<br>124 | | 1885 | W.Lind-bergsAktieb. Stockholm | Enköpings Ångf.Aktieb. (A.Östlund) | 109·7 \| 19·0 \| 9·6<br>Q28′ B45′ H13*t* | | | **Enköping** Swedish | C.2Cy.17″&30″–21″<br>34NHP<br>W.LindbergsMk.Vrks.Skm | | | |
| 507 JDQG | **Enköping II.** IronSc<br>1889 *O.P.Larsson*55–72 (*ex*NyaEnköping)<br>1*Dk* | 149<br>79<br>107 | | 1872 | W.Lind-bergsAktieb. Stockholm | Enköpings Angf.Aktieb. (A.Östlund) | 107·8 \| 17·6 \| 7·3<br>P65′ H7*t* F11′ | | | **Enköping** Swedish | C.2Cy.11″&24″–31″<br>NB93 27NHP<br>W.LindbergsMk.Vrks.Skm | | | |
| 508 PBHR | **Enna** IronScBkn<br>253 *P.Traverso* 1*Dk*&*Spardk3trB*<br>*Elec.light* | 1758<br>1635<br>1011 | | 1874 | F$^{lli}$Orlando Leghorn | Nav.Gen.Italiana | 276·5 \| 32·5 \| 25·1 | | | **Genoa** Italian | T.3Cy.24″,38½″&62½″–36½″<br>NE&B97 231NHP<br>C.&T.T.Pattison,Naples | | I | |
| 509 TPMF | **Ennerdale** SteelScSr<br>113133 *W.Gibson*91–02<br>*Well deck* 1*Dk*(*Std*)*&deep framing*<br>*Elec.light* | 1139<br>859<br>512 | ✠100A1 Cff *n*<br>Sws | 1902<br>5mo | AilsaS.B. Co.Ld. Troon | R.Simpson | 230·3 \| 33·7 \| 16·1<br>Q78′B51′F26′<br>FK<br>*WB*=*CellDBa*59′ | | | **Whitehvn** British<br>4*BHCem*<br>*'uE17',f*92'229*tFPT* | T.3Cy.17″,28″&45″–33″ (*s*)<br>170lb *80lb* 98RH<br>1SB,3*cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 17 ″ 0<br>s 1 ″ 9 | | 10,04 |
| 510 NHSK | — SteelScK<br>*C.Hartley* –03<br>1*Dk* | 183<br>172<br>65 | ✠100A1 Gls<br>*StmTrawler* Hul | 1903<br>9mo | Mackie& Thomson Glasgow | Gt.NorthernS.S. FishingCo.Ld. | 109·1 \| 21·5 \| 10·6<br>BK7″<br>*WB*=*DeepTanks* | | | **Hull** British<br>1*BHCem*<br>*f*12'22*t* | T.3Cy.11″,18″&30″–22″ (*s*)<br>200lb 45RH<br>1SB,2*pf*,GS24,HS663<br>W.V.V.Lidgerwood,Gls. | 11 ″ 6 | | |
| 511 TWBD | **Ennismore** IronScSr<br>84056 *Hadden*91–91 6thSurvey.Shl.6,98<br>*Well deck* 1stSurveyLth.2,02<br>1*Dk*(*Irn*)2*trB* | 1499<br>1185<br>927 | ✠ A1 1 Lth Lv<br>Lth | 1880<br>10mo | BarrowS.B. Co.(Lim.) Barrow | J.Cormack&Co. | 260·0 \| 34·2 \| 17·9<br>Q107*t*B157*t*H9*t*<br>F33*t* FK<br>31'100*t*&*E*&*BAPT* | | | **Leith** British<br>4*BH*2PBH<br>*FPT* *Cem* | C.2Cy.30″&60″–36″<br>180NHP<br>2SB,6*pf*,GS115,HS2753<br>BarrowS.B.C.(Lim.),Brw. | 19 ″ 6<br>s 2 ″ 3½ | | |
| 512 RMLT | **Enos** SteelScSr<br>*H.Wilkens*96–02<br>*Elec.light* 1*Dk* | 1911<br>1718<br>1210 | | 1902 | Helsingörs Jernsk&Msk Elsinore | DeutscheLevante Linie | 280·7 \| 40·5 \| 18·2<br>P23′B167′F30′ | | | **Hamburg** German | T.3Cy.20½″,35″&57″–39″<br>203NHP<br>*WB* HelsingörsJernsk.&Mskb. | | G | |
| 513 | **Enrico** IronScTug<br>241<br>1*Dk* | 101<br>95<br>42 | ✠ Gen<br>*For Tug purposes*<br>10,83 | 1883<br>10mo | E.Cravero &Co. Genoa | Flli.Carena | 92·0 \| 17·1 \| 8·0 | | | **Genoa** Italian | C.2Cy.15″&27″$_R$–24½″<br>31NHP<br>E.Cravero&Co.,Genoa | | | |
| 514 | **Enrique Barroso** SteelScSr<br>*A.Lanfranco* *ss*B.As.No.3–1,99<br>*Mchy.Aft* *ss*B.As.No.1–03<br>1*Dk*(*Irn*) | 586<br>502<br>315 | ✠ A— BAs *f*<br>*withfreeboard*<br>8,03<br>*For River&Coasting purposes* | 1889<br>1mo | Grngem'th Dockyard Co. Grngemouth | Lanfranco& Ramos | 199·5 \| 32·1 \| 10·1<br>P77′F60′<br>FK<br>*RioGrande* | | | **M.Video** Uruguayan<br>1*BHCem*<br>*WB*=*FPT*39′ | T.3Cy.15″,24″&40″–30″ (*s*)<br>160lb *100lb* NDB03 79NH<br>1SB,3*cf*,GS48,HS1410<br>Hutson&Corbett,Glasgow | 10 ″ 6<br>1 ″ 7 | | 8,03 |
| 515 PBMG | **Enriqueta** SteelSc3MstSr<br>2648 *Sunderland*<br>*Mchy.Aft* *W.S.Hannan*–04 | 382<br>263<br>145 | ✠ 100A1 Shl *f*<br>7.04 Hul<br>4,05 | 1895<br>7mo | R.William-son&Son Workington | CoastTransitCo. Ld.,J.Bogle,*Mgr.* | 153·2 \| 23·6 \| 9·1<br>Q86′B11′F20′<br>BK7″<br>*WB*=*DB*f79′ | | | Glasgow Dungeness British<br>3*BHCem*<br>94*tFPT*23*t* | C.2Cy.19″&38″–27″ (*s*)<br>110lb 60RH<br>1SB,3*pf*,GS45,HS1373<br>Dunsmuir&Jackson,Gls. | 11 ″ 3<br>s ″ 8½ | | 7,01<br>12,07<br>4,05 |
| 516 PBMG | **Entella** IronScBn<br>65 *C.Gravone* 2*Dks3trB*<br>*Elec.light* | 2258<br>2062<br>1483 | | 1883 | Blackwood &Gordon Pt.Glasgow | Nav.Gen.Italiana | 299·2 \| 37·2 \| 23·6<br>P30′ B54′ F49′ | | | **Palermo** Italian<br>*Tpd.*96 | T.3Cy.22″,35½″&62½″–41½″<br>NB96 254NHP<br>FonderiaOretea,Palermo | | I | |
| 517 PBMH | — IronScSr<br>250 *L.Bertollo* –03 6thSurveyCff.6,90<br>(*ex*Northumbria) 4thSurveyGen.9,03<br>2*Dks3trB* | 1628<br>1576<br>1031 | ✠ A1 1 Gen Lv | 1871<br>6mo | Wigham Richardson &Co. Newcastle | L.Mezzano fu T. | 263·8 \| 33·0 \| 23·8<br>ptND94 | | | **Genoa** Italian<br>5*BHCem*<br>*WB*=*DB*a*MT* | C.2Cy.29″&58″–36″<br>NB80 168NHP<br>2SB.6*pf*,GS82,HS2480<br>R.&W.Hawthorn,Nwc. | 17 ″ 9<br>s 6 ″ 7 | | |

*Now named "Montblanc." See No. 7C in Supplement.*

*Now named "Stella," See No. 26 in Supplement.*

*Stranded 4.05 Now in Port

| 1 Numéro d'Ordre. Numéro Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Jauge Supérieure, &c. Longueur. | Largeur. | Creux. | 12 Port. Pavillon. | 13 Machines. No. & Ligne des Cylindres—Genre. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Jauge. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Epoque des Visites. Franc-bord du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 518 | **Enterprise** | **Iron&SteelScSr** | 2678 | ✠100A1 | SFo | *t* | 1882 | Wigham | MatsonNav.Co. | 322·8 | 35·8 | 26·6 | S.Francisco | T.3Cy.25″,38″&72″–18″ (*s*) | 28 « 4 | | |
| 13688 | ~~Enterprise~~ | *ss*Bhn.No.8–11,94 | 2437 | *Spar dk* | | | 3mo | Richrdsn&Co. | | B106′H28′F31′ | | | Utd.States | 150lb *75lb* NDB91 | | | |
| KQRD | (*ex*St.Georg, *ex*Ehrenfels) | *ss*SFo.No.2–02 1 *Dk*(*Irn*)&*SparDk*(*Btr*) *h* | 1681 | 12,04 13,05 *for liquid fuel* 13,02 | | | *Lloyd's* | Newcastle | *WB*=*DBa*92′*d u E* | *tND*94&97 | *len*94 | | *BH Cem* | 5 *BH Cem* | | | |
| | *J.O.Younger* | | Feet | NB10,96 LMC8,02 | | | | *s*A&CP | *&B*46′*f*86′87*st FF* | *T*—*APT*[illegible] | BK? | | *Type* | Wigham Richrdsn&Co.Nwc | | | |
| | | | | BS10,04 D—10,04 | | | | | | | | | | | | | |
| 519 | — | **IronScK** | 238 | ✠100A1 | Hul | *c* | 1884 | Earle'sCo. | Boston&HullS.S. | 120·4 | 21·1 | 9·7 | Hull | C.2Cy.15½″&32″–18″ (*s*) | 10 « 10 | | |
| 88061 | *J.&A.Chiswick* –03 | *ss*Liv.No.8–5,96 | 178 | 8,04 ~~9,08~~ | | | 6mo | (Lim.) | Co.Ltd. | Q46′B13′F21′ | | | British | 120lb 44RH | s 1 « 0 | | |
| | | *ss*Hul.No.2–04 ~~*ss*Hul.No.1–00~~ | 61 | | | | | Hull | | | | FK | 4 *BH Cem* | 1SB,*2pf*,*gs*31,*hs*87*s* | | | |
| | *Mchy.Aft* | 1 *Dk* | | N Boilers LMC[illegible] | | | *Lloyd's* | | | *WB*=*DTf*21 | | | 16 *tFPT*8*t* | Earle'sCo.(Lim.),Hull | | | |
| 520 | — | **IronTwinScSp** | 186 | | | ... | 1894 | J.P.Ren- | Mayor&Corpora- | 120·8 | 22·6 | 9·9 | Preston | C.4Cy.17″&34″–24″ | 10 « 6 | | |
| 97448 | *Coppack* | (*Tug*) | 132 | | | | | noldsn&Sons | tion of Preston | | | | British | 98RH | | | |
| | | 1 *Dk* | 9 | | | | | SouthShields | | | | BK7″ | *WB* | J.P.Rennoldson&Sns,S.Shl | | | |
| 521 | — | **IronPadSk** | 157 | | | | 1885 | Hepple& | Enterprise Tug,Ld | 118·4 | 19·7 | 10·2 | Liverpool | 2Cy.31½″–58″ | | | |
| 89668 | *J.Brooking* –94 | | 154 | | | | | Co. | | | | | British | 114NH | | | |
| KNFQ | | | 8 | | | | | N.Shields | | | | | | Hepple&Co.,N.Shields | | | |
| 522 | **Enterprize** | **SteelScSr** | 2002 | ✠100A1 | Cff | *r* | 1888 | J.L.Thmp- | Rowland&Mar- | 284·0 | 38·1 | 18·2 | Whitby | T.3Cy.21″,35½″&58″–36″ (*o*) | 20 « 9 | | |
| ~~[illegible]~~ | *A.Russell* –98 | *ss*Cff.No.8–11,00 | 1507 | ~~Lpd~~ 9,04 | | | 8mo | son&Sons | wood'sS.S.Co.Ld. | P29′Q74′B126′ | | | British | 160lb *80lb* NDB00 202NH | s 1 « 9½ | | |
| KTHS | *Well deck* | 1 *Dk*(*Stl*)&*Webframes* | 1244 | MS11,00 LMC | | | | Sunderland | (C.Marwood, *Mgr*) | | | FK | 6 *BH Cem* | 2SB,*4pf*,*hs*88 | | | |
| | | | | ~~Bdge~~ BS9,05 | | | | A&CP | *WB*—*Cell DB*212 379*t* | | | | 4 *PT*22*t* | T.Richardson&Sons,Hpl. | | | |
| 523 | **Entre Rios** | **SteelScBk** | 2796 | | | | 1887 | Atel.& | ChargeursRéunis | 322·5 | 40·0 | 27·1 | Havre | T.3Cy.25″,43″&55″–34″ | | | V |
| | *Le Brun* | 2 *Dks*3*tr* *b* | 2534 | | | | | Chant.Loire | | H92′ | F45′ | | French | NB95 176NH | | | |
| JCNP | | | 1604 | | | | | St.Nazaire | | | | | *W b* | Ateliers&C.de la Loire | | | |
| 524 | **Entrerios** | **SteelScSr** | 4395 | | | | 1902 | Sir J. Laing | Hamburg-Süd- | 388·7 | 47·8 | 27·2 | Hamburg | T.3Cy.25½″,43″&74″–48″ | | | G |
| | *N.Meyer*91–02 | | 4076 | | | | | &Sons,Ld. | Amerik.Dampf- | P36′B286′F51′ | | | German | | | | |
| RMNF | *Elec.light* | 2 *Dks* | 2786 | | | | | Sunderland | schifffahrtsGes | | | | *W b* | Wlland Slpwy Co.Ld.Nwc | | | |
| 525 | **Envermeu** | **IronScSr** | 635 | ✠100A1 | Lon | *k* | 1881 | Hall,Rus- | J.T.Harrison | 190·3 | 31·2 | 10·4 | London | C.2Cy.26″&49″–30″ (*s*) | 13 « 9 | | |
| 77464 | ~~Mayflower~~ –00 | *ss*Shl.No.8–7,96 | 513 | 12,04 ~~12,06~~ | | | 1mo | sell&Co. | | ¼55′B42′F22′ | | | British | 100lb *80lb* NDB95 113NH | s 1 « 3½ | | |
| VKCN | (*ex*Benabourd) | *ss*Sws.No.2–01 | 370 | | | | | Aberdeen | | | | FK | 5 *BH Cem* | 1SB,*3pf*,*gs*62,*hs*1878 | | | |
| | *Well deck* *Fyfe* –04 | 1 *Dk*(*Irn*) | | NB11,96 LMC[illegible] | | | | A&CP | | | | *WB*= | *DBf*58′120*t* | Hall,Russell&Co.Aberdeen | | | |
| | | | | BS[illegible]10,04 | | | | | | | | | | | | | |
| 526 | **Envoy** | **IronScSr** | 1353 | ✠90A1 | Hul | *o* | 1872 | Gilbert& | T.Wilson,Sons& | 253·8 | 31·9 | 18·0 | Hull | C.2Cy.31½″&58″–36″ (*s*) | 19 « 1 | | |
| 65289 | *A.E.Waterhouse* –02 | | 1053 | 1,04 | | | 1mo | Cooper | Co.Ld. | P136′F42′ | | | British | 72lb *100lb* NDB97 167NH | s 2 « 10 | | |
| LBPV | *ss*Hul.2ndNo.8–5,97 | *ss*Hul.No.1–00 | 881 | ~~Lpd~~ LMC[illegible] | | | | Hull | | | | BK7½″ | 5 *BH Cem* | 2SB,*4pf*,*gs*78,*hs*3043 | | | |
| | *Well deck* | 1 *Dk*2*tr* *b* | | ~~Hdge~~ BS7,04 | | | | A&CP | | | | | | Gilbert&Cooper,Hull | | | |
| 527 | — | **Iron&SteelScK** | 156 | ✠100A1 | Hul | | 1894 | Mackie& | Gt.NorthernS.S. | 103·7 | 20·5 | 10·7 | Hull | T.3Cy.11″,17″&27½″–20″ (*s*) | 11 « 7 | | |
| 102948 | *J.Chapman* –95 | *ss*Hul.No.2–02 | 145 | *Stm Trawler* | | | 5mo | Thomson | FishingCo.Ld. | Q17′RFD16′ | | | British | 160lb 45RH | | | |
| | | 1 *Dk* | 59 | 6,04 ~~6,06~~ | | | | Glasgow | | | | BK7½″ | 3 *BH Cem* | 1SB,*2pf*,*gs*30,*hs*690 | | | |
| | | *Plating pt Irn* | | ~~Hdge~~ BS[illegible] | | | *Lloyd's* | | | | | *WB*= | *DTf*14′25*t* | Muir&Houston,Glasgow | | | |
| | | | | LMC7,02 | | | | *s*A&CP | | | | | | | | | |
| 528 | **Eol** | **IronScSr** | 1809 | ✠100A1 | Mmo | *r* | 1882 | E.Withy& | Rederiaktieb. | 275·5 | 35·7 | 19·5 | Malmö | C.2Cy.31½″&64″–42″ (*s*) | 21 « 3 | | |
| 3263 | ~~S.Johannes~~ –03 | *ss*Hpl.No.8–3,95 | 1458 | 1,05 ~~1,06~~ | | | 11mo | Co. | "Eol" (G.Sjöberg) | P30′Q82′B64′F29′ | | | Swedish | 80lb *80lb* NDB95 201NH | s 1 « 11½ | | |
| JHTN | (*ex*Hartburn) *Carlson* | *ss*Mmo.No.2–04 | 1109 | ~~Spar dk~~ | | | | W Hartlepool | | | | BK9½″ | 4 *BH Cem* | 2SB,*3pf*,*gs*98,*hs*3206 | | | |
| | *Well deck* | 1 *Dk*(*Irn*)?*tr* *b* | | LMC8,04 | | | *Lloyd's* | | | | | *WB*=*DBa* | 84′*f*96′308*t* | R.&W.Hawthorn,Nwc. | | | |
| | | | | | | | *s*A&CP | | | | | | | | | | |
| 529 | — | **IronScSr** | 152 | | | | 1876 | Nylands | Bergnings&Dy- | 121·9 | 16·6 | 10·9 | Stockholm | C.2Cy.16½ &33½″–28½″ | | | |
| 1672 | *B.F.Rundqvist*97–97 | | 144 | | | | | Værksted | keriaktieb.Neptun | H8*t* | | | Swedish | 45NH | | | |
| HTBD | (*ex*DronningSophie) | 1 *Dk* | 94 | | | | | Christiania | (J.Drakenberg, *Mgr.*) | | | | | Nylands Værksted,Kania | | | |
| 530 | **Eole** | **WoodScTug** | 108 | | | | 1895 | F.Bara- | Cie.deRemorquage | 85·8 | 19·7 | 11·5 | Constanpl | C.2Cy.17¾″&33½″–19½″ | | | |
| | | | — | | | | | chini | dePilotage et | | | | French | 42NH | | | |
| JCPF | | | 25 | | | | | SestriPnente | deSauvetage | | | | | Wilson&Maclaren,Samprd | | | |
| 531 | **Eolo** | **SteelScSr** | 3803 | ✠100A1 | Sld | *u* | 1898 | TyneIron | Cia.Maritima | 350·0 | 47·0 | 17·2 | Bilbao | T.3Cy.25½″,41″&68″–48″ (*s*) | 19 « 9 | | |
| 5103 | ~~E.Curundo~~ –00 | *ss*Phl.No.1–02 | 3103 | *Spar dk* | | | 8mo | S.B.Co.Ld | Union(FM.Rodas) | P38′B103′F36′ | 25·6 | | Spanish | 160lb 353NH | s 6 « 2½ | | |
| HLNR | (*ex*Tremont) | 1 *Dk*(*Stl*)&*SparDk*(*Irn*) | 2528 | ~~Spar dk~~ 12,02 13,00 | | | | Newcastle | | | | FK | 6 *BH Cem* | 3SB,*9pf*,*gs*162,*hs*5805 | | | |
| | *Lurique* –04 | *&deep framing* | | ~~Spar dk~~ | | | *Lloyd's* | | | | | | | N.E.MarineE.Co.Ld.Nwc. | | | |
| | | | | BS8,04 | | | *s*A&CP | | *WB*=*Cell I* | *Ba&u E* 141′*f*144 | | | 800*t D Tank* | s 860′498*t FPT*31*t APT*32*t* | | | |
| 532 | — | **SteelPadSr** | 1749 | | Dmb | | 1886 | W.Denny | N.Mihanovich | 299·0 | 35·1 | 12·8 | Bns.Ayres | C.D.2Cy.44″&87″–72″ | 18 « 6 | | |
| | | | 932 | *Awng dk* | | | 6mo | &Bros. | | | | | Argentine | NB04 535NH | | | |
| | *Elec.light* | 1 *Dk*(*pt Stl*)&*Awngdk* | 969 | 9,86 | | | | Dumbarton | | | | FK | 4 *BH Cem* | Denny&Co.,Dumbarton | | | |
| | | | | *For River purposes only* | | | | | | | | | | | | | |
| 533 | **Eos** | **IronScSr** | 838 | | | ... | 1881 | W.Simons | ForenedeDamp- | 219·7 | 29·8 | 15·2 | Copnhagn | C.2Cy.26″&64″–48″ | | | |
| | *N.C.Niederegge* | 2 *Dks* | 704 | | | | | &Co. | skib.Selskab | P43′H28′F30′ | | | Danish | 168NH | | | |
| NKVR | (*ex*Aranmore) | | 444 | | | | | Renfrew | | *pt Shade dk*138′ | | | *WB* | W.Simons&Co.,Renfrew | | | |
| 534 | — | **SteelScSr** | 279 | ✠ | Got | *d* | 1886 | P.Larsson | Helsingfors | 116·3 | 21·1 | 11·6 | Helsingfrs | C.2Cy.13⅜″&24½″–17½″ | 11 « 8 | | |
| | *Th Martin*97–97 | *ss*Got.No.1–90 | 230 | 5,90 | | | 3mo | Thorskog | NyaÅngfartygs | Q40′F17′ | BK8½″ | | Russian | 1SB,*4pf*,*gs*26,*hs*90 27NH | | | |
| SQBJ | | 1 *Dk* | 163 | | | | | | Aktiebolag *WB*= | *FPT*6*t APT*5*t* | | | 4 *BH Cem* | P.Larsson,Thorskog | | | |
| 535 | — | **CompScSr** | 199 | | | | 18 7/12 | G.Bäähm- | Ångb.Aktieb.Eos | 100·3 | 20·0 | 12·0 | Lidköping | C.2Cy.10¾″&24½″–20″ | | | |
| 1587 | *J.G.N.Ahlberg*67–78 | 1 *Dk* | 155 | | | | | hjelm | (E.J.Magnusson) | B35′ | H9*t* | | Swedish | NB86 23NH | | | |
| JDFB | | | 138 | | | | | Upperud | | | | | | MotalaCo.,Gothenburg | | | |
| 536 | **Epe** | **SteelScCtr** | 324 | | | | 1900 | Bremer | WoermannLinie | 145·0 | 26·2 | 7·5 | Hamburg | C.2Cy.14¾″&26″–19½″ | | CG | |
| | *Engell*03–08 | | 215 | | | | | "Vulkan" | KommanditGes. | Q47′B22′ | | | German | 25NH | | | |
| BLSQ | | 1 *Dk* | 166 | | | | | Vegesack | | | | | | Bremer "Vulkan," Vegesack | | | |
| 537 | **Epidauro** | **IronScSr** | 2033 | ✠100A1 | Gen | *s* | 1883 | Palmers' | EpidauroS.S.Co., | 281·0 | 37·2 | 23·0 | Raxum | C.2Cy.33″&64″–42″ (*a*) | 24 « 8 | | |
| | *B.Haggia* | *ss*Cff.No.8–5,96 | 1218 | 1,04 | | | 12mo | Co.Ld | Ld.(G.Racic) | P26′B68′F28′ | | | Aust.-Hung. | 80lb *52lb* 209NH | s 4 « 11 | | |
| HGLP | (*ex*Hartington) | *ss*Tri.No.1–99 | 1214 | ~~Lpd~~ | | | | Newcastle | | | | BK9½″ | 4 *BH Cem* | 2SB,*6pf*,*gs*100,*hs*3484 | | | |
| | | 2 *Dks*(*Irn*)*Btr* *b* | | BS9,04 | | | *Lloyd's* | | | *WB*=*DB* | | | 38′*f*84′300*t* | Palmers'Co.Ld.Nwc. | | | |
| | | | | | | | *s*A&CP | | | | | | | | | | |
| 538 | **Epiro** | **SteelScSr** | 523 | | | | 1901 | Flli. | Soc.Anon.diNav.a | 170·9 | 23·9 | 11·8 | Bari | [illegible]Cy 16¾″,25½″&40½″–22″ | | I | |
| 3 | *N.Caputi*03–08 | | 363 | | | | | Orlando | Vap.Puglia | P48′B42′F29′ | | | Italian | 77NH | | | |
| PHMW | | 1 *Dk* | 333 | | | | | Leghorn | | | | | *W b* | Flli.Orlando,Leghorn | | | |

| 1 Nos. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Belong. | 7 Year of Class. Now or prior. Equipment. | 8 Built. When | By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Modified Suppl. Freeboard amidships ft. in. | 15 Deck in Lt. Dec. If mid in Lt. Dec. | 16 Tons when full shaft. Last rose. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 539 Epiros<br>—<br>HQFV | IronScSr<br>*A.Papageorgios* –08<br>*ss*Pir.2nd No.3–7,02<br>(*ex*Cameo) 2 *Dks*(*Irn*)3*trB* | 228<br>2103<br>1450 | ✝100A1<br>2.4<br>~~BS10.08~~ ~~LMC~~ 02<br>BS9,04 | Msl | *t* | 1881<br>8mo | A.Stephen &Sons<br>Glasgow<br>A&CP | S.Baltagi | 300·0\|39·1\|23·7<br>P32'B28'F31'<br>BK10'<br>*WB = Cell* | Piræus<br>Greek | C.2Cy.32″&65″–42″ (i)<br>80lb *60lb* NDB92 211NH<br>2SB,*6pf*,GS92 HS3485<br>A.Stephen & Sons,Glasgow | 26 " 6<br>s 4 · 10 | | 2,04 |
| 540 Epirus<br>—<br>HQFV | SteelScSr<br>*C.S.Theophilatos* –01<br>1 *Dk*(*pt Irn&pt Stl*)2*trB*<br>*&deep framing*3*Dk rule* | 3276<br>3057<br>2117 | ✝100A1<br>*with freeboard*<br>8,04 ~~—~~ ~~LMC~~ 01 | Npt | *v* | 1901<br>4mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | P.Sp.Topali<br>*WB = Cell DBa* | 330·6\|47·1\|24·0<br>P27 B94'F35'<br>FK<br>106'*uE*28'*f*134'637*t* | Volos<br>Greek | T.3Cy.24″,38″&64″–42″ (r)<br>160lb *80lb* 276NHP<br>2SB,*6cf*,GS94,HS1307<br>Richardsons, Westgarth& Co.Ld.Hpl | 26 " 6<br>s 4 · 10½ | | N6,03 |
| 541 —<br>—<br>HFKS | IronScSr<br>*D.Primas*03–03 *ss*Nwc.No.3–80<br>(*ex*Estremadura) | 613<br>472<br>460 | ✝<br>3,82 | Tri | *j* | 1862<br>1mo | A.Leslie& Co.<br>Newcastle | Nav.àVapeur Panhellénique | 213·0\|24·3\|13·1<br>P43' F50'<br>len80drp82<br>*WB =* | Piræus<br>Greek | C.2Cy.23″&44″–30″<br>NE80 NB88 88NH<br>1SB,*2pf*,GS36<br>*DBf*31'40*t*<br>N.E.MarineE.Co(Lm.),Slc | | | |
| 542 Eppleton<br>86092<br>WPJB | IronScSr<br>*J.L.Hedley*90–90 *ss*Bly.No.3–9,94<br>*ss*Cⁿ.No.2–01<br>*Well deck* 1 *Dk*(*Irn*)*&Webframes* | 947<br>681<br>575 | ✝100A1<br>1,05~~4.04~~<br>~~MS10.01~~ ~~LMC~~<br>~~BS10.01~~ BS1,06 | Lon | *m* | 1882<br>9mo | S.P.Austin &Son<br>Sunderland<br>A&CP | Sharp&Co.<br>*WB = Cell D B* | 216·2\|31·0\|13·6<br>P24'Q42'B15'F28'<br>FK<br>181'218*t* | Newcastle<br>British | C.2Cy.28″&54″–33″ (i<br>80lb NDB90 99RH<br>1SB,*3pf*,GS63,HS2316<br>*APT*30*t*<br>J.Dickinson,Sunderland | 16 " 2<br>s 1 · 5 | | 11,03 |
| 543 Epsom<br>114806<br>TDCS | SteelScSr<br>*R.M.Cox* –03<br>1 *Dk*(*Irn*)*&Spar dk*(*Irn*)*&*<br>*Web frames* | 4556<br>4347<br>2970 | ✝100A1<br>*Spar dk*<br>2,05 ~~3.00~~ ~~LMC~~ 12 | Cff | *x* | 1902<br>1mo | Ropner &Son<br>Stockton<br>*Lloyd's SA&CP* | BritainS.S.Co.Ld.<br>(Watts,Watts&Co<br>*Mgrs.*) *WB =*<br>*Cell DBa&uE*136' | 370·0\|50·6\|19·2<br>P29'B78'F37' 28·2<br>FK<br>*f*168'932*t APT*163' | London<br>British | T.3Cy.25″,43″&73″–48″ (a<br>200lb 429NH<br>3SB.*9rf*,GS174,HS6712<br>*5BHpt Cem*<br>*APT*132*t*<br>Blair&Co.Ld.Stockton | 22 " 4<br>s 7 · 2 | | 10,03 |
| 544 Eptalofos<br>HMQD | SteelScSr<br>*N.Xenos*90–94 *ss*Nwc.No.3–2,04<br>(*ex*Eustathios Vlassopulo) 1 *Dk*(*Irn*)<br>2*trB&pt.Awng dk*(*Irn*) | 2591<br>1951<br>1680 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>2,04 ~~LMC~~ 04 | Nwc | *t* | 1890<br>11mo | Palmers' Co.(Lim.)<br>Newcastle | Foscolo,Mango& Co. | 299·0\|40·2\|19·5<br>P40'Q68'<br>BK<br>*WB = Cell D* | Piræus<br>Greek | C.2Cy.22″,35″&58″–42″ (a<br>160lb *100lb* NDB04 239NH<br>2SB,*6rf*,GS102,HS3902<br>*5BHpt Cem*<br>*pt Asp*<br>Palmers'Co.(Lim.),Nwc | 22 " 1<br>s 8 · 11 | | N10,03 |
| 545 Eptanisos<br>HPQG | IronScSr<br>*C.Coundouris* –96 *ss*Sld.No.3–5,96<br>(*ex*Dacia,*ex*Chelona) *ss*Gen.No.2–04<br>*Well deck* 1 *Dk*(*Irn*)2*trB* | 1659<br>1296<br>1032 | ✝100A1<br>2.04<br>~~BS12.03~~ ~~LMC~~<br>MS2.04 ~~BS12.04~~ | Gen | *q* | 1883<br>11mo | Bartram Haswell&Co.<br>Sunderland<br>A&CP | A.Typaldo-Bassia &N.Couppa | 258·0\|36·1\|18·6<br>P28'Q66'B66'F28'<br>BK9'<br>*WB = DB* | Cephlonia<br>Greek | C.2Cy.33″&61″–33″ (b<br>80lb *60lb* NDB02 178NH<br>1DB,*4pf*,GS82<br>*a*66'*f*60' 250*t*<br>T.Richardson&Sons,Hpl | 20 " 4<br>s 2 · 2 | | 2,04 |
| 546 —<br>—<br>HKLP | IronScSr<br>*J.Calimeris*<br>3 *Dks* | 631<br>—<br>349 | | | | 1860 | T.H.Pile& Co.<br>W Hartlepool | NewHellenicStm. Nav.Soc. | 185·0\|26·5\|15·5 | Syra<br>Greek | C.4Cy.24″&45″–30″<br>184NH<br>Ross&Duncan,Glasgow | | | |
| 547 Epulo<br>—<br>—<br>548 Equateur<br>—<br>JCQL | IronScSr<br>*A.Fraciacomo*<br>(*ex*Leme,*ex*Budapest) 1 *Dk*<br>IronScBk<br>*Galletti*92–02<br>3 *Dks* | 129<br>120<br>66<br>3915<br>—<br>2002 | | | | 1883 | Schiavon<br>PortoRase | N.Giani | 118·4\|15·7\| 9·7 | Trieste<br>Aust.-Hung. | C.2Cy.17″&28″–18″<br>NB96 28NH<br>M.Bartlett,Trieste<br>C.3Cy.43¾″&(2)60¼″–13¼″<br>398NH<br>MessageriesMar.,LaCiotat | | | |
| 549 Equator<br>—<br>—<br>550 —<br>110722 | SteelTwinScSr<br>*Blagbourn* –97 1 *Dk*<br>SteelScYl<br>*ss*Hul.No.1–03<br>1 *Dk* | 984<br>—<br>758<br>168<br>160<br>54 | ✝100A1<br>*StmTrawler*<br>8,04 ~~1,04~~ ~~LMC~~ 03 | Hul | | 1897<br>1899<br>6mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>Mackie& Thomson<br>Glasgow<br>A&CP | EasternCarrying, Storage&Warrant Co.<br>Gt.NorthernS.S. FishingCo Ld. | 225·4\|32·0\|12·3<br>P28'Q56'B38'F32'<br>*WB*<br>104·0\|21·0\|10·7<br>BK7½'<br>*WB =* | Astrachan<br>Russian<br>Hull<br>British | T.6Cy.11½″,18″&30″–20″<br>42NH<br>Ross&Duncan,Glasgow<br>T.3Cy.9¾″,16½″&28″–20″ (s<br>200lb 40RH<br>1SB.*2pf*,GS26,HS642 | 11 " 7 | ~~10,08~~<br>N8,04 | |
| 551 Equerry<br>110699 | SteelScYl<br>*R.W.Foote* –99 *ss*Hul.No.1–03<br>1 *Dk* | 168<br>160<br>54 | ✝100A1<br>*StmTrawler*<br>3,03 ~~LMC~~ 03 | Hul | | 1899<br>3mo | Mackie& Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·0\|21·0\|10·7<br>BK7½'<br>*WB =* | Hull<br>British | T.3Cy.10″,16½″&28″–20″ (s)<br>200lb 60RH<br>1SB.*2pf*,GS26,HS642 | 11 " 7 | ~~9,08~~<br>N4,05 | |
| 552 Equità<br>12<br>PBNC | SteelScSr<br>*G.Cafiero*97–99 *ss*Gen.No.3–5,98<br>(*ex*KnightofSt.John) *ss*Gen.No.1–02<br>*Elec.light* 2 *Dks*(*Stl–Uws*)3*trB* | 3369<br>3106<br>2139 | ✝100A1<br>~~10.02~~<br>MS9,01 ~~LMC~~<br>~~BS10.01~~ BS | Gen | *v* | 1885<br>8mo | Palmers' Co (Lim.) Newcastle<br>*Lloyd's SA&CP* | O.Zino<br>*WB = DBuB* | 330·0\|43·5\|29·0<br>P37'B74'F40'<br>BK11'<br>32' 112*t MT*26'432*t* | Savona<br>Italian | T.3Cy.27″,44″&71″–48″ (s<br>150lb *50lb* 349NH<br>*5BHCem*<br>*Tu*22'331*t*<br>2DB.*12cf*,GS187,HS5460<br>Palmers'Co.(Lim.),Nwc. | 30 " 5<br>s 6 · 3½ | | 10,03 |
| 553 Equity<br>91317<br>KTVQ | IronScSr<br>*A.W.Braham*90–91 *ss*Lth.No.3–4,00<br>*Elec.light* *ss*Goo.No.1–04<br>1 *Dk*(*Irn–ws*) | 931<br>721<br>413 | ✝100A1<br>2,04<br>~~NB4.00~~ ~~MC~~ 04 | Goo | *n* | 1888<br>9mo | Earle'sCo. (Lim.) Hull<br>*Lloyd's SA&CP* | Co-operative WholesaleSoc.Ld. *WB = CellDBa* | 247·4\|32·4\|11·4<br>P42'B134'F30'<br>len00 BK8"<br>62'94*tf*21'42*t*@33'<br>34*t FPT*22*t APT*8*t* | Goole<br>British | T.3Cy.24″,39″&64″–33″ (s<br>160lb 258NH<br>2SB.*6cf*,GS132,HS4208<br>*5BHpt Asp*<br>*pt Cem*<br>Earle'sCo.(Lim.),Hull | 14 " 7<br>s 1 · 8½ | | N2,04 |
| 554 —<br>105090 | Steel&IronScYawl<br>~~*ss*Hul.No.1–00~~<br>*ss*Hul.No.2–04 1 *Dk*<br>*Stl frames Stl&Irn plating* | 158<br>146<br>55 | ✝100A1<br>*StmTrawler*<br>~~3,03~~ 3,05<br>~~LMC~~ | Hul | | 1896<br>3mo | Mackie& Thomson<br>Glasgow<br>*Lloyd's SA&CP* | Gt.NorthernS.S. FishingCo.Ld. | 104·2\|20·5\|10·8<br>Q17'F16'<br>BK7½'<br>*WB =* | Hull<br>British | T.3Cy.11″,17″&27½″–20″ (s<br>160lb 45RH<br>1SB.*2pf*,GS30,HS690<br>*DTf*14'27*t*<br>Muir&Houston (Lim.),Gls | 11 " 7 | ~~N5,02~~<br>6,04 | |
| 555 Era<br>35955<br>SLHT | SteelScSr<br>*J.Rowland* –03 *ss*Mel.No.3–11,01<br>1 *Dk*(*Stl–ws*)*&Web frames*<br>*Well deck* *Frames pt Irn* | 2379<br>1851<br>1550 | ✝100A1<br>11,01<br>~~BS11.01~~ ~~LMC~~<br>11,04 | Mel | *t* | 1888<br>9mo | E.Withy & Co.<br>W Hartlepool<br>A&CP | HowardSmithCo. Ld.<br>*WB = Cell DB* | 299·2\|38·5\|20·7<br>P35'Q88'B122'<br>F31' BK8"<br>256'560*t APT*32*t* | Melbourne<br>British 145 | T.3Cy.23″,36½″&62″–39″ (s)<br>~~150~~lb *70lb* NDB97 240NHP<br>2SB.*6rf*,GS98 FD<br>CntrlMarineEngCo.WHpl | 23 " 3 | ~~11,02~~<br>11,04 | |
| 556 —<br>—<br>HMLN | IronSc<br>*N.Skoulavikis*98–02<br>(*ex*Ephaistos,*ex*Caravelle) 2 *Dks* | 692<br>—<br>324 | | | | 1855 | Samuda Bros.<br>London | McDowall& Barbour | 200·0\|29·0\|17·5 | Piræus<br>Greek | C.2Cy.32″&57″–28″<br>143NH<br>Forges&Chantiers.Havre | | | |
| 557 —<br>110720 | SteelScYl<br>*ss*Hul.No.1–03<br>1 *Dk* | 168<br>160<br>54 | ✝100A1<br>*StmTrawler*<br>12,04 ~~4.04~~ ~~LMC~~ 02 | Hul | | 1899<br>6mo | Mackie& Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·0\|21·0\|10·7<br>BK7½'<br>*WB =* | Hull<br>British | T.3Cy.9¾″,16½″&28″–20″ (s<br>200lb 40RH<br>1SB.*2pf*,GS26,HS642<br>*DTf*14'20*t*<br>Muir&Houston,Ld.Gls. | 11 " 7 | | 7,03 |
| 558 Erandio<br>—<br>HLNS | SteelScSr<br>*G.deAguirre*99–02 *ss*Bbo.No.1–01<br>1 *Dk*(*Irn*)2*trB&Webframes*3*Dk rule* | 2999<br>2661<br>1736 | ✝100A1<br>*with freeboard*<br>5,04 ~~7,02~~<br>~~BS2.02~~ ~~LMC~~ 04 | Bbo | *u* | 1897<br>1mo | Ropner& Son<br>Stockton<br>A&CP | Cia.Anon.del VaporErandio (Sota y Aznar)<br>*WB = Cell D* | 320·0\|46·0\|21·2<br>P29'B64'F37'<br>FK<br>*Ba*100'*uE*22'*f*130'<br>561*t APT*74*t* | Bilbao<br>Spanish | T.3Cy.22½″,37″&61″–42″ (s)<br>160lb *80lb* 1246NHP<br>2SB.*6rf*,GS104,HS3760<br>Blair&Co.(Lim.),Stockton | 23 " 6<br>s 4 · 3 | ~~N4,02~~<br>5,04 | |
| 559 Erasmus Wilson<br>73653<br>PNLR | IronSc3MstSr<br>*W.Whiting* –92<br>*Mchy.Aft* *ss*Nwc.2nd No.3–6,01<br>*Well deck* 1 *Dk*2*trB* | 751<br>606<br>437 | ✝90A1<br>6,04 ~~5,03~~<br>~~BS2.02~~<br>BS4.04 | Lon | *l* | 1876<br>3mo | E.Withy& Co.<br>W Hartlepool<br>A&CP | S.Clarke&Co. | 199·0\|30·1\|12·8<br>Q104'B11'F29'<br>BK7½'<br>*WB = Dba*112' | London<br>British | C.2Cy.27″&50½″–33″ (i)<br>70lb *80lb* NDB01 99RH<br>1SB.*4pf*,GS43,HS1675<br>Blair&Co.(Lim.),Stockton | 15 " 2<br>s 1 · 8½ | ~~4,03~~<br>6,04 | |

| No. d'Ordre / Signaux | Nom du Navire. Matériaux, Gréement, &c. / Capitaine / Ex-nom, s'il y a lieu. / Navires Pétroliers / Nombres des Ponts. | Tonnage: Total / Sous le Pont / Net | Détails de la Classification | | Construit: Date | Construit: Par qui / Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement. / Pavillon | Machines. | Creux sur Quille |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 560<br>HLNT | Ereaga SteelScSr<br>F.Garralde -03 ssBbo.No.3-4,03<br>(ex Inverness) 1Dk(Irn)&Webframes | 2251<br>1716<br>1457 | ✠100A1 | Bbo r | 1890<br>6mo | Ropner&Son<br>Stockton<br>A&CP | Cia.Anon.de Navegacion Aldecoa y Urquijo, Mgrs.) | 272·3\|38·9\|18·6<br>P27 Q48 B148<br>WB = Ce | Bilbao<br>Spanish<br>DB218 430t | T.3Cy.21",35"&57"-39" (s)<br>160lb 80lb 201NH<br>2SB,4cf,GS74,HS2900<br>Blair&Co.Ld.Stockton | 21 11<br>1 11 |
| 561 | Erenkieui IronPadSk<br>(ex Lancelot) | 142<br>144<br>24 | | | 1868 | R.Duncan &Co.<br>Pt.Glasgow | IdareiMassousieh | 191·2\|18·0\|6·9 | Constantpl<br>Turkish | O.2Cy.32½"-48"<br>NB88 113NH<br>Rankine&Blackmore,Grk. | |
| 562<br>HNSR | Eretria SteelScSr<br>A.J.Mulcahy01-01<br>2Dks(Stl)&deep framing | 3464<br>3213<br>2255 | ✠100A1<br>[illegible] 5,05 | NYk c | 1901<br>6mo | Russell& Co.<br>PortGlasgow<br>A&CP | S.S.EretriaCo.Ltd.<br>(Wm.Thomson&Co.) | 341·0\|47·6\|23·5<br>P27 B76 F35<br>drp04<br>B = Cell DBa 101'u<br>E&B40' f150' 920t | Liverpool<br>British<br>6BHCem<br>APT105t | T.3Cy.24",40"&65"-45" (s)<br>180lb 80lb 304NH<br>2SB,6cf,GS134,HS4700<br>J.G.Kincaid&Co.Greenock | 26 1<br>4 11 |
| 563<br>HLSV | Ereza SteelScSr<br>M.Lezama87-99 ssRot.No.2 01<br>ex Melrose, 2Dks(Irn)&deep framing<br>exStrathnairn) 3Dk rule | 4053<br>3800<br>2572 | ✠100A1<br>[illegible] 3,05 | Bry<br>Sal | 1894<br>5mo | W.Gray &Co.Ld.<br>WHartlepool<br>A&CP | CiaBilbaina deNav (E.Aznar y Tutor, Mgr.) | 365·0\|47·0\|27·1<br>P31 B87 F36<br>drp04<br>WB = Cell B314' 943t APT56t | Bilbao<br>Spanish<br>6BHCem | T.3Cy.27",43"&72"-45" (s)<br>170lb 401NH<br>2SB,6rf,GS94,HS5415 F1<br>Cen.Mar.Eng.Wrks.W Hpl | 29 9<br>9 4 |
| 564 | Eric SteelScSr<br>[illegible] -00 ssCff.No.2-00<br>1Dk(Irn)&Webframes&ptAwngdk(Irn) | 2768<br>2123<br>1788 | ✠100A1<br>pt Awngdk<br>withfreeboard<br>12,03 | Cff l | 1892<br>4mo | T.Turnbull &Son<br>Whitby<br>A&CP | TurnbullBros. | 312·5\|40·7\|21·9<br>pt.Awngdk194' FK<br>WB = Cell DBa102' | Cardiff<br>British<br>6BHCem<br>f122' 574t | T.3Cy.28",37½"&61½"-39"(s)<br>160lb 70lb 235NH<br>2SB,6cf,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23 2<br>0 1 |
| 565 | Erica SteelScSr<br>ssHam.No.1-01<br>1Dk(Stl)&Spar dk3tr B<br>Elec light | 1893<br>1705<br>1201 | ✠100A1<br>Spar dk<br>withfreeboard<br>11,03 | Bkn r | 1896<br>7mo | Armstrong &Co.Ld.<br>Newcastle<br>A&CP | WB = Cell DBa65' | 280·0\|38·0\|12·9<br>B71 F28<br>uE&B37' f129' 377t | 6BHCem<br>APT23t | T.3Cy.23",37"&60"-42" (s)<br>160lb 90lb 249NH<br>2SB,8pf,GS126,HS3978<br>WighmRichrdsn&Co.Nwc | 15 1<br>5 4½ |
| 566 | — SteelScYl<br>C.Van der Plas<br>1Dk<br>Elec light | 216<br>204<br>69 | ✠100A1<br>StmTrawler<br>4,05 | Ams | 1902<br>5mo | Schofield, Meeuwenoord&Co.<br>Grimsby<br>Lloyd's A&CP | Steamtrwlr.Maats Erica(Maatstotheleer vanSteam tris en andereVisschersvaartuigen) | 113·8\|21·4\|12·0<br>BK7½<br>WB = | Ymuiden<br>Dutch<br>3BHCem<br>DBf7' 13t | T.3Cy.12",21"&34"-24" (s)<br>180lb 67NH<br>1SB,2cf,GS30,HS1117<br>C.D.Holmes&Co.Hull | 12 10 |
| 567 | Ericsson SteelSc<br>J.W.Grace -97 | 897<br>—<br>748 | | | 1897 | Neafie& LevyCo.<br>Philadelphia | Baltimore &PhiladelphiaSteamboat Co. | 198·2\|23·3\|9·2 | Phildlphia<br>U.S. States | T.3Cy.14",21"&36"-26"<br>66NH<br>Neafie&LevyCo.Phl. | |
| 568<br>JCQR | Eridan IronScSr<br>Tir-lie... 02<br>2Dks | 1853<br>—<br>927 | | | 1866 | Messageres Maritimes<br>LaCiotat | MessageriesMaritimes | 320·5\|32·3\|24·0<br>F67 P... | Marseilles<br>French | 2Cy.62½"-46½"<br>407NH<br>Messag.Marit.,LaCiotat | |
| 569<br>NIJT | Erik IronSc3MstSr<br>Steen -99 ssFln.2ndNo.3-3,02<br>1Dk2tr B | 1340<br>1011<br>819 | ✠90A1<br>6,04 2,03 | Cpn n | 1872<br>11mo | Hendersn, Coulborn&Co<br>Renfrew<br>A&CP | Dmpskselsk.Ægir (Holm&Wonsild, Mgrs.) | 237·7\|32·1\|18·9<br>P33 B123 F29<br>B&S<br>WB = APT30t | Copenhgn<br>Danish<br>DBHCem<br>MT38' 310t | C.2Cy.27½"&60"-36" (s)<br>65lb 146NH<br>2SB,4pf,GS78,HS2165<br>HendersonClbrn&Co.Renf. | 18 7 |
| 570<br>JKUK | — IronScSr<br>G.Jonsson ssMlt.No.3-10,95<br>Well deck ssMlt.No.1-99<br>(ex I.IsleAdam,exPerfero) 1Dk2tr B | 800<br>610<br>480 | ✠100A1<br>10,03 | Bly l | 1883<br>6mo | W.A.Stevens<br>Birkenhead<br>Lloyd's A&CP | Aktiebolaget Malta(A.Pyk, Mgr.) | 200·9\|28·1\|15·7<br>Q73 B49 F26<br>BK7½<br>WB = DBa44' f4... | Hlsngborg<br>Swedish<br>3BHCem<br>E&B49' 179t | C.2Cy.18"&40"-36" (i)<br>85lb 45lb 91NH<br>1DB,4pf,GS66,HS1695<br>D.Rollo&Sons,Liverpool | |
| 571<br>JKTQ | — SteelScSr<br>A.P.Petterssson99-99 ssMmo.No.1-03<br>1Dk(Stl)<br>Well deck | 628<br>421<br>334 | ✠100A1 | Mmo t<br>Gf | 1899<br>7mo | Lindholmens M.V.<br>Gothenburg<br>A&CP | Rederiaktieb. Roslagen (C.G. Thulin, Mgr.) | 165·7\|29·1\|11·0<br>Q85 B10 F21<br>FK<br>WB = Cell Ba37' uE&B38 f73' | Stockholm<br>Swedish<br>4BHCem<br>173t APT9t | T.3Cy.13½",22½"&36"-27"(s)<br>170lb 90lb 81NH<br>1SB,3rf,GS45,HS1405<br>N.E.MarineCo.Ld.Nwc. | 13 4 |
| 572<br>HCFG | — WoodScSr<br>J.A.Farquhar -01<br>Mchy Aft | 533<br>533<br>412 | | ... | 1865 | ..........<br>Dundee | ErikS.S.Co.Ltd. (JobBros.) | 157·8\|29·5\|18·5 | SJhnsNFL<br>British | C.2Cy.23"&44"-24"<br>NB85 80RH<br>GourlayBros.&Co.,Dundee | 19 9<br>3 6½ |
| 573 | Wrecked 11.04.<br>— IronScSr<br>O.Koost03-03<br>(ex Lionel) 1Dk | 268<br>179<br>113 | | | 18⁵⁸⁄₅₈ | MotalaCo.<br>Gothenburg | Chr.Rotermann | 134·5\|21·2\|13·9<br>Q38 B40 H3 F28 | Reval<br>Russian | C.2Cy.11"&24"-21"<br>22NH<br>W.LindbergsAktieb.Skm. | |
| 574<br>JNHV | — IronScSr<br>F.Dahlberg03-03 (exSlemmestad,<br>exGustafNerman,exOlga) 1Dk | 241<br>228<br>134 | | | 1869 | GodefroyC.<br>Hamburg | Ax.Löfqvist | 93·5\|24·0\|13·7<br>H13t | Wisby<br>Swedish | I.2Cy.21"&21"-18"<br>NB77 16NH | |
| 575<br>NLFC | Erik II. SteelScSr<br>A.S.Heeysel94-00<br>1Dk(Irn)&deep framing | 1918<br>1677<br>1202 | ✠100A1<br>5,05 | Sld r<br>Cpn | 1900<br>10mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Dmpskselsk.Gorm (L.H.Carl, Mgr.) | 280·4\|40·1\|18·2<br>P25 B69 F29<br>FK<br>WB = Cell DBa 68'u E20' f118' 511t | Copnhagn<br>Danish<br>6BHCem<br>APT35t | T.3Cy.21",33"&56"-36" (s)<br>160lb 80lb 191NH<br>2SB,4rf,GS70,HS3608<br>Cen.Mar.Eng.Wrks.W Hpl | 20 6<br>8 2 |
| 576<br>JSWD | Erik Jari Steel&IronScSr<br>W.Hegstad00-01<br>1Dk | 192<br>119<br>110 | | | 1889 | Trond-hjemsM.V.<br>Drontheim | IndherredsAktie Dampskselsk. (A.Kloven, Mgr.) | 119·6\|18·2\|8·6<br>Q18t B34t H14t F6t | Steinkjær<br>Norwegian | T.3Cy.11",18"&29"-20"<br>NE91 NB01 38NH<br>TrondhjemsMek.Verks. | |
| 577<br>HRFK | Erika SteelScSr<br>H.S... 99-01 ssFin.No.1-04<br>1Dk(Stl)&deep framing | 2323<br>1944<br>1259 | ✠100A1<br>11,04 | Npt s<br>Sld | 1899<br>11mo | Helsingörs Jernsk&Msk.<br>Elsinore<br>A&CP | RussischBaltischeDmpfsfahrts. Ges. Holmsing& Grimm, Mgrs.)<br>WB = Cell DBa 58'u | 290·0\|42·5\|19·5<br>Q16 B70 F38<br>E54' f120' 578t FPT | Riga<br>Russian<br>6BHCem<br>8t APT44t | T.3Cy.20½",35"&57"-39" (s)<br>180lb 90lb 215NH<br>2SB,6rf,GS76,HS3247<br>HelsingörsJernsk.& Mskb | 21 10<br>3 6½ |
| 578 | Erimus IronScSr<br>J Rowe -94<br>Mchy Aft | 196<br>193<br>105 | | ... | 1870 | Backhouse &Dixon<br>Middlesbro' | W.Lidgey&Co. | 137·8\|20·2\|9·6 | Falmouth<br>British | C.2Cy.13½"&30½"-20"<br>NE73 NB93 35RH<br>Blair&Co.(Lim.),Stockton | 10 1<br>1 3½ |
| 579 | — Iron&SteelPad<br>N ... 76-88 | 185<br>145<br>133 | | | 1888 | R.Dixon & Co.<br>Middlesbro' | Corporation of Middlesbrough | 95·2\|30·4\|6·1 | Middlesbro<br>British | L.2Cy.26"-42"<br>45RH<br>Watgrth,English&Co.Mdb | |
| 580 | Erin WoodSc<br>P.Sullivan -84 | 651<br>—<br>411 | | | 1881 | Shicklund<br>S.Catharines Ont. | J.&T.Coulon | 174·0\|26·0\|12·6 | S Cathrne Ont<br>British | C.2Cy.18"&32"-30"<br>NB89 75RH<br>Cmp89 JInglis&SonsTrnto | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register Tonnage. Gross / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now 1 first Letters | 8 Built. When. / Ship. / Eng'rs. | 9 By Whom. / Where. | 10 Owners. | 11 Reg'ed Dimensions Deck Erections &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No & Dia of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. R. | 16 Date when built shaft was made |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 581 118764 | **Erin** | Steel Sc K | 181 172 63 | ✠100 A1 *Stm Trawler* 11.4 | Hul | | 1903 8mo | Cook, Welton & Gemmell Beverley | Gt. Northern S.S. Fishing Co Ltd. | 109·0 \| 21·5 \| 11·0 BK7 | | | Hull British | T.3Cy.11",18"&30"-22" (s 200lb 46RH | 11 " 9 | | |
| | *H. Astley* 97-03 | 1 *Dk* | | 41.4 ✠LMC 6.08 | | | *Lloyd's SA&CP* | | | *WB = Deep Tanks f* 13'30 | | | 1 *BH Cem* | 1SB.*2pf*.GS24.HS668 | | | |
| | | | | | | | | | | | | | | Amos & Smith, Hull | | | |
| 582 NLPW | **Erindring** | Steel Sc Sr | 1229 954 760 | | | | 1901 | Akt. Burmeistr & Wain | H.C. Christonsen | 229·7 \| 36·7 \| 14·2 Q81'B60 F27' | | | Marstal Danish | T.3Cy.16",26"&45"-30" 111NH | | V | |
| | *H. J. Hansen* -01 | 1 *Dk* | | | | | | Copenhagen | | | | | *WB* | Akt. Burmeistr & Wain, Copn | | | |
| 583 FBLT | **Eriphia** | Steel Sc Sr | 2043 1874 1295 | | | | 1902 | Act. Ges. "Neptun" Rostock | Dmpschiffs Rheder Horn, Act. Ges. | 291·1 \| 41·2 \| 18·8 P30'B171'F35' | | | Lübeck German | T.3Cy.20¾",35⅞"&55½"-35½" 180NH | | G | |
| | *I. Lan* 02-02 | 1 *Dk* | | | | | | | | | | | *WL* | A.G. "Neptun," Rostock | | | |
| 584 | **Erissos** | Iron Sc | 819 674 519 | ✠ — ✠NB8.98 | Bla | *m* | 1884 10mo | Palmers' Co. Newcastle | Ionian S.S. Navigation (Destouni & Yannoulatos, *Mgrs.*) | 219·0 \| 30·2 \| 14·7 P48'B39'F25' BK8" | | | Piræus Greek | C.2Cy.28"&54"-36" 128NH | 15 " 6 | | |
| | *C.N. Foscas* 02-02 (*ex* Medea, *ex* Medea D.) | *ss* Cpl. No. 3-3,96 1 *Dk 2tr B* | | | | | | | | | | | 5 *BH Cem* | 1SB.*4pf*.GS70,HS1846 | | | |
| | | | | | | | | | | *WB = Dfs a* 22' *f* 22'6*0t* | | | | Palmers' Co. Ld. Nwc. | | | |
| 585 110716 | **Erith** | Steel Sc Y1 | 168 160 54 | ✠100 A1 *Stm Trawler* ~~10.6.03~~ 1.05 | Hul | | 1899 5mo | Mackie & Thomson Glasgow | Gt. Northern S.S. Fishing Co. Ld. | 104·0 \| 21·0 \| 10·7 BK7½" | | | Hull British | T.3Cy.10",16½"&28"-20" (s 200lb 40RH | 11 " 7 | | 5,03 |
| | | *ss* Hul. No. 1-03 1 *Dk* | | ✠LMC 6.03 | | | | A&CP | | *WB* = | | | 1 *BH Cem* | 1SB.*2pf*.GS26.HS642 | | | |
| | | | | | | | | | | *DT f* 14'20*t* | | | | Muir & Houston, Ld. Gls. | | | |
| 586 MBHK | **Erivan** | Steel Sc 3 Mst Sr | 2395 2285 1631 | | | | 1893 | Palmers' Co. (Lim.) Newcastle | Soc. Anon. d'Armement, d'Industrie & de Commerce | 285·0 \| 38·6 \| 25·8 B24' F38' | | | Antwerp Belgian | T.3Cy.22½",36½"&60"-42" 233NH | | V | |
| | *F. Gaukema* 98-02 *Carrying Petroleum in bulk* *Mchy. Aft* | 2 *Dks* | | | | | | | | | | | | Palmers' Co. (Lim.), Nwc. | | | |
| 587 QHLT | **Erlangen** | Steel Sc Sr | 5285 — 3337 | | | | 1902 | Bremer, "Vulkan," Vegesack | Norddeutscher Lloyd | 378·3 \| 47·5 \| 26·8 P& B227'F48' | | | Bremen German | T.3Cy.26¾",43"&70"-47½" 337NH | | G | |
| | *E. Ruetz* -02 *Elec light* | 2 *Dks* | | | | | | | | | | | *WB* | Bremer "Vulkan" Vegesack | | | |
| 588 JSNP | **Erling Jarl** | Steel Sc Sr | 677 647 407 | | | | 1895 | Trondhjms Mek. Verks Drontheim | Nordenfjeldske Dampskibsselskab | 181·4 \| 27·0 \| 15·1 H34*t* 22·2 | | | Drontheim Norwegian | T.3Cy.17½",28"&46"-30" 116NH | | | |
| | *E. Lund* 84-95 | 1 *Dk* & *Awngdk* | | | | | | | | | | | *WB* | Trondhjms Mek. Verks. | | | |
| 589 JHDW | **Erling Skjalgson** (*ex* Zillah) | Wood Sc Flat (*Salvage Steamer*) | 141 135 69 | | | | 1891 | J. Harland & Co. Tranmere | Acties. Jadar (E. Anda, *Mgr.*) | 91·2 \| 22·2 \| 9·6 H6*t* | | | Stavangor Norwegian | C.2Cy.13"&26"-18" 24NH | | | |
| | *H. Hansen* -01 *Mchy. Aft* | 1 *Dk* | | | | | | | | | | | 5 *BH Cem* | Cochrane & Co. Birkenhead | | | |
| 590 323 | **Ermack** | Steel Sc | 4817 — 2831 | | | | 1898 | Sir. W. G. Armstrong, Whitworth & Co. Ld. Newcastle | Russian Government | 315·0 \| 72·0 \| 35·6 | | | S. Petrsbrg Russian | T.12Cy.25",39"&64"-42" 1062NH | | V | |
| | *Vassilief* (*Icebreaker*) *Three screws aft, one forward* *Elec. light* | 3 *Dks* | | | | | | | | | | | *WB* | Wilsnd Slipwy Co. Ld. Nwc | | | |
| 591 118769 | **Ermine** | Steel Sc K | 181 172 63 | ✠100 A1 *Stm Trawler* 9.01 ✠LMC | Hul | | 1903 8mo | Cook, Welton & Gemmell Beverley | Gt. Northern S.S. Fishing Co. Ld. | 109·0 \| 21·5 \| 11·0 BK7 | | | Hull British | T.3Cy.11",18"&30"-22" (s 200lb 46RH | 11 " 9 | | |
| | *W. McLean* 98-03 | 1 *Dk* | | | | | | | | | | | 1 *BH Cem* | 1SB.*2pf*.GS24,HS668 | | | |
| | | | | | | | *Lloyd's SA&CP* | | | *WB* = *Deep tanks f* 13' 30 | | | | Amos & Smith, Hull | | | |
| 592 Wrecked 2,05 | **Ermis** | Iron Sc | 1666 1470 1049 | ~~✠100 A1~~ 8.02 ~~B2.02~~ | Msl | *r* | 1881 2mo | R. Duncan & Co. Pt. Glasgow | J. G. Calvocoressis | 200·5 \| 36·1 \| 20·9 P24'B—F34' BK9" | | | Syra Greek | C.2Cy.31"&62"-39" (s 76lb *80lb* NDB95 172NH | 24 " 0 | | ~~8,03~~ |
| | *E. Yanagas* -01 (*ex* Beta, *ex* Neptune, *ex* James Watt) | *ss* Bbo. No. 3-1,95 *ss* Clf. No. 1-00 2 *Dks* (*Irn*) | | ~~B2.02~~ | | | *Lloyd's SA&CP* | | | *WB* = *Cell D Bo* | | | 5 *BH Cem* 76*f* 90'231*t* | 2SB.*6pf*.GS92,HS2592 Rankin & Blackmore, Grk. | ~~8 10~~ | | |
| 593 108680 | **Ern** | Steel Sc K | 182 170 55 | ✠100 A1 *Stm Trawler* 7.04 ~~7.04~~ ✠LMC | Abn | | 1900 3mo 7.04 | J. Duthie, Sons & Co. Aberdeen | D. Sherrit | 107·5 \| 21·2 \| 11·4 BK7½ | | | Aberdeen British | T.3Cy.11",18"&30"-22" (s 160lb 50RH | 12 " 0 | | ~~7,03~~ 7,04 |
| | *G. Leslie* -00 | *ss* Abn. No. 1 04 1 *Dk* | | | | | *Lloyd's SA&CP* | | | | | | 3 *BH Cem* | 1SB.*2pf*.GS36,HS1118 Clyne, Mitchell & Co Ld Abn | | | |
| 594 RLCP | **Erna** (*ex* Laguna, *ex* Koningin Wilhelmina) | Steel Sc Sr ~~*E. Petersen* 01-04~~ ~~*ss* Hfx. No. 2-04~~ 1 *Dk* (*Stl-ws*) & *Spar dk 3tr B* | 1530 1428 957 | ✠100 A1 *Spar dk* ~~9.01~~ 1.05 | Ham HKg | *q* | 1892 5mo | Ndrl. Stbt. Maats. Rotterdam | M. Jebsen | 254·7 \| 33·0 \| 16·7 F35' 23·8 | | | Hamburg German | T.3Cy.21",33"&55"-36" (s 160lb *80lb* 197NH | 17 " 6 | | 4,04 |
| | *L. Reimers* 01-04 | *ss* Ham. No. 3-7,04 | | ~~1.05~~ | | | *Lloyd's SA&CP* | | | *WB* = *D* | | | 5 *BH Cem* 18*t A P T* 50*t* | 1DB,*6rf*,GS108,HS3182 Ned. Stoom. Maats., Rot. | ~~s 5 " 3~~ | | |
| 595 JWBG | — | Iron Sc Sr 1 *Dk* | 484 395 299 | | | | 1884 | Germania-Werft Kiel | R. M. Peterson | 165·1 \| 24·7 \| 12·6 Q72' F8*t* H8*t* | | | Frdrksvrn Norwegian | C.2Cy.17¾"&30¾"-24" NB04 39NHP | | N | |
| | *C. Iversen* | | | | | | | | | *WB* | | | | A.G. "Germania," Berlin | | | |
| 596 110725 | **Erne** | Steel Sc Y1 | 168 160 54 | ✠100 A1 *Stm Trawler* 9.01 ~~6.03~~ ✠LMC 6.03 | Hul | | 1899 6mo | Mackie & Thomson Glasgow | Gt. Northern S.S. Fishing Co. Ld. | 104·0 \| 21·0 \| 10·7 BK7½" | | | Hull British | T.3Cy.10",16½"&28"-20" (s 200lb 40RH | 11 " 7 | | ~~N~~2,03 |
| | | *ss* Hul. No. 1-03 1 *Dk* | | | | | | A&CP | | *WB* = | | | 1 *BH Cem* | 1SB.*2pf*.GS26.HS642 | | | |
| | | | | | | | | | | *DT f* 14'20*t* | | | | Muir & Houston, Ld. Gls. | | | |
| 597 136077 | **Ernest A. Hamill** | Steel Twn Sc Tug | 163 — 81 | | | | 1898 | Craig S. B. Co. Toledo, O. | Pacific American Fisheries Co. | 101·2 \| 23·2 \| 9·4 H— | | | P. Twnsnd Utd. States | C.4Cy.12"&24"-16" 38NH | | S | |
| | | 1 *Dk* | | | | | | | | | | | *WB* | Montague Iron Works | | | |
| 598 JCSW | **Ernest Simons** | Steel Sc | 4562 — 2162 | | | | 1893 | Messageries Maritimes La Ciotat | Messageries Maritimes | 442·9 \| 47·1 \| 36·7 | | | Marseilles French | T.3Cy.41⅛",61½"&100¾"-51½" 727NH | | | |
| | *Dupuy-Fromy* 98-02 | 4 *Dks* & *Spar dk* | | | | | | | | | | | *WB* | Message. Marit., La Ciotat | | | |
| 599 JCTL | **Ernestine** | Iron Sc 3 Mst Sr | 605 552 301 | ✠ 7.66 | Hul | | 1865 4mo | C & W Earle Hull | Leblanc, Charlemaine & Co. | 184·0 \| 27·5 \| 16·3 P26' F22' FK | | | Dieppe French | 2Cy.37"-30" NB89 115NH | | V | |
| | *Guyodo* -02 | 1 *Dk 2tr B* | | | | | | | | | | | 5 *BH* | C. & W. Earle, Hull | | | |
| 600 HLPB | **Ernesto** | Steel Sc Sr | 2573 2428 1653 | ✠100 A1 9.01 ~~12.02~~ MS4.05 ~~2.08~~ | Hav Liv ✠LMC | *u* | 1890 12mo | Harland & Wolff (Lim.) Belfast | La Flecha (GHFletcher & Co, Liverpool, Agents) | 320·7 \| 39·2 \| 24·9 P31'B83'F44' BK9" | | | Bilbao Spanish | T.3Cy.22",36"&60"-48" (s 180lb 282NH | 27 " 6 | | ~~4,02~~ 4,03 |
| | 2 *Dks* (1 *Stl* & 1 *Irn*) & *Deep framing* 3 *Dk rule* | | | ~~BS3.05~~ | | | *Lloyd's SA&CP* | | | *WB* = *Cell D B* 242'514*t F P T* | | | 6 *BH Cem* 37*t A P T* 48*t* | 1Dw2SB,*8rf*,GS133 HS4515 Harland & Wolff (Lim.), Bel | s 5 " 1½ | | |
| 601 LCQV | **Ernst** (*ex* Wolf) | Iron Sc Sr | 579 406 353 | ✠ 6.97 ✠ | Hara | *h* | 1884 4mo | Royal S. & E.W. Co. Flushing | Sartori & Berger | 170·4 \| 25·3 \| 13·2 BK7" | | | Kiel German | C.2Cy.22"&41"-30" 80NHP | 14 " 1 | G | |
| | *I. Haye* 84-91 | *ss* Ham. No. 2-92 1 *Dk* (*Irn*) | | | | | | | | *WB* = *D Ba* 24'80*t F P T* | | | *Cem* 38*t A P T* 15*t* | 1SB.*3pf*.GS55,HS1383 Scheldt Ryl Shbg & En. Wks | | | |
| 602 JWQS | — | Comp Sc Sr | 275 147 210 | | | | 1872 | S. Olsson Oscarshamn | E. Hansen, jun. | 117·4 \| 21·8 \| 9·5 P118*t* H5*t* F5*t* | | | Bergen Norwegian | C.2Cy.13"&22¾"-16½" NB85 17NH | | | |
| | *O. Tungesvik* -94 | 1 *Dk* | | | | | | | | | | | | Oskarshamns M.V. Aktieb. | | | |

| Numéro d'Ordre / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après le Rôle. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. No. & Lits. Ses Cylindres. Course. Pression des Chaudières. Nbre. Force en chevaux d'après les formules de la Société. RP. Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | Vitesse. Trial. / Service. | Mâts. Dist. entre les mâts. | Remarques. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 603<br>LMCK | **Ernst Gunther** IronScSr<br>*K.Sörensen99–99* 1 *Dk* | 144<br>102<br>46 | | | 1885 | Flensburg<br>Schiffsb.Ges.<br>Flensburg | Ver.Flensburg-Ekensunder&Sonderburger Dampfs.Ges. | 109·3 \| 21·5 \| 6·9<br>B&H69′ | Flensburg<br>German | C.2Cy.18½″&34″–21″<br>44NH<br>FlensburgerSchiffsb.Ges. | | | |
| 604<br>RLTP | **Ernst Woermann** SteelScSr<br>*J.Schade95–02*<br>*Elec.light* 2 *Dks3trdk* | 4065<br>3207<br>2600 | | | 1900 | D.J.Dunlop&Co.<br>Pt.Glasgow | WoermannLinie KommanditGes. | 338·2 \| 44·0 \| 26·7<br>P&B230′F43′ | Hamburg<br>German<br>*WB* | T.3Cy.24″,38″&63″–42″<br>257NH<br>D J.Dunlop&Co.P.Gl. | | G | |
| 605<br>HGMT | **Eros** SteelScSr<br>*G.Bastielich –04* *ssLtl.No.1–04*<br>1 *Dk(Irn)&deep framing* | 2781<br>2400<br>1762 | ✝100A1 Cff<br>Mcl<br>✝LMC1,04 | *t* | 1899<br>11mo | R.Thompson&Sons<br>Sunderland<br>A&CP | Eros S.S.Co.Ld.<br>(T.Cossovich)<br>*WB=CellDBa* | 313·0 \| 44·2 \| 20·6<br>P29′B94′F34′<br>FK<br>98′*uE22′f*128′662*t* | Trieste<br>Aust.-Hung.<br>5 *BHCem*<br>4 *PT55t* | T.3Cy.22″,36½″&60″–42″ (*s*)<br>180lb *80lb* 253NH<br>2SB.*6pf*,GS97,HS3910<br>N E.MarineCo.Ld.Sld. | 23 « 0<br>« 8 -7½ | | 97.04 |
| 606<br>88139<br>HWKP | — IronScBn<br>*T.Pryse –02*<br>5thSurvey,Nwc.1,04<br>*Well deck* 1 *Dk(Irn)2trB* | 1843<br>1537<br>1203 | ✝ A1*1 Nwc Lv<br>5,05 Shl | | 1883<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | L.Wright&Co. | 260·0 \| 36·0 \| 20·0<br>P50*t*Q80*t*B122*t*<br>F38*t* BK8½<br>*WB=DBa*70′133*t* | Newcastle<br>British<br>4 *BHIPBH*<br>*MT*20′227*t* | C.2Cy.32″&60″–39″<br>187NH<br>2SB.4*pf*,GS80,HS2380<br>Blair&Co.(Lim.),Stockton | 21 « 3<br>« 2 - 8 | | |
| 607<br>JPMF | — SteelScSr<br>*A.Reutz91–00*<br>1 *Dk* | 1122<br>891<br>700 | | | 1900 | Laxevaags<br>Msk.&Jrnsk.<br>Bergen | C.Konow | 230·7 \| 34·2 \| 13·5<br>Q129*t* B51*t* H18*t*<br>F82*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16″,25½″&42″–30″<br>97NH<br>LaxevaagsMsk.&Jrns.Bgt. | | N | |
| 608<br>JDNT | — WoodScSr<br>*H.J.Andersen*<br>1 *Dk2trB* | 454<br>348<br>278 | | | 1900 | Hölens<br>Skibsverft<br>Xiansand | Acties." Eros."<br>(O.A.T.Skjelbred) | 147·5 \| 27·3 \| 13·6<br>Q29*t* B63*t* H8*t* F16*t* | Xiansand<br>Norwegian | T.3Cy.12″,20″&32″–27″<br>53NH<br>AkersMek.Verks.Xia. | | N | |
| 609<br>299 | — Steel3cSr<br>*F.Rosenberg02–02*<br>*Elec.light* 1 *Dk* | 443<br>374<br>250 | | | 1892 | P.Larsson<br>Thorskog | C.F.Gahlnbäck | 153·2 \| 24·4 \| 13·4<br>Q45′ B33′ H15*t*<br>F19′ | Reval<br>Russian | C.2Cy.18″&30″–22″<br>38NH<br>ThorskogsM.V.Thorskog | | V | |
| 610<br>118775 | — SteelScK<br>*B.Cooper01–03*<br>1 *Dk* | 181<br>172<br>68 | ✝100A1 Hul<br>*Stm Trawler*<br>11.04 6,08 ✝LMC6,03 | | 1903<br>9mo | Cook,Welton&Gemmell<br>Beverley<br>*Lloyd's A&CP* | Gt.NorthernS.S. FishingCo.Ld. | 109·0 \| 21·5 \| 11·0<br>BK7′<br>*WB=Deep tanks* | Hull<br>British<br>1 *BHCem*<br>*f*13′30*t* | T.3Cy.11″,18″&30″–22″ (*s*)<br>200lb 46RH<br>1SB.2*pf*,GS24,HS668<br>Amos&Smith,Hull | 11 « 9 | | |
| 611<br>113562 | — SteelSc<br>*D.Cook01–01* *ssHul.No.1–04*<br>(*ex*Ceres) 1 *Dk(Stl)*<br>*Mchy.A&P* | 174<br>137<br>74 | ✝100A1 Hul *b*<br>*Coasting*<br>4,04 ✝LMC3,04 | | 1900<br>6mo | SelbyS.B.&E.Co.Ld.<br>Selby<br>*Lloyd's A&CP* | H.Leetham&Sons. Ld. | 112·6 \| 18·1 \| 8·6<br>&30′B7′F12′<br>len.02 BK4½<br>*WB=FPT8t* | Hull<br>British<br>3 *BHCem*<br>Crabtree&Co.G.Yarmouth | C.2Cy.10″&23″–18″ (*s*)<br>150lb 28RH<br>1SB.2*pf*,GS21,HS560 | 9 « 4 | | |
| Wrecked 9.04 | **Erwi** IronScSr<br>*Dikarev90–95* (*ex*Adam)<br>1 *Dk* | 266<br>237<br>195 | | | 1883 | Ljusne<br>Mek.Verk.<br>Ljusne | Russisch-Baltischer Bergungs Verein | 113·0 \| 22·3 \| 13·6<br>B51′H6*t* | Reval<br>Russian | C.2Cy.18½″&27½″–20½″<br>29NH<br>LjusneMek.Verk.,Ljusne | | | |
| 613<br>HGNC | **Erzherzog Franz Ferdinand** SteelScSr<br>*C.Matcovich*<br>*Elec.light* *ssTri.No.1–02*<br>2 *Dks*(*Stl-ws*)*3trB&Webframes* | 6046<br>5478<br>3843 | ✝100A1 Tri *d*†<br>1,05<br>B86,06 ✝LMC 5,05 | | 1899<br>7mo | Lloyd<br>Austriaco<br>Trieste | LloydAustriaco | 426·0 \| 51·0 \| 31·9<br>P53′B140′F50′<br>FK<br>*WB=CellDBa*66′*uE&B77′f*162′980*t* | Trieste<br>Aust.-Hung.<br>6 *BHCem*<br>*APT27t* | T.3Cy.30″,50″&30″–54″ (*s*)<br>180lb *170lb* 626NH<br>2DB,*12cf*,GS226,HS9010 Fl<br>LloydAustriaco,Trieste | 34 « 10<br>« 8 - 9 | | |
| 614 | **Es sid et-Turki** SteelScSr<br>*Mietzner94–94*<br>1 *Dk* | 460<br>364<br>349 | | | 1892 | Act.Ges.<br>"Weser"<br>Bremen | Government of Morocco | 157·2 \| 26·6 \| 10·5<br>Q28′ B33′ F19′ | Morocco | T.3Cy.10⅞″,16½″&26½″-16½″<br>28NH<br>A.G."Weser,"Bremen | | | |
| 615<br>NPKB | **Esbern Snare** IronScSr<br>*J.M.Mordsen* 2 *Dks&Hurdk* | 399<br>334<br>228 | | | 1875 | Burmeister&Wain<br>Copenhagen | ForenedeDmpskib. Selskab. | 170·2 \| 23·7 \| 12·0<br>P36′ H18*t* F23*t* | Odense<br>Danish<br>*WB* | C.4Cy.16½″&34″–20″<br>86NH<br>Burmeister&Wain,Cpn. | | | |
| 616<br>NKTF | **Esbjerg** IronScSr<br>*J.F.Söberg* 1 *Dk&Hurdk* | 453<br>380<br>255 | | | 1872 | Cunliffe&Dunlop<br>Pt.Glasgow | ForenedeDmpskib. Selskab. | 175·2 \| 26·9 \| 12·8<br>P37*t* F22*t* 19·3 | Aarhus<br>Danish<br>*WB* | C.2Cy.28½″&40½″–28″<br>71NH<br>Cunliffe&Dunlop,Pt.Gls. | | | |
| 617<br>JNPK | **Escallonia** IronScK<br>1 *Dk*<br>*ssMil.No.3–9,04* (*Trawler*) | 154<br>149<br>48 | ✝100A1 Mil<br>*Stm.Trawler* Ams<br>12,04 ✝LMC5,04 | | 1892<br>11mo | SirR.Dixon&Co.<br>Middlesbro'<br>*Lloyd's A&CP* | Naaml.Vennoot. Stoomvisscherij Zeeland (C.Plantenjdt,*Mgr.*) | 100·5 \| 20·4 \| 10·7<br>P19′F20′<br>BK7½ | Vlaardingen<br>British<br>3 *BHCem*<br>Dutch | C.2Cy.16″&32″–22″ (*s*)<br>100lb 46RH<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 « 8 | | 99.04 |
| 618<br>JNPK | **Escalona** SteelScSr<br>*D.Ritchie –02* *ssNwc.No.3–3,96*<br>*ssLth.No.2–05*<br>2 *Dks*(*Stl–Uws*) | 1835<br>1695<br>1175 | ✝100A1 Nwc<br>3,05 Lth<br>✝LMC3,05 | | 1884<br>7mo | Gourlay Bros.&Co.<br>Dundee<br>*Lloyd's A&CP* | SS.Escalona Co.Ld (W.Thomson&Sons) *WB=DBa*62′*f*60′ | 284·0 \| 35·7 \| 23·9<br>P28′B62′F34′<br>BK9′<br>*f « uE14′*295*t FPT* | Dundee<br>British<br>5 *BHCem*<br>21 *APT*191*t* | C.2Cy.34″&44″–42″ (*a*)<br>80lb *80lb* NDB93 203NH<br>2SB,*6cf*,GS113,HS3274<br>Gourlay Bros.&Co.,Dun. | 25 « 0<br>« 8 - 5 | | 8.05 |
| 619<br>MBHP | **Escaut** SteelScSr<br>*Wahl* 2 *Dks* | *1100*<br>*994*<br>*689* | | | 1895 | Howaldtswerke<br>Kiel | Adolf Deppe | 213·9 \| 30·8 \| 13·3<br>B48′RFD25′ | Antwerp<br>Belgian<br>*WB* | T.3Cy.14¾″,23″&37¾″–21½″<br>66NH<br>Howaldtswerke,Kiel | | V | |
| 620<br>98075<br>LGFD | **Escort** SteelScSrTug<br>*J.W.Livingstone –97* 1 *Dk* | 234<br>222<br>55 | ✝ 7,80 Lon<br>*For Towing* | | 1889<br>7mo | Edwards&Symes<br>London | BritishIndiaStm. Nav.Co.Ld. | 112·5 \| 23·0 \| 12·8<br>*Wb* | Glasgow<br>British<br>3 *BHCem* | C.2Cy.26″&62″–36″<br>NB02 185NH<br>J.Stewart&Sons,London | 13 « 7 | | |
| 621<br>106759 | — SteelScYawl<br>*ssHul.No.1–01*<br>1 *Dk* | 165<br>152<br>51 | ✝100A1 Hul<br>*Stm Trawler*<br>8,05 BS1,04 ✝LMC7,04 | | 1897<br>7mo | Mackie&Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·2 \| 21·0 \| 10·7<br>Q17′F17′<br>BK7½<br>*WB=DTf*14′25*t* | Hull<br>British<br>1 *BHCem*<br>*DTf*14′25*t* | T.3Cy.11″,17″&28″–20″ (*s*)<br>170lb 45RH<br>1SB.2*pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls | 11 « 7 | | 8.05 |
| 622<br>116494 | **Escort No. 2** WoodScTug<br>*J.Jacobsen –02* | 192<br>155<br>131 | | | 1882 | .....<br>CoosBay,Or | MacKenzieBrosLd | 95·0 \| 24·0 \| 13·5 | Vancvr BC<br>British | C.2Cy.20″&38″–30″<br>61RH<br>UnionIronWorks,S.Fo. | | | |
| 623<br>374<br>PCDW | **Esemplare** SteelScSr<br>*G.Boero –02* *ssGen.No.3–1,04*<br>ex*Strathdee*) *ssGen.No.1–03*<br>1 *Dk(pt Stl,pt Irn)*<br>*&Webframes&pt Awng dk(Irn)* | 2632<br>2028<br>1738 | ✝100A1 Gen *t*<br>*pt Awng dk*<br>*withfreeboard*<br>12,04 BS12,04 ✝LMC | | 1889<br>12mo | TyneI.S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | F.Vaccaro fuA.<br>*WB=CellDBa*92′*f*118 | 300·0 \| 41·0 \| 19·6<br>P29′Q84′B124′F27<br>FK | Genoa<br>Italian<br>6 *BHCem*<br>*APT* | T.3Cy.23½″,37″&62″–42″ (*o*)<br>160lb *100lb* NDB00 251NB<br>2SB,*8pf*,GS120,HS3800<br>WighamRichrdsn&Co.Nwc | 22 « 2<br>« 8-10½ | | 8.05 |
| 624<br>99143<br>MRJV | **Eshcolbrook** SteelScSr<br>*T.James –92*<br>*Well deck* 1 *Dk(Irn)&Webframes*<br>*ssBry.No.3–10,04* | 2143<br>1615<br>1357 | ✝100A1 Bry<br>1,05 Bkn<br>BS2,05 ✝LMC2,04 | | 1892<br>8mo | W.Gray&Co.(Lim.)<br>WHartlepool<br>*Lloyd's A&CP* | J.Foster&Co.<br>Grimsby Steam Shipping Co.Ld (H.&F.Haagensen,*Mgrs.*) | 285·5 \| 38·8 \| 18·8<br>P29′Q92′B114′<br>F28′ FK<br>*WB=DBa*96′*f*104 | Grimsby<br>British<br>5 *BHCem*<br>160*t APT*65*t* | T.3Cy.21½″,34″&57″–39″ (*s*)<br>160lb *70lb 60lb* 207NH<br>2SB.6*rf*,GS66,HS3180<br>Centr.Mar.E.Wks.,W.Hpl | 20 « 0<br>« 1 - 7½ | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Register Tonnage. Gross / Under Deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned and Explanations. | 8 Built. When. — Ship. — Engines. | 8 Built. By Whom. — Where. | 9 Owners. | 10 Registd Dimensions. Deck Erections, &c. Length. | 10 Registd Dimensions. Deck Erections, &c. Breadth. | 10 Registd Dimensions. Deck Erections, &c. Depth. | 11 Port of Registry. Flag. | 12 Engines. Nos. & Dia. of Cylinders – Stroke / Boiler Pressure. NP=Nominal Horse power by Society's formula; RP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | 13 Moulded depth. feet / inches and halves. ft / in | 14 Registers in which classed, if not in Lloyd's Register. | 15 Date when last built or rebuilt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 625<br>87055<br>HFLN | **Esk**<br>*F.S.Newton* –02<br>*Elec.light* | IronSc3Mst8r | 2145<br>1306<br>1874 | | | | 1882 | BarrowS.B.Co.(Lim.)<br>Barrow | RoyalMailSteam PacketCo. | 309·5<br>B77′ | 36·2 | 16·7<br>24·6 | London<br>British | C.2Cy.88″&74″–64″<br>NB94 335NH<br>Barrow S.B.Co.(Lim.)Brw. | | | |
| 626<br>93368 | —<br>*W.Ashley* –04<br>*Mchy.Aft* | IronSc | 224<br>221<br>96 | | | | 1887 | W.Simons&Co.<br>Renfrew | WhitbyPort&HarbourTrustees | 112·0<br>Q17′F19′ | 26·1 | 11·4<br>35RH | Whitby<br>British | C.2Cy.15″&28″–21″<br>W.Simons&Co.,Renfrew | | | |
| 627<br>103086 | —<br>~~Transvaal~~ ssHul.No.1–04<br>1 *Dk* | SteelScY1 | 168<br>154<br>55 | ✠100A1<br>12,04 *Stm Trawler*<br>✠ [illegible] *Lloyd's* | Hul | | 1898<br>11mo | IrvineS.B.Co.Ltd.<br>&B.Co.Ld.<br>Irvine | J.Leyman&Co.Ld.<br>*WB* | 105·6<br>Q17′F19′<br>= *M*71′4″25*t* BK7½″ | 21·0 | 10·7<br>*4BHCem* | Hull<br>British | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 40RH<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | | 12,04 |
| 628<br>102443<br>NFVL | **Eskdale**<br>*G.W.Duff* –00 ssShl.No.2–02<br>1 *Dk*(*Stl–pt*ws)2*tr B*&<br>*deep framing*&*pt Awng dk*(*Stl*) | SteelScSr | 2996<br>2292<br>1926 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>9,04 | Sws | *u* | 1893<br>11mo | C.Connell<br>&Co.<br>Glasgow | MackillS.S.Co.Ltd.<br>(R.Mackill&Co.<br>*Mgrs.*)<br>*WB* | 320·0<br>P28′Q90′<br>*Pt Awng dk*200′<br>= *Cell DB* 268′542*t* | 42·1 | 20·9<br>BK10¾″ | Glasgow<br>British | T.3Cy.28″,38″&68″–42″ (s)<br>160lb *100lb* 255NH<br>2SB.*8pf*,*gs*130,*hs*4019<br>D.Rowan&Son,Glasgow | 23 ″ 8<br>9 ″ 0½ | | 12,04<br>2,04 |
| 629<br>1748<br>JDLT | **Eskilstuna I.**<br>*E.G.W.Jansson*87–91 1 *Dk* | SteelSc | 209<br>94<br>152 | | | | 1886 | W.Lindbergs Aktieb.<br>Stockholm | EskilstunaNya Rederiaktiebolag (F.O.Nilsson *Mgr.*) | 101·6<br>P71′ H24′ | 21·0 | 8·4<br>F12′ | Eskilstuna<br>Swedish | C.2Cy.14″&26″–18″<br>21NH<br>W.LndbrgsMek.Verk,Skm. | | | |
| 630<br>1749<br>JDLV | **Eskilstuna II.**<br>*E.H.Olsson*74–96 (*ex*Eskilstuna)<br>1 *Dk* | IronScSp | 143<br>74<br>97 | | | | 18[illegible]<br>87 | MotalaCo.<br>Motala | EskilstunaNya Rederiaktiebolag (F.O.Nilsson *Mgr.*) | 102·2<br>Q32′B33′ H15*t* | 19·5 | 7·0<br>F15′ | Eskilstuna<br>Swedish | 1Cy.16″–22″<br>9NH<br>MotalaCo.,Motala | | | |
| 631<br>104806<br>NMVD | **Eskside**<br>~~Keith, Marlborough~~ ssCliff.No.2–02<br>(*ex*Claverley) ~~Hall, T.T.,Hilton~~<br>1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *Web frames* | SteelScSr | 2837<br>2650<br>1838 | ✠100A1<br>*Spar dk*<br>10,04 4,06 | Bry | *u* | 1894<br>10mo | Sir Raylton Dixon&Co.<br>Middlesbro'<br>A&CP | Eskside Stm Shppg. Co.Ld.(C.Smales& Son)<br>*WB* = | 310·1<br>P41′B42′F35′<br>*Cell DBa*92′*u E*&*B* | 40·5<br>FK | 17·5<br>25.5<br>32′*f*132′535*t* | Whitby<br>British<br>5*BHCem* | T.3Cy.23″,36″&57″–42″ (s)<br>160lb *80lb* 238NH<br>2SB.*8pf*,*gs*108,*hs*1000<br>N.E.MarineCo Ld.Sld. | 19 ″ 11<br>6 ″ 0 | | ~~1904~~<br>~~[illegible]~~<br>4,05 |
| 632<br>HLPR | **Esles**<br>*J.Piñeiro*00–02 ssBbo.No.1–04<br>1 *Dk*(*Stl*)& *deep framing* | SteelScSr | 2158<br>1701<br>1318 | ✠100A1<br>~~6,01~~ ~~5,05~~<br>MS5,05 | Bbo | *r* | 1900<br>3mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>A&CP | CiadelVaporEsles (F.G.Camino,jun.)<br>*WB* = | 279·7<br>P30′B84′F35′<br>*Cell DBa*80′*f*108′ | 40·1<br>FK<br>4,04 | 18·2<br>4*BHCem*<br>354*t APT*51*t* | Santander<br>Spanish | T.3Cy.20″,31″&52″–36″ (s)<br>160lb *80lb* 176NH<br>2SB.4*pf*,*gs*70,*hs*2850<br>Dunsmuir&Jackson,Gls. | 20 ″ 7<br>2 ″ 10½ | | ~~1904~~<br>~~[illegible]~~ |
| 633<br>118753 | **Esmeralda**<br>*C.Odell*99–03<br>1 *Dk* | SteelScK | 181<br>172<br>63 | ✠100A1<br>*Stm Trawler*<br>7,03 | Hul | | 1903<br>7mo | Cook,Welton&Gemmell<br>Beverley | Gt.NorthernS.S. FishingCo.Ld. | 109·0<br>BK7″ | 21·5 | 11·0<br>1*BHCem* | Hull<br>British | T.3Cy.11″,18″&30″–22″ (s)<br>200lb 46RH<br>ISB,2*pf*,*gs*24,*hs*668<br>Amos&Smith,Hull | 11 ″ 9 | | |
| 634<br>JOVG | **Espagne**<br>*E.Payan*94–01<br>2 *Dks*&*Spardk* | SteelSc3MstSr | 4144<br>—<br>2132 | – | | | 1891 | Forges&C<br>de la Médit<br>LaSeyne | Soc.Gén.deTransp. Mar.àVap. | 398·8<br>H– | 41·9 | 22·5<br>30·4 | Marseilles<br>French<br>*WB* | T.3Cy.32″,51″&82″–49″<br>471NH<br>Forges&C.de la Médit,Msl. | | V | |
| 635<br>HLPW | **España**<br>~~Enriqueta~~ –02 *D.Obieta* –04<br>(*ex*Astrion) ssSt.N.2nd No.3–2,01<br>*Well deck* 1 *Dk*(*Irn-ws*)2*tr B* | IronScSr | 1500<br>—<br>1054 | ✠100A1<br>5.03<br>MS5,03 | Bbo | *q* | 1883<br>4mo | C.S.Swan&Hunter<br>Newcastle<br>*Lloyd's* | Cia.deNav.Internacional (Abaitua yCarvaga, *Mgrs.*)<br>*WB* = | 261·0<br>Q91′B62′F28′<br>Trp03<br>*DBa* 70′*f*46′225*t* | 35·1 | 18·1<br>BK9″<br>5*BHCem* | Bilbao<br>Spanish | C.2Cy.32″&62″–39″ (s)<br>75lb *70lb* NDB00 180NH<br>2SB.4*pf*,*gs*77,*hs*2902<br>Wallsend SlipwayCo.Nwc. | 19 ″ 4<br>2 ″ 3 | | ~~1904~~<br>2,05 |
| 636<br>JVFP | —<br>*A.Danielsen*98–98 1 *Dk*2*tr Ir* | IronScSr | 528<br>429<br>323 | | | | 1889 | Laxevaags skibsbyggeri Bergen | J.L.Mowinckel& Sön | 164·3<br>B60*t* F10*t* | 25·3 | 12·7<br>*WB* | Bergen<br>Norwegian | C.2Cy.21″&41″–28″<br>74NH<br>LaxevaagsMskinbyg.Bgn. | | N | |
| 637 | —<br>*For full particulars See No. 5 in Supplement* | SteelSc | | 100A1<br>(*Class Contemplated*) | | | 1904 | AilsaS.B.Co.Ld.<br>Ayr | Miller&Co. | 95·0 | 18·3 | 9·8 | Ayr<br>British | C.2Cy.17″&34″–24″<br>McKie&Baxter,Glasgow | | | |
| 638<br>119178<br>HBLS | **Esparta**<br>*W.M.Rose* –04<br>*Elec.light Ref.Mchy.* 3*Dks*&*Shelterdk* | SteelScSr | 3298<br>3095<br>2109 | | | | 1904 | Workman Clark&Co.Ld<br>Belfast | TropicalFruitS.S. Co.,Ld. | 430·0<br>830·6 | 44·2<br>44·5 | 28·9 | Glasgow<br>British<br>*WB* | T.3Cy.25″,41″&68″–48″<br>320NH<br>Wrkman,Clark&Co.Ld Bel | | | |
| 639<br>~~[illegible]~~ | **Esperanca**<br>*A.Torres* –94<br>*Elec.light* 1 *Dk*&*Shadedk* | SteelScSr | 823<br>556<br>469 | | | | 1892 | AilsaShipbuildingCo<br>Troon | EmprezaEspe-rançaMaritima | 195·5<br>BK7″ | 32·1 | 12·5 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.18″,30″&48″–30″<br>133NH<br>Kincaid&Co.(Lim.),Grk. | 12 ″ 7 | | |
| 640<br>JVPF | —<br>*J.P.Beris* –87<br>1 *Dk*&*Shade dk*&*pt shade dk* | SteelTwinScSr | 500<br>362<br>340 | *Shade dk*<br>9,87 | Liv | | 1887<br>9mo | LairdBros.<br>Birkenhead | AmazonStm.Nav. Co.Ld. | 182·0<br>F28′ | 28·1 | 9·6<br>FK<br>7*BHCem* | Para<br>Brazilian<br>LairdBros.,Birkenhead | T.6Cy.13″,19½″&33″–24″<br>107NH | 10 ″ 2 | | |
| 641<br>HLSR | **Espérance**<br>(*Trawler*)<br>1 *Dk* | SteelScSr | 122<br>—<br>2 | | | | 1900<br>1mo | Soc.Anon. deConstructionsMarits. Boulogne | J.Légal | 89·4 | 19·7 | 10·9 | Dieppe<br>French<br>*WB* | T.3Cy.10″,15½″&26″–22″<br>NB02 32NH<br>Soc.Anon.deConstructions Maritimes,Boulogne | | V | |
| 642<br>136870<br>KQRN | **Esperanza**<br>*T.L.Rogers*98–01<br>*Elec.light* 2 *Dks*&*Hurricane dk*&*tr B* | SteelTwinSc | 4702<br>—<br>2948 | | | | 1901 | W.Cramp&SonsCo.<br>Philadelphia | NewYork&Cuba MailS.S.Co. (J.E. Ward&Co. *Mgrs.*) | 341·0<br>*WB* | 47·7 | 16·9 | NewYork<br>Utd.States | T.6Cy.23½″,39″&65″–42″<br>548NHP<br>W.Cramp&SonsCo.Phl. | | RS | |
| 643<br>63867<br>KRHM | —<br>*J.Berry* –03 ssHul.2nd No.3–5.97<br>(*ex*Toward) ssHul.No.1–01<br>*Well deck* 1 *Dk*2*tr B* | IronScSr | 789<br>619<br>424 | ✠ [illegible]<br>5,05<br>[illegible] | Hul | *l* | 1871<br>11mo | J.G.Lawrie<br>Glasgow | Bell'sAsiaMinor S.S.Co.Ld. (E.A. Minotto, *Mgr.*) | 220·0<br>P122′F40′ | 28·6 | 15·6<br>BK8″<br>5*BHCem* | Hull<br>British | C.2Cy.27″&52½″–36″<br>70lb *90lb* NB79 135NH<br>2SB.4*f* NDB96<br>Blackwood&Gordon,P.Gl. | | | 12,02 |
| 644<br>HLSQ | —<br>*S.Colomé* ssDun.No.3–6.76<br>(*ex*Queen) ssGls.No.2–84 | IronScSr | 280<br>271<br>185 | ✠<br>2,00<br>✠NB84 | Lon | *f* | 1854 | R.Napier&Sons<br>Glasgow | A.Ruiz | 159·9 | 22·1 | 13·1 | Almeria<br>Spanish | C.2Cy.20″&36″–22½″<br>51NH<br>W.B.Thompson,Dundee | 13 ″ 10 | | |
| 645 | —<br>*F.Escoto* –02<br>(*ex*Espoir,*ex*Acuña,*ex*Mahones) | IronScSr | 179<br>—<br>113 | | | | 1854 | J.Scott&Sons<br>Greenock | Viuda&Hijos de J.Mas | 132·5 | 18·1 | 9·8 | Ceuta<br>Spanish | C.2Cy.11½″&20½″–11″<br>NE&B93 12NH<br>J.B.Prudhon,Marseilles | | | |
| 646<br>HLSR | —<br>*A.Medina* –99 HTLaP.98<br>(*ex*GoodNews) 1 *Dk*<br>YM8,02 CB | WoodScSr | 76<br>—<br>52 | ✠12 A1<br>8.02 *Expired*<br>BS10,03 ½ LMC8,02 | LaP | | 1892<br>12mo | W.Robertson<br>Paignton<br>*Lloyd's* | Elders&Fyffes,Ld. | 78·4<br>9&12yrsMat | 16·3 | 8·6 | LasPalmas<br>Spanish | C.2Cy.10″&20″–15″ (s)<br>75lb 17NHP<br>1SB,1*pf*,*gs*18,*hs*320<br>Plenty&Son,Newbury | | | 8.02 |
| 647<br>135<br>HGNP | **Espero**<br>*V.Carmelich* 2 *Dks* | IronScSr | 1824<br>1643<br>1120 | | | | 1869 | W.Denny&Bros.<br>Dumbarton | LloydAustriaco | 274·5 | 34·0 | 26·0 | Trieste<br>Aust.-Hung. | C.4.Cy.29½″&57″–39″<br>338NH<br>Denny&Co.,Dumbarton | | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut. Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Quand construit. Par qui. Navires. Mach. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les essais du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Approximate Speed in Knots. | Engines & Boilers to be Surveyed by Lloyd's Surveyor. | Date of Build. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 648 | **Espirito Santo** IronScBg<br>*C.L. Gomes* 2 Dks & Shade dk | 1737<br>1447<br>1181 | ✠ Cly<br>Shade dk 1,75 | 1875 4mo | J.&G. Thomson Glasgow | Lloyd Brazileiro | 251·1 \| 38·2 \| 12·6<br>F49′ 20·1 | R. Janeiro Brazilian | T.3Cy.46″ & 80″–42″<br>346NH<br>J.&G.Thomson, Glasgow | | |
| 649 | **Essen** SteelScSr<br>*P. Paulsen* 02–02 ss Ham. No. 3–1,02<br>RHPT *Well deck* 2 Dks (*Stl–Uwa*) & *Tr B*<br>*Elec. light* | 2[illegible]<br>[illegible]<br>1861 | ✠ 100 A1 Syd *u*<br>1,04<br>Hull 1,04 ✠ LMC [illegible]<br>BS 5,01 [illegible] | 1889 9mo | Flensburger Schiffsb. Ges. Flensburg A&CP | Deutsch-Austral Dmpfsch. Ges. | 319·1 \| 38·8 \| 23·7<br>P200 F47′ BK 10′<br>*WB Cell DB* 268′ 503*t* | Hamburg German | T.3Cy.25″, 35″ & 66″–42″ (*s*)<br>160lb *80lb* ND 180 314NH<br>2SB, *6cf*, *gs* 118, *hs* 5079<br>Flensburger Schiffsb. Ges | 12 | 2 |
| 650 98628 | **Essequebo** SteelTwinScK<br>*J. Northey* ss Dem. No. 3–10,00<br>ss Dem. No. 1–03<br>1 Dk | 20[illegible]<br>18[illegible]<br>121 | ✠ A1 Dem<br>*with freeboard*<br>5,03<br>*For British Guiana & its Rivers* A&CP<br>B 5,04 ✠ LMC 5,08 | 1891 8mo | C.S. Swan & Hunter Newcastle | Sproston's, Ld. | 140·3 \| 22·5 \| 7·7<br>B14′ F16′<br>*Keel Channel Iron* 4″ | Georget'n, Dem. British | T.6Cy.9½″, 15″ & 24″–18 (*s*)<br>160lb 60RH<br>1SB, *2pf*, *gs* 34, *hs* 1010<br>Wllan. Slpwy Co (Lm.) Nwc | 8 | 2 |
| 651 | **Esseri-Shevket** IronPadSk<br>*Nicolas*<br>(*ex* Windsor Castle) | 225<br>195<br>54 | | 1875 | T.B. Seath & Co. Glasgow | Idarei Massousieh | 195·8 \| 19·0 \| 7·2 | Constanpl Turkish | D.1Cy.60″–54″<br>NB 98<br>W. King & Co. Glasgow | | |
| 652 115030 TSJQ | **Essex** SteelTwinSc4MastSr<br>*T. Young* –03 7086<br>*Ref. Mchy.* 2 Dks (*Stl*) & *deep framing* &<br>*Elec. light* *shelter dk* (*Stl–ws*) | 7016<br>8547<br>4181<br>4329 | ✠ 100 A1 Gls *lt*<br>*Shelter dk* Lon<br>1,05 [illegible] ✠ LMC 12,02<br>✠ RMC [illegible] 12,04 | 1902 12mo | J. Brown & Co. Ld. Glasgow | Federal Stm. Nav. Co. Ld.<br>*WB = Cell*<br>*Lloyd's* A&CP | 460·4 \| 58·2 \| 31·2<br>PK<br>*DBal* 13′ *u E & B* [illegible] *f* 225 1418*t FPT* | London British | T.6Cy.25″, 42″ & 69″–48″ (*s*)<br>180lb 918NH<br>5SB, *15rf*, *gs* 295, *hs* 13560 IP<br>J. Brown & Co. Ld. Glasgow | 34 | BT CH 4.05 |
| 653 136138 KJLW | —<br>*J.T. Taylor* 76–90<br>*Elec. light* IronScSr<br>3 Dks & *Hurd dk* | 2531<br>—<br>1873 | | 1890 | W. Cramp & Sons Philadelphia | Merchnts & Miners Transportation Co. | 259·0 \| 40·0 \| 23·7<br>30·7 | Baltimore Utd States | T.3Cy.24″, 39″ & 59″–48″<br>241NH<br>W Cramp & Sn. Philadelphia | | S |
| 654 99176 KPDF | —<br>*J. Martin* –91<br>*Well deck* IronScSr<br>6th Survey, Hul. 3,95<br>1st Survey, Hul. 10,99<br>1 Dk (*Irn*) 2 *tr B* | 1219<br>961<br>780 | ✠ [illegible] ...<br>[illegible] ✠ LMC [illegible]<br>[illegible] SLS [illegible] | 1869 7mo | Humphrys & Pearson Hull | T. Wilson, Sons & Co. Ld. | 238·0 \| 31·7 \| 17·0<br>P124′ F25′ FK | Hull British | C.2Cy.21″ & 48″–33″ (*s*)<br>105lb *75lb* ND 895 98RH<br>1SB, *4pf*, *gs* 60, *hs* 1892<br>Bailey & Leetham, Hull | 18 | 1 |
| 655 105420 PJWG | —<br>*J.G. Gwilliam* –96<br>1 Dk | 297<br>186<br>91 | | 1896 | Earle's Co. (Lim.) Hull | Gt. Eastern Rly. Co. | 175·5 \| 23·1 \| 7·2 | Harwich British | C.2Cy.24″ & 48″–42″<br>110RH<br>Earle's Co. (Lim.), Hull | | BT CH 4.05 |
| 656 118795 | —<br>*F. Thompkins* –03<br>1 Dk | 183<br>172<br>65 | ✠ 100 A1 Gls<br>*Stm Trawler*<br>8,03 ✠ LMC 8,03 | 1903 8mo | Mackie & Thomson Glasgow | Gt. Northern S.S. Fishing Co. Ld. | 109·1 \| 21·5 \| 10·6<br>BK 7′<br>*WB = Deep Tanks* | Hull British | T.3Cy.11″, 18″ & 30″–22″ (*s*)<br>200lb 48RH<br>1SB, *2pf*, *gs* 24, *hs* 680<br>Muir & Houston, Ld. Gls. | 11 | 6 |
| 657 JDHC | **Est** IronTwinSc<br>*F. Vallin* 88–94<br>1 Dk | 149<br>—<br>86 | | 1882 | Chevalier & Grenier Paris | La Fluviale Cie. Française de Transp. par Eau | 129·2 \| 20·0 \| 7·2 | Rouen French | C.4Cy.12½″ & 22″–113″<br>28NH<br>H. Satre, Lyons | | |
| 658 | —<br>*A. Sobeleff* 91–01<br>1 Dk IronScSp<br>(*ex* Örn) | 111<br>—<br>57 | | 1863 | Motala Co. Motala | Naphta Productions Ges. Gebrüder Nobel | 107·5 \| 18·0 \| 10·5<br>Q30′ B10′ H7′ F34 | Astrachan Russian | 2Cy.12″<br>Motala Co., Motala | | |
| 659 | **Estafette** SteelScSr<br>(*ex* City of Glasgow)<br>*Elec. light* 1 Dk | 267<br>198<br>66 | | 1897 | Mackie & Thomson Glasgow | French Government | 130·0 \| 22·5 \| 10·5<br>Q58′ B7′ F24′ BK 7½<br>*WB* | French | T.3Cy.14″, 23″ & 36″–27″<br>67NH | 11 | 6 |
| 660 135429 | **Estelle** WoodSc | 130<br>—<br>91 | | 1880 | ..... East Deering, Me. | Fisheries Co. | 112·4 \| 18·3 \| 8·7 | Greenport N.Y. Utd. States | | | |
| 661 136664 | **Estelle Randall** CompSc<br>*H.S. Randall* –97 | 212<br>—<br>144 | | 1897 | W.E. Woodall & Co. Baltimore | E.S. Randall | 111·5 \| 24·9 \| 7·2 | Washngtn D.C. Utd. States | C.2Cy.13″ & 26″–16″<br>23NH | | |
| 662 3935 JMKR | **Ester** SteelScSr<br>*N.O. Horndahl* 96–01<br>1 Dk (*Irn*) & *deep framing* | 2625<br>2460<br>1685 | ✠ 100 A1 Cff *t*<br>[illegible] 3,03 3,05<br>✠ LMC 10,01 | 1901 10mo | R. Thompson & Sons Sunderland | Ångf. Aktieb Karin (A. Andersson, *Mgr.*)<br>*Lloyd's* A&CP<br>*WB = Cell DB* | 313·0 \| 45·0 \| 20·5<br>P29′ B94′ F34 PK<br>98′ *u E22′ f* 128′ 655*t* | Hlsingborg Swedish | T.3Cy.23″, 38″ & 61″–39″ (*s*)<br>180lb *80lb* 254NH<br>2SB, *6pf*, *gs* 108, *hs* 3946<br>G. Clark, Ld. Sunderland | 23 | 1 |
| 663 Wreck 1 after Abandonment 3 02 NMPG | —<br>*M. Sorensen* 03–03 ss Stl. No. 3–5,01<br>(*ex* Benmore) 1 Dk (*Irn*) & *Web frames* | 1521<br>1223<br>951 | ✠ ~~100 A1~~ Lon *p*<br>1,08 Shl<br>[illegible] [illegible] | 1888 6mo | W. Dobson & Co. Newcastle A&CP | Dmpsk. Selsk. Jylland (V. Greibe, *Mgr.*)<br>*WB = Cell DB* | 255·2 \| 34·7 \| 16·9<br>P30′ Q54′ B54′ F60′ BK 8½<br>176′ 230*t* | Esbjerg Danish | T.3Cy.20″, 33″ & 55″–36″ (*s*)<br>150lb *80lb* ND 801 167NH<br>2SB, *4cf*, *gs* 75, *hs* 2406<br>N.E. Marine Eng. Co. Ld. Nwc | 19 | 2 |
| 664 | **Esterel** SteelScSr<br>*Loubatiere*<br>*Spar dk* (*Stl*) 2 *tr B* & *deep framing* | 2731<br>2174<br>1482 | ✠ 100 A1 Msl *t*<br>*Spar dk*<br>4,04 ✠ LMC 5,04 | 1904 3mo | A. McMillan & Son, Ld. Dumbarton | Fraissinet & Co. | 295·0 \| 41·6 \| 14·7<br>P24′ B88′ F30′ 22·5<br>PK<br>*WB = Cell DBasu E & B* 40′ *f* 126′ 520*t* | Marseilles French | T.3Cy.22″, 36″ & 59″–39″ (*s*)<br>180lb *80lb* 261NH<br>2SB, *6cf*, *gs* 121, *hs* 4364<br>Duns muir & Jackson Ld Gls | 24 | 6 |
| 665 NMHS | **Estonia** SteelScSr<br>~~Nor'Fisher~~ *L.P Larsen* –05<br>1 Dk (*Irn*) & *deep framing* | 1936<br>1800<br>1284 | ✠ 100 A1 Els *s*<br>~~Cyc 2,03~~ 3,05 Sld<br>✠ LMC 4,05 | 1903 4mo | W. Gray & Co. Ld. W Hartlepool | Dampskibs Inga (P.L. Fisker, *Mgr.*)<br>*Lloyd's* A&CP<br>*WB = Cell DBa* | 280·6 \| 42·2 \| 18·3<br>P16′ B74′ F30′ PK<br>80′ *u E26′ f* 122′ 560*t* | Copnhagn Danish | T.3Cy.21″, 33″ & 56″–36″ (*s*)<br>160lb *80lb* 195NH<br>2SB, 4*pf*, *gs* 72, *hs* 3014<br>Cen. Mar. Eng. Wrks. W Hpl | 20 | 7 |
| 666 | **Estrella** IronScSr<br>*M.S. Mesquita*– 98<br>1 Dk & *Shade dk* | 400<br>318<br>225 | ✠ Cly *h*<br>11,87 | 1887 5mo | Blackwood & Gordon P. Glasgow | Lloyd Brazileiro | 175·0 \| 25·0 \| 10·4<br>P32′ F36′ PK | Bahia Brazilian | C.2Cy.22″ & 44″–30″<br>88NH<br>Blackwood & Gordon. P. Gl | 10 | 9 |
| 667 | — IronPad | 132<br>—<br>96 | | 1870 | J. Marshall & Co. Buenos Ayres | N. Mihanovich | 100·5 \| 17·0 \| 6·0 | Bns. Ayres. Argentine | 2Cy.12″–36″<br>13NH<br>D. Rowan & Co. Glasgow | | |
| 668 JFRS | **Etelka** SteelScSr<br>~~Action No. 3–01~~<br>*Glasar* 92–03<br>*Mchy. Aft* 1 Dk (*Stl*) & *Spardk* (*Irn*) &<br>*Elec. light* ss Fiu. No. 3–9,04 *Web frames* | 2370<br>2206<br>1496 | ✠ 100 A1 ~~Lon~~ Sld *s*<br>*Spar dk* ~~Tr FPT~~<br>3,01 ~~3,04~~ 4,05<br>*Carrying Petroleum in bulk*<br>[illegible] ✠ LMC [illegible] | 1892 11mo | Armstrong Mitchell & Co. Ld Newcastle | Photogen Società Anonima di Transporti<br>*Lloyd's* A&CP | 289·0 \| 37·4 \| 19·6<br>B22′ F29′ 26·8<br>PK<br>*WB = DBu E & B* 56′ 119*t FPT* 93*t* | Fiume Aust.-Hung. | T.3Cy.22″, 36″ & 59″–39″ (*s*)<br>160lb *100lb* 218NH<br>2SB, *6cf*, *gs* 103, *hs* 3280<br>N.E. Mar. E. Co. (Lim.), Nwc | 20 | 7 |
| 669 100[illegible] QDNS | **Ethel** SteelScSr<br>~~*G.M. Guild* 03–03~~ ss Npt. No. 1–02<br>*Shotton* 1 Dk (*Stl*) & *pt Awng dk* (*Irn*)<br>& *Web frames* | 2336<br>1725<br>1491 | ✠ 100 A1 Bry *s*<br>*pt Awng dk* Cff<br>*with freeboard*<br>[illegible] [illegible]<br>✠ LMC 4,02<br>S 11,04 | 1898 8mo | Richardsn, Duck & Co Stockton A&CP | Burdick & Cook<br>*WB = Cell DBa* 92 | 290·3 \| 42·1 \| 16·7<br>P31′ Q76′<br>*pt Awng dk* 183′ PK<br>*u E & B* 54′ *f* 100′ 563*t* | London British | T.3Cy.25″, 37½″ & 61½″–39″ (*s*)<br>160lb *90lb* 247NH<br>1 DB, *6cf*, *gs* 53, *hs* 3880<br>Blair & Co. Ld Stockton | 20 | 7 |

| 1 Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck — Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Period of Class | 7 Built. When. Ship — Engines | 8 By Whom. — Where. | 9 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard as allotted. ft. in. | 15 If sent to Lloyd's Register Dates of Reports | 16 Date when last Boiler last Steel. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 670 | **Ethel** IronSc | 1036 | ✠ — Shl | *l* | 1871 | R.Thompson, jr. Sunderland A&CP | R.Brown&Sons,Ld | 227·2 \| 29·3 \| 16·4 P121 F25′ | S.Shields British | C.2Cy.26″&47″–33″ | 17 ″ 10 | | |
| 65243 KNHH | *R.Thompson* –01 *ss*Shl.2ndNo.3–8,96 *ss*Shl.No.1–00 *Well teck* 1*Dk*2*tr*B | 832 669 | 1,00 | | | | | P.N.D95 drp01 *WB*= *DBa* | 1*BHCem* 61·0/8 139*t* | 65lb NB79 95RH 1SB,3*bf*,G845,H41996 G.Clark,Sunderland | | BT till 6.05 | M11,04 |
| 671 | — IronScSr | 300 | ... | | 1880 | Workman, Clark&Co. Belfast | D.MacBrayne | 150·1 \| 21·7 \| 10·7 B28′ F26′ | Glasgow British | C.2Cy.19″&38″–30″ 60RH J.Rowan&Son(Lim.),Gls | | | |
| 81960 HVKF | *J.Nisbet* –98 (ex*Dolokh*) 1*Dk* | 246 160 | | | | | | | | | | | |
| 672 | — IronScSr | 175 | ✠100A1 Mdb | *b* | 1878 | R.Craggs &Sons Middlesbro' A&CP | ClevelandStm. Shpg.Co.Ld. (R. C.Simpson, *Mgr.*) | 120·2 \| 19·9 \| 8·4 len85 drp04 BK6′ | Stockton British *3BHCem* *WB*= *FPT* | C.2Cy.15″&28″–18″ (*r*) 85lb 30RH 18B.2*pf*,G822,H8608 Pattison&Atkinson,Nwc. | 8 ″ 11 s 1 - 1½ | | 2,04 |
| 67500 SCQN | *J.Thurlow* –02 *ss*Shl.2ndNo.3–12,95 *Mchy.Aft* *ss*Mdb.No.2–04 1*Dk*(*Irn*) | 160 97 | 3,05 Lon NB12,95 LMC3,04 | | | | | | | | | | 2,04 |
| 673 | — SteelScK | 170 | ✠100A1 Mil | | 1900 | Selby SB. & E.Co.Ld. Selby A&CP | ~~CentralSteam Fishing Co.Ld.~~ Trawling, (G.H.D.Birt, *Mgr*) | 104·4 \| 20·8 \| 11·1 BK7½′ | Grimsby British *3BHCem* | T.3Cy.11″,18″&29″–21″ (*s*) 180lb 45RH 1SB,2*pf*,G831,H937 Crabtree&Co.G.Yarmouth | 12 ″ 0 | | 8,04 |
| 110935 | *S.Cox* –00 *ss*Mil.No.1 04 1*Dk* | 162 56 | *Stm Trawler* 7,01 LMC | | | | | | | | | | |
| | *Now named "Nessgate," See No. 6th Supplement* | | | | | | | | | | | | |
| 674 | — IronScSp | 118 | | | 1870 | J.Payne Vauxhall, Som. | R.Burton&Son,Ld | 83·2 \| 18·7 \| 9·3 | Newport British | 1Cy.18″–16″ 25RH J.Payne,London | | | |
| 63386 | *A.Blount*–04 *Mchy.Aft* | 100 55 | | | | | | | | | | | |
| 675 | **Ethel Jackson** CompPad | 159 | | | 1876 | R.Wilson Echuca,Vict. | F.W.Scott | 115·2 \| 22·0 \| 8·4 | Melbourne British | 2Cy.18″–42″ 62RH Roberts&Sons,Sandhurst | | | |
| 74671 | | 150 90 | | | | | | | | | | | |
| 676 | **Ethel Radcliffe** SteelScSr | 2874 | ✠100A1 Cff | *t* | 1894 | Irvine & Co W.Hartlepool A&CP *WB*= *Cell H* | EthelRadcliffeS.S. Co.Ld.(E.Thomas, Radcliffe&Co.) | 304·0 \| 42·5 \| 18·3 P27′Q127′ *pt.Awng dk* 177′ FK 547*t* *APT* 16*t* Deck *Tank* a176*t* | Cardiff British *6BHCem* | T.3Cy.23″,37½″&61½″–39″(*r*) 160lb *80lb* 236NH 2SB,6*rf*,G899,H83528 Blair&Co.(Lim.),Stockton | 20 ″ 9 s 8 - 8½ | | 1,04 |
| 98447 NPKQ | *T.Wood* –01 *ss*Cff.No.2–04 1*Dk*(*pt Stl pt Irn*)*& Web frames* *& pt Awng dk*(*Irn*) | 2051 1815 | *pt Awng dk with freeboard* 12,[illegible] LMC4,03 | | | | | | | | | | |
| 677 | **Ethelaida** SteelScSr | 2669 | ✠100A1 Bly | *t* | 1891 | J.Readhead &Sons S.Shields A&CP | J.H.Harrowing *WB*= *Cell DB* 254′ 582*t* | 300·4 \| 41·5 \| 20·2 P28′Q79′B132′ F33′ BK 10½′ 6*BHCem* *APT* 30*t* | Whitby British 6*BHCem* | T3Cy.23″,37½″&61½″–42″(*r*) 160lb *90lb* 218NH 2SB,6*rf*,G8110,H83750 NDB85 J.Readhead&Sns,S.Shields | 23 ″ 0 s 2 - 2½ | | 11,02 8,05 |
| 99136 MHVJ | *A.C Balls* –02 *Well deck* 1*Dk*(*pt Stl pt Irn*)2*tr B* *ss*Shl.No.3–3,05 | 2049 1705 | 3,00 11,02 Shl LMC1,02 BS3,02 | | | | | | | | | | |
| 678 | **Ethelbert** IronScSr | 483 | ✠100A1 Shl | *h* | 1881 | Workman, Clark &Co.Ld Belfast *Lloyd's SA&CP* | P.Brown *WB*= *DBa*35′ | 170·0 \| 24·6 \| 12·8 Q80′B18′F38′ BK 7½′ *3BHCem* 70*t* *FPT* 26*t* | London British | C.2Cy.22″&40″–30″ (*s*) 80lb *90lb* NDB99 75RH 1SB.3*pf*,G841,H81324 Muir&Houston,Glasgow | 14 ″ 0 s 1 - 1½ | | 7,01 11,04 |
| 84301 VQSJ | *F.Bunkewitz* –01 *ss*Shl.No.3–7,93 *ss*Shl.No.2–02 *Well deck* 1*Dk*(*Irn*) | 373 294 | 12,04 NB4,93 LMC4,03 | | | | | | | | | | |
| 679 | **Ethelbryhta** SteelScSr | 3084 | ✠100A1 Bry | *u* | 1898 | W.Gray& Co.Ld. W.Hartlepool A&CP *WB*= *Cell* | J.H.Harrowing *DBa*5*uE*130′*f*136′ | 325·0 \| 47·1 \| 22·3 P27′B82′F32′ FK 5*BHCem* 732*t* *APT* 53*t* | Whitby British | T.3Cy.25″,40″&65″–42″ (*s*) 160lb *110lb* 295NH 2SB.6*cf*,G8114,H81750 Cen.Mar.Eng.Wrks.W Hpl | 24 ″ 10 s 4 ″ 6 | | 2,04 |
| 106106 QBNR | *G.J.Marsay* –03 *ss*Bly.No.1–02 1*Dk*(*Irn*)2*tr B&C Web frames* 3*Dk rule* | 2864 1985 | 3,05 Off BS10,04 LMC9,02 | | | | | | | | | | |
| 680 | **Ethelburga** SteelScSr | 2223 | ✠100A1 Bkn | *s* | 1887 | J.Read-head&Co. S.Shields *Lloyd's SA&CP* | J.H.Harrowing *WB*= *Cell* | 290·0 \| 38·5 \| 18·7 P28′Q82′B118′ F33′ BK 10½′ *3BHCem* *DB* 250′492*t* | Whitby British | T.3Cy.23″,37½″&61½″–39″(*r*) 160lb *90lb* NDB02 251NH 2SB.6*cf*,G896,H84001 J.Readhead&Co.,S.Shields | 21 ″ 5 s 1 ″ 11½ | | 2,04 12,04 |
| 98785 KNHQ | *W.H.Toby* –01 *ss*Shl.No.3–5,00 *Well deck* *ss*Shl.No.1–05 1*Dk*(*Irn*)2*tr B* *Floors Irn & Inner bottom plating pt Irn* | 1709 1446 | 1,05 Shl LMC4,00 12,04 | | | | | | | | | | |
| 681 | **Ethelhilda** SteelScSr | 2902 | ✠100A1 Gls | *u* | 1897 | C.S.Swan& Hunter,Ld. Newcastle *Lloyd's SA&CP* | J.H.Harrowing *WB*= *Cell* | 326·0 \| 41·0 \| 24·4 P24′B60′F34′ FK 5*BHCem* *DBa* 100′ *uE&B* 38′ *f* 140′624*t* | Whitby British | T.3Cy.23″,38″&61″–39″ (*s*) 160lb *80lb* 251NH 2SB,6*pf*.GS107,HS4060 N.E.MarineCo.,Ld.,Nwc. | 27 ″ 1 s 5 ″ 2½ | | 1,03 |
| 106105 PTDB | *J.Harrison* *ss*Bry.No.1–02 1*Dk*(*pt Stl & pt Irn*)2*tr B&C Deep framing* 3*Dk rule* | 2696 1874 | *with freeboard* 3,05 BS12,03 LMC6,01 | | | | | | | | | | |
| 682 | **Ethelreda** SteelScSr | 2218 | ✠100A1 Bry | *s* | 1889 | J.L.Thomp-son&Sons Sunderland A&CP *WB* | J.H.Harrowing = *Cell D B* 244′502*t* | 292·0 \| 39·0 \| 19·1 P29′Q80′B124′ F33′ BK 10½′ 6*BHCem* *APT* 36*t* | Whitby British | T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *90lb* NDB97 246NH 2SB.6*rf*,GS110,HS3840 J.Dickinson,Sunderland | 21 ″ 9 s 2 ″ 0½ | | 4,05 |
| 98543 LGFC | *W.E.Williamson* –03 *ss*Bly.No.3–5,02 *Well deck* 1*Dk*(*pt Stl & pt Irn*)*& Web frames* | 1703 1403 | 4,05 BS9,03 LMC5,02 BS1,05 | | | | | | | | | | |
| 683 | **Ethelwalda** SteelScSr | 2414 2151 2431 | ✠100A1 Shl | *s* | 1890 | J.Readhead &Sons S.Shields A&CP *WB* | J.H.Harrowing = *Cell D B* 250′545*t* | 290·4 \| 40·0 \| 19·9 P28′Q82′B118′ F33′ BK 10½′ 6*BHCem* *APT* 41*t* | Whitby British | T3Cy.23″,37½″&61½″–39″(*r*) 160lb *90lb* NDB03 251NH 2SB.6*rf*,GS96,HS4001 J.Readhead&Sons,Shl. | 22 ″ 6 s 2 ″ 1½ | | 4,03 |
| 96556 LVWB | *G.W.Theaker* –03 *ss*Bly.No.3–4,03 *Well deck* 1*Dk*(*pt Irn & pt Stl*)2*tr B* | 1856 1306 1585 | 8,04 Bry LMC1,03 | | | | | | | | | | |
| 684 | **Ethelwold** SteelScSr | 956 | ✠100A1 NYk | *l* | 1890 | Workman, Clark &Co.Ld Belfast *Lloyd's SA&CP* | North American Mail S.S.Co.Ld. | 208·1 \| 28·1 \| 12·7 19·7 BK7′ *WB*= *Cell* | Montreal British | T.3Cy.18½″,27½″&45″–36″ 160lb *50lb* (*s*) 158NH 1DB,6*cf*,GS60,HS2910 D.Rowan&Co.,Glasgow | 15 ″ 3 s 8 ″ 2½ | | 10,01 11,04 |
| 98584 MVWL | *I.Haines* –04 *ss*NYk.No.3–4,04 2*Dks & Awng dk* | 853 533 | *Awng dk with freeboard* 11,02 BS4,04 LMC10,01 | | | | | | | | | | |
| 685 | **Ethelwulf** SteelScK | 185 | ✠100A1 Shl | | 1903 | Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP* | SaxonSteam FishingCo.Ld. | 106·0 \| 21·0 \| 11·5 Q47′ BK7½′ | N.Shields British | T.3Cy.11″,18″&30″–22″ (*s*) 180lb 45RH 1SB,2*pf*,GS29,HS975 MacColl&Pollock,Sld. | 12 ″ 4 | | |
| 117953 | 1*Dk* | 175 49 | *Stm Trawler* 4,03 LMC4,03 | | | | | | | | | | |
| 686 | **Ethie** SteelScSr | 441 | ✠100A1 NFL | *g* | 1900 | A&J.Inglis Glasgow A&CP *WB*= *Cell D Ba&uE&B* 47′*f*61′84*t* | ReidNewfound-landCo. | 154·7 \| 25·1 \| 12·6 F15′ BK7½′ 4*BHCem* | S.Jhns NFL British | T.3Cy.15″,24″&40″–30″ (*s*) 160lb 99RH 1SB,3*rf*,GS51,HS1325 FD A.&J.Inglis,Glasgow | 15 ″ 0 s 2 ″ 1½ | | 4,05 |
| 113009 NTJF | *J.Gooby* –00 *ss*NFL.No.1–05 1*Dk & Web frames* *Elec.light* *lower deck in main hold* | 344 202 | 4,05 LMC5,01 05 | | | | | | | | | | |
| 687 | **Ethiopia** IronScSr | 4005 | ... | | 1873 | A.Stephen &Sons Glasgow | Ancher Line (Henderson Bros.) Ld. | 102·0 \| 40·2 \| 24·8 33′0 | Glasgow British | C.2Cy.38″&76″–60″ NE&B84 373NH D.&W.Henderson&Co.,Gls | | C BT till 5,05 | |
| 98064 WSJB | *J.Lumsdane* –01 | 2891 2604 | | | | | | | | | | | |
| 688 | — SteelScSr | 2523 | ✠100A1 Ham | *s* | 1891 | R.Dixon &Co. Middlesbro' A&CP | African S.S.Co. (Elder, Dempster& Co. *Mgrs.*) | 297·0 \| 39·8 \| 18·8 Q113′ FK *pt Awng dk* 184′ *WB*= *Cell* | London British | T.3Cy.22½″,37″&61″–39″ (*s*) 160lb *65lb* 234NH 2SB.6*rf*,GS88,HS3524 NE Marine E.Co.(Lim.)Sld. | 21 ″ 4 s 9 ″ 2 | | 4,04 5,04 N5,05 |
| 97879 MFWT | ~~*C.W.Ramm*~~ 1*Dk*(*Stl*)*RQD*(*Stl–ws*)*& Web frames* *C.W.Ramm* –04 *& pt Awng dk*(*Irn–ws*) | 1836 1657 | *pt Awng dk with freeboard* 9,03 Bry,04 LMC[illegible],04 | | | | | | | | | | |
| 689 | — IronSc3MstSr | 2041 | ✠ — Cal | *s* | 1874 | W.Denny &Bros. Dumbarton | British India Stm. Nav.Co.Ld. | 315·6 \| 33·3 \| 25·5 | Glasgow British | Q.4Cy.21½″32″43″&62½″–42″ NB90 253NH | 26 ″ 9 | | |
| 68120 NDHK | *F.R.Cunningham* –04 *ss*Lon.No.2–83 *Elec.light* 3*Dks*(*U Irn–ws*) | 1342 1305 | 6,85 | | | | | | 5*BHCem* | (*pd.*90 Denny&Co.,Dmb. | | | |

17 d ‡

| Numéro d'ordre. / Numéro / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Jauge. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Société. Date de la dernière Visite. | Construit. Quand. Navire. Où. | Armateurs. | Dimensions. Longueur. Largeur. Creux. | Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Chevaux d'après les essais du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse sur Quille. Franc-bord en milieu navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 690 IJNJ | **Etna** IronScSr<br>*C.Russo* 94-98 *ex* Pera) *ss* Lon.No.3–5,98<br>*Well deck* 1 *Dk*(*Irn*)2*tr*&*b*<br>*Now* named "Leipara," See | 2370<br>—<br>1501 | ✠100A1<br>4,00<br>BS4,01 Supplement | Cff *t*<br>1886<br>8mo | Earle's Co. Ltd Hull<br>*Lloyd's* A&CP | 310·0 37·0 20·1<br>Q104 B58 F43 FK<br>*WB*=*Cell D B248* | Catania Italian | C.2Cy.34"&65"–39" (*s*) 23 = 2<br>95lb *50lb* 206 NHP<br>2SB,6*cf*,gs107,hs8148<br>*Tpd.*86 Bailey & Leetham Hull | | |
| 691 IJSTD | — IronScSr<br>s7658 *J.Keldie* –97 *ss* Shl.2nd No.3–7,96<br>*Well deck* *ss* Shl.No.1–04 1 *Dk*2*tr*&*b* | 1159<br>703 | ✠90A1<br>7,04 LMC<br>NB12,04 | Bly *n*<br>Shl | 1874 M.Pearse & Co. Stockton<br>A&CP | 235·0 31·1 17·5<br>Q93 B46 F84' BK8'<br>*WB*=*DBa*67'*f*88'28*t* | W.Hartlpl British | T.3Cy.17",28½"&46½"–33" (*s*) 18 = 5<br>160lb *80lb* ND899 124 NHP<br>1SB,3*cf*,gs52,hs1868<br>*Tpd.*86 Blair & Co.(Lm.)Stk. | | |
| 692 — | — IronScBn<br>253 *A.Carboneschi* 2 *Dks*<br>PGJM | 603<br>319 | | 1862 | Scott & Co. Greenock | Nav.Gen.Italiana | 198·4 26·6 15·7<br>H96*t* | Genoa Italian | 1.4Cy.18"(2),26"&55"–30"<br>NE73 NB88 166 NHP<br>Fonderia Oroten, Palermo | I | |
| 693 NRDM | — IronScSr<br>*D.n Duivenbode* 01–02 1 *Dk*2*tr*&*b* | 515<br>447<br>315 | | 1871 | Scott & Co. Greenock | Koninkl.Nederl. Stoomb.Maats | 194·5 28·0 14·8<br>H96*t* | Amstrdam Dutch | C.2Cy.20"&41"–36"<br>NB89 84 NHP<br>Greenock Foundry Co | V | |
| 694 KLJM | **Etoile** IronScBn<br>*G.Gufflet* –02 *ss* Nts.2nd No.3–4,02<br>(*ex* Notre Dame de Salut, *ex* Dunrobin Castle) 3 *Dks*(1 *Irn*) | 2845<br>2737<br>1561 | ✠100A1<br>3,04<br>NB4,02 LMC4,02 | Msl *s*<br>1875<br>11mo | R.Napier & Sons Glasgow<br>A&CP | L.Berteaux | 342·3 38·3 28·3<br>*WB*=*Cell D* | Marseilles French | C.2Cy.47"&75"–48" (*o*) 30 = 0<br>75lb 75*lb* 348 NHP<br>4SB,8*pf*,gs208,hs6544<br>R.Napier & Sons, Glasgow | | |
| 695 KMSH | **Etolia** Steel&IronSc3MstSr<br>93718 *C.F.Harvey* –01 *ss* Brs.No.3–2,99<br>2 *Dks*(*Irn*)3 *Dk rule* | 3220<br>2988<br>2078 | ✠100A1<br>12,02<br>LMC4,05 | Hpl *m*<br>1887<br>1mo | Harland & Wolff Belfast<br>*Lloyd's* A&CP | Elder, Dempster Shipping Ld. | 345·6 40·9 26·7<br>P38' B92' F48' BK9'<br>*WB*=*Cell* | Liverpool British | T.3Cy.24½",37"&64"–48" (*o*) 29 = 6<br>155lb *100lb* ND900 288 NHP<br>2DB,8*cf*,gs148,hs4476<br>Harland & Wolff, Belfast | | |
| 696 LNJH | **Eton** SteelScSr<br>98031 ~~C.J.Tangen 02~~ *ss* Hpl.No.3–5.02<br>*Well deck* 1 *Dk*, *Stl*)&*Webframes*<br>*Shepherd* –04 | 2690<br>2086<br>1722 | ✠100A1<br>1,05 LMC6,02 | Hpl *t*<br>Cff<br>1890<br>1mo<br>*Lloyd's* A&CP | W.Gray & Co.(Lim.) W Hartlepool<br>(*Mgrs.*). | Austin Friars S.S. Co.Ld. (Galbraith, Pembroke & Co. | 300·5 41·6 21·2<br>P27' Q90 B120'<br>F27' drp03 BK10'<br>*WB*=*DBa*100 | London British | T.3Cy.28",36½"&62"–39" (*s*) 23 = 0<br>150lb *110lb* ND800 210 NHP<br>2SB,6*cf*,gs108<br>Cent.Mar.E.W., W.Hpl. | | |
| 697 LTJC | — SteelScYl<br>106780 *G.Matson* –97 *ss* Hul.No.1–02<br>1 *Dk* | 165<br>152<br>51 | ✠100A1<br>*Stm Trawler*<br>2,00 6,05 BS7,04<br>LMC6,02 | Hul<br>1897<br>11mo | Mackie & Thomson Glasgow<br>A&CP | Gt.Northern S.S. Fishing Co.Ld. | 104·2 21·0 10·7<br>Q17' F18'<br>BK7½'<br>*WB*= | Hull British | T.3Cy.11",17"&28"–20" (*s*) 11 = 7<br>170lb 45RH<br>1SB,2*pf*,gs27,hs690<br>Muir & Houston (Lim.), Gls | | |
| 698 LTJC | **Etona** SteelScSr<br>98138 ~~Yokohama 1898~~ *ss* Shl.No.3–10,02<br>1 *Dk*(*pt Stl*&*pt Irn*)&*Webframes*&*pt*<br>*G.W.Davies* *Aumgdk*(*Irn*) | 2495<br>1879<br>1600 | ✠100A1<br>*pt Aumgdk*<br>*with freeboard*<br>4,05 BS4,04<br>MC10,02 | N Yk *s*<br>1890<br>7mo | Richards'n Duck & Co. Stockton<br>A&CP | Bucknall Nephews | 297·0 40·0 19·0<br>P29' Q92'<br>*pt Aumgdk* 176' BK10'<br>*WB*=*Cell DB*248'552*t* | London British | T.3Cy.22½",37"&61"–42" (*s*) 21 = 8<br>160lb 80*lb* ND897 245 NHP<br>2SB,6*cf*,gs94,hs3740<br>Blair & Co.(Lim.), Stockton | | |
| 699 QJGS | **Etonian** SteelSc4MstSr<br>109009 *J.A.Jacobsen* –99 *ss* Lon.No.1–02<br>(*ex* Chicago) 3 *Dks*(*Stl*)&*Webframes*<br>*Ref.Mchy.* *Elec.light* | 6438<br>4135 | ✠100A1<br>7,04 LMC<br>MC12,02 | Lon<br>Liv<br>1898<br>10mo<br>A&CP<br>*W* | Furness, Withy & Co Ld Hartlepool<br>*B*–*Cell DBa* | Wilsons & Furness-Leyland Line, Ld. | 475·5 52·3 23·2<br>P78' B277' F87' 31·1<br>FK&BK3'<br>135'*uE*&*B*78'*f*148' | Hull British | T.3Cy.32",54"&90"–66" (*s*) 34 = 6<br>200lb 842 NHP<br>2D&2SB 18*rf* gs327 hs1410<br>Cen.Mar.Eng.Wrks. W Hpl. | BT<br>tdl<br>1,50 | |
| 700 SFRD | — SteelScSr<br>85276 *R.James* –02 *ss* Cff.No.1–05<br>1 *Dk*(*Irn*)2*tr B deep framing*<br>&*Web frames* 3 *Dk rule* | 3805<br>3569<br>2445 | ✠100A1<br>6,07 2,05 Cff<br>LMC2,05 | Bry *n*<br>1901<br>2mo | W.Gray & Co.Ld. W Hartlepool<br>A&CP | Cambrian S.N.Co. Ld. (J.Mathias & Sons, *Mgrs.*)<br>*WB*=*Cell DBa* | 340·5 49·6 25·6<br>P28' B88' F31'<br>FK<br>*uE* 138'*f* 111' 911*t* | Aberstwth British | T.3Cy.25½",40½"&67"–45" (*s*) 28 = 5<br>160lb *80lb* 297 NHP<br>2SB,6*rf*,gs113,hs4404<br>Cen.Mar.Eng.Wrks. W Hpl. | | |
| 701 JTPM | **Etruria** SteelScBk<br>91187 *R.Warr* –04<br>*Ref.Mchy.* *Elec.light* | 8120<br>7129<br>3690 | | 1884 | J.Elder & Co. Glasgow | Cunard S.S.Co.Ld. | 501·6 57·2 38·2<br>P56' B200' F39 | Liverpool British | C.3Cy.71"&(2 105"–72"<br>1559 NHP<br>J.Elder & Co., Glasgow | BT<br>tdl<br>1,50 | |
| 702 — | — SteelScSr<br>136977 *T.C.Ellis* 85–02 1 *Dk*2*tr B*<br>*Elec.light* *Mchy.Aft* | 4653<br>—<br>3415 | | 1902 | West Bay City S.B.Co. W.Bay City, Mich. | H.A.Hawgood | 414·0 50·0 28·0<br>*WB* | Cleveland Utd. States | T.3Cy.22",35"&58"–42"<br>218 NHP<br>American S.B.Co. Cleveland | | |
| 703 RLTQ | — SteelScSr<br>*E.Brackenfelder* 00–00 2 *Dks*&*deep framing* | 4408<br>4192<br>2903 | | ... 1900 | Nthmblnd S.B Co.Ld. Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie | 380·0 48·0 27·5<br>P27'B93'F32' FK | Hamburg German | T.3Cy.26",42"&70"–48"<br>593 NHP<br>Blair & Co.Ld. Stockton | G | |
| 704 POKM | — SteelScSr<br>39 *A.D'Agostini* 1 *Dk*&*Spar dk*&<br>(*ex* Halifax City) *deep framing*<br>*Elec.light* | 2281<br>1884<br>1494 | | ... 1894 | A.Stephen & Sons Glasgow | Nav.Gen.Italiana | 311·3 37·0 15·8<br>P25'B94'F31' 23·2<br>FK9½' | Genoa Italian | T.3Cy.25",40"&66"–45"<br>301 NHP<br>A.Stephen & Sons, Glasgow | I | |
| 705 — | — IronScYawl<br>99088 *J.Russell* –93 *ss* Gms.No.2–01<br>1 *Dk* | 154<br>141<br>59 | ✠100A1<br>*Stm Trawler*<br>1,00 BS7,04<br>LMC12,01 | Gms<br>1893<br>5mo | Mackie & Thomson Glasgow<br>A&CP | Gt.Gms.&E.Coast Stm.Fishing Co.Ld | 100·5 20·5 10·7<br>Q19' F19'<br>BK7½' | Grimsby British | T.3Cy.11",16½"&27"–22" (*s*) 11 = 11<br>160lb 45RH<br>1SB,2*pf*,gs32,hs587<br>Muir & Houston, Glasgow | | |
| 706 — | **Etrurian** SteelScK<br>104169 *H.Dawson* –03<br>1 *Dk* | 186<br>171<br>71 | ✠100A1<br>*Stm Trawler*<br>6,04 9,02 LMC7,00 | Bos<br>1900<br>7mo | Smith's Dock Co.Ld. North Shields<br>*Lloyd's* A&CP | Boston Deep Sea Fishg & Ice Co.Ld. | 116·0 21·1 11·1<br>Q48' F20'<br>BK7½' | Boston British | T.3Cy.12",20"&32"–23" (*s*) 12 = 0<br>180lb 52RH<br>1SB,2*pf*,gs35,hs1000<br>MacColl & Pollock, Sld. | | |
| 707 HGPL | **Ettore** IronScSr<br>32 *P.Giurgevich* 2 *Dks* | 1935<br>1908<br>1194 | | 1874 | W.Denny & Bros. Dumbarton | Lloyd Austriaco | 307·0 33·0 26·0 | Trieste Aust.-Hung. | C.2Cy.41"&70"–42"<br>265 NHP<br>Denny & Co., Dumbarton | | |
| 708 NMRS | **Ettrick** SteelScSr<br>104577 *P.Whyte* –03 2 *Dks* | 965<br>777<br>465 | | 1894 | R.Napier & Sons Glasgow | W.Sloan & Co. | 230·0 32·1 15·6<br>P140'F40' | Glasgow British | T.3Cy.21½",34"&57"–42"<br>211 NHP<br>R.Napier & Sons, Glasgow | C<br>BT<br>tdl<br>4,00 | |
| 709 NPFT | **Ettrickdale** SteelScSr<br>104584 *R.McKenzie* –01 *ss* Shl.No.2–03<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl–wa*)<br>&*deep framing* | 3775<br>3572<br>2408 | ✠100A1<br>*Spar dk*<br>1,05 LMC12,05<br>BS2,05 | Shl *w*<br>Cff<br>1894<br>11mo | C.Connell & Co. Glasgow<br>*Lloyd's* A&CP | Mackill S.S.Co.Ld. (R.Mackill & Co., *Mgrs.*)<br>*WB*=*Cell D Ba* | 450·0 43·0 19·0<br>P40'B82'F36' 27·0<br>BK11<br>120'*uE*&*B*40'*f*182 | Glasgow British | T.3Cy.24½",40"&64"–45" (*s*) 21 = 8<br>160lb *100lb* 508 NHP<br>2SB,8*cf*,gs100,hs4092 FD<br>D.Rowan & Son, Glasgow<br>*4rf*,2*cf* | | |
| 710 — | **Etty** SteelScLr | 187<br>—<br>108 | | 1902 | Vlaardingen | Naaml.Ven.Neder landsch-Stoom-visscherij | | Ymuiden Dutch | | D | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Gross Under deck. Net | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 8 Built. By Whom. Where. | 9 Owners. | 10 Length | 10 Breadth | 10 Depth | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard. ft. in. | 14 Load draught of water in Salt Water corresponding to Deck Line. | 15 Date of last Bottom Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 711 EUBEA<br>HNMD | *I. Svoronos* 98–02<br>(*ex* Glengarnock) | IronSc3MstSr<br>1 *Dk* | 292<br>255<br>131 | | | ... | 1874 | T.B.Seath & Co<br>Glasgow | McDowall & Barbour | 148·6<br>P18′F86 | 22·3 | 11·1 | Furness<br>Greek<br>*WB* | C.2Cy.21″&35″–24″<br>NB86 50NH<br>A.Campbell&Sons,Gls. | | | |
| 712 EUCLID<br>106767 | | SteelScYl<br>*ss* Hul.No.1–01<br>1 *Dk* | 165<br>152<br>51 | ✝100A1 Hul<br>*Stm Trawler*<br>~~7,01 Hull~~ 3,05 ~~7,03~~<br>~~Restored~~ ✝LMC~~8,01~~ | | | 1897<br>8mo | Mackie& Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·2<br>Q17′F17′ | 21·0 | 10·7<br>BK7½″<br>*WB*= | Hull<br>British<br>1 *BHCem*<br>*DTf* 14′25t | T.3Cy.11″,17″&28″–20″ (*s*)<br>170lb 45RH<br>1SB,*2pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | | ~~15.07~~<br>7,01 |
| 713 EUDOCIA<br>98727<br>MSFL | *W. Just* –91<br>*ss* Hul.No.3–7,99<br>*ss* Hul.No.1–03<br>1 *Dk* | IronScK | 147<br>138<br>56 | ✝100A1 Hul<br>*Stm Trawler*<br>~~Restored~~ 1,05<br>BS8,04 ✝LMC8,03 | | | 1891<br>3mo<br>*Lloyd's* | Cook, Welton&Gemm'll<br>Hull<br>*SA&CP* | Hellyer's Steam FishingCo.Ld. | 101·3<br>ND03 | 20·3 | 11·0<br>BK7½″ | Hull<br>British<br>3 *BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RH<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~4,04~~<br>4,05 |
| 714 EUGENE GRASSELLI<br>136743 | *J. A. Cox* 75–99 | SteelScLighter | 157<br>—<br>106 | | | | 1899 | J.H.Dialogue&Son<br>Camden,N.J. | G.A.Schwarz | 92·0 | 26·0 | 8·2 | New York<br>Utd.States | C.2Cy.14″&27″–20″<br>J.H.Dialogue &Son,Camden,N.J. | | R | |
| 715 EUGENE HUGHES<br>136489<br>KMDV | *H. R. Chester*<br>1 *Dk* | SteelSc | 111<br>—<br>56 | | | | 1895 | .....<br>Philadelphia | Hughes Bros.& Bangs | 84·5 | 19·0 | 9·6 | New York<br>Utd.States | | | | |
| 716 EUGÈNE KROHN<br>~~117061~~<br>~~MDKH~~ | *J. Jantzen* 83–83<br>1 *Dk&Spar dk* | IronScSr | ~~779~~ 714<br>~~757~~ 689<br>~~475~~ 474 | | | | 1883 | H. Koch<br>Lübeck | ~~F.W.Fischer~~<br>W.F.Mitchell | ~~187·0×27·2×19·8~~<br>186·8×27·2×10·7 | | | ~~Rostock~~<br>(German)<br>*WB* | C.2Cy.24″&43″–30″<br>~~RHP 317~~<br>O.Henniges&Co.,Berlin | | V | |
| 717 EUGÈNE PEREIRE<br>JDWQ | *Cazalis* 02–02<br>*Elec.light* | SteelScSr<br>2 *Dks&Spardk* | 2078<br>1774<br>711 | | | | 1888 | Cie.Gén. Trnsltq. St.Nazaire | Cie.Générale Transatlantique | 334·6<br>H–F45′ | 35·1 | 16·4<br>23·9 | Shields,British<br>Marseilles<br>French | T.3Cy.31½″,49″&79″–49″<br>NB98 437NHP<br>Cie.GénTrnsatlntiq,St.Naz | | V | |
| 718 EUGENIE<br>98040<br>LPCN | *Edwards*<br>~~*B. Shotton* –01~~<br>*ss* Cff.No.3–1,02<br>*Well deck* 1 *Dk(Irn)&Web frames* | IronScSr | 1792<br>1309<br>1157 | ✝100A1 Brs ~~Nwc~~<br>~~Restored~~ 4,03<br>~~BS12,00~~ ✝LMC~~7,02~~<br>BS12,04 | | | 1890<br>2mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | Burdick&Cook | 270·0<br>P27′Q110′B76′<br>F31′<br>*WB*= *Cell DB* 226 | 36·6 | 16·5<br>BK9½″ | London<br>British<br>4 *BHCem*<br>409t *APT* 9t | T.3Cy.21½″,35″&57″–36″ (*s*)<br>160lb *60lb* 193NHP<br>1DB,*4cf*,GS63,HS2860<br>Blair&Co.(Lim.),Stockton | 19 ″ 2<br>1 ″ 7½ | | ~~10,02~~<br>N8,04 |
| 719 —<br>Sunk 2,04<br>TCVD | (*ex* Sendari) | WoodScSr<br>2 *Dks* | —<br>—<br>196 | | | | 1888 | Whampoa Dock Co.<br>Hong Kong | ChuaEngChuan | 136·6<br>H54t | 21·6 | 10·6 | Palembng<br>Dutch | C.2Cy.16½″&31″–24″<br>39NHP<br>Bow,McLachlan&Co.Psy. | | | |
| 720 EUGÉNIE<br>JDWT | *Blondel* | SteelScSr<br>(*Trawler*) | 101<br>95<br>11 | | | | 1893 | Lobnitz& Co.<br>Renfrew | J.Légal | 82·0 | 19·1 | 10·0 | Dieppe<br>French | C.2Cy.13″&24″–18″<br>20NHP<br>Lobnitz&Co.Renfrew | | V | |
| 721 EUGENIO<br>33 | *M. Vulieri* 01–02 | IronScTug | 102<br>—<br>31 | | | | 1883 | .....<br>Budapest | E.Fanciotti | 90·0 | ... | ... | Leghorn<br>Italian | C.2Cy.16⅛″&25″–26⅝″<br>27NHP<br>PragerMschbAG Budapest | | | |
| 722 EUPHEMIA<br>PBMG | *F. Voss* –03<br>*Elec.light* | SteelScSr<br>1 *Dk&Spar dk* | 2034<br>1875<br>1289 | | | | 1903 | Act.Ges. "Neptun"<br>Rostock | DmpschiffsRheder Horn,Act.Ges. | 291·5 | 41·2 | 18·8 | Lübeck<br>German | T.3Cy.19¹¹⁄₁₆″,35⅝″&55½″–35⅝″<br>180NHP<br>A.G."Neptun," Rostock | | G | |
| 723 EUPHRATES<br>114805<br>TCWP | *E.E.Smith* –01<br>*Elec.light* | SteelSc<br>1 *Dk(Stl)&Spar dk(Stl) &Web frames* | 2809<br>2671<br>1793 | ✝100A1 Lon *t*<br>*Spar dk*<br>4,01~~3,02~~ ✝LMC13,~~1~~ | | | 1901<br>12mo<br>*Lloyd's* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*SA&CP* | Bucknall SS.Lines, Ld. (Bucknall Bros. *Mgrs.*) | 300·0<br>F29′ | 43·7 | 16·8<br>24·7<br>FK<br>*WB*= | London<br>British<br>5 *BHCem*<br>*Cell DB* a 86′ | T.3Cy.22½″,36½″&61″–42″<br>160lb (*r*) 280NHP<br>3SB,*6pf*,GS69,HS3810 ED<br>N.E.MarineEngCoLtd.Nwc<br>*aE&B* 34 *f* 132′543t *APT* 55t | 19 ″ 0<br>5 ″ 7½ | | |
| 724 —<br>106710 | *W.J.Irish* –96<br>~~*ss* Hul.No.1–00~~<br>*ss* Hul.No.2–04<br>1 *Dk* | IronScK | 172<br>159<br>65 | ✝100A1 Hul<br>*Stm Trawler*<br>~~Restored 3,04~~ ~~3,01~~ ~~Hull~~<br>~~2,05~~ ✝LMC~~4,01~~<br>BS5,05 6,01 | | | 1896<br>7mo<br>*Lloyd's* | Cochrane & Cooper Beverley<br>*SA&CP* | T.Hamling&Co.Ld | 109·3<br>Q20′ | 21·1 | 11·2<br>BK7′3 | Hull<br>British<br>3 *BHCem* | T.3Cy.12¾″,21″&34″–24″ (*s*)<br>180lb 60RH<br>1SB,*2cf*,GS24,HS899<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~11,02~~<br>8,04 |
| 725 —<br>93075 | *W.Hall* –03<br>*Mchy Aft* | IronScK<br>1 *Dk* | 125<br>125<br>47 | | | ... | 1886 | W.B. Thompson<br>Dundee | W.B.Grieve | 103·8<br>Jen92 | 20·3 | 10·2 | SJhnsNFL<br>British | C.2Cy.15″&27″–15″<br>30RIP<br>W.B.Thompson,Dundee | | | |
| 726 EUPLECTELA<br>102844<br>NHDM | *E.Stott* –97<br>1 *Dk(Stl)&Spar dk(Irn)&Web frames*<br>*Mchy.Aft* *Elec.light* | SteelSc3MstSr<br>*ss* Hpl.No.2–02 | 3918<br>3506<br>2507<br>*Carrying Petroleum in bulk* | ✝100A1 Msl *w*<br>*Spar dk*<br>~~3,04~~ ~~7,03~~ ~~Sh&Nwc~~<br>✝LMC~~9,02~~<br>~~1,04~~ | | | 1894<br>2mo | Armstrong Mitchell&Co Ld.Newcastle<br>A&CP | ShellTransport& TradingCo.Ld.(M. Samuel&Co. *Mgrs*)<br>*WB*= *DB* a *E&B* 64′138t *FPT* | 340·0<br>P85′B24′F35′<br>drp04 | 44·0 | 22·9<br>29·9<br>FK | London<br>British<br>13 *BHCem*<br>180t *APT* 65t | T.3Cy.25″,41″&67″–48″ (*s*)<br>160lb *90lb* 325NHP<br>2DB.*12cf*,GS175,HS5100<br>WallsendSlip.Co.(L.).Nwc | 24 ″ 2<br>6 ″ 9½ | | ~~4,03~~<br>6,04 |
| 727 EUREKA<br>136740<br>KQGJ | *J.H.O'Brien*<br>*Mchy.Aft* *Elec.light* | SteelScSr<br>1 *Dk2trB* | 2122<br>—<br>1399 | | | | 1899 | Cleveland S.B.Co.<br>Lorain,O. | GlobeNav.Co. | 237·5 | 42·0 | 23·4<br>*WB* | Seattle, Wash.<br>Utd.States | T.3Cy.18½″,31½″&51″–36″<br>156NHP<br>ClevelandS.B.Co.,Clevelnd | | RV | |
| 728 —<br>86485<br>WPJG | *W.Jenkins* –04<br>*Well deck* | IronScSr<br>*ss* Cff.No.3–5,95<br>*ss* Trn.No.2–03<br>1 *Dk(Irn)2trB* | 1344<br>1061<br>837 | ✝100A1 Liv *o*<br>6,05<br>~~Restored~~ ~~1,01~~<br>~~2,01 M~~ ~~Liv~~ | | | 1882<br>8mo | Strand Slipway Co.<br>Sunderland<br>A&CP | EurekaS.S.Co.Ld. (Osborn&Wallis)<br>*WB*= *DBa* 71′*f* 59′331t *FPT* | 244·0<br>Q92′B55′F27′ | 33·8 | 17·2<br>FK | Cardiff<br>British<br>4 *BHCem*<br>66t *APT* 30t | C.2Cy.29″&56″–36″ (*s*)<br>80lb *50lb* ND895 146NHP<br>2SB.*4pf*,GS63,HS2400<br>N.E.MarineECo.(Lim.)Sld | 18 ″ 5<br>1 ″ 9½ | | 1,02 |
| 729 —<br>136808<br>KQDS | *G.M.Jessen* –00<br>2 *Dks* | WoodScSr | 484<br>—<br>312 | | | | 1900 | C.P.Doe<br>Wilmington, Cal. | C.P.Doe | 142·5 | 26·0 | 12·0 | S.Frncisco<br>Utd.States | C.2Cy.12″&28″–20″<br>29NH | | | |
| 730 —<br>136692<br>KNPJ | *B.H.Hawes* –98<br>1 *Dk* | SteelScTug | 353<br>—<br>186 | | | | 1898 | C.Hillman S.&E.B.Co.<br>Philadelphia | StaplesCoalCo. | 128·0 | 26·3 | 15·0 | Fall River, Mass.<br>Utd.States | T.3Cy.16″,24″&40″–28″<br>85NHP<br>C.HillmanS.&E.B.Co.Phl. | | | |
| 731 —<br>93940 | *J.Desrochers* –97<br>*Mchy.Aft* 1 *Dk(Stl-ws)* | SteelScSrTug<br>*ss* Qbc.No.1–98 | 170<br>163<br>19 | ✝ Qbc *b*<br>5,98 | | | 1893<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow | CanadianGovernment | 94·7<br>BK7′ | 22·0 | 11·9 | Quebec<br>British<br>3 *BHCem* | C.2Cy.19″&38″–24″<br>40RH<br>1SB,*2rf*,GS42,HS1382<br>D.Rowan&Son,Glasgow | 12 ″ 9 | | |
| 732 —<br>106772 | *F.Mears* –97<br>1 *Dk* | SteelScYl<br>*ss* Hul.No.1–02 | 165<br>152<br>51 | ✝100A1 Hul<br>*Stm Trawler*<br>~~12,04~~ ~~Hull~~<br>✝LMC<br>MS10,01 BS10,04 | | | 1897<br>9mo | Mackie& Thomson<br>Glasgow<br>A&CP | Gt.NorthernS.S. FishingCo.Ld. | 104·2<br>Q17′F17′ | 21·0 | 10·7<br>BK7½″<br>*WB*= | Hull<br>British<br>4 *BHCem*<br>*DTf* 14′25t | T.3Cy.11″,17″&28″–20″ (*s*)<br>170lb 45RH<br>1SB,*2pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | | N3,04 |

| Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Machines de Manœuvre | Lettre de Cl. | Construit. Quand. Navire | Par qui. On. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression. Chaudières. HP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Hélice. Matériau. Nombre de pales. | Propulseur auxiliaire. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **733 Eurimbla** SteelScSr<br>*R.A.Sharland* –03 1 *Dk&Spardk* | 1055<br>997<br>598 | ✠100A1 Adl *d*<br>4,02<br>BS8,03 ✠LMC4,02 | | | | 1884 | J.Key&Sons Kinghorn | Australasian United Stm.Nav.Co.Ld. | 214·2 \| 31·2 \| 19·2 | | | Sydny NSW British | C.2Cy.30"&60"–39"<br>187NH<br>*WH* J.Key&Sons,Kirkcaldy | | | |
| **734 Euro** SteelScSr<br>*W.A.Wills*90–97 *ss*Adl.No.1–02<br>(*Tug*) 1 *Dk* | 258<br>231<br>6 | ✠100A1 Adl *d*<br>4,02<br>BS8,03 ✠LMC4,02 | | | | 1897<br>5mo<br>*Lloyd's* | Gourlay Bros.&Co Dundee<br>*SA&CP* | Adelaide Stm.Tug Co Ld. | 130·0 \| 22·5 \| 12·2<br>BK67<br>*WB* = | | | P Adelaide British<br>4 *BHCem*<br>*FPT* | T.3Cy 16",26"&43"–30" (*a*)<br>160lb 92RH<br>1SB,*3cf*,gs58,us1811<br>Gourlay Bros & Co.,Dundee | 13 × 9<br>× 1 × 6 | | |
| **735 Euroka** SteelPadK<br>*J.Kelso* –04<br>1 *Dk* | 170<br>151<br>90 | | | | | 1897 | Foster&Minty Balmain | North Coast Steam Nav.Co.Ld. | 120·4 \| 22·1 \| 6·9<br>F12′ | | | Sydny NSW British | C.D.2Cy.13"&26"–36"<br>30RH<br>Denny&Co.,Dumbarton | | | |
| **736 Europa** IronScSr<br>*C.Gudewer*98–98 2 *Dks* | 1458<br>1353<br>923 | | | | | 1879 | C.Mitchell&Co. Newcastle | J.H.A.Dabelstein | 260·1 \| 33·8 \| 22·2<br>P24′ F31′ | | | Hamburg German<br>*WH* | O.2Cy.32"&60"–39"<br>187NH<br>Blair&Co.(Lim.),Stockton | 23 × 4 | | V |
| **737** — SteelScSr<br>*G.S.Sundt*<br>1 *Dk* | 1041<br>827<br>652 | | | | | 1899 | Bergens Mek.Værks. Bergen | A.Halvorsen | 225·3 \| 32·2 \| 13·3<br>Q116′ *B*18*cH*20′<br>F28′ | | | Bergen Norwegian<br>*WB* | T.3Cy.15¾",25"&42"–30"<br>97NH<br>Bergens Mek.Værks.Bgn. | | | N |
| **738** — IronScSr<br>*G.Voigt* –94<br>1 *Dk&Awngdk* | 680<br>415 | *Now named "Russland," See No. 15 in Supplement* | | | | 1883 | G.Howaldt Kiel | Dampfsch.A.G. Europa(Schröder &Pape) | 175·3 \| 25·2 \| 18·7<br>H15′ | | | Lübeck German<br>*WH* | O.2Cy.28"&37½"–27"<br>NB01 61NH | | | G |
| **739** — WoodScTug<br>*J.Viales*02–02<br>F&YM8,00 cf 1 *Dk* | 40<br>40<br>7 | ✠ Gib 11<br>10,01<br>✠ | | | | 1896<br>5mo | Union Co-operative S.B. Co.Ld. Blyth | Crusoe,Mackintosh&Co. | 68·1 \| 14·9 \| 7·4<br>8&12yrs Mat | | | London British | C.2Cy.12"&24"–18"<br>40RH<br>1SB,*2pf*,gs22,us500<br>Hedley&Boyd,N.Shields | | | |
| **740 Europe** SteelSc4MastSr<br>*J.T.J.Wylie* –04 *ss*Bel.No.3–8,03<br>2 *Dks*(1 *Stl*–ws,1 *Irn*–ws)&*Spardk*<br>*Elec.light* (*Stl*–ws)4*tr B* | 5302<br>5265<br>3400 | ✠100A1 Bal *z*<br>*Spar dk* Ant<br>12,04 ✠LMC9,03<br>PS12,01 | | | | 1891<br>4mo | Palmers' Co.(Lim.) Newcastle<br>*Lloyd's* *SA&CP* | National SS.Co.Ld. | 435·0 \| 46·4 \| 25·2<br>33·0<br>BK11½′<br>*WB* = *Cell DB*375′*865t FPT* | | | Liverpool British<br>7 *BHCem*<br>67t *APT* 3 | T.3Cy.29"47½"&77½"–60" (*r*)<br>180lb *180lb* 45NH<br>3DB,*18cf*,gs330,us8955<br>Palmers' Co.(Lim.),Nwc. | 28 × 1<br>× 9 × 8 | | |
| **741** — IronScSc<br>*A.Bryant* –01 *ss*Hul.No.3–9,91<br>1 *Dk* | 198<br>198<br>120 | ✠ Lon *c*<br>2,93 | | | | 1880<br>4mo | Earle's Co. Hull | Hull Stm.Fishing &Ice Co.Ld. | 130·8 \| 21·0 \| 10·9<br>4p:38<br>BK7 | | | Hull British<br>*BHCem* | C.2Cy.21"&40"–27"<br>NB01 60RH<br>Earle's Co.(Lim.),Hull | | | |
| **742** — IronScK<br>*C.Leonard* –91<br>(*Trawler*) 1 *Dk* | 151<br>139<br>66 | | | | | 1891 | Cochrane, Coopr&Schofield Beverley | N.Eastern Steam Fishing Co. Ld. | 100·5 \| 20·5 \| 11·0<br>Q19′F17′<br>BK7½ | | | Grimsby British | T.3Cy.10⅝",18"&30"–22"<br>NB00 45RH | 11 × 10 | | |
| **743 European** SteelTwinSc4MastSr<br>*R.Ridley* –03 *Now named "Tropic," See No. 1 in Supplement*<br>3 *Dks* | 8194<br>5386<br>5355 | | | | | 1896 | Harland&Wolff (Lim. Belfast | ~~P.Leyland&Co.~~ (1900) Ltd. (Ismay,Imrie&Co.,*Mgrs.*) | 475·9 \| 55·2 \| 35·9<br>Accepted by Co.Ld. | | | Liverpool British<br>*WH* | T.6Cy.19",31"&52"–48"<br>375NH<br>Harland&Wolff (Lim.),Bel | | | |
| **744 Eurvin** IronScK<br>(*ex* Assyrian) 1 *Dk* | 176<br>166<br>70 | ✠100A1 Gms<br>*Stm Trawler*<br>6,00 ✠LMC10,99 | | | | 1899<br>10mo<br>*Lloyd's* | Cochrane& Cooper,Ld. Beverley<br>*SA&CP* | ~~Pichon L.Fowler~~ Cann | 110·6 \| 21·0 \| 11·2<br>Q47′F22′<br>BK7½ | | | Boulogne French<br>3 *BHCem* | T.3Cy.11½",18½"&30½"–22"<br>180lb (*s*) 60NH<br>1SB,*2pf*,gs33,us1105<br>Gt.Central Co-op.Eng&Ship Repairing Co.Ld.Gms | 12 × 0 | | |
| **745 Euryalus** SteelScSr<br>~~*M.Mathewson*~~ –00 *ss*Cal.No.1–02<br>*M.Robinson* 2 *Dks*(*Irn*)&*Web frames*<br>*Elec.light* | 3570<br>3189<br>2286 | ✠100A1 Cal *w*<br>8,05 1,07 Syd<br>BS8,05 ✠LMC1,02 | | | | 1898<br>8mo | Palmers' Co.Ld. Newcastle<br>A&CP | A.Currie&Co. | 360·0 \| 45·7 \| 24·1<br>P35′B102′F45′<br>BK10½<br>*WB* = *Cell DB*116′ *uE* 1 *B*50′ *f*142′734*t* | | | Melbourne British<br>6 *BHCem*<br>*APT*24*t* | T.3Cy.27",45½"&74"–48" (*s*)<br>180lb *180lb* 458NH<br>2SB,*8cf*,gs136,us6165 FD<br>Palmers' Co.Ld.Nwc. | 26 × 9<br>× 4 × 11 | | |
| **746 Euskaro** IronScSr<br>(~~*STRANDED & RE-FLOATED 5,03*~~<br>*ss*N.Ns.No.1–01 *ss*Liv.No.3–10,98<br>1 *Dk*(*Irn*)&*Spardk*(*Irn*)3*tr B* | 2578<br>2373<br>1537 | ✠100A1 Liv *s*<br>*Spar dk* NNs<br>6,04 1,01 Cal 04<br>✠ B6,01 | | | | 1886<br>11mo<br>A&CP | R.Thompson&Sons Sunderland | Merritt&Chapman Derrick&Wrecking Co.<br>*WB* = *Cell DB*70′ *u* | 290·0 \| 38·6 \| 18·7<br>B44′F19′ 26·3<br>drp. BK10½<br>*E*22′ *f*112′260*t FPT* | | | 5 *BHCem*<br>66*t APT*10*t* | C.2Cy.24"&69"–48" (*a*)<br>160lb *80lb* NDN89 270NHP<br>2SB,*6cf*,gs1[illegible]<br>J.Dickinson,Sunderland | 21 × 2 | | |
| **747 Euston** SteelScSr<br>*C.Matthews*97–04 *ss*Cff.No.1–03<br>1 *Dk*(*Irn*)2*tr B*&*Webframes*<br>3 *Dk rule* | 2728<br>2576<br>1747 | ✠100A1 Cff *u*<br>*with freeboard*<br>4,05 ✠LMC10,02<br>BS8,04 | | | | 1898<br>7mo | Ropner& Son Stockton<br>A&CP | Euston S.S.Co.Ld. (Evan Thomas, Radcliffe&Co.)<br>*WB* = *Cell D* | 320·0 \| 44·0 \| 21·9<br>P29′B68′F37′<br>FK5½ | | | Cardiff British<br>5 *BHCem*<br>583*t APT*14*t* | T.3Cy.22½",37"&61"–42" (*s*)<br>160lb *160lb* 245NH<br>2SB,*8cf*,gs100,us3760<br>Blair&Co.Ld.Stockton | 24 × 3<br>× 4 × 3½ | | |
| **748 Eutaw** CompPad<br>*L.H.Adair* –85 | 547<br>—<br>503 | | | | | 1882 | S.J.Prignall&Bro. Charlstn,S.C. | Marks Moses | 156·0 \| 29·8 \| 7·8 | | | Georget'n, S.C. Utd.States | | | | |
| **749 Euterpe** SteelScSr<br>*J.Gibson*04–04<br>*Spar dk*(*pt Irn*–*pt Stl*)2*tr B*&<br>*deep framing* | 3540<br>3364<br>2298 | ✠100A1 Bry *w*<br>*Spar dk*<br>*with f'board*<br>2,04 ✠LMC3,01 | | | | 1901<br>9mo<br>*Lloyd's* | Sir R Dixon &Co.Ld. Middlesbro'<br>*SA&CP* *WB* = *Cell D Ba* 112′ *uE* | Calliope S.S.Co.Ld. (Scaramanga Bros. *Mgrs.*) | 339·5 \| 47·1 \| 17·2<br>P&B216′F34′ 25·2<br>FK6½<br>16′ *f*148′709*t FPT* | | | London British<br>6 *BHCem*<br>76*t APT*14*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *80lb* 318NH<br>4SB,*8cf*,gs115,us4818<br>Cen.Mar.Eng.Wrks.W Hpl | 19 × 6<br>× 1 × 5½ | | |
| **750** — SteelScSr<br>*E.Radonicich*<br>*Elec.light* 2 *Dks*(1 *Stl*&1 *pt Stl*)3*tr b* | 2302<br>2032<br>1392 | ✠ Sld *f*<br>9,86<br>✠ | | | | 1886<br>6mo | J.L Thompson&Sons Sunderland | Lloyd Austriaco<br>*WB* = *Cell DB*236′ 260′ | 315·0 \| 38·1 \| 24·3<br>B86′F33′<br>*FPT*26*t APT*10*t* | | | Trieste Aust.-Hung<br>*BHCem* | T.3Cy.26",42"&69"–48"<br>330NH<br>T.Richardson&Sons,Hpl. | 27 × 0 | | |
| **751** — IronScSr<br>*J.Beynon* –01 *ss*Cff.No.3–6,96<br>*Well deck* *ss*Trn.No.1–01<br>1 *Dk*(*Irn*)2*tr b* | 1522<br>1228<br>956 | ✠100A1 Trn *q*<br>6,01<br>BS11,03 ✠LMC5,01 | | | | 1883<br>10mo<br>*Lloyd's* | A.Stephen &Sons Glasgow<br>*SA&CP* | Euterpe S.S.Co.Ld. (Osborn&Wallis) | 260·1 \| 36·0 \| 16·4<br>Q102′B58′F36′<br>FK6½<br>*WB* = *Cell DB* 182′399*t* | | | Cardiff British<br>4 *BHCem*<br>4*PT*15*t* | C.2Cy.32"&60"–39" (*b*)<br>80lb *80lb* NDN96 184NH<br>2SB,*4cf*,gs72,us3212<br>A.Stephen&Sons,Glasgow | 19 × 1<br>× 1·10½ | | |
| **752** SteelScSr<br>*H.Oldenburger* –03<br>2 *Dks* | 897<br>676<br>543 | | | | | 1903 | Rijkee&Co Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 213·4 \| 30·5 \| 13·3<br>Q69 B48′F26′ | | | Amstrdam Dutch<br>*WH* | T.3Cy.15",25"&40"–36"<br>96NH<br>Maats.Feyenoord,Rot | | | V |
| **753 Euthamia** IronScK<br>*W.H.Tozer* –03 *ss*Gms.No.3–9,03<br>1 *Dk* | 142<br>139<br>48 | ✠100A1 Gms<br>*Stm Trawler*<br>3,04 ✠LMC9,03<br>✠NE&B9 | | | | 1890<br>12mo<br>*Lloyd's* | A.W.Robertson&Co. London<br>*SA&CP* | N.Eastern Steam Fishing Co.Ld. | 96·2 \| 20·2 \| 10·7<br>Q16<br>ND08 BK7½ | | | Grimsby British<br>3 *BHCem* | T.3Cy.11",18"&30"–22" (*s*)<br>175lb 45RH<br>1SB,*2pf*,gs26,us694<br>Amos&Smith,Ld.Hull | 11 × 10 | | |
| **754 Euxine** SteelScSp<br>*D.Dracoulis*93–93<br>1 *Dk* | 171<br>167<br>[illegible] | | | | | 1889 | J.T.Eltringham S.Shields | O.A.Stathatos | 115·0 \| 20·1 \| 10·6 | | | Ithaca Greek | T.3Cy.14",28"&37"–24"<br>67NH<br>J.P.Rennoldson&Sns S.Sh[illegible] | 11 × 0 | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. / Master / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Registered Tonnage. Gross. / Under Deck. / Net. | 5 Particulars of Classification. Character. / ✝ for Special Survey / Date of last Survey | 6 Port of Survey. / Year Admitted / now applied. / Equipment Letter. | 7 | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No & Dia of Cylinders — Stroke / Boiler Pressure. NP = Horse power by Society's formula, RHP = power by Ship's Register. Particulars of Boilers & Furnaces. / Engine Maker's Name | 14 Moulded Depth. / Freeboard Amidships | 15 Date when classed. If not in L.R. Date when Class Lost. | 16 Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 755 NKLQ | **Euxinia** *C.N.Lund* | **SteelScSr** ssLth.No.1–03 1 *Dk(Stl)&Spar dk(pt Irn pt Stl) &deep framing* | 3649 3395 2333 | ✝100A1 *Spar dk* | Lth | *tc* | 1899 3mo | TyneIron S.B.Co Ld. Newcastle *Lloyd's* | DmpskslskKjöbenhavn(P.L.Fisker) *WB = Cell DBa* | 318·0 48·0 16·4 P35′B110 F39′ 24 t 108′uE28′f111′825t | Copnhagn Danish | T.3Cy.24″,40″&66″–45″ (s) 180lb *180lb* 311NHP 2SB.6rf,GS124,HS1800 Blair&Co Ld Stockton | 19 ″ 0 s 5 ″ 7 | | 6,05 |
| 756 RLNT | **Eva** *C.Petersen*99–00 (*ex*Waddon) | **SteelScSr** ssGrk.No.1–02 *Spar dk(Stl)2trB &deep framing* | 3231 3034 2084 | ✝100A1 *Spar dk with/freeboard* 10,02 | Ham | *tc* | 1899 2mo | W.Hamilton&Co. Pt.Glasgow *A&CP* | M.Jobsen *WB = Cell DBa* | 330·8 45·5 16·2 P31′B118′F39′ 23·9 FK 98′uE114′f144′727t | Hamburg German | T.3Cy.24″,40″&65″–42″ (s) 180lb *90lb* 301NHP 2SB,6rf,GS141,HS4691 D.Rowan&Son,Glasgow | 18 ″ 6 s 4 ″ 9½ | | 3,05 |
| 757 JVQR | — *H.J.Meyer*01–01 | **SteelScSr** ssNwc.No.2–01 1 *Dk(Stl)2trB(s) Webframes&pt Awng dk(Irn)* | 2987 2311 1925 | ✝100A1 *pt Awng dk with/freeboard* 9,05 | Bry | *u* | 1893 5mo | Ropner& Son Stockton *A&CP* | Dampskibet Eva's Rederi (Akties. Chr.Michelsen& Co.) | 322·0 41·5 20·7 P29′Q110′ BK10′ *pt Awng dk183′ WB = Cell* | Bergen Norwegian | T.3Cy.22½″,37″&61″–42″ (s) 160lb *80lb* 246NHP 2SB.6cf,GS104,HS3760 Blair&Co.(Lim.),Stockton | 24 ″ 0 s 9 ″ 1½ | | 8,05 |
| 758 JKPD | — 3461 *A.F.Fränberg*93–02 *Well deck* | **SteelScSr** ssSkm.No.3–5,02 1 *Dk(Irn)2trB* | 1321 1011 800 | ✝100A1 Spl | Npt | *o* | 1889 7mo | Strand SlipwayCo. Sunderland *A&CP* | Rederiaktieb.Hernodia(A.F.Nätterqvist, *Mgr.*) *WB = Cell DB192′* | 242·0 34·9 14·9 P29′Q59′B18′F33′ BK8′ 122t *FPT65t APT* | Hernösand Swedish | T.3Cy.18½″,30″&49″–33″ (s) 160lb *60lb* 135NHP 4BHpt.1sp.S 18t *pt Cem* 3 Scebeck,Geestemünde | 17 ″ 6 s 1 ″ 9½ | | 12.03 |
| 759 RPBT | — *O.Salvesen*91–01 *Well deck* | **IronScSr** (*ex*Amanda) 1 *Dk2trIs* | 1174 903 736 | | | … | 1877 | W.Gray& Co. W Hartlepool | G.C.Brövig | 237·6 31·6 17·2 Q86′B108′H43t F32t | Fæsund Norwegian *WB* | C.2Cy.28″&53″–33″ NB98 134NHP T.Richardson&Sons,Hpl. | 18 ″ 5 | N | |
| 760 KRHC | — *H.Scheel* | **SteelSc** 1 *Dk* (*Trawler*) | 148 138 39 | | | | 1895 | G.Seebeck Geestemünde | P.AugWurthmann | 105·8 21·0 10·3 | Gstemnde German *WB* | C.2Cy.16⅞″&30⅛″–22⅛″ 37NHP 3 Seebeck,Geestemünde | | G | |
| 761 99646 | — *W.Main* –93 | **SteelScSr** 1 *Dk* | 88 84 30 | | | … | 1893 | A.Hall& Co. Aberdeen | W.Main | 86·6 18·6 8·8 BK7″ | Aberdeen British | C.2Cy.13″&26″–18″ 30RHP A.Hall&Co.,Aberdeen | 9 ″ 7 | | |
| 762 104595 NQJW | **Evandale** *W.Buyers* –02 | **SteelScSr** ssSws.No.2–03 1 *Dk(Stl)&Spar dk(Stl–ws) &deep framing* | 3775 3373 2468 | ✝100A1 *Spar dk* 10,04 BS10.04 | Sws | *tc* | 1895 1mo | C.Connell &Co. Glasgow *Lloyd's* | MackillS.S. Co.Ld. (R.Mackill&Co. *Mgrs.*) *WB = Cell* | 350·0 43·0 19·0 P40′B82′F36′ 27·0 BK11′ *DBa 120′uE&B10′ f132′757t* | Glasgow British | T.3Cy.24½″,40″&64″–45″ (s) 160lb *100lb* 295NHP 6BHCem 2SB.8rf,GS156,HS1719 O.Rowan&Son,Glasgow | 21 ″ 9 s 6 ″ 7 | | 10,04 |
| 763 114770 SQWD | **Evangeline** *ssHld.N.–3–04* (*STRANDED & REFLOATED 4.04*) *W.J.Muir* –03 *Elec.light* | **SteelScSr** 1 *Dk(Irn)2trB &deep framing 3 Dk rule* | 3344 3169 2133 | ✝100A1 6,04 7,03 | Cff Hpl | *v* | 1901 9mo | R.Thompson&Sons Sunderland *Lloyd's* | Anglo-Grecian SS. Co.Ld.(Mango, Doresa&Co. *Mgrs.*) *B = Cell DBa 102′u* | 330·3 48·0 23·8 P31′B104′F37′ drp04 FK *824′f136′807t FPT* | London British | T.3Cy.24½″,40″&66″–45″ (s) 160lb *80lb* 316NHP 2SB,Spf,GS142,HS5100 J.Dickinson& Sons,Ld.Sld. | 26 ″ 5 s 4 ″ 7½ | | 3,05 |
| 764 98627 MDPJ | — *T.P.Heeley* –02 (*ex*ClanMackinnon) | **SteelScSr** ~~ssGlw.No.2–01~~ ssHpl.No.3–9,04 2 *Dks(1 Stl–U Irn–ws)3trB* | 2266 2058 1417 | ✝100A1 9,04 | Hpl | *s* | 1891 5mo | A.Stephen & Sons Glasgow *Lloyd's* | Furness,Withy& Co.Ld. | 305·0 39·0 23·3 P28′B72′F37′ ptND894 BK10″ *WB = MTf18′330t* | W.Hartlpl British | T.3Cy.23″,37″&62″–42″ (s) 180lb *100lb* 306NHP 2SB.6rf,GS100,HS1180 FD A.Stephen&Sons,Glasgow | 21 ″ 9 | | N9,04 |
| 765 | **Evangelini** (*ex*Ika) | **IronScSr** | 110 — 48 | | | | 1885 | Stabilimnto Tecnico Trieste | A.E.Mavrogordato | 123·0 14·0 6·0 | Syra Greek | C.2Cy.15″&25″–18″ 22NHP StabilimentoTecnico,Tri. | | A | |
| 766 | **Evangelos Petritzis** *C.Cosmas* (*ex*City of Truro) | **IronScSr** ssCff.No.3–2,96 ssShl.No.1–00 2 *Dks(Irn)3trB* | 1983 1866 1261 | ✝100A1 6,03 BS10.03 BS5,04 | Bel | *s* | 1883 9mo | Palmers' Co.Ld. Newcastle *Lloyd's* | CosmasBros. *WB = DBa* | 281·0 37·3 23·1 P26′B58′F29′ BK9½″ 88′f61′300t | Syra Greek | C.2Cy.31″&64″–42″ (a) 75lb *80lb* NDB97 206NHP 2SB.6pf,GS100,HS3184 Palmers' Co.Ld.Nwc. | 24 ″ 3 s 4 ″ 5½ | | 6,03 7,04 |
| 767 HMBQ | **Evaristo** *B.Cosariego* –01 (*ex*Buffalo) *Mchy.Aft* | **SteelSc** 1 *Dk(Stl)* | 118 91 54 *Coasting, River & Canal pur poses* | ✝ 3,96 | Trn | | 1894 1mo | Mackie& Thomson Glasgow | Viuda de Ochoa | 80·4 18·0 7·6 Q23′ len96 BK5″ *WB = FPT10t* | Bilbao Spanish | C.2Cy.10″&20″–14″ 12NHP 3BHCem 1SB,1pf,GS12,HS318 Muir&Houston,Glasgow | 8 ″ 6 | | |
| 768 96274 | **Eveleen** *T.W.R.Milner* –03 *Well deck* | **SteelScSr** ssBel.No.3–3,03 1 *Dk(pt Stl&pt Irn)* | 485 351 112 | ✝100A1 5,04 | Bel | *h* | 1891 3mo | Workman, Clark&Co.Ld. Belfast *Lloyd's* | J.Milligen&Co.Ld. *WB = Cell DB80′81t FPT* | 171·8 26·1 10·2 P19′Q80′B50′F24′ drp03 BK6″ 15t *APT10t* | Belfast British | T.3Cy.16″,26″&42″–30″ (s) 160lb 90RHP 4BHCem 1SB.3cf,GS60,HS1598 Muir&Houston,Glasgow | 12 ″ 8 s ″10½ | | 3,03 |
| 769 106615 PQVL | **Eveline** *B.Burgess* –97 | **SteelScSr** ssNpt.No.1–01 1 *Dk(Irn)2trB &Webframes3 Dk rule* | 2605 2405 1660 | ✝100A1 9,04 10,03 BS10,03 | Sws CE | *t* | 1897 5mo | W.Gray& Co.(Lim.) W Hartlepool *A&CP* | Pyman,Bell&Co. (Lim.) *WB = Cell DBa* | 314·0 44·1 20·7 P27′B70′F31′ FK 106′uE&B38′f126′ | Newcastle British | T.3Cy.23″,36½″&62″–39″ (s) 160lb *80lb* 244NHP 2SB,6rf,GS83,HS3718 Cen.Mar.Eng.Wrks.W Hpl | 23 ″ 3 s 4 ″ 0½ | | 10,03 |
| 770 | — *B.Meiboom* –03 | **SteelScK** ssAms.No.1–04 1 *Dk* | 208 202 76 | ✝100A1 *StmTrawler* 1,05 BS1,05 | Ams | | 1900 4mo | Bonn& Mees Rotterdam *A&CP* | Maats.Mercurius | 120·9 21·1 12·7 Q23′ BK7 *WB = DBf19′14t* | Ymuiden Dutch | T.3Cy.12″,20″&32″–22″ (s) 180lb 60NHP 3BHCem 1SB.2cf,GS330,HS1054 Earle's Co.Ld.Hull | 13 ″ 6 | | 12,04 |
| 771 92924 KRGJ | **Evelyn** *R.Butterwick* –04 *Well deck* | **SteelScSr** ssHpl.No.3–2,00 1 *Dk(Stl)&Webframes* ssHpl.No.1–03 | 2318 1786 1476 | ✝100A1 1,05 | Hpl | *s* | 1888 4mo | W.Gray& Co. W Hartlepool *A&CP* | T.Appleby&Co. | 290·0 38·2 20·3 P27′Q94′B112′ F29′ BK10″ *WB = DBa96′* | W.Hartlpl British | T.3Cy.22½″,36½″&60″–39″(s) 160lb *80lb* NDB03 224NHP 2SB.6cf,GS97,HS3358 Blair&Co.(Lim.),Stockton | 22 ″ 2 s 2 ″ 1 | | 9,04 |
| 772 136020 KNCS | — *D.Sullivan*02–02 (*ex*Badsworth) | **IronScSr** ssCff.No.3–4,96 ~~ssN.Yk.No.1–01~~ ssNYk.No.2–04 1 *Dk(Irn)&Spar dk3trB* | 1963 1869 1185 | ✝100A1 *Spar dk* 11,04 | NYks | *r* | 1883 6mo | Oswald, Mordaunt&Co. Southampton *A&CP* | A.H.Bull&Co. *WB* | 263·8 36·1 24·2 P20′B60′F28′ ptND01 BK9″ *= DBuE&B38′125t* | NewYork Utd.States | C.2Cy.30″&60″–42″ (a) 90lb *90lb* NDB99 181NHP 2SB.4cf,GS76,HS2826 Oswald,Mordaunt&Co.Sou | 18 ″ 8 | | 11,04 |
| 773 105644 | **Evening Star** *C.Donkin* –00 | **SteelScK** 1 *Dk* | 145 134 35 | ✝100A1 *StmTrawler* 12,02 | Hul | | 1900 11mo | J.Duthie Sons&Co. Aberdeen *Lloyd's* | Scarborough, Hartlepool&N.SeaStm FishingCo.Ld. | 99·4 20·0 10·6 BK7½″ | Scarbro' British | C.2Cy.14″&34″–22″ (s) 140lb 45RHP 1SB.2pf,GS36,HS1074 W.V.V.Lidgerwood,Gls. | 11 ″ 3 | | 12,02 |
| 774 104517 | — *T.Ritchie* –02 | **SteelScSr** 1 *Dk* | 120 113 39 | | | … | 1895 | A.Hall &Co. Aberdeen | W.H.Dodds | 90·5 19·6 10·1 BK7½″ | Aberdeen British | C.2Cy.13½″&30″–21″ 45RHP A.Hall&Co.,Aberdeen | 10 ″ 7 | | |
| 775 106991 QKBR | **Everest** *J.Dower* –03 | **SteelScSr** ssGrk.No.1–02 1 *Dk(Irn)&deep framing* | 2109 1918 1332 | ✝100A1 1,01 BS9,04 | Cff | *s* | 1898 11mo | W.Gray& Co.Ld. W Hartlepool *A&CP* | J.E.Murrell&Son *WB = Cell DBa* | 289·8 42·1 19·2 P27′B69′F29′ FK *&uE110′f120′607t* | W.Hartlpl British | T.3Cy.21½″,35″&58″–39″ (s) 160lb *80lb* 217NHP 2SB,6rf,GS73,HS3370 Cen.Mar.Eng.Wrks.W Hpl | 21 ″ 9 s 3 ″ 6 | | 4,04 |

| Numéro officiel | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord en milieu de navire. pds. po. | Date de la dernière Visite de Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 776 WFNC | **Everest** IronScBn<br>*W. Beer –02 ssHpl.No.3–3.94*<br>*Well deck ssCff.No.2–03*<br>*1 Dk(Irn)2tr B* | 1646<br>1299<br>1035 | ✝100A1 Cff *q*<br>12,03<br>BS7,04 ✠LMCR03 | | 1881 W.Gray& Co. 12mo W Hartlepool A&CP | | ~~J. Rowe&Sons~~<br>RoweShppgCo Ltd (P.Rowe&Ss.*Mgrs*) | 261·6\|34·6\|19·5<br>B66'F84'<br>BK 9¼<br>*WB=DBa84 f90'331t* | | | Cardiff<br>British<br>*4 BHCem* | 2Cy.28"&60"–39"<br>160lb *80lb* NDB00 170NH<br>2SB.*6pf*.GS70.HS2702<br>Blair&Co.(Lim.),Stockton | 20 × 10<br>× 2 × 0 | |
| 777 116124 | **Evergreen** SteelScK<br>*J.Chapman –03*<br>*1 Dk* | 180<br>171<br>80 | ✝100A1 Gls<br>*Stm Trawler* Hul<br>10,03,03 ✠LMC1[illegible]03 | | 1908 Mackie& Thomson 1mo Glasgow *Lloyd's s.4 CP* | Gt.NorthernS.S. FishingCo.Ld. | | 103·1 21·6 10·0<br>BK 7½<br>*WB=DeepTanks f14'22t* | | | Hull<br>British<br>*4 BHCem* | T.3Cy.11",18"&30"–22" (*s*)<br>200lt 48RH<br>1SB.*2pf*.GS24,HS740<br>Muir&Houston,Ld Gls. | 11 × 6 | |
| 778 JHTR | **Everilda** IronScBn<br>*C.E.Karstrup –08*<br>*ssGls.No.3–11,94*<br>*Well deck ssShl.No.2–02 1 Dk2tr B* | 1388<br>1096<br>866 | ✝100A1 Lon *o*<br>~~6,04 Hul~~ Bly<br>~~Stm Trawler~~ ✠LMC<br>BS10,04 | | 1882 TTurnbull & Son Whitby A&CP | Rederiaktieb.Hyperion (A.I.Nilsson, *Mgr.*) | | 243·0\|34·0\|17·9<br>P25'Q68'B52'F34'<br>ptND98 BK<br>*WB=DB 266 f94'270t* | | | Hisingborg<br>Swedish<br>*4 BHCem* | C.2Cy.30"&57"–33" (*s*)<br>80lb *90lb* NDB01 156NH<br>2SB.*4pf*,GS76<br>T.Richardson&Sons,Hpl. | 19 × 6<br>× 2 × 2½ | 9,03 |
| 779 JHTR | **Everingham** SteelScSr<br>*W.Newlove76–99 ssCff.No.1–03*<br>*1 Dk(Irn)2tr B&deep framing 3 Dk rule* | 3036<br>2870<br>1949 | ✝100A1 Nwe *u*<br>~~Lloyd's~~ 5,05 ~~Stl~~ Rot<br>✠LMC[illegible] | | 1899 BlythS.B. Co.Ld. 12mo Blyth A&CP | E.YorkshireSS.Co. Ltd.(A.Meek&Son, *Mgrs.*) | | 324·3\|47·0\|22·4<br>P30'B102'F34'<br>FK<br>*WB=DB uE&B22'f128'690t* | | | Goole<br>British<br>*6 BHCem* | T.3Cy.24",40"&65"–42" (*s*)<br>160lb *80lb* 281NH<br>2SB.*6rf*,GS119,HS4326<br>Blair&Co.Ld Stockton | 24 × 10<br>× 4 × 2½ | 3,04 |
| 780 PMHN | **Eversley** SteelScSr<br>*W.S.Moore98–04 ssLiv.No.1–01*<br>*1 Dk(Irn)2tr B&deep framing 3 Dk rule* | 2866<br>2642<br>1846 | ✝100A1 Cff *u*<br>*with freeboard* Bry<br>10,[illegible] ✠LMC[illegible]01 | | 1896 R.Thompson&Sons 10mo Sunderland A&CP | EversleyS.S.Co.Ld (H.Scholefield& Son) | | 320·2 46·0\|21·3<br>P29'B98'F35'<br>FK<br>*WB=Ca l Ba 100'uE 24'f182* | | | Newcastle<br>British<br>*5 BHCem* | T.3Cy.22½",36½"&60"–39"<br>160lb *80lb* (*s*) 236NH<br>2SB.*6rf*,GS92,HS3700<br>Blair&Co.(Lim.),Stockton | 23 × 9<br>~~4 × 0~~<br>e4 × 0½ | |
| 781 VDHT | **Everton Grange** SteelTwinScS 4MstSr<br>~~*W.E.M.Brown –03*~~<br>*Ref.Mchy. 2 Dks(Stl)&deep framing&*<br>*Elec.light Shelter dk(pt Irn&pt Stl)*<br>*W.E.Maxwell-Brown –03* | 6833<br>4606 | ✝100A1 Nwe *e* †<br>*Shelter dk* ~~Stl~~ Bry<br>*with freehold* ~~Irn~~ 1,05<br>~~Stm Trawler~~ ✠LMC[illegible]<br>~~Stm Trawler~~ ✠RMC[illegible] | | 1903 Furness, 8mo Withy&Co.Ltd. W Hartlepool *Lloyd's s.4 CP* | EmpireTransport Co.Ld. (Houlder Bros.&Co.Ld *Mgrs.*) | | 475·0\|56·1\|32·4<br>*Bon Shelter dk 120'*<br>FK<br>*WB=C ell DBa 143'uE&B 65'f198'1312t DT a 65'1067t FP 75t APT84t* | | | Greenock<br>British<br>*8 BHCem* | T.6Cy.28",36"&59"–42" (*s*)<br>180lb 656NH<br>5SB,*15cf*,GS282,HS12404<br>Richardsons Westgarth& Co.Ld.Hpl | 35 × 6<br>× 7 × 6 | PT<br>Hull<br>1,05 |
| 782 JTVF | **Evviva** WoodScSr<br>*W.Bergesen00–00 1 Dk2tr B* | 532<br>411<br>328 | | | 1895 Brunchorst & Dekke Bergen | Dampskibet Evviva's Rederi (W.Hanson, *Mgr.*) | | 162·9\|25·8\|15·0<br>Q38t B56t H6t F18t | | | Bergen<br>Norwegian | T.3Cy.11½",18"&29½"–24"<br>48NH<br>LaxevangsMskbyg.,Bgn. | | N |
| 783 105074 | **Excel** Steel&IronScYl<br>~~*ssHul No.1–00*~~<br>*ssHul.No.2–04 1 Dk*<br>*Plating(pt Irn)* | 157<br>145<br>52 | ✝100A1 Hul<br>*Stm Trawler*<br>6,04 ~~spec~~ ✠LMC[illegible] | | 1895 Mackie& Thomson 11mo Glasgow *Lloyd's s.4 CP* | Gt.NorthernS.S. FishingCo.Ld. | | 104·0 20·5\|10·7<br>Q17'F16'<br>BK 7½<br>*WB=DT f14'27t* | | | Hull<br>British<br>*4 BHCem* | T.3Cy.11",17"&27½"–20" (*s*)<br>160lb 45RH<br>1SB,*2pf*.GS80,HS690<br>Muir&Houston,Glasgow | 11 × 7 | 6,04 |
| 784 JQPG | **Excellencen** IronScSr<br>*J.Nilsen99–05*<br>(*ex* Excellencen Toll) *2 Dks* | 425<br>378<br>241 | | | 1859 MotalaCo. Norrköping | ArendalsDampskibsselskab | | 159·2 23·1\|16·5<br>Q36t H6t | | | Arendal<br>Norwegian | C.2Cy.33"&57½"–28½"<br>NE76&NB84 134NH<br>MotalaCo.,Gothenburg | | N |
| 785 RJWM | **Excelsior** SteelSc3MstSr<br>*A.Courtin01–01 Elec.light 3 Dks*<br>*Mchy.Aft Carrying Petroleum in bulk* | 3710<br>3322<br>2351 | | | 1894 Act.Ges. "Vulcan" Stettin | Deutsch-Amerik. PetroleumGes. | | 339·1\|43·7\|29·6<br>P42'B26'F34'<br>WB | | | Hamburg<br>German | T.8Cy.24",40"&64"–49"<br>287NH<br>A.G."Vulcan," Stettin | | N |
| 786 135828 JWNR | — IronSc4MstSr<br>*T.P.C.Halsey 3 Dks* | 3542<br>—<br>1876 | | | 1882 Harlan& Hollingsworth Dl. Wilmngtn Dl. | Morgan'sL&T.R.R &SS.Co.(Southern PacificCo.) | | 340·0 42·5\|23·5<br>32·6<br>WB | | | N.Orleans, La.<br>Utd.States | C.2Cy.38"&76"–54"<br>354NH<br>Harlan&Hollingsworth C. | | R |
| 787 JKQC | — IronScSr<br>*C.M.Johansson99–99 ssLiv.No.3–6.96*<br>*ex Bilbo, ex Wybo ssHbg.No.1–01*<br>*Well deck 1 Dk(Irn)2tr B* | 1396<br>1128<br>835 | ✝100A1 Hpl *p*<br>5,03<br>~~BS9,04~~ ✠LMC[illegible]01<br>~~BS9,05~~ | | 1883 J.Readhead & Co. 8mo S.Shields *Lloyd's s.4 CP* | Rederiaktieb. Excelsior (J.Pettersson) | | 250·0\|36·2\|17·6<br>Q95'B52'F26'<br>BK 9<br>*WB=DBa 75'f100'371t* | | | Hisingborg<br>Swedish<br>*4 BHCem* | C.2Cy.29"&54"–36" (*s*)<br>80lb *80lb* NDB92 135NH<br>1SB,*4pf*,GS60,HS2196<br>J.Readhead&Co.S.Shields | 18 × 8<br>× 1 × 0 | 10,04 |
| 788 136384 KLPG | — WoodScSr<br>*J.C.Dunning –98* | 830<br>—<br>565 | | | 1893 Peter Matthews Eureka,Cal. | Pacific Packing& Nav Co. | | 175·5 35·0\|13·5 | | | Seattle, Wash.<br>Utd.States | T.3Cy.15½",26"&48"–30"<br>101NH<br>Hinckly,Spiers&Hays,S.Fc | | |
| 789 WFJD | — SteelScCtr<br>~~*Admiralty ssMel.No.3–5,00*~~<br>*F.Macdonald 1 Dk(pt Stl)*<br>*ssMel.No.1–04* | 340<br>247<br>172 | ✝100A– Mel *g*<br>2,052 ~~Stl~~<br>✠N[illegible] ✠LMC[illegible]04<br>~~Harcourt Dk 04~~ | | 1882 Day,Summers&Co. 9mo Southampton | Huddart,Parker& Co.Proprietary Ld. | | 186·6\|21·1\|10·7<br>Q92<br>BK 7½ | | | Melbourne<br>British<br>*5 BHCem* | Q.4Cy.15",21",31"&48"–30"<br>190lb (*s*) 143NH<br>2SB.*4rf*,GS78,HS2600<br>*Qpd* 92 Rnkn&BlckmreGrk | | |
| 790 JWDM | — SteelScSr<br>~~*Admiralty*~~<br>*Elec.light 1 Dk(Stl)* | 301<br>249<br>~~pp~~<br>152 | ✝ Dun *d*<br>5,97 | | 1897 Gourlay Bros.&Co. 5mo Dundee | ~~L.Ballard&Sons~~<br>~~and C.W.Nicoll~~<br>J.Dunning Jnr. | | 131·0\|24·2\|11·0<br>B16'F16'<br>BK 5<br>*WB=FPT* | | | Sydney, N.S.W.<br>British<br>*4 BHCem* | C.2Cy.16"&36"–24"<br>60RHF ~~Steel~~<br>1SB.*3pf*,GS49,HS1245<br>Gourlay Bros.&Co.,Dun. | 11 × 7 | |
| Wrecked 1,05 MTFC | — IronScK<br>*G.H.Leighton89–89*<br>*1 Dk* | 148<br>140<br>58 | | | 1889 Cook, Welton&Gemmell Hull | HumberSteam TrawlingCo.Ld. | | 100·6\|20·9\|10·8<br>BK 7½ | | | Hull<br>British | C.2Cy.17"&33"–22"<br>45RB<br>Bailey&Leetham,Hull | 11 × 11 | |
| 792 76525 | — WoodScFlat | 122<br>117<br>96 | | | 1864 W.Cross Winsford | Salt Union Ld. | | 82·0\|19·5\|10·0 | | | Liverpool<br>British | 2Cy.9½"–12"<br>NB83 19RHF<br>W.Gaulton,Manchester | | |
| 793 58754 | — IronPadSr | 105<br>105<br>20 | | | 1866 ..... London | F.Warren | | 90·5\|17·2 9·4 | | | N.Shields<br>British | L.2Cy.26"–42"<br>45RHF<br>T.A.Young,London | | |
| 794 87365 VPDN | **Exchange** IronScSr<br>*J.Owen –02 ssLiv.No.3–10.96*<br>~~*Lloyd's s.4 CP No.2–05 ssLiv.No.1–00*~~<br>*Holy Aft Wood deck 1 Dk* | 295<br>244<br>83 | ✝100A1 Liv *d*<br>3,04 ~~Stl~~<br>~~NB[illegible]~~ ✠LMC[illegible]<br>~~Stm Trawler~~ | | 1884 W.Thomas 2mo Amlwch *Lloyd's s.4 CP* | Manchester, Liverpl.& N.Wales S.S.Co.Ld (R.R.Clark, *Mgr.*) | | 135·0\|22·3\|9·9<br>Q49'B7'F17'<br>ND91 BK 7 | | | Liverpool<br>British<br>*3 BHCem* | C.2Cy.18"&34"–24" (*s*)<br>85lb 50RHF<br>1SB.*2pf*,GS31,HS992<br>DeWinton&Co.Carnarvon | 10 × 7<br>× 1 × 2½ | |
| 795 KNTL | **Exe** SteelScSr<br>~~*H.J.Chambers –03*~~ *ssSld.No.3–6.00*<br>*Well deck 1 Dk(Stl)& Webframes*<br>*Bridge –05 ssNpt.No.1–05* | 2064<br>1611<br>1309 | ✝100A1 Brs *r*<br>~~7,06~~ 1,05 Npt<br>~~Stm Trawler~~ ✠MC[illegible]05<br>~~Stm Trawler~~ | | 1887 J.L.Thompson&Sons 8mo Sunderland A&CP | MercantileS.S.Co. Ld. | | 275·0\|38·2\|20·7<br>P28'Q72'B114'F32'<br>ptND00 BK 9½<br>*WB=BDa 80'f58' 277t APT85t* | | | London<br>British<br>*6 BHCem* | T.3Cy.21½"35½"&58½"–39" (*s*)<br>160lb *80lb* 212NH<br>2SB.*6cf*,GS82,HS3168<br>Blair&Co.(Lim.),Stockton | 22 × 1<br>× ~~[illegible]~~ × 0 | |
| 796 108482 | **Exeter** SteelScYl<br>*J.Cullen –97 ssGms.No.1–02*<br>*1 Dk* | 165<br>152<br>51 | ✝100A1 Gms<br>*Stm Trawler*<br>~~1,04 10,03~~ 3,05<br>~~Stm Trawler~~ ✠[illegible]02<br>BS9,04 | | 1897 Mackie& Thomson 10mo Glasgow A&CP | Hagerup, Doughty &Co.Ld. | | 104·2\|21·0\|10·7<br>Q17'F19<br>BK 7½ | | | Grimsby<br>British<br>*4 BHCem* | T.3Cy.10",16"&27"–20" (*s*)<br>180lb 45RH<br>1SB.*2pf*,GS[illegible]<br>Muir&Houston,Ld Gls. | 11 × 7 | |

| No. in Book. Official No. Code Letters. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Registered Tonnage: Gross / Under deck. / Net. | Particulars of Classification: Character. † for Special Survey. Date of last Survey. | Port of Survey. | Built: When. Ship. Engines. | Built: By Whom. Where. | Owners. | Register Book Ref. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders – Stroke. Boiler Pressure. NHP = Horse power by Society's formula; RHP = power by Ship's Register. Particulars of Tonners & Funnels. Engine Maker's Name. | Freeboard amidships. | Engines Examined. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 797 | **Exeter City** | **SteelScSr** | 2140 | †100A1 | Brs *s* | 1887 | BlythSB | C.Hill&Sons | 285·0 | 38·0 | 23·9 | Bristol | T.3Cy.22½″,37″&61″–42″ (*s* | 25 ″ 8 | | |
| 91064 | *B.King* –02 | *ss*Brs.No.3–3,99 | 1977 | ~~3,03~~ 2,05 4,05 | ~~LMC6.03~~ | 12mo | Co.(Lim.) | | P29′B62′F36′ | | | British | 180lb *85lb* NDB91 217NHP | 4 ″ 1 | | |
| KQJD | | *ss*Brs.No.1–03 | 1359 | ~~3,04~~ | | | Blyth | | | | BK10″ | | 2SB,6*cf*,GS108 HS3796 | | | |
| | | 2*Dks*(*Irn*)3*trB* | | | | | A&CP | *WB*= | *DBa*86′*uB*26′*f*261*t* | | | *M*750′336*t* | Blair&Co.(Lim.),Stockton | | | |
| 798 | **Exmoor** | **SteelScSr** | 3561 | †100A1 | Nwc *r* | 1901 | J.Readhead | MoorLine,Ld. | 341·5 | 46·7 | 25′8 | London | T.3Cy.24″,40″&65″–45″ (*r* | 27 ″ 4 | | |
| 114794 | | | 3359 | 5,05 ~~5,06~~ | Gls | 12mo | &Sons | (W.Runciman& | P29′B82′F32′ | | | British | 160lb *80lb* 294NHP | ~~8 ″ 1~~ | | |
| TBQS | | 1*Dk*(*pt Irn&pt Stl*)2*trB*&*deep framing* | 2297 | ~~LMC 12,04~~ | | | S.Shields | Co.*Mgrs.*) | | | FK | 6*BHCem* | 2SB,6*yf*,GS90.HS4557 | | | |
| | | 3*Dk rule* | | | | *Lloyd's*A&CP | | *WB*=*Cell* | *Ba*116′*uE*20′*f*112′ | | | 825*tAPT*39*t* | J.Readhead&Sons,S Shl. | | | |
| 799 | **Exmouth** | **SteelScSr** | 3923 | †100A1 | Cff *w* | 1899 | Richardson, | Exmouth SS.Co.Ld | 340·0 | 48·1 | 25·9 | Cardiff | T.3Cy.25″,42″&68″–45″ (*s* | 28 ″ 4 | | 6,05 |
| 109787 | *D.H.Griffiths* 03 | *ss*Cff.No.1–03 | 3486 | ~~4,04~~ | ~~LMC 4.02~~ | 10mo | Duck&Co. | (Anning Bros.) | P32′B181′F33′ | | | British | 180lb *90lb* 343NHP | ~~4 ″ 7½~~ | | |
| RKCJ | | 1*Dk Irn*)2*trB* | 2499 | 4,05 | | | Stockton | | | | FK | 6*BHCem* | 2SB,6*yf*,GS124,HS5400 | | | |
| | | *deep framing*&*Web frames* | | | | A&CP | *WB*= | *CellDBa*117′*uE*23′ | *f*140′892*t FPT*160*t* | | | *APT*114*t* | Blair&Co.Ld.Stockton | | | |
| 800 | — | **IronScK** | 133 | | ... | 1891 | SirRaylton | WesternSteam | 96·5 | 20·3 | 10·7 | Bristol | T.3Cy.11½″,18″&29″–21″ (*s* | 11 ″ 8 | | |
| 98825 | *G.Davison* –98 | | 127 | | | | Dixon&Co. | TrawlingCo.Ld. | Q20′F19′ | | | British | NB04 50RH | | | |
| | | 1*Dk* | 49 | | | | Middlesbro' | (S.M.Price,*Mgr.*) | | | BK7½″ | | Worth,McKenzie&Co.Stk. | | | |
| 801 | **Expedient** | **IronScK** | 145 | †100A1 | Hul | 1893 | Mackie& | Gt.NorthernS.S. | 100·5 | 20·5 | 10·7 | Hull | C.2Cy.15″&30″–20″ (*s* | 11 ″ 7 | | 1,04 |
| 102917 | | *ss*Hul.No.2–02 | 138 | *Stm Trawler* | | 8mo | Thomson | FishingCo.Ld | | | | British | 110lb 40RH | | | |
| | | 1*Dk* | 51 | 9,04 ~~9,05~~ | ~~LMC 2.02~~ | | Glasgow | | | | BK7½″ | 3*BHCem* | 1SB,2*pf*,GS83,HS813 | | | |
| | | | | ~~BS6,04~~ | | *Lloyd's*A&CP | | | | | *WB*= | *DTf*14′27*t* | Muir&Houston,Glasgow | | | |
| 802 | **Expedit** | **WoodScSr** | 680 | | | 1901 | K.Skaa- | Actieselsk.Expedit | 171·0 | 29·6 | 15·8 | Stavanger | T.3Cy.13″,21″&33″–27″ | | N | |
| | *R.Sørbø*02–02 | | 537 | | | | luren | (S.Bergesen) | Q43*t*B67*t*H8*t*F24*t* | | | Norwegian | 56NH | | | |
| JHCT | | 1*Dk*2*trB* | 398 | | | | Hardanger | | | | | | AkersMek.Varks.Xia. | | | |
| 803 | **Experiment** | **IronScSr** | 211 | | | 1875 | Aitken& | MillwallDockCo. | 113·0 | 26·1 | 11·1 | London | C.2Cy.15″&30″–16″ | | | |
| 73601 | *J.Gibson* | | 211 | | | | Mansel | | | | | British | 40RH | | | |
| | | | 126 | | | | Glasgow | | | | | | Rait&Lindsay,Glasgow | | | |
| 804 | **Expert** | **Iron&SteelScK** | 156 | †100A1 | Hul | 1894 | Mackie& | Gt.NorthernS.S. | 103·7 | 20·5 | 10·7 | Hull | T.3Cy.11″,17″&27½″–20″ (*s* | 11 ″ 7 | | ~~6,04~~ |
| 102944 | | *ss*Hul.No.2–02 | 145 | *Stm Trawler* | | 4mo | Thomson | FishingCo.Ld. | Q17′RFD16′ | | | British | 160lb 45RH | | | 6,04 |
| | | 1*Dk Plating*&*pt Irn* | 59 | ~~12,04~~ | ~~LMC4.02~~ | | Glasgow | | | | BK7½″ | 3*BHCem* | 1SB,2*pf*,GS30,HS690 | | | N12,04 |
| | | | | ~~BS6,02~~ | | *Lloyd's*A&CP | | | | | *WB*= | *DTf*14′25*t* | Muir&Houston,Glasgow | | | |
| 805 | — | **SteelScSrTug** | 100 | | ... | 1892 | R.&H. | M.Brownfield | 86′9 | 18·0 | 10·4 | London | C.2Cy.18″&36″–24″ | 11 ″ 6 | | |
| 93044 | *J.H.Kennedy* 02 | | 100 | | | | Green | | | | | British | 70RH | | | |
| | | 1*Dk* | 20 | | | | London | | | | BK6″ | | J.Stewart&Son,Lon. | | | |
| 806 | **Explorer** | **IronScSr** | 2066 | †100A1 | Liv | 1873 | R.&J.Evans | Charente SS.Co.Ld | 300·3 | 34·7 | 25·2 | Liverpool | T.3Cy.20″,33″&54″–36″ (*s* | 26 ″ 5 | BT till 6,04 | 7,03 |
| 69243 | *W.H.Waldron* –03 | *ss*Liv.2ndNo.3–7,99 | 1925 | ~~11,04~~ 2,04 | | 1mo | &Co. | (T.&J.Harrison, | B45′F32′ | | | British | 160lb *100lb* NDB02 170NHP | 5 ″ 3 | | |
| LSFQ (*ex*Crocus) | | *ss*Liv.No.1–03 | 1844 | ~~NLA B9,87~~ | ~~LMC~~ | | Liverpool | *Mgrs.*) | ND(*Irn*)87 | | BK10″ | 5*BHCem* | 2SB,*dcf*,GS66,HS2483 | | | |
| | | 2*Dks*(*Irn*)3*trB* | | ~~MS7,03~~ | ~~B97,03 BS~~ | 1,04 | A&CP | | | | | | Blair&Co.(Lim.),Stockton | | | |
| 807 | — | **Iron&SteelScK** | 156 | †100A1 | Hul | 1894 | Mackie& | Gt.NorthernS.S. | 103·7 | 20·5 | 10·7 | Hull | T.3Cy.11″,17″&27½″–20″ (*s* | 11 ″ 7 | | ~~4,02~~ |
| 102945 | | *ss*Hul.No.2–02 | 145 | *Stm Trawler* | | 4mo | Thomson | FishingCo.Ld. | Q17′RFD16′ | | | British | 160lb 45RH | | | N6,04 |
| | | 1*Dk Plating*&*pt Irn* | 59 | ~~6,04~~ 4,02 ~~10,02~~ | ~~BS6,04~~ | | Glasgow | | | | BK7½″ | 3*BHCem* | 1SB,2*pf*,GS36,HS690 | | | |
| | | | | ~~BS6,04~~ | ~~LMC4,02~~ | *Lloyd's*A&CP | | | | | *WB*= | *DTf*14′25*t* | Muir&Houston,Glasgow | | | |
| 808 | **Export** | **SteelScSr** | *2693* | †100A1 | Mdb *u* | 1902 | R.Craggs& | RussianExportCo. | 320·1 | 45·1 | 21·4 | Rostoff | T.3Cy.22½″,36½″&62″–42″(*r* | 23 ″ 6 | | |
| | *S.Michalitzianos*02–02 | | *2527* | *withfreeboard* | Msl | 8mo | Sons.Ld. | | P27′B90′F35′ | | | Russian | 180lb *90lb* 263NHP | ~~4 ″ 2~~ | | |
| | | 1*Dk*(*Irn*)2*trB*&*Web frames* | *1746* | 8,04 ~~8,02~~ | ~~LMC8.02~~ | | Middlesbro' | | | | FK | 5*BHCem* | 2SB 6*cf*,GS125.HS3944 | 3 4 ″ 0 | | |
| | | 3*Dk rule* | | | | *Lloyd's*A&CP | | | | | | | Richardsons, Westgarth& | | | |
| | | | | | | | | *WB*=*CellDBa*98′*uE*&*B*40′*f*134′ | | | | *APT*55*t* | Co.Ld.Mdb. | | | |
| 809 | — | **SteelScSr** | 844 | †100A1 | Rot *l* | 1902 | Rijkee&Co | Rotterdam-Lon- | 206·9 | 31·1 | 13·2 | Rottrdam | T.3Cy.15″,25″&40″–36″ (*s* | 15 ″ 6 | | 4,05 |
| | *J.deJong* –02 | | 646 | 4,05 12,08 | | 6mo | Rotterdam | donStm.Maats. | Q68′B51′F25′ | | | Dutch | 160lb *80lb* 113NHP | | | |
| NRFH | | 1*Dk*(*Stl*)2*trB* | 511 | | ~~LMC8.02~~ | | A&CP | Naaml. Venootsch. | *WB*=*Cell* | | FK | 4*BHCem* | 1SB,3*cf*,GS54.HS1952 | | | |
| | *Well deck* | | | | | | | (L.Geuken,*Mgr.*) | *DBa*45′*uE*&*B*28′ | | | *f*94′204*t* | Maats.Feyenoord,Rot. | | | |
| 810 | **Express** | **IronScSr** | 698 | | | 1881 | Flensburgr | ForenedeDmpskib. | 208·0 | 27·5 | 13·6 | Esbjerg | C.2Cy.32½″&60″–36″ | | | |
| | *C.A.Dam* | 1*Dk*&*Awng dk* | 556 | | | | Schiffsb.Ges. | Selskab | P48*t* | H21*t* | 20·2 | Danish | 180NHP | | | |
| NSRH | *Ref.Mchy.* | | 353 | | | | Flensburg | | F29*t* | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 811 | — | **IronScSr** | 435 | † | Stk | 1874 | Irvine&Co | City of DublinStm. | 191·4 | 23·8 | 13·2 | Dublin | C.2Cy.27″&54″–33″ | | BT till ~~8,04~~ | |
| 67772 | *R.H.Newton* –03 | 1*Dk*2*trB* | 346 | 3,74 | | 2mo | W Hartlepool | PacketCo. | P30′F33′ | | | British | NB97 140NHP | | 8,05 | |
| MQVP | | | 178 | | | | | | | | | 5*BHCem* | Blair&Co.(Lim.),Stockton | | | |
| 812 | — | **SteelScSp** | 357 | | | 1900 | W.Lind- | VaxholmsNya | 144·6 | 26·6 | 7′6 | Vaxholm | T3Cy.15½″,25½″&41⅝″–25⅝″ | | | |
| 3724 | *C.J.M.Hallander* –00 | | 162 | | | | bergsM.V. | Ångft.Aktieb. | B68′ | H79*t* | | Swedish | 86NHP | | | |
| JLPV | | 1*Dk* | 208 | | | | Stockholm | (C.H.Backert) | | | | | W.LindbergsM.V.Skm. | | | |
| 813 | — | **IronTwinSc** | 306 | | | 1880 | D&W Hen- | AnchorLine(Hen- | 150·0 | 25·1 | 10·7 | Glasgow | C.4Cy.16″&32″–24″ | | BT till ~~10,04~~ | |
| 84273 | *P.McFarlane* –98 | | 272 | | | | derson&Co. | dersonBros.)Ld. | | | | British | NB96 170RHP | | 10,05 | |
| | | | 112 | | | | Glasgow | | | | | | D.&W.Henderson&Co.Gls. | | | |
| 814 | — | **IronScSr** | 217 | † ⚓1 | Lth | 1869 | Readhead, | S.Reid&Son | 138·1 | 19·1 | 10·2 | Kirkwall | C.2Cy.18″&34½″–22″ (*i*) | 11 ″ 0 | | ~~10,01~~ |
| 62206 | *W.Sinclair* –97 | *ss*Abn.2ndNo.3–9,94 | 159 | 10,04 ~~10,05~~ | | 2mo | Softley&Co. | | Q28′B44′ | | | British | 75lb *80lb* NDB~~96~~04 150RHP | ~~8 ″ 1~~ 8 ″ 0½ | | 10,04 |
| WJRL | | *ss*Lth.No.2–01 | 98 | ~~NB10,01~~ | ~~LMC~~ | | S.Shields | | len82 | | BK6″ | 4*BHCem* | *Cmp*.75 1SB,2*pf*,GS31 HS880 | | | |
| | *Mchy.Aft* | 1*Dk* | | ~~BS10,01~~ | ~~MS12,01~~ | | A&CP | | | | *WB*=*DB* | *a*20′*f*43′ 45*t* | Readhead,Softley&CoS.Sb. | | | |
| 815 | — | **SteelSc** | 124 | | | 1899 | Danziger | Ver.Flensburg | 90·6 | 20·3 | 7·7 | Flensburg | C.2Cy.12½″&21⅝″–13½″ | | | |
| | *C.Bladt*95–99 | | 102 | | | | Schiffsw.& | Ekensunder& | Q12′B28′F16′ | | | German | 14NHP | | | |
| LMPS | | 1*Dk* | 36 | | | | Maschb. | Sonderburger | | | | *WB* | C.Steinmig&Co.Danzig | | | |
| | | | | | | | Danzig | Dampfs.Ges. | | | | | | | | |
| 816 | **Express I.** | **CompScSr** | 192 | | | 1890 | S.Groth | HellekisAktie- | 100·3 | 20·8 | 10·6 | Hellekis | C.2Cy.11⅛″&23¼″–14½″ | | | |
| 186 | *O.A.Carlsson*02–02 | (*ex*Express) | 166 | | | | Sjötorp | bolag (A.M.Sten- | P28′Q5′ | | | Swedish | 17NHP | | | |
| JBFK | *Mchy.Aft* | 1*Dk* | 112 | | | | | beck,*Mgr.*) | | | | | EriksbergsM.V.,Got. | | | |
| 817 | **Ezio** | **IronScSr** | *1249* | † —— | Cff *Lv* | 1870 | Iliff, | F.G.Piaggio | 231·0 | 31·1 | 23·6 | Genoa | T.3Cy.17″,27″&45″–30″ | 17 ″ 2 | | |
| 349 | *A.Bolognini* –00 | 6thSurvey,Dun.7,91 | *1248* | 9,01 | | 2mo | Mounsey& | | | | | Italian | 108NHP | | | |
| PCQN | (*ex*Titian. | 2ndSurvey,Cff.12.98 | *810* | ~~NEA B7,97~~ | | | Co. | | | | BK8″ | 4*BHCem* | 1SB,3*rf*,GS53,HS1569 | | | |
| | *ex*Colbert) | 2*Dks*3*trB* | *Carrying Petroleum in bulk* | | | | Sunderland | | | | *WB*=*DB* | | GourlayBros.&Co.Dundee | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéros d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage / Total. / Sous le Pont. / Net. | 5 Détails de la Classification / Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant au navire. Lettre d'Entretien. | 8 Construit. / Quand | 9 Par qui / Navire / Mach. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. / Longueur. | Largeur. | H. | 12 Port d'Enregistrement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Nombre des Chaudières. Nat.=Force en chevaux d'après les documents de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Hélice / Quille. / Franc-bord au milieu du navire. pds. ps | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 200560 | **F. B. Squire** | SteelScSr | 4552 | | | | 1903 | JenksS.B. Co., Port Huron, Mich. | MacksS.S.Co. | 110·0 | 50·2 | 24·0 | Pt.Huron Utd.States | 1-3Cy.28″,38″&63″–40″ 251NHP JenksS.B.Co.Pt.Huron | | | |
| | | 1 *Dk 2tr Ir* | 3694 | | | | | | | | | | | | | | |
| 2 QFSJ | **F. Bischoff** *M.Weniger* *Well deck* | IronScSr (*ex*Potaro) 1 *Dk 2tr Ir* | 1145 852 718 | | | … | 1879 | E.Withy &Co. Hartlepool | Dampfsch.Ges. Argo | 230·5 Q81′ | 31·5 B59′ | 17·4 F30′ *WB* | Bremen German | C.2Cy.28½″&52″–36″ NB03 131NHP T.Richardson&Sons,Hpl. | 18 | 2 | |
| 3 NGJD | **F. C. Andersen** *P.J.Jaus* *Well deck* | SteelScSr ss *Nsw No 2-02* 1 *Dk(Irn)* | 590 435 325 | ✝100A1 4,01 BS1,04 | Nwc ✝LMC'01 | *h* | 1893 10mo | W.Dobson &Co. Newcastle A&CP | Akt.Selsk.S.S. F.C.Andersen (H. Svarrer&Co *Mgrs.*) | 178·6 Q89′ *WB = DBa* | 26·1 B20′ 49 *f* | 13·1 F20 PK 46 | Copnhagn Danish | T.3Cy.18½″,22″&36″–27″ (*r*) 160lb *80lb* NB03 209NHP 4 *BHCem* 98 *APT* 190*t* | 14 | 0 | |
| MQLV | **F. D. Lambert** *M.Henderson-03* 1 *Dk(Stl)&Webframes* | SteelScSr *collier,No.11 tm* *pt Awng dk(Irn)* ss *Lon.No.3-3,05* | 2214 1570 1407 3,05 | ✝100A1 *pt Awng dk* | Nwc Shl | *s* | 1892 7mo | ShortBros. Sunderland A&CP | J.Westoll | 280·7 P33′Q76′B122′ *WB = Cell DB* | 38·0 RFD19′F28′ | 18·4 PK 214 | Sundrland British 4 *BHCem* 532 *APT* 68*t* | T.3Cy.21″,35″&58″–39″ (*r*) 160lb NB03 209NHP 1 *DB,6pf*,gs84,hs3107 G.Clark(Lim.),Sunderland | 20 | 10 | |
| 99609 | **F. E. Webb** *C.Hooper* –03 *Mchy.Aft* *Well deck* | SteelScSr ss *Lon.No.3-04* 1 *Dk(Irn)* | 569 480 317 6,05 | ✝100A1 6,05 BS2,06 | Lon Shl | *h* | 1891 10mo | R.Thompson&Sons Sunderland A&CP | StephensonClarke &Co. | 161·7 Q50′B16′F21′ *WB = DBf* | 29·9 PK 95 | 13·7 | London British 4 *BHCem* 164 *APT* 7*t* | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *90lb* 90RHP 1SB,*3pf*,gs40,hs1340 N.E.Mar.Eng.Co.(Lim)Sld | 14 | 7 | |
| 200822 KTBQ | **F. H. Beckwith** | WoodSc 1 *Dk* | 195 — 148 | | | | 1904 | Pocomoke City,Md. | NianticMenhaden Oil&GuanoCo. | 130·7 | 22·0 | 9·3 | N.London Utd.States | | | | |
| 3115 JHKC | **F. Hollender** *E.Ryhr* –97 *Mchy.Aft* | CompScSr 1 *Dk* | 188 156 169 | | | | 1897 | P.Larsson Thorskog | NorsJernbruks Aktieb. (E.F. Hollender,*Mgr.*) | 98·4 P29′H8*t*F10′ | 22·3 | 9·9 | Edsvalla Swedish | C.2Cy.11″&18″–16″ 11NHP P.Larsson.Thorskog | | | |
| 121218 | **F. M. Osborne** *Mchy.Aft* | SteelScSr 1 *Dk* | 4309 — 3377 | | | | 1902 | American S.B.Co. Lorain,O. | J.C.Gilchrist | 380·0 | 50·0 | 28·0 | Cleveland Utd.States | T.3Cy.22″,35″&58–40″ 213NHP AmericanS.B.Co Cleveland | | | |
| 5 PFLB | **F. Pleguezuelo** *S.Landa95-02* *Elec.light* | SteelScSr (*ex*VanRiebeeck) 1 *Dk&Awng dk* | 664 — 434 | | | | 1890 | J.&K.Smit Kinderdijk | Cia.Maritima | 166·8 | 27·0 | 10·5 | Manila Utd.States | T.3Cy.15½″,24½″&40″–36″ 96NHP Nederl.Stoomb.Maats.Rot | | | |
| 5 PFLB | **F. S. Ciampa** *V.Maresca89-99* | SteelScSr ssBkn.No.1-03 1 *Dk(Stl)&Spar dk(Stl)3tr B* | 4040 3656 2634 6,04 12,08 | ✝100A1 *Spar dk* BS8,08 | Bkn Npt ✝LMC MS12,03 | *ic* | 1899 10mo | N.Odero& Co. Genoa *Lloyd's SA&CP* | F.S.Ciampa&Figli *WB = Cell DBa* 88 *uE&B12 f* | 340·5 P25′B66′F41′ 156·7 30*t* | 45·0 27·3 PK *MT* 28·7 20*t* | 19·8 *APT* 55*t* | Castellmare 7 *BHCem* 2SB,*8pf*,gs135,hs4856 N.Odero&Co.Genoa | T.3Cy 22 7/10″ 36 5/10″ &60½″–39″ | 22 | | |
| 104347 NQRO | **F. Stobart** *T.Shaw* –98 *Well deck* | SteelScSr ssSld.No.2–03 1 *Dk(Irn)* | 801 585 497 3,05 4,04 11,04 BS4,04 | ✝100A1 ✝LMC'03 | Sld | *f* | 1895 1mo | ShortBros. Sunderland A&CP | H.A.Cochrane *WB = Cell DBa* 48 | 190·0 Q67′B44′F22′ *uE* 17 *f* 70 | 29·0 FK 7 20*t* | 12·6 *APT* 34*t* | Sundrland British 4 *BHCem* 24 *APT* 34*t* | T.3Cy.16½″,26½″&43½″–30″ 160lb *80lb* (*s*) 90RHP 1SB,*3pf*,gs44,hs1740 W.Allan&Co.(Lim.),Sld | 14 | 8 | |
| 68362 WRMG | **F. T. Barry** *S.Bodey98-98* *Well deck* | IronScSr ssShl.No.3–6,93 ssP.Gl.No.2–01 1 *Dk2tr B* | 830 687 495 4,04 BS1,05 | ✝100A1 4,04 | Nwc ✝LMC'01 | *m* | 1872 8mo | Backhouse &Dixon Middlesbro' A&CP | W.Cory&Son,Ld. | 220·0 Q80′B48′F18′ | 31·2 | 15·1 *WB* = | London British 4 *BHCem* *DBa* 56 *65t* | C.2Cy.27″&51½″–33″ (*s*) 65lb NB81 99RHP 2SB,*4pf*,gs80 T.Brassey&Co.,Brknhead | 15 | 2 | |
| 113782 | **F. W. Roebling** *C.Coalfleet* –03 (*ex*GeorgeW.Pride) | WoodScSr 1 *Dk* | 162 140 78 | | | | 1890 | ..... Milford,Del. | HalifaxTowBoat Co.Ld. | 102·2 | 22·1 | 12·7 | Halifax NS British | C.2Cy.16″&32″–24″ 40RHP J.H.DialogueCamdenUSA | | | |
| 72854 | **F. Wa Wan** *H.H.Brown* –97 | SteelSc 1 *Dk* | 254 215 40 | | | | 1897 | S.C.Farnham&Co.Ld Shanghai | ~~PakuTug&Lighter Co.Ld~~ A.C.Talt &Co. | 115·0 | 23·1 | 10·0 | Shanghai British | T.3Cy.14″,23″&36″–27″ 67RHP Muir&Houston,Ld.Glas. | | | |
| 84156 WDJK | **F. Fabian** *W.J.Price* –04 | IronScSr 2 *Dks(Irn)* | 2246 2155 1445 | ✝ 10,81 | Sou | Lv | 1881 8mo | Oswald, Mordaunt&Co Southampton | EllermanLinesLd. (F.Swift, *Mgr.*) | 342·0 F32*t* | 34·4 | 23·5 | Liverpool British 6 *BHI*1PHR | C.2Cy.23″&60″–48″ NB96 219NHP 6 *BHI*1PHR Oswald,Mordaunt&Co.Sou | 25 | 10 | |
| 118343 VHDW | **F. Factor** *H.Broomfield03-03* *Well deck* | SteelScSr 1 *Dk(Stl)&Webframes* | 1178 934 730 4,05 | ✝100A1 ✝LMC'02 | Sld | *n* | 1903 11mo | S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP* | FactorS.S.Co.Ld. (E.Fawcus) *WB = Cell DBa* 67 *uE&* | 227·9 F22′Q63′B48′F26′ B33 *f* 88 | 35·0 PK 324 | 14·6 *FIT* | London British 4 *BHCem* 28 *APT* 48 | T.3Cy.19″,31″&51″–36″ (*s*) 160lb 173NHP 2SB,*4pf*,gs78,hs2847 N.E.MarineEng.Co.Ld.Sld | 16 | 2 | |
| | **F. Fædrelandet** *P.A.Christiansen93-95* | IronScSr 1 *Dk2tr Ir* | 1556 1239 953 | | | … | 1884 | Martens, Olsen&Co. Bergen | Dampskibet Fædrelandet's Rederi (Borgb&Holland) | 254·4 Q95′B61′F28′ | 37·2 BK9½ | 17·0 | Borgen Norwegian *WB* | C.2Cy.31″&63″–39″ 197NHP Martens,Olsen&Co. Bgn. | 18 | 7 | |
| HDGV | **F. Færder** *O.Johansen* (*ex*Celynen) *Well deck* | IronScSr ssCff.No.3–2,96 ssXia.No.2–01 1 *Dk(Irn)2tr Ir* | 1485 1188 915 | ✝100A1 4,04 ✝NB4,04 | Xia ✝LMC'04 | *p* | 1882 9mo | W.Doxford &Sons Sunderland *Lloyd's SA&CP* | Dmpskibsacties Færder (F.Olsen *WB = DBa* 50′ *f* 64′ *d* | 250·0 P24′Q100′B50′ *uE&B* 32′ 299*t* | 36·1 F26′ BK9 | 17·2 *FPT* | Chrstiania Norwegian 6 *BH* | C.2Cy.28″&56″–36″ (*s*) 160lb 156NHP 2SB,*4pf*,gs72,hs2752 W.Doxford&Sons,Sld. | 18 | 4 | |
| MBNS | **F. Fagertun** *C.Andersen* | SteelScSr 1 *Dk&Spar dk* | 851 747 478 | | | | 1903 | Soc.Anon. Chant.Nav. Anversois Hoboken | Acties.Fagertun (A.Monson) | 210·0 H104*t* | 30·2 | 15·8 | Tönsberg Norwegian *WB* | 1-3Cy.17″,28″&46″–30″ N.E.MarineEng.Co.Ld Sld | | | N |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification. &c.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Class assigned. Period of Class. By whom. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse-power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Scantling depth. Freeboard amidships. ft. in. | 15 Number to which classed, if not in L.R. Date of last Boiler Survey. | 16 Date when built. Last name. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 78110 SPDV | **Fair Head** *R.Duff* –03 *Well deck* | **IronScSr** ssBel.2ndNo.3–2,00 ssBel.No1–04 *Elec.light* 1*Dk*(*Iru*)2*trB* | 1093 835 665 | †100A1 8,05 4,01 | Bel Ard | *n* | 1879 5mo | Harland& Wolff Belfast A&CP | UlsterS.S.Co.Ld. (G.Heyn&Ss. *Mgs*) | 232·3\|31·2\|17·0 Q84′B65′F31′ BK8″ *WB*= *DBa*68′*f*67′ | Belfast British 3*BHCem* | C.2Cy.27″&51″–38″ (*i* 70lb *60lb* 134NH 2SB,4*pf*,GS75,HS2498 D.Rowan,Glasgow | 18 ″ 5 s 1 ″ 7 | | 8,04 N 5,05 |
| 21 115666 | **Fair Maid** *E.A.Stewart*–03 *Mchy.Aft* | **SteelScK** 1*Dk*(*Stl*) | 150 116 73 | †100A1 11,04 9,01 | Yar Lth | *a* | 1903 5mo | Scott of Kinghorn,Ltd Kinghorn *Lloyd's*A&CP | PerthShippingCo. Ld. | 89·1\|19·0\| 9·4 Q30′B7′ FK *WB*= *FPT*18*t* | Leith British 3*BHCem* *APT*26*t* | C.2Cy.12½″&26″–18″ (*s* 120lb 33RH 1SB,2*pf*,GS25,HS580 Scott of Kinghorn,Ltd Kgn | 9 ″ 0 | | 8,03 |
| 22 121141 | **Fairfield** *W.George* | **WoodSc** 1*Dk* | 131 — 88 | | | | 1900 | E.J.Tull Pocomoke City,Md. | J.E.Marsh | 115·0\|18·2\| 9·1 | Tappahannock Utd.States | C.2Cy.12″&24″–20″ 22NH E.J.CoddCo.Baltimore | | | |
| 23 121013 | **Fairhaven** *D.Shea*00–00 | **WoodPad** 1*Dk* | 280 160 227 | | | | 1896 | Montgmry &Neward Chelsea,Mass | NewYork,New Haven&Hartford R.R.Co. | 94·0\|26·2\|10·0 | N.Bedford, Mass. Utd.States | B.1Cy.30″–72″ 51NH W.Fletcher&Co.Hobkn.NJ | | | |
| 24 74996 | **Fairlight** | **IronPadSr** 1*Dk* | 315 279 177 | | | | 1878 | T.Wingate & Co. Glasgow | PortJacksonCo-operativeSS.Co.Ld | 171·4\|22·2\|10·1 H36*t* | SydnyNSW British | C.2Cy.28″&56″–60″ 202NH T.Wingate&Co.,Glasgow | | | |
| 25 96550 LQNK | **Fairmead** *H.C.Lewer* –01 *Well deck* | **SteelScSr** ssNwc.No.3–5,02 1*Dk*(*Stl*)2*trB* | 2245 1743 1432 | †100A1 2,03 | Cff Gmm | *s* | 1890 4mo | T Turnbull &Son Whitby *Lloyd's*A&CP | T.Turnbull&Son | 289·6\|38·3\|19·6 P28′Q76′B124′F32 ptND02 FK *WB*= *Cell* | Whitby British 6*BHCem* *DB*24′504*t* | T.3Cy.22″,36″&59″–39″ (*s* 160lb *60lb* *65lb* 219NH 2SB,6*cf*,GS84,HS3300 Blair&Co.(Lim.),Stockton | 22 ″ 2 s 2 ″ 1 | | 8,02 6,04 |
| 26 112276 | **Fairmount** | **SteelScSr** | 1895 1772 1184 | | | | 1903 | C.S.Swan& Hunter,Ld. Newcastle | MontrealTrans-portCo. | 248·6\|42·0\|20·6 F27′ | Montreal British *WB* | T.3Cy.21″,35″&58″–39″ 210NH N.E.MarineEng.CoLdNwc | | C | |
| 27 RMBC | **Fairplay V.** *G.o.d.Lieth*01–01 | **SteelScTug** 1*Dk* | 102 95 — | | | | 1901 | H.C.Stülcken Sohn Hamburg | A.C.H.Tiedemann | 78·3\|18·4\|10·5 | Hamburg German | C.2Cy.14¾″&29½″–20½″ 33NH H.C.StülckenSohnHam. | | | |
| 28 60123 HWTP | **Fairy** *C.Butlin* –94 | **IronScSr** ssHul.3rdNo.3–4,03 1*Dk*2*trB* | 659 558 419 | † ⚓ 1 5,04 4,02 BS6,01 | Hul | | 1868 3mo | Earle'sCo. Hull A&CP | T.Wilson.Sons& Co.Ld. | 195·2\|26·4\|15·3 Q68′F16*t* ND90 BK7″ | Hull British 3*BHCem* | T.3Cy.16″,26½″&48″–26″ (*s* 150lb *65lb* NDB83 90RH 1SB.1*cf*§2*rf*,GS45,HS1294 *Tpd*90 Bailey&Leethm,Hul | | BT Mill 12,04 | 8,02 6,04 |
| 29 93655 | **—** *J.J.Drew*83–02 *Mchy.Aft* *Well deck* | **SteelSc3MstSr** 1*Dk*(*Stl*) | 249 159 99 | †100A1 6,01 7,03 | Nwc | *c* | 1902 12mo | J Fullerton &Co. Paisley *Lloyd's*A&CP | E.Coast S.S.Co.Ld. — | 120·0\|22·1\| 8·9 Q64′B9′F18′ BK6″ *WB*= *FPT*29*t* | KngsLynn British 3*BHCem* | C.2Cy.14″&29″–21″ (*s* 125lb *80lb* 35RH 1SB,2*pf*,GS36,HS900 Walker&Henderson,Gls. | 9 ″ 9 s = 5½ | | |
| 30 98629 | **Fairy Queen** *S.Fackeer* –03 | **SteelTwinScSr** | 330 246 126 | | | | 1891 | T.B.Seath &Co. Glasgow | Visram,Ebrahim& Co.Shepherd&Co. | 170·0\|22·1\| 9·4 B120′ | Bombay British | C.4Cy.14″&28″–18″ 70RH Fisher&Co.,Paisley | | | |
| 31 97934 | **Faith** *J.Doig*99–99 | **SteelScK** ssAbn.No.3–8,03 1*Dk* | 135 129 46 | †100A1 *Stm Trawler* 1,04 2,03 BS10,04 | Abn | | 1891 7mo | J Scott&Co Kinghorn *Lloyd's*A&CP | S.Williamson (M.Doig,*Mgr.*) | 100·3\|20·1\|10·3 F7′ BK6″ | Aberdeen British 4*BHCem* | T.3Cy.11″,17″&30″–20″ (*s* 150lb 50RH 1SB,2*pf*,GS34,HS798 J.Scott&Co.,Kinghorn | 11 ″ 1 | | N 1,08 1,05 |
| 32 113369 VCDB | **Faithful** *F.Kolesan* –00 *Mchy.Aft* *Well deck* *Elec.light* | **SteelSc3MstSr** ssLiv.No.1–04 1*Dk*(*Stl*)§*deepframing* | 783 590 335 | †100A1 6,05 | Liv | *l* | 1900 6mo | Dundee Shipbuilders CoLd.Dundee A&CP | F.H.Powell&Co. | 198·0\|30·2\|13·1 Q97′B12′F28′ FK 8,04 *WB*= *CellDBf*123′ | Liverpool British 3*BHCem* 181*tFPT*62*t* | T3Cy.16½″,27¾″&45″–30″(*s* 180lb *80lb* 123NH 1SB,3*cf*,GS56,HS1900 Cooper&Greig,Dundee | 15 ″ 4 s 1 ″ 7 | | 8,04 N 8,04 |
| 33 114891 | **—** *R.Reid*03–03 | **SteelScK** 1*Dk* | 92 85 20 | †100A1 *For fishing purposes* 7,03 | Gls | | 1903 7mo | Mackie& Thomson Glasgow *Lloyd's*A&CP | W.H.Leask | 82·4\|18·0\| 8·8 BK6″ *WL*=*FPT*4*t* | Peterhead British 3*BHCem* | C.2Cy.12″&26″–16″ (*s* 125lb 27RH 1SB,2*pf*,GS29,HS752 W.V.V.Lidgerwood,Gls. | 9 ″ 6 | | |
| 34 114283 | **Faithlie** | **SteelScK** 1*Dk* | 79 74 18 | †100A1 *For fishing purposes* 9,03 | Shl | | 1903 9mo | Smith's Dock Co.Ld. NorthShields *Lloyd's*A&CP | Ritchie&Duthie | 80·0\|18·1\| 8·3 BK6″ *WB*= *FPT*3*t* | Fraserbgh British 3*BHCem* *APT*26*t* | C.2Cy.10¾″&23″–16″ (*r* 125lb 23RH 1SB,2*pf*,GS25,HS531 Shields Eng.Co.Ld.N.Shl. | 9 ″ 0 | | |
| 35 HMGW | **Falco** *H.Hansen*98–00 (*ex*CountyDown) *Well deck* | **SteelScSr** ssBly.No.3–9,98 ssXia.No.1–03 1*Dk*(*Stl*)§*deepframing* | 2159 1619 1376 | †100A1 6,04 9,03 11,04 | Liv Pld Bal | *s* | 1890 4mo | Workman, Clark &Co.Ld Belfast *Lloyd's*A&CP | Acties.Falco(C. BlumerHofgaard) | 285·3\|38·2\|19·2 Q104′B118′F34′ ptND03 BK10″ *WB*= *Cell DB* 260′ 490*t* | Chrstiania Norwegian 5*BHCem* *APT*26*t* | T.3Cy.19″,32″&52″–42″ (*s* 160lb *80lb* ND801 187NH 2SB,6*pf*,GS104,HS2984 W.King&Co.,Glasgow | 22 ″ 1 s 2 ″ 0½ | | N 4,02 6,04 |
| 36 114410 SWTG | **Falcon** *W.Ross* –03 | **SteelScSr** 1*Dk*(*Stl*)§*deep framing* | 2110 1952 1349 | †100A1 3,04 | Shl | *s* | 1901 8mo | Grngemth &Greenock Dockyard Co Greenock *Lloyd's*A&CP | FalconS.S.Co.Ld. (E.Jobson&Co.) | 285·5\|43·1\|19·1 P24′B57′F27′ FK *WB*= *Cell DBa*84 | Newcastle British 5*BHCem* *APT* 77*t* | T.3Cy.21″,35″&57″–39″ (*s* 180lb *80lb* 222NH 2SB,6*pf*,GS98,HS3451 D.Rowan&Co.Glasgow | 21 ″ 1 s 3 ″ 5 | | 3,04 |
| 37 73615 RBJG | **—** *W.G.Pain* –04 | **IronScSr** 2*Dks* | 675 511 366 | | | | 1876 | C.Mitchell &Co. Newcastle | GeneralStm.Nav. Co.Ld. | 200·0\|27·2\|14·0 P59′ Q51′ F45′ FK *WB* | London British | C.2Cy.30″&56″–38″ NB91 150NH Thompson&Co.,Newcastle | | | |
| 38 106414 PLFM | **—** *W.H.Richardson* –03 *Mchy.Aft* | **SteelScSr** ssAdn.No.1–01 1*Dk*§*Shadedk* | 351 250 114 | †100A1 *Shaded dk with freeboard* 4,01 | Adn | *g* | 1896 8mo | Sunderlnd S.B.Co.(Lim.) Sunderland A&CP | Cowasjee,Dinshaw &Bros. | 152·0\|25·6\|11·5 P17′F21′ BK7″ *WB*= *DBf*35′57*t* *FPT* | Sundrland British 3*BHCem* 28*tAPT*4*t* | T.3Cy.13½″,22″&36″–24″ (*r* 160lb *80lb* 90RH 1SB,2*pf*,GS44,HS1414 Sir C.Furness,Westgarth& Co.(Lim.),Mdb. | 12 ″ 4 s 1 ″ | | 3,01 6,04 |
| 39 120356 | **—** | **WoodSc** | 154 — 85 | | | | 1879 | ..... East Deering, Me. | FisheriesCo. | 121·0\|20·2\| 9·4 | Greenport N.Y. Utd.States | | | | |
| 40 105525 QNSH | **—** *R.Staff* –95 | **IronScK** ssGms.No.2–03 1*Dk* | 154 142 62 | † *Stm Trawler* | | | 1895 8mo | Cochrane &Cooper Hull *Lloyd's*A&CP | Taylor,Olsen &Pennell (H.L.Taylor,*Mgr.*) | 102·7\|20·5\|11·0 Q17′F19′ BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11½″,19½″&32″–22½″ 170lb (*s*) 50RH 1SB,2*cf*,GS24,HS897 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 7,03 |

| 1 Numéro d'Ordre / Numero / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Brut — Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Navire. / Mach. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Prof. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. HHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Charge en Tonnes. Pieds. | pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>89631 | **Falcon**<br>*B.H.Evans97–97* | IronScSr<br>1 *Dk* | 134<br>133<br>25 | ✝<br>*For Towing purposes only*<br>10,84 | Lth | | 1884<br>9mo | S.& H.Morton&Co.<br>Leith | Huddart,Parker&Co.ProprietaryLd. | 96·9 | 19·3 | 11·2 | Melbourne<br>British | C.2Cy.20½″&40″–24″<br>90RHP<br>5*BHCem*<br>A.Shank&Son,Arbroath | 11 | 10 | | |
| 42<br>99090<br>MPWN | —<br>*R.H.Hawkins –01* | IronScTug<br>1 *Dk* | 124<br>124<br>5 | | | | 1892 | G.Rennie &Co.<br>London | GameCockSteamTowingCo. | 91·5<br>B12′ | 19·1 | 10·9<br>BK7′ | London<br>British | C.2Cy.18″&33″–24″<br>98RHP<br>J.Stewart&Son(Lim.)Lon | 11 | 7 | | |
| 43<br>120632 | —<br>*Johnson* | WoodSc | 117<br>—<br>59 | | | | 1886 | .....<br>S.Francisco | WilmingtonTrans.Co. | 100·0 | 23·0 | 9·5 | LosAngeles,Cal.<br>Utd.States | | | | | |
| 44<br>115467 | —<br>*M.Jakobsen03–03*<br>(*ex* Viking) | SteelScSp<br>(*Whaler*) | 113<br>108<br>27 | | | | 1902 | Nylands Værksted<br>Christiania | CapeBroyleWhaling&TradingCo.Ld. (Bowring Bros.Ld. *Mgrs.*) | 91·6 | 17·9 | 10·6 | SJhnsNFL<br>British | T.3Cy.10½″,17″&28½″–20″<br>85RHP<br>Nylands Værksted,Xania | | | | |
| 45<br>118379 | —<br>*H.B.Hardinge –04*<br>1 *Dk*(*Teak*) | SteelScSr | 56<br>52<br>— | ✝ A–<br>*For Towing purposes*<br>2,04 | Npt | | 1904<br>2mo | C.H.Walker &Co.Ld.<br>Sudbrook | C.H.Walker&Co. Ld. | 70·0 | 14·7 | 7·7<br>BK5′ | London<br>British | C.2Cy.13″&26″–18″ (*s*)<br>125lb 28RHP<br>4*BHCem*<br>1SB.*2pf*,gs25,hs660<br>Plenty&Son,Ld.Newbury | 8 | 0 | | |
| 46<br>84062<br>VDLK | **Falernian**<br>*G.Broadbent –04* | IronScSr<br>2 *Dks*(*Iru*) | 2322<br>2159<br>1508 | ✝<br>1,81 | Sou | Lv | 1880<br>9mo | Oswald, Mrdaunt&Co.<br>Southampton | EllermanLines,Ld.(F.Swift,*Mgr.*) | 343·4<br>F38*t* | 34·5 | 23·5 | Liverpool<br>British<br>6*BHI*1DR | C.4Cy.23″&60″–48″<br>*alt.*94 NB94 288NHP<br>Fawcett Preston&Co.,Liv. | 25 | 10<br>5 · 3 | | |
| 47<br>HMJD | **Falk**<br>*G.Gundersen –03* *ss*Cff.No.3–5,94<br>(*ex*Clandeboye) *ss*Xia.No.2–03<br>*Well deck* 1 *Dk*(*Stl*)&*Webframes* | SteelScSr | 2157<br>1684<br>1380 | ✝100A1<br>1,05 [illegible]<br>[illegible]<br>Ess.1,06 | N Yk | *r* | 1888<br>2mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | Acties.Falk(Alf.Monsen) | 275·0<br>P28′Q78′B110′<br>F29′ | 37·3 | 19·1<br>BK9½′<br>*WB* = *Cell* | Tonsberg<br>Norwegian<br>4*BHCem*<br>*DB*234′521*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* NDB00 218NHP<br>1DB,*6cf*,gs77,hs3290<br>Blair&Co.Ld.Stockton | 22 | 2<br>1 · 11½ | | |
| 48<br>QFVK | —<br>*L.Wetlesen –04*<br>*For full particulars See No.1 in Supplement*<br>1 *Dk*(*Stl*)&*Webframes* | SteelScSr | 1010<br>831<br>449<br>585 | 100A1<br>*Shelter dk*<br>*with freeboard*<br>(*Class Contemplated*) | | | 1904 | Fevigs Jernskibsbyg Fevig | Brödrene Björnstad | 230·0 | 35·1 | 14·6 | Christiania<br>Norwegian | T.3Cy.17″,29″&48″–33″<br>Richardsons,Westgarth&Co.Ld.Mdb | 15 | 6<br>1″3½ | | |
| 49<br>QFVK | —<br>*M.Eide91–04*<br>1 *Dk* | SteelSc | 965<br>706<br>585 | | | | 1904 | Bergens Mek.Værks Bergen | P.Hamre | 216·2<br>Q101′B20′F26′ | 31·5 | 15·2<br>*WB* | Bergen<br>Norwegian | T.3Cy.16″,25″&43″–30″<br>101NHP<br>BergensMekVærksBergen | | | | |
| 50<br>[illegible]<br>[illegible]<br>[illegible] | **Falka** *I.Ohlsson*<br>*T.Mon[illegible]* *ss*Bry.No.3–4,02<br>*Well deck* 1 *Dk*(*Stl*)&*Webframes* | SteelScSr | 1703<br>1298<br>1060 | ✝100A1<br>3,[illegible]<br>BSs,04 | Sld<br>Shl | *q* | 1889<br>3mo | W.Gray& Co.(Lim.) W Hartlepool<br>A&CP | [illegible]<br>G.Sjöberg<br>RederiAktiebEol(G.Sjöberg,*Mgr.*) | 260·0<br>Q107′B104′F31′ | 36·7 | 18·2<br>FK<br>*WB* = *DBa* | [illegible]<br>[illegible]<br>4*BHCem*<br>82′/102′383*t*<br>[illegible] | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *90lb* NDB03 156NHP<br>1SB,*3rf*,gs40 FD<br>[illegible]ntrl.Mrne.EWrks.W.Hpl | 19 | 5<br>1 · 6 | | |
| 51<br>QFVK | **Falke**<br>*H.Röver –00* | SteelScSr<br>1 *Dk*2*tr*&*B* | 1025<br>703<br>607 | | | | 1894 | Stettiner Act.Ges. Stettin | Dampfsch.Ges. Argo | 213·3<br>P148′ | 30·1<br>H55*t* | 14·8<br>F24′ | Bremen<br>German | T.3Cy.17″,27½″&43½″–31½″<br>105NHP<br>Stettiner A.G.,Stettin | | | G | |
| 52<br>RMQB | —<br>*H.Wegener02–02*<br>(*Trawler*) | SteelSc<br>1 *Dk* | 149<br>134<br>30 | | | | 1902 | J.C.Tecklenborg A.G Geestemünde | Gebr.Thomae | 108·2 | 20·9 | 9·9 | Hamburg<br>German | T.3Cy.11″,17½″&29½″–21½″<br>39NHP<br>J.C.TecklenborgA.G.Gst. | | | G | |
| 53<br>577<br>JBQV | **Falken**<br>*C.H.Wetterström01–01*<br>*Well deck* 1 *Dk*(*Iru*)&*Webframes*<br>*ss*[illegible]1,Nc.3–5,05 | SteelScSr | 1267<br>989<br>758 | ✝100A1<br>5,05[illegible]<br>[illegible] | Sld<br>Shl | *o* | 1893<br>5mo | Craig, Taylor&Co. Stockton<br>*Lloyd's*&*CP* | RederiAktieb. Condor(B.A.F. Georgii,*Mgr.*)<br>*WB* = *CellDB* | 237·0<br>Q89 B58′H65*t*F29′<br>[illegible]<br>B190′273*t*F*PT*109*t* | 34·5 | 15·3<br>FK | Stockholm<br>Swedish<br>4*BHCem*<br>*APT*100*t* | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 136NHP<br>2SB,*4pf*,gs68,hs2000<br>N.E.Mar.E.Co.(Lim.),Sld. | 17 | 9<br>1 · 10 | | |
| 54<br>VHPB | —<br>*J.Saxen –99*<br>1 *Dk* | IronScSr<br>(*ex* Eskilstuna) | 232<br>—<br>143 | | | | 1858/72 | Bergsund Mek.Vrk. Stockholm | Kaskö-Sundswall Angf.Aktieb | 131·2<br>P72′ | 20·1<br>H4*t* | 8·9<br>F24′ | Kaskö<br>Russian | C.2Cy.19″&38½″–20″<br>54NHP<br>KockumsMekVerk.Malmö | | | | |
| 55<br>QHGF | **Falkenstein**<br>*G.Geerdes98–01*<br>1 *Dk* | SteelScSr | 1434<br>1262<br>882 | | | | 1901 | Schiffsw. v. Henry Koch Lübeck | Dampfschiffahrts Ges.Triton,A.G. | 244·4<br>P16′B62′F24′ | 36·1 | 17·2 | Bremen<br>German | T.3Cy.16¾″,28″&44½″–32½″<br>OttensenerMasch. 113NHP<br>J.F.Ahrens,Ottensen | | | G | |
| 56<br>LGFR | —<br>*G.Ballier08–03* (*Trawler*)<br>1 *Dk* | SteelSc | 178<br>162<br>81 | | | | 1897 | J.W.Klawitter Danzig | Joh.Cohrs | 110·5<br>H39′ | 21·0 | 10·9 | Blinkenese<br>German | C.2Cy.17¼″&31½″–19¾″<br>44NHP<br>J.W.Klawitter,Danzig | | | V | |
| 57<br>MBNH | **Falkniss**<br>*Chr.Taarvig04–04*<br>*Electlight* 1 *Dk*(*Stl*)&*deep framing* | SteelScSr | 1255<br>1114<br>794 | ✝100A1<br>1,04 | Xia | *p* | 1904<br>1mo | Fredrkstad Mek.Værks Fredrikstad<br>*Lloyd's*&*CP* *WB* | Atieselsk.Falkniss C.Eitzen&Co.)<br>= *Cell DBa* 58′ *uE* | 241·3<br>P25′B67′F24′<br>24′*f*96′289*t*F*PT*6*t* | 35·6 | 17·5<br>FK<br>*WB*=*CellDBa* 58′ *uE* | Christiania<br>Norwegian<br>4*BHCem*<br>*APT*51*t* | T.3Cy.18″,29″&48″–33″ (*s*)<br>175lb *90lb* 166NHP<br>2SB,*6cf*,gs83,hs2906<br>FredrikstadM.V.Frdstad. | 18 | 9 | | |
| 58<br>118348<br>VHWK | **Fallodon**<br>*H.Lawson86–03*<br>1 *Dk*(*Iru*)&*deep framing*<br>3 *Dk rule* | SteelScSr | 3012<br>2851<br>1914 | ✝100A1<br>5,05 [illegible] | Shl | *r* | 1903 | Bartram& Sons Sunderland<br>*Lloyd's*&*CP* | London&Northern S.S.Co.Ld. (PymanBros.Ld., *Mgrs.*)<br>*WB* = *CellDBa* 101′ *uE* | 339·0<br>P30′B189′F33′<br>4*B48*′*f*139 | 48·1 | 22·1<br>FK | London<br>British<br>6*BHCem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>180lb *100lb* 293NHP<br>2SB,*6rf*,gs120,hs4604<br>J.Dickinson&Sons,Ld.Sld<br>*DB*54*t*F*PT*56*t*.*APT*44*t* | 24 | 6<br>3 · 7 | | |
| 59<br>99412<br>MQHC | **Fallodon Hall**<br>*F.Wickham –02*<br>*ss*Bry.No.3–7,04 1 *Dk*(*Stl*)&<br>*Spar dk*(*Iru*)&*Webframes* | SteelScSr | 3389<br>3192<br>2206 | ✝100A1<br>*Spar dk*<br>[illegible] | Bry<br>Bkn | *v* | 1892<br>6mo | SirR. Dixon&Co. Middlesbro' | Chas.G.Dunn&Co. Ld. | 335·0<br>P21′B68′F40′<br>BK9″ | 43·7<br>26·3 | 18·6<br>*WB* = *Cell* | Liverpool<br>British<br>6*BHCem* | T.3Cy.25′,40″&66″–45″ (*s*)<br>160lb *80lb* 312NHP<br>2SB,*6rf*,gs116,hs4970<br>Blair&Co.(Lim.),Stockton | 21 | 0<br>3 · 0–2½ | | |
| 60<br>103761<br>QHDR | **Falls of Keltie**<br>*G.King –03* *ss*Gls.No.1–02<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Now named "Hoyle Bank"* *Deep.* 1,04 | SteelScSr | 3298<br>3060<br>2150 | ✝100A1<br>*Spar dk*<br>[illegible] | Liv<br>Cal | *v* | 1898<br>9mo | Russell &Co Pt.Glasgow | FallsLineS.S.Co. Ld. (Wright, Graham&Co.)<br>*Lloyd's*&*CP* *WB* | 329·6<br>P20′B72′F36′<br>*B* . *Cell DB* a 102 | 48·0 | 15·9<br>FK<br>*E*&*B*10′*f*140′867*t* | Glasgow<br>British<br>5*BHCem*<br>*APT*93*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb [illegible] 291NHP<br>2SB,*6cf*,gs129,hs4400<br>J.G.Kincaid&Co.Greenock | 18 | 4<br>5 · 4 | | |
| 61<br>108483 | **Falmouth**<br>*W.Rumbell –97* *ss*Gms.No.1–02<br>1 *Dk* | SteelScYt | 165<br>152<br>51 | ✝100A1<br>*Stm Trawler*<br>[illegible]3,05<br>[illegible] | Gms<br>LMCS[illegible] | | 1897<br>10mo | Mackie& Thomson Glasgow | Hagerup, Doughty &Co.Ld. | 104·2<br>Q17′F19′ | 21·0 | 10·7<br>BK7½′ | Grimsby<br>British<br>4*BHCem* | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RHP<br>1SB,*2pf*,gs23,hs586<br>Muir&Houston,Ld.,Gls. | 11 | 7 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Register Tonnage Gross — Under deck — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Now Equipment | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. — Flag. | 13 Engines. Nos & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. amidships ft. in. | 15 Repairs in w. Bot. Tks. | 16 Repairs when last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62<br>[illegible]<br>[illegible] | **Falmouth**<br>*H.Scott* –96 | **IronScK**<br>1 *Dk* | 133<br>127<br>54 | | | ... | 1891 | R.Dixon& Co. Middlesbro' | **WesternSteam TrawlingCo.Ld.** (S.M.Price, *Mgr.*) | 96·5 Q20′ | 20·3 F19′ | 10·7 | **Bristol** British | T.3Cy.11½″.18″&29″–21″ 50RH Worth,McKenzie&Co.(L.), Stockton | 11 ″ 8 | | |
| 63<br>89787<br>KRHD | **Falshaw**<br>*T.Cooper* –03<br>*Well deck* | **SteelScSr**<br>*ss*Bry.No.3–3,95<br>*ss*Cff.No.2–03<br>1 *Dk(Stl)2tr B* | 2317<br>1814<br>1484 | ✝100A1<br>6,01 ~~8,03~~<br>~~8,04~~ | Cff | *s* | 1888<br>4mo | T.Turnbull &Son Whitby A&CP | **H.Baxter&Co.** | 288·0 P28′Q76′B124′ F32′ | 38·3 FK WB=*DBa* | 21·0 | **Whitby** British 6 *BH Cem* 88′*f*114′440*t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* NDB98 219NHP 2SB,*6cf*,GS101,HS3301 Blair&Co.(Lim.),Stockton | 22 ″ 2<br>2 ″ 1½ | | ~~8,03~~<br>6,04 |
| 64<br>3999<br>JMQD | **Falster**<br>*H.L.Olsson*92–03 | **SteelScSr**<br>1 *Dk* | 581<br>424<br>336 | | | | 1902 | Ilsingbrgs Varfs.Aktieb. Helsingborg | **ÅngbåtsAktieb. Ferm(A.Broström &Son,** *Mgrs.*) | 164·5 Q55′B29′H27*t*F18′ | 28·4 WB | 11·0 | **Krstnhmn** Swedish | C.2Cy.17″&35″–26½″ 53NHP Helsingborgs VarfsAktieb. | | V | |
| 65<br>NKTC | **—**<br>*L.Andreasen* | **IronScSr**<br>1 *Dk* | 160<br>128<br>82 | | | | 1866 | Burmeister &Wain Copenhagen | **ForenedeDmpskib Selskab.** | 133·8 Q43′ | 18·6 B4*t* | 9·0 F4*t* | **Stege** Danish | C.4Cy.14″&28″–18″ 55NHP Burmeister&Wain,Cpnhgn | | | |
| 66<br>~~Lisbon~~<br>HRFD | **Fame**<br>~~*L.McIsaac* –97~~<br>(*ex*Flos) | **IronTwinScTug**<br>1 *Dk* | 226<br>220<br>140 | | | ... | 1857 | T.D.Marshall S.Shields. | ~~**HongKong& WhampoaDockCo. Ld.** E.C.Wilks, FrenchGovt.~~ | 133·2 alm.b.88 | 22·3 | 11·8 | ~~**HongKong**~~ ~~British~~ French Haiphong | C.4Cy.15″&30″–18″ NE&B4,88 74RHP H.Kg.&WhampoaD.Co.Ld | | | |
| 67<br>[illegible] | **Famoso Lujan**<br>(*ex*Feliz) | **IronScTug**<br>1 *Dk* | 101<br>—<br>70 | | | | 1875 | Kincaid& Co. Greenock | **Ros y Tobal** | 84·0 | 18·0 | 6·0 | **Bns.Ayres** Argentine | | | | |
| 68<br>[illegible] | **Fanagoria**<br>*Mchy.Aft* | **SteelSc**<br>1 *Dk* | 372<br>—<br>267 | | | | 1896 | .....<br>Haarlem | **RussianGovernment(Department ofRoads)** | 152·3 | 26·0 | 12·0 | **Kertch** Russian | | | | |
| Wrecked 1,04<br>HRFD | **Fancy**<br>*J.E.Weidermann*01–01<br>(*ex*Flos) | **IronScSr**<br>1 *Dk2tr B* | 1406<br>1092<br>879 | | | ... | 1870 | Richardsn. Duck&Co. Stockton | **Acties.Fancy (Nilssen&Björnness)** | 247·0 P257*t*H24*t*F33*t* | 32·8 BK8 | 19·0 | **Tönsberg** Norwegian | C.2Cy.27″&54″–33″ NB82 140NHP C.D.Holmes&Co.,Hull | 19 ″ 8 | N | |
| 70<br>JPLD | **Fane**<br>*E.Christophersen* | **SteelScSr**<br>1 *Dk* | 1119<br>987<br>698 | | | | 1901 | Bergens Mek.Værks Bergen | **W.Torkilsen** | 228·5 P15*t*H56*t*F30*t* | 35·3 | 15·9 | **Bergen** Norwegian *WB* | T.3Cy.16″,25″&43″–30″ 101NHP Bergen Mek.Værks.Bergen | | N | |
| 71<br>[illegible] | **Fanita**<br>*Mchy.Aft* | **IronScSr**<br>1 *Dk* | 432<br>—<br>289 | | | | 1868 | The Pusey &Jones Co. Wlmngtn Del | **J.McKay** | 161·0 | 26·0 | 8·8 | **Tampa Fla** Utd.States | 1Cy.28″–28″ 32NHP Pusey&Jones Co Wlmngtn | | | |
| 72<br>110090 | **Fanni**<br>~~*H.A.Pardley* –98~~<br>*Tyne* 1 *Dk(pt Stl)*<br>*Elec.light* | ~~*ss*Syr.2nd No.3–6,04~~<br>*Z.Zamblacos* –01 ~~*ss*Hpl.No.3–1,01~~<br>(*ex*Rugby) ~~*ss*Hpl.No.2–99~~<br>*Well deck* 1 *Dk(Irn)2tr B* | *1618*<br>*1878*<br>*1019* | ✝100A1<br>10,01 ~~8,02~~<br>~~9,04~~<br>BS6,04 | Msl | *q* | 1878<br>10mo | W.Gray& Co. (Lim.) W Hartlepool | ~~**P.J.Goloutso**~~ **Cie.Française de Nav.à Vap. "LaPhocéenne"** | 258·6 Q100′B61′F35′ | 34·7 BK97 FK WB= | 19·3 | **Syra** Greek 4 *BH Cem* *DBa84′f97′* | C.2Cy.32½″&60½″–33″ (*s*) 75lb ~~75lb~~ NDB91 175NHP 2SB,*4pf*,GS80 *56lb* T.Richardson&Sons,Hpl. | 20 ″ 9<br>2 ″ 0½ | | ~~12,08~~<br>~~10,04~~ |
| 73<br>MBGD | **Fanny**<br>*M.Falck*03–03 | **IronScSr**<br>1 *Dk2tr B* | 464<br>406<br>324 | | | | 1883 | Gothenbrg Mek.Verkst Gothenburg | **Acties.Fanny (A.Kallevig)** | 145·7 B49*t* | 24·6 H7*t* | 15·2 F4*t* | **Arendal** Norwegian | C.2Cy.19″&31″–20″ NB95 36NHP Gothenburg Mek.Verkst. | | N | |
| 74<br>110090 | **Fantee**<br>~~*H.A.Pardley* –98~~<br>*Tyne* 1 *Dk(pt Stl)*<br>*Elec.light* | **SteelScSr**<br>*ss*Liv.No.1–03<br>*Spar dk*<br>*Spar dk (Stl–ws)*<br>*deep framing* | 3649<br>2751<br>2310 | ✝100A1<br>*Spar dk*<br>11,03 ~~11,04~~<br>MS11,04 | Liv | *r* | 1899<br>4mo | Barclay, Curle&Co.Ltd Glasgow A&CP | **AfricanS.S.Co. (Elder,Dempster &Co.** *Mgrs.*) *B = Cell DBa* 76′*u* | 345·0 P&B226′F41′ *E24′f*158′539*t FPT* | 44·0 FK WB | 14·2 23·2 | **London** British 6 *BH Cem* *76t APT44t* | T.3Cy.25″,41″&67″–48″ (*s*) 180lb 370NHP 3SB,*11cf*,GS212,HS6190 Barclay,Curle&Co.Ltd.Gls. | 16 ″ 9<br>5 ″ 0 | BT till 3,05 | 2,~~08~~<br>11,04 |
| 75<br>JRDV | **Fantoft**<br>*H Grönsdahl*94–98 | **SteelScSr**<br>1 *Dk* | 1041<br>815<br>636 | | | | 1898 | Bergens Mek.Verk. Bergen | **RasmusF.Olsen** | 225·5 Q107′B29′F30′ | 32·1 | 13·2 | **Bergen** Norwegian *WB* | T.3Cy.15¾″,25″&42″–30″ 97NHP Bergens M.V.Bergen | | N | |
| 76<br>68535<br>NGJD | **Faraday**<br>*Cable Vessel*<br>*G.Hyde* –03 | **IronTwinSc3MstSr**<br>*ss*Lon.2nd No.3–5,01<br>2 *Dks4tr B* | 4917<br>4884<br>3123 | ✝100A1<br>4,05 ~~4,04~~<br>~~Lon.2nd No.3–5,01~~<br>~~Manchester Liverpool~~ | Lon | *x* | 1874<br>2mo | C.Mitchell &Co. Newcastle A&CP | **SiemensBros.&Co. Ld.** | 360·4 F49′ | 52·3 FK WB | 34·7 = *DBf*146′ | **London** British 3 *BH Cem* | C.4Cy.39″&68″–48″ (*s*) 65lb *60lb* 492NHP 3SB,*18pf*,GS324,HS8600 T.Clark&Co.,Newcastle | 36 ″ 6<br>8 ″ 9 | BT till 4,05 | 4,04 |
| 77<br>67342<br>LPWS | **—**<br>*A.Wilkie* –99<br>*Well deck* | **IronScSr**<br>1 *Dk2tr B* | 892<br>731<br>552 | | | ... | 1873 | T.&W. Smith N.Shields | **Tyne-TeesSteam ShippingCo.Ld.** | 214·5 Q70′ | 28·5 B66′ | 15·2 F21′ | **Newcastle** British | C.2Cy.26″&50″–33″ 90RH Ouseburn Eng.Works,Nwc. | 16 ″ 8 | | |
| 78<br>106671<br>QFKR | **—**<br>*J.W.Addy* –97<br>*Stm Trawler* | **IronScK**<br>*ss*Hul.No.1–01<br>1 *Dk* | 177<br>164<br>60 | ✝100A1<br>~~5,03~~ 4,05<br>BS4,01 | Hul | | 1897<br>7mo<br>*Lloyd's* | Cook,Welt'n&Gemmell Hull *SA&CP* | **F.&T.Ross,Ld.** | 108·2 Q25′ | 21·0 BK7½ *WB= MT* 10′5*t* | 11·3 | **Hull** British 8 *BH Cem* | T.3Cy.12¼″,19½″&32″–22½″ 170lb (*s*) 50RH 1SB,*2cf*,GS23,HS876 C.D.Holmes&Co.,Hull | 12 ″ 1 | | ~~5,03~~<br>4,05 |
| 79<br>120724 | **Farallon**<br>*G.Nord* | **WoodScSr**<br>1 *Dk* | 750<br>—<br>566 | | | | 1888 | A.Hay San Francisco | **AlaskaS.S.Co.** | 158·5 | 33·8 | 18·5 | **P.Twnsnd** Utd.States | T.3Cy.14″,22″&36″–24″ 64NHP Fulton I Wks.,San Frncisco | | | |
| 80<br>JFRP | **Faraman**<br>*Gaubert* –03<br>*Mchy.Aft*<br>*Well deck* *Elec.light* | **SteelSc3MstSr**<br>*ss*Msl.No.1–03<br>(*ex*Fremington)<br>1 *Dk(Irn)* | 383<br>220<br>89 | ✝100A1<br>8,03<br>BS4,05 | Msl | *e* | 1899<br>2mo | R.Thompson&Sons Sunderland A&CP | **Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.** *Mgrs.*) | 136·0 Q77′B12′F18′ | 23·2 FK WB= *DBf*65′ | 8·8 | **Marseilles** French 3 *BH Cem* 77t *FPT* 18*t* | C.2Cy.16½″&37″–24″ (*s*) 120lb *100lb* NDB02 74NHP 1SB,*2pf*,GS35,HS1400 Hedley&Boyd,N.Shields | 11 ″ 2<br>7½ | | 8,03 |
| 81<br>164<br>JBDG | **Fardig**<br>*C.J.W.F.Molin* –89 | **IronScSp**<br>1 *Dk* | 111<br>108<br>37 | | | | 1871 | MotalaCo. Motala | **GöteborgsBogseringsAktieb.** | 85·6 | 19·4 | 10·9 | **Gothenbrg** Swedish | C.2Cy.15⅞″&30¼″–21⅝″ 35RHP MotalaCo.,Motala | | | |
| 82<br>309<br>PFQH | **Farfalla**<br>*W.Taylor* –02<br>(*ex*SriSintang,*ex*SriSarawak) | **IronScSr**<br>1 *Dk* | 418<br>—<br>148 | | | | 1870 | Hendersn, Coulborn&Co Renfrew | **G.B.Gaggino** | 128·3 Q50*t* | 20·5 | 7·7 | **Genoa** Italian | C.2Cy.16″&36″–18″ 46NHP Hendrsn,Coulbrn&Co.Rnf | | | |
| 83<br>JPMQ | **Farmand**<br>*J.Corneliusen*94–00 | **SteelScSr**<br>1 *Dk* | 1387<br>1238<br>862 | | | | 1900 | Laxevaags Msk.&Jrnskb Bergen | **O.&A.Irgens** | 245·8 H109*t*F40*t* | 36·4 | 16·8 | **Bergen** Norwegian *WB* | T.3Cy.17½″,29″&48″–33″ 132NHP Laxevaags Msk.&Jrns.Bgn | | N | |
| 84<br>HDWB | **Farmanden**<br>*J.Steengaard* | **IronScSr**<br>1 *Dk* | 114<br>86<br>63 | | | | 1865 | MotalaCo. Motala | **Dampskibsselskab Farmanden (W. Pedersen)** | 101·5 H28*t* | 20·6 | 7·6 | **Drammen** Norwegian | 1Cy.11¾″–25″ 5NHP MotalaCo.,Motala | | | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Brut | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de la Visite. | 7 Terme ordinaire — trimestre suivant. Lettres explicatives. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Lieu. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les pressions du navire. Détails des Chaudières & Levers. Nom du Constructeur des machines. | 14 Creux sur Quille. Hauteur du Tunnel. Hauteur de la dernière Virure. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85 | **Farmsum** | SteelScSr | 2544 | ✠100A1 | Bry | *l* | 1902 | Neherl. | Stoomv. Maats. | 302·8 | 45·9 | 19·8 | Amstrdam | T.8Cy.21½",33"&56½"–39½" | 22 | a 4 | |
| 2511 | *K.Schuring*00–02 | | 2511 | ~~Aus's.02~~ 12,04 | Hel | | 9mo | Schps. Maats | Jostzee (Vincke& | P22 | B72' | F32 | Dutch | 160lb *80lb* (s) 221NH | s. b. 7 | | 12 |
| NKHT | 1 *Dk(Stl)&deep framing* | | 1597 | ✠LMC9.02 | | | *Lloyd's* | Amsterdam *A&CP* | Co. *Mgrs.*) *WB=CellDBa88'* | *uE&B86'f*130 | 711t | FK | 5 *BHCem* | 2SB,*4cf*,gs102,hs3613 | | | |
| 86 | **Farnham** | SteelScSr | 3102 | ✠100A1 | Cff | *u* | 1898 | R.Thomp- | ThompsonS.Shpg. | 325·4 | 48·6 | 21·5 | Sundrland | NedFb.v.Wrk&Spoor,Am. | 24 | a 0 | |
| 1 | *J.A.Peterson* –98 | *ss*Sld.No.1–03 | 3878 | ~~Aus's.11.01~~ | Bry | | 3mo | son&Sons | CoLd(V.T.Thomp- | P31' | B102 | F35' | British | T.8Cy.24",39"&64"–42" (s) | s 3 · 11½ | | |
| QBDN | 1 *Dk(Irn)2tr B&deep framing3.Dk rule* | | 1904 | ~~Aus's.12.02~~ MS4,03 | ✠LMC B5,04 | | Sunderland | *A&CP* | son&Co.,*Mgrs.*) *WB=Cell DBa91'u E* | *f*134' | 760t | *FPT* | 5 *BHCem* | 180lb *100lb* 289NH | | | |
| | | | | | | | | | | | | | 82t | *APT*138t | 2SB,*6pf*,gs120,hs4480 | | | |
| | | | | | | | | | | | | | | | G.Clark,Ld.Sunderland | | | |
| 87 | **Faro** | SteelScSr | 1143 | | | | 1900 | Schiffsw. v. | Oldenbrg-Portug. | 210·8 | 31·1 | 17·8 | Oldenburg | T.8Cy.15½",25⅝"&40⅛"–27½" | | | G |
| | *H.Schnieders* | | 945 | | | | | H.Koch | Dmpfsch.Rhed. | B70' | F25' | | German | 85NH | | | |
| NGVF | *Elec.light* | 1 *Dk&Spar dk* | 720 | | | | | Lübeck | | | | | *WB* | H.PauschAct.Ges.Lndsbg | | | |
| 88 | — | IronSc3MstSr | 963 | | Lon | *m* | 1868 | Aitken& | Nav.Gen.Italiana | 240·2 | 29·2 | 16·6 | Palermo | C.2Cy.26½"&46"–36" | | | |
| 6 | (*STRANDED AND CONDEMNED 03*) | | 814 | 10,81 | | | 7mo | Mansel | | P92t | F21t | | Italian | NB85 107NH | | | |
| PFQN | *ss*Mlt.No.3–79 2 *Dks* | | 618 | | | | | Glasgow | | len71 | | | *BHCem* | | | | |
| | (*ex*Headquarters) | | | | | | | | | | | *WB=* | *FPT*28' | *Cm* | p78J.Aitken&Co.,Glasgow | | | |
| 89 | **Farraline** | SteelScSr | 1226 | ✠100A1 | Lth | *n* | 1903 | Ramage& | London&Edin- | 230·0 | 33·6 | 14·5 | Leith | T.8Cy.17½",27"&46"–36" (s) | 17 | a 0 | |
| 1156 | *D.Henderson*85–03 | | 870 | 3,04 | | | 8mo | Ferguson,Ld. | burghShippingCo. | P&B129' | F29' | | British | 180lb *100lb* 138NH | s 1 · 8½ | | |
| VDPM | 1 *Dk(pt Irn)* | *Web frames* | 765 | ✠LMC9.04 | | | Leith | | | | | BK7' | 5 *BHCem* | 1SB,*3cf*,gs67,hs2140 | | | |
| | *Well deck* | *lower dk in fore hold* | | | | | *Lloyd's* | *A&CP* | *WB=Cell DBa46'u E* | *f*112' | 197t | *FPT* | 26t | *APT*23t | Ramage&Ferguson,Ld.Lth | | | |
| 90 | **Farrapo** | SteelScSr | 207 | | | | 1893 | Howaldts- | Board of Public | 137·8 | 23·0 | 10·9 | RioGrande | T.8Cy.11½",18½"&29½"– | | | |
| | | 1 *Dk* | — | | | | | werke | Works,Brazil | | | | doSul | 15⅝"] 85NH | | | |
| | | | 89 | | | | | Kiel | | | | *WB* | Brazilian | Howaldtswerke,Kiel | | | |
| 91 | **Farringford** | SteelScSr | 3667 | 100A1 | | | 1904 | J.L.Thomp- | Charlton& | 345·0 | 47·1 | 25·8 | Sundrland | T.8Cy.24½",40"&66"–45" | | | |
| *For full particulars See No. 5 in Supplement* | | | 3377 | | | | | son&Sons,Ld. | Thompson | P33' | B77' | F44' | British | | | | |
| | | | 2404 | (*Class Contem plated*) | | | | Sunderland | | | | | | J.Dickinson&Sons,Ld.Sld. | | | |
| 92 | — | SteelScSr | 3146 | ✠100A1 | Bry | *u* | 1896 | J.L.Thomp- | HarrogateS.S.Co. | 325·0 | 45·4 | 23·7 | Sundrland | T.8Cy.22½",38"&62"–42" (s) | 26 | 4 | |
| 108410 | *E.T.Elias* –04 | *ss*Sld.No.1–00 | 2877 | *with freeboard* | | | 7mo | son&Sons,Ld. | Ld.(~~Jenkins,~~ | P28' | B60' | F33' | British | 180lb *180lb* 261NH | s 5 · 5½ | | 2.09 |
| PKBJ | 1 *Dk(pt Stl pt Irn)2tr B&Web frames* | | 1993 | 1,04 | | | | Sunderland | ~~Williams&Co.~~ | | | FK | 6 *BHCem* | 2SB,*6rf*,gs115,hs3900 | a 5 · 1 | | |
| | | | | ~~Aus's.12.02~~ | ✠LMC | | | | *WB=CellDBa* | 104'u | E&B37' | f134 | 686t | *APT*31t | J.Dickinson&Sons,Ld.,Sld | | | |
| | | | | | | | | | (JenkinsBros.,*Mgrs.*) | | | | | | | | |
| 93 | **Fashoda** | SteelScSr | 2786 | ✠100A1 | Cff | *u* | 1898 | J.Reid&Co | GlasgowNavCoLd. | 320·0 | 46·0 | 21·3 | Glasgow | T.8Cy.22½",36½"&60"–39"(s) | 23 | 9 | |
| 108768 | ~~*H.Starkey* –98~~ | *ss*Gls.No.1–02 | 2602 | *with freeboard* | Irk | | 11mo | Ld. | (Maclay& | P28'B98' | F34' | | British | 160lb *80lb* 236NH | s 4 · 2 | | 5½.8 |
| QKHM | 1 *Dk(Irn)2tr B&deep framing* | | 1782 | 8,04 ~~10,03~~ | ✠LMC9.04 | | | Glasgow | McIntyre,*Mgrs.*) | | | FK | 5 *BHCem* | 2SB,*6cf*,gs92,hs3710 | | | |
| | *J.Grey* –04 | 3 *Dk rule* | | | | | *Lloyd's* | *A&CP* | *WB—CellDBa* | 100'u | E20'f | 136' | 711t | *APT*130t | A.Stephen&Sons,Glasgow | | | |
| 94 | **Fastnet** | SteelScSr | 2227 | ✠100A1 | Npt | *s* | 1887 | M.Pearse& | FargroveStm.Nav | 290·0 | 38·0 | 19·9 | London | T.8Cy.21½"35½"&58½"–39"(s) | 21 | 4 | |
| 94291 | *J.Smith* –08 | *ss*Mdb.No.3–5,99 | 1717 | 3,05 ~~2.04~~ | Bry | | 5mo | Co. | Co.Ld. (Farrar, | P28'Q84' | B116' | | British | 180lb *80lb* NDB99 212NHP | s 1 · 11½ | | 5.03 |
| KMLW | *Well deck* | *ss*Npt.No.1–04 | 1416 | ✠LMC9.05 | | | | Stockton | Groves&Co.*Mgrs*) | F35' | | BK9' | 5 *BHCem* | 2SB,*6cf*,gs82,hs3168 | | | |
| | 1 *Dk(Stl&Irn)&Web frames* | | | | | | | *A&CP* | | | | *WB=DBa* | 94'f | 108'477t | Blair&Co.(Lim.),Stockton | | | |
| 95 | — | SteelScSr | 1158 | | | | 1895 | WBThmp- | ClydeShppgCo.Ld. | 245·2 | 35·2 | 15·0 | Glasgow | T.8Cy.28",38"&61"–48" | | | C |
| 104632 | *J.McTavish* –95 | | 932 | | | | | son&Co.,Lim | (W.Guthbert,*Mgr*) | P150'B25'F42' | | | British | 258NH | | | BT |
| NVSJ | 2 *Dks* | | 487 | | | | | Dundee | | | | *WB* | | W.B.Thmpsn&Co.Ld.Dun. | | | 1.01 |
| 96 | **Fatshan** | SteelTwinSc | 2260 | | | | 1887 | Ramage& | HongKong,Canton | 280·0 | 54·0 | 10·2 | HongKong | T.6Cy.17",27"&42"–24" | | | 3.00 |
| 88843 | *J.J.Lossins*97–01 | | — | | | | 3mo | Ferguson | &MacaoStm-bt.Co | 855t | | | British | 173NH | | | |
| | *Elec.light* | | 1425 | | | | | Leith | Ld.&ChinaN.C.Ld | | | | | Ramage&Ferguson,Leith | | | |
| 97 | **Fau Sang** | SteelScSr | 2251 | | | ... | 1896 | Wigham | Indo-ChinaSteam | 290·0 | 40·0 | 15·6 | London | T.8Cy.21",34"&56"–42" | 17 | 9 | |
| 108891 | *Moncur* | | 2088 | | | | | Richrdsn&Co. | Nav.Co.Ld. | B60'F38' | | 22·7 | British | 209NH | | | |
| PFRL | 1 *Dk&Spar dk&deep framing* | | 1410 | | | | | Newcastle | | | | FK | *WB* | WighmRichrdsn&Co.Nwc | | | |
| 98 | **Faunus** | SteelScSr | 900 | ✠100A1 | Hul | *l* | 1891 | S'thampt'n | RederiAktieb. | 200·0 | 29·1 | 12·5 | Gothenbrg | T.8Cy.13½",22"&34"–24" (s) | 15 | 0 | |
| 6 | *F.A.Kjellgren*97–97 | ~~*ss*Gls.No.2–00~~ | 567 | *pt Awng dk* | Got | | 4mo | Naval Works | Concordia(J.A. | Q83'H46t | | FK | Swedish | 160lb *Acf*,gs60 70NHP | s 8 · 3½ | | 1.03 |
| HVSN | 1 *Dk(Irn)&Web frames* | | 527 | *with freeboard* | ✠NB3.05 | | | (Lim.) | Waller,*Mgr.*) | | | | 4 *BHpt Asp* | 2SB,*4pf*,gs42,hs1250 | | | |
| | | *ss*Got.No.3–6.03 *&pt Awng dk* | | 8,05 ~~9.04~~ | ✠LMC6.05 | | | Southampton | | | | | *&pt Cem* | SthmptnNvlWks(L.),Sou | | | |
| | | | | | | | *Lloyd's* | *A&CP* | *WB=C* | *ellDB*163' | 240t | *FPT* | 39t | *APT*86t | | | |
| 99 | **Favignana** | SteelScSr | 3914 | | | ... | 1900 | Flli. | Nav.Gen.Italiana | 339·6 | 46·3 | 17·7 | Palermo | T.8Cy.22²³⁄₃₂",37¹⁵⁄₃₂"&61³²⁄₃₂"– | 20 | 2 | I |
| 123 | *A.Di Bartolo* | | 3237 | | | | | Orlando | | P43' | *Shelter dk a* 21 | | Italian | 39½" 296NH | | | |
| PFQF | (*ex*Isola di Favignana) | 1 *Dk&Spar dk* | 2586 | | | | | Leghorn | | B103' | *Shelter dk f*25' | | *WB* | Flli.Orlando,Leghorn | | | |
| | *Elec.light* | *&Web frames* | | | | | | | | F41' | | FK | | | | | |
| 100 | **Favo** | SteelScK | 77 | ✠100A1 | Gms | | 1901 | Smith's | OrientSteam | 80·0 | 18·0 | 8·2 | Grimsby | C.2Cy.10¾"&23"–16" (s) | 9 | 0 | |
| 118222 | | | 72 | *For Fishing purposes* | | | 6mo | Dock Co.Ld. | FishingCo.Ld. | | | BK6' | British | 125lb 22RH | | | 10.01 |
| | | 1 *Dk* | 25 | 10,02 | ✠LMC6.05 | | | North Shields | | | | *WB=* | 3 *BHCem* | 1SB,*2pf*,gs19,hs476 | | | |
| | | | | | | | *Lloyd's* | *A&CP* | | | | *FPT*2t | | MacColl&Pollock,Sld. | | | |
| 101 | **Favorite** | WoodTwnSc | 399 | | | | 1894 | Tompkins' | A.Mackenzie | 127·6 | 30·6 | 8·2 | New York | C.4Cy.13"&26"–18" | | | |
| 120967 | *H.Mackenzie,Jr.* | | — | | | | | Cove,N.Y. | (Mackenzie & Vail | | | | Utd. States | 48NH | | | |
| | | | 271 | | | | | | *Mgrs.*) | | | | | | | | |
| 102 | **Fawn** | IronScK | 191 | ✠100A1 | Gms | | 1898 | Cook, Wel- | Fisher, Morris & Co | 107·5 | 21·0 | 11·6 | Grimsby | T.8Cy.12",20"&32"–24" (s) | 12 | 0 | |
| 109842 | *C.Nosworthy*98–98 | *ss*Gms.No.1–02 | 174 | *Stm Trawler* | | | 12mo | t'n&Gemmell | | Q46'F20' | | | British | 200lb 50RH | | | 12.01 |
| TDLS | 1 *Dk* | | 64 | 12,04 ~~2,04~~ | | | | Hull | | | | BS3 | 3 *BHCem* | 1SB,*2cf*,gs33,hs900 | | | |
| | | | | BS12,04 | ✠LMC12.04 | | *Lloyd's* | *A&CP* | | | | | | Amos&Smith,Hull | | | |
| 103 | — | SteelScSr | 150 | | | ... | 1897 | J.Fullerton | St.Malo&BinicS.S | 105·0 | 18·1 | 8·4 | Guernsey | C.2Cy.14"&30"–21" | 9 | 2 | |
| 105182 | *W.C.Purdy* –03 | | 112 | | | | | &Co. | Co.Ld. (J.Piprell& | Q43'B10'F24' | | | British | 42RH | | | |
| PSWJ | *Well deck* | 1 *Dk* | 86 | | | | | Paisley | Sons,*Mgrs.*) | | | BK6' | *WL* | Ross&Duncan,Glasgow | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 104 | **Fayette Brown** | CompSc | 2081 | | | | 1887 | Detroit | NorthWestern | 252·6 | 40·8 | 18·6 | Detroit, | T.3Cy.19",30"&52"–40" | | | |
| 120682 | *J.A.Powell*98–98 | | — | | | | | Dry Dock Co. | TransportationCo. | len96 | | | Mich. | 171NH | | | |
| | *Mchy.Aft* | 1 *Dk2tr B* | 1217 | | | | | Wyandotte | | | | | Utd. States | Detroit Dry Dock Co.,Det | | | |
| 105 | **Fayoum** | IronTwinScSr | 1642 | | | | 18 | Samuda | KhedivialMailS.S. | 289·0 | 34·3 | 21·6 | London | C.4Cy.26"&52"–36" | | | V |
| 110137 | *F.G.Peck* –00 | | 1427 | | | | 84 | Bros. | & GravingDockCo. | P— | rebuilt | 64 | British | NE81 NB82 185NH | | | |
| RFQJ | (*ex*paddle) | 3 *Dks* | 939 | | | | | London | Ld. | | | | | Hay,Summers&Co.Sthptn | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under Deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned and now explained. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Forward. Amidships. Aft. ft. in. | 15 Repairs to be made to Hull or Machinery in order to retain Class. Date when last docked. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106<br>98578<br>LVMS | **Fazilka** SteelScSr<br>*J. Wilson* –03<br>3 *Dks*(2 *Irn-Uws*) | 4152<br>3799<br>2698 | ✠ Sld | | *x* | 1890<br>10mo | Doxford & Sons Sunderland | British India Stm. Nav. Co. Ld. | 366·0 \| 48·2 \| 26·5<br>P40′ B98′ F48′<br>*WB = Cell D B312′ 915t F P T* | Glasgow British FK | T.3Cy.28″,46″&74″–51″ (*s*)<br>462NH<br>6 *B H Cem.*<br>94t *A P T* 29t | 29 " 3 | | |
| 107<br>LDJF | **Feadon** IronScSr<br>*Mchy. Aft* | 269<br>266<br>109 | | | | 1867 | Palmers' Co. Newcastle | Bain, Sons & Co. | 140·5 \| 25·1 \| 10·6<br>len 78 | Penzance British *WB* | O.2Cy.17½″&35″–24″<br>NE&B 94 45RIP<br>Ross & Duncan, Gls. | | | |
| 108<br>SDQK | **Fearless** IronSc3MstSr<br>*A. Dunbar* –04 *ss* Liv. 2nd No. 3–3,00<br>(*ex* Dotterel) *ss* Mch. No. 1 05 2 *Dks*(*Irn*) | 1422<br>1321<br>896 | ✠ 100 A1 Liv<br>1,05 Mch | | *q* | 1878<br>8mo | Wm Potter & Son Liverpool A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs.*) | 264·8 \| 32·1 \| 21·8<br>BK 9½<br>*WB = D B a 38′ 35t F P T 40t* | Liverpool British *WB* | T.3Cy.20″,32″&52″–36″ (*s*)<br>150lb *80lb* NDB 00 163NH<br>2 SB, *6rf*, GS 92, HS 2567<br>*Tpd.* 38 D. Rollo & Sons, Liv. | 23 " 6<br>s 4 " 4½ | | 11,02<br>1,05 |
| 109<br>121098 | —<br>*O. W. Olsen* –02<br>1 *Dk* | 167<br>— | | | | 1899 | Union Iron Works S. Francisco | J. D. Spreckels & Bros. Co. | 99·6 \| 22·7 \| 12·6 | S. Frncisco Utd. States *WB* | C.2Cy.20″&42″–24″<br>72NH<br>Union Iron Works, S. Frisco | | | |
| 110<br>120280 | —<br>**Wood Sc** | 106<br>— | | | | 1877 | ..... Fall River, Mass. | Fisheries Co. | 89·8 \| 17·4 \| 8·7 | Greenport N.Y. Utd. States | | | | |
| 111<br>94121 | —<br>*S. Halsted* –96<br>**Wood Sc Ctr** 1 *Dk* | 104<br>104<br>27 | | | | 1895 | P. Callen Newcastle, N.S.W. | P. Callen | 112·0 \| 20·0 \| 9·6<br>*WB* | Newcastle N.S.W. British | C.2Cy.15½″&31″–20″<br>40RH<br>Ross & Duncan, Glasgow | | | |
| 112<br>2<br>PFRC | **Febo** IronSc3MstSr<br>*S. Maglione* *ss* Npt. 2nd No. 3–4,00<br>(*ex* Naples) 2 *Dks*(*Irn*&1 *pt Irn*) 3 *tr B*<br>*ss* Gen. No. 1–04 | 2271<br>2146<br>1467 | ✠ 100 A1 Sws<br>NB 1,88 | LMC | *s* | 1875<br>4mo | Palmers' Co. Ld. Newcastle A&CP | Lagorara & Pittaluga | 316·4 \| 35·8 \| 25·9<br>P30′ F40′<br>BK 10″<br>*WB = D B a 30′ & u E 38′ 90t* | Genoa Italian *WB* | T.3Cy.22″,36½″&60″–45″ (*a*)<br>160lb *80lb* NDB 88 240NH<br>2 SB, *6rf*, GS 108, HS 3567<br>*Tpd* 88 Palmers' Co. Ld. Nwc | 27 " 2<br>s 5 " 6 | | 4,04<br>1,04 |
| 113<br>HMGN | **Febrero** SteelScSr<br>1 *Dk*(*Stl*) & *deep framing* §<br>*M. Aurrecolchea* –03 *pt Awng dk*(*Stl*) | 1863<br>1417<br>1126 | ✠ 100 A1 Bbo<br>*pt Awng dk*<br>*with freeboard*<br>LMC | | *r* | 1898<br>5mo | Campbell-town S.B. Co Campbeltwn | Cia Bilbaina de Nav (E. Aznar y Tutor, *Mgr.*) | 270·6 \| 36·7 \| 18·7<br>Q 98′<br>*pt Awng dk* 171′ FK<br>*Lloyd's SA&CP* *WB = Cell D B a 66′ f 112′ 282t* | Bilbao Spanish *WB* | T.3Cy.21″,33″&53″–36″ (*a*)<br>165lb *72lb* NDB 01 173NH<br>4 *B H Cem*<br>2 SB, *6rf*, GS 109, HS 2642<br>*A P T* 102t<br>Hutson & Son, Glasgow | 19 " 10<br>s 8 " 4 | | 6,03 |
| 114<br>15<br>PFSR | **Fede** IronScSr<br>*A. Rubando* 4th Survey, Gen. 6,02<br>(*ex* Etruria, *ex* Laertes, *ex* Countess)<br>1 *Dk*(*Irn*) 2 *tr B* | 2130<br>1874<br>1342 | ✠ A1 ✠ 1 Msl<br>4,03<br>NB 1,98<br>BS 6,04 | Lv<br>LMC 6,02 | | 1885<br>5mo | Short Bros. Sunderland | Becchi & Calcagno | 275·0 \| 40·1 \| 22·4<br>Q 48t B 166t<br>BK 10″<br>*WB = D B a 68′ f 92t* | Savona Italian *WB* | C.2Cy.33″&62″–42″ (*r*)<br>100lb *90lb* NDB 98 203NH<br>2 SB, *6pf*, GS 110, HS 3636<br>Carr & Co. Ld. Sunderland | 25 " 2<br>s 4 " 1½ | | 20·60<br>21·88<br>23 15<br>21·41<br>6,04 |
| 115<br>109017<br>QDKB | **Federal** IronScK<br>*C. Yorston* 98–99 *ss* Gms. No. 1–02<br>1 *Dk* | 189<br>175<br>67 | ✠ 100 A1 Gms<br>*Stm Trawler*<br>LMC 7,02<br>3,05 BS 7,04 | | | 1898<br>3mo | Cochrane & Cooper, Ld. Beverley | Fenham Stm. Fishing Co. Ld. (A. E. Lambert, *Mgr.*)<br>Neale & West<br>*Lloyd's SA&CP* | 112·6 \| 21·0 \| 11·6<br>Q 27′<br>BK 7½ | Cardiff ~~Grimsby~~ British | T.3Cy.11¾″,20″&32″–23″ (*s*)<br>180lb 50RH<br>1 SB, *2cf*, GS 30, HS 879<br>Bailey & Leetham, Hull | 12 " 3 | | N5,04 |
| 116<br>91307<br>KJTW | **Federation** SteelScSr<br>*E. J. Leech* –02 *ss* Goo. No. 3–3,99<br>*Elec. light* *ss* Hul. No. 1–03<br>1 *Dk*(*Stl*) *Beams Iron* | 789<br>590<br>349 | ✠ 100 A1 Hul<br>*Spar dk*<br>NB 6,00 LMC 10,02 | | *m* | 1886<br>10mo | S. P. Austin & Son Sunderland A&CP | Co-operative Wholesale Soc. Ld. *WB = Cell D B a 53′ u E 13′ f 88′ 170t* | 220·0 \| 30·7 \| 12·6<br>P 35′ B 65′ F 30′<br>BK 7″ | Goole British | T.3Cy.19″,31″&51″–33″ (*r*)<br>175lb 161NH<br>2 SB, *4cf*, GS 80, HS 2500<br>NE Marine E. Co. (Lim.) Sld. | 14 " 5<br>s 1 " 11½ | | 4,04<br>3,05 |
| 117<br>HGVF | **Federica** SteelScSr<br>*A. Hreglich* –02 *ss* Tri. No. 1–03<br>1 *Dk*(*Stl*) & *Spar dk*(*Stl*)<br>& *deep framing* | 3530<br>3325<br>2261 | ✠ 100 A1 Tri<br>*Spar dk*<br>8,04 LMC<br>BS 8,02 | | *w* | 1899<br>10mo | Russell & Co. Port Glasgow A&CP | Federica S.S. Co. Ld (Flli. Cosulich) *WB = Cell D B a 110′ u E & B 40′ f 142′* | 340·0 \| 46·1 \| 17·9<br>P 21′ B 72′ F 36′ 25·9<br>FK | Trieste Aust.-Hung. | T.3Cy.24″,39″&65″–45″ (*s*)<br>180lb *80lb* 300NH<br>2 SB, *6cf*, GS 132, HS 4550<br>Rankin & Blackmore, Grk. | 20 " 6<br>s 6 " 1 | | 8,02 |
| 118<br>I. Burkoff 98–02 | **Fedor Tschishoff** SteelScSr<br>1 *Dk*(*Stl*) & *Awng dk* | 761<br>737<br>481 | ✠ 100 A1 Gls<br>*Awng dk*<br>*with freeboard*<br>7,02 LMC 7,02 | | *j* | 1902<br>7mo | J. Reid & Co Ld. Glasgow | Archangel Mourman Stm. Nav. Co. *WB = D B a 47′ f 26′ 101t F P T* | 195·0 \| 28·9 \| 11·9<br>18·8<br>FK *Lloyd's SA&CP* | Archangel Russian | T.3Cy.16″,26″&43″–30″ (*r*)<br>180lb *100lb* 118NH<br>1 SB, *3cf*, GS 59, HS 1930<br>Muir & Houston, Ld. Gls. | 12 " 6<br>s 7 " 9 | | |
| 119<br>Wang E. Cheang | **Fee Cheu** SteelScSr<br>*Cable Vessel* 2 *Dks*(1 *Stl*) | 1034<br>1006<br>643 | ✠ Sld<br>6,87 | | *n* | 1887<br>4mo | W Doxford & Sons Sunderland | Chinese Government | 220·0 \| 32·1 \| 20·0<br>F 28′ | Chinese *4 B H Cem* | T.3Cy.19½″,31½″&52″–36″<br>162NH<br>W. Doxford & Sons, Sld. | 20 " 8 | | |
| 120<br>LBDH | **Fehmarn** SteelScSr<br>*Th. Schacht* 94–96<br>1 *Dk* | 176<br>142<br>65 | | | | 1896 | Schiffsw (v. J. & Sch.) A. G. Hamburg | M. C. Lafrenz | 114·9 \| 20·2 \| 10·0<br>Q 42′ B 30′ F 13′ | Burg German | C.2Cy.14″&27″–20″<br>27NHP<br>Schwft. (vJ&Sch) AG Ham | | G | |
| 121<br>(*ex* Falabah, *ex* Feiching, *ex* Falabah) | **Feiching** IronScSr<br>*H. Spears* –99 1 *Dk* & *Spar dk* | 1539<br>1397<br>986 | | | | 1883 | Claparède & Co. Rouen | China Merchants' Stm. Nav. Co. | 253·0 \| 36·0 \| 13·3<br>H 142t 21·1 | Shanghai Chinese *WB* | C.2Cy.35″&59″–42″<br>188NHP<br>Claparède & Co. Rouen | | | |
| 122<br>115377<br>VGNL | **Felbridge** SteelScSr<br>*R. G. Work* 93–03<br>1 *Dk*(*pt Irn* & *pt Stl*) 2 *tr B*<br>& *deep framing* 3 *Dk rule* | 3037<br>2852<br>1936 | ✠ 100 A1 Npt<br>7,04 2,04 3,05 Bry<br>MC 7,05 | | *v* | 1903<br>7mo | R. Thompson & Sons Sunderland | Felbridge S.S. Co. Ld (J. Hoggarth & Co.) *WB = Cell D B a 100′ u E 24′ f 134′ 750t F P T* | 325·4 \| 48·6 \| 21·5<br>P 31′ B 170′ F 35′<br>FK *Lloyd's SA&CP* | Cardiff British | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *85lb* 282NHP<br>2 SB, *6pf*, GS 122, HS 4505<br>N.E. Marine Eng. Co. Ld. Sld. | 24 " 0<br>s 3 " 4½ | | 2,04 |
| 123<br>RMVP | **Feldmarschall** SteelTwinScSr<br>*G. v. Issendorf* –03<br>*Elec. light* 2 *Dks* | 6142<br>4721<br>3819 | | | | 1903 | Reiherst'g Schiffsw. Hamburg | Deutsche Ost-Afrika Linie | 415·8 \| 50·4 \| 28·1<br>P & B 272′ F 86′ | Hamburg German *WB* | T.6Cy.23¾″,38½″&64½″–48″<br>577NHP<br>Reiherst. Maschinenf. Ham. | | G | |
| 124<br>HMKJ | **Felisa** SteelScSr<br>*S. Piñole*<br>1 *Dk* 2 *tr B* | 1045<br>854<br>676 | | | | 1898 | Cia. Trasatlantica Cadiz | Rodriguez y Cerra S. en C. | 209·9 \| 31·9 \| 18·0<br>P 33′ H 46′ F 30′ | Cadiz Spanish *WB* | T.3Cy.16″,26″&43″–33″<br>106NHP<br>Arsenal Civil, Barcelona | 18 " 1 | V | |
| 125<br>KRLN | **Felix** SteelSc<br>*E. Hinrichs* 99–02 (*Trawler*)<br>1 *Dk* | 185<br>162<br>59 | | | | 1902 | G. Seebeck Act. Ges. Bremerhaven | P. A. Wurthmann | 120·2 \| 22·5 \| 10·7<br>H 13′ F 13′ | Gstemnde German *WB* | T.3Cy.11⅛″,18″&30⅝″–22″<br>43NHP<br>G. Seebeck A.G. Bremerhvn | | G | |
| 126<br>2478<br>JFND | —<br>*C. A. Magnusson* –91<br>**Comp Sc Sr** 1 *Dk* | 165<br>134<br>98 | | | | 1887 | P. Larsson Thorskog | S. Olsson | 98·6 \| 23·4 \| 8·7<br>B 23′ | Lilla Edet Swedish | C.2Cy.8½″&17″–14″<br>9NHP<br>P. Larsson, Thorskog | | | |
| 127<br>HMKD | **Felix de Abasolo** SteelScSr<br>~~Wallsend 01–02~~<br>(*ex* Croham) *ss* Ham. No. 1–04<br>*I. Iturrino* 00–04 *Spar dk*(*Stl*) 2 *tr B* §<br>*deep framing* | 3557<br>3029<br>2167 | ✠ 100 A1 Shl<br>*Spar dk*<br>*with freeboard*<br>6,04 9,03 LMC 11,03 | Ham | *v* | 1899<br>11mo | W. Hamilton & Co. Pt. Glasgow A&CP | Cia. Nav. Vascongada (F. de Abasolo *Mgr.*) *WB = Cell D B a & u E 114′ f 144′ 727t* | 330·4 \| 45·6 \| 16·2<br>P 31′ B 118′ F 40′ 23·9<br>FK | Bilbao Spanish | T.3Cy.24″,40″&65″–42″ (*t*)<br>180lb *90lb* 301NH<br>6 *B H Cem*<br>2 SB, *6rf*, GS 141, HS 4691<br>*A P T* 77t<br>D. Rowan & Co. Glasgow | 18 " 6<br>~~4 " 0~~<br>c 4 " 7 | | 9,03<br>N2,05 |

Condemned after Collision 3,04

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Nous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Verne assignment expiré. Lettre d'allotissement. | Construit. Quand. Navire. Mach. | Par qui. Lieu. | Armateurs. | Jaugeage d'après la Douane. Superstructures &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. N.H.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau sur Quai. Franc-bord au navire. pds. pc. | Registre dans le Lloyd's Date de la dernière Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 JGBT | **Félix Faure** Steel Twin Sc | 122 — 87 | | | | 1896 | E. de la Brosse & Fouché Nantes | Cie. Franç. de Nav. et de Const. Nav. de Satre Réunis | 153·9 | 22·5 | 8·6 B— | Rouen French | T.8Cy.10½",16½"&26"–10½" 43NH E. de la Brosse & Fouché, Nantes | | V |
| 129 JGBV | **Felix Fraissinet** Steel Sc Sr ~~Passenger Cattle~~ ss Msl. No. 2–03 (ex Dionée) 1 Dk (Stl) & Spar dk (Irn) Valadier & deep framing | 2720 2238 1469 | ✠100A1 Spar dk 2.03 | Msl | t | 1894 11mo | A. Stephen & Sons Glasgow Lloyd's SA & CP | Cie. Marseillaise de Nav. à Vap. (Fraissinet & Co. Mgrs.) WB = Cell D Ba 52' u E & B 38' f 104 | 300·0 P28' B52' F32' BK | 40·1 | 16·0 23·7 | Marseilles French | T.8Cy.22",36"&59"–42" (s) 160lb 80lb 233NH 5 B H Cem 14t A P T 28t | 18 - 9 | 2,03 |
| 130 JGDQ | **Félix Touache** Steel Sc Sr C. Heit 90–99 2 Dks & Spar dk 699 | 1518 — 699 | | | | 1889 | Wigham Rchrdsn & Co Newcastle | Cie. de Nav. Mixte | 251·5 H— | 32·2 | 17·0 24·0 | Marseilles French WB | T.8Cy.25",38½"&65"–42" NB99 274NH Wigham Richrdsn & C Nwc. | | V |
| 131 115302 | **Fellgarth** Steel Sc J. Owens –02 1 Dk (Stl) | 67 65 — | ✠100A1 For Towing purposes 12.04 BS 04 | Bkn | | 1902 7mo | Lytham S. & E. Co. Lytham Lloyd's SA & CP | Rea Transport Co. Ltd. (R. & J. H. Rea, Mgrs.) | 70·8 | 16·5 BK6' WB = 4 P T 8t | 8·5 | Liverpool British | (1.2Cy.14"&30"–21" (s) 130lb 37RH 1SB, 2pf, Gs28, Hs1050 Lytham S. & E. Co. Lytham | 9 - 0 | 11,03 |
| 132 3508 JLBR | **Femern** Iron Sc Sr A. Börjesson 95–99 (ex Rolf) 1 Dk | 592 408 335 | | | | 1890 | Nylands Værksted Christiania | Ångb. Aktieb Ferm (A. Broström & Son) | 167·2 P90' | 27·2 H19t | 12·0 F16' | Krstnhmn Swedish WB | T.3Cy.11⅝",17½"&30"–24" 44NH Nylands Værksted, Xiania | | N |
| 133 118306 VMFW | **Fenay Lodge** Steel Sc Sr J. L. Newman 1–04 1 Dk (pt Stl & pt Irn) 2 tr B & deep framing 3 Dk rule | 3223 2994 2075 | ✠100A1 12.04 LMC 04 | Sld | r | 1904 1mo | J. L. Thompson & Sons, Ld. Sunderland Lloyd's SA & CP | C. Cockroft WB = Cell D Ba 110' u E 21' f 140' 744t F P T | 326·1 P23' B79' F32' BK | 48·0 | 23·8 | London British | T.3Cy.24",40"&65"–42" (s) 180lb 100lb 299NH 5 B H Cem 79t A P T 780t | 26 - 4 - 8 | |
| 134 115855 TLSF | **Fenchurch** Steel Sc Sr W. E. Pope 00–02 1 Dk (Irn) 2 tr B & deep framing 3 Dk rule | 2907 2699 1884 | ✠100A1 2.03 8.04 Bry LMC 02 | Shl | u | 1902 7mo | W. Pickers gill & Sons Sunderland Lloyd's SA & CP | F. S. Holland WB = Cell D Ba 104' u E 20' f 132 | 324·0 P31' B96' F33 BK | 47·1 | 21·7 | London British | T.3Cy.23",38"&64"–42" (r) 180lb 90lb 277NH 2 S B, 6pf, Gs125, Hs4143 712t A P T 2st | 24 - 1 - 1 | 4,04 |
| 135 76303 JOTG | **Fenella** Iron Twin Sc Sr T. Penwill –02 2 Dks | 557 402 216 | ✠ 8.82 | Whn | j | 1881 6mo | Barrow S. B. Co. (Lim.) Barrow | Isle of Man Steam Packet Co. Ld. | 200·0 P65' | 26·0 B49' | 13·0 F60' | Douglas IM British | C.4Cy.28"&42"–24" NB93 ND885 144NH 7 B H Cem Barrow S. B. Co. (Lim.), Brw. | | BT 1111 3,35 |
| 136 | **Fener Backtché** Steel Pad Halil (ex Number 160) 1 Dk | 286 220 121 | | | | 1894 | Gourlay, Bros. & Co Dundee | Idarei Massousieh | 180·0 | 23·1 | 8·0 | Constnple Turkish | C.2Cy.22"&42"–48" 102NH Gourlay Bros. & Co., Dundee | | |
| 137 65390 KFCM | **Fenham** Iron Sc Sr J. Wright –04 (ex Arch Druid) Well deck ss Sld. 2nd No. 3–11,96 ss Shl. No. 1–00 1 Dk 2 tr B | 1242 1039 778 | ✠90A1 1.01 NB 1.01 BS 2.04 5.04 LMC 1.01 | Shl | o | 1871 3mo | W. Pile & Co. Sunderland A & CP | Welbeck Shpg. Co. Ltd. (V. T. Thompson & Co. Mgrs.) WB = | 240·5 Q46' B84' F26' pt ND83 | 30·9 | 19·6 BK8' | Sundrland British | C.2Cy.27"&50"–36" (r) 80lb ~~90lb~~ ND893 120NH 4 B H Cem 1SB, 3pf, Gs50, Hs2046 R. & W. Hawthorn, Nwc. | 20 - 9 - 3 - 0½ | |
| 138 102171 NMRK | **Fenmore** Steel Sc Sr W. Austin –03 ss Liv. No. 2–02 1 Dk (Irn) 2 tr B & Web frames | 2300 2149 1461 | ✠100A1 with freeboard 9.04 LMC B 5.04 | Liv | t | 1894 10mo | Richardsn, Duck & Co. Stockton Lloyd's SA & CP | Fenmore S.S. Co. Ld (W. Johnston & Co. Ld.) WB = Cell D Ba 94' u E & B 40 | 312·0 B88' F37' | 38·2 | 22·4 | Liverpool British | T.3Cy.22½",37"&61"–42" (s) 160lb 90lb 251NH 2 S B, 6rf, Gs110, Hs3898 A P T 33t | 25 - 0 - 5 - 0½ - 8½ | 9,02 |
| 139 VKOS | **Fennia** Steel Sc Sr E. Wallenius 82–97 Well deck ss Hul. No. 1–01 1 Dk (pt Stl–ws) 2 tr B Elec. light | 1538 952 715 | ✠100A1 4.03 Hul Bulkhds BS 4.03 LMC 4.03 | Nwc | n | 1897 7mo | Murdoch & Murray Pt. Glasgow A & CP | Wasa Nordsjö Ångt Aktieb. (A. Schauman, Mgr.) WB = Cell D Ba 48' f 96 | 229·9 Q77' B63' F30' BR | 33·2 8' | 16·3 | Wasa Russian | T.3Cy.17½",27½"&45"–33" 165lb (s) 118NH 4 B H Cem 205t A P T 20t | 17 - 3 | |
| 140 73735 WVBQ | **Fenton** Iron Sc 3 Mst Sr D. Hughes –03 ss Sld. No. 2–85 1 Dk (Irn) | 732 584 444 | ✠ 7.86 | Sld | l | 1876 10mo | Austin & Hunter Sunderland | I. W. Laing WB = Cell D B 126' 214t | 200·8 94' | 30·9 F26' | 14·1 | London British | C.2Cy.26"&48"–33" NB97 90RH 3 B H Cem G. Clark, Sunderland | 14 - 11 | |
| 141 | **Feodor Theofani** Steel Twin Sc G. Franovich 03–04 1 Dk | 537 — 286 | | | | 1904 | Stabilmnto Tecnico Trieste | F. Theofani | 190·0 Q40' | 30·0 | 10·0 | Rostoff Russian WB | C.4Cy.13"&24"–20" 44NH Stabilimento Tecnico, Trl | | A |
| 142 LMNQ | **Feodora** Steel Sc Sr L. Lassen 96–98 1 Dk | 149 114 35 | | | | 1898 | Schiffsw (v. J. & Sch.) A. G Hamburg | Ver. Flensburg-Ekensunder & Sonderburger Dampfs. G. | 110·5 B28' F14' | 21·1 | 9·1 | Flensburg German WB | C.2Cy.14½"&27½"–20" 28NH Schwft. (v. J. & Sch.) A G Ham | | G |
| 143 LONJ | **Ferdinand** Iron Sc Sr T. R. Lage 75–83 Elec. light 1 Dk & Awngdk | 550 524 340 | | | | 1883 | G. Howaldt Kiel | Sartori & Berger | 161·7 H36' | 23·8 | 16·5 | Kiel German WB | C.2Cy.17⅞"&35½"–23½" NB97 51NH Gebr. Howaldt, Kiel | | G |
| 144 JGFR | **Ferdinand A.** Steel Sc Sr Fournier –99 (ex Brunel) ss Hav. No. 3–9,00 2 Dks (1 Stl) 3 tr B | 2176 1816 1228 | ✠100A1 8.01 BS 8.03 LMC 04 N B 9.04 | Rou | s | 1888 11mo | Tyne I. S. B. Co. (Lim.) Newcastle A & CP | Soc. les Affrêteurs Réunis WB = Cell D B (pt Irn) 286' | 286·7 P29' B56 F27' BK9½ | 37·0 | 22·1 | Rouen French | T.3Cy.22",36½"&60"–29" (s) 160lb 78lb ND883 2 S B, 6pf, Gs100, Hs3024 N. E. Marine Eng. Co., Nwc 2 S B, 6pf, Gs90, Hs3000 220 N.P. | 24 - 7 - 4 - 3 | |
| 145 JGFI. | **Ferdinand de Lesseps** Iron Sc Bk Piton 99–02 Elec. light (ex Stad Haarlem) 3 Dks | 2920 2588 1541 | | | ... | 1875 | A & J Inglis Glasgow | Cie. Générale Transatlantique | 350·0 H— | 38·3 F50' | 27·8 | Marseilles French | C.2Cy.50"&88"–48" NB95 447NH A. & J. Inglis, Glasgow | | V |
| 146 99876 MWLN | **Ferguslie** Steel Sc 3 Mst Sr ~~Passenger Cattle~~ ss Shl. No. 2–01 Well deck Mch. Aft W. Clint 04–98 1 Dk (Irn) Floors & Reverse frames Irn | 410 292 152 | ✠100A1 10.04 BS 1.01 LMC 01 | Sld | f | 1893 1mo | J. McArthur & Co. Paisley Lloyd's SA & CP | Glasgw Stm Coasters Co. Ld. (Paton & Hendry, Mgrs.) WB = F P T 78t A P T 5t | 142·5 Q77' B9' F22' BK7 | 25·1 | 11·0 | Glasgow British | C.2Cy.17½"&35"–24" (s) 120lb 70lb 51RH 3 B H Cem 1SB, 3pf, Gs54, Hs1194 Bow, McLachlan & Co., Psy | 12 - 2 - 8½ | 10 |
| 147 3256 JHTR | **Ferm** Steel Sc Sr G. Thomsen 04–04 ex Juliette) 1 Dk (Stl) | 530 413 266 | ✠100A1 2.04 | Got | h | 1895 6mo | Claparède Frères Argenteuil A & CP | Ångb. Aktieb. Ferm (A. Broström & Son) WB = 1 P Ba 49' u E & B 33' f 59' | 168·0 P22' B29' H12t | 25·6 F20' BK6 | 14·3 | Krstnhmn Swedish | T.3Cy.13⅜",21½"&35½"–25½" 160lb 100lb(s) ND804 72NH 2 S B, 2pf, Gs41, Hs1188 151t A P T 10t | 14 - 11 | 1902 |
| 148 100805 | **Fermo** Iron Sc K E. Roberts 96–98 ss Gms. No. 1–02 1 Dk | 175 156 60 | ✠100A1 Stm Trawler 1.03 MC MS 7.02 S 10.04 | Gms Hul | | 1898 7mo | Cochrane & Cooper, Ld. Beverley Lloyd's SA & CP | Ocean Stm. Fishing Co. Ld. | 100·2 115' F18' | 21·0 | 11·6 BK7½ | Grimsby British | T.3Cy.10½",18"&30"–22" (s) 70lb 45RH 3 B H Cem 1SB, 2cf, Gs28, Hs810 Amos & Smith, Hull | 12 - 3 | 5,04 |

Missing since 1,05

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Details de la Classification. Cote. | 6 Port de Visite. | 7 | 8 Built. When. Ship. / Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Feet. / In. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 / 111274 / RSND | **Fern** — *D.Campbell* –02 — *Elec.light* | Steel Sc Sr — ssGrk.No.1–02 — 1 *Dk* | 503 / 492 / 92 | ✝100A1 | Grk | *i* | 1900 / 7mo | Ails a S.B. Co. Troon A&CP | Gls.Dub.&Lndndy S.P.Co.Ltd. (A.A. Laird&Co. *Mgrs.*) — *WB=D* | 180·2 \| 29·0 \| 12·1 — P29′B74′F48′ — BK7″ — *Ba39′f48′99t FPT* | | | Glasgow — *WB* | T.3Cy.16″,26½″&48″–30″ (*s* 170lb *sa/b* 120NHP — 4 *BHCem* — 1SB,*3cf*,GS58,HS2046 — Dunsmuir&Jackson,Gls. | 12 ″ 9 | BT till 11.06 | 10.09 |
| 150 / JMRQ | **Fernanda** — *S.Svendzen* (*ex*Aron) — 1 *Dk2tr B* | Iron Sc Sr | 234 / 200 / 132 | | | | 1882 | P.Larsson Thorskog | H.M.Wrangell | 101·0 \| 22·4 \| 12·5 — B31*t* | | | Haugesnd Norwegian — *WB* | C.2Cy.12½″&25½″–19½″ — 24NHP — P.Larsson,Thorskog | | N | |
| 151 / HMLS | **Fernando de Noronha** — *Mchy Aft* — 1 *Dk* | Steel Sc Sr | *124* / *111* / *56* | | | … | 1894 | Lytham S.B.&E.Co. Lytham | Brazilian Government — BK6″ | 94·8 \| 18·1 \| 8·0 | | | Pnmbuco Brazilian | C.2Cy.14″&28″–18″ — 36NHP — LythamS.&E.Co.,Lytham | 8 ″ 10 | | |
| 152 / HMLS | **Fernando Poo** — *I.Comellas*02–02 (*ex*Quinta Hermosa) — *Mchy Aft* — 1 *Dk* | Iron Sc | 171 / — / 151 | ✝ | Gls | *a* | 1885 / 7mo | J Fullerton &Co. Paisley | Cia.Trasatlantica | 108·2 \| 18·0 \| 9·0 — Q16′B30′F14′ — Icn95 | | | Barcelona Spanish — 3 *BHCem* | C.2Cy.14½″&28″–22″ — 31NHP — Ross&Duncan,Glasgow | 9 ″ 7 | | |
| 153 / 110342 / RHLW | **Ferndene** — *R.J.P.Fisher* –03 — 2 *Dks*(1 *Stl*) *Upt Irn pt Stl*) *&deep framing* | Steel Sc Sr — 1 *Dk*(*Stl*)2*tr B deep framing&* *Web frames* 3 *Dk rule* | 3770 / 3546 / 2444 | ✝100A1 | Ham | *w* | 1899 / 9mo | Nrthmber-landSB.Co.Ld Newcastle A&CP | DeneS.ShppgCoLd (J.TLunn&Co *Mgrs*) — *WB=Cell DBa* | 340·0 \| 48·0 \| 25·9 — P30′B89′F36′ — FK — 104′*uE22′f*150′830*t* | | | Newcastle British — 7 *BHCem* — *MT*26′630*t* | T.3Cy.24″,39″&66″–45″ (*s*) — 180lb *80lb* 316NHP — 2SB,*6cf*,GS102,HS4870 — T.Richardsn&Sns,Ld.Hpl. | 28 ″ 5 | | 12.06 7.14 |
| 154 / 105704 / NVWC | **Fernfield** — *H.R.B.Davies* –99 — 1 *Dk*(*Stl*) *&Spar dk*(*Stl*) *&Web frames* — *ss*NYk.No.2–04 | Steel Sc Sr — *Spar dk* — *Spar dk* | 3142 / 2919 / 2025 | ✝100A1 | Npt | *v* | 1895 / 7mo | Furness, Withy&Co Ld Shpg.Co.Ld. W.Hartl'pool A&CP | Woodfield Stm. Shpg.Co.Ld. (Woods,Tylor& Brown, *Mgrs.*) — *WB=Cell D* — *Ba*108′*uE24′f*134′ | 331·0 \| 42·0 \| 18·5 — P31′B66′F34′ — 26·4 — FK — 579*t*.*APT*42*t* | | | London British — 6 *BHCem* | T.3Cy.24″,40″&66″–45″ (*s*) — 160lb *80lb* 301NHP — 2SB,*6cf*,GS124,HS4650 — Blair&Co.(Lim.),Stockton | 21 ″ 1 | | N4.04 |
| 155 / 92905 / KFPC | **Fernlands** — *J.J.Carter* –99 — *Well deck* — *ss*Shl.No.3–12,96 — *ss*Sws.No.1–01 — 1 *Dk*(*Stl*)2*tr B* | Steel Sc | 2042 / 1562 / 1294 | ✝100A1 | Hpl | *r* | 1885 / 10mo | W.Gray& Co. W Hartlepool | R.Hardy&Co. | 276·1 \| 37·2 \| 19·9 — P29′Q76′B108′ — F27′ — BK9½″ — drp02 — *WB=DBa* | | | W. Hartlpl British — 4 *BHCem* — 88′*f*104′483*t* | T.3Cy.21″,35″&57″–39″ (*s*) — 150lb *s 80lb* NDB97 203NHP — 2SB,*4cf*,GS73 — Central Marine Eng.C.Hpl. | 21 ″ 8 | | N3.04 |
| 156 / 113515 / TCJP | **Fernley** — *C.W.Seddon* –01 — 1 *Dk*(*Irn*)2*tr B deep framing&* *Web frames* 3 *Dk rule* | Steel Sc Sr | 3820 / 3581 / 2471 | ✝100A1 | Hul | *w* | 1901 / 12mo | W.Gray& Co.Ld. W Hartlepool | W.R.Rea — *WB=Cell* | 340·0 \| 49·6 \| 25·6 — P28′B87′F31′ — FK — *DBa&uE*133′*f*144 — *Lloyd's A&CP* | | | Belfast British — 6 *BHCem* — 911*t*.*APT*70*t* | T.3Cy.25½″,40½″&67″–45″(*s*) — 160lb *80lb* 297NHP — 2SB,*6cf*,GS113,HS4404 — Cen.Mar.Eng.Wrks W Hpl | 28 ″ 3 | | 4.04 |
| 157 / 104256 / NKWH | **Fernmoor** — 1 *Dk*(*pt Stl pt Irn*)2*tr B&deep framing* — *Thorburn* –04 *&pt Awng dk*(*Irn*) | Steel Sc Sr — *pt Awng dk* *with freeboard* | 3098 / 2403 / 1992 | ✝100A1 | Shl | *u* | 1894 / 7mo | J.Read-head&Sons S.Shields A&CP | W.Runciman&Co. — *WB=* | 321·0 \| 41·5 \| 21·9 — P28′Q98′B130′ — F34′RFD30′ — FK — *Cell DBa*104′*uE&B*44′*f*128′692*t* | | | Newcastle British — 5 *BHCem* | T.3Cy.24″,40″&64″–42″ (*r*) — 160lb *80lb* 281NHP — 2SB,*6rf*,GS89,HS4445 — J.Readhead&Sons,S.Shl. | 24 ″ 4 | | 8.06 7.07 12.04 |
| 158 / 89263 | **Fernmount** — *M.Menmuir* F&Y M9,00 — 1 *Dk* | Wood Sc Sr | 269 / 249 / 183 | | | | 1884 | W.M'Cul-loch Scot's Creek N.S.W. | Loo Tom Fin | 134·0 \| 25·6 \| 8·4 — H20*t* | | | Sydny NSW British | C.4Cy.9½″&16½″–12″ — 40RHP — Perdrian&Wst,Blmn NSW | | | |
| 159 / 87355 / JBMD | **Fernside** — *A.D.Laing* –04 (*ex*Triumph) — *Well deck* — *ss*Trn.No.2–04 — 1 *Dk*(*Irn*)2*tr B* | Iron Sc Sr — *ss*Sld.No.3–12,95 — *ss*Trn.No.2–04 | 1936 / 1562 / 1227 | ✝100A1 | Bkn | *r* | 1883 / 9mo | Sld.S.B.Co (Lim.) Sunderland A&CP | J.&P.Hutchison — *WB=DB* | 280·0 \| 37·1 \| 20·5 — P26′Q74′B74′F35′ | | | Glasgow British — 7 *BHCem* | C.2Cy.32″&62″–42″ (*s*) — 90lb *salb* 203NHP — 2SB,*6pf*,GS99,HS3360 — N.E.Marine Co.(Lim.),Sld. | 22 ″ 1 | | 12.04 |
| 160 / 98494 / LWMP | **Feronia** — *J.B.Kent* –00 — 1 *Dk*(*Irn*) — 2*tr B&* *Web frames&pt Awning dk* | Steel Sc Sr — *ss*Stk.No.3–9,02 | 2966 / 2271 / 1930 | ✝100A1 | Stk | *t* | 1890 / 11mo | Ropner& Son Stockton A&CP | Gladstone&Co. — *WB=Cell* | 315·0 \| 40·5 \| 20·2 — P33′Q98′ — BK10″ — *pt Awng dk*184′ — *DB*220′452*t* | | | W. Hartlpl British — 5 *BHCem* | T.3Cy.23″,38″&62½″–42″ (*s*) — 160lb *100lb* NDB02 256NHP — 2SB,*6cf*,GS106,HS3900 — Blair&Co.(Lim.),Stockton | 23 ″ 7 | | N9,02 |
| 161 — / QGPM | — — *B.Pieper* — *Well deck* — 1 *Dk* | Steel Sc Sr | 691 / 523 / 375 | | | … | 1899 | W.Harkess &Son Middlesbro' | Dampfschifffahrts Ges.Neptun | 185·0 \| 28·6 \| 14·0 — Q93′B16′F22′ — FK — *WB* | | | Bremen German | T.3Cy.14″,22½″&37″–27″ — 80NHP — MacColl&Pollock,Sld. | 14 ″ 10 | G | |
| 162 | **Ferragh** — *Mehmet Ali* (*ex*Tantallon Castle) — *Elec.light* | Steel Pad Sp | 257 / 241 / 65 | | | | 1887 / 4mo | S.&H.Mor-ton&Co. Leith | Idarei Massousieh | 190·0 \| 21·1 \| 7·7 — Q9*t* | | | Constanpl Turkish | D.Cy.45″–66″ — 126NHP — S.&H.Morton&Co.Leith | | | |
| 163 / 82009 / TMBS | **Ferrara** — *W.Sinclair* –99 — *ss*Lth 2nd No.3–4,05 — 2 *Dks* | Steel Sc 3 Mst Sr — *ss*Lth.No.3–9,02 — *ss*Lth.No.2–00 | 1175 / 1049 / 718 | ✝100A1 | Lth | *o* | 1880 / 8mo | R.Steele& Co. Greenock A&CP | Leith,Hull,& Ham. S.P.Co.Ld.(J.Cur-rie&Co. *Mgrs.*) — *WB=MT* | 248·3 \| 33·2 \| 17·0 — P21′F29′ — BK8½″ — 35′300*t* | | | Leith British — 6 *BHCem* | C.2Cy.30″&52″–36″ (*a*) — 160lb *55lb* NDB90 135NHP — 1SB,*3cf*,GS60 — R.Steele&Co.,Greenock — *4ff*,GS66,HS2128 | 18 ″ 3 | | 1.04 N4,05 |
| 164 / 63864 / QKBM | **Ferret** — *W.W.Thompson* — 1 *Dk* | Iron Sc Sr | 445 / 343 / 246 | | | | 1871 | J.&G. Thomson Glasgow | Adelaide S.S.Co.Ld | 170·9 \| 23·2 \| 12·7 | | | Adelaide British — *WB* | C.2Cy.23″&40″–33″ — 99RHP — J.&G.Thomson,Glasgow | | | |
| 165 — / 99666 / MTCH | — — *R.B.Baskcomb* –92 (*ex*Josephine) — 1 *Dk* | Iron Sc K | 157 / 145 / 67 | ✝100A1 | Gms | | 1892 / 1mo | Earle's Co. Ld. Hull A&CP | W.Mudd | 101·5 \| 20·5 \| 11·0 — Q18′F19′ — BK7½″ | | | Grimsby British — 3 *BHCem* | T.3Cy.12″,18″&30″–18″ (*s*) — 150lb — 1SB,*2pf*,GS25,HS790 — Earle's Co.Ld.Hull | 11 ″ 10 | | N8,02 |
| 166 / 86543 / JDCB | **Ferric** — *J.McCracken* –00 — *ss*Bel.No.3–5,95 — *ss*Bel.No.2–03 — 1 *Dk*(*pt Irn*) | Iron Sc Sr | 335 / 281 / 152 | ✝100A1 | Bel | *f* | 1883 / 12mo | M'Ilwaine, Lewis&Co. Belfast A&CP | W.J.R.Harbinson | 154·0 \| 22·6 \| 11·5 — Q21′B33′F28′ — BK7″ — *WB=FPT* | | | Belfast British — 5 *BHCem* | C.2Cy.19″&36″–30″ (*a*) — 85lb — 1SB,*2pf*,GS36,HS1089 — M'Ilwaine,Lewis&Co.,Bel. | 12 ″ 1 | | 1.08 8,04 |
| 167 / 278 / HVSJ | **Ferro** — *K.Törngren*04–04 (*ex*Adara) — *Well deck* — *ss*Got.2nd No.3–3,99 — *ss*Got.No.1–04 — 1 *Dk*(*Irn*)2*tr B* | Iron Sc Sr | 1222 / 982 / 742 | ✝90A1 | Got | *o* | 1877 / 3mo | Mounsey& Foster Sunderland A&CP | Ångb Aktieb.Ferm (A.Broström&Son *Mgrs.*) — *WB=DBa* | 236·6 \| 31·5 \| 18·0 — Q92′B60′H15*t* — F30′ drp05 — BK8″ | | | Gothenbrg Swedish — 4 *BHCem* | C.2Cy.23″&49″–36″ (*i*) — 120lb *100lb* NDB04 158NHP — 1SB,*4cf*,GS108 HS3000 NB92 — J.Dickinson,Sunderland | 19 ″ 0 | | 5.04 11,04 |
| 168 / 111299 | **Ferrum** — *J.Ferguson* –04 — *Mchy.Aft* — *Well deck* — 1 *Dk*(*Stl*) | Steel Sc Sr — *ss*Bwg.No.1–04 | 271 / 170 / 20 | ✝100A1 | Bwg | *c* | 1900 / 10mo | J M'Arthur &Co. Paisley A&CP | Young&Gillespie — *WB=FPT* | 120·0 \| 22·1 \| 8·8 — Q46′B9′F19′ — drp05 — BK7″ | | | Glasgow British — 3 *BHCem* | C.2Cy.14½″&30″–21″ (*s*) — 120lb — 1SB,*2pf*,GS89,HS992 — Bow,McLachlan&Co.Psy. | 9 ″ 9 | | 4.04 8,06 |
| 169 / 1 / PGHV | **Fert** — *V.E.Parodi*02–02 — 1 *Dk*(*Stl*)2*tr B&deep framing* 3 *Dk rule&Shelter dk*(*pt Stl*) | Steel Sc Sr — *Shelter dk* *with freeboard* | 4218 / 4003 / 2697 | ✝100A1 | Ham | *v* | 1901 / 6mo | Cant.Nav. di Muggiano Spezia A&CP | L.Capuccio&Co. — *WB=Cell DBa*92′ | 338·0 \| 48·0 \| 24·0 — *uE&B*42′*f*134′821*t* | | | Genoa Italian — 6 *BHCem* — *APT*51*t* | T.3Cy.24″,40″&66″–48″ (*s*) — 180lb *100lb* 356NHP — 2SB,*6cf*,GS114,HS4707 FD — Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 3 | | 12,02 |

| Numéro | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au lieu du navire. pds. pr | Epaisseur des Bordés. | Epaisseur des Ponts. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 170 | **Ficaria** SteelScSr<br>*J.Thögersen*<br>NHTQ *Ref.Mchy. Elec.light* 2*Dks*‡*Spar dk* | 1524<br>878<br>693 | | 1896 Lobnitz& Co.(Lim.) Renfrew | ForenedeDmpskib. Selskab | 270·9 34·1 14·7<br>21·9 | Copnhagn Danish | T 3Cy.25″,40″&64″–42″<br>265NH<br>Lobnitz&Co.(Lim.),Rnfw | | | |
| 171 | **Fidelia** IronScK<br>*A.Jones* ssHul.No.8–8,02<br>PHWR 1*Dk* | 147<br>130<br>56 | ✝100A1 Hul<br>*Stm Trawler*<br>10·7 1,04 5,05<br>LMC'98 | 1891 Cook, Welt'n&Gemmell Hull<br>11mo<br>*Lloyd's*‡*A&CP* | F.&T.Ross,Ld. | 100·0 20·5 11·0<br>Q20′<br>ptN102 BK7½ | Hull British<br>*3BHCem* | T.3Cy.12½″,19½″&31½″–22½<br>160lb (*s*) 50RH<br>1SB,*2cf*,gs29,hs780<br>C.D.Holmes&Co.,Hull | 11 v 10 | | |
| 172 | **Fides** IronScBn<br>*G.B.Schiaffino*98–00 2*Dks*3*trB*<br>PGNB (*ex*Dalmatia,*ex*Cremon,*ex*Bahia) | 2004<br>1866<br>1311 | | 1871 J.Laing Sunderland | Flli.Raimondo& Molinari | 304·1 34·9 24·4<br>H– F86′ | Genoa Italian<br>*WB* | T.3Cy.20″,31½″&50″–42″<br>NE&B87 162NH<br>Blohm&Voss,Hamburg | | | V |
| 173 | **Fido** SteelScSr<br>*J.Larsen* –04<br>MBQR *Elec.light* 1*Dk*(*Stl*)‡*Spar dk*(*Stl*)<br>‡*deep framing* | 1433<br>1329<br>890 | ✝100A1 Xia *o*<br>*Spar dk*<br>*withfreeboard*<br>8,04<br>LMC'04 | 1904 Fredrkstad 8mo Mek.Værks Fredrikstad<br>*Lloyd's*‡*A&CP* | Acties.Fido (Bech&Olsen) | 231·4 35·1 13·7<br>20·9<br>FK<br>*WB=Cell DBa 55′* | Tvdestrnd Norwegian<br>*ABHCem*<br>*96tAPT96t* | T.3Cy.16½″,27″&44″–32″ (*s*)<br>175lb *90lb* 129NH<br>1SB,*3cf*,gs86,hs2155<br>FredrikstadM.V.Frdstad | 14 *u* 9<br>3 · 9½ | | |
| 174 | **Fidra** SteelScSr<br>91360 *J.M.Cameron* –02 ss Npt.No 3–8,93<br>LFRK (*ex*Reggio) ssLth.No.2–04<br>*Well deck* 1*Dk*(*Irn*)‡*Web frames* | 1218<br>866<br>787 | ✝100A1 Lth *n*<br>11,[illegible]<br>Bly<br>LMC'01 | 1889 R. Irvine& Co. WHartlepool<br>6mo<br>A&CP | Chr.Salvesen&Co. | 231·5 32·0 14·0<br>P27′Q61′B96′F29′<br>FK<br>*WB=Cell DBa 168′361t* | Leith British<br>*4BHCem*<br>1SB,*3rf*,gs45<br>Glen.Mar.Eng.Wrks.WHpl | T.3Cy.16½″,26″&44″–33″ (*s*)<br>160lb *80lb* ND801 96RH<br>1SB,*3rf*,gs45<br>Glen.Mar.Eng.Wrks.WHpl | 16 · 2<br>1 · 2½ | | 4.01 |
| 175 | **Fiducia** SteelScSr<br>*H.Nicolaisen* –03<br>LMTF 1*Dk* | 1560<br>1068<br>988 | | 1903 Flensburgr Schiffsb.Ges. Flensburg | J.Jost | 245·3 35·3 15·2<br>P14′Q58′B112′F30′ | Flensburg German<br>*WB* | T.3Cy.16″,26″&43″–33″<br>106NH<br>FlensburgerSchiffsb.Ges. | | | G |
| 176 | **Fie Lung** WoodSc<br>Broken up<br>(*ex*HuaLung) 2*Dks* | 160<br>86<br>110 | | 1886 ..... Shanghai | B.A.Clarke | 85·0 19·1 7·0 | Shanghai British | C.2Cy.12″&18″–10″<br>14NH<br>KwongTahshing,Shi. | | | |
| 177 | **Fieramosca** IronScSr<br>7 *S.Di Cagno*90–90 (*ex*SophieJobson)<br>PGQF *Well deck* 1*Dk* | 600<br>495<br>227 | | 1873 Davison& Stokoe Sunderland | Soc.Anon.diNav.a Vap.Puglia | 170·0 27·1 13·8<br>Q54′B44′F27′<br>BK7½<br>*WB* | Bari Italian<br>*WB* | C.2Cy.22″&42″–33″<br>NB98 84NH<br>OuseburnE.Works,Nwc. | | | I |
| 178 | **—** IronSc<br>30 *R.Venci*<br>PGQH 1*Dk* | 119<br>80<br>78 | ✝ Gls<br>7,81 | 1881 Abercorn 5mo S.B.Co. Paisley | Soc.Napoletana di Nav.aVap. | 118·1 16·1 8·1 | Naples Italian | C.2Cy.17″&34″–17¾″<br>40NH<br>Hanna,Donld&Wilsn,Psy. | | | |
| 179 | **Fiery Cross** WoodPadTug<br>63028 *J.Thurabon* ptIB | 105<br>104<br>9 | ✝ Shl 7<br>*For River purposes only*<br>11,73 | 1873 Stobbs 6mo N.Shields | E.Derwent | 93·7 19·1 9·8<br>Cl | Middlsbro' British | L.1Cy.35″–50″<br>45RH<br>T.R.Scott&Co.,N.Shields | | | |
| 180 | **Fife Ness** SteelScSr<br>107031 *A.Reid* –00 ssAbn.No.1–01<br>1*Dk* | 130<br>123<br>33 | ✝ ...<br>*For fishing purposes*<br>LMC'01 | 1897 Hall, Russell&Co Aberdeen<br>2mo | T.Davidson | 95·7 19·6 10·5<br>BK7½<br>*3BHCem* | Aberdeen British | C.2Cy.13½″&30″–21″ (*s*)<br>125lb 45RH<br>1SB,*2pf*,gs27,hs749<br>Hall,Russell&Co.,Abn. | 11 · 0 | | 4.03 |
| 181 | **Fifeshire** SteelScSr<br>108775 *A.R.Pilkington* –03 ssLon.No.1–02<br>QLJW *Ref.Mchy* 2*Dks*(*Stl*)‡*deep framing*‡<br>*Elec.light* *Shelter dk* | 5672<br>5227<br>3628 | ✝100A1 Nwc *a*†<br>8,04 4,01 Liv<br>LMC'04 | 1898 Clydebank 12mo E.&SB.Co.Ld Glasgow<br>*Lloyd's*‡*A&CP* *W* | ElderslieSS.Co.Ld. (Turnbull,Martin &Co.*Mgrs.*)<br>*B = Cell DBa 105′* | 420·0 54·7 28·8<br>P50′B&F852′<br>FK<br>*uE30′f210′1083t* | Glasgow British<br>*7BHCem*<br>*FPT165t* | T.3Cy.30″,48″&78″–54″ (*s*)<br>160lb *160lb* 498NH<br>3SB,*9cf*,gs171,hs6480 FD<br>Clydebank E&SBCoLd.Gls | 32 · 0<br>8 · 4 | BT 0.81<br>4.06 | BT 0.81<br>5.01 |
| 182 | **—** IronPadSk<br>22682 *Carrie*90–90<br>NMLC | 243<br>198<br>153 | | 1858 R.Napier& Sons Glasgow | Trustees of the Harbour of Dundee | 134·4 30·1 6·6 | Dundee British | D.2Cy.36″–42″<br>NB92 80RH<br>R.Napier,Glasgow | | | |
| 183 | **Fifteen** SteelScK<br>111087 *E.Stubbs* –02<br>1*Dk* | 78<br>72<br>26 | ✝100A1 Shl<br>*For Fishing purposes*<br>7,01<br>LMC'01 | 1901 Smith's 7mo Dock Co.Ld. North Shields<br>*Lloyd's*‡*A&CP* | Smith'sDock Trust Co.Ld. | 80·0 18·0 8·2<br>BK6<br>*WB=FPT2t* | Yarmouth British<br>*3BHCem* | C.2Cy.10¾″&23″–16″ (*s*)<br>125lb 22RH<br>1SD.*2pf*,gs19,hs476<br>MacColl&Pollock,Sld. | 9 · 0 | | |
| 184 | **Fighting Cock** SteelScSr<br>89653 *R.Weir* –02<br>JSRN (*ex*Mona) | 119<br>118<br>11 | | 1884 L.Smit& Zoon Kinderdijk | W.B.Hill | 97·9 19·1 11·4 | Liverpool British | C.2Cy.20″&40″–24″<br>80RH<br>C.Burrell&Sons,Thetford | | | |
| 185 | **Fijian** Iron&SteelScK<br>99708 *W.Fraser*92–93<br>(*Trawler*) 1*Dk* | 141<br>135<br>49 | | 1893 SirR Dixon &Co. Middlesbro' | Gt.Grimsby Albion Stm.FishingCo. Ld | 100·2 20·4 10·6<br>Q20′F20′<br>BK7½ | Grimsby British | T.3Cy.11″,17″&28″–21″<br>40RH<br>N.E.Mar.E. Co.(Lim.),Sld | 11 · 8 | | |
| 186 | **Filgate** IronPad<br>77691 | 425<br>232<br>237 | | 1879 W.White Montreal | A.Gaulet | 158·0 25·4 7·8 | Montreal British | 2Cy.32″–96″<br>154NH<br>Bartley&Co.,Montreal | | | |
| 187 | **Filipino** Wood | 171<br>—<br>85 | | 1884 ..... Binondo | Inchausti&Cia. | 122·0 21·5 7·0 | Manila Utd.States | | | | |
| 188 | **Finance** IronScBn<br>120531<br>JWVQ *Elec.light* 1*Dk*‡*Shade dk*3*trB* | 2603<br>—<br>1920 | | 1883 J.Roach& Son Chester,Pa. | PanamaR.R.Co. | 295·0 38·4 23·4 | New York Utd.States<br>*WB* | C.2Cy.36″&66″–54″<br>267NH<br>J.Roach&Son,Chester,Pa. | | | S |
| 189 | **Findhorn** SteelScSr<br>115763 *A.Kennedy* –03<br>VBTQ 2*Dks* | 1122<br>844<br>461 | | 1903 AilsaS.B. Co.Ld Troon | W.Sloan&Co. | 242·3 33·0 16·2<br>P151′F47′ | Glasgow British<br>*WB* | T.3Cy.22¼″,35″&59″–42″<br>226NH<br>D.Rowan&Co.Glasgow | | BT 0.81<br>5.01 | O<br>BT 0.81<br>5.01 |
| 190 | **Fingal** SteelScSr<br>[illegible] *G.Thomson*75–97 ssLth.No.2–02<br>NKDF *Elec.light* 2*Dks*(*UStl–ws*) | 1548<br>1113<br>609 | ✝100A1 Lth *r*<br>3,05<br>LMC'02 | 1894 WBThmpson&Co.Ld Dundee<br>5mo<br>A&OP | London&Edinburgh ShippingCo. | 280·0 35·0 18·0<br>P69′B69′F78′<br>FK<br>*WB=Cell DB113* | Leith British<br>*5BHCem*<br>*133tFPT18t* | T.3Cy.32″,49″&80″–48″ (*a*)<br>175lb *175lb* 616NH<br>2DB,*12cf*,gs286,hs9152 FD<br>W B Thompsn & C(L)Dun. | 19 · 3<br>8 · 7 | BT 0.88<br>5.03 | BT 0.88<br>5.03 |
| 191 | **—** IronSc3MstSr<br>2724 *S.Jönsson*98–98 ssHav.No.3–78<br>JGCF ssHul.No.2–82 1*Dk*2*trB* | 963<br>721<br>592 | ✝ BS1.05 Hul *m*<br>1,84 | 1862 S.&H.Morton&Co. Leith<br>12mo | Handelsb.Sölvesborg Skeppsvarf (O.Banck,*Mgr.*) | 232·6 28·3 15·9<br>P136′ H17*t*<br>len78 ND82 | Sölvesbrg Swedish<br>*5BHCem* | C.2Cy.26″&50″–30″<br>NB02 114NH<br>*Cmp.*69Tennant&Co.,Lth. | | | V |
| 192 | **—** IronScSk<br>[illegible] *A.Whyte* –98 | 124<br>[illegible]<br>54 | | 1877 A.& J.Inglis Glasgow | D.MacBrayne | 115·3 18·1 7·3<br>Q27*t* | Glasgow British | C.2Cy.15″&26″–20″ (*s*)<br>80RH<br>Muir&Caldwell,Glasgow | | BT till [illegible] | BT till [illegible] |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | Port of Survey. | Years expired now expired. Equipment Letter. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions. Deck Erections. &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L.R. Date of last Dock Cert. | Date when tail shaft last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 193 | **Finistère** | IronScSr | 465 | | | ... | 1875 | W.B. Thompson Dundee | Cie. Anon. des Paquebots du Finistère | 179·5 \| 24·1 \| 14·3 | Havre French | C.2Cy.27″&50″–33″ NDB84 NB84 104NH W.B.Thompson, Dundee | | | |
| JGMP | *Le Dugue* 96–97 (*ex* Scotia) | | — 216 | | | | | | | P35′ F17′ | | | | | |
| 194 | **Finland** | SteelTwinSc4MstSr | 12760 | ✝100A1 | Sou | ✝ | 1902 | W Cramp & Sons S&EBCo Philadelphia A&CP | International Mercantile Marine Co. | 560·0 \| 60·2 \| 38·4 P48′ B273′ F88′ *Prmnde dk on* B273′ FK | New York Ctd. States | T 6Cy.32½″,54″&89½″–54″ (*s*) 170lb *170lb* 1540NHP 9SB,*36cf*,GS643,HS22408 Fl. | 42 ″ 0 | | 11,04 812,04 |
| 121238 | *F. Albrecht* 95–02 | | 10447 | 12,01 Inch | | | 9mo | | | *Prmnde dk on* B273′ | | | | | |
| KBHC | 4 *Dks*(3 *Stl*–*Md Uwss*) & *Web frames* | | 7927 | LMC 8,02 | | | | | | *E* & *B* 153′ *f* 173′ 2008 *t* | *11 B Hpt Asp pt Cem* | | | | |
| *Elec. light* | | | | | | | | *WB* = *Cell D Ba* 153′ *u* | | *Tanks at sides of Tunnels* 246 *t F P T* 167 *t* | | | | | |
| 195 | — | IronScSr | 1828 | | | ... | 1884 | Earle's Co. (Lim.) Hull | T. Wilson Sons & Co. Ld. | 271·1 \| 35·1 \| 18·6 P160′ F29′ BK9½″ | Hull British | T.3Cy.20″,32″&56″–36″ 164NH | 19 ″ 10 | | |
| 88168 | *W. M. Eshalby* –00 | | 1351 | | | | | | | | *WB* | Earle's Co. (Lim.), Hull | | | |
| JGLC | *Well deck* | 1 *Dk 2 tr B* | 1170 | | | | | | | | | | | | |
| 196 | — | IronScSr | 279 | | | | 1855 | Brownlow, Lumsden & Co. Hull | Alfred Hedman | 152·5 \| 20·0 \| 12·4 | Nikolaistd Russian | C.2Cy.15¾″&28½″–23½″ NE84 NB98 33NH Lübecker Masch. Akt.-Ges. | | | |
| | *K. A. Björkbom* –02 | 1 *Dk* | — | | | | | | | | | | | | |
| VKBH | | | 208 | | | | | | | | | | | | |
| 197 | **Finljandietz** | SteelPadTug | 230 | | | | 1902 | Maskin & Brobyg Aktb Helsingfors | W.M. Lookin | 140·0 \| 22·0 \| 7·0 | Blagoveshchensk Russian | T.3Cy.13″,19½″&33½″–39″ 70NH Mask. & Brobyg. Aktb. | | | |
| | | 1 *Dk* | | | | | | | | | | | | | |
| 198 | **Finn** | IronScSr | 230 | | | | 1862 | ..... Gothenburg | Henr. Gundersen | 115·7 \| 20·8 \| 7·2 P71*t* H11*t* F24*t* | Christiania Norwegian *WB* | C.2Cy.13″&28¾″–24½″ NE75&NB88 34NH Nylands Verksted, Xia. | | N | |
| HFPR | *A. Albretsen* –99 | 1 *Dk* | 117 125 | | | | | | | | | | | | |
| 199 | **Finnieston** | SteelDoubleTwinSc | 264 | | | ... | 1900 | Fleming & Ferguson, Ld. Paisley | Trustees of the Clyde Navigation | 80·0 \| 43·2 \| 10·2 BK9″ | Glasgow British | T.6Cy.10″,15½″&24″–18″ 61RHP Fleming & Fergusn, Ld. Psy | 11 ″ 9 | BT 7,01 5,05 | |
| 111247 | *For Ferry purposes* | | 261 | | | | | | | | | | | | |
| | *Elec. light* | 1 *Dk* | 8 | | | | | | | | | | | | |
| 200 | — | SteelDoubleTwinSc | 236 | | | | 1890 | W. Simons & Co. Renfrew | Trustees of the Clyde Navigation | 80·0 \| 43·0 \| 9·6 | Glasgow British | T.3Cy.9″,14½″&24″–18″ NB94&96 30RHP W. Simons & Co., Renfrew | | | |
| 97670 | *W. G. James* –90 | | 236 | | | | | | | | | | | | |
| *Now named "Whiteinch," See No. 23 in Supplement* | | | 15 | | | | | | | | | | | | |
| 201 | **Finnland** | SteelSc | 2229 | | | | 1898 | Bremer "Vulkan" Vegesack | Dampfsch. Ges. Argo | 281·5 \| 41·8 \| 16·2 Q92′ B25′ | Bremen German *WB* | T.3Cy.18⅛″ 30⅛″&49″–31½″ 135NHP Bremer "Vulkan," "Vegesack | | G | |
| | *C. Petersen* | | 1512 | | | | | | | | | | | | |
| QGNS | *Elec. light* | 1 *Dk* | 1441 | | | | | | | | | | | | |
| 202 | **Fiona** | SteelTwinScBn | 817 | | | ... | 1883 | J. Reid & Co Pt. Glasgow | Colonial Sugar Refining Co. Ld. | 211·1 \| 30·2 \| 15·4 B64′ F40′ FK | Sydny NSW British *WB* | C.4Cy.24″&46″–30″ 191NHP Rankin & Blackmore, Grk. | 17 ″ 6 | | |
| 89280 | *G. Barnes* –03 | 1 *Dk 2 tr B* | 750 | | | | | | | | | | | | |
| RLHJ | | | 414 | | | | | | | | | | | | |
| 203 | — | SteelScSr | 366 | | | | 1890 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 160·6 \| 24·1 \| 11·2 | Kolding Danish *WB* | T.3Cy.14″,23″&36″–24″ 63NHP Burmeister & Wain, Cophgn | | | |
| | *J. Mikkelsen* | | 256 | | | | | | | | | | | | |
| NCSG | *Elec. light* | | 186 | | | | | | | | | | | | |
| 204 | **Firby** | SteelScSr | 2417 | ✝100A1 | Shl | *s* | 1895 | W. Gray & Co. (Lim.) W Hartlepool A&CP | J. Coverdale & Son | 290·0 \| 42·1 \| 17·4 P27′ Q86′ FK *pt Awng dk* 177′ | Hartl'pool British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 224NHP 2SB,*6yf*,GS73,HS3468 Cen. Mar. Eng. Wks., W Hpl. | 19 ″ 9 s 8 ″ 6 | | 10,02 12,04 2,05 |
| 99497 | *J. Horn* 95–01 | ~~ex Hpl. No. 1–00~~ | 1770 | *pt Awng dk* | Cff | | 11mo | | | | 5 *B H Cem* | | | | |
| PCWK | 1 *Dk*(*Irn*) & *pt Awng dk*(*Irn*) | | 1543 | *with freeboard* ~~11,047,03~~ 2,00 | | | | | *WB* = *Cell D* | *a u E* 118 *f* 112′ 584 *t* | *A P T* 35 *t* | | | | |
| | *ss* Shl. No. 2–04 & *Web frames* | | | Berths ~~LMC 1,02~~ 12,04 | | | | | | | | | | | |
| 205 | **Firda** | WoodScSr | 625 | | | | 1900 | J. Hauge Lervik | A. Halvorsen | 168·8 \| 28·3 \| 15·6 Q35*t* B73*t* H6*t* F19*t* | Bergen Norwegian | T.3Cy.12¼″,20″&32″–26″ 52NHP Laxevaags Msk & Jrns. Bgn. | | N | |
| | *O. Denstad* –00 | | 491 | | | | | | | | | | | | |
| JPMN | | 1 *Dk* | 383 | | | | | | | | | | | | |
| 206 | — | SteelScSr | 500 | | | | 1900 | Fevigs Jernskibsbyg Arendal | Nordre Bergenhus Amts Dmpskibs. | 162·2 \| 24·3 \| 13·5 P64*t* H62*t* F57*t* | Bergen Norwegian | T.3Cy.16½″,27″&44″–30″ Sir C. Furness, 106NHP Westgarth & Co. Ld. Mdb. | | N | |
| | *M. Lund* 76–00 | | 316 | | | | | | | | | | | | |
| JPBK | | 1 *Dk 3 tr B* | 269 | | | | | | | | | | | | |
| 207 | **Fire King** | IronSc3MstSr | 438 | ✝ A1* 1 | Gls | Lv | 1870 | Henderson Coulborn & Co Renfrew | H. Lamont & Co. | 170·3 \| 24·3 \| 14·1 Q33*t* F11*t* ND95 BK7½″ | Glasgow British | C.2Cy.24″&50″–33″ 80lb *80lb* NDB92 90RHP 1SB,*3pf*,GS42.HS1324 Henderson, Clbrn & Co. Rnf. | 15 ″ 2 s 2 ″ 3½ | | 10.02 |
| 63787 | *I. Campbell* 73–78 | 6th Survey, Gls. 6,95 | 404 | 10.02 | | | 8mo | | | | 4 *B H* 1 *P B H* | | | | |
| | | 1st Survey. Gls. 3,00 | 243 | ~~684~~ | LMC | | | | | | | | | | |
| | | 1 *Dk 2 tr B* | | ~~BS12,03~~ | | | | | | | | | | | |
| 208 | **Fire Queen** | IronScSr | 474 | ✝100A1 | Gls | *i* | 1879 | J.E. Scott Greenock A&CP | H. Lamont & Co. | 179·7 \| 25·0 \| 14·2 P27′ F29′ ND91 BK7½″ | Glasgow British | C.2Cy.23¾″&48″–33″ (*s*) 80lb *80lb* NDB91 110RHP 1SB,*3pf*,GS46,HS1535 J. Howden & Co., Glasgow | 15 ″ 0 s 1 ″ 11 | | 2,04 |
| 80499 | *M. Beaton* 88–88 | *ss* Gls. 2nd No. 3–2,04 | 435 | 2.04 | | | 5mo | | | | 3 *B H Cem* | | | | |
| | | 1 *Dk 2 tr B* | 297 | ~~NB7,91~~ BS12,06 | LMC MS2,04 | | | | | | | | | | |
| 209 | **Firefly** | IronTwinScSp | *165* | | | ... | 1887 | J.F. Waddington & Co. Seacombe | | 133·5 \| 18·2 \| 8·5 FK | Brazilian | C.4Cy.12½″&25″–18″ 57RHP D. Rollo & Sons, Liverpool | 9 ″ 0 | | |
| | | 1 *Dk* | *146* | | | | | | | | | | | | |
| | | | *51* | | | | | | | | | | | | |
| 210 | **Firsby** | SteelScSr | 1150 | ✝100A1 | Shl | *n* | 1891 | S.P. Austin & Son Sunderland A&CP | ~~Denaby & Cadeby Main Colliories Ltd.~~ | 225·0 \| 33·4 \| 14·2 P28′ Q50′ B44′ F25*t* FK | ~~Hull~~ British | T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *80lb* NDB04 136NHP 1SB,*3pf*,GS58,HS2000 J. Dickinson, Sunderland | 16 ″ 9 s 1 ″ 9 | | ~~12,02~~ 5,04 |
| 99552 | ~~*J. R. Peck* –03~~ | *ss* Shl. No. 3–1,04 | 855 | 5,04 ~~1,04~~ | Sld | | 12mo | | | | 4 *B H Cem* | | | | |
| MKTB | (*ex* Denaby) | 1 *Dk*(*Stl*) & *Web frames* | 709 | LMC 12,03 | | | | | | | 3 *8t A P T* 22 *t* | | | | |
| | *Well deck* *C.O. Lawrence* 97–04 | | | *Now named "Spray," See No. 29 in Supplement.* | | | | | *WB* = *Cell* | *DB* 178′ 310*t* *F P T* | Aberdeen | | | | |
| 211 | **Firth Fisher** | SteelScSr | 456 | ✝100A1 | Bkn | *h* | 1898 | J Fullerton & Co. Paisley A&CP | J. Fisher & Sons | 168·0 \| 25·1 \| 9·6 Q93′ B10′ F25′ BK6″ | Barrow British | C.2Cy.21½″&42″–30″ (*s*) 115lb *80lb* 88RHP 1SB,*3pf*,GS53,HS1447 Ross & Duncan, Glasgow | 12 ″ 5 s ~~4,06~~ 10 | | ~~5,00~~ 11,04 |
| 99944 | *T. Wood* –01 | *ss* Bkn. No. 1–02 | 309 | 11,04 ~~12,00~~ | Dub | | 10mo | | | | 3 *B H Cem* | | | | |
| QLDJ | *Mchy. Aft* | 1 *Dk*(*Irn*) | 149 | LMC 8,02 | | | | | | *W B* = *D B f* 88′ 132*t* | *F P T* 35 *t* | | | | |
| | *Well deck* | | | ~~Bdr 1,03~~ | | | | | | | | | | | |
| 212 | **Firth of Dornoch** | SteelScSr | 2933 | ✝100A1 | Bly | *u* | 1890 | J. Laing Sunderland | ~~J. Mackay Tate & Co. Beamers, Ltd. (A. Tate & Co. Mgrs.)~~ | 320·0 \| 41·8 \| 18·1 B78′ F30′ 26·6 | Blyth British | T.3Cy.23″,38″&62″–42″ (*s*) 150lb *90lb* NDB02 231NHP 2SB.*6yf*,GS120,HS3406 G. Clark, Ld. Sunderland | 20 ″ 8 s 6 ″ 2 | ~~8,00~~ 8.04 | |
| 97532 | *J. Swanson* 03–03 | ~~ss Sld. No. 2–00~~ | 2743 | *Spar dk* | Gls | | 8mo | | (Mackie & Co. Ld. *Mgrs*) | *Spar deck* 23′ *thick* | 5 *B H Cem* | | | | |
| LVCT | (*ex* Patapsco) | 1 *Dk*(*Irn*) & *Spar dk* | 1894 | 7,01 2,03 | | | | | | *u* E 20′ 392*t* BK10″ | | | | | |
| | *ss* Gls. No. 3–7,04 (*Irn-pt awng dk*) | | | *Now named Shinchiku Maru, See No. 130 in Supplement* | | | | | | *W B* = *D B f* 113′ | *A P T* 35 *t* | | | | |
| 213 | **Fisher Prince** | SteelScK | 125 | | | ... | 1896 | J T Eltringham & Co. South Shields | R. Irvin | 95·0 \| 19·2 \| 10·7 BK6¾″ | N. Shields British | C.2Cy.16″&33″–22″ 45RHP G.T. Grey, S. Shields | 11 ″ 0 | | |
| 105216 | *J. L. Potter* 94–96 | (*Trawler*) | 115 | | | | | | | | | | | | |
| | | 1 *Dk* | 18 | | | | | | | | | | | | |
| 214 | **Fishren** | SteelScSr | 938 | ✝100A1 | Nwc | *m* | 1891 | Sundrland S.B.Co.Ld. Sunderland A&CP | Fisher, Renwick & Co.'s Manchester-London Stmrs, Ld. | 210·0 \| 30·0 \| 14·7 Q73′ B42′ F22′ FK | Manchestr British | T.3Cy.19″,31″&51″–33″ (*s*) 160lb *80lb* NDB02 149NHP 1SB.*4pf*,GS66,HS2220 N.E. Marine Co. Ld. Sld. | 16 ″ 11 s 1 ″ 9 | | 8.03 |
| 97549 | ~~*D. C. Ball* –01~~ | *ss* Nwc. No. 3–8,03 | 742 | ~~10,02~~ 5,03 | Mch | | 11mo | | | *W B* = *Cell D B* 129′ | 4 *B H Cem* 163 *t A P T* 16 *t* | | | | |
| MKRL | (*ex* Robert Thorman) | *Hay* | 579 | LMC 8,03 | | | | | | | | | | | |
| | *Well deck* | 1 *Dk*(*Stl*) & *Web frames* | | ~~10,04~~ | | | | | | | | | | | |

| Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Attache. Pavillon. | Machines. No. & Dim. des Cylindres. Course. Pression des Chaudières. NR. Force en chevaux d'après les Inscriptions de la Société. IHP. Force en chevaux d'après les Registres des navires. Détails des Machines & Foyers. Nom du Constructeur des machines. | Charge en Tonnes. Charbon. Approx. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 215<br>113742<br>MJHS | **Fishtoft** SteelScK<br>*J. B. Irvine* –01<br>1 *Dk* | 185<br>170<br>75 | ✠100A1 Bos<br>*Stm Trawler*<br>3,03 ✠LMC2,01 | 1901 Smith's<br>3mo Dock Co. Ld<br>N. Shields<br>*Lloyd's SA & CP* | Boston Deep Sea Fishing & Ice Co. Ld. | 116·0 \| 21·1 \| 10·9<br>Q18′ F20′<br>BK 7½ | Boston<br>British<br>3 *B H Cem* | T. 3 Cy. 12″, 20″ & 32″–23″ (a)<br>180 lb 52 RH<br>1 SB. *2pf*, GS 32, NS 1051<br>MacColl & Pollock, Sld. | 12 | | 3,03 |
| 216<br>MJHS | **Fittonia** IronScK<br>*J. H. Blackcombe* –01 (*Trawler*) 1 *Dk* | 146<br>134<br>70 | | 1891 Cochrane,<br>Cooper & Schofield, Beverley | N. Eastern Steam Fishing Co. Ltd. | 97·2 \| 20·6 \| 11·0<br>Q17′ F17′<br>BK 7½ | Grimsby<br>British | T. 3 Cy. 11½″, 18″ & 30″–22″<br>45 RH<br>C. D. Holmes & Co., Hull | 11 | 10 | |
| 217<br>PNKV | **Fitzclarence** SteelScSr<br>*A. Thowless* –03 ~~ex Rut No. 1–01~~<br>2 *Dks (Irn) & deep framing*<br>*ss* Nwc. No. 2–04 | 4034<br>3827<br>2589 | ✠100A1 Ant<br>~~3,04 Nwc~~ Shl<br>~~4,03~~ ✠LMC ~~4,04~~ | 1897 Tyne Iron<br>2mo S. B. Co. (Lim<br>Newcastle<br>*Lloyd's SA & CP* | T. Ronaldson & Co.<br>(J. Black & Co., *Mgrs.*)<br>*W B = Cell*<br>*D Ba* 120′ *a Eq B* 12′ | 365·0 \| 47·0 \| 27·0<br>P30′ B86′ F35′<br>FK<br>*f* 148′ 949*t* *APT* 47*t* | Glasgow<br>British<br>6 *B H Cem*<br>*MT* 28′ 410*t* | T. 3 Cy. 27″, 48″ & 72″–45″ (a)<br>170 lb *100 lb* 329 NH<br>2 SB. *Grf*, GS 140, NS 1560<br>N. E. Marine Co. (Lim.) Nwc | 29 | 9 | |
| 218<br>MKDC | **Fitzgerald** IronScSr<br>*S. Ruggier* 87–87 *ss* Gls. No. 3–6, 82<br>*ss* Gls. No. 1–87 1 *Dk* | 390<br>309<br>248 | ✠ Gls *g*<br>9,87 | 1873 J. & R. Swan<br>8mo Dumbarton | F. Pace | 165·6 \| 23·1 \| 11·9<br>P42′ Q84′ | Glasgow<br>British<br>4 *B H Cem* | C. 2 Cy. 22″ & 38″–27″<br>NB 92 65 RH<br>W. King & Co., Glasgow | | | V |
| 219<br>GJTG<br>JKGQ | **Fitzpatrick** IronSc3MstSr<br>*J. H. Davey* *ss* Png. 2nd No. 3–3, 96<br>*ss* Png. No. 1–00<br>*Mchy. Aft* 2 *Dks (Teak) & Awng dk (Teak)* | 1168<br>1144<br>780 | ✠* Png<br>*Awng dk*<br>*with load line*<br>3,01 ~~4,02~~<br>B & MS 4,04 | 1869 Blackwood<br>10mo & Gordon<br>Pt. Glasgow | Lee Hai Thye | 225·7 \| 29·2 \| 17·3<br>ND 78 | Penang<br>British<br>7 *B H Cem* | C. 2 Cy. 28½″ & 56½″–36″<br>65 lb *60 lb* NDD 92 192 NH<br>NB 96<br>Blackwood & Gordon, P. Gls | 18 | 9 | 4,04 |
| 220<br>99150<br>MJTV | **Fitzroy** IronScK<br>*A. Austin* –02 (*Trawler*) 1 *Dk* | 132<br>125<br>50 | | 1891 R. Dixon<br>& Co.<br>Middlesbro' | Ellis, Spence & Co.<br>Ld. | 96·5 \| 20·3 \| 10·6<br>Q20′ F19′ | Grimsby<br>British | T. 3 Cy. 11″, 17″ & 28″–21″<br>40 RH<br>NE. Marine E. Co. (Lim.) Sld. | 11 | 8 | |
| 221<br>HLVG | **Fitzwilliam** IronSc3MstSr<br>*F. J. Tree* –03 *ss* Npt. 3rd No. 3–10, 03<br>1 *Dk* | 301<br>258<br>160 | ✠ Npt<br>2,94 | 1866 J. & R. Swan<br>7mo Maryhill<br>A & CP | M. H. & J. E. Matthews | 160·6 \| 19·7 \| 11·8<br>Q59′<br>ptND 78 BK 7′ W | London<br>British<br>3 *B H Cem*<br>*B = D T f* 45*t* | C. 2 Cy. 18″ & 32″–24″ (a)<br>70 lb NE & B 78 45 RH<br>1 SB. *2pf*, GS 86, NS 899<br>Kincaid, Donald & Co., Grk. | 12 | 4 | |
| 222<br>LCMB | **Fiume** IronScSr<br>*H. Ucker* –03<br>(*ex* Athos, *ex* Mexico) 1 *Dk & Spar dk 3 tr B* | 1346<br>1250<br>838 | | 1882 G. Howaldt<br>Kiel | Rhed. "Fiume,"<br>G. m. b. H. | 231·9 \| 30·9 \| 22·8<br>P13′ B18′ F35′<br>*WB* | Cologne<br>German | C. 2 Cy. 29½″ & 49″–35½″<br>119 NH<br>Gebr. Howaldt, Kiel | | | G |
| 223<br>56 | — SteelScSr<br>*G. Percich* 1 *Dk* | 369<br>—<br>189 | | 1888 Howaldts-<br>werke<br>Kiel | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 157·8 \| 23·1 \| 11·1<br>P26′ B36′ F32½<br>*WB* | Fiume<br>Aust.-Hung. | T. 3 Cy. 14⅜″, 22⅛″ & 36½″–28½″<br>65 NH<br>Howaldtswerke, Kiel | | | G |
| 224<br>111075 | **Five** SteelScK<br>*J. Cooke* –02<br>1 *Dk* | 72<br>72<br>32 | ✠100A1 Shl<br>*For fishing purposes*<br>3,02 ✠LMC 4,01 | 1901 Smith's<br>4mo Dock Co. Ld<br>North Shields<br>*Lloyd's SA & CP* | Smith's Dock Trust Co. Ld. | 80·0 \| 18·0 \| 8·2<br>BK 6′ 3<br>*WB = FPT* 2*t* | Yarmouth<br>British<br>3 *B H Cem* | C. 2 Cy. 10¾″ & 23″–16″ (a)<br>125 lb 21 RH<br>1 SB. *2pf*, GS 19, NS 476<br>MacColl & Pollock, Sld. | 9 | 0 | |
| 225<br>JHKB | **Fix** IronScSr<br>*J. Larssen* 01–02<br>(*ex* Douro, *ex* Stahleck) 1 *Dk 2 tr B* | 879<br>820<br>532 | | 1883 Act. Ges.<br>"Weser"<br>Bremen | Georg T. Monsen | 206·7 \| 28·2 \| 18·6<br>B 36*t* H 8*t* F 14*t* | Stavanger<br>Norwegian | C. 2 Cy. 25″ & 43½″–29½″<br>86 NH<br>A. G. "Weser," Bremen | | | G |
| 226<br>JPBF | **Fjalir** IronScSr<br>*F. Lindström* 99–01<br>1 *Dk* | 244<br>178<br>141 | | 1858 A. Denny<br>Dumbarton | Nordre Bergenhus Amts Dmpsksselsk. | 131·7 \| 20·9 \| 11·1<br>Q20*t* H16*t* F29*t* | Bergen<br>Norwegian<br>*WB* | C. 2 Cy. 17½″ & 35″–24½″<br>51 NH<br>*Cmp* 74, Nylands Vrks, Xia. | | | |
| 227<br>JGMS | **Flamant** WoodSc<br>*F. Brémoud* 97–99<br>F & Y M 7,98 | 129<br>—<br>— | | 1898 F. Parodi<br>Pegli | Savon frères & Co. | 93·2 \| 20·1 \| 12·0 | Marseilles<br>French | C. 2 Cy. 17⅜″ & 33⅜″–20½″<br>43 NH<br>Wilson & Maclaren, Smpier. | | | |
| 228<br>92918<br>KPMT | **Flambro** SteelScSr<br>*J. Duggins* –02 *ss* Hpl. No. 3–5, 98<br>*ss* Bry. No. 1–02<br>1 *Dk (pt Stl pt Irn) & Web frames & pt Awng dk (Irn)* | 2287<br>1742<br>1453 | ✠100A1 Shl<br>*pt Awng dk*<br>*with freeboard*<br>3,04 ~~4,03~~ Hpl<br>✠LMC<br>~~3,04~~ | 1887 W. Gray<br>12mo & Co.<br>W. Hartlepool<br>A & CP | Smith Bros. & Co. | 284·2 \| 37·8 \| 19·5<br>P27′ Q90′ BK 10″<br>*pt Awng dk* 167′<br>*WB = Cell* | W. Hartlpl<br>British<br>5 *B H Cem*<br>*D B* 240′ 489*t* | T. 3 Cy. 22″, 35″ & 59″–39″ (a)<br>160 lb *80 lb* NDB 00 217 NH<br>2 SB, *4rf & 2cf*, GS 108<br>Central Marine E Co. W Hpl | 22 | 2 | |
| 229<br>110333<br>RDSQ | **Flamingo** SteelScSr<br>*H. C. Dunckley* –03 (*ex* Inverness,<br>*Turret deck* *ex* Beechmore) 2 *Dks* | 3314<br>2861<br>2150 | | 1899 W. Doxford<br>& Sons, Ld.<br>Sunderland | Burrakur Coal Co. Ld. | 336·0 \| 46·1 \| 24·0<br>F34′ | Newcastle<br>British<br>*WB* | T. 3 Cy. 21½″, 37″ & 62″–45″<br>258 NH<br>W. Doxford & Sons, Ld. Sld. | | | C |
| 230<br>91527<br>JWGL | — IronSc<br>*C. F. Warrent* –03 1 *Dk* | 266<br>224<br>125 | ✠ Lon *e*<br>1,89 ✠ | 1885 Earle's Co.<br>5mo Ld. Hull | H. Newhouse & Co. Ld. | 137·9 \| 21·5 \| 11·2<br>Q16′<br>Irp 89 | Gt Yarmth<br>British<br>4 *B H Cem* | T. 3 Cy. 15½″, 24″ & 40″–24″<br>80 RH<br>Earle's Co. (Lim.), Hull | 12 | 0 | |
| 231<br>89042<br>TPBD | **Flaminian** IronScSr<br>*C. Littler* –02 2 *Dks (Irn)* | 2192<br>2040<br>1416 | ✠ Nwc Ls<br>10,80 | 1880 Palmers'<br>9mo Co. (Lim.)<br>Newcastle | Ellerman Lines Ld.<br>(F. Swift, *Mgr.*) | 333·0 \| 33·3 \| 23·6<br>F35*t* | Liverpool<br>British<br>7 *B H* | C. 2 Cy. 28″ & 60″–48″<br>NB 95 208 NH<br>Palmers' Co. (Lim.), Nwc. | 25 | 10 | |
| 232<br>MBHW | **Flandres** SteelScSr<br>*Herfurth* –03 *ss* Sld. No. 3–9, 00<br>(*ex* Dr. Ewest Holme, *ex* Crest)<br>1 *Dk (Stl) & Web frames & pt Awng dk (Irn)* | *2119*<br>*1544*<br>*1345* | ✠100A1 Ant *r*<br>*pt Awng dk*<br>*with freeboard*<br>3,04 ~~4,03~~ ~~3,04~~ BS 1,06<br>✠LMC 3,06 | 1888 J. L. Thomp-<br>6mo son & Sons<br>Sunderland<br>A & CP | Cie Nationale Belge de Transports Maritimes (A. Deppe, *Mgr.*) *WB* | 284·0 \| 38·2 \| 19·4<br>P29′ Q74′ BK 9½″<br>*pt Awng dk* 181′<br>*D Ba* 82′ *f* 64′ 299*t* | Antwerp<br>Belgian<br>6 *B H Cem*<br>*APT* 22*t* | T. 3 Cy. 21½″, 35″ & 58″–39″ (a)<br>160 lb *55 lb* 205 NH<br>2 SB, *Grf*, GS 80, NS 3125<br>J. Dickinson, Sunderland | 20 | 9<br>8 | 3,04 |
| 233<br>RHLG | **Flandria** SteelScSr<br>*E. Buist* 02–02 2 *Dks & tr B*<br>*Elec light* | 2041<br>1844<br>1277 | | 1888 Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Amerik. Packetf. Act. Ges.<br>(Ham.-Amr. Linie) | 291·8 \| 36·4 \| 22·4<br>P46′ H– F26′<br>W | Hamburg<br>German<br>*B = D B* 350*t* | T. 3 Cy. 22½″, 36″ & 58″–42″<br>218 NH<br>Reiherst. Maschinenf. Ham | | | G |
| 234<br>3329<br>JKCN | — SteelScSr<br>*F. O. Dahlgren* 98–00 1 *Dk* | 1193<br>814<br>684 | | 1898 Helsingörs<br>Jernsk. & Msk<br>Elsinore | Förnyade Angf. Aktieb. Gota<br>(H. Sternhagen) | 228·2 \| 33·1 \| 13·1<br>P141′ F11′ H85*t* | Gothenbrg<br>Swedish<br>*WB* | T. 3 Cy. 18½″, 30″ & 50″–36″<br>150 NH<br>Helsingörs Jernsk. & Msk b | | | V |
| 235<br>NKBS | — SteelScSr<br>*A. S. Hansen*<br>1 *Dk* | 1150<br>1097<br>721 | | 1898 Akt. Bur-<br>m'str & Wains<br>Mas. & Skibs.<br>Copenhagen | Dmpsksk. Inga<br>(P. L. Fisker) | 233·9 \| 35·9 \| 15·7<br>P13′ Q20′ B64′ F26′ | Copnhagn<br>Danish<br>*WB* | T. 3 Cy. 16½″, 27″ & 45″–33″<br>116 NH<br>Akt. Burmeister & Wains<br>Maskin og Skib. Cpn | | | V |
| 236<br>MBJD | — SteelScSr<br>*Nyland* (*ex* Saint Fergus)<br>*Well deck* 1 *Dk 2 tr B* | 441<br>341<br>291 | | 1889 Fleming &<br>Ferguson<br>Paisley | Soc. d'Armement Gantois (T. Nolson & Co. *Mgrs.*) | 165·0 \| 24·1 \| 12·0<br>Q77′ B17′ F22′<br>BK 7′ | Ghent<br>Belgian<br>*WB* | Q. 4 Cy. 18″, 18″, 25″ & 36″–29″<br>66 NH<br>Fleming & Ferguson, Pey. | 12 | 10 | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Under deck. Net. | 5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 8 Built. When. Where. | 9 By Whom. Ship. Engines. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Numerals in which Classed, if not in "+" R. Date of Trade Mark. | 16 Where built. Date when last built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 237 | **Flavian** | IronScSr | 2179 | | 1880 | Palmers' Co.(Lim.) Newcastle | ElllermanLines.Ld (F.Swift, *Mgr.*) | 333·0 \| 33·3 \| 23·6 F38*t* | Liverpool British | C.2Cy. ~~C.10Cy.~~ 23″&60″–48″ NB96 ~~203-14~~ NHP Palmers'Co.(Lim.),Nwc. | 25 ″ 10 | | |
| 81375 | *H.S.Smaridge*94–00 | | 2042 | | | | | | | | | | |
| TJPV | | | 1387 | | | | | | | | | | |
| 238 | — | SteelScK | 186 | ✝100A1 Bos | 1900 | Smith's Dock Co.Ld North Shields | BostonDeepSea Fishing&IceCo.Ld. | 116·0 \| 21·1 \| 11·1 Q18 F20′ BK7½′ | Boston British | T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RH 1SB.*2pf*,GS29,HS1066 N.E.MarineCo.Ld.Sld. | 12 ″ 0 | | 9,02 |
| 113736 | *E.Newman* –03 | 1*Dk* | 171 | *Stm Trawler* | 8mo | | | | 3*BHCem* | | | | |
| | | | 74 | 3,03 ~~L.M.Co.~~ | *Lloyd's SA&CP* | | | | | | | | |
| 239 | **Flavio Gioia** | SteelSc | 847 | | 1900 | Soc. Esercizio Bacini Riva Trigoso | Nav.Gen.Italiana | 226·5 \| 28·2 \| 15·4 | Genoa Italian | T.3Cy.19″,31″&51½″–30″ 144NH FonderiaOretea,Palermo | | I | |
| 408 | *G.Merlo* | | — | | | | | | | | | | |
| PHDM | *Elec.light* | 2*Dks* | 534 | | | | | | | | | | |
| 240 | **Fleetwing** | SteelScSr | 119 | ✝ … | 1896 | Mackie& Thomson Glasgow | T.Davidson | 95·0 \| 19·9 \| 9·8 BK7½′ | Aberdeen British 1*BHCem* | C.2Cy.13½″&30″–21″ (*s*) 135lb 40RH 1SB,*2pf*,GS27,HS700 Muir&Houston(Lim.),Gls. | 10 ″ 9 | | 6.03 |
| 94024 | *W.Cowie* –02 | 1*Dk* | 110 | *For fishing purposes* | 7mo | | | | | | | | |
| | | | 80 | ~~Deepened~~ ~~L.M.Co.~~ | *Lloyd's SA&CP* | | | | | | | | |
| 241 | **Fleetwood** | SteelScYawl | 163 | ✝100A1 Gms | 1896 | Mackie& Thomson Glasgow | Hagerup, Doughty &Co.Ld. | 104·2 \| 20·5 \| 10·7 Q17′F19′ BK7½″ | Grimsby British 4*BHCem* | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RH 1SB,*2pf*,GS23,HS536 Muir&Houston(Lim.).Gls | 11 ″ 7 | | 6.03 |
| 106688 | *R.Dines*96–96 ~~*ss*Gms.No.1–00~~ | | 150 | *Stm Trawler* | 12mo | | | | | | | | |
| | *ss*Gms.No.2–05 | 1*Dk* | 63 | 2,05 ~~L.M.Co.~~ 1,06 | A&CP | | | | | | | | |
| 242 | — | IronTwinSc | 122 | | 1872 | W.Simons &Co. Renfrew | Lan&Yorks.&Lon. &N.W.Rlwy.Cos. | 82·0 \| 24·4 \| 8·4 | Fleetwood British | C.2Cy.18″&30″–24″ 60RH W.Simons&Co.,Renfrew | | | |
| 71721 | (*ex*Ibrahimieh) | | 122 | | | | | | | | | | |
| | *Mchy.Aft* | | 45 | | | | | | | | | | |
| 243 | **Flemington** | SteelScTug | 220 | | 1903 | Neafie& Levy Co. Philadelphia | Central Railroad Co.of New Jersey | 98·0 \| 24·5 \| 14·8 | New York Utd.States | C.2Cy.18½″&40″–28″ 71NH Neafie&LevyS&EBCo. Phl | | | |
| 200156 | | 1*Dk* 2*trB* | 149 | | | | | | | | | | |
| 244 | **Flensburg** | SteelScSr | 4435 | ✝100A1 Ham *x* | 1895 | Flensburg Schiffsb.Ges. Flensburg | Deutsch-Austral. Dmpfsch.Ges. | 358·6 \| 45·8 \| 19·3 P&B198′F40′ 27·3 BK10′ | Hamburg German 6*BHCem* | T.3Cy.26½″,44″&72″–48″ (*s*) 165lb 427NHP 3SB,*9rf*,GS140,HS7350 FlensburgerSchiffsb.Ges. | 21 ″ 11 | | 4,04 |
| 3620 | *W.Suhr*02–02 *ss*Ham No.2–03 | | *Spar dk* | | 7mo | | | | | | | | |
| RKGC | 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trlB* | | 2876 | ~~10,04~~ ~~L.M.Co.~~ 1,03 | A&CP | | *WB = Cell* | *DBa* 96′ *uE&B* 44′ | | *f* 164′840*t* | | | |
| 245 | **Fleswick** | SteelSc3MastSr | 648 | ✝100A1 Sws *i* | 1900 | Ailsa S.B. Co. Troon | R.Simpson | 179·3 \| 28·0 \| 11·2 Q101′B10′F35′ FK&BK1′ | Whitehvn British 3*BHCem* | C.2Cy.19″&44″–33″ (*s*) 130lb *85lb* 90RHP 1SB,*3pf*,GS63,HS1730 McKie&Baxter,Glasgow | 13 ″ 10 ″ 11½ | | ~~4,04~~ 11,03 |
| 102470 | *J.Hughan*88–00 *ss*Sws.No.1–04 | | 438 | 1,05 ~~Lengthened~~ | 3mo | | | | | | | | |
| RQPS | *Mchy.Aft* | 1*Dk*(*Irn*) | 195 | ~~L.M.Co.~~ 1,03 | *Lloyd's SA&CP* | | *WB = DBf* 94′ 137*t FPT* | | 65*t APT* 8*t* | | | | |
| | *Well deck* | | | | | | | | | | | | |
| 246 | **Flevo** | IronScSr | ~~302~~ 234 | | 1891 | Boon, Molema& deCock Hoogezand | ~~Tan Hap Seng~~ Teo Tao Peng | 149·2 \| 23·0 \| 9·0 | Singapore British | C.2Cy.16″&27½″–16″ 36RH Boon,Molema&deCock, Hoogezand | | | |
| 108114 | *L.Ainsworth*00–01 | | ~~280~~ 205 | | | | | | | | | | |
| VSLN | (*ex*CarolinaJohanna) | 1*Dk* | ~~187~~ 140 | | | | | | | | | | |
| | | | 129 | | | | | | | | | | |
| 247 | **Flevo III.** | SteelSc | 167 | | 1902 | M.van der Kuijl Slikkerveer | P.H.vanAbshoven | 111·6 \| 21·0 \| 11·9 | Vlaardngn Dutch | T.3Cy.8½″,13½″&22″–16″ 19NHP AlblassrdmMachinef.Alb. | | | |
| 73 | *L.Noordwijk*02–02 | | — | | | | | | | | | | |
| | | 1*Dk* | 84 | | | | *WB* | | *WB* | | | | |
| 248 | **Flinders** | IronScSr | 948 | | 1878 | A.&J. Inglis Glasgow | J.McIlwraith | 227·1 \| 28·3 \| 20·1 H66*t* | Melbourne British | C.2Cy.37″&66″–42″ NB90 235NHP A.&J.Inglis,Glasgow | 13 ″ 9 | | |
| 57600 | *H.J.Holland* –94 | 2*Dks* | 917 | | | | | | *WB* | | | | |
| QTVK | | | 499 | | | | | | | | | | |
| 249 | — | IronScSr | 521 | ✝ Adl *i* | 1874 | J.Laing 10mo Sunderland | W.Collin&SonsLd. | 195·7 \| 25·0 \| 12·1 P47′ B45′ F22′ | Brisbane British 5*BHCem* | C.2Cy 26″&50″–30″ 90RH G.Clark,Sunderland | | | |
| 70676 | *W.W.Robinson* –01 | *ss*Adl.No.1–79 | 381 | 4,79 | | | | | | | | | |
| NPWJ | | 1*Dk* | 278 | | | | | | | | | | |
| 250 | **Flintrännan** | SteelScTug | 117 | | 1898 | Kockums M.V.Aktieb. Malmö | Malmö Bogser Aktie Bolag. (H.Ramstèn) | 88·8 \| 22·1 \| 11·8 B6′H5*t* | Malmö Swedish | C.2Cy.16⅜″&31½″–20½″ 37NHP KockumsAktieb.Malmö | | | |
| 3344 | *D.A.Fredlund* –99 | | 112 | | | | | | *WB* | | | | |
| JKDS | | 1*Dk* | 6 | | | | | | | | | | |
| 251 | **Flintshire** | SteelScSr | 3815 | ✝100A1 Ham *w* | 1896 | Sunderlnd S.B.Co.(Lim) Sunderland | Jenkins&Co.Ld. | 364·0 \| 45·2 \| 19·9 P38′B80′F42′ 27·7 FK | London British 6*BHCem* | T.3Cy.25″,41½″&69″–45″ (*s*) 180lb *100lb* 344NHP 2SB,*8cf*,GS144,HS5300 N.E.MarineCo.(Lim),Sld. | 22 ″ 6 ″ 6 ″ 7½ | | ~~6,03~~ 12,04 |
| 105833 | ~~*L.M.P.Haffner* –03~~ | ~~*ss*Hpl.No.1–01~~ | 3453 | *Spar dk* Lon | 6mo | | | | | | | | |
| PHTJ | *ss*Hpl.No.2–04 | 1*Dk*(*Stl*)&*Spar dk* | 2476 | 1,03 ~~Lengthened~~ | A&CP | | *WB = Cell* | *DBa* 110′*uE&B* 34′ | *f* 148′604*t* | | | | |
| | *D.J.Jenkins* –04 | (*Stl*)&*Web frames* | | ~~L.M.Co.~~ 12,04 | | | | | | | | | |
| 252 | **Flora** | IronScSr | 1273 | ✝ Hul Lv | 1882 | Earle's Co. (Lim.) Hull | Union S.S.Co.of New Zealand,Ld. | 250·8 \| 32·2 \| 16·6 P289*t* F24*t* | Hobart T'n British | C.2Cy.34″&64″–39″ 213NHP Bailey&Leetham,Hull | | | |
| 82526 | *J.McNair* | 2*Dks* | 949 | 8,82 | 4mo | | | *WB = MT FPT* | 3*BH*3*PBH* | | | | |
| WLPR | *Well deck* | | 838 | | | | | | | | | | |
| 253 | — | SteelScSr | 1032 | | 1899 | Laxevaags Msk.&Jrnskb Bergen | D.Ellerhusen&Co. | 225·3 \| 32·3 \| 13·3 Q107*t* B29*t* H23*t* F30*t* | Bergen Norwegian | T.3Cy.15¾″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn. | | N | |
| | *C.S.Due*89–99 | | 801 | | | | | | *WB* | | | | |
| JVTD | | 1*Dk* | 630 | | | | | | | | | | |
| 254 | — | SteelScSr | 725 | | 1894 | Maats.de Maas Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 200·0 \| 28·3 \| 13·4 Q60′B47′F25′ | Amstrdam Dutch | T.3Cy.15″,25″&40″–36″ 96NHP Maats.deMaas.,Rotterdam | | V | |
| | *J.Ouwehand*97–01 | | 574 | | | | | | *WL* | | | | |
| NRPK | | 2*Dks* | 448 | | | | | | | | | | |
| 255 | — | IronScSr | 648 | ✝ Oda *j* | 1885 | Wigham Richrdsn&Co Newcastle | Sch.L.Karapatnitsky | 189·5 \| 29·2 \| 11·6 Q62′B48′F23′ FK | Odessa Russian 4*BHCem* | C.2Cy.25″&48″–33″ 110NHP 1SB.*3pf*,GS49 WighamRhrdsn.&C.,Nwc. | 14 ″ 0 | | |
| | *K.Chetchinoff* –96 | *ss*Oda.No.3–4,96 | 543 | 1,01 | 12mo | | | | | | | | |
| | *Well deck* | 1*Dk*(*Irn*) | 538 | ✝ | | | *WB = DBa* 44′ | *&uE&B* 31′90*t FPT* | 24*t APT* 14*t* | | | | |
| 256 | — | SteelScSr | 344 | | 1891 | Eriksbergs Mek.Werks. Gothenburg | Dampfschiffahrts Ges.Neptun | 140·9 \| 22·4 \| 11·9 Q31′ B24′ F12′ len93 | Bremen German | C.2Cy.13⅜″&26⅞″–17½″ NB03 24NHP EriksbergsMek.Wrks.Got | | G | |
| | *H.Delvendahl* | 1*Dk* | 284 | | | | | | | | | | |
| QFNK | | | 196 | | | | | | | | | | |
| 257 | — | IronScSr | 290 | | 1863 | Motala Varf. Norrköping | Rederiaktieb. Teutonia(E.Roberg, *Mgr.*) | 136·5 \| 23·3 \| 10·3 P37′ H21*t* F33′ | Gothenbrg Swedish | C.2Cy.18″&30″–22″ NE96 12NHP P.Larsson,Thorskog | | | |
| 1632 | *J.Froidendahl* –02 | | 187 | | | | | | | | | | |
| HCPR | (*ex*Hangö,*ex*Telegrafen) | 1*Dk* | 162 | | | | | | | | | | |
| 258 | — | CompScSr | 179 | | 1897 | K.Olsson Gmla Lödöse | J.Redin | 99·6 \| 22·5 \| 9·7 P20′H7*t* | Seffle Swedish | C.2Cy.7¾″&19½″–19″ *Ebuilt* '70; *Bbuilt* '86 14NHP BergsundsM.V.Stockholm | | | |
| 3018 | *O.P.Svensson* –03 | | 149 | | | | | | | | | | |
| JGVC | | 1*Dk* | 94 | | | | | | | | | | |
| 259 | — | SteelSc | 164 | | 1899 | Soc. Esercizio Bacini Riva Trigoso | Soc.Siciliana di Nav.aVap. | 121·4 \| 17·6 \| 9·1 P8′Q52′ | Messina Italian | C.2Cy.12¾″&23⅝″–18″ 20NHP Soc.EsercizioBacini,Genoa | | I | |
| 39 | *A.Bruno* –99 | | 119 | | | | | | *WB* | | | | |
| PHFT | (*ex*Ester) | 1*Dk* | 81 | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres aux Ponts. | 3 | 4 Tonnage. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Matériaux. Machines. | 9 | 10 Armateurs. | 11 Jaugeage d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Dessins des Machines. NHP=Force en chevaux d'après les formules fix. et Shaw. RHP=Force en chevaux d'après les papiers du navire. Détails des Machines & Chaudières. Nom des Constructeurs des machines. | 14 Cours des Quilles. Longueur. Poids par mètre. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 260 109718 | **Flora** *J.Thompson* –01 | SteelScK 1*Dk* | 92 87 24 | ✠100A1 *For fishing purposes* 5,01 | Shl | | 1901 5mo | J.T.Eltringham&Co. S.Shields *Lloyd's SA&CP* | G.Couper | 80·0 BK6 *WB=FPTst* | 18·6 | 9·1 | Sundrland British | C.2Cy.11½"&28"–16" (s) 125lb 22RHP 1SB.*2pf*,gs22,hs498 T.Richardson&Sons,SouthShields | 9 ″ 6 | | |
| 261 95296 LTFS | **Florence** *H.W.Williams* –02 ssHpl.No.3–1,02 1*Dk*(*Irn*) *Spardk3tr B* | SteelScSr ss | 2492 2391 1609 | ✠100A1 *Spar dk* 8,04 | Lon | s | 1889 10mo | Short Bros. Sunderland *A&CP* | Furness,Withy& Co.Ld. | 293·5 B62′F84′ BK10 *WB=CellDBa76′* | 40·2 | 18·5 26·1 | W.Hartlpl British 4*BHCem* *f*106′284*t* | T.3Cy.22″,35″&59″–39″ (s) 160lb *60lb* 220NHP 2SB,*6rf*,gs90,hs3330 T.Richardson&Sons,Hpl. | 20 ″ 11 | | |
| 262 82669 VWDQ | — *J.Prideaux*99–99 ssHpl.No.3–1,94 ssShl.No.2–02 2*Dks*(1*Irn*)3*tr B* | IronScSr | 2128 1956 1347 | ✠100A1 2,03 | Bry Shl | s | 1881 5mo | T.Turnbull&Son Whitby *A&CP* | London&Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*) | 281·2 P32′F35′ *WB=DBa* | 38·0 | 23·8 | London British 5*BHCem* *86f*105′352*t* | T.3Cy.22″,35″&59″–39″ (s) 170lb *90lb* 220NHP 2SB,*6cf*,gs84,hs3273 T.Richardson&Sns,W.Hpl | 25 ″ 9 | | |
| 263 109396 | — *W.Collister* –04 ssLiv.No.1–02 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* | SteelScSr | 347 239 54 | ✠100A1 2,03 | Liv | c | 1898 3mo | S.McKnight&Co Ld. Ayr *A&CP* | W.Rowland | 141·7 Q51′B14′F27′ *WB=FPT* | 24·1 | 9·8 | Liverpool British 3*BHCem* 34*tAPT*2*t* | C.2Cy.18″&38″–27″ (s) 120lb 70RHP 1SB,*2pf*,gs42,hs1200 Ross&Duncan,Glasgow | 11 ″ 0 | | |
| 264 67515 WGJC | — *J.S.Wilson*01–02 ssLon 2nd No.3–6,03 1*Dk*(*Irn*) *Mchy.Aft* | IronScSr | 220 175 | ✠100A1 2,05 | Lon | c | 1881 2mo | R.Craggs &Sons Middlesbro' *A&CP* | ClevelandStm. Shpg.Co.Ld.(R. C.Simpson,*Mgr.*) | 121·8 Q20′ drp03 | 21·2 drp06 | 8·7 | Stockton British | C.2Cy.16″&30″–20″ (s) 80lb 35RHP 1SB.*2pf*,gs19,hs662 Blair&Co.(Lim.),Stockton | 9 ″ 7 | | |
| 265 113207 | — *S.Cox* –00 ssMil.No.1–04 1*Dk* | IronScK | 204 182 60 | ✠100A1 *Stm Trawler* 8,0 | Gms Mil | | 1900 10mo | SelbyS.B. &E.Co.Ld. Selby *Lloyd's SA&CP* | ~~Gen.Steam Fishing Co.Ld.~~ PhœnixTrlgCoLd. (G.H.D.Birt,*Mgr*) | 115·0 Q20′ BK7½ | 21·5 | 11·0 | Grimsby British 3*BHCem* | T.3Cy.18″,21″&34″–24″ (r) 180lb 76RHP 1SB.*2pf*,gs38,hs1362 SirC.Furness,Westgarth & Co.Ld.Mdb. | 11 ″ 9 | | |
| *Now named "Hungate," See No. 19 in Supp'lement* | | | | | | | | | | | | | | | | |
| 266 110634 | — *H.W.Hughes* –04 *Mchy.Aft* 1*Dk* | SteelScYl | 179 145 51 | | | | 1900 | Scott& Sons Bowling | J.Monks&Co.Ld. | 95·0 F15′ *WB* | 21·6 | 10·0 | Liverpool British | C.2Cy.18″&28″–18″ 86RHP Ross&Duncan,Glasgow | | | |
| Dismantled 4.04 81451 | — *D.Mitchell* –95 | IronPadSp | 150 137 17 | | | | 1879 | J.T.Eltringham S.Shields | T.P.Rayson | 113·8 | 19·2 | 9·9 | Sundrland British | L.1Cy.37″–54″ 65RHP J.P.Rennoldson,S.Shields | | | |
| 268 102969 | — *H.Elliott* –94 ssHul.No.2–03 1*Dk* | IronScK | 149 141 60 | ✠100A1 *Stm Trawler* 9,04 | Hul | | 1894 9mo | Cook,Welton&Gemmell Hull *Lloyd's SA&CP* | Armitage'sSteam TrawlngCo.Ld.(G. T.Armitage,*Mgr.*) | 102·6 BK7½ | 20·5 | 11·0 | Hull British 3*BHCem* | T.3Cy.11½",18"&30"–22" (s) 160lb 45RHP 1SB.*2cf*,gs24,hs708 C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 269 85453 | — *T.Simpson* –99 1*Dk* | WoodScSr | 133 128 90 | | | | 1883 | H.Dinning Quebec | W.Clarke | 91·2 | 22·8 | 9·5 | Quebec British | 1Cy.11"–11" 25RHP F.Drolet,St.Rocks,Quebec | | | |
| 270 76145 | — *W.Nicholson* –03 1*Dk* | IronPadTug | 117 117 26 | | | | 1879 | R.Williamson&Son Harrington | FlorenceTugboat &SalvageCo.Ld. (B.O.Davies) | 94·6 | 18·6 | 19·5 | Middlsbro' British | L.2Cy.31"–18" *Emade*59 NB96 70RHP J.P.Almond,N.Shields | | | |
| 271 88309 | — *H.Jewell* –90 1*Dk* | WoodSc | 113 83 30 | | | | 1885 | Maritime& IndustrialC Levis,Quebec | F.B.Hackett | 91·0 H80*t* | 19·8 | 9·0 | Amherstburg,Ont. British | C.2Cy.18"&36"–24" 51RHP Maritime&Ind.Co.,Levis | | | |
| 272 83663 | **Florence Annie** | IronPad | 187 95 137 | | | | 1882 | S.Thomas Echuca,Vic | JohnH.Brown | 77·5 | 25·6 | 6·2 | SydnyNSW British | 2Cy.12"–30" 28RHP Scott&Young,Melbourne | | | |
| Broken up 74053 | **Florence Maud** 1*Dk* | IronScCtr | 105 106 71 | | | | 1876 | Robison Bros.&Co. Melbourne | ColonialSugar RefiningCo.Ld. | 96·5 | 18·8 | 9·0 | Melbourne British | 2Cy.15"–16" 35RHP Robison Bros.&Co.,Mel. | | | |
| 274 101934 MTBH | **Florence Pile** *W.J.Davies* –02 (*ex*Quantock) 1*Dk*(*Irn*)2*tr B*,§*Web frames*§*pt Awng dk*(*Irn*) ssCff.No.3–5,04 | SteelScSr ss | 3358 2599 2193 | ✠100A1 *pt Awng dk withfreeboard* 5,04 | Cff | a | 1892 9mo | W.Gray& Co.,Ld W.Hartlepool *Lloyd's SA&CP* | J.Weatherill | 330·5 Q131′ *pt Awng dk* 199′ *WB. Cell DB284′780t* | 43·2 FK | 21·6 | Dublin British 5*BHCem* *APT*37*t* | T.3Cy.24",38"&64"–42" (s) 160lb 70*lb* 279NHP 2SB,*6rf*,gs91,hs4390 Cen.Mar.Eng.Wrks.W.Hpl | 24 ″ 4 | | |
| 275 HMRS | **Florencio Rodriguez** *P.Garcia* (*ex*Brenda) 1*Dk*(*Irn*)§*Web frames* *Well deck* ssSld.No.1–99 | SteelScSr | 992 773 658 | ✠ 5,04 | Sld | m | 1894 11mo | W.Harkess &Son Middlesbro' | MeltonGonzalez &Co. *WB=CellDBa50′* | 211·4 P25′Q46′B44′F22′ *u E§B35′f*88′252*t* | 32·1 | 13·7 BK7 | Gijon Spanish 1*BHCem* *APT*20*t* | T.3Cy.17",28"&46"–30" 120NHP 1SB,*3pf*,gs47,hs1870 N.E.MarineCo.Ld.Sld. | 16 ″ 1 | | |
| 276 NRPM | **Flores** *T.Ouwehand* 1*Dk*§*Spar dk3tr B* | SteelSc | 3610 3430 2828 | | | | 1899 | Nederl. Schp.Maats. Amsterdam | Stoomv.Maats. Nederland | 340·0 B78′F45′ *WB* | 44·5 | 31·0 | Amstrdam Dutch | T.3Cy.23",38"&62"–42" 249NHP Ned.Fab.v.Werk.Mat.Am. | | | DV |
| Wrecked 4.04 | **Florianopolis** (*ex*Araucano,*ex*Betty) 1*Dk* | IronScSr | 155 126 128 | | | | 1883 | G.F. Cawallin Sjoberg | E.Piaggio | 113·8 B24′ len86 | 16·8 | 9·5 | Bns.Ayres Argentine | C.2Cy.11"&19"–18" 13NHP G.F.Cawallin,Sjöberg | | | |
| 278 114781 SDCP | **Florican** *Work* –00 *Turret deck* 1*Dk*2*tr B* | SteelScSr | 3720 3140 2382 | | | | 1900 | W.Doxford &Sons,Ld. Sunderland | BurrakurCoalCo. Ld. | 342·3 F34′ *WB* | 46·7 | 25·0 | London British | T.3Cy.26",40"&66½"–42" 286NHP W.Doxford&Sons,Ld.Sld. | | | C |
| *Not* [illegible] | [illegible] *Elec.light* 3*Dks* | SteelSc | 4718 4364 2987 | | | | 1903 | Bremer Vulkan Vegesack | Dampfsch.Ges. Argo | 403·0 P&B262′F50′ *WB* | 49·2 | 27·1 | Bremen German | T.3Cy.27⅞",45½"&74½"–51⅛" 399NHP Bremer Vulkan Vegesack | | | G |
| 280 NKCT | — *J.F.Koch* –99 1*Dk*§*Spar dk*§*deep framing* | SteelScSr | 4335 4159 2827 | | | | 1898 | W.Dobson &Co. Newcastle | ForenedeDampskib.Selskab | 378·9 P35′B168′F37′ *WB* | 48·0 | 20·0 27·9 EE | Copnhagn Danish | T.3Cy.26",48"&72"–45" 876NHP N.E.MarineCo.Ld.Nwc. | 22 ″ 8 | | |
| 281 ~~91·6·04~~ | — *H.Hencock* ssBgn.No.2–04 1*Dk*(*Stl*)§*Spar dk*(*Stl*) §*Web frames* | SteelScSr ~~ssNot No.1~~ | 3440 3287 2237 | ✠100A1 *Spar dk* 10,04 | Cff Bgn | c | 1895 8mo | Ropner& Son Stockton *A&CP* | ~~Dampskibet Florida~~ (Aktieselsk. Ohr. Mitchell & Co.) M.Johnsen | 330·2 P27′B64′F31′ *WB=CellDBa* 112′ *u E§B36′f*128 | 45·0 FK | 18·5 27·6 | ~~Bergen~~ Norwegian 5*BHCem* *APT*91*t* | T.3Cy.23½",39"&64"–42" (s) 160lb *80lb* 278NHP 2SB,*6cf*,gs118,hs4200 Blair&Co.(Lim.),Stockton | 21 ″ 0 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Registered Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years from which now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth Freeboard (Summer) ft. / in. | 15 Draught in Water when classed with L.R. Date of last Docking | 16 Date when Shaft last Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 282 | **Florida** | SteelScSr | 3238 | ✠100A1 | Bry | *v* | 1900 | Russell& | EredoC.Cav. | 330·1 | 48·1 | 15·9 | Lusinpiclo | T.3Cy.24″,40″&65″–42″ (*s*) | 18 ″ 4 | | |
| | *G.F.Naccari* –03 *M.C*–04 | | 3038 | *Spar dk* | Off | | 9mo | Co.— | Gerolimich&Co. | P20′B72′F33′ | | 23·3 | Aust.-Hung. | 180lb *80lb* 291NH | | | |
| HJGP | 1*Dk*(*Stl*) *Spar dk*(*Stl*) | | 2051 | 6,04 ~~3,03~~ | ✠LMC~~05~~ | | | PortGlasgow | A&CP | | | FK | 5*BHCem* | 2SB,*6cf*,GS126,HS1400 | 5 ″ 4 | | 6,04 |
| | *deep framing* | | | | | | | | *B = Cell DBa* 102′*uE&B*40′*f* 140′877*t* | | | | *APT*63*t* | J.G.Kincaid&Co.Greenock | | | |
| 283 | — | IronSc3MstSr | 3193 | ✠100A1 | Cal | *v* | 1882 | C.Mitchell | Nelson,Donkin& | 336·6 | 41·2 | 26·5 | London | T.3Cy.23½″,39″&64″–42″ (*s*) | 29 ″ 0 | | |
| 87038 | *W.E.Matthews* –01 ~~*M.C.*~~ ~~*No.3–2,01*~~ | | 2924 | 6,04 ~~10,02~~ | Bom | | 9mo | &Co. | Co. | P40′B82′F46′ | | | British | 160lb *wolf* NDB91 270NH | 5 ″ 9½ | | 7,03 |
| HCGF | *ss*Nwc 2*m* ~~*No.3–2,00*~~ ~~*ssHul.No.2–00*~~ | | 2029 | ✠NE&B2,99 | | | | Newcastle | | | | BK11 | 6*BHCem* | 2SB,*6rf*,GS123,HS4127 *1903* | | | |
| | 2*Dks*(1*Irn*)*Spt Irn*)*3trB* | | | BS10,04 | ✠LMC7,03 | | *Lloyd's*A&CP | | *WB = Cell DB* 280′410*t FPT* | | | | 25*t APT*18*t* | Blair&Co.(Lim.),Stockton | | | |
| 284 | — | SteelScSr | 1596 | | | … | 1887 | R.Duncan | TexasCo. | 230·0 | 35·5 | 18·5 | Galveston | T.3Cy.22″,35½″&57″–39″ | 19 ″ 6 | RS | |
| 120024 | *J.W.Simmons* –03 | | — | | | | | &Co. | | | | 26·9 | Tex. | 203NH | | | |
| KLFD | (*ex*Hondo) 1*Dk*&*Spar Dk*3*trB* | | 1052 | | | | | Pt.Glasgow | | | | | Utd.States | Muir&Houston,Glasgow | | | |
| | *Carrying oil in bulk Fitted for liquid fuel* | | | | | | | | | | | | | | | | |
| 285 | — | IronScK | 114 | ✠100A– | Lon | | 1902 | Hepple& | A.Pattison | 90·5 | 19·6 | 10·8 | London | C.2Cy.18″&38″–25″ (*s*) | 11 ″ 9 | | |
| 115923 | *J.Abbott*02–02 | | 114 | *For Towing purposes* | | | 11mo | Co.Ld. | | B9′ | | | British | 140lb 98RH | | | |
| TSDW | 1*Dk* | | 1 | 4,03 | ✠LMC11,02 | | | SouthShields | | | | BK7′ | 4*BHCem* | 1SB,*3pf*,GS45,HS1356 | | | |
| | | | | | | | | | | | | | | Hepple&Co.Ld.S.Shields | | | |
| 286 | **Floridian** | IronScSr | 3257 | ✠ | Liv | Lv | 1884 | Harland& | F.Leyland&Co. | 360·7 | 41·2 | 26·9 | Liverpool | C.2Cy.40″&80″–51″ | | | |
| 87994 | *B.Bruce* –03 | 3*Dks*(2*Irn*) | 3000 | 11.85 | | | 4mo | Wolff | (1900),Ld. | P56′ B118′ H257*t* | | | British | 381NH | | BT till 2,05 | |
| JNTL | | | 2098 | | | | | Belfast | | F48′ | | | 7*BH* | Harland&Wolff,Belfast | | | |
| 287 | **Floriston** | SteelScSr | 3429 | ✠100A1 | Bry | *v* | 1899 | Ropner& | R.Chapman&Son | 325·0 | 46·0 | 21·6 | Newcastle | T.3Cy.24″,40″&66″–45″ (*s*) | 25 ″ 3 | | 9,03 |
| 110335 | *T.D.Adams*94–99 *ss*Cff.No.1–03 | | 3378 | *Awng dk* | Shl | | 6mo | Son | | | | 28·9 | British | 180lb *80lb* 314NH | 9 ″ 8½ | | |
| RFNB | 1*Dk*(*Stl*)&*Awng dk*(*Irn*)*3trB* | | 2236 | *withfreeboard* | | | | Stockton | | | | BK11′ | 5*BHCem* | 2SB,*6rf*,GS131,HS4825 | | | |
| | &*Web frames* | | | 6,~~04~~ 11,04 | ✠LMC9,0~ | | | | A&CP *WB=* | *Cell DBa* 88′*uE&B* 36′*f* 140′702*t FPT* | | | 145*t APT*48*t* | Blair&Co.Ld.Stockton | | | |
| 288 | **Flourish** | SteelScK | 82 | ✠100A1 | Gls | | 1903 | W.Chal- | G.&A.Reid& | 83·0 | 18·0 | 8·3 | Banff | C.2Cy.11″&23″–16″ (*r*) | 9 ″ 3 | | |
| 118683 | *A.Reid*01–03 | | 77 | *For fishing purposes* | | | 12mo | mers&Co. | G.Reid,jun. | | | | British | 140lb 18RH | | | |
| | 1*Dk* | | 18 | ~~12.04~~ ~~12.08~~ | ✠LMC12,0 | | | Rutherglen | | | | BK6″ | 3*BHCem* | 1SB,*2pf*,GS21,HS514 | | | |
| | | | | | Abn | | *Lloyd's*A&CP | | | | | *WB=* | *FPT*4*t* | Campbell&Caldrwood,Psy | | | |
| 289 | **Flowerdale** | IronTwinScSr | 539 | ✠ | Brw | Lv | 1878 | BarrowS.B | D.MacBrayne | 177·0 | 25·1 | 14·7 | Glasgow | C.4Cy.23″&42″–24″ | | BT till 6,04 | |
| 68129 | *J.Davies* (*ex*Recovery) | | 468 | 5,78 | | | 2mo | Co.(Lim.) | | | | | British | 144NH | | | |
| WJCR | 1*Dk*(*Irn*)*2trB* | | 269 | | | | | Barrow | *WB=DBa&f* | *&uE&BAPT FPT* | | | 3*BH* 1PBH | BarrowSBCo.(Lim.),Brw. | | | |
| 290 | **Flowergate** | IronScBn | 1976 | ✠100A1 | Nwc | *s* | 1884 | T.Turnbull | ~~T.Turnbull&Son~~ | 286·0 | 36·0 | 24·1 | ~~Glas~~ | C.2Cy.34½″&64″–42″ (*b*) | 25 ″ 3 | | ~~8,02~~ |
| 89777 | ~~*T.Turnbull*–02~~ *ss*Bel.No.3–3,97 | | 1835 | 1,05 ~~8,02~~ | | | 12mo | &Son | W.S.Miller&Co | P26′B68′F35′ | | | British | 80lb *80lb* NDB00 205NH | 8 ″ 4 | | 1,05 |
| JTOW | *E.Smith*03–05 ~~*ssOff.No.1–01*~~ | | 1261 | | ✠LMC~~05~~ | | 1,05 | Whitby | | | | BK9½″ | 5*BHCem* | 2SB,*6pf*,GS90,HS3333 | | | |
| | *ss*Nwc.No.2–05 2*Dks*(1*Irn*)*3trB* | | | | | | | | A&CP | | | | 88*f* 112′370*t* | Blair&Co.(Lim.),Stockton | | | |
| 291 | **Flugt** | IronScSr | 776 | | | … | 1871 | T.Turn- | Rederiselsk. Flugt | 200·0 | 28·5 | 16·9 | Christiania | T.3Cy.15″,25″&42″–33″ | 18 ″ 0 | N | |
| | *N.Nilsen* | | 637 | | | | | bull&Son | (Fred.Olsen) | Q74′B33′H9*t* | F10*t* | | Norwegian | NB87 *re-fitted*91 101NH | | | |
| HMKQ | (*ex*Whitehall) 1*Dk*2*trB* | | 487 | | | | | Whitby | | | | *WB* | | *Tpd*91 J.Stwrt&C.(L.)Lon | | | |
| 292 | **Fluminense** | SteelScSr | 2154 | ✠100A1 | Liv | *s* | 1891 | Palmers' | BoothS.S.Co.Ld. | 302·0 | 38·4 | 15·3 | Liverpool | T.3Cy.27″,44″&71″–48″ | 17 ″ 8 | BT till ~~4,06~~ 3,06 | 10,03 |
| 104805 | *W.Harvey* –96 *ss*Liv.No.3–5,04 | | 1960 | *Spar dk* | | | 10mo | Co.(Lim.) | | P37′B66′F35′ | | 23·1 | British | 160lb ~~*Built*~~ 428NH | 5 ″ 4 | | |
| NPJH | (*ex*IlPrincipeDiNapoli) ~~*ssLiv.No.3–00*~~ | | 1275 | ~~04 to 03~~ 3,05 | ✠LMC2,05 | | | Newcastle | | | | FK | 5*BHCem* | 4SB,*12cf*,GS228,HS7595 | | | |
| | *Elec.light* 1*Dk*(*Irn*)&*Spar dk*3*trB* | | | BS~~05~~ | | | | A&CP | | *WB=Cell DB*240′ | | | 374*t APT*16*t* | Palmers Co.(Lim.),Nwc. | | | |
| 293 | **Fluor** | SteelSc3MstSr | 884 | ✠100A1 | Gls | *l* | 1898 | Scott& | W.Robertson | 200·0 | 31·1 | 11·9 | Glasgow | T.3Cy.16″,26″&42″–33″ (*s*) | 14 ″ 2 | | |
| 108712 | *P.McGlashan* –03 *ss*Gls.No.1–02 | | 641 | 5,01 ~~04~~ | | | 3mo | Sons | | Q106′B11′F36′ | | BK7½″ | British | 160lb *70lb* 90RH | 8 ″ 1 | | |
| QBRG | *Well deck* 1*Dk*(*Stl*) | | 295 | BS~~04~~ | ✠LMC2,0~ | | | Bowling | | | | | 3*BHCem* | 1SB,*3pf*,GS55,HS1550 | | | |
| | *Mchy. Aft Elec.light* | | | | | | *Lloyd's*A&CP | | *WB = Cell DB f* 122′255*t* | | | | *FPT*98*t* | Muir&Houston,Ld.Gls. | | | |
| 294 | **Flushing** | WoodScSr | 178 | | | | 1882 | ..... | P.Glasier | 115·9 | 24·0 | 8·2 | S.John,NB | 1Cy.20″–22″ | | | |
| 90751 | *H.D.Harris* –04 | | 120 | | | | | Athens,N.Y. | | H102*t* | | | British | McEntee&Dillon, 61RH | | | |
| | (*ex*Ingersoll) 1*Dk* | | 121 | | | | | | | | | | | Rondont,N.Y. | | | |
| 295 | **Fluth** | SteelScLr | 129 | | | | 1903 | Bremer | Bremen-Vege- | 89·5 | 21·3 | 10·7 | Vegesack | C.2Cy.9~~⅛~~″&16~~⅛~~″–12~~⅜~~″ | | G | |
| | *W.Büschen*96–03 | | 129 | | | | | "Vulkan" | sackerFischerei | | | | German | 8NH | | | |
| QHNR | 1*Dk* | | 67 | | | | | Vegesack | Ges. | | | | | Bremer"Vulkan"Vegesck. | | | |
| 296 | **Fly** | IronScK | 158 | ✠100A1 | Hul | | 1890 | Cochrane, | BritishStm Trawl- | 101·4 | 20·6 | 11·0 | Hull | T.3Cy.11½″,18″&30″–22″(*s*) | 11 ″ 10 | | 8,03 |
| 95843 | *E.Brown* –90 *ss*Hul.No.3–8,03 | | 145 | *Trawler* | | | 8mo | Coopr&Scho- | ingCo.Ld. | Q20′B20′F19′ | | | British | 160lb 45RH | | | |
| MSQJ | 1*Dk* | | 59 | 12.04 ~~3,04~~ | | | | fieldBeverley | | | | BK7½″ | 3*BHCem* | 1SB,*2cf*,GS27,HS806 | | | |
| | | | | ✠NE8,02 | ✠LMC7,0~ | | *Lloyd's*A&CP | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 297 | **Flying Arrow** | IronPadSp | 123 | | | | 1875 | J.T.Eltring- | ~~E.Dawson~~ | 108·6 | 18·2 | 9·3 | N.Shields | L.1Cy.36″–54″ | | | |
| 71699 | *C.H.Ward* –01 | | 123 | | | | | ham | J.P.Bell | | | | British | 60RH | | | |
| | | | 8 | | | | | S.Shields | | | | | | J.P.Rennldsn&S.,S.Shields | | | |
| 298 | **Flying Bat** | IronPadSp | 145 | | | | 1884 | J.T.Eltring- | A.McLeod&Sons | 108·3 | 18·9 | 9·7 | Glasgow | L.1Cy.36″–54″ | | BT till 2,05 | |
| 89940 | *R.Paterson* –95 | | 130 | | | | | ham | | | | | British | 80RH | | | |
| | | | 23 | | | | | S.Shields | | | | | | J.P.Rennldsn&S.,S.Shields | | | |
| 299 | **Flying Cloud** | IronPad | 104 | | | | 1871 | T.Hepple | A.Mackinnon | 96·5 | 18·1 | 9·2 | Leith | L.1Cy.34¾″–54″ | | | |
| 65120 | *S.Jenkins* –03 | | 104 | | | | | &Co. | | | | | British | 75RH | | | |
| | | | 22 | | | | | Newcastle | | | | | | T.Hepple&Co.,Newcastle | | | |
| 300 | **Flying Cormorant** | SteelTwinScSr | 307 | | | | 1888 | R.Duncan | ClydeShppg.Co.Ld | 135·2 | 24·0 | 12·0 | Glasgow | C.2Cy.25″&48″–30″ | | | |
| 95044 | *T.Curtis* –01 | | 268 | | | | | &Co. | (W.Cuthbert *Mgr*) | | | | British | 98RH | | | |
| KQMG | | | 36 | | | | | Pt.Glasgow | | | | | | Rankin&Blackmore,Grk. | | | |
| 301 | **Flying Dutchman** | IronPadSp | 165 | | | | 1892 | J.P.Ren- | ClydeShppg.Co.Ld | 116·0 | 19·6 | 10·5 | Glasgow | L.1Cy.38″–56″ | | | |
| 99873 | *J.McLachlan* –04 (*Tug*) | | 153 | | | | | noldson&Sns | (W.Cuthbert *Mgr*) | | | | British | 48RH | | | |
| | | | 28 | | | | | S.Shields | | | | | | J.P.Rennldsn&S.,S.Shields | | | |
| 302 | **Flying Eagle** | IronPadSk | 232 | ✠ | Grk | Lv | 1880 | R.Cham- | TheAdmiralty | 139·6 | 21·9 | 11·4 | | C.D.2Cy.25″&48″–60″ | | | |
| | (*ex*MountEtna) 2*Dks* | | 225 | 4,86 | | | 2mo | bers | | | | | British | 98RH | | | |
| | | | 34 | | | | | Dumbarton | | | | | 3*BH* | Rankin&Blackmore,Grk. | | | |
| 303 | **Flying Elf** | IronPadSp | 146 | | | | 1889 | J.T.Eltring- | ClydeShppg.Co.Ld | 108·0 | 18·5 | 9·7 | Glasgow | L.1Cy.36″–54″ | | | |
| 96044 | *J.Morrison* –01 | | 131 | | | | | ham | (W.Cuthbert *Mgr*) | | | | British | 80RH | | | |
| | | | 25 | | | | | S.Shields | | | | | | J.P.Rennldsn&S.,S.Shields | | | |
| 304 | **Flying Fish** | IronPadSk | 187 | | | | 1886 | J.T.Eltring- | ClydeShppg.Co.Ld | 122·0 | 20·4 | 10·7 | Glasgow | L.1Cy.41″–60″ | | BT till 5,05 | |
| 93248 | *T.Brierley* –91 | | 177 | | | | | ham | (W.Cuthbert *Mgr*) | | | | British | 98RH | | | |
| | | | 55 | | | | | S.Shields | | | | | | J.P.Rennldsn&S.,S.Shields | | | |

Broken Up 7,03

| 1 Numéro d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Armement, maintenant expiré. Lettre d'équipage. | 8 Construit. Quand. Navire. Machine. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Charge en tonnes, bord au maillet du navire. poids | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | **Flying Fish** | **IronPadSp** | 151 | | | | 1882 | J T Eltringham S.Shields | T.Devlin, jun. | 116·0 | 19·6 | 10·3 | Leith British | L.1Cy.38″–56″ 75RHP J.P.Rennldsn&S.,S.Shields | | | |
| 85014 | *J.Nicholson*01–00 | | 151 | | | | | | | | | | | | | | |
| | | | 59 | | | | | | | | | | | | | | |
| 306 | **Flying Fox** | **IronPadSk** | 185 | | | | 1885 | J T Eltringham S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 122·5 | 20·3 | 10·9 | Glasgow British | L.1Cy.41″–60″ 98RHP J.P.Rennldsn&S.,S.Shields | | | |
| 90041 | *W. Kirby* –92 | | 174 | | | | | | | | | | | | | | |
| | | | 52 | | | | | | | | | | | | | | |
| 307 | **Flying Huntsman** | **IronPadSk** | 184 | | | | 1881 | J T Eltringham S.Shields | Waterford S S Co Ld | 122·2 | 20·1 | 10·7 | Limerick British | L.1Cy.41″–60″ NB99 98RHP J.P.Rennoldson&Sns S.Shl | | | |
| 84307 | *J.B.Kavanagh* –99 | | 172 | | | | | | | | | | | | | | |
| | | | 49 | | | | | | | | | | | | | | |
| 308 | **Flying Irishman** | **IronPadSk** | 162 | | | | 1885 | J T Eltringham S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 116·0 | 19·6 | 10·3 | Glasgow British | L.1Cy.38″–56″ 90RHP J.P.Rennoldson&Sns S.Shl | | | |
| [illegible] | *J.Gillies* –04 | 1*Dk* | 152 | | | | | | | | | | | | | | |
| | | | 35 | | | | | | | | | | | | | | |
| 309 | **Flying Kestrel** | **IronTwinScSk** | 151 | | | | 1878 | R. Duncan & Co. Pt.Glasgow | Alexandra Towing Co.Ld. | 114·6 | 20·8 | 10·0 | Liverpool British | C.2Cy.21″&40″–26″ 70RHP Rankin&Blackmore,Grk. | | | |
| 77226 | *J.Marles* –02 | (*ex* Narwhal) | 133 | | | | | | | | | | | | | | |
| NCRT | | | 11 | | | | | | | | | | | | | | |
| 310 | **Flying Linnet** | **SteelScSp** | 185 | | | | 1904 | Ferguson Bros. Pt.Glasgow | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 107·0 | 23·1 | 9·2 | Glasgow British *W B* | C.2Cy.20″&42″–27″ 99RHP Muir&Houston,Ld.Gls. | | | |
| 119105 | *A.McDougall* –04 | | 175 | | | | | | | | | | | | | | |
| VPQR | *Elec.light* (*Tug*) | 1*Dk* | 2 | | | | | | | | | | | | | | |
| 311 | **Flying Mist** | **IronPadTugSp** | 148 | | | | 1892 | J.P.Rennoldson&Sns S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 108·0 | 18·5 | 9·7 | Glasgow British | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 99858 | *J.Everett* –04 | 1*Dk* | 134 | | | | | | | | | | | | | | |
| | | | 30 | | | | | | | | | | | | | | |
| 312 | **Flying Phantom** | **IronPadSkTug** | 166 | | | | 1893 | J.P.Rennoldson&Sns S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 116·6 | 19·6 | 10·3 | Glasgow British | L.1Cy.38″–56″ 90RHP J.P.Rennoldson&Sns,SShl | | | |
| 102642 | *D.Urquhart* –02 | 1*Dk* | 153 | | | | | | | B15′ | | | | | | | |
| | | | 29 | | | | | | | | | | | | | | |
| 313 | **Flying Scotsman** | **IronPadCtr** | 177 | | | | 1898 | J.P.Rennoldson& Sns South Shields | ClydeShppg.Co.L (W.Cuthbert *Mgr*) | 118·0 | 20·1 | 10·1 | Glasgow British | L.1Cy.38½″–56″ 90RHP J P.Rennoldson&Sns.S.Shl | | | |
| 108767 | *A.MacDougall* –04 (*Tug*) | 1*Dk* | 157 | | | | | | | | | | | | | | |
| | | | 29 | | | | | | | | | | | | | | |
| 314 | **Flying Scout** | **SteelScTug** | 168 | | | | 1902 | J.P.Rennoldson&Sns. South Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 106·0 | 22·0 | 9·3 | Glasgow British *W B* | C.2Cy.20″&42″–27″ 98RHP J.P.Rennoldsn &Sns,S.Shl. | | | C |
| 115720 | *J.Monroe* –02 | | 158 | | | | | | | | | | | | | | |
| TREC | | 1*Dk* | 3 | | | | | | | | | | | | | | |
| 315 | **Flying Serpent** | **SteelTwinScSr** | 297 | | | | 1886 | R. Duncan &Co. Pt.Glasgow | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 134·9 | 24·0 | 11·9 | Glasgow British | C.2Cy.25″&48″–30″ 98RHP Rankin&Blackmore,Grk. | | | |
| 93335 | *J.Lindsay* –03 | 1*Dk* | 259 | | | | 11mo | | | | | | | | | | |
| KQVW | | | 30 | | | | | | | | | | | | | | |
| 316 | **Flying Spindrift** | **IronPadSpTug** | 146 | | | | 1893 | J.P.Rennoldson&Sns S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 108·0 | 18·6 | 9·8 | Glasgow British | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 99882 | *D.Johnstone* –04 | 1*Dk* | 131 | | | | | | | | | | | | | | |
| | | | 24 | | | | | | | | | | | | | | |
| 317 | **Flying Sportsman** | **IronPadSp** | 187 | | | | 1882 | J T Eltringham S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 122·0 | 20·2 | 10·7 | Glasgow British | L.1Cy.41″–60″ NB93 98RHP J.P.Rennoldson&Sns S.Shl | | | 4,05 |
| 86703 | *J.Murphy* –00 | | 174 | | | | | | | | | | | | | | |
| | | | 47 | | | | | | | | | | | | | | |
| 318 | **Flying Sprite** | **IronPadSk** | 145 | | | | 1889 | J T Eltringham S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 108·0 | 18·6 | 9·6 | Glasgow British | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 96048 | *D.McKellar* –03 | | 130 | | | | | | | | | | | | | | |
| PQMH | | | 24 | | | | | | | | | | | | | | |
| 319 | **Flying Swallow** | **IronPadSp** | 146 | | | | 1887 | J T Eltringham S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) A. Ben Kirkcaldy Towing Co. | 108·0 | 18·6 | 9·8 | Glasgow British Kirkcaldy | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 93386 | ~~*McLachlan* –04~~ | | 132 | | | | 4mo | | | B8′ | | | | | | | |
| PQMF | *R.Douglas*04–05 | | 20 | | | | | | | | | | | | | | |
| 320 | **Flying Swift** | **SteelScSp** | 185 | | | | 1903 | Ferguson Bros. Pt.Glasgow | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 107·3 | 23·1 | 9·1 | Glasgow British *W B* | C.2Cy.20″&42″–27″ 99RHP Muir&Houston,Ld.Gls. | | | C |
| 119077 | *J.Blair* –03 | | 175 | | | | | | | | | | | | | | |
| VLJS | | 1*Dk* | 2 | | | | | | | | | | | | | | |
| 321 | **Flying Witch** | **IronPadSkTug** | 142 | | | | 1891 | J.P.Rennoldson&Sns S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 108·0 | 18·7 | 9·7 | Glasgow British | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 98675 | *D.Cameron* –04 | 1*Dk* | 131 | | | | | | | | | | | | | | |
| | | | 25 | | | | | | | | | | | | | | |
| 322 | **Flying Wizard** | **IronPadSpTug** | 142 | | | | 1891 | J.P.Rennoldson&Sns S.Shields | ClydeShppgCo.Ld. (W.Cuthbert *Mgr*) | 108·0 | 18·7 | 9·7 | Glasgow British | L.1Cy.36″–54″ 80RHP J.P.Rennoldson&Sns S.Shl | | | |
| 98689 | *A.McAffer* –04 | 1*Dk* | 131 | | | | | | | | | | | | | | |
| | | | 25 | | | | | | | | | | | | | | |
| 323 | **Flynderborg** | **SteelScSr** | 1387 | | | ... | 1901 | Helsingörs Jernsk&Msk. Elsinore | Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 251·5 | 36·1 | 16·9 | Copnhagn Danish | T.3Cy.18½″,30″&50″–36″ 166NHP Helsingörs Jernsk.& Mskb | 19 | 6 | V |
| | *M.H.J.Larsen* | | 1239 | | | | | | | P16′ B64′ F34′ | | | | | | | |
| NLQG | | 1*Dk* & *deep framing* | 858 | | | | | | | | FK | | *W B* | | | | |
| 324 | **Foam** | **SteelScCtr** | 64 | | | ... | 1897 | J.S.White E.Cowes | Shepard Bros. Ld. | 71·5 | 16·5 | 6·3 | Cowes British | C.2Cy.10″&21″–14″ 18RHP J S.White,E.Cowes | 7 | 0 | |
| 106938 | *H.Knight* –97 | | 60 | | | | | | | F9′ | | | | | | | |
| | *Mchy.Aft* | 1*Dk* | 39 | | | | | | | | FK | | *W B* | | | | |
| 325 | **Fock & Hubert** | **SteelScSr** | 168 | | | | 1894 | Act.Ges. "Neptun" Rostock | Cranzer Fisch-dmpfsch.Ges. (O.Bröhan, *Mgr.*) | 109·0 | 21·1 | 10·6 | Cranz a. d. Elbe German | C.2Cy.17¾″&33½″–19½″ 41NHP A.G. "Neptun," Rostock | | | G |
| | *H.Stemmer*92–00 | (*Trawler*) | 155 | | | | | | | H35′ | | | *W B* | | | | |
| LGOB | (*ex* Alster) | | 40 | | | | | | | | | | | | | | |
| 326 | **Fohr** | **SteelScSr** | 781 | ✠100A1 Ham *k* 6,04 | | | 1888 | G. Howaldt 10mo Kiel | E.Russ | 195·1 | 30·0 | 13·8 | Hamburg German | T.3Cy.14½″,23½″&36½″–23½″ 156lb (*k*) 76NHP | 16 | 4 | 1,08 |
| | | | 657 | | | | | | | B44′ F29′ | | | | 2SB.2*cf*,G842,HS1328 | | | |
| LCQT | *ss* Ham.No.1–04 | 1*Dk* (*Stl*) | 480 | BS1,05 LMC4,04 | | | *Lloyd's SA & CP* | | | | | BK7½ *WB = Ca* | | Gebr.Howaldt,Kiel *DB* 152′224′ | | | |
| 327 | **Folda** | **IronScSr** | 1300 | ✠100A1 Lth *o* 2,05 | | | 1883 | C.S.Swan & Hunter Newcastle | Chr.Salvesen&Co. | 245·2 | 34·1 | 17·3 | Leith British | T.3Cy.16½″,28″&46″–33 ″/₁₆ 170lb 90*lb* NDB96 118NHP | 18 | 8 | 4,08 |
| 84892 | *A.Hall* –99 | *ss* Lth.No.3–1,96 | 1038 | | | | 8mo | | | Q84′ B68′ F27′ | | | | *E.made* 79 *fitted* 96 | 21 | 11 | |
| JCQB | (*ex* Soldier Prince) | *ss* Lth No.2–04 | 801 | XX B1,05 LMC4,04 | | | *Lloyd's SA & CP* | | | | | BK8½ *W B = D Ba* 69′ *f* 49′ *d* 20′ | | 4 *BHCem* *E & B* 34′ 270t | | | |
| | *Well deck* | 1*Dk* (*Irn*) 2*tr b* | | BS2,05 | | | | | | | | | | 18 S.B.3*cf*,G858,HS1671 *Tp* 196 S & H.Morton & Co. Lth | | | |
| 328 | **Folden** | **IronScSr** | 296 | | | | 1875 | Göteborgs M.V. Aktieb. Gothenburg | Saltens Dpsksls. | 134·1 | 19·8 | 8·5 | Bodö Norwegian | C.2Cy.16″&35″–12½″ 36NHP Göteborgs M.V. Aktieb. Ges | | | |
| | *E.Schönung*78–98 | (*ex* Avanti) | 281 | | | | | | | H15*t* | | 16·0 | | | | | |
| JTDW | | 1*Dk* & *Hur dk* | 174 | | | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Registered Tonnage: Gross. / Net. | 5 Particulars of Classification. Character. / + for Special Survey / Date of last Survey. | 6 Port of Survey. / Years Classed / Date when last examined / Machinery | 7 | 8 Built. When. / Ship. / Engines. | 8 By Whom. / Where. | 9 Owners. | 10 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 11 Port of Registry. / Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. / Freeboard (amidships) | 14 Date of last Special Survey. If not in Lloyd's Register. / Deferred Class. | 15 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 329 / 120930 / MHVT | **Foldin** / *C. Beck* / *Well deck* | **IronScSr** / 1 *Dk2tr B* | 698 / 655 / 424 | + 12/84 | Cpn | | 1884 / 2mo | Helsingörs skibsbyggeri Elsinore | Forslins S.S. Co. Ld. Oestlandske Lloyd / *WB = FPT 21t MT* | 184·0 / Q51*t* B71*t* H9*t* F24*t* / 200*t* *IPT 10t drp 8'4* | 29·3 / 14·4 | | **Christiania** Norwegian / 4 *BHCem* | 2Cy.28½″&44″–27″ NB03 81NHP / Hlsngrs.Jernskygog Mskb. | 15 ″ 0 | N | |
| 330 / JQMH | **Folgefonden** / *H. Larsen* 78–04 / | **IronScSr** / 1 *Dk* | 210 / 117 / 119 | | | | 1875 | C. Mitchell & Co. Newcastle | Hardanger Söndhordlandske Dampskibsselskab | 120·5 / P46*t* H25*t* F22*t* | 19·1 | 9·5 | **Bergen** Norwegian | C.2Cy.17″&32″–21″ NB03 39NHP / Thompson&Co., Newcastle | | | |
| 331 / 3441 / JKNF | **Folke** / *H. A. Sonessen* –02 *ex* Elk) / *Well deck* | **IronScSr** / *ss* Npt. No. 3–12,94 *ss* Mmo. No. 2–03 / 1 *Dk* (*Irn*) 2*tr B* | 1352 / 1070 / 802 | + 100 A1 / 4/[illegible] | Skin / Ant | *o* | 1881 / 12mo | Osbourne & Graham Sunderland A&CP | Trelleborgs Ångf. Nya Aktieb. (F. Malmros, *Mgr.*) | 246·5 / Q76′ B76′ F29′ BK 8½″ / *WB = DBa* | 34·1 | 17·4 | **Trelleborg** Swedish / 4 *BHCem* 61′/77′ 296*t* | C.2Cy.30″&55″–36″ (*a*) 80lb *90lb* NDB00 144NHP / 1 DB, *4cf*, GS58, HS2409 / Blair&Co. Ld. Stockton | 18 ″ 1 / s 1 ″ 7½ | | 1,04 |
| 332 / [illegible] / VKMT | **Folkestone** / *W. Richardson* –03 / *Elec. light* | **SteelTwinScSr** / 1 *Dk* | 496 / 438 / 100 | | | | 1903 | W. Denny & Bros. Dumbarton | S. Eastrn & Chathm Rly Cos. Managing Committee | 192·2 / B66′ F37′ | 28·1 | 14·3 | **London** British / *WB* | T.6Cy.13½″,20½″&31″–21″ 88NHP / Denny&Co. Dumbarton | | BT till 1,03 / 1,06 | |
| 333 / NRQJ | **Folmina** / *W. van Eyken* 98–99 *ss* Rot. No. 1–03 / 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & deep framing | **SteelScSr** / *ss* Rot. No. 1–03 / | 3638 / 3497 / 2339 | + 100 A1 / *Spar dk* / [illegible] | Hul / Rot | *u* / Bry | 1899 / 2mo | J. Priest-man & Co. Sunderland A&CP | Holland Gulf Stoomv. Maats. (J. de Poorter, *Mgr.*) | 340·0 / P31′ B86′ F35′ / *WB = DBa* 116′ | 48·0 | 20·5 / 27·8 FK | **Rotterdam** Dutch / 6 *BHCem* *f* 128′/95*t* | T.3Cy.25″,41″&67″–15″ (*s*) 160lb *80lb* 312NHP / 2SB. *8pf*, GS128, HS4840 / W. Allan&Co. Ld. Sld. | 21 ″ 11 / s 5 ″ 10½ | | 5,02 / 8,04 |
| 334 / HMLD | **Folsjö** / *C. Berentzen* | **SteelScSr** / 1 *Dk2tr B* | 1647 / 1173 / 1040 | | | | 1896 | Wood, Skinner&Co. Newcastle | Aktien. Folsjö (Alf Monsen) | 254·8 / Q108*t* B253*t* H74*t* F38*t* | 36·0 | 15·8 | **Tönsberg** Norwegian / *WB* | T.3Cy.18½″,30″&49″–33″ 138NHP / N.E Mar.E.Co.(Lim.), Nwc | | N | |
| 335 / HMSV | **Fomento** / *J. J. Argelles* 95–95 (*ex* Glengarnock) / *Mchy. Aft* | **IronScSr** / 1 *Dk* | 218 / 189 / 122 | | | | 1870 | J. Fuller-ton & Co. Paisley | T. H. de Maruri | 129·4 / Q49′ | 20·1 | 9·9 / H15′ | **Bilbao** Spanish / *WB* | 2Cy.25″–24″ 47NHP / W. King & Co., Glasgow | | | |
| 336 / [illegible] / LKVD | **Fonar** / *A. Cunningham* –04 *ss* Bry. No. 3–3,02 / 1 *Dk* (*Stl*) & *Spar dk* (*pt Stl–ws*) 3*tr B* | **SteelScSr** / *ss* Nyk. 2nd No. 3–11,03 / *Elec. light* | 3074 / 2914 / 1988 | + 100 A1 / *Spar dk* / 1,04 | Cff | *u* | 1889 / 11mo | Wigham Richrdsn&Co. Newcastle | Wingrove SS. Co. Ld. T. Wigham-Richardson & Co. *Mgrs.* / Oaki Kikusaburo | 318·0 / P28′ B66′ F37′ / *tank* 74′ 77*t* | 41·2 | 18·7 / 26·2 FK / To | **London.** British / 5 *BHCem* Japanese / 417*t* *Deep tan* | Q.4Cy.21″,29″,42″&60″–42″ 180lb *80lb* (*s*) 242NHP / 2SB. *6cf*, GS110, HS3564 / Wgham Rchrdsn&Co., Nwc. | 22 ″ 4 / s 6 ″ 8½ | | 2,08 / 8,02 / 10,04 |
| 337 / JTMP | **Fönix** / *J. Andreassen* 00–00 / (*ex* Phönix, *ex* Ostergotland) 1 *Dk* | **WoodScSr** / | 203 / 137 / 118 | | | | 1871 | J. Bang Gmla Lödöse | Acties. D. s. Fönix (J. R. Holmboe) | 99·9 / P60*t* | 22·9 | 10·1 | **Tromsö** Norwegian | C.2Cy.12¾″&25½″–22″ 25NHP / Lindholmen Works, Got. | | | |
| 338 / 85171 / WKVG | **Fontabelle** / *A. Mann* –02 / (*ex* Pembrokeshire) / *Elec. light* | **IronSc3MstSr** / *ss* NYk. 2nd No. 3–11,03 / 2 *Dks* (*Irn-Uws*) 3*tr B* | 2646 / 2422 / 1699 | + 100 A1 / 4,04 | NYk | *u* | 1882 / 6mo | Lon.&Glas Co. Glasgow | Quebec S.S. Co. Ld. | 330·0 / P50′ B32′ F44′ BK 11″ / *WB = FT* | 38·8 | 25·6 | **London** British / 5 *BHCem* / 211*t* *AT* 266*t* | C.2Cy 42″&74″–48″ (*j*) 85lb *90lb* NDB93 317NHP / 2DB. *12pf*, GS204, HS5500 / Lon.&Glas. Co., Glasgow | 27 ″ 0 / s 5 ″ 9 | | 8,02 / 10,04 |
| 339 / [illegible] | **Foo Kwang** / *R. H. Johnston* –03 / | **WoodTwinScSr** / 2 *Dks* | 169 / 131 / 96 | | | | 1903 | Cheong On Hong Kong | ~~Haung Kong Steam Boat Co. Ld.~~ | 125·1 / | 21·6 | 8·0 | ~~Hong Kong~~ British Chinese | C.4Cy.10½″&20″–13″ 34RHP / Ching Hing&Co. H. Kong | | | |
| 340 / 118365 / VLTC | **Foo Shing** / *T. Arthur* –03 / *Elec. light* | **SteelScSr** / 1 *Dk* (*Stl*) & *Spar dk* (*Stl–teak s*) & deep framing | 2284 / 2126 / 1433 | + 100 A1 / *Spar dk* / 12,03 | Nwc | *t* | 1903 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Indo-China Steam Nav. Co. Ld. / *WB = Cell D Ba* 399*t* *D T f* 18′ 256*t* | 290·8 / B67′ F38′ / 84′ *u E* 22′ *f* 108′ | 42·1 | 15·5 / 22·7 FK / *D T a* 24′ 374*t* *FPT* | **London** British / 5 *BHCem* / 56*t* *APT* 25*t* | T.3Cy.21″,34″&56″–42″ (*r*) 170lb *85lb* 226NHP / 1SB, *4rf*, GS76, HS2913 FD / Swan, Hunter&Wigham-Richardson, Ld. Nwc. | 17 ″ 9 / s 4 ″ 6 | BT till 12,04 | |
| 341 / 105721 / NWRD | **Foochow** / *J. H. Smale* –98 / | **SteelScSr** / 2 *Dks* | 1994 / 1783 / 1228 | | | | 1895 | Scott&Co. Greenock | China Nav. Co. Ld. | 275·6 / P9′ B58′ F31′ | 38·2 | 21·4 | **London** British / *WB* | T.3Cy.20″,32″&52″–39″ 169NHP / Scott&Co., Greenock | | | |
| 342 / 88849 | **Fook Ching** / *A. S. Penn* –96 / | **WoodScSr** / 1 *Dk* | 141 / 113 / 83 | | | | 1888 | Tsin Ug Hong Kong | Penang S.S. Co. Ld. | 129·0 / | 17·5 | 8·3 | **Penang** British | C.2Cy.12″&24″–16″ 24RHP / Kwong Hep Loang, Hg. Kg. | | | |
| Wrecked 04 / 88077 / MNVJ | **Forcados** / *W. C. Bannerman* –03 / | **IronScBg** / | 456 / 394 / 327 | | | | 1874 | Cunliffe& Dunlop Pt. Glasgow | British&African S.N. Co. (1900), Ld. (Elder, Dempster& Co. *Mgrs.*) | 185·6 / P42*t* | 25·1 / F14*t* | 11·4 | **Liverpool** British | C.2Cy.23″&40″–24″ NB79 80RHP / Cunliffe& Dunlop, P. Gls. | 12 ″ 0 / s 2 ″ 5 | | |
| 344 / QDKL | **Forelle** / *R. Bussenchütt* | **IronFadSp** / 1 *Dk* | 319 / 256 / 120 | | | | 1881 | H. F. Ulrichs Vegesack | Norddeutscher Lloyd | 200·5 / | 20·2 | 7·3 | **Bremen** German | C.D.2Cy.23¾″&41¾″–48″ NE&B98 101NHP / G. Seebeck A. G. Gstemünd | | G | |
| 345 / 3274 / JHVC | **Föreningen** / *J. A. T. Bolmeer* 98–01 (*ex* Elgina) *ss* Els. 2nd No. 3–4,03 / *Well deck* | **IronScSr** / 1 *Dk* | 447 / 335 / 255 | + 100 A1 / 5,04 4,03 / [illegible] | Els / Bly / [illegible] | *g* | 1878 / 4mo | Murdoch & Murray Pt. Glasgow A&CP | Rederiaktieb. Fortuna (G. H. Witt, *Mgr.*) | 164·6 / Q70′ B15′ F38′ BK 7″ / *WB = MT* | 23·7 | 12·1 / 25·8 FK / 21′ 75*t* *FPT* | **Hlsngborg** Swedish / 4 *BHCem* | C.2Cy.20″&36″–27″ (*i*) 70lb 60NHP / 1SB, *2pf*, GS38, HS1200 / Dunsmuir&Jackson, Gls. | 12 ″ 9 | | 5,03 / 5,04 |
| 346 / 108771 / QKVD | **Foreric** / *F. S. Crowley* –03 / *Elec. light* | **SteelScSr** / *ss* Bry. No. 1–04 / 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & deep framing | 3987 / 3662 / 2591 | + 100 A1 / *Spar dk* / 12,04 3,04 | Ham / NYk / [illegible] | *w* | 1898 / 12mo | Russell& Co. Pt. Glasgow A&CP | S.S. Foreric Co. Ld. (A. Weir&Co.) / *WB = Cell D B a* 112′ | 345·3 / P20′ B72′ F36′ / *u E & B* 36′ *f* 146′ 88*t* | 49·8 | 17·9 / 25·8 FK / 6 *BHCem* / *APT* 133*t* | **Glasgow** British / 6 *BHCem* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb *80lb* 364NHP / 2SB, *6cf*, GS112, HS4900 FD / Rankin&Blackmore, Grk. | 20 ″ 5 / s 6 ″ 1½ | | 3,04 |
| 347 / 87474 / HVTI | **Forest** / *R. Montgomery* –04 (*ex* Allende) / *ss* Off. No. 2–05 | **IronScSr** / *ss* Cff. No. 1–~~00~~ / 1 *Dk* (*Irn*) 2*tr B* | 1642 / 1331 / 1023 | + 100 A1 / [illegible] 5,05 | Cff | *q* | 1883 / 5mo | Palmers' Co. (Lim.) Newcastle | Forest S.S. Co. Ld. (Morel, Ld.) | 258·1 / Q94′ B60′ F31′ / *WB = Cell D B* 218′ | 36·2 | 17·3 / FK / 36 1*t* *APT* 21*t* | **Cardiff** British / 4 *BHCem* | C.2Cy.31″&60″–39″ (*a*) 80lb *65lb* NDB92 99RHP / 2SB, *4pf*, GS77, HS1708 *95lb* / Palmers' Co. (Lim.), Nwc. | 19 ″ 3 / s 2 ″ 1 | | 8,02 / 10,04 |
| 348 / 104291 / PJGW | **Forest Brook** / *J. Hunter* –02 / *Turret deck* | **SteelScSr** / 1 *Dk* | 2689 / 2611 / 1729 | | | | 1895 | C. S. Swan& Hunter Newcastle | Forest Oak Steam Shipping Co. Ld. (Jackson Bros. & Cory, *Mgrs.*) | 300·0 / H23*t* | 43·0 | 24·0 | **Newcastle** British | T.3Cy.23″,38″&61″–39″ 232NHP / N.E. Mar. Eng. Co., Nwc. | | V | |
| 349 / 110323 / QSWT | **Forest Castle** / *J. L. Ogilvie* –04 / *Turret deck* | **SteelScSr** / 1 *Dk2tr B* | 2788 / 2395 / 1800 | | | | 1898 | W. Doxford &Sons, Ld. Sunderland | Forest Oak Steam Shipping Co. Ld. (Jackson Bros. & Cory, *Mgrs.*) | 300·0 / | 13·1 | 23·9 | **Newcastle** British / *WB* | T.3Cy.23″,38″&61″–39″ 232NHP / W. Doxford&Sons, Ld. Sld. | | V | |
| 350 / 106844 / QJBN | **Forest Dale** / *H. T. Noall* –04 / *Turret deck* (*ex* Heathdene) | **SteelScSr** / 1 *Dk* | 3542 / 3002 / 2285 | | | | 1898 | Hawthorn, Leslie&Co. Ld. Newcastle | Forest Oak Steam Shipping Co. Ld. (Jackson Bros. & Cory, *Mgrs.*) | 340·0 / | 45·7 | 24·8 | **Newcastle** British / *WB* | T.3Cy.24″,39″&66″–45″ 292NHP / T. Richardsn&Sns. Ld. Hpl | | V | |

| 1 Numéro d'Ordre. Numéro officiel. Pavillon. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Brut. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Machs. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Superstructures, &c. Longueur. Largeur. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom de | 14 Greatest Depth Capacity. Frames. Load to Spar deck. Tons per | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 351<br>89480<br>LSTC | **Forest Holme** SteelScSr<br>*A.R.Beaton00–00 ssSld.No.3–7,02*<br>1 *Dk(ptIrn&ptStl)&Webframes &ptAwngdk(Irn)* | | 2407<br>1768<br>1544 | ✠100A1<br>*pt Awng dk with freeboard*<br>10,04 | Sld<br>Shl | *s* | 1890<br>7mo | J.L.Thompson&Sons<br>Sunderland | HineBrothers | 295·6 39·0 20·2<br>P29′Q78′ BK10″<br>*ptAwngdk183′*<br>*WB=DBa86′f64* | Maryport<br>British | T.3Cy.22″,36″&59″–39″<br>160lb 222NHP<br>2SB,*Grf*,GS90,HS3405<br>J.Dickinson,Sunderland | 21 ″ 5<br>s 8 · 7½ | | |
| 352<br>29456<br>QFRP | **Forfarshire** SteelPad<br>*J.Methven75–75* | | 115<br>115<br>72 | | | | 1861 | Gourlay Bros.&Co.<br>Dundee | D.Wilson&Son | 120·5 20·1 6·6 | Dundee<br>British | D.2Cy.22″–36″<br>NB84 40RH<br>Gourlay Bros.&Co.,Dundee | | BT till | |
| 353<br>JGWB | **Foria** IronScSr<br>*Mattei ssNwc.No.1–79*<br>(*exCyrene*) 2 *Dks* | | 1149<br>—<br>591 | ✠<br>9,80 | Cff | *n* | 1875<br>2mo | Bowdler, Chaffer&Co.<br>Liverpool | Cie.Française de Nav.àVap. (C. Fabre&Co. *Mgrs.*) | 230·1 31·2 20·8<br>F26′<br>*WB=DBa&f275t* | Marseilles<br>French | C.2Cy.30½″&60″–30″<br>164NHP<br>*5 BH Cem*<br>Smith Bros.&Co.,Glasgow | | | |
| 354<br>KBCM | **Föringur** SteelScSr<br>*N.P.Isaksen*<br>(*exOmösund*) 1 *Dk&Awng dk* | | 333<br>159<br>203 | | | | 1893 | Helsingörs Jernsk.&Msk Elsinore | Acties.J.Mortensens Efterfölger | 135·5 21·9 8·3<br>*WB* | Trugsvaag<br>Faro Island<br>Danish | (2)C.2Cy.16½″&31″–18″<br>34NHP<br>Helsingörs Jernsk.&Mskb. | | V | |
| 355<br>110581<br>RGHK | **Formby** SteelSc3MstSr<br>*G.Browne –04 ssSws.No.1–04*<br>*Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* | | 430<br>291<br>133 | ✠100A1<br>1,04 2,04<br>✠LMC'2 04 | Sws<br>Bkn | *y* | 1899<br>6mo | R.William-son&Son<br>Workington<br>A&CP | RockChannelS.S. Co.Ld.(J.Edwards &Co. *Mgrs.*) | 153·7 23·7 10·0<br>Q86′B10′F19′<br>BK7″<br>*WB=DTf79* | Liverpool<br>British | (2)C.2Cy.19″&38″–27″ (s)<br>120lb *80lb* 74RHP<br>*3 BH Cem*<br>95*t FPT28t*<br>Ross&Duncan,Glasgow | 12 ″ 3<br>s ″ 9 | | 12,04 |
| 356<br>KPSB | **Formica** SteelScSk<br>*B.Schoon*<br>1 *Dk*<br>*Sailing Smack—See Sailing Ship Register.* | | 160<br>—<br>128 | | | | 1898 | Schömer& Jensen<br>Tönning | H.G.C.Renck | 103·5 20·2 8·0<br>Q26′P12′<br>*WB* | Harburg<br>German | (2)C.2Cy.5⅞″&9½″–7½″<br>2NHP<br>Schömer&Jensen,Tönning | | | |
| 357<br>93427<br>MNKP | **Formosa** SteelScSr<br>*B.W.H.Snow –01*<br>2 *Dks(Stl–ws)&Deepframing3 Dk rule*<br>*Elec.light* | | 4045<br>3777<br>2616 | ✠<br>4,92 | Brw | *x* | 1892<br>4mo | NavalCon. &Arm.Co.Ld<br>Barrow | P.&O.Stm.Nav.Co. | 385·0 45·2 28·0<br>P39′B105′F58′<br>BK9″<br>*WB=CelD Ba108′f133′506t* | Barrow<br>British | T.3Cy.28″,46″&77″–54″<br>440NHP<br>*7 BH Cem*<br>*APT52t*<br>Nav.C.& A.Co.(Lm.), Brw. | 31 ″ 0<br>s 6·11½ | BT till | |
| 358<br>HMSW | **Fornel** SteelScK<br>*J.Suarez00–99*<br>(*exLangreo,exReliance*) 1 *Dk(Stl)* | | 105<br>93<br>47 | ✠<br>1,92 | Liv | *a* | 1892<br>1mo | J.Wilson &Co.<br>Queensferry | L.Jardon | 85·0 18·0 7·6<br>BK6″<br>*WB=FPT6t* | Gijon<br>Spanish | C.2Cy.12″&24″–18″<br>18B.*2pf*,GS25 20NHP<br>*3 BH Cem*<br>J.Cran&Co.Leith | 8 ″ 2 | | |
| 359<br>JTSH | **Forsete** WoodScSr<br>*S.Gunulfseng95–03*<br>1 *Dk2trB* | | 523<br>408<br>318 | | | | 1894 | Knud Flage<br>Bergen | Acties.Forsete (N.Wiborg) | 162·7 26·1 14·5<br>Q33*t*B60*t*H6*t*F18*t* | Kragerö<br>Norwegian | T.3Cy.11½″,18″&29½″–24″<br>48NHP<br>Laxevaags Maskinbyggeri | | N | |
| 360<br>1588<br>JDFC | **Forshaga** SteelScSp<br>*F.Laukrén98–98*<br>*Mchy.Aft* 1 *Dk* | | 203<br>166<br>144 | | | | 1887 | Eriksbergs Mek.Vkst. Gothenburg | Forshaga Ångb. Aktieb. (A.Uppvall, *Mgr.*) | 102·2 22·3 10·3<br>P31′ H5*t* | Carlstad<br>Swedish | C.2Cy.12″&24″–15″<br>NB02 19NHP<br>Eriksbergs Mek Verks.Got | | | |
| 361<br>105231 | **Forshaw** SteelScSk<br>*H.Williams* (*Hopper Dredger*)<br>1 *Dk* | | 821<br>713<br>354 | | | | 1897 | Lobnitz& Co.Ld.<br>Renfrew | Corporation of Preston | 163·6 36·1 14·0<br>*WB* | Preston<br>British | T.3Cy.15″,25″&40″–30″<br>94RHP<br>Lobnitz&Co.Ld.Renfrew | | | |
| 362<br>JRTF | **Forsög** CompScSr<br>*T.Lodden94–00* (*exFia*)<br>*Mchy.Aft* 1 *Dk* | | 225<br>174<br>150 | | | | 1889 | P.Larsson<br>Thorskog | H.M.Wrangell | 110·1 22·7 9·6<br>Q15*t*B30*t*H5*t* | Haugesnd<br>Norwegian | C.2Cy.11⅜″&17½″–17½″<br>11NHP<br>P.Larsson,Thorskog | | N | |
| 363<br>LOWS | **Forsteck** SteelScSr<br>*F.Kasten03–03*<br>1 *Dk* | | 402<br>322<br>244 | | | | 1894 | Howaldts-werke<br>Kiel | F.W.Koepke | 150·4 24·2 10·9<br>Q15′ B34′ F20′<br>*WB* | Stlpmnde<br>German | T.3Cy.11⅝″,17⅞″&29½″–15⅝″<br>35NHP<br>Howaldtswerke,Kiel | | G | |
| 364<br>JQDL | **Fort Gaines** SteelScSr<br>*Th.Jullum01–02*<br>*Elec.light* 1 *Dk(Stl pt–ws)&pt Awngdk* | | 1121<br>636<br>629 | ✠100A1<br>*pt Awng dk with freeboard*<br>5,05<br>✠LMC10,02 | Mdb<br>NOs | *m* | 1902<br>10mo | Fevigs Jernskibsbyg Fevig<br>*Lloyd's A1&CP* | Akties.Norsk Dampskibs. (A.E. Leganger, *Mgr.*)<br>*WB=CellDBa46′* | 225·2 30·1 12·1<br>Q72′ *pt Awng dk152′* FK<br>*f99′ 155t FPT 22t* | Bergen<br>Norwegian<br>*4 BH Cem*<br>*1 PT7t* | T.3Cy.20″,32″&58″–38″ (r)<br>175lb *100lb* 186NHP<br>2SB,*6pf*,GS115,HS3038<br>Richardsons,Westgarth& Co.Ld.Mdb | 14 ″ 5<br>s 9 · 1 | | 8,04 |
| 365<br>115583 | **Fort George** SteelScK<br>*H.Stroud02–02*<br>1 *Dk* | | 190<br>179<br>53 | ✠100A1<br>*Stm Trawler*<br>5,04<br>✠LMC12,02 | Abn | | 1902<br>12mo | Hall, Russell&Co.Ld<br>Aberdeen<br>*Lloyd's A1&CP* | United Stm Fishing Co.of Aberdeen,Ld. (Brodie&Melville *Mgrs.*) | 108·5 21·7 11·6<br>BK7½″<br>*WB=DTf78t* | Aberdeen<br>British | T.3Cy.12″,20″&33″–21″ (s)<br>160lb 62RHP<br>1SB.*2pf*,GS94,HS1101<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | |
| 366<br>JGWH | **Fort-Louis** SteelScSr<br>*E.Bihan92–02* (*exBaronElibank*)<br>1 *Dk&Spardk&Webframes* | | 1948<br>1739<br>1088 | | | … | 1889 | Murdoch& Murray<br>Pt.Glasgow | Delmas frères | 259·7 37·0 15·0<br>B20′ 22·3<br>BK9″<br>*WB* | La Rochlle<br>French | T.3Cy.19½″,30½″&50″–39″<br>171NHP<br>D.Stewart&Co.Glasgow | 17 ″ 2 | V | |
| 367<br>JQDC | **Fort Morgan** SteelScSr<br>*K.Olsvik99–02*<br>1 *Dk(Stl–pt\ws)&pt Awng dk*<br>*Elec.light* | | 1120<br>636<br>632 | ✠100A1<br>*pt Awng dk with freeboard*<br>5,05<br>✠LMC'0 0 | Mdb<br>NOs | *m* | 1902<br>9mo | Fevigs Jernskibsbyg Fevig<br>*Lloyd's A1&CP* | Akties.Norsk Dampskibs. (A.E. Leganger, *Mgr.*)<br>*WB=CellD* | 225·0 30·1 12·1<br>Q72′<br>*pt Awng dk152′* FK<br>*a46′f99′155t FPT* | Bergen<br>Norwegian<br>*4 BH Cem*<br>*22t APT7t* | T.3Cy.20″,32″&58″–38″ (r)<br>175lb *100lb* 186NHP<br>2SB,*6pf*,GS115,HS3038<br>Richardsons,Westgarth& Co.Ld.Mdb | 14 ″ 5<br>s 9 · 1 | | 8,04 |
| 368<br>104851<br>NSMC | **Fort Salisbury** SteelScSr<br>*S.G.Stephens –02 ssShl.No.2–04*<br>2 *Dks(1 Stl 1 Irn)&deepframing8 Dk rule*<br>*Elec.light* | | 4383<br>3816<br>2777 | ✠100A1<br>2,05<br>✠LMC'2,04 | Shl<br>Lon | *x* | 1895<br>3mo | Armstrong Mitchell&Co. Ld.Newcastle<br>A&CP | Bucknall SS Lines, Ld.(Bucknall Bros. *Mgrs.*)<br>*WB=CellD Ba96′uE&B58′f142* | 360·0 47·0 27·8<br>P38′B98′F39′<br>FK<br>*1005t Tunnel Tank* | London<br>British<br>*7 BH Asp*<br>*130t APT80t* | T.3Cy.30″,50″&80″–54″ (s)<br>180lb *90lb* 578NHP<br>3SB,*9cf*,GS189,HS7875 FD<br>R.&W.Hawthrn,Leslie&Co. (Lim.),Nwe | 30 ″ 7<br>s 6 · 5½ | BT till | 2,04<br>9,05 |
| 369<br>115595 | **Fort William** SteelScK<br>*C.E.Nutten03–03*<br>1 *Dk* | | 188<br>178<br>55 | ✠100A1<br>*Stm Trawler*<br>10,04 LMC | Abn | | 1903<br>2mo | Hall, Russell&Co.Ld.<br>Aberdeen<br>*Lloyd's A1&CP* | United Stm Fishing Co.of Aberdeen,Ld (Brodie&Melville. *Mgrs.*) | 112·1 21·6 11·5<br>BK7½″<br>*WB=DTf4·8t* | Aberdeen<br>British<br>*3 BH Cem* | T.3Cy.12″,20″&33″–21″ (r)<br>160lb 62RHP<br>1SB,*2pf*,GS84,HS1101<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | |
| 370<br>F.Duarte –02 (*exMercurio*)<br>*Mchy.Aft* | **Fortaleza** SteelSc3MetSr | | *1121*<br>*894*<br>*680* | | | | 1891 | Armstrong Mitchell& Co.(Lim.) Newcastle | Cia.Paraense de Navegação a Vapor | 245·0 33·1 14·9<br>P39′ B38′ F41′<br>*WB* | Para<br>Brazilian | T.3Cy.19″,31″&50″–33″<br>144NHP<br>N.E.Marine Eng Co Ld.Nwe | | | |
| 371<br>*Theonis*<br>1 *Dk* | **Forte** WoodPadTug | | 116<br>110<br>48 | | | … | 1870 | ..... Genoa | Djevdad Bey | 94·0 25·0 12·5 | Constnple<br>Turkish | L.2Cy.24″–42″<br>57NHP<br>London | | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Where Classed. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula, RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 | 16 Date when last docked. last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 372 90902 KLPD | **Forth** *Well deck* | **SteelScSr** *Mchy Aft Elec.light* | 930 883 353 | †100A1 Gmh 3,05 Nwc | | | 1886 11mo | A.&J. Inglis Glasgow | CarronCo. *Lloyd's SA&CP* | 230·0 1·50' | 31·2 B106' | 14·3 F51' BK8" *WB = Cell* | *5 BHCem DB 116t* | Grngemth British | T.3Cy.26",42"&66"–42" (s) 130lb *45lb* 292NH 2DB,*12cf*,GS382,HS4644 A.&J.Inglis,Glasgow | 16 " 6 " 2 " 0 | BT full 5,00 | |
| 373 81139 | — *R.Rennie* –04 *Mchy Aft* | **IronTwinSc** | 601 571 368 | | | | 1883 | W.Simons &Co. Renfrew | Caledonian Rly.Co. | 163·3 | 34·2 | 13·7 | | Grngemth British | C.4Cy.18"&38"–24" 95RH W.Simons&Co.,Renfrew | | | |
| 374 28679 QBLV | — *F.Brandt* –03 *Mchy Aft* | **IronSc3MstSr** ssGmh.No.3–1,82 *1 Dk2trB* | 513 498 312 | Gmh 11.87 | | | 1862 9mo | Barclay, Curle&Co. Glasgow | J.M.Lennard& Sons,Ld. | 188·1 ptND73 | 27·1 | 14·8 | | Middlsbro' British | T.3Cy.15",25"&40"–30" NE&B90 85RH *6 BHCem* Blair&Co.(Lim.),Stockton | 15 " 9 " 2 " 6½ | V | |
| 375 11077 | — *Transferred* | **SteelScYl** ssHul.No.1–04 *1 Dk* | 168 154 55 | †100A1 Hul *Steel from* 12,04 *Lloyd's SA&CP* | | | 1899 7mo | IrvineS.B. &E.Co.Ltd. Irvine | J.Leyman &Co.Ltd. *WB = MT 14 25t* | 105·6 D17'F19' BK7½ | 21·0 | 10·7 | | Hull British | T.3Cy.10",16"&27"–20" (s) 200lb 50RH *4 BHCem* Muir&Houston,Ltd.Gls. | 11 " 7 | | 86,04 |
| 376 87729 | — *R.Marshall*95–95 | **IronPadSk** (*ex*FlyingOwl) | 144 129 28 | | | | 1883 | J.T.Eltringham S.Shields | Grangemouth& ForthTowingCoLtd | 108·7 | 18·6 | 9·7 | | Grngemth British | L.1Cy.36"–54" 80RH J.P.Rennoldson&Sns S.Sh | | BT full 4,05 | |
| 377 102020 | **Fortitude** | **SteelScK** *1 Dk* | 86 80 24 | †100A1 Yar *For fishing purposes* 5,03 LMC3,03 | | | 1903 5mo | SelbyS.B. &E.Co.Ltd. Selby *Lloyd's SA&CP* | W.Cormack& Partners | 80·5 BK6" *WB* | 18·1 | 8·7 | | Inverness British | T.3Cy.10½",15½"&25½"–14" 160lb (*s*) 32RH 1SB,*2pf*,GS23,HS636 Crabtree&Co.Ld.Gt.Yar. | 9 " 6 | | |
| 378 | **Forto** *H.Helmer-Pedersen* –04 (*ex*Fevig) | **SteelScSr** *1 Dk(Stl)2trR* | 1076 975 678 | †100A1 Mdb *n* 1904 Lml Bkn 1,05 LMC Mch | | | 1904 1mo | Fevigs Jernskibsbyg Fevig *Lloyd's SA&CP* | Akties.DmpsForto (C.Smith) *WB = CellDb* | 225·2 P31'B59'F25' FK 48' *uE* | 34·5 17' *f* | 15·9 94'255t | | Chrstiania Norwegian | T.3Cy.16½",27"&44"–30" (*r*) 175lb *80lb* 120NH 1SB,*3pf*,GS56,HS1954 Richardsons,Westgarth& Co.Ld.Mdb | 18 " 3 | | 4,05 |
| 379 JVWH | **Fortuna** *J.Hansen*01–01 *1 Dk(pt Stl pt Irn)2trB&S* | **SteelScSr** ssNYk.No.2–02 *Web frames& pt Awngdk(Irn)* | 2965 2266 1901 | †100A1 NYk *u* *pt Awng dk with freeboard* 9,04 5,03 BS5,04 | | | 1894 4mo | Ropner &Son Stockton A&CP | Acties.Fortuna (S.L.Christie) *WB = Cell DB* | 322·3 P25'Q114' *pt Awndk* 254' | 41·5 BK10" 183' | 20·7 572t | *6 BHCem APT13t* | Bergen Norwegian | T.3Cy.23",37½"&61½"–39"(*s*) 160lb *80lb* 236 NH 2SB,*6rf*,GS99,HS3528 Blair&Co.(Lim.),Stockton | 24 " 0 s 9 " 1½ | | 5,03 |
| 380 46008 | — *J.Berry* –96 *Mchy.Aft* | **IronSc3MstSr** *2 Dks* | 697 605 432 | | | | 1862 | Palmer Bros. Newcastle | Bell's Asia Minor S.S.Co.Ld. (E.A. Minotto, *Mgr.*) | 206·5 Q67' BK7" | 26·1 | 17·2 | | Glasgow British | C.2Cy.28"&46"–30" ND89 NB89 NE74 90RH D.Rowan,Glasgow | | V | |
| 381 QFSP | — *J.Bruns*96–97 | **SteelScSr** *1 Dk* | 513 385 304 | | | | 1893 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun *WB* | 159·1 Q44' | 25·9 B38' | 11·9 F21' | | Bremen German | C.2Cy.18¾"&31½"–21⅝" 38NH A.G."Weser,"Bremen | | V | |
| 382 | — *A.Grüner*99–99 | **IronScSr** (*ex*Oulu) | 296 230 211 | | | | 1857 | Bergsunds Mek.Værk Stockholm | MarkelM. Makarow | 162·8 len00 | 24·6 | 10·7 | | Reval Russian | C.2Cy.19½ &34½"–22" NE&B84 47NH BergsundsM.V.Stockholm | | V | |
| 383 | — (*ex*Perseo) | **SteelPadSr** *1 Dk* | *188 168 28* | | | | 1886 | W.Denny &Bros. Dumbarton | N.Mihanovich | 140·0 B52' | 22·1 | 6·7 | | Bns.Ayres Argentine | C.D.2Cy.21"&37"–42" 74NH Denny&Co.Dumbarton | | | |
| 384 | — (*ex*Hercules) | **WoodSc** F&YM4,01 | 140 — 80 | | | | 1884 | J.Parody BuenosAyres | M.Adano | 140·0 len01 | 25·0 | 12·6 | | Bns.Ayres Argentine | C.2Cy.15"&30"–30" NB01 41NH Fontanas,BuenosAyres | | | |
| 385 134 128 PHMR | **Fortunata** *A.Ribera*91–99 (*ex*FortunataR., *ex*Bell Rock) | **IronScSr** ssGen.No.3–6,94 ssGen.No.2–03 2*Dks*(*Irn-Uws*)3*trB* | 3578 8266 2317 | †100A1 Gen *v* 3,01 2,02 Off BS2,0 LMC 11,02 NF 1,0 92 *renitted* 6,0 | | | 1883 5mo | D.P.Garbutt Hull *Lloyd's SA&CP* | Soc.Commerciale Italiana di Nav. *WB = DBa* | 340·5 B75'F34' BK11" 98'*u* | 42·1 | 27·8 | | Genoa Italian | T.3Cy.24",39"&64"–42" (*s*) 1601b *140lb* NDB92 266NH 2SB,*6pf*,GS116,HS4000 J Dickinson,Sunderland | | | 8,04 |
| 386 101739 WHFB | **Fortunatus** *M.Robinson*98–02 *Elec.light* | **SteelScSr** 2*Dks*(*Irn*)*&Web frames& Shelter dk(pt Stl–ws)* | 3425 3046 2135 | †100A1 Cal *w* *Shelter dk* 11,04 14,03 LMC 10,01 | | | 1901 10mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's SA&CP* | A.Currie&Co. *WB = Cell DBa* | 345·0 104' *uE&B* | 47·6 44' *f* | 22·7 140' BK10' | *6 BHCem APT35t* | Melbourne British | T.3Cy.24½",41"&68"–48" (*s*) 180lb 390NH 3SB,*9cf*,GS129,HS5280 FD 776t N.E.MarineEngCoLd Nwc | 25 " 6 s 3 " 5 | | 11,03 |
| 387 2876 JGMP | — *P.Jönsson* –01 *Well deck* | **IronScSr** ssHpl.No.3–4,96 ssHbg.No.2–04 *1 Dk(Irn)2trB* | *1360 1058 806* | †100A1 Hbg 4,05 Bly LMC4,01 | | | 1884 3mo | Irvine&Co. WHartlepool A&CP | Rderiaktiebolaget Helsingborg(N.C. Corfitzon, *Mgr.*) *WB = Cell DBa* | 245·0 Q94' B61'H25t F31 BK8½' 65' *uE&B* | 33·0 44' *f* | 16·0 84' 350t | *WB = Cell DB 201'315t* | Helsngbrg Swedish | C.2Cy.30"&57"–38" (*b*) 75lb *90lb* NDB03 156NH 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | 18 " 11 s 1 " 9 | | 4,04 |
| 388 HMTF | **Fortuny** *G.Goiri* –02 *Well deck Elec.light* | ssBkn.No.1–04 **SteelScSr** (*ex*SpartanChief) *1 Dk(Stl)&deep framing lower dk(Stl)in fore hold* | 1357 1115 809 760 | †100A1 Bkn 7,04 7,03 1,05 LMC | | | 1899 8mo | R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's SA&CP* | LaBeticaSoc.Anon deNav.àVap. *WB = Cell DBa* | 234·3 P&B150'F28' FE 65' *uE&B* | 34·6 40' *f* | 16·5 84' 350t | *4 BHCem AP T42t* | Seville Spanish | T.3Cy.18½",30"&49"–33" (*s*) 160lb *90lb* NDB98 141NH 1SB,*3cf*,GS49,HS2156 Hall-Brwn,Buttery&C.Gls | 18 " 9 s 1 " 2 | | 7,04 |
| 389 HMDJ | **Fos** *L.Tufte* –98 *Well deck* | **SteelScSr** (*ex*Hawkhurst) *1 Dk&Web frames* | 2447 1858 1581 | | | | 1888 | Richardson Duck&Co. Stockton | Actieselskab.Fos (Alf.Monsen) *WB* | 297·8 P69t Q151t H47t | 40·4 B285t F35t | 19·0 BK10" | | Tonsberg Norwegian | T.3Cy.21¾",35"&59"–39" 217NH T.Richardson&Sons,Hpl. | 21 " 8 | N | |
| 390 HFSV | **Foscolino** *G.Andresen*96–96 *Well deck* | **IronScSr** ssGot.No.3–4,95 ssDnk.No.2–02 *1 Dk(Irn)2trB* | 1029 789 632 | †100A1 Shl *m* 10,04 10,03 MS12,02 LMC BS 10,04 | | | 1881 12mo | W.Pickersgill&Son Sunderland A&CP | Akties.Foscolino (W.Holby) *WB = D Ba* | 221·9 Q75'B59'F29' BK8" 65' *f* | 31·1 | 15·8 100 | 200t *APT10* | Chrstiania Norwegian | C.2Cy.27"&50"–36" (*i*) 75lb *80lb* NDB98 125NH 1SB,*3pf*,GS42 G.Clark,Sunderland | 16 " 11 s 1 " 8 | | 10,03 |
| Broken up 1905 391 JHCQ | **Foulah** *Brian* | **IronScBn** *1 Dk&Spardk3trB* | *1534* — 826 | | | | 1878 | J.Laing Sunderland | Cie.Franç. de l'AfriqueOcc. FK | 242·0 | 34·2 | 15·0 22·6 | | Marseilles French | C.2Cy.30"&57"–36" NB88 162NH G.Clark,Sunderland | | V | |
| 392 81776 SRPM | **Fountains Abbey** *J.Emmerson* –98 *Well deck* | **IronScSr** ssLth.No.1–05 ssGmh.2nd.No.3–4,00 *1 Dk(Irn)2trB* | 1312 1044 813 | †100A1 Gmh 3,04 Ltà LMC 2,04 | | | 1879 8mo | Palmers' Co.(Lim.) Newcastle A&CP | J.Cormack&Co. *WB =* | 243·0 Q86'B54'F32' BK8½' | 33·2 | 18·0 | | Leith British | C.2Cy.30"&57"–36" 80lb *80lb* NDB89 149NH 2SB,*6pf*,GS82,HS2395 Palmers'Co.(Lim.),Nwc. | 18 " 11 s 1 " 9½ | | 3,05 |
| 393 111056 | **Four** *W.Furze* –02 | **SteelScK** *1 Dk Frames Iron* | 84 83 42 | †100A1 Shl *For Fishing purposes* 6,04 8,01 LMC7,00 Sws | | | 1900 7mo | Smith's Dock Co.Ld North Shields A&CP | SwanseaSteam FishingBoatCo.Ld *WB = FPT4t* | 80·0 | 18·6 | 8·6 BK6" | *3 BHCem* | Yarmouth British | C.2Cy.12"&28"–16" (*s*) 125lb 23RH 1SB,*2pf*,GS17,HS417 Smith'sDockCo.Ld.S.Shl. | 9 " 6 | | |

| Numéro d'Ordre / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Jaugeage / Brut / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière visite. | Port de Visite. | Construit. Par qui. Où. Quand. | Armateurs. | Dimensions d'après la Douane. Superstructures. Long. / Largeur. / Creux. | Machines. No & Ligne Arbre. Chaudières. Pression des Chaudières. NHP= Force en chevaux d'après les formules Société. RHP= Force en chevaux d'après les papiers navire. Détails Machines & Foyers. Nom & Nombre des machines. | Tonnage Brut / Déduction / Net. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 394 | **Fournel** IronScBn<br>*Camaret* 99–00 2 *Dks* &*Str b*<br>JHCT | 2187<br>1715<br>1206 | | | 1880 A.&J. Inglis Glasgow | Cie.Générale Transatlantique | 300·2 \| 36·0 \| 24·9<br>H42*t* F32′ | Havre French<br>*WB* | C.2Cy.36½″&68″–42″<br>NB03 250NHP<br>A.&J.Inglis,Glasgow | | V |
| 395 | **Fourteen** SteelScK<br>111086 *W.Green* –02<br>1 *Dk* | 77<br>72<br>25 | ✝100A1 Shl<br>*For Fishing purposes*<br>9,04 ~~3,01~~ ✝LMC7,01 | | 1901 Smith's Dock Co.Ltd. North Shields<br>*Lloyd's A&CP* | Smith's Dock Trust Co.Ltd. | 80·0 \| 18·0 \| 8·2<br>BK6′<br>*WB*= | Yarmouth<br>3 *BH Cem*<br>*FPT2t* | C.2Cy.10¾″&28″–16″ (*s*)<br>125lb 22RHP<br>ISB,*2pf*,GS19,HS476<br>MacColl&Pollock,Sld. | 9 « 6 | |
| 396 | **Fox** WoodSc3MstSr<br>*P.Olsen* –94 1 *Dk*<br>NLSM | 185<br>174<br>110 | | | 1855 Alex. Hall &Co. Aberdeen | KryolithMine-og HandelsSelskbt. (E.Fogh) | 120·5 24·3 11·5<br>Q10*t* | Copnhagn<br>Danish | C.2Cy.14″&24″–12″<br>17NHP<br>Burmeister&Wain,Cpn. | | |
| 397 | — IronScSp<br>58807 *D.Longstaff* –98 5thSurvey,Hul.9,86<br>JKVP *Mchy.Aft* 1 *Dk* | 13?<br>?<br>78 | ✝ Hul Lv<br>9,88 | | 1869 Backhouse &Dixon Middlesbro' | Boston&HullS.S. Co.Ld. | 108·7 \| 20·2 \| 8·8<br>drp8 8 | Hull<br>British<br>*WB* | C.2Cy.10½″&20″–12′<br>NB95 17RHP<br>*Cpd.*86C.D.Holmes,Hull | 9 « 4<br>1 « 1½ | |
| 398 | **Fox II.** WoodSc3MstSr<br>*J.H.Andersen* 2 *Dks*<br>NGDW | 411<br>354<br>227 | | | 1893 DeForende OplagsPladsr ogVærfter Copenhagen | KryolithMine-og HandelsSelskbt. (E.Fogh) | 145·2 \| 25·4 \| 15·1 | Copnhagn<br>Danish | C.2Cy.21½″&37″–18′<br>48NHP<br>Burmeister&Wain,Cpn. | | V |
| 399 | **Foxhall** SteelScSr<br>91886 *W.M.Rose* 99–01 *ss*Phl.No.3–6,00<br>KLHW *Elec.light* 1 *Dk*&*Awng dk*<br>*Beams*&*floors Iron* | 843<br>?<br>538 | ✝ ... *Awng dk*<br>*with freeboard* | | 1885 Wigham Richardson &Co. Newcastle<br>*Lloyd's A&CP* | BeliseRoyalMail& CentralAmerican S.S.Co. | 190·0 \| 28·2 \| 12·8<br>B60′ 20′0<br>drp08 BK7½′<br>*WB*= *DBu E*&*B* 44′ | N.Orleans<br>Utd. States<br>4 *BH Cem*<br>70*t APT* 15*t* | C.2Cy.30½″&60½″–39″ (*s*)<br>100lb *100lb* NB000 191NHP<br>1DB,*6cf*,GS113,HS3028<br>Wigham Richrdson&C.Nw,<br>*Freeboard to Awng dk* | 13 « 9<br>1 « 1<br>« 8 « 1 | |
| 400 | **Foxhound** IronScK<br>95803 *T.Stark* 89–89<br>MTPD 1 *Dk* | 140<br>140<br>50 | ... | | 1889 Cook, Welt'n&Gemmell Hull | HumberSteam TrawlingCo.Ld. | 100·7 \| 20·9 \| 10·8<br>BK7½′ | Hull<br>British | C.2Cy.17″&33″–22″<br>45RHP<br>Bailey&Leetham,Hull | 11 « 11 | |
| 401 | — SteelScTug<br>118711 *Phillips* –03<br>1 *Dk* | 92<br>92<br>14 | ✝ A1 Sws<br>*For Towing purposes*<br>11.03 ✝LMC7,03 | | 1903 Cox&Co. Falmouth<br>*Lloyd's A&CP* | BritanniaSteam TowingCo.Ld. | 90·5 \| 17·1 \| 9·4<br>BK6′ | Swansea<br>British<br>4 *BH Cem* | C.2Cy.15½″&28″–21′ (*s*)<br>110lb 84RHP<br>ISB,*2pf*,GS87,HS1091<br>Cox&Co.Falmouth | 9 « 6 | |
| * 402 | **Foxton Hall** SteelScSr<br>115241 *A.S.Kilvert* –03<br>TFOS 1 *Dk*(*Stl*)&*Spar dk*(*pt Irn pt Stl*)<br>&*Web frames* | 4247<br>4032<br>2734 | ✝100A1 Shl *x*<br>*Spar dk*<br>~~7,04~~ ~~4,04~~<br>4,05 ✝LMC1,02 | Bry | 1902 J.L.Thompson&Sons,Ld Sunderland<br>*Lloyd's A&CP* | C.G.Dunn&Co. Ld.<br>*WB*=*Cell D Ba* | 368·2 \| 49·5 \| 19·0<br>P45′B112′F29′ 27·0<br>120′*u E*24′*f* 158′888*t* | Liverpool<br>British<br>6 *BH Cem*<br>*APT*49*t* | T.3Cy.26″,44″&72″–48″ (*s*)<br>180lb 418NHP<br>3SB,*9cf*,GS162,HS6825<br>N.E.MarineEng.Co Ld.Sld. | 21 « 7<br>~~11 « 5~~<br>8 « 5 | |
| 403 | **Foy** SteelSc3MstSr<br>116062 *P.Keast* –02<br>TPLF *Well deck* 1 *Dk*(*Stl*)<br>*Mchy.Aft* | 354<br>236<br>91 | ✝100A1 Liv *c*<br>~~3,04~~ 12,04<br>✝LMC7,02 | | 1902 R.William son&Son Workington<br>*Lloyd's A&CP* | Fowey(No.3)S.S. Co.(Toyne,Carter &Co.*Mgrs.*) | 136·4 \| 23·8 \| 9·9<br>Q78′B9′F25′<br>FK<br>*WB*=*FPT31t* | Fowey<br>British<br>3 *BH Cem*<br>1SB,*2pf*,GS40,HS1300<br>Ross&Duncan,Glasgow | C.2Cy.18″&36″–24′ (*s*)<br>125lb 69RHP | 10 « 9<br>« 7 | |
| 404 | **Foyle** SteelScSr<br>115800 *T.A.Page* –03<br>THPG 2 *Dks*(1*Std*&*Upt Stl*&*pt Irn*)<br>&*Web frames* | 4147<br>3665<br>2690 | ✝100A1 Bry *w*<br>~~12,05~~ Cff<br>✝LMC4,02 | | 1902 J.L.Thompson&Sons,Ld Sunderland<br>*Lloyd's A&CP* | MercantileS.S.Co. Ld.<br>*WB*=*Cell D Ba* | 345·0 \| 48·5 \| 25·9<br>P36′B108′F30′<br>FK<br>116′*u E*20′*f* 148′834*t* | London<br>British<br>6 *BH Cem*<br>*APT*53*t* | T.3Cy.25″,40″&67″–45″ (*s*)<br>160lb *160lb*<br>2SB,*6cf*,GS102,HS5381<br>Richardsons, Westgarth& Co.Ld.Hpl | 28 « 5<br>5 « 3½ | |
| 405 | — IronTwinSc<br>*ss*Dub.No.3–12,02<br>1 *Dk* | 57 | A– Dub<br>*Barge*<br>4,04<br>*For River purposes only*<br>MS12,02 BS4,04 | | 1897 Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | FK<br>*WB*=*FPT9t* | Dublin<br>British<br>2 *BH Cem*<br>*FPT9t* | C.2Cy.10″–14″ (*s*)<br>100lb 6NHP<br>1SB,*1pf*,GS8,HS407<br>Ross&Walpole,Dublin | 6 « 5 | |
| 406 | **Foylemore** SteelScSr<br>106860 *E.Ellis* –98 *ss*Liv.No.1–02<br>PSDK 1 *Dk*(*Irn*)2*tr B*&*Web frames* | 3153<br>2998<br>2026 | ✝100A1 Cff *p*<br>*with freeboard*<br>~~5,04~~ ~~3,02~~ ~~1,04~~<br>1,05 ✝MC<br>~~MS05~~ BS8,04 | Swa Liv | 1897 Richardsn, Duck&Co. Stockton<br>*Lloyd's A&CP* | FoylemoreS.S.Co, Ld. (W.Johnston& Co.Ld.) *WB*= *Cell D Ba* 106′*u E*& | 330·5 \| 46·1 \| 24·1<br>P15′B96′F37′<br>FK<br>*B*46′*f* 126′751*t*/*T T* | Liverpool<br>British<br>5 *BH Cem*<br>87*t APT*54*t* | T.3Cy.22½″,39½″&67″–42″ (*s*)<br>200lb *90lb*<br>2SB,*6cf*,GS116,HS4800<br>Blair&Co.(Lim.),Stockton | 26 « 9<br>~~5 « 0~~<br>5 « 1½ | |
| 407 | **Fragtemanden** SteelScSr<br>*S.Stiansen* 1 *Dk*<br>HSBR | 106<br>80<br>62 | | | 1882 Kristnhms M.V.Aktieb Kristinehmn. | M.Danielsen | 87·4 \| 16·0 \| 8·3<br>B25*t* | Risör<br>Norwegian | C.2Cy.7⅝″&15½″–12½′<br>7NHP<br>KristinehamnsM.V.Aktieb | | N |
| 408 | **Fram** IronScSr<br>*H.Waage* 1 *Dk*<br>HSTL | 535<br>392<br>318 | | | 1884 Henry Koch Lübeck | Dpsksselsk.Fram (O.Waage) | 159·1 \| 25·9 \| 12·8<br>Q37*t* B69*t* H13*t* F23*t* | Kopervik<br>Norwegian<br>*WB* | C.2Cy.17¾″&30¾″–21½′<br>NB96 37NHP<br>Irn.Fndry.&Eng.Co.Berlin | | N |
| 409 | — WoodSc3MstSr<br>1 *Dk*<br>HFST *Elec light* | 402<br>342<br>308 | | | 1892 C.Archer Laurvig | DenNorskeStat | 117·2 \| 36·0 \| 16·2<br>Q50*t* H11*t* | Chrstiania<br>Norwegian | T.3Cy.9″,15″&24″–18″<br>24NHP<br>AkersMek.Værksted,Xia. | | |
| 410 | — SteelScSr<br>*J.Johansen* –97<br>HFWP *Mchy.Aft* 1 *Dk* | 128<br>92<br>69 | | | 1897 AkersM.V. Christiania | Dmpskselsk. Fram (C.A.Thoresen) | 96·0 \| 18·2 7·8<br>Q80*t* | Drammen<br>Norwegian | C.2.Cy.9″&18″–12″<br>10NHP<br>AkersM.V.Christiania | | |
| 411 | **Framfield** SteelScSr<br>102839 *T.McDonald* –03 *ss*Bly.No 2–02<br>NKQS 1 *Dk*(*Stl*) *Web frames*&<br>*pt Awng dk*(*Stl*) | 2510<br>1903<br>1609 | ✝100A1 Nwc *t*<br>*pt Awng dk*<br>*with freeboard*<br>12,04 ~~11,03~~<br>~~BS1,04~~ ✝LMC7,03 | Cff | 1894 J.Priestman&Co. Sunderland<br>A&CP | WoodfieldStm. Shpg.Co.Ld. (Woods,Tylor& Brown.*Mgrs.*) | 301·0 \| 39·6 \| 20·5<br>P31′Q80′<br>*pt Awng dk* 190′ FK<br>*WB*=*DBa* | London<br>British<br>6 *BH Cem*<br>92′*f* 120′665*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb*<br>2SB,*6pf*,GS100,HS3640<br>W.Allan&Co.(Lim.),Sld. | 21 « 10<br>8 « 8 | |
| 412 | **Framnæs** IronScSr<br>*I.Sletter* 1 *Dk*<br>JPWB | 248<br>178<br>145 | | | 1858 A.Denny Dumbarton | NordreBergenhus AmtsDmpskselsk. | 131·9 \| 21·0 \| 11·1<br>Q12*t* H22*t* F29*t* | Bergen<br>Norwegian<br>*WB* | C.2Cy.18″&25″–24″<br>25NHP<br>A.Denny,Dumbarton | | |
| 413 | — SteelScSr<br>*J.A.Andersen* –96<br>HPBR 1 *Dk* | 146<br>83<br>68 | | | 1896 Framnæs Verksted Sandefjord | Laurvig Dpskakts. (Th.Andresen) | 90·5 \| 19·0 \| 8·8<br>P56*t* H6*t* | Laurvig<br>Norwegian<br>*WB* | C.2Cy.14″&28″–18′<br>28NHP<br>Akers Verksted,Xia. | | N |
| 414 | **Français** WoodSc3MstSr<br>*Charcot* –08 YM6,08<br>1 *Dk* | 245<br>—<br>34 | | | 1903 Chant.de Const.Nav St.Malo | Dr.Charcot | 113·3 \| 25·5 \| 12·4 | Havre<br>French | C.2Cy.12½″&20½″–15′<br>14NHP<br>Turgan&Foy,Paris | | V |

(*Sailing 3 Mst Sc—See Sailing Ship Register.*)

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Gross / Deduct / Under deck / Net. | 3 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | Port of Survey. Extra Decks. | 4 Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; ihp=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Load depth. ft. | in. | 15 Class. | 16 Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 415 | **France** | **IronScBk** | 4550 | | Nts | *y* | 1865 | Scott&Co. | Cie.Générale | 395·2 | 43·3 | 28·7 | St.Nazaire | T.4Cy 86½",56½"&(2)67"-51" | | V | |
| | *Bargillat92–01* | *ssNts.No.3–11,84* | 1517 | *Army dk* | | | | St.Nazaire | Transatlantique | | | 36·5 | French | NB96 687NH | | | |
| JHGS | *Elec.light* | *3Dks&Awngdk* | 2333 | *with load line* | | | | | | len74 | | | 10*BHCem* | *Tpd95*Cie.Gén.Trans., Penhoët | | | |
| | | | | 2,91 | | | | | | | | | | | | | |
| 416 | — | **SteelSc3MstSr** | 4269 | | | | 1896 | Forges&C. de la Médit | Soc.Gén.deTransp. Mar.àVap. | 397·2 | 42·0 | 30·5 | Marseilles | T.3Cy.32½",51½"&82½"-49½" | | V | |
| | *1 Rarel93–00* | | — | | | | | LaSeyne | | H– F87′ | | | French | 474NH | | | |
| JGHV | *Elec.light* | *2Dks&Spar dk* | 2152 | | | | | | | | | | *WB* | Forges&C.de laMédit.,Msl | | | |
| 417 | — | **SteelTwinSc** | 729 | | | | 1899 | Forges & C. de la Médit. Havre | Cie.desChemins de Fer de l'Ouest(LB. &S.C.R.Co. *Mgrs.*) | 264·0 | 29·5 | 15·1 | Dieppe | T.6Cy24½"35½"&58½"-25½" | | | |
| | *Brouard94–01* | | — | | | | | | | B160′F68′ | | | French | 285NH | | | |
| JHFM | | | 30 | | | | | | | | | | | Forges&C.de la Médit.Hav | | | |
| 418 | — | **IronScSr** | *266* | | | ... | 1889 | Schlesingr Davis&Co. Newcastle | UnionCommerciale et deNav. Calédonienne | 142·0 | 21·1 | 9·9 | Noumea | T.3Cy.13½",21"&35"-27" | 10 *n* 7 | | |
| | *E.Terrasson02–02* | | *236* | | | | | | | Q27′B5′F17′ | | | French | 64NH | | | |
| | *Mchy.Aft* (ex Ringmoor) | *1Dk* | *121* | | | | | | | | | BK7″ | *WB* | E.Scott&Co.,Newcastle | | | |
| 419 | — | **WoodSc** | 126 | | | | 1878 | C.Gibson Northwich | Salt Union,Ld. | 86·5 | 20·7 | 9·0 | Liverpool | 2Cy.9½"-12" | | | |
| 87889 | | *Flat* | 111 | | | | | | | | | | British | 24RH | | | |
| | | | 86 | | | | | | | | | | | E.Bates,Northwich | | | |
| 420 | **France Chérie** | **IronScSr** | 129 | † | Cff | *a* | 1891 | PenarthSB Co.(Lim.) Penarth | D'Hauteville,Jobez,Mathieu&Co. | 90·8 | 20·1 | 7·6 | Algiers | C.2Cy.11½"&21"-15" | 8 *n* 3 | | |
| | *L.Esposito* –86 | | 111 | 3,91 | | | 3mo | | | B15′ | | | French | 1SB.*2pf*,GS18,HS370 18NH | | | |
| JHKB | *Mchy.Aft* | *1Dk(Irn)* | 39 | | | | | | | | | BK6 | *1BHCem* | W Sisson&Co.,Gloucester | | | |
| 421 | **Francesca** | **IronSc3MstSrBarge** | 313 | | | ... | 1889 | T A Walker Sudbrook | C.H.Walker&Co. Ld. | 150·6 | 26·5 | 8·3 | London | Q.4Cy.9",12",16"&25"-21½" | 8 *n* 6 | | |
| 96000 | *E.J.Harley89–89* | | 279 | | | | | | | | | FK | British | 50RH | | | |
| | *Mchy.Aft* | *1Dk* | 187 | | | | | | | | | | | Fleming&Ferguson,Pey. | | | |
| 422 | **Francesco Ciampa** | **SteelScSr** | 4234 | †100A1 | Bry | *w* | 1899 | T Turnbull &Son Whitby | F.S.Ciampa&figli | 351·5 | 43·0 | 20·6 | Cstllmare | T.3Cy.24",40"&65"-42" (*s*) | 21 *n* 9 | | 7-08 |
| 16 | *V.Maresca* –03 | *ssBry.No.1–03* | 3610 | *Spar dk* | Tri | | 7mo | | | P30′B104′F32′ | | 28·5 | Italian | 160lb *90lb* 282NH | s 6 *n* 9 | | 12,04 |
| PJWT | (ex Brinkburn) | *1Dk(Irn)&Spar dk(Irn) &Web frames* | 2838 | 5,04 | LMC | | | | | | | FK | *6BHCem* | 2SB,*6cf*,GS123,HS4345 | | | |
| | | | | M&12 02 | B&7,03 | | | | | | | A&CP | *8 10t APT40t* | Blair&Co.Ld.Stockton | | | |
| 423 | **Franche-Comté** | **SteelTwinScSr** | 7078 | †100A1 | Brw | *e* † | 1903 | Vickers,Ss. &Maxim,Ld Barrow | RussianVolunteer FleetAssociation | 478·0 | 56·0 | 32·5 | | T.6Cy.27",44"&72"-48" (*s*) | 35 *n* 8 | | |
| | | | 6870 | *Shelter dk* | | | 4mo | | | B *on Shelter dk*125′ | | | Russian | 180lb 855NH | s 7-10½ | | |
| | *2Dks(Stl)3trB&Web frames&* | | 4632 | 4,04 | LMC 09 | | | | *WB=CellDBa*145′ | *uE&* | | FK | *8BHCem* | 6SB,*18cf*,GS448,HS14222 | | | |
| | *Now named "Anadyr." See No. 30 of Supplement.* | | | | | | | | *B74′f*191′*1343t DT* | *a*32′*1100t FPT* 205*t* | | | *APT110t* | VickersSs,&MaximLdBrw | | | |
| 424 | **Franche Comté** | **IronSc4MstSr** | 1034 | | | | 1866 | Forges& C.de la Médit LaSeyne | Soc.Gén.deTransp. Mar.àVap. | 238·1 | 28·9 | 21·3 | Marseilles | 2Cy.33"-24½" | | | |
| | *M.Longeon00–03* | *2Dks* | — | | | | | | | | | | French | NB95 83NH | | | |
| JHKL | *Mchy.Aft* | | 532 | | | | | | | | | | | Forges&Chantiers,Msl. | | | |
| 425 | **Francis Garnier** | **IronScSr** | 308 | | | | 1881 | Scott&Co. Greenock | MessageriesFluviales deCochinchine | 135·7 | 19·9 | 7·2 | Saïgon | C.2Cy.15"&27"-30" | | | |
| | *Cornillet* | | — | | | | | | | H39*t* | | | French | 33NH | | | |
| JHKS | | | 102 | | | | | | | | | | | Greenck FoundryCo.,Grk. | | | |
| 426 | **Francis H. Leggett** | **SteelSc** | 1606 | | | | 1903 | Nwprt Nws S.B.&D.D.Co Newport News | HammondLumber Co. | 241·5 | 41·2 | 14·8 | New York | T.3Cy.18",28½"&48"-40" | | V | |
| 121259 | *D.Jahnsen* –03 | *3MstSr* | — | | | | | | | P76′B42′F31′ | | | Utd.States | 146NH | | | |
| KSHC | *Fitted for liquid fuel* | *1Dk* | 975 | | | | | | | | | | *WB* | Newport NewsSB&DD.Co. | | | |
| 427 | **Francis Henderson** | **SteelScSr** | 275 | †100A1 | Liv | *d* | 1896 | Murdoch& Murray Pt.Glasgow | MerseyDocks& HarbourBoard | 128·2 | 24·1 | 11·7 | Liverpool | T.3Cy.12",18"&30"-22" (*s*) | 13 *n* 0 | | 6,03 |
| 106814 | *J.B.Sale* –98 | *ssLiv.No.1–01* | 245 | 5,04 | | | 10mo | | | B8′ | | | British | 180lb 53RH | | | |
| | | *1Dk* | 93 | TSM.02 | LMC 04 | | | | | | | BK7½′ | *4BHCem* | 1SB,*2cf*,GS36,HS927 | | | |
| | *Elec.light* | | | E.5.04 | | | | | | | | A&CP | | D.Rowan&Son,Glasgow | | | |
| 428 | **Francis Widlar** | **SteelSc** | 4100 | 4682 | | | 1904 | American S.B.Co. Cleveland O. | ColumbiaS.S.Co. (C.O.Jenkins.*Mgr*) | 120·0 | 50·0 | 28·0 | Cleveland | T.3Cy.22",35"&58"-40" | | | |
| 200910 | | *1Dk* | | | | | | | | 416′0 | | | Utd.States | 213NH | | | |
| | | | 3308 | | | | | | | | | *WB* | Fairport O. | AmericanSBCo.,Cleveland O. | | | |
| 429 | **Francisca** | **IronSc3MstSr** | 2795 | † | Liv | Lv | 1883 | London& Glas.Co. (Lim.) Glasgow | Linea deVapores Serra | 345·2 | 37·4 | 25·8 | Bilbao | C.2Cy.38"&71"-48" | | | |
| Broken up 1,05 | *P.A.Echevarria* | *4thSurvey,Liv.6,99* | 2562 | 3.02 | | | 12mo | | | B96′F37′ | | | Spanish | 291NH | | | |
| HMTS | | *2Dks(Irn–Cws)3trB* | 1768 | | | | | | | | | BK11″ | *5BH* 3PBH | 2DB.*12pf*,GS198,HS4806 | | | |
| | | | | | | | | | | | | | *WB=MT* | Lon.&Gls.Co.(Lim.),Gls. | | | |
| 430 | **Francisco Reyes** | **IronSc** | 795 | | | ... | 1880 | A& J Inglis Glasgow | Cia.Maritima | 194·7 | 27·3 | 17·0 | Manila | C.2Cy.27"&50"-30" | | | |
| | *F.Idoyaga99–01* | | 680 | | | | | | | | | | Utd.States | NB99 105NH | | | |
| | | *1Dk&Awngdk* | 518 | | | | | | | | | FK | *WB* | A.&J.Inglis,Glasgow | | | |
| 431 | **Franco** | **IronSc3MstSr** | 587 | | Hul | | 1866 | C&W Earle Hull | Madsen&Jespersen | 185·8 | 25·4 | 13·9 | Stavanger | C.4Cy.18"&30"-26" | | N | |
| | *E.Nordböe* –92 | *ssGoo.No.3–76* | — | 12,81 | | | 6mo | | | P107*t*H52*t*F10*t* | | | Norwegian | NB94 76NH | | | |
| HPRW | (ex Vine) | *ssHul.No.1–80 1Dk* | 464 | | | | | | | *WB=APT* | | | *3BH* | *Cmp*76BalticE.W.,Hull | | | |
| 432 | **François Arago** | **IronScSr** | 3343 | †100A1 | Hav | *u* | 1882 | Sunderlnd Soc.Industrielle S.B.Co.(Lim) Sunderland | Soc.Industrielle desTéléphones | 320·0 | 42·4 | 28·0 | Calais | C.2Cy.40"&74"-48" (*s*) | 23 *n* 3 | | 12,03 |
| | *CableVessel* | *ssHav.No.3–2,95* | 3141 | *Spar dk* | | | 11mo | | | ND99 | | BK11″ | French | 84lb *80lb* 316NH | s 7-4½ | | |
| JHMR | *Lucas95–03* | *ssHav.No.2–03* | 1805 | 12,03 | DBS7,04 | | | | | | | | *8BHCem* | 2DB.*8rf*,GS186,HS5168 | | | |
| | (ex Westmeath) | *1Dk(Irn)&Spardk3trB* | | NB8.02 | LMC5.04 | | | A&CP | *WB=Cell DB a*92′ *uE*20′ | | | | *f*114′445*t* | W.Doxford&Sons,Sld. | | | |
| 433 | **François I.** | **IronPadSr** | 167 | | | | 1866 | A Normand Havre | Cie.Normande de Nav.àVap. | 149·9 | 15·7 | 9·6 | Havre | C.2Cy.31½"&50½"-39½" | | | |
| | | *1Dk* | — | | | | | | | | | | French | 133NH | | | |
| JHMG | | | 66 | | | | | | | | | | | B.Normand,Havre | | | |
| 434 | **Francoli** | **IronSc** | 1260 | | | ... | 1865 | J.Laing Sunderland | Tintoré y Cia. | 236·5 | 31·2 | 18·4 | Barcelona | C.2Cy.27"&52"-36" | | | |
| | *S.Barbara* -02 | | 936 | | | | | | | P98′F44′ | | | Spanish | NB83 135NH | | | |
| HMWJ | | *1Dk2trB* | 806 | | | | | | | | | BK8″ | | T.Richardson&Sons,Hpl. | | | |
| 435 | **Franconia** | **SteelScSr** | 4637 | †100A1 | Gen | *x* | 1903 | Nthmblnd S.B.Co.Ld. Newcastle | FranconiaS.S.Co. Ld.(D.Tripcovich) | 360·8 | 48·0 | 20·2 | Trieste | T.3Cy.24½",40"&68"-48" (*s*) | 22 *n* 10 | | 10.03 |
| | *A.E.Radonicic03–03* | | 4125 | *Spar dk* | Shl | | 4mo | | | P32′B96′F33′ | | 28·1 | Aust.-Hung. | 180lb 357NH | s 6 *n* 10 | | |
| HJLQ | *1Dk(Stl)&Spar dk(Stl)&Web frames* | | 3019 | 6,04 10,03 | LMC10.08 | | | | | drp03 | | FK | *6BHCem* | 3SB,*9cf*,GS162,HS5629 | | | |
| | | | | | | | | *Lloyd's SA&CP* | *WB=Cell D* | *Ba*118′ *uE*24′ *f*160′ | | | 822*t APT63t* | N.E.MarineEng.CoLdNwc | | | |
| 436 | — | **IronScK** | 154 | †100A1 | Gms | | 1894 | Cook, Welt'n&Gemmell Hull | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 102·2 | 20·7 | 11·0 | Grimsby | T.3Cy.12½",19½"&32"-22½" | 11 *n* 10 | | 8-08 |
| 104180 | | *ssGms.No.2–02* | 140 | *Stm Trawler* | | | 8mo | | | Q24′F19′ | | | British | 160lb (*s*) 50RH | | | 7,04 |
| | | *1Dk* | 65 | 7.03 | F87,04 | | | *Lloyd's SA&CP* | | | | BK7½′ | *3BHCem* | 1SB,*2cf*,GS27,HS822 | | | |
| | | | | 4.06-7.06 | BMC8.02 | | | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 437 | **Frank** | **SteelScSr** | 1046 | | | | 1899 | Fredrikstd Mek.Værks. Fredrikstad | Acties.Frank (C.Apenes&Sön) | 209·4 | 32·6 | 13·4 | Frdrikstad | T.3Cy.14½",24"&39"-27" | | N | |
| | *C.Bjørge* | | 763 | | | | | | | Q59*t*B121*t*H69*t* | | | Norwegian | 79NH | | | |
| HBQD | *Well deck* | *1Dk* | 636 | | | | | | | F38*t* | | | *WB* | Fredrikstad Mek.Værks. | | | |

| Numéro d'Ordre / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel: Total. / Sous le Pont. / Net. | Détails de la Classification: Cote. | Construit: Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.: Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Brut Approximatif | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 438 | **Frank Coverdale** SteelScSr | 3849 | ✠100A1 Nwc *m* | 1903 | R.Stephen- | J.Coverdale&Son | 340·0 \| 47·1 \| 20·0 | Hartl'pool | T.3Cy.25″,40″&67″–45″ (*r* | 22 « 10 | |
| 129727 | *D.Pott* –03 | 363 | *Spar dk* | 5mo | Son&Co.Ld | | P31'B105'F32 27·1 | British | 165lb *80lb* 314NH | « 6 « | |
| VBPF | *Spar dk(Stl)2tr B & Web frames* | 2499 | *with freeboard* B ✠ | | Newcastle | | PK | 6 *BHCem* | 2SB,*6cf*,gs124,hs4840 | « 6 « 1 | |
| | | | 1,05 | | *Lloyd's SA&CP* | *WB = Cell DBa* 110′ | *uE & B44′ f* 133′730t | *APT* 11t | Richardsons,Westgarth& Co.Ld.Mdb | | |
| 439 | **Frank E. Kirby** SteelPad | 533 | | 1890 | Detroit | Ashley&Dustin | 195·5 \| 30·1 \| 10·2 | Detroit, | B.1Cy.48″–108″ | | |
| 129796 | *A.J.Fox*87–90 | — | | | Dry Dock Co. | | | Mich. | 180NH | | |
| | *Elec.light* 2 *Dks* | 875 | | | Wyandotte | | | Utd. States | Detroit Dry Dck Co.,Detroit | | |
| 440 | **Frank H. Goodyear** SteelScSr | 4815 | | 1902 | American | J.Mitchell | 416·0 \| 50·0 \| 28·0 | Buffalo | T.3Cy.22″,[illegible]″&58″–40″ | | |
| 121240 | *H.Stewart* | — | | | S.B.Co. | | F48′ *WB* | Utd. States | 213NH | | |
| | 1 *Dk2trB* | 3436 | | | Lorain | | | | AmericanSB.Co.Cleveland | | |
| 441 | **Frank H. Peavey** SteelScSr | 5002 | | 1901 | American | PeaveyS.S.Co. | 430·0 \| 50·0 \| 28·5 | Cleveland, | Q.4Cy.15″,23¾″,36½″&56″– | | |
| 121187 | *C.C.Balfour* –01 | — | | | S.B.Co. | | | Ohio | 198NH | | |
| | *Mchy.Aft Elec.light* 1 *Dk2trB* | 3871 | | | Lorain,O. | | *WB* | Utd. States | AmericanS.B.Co. | | |
| 442 | **Frank Jones** WoodPadSr | 1634 | | 1892 | ..... | Portland,Mount | 253·2 \| 36·3 \| 13·8 | Prtlnd.Me. | C.2Cy.29″&59″–108″ | | |
| 120903 | *S.G.Bryant*95–95 | — | | | Bath,Me | Desert&Machias | | Utd.States | 302NH | | |
| KLHQ | 3 *Dks* | 1079 | | | | Steamboat Co. | | | Bath Iron Works,Bath,Me | | |
| 443 | **Frank Parish** SteelScSr | 2893 | ✠100A1 Npt *u* | 1900 | W.Pickers- | B.Ayres G.S'thrn | 324·0 \| 47·1 \| 21·7 | London | T.3Cy.28″,38″&64″–42″ (*r* | 24 « 1 | |
| 112764 | *D.B.Jones* –02 | 2695 | 3,04 | 10mo | gill&Sons | Rly.Co.Ld.(A.Hol- | P31 B96′F35′ | British | 180lb *90lb* 288NH | « 4 « 1 | |
| RWQC | 1 *Dk(Irn)2trB&deep framing* 3 *Dk rule* | 1825 | MS16,31 ✠ MC 10,00 | | Sunderland | land&Co.*Mgrs.*) | PK | 6 *BHCem* | 2SB,*Spf*,gs125,hs4285 | | |
| | | | | | A&CP | *WB = Cell DBa* | 104′ *uE20/f* 128′709t | *APT* 39t | G.Clark,Ld.Sunderland | | |
| 444 | **Frank Rockefeller** SteelScSr | 2760 | | 1896 | American | Pittsburgh S.S.Co. | 366·5 \| 45·0 \| 26·0 | Duluth | T.3Cy.28″,38″&68″–40″ | | |
| 121015 | *J.Nahrstedt*01–03 (*Whaleback*) | 2597 | | | Steel Brge Co | | | Utd. States | 250NH | | |
| | *Mchy.Aft Elec.light* 1 *Dk2trB* | 2014 | | | Wst.Superior | | *WB* | Cleveland | S.B.Co.Cleveland | | |
| 445 | **Frank T. Heffelfinger** SteelScSr | 4897 | | 1901 | Chicago | PeaveyS.S.Co. | 430·0 \| 50·2 \| 24·5 | Duluth | Q4Cy 15″,28¾″,36½″&56″–40″ | | |
| 121205 | *L.A.Rand* –01 | — | | | S.B.Co. | | | Utd. States | 198NH | | |
| | *Elec.light* 1 *Dk2trB* | 3630 | | | Chicago | | *WB* | | Chicago S.B.Co. | | |
| 446 | **Frank W. Gilchrist** SteelScSr | 4551 | | 1903 | West Bay | Gilchrist Trans- | 416·0 \| 50·0 \| 24·0 | Pt.Huron | T.3Cy.22″,35″&58″–40″ | | |
| 200378 | | — | | | City S.B.Co. | portation Co. | | Utd.States | 213NH | | |
| | 1 *Dk2trB* | 3451 | | | W.Bay City | (J.C.Gilchrist) | | | Detroit S.B.Co.Detroit | | |
| 447 | **Frank W. Hart** SteelScSr | 4307 | | 1902 | American | J.C.Gilchrist | 380·0 \| 50·0 \| 28·0 | Cleveland | T.3Cy.22″,35″&58″–40″ | | |
| 121219 | 1 *Dk2trB* | — | | | S.B.Co. | | | Utd.States | 213NH | | |
| | *Mchy.Aft Elec.light* | 3374 | | | Lorain,O. | | *WB* | | AmericanS.B.Co.Cleveland | | |
| 448 | **Frankby** SteelScSr | 4182 | ✠100A1 Bry *y* | 1904 | C.Connell | Palace Shpg Co Ld | 385·0 \| 50·0 \| 25·7 | Liverpool | T.3Cy.25″,42″&70″–48″ (*r* | 28 « 6 | |
| 118069 | *W.R.Kidd*94–04 | 3936 | 8,05 Cff | 1mo | Co.Ld. | (Macvicar,Mar- | P34′B246′F42′ | British | 200lb *100lb* 443NH | « 4 « 1 | |
| VMNR | 2 *Dks(1 Stl Upt Irn & pt Stl) & deep framing* | 2618 | ✠ MC 1,04 | | Glasgow | shall&Co.*Mgrs.*) | FK | 6 *BHCem* | 2SB,*6cf*,gs107,hs6026 FD | | |
| | *Elec light* | | | | *Lloyd's SA&CP* | | | | Dunsmuir&Jackson,Gls. | | |
| | | | | | | *WB = Cell* | *DBa* 121′ *uE & B48′ f* | | 164 985t *DF* | | |
| | | | | | | | | | 81 740t *FPT* 51t *APT* 30t | | |
| 449 | **Frankfort** SteelScSr | 1155 | ✠100A1 Goo *n* | 1888 | Earle's Co. | ~~Cook S.Shg.Co.Ld.~~ | 240·0 \| 33·0 \| 15·3 | Goole | T.3Cy.20½″,31″&54″–33″ (*s* | 16 « 1 | |
| 91314 | *C.R.Thorpe*92–03 | ~~4703~~ 2,05 | | 6mo | (Lim.) | Lancashire& | P140′F26′ | British | 160lb 163NH | « 1 « 6 | |
| KSNH | *ss*Hul.No.3–8,95 | 837 | | | Hull | Yorkshire Rly.Co. | BK8′ | 1 *BHCem* | 2SB.*dcf*,gs66,hs2380 | | |
| | *ss*Goo.No.2–03 1 *Dk(Irn)2trB* | 732 | NB3,00 ✠ MC 9,04 | | *Lloyd's SA&CP* | | *WB = DB* | *a*52′*f*54′220t | Earle's Co.(Lim.),Hull | | |
| 450 | **Frankfurt** SteelTwinSc | 7431 | | 1899 | J.C.Teck- | Norddeutscher | 429·0 \| 54·3 \| 39·4 | Bremen | T.6Cy.22¾″,38½″&62½″–42½″ | | |
| | *P.Albrecht* –02 | 5640 | | | lenborg A.G | Lloyd | B32′F34′ | German | 509NH | | |
| QGWB | *Elec.light* 2 *Dks & Awng dk 4tr B* | 4739 | | | Geestemünde | | *WB* | | J.C.Tecklenborg A.G.Geest | | |
| 451 | — SteelSc | 158 | | 1897 | Bremer | Deutsche Dmpfis- | 106·1 \| 21·0 \| 10·2 | Bremen | C.2Cy.14⅛″&26″–19½″ | | |
| | *P.Tiemann*98–02 (*Trawler*) | 146 | | | "Vulkan" | chereiGes.Nordsee | B34′ | German | 25NH | | |
| QGKV | 1 *Dk* | 45 | | | Vegesack | | *WB* | | Bremer "Vulkan," Vegesack | | |
| 452 | **Frankland** IronScSr | 728 | Sld *l* | 1869 | J.Laing | Lambton Collieries | 196·8 \| 28·9 \| 16·8 | Sundrland | C.2Cy.26″&48″–30″ | 17 « 10 | |
| ~~2542~~ | *R.Herring* –01 *ss*Sld.No.3–9,81 | 635 | 3,86 | 9mo | Sunderland | Ld. (E.T.Nisbet, | Q22t | British | NB01 90RH | | |
| WPTD | *ss*Sld.No.1–86 1 *Dk* | 439 | | | A&CP | *Mgr.*) | *WB = DBa & f* | 4 *BHCem* | *Cmp.*76J.Dickinson,Sld. | | |
| 453 | **Franklin** SteelSc | 346 | | 1890 | E.Cravero | Correa e Cia. | 157·6 \| 27·2 \| 10·9 | Para | C.2Cy.15¾″&31½″–19¾″ | | |
| | *J.Sarmanho* (*ex* Pampa,*ex* L'Italia) | 314 | | | & Co. | | | Brazilian | 37NH | | |
| | 1 *Dk* | 218 | | | Genoa | | | | E.Cravero&Co.Genoa | | |
| 454 | **Frans** SteelScSr | 640 | | 1891 | Kockums | Trelleborgs Ångf. | 171·3 \| 26·6 \| 13·1 | Trelleborg | T.3Cy.13¼″,21¾″&36″–28″ | | V |
| 2146 | *A.P.Olsson*93–99 1 *Dk2trB* | 490 | | | Mek Verkst | Nya Aktieb. | Q62′ B42′ H21t | Swedish | 63NH | | |
| HVJQ | *Elec.light* | 388 | | | Malmö | (F.Malmros) | F19′ | *WB* | Kockums M.V.,Malmö | | |
| 455 | **Franz** IronScSr | 849 | | 1881 | G.Howaldt | Sartori&Berger | 203·3 \| 26·1 \| 20·3 | Kiel | C.2Cy.25″&40″–27″ | | |
| | *H.Kirchner*99–99 1 *Dk & Awng dk* | 834 | | | Kiel | | H42 | German | NB97 69NH | | |
| LCJG | *Elec.light* | 532 | | | | | *WB* | | Gebr.Howaldt,Kiel | | |
| 456 | **Franz Horn** SteelScSr | 1509 | | 1898 | Act.Ges. | H.C.Horn | 245·7 \| 35·4 \| 15·1 | Lübeck | T.3Cy.16½″,25½″&41¾″–32¼″ | | |
| | *H.Richelsen* | 1049 | | | "Neptun" | | Q72′ B112′F24′ | German | 99NH | | |
| LRJK | 1 *Dk* | 969 | | | Rostock | | *WB* | | A.G."Neptun," Rostock | | |
| 457 | **Franz Lansert** SteelScSr | 513 | | 1899 | Nüscke& | Dampfer Act.Ges. | 168·4 \| 25·7 \| 12·5 | Stettin | C.2Cy.17⅝″&30¾″–19¾″ | | |
| | *E.Vorsatz* –01 | 395 | | | Co. | Poseidon (R. | Q56′B43′F21′ | German | "Kette" Deutsche 35NH | | |
| JPNK | *Elec.light* 1 *Dk* | 299 | | | Grabow | Lansert, *Mgr.*) | *WB* | | Elbsch.Ges.Uebigau | | |
| 458 | **Franziska** SteelScSr | 350 | | 1888 | Stettiner | Sartori&Berger | 151·6 \| 22·3 \| 11·3 | Kiel | C.2Cy.15″&27″–18″ | | |
| | *H.Prignitz*99–96 | 290 | | | Act.Ges. | | B23 F14′ | German | NB97 26NH | | |
| JFBC | (*ex* Stadt Rostock) 1 *Dk* | 202 | | | Stettin | | len91 | | Stettiner A.G.Stettin | | |
| 459 | **Franziska Podeus** SteelScSr | 1235 | | 1895 | Act.Ges. | H.Podeus | 234·2 \| 34·5 \| 14·5 | Wismar | T.3Cy.16¼″,25⅝″&41¾″–31½″ | | |
| | *F.W.Ohle*99–99 | 954 | | | "Neptun" | | Q69′B58′F27′ | German | 98NH | | |
| MSHP | *Elec.light* 1 *Dk & Web frames* | 776 | | | Rostock | | *WB* | | A.G."Neptun," Rostock | | |
| 460 | **Frascati** *ss*Ham.No.8–5,01 SteelScSr | 2513 | ✠100A1 Ham *u* | 1891 | Soc.Cock- | Rob.M.Sloman, | 320·0 \| 40·0 \| 27·4 | Hamburg | T.3Cy.26½″,43½″&69¾″–43½″ | 27 « 3 | |
| | ~~J.W.Wood~~ ~~Liverpool~~ ~~Nov 1901~~ | 2291 | 5,04 Lwd 12,01 | 5mo | erill | Jun. | P38′B67′F28′ | German | 160lb (*s* 334NH | | |
| RLQF | (*ex* Prince Baudouin) *M.Muller*04–04 | 1590 | MS9,04 ✠ MC 1,05 | | Hoboken | | ptND94 PK | 7 *BHCem* | 4SB,*Scf*,gs172,hs5165 | | |
| | 2 *Dks(Stl–Upts)& Web frames* | | ~~Sentinel~~ ~~Lloyd's~~ 9,05 | | *Lloyd's SA&CP* | *WB =* | *Cell DBa* 56′*f* 122′,*tu* | *EA* 152′502t | Société Cockerill,Seraing | | |
| 461 | **Fratelli B. Mendl** SteelPadTug | 281 | | 1894 | Howaldts- | Flli.B.Mendl | 137·8 \| 23·0 \| 10·7 | Braila | T.3Cy.20½″,32¾″&51¼″–39½″ | | |
| | *P.Vichiardopulo*91–94 | — | | | werke | | | Roumanian | 165NH | | |
| | *Elec.light* 1 *Dk* | 98 | | | Kiel | | | | Howaldtswerke,Kiel | | |

| No. in Book. / Official No. / Call Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. | Register Tonnage. Under Deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned and now explnd. Keel laid | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Masts and Spars. Height above deck. | Deck where laid. | Date when laid. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 462 | **Fratelli Passalacqua** Irn Pad Tug | | 133 | | | | 1877 | J. Readhead & Co. South Shields | Flli. Passalacqua | 100·5 | 18·9 | 9·6 | Genoa Italian | 1 Cy. 85″ | | | |
| 358 | (ex Telemachos, ex Lord Collingwood) | | 52 | | | | | | | | | | | | | | |
| 463 | **Fratelli Prinzi** Iron Sc Sr | | 2073 | ✠ 100 A1 | Mes | *s* | 1882 | Ramage & Ferguson Leith | Flli. Prinzi | 275·0 | 37·2 | 22·4 | Catania Italian | C.2Cy.32″&64″–42″ (*b*) | 23 | 6 | N3,04 |
| | *F.N. Martirano* | *ss* Gen. No.3–10,95 | 1810 | 5,03 | | | 9mo | | | P41′B60′F40 | | | | 75lb *Griffith deck* 221NHP | 3 | 8½ | |
| PJLH | (ex Assunta, ex Irrington) | *ss* Mes. No.2–03 2 *Dks* (*Irn*) 3 *tr B* | 1341 | [illegible] | LMC | 03 | *Lloyd's* | *S.A.&C.P.* | | | | BK9½ | *6 BHCem* | 2SB,6*rf*,G8120 *100lb* NDB02 | | | |
| | | | | | | | | | *WB* = *FPT*30*t* | | | | *MT*28′450*t* | Blaikie Bros. Aberdeen | | | |
| 464 | **Fraternity** Steel Sc Sr | | 676 | ✠ 100 A1 | PGl | *j* | 1903 | Murdoch & Murray Pt. Glasgow | Co-operative Wholesale Soc. Ld. | 180·2 | 28·1 | 13·0 | Manchester British | T.3Cy.16″,27″&43½″–30″ (*s*) | 15 | 6 | |
| 113129 | *R. Bannister* –03 | | 460 | [illegible] 1,04 | Mch | | 11mo | | | Q52′B59′F20′ | | | | 180lb *80lb* 116NHP | 8 | 1 | 2 |
| VLDK | | 1 *Dk* (*Stl*), *f. Web frames* | 269 | | LMC | 11,03 | *Lloyd's* | *S.A.&C.P.* | | | | FK | 1 *BHCem* | 1SB,3*cf*,G862,HS1960 | | | |
| | *Elec. light* | | | | | | | | *WB* = *CellDBa*29′ | *uE*17,*f*81′152*t* | | | 14*t APT*33*t* | Lees, Anderson & Co. Ld. Gls | | | |
| 465 | **Fred** Steel Sc Sr | | 312 | ✠ 100 A1 | Bkn | *e* | 1899 | R. William-son & Son Workington | Fred S.S. Co. Ld. (T.G. Best) | 141·4 | 23·1 | 9·4 | Liverpool British | C.2Cy.18″&36″–24″ (*s*) | 10 | 3 | 4,03 |
| 110560 | *W. Griffiths* 01 | *ss* Bkn. No.1–03 | 213 | 1,04 19,04 | | | 3mo | | | Q51′B9′F20′ | | | | 130lb 53RHP | 8 | 1 | 1 |
| RPBD | *Mchy. Aft* | 1 *Dk* (*Stl*) | 56 | 1,05 | LMC | | *Lloyd's* | *A.&C.P.* | | | | FK | 3 *BHCem* | 1SB,2*pf*,G840,HS1365 | | | |
| | *Wd deck* | | | | | | | | *WB* = *FPT* | | | | 27*t APT*4*t* | Ross & Duncan, Glasgow | | | |
| 466 | **Fred. E. Richards** Steel Sc Tug | | 357 | | | | 1900 | Neafie & Levy Co. Philadelphia | Rockport & Rockland Lime Co. | 121·4 | 26·5 | 14·2 | Rockland, Me. Utd. States | T.3Cy.15″,28″&39″–28″ | | | |
| 121152 | *W. Henderson* | | 327 | | | | | | | | | | | 80NHP | | | |
| KQJB | | 1 *Dk* | 174 | | | | | | Th. Rodenacker Danziger Eheleret Act. G. vorm. Th. Rodenacker, *Mgr.*) | 215·0 | 29·6 | 16·2 | Danzig German | C.2Cy.28½″&53″–33″ (*b*) | | | 4,03 |
| 467 | **Freda** Iron Sc Sr | | 988 | ✠ 100 A1 | Dnz | *m* | 1883 | Swan & Hunter Newcastle | | P121′F21′ | | BK8″ | 4 *BHCem* | 80lb *90lb* NDB02 128NHP | | | 6,04 |
| | *W. Holm*93–97 | *ss* Dnz. No.3–1,96 | 768 | 1,05 Appld | | | 10mo | | | | | | | 1SB,3*pf*,GS56,HS2166 | | | |
| HFTK | *Well deck* | *ss* Dnz. No.4 12–05 1 *Dk*2*tr B* | 615 | [illegible] | LMC | 04 | *Lloyd's* | *S.A.&C.P.* | *WB* = *FPT*30*t* | | | | *APT*68*t* | *MT*20′153*t* | Blair & Co. (Lim.), Stockton | | | |
| 468 | **Fredensborg** Steel Sc Sr | | 1566 | ✠ 100 A1 | Cpn | *p* | 1889 | Burmeister & Wain | Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 250·8 | 34·7 | 16·2 | Copnhagn Danish | T.3Cy.18½″,30″&48″–36″ (*s*) | 19 | 0 | |
| [illegible] | | | 1173 | [illegible] 3,05 | D½ | Fln | 6mo | Copenhagen | | P140′F58′ | | BK9″ | 4 *BHCem* | 150lb *90lb* 145NHP | 8 | 1 | 8 |
| NBFS | *H. Lund*04–05 | 1 *Dk* (*Stl*) 2*tr B* | 987 | MS11,01 [illegible] | LM | | *Lloyd's* | *A.&C.P.* | *WB* = *DBa*56′ | *f*98′*uE*8′*f*B48′369*t* | | | 4 *APT*4*t* | 2SB,4*cf*,GS71,HS2356 | | | 3,05 |
| | *Well deck* | | | BS6,09 L3,04 | | | | | | | | | *MT*20′153*t* | Burmeister & Wain, Cpn. | | | |
| 469 | **Frédéric Franck** Iron Sc Sr | | 1025 | ✠ | Hav | *n* | 1875 | Lobnitz | Worms & Cie. | 231·2 | 30·6 | 16·6 | Havre French | C.2Cy.32″&60″–42″ | | | V |
| | *A. Martin*01–01 | *ss* Hav. No.2–83 | 367 | 6,85 | | | 7mo | Coulburn & C. Renfrew | | P33′ F33′ | | | | NB99 194NHP | | | |
| JHRD | | 2 *Dks* | 556 | | | | | | *WB* = | *MT*42′320*t* | | | *APT*10*t* | 6 *BHCem* | Lobnitz, Clborn & C., Rnfrw | | |
| 470 | **Frederic Fryer** Steel Twin Sc | | 694 | ✠ A1 | Rnf | | 1903 | W. Simons & Co. Ld. Renfrew | Burmah Public Works | 190·1 | 35·1 | 13·8 | Rangoon British | T6Cy.13″,20½″&34½″–22″ (*s*) | 14 | 6 | |
| | | 1 *Dk* (*Stl*) | 694 | *Hopper Dredger* | | | 10mo | | | | | FK | 5 *BHCem* | 160lb 130NHP | | | |
| | | | 369 | 10,03 | LMC | 10,03 | *Lloyd's* | *S.A.&C.P.* | | | | | | 2SB,4*cf*,GS71,HS2150 | | | |
| | | | | | | | | | | | | | | W. Simons & Co. Ld. Rnf. | | | |
| 471 | **Frédéric Morel** Iron Sc Sr | | 1493 | | | | 1883 | J. Readhead & Co. S. Shields | Cie. des Bateaux à Vap. du Nord | 250·3 | 33·1 | 15·0 | Dunkirk French | C.2Cy.32″&61″–36″ | | | V |
| | *J. Herve*93–02 | | | | | | | | | H44′ | | 23·1 | | NB99 186NHP | | | |
| JHRG | | 1 *Dk*, *f Spar dk* 3 *tr B* | 784 | | | | | | *WB* | | | | | J. Readhead & Co., S. Shields | | | |
| 472 | **Frederica** Steel Twin Sc Sr | | 1066 | 1088 | | ... | 1890 | J. & G. Thom-son (Lim.) Glasgow | L. & S.W. Rlwy. Co. | 253·0 | 35·1 | 14·8 | S'thamptn British | T.6Cy.24″,37″&56″–33″ | 15 | 8 | T |
| 97212 | *A. Stride* –04 | | 733 | | | | | | | Q162′ | F78′ | | | NB94 360NHP | | | 1,04 |
| LTSV | *Elec. light* | 2 *Dks* | 187 | 209 | | | | | *WB* | | | | | J. & G. Thomson (Lim.), Gls. | | | |
| 473 | **Fredericia** Iron Pad | | 304 | | | | 1877 | F. Schichau Elbing | De Danske Stats-baner | 138·8 | 26·1 | 10·8 | Fredericia Danish | 2Cy.36″–45″ | | | |
| | *H. Geisler*99–99 | (*Ferry*) | 286 | | | | | | | | | | | 134NHP | | | |
| NRFJ | | 1 *Dk* | 132 | | | | | | | | | | | F. Schichau, Elbing | | | |
| 474 | **Frederick** Iron Sc Sr | | 1873 | | | | 1874 | The Pusey & Jones Co. Wlmgtn, Del. | Merchants' & Miners' Transp. Co. | 287·6 | 34·0 | 23·0 | Baltimore Utd. States | 1Cy.48″–72″ | | | R |
| 95300 | *G.D. Robinson* | (*ex* Hudson) | --- | | | | | | | | | | | NB87 150NHP | | | |
| JPRK | *Mchy. Aft* | 2 *Dks* 3 *tr B* | 1310 | | | | | | | | | | | Pusey & Jones Co. Wlmgtn | | | |
| 475 | **Frederick B. Wells** Steel Sc Sr | | 4897 | | | | 1901 | Chicago S.B. Co. Chicago | Peavey S.S. Co. | 430·0 | 50·2 | 24·5 | Duluth Utd. States | Q.4Cy.15″,23½″,36½″&56″ | | | |
| 121208 | *L.W. Stone* –01 | | --- | | | | | | | | | | | 198NHP –40′ | | | |
| | *Elec. light* | 1 *Dk* 2 *tr B* | 3630 | | | | | | *WB* | | | | | Chicago S.B. Co. | | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | | | |
| 476 | **Frederick Knight** Steel Sc Sr | | 3599 | ✠ 100 A1 | Cff | *r* | 1898 | J. Readhead & Sons S. Shields | W. & C.T. Jones S.S. Co. Ld. (W. & C.T. Jones) | 341·0 | 46·6 | 24·7 | Cardiff British | T.3Cy.24″,40″&65″–45″ (*r*) | 27 | 4 | 11,00 |
| 105195 | *H.E. Dalton* –03 | *ss* Cff. No.1–02 | 3366 | *with freeboard* | Bry | | 5mo | | | P29′B84′F32′ | | FK | 6 *BHCem* | 160lb *80lb* 293NHP | 8 | 5 | 6½ 11,04 |
| QOPW | 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing* | | 2322 | 10,04 1,05 | LMC | 02 | *Lloyd's* | *A.&C.P.* | *WB* = *CellDBa* | | | | *APT*35*t* | 2SB,6*rf*,GS90,HS1557 | | | |
| | | 3 *Dk rule* | | BS8,04 | | | | | | 114′*uE*20′*f*140′847*t* | | | | J. Readhead & Sons, S. Shl. | | | |
| 477 | **Frederick Snowdon** Iron Sc Sr | | 725 | ✠ A1* 1 | Shl | Lv | 1866 | Bennie & Co. Middlesbro' | T. & W. Smith Frederick Snow-don S.S. Ld. (T. & W. Smith) | 200·0 | 29·2 | 15·9 | Newcastle British | C.2Cy.26″&48″–33″ (*s*) | 17 | 5 | N3,04 |
| 53017 | *W. Sime* –98 | 6th Survey, Shl. 10,98 | 633 | [illegible] 3,05 | | | 7mo | | | Q98′B9′F35′ | | | | 80lb *65lb* NDB94 NE74 | 8 | 2 | 3 5,05 |
| KDSF | *Well deck* 1st Survey, Shl. 2,03 | 1 *Dk* 2 *tr B* | 431 | NB8,89 | LMC | 03 | *Lloyd's* | *A.&C.P.* | | | | BK8″ | 2 *BH*2PBH | 2SB,4*pf*,GS72 99RH | | | |
| | *Mchy. Aft* | | | BS8,04 | | | | | *WB* = *D* | | | | *Bf*122′180*t* | Dunstn Eng. Wks. Co., Nwc. | | | |
| 478 | **Frederik** Iron Sc 3 Mst Sr | | 1112 | | Cpn | *n* | 1872 | Burmeister & Wain | Forenede Dmpskib. Selskab | 230·8 | 30·1 | 16·5 | Copnhagn Danish | C.4Cy.21″&44″–30″ | | | |
| | *H.T.F. Thomsen* | *ss* Cpn. No.2–80 | 821 | 6,80 | | | 5mo | Copenhagen | | P156′ F33′ | | | | 177NHP | | | |
| NJGT | *Well deck* | 1 *Dk* 2 *tr B* | 681 | | | | | | *WB* = *MT*42′330*t* | | | | 4 *BHCem* | Burmeister & Wain, Cpn. | | | |
| 479 | **Frederiksborg** Steel Sc Sr | | 2077 | ✠ 100 A1 | Els | *r* | 1889 | J. Priestman Sunderland | Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 280·5 | 39·2 | 18·8 | Copnhagn Danish | T.3Cy.21″,35″&57½″–39″ (*r*) | 20 | 1 | 9,03 |
| | *L. Jorgensen* –00 | *ss* Els. No.3–3,01 | 1585 | 6,04 9,08 | | | 5mo | Sunderland | | P25′Q86′B112′ | | FK | 4 *BHCem* | 160lb *60lb* NDB00 207NHP | 11 | 11 | |
| NKLH | (ex Deddington) | 1 *Dk* (*Irn*) 2 *tr B* | 1331 | [illegible] | LMC | 03,01 | *Lloyd's* | *A.&C.P.* | | ?27′ | | | *WB* = *DBa*88′*f*80′473*t* | 2SB,6*rf*,GS98,HS3109 | 5 | 1½ | |
| | *Well deck* | | | BS12,04 | | | | | | | | | | G. Clark, Sunderland | | | |
| 480 | **Frederikshavn** Iron Sc Sr | | 214 | | | | 1875 | Burmeister & Wain Copenhagen | Em. Z. Svitzer's Bjerg. Entreprise | 130·4 | 21·8 | 12·0 | Copnhagn Danish | C.4Cy.16½″&34″–20″ | | | |
| | *C.E. Silfverberg* | (*Salvage Steamer*) | 204 | | | | | | | B8*t* | | | | 86NHP | | | |
| NPWD | | 1 *Dk* | 105 | | | | | | | | | | | Burmeister & Wain, Cpn. | | | |
| 481 | **Fredheim** Iron Sc Sr | | 1098 | | | ... | 1878 | Whitehaven S.B. Co. Whitehaven | Acties. Fredheim (Alf Monsen) | 240·2 | 33·2 | 16·6 | Tönsberg Norwegian | C.2Cy.25″&50″–36″ | 18 | 2 | N |
| | *J. Pedersen* | | 958 | | | | | | | | | FK | *WB* | NB02 121NHP | | | |
| HMLB | (ex Benan) | 1 *Dk* 2 *tr S* | 665 | | | | | | | | | | | J. Jones & Sons, Liverpool | | | |
| 482 | **Frednes** Steel Sc Sr | | 1601 | | | | 1903 | Bergens Mek. Værks. Bergen | J.C. Knudsen | 245·1 | 36·0 | 15·5 | Porsgrund Norwegian | T.3Cy.19″,30″&50″–33″ | | | N |
| | *H.R. Knudsen* –03 | | 1462 | | | | | | | B60′H105*t* | | 20·8 | | 144NHP | | | |
| MBND | | 1 *Dk*, *f Spar dk* | 998 | | | | | | | F32*t* | | | *WB* | Bergens Mk. Værks, Bergen | | | |
| 483 | **Fredrik Wilhelm** Steel Sc Sr | | 331 | | | | 1893 | W. Rosen-lew & Co. Björneborg | W. Rosenlew & Co. | 135·0 | 23·0 | 9·6 | Björnebrg Russian | C.2Cy.21″&38″–22″ | | | |
| | *A. Grandell*96–03 | | --- | | | | | | | *Hurricane dk*92′ | | | *WB* | 56NHP | | | |
| VGDJ | *Elec. light* | 1 *Dk*, *f Shade dk* | 215 | | | | | | | | | | | W. Rosenlew & Co. | | | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage | 5 Détails de la Classification. Cote. Marque Spéciale. Date de la dernière Visite. | 6 Tonnage du Visite. | 7 Terme assigné maintenance. Lettre d'entretien. | 8 Construit. Quand. Navires. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Tirant d'eau. | 12 Port d'Armement Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. Nombre et diamètre d'hélices de la Société. HP. Nominal ou Indiqué d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord et lignes de charge | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 484 | **Fredrikshald 3** | SteelScSr | 116 | | | | 1900 | Fredriks-stadM.V Fredrikstad | Fredrikshalds Dmpskselsk. | 93·1 \| 18·9 \| 8·3 P11t H5t | Frdrkshld Norwegian | C.2Cy.10½"&21"–18" 13NH Fredrikstad Mek. Verk. | | N | |
| | *H. Andersen* –00 | | 95 | | | | | | | | | | | | |
| HBLQ | *Mchy. Aft* | 1*Dk* | 60 | | | | | | | | | | | | |
| 485 | **Free Lance** | IronScSr | 1195 | ✝ A1, 1 | Nwe Lv | | 1873 | R. Dixon& Co. Middlesbro' | Christie&Co. | 262·6 \| 30·3 \| 17·6 Q66t B81t F18t len79 BK8' | Middlesbro' British | C.2Cy.28"&53"–36" (c) 70lb ~~NDB95~~ 90lb 1SB.*3pf*,GS68,HS192 | 18 × 8 2 × 6½ | | |
| | ~~*C.T. Davison* –04~~ | 6thSurvey1,89 | 1004 | NB1,86 | | LMC1 04 | 6mo | | | | | *WB = DBa§f* | | | |
| MSWF | *Well deck* | 4thSurvey,Cff.1,04 | 740 | BS12,01 | | | | | | | | T. Richardson&Sons,Hpl. | | | |
| | ~~*Anecy* –94~~ | 1*Dk*(*Irn*)2*tr B* | | | | | | | | | | | | | |
| 486 | **Freehold** | SteelScTug | 220 | | | | 1903 | Neafie& Levy Co. Philadelphia | CentralRailroad Co.of NewJersey | 98·0 \| 24·5 \| 13·8 | New York Utd. States | C.2Cy.18½"&40"–28" 71NH Neafie&LevyS&EBCo.Phl | | | |
| 200168 | | | — | | | | | | | | | | | | |
| | | 1*Dk2tr B* | 149 | | | | | | | | | | | | |
| 487 | **Freia** | SteelPadSr | 858 | | | | 1885 | Blohm& Voss Hamburg | Stettiner Dmpfsch. Ges. (J.F. Braun-schLd. *Mgrs.*) | 234·6 \| 26·9 \| 13·2 H154' | Stettin German | C.2Cy.40"×66"–72" NB02 310NH Blohm&Voss,Hamburg | | G | |
| | *O. Hansen* –96 | 2*Dks* | 596 | | | | | | | | | | | | |
| RGTP | *Elec.light* | | 337 | | | | | | | | | | | | |
| 488 | **Freiburg** | SteelScSr | 5965 | ✝100A1 | Bhn z | | 1900 | Furness, Withy&CoLd W Hartlepool | Norddeutscher Lloyd | 400·2 \| 52·0 \| 29·2 P&B268'F40' FK | Bremen German | T.3Cy.28",44"&75"–48" (r) 180lb *200lb* 495NH 3SB,*10cf*,GS177,HS3902 FK | 32 × 1 | | |
| | *F. Prösch* –02 | ssBhn No.1 04 | 4975 | 6,047 | | LMC | 8mo | | | | | *WB = Cell DBa§ u E* | | | |
| QGVW | 2*Dks*(1*Std*§*Upt Irn*§*pt Std*)3*tr B* | | 3884 | | | | | | A&GP | 165'*f*160'888*t FPT* | 89*t APT*64*t* | SirC Furness,Westgarth& Co.Ld. Middlesbro | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 489 | **Freidig** | IronScSr | 726 | | | | 1882 | F. Schichau Elbing | Acties. Freidig (R.C. Apenes& H. Jacobsen) | 194·7 \| 30·4 \| 12·9 B50'H77*t* F26' | Frdrikstad Norwegian | C.2Cy.20½"&41"–21½" NB96 65NH F. Schichau, Elbing | | N | |
| | *Fr. A. Jacobsen*93–97 | | 642 | | | | | | | | *WB* | | | | |
| HOKW | (*ex*Osiria,*ex*Lahneck) | 1*Dk2tr B* | 527 | | | | | | | | | | | | |
| Wrecked 5.09 | **Freiston** | SteelScK | 188 | ✝100A1 | Bos | | 1901 | Smith's | Boston Deep Sea Fishg&IceCo.Ld. | 116·0 \| 21·1 \| 11·0 Q48'F20' | Boston British | T.3Cy.12",20"&32"–28" (r) 180lb 52RH | 12 × 0 | | |
| | ~~*C. Parborough* –01~~ | *Stm Trawler* | 170 | 6,04 | Gms | | 3mo | Dock Co.Ld. N.Shields | | BK7½' | 3*BH Cem* | 1SB.*2pf*,GS32,HS1051 MacColl&Pollock,Sld. | | | |
| | | 1*Dk* | 76 | | | | *Lloyd's A&CP* | | | | | | | | |
| 491 | **Frej** | SteelScSr | 420 | | | | 1890 | Kockums Mek. Werks Malmö | Wasa Nordsjö Ångbaktieb. (Axel Schauman. *Mgr.*) | 136·4 \| 26·4 \| 11·5 | Wasa Russian | C.2Cy.19½"&34"–19½" 43NH Kockums Mek. Wrks. Mlmö | | V | |
| | *H.J. Gallenius*98–01 (*ex*Ermeland) | | 308 | | | | | | | | *WB* | | | | |
| VKOJ | *Elec.light* | 1*Dk* | 242 | | | | | | | | | | | | |
| 492 | — | CompScSr | 213 | | | | 1876 | Oscars-hamns M.V. Oscarshamn | R. Pauline& E. Synnergren | 99·5 \| 22·0 \| 10·5 B28' H8*t* | Hlsngborg Swedish | C.2Cy.9"&19½"–15½" 13NH Oscarshamn M.V. | | | |
| 1815 | *S.P. Andersson* –03 | 1*Dk* | 173 | | | | | | | | | | | | |
| HNLJ | | | 153 | | | | | | | | | | | | |
| 493 | **Freja** | IronScSr | 1958 | ✝100A1 | Bry r | | 1883 | Short Bros. Sunderland | Ångf. Aktieb. Thor (K.O.F. Dalman, *Mgr.*) | 275·0 \| 38·6 \| 20·5 P28'Q78'B70'F29' BK9½' | Gothenbrg Swedish | C.2Cy.36"&67"–36" (b) 75lb *50lb* NDB94 224NH 1DB,*6pf*,GS93 | 22 × 1 2 × 4 | | |
| 3325 | *M. Lundman*00–00 | *ss*Cpn.No.3–1,95 | 1575 | 4.01 | | | 8mo | | | | 5*BH Cem* | | | | |
| JKCS | (*ex*Harrogate) | *ss*Got.No.2–03 | 1209 | BS2,00 | | LMC4,03 | A&GP | | *WB = I* | *Ba*82'*f*58'334*t FPT* | 20*t APT*20*t* | T. Richardson&Sons,Hpl. | | | |
| | *Well deck* | 1*Dk*(*pt Irn*)2*tr B* | | | | | | | | | | | | | |
| 494 | — | IronScBg | 1803 | | | ... | 1873 | J. Blumer& Co. Sunderland | I.S. Trovik (Akties. Chr. Michelsen& Co. *Mgrs.*) | 282·5 \| 33·4 \| 24·0 P55'B58'F26' len78 BK9' | Bergen Norwegian | C.2Cy.20"&53½"–36" NB99 150NH T. Richardson&Sons,Hpl. | | N | |
| | *H. Trosvik*96–96 | 2*Dks3tr B* | 1628 | | | | | | | | *WB* | | | | |
| JVWL | (*ex*Limburg,*ex*Hampton) | | 1149 | | | | | | | | | | | | |
| 495 | — | IronScSr | 1062 | | | ... | 1873 | R Thomp-son, jun. Sunderland | Nya Rederiaktieb. Svea (A.H. Blom-berg, *Mgr.*) | 217·4 \| 30·3 \| 16·6 P130'H18*t*F30' BK8' | Stockholm Swedish | C.2Cy.27"&51"–33" NB84 125NH I. Dickinson,Sunderland | 18 × 3 | V | |
| 1730 | *A.F. Thunell*92–92 | 1*Dk2tr B* | 796 | | | | 4mo | | | | *WB* | | | | |
| HSCM | *Well deck* (*ex*RievaulxAbbey,*ex*Ithaca) | | 601 | | | | | | | | | | | | |
| 496 | — | SteelTwinScSr | 883 | | | | 1898 | Acties Bur-m'str& Wains Mas.og Skibs. Copenhagen | De Danske Statsbaner | 220·0 \| 31·5 \| 12·9 | Korsör Danish | T.6Cy.15",25"&40"–24" 157NH Acties. Burmeister & Wains Maskin ogSkibsbyg.Cpn. | | | |
| | *E. Brockmeyer* | 1*Dk&Shaded* | 505 | | | | | | | | *WB* | | | | |
| NKBL | *Elec.light* | | 336 | | | | | | | | | | | | |
| 497 | — | IronScSr | 444 | | | | 1884 | Eriksbergs M.V., Gothenburg | Ångb. Aktieb. Ferm (A. Broström&Son, *Mgrs.*) | 145·9 \| 24·0 \| 14·6 B37' H10*t* | Krstnhmn Swedish | T.3Cy.11¼",15½"&31"–19½" *Trpd.*97 NB97 42NH Eriksbrgs.M.V.Goth. | | V | |
| 2816 | *F. Olsson*91–99 | | 389 | | | | | | | | *WB* | | | | |
| JGHS | (*ex*Elisabeth) | 1*Dk* | 237 | | | | | | | | | | | | |
| 498 | — | CompScSr | 156 | | | | 1859 | Motala Co. Motala | Russisch-Baltischer Bergungs-Verein | 101·3 \| 21·7 \| 10·5 | Reval Russian | Motala Co., Motala | | | |
| 161 | *Horst* | 1*Dk* | — | | | | | | | | | | | | |
| HMSN | | | 56 | | | | | | | | | | | | |
| 499 | **Frejr** | IronScSr | 485 | | | | 1883 | Lobnitz& Co. Renfrew | Forenede Dmpskib. Selskab | 164·4 \| 26·5 \| 13·3 B13*t* 19·7 | Randers Danish | C.2Cy.24"&44"–30" NB85 88NH Lobnitz&Co., Renfrew | | V | |
| | *F. Rasmussen* | 2*Dks*§*Hurdk* | 405 | | | | | | | | *WB* | | | | |
| NTLV | | | 271 | | | | | | | | | | | | |
| 500 | **Freke** | SteelSc3MstSr | 783 | ✝100A1 | Mch k | | 1903 | Soc. Anon. Chant. Naval Anversois Hoboken | Acties. S.S. Freke (Joh. E. v.d. Ohe& Lund) | 188·6 \| 30·0 \| 11·4 P62'Q90'B15'F55' FK | Bergen Norwegian | T.3Cy.17",28"&46"–30" (s) 160lb *100lb* 130NH 1SB,*3pf*,GS61,HS2158 | 13 × 10 | | |
| | ~~*A.N. Frøyland* –03~~ | *O. Frøiland*03–04 | 529 | | NYk | | 6mo | | | | 3*BH Cem* | N.E. Marine Eng. Co Ld. Sld | | | |
| MBJP | | 1*Dk*(*Stl*) | 377 | 3,0 | MC6, | | *Lloyd's A&CP* | | *WB = Cell* | *DBf*116' 192*t FPT* | 30*t APT*10*t* | | | | |
| | *Mchy. Aft Well deck* | | | | | | | | | | | | | | |
| 501 | **Frem** | Iron&SteelScTug | 117 | | | | 1890 | Motala Mek. Verk. Oscarshamn | Aalborg Byes Havn | 89·6 \| 19·1 \| 10·4 | Aalborg Danish | C.2Cy NB02 Motala Mek. Verk. Oscarshn. | | | |
| | *P. Sörensen*90–90 | | 107 | | | | | | | | | | | | |
| NCPD | | | 28 | | | | | | | | | | | | |
| 502 | **Fremad** | WoodScSr | 485 | | | | 1891 | ..... Sandefjord | P. Wiborg | 150·8 \| 27·7 \| 12·9 P109'H6*t*F18' | Drammen Norwegian | T.3Cy.12",20"&32"–26" 52NH Akers. Mek. Værks. Xia. | | N | |
| | *A. Gundersen*87–02 | | 350 | | | | | | | | | | | | |
| HGDT | (*ex*Veritas) | 1*Dk* | 293 | | | | | | | | | | | | |
| 503 | **Fremona** | SteelScSr | 2922 | ✝100A1 | Nwe v | | 1887 | Gourlay Bros.&Co Dundee | S.S. Fremona Co. Ld (W. Thomson& Sons) | 328·0 \| 42·2 \| 25·9 P50'B154'F95' BK10' | Dundee British | T.3Cy.26",41"&66"–48" (s) 160lb ~~NDB96~~ 295NH 2DB.*12cf*,GS155,HS4312 | 28 × 6 | | |
| 93470 | *L.T. Mudie* –01 | *ss*Bly.No.3–1,00 | 2766 | 3,05 9.04 | Shl | | 12mo | | | | 6*BH Cem* | | | | |
| KPVL | 2*Dks*(1*Irn*§1*Stl*§*Webframes* | *ss*Sh1.No.1–05 | 1876 | MS12,'04 BS3,00 | | | A&GP | | *WB = Cell* | *DB*278' 390*t FPT* | 30*t APT*37*t* | Gourlay Bros.&Co., Dundee | | | |
| 504 | **Frenchman** | IronPadSk | 119 | | | ... | 1892 | J.P. Ren-noldsn&Sons S Shields | T. Gray&Co.Ld. | 90·8 \| 19·2 \| 9·4 BK6' | Hull British | L.2Cy.25"–15" 45RH J.P. Rennoldsn&Sns. S.Sh. | | | |
| 101802 | *A. Dines*90–99 | | 107 | | | | | | | | | | | | |
| | (*ex*Coquet) | 1*Dk* | 12 | | | | | | | | | | | | |
| 505 | **Freshfield** | SteelScSr | 2730 | ✝100A1 | Cff u | | 1892 | J.L Thomp-son&Sons Sunderland | NorthfieldSSCo Ld (J. Brown&Son, *Mgrs.*) | 300·0 \| 41·1 \| 18·6 P30'B76'F38' BK10' | Liverpool British | T.3Cy.24",39"&64"–42" (s) 180lb *130lb* 265NH 2SB.*8cf*,GS104,HS3960 | 21 × 1 | | |
| | ~~*P. St. Clair* –04~~ | *ss*Sld.No.3–9,02 | 3529 | *Spar dk* | | | 3mo | | | | 6*BH Cem* | J. Dickinson,Sunderland | | | |
| MPBL | | 1*Dk*(*Irn*)§*Spardk*(*Irn*)3*tr B* | 1750 | 4,04 3 | | | A&GP | | *WB = Cell D B* | 238' | 686*t APT*36*t* | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. | 3 No. of Decks, &c. | 4 Register Tonnage. Gross / Under deck / Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned / now classed. Equipment Letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 11 Regist'd Dimensions. Tons & Fractions, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (if stated). ft. in. | 15 Date when last Special Survey was due. If not in L.R. Class, Letter of Transfer. | 16 Date when last Special Survey was due. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 506 JTSF | **Frey** *P.E.Marcussen*01–01 *ss*Bgn.No.2–01 | **SteelScSr** 1*Dk*(*pt Stl pt Irn*)2*tr B*§ *Webframes*§*pt Awng dk*(*Irn*) | 3015 2273 1948 | ✝100A1 Bal *pt Awng dk with freeboard* 3,01 2,08 BS12,03 | Bal N.Yk | *u* 2,04 ✝LMC03 | 1893 2mo | Ropner& Son Stockton A&CP | **JacobR.Olsen** | 321·6 P25′Q114′ *PtAwngdk*183′ *WB=CellDB*250′ | 41·6 BK10 | 20·5 | **Borgen** Norwegian *BHCem* 561*tAPT*13*t* | T.3Cy.28″,37½″&61½″–39″ 160lb *80lb* (*s*) 235NH 28SB,4*rf*§6*pf*,GS895,HS8520 Blair&Co.(Lim.),Stockton | 24 ″ 0 s 9 ″ 1 | | Date 9,04 |
| 507 JRPK | — *S.Vonvig* | **WoodScSr** 1*Dk* | 290 216 164 | | | | 1873 | J.Bonnesen Malmö | **C.E.Rönneberg & Sönner** | 131·1 Q15*t* | 25·3 B61*t* | 11·2 | **Aalesund** Norwegian | C.4Cy.12″&24″–18″ NB88 41NH Burmeister&Wain,Cpn. | | | |
| 508 HBQR | **Fri** *G.Wagle* –02 | **SteelScSr** 1*Dk*§*Spar dk* | 1376 1362 859 | | | | 1900 | Nylands Værkstad Christiania | **Acties.Fri (Pedersen&Co.)** | 231·5 H74*t* | 35·0 *WB* | 20·4 | **Christiania** Norwegian | T.3Cy.16½″,27″&44″–32″ 109NH Nylands Verks.Christiania | | N | |
| 509 HBQR | — *J.N Jakobsen* –01 | **SteelScSr** 1*Dk* | 1026 711 628 | | | | 1901 | Fredrkstad Mek.Værks. Fredrikstad | **Acties.Fri (C.Apenes&Sön)** | 209·5 Q56*t*B117*t*H75*t* F33*t* | 32·1 *WB* | 13·3 | **Frdrikstad** Norwegian | T.3Cy.14½″,24″&39″–27″ 79NH Fredrikstad M.V.Frdstad | | N | |
| 510 RMVK | **Fricka** *H.Ruhle* –03 *Elec.light* | **SteelScSr** 1*Dk* | 1648 1471 1041 | | | | 1903 | Schiffsw.v. HenryKoch Lübeck | **Dmpfschrhed UnionA.G.** | 260·8 P15′B65′F31′ | 39·2 | 18·7 | **Hamburg** German *WB* | T.3Cy.19¾″,32⅛″&51½″–33½″ Ottensener 152NH Masch.J.F.Ahrens,Altona | | G | |
| 511 LBJW | **Frida** *H.Ehrhardt*01–02 | **SteelScSr** 1*Dk* | 186 151 103 | | | | 1902 | Howaldts-werke Kiel | **Sartori&Berger** | 102·9 P33′F13′ | 21·1 | 10·8 | **Kiel** German *WB* | C.2Cy.11⅞″&20⅞″–13⅛″ 13NH Howaldtswerke,Kiel | | G | |
| 512 | **Frida Horn** *Elec.light* | **SteelScSr** 1*Dk*&*deep framing* | 1200 850 | | | | 1904 | Schömer& Jensen Tönning | **H.C.Horn** | 221·8 P12′Q53′B60′F29′ | 33·5 | 13·9 | **Lubeck** German *WB* | T.3Cy.17⅞″,28⅝″&46⅝″–31½″ 122NH Schömer&Jensen,Tönning | | | |
| | *Now named "Mörjak," See No. 48 in Supplement* | | | | | | | | | | | | | | | | |
| 513 JQGW | **Fridtjof** *P.Pedersen*99–01 | **IronScSr** 1*Dk*2*tr B* | 932 903 589 | | | | 1872 | Bergens Mek.Verkst. Bergen | **G.T.Monsen** | 190·4 H29*t* | 29·3 | 22·6 | **Stavanger** Norwegian *WB* | C.2Cy.29″&54″–28″ NB85 129NH Bergens Mek.Verkst.,Brgn | | N | |
| 514 JRDK | **Fridtjof Nansen** *R.Greger*92–97 *ss*Bgn.No.1–02 | **SteelScSr** 1*Dk*(*Irn*)2*tr B*§*deep framing* 3*Dk rule* | 3275 3056 2094 | ✝100A1 Rot Shl *with freeboard* 1,05 3,04 BS3,04 | Rot Shl | *v* ✝LMC4,02 | 1897 11mo | J.Readhead &Sons South Shields A&CP | **Dmpskibet.Fridtj-ofNansen'sRederi (Bergh&Helland) WB=Cell***A* | 326·0 P29′B80′F36′ *Ba*106′*u*E20′*f*132 | 47·0 FK | 23·9 | **Bergen** Norwegian 5*BHCem* 756*tAPT*30*t* | T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 286NH 2SB,*Grf*,GS90,HS4590 J.Readhead&Sons,S.Shl. | 26 ″ 4 s 5 ″ 1½ | | 4,02 |
| Wrecked 3,05 | **515 Frieda** *A.Dminak*98–01 | **SteelScSr** 2*Dks*(*Stl*)§*Awng dk*(*Stl–ws*) *Elec.light* | *2480* *2288* *1686* | ✝~~100A1~~ PG1 *Awng dk with freeboard* 12,04 ~~8,04~~ | PG1 Tri | *s* | 1904 4mo *Lloyd's* | Russell& Co. Pt.Glasgow *A&CP* | **UnioneAustriaca diNav.(Soc.Anon.)** *WB=Cell DBa*70′ | 280·0 *uE*§*B*40′*f*126′50*t* | 40·3 FK | 17·6 | **Trieste** Aust.-Hung. 4*BHCem* 1*PT*16*t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *80lb* 280NHP 2SB,6*cf*,GS129,HS4100 J.G.Kincaid&Co.Greenock | 20 ″ 0 s 7 ″ 8 | | |
| 516 LWVN | — *A.Barclay* –96 *ss*Hpl.No.3–10,03 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)§*Webframes* | 2072 1579 1335 | ✝100A1 Hpl Cft 6,04 ~~10,03~~ BS12,04 | Hpl Cft | *y* ✝LMC10,03 | 1890 12mo | W.Gray& Co.(Lim.) WHartlepool *WB* | **TrechmannS.S.Co. Ld. (Trechmann Bros.** *Mgrs.*) *B=DBa*88′*f*102′ | 275·0 P27′Q86′B106′ F28′ | 37·2 BK9½″ | 20·0 | **W.Hartlpl** British 4*BHCem* 477*tAPT*20*t* | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *80lb* NDB99 207NHP 2SB,5*rf*§7*cf*,GS82,HS3180 CentralMrneEWksWHpl | 21 ″ 10 s 1 ″ 11 | | N10,03 |
| RLQN | **517 Frieda Lehmann** *E.Janssen*03–03 *ss*Hfs.2ndNo.3–12,03 (*ex*County of Durham) *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 757 597 466 | ✝100A1 Hfs Bly 12,03 BS3,03 BS1,05 | Hfs Bly | *k* ✝LMC12,03 | 1883 10mo | J.Priest-man&Co. Sunderland A&CP | **F.W.G.Lehmann** | 195·0 Q101′B20′F24′ drp03 *WB=DBa* | 30·2 BK7½″ | 14·1 | **Hamburg** German 4*BHCem* 46′*f*53′140*t* | C.2Cy.24″&48″–36″ (*s*) 80lb *80lb* NDB98 90RH 1SB,3*pf*,GS50,HS1600 Black,Hawthorn&Co.Gts. | 15 ″ 0 s 1 ″ 4 | | 12,03 |
| MDRV | **518 Friedrich Carow** *F.Burmeister*03–03 *Elec.light* | **SteelScSr** 1*Dk* | 975 720 608 | | | | 1903 | Act.Ges. "Neptun" Rostock | **Cords&Schmidt** | 210·9 Q65′B57′F26′ | 32·0 | 13·1 | **Rostock** German *WB* | T.3Cy.14⅜″,24 1/16″&38 5/16″–26¾″ 77NH A.G."Neptun,"Rostock | | G | |
| QGHR | **519 Friedrich der Grosse** *H.Prager* *Ref.Mchy. Elec.light* | **SteelTwin ScSr** 4*Dks* | 10695 8808 6853 | | | | 1896 | Act.Ges. "Vulcan" Stettin | **Norddeutscher Lloyd** | 523·0 P82′B262′F66′ | 60·1 | 34·8 | **Bremen** German *WB* | Q.8Cy.25¼″,38¼″,52⅜″&75½″ –55″ 845NH A.G."Vulcan,"Stettin | | G | |
| MDSC | **520 Friedrich Franz IV.** *R.Schmidt* *Elec.light* | **SteelPad** (*Ferry*) 2*Dks* | 1402 1220 532 | | | | 1902 | F.Schichau Elbing | **Grossherz.Mecklenb.Gen.Eisenbahn Direction** | 279·9 B92′ | 35·6 | 18·8 | **Rostock** German | T.3Cy.31½″,52″&78¾″–63″ 492NH F.Schichau,Elbing | | G | |
| LQFN | **521 Fried. Krupp** *G.Breckwoldt*01–01 | **IronScSr** *ss*Rot.2ndNo.3–7,98 *ss*Rot.No.1–02 1*Dk*2*tr B* | 1178 1064 730 | ✝90A1 Rot 2,05 2,01 ✝NI 11,86 BS2,04 2,05 | Rot | *p* LMC1,02 | 1874 2mo | M.Pearse& Co. Stockton A&CP | **Fried.Krupp Aktienges** *WB=DBa*73′*f*78′ | 240·1 F24′ ND91 | 32·5 FK | 19·6 | **Hamburg** German 4*BHCem* | C.2Cy.28⅛″&56½″–36″ (*i*) 67lb *85lb* NDB99 135NH 2SB,4*cf*,GS74,HS2120 Blair&Co.(Lim.),Stockton | | | 2,04 |
| 106139 | **522 Friendship** *J.Slyney* –00 | **WoodScSr** 1*Dk* | 214 192 143 | | | | 1897 | R.Davis Blackwall, N.S.W. | **B.M.Corrigan** | 100·9 | 26·8 | 8·2 | **SydnyNSW** British | C.2Cy.11″&22″–18″ 34RH Plenty&Sons,Newbury | | | |
| MBJD | **523 Friesland** ~~*Apfeldt*96–98~~ *Rogers* *Elec.light* | **SteelSc4Mast** *ss*Ant.No.3–10.02 4*Dks*(2*Stl*–ws) | 6409 5626 4675 | ✝100A1 Liv 11,04 ~~11,04~~ BS3,04 | Liv | *at* ✝LMC2,02 | 1889 11mo *Lloyd's* | J.&G. Thomson Glasgow *A&CP* | **Soc.Anon.deNav. Belge-Américaine** *WB=Cell* | 437·0 P42′F54′ | 51·2 FK | 35·0 | **Antwerp** Belgian 9*BHAsp* *DB*392′964*t* | T.3Cy.35½″,56″&89″–54″ (*s*) 160lb *70lb* FD 746NH 3D&1SB2*Irf*GS376HS10920 J.&G.Thomson,Glasgow | 38 ″ 0 | | ~~1,04~~ 6,04 |
| Wrecked 11,08 | **524 Frigate Bird** *W.Murray,sen.* –00 | **WoodScK** 1*Dk* | 103 96 19 | | | | 1900 | J.&W.Mc Intosh Portessie | **G.Murray** | 88·8 | 19·3 | 9·9 | **Banff** British | C.2Cy.12″&28″–18″ 37RH Hall,Russell&Co.Ld.Abn | | | |
| 104510 | **525** — *A.Ritchie*95–95 | **SteelScSr** 1*Dk* | 99 93 24 | | | ... | 1895 | Hall, Russell&Co. Aberdeen | **A.Ritchie** | 87·0 BK6″ | 19·1 | 9·6 | **Aberdeen** British | C.2Cy.12″&28″–20″ 40RH Hall,Russell&Co..Abn. | 10 ″ 1 | | |
| JVQB | **526 Frigg** *H.Andreassen*96–99 *Mchy.Aft* | **CompScSr** 1*Dk* | 207 185 121 | | | | 1882 | S.Groth Sjötorp | **Dmpsk.Frigg's Rederi (L.Bergs Sönner)** | 101·2 H22*t* | 22·7 | 11·8 | **Svolvær** Norwegian | C.2Cy.10¾″&25″–17½″ NB88 NE92 22NH Thorskogs Mek.Verkst. | | | |
| JPDN | **527 Frigga** *K.Bergh* | **SteelScSr** 1*Dk* | 1046 818 646 | | | | 1900 | Laxevaags Msk.&Jrnskb Laxevaags | **Joh.E.v.d.Ohe& Lund** | 225·8 Q125*t*B48*t*H19*t* F35*t* | 32·2 *WB* | 13·3 | **Bergen** Norwegian | T.3Cy.15½″,25½″&42″–30″ Laxevaags Msk&Jrns.Bgn. | | N | |
| JTVW | **528** — *O.M.Johnsen* *Well deck* | **IronScSr** (*ex*Talley Abbey) 1*Dk* | 967 719 591 | | | ... | 1881 | Irvine& Co. WHartlepool | **ÖstlandskeLloyd** | 214·4 Q85*t*B102*t*H28*t* F27*t* | 31·2 FK | 13·2 | **Chrstiania** Norwegian *WB* | C.2Cy.27″&50″–33″ NB00 120NH T.Richardson&Sons,Hpl. | 16 ″ 2 | N | |

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres nets Ponts. | 3 | 4 Tonnage Officiel Total. Brut. Net. | 5 Détails de la Classification. Code. | 6 | 7 | 8 Construit. Quand. Par qui. Où. | 9 | 10 Armateurs. | 11 Jaugeage d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course des Pistons. Nombre des Chaudières. NHP = Force en chevaux d'après les Registres de la Société. IHP = Force en chevaux d'après les Registres du navire. Builders of Engines & Boilers. Nom des Constructeurs des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 529 457 HPNF | **Frigga** *J.Andersson* –99 | IronScSr 1*Dk* | 379 339 202 | | | | 1878 | Oscrshmns M.V. Oscarshamn | Ängf.Aktieb. Frigga (E.J. Odenius) | 135·2 B86′ \| 24·4 \| 13·9 H10t | Gothenbrg Swedish | 1.2Cy.16″&32″–22″ NB98 40NH R.Martin,Oscarshamn | | | V |
| 530 QGBW | **Frisia** *E.Hofschmidt* 2*Dks & Web frames* (*ex*Dorothea Rickmers) | SteelScSr | 3738 3007 2412 | | | | 1895 | Armstrong Mitchell & Co. Ld Newcastle | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr Linie) | 340·0 P&B190′F40 \| 44·0 \| 25·6 | Hamburg German W/L | T.3Cy.29″,38″&68″–45″ 294NH WilsndSlpwyCo.Ld.Nwc. | 28 | 3 | G |
| 531 NHSB | — *H.Nielsen* (*ex*Kathleen) *Well deck* | SteelScSr ssEls.No.5–1,00 1*Dk*(*Irn*)2*tr.fc* ssEls.No.1–05 | 1701 1333 1078 | ✠100A1 5,03 | Cpn 4,05 Els | *q* | 1888 6mo | Osbourne, Graham&Co. Sunderland A&CP | Dpskslsk Union (P.L.Fisker, *Mgr.*) *WB=Cell DBa76′uE16′f104′FPT 335tAPT35t* | 258·0 P83′Q62′B62′F36′ FK | Copenhgn Danish 150lb *70lb* 164NH *BHCem* 2SB,*4cf*,Gs81,HS2403 | T.3Cy.20″,38″&54″–36″ (*o*) 1.Clark,Sunderland | 19 | 2 | 0 |
| 532 114421 | — *F.G.Burch* –03 | IronScSr 1*Dk* | 153 123 100 | | | | 1896 | Schömer& Jensen Tonning | Goolo&HullStm. TowingCo.,Ld. | 96·0 \| 21·0 \| 8·0 | Newcastle British W/L | C.2Cy.5½″&11″–14″ 8RH Mentz&Hambrock Ottnsn | | | |
| 533 LMQK | — *M.A.Hansen*91–00 | SteelPad 1*Dk* | 150 127 62 | | | | 1900 | Schiffsw(v. J&Sch.)A.G. Hamburg | SylterDmpfsfahrt Ges.A.G. | 124·1 \| 18·5 \| 6·7 | Munk-marsch German | C.2Cy.13½″&27½″–26″ 31NH Schwft.(vJ&Sch)AG Ham. | | | |
| 534 2391 JPKT | **Frithiof** *A.Andersson* –03 | WoodScSp 1*Dk* | 112 94 84 | | | | 1884 | J.Agren Dösselbäcken | J.G.Lindberg | 95·5 B13′ \| 19·7 \| 7·6 | Sunds Sandvik Swedish | | | | |
| 535 HMDC | **Frithjof** *H.A.Haraldsen*98–02 *Elec.light* | SteelScSr 1*Dk*(*Stl*)&*Spar dk*(*Stl–wd*)& *deep framing* | *1389 1308 891* | ✠100A1 *Spar dk with freeboard* 6,012,02 | Hul HKg | *o* | 1902 2mo | SelbyS.&E. Co.Ld. Selby | Acties.Frithjof (A.Monsen) *WB=Cell DBa58′ uE19′f92′169tFPT* | 231·1 \| 35·1 \| 12·5 19′ FK *BHCem* *35tAPT 20t* | Tönsberg Norwegian 155lb 124NH 2SB,*4cf*,Gs55,HS1880 D.Holmes&Co.Hull | T.3Cy.17″,28½″&46″–30″ (*s*) | 14 | 9 | |
| 536 HMGQ | — *J.Kjeldsen* –98 *Sailing Schooner—See Sailing Ship Register.* | WoodSc3MstSr 1*Dk2tr fc* | 259 220 139 | | | | 1884 | O.Ellefsen Tönsberg | Acties.Frithjof (M.K.Giæver) | 121·4 \| 25·9 \| 12·9 | Christiania Norwegian | C.2Cy.18½″&36″–24½″ 45NH Nylands Værksted,Xania. | | | N |
| 537 JFRN | **Fritz** *J.Zage*02–03 | SteelScSr 1*Dk* | 299 224 165 | | | | 1903 | Nüscke& Co. Stettin | C.E.Geiss | 136·7 P53′F20′ \| 22·9 \| 11·0 | Stolpmnde German W/L | C.2Cy.15″&26″–16″ 23NH A.G.Kette,Uebigau | | | G |
| 538 RKGJ | — *E.Kröger*95–95 (*Trawler*) | SteelScSr 1*Dk* | 136 127 33 | | | | 1895 | J.C.Teck-lenborg Geestemünde | F.W.E.Thomae | 105·6 H31′ \| 20·7 \| 9·7 | Hamburg German W/L | C.2Cy.17¾″&32½″–22″ 42NH J.C.Tecklenborg,Gstmnde | | | G |
| 539 91647 | **Frobisher** | IronScK | 145 145 89 | | | | 1885 | Raylton Dixon&Co. Middlesbro' | ~~Hewett&Co.Ld.~~ C.T. Pannell (J.Tidman, *Mgr.*) | 110·9 len94 \| 21·3 \| 9·8 | Yarmouth British | C.2Cy.12″&24″–18″ NE93 NB01 30RH Hewett&Co.,London | | | |
| 540 NFVG | **Frode** *H.W.Wrichens* –97 *Well deck* *Meyer* –04 | SteelScSr ssCpn.No.2–01 1*Dk*(*Stl*)& *Web frames* | 1875 1529 1185 | ✠100A1 6,04 MS1,01 BS1,04 | Cff Shl LMC | *r* | 1893 5mo | Burmeister &Wain Copenhagen | Dmpsk.S.Gorm (L.H.Carl, *Mgr.*) *WB=Cell DB238′486tFPT* | 283·4 P21′Q88′B112′F25′ FK *BHCem* *34tAPT 75t* | Copnhagn Danish 160lb *90lb* 198NH 2SB,*6cf*,Gs97,HS2909 Burmeister&Wain,Cpn. | T.3Cy.21½″,35″&57″–39″ (*s*) | 20 | 0 | |
| 541 788 HTRS | — *J.Stenström*98–98 | SteelScSr 1*Dk* | 332 282 187 | | | | 1889 | Göteborgs M.V. Gothenburg | Ängf.Aktieb.God-hem(T.Ahrenberg) | 130·3 B31′ H9t \| 22·4 \| 13·4 | Gothenbrg Swedish W/L | C.2Cy.15½″&28¾″–19½″ 29NH Göteborgs M.V Gothenburg | | | V |
| 542 HFKJ | **Frogner** *Chr.Hansen* –02 *Well deck* | SteelScSr 1*Dk2tr fc* | 1127 881 691 | | | | 1890 | Wood, Skinner&Co. Newcastle | Dmpskibsacties. Frogner (Fearnley&Eger) | 230·1 Q65tB153tH23t F28t FK | Christiania Norwegian W/L | T.3Cy.17″,28″&46″–30″ 122NH NEMarineECo(Lim)Nwc. | 18 | 0 | N |
| 543 96213 LPFC | **Frolic** *W.Iles* | IronScK ssGms.No.3–12,02 1*Dk* | 183 163 79 | ✠100A1 *Well fishing vessel* 5,01 12,02 BS NB00 *registered* | Gms | | 1890 3mo | Earle'sCo. (Lim.) Hull *Lloyd'sA&CP* | GrimsbySteam FishingCo.Ld. | 107·4 Q42′F20′ ptND02 \| 20·5 \| 11·5 BK7½ | Grimsby British 150lb 55RH 3*BHCem* 1SB,2*cf*,Gs29,HS800 Earle's Co.(Lim.),Hull | T.3Cy.10½″,20″&32″–22″ (*s*) | 12 | 0 | |
| 544 114865 | **Frome** *Davis* | SteelTwinScHopperBarge ssBrs.No.1–04 1*Dk*(*Stl*) | 521 490 221 | ✠ A1 *Hopper Barge* 7,04 LMC 04 | Brs | | 1900 10mo | W.Simons &Co.Ld. Renfrew A&CP | Corporation of the City of Bristol | 166·2 *WoodSideKeels6″* FK | Bristol British 160lb 76RH 4*BHCem* 1SB,*3cf*,Gs55,HS1636 W.Simons&Co.Ld.Rnf | T.6Cy.11″,17″&28″–21″ (*s*) | 13 | 0 | |
| 545 | **Fronia Couppa** *A.Monopolis* –95 | SteelTwinScBarge 1*Dk* | 450 407 274 | | | | 1895 | Stbilimnto Tecnico Trieste | D.N.Curcumellis | 186·0 Q40′ \| 30·0 \| 9·0 W/L | Berdiansk Russian | C.4Cy.13″&24″–20″ 43NH StabilimentoTecnico,Tri. | | | |
| 546 120750 | **Frontenac** *G.D.Julian*99–01 *Mchy.Aft* | SteelSc 2*Dks* | 2004 — 1676 | | | | 1889 | Cleveland S.B.Co. Cleveland,O. | ClevelandCliffs IronCo. | 270·4 H—F42′ \| 40·2 \| 19·8 W/L | Marquette Mich. Utd. States | T.3Cy.20″,31″&52″–40″ 171NH ClevelandS.B.Co.,Clevelnd | | | |
| 547 107668 | — | SteelSc 2*Dks* | 304 184 206 | | | | 1899 | Carrier, Lainé&Co. Levis | Cie.Maritime &Industrielle deLevis | 119·6 \| 28·1 \| 9·6 | Quebec British | 1Cy.12″–12″ 48RH Carrier,Lainé&Co.Levis | | | |
| 548 111767 | — *E.Felix* –01 | WoodSc 1*Dk* | 111 99 84 | | | | 1901 | CalvinCo. Ld. GardenIs.On | CalvinCo.Ld. | 89·0 \| 21·8 \| 7·8 | Kingston, Ont. British | C.2Cy.10″&20½″–15′ 75RH CalvinCoLd.GardenIs.Ont | | | |
| 549 109041 | **Frontier Town** *H.Hollywood* –03 *Well deck* *Mchy.Aft* | SteelScSr ssDub.No.1–02 1*Dk*(*Stl*) | 294 209 64 | ✠100A1 12,04 BS2,05 | Dub Cff LMC 8,02 | *e* | 1898 11mo | J.Fullerton &Co. Paisley A&CP | FrontierTownS.S. Co.Ld. (J.Fisher& Sons) | 142·5 Q45′B7′F24′ BK6 *WB=FPT 78t* | Newry British 130lb 17RH 3*BHCem* 1SB,2*pf*,Gs39,HS1109 Hall-Brwn,Buttery&C.Gls | C.2Cy.16″&34″–24″ | 11 | 2 | |
| 550 | **Frosso** *G.Coulouras*99–99 (*ex*Miniera) | IronScSr 5thSurvey.Msl.4,04 2*Dks*(1*Irn*) | *1432 1298 920* | ✠ A1 2,04 BS4,01 MS5,03 | Msl LMC BS2,05 | *Lv* | 1882 9mo | R.&J. Evans&Co. Liverpool | L.Zafiri (Z.Fitilis &Co.*Mgrs.*) | 255·3 P49′B90′H12′F29′ BK9 *WB=CellDB* | Syra Greek 80lb *72lb* NDB01 1SB,2*ff*,Gs84,HS2734 | C.2Cy.28″&50″–30″ | 23 | 4 | |
| 551 HPTV | **Frost** *H.Lund* | WoodScSr 1*Dk2tr fc* | 599 488 360 | | | | 1900 | H.Thorsen Porsgrund | Acties.Frost (H.Thorsen) | 157·6 P33′B55tH16tF6t | Porsgrund Norwegian | C.2Cy.13½″&29½″–28½″ PorsgrundsMek.Værksted | | | N |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | Registered Tonnage. Under deck. Mst | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Years Assigned now expired. Equipment Letter | Built. When | By Whom. Where | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Engine & Furnaces. Engine Maker's Name. | Moulded Depth. Forward. Amidships. ft. in. | Lights to Crew's Cabins. Chart to be kept in Chart House. Lee Tender Cert. | Date when mill shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 552 / Frosta / JSHT | Steel Sc Sr. *I. Veld*. 1 *Dk* | 113 / 71 / 55 | | | | 1899 | Trndhjems Mek. Værks. Drontheim | Frosta Dmpskselsk (G. Galtvik) | 95·9 \| 16·6 \| 8·0. B81 H6*t* | Drontheim. Norwegian | T.3Cy.9½", 15"&24"–16". 23NHP. Frndhjems M V. Drontheim | | | |
| 553 / Frostburg / 120591 / KOQJ | Iron Sc Sr. *S. Svendsen*. 2 *Dks* | 927 / — / 564 | | | | 1884 | American S.B. Co. P Richmnd Pa | Consolidation Coal Co. | 204·3 \| 33·2 \| 16·2. *Wl* | Baltimore Utd. States | C.2Cy.26"&48"–36". 115NHP. Neafie&Levy, Philadelphia | | | |
| 554 / Fruitful / 119657 | Steel Sc K. *I. Reid* –04. 1 *Dk* | 89 / 82 / 24 | 100A1. *For fishing purposes* (*Class Contemplated*) | | | 1904 | J. Duthie. Torry, N.B. | Hay&Reid | 81·5 \| 18·1 \| 8·8. *For full particulars See No. 4 in Supplement* | British | C.2Cy.11¼"&25"–16". J. Abernethy&Co. Abn. | 9 " 6 | | |
| 555 / Frutera / HKJF | Steel Sc Sr. *S. H. Sörensen* 02–02. 1 *Dk* & *Spar dk* | 1536 / 1449 / 998 | | | | 1902 | Akt. Burmeistr & Wain Copenhagen | Acties. Frutera (C. Blumer Hofgaard) | 250·0 \| 34·7 \| 15·7. H88*t* 22·7 | Christiania Norwegian *WB* | T.3Cy.21½", 34½"&60"–39". 225NHP. Akt. Burmeistr&WainCpn. | | N | |
| 556 / — / 87931 / JDTM | Iron Sc Sr. *Williams* –03. *Wall deck*. 1 *Dk* (*pt Irn–pt wd*) & *Webframes* | 999 / 699 / 569 | ✠100A1. 1,04. *ss* Liv. No. 3–5,92. *ss* Liv. No. 2–01. NB10,99 ✠LMC 10,99 DS2,04 | Lon | *m* | 1883 | HM Intyre & Co. Paisley | Frutera S.S. Co. Ltd. (Goodyear&Co.) *WB = I* | 216·4 \| 31·1 \| 15·5. Q75 B64 F45. BK8". *Ba*58 *f*76 303*t* FPT. *Lloyd's SA&CP* | Liverpool British | C.2Cy.22"&54"–36" (*a*). 120lb NDB95 171NHP. 1 *BHCem* 1SB.4*pf*, GS65, HS2940. 40*t APT*18*t* J. Howden&Co., Glasgow | 16 " 4 / s 1 " 2½ | | 1,05 |
| 557 / Fu-Ping / — / (*ex* Tê-jên, *ex* Fu Ping) | Steel Sc Sr. *E. Gray*. 2 *Dks* | 1393 / 1342 / 1052 | | | | 1891 | Blyth S.B. Co. Ltd. Blyth | Chinese Engineering&Mining Co. Ltd | 251·0 \| 32·1 \| 13·2. P33 B48 F30. *WB* | Shanghai British. Japanese | T.3Cy.15", 25"&41"–24". 99RHP. M. Pratt, Huddersfield | | | |
| 558 / Fu Yun / 72837 | Iron Sc. *R.A. Carr* –95. 1 *Dk* | 104 / 85 / 16 | | | | 1895 | Boyd&Co. (Lim.) Shanghai | Taku Tug&Lighter Co. Ltd. | 81·3 \| 17·5 \| 10·2. H8*t* | Shanghai British | C.2Cy.14"&32"–18". 40RHP. Boyd&Co. (Lim.) Shanghai | | | |
| 559 / Fuchsia / 107045 | Steel Sc K. *J. Foreman* –98. (*Trawler*). 1 *Dk* | 145 / 144 / 25 | | | | 1896 | Edwards Bros. North Shields | Southern Stm. Trawling Co. Ltd. (C.C. Morley, *Mgr.*) | 106·0 \| 20·6 \| 11·0. BK7½" | Milford British | T.3Cy.12", 18"&30"–21". 50RHP. N.E. Marine Co. (Lim.), Sld. | 11 " 10 | | |
| 560 / Fueguino | Steel Sc Sr. 1 *Dk* (*Teak*) | *171* / *150* / *3* | ✠ *For towing purposes* | | | 1900 | Day, Summers&Co. Southampton | Argentine Government | 100·7 \| 20·0 \| 11·7. BK6". *WB = FPT*5*t* | Bns. Ayres Argentine | T.3Cy.13", 20½"&33"–24" (*s*). 160lb 73NHP. 1SB.2*cf*.GS56.HS1401. Day, Summers&Co. Sou. | 12 " 7 | | |
| 561 / Fuh Wo / 72750 / SDHR | Iron Sc Sr. *M. Todd* –01. *Fitted for liquid fuel* | 802 / 423 / 454 | | | | 1879 | Boyd&Co. Shanghai | G. McBain | 201·0 \| 26·1 \| 10·0 | Shanghai British | C.2Cy.16"&36"–36". NB02 52RHP. Boyd&Co., Shanghai | | | |
| 562 / Fuhlee / 63559 | Iron Sc. *Mc Adam*. 1 *Dk* | 101 / 101 / 22 | | | | 1870 | R. Irvine& Co. Hartlepool | Shanghai Tug& Lighter Co. Ltd. | 95·2 \| 18·1 \| 9·1. *WB* | Shanghai British | 2Cy.21"–18". 60RHP. D. Joy&Co., Middlesbro' | | | |
| 563 / Fujikawa Maru / 1233 / HJFQ | Steel Sc Sr. *S. Nagata* 96–96. 2 *Dks* | 576 / 554 / 357 | | | | 1890 | Kawasaki Dkyd Co. Ltd. Kobe | Osaka Shosen Kabushiki Kaisha | 163·7 \| 22·3 \| 19·2 | Osaka Japanese | C.2Cy.20⅝"&40½"–26". 69NHP. Kawasaki Dockyard Co. Ltd. | | | |
| 564 / Fujimura Maru No. 1 / 8006 / JQPR | Wood Aux Sc Sr. 1 *Dk* | 119 / 106 / 73 | | | | 1903 | Ominato S.B. Co. Ltd. Ominato | B. Fujimura | 84·6 \| 19·0 \| 9·7. P12' | Minato Japanese | C.2Cy.10½"&15⅛"–12". 7NHP | | | |
| 565 / Fujisan Maru / 1670 / HLBS | Steel Sc Sr. *K. Shimidzu* 00–03. *ss* Yka. No. 1–01. 1 *Dk* (*Stl*) & *Spar dk* (*Stl–teak s*). *Elec. light* | 2044 / 1775 / 1267 | ✠100A1. *Spar dk*. *with freeboard*. DS10,04 10,04 10,02 ✠LMC 10,02 | Yka. Nag | *r* | 1897 / 2mo | A. McMillan&Son (Ld) Dumbarton A&CP | Mitsui Bussan Gomei Kaisha. *WB = Cell D B* 35*f* 121′ 377*t MT* 2 | 281·0 \| 38·1 \| 12·3. P8′ B74′ F44′ 19·7. a79′ *u E&B* FK. 1′284*t APT*49*t* | Kuchinotzu Japanese. 5 *BHCem* | T.3Cy.23", 38"&62"–42" (*s*). 175lb *100lb* 281NHP. 2SB, 6*cf*, GS141, HS4550. D. Rowan&Son, Glasgow | 14 " 6 / s 5 " 8 | | N16,04 |
| 566 / Fukui Maru / 7462 / HKDV | Iron Sc Bkn. *ss* Nag. No. 3–1,01. (*ex* Abergeldie) 1 *Dk* (*Irn*) & *Spar dk* 3*tr B* | 2944 / 2753 / 1825 | ✠100A1. *Spar dk*. 12,02 ✠LMC 12,02 | Kob | *u* | 1882 / 3mo | Sld. S.B. Co. (Lim.) Sunderland A&CP | Ukon Gonzayemon. *WB = Cell D B* 224′ 412*t* | 321·9 \| 39·3 \| 20·3. F— 27·9. BK10". | Tsuruga Japanese. 6 *BHCem* | C.2Cy.40"&75"–48" (*i*). 70lb *50lb* 309NHP. 2DB, 12*pf*. GS144, HS5000. N.E. Marine E. Co (Lim.) Sld | 22 " 6 | | 12,02 |
| 567 / Fukuju Maru / 1623 / HKTP | Wood Sc Sr. *N. Zendayu* –96. 2 *Dks* | 389 / 366 / 241 | | | | 1896 | Mihara Mannosuke Osaka | Nishide Magozayemon | 146·9 \| 21·1 \| 16·8 | Hakodate Japanese | C.2Cy.17½"&34⅛"–24". 48NHP. Ono Seikichi, Osaka. | | | |
| 568 / Fukuoka Maru / 1404 / HJWB | Iron Sc Sr. *R. Ikawa* 93–99. (*ex* Denbighshire) *Elec. light*. 2 *Dks* (1 *Irn*–1 *pt Irn*) 3*tr B* | 2744 / 2415 / 1998 | ✠100A1. 3,04 2,03 Kob Nag. *ss* Nag. No. 3–8,98. *ss* Kob. No. 1–01. *ss* Nag. No. 3–2,05. LMC | Yka. | *t* | 1885 / 1mo | C.S. Swan & Hunter Newcastle A&CP | Osaka Shosen Kabushiki Kaisha. *WB = Cell D B* | 317·0 \| 38·0 \| 24·5. P38′ B76′ F41′. BK10". 231′ 440*t FPT* 220*t* | Osaka Japanese. 7 *BHCem* *APT* 230*t* | C.2Cy.38"&72"–48" (*s*). 95lb *100lb* NDB97 299NHP. 2SB, 6*pf*. GS135, HS1604. R.&W. Hawthorn, Nwc. | 27 " 0 | | 2,05 |
| 569 / Fukusan Maru / 7637 / JPKV | Iron Sc Sr. *Y. Kiyomatsu* 02–02 (*ex* Fooksang). 2 *Dks* (1 *Irn*) & *Shade dk* 4*tr B* | 1682 / 1467 / 1042 | ✠ *Shade dk* 2,85 | HKg | *r* | 1881 / 10mo | Hall, Russell&Co. Aberdeen | Iguchi Hambei. *WB = DBa* | 252·5 \| 34·1 \| 22·6. B48′ F29′. 52′ 105*t MT* 14′ 125*t* | Kamezaki Japanese. 4 *BHCem* | C.2Cy.33"&64"–39". 213NHP. Hall, Russell&Co. Abn. | | | |
| 570 / Fukushima Maru / 905 / HFTR | Wood Sc Sr. *K. Kurinosuke* (*ex* Oshima Maru). 2 *Dks* | 112 / 104 / 69 | | | | 1885 | Tsuji Matsunojo Hakodate | Noto Zenkichi | 96·3 \| 12·6 \| 11·6 | Hakodate Japanese | C.2Cy.9½"&19"–11". NE&B94 10NHP. Yamas Fukuzo, Hakodate | | | |
| 571 / Fukuyama Maru / 8678 / JQSD | Wood Sc Sr. (*ex* Hijikawa Maru No. 3) 2 *Dks* | 293 / 270 / 181 | | | | 1892 | Kawasaki Dkyd. Co. Ltd. Kobe | K. Watanabe | 135·4 \| 17·8 \| 15·9 | Hakodate Japanese | C.2Cy.15½"&31"–20". 36NHP. Kawasaki Dkyd Co Ld Kobe | | | |
| 572 / Fukuyama Maru No. 2 / 8801 / JRFD | Wood Sc Sp. 2 *Dks* | 146 / 127 / 85 | | | | 1903 | I. Shioaku Osaka | S. Tanaka | 103·8 \| 15·1 \| 12·1 | Osaka Japanese | C.2Cy.11"&22"–13". 15NHP. K. Omitsu | | | |
| 573 / Fukuzawa Maru No. 3 / 929 / HFWK | Wood Pad Ctr. *Kaneko Kiyoshi*. 1 *Dk* | 116 / 53 / 66 | | | | 1883 | Fukuzawa Tatsuzo Tokio | Tokiowan Kisen Kabushiki Kaisha | 97·6 \| 13·7 \| 5·8 | Tokio Japanese | C.4Cy.10½"&17½"–22". NB91 23NHP | | | |
| 574 / Fulham / [illegible] | Steel Sc Sr. *ss* Hpl. No. 3–2,03. 1 *Dk* (*Irn*) & *Webframes pt Awng dk* (*Irn*) | 2039 / 1541 / 1277 | ✠100A1. *pt Awng dk*. *with freeboard*. 1,04 01 ✠LMC MS2,03 DS2,03 | Shl. Sws | *r* | 1890 / 5mo | W. Gray& Co. (Lim.) W Hartlepool | Britain S.S. Co. Ltd. (Watts, Watts&Co. *Mgrs.*) | 270·0 \| 36·6 \| 19·0. P29′ Q80′ BK10". *pt Awng dk* 161′. *WB = Cell D* | London British. 4 *BHCem* B226′ 405*t* | T.3Cy.20", 31½"&53"–36" (*s*). 154lb *80lb* NDB99 165NHP. 2SB, 4*rf*, GS71, HS2500. Cntrl Mrne E. Wrks, W. Hpl. | 21 " 6 / s 8 " 4 | | 2,03 |

| 1 Numéro d'Ordre. / Numéro Officiel. | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Vapeur. | 7 Genre de service auquel le navire est destiné. Instruments de navigation. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. Sin. & Dia. des Cylindres.—Course. Pression dans la Chaudière. NR = Force en chevaux d'après les Tonnages NR et M. RHP = Force en chevaux d'après les calculs du navire. Nombre des Chaudières & Foyers. Nom des Constructeurs des machines. | 14 Creux sur Gaillards. Franc-bord en Tonnes. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 575 | **Fulmar** | SteelScSr | 1270 | ✝100A1 | Mch | *p* | 1902 | Wigham- | CorkS.S.Co.Ld. | 255·4 \| 38·7 \| 18·5 | Cork | T.3Cy.21",33½",36"–24" | 19 ft 9 in | | |
| 115112 | *P.Kelly*00–02 | | | 12,00 | | | 6mo | Richrdsn&Co Ld Newcastle | | P&B142' F38' | British | 160lb *80lb* NDB98 276NH | | | |
| TLQB | | 2*Dks*(*UptStl&pt Irn*) | 641 | LMC6,02 | | | *Lloyd's AC* | *W B = Cell D Ba* 67' *w* | | *Bkr*8' *f*88' 217*t FPT* | 27*t APT* 17*t* | 2SH,*6pf*,GS98,HS3120 | 2 ft 4 in | | |
| | *Well deck* | | | | | | | | | | | WgbmRchrdsn&C.Ld Nwc | | | |
| 576 | — | IronScK | 205 | ✝100A1 | Hul | | 1899 | Cook, Wel- | Pickering&Haldane's Stm.Trawling Co.Ld. | 114·9 \| 21·2 \| 11·2 | Hull | T.3Cy.11½",20"&33"–24" (s) | 12 ft 1 in | | |
| 110694 | *J.Rickles*79–99 | | 231 | *Stm Trawler* | | | 3mo | t'n&Gemmell Hull | | Q20 | British | 200lb 58RH | | | |
| RDLN | | *ss*Hul.No.1–04 | | LMC6,03 | | | *Lloyd's AC* | | | 128·9 lon.04 BK 7½ | 5 BH Cem | 1SB,*2cf*,GS27,HS1037 | | | |
| | | 1*Dk* | 93 | | | | | | | *WB* = *DBf* 27' 16*t* | | C.D.Holmes&Co Hull | | | |
| 577 | **Fultala** | SteelScSr | 4154 | ✝ | Sld | *x* | 1890 | W Doxford | BritishIndiaStm. Nav.Co.Ld. | 366·0 \| 48·1 \| 26·6 | Glasgow | T.3Cy.28",46"&76"–51" (s) | 29 ft 5 in | | |
| 98589 | *W.H.Hill* –03 | | 3797 | 12,90 | | | 12mo | &Sons Sunderland | | P40' B98' F48' | British | 473NH | | | |
| LWMB | | 3*Dks*(2*Irn–Uwss*) | 2702 | | | | | | | FK | 8 BH Cem | 3DB,*12cf*,GS261,HS7988 | | | |
| | | | | | | | | | | *WB* = *Cell DB* 312' 915*t FPT* | 94*t APT* 29*t* | W.Doxford&Sons,Sld. | | | |
| 578 | **Fulton** | SteelScSr | 1019 | | | | 1899 | Bergens Mek.Værks Bergen | RasmusF.Olsen | 224·6 \| 32·2 \| 13·3 | Bergen | T.3Cy.15¾",25"&42"–30" | | N | |
| | *H.Falck*98–99 | | 795 | | | | | | | Q115*t* B56*t* H29*t* | Norwegian | 97NH | | | |
| JVTQ | | 1*Dk* | 618 | | | | | | | F20*t* | *WL* | BergensM.V.Bergen | | | |
| 579 | — | SteelScSr | 488 | | | | 1891 | Stavanger Stöberi&Dok Stavanger | Acties.Fulton (Holdt &Isachsen) | 162·0 \| 24·6 \| 12·6 | Stavanger Norwegian | T.3Cy.11",18"&29"–24" | | N | |
| | *T.Pettersen*90–00 | | 379 | | | | | | | Q37*t* B59*t* H6*t* F16*t* | | 41NH | | | |
| JWQN | | 1*Dk* | 367 | | | | | | | | *WL* | AkersMek.Vrk.Christiania | | | |
| 580 | — | WoodSc | 381 | | | | 1898 | H.D.Bendixen Fairhvn,Cal. | California&Oreg'n CoastS.S.Co. | 152·7 \| 33·5 \| 11·4 | S.Francisco Utd.States | C.2Cy.12"&26"–20" | | | |
| 121064 | *B.Lee* –02 | | 317 | | | | | | | | | 25NH | | | |
| KNGT | *Elec.light* *Fitted for liquid fuel* | | 266 | | | | | | | | | FultonE.&S.B.Co.S.Fo. | | | |
| 581 | **Fulwell** | SteelScSr | 3824 | ✝100A1 | Shl | *x* | 1902 | J.L.Thompson&Sons,Ld. Sunderland | Tyzack&Branfoot Stm. Shppg.Co.Ld. (Tyzack&Branfoot,*Mgrs.*) | 364·7 \| 50·5 \| 23·3 | Sundrland British | T.3Cy.25",41"&67"–45" (s) | 25 ft 11 in | | |
| 114643 | *F.Brown* –02 | | 3469 | Sld | | | 8mo | | | P34' B246' F35' | 6 BH Cem | 180lb *180lb* 328NH | 3 ft 11 in | | |
| TPHS | | 2*Dks*(1*Stl–Upt Stl&pt Irn*)& *deep framing* | 2382 | 4,65 LMC8,02 | | | *Lloyd's AC* | | | FK | | 2SB,*8pf*,GS142,HS5160 | | | |
| | | | | | | | | | | *WB* = *Cell DBa* | 128' *u E&B* 42 *f* 150' | J.Dickinson&Sons,Ld.Sld | | | |
| 582 | **Fulwood** | SteelScSr | 254 | ✝100A1 | Liv | | 1900 | Lytham | S.S.Fulwood,Ld. (J.Pyke&Son) | 120·1 \| 20·6 \| 8·8 | Preston British | C.2Cy.16"&32"–21" (s) | 9 ft 7 in | | |
| 112601 | *W.Gale* –00 | *ss*Liv.No.1–05 | 159 | *Coasting* | | | 4mo | S.B.&E.Co. Lytham | | Q41' B18' F17' | 3 BH Cem | 110lb 70RH | | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | 76 | 3,00 LMC6,00 | | | *Lloyd's AC* | | | FK | | 1SB,*2pf*,GS34,HS1115 | | | |
| | *Well deck* | | | | | | | | | *WB* = | *FPT* 12*t* | LythamSB.&E.Co.Lytham | | | |
| 583 | **Fumi Maru** | WoodAuxScSr | 142 | | | | 1897 | Y.Matsusaki Ominato | B.Maruo | 96·5 \| 16·9 \| 11·2 | Sagara Japanese | C.2Cy.10"&18½"–14" | | | |
| 1762 | | | 122 | | | | | | | | | 11NH | | | |
| HLKV | | 1*Dk* | 90 | | | | | | | | | | | | |
| 584 | **Funatama Maru** | WoodScSr | 116 | | | | 1900 | Nagata Sanjuro Osaka | SanukiKisen KabushikiKaisha | 97·2 \| 14·6 \| 10·9 | Takamatsu Japanese | C.2Cy.11½"&23"–13" | | | |
| 6280 | | | 101 | | | | | | | | | 16NH | | | |
| JLQV | | 2*Dks* | 72 | | | | | | | | | NagataSanjuro,Osaka | | | |
| 585 | **Funchal** | IronScSr | *1743* | ✝100A1 | Lis | *r* | 1884 | J.Laing Sunderland | EmprezaInsulana deNav.àVap. | 280·0 \| 34·6 \| 14·1 | Lisbon Portuguese | C.2Cy.34½"&64"–42" (s) | 17 ft 0 in | | |
| | *F.B.Rio*03–03 | *ss*Lis.No.3–1,98 | *1660* | *Spar dk* | | | 9mo | | | B12' F26' | 22·0 | 90lb *80lb* NDB93 214NH | | | |
| HJKL | | *ss*Lis.No.1–00 | *1134* | 9,01 12,03 BS12,03 LMC10,00 | | | A&CP | | | BK9" | 5 BH Cem | 2SB,*6cf*,GS106,HS3469 | | | |
| | *Elec.light* | 1*Dk*(*Irn*)&*Spardk3trB* | | | | | | | | *WB* = *Cell DB* a80' *u E&B* 38' | *f* 110' 244*t* | Blair&Co.(Lim.),Stockton | | | |
| 586 | **Fung-shun** | IronScSr | *1346* | | | | 1875 | W.Denny &Bros. Dumbarton | China Merchants Stm.Nav.Co. | 225·0 \| 34·0 \| 21·0 | Shanghai Chinese | Q4Cy.19½",27½",39"&55"–36" | | | |
| | *J.Gillespie*01– | | *1144* | | | | | | | | | 181NH | | | |
| | (*ex*Li-shun,*ex*Fung-shun) | 2*Dks* | *831* | | | | | | | | *WL* | Denny&Co.,Dumbarton | | | |
| 587 | **Furet** | SteelScTug | 149 | | | | 1890 | TynesideE. Wks.Co.Ld. Cardiff | Ch.Schiaffino, A.Jouvet&Co. | 111·5 \| 20·4 \| 9·2 | Bougie French | C.2Cy.18"&36"–24" | | | |
| | *Ch.Schiaffino* –01 | | | | | | | | | | | 53NH | | | |
| JHTC | (*ex*N.Strong) | | 13 | | | | | | | | | TynesideE.W.Co.,Ld.,Cff. | | | |
| 588 | **Furness** | SteelTwinScK | 225 | ✝100A1 | Brw | *d* | 1898 | J.P.Rennoldson&S'ns S.Shields | FurnessRailway | 128·8 \| 23·6 \| 11·1 | Barrow British | C.4Cy.20"&40"–24" (s) | 12 ft 0 in | | |
| 99943 | *J.Thomas* –98 | *ss*Brw.No.1–03 | 220 | *For Towing purposes* | | | 6mo | | | BK6½ | 5 BH Cem | 110lb 143NH | | | |
| RGQB | | 1*Dk* | 16 | 7,03 | | | A&CP | | | | | 2SB,*4pf*,GS78,HS2416 | | | |
| | | | | 3,05 BS 1,05 | | | | | | | | J.P.Rennoldson&SonsSSh | | | |
| 589 | **Furnessia** | IronScSr | 5495 | | | | 1880 | Brw.S.B.C. (Lim.) Barrow | AnchorLine(Henderson Bros.)Ld. | 445·1 \| 44·8 \| 34·5 | Glasgow British | T.3Cy.37",62"&100"–66" | | | |
| 76900 | *H.Young* –00 | | 5038 | | | | | | | H457*t* | | NE&B91 812NH | | | |
| VGHD | *Ref.Mchy.* *Elec.light* | | 3598 | | | | | | | | | D.&W.Henderson,Gls. | | | |
| 590 | **Furo Maru** | WoodScSr | 458 | | | | | | TaiyoShosen KabushikiKaisha | 153·9 \| 21·4 \| 14·7 | Kagoshima Japanese | C.2Cy.21⅞"&37"–27" | | | |
| 4491 | | | 297 | | | | | | | | | 62NH | | | |
| JCNQ | (*ex*KairioGo) | 1*Dk* | 284 | | | | | | | | | | | | |
| 591 | **Fürst Bismarck** | SteelTwinScSr | 8430 | | | | 1890 | Act.Ges. "Vulcan" Stettin | Russian Government | 504·4 \| 57·6 \| 34·1 | Russian | T.6Cy.43⅝",66½"&106⅝"–68" | | G | |
| *Now named "Don." See No. 22 in Supplement* | | 2*Dks* | 5675 | | | | | | | P59' B344' F67' | | 1794NH | | | |
| | *Elec.light* | | 3226 | | | | | | | | *WL* | A.G."Vulcan,"Stettin | | | |
| 592 | **Fürst Blücher** | IronPadSr | 147 | | | | 1878 | Reiherstieg Schiffswerfte Hamburg | E.Möller | 134·3 \| 19·0 \| 7·6 | Rostock German | C.2Cy.20"&34"–33" | | | |
| | *E.Möller* –00 | | — | | | | | | | | | NB01 55NH | | | |
| MDRF | *Elec.light* (*ex*Delphin) | 1*Dk* | 47 | | | | | | | | | Reiherstieg Schiffsw.,Ham | | | |
| 593 | **Furtor** | SteelScSr | 2991 | 100A1 | | | 1904 | Nthmblnd S.B.Co.Ld. Newcastle | R.H.Holman | 325·5 \| 47·0 \| 22·0 | London British | T.3Cy.24",40"&64"–42" | 21 ft 0 in | | |
| 118424 | *I.B.Thompson*04–04 | | 2808 | | | | | | | P20' B82' F29' | | | 4 ft 3½ in | | |
| VQRC | | | 1954 | (*Class Contem plated*) | | | | | | FK | | | | | |
| | *For full particulars See No. 2 in Supplement* | | | | | | | | | | | Richardsons,Westgarth& Co.Ld.Sld. | | | |
| 594 | **Fusan Maru** | IronScSr | 2502 | ✝100A1 | Kob | *t* | 1883 | Flensburger Schiffsb.Ges. Flensburg | OsakaShosen KabushikiKaisha | 294·6 \| 37·1 \| 19·4 | Osaka Japanese | C.2Cy.38"&70"–45" | 22 ft 6 in | | |
| 1398 | ~~*Yamamoto*~~ | *ss*Nag.No.3–4,98 | 2349 | *Spar dk* | Yka | | 10mo | | | B70' 26·7 | 5 BH Cem | 95lb *80lb* NDB98 276NH | | | |
| HJVG | (*ex*Pemptos) | *ss*Kob.No.1–02 | 1551 | 3,07 ~~3,05~~ LMC6,02 | | | 5 | | | BK9" | | 2SB,*6pf*,GS114,HS4796 | | | |
| | *H.Mikuneo*2–04 | 1*Dk*(*Irn*)&*Spardk3trB* | | | | | *Lloyd's AC* | | | *WB* = *Cell DB* 260' 278*t* | | FlensburgerSchiffsb.Ges. | | | |
| 595 | **Fushiki Maru** | IronScSr | 1839 | ✝100A1 | Yka | *r* | 1885 | TyneI.S.B. Co.(Lim.) Newcastle | NipponYusen KabushikiKaisha | 275·0 \| 37·5 \| 20·4 | Tokio Japanese | C.2Cy.35"&68"–45" | 21 ft 7 in | | |
| 1047 | ~~*Y.Maruyama*~~ | *ss*Nag.No.3–2,98 | 1542 | 1,05 | | | 4mo | | | P29' B60' F30' | 5 BH Cem | 75lb *50lb* 258NH | | | |
| HGMF | *A.Yamashita*99–05 | *ss*Yka.No.1–02 | 1140 | BS1,05 LMC1,04 | | | *Lloyd's AC* | *WB* = *DBa*84' *f*56' 256*t* | | ndND04 FK | | 2SB,*6pf*,GS115 | | | |
| | | 1*Dk*(*Irn*)2*trB* | | | | | | | | *FPT* 36*t* *APT* 12*t* | *MT*30' 320*t* | HwthrnLeslie&C(Lm)Nwc | | | |
| 596 | **Fusilier** | SteelScSr | 963 | ✝100A1 | Mch | *m* | 1900 | J.P.Rennoldsn&Sons South Shields | Fisher,Renwick& Co's.Manchester-LondonStmrs.Ld. | 206·7 \| 32·2 \| 14·3 | Manchester British | T.3Cy.17½",28"&47"–33" (s) | 16 ft 7 in | | |
| 110367 | *J.Hay* –03 | | 788 | 6,04 7,02 | | | 11mo | | | Q100' B21' F20' | 5 BH Cem | 170lb *80lb* 138NH | 1 ft 5½ in | | |
| SCQD | *Well deck* | 1*Dk*(*Stl*)2*trB* | 610 | LMC12,00 | | | A&CP | | | FK | | 1SB,*3pf*,GS56,HS2194 | | | |
| | | | | | | | | | | *WB* = *Cell DBa*38 | *u E&B* 38' *f*98' 241*t* | *APT* 14*t* | J.P.Rennoldsn&Sns,S.Sh | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Gross. Under deck | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or expired. Equipment letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Measurements, &c. Length. | Breadth. | Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Summer draught. Ft. In. | 14 Date when last classed. If not in L. R. Date of last Trade Cert. | 15 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 597<br>—<br>— | **Fusilier**<br>*A. Baxter* –88 | **Iron&SteelPadSk**<br>1 *Dk* | 251<br>242<br>21 | | | | 1888 | M'Arthur &Co. Paisley | **D.MacBrayne** | 202·0 | 21·6 | 8·1 | **Glasgow** British | D.2Cy.49″–60″<br>NB01 285NHP<br>Hutson&Corbett,Glasgow | | BT till 1,06 | |
| 598<br>1533<br>HKMQ | **Fuso Maru**<br>2 *Dks* | **WoodScSr**<br>1 *Dk* | 319<br>289<br>184 | | | | 1895 | Osaka Iron Works Osaka | **OsakaShosen KabushikiKaisha** | 138·0 | 19·7 | 15·5 | **Osaka** Japanese | C.2Cy.17½″&34½″–22″<br>46NHP<br>OsakaIronWorks,Osaka | | | |
| 599<br>1411<br>HKLD | **Futami**<br>*S.Hirai89–95* (*ex*Presto) | **SteelScSr**<br>1 *Dk & Spar dk* | 922<br>827<br>572 | | | | 1888 | Rostocker Act.Ges. Rostock | **OsakaShosen KabushikiKaisha** | 195·9<br>B41′ | 28·3 | 18·1 | **Osaka** Japanese *WB* | T.3Cy.13⅝″,22½″&36⅛″–27½″<br>70NHP<br>RostockerA.G.,Rostock | | | |
| 600<br>1011<br>HGJT | **Fuyo Maru**<br>*M.Torusoe90–95* (*ex*PrinzHeinrich)<br>*Well deck* | **IronScSr**<br>*ss*Nag.No.3–9,91<br>*ss*Nag.No.2–99<br>1 *Dk (Iru) 2tr B* | 1251<br>1091<br>775 | ✝100A1<br>12,01<br>✝NB9,91<br>BS12,01 | Nag | *o*<br>LMC12,00 | 1878<br>5mo | Short Bros. Sunderland A&CP | **J.Harada**<br>*WB = D Ba* | 238·5<br>Q92′B44′F27′<br>76′ *f* 100′ *q* uE & B30′ | 35·0 | 18·0<br>BK8½″ | **Otsu** Japanese *WB* | C.2Cy.31″&57″–36″<br>80lb *60lb* NDB91 162NHP<br>2DB,*4pf*,6s83<br>320*t*<br>J.Dickinson,Sunderland | | | 12,01 |
| 601<br>—<br>NMGL | **Fyen**<br>*L.S.Hansen* | **IronSc3MstSr**<br>1 *Dk & Spar dk 3tr B* | 1391<br>973<br>870 | | | | 1874 | Norddeut. Schiffb.A.G. Kiel | **DmpskslskKjöbenhavn (P.L.Fisker** *Mgr.*) | 231·5<br>H15*t* | 32·5 | 17·8<br>24·6 | **Copnhagn** Danish *WB* | C.2Cy.32″&52″–36″<br>NB89 135NHP<br>Schweffel&Co.,Kiel | | V | |
| 602<br>—<br>NTLM | —<br>*H.P.Geisler* | **IronScSr**<br>1 *Dk* | 166<br>156<br>65 | | | | 1867 | Burmeister &Wain Copenhagen | **DeDanskeStatsbaner** | 129·8 | 19·9 | 11·8 | **Korsör** Danish | C.4Cy.15″&30″–20″<br>67NHP<br>Burmeister&Wain,Cpn. | | | |
| 603<br>11436<br>— | **Fylde**<br>*Tug*) 256<br>1 *Dk* | **SteelTwinScSp**<br>250<br>223<br>3 | 250 | | | | 1904 | Ferguson Bros. Pt.Glasgow | **Lan&Yorks.& Lon &N.W. Rlwy.Cos.** | 123·0 | ~~22·5~~<br>22·6 | ~~11·7~~<br>10·7 | **Fleetwood** British *WB* | T.6Cy.11″,17″&28″–22″<br>94RHP<br>FergusonBros.Pt.Glasgow | | BT till 6,05 | |
| 604<br>73764<br>KPJL | —<br>*W.Wilson* –04 | **IronTwinScSr**<br>*Now named "Plover," See No. 45* | 216<br>216<br>59 | | | | 1881 | J.Reid&Co Pt.Glasgow | **Lan&Yorks.&Lon &N.W.Rlwy.Cos.** | 122·4 | 22·5 | 10·8 | **Fleetwood** British | C.2Cy.25″&48″–27″<br>98RHP<br>Rankin&Blackmore,Grk. | | | |
| 605<br>—<br>NJWQ | **Fylla**<br>*P.Olsen78–81* | **IronScSr**<br>1 *Dk* | 215<br>186<br>102 | | | | 1863 | Baumgarten &Burmeister Copenhagen | **ForenedeDmpskib. Selskab** | 136·2<br>Q38′ B6*t* | 21·2 | 9·9 | **Stege** Danish | C.4Cy.15″&30″–20″<br>67NHP<br>Burmeister&Wain,Cpnhgn | | | |
| 606<br>—<br>LKVB | —<br>*Th.Thomsen88–90* | **IronScSr**<br>1 *Dk* | 159<br>120<br>84 | | | | 1881 | Flensburgr Schiffsb.Ges. Flensburg | **Ver.Flensburg Ekensunder&SonderburgerDampfs. Ges.** | 113·9<br>Q42′ | 19·4<br>B27′ | 9·8<br>F32′ | **Snderburg** German | C.2Cy.18″&31″–21″<br>NB97 37NHP<br>FlensburgerSchiffsb.Ges. | | | |
| 607<br>1616<br>JDGH | **Fyris I.**<br>*K.W.Cavalli83–94* | **SteelScSr**<br>1 *Dk* | 213<br>98<br>155 | | | | 1889 | Bergsunds Mek.Verks. Stockholm | **Ångf.Aktieb.Garibaldi (H.W.Söderman)** | 106·7<br>P67′ | 19·0<br>H13*t* | 8·2<br>F32′ | **Upsala** Swedish | T.3Cy.12¼″,19½″&31¼″–23½″<br>47NHP<br>BergsundsM.V.,Stockholm | | | |
| 608<br>1617<br>JDGK | **Fyris II.**<br>*C.A.Holmgren93–94* (*ex*Fyris) | **IronScSp**<br>1 *Dk* | 152<br>86<br>119 | | | | 1876 | Bergsunds Mek.Verks. Stockholm | **Ångf.Aktieb.Garibaldi (H.W.Söderman)** | 104·6<br>Q32′ B38′ H6′ | 17·8 | 8·0<br>F18′ | **Upsala** Swedish | C.2Cy.17½″&31¼″–19½″<br>36NHP<br>BergsundsM.V,Stockholm | | | |

Liv Assn. for Prot. of Com. Interests as respects Wrecked & damaged property

***Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable) in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage / Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme adopté pour maintenir la classe. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après la Donnée Construction. Longueur. | Largeur. | | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. / Tirant d'eau au dessus des navire. pds. pc. | 15 Epaisseur de la Ligne de Pont. Epaisseur du Bordé. | 16 Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 86559 | **G. A. Flagg** *Mchy. Aft Elec. light* | Steel Sc Sr 1 *Dk 2 tr B* | 3062 — 2128 | | | | 1901 | Superior S.B.Co. W. Superior, Wis. | D.R.Hanna | 332·0 | 42·0 | 22·7 *WB* | Cleveland Utd States | T. 3 Cy. 20″, 33″ & 54″ – 40″ 184 NHP Superior S.B.Co. | | | |
| 2 111362 VNTS | **G. A. Savage** *T. Skelhorn –04* *Mchy. Aft Well deck* | Steel Sc Sr ss Bkn. No. 1–04 1 *Dk (Stl–pt teak s)* | 357 258 68 | ✠ 100 A1 Ayr Liv L.MC 1.04 | *f* | | 1900 2 mo | Ailsa S.B. Co. Troon A&CP | Zillah Shipping & Carrying Co Ld (W. A. Savage, *Mgr.*) | 143·3 | 24·1 | 11·1 BK 7″ *WB = FPT 56t APT 9t* | Troon British *3 BHCem* | C. 2 Cy. 17½″ & 37″ – 24″ 130 lb 71 RHP 1 SB, *3p f*, *gs* 57, *hs* 1268 Ross & Duncan, Glasgow | 12 | | 1.06 |
| 3 105353 | **G. B. Crow** *A. Gray –00* | Steel Twin Sc Sp ss Liv. No. 1–00 2–04 2 *Dks (UStl–ws)* | 2384 2381 1523 | ✠ 100 A1 Liv *Dredger* 10,04 Bk 7,02 L.MC | *f* | | 1895 11 mo | Naval Con. & Arm. Co. Ltd. Barrow A&CP | Mersey Docks & Harbour Board | 320·0 | 47·0 | 19·4 FK *WB = MT 25′ 140t* | Liverpool British *B H pt Asp pt Cem* | T. 6 Cy. 18″, 29″ & 47″ – 30″ 180 lb 800 NHP 8 SB, *9cf*, *gs* 172, *hs* 5138 Naval Con. & A. Co. Ltd., Brw | 20 | | |
| 4 103882 | **G. B. Greene** *J. Chartier 02–02* | Steel Pad 2 *Dks* | 255 194 218 | | | | 1896 | Bertram E. Works Co. Ltd. Quyon, P.Q. | Upper Ottawa Improvement Co. Ltd. | 142·4 | 44·8 | 8·0 | Ottawa British | 1 Cy. 32″ – 32″ 125 RHP Barclay & Co., Montreal, P.Q. | | | |
| 5 3997 | **G. C. Lindauer** *C.E. Allen –02* | Wood Sc 1 *Dk* | 453 387 287 | | | | 1902 | McWhinneys Aberdeen, Wash. | Wilson Bros. & Co. | 158·1 | 36·1 | 11·5 | S. Frncisco Utd. States | C. 2 Cy. 14″ & 32″ – 24″ 42 NHP Fulton E. & S.B. Wrks. S. Fo. | | | |
| 6 86610 | **G. J. Grammer** *Mchy. Aft Elec. light* | Steel Sc Sr 1 *Dk 2 tr B* | 3914 — 2850 | | | | 1902 | Superior S.B.Co. W. Superior, Wis. | Seither Transit Co. (R.W. England, *Mgr.*) | 353·2 | 48·0 | 24·0 *WB* | Cleveland Utd. States | T. 3 Cy. 20″, 33½″ & 55″ – 10″ 191 NHP Superior S.B.Co. | | | |
| 7 NMBP | **G. Koch** *J.C. Jorgensen –02* (*ex* Excelsior) *Well deck* | Steel Sc Sr ss Clf. No. 3–1,01 1 *Dk (Stl) 2 tr B* ss Rot. No. 1–04 | 1779 1362 1122 | ✠ 100 A1 Clf Rot L.MC 8,04 | *q* | | 1888 8 mo | Turnbull & Son Whitby A&CP | Dmpsk. Selsk. Fiona (Svendsen & Christensen, *Mgrs.*) | 259·0 | 37·0 | 18·1 P28′ Q60′ B112′ F32 dr 1·04 FK *WB = DBa 72′* | Copnhagn Danish *1 B H Cem f* 101′ 342t | T. 3 Cy. 20″, 33″ & 54″ – 36″ (*s*) 160 lb *80 lb* NDB 00 170 NHP 2 SB, *4c f*, *gs* 658, *hs* 2483 Blair & Co. Ld. Stockton | 19 | | |
| 8 86128 KJDR | **G. M. Winslow** *E.W.E. Cates –92* | Wood Sc 1 *Dk* | 198 176 99 | | | | 1891 | Atlantic Works Boston, Mass | Commercial Tow Boat Co. | 112·2 | 23·8 | 13·1 | Boston Utd. States | T. 3 Cy. –26″ Atlantic Works, Boston | | | |
| 9 63032 WQBT | **G. N. Wilkinson** *R.T. Allan –03* | Iron Sc Sr 1 *Dk 2 tr B* | 691 641 419 | | | | 1869 | Denton, Gray & Co. W Hartlepool | John George Hill Stm. Shpg. Co. Ld. (Witherington & Everett, *Mgrs.*) | 199·5 | 28·8 | 16·6 *Q22t P6t* BK 8 | Sundrland British *WB* | C. 2 Cy. 24½″ & 47½″ – 36″ NE 78 NB 00 96 RHP J. Clark, Sunderland | 17 | | |
| 10 109054 | **G. Player** *H. George 04–04* *Mchy. Aft Well deck* | Steel Sc Sr 3 Mst Sr 1 *Dk (Irn)* | 660 637 161 242 | ✠ 100 A1 Trn Ayr 3,05 *Cem Contnr* L.MC | *i* | | 1904 7 mo | Ailsa S.B. Co. Ld. Troon *Lloyd's SA&CP* | Player S.S. Co. Ld. (G. Player, *Mgr.*) | 183·0 ~~183·7~~ P17′ Q63′ 28 p B12 FK 8K 11″ *WB = Cell DBa 103′ uE 24′ f 758t APT 8t* | 11·1 F23′ | Teignm'th British *3 B H Cem* | C. 2 Cy. 21″ & ~~167~~ – 30″ (*s*) 140 lb *7c lb* 45″ 82 RHP 1 SB, *3p f*, *gs* 68, *hs* 2240 Muir & Houston, Ld. Gls. | 13 | | 1.05 |
| 11 85527 | **G. S. Allyn** | Wood Sc | 145 — 89 | | | | 1878 | ..... Mystic, Conn. | Fisheries Co. | 117·5 | 19·2 | 8·7 | Greenport N.Y. Utd. States | | | | |
| 12 86667 | **G. Watson French** *Mchy. Aft Elec. light* | Steel Sc Sr 1 *Dk 2 tr B* | 3883 — 3064 | | | | 1903 | West Bay City S.B. Co Bay Cty. Mich | C. W. Elphicke | 356·0 | 50·0 | 24·0 F48′ *WB* | Cleveland Utd. States | T. 3 Cy. 20″, 33½″ & 55″ – 40″ 191 NHP Chicago S.B. Co. Chicago | | V | |
| 13 HCNM | **Gaa paa** *A. Kirkerød* *Well deck* | Steel Sc Sr 1 *Dk 2 tr B* | 510 412 309 | ✠ 4,85 ✠ | Lon | *h* | 1883 9 mo | Motala Co. Gothenburg | Acties. Dpsk. Gaa Paa (R.M. Peterson) *WB = FPT 10t APT 20t* | 162·9 | 24·5 | 13·7 *Q22t B55t H10t F10t* | Frdrksvrn Norwegian *4 B H Cem* | C. 2 Cy. 19½″ & 35½″ – 28½″ 51 NHP Motala Co., Gothenburg | | N | |
| 14 70541 QHSD | **Gabo** *W. Ellis* *Well deck* *Elec. light* | Steel Sc Sr ss Mel. No. 3–6,96 ss Mel. No. 2–04 1 *Dk (Stl) 2 tr B* | 2060 1642 1246 | ✠ 100 A1 Mel 3,01 B 2,05 ✠ L MC 3,04 | *r* | | 1883 6 mo | J. Key & Sns Kinghorn *Lloyd's SA&CP* | Howard Smith Co. Ld. | 279·7 | 38·4 | 20·0 P&B 149 F43′ DND 02 BK 9½″ *WB = DBa 56′ q u E q B 60′ 285t* | Melbourne British *3 B H Cem MT 22′ 322t* | C. 2 Cy. 36″ & 70″ – 48″ 85 lb 283 NHP 4 SB, *8p f*, *gs* 140 J. Key & Sons, Kirkcaldy | | | |
| 15 HNBJ | **Gabriel Rius** *J. Currell* (*ex* John Haynes, *ex* Emma) | Iron Sc Bg ss Hav. No. 3–74 ss Hav. No. 1–81 2 *Dks* | 807 — 383 | ✠ 8,84 | Hav | | 1867 1 mo | Denton Gray & Co. Hartlepool | Rius y Torres | 208·3 | 30·2 | 17·4 P50′ B9′ F40′ *WB* | Barcelona Spanish *4 B H Cem* | C. 2 Cy. 36½″ & 55½″ – 27″ NB 98 132 NHP *Cmp.* 73 Nillus, Havre | | | |
| 16 MBRW | **Gabrielle** *G. Nielsen –04* | Wood Sc Sr 1 *Dk* | 584 454 356 | | | | 1904 | Brunch'rst & Dekke Bergen | R.F. Olsen | 165·0 | 27·3 | 15·2 Q39′ B62′ F22t | Bergen Norwegian | T. 3 Cy. 12½″, 20″ & 32″ – 26″ 52 NHP Bergens Mek Værks Bergen | | | |
| Sunk 4,05 HNBQ | **Gaditano** *de Goicoechea 85–98* (*ex* Triumph) *2 Dks (Irn) 8tr B* | Iron Sc Sr ss Liv. No. 3–12,92 ss Liv. No. 2–01 | 2654 — 1569 | ✠ 100 A1 Liv 2,03 B 7,96 | *v* | | 1880 6 mo | R. Dixon & Co. Middlesbro' A&CP | M.M. de Arrotegui | 340·0 | 37·3 | 27·2 BK 11 *WB = DBa 82′* | Bilbao Spanish *3 B H Cem* | T. 3 Cy. 23″, 36″ & 60″ – 54″ (*s*) 200 lb *90 lb* NDB 96 360 NHP 2 SB, *6r f*, *gs* 114, *hs* 5030 *Tpd.* 96 Fwctt, Prstn & C. Liv | | | 7.01 |
| 18 112411 RKGL | **Gadsby** *A.G. Robinson 90–99* *Well deck* | Steel Sc ss Shl. No. 1–04 1 *Dk (Irn) 2 tr B f Web frames* *3 Dk rule* | 3497 2779 2273 | ✠ 100 A1 Shl 1,06 L.MC 1,04 | *u* | | 1899 11 mo | Ropner & Son Stockton A&CP | R. Ropner & Co. *WB = Cell DBa 106′ uE 24′ f 136′ 702t FPT 132t* | 325·4 | 48·1 | 21·8 P29′ B170′ F82′ FK | W. Hartlpl British *3 B H Cem APT 47t* | T. 3 Cy. 28½″, 39″ & 64″ – 42 (*s*) 160 lb *160 lb* 273 NHP 2 SB, *6r f*, *gs* 119, *hs* 4200 Blair & Co. Ld. Stockton | 24 | 3 · 8 | |
| 19 HMPN | **Gadus** *R. Bråkenhielm* *Elec. light* | Iron Sc Sr (*ex* Skåne) 1 *Dk f Awng d k* | 933 633 722 | | | | 1875 | Oskrshmns M.V. Aktieb Oscarshamn | Kommanditbolag. Fenger-Krog & Co. J. Fenger-Krog, *Mgr.*) | 191·2 | 27·8 | 15·2 22 ~ P136′ F25′ H12t | Gothenbrg Swedish | C. 2 Cy. 20″ & 40″ – 24″ 65 NHP Motala Co. Oscarshamn | | V | |
| 20 RJPC | — *F.H. Molkenbuhr –02* | Iron Sc Trawler 1 *Dk* | 159 148 32 | | | | 1892 | Act. Ges. "Neptun" Rostock | W. Gärtner | 109·3 | 20·7 | 10·6 B35′ | Hamburg German *WB* | C. 2 Cy. 17½″ & 33½″ – 19½″ 42 NHP A.G. "Neptun," Rostock | | V | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| No. in Book / Official No. / Code Letters. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. ✠ for Special survey. Date of last Survey. | Port of Survey. | Year in which Equipment now supplied Regulations Letter. | Built. When. By Whom. Where. | Owners | Register'd Dimensions & Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean Draft at depth. Feet. Inches. | Extreme draft to which classed. If not in L.R. stated. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | **Gæa** | SteelScSr | 988 | | | | 1900 | Fevigs | Acties. "Gæa" | 224·9 \| 33·1 \| 15·6 | Christiania | T.3Cy.16½",27"&44"–30" | | |
| | *M.Pedersen* –00 | | 901 | | | | | Jernskibsbyg | (Pedersen&Co.) | P30'B59'F25' | Norwegian | Sir C.Furness 106NH | | N |
| HSWM | | 1 *Dk* | 625 | | | | | Fevig | | | *WB* | Westgarth&Co.Ld.Mdb | | |
| 22 | — | SteelScSr | 144 | *Now named "Leini," See No.66 in Supplement.* | | | 1899 | D.W.Kre- | H.Petersen | 96·2 \| 19·8 \| 7·9 | Marstal | C.2Cy.9¾"&17⅞"–11½" | | |
| | *T.C.Knudsen* –01 | | 1[illegible] | | | | | mer&Sohn | | Q14'B24'F14' | Danish | 9NH | | |
| NKRL | (*ex* Viben) | | 79 | | | | | Elmshorn | | | *WB* | C.Steen.Sen Elmshorn | | |
| 23 | **Gaekwar** | SteelSc4MstSr | 4220 | ✠100A1 Cff *y* | | | 1890 | Harland& | T.&J.Brocklebank | 400·6 \| 45·2 \| 28·1 | Liverpool | T.3Cy.28",37"&64"–48" (*s*) | 31 ″ 3 | |
| 97758 | *T.G.Jones* –04 | *ss*Liv.No.3–6,02 | 3918 | 12,04 | | | 3mo | Wolff(Lim.) | Ld. | P41'B88'F42' | British | 1801b 331NHP | 27 ″ 5 | 6,02 |
| LQBH | *Trew* –04 | 2 *Dks*(1 *Stl*&1 *Irn*)*Str E* | 2736 | B[illegible] LMC 02 | | | | Belfast | | BK9½" | 2DB&1Aux.SB,8*rf*,3*cf*, | | | |
| | *Elec.light* | | | Aux NB9,03 BS[illegible] | | | *Lloyd's SA&CP* | | *WB*=*Cell D B* 316'827*t* | | GS178,HS5516 | Harland&Wolff (Lim.)Bel. | | |
| 24 | **Gael** | IronPadSr | 361 | | | | 1867 | Robertson | D.MacBrayne | 211·0 \| 23·2 \| 10·6 | Glasgow | O.2Cy.45"–63" | | |
| 44394 | *W.Brown* –95 | | 336 | | | | | &Co. | | Q27*t* | British | NB92 247NHP | | BT till 6,00 |
| | | | 129 | | | | | Greenock | | | | Rankin&Blackmore,Grk. | | 5,05 |
| 25 | — | SteelScK | 108 | ✠100A1 Grk *u* | | | 1903 | G.Brown& | P.W.Gibb | 83·4 \| 19·9 \| 8·1 | Glasgow | C.2Cy.12"&26"–18" (*s*) | 8 ″ 9 | |
| 115769 | *J.G.Hay* –03 | | 80 | 5,04 | | | 6mo | Co. | | Q36'F17' | British | 130lb 37RHP | | |
| | *Well deck* | 1 *Dk* | 25 | LMC 6,08 | | | | Greenock | | BK6" | 3*BH Cem* | 1SB,2*pf*,GS28,HS746 | | |
| | *Mchy.Aft* | | | | | | *Lloyd's SA&CP* | | | *WB*=*FPT 5t* | | Muir&Houston,Ld.Gls. | | |
| 26 | **Gaelic** | SteelSc4MstSr | 4206 | | | | 1885 | Harland& | OceanicStmNav Co | 420·3 \| 42·4 \| 29·6 | Liverpool | C.2Cy.43"&86"–60" | 31 ″ 6 | |
| 91221 | *W.Finch* –02 | | 3849 | | | | 2mo | Wolff | Ld.(Ismay,Imrie& | | British | 477NHP | s 8 ″ 1½ | |
| JWMN | *Ref.Mchy. Elec.light* | 3 *Dks*(2 *Stl*–*Uws*) | 2691 | | | | | Belfast | Co.*Mgrs.*) | | 7*BH* 1PBH | Harland&Wolff,Belfast | | |
| 27 | — | IronScK | 159 | ✠100A1 Hul | | | 1890 | Earle'sCo. | GrimsbySteam | 100·9 \| 20·5 \| 10·7 | Grimsby | T.3Cy.10½",20"&32"–22" (*s*) | 11 ″ 7 | |
| 96220 | *M.A.Bruce* –90 | *ss*Gms.No.3–12,98 | 142 | *Trawler* Gms | | | 5mo | (Lim.) | Fishing Co.Ld. | Q44'F19' | British | 150lb 55RHP | | 7,04 |
| LRTJ | | *ss*Gms.No.1–02 | 64 | 7,04 LMC 10,02 | | | | Hull | | ptND02 BK7½" | 3*BH Cem* | 1SB,2*cf*,GS29,HS800 | | |
| | | 1 *Dk* | | NB made 90 rewritte 02 | | | *Lloyd's SA&CP* | | | | | Earle'sCo.(Lim.),Hull | | |
| | | | | BS 1,04 | | | | | | | | | | |
| 28 | **Gafsa** | SteelScSr | 2239 | ✠ | | | 1895 | J.L.Thomp- | Delmas frères | 290·0 \| 39·9 \| 17·1 | LaRochlle | T.3Cy.20½",34"&56"–39" (*s*) | 19 ″ 2 | 1,04 |
| | *E.Bihan*92–04 | *ss*Bkn.No.1–00 | 1621 | *pt Awng dk* | | | 10mo | son&Sons,Ld | | P29'Q82' | French | 160lb *90lb* 196NHP | 18 ″ 1 | |
| | (*ex*Cento) | 1 *Dk*(*pt Stl pt Irn*)&§ | 1431 | *with freeboard* | | | | Sunderland | | *pt Awng dk* 179' FK | 6*BH Cem* | 2SB,*6rf*,GS85,HS2950 | | |
| | | *pt Awng dk*(*Irn*)&§ *Web frames* | | | | | | A&CP | *WB*=*Cell DBa* 90'*f* 118'339*t* | | *APT 36t* | J.Dickinson&Sons,Ld.Sld. | | |
| 29 | **Gaika** | SteelTwinSc3MstSr | 6287 | | | | 1897 | Harland& | Union-CastleMail | 430·0 \| 52·2 \| 29·0 | S'thamptn | T.6Cy.19",31"&52"–48" | | |
| | *H.Strong* –99 | | 5186 | | | | | Wolff(Lim.) | S.S.Co.Ld.(D.Cur- | P67'B172'F69' | British | 375NHP | | BT till 5,05 |
| PQGK | *Ref.Mchy.* | 3 *Dks* | 3975 | | | | | Belfast | rie&Co.,*Mgrs.*) | | *WB* | Harland&Wolff(Lim.),Bel | | |
| 30 | **Gairloch** | SteelScSr | 3766 | ✠100A1 Liv *w* | | | 1899 | C.Connell | SS.GairlochCo.Ld. | 354·0 \| 45·0 \| 25·7 | Glasgow | T.3Cy.25",40"&66"–45" (*s*) | 28 ″ 6 | 8,08 |
| 108796 | *J.Craig*92–98 | *ss*Liv.No.1–03 | 3405 | 8,03 Lon | | | 3mo | &Co. | (J.Gardiner&Co.) | P34'B106'F38' | British | 170lb *100lb* 354NHP | s 5 ″ 7 | N6,04 |
| QGTK | | 2 *Dks*(*Stl*)&§ *Web frames* | 2414 | 4,05 LMC 8,03 | | | | Glasgow | | FK | 6*BH Cem* | 2SB,*6cf*,GS94,HS4900 FD | | |
| | | | | BS 1,05 Bey | | | *Lloyd's SA&CP* | | *WB*=*Cell DBa* 114'*uE&B* 38'*f* 152' | | 801*t APT 62t* | Dunsmuir&Jackson,Gls. | | |
| 31 | **Gairlochy** | IronPadSk | 142 | | | | 1861 | Barclay, | D.MacBrayne | 148·3 \| 16·6 \| 6·6 | Glasgow | 1Cy.45"–42" | | |
| 42537 | *D.Cameron* –96 | | 115 | | | | | Curle&Co. | | len65 | British | NB77 60RHP | | BT till 10,03 |
| | (*ex*Ardmore,*ex*Sultan) | | 44 | | | | | Glasgow | | | | Barclay,Curle&Co.,Gls. | | |
| 32 | **Gaivota** | SteelTwinScSp | 203 | ✠ P.Gl | | | 1896 | A.Rodger | AmazonStm.Nav. | 120·2 \| 22·6 \| 8·2 | Pará | T.6Cy.8",13"&20"–18" | 8 ″ 6 | |
| | *W.Portbury* –96 | | 157 | *For River purposes only* | | | | &Co. | Co.Ld. | | Brazilian | 53NHP | | |
| | 1 *Dk*(*Teak*)&§ *Promenade dk*(*Teak*) | | 102 | 5,96 ✠ | | | 5mo | Pt.Glasgow | | FK | 1*BH pt Asp pt Cem* | 1SB,2*rf*,GS33,HS1076 | | |
| | | | | | | | | | | | | Rankin&Blackmore,Grk. | | |
| 33 | **Gaiyret** | IronPad | — | | | | 1872 | R.&H. | Chirket i Hairie | 160·0 \| 20·0 \| 9·6 | Constanpl | | | |
| | | | — | | | | | Green | (BosphorusSNCo.) | | Turkish | | | |
| | | | 137 | | | | | London | | | | J.Penn&Sons,London | | |
| 34 | **Galata** | WoodPad | — | | | | 1860 | J.White | Chirket i Hairie | 120·0 \| 17·0 \| 8·1 | Constanpl | | | |
| | | | — | | | | | WestCowes | (BosphorusSNCo.) | | Turkish | | | |
| | | | 64 | | | | | | | | | J.Penn&Sons,London | | |
| 35 | **Galatea** | IronScSr | 1338 | | | | 1871 | LloydAus- | LloydAustriaco | 255·4 \| 31·7 \| 23·0 | Trieste | C.2Cy.33¾"&64"–36" | | |
| | *G.Porria* | 2 *Dks* | 1195 | | | | | tro-Ungarico | | | Aust.-Hung. | 205NHP | | |
| HJML | | | 787 | | | | | Trieste | | | | ArsenaleLloyd,Trieste | | |
| 36 | — | IronScSr | 565 | ✠ | | | 1887 | Sunderlnd | Aktieb.Stockholm- | 170·3 \| 27·0 \| 12·8 | Sundsvall | T.3Cy.16",26"&43"–30" (*s*) | 13 ″ 7 | 7,02 |
| 4078 | *A.E.Wancke*02–02 | *ss*Lon.No.3–8,99 | 412 | | | | 8mo | S.B.Co.(Lim) | Norrland | Q53'B47'F25' | Swedish | 150lb *70lb* 98NHP | s 11[illegible] | |
| JNBD | *Well deck* | 1 *Dk*(*Irn*) | 299 | | | | | Sunderland | (E.Knaust,*Mgr.*) | BK7" | 4*BH Cem* | 1SB,*2rf*,*1pf*,GS45,HS1485 | | |
| | | | | | | | *Lloyd's SA&CP* | | (L Dabelstein,*Mgr*) *WB*=*DBa* 31 | | 21*t FPT 30t* | N.E.Marine E.C. (Lim.)Sld. | | |
| 37 | — | IronPadSr | 536 | | | | 1868 | Caird&Co. | MerseyDocks& | 219·5 \| 26·2 \| 13·8 | Liverpool | O.2Cy.52"–66" | | |
| 60819 | *J.Stanford*97–97 | (*ex*Irene) | 493 | | | | | Greenock | HarbourBoard | | British | NB96 338NHP | | BT till 10,04 |
| KBPV | | | 230 | | | | | | | | | Caird&Co.,Greenock | | |
| 38 | — | SteelPadSk | 331 | | | | 1889 | Caird&Co. | CaledonianSteam | 230·1 \| 25·1 \| 7·8 | Glasgow | C.D.2Cy.34"&64"–72" | | |
| 96073 | | | 308 | | | | | (Lim.) | PacketCo.Ld. | | British | FD 290NHP | | BT till 9,01 |
| | | | 48 | | | | | Greenock | | | | Caird&Co.(Lim.)Greenock | | |
| 39 | — | IronScTug | 133 | | | | 1895 | Govt. of | Government of | 85·0 \| 17·9 \| 9·2 | | C.2Cy.13"&26"–20" | | |
| | *F.J.Shakeshaft*89–96 | | — | | | | | N.S.W. | NewSouthWales | | British | | | |
| | | | 94 | | | | | Sydney NSW | | | | Mort'sDockCo.Syd.NSW | | |
| 40 | — | WoodScFlat | 111 | | | | 1875 | W.Bloor& | LiverpoolLighter- | 80·1 \| 20·6 \| 8·9 | Liverpool | C.2Cy.14"&20"–18" | | |
| 116521 | | | 100 | | | | | Son | ageCo.Ld. (W.D. | | British | 20RHP | | |
| | *Mchy.Aft* | 1 *Dk* | 76 | | | | | Liverpool | Mack,*Mgr.*) | | | Jensen&Co.Birkenhead | | |
| 41 | **Galatia** | IronScK | 150 | ✠100A1 Gms | | | 1896 | Cochrane& | Gt.Gms.&E.Coast | 97·4 \| 20·5 \| 11·0 | Grimsby | T.3Cy.11",17"&28"–21" (*s*) | 11 ″ 10 | 4,02 |
| 106686 | *G.Newman* –96 | *ss*Gms.No.1–00 | 139 | *Stm Trawler* | | | 12mo | Cooper | Stm.FishingCo.Ld | Q17'F18' | British | 170lb 40RHP | | 7,04 |
| | | *ss*Gms.No.2–04 1 *Dk* | 63 | 7,04 7,02 LMC 7,06 | | | | Beverley | | BK7½" | 3*BH Cem* | 1SB,2*cf*,GS23,HS687 | | |
| | | | | | | | *Lloyd's SA&CP* | | | | | C.D.Holmes&Co.,Hull | | |
| 42 | **Galaxidion** | IronScSr | 1788 | ✠ A1*1 Pir Lv | | | 1878 | J.Elder& | S.Baltagi&Marlas | 302·3 \| 34·2 \| 23·6 | Piræus | C.2Cy.40"&71"–36" | 25 ″ 1 | |
| | *G.Marlas*98–98 | 5th Survey,Pir.[illegible] | 1664 | 9,04 | | | 3mo | Co. | | P106*t* H42*t* F50*t* | Greek | NDB03 252NHP | s 4 ″ 10½ | |
| | (*ex*Gaboon) | 2 *Dks*(1 *pt Irn*) | 1126 | | | | | Glasgow | | BK9" | 6*BH* 3PBH | 2DB,8*pf*,GS139,HS3240 | | |
| | | 6th Survey,Pir.9,04 | | | | | | | | | | J.Elder&Co.Glasgow | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Port de Visite. Versets assignés conformément aux Règles. Lettres d'Ident. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Forces chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers officiels du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | **Gale** SteelScK | 295 | ✠100A1 | Liv | d | 1903 | Langeveld | GaleShppg.Co.Ltd. | 130·0 22·0 9·7 | Liverpool | C.2Cy.18½″&31″-21″ (s) | 10 ″ 6 | |
| 118029 | *R.Lawson* –04 | 210 | 6,[illegible] | Hul | | 7mo | en Van Vliet | (J.Gale, *Mgr.*) | 251′F18′ | British | 140lb 50RH | 1 • 0½ | |
| VDOM | *Well deck* 1*Dk*(*Stl*) | 128 | | [illegible](LM[illegible] | | | Nederhardin-veld | | FK | 3*BHCem* | 1SB,*2pf*,*gs*80,*hs*888 MacColl&Pollock,Sld. | | |
| | *Mchy.Aft* | | | | | *Lloyd's*A&CP | | | | | *WB* = *FPT*24*t APT*9*t* | | |
| 44 | **Galeka** SteelTwinScSr | 6767 | | | | 1899 | Harland& Wolff,Ld. Belfast | Union-CastleMail S.S.Co.Ld.(D.Currie&Co.,*Mgrs.*) | 440·3 53·2 29·6 P74′B178′F70′ | S'thamptn British | T.6Cy.19″,31″&52″–48″ 374NH | | BT |
| 110265 | *T.H.Wilford* –00 | 5565 | | | | | | | | *WB* | Harland&Wolff,Ld.Bel. | | |
| RLMT | *Ref.Mchy.Elec.light* 3*Dks* | 4290 | | | | | | | | | | | |
| 45 | **Galgo** ~~Aviscer~~ SteelScSrTug | 75 | ✠100A1 | Opo | | 1887 | D.Macgill & Co. Irvine A&CP | ~~Parceria Alliança de Pesca~~ Socd' Pesca d'Atum[illegible] Biusel,Fonseca&C[illegible] | 84·2 17·1 8·6 | ~~Lisbon~~ Faro Portuguese | C.2Cy.14½″&28″–22″ (s) 50lb 37NH | 9 ″ 0 | |
| | ~~Aviscer~~ ssOpo.No.3–12,00 | 75 | 12,00 | | | 7mo | | | | BK6″ | 1SB,*2pf*,*gs*28,*hs*702 | | |
| HJSL | *M.Ventura*05–05 1*Dk* | 23 | [illegible] | [illegible] | | | | *Mgrs.*) | | 4*BHCem* | Ross&Duncan,Glasgow | | |
| 46 | **Galgorm Castle** IronScSr | 181 | ✠ | Npt | b | 1879 | Harland &Wolff Belfast | Paton&Hendry | 111·0 19·4 9·0 Q48′ F20′ | Barrow British | C.2Cy.14″&26–24″ 45RH | | |
| 81954 | *G.Macmillan* –08 | 146 | 4,91 | | | 6mo | | | | 3*BHCem* | J.Rowan&Sons(Lim.),Bel. | | |
| | *Mchy.Aft* 1*Dk* | 74 | NB[illegible] | | | | | | | | | | |
| 47 | **Galicia** SteelTwinScSr | 5896 | | | | 1901 | Wigham-Richrdsn&Co Ld Newcastle | Pacific StmNavCo. | 400·5 50·0 33·3 | Liverpool British | T.6Cy.20½″,34″&57″–40″ 411NH | | BT [illegible] |
| 113481 | *D.R.Kinnier* –02 | 5762 | | | | | | | | *WB* | WghmRchrdsn&C.Ld Nwc | | |
| SMVW | 3*Dks* | 3796 | | | | | | | | | | | |
| 48 | — SteelScSr | 2860 | | | | 1889 | J.Laing Sunderland | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 326·6 41·1 18·5 B68′ F38′ 26·4 | Hamburg German | T.3Cy.24″,39″&64″–42″ 265NH | 21 ″ 2 | G |
| | *W.Kuhls*99–02 | 2706 | | | | | | | | *WB* | G.Clark,Sunderland | | |
| RHPC | 1*Dk*&*Spardk*3*tr B* | 1834 | | | | | | | | | | | |
| 49 | — SteelScSr | 2836 | ✠100A1 | Tri | t | 1902 | Lloyd Austriaco Trieste | LloydAustriaco | 315·0 42·2 17·2 P36′B88′F66′ 25·2 | Trieste Aust.-Hung | T.3Cy.23½″,39″&65½″–45″(r) 200lb *165lb* 854NH | 16 ″ 4 | |
| | *B.Bednardt* | 2282 | *Spar dk* | | | 5mo | | | FK | 6*BHCem* | 2SB,*6cf*,*gs*113,*hs*1634 FD | | |
| HJN[illegible] | 1*Dk*(*Stl*)&*Spar dk* | 1746 | 5,02 | [illegible]LMC6 | | | | *WB* = *Cell DBa*96′ | *uE*24′*f*132′454*t FI* | 7*t APT*8*t* | ArsenaleLloyd,Trieste | | |
| | *Elec.light* (*Stl*–ws)&*deep framing* | | | | | | | | | | | | |
| 50 | — IronScBg | 756 | ✠ —— | Lon | | 1866 | Denton, Gray&Co. Hartlepool | Bell'sAsiaMinor S.S.Co.Ld. (E.A. Minotto, *Mgr.*) | 210·0 28·9 16·9 P39′F81′ | London British | C.2Cy.27″&50½″–33″ NDB02 98RH | 17 ″ 10 | |
| 84712 | *R.Russell* –02 | 694 | 3,08 | | | 4mo | | | BK8″ | 4*BHCem* | 1SB,*3pf*,*gs*34,*hs*1849 | | |
| JMTR | *ss*Lon.No.1–98 1*Dk*2*tr B* | 473 | NE&B80 | | | | | *WB* = | *DTa*20′120*t* | | Blair&Co.(Lim.),Stockton | | |
| 51 | — IronScSr | 279 | | | | 1853 | T.&W. Smith Newcastle | Z.Perez yGil,S.en C. | 135·1 19·2 11·9 Q31′ F16′ | Corunna Spanish | C.2Cy.17⅞″&33½″–21½″ 43NH | | |
| HNCQ | *C.Piñole*01–92 1*Dk* | — 146 | | | | | | | | | Chantiers&AdeBacal.,Bdx | | |
| 52 | **Galician** SteelTwinScSr | 6757 | | | | 1900 | Harland& Wolff,Ld. Belfast | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 440·3 53·2 29·6 P74′B178′F70′ | S'thamptn British | T.6Cy.19″,31″&52″–48″ 375NH | | BT [illegible] |
| 113334 | *B.A.Bryan* –03 | 5566 | | | | | | | | *WB* | Harland&Wolff,Ld.Bel. | | [illegible] |
| SCHK | *Elec.light Ref.Mchy.* 3*Dks* | 4294 | | | | | | | | | | | |
| 53 | **Galileo Galilei** SteelSc | 1664 | | | | 1896 | N.Odero fuA. SestriPnente | Nav.Gen.Italiana | 271·9 36·8 19·8 P50′Q42′B112′F42 | Palermo Italian | T.3Cy.28″,35″&60″–37½″ 221NH | | I |
| 103 | *M.Di Marco* | — | | | | | | | | | N.Odero fuA.SestriPnente | | |
| PLGQ | *Elec.light* 2*Dks* | 662 | | | | | | | | | | | |
| 54 | **Gallia** IronSc3MstSr | 4288 | | | | 1883 | Chant.&A. de laGironde Bordeaux | Cie.Française de Nav.àVap. (C. Fabre&Co. *Mgrs.*) | 386·5 41·0 22·8 P34′H127′F55′ 31·0 | Marseilles French | C.2Cy.49¼″&80¾″–51½″ NB98 389NH | | |
| | *Pary* 2*Dks*&*Spar dk* | 2689 | | | | | | | | | Schneider&Co.Crenzot | | |
| JHWP | *Elec.light* (*ex*Chateau Yquem) | 2296 | | | | | | | | | | | |
| 55 | — SteelScSr | 1862 | ✠100A1 | Cpn | r | 1897 | W.Gray& Co.(Lim.) W Hartlepool A&CP | Dampskibsselskabet Union (P.L.Fisker, *Mgr.*) | 280·0 40·2 18·2 P17′B72′F29′ | Copnhagn Danish | T.3Cy.20″,31½″&53″–36″ (s) 160lb *80lb* 188NH | 20 ″ 6 | |
| | *N.L.Nielsen*94–97 *ss*Els.No.1–01 | 1702 | 10,04 [illegible] | [illegible] | | 2mo | | | FK | 4*BHCem* | 2SB,*4rf*,*gs*63,*hs*3110 | [illegible] 3 • 2 | |
| NWQG | 1*Dk*(*Irn*)&*deep framing* | 1183 | BS6,03 | [illegible]MC9,01 | | | | *WB* = *Cell DBa*&*uE* | 106′*f*118′535*t FPT* | 45*t APT*49*t* | Gen.Mar.Eng.Wrks.WHpl | | |
| 56 | — SteelTwinScSr | 800 | | | | 1904 | Cie.Française de Nav. &deConst.Nav.et SatreRéunis | Cie.Franç.deNav. &deConst.Nav.et SatreRéunis | 257·9 29·5 16·2 | Nantes French | T.6Cy.19[illegible]″,31[illegible]″&51[illegible]″– 31½″ 305NH | | |
| | 2*Dks* | | | | | | | | | | Cie.Franç.deNav.Lyons | | |
| 57 | — SteelScSr | 517 | ✠100A1 | Got | h | 1898 | W.Harkess &Son Middlesbro' A&CP | FörnyadeÅngfAktieb.SvenskaLloyd (W.Frodi, *Mgr.*) | 160·0 26·0 12·1 Q82′B14′F22′ | Gothenbrg Swedish | T.3Cy.12″,21″&33″–24″ (s) 180lb *100lb* 63NH | 13 ″ 0 | 11,00 |
| 3246 | ~~C.J.Peterson~~ *ss*Got.No.1–02 | 364 | 6,05 [illegible] | | | 6mo | | | FK | 4*BHCem* | 1SB,*2rf*,*gs*40,*hs*1033 | [illegible] 1 • 0½ | |
| JHSQ | *Well deck B.Bothen*94–98 1*Dk*(*Stl*) | 266 | [illegible] | [illegible]MC3,02 | | | | *WB* = *DBa* 32′35*t FPT* | | 14*t APT* 18*t* | Whyte&Mair,Dundee | | |
| | | | BS5,05 | | | | | | | | | | |
| 58 | **Gallipoli** SteelScSr | 1076 | | | | 1898 | Flli. Orlando Leghorn | Soc.Anon.diNav.a Vap.Puglia | 215·8 29·0 18·6 P&B122′F35′ | Bari Italian | T.3Cy.17⅞″,26¾″&45½″–33″ 120NH | | I |
| 21 | *R.Gambardella*84–01 | — | | | | | | | | *WB* | Flli.Orlando,Leghorn | | |
| PLGW | *Elec.light* 2*Dks* | 698 | | | | | | | | | | | |
| 59 | — IronScSr | 282 | ✠ | Lon | | 1867 | Blackwood &Gordon Pt.Glasgow | IdareiMassousieh | 147·5 22·1 11·5 Q34*t* | Constanpl Turkish | 2Cy.24″–24″ NB83 43NH | 12 ″ 3 | |
| | *Mustafa* *ss*Lon.No.3–5,79 | 248 | 11,90 | | | 10mo | | | | 4*BHCem* | Blackwood&Gordon,P.Gls | | |
| | (*ex*Blonde) *ss*Lon.No.2–88 1*Dk* | 175 | | | | | | | | | | | |
| 60 | **Gallito** SteelScTug | 130 | | | | 1902 | J.Shearer& Son,Ld. Glasgow | Pacific StmNavCo. | 86·0 19·0 8·9 | Liverpool British | C.2Cy.11″&22″–15″ 23RH | | |
| 115348 | | 123 | | | | | | | | *WB* | Hutson&Son,Glasgow | | |
| | 1*Dk* | 69 | | | | | | | | | | | |
| 61 | **Galtee** IronScSr | 565 | ✠100A1 | Sws | h | 1881 | J.T.El-tringham SouthShields | Stone&Coombs | 182·5 25·4 12·9 Q85′B85′F22′ | Llanelly British | C.2Cy.22″&40″–30″ (s) 85lb *50lb* NDN93 70RH | 13 ″ 5 | |
| 63380 | *D.Evans*00–00 *ss*Shl.No.3–11,00 | 421 | 2,04 | | | 10mo | | | len95 BK7″ | 4*BHCem* | 1SB,*3pf*,*gs*15,*hs*1280 | [illegible] 1 • 0 | |
| WFLS | *Well deck* 1*Dk*(*Irn*) | 258 | NB8,95 BS2,01 | [illegible]MC11,00 | | *Lloyd's*A&CP | | *WB* = | *DBa* 40′56*t f*21′35*t* | *FPT*20*t* | J.P.Rennoldson,S.Shields | | |
| 62 | **Galtee More** SteelTwinScSr | 1112 | | | | 1898 | W.Denny &Bros. Dumbarton | L.&N.W.Rlwy.Co. | 276·1 35·1 14·2 P64′B126′F56′ | Dublin British | T.8Cy.(2)19″,(2)29″&(4) 31½″–30″ 217NH | | BT [illegible] |
| 103816 | *J.F.Pinchin* –98 | 766 | | | | | | | | *WB* | Denny&Co.,Dmb | | |
| QGHC | 2*Dks* | 237 | | | | | | | | | | | |
| 63 | **Galvarino** SteelScSr | 145 | ✠ | Cly | b | 1885 | J.Fuller-ton&Co. Paisley | ChilianGovern-ment | 105·5 20·0 9·6 Q20′ | Chilian 4*BHCem* | C.2Cy.18″&36″–24″ 53NH | 9 ″ 5 | |
| HCGS | (*ex*Quebracho) 1*Dk* | — 64 | 10,85 | | | 9mo | | | | | Lees,Anderson&Co.Gls. | | |
| 64 | **Galveston** SteelScSr | 1254 | ✠100A1 | Xia | p | 1903 | Nylands Værksted Christiania | Akties.Galveston (G.M.Bryde) | 241·5 35·7 17·8 P21′B67′F22′ | Christiania Norwegian | T.3Cy.18″,29″&48″–33″ (s) 175lb *90lb* 160NH | 18 ″ 9 | |
| | *G.M.Bryde*03–03 | 1119 | 9,03 | | | 9mo | | | FK | 1*BHCem* | 2SB,*4cf*,*gs*160,*hs*2712 | | |
| MBKT | 1*Dk*(*Stl*)&*deep framing* | 795 | | [illegible]MC9,08 | | *Lloyd's*A&CP | | *WB* - *Cell DBa*56 | *uE*23′*f*96′314*t FPT* | 5[illegible] *APT*46*t* | Nylands Værksted,Xania. | | |
| | *Elec light* | | | | | | | | | | | | |
| 65 | **Galway** SteelPadSr | 881 | | | | 1891 | Blackwood &Gordon Pt.Glasgow | City of DublinStm. PacketCo. | 262·5 27·2 14·7 P93*t* 118*t* | Dublin British | 4D.2Cy.33″&75″–72″ FD 398NH | | |
| 95333 | *W.Birch* –02 | 770 | | | | | | | | | Blackwood&Gordon,P.Gls | | |
| MLPF | 2*Dks* | 500 | | | | | | | | | | | |

| No. in Book. / Official No. / Steamer's Name. / Master. / Late Name if any. / Material, Rig, &c. / Special Surveys. / No. of Decks, &c. | Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. / Special Survey / Date of last Survey | Built. When / Where / By Whom / Where / Engines | Owners | Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. / Engine Maker's Name | 14 Moulded depth. Freeboard—midships. ft. in. | 15 Engines to be classed, if not in L.R. Date of last survey. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|
| 66 **Gambetta** / *K.Mielde* 01–03 / *ss* Bgn. No. 1–87 / JVRW / *Well deck* / 1 *Dk* 2 *tr B* | 568 / 3 [illegible] / 334 | ✠ 10,91 NYk *h* | 1883 / 9mo / Bergens M. Vrks. Bergen | S.M.Kuhnle & Sön / *WB = FPT* 15*t* | 170·0 / 25·3 / 13·0 / P 142*t* H 6*t* F 28*t* / *APT* 13*t* *MT* 16′6*t* | Borgon / Norwegian | C.2Cy.20½″ & 39″–27″ 66 NHP / Bergens Mek. Vrks., Bgn. | | N | |
| 67 **Game Cock** / [illegible] / *ss* Hul. No. 2–01 / MTQV / 1 *Dk* | 151 / 140 / 63 | ✠ 100A1 Hul / *Stm Trawler* 9,02 B 7,04 [illegible] MC 6,01 | 1892 / 10mo / Cook, Welton & Gemmell Hull / *Lloyd's SA & CP* | Pickering & Haldane's Stm. Trawling Co. Ld. | 103·9 / 20·6 / 11·0 / Q 24′ BK 7½″ | Hull / British / 3 *BH Cem* | T.3Cy.12½″, 19½″ & 31½″–22½″ 160lb (*s*) 50 RHP / 1SB.2*cf*, GS 28, HS 790 / C.D. Holmes & Co., Hull | 11 ″ 10 | | 9,02 |
| 68 **Gamen** / *A.L. Andersson* 93–02 / 4050 / JMTV / 1 *Dk (Stl)* & *deep framing* / *Elec. light* | 2617 / 2392 / 1601 | ✠ 100A1 Lon *l* / 7,09 1,02 11,01 Off Mok / ✠ MC 7,02 Bkn | 1902 / 7mo / Blyth S.B. Co. Ld Blyth / *Lloyd's SA & CP* | Rederiaktiebolaget Condor / *WB = Cell D Ba* | 308·5 / 45·7 / 20·3 / P 15′ B 70′ F 32′ FK / 104′ *u* E 18′ *f* 128′ 621*t* | Stockholm / Swedish / 5 *BH Cem* *APT* 91*t* | T.3Cy.20″, 33″ & 54″–36″ (*s*) 160lb 222 NHP / 3SB.6*cf*, GS 129, HS 4050 / N.E. Marine Eng Co Ld. Nwc | 22 ″ 9 | s 3 ″ 11 | |
| 69 **Gamleby** / 6784 / *J. Ugarph* 79–92 / JBVD / 1 *Dk* | 247 / 118 / 175 | | 1892 | W. Lindbergs Aktieb Stockholm | Ångf. Aktieb. Gamleby (V. Regnell) | 109·4 / 22·0 / 8·9 / P 72′ H 28*t* F 17′ | Vestervik / Swedish | C.2Cy.14½″ & 26½″–17½″ NB 02 24 NHP / W. Lindbergs M.V., Skm. | | | |
| 70 **Gamma** / [illegible] Nc. 1–05 / NSGH / *J. Liewen* –05 / 1 *Dk (Stl)* & *deep framing* & *pt Awng dk (Irn)* | 2115 / 1845 / 1336 | ✠ 100A1 Ams *r* / *pt Awng dk* / with freeboard / 1, 04 1,03 [illegible] | 1900 / 12mo / W. Gray & Co. Ld. W Hartlepool A&CP | Vrachtvaart Maats. Bothnia (B. J. Van Hengel *Mgr.*) / *WB = Cell D B* | 276·0 / 40·2 / 17·2 / P 17′ Q 88′ / *pt Awng dk* 171′ FK / *a* & *u* E 110 *f* 112′ 486*t* | Amstrdam / Dutch / 1 *BH Cem* / *APT* 130*t* | T.3Cy.20″, 31½″ & 53″–36″ (*s*) 160lb *100lb* 165 NHP / 2SB, 4*rf*, GS 59, HS 2420 / Cen. Mar. Eng. Wrks. W Hpl | 19 ″ 3 | s 8 ″ 4½ | N 1,05 |
| 71 — / *H.H. Berg* 02–02 / LMSQ / 1 *Dk* | 1617 / 1443 / 1095 | | 1902 | Schiffsw. v. Henry Koch Lübeck | Hansen & Closter | 260·3 / 38·2 / 17·0 / P 14′ B 162′ F 30′ | Apenrade / German / *WB* | T.3Cy.17¾″, 29½″ & 47½″–33½″ 129 NHP / J.F. Ahrens, Altona | | G | |
| 72 — / *Mchy. Aft* | 145 / — / 99 | | 1896 | L. Nixon, Elizabethport, N.J. | Philippine Transp. & Construction Co. | 79·7 / 17·9 / 11·1 | Manila / Utd. States | C.2Cy.10″ & 18″–16″ 11 NHP / Globe Iron Works, Clevelnd | | | |
| Wrecked 8.05 / 73 **Ganda** / *A. Schmidt* / MBJG / *ex* Ville d'Anvers, *ex* Cathcart | 474 / 365 / 309 | | 1874 | C.W. Dodgin & Co. N. Shields | Soc. d'Armement Gantois (T. Nolson & Co. *Mgrs.*) | 171·0 / 25·1 / 14·6 / Q 85′ | Ghent / Belgian / *WB* | C.2Cy.22″ & 41″–28″ 74 NHP / W. & J. Almond, N. Shields | 14 ″ 8 | G | |
| 74 **Ganecogorta** / *J. Ruiz* 99–02 / HNDF / (ex Harcalo) 1 *Dk (Stl)* & *deep framing* / *ss* Bbo. No. 2–04 / & *pt Awng dk (Stl)* | 2410 / 1741 / 1477 | ✠ 100A1 Shl *s* / *pt Awng dk* / *with freeboard* / 8,04 [illegible] Bbo [illegible] MC [illegible] | 1895 / 6mo / W. Pickersgill & Sons Sunderland A&CP | Cia Bilbaina de Nav. (E. Aznar y Tutor, *Mgr.*) / *WB = Cell D Ba* | 295·0 / 42·3 / 17·1 / P 27′ Q 48′ / *pt Awng dk* 220′ FK / *u* E & B 40 *f* 116′ 573*t* | Bilbao / Spanish / 5 *BH Cem* / *APT* 114*t* | T.3Cy.22″, 36″ & 59″–39″ (*s*) 160lb *80lb* 230 NHP / 2SB.6*pf*, GS 100, HS 3638 / G. Clark, Ld. Sunderland | 19 ″ 6 | s 8 ″ 3 | 8,04 |
| 75 **Ganger Rolf** / *F.C. Jensen* –01 / HFLK / 1 *Dk* & *pt Awng dk* | 1172 / 753 / 734 | | 1901 | Nylands Værksted Christiania | Actieselsk. Ganger Rolf (Fred. Olsen) | 219·5 / 32·9 / 14·7 / Q 73*t* H 78*t* F 261*t* / *pt Awng dk* 147′ | Chrstiania / Norwegian / *WL* | T.3Cy.16″, 26″ & 43″–30″ 101 NHP / Nylands Værksted, Xania | | N | |
| 76 — / *C. Museus* 94–03 / JSGH / 1 *Dk* | 121 / 79 / 73 | | 1876 | Bergens Mek. Verks. Bergen | Nordmör Dampskibsselskab | 104·9 / 16·7 / 7·8 / Q 9*t* B 30*t* | Xiansund / Norwegian | C.2Cy.15″ & 29″–19″ NB 94 31 NHP / Bergens Mek. Verks., Bgn. | | | |
| 77 **Ganges** / 114821 / *W. Sibbald* –03 / TFDJ / 1 *Dk (Stl)* & *Spar dk (pt Irn* & *pt Stl)* & *deep framing* | 4177 / 3737 / 2721 | ✠ 100A1 Cff *w* / *Spar dk* Bry / 9,01 7,03 [illegible] MC 1,02 | 1902 / 1mo / Bartram & Sons Sunderland / *Lloyd's SA & CP* | Mercantile S.S. Co. Ld. / *WB = Cell D Ba* | 360·2 / 46·9 / 17·9 / P 30′ B 102′ F 36′ 26·5 FK / 118′ *u* E & B 42′ *f* 150 | London / British / 6 *BH Cem* 844*t* *APT* 59*t* | T.3Cy.24½″, 40″ & 66″–45″ (*s*) 180lb *100lb* 305 NHP / 2SB, 6*cf*, GS 124, HS 4520 / J. Dickinson & Sons, Ld. Sld. | 20 ″ 6 | s 5 ″ 10½ | |
| 78 **Gani Ousejnoff** / *Carrying Petroleum in bulk* 2 *Dks* | 1089 / 888 / 851 | | 1899 | Bergsunds M.V. Aktieb. Stockholm | Aga Dadasch Ousejnoff | 216·6 / 31·0 / 17·1 / P 39′ Q 39′ B 21′ F 21′ | Astrachan / Russian / *WB* | C.4Cy.24⅛″ & 51⅛″–25⅝″ 114 NHP / Bergsunds Aktieb. Skm. | | | |
| 79 **Gannet** / 81589 / *A. McAllister* –03 / SVJQ / 2 *Dks* | 1112 / 1036 / 640 | | 1879 | M. Pearse & Co. Stockton | General Stm. Nav. Co. Ld. | 245·3 / 33·0 / 17·7 / P 61′ F 32′ | London / British / *WB* | C.2Cy.27″ & 59″–39″ NB 02 181 NHP / Blair & Co. (Lim.), Stockton | | | |
| 80 — / 90353 / *J. Kiddell* –03 / LJQG / 1 *Dk* | 256 / 214 / 109 | ✠ Hul *d* / 5,84 | 1884 / 5mo | Earle's Co. Ld. Hull | London & Poole S.S. Co. Ld. (H. Burden, *Mgr.*) | 133·7 / 21·7 / 11·0 / Q 45′ F 23′ | Poole / British / 4 *BH Cem* | C.2Cy.21″ & 40″–24″ 68 RHP / Earle's Co. (Lim.), Hull | 12 ″ 0 | | |
| 81 — / 88928 / *J. Craigie* 97–97 / SVJQ / *ss* Fre. 2nd No. 3–4,02 / 1 *Dk* | 246 / 243 / 59 | ✠ 100A1 Fre *d* / 4.02 [illegible] | 1884 / 9mo | Barrow S.B. Co. (Lm.) Barrow | ~~J. Bateman~~ Gannet SS Co Ld | 134·1 / 22·1 / 11·0 / B 12′ ND 02 | Fremantle / British / 3 *BH Cem* | C.D.4Cy.20″ & 35″–48″ (*s*) 80lb 141 NHP / 1SB.4*cf*, GS 70, HS 1822 / Barrow S.B. Co. (Lim.), Brw. | | | |
| 82 **Ganymede** / 81299 / *H. Cobb* –03 / PTNJ | 405 / 313 / 236 | | 1879 | Scott & Co. Greenock | Ocean S.S. Co. | 166·5 / 28·0 / 10·8 / P 33*t* F 29*t* | Liverpool / British | 1Cy.21″–34″ 80 RHP / Scott & Co., Greenock | | | |
| 83 **Garb** / *Hakki* (ex Lake Winnipeg) 2 *Dks* & *Awng dk* & *tr B* | *3329* / *2457* / *2107* | | 1879 | J. & G. Thomson Glasgow | Idarei Massousieh | 355·2 / 40·2 / 24·4 / B 56′ 31·2 BK 11″ | Constanpl / Turkish | T.3Cy.27″, 43″ & 71″–51″ NB 91 406 NHP / *Tpd.* 91, D. Rollo & Sons, Liv. | 26 ″ 0 | | |
| 84 **Garcerie** / *Fanninei* / 1 *Dk* & *Spar dk* | 105 / — / 65 | | 1895 | A D'bigeon Chantenay s/Loire | Messageries Fluviales de Cochinchine | 98·4 / 18·0 / 4·9 / B — | Saïgon / French | C.2Cy.9″ & 15⅜″–11″ Brissonneau 7 NHP / fils & A. Lotz, Nantes | | | |
| 85 **Garcia** / *M. Botterini* (ex Garcia de Vinuesa) 2 *Dks* & *Spar dk* | 996 / 691 / 754 | ✠ Nwc *n* / *Spar dk* 1,84 | 1883 / 11mo | A. Leslie & Co. Newcastle | Mohamed Sonou / *WB = DB* a 44′ & *u* E & B 38′ 111*t* *FPT* 50*t* | 212·0 / 30·2 / 15·4 / 22·7 FK | Alexandra / Egyptian / 5 *BH Cem* | C.2Cy.28″ & 55″–33″ 145 NHP / Black, Hawthorn & Co. Gts. | 16 ″ 3 | | |
| 86 — / *J. Garcia, jun.* –01 / HBTV / (ex Araruama, ex Barros & Ferreira) | — / — / 141 | | 1875 | ..... Glasgow | J. Garcia | ..... | R. Janeiro / Brazilian | | | | |
| 87 **Gard** / *N. Sörensen* / HDWT / 1 *Dk* | 669 / 492 / 411 | | 1891 | Nylands Værksted Christiania | Dampskibet Gards Actierederi (And. Jacobsen) | 186·3 / 28·5 / 12·8 / Q 51*t* B 91*t* H 25*t* F 13*t* | Chrstiania / Norwegian / *WB* | T.3Cy.13″, 21¾″ & 34¾″–24″ 59 NHP / Nylands Værksted, Xia. | | N | |
| 88 **Garden City** / 100035 / *C.D. Enright* –02 / *Elec. light* / 2 *Dks* | 637 / 557 / 401 | | 1892 | John Doty Engine Co Toronto | Niagara, St. Catharines & Toronto Nav. Co. Ld | 177·9 / 26·1 / 10·0 | Toronto / British | C.2Cy.28″ & 54″–48″ 168 NHP / J. Doty E. Co (Lim.) Toronto | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Par qui. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Nbre des Chaudières. Nbre des Chaudières. Si = Force en chevaux d'après les formules de la Société. H.P. = Force en chevaux d'après les pressions du navire. Détails des Chaudières & Machines. Nom du Constructeur des machines. | 14 Grues, &c. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89 | **Gardenia** | **IronScSr** | 1895 | ✝100A1 | Shl | *s* | 1879 | Tyne I.S.B. | MontaukS.S.Co Ld | 280·0 35·0 24·7 | N.Shields | C.2Cy.30″&63″–39″ | | | |
| 79224 | *H.Thompson* –03 | *ssDk(p)c2ss2ss3ss4ss5ss6ss* | 1767 | 8,07 | Bly | | 8mo | Co. | W.Coupland&Co. | 140′B26′ | British | 75lb *70lb* NDB91 185NHP | 25 | | |
| SRKF | | *ssCff.No.3–12,01 1Dk(pt Irn)3tr ll* | 1205 | BS1,01 | LMC | | | Newcastle | *Mgrs.*) | BK9½ | *6BHCem* | 2SB,*4pf*,gs72,hs2954 | 4 · 7 | | |
| | | *ssInl.No.2–00 3Dks(1 Irn)3tr ll* | | M 11,01 | | | A&CP | | | *WB=DBa84′f70* | Havre | N.E.MarineCo.(Lim.),Sld. | | | |
| 90 | — | **SteelScSr** | 403 | ✝100A1 | Gls | *h* | 1885 | D.&W.Hen- | Gls.Dock&Landdy | 172·0 27·1 12·6 | Glasgow | C.2Cy.28″&46″–96″ (s) | 15 | | |
| | *D.McArthur* –00 | *ssGls.No.3–1,98* | 361 | 8,01 | | | 1mo | derson&Co. | S.P.Co.Ltd. (A.2 | 126′B60′F48 | Glasgow | 90lb *65lb* NDB01 120RH | 1 · 6 | | |
| | *Elec.light* | *ssGls.No.1–02* | 167 | | | | | Glasgow | Lyt.18Cy.1907 LT | | | 1SB,*3cf*,gs56,hs1821 | | | |
| | *M.Piraldi* 04–04 | *1Dk(Irn)* | | | | | A&CP | | Harbourmaster | Mgrts BK7′ | *6BHCem* | A.Stephen&Sons,Glasgow | | | |
| | | | | | | | | | Maritimes Est Transmission(P.Xo.mast.Mgr) | | French | | | | |
| 91 | — | **IronScK** | 146 | ✝ | | | 1891 | Cochrane, | N.EasternSteam | 97·2 20·6 11·0 | Grimsby | T.3Cy.11½″,18″&30″–22″ (s) | 11 · 10 | | |
| 99199 | *R.Whitworth* –91 | *ssGms.No.2–99* | 134 | *Stm Trawler* | | | 10mo | Coopr&Scho- | FishingCo.Ld. | Q17′F17′ | British | 160lb 45RH | | | |
| MJVB | | *1Dk* | 70 | | | | | field Beverley | | BK7½ | *3BHCem* | 1SB,*2cf*,gs26,hs711 | | | |
| | | | | | | | *Lloyd's* | *sA&CP* | | | | C.D.Holmes&Co.,Hull | | | |
| 92 | **Gardépée** | **IronScSr** | 1633 | ✝100A1 | Cff | *q* | 1882 | W.Pickers- | GardépéeS.S.CoLd | 258·0 36·2 18·3 | Cardiff | C.2Cy.19″&58″–39″ (s) | 20 · 0 | | |
| 86487 | *D.R.Williams* –04 | *ssCff.No.3–8,94* | 1292 | 9,04 | | | 9mo | gill&Sons | (Morel,Ld.) | Q94′B66′F28′ | British | 160lb *80lb* NDB02 191NHP | 2 · 1 | | |
| WPNH | *Well deck* | *ssCff.No.2–03* | 1026 | BS9,04 | LMC | | | Sunderland | | PK | *5BHCem* | 1SB,*4pf*,gs72,hs2350 | | | |
| | | *1Dk(Irn)2tr ll* | | | | | A&CP | | *WB=DBa72′f106′81t* | | *APT15t* | G.Clark,Sunderland | | | |
| 93 | **Gargano** | **IronSc** | 721 | | | ... | 1884 | PearceBrs. | Soc.Anon.diNav.a | 172·0 28·2 12·2 | Bari | C.2Cy.20″&40″–80″ | 12 · 10 | 1 | |
| 16 | *V.Conenna* 94–94 | (*ex*Irene) | 708 | | | | | Dundee | Vap.Puglia | 19·7 | Italian | 73NH | | | |
| PLKH | | *1Dk§Awngdk* | 466 | | | | | | | | | PearceBros.,Dundee | | | |
| 94 | **Garibaldi** | **SteelScSr** | 768 | | | | 1902 | Stavanger | C.Mathisen | 195·0 30·0 11·0 | Bergen | T.3Cy.14″,28½″&38″–27″ | | N | |
| | *G.Evje* | | 575 | | | | | Stöberi&Dok | | Q97*t*B50*t*H13*t*F32*t* | Norwegian | 150NH | | | |
| JPWS | | *1Dk* | 466 | | | | | Stavanger | | | *WB* | StavangerStöberi&Dok | | | |
| 95 | **Garland** | **WoodSc** | 166 | | | | 1890 | ..... | PugetSoundNav. | 97·2 18·7 7·1 | P.Twnsnd | | | | |
| 88094 | *C.S.Davis* | | | | | | | PortTwnsend | Co. | | Wash. | | | | |
| | | | 88 | | | | | | | | Utd.States | | | | |
| 96 | **Garlands** | **SteelScSr** | 2084 | ✝100A1 | Cff | *r* | 1889 | W.Gray& | R.Hardy&Co. | 270·0 36·5 20·0 | W.Hartlpl | T.3Cy.20″,31½″&53″–36″ (s) | 21 · 0 | | |
| 97388 | *C.C.Malkmus* –03 | *ssHpl.No.3–2,02* | 1627 | 1,05 | Gls | | 8mo | Co.(Lim.) | | P27′Q82 B106′F31 | British | 154lb *100lb* NDB02 165NHP | s 1 · 10 | | |
| LGNQ | *Well deck* | *1Dk(Stl)§Webframes* | 1361 | BS8,04 | LMC 2,07 | | | W Hartlepool | | BK9½ | *4BHCem* | 2SB,*4rf*,gs72,hs2500 | | | |
| | *J.J.Carter* –04 | *pt Ironfloors* | | | | | A&CP | | *WB=DBa* | *84′f104′100t* | | Cen.Mar.Eng.Wks.,W.Hpl | | | |
| 97 | **Garmo** | **SteelScK** | 293 | ✝100A1 | Gms | | 1900 | Earle's Co. | OceanStm.Fishing | 112·2 21·6 11·6 | Grimsby | T.3Cy.11″,20″&32″–23″ (s) | 12 · 3 | | |
| 113172 | *E.Roberts* –00 | *ssHul.No.1–04* | 182 | *Stm Trawler* | Hul | | 4mo | Ltd. | Co.Ltd. | Q50′F20′ | British | 200lb 52RH | | | |
| | | *1Dk* | 71 | 8,04 | | | | Hull | | BK7½ | *1BHCem* | 1SB,*2cf*,gs34,hs1055 | | | |
| | | | | | | | *Lloyd's* | *sA&CP* | | | | Earle'sCo.Ltd.Hull | | | |
| 98 | **Garmoyle** | **SteelScSr** | 1229 | | | | 1896 | CaledonS. | ClydeShppg.Co.Ld | 250·0 33·8 16·3 | Glasgow | T.3Cy.25″,40″&65″–48″ | | | |
| 106055 | *E.Davies* 98 | | 923 | | | | | B.&E.Co.Ld. | (W.Cuthbert *Mgr*) | P154′F50′ | British | 293NH | | | |
| PNGD | | *2Dks* | 531 | | | | | Dundee | | | *WB* | CaledonSB&E Co.,Ld.,Dun | | | |
| 99 | **Garnet** | **SteelScSr** | 1608 | ✝100A1 | Bly | *q* | 1890 | WB Thmp- | DundeeGemLine | 260·0 36·3 16·7 | Dundee | T.3Cy.20″,33″&54″–39″ (s) | 19 · 0 | | |
| 96416 | *W.Webster* 79–90 | *ssBly.No.3–12,03* | 1286 | 8,04 | Bly Cff | | 10mo | son&Co.,Lim | S.S.Co.Ld. (P.M | 184′B64′F71′ | British | 160lb *80lb* 160NH | s 2 · 3½ | | |
| LWCT | *Well deck Elec.light* | *1Dk(Irn)2tr ll* | 1004 | | LMC | | | Dundee | Duncan&Sn.*Mgrs*) | 8rp04 BK9 | *4BHCem* | PSDB98 | | | |
| | | | | | 8,04 | | *Lloyd's* | *sA&CP* | *WB=C* | *IDB222′330t FPT* | *4tAPT24t* | 2SB,*6cf*,gs85,hs2076 | | | |
| | | | | | | | | | | | | W.B.Thmpsn&Co.Ld.Dun. | | | |
| 100 | — | **IronScYl** | 155 | ✝100A1 | Hul | | 1891 | Mackie& | KingstonSteam | 100·5 20·5 10·7 | Hull | C.2Cy.16″&32″–22″ (s) | 11 · 11 | | |
| 98757 | | *ssHul.No.3–7,02* | 142 | *Stm Trawler* | | | 9mo | Thomson | TrawlingCo.Ld. | Q19′F19′ | British | 110lb 45RH | | | |
| MTJR | | *1Dk* | 87 | 6,04 | 2,04 | Ls9,04 | | Glasgow | | BK7½ | *3BHCem* | 1SB,*2pf*,gs37,hs780 | | | |
| | | | | BS8,03 | LMC 7,02 | | *Lloyd's* | *sA&CP* | | | | Muir&Houston,Glasgow | | | |
| 101 | — | **WoodPad** | 152 | | | | 1884 | O.Gillespie | Montreal&Corn- | 124·7 21·6 7·1 | Montreal | 1Cy.30″–72″ | | | |
| 77904 | *A.Haines* –02 | *2Dks* | 111 | | | | | Cornwall Ont. | wallNav.Co.Ld. | | British | 30RH | | | |
| | | | 96 | | | | | | | | | Brush&Co.,Montreal | | | |
| 102 | — | **IronScK** | 132 | | | | 1885 | Raylton | ~~Hewett&Co.Ld.~~ | 105·8 19·9 9·9 | Yarmouth | C.2Cy.12″&24″–18″ | | | |
| 91814 | *W.Wright* –04 | *1Dk* | 132 | | | | | Dixon&Co. | C. T. Pannell | len92 | British | 25RH | | | |
| | | | 73 | | | | | Middlesbro' | (J.Tidman, *Mgr.*) | | | Hewett&Co.,London | | | |
| 103 | **Garonne** | **IronScBk** | 3945 | | | ... | 1871 | R.Napier& | F.Waterhouse | 382·1 41·4 35·7 | Seattle, | C.2Cy.60″&104″–48″ | | | |
| 86504 | *J.Alwen* 01–01 | | 3840 | | | | | Sons | | | Wash. | NB81 624NH | | | |
| KPTW | *Ref.Mchy* | *3Dks&Awngdk* | 2319 | | | | | Glasgow | | | Utd.States | R.Napier&Sons,Glasgow | | | |
| 104 | — | **SteelScSr** | 1491 | | | | 1899 | R.Stephen- | ForenedeDamp- | 249·7 35·2 15·5 | Copenhagn | T.3Cy.19½″,32½″&54″–36″ | | V | |
| | *C.L.Kroman* | | 1162 | | | | | son&Co.Ld | skib.Selskab | Q97′B60′F32′ | Danish | 175NH | | | |
| NWVS | *Well deck Elec.light* | *2Dks* | 890 | | | | | Newcastle | | | *WB* | R.Stephenson&Co Ld.Nwc | | | |
| 105 | — | **SteelScSr** | 1070 | | | | 1900 | Russell& | Dampskibiters- | 224·7 34·2 14·0 | Christiania | T.3Cy.17″,27½″&44″–38″ | 16 · 3 | N | |
| | *E.Quale* –01 | | 814 | | | | | Co | selsk.Garonne | Q81*t*B104*t*H49*t* | Norwegian | 111NH | s 1 · 0 | | |
| HDGW | | *1Dk* | 664 | | | | | Pt.Glasgow | (Fearnley&Eger) | F22*t* | *WB* | Ross&Duncan,Glasgow | | | |
| 106 | — | **SteelScSr** | 905 | | | | 1887 | Blohm& | Adolf Deppe | 205·0 30·0 17·6 | Antwerp | T.3Cy.14″,24″&39″–33″ | | V | |
| | *Larsen* –01 | (*ex*Alida) | 851 | | | | | Voss | | H— | Belgian | NB03 87NH | | | |
| MBJH | *Elec.light* | *1Dk§Spar dk* | 549 | | | | | Hamburg | | | *WB* | *Tpd.*03AntwerpEng.Co.Ltd | | | |
| 107 | **Garrick** | **IronScSr** | 2561 | | | | 1885 | A.Leslie& | LivBrazil&RPlate | 321·0 37·8 25·1 | Liverpool | C.2Cy.34″&68″–48″ | 26 · 3 | | |
| 91192 | *W.Frodsom* –02 | | 2358 | | | | | Co. | S.N.Co.Ld. (Lam- | 1′88*t* F25*t* | British | 267NH | | | |
| JTSP | | | 1597 | | | | | Newcastle | port&Holt, *Mgrs.*) | | | R.&W.Hawthorn,Nwc. | | | |
| 108 | **Garron Tower** | **IronScSr** | 650 | ✝90A1 | Shl | *t* | 1876 | E.Withy& | Marquess of Lon- | 180·0 28·2 13·6 | Sundrland | C.2Cy.25½″&47½″–30″ (s) | 14 · 3 | | |
| 68947 | *D.Horlock* –99 | *ssSld.2nd No.3–8,99* | 534 | 8,01 | Sld | | 10mo | Co. | donderry (S.J. | 123′B88′ | British | 65lb 50lb NDB96 90RH | s 1 · 0 | | |
| WVDC | | *ssSld.No.1–04 1Dk* | 403 | CB7,98 | LMC 8,04 | | | W Hartlepool | Ditchfield, *Mgr.*) | drp00drp04 PK | *4BHCem* | 1SB,*3pf*,gs47,hs1572 | | | |
| | | | | | | | A&CP | | | *WB=DBa50′f38′* | | T.Richardson&Sons,Hpl. | | | |
| 109 | **Garryowen** | **IronScSr** | 413 | | | ... | 1854 | Samuda | J.Bannatyne& | 167·0 24·6 15·6 | London | C.2Cy.16″&30″–16″ | | | |
| 594 | *J.Hamaham* –96 | (*ex*Saxon) | 35 | | | | | Bros. | Sons,Ld. | | British | NE&B84 40RH | | | |
| HDMP | | | 185 | | | | | London | | | | J.Stewart&Son,London | | | |
| 110 | **Garth** | **IronScSr** | 1323 | ✝100A1 | Nwc | *o* | 1884 | W.Pickers- | GarthS.S.Co.Ld. | 240·0 33·1 18·2 | Cardiff | C.2Cy.29½″&56″–36″ (s) | 19 · 0 | | |
| 89140 | *J.E.Lewis* –01 | | 1 | ~~Bly~~ | ~~Sld~~ | | 4mo | gill&Sons | (E.C.Hurley&Co.) | Q91 B50 F28′ | British | 160lb *80lb* NDB91 143NHP | s 1 · 11 | | |
| JLTS | | *ssNwc.No.1–01* | 820 | | LMC 7,04 | | | Sunderland | | lrp03 PK | *4BHCem* | 2SB,*4pf*,gs72,hs2672 | | | |
| | *Well deck* | *1Dk(Irn)2tr ll* | | | | | *Lloyd's* | *sA&CP* | | *WB=DBa67′f95′* | *267tAPT10t* | G.Clark,Sunderland | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 4 Reg'd Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey | Port of Survey. | Years Class. | 8 9 Built. When | By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry Flag | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. N.H.P.=Horse power by Society's formula. I.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth Fractions of Length. ft. in. | 15 Tons per inch Immersion. | 16 Rake of bow. Tail shaft. Tube. Screw. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | **Garth** | **SteelScSr** | 156 | ✝ A1 | Cff | 1901 | G.K.Stothert&Co. Bristol | ReaTransportCo.,Ld.(R.&J.H.Rea, *Mgrs.*) | 107·3 20·6 7·8 | Bristol British | C.2Cy.12″&24″–16″ | 8 ″ 6 | | |
| 114861 | *J.Prewitt* –04 | | 131 | *Stm Barge* | Brs | 10mo | | | Q38′ F16′ | | 120lb 28RH | | | |
| | | 1 *Dk(Stl)* | 84 | 3,051 | | *Lloyd's* | | | BK5½″ | | 1SR.*2pf*,GS30,HS562 | | | |
| | *Mchy Aft* | | | | | *SA&CP* | | | *WB=FPT7t* | | G.K.Stothert&Co.Bristol | | | |
| 112 | **Garthdee** | **SteelScSr** | 679 | ✝100A1 | Shl *j* | 1890 | Hall, | Aberdeen&Glasgow S.S.Co.Ld.(W. Leslie&Co. *Mgrs.*) | 190·6 28·5 10·6 | Aberdeen British | T.8Cy.15″,24″&38″–30″ (*s*) | 14 ″ 1 | | |
| [illegible] | *A.Stephen* –03 | *ss*Shl.No.8–8,03 | 510 | 6,04 5,00 2,05 | Abn | 6mo | Russell&Co. Aberdeen | | Q57′B49′F23′ | | 160lb *70lb* 97RH | 1 ″ 3 | | |
| LTGB | *Well deck* | 1 *Dk(Irn)* | 422 | | | *Lloyd's* | | | BK6½″ | | 1SR.*3cf*,GS45,HS1385 | | | |
| | | | | | | *SA&CP* | | | *WB=Db* | | *ass f*44′180*t* Hall,Russell&Co.,Abn. | | | |
| 113 | **Garthorpe** | **SteelScSp** | 317 | ✝100A1 | Hul *e* | 1903 | Cochrane &Sons Selby | JohnHolt&Co. (Liverpool)Ld. | 140·0 25·1 8·6 | Liverpool British | C.2Cy.14½″&31½″–21″ (*s*) | 9 ″ 3 | | |
| 118033 | *C.Brown*00–08 | | 262 | 7,08 | | 7mo | | | F18′ | | 125lb 40RIP | 1 ″ 3 | | |
| TDER | *Mchy Aft* | 1 *Dk(Stl)* | 187 | | | *Lloyd's* | | | FK | | 1SB,*2pf*,GS36,HS1107 | | | |
| | | | | | | *SA&CP* | | | *WB=FPT15t* | | Tindall Earle&Hutchinson Ld.Hull | | | |
| 114 | **Garton** | **SteelScSr** | 2734 | ✝100A1 | Cff *t* | 1894 | W.Gray& Co.(Lim.) W Hartlepool | DeddingtonS.S.Co. (Lim.)(H.Samman &Co. *Mgrs.*) | 306·0 43·0 18·3 | Hull British | T.3Cy.28″,36½″&62″–39″ (*s*) | 20 ″ 10 | | |
| 102941 | *W.Woodward* –01 | *ss*Hpl.No.2–01 | 3049 | *pt Awng dk* | | 4mo | | | P27′Q90′ drp04 | | 160lb *60lb* 239NH | s 8 ″ 8 | | 2,41 |
| NJLM | 1 *Dk(Irn)&Web frames&pt Awng dk(Irn)* | | 1761 | *with freeboard* | | *Lloyd's* | | | *pt Awng dk*189′ FK | | 2SB,*6rf*,GS79,HS3880 | | | |
| | | | | Brk 3.04 4,05 | | *A&CP* | | | *WB=CellDB244′* | | Cen.Mar.Eng.Wrks.W Hpl | | | |
| | | | | | | | | | *662tAPT31t* | | | | | |
| 115 | **Garvelpark** | **SteelScSr** | 927 | | | 1901 | Scott&Co. Greenock | Garvelpark SS.Co. Ld. (J.&J.Denholm) | 215·0 31·5 14·2 | Greenock British | T.3Cy.16″,26″&44″–33″ | | C | |
| 114058 | *E.Jones* –01 | | 677 | | | | | | Q152′B19′F29′ | | 99RHP | | | |
| SKOP | | 1 *Dk* | 549 | | | | | | *WB* | | Scott&Co.Greenock | | | |
| 116 | **Gascon** | **SteelTwinScShelterSr** | 6288 | | | 1897 | Harland& Wolff(Lim.) Belfast | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 430·0 52·2 29·0 | S'thamptn British | T.6Cy.19″,31″&52″–48″ | | BT till 11.04 | |
| 106907 | *N.R.Neilson* –01 | | 5186 | | | | | | P67′B172′F69′ | | 375NH | | 6,95 | |
| PNLS | *Ref.Mchy.* | 3 *Dks* | 3975 | | | | | | *WB* | | Harland&Wolff(Lim.),Be. | | | |
| 117 | **Gascon** (*ex*Gascony) | **SteelSc3MstSr** | 1106 | ✝100A1 | Liv *n* | 1890 | SMcKnight &Co. Ayr | MossS.S.Co.Ld. J.Cormack&Co | 230·0 31·1 16·5 | Liverpool British Leath | T.3Cy.20½″,33″&54″–36″ (*s*) | 17 ″ 7 | BT till 11.04 | |
| | *J.Stephen* –01 | *ss*Liv.No.3–8,02 | 884 | Rnwl 10.04 | Lth | 4mo | | | P88′B44′F26′ | | 160lb *80lb* NDB97 181NH | | 6,94 | |
| LRDM | *Elec.light Mchy.Aft* | 2 *Dks*(*U*Irn-pt ws) | 683 | | | *Lloyd's* | | | BK8″ | | 1DB,*4cf*,GS90,HS2805 | | | |
| | *Floors,Lower dk Beams,&Stringers Irn* | | | | | *A&CP* | | | *WB=FPT* | | D.Rowan&Son,Glasgow | | | |
| 118 | **Gaspesien** | **IronScSr** | 490 | ✝90A1 | Qbc *h* | 1874 | C.S.Swan& Hunter Newcastle | Bouchard&Bros. | 160·8 27·1 11·3 | Quebec London British | C.2Cy.20½″&41″–28″ (*s*) | 13 ″ 3 | | 5,96 |
| 70228 | *A.Gulland*02–02 | *ss*Bdx.No.3–6,98 | 392 | 4,03 | | 5mo | | | Q88′F25′ | | 80lb 70RH | s 1 ″ 4½ | | |
| ~~BKQC~~ | (*ex*Warkworth, | *ss*Qbc.No.1–03 | 287 | | NB 3.01 LM | | | | ND87 BK6½″ | | 1SB,*3pf*,GS30,HS1197 | | | |
| RHQC | *ex*ThéodoreConseil,*ex*Warkworth) | 1 *Dk* | | | | | | | *WB=* | | Christie,Gutch& Co.N.Shl. | | | |
| 119 | **Gaston** | **IronSc** | 847 | | | 1881 | Harlan& Hollngswth&C Wlmngtn Del | BaltimoreSteam PacketCo. | 212·0 31·5 19·0 | Baltimore Utd. States | C.2Cy.26″&44″–36″ | | | |
| 85685 | *R.H.Smullen* | 2 *Dks* | — | | | | | | | | 97NHP | | | |
| JVND | | | 464 | | | | | | *WB* | | Harlan&HollingsworthCo. | | | |
| 120 | **Gatesgarth** | **SteelScSr** | 1742 | ✝100A1 | Bkn *r* | 1900 | Carmichael Maclean& Co. Greenock | ReaShippingCo. Ld.(R.&J.H.Rea, *Mgrs.*) | 270·0 37·1 17·4 | Liverpool British | T.3Cy.21″,34″&58″–39″ (*s*) | 19 ″ 9 | | 7,01 |
| 110645 | *H.Adams* –03 | 1 *Dk*(*pt Irn pt Stl–* | 1379 | 11,03 | | 4mo | | | Q102′B52′F30′ | | 180lb *100lb* 240NHP | s 2 ″ 4½ | | |
| | *Well deck* | *pt ws*)&*deep framing* | 988 | | | | | | | | 2SB,*6rf*,GS114,HS3864 | | | |
| | *Elec.light* | | | | | *Completed by* | Russell&Co. | | *WB=CellDBa* | *78′u E22′f*110′412*t* | *FPT45t AP* | Lees,Anderson&Co.Gls. | *T108tDktanks71t* | |
| | | | | | | *A&CP* | | | | | | | | |
| 121 | **Gathorne** | **IronScSr** | 1148 | ✝ A1 1 | Shl Lv | 1873 | C.Hill& Sons Cardiff | J.Raine | 243·9 29·1 17·5 | Newcastle British | C.2Cy.25″&52″–30″ (*r*) | | | |
| 68148 | *B.Brown* –03 | 6thSurvey,Nwc.5,93 | 864 | 4,04 | | 6mo | | | P246*t*H3*t*F27*t* | | NB86 NDB01 99RHP | | | |
| WSCL | (*ex*NuevoPonce) | 3rdSurvey,Shl.4,04 | 717 | | | | | | ptND04 BK8″ | | 1SB,*3pf*,GS55,HS1760 | | | |
| | *Well deck* | 1 *Dk2trB* | | | | | | | *WB* | | Greenock Foundry Co.,Grk. | | | |
| | | | | | | | | | *=DBa&f* | | | | | |
| 122 | **Gaul** | **SteelTwinScSr** | 4745 | | | 1893 | Harland& Wolff(Lim.) Belfast | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 400·5 47·2 26·7 | S'thamptn British | T.6Cy.18½″.30″&50″–42″ | | BT till 10.04 | |
| 98863 | *T.C.Clinock* –03 | 3 *Dks* | 4012 | | | | | | P47′ B142′ F55′ | | 324NHP | | | |
| NBSD | *Ref.Mchy.* | | 8047 | | | | | | *WB* | | Harland&Wolff(Lim.)Bel. | | | |
| 123 | **Gaulois** | **SteelScSr** | 551 | | | 1903 | Claparède frères Argenteuil | A.Busck&Co. | 164·3 25·3 16·7 | Marseilles French | C.2Cy.20-¾″&35⅞″–25¾″ | | V | |
| | *Buscia* –03 | | — | | | | | | H—F21′ | | 53NHP | | | |
| JKFD | | 1 *Dk* | 245 | | | | | | *WB* | | Claparede frères,Argnteuil | | | |
| 124 | — | **IronScSr** | 327 | | | 1874 | Humphrys &Pearson Hull | Chevillotte frères | 134·5 22·6 11·6 | Brest French | C.2Cy.18″&29½″–20½″ | | | |
| | *LeFloch* (*ex*Contest) | 1 *Dk* | — | | | | | | Q23*t* H6′ F11′ | | NB89 33NHP | | | |
| JKFQ | | | 142 | | | | | | *WB* | | Humphrys&Pearson,Hull | | | |
| 125 | **Gauntlet** | **IronScK** | 149 | | ... | 1891 | J.P.Rennoldson&Sns. S.Shields | ElliottStm.TugCo. Ld.(Dick&Page, *Mgrs.*) | 100·0 19·6 11·4 | London British | T.3Cy.13¼″,22″&36″–24″ | 11 ″ 9 | | |
| 98386 | *H.J.Pascoe* –99 | (*Tug*) | 139 | | | | | | BK6½″ | | 75RHP | | | |
| MLKQ | (*ex*GoolcNo.8) | 1 *Dk* | 12 | | | | | | | | J.P.Rennoldson&Sns.SShl | | | |
| 126 | **Gauss** | **WoodScBkn** | 650 | | | 1901 | Howaldtswerke | CanadianGovernment | 157·7 37·1 20·4 | Ottawa British | T.3Cy.11⅞″,18⅛″&29 9/10″– | | | |
| | *I.E.Bernier* –04 | | 606 | | | | | | P14′F17′ | | 17½″ 37NHP | | | |
| | *Mchy.Aft Elec.light* | 2 *Dks* | 436 | | | | | | | | Howaldtswerke,Kiel | | | |
| | *Now named "Arctic," See No. 50 in Supplement* | | | | | | | | | | | | | |
| | *Sailing Barquentine—See Sailing Ship Register.* | | | | | | | | | | | | | |
| 127 | — | **IronScSr** | 442 | | | 1882 | Stettiner Act.Ges. Stettin | Dampfschifffahrts Ges.Neptun | 147·6 22·5 13·7 | Bremen German | C.2Cy.17½″&30″–20″ | | V | |
| | *H.Reimers*02–02 | 1 *Dk2trB* | 337 | | | | | | Q49′ B35′ F20′ | | NB99 34NHP | | | |
| QDPK | | | 255 | | | | | | *WB* | | Stettiner A.G.,Stettin | | | |
| 128 | **Gauthiod** | **IronScSr** | 730 | | | 18 73/88 | J.&W. Dudgeon London | NyaRederiaktieb. Svea (A.H.Blomberg,*Mgr.*) | 191·1 24·8 11·6 | Stockholm Swedish | T.3Cy.18″.29¾″&48¾″–29½″ | | | |
| 1669 | *H.E.Rosengren*00–00 | 1 *Dk&Shltr dk* | 402 | | | | | | 19·1 | | 128NHP | | | |
| HLFT | | | 442 | | | | | | P123′ H47*t* F19′ | | W.Lindbergs M.V.,Skm. | | | |
| 129 | **Gavião** | **CompScK** | *102* | | | 1897 | Ramage& Ferguson,Ld. Leith | Empreza Funchalense de Cabotagem (J.E.Martins *Mgr*) | 95·2 21·0 9·2 | Funchal Portuguese | C.2Cy.13½″&26″–30″ | | | |
| | *J.B.da Costa*98– | (*Tug*) | *101* | | | | | | | | 29RHP | | | |
| HJFV | | 1 *Dk* | *60* | | | | | | | | Ramage&Fergusn,Ld.,Lth | | | |
| 130 | **Gay Head** | **WoodPad** | 701 | | | 1891 | ..... Philadelphia | NBedford,Marthas Vineyard&Nantucket SteambtCo. | 203·0 34·0 11·6 | N.Bedford Utd. States | B.1Cy.50″–120″ | | | |
| 86151 | | | — | | | | | | | | Pusey&JonesCo. 212NHP | | | |
| KJCG | | 1 *Dk* | 448 | | | | | | | | Wilmington,Del. | | | |
| 131 | **Gaza** | **SteelScSr** | *337* | | | 1897 | R.Craggs& Sons Middlesbro' | Durao&Co. | 145·4 22·1 10·4 | Lourenço Marques Portuguese | C.2Cy.14″&31″–21″ | | V | |
| | (*LOST BY COLLISION 2,04*) | | *249* | | | | | | P27′F28′ | | Ch.Furness, 37NHP | | | |
| | (*ex*Roussillon) | | *171* | | | | | | *WB* | | Westgarth&Co.Ld.Mdb. | | | |
| 132 | **Gazehound** | **IronScK** | 138 | ✝ | Hul | 1891 | Cook,Welt'n&Gemmell Hull | HumberSteam TrawlingCo.Ld. | 95·5 20·8 11·0 | Hull British | C.2Cy.15″&29″–21″ | 11 ″ 10 | | |
| 98759 | *J.Blackman* –02 | *ss*Hul.No.1–95 | 131 | *Stm Trawler* | | 8mo | | | BK7½″ | 3 *BHCem* | 35RHP | | | |
| MTPG | | 1 *Dk* | 49 | 2,96 | | | | | | | 1SB,*2pf*.GS23.HS697 | | | |
| | | | | | | | | | | | Bailey&Leetham,Hull | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Brut. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. — Navires. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Coques, superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Diam. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les pressions sur pistons. Détails des Machines. Noms des Constructeurs des machines. | 14 Tonnage Brut. Chargement en tonnes. Poids par pouce. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 133 93436 MBFT | **Gazelle** *C.Langdon* –04 | **SteelTwinScSr** | 572 479 205 | | | | 1889 | Laird Bros. Birkenhead | Gt.WesternRly.Co | 285·5 P22*t* | 27·6 F3*t* | 18·1 | Milford British | T.6Cy.16½",26"&41"–30" 184NHP Laird Bros.,Birkenhead | | | |
| 134 63038 JGRD | — *D.Rees* –00 | **IronScSr** *ssLly.2ndNo.3–6,96 ssLly.No.1–01 1Dk2trB* | 527 538 314 | ✝ ⚓ 11,01 | Sws | | 1869 8mo | Withy, Alexander& Co. Hartlep'l. A&CP | GazelleS.S.Co.Ld. (W. Samuel) | 179·8 B36 P&B40 F24' WB=DBa | 28·5 BK7 | 15·3 1BHCem 51'f 85'102*t* | W.Hartlpl British | C.2Cy.24½"&47½"–36" 80lb *40lb* NE74 90RHP 1SB,*3pf*,GS45,HS1400 T.Richardson&Sons,Hpl. | 16 " 2 1 " 11 | | |
| 135 JKFV | — *Lucas* | **SteelPadSr** 1*Dk* | 170 — 72 | | | | 1884 | ANormand Havre | Cie.Normande de Nav.àVap. | 154·2 | 20·3 | 9·6 | Havre French | C.2C.20½"&47½"–38" 115NHP A.Normand,Havre | | | |
| 136 RKDH | **Gebr. Wrede** *A.Dammann* 1*Dk* | **SteelScTug** | 139 131 — | | | | 1894 | Schiffsw(v. J.&Sch.)A.G. Hamburg | H.W.Schrader& Wrede | 95·8 | 19·6 | 11·7 | Hamburg German | C.2Cy.16¾"&30¾"–22" 86NHP Schwft(vJ&Sch)A.G.Ham | | | |
| 137 HPWL | **Gedania** *E.Vanselow* –99 (*ex*Navigation) | **IronScSr** *ssShl.No.3–4,88 ssNpt.No.2–96 1Dk(Irn)2trB* | 1471 1327 921 | ✝ —— | Shl | *q* | 1879 6mo | Palmers' Co.Ld. Newcastle | Behnke&Sieg | 247·0 P29'F27' ptND94 BK7½ *WB=DBa58'f40'* | 34·2 | 21·0 *5BHCem FPTAPT* | Danzig German | C.2Cy.20"&50"–36" NDB94 162NHP 1SB,*3rf*,GS50,HS2161 Blackwood&Gordon,P.Gl. | 22 " 2 | G | |
| 138 NSJK | **Gedé** *W.Bagchus89–01* | **SteelScSr** 3*Dks* | 2828 2373 1793 | | | | 1892 | Maats. "DeSchelde" Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 349·3 P&B248' | 37·7 F54' | 25·6 | Rotterdm Dutch | Q.4Cy.24",36",48"&75"–42" 365NHP Maats."DeSchelde"Flshng | | V | |
| 139 118426 BQTH | **Geelong** *J.E.Ilbery* –04 *For full particulars See No. 2 in Supplement.* | **SteelTwinScSr** | 7954 6603 5134 | 100A1 *Spar dk* (*Class Contem plated*) | | | 1904 | Barclay, Curle&Co.Ld Glasgow | W.Lund | 450·2 P87'B164'F90' | 51·5 | 35·4 | London British | T.6Cy.28",40"&65"–48" Barclay,Curle&Co.Ld.Gls | 29 " 11 " 9 " 3 | | |
| 140 KRDW | **Geestemünde** *L.Hettmeyer01–01 Mchy.Aft Carrying Petroleum in bulk Elec.light* | **SteelSc3MstSr** | 2773 2663 1758 | | | | 1890 | Armstrong Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerik. PetroleumGes. | 309·3 B20' | 40·2 H— | 28·2 F28' WB | Geestmnde German | T.3Cy.28",37"&60"–39" 225NHP WllsndSlpwyCo.Ld.Nwc. | | GV | |
| 141 NMJB | **Gefion** *J.D.Krogh74–75* | **IronPadSr** 1*Dk* | 362 295 194 | | | | 1874 | Burmeister &Wain Copenhagen | Dmpskib.Selskabt. Öresund(J.D. Krogh,*Mgr.*) | 192·6 P38*t* | 23·1 H59*t* | 10·2 len90 | Copenhgn Danish | C.4Cy.22"&44"–42" 209NHP Burmeister&Wain Cpnhgn | | V | |
| 142 RHKD | **Gefle** *J.J.Oestermann02–02* | **IronScSr** 1*Dk* | 619 [illegible] 385 | *Now named "Boston," See No. 35 in Supplement.* | | | 1888 | Helsingörs Elsinore | H.M.Gehrckens | 180·6 Q61' | 27·1 H49' | 12·4 F24' WB | Hamburg German | C.2Cy.25"&47"–30" 101NHP HelsingörsJernsk.&Mskb | | GV | |
| 143 HPFV | — *J.F.Ternström96–96* | **IronScSr** 1*Dk&Shltrdk* | 520 260 376 | | | | 1871 | Bergsund Mek.Verks. Stockholm | Ångf.Aktieb. Södra Norrland (G.Holmström) | 164·1 H28*t* | 25·0 | 11·5 18·6 | Gefle Swedish | C.2Cy.19½"&38"–26½" 62NHP BrgsndsMek.Vrks.,Skm. | | | |
| 144 HJWK | **Geir** *O.Gundersen96–98* *Well deck* | **SteelScSr** 1*Dk2trB* | 976 646 622 | | | | 1894 | Nylands Værksted Christiania | Rederiselsk.Geir (And.Jacobsen) | 205·8 Q69*t* F16*t* | 31·1 B203*t* | 12·4 H41*t* WB | Christiania Norwegian | T.3Cy.14½",24"&39"–27" 79NHP Nylands Værksted,Xania | | N | |
| 145 MBJN | — *J.Brue* –03 (*ex*Newhaven) *Well deck* | **IronScSr** 1*Dk* | 848 652 501 | | | ... | 1882 | Workman, Clark&Co. Belfast | H.Kuhnle | 200·7 Q76'B46'F30' | 31·6 BK8' | 12·4 WB | Bergen Norwegian | C.2Cy.25"&48"–33" 95NHP Lees,Anderson&Co.Gls. | 15 " 2 | N | |
| 146 JRNS | **Geiranger** *P.Skudvig* | **Iron&SteelScSr** 1*Dk* | 152 83 86 | | | | 1885 | Martens, Olsen&Co. Bergen | SöndmöreDamp-skibsselskab | 110·0 Q24*t* F15*t* | 18·3 B25*t* | 7·6 H6*t* WB | Aalesund Norwegian | C.2Cy.15"&29"–18" NB96 30NHP Martens,Olsen&Co.Bergen | | | |
| 147 | **Gekko** *W.J.K.Howard99–99* | **SteelTwinScSr** 1*Dk* | 213 200 3 | | | ... | 1892 | Cox&Co. Falmouth | ChittagongPort Commissioners | 119·9 | 21·2 | 12·1 BK7 WB | Chttagong British | C.4Cy.15"&30"–21" 75RHP Cox&Co.,Falmouth | 12 " 9 | | |
| 148 NSWH | **Gelderland** *J.P.Piscaer* –04 *Well deck* | **SteelScSr** 1*Dk(Irn)&deepframing* | 1539 1189 962 | ✝100A1 2,05 BS8,04 | Cff Rot | *p* | 1900 1mo | Blyth S.B. Co.Ld. Blyth A&CP | Stoomv.Maats. Nederl.Lloyd WB=CellDBa78' | 249·0 Q90'B68'F26' drp03 *wE&B52'f76'* | 36·7 FK 404*t* | 16·1 BK10' | Rottrdam Dutch 4BHCem APT51*t* | T.3Cy.20½",33"&54"–36" (*s*) 170lb *90lb* 190NHP 2SB,*4pf*,GS87,HS3073 MacColl&Pollock,Sld. | 18 " 4 | | |
| 149 92867 KPCI | **Gem** *J.Jeune* –99 *Well deck ssShl.No.1–04 1Dk(Irn)2trB Floors&pt Inner Bottom Irn* | **SteelScSr** *ssShl.No.3–10,99* | 2098 1602 1333 | ✝100A1 4,04 ✝LMC | Cff Shl | *r* | 1887 9mo | J.Readhead &Co. S.Shields *Lloyd's&CP* | ClaphamS.S.Co.Ld (G.E.Macarthy, *Mgr.*) | 280·0 P28'Q78'B114' F33' | 38·8 BK10' *WB=Cell DB240'51*9*t* | 18·3 6BHCem | Newcastle British | T.3Cy.21",36"&59"–39" (*r*) 160lb *80lb* NDB90 215NHP 2SB,*6cf*,GS96,HS3204 J.Readhead&Co.,S.Shields | 20 " 8 | | 5,04 |
| 150 93393 KMSN | — *J.McKeegan* –01 *Well deck Mchy.Aft* | **IronSc3MstSr** 1*Dk(Irn)* *ssBwg.No.1–04* *ssBwg.No.3–4,99* | 464 326 137 | ✝100A1 5,05 ✝N B4,99 BS8,04 | Gls Liv ✝LM 5,04 | *h* | 1887 6mo | J Fullerton &Co. Paisley A&CP | W.Robertson | 175·2 Q84 P&B10'F24' drp00 *WB=Cell DB91'* | 25·2 BK7½ | 10·2 13*t*FPT28*t* | Glasgow British | T.3Cy.15½"24"&40½"–38" (*s*) 160lb 80RHP 3BHCem 1SB,*3cf*,GS50,HS1887 W.King&Co.,Glasgow | 12 " 9 " 1 " 2 | | 5,04 |
| 151 77451 | — *A.Craigmyle* –04 *Mchy.Aft* | **IronScSr** *ssLth.2ndNo.3–12,02* 1*Dk* | 180 148 86 | 100A1 12,04 ✝NB6,99 B 12,04 | Lth Abn ✝LMC12,05 | *c* | 1878 10mo | J Fullerton &Co. Paisley A&CP | Mitchell&Rae | 120·2 Q44'B7'F19' ptND90 | 19·0 BK6' | 9·0 4BHCem *B=FPT28t* | Aberdeen British | C.2Cy.17"&31"–22" (*s*) 100lb *50lb* NDB90 45RHP 1SB,*2pf*,GS28,HS530 Lees,Anderson&Co.,Gls. | 9 " 5 " 1 " 1 | | 12,04 |
| 152 53986 | — *J.McLeod02–02* | **CompPad** 1*Dk* | 145 131 92 | | | | 1868 | ..... Melbourne | GemStm.FerryCo. Ld. | 129·4 | 17·8 | 8·4 | Melbourne British | 2Cy. 60RHP | | | |
| 153 72758 | — | **IronScSr** 1*Dk* | 120 [illegible] 33 | | | | 1880 | Boyd&Co. Shanghai | TakuTug&Lighter Co. | 80·0 H81*t* | 16·5 | 8·7 | Shanghai British | C.2Cy.18"&36"–16" 35RHP Boyd&Co.,Shanghai | | | |
| 154 459 HBOD | **Gembu Maru** *A.Thomsen* (*ex*Kuroda) | **WoodScSr** 2*Dks* | 687 559 381 | | | | 1872 | ..... Brooklyn NY | Yamagata Yuzaburo | 195·6 | 26·9 | 16·9 | Kobe Japanese | C.2Cy.24½"&42½"–34" 86NHP | | | |

| 1 No. in Order / Official No. / Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Equipment. | 8 Built. When. Ship. / Engines. | 8 Built. By Whom. Where. | 9 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadths. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Consumption of Fuel. Coal. / Fuel. | 15 In which classed, if not in L. R. | 16 Date when last shaft was sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 155 | **Gemelli** | IronSc3MstSr | 816 | † 1,81 | Hul | Lv | 1873 | Schlesinger Davis&Co Newcastle | Munzone,Minoo& Co. | 199·6 | 27·9 | 16·1 | **Catania** Italian | C.2Cy.26″&48″–30″ NB84 105NH | | V | |
| 5 | *S.Iacona*96– | 3rdSurvey,81 | | | | | 1mo | | | Q117′H47′ | | | 3*BH*1PBH | Hawke,Crawshay&Co.Gts | | | |
| | (*ex*Tento,*ex*Eugene,*ex*Altofts) | 1*Dk*2*trB* | 533 | | | | | | | *WB=DBaSf* | | FK | | | | | |
| 156 | **Gemini** | IronScSr | 915 | † ~~100A1~~ | Nwc | *m* | 1888 | J.Priest-man&Co. Sunderland | JohnGeorgeHill Stm.Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*) | 210·0 | 31·0 | 15·5 | **Sundrland** British | T.3Cy.17″,28″&46″–30″ (*s* 160lb *80lb* NDB02 112NH | 16 ″ 3 | | 3,04 |
| Lost by collision 1904 | | | 735 | 11,04 ~~12,04~~ | | | 12mo | | | Q75′B45′F24′ | | | 1*BHCem* | 1SB,3*trf*,GS43,HS1680 | | | |
| 6527 | *R.W.Wrothesley* | –03 *ss*Shl.No.3–6,01 | | | | | | | | | | BK8″ | | N.E.MarineE.C.(Lim.)Sld | | | |
| LBDW | *Well deck* | 1*Dk*(*Irn*)2*trB* | 570 | ~~Spar dk~~ | | | | | | *WB=DBa55′f55′189t* | | | | | | | |
| | | | | Lengthened ~~1,04~~ | | | | | | | | | | | | | |
| 157 | — | IronScK | 127 | | | ... | 1883 | Earle's Co. (Lim.) Hull | Acktieselskabet Zodiac (C.Röe,*Mgr.*) | 95·5 | 20·1 | 10·5 | **Brevig** Norwegian | T.3Cy.10″,16″&26″–20″ NE&B7,00 32NH | | | |
| | *K.Kvalsund* | 1*Dk* | 123 | | | | | | | Q16′ | | | | G.T.Grey,S.Shields | | | |
| HPML | | | 60 | | | | | | | ptND95 | | BK8″ | | | | | |
| 158 | **Gemma** | SteelScSr | 855 | | | ... | 1888 | Flensburg Schiffsb.Ges. Flensburg | Holm&Molzen | 199·9 | 30·0 | 14·0 | **Flensburg** German | T.3Cy.15″,24″&48″–30″ 104NH | 15 ″ 9 | G | |
| | *H.Vogt*01–01 | | 659 | | | | | | | Q66′B49′F27′ | | | *WB* | FlensburgerSchiffsb.Ges | | | |
| LMDH | *Well deck* | 1*Dk* | 540 | | | | | | | | | BK7″ | | | | | |
| 159 | — | IronScSr | 842 | † | Ham | | 1868 | C.Mitchell &Co. Newcastle | A.Kirsten | 213·9 | 29·2 | 17·5 | **Hamburg** German | C.2Cy.26″&46″–27½″ NE00 NB86 92NH | | G | |
| | *C.Petersen*01–01 | *ss*Lon.No.3–5,79 | 695 | 5,84 | | | 5mo | | | P38*t* | F18*t* | | 1*BHCem* | H.Brandenburg,Ham. | | | |
| RDPH | (*ex*Claremont) | *ss*Ham.No.1–84 2*Dks* | 529 | | | | | | | *WB=DBa65′f77′* | | | | | | | |
| 160 | **Gena** | SteelScSr | 2784 | †100A1 | Bry | *l* | 1893 | T.Turnbull &Son Whitby | T.Turnbull&Son | 312·5 | 40·8 | 22·0 | **Whitby** British | T.3Cy.23″,37½″&61½″–39″ (*s* | 23 ″ 2 | | 1,01 |
| 99147 | *W.G.Barnard* | –02 *ss*Cff.No.2–01 | 2144 | *pt Awng dk* | | | 7mo | | | P29′Q90′ | | | 6*BHCem* | 160lb *80lb* 236NH | s 9 ″ 1 | | |
| NORS | | 1*Dk*(*Irn*)*&Web frames* | 1795 | *withfreeboard* | | | | | | *ptAwngdk*194′ | | FK | *f*122′574*t* | 2SB,6*cf*,GS89,HS3528 | | | |
| | | *&pt Awng dk*(*Irn*) | | 8,04 ~~11,04~~ | | | | | | *WB=DBa102′* | | | | Blair&Co.(Lim.),Stockton | | | |
| | | | | SLM | | | | | | | | | | | | | |
| | | | | MS8,01 | BS10,01 | | | | | | | | | | | | |
| 161 | **Genbert** | SteelScSr | 891 | †100A1 | Oda | *l* | 1894 | Wood, Skinner&Co Newcastle | H.Bernstein | 200·4 | 32·7 | 12·7 | **Odessa** Russian | T.3Cy.16″,26″&48″–30″ (*s* | 15 ″ 0 | | 2,03 |
| | *K.M.Lechnitsky* | –99 *ss*Oda.No.2–03 | 670 | 2,03 | | | 5mo | | | P17′Q82′B9′F25′ | | | 4*BHCem* | 160lb *80lb* 103NH | s 1 ″ 5 | | |
| | (*ex*Rose) | 1*Dk*(*Irn*)*&Web frames* | 686 | BS5,04 | | | | A&CP | | | | FK | 1SB,3*pf*,GS50,HS1570 | | | | |
| | *Well deck* | | | | | | | | | *WB=CellDB167′215tFPT* | | | 35*t APT*22*t* | N.E.MarineCo.Ld.Nwc. | | | |
| 162 | **Generaal Pel** | IronScSr | 1156 | † | Sng | *o* | 1876 | W.Denny &Bros. Dumbarton | Koninkl.Paketv. Maats. | 255·9 | 31·7 | 17·3 | **Batavia** Dutch | C.2Cy.34″&60″–39″ 187NH | | | |
| | *D. de Groot* | *ss*Sng.No.2–84 | | *Shade dk* | | | 7mo | | | | | 24·6 | 1*BHCem* | Denny&Co.,Dumbarton | | | |
| TDKR | | 2*Dks&Shaded!t* | 720 | *with load line* 9,84 | | | | | | | | | | | | | |
| 163 | **General** | SteelScSr | 2361 | | | ... | 1890 | Armstrong Mitchell& Co.(Lim.) Newcastle | DeutscheOst Afrika Linie | 300·0 | 41·0 | 21·7 | **Hamburg** German | T.3Cy.26″,42″&69″–45″ 333NH | 24 ″ 1 | G | |
| | *C.Scharfe* | | 1959 | | | | | | | P46′B82′F41′ | | | *WB* | WllsndSlpwyCo.Ld.Nwc. | | | |
| RJDN | *Elec.light* | (*ex*Salatiga) 2*Dks3trB* | 1480 | | | | | | | | | BK8½″ | | | | | |
| 164 | — | IronScK | 191 | †~~100A1~~ | Gms | | 1898 | Cochrane& Cooper,Ld Beverley | PalatineStm. FishingCo.Ld. (A. Jeffs,*Mgr.*) | 112·7 | 21·0 | 11·6 | **Grimsby** British | T.3Cy.11¾″,20″&32″–23″ (*s* | 12 ″ 3 | | 12,04 |
| 109031 | ~~*W.Fennel*90–00~~ | Gms.No.1–02 | 175 | 1–04 ~~8,02~~ | | | 5mo | | | Q27′ | | | 4*BHCem* | 180lb 50RH | | | |
| QDJH | *W.Smith* –04 | 1*Dk* | 70 | *StmTrawler* | | | | | | | | BK7½″ | | 1SB,2*cf*,GS30,HS879 | | | |
| | | | | BS12,01 ~~7,02~~ | | | | | | | | | | Bailey&Leetham,Hull | | | |
| | | | | *Lloyd's A&CP* | | | | | | | | | | | | | |
| 165 | **General Buller** | Iron&SteelScK | 72 | †100A1 | Hul | | 1900 | Cochrane& Cooper,Ld Beverley | LowestoftSteam HerringDrifters Co.Ld. | 75·2 | 17·4 | 8·8 | **Lowestoft** British | C.2Cy.10″&20″–14″ (*s* | 9 ″ 6 | | |
| 110820 | *G.Fisher* –03 | | 70 | *For fishing purposes* | | | 8mo | | | | | | 3*BHCem* | 120lb 17RH | | | |
| | | 1*Dk* | 39 | 8,00 | | | | A&CP | | | | BK6″ | | 1SB,1*pf*,GS13,HS357 | | | |
| | | *Irn framing&Stl plating* | | ~~M.C.8,00~~ | | | | | | | | | | Tindall,Earle&Hutchinson,Ld.Hull | | | |
| 166 | **Général Chanzy** | SteelScSr | 2299 | | | | 1891 | Cie.Génér. Transatl. Penhöet | Cie.Générale Transatlantique | 341·2 | 35·7 | 15·5 | **Marseilles** French | T.3Cy.33″,51½″&82½″–49″ NB03 478NH | | V | |
| | *Barthelemy*00–00 | 2*Dks&Spardk* | 1854 | | | | | | | F46′ | | 23·0 | *WB* | Cie.Gén.Transatl.,S.Naz. | | | |
| JKGL | *Elec.light* | | 721 | | | | | | | | | | | | | | |
| 167 | **General Diaz** | IronScSr | *741* | | | | 1881 | Lobnitz& Co. Renfrew | Cia.Naviera del Pacifico,S.A. | 214·0 | 25·0 | 14·7 | **Mazatlan** Mexican | C.2Cy.32″&60″–36″ 180NH | | | |
| | *L.deYza* –02 | 2*Dks&Spar dk* | *732* | | | | | | | | | 21·6 | *WB* | Lobnitz&Co.Renfrew | | | |
| HCSR | (*ex*SanBenito,*ex*Douglas,*ex*Horsa) | | *459* | | | | | | | | | | | | | | |
| 168 | **General Frisbie** | WoodScSr | 544 | | | | 1901 | G.R.Whid-den New Whatcm Wsl | MonticelloS.S.Co. (HatchBros.,*Mgrs.*) | 160·9 | 29·3 | 11·9 | **S.Frncisco** Utd.States | T.4Cy.16″,25″&(2)30″–24″ 88NH | | | |
| 86541 | *G.Wheeler,jun.* –01 | 2*Dks* | 289 | | | | | | | | | | | UnitedEng.Works,S.Fo. | | | |
| KQMH | *Fitted for liquid fuel* | | 340 | | | | | | | | | | | | | | |
| 169 | **Général Galliéni** | IronSc3MstSr | 1515 | | | | 1872 | Forges&C. de la Médit LaSeyne | Ant.Artaud | 292·0 | 32·0 | 23·5 | **Marseilles** French | C.2Cy.29½″&63″–33″ NB94*fitted*97 190NIP | | V | |
| | *Suzzoni*01–01 | | | | | | | | | P46′H–F37′ | | | | Forges&C.de laMédit.,Msl | | | |
| JKGF | (*ex*Ville de Bahia) | 2*Dks3trB* | 878 | | | | | | | | | | | | | | |
| 170 | **General Gordon** | SteelScSr | 1317 | †100A1 | Gls | *o* | 1885 | A.Stephen &Sons Glasgow | S.S.GordonCo.Ld. (Maclay& McIntyre) | 240·4 | 34·1 | 16·0 | **Glasgow** British | T.3Cy.15″,24″&40″–36″ (*s* | 18 ″ 6 | | ~~10,04~~ |
| 90071 | *G.J.Robinson* –04 | *ss*Gls.No.3–12,93 | 1027 | 6,04 ~~7,02~~ | | | 8mo | | | Q84′B57′F28′ | | BK8″ | 4*BHCem* | 160lb *80lb* NDB97 106NH | s 1 ″ 8½ | | ~~06,04~~ |
| KBNG | | *ss*Gls.No.2–01 | 831 | | | | | | | *WB=CellDB184′* | | | 326*t APT*21*t* | 1SB,2*cf*,GS49,HS1730 | | | |
| | *Well deck* | 1*Dk*(*Stl*)2*trB* | | MS10,01 ~~9,04~~ | | | *Lloyd's A&CP* | | | | | | | A.Stephen&Sons, Glasgow | | | |
| | | | | BS6,04 | | | | | | | | | | | | | |
| 171 | — | IronScK | 201 | †100A1 | Hul | | 1900 | Cook,Welt'n&Gemmell Hull | Pickering&Haldane's Stm.TrawlingCo.Ld. | 113·4 | 21·0 | 11·5 | **Hull** British | T.3Cy.12¼″,21″&34″–24″ (*s* | 12 ″ 4 | | 2,04 |
| 113575 | *S.Winsor*96–00 | *ss*Hul.No.1–04 | 181 | *StmTrawler* | | | 9mo | | | Q48′ | | | 4*BHCem* | 200lb 60RIP | | | |
| SFVP | | 1*Dk* | 71 | 11,04 ~~12,04~~ | | | | | | | | BK7½″ | | 1SB,2*cf*,GS32,HS1128 | | | |
| | | | | MC ~~8,04~~ | | | *Lloyd's A&CP* | | | | | | | C.D Holmes&Co.Hull | | | |
| 172 | **Gen. James A. Dumont** | WoodPad | 309 | | | | 18$\frac{2}{86}$ | ..... Williams-burg,N.Y. | E.D.Booz | 145·0 | 26·0 | 9·0 | **Baltimore** Utd.States | B.1Cy.40½″–108″ 131NH | | | |
| 86521 | (*ex*WilliamH.Crawford, | | | | | | | | | | | | | | | | |
| | *ex*Nansemond,*ex*JamesF.Freeborn) | 1*Dk* | 195 | | | | | | | | | | | | | | |
| 173 | **General Knox** | WoodPad | 427 | | | | 1898 | Kelly, Spear&Co. Bath,Me. | MaineCentralR.R. Co. | 137·5 | 32·6 | 12·4 | **Bath,Me.** Utd.States | | | | |
| 86431 | | | | | | | | | | | | | | | | | |
| | | | 269 | | | | | | | | | | | | | | |
| 174 | **General Kouropatkine** | Steel TwinScSr | 906 | | | | 1902 | Soc.Anon. Jhn.Cockerill Hoboken | Soc.Caucase& Mercure | 231·7 | 28·0 | 14·0 | **Astrachan** Russian | T.6Cy.16$\frac{3}{16}$″,24⅝″&37$\frac{3}{8}$″–25⅝″ 141NIP | | V | |
| 2317 | | | | | | | | | | P50′B47′F46′ | | | *WB* | SocAn.J.Cockerill,Seraing | | | |
| | *Elec.light* | 2*Dks* | 562 | | | | | | | | | | | | | | |
| 175 | **General Lincoln** | WoodPad | 398 | | | | 1878 | ..... Chelsea,Mass | NantasketSteam-boatCo. | 160·6 | 28·2 | 8·8 | **Boston** Utd.States | 1Cy.48″–96″ 174NH | | | |
| 130126 | | | | | | | | | | | | | | | | | |
| JTFK | (*ex*Nahant) | 1*Dk* | 248 | | | | | | | | | | | | | | |
| 176 | **General Mena** | IronScTug | *116* | † | Guay- | *a* | 1881 | W.Walker &Co. London | Cia.Naviera del Pacifico,S.A. | 101·5 | 16·4 | 9·2 | **Mazatlan** Mexican | C.2Cy.16″&28″–18″ NB88 NDB88 28NH | | | |
| | *J.Arano* –93 | *ss*S.Fo.No.3–10,90 | *112* | 2,01 | mas | | 10mo | | | | | FK | 4*BHCem* | J.Watt&Co.Birmingham | | | |
| HCST | (*ex*Altata) | *ss*GuaymasNo.2–97 1*Dk* | 79 | | | | | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage Brut — Total / Sous le Pont. / Net. | Détails de la Classification. Cote — Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. — Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. Nbre & Dia. des Cylindres. Course. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. RHP Force en chevaux d'après les papiers du navire. Détails des Chaudières. Moteurs. Nom du Constructeur des machines. | Franc-bord en été. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|
| 177 86801 | General Orlando M. Poe — *J. Lowe* 01–01 — *Mchy. Aft* — Steel Sc — 1 *Dk 2 tr b* — *Elec. light* | 5657 — 3892 | | 1900 — American S.B. Co. Cleveland, O. | Pittsburgh S.S. Co. | 470·0 \| 50·0 \| 29·0 | Duluth / Utd. States / *W B* | C. 4 Cy. 26½″, 37″, 54½″ & 80″ — 42″ NB 02 — 415 NHP — American S.B. Co. Cleveland | |
| 178 | General Radetzky — *P. Bauer* 01–01 — (*ex* Thomas Wilson) — Iron Sc Sr — 1 *Dk* | 1377 — 1172 — 722 | | 1870 — C & W Earle Hull | Gebr. Seeberg | 258·4 \| 34·8 \| 17·5 — P 140′ F 43′ — F K | Riga / Russian | C. 2 Cy. 32″ & 60″ – 33″ — NB 86 — 172 NHP — C. & W. Earle, Hull | V |
| 179 93132 | General Roberts — *J. Pettit* 86–91 — Iron Sc K — *ss* Mil. No. 2–96 — 1 *Dk* | 142 ✠ — 138 — 62 | 12,96 — *Trawler* ✠ — Mil | 1888 — Cook, Welton & Gemmell Hull | J. Pettit | 100·0 \| 20·3 \| 11·0 — Q 16′ — B K 7½ | Hull / British | C. 2 Cy. 17″ & 33″ – 22″ — 45 RHP — 1 SB, *2pf*, GS 29, HS 93·4 — C. D. Holmes & Co., Hull | 11 ″ 11 |
| 180 Dismantled 04 | General Todleben — (*ex* Sappho) — Iron Sc 3 Mst Sr — 5th Survey 82 — 1 *Dk* (*Irn*) 2 *tr b* | 1136 ✠ — 1049 — 664 | 6,87 — Lon — Lv | 1864 — C & W Earle 9mo Hull | Russian Co. for Sea, River & Land Insurance & Conveyance of Goods | 234·1 \| 30·6 \| 19·9 — *W B = Cell D B* — F K | Riga / Russian | C. 2 Cy. 26″ & 50″ – 33″ — NE & B 81 — 120 NHP — 5 *B H Cem* — Amos & Smith, Hull | V |
| 181 110821 | General White — *C. Bird* –04 — Iron & Steel Sc K — 1 *Dk* — *Irn framing & Stl plating* | 72 — 70 — 89 | ✠ 100 A 1 — *For fishing purposes* — 8,01 — ✠ LMC 8,00 — Hul | 1900 — Cochrane & Cooper, Ltd 8mo Beverley A & CP | Lowestoft Steam Herring Drifters Co. Ld. | 75·2 \| 17·4 \| 8·8 — B K 6 | Lowestoft / British | C. 2 Cy. 10″ & 20″ – 14″ — 120 lb — 17 RHP — 3 *B H Cem* — 1 SB, *1pf*, GS 12, HS 25·0 — Harrison & Dawson, Hull | (*s*) 9 ″ 6 |
| 182 871 | General Zimmermann — *A. Behr* –03 — (*ex* Dan) — Iron Sc — 3 Mst S r — 1 *Dk* 2 *tr B* | 1552 — 1151 — 757 | | 1882 — Lobnitz & Co. Renfrew | Gebr. Seeberg | 248·6 \| 34·7 \| 17·4 — P 162′ B 16′ F 29′ | Riga / Russian | C. 2 Cy. 32″ & 60″ – 36″ — 160 NHP — *W B* — Lobnitz & Co. Renfrew | V |
| 183 | Generale Baratieri — *A. Behr* –03 — (*ex* Dan) — Steel Sc Sr — 1 *Dk* | 215 — 164 — 120 | | 1895 — F. Barachini Sampierdrna | E. Isola fu F. | 116·4 \| 23·0 \| 8·5 — P 15′ Q 18′ B 20′ | M. Video / Uruguayan | C. 2 Cy. 16″ & 25″ – 18″ — Wilson & Maclaren, S.P. D'Arena | |
| 184 | Generalmajor Klokatchoff — (*Icebreaker*) — Steel Sc — 1 *Dk* | 193 — — 86 | | 1900 — Howaldtswerke Kiel | Kertsch Jenikal Pilot Co. | 115·7 \| 24·0 \| 10·0 — F 19′ | Kertch / Russian | T. 3 Cy 12½″, 19½″ & 31½″ – 18½″ — 42 NHP — Howaldtswerke, Kiel | |
| 185 95522 LBGC | Genesee — *T. R. Mackay* 03–03 — (*ex* Darial) — Steel Sc 3 Mst Sr — 1 *Dk* & *Spar dk* — *Carrying Petroleum in bulk* — *Mchy. Aft* — *Elec. light* | 2830 — 2718 — 1833 | | 1889 — Armstrong Mitchell & Co. Newcastle | Anglo-American Oil Co. Ld. (J. McDonald, *Mgr.*) | 310·0 \| 40·2 \| 28·3 — B 66 F 9 | London / British | T. 3 Cy. 28″, 37″ & 60″ – 39″ — 225 NHP — *W B* — Wilson & Sl pwy. Co. Ld. Nwc. | V |
| 186 79149 SDOJ | Geneva — *A. M. Cadman* –00 — *ss* Lth. 2nd No. 3–1,04 — Iron Sc Sr — 2 *Dks* | 739 — 619 — 447 | ✠ 100 A 1 — 12,04 — ✠ NB 2,99 — FS 12,01 — Lth — *l* — LMC 1,04 | 1878 — Blackwood & Gordon Pt. Glasgow 8mo A & CP | Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. *Mgrs.*) | 198·2 \| 28·3 \| 15·5 — P 34′ F 18′ — B K 7½ | Leith / British | C. 2 Cy. 27″ & 47″ – 33″ — 63 lb *65 lb* — NDB 92 — 98 RHP — 1 SB, *3rf*, GS 54, HS 15·24 — 5 *B H Cem* — Blackwood & Gordon, P Gls | (*s*) 16 ″ 7 — 2 ″ 4 — 12,04 |
| 187 102897 | Geneva Cross — *Calizi* 98–02 | 260 — 181 — 126 | | 1894 — J. Stewart & Son (Lim.) London | Managers of Metropolitan Asylum District | 137·0 \| 22·1 \| 8·0 | London / British | C. D. 2 Cy. 28″ & 46″ – 42″ — 114 NH — J. Stewart & Son (Lim.), Lon | |
| 188 1266 HJKD | Genkai Maru — *S. Ishikawa* 97–00 | 1447 — 1206 — 897 | | 1891 — Napier, Shanks & Bell Glasgow | Nippon Yusen Kabushiki Kaisha | 244·9 \| 32·3 \| 20·0 — F 30′ — *pt Shaded k* 15′ | Tokio / Japanese | T. 3 Cy. 18″, 30″ & 48″ – 33″ — 182 NH — *W B* — J. & J. Thomson, Glasgow | V |
| 189 97525 LRBJ | Genoa — *R. D. Horncastle* –03 — (*ex* Centurion) — Steel Sc Sr — *ss* Lon. No. 3–1,01 — 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *Web frames Plating pt Irn* | 1942 — 1899 — 1233 | ✠ 100 A 1 — *Spar dk* — 6,01 ~~10,08~~ — ~~B 66,08~~ — ~~B 66,08~~ — ✠ LMC 1,01 — Hul — *r* | 1890 — J. Blumer & Co. Sunderland 4mo A & CP | T. Wilson, Sons & Co. Ld. | 276·5 \| 38·1 \| 16·2 — 23 ″ — B K 9 — *W B = Cell D B* 80′ | Hull / British | T. 3 Cy. 21″, 33″ & 54″ – 42″ (*s*) — 160 lb *70 lb* — 195 NHP — 2 SB, *6rf*, GS 106, HS 30·09 — 4 *B H Cem* — 1 100′ 318′ — Alley & McLellan, Glasgow | 18 ″ 6 — as 5 ″ 9½ |
| 190 JTVQ | Genova — *W. E. B. Thorsen* — *Well deck* — Steel Sc Sr — 1 *Dk* & *Web frames* | 965 — 761 — 585 | | 1895 — Bergens Mek. Værk. Bergen | E. Braaten | 216·4 \| 31·6 \| 12·8 — Q 107 *t* B 55 *t* H 14 *t* — F 27 *t* | Christiania / Norwegian | T. 3 Cy. 15½″, 25″ & 42″ – 30″ — 98 NHP — *W B* — Bergens M. V., Bergen | N |
| 191 RGMK | Genua — *N. Rehbock* 02–02 — (*ex* Balcarres) — Iron Sc Sr — *ss* Ham. 2nd No. 3–5,01 — 6th Survey 5,01 — 1 *Dk* (*Irn*) 2 *tr B* | 1404 ✠ — 1163 — 882 | ✠ NB 8,89 — Lv | 1877 — Barrow SB Co. (Lim.) Barrow A & CP | Rob. M. Sloman, Jr. | 250·3 \| 32·0 \| 20·2 — P 125′ F 35′ — F K — *W B = A P T* 24′ | Hamburg / German | T. 3 Cy. 19″, 30″ & 52″ – 36″ (*s*) — 160 lb *80 lb* — NDB 92 — 169 NHP — 2 SB, *6rf*, GS 90, HS 26·22 — 5 *B H Cem* — *Tpd.* 8·9 J. Dickinson, Sth. | |
| Wrecked 13,04 | Genyo Maru — (*ex* Hailoong) — Iron Sc Sr — *ss* H. Kg. No. 3–2,81 — *ss* H. Kg. No. 1–84 — 1 *Dk* & *Awng dk* | 497 ✠ — 458 — 356 | *Awng dk* — *with load line* — 5,87 — H K g — *f* | 1871 — Hall, Russell & Co. Aberdeen 8mo | K. Kawabe | 155·3 \| 23·9 \| 10·2 — 16·5 | Osaka / Japanese | C. 2 Cy. 23¾″ & 38⅞″ – 30″ — 67 NHP — 1 *B H Cem* — Hall, Russell & Co., Abn. | |
| 193 1485 HKGM | Genzan Maru No. 2 — *K. I. Kezawa* — (*ex* Arisoura Maru, *ex* Lauderdale) — Steel Sc Sr — *ss* Nag. No. 3–7,96 — 2 *Dks* (*U Stl*) | 1838 ✠ — 1652 — 1140 | 7,96 — Nag — *r* | 1882 — W. B. Thompson 11mo Glasgow | Yamamoto Toshi | 265·7 \| 35·4 \| 21·1 — P 32′ B 52′ F 22′ — B K 9½ — *W B = Cell D B* 212′ 32 *t* | Osaka / Japanese | C. 2 Cy. 33⅝″ & 66¼″ – 42″ — 237 NHP — 2 SB, *6pf*, GS 132, HS 29·17 — 6 *B H Cem* — Rankin & Blackmore, Grk. | |
| 194 LMDP | Georg — *N. Jürgensen* 97–03 — *Elec. light* — Steel Sc Sr — 1 *Dk* | 938 — 697 — 574 | | 1889 — Rostocker 2mo Act. Ges. Rostock | H. Schuldt | 214·4 \| 31·7 \| 13·2 — Q 76′ B 52′ F 23′ | Flensburg / German | T. 3 Cy. 13½″, 22½″ & 39½″ – 31½″ — 88 NHP — *W B* — Rostocker A.G., Rostock | G |
| 195 NMWO | — — *H. S. J. Buhr* — Iron Sc Sr — 2 *Dks* & *Hur dk* | 784 — 636 — 477 | | 1875 — Norddeut. Schiffb. A.G. Kiel | Forenede Dmpskib. Selskab | 210·5 \| 28·5 \| 14·7 — 21·5 | Esbjerg / Danish | C. 2 Cy. 30″ & 56″ – 36″ — 157 NHP — *W B* — Schweffel & Co., Kiel | |
| 196 KRFM | — — *G. Löwner* –02 — Iron Sc Trawler — 1 *Dk* | 144 — 131 — 18 | | 1891 — H. Koch Lübeck | Rabien & Stadtlander | 102·7 \| 20·9 \| 10·2 | Gstemnde / German | C. 2 Cy. 19½″ & 31½″ – 21½″ — 88 NHP — *W B* — C. Daevel, Kiel | G |
| 197 MSHL | Georg Mahn — *A. Kohn* 01–01 — *Elec. light* | 1081 — 930 — 674 | | 1893 — Act. Ges. "Neptun" Rostock | H. Podeus | 234·1 \| 34·4 \| 14·0 — B 50′ F 22′ | Wismar / German | T. 3 Cy. 18¾″, 22½″ & 36½″ – 27½″ — 68 NHP — *W B* — A.G. "Neptun," Rostock | G |
| 198 QGCV | Georg Siebs — *A. Wellm* 00– — (*Trawler*) — Steel Sc — 1 *Dk* | 145 — 134 — 27 | | 1895 — Act. Ges. "Weser" Bremen | Eide Siebs | 106·2 \| 21·0 \| 10·3 | Brmrhavn / German | T. 3 Cy. 12½″, 19½″ & 31½″ – 21½″ — 46 NHP — *W B* — Act. Ges. "Weser," Bremen | G |
| 199 NTGD | Georg Stage — *P. E. Saabye* — Iron Sc — 1 *Dk* | 206 — 199 — 125 | | 1882 — Burmeister & Wain Copenhagen | Stiftelsen Georg Stages Minde | 102·0 \| 25·1 \| 13·2 | Copnhagn / Danish | C. 4 Cy. 10″ & 20″ – 15″ — 26 NHP — Burmeister & Wain, Cpn. | |

| 1 No. in Book. Official No. Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Under deck. Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry Flag. | 13 Engines. Nrs & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Registered in which Table of Tonnage Dues is entered | 16 Date of last Survey |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 HDJS | **George** *N. Invercauld* 04 *ex Excellent* 01–03 *ex Lilly, ex Tydskland,* *Well deck* | **SteelScSr** ex Skm. No.3–1,02 1 *Dk(Stl)* | 665 500 268 | ✠100A1 8,01 ~~7,98~~ ~~Hopper~~ ~~✠LMC4,06~~ | Skn | *i* | 1890 6mo | Burmeister & Wain Copenhagen A&CP | Rederiaktieb. George (C.G. Wickberg&Sons) *WB = DBuE11* | 177·5 27·5 12·6 Q51 B19 F28 BK7½ 17t *FPT* 21t *APT* 1½ | Sundsvall Swedish | C.2Cy.25″&44″–27″ (s) 75lb *65lb* 75NH 1SB,*2pf*,GS38,HS1290 Burmeister&Wain,Cpn | 13 ″ 3 | | 4,03 |
| 201 — 99758 *Well deck* | *J. Willoughby* 98–01 | **SteelScSr** ss Trn. No.2–02 1 *Dk(Irn)* & *Webframes* | 511 405 242 | ✠100A1 ~~5,03~~ 5,02 ~~Tug~~ ~~✠LMC8,02~~ BS7,01 | Dub | *h* | 1894 7mo | Murdoch & Murray Port Glasgow | M. Murphy (J. Holland, *Mgr.*) *WB = DBa* | 170·4 28·6 14·1 Q72 B23 F24′ BK7 26′ 22t *f* 37′ 31t *FPT* | Cardiff ~~Dublin~~ British | C.2Cy.24″&46″–80″ (s) 80lb *80lb* 95RH 1SB,*2pf*,GS60,HS1468 D.Rowan&Son,Gls. | 15 ″ 2 s 1 ″ 6 | | ~~8,02~~ ~~8,01~~ |
| 202 — 97228 *Mchy. Aft* | *N. Hough* –01 | **SteelScSp** 1 *Dk* | 155 151 78 | | | | 1891 | W. Allsup & Sons (Lim.) Preston | J. Crosfield & Sons, Ld. | 90·0 21·0 9·9 | Runcorn British | C.2Cy.12″&24″–30″ 24RH W. Allsup&Sns(Lim.),Prs. | | | |
| 203 — 99800 NFJC | *G. Brooks* –04 | **IronScK** «Hul. No.2–01 1 *Dk* | 150 140 58 | ✠100A1 Stm Trawler ~~1,03~~ 8,05 ~~BS8,04~~ ~~✠LMC7,01~~ | Cff | | 1893 7mo | Cook, Welton & Gemmell Hull *Lloyd's SA&CP* | Neale&West | 100·8 20·8 11·0 Q22′ BK7½ | Hull British 3 *BHCem* Cardiff | C.2Cy.16″&33″–22″ (s) 100lb 45RH 1SB,*2pf*,GS31,HS812 Bailey&Leetham,Hull | 11 ″ 10 | | ~~6,02~~ 6,04 |
| 204 — 118333 VGHR | | **SteelScTug** 1 *Dk* | 103 103 4 | ✠100A1 *For towing purposes* 10,03 ~~✠LMC10,08~~ | Rnf | | 1903 10mo | Lobnitz& Co.Ld. Renfrew *Lloyd's SA&CP* | S. Pearson&Son. Ld. | 84·0 19·1 10·1 BK6′ | London British 4 *BHCem* | C.2Cy.14″&32″–21″ (s) 150lb 50RH 1SB,*2cf*,GS35,HS835 Lobnitz&Co.Ld.Renfrew | 10 ″ 9 s 2 ″ 1 | | |
| 205 George Allen 97527 LRSN | *A. Normandale* –02 | **SteelScSr** ss Bry. No.3–1,02 1 *Dk(Irn)* 3*trB* & *Webframes* | 2309 1922 1443 | ✠100A1 9,04 ~~1,02~~ ~~BS7,06~~ ~~✠LMC6,02~~ BS6,04 | Bry | *s* | 1890 6mo | Short Bros. Sunderland A&CP | J. Westoll *WB = Cell DB* 208′ 398t | 290·2 39·0 21·7 P32′ B78′ F34′ BK10′ 5 *BHCem* *APT* 60t | Sundrland British | T.3Cy.21″,35″&58″–36″ (s) 150lb *80lb* 196NH 1DB,*6rf*,GS85,HS2965 T.Richardson&Sons,Hpl. | 24 ″ 3 s 3 ″ 8 | | ~~15,08~~ ~~9,04~~ |
| 206 George B. Leonard 86671 | *Elec.light* *Mchy. Aft* | **SteelScSr** 1 *Dk2trB* | 4037 — 2844 | | | | 1902 | Chicago S.B.Co. Chicago | United States Transportation Co. | 380·0 50·0 23·6 F48′ | Oswego NY Utd. States *WB* | T.3Cy.22″,35″&58″–40″ 213NH Chicago S.B.Co.Chicago | | V | |
| 207 George C. Howe 200000 | *Elec.light* *Mchy. Aft* | **SteelScSr** 1 *Dk2trB* | 1550 — 955 | | | | 1903 | Chicago S.B.Co. Chicago | Great Lakes&St. Lawrence Transportation Co. | 241·0 41·0 15·6 Q88′ F36′ *WB* | Duluth Utd. States | T.3Cy 14″,25″&42″–30″ 97NH Chicago S.B.Co.Chicago | | | |
| 208 George Curtis 85661 | | **WoodSc** | 182 — 53 | | | | 1881 | ..... Boothbay, Me | Fisheries Co. | 121·2 20·3 10·6 | Greenport N.Y. Utd. States | | | | |
| 209 George Deakin 86231 | *J. Hughes* –95 | **WoodScFlat** | 105 98 71 | | | | 1866 | Ann Deakin Winsford | Liverpool Lighterage Co.Ld. | 81·9 19·1 8·6 | Liverpool British | 1.2Cy.12″–14″ NE&B76 24RH G.Deakin,Winsford | | | |
| 210 George Dumois 97PQ JTPQ | *J. Tysland* –02 | **SteelScSr** 1 *Dk&Spardk* | 739 684 451 | | | | 1890 | Grngem'th Dockyard Co. Gr'ngemouth | Acties. Dmpsk. George Dumois (S. M. Kuhnle&Sön) | 180·7 28·0 18·8 H55t | Bergen Norwegian *WB* | T.3Cy.16″,26″&40″–30″ 88NHP Hutson&Corbett,Glasgow | | N | |
| 211 Geo. E. Benson 114517 | *J. Ballard* 01–02 | **SteelScK** 1 *Dk* | 155 147 33 | ✠100A1 *Stm Trawler* 7.03 ~~✠LMC5,02~~ | Nwc | | 1902 5mo | J T Eltringham & Co. S.Shields *Lloyd's SA&CP* | Purdy Stm. Fishing Co.Ld. (W. Purdy, jun. *Mgr.*) | 105·0 20·5 11·2 Irp03 BK7½ | N. Shields British 3 *BHCem* | T.3Cy.11″,18″&30″–22″ (s) 180lb 46RHP 1SB,*2pf*,GS82,HS977 G.T.Grey,SouthShields | 11 ″ 10 | | 7,08 |
| 212 George F. Morse 85524 | | **WoodSc** | 134 — 91 | | | | 1878 | ..... East Deering, Me. | Fisheries Co. | 112·0 18·5 8·9 | Greenport N.Y. Utd. States | | | | |
| 213 George Farwell 86323 | *J. W. Brewster* –00 | **WoodSc** 2 *Dks* | 977 — 784 | | | | 1895 | ..... Marine City, Mich. | J.C.Turner Cypress Lumber Co. | 182·4 34·8 19·6 H– | New York Utd. States | C.2Cy.20″&36″–36″ NB02 65NHP G.Colwell | | | |
| 214 George Fisher 77206 RKFB | *G. Mitchell* 92–92 *Well deck* | **IronScSr** ss Hpl. No.3–8,94 ss Nwc. No.2–03 1 *Dk2trB* | 1231 1005 779 | ✠100A1 ~~1,05~~ ~~2,04~~ ~~BS2,04~~ BS4,05 | Npt | *o* | 1877 11mo | Richardsn, Duck&Co. Stockton A&CP | Capper, Alexander &Co. | 236·4 31·2 18·5 Q73′ B51′ F29′ FK 5 *BHCem* *WB = DBa* 42′ *f* 59′ 249t | Cardiff British 3 *BHCem* | C.2Cy.28″&53″–33″ (i) 70lb *100lb* NDB98 134NHP 1SB,*3pf*,GS58 T.Richardson&Sons,Hpl. | 19 ″ 9 s 2 ″ ■ | | ~~N2,04~~ 1,05 |
| 215 George Fleming 103234 PSNF | *F. Parslow* –99 | **SteelScSr** ss Bry. No.1–01 1 *Dk(Stl)* & *Spardk(Stl)* & *deep framing* *Elec.light* | 3448 3294 2228 | ✠100A1 *Spar dk* 1,05 ~~1,04~~ ~~Bry~~ BS1,05 ~~✠LMC12,~~ | Shl | *w* | 1897 7mo | Short Bros. Sunderland A&CP | Nitrate Producers SS Co.Ld (Lawther, Latta&Co., *Mgrs.*) *WB = Cell D* | 353·0 45·0 17·2 P39′ B89′ F39′ 25·1 FK 6 *BHCem* *Ba* 110′ *uE* 24′ *f* 143′ | London British | T.3Cy.24½″,40″&66″–45″ (r) 180lb *100lb* 314NHP 2SB,*6pf*,GS97,HS3838 831t *APT* 65t G.Clark,Ld.,Sunderland | 19 ″ 9 s 5 ″ 3 | | ~~9,02~~ ~~N2,05~~ |
| 216 George Grimmer ~~[illegible]~~ | ~~[illegible]~~ | **SteelScK** 1 *Dk* | 197 184 81 | ✠100A1 *Stm Trawler* ~~✠LMC7,02~~ | Abn | | 1902 7mo | J. Duthie, Sons&Co. Aberdeen *Lloyd's SA&CP* | ~~H. A. Holmes~~ | 116·0 21·7 11·8 BK7½ *WB = DBu* | ~~Aberdeen~~ ~~British~~ Swedish | T.3Cy.12″,19½″&32″–22″ (s) 180lb 50RHP 1SB,*2pf*,GS36,HS1246 W.V.V.Lidgerwood,Gls. | 12 ″ 6 | | 3,04 |
| *Now named "Greta," See No. 22 in Supplement.* | | | | | | | | | | | | | | | |
| 217 George Heaton 84862 WHPR | *R. Harris* –03 | **IronScSr** ss Nwc. No.3–6,94 ss Npt. No.2–03 2 *Dks* (1 *Irn*) 3*trB* | 2215 1985 1398 | ✠100A1 8,03 ~~NB7,94~~ ~~✠LMC8,03~~ | Npt | *s* | 1882 2mo | Tyne I.S.B. Co. Newcastle *Lloyd's SA&CP* | George Heaton S.S. Co.Ld. (Stephens, Sutton&Stephens) *WB = DBa* | 284·6 36·9 24·4 P27′ B55′ F29′ BK10′ 5 *BHCem* 293t *Tpd.* 94 | N. Shields British | T.3Cy.20″,32½″&54″–45″ (s) 16 lb 196NHP 2SB,*6rf*,GS88,HS2940 N.E.Mar.E.Co.(Lim),Nwc. | 25 ″ 8 s 4 ″ 5½ | | ~~N8,03~~ |
| *Now named "Dolichion," See No. 12 in Supplement.* | | | | | | | | | | | | | | | |
| 218 George Hudson 85609 | | **WoodSc** | 131 — 81 | | | | 1880 | ..... Kennebunk, Me. | Fisheries Co. | 114·6 18·5 9·2 | Greenport N.Y. Utd. States | | | | |
| 219 George J. Gould 86267 | *W. M. Cottall* 81–98 *Elec.light* *Mchy. Aft* | **SteelSc** 2 *Dks* | 2237 — 1790 | | | | 1893 | Union Dry Dock Co. Buffalo, N.Y. | Lake Erie Transp. Co. | 265·6 40·6 25·0 *WB* | Detroit, Mich. Utd. States | T.3Cy.18″,30″&48″–42″ 149NHP H.G.Trout,Buffalo | | | |
| 220 George L. Craig 86662 | *D. Nicholson* –03 *Elec.light* *Mchy. Aft* | **SteelScSr** 1 *Dk2trB* | 3760 — 3130 | | | | 1903 | Craig S.B. Co. Toledo, O. | Monroe Transportation Co. | 370·8 50·2 24·2 F50′ *WB* | Detroit Utd. States | T.3Cy.21″,35″&58″–40″ 213NHP Craig S.B.Co.Toledo,Ohio | | V | |
| 221 George Lindsay 114633 | (*ex* President Kind) | **IronTwinScSp** | 187 187 26 | | | | 1872 | Janssen& Schmilinsky Hamburg | G. Lindsay, jun. | 110·8 22·0 11·3 | Sundrland British | C.4Cy.16½″&23″–16″ 89RHP Janssen&Schmilinsky,Ham | | | |

| Nos. | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Spéciale Date de la dernière Visite. | Port de Mise | Construit. Quand. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Long. Larg. Prof. | Port d'Enregistrement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Nombre des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge sur Quille. Franc-bord d'été. pds. pc. | Load Line Mark | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 KMNQ | George Loomis SteelScSr<br>W.C.Badger02–03 1Dk(Stl.&Web frames) Elec.light ssSFo.No.2–04 | 691<br>614<br>402 | ✠100A1<br>7,01<br>Carrying Petroleum in bulk. | S.Fo j | 1896<br>1mo<br>A&CP | Union Iron Works<br>San Francisco<br>Fitted for liquid fuel | PacificCoastOilCo. | 175·0 27·4 16·5<br>Q80'F20'<br>FK<br>WB=FPT 35tAPT8t | Richmond Cal. Utd. States<br>BH | T.8Cy.12¾",19"&32"–24" (s)<br>160lb 100lb 74NHP<br>ISB,2cf, Hs1472<br>UnionIronWorks,S.Fo | 17 ▫ 6 | | |
| 223 KMNQ | George M. Embiricos SteelScSr<br>A.E.Embiricos –04 M.G.Embiricos –04<br>1Dk(pt Irn,pt Stl)2trB deep framing | 3635<br>3506<br>2324 | ✠100A1<br>1,05<br>Lloyd's | Sld w | 1904<br>9mo<br>A&CP | Short Bros. Ld. Sunderland | G.M.Embiricos' Sons | 344·4 49·2 22·9<br>P37 B215'F37'<br>FK<br>WB=Cell B&W uE24'f 154'97t | Andros Greek | T.8Cy.25",42"&68"–45"<br>180lb 100lb 321NHP<br>2SB,6cf,gs136,hs1800<br>J.Dickinson&SonsLd.Sld. | 25 ▫ 5<br>▫ 3-6½ | | |
| 224 | George N. Orr SteelScSr<br>W.Baxter<br>Mchy.Aft Elec.light 2Dks | 2742<br>—<br>2280 | | | 1896 | Chicago S.B.Co. Chicago | E.J.Chamberlin | 326·0 42·2 21·8<br>WB | Duluth Utd.States | T.3Cy.20",32"&54"–40"<br>184NHP<br>ClevelandS.B.Co.,Cleveln'd | | | |
| 225 NJRV | George Peabody IronPad<br>J.Parker –95 ssLly.No.3–2,92<br>1Dk | 115<br>115<br>21 | Lly<br>For Towing purposes<br>1,92 | | 1867<br>12mo | Readhead, Softley&C. S.Shields | BlythStm.TugCo. (G.Dinsdale, Mgr.) | 100·4 18·8 9·9<br>Blyth British<br>3BHCem | | C.2Cy.27½"–48"<br>NB92 55RHP<br>2SB,4pf,gs50,hs972<br>Readhead,Softley&C.S.Shl | 10 ▫ 3 | | |
| 226 SBFJ | George Pyman SteelScSr<br>C.Jobson –04 ssNwc.No.1–04<br>1Dk(Stl)&Spar dk(Stl) &deep framing | 3859<br>3566<br>2508 | ✠100A1<br>Spar dk<br>Nwc | Shl w | 1900<br>10mo<br>A&CP | Bartram& Sons Sunderland | PymanS.S.Co.Ld. (G.Pyman&Co. Mgrs.) WB=Cell DBa | 365·2 46·0 17·9<br>P30 B102'F36' 25·8<br>FK<br>118'uE22'f 146'726t | W.Hartlpl British | T.3Cy.24½",40"&66"–45" (s)<br>180lb 100lb 313NHP<br>2SB,8pf,gs130,hs1800<br>J.Dickinson&SonsLd.Sld. | 20 ▫ 7<br>▫ 5 - 8½ | | 1·04 |
| 227 MSNC | George Royle SteelScSr<br>F.R.Sims –02 ssCtf.No.2–01<br>Webframes&Stringers(Irn)<br>1Dk(Stl)Webframes&pt Awngdk(Irn) | 2540<br>1923<br>1630 | ✠100A1<br>pt Awng dk<br>with freeboard<br>9·02 | Shl s | 1892<br>9mo<br>A&CP | Short Bros. Sunderland | J.Westoll<br>WB | 300·4 40·0 18·8<br>P33'Q88'B120'<br>RFD49' FK<br>=Cell DB 236'637t | Sundrland British | T.3Cy.22",36"&59"–39" (r)<br>160lb 80lb 220NHP<br>2SB,6pf,gs104,hs3349<br>G.Clark(Lim.),Sunderland | 21 ▫ 3<br>▫ 8 -8½ | | 1·04 |
| 228 | George Stanton IronTwinScSp<br>1123<br>40 | 124<br>9,80 | ✠<br>Liv | Liv | 1880<br>8mo | Laird Bros. Birkenhead | ShropshireUnion Rlwy.&CanalCo. | 100·0 21·5 7·9<br>Chester British | | C.4Cy.15"&26"–15"<br>70RHP<br>Laird Bros.,Birkenhead | | BT till 2,05 | |
| 229 | George Stephenson SteelScSr<br>C.J.Grant01–03<br>Mchy.Aft Elec.light 1Dk2trB | 4564<br>—<br>3503 | | | 1896 | F.W. Wheeler&Co. W.BayCity | Pittsburgh S.S.Co. | 407·4 49·3 23·8<br>Duluth Utd.States<br>WB | | T.3Cy.25",40"&67"–44"<br>298NHP<br>FWWheelr&C,W.BayCity | | | |
| 230 JLHW | George W. Clyde IronScBkn<br>2Dks | 1849<br>—<br>1514 | | | 1872 | W.Cramp &Sons Philadelphia | ClydeS.S.Co. (W.P.Clyde&Co. Mgrs.) | 256·0 35·0 19·2<br>len76<br>New York Utd.States | | C.2Cy.24"&88"–36"<br>72NHP<br>W.Cramp&Sons,Phl. | | | |
| 231 JPHT | George W. Elder IronScBn<br>C.Randall –99 2Dks&Hurdk | 1710<br>—<br>1225 | | | 1874 | J.Roach& Son Chester,Pa. | OregonRailroad& NavigationCo. | 250·0 38·5 21·0<br>PortlndOr Utd.States | | T.3Cy.28",34"&66"–36"<br>NE&B89 188NHP<br>UnionIrnWks,S.Francisco | | RV | |
| wrecked 7,04 | George W. Humphrey WoodSc | 214<br>—<br>150 | | | 1877 | .....<br>Philadelphia | FisheriesCo. | 142·6 22·0 14·0<br>Greenport N.Y. Utd.States | | | | | |
| 233 | George W. Peavey SteelScSr<br>W.C.Brown –02<br>Mchy.Aft Elec.light 1Dk2trB | 4997<br>—<br>3861 | | | 1901 | American S.B.Co. Cleveland | PeaveyS.S.Co. | 130·0 50·0 28·5<br>WB<br>Cleveland, Ohio Utd.States | | Q.4Cy.15",23¾",36½"&56"–40"<br>198NHP<br>AmericanS.B.Co. | | | |
| 234 KPJT | Georges Creek WoodScTug<br>J.N.Kelley –99<br>Elec.light 1Dk2trB | 398<br>—<br>184 | | | 1899 | BurleeD.D Co. Pt.Richmond,S.I,NY | Black,Sheridan, WilsonCo. | 128·9 28·7 16·7<br>Baltimore Utd.States | | T.3Cy,16½",25"&43"–30"<br>101NHP<br>BurleeD.D.Co.Pt.Richmnd | | | |
| 235 JKPF | Georges & Henri IronScSp<br>Reins –99<br>Mchy.Aft (ex Elagh Castle) 1Dk | 145<br>107<br>74 | | ... | 1879 | HM'Intyre &Co. Paisley | M.Scotto&Co. | 105·0 17·6 8·2<br>B5' F12'<br>BK6<br>Oran French | | C.2Cy.18"&28½"–18"<br>NB9,97 81NHP<br>Muir&Houston,Glasgow | 8 ▫ 10 | | |
| 236 | Georgetown SteelScSr<br>G.Thomson<br>Mchy.Aft Elec.light 1Dk2trB | 1358<br>—<br>919 | | | 1900 | Union Dry Dock Co. Buffalo | AtlanticCoast LumberCo. | 243·0 40·2 15·3<br>Buffalo Utd.States<br>WB | | T.3Cy.20",33"&54"–40"<br>184NHP<br>AmericanS.B.Co.Clevel'nd | | R | |
| 237 GHSB | — IronPad<br>1Dk | 339<br>234<br>166 | | ... | 1873 | Wigham Richrdsn&Co. Newcastle | Sproston's,Ld. | 189·6 21·1 8·8<br>FK<br>Georget'n British | | C.D.2Cy.28"&60"–45"<br>140NHP<br>J.Shaw&Co.,Newcastle | | | |
| 238 JKPW | Georgette IronScBkn<br>G.Vasselin –91 1Dk2trB | 620<br>473<br>277 | | | 1876 | C.Mitchell &Co. Newcastle | Leblanc,Charlemaine&Co. | 177·8 26·0 14·7<br>P104' F22'<br>Dieppe French<br>WB | | C.2Cy.27"&52"–36"<br>NB01 135NHP<br>T.Clark&Co.,Newcastle | | V | |
| 239 JKQB | — SteelScSr<br>(Trawler) | 133<br>—<br>17 | | | 1898 | DelaBrosse &Fouché Nantes | F.Greedy | 98·4 18·0 9·5<br>H25'F18'<br>Bordeaux French<br>WB | | C.2Cy.17⅜"&29½"–16½"<br>80NHP<br>De la Brosse&Fouché,Nts. | | V | |
| 240 RJFD | Georgia SteelScSr<br>Peter03–03 (ex Pickhuben)<br>1Dk&Spar dk3trB | 3143<br>2951<br>2022 | | ... | 1891 | Barclay, Curle&Co.Ld Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 331·0 41·1 19·2<br>P36'B76'F48' 27·2<br>BK10"<br>Hamburg German<br>WB | | T.3Cy.24",39"&64"–42"<br>265NHP<br>Barclay,Curle&Co.Ld.Gls. | 21 ▫ 9 | | |
| 241 | — IronSc<br>3Dks | 1749<br>—<br>1189 | | | 1887 | Harlan& HollngswthC Wilmngtn Dl. | BaltimoreSteam PacketCo. | 280·0 40·0 15·0<br>Baltimore Utd.States | | C.2Cy.34"&64"–42"<br>221NHP<br>Harlan&HollingswrthCo. | | | |
| 242 JNBP | — IronScSr<br>J.A.Thore00–02 ssNpt.No.3–11,96<br>ssHbg.No.2–05<br>Well deck 1Dk(Irn)2trB | 1700<br>1297<br>1023 | ✠100A1<br>5,05 | Bly q<br>Shl | 1885<br>3mo | W.Gray& Co. W Hartlepool | Angf.Aktieb. Kattegat (N.T.Pyk, Mgr.)<br>A&CP | 261·5 36·8 18·2<br>P29'Q68'B100'<br>F28 BK9<br>WB=DBa 80'f98'364t | Hlsngborg Swedish | C.2Cy.32"&60"–39"<br>160lb 100lb NDB99 173NHP<br>2SB,4pf,gs80,hs2800<br>Black,Hawthorn&Co.,Gts | 19 ▫ 5<br>▫ 1 - 8 | | |
| 243 | — IronScSr<br>E.Gerrard03–03 ssNpt.No.3–3,98<br>(ex Isle of Georgia) ssNwc.No.1–03<br>Well deck 1Dk(Irn)2trB | 1268<br>1002<br>793 | ✠100A1<br>3,04<br>Lloyd's | Bly o<br>Bln Gss | 1885<br>5mo | J.Readhead &Co. S.Shields<br>Lloyd's A&CP | Akties.Dmpskibet. Georgia (F.Reinhardt&Co.) | 235·0 34·1 17·0<br>Q87'B55'F27<br>BK8½<br>WB=DBa 67'f96<br>365tAPT12t | Xiansand Norwegian | C.2Cy.26"&58"–36"<br>160lb 80lb NDB93 183NHP<br>1SB,4pf,gs60,hs2178<br>J.Readhead&Co.S.Shl. | 18 ▫ 0<br>▫ 1-10½ | | |
| 244 RCVH | Georgian SteelSc4MstSr<br>R.C.Farrington –03<br>Ref.Mchy. 3Dks | 5088<br>4803<br>3318 | | ... | 1890 | Harland &Wolff,Ld. Belfast | Wilsons&Furness-LeylandLine,Ld. | 442·6 45·2 31·0<br>P62'B138'F96'<br>BK9½<br>Liverpool British<br>WB | | T.3Cy.30",45"&74"–60"<br>433NHP<br>Harland&Wolff(Lim.)Bel | 34 ▫ 1 | | |

| No. in Register Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any / No. of Decks, &c. | Registered Tonnage: Under deck. — Net. | Particulars of Classification. Character. — † for Special Survey. — Date of last Survey. | Port of Survey. | Time Assigned. How Propelled. | Built. When. — Where. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions. Deck Erections &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Scott's Indicators. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Ft. In. | Freeboard in Winter North Atlantic. | Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 245<br>LTDF | **Georgian**<br>*J. F. Dudds* –99<br>*Well deck* | IronScSr<br>6thSurvey,Lon.12,87<br>1thSurvey,Lon.9,01<br>2*Dks* | 1098<br>851<br>677 | † A1, 1<br>7,04 | Lon | Lv | 1872<br>5mo | **J. Laing**<br>Sunderland | **Georgian SS.Co.Ld**<br>(R. M'Andrew&Co) | 2 19·5 30·0 16·9<br>P21′ 27′<br>DS97 BK9″ W<br>*B = DBa§f* | **Liverpool**<br>British | C.2Cy.27″,52″–38″<br>6BHCem<br>130t *APT*39t | 17 ″ 8 | | |
| 246<br>NFTC | **Georgian Prince**<br>*W. Anderson* 04<br>1*Dk(Stl)§Spar dk(Irn)*<br>*Mchy. Aft* *Elec.light* | SteelSc3MastSr<br>*ssNwc.No.2–02*<br>*§Webframes* | 3245<br>2896<br>2078 | † 100A1<br>*Spar dk*<br>8,0<br>*Carrying Petroleum in*<br>LMC3,02 | Bkn<br>Shp | r | 1893<br>11mo<br>*bulk* | **Armstrong**<br>Mitchell&Co Ld. Newcastle<br>A&CP | **PrinceLine,Ld.**<br>(J.Knott, *Mgr.*)<br>*WB = Cell DB56′172t FPT* | 328·0 42·0 20·1<br>P82′ B22′ F39′ 26·8 | **Newcastle**<br>British | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *Smith* 282NH<br>6*BHCem*<br>130t *APT*39t | 21 ″ 0<br>s 5 -6½ | | N5,05 |
| 247<br>NWMG | **Georgic**<br>*S.A.Anning* –03<br>*Ref.Mchy* *Elec.light* | SteelTwinSc4MastSr<br>3*Dks* | 10077<br>9603<br>6570 | | | | 1895 | **Harland& Wolff(Lim.) Belfast** | **OceanicStmNavCo Ld.(Ismay,Imrie& Co.** *Mgrs.*) | 558·7 60·3 36·0<br>P68′ B229′ F104′<br>*WB* | **Liverpool**<br>British | T.6Cy.21″,39½″&65½″–51″<br>612NIP<br>Harland& Wolff(Lim.)Bel. | | DT<br>Oil<br>11,04 | |
| 248<br>(*ex*Nya Söderhamn) | **Georgii**<br>1*Dk* | IronScSr | 413<br>—<br>319 | | | | 1865 | **W.Lindbergs Aktieb Stockholm** | **G.Kuman,A.Miletin&R.Epstein** | 144·6 24·1 11·2<br>Q43′ B66′ H23*t* F38′ | **Odessa**<br>Russian | C.2Cy.20″&41″–24″<br>69NHP<br>W.Lindbergs Aktieb.,Skm. | | | |
| 249<br>*Tiedermann00–00* | —<br>1*Dk* | SteelScSr | 124<br>124<br>49 | | | | 1894 | **AkersMek Værksted Christiania** | **PacificWhaling& FisheryJointStock Co. of GrafKeyserling&Co.** | 94·5 17·9 11·5<br>*WB* | **Vladvostk**<br>Russian | T.3Cy.11″,18″&29″–20″<br>38NHP<br>Akers.Mek.Værk.,Xia. | | | |
| 250<br>(*ex*Falkland)<br>*D.Pangtios* | **Georgios**<br>1*Dk(Stl)§pt Awngdk (Irn)2trB§Webframes*<br>*ss*Pir N.3–5,05 | SteelScSr | *2918*<br>*2252*<br>*1876* | † 100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,05<br>BS1,03<br>LMC0 | Cff<br>Pir | *t* | 1892<br>5mo | **TyneI.S.B.** Co.Ld. Newcastle<br>A&CP | **D.G.Moraitis**<br>*WB = Cell D B266′602t* | 315·0 40·5 21·0<br>P29′ Q100′ BK10″<br>*pt Awng dk*186′ | **Andros**<br>Greek | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 266NHP<br>5*BHCem*<br>2SB,*6rf*,GS96,HS4012<br>T.Richardson&Sons,Hpl. | 23 ″ 7<br>s 9 ″ 1½ | | N9,03 |
| 251<br>*C.Vassilakis99–99* | —<br>*ss*Msl.2ndNo.3–12,98<br>*ss*Cpl.No.1–03 1*Dk§Spardk§tr B* | IronScSr | 1250<br>1239<br>796 | † 90A1<br>*Spar dk*<br>7,01<br>NB9,97 | Gen<br>Cpl | *o* | 1872<br>11mo | **Short Bros.** Sunderland<br>A&CP | **L.Zarifi (Z.Fitilis &Co.** *Mgrs.*) | 233·3 30·6 17·5<br>ND87 23·6<br>ptND04 BK8″<br>*WB = DBa61′f38′* | **Syra**<br>Greek | T.3Cy.17″,27″&52″–33″ (*r*)<br>135lb *90lb* NDB01 155NHP<br>5*BHCem*<br>180t | 18 ″ 2 | | 7<br>5,05 |
| 252<br>HMKW | **Georgios Coutzis**<br>*T.Breskas01–02*<br>1*Dk(Irn)§Webframes §pt Awngdk(Irn)* | SteelScSr<br>*ssPir.No.3–3,03* | *885*<br>*631*<br>*558* | † 100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,03<br>LMC3,03 | Pir | *l* | 1890<br>9mo | **R.Craggs &Sons Stockton**<br>A&CP | **J.G.Coutzis**<br>*WB =* | 195·5 30·0 12·8<br>R*dkf*55′*a*66′<br>B49′F24′ BK7½<br>*DBa*48′*§uE§* B46′ | **Piræus**<br>Greek | T.3Cy.16½″,26″&44″–33″ (*s*)<br>160lb *80lb* NDB03 110NHP<br>4*BHCem*<br>164t *FPT*42t | 15 ″ 10<br>s 7 ″ 11 | | 3,03 |
| 253<br>NWQP | **Georgios I.**<br>*R.E.Jörgensen*<br>*Well deck* | SteelScSr<br>2*Dks* | 1598<br>1180<br>1013 | | | | 1888 | **Burmeister &Wain Copenhagen** | **ForenedeDmpskib. Selskab.** | 260·8 34·2 16·2<br>P167′ F64′ | **Copnhagn**<br>Danish<br>*WB* | T.3Cy.18″,30″&48″–36″<br>138NHP<br>Burmeister&Wain,Cpn. | | | |
| 254<br>HNLT | **Georgios Michalinos**<br>1*Dk(ptStlptIrn)§Webframes§ Elec.light* *Castanos* *pt Awngdk(Irn)* | SteelScSr<br>*ssHpl.No.3–5,05* | *3060*<br>*2320*<br>*1994* | † 100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,05<br>LMC | Npt<br>Hpl | *u* | 1893<br>2mo | **SirR Dixon &Co. Middlesbro'**<br>A&CP | **Michalinos&Co.**<br>*WB = Cell D* | 323·0 42·1 20·3<br>P31′ Q82′<br>*pt Awngdk*210′ FK<br>*B*266′ 661t *FPT*67t | **Piræus**<br>Greek | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *80lb* 265NHP<br>6*BHCem*<br>2SB,*6cf*,GS104,HS3960<br>*APT*126t J.Dickinson,Sunderland | 22 ″ 9<br>s 9 ″ 3 | | N2,05 |
| 255<br>HMLW | **Georgios P. Bouboulis**<br>(*ex*Amalia Vlassopulo)<br>*Elec.light* | SteelScSr<br>*ssCff.No.3–8,02*<br>1*Dk(Irn)2trB §pt Awng dk(Irn)* | *2504*<br>*1871*<br>*1613* | † 100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,04<br>LMC8,04 | Cff | *t* | 1890<br>3mo | **Palmers' Co.(Lim.) Newcastle**<br>A&CP | **J. Hoult**<br>*WB = CellD* | 300·0 40·2 19·4<br>Q68′ B&F190′<br>FK<br>*B*254′ 605t *DTa* 24′ | **Liverpool**<br>British | T.3Cy.22″,35″&58″–42″ (*a*)<br>160lb *80lb* 239NHP<br>6*BHAsp*<br>390t *APT*10t<br>Palmers'Co.(Lim.),Nwc. | 22 ″ 0<br>s 9 ″ 1 | | 6,04 |
| *Now named "Benan," See No. 62 in Supplement* | | | | | | | | | | | | | | | |
| 256<br>PMDL | **Georgy**<br>1*Dk* | IronPadSp<br>53 | —<br>—<br>143 | | | | 1860 | **Godefroy** Hamburg | **Gellerm...nn** | 137·0 21·0 10·0 | **Archangel**<br>Russian | 2Cy.<br>J.&G.Thomson,Glasgow | | | |
| 257<br>QFLH | **Gera**<br>*R.Dahl*<br>*Elec.light* | SteelScSr<br>3*Dks* | 5005<br>4336<br>3166 | | | | 1890 | **Fairfield Co.(Lim.) Glasgow** | **Norddeutscher Lloyd** | 413·4 47·9 29·8<br>P62′ B180′ F76′ | **Bremen**<br>German | T.3Cy.31″,52″&83″–54″<br>506NH<br>FairfieldCo.(Lim.),Gls. | | G | |
| 258<br>98 | **Gérard**<br>*J.Declercq* –99 | SteelScDandy<br>(*Trawler*)<br>1*Dk* | 141<br>—<br>48 | | | | 1899 | **At.deC. Forges&Aciéries deBruges Bruges** | **Pêcheries àVap. (Soc.Anon.)** | 106·6 20·3 11·0 | **Ostend**<br>Belgian<br>*WB* | T.3Cy.11½″,19″&30¾″–21½″<br>44NHP<br>Soc.Anon.deMarcinelle et Couillet,Couillet | | V | |
| 259<br>232 | **Gerbrig**<br>*J.Rechsteiner04–04* | SteelScSr<br>1*Dk* | 225<br>210<br>63 66 | † 100A1<br>*Stm Trawler*<br>8,05<br>LMC8,04<br>*(ClassContem.plated)* | Ams | | 190.<br>8mo | **Nederl. Schps.Maats. Amsterdam** | ~~**Stoomvisscherij Friesland**~~<br>**Stoomvisscherij Maats Friesland** (C.Planteijdt, *Mgr.*) | ~~128·0 22·0 12·0~~<br>129·0 22·2 8·4<br>BK7½″<br>*WB = DBuBkr*16′15*t* | ~~**Ymuiden**~~<br>Dutch | T.3Cy.12″,21″&32″–22½″(*S*)<br>160lb 67NHP<br>1SB,*4f*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 0 | | |
| 260<br>MBHW | **Gerd**<br>*C.Halvorsen* –03<br>1*Dk(Stl)§deep framing* | SteelScSr | 1203<br>1065<br>750 | † 100A1<br>11,01<br>MS11 04 | Nwc<br>Yd<br>LMC3,03 | *o* | 1903<br>3mo | **WoodSkinner&Co.Ld. Newcastle**<br>*Lloyd's SA&CP* | **Actieselsk. "Quarta" (J.Bull,** *Mgr.*) | 237·0 35·2 16·0<br>P20′ B29′ F29′<br>FK<br>*WB = Cell DBa*50′*uE* 17′*f* 110′ 336t | **Tönsberg**<br>Norwegian | T.3Cy.18½″,30″&49″–33″ (*s*)<br>170lb *80lb* 146NH<br>4*BHCem*<br>1SB,*4pf*,GS70,HS2262<br>*APT*30t N.E.MarineEng.CoLdNwc | 18 ″ 6<br>s 2 ″ 11 | | 11,03<br>11,04 |
| 261<br>JSQR | —<br>*F.Mohn* –96<br>1*Dk* | SteelScSr | 575<br>442<br>353 | | | | 1896 | **R.Craggs &Sons Middlesbro'** | **Aktieselskabet DampskibetGerd (Bachke&Co.)** | 174·5 27·0 11·9<br>Q70t B25t H19t F18t | **Drontheim**<br>Norwegian<br>*WB* | T.3Cy.13″,21″&34″–27″<br>60NH<br>SirC.Furness,Westgarth& Co.(Lim.),Middlesbro' | 14 ″ 0 | N | |
| 262<br>JRDP | **Gerda**<br>*H.Wiese* –98<br>1*Dk* | SteelScSr | 979<br>767<br>590 | | | | 1898 | **Bergens Mek.Verks. Bergen** | **D.Ellerhusen&Co.** | 216·4 31·5 12·9<br>Q107t B58t H19t<br>F28t | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.15¾″,25″&42″–30″<br>97NHP<br>BergensM.V.Bergen | | N | |
| 263<br>MBKC | **Gere**<br>*C.Huun91–03*<br>1*Dk(Stl)§deep framing* | SteelScSr | 754<br>627<br>420 | † 100A1<br>2.04<br>LMC8,03 | Sws | *k* | 1903<br>8mo | **Chant. Nav Anversois Hoboken**<br>*Lloyd's SA&CP* | **Acties.Dmpsk. Gere(Joh.E.v.d. Ohe&Lund)**<br>*WB = Cell D* | 190·9 29·0 14·1<br>B52′F18′<br>FK<br>*Ba*44′*uE§B*33′*f*77′ | **Bergen**<br>Norwegian | T.3Cy.15″,25″&40″–27″ (*s*)<br>160lb *100lb* 97NHP<br>1SB.3*pf*,GS47,HS1673<br>N.E.MarineEng.Co.Ld.Sld. | 16 ″ 4 | | 2,04 |
| 264<br>95268<br>KTLS | **Gerent**<br>*J.W.Stephenson* –03<br>1*Dk(Irn)2trB* | SteelScSr<br>*ssShl.No.3–8,03* | 2283<br>1941<br>1467 | † 100A1<br>7,04<br>LMC8,03<br>BS3,05 | Shl | *s* | 1888<br>8mo | **Short Bros.** Sunderland<br>A&CP | **J.Westoll** | 290·0 39·0 21·8<br>P32′ Q32′ B74′ F34′<br>drp03 BK10″<br>*WB = CellDB(Irn)* | **Sunderlnd**<br>British | T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *90lb* NDB02 205NHP<br>2SB,*6cf*,GS90,HS3120<br>210′367t J.Dickinson,Sunderland | 24 ″ 4<br>s 3 ″ 8½ | | 8,03 |
| 265<br>JKQV | **Gergovia**<br>*Deschelles* | IronScSr<br>2*Dks3trB* | 2085<br>1874<br>1229 | | | | 1883 | **Scott&Co.** Greenock | **Cie.Française de Nav.àVap. (C. Fabre&Co.** *Mgrs.*) | 280·1 36·7 24·6<br>P33′ H43′ F24′ | **Marseilles**<br>French<br>*WB* | C.2Cy.38″&68″–45″<br>258NHP<br>Scott&Co.,Greenock | | V | |

| 1 | 2 Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 | 5 Détails de la Classification. Coto. | 6 | 7 | 8 Construit. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures. | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 266 | Germa | IronScSr | 1334 | | | | 1880 | Palmers' Co.Ld. Newcastle | J.N.Gerrard | 241·0 38·2 16·6 B92 B44 F28' | Xtiansand Norwegian WB | C.2Cy.28"&54"–36" 120NH Palmers'Co.Ld.Nwc. | 19 + 0 | | |
| | O.Gerrard03–04 (exCyfarthfa) Well deck | 1Dk2tr b | tons | | | | | | | | | | | | |
| 267 | German | SteelTwinScSr | 6783 | | | | 1898 | Harland& Wolff,Ld Belfast | Union-Castle Mail S.S.Co.Ld. (D. Currie&Co. Mgrs.) | 440·3 53·2 21·6 P231rt 297t 29·6 F113t | S'thamptn British | T.6Cy.19",31"&52"–48" 376NH Harland&Wolff,Ld.Bel | | | |
| 109290 | E..l.Sylvester –08 | | 5565 | | | | | | | | | | | | |
| QJRW | 8Dks | | 4298 | | | | | | | | | | | | |
| 268 | — | SteelSc | 2348 | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | Pittsburgh S.S.Co | 296·2 40·4 21·1 H— F56 WB | Duluth, Minn Unit.States | T.8Cy.24",38"&61"–42" 241NH GlobeIrnWksCo.,Cleveland | | | |
| 86122 | G H Banker01–02 | 2Dks | — | | | | | | | | | | | | |
| | Mchy.Aft | | 1876 | | | | | | | | | | | | |
| 269 | Germana | Wood —Sr | 137 | | | | 1897 | G.Fenwick &Co.,Lim. HongKong | Armstrong& McKay | 115·0 18·0 7·5 | Manila Unl.States | (2Cy.18"&26"–14" 20NH Geo.Fenwick&Co.Lim., HongKong | | | |
| | I.Cabataanlool | | — | | | | | | | | | | | | |
| | | 1Dk | 88 | | | | | | | | | | | | |
| 270 | Germania | SteelScSr | 5067 | | | | 1902 | Ch.&Atel. dePropvence PortdeBouc | Cie.Française de Nav.àVap. (C. Fabre&Co.Mgrs.) | 407·3 46·0 28·2 P30 B82 F30 WB | Marseilles French | T.8Cy.38",59"&90½"–51" 585NH Ch.&Atel.dePropvence,Msl | | V | |
| | Jaubert –02 | | 3079 | | | | | | | | | | | | |
| JKRM | Elec.light | 2Dks3Spar dk | 2200 | | | | | | | | | | | | |
| 271 | — | IronScSr | 2919 | ✠100A1 Spar dk | Cff | u | 1883 | M.Pearse &Co. Stockton | InternationalLine S.S.Co.Ld. (O.Marwood Mgr.) | 300·0 40·1 28·5 B70'F30' BK10 WB = Db22f70 | Whitby British | T.8Cy.21½",35½"&58½"–48" 1602 248NH 2SB,6cf,gs109,hs3898 Tpd. Blair&Co.(Lim)Stk | 22 + 6 | | |
| 88708 | G.Norton –01 | ssCff.No.3–4,96 | 2710 | | | | | | A&CP | 12ct APTst | | | | | |
| JDWT | ssCff.No.2–04 ssCff.No.1–01 | | 1896 | | LMC | | | | | | | | | | |
| | 1Dk(Irn)&Spardk(Irn)3tr b | | | | | | | | | | | | | | |
| 272 | — | SteelScSr | 2256 | | | | 1895 | Howaldts- werke Kiel | M.Jebsen | 284·4 40·1 21·6 B40'F32' WB | Hamburg German | T.8Cy.19½",31½"&51½"–35½"] 156NH Howaldtswerke,Kiel | | | |
| | J.Bruhn89–02 | | 2069 | | | | | | | | | | | | |
| RKFI | 2Dks | | 1714 | | | | | | | | | | | | |
| 273 | — | SteelScSr | 2067 | ✠100A1 | Stn | r | 1887 | W.Doxford &Sons Sunderland | W.Kunstmann | 275·0 39·5 18·6 P25'Q72'B68'F29' drp03 FK | Stettin German | T.8Cy.21",35"&57"–39" (s) 1600lb 80lb NDB94 205NH 2SB,4cf,gs70,hs3111 W.Doxford&Sons,Sld. | 20 11 | | |
| | P.Meliss –99 | ssStn.No.3–6,01 | 1661 | | | | | | | | | | | | |
| JFNP | (exHaverstoe) | 1Dk(Stl)2tr B | 1320 | | | | | | A&CP | WB = Cs DB211 38pt | | | | | |
| | Well deck | ssStn.No.1–05 | | | | | | | | | | | | | |
| 274 | — | IronScSr | 1477 | ✠ | Skm | p | 1882 | Richard- son,Duck&Co Stockton | MemelerDmpfsch. Act.Ges. | 245·3 34·0 16·4 P38 Q28 B58 F60 trp99,01&03 FK | Memel German | C.2Cy.29"&55"–33" 145NH 1DB,4pf,gs68 T.Richardson&Sons,Hpl. | 19 + 2 | | |
| HBSK | G.Kondruhn | ssLon.No.3–3,95 | 1097 | | | | | | | | | | | | |
| | (exIvanhoe,exCarib) | ssGls.No.1–99 | 924 | | | | | | | | | | | | |
| | Well deck | 1Dk(Irn)2tr B | | | | | | | | WB = Cs DB202 32pt | | | | | |
| 275 | — | IronScSr | 429 | | | | 18 | Nyköping Mek.Verk Nyköping | Ångf.Aktieb. Fredrik (C.V.Åkerson) | 150·1 24·6 11·4 P84'H10tF26' len88 | Gefle Swedish | C.2Cy.14½"&38½"–24" 46NH NyköpingM.V.,Nyköping | | | |
| 1122 | A.Landegren –99 | | 275 | | | | | | | | | | | | |
| HRKD | (exHögbo) | 1Dk | 295 | | | | | | | | | | | | |
| 276 | — | SteelScK | 192 | ✠100A1 | Abn | | 1902 | Mackie& Thomson Glasgow | Ocean TrawlingCo. Ld. (W.Grieve, Mgr.) (G.H. Carrington, Mgr.) | 115·9 21·5 11·6 BK7½ WB= | Aberdeen British | T.8Cy.11",19"&32"–22" (s) 1801b 65RH 1SB,2rf,gs86,hs1195 Ross&Duncan,Glasgow | 12 6 | | |
| 115560 | A.Reynolds –02 | | 177 | StmTrawler | | | 1mo | | | | | | | | |
| | | 1Dk | 41 | 8,05 | | | | | | | | | | | |
| | | | | | | | | | Lloyd's SAS CP | DBf 19 20t | | | | | |
| 277 | — | SteelScSr | 106 | | | | 1903 | Akers Mek.Værks Christiania | GermaniaWal- fang-&Fisch IndustrieA.G. | 94·8 16·8 10·0 | Hamburg German | T.8Cy.10½",15"&24"–17" 24NH AkersMek.Værks.Xia. | | | |
| | Marcussen –03 | | — | | | | | | | | | | | | |
| RNBP | | | 26 | | | | | | | | | | | | |
| 278 | Germanic | IronSc4MstSr | 5071 | | | | 1874 | Harland& Wolff, Belfast | OceanicSteamNav.Co Ld.(Ismay,Imrie& Co.Mgrs.) British& NorthAtlanticSteamNav.Co.Ld. | 455·0 45·2 34·0 P50 F104' WB | Liverpool British | T.8Cy.35½",58½"&96"–69" NE&B95 765NH Harland&Wolff(Lim.)Bel | 36 + 1 | | |
| 70932 | C.A.Bartlett –04 | | 4736 | | | | 7mo | | | | | | | | |
| NVBQ | Ref.Mchy. Elec.light | 3Dks | 2991 | | | | | | | | | | | | |
| 279 | Germanicus | SteelSc | 3967 | ✠100A1 | Shl | w | 1901 | Ropner& Son Stockton | C.Andersen | 350·0 49·0 19·2 P29'B70'F35' 27·2 FE | Hamburg German | T.8Cy.25",42"&68"–46" (r) 1801b 80lb 332NH 2SB,6cf,gs127,hs5050 Blair&Co.Ld.Stockton | 21 9 | | |
| | H.Behrmann | | 3768 | Spar dk | | | 1mo | | | | | | | | |
| RLWE | 1Dk(Stl)&Spardk(Stl)w | | 2575 | 4,04 | | | | | A&CP | WB = Cell DBa 106'aE26'f154 | | 6BHCem APT73t | | | |
| | Web frames | | | | | | | | | 805t D Ta 24 602t | | | | | |
| 280 | Gerona | IronScSr | 403 | ✠ | | | 1884 | C.Hill& Sons Bristol | Hijos deC.Mutas Tirso Hermanos y Vinos y Licores | 151·5 22·4 11·6 Q50 B14 F20 drp00 BK7 | Barcelona Spanish | C.2Cy.21"&37"–26" 80lb 80lb NDB02 67NH NB93re-fitted01 1SB,3pf,gs46,hs1360 Plenty&Son,Newbury | 12 2 | | |
| | P.Roig –02 | ssLon.No.3–1,96 | 279 | | | | 1mo | | | | | 15HCem MT15 44t | | | |
| HNJD | (exWestbury) | ssLiv.No.1–00 | 197 | | | | | | | | | | | | |
| | Well deck | 1Dk(Irn) | | | | | | | Lloyd's SAS CP | WB = FPT33tAPT21t | | | | | |
| 281 | Gerry | WoodScTug | 273 | | | | 1900 | Jackson& Sharp Co. Wilmgtn.Del | NationalDredging Co. | 102·0 24·0 10·5 | Wilmgton (Del.) Unl.States | C.2Cy.20"&40"–28" 71NH Neafie&LevyCo.Phl. | | | |
| 86488 | J.McCoy | | — | | | | | | | | | | | | |
| KPRB | Elec.light | 1Dk | 133 | | | | | | | | | | | | |
| 282 | Gertie | SteelScSr | 370 | ✠100A1 | Bkn | f | 1902 | Dublin Dockyard Co. Dublin | W.Rowland | 150·0 24·2 10·2 Q54'B14'F28' BK7 WB = | Liverpool British | C.2Cy.20"&42"–27" 1801b 94RH 1SB,3pf,gs52,hs1621 Ross&Duncan,Glasgow | 11 8 | | |
| 115333 | W.Joughin –08 | | 264 | 12,08 | | | 11mo | | | | | 6BHCem FPT47t | | | |
| | Mchy.Aft | 1Dk(Stl) | 84 | | | | | | | | | | | | |
| | Well deck | | | | | | | | | | | | | | |
| 283 | — | SteelTwinScSr | 269 | ✠ | P.Nl | c | 1891 | W.Allsup &Sons(Lim.) Preston | R.McMurray | 130·8 22·0 8·6 B88'F15' BK6 WB = APT18t | Wlngtn NZ British | T.6Cy.9",15"&24"–18" 59RH 1SB,2rf,gs85,hs911 W.Allsup&Sons(Lim),Prs | 8 10 | | |
| 97443 | C.A.Graham –98 | ssP.Nl.No.1–95 | 204 | 7,99 | | | 5mo | | | | | 4BHCem | | | |
| MFKS | | 1Dk | 119 | | | | | | | | | | | | |
| 284 | — | SteelScK | 181 | ✠100A1 | Flt | | 1898 | Earle'sCo. Ld. Hull | FleetwoodSteam FishingCo.Ld. | 105·0 21·0 11·3 Q44'F18' BK7½ | Fleetwood British | T.8Cy.10½",20"&32"–28" (s) 200lb 66RH 1SB,2cf,gs83,hs880 Earle'sCo.,Ld.,Hull | 12 0 | | 7,04 |
| QJGN | S.Edwards –98 | ssFlt.No.1–02 | 168 | StmTrawler | | | 4mo | | | | Spanish | 3BHCem | | | |
| | | 1Dk | 47 | 8,08 | LMC8,0 | | | | Lloyd's SAS CP | | | | | | |
| | | | | | BS7,04 | | | | | | | | | | |
| 285 | — | WoodSc | 114 | | | | 1892 | J.Wood- cock Northwich | Exors.of I.Bradburn | 76·7 20·5 8·6 | Liverpool British | C.2Cy.18"&26"–12" Oleghorn& Wilkinson,Northwich | 8RH | | |
| 102954 | J.Shaw –92 | | 108 | | | | | | | | | | | | |
| | Mchy.Aft | | 55 | | | | | | | | | | | | |
| 286 | Gertrud | IronScSr | 1636 | ✠ A1 * 1 | Got | Lv | 1881 | Schlesinger Davis&Co. Newcastle | Ångf.Aktieb. Nordstjernan (A.Bratt &Co. Mgrs.) | 260·2 35·2 20·9 Q167t B12tH14t F27 BK7½ WB = DBa8 | Gothenbrg Swedish | C.2Cy.31"&60"–39" 1801b 80lb NDB00 187NH 2SB,4pf,gs68 T.Clark&Co.,Newcastle | 22 2 | | 5,03 |
| 2978 | C.B.Tisell96–01 5thSurvey,Npt.5,03 | | 1483 | 5,04 | | | 7mo | | | | | 4BH 1PDB f&uE APT | | | |
| JGSC | exMaudHartmann) | | 995 | BS2,04 | LMC5,02 | | | | | | | | | | |
| | Well deck | 1Dk(Irn)2tr H | | | | | | | | | | | | | |
| 287 | — | SteelScSr | 816 | | | | 1899 | Flensburgr Schiffsb.Ges. Flensburg | NeueDampfer-Cie. Act.Ges. | 199·1 29·0 12·0 B115'F28' | Stettin German | C.2Cy.28"&42"–27" 76NH FlensburgerSchiffsb.Ges. | | G | |
| | P.Pust | | 541 | | | | | | | | | | | | |
| JFMW | Elec.light | 1Dk | 504 | | | | | | | WB | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | No. of Decks, &c. / Late Name if any. | Register Tonnage. Gross. / Under Deck. / Net. | Particulars of Classification. Character. / Special Survey / Date of last Survey. | Port of Survey. | Years Allowed / new supplied. | Displacement. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Dimensions. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Working Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Spare gear. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 288 / RLGS | **Gertrud** *G.Eckhoff* | SteelScSr 1 *Dk* | 186 / 153 / 131 | | | | | 1899 | H.C.Stülcken Sohn Hamburg | Heinecke&Co. | 113·9 / 22·3 / 8·8 H29′ | Harburg German *WB* | C.2Cy.7½″&14½″–9.9″ 6NH H.C.Stülcken Sohn, Ham | | G | |
| | *Sailing Schooner—See Sailing Ship Register. Now named "John Brinkman." See No. 23 in Supplement* | | | | | | | | | | | | | | | |
| 289 / 110556 / MFPK | **Gertrude** *J.Monks* 98–99 *Mchy Aft* *Well deck* | SteelSc3MstSr 1 *Dk* | 383 / 268 / 91 | | | | | 1899 | Scott& Sons Bowling | J.Monks&Co.Ld. | 142·0 / 25·1 / 10·6 Q68′B9′F27′ BK7″ | Liverpool British *WB* | C.2Cy.20″&40″–27″ 80RHP Ross&Duncan, Glasgow | 12 ″ 0 | | |
| 290 / 86836 / MPPK | — *A.W.Panchard* –03 6thSurvey, Mdb.12,97 *Mchy Aft* 1stSurvey, Mdb.11,02 1 *Dk* | IronScK | 212 / 205 / 125 | ✝ A1 ✠ 1 1,04 NB 1,02 B82,04 | Mdb | Lv LMC 9,01 | | 1873 3mo | M.Pearse &Co. Stockton | D.B.Sharp&Co. (J.M.Lennard& Sons, Ld. *Mgrs.*) | 130·0 / 20·5 / 11·3 ptND97 BK6″ *WB* = *DB*70′63*t* | Middlsbro' British 3 *BHCem* | C.2Cy.16½″&38″–20″ (*a*) 73lb *80lb* NDB96 40RHP 1SB,*2pf*,GS23,HS664 Blair&Co.(Lim.), Stockton | 12 ″ 1 s 1 · 4 | | 1,04 |
| 291 / 85815 | — *H.W.Stevens* 88–02 | WoodSc 1 *Dk* | 122 / — / 61 | | | | | 1883 | ..... Brooklyn, N.Y. | Thames Tow Boat Co. | 88·2 / 22·5 / 10·3 | N.London Conn. Utd. States | C.2Cy.17″&30″–24″ NB98 37NHP | | | |
| 292 / 114342 | — *H.H.Dines* –02 1 *Dk*(*Stl*) | SteelTwinSc | 44 / 44 / 27 | ✝ A1 *Steam Barge* 1.02 | Lon | ✝LMC 2,02 | | 1902 4mo *Lloyd's SA&CP* | C.Wall Grays, Essex | C.Wall | 67·2 / 13·5 / 5·4 FK | London British 2 *BHCem* | C.4Cy.5½″&8¼″–6″ (*s*) 150lb 7NHP 1SB,*1pf*,GS87,HS150 C.Wall, Grays, Essex | 6 ″ 6 | | |
| 293 / — | — 1 *Dk*(*Irn*) | SteelSc | 43 / 43 / 6 | ✝ A1 *For Towing purposes* 8,02 | Lon | ✝LMC 8,02 | | 1902 8mo *Lloyd's SA&CP* | A.W. Robertson& Co. London | Sir J.Aird&Co. | 63·8 / 15·0 / 7·5 FK | London British 3 *BHCem* | C.2Cy.12″&24″–18″ (*a*) 120lb 1SB,*2pf*,GS27,HS588 A.W.Robertson& Co.Lon. | 7 ″ 11 | | |
| 294 / HJNT | **Gerty** ~~Isosceles~~ *Dyrovich* 1 *Dk*(*Stl*) *Elec.Light* | SteelScSr 4212 *Spar dk* *Spar dk*(*Stl*) *deep framing* | ~~4030~~ / 3105 / 2694 / 2715 | ✝100A1 *Spar dk* ~~Gen~~ Trl ~~1,05~~ 4,05 | Shl | *w* ✝LMC 6,03 | | 1903 6mo *Lloyd's SA&CP* | J.Readhead &Sons South Shields | Unione Austriaca di Nav. (Soc. Anon) *WB* = *Cell DBa* 118′ | 346·0 / 45·0 / 17·0 P77′B&F217′ FK 2 *Lux.Boilers* 180 *lbs* | Trieste Aust.-Hung. 6 *BHCem* | T.3Cy.25″,42″&68″–45″ (*r*) 160lb *180lb* 322NHP 2SB, ~~Geared to Propeller~~ J.Readhead&Sons, S.Shl. | 19 ″ 8 s 4 · 5½ | | |
| 295 / HJFQ | **Gervase** *H.Row* –02 1 *Dk*(*Irn*) *Well deck* | IronScSr *ss*Brs.No.3–4,93 *ss*Trn.No.2–01 2 *trB* | 595 / 417 / 348 | ✝100A1 1,00 ~~1,01~~ ~~3,01~~ | Brs | *i* ✝LMC 3,01 | | 1880 10mo | Osbourne, Graham&Co Sunderland A&CP | G.Bazeley&Sons *WB* = *MT*26 | 185·5 / 25·5 / 14·0 P53′B45′F25′ ptND01 BK7½ | Penzance British 4 *BHCem* 130 *tAPT*30*t* | C.2Cy.20″&42″–30″ (*t*) 100lb *100lb* NDB01 80RHP 1SB,*3cf*,GS47,HS1475 G.Clark, Sunderland | 14 ″ 7 s 1 · 2½ | | ~~9,02~~ N1,05 |
| 296 / | **Gesina** 1 *Dk* | SteelScSr | 183 / — / 79 | | | | | 1903 | Gebroeders Pot Bolnes | Zeevisscherij Maats. Rotterdam | 111·5 / 21·6 / 11·6 | Vlaard-ingen Dutch *WB* | T.3Cy.10¼″,17″&28″–18″ 33NHP Alblasserdamsche Machinefabriek | | D | |
| 297 / JFRQ | **Gestrikland** *E.Lené* 98–98 1 *Dk* | IronScSr (*ex* Bråviken) | 356 / 192 / 257 | | | | | 1898 | Motala Co. Norrköping | Ångf. Aktieb. Södra Norrland (G.Holmström) | 141·7 / 22·2 / 10·5 P83′H19*t*F45′ | Gefle Swedish | C.2Cy.18½″&37½″–21″ 53NHP W.Lindbrgs Mek.V.Stkhlm | | | |
| 298 / 86417 / EPJQ | **Gettysburg** *L.J.Cummings* 98–03 2 *Dks* | SteelScTug | 558 / — / 352 | | | | | 1898 | Harlan& Hollings-worth Co. Wlmgtn, Del. | Reading Co. | 158·0 / 29·0 / 18·0 | Phildlphia Utd. States | T.3Cy.18″,28″&45″–30″ 111NHP Harlan&Hollingsworth Co. | | R | |
| 299 / 63215 / JKWR | **Gharbieh** *T.Evans* –03 (*ex* Magnet) *Mchy Aft* 2 *Dks* | IronScSr | 641 / 556 / 326 | | | | | 1869 | J.Horn Waterford | Khedivial Mail S.S. &Graving Dk.Co Ld | 195·4 / 32·0 / 13·7 P62′B13′F38′ | London British | C.2Cy.31½″&54″–33″ NB90 140NHP Lon.&Gls.Co. Glasgow 24″,39½″ | | V | |
| 300 / 344 / PMKT | **Giacomo P.** *G.Reboa* 93–98 (*ex* Helen) 1 *Dk*(*Stl*)&*Spar dk*(*Stl–pt* ws) 3 *trB* | SteelScSr ~~*ss*Gen.No.2–00~~ *ss*Gen.No.3–9,04 | 3151 / 2887 / 2059 | ✝100A1 *Spar dk* ~~Gen~~ ~~3,02~~ 4, ~~B1940~~ | Cff | *u* ✝LMC ~~2,05~~ 9,04 | | 1891 9mo | Short Bros. Sunderland A&CP | O.Conte *WB* = *Cell DB* 264′603*t* *FPT* | 339·0 / 42·0 / 17·7 P28′B78′F38′ FK 6 *BHCem* 95*t APT*22*t* | Genoa Italian | T.3Cy.24″,39″&64″–42″ (*s*) 160lb 281NHP 3SB,*6pf*,GS90,HS4460 W.Allan&Co. Sunderland | 20 ″ 1 s 5 · 10 | | 2,04 |
| 301 / ~~3665~~ ~~SLGS~~ | **Giang Ann** ~~*J.G.Follett* 98–99~~ *J.Craig* 1 *Dk*(*pt Stl–ws*) 2 *trB* | SteelScSr *ss*Sng.No.3–12,00 | 873 / 708 / 557 | ✝100A1 1,01 ~~B91,01~~ | Sng | *n* ✝LMC ~~1,03~~ 1,03 | | 1888 10mo *Lloyd's SA&CP* | Wigham Richrdsn&Co Newcastle | Tan Hap Seng Samarang Stoomv Maats | 230·0 / 31·1 / 15·2 P38′F56′ *pt Shade dk* BK8″ | ~~Singapore~~ ~~British~~ 1 *BHCem* Dutch | 150lb *60lb* 120NHP 1SB,*4cf*,GS69,HS1838 Wigham Richrdsn&Co. Nwc | 16 ″ 0 s 2 · 8½ | | 9,08 |
| 302 / 114118 / WDHP | **Giang Bee** ~~*A.Dunlop* 81–02~~ *J.C.Follett* –04 1 *Dk*(*Stl*–teak s) 2 *trB* *Elec.light* &*Shade dk*(*pt Stl*–teak s) | SteelScSr | 2012 / 1696 / 1199 | ✝100A1 *Shade dk* 11,03 | Sng | *s* | | 1902 3mo *Lloyd's SA&CP* | Ramage& Ferguson, Ld. Leith | Tan Hap Seng Chew Joon Hiang *WB* = *FPT* 192*t* | 290·0 / 40·2 / 18·7 FK 5 *BHCem* | Singapore British | T.3Cy.23″,37″&61″–42″ (*s*) 170lb *100lb* 276NHP 2SB,*8cf*,GS156,HS4550 Ramage&Ferguson,Ld.Lth. | 20 ″ 0 s 3 · 1½ | | 11,03 |
| 303 / 105821 / PGSN | **Giang Seng** ~~*W.J.Rawlings* 98–01~~ 1 *Dk*(*pt Stl*–teak s) 2 *trB* *A.Dunlop* –04 | SteelScSr ~~*ss*Sng.No.1–00~~ &*Shade dk*(*Teak*) *ss*Sng.No.2–04 | 1183 / 992 / 722 | ✝100A1 *Shade dk* 9,04 ~~7,03~~ ~~B87,03~~ | Sng | *o* ✝LM ~~2,03~~ 2,04 | | 1896 4 mo *A&CP* | J.Scott& Co. Kinghorn | Tan Hap Seng Chew Joon Hiang | 235·8 / 34·1 / 16·6 P44′B42′F54′ BK8″ | Singapore British 4 *BHCem* | T.3Cy.19½″,31″&51″–36″ (*s*) 160lb *80lb* 182NHP 2SB,*6pf*,GS198,HS3132 J.Scott&Co., Kinghorn | 17 ″ 6 s 2 · 7 | | ~~7,02~~ 9,04 |
| 304 / 33 / PMNB | **Giannutri** *P.Borgna* (*ex* Liguria) 2 *Dks* | IronScSr *ss*Gen.No.3–79 | 549 / 480 / 293 | ✝ 6.79 | Gen | *j* | | 1862 5mo | C.Mitchell &Co. Newcastle | Nav.Gen.Italiana | 178·1 / 24·7 / 16·6 Q27*t*H31*t*F9*t* *WB* = *DB*42′ | Genoa Italian 1 *BHCem* | C.2Cy.21″&40″–30″ NB92 73NHP *Cmp.*79 Pio Ferro&Co. Gen. | | I | |
| 305 / | **Gianpaolo** *G.Cnapich* –01 Villa San Giovanni, *ex* Giustinopoli) 1 *Dk* | IronSc (*ex* San Marco, *ex* | 110 / — / 42 | | | | | 1875 | Stabilmnto Tecnico Trieste | N.Giani | 115·1 / 15·9 / 7·6 | Muggia Aust.-Hung. | C.2Cy.13½″&24″–16″ 19NHP | | | |
| 306 / 11 / PMNC | **Giava** *P.Cusmano* *Elec.light* 2 *Dks*(1 *Irn*) 3 *trB* | IronScBg | 2755 / 2538 / 1794 | ✝ 11.81 | Nwc | *u* ✝ | | 1881 9mo | A.Leslie& Co. Newcastle | Nav.Gen.Italiana *WB* = *DBa*96′*f*74′370*t* | 333·9 / 36·2 / 26·7 B72′ F42′ | Palermo Italian 5 *BHCem* | T.3Cy.28,″35½″&62″–48″ *Tpd.*98 NB98 265NHP Fonderia Orotea, Palermo | | I | |
| 307 / 106375 / QFNT | **Gibel Kebir** *J.Fleming* –01 (*ex* Canisbay, *ex* Antverpia, *ex* Eugalia) *Well deck* 1 *Dk*(*Irn*) | SteelScSr *ss*Sld.No.3–5,00 | 551 / 439 / 331 | ✝100A1 8,01 ~~B87,01~~ BS11,03 | Lon | *i* ✝LMC ~~3,04~~ 4,04 | | 1887 11mo | R.Dixon& Co. Middlesbro' A&CP | M.H.Bland&Co.Ld *WB* = *Cell DBa* 37′*f* 66 | 175·0 / 26·6 / 12·3 Q105′F22′ BK7½ | Gibraltar British 4 *BHpt Asp* 102*t* *pt Cem* | T.3Cy.15″,25″&40″–30″ (*s*) 160lb *62lb* 80RHP 1SB,*2cf*,GS36,HS1497 Blair&Co.Ld. Stockton | 14 ″ 5 s 1 · 3½ | | ~~8,01~~ 7,04 |
| 308 / 105975 / NJGM | **Gibel Musa** *M.P.Fitzgerald* –96 *ss*Gib.No.2–04 | SteelPadSr 1 *Dk* | 374 / 295 / 180 | ✝100A1 6,01 ~~8,00~~ ~~B97,00~~ | Gib | *f* ✝LMC ~~4,00~~ 6,04 | | 1896 1mo | R.Duncan &Co.(Lim.) Port Glasgow A&CP | M.H.Bland&Co.Ld | [illegible]·2 / 25·2 / 11·4 P16′ BK7″ | Gibraltar British 3 *BHCem* | C.2Cy.23″&43″–45″ (*s*) 100lb 79RHP 1SB,*3pf*,GS57,HS1580 Rankin&Blackmore, Grk. | 12 ″ 3 s 1 · 9 | | |

| No. d'Ordre / Numéro Distinctif | Nom du Navire. Matériaux, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. | Construit. Quand. / Navire. / Par qui. / Où. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du constructeur des machines. | Chaînes sur Quille. / Franc. / navire. / pcs. pc. |
|---|---|---|---|---|---|---|---|---|---|
| 309 | **Gibel-Tarik** Steel Twin Sc Sr | 2 | ✠100A1 Gib d | 1884 Armstrong | M.H.Bland&Co.Ld | 135·0 22·1 10·0 | Gibraltar | C.4Cy.17″&32″–20″ (a) | 10 « 6 |
| 89761 | *L.A.B.* ss Nwc No.3–9,95 | 1296 | 12,04 | 12m Mitchell&Co | | F20 | British | 80lb 160RHP | « 1 « 6½ |
| SLBP | ss Gib No.2 01 | 123 | [illegible] MC | Ld. Newcastle | | PK | 3 BHCem | 1SB.3pf,gs34,us1815 | |
| | *J. McNish* 1 Dk | | [illegible] BSp,t | *Lloyd's* | | WB = DBa 21′8t | | Wallsend Slipway Co., Nwc | |
| 310 | **Gibraltar** Steel Sc Sr | 3803 | ✠100A1 Bry d | 1902 Russell | Glasgow Shipowners' Co. Ld. | 344·6 19·8 17·9 | Glasgow | F.8Cy 25″,41″&67″–45″ (a) | 20 « 5 |
| 114017 | *W. B. Knagg* –03 | 3637 | *Spar dk* Cff | 2mo &Co | (Glen & Co. *Mgrs.*) | P26′B74′F37′ 25′8 | British | 180lb 335NHP | « 6 « 1½ |
| TFWV | 1 Dk (Stl) & Spar dk (Stl) & deep framing | 2478 | 1,05 [illegible] LMC2,02 | Port Glasgow | | PK | 6 BHTcm | 3SB,9cf,gs152,us5280 | |
| | | | | *Lloyd's* | WB = Cell D Ba | 112′ uE & B 40′ f 146′ | 899t APT 71t | Kincaid & Co. Greenock | |
| 311 | — Iron Sc K | 146 | ✠ Hul | 1891 Cook, Wel- | Hull Steam Fishing | 100·4 20·5 11·0 | Hull | C.2Cy.17″&38″–22″ | 11 « 10 |
| 98714 | *F. Dean* –90 | 136 | *Stm Trawler* | 1mo ton & Gemmell | & Ice Co. Ld. | 24′ | British | 45RHP | |
| MVDs | ss Hul. No.1–95 | 51 | 2,96 ✠ | Hull | | BK 7½′ | 3 BHCem | 1SB.2pf,gs29,us930 | |
| | 1 Dk | | | | | | | C. D. Holmes & Co., Hull | |
| 312 | **Gibson** Wood Sc Sr | 141 | | 1901 Kwang Ki | F. S. Bourns | 111·0 19·1 7·8 | Manila | C.2Cy.13″&26″–16½″ | |
| | *R. De la Sala* 02–03 | 125 | | Sun | | | Utd. States | 23NHP | |
| | (ex Nam Hoi) 1 Dk | 88 | | Hong Kong | | | | Yu Hing Song, Hong Kong | |
| 313 | **Giglio** Iron Sc Sr | 446 | | 1862 Palmer | Nav. Gen. Italiana | 192·2 24·9 13·4 | Genoa | C.2Cy.24″&48″–30″ | |
| 19 | *E. Doberti* | 362 | | Bros. & Co. | | Q54t H40t F18t | Italian | NB97 NE76 84NHP | I |
| PMNL | (ex Lombardia) 2 Dks | 217 | | Newcastle | | | | G. Ansaldo & Co. Smprdrna. | |
| 314 | **Gijon** Iron Sc Sr | 808 | ✠ Dun | 1875 Gourlay | Melton Gonzalez | 198·7 28·0 15·1 | Gijon | C.2Cy.31″&54″–30″ | |
| | *G. Menendez* 2 Dks | 552 | 8,75 | 8mo Bros. | & Co. | P&B 121½′ F36′ | Spanish | 133NHP | |
| HNJW | | 466 | | Dundee | | | 5 BHCem | Gourlay Bros. & Co., Dundee | |
| 315 | **Gilberto** Steel Twin Sc Sr | 149 | | 1894 Ritchie, | A. Motta & Co. | 120·0 22·0 7·0 | Para | C.4Cy.11″&20″–15″ | |
| | 2 Dks & Shade dk | 119 | | Graham & | | F19′ | Brazilian | 26NHP | |
| | | 94 | | Milne | | | | Hall-Brown, Buttry & C. Gls | |
| | | | | Glasgow | | | | | |
| 316 | **Gilchrist** Steel Sc Sr | 3871 | | 1901 West Bay | J. C. Gilchrist | 356·0 50·0 28·0 | Cleveland | T.3Cy.22″,35″&58″–42″ | |
| 8856 | | — | | City S.B.Co. | | | Utd. States | 218NHP | |
| | *Elec. light* *Mchy. Aft* 1 Dk 2 tr B | 2097 | | W. Bay City | | WB | Detroit S.B.Co. Detroit | | |
| 317 | **Gilcomston** Steel Sc Sr | 1456 | ✠100A1 Abn o | 1900 Hall, Rus- | Leslie S.S.Co.Ld. | 250·0 36·2 15·1 | Aberdeen | T.3Cy.18″,29″&48″–36″ (a) | 16 « 1 |
| 112951 | *G. Stephen* 85–00 | 1045 | 2,05 [illegible] | 8mo sell & Co Ld | (W Leslie & Co. *Mgs*) | Q86′ B100′ F27′ | British | 165lb 80lb 147NHP | « 1 « 3 |
| RVQM | *Well deck* 1 Dk (Stl) & deep framing | 896 | BS1,04 [illegible] LMC | Aberdeen | | PK | 4 BHAsp | 2SB,4rf,gs79,us2292 | |
| | | | MS2,05 | *Lloyd's* | WB = Cell | D B a 78′ f 98′ 290t | APT 80t | Hall, Russell & Co. Ld. Abn. | |
| 318 | **Gilderoy** Iron & Steel Sc Sr | 153 | ✠100A1 Gms | 1899 Wood Skin- | Ellis, Spence & Co. | 101·0 20·5 10·7 | Grimsby | T.3Cy.11″,17″&30″–21″ (a) | 11 « 6 |
| 110872 | *C. Kitchener* –99 | 136 | *Stm Trawler* | 3mo ner & Co. Ld. | Ld. | Q47′ F18′ | British | 160lb 40RHP | |
| | ss Gms. No.1–03 | 44 | [illegible] [illegible] LMC8,03 | Newcastle | | drp05 BK 7½′ | 3 BHCem | 1SB.2pf,gs24,us814 | |
| | 1 Dk | | 1,05 | A&CP | | | | N.E. Marine Co. Ld Sld | |
| | *Iron framing Steel plating* | | | | | | | | |
| 319 | **Gilroy** Iron Pad Ctr | 151 | | 1898 J.P. Ren- | Trustees of the | 105·0 19·7 9·8 | Dundee | L.2Cy.28″–50″ | |
| 104748 | | 136 | | noldson & Sns | Harbour of Dundee | | British | 80RHP | |
| | (*Tug*) 1 Dk | 18 | | South Shields | | | | J.P. Rennoldsn & Sns, S.Shl. | |
| 320 | **Gimle** Steel Sc Sr | 1131 | | 1904 Laxevaags | W. Torkildsen | 228·6 36·3 15·9 | Bergen | T.3Cy.18″,29″&48″–33″ | N |
| | *G. Nielsen* 04–04 | 1003 | | Msk. & Jrnsk | | P17t H82t F27t | Norwegian | 132NHP | |
| MBQS | 1 Dk | 699 | | Bergen | | WB | Laxevaags Msk & Jrns. Bgn. | | |
| 321 | — Iron Sc Sr | 434 | | 1873 Act. Ges. | Brödrene Bull | 160·8 23·0 12·3 | Hestoyri | C.2Cy.20½″&38″–25″ | |
| | *J. Bull* | 326 | | "Hansa" | | P80t F26t | Iceland | NB89 60NHP | |
| LBQD | (ex Strassburg) 1 Dk | 256 | | Rostock | | WB | Danish | A.G. "Hansa," Rostock | |
| 322 | **Giovan Maria D'Ali** Steel Sc Sr | 2768 | ✠100A1 Npt s | 1902 N. Odero & | G. D'Ali e figli | 287·9 43·3 18·4 | Genoa [illegible] | T.3Cy.20½″,33½″&55½″–39½″ | 19 « 0 |
| 2620 | *C. Carbone* –02 | 2620 | *Awng dk* Cff | 10mo Co. | | 24·4 | Italian | 180lb 100lb (s) 227NHP | « 7 « 9 |
| PMTV | *Elec. light* 1 Dk (Stl) & Web frames & Awng dk (Stl) | 1811 | *with freeboard* | Genoa | | PK | 5 BHCem | 2SB,6pf,gs119,us3810 | |
| | | | 1,06 [illegible] LMC10,02 | *Lloyd's* | WB = Cell D I | a 90′ uE & B 40′ f 110′ | 566t APT 95t | N. Odero & Co. Genoa | |
| 323 | **Giovanna** Iron Sc Sr | 1545 | | 1883 Schlesingr | G. B. Sturlese | 248·6 34·7 20·5 | Genoa | C.2Cy.29″&56″–42″ | 21 « 11 |
| 233 | *B. Raggio* | 1336 | | Davis & Co. | | Q99t B113t H22t | Italian | 169NHP | |
| PNBK | *Well deck* (ex Mercia) 1 Dk 2 tr B | 1004 | | Newcastle | | F34t BK8′ | WB | NE Marine ECo. (Lim.) Nwc | |
| 324 | **Giovanni M.** Iron Sc Sr | 1284 | | 1873 W. Pile & Co | Marigo & | 246·5 31·0 17·2 | Venice | C.2Cy.28″&52″–33″ | |
| 37 | *G. Figari* 00–01 (ex Maria C., ex Plat, | — | | Sunderland | Compagno | P129′ F35′ | Italian | NB85 [illegible] NHP | |
| PNDF | *Well deck* ex Dido) 1 Dk 2 tr b | 824 | | | | | WB | F. Black & Co. Sunde[illegible] | |
| 325 | **Gipsy** Steel Sc 3 Mst Sr | 634 | ✠100A1 Liv i | 1899 R. William- | Limerick SS. Co. Ld. | 182·8 27·8 11·1 | Limerick | T.3Cy.15″,25½″&41″–30″ (s) | 13 « 0 |
| 102[illegible] | *W. Armstrong* –04 | 445 | 2,05 [illegible] Cff | 1mo son & Son | | Q94′ B11′ F22′ | British | 160lb 80lb 85RHP | « 1 « 1 |
| RKFD | *Mchy. Aft* ss Cff. No.1–03 | 194 | [illegible] LMC7,00 | Workington | | BK 7′ | 3 BHCem | 1SB.3pf,gs57,us1710 | |
| | 1 Dk (Stl) *Well deck* | | | A&CP | | WB = DB f 95′ | 134t FT T 30t | Ross & Duncan, Glasgow | |
| 326 | — Wood Sc Sr | 294 | | 1868 Stoddard | Pacific Coast S.S.Co | 102·0 28·3 9·1 | S. Francisco | C.2Cy.12″&20″–20″ | |
| 10982 | *H. D. Leland* 2 Dks | 148 | | San Francisco | | | Utd. States | 15NHP | |
| | | 215 | | | | | | Risdon Irn Wks, San Frncs | |
| 327 | **Gipsy King** Iron Pad Sr | 104 | | 1868 G. K. Sto- | Stm. Tug Gipsy | 98·8 17·4 9·1 | Liverpool | L.2Cy.28″–44″ | |
| 53195 | (ex Princess of Wales) | 104 | | thert & Co. | King Co. Ld. (Got | | British | NB84 70RHP | |
| | | 27 | | Bristol | tschalk & Stuart) | | | G.K. Stothert & Co., Bristol | |
| 328 | **Gipsy Queen** Iron Sc Sr | 700 | | 1856 M. Pearse | West Hartlepool | 207·1 26·3 15·7 | W. Hartlpl | C.2Cy.26″&50″–33″ | 16 « 7 |
| 12[illegible] | *J. Webber* –04 | 592 | | &Co. | Stm. Nav. Co. Ld. | P54′ B65′ F60′ | British | NB95 NE73 120NHP | « 2 « 5 |
| LDKJ | 1 Dk 2 tr b | 422 | | Stockton | | | | T. Richardson & Sons, Hpl. | |
| 329 | **Giralda** Iron Sc Sr | 1100 | ✠100A1 Lth n | 1887 Osbourne, | C. Salvesen & Co. | 225·0 33·0 16·1 | Leith | C.2Cy.28″&58″–36″ (a) | 17 « 1 |
| 98211 | *W. E. Guthrie* –04 ss Lth. No.3–4 [illegible] | 856 | 4,05 [illegible] | 12mo Graham & Co. | | Q75′ B52′ F31′ | British | 80lb 80lb NDB94 128NHP | « 1 « 7 |
| KQHE | *Well Isld* ss Lth. No.1–04 | 676 | PS1,[illegible] [illegible] LMC8,04 | Sunderland | | BK8″ | 4 BHCem | 1SB.3pf,gs58,us2060 | |
| | 1 Dk (Irn) 2 tr b | | | A&CP | | WB = DBa | 59′/50′ 240t | J. Clark, Sunderland | |
| 330 | — Steel Sc Sr | 91 | ✠100A1 Cdz | 1901 La Const. | Junta de Obras del | 99·3 16·5 7·6 | Seville | C.2Cy.13″&25″–16″ (a) | 8 « 2 |
| | *J. Lucero* –01 | 79 | 5,01 | 5mo Nav Española | Puerto de Sevilla | | Spanish | 100lb 30NHP | |
| HNJV | 1 Dk (pt Stl) | 1 | [illegible] LMC8,01 | Cadiz | | BK6″ | 1 BHCem | 1SB,3rf,gs27,us642 | |
| | | | | A&CP | | | | La Con. Nav. Española, Cdz | |

| No. / Official No. / Code Letters | Steamer's Name / Master / Special Surveys — Material, Rig, &c. / Late Name if any / No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character / Date of last Survey | Port of Survey | Built: When | By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines | Moulded depth / Freeboard amidships | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 331<br>104024<br>NVDH | Girasol SteelSc3MstSr<br>R.Stirling -06<br>Elec light ssBwg.No.2-04 1Dk(Irn)<br>Well deck Mchy.Aft | 602<br>434<br>197 | ✠100A1<br>5,0412,02 | Brs i<br>Bwg | 1895<br>5mo | Scott&S'ns<br>Bowling<br>A&CP | W.Robertson | 180·0<br>Q90'B11'F37'<br>BK7½<br>WB = CellDB95' | 29·1 | 10·6 | Glasgow<br>British<br>3BHCem<br>140tFPT22t | T.3Cy.16",26"&42"-33" (s)<br>160lb 70lb 90RHP<br>1SB,3pf,GS55,HS1550<br>Muir&Houston,Gls. | 13 " 0<br>s 1 - 0 | | 3,00<br>5,04 |
| 332 | Girda Ambatiellos SteelScSr<br>L.Virgotis -02 ssGen.No.3-1,01<br>(exGlanystwyth) ssGen.No.1-01<br>Well deck 1Dk(Irn)&Webframes | 1824<br>1403<br>1167 | ✠100A1 | Sws r<br>Msl | 1888<br>10mo | Palmers'Co<br>Ld.<br>Newcastle<br>A&CP | E.Ambatiellos | 255·0<br>P28'Q60'B109'<br>F31' BK8'<br>WB = CellDB212' | 37·0 | 18·8 | Corfu<br>Greek<br>4BHCem<br>407tAPT13t | T.3Cy.20",33"&54"-36" (s)<br>130lb 6olb 179NHP<br>2SB,6rf,GS90,HS2861<br>Palmers'Co.Ld.Nwc. | 21 " 2<br>s 1 - 11½ | | 6,04 |
| 333<br>98039<br>LRJK | Girdleness SteelScSr<br>P.Hedegaard -04 1Dk(Stl)&ptAwngdk<br>ssNwc.No.3-1,03<br>Now named "Flindt," See No. 20 in Supplement. | 1855<br>1380<br>1182 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,04 | Nwc r<br>Lon<br>BS5,03 | 1890<br>5mo<br>Lloyd 'sA&CP | Richardsn,<br>Duck&Co.<br>Stockton | Fl. Dampsk. Selsk.<br>(Hargreaves S.N.Co. Ld. Farrar, Groves&Co. Mgrs) | 270·0<br>Q105'<br>pt Awng dk165' FK<br>230'428t APT30t<br>WB = CellDB | 37·1 | 17·0 | Copenhagen<br>Danish<br>4BHptCem<br>pt Asp | T.3Cy.21",34"&56"-36" (s)<br>160lb 80lb 187NHP<br>2SB,4cf,GS60,HS2800<br>Blair&Co.(Lim.),Stockton | 19 " 6<br>s 1 - 1½ | | 8,04 |
| 334<br>88854<br>JBRV | —<br>A.Gordon -04 ssShl.No.3-2,96<br>Well deck ssShl.No.2-01<br>1Dk(Irn) | 569<br>410<br>347 | ✠100A1<br>10,04 7,03 | Shl i<br>Shl<br>✠LMC4,00<br>11,04 | 1883<br>10mo<br>Lloyd 'sA&CP | A.Hall&Co<br>Aberdeen | J.Cook&Son | 171·7<br>Q52'B41'F20'<br>BK7½'<br>WB = DBa | 26·7 | 13·1 | Aberdeen<br>British<br>5BHCem<br>40'f31'110t | C.2Cy.20½"&44"-30" (s)<br>100lb 100lb NDB97 80RHP<br>1SB,3pf,GS53,HS1339<br>Hall,Russell&Co.,Abn. | 13 " 10<br>s 1 - 2½ | | 10,04 |
| 335<br>RNBS | Girgenti SteelScSr<br>J.Blanck00-03 ssHpl.No.3-3,03<br>(exDanby) 1Dk(Irn)&Webframes<br>Well deck | 2184<br>1691<br>1367 | ✠100A1<br>8,01 8,03<br>BS1,03 | Hpl r<br>Ham | 1890<br>8mo | Ropner&<br>Son<br>Stockton<br>A&CP | Rob.M.Sloman.<br>Jun. | 272·1<br>P27'Q84'B108'<br>F29' BK9"<br>WB = Cell | 38·9 | 18·7 | Hamburg<br>German<br>4BHCem<br>DB224'434t | T.3Cy.21",35"&57"-39" (s)<br>160lb 80lb NDB02 201NHP<br>2SB,4cf,GS74,HS2990<br>Blair&Co.Ld.Stockton | 21 " 11<br>s 1 - 11 | | 9,03 |
| 336<br>HBFJ | Sunk at Port Arthur<br>Jirin Steel&IronScSr<br>ssNag.No.3-3,02<br>(exBlairmount) 1Dk(Irn)&Webframes<br>BeamsIrn | 1444<br>1000<br>891 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>8,02 | Nag o | 1889<br>6mo | Sld.S.B.Co<br>Ld.<br>Sunderland<br>A&CP | ChineseEastern<br>RailwayCo.Ld. | 245·0<br>P29'Q53' BK7"<br>pt Awng dk 163'<br>WB = CellD | 34·3 | 15·1 | Nwchwng<br>Chinese<br>4BHCem<br>B171'248t | T.3Cy.18½",30"&49"-33" (s)<br>160lb 80lb 145NHP<br>1SB,4rf,GS68,HS2275<br>N.E.MarineCo.Ld.Sld. | 17 " 6<br>s 8 - 5½ | | 8,02 |
| 337<br>94023<br>NVGW | Girnigoe SteelSc3MstSr<br>J.Scott03-03 ssLon.No.2-03<br>Well deck 1Dk(Irn)<br>Mchy.Aft | 310<br>210<br>77 | ✠100A1<br>10,04 9,03 | Lon e<br>✠LMC9,03 | 1895<br>5mo<br>Lloyd 'sA&CP | S.M'Knght<br>&Co<br>Ayr | London&Poole<br>Stm.Shppg.Co. Ld<br>(H.Burden,Mgr.) | 140·0<br>Q80'B10'F20'<br>BK7"<br>WB = DBf30' | 22·1 | 9·9 | Poole<br>British<br>8BHCem<br>25tFPT19t | C.2Cy.18"&40"-27" (s)<br>110lb 55lb 65RHP<br>1SB,3pf,GS35,HS1331<br>Muir&Houston,Glasgow | 10 " 7<br>s " 7½ | | 10,04 |
| 338<br>JKSQ | Gironde IronScSr<br>Abel01-02 3Dks | 3244<br>—<br>1598 | | | 1869 | Messgeries<br>Maritimes<br>LaCiotat | MessageriesMari-<br>times | 367·4<br>H260tF38' | 39·8 | 30·5 | Marseilles<br>French | 3Cy.60¼"-43¼"<br>551NHP<br>Messag.Mar.,LaCiotat | | | |
| 339<br>JKSW | Sunk by Collision 11,04<br>— IronScSr<br>F.Agelli 1Dk<br>exCorreodeAlicante,exlaFlandre) | 243<br>—<br>165 | | | 1872 | H.Murray<br>&Co.<br>Pt.Glasgow | P.Durand | 154·8 | 20·8 | 11·7 | Algiers<br>French | C.2Cy.23"&38"-24"<br>59NHP | | | |
| 340<br>HJWP | Gisela SteelScSr<br>G.Damianovich ssTri.No.3-2,03<br>2Dks(Stl-4s)3trB<br>Elec.light | 4260<br>3934<br>2640 | ✠100A1<br>9,04<br>✠LMC2,03 | Tri x | 1892<br>10mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | LloydAustriaco | 385·0<br>B137'F46'<br>FK<br>WB = Cell DB304'633t | 46·5 | 28·2 | Trieste<br>Aust.-Hung.<br>6BHCem<br>APT62t | T.3Cy.27½",44"&70"-54" (s)<br>170lb 165lb NDB03 416NHP<br>2DB,12cf,GS190,HS6920<br>J.Dickinson,Sunderland | 31 " 1 | | 6,04<br>N9,04 |
| 341<br>118402<br>VQBK | Gisella Groedel SteelScSr<br>G.Chase04-04<br>1Dk(Irn)&deep framing<br>Elec.light | 2502<br>2341<br>1603 | ✠100A1<br>3,04 1,05<br>✠LMC3,04 | Hpl t<br>Npt | 1904<br>3mo<br>Lloyd 'sA&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | GroedelBros.S.S.<br>Co.Ld.<br>WB = CellDBa100'uE& | 313·5<br>P30' B66'F33'<br>FK<br>B38'f134'719tFPT | 44·3 | 20·5 | London<br>British<br>5BHCem<br>88tAPT42t | T.3Cy.22½",36½"&62"-39"<br>180lb 100lb (s) 255NHP<br>2SB,6cf,GS95,HS3863<br>Cen.Mar.Eng.Wrks.WHpl | 23 " 1<br>s 3 " 11½ | | |
| 342<br>82481<br>TJPB | Gitano SteelScSr<br>F.J.Jefferson -02 | 1243<br>1084<br>820 | | ... | 1880 | Earle'sCo.<br>Hull | T.Wilson,Sons&<br>Co.Ld. | 240·1<br>Q84tH39tF36t<br>FK | 33·1 | 16·9 | Hull<br>British | C.2Cy.24½"&53"-36"<br>98RHP<br>Earle'sCo.(Lim.),Hull | | | |
| 343 | Giulia SteelSc | 4100<br>2500 | 100A1<br>Shelter dk<br>(ClassContemplated) | | 1904 | Russell&<br>Co.<br>Pt.Glasgow | FratelliCosulich | 346·0 | 45·0 | 27·0 | Trieste<br>Aust.-Hung. | T.3Cy.26",42"&70"-48"<br>J.G.Kincaid&Co.Greenock | | | |
| | For full particulars See No. 7 in Supplement | | | | | | | | | | | | | | |
| 344<br>16<br>PQJD | Giuseppe IronScSr<br>Zino -03 ssGen.No.3-5,97<br>(exGiulioMazzino) ssGen.No.1-01<br>1Dk(Irn)&ptAwng dk3trB | 1973<br>1867<br>1298 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>8,05 3,02<br>MS8,01 ✠LMC | Gen r<br>Sws<br>BS2,05 | 1884<br>11mo<br>Lloyd 'sA&CP | JReadhead<br>&Co.<br>SouthShields | Dall'Orso&Co. | 257·4<br>P30'Q96'<br>BK9"<br>WB = DBa74'f68'&uE | 36·1 | 18·8 | Spezia<br>Italian<br>4BHCem<br>&B36'367t | C.2Cy.33"&61"-36" (s)<br>80lb 100lb NDB01 186NHP<br>2SB,6pf,GS84<br>J.Readhead&Co.,S.Shields | 19 " 10<br>s 1 " 2½<br>w 1 " 6 | | 12,03 |
| 345<br>361<br>PQLG | Giuseppe Accame SteelScSr<br>L.Brunello96-99 ssGen.No.1-03<br>1Dk(Stl)&Spar dk(Stl)<br>&Webframes | 3830<br>3077<br>2515 | ✠100A1<br>Spar dk<br>1,04 10,03<br>✠LMC10,03 | Gen u | 1899<br>6mo | Hofer,<br>Manaira&Co.<br>Spezia<br>A&CP | E.Accame&figli | 345·9<br>P37'B106'F29' 23·3<br>FK<br>WB = DBa94'uE&B36'f142 | 47·3 | 15·3 | Genoa<br>Italian<br>6BHCem<br>945tAPT58t | T.3Cy.21½",35"&59"-39" (s)<br>180lb 100lb 228NHP<br>2SB,6cf,GS89,HS3416<br>T.Richardsn&Sons,Ld.Hpl | 16 " 5<br>s 4 " 5 | | 10,03 |
| 346<br>97<br>PQMH | Giuseppe Corvaja SteelScSr<br>A.Bottone 2Dks | 1701<br>—<br>1097 | | | 1894 | E.Cravero<br>&Co.<br>Genoa | Flli.Corvaja | 275·6 | 34·8 | 21·2 | Palermo<br>Italian | T.3Cy.18⅛",31½"&50"-36"<br>E.blt.80,Tpd.91,B.blt.91<br>150NHP<br>Blair&Co.(Lim.),Stockton | | | |
| 347<br>25<br>PQMS | Broken up 8,04<br>Giuseppe Fazio IronScSr<br>D.D'Arrigo97-00<br>(exMarseille,exBlagdon) 2Dks3trB | 1362<br>1317<br>875 | | ... | 1876 | Thompson<br>Sunderland | G.Fazio<br>(C.Napoli,Mgr.) | 250·0<br>B100'F18'<br>BK9"<br>WB | 33·3 | 22·5 | Catania<br>Italian | C.2Cy.32"&60"-36"<br>175NHP<br>J.Dickinson,Sunderland | | V | |
| 348<br>22<br>PQMV | Giuseppe Galatioto IronScSr<br>C.Saglimbene -02 2Dks<br>(exMaria di Pompei,exElisabetta<br>Eugenia,exSwanland) | 551<br>449<br>317 | | ... | 1850 | Napier&<br>Crichton<br>Glasgow | G.Galatioto diC. | 200·1<br>Q30t<br>len60 | 26·2 | 13·9 | Catania<br>Italian | C.2Cy.22"&40"-28"<br>NE&B81 70NHP<br>C.D.Holmes&Co.,Hull | 13 " 11 | V | |
| | Now named "Taormina," See No. 49 in Supplement. | | | | | | | | | | | | | | |
| 349<br>NBFQ | Gjedser SteelPadSk<br>H.C.Christensen<br>(exClandeboye) | 389<br>295<br>165 | | | 1887<br>4mo | Workman,<br>Clark&Co. Ld<br>Belfast | DampskibSelska-<br>betÖresund(J.D.<br>Krogh,Mgr.) | 224·5 | 24·2 | 8·4 | Copnhagn<br>Danish | D.2Cy.44"-66"<br>242NHP<br>Hutson&Corbett,Glasgow | | | |
| 350<br>90536 | Glacial WoodSc | 109<br>95<br>74 | | | 1885 | J.Motton<br>Sorel,P.Q. | C.Bourgeois | 103·2 | 24·0 | 7·8 | Montreal<br>British | T.4Cy.15"(2),18"&30"-18"<br>38RHP<br>G.A.Pontbreaud,Sorel,P.Q | | | |
| 351<br>97387<br>LPMT | Gladestry SteelScSr<br>C.J.Crane -03 ssSld.No.3-4,02<br>Well deck 1Dk(Irn)&Webframes | 2360<br>1788<br>1521 | ✠100A1<br>12,04 1,04<br>BS7,05 ✠LMC4,02 | Bkn s<br>Bry | 1890<br>3mo | Irvine&Co.<br>WHartlepool<br>A&CP | ImperialS.S.Co.Ld<br>(SivewrightBacon<br>&Co.Mgrs.) | 290·6<br>P29'Q84'B118'F34'<br>BK10"<br>WB = CellDB | 38·0 | 19·3 | W.Hartlpl<br>British<br>5BHCem<br>256'492t | T.3Cy.21½",35¼"&58½"-39"<br>160lb 80lb (r) 212NHP<br>2SB,6cf,GS82,HS3150NDB02<br>Blair&Co.(Lim.),Stockton | 22 " 2<br>s 2 " 1½ | | 3,03<br>f1,04 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage / Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Navire. / Mach. | Par qui. / On. | 9 Armateurs. | 10 Longueur. | 11 Largeur. | 12 Port d'Armement / Pavillon. | 13 Machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 352 | Gladiator | IronPadSp | | | | | 1874 | T.Brassey& Co. Birkenhead | E.GriffithsBro&Co (J.Evans. *Mgr.*) | 144·7 | 20·7 | 11·8 | Liverpool British | C.2Cy.M″–″ N1[illegible] pr[illegible] T.Brassey&Co.Birkenhead | | | |
| 353 | — | IronScTug | 208 | | | | 1892 | Schiffsw(v. J&Sch.)A.G Hamburg | Verein.Bugs.-& FrachtschfrtGes. | 108·6 | 21·6 | 13·1 | Hamburg German | C.2Cy.20″&38″–26″ 81NH W.[illegible]shwft.(vJ&Sch.)AGHam | | | |
| 354 | — | WoodSc | 167 | | | | 1888 | AtlticWks. Boston | LongIslandR.R. Co. | 110·6 | 22·0 | 11·5 | New York Utd.States | C.2Cy.20″&36″–26″ 55NH AtlanticWorks,Boston | | | |
| 355 | Gladiolus | IronScSr | 1925 | ✠100A1 Shl | s | | 1880 | TyneI.Sh. | Amaryllis Shippng Co.Ld. (W.Coupland&Co *Mgrs.*) | 280·6 | 36·0 | 22·6 | N.Shields British | C.2Cy.30″&68″–39″ (i) 160lb *80lb* NDB93 187NH 2SB,*4pf*,GS75,HS2955 N.E.MarineE.C.(Lim.)Sld | 25 | 2 | |
| 356 | Gladstone | SteelScSr | 188 | | | | 1901 | C.A.Lundahl Gothenburg | C.A.Höglund | 101·8 | 22·3 | 10·0 | Gothenburg Swedish | C.2Cy.9½″&21″–18½″ 14NH WilhelmsbergsM.V.Got. | | | V |
| 357 | — | SteelSc | 122 | | | | 1885 | Fleming& Ferguson Paisley | Wick&Pulteney Hrb'rTrustees (D. W.Georgeson *Mgr*) | 100·6 | 22·4 | 6·9 | Wick British | C.2Cy.14″&28″–18″ NB04 45RH Fleming&Ferguson,Paly. | | | |
| 358 | Gladys | SteelScSr | 2367 | ✠100A1 Shl | s | | 1890 | S.P.Austin | J.Coverdale&Son | 285·0 | 39·6 | 18·8 | Hartlepool British | T.3Cy.22″,36″&59″–39″ (i) 160lb *80lb* NDB01 218NH 2SB,*6rf*,GS106,HS3288 W.Clark(Lim.),Sunderland | 21 | 3 | |
| 359 | — | SteelScYl | 179 | | | | 1900 | Scott&Sns Bowling | J.Monks&Co.Ld. | 95·0 | 21·6 | 10·0 | Liverpool British | C.2Cy.13″&28″–18″ NB04 36RH Ross&Duncan,Glasgow | | | |
| 360 | Gladys Royle | SteelScSr | 3287 | ✠100A1 Bry | r | | 1894 | Short Bros. Sunderland | J.Westoll | 351·7 | 45·1 | 16·2 | Sundrland British | T.3Cy.25″,40″&67″–45″ (i) 160lb *80lb* 310NH 2SB,*9pf*,GS126,HS4800 W.Allan&Co.(Lim.),Sld. | 18 | 9 | |
| 361 | Glafva | CompScSr | 170 | | | | 1891 | S.Groth Sjötorp | Ångb.Aktieb.Hoppet (J.A.Fridlund) | 100·5 | 21·5 | 9·2 | Löfås Swedish | C.2Cy.10⅝″&18″–13½″ 10NH LundbyM.V.,Gothenburg | | | |
| 362 | Glamis Castle | SteelScK | 203 | ✠100A1 Abn | | | 1902 | Mackie& Thomson Glasgow | J.S.Boyle | 115·4 | 21·6 | 11·9 | Glasgow British | T.3Cy.12½″,20″&33″–22″ (i) 180lb 55RH 1SB,*2pf*,GS37,HS1161 W.V.V.Lidgerwood,Gls. | 12 | | |
| 363 | Glaneuse | SteelScSr | 147 | | | | 1888 | A.Hall& Co. Aberdeen | Chevillotte frères | 95·0 | 20·1 | 7·9 | Brest French | C.2Cy.15″&30″–20″ NB01 34NH A.Hall&Co.,Aberdeen | | | V |
| 364 | Glanhafren | SteelScSr | 2233 | ✠100A1 Gen | s | | 1888 | J Readhead &Co. S.Shields | J.Mathias&Sons | 290·0 | 39·1 | 18·8 | Aberstwth British | T.3Cy.22″,36″&60″–39″ (i) 160lb *80lb* NDB01 222NH 2SB,*6cf*,GS HS3277 J.Readhead&Co.,S.Shields | 21 | 5 | |
| 365 | Glanhowny | IronScSr | 1925 | ✠100A1 Cff | r | | 1884 | W.Gray& Co. W Hartlepool | GlanhownyS.S.Co. Ld. (Barclett& Owen.) | 270·5 | 35·7 | 20·1 | Cardiff British | C.2Cy.34″&64″–39″ (i) 80lb *80lb* NDB96 218NH 2SB,*4pf*,GS88 T.Richardson&Sons,Hpl. | 21 | 6 | |
| 366 | Glanmire | IronScSr | 1141 | | | ... | 1888 | W B Thmpson&Co(Lim) Dundee | RankineLine,Ld. | 242·2 | 33·2 | 15·3 | Glasgow British | T.3Cy.28″,38″&62″–48″ NB01 282NH W.B.Thmpsn&Co.Ld.Dun | 18 | 2 | C |
| 367 | Glanton | SteelScSr | 3021 | ✠100A1 Shl | u | | 1894 | Ropner& Son Stockton | Steel,Young&Co. | 322·2 | 41·5 | 20·7 | London British | T.3Cy.25½″,39″&61″–42″ (i) 160lb *80lb* 273NH 2SB,*6cf*,GS98,HS4200 Blair&Co.(Lim.),Stockton | 24 | 0 | |
| 368 | Glanwern | IronScSr | 915 | | | ... | 1882 | W Doxford &Sons Sunderland | Acties.Glanwern (OttoThoresen) | 212·1 | 30·0 | 15·5 | Christiana Norwegian | C.2Cy.25″&48″–33″ NB95 110NH W.Doxford&Sons,Sld. | | | N |
| 369 | Glanystwyth (*WRECKED 4,04*) | SteelScSr | 2993 | Hpl | l | | 1892 | Furness, Withy&CoLd W Hartlepool | J.Mathias&Sons | 314·0 | 40·5 | 21·2 | Aberstwth British | T.3Cy.24″,38″&64″–42″ 266NH 2SB,*6cf*,GS96,HS4012 T.Richardson&Sons,Hpl. | 28 | 10 | |
| 370 | Glasgow | SteelScSr | 1068 | | | ... | 1894 | W B Thmpson&Co.,Lim. Dundee | RankineLine,Ld. | 240·0 | 32·0 | 16·1 | Glasgow British | T.3Cy.21½″,34″&56″–42″ 228NH W.B.Thmpsn&Co.Ld.Dun | 16 | 10 | C |
| 371 | Glassalt | IronScSr | 664 | ✠100A1 Abn | j | | 1883 | J.Duthie Sons&Co. Aberdeen | Aberdeen&Glasgow S.S.Co.Ld.(W. Leslie&Co. *Mgrs.*) | 183·1 | 26·8 | 14·1 | Aberdeen British | C.2Cy.28″&44″–30″ (i) 100lb *80lb* NDB99 80RH 1SB,*3pf*,GS53,HS1889 Hall, Russell&Co.,Abrn. | 15 | 0 | |
| 372 | Glassford | SteelSc3MstSr | 311 | ✠100A1 Gls | e | | 1900 | Ardrossan DD&SBCoLd Ardrossan | Mann,Macneal& Co. | 135·0 | 28·1 | 9·5 | Glasgow British | C.2Cy.18″&36″–27″ (i) 110lb 44RH 1SB,*3pf*,GS47,HS1126 Shanks,Anderson&Co.Gls | 10 | 9 | |
| 373 | Glaucus | SteelScSr | 5573 | | | | 1896 | Scott&Co. Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs.*) | 423·2 | 49·2 | 28·3 | Liverpool British | T.3Cy.29″,50″&82″–60″ 521NH Scott&Co.,Greenock | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage. Under Deck. Nos. | 4 Particulars of Classification. Character. Special Survey. Date of last Survey | 5 Built. When. Ship. Engines. | 6 By Whom. Where. | 7 Owners. | 8 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's Formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Freeboard as built. ft. in. | 12 Alterations in which Rules of Load Line Assigned. | 13 Date when last surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 374<br>10504<br>HJLP | **Glaucous** WoodSc<br>*A.B.Coleman* –87 2*Dks* | 1809<br>—<br>1206 | | 18$\frac{94}{04}$<br>New York | ..... | MetropolitanSSCo. | 288·0 40·0 18·0 | Boston<br>Utd.States | | | | |
| 375<br>—<br>WVPN | **—** IronScSr<br>*W.Frith* –08 *ss*Mel.2nd No.3–12,03<br>*Well deck* 1*Dk*(*Irn-ptws*)2*tr*&*B* | 1365<br>1154<br>884 | ✝100A1 Mel *o*<br>LMC12,03 | 1878<br>10mo | J.Laing<br>Sunderland<br>A&CP | J.Paterson&Co. | 238·5 34·2 18·0<br>Q92′B42′F22′<br>BK8½″<br>*WB*=*DBa*69′*f*24 | Melbourne<br>British<br>4*BHCem*<br>250*t APT*30*t* | C.2Cy.31½″&57″–36″ (*s*)<br>160lb *60lb* NDB90 162NHP<br>2SB,4*pf*,GS88 NB90<br>G.Clark,Sunderland | | | N12,03 |
| 376<br>—<br>— | **Gleaner** Iron&SteelScK<br>*W.Clark* –00 *ss*Gms.No.1–01<br>1*Dk*<br>*Iron platings*&*Steel framing* | 131<br>126<br>43 | ✝100A1<br>*Stm Trawler*<br>LMC1,04 | 1896<br>12mo | Sir Raylton<br>Dixon&Co.<br>Middlesbro'<br>A&CP | J.E.Rushworth&Co. | 95·8 20·4 10·8<br>Q13′F17′<br>trp01 BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″–21″ (*s*)<br>180lb 12RHP<br>1SF.2*pf*,GS26,HS820<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 8 | | 5,01 |
| 377<br>98913<br>MCKG | **Gledhow** SteelScSr<br>*J.J.Porterfield* –04 *ss*Shl.No.3–7,05<br>*Well deck* 1*Dk*(*Stl*)1*Web frames* | 2661<br>2042<br>1723 | ✝100A1 Shl *t*<br>Cff<br>MS2,03 LMC<br>BS12,04 | 1891<br>3mo | W.Gray&<br>Co.(Lim.)<br>W.Hartlepool<br>A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*) | 306·3 41·5 19·6<br>P29′Q88′B124′F33′<br>BK10″<br>*WB*—*Cell DB*254′ | London<br>British<br>5*BHCem*<br>580*t APT*21*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *80lb* 239NHP<br>2SB,6*rf*,GS87,HS3580<br>Central Marine E Wks W Hpl. | 23 ″ 0<br>s 2 ″ 1 | | 8,05 |
| 378<br>97389<br>LQPM | **Glen Gairn** SteelScSr<br>*ss*Shl.No.3–6,03<br>(*ex* Lizzie Cory) 1*Dk*(*Irn*)&*Web frames*<br>*Well deck A.Gordon* –05 | 1214<br>859<br>768 | ✝100A1 Shl *n*<br>4,05<br>BS1,04 LMC,03 | 1890<br>1mo | Irvine&<br>Co.<br>W.Hartlepool<br>*Lloyd's* A&CP | J.Cook&Son | 231·4 32·1 13·7<br>P27′Q61′B96′F26′<br>BK8″<br>*WB*=*Cell DB*195′364*t* | Aberdeen<br>British<br>4*BHCem*<br>*Eq*B38′378*t* | T.3Cy.16½″,26″&44″–33″ (*s*)<br>160lb *80lb* NDB01 96RHP<br>1SB,3*rf*,GS45<br>Cen.Mar.Eng.Wks.W.Hpl. | 16 ″ 2<br>s 1 ″ 2½ | | 6,03 |
| 379<br>84351<br>VKTP | **Glen Gelder** IronScSr<br>*J.R.B.Smart*96–96 *ss*Shl.2nd No.3–3,03<br>*Well deck* 1*Dk*(*Irn*)2*tr*B | 746<br>560<br>453 | ✝100A1 Lth *k*<br>1,05<br>Abn<br>LMC6,02<br>DBS2,04 | 1881<br>2mo | A.Hall&Co<br>Aberdeen<br>*Lloyd's* A&CP | J.Cook&Son | 195·2 31·2 13·5<br>Q62′B40′F28′<br>FK<br>*WB*=*DBa*37′*f*44′180*t* | Aberdeen<br>British<br>5*BHCem*<br>Hall,Russell&Co.,Abn. | C.2Cy.18″&49″–30″ (*s*)<br>140lb *100lb* NDB95 99RHP<br>1SB,3*pf*,GS47,HS1457 | 14 ″ 5<br>s 1 ″ 4 | | 11,01 |
| 380<br>87861<br>HSGJ | **Glen Head** IronScSr<br>*W.Kennedy*83–95 *ss*Bel.No.3–12,95<br>(*ex* Nant Gwynant) *ss*Dub.No.1–00 2–04<br>*Well deck* 1*Dk*(*Irn*)2*tr*B | 1600<br>1247<br>995 | ✝100A1 Trn *q*<br>1,05<br>Bel<br>LMC10,04<br>BS10,04 | 1883<br>6mo | J.Readhead<br>&Co.<br>S.Shields<br>*Lloyd's* A&CP | Ulster S.S.Co.Ld.<br>(G.Heyn&Ss. *Mgrs*) | 256·5 34·5 17·9<br>Q95′B60′F30′<br>BK9″<br>*WB*=*DBa*74′*f*104′*fw* | Belfast<br>British<br>4*BHCem*<br>*Eq*B38′378*t* | C.2Cy.33″&61″–36″ (*s*)<br>85lb *60lb* 173NHP<br>2SB,6*pf*,GS81,HS2745<br>J.Readhead&Co.,S.Shields | 20 ″ 9<br>s 2 ″ 3 | | 2,02<br>1,05 |
| 381<br>125<br>JTVL | **Glen Island** WoodPad<br>(*ex* William C.Egerton,<br>*ex* City of Richmond) 1*Dk* | 615<br>—<br>328 | | 18$\frac{89}{03}$ | Birely,<br>Hillman&<br>Strecker<br>Philadelphia | J.H.Starin | 238·9 35·8 12·2 | New York<br>Utd.States | 1Cy.54″–144″<br>269NHP<br>J.H.Starin,Port Richmond | | | |
| 382<br>102599 | **Glen Rosa** SteelPadSk<br>*D.McTavish* 1*Dk*&*Promenade dk* | 306<br>269<br>105 | | 1893 | J.&G.<br>Thomson,Ld.<br>Glasgow | Glasgow&South Western Rlwy.Co. | 200·0 25·0 8·3<br>*Promenade dk*150′ | Glasgow<br>British | C.D.2Cy.26″&55″–54″<br>185NHP<br>J.&G.Thomson(Lim.),Gls. | | BT till 5,05 | |
| 383<br>76161<br>RJVW | **—** IronPadSk<br>*J.N.Webber* –02 | 296<br>223<br>56 | | 1877 | Caird&Co.<br>Greenock | P.&A.Campbell,Ld | 206·1 20·1 7·5<br>Q29*t* | Bristol<br>British | D.1Cy.50″–72″<br>NB91 NE87 163NHP<br>Caird&Co.,Greenock | | BT till 1,04 | |
| 384<br>105174 | **—** SteelScTug<br>*W.Woodman* –03 *ss*Clf.No.1–00<br>1*Dk*(*Irn*) | 110<br>110<br>2 | ✝ | 1895<br>7mo | J.Shearer<br>&Son<br>Glasgow<br>*Lloyd's* A&CP | ~~Cardiff Stm.Towing Co.Ld.(Guthrie, Heywood&Co. *Mgrs.*)~~ A.Robinson | 96·0 18·5 9·7<br>len96<br>BK6″ | Cardiff<br>British<br>4*BHCem* | C.2Cy.19″&38″–24″ (*s*)<br>110lb 95RHP<br>1SB,3*pf*,GS35,HS1020<br>Muir&Houston,Glasgow | 10 ″ 6 | | 7,02 |
| 385<br>99814 | **Glen Sannox** SteelPadSk<br>*D.McPhedran* –01 1*Dk* | 610<br>486<br>103 | | 1892 | J.&G.<br>Thomson,Ld.<br>Glasgow | Glasgow&South Western Rlwy.Co. | 260·5 30·1 10·1<br>H41*t* F20*t* | Glasgow<br>British | C.D.2Cy.34½″&74″–60″<br>353NHP<br>J.&G.Thomson(Lim.),Gls. | | BT till 5,05 | |
| 386<br>113734<br>VQFP | **Glenaen** SteelScSr<br>*J.H.Hurst*04–04<br>*Turret deck* 1*Dk* | 3227<br>2683<br>2065 | | 1904 | W.Doxford<br>&Sons.Ld.<br>Sunderland | Glenaen SS.Co.Ld.<br>(Milburn,Lund&<br>Co.) | 332·1 46·6 22·0<br>P23′F36′ | Whitby<br>British<br>*WB* | T.3Cy.24″,39″&64″–42″<br>265NHP<br>W.Doxford&Sons,Ld.Sld. | | | V |
| 387<br>114855<br>THBF | **Glenalmond** SteelScSr<br>*R.J.S.Smith*92–02<br>1*Dk*(*Stl*)2*tr B*&*deep framing*<br>3*Dk rule* | 2888<br>2698<br>1810 | ✝100A1 Bry *u*<br>9,01 10,08 Sld<br>LMC3,03 | 1902<br>3mo | W.Pickers-<br>gill&Sons<br>Sunderland<br>*Lloyd's* A&CP | Austin Friars Stm.<br>Shpg.Co.Ld(Galbraith,Pembroke&<br>Co. *Mgrs.*) | 324·0 47·1 21·7<br>P31′B96′F35′<br>*WB*=*Cell DBa* FK<br>104′*uE*20′*f*128′709*t* | London<br>British<br>6*BHCem*<br>*APT*28*t* | T.3Cy.23″,38″&64″–42″ (*s*)<br>180lb *90lb* 282NHP<br>2SB,8*pf*,GS125,HS4285<br>G.Clark,Ld.Sunderland | 24 ″ 1<br>s 4 ″ 1 | | 10,08<br>9,04 |
| 388<br>99953<br>MTHB | **Glenariff** SteelScSr<br>*A.Cameron*88–92 *ss*Bel.No.2–01<br>*Well deck* 1*Dk*(*Stl*) | 660<br>518<br>329 | ✝100A1 Bel *k*<br>6,04 8,03 Ard<br>MS8,01 LMC<br>BS8,03 | 1892<br>10mo | McIlwaine<br>&McColl,Ld.<br>Belfast<br>A&CP | Antrim Iron Ore Co.<br>Ld. | 201·0 29·1 13·8<br>P20′Q82′B55′F47′<br>BK7½″<br>*WB*=*DBa*60′72*t FPT* | Belfast<br>British<br>4*BHCem*<br>15*t APT*25*t* | T.3Cy.17½″,28″&46″–33″ (*s*)<br>180lb *80lb* NDB98 136NHP<br>1SB,3*cf*,GS63,HS2150<br>M'Ilwaine&McColl,Ld Bel | 14 ″ 9<br>s 1 ″ 1 | | 8,03 |
| 389<br>96265<br>LSWH | **Glenarm** SteelScSr<br>*J.Davison* –05 *ss*Bel.No.3–96<br>*Well deck* *ss*Bel.No. 2–02<br>1*Dk*(*Stl*) | 602<br>486<br>331 | ✝100A1 Bel *j*<br>10,04 11,03<br>LMC8,04 9,04 | 1890<br>7mo | McIlwaine<br>&McColl,Ld.<br>Belfast<br>*Lloyd's* A&CP | Antrim Iron Ore Co.<br>Ld. | 205·5 27·6 12·6<br>Q93′B53′F27′<br>len95 BK7½″<br>*WB*=*Cell DBa*53′66*t FPT* | Belfast<br>British<br>4*BHCem*<br>26*t APT*18*t* | T.3Cy.17″,27½″&44″–30″ (*s*)<br>160lb *80lb* NDB98 98RHP<br>1SB,3*cf*,GS60,HS1699<br>M'Ilwaine&McColl,Ld.Bel | 13 ″ 8<br>s 1 ″ 3½ | | 9,08<br>10,04 |
| 390<br>103617<br>PTBC | **Glenarm Head** SteelScSr<br>*F.Eyers* –04 *ss*Bel.No.1–01<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*)&<br>*Elec light* *deep framing* | 3908<br>3698<br>2527 | ✝100A1 Sws *w*<br>*Spar dk*<br>3,04 4,04 Bhn<br>LMC6,01 | 1897<br>7mo | Workman,<br>Clark&Co.Ld.<br>Belfast<br>*Lloyd's* A&CP | Ulster S.S.Co.Ld.<br>(G.Heyn&Ss. *Mgrs.*)<br>*W.L. Cell*<br>*DBa*108′*uE*&*B*52′ | 360·0 46·1 19·9<br>P25′B78′F37′ 28·0<br>BK9″<br>*f*122′ 755*t DTa* 12′ | Belfast<br>British<br>6*BHCem*<br>125*t APT*55*t* | T.3Cy.25″,42″&68″–48″ (*s*)<br>180lb *90lb* 379NHP<br>2SB.6*cf*,GS118,HS4928 FD<br>Wrkman.Clark&Co.Ld.Bel | 30 ″ 6 | | 5,02<br>8,04 |
| 391<br>—<br>PTBC | **Glenartney** SteelScSr<br>~~C.E.Warren~~<br>*ss*Lon.No.3–12,96<br>*Elec.light* *ss*Shl.No.1–01<br>1*Dk*(*Irn*)&*Spar dk*(*Irn-ws*)3*tr B* | 3026<br>2848<br>1944 | ✝100A1 Shl *u*<br>*Spar dk*<br>12,03<br>BS1,01 LMC11,03 | 1889<br>12mo | J.Laing<br>Sunderland<br>A&CP | ~~Mr.Gregor,Gow&~~<br>Co. | 339·5 41·0 18·5<br>B83′F33′ 26·1<br>*See No. 3 in Vol. for Addt.*<br>*WB*—*Cell DB*226′370*t* | ~~Glasgow~~<br>~~British~~<br>Japanese | T.3Cy.28″,44″&72″–48″ (*s*)<br>160lb *80lb* 400NHP<br>2DB,12*cf*,GS200,HS6628<br>T.Richardson&Sons,Hpl. | 21 ″ 2<br>s 6 ″ 5½ | BT till 12,03 | 12,03 |
| 392<br>112417<br>RPTV | **Glenby** SteelSc<br>*H.Wright* –03 *ss*Shl.No. 1–04<br>1*Dk*(*pt Stl pt Irn*)&*pt.Awng dk*(*Irn*)<br>&*Web frames* | 2196<br>1533<br>1404 | ✝100A1 Shl *r*<br>*pt Awng dk*<br>*with freeboard*<br>6,04 3,04<br>LMC6,04 | 1900<br>5mo | Ropner&<br>Son<br>Stockton<br>A&CP | R.Ropner&Co. | 277·8 39·5 16·1<br>P27′Q82′<br>*pt Awng dk*169′ FK<br>*DBa*90′*uE*20′*f*108′ | W.Hartlpl<br>British<br>4*BHCem*<br>428*t APT*84*t* | T.3Cy.21″,34″&56″–36″ (*s*)<br>160lb *160lb* 188NHP<br>2SB,4*rf*,GS65,HS2835<br>Blair&Co.Ld.Stockton | 19 ″ 2<br>s 8 ″ 7½ | | 3,04 |
| 393<br>95898<br>LFVH | **Glencairn** SteelScSr<br>*D.Charleson* –04 *ss*Lth.No.3–2,02<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | 1090<br>810<br>677 | ✝100A1 Lth *n*<br>3,05<br>LMC2,04 | 1889<br>6mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | J.Denholm&Co. | 231·5 32·0 15·3<br>Q87′B94′F27′<br>BK8″<br>*WB*=*DBa* | Bo'ness<br>British<br>4*BHCem*<br>59′*f*61′282*t* | T.3Cy.17″,28″&46″–33″ (*a*)<br>160lb *80lb* NDB01 111NHP<br>1SB,3*rf*,GS50,HS1506<br>Hutson&Corbett,Glasgow | 16 ″ 3<br>s 1 ″ 3½ | | 12,02<br>10,04<br>3,05 |
| 394<br>111286 | **Glencarse** SteelScK<br>1*Dk* | 188<br>178<br>63 | ✝100A1 Abn<br>*Stm Trawler*<br>3,03 LMC8,00 | 1900<br>8mo | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>*Lloyd's* A&CP | J.S.Boyle | 115·6 20·7 11·2<br>BK7½″ | Glasgow<br>British<br>3*BHCem* | C.2Cy.14″&34″–22″ (*s*)<br>140lb 54RHP<br>1SB,2*cf*,GS35,HS883<br>J.Cran&Co.Leith | 12 ″ 0 | | |

Burnt 1,04

Renamed "Taikosan Maru,"

| Numéro d'ordre. / Numéro officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification | Construit. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement / Pavillon. | Machines. | |
|---|---|---|---|---|---|---|---|---|---|
| 395 | **Glencoe** SteelScSr | 2561 | ✠100A1 Bry *l* | 1898 Irvine's S. | GlencoeS.S.Co.Ld. | 313·0 \| 44·0 \| 20·6 | W.Hartlpl | T 3Cy 22½″, 36½″&60″–39″ (*s*) |
| 106975 | *I.Cooper* –00 *ss*Bry.No.1–02 | 2445 | | Co.Ld. | L.R.Conner&Co. | P 29′ B 82′ F 31′ | British | 160lb *80lb* 230NHP |
| QORN | 1 *Dk*(*Stl*)&*deep framing* | 1648 | | West Hartlepool | | FK | 5 *BH Cem* | 2SB,6*cf*,GS103 HS3525 |
| | | | | A&CP | | *WB*=*Cell D Ba*98 | *AP* 742*t* | Blair&Co.Ld.Stockton |
| 396 | — SteelScSr | 767 | ✠100A1 NFL *l* | 1899 A.&J. Inglis | ReidNewfound- | 208·0 \| 30·1 \| 16·7 | SJhnsNFL | T.3Cy.18″,30″&50″–36″ (*s*) |
| 111142 | *R.Drake* –00 *ss*NFL.No.1–01 | 682 | | 12mo Glowgow | landCo. | F 29′ | British | 160lb *80lb* 185NHP |
| SKHT | 2 *Dks*&*Web frames* | 336 | | A&CP | | BK 8′ | 5 *BH Cem* | 2SB,6*rf*,GS102,HS2650 FP |
| | *Elec.light* | | | | *WB*=*Cell D Ba*28′ *uE*& | *B*39 *f*71 135*t FPT* | 17*t AP* 78*t* | A.&J.Inglis,Glasgow |
| 397 | — IronPadSk | 226 | | 1846 Tod& | D.MacBrayne | 165·4 \| 20·2 \| 9·4 | Glasgow | 1Cy.56″–54″ |
| 6359 | *H.Denyster* –92 (*ex*MaryJane) | 223 | | McGregor | | len 75 | British | NF80 NB88 177NHP |
| JNLV | | 122 | | Glasgow | | | | Tod&McGregor,Glasgow |
| 398 | **Glendale** SteelScSr | 1000 | ✠100A1 Sld *m* | 1886 J. Laing | WeardaleStm. | 211·0 \| 30·5 \| 14·6 | Sundrland | T.3Cy.17½″,29″&47″–33″ (*a*) |
| 90336 | *H.W.Thompson*–04 *ss*Sld.No.3–6,99 | 752 | 9,01 ~~9,03~~ | 9mo Sunderland | Shpg.Co.Ld. | Q 81′ B 86′ F 27′ | British | 150lb *80lb* NDB97 99RHP |
| KJBG | *ss*Sld.No.1–03 | 621 | BS9,04 LMC'03 | A&CP | (P.H.Laing, *Mgr.*) | FK | 4 *BH Cem* | 1SB,3*cf*,GS54,HS1720 |
| | *Well deck* 1 *Dk*(*Irn*)&*Webframes* | | | | W | *B*=*Cell D Ba*59′ *uE* | 13′ *f*73′ 167*t* | G.Clark,Sunderland |
| 399 | — IronPadSp ~~Stm~~ | ~~491~~ | ... | 1875 J. Elder& | D.MacBrayne | 220·0 \| 25·2 \| 11·0 | Glasgow | C.O.2Cy.41″&72″–60″ |
| 63047 | *A.Robertson* –04 1 *Dk* | 422 | | Co. | | Q 74′ F 53′ | British | NB88 335NHP |
| | (*ex*La Belgique,*ex*Flamingo,*ex*Paris) | 252 | | Glasgow | | FK | | J. Elder&Co.Glasgow |
| 400 | **Glendevon** IronScSr | *1784* | ✠100A1 BAs *r* | 1880 Palmers' | A.&E.Bancalari | 260·8 \| 35·3 \| 23·3 | Bns.Ayres | C.2Cy.32″&60″–42″ |
| | *G.Zaputovich* –02 *ss*Shl.No.3–6,98 | *1638* | 5,04 ~~5,06~~ | 11mo Co. | | P 32′ B—F 80′ | Argentine | 75lb *90lb* NDB95 178NHP |
| | *ss*B.As.No.2–02 | *1127* | MS1,01 LMC | Newcastle | | NDB02 BK 9½′ | 2 *BH Cem* | 2SB,6*pf*,GS95,HS2854 |
| | 2 *Dks*(*Irn*)3*tr B* | | ~~MS2,02~~ BS9,04 | A&CP | | *WB*=*DBa*74′ | ~~4 Iron 1,2t~~ | Palmers' Co.(Lim.),Nwc. |
| 401 | — IronScK | 118 | | 1898 Edwards | ~~GlenSteamFishing~~ | 94·0 \| 19·1 \| 10·0 | ~~N.Shields~~ | C.2Cy.15″&31″–22″ |
| 109897 | *G.Wales* –98 | 104 | | Bros. | ~~Co.Ld.~~ (*A Robert-* | | British | 40RH |
| | 1 *Dk* | 22 | | N.Shields | ~~son,con. Mgr.~~) | | | Tweedy Bros.NorthShields |
| | | | | | J. Hall | | | |
| 402 | **Glendun** SteelScSr | 1008 | ✠100A1 Ldy *n* | 1903 Londndrry | AntrimIronOre | 226·0 \| 33·1 \| 13·9 | Belfast | T.3Cy.18″,30″&50″–36″ (*s*) |
| 116003 | ~~*Lagnaw*~~ ~~–01~~ *Cameron* | 712 | 5,03 ~~5,04~~ Bel | 7mo S.&E.Co.Ld. | Co.Ld. | P 25′ Q 106′ B 63′ F 59′ | British | 180lb *100lb* 177NHP |
| VDGN | *Well deck* 1 *Dk*(*Stl*)&*deep framing* | 412 | LMC'03 | Londonderry | | BK 7′ | 4 *BH Cem* | 1SB,4*cf*,GS84,HS2859 |
| | *Elec.light* *lower dk in No.1 hold* | | | *Lloyd's s.&CP* | *WB*=*Cell DBa* 46′ *uE*& | *B*31′ *f*98′ 219*t FPT* | 36*t AP* 127*t* | MacColl&Co.Ld.Belfast |
| 403 | **Gleneagles** IronScSr | 207 | ✠100A1 Mlt *d* | 1884 Hall,Russll | G.Gollcher | 135·9 \| 23·3 \| 11·3 | Malta | C.2Cy.22″&41″–27″ (*s*) |
| 88864 | *G.Carachi* *ss*Mlt.2nd No.3–2,07 | 204 | 2,05 | 11mo &Co. | | | British | 80lb |
| JVDF | 1 *Dk*(*Irn*) | 86 | LMC'03 *Lloyds* | A&CP | | BK 7′ | ~~Wood~~ | Hall,Russell&Co.,Abn. |
| | | | | Aberdeen | | *WB*=*MT* 10′ 216 | 4 *BH Cem* | 1SB,3*pf*,GS 2,HS 127 |
| 404 | **Glenelg** IronSc3MstSr | 288 | | 1878 Blackwood | ~~Northern SS Co Ld~~ | 134·8 \| 22·2 \| 9·1 | Auckland | C.2Cy.22″&40″–27″ |
| 76187 | *J.Blacklock* 01–03 1 *Dk* | 192 | | &Gordon | J.Smith | Q 53′ B 62′ | British | 75RH |
| WVNL | *Mchy.Aft* | 156 | | PortGlasgow | | | ~~W.A~~ | Blackwood&Gordon,P.Gls. |
| 405 | **Glenesk** SteelScSr | 3524 | ✠100A1 Ant *v* | 1891 R.Stephen- | McGregor,Gow& | 340·5 \| 43·0 \| 26·5 | Glasgow | T.3Cy.28″,44″&72″–48″ (*s*) |
| 98632 | *J.Rafferty* –00 ~~*ss*Lon.No.2–00~~ | 3059 | 5,01 ~~5,02~~ 12,04 Nwc | 6mo son&Co,Ld. | Co. | P 48′ B 92′ F 42′ | British | 160lb *100lb* NDB04 399NHP |
| MFJK | 2 *Dks*(1 *Irn*&*UStl*-ws)3*tr B* | 2275 | ~~MS3,03~~ LMC | Newcastle | | BK 11′ | 6 *BH Cem* | 2SB,6*rf*,GS112,HS5262 FP |
| | *ss*Nwc.No.3–5,04 | | ~~BS7,03~~ BS11,04 | A&CP | | *WB*=*Cell* | *DB* 284′ 480*t* | R.Stephenson&Co Ld.Nwc |
| 406 | ~~Wrecked 11,04~~ SteelScK | 160 | ✠~~100A1~~ Shl | 1900 J.T.Eltring- | GlenSteamFishing | 105·2 \| 20·8 \| 11·1 | N.Shields | T.3Cy.11½″,19″&32″–22″ (*s*) |
| 113074 | *I.Burwood* –00 | 151 | *Stm Trawler* | 9mo ham&Co. | Co.Ld. | | British | 180lb 55RH |
| | 1 *Dk* | 44 | 9,00 ~~Mchy~~ | S.Shields | | BK 7′ | 3 *BH Cem* | 1SB,2*pf*,GS87,HS995 |
| | | | | A&CP | | | | Tweedy Bros.N.Shields |
| 407 | **Glenfalloch** IronSc3MstSr | 2180 | ✠100A1 Sng *s* | 1873 Lon.&Gls. | LimHoPuah | 330·0 \| 34·3 \| 24·8 | Singapore | T.3Cy.21½″,36″&58″–45″ (*s*) |
| 68036 | ~~Rainbridge~~ *ss*Sng.2nd No.3–11,96 | 2088 | 7,01 ~~7,06~~ HKg | 5mo Co.(Lim) | | F 41′ | British | 160lb *100lb* NDB03 223NHP |
| MBGL | *Pentney* *ss*Sng.No.1–01 | 1434 | LMC'03,01 NB3,89 | Glasgow | | BK 11′ | 6 *BH Cem* | 1DB,6*rf*,GS110,HS3303 |
| | 2 *Dks*(1 *Irn*&1 *pt Irn*)3*tr B* | | ~~BS6,03~~ ~~BS7,03~~ | A&CP | | | *Tpd* 89 | Hall,Russell&C.Abn |
| 408 | **Glenfarg** SteelScSr | 3647 | ✠100A1 Lon *w* | 1894 Lon.&Gls. | McGregor,Gow& | 360·0 \| 44·0 \| 27·9 | Glasgow | T.3Cy.29″,47″&76″–48″ (*s*) |
| 104522 | *H.W.L.Holman* –03 *ss*Lon.No.2–02 | 3331 | 11,04 ~~11,05~~ Nwc | 6mo Co.(Lim.) | Co. | P 56′ B 64′ F 42′ | British | 160lb *80lb* 445NHP |
| NKVD | 2 *Dks*(*Stl–Uteaks*)3*tr B* | 2350 | LMC | Glasgow | | BK 11′ | 7 *BH Cem* | 2SB,8*rf*,GS134,HS5882 FP |
| | *Elec.light* | | BS11,04 | *Lloyd's s.&CP* | | *WB*=*Cell* | *DB* 258′ 694*t* | London&Glasgow Co.,Gls. |
| 409 | **Glenfruin** SteelScSr | 3096 | 100A1 | 1904 A.Rodger | | 320·0 \| 47·5 \| 23·0 | Glasgow | T.3Cy.24″,40″&65″–42″ |
| | | ~~3355~~ | | &Co. | | P 25′ B 118′ F 30′ | British | |
| | *For full particulars See No.4 in Supp.* | 2038 | *Class Contem*[plated] | Pt.Glasgow | | | | |
| | | | | | | | | A.Rodger&Co.Glasgow |
| 410 | **Glengariff** SteelScSr | 1286 | ✠100A1 Qns *p* | 1893 Wigham | City of Cork Steam | 264·2 \| 35·2 \| 17·1 | Cork | T.3Cy.28″,44″&72″–48″ (*s*) |
| 101857 | ~~(STRANDED & REFLOATED 11,03)~~ | 983 | ~~Awn 11,03 3,05~~ | 8mo Richrdsn&Co | Packet Co.Ld. | P 36′ B 146′ F 40′ | British | 160lb *80lb* NDB03 424NHP |
| NDPM | *A.Wheeler* 76–96 ~~*ss*Cele.No.2–02~~ | 487 | LMC'03,04 | Newcastle | | drp 04 BK 9′ | 6 *BH Cem* | 2DB,12*cf*,GS258,HS7836 |
| | *Ref Mchy.* 2 *Dks*(*UStl*–ws) | | | A&CP | | *WB*=*Cell D B* 155′ | 148*t AP* 170*t* | Wgham Rchrdson&Co.Nwc |
| | *Elec.light* *ss*Qns.No.3–5,04 | | | | | | | |
| 411 | **Glengarry** WoodScSr | 732 | | 18?? L.Sheklna | MelbourneS.S.Co. | 170·0 \| 26·0 \| 11·2 | Montreal | 1Cy.36″–30″ |
| 90537 | *Murray* (*ex*Argyle) | 653 | | S.Catharine's | Ld.Canad anTow- | H 7½′ | British | 300RH |
| | | 438 | | Ontario | ~~&~~&Transportation | C.Ld | | J.W.Oille,S.Catherine,Ont |
| 412 | — IronPadSk | 124 | | 1844 Smith& | D.MacBrayne | 148·5 \| 16·3 \| 7·2 | Glasgow | 1Cy.36″–42″ |
| 3160 | *M.Blair* –04 | 117 | | Rodger | | Q 8*t* | British | NB68 45RH |
| | (*ex*Edinburgh Castle) | 62 | | Glasgow | | len 75 | | Smith&Rodger,Glasgow |
| 413 | **Glengoil** IronScSr | 2963 | ✠100A1 Mch *u* | 1882 J.L.Thomp- | Glengoil S.S.Co.Ld | 320·0 \| 40·0 \| 20·2 | Leith | T.3Cy.21″,35″&56″–48″ (*s*) |
| 87341 | *O.Rowsell* –04 *ss*Nwc.No.3–4,96 | 2917 | *Spar dk* | 11mo son&Sons | (Lindsay,Gracie& | pt ND93 27·5 | British | 160lb *90lb* NDB96 225NHP |
| HDJN | *ss*Nwc.No.1–01 | 1915 | 2,04 LMC'03,01 | Sunderland | Co.Ld.) | ND801 BK 10′ | 6 *BH Cem* | 2SB,6*cf*,GS102,HS3480 |
| | 1 *Dk*(*Irn*)&*Spar dk*(*Irn–ws*)3*tr B* | | NB~~4,03~~ BS1,04 | A&CP | *WB*=*Cell D Ba* 92′ | *E* 16′ *f* 136′ 466*t AP* 1[illegible] | *Tpd* 90 | N.E.Marine E. Co. Ld.,Nwc |
| 414 | **Glenisla** IronScSr | 1268 | ✠ A1* 1 Shl Ly | 1878 W.B. | J.Mitchell | 250·1 \| 32·7 \| 20·3 | Dundee | C.2Cy.32″&54″–38″ |
| 78677 | *J.A.Mitchell* –94 6th Survey,Shl.1,03 | 1169 | 2,01 | 1mo Thompson | | P 33′ B 61′ F 34′ | British | 150NHP |
| RHOT | 2 *Dks*(1 *Irn*) | 800 | ~~NB~~ | Dundee | | pt ND 90&03 BK 8′ | 3 *BH* 2 *PBB* | 2SB,4*pf*,GS70,HS2840 |
| | | | | | | drp 04 *WB*=*DBa* | 60′ *f* 42′ 81*t* | W.B.Thompson,Dundee |
| 415 | — SteelScK | 203 | ✠100A1 Abn | 1902 Mackie& | J.S.Boyle | 115·4 \| 21·6 \| 11·9 | Glasgow | T.3Cy.12½″,30″&38″–22″ (*s*) |
| 115718 | *G.Bowles* | 193 | *Stm Trawler* | 10mo Thomson | | | British | 180lb 55RH |
| | 1 *Dk* | 66 | 1,04 LMC'03 | Glasgow | | BK 7½′ | 3 *BH Cem* | 1SB,2*pf*,GS37,HS1161 |
| | | | | *Lloyd's s.&CP* | | | | W.V.V.Lidgerwood,Gls. |

| No. in Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage. Under deck. Net. | Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Built. When. Engines. | By Whom. Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Scale of midship. ft. in. | Tonnage by which Li. ft. (Tons Li. ft. Deduct for Eng. Spc. | Date when last Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 416 | **Glenlochy** SteelScSr | 465 | †100A1 Lon *y* | 1896 | Lon.&Gls. | McGregor,Gow& | 400·0\|49·2\|29·6 | Glasgow | T.3Cy.29″,47″&77″–54″ (*s*) | 31 ″ 2 | BT | |
| 105990 | *E.J* –01 *ss*Lon.No.1–00 | 441 | 4,04 | 4mo | Co.(Lim.) | Co. | B91 F52′ | British | 170lb *85lb* 525NHP | s 6 · 10 | till | |
| PGMJ | 2*Dks*(1*Std*&*Upt St*(*pt Irn–ptws*)3*tr I* | 2097 | BS4,04 LMC6,04 | | Glasgow | | BK9″ | 7*BHCem* | 3SB,9*crf*,GS157,HS7201 FD | | 4,05 | |
| | *Elec.light* | | | *Lloyd's*&*CP* | | *WB* = *Cell DBa* 113′ *uE* | | 29′*f*136′838*t* | Lon.&Gls.Co.(Lim.),Gls | | | |
| 417 | **Glenlogan** SteelScS | 5723 | †100A1 Liv *at*† | 1896 | Workman, | McGregor,Gow& | 420·0\|54·1\|29·4 | Glasgow | T.3Cy.27″,44½″&74″–54″ (*s*) | 32 ″ 5 | BT | |
| 103881 | *J.McGregor* –01 *ss*Nwc.No.3–1.01 | 3797 | 10,00 | 8mo | Clark&Co.Ld | Co. | P33′B197′F78′ | British | 180lb *180lb* NDB98 513NHP | s 6 · 10 | till | |
| PKWN | (*ex*Danton Grange) | 3740 | Scapa LMC4,04 | | Belfast | | FK | 7*BHCem* | 8SB,9*cf*,GS169,HS7176 FD | | 10,00 | 10,04 |
| | *Elec.light* 2*Dks*(*Std*)&*Deep framing* | | | *Lloyd's*&*CP* | A&CP | *WB* = *Cell DBa* 115′ *uE* | | 20′*f*184′1140*t* *FPT* | Wrkman,Clark& Co.Ld Be | | | |
| 418 | **Glenmay** SteelScSr | 149 | | 1894 | T.B.Seath | S.S.Glenmay,Ld. | 101·6\|17·5\|8·4 | Peel,I.M. | C.2Cy.13½″&27″–18″ | 9 ″ 0 | | |
| 102899 | *J.Elliott* –01(*ex*Ready,*ex*M rcheDroit, | 110 | | | &Co. | (E.Qualtrough) | Q34′F16′ | British | 31RHP | | | |
| | *Mchy.Aft* *ex*Ready) 1*Dk* | 68 | | | Glasgow | | en95 BK6″ | *WB* | Kincaid&Co.Ld.Greenock | | | |
| 419 | **Glenmoor** SteelScSr | 3075 | †100A1 Cff *u* | 1894 | J.Priest- | MoorLine,Ld. | 321·1\|41·5\|23·1 | Newcastle | T.3Cy.24″,39″&64″–42″ (*s*) | 24 ″ 4 | | |
| 104264 | *J.H.Kolford* –03 *ss*Cff.No.2–02 | 2436 | *pt Awng dk* Gld Bry | 9mo | man&Co. | (W.Runciman& | Q122′ | British | 160lb *80lb* 261NHP | s 9 · 5 | | |
| SMC | 1*Dk*(*pt Stl pt Irn*)2*tr B*&*Wel* | 1983 | *withfreeboard* | | Sunderland | Co.,*Mgrs.*) | *pt Awng dk* 197′ FK | 6*BHCem* | 2SB,6*pf*,GS100 HS3860 | | | |
| | *frames*(*pt Awng dk*(*Irn*)) | | 8,07 2,04 8,05 BS5,04 | | A&CP | | *WB* = *DBa* 104′ | *f*124′685*t* | W.Allan&Co.(Lim.),Sld. | | | |
| | | | MC5,02 | | | | | | | | | |
| 420 | **Glenmore** SteelScSr | 1656 | †100A1 Trn *r* | 1882 | J.Key& | Donald&Taylor | 265·0\|37·1\|18·7 | Glasgow | C.2Cy.30″&60″–39″ (*s*) | 20 ″ 5 | | |
| 86267 | *F.Togan* –98 *ss*Liv.No.3–3,95 | 1301 | Sws | 10mo | Sons | | Q84′B78′F33′ | British | 90lb 187NHP | s 2 · 5½ | | 6,03 |
| WHBF | *Well deck* *ss*Trn.No.2–03 | 1053 | B3,04 LMC | | Kinghorn | | FK | 5*BHCem* | 2SB,6*pf*,GS99 | | | |
| | 1*Dk*(*Irn*)2*tr B* | | | *Lloyd's*&*CP* | | *WB* = *DBu E*&*B* 32′97*t* | *FPT* 55*t* *APT* 23*t* | | J.Key&Sons,Kirkcaldy | | | |
| 421 | — IronScSr | 366 | ✠ ⚠ Sou | 1869 | Backhouse | J.M.Lennard& | 160·1\|23·2\|13·7 | Middlesbro' | C.2Cy.21″&39½″–26″ (*b*) | 14 ″ 9 | | |
| 58860 | *W.J.Steele* –03 *ss*Mdb.No.3–1,94 | 337 | 2,04 12,04 Mdb | 1mo | &Dixon | Sons,Ld. | Q16*t*B9*t* | British | 70lb *75lb* NDB95 70RHP | s 1 · 10½ | | 7,04 |
| HRLC | *ss*Mdb.No.2–02 | 216 | LMC9,02 | | Middlesbro' | | ptND77&98 BK6½″ | 4*BHCem* | 1SB,2*pf*,GS31,HS806 | | | |
| | 1*Dk* | | BS2,04 | | A&CP | | *WB* | = *DBa* 42 | Blair & Co.(Lim),Stockton | | | |
| 422 | **Glenmorven** IronScSr | 2812 | †100A1 Gls *u* | 1882 | Palmers' | GlenmorvenSS.Co. | 320·5\|40·0\|25·0 | Leith | T.3Cy.21″,35″&56″–48″ (*s*) | 27 ″ 8 | | |
| 87242 | *J.G.Potts* –94 | 2526 | 2,04 *5,05* Swd Nwc | 12mo | Co. | Ld. (Lindsay, | P41′B84′F34′ | British | 160lb *90lb* NDB00 222NHP | s 5 · 2 | | 1,99 |
| HFSV | *ss*Sld.No.2–03 | 1863 | LMC10,02 | | Newcastle | Gracie&Co.Ld.) | BK10″ | 6*BHCem* | 2SB.6*cf*,GS102,HS3430 | | | |
| | 2*Dks*(*Irn–Uws*)3*tr B* | | BS4,05 | *Lloyd's.it*&*CP* | | *WB* = *Cell DBa* 96′ *uE* 22′*f* 138′ | | 140*t* *APT* 15*t* | *Tpd* 98 N.E.Mar.Co Ld. Nwc | | | |
| 423 | **Gleno** SteelScK | 187 | †100A1 Nwc *b* | 1902 | LarneS.B. | T.Poole&Co. | 111·7\|19·0\|8·5 | Newcastle | C.2Cy.12″&26″–18″ (*s*) | 9 ″ 3 | | |
| 114125 | *J.W.Miller* –03 | 137 | *Coasting* Shl | 1mo | Co. | | Q33′F15′ | British | 130lb 30RHP | s · 11½ | | ND,04 |
| | *Mchy.Aft* | 75 | 9,04 LMC12,01 | | Larne | | drp04 drp05 BK6½″ | 3*BHCem* | 1SB,2*pf*,GS28,HS750 | | | |
| | *Well deck* 1*Dk*(*ptStl* & *pt Wood*) | | | *Lloyd's*&*CP* | | *WB* = *FPT* 20*t* | | | C.Houston&Co.Glasgow | | | |
| 424 | **Glenogil** SteelScK | 203 | †100A1 Abn | 1902 | Mackie& | J.S.Boyle | 115·4\|21·6\|11·9 | Glasgow | T.3Cy.12½″,20″&33″–22″ (*s*) | 12 ″ 6 | | |
| 115716 | *A.Webster*00–02 | 193 | *Stm Trawler* | 10mo | Thomson | | | British | 180lb 55RHP | | | |
| | 1*Dk* | 68 | 10,03 LMC10,02 | | Glasgow | | BK7½″ | 3*BHCem* | 1SB,2*pf*,GS37,HS1161 | | | |
| | | | | *Lloyd's*&*CP* | | | | | W.V.V.Lidgerwood,Gls. | | | |
| 425 | **Glenogle** IronScBkn | 3750 | †100A1 Sng *y* | 1882 | London& | Scang,Taik&Co. | 420·5\|45·1\|25·3 | Rangoon Glasgow | T.3Cy.32″,52″&83¾″–60″ (*s*) | 28 ″ 4 | | 4,04 |
| 85912 | *W.T.Larkins* –04 *ss*Lon.No.3–11.94 | 3404 | 8,04 H.Kg | 2mo | Glas.Co. | LimChinTsong | P60′B144′F58′ | British | 160lb *80lb* NDB04 554NHP | s 6 · 4 | | |
| WHMN | *ss*HKg.No.2–02 | 2399 | NB12 LMC | | Glasgow | | BK11″ | 6*BHCem* | 3DB,18*rf*,GS312,HS8493 | | | |
| | 2*Dks*(*Irn–Uws*)3*tr B* | | BS4,0 | *Lloyd's*&*CP* | | *WB* = *Cell DBa* 48′ *uE* | | 50′*f*68′176*t* | *Tpd*.90 Lon.&Gls.Co.,Gls. | | | |
| 426 | **Glenpark** SteelScSr | 860 | †100A1 Grk *l* | 1893 | Scott&Co. | GlenparkS.S.CoLd | 212·3\|31·2\|14·0 | Greenock | T.3Cy.16″,26″&44″–33″ (*s*) | 14 ″ 10 | | 8,04 |
| 102382 | *J.Milne* –01 *ss*Grk.No.2–01 | 675 | 5,04 Hul | 11mo | Greenock | (J.&J.Denholm) | Q109′B16′F21′ | British | 160lb *60lb* 99RHP | s 1 · 6 | | N5,04 |
| NFVM | *Well deck* 1*Dk*(*Irn* | 526 | LMC10,01 | *Lloyd's*&*CP* | | | BK7½″ | 4*BHCem* | 1SB,3*cf*,GS58,HS1702 | | | |
| | *Now named "Cito," See No. 35 in Supplement* | | | | | *WB* = *DBa* 48′*f* 46′ | | 148*t* *APT* 14*t* | Scott&Co.,Greenock | | | |
| 427 | **Glenroy** SteelScSr | 4901 | †100A1 Lon *y* | 1901 | Lon.&Gls. | McGregor,Gow& | 400·9\|49·2\|29·2 | Glasgow | T.3Cy.29″,47″&76″–48″ (*s*) | 31 ″ 1 | BT | |
| 113932 | *J.McGillivray* –03 | 4476 | 11,04 4,02 Ant | 2mo | Co.Ld. | Co. | B102′F61′ | British | 160lb *85lb* 422NHP | s 6 · 11½ | till | |
| SFMH | 2*Dks*(*Std*)3*tr B* | 3141 | LMC2,01 | | Glasgow | | FK | 7*BHCem* | 2DB,12*cf*,GS242,HS6959 | | 4,05 | |
| | | | | *Lloyd's*&*CP* | | *WB* = *Cell DBa* | | 102′*uE* 33′*f* 167′923*t* | *DT* a52′838*t* | London&Glas.Co.Ld.Gls. | | |
| 428 | — SteelScSr | 2755 | †100A1 Shl *u* | 1899 | W.Gray& | GlenroyS.S.Co.Ld. | 318·0\|46·1\|21·1 | W.Hartlpl | T.3Cy.23″,36½″&62″–39″ (*s*) | 23 ″ 6 | | 9,03 |
| 112403 | *J.J.Mehegan* –99 *ss*Shl.No.1–04 | 2568 | 1.04 | 9mo | Co.Ld. | (R.Livingston& | P29′B82′F31′ | British | 160lb *100lb* 245NHP | s 4 · 1 | | |
| RHTW | 1*Dk*(*Irn*)2*tr B*&*deep framing* | 1772 | LMC | | WHartlepool | Co.) | FK | 5*BHCem* | 2SB,6*pf*,GS98,HS3740 | | | |
| | 3*Dk rule* | | | | A&CP | *WB* = *Cell DBa* | &*uE* 122′*f* 138′ 683*t* | *APT* 40*t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| 429 | — Iron&SteelScK | 137 | | 1895 | Sir Raylton | Ellis,Spence&Co.. | 100·0 20·4\|10·6 | Grimsby | T.3Cy.11″,17″&30″–21″ | 11 ″ 8 | | |
| 105527 | *O.H.Halverson*93–95 | 133 | | | Dixon&Co. | Ld. | Q20′F20′ | British | 40RHP | | | |
| | (*Trawler*) 1*Dk* | 45 | | | Middlesbro' | | BK7½″ | | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 430 | **Glenshiel** SteelSc3MstSr | 3455 | †100A1 Lon *w* | 1887 | London& | McGregor,Gow& | 370·0\|45·1\|26·6 | Glasgow | T.3Cy.34″,53″&87″–54″ (*s*) | 28 ″ 0 | BT | 6,02 |
| 93355 | *G.E.Warner*02–04 *ss*Lon.No.3–2,99 | 3122 | 2,04 | 1mo | Glas.Co. | Co. | P76′B69′F53′ | British | 140lb *70lb* 527NHP | s 5 · 11½ | till | |
| KLGJ | *ss*Lon.No.1–02 | 2204 | BS7,03 LMC6,02 | | Glasgow | | BK11″ | 6*BHCem* | 3DB.18*cf*,GS318,HS8121 | | 1,05 | |
| | *Elec.light* 2*Dks*(*Stl–Uws*)3*tr B* | | | *Lloyd's*&*CP* | | *WB* = *Cell DBa* | | 26′*f* 138′ 683*t* | Lon.&Glas.Co.(Lim),Gls. | | | |
| | *Now named "Kotohira Maru", See No. 9 in Supplement* | | | | | | | | | | | |
| 431 | **Glentow** SteelScSr | 144 159 | †100A1 Bwg *w* | 1895 | J.M'Arthur | H.M.McGildowny | 99·0 19·0\| 8·6 | Belfast | C.3Cy.14″,(2)22″–18″ (*s*) | 9 ″ 1 | | N1,04 |
| 104461 | *Shields* –00 *ss*Bwg.No.2–04 | 105 | 1,04 | 6mo | &Co. | | Q32′B7′ | British 160 | 127lb 11″ 40RHP | | | |
| NWCQ | *Mchy.Aft* 1*Dk*(*ptStl*) | 12 49 | NB LMC10 | | Paisley | | 108′5\|len.05 BK4″ | 3*BHCem* | 1SB,2*pf*,GS36,HS718 HS | | | |
| | | 57 | | *Lloyd's*&*CP* | | *WB* = *Cell DBf* 13′ | | 10*t* *FPT* 8*t* | J.Butler,Belfast GS31,ES767 | | | |
| 432 | **Glenturret** SteelScSr | 4696 | †100A1 Ham *y* | 1896 | Lon.&Gls. | McGregor,Gow& | 400·0\|49·2\|29·6 | Glasgow | T.3Cy.29″,47″&77″–54″ (*s*) | 31 ″ 2 | BT | 6,01 |
| 106031 | *R.Webster*84–96 *ss*Lon.No.1–01 | 4418 | 8,01 6,03 Lon | 9mo | Co.(Lim.) | Co. | B94′F52′ | British | 170lb *85lb* 525NHP | s 6 · 10 | till | N8,01 |
| PLGH | 2*Dks*(1*Std*&*Upt St*(*pt Irn–ptws*)3*tr B* | 3026 | LMC | | Glasgow | | BK9″ | 7*BHCem* | 3SB,9*rf*,GS157,HS7201 FD | | 8,05 | |
| | *Elec.light* | | | *Lloyd's*&*CP* | | *WB* = *Cell DBa* 113′ *uE* | | 29′*f* 136′835*t* | Lon.&Gls.Co.(Lim.),Gls. | | | |
| 433 | **Glenvech** SteelScSr | 3084 | †100A1 Cff *u* | 1892 | Ropner& | CambrianS.N.Co. | 322·0\|41·5\|20·6 | Aberstwth | T.3Cy.23½″,39″&64″–42″ (*s*) | 24 ″ 0 | | 6,01 |
| 99238 | *W.T.Davies* –98 *ss*Hpl.No.2–01 | 2347 | *pt Awng dk* | 12mo | Son | Ld. (J.Mathias& | P29′Q110′ BK10″ | British | 160lb *80lb* 273NHP | s 9 · 1½ | | N6,01 |
| MWBD | 1*Dk*(*ptStl pt Irn*) | 2009 | *withfreeboard* | | Stockton | Sons,*Mgrs.*) | *pt Awngdk* 183′ | 5*BHCem* | 2SB,6*cf*,GS118,HS4200 | | | |
| | 2*tr B*&*Web frames*&*pt Awngdk*(*Irn*) | | 5,08 | | A&CP | | *WB* = *Cell* | *DB* 250′551*t* | Blair&Co.(Lim.),Stockton | | | |
| | *Now named "Cheltonian," See No. 69 in Supplement.* | | | | | | | | | | | |
| 434 | **Glenwood** SteelScSr | 1972 | †100A1 Sws *r* | 1892 | Furness, | R.Livingston&Co. | 270·0\|37·0\|17·7 | W.Hartlpl | T.3Cy.20″,31½″&53″–36″ (*s*) | 20 ″ 0 | | N3,05 |
| 98531 | *R.G.Richards* –04 *ss*N.Yk.No.3–10,02 | 1467 | 1,04 Cff | 9mo | Withy&CoLd | | Q107′B112′F31′ | British | 160lb *80lb* NDB03 168NHP | s 1 · 7 | | |
| MSPD | *Well deck* 1*Dk*(*Stl*)&*Web frames* | 1253 | MS10,02 LMC | | WHartlepool | | FK | 5*BHCem* | 2SB,4*cf*,GS62,HS2513 | | | |
| | | | BS4,04 | | A&CP | *WB* | = *Cell DB* 224′360*t* | *APT* 38*t* | T.Richardson&Sns,Hpl. | | | |
| 435 | **Glitra** SteelScSr | 2250 | †100A1 Msl *t* | 1887 | R.Duncan | H.Svanöe | 300·5\|40·0\|21·9 | Bergen | T.3Cy.22″,35½″&57″–39″ (*s*) | 24 ″ 1 | | 10,03 |
| | S.Errum Trade –04 | 2028 | 8,01 10,03 2,05 Cff Bgn | 8mo | &Co. | | P32′B70′F42′ | Norwegian | 160lb *70lb* NDB98 211NHP | s 4 · 0 | | |
| JPTL | (*ex*Baron Belhaven) *ss*Bgn.No.3–5,02 | 1426 | NB1,98 LMC | | Pt.Glasgow | | ptND02drp03 BK10″ | 5*BHCem* | 2SB,6*cf*,GS98,HS3302 | | | |
| | 2*Dks*(1*Stl*) | | Bel6,98 BS2,05 | | A&CP | *WB* | = *Cell DB* 246′507*t* | *APT* 50*t* | Duncan,Stewart&Co.Gls. | | | |

| 1 Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Jauge / Brute / Nette / Port / Suez / Net | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière visite. | Port de Visite | Terme assigné maintenant expiré. Lettre d'Assignement. | 6 Construit. Quand. — Navire. — Mach. | Par qui. | Où. | 8 Armateurs. | 9 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Profondeur. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. / Compound, Surface, Inverted Direct, Oscillating, &c. / Builders. / Where Constructed. / Date when Machinery was put in. | 15 Grues sur Quille. | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 436 | **Glitra** | IronScSr | 885 | ✠100A1 | Lth | *m* | 1881 | C.S.Swan& | Hunter | Chr.Salvesen&Co. | 215·0 | 30·7 | 13·8 | Leith | 2Cy.27"&50"–36" (G) | 10 | | |
| 79247 | *L.J.Johnston* –03 | *ss*Liv.No.8–5,03 | 746 | 10,61 Lmb | | | 8mo | Hunter | Newcastle | | Q&B120' F23' | | | British | 80lb *60lb* NDB96 99RH | 1 – 0 | | 154 |
| VLQW | (*ex*Saxon Prince) | *ss*Lth.No.2–02 | 527 | 04 | ✠LMCS.03 | | | | | | | | FK | | 1SB,*3pf*,GS60,HS2000 | | | |
| | *Well deck* | 1*Dk*(*Irn*) | | | | | *Lloyd's* | *S.&C.P.* | | *WB* | = *Cell D H* 178' 25*8t* | | | *APT19t* | R.&W.Hawthorn,Nwc. | | | |
| 437 | **Gloamin** | SteelScSr | 3477 | ✠100A1 | Nwc | *w* | 1895 | A.M'Millan | | R.A.Mudie&Sons | 344·0 | 44·5 | 25·9 | Dundee | T.3Cy.25",42"&68"–45" (*s*) | 28 | | |
| 104733 | *J.W.B.Learmouth* –98 | *ss*Nwc.No.2–04 | 3102 | 5,05 Cff | | | 11mo | &Son(Lim.) | | | P36'B88'F44' | | | British | 170lb *100lb* 370NH | 5 – 5 | | |
| PDGQ | | 2*Dks*(1*Irn*&1*Stl*) | 2248 | | ✠LMC8.04 | | | Dumbarton | | | | | FK | | 2SB,*Brf*,GS106,HS5084 | | | |
| | *Elec.light* | ⚓*deep framing*3*Dk rud.* | | | | | | A&CP | | *WB* = *Cell D Ba* | 114'*u E24'f*140'769*t* | | | *APT48t* | D.Rowan&Son,Glasgow | | | |
| 438 | **Globe** | SteelSc | 4700 | | | | | Columbia | Iron Works | J.C.Gilchrist | 416·0 | 50·0 | 28·0 | | T.3Cy.22",36"&60"–40" | | | |
| | | | — | | | | | | St.Clair,Mich | | F50' | | | Utd.States | 228NH | | | |
| | | 1*Dk2tr b* | 3900 | | | | | | | | | | | | Columbia Iron Wks St.Clair | | | |
| 439 | **Glommen** | IronScSr | 121 | | | | 1868 | Xylands | Verksted | Acties.Glommen | 99·5 | 17·7 | 7·7 | Moss | C.2Cy.18½"&24"–18½" | | | |
| | *Trondsen*00–00 | | 51 | | | | | | Christiania | (J.Chr.Olsen) | B32*t* H6*t* | | | Norwegian | 21NH | | | |
| HCGS | | 1*Dk* | 57 | | | | | | | | len84 | | | | Fredrikstad M.V. | | | |
| 440 | **Gloria** | WoodPadSr | 1867 | | | | 1873 | J.English | &Son | Menendez&Co. | 232·6 | 34·1 | 12·7 | Cienfuegos | 1Cy.54"–132" | | | |
| | *Acarregui* | | — | | | | | | New York | | | | | Cuban | 268NH | | | |
| | | | 1350 | | | | | | | | | | | | Quintard Iron Works | | | |
| 441 | — | IronScSr | 261 | ✠100A1 | Man | *d* | 1885 | J.Fuller- | | F.Grasp | 130·0 | 21·0 | 9·6 | Manila | C.2Cy.19"&36"–24" | 10 | 4 | |
| | *A.Ouandia* –02 | *ss*Man.No.3–9,00 | 169 | 12,03 | | | 1mo | ton&Co. | | ~~Sy.Giuro&Co.~~ | Q48'B7'F22' | | | Utd.States | 75lb *30lb* 58NH | | | |
| | *Mchy.Aft* | (*ex*Excelsior) | 138 | | ✠LMC11.02 | | | Paisley | | ~~Murray~~ | | | BK6" | | 1SB,*2pf*,GS35 | | | |
| | *Well deck* | 1*Dk* | | | | | *Lloyd's* | *S.&C.P.* | | L.I.Sy.Juliong | ND00 | | | *WB* = *FPT* | Ross&Duncar,Glasgow | | | |
| 442 | — | SteelScSr | 232 | | | | 1901 | W.Bodewes | | H.G.C.Renck | 115·9 | 28·6 | 9·8 | Hamburg | C.2Cy.10"&19"–18½" | | | G |
| | *J.Niemeyer* –01 | | — | | | | | | Martenshoek | | P28' | | | German | 11NHF | | | |
| KPWL | | 1*Dk* | 185 | | | | | | | | | | | *WB* | D.H.Landeweer&Zonen, | | | |
| | *Sailing Schooner—See Sailing Ship Register.* | | | | | | | | | | | | | | Martenshoek | | | |
| 443 | — | SteelScK | 130 | ✠ | | … | 1898 | J.T.El- | | Wear Stm.Fishing | 96·2 | 19·1 | 10·8 | Sunderland | C.2Cy.16"&34"–22" | 11 | 6 | |
| 106428 | *R.Mitchell* –03 | *ss*Shl.No.1–02 | 121 | *Stm Trawler* | | | 5mo | tringham&Co | South Shields | Co Ld. | | | BK6½ | British | 120lb 170NH | | | |
| | | 1*Dk* | 23 | | | | | | | | | | | 3*BH Cem* | 1SB,*2pf*,GS82,HS955 | | | |
| | | *Floors Iron* | | | | | | | | | | | | | G.T.Grey,South Shields | | | |
| 444 | **Gloucester** | SteelScSr | 2542 | | | | 1893 | Maryland | Steel Co. | Merchnts&Miners Transportation Co. | 272·7 | 42·0 | 16·0 | Baltimore | T.3Cy.28",45"&72"–48" | | | S |
| 86260 | *F.M.Howes* –98 | | — | | | | | | Maryland | | H— | | | Utd.States | 859NH | | | |
| KLTC | *Elec.light* | 3*Dks*⚓*Saloon dk* | 1977 | | | | | | | | | | | | Maryland Steel Co.,Md. | | | |
| 445 | **Gloucester City** | SteelScSr | 2193 | ✠100A1 | Sha | *s* | 1889 | J.L.Thomp- | | W.R.Corfield&Co. | 292·0 | 39·0 | 19·1 | Bristol | T.3Cy.22½",37"&61"–39" (*s*) | 21 | 9 | |
| 95761 | *O.J.Nilsen* –98 | *ss*HKg.No.3–3,02 | 1999 | *pt Awng dk* | | | 8mo | son&Sons | Sunderland | | P29'Q88' | | | British | 160lb *80lb* NDB01 231NH | 8 | 2 | |
| LGVQ | | 1*Dk*(*pt Irn*⚓*pt Stl*)⚓*pt Awngdk*(*Irn*)&*Web frames* | 1409 | *with freeboard* 1,03 | | | | A&CP | | *WB* = *Cell D B* 244' 508*t* | *pt Awndk* 175' | BK10" | | 6*BH Cem* | 2SB,6*cf*,GS99,HS3520 | | | |
| | | | | | ✠LMCS.10 | | | | | | | | | *APT33t* | Blair&Co.(Lim.),Stockton | | | |
| *Now named "Taian Maru." See No 5 in Supplement* | | | | | | | | | | | | | | | | | | |
| 446 | **Gloxinia** | SteelScSr | 2540 | ✠100A1 | Bry | *t* | 1897 | Tyne I.S.B. | | Stag Line,Ld. | 313·0 | 45·0 | 20·7 | N.Shields | T.3Cy.28",38"&61"–39" (*s*) | 23 | 1 | |
| 105217 | *M.M.Wallace* –00 | *ss*Nwc.No.1–00 | 2385 | 1,04 Lmb | | | 1mo | Co. | (J.Robinson& | *Mgrs.*) | P28'B72'F38' | | | British | 180lb *80lb* 268NH | s3 | 11 | |
| PNFL | | 1*Dk*(*Irn*)⚓*deep framing* | 1618 | | ✠LMC 5.05 | | | Newcastle | Sons, | | | | FK | 6*BH Cem* | 2SB,6*cf*,GS90,HS4088 | | | |
| | | *ss*Nwc.No.2–05 | | | | | | A&CP | | *WB* = *Cell D Ba* | 100'*u E*⚓*B*38'*f* 126' | | | *APT21t* | N.E.Marine Co.(Lim.),Nwc | | | |
| 447 | — | SteelScK | 145 | | | … | 1896 | Edwards | | Southern Stm Trawling Co.Ld. | 106·0 | 20·6 | 11·0 | Milford | T.3Cy.12",18"&30"–21" | 11 | 10 | |
| 107044 | *G.Richmond* –98 | (*Trawler*) | 144 | | | | | Bros. | | C.C.Morley,*Mgr.*) | | | BK7½ | British | 50RH | | | |
| | | 1*Dk* | 25 | | | | | | North Shields | | | | | | N.E.Marine Co.(Lim.),Sld. | | | |
| 448 | **Glückauf** | SteelTwinSc | 736 | | | | 1901 | Act.Ges. | | Norddeutscher Lloyd | 206·0 | 41·7 | 11·8 | Bremen | T.6Cy.13¾",22½"&35½"–25½" | | | G |
| | *M.Hovers* –01 | | 494 | | | | | "Weser" | | | H42'F39' | | | German | 128NH | | | |
| QHGN | *Elec.light* | 1*Dk*⚓*Shade dk* | 258 | | | | | Bremen | | | | | | *WB* | A.G."Weser,"Bremen | | | |
| 449 | — | SteelScSr | 381 | | | | 1889 | Act.Ges. | | Rederiaktieb. | 139·8 | 23·5 | 11·7 | Karlskrna | C.2Cy.18½"&39½"–19½" | | | V |
| 3044 | *P.O.Pettersson* –98 | | 277 | | | | | "Vulcan" | | Glückauf (H R | Q42'B40'H9*t*F18' | | | Swedish | 57NHF | | | |
| JHBS | *Elec.light* | 1*Dk* | 203 | | | | | Stettin | | Boleg,*Mgr.*) | | | | *WB* | A.G."Vulcan,"Stettin | | | |
| 450 | — | SteelScSr | 170 | | | | 1898 | F.W. | | J.D.Stürcken | 107·7 | 21·3 | 7·7 | Brmrhavn | C.2Cy.7⅞"&11⅞"–7⅞" | | | G |
| | *C.Fulfs* | | 143 | | | | | Wencke | | | ,25' | | | German | 5NHF | | | |
| QGNT | *Mchy.Aft* | 1*Dk* | 127 | | | | | Bremerhaven | | | | | | *WB* | J.Frerichs&Co.Osterholz | | | |
| | *Sailing Schooner—See Sailing Ship Register.* | | | | | | | | | | | | | | | | | |
| 451 | **Glyg** | SteelScSr | 358 | | | | 1889 | Motala | | Gjerdsjö& | 135·5 | 23·7 | 9·0 | Haugesnd | T.3Cy.11½",18¾"&30"–20" | | | N |
| | *I.Iversen*00–00 | (*ex*Saint Alban) | 268 | | | | | M.V.Aktieb. | | Bakkevig | Q18*t*B50*t*H9*t*F9*t* | | | Norwegian | 40NH | | | |
| JNMS | | 1*Dk* | 201 | | | | | Oscarshamn | | | | | | | Motala M.V.Aktieb.Motala | | | |
| 452 | **Glynn** | SteelScSr | 1106 | ✠100A1 | Trn | *n* | 1899 | Ailsa S.B. | | Shamrock Shpng Co | 230·3 | 33·1 | 16·0 | Belfast | T.3Cy.17",28"&45"–33" (*s*) | 17 | 9 | |
| 110503 | *A.F.Napier* –01 | *ss*Trn.No.1–04 | 895 | 1,04 5,05 Cff | | | 11mo | Co. | | Ld.(T.Jack,*Mgr.*) | P24'Q54'B58'F26' | | | British | 170lb *80lb* 98RHF | s1 | 8 | |
| RLTC | *Well deck* | 1*Dk*(*Irn*)⚓*deep framing* | 412 | | ✠LMC 1.04 | | | | Troon | | | | FK&BK1 | 1*BH Cem* | 1SB,3*cf*,GS59,HS2040 | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | A&CP | | *WB* = *Cell D Ba* 56 | *s E*19'*f*84'830*t* | | | *FPT* 57*t* | *APT* 55*t* | Muir&Houston,Ld.Gls. | | |
| 453 | **Gnat** | IronScYl | 149 | ✠100A1 | Hul | | 1891 | Mackie& | | British Stm Trawling Co.Ld. | 100·5 | 20·5 | 10·7 | Hull | C.2Cy.16"&32"–22" (*s*) | 11 | 11 | |
| 98784 | *J.Fast* –91 | *ss*Hul No.3–9,03 | 142 | *Stm Trawler* | | | 4mo | Thomson | | | Q19'F19' | | | British | 110lb 45RH | | | |
| | | 1*Dk* | 48 | 4,04 | ✠LMC 7.04 | | | Glasgow | | | pt ND08 | | BK7½ | 3*BH Cem* | 1SB,*2pf*,GS80,HS690 | | | |
| | | | | | | | *Lloyd's* | *S.&C.P.* | | | | | | | Muir&Houston,Glasgow | | | |
| 454 | **Gneisenau** | SteelTwinScSr | 8081 | | | | 1903 | Act.Ges. | | Norddeutscher Lloyd | 453·9 | 55·7 | 36·1 | Bremen | T.6Cy.28¾",40"&69½"–49½" | | | G |
| | *H.Bleeker* –03 | | 5395 | | | | | "Vulcan" | | | P77'B178'F92' | | | German | 674NHF | | | |
| QHPK | *Elec.light* | 3*Dks* | 5004 | | | | | Stettin | | | | | | *WB* | A.G."Vulcan,"Stettin | | | |
| 455 | **Goa** | IronScSr | 1903 | ✠ | Cal | *s* | 1874 | W.Denny | | British India Stm. | 297·8 | 33·3 | 25·7 | Glasgow | Q4Cy.19½",29".39"&56½"–42" | | | |
| 71680 | *W.T.Stewart* –08 | *ss*Lon.No.2–88 | 1255 | 4,88 | | | 10mo | &Bros. | | Nav.Co.Ld. | | | | British | 207NHF | | | |
| WSNL | *Elec.light* | 3*Dks*(*UIrn*–ws) | 1217 | | | | | Dumbarton | | | | | | 5*BH Cem* | *Qpd*90 Denny&Co.,Dmb. | | | |
| 456 | **Goalpara** | SteelScSr | 2147 | ✠ | Cal | *s* | 1883 | A.&J. | | British India Stm. | 285·0 | 36·2 | 23·7 | Glasgow | C.2Cy.34"&60"–45" | | | |
| 87675 | *E.B.Hirst* –04 | | 1380 | 11,85 | | | 6mo | Inglis | | Nav.Co.Ld | P41' B48' F30' | | | British | 201NHF | | | |
| HSOL | | 3*Dks*(*Upt Stl*⚓*pt Irn*–ws) | 1359 | | | | | Glasgow | | *WB* | = *Cell D B* 220' 290*t* | | | *s BH Cem* | A.&J.Inglis,Glasgow | | | |
| 457 | **Gobelas** | SteelScSr | 1743 | ✠100A1 | Bbo | *q* | 1892 | W.Gray& | | Cia.Anon.de Nav. | 261·0 | 36·6 | 18·1 | Bilbao | T.3Cy.19",30½"&51"–36" (*s*) | 19 | 7 | |
| | *C.Olazirequi* –04 | ~~*ss*Mil.No.2–00~~ | 1508 | 1,05 1,08 | | | 2mo | Co.Ld. | | (Aldecoa y Urquijo | P27'Q80'B104'F27 | | FK | 4*BH Cem* | 160lb *80lb* 156NHF | s1 | 9 | |
| HNRC | (*ex*Milo) | 1*Dk*(*Stl*)⚓*Web frames* | 1110 | | ✠LMC 1.05 | | | W.Hartlepool | | *Mgr.*) | | | | *APT27t* | Con.Mar.Eng.Wrks.WHpl | | | |
| | *Well deck* | *ss*Bbo.No.3–1,05 | | | | | | A&CP | | *WB* = *DBa*82'*f*98'838*t* | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. (✝ for Special Survey. Date of last Survey.) | | | Built. When. / By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. Nominal Horse-power by Society's formula; ‖ if supposed to ship a Registered Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean indicated horse-power. Speed in knots. ft. / in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 458 / 88388 / JRCK | **Godavari** | **Steel Twin Sc Sr** | 182 / 160 / 57 | | | | 1884 | R. Duncan & Co. Pt. Glasgow | Bombay S. Nav. Co. (Shepherd & Co. *Mgrs.*) | 159·9 \| 23·6 \| 7·5 | Bombay British | C.4Cy.14″&28″–21″ 65RH Dunsmuir & Jackson, Gls. | | | |
| | *J. Morris* 92–92 | | | | | | | | | | | | | | |
| 459 / 99 / GDLR | **Godollo** | **Steel Sc Sr** | 782 / 492 / 394 | ✝100A1 *with freeboard* 2.02 | Nwc | *m* | 1902 / 2mo | Wigham-Richrdsn & Co Ld Newcastle | Soc. in Azioni Un-garo Croata di Navig. Maritt. a Vap. | 225·0 \| 29·1 \| 12·6 BK7″ | Fiume Aust.-Hung | Q.4Cy.17″,24″,36″&52″–36″ 200lb (r) 203NH 2SB, *6cf*, GS116, HS3338 | 15 / 3 · 3½ | | |
| | *T. Prassen* 30–02 | | | | | | *Lloyd's* | *SA&CP* | *WB* – *Cell DB a* 42′ *uE* 24′ | | *5 BHCem* | *f* 66′ 95*t* | Wgham Rchrdsn & C Ld Nwc | | |
| | *Elec. light* | *2 Dks (Stl M pt teak & c)* *Shade dk (Teak)* | | | | | | | | | | | | | |
| 460 / NJWB | **Godthaab** | **Wood Sc 3 Mst Sr** | 287 / 210 / 162 | | | | 1898 | C. Christen-sen Sandefjord | Den kongelige Grondlandske Handel | 112·4 \| 25·1 \| 12·7 P47′ | Copnhagn Danish | C.2Cy.14″&28″–18″ 28NH Akers Mek. Verks. Xia. | | N | |
| | *H. Bang* 98–98 | | | | | | | | | | | | | | |
| | | 1 *Dk* | | | | | | | | | | | | | |
| 461 / 98385 / LKWN | **Goeland** | **Iron Sc K** | 235 / 206 / 54 | ✝100A1 *Stm Trawler* 6,04 ~~10,000~~ | Bdx | | 1900 / 3mo | Cochrane & Cooper, Ld Selby | Soc. Immobilière du Mouleau et des Pêch. de l'Ocean (L. Preller, *Mgr.*) | 117·2 \| 21·6 \| 12·0 Q48′ F20′ BK7½″ | Arcachon French | T.3Cy.12″,20″&32″–24″ (*s*) 200lb 66NH 1SB, *2cf*, GS34, HS1130 Amos & Smith, Hull | 12 / 9 | | ~~6.02~~ 6.04 |
| | *A. Redor* 83–02 (*ex* King Hankon) | *ss* Bdx. No. 1–01 1 *Dk* | | | | | *Lloyd's* | *A&CP* | | | *1 BHCem* | | | | |
| 462 / 98385 / LKWN | **Gœland** | **Iron Sc K** | 145 / 142 / 63 | ✝100A1 *Stm Trawler* ~~5,01~~ ~~11,00~~ 1.05 | Liv | | 1889 / 11mo | Cochrane, Coopr & Schofi'ld, Beverley | Harley & Miller, Ld | 101·2 \| 20·3 \| 11·0 Q20′ BK7½″ | Liverpool British | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RH 1SB, *2cf*, GS25, HS720 C.D. Holmes & Co., Hull | 11 / 10 | | 8 12,01 |
| | *W. George* –02 | *ss* Liv. No. 3–12,01 1 *Dk* | | | | | *Lloyd's* | *SA&CP* | | | *3 BHCem* | | | | |
| 463 / NTSL | **Goentoer** | **Steel Twin Sc Sr** | 5894 / 4391 / 3775 | | | | 1902 | Kon. Maats de Schelde Flushing | Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*) | 425·9 \| 50·0 \| 31·0 P82′ B172′ F84′ | Rottrdam Dutch *WB* | Q.8Cy.20½″,29″,43″&65″–45″ 567NH Maats. de Schelde, Flushing | | V | |
| | *H. LeClercq* 86–01 | | | | | | | | | | | | | | |
| | *Elec. light* | *3 Dks* | | | | | | | | | | | | | |
| 464 / 63473 / LBNH | **Gogo** | **Iron Sc 3 Mst Sr** | 648 / 475 / 395 | ✝100A1 2.03 | Sws | *i* | 1872 / 3mo | Scott & Co. Greenock | Matheson & Co. | 193·6 \| 24·5 \| 13·4 P68′ B30′ F31′ BK6½″ *WB = Dr* | London British | C.2Cy.21″&43″–36″ (*r*) 80lb *80lb* NDB96 90RH 1SB, *3pf*, GS34, HS1354 Greenock Foundry Co., Grk | 16 / 0 · 2 · 1 | | 2,03 |
| | *J. Silby* 04 | *ss* Cff. 2nd No. 3–4,97 *ss* Sws. No. 1–01 1 *Dk* | | | | | *Lloyd's* | *A&CP* | | | *1 BHCem* *1 BBf* 109′ 130*t* | | | | |
| 465 / 119115 / VQGT | **Gogovale** | **Steel Sc Sr** | 3097 / 2965 / 2038 | ✝100A1 ~~8,00~~ ~~T.01~~ | Gls Cff | *v* | 1904 / 3mo | A. Rodger & Co. Port Glasgow | Gogovale S.S. Co Ld (A. Crawford, Barr & Co.) | 320·1 \| 47·5 \| 23·0 P25′ B118′ F30′ FK | Glasgow British | T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 275NH 2SB, *6cf*, GS124, HS4141 A. Rodger & Co. Glasgow | 25 / 7 · 4 · 2½ | | |
| | ~~Shakespeare~~ *Rogers* | | | | | | *Lloyd's* | *SA&CP* | *WB = Cell DBa* | *½uE* 124′ *f* 138′ 75*1t* | 6 *BHCem* *APT* 95*t* | | | | |
| | | 1 *Dk (Stl)* & *deep framing* | | | | | | | | | | | | | |
| 466 / 115 | **Gohren-Binz** | **Iron Pad Sr** 1 *Dk* | 208 / — / 115 | | | | 1880 | Kloos & Zonen Kinderdijk | Gebr. Zabelin | 159·4 \| 19·0 \| 8·8 | S. Petrsbrg Russian | C.2Cy.24½″ & 35½″–36″ 63NH Kloos & Zonen, Kinderdijk | | | |
| 467 / 113548 / SPRM | **Goidelian** | **Steel Sc Sr** | 1220 / 1097 / 769 | ✝100A1 1,05 ~~11.02~~ | Cff Sws | *n* | 1901 / 9mo | W. Harkess & Son Middlesbro' | Stmshps Goidelian & Coranian Co. Ld. (O. & W. Williams, *Mgrs.*) *WB = DBa* | 225·0 \| 35·1 \| 17·8 Q83′ B56′ RFD86′ F21′ FK | Cardiff British | T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NH 1SB, *3cf*, GS59, HS2025 McColl & Pollock, Sld. | 16 / 6 · 10 | | ~~8 12,02~~ 1,05 |
| | *J. D. Griffith* –01 | 1 *Dk (pt Irn & pt Stl)* & *deep framing* | | | | | *Lloyd's* | *SA&CP* | | *f* 21′ | *1 BHCem* *1 APT* 29*t* | | | | |
| 468 / 95098 / KVCG | **Golconda** | **Steel Sc 4 Mst Sr** | 5874 / 5204 / 3730 | ✝ *Spar dk* 10,88 | Sld | *a*† | 1887 / 8mo | W. Dox-ford & Sons Sunderland | British India Stm. Nav. Co. Ld. *WB = DBa* | 422·0 \| 48·1 \| 24·0 P42′ B171′ F48′ 32·5 100′ 240*t* *MT* 56′ 660*t* | Glasgow British | T.3Cy.34″,56″&90″–60″ 627NH W. Doxford & Sons, Sld. | 25 / 4 | BT 1,11 6,05 | |
| | *A. B. Cave* –02 | 2 *Dks (1 Stl–ws)* & *Spar dk (Stl–ws)* | | | | | | | | | *7 BHCem* | | | | |
| | *Elec. light* | | | | | | | | | | | | | | |
| Stranded 469 / ~~Wrecked~~ | **Goldcliffe** | **Iron Sc Sr** | 1224 / 972 / 744 | ~~✝100A1~~ 6,04 ~~8,00~~ | Cff | *o* | 1881 / 12mo | Palmers' Co. Newcastle | Goldcliffe SS. Co Ld (Morel Ld.) A. M— & Co | 240·5 \| 33·2 \| 16·4 Q88′ B60′ F28′ BK8″ *WB = DBa* 76′ *f* 60′ | ~~Newport~~ British | C.2Cy.28″&54″–36″ (*i*) 75lb *50lb* NDB91 99RH 1SB, *4pf*, GS65, HS1706 Palmers' Co. (Lim.), Nwc. | 17 / 6 · ~~1 · 10~~ | | ~~10,02~~ 6,04 |
| | ~~Wrecked~~ *Well deck* | *ss* Cff. No. 2–03 1 *Dk (Irn)* 2 *tr B* | | | | | *Lloyd's* | *SA&CP* | | | *1 BHCem* *269 APT* 9*t* | | | | |
| 470 / 99146 / MWJL | **Golden Cross** | **Steel Sc Sr** | 3014 / 2296 / 1944 | ✝100A1 *pt Awng dk with freeboard* ~~6,04 2,00~~ 4,05 | Cff | *u* | 1893 / 1mo | J. L. Thomp-son & Sons Sunderland | International Line S.S. Co. Ld. (C. Marwood, *Mgr.*) | 322·0 \| 41·5 \| 21·5 P29′ Q100′ BK 10″ *WB = Cell DB* 230′ 500*t* | Whitby British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb ~~180lb~~ NDB94 266NH 2SB, *6pf*, GS116, HS4000 *160 r* J. Dickinson, Sunderland | 24 / 0 · 9 / 0 | | 8 2,04 |
| | *J. Cameron* –00 | ~~ss Cff. No. 2–01~~ 1 *Dk (pt Stl pt Irn)* 2 *tr B* & *Web frames* & *pt Awng dk (Irn)* | | | | | *Lloyd's* | *A&CP* | | | *6 BHCem* *APT* 30*t* | | | | |
| | | *ss* Cff. No. 3–1,05 | | | | | | | | | | | | | |
| 471 / 106711 / QCMP | **Golden Crown** | **Iron Sc K** | 183 / 169 / 72 | ✝100A1 *Stm Trawler* ~~5,04~~ ~~6,02~~ 11,04 | Hul | | 1896 / 8mo | Cochrane & Cooper Beverley | Hall, Leyman & Co. Ld. | 110·2 \| 21·0 \| 11·4 Q20′ BK7½″ | Hull British | T.3Cy.13″,21″&34″–24″ (*s*) 170lb 60RH 1SB, *2cf*, GS25, HS1015 C.D. Holmes & Co., Hull | 12 / 1 | | 5,04 |
| | *S. Mitchell* –96 | ~~ss Hul. No. 1–00~~ 1 *Dk* *ss* Hul. No. 2–04 | | | | | *Lloyd's* | *SA&CP* | | | *3 BHCem* | | | | |
| 472 / 74446 / QNWM | **Golden Eagle** | **Comp Sc Sr** | 213 / 210 / 145 | | | … | 1877 | J. S. White Cowes | Elders & Fyffes, Ld. | 134·0 \| 24·3 \| 13·3 | London British | C.2Cy.17½″&30″–21″ NB85 40RIP G.E. Belliss, Birmingham | | | |
| | *R. Perez* 96–99 | (*ex* Yacht) 1 *Dk* | | | | | | | | | | | | | |
| 473 — 109012 / QDFB | — | **Iron Sc K** | ~~187~~ 174 87 97 | ~~✝100A1~~ *Stm Trawler* 10,04 ~~7,05~~ | Hul | | 1898 / 1mo | Cochrane & Cooper, Ld. Beverley | Hall, Leyman & Co. Ld. | ~~112·0~~ \| ~~21·0~~ \| ~~11·5~~ Q27′ len 94 \| 11·6 127·9 \| BK7½″ | Hull British | T.3Cy.13″,21″&34″–24″ (*s*) 170lb 60RH 1SB, *2cf*, GS25, HS1015 C.D. Holmes & Co. Hull | 12 / 3 | | ~~7,05~~ 8,04 |
| | *S. Mitchell* 93–98 | ~~ss Hul. No. 1–00~~ 2 24 1 *Dk* *ss* Abn. No. 3–8,04 | | | | | *Lloyd's* | *SA&CP* | | | *1 BHCem* | | | | |
| 474 / 118792 / VLMC | **Golden Era** | **Steel Sc K** | 261 / 232 / 95 | ✝100A1 *Stm Trawler* ~~5,01~~ ~~11,03~~ | Hul | | 1903 / 11mo | Cook, Wel-t'n & Gemmell Beverley | Hall, Leyman & Co. Ld. | 128·3 \| 22·0 \| 12·0 Q51′ BK7″ | Hull British | T.3Cy.13″,22″&36″–24″ (*s*) 200lb 70RH 1SB, *2rf*, GS35, HS1148 C.D. Holmes & Co. Hull | 12 / 10 | | |
| | *G. Johnson* 02–03 | 1 *Dk* | | | | | *Lloyd's* | *SA&CP* | | | *1 BHCem* | | | | |
| 475 / 86164 | **Golden Gate** | **Wood Sc Sr Tug** 1 *Dk* | 119 / 105 / 59 | | | | 1891 | Hay & Wright Alameda, Cal. | Pacific Packing & Navigation Co. | 104·0 \| 19·5 \| 8·8 len 97 | Seattle Utd. States | C.2Cy.11¼″&22″–12″ 14NIP | | | |
| 476 / 105018 / TJBS | **Golden Gleam** | **Iron Sc K** | 191 / 179 / 91 | ✝100A– *Stm Trawler* 1,05 ~~1,00~~ | Hul | | 1895 / 1mo | Cochrane & Cooper Beverley | Hall, Leyman & Co. Ld. | 121·3 \| 21·0 \| 11·1 Q20′ len 00 BK7½″ | Hull British | T.3Cy.13″,21″&34″–24″ (*s*) 160lb 60RIP 1SB, *2cf*, GS28, HS898 C.D. Holmes & Co., Hull | 11 / 8 | | 8 3,03 |
| | | *ss* Hul. No. 2–03 1 *Dk* | | | | | *Lloyd's* | *SA&CP* | | | *3 BHCem* | | | | |
| 477 / 109536 | **Golden Hope** | **Iron Sc K** | 166 / 151 / 62 | ✝100A1 *Stm Trawler* 10,04 ~~7,02~~ | Gms | | 1898 / 5mo | Earle's Co. Ld. Hull | F. Hazelgrove | 102·0 \| 20·5 \| 11·0 Q18′ F19′ BK7½″ | Grimsby British | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 45RH 1SB, *2pf*, GS28, HS800 Earle's Co. Ld. Hull | 11 / 9 | | ~~6,02~~ 7,04 |
| | *H. Rowson* 98–98 | *ss* Gms. No. 1–02 1 *Dk* | | | | | *Lloyd's* | *SA&CP* | | | *3 BHCem* | | | | |
| 478 — 98728 | — | **Iron Sc K** | 158 / 147 / 60 | | | … | 1891 | Cochrane, Coopr & Schofi'ld, Beverley | C. H. Double | 104·0 \| 21·0 \| 11·0 Q20′ BK7½″ | Fleetwood British | T.3Cy.12½″,19½″&31½″–22½″ 50RIP C.D. Holmes & Co., Hull | 11 / 10 | | |
| | *J. De Vries* –03 | (*Trawler*) 1 *Dk* | | | | | | | | | | | | | |

| Numéro d'Ordre / Signaux / Navire | Nom du Navire. Matériaux. Gréement, &c. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage | Classification | Construction | Armateurs. | Dimensions d'après la Douane Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. | Charge en tonnes anglaises | |
|---|---|---|---|---|---|---|---|---|---|---|
| 479<br>113540<br>TJBW | **Golden Sunrise** IronScK<br>*Captain*<br>1 *Dk* | 226<br>205<br>88 | ✝100A1 Hul<br>*Stm Trawler*<br>10,04 | 1900 Cochrane&<br>10mo Cooper,Ld<br>Beverley<br>A&CP | Hall,Leyman&Co.<br>Ld. | 125·0 21·5 11·5<br>Q56′ BK 7½ | Hull<br>British<br>4 *BHCem* | T.3Cy.18″,22″&36″–24″ (*s*)<br>200lb 70RHP<br>1SB,*2rf*,gs84,ns1058<br>C.D.Holmes&Co.Hull | 12 – 3 | |
| 480<br>QGDC<br>*A,Schaars83–05* | **Goldenfels** SteelScSr<br>~~*H.Koller,87–03*~~ ~~*ssHam.No.1–99*~~<br>~~Lehcara~~ 1 *Dk(Stl)&Spar dk(Stl–teaks)*<br>*ssHam.No.2–04* *&Web frames* | 3535<br>3234<br>2260 | ✝100A1 Ham<br>*Spar dk*<br>6,05 | 1895 Wigham<br>9mo Richrdsn&Co<br>Newcastle<br>A&CP | Deutsche-Dmpfs-<br>rhrts.Ges.Hansa<br>*WB = Cell DBa 108′ uE* | 340·0 44·0 19·0<br>P88′B70′F43 27·6<br>BK 10<br>22′*f*140′651*t* | Bremen<br>German<br>*3BHCem*<br>*WGham Rchrdsn&Co.Nwc* | Q.4Cy20″29″43½″&63½″–45″<br>215lb *130lb* (*s*) 297NHP<br>3SB,*6rf*,gs100,ns1230 | 21 – 7 | |
| 481<br>118345<br>VHPN | **Goldfinch** SteelScK<br>*W.G.Dale* –03<br>1 *Dk(Stl)* | 246<br>188<br>89 | ✝100A1 Shl<br>1,05 Lon<br>*Mchy.Aft* | 1903 Selby S.B.<br>10mo &E.Co.Ld.<br>Selby<br>*Lloyd's A&CP* | GeneralStm.Nav.<br>Co.Ld. | 118·7 23·2 8·8<br>Q40′F17′<br>FK<br>*WB = FPT18t* | London<br>British<br>*4BHCem* | C.2Cy.16½″&35″–24″ (*s*)<br>130lb *130lb* 50RHP<br>1SB,*3pf*,gs47,ns1278<br>G.T.Grey,SouthShields | 9 – 2<br>1 – 0½ | |
| 482<br>108510<br>*Dove* | **Goldfinder** IronScK<br>*ssMil.No.1–02*<br>1 *Dk* | 162<br>151<br>64 | ✝100A– Mil<br>*Stm Trawler*<br>5,02 | 1898 Cochrane&<br>1mo Cooper,Ld.<br>Beverley | J.Setterfield | 100·0 20·6 11·0<br>Q17′F17′<br>BK 7½ | Grimsby<br>British<br>*4BHCem* | T.3Cy.11″,18″&30″–22″ (*s*)<br>180lb 15RHP<br>1SB,*2cf*,gs30,ns310<br>Amos&Smith,Hull | 11 – 9 | |
| 483<br>114371<br>VMJB | **Goldmouth** SteelSc3MstSr<br>~~*Neil Stockley–04*~~ *C.Carter* –05<br>*Mchy.Aft* 2 *Dks(Stl)&Web frames*<br>*Elec.light* | 7446<br>7112<br>4863 | ✝100A1 Nwc<br>~~5,02 Lon~~<br>*carrying Petroleum in*<br>*Fitted for liquid fuel* | 1903 Swan,Hun-<br>7mo ter& Wigham<br>*bulk* Richardson.<br>3 Ld Newcastle<br>*Lloyd's A&CP* | ShellTransport&<br>TradingCo.Ld.(M.<br>Samuel&Co. *Mgrs.*)<br>*WB = Cell DBa E & L* | 471·0 56·0 33·2<br>P128′B89′F46′<br>FK<br>106′352*t DT* | London<br>British<br>10 *BHCem* | T.3Cy.~~25½″~~,48″&78″–54″ (*s*)<br>180lb *160lb* 579NHP<br>3SB,*18rf*,gs338,ns10225<br>Is[illegible]pw[illegible] Co.Ld.Nwc<br>*f*54′913*t FPT*134*t APT*60*t* | 35 – 1<br>8 – 11 | |
| 484<br>88742<br>JWLC | **Goldsboro'** WoodSc3MstSr<br>1 *Dk* | 681<br>—<br>486 | | 1882 Birely Hill-<br>man&Streakr<br>Philadelphia | ClydeS.S.Co.(W.P.<br>Clyde&Co.*Mgrs.*) | 188·6 28·0 8·1 | Phildlphia<br>Utd.States | C.2Cy.20″&34″–26″<br>49NH | R | |
| 485<br>92314<br>KMLP | **Goldsbro** SteelScSr<br>*C.F.S.Wright* –99 *ssBry.No.3–11,99*<br>*ssHpl.No.1–08*<br>1 *Dk(pt Iron pt Stl)&Web frames(pt Awngdk Iron)* | 2307<br>1751<br>1447 | ✝100A1 Bly *s*<br>*pt.Awng dk*<br>*with freeboard*<br>1,05 Swa | 1887 W.Gray&<br>5mo Co.<br>W Hartlepool<br>*Lloyd's A&CP* | SmithBros.&Co.<br>*WB = Cell DBa* | 282·3 37·6 19·5<br>P27′Q88′ BK 10<br>*pt Awng dk* 167<br>*qu E* 112′*f* 106′456*t*<br>drp08 | W.Hartlpl<br>British<br>5 *BHpt Asp*<br>*pt Cem* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* NDB98 217NHP<br>2SB,*6cf*,gs108<br>CentralMarineECo.W.Hpl | 22 – 3<br>8 – 8 | |
| 486<br>113163<br>THJQ | **Goldseeker** SteelScK<br>*P.J.H.Murray08–08 ssLth.No.1–04*<br>*Elec.light* 1 *Dk* | 206<br>187<br>75 | ✝100A1 Lth<br>*Stm Trawler*<br>5,04 | 1900 J.Duthie,<br>5mo Sons&Co.<br>Aberdeen<br>*Lloyd's A&CP* | FisheryBoardfor<br>Scotland | 116·7 21·8 11·5<br>Q21′ BK 7½ | British<br>3 *BHCem* | T.3Cy.11¾″,20″&38″–22″ (*s*)<br>170lb 49RHP<br>1SB,*2pf*,gs39,ns951<br>S.&H.Morton&Co Leith | 12 – 0 | |
| 487<br>98997<br>MHTG | **Golfer** SteelSc3MstSr<br>*G.Smith98–98* ~~*ssLon.No.3–99*~~<br>*Well deck* *ssLon.No.3–9,03* 1 *Dk(pt Stl)*<br>*Mchy.Aft* | 377<br>299<br>189 | ✝100A1 Lon *f*<br>2,05<br>BS10,04 | 1891 J.Duthie,<br>10mo Sons&Co<br>Aberdeen<br>*Lloyd's A&CP* | C.M.Manuelle | 147·5 23·1 12·0<br>Q78′ B6′ F21<br>BK 7′<br>*WB = FPT50t* | London<br>British<br>3 *BHCem* | T.3Cy.12″,18″&30″–21″ (*s*)<br>160lb *60lb* 60RHP<br>1SB,*2pf*,gs30,ns800<br>Gourlay Bros.&Co.,Dundee | 12 – 9<br>8 – 1 | |
| 488<br>75819 | **Goliah** WoodScSr<br>*P.H.Gasler* –00<br>1 *Dk* | 147<br>147<br>100 | | 1863 .....<br>Philadelphia | J.McFatridge,Jun | 88·4 18·4 14·7 | Halifax NS<br>British | C.2Cy.18″&34″–26″<br>200RHP<br>A.Moir&Sons,Halifax,N.S. | | |
| 489<br>[illegible] | **Goliath** SteelTwinScTug<br>1 *Dk* | 220 | | 1902 Bow,Mc<br>Lachlan&Co.<br>Ld. Paisley | CrownAgent for<br>theColonies | 115·0 26·1 12·2 | Colombo<br>British<br>*WB* | C.4Cy.20″&42″–24″<br>Bow,McLachln&CoLd.Pay | | |
| 490<br>[illegible] | — IronScSp<br>*Schroeyers80–* | 100<br>—<br>42 | | 1870 Janssen&<br>Schmilinsky<br>Hamburg | SociétéAnon.de<br>Remorq.à hélice | 108·6 23·9 10·9 | Antwerp<br>Belgian | C.2Cy.16″&32″–16″<br>NB97 34NHP<br>Janssen&Schmilinsky Ham | | V |
| 491<br>[illegible] | **Golondrina II.** SteelTwinScSp<br>1 *Dk2trB*<br>*Elec.light* | 706<br>439<br>422 | | 1893 Mackie&<br>Thomson<br>Glasgow | N.Mihanovich | 200·0 28·0 10·0<br>*Shaft B*154 | Bns.Ayres<br>Argentine | T.6Cy.13″,21″&33″–22″<br>102NHP<br>Muir&Houston,Glasgow | | |
| 492<br>HNKP | **Gomecha** IronScSr<br>*B.J.Diaz* –02 *ssCff.No.3–6,85*<br>(*ex*Olaveaga, *ssBcl.No.2–93*<br>*ex*Ardanaz,*ex*Blyth) 2 *Dks* | 776<br>734<br>495 | ✝ Brs *k*<br>9,98 | 1874 J.Blumer<br>7mo &Co.<br>Sunderland | Cia.NavieraLa<br>Blanca | 200·5 28·2 17·7<br>BK 8<br>*WB = pt 1/1* | Bilbao<br>Spanish<br>*3BHCem* | C.2Cy.27″&50″–30″<br>114NHP<br>1SB,*3f*,gs53<br>Fowler&M'Colin,Hull | | |
| 493<br>HJWR | **Gomes VI.** IronScSr<br>*ssLis.2nd No.3–6,01*<br>(*ex*Barnsley)<br>1 *Dk2trB* | 575<br>487<br>327 | ✝90A1 Lis *j*<br>6,01 | 1876 J.Elder&<br>5mo Co.<br>Glasgow<br>A&CP | Empreza deNav.<br>porVap.para o Al-<br>garve e Guadiana<br>(*in liq.*) *W* | 185·2 27·0 15·0<br>P45′F32′<br>BK 7½<br>*WB = MT 11′60t Deep tanks 49′140* | Lisbon<br>Portuguese<br>4 *BHCem* | C.2Cy.28″&50″–30″ (*s*)<br>50lb *50lb* 111NHP<br>1DB,*4pf*,gs58,ns2015<br>J.Elder&Co.,Glasgow | | |
| 494<br>86141 | **Gondolier** IronPadSk<br>*McKechnie72–76* | 173<br>167<br>80 | | 1866 J.&G.<br>Thomson<br>Glasgow | D.MacBrayne | 148·2 20·2 7·8 | Glasgow<br>British | O.2Cy.33″–39″<br>80RHP<br>J.&G.Thomson,Glasgow | | |
| 495<br>118312<br>VDPR | **Good Hope** SteelScSr<br>*J.Harding* –04<br>*Turret deck* 1 *Dk* | 3618<br>3431<br>2808 | | 1903 W Doxford<br>&Sons,Ld.<br>Sunderland | G.T.Symons&Co. | 340·1 50·2 22·6<br>P30′F38′<br>*WB* | London<br>British | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 496<br>116128<br>TVHR | — SteelScK<br>*J.Lynn98–08*<br>1 *Dk* | 256<br>232<br>93 | ✝100A1 Hul<br>*Stm Trawler*<br>~~3,08~~ 1,04 | 1903 Cook,Wel-<br>2mo t'n&Gemmell<br>Hull<br>*Lloyd's A&CP* | CargillS.Trawling<br>Co.Ld. | 128·4 22·0 12·0<br>Q52′<br>BK 7′ | Hull<br>British<br>1 *BHCem* | T.3Cy.18″,32″&37″–27″ (*s*)<br>200lb 75RHP<br>1SB,*2cf*,gs36,ns1288<br>C.D.Holmes&Co.Hull | 12 – 10 | |
| 497<br>104605<br>NSKW | **Goodwin** SteelScSr<br>*W.S.Nisbet* –03<br>2 *Dks* | 4421<br>4201<br>2832 | | 1895 Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | ClydeShppg.Co.Ld<br>(W Cuthbert, *Mgr*) | 391·8 46·6 27·9<br>P38′B112′F40′<br>*WB* | Glasgow<br>British | T.3Cy.27″,42″&69″–54″<br>350NHP<br>Lon.&Gls.Co.,Glasgow | | C |
| 498<br>109230<br>RVDS | **Goodwood** SteelSc<br>*W.B Boag* –03<br>1 *Dk(1 trw12cr B)&Web frames*<br>*8 Dk rude* | 3086<br>2867<br>1977 | ✝100A1 Cff *u*<br>*with freeboard* Bry<br>5,04 | 1900 Ropner&<br>9mo Son<br>Stockton<br>A&CP *W* | Constantine&<br>PickeringS.S.Co.<br>*B = Cell DBa 106′* | 325·0 48·1 21·9<br>P30′B166′F36′<br>FK<br>*uE&B22′f138′681t* | Middlsbro'<br>British<br>3 *BHCem*<br>*APT60t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 278NHP<br>2SB,*6rf*,gs119,ns4200<br>Blair&Co.Ld.Stockton | 24 – 8<br>4 – 6<br>3 – 7½ | |
| 499<br>67810 | **Goole No. 1** IronPadSp<br>[illegible] | 110<br>110<br>20 | | 1874 J.Softley&<br>Co.<br>S.Shields | Goole&Hull Steam<br>TowingCo.Ld. | 96·6 18·4 9·4 | Goole<br>British | L.2Cy.25½″–46″<br>10RHP<br>Hepple&Co.,S.Shields | | |
| 500<br>67850<br>RKJC | **Goole No. 6** IronScK<br>1 *Dk* | 108<br>99<br>11 | | 1885 T.Scott<br>Goole | Goole&HullSteam<br>TowingCo.Ld. | 100·0 16·2 8·8 | Goole<br>British | C.2Cy.17″&34″–21″<br>NB01 50RHP<br>T.Scott,Goole | | |

| No. in Index / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage: Under deck / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Awarded Additional Examination Letter. | Built. When. Ship. Engine. | By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length / Breadth / Depth | Port of Registry. | Engines. No. & Kind of Cylinders — Stroke. Boiler Pressure. NIP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard (if available) ft. / in. | Date when last classed. | Date when built or last rebuilt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 501<br>30941<br>STKC | **Goole No. 7** — Steel Sc Sr Tug<br>*J. McKay* 85–85<br>(*ex* Southesk)<br>1 *Dk* | | 184<br>173<br>19 | | | | 1885 | J.T. Eltringham<br>S. Shields | Goole & Hull Steam Towing Co. Ld. | 120·0 \| 21·2 \| 11·5 | Goole<br>British | C.2Cy. 20″ & 40″–26″<br>65 RH<br>J.P. Rennoldson & Sons, S. Shl. | 11 ft 1 in | | |
| 502<br>104213<br>PNJL | **Goole No. 10** — Iron Sc K Tug<br>*W.R. Colbridge* –00<br>1 *Dk* | | 169<br>155<br>5 | | | | 1896 | J.P. Rennoldsn & Sons<br>South Shields | Goole & Hull Steam Towing Co. Ld. | 105·0 \| 21·2 \| 11·2<br>BK 7 | Goole<br>British | T.3Cy. 18½″, 22″ & 36″–24″<br>75 RH<br>J.P. Rennoldson & Sons, S. Shl. | 12 ft 0 in | | |
| 503<br>104198<br>QCSL | **Goolistan** — Steel Sc Sr<br>*T.W. Castle* 03–03 *ss* Shl. No. 1–02<br>1 *Dk (Irn)* & *Web frames*<br>*pt Awng dk (Irn)* | | 12756<br>9053<br>1740 | ✠ ~~100A1~~ *pt Awng dk with freeboard* 1,04 | Lon | | 1898<br>4 mo | W. Gray & Co. Ld.<br>W Hartlepool | Anglo-Algerian S.S. Co. (1896), Ld. (F.C. Strick & Co. Ld. *Mgrs.*) | 306′0 43′1 18′3<br>P27′Q96′ FK<br>*pt Awng dk* 189′ FK<br>A&CP<br>*WB = Cell D Ba* ⅝ *E* 124 *f* 122 | Swansea<br>British | T.3Cy. 28″. 36½″ & 62″–39″ (*s*)<br>160 lb *80 lb* 240 NH<br>6 *BH Cem*<br>1SB, *3rf*, GS60, HS2350 FD<br>665 *t APT* 32 *t* | Cen. Mar. Eng. Wrks. W Hpl | 20 ft 10 in | | 4,02 |
| 504<br>48676<br>VTQW | **Goolwa** — Iron Pad | | 191<br>171<br>116 | | | | 1864 | Palmer Brs. & Co.<br>Newcastle | J. & A. Brown | 130′0 \| 21′1 \| 10′3 | Newcastle, N.S.W.<br>British | 2Cy.<br>90 RHP<br>J. Thompson, Newcastle | | | |
| 505<br>106917<br>PTHQ | **Goorkha** — Steel Twin Sc 3 Mst Sr<br>*F.J. Moseley* –97<br>*Elec. light* | 3 *Dks* | 6287<br>5186<br>3975 | | | | 1897 | Harland & Wolff (Lim.)<br>Belfast | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) | 430′0 52′2 29′0<br>P67′ B172′ F69′<br>*WB* | S'thamptn<br>British | T.6Cy. 19″, 31″ & 52″–48″<br>375 NH<br>Harland & Wolff (Lim.), Bel | | BT till 6,05 | |
| 506<br>85939<br>WJVR | — — Steel Sc 3 Mst Sr<br>*T. Kerr* –01<br>*Elec. light* 2 *Dks* (1 *Stl*) & *Spar dk* (*Stl*–ws) | | 4107<br>2812<br>2617 | ✠ *Spar dk* 2,86 | Lon | *x* | 1882<br>3 mo | W. Denny & Bros.<br>Dumbarton | British India Stm. Nav. Co. Ld. | 390′0 42′2 21′6<br>B132 F28′ 29·6 | Glasgow<br>British | C.2Cy. 50″ & 86″–54″<br>453 NHP<br>6 *BH Cem*<br>Denny & Co., Dumbarton | 23 ft 0 in<br>s 8 ▪ 10 | BT till ~~6,04~~ 11,05 | |
| 507<br>HNKR | **Gorbea** — Steel Sc Sr<br>*T. Basabe* –04 *ss* Bbo. No. 1–04<br>1 *Dk (Stl)* & *deep framing* | | 2023<br>1772<br>1242 | ✠ 100A1<br>4,04 | Bbo | *r* | 1899<br>3 mo | Cmpbltwn S.B. Co.<br>Campbelt'wn | Cia Bilbaina de Nav (E. Aznar y Tutor, *Mgr.*)<br>A&CP<br>*WB = Cell D Ba* 76′ *f* 116′ 366′ | 281′8 \| 40′1 \| 19′1<br>P29′ B54′ F31′<br>FK<br>4 *BH Cem*<br>*APT* 89 *t* | Bilbao<br>Spanish | T.3Cy. 21″, 33″ & 53″–36″ (*s*)<br>165 lb *80 lb* 171 NH<br>2SB, *6rf*, GS107, HS2642<br>Hutson & Sons, Ld. Glasgow | | 21 ft 8 in | | 4,04 |
| 508<br>HNLB | **Gorbea-Mendi** — Steel Sc Sr<br>*L. Sagarduy* 01–02 *ss* Bbo. No. 1–01<br>(*ex* Balderton) 1 *Dk (Irn)* 2 *tr B* & *Web frames* | | 2594<br>2413<br>1590 | ✠ 100A1<br>10,03 | Bbo | *t* | 1896<br>9 mo | W. Gray & Co. Ld.<br>W Hartlepool | Cia. Anon. del Vapor Gorbea-Mendi (Sota y Aznar)<br>A&CP<br>*WB = Cell D Ba* ¾ *u E* 128′ *f* 126′ | 314′0 44′1 20′7<br>P27′ B70′ F31′<br>FK<br>5 *BH Cem*<br>684 *t APT* 40 *t* | Bilbao<br>Spanish | T.3Cy. 23″, 36½″ & 62″–39″ (*s*)<br>160 lb ~~*80 lb*~~ *70 lb* 244 NH<br>2SB, *6rf*, GS83, HS3715<br>Cen. Mar. Eng. Wrks. W Hpl | | 23 ft 3 in<br>s 4 ▪ 0½ | | N 10,03 |
| 509<br>95534 | **Gordon** — Iron & Steel Pad<br>*C.D. Young* 89–89 *ss* Lon. No. 3–9,98<br>*Elec. light* *ss* Lon. No. ~~1–04~~ 3–04<br>1 *Dk (pt Stl)* *Steel plating Iron framing* | | 493<br>362<br>311 | ✠ A1<br>10,04 ~~12,04~~<br>*For Woolwich Ferry purposes* | Lon | | 1889<br>2 mo | R. & H. Green<br>London | London County Council<br>*Lloyd's* A&CP | 164′6 \| 42′1 \| 6′3<br>B60′<br>FK | London<br>British | D.4Cy. 33″–36″ (*s*)<br>30 lb 152 NH<br>6 *BH Cem*<br>2SB, *4pf*, GS88, HS2232<br>J. Penn & Son, Greenwich | | 7 ft 0 in | BT till ~~6,04~~ 9,05 | |
| 510<br>114677<br>SJPG | **Gordon Castle** — Steel Sc Sr<br>*C. Hendry* –03<br>2 *Dks* (1 *Stl* & *Upt Irn* & *pt Stl*) & *deep framing*<br>*Elec. light* | | 4406<br>4068<br>2821 | ✠ 100A1<br>1,05 ~~2,04~~ | N Yk | *x* | 1901<br>6 mo | C. Connell & Co.<br>Glasgow | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*)<br>*Lloyd's* A&CP<br>*WB = Cell BD a* 122′ *u E* & *B* 43′ *f* 166′ 1008 *t FPT* | 385′0 \| 50′2 \| 26′5<br>P40′ B108′ F50′<br>FK<br>6 *BH Cem*<br>75 *t APT* 85 *t* | London<br>British | T.3Cy. 27″, 43″ & 72″–48″ (*s*)<br>180 lb 484 NH<br>2SB & 1 Aux., *11cf*, GS186, HS7019 FD<br>Dunsmuir & Jackson Ld. Gls. | | 29 ft 0 in<br>s 5 ▪ 11 | | ~~7,02~~ 1,05 |
| 511<br>72<br>PhGS | **Gorgona** — Iron Sc Sr<br>*A. Tortorici* (*ex* Oneglia)<br>1 *Dk* | | 183<br>144<br>109 | *Now name:* "Acanillea," *see No. 4 in Supplement* | | | 1863<br>Greenock | Mac Nab & | Nav. Gen. Italiana | 130′2 \| 17′9 \| 9′9 | Palermo<br>Italian | C.2Cy. 14″ & 28″–24″<br>NB87 32 NH<br>*Cmp.* 74 P. Ferro & Co., Genoa | | | I | |
| 512<br>84313<br>VQMD | **Gorilla** — Iron Sc Sr<br>*A. Fraser* –02<br>*Elec. light* | | 962<br>707<br>428 | | | | 1881 | Barclay, Curle & Co.<br>Glasgow | G. & J. Burns, Ld | 250′2 \| 30′0 \| 14′7<br>P157 *t* F33 *t* | Glasgow<br>British | C.2Cy. 38½″ & 69″–48″<br>NB92 275 NH<br>Barclay, Curle & Co., Gls. | | | BT till ~~2,05~~ 3,06 | |
| 513<br>HKGV | **Goritia** — Steel Sc Sr<br>*C. Breifeld* –03<br>1 *Dk (Stl)* & *Spar dk (Stl–ws)* &<br>*Elec. light* *deep framing* | | 3104<br>2486<br>1925 | ✠ 100A1<br>*Spar dk*<br>12,03 | Tri | *v* | 1903<br>7 mo | Lloyd Austriaco | Lloyd Austriaco<br>A&CP<br>*WB = Cell D Ba* 112′ *u E* 28′ *f* 134′ 583 *t FPT* | 344′0 \| 42′3 \| 18′5<br>P36′ B96′ F64′ 26·2<br>FK | Trieste<br>Aust.-Hung. | T.3Cy. 24″, 40½″ & 68″–45″ (*s*)<br>200 lb *165 lb* 394 NHP<br>6 *BH Cem*<br>2SB, *6cf*, GS128, HS5266 FD<br>Lloyd Austriaco, Trieste | | 25 ft 4 in<br>s 4 ▪ 8 | | |
| 514<br>~~71445~~<br>RTWB | **Gorjistan** — Steel Sc Sr<br>~~*K. Saunderson* 03~~<br>1 *Dk (Stl)* & *Spar dk (Irn–teak s)*<br>*Elec. light* *deep framing* | | 3261<br>3015<br>2093 | ✠ *Spar dk* | | | 1900<br>9 mo | W. Gray & Co. Ld<br>W Hartlepool | ~~Anglo-Arabian & Persian S.S. Co. Ld.~~ (F.C. Strick & Co. Ld. *Mgrs.*)<br>A&CP<br>H.R. Matthael | 350′0 \| 45′1 \| 16′3<br>P24′ B84′ F35′ 24·2<br>*WB = Cell DB* FK<br>*a* & *u E* 138 *f* 148′ 681 *t* | ~~Swansea~~<br>~~British~~<br>Hamburg<br>German | T.3Cy. 28″, 43½″ & 72″–48″ (*s*)<br>160 lb *80 lb* 457 NHP<br>6 *BH Cem*<br>2SB, *8pf*, GS142, HS6654 FD<br>Cen. Mar. Eng. Wrks. W Hpl | | 18 ft 9 in<br>s 5 ▪ 10 | | ~~7,03~~ 12,04 |
| 515<br>HNKB | **Gorliz** — Steel Sc Sr<br>*J. Gartiegogeascoa* 01–01<br>(*ex* Salisbury) *ss* Bbo. No. 3–1,03<br>*Well deck* 1 *Dk (Stl)* 2 *tr B* | | 1805<br>1339<br>1050 | ✠ 100A1<br>11,04 ~~12,03~~<br>MS1,05 BS12,03 | Bbo | *q* | 1891<br>3 mo | J. Readhead & Sons<br>S. Shields | Cia. Anon. del Vapor Gorliz (Sota y Aznar)<br>*Lloyd's* A&CP | 259′5 \| 36′0 \| 17′9<br>P28′ Q70′ B108′ F33′<br>BK 9′<br>*WB = Cell DB* 216′ 375 *t* | Bilbao<br>Spanish | T3Cy. 20½″, 33½″ & 55″–36″ (*r*)<br>150 lb *80 lb* 181 NHP<br>4 *BH Cem*<br>2SB, *4rf*, GS70, HS2701<br>J. Readhead & Sons, S. Shl. | | 20 ft 6 in<br>s 1 ▪ 7 | | ~~1,03~~ 11,04 |
| 516<br>NBKC | **Gorm** — Steel Sc 3 Mst Sr<br>*H.V. Wrisberg* *ss* Bly. No. 3–5,02<br>*Well deck* 1 *Dk (Irn)* 2 *tr B* | | 1760<br>1274<br>1103 | ✠ 100A1<br>7,04 ~~12,04~~<br>~~MS4,04~~ LS7,04 | Bly | *q* | 1889<br>6 mo | Lobnitz & Co.<br>Renfrew | Dmpsk. S. Gorm (L.H. Carl, *Mgr.*)<br>*WB = DB* a 42′ *f* 34′ 133 *t* | 263′4 \| 35′0 \| 17′8<br>P172′ F28′<br>drp02 BK 8′<br>*MT* 46′ 452 *t FPT* | Copnhagn<br>Danish | T.3Cy. 20″, 33″ & 54″–39″ (*s*)<br>160 lb *90 lb* NDB02 173 NHP<br>6 *BH Cem*<br>2SB, *4cf*, GS88, HS2470<br>Lobnitz & Co., Renfrew | | 19 ft 0 in | | ~~5,02~~ 7,04 |
| 517<br>110538<br>QRFB | **Gorsemore** — Steel Sc Sr<br>*G. Davis* –99<br>1 *Dk 2 tr B* | | 3079<br>2317<br>1980 | | | | 1898<br>Stockton | Richardsn Duck & Co | Gorsemore S.S. Co. Ld. (W. Johnston & Co. Ld.) | 330′9 \| 46′0 \| 24′2 | Liverpool<br>British | T.3Cy. 22½″, 39½″ & 67″–42″<br>291 NHP<br>*WB* Blair & Co. Ld. Stockton | | | C | |
| 518<br>113200<br>RVMP | **Goshawk** — Iron Sc K<br>*T.W. Kew* –00<br>1 *Dk* | | 208<br>189<br>83 | ✠ *Stm Trawler* | | | 1900<br>8 mo | Cochrane & Cooper, Ld.<br>Selby | T. Baskcomb | 117′0 \| 21′5 \| 11′2<br>Q18′ F20′<br>BK 7½′ | Grimsby<br>British | T.3Cy. 12″, 21″ & 34″–24″ (*s*)<br>180 lb 66 RHP<br>3 *BH Cem*<br>1SB, *2cf*, GS33, HS1117<br>C.D. Holmes & Co. Hull | | 12 ft 0 in | | 1,03 |
| 519<br>997<br>HGFV | **Goshu Maru** — Wood Sc Sr<br>2 *Dks* | | 237<br>219<br>138 | | | | 1887<br>Ushimatsu<br>Osaka | Hosoya | N. Okuda | 127′6 \| 17′1 \| 13′9 | Osaka<br>Japanese | C.2Cy. 15″ & 27″–17″<br>25 NHP | | | | |
| 520<br>1206<br>JCLK | **Gösta** — Comp Sc Sr<br>*A. Pettersson* 03–03<br>*Mchy. Aft* (*ex* Carl Wennberg) 1 *Dk* | | 169<br>137<br>86 | | | | 1891<br>Södra Garn | J.A. Svensson | J. Olsson | 98′4 \| 22′3 \| 8′9<br>P23′ H57 *t* | Gothenbrg<br>Swedish | C.2Cy. 10¾″ & 18″–13½″<br>NE96 10 NH<br>Lundby M.V., Gothenburg | | | | |
| 521<br>3777<br>JLSR | **Gösta Berling** — Steel Sc Sr<br>*C.G. Almström* 01–01<br>1 *Dk* | | 153<br>85<br>106 | | | | 1900<br>Karlstad's Mek. Verkst.<br>Karlstad | Aktieb. | Angb. Aktieb. Fryksdalen (C.O. Boman, *Mgr.*) | 96′3 \| 20′5 \| 8′2<br>Q24′ B10 H11 *t* | Fryksände<br>Swedish | C.2Cy. 14⅞″ & 24½″–15¾″<br>20 NHP<br>Aktieb. Karlstad's M.V. | | | | |
| 522<br>3310<br>JKBV | **Göta** — Iron Sc Sr<br>*B. Bremberg* 03–03 *ss* Npt. No. 3–8,89<br>(*ex* Rishanglys) *ss* Shl. No. 1–94<br>*Well deck* 1 *Dk (Irn)* 2 *tr B* | | 1128<br>886<br>712 | ✠ 3,97 | Shl | *o* | 1877<br>3 mo | J. Readhead & Co.<br>S. Shields | Handelsbolaget Sölvsbrg Skppvsrf. (Otto Banck, *Mgr.*) | 238′9 \| 30′9 \| 17′2<br>Q93′ B49 H17 *t* F31<br>BK 8½′<br>*WB = DB* 172′ | Sölvesbrg<br>Swedish | C.2Cy. 26½″ & 51″–33″<br>NDB94 125 NHP<br>4 *BH Cem*<br>1B, GS49<br>J. Readhead & Co. S. Shields | | 18 ft 4 in | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant au Cert. Tablier et Fonds. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Installé aux Chaudières & Foyers. Nom du Constructeur des machines. | 14 Chemin sur Quille. Fraîchement mis sur cale. pds. po. | 15 Epaisseur de la quille. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 523 | **Göta** | **IronScSr** | 245 | | | | 1877 | MotalaCo. Norrköping | RederiAktieb. Norden (F.W. Forsman, *Mgr.*) | 105·3 22·8 8·6<br>P58′ H18*t* F34′ | Norköping Swedish | C.2Cy.16½″&31″–22″<br>NE&B92 38NHP<br>MotalaCo., Gothenburg | | | |
| 696 | *E.G.E.Hartzell71–77* | 1 *Dk* | 119 | | | | | | | | | | | | |
| JBVN | | | 181 | | | | | | | | | | | | |
| 524 | — | **CompScSp** | 171 | | | | 1877 | C.F.Svartling Spånga | C.L.Hellström | 100·1 22·3 10·2<br>B12′ H13*t* F14′ | Gothenbrg Swedish | C.2Cy.12½″&25″–20″<br>23NHP | | | |
| 2191 | *A.Jönsson –02* | (*ex*Forshaga) | 148 | | | | | | | | | MotalaCo., Motala | | | |
| JFBN | | 1 *Dk* | 88 | | | | | | | | | | | | |
| 525 | — | **SteelScSp** | 121 | | | | 1895 | Eriksbergs M.V.Aktieb. Gothenburg | GöteborgsNya AngslupsAktieb. J.A.Kinnman, *Mgr.*) | 92·5 19·1 6·6<br>B33′ H20*t* F12′ | Gothenbrg Swedish | C.2Cy.14″&27″–18″<br>26NHP | | | |
| 2818 | *S.R.Svensson –95* | 1 *Dk* | 57 | | | | | | | | | EriksbergM.V.Aktieb.Got | | | |
| JGHV | | | 84 | | | | | | | | | | | | |
| 526 | **Göta Elf** | **IronScSp** | 117 | | | | 1885 | P.Larsson Thorskog | NyaÅngb.Aktieb. LillaEdet (S.Olsson, *Mgr.*) | 99·0 18·4 9·0<br>H16*t* | Lilla Edet Swedish | C.2Cy.13½″&24½″–35″<br>NB60 30NHP | | | |
| [illegible] | *E.T.Wikström –85* | 1 *Dk* | 100 | | | | | | | | | P.Larsson, Thorskog | | | |
| JFNR | | | 75 | | | | | | | | | | | | |
| 527 | **Göta Kanal II.** | **Steel&IronScSr** | 165 | | | | 1888 | MotalaCo. Gothenburg | Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*) | 97·3 22·4 8·1<br>H35*t* F13′ | Stockholm Swedish | C.2Cy.11″&22″–16″<br>16NHP | | | |
| 2359 | *K.D.Danielsén88–88* | 1 *Dk* | 126 | | | | | | | | *WB* | MotalaCo., Gothenburg | | | |
| JFKH | *Mchy. Aft* | | 100 | | | | | | | | | | | | |
| 528 | **Göta Kanal IV.** | **SteelScSr** | 161 | | | | 1892 | P.Larsson Thorskog | Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*) | 97·4 22·0 8·1<br>H29*t* F35′ | Stockholm Swedish | | | | |
| [illegible] | *H.G.Claussen90–92* | 1 *Dk* | 129 | | | | | | | | | | | | |
| FQN | *Mchy. Aft* | | 102 | | | | | | | | | | | | |
| 529 | **Göta Kanal VI.** | **SteelScSr** | 160 | | | | 1890 | MotalaCo. Motala | Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*) | 96·9 21·8 8·2<br>P30′ H7*t* F14′ | Stockholm Swedish | C.2Cy.10¾″&21½″–15½″<br>15NHP | | | |
| 1837 | *J.C.Hansson88–90* | 1 *Dk* | 129 | | | | | | | | *WB* | MotalaCo., Motala | | | |
| HVFR | *Mchy. Aft* | | 94 | | | | | | | | | | | | |
| 530 | **Gotaland** | **SteelScSr** | *3583* | ✠100A1 | Gls | *w* | 1899 | Irvine'sSB &D.D.Co.Ld. W Hartlepool | Angf.Aktieb.Tirfing (A.Broström& Son, *Mgrs.*) | 340·0 48·0 25·0<br>FK | Gothenbrg Swedish | T.3Cy.24″,39″&66″–45″ (*s*) | 27 « 3 | | |
| 4219 | *O.E.F.Svensson91–03* | *ss*Nwc.No.1–03 | *3364* | 12,01 ~~13·03~~ | Shl | | 9mo | | | | | 180lb *90lb* 297NHP | | | |
| JNMH | (*ex*RobertIrvine) | 1 *Dk*(*Irn*)2*tr B* | *2331* | | LMCS.02 | | | | | | | 2SB,*Gcf*,GS100,HS4807 | | | |
| | *deep framing* & *Web frames* | | | | | | | | | | | I.Richardson&Sns,Lal.Hpl | | | |
| 531 | **Göteborg** | **SteelScSr** | 1017 | ✠100A1 | Got | *n* | 1893 | Act.Ges. "Neptun" Rostock | Förnyade.Ångf. Aktieb.Svenska Lloyd(W.Frodi, *Mgr.*) | 219·0 29·8 14·4<br>P&B149′ H34*t* F54′<br>FK | Gothenbrg Swedish | T3Cy20½″32½″&51½″–35½″ | 16 « 10 | | |
| 500 | *U.T.Clase75–95* | *ss*Got.No.2–01 | 720 | 7,01 ~~6·08~~ | | | 4mo | | | | | 156lb (*s*) 181NHP | « 1 · 3 | | |
| JBNR | *Well deck* | 1 *Dk*(*pt Std*) & *Web frames* | 566 | MS6,01 | LMC | | | *Lloyd's* | *SA&CP* | *WB = Cell DB* 115 | | 2SB,*Acf*,GS84,HS3075 | | | |
| | *Elec.light* | | | BS6,08 | 6,6 | | | | | | | A.G." Neptun," Rostock | | | |
| 532 | — | **SteelScSr** | 407 | | | | 1891 | Bergsunds Mek.Verks. Stockholm | Ångb.Aktieb.Bohusläns kaKusten (C.O.S.Posse) | 148·6 25·2 10·8<br>H59*t* 17·9 | Uddevalla Swedish | T.3Cy.15½″,24½″&41″–27½″<br>88NHP | | | |
| 738 | *G.A.Miltopæus78–91* | | 215 | | | | | | | *pt Shelter dk* 143*t* | *WB* | Bergsunds M.V.Stockholm | | | |
| HVPC | | 1 *Dk* & *pt Shelter dk* | 231 | | | | | | | | | | | | |
| 533 | **Goth** | **SteelTwinScSr** | 4738 | | | | 1893 | Harland& Wolff(Lim.) Belfast | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 400·5 47·2 26·8<br>P17′ B142*t* F55*t* | S'thamptn British | T.6Cy.18½″,30″&50″–42″<br>324NHP | | | |
| 98866 | *E.L.Travers –99* | 3 *Dks* | 4026 | | | | | | | | *WB* | Harland& Wolff(Lim.) Bel. | | | |
| NCJM | *Ref. Mchy.* | | 3035 | | | | | | | | | | | | |
| 534 | **Gotha** | **SteelScSr** | 756 | | | | 1895 | Act.Ges. "Neptun" Rostock | FörnyadeÅngf. Aktieb.Götha (H.Sternhagen) | 186·2 27·9 12·4<br>P113′ H29*t* F17′ | Gothenbrg Swedish | T.3Cy.16″,26″&42″–29″<br>95NHP | | V | |
| 2700 | *C.M.L.Lundberg97–97* | | 514 | | | | | | | | *WB* | A.G." Neptun," Rostock | | | |
| JGBD | | 1 *Dk*2*tr B* | 456 | | | | | | | | | | | | |
| 535 | **Göthe** | **CompScSr** | 428 | | | | 1874 | S.Olsson Oscarshamn | KarlshamnsÅngb. Aktieb. (O.E. Lundström, *Mgr.*) | 148·0 25·3 12·3<br>Q31′ B53′ H5*t* F22′ | Karlshmn Swedish | C.2Cy.18″&36″–21″<br>NB92 49NHP | | G | |
| 967 | *F.L.Lundström –96* | 1 *Dk* | 325 | | | | | | | | | OskarshamnsM.V.Aktieb. | | | |
| HMOP | | | 294 | | | | | | | | | | | | |
| 536 | **Gothic** | **SteelTwinSc4MastSr** | 7755 | | | | 1893 | Harland& Wolff(Lim.) Belfast | Oceanic StmNavCo Ld.(Ismay,Imrie& Co. *Mgrs.*) | 490·7 53·2 33·5<br>P58′ F61′ | Liverpool British | T.6Cy.26″,42½″&70″–51″<br>FD 700NHP | | BT<br>till<br>Dec. | |
| 102119 | *W.H.Kidley –94* | 3 *Dks* | 6644 | | | | | | | | *WB* | Harland& Wolff(Lim.) Bel | | 1906 | |
| NFVB | *Ref. Mchy. Elec.light* | | 4975 | RMC3,[illegible] | | | | | | | | | | | |
| 537 | — | **IronScK** | 153 | | | ... | 1895 | Edwards Bros. N.Shields | KelsallBros.& Beeching,Ld.(J.E. A.Kelsall, *Mgr.*) | 105·8 20·6 11·0<br>BK7½″ | Hull British | T.3Cy.12″,18″&30″–21″<br>50RHP | 11 « 16 | | |
| 105913 | *S.Knapman –95* | (*Trawler*) | 145 | | | | | | | | | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| | | 1 *Dk* | 33 | | | | | | | | | | | | |
| 538 | **Gothland** | **IronSc3MstSr** | 1485 | 100A1 | Liv | *o* | 1871 | J.&G. Thomson Glasgow | Liverpool&Hamburg S.S.Co. (D.Currie&Co.) | 251·6 32·0 16·7<br>ND99 23·9 | Liverpool British | T.3Cy.20½″,34″&55″–39″ (*s*) | 18 « 0 | | |
| 62298 | *A.Vincent–03* | *ss*Liv.2nd No.3–7,98 | 998 | *Spar dk* | | | 1mo | | | drp05 BK9 | | 165lb *70lb* ND899 199NHP | « 8 · 9½ | | |
| KGPN | | *ss*Liv.No.2–03 | 587 | ~~6,04~~ 7,08 4,05 | MC7,03 | | | | A&CP | | | 2SB,*6cf*,GS97,HS3110 | | | |
| | | 1 *Dk* & *Spar dk for passengers only* | | NE4 B6,99 | B54,05 | | | | | | | D.Rollo&Sons,Liverpool | | | |
| 539 | **Gotland** | **SteelScSr** | 2184 | ✠100A1 | Rot | *s* | 1890 | J.Priestm'n &Co. Sunderland | AngfAktiebTirfing (A.Broström&Son *Mgrs.*) | 299·5 39·1 19·9<br>P25′ Q38′ B116′ F25′ | Gothenbrg Swedish | T.3Cy.22″,36″&59″–39″ (*s*) | 21 « 8 | | |
| 3747 | ~~*Aberdeen 97*~~ | *ss*Got.No.3–5,02 | 1717 | 5,05 ~~5,01~~ | Got | | 11mo | | | ptND05 BK10″ | | 160lb *60lb* NDD05 217NHP | | | |
| JLRK | (*ex*Ithamo) | 1 *Dk*(*Std*)2*tr B* | 1387 | ~~4,03~~ | LMC[illegible] | | | | A&CP | *WB = DBu* | | 2SB,*6pf*,GS90,HS3260 | | | |
| | *Well deck* *O.B.Hanso* »96–00 | *Floors pt Irn* | | B5,05 | | | | | | | | W.Allan&Co.Sunderland | | | |
| 540 | — | **IronScSr** | 299 | | | | 1868 | Bergsunds Mek.Verks. Stockholm | Ångf.Aktieb.Gotland(A.Ekman) | 120·7 24·6 10·5<br>Q40′ B35′ H27*t* F29′ | Visby Swedish | C.2Cy.19½″&39″–23½″<br>61NHP | | | |
| 1075 | *I.E.Wulfcrona86–92* | 1 *Dk* | 171 | | | | | | | | | BrgsundsMk.Vrks.,Skm. | | | |
| JDSC | | | 210 | | | | | | | | | | | | |
| 541 | **Gottfrid** | **SteelScSr** | 1610 | ✠100A1 | Shl | *q* | 1899 | Strand Slipway Co. Sunderland | Rederiaktieb. Gottfrid (O.H.Wiens) | 258·0 36·8 16·7<br>P26′ Q64′ B50′ F81′<br>FR | Malmö Swedish | T.3Cy.19″,31″&51″–33″ (*s*) | 19 « 2 | | 11·4 |
| 3503 | *K.G.Mahlmström –99* | | 1264 | 12,03 | | | 6mo | Sunderland | | | | 160lb *80lb* 159NHP | « 3 · 3½ | | |
| JKSC | *Well deck* | *ss*Shl.No.1–03 | 980 | | LMC12 | | | A&CP | *WB = Cell DBa* 68′ | *u Eq'y B*34′ *f* 112′ 476*t* | *4 BHCem* | 1SB,*4pf*,GS66,HS2535 | | | |
| | | 1 *Dk*(*Irn*)2*tr B* | | | | | | | | | *APT* 31*t* | N.E.MarineCo.Ld.Sld. | | | |
| 542 | **Gottfried** | **SteelScSr** | 408 | | | | 1889 | Bergsunds M.V. Stockholm | RederiaktiebGott-fried Althainz (F. G.Althainz, *Mgr.*) | 138·9 24·9 12·8<br>Q44 B37′ H10*t* F16 | Stockholm Swedish | C.2Cy.19½″&38″–23½″<br>58NHP | | V | |
| 2568 | *E.E.Rydström02–02* | 1 *Dk* | 306 | | | | | | | | *WB* | BergsundsM.V.Stockholm | | | |
| HTRM | | | 211 | | | | | | | | | | | | |
| 543 | **Gottfried Schenker** | **IronScSr** | 3366 | ✠ | Tri | *e* | 1882 | BarrowSB Co.(Lim.) Barrow | Flli.Cerruti | 340·0 40·4 24·2<br>31·2<br>ND97 BK9″ | | C.2Cy.42″&80″–48″<br>340NHP | 26 « 1 | | |
| | *(BROKEN UP 3,04)* | | 2610 | *Awng dk* | | | | | | | *5 BHCem* | 2DB,*12pf*,GS131,HS5488 | | | |
| | | *ss*Lon.No.8–11,94 | 2514 | *with freeboard* | | | | | | | | BarrowS.B.Co.(Lim.),Brw | | | |
| | (*ex*Oranmore) | *ss*Tri.No.1–98 | | 6,02 | | | | | | | | 273*t deep tank f* 32′ 350*t* | | | |
| | | 2 *Dks*(1*Irn*) & *Awngdk tr B* | | | | | | | *B = DBuE* & *B* 78′ | 230*t FPT* 74*t APT* 48*t MT* 26′ | | | | | |
| 544 | **Gouverneur** | **SteelScSr** | 3336 | | | | 1900 | Reiherst'g Schiffsw. Hamburg | DeutscheOst-AfrikaLinie | 321·0 40·4 25·1<br>P&B211′ F40′ | Hamburg German | T.3Cy.23½″,38″&63½″–42½″<br>261NHP | | G | |
| | *C.Scharfe02–03* | | 2624 | | | | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| RLVQ | *Elec.light* | 2 *Dks* | 2096 | | | | | | | | | | | | |
| 515 | **Gouverneur Ballay** | **IronScSr** | 1277 | | | ... | 1882 | Whitehavn S.B.Co.Ld. Whitehaven | Ch.Scholl | 220·7 33·3 15·8<br>Q103*t* B128*t* F44*t*<br>FR | Bordeaux French | C.2Cy.28″&46″–36″<br>NB91 | 17 « 4 | V | |
| | *Lanux –02* | 1 *Dk*2*tr B* | 1069 | | | | | | | | *WB* | J.Jones&Sons,Liverpool | | | |
| JLOS | (*ex*Mongibello,*ex*Beny) | | 734 | | | | | | | | | | | | |
| | *Well deck* | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net | 5 Particulars of Classification. Character. | 6 for Special Survey | 7 Port of Survey. Year Added. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders – Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (amidships) ft. in | 15 Register in which Vessel is not in L.R. Symbol of Class. | 16 Date when mid shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 546 | **Gouverneur Generaal Daendels** | | 1265 | | | | 1902 | Nederl. Schps Maats. Amsterdam | Koninkl.Paketv. Maats | 224·0 | 36·0 | 15·0 | Batavia Dutch | T.3Cy.17",26½"&46½"–36" | | V | |
| TDLQ | *J.L.Klein* –02 SteelSc | | 813 | | | | | | | P58'F56' | | | *WB* | 127NH | | | |
| | *Elec.light* 1 *Dk*§ *Awng dk* | | 773 | | | | | | | | | | | NoodFb.v.Wtk&Spoor,Amst | | | |
| 547 | **Gouverneur Generaal Mijer** | | 842 | | | Cly | 1871 | C.Connell &Co. Glasgow | LimApat | 227·1 | 29·7 | 16·1 | Banka Dutch | C.2Cy.30"&52"–36" | | | |
| | *Yes* –97 IronSc | | — | *Awng dk* | | | 6mo | | | | | 23·8 | *4 BHCem* | 135NH | | | |
| TDLW | 1 *Dk*§ *Awngdk3trB* | | 442 | 8,71 | | | | | | | | | | J.Howden&Co.,Glasgow | | | |
| 548 | **Gouverneur Generaal 'sJacob** | | 2176 | ✝ | | Bat *s* | 1883 | Caird&Co. Greenock | Koninkl.Paketv. Maats. | 287·2 | 36·2 | 23·6 | Batavia Dutch | C.2Cy.34"&68"–45" | | | |
| | *H.Engelsman* SteelScSr | | 1970 | 7,00 | | | 6mo | | | P58'B73'F37' | | | | NB01 258NH | | | |
| TDMB | *ss*Sng.No.3–4,95 | | 1311 | | | | | | | | | BK10 | *5 BHCem* | Caird&Co.,Greenock | | | |
| | 2 *Dks*(*UptStl–wsh*)*3trH* | | | | | | | | | | | | | | | | |
| 549 | **Gouverneur Generaal van Lansberge** IronScSr | | 895 | ✝ | | Sng *n* | 1875 | Caird&Co. Greenock | Koninkl.Paketv. Maats. | 230·7 | 28·2 | 16·2 | Batavia Dutch | C.2Cy.32"&54"–36" | | | |
| | *G.Boon* | | 885 | *Shade dk* | | | 6mo | | | P51' F42' | | | | 146NH | | | |
| TDLR | (*ex*Puttialla) *ss*Sng.No.2–83 | | 502 | *with load line* | | | | | | | | | *7 BHCem* | Caird&Co.,Greenock | | | |
| | 2 *Dks*§ *Shade dk* | | | 8,83 | | | | | | | | | | | | | |
| 550 | **Gouverneur Jaeschke** SteelScSr | | 1738 | | | | 1900 | Howaldts-werke Kiel | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 240·4 | 36·0 | 20·9 | Hamburg German | T.3Cy.22½",33½"&57½"–39⅜" | | G | |
| | *R.Schuldt*01–02 | | 1322 | | | | | | | P22'B90'F38' | | | *WB* | 204NH | | | |
| LMRC | *Elec.light* 1 *Dk*§ *Spar dk* | | 1045 | | | | | | | | | | | Howaldtswerke,Kiel | | | |
| 551 | **Gouverneur von Puttkammer** | | 779 | | | | 1903 | Bremer "Vulkan" Vegesack | WoermannLinie KommanditGes. | 213·8 | 30·5 | 11·3 | Hamburg German | T.3Cy.13¾" 21½"&35⅛"–28½" | | C | |
| | *A.Wulf* –03 SteelScSr | | 585 | | | | | | | P18'Q53'B75'F26' | | | *WB* | 61NH | | | |
| RNBG | *Elec.light* 1 *Dk* | | 464 | | | | | | | | | | | Bremer "Vulkan," Vegesel | | | |
| 552 | **Goval** SteelScSr | | 462 | ✝100A1 | | Abn *y* | 1891 | Hall Russell &Co. Aberdeen | LeslieS.S.Co.Ld. (WLeslie&Co.*Mgs* | 160·6 | 24·3 | 12·4 | Aberdeen British | T.3Cy.13¾",22"&36"–27" (*s*) | 13 ″ 1 | | 12.03 |
| 98556 | *D.Cameron* –03 *ss*Shl.No.3–5,03 | | 332 | 3,01 | | | 3mo | | | Q43'B47'F20' | | | *5 BHCem* | 160lb *80lb* 72RH | 11 | | |
| MDLS | 1 *Dk*(*Irn*) | | 276 | B8 | | LM | *Lloyd's A&CP* | | | | | FK7 | | 1SB,*3rf*,GS41,HS1203 | | | |
| | | | | | | | | | | | | *WB*=*DL* | *a26'f37'60t* | Hall,Russell&Co.,Abn. | | | |
| 553 | **Governor** IronSc3MstSr | | 2710 | ✝100A1 | | Gen | 1881 | Aitken& Mansel Glasgow A&CP | SocAnon.Genovese diNav.aVap. (W.White,*Mgr.*) | 347·0 | 37·0 | 25·7 | Genoa Italian | C.2Cy.38"&75"–54" | | | 1.04 |
| 382 | *Chiozza* *ss*Lgn.2ndNo.3–4,01 | | 2452 | 5,05 | | | 3mo | | | 530' | | | *6 BHCem* | 75lb *75lb* 344NH | | | |
| PRMB | *Elec.light* *ss*Gen.No.1–04 2 *Dks*(*Irn*) | | 1785 | | | | | | | | | | | 2DB | | | |
| | | | | | | | | | | | | | | J.&J.Thomson,Glasgow | | | |
| 554 | **Governor Blackall** IronScSr | | 487 | | | | 1871 | Mort&Co. Balmain, N.S.W. | W.J.Featherstone | 194·4 | 23·8 | 15·6 | SydnyNSW British | C.2Cy.25"&50"–28" | | | |
| 64390 | *W.J.Featherstone* –99 2 *Dks* | | 473 | | | | | | | | | | | 90RH | | | |
| | | | 331 | | | | | | | | | | | Mort's Dk Co.,Ld.,Balmain | | | |
| 555 | **Governor Dingley** SteelScSr | | 3826 | | | | 1899 | Delaware RiverCo. Chester,Pa. | EasternS.S.Co. | 298·9 | 60·8 | 17·8 | Prtlnd.Me. Utd. States | T.3Cy.27½",44½"&70"–36" | | S | |
| 86483 | | | — | | | | | | | | | | *WB* | 294NH | | | |
| KPLG | *Elec.light* 2 *Dks*§ *HurricaneDk* | | 2856 | | | | | | | | | | | DelawareRiverCo. | | | |
| 556 | **Gower** IronPad | | 145 | | | | 1868 | Liverpool | ManchesterShip CanalCo. | 119·8 | 20·5 | 8·2 | Manchster British | | | | |
| 58976 | *G.Jones* –96 | | 145 | | | | | | | | | | | 80RH | | | |
| | | | 10 | | | | | | | | | | | | | | |
| 557 | **Goya** IronScSr | | 975 | ✝100A1 | | Liv *m* | 1882 | WBThmp-son&Co.Lim. Dundee | LaBeticaSoc.Anon deNav.àVap. | 210·5 | 29·8 | 13·9 | Seville Spanish | C.2Cy.23"&46"–30" (*i*) | 14 ″ 11 | | 7.00 |
| | *A.Barcaistegui*87–90 *ss*Liv.No.3–3,95 | | — | *Awng dk* | | Lon | 11mo | | | 214 | | | *4 BHCem* | 85lb *80lb* NDB97 92NH | 7 | 10 | 6.04 |
| HNKW | *ss*Bkn.No 2–03 *ss*Liv.No.1–04 | | 766 | *with freeboard* | | BS | *Lloyd's A&CP* | | | BK7½ | | | *WB*= | 1SB,*3pf*,GS40,HS1525 | | | |
| | 1 *Dk*(*Irn*)§ *Awngdk* | | | £,04 7,02 | 3,05 | LM | | | | | | | *DBa38'50t* | W.B.Thmpsn&Co.Ld.Dun | | | |
| 558 | **Goyerri** SteelScSr | | 3041 | ✝100A1 | | Bry *u* | 1890 | Russell& Co. Greenock A&CP | Cia.NavieraVas-congada (F.de Abasolo,*Mgr.*) | 322·8 | 42·0 | 20·7 | Bilbao Spanish | T.3Cy.24",39"&64"–45" (*s*) | 23 ″ 5 | | |
| | ~~*Burdin*~~ *ss* | | 2364 | 9,04 | | Bbo | 1mo | | | P32'Q90'B134'F36' | | | *5 BHCem* | 150lb *80lb* *60lb* 285NH | 2 | 5 | 8.04 |
| HNKS | (*ex*Latona) 1 *Dk*(*Stl*)*2trB*§ *Web frames* | | 1835 | | | | 04 | | | | | BK11' | | 2DB,*8rf*,GS147,HS4622 | | | |
| | *Well deck* *T.Echevarria* | | | | | | | | | | | *WB*=*CellDB250'* | *534tAPT30t* | Dunsmuir&Jackson,Gls. | | | |
| 559 | **Goyo Maru** IronScSr | | 601 | | | | 1884 | Flensburgr Schiffsb.Ges. Flensburg | HoriRikitaro | 171·5 | 24·8 | 13·7 | Osaka Japanese | C.2Cy.19⅞"&38¾"–27" | | | |
| Sunk 1904 | | | 1376 | | | | | | | | | | | NB99 65NH | | | |
| HJTQ | (*ex*Hever) | ~~1 *Dk*2*trB*~~ | 447 | | | | | | | | | | | FlensburgerSchiffsb.Ges. | | | |
| | | | 374 | | | | | | | | | | | | | | |
| 560 | **Gozo** SteelScK | | 172 | ✝100A1 | | Hul | 1902 | Cook,Wel-t'n&Gemmell Hull | HullSteamFishing &IceCo.Ld. | 108·4 | 21·3 | 11·2 | Hull British | T.3Cy.10",17"&28"–21" (*s*) | 12 ″ 1 | | 9.04 |
| 113639 | *J.Kelly* –02 | | 166 | *Stm Trawler* | | | 4mo | | | | | BK7½ | *4 BHCem* | 200lb 45RH | | | |
| | 1 *Dk* | | 64 | 9,04 | | LMC4.02 | *Lloyd's A&CP* | | | | | *WB*=*Deep tanks* | *f13'30t* | 1SB,*2pf*,GS24,HS740 | | | |
| | | | | | | | | | | | | | | Amos&Smith,Hull | | | |
| 561 | **Graaf van Bylandt** IronScSr | | 1157 | ✝ | | Sng *p* | 1876 | Caird&Co. Greenock | Koninkl.Paketv. Maats. | 256·2 | 31·6 | 17·3 | Batavia Dutch | C.2Cy.34"&60"–39" | | | |
| | *J.Heinis* –01 *ss*Sng.No.1–83 | | — | *Shade dk* | | | 7mo | | | | | | *4 BHCem* | 187NH | | | |
| TDMF | 2 *Dks*§ *Shade dk* | | 709 | *with load line* | | | | | | | | | | Caird&Co.,Greenock | | | |
| | | | | 6,83 | | | | | | | | | | | | | |
| | | | | *Now named "Toyotomi Maru," See No. 50 in Supplement* | | | | | | | | | | | | | |
| 562 | **Gracchus** SteelScSr | | 3750 | ✝100A1 | | Nwc *x* | 1902 | Palmers' Co.Ld. Newcastle | A.Currie&Co. | 360·7 | 48·8 | 24·6 | Melbourne British | T.3Cy.27",45½"&74"–48" (*s*) | 27 ″ 6 | | 9.04 |
| 101745 | *C.McDonald* –03 | | 3398 | *Shelter dk* | | Cal | 9mo | | | | | FK&RK13⅜ | *6 BHCem* | 180lb 483NH | 4 | 3½ | |
| WHFC | *Elec.light* 2 *Dks*(*Stl*)§ *deep framing* | | 2360 | 8,01 7,02 | | LMC9.02 | *Lloyd's A&CP* | | *WB*=*CellDBa* | 116'*uE*§*B*48'*f*144' | | | *849tAPT21t* | 3SB,*9cf*,GS151,HS6768 FD | | | |
| | §*Shelter dk*(*pt Stl–teak s*) | | | | | | | | | | | | | Palmers'Co.Ld.Newcastle | | | |
| 563 | **Grace** SteelScSr | | 359 | ✝100A1 | | Goo *e* | 1904 | GooleS.B. &Rpng Co.Ld Goole | A.H.Keep,Ld. | 140·0 | 25·0 | 11·7 | London British | C.2Cy.17½"&37"–24" (*r*) | 11 ″ 8 | | |
| 120465 | *J.Lee*03–04 | | 354 | 2,05 | | Shl | 11mo | | | Q44 B10 F17' | | 9·3 | *3 BHCem* | 90RIP | 6 | 1,8½ | |
| HBMW | *Web deck Mchy.Aft* 1 *Dk*(*Stl*) | | 277 | | | | *Lloyd's A&CP* | | | B11' | | FK | | 1SB,*3pf*,GS98,HS1577 | | | |
| | | | 139 | *Class Contem plated* | | LM | | | *WB*=*CellDB179'97t* | | | | | Richardsons,Westgarth& Co.Ld.Mdb. | | | |
| 564 | — IronPadTugSp | | 183 | ✝ | | Wrk *b* | 1884 | Whn.S.B. Co.(Lim.) Whitehaven | Rt.Hon.J.Lowther | 110·3 | 22·1 | 9·6 | Workngtn British | 2Cy.35"–60" | 10 ″ 0 | | |
| 79126 | *W.Peden* *ss*Mpt.No.3–1,93 | | 160 | *For Towing purposes* | | | 5mo | | | | | BK6½ | *3 BHCem* | 80RH | | | |
| JQFS | 1 *Dk* | | 41 | 1,93 | | | | | | | | | | 2SB,*4pf*,GS72,HS2150 | | | |
| | | | | | | NB | | | | | | | | Dunsmuir&Jackson,Gls. | | | |
| 565 | — SteelSc | | 70 | ✝100A1 | | Grk | 1902 | G.Brown & Co. Greenock | Flower&Everett | 71·4 | 17·4 | 8·8 | London British | C.2Cy.16"&34"–21' (*s*) | 9 ″ 6 | | 1.05 |
| 115882 | | | 70 | *For Towing purposes* | | | 7mo | | | | | BK7 | *4 BHCem* | 53RH | | | |
| | 1 *Dk*(*Teak*) | | — | 1,05 7,02 | | LMC7.02 | *Lloyd's A&CP* | | | | | | | 130lb | | | |
| | | | | | | Lon | | | | | | | | 1SB,*2pf*,GS40,HS1100 | | | |
| | | | | | | | | | | | | | | C.Houston&Co.Glasgow | | | |
| 566 | **Grace Dollar** WoodSc | | 429 | | | | 1898 | FultonE.& S.B.Works S.Francisco | R.Dollar | 158·5 | 34·0 | 11·4 | S.Frncisco Utd. States | T.3Cy.10½",18"&24"–24" | | | |
| 86415 | *E.M.Olsen* | | | | | | | | | | | | | 28NH | | | |
| | *Elec.light* | | 289 | | | | | | | | | | | FultonE.&S.B.Works | | | |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Tonn. brut Tonn. net | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Tirant d'eau. | Port d'Armement. Pavillon. | Machines. No & nature des cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Machines. Noms des Constructeurs des machines. | Vitesse. Essais. Marche. | Epoque de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 567 | **Gracia** Steel Sc Sr<br>*Compound.* ss Liv. No. 3–10,01<br>HNLD *Ruiz* –04 2 *Dks (UStl–ws & 1 Irn) 3 tr B* | 3144<br>9869<br>2021 | ✠100A1<br>11,04<br>6 BS 1,04 | Liv | 1888 Wigham<br>9mo Richrdsn & Newcastle<br>*Lloyd's* | Linea de Vapores Serra<br>*B = Cell D Bu E & S* | 345·5 \| 40·2 \| 24·6<br>P39 B96 F40<br>BK 9<br>866' 188 *t M T* / 84' 452 *t* | Bilbao<br>Spanish<br>6 *B H Cem*<br>a 28' 326 *t* | T. 3 Cy. 26", 42" & 68"–48" (s)<br>150 lb. 80 lb. NDB 04 315 NHP<br>2 DB, 8 *cf*, gs 160, ns 1822 80 ft<br>Wigham Rchrdsn & C. Nwc. | 27 « 10 | 2,04 |
| 568<br>81587<br>STDB | **Gracie** Iron Sc Sr<br>*C. Nordberg* –03 ss Nwc. No. 1–04<br>*Well deck* ss Lon. 2nd No. 3–4,99 1 *Dk 2 tr B* | 1275<br>1044<br>669 | ✠100A1<br>3,05<br>LMC 3,01 | Nwc | 1879 E. Withy & Co.<br>9mo Hartlepool<br>A&CP | Tyneside Line, Ld. (J. Ridley, Son & Tully, *Mgrs.*)<br>*WB = DBa 86' f 87'* | 261·0 \| 32·1 \| 17·0<br>Q142' B12' F81'<br>pt ND 97 BK 9' | N. Shields<br>British<br>4 *B H Cem*<br>*D T* a 18' 111 *t* | C. 2 Cy. 32" & 68"–42" (s)<br>80 lb 65 lb. NDB 94 218 NHP<br>(SB, 8 *pf*, gs 93, ns 3121<br>Blair & Co. (Lim.), Stockton | 17 « 10 | |
| 569<br>HKJQ | **Gradac** Steel Sc Sr<br>*G. T. Preradovic–03 Harlovich*<br>1 *Dk (Stl) 2 tr B & deep framing*<br>3 *Dk rule* | 2813<br>2960<br>1804 | ✠100A1<br>2,01<br>LMC | Cff | 1901 A. Rodger & Co.<br>1mo Pt. Glasgow<br>A&CP | Gradac S.S. Co. Ld. (M. Marinovic)<br>*WB = Cell D Ba & u E* 124' *f* 136' 631 *t* | 320·2 \| 46·1 \| 21·2<br>P29' B90' F82<br>FK | Ragusa<br>Aust.-Hung.<br>6 *B H Cem*<br>*4 P T* 111 *t* | T. 3 Cy. 22½", 37" & 61"–42" (s)<br>160 lb 80 lb 249 NHP<br>2 SB, 6 *cf*, gs 95, ns 3866<br>A. Rodger & Co. Glasgow | 13 « 10<br>« 11 | |
| 570<br>HPRV | **Graf Ignatieff** Iron Pad Sr<br>*H. Kalikias*<br>1 *Dk* | 205<br>—<br>22 | | | 1889 J. Jones & Sons<br>Liverpool | Russian Danube Stm. Nav. Co. | 143·4 \| 20·2 \| 7·9 | Odessa<br>Russian | C. D. 4 Cy. 14½" & 28"–42"<br>85 NHP<br>J. Jones & Sons, Liverpool | | |
| 571<br>HKCQ | **Graf Liitke** Steel Sc Sr<br>*F. Popoff* –02 ss Hfs. No. 2–02<br>(ex Corbridge)<br>1 *Dk (Irn) & Web frames & pt Awng dk (Irn)* | 2103<br>1552<br>1582 | ✠100A1<br>*pt Awng dk with freeboard*<br>6,02<br>LMC<br>MS 6,02 B 4,C | Hfs | 1894 Blyth SB. Co. Ld.<br>3mo Blyth<br>A&CP | Archangel Mourman Stm. Nav. Co.<br>*WB = Cell D B* 216' 393 *t* | 275·0 \| 37·5 \| 18·5<br>P27' Q80'<br>*pt Awng dk* 168' FK | Archangel<br>Russian<br>5 *B H Cem*<br>*A P T* 22 *t* | T. 3 Cy. 20", 33" & 54"–36" (s)<br>160 lb 80 lb 179 NHP<br>2 SB, 6 *pf*, gs 81, ns 2746<br>N. E. Marine Co. Ld. Nwc. | 20 « 9<br>« 9 - 0½ | |
| 572<br>HBCT | **Graf Platoff** Steel Pad Sr<br>*Kopaitich* –94<br>1 *Dk* | 690<br>—<br>497 | | | 1894 Stabilmnto Tecnico<br>Trieste | Russian Stm. Nav. & Trading Co. | 220·1 \| 26·6 \| 11·7 | Odessa<br>Russian | C. 2 Cy. 26½" & 47"–50"<br>130 NHP<br>Stabilimento Tecnico, Tri. | | |
| 573<br>HKJP | **Graf Todleben** Iron Sc 3 Mst Sr<br>*H. Pukne 98–03*<br>(ex Skjold)<br>1 *Dk* | 1331<br>1148<br>714 | | | 1881 Lobnitz & Co.<br>Renfrew | Gebr. Seeberg | 244·5 \| 34·5 \| 17·1<br>P16' F29' | Riga<br>Russian<br>W B | C. 2 Cy. 32" & 60"–36"<br>180 NHP<br>Lobnitz & Co. Renfrew | | V |
| 574 | **Graf Tolstoi** Iron Sc Sr<br>*J. R. Wimbe 03–03*<br>(ex Erato) | 1522<br>1167<br>972 | | | 1870 Humphrys & Co.<br>Hull | Gebr. Seeberg | 252·4 \| 34·8 \| 17·5<br>P139' H13' F32'<br>FK | Riga<br>Russian | C. 2 Cy. 32" & 60"–38"<br>NB 82 172 NHP<br>Humphrys & Co. Hull | | |
| 575<br>HKBL | **Graf Totleben** Iron Pad Sr<br>1 *Dk* | 311<br>—<br>172 | | | 1880 Samuda<br>London | Russian Stm. Nav. & Trading Co. | 215·5 \| 25·0 \| 13·3 | Odessa<br>Russian | C. 2 Cy. 25" & 62½"–51"<br>232 NHP<br>Maudslay Sons & Field, Lon. | | |
| 576<br>RLQB | **Graf Waldersee** Steel Twin Sc Sr<br>*A. Krech*<br>*Elec. light Ref. Mchy.* 4 *Dks* | 13193<br>10520<br>8375 | | | 1898 Blohm & Voss<br>Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)<br>*WB = MT* 11' 50 *t F P T* 5 *t* | 561·2 \| 62·2 \| 37·7<br>B160' | Hamburg<br>German<br>W B | Q. 8 Cy. 28", 38", 48" & 69½"–54"<br>714 NHP<br>Blohm & Voss, Hamburg | | G |
| 577<br>HKJP | **Graf Wurmbrand** Steel Twin Sc Sr<br>*F. Nassa 02–03*<br>*Well deck* 2 *Dks (UStl–ws)*<br>*Elec. light* | 952<br>660<br>391 | ✠<br>9,95 | Tri | 1895 Stabilmnto Tecnico<br>9mo Trieste | Lloyd Austriaco<br>*WB = MT* 11' 50 *t F P T* 5 *t* | 241·0 \| 30·0 \| 14·6<br>Q10' B58' F30'<br>FK | Trieste<br>Aust.-Hung.<br>6 *B H Cem*<br>*A P T* 7 *t* | T. 6 Cy. 17½", 28" & 46"–30"<br>313 NHP<br>2 DB, 8 *cf*, gs 140, ns 5400 FD<br>Stabilimento Tecnico, Tri. | 15 « 6 | |
| 578<br>114802<br>TCSL | **Grafton** Steel Sc Sr<br>*H. Marais 00–01*<br>1 *Dk (Irn) 2 tr B & deep framing*<br>3 *Dk rule* | 3106<br>2381<br>1977 | ✠100A1<br>*with freeboard*<br>Spar dk<br>1,05<br>LMC 12,01 | Sld | 1901 S. P. Austin & Son. Ld.<br>12mo Sunderland<br>*Lloyd's* | Grafton S.S. Co. Ld. (E. W. Morgan & Co. Ld.)<br>*WB = Cell D Ba* | 330·8 \| 46·1 \| 22·0<br>P33' B91' F33'<br>FK | London<br>British<br>6 *B H Cem*<br>*A P T* 158 *t* | T. 3 Cy. 24", 39" & 64"–42" (s)<br>180 lb 90 lb 278 NHP<br>2 SB, *Grf*, gs 120, ns 4160<br>G. Clark, Ld. Sunderland | 24 « 4<br>« 4 - 2 | |
| 579<br>RDWP | **Gram Para** Steel Sc Sr<br>*M. A. Pinto* –02<br>(ex Grenville)<br>*Well deck* 1 *Dk & Web frames* | 1565<br>1144<br>1003 | | ... | 1888 E. Withy & Co.<br>W Hartlepool | Empreza Nave-gaçao Gram Para (F. Gomes & Co. *Mgs.*) | 250·0 \| 35·0 \| 17·1<br>P2·· Q70' B100'<br>F31' FK | Para<br>Brazilian<br>W B | T. 3 Cy. 18½", 30" & 48"–36"<br>136 NHP<br>Blair & Co. Ld. Stockton | 19 « 4 | |
| 580<br>RLNJ | **Grampus** Steel Twin Sc<br>*J. P. Storm 02–02*<br>1 *Dk (Stl–ptws)*<br>*Elec. light* | 1029<br>924<br>608 | ✠ A1<br>*Hopper Dredger*<br>6,02<br>LMC 6,02 | Rnf | 1902 W. Simons & Co. Ld.<br>6mo Renfrew<br>*Lloyd's* | Natal Government<br>*WB =* | 218·2 \| 36·6 \| 14·9<br>Q71' RFD 53' F28'<br>FK | Pt. Natal<br>British<br>6 *B H Cem*<br>*A P T* 12 *t* | T 6 Cy. 16½", 24½" & 39"–24" (o)<br>160 lb 100 lb 161 NHP<br>2 SB, 6 *cf*, gs 104, ns 2670<br>W. Simons & Co. Ld. Rnf. | 15 « 7 | |
| 581<br>77187<br>RDWP | **—** Iron Sc Sr<br>*A. Blair* –02 (ex North-Western) | 698<br>530<br>288 | | ... | 1877 A. & J. Inglis<br>Glasgow | G. & J. Burns, Ld. | 211·2 \| 28·3 \| 14·6<br>P58' B59' F46' | Glasgow<br>British | C. 2 Cy. 36" & 64"–36"<br>NB 90 205 NHP<br>A. & J. Inglis, Glasgow | | B7<br>t0 |
| 582<br>RLNJ | **Granada** Steel Sc Sr<br>*C. E. Steffan 00–00*<br>2 *Dks & Web frames*<br>*Elec. light* *& Shelter dk* | 5124<br>4842<br>3252 | | ... | 1899 J. Priest-man & Co.<br>Sunderland | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 397·0 \| 52·2 \| 28·0<br>B *on Shelter dk* 102'<br>FK | Hamburg<br>German<br>W B | T. 8 Cy. 27", 43" & 72"–48"<br>436 NHP<br>T. Richardson & Sns, Ld. Hpl. | 30 « 10 | G |
| 583<br>55028<br>HDB | **—** Iron Sc Sr<br>*H. Hall* –02 6th Survey, Liv. 11,89<br>ex Lindsay) 3rd Survey, Liv. 11,02<br>*Well deck Mchy. Aft* 1 *Dk (Irn) 2 tr B* | 1034<br>739<br>607 | ✠ A1* 1<br>3,05<br>NB 9,01<br>MS 11,02 | Swa<br>Awc<br>Bkn<br>LMC<br>BS 10,03 | 1866 Bowdler, Chaffer & Co.<br>10mo Liverpool | Granada S.S. Co. Ld (Goodyear & Co.) | 247·8 \| 28·2 \| 16·0<br>P27' B126' F39'<br>len 77 BK 6'<br>*WB = D Ba & f* | Liverpool<br>British<br>3 *B H Cem*<br>2 PRH | C. 2 Cy. 20" & 50"–30"<br>120 lb. NDB 94 95 RHP<br>1 SB, 3 *rf* gs 60, ns 2000 NE 77<br>T. Jones & Sons, Liverpool | 17 « 2<br>« 7½ | |
| 584<br>NKWH | **Granaria** Steel Sc Sr<br>*P. J. Jörgensen 94–03* ss Ham. No. 2–03<br>ex Heathdene, ex Strathcarron)<br>1 *Dk (Stl) & Spar dk (Irn) & deep framing* | 3180<br>3042<br>2044 | ✠100A1<br>*Spar dk*<br>1,05<br>BS 5,01 | Els<br>NYk<br>MS 5,03 | 1894 A. Rodger & Co.<br>6mo Port Glasgow<br>A&CP | Dmpsksksk. Inga (P. L. Fisker, *Mgr.*)<br>*WB = Cell D Ba* 94' *f* 188' | 325·6 \| 43·2 \| 18·6<br>P27' B84' F29' 26·4<br>FK | Copnhagn<br>Danish<br>5 *B H Cem*<br>571 *t A P T* 66 *t* | T. 3 Cy. 25", 39" & 64½"–45" (s)<br>170 lb 85 lb 357 NHP<br>2 SB, *Grf*, gs 94, ns 4942 FD<br>Dunsmuir & Jackson, Gla. | 21 « 1<br>« 6 - 8½ | |
| 585<br>HBCR | **Grand Duchess Xenia** Steel Sc Sr<br>*G. Trenert 93–96*<br>*Elec. light* 2 *Dks & Awng dk* | 2022<br>—<br>1326 | | ... | 1896 Hawthorn, Leslie & Co. Ld<br>Newcastle | Russian Stm. Nav. & Trading Co. | 298·0 \| 37·0 \| 16·9<br>25·1<br>BK 8' | Odessa<br>Russian<br>W B | T. 3 Cy. 27", 44" & 72"–48"<br>404 NHP<br>Hawthorn, Leslie & C. Ld. Nwc | 19 « 5 | |
| 586<br>HBLC | **—** Steel Twin Sc Sr<br>*M. Loushkin 81–95*<br>1 *Dk (pt Stl & Awng dk*<br>*Elec. light* | 805<br>785<br>430 | ✠<br>*Awng dk*<br>*with freeboard*<br>1,01 | Nwc | 1895 W. Dobson & Co.<br>9mo Newcastle | Archangel Mourman Stm. Nav. Co.<br>*WB = Cell D Ba & u E* 61' *f* 62' | 206·6 \| 28·0 \| 13·3<br>20·8<br>FK | Archangel<br>Russian<br>4 *B H Cem*<br>99 *t A P T* 15 *t* | T. 6 Cy. 12½", 20" & 38"–24"<br>122 NHP<br>2 SB, *Apf*, gs 70, ns 2060<br>N. E. Marine E. C. (Lm) Nwc | 14 « 0 | |
| 587 | **Grand Duke Alexander** Steel Sc Sr<br>*S. Brielieof* –03<br>2 *Dks (Stl) & Awng dk (Teak)*<br>*Elec. light* | 1796<br>1094<br>1101 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>5,03<br>LMC 5,03 | Kel | 1903 Howaldts-werke<br>5mo Kiel<br>*Lloyd's* | Russian Stm. Nav. & Trading Co.<br>*WB = Cell D Ba* 78' *u E & S* 61' *f* 94' | 266·0 \| 36·0 \| 15·3<br>22·8<br>FK | Odessa<br>Russian<br>5 *B H Cem*<br>341 *t A P T* 5 *t* | T. 3 Cy. 22½", 34½" & 56½"–39½"<br>178 lb 100 lb (s) 245 NHP<br>2 SB, 6 *cf*, gs 140, ns 4192<br>Howaldtswerke, Kiel | 17 « 7<br>« 9 - 0½ | |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 | 4 Tonnage Gross. / Under deck. / Net | 5 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey. | 6 Port of Survey. | 7 Year when first classed. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Registered Dimensions. Date of Erection. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NIP=Horse power by Society's formula; HP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | 14 Moulded depth. Freeboard to Amidships. ft. in. | 15 Yearly Survey. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 588 / 616 / HQTL | **Grand Duke Alexis** / *V.Gavrylouk58–90* / *Elec.light* | **SteelScSr** / 2 *Dks(1 Stl)&Awng dk* | 1868 / 1806 / 1250 | ✠ *Awng dk with freeboard* 8,90 *Coasting in the Black Sea* | Nwc | *r* | 1890 / 8mo | R&W Hawthorn,Leslie &Co.(Lim.) Newcastle | **RussianStm.Nav. &TradingCo.** | 294·4 / 36·9 / 17·0 / BK8″ | | | Odessa Russian / 4 *BHCem* | T.8Cy.30″,46″&78″–48″ 457NH 4SB.*12pf*,GS234,HS6772 FD Hwthrn,Leslie&C.Ld Nwc | 18 ″ 1 | | |
| 589 / HBCV | **Grand Duke Constantine** / *Gherassimoff –91* / *Elec.light* | **SteelScSr** / 2 *Dks(1 Stl–ws)&Awng dk* | 1940 / 1904 / 1316 | ✠ *Awng dk with freeboard* 1,92 *Coasting in the Black Sea* | Nwc | *r* | 1892 / 1mo | R&W Hawthorn,Leslie &Co.(Lim.) Newcastle | **RussianStm.Nav. &TradingCo.** | 295·0 / 37·2 / 17·0 / 25·2 / BK8″ / *WB=Cell* | | | Odessa Russian / 6 *BHCem* / *IvB*214·240*t* | T.8Cy.27″,44″&71″–48″ 446NH 4SB.*12pf*,GS284,HS6718 FD Hwthrn,Leslie&C.Ld Nwc | 19 ″ 5 | | |
| 590 / 209907 | **Grand Haven** / *(Car Ferry)* | **SteelTwinScSr** / 2 *Dks3tr B* | 2300 / — / 1678 | | | | 1903 | Craig S.B. Co Toledo,Ohio | **GrandTrunkCar FerryCo. (E.G. Crosby,** *Mgr.*) | 306·0 / 54·4 / 17·3 | | | Grnd Havn Utd.States | T.6Cy.22″,37″&61″–36″ 447NH Craig S.B.Co.Toledo,O. | | | |
| 591 / 101253 / SKHP | **Grand Lake** / *H.Dawe –03* / *Stl frame planked* / CF | **CompScSr** / SS.NFL.01 / 1 *Dk&Spar dk&deep framing* | 896 / 823 / 463 | ✠ 15 A1 NFL *Spar dk with freeboard* 10,0 ~~12,00~~ BS8,00 ✠LMC3,01 | | | 1892 / 7mo | Murdoch& Murray Pt.Glasgow | **GrandLakeS.S.Co. Ld.** (A.Harvey& Co. *Mgrs.*) / *Lloyd'sA&CP* 10,04 | 184·8 / 31·9 / 14·5 / B52′F26′ / 21·7 | | | St.John's N.F.L. British | T.8Cy.18½″,27″&46″–36″ (*s*) 160lb *60lb* 98RH NDB87 *refitted*01 2SB,*4cf*,GS85,HS2406 FD D.Rowan&Son,Glasgow | 15 ″ 11 / s 5 • 3½ | | 88.00 10.04 |
| 592 / GQHF | **Grand Remorqueur** / 1 *Dk* | **SteelTwinSc Tug** | 234 / 234 / 55 | | | | 1898 | Maats.de Maas. Rotterdam | **BelgianGovernment** | 135·0 / 24·0 / 12·0 / *WB* | | | Ostend Belgian | T.6Cy.11½″,18½″&29½″–23½″ 85NH Maatschappij de Maas.Rot | | | |
| 593 / JVTB | **Grande Rivière** / *D.Laurent87–90* / *Well deck* *Elec.light* | **SteelScSr** / 1 *Dk* | 310 / 192 / 146 | ✠ 6,87 ✠ | Gmh | *e* | 1887 / 5mo | Grngemth Dk.YardCo. Grngemouth | **GeneralB.Rivière** | 156·0 / 22·1 / 9·5 / Q&B91′F26′ | | | P.au Prnce Haytian / 4 *BHCem* | C.2Cy.18″&34′–24″ 47NH Dunsmuir&Jackson,Gls. | 10 ″ 0 | | |
| 594 / JVTB | **Grane** / *F.Bekkevold* | **SteelScSr** / 1 *Dk* | 1121 / 902 / 699 | | | | 1899 | Bergens Mek.Verks. Bergen | **JohanC.Giertsen** | 231·1 / 33·2 / 13·7 / Q121*t*B51*t*H18*t* F29*t* / *WB* | | | Bergen Norwegian | T.3Cy.15¾″,25″&42″–30″ 97NH Bergens M.V. Bergen | | N | |
| 595 — / NCVQ | — / *A.Kreipke –94* / *(Ice breaker)* | **SteelScTug** | 120 / 120 / 12 | | | | 1891 | Burmeister &Wain Copenhagen | **Kjöbenhavns Havnevæsen** | 83·2 / 21·9 / 11·1 | | | Copnhagn Danish | C.2Cy.19″&37″–18″ 48NH Burmeister&Wain,Cpn. | | | |
| 596 / 90908 / MSLV | **Grange** / *H.C.Shaw –00* / *Well deck* *Elec.light* | **SteelScSr** / 2 *Dks(UStl–ws)* / *ss*Lth.No.3–1,05 | 1519 / 1065 / 533 | ✠100A1 Lth *q* ~~Lth.No.3–01~~ 1,05 ✠LMC4,04 BS1,05 | | | 1892 / 8mo | Wigham Richrdsn&Co Newcastle A&CP | **CarronCo.** / *WB=CellDB* 117·93*t* | 280·0 / 36·2 / 17·7 / P162′F52′ / BK9 | | | Grngemth British / 5 *BHCem* / *FPT*19*t* | T.3Cy.31″,48″&80″–48″ (*s*) 170lb FD 622NH 2D&1SB.*15cf*,GS342,HS9121 Wghm Rchrdsn&Co.Nwc | 18 ″ 11 / s 2 • 3 | BT till ~~1,05~~ 1,05 | ~~1,04~~ N1,05 |
| 597 — / 82332 | — / *W.Nicholson –93* / *(ex Flying Dutchman)* | **IronPadSp** | 125 / 112 / 16 | | | | 1880 | J T Eltringham S.Shields | **Grangemouth& ForthTowingCoLd** | 100·0 / 18·1 / 9·4 | | | Grngemth British | L.1Cy.34″–54′ 70RH J.P.Rennldsn&Son,S.Shl. | | | |
| 598 / 102863 / NKFS | **Grangense** / *P.Tocque –02* / *Elec.light* | **SteelScSr** / 1 *Dk(Irn)&Spardk3tr B* / *ss*Liv.No.3–11,01 | 2162 / 1961 / 1244 | ✠100A1 Liv *s* *Spar dk* 11,01 ~~4,06~~ ✠LMC4,04 BS11,01 | | | 1892 | Palmers' Co.(Lim.) Newcastle A&CP | **BoothS.S.Co.Ld.** / *WB=Cell* | 302·0 / 38·4 / 15·3 / P37′B66′F35′ / 23·1 / ND04 / FK | | | Liverpool British / 6 *BHAsp* / *DB*240′874*t* | T.3Cy.27″,44″&71″–48″ (*s*) 160lb *90lb* 428NH 1SB.*12cf*,GS226,HS7595 Palmers'Co.(Lim.).Nwc. | 17 ″ 8 / s 5 ″ 4 | BT till ~~9,06~~ 10,05 | ~~12,00~~ 11,04 |
| 599 / NVCL | **Grängesberg** / *J.deJong –03* / *Mchy.Aft* *Turret deck* *Elec.light* | **SteelSc7TwinMasts** / 1 *Dk2tr B* / *3 Dk rule* | 6749 / 5629 / 4379 | | | | 1903 | W.Doxford &Sons,Ld Sunderland | **W.H.Muller&Co's AlgemeeneSheepv. Maats.** (W.H.Muller&Co. *Mgrs.*) | 440·2 / 62·0 / 26·0 / P51′F41′ / *WB* | | | Rottrdam Dutch | T.3Cy.26″,43″&72″–51″ 370NH W.Doxford&Sons.Ld.Sld. | | V | |
| 600 / 115816 / TJGW | **Grangewood** / *F.W.Hatswell –02* / 1 *Dk(pt Stl&pt Irn)2tr B&deep framing* | **SteelScSr** / 3 *Dk rule* | 3422 / 3199 / 2193 | ✠100A1 Sld *v* *with freeboard* 6,04 ~~8,03~~ Off ✠LMC5,02 | | | 1902 | S.P.Austin &Son,Ld. Sunderland | **GratitudeS.S.Co. Ld.** (E.W.Morgan &Co.Ld. *Mgrs.*) / *WB=CellD* / *Lloyd'sA&CP* | 332·2 / 47·0 / 24·2 / P33′B92′F42′ / FK / *Ba*106′*uE*22′*f*140′7 | | | London British / 6 *BHCem* / 43*t APT*85*t* | T.3Cy.24″,40″&64½″–45″ (*a*) 180lb *90lb* 293NH 2SB,*6pf*,GS127.HS4389 G.Clark,Ld.Sunderland | 26 ″ 9 / ~~5 • 6~~ 6 • 10 | | ~~8,09~~ 6,04 |
| 601 / — / (ex Centaur) | **Grani** / *H.Debes –02* / 1 *Dk* | **SteelScYawl** / *ss*Gms.No.1–00 | 132 / 121 / 45 | ✠100A1 Cpn *Stm Trawler* 7,03 BS7,03 ✠LMC11,0 | | | 1896 | Mackie& Thomson Glasgow A&CP | **Akties.J.Mortensens Efterfölger** | 99·3 / 20·1 / 10·4 / Q17′F19′ / BK7½ | | | Danish / 3 *BHCem* | T.3Cy.10″,16′&27″–20″ (*s*) 180lb 85NH 1SB,*2pf*,GS23,HS536 Muir&Houston,Ld.Gls. | 11 ″ 6 | | 12,02 |
| 602 / HPRT | **Granit** / *A.Sörensen –98* / *Mchy.Aft* | **SteelSc3MstSr** / 1 *Dk* | 662 / 423 / 249 | | | | 1899 | S.Mc Knight&Co. Ld. Ayr | **Acties.Granit (Nielsen&Backa)** | 180·0 / 30·2 / 10·1 / P104*t*H113*t*F21*t* | | | Porsgrund Norwegian | T.3Cy.15″,25″&40″–27″ 83NH McKie&Baxter,Glasgow | | N | |
| 603 — / SQDV | — / *K.Lönnfors* (*ex*Sirius) | **WoodScSr** / 1 *Dk* | 212 / — / 137 | | | | 1886 | S.Groth Sjötorp | **Aktieb.Granit** | 99·7 / 22·5 / 13·0 | | | Helsingfrs Russian | C.2Cy.10½″&25½″–17½″ 28NH | | | |
| 604 / 84369 | **Granite City** / *G.Newton86–86* | **WoodPadTug** / 1 *Dk* | 113 / 109 / 8 | | | … | 1882 | Wouldhave &Johnson N.Shields | **J.N.Newton** | 95·5 / 18·7 / 10·4 | | | Aberdeen British | 1Cy.34½″–52″ 40RH R.B.Findlay&Sons,N.Shl. | | | |
| 605 / 111364 / SJQV | **Gransha** / *T.Roberts97–01* / *Well deck* | **SteelScSr** / *ss*Trn.No.1–05 / 1 *Dk(Irn)&deep framing* | 1192 / 879 / 487 | ✠100A1 Ayr *u* ~~2,04~~ 2,05 Irn ✠LMC6,01 2,05 | | | 1901 | AilsaS.B. Co. Troon A&CP | **ShamrockShippg. Co.Ld.** (T.Jack, *Mgr.*) / *WB=Cell DBa*56 | 235·5 / 33·1 / 16·6 / P24′Q54′B55′F27′ / FK&BK1 / *uE*21′*f*90′341*t* *FPT* | | | Troon ~~Belfast~~ British / 4 *BHCem* / 56*t APT*50*t* | T.3Cy.17″,28″&45″–33″ (*s*) 180lb 98RH 2SB.*4cf*,GS76,HS2800 Muir&Houston,Ld.Gls. | 17 ″ 6 / s 1 • 9½ | | 9,04 |
| 606 / 118370 / VMHP | **Grantala** / *J.Rees92–04* / *Elec.light* | **SteelScSr** / 2 *Dks(Stl–1ws&U teak s)&Web frames* | 3655 / 2902 / 1787 | ✠100A1 Nwc *x* 1,04 ✠LMC1,04 | | | 1903 | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* | **AdelaideS.S.Co.Ld.** / *WB=CellDb* | 350·0 / 45·2 / 27·2 / P75′F45′ / *Promenade dk*140′ / FK | | | Adelaide British / 7 *BHCem* / *a* 50′ *u E* 60′ *f*108′290*t* *FPT*78*t APT*43*t* | T.3Cy.32″,51½″&84″–54″ (*s*) 180lb 600NH 5SB,*15cf*,GS365,HS12410 Wllsnd Slpwy.Co.Ld.Nwc | 30 ″ 0 / 6 • 3 | BT till 12,01 | |
| 607 / 115126 / TGNW | **Grantleyhall** / *J.C.J.Jenss –03* / *Spar dk(pt Irn&pt Stl)2tr B&deep framing* | **SteelScSr** / 1 *Dk* | 4008 / 3766 / 2585 | ✠100A1 Cff *x* *Spar dk* *with freeboard* 9,0 ~~12,03~~ ✠LMC3,02 | Sws | | 1902 | Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd'sA&CP* | **WestHartlepool Stm.Nav.Co.Ld.** / *WB=Cell DBa* 112′*uE*&*B* 36′*f*148 | 345·2 / 47·8 / 19·4 / P31′B216′F34′ 27·6 / FK | | | W.Hartlpl British / 6 *BHCem* / 876 *APT*101*t* | T.3Cy.25″,40″&67″–45″ (*s*) 165lb *100lb* 306NH 2SB,*6cf*,GS114,HS4615 Richardsons,Westgarth& Co.Ld.Hpl | 22 ″ 11 / ~~5 • 6½~~ s 5 • 4 | | 12,08 |
| 608 / 56755 / NVMC | **Granton** / *J.Prior –95* / *Well deck* | **IronSc3MstSr** / *ss*Lon.No.3–7,78 / *ss*Lon.No.2–87 2 *Dks* | 931 / 816 / 582 | ✠ 2,87 ✠NE&B81 | Lon | | 1866 | Gourlay Bros.&Co. Dundee | **Gen.Stm.Nav.Co. Ld.** | 235·4 / 30·1 / 16·8 / P160′F38′ | | | London British / 4 *BHCem* | C.2Cy.27″&52″–33″ 129NH Gourlay Bros.&Co.,Dundee | 18 ″ 0 / ~~8 • 1~~ | | |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Greement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines maintenant classés. Lettre distinctive. | 8 Construit. Quand. Où. Matériaux. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Fraisure sur Quille. Epaisseur des bordages du navire. pces. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 609<br>104961<br>MSQG | **Granuaile** SteelScSr<br>*T. Brady* 00–00 *ss* Dub. No. 2–03<br>*Well deck* 1 *Dk (Stl–pt ws)* | | 383<br>225<br>106 | ✝ 100 A1<br>*, 1* 8,03<br>BS6,04 ✠ LMC8,03 | Dub | *f* | 1895<br>3mo | Ailsa Shipbuilding Co. Troon<br>*Lloyd's* A & CP | Congested Districts Board of Ireland<br>*WB = DBf* 61′ 8*0t FPT* | 149·9 \| 24·1 \| 7·7<br>P93′ F38′<br>BK 7 | Dublin<br>British<br>5 *BH Cem*<br>14 *t APT* 10*t* | T. 3 Cy. 15″, 23″ & 39″–24″ (s)<br>160 lb *Sdlb* 75 RH<br>ISB, *3rf*, gs54, hs1440<br>Muir & Houston, Glasgow | 10 « 3<br>« « 5 | BT<br>BT | 5.00 |
| 610<br>68127<br>HTRW | **Granville** IronPadSpTug<br>*W. Sharp* –03 1 *Dk* | | 155<br>150<br>35 | ✝<br>5,76 | Lon | | 1876<br>4mo | Westwood & Bailey London | Dover Harbour Board | 101·0 \| 19·1 \| 10·4 | Dover<br>British<br>3 *BH Asp* | L. 2 Cy. 30″–54″<br>70 RH<br>J. Stewart, London | | | |
| 611<br>HNLK | **Grao** IronScSr<br>*M. Lloret* 95–01 *ss* Msl. No. 3–6,97<br>1 *Dk (Irn) & Spar dk* | | 1488<br>912<br>1110 | ✝<br>*Spar dk*<br>4,00 | Msl | *p* | 1885<br>6mo | J. Readhead & Co.<br>S. Shields | Cia. Valenciana de Nav. | 240·0 \| 32·6 \| 15·4<br>22·6<br>BK 8<br>*WB = DBa* 25*f* 36′ *& uE*<br>*t B* 40′ 197*t* | Valencia<br>Spanish<br>4 *BH Cem*<br>2 SB, *6pf*, gs120, hs2832<br>J. Readhead & Co., S. Shields | C. 2 Cy. 30″ & 56″–36″<br>NDB 97 162 NH | 16 « 4 | | |
| 612<br>HNLK | **Grão Para** WoodPad<br>*J. F. Vieira* –99 | | | | | | 1877 | P. Taves Rio Janeiro | Leopoldina Rly. Co. Ld. | 161·0 \| 18·0 \| 4·3 | R. Janeiro<br>Brazilian | O. 2 Cy. 32″–30″<br>86 NH | | | |
| 613<br>1161<br>TRMN | **Graphic** SteelScSr<br~~*W. S. Ireland* 98~~ *J. S. Nicholson* 03–03<br>1 *Dk (pt Stl & pt Irn)* 2 *tr B & deep framing*<br>3 *Dk rud* | | 3295<br>3082<br>2152 | ✝ 100 A1<br>4,03 ~~Lbd~~<br>✠ LMC | Off<br>Hpl | *r* | 1902<br>10mo | Sir Raylton Dixon & Co. Ld. Middlesbro'<br>*Lloyd's* A & CP | W. H. Cockerline & Co.<br>*WB = Cell D Ba* | 324·9 \| 47·2 \| 24·3<br>P30′ B90 F33′<br>FK<br>102 *uE & B* 34*f* 140′ | Hull<br>British<br>5 *BH Cem*<br>700*t F P T* | T. 3 Cy. 24″, 39″ & 65″–42″ (s)<br>180 lb *Sdlb* 306 NH<br>2 SB, *6pf*, gs185, hs4812<br>Richardsons, Westgarth & Co. Ld. Mdb | 26« 10<br>s 4·10« | | |
| 614<br>89194 | **Grappler** IronPadSk<br>*T. Reddie* –04 1 *Dk* | | 102<br>98<br>14 | | | | 1884 | J. T. Eltringham<br>S. Shields | D. Wilson & Son | 90·5 \| 17·6 \| 9·2 | Borrowstouness<br>British | L. 1 Cy. 32½″–50″<br>55 RH<br>J. P. Rennoldson & Sns, S. Shd | | | |
| 615<br>NGRM | **Grassholm** IronScK<br>*G. Webb*<br>(*Trawler*) 1 *Dk* | | 142<br>137<br>40 | | | | 1891 | J. T. Eltringham & Co.<br>S. Shields | Neale & West | 100·0 \| 20·6 \| 11·4<br>BK 6½ | S. Shields<br>British | T. 3 Cy. 12¼″, 20″ & 32″–22″<br>50 RH<br>J. P. Rennoldson & Sns, S. Shd | 11 « 4 | | |
| 616<br>95770 | **Grasshopper** IronScYl<br>*ss* Hul. No~~s 1888~~ 3, 04<br>1 *Dk* | | 155<br>142<br>57 | ✝ 100 A1<br>*Stm Trawler*<br>~~5,05~~ 3,05 | Hul | | 1891<br>10mo | Mackie & Thomson Glasgow<br>*Lloyd's* A & CP | British Stm Trawling Co. Ld. | 100·5 \| 20·5 \| 10·7<br>Q19′ F19′<br>pt ND 04 BK 7½ | Hull<br>British<br>3 *BH Cem* | C. 2 Cy. 16″ & 32″–22″ (s)<br>110 lb 45 RH<br>ISB, *2pf*, gs30, hs690<br>Muir & Houston, Glasgow | 11« 11 | | 23.00 |
| 617<br>NLPH | **Gratia** SteelScSr<br~~*A. P. Stouthi* 01~~<br>*C. Andersen* 1 *Dk (pt Stl & pt Irn & deep framing & pt Awng dk (Irn)* | | 1882<br>1304<br>1171 | ✝ 100 A1<br>*pt Awng dk with freeboard*<br>5,05 ~~5,01~~ ✠ LMC | Sld<br>Els | *q* | 1901<br>7mo | J. Crown Sunderland<br>A & CP<br>*WB = Cell D Ba* 68′ *uE* 18′ | Dampskibsselskbt Östersöen (Heckscher & Söns, *Mgrs.*) | 257·9 \| 38·2 \| 16·2<br>Q82′<br>*pt Awng dk* 174′ FK<br>*f* 116′ 452*t FPT* 31*t* | Copnhagn<br>Danish<br>4 *BH Cem*<br>*APT* 48*t* | T. 3 Cy. 19½″, 32½″ & 53″–36″ (s)<br>160 lb *Sdlb* 174 NH<br>2 SB, *4pf*, gs79, hs2700<br>G. Clark, Ld. Sunderland | 18 « 6<br>s 8 · 1 | | 5.05 |
| 618<br>109148<br>QFJW | **Gravina** IronScSr<br>*M. W. Couch* –98 *ss* Lon. No. 3–8,02<br>1 *Dk (Irn) & Spar dk & Web frames* | | 1242<br>1220<br>750 | ✝ 100 A1<br>*Spar dk with freeboard*<br>9,01 ~~9,03~~ ✠ LMC | Ham | *n* | 1886<br>8mo | J. Readhead & Co. S. Shields<br>*Lloyd's* A & CP | Gravina S.S. Co. Ld. (R. MacAndrew & Co.) | 227·0 \| 32·1 \| 14·0<br>21·7<br>pt ND & pt bd 02 BK 8<br>*WB = DBa* 49·52*t* | Liverpool<br>British<br>4 *BH Cem*<br>1 SB, *3cf*, gs52, hs1830<br>J. Readhead & Co., S. Shields | T. 3 Cy. 18″, 28″ & 48″–30″ (s)<br>160 lb *Sdlb* ND 00 124 NH<br>1 SB, *3cf*, gs52, hs1830<br>J. Readhead & Co., S. Shields | 15 « 0<br>s 5·10« | | 9.04 |
| 619<br>112707<br>RQDB | **Grayfield** SteelScSr<br>*A. Tyson* –00<br>1 *Dk (Irn) & deep framing* | | 2121<br>1948<br>1340 | ✝ 100 A1<br>1,01 | Cff | *s* | 1900<br>5mo | W. Gray & Co. Ld. West Hartlepool<br>A & CP | Field Line (Cardiff) Ld. (E. Jones & Co., *Mgrs.*)<br>*WB = Cell D Ba & uE* 110′ *f* 120′ | 291·0 \| 42·1 \| 19·2<br>P27 B69 F29<br>FK | London<br>British<br>3 *BH Cem*<br>607*t APT* 51*t* | T. 3 Cy. 21½″, 35″ & 58″–39″ (s)<br>160 lb *Sdlb* 215 NH<br>2 SB, *6rf*, gs82, hs3303<br>Cen. Mar. Eng. Wrks. W Hpl | 21 « 9<br>« 3 · 6 | | 7.00 |
| 620<br>63030 | **Great Britain** WoodPadTug<br>*N. Brown* pt IB | | 100<br>100<br>12 | ✝<br>*For Tug purposes only*<br>11,74 | Shl | 8 | 1874<br>4mo | Winlo S. Shields | G. Brown | 99·7 \| 18·2 \| 9·9 | S. Shields<br>British | L. 2 Cy. 36″–50″<br>60 RH<br>J. Readhead & Co., S. Shields | | | |
| 621<br>115823<br>TJSN | **Great Southern** SteelTwinScSr<br>*E. Davies* –04<br>2 *Dks (UStl–ws) & Shelter dk*<br>*Elec. light* | | 1339<br>960<br>354 | ✝ A—<br>*Shelter dk with freeboard*<br>5,02 ✠ LMC 5,02<br>*For Channel purposes Milford Haven & Waterford* | Bkn | | 1902<br>5mo | Laird Bros. Ld. Birkenhead | Gt. Western Rly. Co | 275·8 \| 36·3 \| 15·2<br>FK<br>*WB =* | London<br>British<br>7 *BII pt Asp pt Cem*<br>*FPT* 22*t* | T. 4 Cy. 19″, 29½″ & (2) 33″–30″<br>180 lb *180lb* (s) 443 NH<br>2 DB, *12cf*, gs209, hs7492 FK<br>Laird Bros. Ld. Birkenhead | 16 « 9<br>s 4 · 8 | BT still | |
| 622<br>115803 | **Great Western** SteelTwinScSr<br>*A. E. Davies* 97–02<br>2 *Dks (UStl–ws) & Elec. light* *Shelter dk* | | 1339<br>960<br>354 | ✝ A—<br>*Shelter dk with freeboard*<br>4,03 ✠ LMC 4,02<br>*For Channel purposes Milford Haven & Waterford* | Bkn | | 1902<br>4mo | Laird Bros. Ld. Birkenhead | Gt. Western Rly. Co | 275·8 \| 36·3 \| 15·2<br>FK<br>*WB =* | London<br>British<br>7 *BII pt Asp pt Cem*<br>*FPT* 22*t* | T. 4 Cy. 19″, 29½″ & (2) 33″–30″<br>180 lb *180lb* (s) 443 NH<br>2 DB, *12cf*, gs209, hs7492 FK<br>Laird Bros. Ld. Birkenhead | 16 « 9<br>s 4 · 3 | BT still | 4.00 |
| 623<br>97390<br>LQRP | **Greatham** SteelScSr<br>*R. Gowing* –93 *ss* Hpl. No. 3–5,02<br>(*ex* Bussorah)<br>*Well deck* 1 *Dk (Irn) & Web frames* | | 2358<br>1790<br>1531 | ✝ 100 A1<br>4,03 ~~10,03~~<br>~~Bc 9,03~~ ✠ LMC 9,01<br>~~BS 6,04~~ | Hpl<br>Bry | *s* | 1890<br>4mo | W. Gray & Co. (Lim.) W Hartlepool<br>*Lloyd's* A & CP | T. Appleby & Co. | 290·0 \| 38·1 \| 20·3<br>P29′ Q92′ B112′<br>F31′ BK 10<br>*WB = DBa* 96′ | W. Hartlpl<br>British<br>5 *BH Cem*<br>*f* 108′ 452*t* | T. 3 Cy. 21½″, 35″ & 58″–39″ (s)<br>160 lb *Sdlb* ND 00 210 NH<br>2 SB, *6rf*, gs89<br>Cen. Mar. Eng. Wrks. W Hpl | 22 « 2<br>s 2 · 1 | | 7.00 |
| 624<br>102703 | — IronPadSpTug<br>*C. Bell* –93 1 *Dk* | | 132<br>118<br>10 | | | | 1893 | J. P. Rennoldson & Sns. S. Shields | N. Eastern Rly. Co. | 95·0 \| 19·1 \| 9·8<br>B15′ | W. Hartlpl<br>British | L. 2 Cy. 28″–50″<br>75 RH<br>J. P. Rennoldson & Sns, S. Shd | | | |
| 625<br>94312<br>KRJM | **Grebe** SteelScSr<br>*N. Smith* –03<br>*Well deck* 1 *Dk 2 tr B* | | 761<br>662<br>454 | | | … | 1887 | Gourlay Bros. & Co. Dundee | General Stm. Nav. Co. Ld. | 210·0 \| 30·1 \| 15·0<br>P153′ F31′<br>BK 7 | London<br>British<br>*WB* | T. 3 Cy. 19″, 29″ & 48″–33″<br>112 NH<br>Gourlay Bros. & Co., Dundee | 15« 10 | | |
| 626<br>93939 | — SteelScK<br>*J. Casey* –00 *ss* Abn. No. 2–00<br>LDk | | 142<br>136<br>44 | ✝ 100 A1<br>*Stm Trawler*<br>~~5,01~~ ~~4,03~~<br>✠ LMC 2,00 | Abn | | 1892<br>11mo | W. Hamilton & Co. Pt. Glasgow<br>A & CP | P. Johnstone | 100·2 \| 20·5 \| 10·6<br>Q19′ F18′<br>BK 7½ | Aberdeen<br>British<br>3 *BH Cem* | T. 3 Cy. 11″, 17″ & 27″–22″ (s)<br>160 lb 45 RH<br>1 SB, *2pf*, gs31, hs916<br>D. Rowan & Son, Glasgow | 11« 11 | | 3.00 |
| *Now named "Secundo," See No. 53 in Supplement.* | | | | | | | | | | | | | | | |
| 627<br>86491<br>KPSF | **Grecian** SteelScSr<br>3 *Dks & Hur. Dk* | | 2827<br>1490<br>1994 | | | | 1900 | Harlan & Hollingsworth Co. Wlmgtn, Del | Boston & Philadelphia S.S. Co. | 265·0 \| 42·0 \| 36·0<br>*WB* | Boston<br>Utd. States | T. 3 Cy. 25″, 41½″ & 68″–42″<br>300 NH<br>Harlan & Hollingsworth Co., Wilmington, Del | | RS | |
| 628<br>86136 | — SteelSc<br>*F. C. Watson* 02–03 2 *Dks*<br>*Mchy. Aft* *Elec. light* | | 2348<br>—<br>1875 | | | | 1891 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S. Co. | 296·2 \| 40·4 \| 21·1<br>H– F36′<br>*WB* | Cleveland, Ohio<br>Utd. States | T. 3 Cy. 24″, 38″ & 61″–42″<br>241 NH<br>Globe Irn Wks Co., Cleveland | | | |
| 629<br>105540 | — IronScK<br>*A. N. Croft* –96<br>(*Trawler*) 1 *Dk* | | 119<br>110<br>38 | | | … | 1896 | Cook, Welt'n & Gemmell Hull | T. Robinson | 88·5 \| 20·1 \| 10·7<br>Q18′<br>BK 7½ | Grimsby<br>British | T. 3 Cy. 10½″, 17″ & 30″–21″<br>NB 03 45 RH<br>Earle's Co. (Lim.), Hull | 11 « 4 | | |

| 1 No. in Book. Official No. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years added now expired. Equipment Letter. | 8 Built. When? Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Reg'st'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Mean'd depth. Freeboard. Load. ft. in. | 15 Date of last Special Survey. | 16 Date when last Bottom Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 630<br>110750<br>RKVP | **Grecian Empire**<br>*H.Petherbridge* –99<br>1 *Dk* | **IronScK**<br>ssHul.No 1–04 | 195<br>172<br>49 | †100A1<br>*Stm Trawler*<br>8,04 | Hul | | 1899<br>11mo | Cook, Welton&Gemmell<br>Hull<br>A&CP | CargillSteam TrawlingCo.Ld. | 115·5\|21·0\|11·2<br>Q60′<br>BK7½<br>*WB = DB f 10·5t* | Hull<br>British<br>*1 BHCem* | T.3Cy.17½″,21½″&33″–24″ (s)<br>200lb 63RH<br>1SB.*2cf*,GS35,HS1055<br>C.D.Holmes&Co.Hull | 12 ″ 1 | | s.p.. |
| 631<br>LMVW | **Grecian Prince**<br>*Well deck*<br>1 *Dk(Irn)&Webframes* | **SteelScSr**<br>ssN.Yk.No.3–1.02 | 2204<br>1699<br>1405 | †100A1<br>NYk *r*<br>Mch | | | 1890<br>1mo | Short Bros.<br>Sunderland<br>A&CP | PrinceLine,Ld.<br>(J.Knott,*Mgr.*)<br>*WB = Cell DBa* | 292·0\|39·1\|18·9<br>P32 Q76′B114′<br>F30′ BK10″<br>108′f80′ | Newcastle<br>British<br>*1 BHCem*<br>*314t APT 40t* | T.3Cy.22″,36″&59″–42″ (s)<br>150lb *90lb* NDB92 228NHP<br>2SB,*6rf*,GS100 ×3600<br>J.Dickinson,Sunderland | 21 ″ 0<br>s 1 ″ 10½ | | |
| 632<br>109900 | | **SteelScK**<br>*L.Potter94–99*<br>(*Trawler*)<br>1 *Dk* | 126<br>117<br>20 | | | | 1899 | J.T.Eltringham&Co.<br>S.Shields | R.Irwin Prince Fishing Co.(R.R.Irwin &J.W.Simpson,*Mgrs.*) | 96·0\|19·1\|10·7<br>BK7″ | N.Shields<br>British | C.2Cy.16″&34″–22″<br>47RH<br>G.T.Grey,SouthShields | 11 ″ 0 | | |
| 633<br>98870<br>NHGF | **Greek**<br>*L.W.Bayldon* –02<br>*Ref.Mchy.* | **SteelTwinScSr**<br>3 *Dks* | 4747<br>4033<br>3036 | | | | 1893 | Harland&Wolff(Lim.)<br>Belfast | Union-CastleMail S.S.Co.,Ld. (D. Currie&Co.*Mgrs.*) | 400·5\|47·2\|26·9<br>P47′ B142′ F55′<br>*WB* | S'thamptn<br>British | T.6Cy.18½″,30″&50″–42″<br>324NHP<br>Harland&Wolff(Lim.),Bel | | BT till 12,05 | |
| 634<br>105192<br>QBLF | **Green Jacket**<br>*Davies*<br>1 *Dk(pt Irn pt Stl)2tr B & deep framing 3 Dk rule* | **SteelScSr**<br>ssCff.No.1–02 | 2824<br>2619<br>1829 | †100A1<br>Cff Bry<br>4,05 | *u* | | 1898<br>3mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>A&CP | G.Hallett<br>*WB = Cell DBa* | 326·0\|47·0\|21·5<br>P21′B91′F34′<br>FK<br>102′f139′ | Cardiff<br>British<br>*6 BHCem*<br>*559t APT 21t* | T.3Cy.28″,38″&62″–42″ (s)<br>180lb *180lb* 257NHP<br>2SB,*6rf*,GS110,HS3770<br>J.Dickinson&Sons,Ld.Sld. | 24 ″ 0<br>s 4 ″ 3 | | 4,05 |
| 635<br>102707<br>NGBC | **Greenbrier**<br>*D.Reside* –04<br>*Elec.light*<br>*Ref.Mchy.*<br>1 *Dk(Stl)&Spardk*<br>*(Stl&Irn)&Web frames* | **SteelScSr**<br>ssLon.No.2–02 | 3332<br>2703<br>2139 | †100A1<br>Mch *e*<br>*Spar dk*<br>Bry<br>11,01 | | | 1893<br>12mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP | Elders&Fyffes (Shipping)Ld. | 345·0\|41·2\|18·6<br>26·1<br>BK10″<br>*WB = Cell DB* | W.Hartlpl<br>British<br>*6 BHCem*<br>*APT 13t* | T.3Cy.28″,44″&72″–48″ (s)<br>160lb *80lb* 412NHP<br>2DB,*12cf*,GS187,HS6981<br>T.Richardson&Sons,Hpl. | 21 ″ 2<br>s 5 ″ 10 | | 11,04 |
| 636<br>115308<br>PGPW | **Greenhill**<br>*A.Haisman* 02<br>1 *Dk(pt Stl pt Irn)&deep framing*<br>(*ex Corneille*) | **SteelScSr**<br>2,05 | 1900<br>1653<br>1205 | †100A1<br>Bry *r*<br>Off | | | 1901<br>3mo | Sir Raylton Dixon&Co Ld<br>Middlesbro'<br>A&CP | W.J.Tillett&Co.<br>*WB = Cell DBa* | 272·5\|40·0\|18·1<br>P26′B60′F31′<br>FK<br>84′*u*E18′*f*112′ | Cardiff<br>British<br>*1 BHCem*<br>*449t APT 82t* | T.3Cy.20½″,33″&56″–36″ (s)<br>160lb *80lb* 191NHP<br>2SB,*4cf*,GS68,HS2897<br>Richardsons,Westgarth& Co.Ld.Hpl. | 20 ″ 6<br>s 3 ″ 0½ | | 10,02<br>N2,05 |
| 637<br>113506<br>SGJR | **Greenisland**<br>*J.Meneely01–01*<br>*Mchy.Aft*<br>*Well deck*<br>1 *Dk(Stl)* | **SteelScSr**<br>ssBel.No.1–05 | 257<br>178<br>54 | †100A1<br>Bel *d*<br>5,05 | | | 1901<br>1mo | Ailsa S.B. Co.<br>Troon<br>A&CP | C.M.Legg<br>*WB = FPT* | 132·6\|22·1\| 9·1<br>Q42′B11′F23′<br>FK&BK1″<br>3*BHCem*<br>*24t APT 5t* | Belfast<br>British<br>1SB,*2pf*,GS36,HS1030<br>Wrkman,Clark&Co.Ld Bel | C.2Cy.16″&34″–24″ (s)<br>120lb 58RHP | 10 ″ 0<br>s ″ 5 | | 5,05 |
| 638<br>65005<br>LDSH | **Greenland**<br>*G.Barbour96–96*<br>2 *Dks* | **WoodScBk** | 448<br>388<br>259 | | | | 1872 | A.Hall&Co<br>Aberdeen | D.Murray&Son | 151·4\|27·3\|16·4<br>P24′ Q37′t | Glasgow<br>British | C.2Cy.24½″&42½″–24″<br>75RH<br>D.Brown,Glasgow | | | |
| 639<br>108484 | **Greenock**<br>*C.A.Aronson* –97<br>1 *Dk* | **SteelScYl**<br>ssGms.No.1–02 | 165<br>152<br>51 | †100A1<br>Gms<br>*Stm Trawler*<br>12,04 | | | 1897<br>11mo | Mackie& Thomson<br>Glasgow<br>A&CP | Hagerup, Doughty &Co.Ld. | 104·2\|21·0\|10·7<br>Q17′F19′<br>BK7½ | Grimsby<br>British<br>*4 BHCem* | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45RH<br>1SB,*2pf*,GS23,HS536<br>Muir&Houston,Ld.,Gls. | 11 ″ 7 | | N12,04 |
| 640<br>104970 | **Greenore**<br>1 *Dk* | **SteelPad** | 217<br>167<br>82 | | | | 1896 | J.P.Rennoldson&Sns<br>South Shields | L.&N.W.Rlwy.Co. | 121·9\|22·1\| 8·1<br>len03 | Dublin<br>British | C.D.O.4Cy.15″&28″–42″<br>70RHP<br>J.P.Rennoldson&Sns.S.Shl | | BT till 11,05 | |
| 641<br>22152<br>HQNM | **Greenport**<br>1 *Dk*<br>(*ex Sagadahoc, ex Star of the East*) | **WoodPad** | 1413<br>—<br>1267 | | | | 1866 | .....<br>New York | Montauk Stmboat Co. | 244·2\|35·2\|12·8 | Sag Harbour N.Y. Utd.States | 1Cy. | | | |
| 642<br>86228 | **Greensborough**<br>*D.S.Brockway* –92 | **WoodSc** | 163<br>—<br>111 | | | | 1892 | W.E. Woodall&Co.<br>Baltimore Md | D.S.Brockway | 117·5\|21·5\| 6·8 | Wilmgton (Del.)<br>Utd.States | C.2Cy.10″&18″–14″<br>10NHP | | | |
| 643 | **Greenville** | **SteelTwinScTug**<br>1 *Dk* | 200 | | | | 1904 | Maryland Steel Co.<br>Sparro'Pt Md | Pennsylvania R.R. Co. | 111·0\|24·0\|12·5 | Phildlphia<br>Utd.States | T.6Cy.12″,18″&30″–22″<br>84NHP<br>MarylandStl.Co.Sparr'.Pt. | | | |
| 644<br>110058<br>QRLW | **Greenwich**<br>*B.Cobb91–02*<br>1 *Dk(Irn)&Web frames* | **SteelSc**<br>ssHpl.No.1–02 | 2938<br>2474<br>1863 | †100A1<br>Nwc *u*<br>*Trunk dk*<br>Bry<br>12,04 | | | 1899<br>2mo | Ropner& Son<br>Stockton<br>A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co *Mgrs.*)<br>*WB = Cell DBa* | 315·0\|46·6\|20·8<br>P31′B62′F32′<br>FK<br>100′*u*E24′*f*126′644t | London<br>British<br>*5 BHCem*<br>*APT 145t* | T.3Cy.23″,38″&62½″–42″ (s)<br>160lb *90lb* 256NHP<br>2SB,*6rf*,GS106,HS3900<br>Blair&Co.Ld.Stockton | 22 ″ 2<br>s 3 ″ 4½ | | 6,02<br>N12,04 |
| 645<br>117954<br>VDKJ | **Greenwood**<br>*E.T.Jones* –04<br>1 *Dk(pt Irn&pt Stl)&deep framing*<br>*Well deck* | **SteelScSr**<br>12,04 | 1117<br>880<br>664 | †100A1<br>Bly *n*<br>Nyc | | | 1903<br>6mo | Blyth S.B. Co.Ld.<br>Blyth<br>A&CP | TynesideLine,Ld. (J.Ridley,Son& Tully,*Mgrs.*)<br>*WB = Cell DBa* | 225·0\|33·2\|14·4<br>Q116′B10′F21′<br>FK<br>60′*u*E*g*<br>*B37′f92′314t FPT* | Newcastle<br>British<br>*4 BHCem*<br>*19t APT 20t* | T.3Cy.18½″,30″&50″–36″ (s)<br>180lb *80lb* 162NHP<br>1SB,*4pf*,GS70,HS2500<br>N.E.MarineEng.CoLd.Sld. | 16 ″ 7<br>s 1 ″ 8 | | 3,04 |
| 646<br>85921<br>KDJL | —<br>1 *Dk* | **WoodSc** | 196<br>—<br>144 | | | | 1886 | C.G.White<br>S.Francisco | Beadle Bros. | 114·0\|31·0\| 9·0 | S.Frncisco<br>Utd.States | C.2Cy.11″&22″–18″<br>17NHP<br>HinkleySpiers&HayesSFo | | | |
| 647<br>MBWH | **Greetlands**<br>*L.E.Norloff*<br>1 *Dk(Irn)2tr B* | **IronScSr**<br>ssNYk.No.3–2,97<br>ssXia.No.2–05 | 1026<br>922<br>629 | †100A1<br>Mtl *n*<br>Xia<br>4,05 | | | 1883<br>11mo | D.Baxter & Co.<br>Sunderland<br>*sA&CP* | J.T.Boss E.B.Aaby<br>*WB = DBa* | 230·0\|33·2\|16·1<br>B50′F27′<br>BK8″<br>65′145t*FPT* | Drammen Quebec<br>British<br>*1 BHCem*<br>*75t APT 15t* | C.2Cy.28″&52″–36″ (s)<br>80lb *50lb* NDB92 119NHP<br>1SB,*4pf*,GS77<br>Ross&Duncan,Glasgow | 17 ″ 0 | | N9,04 |
| 648 | **Gregori Gaponoff**<br>*N.Scarlatta* –04<br>*Well deck*<br>1 *Dk2tr B* | **IronScSr**<br>(*ex North Tyne*) | *1209*<br>*974*<br>*754* | | | | 1870 | C.Mitchell &Co.<br>Newcastle | G.A.Gaponoff<br>*WB* | 230·0\|32·1\|17·3<br>P&B128′F36′<br>BK7½ | Norwegian<br>Odessa<br>Russian | C.2Cy.23″&56″–36″<br>NB96 137NHP<br>Blair&Co.Ld.Stockton | 18 ″ 3<br>s 2 ″ 2½ | | |
| 649<br>97978<br>MHGT | **Gregory**<br>*J.S.Bennett* –03<br>(*ex Cresswell*)<br>1 *Dk(Stl)&Spardk3tr B* | **SteelScSr**<br>ssLiv.No.3–3,04 | 2030<br>1883<br>1287 | †100A1<br>Liv *r*<br>*Spar dk*<br>2,05 | | | 1891<br>9mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | Booth S.S.Co.Ld. | 265·0\|40·0\|15·9<br>F33′ 22·3<br>FK<br>*WB = Cell DB*<br>220′468t*APT* | Liverpool<br>British<br>*4 BHCem*<br>*20t* | T.3Cy.22″,35″&58″–42″ (r)<br>150lb *80lb* 222NHP<br>2SB,*6cf*,GS84,HS3523<br>Palmers'Co.Ld.Nwc. | 18 ″ 0<br>s 5 ″ 0 | | 3,04 |
| 650<br>— | —<br>*Elec.light* 1 *Dk&Hurricane dk* | **SteelScSr** | 130<br>—<br>74 | | | | 1902 | Björnebrgs Mek.Verk. Björneborg | Peter Beljaeff Nachfolger | 123·0\|18·0\| 8·6 | S.Petrsbrg<br>Russian<br>*WB* | C.2Cy.11⅞″&20⅝″–14⅜″<br>14NHP<br>BjörneborgsMek.Verk. | | | |
| 651<br>98345<br>WCLG | **Gregory Apcar**<br>*J.G.Olifent87–02*<br>2 *Dks(Stl–U teak s)&deep framing*<br>*Elec.light* | **SteelScSr**<br>4328<br>2961 | 4604<br>12,01 | †100A1<br>Bel *y*<br>HKg | | | 1902<br>11mo | Workman, Clark&Co.Ld<br>Belfast<br>*WB = Cell DBa* | Apcar&Co.<br>*WB = Cell DBa* | 410·0\|49·2\|27·6<br>P45′B109′F46′<br>FK<br>123′*u*E&B63′*f*150′1115t*FPT* | Calcutta<br>British<br>*7 BHCem*<br>*70t APT 45t* | T.3Cy.28″,47″&77″–60″ (s)<br>190lb *90lb* 629NHP<br>2DB,*12cf*,GS230,HS9012 FD<br>Wrkman,Clark&Co.LdBel | 30 ″ 6<br>s 6 ″ 6½ | | 12,04 |

| Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total Pont. Net. | Détails de la Classification. Cote. Date de dernière Visite. | Construit. Quand Navire Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage du Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom des Constructeurs des machines. | Crews sur Quille. Franc-bord au navire. pds. pc. | Tonnage de jaugeage du navire. | Tonnage de jaugeage du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **652** 109700 RHPK | **Gregynog** Steel. –04 SteelScSr<br>Steel deck 1 Dk (Irn) & Web frames | 1699<br>1387<br>1048 | ✠100 A1 Sld r<br>1,05 2,04<br>✠LMC 8,03 | 1899<br>7mo | S.P. Austin & Son, Ld. Sunderland A&CP WB = Cell D Ba 76' n E & | Lambton Collieries Ld. (E.T. Nisbet, Mgr.) | 268·3 37·7 17·0<br>P27' Q74' B50' F29'<br>B30' f 112' 510 a FFT | Sundrland British | T. 3Cy. 20½", 30" & 54"–39" (s)<br>160lb 90lb 194 NH<br>2SB, 8pf, 0s90, 0s3060<br>J. Dickinson & Sons Ld. Sld | 19 " 9 | | |
| **653** 105971 PFHL | **Greip** K. Sand 08–09 (ex Catherine) 1 Dk | 110<br>103<br>42 | | 1885 | T. Charlton Grimsby | Bankfiskeriselsk. Greip, Ld. (Th Moe, Mgr.) | 89·1 19·5 10·3<br>Q16' BK8' | Drontheim Norwegian | C. 2Cy. 12½" & 26"–18"<br>NB08 26 NH<br>T. Charlton, Grimsby | 11 " 1 | | |
| **654** 105971 PFHL | **Grenada** ssNYk. No. 2–03 SteelScSr<br>N. Murchison –00 ex N.Yk. No. 1 –03<br>1 Dk (Stl) & Spar dk (pt Stl sheer) & Ref. Mchy. Elec. light deep framing | 2158<br>1931<br>1394 | ✠100 A1 NYk s<br>Spar dk<br>3,04 2,05<br>1,04<br>✠LMC 1,06<br>BS2,04 | 1896<br>1mo | A. Stephen & Sons Glasgow A&CP | Trinidad Shipping & Trading Co. Ld. (G. Christall, Mgr.) WB = Cell D | 281·5 39·0 14·7<br>P28' B92' F30' 23·2<br>a 72' u E & B 40 f 104 | Glasgow British | T. 3Cy. 28", 37" & 62"–42 (s)<br>180lb 80lb 317 NH<br>2SB, Gcf, 0s92, 0s4480<br>A. Stephen & Sons, Glasgow | 17 " 0 | 5 · 0 · | |
| **655** 104282 NWLS | **Grenadier** J. R. Bell SteelScSr<br>W. Horsham –03 ssNwc. No. 2–03<br>Well deck Elec. light 2 Dks (U Stl–ws)<br>Mchy. Aft | 1004<br>871<br>591 | ✠100 A1 Nwc n<br>2,03 1,04 5,05 Hvy<br>BS4,04<br>✠LMC 6,05<br>BS2,03 | 1895<br>6mo | Wigham Richrdsn & Co Newcastle Lloyd's A&CP | Tyne-Tees Stm Shpg. Co. Ld. WB = Cell D B f 189 | 240·0 30·2 14·7<br>P140' F42'<br>BK8' | Newcastle British | T. 3Cy. 20", 32" & 58"–36" (s)<br>160lb 90lb 181 NH<br>1SB, 3rf, 0s60, 0s2327<br>Wigham Rchrdsn & Co., Nwc | 17 " 2 | BT 100 4,05 | |
| **656** 99038 | — SteelPadSk<br>McCallum 76–86 | 357<br>300<br>75 | | 1885 | J. & G. Thomson Glasgow | D. MacBrayne | 222·9 23·1 9·3 | Glasgow British | C. O. 2Cy. 30" & 58"–51"<br>NB03 200 NH<br>J. & G. Thomson, Glasgow | | 100 1,05 | |
| **657** HPMT | **Grenmar** SteelScSr<br>P. A. Stoesen, jr. –96 1 Dk | 463<br>308<br>276 | | 1883 | W. Lindbergs Aktieb. Stockholm | Actbs. Grenmar (P. A. Stoesen, son.) WB | 152·8 25·4 12·7<br>Q29' B46' H6'<br>F14' | Brevig Norwegian | C. 2Cy. 20½" & 35½"–23½"<br>NB97 52 NH<br>W. Lindberg, Stockholm | | N | |
| **658** 2786 JGFT | **Greta** IronScSr<br>J. Jönsson 01–01 ssHpl. No. 3–2,94<br>(ex Roseville) ssHbg. No. 2–03<br>Well deck 1 Dk (Irn) 2 tr B | 1661<br>1324<br>1009 | ✠100 A1 Hpl y<br>4,05 4,05 Hbg<br>BS2,04<br>✠LMC 3,03<br>BS1,03 | 1881<br>3mo | W. Gray & Co. W Hartlepool Lloyd's A&CP | Rederiaktiebolaget Hella (P. L. Pahlsson, Mgr.) WB = Cell D B 208' 349 c | 257·6 35·8 17·9<br>Q98' B65' F28'<br>drp03 | Hlsngborg Swedish | C. 2Cy. 32" & 60"–39<br>80lb 50lb NDN91 170 NH<br>2SB, 6pf, 0s79, 0s2708<br>Blair & Co. (Lim.), Stockton | 20 " 3 | 1-10· | 0,5 |
| **659** 118035 | — SteelScSr<br>T. Marshall –03<br>1 Dk | 317<br>230<br>88 32 | | 1903 | Scott & Sons Bowling | J. Monks & Co. Ld. | 130·2 23·1 10·9<br>Q45' B9' F28' | Liverpool British | C. 2Cy. 16" & 36"–24"<br>52 RH<br>Fisher & Co. Paisley | | | |
| **660** 110732 | — SteelScYl<br>(Trawler) 1 Dk<br>ssHul. No. 1–04 | 168<br>154<br>55 | ✠100 A1 Hul<br>Stm Trawler<br>9,04<br>Lloyd's<br>✠LMC 9,04 | 1899<br>7mo | Irvine S.B. & E.Co. Ld. Irvine A&CP WB = M | J. Leyman & Co. Ld. | 105·6 21·0 10·7<br>Q17' F19'<br>BK7½" | Hull British | T. 3Cy. 11", 17" & 28"–20" (s)<br>185lb 50 RH<br>Muir & Houston Ld. Gls. | 11 " 7 | | |
| **661** 89485 NHPR | **Greta Holme** SteelScSr<br>J. W. Millican 78–01 ssShl. No. 2–03<br>1 Dk (Stl) & Spardk (Irn) & Webframes | 2626<br>2430<br>1678 | ✠100 A1 Bis t<br>Spar dk Shl<br>11,04 11,03<br>✠LMC 7,05<br>BS11,04 | 1894<br>4mo | J. L. Thompson & Sons Sunderland A&CP | Hine Bros. WB = Cell D B 236 | 323·8 41·0 16·9<br>P29' B70' F38' 24·1<br>drp03 FK<br>f 130' 508 t APT 730 | Maryport British | T. 3Cy. 25½", 38" & 62"–42" (s)<br>160lb 100lb 260 NH<br>2SB, 8pf, 0s118, 0s4058<br>G. Clark (Lim.), Sunderland | 19 " 7 | 5 · 3 · | 11,04 |
| **662** RJDW | **Gretchen Bohlen** SteelScSr<br>F. Michelsen 01–01<br>1 Dk & Spardk | 1294<br>1221<br>802 | | 1890 | Wigham Richrdsn & Co Newcastle | Woermann Linie Kommandit Ges. | 229·4 32·1 21·1<br>B73' | Hamburg German WB | T. 3Cy. 16", 26" & 43"–33"<br>106 NH<br>Wigham Rchardsn & Co. Nwc | | G | |
| **663** MDSB | **Grete Cords** SteelScSr<br>W. Plath 03–08<br>Elec. light 1 Dk | 975<br>720<br>608 | | 1903 | Act. Ges. "Neptun" Rostock | Cords & Schmidt | 210·0 32·0 13·1<br>Q65' B57' F26' | Rostock German WB | T. 3Cy. 14½", 24½" & 38½"–<br>26½" 76 NH<br>A. G. "Neptun," Rostock | | G | |
| **664** | **Gretzia** IronTwinScSr<br>1 Dk<br>Mchy. Aft | 447<br>—<br>354 | | 1881 | C. Mitchell & Co. Newcastle | C. Theophylatos | 175·0 27·4 11·3 | Baku Russian | C. 4Cy. 14" & 25"–18"<br>44 NH<br>Wallsend Slipway Co., Nwc | | | |
| **665** 105254 | **Greville Vernon** SteelTwinScSp<br>A. Murchie –98<br>(Tug) 1 Dk | 170<br>150<br>— | | 1898 | A. Rodger & Co. Port Glasgow | Ardrossan Harbour Co. WB | 105·0 21·6 10·2 | Ardrossan British | C. 4Cy. 14" & 28"–20"<br>75 RH<br>Ross & Duncan, Gls | | C | |
| **666** 104501 NLMC | **Greyfriars** SteelScSr<br>J. Davidson –03 ssShl. No. 2–03<br>Well deck 1 Dk (Stl) & Webframes | 1285<br>895<br>794 | ✠100 A1 Shl n<br>1,03 4,05 Hvy<br>✠LMC 2,03<br>BS1,05 | 1894<br>8mo | Hall, Russell & Co. Aberdeen Lloyd's A&CP | Leslie S.S. Co. Ld. (W Leslie & Co. Mgrs) WB = Cell D B a 69' f 95' | 240·0 34·2 14·6<br>Q84' B104' F29'<br>FK | Aberdeen British | T. 3Cy. 17", 27" & 45"–30" (s)<br>160lb 80lb 128 NH<br>2SB, 4rf, 0s78, 0s2014<br>Hall, Russell & Co., Abn. | 15 " 7 | 8 1 · 2 | |
| **667** 86021 | **Greyhound** SteelPad<br>T. Meikleham 90–02<br>Elec. light | 1392<br>—<br>748 | | 1902 | Detroit S.B. Co. Wyandotte | White Star Line (B.W. Parker, Mgr.) | 276·0 38·0 15·0 | Detroit Utd. States | 1 Cy. 60"–144"<br>Ebl t 86, fitted 02 332 NH<br>1B (2blt. 86, ftd 02 & 1blt. 02)<br>S.F. Hodge & Co. Detroit | | V | |
| **668** 104237 | — SteelPadSk<br>W. Bigerstaff –04 | 542<br>372<br>211 | | 1895 | J. & G. Thomson (Lim.) Glasgow | North Pier S.S. Co. Blackpool, Ld. | 230·0 27·1 9·7<br>Promenade dk 218' | Fleetwood British | CD 4Cy. 21" & 45"–48"<br>234 NH<br>J. & G. Thomson (Lim.) Gls. | | BT 100 1,05 | |
| **669** 95817 MTPK | — IronScK<br>J. Brocklesby 89–89<br>1 Dk | 140<br>140<br>60 | | 1889 | Cook, Welt'n & Gemmell Hull | Humber Steam Trawling Co. Ld. | 100·6 20·9 10·9<br>BK7½" | Hull British | C. 2Cy. 17" & 33"–22"<br>45 RH<br>Bailey & Leetham, Hull | 11 " 11 | | |
| **670** 117618 | **Greyhound II.** WoodScCtr<br>1 Dk | 124<br>109<br>84 | | 1902 | Allan & Hunter Sydney N S W | Allan & Hunter | 96·6 21·2 9·5 | Sydny N S W British | C. 2Cy. 14" & 28"–20"<br>33 RH<br>McKie & Baxter, Glasgow | | | |
| **671** 86140 | **Griffin** SteelSc3MastSr<br>A. C. Smith 03–03 2 Dks<br>Mchy. Aft Elec. light | 1879<br>—<br>1526 | | 1891 | Cleveland S.B. Co. Cleveland, O | Pittsburgh S.S. Co. WB | 266·0 38·2 19·6<br>H— F40' | Duluth, Minn. Utd. States | T. 3Cy. 17", 29" & 47"–36"<br>133 NH<br>Cleveland S.B. Co., Cleveld | | S | |
| **672** 113240 | — SteelScK<br>J. Croft –03<br>1 Dk<br>Elec. light | 183<br>161<br>40 | ✠100 A1 Shl<br>Stm Trawler<br>2,03<br>✠LMC 2,03 | 1903<br>2mo | Smith's Dock Co. Ld North Shields Lloyd's A&CP | Mackrill & Sons | 105·0 21·0 11·0<br>Q55'<br>BK7½" | Grimsby British | T. 3Cy. 11½", 20" & 33"–22½" (s)<br>180lb 54 RH<br>1SB, 2pf, 0s29, 0s940<br>N.E. Marine Eng. Co. Ld. Sld | 11 " 10 | | |
| **673** | **Grigory Artzrouni** SteelScSr<br>1 Dk 2 tr B<br>Mchy. Aft Carrying Petroleum in bulk<br>Elec. light Fitted for liquid fuel | 545<br>436<br>381 | | 1894 | W. Dobson & Co. Newcastle | Madame E.K. Sarkisoff | 150·4 28·0 14·5<br>Q28' B42' F25' | Astrachan Russian | C. 2Cy. 22" & 42"–24"<br>72 NH<br>Wllsnd Slpway Co., Ld., Nwc | | | |
| **674** QHKC | **Grille** SteelScCtr<br>N. Vogler (Tug)<br>1 Dk | 112<br>106<br>41 | | 1901 | N. Odero & Co. Genoa | Norddeutscher Lloyd | 85·2 20·0 9·5 | Bremen German | C. 2Cy. 10 7/8" & 20½"–18"<br>18 NH<br>N. Odero fu A. Sestri Ponente | | GI | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Materia', Rig, &c. Late Name if any. No. of Decks, &c | 4 Registered Tonnage. Gross / Under deck. / Net | 5 Particulars of Classification. Character. | 5 Port of Survey | 5 Year Classed, or Date of last Special Survey | 5 Year Supplied, or Date of last Survey | 6 Built. When. Ship. / Engines | 6 By Whom. Where. | 7 Owners. | 8 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP = Horse power by Society's formula; RHP = power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded depths. Freeboard amidships. ft. in. | 12 Tonnage Deductions. If not in L.R. Date of Tonnage Rule. | 13 Date when Cell Mach. last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 675 104187 | **Grimbarian** *B Beeson* –94 | **IronScK** Gms.No.2–01 1 *Dk* | 146 134 50 | ✝ *StmTrawler* | | | | 1894 4mo | R.Craggs& Sons Middlesbro A&CP | Gt.GrimsbyAlbion Stm FishingCo. Ld | 100·0 Q19′ | 20·2 F19′ | 10·8 BK7½′ | **Grimsby** British | T.3Cy.11½″,17″&28″–20″ (s) 160lb 40RHP 3 *BHCem* | 11 ″ 8 | | 10,03 |
| 676 93719 | **Grimsby** *R.Wills* –01 *Elec.light* | **SteelPadSp** 1 *Dk* | 351 283 161 | | | | | 1888 | Earle'sCo. (Lim.) Hull | GreatCentralRly. | 180·0 *pt Awngdk* | 25·4 100 | 7·4 | **Hull** British | C.D.2Cy.35″&60″–48″ 208NHP Earle'sCo.(Lim.),Hull | | BT till 9,05 | |
| 677 — 106989 | *T.Hoult* –01 | **SteelScYl** ~~ssGms.No.1–00~~ 1 *Dk* ssGms.No.2–05 | 163 150 63 | ✝100A1 Gms *StmTrawler* ~~1,00 2,05~~ ✝LMC~~03~~10 | | | | 1896 12mo | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | 104·2 Q17′ | 20·5 F19′ | 10·7 BK7½′ | **Grimsby** British 4 *BHCem* | T.3Cy.10″,16″&27″–20″ (s) 180lb 45RHP 1SB.*2pf*,gs23,hs536 Muir&Houston(Lim.),Gls | 11 ″ 7 | | 10,04 |
| 678 — 113613 | | **SteelScK** 1 *Dk* | 72 68 34 | ✝100A1 Hul *For Fishing purpose* 1,05 ~~7,04~~ ✝LMC~~03~~7,01 | | | | 1901 7mo | Cook, Welt'n&Gemmell Hull *Lloyd'sA&CP* | BritishCoastStm. FishingCo.Ld. | 76·0 | 18·1 BK6′ | 8·1 | **Hull** British 3 *BHCem* | C.2Cy.10″&20″–12″ (s) 120lb 20RHP 1SB.*2pf*,gs19,hs400 Crabtree&Co.Ld.Gt.Ymth | 8 ″ 9 | | 1,05 |
| 679 | **Grimstad** *J.B Johannesen* HDNL *Mchy.Aft(ex*Transport,*ex*Transport III) | **SteelScSr** 1 *Dk* | 264 205 149 | | | | | 1892 | Fredriksstads M.V. Fredriksstad | Dmpsksl.Veritas (BertrandJacobsen, *Mgr.*) | 122·8 P44*t* | 21·5 H9*t* | 10·5 F5*t* | **Arendal** Norwegian *WB* | C.2Cy 14½″&30″–18″ 32NHP VulkanMek.Værksted,Xia | | N | |
| 630 2598 JFRM | **Gripsholm** *C.L.Ekström* | **IronSc** 1 *Dk* | 158 85 117 | | | | | 1878 | W.Lindbergs Aktieb. Stockholm | Ångf.Aktieb. Gripsholm (A.G.Förselius) | 108·2 Q35′ | 18·1 B42′ | 7·9 H11*t* | **Stockholm** Swedish | C.2Cy.16″&31″–21″ 37NHP W.LindbergsM.V.,Skm. | | | |
| 681 115033 TSFQ | **Griqua** *J.W.Anderson*99–02 *Elec.light* | **SteelScSr** 1 *Dk(Stl)&Spar dk(Stl) &deep framing* | 3345 3054 ~~2114~~ 2105 | ✝100A1 Lon *Spar dk* ~~11,03~~ ✝LMC12,02 | *w* | | | 1902 12mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* | BucknallS.S. Lines.Ld. (Bucknall Bros. *Mgrs.*) *WB=* | 330·0 P33′ *CellDB a* | 45·2 B180′ 90′ *uE&B* | 17·3 F39′ 25·2 FK 40′ *f* 140′ 602*t* | **London** British 6 *BHCem* | T 3Cy.25″,42″&68″–48″ (r) 180lb 387NHP 3SB.9*cf*,gs108,hs5276 FD N.E MarineEng.CoLdNwc *Tunnel Tank* 114*t APT* 57*t* | 19 ″ 8 ″ 4 ″ 5½ | | |
| 682 JLMF | **Gris Nez** *Liebert* –99 | **SteelScK** (*Trawler*) 1 *Dk* | 210 — 83 | | | | | 1899 | Earle'sCo. Ld. Hull | L.Bouclet | 121·0 | 22·0 | 11·0 | **Boulogne** French *WB* | T.3Cy.12¾″,20″&32″–22″ 48NHP Earle'sCo.Ld.Hull | | V | |
| 683 HQLQ | **Gro** *N Möller* *Mchy.Aft* | **SteelSc3MstSr** 1 *Dk* | 759 622 329 | | | | | 1898 | Akers, Mek Værksted Christiania | Dmpskacties.Gro (Brödr.Björnstad) | 199·4 P34*t* | 30·0 H10*t* | 12·9 | **Chrstiania** Norwegian *WB* | T.3Cy.14″,24″&37″–27″ 71NHP Akers Mek.Værks.Xia. | | N | |
| 684 82531 WNDB | **Grodno** *S.J.Coleman* –03 *Well deck* | **SteelScSr** | 1695 1356 1104 | | | | | 1882 | Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.Ld | 269·9 Q94*t* | 34·1 B185*t* | 18·4 F29*t* FK | **Hull** British | C.2Cy.25″&50″–45″ 140NHP Earle'sCo.(Lim.),Hull | | | |
| 685 113533 SBPV | **Groeswen** *T.Williams* –01 | **SteelScSr** 1 *Dk(pt Irn&ptStl)2trB &deep framing3.Dk rule* | 3570 3366 2303 | ✝100A1 Cff 10,03 ✝LMC11,00 | *r* | | | 1900 10mo | J Readhead &Sons S.Shields A&CP | W.&C.T.Jones S.S. Co.Ld.(W.&C.T. Jones) *WB=CellD* | 341·4 P29′ *Ba* 116′ | 46·7 B82′ F32′ *uE* 20′ *f* 140′ | 26·0 FK 825*t APT* 39*t* | **Cardiff** British 6 *BHCem* | T.3Cy.24″,40″&65″–45″ (r) 160lb *80lb* 2SB.6*rf*,gs111,hs1557 J.Readhead&Sons,S.Shi | 27 ″ 4 ″ 5 ″ 1½ | | 12,04 |
| 686 115912 TRNP | **Groningen** *J.Nash* –03 *Ref.Mchy.* | **SteelScSr** 2*Dks&Shelter dk(Stl–ws)* | 983 796 364 | ✝100A1 Mdb Lon *Shelter dk with freeboard* 11,03 ~~10,02~~ ✝LMC10,02 | *o* | | | 1902 10mo | SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP* | Genera.Stm.Nav. Co.Ld. *WB* | 230·2 *CellDBa* 61′ | 34·1 *uE* | 13·9 BK6′ 17′ *f* 96′ 239*t FPT* 13*t* | **London** British 4 *BHCem* *APT* 13*t* | T.3Cy.22″,35″&59″–39″ (r) 170lb *80lb* NDB03 2SB.6*cf*,gs121,hs1366 Richardsons,Westgarth& Co.Ld.Mdb. | 16 ″ 0 ″ 1 ″ 5 | | |
| 687 106999 RGPN | **Grosmont** *E.Fleetham* –03 | **SteelSc** ssYka.No.1–05 1*Dk(Irn)2trB&Web frames 3Dk rule* | 2840 2683 1821 | ✝100A1 Shl Yka *with freeboard* 1,05 ~~1,03~~ ✝LMC~~03~~14,03 | *v* | 1899 7mo 1,05 | Ropner& Son Stockton A&CP | Gladstone&Co. *WB=CellDBa* | 325·0 P29′ B172′ F36′ 108′ *uE* 22′ *f* 126′ 571*t* | 46·0 FK | 22·5 *APT* 64*t* | **W.Hartlpl** British 5 *BHCem* | T.3Cy.22″,38″&63″–42″ (s) 210lb *80lb* 2SB,*6rf*,gs105,hs3880 Blair&Co.Ld.Stockton | 24 ″ 9 ″ 3 ″ 9 | | 11,03 |
| 688 QGWK | **Grosser Kurfürst** *W.Reimkasten* –00 *Elec.light Ref.Mchy.* | **SteelTwinScSr** 4*Dks5trB* | 13182 10238 8220 | | | 1899 | F.Schichau Danzig | Norddeutscher Lloyd | 560·6 Q109′ | 62·3 B280′ | 35·9 F81′ | **Bremen** German *WB* | Q.8Cy.27½″,41″,59″&83½″– 53½″ 1016NHP F.Schichau,Elbing | | G | |
| 689 MSJH | **Grossherzog Friedr. Franz IV.** *M.Sjustav*00–01 | **SteelScSr** 1 *Dk* | 976 — 594 | | | 1901 | Schömer& Jensen Tönning | CarlTiede | 201·0 Q71′ | 32·2 B59′ | 14·4 F18′ | **Wismar** German *WB* | T.3Cy.16½″,27″&44″–31½″ 109NHP Schömer&Jensen,Tönning | | G | |
| 690 98646 MFRT | **Grouse** *J.Bruce* –04 | **SteelScSr** | 386 380 178 | | | 1891 | Caird&Co. (Lim.) Greenock | G.&J.Burns,Ld. | 175·4 | 28·0 | 11·9 | **Glasgow** British | T.3Cy.15″,24½″&40″–30″ 85RHP Caird&Co.(Lim),Greenock | | | |
| 691 — 103525 | *P.Kay* –97 | **IronScK** (*Trawler*) 1 *Dk* | 143 141 41 | | | 1897 | Edwards Bros. North Shields | KelsallBros.& Beeching,Ld.(J.H. A.Kelsall, *Mgr.*) | 106·0 | 20·5 BK7½ | 11·0 | **Hull** British *WB* | T.3Cy.12″,18″&30″–21″ 41RHP N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | | |
| 692 4209 JNLQ | **Grovehurst** ~~*J.E.Paulsson*03–03~~ *T Svensson*03–03 *Well deck* | **SteelScSr** 1*Dk(Stl)&Web frames* | *1319* *1017* *835* | ✝100A1 Nwc Hpl ~~1,05~~ ✝LMC~~03~~5,03 | *o* | 1903 5mo | Irvine'sSB &D.D.Co.Ld. W Hartlepool *Lloyd'sA&CP* | Rederi.Aktieb. Grovehurst (J.P.Jönsson) *WB=* | 230·5 P22′ *CellDBa* 67′ | 36·1 Q65′ *uE&B* | 14·8 B52′ F25′ 31′ *f* 94′ 348*t FPT* 49*t* FK | **Landskrna** Swedish 1 *BHCem* *APT* 16*t* | T.3Cy.19″,31″&51″–36″ (s) 160lb *80lb* 160NHP 1SB.*3pf*,gs55,hs2462 Richardsons,Westgarth& Co.Ld.Hpl. | 17 ″ 2 ″ 1 ″ 7 | | |
| 693 JLNF | **Guadiana** *Capponi*95–01 | **SteelScBn** 3*Dks* | 2649 — 1514 | | | 1888 | Forges&C. de la Médit. Havre | Messagerics Maritimes | 334·6 B52′ | 37·7 | 29·4 | **Marseilles** French *WB* | T.3Cy.25″,37″&55″–43″ 198NHP Forges&C.de la Medit.,Hav. | | | |
| 694 — NGVQ | *A.Hülsebusch* –02 | **SteelScSr** 2*Dks* | 495 423 301 | | | 1902 | Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 145·6 B45′ | 24·6 F17′ | 16·2 | **Oldenburg** German *WB* | C.2Cy.15¾″&27¾″–19¾″ 27NHP J.F.Ahrens,Altona | | G | |
| 695 RKGD | **Guahyba** *O.Brandt*00–02 *Elec.light* | **SteelScSr** 1*Dk&Spar dk3trB* | 2801 2420 1786 | | | 1895 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 300·8 P36′ B90′ F44′ | 41·2 | 23·6 | **Hamburg** German | T.3Cy.21″,33½″&56″–45″ 210NHP Blohm&Voss,Hamburg | | G | |
| 696 | **Guajara** *M.J.Moraes* –01 (*ex*Gregory, *ex*Laurium) | **IronScSr** ssLiv.No.3–12.91 ssLiv.No.1–96 1*Dk(Irn)&Spar dk3trB* | *1498* *1465* 927 | ✝ *Spar dk* 11,00 | Rio | *q* | 1879 8mo | Schlesinger Davis&Co Newcastle | Empreza Nav. GramPara (F. Gomes&Co. *Mgrs.*) *WB=DBa* | 253·0 81′ *f* 92′ *&uE&B* 16′ | 33·3 | 16·9 23·2 BK8½′ | **Para** Brazilian 4 *BHCem* *APT FPT* | C.2Cy.30″&58″–36″ NDB89 168NHP 2B,gs90 R.&W.Hawthorn,Nwc. | 17 ″ 10 | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. pds. | pa | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 697<br>KRON | Gualala<br>*W.F.Daniels* –03 | WoodScSr<br>1 *Dk* | 225<br>187<br>158 | | | | 1901 | J.W.Dickie<br>Alameda, Cal | California & Oregon Coast S.S. Co. | 123·0 | 30·0 | 9·5 | S.Francisco<br>Utd. States | | | | | |
| 698 | Guanabacoa<br>*W.Alemany* | Wood | 366<br>—<br>215 | | | | 1858 | .....<br>New York | Ferro Carriles Unidos de la Habana | 113·1 | 28·5 | 9·9 | Havana<br>Cuban | | | | | |
| 699 | Guanaco<br>*W.Wallace* 89–89<br>*Mchy. Aft* | SteelScSp<br>(*ex* Langosta)<br>1 *Dk (Stl)* | 396<br>331<br>239 | ✠<br>*River Plate &*<br>12,89 ✠ | Cly<br>*Coasting* | *f* | 1889<br>12mo | Blackwood & Gordon<br>Pt. Glasgow | N.Mihanovich | 153·0<br>F23′<br>*WB = FPT* 20*t* | 28·1<br>FK | 8·8<br>BK 7′ | Bns. Ayres<br>Argentine<br>4 *BHCem* | T.3Cy.9½″, 15″ & 25″–18″<br>26 NHP<br>Blackwood & Gordon, P.Gl | 9 | 4 | | |
| 700 | — | | —<br>—<br>214 | | | | | ..... | Cia. Uruguaya de Tierras y Fomento Limitada | ..... | ..... | ..... | M.Video<br>Uruguayan | | | | | |
| 701<br>VNJP | Guanche<br>*R.E.Pagett* 04<br>*Well deck*<br>*Mchy. Aft* | SteelScSr<br>1 *Dk (Stl–pt ws)* | 257<br>176<br>58 | ✠100A1<br>2,04<br>✠LMC2,04 | Gls | *c* | 1904<br>2mo<br>*Lloyd's A&CP* | R.William-son & Son<br>Workington | Elders & Fyffes, Ld. | 120·6<br>Q44′ B9′ F19′<br>BK 7′<br>*WB =* | 22·2<br>FK | 8·8<br>*FPT* 21*t* | Manchestr<br>British<br>3 *BHCem* | C.2Cy.16″ & 34″–24″<br>130 lb<br>1SB, *2pf*, GS36, HS1130<br>Ross & Duncan, Glasgow | 10 | 0 | | |
| 702 | Guaniguanico<br>(*ex* Domingo Hernandez) | WoodScSr | 371<br>—<br>282 | | | | 1874 | .....<br>Cardenas, Cuba | A. del Collado & Co. | 111·0 | 26·6 | 10·1 | Havana<br>Cuban | | | | | |
| 703<br>VNJP | Guarany<br>*A.Correa* –03<br>*Elec. light* | SteelSc<br>1 *Dk & Awng dk* | 1022<br>901<br>644 | | | | 1902 | Off. e. Cant. Ligur. Ancon Ancona | Emp. de Nav. Rio de Janeiro | 209·9 | 32·1 | 18·3 | R.Janeiro<br>Brazilian | T.3Cy.15½″, 28½″ & 39½″–19½″<br>Emade 9B fitted 02<br>G.Ansaldo & Co. Smprdrena | 68 NHP | | | 1 | |
| 704 | —<br>*A.J.Jackson* 82–90 | SteelTwinScSk<br>1 *Dk & Shade dk* | 325<br>240<br>229 | ✠<br>*For River purposes only*<br>10,90 ✠ | Grk | | 1890<br>10mo | Scott & Co.<br>Greenock | Amazon Stm. Nav. Co. Ld. | 160·1<br>F23′<br>*WB = FPT* 23*t* | 26·3<br>FK | 7·3<br>6 *BHAsp* | Para<br>Brazilian | T.6Cy.9″, 14″ & 22″–18″<br>1SB 2*c/f* GS37 HS1106<br>Scott & Co., Greenock | 57 NHP | 7 | 9 | | |
| 705<br>PLOS | Guardian<br>*T.S.Grenfell* –98<br>*Mchy. Aft*<br>*Well deck* | SteelSc3MstSr<br>~~1st Rl No. 1–04~~<br>1 *Dk (Stl)*<br>*ss* Fal. No. 2–04 | 381<br>259<br>162 | ✠100A1<br>10,04 ~~9,02~~<br>~~HS11,00~~ ✠LMC ~~12,00~~ | Puz<br>Fal | *f* | 1896<br>3mo<br>A&CP | Cumming & Ellis<br>Inverkeithng | Bain, Sons & Co. | 146·0<br>Q77 B11′ F25′<br>BK 7′<br>*WB = FPT* 30*t* | 23·7<br>FK | 9·3<br>3 *BHCem*<br>*APT* 11*t* | Penzance<br>British | C.2Cy.18½″ & 40″–30″<br>125 lb<br>1SB, *3pf*, GS31, HS1268<br>Clyne, Mitchell & Co., Abn. | 64 RHP | 10 | 1 | 7½ | |
| 706<br>PLVQ | Guasca<br>*J.Ramos* –02<br>(*ex* Caledonian)<br>*Mchy. Aft* *Elec. light* | IronSc3MstSr<br>*ss* Gls. No. 3–5,87<br>*ss* Liv. No. 2–96<br>2 *Dks & pt Awng dk* | 550<br>422<br>255 | 10,00<br>✠NB5,87 | Liv | *j* | 1874<br>1mo | J.Elder & Co.<br>Glasgow | Salgado & Co. | 201·0<br>P74*t*<br>ptND85 | 26·1<br>BK 7½′ | 12·9<br>5 *BHCem* | R.Janeiro<br>Brazilian | C.2Cy.30½″ & 55″–36″<br>NDB85<br>2SB, *4pf*, GS71, HS1754<br>J.Elder & Co. Glasgow | 122 NHP | 13 | 9 | | |
| 707<br>PRTQ | Guasco<br>*J.Ferroni* 02–02<br>*Ref. Mchy.* | IronScSr<br>(*ex* Handel) | 2014<br>—<br>1297 | | | | 1881 | A.Leslie & Co.<br>Newcastle | E.Malucci | 290·0 | 36·2 | 24·5 | Ancona<br>Italian | C.2Cy.26″ & 60″–45″<br>201 NHP<br>R.Stephenson & Co. Nwc. | | | | AV | |
| 708<br>11057<br>RFQJ | Guatemala<br>*S.Whiteway* –02 | SteelTwinScSr<br>2 *Dks* | 3227<br>2359<br>1757 | | | | 1899 | Caird & Co. Ld.<br>Greenock | Pacific Stm Nav Co. | 359·3<br>P34′ F59′ | 43·3 | 19·1<br>*WB* | Liverpool<br>British | T.6Cy.19¾″, 32″ & 52″–36″<br>324 NHP<br>Caird & Co. Ld. Greenock | | 22 | 3 | | |
| 709<br>JSNB | Gudrun<br>*T.Torkildsen* –01<br>*Mchy. Aft* | SteelScSp<br>1 *Dk* | 231<br>179<br>134 | | | | 1891 | Bergens M.V.<br>Bergen | Acties. Gudrun (Albr. W. Selmer) | 115·6<br>P39*t* H17*t* | 21·0<br>F6*t* | 9·7<br>*WL* | Drontheim<br>Norwegian | C.2Cy.13″ & 24″–18″<br>20 NHP<br>Bergens M.V., Bergen | | | | N | |
| 710<br>MBLK | Gudvangen<br>*K.Simonsen* 77–03 | SteelScSr<br>1 *Dk & Spar dk* | 572<br>530<br>335 | | | | 1903 | Bergens Mek. Værks<br>Bergen | Nordre Bergenhus Amts Dmpskselsk. | 148·1<br>H43*t* | 25·1<br>19·0 | 12·9 | Bergen<br>Norwegian | T.3Cy.14″, 23½″ & 38″–27″<br>75 NHP<br>Bergens Mek Værks Bergen | | | | N | |
| 711<br>104040<br>NLVQ | Guelph<br>*J.W.Hague* –98<br>*Ref. Mchy.* | SteelTwinSc3MstSr<br>3 *Dks* | 4917<br>4020<br>3112 | | | | 1894 | Harland & Wolff (Lim.)<br>Belfast | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) | 400·5<br>P60′ B160′ F60′ | 47·3 | 26·9 | S'thamptn<br>British | T.6Cy.18½″, 30″ & 50″–42″<br>324 NHP<br>Harland & Wolff (Lim), Bel. | | | | BT<br>HB<br>4,06 | |
| 712 | Güemes | IronSc<br>1 *Dk* | 130<br>—<br>41 | | | | 1884 | Blackwood & Gordon<br>Pt. Glasgow | Liebigs Extract of Meat Co. Ld. | 160·0 | 17·5 | 7·5 | Bns. Ayres<br>Argentine | C.2Cy.15¼″ & 30″–21″<br>NB01 34 NHP<br>Blackwood & Gordon, Pt Gl. | | | | | |
| 713<br>HMJQ | Guernsey<br>~~*H. Krogh Hansen* 01–01~~<br>*A.Gjertsen* | SteelScSr<br>*ss* Hpl. No. 1–02<br>2 *Dks (Stl) & deep framing* | 4375<br>3702<br>2808 | ✠100A1<br>*Turret dk*<br>~~0,01~~ ~~9,05~~<br>12,04 ~~9,04~~ | Bhn | *x* | 1898<br>3mo<br>A&CP<br>*WB = Cell DB a* | W.Doxford & Sons, Ld.<br>Sunderland | Dampsk. Acties. Guernsey (W. Wilhelmsen) | 365·6<br>F38′<br>102′ *uE & B44′ f* 16*t* | 50·3<br>FK<br>100*t* | 26·7<br>*MT* 44′ | Tönsberg<br>Norwegian | T.3Cy.26″, 43″ & 70″–45″<br>180 lb *90 lb*<br>2SB, *6cf*, GS112, HS5316<br>W. Doxford & Sons, Ld. Sld. | 396 NHP<br>*APT* 73*t* | 29 | 0 | 13·9½ | |
| 714<br>68831<br>NBLS | —<br>*J.W.Kernan* –03 | IronScSr | 572<br>434<br>186 | | | | 1874 | J. & W. Dudgeon<br>London | L. & S.W.Rlwy. Co. | 195·5<br>Q66*t* F25*t* | 26·0 | 13·4 | S'thamptn<br>British | T.3Cy.21″, 34″ & 57″–34″<br>NE89 NB01 189 NHP<br>Day, Summers & Co., Sou. | | | | BT<br>HB<br>4,06 | |
| 715<br>105023 | —<br>*W.H.Rowbottom* –95 | IronScK<br>1 *Dk* | 138<br>132<br>57 | ✠<br>*For fishing purposes*<br>12,95 ✠ | Hul | | 1895<br>3mo | Cook, Welton & Gemmell<br>Hull | Hull Steam Fishing & Ice Co. Ld. | 98·7<br>*DTf* 15′ 27*t*<br>*WB =* | 20·5<br>BK 7½′ | 11·0<br>3 *BHCem* | Hull<br>British | T.3Cy.10″, 16″ & 25½″–20″<br>1SB, *2pf*, GS22, HS73 35 RHP<br>Amos & Smith, Hull | | 11 | 10 | | |
| 716<br>81567 | Guiana<br>*H.S.Thornhill* *ss* Dem. 2nd No. 3–6,00<br>*ss* Dem. No. 1–03 | IronPadSr<br>1 *Dk* | 241<br>175<br>152 | ✠ A1<br>*Loadline, 1 ft. 9 in.*<br>9,03<br>*For British Guiana and its Rivers*<br>✠NB9,03 ✠LMC9,03 | Dem | | 1879<br>6mo<br>A&CP | R. & H. Green<br>London | Sproston's Ld. | 175·6<br>B50′<br>ptND91&00 | 19·1<br>BK 5′ | 7·5<br>3 *BHAsp* | Georget'n<br>British | C.D.2Cy.28″ & 47″–42″<br>75 lb<br>2SB, *4pf*, GS60, HS1403<br>J.Penn & Sons, London | 70 RH | | | | |
| 717<br>81567<br>QCWH | —<br>*H.B.Mastin* –03 | IronScKTug<br>(*ex* Power)<br>1 *Dk* | 166<br>149<br>4 | ✠<br>6,87 ✠ | Ply | | 1885<br>11mo | Usk. S.B. Co<br>Newport | W.Watkins | 110·5 | 19·5 | 10·9 | London<br>British<br>4 *BHCem* | T.3Cy.15″, 26″ & 40″–25″<br>NB96<br>Newall & Co., Bristol | 99 RHP | 11 | 10 | | |
| 718<br>98982<br>MHLF | Guide<br>*L.D.Cork* –97 | SteelScK<br>1 *Dk* | 156<br>155<br>82 | | | | 1891 | W.Denny & Bros.<br>Dumbarton | Corporation of the Trinity House | 114·3<br>BK 6½′ | 21·0 | 11·4 | London<br>British | C.2Cy.12½″ & 24″–15″<br>24 RH<br>M. Paul & Co., Dumbarton | | 12 | 3 | | |
| 719<br>23020 | Guide Me<br>*J.Cow* –01<br>*Salted* GIB *Roof* | WoodScK<br>1 *Dk* | 79<br>74<br>16 | ✠ 11A1<br>*For Fishing purposes*<br>5,01 ✠LMC5,01 | Abn | | 1901<br>4mo<br>*Lloyd's A&CP* | Forbes & Birnie<br>Peterhead | Cow & Buchan | 86·2<br>Q<br>P | 19·5 | 8·2 | Peterhead<br>British | C.2Cy.11″ & 24″–15″<br>150 lb<br>1SB, *2pf*, GS24, HS545<br>Crabtree & Co. Ld. Gt Yrmth. | 30 RHP | 9 | 1 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage | Particulars of Classification. Character. | Built. When. / Where. | By Whom. | Owners. | Dimensions. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. ft. | in. | In which Engines are placed. | Class in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 720 | **Guide Me** | **SteelScK** | 77 / 73 / 20 | ✝100A1 Shl *For fishing purposes* | 1903 | Smith's Dock Co.Ld North Shields | W.Thomson | 80·0 | 18·1 | 8·3 | Banff British | C.2Cy.10½″&28″–16″ 125lb 25RH | 9 | 0 | | |
| 118681 | | 1*Dk* | | 12,03 | *Lloyd's SA&CP* | | | | | BK6½ *WB* | | 1*BHCem* = *FPT*8*t* | | | | |
| 721 | **Guiding Star** | **WoodScTug** | 105 / — / 71 | | 1900 | R.Palmer &Son Co. Noank, Ct. | WhiteStar Towboat Co. | 80·3 | 21·1 | 9·6 | New York Utd. States | | | | | |
| 722 | **Guido** | **SteelScSr** | 1624 / 1445 / 1035 | ✝100A1 Rot *q* Shl | 1903 | Craig Taylor&Co. Stockton | Stoomv.Maats. Terneuzen (Van Ysselsteyn& Co. *Mgrs.*) | 259·8 | 38·2 | 18·1 | Terneuzen Dutch | T.3Cy.19″,31″&51″–33″ (*s*) 180lb *90lb* 167NHP | 20 | 4 | | |
| NVHR | *B.Meiusma* | 1*Dk*(*Stl*)&*Web frames* | | 2,05 | 6mo | | | P27′B66′F25′ | FK | 1*BHCem* | | 2SB,*4pf*,GS74,HS2654 N.E.Marine Eng.Co.Ld.Sld | | | | |
| | | | | | *Lloyd's SA&CP* | | | *WB*=*CellDBa*80′ | | | | 104′382*tFPT*102*tAPT*82*t* | *nE*&*B*30′*f* | | | |
| 723 | **Guienne** | **SteelSc3MastSr** | 1106 / 884 / 683 | ✝100A1 Liv *n* | 1890 | S.M'Knght &Co. | MossS.S.Co.Ld. | 230·0 | 31·1 | 16·5 | Liverpool British | T.3Cy.20¼″,33″&54″–36″ (*s*) 160lb *80lb* NDB01 263NHP | 17 | 7 | | |
| LqVM | *I.F.W.Glazebrook* –04 | *ss*Liv.No.3–4,02 | | 3,03 | 2mo | | | P88′B44′F26′ | BK8″ | 1*BHCem* | | 1DB,*4cf*,GS90,HS2805 | | | | |
| | 2*Dks*(*UIrn*–*ws*)*Flrs,lowerdk* | | | | | | | *WB*–*FPT* | | 10t*APT*50*t* | | D.Rowan&Son,Glasgow | | | | |
| | *Elec.light Mchy. Aft Beams*&*Bridge Dk* | | | | | | | | | | | | | | | |
| 724 | **Guildhall** | **IronScSr** | 2929 / 2798 / 1862 | ✝100A1 Cff *n* Spar dk Hur Ant | 1882 | R.Thompson&Sons Sunderland | Now named "Banco," *See No. 61 Supplement* | 327·3 | 40·1 | 29·1 | Swadrland British | T.3Cy.23″,32″&64″–48″ (*s*) 160lb *90lb* NDB01 263NHP | 23 | 0 | | |
| HPBK | (*ex*Cambodia) | *ss*Cpl.No.2–02 | | 1,06 | 5mo | | | B66′ drp03 | | 1*BHCem* | | 3SB,*6cf*,GS123,HS3621 | | | | |
| | | 1*Dk*(*Irn*)&*Spardk*3*tr B* | | | *Lloyd's SA&CP* | | | ND92 ptND02BK10′ *WB*–*FPT* | | 5*BHCem* 340*t* | Swedish | *Tpd*92 W.Doxford&Sns Sld. | | | | |
| 725 | — | **SteelScSr** | 2609 / 1973 / 1659 | ✝100A1 Bry *t* | 1898 | Tyne Iron S.B.Co.Ld. Newcastle | WestHartlepool Stm.Nav.Co.Ld. | 290·0 | 43·0 | 19·5 | W.Hartlpl British | T.3Cy.22½″,37″&61″–39″ (*s*) 160lb *90lb* 250NHP | 22 | 0 | | |
| QDBF | *F.H.Soares* –03 | *ss*Bry.No.1–02 | | *pt Awng dk* Gr Awn | 5mo | | | P29′Q80′ | | 5*BHCem* | | 2SB,*6pf*,GS102,HS4025 | | | | |
| | | 1*Dk*(*Stl*)&*Deep framing* | | *with freeboard* G.klfpl | | | | *pt Awng dk*181′ FK | | 4*PT*51*t* | | N.E.Marine Co.Ld.Nwc. | | | | |
| | | &*pt Awng dk*(*Irn*) | | 3,03 | | | | *nE* 110′*f* 116′ 549*t* | | | | | | | | |
| 726 | **Guillemot** | **SteelScSr** | 1771 / 1331 / 1134 | ✝100A1 Shl *q* | 1894 | Campbeltown S.B.Co. Campbelt'wn | GeneralStm.Nav. Co.Ld. | 260·0 | 36·5 | 18·3 | London British | T.3Cy.20″,32″&53″–36″ (*s*) 165lb *65lb* 166NHP | 19 | 6 | | |
| 102859 | *J.G.Grassam* –02 | *ss*Lon.No.2–03 | | *pt Awng dk with freeboard* | 4mo | | | Q92′ | | 1*BHCem* | | 2SB,*4rf*,GS88,HS2430 | | | | |
| NJMG | | 1*Dk*(*Stl*)*2tr B*&*Webframes*&*pt Awng dk*(*Stl*) | | 3,05 | *Lloyd's SA&CP* | | | *pt Awng dk*167′ FK *WB*=*Cell D B*168′275*t* | | 4*PT*102*t* | | Rankin&Blackmore,Grk. | | | | |
| 727 | — | **SteelScYl** | 208 / 165 / 90 | | 1900 | Schofield, Hagerup& Doughty,Ld. Grimsby | T.Baskcomb | 116·1 | 21·5 | 11·3 | Grimsby British | T.3Cy.12″,21″&34″–24″ 58RHP | 12 | 1 | | |
| 113204 | *R.B.Baskcomb*95–00 | | | | | | | Q48′F20′ | BK7½″ | | | C.D.Holmes&Co.Hull | | | | |
| RVNS | (*Trawler*) | 1*Dk* | | | | | | | | | | | | | | |
| 728 | **Guillermo Lopez** | **SteelTwinScSr** | *363* / *351* / *175* | | 1895 | Sir R. Dixon&Co. Middlesbro' | Government of Cuba | 135·0 | 26·0 | 11·0 | Havana Cuban | T.6Cy.13″,20″&32″–20″ 104NHP | 11 | 0 | | |
| | *J.Nadal*99–03 | | | | | | | B24′ | FK | *WB* | | Wstgrth,English&Co.Mdb. | | | | |
| | *Elec.light* | 1*Dk* | | | | | | | | | | | | | | |
| 729 | **Guillermo Schulz** | **SteelScSr** | 2538 / 1915 / 1473 | ✝100A1 Cdz *s* | 1892 | R.Thompson&Sons Sunderland | Cia.de Nav.Vasco-Asturiana | 295·0 | 41·0 | 18·5 | Bilbao Spanish | T.3Cy.23″,37½″&61½″–39″ 160lb *55lb* (*r*) 238NHP | 21 | 0 | | |
| HNQC | (*ex*Gatton) | *ss*Sws.No.2–00 | | *pt Awng dk with freeboard* | 7mo | | | P29′Q83′ | | 6*BHCem* | | 2SB,*6pf*,GS108,HS3590 | | | | |
| | *S.Ferandes* | 1*Dk*(*pt Stl pt Irn*)&*Webframes*&*pt Awng dk*(*Irn*) | | 8,03 | A&CP | | | *pt Awng dk*184′ FK *WB*=*Cell DB*242′ | | 4*PT*51*t* | | G.Clark,Ld.Sunderland | | | | |
| 730 | **Guipaniss** | **SteelSc** | 319 / 311 / 195 | | 1900 | Danubius Schoenichen Hartmann Budapest | RussianGovernment | 151·4 | 29·5 | 13·0 | Nicolaïeff Russian | C.2Cy.21″&32″–18″ 36NHP | | | V | |
| | | | | | | | | | | *WB* | | DanubiusSchoenichen Hartmann,Budapest | | | | |
| 731 | **Gul Bahtché** | **IronPadSp** | *165* / *147* / *36* | | 1876 | J.Key& Sons Kinghorn | HamidieCo. | 125·4 | 24·3 | 7·4 | Smyrna Turkish | C.D.2Cy.17″&32″–36″ NE80 NB77 51NHP | | | | |
| | *N.Gavriel*99–99 | (*ex*JohnBeaumont) | | | | | | | | | | Lees,Anderson&Co.Gls. | | | | |
| 732 | **Guldborg** | **SteelScSr** | 1569 / 1215 / 982 / 2775 | ✝100A1 Gmb *p* | 1890 | Irvine &Co W.Hartlepool | Dmpsk.Selsk.1896 (C.K.Hansen *Mgr*) | 250·0 | 35·0 | 16·4 | Copnhagn Danish | T.3Cy.18½″,29″&49″–36″ (*s*) 160lb *60lb* 134NHP | 19 | 0 | | |
| NJDB | (*ex*Sunshine) | 1*Dk*(*Irn*)&*Web frames* | | 2,04 | 8mo | | | P28′Q67′B65′F31′ | BK9″ | 1*BHCem* | | 1SB,*3rf*,GS50,HS1866 | 1 | 10 | | |
| | *Well deck* | | | | A&CP | | | *WB*=*Cell* | | *DB*213′416*t* | | Wstgrth,English&Co.Mdb. | | | | |
| 733 | **Gulf of Ancud** | **SteelScSr** | 2716 / 2547 / 1700 / 1686 | ✝100A1 Syd *t* Lon | 1890 | Hawthorn, Leslie&Co.Ld Newcastle | Gulf Line,Ld. | 314·5 | 42·2 | 23·9 | Greenock British | T.3Cy.26″,42″&69″–48″ (*r*) 170lb *160lb* 120*lb* 359NHP | 26 | 6 | | |
| LSCB | *A.W.Forworthy* –04 | *ss*Hpl.No.2–00 | | 4,05 | 6mo | | | B80′F46′ | | 6*BHCem* | | 2DB,*8cf*,GS146,HS5696 | | | | |
| | *Elec.light* | 2*Dks*(*Stl*–*Uws*)*3tr B* | | | | | | Drp00&03 | BK10″ | 6*PT*30*t* | | Blair&Co.(Lim.),Stockton | | | | |
| | | *ss*Hpl.No.3–12,03 | | | A&CP | | | *WB*=*Cell DB*250′477*t* | | *FPT*13*t* | | | | | | |
| 734 | **Gulf of Suez** | **IronScSr** | 1608 / 1439 / 991 | ✝100A1 Lon *r* | 1880 | W.Gray& Co. W.Hartlpool | GulfofSuezS.S.Co. Ld.(Westcott& Laurance,Ld.) | 260·0 | 34·0 | 21·7 | London British | T.3Cy.19½″,32″&52″–39″ (*s*) 160lb *80lb* NDB02 167NHP | 24 | 3 | | |
| TGQW | *W.J.Hocken* –02 | *ss*Liv.No.3–8,92 | | 10,03 | 5mo | | | P167′F35′ | BK9″ | 4*BHCem* | | 2SB.*4cf*,GS58,HS2483 | 2 | 10 | | |
| | *Well deck* | *ss*Ant.No.2–00 | | | | | | | | *WB*=*Cell* | | *Tpd*87 Blair&Co.(Lim)Stk. | | | | |
| | *Elec.light* | 2*Dks*(*Irn*)*3tr B* | | | A&CP | | | | | *DB*204′262*t* | | | | | | |
| 735 | **Gulf of Trinidad** | **SteelScSr** | 2545 / 2227 / 1605 | ✝100A1 Bom *t* | 1887 | R.Dixon &Co. Middlesbro' | Bombay&Persia Stm.Nav.Co.Ld. | 300·0 | 40·2 | 23·9 | Bombay British | T.3Cy.26″,42″&69″–48″ (*s*) 150lb *100lb* 361NHP | 25 | 2 | | |
| KPGL | *T.Hughes*82–03 | *ss*Nwc.No.3–9,99 | | 9,04 | 10mo | | | P82′B76′F80′ | BK10″ | 6*BHCem* | | 3SB,*9cf*,GS195,HS5740 | 3 | 6 | | |
| | *Elec.light* | 2*Dks*(1*Stl*&1*pt Stl*)*3tr B* | | | | | | | | | | Blair&Co.(Lim.)Stockton | | | | |
| | | *ss*Bom.No.1–03 | | | | | | 86′&*uE*&*B*58′279*t* | | *WB*=*DBa* | | | | | | |
| 736 | **Gulf of Venice** | **IronScBn** | 3022 / 2828 / 1884 | ✝100A1 Lon *r* | 1883 | W.Gray& Co. W.Hartlepool | Gulf Line,Ld. | 331·1 | 42·3 | 25·7 | Greenock British | T.3Cy.26½″,43″&71″–54″ (*r*) 170lb *170lb* NDB94 410NHP | 20 | 6 | | N5,02 |
| 87389 | *T.H.Cook* –01 | *ss*Gls.No.3–1,96 | | *Spar dk* | 6mo | | | B89′F40′ | BK10″ | 6*BHCem* | | 2DB.*8cf*,GS174,HS6590 | 6 | 6 | | |
| HVSJ | *Ref.Mchy.Elec.light* | *ss*Hpl.No.1–01 | | 2,03 | A&CP | | | *WB*=*Cell* | | *DB*270′466*t* | | *Tpd*.90 Blair&Co(Lim)Stk. | | | | |
| | | 1*Dk*(*Irn*)&*Spardk*(*pt Irn*)*3tr B* | | | | | | | | | | | | | | |
| 737 | **Gulfport** | **SteelScTug** | 224 / — / 152 | | 1902 | Neafie& Levy Co. Philadelphia | Gulf&Ship Island R.R.Co. | 102·0 | 24·0 | 11·7 | Shieldsbro Miss. Utd. States | C.2Cy.18″&36″–26 55NHP | | | | |
| 86656 | *A.C.Scull* 02 | | | | | | | | | | | Neafie&LevyS&EBCo.Phl. | | | | |
| KSFW | | 1*Dk* | | | | | | | | | | | | | | |
| 738 | **Gull** | **IronScK** | 144 / 143 / 44 | | 1897 | Edwards Bros. North Shields | Kelsall Bros.& Beeching,Ld.(J.E. A.Kelsall, *Mgr.*) | 106·0 | 20·6 | 11·0 | Hull British | T.3Cy.12″,18″&30″–21″ 41RHP | 11 | 10 | | |
| 108533 | | | | | | | | BK7½″ | | *WB* | | N.E.Marine Co.(Lim.).Sld. | | | | |
| | (*Trawler*) | 1*Dk* | | | | | | | | | | | | | | |
| 739 | **Gulnare** | **SteelScSr** | 262 / 248 / 106 | | 1893 | C.Connell &Co. Glasgow | Government of Canada | 137·0 | 20·5 | 13·6 | Ottawa British | T.3Cy.13″,20″&33″–24″ 64RHP | 14 | 4 | | |
| 97071 | *T.G.Taylor*93–97 | | | | | | | BK7½″ | | | | Dunsmuir&Jackson,Gls. | | | | |
| VSPW | | 2*Dks* | | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Armement supplémentaire. Lettre d'Equipement. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Long. / Larg. / Prof. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails ‖ Chaudières ‖ Foyers. Nom du Constructeur des machines. | Coque. Quand. / Où. | Epaisseur Bordé au Maître. / Pont. / Barrots. | Epaisseur Pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 740 | **Gundulic** | 2109 | ✠100A1 Cff s | | 1880 | Palmers' | GundulicS.S.Co. | 286·0 37·3 23·1 | Ragusa | C.2Cy.27″&64″–45″ (s | 25 · 9 | |
| | ~~St.Catharine~~ 1888 | 1978 | ~~8,08~~ 1,04 Lon | | 10mo | Co.Ld. | Ltd. (S.Mandolfo) | P33 B66 F35′ | Aust.-Hung | 120lb *80lb* NDN93 [illegible] | 20 · 4 · 9 | |
| HKLN | (*ex*Renfrew) | 1307 | ✠NB6,98 ✠LMC9,01 | | | Newcastle | | ND93 BK9′ | 3 *BHCem* | 2SB,*6pf*,*6s*96,*h*83550 | | |
| | ~~Glasgow~~ | | BS10,08 3,05 | | *Lloyd's* | *s.&CP* | | *WB = Cell* | *DB*240′360*t* | Palmers' Co.Ld. Nwc | | |
| 741 | **Gunhild** | 1559 | ✠100A1 Sld p | | 1896 | R.Cruggs& | Rederiaktieb. | 255·0 37·0 15·4 | Malmö | T.3Cy.19″,31½″*&*62″–36″ (s | 17 · 7 | |
| 2069 | *F.A.A.Andersson*90–96 | 1182 | ~~4,05~~ 4mo | | 11mo | Sons | Sigurd (O.S. | Q94′B68′F28′ | Swedish | 160lb *80lb* 173NH | 1 · 11 | |
| JGRQ | *Well deck* ss | 860 | ~~Beehive~~ ✠LMC~~0~~ | | 1,05 | Middlesbro' | Hedberg, *Mgr.*) | PK | 4 *BHCem* | 2SB,*6cf*,*6s*90,*h*82760 | | |
| | *Elec.light* 1 *Dk*(*pt Iru&pt Stl*) 2*tr b* | | | | | *A&CP* | *WB = Cell DBa&u* | *E*100′*f*94′303*t FP* 1 | 22*t A PT*25*t* | Sir C. Furness, Westgarth& Co.(Lim.),Mdb | | |
| 742 | — | 106 | | | 1866 | Nyköpings | Angfartygsaktieb. | 103·9 16·7 6·0 | Stockholm | 1Cy.14″–18″ | | |
| 2569 | *A.Ahlgren* –02 | 58 | | | | M.V. | GamlaSvartsjö- | *s*29′ B37′ H5*t* F11 | Swedish | NB93 6NH | | |
| JFQR | (*ex*Ljusterö,*ex*Blidö,*ex*Engsö) 1 *Dk* | 89 | | | | Nyköping | landet (A.G.For- | | | Nyköpings M.V. Nyköping | | |
| 743 | **Gunther** | 1419 | | | 1896 | Helsingörs | Dmpfschrhed | 240·6 34·2 14·4 | Hamburg | T.3Cy.17″,27½″*&*47″–33″ | | G |
| | *H.P.Niemann*02–02 | 965 | | | | Jernsk& Msk | Union A.G. | Q78 B114′F20′ | German | 124NH | | |
| RKLW | 1 *Dk* | 909 | | | | Elsinore | | | *WB* | Helsingörs Jernsk.&Mskb. | | |
| 744 | **Gursouf** | 105 | | | 1896 | ..... | Gavallo | 87·0 17·6 7·3 | Yalta | | | |
| | 1 *Dk* | — | | | | Björneborg | | | Russian | | | |
| | | 60 | | | | | | | | | | |
| 745 | **Gussie** | 998 | | | 1872 | Harlan& | J.McKay | 221·6 33·8 16·8 | Tampa | 1Cy.44″–132″ | | |
| 85214 | *J.M.Olsen* –04 2 *Dks* | — | | | | Hllngswrh C | | | Utd.States | 171NH | | |
| JLRB | | 576 | | | | Wlmgtn,Del | | | | Harlan&Hllngswrth Co Dc | | |
| 746 | **Gustaf** | 1565 | ✠ ... | | 1888 | Wood, | Motala Rederi- | 259·5 36·0 17·7 | Motala | T.3Cy.20″,33″*&*54″–36″ (s | 19 · 1 | |
| 3326 | *N.A.Knafve*03–03 *ss*Hul.No.3–2,01 | 1266 | | | 2mo | Skinner&Co. | aktieb. (G.F. | Q129′B29′F28′ | Swedish | 160lb 177NH | 2 · 3 | |
| JKGT | (*ex*Dorotea,*ex*Gabalva) 1 *Dk*(*Stl*)2*tr B* | 965 | | | | Newcastle | Petterson, *Mgr.*) | BK9 | 4 *BHCem* | 2SB,*6pf*,*6s*82,*h*82700 | | |
| | *Well deck* | | | | *Lloyd's* | *s.&CP* | | *WB = DBa*74′*f*98 | 476*t A PT*85*t* | N.E.Marine Co.Ld. Nwc | | |
| 747 | **Gustaf Adolf** | 2389 | ✠100A1 Rot s | | 1889 | C.S.Swan& | Ångf.Aktieb. | 290·0 39·8 19·8 | Gothenburg | T.3Cy.22″,36″*&*59″–39″ (s | 22 · 2 | |
| 3049 | *J.E.Königson*99–01 *ss*Shl No.3–2,02 | 1868 | 10,01 ~~1,03~~ Sbl | | 9mo | Hunter | Nordsjön (A | P25 Q94′B118′F31 | Swedish | 160lb *80lb* NDN02 223NH | s 2 · 0 | |
| JMLP | (*ex*Lingfield) | 1486 | ~~BS7,02~~ ✠LMC2,02 | | | Newcastle | Bratt&Co. *Mgrs.*) | PK | 5 *BHCem* | 2SB,*6pf*,*6s*108,*h*83120 | | |
| | *Well deck* 1 *Dk*(*Irn*)*&Webframes* | | BS8,04 | | *Lloyd's* | *s.&CP* | *WB =* | *Cell DBa*84′*uE*20′*f* | 122′48*1t* | Wilands Slpwy.&E.Co. Nwc | | |
| 748 | **Gustaf E. Falck** | 340 | | | 1888 | C.J.Lange | Ångf.Aktieb. | 128·8 22·0 15·7 | Gothenburg | C.2Cy.18″&28½″–15″ | | |
| 731 | *C.A.Assmundson*94–96 | 307 | | | | Sohn | Svanen (G.E. | B20′ H10*t* F20′ | Swedish | NB95 18NH | | |
| JCDF | (*ex*Koral,*ex*W.Stief &Co.) 1 *Dk*2*tr B* | 180 | | | | Bremerhaven | Falck) | | *WB* | J.Lange,Sohn. Vegesack | | |
| 749 | **Gustaf Lagerbjelke** | 170 | | | 1890 | Bergsunds | Örebro Nya Rederi- | 96·4 19·7 7·4 | Örebro | C.2Cy.13¾″&23½″–17½″ | | |
| 2282 | *A.V.Sjögren*90–92 1 *Dk* | 78 | | | | Mek.Verkst. | aktieb. (C.G. | B61′H21*t*F10′ | Swedish | 19NH | | |
| JFGH | | 124 | | | | Stockholm | Gyllander, *Mgr.*) | | | Bergsunds Mek Verkst Skm | | |
| 750 | **Gustaf Ryding** | 447 | | | 18$\frac{55}{88}$ | Motala Co. | F.L.Blixt | 156·9 24·1 13·6 | Stockholm | C.2Cy.18″&35½″–20½″ | | |
| 2455 | *A.A.Ökman*02–02 1 *Dk* | 280 | | | | Gothenburg | | Q58′ B58′ H42*t*F24 | Swedish | 72NH | | |
| HJTK | (*ex*Gustaf II.Adolf) | 302 | | | | | | | | W.Lindbrgs Mk Vrks.,Skm | | |
| 751 | **Gustaf Wasa** | 426 | | | 1895 | Helsingörs | Ångf.Aktieb. | 141·3 25·0 12·0 | Stockholm | T.3Cy.13½″,22″*&*37″–24″ | | V |
| 2509 | *C.I.Svedberg*97–97 1 *Dk* | 289 | | | | Skibsbyggeri | Stockholm-Lübeck | Q39′B51′H12*t*F26′ | Swedish | 67NH | | |
| JFPG | | 249 | | | | Elsinore | C.E.Nyman) | | *WB* | Helsingrs Mskbyggeri | | |
| 752 | — | 323 | | | 1866 | Motala Co. | A.Anderson | 172·5 24·2 12·0 | Hapsal | | | |
| | *V.Marklund* 1 *Dk* | — | | | | Gothenburg | | | Russian | | | |
| RHLC | | 205 | | | | | | | | | | |
| 753 | — | 127 | | | 1876 | W.Lind- | Österdalarnes | 94·5 17·5 6·6 | Mora | C.4Cy.7¾″&15½″–11″ | | |
| 2845 | *V.A.Haglund*98–98 | 74 | | | | bergs M.V. | Angb.Aktieb. | Q34′B31′H6*t*F14′ | Swedish | NE&B97 13NH | | |
| JCKR | (*ex*Österdalarne) 1 *Dk* | 89 | | | | Stockholm | (J.G.Ros) | | | Hernösand V.&V.Aktieb. | | |
| 754 | **Gustafsberg** | 1148 | | | 1870 | Denton, | Gustafsbergs Fa- | 230·0 32·0 17·2 | Gustfsbrg | C.2Cy.28″&56″–36″ | 18 · 2 | V |
| 3467 | *C.E.Luttemann* –99 (*ex*Blythwoode) | 898 | | | | Gray&Co. | briks Intressenter | P229*t*F28*t* | Swedish | NB92 133NH | | |
| JKPT | *Well deck* 1 *Dk*2*tr B* | 648 | | | | W Hartlepool | (W.Odelberg) | BK9′ | *WB* | R.&W.Hawthorn.Nwc. | | |
| 755 | **Gustafsberg II.** | 106 | | | 1878 | Motala Co. | Gustafsbergs Fa- | 83·3 18·2 7·5 | Gustafsbg | C.2Cy.10¾″&21⅛″–17½″ | | |
| 2709 | 1 *Dk* | 70 | | | | Motala | briks Intressenter | Q28′ B25′ | Swedish | 17NH | | |
| JGBN | | 63 | | | | | (O.W.Odelborg) | | | Motala Co.,Motala | | |
| 756 | **Gustafsberg IV.** | 118 | | | 1884 | Bergsunds | Gustafsbergs Fa- | 99·7 18·0 8·5 | Gustafsbg | C.2Cy.14⅛″&25½″–19½″ | | |
| 2711 | *K.J.M.Westerberg*87–87 1 *Dk* | 80 | | | | Mek.Verks | briks Intressenter | B25′ H8*t* | Swedish | 24NH | | |
| JGBQ | | 79 | | | | Stockholm | (O.W.Odelberg) | | | Bergsunds Mek Vrks.,Skm. | | |
| 757 | **Gustafsberg V.** | 130 | | | 1888 | Bergsunds | Gustafsbergs Fa- | 102·1 18·6 8·6 | Gustafsbg | C.2Cy.18″&32″–20″ | | |
| 2712 | *F.Carlsson*97–02 1 *Dk* | 83 | | | | Mek.Verks | briks Intressenter | B35′ H10*t* | Swedish | 38NH | | |
| JGBR | | 79 | | | | Stockholm | (O.W.Odelberg) | | | Bergsunds Mek Vks.,Skm. | | |
| 758 | **Gustav** | 244 | | | 1899 | Kjöbnhvns | De Danske Sukker- | 122·4 24·2 9·2 | Assens | C.2Cy.12″&24″–15″ | | V |
| | *L.L.Hansen* –99 | 210 | | | | Flydk.Skbsv | fabrikker | R22′F20′ | Danish | 19NH | | |
| NKRP | *Mchy.Aft* 1 *Dk* | 128 | | | | Copenhagen | | | *WB* | Kjöbnhvns Flydk Skbs Cpn | | |
| 759 | **Gustav Bögel** | 1181 | ✠90A1 Hpl | | 1872 | Withy Alex- | Ångf.Aktieb.Gus- | 240·0 31·9 17·6 | Strömstad | C.2Cy.27½″&59″–36″ (s | 18 · 6 | |
| | *N.P.Christianssson*02–02 | 950 | ~~Spithead~~ 10,04 Gms | | 6mo | ander&Co | tav Bögel (H. | Q92′B102*t*F28′ | Swedish | 100lb *80lb* NDN97 144NH | | |
| JHDK | (*ex*Alethea) *ss*Hpl.2nd No.3–4,97 | 701 | ✠NB4,97 ✠LMC9,01 | | | Hartlepool | Andersson) | ptsN85 BK8½ | 4 *BHCem* | 2SB,*4pf*,*6s*76,*h*82280 | | |
| | *Well deck* *ss*Hpl.No.1–01 1 *Dk*2*tr B* | | BS8,&BS4,04 | | | *A&CP* | *WB = DB* | *a*73′*f*90′209*t* | | Blair&Co.(Lim.),Stockton | | |
| 760 | **Gustav Boldt** | 1400 | | | 1904 | Act.Ges. | A.Cords | 238·0 35·6 14·9 | Rostock | T.3Cy.16½″,25½″*&*41½″–31½″ | | |
| | *P.Dethlof* –04 | 950 | | | | "Neptun" | | P14 Q60′B108′F27′ | German | 98NH | | |
| | 1 *Dk* | 800 | | | | Rostock | | | *WB* | A.G."Neptun," Rostock | | |
| 761 | **Gustav Fischer** | 264 | | | 1881 | Göteborgs | F.W.Fischer | 109·3 22·6 12·6 | Rostock | C.2Cy.12″&26″–17″ | | G |
| | *H.Jörck* –98 (*ex*Aurora) | 227 | | | | M.V.Aktieb. | | B27′ | German | NB9[illegible] 23NH | | |
| MDRN | *Elec.light* 1 *Dk* | 151 | | | | Gothenburg | | | | Göteborgs M.V.Aktieb.Got | | |

| No. in Book / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Built. When. By Whom. Where. | Owners. | Regist'd Length. Breadth. Depth. Deck Erections, &c. | Port of Registry. Flag | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Machinery Comp. Freeboard ft. in. | Deck Sheathed | Date when last classed |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 762 | **Gustav Sampaio** Steel Twin Sc Sr<br>(ex Aurora) 1 Dk | 318<br>205<br>151 | | 1893 Armstrong Mitchell & Co. (Lim.) Newcastle | Brazilian Government<br>F47t | 197·0 \| 20·2 \| 12·4 | Brazilian | T.6Cy.18″,26½″&38½″–17″ 121NHP<br>E.Scott & Mountain Ld Nwc. | | | |
| 763 | **Gut Heil** Steel Sc Sr<br>L.Schroeder 99–99 Elec.light 2 Dks<br>KROM Mchy.Aft Carrying Petroleum in bulk | 2691<br>2448<br>1715 | | 1888 Armstrong Mitchell & Co Newcastle | Deutsch-Amerik. Petroleum Ges. | 309·5 \| 40·2 \| 28·2<br>H— | Gstemnde German<br>WB | T.3Cy.23″,37″&60″–39″ 225NHP<br>WallsendSlipway Co., Nwc. | | GV | |
| 764 | **Gutenberg** Steel Sc Sr<br>C.W.F.Mildahn 99–03 [illegible]<br>(ex Sea Belle) 1 Dk pt Irn<br>Well deck ss Ham. No.3–5,03 | 759<br>511<br>394 | ✠100A1 7.01 Ham. k<br>Rio<br>[illegible] LMC 02 | 1891 J.Scott & Co 6mo Kinghorn Lloyd's SA&CP | A.C.de Freitas & Co Empreza Brazileira de Nav. Freitas | 200·5 \| 29·2 \| 12·9<br>P&B113′F48′<br>BK7½″<br>WB = DBa37″ | Rio Janeiro Brazilian<br>4 BHCem 26t FPT 18t | T.3Cy.19½″,31″&51″–36″ (s)<br>160lb 90lb 155NHP<br>1SB.4pf.GS80,HS2320<br>J.Scott & Co. Kirkcaldy | 13 ″ 10<br>s 1 · 1½ | | 7,04 |
| QFGT | **Gutenfels** Steel Sc Sr<br>W.Rode 01–01 ss Ham. No.3–10,01<br>1 Dk(Irn) & Spar dk & Web frames<br>Stringers Irn | 2737<br>2371<br>1757 | ✠100A1 Spar dk 5.02 Bhn t<br>[illegible] LMC 1.02 | 1889 Sundrland 3mo S.B.Co. Sunderland A&CP | Deutsche Dmpfs-fahrts.Ges. Hansa Dampfsch.Ges. [illegible] WB = Cell DR(Irn) as 6 uE 22″ | 323·0 \| 40·2 \| 19·2<br>B66′F43′ 26·7<br>BK10″ | Bremen German<br>6 BHCem f 132′377t | T.3Cy.23½″,39″&64″–42″ (s)<br>160lb 100lb NDB03 283NHP<br>2SB,6cf,GS114,HS4500<br>Wllsnd Slpwy Co.,Ld.,Nwc | 21 ″ 8 | | 7,04 |
| | Now named "Europa," See No. 45 in Supplement. | | | | | | | | | | |
| JLDW | **Gutrie** Iron Sc Bg<br>Dubelle –02 ss Syd. No.3–1,96<br>ss Syd. No.2–04<br>2 Dks(1 Irn)3tr B | 2338<br>1494 | ✠100A1 11,04 H Kg t<br>Syd<br>[illegible] LMC [illegible] 04 | 1884 W Doxford 3mo & Sons Sunderland A&CP | Burns, Philp & Co. Ld. | 314·0 \| 38·3 \| 23·6<br>P46′B56′F46′<br>BK10″<br>WB = DBa80′165t | Sydny NSW British<br>6 BHCem | C.2Cy.40″&73″–48″ (s)<br>90lb 90lb NDB96 308NHP<br>2DB.12cf,GS109<br>Hawks, Crawshay & Ss. Gts. | 25 ″ 0<br>s 4 · 7 | | 9,03 |
| | **Gutztaff** Iron Sc<br>1 Dk | 136<br>119<br>18 | | 1886 Boyd & Co. Shanghai | P. & O. Stm. Nav. Co. | 105·5 \| 19·4 \| 9·2 | Shanghai British | C.2Cy.20″&38″–27″ 65RHP<br>D.Rowan, Glasgow | | | |
| JWBH | **Guyandotte** Iron Sc Sr<br>T.Catharine 02–<br>Elec.light 3 Dks | 2351<br>—<br>1651 | | 1882 J.Roach & Son Chester, Pa. | Old Dominion SS Co. | 267·0 \| 40·5 \| 24·4 | New York Utd. States | C.2Cy.38″&74″–54″ 335NHP<br>J.Roach & Son, Chester, Pa. | | S | |
| WCFM | **Guyane** Steel Sc Sr<br>Built ss Martinique No.3–5,02<br>(ex Baltic, ex Henri Teissier) 1 Dk(Irn)<br>Well deck Floor spt Irn | 351<br>268<br>169 | ✠100A1 5.02 Marti-nique e<br>[illegible] LMC 7.05 | 1892 R.Craggs & Sons Stockton Lloyd's SA&CP | Ambaud frères | 141·3 \| 22·2 \| 11·0<br>Q44′B16′H10tF24′<br>WB = FPT | Cayenne French<br>3 BHCem 20t APT 10t | T.3Cy.11″,17″&28″–21″ (s)<br>160lb 46NHP<br>1SB,2pf,GS28,HS830<br>Baird & Barnsley, N.Shields | 11 ″ 9 | | 1,05 |
| WCFM | **Gwalia** Iron Sc Sr<br>H.O.Davies 94–00 ss Cff. No.3–10,93<br>ss Nwc. No.2–02<br>Well deck 1 Dk(Irn)2tr B | 1348<br>1087<br>836 | ✠100A1 8,02 7,04 Cff o<br>[illegible] LMC 1.02<br>B57,04 | 1881 W Pickers-gill & Sons Sunderland A&CP | Gwalia S.S.Co.Ld. (E.C.Hurley & Co.) | 240·0 \| 33·0 \| 16·7<br>Q81′B62′F26′<br>FK<br>WB = Cell DB | Cardiff British<br>1 BHCem 345t APT 15t | C.2Cy.27″&56″–36″<br>80lb 80lb NDB00 146NHP<br>2SB.4pf,GS63,HS2400<br>N.E.Marine E.Co.(Lim) Sld | 19 ″ 4<br>s 1 · 11½ | | 7,04 |
| VSMH | **Gwalior** Steel Sc Bk<br>W.L.Stewart –01 2 Dks & Spar dk<br>Elec.light (ex Zayathla, ex Ruapehu) | 4219<br>2755<br>2692 | ... | 1883 J.Elder & Co. Glasgow | British India Stm. Nav. Co. Ld. | 389·0 \| 46·0 \| 23·7<br>P36′B124′F57′ 31·9<br>BK11″ | Glasgow British | C.2Cy.46″&88″–57″ 584NHP<br>J.Elder & Co. Glasgow | 25 ″ 3 | | |
| WHBJ | **Gwendoline** Iron Sc Sr<br>J.Stuart –04 ss Lon. No.3–10,94<br>ss Npt. No.2–03<br>1 Dk(Irn)2tr B | 1493<br>1244<br>933 | ✠100A1 3,05 Shi q<br>Off<br>LMC 3.04 | 1882 Palmers' Co 10mo Newcastle Lloyd's SA&CP | Gwendoline S.S.Co. Ld. (Mordey, Jones & Co.) WB = DBa86″ | 260·4 \| 35·2 \| 16·0<br>P27′B50′F32′<br>Irp04 BK8″<br>f28′ & uE & B34′312t | Newport British<br>4 BHCem APT 18t | C.2Cy.31″&59″–42″ (a)<br>80lb 80lb NDB99 174NHP<br>2SB.4pf,GS70,HS2813<br>Palmers' Co.(Lim.),Nwc. | 20 ″ 1<br>s 3 · 1 | | 3,04<br>8,05 |
| | **773** — Wood Pad Sk<br>E.Knox –94<br>1 Dk | 103<br>103<br>4 | | 1894 Tyne Tug Co.(Lim.) S.Shields | Tyne Tug Co.Ld. | 91·0 \| 19·4 \| 9·7 | S.Shields British | L.1Cy.34⅜″–50″ 40RHP<br>Hepple & Co., South Shields | | | |
| WVTH | **Gwenllian Thomas** Iron Sc Sr<br>T.Jones –01 ss Liv. No.3–9,94<br>ss Mdb. No.2–02<br>Well deck 1 Dk(Irn)2tr B | 1058<br>906<br>650 | ✠100A1 11,04 Cff n<br>Npt<br>NB 6.02 LMC 6.02 | 1882 Palmers' Co 5mo Newcastle Lloyd's SA&CP | Gwenllian Thomas S.S.Co.Ld. (Evan Thomas Radcliffe & Co.) WB = DBa59′f63″ | 225·4 \| 31·2 \| 17·0<br>Q113′B44′F28′<br>BK8″ | Cardiff British<br>1 BHCem 220t APT 10t | C.2Cy.24½″&52″–33″ (s)<br>100lb 95lb NDB02 99RHP<br>1SB.3pf.GS54,HS1705<br>Palmers' Co.(Lim.),Nwc. | 18 ″ 1<br>s 2 · 4 | | 11,04 |
| JVTS | **Gwent** Iron Sc Sr<br>L.Titland 89–89 ss Bng. No.3–12,91<br>ss Bgn. No.2–99<br>1 Dk | 670<br>511<br>397 | ✠ ... | 1878 E.Withy & Co. 5mo Hartlepool | S.S.Gwent's Actia Selsk. (H.Fie. E.Olsen | 190·0 \| 28·2 \| 13·7<br>Q72′B44′F25′<br>ND95 BK7½″<br>WB = DBa50′ | Bergen Norwegian<br>1 BHCem f 52′ APT | C.2Cy.16½″&39″–30″ (s)<br>150lb 40lb NDB95 91NHP<br>1SB.3pf.GS46,HS1475<br>Blair & Co.(Lim.),Stockton | | | N9,03 |
| WGHM | **Gwentland** Iron Sc Sr<br>J.H.Lightfoot –03 ss Cff. No.3–3,94<br>Well deck ss Cff. No.2–03<br>1 Dk(Irn)2tr B | 1433<br>1129<br>911 | ✠100A1 1,04 Cff p<br>MS 03 LMC | 1881 J Readhead 12mo &Co. S.Shields A&CP | Gwentland S.S.Co. Ld.(Morel,Ld.) WB = D Ba 74′f 100′ | 250·9 \| 35·2 \| 17·5<br>Q96′B56′F25′<br>BK9″ | Cardiff British<br>5 BHCem 395t APT 17t | C.2Cy.29″&55″–36″ (i)<br>80lb 80lb NDB94 145NHP<br>2SB.4pf,GS48,HS2158<br>J.Readhead & Co.,S.Shields | 18 ″ 6<br>s 1 ″ 11 | | N1,04 |
| | **777 Gwynedd** Steel Sc Tug<br>J.McGrody 94–02 | 115<br>—<br>78 | | 1896 Neafie & Levy Co. Philadelphia | Reading Co. | 88·2 \| 19·0 \| 10·2 | Phildlphia Utd. States | C.2Cy.15″&26″–22″ 26NHP<br>Neafie & Levy Co., Phl. | | | |
| Wrecked 10.04 | **778 Gwynfaen** Iron Sc 3 Mst Sr<br>W.Evans –92 ss Trn. No.3–11,99<br>Mchy.Aft ss Liv. No.1–03<br>1 Dk | 279<br>204<br>89 | ✠100A1 10,03 Liv | 1887 J.Jones & Sons 5mo Liverpool Lloyd's SA&CP | Kneeshaw, Lupton & Co. | 139·8 \| 20·3 \| 9·9<br>Q76tB7′F28′<br>BK7″<br>WB = FPT | Liverpool British<br>3 BHCem 68t APT 2t | C.2Cy.18″&36⅝″–24″ (s)<br>90lb 54RHP<br>1SB.3pf.GS45,HS1350<br>J.Jones & Sons, Liverpool | 10 ″ 9 | | 9,03 |
| RBGD | **779 Gwynwood** Steel Sc Sr<br>E.W.Woodhead –01 ss Lon. No.1–03<br>1 Dk(Irn) & Web frames<br>Well deck | 1084<br>882<br>674 | ✠100A1 7,01 5.03 Lon o<br>Sld<br>LMC 03 | 1899 W.Dobson 3mo. &Co. Newcastle A&CP WB = Cell DBa48′uE & | W France, Fenwick & Co. Ld. | 212·5 \| 35·0 \| 13·9<br>P18′Q44′B46′F24′<br>FK<br>B27′f 100′309t FPT | London British<br>1 BHCem 81t APT 26t | T.3Cy.18½″,30″&49″–33″ (r)<br>160lb 80lb 148NHP<br>1SB.4pf,GS60,HS2364<br>N.E.Marine Co. Ld. Nwc. | 16 ″ 5<br>s 1 · 10 | | 5 03 |
| JBRN | **780 Gyda** Steel Sc Sr<br>I.Isacksen<br>Well deck 1 Dk 2tr B | 1197<br>949<br>738 | ... | 1890 Wood, Skinner & Co. Newcastle | Acties. Dmpsk. Gyda (H.Isachsen) | 230·8 \| 33·1 \| 15·4<br>Q73′B65′F25′<br>FK | Grimstad Norwegian<br>WB | T.3Cy.17″,28″&46″–30″ 116NHP<br>N.E.Marine Eng. Co., Nwc. | 18 ″ 0 | N | |
| JLKD | **781 Gylfe** Iron Pad Sr<br>3661 J.M.A.Fagerlund –04 1 Dk | 388<br>296<br>260 | | 1874 Burmeister & Wain Copenhagen | Svenska Rederi-Aktieb. (L.Beijer, Mgr.) | 192·0 \| 23·1 \| 10·2<br>P33t H57t<br>len92 | Malmö Swedish | C.4Cy.22″&44″–42″ 209NHP<br>Burmeister & Wain, Cpn. | | | |
| HRSP | **782** — Iron Sc Sr<br>845 S.A.Svensson 02–02 1 Dk | 298<br>254<br>167 | | 1884 Göteborgs Mek.V. Gothenburg | Ångf. Aktieb. Gylfe (O.Ahrenberg) | 120·7 \| 22·4 \| 13·2<br>B31′ H7t | Gothenbrg Swedish | C.2Cy.16″&28″–20″ 29NHP<br>Göteborgs M.V., Got. | | V | |
| JWQR | **783 Gyller** Steel Sc Sr<br>S.Alshager –97<br>Well deck 1 Dk 2tr B | 549<br>418<br>394 | ... | 1892 Akers Mek. Værksted Christiania | Acties. Gyller (Holdt & Isachsen) | 171·9 \| 26·6 \| 12·9<br>Q12′B40′F23′<br>BK7″ | Stavanger Norwegian<br>WB | T.3Cy.13″,21″&33″–27″ 63NHP<br>Akers. Mek. Verks., Xia. | 13 ″ 10 | N | |

| 1 N° d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port Visité | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. RHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au dessus du pont de navire. pds. pc | 15 Registres où coté, si ce n'est dans le L. R. Dernier Port Visité | 16 Date de la dernière Visite de Survey pour classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 784 | **Gymeric** | **SteelScSr** | 4002 | ✝100A1 | Npt | *w* | 1899 | Russell& | S.S.GymericCo.Ld. | 345·0 | 49·8 | 17·9 | Glasgow | T.3Cy.25″,41″&67″–45″ (s) | 20 - 5 | | |
| | *H.G.Thomson*98-99 | *1 Dk (Stl) & Spr* | 3672 | *Spar dk* | Cal | | 3mo | Co | (A.Weir&Co.) | P20′B72′F38′ | | 26·6 | British | 180lb *80lb* FD 361NHP | 6 - 1½ | | 12.04 |
| QWMP | *Elec.light* | *dk (Stl) & sheep frmng* | 2598 | 12.04 ~~dk.stl~~ | | | | Pt.Glasgow | | | | PK | | 2SB,6pf,as112,as1900 | | | |
| | | *ss* Cal.No.1 04 | | ~~LSMC~~ | ✝LMC | 9.04 | | A&CP | *WB – Cell D Ha* 112′ *a E & f* 836′ *f* 146′885*t* | | | 6·6 | | *APT* 132 | | | |
| | | | | | | | | | | | | | | Rankin&Blackmore,Grk. | | | |
| 785 | **Gyne** | **SteelTwinScLr** | 297 | | | | 1887 | W.Denny | Irrawaddy Flotilla | 165·3 | 27·2 | 9·2 | Glasgow | C.2Cy.21½″&38″–24″ | | | |
| 93370 | *Elec.light* | | 297 | | | | | & Bros. | Co.Ld. | | | | British | 42RH | | | |
| | | | 181 | | | | | Dumbarton | | | | | | Denny&Co.,Dumbarton | | | |
| 786 | **Gypsum King** | **SteelScSrTug** | 563 | | | | 1899 | BurleeDry | J.B.King Trans.Co | 151·9 | 29·5 | 16·6 | New York | T.3Cy.17″,27″&45″–36″ | | | R |
| 86456 | *W.H.Blizzard*97-99 | | — | | | | | Dock Co. Pt | | | | | Utd.States | 121NHP | | | |
| KPDL | *Elec.light* | *1 Dk 2 tr B* | 233 | | | | | Richmnd,NY | | | | | *WB* | BurleeD D.Co. | | | |
| 787 | **Gyptis** | **SteelScSr** | 1065 | | | ... | 1891 | Irvine&Co | Ch.Scholl | 231·5 | 32·5 | 13·4 | Bordeaux | T.3Cy.16½″,26″&44″–33″ | 16 - 10 | V | |
| | *Le Moine* | | — | | | | | W Hartlepool | | P27′Q61′B96′F30′ | | | French | 109NHP | | | |
| JLTD | (*ex* King Arthur, *ex* Silvia) | | 734 | | | | | | | | | BR8″ | *WB* | Sun.Mar.Eng.Wks.W.Hpl. | | | |
| | *Well deck* | *1 Dk & Web frames* | | | | | | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Channel deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Date of Survey. | 8 Built. When. Where. | 9 Engines. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Is vessel classed, if not, Letter of Transfer. | 16 Date when last Dry Dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 JRWQ | H. A. Hartmann<br>*L.E.Norlöff* –98<br>*Well deck* | IronScSr<br>1 *Dk2trB* | 554<br>417<br>336 | | | | 1882 | Flensburgr Schiffsb.Ges. Flensburg | Dampskibselsk. H.A.Hartmann (E.B.Aaby) | 167·7 \| 24·8 \| 13·8<br>Q47′B45′F23′ BK6½″ | Drammen Norwegian *WB* | C.2Cy.21″&42″–27″ 74NHP<br>FlensburgerSchiffsb.Ges. | | N | |
| 2 QFSR | H. A. Nolze<br>*G.Bullerdieck*77–95<br>1 *Dk&Webframes* | SteelScSr | 687<br>622<br>410 | | | | 1893 | Flensburgr Schiffsb.Ges. Flensburg | Dampfschifffahrts Ges.Neptun | 179·0 \| 27·0 \| 20·4<br>Q115′ B46′ F19′ | Bremen German *WB* | T.3Cy.14″,21½″&37″–24″ 67NHP<br>FlensburgerSchiffsb.Ges. | | V | |
| 3 96649 KSCB | H. B. Chamberlain<br>*J.Gulley* –02<br>1 *Dk* | SteelScTug | 164<br>—<br>111 | | | | 1902 | Neafie& Levy Co. Philadelphia | Booth,Dailey& Irvins | 91·0 \| 22·0 \| 9·4 | New York Utd.States *WB* | (C.2Cy.16″&32″–24″ 42NHP<br>Neafie&Levy S&EBCo.Phl | | | |
| 4 115056 | H. B. Christian<br>*W.Symes* –02<br>1 *Dk* | CompScSr | 106<br>97<br>13 | | | | 1902 | Hawthorns &Co.Ld. Leith | PortElizabeth HarbourBoard | 85·4 \| 18·8 \| 9·8 | P.Elizabth British | C.2Cy.15″&31″–20″ 56RHP<br>Hawthorns&Co.Ld.Lth | | | |
| 5 96663 | H. B. Hawgood<br>*G.Robarge*80–03<br>*Mchy.Aft Elec.light* 1 *Dk2trB* | SteelScSr | 4655<br>—<br>3386 | | | | 1902 | American S.B.Co. Lorain,Ohio | H.A.Hawgood | 414·0 \| 50·0 \| 28·0<br>F48′ | Cleveland Utd.States *WB* | T.3Cy.22″,35″&58″–40″ 213NHP<br>AmericanSB.Co.Cleveland | | | |
| 6 96477 | H. B. Plant<br>*J.H.Lovelace*<br>*Elec.light* 1 *Dk* | SteelPad | 189<br>—<br>70 | | | | 1900 | Merrill-Stevens E.Co. Jacksonville | AtlanticLand& ImprovementCo. | 125·5 \| 21·7 \| 7·4 | TampaFla. Utd.States *WB* | 1Cy.24″–60″ 34NHP<br>Merrill-StevensEng.Co. | | | |
| 7 NLWF | H. C. Andersen<br>*J.Tillyer* 02 ss Nwc.No.3–11,01<br>(*ex*Dunmore,*ex*Propel,*ex*Dunmore)<br>*Well deck F.Fenger* 1 *Dk(Iru)2trB*<br>*Innerbottomplating Irn* | SteelScSr | 1328<br>1033<br>820 | ✝100A1<br>4,01 ~~12.02~~ | Els<br>Bly | *o* | 1888<br>11mo | S.M'Knght Co. Ayr<br>*Lloyd's A&CP* | Dampskibs.Fiona (Svendsen& Christensen, *Mgrs*) | 245·0 \| 34·1 \| 15·7<br>Q85′B73′F33′ BK9″ | Copnhagn Danish *WB* | T.3Cy.18″,30″&48″–36″ (*s*) 18 ″ 0<br>160lb *80lb* NDB01 136NHP<br>1SB.*4rf*,GS62,HS2007<br>Hutson&Corbett,Glasgow<br>= *Cell DB*197′220*t APT17t* | | | 12,01 |
| 8 96464 | H. C. Frick<br>*W.W.Shorkey*<br>*Elec.light Mchy.Aft* | SteelSc<br>1 *Dk2trB* | 4713<br>—<br>3159 | | | | 1899 | American S.B.Co. Cleveland,O. | ClevelandS.S.Co. (J.Mitchell, *Mgr.*) | 416·0 \| 50·0 \| 24·0 | Cleveland Utd.States *WB* | T.3Cy.23″,37½″&63″–42″ 257NHP<br>American S.B.Co.Clevelnd | | | |
| 9 NJBK | H. C. Örsted<br>*Cable Vessel*<br>*F.C.G.Örsted*80–80 | IronScSr | 749<br>545<br>459 | | | | 1872 | Burmeister &Wain Copenhagen | StoreNordiske Telegraph Selskab | 180·8 \| 28·2 \| 15·5<br>P94′ F28′ | Copnhagn Danish *WB* | C.4Cy.21″&44″–30″ NB04 176NHP<br>Burmeister&Wain,Cpn | | V | |
| 10 96230 | H. E. Runnels<br>*G.McLeod*<br>1 *Dk* | WoodSc | 862<br>—<br>694 | | | | 1893 | JenksS.B. Co.Pt.Huron, Mich. | SpenceBros. | 182·0 \| 35·0 \| 13·2 | Pt.Huron, Mich Utd.States | C.2Cy.20″&40″–30″ 73NHP<br>PhœnixIronWks.PtHuron | | | |
| 11 95803 KCMV | H. F. Dimock<br>*Johnson*<br>2 *Dks&Spardk* | IronScSr | 2626<br>—<br>1786 | | | | 1884 | W.Cramp &Sons Philadelphia | MetropolitanSSCo | 271·8 \| 41·6 \| 19·2<br>29·9 | Boston Utd.States *WB* | C.2Cy.36″&68″–54″ 283NHP<br>W.Cramp&Sons,Phl. | | RS | |
| 12 96692 KSNH | H. G. Dalton<br>*Mchy.Aft Elec.light* | SteelScSr<br>1 *Dk2trB* | 1615<br>—<br>920 | | | | 1903 | Superior S.B.Co. W.Superior | GreatLakes& St.Lawrence Transp.Co. | 255·0 \| 41·0 \| 18·0<br>Q88′F36′ | Duluth Mn Utd.States *WB* | T.3Cy.14″,25″&42″–30″ 97NHP<br>SuperiorS.B.Co. ~~57′–30″~~ | | | |
| 13 114446 VBMJ | H. M. Pellatt<br>*M.G.Easton* –03<br>*Elec.light* 2 *Dks* | SteelScSr | 1591<br>1525<br>1038 | | | | 1903 | Russell& Co. Pt.Glasgow | ~~W.Peterson,Ltd.~~ Canadian Lake& OceanNav.Co Ld | 239·7 \| 37·0 \| 21·8 | Newcastle British *WB* | T.3Cy.21″,35″&~~56″–57″~~ 196NHP<br>D.Rowan&Co.Glasgow | | V | |
| 14 96039 KHQD | H. M. Whitney<br>2 *Dks&Awngdk* | IronScSr | 2707<br>—<br>1791 | | | | 1890 | W.Cramp &SonsCo. Philadelphia | MetropolitanSSCo | 271·8 \| 43·0 \| 19·2<br>29·0 | Boston Utd.States *WB* | T.3Cy.29″,45″&74″–48″ 379NHP<br>Wm.Cramp&Sons'Co.,Phl. | | RS | |
| 15 NRSP | H. P. Prior<br>*P.Aarsted* | IronPadSr | 544<br>486<br>296 | | | | 1878 | Burmeister &Wain Copenhagen | ForenedeDmpskib. Selskab | 200·6 \| 24·1 \| 14·2<br>B39*t* H23*t* F15′ | Frdrkshvn Danish | C.O.4Cy.26″&58″–48″ 388NHP<br>Burmeister&Wain,Cpn. | | | |
| 16 NMKG | H. Pontoppidan<br>*C.T.Klitgaard*98–03<br>1 *Dk(Stl)&deep framing* | SteelScSr | 1837<br>1643<br>1152 | ✝100A1<br>8, ~~12.02~~ | Bry<br>Els | *s* | 1903<br>6mo | Schpw. v. JanSmit.Czn Alblasserdm<br>*Lloyd's A&CP* | DampskibsSelsk. Cimbria(Svendsen &Christensen)<br>*WB=Cell DBa* | 275·2 \| 40·7 \| 18·1<br>P20′B162′F32′ FK<br>*yuE*94′ *uB*16′*f*18′ | Copnhagn Danish *WB* | T.3Cy.20½″,33″&54″–36″ (*s*) 20 ″ 6<br>180lb *100lb* 192NHP<br>2SB,*4cf*,GS89,HS3002<br>Maats deSchelde,Flushing | ≤2 ″ 5½ | | ~~12.03~~<br>8,04 |
| 17 92 JBOD | H. Wicander<br>*K.T.Falkenberg*97–01<br>1 *Dk(Stl)&Webframes&pt.Awngdk(Stl)*<br>*ss*Skm.No.3–1,05 | SteelScSr<br>~~Lis.No.2.03~~ | 1255<br>883<br>748 | ✝100A1<br>*pt Awng dk with freeboard*<br>4,05 ~~3,03~~ | Skm | *n* | 1892<br>4mo<br>05 | Cmpbltwn S.B.Co. Campbeltwn<br>*Lloyd's A&CP* | WicandersRederi Aktieb.(Hjalmar Wicander, *Mgr.*) | 227·0 \| 32·6 \| 16·4<br>Q82′H29*t*<br>*pt Awngdk*148′ FK<br>*WB=DBa*57*f*55′ | Stockholm Swedish *WB* | T.3Cy.17″,27″&44″–33″ (*s*) 17 ″ 4<br>160lb *60lb* 103NHP<br>1SB,*3rf*,GS63,HS1418<br>Kincaid&Co.(Lim.),Grk. | s 8 ″ 1 | | ~~3,03~~<br>7,04 |
| 18 JSMD | Haakon Adalstein<br>*I.Tjorsvaag*<br>2 *Dks&Awngdk* | IronScSr | 710<br>681<br>430 | | | | 1873 | Mitchell &Co. Newcastle | Nordenfjeldske Dampskibsselskab | 180·2 \| 26·4 \| 16·7<br>H29*t* 21·2 | Drontheim Norwegian *WB* | T.3Cy.16½″,26″&44″–30″ NE&B02 106NHP<br>TrondhjemsM.V.Dronth. | | | |
| 19 JSPG | Haakon Jarl<br>*S.Sten*<br>2 *Dks&Awngdk* | SteelScSr | 858<br>843<br>523 | | | | 1879 | MotalaCo. Gothenburg | Nordenfjeldske Dampskibsselskab | 197·3 \| 27·1 \| 21·5<br>H23*t*<br>len91 | Drontheim Norwegian *WB* | C.2Cy.29½″&51½″–29½″ 119NHP<br>MotalaCo.,Gothenburg | | | |
| 20 JTMH | Haalogaland<br>*I.Martinussen*<br>(*Fishing*) | SteelScSr<br>1 *Dk* | 212<br>194<br>89 | | | | 1891 | Fredrikstd Mek Værkstd Fredrikstad | Haalogaland's Dampskibsselsk. | 120·0 \| 19·0 \| 12·9<br>H18*t* | Harstad Norwegian *WB* | T.3Cy.12¼″,19½″&31″–24″ 47NHP<br>FredrikstadMek Værksted | | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro d'Ordre. / Numero Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / — / Net. | Détails de la Classification. Cote. — Surveillance Spéciale. | Construit. Quand. / Navire. / Mach. | Par qui. / — / Où. | Armateurs. | Dimensions d'après le Document. Longueur. / Largeur. | Port d'Attache. / Pavillon. | Machines. No. & Dia. des Cylindres. — Course. — Pression des Chaudières. NHP. Force en chevaux d'après les Lettres de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse. | Epoque de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | **Haardraade** SteelSc3MastSr | 928 | ✠100A1 Rot *m* | 1903 | Kon. Maats deScheldt | Dmpsk.Actieselsk. Haardraad(Black-stad,Holta&Co.) | 210·7 \| 34·9 \| 12·9 | Skien | 1 3Cy.16½″,26½″&48″-30″ (*s*) | 15 « 1 | |
| | *Joh.A.Gustavsen* 99–03 | 726 | 2,0[illegible] | 9mo | Flushing | | P69′F42′ | Norwegian | 170lb *80lb* 123NHP | | |
| MBJW | 1 *Dk(Irn)&deep framing* | 399 | ✠LMC9,03 | *Lloyd's SA&CP* | | *WB - Cell* | *DB f* 117′214*t FPT* | 90*t APT* 10*t* | 1SB,*3ef*,gs63,hs2420 | | |
| | | | | | | | | | Mnats.deScheldt,Flushing | | |
| 22 | **Haarek** IronScSr | 131 | | 1862 | ..... | Holgelandske | 101·6 \| 16·4 \| 7·5 | Sandnes-sjoen | C.2Cy. | | |
| | *P.Ulriksen* –00 | 72 | | | Christiania | Dmpskibsselskab | Q8*t* B27*t* H7*t* F17*t* | Norwegian | | | |
| JSWB | (*ex* Hanstoen) 1 *Dk* | 76 | | | | | | | | | |
| 23 | **Habicht** SteelScSr | 165 | | 1897 | Schiffsw(v. J&Sch.)A.G Hamburg | Vor.Flensbrg-Ek-ensundr&Sonder-burgerDampfs.G. | 120·8 \| 20·1 \| 9·8 | Flensburg German | C.2Cy.13¼″&25″–18″ 22NHP | | G |
| | *L.Jörgensen* 88–98 | 131 | | | | | Q46′B29′F13′ | | | | |
| LMKR | 1 *Dk* | 53 | | | | | | *WB* | Schwft.(v.J&Sch)A.G Ham | | |
| 24 | — SteelScSp | 65 | ... | 1898 | Chalmers &McKivett Glasgow | C.Vering | 74·7 \| 15·6 \| 8·1 | Hamburg German | C.2Cy.14″&27″–20″ 36NHP | 9 « 0 | |
| | *Titechkan* –99 (*Tug*) | 34 | | | | | BK5½″ | | Shanks,Anderson&Co.Gls | | |
| | (*ex* Hawk) 1 *Dk* | 2 | | | | | | | | | |
| 25 | **Habil** SteelScSr | 632 | | 1896 | Stavanger | Dmpskibsacties. | 173·6 \| 26·7 \| 13·0 | Stavanger | T.3Cy.18½″,22″&34″–27″ | | N |
| | *Ths.Gudmundsen* –96 1 *Dk2tr H* | 462 | | | Stöberi&Dok Stavanger | Habil (Holdt&Isachsen) | Q41*t* B82*t* H11*t* F35*t* | Norwegian | 60NHP | | |
| JWRK | | 375 | | | | | | *WB* | Laxevaags Msk&Jrna,Bgn. | | |
| 26 | **Habsburg** *Klaus-berger* SteelScSr | 3961 | ✠100A1 Tri *x* | 1895 | Lloyd 7mo Austriaco Trieste | LloydAustriaco | 374·0 \| 44·4 \| 19·5 | Trieste | T.3Cy.35½″,57″&92″–54″ (*s*) | 22 « 7 | |
| | 4 *Lerg* 00–07 ~~*ss*~~Tri.No.2–03 | 3328 | *Spar dk* B34,08 | | | | P78′B95′F85′ 27·5 | Aust.-Hung. | 170lb *165lb* 758NHP | | |
| HKMC | ~~(Ltd.)~~ N.S.–ws) & *Spar dk(Stl*–teak s) | 2420 | 12,08 ✠LMC12,08 | | | | FK | *6 BHCem* | 4SB,*20rf*,gs430,hs13130 | | |
| | *Elec light* | | | *Lloyd's SA&CP* | | *WB* = | *Cell DBa* 80′ *uE&b* | 97*f* 195′444*t* | Lloyd Austriaco,Trieste | | |
| 27 | **Hachisuka Maru** WoodScSr | 151 | | 1889 | Haruki Tojiro Tokushima | OsakaShosen KabushikiKaisha | 113·7 \| 15·2 \| 11·8 | Osaka Japanese | C.2Cy.14½″&25½″–16″ 21NHP | | |
| 1176 | 2 *Dks* | 135 | | | | | | | NiikumaMasajiro,Osaka | | |
| HGWS | | 94 | | | | | | | | | |
| 28 | **Hackney** SteelScSr | 4090 | ✠100A1 Cff *x* | 1889 | Palmers' 5mo Co.Ld. Newcastle | ~~HackneySS.Co.Ld.~~ (~~Deloch&Buston~~) | 375·0 \| 46·3 \| 20·3 | ~~Cardiff~~ ~~British~~ | T.3Cy.28″,45″&78″–48″ (*a*) | 23 « 3 | |
| ~~Belfast~~ | ~~H.&J.Logan~~ 03 *ss*Cff.No.3–4,02 | 3895 | *Spar dk* | | | | B32 F32′ 28·2 | | 160lb 394NHP | « 7 «5½ | |
| ~~Belfast~~ | *ex* Emir) 1 *Dk(Stl)&Spar dk(Stl*–ws) | 2606 | 11,08 | | | | FK | *6 BHpt Asp* | 2DB,*12cf*,gs204,hs6278 | | |
| | *Now named "Ujina Maru," See Vol. 3 in Supplement* | | ✠MC11,03 | *Lloyd's SA&CP* | | *WB* = *Cell DB* 290′ 731*t* | *FPT* 155*t APT* 35*t* | *2 M'chin* | Palmers'Co.Ld.Nwc. | | |
| 29 | **Hadassa** SteelScSr | 227 | | 1902 | H.C.Stülcken Sohn | H.C.StülckenSohn (Heyne&Hessen-müller,*Mgrs.*) | 131·2 \| 22·4 \| 8·7 | Hamburg | C.2Cy.11¾″&19¾″–14″ | | G |
| | *Chr.Kraeft* 02–02 | 178 | | | | | P34′F15′ | German | NE&B04 12NHP | | |
| RMSD | 1 *Dk* | 171 | | | | | | *WB* | H.C.StülckenSohn,Ham. | | |
| 30 | **Haddon Hall** SteelScSr | 4177 | ✠100A1 Bkn *x* | 1895 | Palmers' 12mo Co.(Lim.) Newcastle | HallLine,Ld. (R.Alexander&Co. *Mgrs.*) *WB* = *Cell* | 380·0 \| 45·3 \| 29·1 | Liverpool British | T.3Cy.24½″,41½″&70″–45″ | 30 « 9 | |
| 106356 | *J.Abram* –04 *ss*Bkn.No.2–04 | 3984 | 1,05 3,01 Npt | | | | P31′B74′F37′ | *6 BHCem* | 200lb *90lb* (*s*) 404NHP | « 6 «10 | |
| PDHV | 2 *Dks(Stl)* 3*tr B* | 2677 | ✠LMC3,04 | A&CP | | *Mgrs.*) *WB* = *Cell* | FK | | 2SB,*6ef*,gs116,hs5280 FB | | |
| | | | | | | *Ba* 132′ *uE*24′ 421*t* | *MT* 34′ 644*t FPT* | 102*t APT* 46*t* | Palmers'Co.(Lim.),Nwc. | | |
| 31 | **Haddonhall** SteelScSr | 2608 | ✠100A1 Npt *l* | 1898 | Tyne I.S.B. 6mo Co.Ld. Newcastle | WestHartlepool Stm.Nav.Co.Ld. | 290·0 \| 43·0 \| 19·5 | W. Hartlpl | T.3Cy.22½″,37″&61″–39″ (*s*) | 22 « 0 | |
| 106979 | ~~*E.Hogg*~~ ~~04~~ *ss*Bry.No.1–02 | 1975 | *pt Awng dk* Mch | | | | P29′Q89′ FK | British | 160lb *90lb* 250NHP | « 8 « 8½ | |
| WJ | (*kinson* –04 1 *Dk(Stl)&deep framing* | 1657 | *withfreeboard* | A&CP | | *WB* = *Cell DBa* | *pt Awng dk* 181′ | *6 BHCem* | 2SB,*6pf*,gs102,hs4025 | | |
| | *&pt Awng dk(Irn)* | | 5,07 7,02 | | | | *&uE* 110′ *f* 116′ 549*t* | *APT* 51*t* | N.E.MarineCo.Ld.Nwc. | | |
| | | | ✠LMC11,02 | | | | | | | | |
| 32 | **Hadley** SteelScSr | 1777 | ✠100A1 Shl *r* | 1901 | S.P.Austin &Son,Ld. Sunderland | W.Cory&Son,Ld. | 268·1 \| 37·7 \| 17·0 | London | T.3Cy.20½″,38″&54″–39″ (*s*) | 19 « 9 | |
| 114713 | *C.T.Hopper* 95–01 | 1384 | 3,05 Sld | 7mo | | | P27′Q74′B48 F29′ | British | 160lb *90lb* 196NHP | « 2 « 2 | |
| GMJH | 1 *Dk(Irn)&deep framing* | 1102 | ✠LMC7,01 | A&CP | | *WB* = *Cell DBa* 78′ *uE&* | *B30′f* 112′ 510*t FPT* | *4 BHCem* 37*t APT* 51*t* | 2SB,*6pf*,gs85,hs3143 | | |
| | *Well deck* | | | | | | | | G.Clark,Ld.Sunderland | | |
| 33 | **Hadschi Hadschi Aga Dadascheff** SteelTwinScSr | | | 1903 | Lindholmens M.V. Gothenburg | A.A.Dadascheff | 255·0 \| 32·0 \| 17·7 | Baku Russian | C.4Cy.20″&40″–24″ 157NHP | | |
| | *A.J.Müller* 87–03 2 *Dks* | | | | | | Q78′B68′F24′ | | LindholmensM.V.Got. | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | |
| | *Fitted for liquid fuel* | | | | | | | | | | |
| 34 | **Hadsel** Iron&SteelScSr | 302 | | 1892 | Trond-hjems M.V Drontheim | Vesteraalens Dampskibsselskab | 129·2 \| 20·7 \| 15·7 | Bodö Norwegian | T.3Cy.12″,20″&32″–21″ 47NHP | | |
| | *P.K.Wenberg* 99–99 | 293 | | | | | H9*t* | | TrondhjemsMek.Verksted. | | |
| JTDL | 1 *Dk&Awngdk* | 179 | | | | | | | | | |
| 35 | **Hae-an** IronScSr | *1344* | | 1873 | A&J Inglis Glasgow | ChinaMerchants' Stm.Nav.Co. | 244·0 \| 33·0 \| 18·2 | Shanghai Chinese | T.3Cy.20″,32″&52″–39″ 169NHP | | |
| | *F.Wallace* 90– (*ex* Kung Yi. | *1033* | | | | | | | Lees,Anderson&Co.,Gls. | | |
| | *ex* Hae-an,*ex* Shingking) 2 *Dks* | 537 | | | | | | | | | |
| 36 | **Hægholmen** Steel&IronScSr | 384 | | 1885 | Hægholmens M.V. Christiania | M.Lindöe | 137·2 \| 23·1 \| 12·9 | Haugesnd Norwegian | C.2Cy.18″&28″–18″ 19NHP | | N |
| | *Chr.Baardsen* –00 1 *Dk&Flush dk* | 899 | | | | | Q14*t* B46*t* H7*t* F6*t* | *WB* | AkersM.V.,Christiania | | |
| HDSW | | 225 | | | | | | | | | |
| 37 | **Hae-shin** IronScSr | *1207* | | 1871 | A&J Inglis Glasgow | ChinaMerchants' Stm.Nav.Co. | 212·6 \| 33·5 \| 18·8 | Shanghai Chinese | C.2Cy.31″&60″–36″ 180NHP | | |
| Wrecked 6.05 | *A.Lowe* 89– (*ex* Chih-li,*ex* Hae-shin, | *819* | | | | | | | A.&J.Inglis,Glasgow | | |
| | *ex* Fuh-Yi,*ex* Hae-shin,*ex* Chih-li) | 735 | | | | | | | | | |
| | 2 *Dks&Spar dk* | | | | | | | | | | |
| 38 | **Hae-ting** IronScSr | *1492* | | 1873 | J.Elder Glasgow | ChinaMerchants' Stm.Nav.Co. | 253·0 \| 33·0 \| 20·7 | Shanghai Chinese | C.2Cy.32″&62″–36″ 184NHP | | |
| | *R.G.Paramore* 90– (*ex* Paouting. | *1303* | | | | | | | J.Elder,Glasgow | | |
| | *ex* Hae-ting,*ex* Li-ting,*ex* Hae-ting, | *1124* | | | | | | | | | |
| | *ex* Paouting) 2 *Dks&Shade dk* | | | | | | | | | | |
| 39 | **Hafnia** SteelScSr | 1619 | | 1888 | Helsingörs Jrns&Msk bg. Elsinore | DmpskslskKjöben-havn (P.L.Fisker) | 260·7 \| 36·0 \| 16·7 | Copnhagn Danish | T.3Cy.19½″,31½″&51½″–36″ 159NHP | | V |
| | *C.Troensegaard* 92–99 | 1284 | | | | | P154′ F24′ | *WB* = *DB* 324*t* | HelsingörsMaskinByggeri | | |
| NWSP | *Well deck* 1 *Dk2tr B* | 1013 | | | | | | | | | |
| 40 | — SteelScSr | 962 | | 1896 | Bergens Mek.Værks. Bergen | Dmpskbet Hafnia's Rederi(W.Hansen, *Mgr.*) | 216·6 \| 31·7 \| 12·8 | Bergen Norwegian | T.3Cy.15½″,25″&42″–30″ 97NHP | | N |
| | *E.Hall* 98–00 1 *Dk* | 748 | | | | | Q105*t* B55*t* H15*t* | | | | |
| JTPM | | 594 | | | | | F27*t* | *WB* | BergensM.V.,Bergen | | |
| 41 | **Hafursfjord** IronScSr | 1668 | ... | 1882 | W.Gray& Co. W Hartlepool | Dmpskibsacties. Hafursfjord (SigvalBergesen) | 257·1 \| 35·7 \| 18·8 | Stavanger Norwegian | C.2Cy.32½″&60″–39″ 187NHP | 20 « 1 | N |
| | *T.Hjorth* (*ex* Beechville) | 1822 | | | | | Q98′B67′F38′ | | | | |
| JWRG | *Well deck* 1 *Dk2tr B* | 1036 | | | | | BK9′ | *WB* | Blair&Co.(Lim.),Stockton | | |
| 42 | **Haga** IronScSr | 1373 | ✠ Shl *p* | 1877 | T.Turn-bull&Son Whitby | C.A.Banck&Co. | 248·6 \| 33·6 \| 20·0 | Hisingborg Swedish | C.2Cy.31″&58″–36″ NDB88 147NHP | 20 « 8 | |
| 3456 | *O.B.Ohrström* 03–03 *ss*Cff.No.3–2,89 | 1178 | 8,96 | 2mo | | | Q92′B58′H15*t* F31′ | *5 BHCem* | 2SB,*6pf*,gs55,hs2209 | | |
| JKPL | (*ex* Barendrecht, *ss*Nwc.No.1–93 | 865 | | | | | ptND98dr 34 BK9′ | *W.b* = *DB* a 72′ *f* 100 238*t* | Blair&Co.(Lim.),Stockton | | |
| | *Well deck* *ex* GoldenGrove) 1 *Dk2tr B* | | | | | | | | | | |

| No. in Book / Official No. / Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Under Deck / Gross / Net | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port in Survey | Built. When / by Whom / Where. | Owners. | Dimensions: Length / Breadth / Depth | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke / Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships ft. / in | Is vessel not to L. & I. Channel? | Inside plates fitted with shaft keys |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 / — / HGTM | **Haginoura Maru** WoodScSr<br>(ex Fukuzawa Maru, No. 11)<br>*2 Dks* | 219<br>—<br>135 | | | 1889 Fukuzawa Tatsuzo Tokio | M. Tanaka | 95·8 \| 16·5 \| 15·3 | Osaka Japanese | C.2Cy. 12½″ & 28½″–17″<br>18 NH | | | |
| 44 / 109858 / — | **Hai Moon** WoodScSr<br>*G. A. Paoton* –00<br>*2 Dks* | 328<br>—<br>218 | | | 1900 Kwang Yak Hing Hong Kong | Chan Woon | 130·4 \| 20·2 \| 8·0<br>H48*t* | Hong Kong British | C.2Cy. 18″ & 26″–18″<br>28 RH<br>Kwen Hing, Hong Kong | | | |
| 45 / 107029 / PVND | **Haiching** SteelScSr<br>*A. E. Hodgins* 92–02<br>*Elec. light* 1 *Dk* § *Spar dk* 3 *tr B* § | 2250<br>1874<br>1267 | | … | 1898 D. J. Dunlop & Co. Pt. Glasgow | Douglas S.S. Co. Ltd. | 280·9 \| 38·2 \| 16·9<br>P62′ B70′ F50′ 23·9<br>BK8″ *WB* | Hong Kong British | T.3Cy. 22″, 35″ & 57″–39″<br>239 NH | 18 ″ 0 | | |
| 46 / — / — | **Haidamak** SteelScSr<br>*2 Dks* | 8[illegible]<br>—<br>182 | | | 1898 Howaldtswerke Kiel | Russian Government | 188·0 \| 42·0 \| 19·0 | Nicolaieff Russian *WA* | T.3Cy. 22″, 35″ & 57″–39½″<br>205 NH<br>Howaldtswerke, Kiel | | | |
| 47 / — / — | **Haidar Pasha** SteelPad<br>*Ibrahim* (ex Number 161) 1 *Dk* | 285<br>[illegible]<br>121 | | | 1894 Gourlay Bros. & Co. Dundee | Idareï Massousieh | 180·0 \| 23·1 \| 8·0 | Constanpl Turkish | C.2Cy. 22″ & 42″–48″<br>102 NH<br>Gourlay Bros. & Co., Dun. | | | |
| 48 / 93831 / KWPN | **Haidari** SteelScSr<br>*H. F. Hill* –01 ss Liv. No. 3–9, 98<br>(ex Drumfell) ss Bom. No. 1–01<br>2 *Dks* (1 *Stl–ws* § *U Irn–ws pt teak*) 3 *tr B* | 2448<br>2282<br>1563 | ✝100A1 Bom *t*<br>2,05 ~~3,04~~<br>BS3,04 ✝LMC8,01 | | 1888 R. Thompson & Sons Sunderland A&CP | Bombay & Persia S.N. Co. Ltd.<br>*WB = Cell*<br>*DBa 78′ uE* § *B 52′* | 305·0 \| 39·7 \| 24·2<br>P26′ B72′ F34′<br>BK10″<br>*f 118′ 423t FPT 67t* | Bombay British | T.3Cy. 23½″, 38″ & 62″–42″ (*s*)<br>150 lb *80 lb* NDB97 248 NH<br>2 DB, *8cf*, GS132, HS3700<br>N.E. Marine Co. Ltd. Sld. | 26 ″ 10<br>s 4 ″ 11 | | ~~4,04~~<br>N2,05 |
| 49 / — / — | **Hailan** IronScSr<br>*Andersen* 00–01 ss H.Kg. No. 3–12, 96<br>(ex Activ) ss H.Kg. No. 1–01<br>1 *Dk* § *Awng dk* | *416*<br>*350*<br>*249* | ✝100A1 HKg *h*<br>*Awng dk*<br>*with freeboard*<br>4,00 ~~12,08~~<br>~~Bk 1,08~~ ✝LMC3,01 | | 1880 R. Chambers, jun. Dumbarton *Lloyd's* | Marty & D'Abbadie | 174·8 \| 24·3 \| 11·8<br>BK7″<br>*WB = MT 61t* | Haiphong French | C.2Cy. 20″ & 38″–27″ (*f*)<br>70 lb *75 lb* NDB95 62 NH<br>1 SB, *2pf*, GS34, HS1060<br>M. Paul & Co., Dumbarton | 12 ″ 9<br>s 8 ″ 1 | | 3,01 |
| 50 / — / — | **Hailar** IronScBk<br>(ex Cephalonia)<br>*Ref. Mchy. Elec. light* | 5606<br>5238<br>3515 | | Sunk 3,04 | 1882 Laird Bros. Birkenhead | Chinese Eastern Railway Co. Ltd. | 430·6 \| 46·5 \| 34·5<br>F79*t* | Novossisk Russian | C.2Cy. 52″ & 93″–66″<br>585 NH<br>Laird Bros. Birkenhead | 36 ″ 0 | | |
| 51 / 114833 / TFSN | **Haileybury** SteelScSr<br>*E. Hook* 99–02<br>1 *Dk* (*Stl*) 2 *tr B* § *deep framing*<br>3 *Dk rule* | 2888<br>2698<br>1809 | ✝100A1 Bry *u*<br>2,04<br>✝LMC2,02 | | 1902 W. Pickersgill & Sons Sunderland *Lloyd's* A&CP | Austin Friars Stm. Shppg. Co. Ltd (Galbraith, Pembroke & Co. *Mgrs.*) | 324·0 \| 47·1 \| 21·7<br>P31′ B96′ F33′<br>*WB = Cell DB* FK *a 104′ uE 20′ f 128′* | London British | T.3Cy. 28″, 38″ & 64″–42″ (*s*)<br>180 lb *90 lb* NDB90 282 NHP<br>2 SB, *8pf*, GS125, HS4285<br>G. Clark, Ld. Sunderland | 24 ″ 1<br>s 4 ″ 1 | | 11,03 |
| 52 / ~~33847~~ / SLBC | ~~**Hailoong** SteelScSr~~<br>~~*Now renamed* "Schleswig," *See* 1902~~<br>1 *Dk* § *Spar dk* § *Web frames* | 1253<br>1102<br>783 | 124 *in Supplement* | … | 1888 Ramage & Ferguson Leith | ~~Douglas S.S. Co. Ltd.~~ | 230·0 \| 33·2 \| 13·2<br>B35′ F46′ 20·2<br>BK6½″ | ~~Hong Kong British~~<br>German *WB* | T.3Cy. 22½″, 37″ & 59″–39″<br>238 NH<br>Ramage & Ferguson, Leith | 13 ″ 11 | | |
| 53 / 99869 / SLRT | **Hai-mun** SteelScSr<br>*W. Passmore* 99–01<br>*Elec. light* 2 *Dks* | 1311<br>1055<br>636 | | … | 1896 W. Hamilton & Co. Port Glasgow | Douglas S.S. Co. Ltd. | 239·7 \| 35·6 \| 17·8<br>B60′ F50′ BK6″<br>*pt Promenade dk* 80′ | Hong Kong British *WB* | T.3Cy. 22″, 35″ & 55″–36″<br>214 NHP<br>Hutson & Son, Glasgow | 19 ″ 0 | | |
| 54 / — / JLVP | **Hainan** SteelScSr<br>*Houareau* 1 *Dk* § *Awng dk* | 334<br>270<br>130 | | | 1898 A. Dubigeon Nantes | Messageries Fluviales de Cochinchine | 159·4 \| 23·2 \| 8·5<br>H7′ | Saigon French | T.3Cy. 11¾″, 19½″ & 31½″–20½″<br>45 NHP<br>Brissonneau fils & Lotz, Nts | | V | |
| 55 / — / MBJP | **Hainaut** SteelScSr<br>*Van Schoonbeek* ss Bly. No. 3–2, 00<br>(ex Oronsay) 1 *Dk* (*Stl*) § *Web frames*<br>*Well deck* ss Ant. No. 1–05 | *2105*<br>*1653*<br>*1337* | ✝100A1 Ant *s*<br>4,05 ~~2,01~~<br>~~BS3,05~~ ✝LMC2,00<br>BS3,01 MCS,02 | | 1887 Connell & Co. Glasgow *Lloyd's* A&CP | Cie Nationale Belge de Transports Maritimes (A. Deppe, *Mgr.*) *WB = Cell* | 282·4 \| 37·0 \| 19·2<br>P25′ Q82′ B114′ F31′<br>~~BK10~~<br>*DBa 92′ uB 28′ f 100′* | Antwerp Belgian<br>~~*BHCem*~~<br>*487t APT 7m* | T.3Cy. 22½″, 36″ & 56″–39″ (*s*)<br>160 lb *80 lb* NDB00 203 NH<br>1 DB, *6cf*, GS90, HS3152<br>J. & J. Thomson, Glasgow | 21 ″ 8<br>s 1 ″ 11½ | | 2,04 |
| 56 / — / JLVG | **Hai-phong** SteelSc<br>*Ristorcelli* 01–02<br>2 *Dks* | 1548<br>—<br>874 | | | 1885 Messgeries Maritimes La Ciotat | Messageries Maritimes | 278·5 \| 33·1 \| 22·4<br>H133*t* | Marseilles French | C.2Cy. 31½″ & 56½″–43¼″<br>176 NHP<br>Messageries Mar., La Ciotat | | | |
| 57 / — / — | **Hairiong** WoodSc<br>— | —<br>—<br>236 | | | 1881 Mitsui Bishi Tokio | Woo Kyeng Soon | 160·0 \| … \| … | Chemulpo Corean | C.2Cy. 21″ & 35″–26″<br>52 NHP<br>Kosaku Bunkioku, Hiogo | | | |
| 58 / 88844 / SLRC | **Haitan** SteelScBn<br>*J. S. Roach* 86–95<br>2 *Dks* 3 *tr B* § | 1856<br>1657<br>1183 | | … | 1887 R. Dixon & Co. Middlesbro' | Douglas S.S. Co. Ltd. | 275·0 \| 35·0 \| 24·0<br>B36′ F56′<br>BK10″ *WB* | Hong Kong British | T.3Cy. 25½″, 42″ & 67″–42″<br>291 NHP<br>T. Richardson & Sons, Hpl. | 26 ″ 1 | | |
| 59 / 1899 / JNCM | **Hâkan** IronScSr<br>*K. H. Kristensson* 02–02<br>(ex Marie Fleurie) ss Got. 2nd No. 3–4, 04<br>*Well deck* 1 *Dk* (*Irn*) | 499<br>371<br>271 | ✝100A1 Got *h*<br>2,05 ~~4,04~~<br>~~NB6,00~~ ✝LMC3<br>BS4,04 | | 1880 J. T. Eltringham South Shields A&CP | Ångf. Aktiebolag Avanti (Karl Frick, *Mgr.*) *WB = Cell DBa 125′ uE* § *B 55′ f 190′ 115t* | 166·0 \| 25·2 \| 12·9<br>Q84′ B17′ F22′<br>FK& BK1½″<br>*MT 25′ 44t FPT* | Gothenbrg Swedish<br>*8 BHCem*<br>*59t FPT 23t* | C.2Cy. 22″ & 40″–30″ (*r*)<br>85 lb *80 lb* NDB00 74 NH<br>1 SB, *3pf*, GS46, HS1292<br>J.P. Rennoldson, S. Shields | 13 ″ 4<br>s 1 ″ 1 | | ~~11,04~~<br>3,05 |
| 60 / 1661 / HLBF | **Hakata Maru** SteelTwinSc4MastSr<br>*P.L. Sommer* 87–98 ss Yka. No. 1–01<br>*Ref. Mchy.* 2 *Dks* (*Stl–U* teak s)<br>*Elec. light* § *deep framing* | 6161<br>5495<br>3820 | ✝100A1 Yka *at*<br>1,05 ~~1,04~~<br>Nag<br>BS1,04 MCS,00 | | 1897 D. & W. Henderson & Co. Glasgow *Lloyd's* A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = Cell DBa 125′ uE* § *B 55′ f 190′ 115t* | 445·0 \| 49·4 \| 30·5<br>P36′ B97′ F57′<br>FK& BK1½″<br>*MT 25′ 44t FPT* | Tokio Japanese<br>*8 BHCem*<br>*110t APT 37t* | T.6Cy. 20″, 33½″ & 56″–48″ (*s*)<br>200 lb 550 NHP<br>2 D & 2 SB, *18cf*, GS300 HS9157<br>D. & W. Henderson & Co., Gls | 33 ″ 6 | | ~~1,05~~<br>1,05 |
| 61 / 1204 / HJCR | **Hako Maru** WoodScSr<br>*Y. Keizo* –00<br>2 *Dks* | 238<br>218<br>148 | | | 1890 Tsuji Matsunojo Hakodate | Y. Junji | 121·9 \| 17·6 \| 15·0 | Hakodate Japanese | C.2Cy. 14½″ & 26½″–15″<br>F & B *made* 88 22 NHP<br>Osaka Iron Works, Osaka | | | |
| 62 / 49 / HBOJ | **Hakodate Maru** WoodScSr<br>*O. Kiyomatsu* (ex Kwanjo Maru)<br>2 *Dks* | 497<br>486<br>308 | | | 1875 ..... Yokosuka | Noto Zenkichi | 183·2 \| 21·7 \| 19·4 | Hakodate Japanese | C.2Cy. 20″ & 30″–22″<br>35 NHP | | | |
| 63 / 3863 / HWDV | **Hakuai Maru** SteelScSr<br>*M.J. Curnow* 94–08 ss Yka. No. 1–02<br>2 *Dks* § *Spar dk* (*Stl–teak s*)<br>*Elec. light* | 2636<br>1672<br>1434 | ✝100A1 Yka *t*<br>*Spar dk*<br>Koh<br>12,01 ~~10,02~~ ✝LMC[illegible] | | 1898 Lobnitz & Co. Ld. Renfrew *Lloyd's* A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = Cell DBa 90′ uE* § *B 90′ f 88′ 468t FPT* | 312·0 \| 39·2 \| 18·7<br>B8′ 26·2<br>BK10½″<br>*20t APT 14t* | Tokio Japanese<br>*5 BHCem* | T.3Cy. 25″, 42″ & 67″–48″ (*s*)<br>185 lb *100 lb* 374 NHP<br>2 DB, *12cf*, GS233, HS6300<br>Lobnitz & Co. Ld. Renfrew | 21 ″ 9<br>s 9 ″ 4 | | ~~10,00~~<br>12,04 |
| 64 / — / TDNB | **Halaban** SteelSc<br>*Van der Bissen* ss Sng. No. 1–01<br>1 *Dk* (*Stl*) § *pt Shade dk* (*pt Stl*)<br>*Mchy. Aft* *Elec. light* | 536<br>405<br>339 | ✝100A1 Sng *h*<br>*pt Shade dk*<br>3,04 ~~BS7,03~~<br>~~LMC11,01~~<br>*Carrying Petroleum in bulk*<br>*For Coasting purposes in the Indian Archipelago. Fitted for Liquid Fuel* 8,97 | | 1897 Rijkee & Co Rotterdam *Lloyd's* A&CP | Nederlandsch Indische Tankstoomboot Maats. | 185·5 \| 25·9 \| 10·3<br>F20′<br>*pt Shade dk* 150′ FK<br>*WB = FPT* 40*t* | Pangkalan Brandan Dutch<br>11 *BHCem* | T.3Cy. 12½″, 20″ & 33½″–21″ (*s*)<br>175 lb *90 lb* NDB00 64 NHP<br>1 SB, *2cf*, GS28, HS1115<br>Maatschappy de Maas, Rot. | 11 ″ 0<br>s 1 ″ 0 | | 3,04 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 | 7 Port de Visite. | 8 Construit. Quand / Navire / Mach. | 9 Par qui / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tonnage: Total. / Sous le Pont. / Net. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65<br>94300<br>NWLK | **Halcyon**<br>*W. Dry[illegible]* –02 | **SteelPad**<br>1 *Dk* | 458<br>331<br>199 | | | | 1887<br>6mo | J. Scott & Co.<br>Kinghorn | [illegible] & General Steam Nav. Co. Ltd. (Steamboat Co. Ltd.) (H. Kent, *Mgr.*) | 209·2 \| 26·2 \| 9·1<br>Q7*t* | | | London<br>British | C.2Cy.38½″&61″–60″<br>NB99 240NH<br>J. Scott & Co., Kirkcaldy | | | |
| 66<br>109044<br>QGFL | —<br>*G. Galeta* 99–02 *ex* Ann) | **IronScSr**<br>*ss* Cpl 2nd No.3–1,02<br>1 *Dk* | 301<br>254<br>188 | ✠100A1<br>12,03<br>✠ [illegible] LMC10,01 | Cpl | *f* | 1876<br>9mo | A. & J. Inglis<br>Glasgow<br>A&CP | Issaias Idès & Co. (P. G. Lambros, *Mgr.*) | 150·8 \| 21·7 \| 11·6<br>Q48′<br>*WB* = *APT*7*t* | | | Syra<br>Greek | C.2Cy.18″&34″–24″ (*s*)<br>80lb *80lb* NDB98 49NH<br>1 SB, *2pf*, gs32, hs865<br>A. & J. Inglis, Glasgow | 12 | 8 | 3<br>1 | 6 |
| 67<br>109044<br>QGFL | —<br>*H. Holland* 99–99 | **IronScK**<br>*ss* Gms. No.1–02<br>1 *Dk* | 190<br>174<br>64 | ✠100A1<br>*Stm Trawler*<br>8,04 ~~2,04~~<br>✠ LMC8,02<br>BS8,04 | Gms | | 1898<br>8mo | Cochrane & Cooper, Ld<br>Beverley<br>*Lloyd's* A&CP | Cleethorpes Steam Trawling Co. Ld. | 112·7 \| 21·0 \| 11·5<br>Q27′<br>BK7½″ | | | Grimsby<br>British | T.3Cy.11¾″,20″&32″–33″ (*s*)<br>180lb 50RHP<br>1 SB, *2cf*, gs30, hs879<br>Bailey & Leetham, Hull | 12 | 8 | 3 | |
| 68<br>—<br>— | —<br>*F. Tate* –97 | **SteelScYawl**<br>1 *Dk* | 141<br>135<br>54 | ✠<br>*Stm Trawler*<br>10,96 | Gms | | 1893<br>6mo | Mackie & Thomson<br>Glasgow | ~~Hewett & Co. Ld.~~<br>C. T. Pannell (J. Tidman, *Mgr.*) | 98·0 \| 20·5 \| 10·7<br>BK7½″<br>*WB* = | | | London<br>British | T.3Cy.10″,16″&26½″–20″<br>95RHP<br>1 SB, *2pf*, gs27, hs849<br>Muir & Houston, Glasgow | 11 | 7 | | |
| 69<br>HCGD | **Halden**<br>*H.M. Gjertsen* 99–96 | **SteelScSr**<br>1 *Dk* & *Awng dk* | 318<br>293<br>184 | | | | 1890 | Fredrkstds Mek. Verksts Fredrikstad | Acties. Halden (H. Slang) | 128·5 \| 21·9 \| 9·9<br>P87*t* H25*t* F30*t* | 16·8<br>*WB* | | Fredrikstad<br>Norwegian | T.3Cy.14″,22″&37″–20″<br>61NH<br>Fredrikstad M.V. | | | | N |
| 70<br>HGDB | **Haldis**<br>*J. C. Jensen* –02<br>*Elec. light* | **SteelScSr**<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) & *deep framing* | 1700<br>1570<br>1065 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>8,04 ~~3,02~~<br>✠ LMC5,02 | Sld<br>Yks | *r* | 1902<br>5mo | J. Priestman & Co.<br>Sunderland<br>*Lloyd's* A&CP | Dmpsk. Akties Haldis (Bruusgaard, Kjösterud & Co.)<br>*WB* = *Cell DB* | 265·0 \| 37·0 \| 12·2<br>B66′F24′<br>FK<br>*a*76′*u*E20′*f*108′336*t* | 19·8<br>4 *BHCem*<br>*APT*70*t* | | Drammen<br>Norwegian | T.3Cy.20½″,38″&56″–36″ (*s*)<br>160lb *100lb*<br>2 SB, *4pf*, gs82, hs2861<br>H. Clark, Ld. Sunderland | 14 | 9 | 4 | 0 |
| 71<br>4102<br>JNCR | **Halfdan**<br>~~Dredging~~ ~~dk~~<br>(*ex* Highlands)<br>*Well deck* | *H. Schmidt* 00–03 **IronScSr**<br>*ss* Hpl. No.3–3,96<br>~~Hpl. No.1–00~~<br>*ss* Got No.2–05 1 *Dk* (*Irn*) 2 *tr B* | 1142<br>846<br>690 | ✠100A1<br>~~3,00~~ 3,01 8,05<br>~~LMC~~<br>MS2,04 | Liv<br>Mch | *n* | 1884<br>1mo | A. Hall & Co.<br>Aberdeen<br>*Lloyd's* A&CP | Angf. Aktieb. Göteborg-Manchester (KOF Dalman *Mgr.*) | 230·0 \| 33·1 \| 16·2<br>Q90′B57′F24′<br>BK8″<br>*WB* = *DB*a | 71′*f*82′329*t* | | Gothenburg<br>Swedish | C.2Cy.28″&54″–36″ (*f*)<br>80lb *80lb* NDB92 146NH<br>1 SB, *3pf*, gs75<br>Blaikie Bros. Aberdeen | 17 | 11 | 6 | |
| 72<br>95099<br>KVCR | **Halifax**<br>*A. Ellis* –03<br>*Elec. light* | **SteelScSr**<br>1 *Dk* | 1875<br>1318<br>1078 | | | | 1888 | Lon. & Gls. Co. (Lim.)<br>Glasgow | Canada, Atlantic & Plant S.S. Co. Ld. | 250·3 \| 35·0 \| 21·5 | | | Halifax NS<br>British | T.3Cy.30″,48″&75″–48″<br>390NH<br>Lon. & Glas. Co. (Lim.), Gls. | | | | |
| 73<br>109485 | —<br>*W. Fraser* –97 | **SteelScYl**<br>*ss* Gms. No.1–02<br>1 *Dk* | 165<br>152<br>51 | ✠100A1<br>*Stm Trawler*<br>9,04 ~~9,03~~<br>BS9,04<br>~~LMC99~~ | Gms | | 1897<br>11mo | Mackie & Thomson<br>Glasgow<br>A&CP | Hagerup, Doughty & Co. Ld. | 104·2 \| 21·0 \| 10·7<br>Q17 F15 | BK7½″ | | Grimsby<br>British | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RHP<br>1 SB, *2pf*, gs28, hs556<br>Muir & Houston, Ld., Gls. | 11 | 7 | | |
| 74<br>TDNQ | **Haliotis**<br>*W. G. van Rijn*<br>*Mchy. Aft* | **SteelSc3MstSr**<br>*ss* Sng. No.1–03<br>1 *Dk* (*Stl*) & *Web frames*<br>*Elec. light* | *1659*<br>*1320*<br>*1046*<br>*Carrying Petroleum in bulk*<br>*Fitted for Liquid Fuel* | ✠100A1<br>*Trunk dk*<br>6,04 ~~10,08~~<br>8,98 | Sng | *p* | 1898<br>8mo | Armstrong & Co. Ld<br>Newcastle<br>*Lloyd's* A&CP | ~~Ned. Indische Industrieele Handel Maats~~<br>Ned. Indische Tankstoom Boot Maats | 242·0 \| 40·2 \| 17·3<br>P35′F37′<br>FK<br>*WB* = *FPT*101*t* | | | Batavia<br>~~British~~<br>Dutch | C.2Cy.30″&63″–39″ (*s*)<br>100lb *100lb* NDB01 217NH<br>2 SB, *6pf*, gs128, hs3734<br>Wallsend Slpwy Co. Ld. N. | 17 | 4 | 2 | 6 |
| 75<br>115340<br>TSLH | **Halizones**<br>*Vermulen* -04 | **SteelScSr**<br>2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) | 5093<br>4893<br>3295 | ✠100A1<br>*Shelter dk*<br>~~8,04~~ 8,04<br>✠ LMC1,02 | Liv | *z* | 1902<br>12mo | R. Duncan & Co. Ld.<br>Pt. Glasgow<br>*Lloyd's* A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs.*)<br>*WB* = *Cell DB*a | 392·1 \| 53·2 \| 28·4<br>FK<br>138′*u*E&B44′*f*163′ | 1246*t* *DT*a | | Liverpool<br>British | T.3Cy.26″,44″&78″–48″ (*s*)<br>200lb *90lb* 416NH<br>6 SB, *9cf*, gs177, hs6342<br>D. Rowan & Co. Glasgow | 31 | 2 | 5 | 6 |
| 76<br>96715 | **Hall**<br>*W. J. Hall* 92–02 | **WoodSc** | 247<br>159<br>136 | | | | 1889 | W. & G. H. Tate<br>Montreal | Ottawa Forwarding Co. Ld. | 102·8 \| 25·5 \| 7·4<br>P57*t* F12*t* | | | Ottawa<br>British | 1 Cy.15″–15″<br>7RH<br>J. & R. Weir, Montreal | | | | |
| Missing since 1.06<br>JMVK | **Halland**<br>~~*P. S. Lindgren* 02–04~~<br>(*ex* Vala) | **SteelScSr**<br>*ss* Got. No.3–4,01<br>1 *Dk* (*pt Stl* & *pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*) | 2556<br>1869<br>1583 | ~~✠100A1~~<br>*pt Awng dk*<br>*with freeboard*<br>5,04 | Shl | *s* | 1891<br>2mo | Richardson, Duck & Co.<br>Stockton<br>A&CP | Ångf. Aktieb. Tirfing (A. Bröstrom & Son, *Mgrs.*) | 297·0 \| 40·1 \| 18·8<br>P29′Q92′<br>*Awng dk* 176′ | 25·9<br>BK10″<br>*WB* = *Cell DB* | 5 *BHCem*<br>248′539*t* | Gothenburg<br>Swedish | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *100lb* NDB04 217NH<br>2 SB, *6cf*, gs85<br>T. Richardson & Sons, Hpl. | 21 | 9 | | |
| 78<br>1326<br>HSBN | —<br>*G. A. Petersson* 94–01 | **SteelTwinScSr**<br>1 *Dk* & *Awng dk* | 410<br>251<br>218 | | | | 1884 | Motala Co.<br>Gothenburg | Hallands Ångb. Aktieb. (L. Kollberg) | 158·8 \| 24·6 \| 10·6<br>H21*t* | 18·5 | | Halmstad<br>Swedish | C.4Cy.20″&35″–35″<br>NB00 121NH<br>Motala Co., Motala | | | | |
| 79<br>QGCL | **Halle**<br>*E. Malchow*<br>*Well deck*<br>*Elec. light* | **SteelScSr**<br>*ss* Bhn. No.2–03<br>2 *Dks* (*Stl–Uteak s*)<br>*Lower dk forehold* (*Stl*)<br>*Web frames after hold* | 3960<br>3197<br>2561 | ✠100A1<br>~~3,05~~ ~~3,01~~<br>~~LMC1,03~~<br>BS4,03 | Bhn | *w* | 1895<br>10mo | Germania-Werft<br>Kiel | Norddeutscher Lloyd<br>*WB* = *Cell DB*a | 355·1 \| 43·5 \| 25·6<br>P&B218′F47′<br>BK11″<br>104′*u*E&B54′ | 6 *BHCem*<br>*f*136′718*t* | | Bremen<br>German | T.3Cy.26″,42½″&66½″–43½″<br>185lb *185lb* (*s*) 365NH<br>1 D&2 SB, *12rf*, gs207 hs6214<br>A.G. "Germania," Berlin | 28 | 2 | | |
| 80<br>105082<br>PGFQ | **Haller**<br>~~*B. R. Gulbrandsen* –03~~<br>*Well deck* *Mchy. Aft*<br>*W. Wright* –04 | **SteelScSr**<br>~~*ss* Hpl. No.1–00~~<br>1 *Dk* (*Stl*)<br>*ss* Abn. No.2–04 | 379<br>299<br>198 | ✠100A1<br>9,01 ~~4,02~~<br>~~LMC2,03~~ | Hul<br>Abn | *f* | 1896<br>2mo | J. Duthie, Sons & Co<br>Aberdeen<br>*Lloyd's* A&CP | N. Eastern Shipping Co. Ld (G. Elsmie & Sons, *Mgrs.*) | 147·8 \| 23·1 \| 12·0<br>Q79′B6′F23′<br>BK7 | | | Aberdeen<br>British | T.3Cy.12″,18″&30″–21″ (*s*)<br>160lb *90lb* 50RHP<br>1 SB, *2pf*, gs30, hs907<br>Hall, Russell & Co., Abn | 12 | 8 | 3 | 11 |
| 81<br>— | **Hallgarth**<br>1 *Dk* | **SteelScSk** | 92<br>90<br>— | ✠100A1<br>*For Towing purposes*<br>1,01<br>✠ LMC1,01 | Psy | *a* | 1901<br>1mo | Bow, McLachlan & Co. Ld. Paisley<br>A&CP | The Admiralty | 80·0 \| 18·6 \| 8·4<br>BK6 | | | British<br>*Now named* Lossie, *See No. 61 in Supplement* | C.2Cy.16″&32″–21″ (*s*)<br>120lb 12RHP<br>1 SB, *2pf*, gs44 hs1067<br>Bow, McLachlan & Co. Ld Psy | 10 | 4 | | |
| 82<br>58785<br>KBGM | **Halling**<br>*T. Baker* –00<br>(*ex* Terneuzen, ~~*ex* Lon. No.1–00~~ *ex* Halling, *ex* Emma Trechmann)<br>*Well deck* | *ss* Rot. No.2–05 **IronScSr**<br>*ss* Lon 2nd No.3–5,96<br>1 *Dk* 2 *tr B* | 777<br>619<br>475 | ✠90A1<br>6,05 ~~1,03~~<br>Rot<br>~~LMC1,00~~ 6,05 | Lon | *k* | 1871<br>2mo | Withy, Alexander & Co.<br>Hartlepool<br>A&CP | Little & Johnston<br>*WB* = *DB* | 194·9 \| 28·6 \| 15·9<br>Q80′B14′F25′<br>ND05<br>BK8″<br>a57′*f*40′121 | 6 *BHCem* | | London<br>British | C.2Cy.25″&48″–36″ (*s*)<br>65lb 70lb NDB91 99RHP<br>1 SB, *3cf*, gs40, hs1634 NB81<br>T. Richardson & Sons, Hpl | 17 | 10 | 5 | |
| 83<br>1156<br>HRDG | **Halmstad**<br>*R. Stenfeldt* –04 | **IronTwinScSr**<br>1 *Dk* & *Awng Dk* | 404<br>252<br>226 | | | | 1882 | Bergsunds Mek. Verks: Stockholm | Hallands Ångb. Aktieb. (L. Kollberg) | 160·0 \| 24·2 \| 10·6<br>H15*t* | | | Halmstad<br>Swedish | C.4Cy.19″&38″–21″<br>88NH<br>Bergsunds Mek. Verk., Skm | | | | |
| 84<br>118025<br>VCWP | **Halstead**<br>*N. Lillie* –03<br>*Mchy. Aft* | **SteelSc**<br>1 *Dk* (*Stl*) | 132<br>104<br>42 | ✠100A1<br>7,03<br>✠ LMC7,03 | Hul | *a* | 1903<br>7mo | Cochrane & Sons<br>Selby<br>*Lloyd's* A&CP | John Holt & Co. (Liverpool) Ld. | 95·0 \| 20·1 \| 6·4<br>FK | | | Liverpool<br>British | C.2Cy.10″&20″–15″ (*s*)<br>120lb 20RHP<br>1 SB, *2pf*, gs23, hs502<br>Tindall Earle & Hutchinson Ld. Hul | 7 | 0 | | 0 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Gross. / Under deck. / Net | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey | Port of Survey. | Year Assigned. Equipment now agreed. Letters. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freshboard amidships. / ft. in. | Register ✠ with Letters if not in L.R. | Date when last Rest. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85 / — / HGDN | **Halvard** / *Eitrem* / | **Steel Sc Sr** / 1 *Dk (Stl) & Spar H (Stl–ws)* | 1701 / 1577 / 1066 | ✠100A1 Shi / *Spar dk* / *Mar.* 3,01 | | *r* | 1902 / 7mo / *Lloyd's SA & CP* | J. Priestman & Co. Sunderland | Actieselsk Halvard Bruusgaard, Kjösterud & Co.) *WB = Cell DB a76' uE20' f108' 336t* | 265·0 / B66' F24' | 37·0 / FK | 12·3 / 198 | Drammen Norwegian | T.3Cy.20½", 38" & 56"–36" (*s*) 160lb *190lb* 191 NHP 4 *BH Cem* *APT70t* | 14 " 7 / s 4 · 0 | | 8,04 |
| 86 / — / NGRB | **Hambleton** / *J. Galley* –96 / **Steel Sc Sr** / *ss Hpl No 2–01* / 1 *Dk (pt Stl pt Irn) 2 to B 6 Web frames & pt Awng dk (Irn)* | 3024 / 2278 / 1952 | ✠100A1 Hpl / *pt Awng dk with freeboard* / 5,05 | | | 1894 / 1mo / *A&CP* | Ropner & Son Stockton | Hambleton S.S. Co. Ld. (W.S. Merryweather) *WB* | 315·0 / P29' Q102' / *pt Awng dk* 184' *= Cell DB* 264'5 11' | 40·6 / BK 10" | 20·2 / 5 *BH Cem* *APT62t* | W. Hartlpl British | T.3Cy.23", 37½" & 61½"–39" 160lb *160lb* (*s*) 236 NHP 2SB, *6cf*, GS99, HS852o Blair & Co. (Lim.), Stockton | 23 " 7 / s 8 · 11½ | | ~~11,04~~ 6,05 |
| 87 / — / RLNC | **Hamburg** / *C. Burmeister* 92–01 / **Steel Twin Sc** / *Elec. light* / 4 *Dks* | 10600 / 8229 / 6598 | | | | | 1899 | Act. Ges. "Vulcan" Stettin | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) *WB* | 499·3 / P90' B234' F74' | 60·2 | 34·7 | Hamburg German | Q8Cy.27½" 40" 67½" & 82½"–55 1016 NHP A.G. "Vulcan," Stettin | | G | |
| 88 / — / RDKQ | — / *A. Pahl* 02–02 / **Iron Sc Sr** / *Well deck* / 2 *Dks* | 785 / 601 / 491 | | | | ... | 1872 | Humphrys & Pearson Hull | A. Kirsten | 207·0 / P100' F28' | 27·8 | 15·2 / FK | Hamburg German *WB* | C.2Cy.27" & 52"–32" NB83 127 NHP Humphreys & Pearson, Hull | | | |
| 89 / — / HTLF | — / *J. Risberg* –99 / **Steel Sc Sr** / *ss Got. No. 3–7,01* / *Well deck* / 1 *Dk 2 tr B* / *Elec. light* | 785 / 521 / 395 | ✠100A1 Got / 6,04 [illegible] / RS6,04. | | | *k* | 1888 / 11mo / *A&CP* | W. Doxford & Sons Sunderland | Förnyade Ångf. Aktieb. Svenska Lloyd (W. Frodi, *Mgr.*) *WB = Cell DB (Irn)* | 199·0 / P & B136' H29' F48' | 27·4 | 13·0 / FK | Gothenbrg Swedish | T.3Cy.18", 29" & 48"–33" (*s*) 150lb 133 NHP 2SB, *4cf*, GS70, HS2100 W. Doxford & Sons, Sld. | 15 " 2 | | 5,03 |
| 90 / — / LGBP | — / *H. Eggerstedt* –93 / **Iron Sc Sr** / (*Trawler*) / 4 *Dks* / *Elec. light* | 167 / 155 / 39 | | | | | 1893 | Act. Ges. "Neptun" Rostock | J. Nibbe | 109·3 / B35' | 20·6 | 10·5 | Altona German | C.2Cy.17¾" & 33½"–19¾" 42 NHP A.G. "Neptun," Rostock | | V | |
| 91 / — / KNWT | **Hamilton** / *R. B. Bonz* / **Steel Sc Sr** / 2 *Dks & pt Awng dk* / *Elec. light* | 3128 / — / 2026 | | | | | 1898 | Delaware River Co. Chester, Pa. | Old Dominion SS. Co | 305·8 | 42·0 | 17·0 / 27·0 | New York Utd. States | T.3Cy.27", 44½" & 73"–54" 892 NHP Delaware River Co. Chester | | RS | |
| 92 / — / JTMS | — / (*ex* John P. Best. *ex* Egypte) *B. Kicker* / **Iron Pad** / 1 *Dk* / (*ex* Magnet) | 938 / 586 / 477 | | | | | 18 47/95 | J. Currie *re-blt* Rich. & Ont. Nav. Co. Sorel | Montreal Safe Deposit Co. | 175·2 | 25·2 | 10·8 | Montreal British | 1 Cy. 43½"–120" 63 RHP Niagara Dck C. Niagara, Ont | | | |
| 93 / — / NBTS | — / *P. Toner* 89–97 / **Steel Pad** / 2 *Dks* / *Elec. light* | 320 / 138 / 202 | | | | | 1896 | Bertram E. Works Co. Sand Pnt. Ont | Upper Ottawa Improvement Co. Ld. | 131·4 | 39·5 | 7·3 | Ottawa British | C.2Cy.20" & 38"–54" 75 RHP Bertram E. Works Co., Tto. | | V | |
| 94 / — / NBTS | **Hamlet** / *V. E. Sommer* / **Steel Sc Sr** / 2 *Dks* / *Elec. light* | 1150 / 651 / 720 | | | | | 1889 | Helsingörs Skibsbyggeri Elsinore | Dpsksl sk Danmark (Ths. Sonne & Co.) | 225·6 | 32·2 | 18·7 | Copnhagn Danish | T.3Cy.18", 27½" & 47"–33" 127 NHP Helsingörs Maskbyggeri | | V | |
| 95 / — / NKQT | **Hammershus** / *E. M. Hansen* / **Steel Sc Sr** / 2 *Dks 3 tr B* | 235 / 141 / 110 | | | | | 1899 | Kjöbenhvn Flydedok & Skibsværft Copenhagen | Det Östbornhlmske Dampskibs Selskab (M. Sonne, *Mgr.*) *WB* | 126·2 | 20·8 | 9·3 | Nexö Danish | T.3Cy.12⅝", 20" & 33¼"–21" 51 NHP Aktieselskab Kjobenhavns Flydedok og Skibsværft | | V | |
| 96 / — / JTMS | **Hammonia** / ~~*de Jersey*~~ / (*ex* John P. Best. *ex* Egypte) *B. Kicker* / **Iron Sc Sr** / *ss* Stn. 2nd No. 3–5,02 / 2 *Dks (1 Irn) 3 tr B* | 1863 / 1835 / 1178 | ✠100A1 Stn / 5,05 [illegible] / [illegible] NB [illegible] / RS [illegible] 5,05 | | | *r* | 1875 / 11mo / *A&CP* | J. Cockerill Antwerp | W. Kunstmann | 277·5 / pt ND89 | 34·5 | 25·4 / BK 10" | Stettin German | C.2Cy.39" & 63"–36" (*b*) 80lb *71lb* NDB89 212 NHP 2SB, *6pf*, GS108, HS4003 J. Cockerill, Antwerp | | | ~~4,04~~ 6,05 |
| 97 / — / JLCF | **Hampshire** / *R. Smith* –01 / **Iron Sc Sr** / 1 *Dk 2 tr B* | 635 / 594 / 382 | | | | ... | 1866 | Oswald & Co. Sunderland | J. L. Hill | 188·7 | 28·8 | 16·3 / BK 7½" | S'thamptn British *WB* | C.2Cy.25" & 50"–30" NE00 NB86 95 RHP Day, Summers & Co. Sou. | 17 " 9 | | |
| 98 / — / [illegible] | **Hampstead** / [illegible] / [illegible] / 1 *Dk (pt Irn pt Stl) & pt Awng dk (Irn)* | **Steel Sc Sr** / *ss* Lon. No. 3–6,96 / *ss* P. Nl. No. 1–01 | 2322 / 1749 / 1483 | ✠100A1 Hpl / *pt Awng dk with freeboard* / 3,03 / MS6,01 | | *s* | 1887 / 7mo / *Lloyd's SA & CP* | W. Gray & Co. W Hartlepool | ~~Britain S.S. Co. Ld.~~ (~~Watts, Watts & Co.~~ ~~*Mgrs.*~~) | 282·3 / P29' Q78' / *pt Awng dk* 175' / pt ND96 | 37·6 / BK 10" / *WB = Cell* | 19·5 | London ~~British~~ 5 *BH Cem* *DB* 236' 500t Japanese | T.3Cy.22", 36" & 59"–39" (*s*) 160lb *70lb* NDB92 219 NHP 2SB, *6cf*, GS92, HS3300 Blair & Co. (Lim.), Stockton | 22 " 3 / s 8 " 7 | | N3,03 |
| 99 / — / [illegible] | — / *F. S. Mabee* –98 / **Wood Twin Sc** / 1 *Dk & Hurricane dk* | 235 / 235 / 159 | | | | | 1893 | A. C. Mabee Hampton, King's Co. NB | Hampstead S.S. Co. Ld. (F. S. Mabee) | 94·0 | 17·7 | 7·0 | S. John, NB British | C.4Cy.9" & 15"–13" 20 RHP | | | |
| 100 / — / [illegible] | **Hampton** / *T. M. Southgate* 72– / **Steel Pad** / 1 *Dk* | 580 / — / 315 | | | | | 1901 | Elizabeth, N.J. | Old Dominion SS. Co | 181·7 | 29·5 | 10·1 | New York Utd. States | | | | |
| 101 / — / [illegible] | **Hampton Roads** / *G. Caffee* 02– / **Steel Twin Sc** | 451 / — / 268 | | | | | 1896 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Old Dominion SS. Co | 150·0 | 25·0 | 12·0 | New York Utd. States | T.3Cy.12½", 20¾", & 33"–24" 53 NHP Harlan & Hollingsworth Co., Wilmington, Del. | | | |
| 102 / — / KQNW | **Hanalei** / / **Wood Sc** / 1 *Dk* | 666 / 505 / 502 | | | | | 1901 | Hay & Wright Alameda, Cal. | Inter Island Stm. Nav. Co. Ld. | 174·5 | 36·0 | 13·0 | Honolulu Utd. States | C.2Cy.15¾" & 34"–27" 50 NHP *E built 80 altered & fitted 01* Risdon Iron Works, S. Fo. | | | |
| 103 / 1306 / HJNM | **Hanasaki Maru** / / **Wood Sc Sr** / 2 *Dks* | 151 / 135 / 94 | | | | | 1892 | Yamao Fukuzo Hakodate | K. Kikuchi | 105·7 | 14·5 | 13·6 | Nagasaki Japanese | C.2Cy.13⅛" & 24½"–18½" 21 NHP Yamao Fukuzo, Hakodate | | | |
| 104 / 104293 / PMDV | **Hanbury** / *B. Williams* –01 / *Well deck* *Mchy. Aft* / 1 *Dk (Irn)* / *ss* Liv. No. 2–01 | **Steel Sc Sr** / *ss* Brs. No. 1–00 | 489 / 384 / 193 | ✠100A1 Liv / [illegible] / LMC 3,04 | | *h* | 1895 / 12mo / *A&CP* | Blyth S.B. Co. (Lim.) Blyth | F. H. Powell & Co. | 170·0 / Q84' B9' F21' / ~~dupe 2~~ / *WB = Cell DB f* 96' 134t *FPT* | 26·0 | 10·2 / FK | Liverpool British | C.2Cy.21" & 42"–30" (*r*) 100lb *100lb* 69 RHP 1SB, *3pf*, GS47, HS1310 Westgrth, Englsh & Co. Mdb | 12 " 7 / s 1 " 2 | BT till 4,05 | 3,04 |
| 105 / — / 77226 | **Handa** / *A. Robertson* –02 / **Iron Sc Sr** / (*ex* Aros Castle) | 146 / 105 / 65 | | | | | 1878 | Blackwood & Gordon Pt. Glasgow | D. MacBrayne | 84·2 / F9t | 20·1 | 9·5 | Glasgow British | C.2Cy.16" & 28"–21" 35 RHP Blackwood & Gordon, P. Gls | | | |
| 106 / — / SRNL | **Hang Sang** / *S C H Wilde* –01 / **Steel Sc Sr** / 1 *Dk (Stl) & Spar dk (Stl–pt teak s) & deep framing* / *Elec. light* | 2143 / 2010 / 1356 | ✠100A1 Gls / *Spar dk* / 10,01 | | | *s* | 1901 / 10mo / *Lloyd's SA & CP* | Lon. & Gls. Co. Ld. Glasgow | Indo-China Steam Nav. Co. Ld. *WB = Cell DB a* 84' *f* 108' 285t | 290·3 / B60' F36' | 42·0 | 15·5 / 22·5 / FK | London British | T.3Cy.21", 34" & 56"–42" (*s*) 170lb *85lb* 224 NHP 1SB, *4cf*, GS71, HS2868 FD 5 *BH Cem* *25t APT22t* London & Glas. Co. Ld. Gls. | 17 " 9 / s 4 " 8½ | | |

~~Now named "East Coast,"~~ *See Addn in Supplement.*

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terminaison. Lettre d'échéance. | Quand. Navi. Mass | Par qui. Où. | Armateurs. | Dimensions d'après le Donnage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse sur Quille. Essais. Nœuds en mer. pds. | Coût de l'assurance. | Tous les 4 ans. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 91878 KQFV | **Hangchow** SteelScSr<br>*G.L.Mawley* –02<br>1 *Dk* | 1572<br>1491<br>999 | | | | 1885 | Scott&Co. Greenock | ChinaNav.Co.Ld | 259·7 33·1 23·2<br>252′ 23′ | London British | 2Cy.29″&58″–42″<br>182NHP<br>Scott&Co.,Greenock | | | |
| 108 VRFP | **Hanhi** SteelSc<br>*A.E.Jansson*99–99<br>1 *Dk* | 20<br>134 | | | | 1894 | Lehtoni'mi Mek.Verk. Jorois | P.A.Sviberg,jun. | 95·2 23·1 11·8 | Åbo Russian | 2Cy.10″&17″–15½″<br>10NHP<br>LehtoniemiMek.Verk. | | | |
| 109 HCGL | **Hankö** SteelScSr<br>*H.B.Christie*95–03<br>1 *Dk*/*Awng dk* | 242<br>231<br>139 | | | | 1890 | AkersMek Værksted Christiania | Nordmör Dampskibsselskab | 130·0 19·1 14·4<br>H15*t* | Xiansund Norwegian | 1 8Cy.<br>Akers Mek.VærkChristiania | | | |
| 110 HCKG | — IronScSr<br>*I.Isaksen*97–97 1 *Dk*<br>(*ex*Kinnekulle,*ex*Särö) | 124<br>84<br>67 | | | | 1875 | MotalaCo. Gothenburg | HanköNye Dpskactselsk. (*N.Schulz, Mgr.*) | 99·8 19·0 8·8<br>Q16*r* H13*t* F11*t* | Frdrikstad Norwegian | C.2Cy.14″&29″–21″<br>NB98 32NHP<br>MotalaCo.,Gothenburg | | | |
| 111 | **Hankow** IronPadSr<br>*C.V.Lloyd*85–85 | 3073<br>1387<br>2252 | | | | 1874 | A.&J. Inglis Glasgow | ChinaNav.Co.Ld. | 308·5 42·3 15·2 | London British | L.1Cy.72″–108″<br>517NHP<br>A.&J.Inglis,Glasgow | | | |
| 112 115371 TJQH | **Hanley** SteelScSr<br>*J.J.Hughes* –02<br>1 *Dk*(*pt Stl*&*pt Irn*) 2*tr B*&*Web frames*<br>3 *Dk rule* | 3331<br>3091<br>2168 | ✠100A1<br>3.04<br>2,05 [illegible] | Cff<br>Bry | *t* | 1902<br>5mo | J.L.Thompson &Sons,Ld Sunderland<br>*Lloyd SA&CP* | WalterThomas SS. Co.Ld. (E.Thomas, Radcliffe&Co *Mgrs*)<br>*WB=CellDBa* | 326·2 48·0 23·8<br>P23′ B79′ F32′<br>108′*uE*28′*f*185′720*t* FK | Cardiff British<br>5 *BHCem APT31t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *90lb* 269NHP<br>2SB,*6pf*,gs122,hs4128<br>G.Clark,Ld.Sunderland | 26 ″ 4<br>4 · 8½ | | 2,03 |
| 113 MBQT | **Hanna** IronScSr<br>*N.H.Olsen*03–03 *ss*Shl.No.3–7,94<br>(*ex*Briscoe) *ss*Shl.No.2–03<br>2 *Dks*(*Irn*)8*tr B* | 2329<br>2151<br>1477 | ✠100A1<br>3.04<br>[illegible] LMC<br>BS[illegible] | Cff | *t* | 1882<br>6mo | Palmers' Co. Newcastle<br>*Lloyd SA&CP* | Akties.Dampsk. Hanna (Kornelius Olsen)<br>*WB=CellDBa* | 292·5 38·3 23·7<br>P29′ B64′ F29′ BK10″<br>96′*f*102′ | Stavanger Norwegian<br>6 *BHCem* 292*tAPT*15*t* | C.2Cy.33½″&68″–45″ (*d*)<br>75lb *80lb* NDB94 222NHP<br>2SB,*6pf*,gs112,hs3370<br>Palmers'Co.Ld.Nwc. | 26 ″ 3<br>4 · 10 | | |
| 114 3586 JLCR | — SteelScBn<br>*L.P.Norrmann* –00 *ss*Pir.No.3–6,97<br>*ex*AghiosIoannis, *ss*Hbg.No.1–02<br>*Well deck ex*Transition) 1 *Dk*(*Stl*)2*tr B* | 1573<br>1274<br>932 | ✠100A1<br>4.04<br>[illegible] LMC<br>BS1,05 | Bly | *q* | 1885<br>3mo | R.Dixon& Co. Middlesbro' | Rederiaktieb Henckel (N.P. Swensson. *Mgr.*)<br>*WB=DBa*74′*f*104′&*uE* | 257·0 36·0 18·5<br>P34′ Q66′ B62′ F32<br>ptND99 BK8″<br>*tB*34′502*t* | Hlsngborg Swedish<br>1 *BHCem* | T.3Cy.20″,33″&54″–36″ (*a*)<br>160lb [illegible] ND096 170NHP<br>2SB,*4cf*,gs65,hs2478 *80lb*<br>Blair&Co Ld.Stockton | 19 ″ 6 | | |
| 115 116646 RPGN | **Hannah Jolliffe** SteelScK<br>*M.Chadwick* –03 (*Tug*)<br>1 *Dk* | 178<br>171<br>11 | | | | 1900 | J.P.Rennoldson&Sns. S.Shields | W.&T.Jolliffe | 103·0 23·6 12·1 | Liverpool British | T.3Cy.15½″,25″&41″–27″<br>87NHP<br>J.P.Rennoldsn&Sns.S.Shl. | | BT CIP 4,05 | |
| 116 95928 NCQD | **Hannah M. Bell** SteelScSr<br>*J.T.Shaw* –01 *ss*Bry.No.2–02<br>1 *Dk*(*Irn*)2*tr B*&*Webframes*<br>*pt Awng dk*(*Irn*) | 2998<br>2299<br>1933 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>12.03 | Lth | *t* | 1893<br>4mo | Ropner& Son Stockton | North of England S.S.Co.Ld (Crosby, Magee&Co. *Mgrs.*) | 315·0 40·5 20·3<br>P33′ Q98′ BK10″<br>*pt Awng dk*184′<br>*WB=Cell* | Stockton British<br>5 *BHCem DB*246′512*t* | T.3Cy.28″,37½″&61½″–39″ (*s*)<br>160lb *80lb* 236NHP<br>2SB,*6cf*,gs99,hs8528<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>9 · 0 | | |
| 117 Q FTM | **Hannover** SteelTwinScSr<br>2 *Dks*&*Awng dk*&*tr B*<br>*Elec.light* | 7305<br>5568<br>4635 | | | | 1899 | Wigham-Richrdsn&Co Ld Newcastle | Norddeutscher Lloyd | 429·1 54·0 39·5<br>*WB* | Bremen German | Q.8Cy.19″,26½″40½″&59″–42″<br>451NHP<br>WghmRchrdsn&C.LdNwc | | G | |
| 118 QGJH | — SteelSc<br>*J.Sassen* (*Trawler*)<br>1 *Dk* | 158<br>146<br>43 | | | | 1896 | Bremer "Vulkan" Vegesack | DeutscheDmpfis-chereiG.Nordsee | 105·8 21·0 10·2<br>B34′ | Bremen German<br>*WB* | C.2Cy.14½″&26″–19½″<br>25NHP<br>Bremer"Vulkan,"Vegesack | | G | |
| 119 QFRP | **Hanny** IronScTrawler<br>*A.Reich* 1 *Dk* | 132<br>122<br>18 | | | | 1892 | F.W. Wencke Bremerhaven | H.Siebert | 105·0 21·0 9·3 | Brmrhavn German | C.2Cy.17½″&31½″–19½″<br>86NHP<br>R.Küchen,Bielefeldt | | G | |
| 120 JLVH | **Hanoï** SteelScSr<br>*P.Merlees*98–01 2 *Dks*<br>*Elec.light* | 1208<br>—<br>630 | | | | 1893 | Sundrland S B.Co.(Lim.) Sunderland | Cie.deNav.Tonkinoise (Marty& d'Abbadie, *Mgrs.*) | 240·0 32·0 17·3<br>H— | Marseilles French<br>*WB* | T.3Cy.20″,32½″&58″–36″<br>169NHP<br>N.E.Mar.E.Co.(Lim.),Sld. | | V | |
| 121 LMPJ | **Hans** SteelScSr<br>*A.C.W.Petersen*89–02<br>*Elec.light* 1 *Dk* | 1518<br>1049<br>968 | | | | 1899 | Act.Ges. "Neptun" Rostock | FlensburgerDmpf. Co.(H.Schuldt, *Mgr.*) | 245·6 35·4 15·3<br>Q58′ P15′ B112′ F27′ | Flensburg German<br>*WB* | T.3Cy.17″,27⅝″&47″–33″<br>127NHP<br>A.G."Neptun",Rostock | | G | |
| 122 LQSQ | — SteelScSr<br>*P.Lanyhinrichs*02–02 1 *Dk*&*Spar dk* | 1011<br>387<br>631 | | | | 1890 | Howaldts-werke Kiel | Sartori&Berger | 206·2 30·5 17·7<br>B50′F25′ | Kiel German<br>*WB* | T.3Cy.15″,23½″&39″–27½″<br>NB01 80NHP<br>Howaldstwerke,Kiel | | G | |
| 123 | — SteelTwinScSr<br>*Elec.light* | 627<br>527<br>347 | | | | 1898 | J.C.Tecklenborg A.G Geestemunde | N.Mihanovich | 204·2 32·3 10·5<br>H59′F22′ | Bns.Ayres Argentine | T.6Cy.10½″,16½″&26¾″–18″<br>61NHP<br>J.C.TecklenborgA.G.Gst. | | | |
| 124 MBDK | **Hans Jost** SteelScSr<br>*K.Stabenow*03–03 1 *Dk* | 954<br>732<br>507 | | | | 1889 | Flensburg Schiffsb.Ges. Flensburg | J.Jost | 216·0 31·2 16·9<br>Q71′ B54′ F27′ | Flensburg German<br>*WB* | T.3Cy.15¾″,24″&45″–30″<br>111NHP<br>FlensburgerSchiffsb.Ges. | | G | |
| 125 RLFB | **Hans Menzell** SteelTwinScSr<br>*H.Weissig*03–03 *ss*HKg.No.3–7,00<br>(*ex*Milos, 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light ex*Gellivara) *Web frames* | 2706<br>2687<br>1694 | ✠100A1<br>*Spar dk*<br>5,03<br>BS[illegible] MC | Ham | *t* | 1888<br>6mo | C.S.Swan& Hunter Newcastle<br>*Lloyd SA&CP* | Hanseatische DampferCie. (Menzell&Co. *Mgrs.*)<br>*WB=CellDBa* | 332·5 45·0 14·1<br>21′6<br>108′ FK | Hamburg German<br>6 *BHCem* *f*124′557*t* | T.6Cy.18″,28½″&46″–33″ (*s*)<br>160lb *60lb* 302NHP<br>2DB,*12cf*,gs184,hs5412<br>WilsndSlpwyCo.Ld.Nwc. | 16 ″ 6<br>5 · 10 | | |
| 126 NMBR | **Hans Tavsen** SteelScSr<br>*N.C.Klausborg* –02 *ss*Sld.No.3–5,02<br>(*ex*Iona) 1 *Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1704<br>1269<br>1076 | ✠100A1<br>7,01[illegible]03<br>[illegible] LMC<br>BS1,05 | Cpn<br>Bly | *q* | 1889<br>10mo | R.Thompson&Sons Sunderland<br>*WB=Cell DB* | Dmpsk.Selsk. Fiona (Svendsen &Christensen. *Mgrs.*) | 269·0 36·5 17·0<br>P27′ Q68′ B112′ F30′<br>168′ BK9′ | Copnhagn Danish<br>1 *BHCem APT*120*t* | T.3Cy.20″,32½″&53″–36″ (*s*)<br>160lb *50lb* 168NHP<br>2SB,4[illegible],gs70,hs2522<br>N.E.MarineEng.Co.Ld.Sld. | 19 ″ 2<br>81 · 0½ | | |
| 127 LGMH | **Hans Wagner** SteelScSr<br>*J.Kagemann*03–03 *ss*Liv.No.3–8,9[illegible]<br>(*ex*Brunswick*ex*Moruca) *ss*Liv.No.1–0[illegible]<br>1 *Dk*(*Stl–pt ws*) *Webframes*(*Irn*)<br>*sellgm.No.3,00* | 1595<br>1406<br>900<br>961 | ✠100A1<br>4.03<br>[illegible]<br>3,05<br>B[illegible] LMCS,03<br>Ham | Bkn | *r* | 1883<br>1mo | J.&G. Thomson Glasgow<br>*Lloyd SA&CP* | H.D.J.Wagner<br>*WB=Cell* | 275·0 33·2 19·9<br>P50′ B62′ F30′<br>BK7″<br>*DB*214′256*t* | Altona German<br>4 *BHCem* | C.2Cy.[illegible]<br>90lb *60lb* NDB94 209NHP<br>1DBcf,gs126hs3300<br>J.&G.Thomson,Glasgow | | | |
| 128 RLWC | **Hans Woermann** SteelScSr<br>*J.Becher*96–01<br>*Elec.light* 2 *Dks* | 4059<br>3203<br>2596 | | | | 1900 | D.J.Dunlop&Co. Pt.Glasgow | WoermannLinie KommanditGes. | 340·8 44·0 26·7<br>P&B280′ F43′ | Hamburg German<br>*WB* | T.3Cy.24″,38″&63″–42″<br>257NHP<br>D.J.Dunlop&Co.P.Gl | | G | |
| 129 HWBL | **Hansa** IronScBn<br>*L.Lorenzen* –02 *ss*Cff.No.3–6,92<br>(*ex*Kate) *ss*HKg.No.2–01<br>2 *Dks*(1 *Irn*)8*tr B* | 1903<br>1687<br>1202 | ✠100A1<br>10,03<br>[illegible]<br>[illegible] LMCS,01<br>BS[illegible] | HKg | *s* | 1879<br>8mo | T.Turnbull &Son Whitby<br>*WB=D* | Hanseatische Dampfsch.Rhed. G.m.b.H.(*in liq.*) | 273·5 34·5 24·5<br>P26′ F33′<br>ptND96 BK9½″ | Cologne German<br>5 *BHCem Ba*85*f*109′ | T.3Cy.19″,33″&53″–39″ (*s*)<br>170lb 249NHP<br>3SB, gs105,hs4757<br>*Tpd.*96FlensShffGes,Flen- | 26 ″ 1<br>4 · 8½ | | 10,05 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Gross. / Under Deck. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Port of Survey. | Year of Class now explained by Equipment Letter. | Built. When / By Whom / Where | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke / Pressure. NIP.=Horse power by Society's formula. RIP.=power by Ship's Register. Particulars of Boilers & Furnaces. / Engine Maker's Name | Moulded depth. / Freeboard. | Height in which L. R. Patent Deck is fitted. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 130 / 3542 / JKVH | **Hansa** — IronScSp<br>*H.Sachs* 99–02<br>*Sandström* 94–99 — 1 *Dk* *Shelter dk* | 549<br>496<br>195<br>468<br>211<br>344 | | | | 1881 / J.&G. Thomson / Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 156·0 \| 32·5 \| 15·7 | Hamburg / German | C.2Cy.24″&44″–36″ 97NHP<br>J.&G.Thomson, Glasgow<br>1.8Cy.15″,24″&39″–26″ 77NHP<br>W.Lindbergs Aktieb.Skm. | | | |
| 131 / RGKP | **—** — SteelScSr<br>*B.C.Sandström* 94–99<br>1 *Dk* *Shelter dk* | | | | | 1899 / W.Lindbergs Aktieb / Stockholm | Ångf.Aktieb.Gotland (A.Ekman, *Mgr.*) | 137·7 \| 24·9 \| 12·2<br>H68*t* 19·1 | Visby / Swedish *WB* | | | | |
| 132 / PBDK | **—** — IronScSr<br>*F.Schmalfeldt* –95 — 1 *Dk* | 396<br>246 | | | | 1864 / Act.Ges. "Vulcan" / Stettin | Libau-Lübecker Dampfsfahrts.Ges. (Schröder&Pape, *Mgrs.*) | 159·2 \| 21·6 \| 12·1 | Lübeck / German | C.2Cy.19½″&35½″–24″ NE&B80 51NHP<br>Rostocker A.G., Rostock | | G | |
| 133 / JTPC | **Hanseat** — SteelScSr<br>~~*Lindholmen* 93–96~~ *ssStn.No.2–03*<br>1 *Dk(Stl)* *Spar dk(Irn)* *deep framing* *B.Rasmussen* | 3358<br>3210<br>2177 | ✝100A1 *Spar dk* 2,05 ~~12,08~~ LMC ~~03~~ 05 A&CP | Shl NYk | *v* | 1895 / C.S.Swan & Hunter / 10mo Newcastle | J.L.Mowinckel& Sön *WB—Cell* *Lloyd's* | 330·0 \| 44·0 \| 18·9<br>B24′F38′ 27·4<br>drp05 FK<br>*(D Ba* 106′ *u E* *f B* | Bergen / Norwegian | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *80lb* 290NHP<br>2SB,*8pf*,GS126,HS4700<br>N.E.Mar.E.Co.(Lim.),Nwc | 21 ″ 4<br>s 6 ″ 9½ | | ~~Cell~~ 1,05 |
| 134 / MDNJ | **—** — IronScSr<br>*L.Starck* 03–03<br>(ex Dr.Friedrich Witte) — 1 *Dk* | 277<br>158<br>163 | | | | 1887 / Rostocker Act.Ges. / Rostock | Stapelfeld& Ludwig *WB* | 123·5 \| 22·1 \| 8·5<br>Q42′B31′F16′ 14·7<br>*pt Awng dk* 34′ | Lübeck / German | C.2Cy.18″&26½″–18½″ 25NHP<br>Rostocker A.G. Rostock | | G | |
| 135 / QGLK | **—** — SteelSc<br>*H.Springmann* (*Trawler*)<br>1 *Dk* | 146<br>133<br>27 | | | | 1897 / G.Seebeck Act.Ges. / Bremerhaven | H.Hohnholz *WB* | 106·5 \| 21·0 \| 7·7 | Brmrhavn / German | C.2Cy.18″&33″–22″ 43NHP<br>G.Seebeck A.G., Geestemnde. | | G | |
| 136 / 114739 / SNHD | **Hanyang** — SteelScSr<br>*F.Jamieson* –01<br>*Elec.light* — 2 *Dks* | 1956<br>1731<br>1207 | | | | 1901 / Scott&Co. / Greenock | ChinaNav.Co.Ld. | 275·5 \| 38·2 \| 21·5<br>B70′F30′ | London / British *WB* | T.3Cy.19″,31″&58″–39″ 175NHP<br>Scott&Co. Greenock | | | |
| 137 / RNBH | **Haparanda** — SteelScSr<br>*F.Fock* 02–03<br>1 *Dk* | 1005<br>708<br>535 | | | | 1903 / Schiffsw. v. Henry Koch / Lübeck | H.M.Gehrckens | 210·6 \| 32·5 \| 12·8<br>Q62′B62′F28′ | Hamburg / German *WB* | T.3Cy.17¾″,29½″&47¼″–33½″ 130NHP<br>J.F.Ahrens, Altona | | G | |
| 138 / 1422 / JCTB | **—** — SteelPadSp<br>*E.F.Furtenback* –95 — 1 *Dk* | 246<br>135<br>178 | | | | 1894 / Bergsunds M.V. / Stockholm | Förnd.Ångt.Aktieb i Haparanda (C.F.Carlsson) | 122·0 \| 19·0 \| 7·6<br>Q44′B42′H31′F19′ | Haparnda / Swedish | C.2Cy.19″&33″–29½″ 65NHP<br>Brgsund M.V.Aktieb,Skm. | | | |
| 139 / MBFS | **Harald** — SteelScSr<br>~~*Lindholmen* 98–00~~<br>*A.Berg* 1 *Dk(pt Irn&pt Stl)* *2tr B&deep framing* 3 *Dk rule* | 2987<br>2781<br>1921 | ✝100A1 5,05 ~~5,01~~ LMC ~~03~~ | Off NYk | *u* | 1903 / J.Thompson&Sons,Ld. / 6mo Sunderland | Dmpsk.Acties. Harald (Bruusgaard,Kjosterud& Co.) *Lloyd's SA&CP* | 325·0 \| 48·0 \| 21·6<br>P31′B98′F32′ FK<br>*WB=Cell DB* | Drammen / Norwegian | T.3Cy.24″,39″&65″–42″ (*s*) 180lb *90lb* 285NHP<br>2SB,*8pf*,GS127,HS4280<br>G.Clark,Ld.Sunderland | 24 ″ 0<br>s 3 ″ 10 | | |
| 140 / NMJV | **—** — SteelScSr<br>*A.S.Hveysal* –03<br>1 *Dk(Irn)* *deep framing* | 1955<br>1704<br>1208 | ✝100A1 3,04 ~~12,08~~ LMC 06 | Bry Hul | *r* | 1903 / W.Gray& Co.Ld. / 6mo W.Hartlepool | Carl Dmpsk.Selsk. (L.H.Carl, *Mgr.*) *Lloyd's SA&CP* | 280·5 \| 40·3 \| 18·4<br>P24′B69′F29′ FK<br>*WB=Cell* | Copnhagn / Danish | 1*f* 142′ 745*t* *FPT* 86*t* *APT* 119*t*<br>T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 194NHP<br>2SB,*4rf*,GS62,HS3008<br>Cen.Mar.Eng.Wrks.W.Hpl | 20 ″ 6<br>s 3 ″ 2 | | |
| 141 | **—** — SteelScSr<br>*For full particulars See No. 3 in Supplement* | *1800* | 100A1 (*Class Contemplated*) | | | 1904 / Craig,Taylor&Co. / Stockton | van Ysselsteyn& fils | 280·0 \| 38·2 \| 18·2<br>P26′B66′F26′ | | 1*f* 142′ 745*t* *FPT* 86*t* *APT* 119*t*<br>T.3Cy.19″,31″&51″–33″<br>N.E.Marine Eng.Co.Ld.Sld | | | |
| 142 / JNVQ | **—** — IronScSr<br>*L.H.Skogland* –98 (*ex* Fortescue)<br>*Well deck* — 1 *Dk* *2tr B* | 1073<br>820<br>657 | | | … | 1884 / Murdoch &Murray / Pt.Glasgow | Dampskibet Harald'sRederi (H.O.Sundför) | 225·0 \| 33·2 \| 15·5<br>Q76′B57′F31′ BK8 | Haugesnd / Norwegian *WB* | C.2Cy.27″&52″–33″ NB97 137NHP<br>Muir&Houston, Glasgow | 16 ″ 4 | N | |
| 143 / JTSK | **—** — SteelScSr<br>*K.Irgens*<br>1 *Dk* *2tr B* | 818<br>601<br>495 | | | | 1894 / Bergens Mek Verksted / Bergen | O.&A.Irgens | 211·7 \| 29·0 \| 12·0<br>Q60*t* B37*t* H42*t* F25*t* | Bergen / Norwegian *WB* | T.3Cy.17″,28½″&47″–33″ 127NHP<br>Bergens M.V.,Bergen | | N | |
| 144 / KRHS | **—** — SteelSc<br>*H.Duhnke* — 1 *Dk*<br>(*Trawler*) | 181<br>175<br>67 | | | | 1898 / J.C.Tecklenborg A.G. / Geestemünde | Geestemünder Herings&Hochseefischerei Act.Ges. | 120·8 \| 21·7 \| 10·6 | Gstemnde / German *WB* | T.3Cy.11¼″,17½″&29½″–21½″ 39NHP<br>J.C.Tecklenborg A.G.Gst. | | G | |
| 145 / JGNC | **Harald Haarfager** — IronScSr<br>*Ths.Lootz* –95<br>(*ex* Fiskeren) — 1 *Dk&Awng dk* *3tr B* | 475<br>464<br>288 | | | | 1884 / Stavanger / Stöberi&Dok / Stavanger | Christianssands Dmpsksels (N. Rosenkilde, *Mgr.*) | 153·8 \| 25·1 \| 18·5<br>H11*t* | Xiansand / Norwegian *WB* | C.2Cy.16½″&40″–26″ NB95 68NHP<br>N.E.Mar.E.Co.(Lim.),Nwc | | N | |
| 146 / NWKF | **Harald Klitgaard** — IronScBn<br>*J.Rasmussen* 4th Survey Els.3,03<br>(*ex* Fairfield) — 1 *Dk(Irn)* *Webframes*<br>*Well deck* | 1799<br>1381<br>1141 | ✝ A1*1 1,05 ~~3,03~~ | Els Shl | Lv | 1884 / Richardsn, Duck&Co. / 9mo Stockton | Dansk.Russiske Dmpsksels. (P.Mörch, *Mgr.*) *WB=DBa* | 260·0 \| 38·0 \| 16·3<br>P26′Q76′B52′F31′ FK<br>*&f&uE&B* | Copnhagn / Danish | C.2Cy.30″&55″–36″ 151NHP<br>2SB,*4pf*,GS58,HS2400<br>Blair&Co.(Lim.),Stockton | 18 ″ 6<br>s 2 ″ 2 | | 14·76<br>15·76<br>16·76<br>17·76 |
| 147 / THMQ | **Harbart** — SteelScSr<br>*A.Bowling* 02–02<br>1 *Dk(Stl)* *Spar dk(pt Irn&pt Stl)* *&Web frames* | 3310<br>3138<br>2149 | ✝100A1 *Spar dk* 6,04 ~~1,04~~ LMC 1,02 | Npt Shl | *r* | 1902 / Craig,Taylor&Co. / 4mo Stockton | Harland&Bartlett S.S.Co.Ld. *Lloyd's SA&CP* *WB=Cell D* | 330·7 \| 45·4 \| 18·0<br>P69′B94′F41′ 25·9<br>FK<br>*Ba* 102′ *u E* 20′ *f* 142′ | London / British | T.3Cy.24″,38″&64″–42″ (*s*) 180lb *100lb* 299NHP<br>2SB,*6cf*,GS108,HS4756<br>Richardsons,Westgarth& Co.Ld.Hpl. | 20 ″ 6<br>s 5 ″ 11 | | 1,04 |
| 148 | **Harbarton** — SteelScSr<br>~~*Palmers* *W.Hrns.* 02–02~~<br>~~*Bristol*~~ 1 *Dk(Stl)* *Spar dk(pt Irn&pt Stl)* *&deep framing* | 3265<br>3101<br>2101 | ✝100A1 *Spar dk* 11,04 ~~11,04~~ LMC 10,02 | Npt Cff | *r* | 1902 / Craig,Taylor&Co. / 10mo Stockton | ~~Harland&Bartlett~~ ~~S.S.Co.Ld.(Harland&Bartlett, *Mgrs.*)~~ *Lloyd's SA&CP* *WB=Cell D Ba* 102′ *u E* 20′ | 330·8 \| 45·1 \| 18·0<br>P69′B94′F41′ 26·0<br>FK<br>*f* 142′ 679*t* *FPT* 108*t* | ~~London~~ ~~British~~ Japanese | 679*t* *FPT* 108*t* *APT* 113*t*<br>T.3Cy.24″,40″&66″–42″ (*s*) 180lb *100lb* 306NHP<br>2SB,*6cf*,GS134,HS4733<br>N.E.Marine Eng.Co.Ld.Sld | 20 ″ 6<br>s 5 ″ 11 | | 3,04 |
| 149 / 102892 / NLBF | **Harberton** — SteelScSr<br>*W.H.J.St.Clair* 98–99 *ssSld.No.2–02*<br>*Well deck* — 1 *Dk(Irn)* *Webframes* | 1443<br>1098<br>893 | ✝100A1 4,05 ~~4,04~~ ~~BS3,04~~ BS 4,05 LMC 12,02 | Shl Sld | *p* | 1894 / S.P.Austin & Son / 7mo Sunderland | W.Cory&Son,Ld. A&CP *WB=Cell D Ba* 67′ *u E&* | 247·0 \| 35·3 \| 15·6<br>P28′Q63′B45′F27′ FK<br>B38′ *f* 99′ 430*t* *FPT* | London / British | T.3Cy.19″,31″&51″–33″ (*s*) 160lb *90lb* 155NHP<br>1SB,*4pf*,GS63,HS2400<br>N.E.Mar.E.Co.(Lim.),Sld. | 18 ″ 3<br>s 1 ″ 10 | | ~~3,01~~ N1,05 |
| Sunt 3,04 150 / MBHR | **Harbin** — ~~SteelSc~~ 4MstBk<br>*P.Vorontzoff* (*ex* Werk- *ss* Rot.No.3–3,94<br>endam,*ex* British King) *ss* Rot.No.1–97<br>*Elec.light* — 3 *Dks* (2 *Stl*) *Iron beams* | 3573<br>3270<br>2303 | ✝ —— 7.02 NB12,84 | Nag | *x* | 1881 / Harland & Wolff / Belfast | Chinese Eastern Railway Co.Ld. | 410·3 \| 39·0 \| 28·9<br>P50′F86′ BK9½″ | Nvorssisk / Russian | C.4Cy.28″&60″–54″ 432NHP<br>3DB,*12cf*,GS282,HS7116<br>J.Jack&Co. Liverpool | 30 ″ 10 | V | |
| 151 / 84991 / WCJP | **Harbinger** — IronScSr<br>*C.A.Reid* –01 *ssShl.No.3–4.94*<br>*ssShl.No.2–03*<br>*Well deck* — 1 *Dk(Irn)* *2tr B* | 1813<br>1466<br>1135 | ✝100A1 1,05 ~~3,03~~ LMC 3,03 BS 3,05 | Shl | *r* | 1881 / Sunderlnd S.B.Co.(Lim.) / 8mo Sunderland | Harbinger SSCoLd (J.L.Browne) A&CP | 271·0 \| 36·2 \| 20·7<br>P26′Q74′B70′F27′ BK9½″<br>*WB=DBa* | Sundrland / British | C.2Cy.33″&63″–39″ (*i*) 80lb *45lb* 187NHP<br>2SB,*4pf*,GS75,HS2955<br>N.E.Marine E.Co.(Ld.) Sld. | 22 ″ 5<br>s 2 ″ 4½ | | ~~3,03~~ N3,04 |

| Numéro d'ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveys Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné. | Lettre d'attribution. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Profondeur. | Port d'Armement | Machines. No. & Ins. des Cylindres — Course — Pression des Chaudières. NP = Force en chevaux d'après formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Pont-abri au milieu du navire. pds. pr. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152 | **Harbinger** Wood Sc Sr<br>1 Dk | 109<br>86<br>46 | | | | | 1901 | J. McGill<br>Shelburne N.S. | [illegible] | 97·0 | 20·0 | 8·4 | Yarmth N.S.<br>British | C.2Cy.10"&20"–15"<br>17 RH<br>Johnson&Co. Yarmouth N.S. | | | |
| 153<br>PLQW | **Harborne** Steel Sc Sr<br>*F.E Harkness* 98–00 *ss* Sld No.1–00<br>1 Dk (Irn) & Web frames<br>*Well deck* | 1278<br>946<br>785 | ✠100A1<br>5,04 | Shl | | *n* | 1896<br>9mo | S.P. Austin & Son<br>Sunderland<br>A&CP | W. Cory & Son, Ltd | 235·1<br>P26' Q56' B46' F25'<br>FK | 34·1 | 14·3 | London<br>British<br>4 BH Cem<br>22t APT 46t | T.3Cy.18½",30"&49"–33"<br>160lb 90lb 147 NH<br>1SB,4pf,GS69,HS2350<br>J. Dickinson&Sons, Ld., Sld. | 17 | | |
| 154<br>RLJN | **Harburg** Steel Sc Sr<br>*L. Müller* 00–02 *ss* Ham. No.1–03<br>*Well deck* 1 Dk (Stl) & Spar dk (Stl) 3tr B | 5134<br>4243<br>3327 | ✠100A1<br>*Spar dk*<br>11,04 | Ham | | *y* | 1899<br>7mo | Flensburger Schiffsb. Ges.<br>Flensburg<br>*Lloyd's* A&CP | Deutsch-Austral. Dmpfsch. Ges.<br>WB = | 388·0<br>P&B282' F46'<br>FK<br>*Cell D Ba 94'n E & B* | 47·6 | 20·8 | Hamburg<br>German<br>6 BH Cem<br>62t f 164' 895t | T.3Cy.28½",47½"&78"–54"<br>165 lb (o) 554 NH<br>4SB,12cf,GS185,HS8900<br>Flensburger Schiffsb. Ges. | 23 | | |
| 155<br>PKRM | **Harbury** Steel Sc Sr<br>*B.R Davison* –03 *ss* Shl. No.1–01<br>1 Dk (Irn) & Web frames<br>*Well deck* | 1838<br>1428<br>1147 | ✠100A1<br>8,01 | Sld<br>Shl | | *r* | 1896<br>8mo | S.P. Austin & Son<br>Sunderland<br>A&CP | W. Cory & Son, Ld. | 268·2<br>P27' Q74' B48' F27'<br>FK | 37·7 | 17·0 | London<br>British<br>4 BH Cem<br>37t APT 64t | T.3Cy.20½",33"&54"–39"<br>160lb 80lb 194 NH<br>2SB,6pf,GS84,HS3100<br>G. Clark (Lim.) Sunderland | 19 | | |
| 156<br>MGBH | **Hardanger** Steel Sc Sr<br>*G. Harland* –01 *ss* Cff. No.3–12,02<br>*Well deck* 1 Dk (Stl) & Web frames | 2421<br>1881<br>1570 | ✠100A1<br>2,05 | Bry | | | 1891<br>7mo | W. Gray & Co. (Lim.)<br>W Hartlepool<br>A&CP | G.B. Harland & Co. | 285·6<br>P27' Q92' B112'<br>F28' BK 10'<br>*DBa 94 f 104' 530t* | 39·0 | 21·3 | W. Hartlpl<br>British<br>6 BH Cem<br>APT 20t | T.3Cy.22",36"&59"–39"<br>160lb 80lb NDB04 215 NH<br>4SB,6rf,GS81,HS3200<br>Mar. Eng. Wrks. W Hp | 22 | 10 | |
| 157<br>JPTF | **Hardangeren** Iron Sc Sr<br>*T. Michelsen* 83–91<br>1 Dk | 226<br>157<br>136 | | | | | 1869 | Bergens Mek Verksted<br>Bergen | Hardanger Söndhordlandske Dampskibsselskab | 144·4<br>P28t H20t F21t | 19·7 | 9·6 | Borgen<br>Norwegian | C.4Cy.15"&28"–18"<br>55 NH<br>Bergens Mek. Verks, Bergen | | | |
| 158<br>113132 | **Hardback** Steel Pad K<br>*J. Leece* –01<br>(*Tug*)<br>1 Dk | 125<br>111<br>12 | | | | | 1901 | J.P. Rennoldson & Sns<br>South Shields | Modbarrow Mining Co. Ld. | 90·5 | 19·1 | 9·4 | Whitehvn<br>British | L.2Cy.25"–45"<br>50 RH<br>J.P. Rennoldson & Sns, S. Shl | | | |
| 159<br>VGHS | **Hardy** Cooper<br>(*ex* Mandarin) *ss* Sld. No.3–5,97 *ss* Lon. No.1–01<br>*Well deck* 1 Dk (Irn) | 637<br>498<br>368<br>266 | ✠100A1<br>10,03 5,05 | Lon | | *j* | 1880<br>12mo | H. M'Intyre & Co.<br>Paisley<br>*Lloyd's* A&CP | J.T. Harrison<br>WB = | 180·3<br>Q47' B44' F25'<br>BK 7½'<br>*DBa 31' 40t F P T* | 27·3 | 13·8 | London<br>British<br>4 BH Cem<br>44t APT 15t | C.2Cy.20"&45"–33"<br>90lb 60lb NDB92 85 RH<br>1SB,3pf,GS46,HS1575<br>Hutson&Corbett, Glasgow | 14 | 8 | |
| 160<br>KLDR | **Hare** Steel Sc Sr<br>*A. Carmichael* –00<br>*Elec. light*<br>2 Dks | 804<br>614<br>334 | | | | | 1886 | Barclay, Curle&Co. Ld<br>Glasgow | Stewart&Lowen | 216·0<br>P65' B67' F44' | 29·6 | 14·7 | Dublin<br>British | T.3Cy.24",38"&58"–42"<br>218 NH<br>Barclay, Curle&Co. Ld. Gls. | | | BT cell 4,06 |
| 161<br>SNJV | **Harelda** Steel Sc Sr<br>*W. Matthew* 85–01<br>*Well deck* 2 Dks (*U pt Stl & pt Irn*) | 1288<br>1141<br>651 | ✠100A1<br>8,04 2,03 | Mch | | *p* | 1901<br>8mo | Wigham-Richrdsn&Co Ld<br>Newcastle<br>*Lloyd's* A&CP | Cork S.S. Co. Ld.<br>WB = Cell D Ba | 255·0<br>P&B143' F26'<br>BK 9'<br>67' f 96' 217t F P T | 33·7 | 18·6 | Cork<br>British<br>5 BH Cem<br>27t APT 17t | T.3Cy.21",33½"&54"–39"<br>160lb 80lb 195 NH<br>2SB,6pf,GS98,HS3120<br>Wgham Rchrdsn&C. Ld Nwc | 19 | 9 | |
| 162<br>114520 | **Harfat Castle** Steel Sc K<br>*W. Nightingale* 02–02<br>1 Dk | 192<br>169<br>49 | ✠100A1<br>*Stm Trawler*<br>9,02 | Shl | | | 1902<br>9mo | Smith's Dock Co. Ld.<br>North Shields<br>*Lloyd's* A&CP | Castle S. Trwlrs. Ld<br>(C.H. Heron, *Mgr.*) | 110·0<br>Q48'<br>BK 7½' | 21·0 | 11·0 | N. Shields<br>British<br>3 BH Cem | T.3Cy.12",19"&32"–22½"<br>160lb 48 RH<br>1SE,2pf,GS32,HS908<br>N.E. Marine Eng. Co Ld. Sld | 11 | 10 | |
| 163<br>KTDL | **Harlaw** Steel Sc Sr<br>*E. Andrews* –99<br>(*ex* Gotha) *ss* Abn. No.2–03<br>*Well deck* 1 Dk (*pt Stl* – ws) | 821<br>548<br>449 | ✠100A1<br>9,04 | Abn | | *l* | 1888<br>7mo | Earle's Co. Ld.<br>Hull<br>*Lloyd's* A&CP | Aberdeen Stm. Nav Co. Ld<br>WB = | 220·5<br>P&B138' F33'<br>BK 8' | 29·1 | 13·7 | Aberdeen<br>British<br>5 BH Cem | T.3Cy.19",31"&54"–33"<br>160lb 80lb NDB99 163 NH<br>2SB,4cf,GS64,HS2350<br>Earle's Co. Ld. Hull | 14 | 6 | |
| 164<br>WFLH | —<br>*D.A. Scott* 99–00<br>*Well deck* | 451<br>327<br>267 | ✠100A1<br>5,04 | Hfx | | *h* | 1881<br>10mo | Cunliffe& Dunlop<br>P. Glasgow<br>*Lloyd's* A&CP | Halifax&Newfoundland S.S Co Ld<br>(Pickford&Black, *Mgrs.*)<br>WB = | 165·1<br>P98' F31'<br>Irp04 BK 7'<br>*Cell D B 140' 85t* | 24·5 | 11·8 | Wndsor N.S.<br>British<br>4 BH Cem<br>7 BH Cem | C.2Cy.23"&42"–30"<br>70lb 40lb 71 RH<br>1SB,3pf,GS50,HS1313<br>Cunliffe&Dunlop, P. Gls. | 14 | 2 | |
| 165<br>95972 | **Harle** Iron Sc K<br>*F. Guegan* –08 *ss* La R. No.1–03<br>(*ex* Faidherbe, *ex* Brazilian) 1 Dk | 194<br>166<br>35 | ✠100A1<br>*Stm Trawler*<br>8,03 | La R | | | 1899<br>10mo | Cochrane& Cooper, Ld.<br>Beverley<br>*Lloyd's* A&CP | Richon A.H. Pegué | 110·8<br>Q47' F22' | 21·0 | 11·3 | Boulogne<br>French<br>3 BH Cem | T.3Cy.11½",18½"&30"–22"<br>180lb (s) 59 NH<br>1SB,2pf,GS38,HS1105<br>Ct. Cen. Co-op. Eng.&Ship Repairing Co. Ld. Gms. | 12 | 0 | |
| 166<br>102867<br>NJPQ | **Harlech Castle** Steel Sc Sr<br>*J. George* –02<br>*Ref. Mchy.*<br>*Elec. light*<br>*ss* Sou. No.2–02<br>2 Dks (1 *Stl–pt* ws & *U Stl* – tea) *Stm Tunnel* | 3264<br>2987<br>2088 | ✠100A1<br>7,04 8,03 | Lon<br>Sou | | *w* | 1894<br>5mo | Barclay, Curle&Co. Ld.<br>Glasgow | Union-Castle Mail S.S. Co. Ld. (D. Currie&Co. *Mgrs.*)<br>WB = Cell D B 287' | 350·0<br>B109' F41' | 42·5 | 25·8 | London<br>British<br>7 BH Cem<br>632t F P T 690t | T.3Cy.26½",44"&70"–45"<br>160lb 367 NH<br>3SB,10rf,GS193,HS6076<br>Barclay, Curle&Co. Ld. Gls | 28 | 6 | |
| 167<br>95972 | **Harlem** Iron Sc<br>1 Dk & Shelter dk | 2299<br>—<br>1858 | | | | | 1888 | Detroit Dry Dock Co.<br>Wyandotte | Jenks S.B. Co. | 288·0 | 41·0 | 22·7 | Pt. Huron<br>Utd. States<br>WB | 266 NH<br>Detroit Dry Dock Co. Wynd. | | | |
| 168<br>LTMB | **Harlequin** Iron Sc Sr Yt & Tug<br>*D.G. Brown* 01–01<br>(*ex* Shannon) 1 Dk | 139<br>139<br>25 | ✠<br>*For Tug purposes*<br>4,92 | Lon | | | 1885<br>1mo | Wigham Richardson & Co. Newcastle | V.S.E. Grech | 100·7<br>BK 6½' | 19·2 | 11·1 | Limerick<br>British<br>4 BH Cem | C.2Cy.20½"&40"–24"<br>1SB,3pf,GS46<br>70 RH<br>A. Shank&Sons, Arbroath | 11 | 10 | |
| 169<br>PGNJ | **Harlington** Steel Sc Sr<br>*W.H. Young* –01<br>*Well deck* 1 Dk (Irn) & Web frames | 1032<br>753<br>627 | ✠100A1<br>8,03 | Lon | | *m* | 1895<br>5mo | S.P. Austin & Son<br>Sunderland<br>A&CP | P. & O. Stm. Nav. Co.<br>(G.F. Johnson, *Mgr.*)<br>WB = | 220·0<br>P27' Q48' B46' F27'<br>FK<br>*Cell D Ba 52' u E & B 38' f 90' 297t F P T* | 31·5 | 13·6 | London<br>British<br>4 BH Cem<br>22t APT 35t | T.3Cy.17½",29"&47"–33"<br>160lb 70lb 138 NH<br>1SB,4pf,GS55,HS2280<br>W Allan&Co. (Lim.), Sld. | 16 | 2 | |
| 170<br>52711<br>HFNT | **Harlow** Iron Sc 3 Mst Sr<br>*W.R.S. Forsyth* –99<br>(*ex* James Southern)<br>1 Dk (*pt Irn, 2 tr B*)<br>*ss* Shl. 3 No.3–4,04 | 828<br>739<br>523 | 90A—<br>4,04 | Nwc<br>Shl | | | 1865<br>5mo | T. & W. Smith<br>N. Shields | Harlow S.S. Co.<br>(J.C. Jobling)<br>WB = | 218·2<br>Q38t F8t len 72<br>pt ND87 BK 7'<br>*DB f 119' 230t F P T 20t* | 28·3 | 15·2 | London<br>British<br>4 BH Cem<br>Cmp99 | O.2Cy.27"&50"–30"<br>NDB02 125 NH<br>1SB,3pf,GS65,HS2421<br>Willand Slpwy Co. Ld. Nwc. | 17 | 4 | |
| 171<br>99021<br>MKNV | **Harlyn** Steel Sc Sr<br>*A. Simmonds* –03<br>1 Dk (*pt Stl pt Irn*) & Web frames<br>*Well deck* | 1453<br>1081<br>929 | ✠100A1<br>5,04 12,02 | Shl | | *p* | 1891<br>12mo | Edwards' S.B. Co. (Lim.)<br>Newcastle<br>A&CP | West Hartlepool Stm. Nav. Co. Ld.<br>WB = | 245·0<br>B86' B114' F26'<br>Irp01 BK 8½'<br>*Cell D B 204' 278t* | 34·0 | 16·2 | W. Hartlpl<br>British<br>4 BH Cem<br>APT 31t | T.3Cy.18½",30"&49"–33"<br>160lb 90lb 136 NH<br>1SB,4pf,GS64,HS2000<br>N.E. Marine Co. (Ld.), Nwc | 18 | 6 | |
| 172<br>101017<br>MRVB | **Harmodius** Steel Sc 3 Mst Sr<br>(*ex* Warrnambool)<br>*Ref. Mchy. Bond* –04<br>2 Dks (1 *Stl &*<br>*Upt Stl* – ws) 3 tr B | 3513<br>3213<br>2213 | ✠100A1<br>11,03 | Liv | | *w* | 1892<br>8mo | Sunderland S.B. Co Ld<br>Sunderland<br>A&CP | Brit. & S. American Stm Nav Co Ld (R.P. Houston&Co., *Mgrs.*)<br>WB = | 360·0<br>P40' B96' F29'<br>BK 9'<br>*Cell D B 282' 496t F P T* | 43·5 | 26·1 | Liverpool<br>British<br>6 BH Cem<br>70t APT 18t | T.3Cy.28",45"&78"–54"<br>155lb 80lb 445 NH<br>2DB,16pf,GS220,HS7604<br>Wigham Rchrdsn&Co. Nwc | 29 | 10 | BT cell 11,06 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross. / Under Deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Decks, Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & kind of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 173 MFTW | **Harmonides** SteelSc3MetSr<br>*(ex Woolloomooloo)* –04<br>*Ref. Mchy 2 Dks(1 Stl& 1 pt Stl, ws) 3 tr B* | 3521<br>3239<br>2221 | ✠100A1 Liv *u*<br>10.04<br>1,05 &CP | 1891 Wigham Richrdsn&Co Newcastle | Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs.*) *WB = Cell* | 366'0 \| 44 \| 26'0<br>P36' B98' F38'<br>D B280' 560t *FPT* | Liverpool British<br>*6 BHCem*<br>65t *FPT* 20t | T.3Cy.28″,45″&78″–54″ (*s*)<br>155lb *80lb* 445NHP<br>2DB,*16pf*,GS221,HS7660 | 29 ″ 0<br>s 6 ″ 3 | | 2,08 |
| 174 HSQT | **Harmony** WoodSc3Sr<br>*G.S.H.Wallengren* 01–01<br>*Well deck (ex Hamsteels) 1 Dk(Iru) 2 tr B* | 403<br>352<br>223 | Mau 12<br>6.95 | 1876 Tay S.B.Co Dundee | Moravian Church & Mission Agency (H.O. Essex) | 150·8 \| 26·4 \| 15·4<br>Q35'<br>alt95 | London British | C.2Cy.17″&86″–24″<br>NE&B95 60RH<br>A. Hall & Co. Aberdeen | 16 ″ 7 | | |
| 175 HSQT | **Harold** IronScSr<br>*G.S.H.Wallengren* 01–01<br>*Well deck (ex Hamsteels) 1 Dk(Iru) 2 tr B* | 1571<br>1261<br>938 | ✠100A1 Npt *q*<br>Bkr | 1878 M.Pearse& Co. Stockton A&CP | Ångfartygs Aktieb Harold (K.O.F.Dalman) | 258·7 \| 34·6 \| 19·3<br>Q106' B61' H24'<br>F32' BK9'<br>*WB = DB170'* | Gothenbrg Swedish<br>*4 BHCem* | C.2Cy.32″&60″–39″<br>65lb 150NHP<br>2SB,*6pf*,GS64,HS2181<br>Blair&Co.(Lim.),Stockton | | | |
| 176 QLTR | — SteelScSp<br>*P.Holiywood* –03 ssBkn.No.1–02<br>*Mchy.Aft 1 Dk(Stl)*<br>*Well deck* | 301<br>208<br>72 | ✠100A1 Bkn *e*<br>2,05<br>✠LMC12.03 | 1898 J.Fullerton &Co. Paisley A&CP | Liverpool S.S. Harold,Ld.(T.G. Best) | 140·0 \| 23·1 \| 9·3<br>Q49' B9' F22'<br>*WB =* | Glasgow British<br>*3 BHCem*<br>*FPT* 25t | C.2Cy.17½″&35″–24″ (*s*)<br>130lb 70RHP<br>1SB,*2pf*,GS40,HS1365<br>Ross&Duncan,Glasgow | 10 ″ 3<br>s – 11 | | |
| 177 95988 KRJL | — WoodSc<br>*T.Poleman* 98–98 | 186<br>—<br>93 | | 1889 ..... New London. Con. | Thames Tow Boat Co. | 106·3 \| 24·2 \| 12·5 | N.Lndn Cn. Utd. States | C.2Cy.20″&40″–28″<br>71NHP | | | |
| 178 108379 | — SteelScSr<br>~~*E.T.Oliver*~~ (*Tug*)<br>*J.A.Glover* –05 1 *Dk* | 144<br>141<br>3 | | 1898 Lobnitz& Co. Renfrew | ~~L.G.Hammond~~ Price,Wills& Reeves | 100·4 \| 20·1 \| 11·3<br>B20' | London British | T.3Cy.13″,22″&35″–27″<br>70RHP<br>Lobnitz&Co. Renfrew | | | |
| 179 96635 | **Harold B. Nye** SteelScSr<br>*A.Keller* –02<br>*Elec.light 1 Dk2tr B* | 4310<br>—<br>3365 | | 1902 American S.B.Co. Lorain,O. | W.A.Hawgood& Co. | 380·0 \| 50·0 \| 28·0 | Cleveland Utd. States<br>*WB* | T.3Cy.22″,35″&58″–40″<br>213NHP<br>American S.B.Co. Cleveland | | | |
| 180 104888 NVKW | **Harpalus** SteelScSr<br>*R.Hunter* –01 ssShl.No.2–04<br>*1 Dk(pt Irn pt Stl) & Web frames*<br>*Well deck* | 1445<br>1097<br>907 | ✠100A1 Shl *p*<br>1,05<br>Bs2,05 ✠LMC2,04 | 1895 J.L Thompson&Sons,Ld Sunderland A&CP *WB* | W.Cory&Son,Ld. *= Cell D B a 71′ u E* | 247·0 \| 35·2 \| 16·0<br>P27′ Q63′ B46′ F26′<br>*B31′ f 103′ 308t FPT* | London British<br>*4 BHCem*<br>*28t APT 28t* | T.3Cy.19″,31″&51″–33″ (*s*)<br>160lb *90lb* 155NHP<br>1SB,*4pf*,GS70,HS2400<br>G.Clark(Lim.),Sunderland | 18 ″ 3<br>s 1 ″ 11 | | 2,04 |
| 181 102768 NHGD | **Harrier** SteelScK<br>*H.Jones* 95–03 ssBng.No.2–01<br>*Mchy.Aft 1 Dk(Stl)* | 216<br>160<br>45 | ✠100A1 Bng *c*<br>MS12,01 ✠LMC<br>BS10.03 | 1892 Scott&Co. Bowling A&CP | Anglesey Shpg.Co. (O.T.Jones, *Mgr.*) | 120·0 \| 20·1 \| 9·4<br>Q38′ B9′ F161′<br>BK7″<br>*WB = FPT 28t* | Beaumaris British<br>*3 BHCem* | T.3Cy.11″,17″&28″–21″ (*s*)<br>160lb 50RHP<br>1SB,*2pf*,GS30,HS722<br>Fisher&Co.,Paisley | 10 ″ 0 | | |
| 182 113198 RTKN | — IronScK<br>*J.H.Baskcomb* –00<br>1 *Dk* | 208<br>189<br>83 | ✠ ...<br>*Stm Trawler* | 1900 Cochrane& Cooper,Ld. Selby *Lloyd's SA&CP* | T.Baskcomb,Ld. | 117·0 \| 21·5 \| 11·2<br>Q48′ F20′<br>BK7½″ | Grimsby British<br>*3 BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,*2cf*,GS33,HS1117<br>C.D.Holmes&Co.Hull | 12 ″ 0 | | 3,03 |
| 183 106728 PQKF | — IronScK<br>*W.Nightingale* –97 ssHul.No.1–01<br>1 *Dk* | 162<br>150<br>64 | ✠100A1 Hul<br>*Stm Trawler*<br>8,04<br>LMC8,01 | 1897 Cook, Welt'n&Gemmell Hull *Lloyd's SA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 105·5 \| 20·7 \| 11·0<br>Q24′<br>BK7½″ | Hull British<br>*3 BHCem* | T.3Cy.12¼″,19½″&32″–22½″<br>170lb (*s*) 50RHP<br>1SB,*2cf*,GS23,HS876<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | 4,03 |
| 184 HSGR | **Harriet** SteelSc3MstSr<br>*Mchy.Aft 1 Dk(Irn) & deep framing*<br>*Well deck J.Mellon* 01–04 | 1388<br>1073<br>865 | ✠100A1 Shl *p*<br>8,04<br>Hpl<br>LMC | 1899 W.Gray& Co.Ld. West Hartlepool A&CP *WB = Cell D B a & u E* | Acties.Dmpskbs. Harriet (O.Bernt) | 240·0 \| 35·5 \| 15·6<br>P64′ Q133′ B17′ F28′<br>*B21′ f 173′ 355t FPT* | Tyne or Risca Norwegian<br>*4 BHCem*<br>*34t APT 36t* | T.3Cy.18″,28½″&47½″–33″<br>160lb *80lb* NDB04 (*s*) 126NHP<br>1SB,*3rf*,GS47,HS1853 *100lb*<br>Cen.Mar.Eng.Wrks.WHp | 18 ″ 2<br>s 1 ″ 10½ | | 5,04 |
| 185 19733 MTFL | — IronSc3MstSr<br>*E.W.Pallant* –97 1 *Dk2tr B*<br>*Mchy.Aft* | 504<br>—<br>381 | Stk<br>2,73 | 1857 T.&W. Smith N.Shields | Hogg&Henderson | 199·4 \| 25·1 \| 14·7<br>drp70 srp61&68<br>pt ND68 | Middlsbro' British<br>*4 B/I* | 2Cy.34″–26″<br>NB68 70RHP<br>Hawks,Crawshay&Co.,Gts | 16 ″ 4<br>s 2 ″ 9½ | | |
| 186 2547 JFRQ | **Harrington** IronScSr<br>*C.A.Perman* –00 ssFln.No.2–05<br>ssCpn.2nd No.3–7,96<br>*Well deck* ssAnc.No.1–05 1 *Dk2tr B* | 1079<br>859<br>680 | ✠90A1 Clf *n*<br>1,05<br>Fln<br>NB3,03 | 1872 W Hamiltn &Co. Pt.Glasgow A&CP | Rederi Aktieb. Harrington (P.W.Åkerstedt) | 230·0 \| 31·2 \| 17·6<br>P123′ F33′<br>drp95 BK8″<br>*WB = DB a* | Hernösand Swedish<br>*4 BHCem*<br>55′ *f* 38′ 160t | C.2Cy.28″&50″–38″ (*b*)<br>70lb *80lb* NDB96 120NHP<br>1DB,*4pf*,GS56<br>Walker,Hendrson& Co.Gls | 18 ″ 3<br>s 2 ″ 0 | | 1,05 |
| 187 94031 LDVT | — Steel&IronScSr<br>*W.Hamilton* –02 ssTrn.No.3–8,01<br>1 *Dk(Irn)*<br>*Stl plating & Irn framing* | 367<br>267<br>131 | ✠100A1 Qus *f*<br>12,04<br>Sws<br>LMC8,01<br>BS12.04 | 1889 Ritson&Co 5mo Maryport A&CP | R.Simpson | 153·4 \| 24·1 \| 10·6<br>Q48′ B40′ F20′<br>pt ND01 BK7″<br>*WB = DB a 26′* | Whitehvn British<br>*4 BHCem*<br>25t *FPT* 20t | T.3Cy.13½″,21″&34″–24″ (*s*)<br>160lb 60RHP<br>1SB,*2cf*,GS32,HS1109<br>Westray,Copeland&C.Brw | 11 ″ 4<br>s ″ 9 | | 12,04 |
| 188 | — SteelScSk<br>1 *Dk*<br>*Mchy.Aft* | 237<br>236<br>97 | | 1892 W.Simons &Co. Renfrew | Harrington Harbour Commissioners | 120·0 \| 26·0 \| 11·0<br>F13′ | Harringtn British | C.2Cy.15″&30″–21″<br>34NHP<br>W.Simons&Co.,Renfrew | | | |
| 189 Q8051 | — SteelScTug<br>*Roberts* –04<br>1 *Dk(Stl)* | 149<br>131<br>1 | ✠100A1 Liv<br>*For Towing purposes*<br>4,05<br>LMC9,03<br>BS9,04 | 1903 J.T Eltringham&Co. S.Shields *Lloyd's SA&CP* | Alexandra Towing Co.Ld. | 92·0 \| 20·1 \| 10·9<br>BK6½″ | Liverpool British<br>*4 BHCem* | C.2Cy.16″&42½″–27″ (*s*)<br>150lb 68RHP<br>1SB,*3cf*,GS57,HS1560<br>G.T.Grey,South Shields | 12 ″ 0 | | |
| 190 95267 JPOS | **Harrisburg** IronSc3MstSr<br>*C.R.Anderson* 70–92 1 *Dk2tr B* | 1283<br>910<br>910 | | 1874 Cramp& Sons Philadelphia | Reading Co. | 248·4 \| 37·1 \| 18·3<br>H&F— | Phildlphia Utd. States<br>*WB* | 1Cy.42″–42″<br>88NHP<br>Cramp&Sons,Philadelphia | | | |
| 191 96505 | — SteelScTug<br>1 *Dk* | 225<br>—<br>93 | | 1900 Harlan& Hollingswth Co. Wilmington,Del. | Pennsylvania R.R. Co. | 88·0 \| 22·0 \| 12·2 | New York Utd. States | C.2Cy.20″&40″–26″<br>68NHP<br>Harlan&Hollingsworth Co Wilmington Del | | | |
| 192 61153 | **Harrison** WoodSc<br>(*ex* Bayfield, *ex* Edsall, *ex* General U.S.Grant) 1 *Dk* | 150<br>150<br>94 | | 1864 W Crosthwait Buffalo,N.Y. | E.J.Harrison | 110·0 \| 18·5 \| 9·3 | Owen S'nd British | 1Cy.28″–30″<br>75RHP<br>D.Bell,Buffalo,N.Y. | | | |
| 193 110069 QTGP | **Harrovian** SteelScSr<br>*R.Jones* –03 ssCal.No.1–03<br>(*ex* Claverdale) 1 *Dk(Stl) & Spar dk(Stl) & deep framing* | 3307<br>3147<br>2122 | ✠100A1 Nwc *v*<br>*Spar dk*<br>12,04<br>Rot<br>LMC8,03 | 1899 Craig, Taylor&Co Stockton A&CP *WB = Cell D B a 104′* | J.Mathias&Sons | 330·0 \| 45·2 \| 18·0<br>P69′ B98′ F41′ 260<br>*u E & B 36′ f 138′ 664t* | Aberstwth British<br>*5 BHCem*<br>*APT 57t* | T.3Cy.24″,38″&64″–42″ (*r*)<br>160lb *100lb* 278NHP<br>2SB,*6cf*,GS100,HS 360<br>T.Richardsn & Sns Ld.Hpl | 20 ″ 6<br>s 9 ″ 11 | | 12,04 |

| Numéro | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Machines. Equipement. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | Creux au Pont de Franc-Bord. Franc-bord du navire. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 194<br>112705<br>RQOK | **Harrow** SteelScSr<br>*J.Thompson* 96–00<br>1 *Dk(Irn)&deep framing*<br>*Well deck* | 1777<br>1892<br>1102 | ✝100A1 Sld *r*<br>10,08<br>✝LMC6,05 | 1900 S.P.Austin<br>5mo &Son,Ld.<br>Sunderland<br>A&CP *WB=* | W.Cory&Son,Ld.<br>*CellDBa 78'uE&S* | 268·4 \| 37·7 \| 17·0<br>P27'Q74'B50'F29'<br>FK<br>*f112'510t FPT* | London<br>British | T 8Cy.20½",33"&54"–39" (*s*)<br>160lb *90lb* 191NH<br>2SB,*6cf*,gs90,hs3100<br>W.Allan&Co.Ld.Sld | 19 · 9<br>· 2 · 2 | |
| 195<br>2172<br>HRQK | **Harry** WoodSoSr<br>*C.A.Jansson* 95–95 1 *Dk*<br>*Mchy.Aft* (*ex* Svenborg) | 176<br>146<br>90 | | 1883 P.Larsson<br>Thorskog | N.Jansson | 100·4 \| 22·8 \| 9·6<br>120' Hgt | Kalle<br>Swedish | 2Cy.10½"&22"–14½"<br>15NB<br>P.Larsson,Thorskog | | |
| 196<br>94023 | **Harry Bate** WoodSc<br>*A.G.Clark* 93–02 2 *Dks*<br>*Mchy.Aft* | 158<br>134<br>88 | | 1888 P.G.Waters<br>Ottawa,Ont. | H.F.Cumming | 108·0 \| 23·8 \| 7·2 | Ottawa<br>British | 1Cy.14"–14"<br>40RH<br>DavdsonDoran&C.KgtnOnt | | |
| 197 | **Harry Escombe** Steel&IronTwinScSp<br>*L.Jewitt* 83–02<br>*Elec.light* 1 *Dk(Teak)* | 505<br>437<br>13 | ✝100A1 Dun *h*<br>1,02<br>✝LMC1,02 | *Now named "Sand King," See No. 11 in Supplement* | | | | | | |
| 198<br>96646<br>KSBM | **Harry G. Runkle** SteelScTug<br>1 *Dk* | 164<br>—<br>111 | | 1902 Neafie&<br>Levy Co.<br>Philadelphia | Booth,Dailey&<br>Irvins | 91·0 \| 22·0 \| 9·4<br>*WB* | New York<br>Utd. States | C.2Cy.16"&32"–24"<br>42NH<br>Neafie&Levy S&EBCo.Phl | | |
| 199<br>93008<br>KPQT | **Harry Luckenbach** IronSc3MstSr<br>*C.W.Mason* (*ex* Michigan,*ex* Surrey)<br>*Carrying oil in bulk* 1 *Dk&Spar dk4trB* | 2798<br>2787<br>1799 | | 1881 W.Gray&<br>Co.<br>W.Hartlepool | Luckenbach<br>Transp.&Wrecking Co. | 300·0 \| 40·2 \| 24·5<br>31·5<br>*WB* | New York<br>Utd. States | C.2Cy.40"&75"–45"<br>279NB<br>Blair&Co.Ld.Stockton | 25 · 11 | NV |
| 200<br>75798 | **Harry Randall** IronPad<br>*J.Barker* –96<br>(*ex* John W.Thompson)<br>1 *Dk* | 496<br>—<br>418 | | 1875 .....<br>Camden,N.J | E.S.Randall | 170·6 \| 29·3 \| 8·2 | Washngtn<br>Utd. States | | | |
| 201<br>114194 | **Harry Ross** SteelScK<br>*H.R.Nightingale* 01–01<br>1 *Dk* | 183<br>171<br>52 | ✝100A1 Abn<br>*Stm Trawler*<br>8,01 ✝LMC9,01 | 1901 Hall,Russell&Co.Ld.<br>9mo Aberdeen<br>*Lloyd's* *SA&CP* | RossSteamTrawlFishingCo.Ld.<br>(H.Ross, *Mgr.*) | 110·4 \| 21·2 \| 11·6<br>BK7½"<br>*WB*<br>*=DT f4'6t* | Aberdeen<br>British | T.3Cy.72",20"&88"–22" (*r*)<br>170lb 62RH<br>3BHCem<br>1SB,*6cf*,gs84,hs1101<br>Hall Russell&Co.Ld.Abn. | 11"<br>12 · 1 | |
| 202<br>70291<br>RGNV | **Hart** IronScSr<br>*W.H.Davies* –03<br>*Well deck* 1 *Dk2trB* | 1309<br>1047<br>797 | | 1878 W.Gray&Co<br>W.Hartlepool | Morel,Ld. | 247·0 \| 32·1 \| 18·3<br>Q85'B59'F34'<br>BK8½"<br>*WB* | Hartlepool<br>British | C.2Cy.29"&55"–38"<br>145NH<br>T.Richardson&Sons,Hpl. | 19 · 10 | V |
| 203<br>110356<br>SOVF | **Hartburn** SteelScSr<br>*T.O.Thomas* 90–00 *ss*Cff.No.1–04<br>1 *Dk(Irn)&deep framing* | 2367<br>2184<br>1494 | ✝100A1 Cff *l*<br>3,05 ~~4,03~~<br>✝LMC8,00 3,01 | 1900 BlythS.B.<br>8mo Co.Ld.<br>Blyth<br>A&CP | Tyne&BlythS.S.OwningCo.Ld.<br>(Whitfield&Co.<br>*Mgrs.*) | 302·8 \| 43·1 \| 19·9<br>P25'B78'F34'<br>FK<br>*WB=Cell DBa 120'u E&S B16'f 120'690t APT 116t* | Newcastle<br>British | T.3Cy.22½",37"&61"–39" (*s*)<br>180lb *180lb* 257NH<br>2SB,*6cf*,gs88,hs4015<br>T.Richardson&Sns.Ld.Hpl. | 22 · 4<br>· 3 · 6 | |
| 204<br>96472 | **Hartford** SteelTwinSc<br>1 *Dk&SaloonDk* | 1488<br>—<br>1012 | | 1899 Columbian<br>I.W.&D.D.Co<br>Baltimore | Hartford&New YorkTransptn.Co. | 243·3 \| 45·7 \| 12·5 | Hartfd Con<br>Utd. States | C.4Cy.20"&40"–28"<br>ColumbianIron Works&DryDockCo.Bal | | S |
| 205<br>115162<br>VLSR | **Hartlepool** SteelScSr<br>*H.H.Upperton* 94–04<br>1 *Dk(Irn)2trB&Web frames*<br>*&Trunk dk(pt Irn&pt Stl)3Dk rule* | 4409<br>3875<br>2872 | ✝100A1 Stk *x*<br>*Trunk dk* ~~Nwcastle~~<br>~~9,04 8,04~~<br>✝LMC1,05<br>1,05 | 1904 Ropner&<br>1mo Son<br>Stockton<br>*Lloyd's* *SA&CP* | PoolShippingCoLd<br>(R.Ropner&Co.<br>*Mgrs.*) | 349·5 \| 50·0 \| 27·6<br>P30'B69'F35'<br>FK<br>*WB=Cell DBa 110'uE 25'f 144'* | W.Hartlpl<br>British | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *120lb* 371NH<br>1SB,*9rf*,gs160,hs5750<br>Blair&Co.Ld.Stockton | 29 · 4<br>· 5 · 5 | |
| 206<br>118616<br>VDPQ | **Hartley** SteelScSr<br>*C.J.Jary* 91–03<br>*Well deck* 1 *Dk(Irn)&Web frames* | 1150<br>915<br>725 | ✝100A1 Shl *n*<br>~~9,01 9,01~~ 11,01 Harn<br>~~6,06~~ ~~6,06~~<br>✝LMC8,00<br>6,06 | 1903 WoodSkinner&Co.Ld.<br>8mo Newcastle<br>*Lloyd's* *SA&CP* *WB* | BurnettS.S.Co.Ld.<br>(Burnett&Co.<br>*Mgrs.*)<br>*=Cell DBa 60'uE&S* | 229·0 \| 33·5 \| 14·7<br>Q120 B10'F25'<br>FK<br>*B88'f 96'312t FPT*<br>*WB=DBf 68'100t* | Newcastle<br>British | T.3Cy.18½",30"&49"–33" (*s*)<br>160lb *80lb* 151NH<br>1SB,*4pf*,gs65,hs2457<br>N.E.MarineEng CoLdNwc | 16 · 10<br>· 1 · 6 | |
| 207<br>67334<br>LNRB | **Harton** IronSc3MstSr<br>*E.J.Hemmings* –92 *ss*Shl.2nd No.3–9,98<br>*Mchy.Aft* *ss*Sld No.~~1 to 2~~ 2–05<br>1 *Dk* | 530<br>469<br>326 | ✝ 80A1 Sld *i*<br>~~5,01 5,03~~ 3,05<br>~~B9,88~~<br>LMC12,04 | 1872 J.Blumer&<br>11mo Co.<br>Sunderland<br>A&CP | Hetton CoalCo. Ld.<br>(T.W.Jaques, *Mgr.*) | 174·0 \| 28·1 \| 13·7<br>Q49'F80'<br>drp05<br>BK7½"<br>*WB=DBf 68'100t* | Newcastle<br>British | C.2Cy.23"&48"–28" (*s*)<br>80lb NE76 NDB93 70RH<br>1SB,*3pf*,gs49,hs1248<br>N.E.MarineE.Co.,Sld. | 14 · 2<br>· 2 · 1 | |
| 208<br>86110<br>HMPN | **Hartside** IronScSr<br>*J.Nicholson* –95 *ss*Bly.No.3–6,96<br>*ss*~~Shl.No.1–01~~<br>*Well deck* *ss*Shl.No.2–04 1 *Dk(Irn)* | 691<br>524<br>427 | ✝100A1 Lon *j*<br>~~7,02~~ 7,04 Shl<br>~~B9,00~~ ✝LMC~~1,04~~ 7,04 | 1883 D.Baxter&<br>2mo Co.<br>Sunderland<br>*Lloyd's* *SA&CP* *WB* | CharltonS Shpg.Co Ld. (Charlton,McAllum&Co. *Mgrs.*)<br>*=DBa 44' 75t FPT* | 184·9 \| 29·2 \| 13·1<br>Q62'B45'F28'<br>~~drp08~~<br>FK | Newcastle<br>British | C.2Cy.25"&48"–30" (*s*)<br>80lb 95RH<br>1SB,*3pf*,gs47,hs1678<br>R.&W.Hawthorn,Nwc | 13 · 10<br>· 1 · 3½ | |
| 209<br>96507 | **Harvard** SteelSc<br>*J.Ward* 01–03<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 5054<br>—<br>4061 | | 1900 Detroit<br>S.B.Co.<br>Wyandotte | Pittsburgh S.S.Co. | 461·0 \| 50·2 \| 29·5 | Duluth<br>Utd. States<br>*WB* | Q.4Cy.18",26½",41"&68"–42"<br>257NH<br>DetroitS.B.Co.Detroit | | |
| 210<br>28351<br>PWDB | **Harvest Queen** IronSc3MstSr<br>*T.Hantrods* 78–78 (*ex* PetroBoys)<br>*Mchy.Aft* | 555<br>494<br>344 | | 1860 Pile,<br>Spence&Co<br>W.Hartlepool | Marquess of Londonderry (S.J. Ditchfield, *Mgr.*) | 203·3 \| 26·2 \| 13·5 | Sundrland<br>British | C.2Cy.24"&46"–30"<br>NE&B81 80RH<br>J.Dickinson,Sunderland | 13 · 10<br>· 2 · 3 | |
| 211<br>96399 | **Harvey D. Goulder** SteelScTug<br>1 *Dk* | 156<br>—<br>78 | | 1898 Bell'sStm.<br>Eng.Work<br>Buffalo,N.Y | GreatLakes TowingCo. | 78·8 \| 23·3 \| 11·6 | Cleveland,<br>Ohio<br>Utd. States | C.2Cy.20"&40"–30"<br>73NH<br>Bell'sStm.EngineWorks | | |
| 212<br>26261 | **Harvey H. Brown** SteelSc<br>*D.Girardin* 79–98<br>*Mchy.Aft* *Elec.light* | 2674<br>—<br>1874 | | 1894 DetroitDry<br>DockCo.<br>Wyandotte | North-Western TransportationCo. | 351·1 \| 40·8 \| 21·6<br>*WB* | Detroit,<br>Mich.<br>Utd. States | T.3Cy.22",35"&56"–44"<br>208NH<br>DetroitDryDockCo. | | |
| 213<br>50053<br>WGMS | **Harwich** IronTwinScSr<br>*W.Dale* –03 *ss*No.1–68<br>2 *Dks* | 778<br>750<br>380 | Lon<br>9,70 | 1864 Simpson&<br>5mo Co.<br>London | Gt.EasternRly. Co. | 215·0 \| 27·0 \| 17·6 | Harwich<br>British | C.4Cy.22"&42"–27"<br>NE&B84 153NH<br>Earle'sCo.(Lim.),Hull | | |
| 214<br>106690 | — SteelScYl<br>*A.H.vonEssen* –96 ~~ssGms No.1 to~~<br>*ss*Gms.No.2–05 1 *Dk* | 163<br>150<br>63 | ✝100A1 Gms<br>*Stm Trawler*<br>~~3,04~~ 8,05<br>~~B9,00~~ ✝LMC~~6,05~~ | 1896 Mackie&<br>12mo Thomson<br>Glasgow<br>A&CP | Hagerup,Doughty &Co.Ld. | 104·2 \| 20·5 \| 10·7<br>Q17'F19'<br>BK7½" | Grimsby<br>British | T.3Cy.10",16"&27"–20" (*s*)<br>180lb 45RH<br>1SB,*2pf*,gs28,hs536<br>Muir&Houston(Lim.),Gls | 11 · 7 | |
| 215<br>74437<br>QROT | — WoodPad<br>*J.Ferguson* –98 | 132<br>122<br>3 | | 1877 Vaux<br>Harwich | J.Batey&Son | 100·6 \| 18·9 \| 10·4 | Harwich<br>British | L.1Cy.27"–46"<br>50RH<br>J.Stewart,London | | |

To be continued

| No. in Book. / Official No. / Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / + for Special Survey / Date of last Survey. | Port of Survey. | Year Assigned / now expired. | Equipment | Built. When? / Ship. / Engines. | By Whom. / Where. | Owners. | Register[ed] Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Load. / f. | Registers in which Vessel is to be classed for Freeboard. | Date last conn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216 / WCFV | **Hasland** / *D.G.Griffiths* 98–03 / *Well deck* | **IronScBn** / *ss* Lth. No. 3–12,98 *ss* Cff. No. 2–03 / 1 *Dk*(*Irn*) 2*tr B* | 1689 / 1814 / 1070 | ✝100A1 / BS 1,04 | Cff | *q* | | 1881 / 8mo | W. Gray & Co. West Hartlepool | ~~Howe & Bonn~~ Howesteps Co. Ltd. (P. Rowe & *ss Myrs*) A&CP | 258·6 \| 34·6 \| 19·5 / P28′ Q68′ B66′ F31′ / *WB* = *DBa* | Cardiff / British | C.2Cy.29″&60″–33″ (*b*) / 85lb *60lb* NDB92 172NHP / 2B,*4f*,GS80 / J. Richardson & Sons, Hpl. | 20 ″ 11 / s 2 · 0½ | | 4,04 |
| 217 / 102726 / NSHT | **Haslingden** / *C. Willis* –00 / *Well deck* | **SteelScSr** / *ss* Hpl. No. 2–03 / 1 *Dk*(*Irn*) & *Web frames* | 1934 / 1437 / 1220 | ✝100A1 / BS 7,01 | Hpl / Cff / Bry | *r* | LMC 6,03 | 1895 / 8mo | W. Gray & Co. (Lim.) West Hartlepool A&CP | F. Yeoman / *WB* = *DBa* 84′ *f* 106′ | 270·4 \| 37·1 \| 18·8 / P29′ Q72′ B116′ F27′ / FK / 459*t* *APT* 27*t* | W. Hartlpl / British | T.3Cy.20″,31½″&58″–36″ (*s*) / 160lb *80lb* 169NHP / 2SB,2*cf*,2*rf*,GS83,HS2540 / Com. Mar. Eng. Wks., W. Hpl. | 20 ″ 0 / s 1 · 6½ | | 10,03 |
| 218 / 112958 | **Hastings** / *F. W. Merrett* –01 / 1 *Dk* | **WoodScSr** | 193 / 157 / 95 | | | | | 1901 | D. Sullivan Camden Haven, NSW | N. Cain | 117·9 \| 24·5 \| 7·4 | Sydny NSW / British | C.2Cy.14″&28″–18″ / 47RHP / Chapman & Co. Sydny NSW | | | |
| 219 / 110108 / RCLH | **Hatasu** / *J. Peters* 94–99 / *Spar dk* (*pt Irn & pt Stl*) 2*tr B* & *deep framing* | **SteelScSr** / *ss* Nwc. No. 1–04 | 3358 / 3088 / 2160 | ✝100A1 / *Spar dk* *with freeboard* 2,05 | Nwc / Shl | *v* | LMC 2,04 | 1899 / 4mo | Furness, Withy & Co Ltd W. Hartlepool A&CP | Hathor Steamship Co. Ltd. (H. B. & A. Gourlay. *Mgrs.*) / *WB* = *Cell DBa* | 337·8 \| 45·5 \| 17·7 / P27′ B98′ F37′ 24·8 / FK / 6 *BHCem* 691*t* *APT* 48*t* | London / British | T.3Cy.23½″,38″&64″–42″ (*s*) / 180lb *100lb* 284NHP / 2SB,*6cf*,GS94,HS4307 / T. Richardson & Sns. Ld. Hpl | 20 ″ 0 / s 5 · 1½ | | 2,05 |
| 220 / RLPD | **Hatfield** / ~~*S. J. Mangnall* 97–00~~ *ss* Cff. 2nd No 3–3,03 / *ex* St. Hilda, *ex* Hatfield) 1 *Dk*(*Irn*) 2*tr B* / *Well deck* | **IronScBn** / *L.* –05 | 1753 / 1379 / 1086 | ✝100A1 / 10,03 1,05 / BS 8,01 | Cff | *r* | LMC 8,03 | 1882 / 8mo | W. Gray & Co. West Hartlepool A&CP | E. Jenkins & Co. / *WB* = *DBa* | 264·2 \| 36·0 \| 19·6 / P24′ Q68′ B68′ F31′ / BK 9½″ / 4 *BHCem* 680′ *f* 98′ 347*t* | Cardiff / British | C.2Cy.33″&62″–39″ (*b*) / 80lb *80lb* NDB98 184NHP / 2SB,*6pf*,GS78,HS2958 / Blair & Co. Ld. Stockton | 21 ″ 3 / s 1 · 11½ | | ~~3,06~~ 10,04 |
| 221 / RKGH | **Hathor** / *R. Kopp* 96–03 / *Elec. light* | **SteelScSr** / *ss* Ham. No. 2–03 / 2 *Dks*(*Stl–Uws*) & *Web frames* | 3610 / 2997 / 2298 | ✝100A1 / 2,05 / BS 2,05 | Ham | *w* | LMC 4,03 | 1895 / 3mo | Wigham Richrdsn & Co Newcastle A&CP | Deutsche-Dmpfs-fahrts Ges. Kosmos / *WB* = *Cell DBa* 84′ *u E & B* 68′ *f* 126′ 644*t* | 340·5 \| 44·3 \| 25·0 / P197′ F47′ / FK / 6 *BHCem* *APT* 40*t* | Hamburg / German | Q.4Cy.20½″,29½″,43½″&63″–42″ 200lb *90lb* (*s*) 283NHP / 3SB,*9rf*,GS131,HS1218 / Wighm Richrdsn & C., Nwc. | 27 ″ 11 | | N4,04 |
| 222 / 104269 / NLTK | — / ~~*R. Ropner* 97–00~~ / 1 *Dk*(*Stl*) & *Web frames* & *pt Awng dk*(*Stl*) | **SteelScSr** / *ss* Shl. No. 3–9,02 | 2828 / 2062 / 1815 | ✝100A1 / *pt Awng dk* *with freeboard* Cff / BS 1,05 | Shl | *t* | LMC 9,02 | 1894 / 8mo | Palmers' Co. (Lim.) Newcastle A&CP | Hathor Steamship Co. Ld. (H. B. & A. Gourlay) / *WB* = *Cell DBa* 100′ | 315·0 \| 43·0 \| 19·7 / P26′ Q52′ / FK / *pt Awng dk* 236′ / 1,126′ 537*t* *FPT* 80*t* | Newcastle / British | T.3Cy.22½″,36½″&61″–42″ / 160lb *80lb* (*s*) 243NHP / 2SB,*6pf*,GS75,HS3660 / Palmers' Co. (Lim.), Nwc. | 20 ″ 11 / s 8 · 10 | | ~~8,07~~ N1,05 |
| 223 / 1659 / HLBC | **Hatsutaka Maru** | **WoodScSr** / 1 *Dk* | 106 / 100 / 57 | | | | | 1897 | Ikeda Kinzaburo Nagasaki | Iwanaga Sohei | 87·6 \| 16·1 \| 10·6 | Nagasaki / Japanese | C.2Cy.12¾″&24¾″–13″ / 18NHP / Morita Hachiro, Nagasaki | | | |
| 224 / 96334 | **Hatteras** / *D. Hill* 84– | **WoodSc** | 276 / — / 208 | | | | | 1896 | ..... Eddyville NY | Old Dominion SS Co. | 131·3 \| 21·2 \| 8·5 | New York / Utd. States | | | | |
| 225 / JNKF | **Haugesund** / *H. Magnesen* 00–02 / *Well deck* | **SteelScSr** / 1 *Dk* | 631 / 493 / 382 | ✝ 9,90 | Mdb | *i* | | 1890 / 9mo | W. Harkess & Son Middlesbro | Mons Egge | 180·0 \| 27·9 \| 13·8 / Q49*t* B58*t* H14*t* F17*t* / BK 7½″ / *WB* = *DBa* 42′ | Haugesnd / Norwegian | T.3Cy.15″,25″&40″–27″ / 85NHP / 1SB,*3pf*,GS80,HS1295 / 1 *BHCem* 15*t* *FPT* 30*t* / Gourlay Bros. & Co. Dundee | 14 ″ 8 | N | |
| 226 / MBQV | **Hauk** / *C. W. J. Hansen* 04–04 / *Elec. light* 1 *Dk*(*Stl*) & *deep framing* & *Shelter dk*(*Stl*) | **SteelScSr** | 1010 / 831 / 449 | ✝100A1 / *Shelter dk* *with freeboard* 2,04 | Sld / Sws | *n* | LMC 4,04 | 1904 / 4mo | Fevigs Jernskibsbyg. Fevig / *Lloyd's* *SA&CP* | Acties. Hauk Brödrene Biörnstad) / *WB* = *Cell DBa* 56′ | 230·0 \| 35·1 \| 14·6 / FK / *f* 92′ 259*t* *FPT* 46*t* | Chrstiania / Norwegian | T.3Cy.17″,29″&48″–33″ (*r*) / 180lb *100lb* 142NHP / 1 *BHCem* 1SB,*3cf*,GS60,HS2169 / *PT* 7*t* / Richardsons, Westgarth & Co. Ld. Mdb. | 15 ″ 6 / s 1 · 3½ | | |
| 227 / JWFH | **Haukelid** / *H. Eriksen* | **IronScSr** / 1 *Dk* | 143 / 89 / 82 | | | | | 1869 | Bergens Mek. Verkst. Bergen | Det Stavangerske Dampskibsselskab | 107·8 \| 17·5 \| 8·1 / 118′ H 16′ F 18′ | Stavanger / Norwegian | C.2Cy.18″&34½″–22″ / NB96 46NHP / Bergens Mek. Vrks., Bergen | | | |
| 228 / MBRN | **Hauken** / *Sörensen* –04 | **SteelScSr** / 1 *Dk* | 121 / 113 / 27 | | | | | 1904 | Frammes Mek. Værks. Sandefjord | Aktieselskabet "Ornen" (Chr. Christensen, *Mgr*) | 91·7 \| 18·1 \| 10·9 | Sandefjord / Norwegian | T.3Cy.11″,18″&29″–18″ / 36NHP / Akers Mek. Værks. Xia. | | | |
| 229 / 115379 / VDMS | **Haulwen** / *J. H. Reed* 96–03 / 1 *Dk*(*pt Irn & pt Stl*) 2*tr B* *deep framing* & *Web frames* 3 *Dk rule* | **SteelScSr** | 4032 / 3780 / 2612 | ✝100A1 / 10,04 ~~11,00~~ | Cff / Bry | *w* | LMC 7,03 | 1903 / 7mo | J. Readhead & Sons South Shields | W. & C. T. Jones S.S. Co. Ld. / *WB* = *Cell D Ba* 115′ *u E & B* 40′ *f* 156′ | 355·4 \| 48·8 \| 25·8 / P35′ B106′ F30′ / FK / 995*t* *DT* *f* 29′ 691*t* | Cardiff / British | T.3Cy.25″,42″&68″–45″ (*r*) / 160lb 329NHP / 3SB,9*cf*,GS150,HS5239 / 7 *BHCem* 4 *PT* 132*t* / J. Readhead & Sons S. Shl. | 28 ″ 5 / s 5 · 6½ | | ~~11,03~~ 10,04 |
| 230 / 89094 / JWNH | **Haupiri** / *R. G. Hutton* –87 (*ex* Richmond) | **SteelScSr** / 1 *Dk*(*Stl*) & *Shelter dk* | 715 / 641 / 452 | ✝ / *Shelter dk* *with freeboard* 7,91 | Auk | *h* | | 1885 / 5mo | Gourlay Bros. & Co. Dundee | Union S.S. Co. of New Zealand, Ld. | 178·0 \| 27·7 \| 17·5 / P100′ F46′ / FK / *Shelter dk* 32′ *WB* | Dunedin / British | C.2Cy.28″&46″–30″ / 88RHP / 4 *BHCem* / Gourlay Bros. & Co. Dundee | | | |
| 231 / 84479 / WLSH | **Hauroto** / *W. J. Newton* –03 | **SteelScSr** / *ss* Ddn. No. 3–9,94 *ss* Ddn. No. 2–01 / 2 *Dks*(*Upt Stl–teak s*) 3*tr B* | 1988 / 1726 / 1276 | ✝100A1 / 1,03 / BS 4,03 | Ddn | *s* | LMC 2,01 | 1882 / 8mo | Denny & Bros. Dumbarton | Union S.S. Co. of New Zealand, Ld. | 284·8 \| 36·3 \| 22·6 / P60′ B14′ F46′ / BK 10″ / *WB* = *Cell* | Dunedin / British | C.2Cy.38″&68″–45″ (*s*) / 74lb *70lb* 236NHP / 1DB,*6cf*,GS141,HS3918 / 5 *BHCem* *DB* 236′ 336*t* / Denny & Co., Dumbarton | | | 6,03 |
| 232 / JMOF | **Haut-Brion** / *H. Benech* 00–01 | **SteelScSr** / 1 *Dk* 2*tr B* | 945 / 813 / 492 | | | | | 1901 | W. Dobson & Co. Newcastle | Worms & Co. | 210·0 \| 30·0 \| 17·3 / Q46′ B18′ F28′ | Havre / French | C.2Cy.24″&48″–27″ / 100NHP / Wllsnd Slpwy. Co. Ld. Nwc | | V | |
| 233 / 96435 / KNTV | **Havana** / *A. Robertson* 98–00 / *Elec. light* | **SteelTwinScSr** / 3 *Dks* & *Awng dk* | 5667 / — / 4192 | | | | | 1898 | W. Cramp & Sons S. & E. B. Co Philadelphia | New York & Cuba Mail S.S. Co. (J. E. Ward & Co. *Mgrs.*) | 360·0 \| 50·0 \| 32·2 | New York / Utd. States / *WB* | T.6Cy.25″,41½″&68″–42″ / 600NHP / W. Cramp & Sons Co. Phl. | | RS | |
| 234 | — | **IronScSr** | — / — / 1400 | | | | | 1863 | Neafie & Levy Philadelphia | Peruvian Government | 240·0 \| 35·0 \| ... | Peruvian | 1Cy.60″–60″ / 214NHP / Neafie & Levy, Philadelphia | | | |
| 235 / 97185 | — / *T. C. Marsters* –03 | **WoodScSr** / 1 *Dk* | 471 / 416 / 246 | | | | | 1891 | G. W. Churchill Hantsport NS | T. C. Marsters | 181·4 \| 22·7 \| 16·8 / H55*t* F12*t* | Windsor, N.S. / British | C.2Cy.20″&35″–24″ / *Engines made* 84 60RHP / Forrestt & Son, London | | R | |
| 236 / 113489 / SNQH | **Haverford** / *H. O. Nielsen* –01 / *Ref. Mchy. Elec. light* | **SteelTwinSc 4MastSr** / 3 *Dks*(*Stl*) & *Web frames* & *Shelter dk*(*pt Stl*) | 11635 / 10771 / 7493 | ✝100A1 / *Shelter dk* *with freeboard* 11,04 | Liv | *y*† | LMC 8,01 | 1901 / 8mo | J. Brown & Co. Ld. Clydebank | International Nav. Co. Ld. / *WB* = *Cell D Ba* 150′ *u E & B* 75′ *f* 208′ 1326*t* *D* | 531·0 \| 59·2 \| 27·2 / 42·8 / Bon *Shelter dk* 150′ / FK & BK 3″ / *T a* 50′ 1180*t* | Liverpool / British | T.6Cy.29″,46½″&75″–51″ (*s*) / 160lb *100lb* HS14738 893NHP / 2DB & 2SB,*24cf*,GS500, / 10 *BHAsp* / J. Brown & Co. Ld. Gls. / *DT* *f* 45′ 1310*t* *APT* 163*t* | 39 ″ 0 / s 5 · 10 | BT till 4,05 | 4,04 |

| Numéro d'Ordre. / Numéro Officiel. | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres Emn. Ponts | Tonnage. Total. / Moins m Chauff. / Net. | Détails de la Classification. Cote. / Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenance. Lettre d'Entretien. | Construit. Navire. / Mach. | Par qui. / Où. | Armements. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machines. RHP=Force en chevaux d'après les papiers du navire. | Poids du bord en milliers d'unités. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 237 | **Haversham Grange** SteelScM | 2414 / 1,06 / 1586 / 4942 | ✠100A1 Liv | | | 1898 | Furness, Withy&Co.Ld. W Hartlepool | Empire Transport Co.Ld. Houlder Bros.& Co.Ld. *Mgrs.*) | 475·5 / 456·0 / 32·2 | | | Greenock British | | |
| 106981 | *P.R.F.Howe* –02 *ss*Liv.No.1–02 Sr | 3965 | | | | 6mo | | | *Bow Shelter dk* 122 FK | | | | | |
| QFDS | (*ex*Radnidan) | | | | | A&CP | | | *WB = CellDBa* | | | | | |
| | *Ref.Mchy.* 2*Dks*(*Stl*)*&Web frames*(*pt Stl*) | | | | | | | 148′*uE*x*B*63′*f*205′ | 14834*t DTa* 40′ 1287 | | | *APT*51*t* | | |
| | *Elec.light* *Shelter dk*(*Stl*) | | | | | | | | | | | | | |
| 238 | **Havlide** SteelScSr | 419 / 327 | ✠100A1 Xia *g* | | | 1892 | Helsingör Jernsk&Msk. Elsinore | Actieselsk.Havlide (Blakstad Holtz& Co.) | 155·5 / 24·1 / 11·6 | | | Skien Norwegian | T.3Cy.12½″,19½″&33″–18″(s) 160lb *90lb* 55RH | 12 · 6 |
| HQJS | (*ex*Ferrum) *J.Knudsen* 1*Dk*(*Irg*) | 242 | | | | 7mo | | | 117′ 13·7′ F17′ BK7′ | | | *3BHCem* | 1SB,*2cf*,gs26,hs937 | 1 · 1 · 4 |
| | *Well deck* *Mchy.Aft* *ss*Xia No.3–9,05 | | | | | *Lloyd's*A&CP | | *WB* – | *DBf*80′*35t FPT*24*t* | | | *APT*19*t* | Helsingörs Jernsk.&Msk.b. | |
| 239 | **Havrais** SteelTwinScTug | 138 / — / 117 | | | | 1894 | A.Dubigeon Nantes | Administration des Ponts et Chaussées | 98·4 / 19·7 / 9·5 | | | Havre French | C.4Cy.15″&24″–18″ 41NH | |
| | *V.Burel*96–96 | | | | | | | | | | | | Brissonneau fils&Lotz,Nts. | |
| 240 | **Havraise** SteelScSr | 4404 / 3427 / 3408 | ✠100A1 Hav *x* | | | 1903 | Sir J.Laing &Sons,Ld. Sunderland | Cie.Havraise Péninsulaire de Nav.à Vap. | 372·3 / 46·7 / 24·9 | | | Havre French | 1.3Cy.26″,41″&67″–45″ (s) 180lb *100lb* 378NH | 27*b*10 |
| JMCG | *J.Castan*90–03 | | | | | 3mo | | | | | | | | 3 · 11 |
| | *Elec.light* 2*Dks*(*Stl*)*&Web frames* | | *withfreeboard* | | | | | | | | | *3BHCem* | *ss*B.*6pf*,gs121.hs5142 | |
| | *&Shelter dk*(*pt Stl–ws*) | | | | | *Lloyd's*A&CP | | *WB = CellDBa* | 112′*uE*18′*f*156′690*t* | | | *APT*28*t* | G.Clark,Ld.Sunderland | |
| 241 | **Havso** SteelScSr | 1920 / 1757 / 1215 | | | | 1904 | Short Bros. Ld. Sunderland | Acties.Havsö (C.T.Boe) | 280·2 / 41·1 / 18·3 | | | Arendal Norwegian | 1.3Cy.20½″,38″&54″–36″ 175NH | |
| MBQD | 1*Dk* | | | | | | | | H119*t* F44*t* | | | *WB* | G.Clark,Ld.Sunderland | |
| 242 | **Havtor** IronScSr | 1477 / 1172 / 939 | | | | 1881 | Palmers' Co.(Lim.) Newcastle | Gyerdsjö& Bakkevig | 248·9 / 35·2 / 16·7 | | | Haugesnd Norwegian | .2Cy.24″&54″–36″ NB95 146NH | 19 · 0 · N |
| JRWV | *S.A.Larsen*00–00 (*ex*BankchefFasting, *Well deck* *ex*GeneralRoberts) 1*Dk*2*trB* | | | | | | | | Q110*t* B97*t* H77*t* F37*t* | | | *WB* | Palmers'Co.(Lim.),Nwc. | |
| 243 | **Hawaii** WoodScSr | 301 / 238 / 227 | | | | 1888 | G.Boole San Francisco | Wilder'sS.S.Co. | 139·0 / 32·0 / 10·2 | | | Honolulu Utd.States | C.2Cy.14″&28″–24″ 32NH | |
| 157200 | *R.Nelson* –02 (*ex*DelNorte) 1*Dk* | | | | | | | | | | | | FultonIronWorks,S.Fco. | |
| KPWQ | | | | | | | | | | | | | | |
| 244 | **Hawaiian** SteelScSr | 5597 / 5089 / 3651 | ✠100A1 NYk *z* | | | 1901 | Delaware 1mo River Co. Chester,Pa. | American-HawaiianS.S.Co. | 406·8 / 51·1 / 30·3 | | | New York Utd.States | T.3Cy.28″,46″&75″–48″ (s) 180lb *90lb* 470NH | 33 · 6 |
| 96534 | *C.W.Delano*02–02 | | | | | | | *WB = CellDB* | P52′B100′F42′ | | | *6BHCem* | 1SB,*12cf*,gs288.hs8268 | |
| KQMW | 2*Dks*(*Stl*)*&deep framing* | | | | | A&CP | | *a*131′*uE&B*63′*f* | 161′1060*t FPT* 102*t* | | | *APT*63*t* | DelawareRiverCo.Chester | |
| | *Elec.light* *lower beams in No.1 hold* | | | | | | | | | | | | | |
| 245 | **Hawarden** IronScBn | 1732 / 1342 / 1085 | | | | 1882 | W.Gray& Co. W Hartlepool | Memeler Dmpfsch. Act.Ges. | 263·5 / 35·8 / 19·5 | | | Memel German | C.2Cy.34″&68″–36″ NB01 198NH | 21 · 0 · 6 |
| HBSO | *Well deck* 1*Dk*2*trB* | | | | | | | | P28′Q68′B68′F38′ BK9½′ | | | *WB* | T.Richardson&Sons,Hpl. | |
| 246 | **Hawea** SteelScSr | 1758 / 1649 / 1114 | | | | 1897 | A.McMillan&Son,Ld. Dumbarton | Union S.S.Co.of New Zealand,Ld. | 260·0 / 36·1 / 22·8 | | | Dunedin British | T.8Cy.17″,28″&45½″–42″ 131NH | |
| 101478 | *J.Darling*96–96 | | | | | | | | B56′F31′ | | | *WB* | Denny&Co.,Dumbarton | |
| SLPW | 1*Dk*2*trB* | | | | | | | | | | | | | |
| 247 | **Hawk** SteelScK | 243 / 198 / 82 | | | | 1897 | Edwards Bros. Newcastle | Kelsall Bros.& Beeching,Ld. (J.E. A.Kelsall,*Mgr.*) | 133·7 / 21·6 / 10·8 | | | Hull British | T.3Cy.18½″,22½″&38″–27″ 70RH | 11 · 9 |
| 108582 | *S.Robinson* –04 | | | | | | | | Q49′B7′F20′ BK7½′ | | | *WB* | N.E.MarineCo.(Lim.),Sld. | |
| PTHD | *Well deck* *Elec.light* 1*Dk* | | | | | | | | | | | | | |
| 248 | — IronScK | 181 / 169 / 65 | ✠100A1 Hul | | | 1898 | Cook,Welton&Gemmell Hull | St.Andrew'sSteam Fishing Co.Ld. | 110·0 / 21·0 / 11·3 | | | Hull British | T.3Cy.12″,20″&33″–24″ (s) 180lb *90lb* 81RH | 12 · 1 |
| 109016 | *ss*Hul.No.1–02 | | *Stm Trawler* | | | 3mo | | | Q20′ BK7½′ | | | *3BHCem* | 1SB,*2cf*,gs27,hs940 | |
| QODH | 1*Dk* | | 1,05 | | | *Lloyd's*A&CP | | | *WB = DBf*17′8*t* | | | | C.D.Holmes&Co.Hull | |
| 249 | — WoodSc | 140 / 111 / 89 | | | | 1903 | R.Davis Brisbane Water,NSW | V.Latona | 94·5 / 21·1 / 6·7 | | | Sydny NSW British | 1.2Cy.12″&24″–16″ 20RH | |
| 112598 | *J.Loutit* –04 | | | | | | | | | | | | Ross&Duncan,Glasgow | |
| | 1*Dk* | | | | | | | | | | | | | |
| 250 | — Steel&IronScK | 117 / 112 / 38 | ✠100A1 Gms | | | 1896 | Edwards 5mo Bros. N.Shields | Cleethorpes Steam Trawling Co.Ld. | 90·8 / 20·1 / 10·9 | | | Grimsby British | T.3Cy.16″&24″–12½″ (s) 200lb 80RH | 11 · 7 |
| 106652 | *R.J.Noyall* –96 *ss*Gms.No.1–00 | | *Stm Trawler* | | | | | | Q18′F18′ BK7½′ | | | *3BHCem* | 1SB,*2pf*,gs26,hs590 | |
| | *Elec.light* *ss*Gms.No.2–04 1*Dk* | | 3,04 | | | A&CP | | | | | | | N.E.MarineCo.(Lim.),Sld. | |
| | *Ironframing&Steelplating* | | | | | | | | | | | | | |
| 251 | — SteelSc | 113 / 104 / 4 | ✠100A1 Psy *a* | | | 1904 | Fleming& Ferguson,Ld Paisley | Egyptian Government | 90·1 / 18·1 / 9·4 | | | Alexndria Egyptian | C.2Cy.12″&24″–16″ 110lb 20NH | 10 · 1 |
| | 1*Dk*(*Teak*) | | 3,04 | | | 3mo | | | BK6′ | | | *4BHCem* | 1SB,*2pf*,gs30,hs645 | 1 · 10 |
| | | | | | | *Lloyd's*A&CP | | | | | | | Fleming&Ferguson,Ld.Psy. | |
| 252 | — SteelSc | 112 / 108 / 27 | 111 / 106 / 24 | | | 1904 | Nylands Værksted Christiania | Bowring Bros.Ld. Capt.Broyle Whaling & Trading Co.Ld. | 93·0 / 17·6 / 10·5 | | | S.John'sNFL British | T.3Cy.10½″,17″&28½″–20″ 50RB | |
| 117331 | (*Whaler*) 1*Dk* | | | | | | | | | | | | Nylands Værksted,Xania. | |
| 253 | — SteelScTug | 51 / 50 / 10 | | | | 1888 | Penarth S.B.&c.Co. Penarth | C.H.Walker&Co. Ld. | 70·4 / 15·0 / 8·1 | | | London British | C.2Cy.13½″&29″–18″ 50RH | 8 · 6 |
| 94351 | | | | | | | | | BK5½′ | | | | J.Stewart&Sons,London | |
| KRTL | 1*Dk* | | | | | | | | | | | | | |
| 254 | **Hawkes Bay** SteelScSr | 4583 / 4320 / 2960 | ✠100A1 Bry *x* | | | 1891 | W Doxford &Sons Sunderland | Tyser Line,Ld. (Tyser&Co.*Mgrs.*) | 383·1 / 48·0 / 22·2 | | | London British | T.3Cy.28″,46″&74″–51″ (s) 160lb 90RH | 24 · 11 |
| 98893 | *A.H.Kemp* –04 *ss*Lon.No.2–00 | | *Spar dk* | | | 2mo | | | P36′B110′F53′29·4 FK | | | *6BHCem* | 3DB,*12rf*,gs261,hs8991 | 7 · 0 |
| MBVJ | *Ref.Mchy.* 1*Dk*(*Irn*)*&Spardk*(*Irn*)*3trE* | | | | | A&CP | | | *WB = CellDB* 304′9 | | | 3*6t APT*38*t* | W.Doxford&Sons,Sld. | |
| | *Elec.light* *ss*Lon.No.3–3,04 | | 3,05 | | | | | | | | | | | |
| 255 | **Hawkesbury** WoodScSr | 117 / 99 / 80 | | | | 1886 | G.Dent Botany,NSW | Hawkesbury Stm. Nav.Co.Ld. W.J.Harps | 92·0 / 20·0 / 7·4 | | | Sydny NSW British | C.2Cy.11″&22″–17″ 32RH | |
| 93509 | *R.C.Lucey* –04 1*Dk* | | | | | | | | | | | | J.Pollock,London | |
| 256 | **Hawkshaw** IronTwinScSrBarge | 389 / 343 / 229 | | | | 1890 | T A Walker Sudbrook | C.H.Walker&Co. Ld. | 160·0 / 28·2 / 9·3 | | | London British | Q.8Cy.17″,31″&51″–34″ 96RH | 10 · 1 |
| 98188 | *S.Gillingham* | | | | | | | | F82′ FK | | | | Fleming&Ferguson,Psy. | |
| LTDV | *Mchy.Aft* 1*Dk* | | | | | | | | | | | | | |
| 257 | **Hawkwood** SteelScSr | 1155 / 902 / 724 | ✠100A1 Lon *o* | | | 1899 | J.Blumer& Co. Sunderland | W France,Fenwick &Co.Ld. | 235·0 / 33·1 / 14·5 | | | London British | T.3Cy.28″,46″&74″–51″ (s) 160lb *80lb* 178NH | 17 · 9 |
| 112620 | *R.Harrison* –02 *ss*Lon.No.1–99 | | 1,05 | Shl | | 11mo | | | P19′Q71′B48′F22′ FK | | | *4BHCem* | 2SB,*6pf*,gs86,hs2860 | 1 · 9½ |
| RKGT | 1*Dk*(*pt Iron*)(*pt Stl*) | | | | | A&CP | | | | | | | | |
| | *Well deck* *Web frames* | | | | | | | *WB = CellDBa*65′ | *uL&B*35′*f*71′487*t* | | | *APT*40*t* | J.Dickinson&Sons,Ld Sld. | |
| 258 | **Hawnby** SteelScSr | 2136 / 1502 / 1361 | ✠100A1 Shl *r* | | | 1895 | Ropner &Son Stockton | R.Ropner&Co. | 280·0 / 40·0 / 15·6 | | | Stockton British | 1.3Cy.21″,34″&54″–36″ 160lb *160lb* 338NH | 18 · 6 |
| 95728 | *O.Owens* –00 *ss*Shl.No.2–03 | | *pt Awng dk* | | | 3mo | | | P27′Q84′ | | | *4BHCem* | 2SB,*2rf*,gs360,hs2780 | 8 · 4 |
| NSBL | 1*Dk*(*pt Stl&pt Irn*)*&Web frames* | | *withfreeboard* | | | A&CP | | | *pt Awng dk*159′ FK | | | | Blair&Co.(Lim.),Stockton. | |
| | *&pt Awng dk*(*Irn*) | | 6,04 | | | | | *WB = CellDBa* | 94′*uE* 20′*f*108′897*t* | | | | | |

| 1 No. in Official No. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Registered Tonnage. Under deck. Net. | 4 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. Years in Class. | 5 Built. When. Where. By Whom. Ship. Engines. | 6 Owners. | 7 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 8 Port of Registry. Flag. | 9 Engines. No. & kds. of Cylinders.—Steam Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 10 Moulded Depth. Freeboard (midship). ft. in. | 11 Masts in which fitted. If not to L. of Trade. | 12 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 259 | **Hawthorn** IronScSr | 1128 | ✝100A1 Cff *a* | 1879 W.Doxford | E.Jenkins&Co. | 224·6 32·0 16·7 | Cardiff | C.2Cy.28″&54″–36″ (*s*) | 17 " 7 | | ~~1903~~ |
| 81458 | *T.Ellis* –04 | 881 | 4,05 ~~Strength~~ | 6mo &Sons | | Q91 B48′F27′ | British | 75lb *100lb* NDB01 188NHP | | | 6,04 |
| SPQM | *Well deck* | 702 | ~~2nd Dk. No.3~~ | Sunderland | | BK8″ | ~~4 BHCem~~ | 28B,*4pf*,GS76,HS2368 | s 1 " 7 | | |
| | ssOff.2ndNo.3 4,05 1 *Dk(Irn)2trB* | | ~~1 Dk(Irn)~~ 4,05 | A&CP | *WB=D* | *Ba71′f59′220t FPT* | | 28t *APT* (...) | | | |
| | | | | | | | | W.Doxford&Sons,Sld. | | | |
| 260 | — SteelScK | 307 | ✝100A1 Hull — | 1903 G.Brown& | Boston&HullStm. | 130·2 24·1 9·8 | Hull | T.3Cy.11″,17″&28″–22″ (*s*) | 10 " 6 | | |
| 118764 | *W.Johnson* –04 | 217 | 6,05 ~~Strength~~ | 7mo Co. | Shpng.Co.Ld. (T. | Q55′F18′ | British | 180lb *80lb* 47RHP | " " 10 | | |
| | *Well deck* | 93 | | Greenock | Walker&Co.*Mgrs.*) | BK7″ | 3 *BHCem* | 4SB,*2pf*,GS30,HS830 | | | |
| | *Mchy.Aft* | | | *Lloyd'sA&CP* | | *WB—FPT* | 13t *APT*25t | Muir&Houston,Ld.Gls. | | | |
| 261 | — SteelScK | 179 | ✝100A1 Gms | 1902 Cook, Wel- | W.Grant | 108·7 21·0 11·2 | Grimsby | T.3Cy.11½″,19½″&32″–23″ | 11 " 11 | | 5,05 |
| | *P.Watson* –02 | 160 | *Stm Trawler* | 8mo ton&Gemmell | | Q56′F19′ | British | 180lb (*s*) 55RHP | | | |
| | 1 *Dk* | 55 | 5,05 ~~Strength~~ | Beverley | | BK7 | 3 *BHCem* | 1SB,*2cf*,GS28,HS920 | | | |
| | | | | *Lloyd'sA&CP* | | | | C.D.Holmes&Co.Hull | | | |
| 262 | **Hawthorns** IronSc3MstSr | 737 | ... | 1861 Palmer | W.Cory&Son,Ld. | 199·0 28·0 17·4 | London | C.2Cy.25″&48″–30″ | 18 " 6 | | |
| 13945 | *W.F.Brierley*96–04 | 664 | | Bros.&Co. | | Q36′ | FK | NB73 95RH | " " 3 | | |
| TRON | *Mchy.Aft* | 451 | | Newcastle | | | British | *Cmp.*73 Vic.Dk.Co.,London | " " 2 | | |
| 263 | **Haxby** SteelScSr | 3445 | ✝100A1 Shl *c* | 1892 Ropner& | R.Ropner&Co. | 330·0 43·1 21·0 | W.Hartlpl | T.3Cy.24″,40″&65″–42″ (*s*) | 24 " 6 | | ~~1903~~ |
| 98532 | *R.F.Reah* –03 | 2596 | *pt Awng dk* | 10mo &Son | | P48′Q98′ BK11″ | British | 160lb *160lb* 280NHP | 9 " 3½ | | 6,04 |
| MSTK | 1 *Dk(Irn)2trB&* | 2252 | *with freeboard* | Stockton | | *Pt Awng dk*189′ | 5 *BHCem* | 2SB,*6cf*,GS123,HS4290 | | | |
| | *Webframes&pt Awngdk(Irn)* | | 6,04 ~~Strength~~ | A&CP | | *WB=Cell* | *DB*252′60*t* | Blair&Co.(Lim.),Stockton | | | |
| 264 | **Hayami Maru No. 3** WoodScSp | 151 | | 1903 S.Matsuda | K.Hayami | 109·2 15·3 11·8 | Hiroshima | T.3Cy.9″,14⅜″&23¼″–16″ | | | |
| 8741 | | 135 | | Hiroshima | | | Japanese | 23NHP | | | |
| JRND | *2 Dks* | 93 | | | | | | C.Ishii | | | |
| 265 | **Hayato Maru No. 2** WoodScSr | 103 | | 1898 Nagata | K.Mitsuyama | 100·5 13·3 10·6 | Tokitsu | C.2Cy.11⅝″&21⅝″–13″ | | | |
| 2146 | | 101 | | Sanjuro | | | Japanese | 14NHP | | | |
| HNBM | (*ex*Nagata Maru) *2 Dks* | 64 | | Osaka | | | | NagataSanjuro,Osaka | | | |
| 266 | **Hayle** SteelScSr | 503 | ✝100A1 Hay *f* | 1893 Harvey& | Harvey&Co.Ld. | ~~140·0~~ 24·1 10·1 | Penzance | T.3Cy.15″,23″&38″–30″ (*s*) | 11 " 0 | | |
| 96562 | *N.Couch*94–99 *ssSon.No.2–01* | 347 | 11,01 | 7mo Co.(Lim.) | | Q88′B? F25′ | British | 160lb 70RHP | s " 8½ | | 4,04 |
| NHCB | *Mchy.Aft* 1 *Dk(Irn)* | 189 | ~~SS8.01~~ | Hayle | | 183·2 len01 BK7″ | 4 *BHCem* | 1SB,*3pf*,GS56,HS1703 | | | |
| | *Well deck* | | BS4.04 | *Lloyd'sA&CP* | | *WB=FPT*30*t* | | Harvey&Co.(Lim.),Hayle | | | |
| 267 | **Hazel Branch** SteelScSr | 2623 | ✝100A1 Gls *t* | 1889 Bartram, | NautilusStmShpg. | 300·0 40·0 26·8 | Sunderland | T.3Cy.23½″,38″&62″–42″ (*s*) | 21 " 0 | | ~~1903~~ |
| 98292 | *J.G.Dodds* –00 *ssCff.No.3–3,01* | 2532 | *Spar dk* 2,05 | 7mo Haswell&Co. | Co.Ld. (F.&W. | B60′F35′ | British | 150lb *80lb* NDB02 245NHP | s 6 " 8 | | 2,05 |
| LGFS | 1 *Dk(Stl)&Spardk(Stl)3trB* | 1690 | ~~1,01 2,02~~ | Sunderland | Ritson,*Mgrs.*) | drp02 BK10″ | 6 *BHCem* | 2SB,*6cf*,GS114,HS3750 | | | |
| | | | ~~D~~ 04 | A&CP | | *WB=CellDB*250 | 420*t APT*20*t* | J.Dickinson,Sunderland | | | |
| | | | MC4.04 | | | | | | | | |
| 268 | **Hazeldene** IronScSr | 2204 | ✝100A1 Cff *t* | 1881 Palmers' | HazeldeneS.S.Co. | 292·0 37·2 23·6 | Newcastle | C.2Cy.30″&68″–45″ (*d*) | 26 " 1 | | N5.03 |
| 83969 | *J.S.Smailes* –04 *ssNwc.No.3–11,94* | 2061 | 4,04 | 6mo Co.(Lim.) | Ld. (I.Crocker, | P26′B52 F31′ | British | 85lb *80lb* NDB98 227NHP | s 4 " 7 | | |
| WBLQ | (*ex*Bracadaile) *ssCff.No.2–04* | 1388 | BS3.01 ~~LMC5.04~~ | Newcastle | *Mgr.*) | ptND94 BK10″ | 7 *BHCem* | 2SB,*6pf*,GS110,HS3370 | | | |
| | 2 *Dks*(1 *Irn&UptIrn–ws*)3*trB* | | | *Lloyd'sA&CP* | *WB=CellD* | *B*202′283*t APT*12*t* | | Palmers'Co.(Lim.),Nwc. | | | |
| 269 | **Hazelmere** IronScSr | 1179 | ✝100A1 Cff *n* | 1889 R.Thomp- | W.J.Tillett&Co. | 230·0 32·5 15·3 | Cardiff | C.2Cy.28″&54″–36″ (*s*) | 16 " 4 | | ~~1903~~ |
| 96141 | *J.T.Waller* –04 *ssShl.No.3–8,02* | 894 | 2,05 ~~Strength~~ | 5mo son&Sons | | Q87′B57′F28′ | British | 80lb 135NHP | s 1 " 7½ | | 2,05 |
| LDWK | *Well deck* 1 *Dk(Irn)2trB* | 722 | ~~MC 2.05~~ | Sunderland | | BK8″ | 4 *BHCem* | 2SB,*4pf*,GS68,HS2200 | | | |
| | | | | A&CP | | *WB=DBa*71′*f*84′ | 248*t APT*18*t* | Black,Hawthorn&Co.,Gts. | | | |
| 270 | **Hazelmoor** SteelScSr | 3096 | ✝100A1 Shl *u* | 1894 J.Readhead | MoorLine,Ld. | 321·0 41·5 21·9 | Newcastle | T.3Cy.24″,40″&64″–42″ (*t*) | 24 " 4 | | ~~1903~~ |
| 104266 | *D.Jones* –04 *ssShl.No.2–04* | 2395 | *pt Awng dk* Spt | 11mo &Sons | (W.Runciman& | P29′Q90′B138′F34 | British | 160lb *80lb* 281NHP | s 9 " 4½ | | 8,04 |
| NPDJ | 1 *Dk(ptStl ptIrn)2trB&deep framing* | 1979 | *with freeboard* BS2,05 | S.Shields | Co.*Mgrs.*) | RFD30′ FK | 5 *BHCem* | 2SB,*6rf*,GS89,HS4445 | | | |
| | *&pt Awng dk(Irn)* | | ~~1,04~~ 2,05 MC1.04 | A&CP | *WB=* | *CellDBa*104′*uE&B* | 44′*f*128′672*t* | J.Readhead&Sons,S.Shl. | | | |
| 271 | **Hazelwood** SteelSc | 3102 | ✝100A1 Bry *r* | 1904 Ropner& | Constantine& | 325·0 48·0 23·1 | Middlsbro' | T.3Cy.23½″,39″&64″–42″ (*s*) | 24 " 3 | | |
| 113908 | *A.M.White*99–04 | 2881 | *with freeboard* Cff | 2mo Son | PickeringS.S.Co. | P31′B166′F36′ | British | 160lb *80lb* 273RHP | ~~4 " 0½~~ | | |
| VNGP | 1 *Dk(Irn)2trB&Webframes* | 1992 | ~~5,04 2,01~~ MC3.01 | Stockton | | FK | 5 *BHCem* | 2SB.*6rf*,GS119,HS4200 | S 3 " 7½ | | |
| | *3Dk rule* | | 1,05 | *Lloyd'sA&CP* | *WB=CellDBa*106′*uE*22′*f*138′ | | 630*t APT*60*t* | Blair&Co.Ld.Stockton | | | |
| 272 | **Headlands** SteelScSr | 2988 | ✝100A1 Cff *t* | 1892 Furness, | R.Hardy&Co. | 314·0 40·5 21·3 | W.Hartlpl | T.3Cy.22½″,37″&61″–42″ (*s*) | 23 " 10 | | ~~1903~~ |
| 98525 | *J.R.Holman*80–92 ~~ssHpl.No.3–12,99~~ | 2266 | ~~Spar dk 3,03~~ Shl | 3mo Withy&CoLd | | Q131′B126′F33′ | British | 160lb *80lb* NDB04 245NHP | s 2 " 5 | | 3,05 |
| MNCH | *ss*Shl.No.1–04 1 *Dk(ptStl–ptIrn)* | 1933 | ~~1,04 3,03~~ MC ~~1,04~~ | W Hartlepool | | ~~1,06~~ FK | 6 *BH Asp* | 2SB,*6cf*,GS102,HS3740 | | | |
| | *Well deck* 2*trB&Webframes* | | | A&CP | | *WB=CellDB*268′ | 512*t APT*47*t* | Blair&Co.(Lim.),Stockton | | | |
| | *ssHpl.No.3–12,99* | | | | | | | | | | |
| 273 | **Heathbank** SteelScSr | 3230 | ✝100A1 Kob *e* | 1901 W.Hamil- | HeathLine,Ld. | 330·2 45·7 16·2 | London | T.3Cy.24″,40″&65″–42″ (*a*) | 18 " 6 | | ~~1903~~ |
| 114758 | *J.H.Benington* –02 | 3038 | *Spar dk* Spd Bry | 9mo ton&Co. | (Deas,Foster&Co. | P31′B117′F40′ 23·9 | British | 180lb *90lb* 303NHP | s 4 " 9½ | | 10,04 |
| SPLK | (*ex*Melbrek) *Spar dk(Stl)2trB&* | 2036 | *with freeboard* | Pt.Glasgow | *Mgrs.*) *Lia liq.* | FK | 6 *BHCem* | 2SB,*6cf*,GS121,HS4750 | | | |
| | *deep framing* | | ~~6,01 3,03~~ | A&CP | *WB=CellDB* | *aguE*114′*f*144′727*t* | *APT*77*t* | D.Rowan&Co.Glasgow | | | |
| | | | LMC9.01 | | | | | | | | |
| 274 | **Heathburn** SteelScSr | 4243 | ✝100A1 Cff *k* | 1901 Craig, | HeathLine,Ld. | 360·0 48·3 20·3 | London | T.3Cy.25″,42″&68″–48″ (*s*) | 22 " 11 | | ~~1903~~ |
| 112814 | *H.R.Ketley*01–01 | 3989 | *Spar dk* Lfg Bry | 2mo Taylor&Co. | (Deas,Foster&Co. | P31′B90′F38′ 28·2 | British | 180lb 348NHP | s 7 " 0½ | | 12,04 |
| SFGP | 1 *Dk(Stl)&Spar dk(Stl)* | 2744 | ~~4,04 3,03~~ MC9.01 | Stockton | *Mgrs.*) *WB=Cell* | FK | 6 *BHCem* | 3SB,*9pf*,GS126,HS5367 | | | |
| | *&Webframes* | | 12,04 | A&CP | *DBa*118′*uE&B*38′ | *f*148′830*t FPT*188*t* | *APT*47*t* | N.E.MarineEng.CoLd.Sld. | | | |
| | | | | *Lloyd'sA&CP* | *(Un liq.)* | | | | | | |
| 275 | **Heathcraig** SteelScSr | 4261 | ✝100A1 Sba *x* | 1900 Craig, | HeathLine,Ld. | 360·7 48·2 20·2 | London | T.3Cy.25″,42″&68″–48″ (*s*) | 22 " 11 | | N9,03 |
| 112710 | *R.W.B.Blacklin* –02 | 4005 | *Spar dk* NSW | 6mo Taylor&Co. | (Deas,Foster&Co. | P31′B90′F38′ 28·2 | British | 180lb 348NHP | s 7 " 0½ | | |
| RQWJ | 1 *Dk(Stl)&Spar dk(Stl)&* | 2780 | ~~4,08~~ LMC8 | Stockton | *Mgrs.*) *WB=Cell* | FK | 6 *BHCem* | 3SB,*9pf*,GS135,HS5373 | | | |
| | *Webframes* | | BS5.04 | A&CP | *DBa*118′*uE&B*38′ | *f*148′830*t FPT*188*t* | *APT*47*t* | N.E.MarineCo.Ld.Sld. | | | |
| | | | | | *(Un liq.)* | | | | | | |
| 276 | **Heathdene** SteelScSr | 3541 | | 1901 W.Doxford | DeneSteamShip- | 340·0 45·7 24·6 | Newcastle | T.3Cy.26″,42″&68″–42″ | | V | |
| 114408 | *W.J.Milburn* –02 | 2999 | | &Sons,Ld. | pingCo.Ld.(J.T. | | British | 300NHP | | | |
| SMDH | *Turret deck* | 2277 | | Sunderland | Lunn&Co.*Mgrs.*) | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| 277 | **Heatherbell** SteelScK | 91 | ✝100A1 Gls | 1904 Mackie& | ScottishSteam | 82·5 18·0 8·8 | Peterhead | C.2Cy.12″&26″–16″ (*s*) | 9 " 6 | | |
| 119629 | | 84 | *For fishing purposes.* | 4mo Thomson | HerringFishing | | British | 125lb 27RHP | | | |
| | 1 *Dk* | 19 | 4,04 LMC4.04 | Glasgow | Co.Ld. | BK6″ | 3 *BHCem* | 1SB,*2pf*,GS29,HS753 | | | |
| | | | | *Lloyd'sA&CP* | | *WB=* | *FPT*4*t* | W.N.V.Lidgerwood,Gls. | | | |
| 278 | **Heathfield** SteelScSr | 2140 | ✝100A1 Bly *r* | 1887 E.Withy& | WoodfieldS.Shpng | 283·3 37·0 19·1 | London | T.3Cy.21½″,35″&58″–39″ (*s*) | 22 " 1 | | 1,04 |
| 94332 | *W.McFee* –04 *ssHpl.No.3–6,99* | 1613 | 12,01 ~~Strength~~ | 10mo Co. | CoLd(WoodsTylor | P31′Q82′B114′ | British | 150lb *100lb* NDB04 210NHP | s 1 " 11 | | |
| KPLQ | *Well deck* *ssBly.No.1–04* | 1371 | MC1.04 | W Hartlepool | &Brown.*Mgrs.*) | F31′ BK8″ | 5 *BHCem* | 2SB,*6rf*,GS98 | | | |
| | 1 *Dk(Stl)&Webframes* | | | A&CP | | *WB=CellDB*244′ | 429*t APT*26*t* | Cntrl MrneE.Co.,W.Hpl. | | | |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage — Sous le Pont. — Net. | Détails de la Classification. Cotes. Date de la dernière Visite. | Construit. Quand. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. | Port d'Enregistre. Pavillon. | Machines. No. & Date des Inscriptions. Nbre de Chevaux-vapeur d'après les Constructeurs des machines. | Observations. Speed. Boilers. Date. |
|---|---|---|---|---|---|---|---|---|---|
| 279 | **Heathford** Steel Sc Sr<br>114666 *H. Coward* –04<br>SHTL 1 *Dk(Stl)* & *Spar dk(pt Irn & pt Stl)* & *deep framing* | 3767<br>3577<br>2436 | ✠100A1 *Spar dk* 9,03 | NNs Syd | 1901 Osbourne.<br>5mo Graham & Co. | HeathLine Ld.<br>*WB=Cell DBa* | 339·0 48·0 19·4<br>drp04 FB<br>106′ *a* E22′ *f* 140′ 719*t* | London<br>*APT* 79* | T.3Cy.25″,42″&68″–18′<br>348 NB<br>SB,6*cf*,gs112,hs5290<br>J. Dickinson & Sons, Ld. Sld |
| 280 | **Heathglen** Steel Sc Sr<br>114826 *F. D. Seaborne* 02–02<br>TFNB 1 *Dk(Stl)* † *Spar dk (Stl)* & *Web frames* | 4251<br>4013<br>2759 | ✠100A1 *Spar dk* 2,03 | NYk 1902 Craig.<br>1mo | HeathLine Ld.<br>Dene, Foster & Co. *Mgrs.*<br>*Cell DBa* 118′ | 361·0 48·5 20·4<br>P31′ B90′ F38′ 28′<br>B38′ *f* 148′ 830*t* FPT | London<br>188*t* *APT* 47* | T.3Cy.25″,42″&68″–18′<br>348 NB<br>SB,9*pf*,gs121,hs5867<br>Eng. Co Ld. Sld |
| 281 | **Heathmore** Steel Sc Sr<br>109457 *T. Phelan* –03<br>QVTR 1 *Dk* | 3147<br>2018<br>2026 | | 1898 Workman, | Heathmore S.S. Co Ld. (W. Johnston & Co. Ld.) | 331·0 46·3 24·2<br>P30′ B97′ F37′ | Liverpool<br>*WA* | T.3Cy.22½″,39½″&67″–42′<br>291 NB<br>D. Rollo & Sons, Liverpool | C |
| 282 | **Hebble** Steel Sc Sr<br>*S. Wormald* –04 *ss* Goo. No. 3–3,04<br>MHRF 1 *Dk(Irn)* & *Web frames* | 904<br>742<br>451 | ✠100A1 7,01 | Goo 1891 W. Dobson & Co. Newcastle | Goole S. Shg. Co. Ld.<br>Yorkshire Rly. Co | 225·0 31·6 15·3<br>P30′ B64 F35<br>*WB=Cell DBa* | Goole<br>*APT* 79* | T.3Cy.19″,32″&52″–36′<br>181 NB<br>2SB,6*rf*,gs112,hs3000<br>Walland Slp. Co (Lim.) Nwe | G<br>16 · 6<br>2 · 2 |
| 283 | **Hebburn** Steel Sc Sr<br>110350 *W. Colvin* 02–00<br>RTWP 1 *Dk(Irn)* & *deep framing*<br>*Well deck* | 1032<br>650 | ✠100A1 6,04 | Sbl 1900 Wood Skinner & Co. Ld. Newcastle | Burnett S.S. Co. Ld. Burnett & Co. *Mgrs.*<br>*B=Cell DBa* 52′ | 220·0 33·2 14·4<br>P30′ B70′ F35<br>drp08 FB<br>B33′ *f* 94′ 285*t* FPT | Newcastle<br>*APT* 79* | T.3Cy.17½″,28″&46″–33′<br>158 NB<br>1SB,4*pf*,gs58,hs2160<br>N.E. Marine Co. Ld. Nwc | 16 · 6<br>1 · 7½ |
| 284 | **Hebdomos** Steel Sc Sr<br>*J. Fossgreen* 93–95<br>LMHJ | 1258<br>924<br>795 | | 1892 Flensburger Schiffsb. Ges. Flensburg | Flensburger Dampfschifffahrt Ges. v. 1869 | 228·1 34·4 14·1<br>Q71 B57 F27<br>*WB* | Flensburg<br>*WB* | T.3Cy.16″,26″&48″–33′<br>106 NB<br>Flensburger Schiffsb. Ges. | G |
| 285 | **Hebe** Steel Sc Sr<br>*S. Pedersen* –98<br>JVGO *Well deck* 1 *Dk* & *Web frames* | 2218<br>1665<br>1403 | | 1890 Laxevaags Msk. & Jrnsk. Bergen | Harloff & Böe | 277·1 38·0 19·3<br>P23 Q100 B111<br>F39 BK 19<br>*WB* | Bergen<br>Norwegian<br>*WB* | T.3Cy.21″,35″&57″–39′<br>201 NB<br>G. Clark (Lim.), Sunderland | 22 · 0 N |
| 286 | — Steel Sc Sr<br>*A. Katoen* 2 *Dks*<br>NVTJ | 1173<br>953<br>722 | | 1889 Rijkee & Co. Rotterdam | Koninkl. Nederl. Stoomb. Maats. | 227·6 30·9 19·1<br>Q88 H48 F27<br>*WB* | Amstrdam<br>Dutch<br>*WB* | T.3Cy.17½″,28″&45″–36′<br>121 NB<br>Maatschppij 'de Maas,' Rot. | V |
| 287 | — Iron Sc Sp<br>91261 *R. Inkster* –96<br>KCQD | 545<br>430<br>346 | | 1885 Scott & Co. Greenock | Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs.*) | 190·0 30·6 11·5<br>P26′ F26′ | Liverpool<br>British | C.2Cy.21″&38″–30′<br>99 RH<br>Scott & Co., Greenock | |
| 288 | — Iron Pad Sr<br>*C. L. Hansen* *ss* Cpn. No. 1–87<br>NWMS (*ex* Ville du Havre, *ex* La Hêve) 1 *Dk* | 220<br>190<br>110 | ✠ *with freeboard* 6,87 *Ystad's Christiania* | Cpn 1884 Maats. de Delfshaven | Forenede Dmpskib. Selskab | 162·3 20·2 8·6<br>Q8 H19 | Aarhus<br>Danish<br>*4 BHCem* | C.O.2Cy.23″&44″–36′<br>97 NB<br>Maats. de Maas, Delfshaven | 9 · 0 |
| Wrecked 5.04 289 | — Steel Sc Sr<br>*A. C. Mannelin* –99 2 *Dks*<br>TFOM | —<br>—<br>123 | | 1888 W. Crichton & Co. Åbo | Åbo Läns Kust Ångt. Aktieb. | 114·5 20·0 9·7 | Åbo<br>Russian<br>*WB* | T.3Cy.12″,17½″&26″–21′<br>NB99 81 NB<br>W. Crichton & Co., Åbo | |
| 290 | **Hebridean** Iron Sc Sr<br>84322 *J. Mackinnon* –04 2 *Dks* | 330<br>244<br>139 | | 1881 T. B. Seath & Co. Glasgow | J. McCallum & Co. | 139·8 23·6 12·0<br>P37′ B43′ F38′<br>*WB* | Glasgow<br>British<br>*WB* | C.2Cy.22″&40″–30′<br>70 RH<br>W. King & Co., Glasgow | 12 · 5 |
| 291 | **Hebrides** Steel Sc Sr<br>108735 *J. Campbell* –98 *ss* Gls. No. 1–02<br>2 *Dks*<br>*Elec. light* | 585<br>428<br>160 | ✠100A1 4,05 | Gls 1898 Ailsa S.B. Co. Troon | J. McCallum & Co. | 180·0 28·1 13·2<br>P30′ B70′ F16<br>BK 7½<br>*WB* | Glasgow<br>British<br>*4 BHCem*<br>*FPT* 16*t* | T.3Cy.16″,26″&42″–30′ (*s*)<br>96 RH<br>1SB,3*pf*,gs54,hs1555<br>A. & J. Inglis, Glasgow | 13 · 10<br>1 · 5 |
| 292 | **Hecht** Steel Pad Sp<br>*J. Künning* 1 *Dk*<br>QDWK | 249<br>234<br>132 | | 1885 Act-Ges. "Weser" Bremen | Norddeutscher Lloyd | 179·7 19·6 9·0 | Bremen<br>German | C.2Cy.33¾″&57½″–37½′<br>169 NB<br>A. G. "Weser," Bremen | G |
| 293 | **Hector** Steel Sc Sr<br>102191 *J. W. Walker* –02<br>NRGL *Ref. Mchy.* 2 *Dks* | 4660<br>3961<br>3006 | RMC5,04 | 1895 Workman, Clark & Co Ld Belfast | Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs.*) | 391·5 47·2 26·1<br>P34′ B103′ F47′<br>*WB* | Liverpool<br>British<br>*WB* | T.3Cy.25″,42″&68½″–54′<br>344 NB<br>Wrkman, Clark & Co. Ld. Bel | |
| 294 | — Iron Sc Sr<br>96476 *S. Keene* 96–00 *ss* Liv. No. 3–5,96<br>KPNT (*ex* Pedro, *ex* Lilburn Tower)<br>1 *Dk(Irn)* & *Spar dk* 3 *tr B* | 2923<br>—<br>1851 | ✠ *Spar dk* 9,97 | Liv 1883 Wigham Richardson & Co. Newcastle | Metropolitan Coal Co. | 330·2 38·3 20·2<br>27·8<br>*WB=DBa* 104′ | Boston<br>Utd. States<br>*4 BHCem*<br>*APT* 25* | C.2Cy.40″&74″–48′<br>346 NB<br>2 DB<br>Wigham Richrdsn & Co. Nwc | 21 · 4 R |
| 295 | — Steel Sc Sr<br>*P. Cappelen* –03<br>MBJQ 1 *Dk* & *Awng dk* | 1146<br>797<br>695 | | 1903 W. Dobson & Co. Newcastle | Bergenske Dampskibsselskab | 225·5 32·0 13·7<br>Q72 H23*t* F25*t*<br>*WB* | Bergen<br>Norwegian<br>*WB* | T.3Cy.17″,28″&46″–33′<br>121 NB<br>J. Dickinson & Sons, Ld. Sld | N |
| 296 | — Steel Sc Sr<br>*F. Julfs* 92–02 1 *Dk(Irn)* & *Deep framing*<br>QGLH *Well deck* (*ex* Doelwijk) | 872<br>610<br>527 | | 1890 Bonn & Co. Rotterdam | Dampfschifffahrts Ges. Neptun | 200·5 31·5 12·9<br>P27′ F24<br>BK 7½<br>*WB* | Bremen<br>German<br>*WB* | T.3Cy.15″,24″&45″–30′<br>111 NB<br>Knik. Mts. de Schelde Flsng | 15 · 3 G |
| 297 | — Steel Sc 3 Mst Sr<br>108751 *A. McCracken* –99 *ss* Gls. No. 1–02<br>QFNR *Mchy. Aft* 1 *Dk(Stl)*<br>*Well deck* | 508<br>365<br>79 | ✠100A1 1,04 BS8,04 LMC7,04 | Gls 1898 Irvine S.B. & E Co Ld Irvine | J. & P. Hutchison | 165·0 26·6 11·6<br>P34 B58 F25<br>BK 7<br>*WB=Cell DBa* 86′ | Glasgow<br>British<br>*4 BHCem*<br>115*t* *FPT* 41* | C.2Cy.16″&40″–33′<br>SB,3*pf*,gs56,hs1880<br>Mackie & Baxter, Glasgow | 14 · 0<br>1 · 0 |
| 298 | — Steel Twin Sc Ctr<br>114589 *C. W. Cockett* –08<br>VDJM 1 *Dk* | 316<br>278<br>35 | ✠100A1 7,03 | Sou 1908 Day, Summers & Co. Ld. Southampton | Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ld. | 129·5 25·1 11·9<br>B33′<br>*WB=FPT* | S'thamptn<br>British<br>*4 BHCem*<br>*APT* 20* | C.4Cy.19″&38″–30′<br>184 NB<br>Day, Summers & Co. Ld. Sou | 12 · 6 |
| 299 | — Wood Pad Sp<br>*1977* | 101<br>101<br>15 | | 1882 J. R. Maxton, S. Shields | Miss G. White | 94·3 18·3 9·9 | S. Shields<br>British | L.1Cy.34″–51′<br>Baird & Barnsley, N. Sh. | |
| 300 | **Hedda** Wood Sc Sr<br>2336 *A. Andersson* 03–05 1 *Dk*<br>JFHS | 113<br>101<br>78 | | 1870/84 N. F. Milde Stömne | J. Christensson | 91·0 21·1 8·1<br>Q18 H7*t* | Gothenbrg<br>Swedish | | |
| 301 | **Hedwig** Steel Sc Sr<br>*B. Jensen* 99–99 1 *Dk* & *pt Awng dk*<br>LMNT *Elec. light* | 2368<br>1684<br>1549 | | 18·8 Act. Ges. | Flensburger Dmpf. Co (H. Schuldt, *Mgr.*) | 291·8 41·1 16·5<br>P15′ Q98′ | Flensburg<br>German<br>*WB* | T.3Cy.19¾″,32½″&53½″–35½′<br>A. G. "Neptun," Rostock | G |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. | Built. When. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & kind of Cylinders—Stroke (Inches). Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars as Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 / HDTR | **Hedwig Heidmann** Steel Sc Sr<br>*Th. Felchen* 03–04<br>1 *Dk* | 2066<br>1737<br>1295 | | 1903 Sir Raylton Dixon & Co. Ltd. Middlesbro | H. W. Heidmann | 289·9 \| 40·7 \| 18·8<br>½P14′ B59′ F28′ | Altona<br>W *B* | T.3Cy.20½″,34″&56″–36″<br>188NHP<br>N.E. Marine Eng. Co. Ltd. Sld. | | | |
| 303 / RNBL | **Hedwig Menzell** Steel Sc Sr<br>*W. Hansen* –03<br>*Elec. light* 1 *Dk & deep framing* | 1552<br>1068<br>984 | | 1903 Flensburg r Schiffsb. Ges. Flensburg. | Chinesische Küsten-fahrt Ges. (Menzell & Co. *Mgrs.*) | 245·3 \| 35·2 \| 15·2<br>P14 Q58′ B112′ F30′ | Hamburg<br>German<br>*WB* | T.3Cy.15″,28½″&43⅝″–31½″<br>110NHP<br>Flensburger Schiffsb. Ges. | | G | |
| 304 / RJDL | **Hedwig Woermann** Steel Sc Sr<br>*C. Todt*<br>1 *Dk & Spar dk* | 1283<br>1221<br>801 | | 1890 Wigham Richrdsn & Co. Newcastle | Woermann Linie Kommanditt Ges. | 229·3 \| 32·1 \| 21·1<br>H— | Hamburg<br>German | T.3Cy.16″,26″&48″–33″<br>106NHP<br>Wigham Richrdsn & Co. Nwc. | | G | |
| 305 / 90308 / JPSK | **Hedworth** Iron Sc Sr<br>*A. Way* –99<br>*Well deck* 1 *Dk (Irn) & Webframes* | 1081<br>862<br>652 | ✠ Sld Lv<br>7.87 | 1884 S. P. Austin 9mo & Son Sunderland | Lambton Collieries Ld. (E. T. Nisbet, *Mgr.*) | 225·0 \| 33·5 \| 16·2<br>Q123′ H46′ F26′<br>*WB = DBa & f 5 BH* | Sundrland<br>British | C.2Cy.28½″&58″–38″<br>134NHP<br>Blair & Co. (Lim.), Stockton | 17 ″ 7 | | 11·33<br>15·21<br>16·8<br>17·00 |
| 306 / NVTR | **Heelsum** Steel Sc<br>*J. Burger* 02–02 *ss* Ams No. 1–03<br>1 *Dk (Stl) & deep framing* | 1321<br>1260<br>874 | ✠100A1 Ams p<br>1,03 2,02<br>Rot<br>LMC6,03 | 1899 Nederl. 5mo Scheepsbouw Maats. Amsterdam | Stoomv. Maats. Oostzee (Vinke & Co. *Mgrs.*)<br>*WB = Cell D Ba* | 239·6 \| 37·0 \| 17·4<br>B58 F31′<br>drp95 FK<br>68′ *n* E 18′ *f* 100′ 375*t* | Amstrdam<br>Dutch<br>4 *BHCem*<br>*APT* 66*t* | T.3Cy.18⅝″,29⅛″&47½″–36″<br>160lb *100lb* (*s*) 156NHP<br>2SB. *4pf*, GS80, HS2653<br>Ned Fab. v Werk. & Spr. Ams | 20 ″ 0 | | 1,00 |
| NWBC | **Heemse** Iron Sc Sr<br>*T. Wettre* –00 *ss* Blr. No. 3–2,97<br>(ex Rothiemay) *ss* Kel. No. 4–01<br>*Well deck* 1 *Dk (Irn) 2tr B* | 1694<br>1382<br>1046 | ✠100A1 Ams r<br>7,03 Rust Müller, " See<br>9,03 LMC 01 | 1884 Blyth Ship-<br>2mo building Co.<br>A. 20 Blyth<br>A&CP | Stoomv. Maats. Possession (J. & J. Vinke *Mgrs.*)<br>*WB = Cell D B* 222′ 38*t* *F P T* | 269·7 \| 37·2 \| 17·0<br>Q102′ B66′ F26′<br>FK<br>52*t* *APT* 17*t* | Amstrdam<br>Dutch<br>4 *BH Cem*<br>601 *t* *APT* 39*t* | C.2Cy.29″&63″–42″ (*a*)<br>90lb 209NHP<br>2SB. *6pf*, GS100, HS3430<br>N.E. Marine Co. Ld. Nwc. | 19 ″ 2 | | 7,04 |
| NVWQ | **Heemskerck** Steel Sc Sr<br>*H. de Groot* 01–03<br>1 *Dk (Stl) & deep framing* | 2183<br>2018<br>1375 | ✠100A1 Rot s<br>5,05 | 1902 Schpw. v. 5mo Jan Smit, Czn Alblasserdm.<br>*Lloyd's* | Stoomv. Maats. Tromp (J. F. & F. Schellen, *Mgrs.*)<br>*WB = Cell D Ba* | 293·0 \| 43·0 \| 20·2<br>P20′ B73′ F30′<br>FK<br>77′ *n* E & B 35′ *f* 125′ | Rottrdam<br>Dutch<br>5 *BH Cem*<br>601 *t* *APT* 39*t* | T.3Cy.22½″,36½″&60″–39″ (*s*)<br>180lb *100lb* 236NHP<br>2SB. *6cf*, GS99, HS3530<br>Blair & Co. Ld. Stockton | 22 ″ 9<br>s 3 ″ 8½ | | 2,04<br>6,05 |
| | **Heemskerk** Iron Sc K<br>*J. Schol*<br>*ss* Ams. No. 1–01<br>1 *Dk* | 177<br>166<br>50 | ✠100A1 Ams<br>*Stm Trawler*<br>4,00 | 1899 Cochrane & 12mo Cooper, Ld. Selby<br>*Lloyd's* | Maats tot Beheer van Steamtrawlers & Andere Vis-schersvaartuigen | 115·5 \| 21·6 \| 11·5<br>Q49′<br>BK 7½″<br>*WB =* | Ymuiden<br>Dutch<br>4 *BH Cem*<br>*DBf* 17′ 13*t* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb 76NHP<br>1SB. *2pf*, GS40, HS1362<br>Sir C. Furness, Westgarth & Co. Ld. Mdb. | 12 ″ 3 | | 4,09 |
| | **Hegedus Sándor** Steel Sc<br>*Erste Donau* –00 Fiu. No 1–01<br>*Bucich* –04 1 *Dk (Stl–ws) & Shade dk*<br>*Elec. light* | 928<br>901<br>450 | ✠100A1 Tri l<br>*Shade dk*<br>Fiu<br>11,01 | 1900 Oderwerke 7mo Mas. Sch. A. G. Grabow, a/O.<br>A&CP | Soc. in Azioni Un-garo Crota di Nav Maritt. a Vap<br>*WB = Cell D Ba* 40′ *f* 70′ | 209·8 \| 30·0 \| 13·5<br>FK<br>93*t* *FPT* 17*t* | Fiume<br>Aust.-Hung.<br>5 *BH Cem*<br>2SB, *6cf*, GS114, HS3661<br>Oderwerke, Grabow a/O | T.3Cy.19¹¹⁄₁₆″,31½″&51³⁄₁₆″–35³⁄₁₆″ 170lb (*s*) 202NHP | 14 ″ 0 | | 5,04 |
| 311 / HDTR | **Heian Maru** Wood Sc Sr<br>*Hosoya Yuzo*<br>2 *Dks* | 476<br>445<br>295 | | | | | | 2Cy.26½″–26″<br>54NHP | | | |
| 312 / JRDK | **—** Wood Sc Sp<br>2 *Dks* | 266<br>228<br>165 | | 1903 Ominato S.B. Co. Ld. Ominato | R. Kasahara | 125·0 \| 17·7 \| 14·1 | Osaka<br>Japanese | C.2Cy.14½″&28″–18″<br>E & B *made* 96 28NHP | | | |
| 313 / HMQT | **Heian Maru No. 2** Wood Sc Sr<br>2 *Dks* | 457<br>422<br>326 | | 1898 Nakamura Ushitaro Osaka | Kasahara Rokusaburo | 159·0 \| 21·6 \| 17·5 | Osaka<br>Japanese | C.2Cy.20½″&38″–24″<br>E. *blt*, 84 59NHP<br>United Kingdom | | | |
| 314 / RJSG | **Heidelberg** Steel Sc Sr<br>~~*H. Vogt*~~ *ss* Bhn. No. 2–03<br>(ex Irene) 2 *Dks* (*Stl–Uws*) *3tr B*<br>*Elec. light* *M. Miltzlaff* –04 | 3372<br>3070<br>2146 | ✠100A1 Bln w<br>12,01 11,03<br>LMC 03 | 1893 Reiherst'g 5mo Schiffsw. Hamburg<br>*Lloyd's* | Norddeutscher Lloyd | 351·6 \| 42·0 \| 25·7<br>P54′ B85′ F45′<br>BK 10′<br>*WB = Cell* | Bremen<br>German<br>7 *BH Cem*<br>*DB* 302′ 530*t* | T.3Cy.25½″,41″&65¼″–42″ (*s*)<br>167lb *142lb* 329NHP<br>2DB. *3cf*, GS160, HS5670<br>Reiherst. Maschinenf. Ham. | 28 ″ 8 | G | 11,03 |
| 315 / 98502 / MBPK | **Heighington** Steel Sc Sr<br>*P. N. Toft* –99 *ss* Shl. No. 3–9,03<br>*Well deck* 1 *Dk (Irn) & Webframes 2tr B* | 2800<br>2212<br>1827 | ✠100A1 Shl t<br>9,03 11,04 Buy Cff<br>BS | 1891 W. Gray & 1mo Co. (Lim.) W Hartlepool<br>*Lloyd's* | West Hartlepool Steam Nav. Co. Ld. | 314·0 \| 40·5 \| 21·9<br>P29′ Q102′ B118′<br>F35′ BK 10″<br>*WB = DBa* 106′ *f* 120′ 562*t* | W. Hartlpl<br>British<br>5 *BH Cem*<br>2SB. *6yf*, GS87, HS3580<br>Cen. Mar. Eng. Wrks. W Hpl | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *80lb* NDB03 239NHP<br>2SB. *6yf*, GS87, HS3580<br>Cen. Mar. Eng. Wrks. W Hpl | 23 ″ 8<br>s 2 ″ 5½ | | 9,03<br>N6,04 |
| 316 / 8693 / JQTB | **Heijo Maru** Steel Sc Sr<br>2 *Dks* | 1201<br>943<br>745 | | 1903 Kawasaki Dkyrd Co. Ld. Kobe | Osaka Shosen Kabushiki Kaisha | 218·4 \| 30·8 \| 18·9<br>B48′ | Osaka<br>Japanese<br>*WB* | T.3Cy.17½″,28″&46″–33″<br>122NHP<br>Kawasaki Dockyard Co. Ld. | | | |
| 317 / MBQW | **Heim** Iron Sc Bn<br>*H. F. Thuestad* –99 *ss* Shl. No. 3–3,95<br>(ex Romanby) *ss* Shl. No. 1–99<br>*Well deck* 1 *Dk (Irn) 2tr B* | 1663<br>1312<br>1048 | ✠ Cff q<br>6,01 | 1882 W. Gray & 10mo Co. W Hartlepool<br>A&CP | Acties. Heim (T. H. Skogland) | 259·5 \| 34·5 \| 19·5<br>P28′ Q68′ B66′ F35′<br>drp00&02 BK 9′<br>*WB = DBa* | Haugesnd<br>Norwegian<br>4 *BH Cem*<br>2SB. *6pf*, GS80, HS2800<br>Black, Hawthorn & Co. Gts. | C.2Cy.32″&60″–39″ (*i*)<br>80lb *65lb* NDB92 178NHP<br>2SB. *6pf*, GS80, HS2800<br>Black, Hawthorn & Co. Gts. | 20 ″ 9<br>s ~~2 ″ 6~~ | | 3,04 |
| 318 / HFTB | **—** Steel Sc Sr<br>*A. Eriksen* 98–00 1 *Dk & pt Awng dk* | 1195<br>774<br>757 | | 1898 Framnes Mek. Verk. Sandefjord | And. Jacobsen | 222·0 \| 33·7 \| 12·5<br>Q65*t* H57*t*<br>*pt Awng dk* 166′ | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>106NHP<br>Akers Mek. Verks. Xia. | | N | |
| 319 / MBQC | **Heimdal** Steel Sc Sr<br>*T. A. Johnsen* 04–04<br>*Elec. light* 1 *Dk (Stl–pt ws) 2tr B* | 1234<br>1118<br>761 | ✠100A1 Sld p<br>3,04 | 1904 J. Priestmn 3mo & Co. Sunderland<br>*Lloyd's* | Acties. Heimdal (J. Johanson & Co.)<br>*WB =* | 240·0 \| 35·5 \| 17·9<br>P19′ B66 F25′<br>FK<br>*DBa* 68′ *f* 92′ 352*t* *A* | Chrstiania<br>Norwegian<br>4 *BH Cem*<br>*PT* 60*t* | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 147NHP<br>1SB. *3pf*, GS61, HS2356<br>N.E. Marine Eng. Co. Ld. Sld. | 19 ″ 0<br>s 2 ″ 6 | | |
| 320 / LBPW | **—** Wood Sc 3 Mst Sr<br>*H. C. Hansen* 1 *Dk 2tr B* | 387<br>335<br>230 | | 1872 ..... Kragerö | L. Berg | 150·5 \| 26·3 \| 14·6<br>B51*t* | Dyrefjord, Iceland<br>Danish | 2Cy.14″&35½″–24½″<br>NB88 45NHP<br>Nylands Verk., Christiania | | N | |
| 321 / NKJQ | **—** Iron Sc Sr<br>*B. C. Pelle* 1 *Dk* | 245<br>181<br>141 | | 1873 Burmeister & Wain Copenhagen | Dampsk. Selsk. paa Bornholm af 1866 (Rübner-Wissing) | 136·3 \| 21·3 \| 9·7<br>Q45′ B41′ H13*t* F22′ | Rönne<br>Danish | C.4Cy.17″&34″–20″<br>NB95 86NHP<br>Burmeister & Wain, Cpn. | | | |
| 322 / JOQH | **—** Steel Sc Sr<br>*P. Norvik* 1 *Dk* | 139<br>107<br>70 | | 1888 Christian-sand M.V. Christiansnd | Haalogalands Dampskibsselskab | 98·3 \| 16·1 \| 10·3<br>B27*t*<br>len. 94 | Harstad<br>Norwegian<br>*WB* | C.2Cy.12½″&21½″–18″<br>16NHP<br>Christiansand M.V. | | | |
| 323 / RLST | **Heimfeld** Steel Sc Sr<br>*K. Eisfeld* 99–00 *ss* Ham. No. 2–02<br>*Well deck* (ex Amyl) 1 *Dk (pt Stl pt Irn)*<br>*& Webframes* | 2487<br>1852<br>1573 | ✠100A1 Liv s<br>6,03 | 1894 J. L. Thomp-son & Sons, Ld. Sunderland<br>A&CP | Continentale Rhederei A. G.<br>*WB = Cell D b* | 300·0 \| 41·1 \| 18·1<br>P24′ Q90′ B124<br>F32′ FK<br>a 94′ *f* 112′ 413*t* *FPT* | Hamburg<br>German<br>6 *BH Cem*<br>89*t* *APT* 30*t* | T.3Cy.22½″,36½″&60″–39″ (*s*)<br>160lb *160lb* 224NHP<br>2SB. *6cf*, GS100, HS3358<br>Blair & Co. Ld. Stockton | 20 ″ 6 | | 11,03<br>N 2,05 |

| 1 Numero d'Ordre. / Numero Officiel. | 2 Nom du Navire. / Capitaine / Visites Périodiques. | 3 Materiaux, Gréement, &c. / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. / Terme assigné maintenant / Lettre distinctive. | 8 Construit. Navire / Mats | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions Suivant la Donane. Superstructure, &c. Longueur. / Largeur. / Tirant d'eau. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres, &c.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Foyers. Noms des Constructeurs des machines. | 14 Vitesse Connue. Navire / Machines | 15 Franc Bord en Hiver. | 16 Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 324 / — / RLBD | **Heinrich** / *M.Geerds* / (*ex* Ecossaise) / *Well deck* | **SteelScSr** / *ss* Lth. No. 8–2,95 / *ss* Ham. No. 2–03 / 1 *Dk* (*Irn*) | 849 / 639 / 510 | ✝100A1 / 8,03 | Ham | *m* | 1883 / 3mo | Ramage& Ferguson / Leith | F.J.Reimers / *WB* = *Cell D B* 180′ 20*ot F PT* | 210·5 \| 30·2 \| 13·3 / Q70′ B57′ F28′ / EE / *Lloyd's SA&CP* | Hamburg / German / *AH Cem* 30*t A P T* 12*t* | C.2Cy.27″&60″–39″ (*s*) / 7lb *92lb* ND 116 NHP / 1SB,3*cf*,Gs58,Hs2034 / Ramage& Ferguson,Lth. | 16 × 0 / 1 × 0 | | |
| 325 / — / LBGC | / *J.Rudolfsen* / / 1 *Dk* | **SteelScSr** | 107 / — / 24 | | | | 1899 | Howaldtswerke / Kiel | Chr.L.P.Hansen | 78·6 \| 22·1 \| 9·4 / / / | Wellingdrf / German / | C.2Cy.15″&26½″–13½″ / 21 NHP / Howaldtswerke,Kiel | | | |
| 326 / **Heinrich Horn** / LRKG | *F.Petersen* 00–00 / / 1 *Dk* | **SteelScSr** | 1431 / 1263 / 881 | | | | 1900 | Schiffsw. v. Henry Koch / Lübeck | H.C.Horn | 244·9 \| 36·1 \| 17·1 / P15′ B60′ F24′ / / *WB* | Lübeck / German / | 1.3Cy.16½″,28″&44½″–33½″ / 113 NHP / J.F.Ahrens,Ottensen | | G | |
| 327 / **Heinrich Menzell** / RMGV | *W.Lutzen* 99–03 / (*ex* Azov) / *Well deck* | **SteelScSr** / *ss* H Kg. No. 2–03 / 1 *Dk* (*Stl*) & *Web frames* | 1527 / 1245 / 958 | ✝~~100A1~~ / 11,03 | Cff | *p* | 1895 / 3mo | C.Connell &Co. / Glasgow | Hanseatische Dampfer Cie. (Menzell&Co. *Mgrs*) / *WB* = *Cell D Ba* 70′ *u E* 25′ *f* 10′ *f* 104′ 386*t* / PK / *Lloyd's SA&CP* | 255·0 \| 35·7 \| 16·5 / Q82′ B72′ F26′ / PK / *4 B H Cem* | Hamburg / German / | 1.3Cy.19″,31½″&51½″–36″ / 160lb *80lb* (*s*) 162 NHP / 1SB,3*rf*,Gs69,Hs2469 / Dunsmuir&Jackson,Gls | 18 × 24 / 1 × 1 | | Wrecked 10.04 |
| 328 / **Heinrich Schuldt** / LMGB | *G.Kaeselow* 01–01 / / 1 *Dk* | **SteelScSr** | 991 / 742 / 612 | | | | 1891 | Flensburger Schiffsb.Ges / Flensburg | H.Schuldt | 218·9 \| 32·3 \| 13·2 / Q78′ B54′ F27′ / / | Flensburg / German / | 1.3Cy.15″,22½″&43″–30″ / 101 NHP / FlensburgerSchiffsb.Ges. | | G | |
| 329 / **Heion Maru** / 216 / HCJK | *Aoki Yasutaro* / / 2 *Dks* | **WoodScSr** | 203 / 181 / 126 | | | | 1879 | Hiogo Kosaku Bnkioku / Kobe | H.Hattori | 117·5 \| 16·5 \| 13·5 / / / | Hakodate / Japanese / | C.2Cy.14½″&24½″–14″ / 19 NHP / | | | |
| 330 / **Heishin Maru** / 581 / HDNG | / / / 2 *Dks* | **WoodScSr** | 109 / 100 / 67 | | | | 1881 | Sudzuki Seijiro / Kobe | S.Hiraishi | 94·8 \| 13·8 \| 11·4 / / / | Osaka / Japanese / | 2Cy.11½″–12″ / NE99 7 NHP / KanekawaKumakichi | | | |
| 331 / **Hekla** / NVDQ | *J.P.V.Larsen* / / 3 *Dks* | **IronSc3MstSr** | 3225 / 2161 / 2088 | | | | 1884 | Scott&Co. / Greenock | Forenede Dmpskib. Selskab | 330·2 \| 41·9 \| 29·9 / P35′ B63′ F46′ / / *WB* = | Copnhagn / Danish / | C.2Cy.46″&84″–54″ / 432 NHP / Scott&Co.,Greenock | | V | |
| 332 / — / *For full particulars See No. 14 in Supplement* | | **SteelSc** | | 100A1 / (*Class Contemplated*) | | | 1904 | Short Bros. Ltd. / Sunderland | (Mail&Holby, *Mgrs.*) | | Christiania / Norwegian / | T.3Cy.22½″.37″&61″–42″ / N.E.Marine Eng.Co.Ld.Sld | | | |
| 333 / — / JTSC | *M.Nygaard* 01–01 / / 1 *Dk* 2 *tr B* | **WoodScSr** | 524 / 408 / 323 | | | | 1894 | Brunchorst & Dekke / Bergen | Dampskib. Hekla's Rederi (W.Hansen, *Mgr.*) | 162·7 \| 26·3 \| 15·0 / Q36*t* B54*t* H6*t* F18*t* / / | Bergen / Norwegian / | 1.3Cy.11½″,18″&29½″–24″ / 43 NHP / LaxevaagsMsk&Jrns.Bgn. | | N | |
| 334 / **Hektos** / SQRW | *V.Boxstrom* 97–03 / / 1 *Dk* (*Stl*) & *Web frames* & *Elec.light* | **SteelScSr** | 2224 / 1524 / 1271 | ✝100A1 / *pt Awng dk with freeboard* / 11,04 3,03 | Mdb / Shl | *s* | 1903 / 3mo | R.Craggs& Sons,Ltd. / Middlesbro' | AngfAktiebFinska Lloyd (E.Krogius, *Mgr.*) / *WB* = *Cell D Ba* | 280·0 \| 39·9 \| 17·2 / Q103′ / PK / *Lloyd's SA&CP* | Helsingfrs / Russian / | T.3Cy.21″,34″&56″–39″ (*s*) / 165lb *90lb* 217 NHP / 2SB,6*pf*,Gs108,Hs3542 / N.E.MarineEng.CoLdNwc | 19 × 8 | | 11,04 |
| 335 / — / LMFR | *Johs.Desler* 03–03 / / 1 *Dk* 2 *tr* | **SteelScSr** | 1148 / 879 | | | | 1890 | Flensburger Schiffsb.Ges / Flensburg | Flensburger Dampfschiff fahrt Ges.v.1869 | 229·4 \| 34·3 \| 14·1 / Q76′ B54′ F21′ / / | Flensburg / German / | T.3Cy.17″,26″&42″–30″ / 97 NHP / FlensburgerSchiffsb.Ges | | G | |
| 336 / **Helen** / JHCF | *S.Sivertsen* 87–01 / / 1 *Dk* (*Stl–pt* ws) & *Elec.light* | **SteelScSr** | 1098 / 636 / 635 | ✝100A1 / *pt Awng dk with freeboard* / 8,05 | Phl | *m* | 1901 / 10mo | Fevigs / Jernskibsbyg Fevig | Dpskacties.Helen &Katie (Holdt & Isachsen, *Mgrs*) / *WB* = *Cell D B* | 220·0 \| 30·1 \| 13·5 / / FK / *Lloyd's SA&CP* | Stavanger / Norwegian / | T.3Cy.20″,32″&53″–33″ (*r*) / 175lb *100lb* 186 NHP / 1SB,3*pf*,Gs58,Hs3038 / Richardsons.Westgarth& Co.Ld.Mdb. | 14 × 9 / 9 × 1½ | | |
| 337 / — / 116013 | *H.Baxter* 04–04 / *Well deck* / *Mchy.Aft* / 1 *Dk* (*Stl*) | **SteelScSr** | 333 / 240 / 59 | ✝100A1 / 2,05 | Ayr Bkn | *e* | 1904 / 2mo | Ailsa S.B. Co.Ld. / Ayr | R.Neill&Sons | 142·1 \| 24·1 \| 9·9 / Q47′ B11′ F24′ / BK7 / *WB* = *FP Tanks* / *Lloyd's SA&CP* | Belfast / British / | C.2Cy.18″&38″–27″ (*s*) / 125lb 80 RHP / 1SB,3*pf*,Gs51,Hs1461 / Ross&Duncan,Glasgow | 11 × 0 | | |
| 338 / — / 111239 | *J.Leask* –01 / *Mchy.Aft* / *Well deck* / 1 *Dk* (*Irn*) | **SteelScSr** | 261 / 177 / 57 | ✝100A1 / *Coasting* / 1,05 | P.Gl Gls | *c* | 1900 / 1mo | J.Shearer &Son / Glasgow | J.Cameron | 124·0 \| 22·1 \| 9·0 / Q41′ B8′ F20′ / BK7 / *WB* = *FPT* 11*t* / A&CP | Glasgow / British / | C.2Cy.14″&29″–21″ (*s*) / 120lb 35 RHP / 1SB,2*pf*,Gs31,Hs770 / Muir&Houston,Ld.Gls. | 10 × 8 | | 1,05 |
| 339 / — / 96361 | / / 1 *Dk* | **WoodScTug** | 113 / — / 53 | | | | 1897 | Jackson& Sharp Co / Wilmngtn.Dl. | Chesapeake&Ohio R.R.Co. | 89·0 \| 23·0 \| 10·0 / / / | Newport News,Va. / Utd. States / | C.2Cy.20″&36″–26″ / 55 NHP / Neafie&LevyCo.,Phl. | | | |
| * 340 / **Helen Craig** / 96270 / MRHC | *W.Holmes* –00 / *Well deck* / *Mchy.Aft* / 1 *Dk* (*pt Stl & pt Irn*) | **SteelScSr** | 417 / 307 / 156 | ✝100A1 / 2-04 | Bel | *g* | 1891 / 1mo | Workman, Clark&Co Ld. / Belfast | H.Craig&Co. / *WB* = *Cell D B* 74′ 70*t deep tank* | 165·3 \| 24·1 \| 9·9 / 291′ B44′ F24′ / BK6 / *Lloyd's SA&CP* | Belfast / British / | C.2Cy.21″&42″–30″ (*s*) / 100lb 68 RHP / 1SB,3*pf*,Gs58,Hs1425 / V.Coates&Co.,Belfast | 12 × 10 | | |
| 341 / **Helen Heidmann** / | / / 1 *Dk* | **SteelScSr** | 1776 / 1362 / 1118 | | | | 1904 | Schiffsw. v. Henry Koch / Lübeck | H.W.Heidmann | 265·0 \| 38·0 \| 16·9 / P15′ Q60′ B67′ F22′ / / | Hamburg / German / | T.3Cy.19¾″,32¼″&51¼″–33½″ / 152 NHP / J.F.Ahrens,Altona | | | |
| 342 / **Helen McGregor** / 95830 | *G.Jackson* –90 / / 1 *Dk* | **IronScK** | 156 / 118 / 52 | ✝100A1 / *Trawler* / 7,14 | Hul | | 1890 / 5mo | Cochrane, Coop&Schofield Beverley / Lloyd's *SA&CP* | Pickering&Haldane'sStm.Trawling Co.Ld. | 101·5 \| 20·6 \| 11·0 / Q20 / ND90 BK7½ | Hull / British / | C.2Cy.17″&33″–22″ (*r*) / 90lb 45 RHP / 1SB,2*pf*,Gs29,Hs930 / C.D.Holmes&Co.,Hull | 11 1/2 | | 8,04 |
| 343 / **Helen Nicoll** / SLDT | *H.O.Penner* –01 / *Well deck* / 1 *Dk* (*pt Irn*) | **IronScSr** | 384 / 272 / 246 | ✝ / 3,82 | Dun | *f* | 1882 / 2mo | Gourlay, Bros.&Co. / Dundee | J.Jones / *WB* = *DBa* 16′ 15*t* | 157·0 \| 22·0 \| 10·3 / Q63′ B31′ F16 / PK / *FPT* 13*t* | Sydny NSW / British / | C.2Cy.21″&36″–24″ / 65 RHP / Gourlay Bros.&Co.,Dundee | | | |
| * 344 / **Helen Otto** / 87193 / JBPR | *J.H.Oliver* 77–83 / / *Well deck* / *ss* Shl. No. 3–1,99 / *ss* Shl. No. 1–03 / 1 *Dk* (*Irn*) 2 *tr B* | **IronScSr** | 1433 / 1144 / 902 | ✝100A1 / 2,04 | Shl | *p* | 1883 / 10mo | J.Readhead&Co. / S.Shields | G.Otto | 249·0 \| 36·0 \| 17·6 / Q95′ B52′ F26 / Irp04 BK9 / *WB* = *DBa* | London / British / | C.2Cy.29″&54″–36″ (*s*) / 90lb ~~60lb~~ *80lb* ND 105 99 RHP / 1SB,4*pf*,Gs60,Hs2200 / J.Readhead&Co.,S.Shields | 18 × 9 / 1 × 10 | | 2,04 |
| 345 / **Helena** / NWDT | *H.de Graaff* 96–02 / / 2 *Dks* | **SteelScSr** | 1146 / 927 / 694 | | | | 1899 | Rijkee & Co | Koninkl.Nederl. Stoomb.Maats | 228·0 \| 32·0 \| 18·5 / B55′ F27′ / / | Amstrdam / Dutch / | T.3Cy.17½″,28″&45″–36″ / 121 NHP / Maats.deMaas.Rot | | V | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Tonnage Under Tonn. / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidship. ft. / in. | Deck Plating. Inner Bottom. Keel. | Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 346 / 30656 / MHCV | **Helena** / *W. Wiom* 88–89 / *Mchy. Aft* (*Barge*) | Iron Sc 3 Mst Sr / 1 *Dk* | 312 / 280 / 178 | ... | 1889 | T. A. Walker Sudbrook | C. H. Walker & Co. Ld. | 150·4 \| 26·3 \| 8·0 | London British | C.4Cy. 9″, 12″, 16″ & 25″–21½″ 50 RHP Fleming & Ferguson, Pay. | 8 ″ 6 | | |
| 347 / NHVF | **Helene** / *A. R Warming* | Steel Sc Sr / 1 *Dk* & *Spar dk* | 1567 / 839 / 1000 | | 1896 | Howaldts-werke Kiel | Dpskselsk. Torm (D. Torm, *Mgr.*) | 240·5 \| 36·0 \| 20·3 B49′ F29′ | Copnhagn Danish *WB* | T.3Cy. 17″, 27½″ & 43½″–24″ 94 NHP Howaldtswerke, Kiel | | V | |
| 348 / LMDJ | — / *F. Hansen* 02–02 / *Elec. light* | Steel Sc Sr / 1 *Dk* | 822 / 621 / 503 | | 1888 | Flensburger Schiffsb. Ges. Flensburg | H. Schuldt | 191·2 \| 30·4 \| 13·1 Q59′ B49′ F26′ | Flensburg German *WB* | T.3Cy. 14″, 25″ & 40½″–27″ 85 NHP Flensburger Schiffsb. Ges. | | G | |
| 349 / LBGQ | — / *R. Scharmberg* 02–02 / *Mchy. Aft* | Steel Sc Sr / 1 *Dk* 2 tr *B* | 691 / 400 / 420 | | 1890 | Howaldts-werke Kiel | Zerssen & Co. | 179·6 \| 27·8 \| 12·2 Q54′ B19′ F25′ | Tönning German *WB* | T.3Cy. 14½″, 22½″ & 36½″–19½″ 60 NHP Howaldtswerke, Kiel | | G | |
| 350 / 96500 / KPWT | — / *D. F. Nicholson* 01–02 / *Elec. light* | Steel Sc Sr / 1 *Dk* | 618 / — / 392 | | 1897 | Union Iron Works San Francisco | Wilder's S.S. Co. | 170·6 \| 30·8 \| 14·8 | Honolulu Utd. States | T.3Cy. 12½″, 19″ & 32″–24″ 50 NHP Union Iron Works, S. Frisco. | | V | |
| 351 / JMGK | — / *I. Teste* 94–02 / *Well deck* | Steel Sc Sr / *ss* Hpl. No. 2–00 / 1 *Dk* (*Irn*). *Floors Irn* | 424 / 345 / 197 | ✠ ~~100 A1~~ Nwe *g* 11,03 ✠ NB ... ✠ LMC ... | 1892 / 4mo | Wood, Skinner & Co. Newcastle A&CP | X. Knieder | 150·0 \| 25·3 \| 12·5 Q74′ B14′ F16′ FK *WB* = *FPT* | Rouen French 4 *BHCem* 30*t APT* 20*t* | T.3Cy. 13″, 21½″ & 34″–27″ (*s*) 160 lb *80 lb* 71 NHP 1SB, 2*pf*, GS30, HS1218 N.E. Mar. E. Co. (Lim.), Sld. | 13 ″ 3 | | Lost by Collision 5,04 N9,02 |
| 352 / LQJK | — / *H. Permien* 99–99 / *Elec. light* | Iron Sc Sr / 1 *Dk* | 273 / 227 / 162 | | 1881 | G. Howaldt Kiel | Sartori & Berger | 125·3 \| 21·1 \| 12·3 len 90 | Kiel German | C.2Cy. 15″ & 21″–14″ NB 98 14 NHP Gebr. Howaldt, Kiel | | G | |
| 353 / 63 / LRJW | **Hélène** / *P. Nassel* / (*ex* La Mouette) | Iron & Steel Sc K / *ss* Ant. No. 1–99 / 1 *Dk* *Iron framing Steel plating* | 154 / 120 / 62 | 100 A1 Ant *Stm Trawler* 6,02 BS ~~6,07~~ LMC 12 | 1897 / 2mo | Cochrane & Cooper Beverley *Lloyd's SA&CP* | César de Groote | 105·0 \| 21·0 \| 11·2 Q18′ F21′ BK 7½″ | Ostend Belgian 3 *BHCem* | T.3Cy. 12½″, 19½″ & 32½″–22½″ 150 lb (*s*) 56 NHP 1SB, 2*cf*, GS33, HS956 Amos & Smith, Hull | 12 ″ 0 | | 6,02 |
| 354 / LRJW | **Helene Horn** / *J. Braack* 00–00 / (*ex* Galeb) 1 *Dk* & *pt Awng dk* & *Web frames* | Steel Sc Sr | 1824 / 1346 / 1150 | ... | 1895 | Campbel-town S.B. Co. Campbeltwn | H. C. Horn | 260·7 \| 36·8 \| 18·4 Q92′ *pt Awng dk* 167′ FK | Lübeck German *WB* | T.3Cy. 20″, 33″ & 53″–36″ 166 NHP J. G. Kincaid & Co. Grk. | 19 ″ 6 | A G | |
| * 355 / 3481 / JKQS | **Helene Lohden** / ~~*Gd. H. Johannsen* 03–08~~ *M. Andersson* –03 / (*ex* Coanwood) 6th Survey, Shl. 9,91 | Iron Sc Sr / Sld Hpl / 2,051 *Dk* (*Irn*) 2 tr *B* | 1074 / 888 / 626 | ✠ A 1.1 (~~Coal~~) ✠ NB 1,87 ~~BS 2,02~~ | 1872 / 7mo | Osbourne, Graham & Co. Sunderland | Ångf Aktieb. Helene Lohden (H. Andersson) | 226·8 \| 30·0 \| 16·6 P196′ Q56′ H 10′ F23′ BK 8″ *WB* = *DB a & f* | Strömstad Swedish 3 *BH* 1 PRH | C.2Cy. 26⅝″ & 48″–30″ (*s*) 80 lb *55 lb* NDB 91 101 NHP 1SB, 3*pf*, GS51, HS1722 M. Samuelson, Hull | 19 ″ 10 | | ~~7,00~~ N10,04 |
| 356 / RMWN | **Helene Menzell** / *R. Beyreis* –03 / *Elec. light* | Steel Sc Sr / 1 *Dk* & *deep framing* | 1552 / 1068 / 984 | | 1903 | Flensburger Schiffsb. Ges. Flensburg | Chinesische Kustenfahrt Ges (Menzell & Co. *Mgrs.*) | 245·3 \| 35·2 \| 15·2 P14′ Q58′ B112′ F30′ | Hamburg German *WB* | T.3Cy. 15″, 23⅝″ & 43⅛″–34⅞″ 110 NHP Flensburger Schiffsb. Ges. | | G | |
| 357 / QHPN | **Helene Rickmers** / *G. Warnecke* / *Elec. light* | Steel Sc / 2 *Dks* | 3543 / 3277 / 2255 | | 1903 | Rickmers Act. Ges. Bremerhaven | Rickmers Reis-mühlen, Rhed. & Schiff b. Act. Ges. | 352·9 \| 45·1 \| 26·2 P47′ B94′ F45′ | Brmrhavn German *WB* | T.3Cy. 23⅝″, 37″ & 66½″–43½″ 295 NHP Masch. Buckau A G. Buckau | | G | |
| * 358 / RHKN | **Helene Sauber** / *J. Kruse* 93–93 / *Well deck* | Steel Sc Sr / *ss* Ham. No. 3–2,01 / 1 *Dk* (*Stl*) 2 tr *B* | 1054 / 745 / 608 | ✠ 100 A1 Ham *m* 4,04 ~~Nwe~~ ~~NB 1,94~~ ~~BS 6,04~~ LMC ~~4,04~~ | 1888 / 9mo | Flensburger Schiffsb. Ges. Flensburg *Lloyd's SA&CP* | Sauber Gebr. | 209·4 \| 31·1 \| 14·3 Q102′ F23′ BK 7″ *WB* = *Cell DB* 169′ 250*t* | Hamburg German 4 *BHCem* | T.3Cy. 19½″, 28″ & 51″–33″ (*s*) 165 lb *90 lb* 154 NHP 2SB, 4*cf*, GS58, HS2346 Flensburger Schiffsb. Ges. | 16 ″ 11 | | ~~4,01~~ 4,05 |
| 359 / RHLM | **Helene Woermann** / *J. Meyer* 99–02 / *Elec. light* | Steel Sc Bn / (*ex* Montevideo) 2 *Dks* 3 tr *B* | 2583 / 2119 / 1620 | | 1888 | Blohm & Voss Hamburg | Woermann Linie Kommandit Ges. | 323·1 \| 40·2 \| 22·2 P93′ B76′ F52′ | Hamburg German *WB* | T.3Cy. 25¼″, 40″ & 66″–42″ 282 NHP Blohm & Voss, Hamburg | | G | |
| * 360 / HMFD | **Heleni** / *G. Saliaris* –97 / *Well deck* | Steel Sc Sr / *ss* Pir. No. 3–3,04 / 1 *Dk* (*pt Irn & pt Stl*) 2 tr *B* | *1414* / *1071* / *910* | ✠ 100 A1 Pir *o* 6,04 ~~Nwe~~ Mes ~~NB 1,04~~ LMC ~~4,04~~ | 1891 / 8mo | Raylton Dixon & Co. Middlesbro' A&CP | A. K. Saliaris & Co. | 240·0 \| 34·4 \| 15·7 Q89′ B100′ F26′ BK 7″ *WB* = *Cell D B* 197′ 337*t* | Zante Greek 4 *BHCem* *APT* 31*t* | T.3Cy. 18½″, 30″ & 49″–33″ (*s*) 160 lb *80 lb* 137 NHP 1SB, 3*cf*, GS60, HS2035 J. Dickinson, Sunderland | 18 ″ 1 s 1 ″ 6½ | | N5,03 |
| 361 / RJLT | **Helfrid Bissmark** / *Cassens* 02–02 | Steel Sc Sr / 1 *Dk* | 479 / 357 / 290 | | 1892 | Helsingörs Jrnsk & Mskb Elsinore | Bissmark Linie G. m. b. H. | 167·8 \| 26·0 \| 11·7 Q78′ B17′ F18′ | Hamburg German *WB* | C.2Cy. 19″ & 35″–21″ 47 NHP Hlsingörs Jrnsk & Mskb | | V | |
| * 362 / JBSC | **Helga** / *O. Röjahn* –03 / (*ex* Hereford) *Well deck* | Steel Sc Sr / *ss* Xia. No. 3–8,03 / 1 *Dk* (*Irn*) & *Web frames* | 2631 / 2048 / 1670 | ✠ 100 A1 Xia *t* 6,04 ~~8,03~~ Sbl ~~NB 8,03~~ LMC ~~8,03~~ ~~BS 8,06~~ | 1890 / 9mo | W. Dobson & Co. Newcastle *Lloyd's SA&CP* | Dpskslsk. Helga (H. Isachsen) | 300·0 \| 40·2 \| 20·0 Q109′ B134′ F30′ FK *WB* = *Cell DB* 250′ | Grimstad Norwegian 6 *BHCem* 162*t APT* 40*t* | T.3Cy. 22″, 36″ & 59″–42″ (*s*) 160 lb *160 lb* 243 NHP 2SB, 6*pf*, GS96, HS3860 Wllsnd Slpwy Co. Ld. Nwc. | 22 ″ 9 s 2 ″ 3 | | 8,03 N6,04 |
| 363 / NVTH | — / *J. Kristensen* / | Steel Sc Sr / *ss* Cpn. No. 1–02 / 1 *Dk* (*Irn*) & *deep framing* | 1182 / 1046 / 725 | ✠ 100 A1 ~~Nwe~~ 1,03 Bly *o* Sld ~~BS 3,04~~ LMC ~~4,04~~ | 1897 / 4mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | Akties. Dampskib. Heimdal (M. Carl, *Mgr.*) | 232·0 \| 34·0 \| 16·6 P22′ B59′ F28′ FK *WB* = *Cell DB a & u E88′ f* 90′ | Copnhagn Danish 4 *BHCem* 354*t APT* 24*t* | T.3Cy. 18″, 28½″ & 47½″–33″ 160 lb *80 lb* (*s*) 127 NHP 1SB, 3*rf*, GS42, HS1875 Cen. Mar. Eng. Wrks. W Hpl | 18 ″ 10 s 2 ″ 6½ | | ~~2,03~~ 1,05 |
| 364 / 94425 / MLKN | — / *D. Thompson* 03–03 / | Steel Twin Sc Sr / *ss* Ldy. No. 3–10,03 / 1 *Dk* | 283 / 226 / 75 | ✠ 100 A1 ~~6,04 10,03~~ 9,04 Ons Dub ~~BS 9,04~~ LMC ~~10,03~~ | 1891 / 11mo | S. M'Knight & Co. Ayr *Lloyd's SA&CP* | Department of Agriculture & Technical Instruction (Fisheries Branch) | 145·5 \| 23·0 \| 10·7 F30′ *WB* = *Cell D B* 91′ 58*t* | Ayr British 4 *BHCem* 80*t APT* 24*t* | T.6Cy. 11″, 16½″ & 27″–22″ (*s*) 160 lb *80 lb* 80 RHP 1SB, 3*pf*, GS61, HS1560 Muir & Houston, Glasgow | 13 ″ 0 s 1 ″ 7 | | 10,03 |
| 365 / JTWO | — / *P. Hellevik* | Wood Sc Sr / 1 *Dk* | 162 / 135 / 91 | | 1875 | ..... Carlstad | Acties. S.S. Helga (M. Knudsen) | 97·2 \| 22·2 \| 10·3 P24*t* | Aalesund Norwegian | C.2Cy. 10½″ & 25″–17½″ NB 97 22 NHP Christiehamns M.V. | | | |
| 366 / NWSG | **Helge** / *H. S. A. Olsen* | Steel Sc Sr / 1 *Dk* & *Web frames* | 1805 / 1412 / 1249 | | 1895 | Helsingörs Jerns. Mask Elsinore | Dpskslsk Danmark (Ths. Sonne & Co.) | 270·8 \| 38·1 \| 23·5 P17′ Q80′ B116′ F32′ | Copnhagn Danish *WB* | T.3Cy. 18½″, 30″ & 49″–36″ 141 NHP Helsingörs Jrnsk & Mskb yg | | V | |
| * 367 / 3972 / JMNS | — / *E. A. Nordström* 03–03 / (*ex* James Groves) *Well deck* | Iron Sc Sr / *ss* Hpl. 2nd No. 3–3,02 / 1 *Dk* 2 tr *B* | 1133 / 889 / 661 | ✠ 100 A1 Cff *n* 9,04 ~~Nwe~~ Gls ~~NB 1,03~~ LMC ~~1,03~~ | 1877 / 9mo | W. Gray & Co. W Hartlepool A&CP | Ångf. Aktieb. Göte-borg-Manchester (K. O. F. Dalman, *Mgr.*) | 236·2 \| 31·4 \| 17·8 Q84′ B50′ F31′ BK 8″ *WB* = *DB a* 65′ *f* 64′ 215*t* | Gothenbrg Swedish 4 *BHCem* | C.2Cy. 24″ & 49″–33″ (*s*) 85 lb *90 lb* NDB 02 101 NHP 1SB, 3*pf*, GS50, HS1512 T. Richardson & Sons, Hpl. | 18 ″ 8 s 1 ″ 9 | | N10,01 |
| 368 / JNCQ | — / *C. A. Johansson* 03–03 / (*ex* Inga, *ex* Gottorp) | Iron Sc Sr / 1 *Dk* | 334 / 290 / 190 | | 1883 | G. Howaldt Kiel | H. Donnér | 141·7 \| 23·1 \| 12·8 B27′ H6′ F13′ | Åhus Swedish *WB* | C.2Cy. 15¼″ & 27½″–15¾″ NB 03 25 NHP Gebr. Howaldt, Kiel | | G | |

| Numéro d'Ordre. / Numéro Spécial. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Force asale. Force de remorquage. Lettres de Bord. | Construit. Quand. — Mois. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | Port. Pavillon. | Machines. Nos & Type des Machines — Course — Diamètre des Cylindres. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers de bord. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse aux Essais. Premier bord en mer. | Navire. | Machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 369<br>761<br>JCDV | Helge<br>*C.E.Bengtsson* –01<br>*Mchy. Aft* | CompScSp<br>1*Dk*<br>142<br>103 | | 1890 | S.Groth<br>Sjötorp | Ångf Aktiesb. Helge (F.B.Wahlquist) | 99·0 21·5 9·9<br>P31′ | Gothenburg<br>Swedish | C.2Cy.9½″&17½″-14″<br>9NH<br>Göteborgs Mk. Verkst., Gothenburg | | | |
| 370<br>QGDT | Helgoland<br>*H.Thomer*<br>(*ex*Marin Rickmers)<br>*Elec.light* | ssBhn.No.2-01 SteelScSr<br>ssBhn.No.1-00<br>2*Dks*(1pt*Irm*&*Stl*&<br>1*Stl*)&*Web frames* | 5652<br>4566<br>3660 | ✠100A1<br>8,04<br>LMC04 | Bhn | *y* | 1896<br>3mo<br>*Lloyd's* | J.L.Thompson&Sons,Ld.<br>Sunderland<br>*WB = Cell D Ba* | Norddeutscher Lloyd<br>FK<br>131′ *u E & B* 41′ *f* 163′ | 409·0 50·5 27·1<br>P&B270′F48′<br>956*t APT* 42*t* | Bremen<br>German<br>7 *BHCem* | T.3Cy.26½″,43½″&72″–48″<br>180lb (*r*) 402NH<br>4SB.*12pf*,gs212,hs6870<br>G.Clark,Ld.Sunderland | 30 « 0 | | |
| 371<br>QFMP | —<br>*A.Martens*91–92 | IronScTug<br>1*Dk* | 205<br>184<br>— | | | | 1891 | J.C.Tecklenborg<br>Geestemünde | Deutsche Dmpfs-fahrts.Ges.Hansa | 114·1 22·1 12·2<br>*WB* | Bremen<br>German | C.2Cy.22¾″&39″–25½″<br>64NH<br>H.Pauckssch Landsberg A. | | G | |
| 372<br>NGRL | —<br>*P.Ollerich*02–02 | SteelSc<br>(*Trawler*)<br>1*Dk* | 150<br>140<br>41 | | | | 1896 | G.Seebeck<br>A.G.<br>Geestemünde | Rhed.Fischd.<br>"Helgoland"<br>(Joh.vonEitzen) | 106·0 21·0 10·2<br>B81′ | Altona<br>German | C.2Cy.17⅞″&32½″–22″<br>41NH<br>G.Seebeck A.G., Geestemünde | | V | |
| 373<br>91254<br>KCNJ | Heliades<br>~~*Helios*~~ 98<br>*Ref. Mchy. Aft* | IronScBn<br>ssLiv.No.3–12,98<br>*Arnold* 1*Dk*(*Irn*)&*Web frames* | 2965<br>2772<br>1922 | ✠100A1<br>*Spar dk*<br>12,02<br>MS4,03 BS11,03 | Liv | *u* | 1885<br>9mo<br>*Lloyd's* | Richardsn,<br>Duck&Co.<br>Stockton<br>*WB = D* | Brit.&S.American Stm Nav Co Ld (R.P. Houston&Co. *Mgs*) | 320·0 40·2 19·4<br>B68′ 27½<br>BK 10′<br>*B a* 92′ 202*t APT* 11*t* | Liverpool<br>British<br>5 *BHCem* | T.3Cy.24″,40″&64″–45″ (*a*)<br>150lb *110lb* 275NH<br>2DB.*8cf*,gs146<br>*MT* 28′ 402*t*<br>W. Richardson&Sa., W. Hpl. | 20 « 9<br>« 7 · 1½ | | |
| 374<br>RKTH | Helios<br>*C.Jansen*94–97<br>*Mchy. Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*<br>*Elec.light* | SteelSc3MstSr<br>(*ex*A. C. O.)<br>&*Web frames* | 3475<br>3109<br>2211 | ✠<br>*Spar dk*<br>9,97<br>*Carrying Cott* | Rot | *w* | 1894<br>3mo<br>*in bulk* | David J.<br>Dunlop&Co.<br>Port Glasgow | Deutsch-Amerik. Petroleum Ges.<br>*WB = Cell D* | 333·5 43·2 21·6<br>P96′B30′F48′ 28·3<br>FK<br>*B* 66′ 192*t FPT* 200*t* | Hamburg<br>German<br>12 *BHCem* | T.3Cy.25″,40½″&65″–48″<br>351NH<br>2DB.*12rf*,gs148.hs6127<br>David J. Dunlop&Co., P.Gl | 22 « 9 | GV | |
| 375<br>KHMS | —<br>*C.Gilovich* | IronScBk<br>2*Dks* | 1953<br>1780<br>1198 | | | | 1881 | Lloyd Austro-Ungarico<br>Trieste | Lloyd Austriaco | 297·5 35·2 25·4 | Trieste<br>Aust.-Hung. | C.2Cy.35¾″&61¾″–48″<br>220NH<br>Arsenale Lloyd, Trieste | | | |
| 376<br>SQLB | —<br>*K.E.Lindroos* –02<br>(*ex*Barraclough)<br>*Well deck* | SteelScSr<br>ssNpt.No.3–3,02<br>1*Dk*(*Irn*)2*tr B* | 1769<br>1452<br>1148 | ✠100A1<br>9,04<br>BS7,04 | Npt<br>Hul | *q*<br>LMC02 | 1889<br>11mo | Ramage&<br>Ferguson<br>Leith | Ångf Aktieb Finska Lloyd (E.Krogius, *Mgr.*)<br>*WB = Cell* | 260·1 37·1 17·1<br>P32 Q72′B100′<br>F31′ BK 9½′<br>*D B* 184′ 298*t FPT* 34 | Helsingfrs<br>Russian<br>4 *BHCem* | T.3Cy.19″,30″&51″–39″ (*a*)<br>160lb *90lb* NDB99 165NH<br>2SB.*4rf*,gs894,hs2501<br>Ramage&Ferguson,Leith | 19 « 5<br>« 1 · 6½ | | |
| 377<br>HFWM | —<br>*J.Baird* –02 | SteelPadSr<br>3*Dks* | 1520<br>767<br>957 | | | | 1892 | Scotswood<br>S.B.Co(Lm.)<br>Newcastle | N.Mihanovich | 260·0 32·0 12·0 | M.Video<br>Uruguayan | T.3Cy.30″,49″&75″–84″<br>516NH<br>A.&J.Inglis,Glasgow | | | |
| 378<br>HFWM | —<br>*C.Eitrem* –00 | SteelScSr | 1334<br>1234<br>832 | | | | 1897 | Wood,<br>Skinner&Co.<br>Newcastle | Dampskskib Helios (Bruusgaard, Kjösterud&Co.) | 236·8 35·1 18·0<br>B30′F28′ | Drammen<br>Norwegian<br>*WB* | T.3Cy.18½″,30″&49″–38″<br>138NH<br>N.E.Marine Co.(Lim.) Nwc | | N | |
| 379<br>QGNL | —<br>*C.Schwarz*97–01<br>*Well deck* | SteelScSr<br>1*Dk* | 797<br>611<br>473 | | | | 1898 | Wood,<br>Skinner&Co.<br>Ld.Newcastle | Dampfschiff fahrts Ges.Neptun | 221·5 29·2 11·8<br>Q92′B16′F27′<br>len01 FK | Bremen<br>German<br>*WB* | T.3Cy.15″,25″&40″–27″<br>93NH<br>N.E.Marine Co.Ld.Nwc. | 14 « 0 | G | |
| 380<br>2891<br>JGLC | —<br>*P.O.Grönberger* –02 | SteelScSr<br>1*Dk* | 298<br>288<br>155 | | | | 1896 | Oskarshmns M.V.Aktiebk<br>Oskarshamn | Bergnings och Dykeriaktieb. Neptun (J Drakenberg *Mgr*) | 145·0 24·4 12·4<br>H10*t* | Stockholm<br>Swedish | C.2Cy.31″&53″–36<br>140NH<br>Oskarshamns M.V. Aktieb. | | | |
| 381<br>113238 | —<br>*J.Alp*97–03 | SteelScK<br>1*Dk* | 201<br>179<br>62 | ✠100A1<br>*Stm Trawler*<br>1,04 | Gms | | 1903<br>1mo<br>*Lloyd's* | Cook, Welt'n&Gemmell<br>Hull<br>&*CP* | Roberts & Ruthven Ld. | 115·0 21·5 11·2<br>Q49′F19′<br>BK 7′ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.12½″,19½″&32″–23″<br>180lb (*s*) 55RH<br>1SB,2*cf*,gs28,hs1025<br>C.D.Holmes&Co.Hull | 12 « 1 | | |
| 382<br>114060<br>VLSK | Helius<br>*J.B.Beevor* –03<br>(*ex*Dresden)<br>*Elec.light* | SteelScSr<br>ssBhn.No.3–11,03<br>2*Dks*(1*Stl*–ws)<br>&*Spar dk*(*Stl*–teak s) | 4580<br>4059<br>2916 | 100A1<br>*Spar dk*<br>11,03 | Bhn | *y* | 1888<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>&*CP* | Union-Castle Mail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*) | 390·7 46·8 31·2<br>P70′B131′F76′<br>BK 11′<br>*WB* = | Liverpool<br>British<br>7 *BHCem* | T.3Cy.30″,50″&80″–54″ (*s*)<br>150lb *92lb* 630NH<br>2D&1SB.*15cf*,gs323,hs12265<br>Fairfield Co Ld. Glasgow | 24 « 7<br>« 10·11 | BT till | |
| 383 | Hellas<br>*D.Piangos*<br>1*Dk*(*Stl*)2*tr B*&*Web frames*<br>3*Dk rule* | SteelScSr | 3613<br>3327<br>2345 | ✠100A1<br>11,03 | Bry | *w* | 1903<br>6mo<br>*Lloyd's* | R.Craggs<br>&Sons,Ld.<br>Middlesbro'<br>&*CP* | D.G.Moraitis<br>*WB = Cell D Ba* 106′ | 340·0 47·0 24·9<br>P39′B110′F35′<br>FK<br>*u E & B* 44′ *f* 142′ 821*t* | Andros<br>Greek<br>6 *BHCem* | T.3Cy.25″,42″&68″–45″ (*s*)<br>170lb *100lb* 348NH<br>2SB,8*cf*,gs116,hs5860<br>N.E.Marine Eng.Co.Ld.Sld<br>*DT* o 33′ 735*t*<br>*FPT* 65*t APT* 90* | 27 « 2<br>« 4 · 11 | | |
| 384<br>RKCD | —<br>*M.Kayser*00–03<br>1*Dk*&*Web frames* &*pt Awng dk* | SteelScSr | 2458<br>1783<br>1551 | | | | 1894<br>*Lloyd's* | Richardsn,<br>Duck&Co<br>Stockton<br>&*CP* | Hamburg-Amerik. Packetf. Act. Ges. (Ham-Amr-Linie) | 290·0 42·0 17·4<br>P29′Q92′ 244<br>*pt Awng dk* 169′ FK | Hamburg<br>German<br>*WB* | T.3Cy.22″,36″&59″–39″<br>219NH<br>Blair&Co.(Lim.), Stockton | 20 « 1 | G | |
| 385<br>HFLB | —<br>*Calogeros*80–88 | IronScSr<br>1*Dk* | 326<br>—<br>171 | | | | 1880 | HM'Intyre<br>&Co.<br>Paisley | D.P.Goudis | 162·1 22·4 11·5<br>P31′ B19′ F16 | Piræus<br>Greek | C.2Cy.22″&40″–30″<br>73NH<br>Hutson&Corbett,Glasgow | | | |
| 386<br>113410<br>RVJM | Illenes<br>*E.Baker* –02<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Weep framing* | 3337<br>3089<br>2020 | ✠100A1<br>*Spar dk*<br>10,03 | Npt<br>LMC03 | *w* | 1900<br>9mo | A.McMillan&Son.Ld.<br>Dumbarton<br>&*CP* | Brit.&S.American Stm Nav Co Ld (R.P Houston&Co. *Mgs*)<br>*WB = Cell D Ba* 98 | 350·2 47·0 17·0<br>P32′B164′F91′ 25·8<br>FK<br>*u E & B* 62′ *f* | Liverpool<br>British<br>6 *BHCem* | T.3Cy.26″,43½″&72½″–48″ (*s*)<br>180lb 498NH<br>3SB.*9cf*,gs165,hs7175 FD<br>D.Rowan&Co.Glasgow<br>132′ 705*t FPT* 122*t APT* 388* | 19 « 6<br>« 4 · 3 | | |
| 387<br>87[illegible]<br>JVSW | –<br>*T.J.C.Boyd* –01<br>(*ex*Fram,*ex*Hellenes)<br>*Well deck* | IronScSr<br>ssLiv.No.3–4,97<br>ssTrn.No.1–02<br>1*Dk*(*Irn*)&*Web frames* | 1983<br>1623<br>1268 | ✠100A1<br>8,04<br>MS10,04 BS8,04 | Frn | | 1884<br>6mo | W.Pickersgill&Sons<br>Sunderland<br>&*CP* | Donald&Taylor<br>*WB = APT* 20*t* | 270·2 40·3 18·7<br>Q96′B66′F32′<br>BK 9½′<br>*MT* 28′ 389*t aft deck* | Glasgow<br>British<br>4 *BHCem*<br>*tank* 20′ 324*t* | C.2Cy.30″&62″–42″ (*a*)<br>150lb *75lb* 188NH<br>2SB.6*pf*,gs102,hs2967<br>G.Clark,Sunderland | 20 « 8<br>« 2 · 2½ | | |
| 388<br>96221<br>LSDW | Hellenic<br>*R.Bettess* –03 | IronScK<br>ssGms.No.3–8,98<br>ssGms.No.1–02<br>1*Dk* | 159<br>142<br>64 | ✠100A1<br>*Trawler*<br>12,[illegible]<br>ES [illegible] | Gms<br>Flt<br>LMC 7.02 | | 1890<br>6mo<br>*Lloyd's* | Earle's Co.<br>(Lim.)<br>Hull<br>&*CP* | Grimsby Steam Fishing Co. Ld. | 100·9 20·5 10·7<br>Q44′F19′<br>pt ND02 BK 7½′ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.10½″,20″&32″–22″ (*r*)<br>150lb 55RH<br>1SB.2*cf*,gs29,hs825<br>Earle's Co.(Lim.), Hull | 11 « 7 | | |
| 389<br>[illegible] | Hellespont<br>*Scott*94–94 | SteelScTug<br>1*Dk*(*Irn*) | 11[illegible]<br>104<br>— | ✠<br>*For River purposes only*<br>5,94 | Shl | | 1894<br>5mo | J.P.Renoldson&Sns<br>S.Shields | Stathatos Bros. | 100·4 19·2 9·2<br>*WB = FPT* 18*t* FK | Ithaca<br>Greek<br>1 *BHCem* | T.3Cy.12″,20″&32″–22″<br>1SB.2*pf*,gs27,hs952 56NH<br>J.P. Renoldson& Sns, S Shl | 9 « 8 | | |
| 390<br>162<br>[illegible] | Hellespontos<br>1*Dk* | WoodSc | —<br>—<br>102 | | | | 1865 | ..... | Theophilatos Stathatos | 116·8 17·1 8·7 | Piræus<br>Greek | | | | |

| No. in Book / Official No. / Signal Letters | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. (✝ for Special Survey) Date of last Survey. | Port of Survey. | Transactions since new register. Equipment. Letters. | Built. When built. | By Whom. Where. | Owners. | Registered Dimensions. Deck Erections. &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. | Compass. | Deck. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 391 / — / HJFQ | Hellig Olav / *J.P.Holst* –08 / *Elec.light* *Ref.Mchy.* | 10085 / 6506 / 6061 | ✝100A1 / *Spar dk* / 1.04 ✝LMC4,01 | Liv | *u* | 1902 | A.Stephen & Sons,Ld. Glasgow | ForenedeDmpskib. Selskab | 500·8 \| 58·3 \| 29·2 / P44′B176′F59′ 37·6 | Copnhagn Danish / *WB*— | T.6Cy.30″,50″&80″–54″ 910NH / A.Stephen&Sons,Ltd.Gls | | V | |
| 392 / — / JFNT | Hellmuth / *T.Maskow92–99* / *Elec.light* *1Dk* | 774 / 599 / 478 | | | | 1899 | Nüscke& Co. Grabow | OstseeDmpfschiff-fahrtsA.G.(H.F. Koepcke, *Mgr.*) | 199·8 \| 29·1 \| 13·0 / Q56′B52′F31′ | Stettin German / *WB* | T.3Cy.16¾″.26½″&48″–28″ 98NH / Kette,Deut.Elbschifff.Ges Uebigau | | V | |
| 393 / — / LDSQ | Hellopes / *Wilkie* –01 / *Elec.light* *1Dk(Irn)* *ssLiv.No.3–4,01* *Spardk* *Deepframes* *Ref.Mchy* | 2774 / 2608 / 1797 | ✝100A1 / *Spar dk* / 1.04 ✝LMC4,01 | Liv | *u* | 1889 / 5mo | J.Reid&Co Pt.Glasgow | Brit.& S.American StmNavCoLd(R.P Houston&Co. *Mgrs.*) | 320·4 \| 40·1 \| 17·8 / B76 F29 BK16 / *B272′604t APT12t* | Liverpool British / *WB—Cell* | T.3Cy.24″,40″&64″–45″ 160lb *140lb* NDB90 287NH 2DB,*12cf*,GS180,HS1500 Rankin&Blackmore,Grk. | 21 ″ 1 / 9 ″ 11 | | |
| 394 / 118270 / VBTK | Helmsman / *A.W.Atwood03–03* / *Well deck* *1Dk(Irn)* *Mchy.Aft* *Elec.light* | 458 / 311 / 207 | ✝100A1 / 5,01 5,03 / ✝LMC5,03 | Nwc | *g* | 1903 / 5mo / *Lloyd* | Wood,Skinner&Co.Ld Newcastle | C.Rowbotham | 160·0 \| 25·0 \| 10·2 / Q68′B15′F20′ FK / *WB—DB* | London / *WB* | T.3Cy.18½″,22″&36″–27″ 180lb *90lb* 75RH 1SB,*3pf*,GS39,HS1200 N.E.MarineEng.CoLd Nwc | 12 ″ 6 / 1 ″ 0 | | |
| 395 / 116581 / — | Help / — / *1Dk* | 146 / 124 / 90 | | | | 190? | A.H.N. Gardner Liverpool.NS | G.W.&W.Brooks | 76·0 \| 27·7 \| 8·4 / H22t | Liverpl NS British | C.2Cy.14″&26″–16″ 29RH / PortlandMachineCo. | | | |
| 396 / 3578 / JLCG | Helsingborg / *J.W.Shreil97–00* / *1Dk(Irn)* *ssBel.No.1–04* *deep framing* | 2520 / 2103 / 1620 | ✝100A1 / 2,05 ~~1,04~~ / ✝LMC | Bel / Bry | *s* | 1900 / 1mo / *Lloyd* | W.Gray& Co.Ld. W Hartlepool | Rederiaktieb. Helsingborg N.C.Corbitzon) | 302·6 \| 43·2 \| 19·8 / P21′B79′F31′ FK / *WB—Cell DBa98* | Hlsngborg Swedish / *WB* | T.3Cy.22″,35″&59″–39″ 160lb *80lb* 221NH 2SB,*6cf*,GS82,HS3378 Cen. Mar.Eng.Wks.W.Hp | 22 ″ 3 / 3 ″ 8½ | | ~~5,03~~ |
| 397 / — / RMBJ | — / *E.Frey95–01* / *Well deck* *1Dk(Stl)* *deep framing* | 1121 / 845 / 571 | ✝100A1 / 5,05 ~~12,03~~ / ✝LMC | Nwc / Shl | *n* | 1901 / 3mo / *Lloyd* | Grngem'th &Greenock DockyardCo Greenock | BismarkLinie G.m.b.H. | 224·9 \| 34·2 \| 13·9 / 177 B59′F23′ FK / *WB—CellDBa33′* | Hamburg German / *WB* | T.3Cy.17″,27″&44″–33″ 180lb *80lb* 124NH 1SB,*3cf*,GS57,HS1918 Hutson&Sons,Ld.Glasgow | 16 ″ 1 / 8 ″ 5 | | ~~12,03~~ 4,99 |
| 398 / — / NMBV | — / *B.S.A.Stuhlman* / *Well deck* *1Dk* | 530 / 490 / 187 | | | | 190? | Helsingörs Jernsk&Msk Elsinore | DeDanskeStats-baner | 177·0 \| 32·1 \| 13·9 / — | Copnhagn Danish / *WB* | C.4Cy.19″&38″–20″ 108NH / HelsingörsJernsk &Msk | | | |
| 399 / — / NVFQ | — / *P.Bergendorff80–83* / *Well deck* *1Dk* | 178 / 144 / 78 | | | | 1884 | Göteborgs Mek.Vk. Gothenburg | Dampskib.Selska-betÖresund(J.D. Krogh. *Mgr.*) | 144·4 \| 20·5 \| 9·5 / P56′ B*st* F17′ len — | Copnhagn Danish | C.4Cy.14″&28″–18″ 55NH / Burmeister&Wain,Cpn. | | | |
| 400 / Wrecked 12,04 / — | Helsingfors / *Martin* –03 / *Elec.light* *1Dk2trB* | 755 / 675 / 504 | | | | 1903 | Ch.Naval Anversois Hoboken | HelsingforsÅngf. Aktieb. (G.Paulig, *Mgr.*) | 210·7 \| 30·0 \| 14·4 / — | Helsingfrs Russian / *WB* | | | | |
| 401 / — / SNGR | — / — / — | 131 / 5: / 75 | | | | 1901 | W.Rosen-lew&Co. Bjorneborg | BorgaÅngfartygs Aktiebolag | 95·9 \| 18·1 \| 6·7 / — | Borgå Russian / *WB* | C.2Cy.8⅔″&17½″–11″ 8NH / W.Rosenlew&Co. | | | |
| 402 / — / NBMJ | Helsingör / *O.Pedersen* (*Salvage Steamer*) / *1Dk* | 213 / 207 / 83 | | | | 1868 | Burmeister &Wain Copenhagen | Em.Z.Svitzer's Bjerg.Enterprise | 132·2 \| 21·4 \| 12·0 / B5*t* | Copnhagn Danish | C.4Cy.16½″&34″–20″ 86NH / Burmeister&Wain,Cpn. | | | |
| 403 / — / RHLQ | Helvetia / *C.Bonath01–* / *2Dks3trI* | 2825 / 2548 / 1814 | | | | 1889 | Tyne I.S.B. Co.(Lim.) Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 316·0 \| 40·0 \| 24·4 / P28′ B58′ F32 | Hamburg German / *WB* | T.3Cy.24″,40″&64″–45″ 275NH / WllsndSlpwyCo.Ld.Nwc | 27 ″ 0 | G | |
| 404 / — / PTBH | — / *A.Serra01–02* (*ex Dauphiné*) / *Mchy.Aft* *2Dks* | 1019 / 948 / 611 | | | | 1866 | Forges&C. de la Médit La Seyne | Semler&Gerhardt | 244·7 \| 29·2 \| 18·5 / — | Genoa Italian / *Tpd89* | T.3Cy.19¼″,30½″&49½″–35½″ NB89 144NH Forges&C.de la Medit Msl | | V | |
| 405 / — / MQBH | — / *W.S.Lee* –03 / — | 189 / 158 / 77 | | | | 1892 | R.Smith& Co. Lytham | Monks,Hall&CoLd RibbleShppgCoLd (J.S.Sellers, *Mgr.*) | 110·0 \| 21·4 \| 8·7 / F11*t* | Liverpool British / *WB* | C.2Cy.13″&28″–18″ 28RH / R.Smith&Co.,Lytham | | | |
| 406 / 109803 / — | — / *J.Russell90–98* / *1Dk* | 167 / 148 / 53 | ✝100A1 / *Stm Trawler* / 6,04 ~~1,03~~ BS6,04 ✝LMC6,02 | Gms | | 1898 / 6mo / *Lloyd* | Cook, Welt'n&Gemmell Hull | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 101·8 \| 20·8 \| 11·1 / Q47′F19′ BK7½ / *WB—DBa* | Grimsby British / *WB* | T.3Cy.12½″,19½″&32″–22½″ 170lb (*s*) 50RH 1SB,*2cf*,GS28,HS897 C.D.Holmes&Co.Hull | 11 ″ 10 | | ~~3,02~~ 6,04 |
| 407 / 111741 / TSWD | Hematite / *A.Campbell87–03* / *Well deck* *Mchy.Aft* *Elec.light* *1Dk(Irn)* | 722 / 517 / 302 | ✝100A1 / 1.03 / ✝LMC2 | Bwg | *k* | 1903 / 1mo / *Lloyd* | Scott& Sons Bowling | W.Robertson | 195·7 \| 30·1 \| 11·2 / Q103′B11′F35′ BK7½ / *DBf117′185t FPT* | Glasgow British / *WB—Cell* | T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *75lb* 98RH 1SB,*3pf*,GS61,HS1840 Ross&Duncan,Glasgow | 13 ″ 6 / 5 ″ 1 | | |
| 408 / 100857 / PRVG | Hemisphere / *O.Jones* –00 / *1Dk(Stl)* *Spardk(Irn)* *deep framing* | 3486 / 3237 / 2230 | ✝100A1 / *Spar dk* / ~~1.94~~ 8810.03 ✝LMC9,01 | Bry | *w* | 1897 / 6mo / *Lloyd* | Bartram& Sons Sunderland | Hemisphere S.S.Co Ld. (~~W.Thomas&~~ ~~Co.~~ *WB—Cell* *DBa112′uE21* Thomas Sons&Co Ld) | 350·0 \| 46·5 \| 16·2 / P40′B102′F36′ 21·3 FK / *f140 700t FPT186t* | Liverpool British / *WB* | T.3Cy.24″,39½″&65″–42″ (*s* 180lb *100lb* 287NH 2SB,*6cf*,GS105,HS4280 J.Dickinson& Sons,Ld.,Sh | 18 ″ 8 / 8 ″ 8 | | 7.02 |
| 409 / 2057 / JGRH | Hemland / *J.S.Johansson99–00* (*ex Midas*) | 1916 / 1646 / 1161 | ✝100A1 / 5,05 ~~1,03~~ / ✝LMC4,03 | Got | *r* | 1883 / 5mo | T.&W. Smith N.Shields | Angf.Aktieb.Tir-fing(A.Brostrom& Son. *Mgrs.*) | 276·0 \| 36·7 \| 21·2 / P29′B64′F29′ FK / *B—DBa82′f28′A* | Gothenbrg Swedish / *WB* | T.3Cy.19½″.32″&56″–40″ (*s* 160lb *80lb* NDB60 180NH 1SB,*3cf*,GS60,HS2417 *Tpd03* Lindholmns V.M.Got | 22 ″ 6 / 8 ″ 7½ | | ~~5,03~~ 8,05 |
| 410 / 110057 / QVHD | Hendon / ~~T.C.L.Muller~~ –03 / *Well deck* *1Dk(Irn)* *deep framing* *F.E.Harkness* –05 | 1809 / 1418 / 1115 | ✝100A1 / ~~01.03~~ / ~~1,03~~ Shl Stl 3,05 Cff | Bry | *r* | 1899 / 2mo | S.P.Austin &Son,Ld. Sunderland | W.Cory&Son,Ld. | 268·7 \| 39·3 \| 17·1 / P27′Q70′B50′F29′ Irp04 FK / *B34′f205′432t FPT* | London British / *WB—Cell DBa72′uE* | T.3Cy.20½″,33″&51″–39″ (*s* 170lb *90lb* 193NH 2SB,*6pf*,GS85,HS3160 W.Allan&Co.Ld.Sld. | 19 ″ 5 / 8 ″ 2 | | ~~1.04~~ ~~3,03~~ 12,04 |
| 411 / 112433 / SFMG | Hendonhall / *J.Christiansen* –04 / *Well deck* *1Dk(pt Irn pt Stl)* *deep framing* | 3994 / 3750 / 2588 | ✝100A1 / *Spar dk* / *with freeboard* 1.04 ✝LMC2,01 | Bry | *w* | 1901 / 2mo | Irvine's SB &Dry Docks Co.Ld. W Hartlepool | WestHartlepool Stm.Nav.Co.Ld. | 345·0 \| 47·9 \| 19·4 / P31′B100′F34′ 27·6 FK / *WB—Cell DBa* | W. Hartlpl British / *WB* | T.3Cy.25″,40″&66″–45″ (*s* 165lb *90lb* 317NH 6BHCem 872t *APT* 83t | 22 ″ 11 / ~~8 ″ 4~~ 8 ″ 2 | | ~~8.03~~ 3,99 |
| 412 / 36416 / — | Hendrick S. Holden / *F.D.Galton* / *Mchy.Aft* *Elec.light* *1Dk2trB* | 4444 / — / 3091 | | | | 1898 | Globe Iron Works Co. Cleveland | EtnaS.S.Co. (J.Mitchell, *Mgr.*) | 408·4 \| 50·0 \| 24·3 / — | Cleveland Utd.States / *WB* | Q.4Cy.20¾″,30¾″,44″&63½″–42″] 261NH / GlobeIronWorksCo. | | | |

| 1 Numéro d'Ordre / Numéro Officiel. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. / Navire. / Machines. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après le Jaugeage. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. Nbre & Dia des Cylindres.—Course. Pression des Chaudières. Nbre: Force en chevaux d'après les formules [illegible] Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 413 | **Hene Castle** | IronScK | 162 | ✠100A1 | Mil | | 1898 | Cook, Wel- | CastleS.Trwlrs.Ld | 105·5 \| 20·7 \| 11·0 | Hull | T.3Cy.12½",19½"&32"–22½" | 11 | 10 | |
| 100035 | *C.I.Wildridge98–98* | ssMil.No.1–01 | 153 | *Stm Trawler* | | | 9mo | n&Gemmell | G.H.D.Birt, *Mgr.* | Q.20' BK7½ | British | 170lb *(s)* 50RHP | | | |
| | | 1 *Dk* | 53 | 2,05 | | | | Hull | (C.Heron, *Mgr.*) | | 3 *BH Cem* | 1SB,*2cf*,gs827,ns876 | | | |
| | | | | | | | *Lloyd's S.&C.P.* | | | | | C.D.Holmes&Co.Hull | | | |
| 414 | **Hengest** | IronScS | 700 | | | | 1876 | Lobnitz, | ForenedeDmpskib. | 211·9 \| 27·4 \| 15·8 | Aarhuus | C.2Cy.22"&54"–42" | | | |
| | *L.Frandsen* | 2 *Dks&Hur.&* | 601 | | | | | Coulborn&Co. | Selskab | P34' F37' 22·7 | Danish | NB87 158NH | | | |
| NQKH | | | 379 | | | | | Renfrew | | | *W.B.* | Lobnitz,Coulborn&Co. Rnf | | | |
| 415 | **Henley** | SteelScSr | 2311 | ✠100A1 | Bry | s | 1887 | W.Gray& | ~~Wm.and S.Co.Ltd.~~ | 282·0 \| 37·6 \| 19·6 | ~~London~~ | T.3Cy.22",36"&59"–39" (s) | 22 | 0 | |
| ~~GTSW~~ | ~~*W.F.Parker*~~ | ssHpl.No.3–6,97 | 1743 | *pt Awng dk* | | | 9mo | Co. | ~~Wm.Watts&Co~~ | P29'Q78' BK10" | ~~Barbadoes~~ | 160lb *80lb* NDR97 210NH | 8 | 7 | |
| ~~GNSW~~ | | ssStk.No.1–02 | 1469 | *with freeboard* | | | | W.Hartlepool | *Mgrs.*) | *pt Awng dk* 175' | *5 BH Cem* | 2SB,*8cf*,gs892,ns3301 | | | |
| | | 1 *Dk(Stl)&Web frames&* | | 4,04 | | | *Lloyd's S.&C.P.* | | WB=Cell DB 50'108t | DH236'600t | | Blair&Co.(Lim.),Stockton | | | |
| | | *pt Awng dk(Irn)* | | MS1.03 | | | | | | | | | | | |
| 416 | **Henri Rieth** | SteelSc3MstSr | 2265 | ✠100A1 | Shl | s | 1893 | R.Craggs& | LennardsCarrying | 280·0 \| 38·5 \| 18·0 | Middlesbro' | T.3Cy.21½",36"&59"–39" (s) | 19 | 3 | |
| 98777 | *G.Lennard03–03* | ssMdlb.No.2–00 | 2166 | *Spar dk* | | | 1mo | Sons | Co.Ld. (J.M.Len- | B20'F23' 25·0 | British | 160lb *100lb* 220NH | 5 | 2½ | |
| NBCK | *Mchy.Aft* | 1 *Dk(pt Stlpt Irn)&Web* | 1474 | 1,04 | | | | Middlesbro' | nard&Sons,Ld. | FK | 12 *B Hpt Asp* | 2SB,*6rf*,gs890,ns3334 | | | |
| | *Elec.light* | *frames&Spar dk(Stl)* | | *Carrying Petroleum in Bulk* | | | *S.&C.P.* | | *Mgrs.*) | WB=Cell DB 50'108t | *pr Cem* | N.E.Mar.E.Co.(Lim.),Sld | | | |
| | | | | BS[illegible] | ✠LMC2,02 | | | | | FPT 67t APT 21t | Tf24 230t | | | | |
| 417 | **Henrietta** | IronPad | 118 | ✠ | Stk | a | 1882 | R.Dixon& | AngSioeTjiang | 93·1 \| 19·0 \| 8·6 | Batavia | 2Cy.24"–36" | | | |
| | | 1 *Dk* | 118 | 11,82 | | | 2mo | Co. | | | Dutch | | | | |
| | | | 21 | | | | | Middlesbro' | | | 3 *BH Cem* | 53NH | | | |
| | | | | | | | | | | | | Kincaid,Donald&Co.,Grk. | | | |
| 418 | **Henriette Schlüsser** | IronScSr | 774 | | | | 1879 | G.Howaldt | OttoZeick | 190·7 \| 26·0 \| 20·3 | Rostock | C.2Cy.25"&40"–27" | | G | |
| | *P.Fretwurst –03* | 1 *Dk&Spar dk* | — | | | | | Kiel | | | German | NB99 69NH | | | |
| MDDG | | | 482 | | | | | | | | | Schweffel&Howaldt,Kiel | | | |
| 419 | **Henriette Woermann** | SteelScSr | 2426 | | | | 1903 | Blohm& | WoermannLinie | 300·0 \| 40·6 \| 23·5 | Hamburg | T.3Cy.18½",30"&50"–39½" | | G | |
| | *A.Deppen –03* | | 2240 | | | | | Voss | KommanditGes. | B89'F35' | German | 157NH | | | |
| RMVD | *Elec.light* | 2 *Dks&Web frames* | 1530 | | | | | Hamburg | | | *W.B.* | Blohm&Voss,Hamburg | | | |
| 420 | **Henrik Wergeland** | IronScSr | 490 | | | | 1883 | G.Howaldt | Nordenfjeldske | 150·5 \| 24·5 \| 19·1 | Drutheim | C.2Cy.21½"&35½"–23½" | | | |
| | *H.Urbye* | 1 *Dk&Awng dk* | 475 | | | | | Kiel | Dampskibsselskab | H15t | Norwegian | 51NH | | | |
| JGLS | | | 298 | | | | | | | | *W.B.* | Gebrüder Howaldt,Kiel | | | |
| 421 | **Henry** | SteelScSr | 1624 | ✠100A1 | Shl | q | 1903 | Craig,Tay- | Stoomv.Maats | 260·0 \| 38·2 \| 18·1 | Terneuzen | T.3Cy.19",31"&51"–33" (s) | 29 | 4 | |
| | *E.W.Gibben03–03* | | 1448 | 5,04 | | | 6mo | lor&Co. | Terneuzen (Van | P27'B66'F25' | Dutch | 180lb *90lb* 145NH | 2 | 11½ | |
| NSVH | | 1 *Dk(Stl)&Web frames* | 1035 | | ✠LMC6 | | | Stockton | Ysselsteyn&Co. | FK | 4 *BH Cem* | 2SB,*2pf*,gs874,ns2654 | | | |
| | | | | | | | *Lloyd's S.&C.P.* | | *Mgrs.*) | | | N.E.MarineEng.Co.Ld.Sld | | | |
| | | | | | | | | | WB=Cell DB 80'108t | | | 104'3892t FPT 102t APT 82t | | | |
| 422 | **Henry Bolckow** | IronScSr | 1006 | ✠100A1 | Bom | m | 1869 | Backhouse | Bombay&Persn | 214·0 \| 30·6 \| 16·9 | Tonsberg | C.2Cy.26"&47"–36" (a) | | | |
| ~~GRHJ~~ | ~~*H.Bowles02–02*~~ | ssBom.2nd No.3–11,98 | 705 | ~~Lloyd's~~ 2,05 | Shl | | 7mo | &Dixon | Stm.Nav.Co.Ld. | P200t | Norwegian | 69lb NE77 97RHP | | | |
| ~~HLBL~~ | *Larsen –04* | ssBom No.1–02 | 639 | ✠NB10,05 | LMC8,02 | | | Middlesbro' | O.Larsen | BK7 | 4 *BH Cem* | 1SB,*3pf*,gs852,ns1525 | | 5 | |
| | | 1 *Dk2tr B* | | BSc,08–DS10,04 | | | *S.&C.P.* | | | WB=DBas& | | G.Clark,Sunderland | | | |
| 423 | **Henry Brand** | IronScSr | 672 | | | ... | 1868 | Denton, | J.L.Hill | 200·8 \| 29·0 \| 16·7 | S'thamptn | C.2Cy.26"&47"–36" | 17 | 10 | |
| 82756 | *B.Philip –01* | | 631 | | | | | Gray&Co. | | Q36'F— | British | NE&B85 96RHP | | | |
| HLFP | | 1 *Dk2tr B* | 391 | | | | | Hartlepool | | BK8 | *W.B.* | G.Clark,Sunderland | | | |
| 424 | **Henry Cort** | SteelSc | 2234 | | | | 1892 | American | Pittsburgh S.S.Co. | 320·0 \| 42·0 \| 25·0 | Duluth, | T.3Cy.28",37"&62"–42" | | | |
| 130587 | *E.O.Whitney01–03* | | — | | | | | Stl.Barge Co. | | | Minn | 219NH | | | |
| | *Whaleback (ex Pillsbury)* | 2 *Dks* | 1572 | | | | | Superior,Wis | | *W.B.* | Utd.States | S.F.Hodge&Co.,Detroit | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | |
| 425 | **Henry Fraissinet** | SteelScSr | 2750 | | | | 1903 | Ch.&Atel. | Cie.Marseillaise de | 285·2 \| 40·1 \| 25·8 | Marseilles | T.3Cy.[illegible] 151 | | V | |
| | *M.Loubatière –03* | | 2674 | | | | | de Provence | Nav.àVap. (Frais- | H— | French | 233NH | | | |
| JMPF | | 1 *Dk&Awng dk* | 1656 | | | | | Port de Bouc | sinet&Co.*Mgrs.*) | | *W.B.* | Ch.&Atel.de Provence,Msl | | | |
| 426 | **Henry Holmes** | SteelTwinScSr | 978 | ✠100A1 | Gls | m | 1903 | Napier& | W.India&Panama | 221·0 \| 31·6 \| 15·5 | London | T.3Cy.14",22½"&36"–27" (s) | 17 | 10 | |
| 115706 | *Wardroper03–03* | | 785 | 5,03 | | | 5mo | Miller,Ld. | TelegraphCo.Ld. | Q77'B33'F44 | British | 160lb *160lb* 168NHP | 2 | 4 | |
| VBTJ | *Well deck Cable Vessel* | 2 *Dks(U Teak)* | 493 | | [illegible] | | | Glasgow | | BK8 | 3 *BH Cem* | 1SB,*3cf*,gs59,ns2434 | | | |
| | *Elec.light* | | | | | | *Lloyd's S.&C.P.* | | WB=Cell D BuE | 13'88'111t FPT 11t | *APT 20t* | D.Rowan&Co.Glasgow | | | |
| 427 | **Henry Horn** | SteelScSr | 1508 | | | | 1898 | Act.Ges. | H.C.Horn | 245·6 \| 35·4 \| 15·1 | Lübeck | T.3Cy.16½",25½"&41½"–32½" | | G | |
| | *W.Hansen96–99* | | 1051 | | | | | "Neptun" | | Q72'B112'F24' | German | 99NH | | | |
| LRJM | | 1 *Dk* | 968 | | | | | Rostock | | | *W.B.* | A.G."Neptun,"Rostock | | | |
| 428 | **Henry L. Gaw** | IronSc | 493 | | | | 1855/75 | ..... | Baltimore& Phila- | 165·0 \| 23·0 \| 7·9 | Philidlphia | 1Cy.30"–26" | | | |
| 11647 | *W.Grace* | | — | | | | | Philadelphia | delphiaStm.Bt.Co. | | Utd.States | 35NH | | | |
| HKPJ | | | 325 | | | | | | | | | | | | |
| 429 | **Henry Morton** | IronSc3MstSr | 922 | | | ... | 1860 | Palmers' | W.Cory&Son,Ld. | 229·3 \| 32·2 \| 17·5 | London | T.3Cy.16½",26"&43"–36" | 18 | 3 | |
| 29029 | *J.Snowling –00* | | 848 | | | | | Co. | | Q53' | British | NE&B90 119NH | 3 | 4½ | |
| QCWG | *Mchy.Aft* | 1 *Dk2tr B* | 570 | | | | | Newcastle | | | *W.B.* | WlsndSlpwyCo(Lm.)Nwc | | | |
| 430 | **Henry S. Sill** | SteelScSr | 4720 | | | | 1903 | Superior | GilchristTrans- | 416·0 \| 50·0 \| 28·0 | Marquette | T.3Cy.22",35"&58"–40" | | | |
| 200374 | | | — | | | | | S.B.Co. | portationCo. | | Utd.States | 213NH | | | |
| | | 1 *Dk2tr B* | 3282 | | | | | W.Superior | (J.C.Gilchrist) | | | SuperiorS.B.Co | | | |
| 431 | **Henry Steinbrenner** | | 4719 | | | | 1901 | JenksS.B. | KinsmanTransit | 420·0 \| 50·0 \| 24·0 | Cleveland | T.3Cy.23",38"&63"–40" | | V | |
| 96584 | *J.Lampot93–01* | SteelSc3MstSr | — | | | | | Co. | Co. (H.Stein- | | Utd.States | 251NH | | | |
| | *Elec.light Mchy.Aft* | 1 *Dk2tr B* | 3955 | | | | | Port Huron | brenner, *Mgr.*) | | *W.B.* | JenksS.B.Co | | | |
| 432 | **Henry W. Oliver** | SteelSc | 4909 | | | | 1899 | Cleveland | WilsonTransitCo. | 444·0 \| 50·0 \| 24·6 | Cleveland, | T.3Cy.23",38"&63"–40" | | V | |
| 96445 | *W.W.Dawley88–99* | | — | | | | | S.B.Co | | | O. | 251NHP | | | |
| | *Elec.light Mchy.Aft* | 1 *Dk2tr B* | 3617 | | | | | Lorain,O. | | *W.B.* | Utd.States | ClevelandS.B.Co. | | | |
| 433 | **Henzada** | IronScSr | 2078 | ✠ | Lon | s | 1879 | A&J Inglis | BritishIndiaStm. | 284·6 \| 35·2 \| 24·1 | Glasgow | C.2Cy.34"&60"–45" | 20 | 3 | |
| 82289 | *C.E.Hodgson –03* | ssCal.No.1–84 | 1897 | 3,86 | | | 11mo | Glasgow | Nav.Co.Ld. | P39'B27'F38' | British | NDR92 231NHP | 5 | 2 | |
| TBJQ | | 2 *Dks,Upr Wr B* | 1341 | | | | | | | | 5 *BH Cem* | A.&J.Inglis,Glasgow | | | |
| | | | | | | | | | WB=Cell | DB247'303t | | | | | |
| 434 | **Heppens** | SteelSc | 170 | | | | 1897 | Act.Ges. | FischereiGes. | 110·8 \| 21·0 \| 10·5 | Wilhelms- | C.2Cy.17½"&33½"–22" | | G | |
| | *H.Tennhoff99–02* | 1 *Dk* | 158 | | | | | "Neptun" | Wilhelmshaven | | haven | 44NHP | | | |
| KHVN | | | 35 | | | | | Rostock | m.b.H. | *W.B.* | German | A.G."Neptun,"Rostock | | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Tonnage: Gross / Deductions / Net | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Built. When | By Whom / Where | Owners. | Regist'd Dimensions. Length. | Breadth. | Depth. | Flag | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | Measured depth: Foremost / amidships | Date when last Surveyed | Date when last Steamed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 435 / WQ-R | **Heptarchy** / *(BROKEN UP 3.04)* / *W. Dawson* –01 / *Mchy. Aft* | 722 / 331 / 442 | ✠ 8,03 Liv | 1871 / 8mo | Samuda Bros. London | J.J.King&Sons, Ld. | 201·2 \| 26·5 \| 17·2 / Q52tF18t / ptND98 FK / *WB=DB*422t | Liverpool British | C.2Cy.26″&45″–26″ ND95 90RH / 18BSAf,3pf,gs36,hs1582 NB80 / J.Jack,Rollo&Co.,Liv. | 18 ″ 5 / 12·10 | | |
| 436 / JHBT | **Her Majesty** / *C.J. Hart* 00 | 131 | | 1885 | Barclay, Curle&Co. Glasgow | Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld | 185·2 \| 20·1 \| 8·3 / B107′ | S'thamptn British | C.2Cy.25″&47″–54″ NB01 135NH / Barclay,Curle&Co.,Gls. | | 11·04 | |
| 437 / JPBG | **Hera** / *T. Hansen* –99 (ex Juno) / *Elec light* / 1 *Dk* ƒ *Awng dk* 3 *tr B* | 1078 / 544 | | 1889 | Earle's Co. Ld. Hull | Det Bergenske Dampskibsselskab | 215·1 \| 30·4 \| 14·9 / H45t 22·2 | Bergen Norwegian | T.3Cy.20½″,31½″&54″–33″ 168NH / Earle's Co.Ld.Hull | | 11·04 | |
| 438 / JNFQ | / *B. Eriksson* 03–03 / *Mchy. Aft* / 1 *Dk* | 2,5 / 99 | | 1903 | Eriksbergs M.V.Aktieb Gothenburg | Rederiaktibolaget Teutonia (E.Roberg) | 101·5 \| 22·5 \| 11·2 / B35′H16F12′ | Gothenbrg Swedish *WL* | C.2Cy.11¼″&24½″–16½″ 21NH / EriksbergM.V.Aktieb.Got | | V | |
| 439 / HRCL | **Heraclia** / *H Zafiropulo* 89–97 (ex Yildiz, ex Beatriz) / 1 *Dk* 2 *tr B* | 771 / 448 | ✠ 90A– 4,03 LMC8,01 | 1864 | J. Laing Sunderland | Nav.àVap.Egèe (P.M Counargi&Co *Mgrs.*) | 195·1 \| 28·9 \| 16·6 / P34′B39′F22′ / ND97 BK7′ / *WB-FPT* | Constanpl Turkish | C.4Cy.17¾″&42″–30″ 80lb *60lb* NB88 161NH / 2SB,*Af* ND102 / *Cmp.*80Fawcett&Co.,Liv. | 16 ″ 10 | | |
| 440 / HKNR | **Heraclides** / *H.R.C. Lockyer* –03 / *Ref. Mchy. Elec. light* / 1 *Dk*( *Irn*) ƒ *Spar dk* ƒ *Web frames* | 2977 / 2785 / 1881 | ✠ 100A1 Spar dk LMC8,03 BS8,05 Liv | 1886 | Boolds, Sharer&Co. Sunderland | Brit.&S.American StmNavCoLd(R P. Houston&Co. *Mgs*) | 320·0 \| 40·4 \| 19·2 / B70′F34′ 27·2 / drp03ptND03BK 10′ / *WB=Ba*390 16st *APT* 12t | Liverpool British | T.3Cy.27″,43″&69″–45″ (*a* 150lb *100lb* 319NH / 6*BHCem* / MainBoilers alm.rb.6,03 / 2DB,*Scf*,gs154 / T.Richardson & Sons,Hpl. | 20 ″ 5 / 7 ″ 1½ | | 6,03 |
| 441 / SQKN | **Herakles** / *A. Fernberg* –02 (ex Saragossa) / 1 *Dk*( *Irn*) ƒ *Web frames* / *Well deck* | 1806 / 1717 / 1171 | ✠ 100A1 Msl Ply LMC8,03 BS8,05 | 1889 | W. Dobson & Co. Newcastle | Angf AktiebFinska Lloyd (E.Krogius, *Mgr.*) | 265·0 \| 37·1 \| 16·1 / P29′Q64′B118′ / F29′ FK / *WB=Cell* / *Lloyd's S.&CP* | Helsingfrs Russian | T.3Cy.20″,33″&54″–39″ (*s* 150lb *90lb* ND800 157NH / 2SB,*6pf*,gs102,hs2084 / Alley&Maclellan,Gls. | 18 ″ 6 / 1 ″ 5½ | | 8,02 |
| 442 / JHLN | — / *C.A. Grundelius* 92–97 / *Elec light* ƒ *motors* | 592 / 531 / 164 | ✠ 100A1 9,02 LMC9,02 BS12,01 Gib | 1897 | Helsingörs Jernsk.&Msk. Elsinore | Bergnings och Dykeriaktieb. Neptun (J.Drakenberg) | 182·6 \| 30·1 \| 16·0 / B37′F24′ BK7½ / *DBa* 13′*f*30′60t *Deep Tanks* a30′82t *FT* | Stockholm Swedish | T.3Cy.20″,32″&51″–30″ (*s* 185lb 198NH / 2SB,*4cf*,gs96,hs3610 / HelsingörsJernsk.&Mskb | 16 ″ 9 | | 3,02 |
| 443 / SLFH | **Herald** / *Jones* 86–86 / 1 *Dk*( *Stl*) | 573 / 185 / 370 | ✠ 4,89 Ddn | 1884 / 7mo | Pearce Bros. Dundee | Union S.S.Co.of New Zealand, Ld. | 172·0 \| 28·2 \| 13·3 / Q34′B43′F18′ FK / *WB=DBa*10′60t *FPT*67t | Auckland British | C.2Cy.23″&45″–30″ 85RH / PearceBros.,Dundee | 13 ″ 11 | | |
| 444 / 84157 | **Herald of Peace** | 111 / 100 / 71 | | 1877 | J. Thompson&Sons Northwich | Salt Union, Ld. | 84·6 \| 19·9 \| 8·2 | Liverpool British | D.2Cy.13″–14″ 27RH / Watt Bros.,Liverpool | | | |
| 445 | **Heraldo** / *Solari* –99 (ex La France) | 336 / — / 22 | | 1889 | Edwards& Symes London | Vda.Goldaracena eHijos | 149·9 \| 24·9 \| 8·9 | Bns. Ayres Argentine | C.2Cy.17″&34″–22″ 45NH / Pratt,Huddersfield | | V | |
| 446 / LBVP | **Herbert** / *J. Corbett* / *Well deck* / 1 *Dk*( *Irn*) | 302 / 211 / 152 | ✠ 11,84 Bsb | 1884 / 6mo | M'Intyre & Co. Newcastle | Adelaide S.S.Co.Ld / *WB=FPT* | 140·1 \| 25·0 \| 7·3 / Q48′B10′F24′drp84 / T45t *APT*6t len99 | Adelaide British / 4*BHCem* | C.2Cy.18″&34″–24″ 60RH / R.H.Pearson&Co.,Gls. | 8 ″ 0 | | |
| 447 / KRHL | — / *F. Wellm* –02 (*Trawler*) / 1 *Dk* | 149 / 147 / 35 | | 1896 | G.Seebeck A.G. Geestemünde | P Aug. Wurthmann | 105·9 \| 21·0 \| 10·8 | Gstemnde German *WB* | C.2Cy.16 5/8″&30 11/16″–22 7/16″ 37NH / G.Seebeck A.G.,Gstemnde | | G | |
| 448 / 93846 | — | 105 / 100 / 72 | | 1878 | W. Bracegirdle Northwich | W.Harrison | 81·9 \| 20·3 \| 8·4 | Liverpool British | D.2Cy.15″–18″ 30RH / Hartley&Co.,Stoke-on-Trt | | | |
| 449 / LRJP | **Herbert Horn** / *C. Hinz* / 1 *Dk* ƒ *pt Awng dk* | 2315 / 1597 / 1493 | | 1898 | Schiffswrft von H.Koch Lübeck | H.C.Horn | 290·8 \| 41·2 \| 16·7 / P14′Q102′B&F174 | Lübeck German *WB* | T.3Cy.20 3/8″,35 5/8″&56″–35 5/8″ 186NH / H.Pauksch,Landsberg | | G | |
| 450 / 99483 | **Herbert Ingram** / *J. Lewis* –03 | 142 / 136 / 44 | ✠ 100A1 *Stm Trawler* 10,03 LMC6,01 BS3,03 Bos | 1892 / 7mo | W. Hamilton&Co. Pt.Glasgow | Boston Deep Sea Fishing & Ice Co. Ld | 100·2 \| 20·5 \| 10·6 / Q19′F18′ BK7½ | Boston British | T.3Cy.11″,17″&27″–22″ (*s* 160lb 45RH / 1SB,*2pf*,gs31,hs916 / D.Rowan&Son,Glasgow | 11 ″ 11 | | 8,04 |
| 451 / HNRG | **Hercules** / *R. Piera* –01 / 1 *Dk*( *Stl*) ƒ *Spar dk*( *Stl*) 3 *tr B* | 4201 / 2772 | ✠ 100A1 *Spar dk* 10,04 LMC Cff Npt Shl | 1900 / 7mo | R.Craggs & Sons Middlesbro' | Cia.Maritima Union F.M.Rodas. (*Mgr.*) | 360·0 \| 48·1 \| 20·3 / P29′B86′F35′ 28·2 / FK / *WB=Cell DBa* 120′*uE* ƒ *B* 40′*f* 146′ 76t *FPT* 83t *APT* 10t | Bilbao Spanish | T.3Cy.25″,40″&68″–48″ (*r* 180lb *100lb* 342NH / 3SB,*6rf*,gs120,hs5196 / Sir C.Furness,Westgarth & Co.Ld.Mdb | 22 ″ 10 / 8 ″ 1 | | 10,02 / 10,04 |
| 452 / MBTN | — / *G. Bjerck* 04–04 | 3789 / 3570 / 2489 | ✠ 100A1 *Spar dk* 4,05 LMC2,03 Sld Cff Ham | 1903 / 2mo | Osbourne, Graham&Co. Sunderland | ~~Venus S.Shpg Co Ld~~ ~~(in liqn.)~~ ~~J. Mortensen~~ Dimpsk.Hercules (Christensen) | 339·0 \| 48·0 \| 17·9 / P34′B204′F39′ 26·4 / FK / *WB=Cell DBa* 102′*uE* / *Lloyd's S.&CP* Actions | ~~London British~~ Norwegian | T.3Cy.24″,40″&66″ 48″ (*s* 180lb *90lb* 315NH / 2SB,*8pf*,gs143,hs1704 / G.Clark,Ld.Sunderland | 20 ″ 6 / 4 ″ 10 | | |
| 453 / PTBD | — / (ex Raggio. ex Carlo R.) / 2 *Dks*( 1 *Irn* ƒ *Upt Irn–ws*) 3 *tr B* | 2674 / 2505 / 1759 | ✠ 100A1 2,05 Cff BS3,05 LMC4,04 | 1886 / 11mo | Armstrong Mitchell&Co. Ld Newcastle | Soc.Commerciale Italiana di Nav. | 310·5 \| 39·1 \| 25·1 / P28′B62′F32 BK10 / *WB=Cell DB*272t / *Lloyd's S.&CP* | Genoa Italian | T.3Cy.24″,39″&64″–42″ (*s* 150lb ~~80lb~~ NDB96 281NH / 2DB,*8cf*,gs135,hs4720 *750* / WallsendSlipwayCo.Nwc. | 28 ″ 0 | | 12,02 / N2,04 |
| 454 / QHPG | — / *H. Bauer* –03 | 1255 / 947 / 789 | | 1903 | J.C. Tecklenborg A.G. Geestemünde | Dampfschifffahrts Ges. Neptun | 230·0 \| 36·2 \| 15·0 / Q82′B56′F26′ | Bremen German *WB* | T.3Cy.17″,28″&45″–33″ 116NH / J.C.TecklenborgA.G.,Gst. | | | |
| 455 / HFTW | — / *W. Belitz* 95–96 / *Well deck* / *Elec light* / 1 *Dk* 2 *tr B* | 1095 / 850 / 674 | | 1881 | Whitehaven S.B.C. (Lim.) Whitehaven | Danziger Rhed. Act.Ges.(Th.Rodenacker, *Mgr.*) | 212·3 \| 34·2 \| 16·6 / Q79′ B50′ F19′ FK | Danzig German | C.2Cy.27½″&54″–36″ NB93 146NH / J.Jones&Son,Liverpool | | G | |
| 456 | — | 895 / 840 / 172 | | 1900 | Armstrong Whitworth & Co. Ld. Newcastle | Government of Queensland | 230·5 \| 39·3 \| 11·0 | Brisbane British *WL* | T.6Cy.10″,16″&28″–18″ 100RH / WllsndSlpwy.Co Ld.Nwc. | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Brut. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 Tonnage Déduit. Transp. Equip. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jaugue. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Détails des Chaudières & Propulseurs. | 14 Force Nom. Chevaux. Indiqués. | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 457<br>113463 | Hercules<br>*J Kendal* –01 | SteelTwinScCraneBarge<br>*ex*Liv.No.1–04<br>1 *Dk* | 652<br>603<br>309 | ✠ A–<br>*Crane Barge*<br>*for River purposes*<br>9,04 ✠LMC'01 | Liv | | 1901<br>2mo | ClydeSB.&E.Co.Ld.<br>Pt.Glasgow | MerseyDocks&HarbourBoard | 150·6<br>FK | 50·1 | 9·6<br>6 *BHCem* | Liverpool<br>British | C.4Cy.18″&80″–21″<br>180lb 123NH<br>2SB,*drf*,gs98,ns2692<br>ClydeS.B.&E.Co.Ld.P.Gls | 10 | | | |
| 458<br>NWVS | —<br>*Roosendaal*<br>*Elec.light* | IronPad<br>1 *Dk* | 269<br>262<br>97 | .. | | | 1877 | C.Mitchell&Co.<br>Newcastle | AmsterdamTug&SalvageCo. (A.D.ZurMühlen) | 142·2<br>BK7 | 22·1 | 12·1 | Amstrdam<br>Dutch | C.O.4Cy.28″&46″–48″<br>NE&B90 217NH<br>WilsndSlpwyCo.Ld.Nwc | | | L | |
| 459<br>118780<br>VHKP | —<br>*O.P.Pelsen*03–03<br>1 *Dk* | SteelScK | 261<br>232<br>95 | ✠100A1<br>*StmTrawler*<br>12,01 ✠LMC10.'03 | Hul | | 1903<br>10mo | Cook,Welt'n&GemmellBeverley<br>*Lloyd's A & C!* | Anglo-Norwegian StmFishing Co.Ld. | 128·3<br>Q51′ | 22·0<br>BK7 | 12·0 | Hull<br>British | T.3Cy.18″,22″&36″–24″<br>200lb 70RH<br>1SB,2*rf*,gs35,ns1148<br>J.D.Holmes&Co.Hull | 12 | 10 | | |
| 460<br>97218<br>LWNY | —<br>*W.I Eyers* –98 | SteelTwinScSkTug<br>1 *Dk* | 234<br>232<br>41 | .. | | | 1890 | Barclay,Curle&Co.Ld.<br>Glasgow | Sou.I.of Wight&S.of Eng.Royal MailStm PktCo.Ld | 135·5<br>BK7 | 24·1 | 11·0 | S'thamptn<br>British | T.6Cy.15″,24″&89″–28″<br>NB03 161NH<br>BarclayCurle&Co(Lm)Gls | 11 | 6 | | |
| 461<br>90028<br>KRFM | —<br>*J.McAlister* –99 | IronTwinScTug | 225<br>197<br>26 | | | | 1885 | Napier,Shanks&BelGlasgow | Harland&Wolff,Ld. | 125·0<br>BK7 | 21·6 | 11·2 | Glasgow<br>British | C.2Cy.28″&42″–80″<br>98RH<br>Rankin&Blackmore,Gnk. | | | | |
| 462<br>63575<br>RMJL | —<br>*R.Erquicia*88–88 | IronScSr | 192<br>183<br>78 | | | | 1870 | T.B.Seath&Co.<br>Glasgow | W.Williams | 120·5<br>BK7 | 20·2 | 10·6 | Liverpool<br>British | 2Cy.18″–20″<br>NB92 21RH<br>D.Rowan,Glasgow | | | | |
| 463<br>HNRJ | —<br>*R.Erquicia*88–88 | Iron | 184<br>51<br>82 | | | | ..... | Lopez,Trigo&Co.<br>England | Lopez,Trigo&Co. | 155·1<br>BK7 | 19·0 | 8·5 | Corunna<br>Spanish | | | | | |
| 464<br>113526 | —<br>*D.Ryan* –00 | SteelScSp<br>1 *Dk* | 175<br>162<br>20 | | | | 1891 | Cox&Co.<br>Falmouth | CardiffStmTowingCo. (Guthrie,Heywood&Co. *Mgrs.*) | 115·0<br>BK7′ | 20·5 | 10·9 | Cardiff<br>British | F.3Cy.14″,22″&86″–22″<br>71RH<br>Cox&Co.,Falmouth | 11 | 0 | | |
| 465<br>118419 | —<br>1 *Dk(pt Stl–ws)* | SteelTwinSc | 310<br>210<br>176 | ✠ A–<br>*Crane Barge*<br>*for River purposes*<br>7,07 ✠LMC'03 | Lon | | 1903<br>7mo | Thames IronWks.Ld<br>London | Lon.&IndiaDocks Co. | 110·2<br>FK | 44·2 | 7·8<br>3 *BHCem* | London<br>British | H.4Cy.12″–15′<br>100lb 24RH<br>1SB,2*pf*,gs25,ns500<br>Hunter&English,London | (*s*) | 8 | 8 | |
| 466<br>RLKC | —<br>*W.Maas*99–00 | SteelScSr<br>(*Tug*)<br>1 *Dk* | 168<br>159<br>4 | | | | 1899 | H.C.StülckenSohn<br>Hamburg | VereinigteBugs.&FrachtschfhrtGes | 97·5<br>H26′ F20′ | 20·6<br>BK7½′ | 13·2 | Hamburg<br>German | C.2Cy.18″&34½″–24″<br>49NH<br>H.C.StülckenSohn,Ham. | | | | |
| 467<br>109811<br>QNSV | —<br>*P.Thusen* –98 | SteelScK<br>(*Trawler*)<br>1 *Dk* | 165<br>158<br>63 | ... | | | 1898 | Edwards Bros.<br>N.Shields | Grimsby&N.Sea StmTrawlingCoLd | 111·8<br>218′ F20′ | 20·9<br>BK7½′ | 11·2 | Grimsby<br>British | T.3Cy.11½″,18½″&30″–22″<br>45RH<br>Gt.Centrl.Co-opEng&ShipRepairingCo.Gms | 11 | 18 | | |
| 468<br>93508<br>JVMK | —<br>*J. H.Massing*<br>1 *Dk* | IronScSr | 158<br>—<br>86 | | | | 1880 | .....<br>Camden,N.J | ArbuckleBros. | 108·0<br>BK7 | 22·0 | 10·6 | Baltimore<br>Utd.States | C.2Cy.20″&32″–24″<br>42NH | | | | |
| 469<br>88613<br>WJSH | —<br>*M.Alvarez* –02 | WoodPac<br>1 *Dk* | 145<br>145<br>48 | | | | 1866 | .....<br>Newcastle | M.H.Bland&Co.Ld | 120·0<br>BK7 | 20·5 | 10·3 | Gibraltar<br>British | 80RH | | | | |
| 470<br>77489 | —<br>*T.Whale*81–93 | IronPadSp | 145<br>145<br>28 | | | | 1877 | J.T.Eltringham<br>S.Shields | LawsonStm.TugBtCoLd(J.Lawson *Mgr.*) | 105·3<br>BK7 | 19·2 | 10·6 | S.Shields<br>British | L.2Cy.34″–60″<br>80RIP<br>J.P.Rennoldson,S.Shields | | | | |
| 471<br>—<br>—<br>— | —<br>*J.Plawneek*86–01 | SteelSc | 136<br>—<br>56 | | | | 1884 | MotalaMk<br>Werkstad<br>Motala | RigaerBörsenComité | 97·9<br>H26′ | 21·5 | 9·9 | Riga<br>Russian | 2Cy.24″&44″–28½″<br>78NH<br>MotalaM.W.Motala | | | | |
| 472<br>RHNQ | Hercynia<br>*W.Müller*99–02<br>*Well deck*<br>*Elec.light* | SteelScS<br>(*ex*Elberfeld)<br>2 *Dks & Web frame* | 2630<br>2136<br>1697 | ... | | | 1889 | Armstrong Mitchell&Co.(Lim.)<br>Newcastle | Hamburg-Amerik.Packetf.Act.Ges.(Ham.-Amr.Linie) | 310·0<br>P&B186′ F34′ | 39·0<br>BK10′ | 23·5<br>*W.B* | Hamburg<br>German | T.3Cy.28″,38″&61″–39″<br>NB92 285NH<br>WilsndSlpwy.Co.Ld.Nwc | 26 | 0 | G | |
| 473 | Herekee<br>*Aali* | WoodPac | —<br>—<br>75 | | | | 1869 | W.Hamilton&Co.<br>P.Glasgow | IdareiMassousieh | 166·5<br>BK10′ | 20·7 | 10·0 | Constanpl<br>Turkish | 2Cy.30″<br>W.Hamilton&Co.,P.Gls. | | | | |
| 474<br>93138<br>KRWV | Hereward<br>*J.W.Ireland* –03 | IronScSpTu<br>1 *Dk* | 108<br>108<br>16 | ✠ Hul<br>*for Towing purposes*<br>5,88 ✠ | | | 1888<br>5mo | Cook,Welt'n&GemmellHull | P.&O.Stm.Nav.Co. | 98·2<br>BK6½ | 18·9 | 10·3 | London<br>British<br>*1 BH Cem* | F.3Cy.12½″,19½″&31½″–22½″<br>60RH<br>1SB,2*rf*,gs28,ns798<br>C.D.Holmes&Co.,Hull | 10 | 5 | | |
| 475<br>79674 | Herga<br>*R.H.Bennett* –00<br>*Mchy.Aft* | IronScS<br>1 *Dk* | 221<br>192<br>136 | | | | 1878 | Cunliffe&Dunlop<br>Pt.Glasgow | E.Vickery&Sons,Ld. | 125·2<br>Q17′ F18′ | 21·2 | 10·6<br>*W.B* | SydnyNSW<br>British | C.2Cy.20″&35″–24″<br>NB94 55RH<br>Cunliffe&Dunlop,Pt.Gls. | | | | |
| 476<br>34<br>JFDS | Heringsdorf<br>*H.Bohm*91–91<br>*Elec.light* | SteelScSr<br>1 *Dk* | 225<br>178<br>102 | | | | 1891 | Stettiner A.G.<br>Stettin | SwinemündeDmpfsfahrts.A.G. | 144·2<br>B40′ F15′ | 21·6 | 11·1<br>*W.B* | Swnemnde<br>German | C.2Cy.17⅞″&31½″–21⅝″<br>88NH<br>StettinerA.G.,Stettin | | | G | |
| 477<br>QFOS | Herkules<br>*H.Aufdemgarten*<br>1 *Dk* | IronPadTug | 272<br>242<br>43 | | | | 1887 | J.C.Tecklenborg<br>Geestemünde | Norddeutscher Lloyd | 135·8<br>B36′ | 23·6 | 10·5<br>*W.B* | Bremen<br>German | C.4Cy.22½″&44″–45″<br>216NH<br>J.C.Tecklenbrg,Geestmnde | | | G | |
| 478<br>JVWT | —<br>*L.Steen*88–99<br>1 *Dk* | WoodScSr<br>(*Salvage Steamer* | 125<br>120<br>55 | | | | 1888 | .....<br>Bergen | HansOlsens Dykkerforretning | 99·5<br>H5t len90 | 19·0 | 10·5 | Bergen<br>Norwegian | C.2Cy.12⅝″&23½″–19⅝″<br>NB91 30NH<br>Göteborgs M.V.Gothenbrg | | | N | |
| 479<br>JTCI | Herlaug<br>*J.Arnø* –02 | SteelScSr<br>1 *Dk & Awng Dk* | 149<br>145<br>[illegible] | | | | 1891 | AkersMek.Værksted<br>Christiania | Namdalens Actiedmpskselsk.(C.Hustad) | 94·7 | 17·0 | 13·3<br>*W.B* | Namsos<br>Norwegian | C.2Cy.11½″&25½″–18′<br>28NH<br>AkersMek Værksted,Kia. | | | N | |

Dismantled

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Gross Tons | Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Built. When — Ship. — Engines. | By Whom — Where. | Owners. | Register Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NIP=Horse-power by Rossiter's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Deck Plating. | Deck Beams. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | **Herma** Steel Sc Sr<br>*Buschen*<br>JFGR (ex Wilhelm Lüdke) 1 Dk<br>*Elec light* | 481<br>328<br>234 | | | 1892 | Nüscke & Co. Stettin | Heyne & Hansemüller | 155·6 \| 23·5 \| 12·3<br>P59′ B25′ F14′ | Hamburg<br>German<br>*WB* | C.2Cy.17½″ × 30½″ – 19½″<br>35NH<br>Deutsche Elbschifff Ges. "Kette." Uebigau | | G | |
| 481 | **Herman** Wood Aux Sc Bkn<br>*B.T. Tilton* –08<br>KCQH (ex Morning Star) 1 Dk<br>*(Sailing Barkentine — See Sail Register)* | 415<br>229 | | | 1884 | New Eng. S.B. Co. Bath, Me | H. Liebes & Co. | 131·3 \| 29·9 \| 12·2 | S. Francisco<br>Utd. States | C.2Cy.12″ & 24″ – 18″<br>NB92 20NH<br>Goss Marine I. Works, Bath | | | |
| 482 | **Herman Sauber** Steel Sc Sr<br>*G. Zopf* 99–04<br>RNCT *Elec light* 1 Dk | 1724<br>1082 | | | 1904 | Schiffsw. v. Henry Koch Lübeck | Sauber Gebr. | 270·7 \| 36·7 \| 16·5<br>P15′ Q68′ B68′ F24′ | Hamburg<br>German<br>*WB* | T.3Cy.20½″, 33½″ & 58½″ – 39½″<br>163NH<br>J.F Ahrens, Altona | | G | |
| 483 | **Herman Wedel Jarlsberg** Steel<br>*A. Kiertan* 97– ss Hpl. No. 3–6,97 Sc Sr<br>JTSP ss Bgn. No. 1–02<br>*Well deck* 1 Dk (*Irn*) 2 tr B & *Web frames* | 3000<br>2463<br>1940 | ✠100 A1 Bgn *u*<br>16·07 2·44 1,05 Cff<br>~~8·07~~ ✠LMC 8.04<br>BS 6,04 | | 1890<br>10mo | W. Gray & Co. (Lim.) W Hartlepool<br>A&CP *W* | O. Isaachsen | 325·4 \| 41·5 \| 22·8<br>P25′ Q102 B180′<br>F34′ BK 10½′<br>*B = DBa* 110′ *f* 124′ | Bergen<br>Norwegian<br>5 *BHCem*<br>682 *t APT* 22 *t* | T.3Cy.24″, 38″ & 64″ – 42″ *(s)*<br>160lb *90lb* NDB00 260NH<br>2SB, 6 *tf*, GS 105, HS 3820<br>Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 0 | | 2.04 |
| 484 | **Herman Winter** Iron Sc Sr<br>95903 *Nickerson* 2 *Dks & Spar dk*<br>KDPV | 2035<br>1709 | | | 1886 | W. Cramp & Ss. S. & E. Co Philadelphia | Metropolitan S S Co | 271·8 \| 41·6 \| 19·2<br>29·9 | Boston<br>Utd. States<br>*WB* | C.2Cy.38″ & 68″ – 54″<br>283NH<br>W. Cramp & Sons Co., Phl. | | RS | |
| 485 | **Hermance Conseil** Steel Sc Sr<br>*J. Grimard* 95–01 ss Bdx. No. 3–10,94<br>JMSB ss Bdx. No. 2–03<br>(ex Teviotdale) 2 *Dks* (1 *Stl*) | 1611<br>1166<br>951 | ✠100 A1 Bdx *r*<br>8,04 ~~8,04~~<br>~~1·04~~ ✠LMC 4,04 | | 1882<br>3mo | R. Steele & Co. Greenock<br>*Lloyd's* & *A&CP* | Les fils de Th. Conseil | 256·0 \| 35·2 \| 20·8<br>P29′ B54′ F31′<br>BK 9½′<br>*WB = Cell DB* 160′ *f* 235 *t* | Bordeaux<br>French<br>6 *BHCem* | C.2Cy.32″ & 60″ – 42″ *(a)*<br>80lb *60lb* 194NH<br>2SB, 6 *pf*, GS 120<br>R. Steele & Co., Greenock | | | ~~6·04~~<br>6,04 |
| 486 | **Hermann** Iron Sc Sr<br>*C. Lambert* (ex Mount's Bay)<br>QFVW *Elec light* 1 *Dk & Spar dk* 3 tr B | 2243<br>1453 | | | 1881 | Schlesnger Davis & Co Newcastle | Dampfsch. Ges. Argo<br>*WB* | 290·0 \| 37·2 \| 27·2<br>B28′ F19′<br>BK 9½′ | Bremen<br>German<br>*WB* | C.2Cy.37″ & 70″ – 45″<br>NB94 258NH<br>Black, Hawthorn & Co., Gts | 21 ″ 0 | G | |
| 487 | — Steel Sc Sr<br>*E. Hellmann* 99–02<br>LMSD *Elec light* 1 *Dk* | 2040<br>1867<br>1293 | | | 1901 | Act. Ges. "Neptun" Rostock | H. Schuldt<br>*WB* | 291·2 \| 41·3 \| 18·8<br>P19′ B160′ F34′ | Flensburg<br>German<br>*WB* | T.3Cy.20½″, 35½″ & 55″ – 35½″<br>180NH<br>Act. Ges. "Neptun," Ros. | | G | |
| 488 | — Steel Sc Sr<br>*H. Fulda* 03–03 1 *Dk & Spar dk*<br>LGVN | 1038<br>945<br>652 | | | 1892 | Howaldts-werke Kiel | H. Diederichsen<br>*WB* | 212·1 \| 28·5 \| 18·2<br>B47′ F26′ | Kiel<br>German<br>*WB* | T.3Cy.14½″, 22¾″ & 36½″ – 19½″<br>60NH<br>Howaldtswerke, Kiel | | V | |
| 489 | ~~Wrecked 12.04~~ Steel Sc Sr<br>~~12·06~~ *J. Murchie* 03–03 1 *Dk*<br>SDQR *Elec light* | 992<br>737<br>621 | | | 1890 | Rostocker Act. Ges. Rostock | Preston S.N. Co. Ltd. (H. Tyrer & Co., *Mgrs.*)<br>*WB = Cell DB* | 217·8 \| 33·5 \| 13·0<br>Q68′ B50′ F30′ | Preston<br>British<br>*WB* | T.3Cy 14″, 22″ & 39″ – 31″<br>NB04 86 RH<br>Rostocker A.G., Rostock | | G | |
| 490 | **Hermann Lerche** Steel Sc Sr<br>*E. A. Dahlstrom* 02–02<br>HDBR 2 *Dks* (1 *Stl*) & *U Irn*) & *Web frames*<br>*Elec light* | 3068<br>2868<br>1978 | ✠100 A1 HKg *u*<br>7,06<br>✠LMC 1,02 | | 1902<br>1mo | Ropner & Son Stockton<br>*Lloyd's* & *A&CP* | Northern S S Co. Ltd. (P. Mörch, *Mgr.*)<br>*WB = Cell DB* | 325·0 \| 48·2 \| 21·9<br>P31′ B166′ F36′<br>FK<br>*a* 98′ *uE* & *B* 34′ *f* 116′ | S. Petrsbrg<br>Russian<br>5 *BHCem*<br>663 *t APT* 49 *t* | T.3Cy.24″, 38″ & 64″ – 42″ *(r)*<br>160lb *80lb* 276NH<br>2SB, 6 *ef*, GS 131, HS 4285<br>Richardsons, Westgarth & Co. Ld Mdb | 24 ″ 3 | s 3 ″ 7½ | |
| 491 | **Hermann Menzell** ~~Steel Sc Sr~~<br>~~*Wagener* 03~~ ~~sc Ham. No. 1–03~~<br>RMFW (ex Dunav) 1 *Dk* (*pt Stl pt Irn*) 2 tr B<br>*W. Hansen* 03–05 & *pt Awng dk* (*Irn*)<br>ss Ham. No. 2–05 | 1646<br>1180<br>1035 | ✠100 A1 Npt *n*<br>*pt Awng dk* Ham<br>*with freeboard*<br>1,00 *for* 05<br>~~BS 10,03~~ ✠LMC 1,03 | | 1896<br>2mo | J. Blumer & Co. Sunderland<br>A&CP *WB* | Hanseatische Dampfer Cie. (Menzell & Co. *Mgrs.*)<br>*WB = Cell DB* | 255·0 \| 35·5 \| 15·9<br>P24′ Q71′<br>*pt Awng dk* 160′ FK<br>*Ba* 81′ *uE* & *B* 35′ *f* 96′ | Hamburg<br>German<br>4 *BHCem*<br>375 *t APT* 43 *t* | T.3Cy.19″, 31″ & 51″ – 33″ *(r)*<br>160lb *80lb* 153NH<br>1SB, 4 *rf*, GS 68, HS 2350<br>G. Clark, Ld. Sunderland | 18 ″ 2 | s 8 ″ 1½ | ~~12·06~~<br>12,06 |
| 492 | **Hermes** Steel Sc Sr<br>*K. Skog* 97–02 ss Hul No 1–01<br>(ex Fenchurch) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 3579<br>2073<br>2045 | ✠100 A1 Sws *n*<br>*Spar dk* Hul<br>12,01 ~~1·04~~ ~~7·99~~ 12,04<br>~~BS 10,03~~ ✠LMC 1,01 | | 1897<br>8mo | Gourlay Bros. & Co. Dundee<br>A&CP *WB* | Ångf. Aktiebol. Finska Lloyd (E. Krogius, *Mgr.*)<br>*WB = Cell DBa* 90′ *uE* | 330·0 \| 45·2 \| 16·2<br>B79′ F35′ 24·7<br>FK<br>25′ *f* 133′ 560 *t FPT* | Hlsingfors<br>Russian<br>6 *BHCem*<br>731 *t APT* 75 *t* | Q4Cy.19½″, 28″, 40″ & 57″ – 42<br>210lb *100lb* *(s)* 291NH<br>2SB. 4 *cf*, GS 157, HS 4032 FD<br>Gourlay Bros. & Co., Dundee | 18 ″ 10<br>s 5 ″ 10 | | ~~10·04~~<br>12,04 |
| 493 | — Iron Sc Sr<br>2967 *N. Nilsson* 91–02 ss Els. No. 3–9,98<br>JGRP (ex Adventure) ss Mmo. No. 1–03<br>*Well deck* 1 *Dk* (*Irn*) 2 tr B | 1905<br>1517<br>1156 | ✠100 A1 Shp *r*<br>8,08<br>BS 6,04 ✠LMC 4,03 | | 1886<br>2mo | J Readhead & Co. S. Shields<br>*Lloyd's* & *A&CP* | Ångf. Aktieb. Gefle (P. J. Hægerstrand *Mgr.*)<br>*WB = DBa* | 280·0 \| 38·8 \| 18·8<br>Q111′ B68′ H33 *t*<br>F32′ BK 9½′ | Gefle<br>Swedish<br>4 *BHCem*<br>86 *f* 114′ 469 *t* | C.2Cy.34″ & 64″ – 42″ *(s)*<br>90lb *60lb* 218NH<br>2SB, 6 *pf*, GS 96, HS 3612<br>J. Readhead & Co., S. Shields | 19 ″ 10<br>s 2 ″ 0 | | N 6,02 |
| 494 | — Steel Sc Sr<br>*L. Thorsen* –02 1 *Dk* 2 tr B<br>HJLK | 1358<br>1246<br>849 | | | 1896 | Wood, Skinner & Co. Newcastle | Dmpsk. Akties. Hermes (Bruusgrd Kjösterud & Co.) | 237·0 \| 35·2 \| 17·9<br>B30′ F29′<br>FK | Drammen<br>Norwegian<br>*WB* | T.3Cy.18½″, 30″ & 49″ – 33″<br>117NH<br>N.E. Marine Co. (Lim.) Nwc. | 20 ″ 0 | N | |
| 495 | — Steel Sc Sr<br>*L. Prahm* 89–02<br>QGWC *Well deck* 1 *Dk* & *Web frames* | 1180<br>894<br>675 | | | 1899 | Ails a S. B. Co. Troon | Dampfschiff fahrts Ges. Neptun | 230·0 \| 34·0 \| 15·2<br>Q85′ B54′ F28′<br>FK | Bremen<br>German<br>*WB* | T.3Cy.17″, 28″ & 45″ – 33″<br>137NH<br>Muir & Houston, Ld. Gls. | 17 ″ 9 | G | |
| 496 | — Steel Sc Sr<br>1674 *A. Richter* 97–97 1 *Dk*<br>HVPB *Elec light* (ex Meteor) | 394<br>305<br>207 | | | 1888 | Motala Co. Gotenburg | Bergnings och Dykeriaktieb Neptun (J Drakenberg *Mg*) | 148·1 \| 25·7 \| 13·4<br>H29 *t* | Stockholm<br>Swedish | C.2Cy.22″ & 44″ – 27″<br>84NH<br>Motala Co., Motala | | | |
| 497 | — Iron Sc Sr<br>*H. Wiese* 89–02<br>JWPL (ex Fides) 1 *Dk* | 352<br>302<br>215 | | | 1883 | G. Howaldt Kiel | Dmpskselsk. Hermes (Ths. S. Falck) | 139·1 \| 23·2 \| 13·1<br>B26′<br>BK 7″ | Stavanger<br>Norwegian<br>*WB* | C.2Cy.15¾″ & 27½″ – 15½″<br>25NH<br>Gebr. Howaldt Bros., Kiel | | N | |
| 498 | — Iron Sc Sr<br>2579 *J. Brattberg* 72–88 1 *Dk*<br>JFQV | 225<br>190<br>155 | | | 1867<br>89 | Bergsund Mek. Verks. Stockholm | C. Pettersson | 102·2 \| 22·0 \| 12·2<br>B29′ | Gothenbrg<br>Swedish | C.2Cy.12″ & 14″ – 20″<br>7NH<br>Bergsnd Mek. Vrkst. Skm. | | | |
| 499 | **Hermia** Steel Sc Sr<br>115766 *J. Fettes* 97–03<br>VCDR 1 *Dk* (*Stl*) & *deep framing* | 2050<br>1305 | ✠100 A1 Shl *s*<br>1,05 ~~4·04~~<br>NYk<br>✠LMC 6,03 | | 1903 | Clyde S.B. & Co. Ltd. Pt. Glasgow<br>*Lloyd's* & *A&CP* | Hermia S.S. Co. Ld. (J. Neil & Co.)<br>*WB = Cell DBa* 86′ | 289·3 \| 42·0 \| 19·6<br>P29′ B81′ F32′<br>FK<br>*uE* & *B* 32′ *f* 126′ 556 *t* | Glasgow<br>British<br>5 *BHCem*<br>*APT* 27 *t* | T.3Cy.21″, 33″ & 57″ – 36″ *(s)*<br>160lb *90lb* 202NH<br>2SB, 6 *cf*, GS 108, HS 3150<br>Clyde S.B. & E.Co. Ld. P. Gls | 22 ″ 0<br>s 3 ″ 5½ | | |
| 500 | — Steel Sc Sr<br>*J. O. A. Sörensen*<br>NDSF 1 *Dk* & *Spar dk* | 1046<br>538<br>650 | | | 1891 | Howaldts-werke Kiel | Dpsk. Selsk. Torm (D. Torm, *Mgr.*) | 212·3 \| 29·4 \| 12·0<br>B46′ 17·9 | Copnhagn<br>Danish | T.3Cy.14¼″, 22¾″ & 36½″ – 19½″<br>59NH<br>Howaldtswerke, Kiel | | V | |
| 501 | — Iron Sc Sr<br>*F. Bach* 98–01 ss Ham. 2nd No. 3–11,98<br>RHND (ex Ronen) ss Ham. No. 1–03<br>1 *Dk* (*Irn*) 2 tr B | 712<br>642<br>432 | ✠90 A1 Ham *l*<br>8,05 ~~3·04~~ ~~7·04~~<br>~~NB 3,87~~<br>MS 11.02 | | 1876<br>6mo | J. Laing Sunderland<br>A&CP | A. Kirsten | 203·8 \| 29·5 \| 15·5<br>Q26′ F20′<br>pt ND 08<br>FK<br>*WB =* | Hamburg<br>German<br>5 *BHCem*<br>*DBa* 60′ *f* 40′ | C.2Cy.26″ & 47″ – 36″<br>80lb *75lb* NDB87 110NH<br>1SB. 3 *pf*. 6849<br>R & W Hawthorn, Newcstle | 16 ″ 3 | | ~~5·04~~<br>~~Quit~~<br>~~3,05~~ |

| Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Port de Visite. Terme maintenance | Construit. Quand. Navire. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux Franc-bord au milieu du navire. pds. pc. | Dates où la dernière visite a eu lieu. Spécial. Quille. Ponts. Coque. | Dates où la dernière visite a eu lieu. Machines. Chaudières. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 502 | **Hermia** SteelScK | 216 | ✠100A1 Gms | 1900 Menzies& | RushworthSteam | 120·0\|21·7\|11·0 | Grimsby | T.3Cy.12½"21½"&35"–21"(s) | 12 ″ 0 | | |
| 110 | *F. Rolfe* 99–00 *ss*Gms.No.1–04 | 187 | *Stm Trawler* | 1mo Co.Ld. | FishingCo.Ld. | Q67'F21' | British | 200lb 61RH | | | |
| RPNM | 1 *Dk* | 61 | [illegible] | Inverkeithing | | BK7½ | 3 *BHCem* | 1SB,*2cf*,*gs*88,*hs*1255 | | | |
| | | | 2,05 | *Lloyd's*.*sAGCP* | | | | Shanks,Anderson&Co.Gls | | | |
| 503 | **Hermina** SteelScSr | 634 | ✠100A1 Rot *i* | 1899 R.Cruggs& | Nederl.Vracht- | 180·0\|30·0\|12·9 | Rottrdam | T.3Cy.15½"25"&41"–27" (*s*) | 14 ″ 0 | | |
| | *A.W.Teerlink* 00–00 | 545 | 7,04 1,05 | Sons | vaartMaats. (Jos. | B16'F26' | Dutch | 160lb *70lb* 94NH | | | |
| PBGN | (*ex*Albatross) *ss*Rot.No.1–04 | 385 | [illegible] | 05 Middlesbro | de Poorter, *Mgr.*) | drp05 | 3 *BHCem* | 1SB,*3pf*,*gs*847,*hs*1510 | | | |
| | *Mchy. Aft* 1 *Dk*(*Stl*) | | NDB09 | *Lloyd's*.*sAGCP* | | WB= | *DBf*33'78*t* | MacColl&Pollock,Sld | | | |
| 504 | **Hermine** SteelScSr | 3799 | ✠100A1 Tri *p* | 1900 Craig, | HermineS.S.Co. | 330·0\|45·4\|18·0 | Trieste | T.3Cy.24"38"&64"–42" (*s*) | 20 ″ 6 | | |
| | *L.Bussanich* –03 | 3196 | *Spar dk* | 9mo Taylor&Co | (Flli.Cosulich) | P68'B98'F41' 26·6 | Aust.-Hung | 160lb *100lb* 278NHP | 5 ″ 11 | | |
| HKNB | (*ex*Frieda,*ex*Nina) 1 *Dk*(*Stl*) | 2416 | 7,01 [illegible] MC9,00 | Stockton | | BK7 | 6 *BHCem* | 2SB,*6cf*,*gs*894 *hs*4354 | | | |
| | *§Spar dk*(*Stl*) *§deep framing* | | | A&CP W | *B* = *Cell DB a* 101' | *uE§B86'f*142'669*t* | *APT*57*t* | T.Richardson &Sns.Ld.Hpl | | | |
| 505 | — IronScSr | 471 | ✠100A1 Ham *h* | 1879 J.Laing | F.J.Reimers | 164·2\|26·2\|12·3 | Hamburg | C.2Cy.20"&40"–30" (*s*) | 12 ″ 11 | | |
| | *H.Mehrkens* 00–00 *ss*Ayr2ndNo.3–4,95 | 371 | [illegible] 11,04 [illegible] | 12mo Sunderland | | Q53 B37 F21 | German | 75lb *71lb* NDB01 76NH | | | |
| RKHV | (*ex*Contest) *ss*Ham.No.2–03 | 246 | [illegible] MC7,03 | *Lloyd's*.*sAGCP* | | BK7 | 4 *BHCem* | 1SB,*2pf*,*gs*80,*hs*1451 | | | |
| | *Well deck* 1 *Dk*(*Iron*) | | | | | WB= | *DBa*33'*f*28'7 | G.Clark,Sunderland | | | |
| 506 | **Herminia** IronScSr | 206 | | 1873 A.Simey& | Cia.Maritima | 141·4\|19·1\|12·3 | Manila | C.2Cy.18"&30"–20" | | | |
| | 1 *Dk* | — | | Co. | | B10' F18' | Utd.States | 84NHP | | | |
| | | 119 | | Sunderland | | | | SmithBros.&Co.,Glasgow | | | |
| 507 | **Herminius** SteelScSr | 3548 | ✠100A1 Bry *w* | 1898 Russell& | Brit.& S.American | 339·4\|45·9\|17·8 | Liverpool | T.3Cy.24"40"&65"–45" (*s*) | 20 ″ 6 | | |
| 109442 | *J.Morrison* –99 *ss*Bry.No.1–03 | 3336 | *Spar dk* Bkn | 6mo Co. | StmNavCoLd(R.P. | P20'B72'F36' 25·8 | British | 180lb *80lb* 298NHP | 6 ″ 1 | | |
| QFDV | 1 *Dk*(*Stl*) *§Spar dk*(*Stl*) | 2292 | 6,01 [illegible] MC7,02 | Pt.Glasgow | Houston&Co. *Mgs*) | BK11 | 6 *BHCem* | 2SB,*6cf*,*gs*138,*hs*4482 | | | |
| | *§deep framing* | | BS6,05 | A&CP W | *B* = *Cell DBa* 110' | *uE§B36'f*142'792*t* | *APT*56*t* | Hutson&Son,Glasgow | | | |
| 508 | **Hermione** SteelScSr | 4011 | ✠100A1 Lon *w* | 1891 JLThomp- | R.P.Houston&Co. | 360·0\|44·5\|24·3 | Liverpool | T.3Cy.28",45"&73"–54" (*s*) | 28 ″ 0 | | |
| 99907 | *A.T.Pope* –04 *ss*Lon.No.2–00 | 3225 | [illegible] | 1mo son&Sons | | P283'F43' | British | 155lb *60lb* 145NHP | 4 ″ 7½ | | |
| MJGB | (*ex*Yarrawonga) 2 *Dks*(*Stl–Uws*)3*tr*/*s* | 2555 | BS6,03 [illegible] MC7 | Sunderland | *WB* = *Cell DB* | BK11 | 6 *BHCem* | 2DB,*16pf*,*gs*221,*hs*7600 | | | |
| | *Ref Mchy.* | | MS11,03 [illegible] | A&CP | *uE§B66'250t FPT* | *55t APT37t Tunnel* | *vank*104'116' | Wigham Richrdsn&Co.Nwc. | | | |
| 509 | **Hermiston** SteelScSr | 4383 | ✠100A1 Liv *x* | 1901 R.Duncan | RiverdaleSSCo.Ld | 374·6\|48·1\|27·9 | Glasgow | T.3Cy.26",42"&70"–48" (*s*) | 22 ″ 11 | | H,04 |
| 113964 | *W.T.Bain* –02 | 4206 | *Spar dk* Shl | 7mo &Co.Ld. | (J.Little&Co.*Mgs*) | P31'B90'F38' | British | 180lb 360NHP | 7 ″ 9 | | |
| SKVW | 1 *Dk*(*Stl*) *§Spar dk*(*Stl*) *§* | 2839 | 12,[illegible] [illegible] MC7,01 | PortGlasgow | | FK | 8 *BHCem* | 3SB,*9cf*,*gs*158,*hs*5469 | 8 6 ″ 10 | | |
| | *deep framing* | | | *Lloyd's*.*sAGCP* W | *B* = *Cell D Ba* 112' | *uE§B42'f*156'958*t* | *APT*55*t* | D.Rowan&Co.Glasgow | | | |
| 510 | **Hermod** SteelScSr | 2984 | ✠100A1 NYk *u* | 1903 JLThomp- | DpskactiesHermod | 325·0\|48·0\|21·6 | Drammen | T.3Cy.24",39"&65"–42" (*s*) | 24 ″ 0 | | |
| | *A.Gabriella* 99–03 1 *Dk*(*pt Iron*/*pt Stl*) | 2778 | [illegible] 3,05 | son&Sons,Ld. | (Bruusgaard, | P31'B98'F32' | Norwegian | 180lb *90lb* 288NHP | 8 3 ″ 10 | | |
| MBFR | 2 *tr B*/*s deep framing*3 *Dk rule* | 1917 | MS9,[illegible] MC4 | Sunderland | Kjösterud&Co.) | drp03 FK | 5 *BHCem* | 2SB,*Spf*,*gs*127,*hs*4230 | | | |
| | | | BS7,04 | *Lloyd's*.*sAGCP* WB= | *Cell DBa*100' *u E2* | 1'142'745*t FPT*80 | *APT*119*t* | G.Clark&Co.Ld.Sunderld. | | | |
| 511 | — SteelScSr | 1167 | ✠90A1 Bkn *o* | 1878 MotalaCo. | Ångf.Aktieb. | 235·5\|32·8\|17·0 | Gothenbrg | C.2Cy.27½"&55"–36" (*s*) | 18 ″ 6 | | |
| 1330 | *C.F.E.Bruhn* 97–97 | 983 | 2,05 12,03 Got | 10mo Gothenburg | Svithiod | Q77'B55'H13*t*F32' | Swedish | 80lb *80lb* NB89 134NHP | | | |
| HPNG | *Well deck* *ss*Got.2ndNo.3–6,02 | 681 | [illegible] | | (A.Carlson, *Mgr.*) | BK7½ | 4 *BHCem* | 2SB,*4cf*,*gs*76,*hs*2240 NDB02 | | | |
| | 1 *Dk*2 *tr B* | | BS7,04 | | *WB* = *DTf*44'390*t* | | *APT*35*t* | MotalaCo.,Gothenburg | | | |
| 512 | — SteelScSr | 1144 | | 1900 Bergens | JohanC.Giertsen | 231·2\|34·3\|13·5 | Bergen | T.3Cy.16",25"&42"–30" | | N | |
| | *E.Petersen* | 915 | | Mek.Verks. | | Q128*t*B52*t*H19*t* | Norwegian | 97NH | | | |
| JPMK | 1 *Dk* | 719 | | Bergen | | F30*t* | *WB* | BergensMek Verks.Bergen | | | |
| 513 | — WoodScSp | 152 | | 1871 Anderson | S.J.Nilsson | 97·0\|20·7\|10·1 | Mariestad | 1Cy.20"–14" | | | |
| 2715 | *G.W.Guldbrand* –93 (*ex*Triton) | 133 | | Sjötorp | | Q5' H19*t* | Swedish | 12NHP | | | |
| JGNK | *Mchy. Aft* 1 *Dk* | 99 | | | | | | GötebergM.V.,Gothenbrg. | | | |
| 514 | **Hermonthis** SteelScSr | 4782 | ✠100A1 Ham *x* | 1896 JLThomp- | Deutsche-Dmpfs- | 382·0\|48·2\|26·2 | Hamburg | T.3Cy.27",44"&72"–48" (*s*) | 29 ″ 0 | | |
| | *J.Knudsen* 98–99 *ss*Ham.No.1–01 | 3918 | 12,03 [illegible] MC [illegible] | 12mo son&Sons,Ld | fahrts.Ges.Kosmos | P233'F41' | German | 165lb 389NHP | | | |
| RKNM | (*ex*Lavinia) 2 *Dks*(*Stl–Uws*)3*tr B* | 3096 | [illegible] | Sunderland | | BK8½ | 6 *BHCem* | 3SB,*9pf*,*gs*198,*hs*6300 | | | |
| | *Well deck Elec.light* *tower dk forehold* | | | A&CP | *WB* — | *Cell DBa*120'*u B36'* | *f*152'729*t* | G.Clark,Ld.Sunderland | | | |
| 515 | **Hermopolis** IronScSr | *780* | | 1869 Blackwood | NewHellenicStm. | 221·0\|29·3\|15·1 | Syra | C.2Cy.29½"&57"–36" | | | |
| | *N.Arhof* (*ex*Wicklow,*ex*Galatea) | *617* | | &Gordon | Nav.Soc. | P199*t* F26*t* 22·2 | Greek | 162NHP | | | |
| HKMD | *pt Awng dk* | *493* | | Pt.Glasgow | | | | R.Steele&Co.,Greenock | | | |
| 516 | **Hermosa** WoodScSr | 483 | | 1902 ..... | Wilmington | 139·0\|28·0\|11·5 | LosAngles | | | | |
| 99611 | *E.Trefelthen* | — | | Wilmington | Trans.Co. | | Cal. | | | | |
| KRPV | 1 *Dk* | 334 | | Cal. | | | Utd.States | | | | |
| 517 | **Hernani** IronScSr | 420 | | 1876 Cunliffe& | J.Pedros | 160·4\|24·3\|11·8 | Santander | C.2Cy.23"&40"–27" | | | |
| | *G.Varela* –01 1 *Dk* | — | | Dunlop | | P74*t* F19*t* | Spanish | 69NHP | | | |
| HNSL | | 267 | | Pt.Glasgow | | | | Cunliffe&Dunlop,Pt.Glas. | | | |
| 518 | **Hernösand** SteelScSr | 1185 | | 1894 Helsingors | H.M.Gehrckens | 224·9\|33·1\|13·5 | Hamburg | T.3Cy.18",27½"&47"–33" | | G | |
| | *P.Blohm* 99–02 1 *Dk*2 *tr B* | 792 | | Skibsbyggeri | | Q68'B105'F24' | German | 127NHP | | | |
| RKBN | | 751 | | Elsinore | | | *WB* | HelsingörsMaskinbyggeri | | | |
| 519 | **Hernösand II.** IronScSr | 465 | | 1865 Bergsund | HernösandsÅngf. | 160·6\|24·4\|12·4 | Hernösand | C.2Cy.24"&42"–26" | | | |
| 2520 | *H.A.Asplund* 79–79 1 *Dk* | 289 | | Mek.Verkst | Aktieb. | Q47'B51'H35*t*F40' | Swedish | 75NHP | | | |
| HBSQ | | 324 | | Stockholm | (S.J.Hamberg) | | | W.LindbergsM.V.,Skm. | | | |
| 520 | **Hero** SteelScSr | 3719 | ✠100A1 S.Fo *w* | 1899 Osbourne, | DampskibsAkties. | 339·0\|48·0\|19·3 | Drammen | T.3Cy.25",41"&67"–45" (*s*) | 20 ″ 5 | | |
| 3531 | *O.Sydertsen* 98–99 *ss*SFo.No.1–01 | 3531 | *Spar dk* | 10mo Graham&Co | Hero(Bruusgaard, | P29'B84'F38' 27·9 | Norwegian | 160lb *80lb* 318NHP | 6 ″ 2 | | |
| HGBJ | 1 *Dk*(*Stl*) *§Spar dk*(*pt Iron*/*pt Stl*) | 2418 | 5,08 [illegible] LMC9,00 | Sunderland | Kjösterud&Co.) | [illegible] FK | 6 *BHCem* | 2SB,*Spf*,*gs*136,*hs*5048 | | | |
| | *§deep framing* | | | A&CP WB= | *Cell DBa*110'*u E20'* | *f*140'739*t FPT*127*t* | *APT*198*t* | N.E.MarineCo.Ld.Nwc. | | | |
| 521 | — IronSc3MstSr | 2774 | ✠100A1 Bal *u* | 1881 Sunderlnd | J.W.Chittenden | 322·7\|39·9\|22·0 | | C.2Cy.21"&55½"–46" (*s*) | 24 ″ 1 | | 9,02 |
| | *C.A.Petersen* *ss*Bal.2ndNo.3–9,02 | 2763 | *Awng dk* | 4mo SBCo(Lim) | | 29·6 | | 160lb *80lb* NDB99 203NHP | | | |
| | (*ex*Hermann) 1 *Dk*(*Iron*) *§Awng dk*3 *tr B* | 1779 | *with load line* 22·6' | Sunderland | | ND02 BK10 | 6 *BHCem* | 2SB,*6pf*,*gs*96,*hs*3000 | | | |
| | | | 9,02 | A&CP | | *WB* = *DBa* | 86'*f*72'858*t* | G.Clark,Sunderland | | | |
| | | | [illegible] LMC9,02 | | | | | | | | |
| 522 | — SteelScSr | 1812 | ✠100A1 Sws *r* | 1903 Campbel- | BristolSteam | 272·2\|40·0\|20·5 | Bristol | T.3Cy.22",36"&59"–39" (*s*) | 21 ″ 8 | | |
| 117706 | *W.A.Babb* 96–03 | 1714 | 12,04 [illegible] | 6mo townS.B.Co | Nav.Co.Ld. | P29'B60'F32' | British | 180lb 264NHP | 3 ″ 11 | | |
| VFLM | 1 *Dk*(*Stl*)2 *tr B forehold*, | 1164 | [illegible] | Campbeltwn | | FK | 4 *BHCem* | 2SB,*6cf*,*gs*138,*hs*4470 | | | |
| | *deep framing aft* | | MC6,03 | *Lloyd's*.*sAGCP* | | WB= *Cell DBa*66'*f*114' | 340*t APT*76*t* | D.Rowan&Co.Glasgow | | | |

| 1 No. in book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boilers. Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth in. ft. in. | 15 Within 0.4 of L. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 523 MHL | **Hero** *O.Kurt03–03* | **SteelScSr** 1 *Dk* | 1714 1531 1081 | | | | 1903 | Laxevaags Msk.&Jrnskl Bergen | Kjær&Isdahl | 268·2 \| 38·8 \| 17·3 H112tF32 | Borgen Norwegian *WB* | T.3Cy.19¼″,31″&51″–33″ 119NH Laxevaags M. & J.rns.Bgn | | N | |
| 524 105043 NVJC | — *G.W.Hudson –01* *Well deck* | **SteelScSr** 1 *Dk(Irn)* | 775 578 331 | ✝ 7.95 *Water Tube Boilers* | Hull | *t* | 1895 6mo | Earle's Co. (Lim.) Hull | T.Wilson,Sons& Co.Ld. *WB* | 216·5 \| 30·0 \| 13·6 196·1 Bet. F29′ 3 dks FK *Cell D Ba 112′ uE 24′ f 12 74t FPT* | Hull British *WB* | T.3Cy.18½″,31″&58″–33″ 239NH 2SB,*4pf*,GS88,HS1400 Earle's Co.(Lim.),Hull | 14 ″ 3 | | |
| 525 QDSO | — *G. Kunath99–99* | **IronScSr** 1 *Dk2trB* | 566 522 330 | | | | 1883 | H. Koch Lübeck | Dampfschiff fahrts Ges.Neptun | 160·7 \| 25·1 \| 19·9 B15′ F22′ | Bremen German | T.3Cy.12″,19½″&31½″–21½″ NE&Boo 46NH Act.Ges.Weser,Bremen | | V | |
| 526 71 HSDM | — *M.H Petersson94–94* | **IronScSr** 1 *Dk2trB* | 346 289 181 | | | | 1884 | W.Lindbergs M.V. Stockholm | Ångf.Aktieb.Hero (E.P.Hansson) | 128·4 \| 22·6 \| 13·0 Q10′ B31′ H8′ | Gothenburg Swedish *WB* | C.2Cy.16″&31″–21″ 37NH W.Lindbergs M.V.,Stkhm. | | V | |
| 527 101078 PVHJ | — *I.B Corkmann –01* ~~ssSyd.No.2–00~~ *ssSyd.No.3–7,04* | **IronScSp** 1 *Dk(pt Irn)* | 161 147 1 | ✝100A— 7.04 ~~1.06~~ ~~BS2.03~~ | Syd ✝LMC13,00 | | 1892 7mo 61 | J.P.Rennoldson&Sns S.Shields | J.Fenwick&Co. | 105·2 \| 19·6 \| 11·2 BK7″ *1BHCem 10tAPT7t WB=FPT* | Sydney NSW British | T.3Cy.14″,23″&37″–24″ (*s*) 160lb 70RH 18SB,*3pf*,GS43,HS1255 J.P.Rennoldsn&Sns,S.Shl. | 11 ″ 9 | | ~~1.00~~ ~~8·7,01~~ |
| 528 94751 | — *G.Garraty* | **WoodPad** | 128 80 81 | | | | 1889 | Parker Glasier Portland,NB | ParkerGlasier | 92·2 \| 21·3 \| 6·2 H47*t* | St John NB British | 2Cy.18″–52″ 50RH J.Fleming,St.John,N.B. | | | |
| 529 RJCB | **Herodot** *H.v.Leitner* *Elec.light* | **SteelScSr** *Now named "Graecia," See Vol. 3 in Supplement.* 2 *Dks3trB* | 2799 1786 | | | | 1890 | Rejherst'g Maschinenf. Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie) | 322·8 \| 40·0 \| 23·2 P29′B110′F40′ BK10″ *WB* | Hamburg German | T.3Cy.24″,39″&62″–42″ 281NH Reiherst Maschinenf.Ham | 26 ″ 2 | G | |
| 530 46678 LMKB | **Heron** *H.G Ferris –00* *Well deck* | **IronScSr** 1 *Dk2trB* | 879 779 541 | | | | 1889 | Gourlay Bros.& Co. Dundee | GeneralStm.Nav. Co Ld. | 225·3 \| 33·2 \| 14·7 P163′F32′ BK8″ | London British *WB* | T.3Cy.19″,31″&51″–36″ 141NH Gourlay Bros.& Co.,Dnn. | 15 ″ 10 | | |
| 531 113230 TQBC | — *J.H.Baskcomb –02* | **SteelScK** 1 *Dk* | 209 190 73 | ✝100A1 *Stm Trawler* 1.04 | Grms ✝LMC9,02 | | 1902 9mo *Lloyd's A&CP* | G.Cooper Hull | T.Baskcomb | 118·2 \| 21·5 \| 11·2 Q18′F20′ BK7½″ *1BHCem* | Grimsby British | T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RH 18SB,*2cf*,GS31,HS1117 C.D.Holmes&Co.Hull | 12 ″ 1 | | |
| 532 67977 | — *Crowlie –87* *Mchy.Aft* | **IronTwinSc** 1 *Dk* | 141 134 56 | | | | 1872 | Lon.&Gls. Co. Glasgow | TakuTug&Lighter Co.Ld. | 120·1 \| 20·0 \| 8·1 | Shanghai British | 2Cy.24″–24″ 60RHP Lon.&Gls.Co.,Gls. | | | |
| 533 115150 VDTJ | **Heronspool** *H.Burnitt01–03* 1 *Dk(pt Irn&pt Stl)2trB&S* | **SteelSc** *Web frames* 3 *Dk rule* | 3276 2770 2105 | ✝100A1 *Trunk dk* ~~spar dk~~ Hpl ~~3,05~~ ✝LMC9,~~03~~ | Stk | *t* | 1903 9mo *Lloyd's A&CP* | Ropner& Son Stockton *WB=* | PoolShipping Co. Ld.(R.Ropner&Co. *Mgrs.*) *Cell D Ba 106′ uE 24′* | 325·0 \| 48·1 \| 22·9 P31′B65′F32′ FK *f 134′7 00t FPT 156t* | W.Hartlpl British | T.3Cy.24½″,40½″&66½″–42″ 180lb *160lb* (*s*) 302NH 2SB,*6rf*,GS118,HS4530 Blair&Co.Ld.Stockton | 24 ″ 3 *s* 3 ″ 10 | | |
| 534 VHBP | **Heros** ~~*V.Sundman –01*~~ *Spar dk(Stl)2trB* | **SteelScSr** *deep framing* ~~ssHam.No.1–04~~ | 2745 — 1587 | ✝100A1 *Spar dk* *with freeboard* ~~11,04~~ | Bry 2.04 ✝LMC~~11,06~~ | *t* | 1899 11mo | A.Rodger & Co. Port Glasgow A&CP | Aktieb.Navigator (A.Carlström, *Mgr.*) *WB=Cell D Ba* | 313·8 \| 44·0 \| 13·3 P29′B80′F29′ 20·7 FK *102′uE18′f130′635t* | Christnstd Russian | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *80lb* 249NHP 2SB,*6pf*,GS92,HS3862 Hall-Brwn.Buttery&C.Gls | 23 ″ 3 *s* 3 ″ 11½ | | ~~11,02~~ 7,03 |
| 535 3366 JKGB | — *G.E.Nyström00–00* (*ex* Aloedene) *Well deck* | **SteelScSr** *ss*Cpn.No.3–3,03 1 *Dk(Irn–ptws)2trB* | 2362 1888 1456 | ✝100A1 ~~spar dk~~ ~~3,03~~ 4,05 ~~BS10,04~~ ✝LMC8,05 | Cff Hav Bal | *s* | 1890 6mo | Short Bros. Sunderland A&CP | Ångf.Aktiebolag. Heros (P.J. Haegerstrand) *WB=Cell D Ba* | 290·0 \| 40·0 \| 19·7 P31′Q82′B116′ F33′ FK 218′ 504t *FPT* | Gefle Swedish | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *100lb* NDB03 223NH 2SB,*6pf*,GS102,HS3440 G.Clark,Ld.Sunderland | 22 ″ 2 *s* 2 ″ 1 | | 83,03 |
| 536 3261 JHTL | — *C.Larsson98–98* (*ex* Umberto Arbib) *Well deck* | **IronScSr** *ss*Ant.No.3–3,95 1 *Dk(Irn)2trB* | 1565 1249 945 | ✝100A1 2,05 ~~3.01~~ ~~BS8,04~~ ~~B~~ ✝LMC4,03 | Els | *q* | 1882 10mo | Oswald, Mordaunt&Co Southampton *Lloyd's A&CP* | Rederiaktieb. Kärnan(B. Ingelsson, *Mgr.*) | 258·6 \| 36·0 \| 15·1 Q88′B70′F24′ *WB=DBa* | Hälsingborg Swedish | C.2Cy.30″&60″–42″ (*a*) 90lb *80lb* NDB95 181NH 2SB,*4cf*,GS76,HS2820 Oswald,Mordaunt&Co.Sou | 19 ″ 5 | | ~~3.01~~ 2,05 |
| 537 HNRP | **Herrera** *A.Castillo* *Well deck* | **IronSc** ~~ssLon.No.1–00~~ ~~ssLon.No.2–00~~ *ssLon.2n No.3–6,04* 1 *Dk2trB* | 1071 787 631 | ✝100A1 6.04 ~~4.02~~ BS2.03 | Lon ~~LMC10,99~~ | *m* | 1878 8mo ,04 | Gowan& Wilson Berwick A&CP | LaBeticaSoc. Anon.deNav. àVap. | 210·0 \| 30·3 \| 17·2 P110′F31′ BK8″ *WB=DBa 48′50t* | Seville Spanish | C.2Cy.26″&52″–30″ (*i*) 80lb *53lb* NDB91 119NHP 2SB,*4pf*,GS64,HS2018 W.B.Thompson,Dundee | 18 ″ 0 *s* 2 ″ 1½ | | ~~3.03~~ ~~8·6,04~~ |
| 538 PBLK | **Hersilia** *F.Mathiessen01–01* *Elec.light* | **SteelScSr** 1 *Dk2trB* | 2028 1864 1295 | | | | 1901 | Act.Ges. "Neptun" Rostock | Dampfschiffs Rhed Horn,Act.Ges. | 291·4 \| 41·2 \| 18·8 P19′B160′F34′ *WB* | Lübeck German | T.3Cy.20⅝″,35 7/16″&55⅛″–35 7/16″ 181NHP A.G."Neptun,"Rostock | | G | |
| 539 HNLB | **Hertha** *M.Janson03–03* *Well deck* *Sailing Bark—See Sailing Ship Register.* | **IronScSr** *ss*Bgn.No.1–03 1 *Dk2trB* | 530 382 310 | ✝ 12,84 | Abn | *i* | 1880 6mo | Bergens Mek.Vrk. Bergen | Ångfartygsaktieb. Merkur (Hugo Renström) | 169·9 \| 24·3 \| 12·9 Q87*t*B77*t*H15*t*F28*t* drp84 *WB* | Gothenburg Swedish | C.2Cy.20½″&39″–24″ 62NHP Bergens M.V.,Bergen | | N | |
| 540 HNLB | — *O.Jörgensen* | **WoodScBk** 1 *Dk2trB* | 253 221 127 | | | | 1884 | C.Christnsen Sandefjord | Akties.Oceana (JohanBryde) | 117·8 \| 25·3 \| 13·1 Q35′ | Sandefjrd Norwegian | C.2Cy.16″&28 3/16″–18½″ 30NH Nylands Værksted,Xania | | | |
| 541 4023 JMRP | — *C.G.Törnsten02–02* | **SteelScSr** 1 *Dk* | 197 154 91 | | | | 1902 | Thorskogs Mek.Verks. Thorskog | P.Larsson | 101·1 \| 22·5 \| 10·0 H11tB27′F12′ *WB* | Thorskog Swedish | C.2Cy.11″&18″–16″ 25NHP P.Larson,Thorskog | | V | |
| 542 LKRP | — *R.Rasmussen98–98* | **IronScSr** 1 *Dk* | 127 — 64 | | | | 1877 | Eriksbergs M.V.Aktieb. Gothenburg | Ver.Flensburg Ekensunder&Sonderburger Dmpfs. Ges. | 105·8 \| 18·5 \| 9·6 | Sonderbrg German | | | | |
| 543 RKLM | **Herzog** *Weisskam* *Elec.light* | **SteelTwinScSr** 3 *Dks&Web frames* | 4933 4318 3048 | | | | 1896 | Blohm& Voss Hamburg | DeutscheOst-AfrikaLinie | 401·3 \| 47·2 \| 29·5 P53′B175′F64′ *WB* | Hamburg German | T.6Cy.21″,33″&56″–42″ 407NHP Blohm& Voss,Hamburg | | G | |
| 544 MSHV | **Herzog Johann Albrecht** *G.Schmidt98–98* *Elec.light* | **Steel ScSr** 1 *Dk* | 1360 945 868 | | | | 1898 | Act.Ges. "Neptun" Rostock | H.Podeus | 233·6 \| 35·3 \| 14·4 Q70′B108′F25′ *WB* | Wismar German | T.3Cy.16⅝″,25½″&41⅜″–31½″ 98NHP A.G."Neptun,"Rostock | | G | |

| Numéro d'Ordre / Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut / Tonnage Net | Détails de la Classification. Cote / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Force assignée. Entretien. Longueur. | Construit. Quand / Par qui / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | Port / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les essais du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | Poids de l'Ancre | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 545 | **Herzog Johann Albrecht** Andersen — Steel Sc Sr, 1 Dk | 189 / 142 / 91 | | 1899 Schömer & Jensen, Tönning | Neu-Guinea Co | 110·8 × 24·7 × 7·1 H–F8′ | Hamburg, German | C.2Cy.7½″×18″–9½″ 1 NB | | G | |
| RLJF | (Sailing Schooner—See Sailing Ship Register) | | | | | | WH | Schömer & Jensen, Tönning | | | |
| 546 | **Herzogin Elisabeth** Witt –02 — Steel Twin Sc Sr, 2 Dks | 548 / 381 / 149 | | 1902 J. L. Meyer, Papenburg | German Government, Colonial Dpt. | 178·6 × 27·8 × 11·9 | Duala, Cameroon, German | 2Cy 11½″ 19½″×30″–23″ 90 NH | | G | |
| GBCN | Elec. light — 2 Dks | | | | | | | J. L. Meyer, Papenburg | | | |
| 547 | **Hesione** — Steel Sc Sr | 3583 | ✠100A1 Liv c | 1889 W. Doxford & Sons, Sunderland | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. Mgrs.) | 360·0 × 42·0 × 20·8 | Liverpool, British | T.3Cy.27″,44″&71″–48″ 160lb 80lb 386 NH | | | |
| 35289 | W. E. Splatt 03–05 — ss Lon. No.3–5,02 | 3478 | Spar dk | 6mo A&CP | | I″0 B96 F38″ 28·8 FK 6 BHCem | | 2 DB. 12cf, gs200, hs3300 | | | |
| LFNP | Ref. Mchy. Watts (ex Mamari) | 2342 | 1.04 ✠LMC1.02 | | | WB = Cel | DB22 | 1608t | W. Doxford & Sons, Sld. | | |
| | 1 Dk (pt Stl & pt Irn) & Spar dk (Irn) 3 tr B | | | | | | | | | | |
| 548 | **Hesleden** — Iron Sc Sr | 1492 | ✠90A1 Hpl p | 1876 W. Gray & Co. | R. Johnson & Co. | 259·1 × 33·0 × 19·2 | W. Hartlepool, British | C.2Cy.27″&55″–36″ 95lb 80lb NDB99 | 2 | 0 | 7 |
| 22651 | ~~H. Dong 03~~ — ss Hpl. 2nd No.3–1,97 | 1215 | 8,02 | 6mo | W. Hartlepool | Q96′ B60 F35 | | 1 BHCem | 2 | 1 | 4 |
| QHLG | Well deck — ss Hpl. No.1–01 | 944 | ✠NB95 fitted BS8,02 | | | | | 2 SB, 4pf, gs73, hs1814 | | | |
| | 1 Dk (Irn) 2 tr B | | | | | | | Blair & Co. (Lim.), Stockton | | | |
| 549 | **Hesleyside** — Steel Sc Sr | 2631 | ✠100A1 Bly t | 1900 R. Thomp-son & Sons, Sunderland | Charlton S Shpg Co. Ld. (Charlton, Mc-Allum & Co. Mgrs.) | 313·0 × 45·0 × 20·5 | Newcastle, British | T.3Cy.23″,38″&61″–39″ 180lb 80lb 260 NI | 3 | 7½ | |
| 110356 | W. Bedlington — ss Bly. No.1–04 | 2462 | 4,0 Cdf | 8mo A&CP | | P29′ B44′ F34′ | | 2 SB, 6pf, gs102, hs4120 | | | |
| RSDN | 1 Dk (Irn) & deep framing | 1687 | ✠LMC8,04 | | | WB = Cell DBa 98′ uE 22′ f 128′ 655t | FK 5 BHCem | APT59t | N. E. Marine Co. Ld. Sld | | |
| 550 | **Hesperia** — Iron Sc Sr | 2994 | ... | 1882 Barrow SB Co. (Lim.) Barrow | Anchor Line (Henderson Bros.) Ld. | 340·5 × 37·7 × 29·5 F21t | Glasgow, British | C.2Cy.33″&66″–60″ 281 NH | | C | |
| 8398 | J. Blakie –03 | 2912 | | | | | | Barrow S. B. Co. Ltn. Barrow | | | |
| WJQG | | 1948 | | | | | | | | | |
| 551 | **Hesperides** — Steel Sc Sr | 3393 | ✠100A1 Bkn w | 1899 Bartram & Sons, Sunderland | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. Mgrs.) | 350·9 × 47·0 × 16·9 | Liverpool, British | T.3Cy.26″,43½″&72½″–48″ 180lb 80lb 431 NH | 4 | 4 | |
| 110625 | G. P. Moss –03 — ss Ant. No.1–05 | 3119 | Spar dk Ant | 12mo A&CP | | P3″ B166′ F80 25′ 6 | | 8 SB, 9rf, gs189, hs7150 | | | |
| RKWM | Elec. light — 1 Dk (Irn) & Spar dk (Irn) & deep framing | 2104 | 2,05 ✠LMC12,04 3,01 | | | DB a 96′ uE & B69 FK f 131′ 665t FPT 125t | | 6 BHCem APT40t | J. Dickinson & Sons, Ld. Sld | | |
| 552 | — — Steel Sc Sr | 907 | ✠100A1 Cdz k | 1892 Wigham Richrdsn & Co. Newcastle | La Sociedad Navegacion é Industria | 195·0 × 29·0 × 14·5 | Barcelona, Spanish | T.3Cy.21″,33″&54″–36″ 138lb 80lb ND699 187 NH | 15 | 3 | |
| | J. Miro –04 — ss Cdz No.3–00 | 771 | Awng dk with freeboard | 1mo A&CP | | B46′ BK7½′ | | 2 BHCem | 7 | 11½ | |
| HNSC | 1 Dk 2 tr B & Awng dk | 577 | 10,04 12,02 | | | WB = Cell DB78 | | 150t APT10t | Wigham Richrdsn & C. Nwc | | |
| | Elec. light — ss Bcl. No.3–10,04 | | ~~BS12,00~~ ✠LMC~~8,00~~ | | | | | | | | |
| 553 | **Hesperus** — Steel Sc Sr | 2231 | ✠100A1 Nwc s | 1903 R. Craggs & Sons, Ld. Middlesbro' | Ang f Aktieb Finska Lloyd (E. Krogius, Mgr.) | 280·2 × 39·9 × 17·1 (103′ | Helsingfors, Russian | T.3Cy.21″,34″&56″–36″ 165lb 90lb 217 NH | 19 | 6 | |
| SQRV | W. V. Himberg 03–03 | 1525 | pt Awng dk with freeboard | A&CP | | pt Awng dk 175′ FK | | 4 BHCem | 8 | 3 | |
| | 1 Dk (Stl) & Web frames | 1275 | 8,06 1,04 1,0 | Lloyd's | | DB a 88 uE 24 f 114′ | | 157t APT15t | N. E. Marine Eng Co Ld. Nwc | | |
| | Elec. light — pt Awng dk (Stl) | | ✠LMC8,08 | | | WB = Cell | | | | | |
| 554 | — — Steel Twin Sc Sr | 584 | ✠ ... | 1896 Gourlay Bros. & Co. Dundee | Commissioners of Northern Light-houses | 175·0 × 28·1 × 1·8 | Leith, British | T.6Cy.14″,28″&37″–24″ 170lb 80lb 166 NH | 14 | 7 | |
| 104924 | J. Harvie –98 — ss Grk. No.1–00 | 443 | | 12mo A&CP | | Q58′ B51′ F27′ BK6 | | 2 SB, 6cf, gs198, hs2904 | | | |
| PMRW | Well deck — 2 Dks | 189 | ~~BS4,08~~ ✠ | | | WB = DT a 17 | | 7 BHCem 39t FPT 17t | Gourlay Bros. & Co., Dun. | | |
| | Elec. light | | | | | | | | | | |
| 555 | **Hestia** R. Rankine –04 — Steel Sc Sr | 3790 | ✠100A1 Gls n | 1890 W. Doxford & Sons, Sunderland | Donaldson Bros. | 365·0 × 44·2 × 19·4 | Glasgow, British | T.3Cy.27″,44″&72″–48″ 160lb 80lb 390 NI | 22 | 0 | |
| 98058 | ~~R. Rankine –04~~ — ss Gls. No.3–1,03 | 3604 | Spar dk Bln | 3mo A&CP | | P&c.40′ B88′ F37′ 27·5 FK | | 6 BHCem | 7 | 4 | |
| LPTC | (ex Mary Beyts) | 2434 | ~~1,03~~ 4,05 ✠LMC | | | WB = Cell DB 310′ 655t FPT | | 143t APT57t | W. Doxford & Sons, Sld. | | |
| | Elec. light | | ~~MS10,02~~ ~~BS8,04~~ | | | | | | | | |
| | Spar dk (Irn) 3 tr B | | | | | | | | | | |
| 556 | **Heung-Shan** — Steel Twin Sc | ~~2835~~ | 1 05 | 1890 Ramage & Ferguson, Leith | Hong Kong, Canton & Macao Stm. Boat Co. Ld. | 290·0 × 54·0 × 10·0 | Hong Kong, British | T.6Cy.20″,31″&49″–27″ 249 NH | | | |
| 96855 | W. E. Clarke 82–90 | ~~1000~~ | | | | B240t H688t F63t | | | | | |
| | 2 Dks & Shade dk | ~~1788~~ 979 | | | | | | Ramage & Ferguson, Leith | | | |
| 557 | **Heworth** — Steel Sc Sr | 1043 | ✠100A1 Shl n | 1900 Wood Skinner & Co. Ld Newcastle | Heworth S S Co. Ld (E. R. Newbigin) | 220·0 × 33·2 × 14·4 | Newcastle, British | T.3Cy.17½″,28″&46″–33″ 160lb 80lb 133 NH | 16 | 6 | |
| 110355 | ~~Fishmoor 03~~ — J. Davies 04–04 | 818 | ~~8,04 1,04 14,04~~ ~~Nwc Bly~~ | 8mo A&CP | | 112′ B10 F25′ | | 1 SB, 4pf, gs58, hs2160 | | | |
| RTCB | Well deck — 1 Dk (Irn) & deep framing | 656 | 4,05 ~~1,05~~ ✠LMC2,00 | | | WB = Cell DBa 52 uE & B38′ f 94′ 285t FPT | | 4 BHCem 42t APT63t | N. E. Marine Co. Ld. Nwc | | |
| | | | | | | | | | | | |
| 558 | **Hexham** — Iron Sc 3 Mst Sr | 1689 | ✠100A1 Nwc r | 1880 A. Leslie & Co. Newcastle | J. Coull | 260·9 × 34·2 × 23·3 | N. Shields, British | C.2Cy.32″&61″–36″ 75lb 170 NH | 24 | 8 | |
| 76961 | ~~W. Hastie –03~~ — ss Shl. No.3–5,93 | 1544 | 6,01 ~~10,03~~ Shl | 3mo A&CP | | P40′ F36′ | | 2 SB, 4pf, gs78, hs2810 | | | |
| TFBD | | 1046 | ~~BS4,05~~ ✠LMC~~10,00~~ | | | Shade dk 48′ BK9½′ | | 5 BHCem | | | |
| | 2 Dks (1 Irn) 3 tr B | | | | | WB = DBa 64 f 60′ | | 290t APT20t | N. E. Marine Co. (Lim.), Sld. | | |
| 559 | **Hibernia** — Steel Sc Sr | 2418 | ✠100A1 Bry s | 1889 R. Dixon & Co. Middlesbro' | International Line S.S. Co. Ld. (C. Marwood, Mgr.) | 295·0 × 38·2 × 20·2 | Whitby, British | T.3Cy.19½″,31½″&51½″–42″ 160lb ~~80lb~~ NDL05 216 NH | 22 | 9 | |
| 96514 | A. G. Bonwick –02 — ss Cff. No.3–8,01 | 1816 | pt Awng dk with freeboard | 8mo A&CP | | P25′ Q92′ BK10′ | | 2 SB, 6cf, gs115, hs3886 | 9 | 2 | |
| LGSQ | 1 Dk (Irn) & pt Awng dk (Irn) & Web frames | 1546 | ~~4,04 1,04~~ 4,05 ~~BS12,00~~ ✠LMC8,0 | | | pt Awng dk 178′ WB = Cell | | 5 BHCem DB 248′ 442t | T. Richardson & Sons, Hpl. | | |
| 560 | — — Steel Twin Sc Sr | 1862 | | 1900 W. Denny & Bros. Dumbarton | L. & N. W. Rlwy. Co. | 329·0 × 39·1 × 15·7 | Dublin, British | T.3Cy.26″,40″&(2)48″–33″ 425 NH | | | |
| 111027 | | 1200 | | | | | | | | | |
| RLWT | Elec. light — 2 Dks & Awng dk | 313 | | | | | WH | Denny & Co. Dumbarton | | | |
| 561 | — — Iron Pad Sk | 237 | | 1874 Westwood, Baillie & Co. Poplar | G. Petrie | 139·2 × 21·1 × 12·4 H.t | Middlesbro' British | L.2Cy.34″–60″ NB04 138 NH | | | |
| 70851 | J. Lawson –98 | 232 | | | | | | J. Stewart & Sons, London | | | |
| | (ex Tourville, ex Hibernia) — 1 Dk | 23 | | | | | | | | | |
| 562 | — — Iron Sc K | 214 | | 1884 Maats. de Maas, Delfshaven | W. Watkins | 121·0 × 22·1 × 12·5 | London, British | C.2Cy.28″&47″–24″ 120 RH | 13 | 4 | |
| 89622 | G. Wood –98 | 186 | | | | | | | 2 | 0 | |
| JPWG | | 42 | | | | | | Maats. de Maas, Delshaven | | | |
| 563 | **Hibernian** — Steel Sc Sr | 4505 | ✠100A1 Gls x | 1902 Napier & Miller, Ld. Glasgow | Allan Line S S Co. Ld (J. & A. Allan, Mgrs.) | 385·0 × 50·0 × 25·7 | Liverpool, British | C.3Cy.27″,48″&72″–48″ 180lb 100lb 446 NH | 28 | 5 | |
| 115317 | ~~W. Hall 03~~ — ss N.Yk. No.3–10,01 | 4106 | ~~3,08~~ N.Yk | 9mo | | P39′ B119′ F44′ | | 6 BHCem | ~~5~~ | ~~9~~ | |
| TPWB | (ex Orient Point) — 2 Dks (1 Stl & Upt Irn & pt Stl) & deep framing | 2871 | ~~H. Imrie 99–04~~ ✠LMC10,04 | Lloyd's | A&CP WB = Cell DBa 128′ uE 27′ f 167 | crp04 | FK | 8 SB, 6cf, gs126, hs6144 | | | |
| | | | | | | 1088t FPT 127t APT49t | | Dunsmuir & Jackson, Gls | | | |
| 564 | **Hidalgo** — Iron Sc Bg | 1581 | ... | 1872 Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 272·6 × 32·0 × 17·8 | Hull, British | T.3Cy.22″,32″&60″–29″ NB83 194 NH | | | |
| 68935 | J. R. Owen –02 | 1215 | | | | P174′ B42′ F32′ | | 7 pf. 83 | | | |
| LDMP | Well deck | 1034 | | | | | | Amos & Smith, Hull | | | |
| 565 | — — Steel Sc Sr | 1126 | | 1897 Workman, Clark & Co. Ld Belfast | Cia. Mexicana de Navegacion | 232·3 × 36·2 × 15·2 | Vera Cruz, Mexican | T.3Cy.17½″,28″&46″–33″ 150 NH | 17 | 3 | |
| | | 958 | | | | P25′ F32′ | | | | | |
| | 1 Dk 2 tr B | 700 | | | | FK | WH | Wrkman, Clark & Co. Ld Bel | | | |
| 566 | **Hideyoshi Maru** — Iron Sc Sr | 636 | ... | 1877 W. F. Pile & Co. Sunderland | Tani Saburo | 191·2 × 26·4 × 11·4 | Kobe, Japanese | C.2Cy.24½″&44½″–30″ NB86 90 NH | 14 | 4 | |
| 100 | | 497 | | | | 126′ F28 | | | | | |
| HBTW | (ex Orduna) — 1 Dk 2 tr B | 432 | | | | BR7 | WB | Pattison & Atkinson, Sld. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tons Gross Net | 4 Particulars of Classification. Character. Special Survey. Date of last Survey. Port of Survey. Year Updated. Extra Letters. | 5 Built. When. Ship. Engines. By Whom. Where. | 6 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 7 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register in which classed if not in 1st. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 567<br>KSLM | **Hieronymi** SteelScSr<br>*J. Mikoss* 97–04<br>1 *Dk(Stl)* & *deep framing* | 2288<br>2757<br>1447 | ✠100A1 Nwc *t*<br>~~Npt~~<br>✠LMC8.04 | 1904<br>3mo<br>*Lloyd's SA&CP* | W. Dobson & Co. Newcastle<br>*WB = Cell DB a* | Hungarian Levant S.S.Co.Ltd.<br>300·5 \| 45·0 \| 19·6<br>P27'B82'F31'<br>FK<br>94 *uE & B42' f* 126' | Fiume<br>Austr.-Hung.<br>5 *BHCem* 607 *t APT* 89 *t* | T.3Cy.22″,36″&60″–39″ (*s*)<br>180lb *90lb* 253NHP<br>28″,*6cf*,GS112,HS1040<br>N.E. Marine Eng Co Ld Nwc | 22 ″ 1<br>s 8 ·7½ | | |
| 568<br>98670<br>KSLM | **Higgins** WoodSc<br>*P. Simonsen* –03<br>1 *Dk* | 115<br>81 | | 1903<br>*Lloyd's SA&CP* | C. Christensen Scrantu, Miss. | Higgins Oil & Fuel Co.<br>102·0 \| 22·0 \| 9·8<br>*WB = Cell DB a* | Galveston Utd. States | C.2Cy.16″&80″–39″<br>35NHP | | | |
| 569<br>110118<br>RDBW | **Highgate** SteelScSr<br>*J.C. Hart* 93–99 *ss* Shl. No.1–04<br>*Well deck* 1 *Dk(Irn)* & *Web frames* | 1780<br>1392<br>1101 | ✠100A1 Shl *r*<br>4.04<br>✠LMC4.04 | 1899<br>5mo<br>A&CP | S. P. Austin & Son, Ld. Sunderland<br>*WB = Cell DB a* 76 *u E &* | W. Cory & Son. Ld.<br>268·2 \| 37·7 \| 17·0<br>P27 Q74 B56 F29'<br>FK<br>*B31 f* 108·5 *t FPT* | London<br>British<br>1 *BHCem*<br>87 *t APT* 75 *t* | T.3Cy.20½″,38″&54″–89″ (*s*)<br>160lb *90lb* 195NHP<br>2SB.*6pf*,GS84,HS3144<br>G. Clark, Ld. Sunderland | 19 ″ 9<br>s 2 · 2 | | 4.04 |
| 570<br>112632<br>BBQN | **Highland Brigade** SteelScSr<br>*Fraser* 01<br>*Ref. Mchy* 2 *Dks(Stl)* & *deep framing* & *Web frames* & *Shelter dk(pt Stl)* | 5640<br>4196<br>3076 | ✠100A1 Liv *y*<br>*Shelter dk with freeboard*<br>2.03 ✠LMC3.04 | 1901<br>3mo<br>A&CP | W. Beardmore & Co. Glasgow<br>*WB = Cell DB a* 76 *u E &* | Nelson Line (Liverpool) Ld. (H.&W. Nelson Ld. *Mgrs.*)<br>384·7 \| 50·2 \| 26·8<br>84·7<br>drp04<br>FK<br>*l* 146' 1019 *t FP* | London<br>British<br>6 *BHCem*<br>170 *t APT* 61 *t* | T.3Cy.30″,50″&80″–54″ (*s*)<br>200lb 6.3NHP<br>4SB.*12cf*,GS239,HS9282 FD<br>W. Beardmore & Co. Gls | 29 ″ 6<br>s 6 · 1 | BT till 2.05 | 3.01 |
| 571<br>97778<br>LRJH | **Highland Chief** SteelScSr<br>*J. Pond* 03–03 *ss* Liv. No.3–12.02<br>2 *Dks(1 Stl & 1 Irn)* & *deep framing*<br>*Ref. Mchy* | 2648<br>2339<br>1707 | ✠100A1 Liv *l*<br>9,04 ~~10.00~~ Lon<br>BS8.04 ✠LMC12,02 | 1890<br>5mo<br>*Lloyd's SA&CP* | A. Stephen & Sons Glasgow<br>*WB = Cell DB* | Nelson Line (Liverpool) Ld. (H.&W. Nelson Ld. *Mgrs.*)<br>310·0 \| 41·0 \| 23·5<br>P40'B68'F38'<br>BK10'<br>5 *BHCem*<br>248 *t* 548 *t* | London<br>British<br>3SB,*9rf*,GS140,HS5142<br>A. Stephen & Sons, Glasgow | T.3Cy.28″,37″&59″–42″<br>160lb 286NHP<br>3SB,*9rf*,GS140,HS5142<br>A. Stephen & Sons, Glasgow | 26 ″ 3<br>s 4 · 6 | | 9.04 |
| 572<br>97473<br>LWVQ | **Highland Corrie** SteelScSr<br>*M. L. Keyes* –03 *ss* B.As. No.3–11,03<br>(ex Tekoa) 2 *Dks(Irn)* & *Web frames*<br>*Ref. Mchy* | 4050<br>3852<br>2646 | ✠100A1 BAs *w*<br>11,03<br>BS8.04 ✠LMC1,08 | 1890<br>11mo<br>*Lloyd's SA&CP* | W. Gray & Co. Ld. W Hartlepool | Nelson Line (Liverpool) Ld. (H.&W. Nelson Ld. *Mgrs.*)<br>365·1 \| 47·1 \| 26·5<br>P31 B88'F38'<br>BK11'<br>6 *BHCem*<br>*WB = Cell DB* 314 *t* 872 *t* | London<br>British<br>6 *BHCem*<br>3DB.*12rf*,GS225.HS7140<br>Cen. Mar. Eng. Wrks. W Hpl | T.3Cy.27″,43″&72″–45″ (*s*)<br>160lb 412NHP<br>3DB.*12rf*,GS225.HS7140<br>Cen. Mar. Eng. Wrks. W Hpl | 29 ″ 4<br>s 6 · 4 | | N6.02 |
| 573<br>115967<br>TVWC | **Highland Enterprise** SteelScSr 5155<br>*J. King* –04<br>2 *Dks(Stl)* & *deep framing* & *Ref. Mchy* *Shelter dk(Stl)* | 3899<br>3612<br>~~2154~~<br>3324 | ✠100A1 Liv *y*<br>*Shelter dk with freeboard*<br>3,07 ~~3.03~~ ✠LMC3,03 | 1903<br>3mo<br>*Lloyd's SA&CP* | Russell & Co. Pt. Glasgow<br>*WB =* | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>385·0 \| 51·0 \| 24·0<br>FK<br>*Cell DB a* 110' *u E* & *B46' f* 160' 904 *t FP* | London<br>British<br>6 *BHCem*<br>*88 t APT* 25 *t* | T.3Cy.28″,45″&75″–54″ (*s*)<br>180lb 546NHP<br>3SB.*9cf*,GS168,HS7830 FD<br>Rankin & Blackmore, Grk. | 26 ″ 9<br>s 3 · 9 | | 11,04 |
| 574<br>98081<br>LRDG | **Highland Ghillie** SteelScSr<br>*J. Leary* –04 *ss* Lon. No.3–9,02<br>*Ref. Mchy.* (ex Otarama, ex Sea King)<br>*Elec. light* 1 *Dk(Irn)* & *Spar dk(Irn)* 3 *tr B* | 3935<br>3609<br>2587 | ✠100A1 BAs *w*<br>*Spar dk* Lon<br>2,05 ~~2.11~~ ✠LMC<br>~~BS8.04~~ MS10,02 | 1890<br>4mo | W. Doxford & Sons Sunderland<br>*WB = Cell DB* | Nelson Line (Liverpool) Ld. (H.&W. Nelson Ld. *Mgrs.*)<br>365·0 \| 44·2 \| 19·4<br>P28' B88' F37' 27·2<br>FK<br>*B46' f* 160' 904 *t FP* | London<br>British<br>6 *BHCem*<br>*88 t APT* 25 *t* | T.3Cy.27″,44″&72″–48″ (*s*)<br>160lb *60lb* 359NHP<br>2DB.*12cf*,GS206<br>W. Doxford & Sons, Sld. | 22 ″ 0<br>s 7 · 3 | ~~1.04~~ | 2,05 |
| 575<br>99006<br>MJDP | **Highland Glen** SteelScSr<br>*C. Cockbain* –04 *ss* Liv. No.3–4.04<br>1 *Dk(Irn)* & *Spar dk*<br>*Ref. Mchy* (Irn) & *Deep framing* | 2974<br>2706<br>1939 | ✠100A1 Liv *u*<br>*Spar dk* Lon<br>8,04 ~~8.08~~ ✠LMC<br>~~BS8.08~~ MS4,04 | 1891<br>10mo<br>*Lloyd's SA&CP* | Craig, Taylor & Co. Stockton<br>*WB = D Ba* 90' *f* 94' *u E* & | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>310·0 \| 41·2 \| 17·8<br>P37'B80'F41' 25·7<br>drp04 BK10'<br>5 *BHCem*<br>*B38' 437 t FPT* | London<br>British<br>2SB.*6rf*,GS144,HS4667<br>112 *t APT* 78 *t* | T.3Cy.23½″,37½″&60″–42″ (*s*)<br>160lb *70lb* 272NHP<br>2SB.*6rf*,GS144,HS4667<br>Westgrth, English & C. Mdl. | 20 ″ 8<br>s ■ · 10 | | 4.04 |
| 576<br>118427<br>VQTP | **Highland Harris** SteelScSr<br>*P. Macpherson* –04 2 *Dks(Stl)* & *deep framing* & *Shelter dk(Stl)*<br>*Elec. light*<br>*Ref. Mchy.* | 6023<br>4354<br>3833 | ✠100A1 PGl *z*<br>*Shelter dk* Liv<br>*with freeboard*<br>~~4.04~~ 3,05 MC4.04 | 1904<br>4mo | Russell & Co. Pt. Glasgow<br>*WB =* | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>390·0 \| 52·5 \| 26·7<br>*Promenade dk on Shelter dk* 121' FK<br>*Cell DB a* 106' *u E* & | London<br>British<br>6 *BHCem*<br>*B* & *B kr* 78' *f* | T.3Cy.28″,47″&78″ 54″ (*s*)<br>200lb HS9560 FD 640NHP<br>3SB & 1 Aux.SB *12cf*,GS224<br>Rankin & Blackmore, Grk. | 29 ″ 6<br>s 4 · 10 | BT till 3.05 | |
| 577<br>4360<br>3085 | **Highland Heather** SteelScSr<br>*For full particulars See No. 5 in Supp* | 4800 | 100A1<br>*Shelter dk*<br>(*Class Contem. plate*) | 1904 | Russell & Co. Pt. Glasgow | H. & W. Nelson. Ld. | 390·0 \| 52·5 \| 26·7 | London<br>British | T.3Cy.28″,47″&78″ 54″<br>Rankin & Blackmore, Grk. | 29 ″ 6<br>s 4 · 10 | | |
| 578<br>115954<br>TSRK | **Highland Hope** SteelScSr 515<br>*P. Macpherson* 01–03<br>*Ref. Mchy.* 2 *Dks(Stl)* & *deep framing* & *Shelter dk(Stl)* | ~~3894~~<br>3668<br>~~2455~~<br>3320 | ✠100A1 Liv *y*<br>*Shelter dk with freeboard*<br>5,04 ~~10.00~~ ✠LMC1,02 | 1903<br>1mo<br>*Lloyd's SA&CP* | Russell & Co. Pt. Glasgow<br>*WB =* | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>384·4 \| 51·0 \| 24·0<br>FK<br>*Cell DB a* 110' *u E* & *B46' f* 160' 904 *t FP* | London<br>British<br>6 *BHCem*<br>*88 t APT* 25 *t* | T.3Cy.28″,45″&75″–54″ (*s*)<br>180lb 546NHP<br>3SB.*9cf*,GS168,HS7830 FD<br>Rankin & Blackmore, Grk. | 26 ″ 9<br>s 3 · 8 | | 4.04 |
| 579<br>110576 | **Highland Laird** SteelScSr<br>*G.R. Windus* –03<br>*Ref. Mchy.* 2 *Dks* | 4117<br>3850<br>2648 | | 1899 | R. Duncan & Co. Ld. Pt. Glasgow | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>375·2 \| 48·0 \| 26·3<br>P38'B100'F38' | London<br>British<br>*WB* | T.3Cy.26″,42″&69″–48″<br>330NHP<br>Rankin & Blackmore, Grk. | | C | |
| Missing since 1915<br>~~3850~~<br>MCFL | ~~**Highland Lassie** SteelScSr~~<br>~~*T. Moses* –02 *ss* Liv. No.3–12,04~~<br>~~*Ref. Mchy.* 2 *Dks(1 Irn & 1 Stl)*~~<br>~~*Elec. light* & *deep framing* 3 *Dk rule*~~ | ~~2488~~<br>~~2164~~<br>~~1606~~ | ~~✠100A1~~ Liv *s*<br>~~12,04 4.02~~<br>~~Dunbar~~ ~~✠LMC~~<br>~~Dunbar~~ | 1891<br>3mo<br>*Lloyd's SA&CP* | ~~Mackie & Thomson Glasgow~~<br>~~*WB = Cell*~~ | ~~Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)~~<br>~~296·0 \| 40·3 \| 22·2~~<br>~~P28' B60' F33'~~<br>~~BK10'~~<br>~~5 *BHCem*~~<br>~~*DB* 246' 438 *t*~~ | ~~London~~<br>~~British~~<br>~~5 *BHCem*~~<br>~~*DB* 246' 438 *t*~~ | ~~T.3Cy.22″,34″&56″–39″ (*s*)~~<br>~~160lb *160lb* 207NHP~~<br>~~2SB.*6rf*,GS114,HS8280~~<br>~~Dunsmuir & Jackson, Gls.~~ | ~~24 ″ 9~~<br>~~s 4 · 1~~ | ~~BT till 4.02~~ | ~~N12,04~~ |
| 581<br>98352<br>MFTD | **Highland Mary** SteelScSr<br>~~*Strachan* 02~~ *ss* Liv. No.3–5,03<br>*Ref. Mchy.* 1 *Dk(Irn)* & *Spar dk(Irn)*<br>*Hopley* –04 & *Deep framing* | 2989<br>2703<br>1949 | ✠100A1 Liv *u*<br>*Spar dk*<br>9,03 ✠LMC6,03<br>BS12,04 | 1891<br>7mo<br>*Lloyd's SA&CP* | Craig, Taylor & Co. Stockton<br>*WB = DB a* 90' *f* 94' & | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>310·0 \| 41·2 \| 17·8<br>P37'B80'F41' 25·7<br>BK10'<br>5 *BHCem*<br>*u E* & *B38' 479 t FPT* | London<br>British<br>5 *BHCem*<br>112 *t APT* 78 *t* | T.3Cy.23½″,37½″&60″–42″ (*s*)<br>160lb *90lb* 272NHP<br>2SB.*6rf*,GS144,HS4667<br>Westgrth, English & C. Mdl. | 20 ″ 8<br>s 5 · 10 | ~~5.03~~ | 4,05 |
| 582<br>97949<br>LTSJ | **Highland Prince** SteelScSr<br>*D. Rowlands* –03 *ss* Shl. No.3–8.02<br>1 *Dk(Irn)* 2 *tr B* & *pt Awng dk(Irn)* | 2510<br>1904<br>1578 | ✠100A1 Shl *s*<br>*pt Awng dk* ~~Nwc~~ Ant<br>*with freeboard*<br>3,05 ~~2.01~~ ✠LMC<br>MS8.02 ~~BS5.08~~ | 1890<br>9mo<br>A&CP | Short Bros. Sunderland<br>*WB = Cell DB a* 84' *u* | Prince Line Ld. (J. Knott, *Mgr.*)<br>290·0 \| 40·0 \| 19·9<br>P31'Q82'B116'<br>F33'<br>FK<br>*E20 f* 112' 504 *t FPT* | Newcastle<br>British<br>6 *BHCem*<br>65 *t APT* 47 *t* | Q.4Cy.16″,20″,35½″&55″–39″<br>200lb *80lb* (*s*) 207NHP<br>2SB,*5rf* & *1 f*,*f*,GS891,HS3056<br>G. Clark (Lim), Sunderland | 22 ″ 3<br>s 8 · 10 | ~~8.02~~<br>~~s7.04~~ | 8,05 |
| 583<br>95421<br>KSPQ | **Highland Scot** SteelScSr<br>*E. O'Toole* –02 *ss* Liv. No.3–3.01<br>(ex Spindrift)<br>1 *Dk(Stl)* & *Spar dk* & *Web frames* | 3060<br>2764<br>2010 | ✠100A1 Liv *u*<br>*Spar dk*<br>5,04 ~~7.00~~ BS12,04<br>~~BS7.02~~ ✠LMC11,00 | 1888<br>6mo<br>A&CP | Russell & Co. Greenock<br>*WB = Cell DB* | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld. *Mgrs.*)<br>320·6 \| 40·1 \| 18·5<br>B81'F41' 26·3<br>BK10'<br>6 *BHCem*<br>262' 433 *t* | London<br>British<br>6 *BHCem*<br>*DB* 262' 433 *t* | T.3Cy.24″,39″&64″–45″ (*s*)<br>150lb ~~5mlb~~ 288NHP<br>2DB,*12rf*,GS148,HS4710<br>Dunsmuir & Jackson, Gls. | 20 ″ 11<br>s 7 · 1½ | | N7,06 |
| 584<br>118403<br>VPWJ | **Highland Watch** SteelScSr<br>~~*Rutland* 04~~ *Pond* –04<br>2 *Dks(Stl)* & *deep framing* & *Shelter*<br>*Ref. Mchy.* *Elec. light* *dk, Stl.* | 6022<br>4354<br>3869<br>~~3.01~~ ~~3.01~~<br>5,05 | ✠100A1 P.Gl *z*<br>*Shelter dk* Liv<br>*with freeboard*<br>✠LMC3,04 | 1904<br>3mo<br>*Lloyd's SA&CP* | Russell & Co. Pt. Glasgow<br>*WB = Cell DB a* 106' *u E* | Nelson Line (Liverpool) Ld. (H.&W. Nelson, Ld., *Mgrs.*)<br>390·0 \| 52·5 \| 26·7<br>*Promenade dk on Shelter dk* 121' FK<br>*B & B kr* 78' *f* | London<br>British<br>6 *BHCem*<br>134' 1109 *t FPT* 67 *t APT* 51 *t* | T.3Cy.28″,47″&78″–54″ (*s*)<br>200lb HS9560 FD 640NHP<br>3SB & 1 Aux.SB.*12cf*,GS224,<br>Rankin & Blackmore, Grk | 29 ″ 6<br>s 4 · 10 | BT till 2.05 | ~~5.05~~ |
| 585<br>96560<br>MCHP | **Highlander** SteelScSr<br>*W. Dawson* –00 *ss* Cal. No.3–7,03<br>1 *Dk(Irn)* & *Web frames* & *pt Awng dk(Irn)* | 2494<br>1895<br>1595 | ✠100A1 Cal *s*<br>*pt Awng dk*<br>*with freeboard* BS8.04<br>7,03 ✠LMC7,03 | 1891<br>4mo<br>A&CP | W. Pickersgill & Sons Sunderland | R. & C. Allan<br>292·5 \| 39·4 \| 20·8<br>P29'Q88'<br>*pt Awng dk* 175' FK<br>*WB = DB a* 84' *f* 112' | Whitby<br>British<br>5 *BHCem*<br>366 *t APT* 68 *t* | T.2Cy.22″,36½″&60″–42″ (*s*)<br>160lb *80lb* 237NHP<br>2SB.*6pf*,GS94,HS3617<br>G. Clark (Lim.) Sunderland | 22 ″ 5<br>s 9 · 1 | | 7,05 |
| 586<br>1018<br>HGKJ | **Higo Maru** SteelScSr<br>*T. Tojyo* 99–02<br>*ss* Kob. No.1–00<br>1 *Dk(Stl)* & *Awng dk* 3 *tr B* | 1420<br>1347<br>880 | ✠100A1 Yka *o*<br>*Awng dk*<br>*with freeboard*<br>10,02<br>BS10.02 ✠LMC10,01 | 1884<br>8mo<br>*Lloyd's SA&CP* | Lon. & Gls. Co. (Lim.) Glasgow | Nippon Yusen Kabushiki Kaisha<br>235·0 \| 33·1 \| 22·7<br>BK8'<br>*WB = DB a* | Tokio<br>Japanese<br>5 *BHCem*<br>65 *t* 58 *t* 250 *t* | C.2Cy.30″&56″–39″ (*s*)<br>90lb *60lb* 163NHP<br>2SB,*6pf*,GS108<br>Lon. & Gls. Co. (Lim.), Gls.<br>*Freeboard to Awng dk* | 16 ″ 5<br>1 · 4½<br>8 · 7½ | | 10,01 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Année assignée initialement et date des renouvellements successifs. | 8 Construit. Quand Navire Machines. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Fournies des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Builders of Engines & Boilers Nom du Constructeur des machines. | 14 Tonnage Brut | 15 Epaisseur du Bordé en Acier. Dessus Fond. Bord. | 16 Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 587 1423 HKBJ | **Hijikawa Maru** *(ex Hijikawa Maru No. 4)* | WoodScSr 2 *Dks* | 355 324 220 | | | | 1894 | Kawasaki Dk.yd Co. Ltd. Kobe | Osaka Shosen Kabushiki Kaisha | 147·4 \| 20·0 \| 16·1 | Osaka Japanese | C.2Cy. 17″ & 34″–22″ 45 NHP Kawasaki Dk.yd Co Ltd Kobe | | | |
| 588 1651 HKWM | **Hijikawa Maru No. 5** | SteelScSr 2 *Dks* | 565 534 350 | | | | 1897 | Kawasaki Dk.yd. Co. Ltd Kobe | Iwanai Kisen Kabushiki Kaisha | 166·4 \| 23·1 \| 18·4 | Hakodate Japanese | T.3Cy. 18½″, 22″ & 36″–24″ 64 NHP Kawasaki Dk.yd Co Ltd Kobe | | | |
| 589 1616 HKJD | **Hikosan Maru** ~~*Hutherstone*~~ *(ex Carradale) S. Mari Elec. light* | SteelScSr ~~*Nag. No. 2–00*~~ 1 *Dk (Stl)* ~~*Spardk*~~ ss Nag. No. 3–1,05 *(Stl) Str'd* | 3713 3445 2302 | ✝100A1 *Spar dk* 1,05 ~~1,00~~ | Kob *Nag* ✝LMC ~~1,03~~ | *n* 1,05 | 1892 1mo | J. Laing Sunderland A&CP | Mitsui Bussan Gomei Kaisha *WB = Cell D* | 340·3 \| 44·7 \| 18·3 P20′ B78′ F36′ 26·1 BK 10½′ *B288′ 648t A P T 48t D T 12′ 250t* | Kuchinotzu Japanese 6 *B H Cem* | T.3Cy. 24½″, 40″ & 66″–45″ *(s)* 160 lb *80 lb* 289 NHP 2 D B. *Srf*, gs 140, hs 1298 G. Clark (Lim.) Sunderland | 20 « 10 « 6 « 6 | | 1,05 |
| 590 109538 QFHM | **Hilaria** *S. Campbell –98* | SteelScSr ss Gms. No. 1–02 1 *Dk Floors (Irn)* | 207 189 90 | ✝100A1 11,04 *For fishing purposes* ~~BS 11,04~~ | Gms | | 1898 6mo | Dundee Ship builders' Co Ld. Dundee A&CP | Rushworth Steam Fishing Co Ld | 112·0 \| 21·5 \| 11·5 Q59′ F19′ BK 7½′ | Grimsby British 3 *B H Cem* | T.3Cy. 10¾″, 19″ & 32″–22″ *(s)* 160 lb 57 RHP 18 *B, 2rf*, gs 85, hs 1086 Cooper & Greig, Dundee | 12 « 6 | | 1,04 |
| 591 104255 NKPQ | **Hilarius** *A. Fraser –04* *(ex Afghan Prince)* | SteelScSr ss Liv. No. 2–03 1 *Dk (Stl)* ~~*Spardk*~~ *Elec. light (Stl–ws)* ~~*deep framing*~~ ~~*Shelter dk*~~ | 3147 2971 1993 | ✝100A1 *Spar dk* 2,04 ~~BS 7,04~~ | Gls ✝LMC ~~11,02~~ | *n* 1894 6mo | R. Stephenson & Co. Ld. Newcastle A&CP *WB* | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs.*) *Cell D Ba 96′ u E ~~f~~ B 48′ f 134′ 559t F P T* | 344·6 \| 43·1 \| 18·8 P38′ B96′ F36′ 26·8 dr. 04 FK 5 *B H Cem* 12 *t A P T 28t* | Liverpool British (2 SB F D) ~~4 tbl. 0c f. and 7th~~ 1 SB, 3, 01, *0c f*, gs 5172, hs 7592 R. Stephenson & Co Ld. Nwc | 21 « 4 « 8 « 2 | | 55,03 |
| 592 ~~99105~~ ~~*H. Ziegler –05*~~ ~~*H. Ziegler –05*~~ (ex Red Sea) *F. Ziegler 01–05* | **Hilary** ~~*Zi egler –05*~~ | SteelScSr ss Liv. No. 3–1,01 1 *Dk (Stl)* ~~*Spardk 3tr B*~~ | 1983 1859 1276 | ✝100A1 *Spar dk* 9,03 ~~MS 7,01~~ | Liv ✝LMC ~~7,01~~ | *s* 1889 7mo | W B Thmpson & Co., Lim. Dundee A&CP *WB = Cell D B* | ~~Booth S.S. Co. Ld.~~ ~~*Liverpool*~~ Rhodero Hilary G m.b.H. ~~(Ltr K ~~*Wmbh*~~)~~ 275·0 \| 37·2 \| 15·8 B64′ F36′ 22·– BK 9½ *B 204* | ~~Colombo~~ German 5 *B H Cem* 283 *t F P T 67t* | 1 3Cy. 21″, 38″ & 54″–42″ *(s)* 160 lb ~~*80 lb*~~ ~~*9″*~~ 182 NHP 2 SB, *6rf*, gs 96, hs 2626 W. B Thmpson & Co. Ld. Dun | 18 « 1 « 5 « 7 | | 1,06 |
| 593 MBHR | **Hild** *J. Salvesen* | SteelScSr 1 *Dk* | 1144 920 749 | | | | 1903 | Hasseldal's Jernskibsb. Grimstad | Acties. Hild (M. H. Gundersen) *WB* | 231·4 \| 34·2 \| 13·5 Q133 H 20 f 31 *t* | Tvedstrnd Norwegian | T.3Cy. 16½″, 27″ & 44″–30″ 106 NHP N.E. Marine Eng. Co Ld. Sld. | | N | |
| 594 HKGF | **Hilda** *H. Bjelland Well deck* | IronScBn ss Shl. No. 3–2,98 ss Bry. No. 1–02 1 *Dk (Irn) 2tr B* | 1674 1307 1045 | ✝100A1 ~~6,04~~ ~~1,01~~ 5,05 ~~BS 1,01~~ ~~DS 1,01~~ | Shl ✝LMC 2,02 | *y* 1880 9mo | W. Gray & Co. W Hartlepool A&CP | Dampskibsselsk Hekla (Mail & Holby, *Mgrs.*) *WB = D B* | 256·4 \| 34·6 \| 19·8 P24′ Q72′ B149 *t* F30′ BK 9′ 4 *B H Cem* 180 *f* 94′ 335 *t* | Christiania Norwegian 2 SB. *4pf*, gs 80 *50 lb* T. Richardson & Sons, Hpl | C.2Cy. 38″ & 61″–33″ *(s)* 80 lb ~~*60 lb*~~ NDB 94 178 NHP | 20 « 10 | | 4,02 |
| 595 113988 SMKP | **—** *H. S. Chambers –04* *Well deck* | SteelScSr 1 *Dk (Irn) ~~deep framing~~* | 1092 844 649 | ✝100A1 10,04 ~~10,02~~ | Qbc Hlx ✝LMC 7,01 | *n* 1901 5mo | Blyth S.B. Co. Blyth A&CP *WB = Cell D Ba 54′ u E ~~f~~* | W.B. Niven *B61′ f 65′ 315t F P T* | 220·0 \| 33·0 \| 14·5 Q110 B10′ F26′ FK 4 *B H Cem* 73 *t A P T 72t* | Glasgow British 1 SB, *4pf*, gs 64, hs 2240 N.E. Marine Eng. Co Ld Nwc | T.3Cy. 18″, 29″ & 48″–33″ *(s)* 160 lb *80 lb* 141 NHP 1 SB, *4pf*, gs 64, hs 2240 N.E. Marine Eng. Co Ld Nwc | 16 « 9 « 1 « 7½ | | |
| 596 JFRB | **—** ~~*W. Hagen –08*~~ *(ex Dunstanborough) Schuchardt* | IronScSr ~~*ss Shl. No. 3–08*~~ ~~*ss Shl. No. 3–08*~~ ss Stn. 3rd No. 3–11,04 1 *Dk 2tr B* | 1038 863 632 | ✝90A1 5,03 ~~12,03~~ ✝NB 6,00 ~~MS 1,00~~ | Shl Stn LMC ~~11,00~~ | *m* 1871 2mo | T & W Smth N. Shields A&CP | Nimtz & Henning *B61′ f 65′ 315t F P T* | 216·0 \| 30·5 \| 17·5 Q51 *t* F31 *t* ND 88 BK 8″ *W B = D Ba ~~f~~* | Stettin German 1 *B H Cem* 1 SB, *3pf*, gs 54, hs 1945 NE 78 R. & W. Hawthorn, Nwc. | C.2Cy. 27″ & 50″–27″ *(s)* 80 lb *60 lb* ND 88 109 NHP 1 SB, *3pf*, gs 54, hs 1945 NE 78 R. & W. Hawthorn, Nwc. | 18 « 8 « 2 « 5½ | | 12,03 10,03 |
| 597 86327 HCNT | **—** *W. Gregory –01* | IronScSr 2 *Dks* | 848 645 373 | ✝ 7,88 | Sou ✝ | *m* 1882 7mo | Aitken & Mansel Glasgow | L. & S. W. Rlwy. Co. | 235·6 \| 29·1 \| 14·2 Q127′ F60′ | S'thamptn British 5 *B H Cem* | C.2Cy. 37″ & 69″–39″ NB 94 248 NHP J. & J. Thomson, Glasgow | | BT till 4,03 | |
| 598 LRKF | **Hilda Horn** *R. Bradigam Elec. light* | SteelScSr 1 *Dk* | 1412 1246 874 | | | | 1900 | Act. Ges. "Neptun" Rostock | H. C. Horn *WB* | 245·2 \| 36·1 \| 17·2 P24′ B58′ F26′ | Lübeck German | T.3Cy. 18″, 30½″ & 48″–33½″ 133 NHP A.G. "Neptun," Rostock | | G | |
| 599 94530 MSRF | **Hildawell** *W. R. Willis –97* *Well deck* | SteelScSr 1 *Dk (Irn)* ~~*Web frames*~~ ~~*ss Bry. No. 3–6,04*~~ | 2494 1919 1610 | ✝100A1 ~~*Spar dk*~~ ~~1,04~~ 4,05 ~~MS 1,04~~ | Bly Gls ✝LMC | *s* 1892 9mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | T.W. Willis *WB = Cell D B* | 290·4 \| 39·0 \| 20·3 P27′ Q86′ B122′ F31′ BK 10″ 5 *B H Cem* 491 *t A P T 22t* | W. Hartlpl British 2 SB, *6rf*, gs 73, hs 3468 Cen. Mar. Eng. Wrks. W Hpl | T.3Cy. 22″, 35″ & 59″–39″ *(s)* 160 lb *80 lb* 221 NHP 2 SB, *6rf*, gs 73, hs 3468 Cen. Mar. Eng. Wrks. W Hpl | 22 « 10 « 2 « 1 | | |
| 600 102090 NCQR | **Hildebrand** *Jones Elec. light* | SteelScSr ss Liv. No. 2–02 1 *Dk (Stl)* ~~*Spar dk*~~ ~~*Web frames*~~ | 1947 1763 1224 | ✝100A1 *Spar dk* 2,04 ~~2,03~~ ~~MS 5,03~~ | Liv ✝LMC ~~5,03~~ | *r* 1893 6mo | Hall, Russell & Co. Aberdeen *Lloyd's ~~SA~~ CP* *WB = Cell D B* | Booth S.S. Co. Ld. *B124′ 250t F P T* | 260·3 \| 36·2 \| 16·1 B60′ F36′ 23·4 BK 8″ 4 *B H Cem* 70 *t A P T 40t* | Liverpool British 2 SB, *6rf*, gs 93, hs 2982 Hall, Russell & Co., Abn. | T.3Cy. 21″, 33″ & 54″–39″ *(s)* 160 lb *80 lb* 190 NHP 2 SB, *6rf*, gs 93, hs 2982 Hall, Russell & Co., Abn. | 18 « 10 « 5 « 7½ | | |
| 601 3858 JMDP | **Hilding** *F. Hultman 98–01* *(ex Manin)* *Well deck* | SteelScSr ss Got. No. 3–1,03 1 *Dk (pt Stl & pt Irn)* ~~*Web frames*~~ | 2145 1614 1292 | ✝100A1 ~~*Spar dk*~~ ~~6,03~~ 3,99 ~~BS 5,04~~ | Bly Hpl ✝LMC 4,03 | *s* 1890 10mo | R. Dixon & Co. Middlesbro' A&CP | Ångf. Aktieb. Harold (K.O.F. Dalman, *Mgr.*) *WB = D Ba 76′ f 116′ ~~f~~ u* | 277·0 \| 39·0 \| 18·0 P27′ Q66′ B126′ F34 FK *E ~~f~~ B 36′ 573t* | Gothenbrg Swedish 1 *B H Cem* 2 SB, *6pf*, gs 90, hs 3060 N.E. Marine Eng. Co Ld. Sld. | T.3Cy. 21″, 35″ & 57″–39″ *(s)* 160 lb ~~*85 lb*~~ *80 lb* 203 NHP 2 SB, *6pf*, gs 90, hs 3060 N.E. Marine Eng. Co Ld. Sld. | 21 « 3 « 1 « 10 | | 3,05 |
| 602 2392 JFKV | **—** *J. S. Frojdendahl –04* | WoodScSp 1 *Dk* | 149 122 97 | | | | 1884 | J. Anderson Tössebäcken | J. F. Kallin | 98·4 \| 22·6 \| 8·3 B18 H6 *t* | Tösso Swedish | | | | |
| 603 JPHK | **Hildur** *D. Rasmussen, jun. –02* | SteelScSr 1 *Dk* | 970 762 599 | | | | 1897 | Bergens Mek. Værks. Bergen | Rasmus F. Olsen | 216·5 \| 31·6 \| 12·8 Q101′ B29′ F30′ | Bergen Norwegian *WB* | T.3Cy. 15½″, 25″ & 42″–30″ 97 NHP Bergens M.V., Bergen | | N | |
| 604 420 JBMP | **—** *A. Olsson 90–92* *Mchy. Aft* | CompScSp 1 *Dk* | 163 132 115 | | | | 1892 | P. Larsson Thorskog | A. G. Andersson | 98·8 \| 21·5 \| 8·9 ~~6~~ 5′ B18′ H7 *t* F12′ | Åmål Swedish | | | | |
| 605 | **Hillbrook** *For full particulars See No. 7 in Supplt.* | SteelScSr | 3885 3740 ~~2846~~ | 100A1 *Spar dk* (*Class Contem plated*) | | | 1904 | Nthmblnd S.B. Co. Ld. Newcastle | H. Evans & Co. | 340·5 \| 48·0 \| 27·4 P32′ B92′ F37′ | Liverpool British | T.3Cy. 24″, 39″ & 66″–48″ Richardsons, Westgarth & Co. Ld. Hp | | | |
| 606 106803 PKVL | **Hillcrag** *J. Cunningham 03* *(ex Tri No. 1–01)* 1 *Dk (Stl)* ~~*Spar dk (Irn)*~~ ~~*ss Ham. No. 2–01 Deep framing*~~ | SteelScSr | 3256 3029 2081 | ✝100A1 *Spar dk* 1.05 ~~12,03~~ ~~BS 12,02~~ | Cff N.Ns ✝LMC ~~MS 12,03~~ | *r* 1896 8mo | R. Thompson & Sons Sunderland A&CP *WB* | SS. Lord Latham Co Ld. (J. Herron & Co. *Mgrs.*) *B = Cell D Ba 106* | 328·1 \| 47·1 \| 15·9 P29′ B70′ F35′ 23·3 FK ~~*E 22′ f 130′ 714t*~~ | Liverpool British 6 *B H Cem* 1 *P T 50t* | T.3Cy. 24″, 39″ & 64″–42″ *(s)* 160 lb *80 lb* 275 NHP 2 SB, *6pf*, gs 100, hs 1274 G. Clark (Lim.), Sunderland | 18 « 4 « 5 « 0 | | 1,04 |
| 607 2675 JFVC | **Hillersjö** *C. A. Örberg –02* | IronSc 1 *Dk* | 165 91 113 | | | | 1884 | Aktiebolaget Atlas Gefle | Ångf. Aktieb Gamla Svartsjölandet (A. G. Försolius) | 98·7 \| 18·7 \| 8·3 B48′ H20 *t* F10′ | Stockholm Swedish | C.2Cy. 13¾″ & 27½″–17¾″ 27 NHP Aktieb. Atlas, Stockholm | | | |

| No. in Book. / Official No. / 4-sale Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Laid Up, Repaired, &c. | Built. When. Ship / Engines | By Whom. / Where. | Owners. | Register'd Dimensions—Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships. ft. in. | Special Survey. | Date when Hull last Surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 608 / JWNH | **Hillevaag** — *G. Holgersen* 02-02 — Wood Sc Sr — (ex Advance) — 1 *Dk* | 244 / 185 / 166 | | | | 1873 | J.E. Hube — Gothenburg | Dmpsk. Hillevaags Aktieselskab (E. Andersen) — S.S. Hillevaag Co. Ltd. | 125·7 \| 22·8 \| 10·3 — Q15t B38t | | | Sandnæs — Norwegian | C.2Cy. 11¼" & 25" – 16½" — NE75 & NB85 — 21 NH — Götebrgs Mek. Verk. Gothg | | N | |
| 609 / 116615 / RJWF | **Hillglen** — *L.M. Griffiths* –03 — Steel Sc Sr — ss Cliff No. 1-04 — 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3837 / 3696 / 2439 | ✠ 100 A1 C3 *Spar dk* 4,05 | | *w* | 1899 / 10mo | Nthmblnd S.B. Co. Ltd. Newcastle A&CP | (H. Evans & Co.) — *B = Cell D B a* 104′ | 340·0 \| 48·0 \| 19·5 — P32′ B92′ F38′ 27·1 FK — *u E & B* 40 *f* 146′ *s* 78*t* | | | Liverpool — British | T.3Cy. 29", 38½" & 65" – 48" (*s*) — 180lb *80lb* — 319 NH — 2SB, *6rf*, GS 120, HS 1950 — Wilson & Co. Ltd. Newc | 22 ″ 0 — 6 ″ 6 | | 4,05 |
| 610 / 118110 / VWTQ | **Hillgrove** — *Lake* — 1 *Dk (Stl)* — Steel Sc Sr — *Spar dk (Stl) & deep framing* 3281 / 2246 | 3550 / 3300 / 2200 | ✠ 100 A1 PG1 *Spar dk* 7,04 CE | | *w* | 1904 / 7mo | Russell & Co. Pt. Glasgow | H. Evans & Co. — Hill S.S. Co. Ltd. (H. Evans & Co. *Mgrs.*) — *WB = Cell D B a* 10′ *u E & B* 42′ *s* 140′ 800 *f* 34′ 7 | 340′ 6 \| 46′ 1 — P20 B74 F36′ 25′8 FK — *Lloyd's A & CP* | 17′9 | | Liverpool — British | T.3Cy. 25", 41" & 67" – 48" (*s*) — 180lb *80lb* — 341 NHP — 4 Sby. *6cf*, GS 146, HS 5550 — J.G. Kincaid & Co. Greenock | 20 ″ 6 — 8 ″ 8½ | | 4,05 |
| 611 / 97079 | **Hillsborough** — *A. McLean* –02 — Wood Pad — 1 *Dk* | 229 / 155 / 66 | | | | 1894 | A. Mc Donald Mnt. Stewart, P.E.I. | The Government of Prince Edward Island | 105·0 \| 25·0 \| 8·0 | | | Chrlttetn — British | C.2Cy. 11½" & 26½" – 48" — 30 RH — McKinnon & McLean, Charlottetown, P.E.I. | | | |
| 612 / 110607 / RHNT | **Hilltarn** — *T. Williams* –01 — Steel Sc Sr — ss N.Yk. No. 1-03 — 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3549 / 3318 / 2311 | ✠ 100 A1 C1 *Spar dk* 5,04 | | | 1899 / 9mo | Russell & Co. Pt. Glasgow A&CP | ~~S.S. Hilltarn Co. Ltd.~~ (H. Evans & Co.) — *B = Cell D B a* 110′ | 339·1 \| 46·1 \| 17·9 — P20′ B72′ F36′ 25·9 FK — *u E & B* 40′ *f* 142′ 805 | | | Liverpool — British | T.3Cy. 24", 39" & 65" – 45" (*s*) — 180lb *80lb* — 300 NHP — 2 SB, *6cf*, GS 132, HS 4550 — Rankin & Blackmore, Grk. | 20 ″ 6 — 6 ″ 1 | | 87,03 |
| 613 / RKVQ | **Hilma Bissmark** — *Th. Jessen* 01-01 — Steel Sc Sr — ss Ham. No. 1-01 — (ex Norman) — 1 *Dk (Stl)* — *Well deck* | 716 / 502 / 218 | ✠ 100 A1 Ham *h* 6,01 ~~5,08~~ — BS2,04 | | | 1896 / 11mo | Sunderlnd S.B. Co. Ltd. Sunderland A&CP | Bissmark Linie G.m.b.H. | 206·0 \| 29·0 \| 12·4 — Q105′ B15′ F23′ BK 6′ — *WB = Cell D B a* | | | Hamburg — German | T.3Cy. 17", 28" & 46" – 30" (*s*) — 175lb *100lb* — 134 NH — 1 SB, *3rf*, GS 18, HS 2225 — N.E. Marine Co. Ltd. Sld. | 13 ″ 2 | | 2,03 |
| 614 / PBMV | **Hilversum** — *R.M. Steffens* 02-02 — Iron Sc Sr — ss Npt. No. 3-10,96 — (ex Isle of France) — *Well deck* — ss Ams. No. 2-05 — 1 *Dk (Iron)* 2 tr *B* | 1505 / 1187 / 926 | ✠ 100 A1 Sws *p* 4,05 ~~Lnd~~ — Ams — BS2,02 ~~Antwp No. 1-05~~ — LMC 8,05 ~~Antwp No. 1-05~~ | | | 1883 / 10mo | Tyne I.S.B. Co. (Lim.) Newcastle *Lloyd's A & CP* | Stoomv. Maats. Oostzee (Vinke & Co. *Mgrs.*) — *WB = DB* 12′ *s* | 260·0 \| 35·2 \| 15·5 — Q90′ B62′ F28′ FK — *E & B* 38′ *f* 104′ 395*t* | | | Amstrdam — Dutch | C.2Cy. 29" & 56" – 36" (*i*) — 100lb ~~67lb~~ — 157 NH — 2 SB, *4pf*, GS 66 — N.E. Marine Co. (Ljm) Sld | 18 ″ 2 — 1 ″ 11½ | | 4,05 |
| 615 / 99776 / MQDN | **Himalaya** — *W.L. Brown* –00 — Steel Sc 4 Mst Sr — 2 *Dks (Stl-ws) & Ref. Mchy.* — *Spar dk (Stl-ws)* 4 tr *B* — *Elec. light* | 6898 / 5666 / 3700 | ✠ Lon *c* † — *Spar dk* 2,96 | | | 1892 / 6mo | Caird & Co. (Lim.) Greenock | P. & O. Stm. Nav. Co. | 465·6 \| 52·2 \| 26·4 — P40′ B232′ 34·7 — F73′ BK 9′ — *WB = Cell D B a* | | | Greenock — British | T.3Cy. 42", 67" & 108" – 72" — FD 1356 NHP — 3D & 3SB 27 *rf* GS 195 HS 20665 — Caird & Co. (Lim.) Greenock | 28 ″ 3 | RT till ~~1905~~ 3,00 | |
| 616 — | — Steel Twin Sc Sr — 2 *Dks & Spar dk* | 6005 / — / 3365 | | | | 1902 | Message. Maritimes La Ciotat | Messageries Maritimes | 427·8 \| 47·8 \| 23·9 — P46′ B154′ F62′ | | | Marseilles — French — *WB* | T.6Cy. 26¾", 39½" & 63" – 47½" — 545 NHP — Message. Marit. La Ciotat | | | |
| 617 / 1124 / HGSK | **Himeji Maru No. 1** — *Onishi Kenjiro* — Wood Twn Sc Sr — 2 *Dks* | 130 / 120 / 81 | | | | 1888 | Mayeda Unosuke Osaka | Amagasaki Isaburo | 102·4 \| 14·3 \| 12·3 | | | Osaka — Japanese | 2Cy. 13" – 12" — 9 NHP | | | |
| 618 / 1384 / HJTQ | **Himekawa Maru** — (ex Miyagawa Maru) — Steel Sc Sr — 2 *Dks* | 421 / 389 / 261 | | | | 1894 | Osaka Iron Works Osaka | Osaka Shosen Kabushiki Kaisha | 165·1 \| 20·8 \| 15·4 | | | Osaka — Japanese | T.3Cy. 13½", 22" & 36" – 24" — 63 NHP — Osaka Iron Works, Osaka | | | |
| 619 / 115313 / TPMR | **Himera** — *L.H. Lockhart* –02 — Steel Sc Sr — 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3606 / 3350 / 2351 | ✠ 100 A1 N Yk *w* *Spar dk* 3,04 | | | 1902 / 8mo | Russell & Co. Pt. Glasgow *Lloyd's A & CP* W | S.S. Himera Co. Ltd. (Wm. Thomson & Co.) — *B = Cell D B a* 110′ | 339·3 \| 46·0 \| 17·9 — P26′ B86′ F36′ 25·8 FK — *u E & B* 40′ *f* 142′ 805*t* | | | Liverpool — British | T.3Cy. 24", 40" & 65" – 45" (*s*) — 180lb *80lb* — 298 NHP — 2 SB, *6cf*, GS 140, HS 1468 — J.G. Kincaid & Co. Grk. | 20 ″ 6 — 6 ″ 1 | | 3,04 |
| 620 / 108074 / QHWL | **Himitangi** — *E.J. Harvey* 87-99 — Steel Sc Sr — *Well deck* — *Elec. light* — 1 *Dk* | 323 / 204 / 149 | ✠ 100 A1 Psy *e* 3,99 — LMC 7,03 | | | 1899 / 3mo | J. Fullerton & Co. Paisley A&CP | Levin & Co. Ld. | 136·0 \| 24·1 \| 9·0 — Q65′ B23′ F16′ FK — *WB = DB* 26′ | | | Wellingt'n — British | T.3Cy. 11½", 17" & 28" – 20" (*s*) — 180lb *80lb* — 45 RHP — 1 SB, *2pf*, GS 29, HS 850 — Muir & Houston Ld. Gls. | 9 ″ 8 — ″ 8½ | | |
| 621 / 98167 / LVTQ | **Hin Sang** — *J. Hudson* –96 — Steel Sc Sr — (ex Tigris) — 1 *Dk & Spar dk & Web frames* | 2412 / 2232 / 1536 | | | | 1890 | J. Blumer & Co. Sunderland | Indo-China Steam Nav. Co. Ld. | 290·0 \| 40·1 \| 16·8 — B66′ F35′ 22·5 FK — *WB* | | | London — British | T.3Cy. 23½", 38" & 62" – 42" — 248 NHP — N.E. Marine Co. (Lim.), Sld | 17 ″ 11 | | |
| 622 / JTGC | **Hindo** — *J. Sneve* — Iron Sc Sr — *Elec. light* | 100 / 83 / 44 | | | | 1884 | ..... Christiania | J. Ellingsen | 98·0 \| 17·2 \| 8·0 — Q7*t* H6*t* | | | Harstad — Norwegian | C.2Cy. | | | |
| 623 / ~~GHFD~~ | **Hindoo** — ~~*W. O. Torre*~~ — ~~*Elec. light*~~ — *J.H. Schwarner* 98-04 — Steel Sc Sr — 2 *Dks (Stl) 3 tr B* | 3720 / 3520 / 2407 | ✠ Nwc *w* 1,89 | | | 1889 / 1mo | R. Stephenson & Co., Ld Newcastle | ~~T. Wilson, Sons & Co. Ltd.~~ C. Andersen — *WB = Cell D B* | 368·4 \| 43·1 \| 28·0 — B126′ F82′ BK 11·7 | | | ~~Hull~~ ~~British~~ — *B H Cem* — Hamburg German | T.3Cy. 27", 43" & 70" – 48" — 2 DB, *12cf*, GS 190 — 339 NHP — R. Stephenson & Co. Ld. Nwc | 30 ″ 2 | | |
| 624 / 102861 / WCNS | **Hindu** — *T. Cotello* –04 — Steel Sc Sr — ss Cal. No. 1-98 — *Elec. light* — 1 *Dk (Stl-ws) & Shade dk (Teak)* | 770 / 558 / 214 | ✠ Cal *m* *Shade dk* *with freeboard* 10,01 | | | 1894 / 4mo | J. Laing Sunderland | British India Stm. Nav. Co. Ld. | 220·0 \| 31·2 \| 12·8 — FK — *WB = Cell* | | | Glasgow — British | T.3Cy. 21", 34" & 56" – 42" — 258 NHP — 2 SB, *6pf*, GS 82, HS 3746 — G. Clark (Lim.), Sunderland | 13 ″ 6 | | |
| 625 / 114646 / TPJQ | **Hindustan** — ~~*R. Gibson*~~ — *P.A. Appleton* 02-01 — Steel Sc Sr — 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3756 / 3570 / 2389 | ✠ 100 A1 Sld *r* NYk *Spar dk* ~~5,01~~ 4,05 — LMC 8,02 | | | 1902 / 8mo | Short Bros. Ld. Sunderland *Lloyd's A & CP* | Hindustan Stm. Shipp g. Co. Ld. (J. W. Squance & Co.) — *WB = Cell D B a* | 360·6 \| 46·6 \| 19·4 — P35′ B226′ F40′ 27·3 FK — 106′ *u* E24′ *f* 154′ 888*t* | | | Sundrland — British | T.3Cy. 25", 42" & 68" – 48" (*s*) — 180lb *90lb* — 346 NHP — 2 SB, *6pf*, GS 132, HS 5308 — J. Dickinson & Sons, Ld. Sld. | 20 ″ 6 — 4 ″ 8½ | | 4,04 |
| 626 — | — Steel Pad — 1 *Dk* | 1227 / 1227 / 895 | | | | 1896 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 310·0 \| 46·0 \| 10·7 | | | Glasgow — British | T.3Cy. 28", 41½" & 60" – 66" — 292 NHP — Denny & Co., Dumbarton | | | |
| 627 — | — Iron Sc K — *G.C. Nichols* 03-03 — ss Gms. No 1-98 — 1 *Dk* | 150 / 137 / 55 | ✠ Abn *Stm Trawler* 7,01 — NB 90 *fitted* | | | 1894 / 3mo | R. Craggs & Sons Middlesbro' | Houston. Davies & Ward | 100·0 \| 20·3 \| 11·0 — Q19′ F19′ BK 7½ | | | N. Shields — British | T.3Cy. 11½", 17" & 28" – 20" — 40 RHP — 1 SB, *2rf*, GS 25, HS 760 — Wstgrth, Englsh & Co., Mdb | 11 ″ 8 | | |
| 628 / 69016 / QHWD | **Hinemoa** — *J. Bollons* –98 — Iron Sc 3 Mst Sr — 2 *Dks* | 542 / 478 / 282 | ✠ Cly 6,76 | | | 1876 / 5mo | Scott & Co. Greenock | Government of New Zealand (Marine Deptmt.) | 207·4 \| 25·2 \| 15·2 | | | Wellingtn — British [N.Z. — *4 B H Cem* | C.2Cy. 33" & 58" – 36" — 168 NHP — Greenock Fndry. Co., Grk. | | | |
| 629 / 1458 / HKDQ | **Hino Maru** — (ex Glücksburg) — Iron Sc Sr — 1 *Dk & Spar dk & 3 tr B* | 1497 / 1396 / 1098 | | | | 1882 | Flensburgr Schiffsb. Ges. Flensburg | Chuyetsu Kisen Kabushiki Kaisha | 246·2 \| 32·3 \| 21·5 — F20*t* | | | Fushiki — Japanese — *WB* | C.2Cy. 31½" & 59¾" – 33" — 171 NHP — Flensburger Schiffsb. Ges. | | | |

| Numéro d'Ordre. Numero Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les puissances du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | Tonnage brut des espaces fermés. pds. | pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 630 | **Hino Maru** Wood Sc Sr | 276 | | 1892 Osaka Iron Works Osaka | Watanabe Kumashiro | 130·7 \| 18·4 \| 14·5 | Hakodate Japanese | C.2Cy.15½"&28"–16" 26 NH | | | | |
| 1299 | *Nakamura Shokichi* –99 | 255 | | | | | | Ono Seikichi, Osaka | | | | |
| HJNB | (*ex* Unyu Maru) 2 *Dks* | 171 | | | | | | | | | | |
| 631 | **Hinode Maru** Iron Sc Bk | 1115 | ✠ H Kg *u* | 1872 Denton, 7mo Gray & Co. W Hartlepool | K. Iwata | 230·7 29·3 15·0 F32' P & B 135 F 28 *WB = DBa 69 'f 65* | Nagasaki Japanese | C.2Cy.26"&49½"–33" 116 NH 4 *BHCem* T. Richardson & Sons, Hpl. | | | | |
| 1092 | *S. Fukushima* 90–95 *ss* Shi. No. 2–81 | 803 | 1,82 | | | | | | | | | |
| HGJF | *Well deck* (*ex* Bellona) 1 *Dk 2 tr B* | 691 | | | | | | | | | | |
| 632 | **Hiogo Maru** Iron Sc 3 Mst Sr | 1438 | ✠ 100 A1 Yka *q* | 1874 R. Thompson, junr. Sunderland A&CP | Nippon Yusen Kabushiki Kaisha | 265·8 \| 32·9 \| 21·4 F32' ND 92 BK 9' *WB = DBa 78* | Tokio Japanese | C.2Cy.36"&68"–42" 33lb *70lb* NDB 92 233 NH 2 DB, *Spf*, gs 116, hs 3570 *90t. APT 171t* G. Clark, Sunderland | | | | |
| 491 | ~~Yokohama 99–03~~ ~~ss Nor. No. 2–99~~ | 1106 | | | | | | | | | | |
| HBFK | (*ex* Min) | 894 | ✠ NB 3,02 *fitted* 5,02 | | | | | | | | | |
| | *N. Nielsen* 00–04 2 *Dks 3 Dk r m s* | | ~~Bosnia~~ 1 MC 1 | | | | | | | | | |
| | ~~Yk 2nd No. 3–10,04~~ | | | | | | | | | | | |
| 633 | **Hip Sang** Steel Sc Sr | 1659 | ... | 1899 Craig, Taylor & Co. Stockton | Indo-China Steam Nav. Co. Ld. | 265·1 \| 35·2 \| 13·4 P 29' B 86' F 35 21·4 PK *WB* | London British | T. 3 Cy. 22", 35"&59"–39" 225 NH T. Richrdson & Sons, Ld. Hp | 15 | 9 | | |
| Sunk 7.04 | | 1503 | | | | | | | | | | |
| HSPQ | (*ex* Etruria) 1 *Dk & Spar dk & deep framing* | 1040 | | | | | | | | | | |
| 634 | **Hippolyte Dumois** Steel Sc Sr | 1163 | | 1902 Akt. Burmeistr & Wain Copenhagen | Acties. Hippolyte Dumois (C. Blumer Hofgaard) | 228·3 \| 31·8 \| 15·1 Q 74 *t* H 8·7 *t* F 26 *8t* *(Aawng dk* 157' | Christiania Norwegian *WB* | T. 3 Cy. 19½", 31½"&55"–36" 181 NH Akt. Burmeistr & Wain, Cpt | | | N | |
| | *W. Danielsen* 98–02 | 743 | | | | | | | | | | |
| HKJT | 1 *Dk & pt Awngdk* | 648 | | | | | | | | | | |
| 635 | **Hippomenes** *Samuels* Steel Sc Sr | 2742 | ✠ 100 A1 Liv *u* | 1889 Workman, 9mo Clark & Co. Ld Belfast *Lloyd's A&CP* | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgs*) *WB* | 320·4 \| 40·2 \| 18·3 B 76' F 28' 26·1 BK 10' *= Cell DB 260'590t* | Liverpool British | T. 3 Cy. 24", 40"&64"–45" 1*s* 21 - 10 160lb *160lb* 286 NH 2 DB, *12rf*, gs 182, hs 4460 *5 BHCem* *APT 68t* Bow & M'Lachlan, Paisley | 21 | 10 | | |
| 98308 | ~~*Wm Waterman* –05~~ *ss* Liv. No. 3–3.01 | 2603 | *Spar dk* | | | | | | 8 | 9 | | |
| LKJH | 1 *Dk (Irn) & Spar dk & deep framing* | 1733 | 10,01 ✠ 1 MC | | | | | | | | | |
| | *Ref. Mchy. Elec. light* | | ~~ss 10,01 Kansas~~ ~~1 RMC~~ | | | | | | | | | |
| | | | 10,01 | | | | | | | | | |
| 636 | **Hirakata Maru** Wood Pad | 114 | | 1885 M. Hayashi Osaka | Y. Watanabe | 89·0 \| 11·6 3·8 | Fushimi Japanese | C.2Cy.10½"&15½"–9" NE&B 97 6 NH S. Yamane, Osaka | | | | |
| 6959 | | 34 | | | | | | | | | | |
| JC6W | 1 *Dk* | 78 | | | | | | | | | | |
| 637 | **Hiram** Steel Sc Sr | 602 | | 1890 Nylands Værksted Christiania | Acties. Hiram (Holdt & Isachsen) | 172·5 \| 26·5 \| 13·0 Q 45 *t* B 8·4 *t* H 11 *t* F 31 *t* | Stavanger Norwegian *WB* | T. 3 Cy. 13", 21⅜"&34⅜"–24" 59 NH Nylands Værks Christiania | | | N | |
| | *J. Pedersen* 75–96 1 *Dk* | 431 | | | | | | | | | | |
| JWQD | | 406 | | | | | | | | | | |
| 638 | **Hird** Steel Sc Sr | 1151 | | 1902 Hasseldalens Jrnskbs. Grimstad | And. Jacobsen | 231·4 \| 34·2 \| 13·5 Q 182 *t* F 29 *t* | Christiania Norwegian *WB* | T. 3 Cy. 16½", 27"&44"–30" 106 NH J. S. Vauxa Co. Ld. Sld. | | | | |
| | *S. S. Jacobsen* 96–03 | 918 | | | | | | | | | | |
| HFBC | 1 *Dk* | 722 | | | | | | | | | | |
| 639 | **Hirondelle** Steel Sc Sr | 1648 | ✠ 100 A1 Lon *s* | 1890 Gourlay 6mo Bros. & Co. Dundee *Lloyd's A&CP* | General Stm. Nav. Co. Ld. *WB = Cell D Ba 60 'u E 20'* | 268·0 \| 37·5 \| 16·5 P 172' F 62' BK 8" | London British | T. 3 Cy. 24", 39"&65"–48" (*a*) 170lb *80lb* NDB 02 347 NH 2 SB, *8cf*, gs 162, hs 5886 *5 BHCem* *94' 240t* Gourlay Bros. & Co. Dundee | 19 | 0 | | |
| 98108 | *T. W. Jones* –02 *ss* Hpl. No. 3–6.02 | 1198 | 3,01 2,05 | | | | | | | | | |
| LSBV | *Well deck* 2 *Dks (Stl–Upt ws)* | 944 | ✠ NB 6,02 ✠ LMC 1,02 | | | | | | | | | |
| | *Elec. light* *Shell plating pt Irn* | | | | | | | | | | | |
| 640 | — Iron Sc Sr | 337 | | 1857 C. & W. Earle Hull | Leblanc, Charlemaine & Co. | 172·5 \| 21·3 \| 12·6 Q 59' | Rouen French | C.2Cy.21½"&38"–27" NE 76 NB 87 63 NH F. Charlton, Grimsby | | | V | |
| | *Lepord* 1 *Dk* | — | | | | | | | | | | |
| JNBM | | 139 | | | | | | | | | | |
| 641 | — Iron Sc Sr | 321 | | 1881 Blackwood & Gordon Pt. Glasgow | B. Rouxel | 150·2 \| 24·3 \| 12·8 | Le Légué French | C.2Cy.23"&46"–36" 106 NH Blackwood & Gordon, P Gl | | | V | |
| | *P. Lemarchand* 90–98 | — | | | | | | | | | | |
| JNCB | (*ex* Lamprey) | 96 | | | | | | | | | | |
| 642 | — Iron Sc Sr | 310 | ✠ Brw Lv | 1885 Barrow 2mo S.B. Co. Ld Barrow | Devès & G Chaumet | 130·0 \| 25·2 \| 9·2 P 33 *t* F 23 *t* | Bordeaux French | C.2Cy.20"&40"–24" 65 NH Barrow S.B. Co. Ld. Barrow | 10 | 0 | | |
| | *J. Ribu* –00 | — | 3,85 | | | | | | | | | |
| | (*ex* Damaskini, *ex* Itumba) 1 *Dk (Irn)* | 118 | | | | | | | | | | |
| 643 | — Iron Sc Sr | 223 | Bdx *d* | 1878 Abercorn 10mo S.B. Co. Paisley | J. Larran | 130·9 \| 20·8 \| 9·9 Q 44 F 17' BK 6½ *WB = FPT* | Bayonne French | C.2Cy.18"&33"–24" NB 01 44 NH *4 BHCem* J. & T. Young, Ayr | 10 | 6 | V | |
| | *L. Ordronneau* –00 *ss* Gls. No. 3–3.86 | — | 3,95 | | | | | | | | | |
| JNCL | (*ex* Strathspey, *ex* Kelburne) *ss* Bdx. No. 2–95 1 *Dk* | 80 | | | | | | | | | | |
| 644 | — Iron Pad Sr | 162 | | 1875 A. Normnd Havre | Cie. Normande de Nav. à Vap. | 145·0 \| 19·0 9·6 | Havre French | C.2Cy.29½"&47½"–38" 115 NH A. Normand, Havre | | | | |
| | *Gautier* 1 *Dk* | — | | | | | | | | | | |
| JNCG | | 55 | | | | | | | | | | |
| 645 | — Iron Sc Sr | 109 | | 1877 M Paul & Co Dumbarton | Cie. des Bateaux à Vapeur de la Guadeloupe | 110·2 \| 16·6 8·1 | Pointe à Pitre French | C.2Cy.14"&28"–18" 28 NH M. Paul & Co. Dumbarton | | | | |
| | *J. Rodne* –88 | — | | | | | | | | | | |
| JNBQ | 1 *Dk* | 56 | | | | | | | | | | |
| 646 | **Hiroshima Maru** Steel Sc Sr | 3283 | ✠ 100 A1 Yka *u* | 1891 R. Thompson & Son Sunderland A&CP | Nippon Yusen Kabushiki Kaisha | 320·0 \| 42·0 \| 19·7 B 68' F 87' 27·3 BK 10' *WB = Cell DB 254* | Tokio Japanese | T. 3 Cy. 25", 40"&66"–45" 1*s* 22 - 4 160lb *100lb* NDB 98 293 NH 2 DB, *12rf*, gs 150, hs 4400 *6 BHCem* *T 80t. APT 90t* NE Marine ECo. (Lim.) Nwc | 8 | 5½ | | 5,00 |
| 1218 | ~~*J. Nimmo* –04~~ | 2977 | *Spar dk* ~~Rot~~ | | | | | | | | | |
| HJGM | 1 *Dk (Stl) & Spar dk (Irn–ws 98) 3 tr B* | 2035 | ~~6,05~~ 9,03 1,05 2,03 | | | | | | | | | |
| | *S. Wada* | | ~~Bosnia~~ ✠ LMC 1,05 | | | | | | | | | |
| 647 | **Hirundo** Steel Sc Sr | 2102 | ✠ 100 A1 Cff *s* | 1899 Wood Skinner & Co. Ld Newcastle A&CP | Akties. Hirundo (C. Blumer Hofgaard) *WB = Cell D Ba* | 290·0 \| 42·1 \| 20·5 P 23' B 64' F 30' FK *= E 108 'f 124 'b 66t* | Christiania Norwegian *5 BHCem* *APT 83t* | T. 3 Cy. 21½", 35½"&58"–39" (*a*) 160lb *80lb* 215 NH 2 SB, *6pf*, gs 90, hs 3292 N.E. Marine Co. Ld. Nwc. | 21 | 3 | | 1,04 |
| 1972 | *G. Olsen* –99 1 *Dk (Irn) & deep framing* | 1972 | 1,04 | | | | | | 3 | 5 | | |
| HMNR | | 1343 | ✠ 1 MC 1,04 | | | | | | | | | |
| 648 | **Hiso** Steel Sc Sr | 1551 | | 1898 Short Bros. Sunderland | Acties. Hisö (C. T. Boe) | 255·7 \| 36·8 \| 18·1 H 10 *6t* F 87 *t* | Arendal Norwegian *WB* | T. 3 Cy. 19", 31"&51"–36" 156 NH W. Allan & Co. Ld. Sld | | | N | |
| | *A. Pedersen* 1 *Dk* | 1409 | | | | | | | | | | |
| HTSD | | 972 | | | | | | | | | | |
| 649 | **Hispania** Steel Sc Sr | 2578 | ... | 1891 J. C. Tecklenborg Geestemünde | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 314·9 \| 39·0 \| 23·5 P 24' B 72' F 36 | Hamburg German *WB* | T. 3 Cy. 28½", 35½"&64½"–42" Maschinenfabrik 268 NH Buckau, Magdeburg | 26 | 6 | G | |
| | *M. Kayser* | 2379 | | | | | | | | | | |
| RJFQ | (*ex* Wandrahm) 2 *Dks & Web frames* | 1618 | | | | | | | | | | |
| 650 | — Steel Sc 3 Mst Sr | 2214 | ... | 1882 R. Duncan & Co. Pt. Glasgow | W. Kuntsmann | 289·2 \| 38·2 \| 23·1 B 73' F 35' BK 10" | Stettin German *WB* | C.2Cy.36"&68"–45" NB 01 236 NH Dunsmuir & Jackson Gls | 26 | 1 | G | |
| | *F. Rapprich* 98–98 | 1098 | | | | | | | | | | |
| JFMH | (*ex* Newcomen) 2 *Dks 3 tr B* | 1378 | | | | | | | | | | |
| 651 | — Steel Sc Sr | 1383 | ✠ 100 A1 Rot *p* | 1883 H. F. Ulrichs Vegesack *Lloyd's A&CP* | Wm. H. Müller & Co.'s Algemeene Scheepv. Maats. *WB = DBa 64'* | 250·0 \| 33·6 \| 18·6 P 24' B 60' F 34' Irp 01 BK 9' *f 96 'd u E & B 64 '814* | Rotterdam Dutch *1 BHCem* | C.2Cy.30½"&56"–39½" (*a*) 80lb *75lb* NDB 96 156 NH 1 DB, *6pf*, gs 112, hs 2450 Rotterd. M.E. u. Oberhausen | | | | 4,00 |
| *K Knop* | *ss* Rot. No. 3–6,96 | 1202 | 4,05 ~~4,04~~ | | | | | | | | | |
| PBNK | *ss* Rot. No. 2–04 1 *Dk (Irn) 2 tr b* | 857 | ~~Bosnia~~ ✠ NB 02 ~~Bosnia 96~~ ~~Bosnia 03~~ ✠ LMC 4,04 | | | | | | | | | |
| 652 | — Iron & Steel Sc Sr | 1089 | | 1885 Tyne Iron S.B. Co. (Lim) Newcastle | Acties. Hispania (A. Arntzen) | 210·0 \| 30·1 \| 21·6 B 88' H 39 *t* | Tönsberg Norwegian *WB* | T. 3 Cy. 20", 31"&52"–36" 162 NH Wigham Richrdsn & C., Nwc. | | | V | |
| | *T. Seeberg* 03–03 1 *Dk & Spar dk* | 1051 | | | | | | | | | | |
| WGCV | | 797 | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Masters. Late Names if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. Port of Survey. Date Engines last examined. Equipment Letters. | 6 Built. When. By Whom. Where. | 7 Owners. | 8 Register'd Dimensions. Length. Breadth. Depth. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 11 Moulded depth. Freeboard (Load Ships). ft. in. | 12 Number in place of Masts in Lieu. Distinct Pole Trunk Cowl. | 13 Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 653 | **Hispania** IronSc4Mst<br>*F.Serra* 01-02<br>(ex Vesuvio, ex Tourraine) 2 *Dk* | 1006<br>938<br>634 | | 1866 Forges & C. de la Méditerranée La Seyne | Semler & Gerhardt | 219·1 \| 26·2 \| 22·4 | Gonoa Italian | T.3Cy 19½" '80 & 49½" - 35½"<br>NE & B89 144 NH<br>Forg & Chantiers, La Seyne | | V | |
| 654 | — IronSc Sr<br>*F.Pust* 1 *Dk & Spar dk*<br>*3tr Ib* | 855<br>839<br>504 | | 1883 Act. Ges. "Vulcan" Stettin | Pommersche Dmpfsch. Ges. F. Ivers | 198·2 \| 27·7 \| 18·6 | Stettin German | C.2Cy.25" & 48" - 29½"<br>NB02 84 NHP<br>A.G. "Vulcan," Stettin | | G | |
| 655 | **Historian** SteelSc4MstSr<br>*J.Valiant* -98<br>ssLiv. No.1-00<br>ssLiv. No.2 04<br>*El. light* | 6857<br>6545<br>4455 | ✠100A1 Liv *b*<br>8,05 ~~8,09~~<br>~~Master~~ ✠LMC 03 | 1896 Harland & Wolff (Lim.) Belfast<br>1mo 04<br>*Lloyd's SA&CP* | Charente S.S. Co Ltd (T. & J. Harrison, *Mgrs.*) *WB = Cell DBa* 134' *f* 120' *uE* | 460·7 \| 55·2 \| 31·5<br>P36' B95' F42'<br>FK & BK5"<br>*WB* 100' 1275*t FPT* | Liverpool British<br>*8 BHCem*<br>*103 APT 13t* | T.3Cy.27½", 45½" & 75" - 54" (*s*)<br>180lb (*s*) 57 NH<br>2D & 2SB *15cf* GS292 HS 405 18<br>Harland & Wolff (Lim.), Bel | 34 " 9<br>~~9~~ " 1½ | | ~~7 mos~~<br>86,01 |
| 656 Sun 5,04 | **Hitachi Maru** SteelTwinSc4MstSr<br>*J. Campbell* 00-01 *ss* Yka No.1-02<br>2 *Dks* (*Stl-U'teak s*) *deep framing*<br>*Elec. light* | 6176<br>5510<br>3829 | ✠~~100A1~~ Yka *a*†<br>10,03<br>~~Master~~ ✠ | 1898 Mitsu Bishi Dockyard & Engine Wrks Nagasaki<br>8mo<br>A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = Cell D Ba* 125' *uE* | 445·0 \| 49·4 \| 30·5<br>P36' B97' F57'<br>FK & BK 1½"<br>*WB* 55' *f* 190 1151*t*<br>*MT* 25' 141*t* | Tokio Japanese<br>*8 BHCem*<br>*MT* 25' 141*t*<br>*FPT* 66*t APT* 7*t* | T.6Cy.20", 33½" & 56" - 48" (*s*)<br>200lb 549 NHP<br>2D & 2SB *18cf*, GS300 HS 915 6<br>Mitsu Bishi D & E. Wks Nag | 33 " 6<br>~~8 " 6~~ | | 4,08 |
| 657 | **Hitaka Maru** SteelScSr<br>*S. Wada* 00-03<br>1 *Dk & Awng dk* (*Teak*) | 735<br>688<br>556 | ✠100A1 Yka *k*<br>*Awng dk*<br>*with f'recleat*<br>2,04 ✠LMC 2,04 | 1901 Kawasaki Dockyard Co. Ld. Kobé<br>7mo<br>A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = FPT* 48*t* | 188·5 \| 25·5 \| 12·8<br>19·8<br>BK 7<br>*WB = FPT* 48*t* | Tokio Japanese<br>*4 BHCem*<br>*4 PT* 12*t* | T.3Cy.16", 26" & 43 - 30" (*s*)<br>180lb *120lb* 118 NHP<br>1SB, *3cf*, GS57, HS 193 4<br>Kawasaki Dockyrd Co. Kob | 13 " 8<br>~~7~~ " 10 | | 2,04 |
| 658 | **Hittfeld** IronScSr<br>*J. Niehage* 99-02<br>*Well deck* (ex Vesuv, ex Corsican) 1 *Dk 2tr B* | 883<br>644<br>539 | ✠ Hul *m*<br>7.03 | 1881 Murdoch & Murray Pt. Glasgow<br>5mo | Continentale Rhed. Act. Ges.<br>*WB = DBa* 42' *f* 83 | 212·6 \| 30·5 \| 12·6<br>P130' B12' F32'<br>150*t FPT* 35*t* drp 83 | Hamburg German<br>*4 BHCem* | C.2Cy.28" & 50" - 36"<br>125 NHP<br>W. King & Co. Glasgow | | G | |
| 659 | **Hiuga Maru No. 2** WoodScSr<br>2 *Dks* | 269<br>244<br>167 | | 1898 Noguchi Takazumi Osaka | Kawanoishi Kisen Kabushiki Kaisha | 129·0 \| 18·3 \| 14·5 | Kawanoishi Japanese | C.2Cy.16" & 31" - 21"<br>37 NH<br>Osaka Iron Works, Osaka | | | |
| 660 | **Hizen Maru** WoodScSr<br>2 *Dks* | 136<br>124<br>84 | | 1895 Ikeda Shozaburo Tokitsu | Mitsuyama Kinroku | 101·7 \| 15·5 \| 11·6 | Tokitsu, Hizen Japanese | C.2Cy.10¾" & 21½" - 13"<br>14 NHP<br>Matsuô Magshachi, Nag. | | | |
| 661 | **Hjalmar** IronPad<br>*L.S. Jespersen*<br>*Elec. light* (*Ferry*) 1 *Dk* | 332<br>320<br>124 | | 1883 F. Schichau Elbing | DeDanske Statsbaner | 166·0 \| 26·6 \| 11·7<br>H 23*t* | Fredericia Danish | C.2Cy.32" & 62" - 45½"<br>216 NHP<br>F. Schichau, Elbing | | | |
| 662 | — CompScSr<br>*A. Monsen* -00<br>1 *Dk* | 234<br>183<br>160 | | 1890 P. Larsson Thorskog | A. Meling, jun. | 110·0 \| 22·6 \| 10·5 | Stavanger Norwegian | C.2Cy.9" & 18" - 16½"<br>11 NHP<br>P. Larsson, Thorskog | | | |
| 663 | — SteelScSr<br>*A.D. Thorsen*<br>1 *Dk & Awngdk* | 177<br>115<br>97 | | 1881 Motala Co. Gothenburg | Dmpsk. Selsk. paa Bornholm af 1866 (Rübner-Wissing, *Mgr.*) | 119·4 \| 21·3 \| 9·5<br>P37' H 46*t* F 33' 16·1 | Rönne Danish | C.2Cy.15½" & 28" - 17½"<br>27 NHP<br>Motala Co., Gothenburg | | | |
| 664 | **Hjelm** SteelScSr<br>*A.H. Hansen*<br>*Mchy. Aft* 1 *Dk* | 286<br>233<br>158 | | 1901 Kjöbnhvns Flydk & Skbs. Selskab Copenhagen | Forenede Dmpskib. Selskab | 132·8 \| 25·1 \| 9·6<br>P54' F17' | Odense Danish<br>*WB* | C.2Cy.14¾" & 28" - 18"<br>28 NHP<br>Kjöbnhavns Flydk & Skbsv | | V | |
| 665 | **Hjörungavaag** IronScSr<br>*Th. Skjelbred* (ex Christianssund)<br>*Well deck* | 599<br>384<br>361 | | 1881 Lobnitz & Co. Renfrew | Söndmöre Dampskselsk. | 180·9 \| 25·4 \| 13·5<br>P 133*t* H 12' F 70' 20·2 | Aalesund Norwegian | C.2Cy.24" & 44" - 30"<br>88 NHP<br>Lobnitz & Co., Renfrew | | | |
| 666 | **Hlawga** SteelTwinSc<br>1 *Dk* | 125<br>125<br>64 | | 1903 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 98·6 \| 22·1 \| 7·9 | Glasgow British<br>*WB* | C.4Cy.16" & 32" - 21"<br>25 RH<br>Denny & Co. Dumbarton | | | |
| 667 | **Ho Kwei** IronScSr<br>*E. Uda'l* -93<br>ssPng. No.3-1,97<br>ssPng. No.1-6 2-04<br>1 *Dk* (*Teak*) | 376<br>304<br>209 | ✠90A1 Png *q*<br>7,04<br>~~Master~~ ✠LMC 6,07 | 1885 Blackwood & Gordon Pt. Glasgow<br>8mo<br>*Lloyd's SA&CP* | A. Huttenbach | ~~39·6~~ \| 25·0 \| 10·4<br>B26' F24'<br>FK | Penang British<br>*4 BHCem* | C.2Cy.22" & 44" - 30"<br>90lb *60lb* NDB 93 85 RHP<br>1SB, *3pf*, GS52, HS 147 4<br>Blackwood & Gordon, P. Gls | 10 " 9 | | ~~6,05~~<br>7,04 |
| 668 Wrecked 2,04 | **Hoang Ho** IronScSr<br>*A. Stott*<br>(ex Kung Wo)<br>1 *Dk* | 677<br>422<br>388 | | 1879 Boyd & Co. Shanghai | China Nav. Co. Ld. | 201·0 \| 26·1 \| 9·9 | Shanghai British | C.2Cy.16" & 36" - 36"<br>52 RHP<br>Boyd & Co. Shanghai | | | |
| 669 | **Hobart** SteelScSr<br>*C.W. Palmer* -01 *A.M. Lebner*<br>*Elec. light* 1 *Dk* (*Irn*) *& deep framing* | 2463<br>2268<br>1577 | ✠100A1 Hpl *t*<br>11,04 ~~10,06~~ Mel<br>✠LMC 10,02 | 1902 W. Gray & Co. Ld. W Hartlepool<br>10mo<br>*Lloyd's SA&CP* | Melbourne S.S. Co. Ld. | 306·4 \| 45·1 \| 20·1<br>P 25' *pt Shltr dk a* 18'<br>B 80' *pt Shltr dk f* 18'<br>F 31'<br>FK<br>*WB* = | Melbourne British<br>*5 BHCem*<br>*Cell D Ba* 98' *uE* 22' *f* 128' 671*t*<br>*4 PT* 129*t* | T.3Cy.22", 35" & 59" - 39" (*s*)<br>180lb *80lb* 231 NHP<br>2SB, *6rf*, GS91, HS 351 0<br>Cen. Mar. Eng Wrks. W Hpl | 22 " 5<br>~~8~~ " 6½ | | 11,04 |
| 670 | — SteelScK<br>*J. Merchant* 97-02<br>1 *Dk* | 172<br>166<br>63 | ✠100A1 Hul<br>*Stm Trawler*<br>~~7,02~~<br>~~Master~~ ✠LMC 7,02<br>7,05 | 1902 Cook Welton & Gemmell Hull<br>7mo<br>*Lloyd's SA&CP* | Hull Steam Fishing & Ice Co, Ld. | 108·4 \| 21·3 \| 11·2<br>BK 7½<br>*WB = Dto* | Hull British<br>*4 BHCem*<br>*works f* 13' 30*t* | T.3Cy.10", 17" & 28" - 21" (*s*)<br>200lb 65 RH<br>1SB, *2pf*, GS25, HS 69 0<br>Amos & Smith, Hull | 12 " 1 | | 10,04 |
| 671 | **Hochheimer** SteelScSr<br>~~Irish boat 02~~ *ss* Ham. No.3-6,02<br>~~(Irish)~~ 1 *Dk* (*Irn*) *& Spar dk & Web frames*<br>*Now named "Buyo Maru," See No. 23 in Supplement* | 2821<br>2621<br>1810 | ✠100A1 Ham *u*<br>*Spar dk*<br>3,01 *<br>~~Master~~ ✠LMC | 1889 Sunderlnd S.B. Co. (Lim.) Sunderland<br>12mo<br>A&CP | Deutsche Dmpfs-fahrts Ges. Hansa<br>Hollison & Co. | 323·0 \| 41·0 \| 18·6<br>B 66' F 41'<br>26·0<br>BK 8"<br>*WB = Cell DB* | ~~Bremen~~<br>German<br>*5 BHCem*<br>256' 449*t* | T.3Cy.23½", 39" & 64" - 42" (*s*)<br>160lb *100lb* NDB 02 281 NHP<br>2SB *6rf*, GS128, HS 444 0<br>N.E. Marine E. Co (Lim.) Sld | 21 " 2 | | 3,01 |
| 672 | **Hodeidah** IronSc3MstSr<br>*Tahir Bey*<br>(ex Suez) 2 *Dks & tr B* | 2087<br>2006<br>1325 | | 1874 C. Mitchell & Co. Newcastle | Idarei Massousieh | 323·8 \| 35·3 \| 25·7<br>BK 9" | Constanpl Turkish<br>*WB* | Q.4Cy.22", 30", 43" & 60" - 45"<br>NB 87 241 NHP<br>*Qpd* 87 Cntl Mar E. Co Wpl | 26 " 10 | | |
| 673 | **Hodgson** IronTwinScSp<br>*L. Jones* -96<br>ssLiv. No.3-7,95<br>ssLiv. No. ~~1-00~~ 2-03<br>1 *Dk* (*Irn*) | 110<br>109<br>8 | ✠100A1 Liv *a*<br>~~7,03~~ 8,04<br>~~Master~~ ✠LMC 7,03 | 1883 R. & J. Evans & Co. Liverpool<br>2mo<br>*Lloyd's SA&CP* | Mersey Docks & Harbour Board | 90·0 \| 18·2 \| 8·9<br>BK 6"<br>~~*WB = Cell DB 36' 30t*~~ | Liverpool British<br>*4 BHCem*<br>1SB, *3pf*, GS50, HS 126 3<br>J. Jack & Co., Liverpool | C.4Cy.15" & 30" - 18" (*a*)<br>90lb 80 RHP | | | P 7,03<br>S N<br>7,03 |
| 674 | **Hoerde** SteelScSr<br>*J.H. Bruhn* 96-01<br>*Trunk deck Elec. light* 1 *Dk* | 4974<br>4378<br>3230 | | 1901 Sir J. Laing & Sons, Ld. Sunderland | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 375·9 \| 55·1 \| 26·1<br>P 16' B 80' F 36' | Hamburg German<br>*WB* | T.3Cy.27".43" & 72" - 45"<br>348 NHP<br>G. Clark, Ld. Sunderland | | G V | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Net. | Détails de la Classification. Cote. | Construit. Quand. / Par qui / Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers des Ingénieurs. Noms des Chaudières & Fournisseurs. Nom du Constructeur des machines. | Tirant d'eau. | Franc-bord. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 675<br>4232<br>JNPC | **Hofding** SteelScSr<br>*J.P.Johnsson* –01<br>1 *Dk* | 798<br>519<br>477 | | 1904 Helsingb.<br>Varfs A.B<br>Helsingborg | Rederiaktieb.<br>Henckel (N.P<br>Swensson, *Mgr.*) | 191·5 \| 30·6 \| 12·3<br>Q65 B49 H30 *t* F19 | Hlsngborg<br>Swedish | T.3Cy.14½″,23½″&39½″–27″<br>82NH<br>Helsingborgs Varfs A.B | | V | |
| 676<br>~~6205~~<br>~~H.W.Sd~~ | **Hogarth** IronScSr<br>~~*Jn. Taylor* &c.~~ | 2053<br>~~1308~~<br>1260 | *Now part of "Attilio," See No. 52 in Supplement.* | 1882 A.Leslie&<br>~~Co.~~ Newcastle | ~~Lw Brent(&B Plate~~<br>~~S.S.Co.Ltd.~~ Ham-<br>~~burg&Bulk, *Mgrs.*~~) | 295·4 \| 36·2 \| 24·5 | ~~Liverpool~~<br>~~Hosmer~~<br>Brazilian | C.2Cy.26″&60″–15″<br>201NH<br>R.Stephenson&Co.,Nwc. | | | |
| 677<br>99647<br>MWNT | — SteelScSr<br>*H.Dowman*81–97 ~~ssAbn.No.2–01~><br>*Elec.light* 2 *Dks* (*UStl*–ws)<br>*ss*Abn.No.3–5,05 | 1226<br>960<br>645 | ✠100A1 Abn *p*<br>~~6,05~~ 5,06<br>~~DS 5,06~~ ~~✠LM.~~ 5,04 | 1893 Hall,Rus-<br>1mo sell&Co.<br>Aberdeen<br>*Lloyd's SA&CP* | Aberdeen StmNav.<br>Co. | 252·8 \| 32·7 \| 17·6<br>P71′B65′F47′<br>BK 9″4 *BH Cem*<br>*WB*= *Cel DB* 118′16*t* | Aberdeen<br>British | T.3Cy.26″,48″&70″–42″ (*s*) 18 × 3<br>160lb *80lb* 343NH 2 × 44<br>2DB,*12cf*,GS190,HS526<br>Hall, Russell&Co.,Abn. | 17′ | | |
| 678<br>1383<br>HJTP | **Hogio Maru** WoodScSr<br>2 *Dks* | 144<br>134<br>90 | | 1894 Mihara<br>Mannosuke<br>Osaka | SakataniChoichiro | 105·5 \| 15·5 \| 11·7 | Hakodate<br>Japanese | C.2Cy.12″&24″–14″<br>18NH<br>OnoSeikichi,Osaka | | | |
| 679<br>QDMB | **Hogland** IronScSr<br>*A.Klaus* –02<br>(*ex*Donar) 1 *Dk*&‡ *Spar dk*&‡ *3tr B* | 1605<br>1588<br>980 | | 1882 Act.Ges.<br>"Weser"<br>Bremen | Dampfsch.Ges.<br>Argo | 263·7 \| 34·5 \| 17·5<br>23·4 | Bremon<br>German<br>*WB* | C.2Cy.34″&59″–42″<br>188NH<br>A.G."Weser," Bremen | | G V | |
| 680<br>3134<br>JHLD | — IronScSr<br>*C.A.B.Andersson*03–03<br>(*ex*Salerno) *ss*Hbg.2nd No.3–3,01<br>*Well deck ss*Els.No.1–04 1 *Dk*(*Irn*) *2tr B* | 1207<br>949<br>705 | ✠100A1 Els *o*<br>3,0 ~~Sept~~<br>Got<br>✠ MC 4.04 | 1882 Osbourne,<br>2mo Graham&Co.<br>Sunderland<br>A&CP | Ángf.Aktie.Göte-<br>borg-Manchester<br>K.C.F.Dalman<br>*Mgr.*) *WB*= *DB* | 231·3 \| 33·5 \| 16·9<br>Q73′B69′H34*t*F27′<br>Irp04 BK 8″4 *BH Cem*<br>a59′ *f*92′ 294*t FP* 7 56*t AP* 730*t* | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.29½″&56″–36″ (*s*) 18 × 1<br>80lb *80lb* NDB95 145NH<br>11DB,*4pf*,GS62,HS2370<br>N.E.MarineCo.,Ld.,Sld. | | | |
| 681<br>~~H.Forrest&Son~~<br>QGMW | **Hohenfels** SteelScSr<br>~~*H.Forrest&Son*~~ *ss*Ham.No.1–03<br>1 *Dk*(*Stl*)&‡ *Spar dk*&‡ *Stl–pt'ns s*)<br>*Elec.light H.E.*6o01–04 &‡ *Web frames* | 5469<br>5115<br>3550 | ✠100A1 Ham *z*<br>*Spar dk* ~~DS 5,04~~<br>5,04 ~~5,06~~ ✠ MO 10,02 | 1898 Wigham<br>5mo Richrdsn&Co.<br>Newcastle<br>*Lloyd's SA&CP* | DeutschoDmpfs-<br>fahrts.Ges.Hansa<br>*WB*= | 418·0 \| 54·0 \| 20·1<br>P60′B94′F48′ 28·2<br>BK 11″6 *BH Cem*<br>*Cell DBa* 138′ *a* F28′ | German<br>Bremen<br>*WB* | 4 *C*.2Cy.24″,34″,51″&74″–54″ 22 × 10<br>210lb *120lb* (*s*) 494NH<br>3SB,9*cf*,GS146,HS3300 FD<br>Wigham Richrdsn&Co. Nwc | | | |
| 682<br>QFHK | **Hohenzollern** SteelScSr<br>*W.Meissel*90–03 4 *Dks*&‡ *pt Promenade*<br>*Elec.light* (*ex*Kaiser Wilhelm II.) *dk* | 6668<br>5698<br>3321 | | 1889 Act.Ges.<br>"Vulcan"<br>Stettin | Norddeutscher<br>Lloyd | 450·8 \| 51·5 \| 27·2<br>F97′ 35·5 | Bremon<br>German | T.3Cy.42½″,67½″&106½″–68″<br>NB02 901NH<br>A.G."Vulcan," Stettin | | G | |
| 683<br>QHKN | **Hohnstein** SteelScSr<br>*H.Hamer*92–02<br>1 *Dk* | 2028<br>1839<br>1275 | | 1902 G.Seebeck<br>Act.Ges.<br>Bremerhaven | Dampfschifffahrts<br>Ges.Triton,A.G. | 283·5 \| 42·1 \| 18·8<br>P16′B64′F26′ | Bremon<br>German<br>*WB* | T 3Cy.20″,32½″&52″–33½″<br>N87NH<br>G.Seebeck A.G. Bremerhvn | | G | |
| 684<br>109866 | **Hoi Ho** WoodSc<br>*G.A.Paxton* –01 | 601<br>234<br>364 | | 1901 KwongTak<br>Hing,Cheung<br>Sha Wan | ChiWoS.S.Co.<br>(ChanWoon, *Mgr.*) | 154·0 \| 23·9 \| 9·7 | HongKong<br>British | C.2Cy.11″&22″–15½″<br>40RH<br>KwongTak Hing, Yamuah | | | |
| Stranded 5.04<br>685<br>QHJW | **Hoihao** IronScSr<br>*Fleming&Ferrier*98–01 *ss*H.Kg.No.3–4,93<br>(*ex*SunFokin, *ss*H.Kg.No.2–01<br>*ex*Fokien) 1 *Dk*&‡ *Awng dk* | *814*<br>*792*<br>*509* | ~~✠100A1~~ HKg *m*<br>*Awng dk*<br>*with freeboard*<br>10,03 | 1880 Hall,Rus-<br>1mo sell&Co.<br>Aberdeen<br>A&CP | Marty&D'Abbadie | 200·3 \| 28·6 \| 13·0<br>19·9<br>BK 7½″4 *BH Cem*<br>*WB*= *DB* 340′40*t* | Haiphong<br>French | C.2Cy.30″&52″–33″ (*s*) 13 × 3<br>75lb *50lb* H16NH 7 1/2<br>2SB,*6pf*,GS76,HS1859<br>Hall,Russell&Co.Abn | | | 10/05 |
| 686<br>82800<br>TNBP | **Hoihow** IronScSr<br>*W.Shaw* –04 | 1411<br>1354<br>896 | ~~✠100A1~~ ~~LMC 5.04~~ | 1880 Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 218·9 \| 31·3 \| 23·2 | London<br>British | C.2Cy.28″&56″–42″<br>169NH<br>Scott&Co.,Greenock | | | |
| 687<br>89149 | **Hok Canton** CompScSr<br>*D.Scott* –99 HT Sng.82 · CF<br>(*ex*Egeron) SS Sng.84 2 *Dks* | 518<br>432<br>294 | ✠ Sng 18<br>1,84 | 1875 J.Elder&<br>2mo Co.<br>Glasgow | BanHoHinS.S.Co.<br>Ld. | 176·0 \| 26·0 \| 14·0<br>P32′H30*t*F24′<br>Iron frameplanked | Penang<br>British | C.2Cy.22″&40″–24″<br>NB94 65NH<br>J.Elder&Co.,Glasgow | | | |
| 688<br>TDWG | **Hok Tjioe** IronScSr<br>*Klattig* –02 *ss*Sng.No.2–80<br>(*ex*Smeroe, 2 *Dks*<br>*ex*Ban Yong Seng, *ex*Sri Mataram) | *540*<br>*453*<br>*367* | ✠ Sng *i*<br>3,83 | 1872 J.Fullerton<br>2mo &Co.<br>Paisley | EngGheeSeng&Co. | 180·4 \| 25·4 \| 14·0<br>P47*t*F25*t*<br>ND80 | Riouw<br>Dutch<br>1 *BH Cem* | C.2Cy.22″ 40″–30″<br>NB97 73NH<br>Walker,Henderson&C.Gla | | | |
| Wrecked 11.04<br>689<br>HJDN | **Hokkai Maru** IronScSr<br>*W.Aiken*01–04 *ss*Yka.No.3–4,02<br>1 *Dk*(*Irn*)&‡ *Awng dk* | 712<br>673<br>442 | ~~✠100A1~~ Yka *h*<br>*Awng dk*<br>*with freeboard*<br>2,01 | 1890 Craig,<br>7mo Taylor&Co.<br>Stockton<br>*Lloyd's SA&CP* | NipponYusen<br>KabushikiKaisha | 170·0 \| 26·7 \| 19·6<br>BK 7″<br>*WB*= *DB* a45′44*t FP* 7 50*t AP* 711*t* | Tokio<br>Japanese<br>1 *BH Cem* | T.3Cy.13″,21″&34″–24″ (*s*) 13 × 3<br>160lb *50lb* 65NH 9 1/2<br>1SB,2*rf*,GS38,HS1100<br>Hanna Donald&Wilson,Pay | | | 2.05 |
| 690<br>1217<br>HJDP | — WoodScSr<br>*HigashiKisaku* –99<br>2 *Dks* | 159<br>145<br>87 | | 1890 Kawasaki<br>Dckyd Co.Ld.<br>Kobé | Nishide<br>Magozayemon | 110·3 \| 14·9 \| 12·8 | Hakodate<br>Japanese | C.2Cy.15″&28″–15″<br>25NH<br>KawasakiDkydCoLdKobe | | | |
| 691<br>5182<br>JGQV | **Hokkwo Maru** IronScSr<br>*Miyahara Tokuzo*<br>(*ex*Hobatsu Go) 1 *Dk* | 161<br>153<br>100 | | ..... | Hattori<br>Hanzayemon | 122·8 \| 15·1 \| 10·2 | Hakodate<br>Japanese | C.2Cy.14¼″&26″–14″<br>NB98 21NH<br>OnoSeikichi,Osaka | | | |
| Sunk 2.04<br>692<br>HKOP | **Hokoku Maru** IronScBk<br>*K.Yoshimatsu* –02 *ss*Lon.No.3–6,82<br>(*ex*Straits of Belle Isle, *ss*Brs.No.2–91<br>*ex*Lord of the Isles) 2 *Dks*3tr B* | 2766<br>2647<br>1715 | ✠ Brs *s*<br>8,91 | 1870 R.Napier<br>6mo &Sons<br>Glasgow | M.Mori | 329·6 \| 37·2 \| 29·8<br>BK 10″ | Kobe<br>Japanese<br>6 *BH Cem* | C.2Cy.44⅞″&76⅜″–48″<br>NE&B78 337NH<br>2DB,9*cf*,GS171,HS1562<br>C.D.Holmes&Co.,Hull | 31′ | 1 | |
| Wrecked 10.04<br>693<br>HJPK | **Hokumon Maru** IronScBn<br>*Kiyubei* –96 *ss*Bgn.No.2–91<br>(*ex*Amicitia) 1 *Dk*(*Irn*)&‡ *Awng dk* | 700<br>678<br>434 | ✠ Bgn *j*<br>*Awng dk*<br>*with load line*<br>7,91 | 1883 Martens,<br>3mo Olsen&Co.<br>Bergen | HakodateKisen<br>KabushikiKaisha | 178·2 \| 26·1 \| 17·7<br>*WB*= *DB* a31′*f*75′138′ | Hakodate<br>Japanese<br>5 *BH Cem* | C.2Cy.28″&41½″–28″<br>76NH<br>Martens,Olsen&Co.,Bgn | | | |
| 694<br>8432<br>JNVH | **Hokuriku Maru** IronScSr<br>*H.Shirakata*03–03 *ss*Lth.No.3–10,94<br>(*ex*Benlarig) *ss*H.Kg.No.2–02<br>2 *Dks*(1 *Irn*) *3tr B* | 2380<br>2164<br>1476 | ✠100A1 Yka *t*<br>8,03<br>✠ LMC 8.03 | 1881 A.Stephen<br>9mo &Sons<br>Glasgow<br>*Lloyd's SA&CP* | BabaGoshiKaisha | 318·4 \| 38·1 \| 25·2<br>P36′B20′F36′<br>BK 10″5 *BH Cem* | Nanawo<br>Japanese<br>5 *BH Cem* | C.2Cy.38½″&68½″–48″ (*s*) 26 × 7<br>80lb *80lb* NDB96 267NH 5 × 2<br>2DB,*Spf*,GS119,HS4663<br>A.Stephen&Sons,Glasgow | | | |
| 695<br>1289<br>HJLS | **Hokushin Maru** IronScSr<br>(*ex*Augustus) 1 *Dk* | 1189<br>1114<br>737 | | 1878 A.Stephen<br>&Sons<br>Glasgow | HaradaJujiro | 241·5 \| 30·1 \| 18·6<br>Q111 F29′ | Osaka<br>Japanese<br>*WB* | C.2Cy 27¼″&48¾″–33″<br>114NH<br>A.Stephen&Sons, Glasgow | | | |
| 696<br>1128<br>HGSL | **Hokuyetsu Maru** WoodScSr<br>(*ex*Kioritsu Maru, No.2) 2 *Dks* | 116<br>103<br>72 | | 1888 Sawada<br>Tatsuzo<br>Osaka | YetchuShosen<br>KabushikiKaisha | 94·4 \| 14·1 \| 12·5 | Fushiki<br>Japanese | 2Cy.12″–12″<br>~~SH~~ | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Particulars of Classification. Character. | Built. When. / Where. / By Whom. / Engines. | Owners. | Register Tonnage. Deck Erections, &c. | Port of Registry. | Engines. No. & Dia. of Cylinders.—Stroke. Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard midships. | |
|---|---|---|---|---|---|---|---|---|---|
| 697<br>1253<br>HJGW | Hokuyetsu Maru No.1<br>*D.Takahashi* –91<br>2 *Dks* | Wood Sc Sr<br>166<br>155<br>96 | 1891 Toba<br>Tekkosho<br>Toba | Fujita Kankichi | 111·8 \| 15·2 \| 12·6 | Niigata<br>Japanese | C.2Cy.14½"&27"–15"<br>24NH<br>Toba Iron Works, Toba | | |
| 698<br>1626<br>HKTR | Hokuyetsu Maru No.2<br>2 *Dks* | Wood Sc Sr<br>165<br>155<br>94 | 1896 Kojima<br>Kuramatsu<br>Niigata | Fujita Kankichi | 115·9 \| 15·3 \| 12·6 | Niigata<br>Japanese | C.2Cy.15½"&29"–18"<br>Ishikawajima 30NHP<br>S.B.&E.Co.Ld.Tokio | | |
| 699<br>1551<br>HKNT | Hokuyu Maru<br>*Kimura Torakichi* –95<br>(ex Ingo) 2 *Dks* | Iron Sc Sr<br>920<br>570 | 1882 Blohm&<br>Voss<br>Hamburg | Hakodate Kisen Kabushiki Kaisha | 207·6 \| 27·9 \| 19·3<br>B11' WB | Hakodate<br>Japanese | C.2Cy.24½"&42½"–33"<br>88NH<br>Blohm & Voss, Hamburg | | |
| 700<br>1867<br>HLTV | Hokwa Maru<br>1 *Dk* | Wood Sc Sr<br>137<br>118<br>74 | 1898 Mayekawa<br>Tomekichi<br>Osaka | Hashimoto Kiuhei | 94·0 \| 15·8 \| 12·0 | Osaka<br>Japanese | C.2Cy.18½"&27"–15"<br>24NH | | |
| 701<br>NJLT | Hólar<br>*J.P.O.Jacobsen*<br>(ex Vadsö) 1 *Dk* | Steel Sc Sr<br>548<br>370<br>321 | 1897 Nylands<br>Værksted<br>Christiania | Forenede Dmpskib. Selskab | 160·4 \| 27·1 \| 12·8<br>P90' B17' F25<br>WB | Copnhagn<br>Danish | T.3Cy.11¼",17½"&30"–27"<br>47NHP<br>Nylands Væks. Xia | | |
| 702<br>93532<br>WMPV | Holderness<br>*E.J.Skelton* –03<br>*Well deck* | Iron Sc Sr<br>1782<br>1315<br>1079 | ✠100A1 Nwc *r*<br>Strengthened for Ice Stwd<br>1882 Earle's Co. (Lim.) Hull<br>8mo<br>*Lloyd's A&CP* | S.S. Ashgrove Co. Ld. (Alexander & Arthurs, *Mgrs.*) | 285·3 \| 34·6 \| 17·7<br>Q86 B86 F35<br>Jen92 BK9'<br>WB = DBa64'f12'3"0t FPT45t | Glasgow<br>British | C.2Cy.30"&55"–36" (s)<br>85lb *100lb* NDB02 141NH<br>1SB,*4pf*,GS63,HS2250<br>Earle's Co.(Lim.),Hull | 19 " 3<br>s 2 - 2½ | |
| 703<br>105783<br>PFJB | Holgate<br>*G.Dalziel* –98<br>1 *Dk(Irn)* 2 *tr B&S* *Web frames* | Steel Sc Sr<br>2604<br>2425<br>1657 | ✠100A1 Cff *t*<br>*with freeboard*<br>1896 W.Gray& Co.(Lim.) W Hartlepool<br>1mo<br>A&CP | London & Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*)<br>WB = *Cell* | 319·5 \| 44·0 \| 20·8<br>P29' B70' F33'<br>FK<br>*DBa&uE128'f126'6"8t* | London<br>British | T.3Cy.23",36½"&62"–39" (s)<br>160lb *80lb* 244NHP<br>2SB,*6tf*,GS83,HS3720<br>Cen.Mar.Eng.Wks, W.Hpl | 23 " 3<br>s 4 - 5½ | |
| 704<br>126906 | Holland<br>(ex City of Milwaukee)<br>*Elec.light* | Iron Pad<br>1149<br>—<br>872 | 1881 Detroit<br>Dry Dock Co.<br>Wyandotte | Graham & Morton Transportation Co. | 230·7 \| 33·8 \| 12·3 | Chicago<br>Utd. States | 1Cy.53"–144"<br>259NHP<br>Fletchr,Harrison&C.,N.Yk. | | |
| 705<br>NFMB | —<br>*C.A.Lund*<br>*Well deck* | Steel Sc Sr<br>1060<br>755<br>672 | ✠100A1 Cpn *n*<br>3,03<br>1892 Burmeister & Wain Copenhagen<br>9mo<br>*Lloyd's A&CP* | Dmpsk.S Nordsöen (A.Christensen, *Mgr.*)<br>WB = *Cell* | 225·8 \| 31·0 \| 13·5<br>Q74 B99 F24'<br>FK<br>*D B187'248t FPT* | Copnhagn<br>Danish | T.3Cy.16½",27"&45"–33" (s)<br>145lb *60lb* 117NHP<br>1SB,*3cf*,GS62,HS1881<br>Burmeister & Wain, Cpn. | 16 " 0 | |
| 706 | —<br>*J.O.Main* –02<br>*Elec.light* | Steel Twin Sc Sp<br>470<br>348<br>50 | ✠100A1 Shl *q*<br>2,05<br>1902 J.T.Eltring-ham&Co. South Shields<br>4mo<br>*Lloyd's A&CP* | S.M.Munoz & Cie Franco-Hollando-Americano<br>WB = | 150·0 \| 28·1 \| 12·3<br>B112'<br>BK7'<br>*Deep Tanks f 11'15t* | Boulogne<br>French | T.6Cy.13",21"&85"–24" (s)<br>180lb 143NHP<br>2SB,*4cf*,GS70,HS2482<br>G.T.Grey, South Shields | 13 " 0<br>s 2 - 9 | |
| 707<br>115801 | —<br>1 *Dk(Stl)* | Steel Twin Sc Tug<br>152<br>144<br>— | ✠100A1 Lon<br>*For Towing purposes*<br>12,02<br>*Water Tube Boilers*<br>1902 Allsup & Co Ld. Preston<br>3mo<br>*Lloyd's A&CP* | Lon. & India Docks Co. | 90·4 \| 21·1 \| 11·4<br>BK6½'<br>*WB = FPT* | London<br>British | C.4Cy.19"&40"–24" (s)<br>200lb *120lb* 201NHP<br>2B,GS73,HS3380<br>Allsup & Co. Ld. Preston | 12 " 0 | |
| 708<br>93232<br>LMNJ | —<br>*G.C.Radford* –02<br>1 *Dk* | Iron Sc K<br>151<br>135<br>75 | ✠100A1 Bos<br>*Trawler*<br>10,04<br>1885 Earle's Co. (Lim.) Hull<br>11mo<br>*Lloyd's A&CP* | Boston Deep Sea Fishg. & Ice Co. Ld. | 100·4 \| 20·2 \| 10·3<br>Q16'F21'<br>ND98 BK7½' | Boston<br>British | T.3Cy.11½",17"&30"–21" (s)<br>150lb 45RHP<br>1SB,*2pf*,GS25,HS715<br>Earle's Co.(Lim.),Hull | 11 " 6 | |
| 709<br>Holland I.<br>*C.Meijer* | Iron & Steel Sc K<br>*ss* Ams.No.1–02<br>1 *Dk*<br>*Frames & plating Iron* | 171<br>160<br>95 | ✠100A1 Ams<br>*Stm Trawler*<br>6,05<br>1898 Edwards<br>1mo<br>*Lloyd's A&CP* | Naam.Ven.Stoom trawler Visscherij Ymuiden | 107·0 \| 20·8 \| 11·0<br>Q20'F23'<br>BK7½' | Amstrdam<br>Dutch | T.3Cy.9",20"&32"–23" (s)<br>180lb 60NHP<br>1SB,*2pf*,GS35,HS1000<br>McColl & Pollock, Sld. | 11 " 10 | |
| 710<br>Holland II.<br>*A.v.Pel* | Steel Sc Sr<br>*ss* Ams.No.1–02<br>1 *Dk* | 170<br>154<br>43 | ✠100A1 Ams<br>*Stm Trawler*<br>1898 J.Duthie, Sons & Co. Aberdeen<br>8mo<br>*Lloyd's A&CP* | Naam.Ven.Stoom trawler Visscherij Ymuiden | 108·4 \| 20·8 \| 11·1<br>Q33'<br>BK7½' | Amstrdam<br>Dutch | T.3Cy.9",19½"&32"–22" (s)<br>180lb 61NHP<br>1SB,*2pf*,GS33,HS1060<br>Whyte & Mair, Dundee | 11 " 9 | |
| 711<br>Holland III.<br>*P.Krab* | Steel Sc K<br>*ss* Ams.No.1–03<br>1 *Dk* | 174<br>151<br>28 | ✠100A1 Ams<br>*Stm Trawler*<br>1899 J.Duthie, Sons & Co. Aberdeen<br>5mo<br>*Lloyd's A&CP* | Naam.Ven.Stoom trawler Visscherij Ymuiden | 108·8 \| 21·0 \| 10·5<br>Q23'F23'<br>BK7½'<br>WB = *DBf33'30t* | Amstrdam<br>Dutch | T.3Cy.11",18¾"&32"–22½" (s)<br>200lb 68NHP<br>1SB,*2cf*,GS30,HS1206<br>Whyte & Mair, Dundee | 11 " 6 | |
| 712<br>Holland IV.<br>*J.Prins* | Steel Sc K<br>*ss* Ams.No.1–04<br>1 *Dk* | 174<br>151<br>28 | ✠100A1 Ams<br>*Stm Trawler*<br>1899 J.Duthie, Sons & Co. Aberdeen<br>5mo<br>*Lloyd's A&CP* | Naam.Ven.Stoom trawler Visscherij Ymuiden | 108·8 \| 21·0 \| 10·5<br>Q23'F23'<br>BK7½'<br>WB = *DBf33'30t* | Amstrdam<br>Dutch | T.3Cy11",18¾"&32"–22½" (s)<br>200lb 68NHP<br>1SB,*2cf*,GS30,HS1206<br>Whyte & Mair, Dundee | 11 " 6 | |
| 713<br>60 | Holland VII.<br>*E.Zwart* –03<br>1 *Dk* | Steel Sc<br>(*Trawler*)<br>258<br>233<br>79 | 1903 De Wed C. Boele & Zoon Slikkerveer | Naam.Ven.Stoom trawler Visscherij Ymuiden | 134·0 \| 23·0 \| 12·0<br>WB | Amstrdam<br>Dutch | T.3Cy.10",18¼"&32"–20"<br>46NHP<br>Arnhemsche Stm Mts. Arn. | | D |
| 714<br>61 | Holland VIII.<br>*K.Krab* –03<br>1 *Dk* | Steel Sc<br>(*Trawler*)<br>258<br>233<br>79 | 1903 De Wed C. Boele & Zoon Slikkerveer | Naam.Ven.Stoom trawler Visscherij Ymuiden | 134·0 \| 23·0 \| 12·0<br>WB | Amstrdam<br>Dutch | T.3Cy.10",18¼"&32"–20"<br>46NHP<br>Arnhemsche Stm Mts. Arn. | | D |
| 715<br>PBQN | Hollander<br>*F.Schnetler* 98–98<br>2 *Dks* | Iron Sc Sr<br>759<br>537<br>464 | 1884 Nederland<br>Stoom. Maat. Rotterdam | Smith & Co. | 201·1 \| 27·9 \| 15·7<br>Q119' B7' H24t F18' | Rottrdam<br>Dutch | C.2Cy.25"&43"–30"<br>NB95 84NHP<br>Ned. Stoom. Maat., Rot. | | V |
| 716<br>Sunk by collision 8.04<br>PBQR | —<br>*W.Pelevreden* 96–98<br>(ex Hoek van Holland) 1 *Dk* | Steel Sc K<br>(*Tug*)<br>177<br>162<br>80 | 1898 J.P.Rennoldson & Sns South Shields | Sleepdienst "Hoek van Holland," Naaml.Ven. | 102·2 \| 21·8 \| 11·7 | Rottrdam<br>Dutch | T.3Cy.14½",24"&38"–27"<br>75NHP<br>J.P.Rennoldson & Sns, S.Shl. | | |
| 717<br>JFRT | Hollandia<br>*C.Darmer* 03–03<br>(ex Audace, ex Bendi)<br>*Well deck* | Steel Sc Sr<br>3507<br>2756<br>2240 | ✠100A1 Gen *e*<br>Strengthened for Ice Rpt<br>3,09<br>1890 Schlesinger Davis & Co. Newcastle<br>3mo<br>A&CP | W.Kunstmann<br>WB = *Cell D* | 346·6 \| 43·2 \| 21·0<br>P19' Q118' B140'<br>F39' FK<br>*B288'918t FPT128t* | Stettin<br>German | T.3Cy.22½",42"&64"–45" (s)<br>145lb *100lb* NDB00 286NHP<br>2SB,*3pf*,GS128,HS4460<br>N.E.Marine Eng Co Ld Nwc | 24 " 1<br>s 2 - 9½ | |
| 718<br>LCWR | Hollmann<br>*H.Wulff* –95<br>1 *Dk* | Steel Sc Sr<br>235<br>—<br>103 | 1894 Schiffsw. v.H.Koch Lübeck | Neue Dampfer-Cie. Act.Ges. | 124·4 \| 25·6 \| 8·2<br>H— | Kiel<br>German | C.2Cy.17¾"&29½"–21¾"<br>34NHP<br>Schiffsw. v.H.Koch, Lübeck | | G |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombre des Ponts | | | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance. Date de la dernière Visite. | | | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Dock. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No & Dia des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | Vitesse. | Coque. | Machines. |
| 719 Holly Steel Sc K<br>117188 1 Dk | | | 79<br>74<br>17 | ✠100A1 Shl<br>*For fishing purposes*<br>2,04 ✠LMC2,04 | | | 1904<br>2mo | Smith's Dock Co. Ld North Shields<br>*Lloyd's SA&CP* | Westmacott, Ld. | 80·0 18·1 8·3<br>BK6″<br>*WB = FPT8t* | Gt Yarmth<br>British<br>3 *BHCem* | C.2Cy.10¾″&28″–16″ (s)<br>125lb 22RH<br>1SB.*2pf*,gs20,us589<br>MacColl&Pollock,Sld. | 9 | | |
| 720 Holmdel Wood Sc<br>115942 1 Dk | | | 501<br>—<br>358 | | | | 1866 | .....<br>Keyport, N.J. | Keyport-New Jersey Transport Co. | 161·4 28·7 8·4 | New York<br>Utd. States | | | | | |
| 721 Holme Force Steel&Iron Sc 3 Mst Sr<br>79126 *J. Jones* –01 *ss* Liv. No.8–3,00<br>KNBC *Mchy. Aft* *ss* Pre. No.1–05 1 *Dk(Irn)*<br>*Irn framing Stl plating & floors* | | | 278<br>225<br>92 | ✠100A1 Dub<br>3,05 12,03<br>SB 12 ✠LMC<br>MS2,06 12 | | | 1887<br>6mo | R William-son&Son Workington<br>*Lloyd's SA&CP* | West Coast Shipping Co. Ltd. (W.S. Crough&Co., *Mgrs.*) | 144·0 23·0 8·6<br>Q46′ B7′ F19′<br>BK7″<br>*WB =* | Whitehvn<br>British<br>3 *BHCem*<br>= *DB75′70t* | T.3Cy.12½″,20″&33″–24″ (s)<br>150lb 55RH<br>1SB.*2pf*,gs33,us751<br>Dunsmuir&Jackson,Gls. | 11 | 1 | |
| 722 Holme Wood Iron Sc Sr<br>84630 *ss* Wrk. No.3–8,94<br>HVWN (*ex* Scale Force) *ss* Hul. No.2–02<br>*Well deck* *Mchy. Aft* 1 *Dk(Irn)*<br>*R.T. Reynolds* 04–04 | | | 268<br>192<br>99 | ✠100A1 Hul *d*<br>*Coasting* Lou<br>2,05 ✠LMC05<br>LNB11 9 Bd 5,99<br>Bd 4,01 | | | 1883<br>7mo | R William-son&Son Workington<br>A&CP | South Coast S.S. Co. (1904) Ld. (Kennedy, Colling-wood&Co., *Mgrs.*) | 144·1 21·2 7·5<br>Q67′ B10′ F18′<br>Len92 BK6½″<br>*WB =* | Hull<br>British<br>3 *BHCem*<br>*DBf80′75t* | C.2Cy.18″&34″–24″ (s)<br>80lb 50RH<br>1SB.*2pf*,gs30,us813<br>J.&T. Young, Ayr | 9 | 8 | |
| 723 Holmeside Steel Sc Sr<br>112450 *T. Clark* –01<br>SQRM 1 *Dk Irn* 2 *tr B deep framing & Web frames* 3 *Dk rule* | | | 3833<br>3587<br>2464 | ✠100A1 Shl *w*<br>Lud 2,05 Nwc<br>✠LMC10,01 | | | 1901<br>10mo | W. Gray& Co. Ld. W Hartlepool<br>*Lloyd's SA&CP* | Pyman S.S. Co. Ltd. (G. Pyman&Co. *Mgrs.*)<br>*WB = Cell DBa* | 346·6 49·7 25·6<br>P28′ B88′ F81′<br>FK<br>*& uE 133′ f 144′ 912t* | W. Hartlpl<br>British<br>6 *BHCem*<br>*APT56t* | T.3Cy.25½″,40½″&67″–45″ (s)<br>180lb *100lb* 322NH<br>2SB.*6rf*,gs119,us4884<br>Cen Mar. Eng. Wrks. W Hpl | 28 | 3 | |
| 724 Holmfield Steel Sc Sr<br>99796 *J.E. Ellery* –02 ~~*ss* Shl. No.1–02~~<br>PDJL 1 *Dk(Stl) & pt Awng dk(Irn)*<br>*ss* Npt. No.2–04 *& Web frames* | | | 2321<br>1702<br>1468 | ✠100A1 Bry *s*<br>*pt Awng dk* Npt<br>*with free board*<br>Bd 5,04 ✠LMC04 | | | 1895<br>12mo | Richardsn, Duck&Co. Stockton<br>*Lloyd's SA&CP* | Field S.S. Co. Ld. (E. Aston, *Mgr.*)<br>*WB = Cell DBa 100′* | 290·0 42·0 16·8<br>P29′ Q86′<br>*pt Awng dk 175′* FK<br>*uE 5 B38′ f 108′ 559t* | Stockton<br>British<br>5 *BHCem*<br>*APT67t* | T.3Cy.22″,36″&59″–39″ (s)<br>160lb *90lb* 219NH<br>2SB.*6cf*,gs102,us3800<br>Blair& Co. (Lim.), Stockton | 20 | 0 | 7 · 11½ |
| 725 Holmgarth Steel Sc<br>110256 *C.E. Smith* –99 *ss* Sou. No.1–04<br>1 *Dk* | | | 71<br>64<br>2 | ✠100A1 Sou<br>*For Towing purposes*<br>3,05 3,04 ✠LMC3,04 | | | 1899<br>7mo | J.G. Fay &Co. Ld. Southmpton<br>*Lloyd's SA&CP* | Rea Trnsp'rt Co. Ld (R.&J.H. Rea, *Mgrs.*) | 73·3 16·1 8·5<br>BK6″<br>*WB =* | Liverpool<br>British<br>4 *BHCem* | C.2Cy.15″&30″–22″ (s)<br>110lb 42RH<br>1SB.*2pf*,gs33,us766<br>J.G. Fay& Co. Ld. Son. | 9 | 0 | |
| 726 Holmlea Steel Sc Sr<br>98513 ~~*J. Luke* –97~~ *ss* Hpl. No.3–12,02<br>MPTQ ~~*W. Hope*~~ 1 *Dk(Irn) & Web frames*<br>*J. Luke* –97 | | | 1781<br>1311<br>1143 | ✠100A1 Hpl *q*<br>~~Bd 12 ✠LMC~~ Bln<br>2,05 ✠LMC<br>BS2,05 | | | 1891<br>7mo | W. Gray &Co. (Lim.) W Hartlepool<br>A&CP | G.P. English<br>*WB = DBa82 f 98′ 383t* | 260·6 36·5 18·2<br>P27 Q80 B104 drp05<br>F31′ drp03 BK9″ | W. Hdrtlpl<br>British<br>4 *BHCem*<br>*APT27t* | T.3Cy.19″,30½″&51″–36″ (s)<br>160lb *80lb* NDB05 150NH<br>2SB.*2rf & 2cf*,gs54,us2160<br>Cntrl Marine E Wks. W Hpl | 19 | 5 | |
| 727 Holmside Steel Sc Sr<br>101826 *J.J. Reed* –97 *ss* Nwc. No.2–01<br>NBTP *Well deck* 1 *Dk(Irn) 2 tr B* | | | 842<br>681<br>531 | ✠100A1 Nwc *l*<br>6,01 6,03 12,04 Shl<br>Bd 12 ✠LMC<br>BS8,04 | | | 1893<br>5mo | Wood, Skinner&Co. Newcastle<br>A&CP | W. Swanston& Sons<br>*WB = Cell D B170′246t FPT* | 206·7 30·2 13·6<br>Q98′ B18′ F22′<br>FK<br>*1 BHCem*<br>*31t APT22t* | Newcastle<br>British<br>1 *BHCem*<br>*31t APT22t* | T.3Cy.17″,28″&46″–30″ (s)<br>150lb *90lb* NDB03 99RH<br>1SB.*3pf*,gs51,us1670<br>N.E. Mar. E. Co. (Lim.), Nwc | 16 | 0 | |
| 728 Holmwood Steel Sc Sr<br>115928 *F. Dyason* –03<br>TRVM *Well deck* 1 *Dk(pt Irn & pt Stl) & Web frames* | | | 1327<br>1034<br>850 | ✠100A1 Sld *o*<br>4,04 ✠LMC11,02 | | | 1902<br>11mo | Nthmblnd S.B. Co. Ld. Newcastle<br>*Lloyd's SA&CP* | W France, Fenwick &Co. Ld.<br>*WB = Cell D Ba 69′ uE& 15* | 230·0 36·0 15·0<br>P21′ Q67′ B50′ F28′<br>FK<br>*35′ f 90′ 365t FPT 49t* | London<br>British<br>4 *BHCem*<br>*APT51t* | T.3Cy.19″,31″&51″–36″ (s)<br>160lb *80lb* 159NH<br>1SB.*3pf*,gs69,us2487<br>G. Clark, Ld. Sunderland | 17 | 3 | 1 · 7½ |
| 729 Holnis Steel Sc Sr<br>*E. Wallis* 93–02<br>LMGD 1 *Dk* | | | 987<br>740<br>609 | | | | 1891 | Flensburger Schiffsb. Ges Flensburg | Nord-Ostsee Rhederei | 219·1 32·3 13·2<br>Q78′ B54′ F27′ | Hamburg<br>German | T.3Cy.15″,22½″&43″–30″<br>101NH<br>Flensburger Schiffsb. Ges. | | G | |
| 730 Holsatia Steel Sc Sr<br>*O. Müller* 00–00 (*ex* Deike Rickmers)<br>QGDF 1 *Dk & Spar dk & Web frames* | | | 3349<br>3102<br>2166 | | | ... | 1896 | J. Priest-man&Co. Sunderland | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)<br>*WB* | 344·5 44·0 18·8<br>P19′ B76′ F47′ 26·0<br>FK | Hamburg<br>German | T.3Cy.23″,38″&65″–42″<br>236NH | 21 | 6 | G |
| 731 — Iron Sc Sr<br>*C. Dresse* 2 *Dks*<br>RFTH | | | 1820<br>1698<br>1156 | | | ... | 1880 | Reiherst'g Schiffsw. Hamburg | W. Kunstmann | 280·8 34·1 23·8<br>P16′ H—F32′<br>*WB* | Stettin<br>German | C.2Cy.34″&62″–42″<br>NB95 208NH<br>Reiherst. Maschinenf. Ham. | | | G V |
| 732 — Iron Sc Sr<br>*H.F. Bauer* –88 2 *Dks*<br>LBPQ *Elec. light* | | | 319<br>306<br>172 | | | | 1868 | Norddeut. Schiffb. A.G. Kiel | Sartori&Berger | 150·7 20·0 15·0 | Kiel<br>German | C.2Cy.17½″&36″–30″<br>NE76NB01 59NH<br>Schweffel&Howaldt, Kiel | | G | |
| 733 Holstein Iron Sc Sr<br>*H. Lorenzen* 01–02 1 *Dk & Spar dk & 3 tr B*<br>RGHD | | | 1540<br>1491<br>1103 | | | | 1882 | G. Howaldt Kiel | M. Jebsen | 259·1 32·2 23·5<br>P11′ F36′<br>*WB* | Hamburg<br>German | C.2Cy.27½″&52″–48″<br>148NH<br>Gebr. Howaldt, Kiel | | G | |
| 734 — Steel Sc Sr<br>*J. Coltzau* 01–03 1 *Dk & Spar dk*<br>LRGK | | | 1321<br>1159<br>826 | | | | 1889 | Howaldts-werke Kiel | H. Diederichsen | 240·0 34·3 19·0<br>P28′ B56′ F36′ | Kiel<br>German | T.3Cy.19¾″,31½″&51″–31½″<br>146NH<br>Howaldtswerke, Kiel | | V | |
| 735 — Steel Sc<br>(*Trawler*)<br>1 *Dk* | | | | | | | 1904 | G. Seebeck Act. Ges. Bremerhaven | Deutsche Dmpfis-chereiGes. Nordsee | | Bremen<br>German | T.3Cy.12″,19½″&31½″–23½″<br>48NH<br>G. Seebeck A.G. Bremerhvn | | | |
| 736 Holtenau Iron Sc Sr<br>*F. Ivens* 88–02 1 *Dk 2 tr B*<br>LOKW | | | 605<br>537<br>350 | | | | 1882 | G. Howaldt Kiel | Nord-Ostsee-Rhederei | 175·8 25·1 15·9<br>B40′<br>*WB* | Hamburg<br>German | C.2Cy.28″&37½″–27″<br>NB98 61NH<br>Gebr. Howaldt, Kiel | | G | |
| *Now named "Aeolus." See No. 31 in Supplement* | | | | | | | | | | | | | | | | |
| 737 Home Steel Sc Sr<br>113024 *J.D. Taylor* –00 *ss* NFL. No.1–05<br>NTJK 1 *Dk & Web frames, lower dk in main hold*<br>*Elec. light* | | | 439<br>343<br>200 | ✠100A1 NFL *g*<br>4,05 ~~4,04~~<br>✠LMC05 | | | 1900<br>10mo | A.&J. Inglis Glasgow<br>A&CP | Reid Newfound-land Co.<br>*WB = Cell D Ba & uE & B* | 154·7 25·1 12·6<br>F15′<br>BK7″ | St Johns NFL<br>British<br>4 *BHCem*<br>47′ *f* 61′ 84t | T.3Cy.15″,24″&40″–30″ (s)<br>160lb 99RH<br>1SB.*3rf*,gs51,us1825 FD<br>A.&J. Inglis, Glasgow | 15 | 0 | 2 · 1½ |
| 738 Homer Steel Sc Sr<br>109189 ~~*H. Eddie* –02~~ ~~*ss* Bku. No.1–00~~<br>NBCT 1 *Dk(Stl) & Spar dk(Irn) & Web frames*<br>*C. Taylor* –05 *ss* Ant. No.2–03 | | | 2585<br>2431<br>1641 | ✠100A1 Lon *t*<br>*Spar dk* Ant<br>3,05 11,02 ✠LMC<br>BS6,06 01 MS3,03 | | | 1895<br>1mo | Sir Raylton Dixon&Co. Middlesbro'<br>A&OP | Liv Brazil&R Plate S.N. Co. Ld. (Lam-port&Holt, *Mgrs.*)<br>*WB = Cell D Ba 90′ u E* | 310·2 42·0 16·1<br>P31′ B52′ F35′ 23·6<br>FK<br>*B* | Liverpool<br>British<br>5 *BHCem*<br>26′ *f* 120′ 602t | T.3Cy.24″,40″&64″–42″ (s)<br>160lb *100lb* 267NH<br>2DB.*3cf*,gs168,us3836<br>N.E. Mar. E. Co. (Lim.), Nwc | 18 | 5 | |
| 739 — Wood Twin Sc<br>*A. Donaldson* 2 *Dks*<br>KLOH | | | 501<br>457<br>331 | | | | 1891 | H.R. Reed Coquille, Or. | G. Fritch | 146·0 33·8 17·0 | S. Frncisco<br>Utd. States | C.2Cy.12″&24″–20″<br>21NH<br>Fulton E.&S.B. Works, S. Fc | | | |
| 740 Homer Ramsdell Iron Sc<br>*Meakin* 1 *Dk*<br>KDTG | | | 1181<br>—<br>823 | | | | 1887 | .....<br>Newbrgh, NY | Central Hudson Steamboat Co. | 225·0 32·5 11·8 | New York<br>Utd. States | C.2Cy.28″&52″–36″<br>185NH | | | |

| No. In Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage: Gross. Under deck. — Net. | Particulars of Classification. Character. Special Survey. Date of last Survey | Port of Survey. Years assigned now expired. Equipment Letter. | Built. When. Where. By Whom. | Owners. | Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Masts. Lengths. Freeboard (amidships). ft. in. | Registers in which Vessel is not to be classed. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 741 | **Homereus** Steel Sc Sr | 3279 | ✠100A1 Ant *r* | | 1890 R. Dixon & Co. Middlesbro' A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs*) *Whs* | 340·0 \| 42·7 \| 26·2 P41 B78 F45 BK 11″ = *DBa* 96′ *f* 130′ *uE* & *B* 54′ 612 *t* | Liverpool British | T. 3 Cy. 28″, 44″ & 72″–48″ (*s* 160 lb *80 lb* 419 NH 2 DB, *12 cf*, GS 216, HS 7190 I. Richardson & Sons, Hpl | 29 ″ 0 / 6 ″ 0 | | |
| 742 | **Homewood** Steel Sc Sr | 2024 | ✠100A1 Shl *r* | | 1897 R. Craggs & Sons Middlesbro' A&CP | Constantine & Pickering S.S. Co. | 271·0 \| 40·5 \| 17·4 P26′ Q74′ *pt Awng dk* 171 FK *WB* = *DBa* 88′ *f* 102′ | Middlesbro' British | T. 3 Cy. 20″, 32½″ & 53″–36″ (*s* 160 lb *80 lb* 176 NH 2 SB, *4 pf*, GS 74, HS 2758 Sir C. Furness, Westgarth & Co. Ld. Middlesbro' | 18 ″ 9 / 8 ″ 3 | | |
| 743 | **Honam** Steel Pad Sr | 2462 | | | 1882 A. & J. Inglis Glasgow | Hong Kong, Canton & Macao Stm. Boat Co. Ld. | 270·0 \| 38·1 \| 13·1 21·0 | Hong Kong British | C. 2 Cy. 40″ & 72″–120″ 473 NH A. & J. Inglis, Glasgow | | | |
| 744 | **Honeybrook** Steel Sc Tug | 373 | | | 1902 Neafie & Levy Co. Philadelphia | Central Railroad Co. of New Jersey | 126·2 \| 26·0 \| 15·2 | New York Utd. States | T. 3 Cy. 16½″, 24″ & 41″–30″ 92 NH Neafie & Levy S & EB Co. Ptc | | | |
| 745 | **Honfleur** Iron Sc Sr | 429 | | ... | 1873 Aitken & Mansel Glasgow | L. & S.W. Rlwy. Co. | 176·4 \| 24·1 \| 12·3 Q91′ B11′ F25′ | S'thamptn British | T. 3 Cy. 19½″, 31″ & 51″–33″ NE & B 88 149 NH J. & J. Thomson, Glasgow | | BT till 1,06 | |
| 746 | **Hong Bee** Iron Sc Sr | 3229 | | ... | 1876 C. Connell & Co. Glasgow | Lim Ho Puah | 381·6 \| 38·8 \| 29·0 B39′ & 29′ F37′ BK 11″ | Singapore British | C. 2 Cy. 52″ & 89″–48″ NB 85 449 NH J. & G. Thomson, Glasgow | 30 ″ 1 | C | |
| 747 | **Hong Ho** Steel Sc Sr | 250 | ✠100A1 Sng *d* | | 1900 R. William-son & Son Workington A&CP | Lim Ho Puah | 129·1 \| 20·2 \| 9·4 Q15′ B9′ F19′ FK *WB* = | Singapore British | C. 2 Cy. 15″ & 32″–24″ (*s* 120 lb *80 lb* NDB 03 42 RH 1 SB. *2 pf*, GS 33, HS 915 McKie & Baxter, Glasgow | 10 ″ 4 / 8 ″ 11 | | 7,03 |
| 748 | **Hong Kong** Steel Sc Sr | 1208 | | | 1893 Sundrland S.B. Co. (Lim) Sunderland | Cie. de Nav. Tonkinoise (Marty & d'Abbadie, *Mgrs.*) | 240·0 \| 32·0 \| 17·3 H— | Marseilles French *WB* | T. 3 Cy. 20″, 32½″ & 53″–36″ 169 NH N.E. Mar. E. Co. (Lim.), Sld. | | V | |
| 749 | — Steel Twin Sc | 665 | | | 1901 Kwong Kisun Hong Kong | Hong Kong Steam Boat Co. Ld. | 157·6 \| 30·0 \| 8·0 | Hong Kong British | C. 2 Cy. 11″ & 22″–15″ NE 03 40 RHP Chin Hing & Co. HKg. | | | |
| 750 | **Hong Lian** Steel Sc K | 116 | | | 1902 Wm. Chalmers & Co. Glasgow | Lim Ho Puah | 90·0 \| 18·0 \| 7·4 Q51′ B11′ F13′ | Singapore British | C. 2 Cy. 14″ & 28″–20″ McKie & Baxter, Glasgow | | | |
| 751 | **Hong Moh** Iron Sc 3 Mst Sr | 3910 | | ... | 1881 C. Connell & Co. Glasgow | Lim Ho Puah | 400·0 \| 42·1 \| 30·1 F31′ BK 11″ | Singapore British | C. 2 Cy. 50″ & 96″–60″ 383 NH J. & J. Thomson, Glasgow | 31 ″ 4 | C | |
| 752 | **Hong Wan** Wood Sc Sr | ~~167~~ 162 | | | 1892 Tanjong Pagar Dock Co. Singapore | Lim Ho Puah | 114·8 \| 18·4 \| 9·3 H21′ | Singapore British | C. 2 Cy. 15″ & 30″–16″ 35 RHP Tanjong Pagar Dock C. Sng | | | |
| 753 | **Hong Wan I.** Iron Sc 3 Mst Sr | 3230 | ✠ | ... | 1876 C. Connell & Co. Glasgow A&CP | Lim Ho Puah | 381·5 \| 38·5 \| 29·0 F28′ BK 11′ *WB* = | Singapore British | T. 3 Cy. 30″, 44″ & 73″–48″ ~~(s)~~ ~~180 lb~~ N B 04 ~~NHP~~ NH ~~2 DB, 12 cf, GS 200 RHP~~ *Tpd.* 86 J. & J. Thomson, Gls | 30 ″ 1 | BT till 10,05 | 3,03 |
| 754 | **Hongkong Maru** Steel Twin Sc Sr | 6169 | ✠100A1 HKg *a* † | | 1898 Sir J. Laing Sunderland A&CP | Toyo Kisen Kabushiki Kaisha | 431·0 \| 50·7 \| 29·7 P78′ B221′ F51′ FK & BK 1½″ 144′ *f* 119′ 751 *t* *FPT* | Tokio Japanese | T. 6 Cy. 28¾″, 46″ & 75″–48″ (*s* 180 lb *80 lb* 1958 NH 4 D & 1 SB 27 *cf* GS 618 HS 19203 G. Clark, Ld. Sunderland | 32 ″ 6 / s 6 ″ 5 | | 10,03 |
| 755 | **Honoria** Steel Sc Sr | 207 | ✠100A1 Gms | | 1898 Dundee Ship builders Co. Ld. Dundee | Rushworth Steam Fishing Co. Ld. | 112·0 \| 21·5 \| 11·5 Q59′ F19′ BK 7½″ | Grimsby British | T. 3 Cy. 11½″, 19″ & 32″–22″ (*s* 200 lb 60 RH 1 SB, *2 rf*, GS 35, HS 1086 Cooper & Greig, Dundee | 12 ″ 6 | | 11,03 |
| 756 | — Iron Sc K | 159 | ✠100A1 Hul | | 1896 Cook, Welton & Gemmell Hull A&CP | Hellyer's Steam Fishing Co. Ld. | 105·0 \| 20·5 \| 10·8 BK 7½″ *WL* = *DBf* 10′ 6 | Hull British | T. 3 Cy 12¾″, 19½″ & 32″–23″ (*s* 170 lb 55 RHP 1 SB, *2 cf*, GS 25, HS 876 Earle's Co. (Lim.) Hull | 11 ″ 10 | | 85,03 |
| 757 | **Honorius** Steel Sc Sr | 3476 | ✠100A1 Ant *w* | | 1899 A. McMillan & Son, Ld Dumbarton A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs*) | 350·0 \| 47·0 \| 17·0 P32′ B164′ F94′ 25·0 FK *WB* = *Cell DBa* 100′ | Liverpool British | T. 3 Cy. 26″, 43½″ & 72½″–48″ 180 lb (*s*) 438 NH 3 SB, *9 cf*, GS 189, HS 7373 D. Rowan & Co. Glasgow 132′ 724 *t* *FPT* 170 *t* *APT* 490 *t* | 19 ″ 6 / s 4 ″ 4 | | 05,04 |
| 758 | **Hop Sang** Steel Sc Sr | 2149 | ✠100A1 Gls *s* | | 1901 Lon. & Gls. Co. Ld. Glasgow A&CP | Indo-China Steam Nav Co. Ld. *WB* = *Cell DBa* 84′ *f* 108′ 285 *t* | 290·0 \| 42·0 \| 15·4 B60′ F36′ 22·5 FK *DTa* 20′ 358 *t* *FPT* | London British | T. 3 Cy. 21″, 34″ & 56″–42″ (*s* 170 lb *85 lb* 224 NH 1 SB, *4 rf*, GS 71, HS 2868 FI London & Glas. Co. Ld. Gls. | 17 ″ 9 / s 4 ″ 8½ | | |
| 759 | **Hope** Wood Pad | 306 | | | 1878 F. Gerard Sorel | Tapley Bros. | 134·0 \| 23·0 \| 7·9 H20′ F122′ | St. John, N.B. British | 1 Cy. 32″–96″ NB 94 50 RH A. Cantin, Montreal | | | |
| 760 | — Steel Sc Yl | 185 | ✠100A1 Abn | | 1899 Irvine S.B. Co. Ld. Irvine A&CP | Peterhead Trwlng. Co. Ld. (J. G. Adam, *Mgr.*) | 117·3 \| 21·0 \| 10·5 Q52′ BK 7′ *WB* = *DBf* 16′ 16 *t* *FPT* | Peterhead British | T. 3 Cy. 12″, 19½″ & 32″–22″ (*s* 180 lb 50 RH 1 SB, *2 pf*, GS 37, HS 1081 W. V. V. Lidgerwood, Gls. | 11 ″ 3 | | ~~1,03~~ 8,04 |
| 761 | — Steel Sc K | 126 | | ... | 1890 Hawthorns & Co. Leith | ~~P. Johnston~~ C. Robertson (D. Sherrit, *Mgr.*) | 100·8 \| 20·0 \| 9·6 BK 6½″ | Aberdeen British | C. 2 Cy. 15″ & 34″–22″ 48 RH Hawthorns & Co. Leith | 10 ″ 6 | | |
| 762 | **Hopedale** Steel Sc Sr | 1746 | | | 1895 W Doxford & Sons (Lim.) Sunderland | P. H. Laing ~~(R. C. Thompson, *Mgrs.*)~~ | 280·0 \| 38·0 \| 18·4 | Sundrland British *WB* | T. 3 Cy. 20″, 33″ & 54″–36″ 175 NH W Doxford & Sons (Lm), Sld | | CV | |

| Numéro d'Ordre. / Numéro d'Code. / Signaux. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. IHP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Vitesse sur Quille. Franc. — navire. | Poids de la Coque. | Poids de la Machine. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 763 92874 | **Hopetoun** *J.McLeod* –99 | SteelScSr 107 — 28 | (ex Isabella) | 1886 3mo | Culzean S.B. & Eng.Co. Culzean | General Steam Fishing Co.Ltd. | 95·0 18·0 7·6 Q88 F18 WB | Granton British | C.2Cy.15″&29″–21″ 35RHP J.&T.Young,Ayr | | | |
| 764 91464 SVMH | **Hopewell** *W.H.Burrell* –00 *Mchy.Aft Well deck* | SteelScSr 137 339 — | 1 Dk(Iron) | 1900 5mo | J.Fullerton &Co. Paisley A&CP | H.J.Hyne | 145·0 24·1 8·3 Q64 B8 F24′ BK6′ WB=Cell DB/70 | Maryboro′ British | T.3Cy.12″,19½″&32″–22″ (s) 160lb 65RHP 3BHCem 87tFPT28t Duncan,Glasgow | 10·8 | | |
| 765 93867 | **Hopper No. 1** *D.Campbell* –92 | SteelTwinScSk 799 773 394 | | 1892 | Fleming& Ferguson Paisley | Trustees of the Clyde Navigation | 195·7 34·1 14·7 | Glasgow British | T.6Cy.15″,24″&37″–24″ 134NHP Fleming&Ferguson,Psy. | | | |
| 766 119062 | **Hopper No. 2** *D.McLeod* –98 1 Dk | SteelTwinScSk 830 793 331 | | 1903 | Fleming& Ferguson,Ld Paisley | Trustees of the Clyde Navigation | 199·5 35·1 14·8 WB | Glasgow British | T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Ferguson,Ld.Gls | | | |
| 767 112603 | — 1 Dk | IronSc 267 255 147 | | 1892 | W.Simons &Co. Renfrew | Corporation of Preston | 131·3 25·1 9·2 | Preston British | C.2Cy.21″&38″–18″ 60RHP W.Simons&Co.Renfrew | | | |
| 768 99865 | **Hopper No. 3** *A.McInnes* –92 | SteelTwinScSk 799 773 394 | | 1892 | Fleming& Ferguson Paisley | Trustees of the Clyde Navigation | 195·7 34·1 14·7 | Glasgow British | T.6Cy.15″,24″&37″–24″ 134NHP Fleming&Ferguson,Psy. | | | |
| 769 89970 | — 1 Dk | IronSc 225 225 112 | | 1863 | W.Simons &Co. Renfrew | Corporation of Preston | 133·0 23·1 9·5 | Preston British | 2Cy.22″–21″ 40RHP W.Simons&Co.Renfrew | | | |
| 770 112606 | **Hopper No. 4** (Stm Hopper Barge) | IronSc 256 255 115 | | 1891 | S.&H. Morton Leith | Corporation of Preston | 130·0 24·4 9·0 | Preston British | C.2Cy.21″&38″–16″ 40RHP S.&H.Morton&Co.Leith | | | |
| 771 112607 | **Hopper No. 5** (Stm Hopper Barge) | IronSc 256 255 115 | | 1891 | S.&H. Morton&Co. Leith | Corporation of Preston | 130·0 24·4 9·0 | Preston British | C.2Cy 21″&38″–16″ 40RHP S.&H.Morton&Co.Leith | | | |
| 772 119069 | **Hopper No. 6** 1 Dk | SteelTwinScSk 830 793 331 | | 1903 | Fleming& Ferguson,Ld Paisley | Trustees of the Clyde Navigation | 199·5 35·1 14·8 WB | Glasgow British | T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Ferguson,Ld.Psy | | | |
| 773 112601 | — 1 Dk | IronSc 255 255 106 | | 1891 | W.Simons &Co. Renfrew | Corporation of Preston | 131·2 25·1 9·2 | Preston British | C.2Cy.21″&38″–18″ 63RHP W.Simons&Co.Renfrew | | | |
| 774 | **Hopper No. 7** 1 Dk | IronSc 244 244 95 | | 1891 | W.Simons &Co. Renfrew | Corporation of Preston | 130·6 24·8 9·0 | Preston British | C.2Cy.21″&38″–18″ W.Simons&Co.Renfrew | | | |
| 775 119079 | **Hopper No. 23** *N.McCallum* –03 1 Dk | SteelTwinScSk 830 793 331 | | 1903 | Fleming& Ferguson,Ld. Paisley | Trustees of the Clyde Navigation | 199·5 35·1 14·8 WB | Glasgow British | T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Ferguson Ld Psy | | | |
| 776 119102 | **Hopper No. 24** *A.McInnes* –04 1 Dk | SteelTwinScSk 830 793 331 | | 1904 | Fleming& Ferguson,Ld. Paisley | Trustees of the Clyde Navigation | 199·5 35·1 14·8 WB | Glasgow British | T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Ferguson Ld.Gls | | | |
| * 777 105355 PDGS | **Horace** *W.Partridge* –02 *Elec.light* | SteelScSr 3335 3125 2133 | ✝100A1 *Spar dk* 3,03 ss Liv.No.1–00 1 Dk(Stl)&Spar dk(Iron) &Web frames | 1895 12mo | D.&W.Henderson&Co. Glasgow | Liv Brazil&R Plate S.N.Co.Ltd. (Lamport&Holt, *Mgrs.*) | 350·0 45·8 17·2 P32′ B80′ F39′ 24·3 FK Lloyd's SA&CP WB= Cell DB a 106′ uE& | Liverpool British | T.3Cy.26″,43″&71″–48″ (s) 180lb *100lb* 407NHP 2SB,6cf,GS136,HS5333 FD 6BHCem B46′f142′752tFPT1 T.&W.Henderson&Co.Gls | 19·9 | | |
| 778 | — *For full particulars See No. 13 in Supplement* | SteelTwinScSr | 100A1 (Class Contemplated) | 1904 | Garston Graving Dock &S.B.Co.Ld. Garston | Alexandra Docks& Railways Co. | 90·0 20·0 11·0 | | C.2Cy.15″&30″–21″ D.Rollo&Sons,Liverpool | | | |
| 779 98606 | **Horace S. Wilkinson** *Mchy.Aft Elec.light* 1 Dk 2tr B | SteelScSr 3860 — 3057 | | 1902 | Chicago S.B.Co. Chicago | United States Transport.Co. | 370·0 48·2 24·0 WB | Oswego, N.Y. Utd. States | T.3Cy.20″,33½″&55″–40″ 191NHP Chicago S.B.Co.Chicago | | | |
| 780 1446 HKGT | **Horai Maru** 2 Dks | WoodScSr 197 182 122 | | 1894 | Ishikawa-jima S.B.Yard Tokio | U.Matsumoto | 123·9 16·2 13·6 | Nagasaki Japanese | C.2Cy.15″&28″–15″ 25NHP Shibaura Seisakusho,Tokio | | | |
| 781 110931 RMTJ | **Horatia** *W.Smith* 98–00 ss Gms.No.1–04 1 Dk | SteelScK 216 187 61 | ✝100A1 *Stm Trawler* 1,05 | Gms | 1900 2mo 11·04 Lloyd's SA&CP | Menzies& Co.Ld. Inverkeithng | Rushworth Steam Fishing Co.Ld. | 120·0 21·6 11·0 Q67′F21′ BK7½′ | Grimsby British 3BHCem | T.3Cy.12″,20″&34″–24″ (s) 200lb 61RHP 1SB,2cf,GS38,HS1255 Shanks,Anderson&Co.Gls | 12·0 | | 8 1,05 |
| 782 | — | SteelPadSr 211 176 98 | ✝ A1 *Loadline 4ft 9in* 3,01 10,01 For British Guiana and its Rivers | Dem | 1886 7mo | C.S.Swan & Hunter Newcastle A&CP | Sproston's,Ld. | 175·0 19·5 7·5 ptND93&99 BK5′ | Georget'n British 4BHAsp | C.D.2Cy.27½″&47″–42″ (s) 75lb 99RHP 2SB,4pf,GS60,HS1403 FD Black,Hawthorn&Co.,Gts. | 8·0 | | |
| 783 101313 MRNL | **Horatio** *B.Rosser* –00 *Elec.light* 1 Dk(Stl)&Spar dk(Stl–ws) ss Bkn.No.3–10,04 | SteelScSr 3212 2824 2078 | ✝100A1 *Spar dk* 10,04 (ex Horsley Tower) 8tr B | Liv Bkn | 1892 7mo | Edwards' S.B.Co.(Lim) Newcastle A&CP | Booth S.S.Co.Ld. | 331·0 40·2 19·1 P46′B76 F35′ 26·7 BK10′ WB=Cell DB | Liverpool British 5BHCem 268′480t | T.3Cy.24″,38″&64″–42″ (s) 160lb 85lb 287NHP 2SB,6cf,GS122,HS4620 T.Richardson&Sons,Hpl | 21·9 | | 10,04 |
| 784 | — 14.04 | SteelScSr 3197 3119 2081 | 2 Dks | | 1896 | Furness, Withy&Co Ld W Hartlepool | T.Wilson,Sons& Co.Ld. | 330·0 43·0 26·7 P18′B90′F34 | Hull British | T.3Cy.26″,37″&64–42″ 265NHP Westgarth English&C Md | | C | |
| 785 | **Horatio Hall** | SteelScSr 3168 — 2007 | | | 1898 | Delaware River Co. Chester,Pa. | Maine S.S.Co. | 296·8 46·0 17·2 | Prtlnd.Me. Utd. States WB | T.3Cy.28″,48″&75″–54″ 413NHP Delaware River Co.Chs.Pa. | | S | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register Tonnage Gross / Net. | 5 Particulars of Classification. Character. / † for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Year & Month now re-classed. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions—Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke—Pressure—NIP=Horse power by Society's formula; RIP=power to Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Consumed Coal. Bunkers / Fresh Water | 15 Date when Coal last seen. | 16 Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 786<br>107965<br>QMJT | **Horatius**<br>*Watterson* | **SteelScSr**<br>*Late Name if any.*<br>1 *Dk; Stl pt Irn (2tr B); Web frames & pt Awng dk (Irn)* | 3552<br>3330<br>2207 | †100A1 Bkn<br>*Spar dk* Liv<br>1,05 ~~3,04~~ †LMC2,05<br>~~BS7,04~~ | | *w* | 1898<br>9mo | Russell & Co.<br>Pt. Glasgow | Brit. & S. American S.N. Co. Ltd. (R.P. Houston & Co *Mgrs.*) | 339·2 45·9 17·8<br>P20′ B72′ F36′ 278<br>FK<br>*B = Cell D Ba 110′ uE & B36 f 142′ 792t* | Liverpool<br>British<br>6 *BHCem*<br>*APT56t* | T.3Cy.24″,40″ & 65″–45″ (a)<br>180lb *80lb* 298 NHP<br>2SB, *6cf*, GS138, HS4482<br>Hutson & Son, Glasgow | 20 " 6<br>s 9 " 1 | | ~~2,04~~<br>2,04 |
| 787<br>JQCB<br>(ex Sirona) | **Horda**<br>*E. H. Svendsen98–98* *ss* Bgn. No 2–02<br>1 *Dk; pt Stl pt Irn (2tr B & W) Web frames & pt Awng dk (Irn)* | **SteelScSr**<br>2830<br>2180<br>1826 | †100A1 NNs<br>*pt Awng dk* Nwc<br>*with freeboard*<br>1,02 ~~3,03~~<br>~~Aberdeen~~ †LMC1,05 | | | *t* | 1893<br>8mo<br>*Lloyd's* | Richardsn, Duck & Co.<br>Stockton | J. Ludw. Mowinckel | 307·2 41·1 20·7<br>P29′ Q94<br>*Pt Awng dk* 184′ FK<br>*WB = Cell D B2 28′ 521t APT30t* | Bergen<br>Norwegian<br>5 *BHCem*<br>*APT50t* | T.3Cy 23″,37″ & 61″–42″ (s)<br>160lb *90lb* 250 NHP<br>2SB, *6rf*, GS94, HS3878<br>T. Richardson & Sons, Hpl. | 23 " 7<br>s 9 - 1½ | | ~~2,05~~<br>1,05 |
| 788<br>JMRN | —<br>*M. Lande –01* | **WoodScSr**<br>1 *Dk 2tr B* | 612<br>482<br>373 | | | | 1891 | J. Hauge<br>Klosterøen | T. H. Skogland | 166·8 27·1 15·9<br>Q36t B66t F21t | Haugesnd<br>Norwegian | T.3Cy.12″,20″ & 32″–26″<br>52 NHP<br>Akers. Værksted, Xia. | | N | |
| 789<br>JQVS | **Hordaland**<br>*P. Eriksen83–84* | **IronScSr**<br>1 *Dk* | 148<br>103<br>73 | | | | 1879 | Kockums Mek. Verks.<br>Malmö | Hardanger-Söndhordlandske Dampskibsselskab | 111·4 18·6 9·5<br>Q32′ B28′ F30′ | Bergen<br>Norwegian | C.2Cy.19½″ & 34½″–19½″<br>44 NHP | | | |
| 790<br>RMPK | **Horn**<br>*J. Kollman02–03*<br>*Well deck*<br>*Wchy. Aft* | **SteelSc3MstSr**<br>*ss* Qns. No. 1–05<br>1 *Dk (Stl)* | 627<br>446<br>188 | †100A1 Ham<br>~~3,01~~ 3,05 ~~Qns Lon~~<br>~~3,05~~ †LMC~~3,05~~ | | *i* | 1901<br>5mo<br>*Lloyd's* | R. William-son & Son<br>Workington | D.P.H. Fuhrmann | 183·5 28·0 11·1<br>Q94′ B10′ F20′<br>BK7″<br>*WB = DB f 95′ 134t* | Hamburg<br>German<br>3 *BHCem*<br>*FPT50t* | T.3Cy.14″,22½″ & 37″–27″ (s)<br>165lb 97 NHP<br>2SB, *4pf*, GS58, HS1852<br>Ross & Duncan, Glasgow | 13 " 5 | | ~~3,04~~<br>~~4,05~~ |
| 791<br>97776<br>LRVC | **Hornby**<br>*W. Wallace –01* | **IronTwinScSr**<br>1 *Dk* | 197<br>174<br>21 | | | ... | 1890 | S M'Knght & Co.<br>Ayr | Alexandra Towing Co. Ld. | 116·0 21·1 11·2<br>B19′<br>BK6½″<br>*WB* | Liverpool<br>British | Q.4Cy.(2)15″ & (2)30″–20″<br>80 RHP<br>Ross & Duncan, Glasgow | 12 " 1 | | |
| 792<br>110614<br>RJSM | **Hornby Castle**<br>*J. N. Craven –03*<br>*Elec. light* | **SteelScSr**<br>1 *Dk (Stl) & Spar dk (Irn)*<br>*& deep framing* | 3712<br>3429<br>2359 | †100A1 Cff<br>*Spar dk*<br>8,03 †LMC11,08 | | *w* | 1899<br>10mo | W. Pickers-gill & Sons<br>Sunderland | Lancashire Shpg. Co. Ld (J. Chambers & Co. *Mgrs.*)<br>*B = Cell D B a 114′* | 361·0 46·2 17·6<br>P31′ B108′ F38′ 256<br>FK<br>*uE & B42′ f 150′ 847t* | Liverpool<br>British<br>6 *BHCem*<br>*APT35t* | T.3Cy.24″,40″ & 67″–45″ (s)<br>180lb *100lb* 344 NHP<br>2SB, *6pf*, GS104, HS4464 FD<br>G. Clark, Ld. Sunderland | 20 " 2<br>s 5 - 7½ | | ~~8,08~~<br>8,04 |
| 793<br>98045<br>LPRC | **Hornby Grange**<br>*W. H. Fleury –02*<br>1 *Dk (Stl) & Web frames & pt Awng dk (Irn-pt ws)*<br>*Ref. Mchy. Elec. light* | **SteelScSr**<br>*ss* Npt. No. 3–10,98<br>*ss* Shl. No. 1–02 | 2473<br>1882<br>1593<br>~~Rostock~~ †LMC1,04<br>~~3,04 C1,06~~ ~~3,06~~ | †100A1 Liv<br>*pt Awng dk* Ant<br>*with freeboard*<br>~~3,05~~ †LMC1,04<br>~~BS6,04~~ | | *t* | 1890<br>2mo<br>*Lloyd's* | Wigham Richrdsn & Co.<br>Newcastle | Houlder Line. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)<br>*WB = Cell D B 220′ 480t F P T* | 300·0 40·3 19·9<br>P26′ Q76′<br>FK | London<br>British<br>5 *BHCem*<br>60t *APT35t* | T.3Cy.24″,37″ & 62″–42″ (s)<br>150lb ~~160lb~~ 248 NHP<br>3SB, *9rf*, GS189, HS3862<br>Wigham Rchrdson & Co Nwc. | 23 " 0<br>s 9 - 2½ | | ~~8,04~~<br>8,04 |
| 794<br>JQBN | **Hornelen**<br>*J. M. Johannessen*<br>1 *Dk* | **IronScSr** | 256<br>176<br>148 | | | | 1866 | C. Mitchell & Co.<br>Newcastle | Nordre Bergenhus Amts Dmpskselsk. | 130·4 20·8 11·2<br>Q18t B37′ H26t F33t | Bergen<br>Norwegian | C.2Cy.17½″ & 34″–24″<br>47 NHP<br>Nylands Verks, Christiania | | | |
| 795<br>98708 | **Hornet**<br>*W. Stockton90–90*<br>1 *Dk* | **IronScYawl**<br>*ss* Hul. No 3–7.02<br>*Stm Trawler* | 149<br>142<br>48<br>10,01 ~~3,03~~<br>~~Rostock~~ †LMC~~3,02~~ | †100A1 Hul | | | 1890<br>11mo | Mackie & Thomson<br>Glasgow | British Stm Trawling Co. Ld. | 100·5 20·5 10·7<br>Q19′ F19′<br>ptND2 BK7½″ | Hull<br>British<br>3 *BHCem* | C.2Cy.16″ & 32″–22″ (s)<br>110lb 45 RHP<br>1SB, *2pf*, GS30, HS690<br>Muir & Houston, Glasgow | 11 " 11 | | ~~7,02~~<br>10,04 |
| 796<br>110761 | **Hornsea**<br>*A. G. Maston –00*<br>1 *Dk Stl plating & Irn framing*<br>*Well deck* | **Iron&SteelScK**<br>*ss* Hul. No. 1–04 | 305<br>257<br>126<br>~~4,01 3,03~~ 4,05<br>†LMC~~2,03~~ | †100A1 Hul | | *f* | 1900<br>1mo | Cook, Welt'n & Gemmell<br>Hull | Hull Steam Fishing & Ice Co. Ld. | 148·7 22·8 11·2<br>Q60′ F24′<br>BK8″<br>*WB = DB f 13′ 9t* | Hull<br>British<br>4 *BHCem*<br>*APT64t* | T.3Cy.13″,22″ & 36″–27″ (s)<br>200lb 85 RHP<br>1SB, *3rf*, GS51, HS1430<br>Amos & Smith, Hull | 11 " 9 | | ~~2,04~~<br>2,04 |
| 797<br>108346<br>QDRN | **Hornsey**<br>*A. E. Bartlett87–98*<br>1 *Dk (Irn) & Web frames*<br>*Well deck* | **SteelScSr**<br>*ss* Shl. No. 1–03 | 1803<br>1386<br>1121<br>~~6,04 4,03~~ 3,06 Shl<br>†LMC~~2,03~~ | †100A1 Bry<br>*pt Awng dk* Shl<br>*with freeboard*<br>~~6,04~~ ~~4,04~~ 12,04 | | *r* | 1898<br>6mo | S. P. Austin & Son, Ld.<br>Sunderland | W. Cory & Son. Ld. | 268·1 37·7 16·9<br>P27′ Q74′ B48′ F28′<br>FK<br>*WB = Cell D Ba 76′ uE & B34′ f 108′ 510t FPT 37t APT64t* | London<br>British<br>4 *BHCem*<br>*APT64t* | T.3Cy.20½″,33″ & 54″–39 (s)<br>160lb *90lb* 194 NHP<br>2SB, *6pf*, GS90, HS3080<br>J. Dickinson & Sons, Ld. Sld. | 19 " 9<br>s 2 " 2 | | ~~3,05~~<br>~~3,04~~<br>3,05 |
| 798<br>NGQW | **Hornsriff**<br>*J. Vollmers00–00* | **SteelSc**<br>*(Trawler)*<br>1 *Dk* | 151<br>140<br>46 | | | | 1895 | G. Seebeck<br>Geestemünde | A. Christiansen | 106·6 21·1 10·2 | Gstemnde<br>German | C.2Cy.17$\frac{7}{16}$″ & 32$\frac{3}{4}$″–22″<br>42 NHP<br>G. Seebeck, Geestemünde | | G | |
| 799 | **Hornstein**<br>*Elec. light* | **SteelScSr**<br>1 *Dk & Shelter dk* | 2300<br>1700<br>1450 | | | | 1904 | Act. Ges.<br>"Neptun"<br>Rostock | H. C. Horn | 300·0 43·0 19·0 | Lübeck<br>German<br>*WB* | T.3Cy.20$\frac{7}{16}$″, 35$\frac{1}{16}$″ & 55$\frac{1}{4}$″–35$\frac{7}{16}$″<br>181 NHP<br>A.G. "Neptun," Rostock | | | |
| 800<br>PTOM | **Horrox**<br>*W. Trapani –03* | **IronScBn** | *1707*<br>*1615*<br>*1042* | | | | 1877 | T. R. Oswald<br>Southampton | Soc. Industriale e Commerciale Meridionale | 281·0 33·8 23·9 | Naples<br>Italian | T.3Cy.21½″,34″ & 55″–42″<br>NB89 194 NHP<br>*Tpd.89* D. Rollo & Sons, Liv. | | | |
| 801<br>102709<br>NGLB | **Horsa**<br>*L. J. Ostergard –00*<br>1 *Dk (pt Stl pt Irn) 2tr B & W*<br>*Web frames & pt Awng dk (Irn)* | **SteelScSr**<br>*ss* Shl. No. 2–02 | 2949<br>2285<br>1901<br>~~6,04~~ ~~4,04~~ 12,04 | †100A1 Bry<br>*pt Awng dk* Shl<br>*with freeboard*<br>~~BS6,04~~ †LMC~~8,02~~ | | *t* | 1894<br>1mo | W. Gray & Co. (Lim.)<br>W Hartlepool | Herskind & Co. | 314·0 40·5 21·3<br>P29′ Q94′<br>*pt Awng dk* 191′ FK<br>*under Blrs)* 252′ 606t<br>*WB = Cell D B (not* | W. Hartlpl<br>British<br>5 *BHCem*<br>*APT30t* | T.3Cy.23″,38″ & 62″–42″ (s)<br>160lb *80lb* 256 NHP<br>2SB, *6cf*, GS80, HS3934<br>T. Richardson & Sons, Hpl. | 23 " 9<br>s 9 "2½ | | ~~8,02~~<br>~~8,04~~<br>12,04 |
| 802<br>NHFT | **Horsens**<br>*J. Riddersborg*<br>1 *Dk* | **IronScSr** | 230<br>184<br>135 | | | | 18$\frac{7}{8}\frac{2}{2}$ | Burmeister & Wain<br>Copenhagen | Forenede Dmpskib. Selskab | 152·7 20·1 9·3<br>Q41′ B8′ F19′ | Svendborg<br>Danish | C.4Cy.15″ & 30″–20″<br>67 NHP<br>Burmeister & Wain, Cpn. | | | |
| 803<br>112447<br>SNMF | **Horsley**<br>*S. O. Northfell95–01*<br>1 *Dk (Stl) 3tr B & deep framing & Web frames* | **SteelScSr** | 3717<br>3148<br>2410<br>4,05 ~~1,04~~ †LMC~~3,04~~ | †100A1 Liv<br>*Turret dk* Cff | | *v* | 1901<br>9mo | W. Doxford & Sons, Ld.<br>Sunderland | Horsley Line Ld (M. H. Horsley, *Mgr.*)<br>*WB = Cell D B a 78′ u E & B 42′ f 170′* | 342·2 46·6 24·9<br>F33′<br>FK<br>*772t D T f 20′* | W. Hartlpl<br>British<br>6 *BHCem*<br>*782t APT54t* | T.3Cy.23½″,39″ & 66″–45″ (s)<br>180lb *80lb* 310 NHP<br>2SB, *6cf*, GS100, HS4687<br>Richardsons, Westgarth & Co. Ld. Hpl. | 27 " 5<br>s 12 - 11 | | 4,05 |
| 804<br>PBLH | **Horta**<br>*F. Heins01–01* | **SteelScSr**<br>1 *Dk* | 1722<br>1202<br>1092 | | | | 1901 | Schiffsw. v. Henry Koch<br>Lübeck | Dampfschiffs Rhed Horn Act. Ges. | 250·9 36·9 16·1<br>P14′ Q62′ B114′ F26′<br>*WB* | Lübeck<br>German | T.3Cy.16$\frac{15}{16}$″, 28$\frac{3}{4}$″ & 45$\frac{1}{2}$″–88″<br>120 NHP<br>H. Pauksch, Landsberg | | G | |
| 805<br>HMGS | **Horten**<br>1 *Dk* | **SteelScSr** | 232<br>106<br>132 | | | | 1892 | Nylands Værksted<br>Christiania | Cie. Colon. de Nav. à Vap. | 121·4 19·8 8·0<br>P86t H15t F23t | Pointe à Pitre<br>French | T.3Cy.11½″,17½″ & 30″–24″<br>44 NHP<br>Nylnds Værkstd, Xia. | | | |
| 806<br>HMGS | —<br>*A. Hansen72–97*<br>1 *Dk* | **SteelScSr** | 212<br>98<br>125 | | | | 1897 | Akers Mek. Værksted<br>Christiania | Tönsbrg & Hortens Dampskibsselskab | 118·2 19·2 8·2<br>P81t H12t F21t | Tönsberg<br>Norwegian | T.3Cy. | | | |

Broken up B,04

| Numéro d'ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Pontaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Gross sur Quille. Franc-bord au dessus du navire. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 763 | **Hopetoun** SteelScSr | 107 | | 1886 | Culzean SB & Eng.Co. Culzean | GeneralSteam FishingCo.Ld. | 95·0 18·0 7·6 | Granton | C.2Cy.15″&29″–21″ | | |
| 92874 | *J.McLeod* –99 (*ex*Isabella) | 83 | | 8mo | | | Q88 F18′ | British | 85RHP | | |
| | | 28 | | | | | *WB = FPT14′* | | J.&T.Young,Ayr | | |
| 764 | **Hopewell** SteelScSr | 337 | ✠ | 1900 | J.Fullerton & Co. Paisley | H.J.Hyne | 145·0 24·1 8·3 | Maryboro' | T.3Cy.12″,19½″&32″–22″ (a) | 10 | |
| 91464 | *W.H.Burrell* –00 | 232 | | 5mo | | | Q64 B8 F24′ BK6″ | British | 160lb 65RHP | | |
| SVMH | *Mchy.Aft* 1*Dk*(*Iron*) | 98 | | | | | *WB = Cell DB* | 3 | 3*BH Cem* 1SB.2*pf*,GS37,HS1218 | | |
| | *Web deck* | | | | | | *170 87t FPT28t* | | &Duncan,Glasgow | | |
| 765 | **Hopper No. 1** SteelTwinScSk | 799 | | 1892 | Fleming& Ferguson Paisley | Trustees of the ClydeNavigation | 195·7 34·1 14·7 | Glasgow | T.6Cy.15″,24″&37″–24″ | | |
| | *D.Campbell* –92 | 773 | | | | | | British | 134NHP | | |
| | | 394 | | | | | | | Fleming&Ferguson,Psy. | | |
| 766 | **Hopper No. 2** SteelTwinScSk | 830 | | 1908 | Fleming& Ferguson,Ld Paisley | Trustees of the ClydeNavigation | 199·5 35·1 14·8 | Glasgow | T.6Cy.15″,24″&39″–24″ | | |
| | *D.McLeod* –08 | 793 | | | | | | British | 149NHP | | |
| | 1*Dk* | 831 | | | | | *WB* | | Fleming&Ferguson,Ld.Gls | | |
| 767 | — IronSc | 267 | | 1892 | W.Simons &Co. Renfrew | Corporation of Preston | 131·3 25·1 9·2 | Preston | C.2Cy.21″&38″–18″ | | |
| | | 255 | | | | | | British | 60RHP | | |
| | 1*Dk* | 147 | | | | | | | W.Simons&Co.Renfrew | | |
| 768 | **Hopper No. 3** SteelTwinScSk | 799 | | 1892 | Fleming& Ferguson Paisley | Trustees of the ClydeNavigation | 195·7 34·1 14·7 | Glasgow | T.6Cy.15″,24″&37″–24″ | | |
| | *A.McInnes* –92 | 773 | | | | | | British | 134NHP | | |
| | | 394 | | | | | | | Fleming&Ferguson,Psy. | | |
| 769 | — IronSc | 225 | | 1863 | W.Simons &Co. Renfrew | Corporation of Preston | 133·0 23·1 9·5 | Preston | 2Cy.22″–21″ | | |
| | | 225 | | | | | | British | 40RHP | | |
| | 1*Dk* | 112 | | | | | | | W.Simons&Co.Renfrew | | |
| 770 | **Hopper No. 4** IronSc | 256 | | 1891 | S.&H. Morton Leith | Corporation of Preston | 130·0 24·4 9·0 | Preston | C.2Cy.21″&38″–16″ | | |
| 112606 | (*Stm Hopper Barge*) | 255 | | | | | | British | 40RHP | | |
| | | 115 | | | | | | | S.&H.Morton&Co.Leith | | |
| 771 | **Hopper No. 5** IronSc | 256 | | 1891 | S.&H. Morton&Co. Leith | Corporation of Preston | 130·0 24·4 9·0 | Preston | C.2Cy 21″&38″–16″ | | |
| 112607 | (*Stm Hopper Barge*) | 255 | | | | | | British | 40RHP | | |
| | | 115 | | | | | | | S.&H.Morton&Co.Leith | | |
| 772 | **Hopper No. 6** SteelTwinScSk | 830 | | 1903 | Fleming& Ferguson,Ld Paisley | Trustees of the ClydeNavigation | 199·5 35·1 14·8 | Glasgow | T.6Cy.15″,24″&39″–24″ | | |
| 113000 | | 793 | | | | | | British | 149NHP | | |
| | 1*Dk* | 831 | | | | | *WB* | | Fleming&Ferguson,Ld.Psy | | |
| 773 | — IronSc | 255 | | 1891 | W.Simons &Co. Renfrew | Corporation of Preston | 131·2 25·1 9·2 | Preston | C.2Cy.21″&38″–18″ | | |
| 112607 | | 255 | | | | | | British | 63RHP | | |
| | 1*Dk* | 106 | | | | | | | W.Simons&Co.Renfrew | | |
| 774 | **Hopper No. 7** IronSc | 244 | | 1891 | W.Simons &Co. Renfrew | Corporation of Preston | 130·6 24·8 9·0 | Preston | C.2Cy.21″&38″–18″ | | |
| | | 244 | | | | | | British | | | |
| | 1*Dk* | 95 | | | | | | | W.Simons&Co.Renfrew | | |
| 775 | **Hopper No. 23** SteelTwinScSk | 830 | | 1903 | Fleming& Ferguson,Ld. Paisley | Trustees of the ClydeNavigation | 199·5 35·1 14·8 | Glasgow | T.6Cy.15″,24″&39″–24″ | | |
| 119079 | *N.McCallum* –03 | 793 | | | | | | British | 149NHP | | |
| | 1*Dk* | 831 | | | | | *WB* | | Fleming&FergusonLd Psy | | |
| 776 | **Hopper No. 24** SteelTwinScSk | 830 | | 1904 | Fleming& Ferguson,Ld. Paisley | Trustees of the ClydeNavigation | 199·5 35·1 14·8 | Glasgow | T.6Cy.15″,24″&39″–24″ | | |
| 119102 | *A.McInnes* –04 | 793 | | | | | | British | 149NHP | | |
| | 1*Dk* | 831 | | | | | *WB* | | Fleming&Ferguson Ld.Gls | | |
| * 777 | **Horace** SteelScSr | 3335 | ✠100A1 Gls *u* | 1895 | D&W Henderson&Co. Glasgow | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,*Mgrs*.) | 350·0 45·8 17·2 | Liverpool | T.3Cy.26″,43″&71″–48″ (a) | 19 | |
| 105865 | *W.Partridge* –02 *ss*Liv.No.1–00 | 3125 | *Spar dk* | 12mo | | | P32′ B80′ F39′ 24·3 | British | 180lb *100lb* 407NHP | | |
| PDGS | 1*Dk*(*Stl*)&*Spar dk*(*Iron*) | 2133 | 3,03 | | | *Lloyd's A&CP* | FK | 6*BH Cem* | 2SB.6*cf*,GS136,HS5333 FD | | |
| | *Elec.light* &*Web frames* | MS | B&C LMC | | | *WB=* | *Cell DBa* 106′ *uE&* | *B46′f142′752t FPT* | *82t APT44t* | D.&W.Henderson&Co Gls | |
| 778 | — SteelTwinScSr | | 100A1 | 1904 | Garston Graving Dock &S.B.Co.Ld. Garston | AlexandraDocks& RailwaysCo. | 90·0 20·0 11·0 | | C.2Cy.15″&30″–21″ | | |
| *For full particulars See No. 13 in Supplement* | | | (*Class Contemplated*) | | | | | | D.Rollo&Sons,Liverpool | | |
| 779 | **Horace S. Wilkinson** SteelScSr | 3860 | | 1902 | ChicagoS.B.Co. Chicago | UnitedStates Transport.Co. | 370·0 48·2 24·0 | Oswego, N.Y. | T.3Cy.20″,33½″&55″–10″ | | |
| 96696 | | — | | | | | *WB* | Utd.States | 191NHP | | |
| | *Mchy.Aft* *Elec.light* 1*Dk*2*tr B* | 3057 | | | | | | | ChicagoS.B.Co.Chicago | | |
| 780 | **Horai Maru** WoodScSr | 197 | | 1894 | Ishikawa-jimaS.B.Yard Tokio | U.Matsumoto | 123·9 16·2 13·6 | Nagasaki | C.2Cy.15″&28″–15″ | | |
| 1446 | | 182 | | | | | | Japanese | 25NH | | |
| HKCT | 2*Dks* | 122 | | | | | | | ShibauraSeisakusho.Tokio | | |
| 781 | **Horatia** SteelScK | 216 | ✠100A1 Gms | 1900 | Menzies& Co.Ld. Inverkeithng | RushworthSteam FishingCo.Ld. | 120·0 21·6 11·0 | Grimsby | T.3Cy.12″,20″&34″–24″ (a) | 12 | |
| 110931 | *W.Smith*98–00 *ss*Gms.No.1–04 | 187 | *Stn Trawler* | 2mo | | | Q67′ F21′ BK7½″ | British | 200lb 61RHP | | |
| RMTJ | 1*Dk* | 61 | LMC | 11·04 | | *Lloyd's A&CP* | | 3*BH Cem* | 1SB.2*cf*,GS38,HS1255 | | |
| | | | 1,05 | | | | | | Shanks Anderson&Co.Gls. | | |
| 782 | — SteelPadSr | 211 | ✠ A1 Dem | 1886 | C.S.Swan &Hunter Newcastle | Sproston's,Ld. | 175·0 19·5 7·5 | Georget'n | C.D.2Cy.27⅝″&47″–42″ (a) | 8 | |
| 89823 | *W.H.Stanley* *ss*Dem.No.3–3,95 | 176 | *Londline4ft9in* | 7mo | | | ptND93&99 | British | 75lb 99RHP | | |
| | ~~*ss*Dem.No.2–01~~ | 93 | 3,01 10,01 LMC 8,04 | | | | BK5″ | 4*BH Asp* | 2SB,4*pf*,GS60,HS1403 FD | | |
| | *ss*Dem.2nd.No.3–3,04 1*Dk* | | *For British Guiana and its Rivers* | | | A&CP | | | Black,Hawthorn&Co.,Gts. | | |
| 783 | **Horatio** SteelScSr | 3212 | ✠100A1 Liv *u* | 1892 | Edwards' S.B.Co.(Lim) Newcastle | BoothS.S.Co.Ld. | 331·0 40·2 19·1 | Liverpool | T.3Cy.24″,38″&64″–42″ (a) | 21 | |
| 101913 | *B.Rosser* –00 ~~*ss*Liv.No.2–00~~ | 2894 | *Spar dk* Bkn | 7mo | | | P46′ B76′ F35′ 26·7 | British | 160lb *85lb* 287NHP | 6 | 16,01 |
| MRNL | *Elec.light* (*ex*HorsleyTower) | 2078 | 10,04 ~~18,08~~ LMC 10,99 | | | | BK10″ | 5*BH Cem* | 2SB,6*cf*,GS122,HS4620 | | |
| | 1*Dk*(*Stl*)&*Spar dk Stl–w* 3*tr B* | | | 0,04 | | A&CP | *WB=Cell DB* | 268′480t | T.Richardson&Sons,Hpl | | |
| 784 | — SteelScSr | 3197 | | 1896 | Furness, Withy&CoLtd W Hartlepool | T.Wilson,Sons& Co.Ld. | 330·0 43·0 26·7 | Hull | T.3Cy.28″,37″&64–42″ | | C |
| | *P.Croft* –96 | 3119 | | | | | P18′ B90′ F34 | British | 265NH | | |
| PJHT | 2*Dks* | 2081 | | | | | *WB* | | WestgarthEnglish&CMdb | | |
| 785 | **Horatio Hall** SteelScSr | 3168 | | 1898 | Delaware River Co. Chester,Pa. | MaineS.S.Co. | 296·8 46·0 17·2 | Prtlnd.Mo. Utd.States | T.3Cy.28″,48″&76″–54″ | | S |
| | *A.Johnson* –02 | — | | | | | | *WB* | 413NHP | | |
| KNJL | *Elec.light* 1*Dk*&*Hurricane dk*3*tr B* | 2007 | | | | | | | Delaware RiverCo.Chs.Pa | | |

| 1 No. in Reg. Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Tonnage Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Where classed. | 7 Class when last classed. | 8 When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Screw. Feet. | 15 Registered Tonnage. Deduction for Engine Room. Deduction for Crew Space. Deduction for Propelling Power. | 16 Date when and Where last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 786<br>109462<br>QMJF | **Horatius**<br>*Watterson* | **SteelScSr**<br>*Bkn. No. 1–03*<br>*(Dk. Stl.) Spar dk. (Stl.)*<br>*deep framing* | 3552<br>3336<br>2297 | ✝100A1<br>*Spar dk*<br>1,05 ~~2,04~~ | Bkn<br>Liv<br>✝LMC2,03 | *w* | 1898<br>9mo | Russell& Co. Pt.Glasgow<br>A&CP W | Brit.&S.American S.N.Co.Ltd. (R.P. Houston&Co *Mgrs.*)<br>*B = Cell D B a* 1[illegible] | 339·2 45·9 17·8<br>P20 B72 t 25·8<br>FK<br>*u E& B36 f 142 792t* | Liverpool<br>British<br>6 *BHCem*<br>*APT56t* | T.3Cy.24″,40″&65″–45″ (*s*)<br>180lb *80lb* 298NHP<br>2SB,*6cf*,gs138, hs1482<br>Hutson&Son,Glasgow | 20 « 6<br>s 6 « 1 | | ~~2,04~~<br>9,04 |
| 787<br>JQ'S8<br>(ex Sirona) | **Horda**<br>*E.H.Svendsen98–98 ss*Bgn.No 2–02<br>*(Dk. pt Stl pt Irn) 2tr B& Web frames&pt Awng dk( Irn)* | **SteelScSr** | 2830<br>2180<br>1826 | ✝100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,02 ~~3,04~~ | XNs<br>Nwc<br>✝LMC7,02 | *t* | 1893<br>8mo | Richardsn, Duck&Co. Stockton<br>*Lloyd's A&CP* | J.Ludw. Mowinckel | 307·2 41·1 20·7<br>P29′Q94′<br>*Pt Awng dk* 184′ FK<br>*WB = Cell D H258′*<br>521t *APT*30′ | Bergen<br>Norwegian<br>*BHCem*<br>*FPT*50*t* | T.3Cy.23″,37″&61″–42″ (*s*)<br>160lb *90lb* 250NH<br>2SB,*6yf*,gs94, hs3878<br>T.Richardson&Sons,Hpl. | 23 « 7<br>s 9 « 1½ | | ~~2,06~~<br>1,06 |
| 788<br>JMRN | —<br>*M.Lande –01* | **WoodScSr**<br>1 *Dk 2tr B* | 612<br>482<br>373 | | | | 1891 | J.Hauge Klosterøen | T.H.Skogland | 166·8 27·1 15·9<br>Q36t B66t F21t | Haugesnd<br>Norwegian | T.3Cy.12″,20″&32″–26″<br>52NH<br>Akers. Værksted,Xia. | | N | |
| 789<br>JQVS | **Hordaland**<br>*P.Eriksen83–84* | **IronScSr**<br>1 *Dk* | 148<br>103<br>73 | | | | 1879 | Kockums Mek.Verks. Malmö | Hardanger-Söndhordlandske Dampskibsselskab | 111·4 18·6 9·5<br>Q32′ B28′ F30′ | Bergen<br>Norwegian | C.2Cy.19½″&34½″–19½″<br>44NHP | | | |
| 790<br>RMFK | **Horn**<br>*J.Kollman02–02*<br>*Well deck*<br>*Mchy. Aft* | **SteelSc3MstSr**<br>*ss*Qns.No.1–05<br>1 *Dk( Stl)* | 627<br>446<br>188 | ✝100A1<br>~~3,11~~ 3,05<br>✝LMC~~06~~ | Ham<br>QnsLon<br>05 | *i* | 1901<br>5mo | R.William-son&Son Workington<br>*Lloyd's A&CP* | D.P.H.Fuhrmann | 183·5 28·0 11·1<br>Q94′B10′F20′<br>BK7″<br>*WB = DB f* 95′ 134*t* | Hamburg<br>German<br>3 *BHCem*<br>*FPT*50*t* | T.3Cy.14″,22½″&37″–27″ (*s*)<br>165lb 97NHP<br>2SB,*4pf*,gs58, hs1852<br>Ross&Duncan,Glasgow | 13 « 5 | | ~~3,04~~<br>N2,05 |
| 791<br>97776<br>LRVC | **Hornby**<br>*W.Wallace –04* | **IronTwinScSr**<br>1 *Dk* | 197<br>174<br>21 | | | … | 1890 | S M'Knght &Co. Ayr | Alexandra Towing Co.Ld. | 116·0 21·1 11·2<br>B19′<br>BK6½″<br>*WB* | Liverpool<br>British | Q.4Cy.(2)15″&(2)30″–20″<br>80RHP<br>Ross&Duncan,Glasgow | 12 « 1 | | |
| 792<br>110614<br>RJSM | **Hornby Castle**<br>*J.N.Craven –03*<br>*Elec.light* | **SteelScSr**<br>1 *Dk( Stl)& Spar dk( Irn)*<br>*deep framing* | 3712<br>3429<br>2359 | ✝100A1<br>*Spar dk*<br>8,03<br>✝LMC11,02 | Cff | *w* | 1899<br>10mo | W.Pickers-gill&Sons Lancashire Shpg. Co.Ld(J.Chambers &Co. *Mgrs.*)<br>A&CP W | D.P.H. Fuhrmann | 361·0 46·2 17·6<br>P31′B108′F38′ 25·6<br>FK<br>*B = Cell D B a* 114′ | Liverpool<br>British<br>6 *BHCem*<br>*APT*35*t* | T.3Cy.24″,40″&67″–45″ (*s*)<br>180lb *100lb* 344NHP<br>2SB,*6pf*,gs104, hs4464 FD<br>G.Clark,Ld.Sunderland | 20 « 2<br>s 5 « 7½ | | ~~8,08~~<br>8,04 |
| 793<br>98048<br>LPRC | **Hornby Grange**<br>*W.H.Fleury –02*<br>1 *Dk( Stl)& Web frames&pt Awng dk*<br>*Ref. Mchy. Elec.light* | **SteelScSr**<br>*ss*Npt.No.3–10,98<br>*ss*Shl.No.1–02<br>*(Irn-pt w s)* | 2473<br>1882<br>1593 | ✝100A1<br>*pt Awng dk*<br>*withfreeboard*<br>3, ~~[illegible]~~<br>✝LMC1,04 | Liv<br>Ant | *t* | 1890<br>2mo | Wigham Richdsn&Co Newcastle<br>*Lloyd's A&CP* | Houlder Line.Ld. (Houlder Bros.& Co.Ld. *Mgrs.*)<br>*W B = Cell D B* 220′ 480*t* | 300·0 40·3 19·9<br>P26′Q76′<br>FK<br>*F P T* | London<br>British<br>5 *BHCem*<br>60t *APT*35*t* | T.3Cy.24″,37″&62″–42″ (*s*)<br>150lb *80lb* 248NHP<br>3SB,*9rf*,gs189, hs3862<br>Wigham Richrdson&CNwc. | 23 « 0<br>s 9 « 2½ | | N1,04 |
| 794<br>JQBN | **Hornelen**<br>*J.M.Johannessen* | **IronScSr**<br>1 *Dk* | 256<br>176<br>148 | | | | 1866 | C.Mitchell &Co. Newcastle | Nordre Bergenhus Amts Dmpskselsk. | 130·4 20·8 11·2<br>Q18′B37′H26′F33′ | Bergen<br>Norwegian | C.2Cy.17½″&34″–24″<br>47NHP<br>Nylands Verks,Christiania | | | |
| 795<br>98708 | **Hornet**<br>*W.Stockton90–90*<br>1 *Dk* | **IronScYawl**<br>*ss*Hul.No 3–7.02 | 149<br>142<br>48 | ✝100A1<br>*Stm Trawler*<br>1,~~[illegible]~~ | Hul<br>B[illegible] | | 1890<br>11mo | Mackie &Thomson Glasgow<br>A&CP | British Stm Trawling Co.Ld. | 100·5 20·5 10·7<br>Q19′F19′<br>ptND2 BK7½″ | Hull<br>British<br>3 *BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45RHP<br>1SB,*2pf*,gs30, hs690<br>Muir&Houston, Glasgow | 11 « 11 | | ~~7,02~~<br>10,04 |
| 796<br>110761 | **Hornsea**<br>*A.G.Maston –00*<br>1 *Dk Stl plating&Irn framing*<br>*Well deck* | **Iron&SteelScK** | 305<br>257<br>126 | ✝100A1<br>~~2,04 2,11~~ 4,05<br>✝LMC2,04 | Hul | *f* | 1900<br>1mo | Cook, Welt'n&Gemmell Hull<br>A&CP | Hull Steam Fishing &Ice Co.Ld. | 148·7 22·8 11·2<br>Q60′F24′<br>BK8″<br>*WB = DB f* 13′9*t* | Hull<br>British<br>4 *BHCem*<br>*APT*64*t* | T.3Cy.13″,22″&36″–27″ (*s*)<br>200lb 85RHP<br>1SB,*3rf*,gs81, hs1430<br>Amos&Smith,Hull | 11 « 9 | | ~~N2,04~~<br>9,04 |
| 797<br>108345<br>QDRN | **Hornsey**<br>*A.E.Bartlett87–98*<br>1 *Dk( Irn)& Web frames*<br>*Well deck* | **SteelScSr**<br>*ss*Shl.No.1–03 | 1803<br>1366<br>1121 | ✝100A1<br>~~2,04 2,11~~ 3,05<br>✝LMC2,05 | Bry<br>Shl | *r* | 1898<br>5mo | S.P.Austin &Son,Ld. Sunderland<br>A&CP *WB* | W.Cory&Son,Ld. | 268·1 37·7 16·9<br>P27′Q74′B48′F28′<br>FK<br>*= Cell D B a* 76′ *u E&* | London<br>British<br>4 *BHCem*<br>*B34 f* 108′510*t FPT* | T.3Cy.20½″,33″&54″–39 (*s*)<br>160lb *90lb* 194NHP<br>2SB,*6pf*,gs90, hs3080<br>J.Dickinson&Sons,Ld.Sld. | 19 « 9<br>s 2 « 2 | | ~~N2,03~~<br>~~3,04~~<br>3,05 |
| 798<br>NGQW | **Hornsriff**<br>*J.Vollmers00–00*<br>1 *Dk* | **SteelSc**<br>*(Trawler)* | 151<br>140<br>46 | | | | 1895 | G.Seebeck Geestemünde | A.Christiansen | 106·6 21·1 10·2 | Gstemnde<br>German | C.2Cy.17 7/16″&32 3/4″–22″<br>42NHP<br>G.Seebeck,Geestemünde | | G | |
| 799 | **Hornstein**<br>*Elec.light* | **SteelScSr**<br>1 *Dk& Shelter dk* | 2300<br>1700<br>1450 | | | | 1904 | Act.Ges. "Neptun" Rostock | H.C.Horn | 300·0 43·0 19·0 | Lübeck<br>German<br>*WB* | T.3Cy.20 7/16″,35 1/16″&55¼″–35 7/16″<br>181NHP<br>A.G. "Neptun," Rostock | | | |
| Broken up, 1905<br>PTOM | **Horrox**<br>*W.Turpin –03* | **IronScBn** | 1707<br>1615<br>1042 | | | | 1877 | T.R.Os-wald Southampton | Soc.Industriale Commerciale Meridionale | 281·0 33·8 23·9 | Naples<br>Italian | T.3Cy.21½″,34″&55″–42″<br>NB89 194NHP<br>*Tpd.*89 D.Rollo&Sons,Liv. | | | |
| 801<br>102709<br>NGLB | **Horsa**<br>*L.J.Ostergaard –00*<br>1 *Dk(pt Stl pt Irn) 2tr B& Web frames&pt Awng dk( Irn)* | **SteelScSr**<br>*ss*Shl.No.2–02 | 2949<br>2285<br>1901 | ✝100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~3,01 4,04~~ 12,04<br>~~BS~~ ✝LMC8,02 | Bry<br>Shl | *t* | 1894<br>1mo | W.Gray& Co.(Lim.) W Hartlepool<br>A&CP | Herskind&Co. | 314·0 40·5 21·3<br>P29′Q94′<br>*pt Awng dk* 191′ FK<br>*WB = Cell D B(not under Blrs)* 252′606*t* | W.Hartlpl<br>British<br>5 *BHCem*<br>*APT*30*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *80lb* 256NHP<br>2SB,*6cf*,gs80, hs3934<br>T.Richardson&Sons,Hpl. | 23 « 9<br>s 9 « 2½ | | ~~3,02~~<br>~~3,03~~<br>12,04 |
| 802<br>NHFT | **Horsens**<br>*J.Riddersborg* | **IronScSr**<br>1 *Dk* | 230<br>184<br>135 | | | | 18 7/8 2 | Burmeister &Wain Copenhagen | Forenede Dmpskib. Selskab | 152·7 20·1 9·3<br>Q41′ B8′ F19′ | Svendborg<br>Danish | C.4Cy.15″&30″–20″<br>67NHP<br>Burmeister&Wain,Cpn. | | | |
| 803<br>112447<br>SNMF | **Horsley**<br>*S.O.Northfell95–01*<br>1 *Dk( Stl) 3tr B& deep framing&*<br>*Web frames* | **SteelScSr** | 3717<br>3148<br>2410 | ✝100A1<br>*Turret dk*<br>4,05 ~~1,04~~<br>✝LMC9,01 | Liv<br>Cff | *v* | 1901<br>9mo | W.Doxford &Sons,Ld. Sunderland<br>A&CP | Horsley Line Ld( M. H.Horsley, *Mgr.*)<br>*WB = Cell D B a* 78′ *u E& B* 42′ *f* 170′ | 342·2 46·6 24·9<br>F33′<br>FK<br>772*t DTf* 20′ 782*t APT*54*t* | W.Hartlpl<br>British<br>6 *BHCem* | T.3Cy.23½″,39″&66″–45″ (*s*)<br>180lb *80lb* 310NHP<br>2SB,*6cf*,gs100, hs4687<br>Richardsons,Westgarth& Co.Ld.Hpl. | 27 « 5<br>s 12 « 11 | | 4,05 |
| 804<br>PBLH | **Horta**<br>*F.Heins01–01* | **SteelScSr**<br>1 *Dk* | 1722<br>1202<br>1092 | | | | 1901 | Schiffsw. v. Henry Koch Lübeck | Dampfschiffs Rhed. Horn Act.Ges. | 250·9 36·9 16·1<br>P14′Q62′B114′F26′ | Lübeck<br>German<br>*WB* | T.3Cy.16 1/16″,28 3/4″&45 1/16″–88″<br>120NHP<br>H.Pauksch,Landsberg | | G | |
| 805 | **Horten** | **SteelScSr**<br>1 *Dk* | 232<br>106<br>132 | | | | 1892 | Nylands Værksted Christiania | Cie.Colon.de Nav. à Vap. | 121·4 19·8 8·0<br>P86t H15t F23t | Pointe à Pitre<br>French | T.3Cy.11¼″,17½″&30″–24″<br>44NHP<br>Nylnds Værksted,Xia. | | | |
| 806<br>HMGS | —<br>*A.Hansen72–97* | **SteelSoSr**<br>1 *Dk* | 212<br>98<br>125 | | | | 1897 | Akers Mek. Værksted Christiania | Tönsberg&Hortens Dampskibsselskab | 118·2 19·2 8·2<br>P81t H12t F21t | Tönsberg<br>Norwegian | T.3Cy. | | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut. Net. | Détails de la Classification. Cote. Surveillance. Date de la dernière Visite. Port de Visite. Machines. Tonnage Brut. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Hauteur. | Port d'Armement. Pavillon. | Machines. No et Dia. des Cylindres. Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières et Foyers. Nom du Constructeur des machines. | Livraison. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 807<br>110660<br>RHND | **Hortensius** SteelScSr<br>*J.E.Pallester* –01 *ss*Liv.No.1-01<br>1 *Dk*(*Stl*)–*Spar dk*(*Stl*)<br>*Elec.light* *&deep framing* | 3472<br>2114<br>2125 | ✝100A1 Liv *w*<br>*Spar dk* Lon<br>10,04 ✝LMC,01 | 1899 9mo | A.M'Millan &Son,Ld. Dumbarton A&CP *WB=* | Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgrs*) *Cell D Ba 100 uE* | 350·0 47·0 17·0<br>P32'B164'F91' 25·6<br>FK<br>*B62'f132'724t FPT* | Liverpool<br>British<br>*6 BHCem*<br>*170t APT 19t* | T.3Cy.26½",43½"&72½"–48"<br>180lb (*s*) 405NH<br>3SB.9*cf*,GS189,HS7878<br>D.Rowan&Co.Glasgow | 13 · 6<br>▸ 4 · 4 | | |
| 808<br>110800<br>RMQC | **Horus** IronScK<br>*R.D.Clarke*30–99 *ss*Gms.No.1–03<br>1 *Dk* | 173<br>155<br>61 | ✝100A1 Gms<br>*Stm Trawler*<br>1,05 ✝MC8,03 | 1899 9mo | Cook,Wei-t'n&Gemmell Hull *Lloyd's A&CP* | Roberts&Ruthven Ld. | 108·8 21·0 11·0<br>F19'<br>BK7½'<br>*WB=DBf5'3t* | Grimsby<br>British<br>*3 BHCem*<br>*=DBf5'3t* | T.3Cy.12½",19½"&32"–22½'<br>180lb (*s*) 50RH<br>1SB,2*cf*,GS30,HS896<br>C.D.Holmes&Co.Hull | 11 · 10 | | |
| 809<br>97918<br>LTHN | **Hoseinee** SteelScSr<br>*F.V.DeLorme*01–03 *ss*Bom.No.3–5,03<br>*Elec.light* 1 *Dk*(*Stl–ws*)&*Spar dk*(*Teak*)<br>*Btr fr* | 1601<br>1454<br>994 | ✝100A1 Bom *q*<br>*Spar dk*<br>5,01 ✝MC6,03<br>BS5,01 | 1890 7mo | W.Dobson &Co. Newcastle A&CP | Bombay&Persia Stm.Nav.Co.Ld. | 249·0 34·1 14·3<br>P31'B76'F39' 21·9<br>ND03 FK<br>*B=Cell D Ba61'uE* | Bombay<br>British<br>*4 BHCem*<br>*13'f107'214t* | T.3Cy.19",31"&51"–39" (*s*)<br>160lb *100lb* NDB99 168NH<br>2SB.6*pf*,GS108,HS2600<br>Alley&Maclellan,Glasgow | 16 · 5<br>▸ 5 · 1<br>▸6 · 0 | | |
| 810<br>113374<br>RSHK | **Hostilius** SteelScSr<br>*R.Campbell* –01 *ss*Ant.No.1–04<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light* *deep framing* | 3325<br>3082<br>2025 | ✝100A1 Bkn *w*<br>*Spar dk*<br>10,03 ✝MC,04 | 1900 7mo | A.McMillan&Son,Ld. Dumbarton A&CP | Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgrs*) | 350·0 47·0 17·0<br>P32'B164'F95' 24·9<br>FK<br>*B=Cell D Ba98' uE*&*B62'f182* | Liverpool<br>British<br>*6 BHCem*<br>*APT122t APT88t* | T.3Cy.26",43½"&72½"–48"<br>180lb (*s*) 493NH<br>3SB,9*cf*,GS165,HS7175<br>D.Rowan&Co.Glasgow | 19 · 6<br>▸ 4 · 3 | | |
| 811<br>98780<br>NGFC | **Hotham Newton** SteelSc3MstSr<br>*J.A.Anderson*91–93 *ss*Mdb.No.2–02<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Mchy.Aft* *Elec.light* *Web frames* | 2548<br>2513<br>1690 | ✝100A1 Sws *t*<br>*Spar dk*<br>5,06<br>*Carrying Petroleum in bulk*<br>BS11,03 ✝LMC8,02 | 1893 12mo | Sir R Dixon &Co. Middlesbro' A&CP | Lennards Carrying Co.Ld. (J.M.Lennard&Sons,Ld. *Mgrs*) | 310·0 41·0 18·3<br>P31'F37 25·3<br>FK<br>*B=Cell D Bu E*&*B* | Middlesbro'<br>British<br>*12 BHAsp*<br>*60'128t FPT* | T.3Cy.24",39"&64"–42" (*s*)<br>160lb *100lb* 269NH<br>2SB,8*pf*,GS118,HS4100<br>N.E.Mar.E.Co.(Lim.),Sld<br>*75t APT27t DT f30'352t* | 19 · 6<br>▸ 5 · 3 | | |
| 812<br>69304<br>HVDN | **Hotspur** IronSc3MstSr<br>*R.Peters* –02 *ss*Sbl.No.3–3,93<br>*ss*Shl.No.2–02<br>*Well deck* 1 *Dk2tr B* | 1045<br>855<br>650 | ✝ ⩓1 Shl<br>3,03 4,04 Bly<br>✝NB6,96 MC6,02<br>BS4,96 10,04 | 1868 8mo | T.&W. Smith N.Shields A&CP | HotspurS.S.Co.Ld. (G.P.Cutting&Co) | 221·2 30·5 18·2<br>P106'F21'<br>BK7½'<br>*WB=DBa* | S.Shields<br>British<br>*4 BHCem*<br>*38'f86'261t* | C.2Cy.28"&52"–30"<br>78lb *80lb* NDB93 98RH<br>1SB.3*pf*,GS58,HS1840<br>*Cmp72* | 19 · 8<br>▸ 2 · 8 | | |
| 813<br>74515<br>QFBV | —<br>IronPadSk | 224<br>211<br>32 | | 1876 | W.Hamilton&Co. Pt.Glasgow | E.GriffithsBro.& Co. (J.Evans, *Mgr.*) | 143·2 20·6 11·8<br>BK7½'<br>*WB=DBa* | Liverpool<br>British<br>*38'f86'261t* | D.O.2Cy.35"–60"<br>NB91 99RH<br>D.Rowan&Co.,Glasgow | | BT ctll | |
| 814<br>108302 | —<br>SteelTwinScTug<br>1 *Dk* | 192<br>185 | | 1897 | W.Simons &Co.,Ld. Renfrew | Lon.&IndiaDocks Co. | 109·5 21·1 11·4<br>*Raised dk*17'<br>BK7'<br>*WB* | London<br>British<br>*WB* | C.4Cy.19"&40"–24"<br>175NH<br>W.Simons&Co.,Ld.,Rnf. | 12 · 0 | | |
| 815<br>118620 | **Houghton**<br>Iron-Steel PadSp<br>*Davidson* –03 (*Tug*)<br>1 *Dk* | 133<br>123<br>12 | | 1903 | Hepple& Co.Ld. South Shields | Lambton Collieries Ld (E.T.Nisbet, *Mgr.*) | 96·0 20·0 9·7<br>B15' | Newcastle<br>British | L.2Cy.28"–48"<br>75RH<br>Hepple&Co.Ld.S.Shields | | | |
| 816<br>1220<br>HJDS | **Houn Maru** IronScCtr<br>*SukedzoHironaka* –99<br>*Mchy.Aft* 1 *Dk* | 537<br>450<br>401 | | 1890 | Kawasaki Dkyd.Co.Ld Kobe | YasudaShoji GomeiKaisha | 160·8 27·2 13·4 | Osaka<br>Japanese | C.2Cy.21"&39"–24"<br>62NH<br>KawasakiDkydCoLd Kobe | | | |
| 817<br>99892<br>NBMG | **Hound** SteelScSr<br>*J.McLellan* –99 *ss*Gls.No.2–02<br>*Elec.light* 2 *Dks*(*UptStl–ws*) | 1061<br>799<br>332 | ✝100A1 Gls *n*<br>4,00 ✝LMC4,02<br>BS4,05 | 1893 4mo | Fairfield Co.(Lim.) Glasgow A&CP | G.&J.Burns,Ld. | 250·3 32·1 15·5<br>P78'B80'F48'<br>BK8½'<br>*WB* | Glasgow<br>British<br>*4 BHCem*<br>*=APT80t* | T.3Cy.26½",42"&68"–42" (*s*)<br>165lb *75lb* 359NH<br>2DB,12*cf*,GS220,HS6218<br>FairfieldCo.(Lim.),Gls | 16 · 3<br>▸ 2 · 2 | BT ctll | 4,05 |
| 818<br>99492<br>LRDS | **Hounslow** SteelScSr<br>*W.H.Aldshead* –02 *ss*Stk.No.3–5,02<br>1 *Dk*(*Irn*)&*pt Awng dk*(*Irn*)*2tr B*<br>&*Webframes* | 2902<br>2187<br>1860 | ✝100A1 Sba *t*<br>*pt Awng dk* Yka<br>*withfreeboard*<br>2,05 3,04<br>✝MC,04<br>BS3,05 | 1890 5mo | W.Gray& Co.(Lim.) W Hartlepool *Lloyd's A&CP* | BritainS.S.Co.Ld. (Watts.Watts&Co. *Mgrs.*) | 314·6 40·6 20·5<br>P29'Q102<br>*pt Awndk*183'BK10'<br>*WB=Cell* | London<br>British<br>*5 BHCem*<br>*DB268'653t* | T.3Cy28",87½"&61½"–39" (*s*)<br>160lb *80lb* NDB00 235NH<br>2SB,6*cf*,GS99,HS3520<br>Blair&Co.(Lim),Stockton | 23 · 8<br>▸ 9 · 2 | | 3,99 |
| 819<br>101974<br>NBCP | **Housatonic** SteelSc3MstSr<br>*J.B.Henry*03–03 *ss*Shl.No.2–01<br>(*ex*NorthernLight) 2 *Dks*(*Stl*)&<br>*Mchy.Aft* *Web frames*&*Shade dk*<br>*Elec.light* | 3893<br>3413<br>2552 | ✝100A1 Shl *w*<br>*Shade dk* Shi<br>11,04 2,04 ✝LMC<br>*Carrying Petroleum in bulk*<br>MS4,01 | 1893 2mo | Naval Con. &Am.Co.Ld. Barrow *Lloyd's A&CP* | Anglo-American OilCo.Ld. (J. McDonald, *Mgr.*) | 347·4 45·6 27·2<br>—<br>FK<br>*WB=Cell D B88'* | London<br>British<br>*13 BHCem*<br>*207t Deep Ta* | T.3Cy.26",42½"&69"–45" (*s*)<br>160lb ~~*90lb*~~ 845NH<br>3SB,9*cf*,GS189,HS5559 *F75t*<br>NavalCon.&A.Co.Ld.Brw.<br>*k f281t FPT154t APT95t* | 28 · 6<br>▸ 5 · 1½ | | |
| 820<br>TDVC | **Houtman**<br>*B.Reit*<br>1 *Dk*&*Awng dk* | 1630<br>1457<br>1010 | | 1901 | Maats. Feyenoord Rotterdam | Koninkl.Paketv. Maats. | 249·8 40·8 17·6<br>P42'F28'<br>*WB* | Batavia<br>Dutch | T.3Cy.17½",28"&45"–36"<br>121NH<br>Maats.Feyenoord,Rot. | | V | |
| 821<br>96308<br>KMHN | **Howard**<br>*J.C.Taylor* –95<br>*Elec.light* 3 *Dks*&*Hurricane dk* | 2551<br>—<br>1757 | | 1895 | Harlan& Hollings-worthCo. Wilm..Del. | Merchnts&Miners TransportationCo. | 270·0 42·0 26·0 | Baltimore<br>Utd. States | T.3Cy.28",46"&72"–48"<br>859NH<br>Harlan&HollingsworthCo. | | S | |
| 822<br>96521 | **Howard L. Shaw** SteelScSr<br>*J.Burns*03–03<br>*Mchy.Aft* 1 *Dk2tr B*<br>*Elec.light* | 4901<br>—<br>3802 | | 1900 | Detroit S.B.Co. Wyandotte | Pittsburgh S.S.Co. | 435·5 51·5 28·0<br>*WB* | Duluth, Minn.<br>Utd. States | T.3Cy.22",36"&68"–42"<br>218NH<br>DetroitS.B.Co.Detroit | | V | |
| 823<br>105545 | **Howe** IronScK<br>*H.C.Baker* –96 (*Trawler*)<br>1 *Dk* | 134<br>125<br>44 | | 1896 | Cochrane& Cooper Beverley | W.Grant | 93·8 20·5 10·7<br>Q17'<br>BK7½' | Grimsby<br>British | T.3Cy.11",17"&28"–21'<br>40RH<br>C.D.Holmes&Co.,Hull | 11 · 4 | | |
| 824<br>76669<br>RJSC | **Howick** IronScSr<br>*J.W.Murray*01–01 *ss*Shl.No.3–5,01<br>*ss*Nwc.No.2–99<br>2 *Dks*(1 *Irn*)*Btr B* | 1543<br>1461<br>1010 | ✝100A1 Nwc *r*<br>12,02<br>BS12,03 | 1878<br>2mo | A.Leslie & Co. Newcastle A&CP | HowickS.S.Co.Ld. (H.E.P.Adamson) | 255·0 33·3 23·0<br>F33'<br>BK9'<br>*WB=DBa* | N.Shields<br>British<br>*5 BHCem*<br>*64'f62'280t* | C.2Cy.31"&68"–38" (*s*)<br>80lb *45lb* NDB93 150NH<br>2SB,4*pf*,GS67,HS2452<br>N.E.MarineE.Co.(Lim)Sld | 24 · 0<br>▸ 4 · 2½ | | |
| 825<br>105795<br>PJNQ | **Howick Hall** SteelScSr<br>*H.R.Harris* –03 ~~Steel Screw~~<br>1 *Dk*(*Stl*)&*Spar dk*(*pt Irn pt Stl*)<br>*ss*Bry.No.2–05 4 *Web frames* | 3712<br>3517<br>2378 | ✝100A1 Bry *w*<br>*Spar dk*<br>1,05 ~~11,03~~<br>BS11,03<br>✝LMC1,05 | 1896<br>7mo | J.L.Thompson&Sons,Ld. Sunderland A&CP | Chas.G.Dunn&Co. Ld. *WB=Cell D Ba* | 356·0 48·5 17·6<br>P28'B76'F44' 24·8<br>FK<br>*119'uE24'f147'729t* | Liverpool<br>British<br>*6 BHCem*<br>*APT89t* | T.3Cy.25",42"&68"–45" (*s*)<br>160lb 829NH<br>3SB,9*rf*,GS157,HS5218<br>Blair&Co.(Lim.),Stockton | 20 · 2<br>▸ 5 · 6½ | | 1,05 |
| 826<br>102472 | **Hoyhead** IronScSp<br>*R.Arcus*94–96 (*Tug*)<br>1 *Dk* | 53<br>48<br>17 | | 1896 | T.B.Seath &Co. Rutherglen | R.Garden | 71·6 14·4 7·1<br>BK5' | Stromness<br>British | C.2Cy.9½"&20"–12"<br>16RH<br>Fisher&Co.,Paisley | | | |
| 827<br>1565<br>HKPS | **Hozukawa Maru** WoodScSr<br>*K Imai* –96<br>1 *Dk*&*Awng dk* | 311<br>251<br>193 | | 1896 | Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 143·0 18·9 14·8 | Osaka<br>Japanese | T.3Cy.11",16"&26"–20'<br>30NH<br>Ross&Duncan,Glasgow | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Under deck. Net. | 5 6 7 Particulars of Classification. Character. For Special Survey. Date of last Survey. | Port of | 8 9 Built. When. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag | 13 Engines. No. & Dis. of Cylinders. Stroke. Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard at Midship. | 15 Tonnage. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 828<br>—<br>— | **Hrvat**<br>*1 Dk* | **SteelScSr**<br>180<br>—<br>99 | | | 1902<br>Tecnico<br>Trieste | Soc.inAzioniUngaroCroatadiNavMaritt.aVap | 126·4 \| 18·5 \| 8·8<br>— | **Fiume**<br>Aust.-Hung. | C.2Cy.16″&80″–18″<br>32NHP<br>StabilimentoTecnico,Tri. | | | A |
| 829<br>—<br>— | **Hrvatska**<br>*P.Paiburic*<br>*1 Dk* | **SteelScSr**<br>201<br>—<br>99 | | | 1903<br>Poli<br>Chioggia | HrvatskaParobrodarskoDruztvo M.Marinovich | 135·2 \| 18·7 \| 11·5<br>Q88′ | **Ragusa**<br>Aust.-Hung. | C.2Cy.15″&34″–22″<br>45NHP<br>McKie&Baxter,Glasgow | | | A |
| 830<br>72917<br>VPHN | **Hsi-Ping**<br>*R.Macfarlane96–99*<br>*Elec.light* *1 Dk & Awng dk* | **SteelScSr**<br>1981<br>1424<br>1207 | | | 1897<br>Howaldts-werke<br>Kiel | ChineseEngineering&MiningCo.Ltd. | 265·0 \| 42·0 \| 16·4<br>B52′ F42′<br>*WB* | **Shanghai**<br>British | T.3Cy.19½″,31½″&51½″–35½″<br>156NHP<br>Howaldtswerke,Kiel | | | |
| 831<br>—<br>— | **Hsieh Ho**<br>*A.A.Crawford95–*<br>*Elec.light* | **SteelScSr**<br>1998<br>1506<br>1082 | | | 1900<br>Grangm'th Dockyard Co.<br>Gr'ngemouth | ChinaMerchants' Stm.Nav.Co. | 260·2 \| 40·2 \| 18·4<br>P30′B68′F37′<br>*WB* | **Shanghai**<br>Chinese | T.3Cy.20″,38″&53″–36″<br>169NHP<br>Hutson&Son,Glasgow | | | C |
| 832<br>—<br>— | **Hsin Chi**<br>*P.Klopfer95–*<br>*(exSheng Yi,exHsinChi)* *2 Dks* | **SteelScSr**<br>(1846)<br>1547<br>1358 | | | 1892<br>Napier, Shanks&Bell<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 260·0 \| 37·0 \| 21·3<br>*Shade dk92′* | **Shanghai**<br>Chinese | T.3Cy.19″,31″&50″–36″<br>150NHP<br>Dunsmuir&Jackson,Gls. | | | |
| 833<br>—<br>— | **Hsin-Fung**<br>*W.M.Patterson78–*<br>*(exMing Yi,exHsinFung)* *2 Dks* | **SteelScSr**<br>(1846)<br>1547<br>1385 | | | 1891<br>Napier, Shanks&Bell<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 260·0 \| 37·0 \| 21·3<br>*Shade dk92′*<br>*WB* | **Shanghai**<br>Chinese | T.3Cy.19″,31″&50″–36″<br>150NHP<br>Dunsmuir&Jackson,Gls. | | | |
| 834<br>—<br>— | **Hsin-Yu**<br>*G.C.Blethen89–*<br>*(exLi-yu,exHsin-Yu)* *2 Dks* | **SteelScSr**<br>1629<br>1321<br>1038 | | | 1889<br>Napier, Shanks&Bell<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 250·0 \| 36·1 \| 19·8<br>F32′ | **Shanghai**<br>Chinese | T.3Cy.22″,34″&54″–36″<br>175NHP<br>Dunsmuir&Jackson,Gls. | | | |
| 835<br>—<br>— | **Huacho**<br>— | **IronSc3MstSr**<br>329<br>—<br>249 | | | 1870<br>T Royden& Sons<br>Liverpool | M.J.Kelly | 149·4 \| 25·0 \| 14·3<br>— | **Ecuador** | C.2Cy.20″&86″–18″<br>46NHP<br>J.Jack&Co.,Liverpool | | | |
| 836<br>106896<br>PWJV | **Huascar**<br>*W.W.Bustin –00* ~~*sc.in.No.1–00*~~<br>*Elec.light* *1 Dk(ptStl–ws)&Webframes ssLiv.No.2–04* | **SteelScSr**<br>875<br>687<br>532 | ✠100A1 2,04 ~~2,04~~<br>~~BS2,04~~ ✠LMC2,00 | Liv | 1896<br>3mo | Sunderlnd S.B.Co.(Lim) Sunderland A&CP | RedCrossIquitos S.S.Co.Ltd.(Booth S.S.Co.Ltd. *Mgrs.*)<br>*WB=CellDBa61′* | **Liverpool**<br>British | T.3Cy.16″,26″&43″–30″ *(s)*<br>175lb *80lb* 113NHP<br>1SB.*3pf*,GS54,HS1820<br>N.E.Mar. E.Co.(Lim.),Sld. | 15 ″ 6 | ~~9,02~~ 12,04 | |
| 837<br>91912<br>KGBP | **Hubbuck**<br>~~*A.Rowland–00*~~<br>*Atkinson –04*<br>*Ref.Mchy.* *ss*Lon.No.3–5,98 *ss*Cff.No.1–02 *2 Dks(1 Stl)Btr B* | **SteelSc3MstSr**<br>2834<br>2596<br>1775 | ✠100A1 ~~3,04~~ 3,05 ~~Cff~~ Gus<br>~~BS2,04~~ ✠LMC10,01<br>~~Bs2,05~~ | Npt | *u*<br>1886<br>1mo | JLThompson&Sons Sunderland A&CP | TalbotS.S.Co.Ltd. (T.BowenRees& Co *Mgrs.*)<br>*WB=CellDBa88′uB30′* | **London**<br>British | T.3Cy.27″,42″&69″–45″ *(a)*<br>150lb *100lb* NDB04 319NHP<br>2DB,*8cf*,GS168<br>T.Richardson&Son,Hpl. | 29 ″ 2<br>~~6 ″ 1~~<br>5 ″ 10 | 7,03 | |
| 838<br>102144<br>NJLF | **Hubert**<br>*J.Good –03* *ss*Liv.No.2–02<br>*1 Dk(Stl)&Spar dk&Webframes* | **SteelScSr**<br>1922<br>1741<br>1211 | ✠100A1 *Spar dk*<br>7,04 ~~12,04~~ 5,05 ✠LMC7,03<br>~~Bs2,05~~ | Liv | *r*<br>1894<br>4mo | Hall, Russell&Co. Aberdeen *Lloyd'sA&CP* | BoothS.S.Co.Ltd.<br>*WB=CellDB124′250tFPT* | **Liverpool**<br>British | T.3Cy.21″,33″&54″–39″ *(s)*<br>160lb *80lb* 194NHP<br>2SB,*6rf*,GS95,HS3080<br>Hall.Russell&Co.,Abn. | 18 ″ 10<br>s 5 ″ 7 | BT till ~~7,04~~ 7,05 | 7,03 |
| 839<br>109793<br>RMFD | **Huddersfield**<br>*P.Hamon –01* *ss*Npt.No.1–05<br>*1 Dk(Stl)&deep framing* | **SteelScSr**<br>2055<br>1930<br>1321 | ✠100A1 8,05 ~~7,05~~<br>MS2,02 ✠LMC ~~1906~~ 2,05 | Cff | *s*<br>1900<br>1mo | S.P.Austin &Son,Ld. Sunderland A&CP | FieldLine Cardiff Ld. (E.Jones&Co. *Mgrs.*)<br>*WB=CellDBa88′uE18′f118′552t* | **Cardiff**<br>British | T.3Cy.21″,35″&57½″–39″ *(s)*<br>160lb *90lb* 214NHP<br>2SB.*6pf*,GS99,HS3341<br>G.Clark,Ld.Sunderland | 21 ″ 2<br>s 3 ″ 3 | ~~8,02~~ 8,04 ~~8,05~~ 8,05 | |
| 840<br>—<br>RJNV | **Hudiksvall**<br>*F.Fock02–02* *1 Dk* | **SteelScSr**<br>782<br>589<br>487 | | | 1892<br>Burmeister &Wain Copenhagen | H.M.Gehrckens | 201·0 \| 31·1 \| 13·2<br>Q74′ B53′ F25′ | **Hamburg**<br>German | C.2Cy.25½″&46″–30″<br>97NHP<br>Burmeister&Wain,Cpn. | | | GV |
| 841<br>136<br>HDNM | —<br>*G.E.W.v.Walter00–00*<br>*(exOrnsköldsvik)* *1 Dk* | **IronTwinScSr**<br>473<br>281<br>840 | | | 1849<br>MotalaCo. Norrköping | Angf.Aktieb. Hudiksvall (C.Almgren) | 157·5 \| 23·5 \| 11·7<br>P100′ H37*t* F16′ | **Hudiksvall**<br>Swedish | C.4Cy.11″&24″–21″<br>NB99 44NHP<br>W.LindbergsM.Vrks.Skm | | | |
| 842<br>112704<br>RQBF | **Hudson**<br>*J.Burnett –03* *ss*NYk.No.1–04<br>*1 Dk(Stl)&Spar dk(Stl)& deep framing* | **SteelScSr**<br>3679<br>3462<br>2376 | ✠100A1 *Spar dk*<br>~~4,03~~ 12,04 ✠LMC~~6,03~~ | NYk | *w*<br>1900<br>5mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | Anglo-American OilCo.Ld. (J. McDonald, *Mgr.*)<br>*WB=CellDBa110′uE&B34′f154′631t* | **London**<br>British | T.3Cy.24″,40″&64″–42″ *(s)*<br>170lb *100lb* 288NHP<br>2SB,*6cf*,GS116,HS4572<br>N.E.MarineCo.Ld.Sld. | 21 ″ 4<br>s 6 ″ 4 | | ~~N4,04~~ |
| 843<br>100181 | —<br>— | **CompPad**<br>158<br>136<br>80 | | | 1891<br>L.Braulac Sorel,Quebec | Sincennes McNaughtonLine, Ld. | 128·5 \| 25·1 \| 6·4<br>— | **Montreal**<br>British | 2Cy.22″&42″–72″<br>75RHP<br>J.&A.Pontbriand,Sorel | | | |
| 844<br>—<br>— | **Hué**<br>*J.Godinau00–00* *ss*Shi.No.3–6,96 *ss*H.Kg.No. ~~1,00~~ 2–04<br>*(exWo-Ning,exSmith,exMartha,ex Smith)* *Elec.light* *2 Dks(1 ptStl)* | **SteelTwinScSr**<br>*1394*<br>*1015*<br>*703* | ✠100A1 *pt Shade dk withfreeboard* 1,03 ~~3,04~~<br>~~BS2,04~~ ✠LMC~~2,04~~ 1,05 | HKg | *p*<br>1888<br>6mo | Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP* | Marty&D'Abbadie<br>*WB=CellDBa96′* | **Haiphong**<br>French 160 | T.6Cy.19″,30′&50″–33″ *(s)*<br>~~145~~lb *75lb* 287NHP<br>Hwthrn,Leslie&C.Ld.Nwc | 19 ″ 0<br>s 6 ″ 10 | ~~9,03~~ ~~9,03~~ 1,05 | |
| 845<br>104818<br>NPQW | **Huelva**<br>*R.T.B.Harvey –02* *ss*Npt.No.2–03<br>*1 Dk(ptStl ptIrn)2tr B& pt Awng dk(Irn)* | **SteelScSr**<br>2642<br>1988<br>1691 | ✠100A1 *pt Awng dk withfreeboard* ~~Dk~~ ~~,02~~ 5,04 ~~6,03~~ ✠LMC2,03 | Npt | *t*<br>1894<br>12mo | J.Readhead&Sons South Shields A&CP | Eng.&Amer.Shpg. Co.Ld. (C.T.Bowring&CoLd.*Mgrs.*)<br>*WB=CellDBa96′* | **London**<br>British | T.3Cy.23″,36″&61″–42″ *(r)*<br>160lb *100lb* 252NHP<br>2SB,*6rf*,GS82,HS3953<br>J.Readhead&Sons,S.Shl. | 21 ″ 7<br>s 8 ″ 8½ | ~~5,03~~ N5,04 | |
| 846<br>—<br>MVDR | **Hugelia**<br>*J.H.Baskcomb –92* *ss*Gms.No.2–00<br>*1 Dk* | **IronScK**<br>153<br>141<br>67 | ✠<br>*Stm Trawler*<br>~~✠LMC~~ | | 1892<br>10mo | Cochrane& Cooper Beverley *Lloyd'sA&CP* | N.EasternSteam FishingCo.Ld. | 102·5 \| 20·5 \| 11·1<br>Q17′F19′<br>BK7½″ | **Grimsby**<br>British | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50RHP<br>1SB,*2cf*,GS28,HS767<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | 4,02 |
| 847<br>89714 | **Hugh Bell**<br>*N.Allen76–84* | **IronPad**<br>176<br>143<br>90 | | | 1884<br>Hepple& Co. N.Shields | Corporation of Middlesbro' | 94·8 \| 30·3 \| 6·1 | **Middlsbro'**<br>British | L.2Cy.24½″–42″<br>40RHP<br>Hepple&Co.,NorthShields | | BT till 12,04 | |
| 848<br>109709<br>RTPN | **Hughenden**<br>*J.Jones02–02*<br>*1 Dk(Stl)&Spar dk(ptIrn&ptStl)& deep framing* | **SteelScSr**<br>3097<br>2871<br>2009 | ✠100A1 *Spar dk*<br>5,04 ✠LMC8,00<br>BS12,04 | NYk | *v*<br>1900<br>8mo | JLThompson&Sons.Ld. Sunderland A&CP | HughendenS.S.Co. Ld. (Charlton& Thompson)<br>*WB=CellDBa108′uE24′f138′680t* | **Sundrland**<br>British | T.3Cy.23″,39″&66″–42″ *(s)*<br>180lb *180lb* 292NHP<br>2SB.*6pf*,GS134,HS4412<br>G.Clark,Ld.Sunderland | 26 ″ 7<br>s 10½ | | N5,03 |
| 849<br>104821<br>NQFK | **Hughli**<br>~~*A.F.Paull03–03*~~<br>*W.G.Thomson04–04* | **SteelTwinScSk**<br>513<br>465<br>124 | ✠100A1 3,04 ~~2,04~~<br>BS2,04 ✠LMC3,03 | Cal | *j*<br>1894<br>12mo | R.Duncan &Co.(Lim.) Pt.Glasgow *Lloyd'sA&CP* | JamesNourse,Ld. | **London**<br>British | C.4Cy.24″&46″–36″ *(s)*<br>95lb 227NHP<br>2SB,*6cf*,GS134,HS4026<br>Rankin&Blackmore,Grk. | 14 ″ 9<br>s 2 ″ 2½ | ~~2,04~~ 9,04 | |

| 1 Numéro d'Ordre / Numéro Officiel | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale / Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Où. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage Superstructures, &c. Longueur. | Largeur. | | 12 Port d'Enregistre. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression fixe / NIP. Force en chevaux d'après les / Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom de Constructeur des machines. | 14 Creux sur Quille / Franc-bord au milieu du navire. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 850 | **Hugin** | **SteelScSr** | 1667 | ✠100A1 | Got | *q* | 1889 | Mackie& | Angf.Aktieb. | 260·0 | 36·7 | 16·6 | Gothenbrg | T.3Cy 18″,29″&46″-39″ (*s*) | 19 ″ 2 | | |
| 3026 | *H.W. Smith86–97* | *ss*Gls.No.3–9.94 | 1301 | 9,04 | Lon | | 11mo | Thomson | Svithiod | ,92′B68′F30 | | FK | Swedish | 160lb *80lb* NDR01 150NHP | s 1 ″ 10 | | |
| JGVN | (*ex*Samara) | *ss*Got.No.2–01 | 1008 | | ✠LMC10.06 | | | Glasgow | (Aug.Carlsen, | *4 BHCem* | | | | 1SB,*3rf*,GS57,HS2521 | | | |
| | *Well deck* | 1 *Dk*(*Stl*)*&deep framing* | | B3,05 | | | *Lloyd's*A&CP | | *Mgr.*) WB | *APT80t* | | | | W.Kemp,Glasgow | | | |
| 851 | — | **SteelSc** | 1524 | ✠100A1 | NYk | *p* | 1901 | J.W.Kla- | Actieselsk.Dpsk. | 244·5 | 36·2 | 16·5 | Borgen | T.3Cy.19½″,30½″&48″-33½″ | 18 ″ 9 | | |
| | | | 1399 | | Stn | | 7 mo | witter | Hugin(Joh.E.v.d. | ,86′B65′F27′ | | | Norwegian | 170lb (*s*) 148NHP | | | |
| | | 1 *Dk*(*Stl*)*&deep framing* | 1166 | | | | | Danzig | Ohe&Lund | | | FK | | 4SB,4 ″,GS65,HS2405 | | | |
| MBVW | *Johannesen* –04 | | 875 | | ✠LMC7.01 | | *Lloyd's*A&CP | WB | ✠) | *Cell D B361′uE* | | | *85t APT 27t* | I.W.Klawitter,Danzig | | | |
| 852 | — | **SteelScSr** | 1332 | | | | 1899 | WoodSkin- | Dmpskakties.Hu- | 237·1 | 35·1 | 18·0 | Drammen | T.3Cy.18½″,30″&49″-33″ | | | N |
| | *C.Andersen* –99 | | 1230 | | | | | ner&Co.Ld. | gin (Bruusgaard, | B30′F28′ | | | Norwegian | 138NHP | | | |
| HPWV | | 1 *Dk* | 829 | | | | | Newcastle | Kjösterud&Co.) | | | | | N.E.MarineCo.Ld.,Nwc. | | | |
| 853 | **Hugo** | **IronScSp** | 197 | | | | 1887 | Göteborgs | Angf.Actieb.Trio | 102·8 | 21·9 | 10·7 | Gothenbrg | 2Cy.12″&23½″-20″ | | | |
| 2032 | *G.W.H.Örbom* –03 | 1 *Dk* | 167 | | | | | M.V. | (C.L.Larson, *Mgr*) | B21′ | H4*t* | | Swedish | 20NHP | | | |
| HTKL | *Mchy. Aft* | | 100 | | | | | Gothenburg | | | | | | KristinehamnsM.V. | | | |
| 854 | — | **IronScTrawler** | 122 | | | | 1887 | J.C.Teck- | D.Balleer | 99·5 | 20·2 | 9·6 | Brmrhavn | C.2Cy.17½″&33½″-22½″ | | | G |
| | *G.Büschen* | | 115 | | | | | lenborg | | H30′ | | | German | 42NHP | | | |
| QGFH | (*ex*Vigilant) | 1 *Dk* | 22 | | | | | Geestemünde | | | | | | JC Tecklenborg,Gstemnde | | | |
| 855 | **Hugo & Clara** | **IronScSr** | 946 | ✠100A1 | Ant | *m* | 1883 | Ramage& | F.J.Reimers | 215·5 | 30·1 | 15·3 | Hamburg | C.2Cy.26″&50″-36″ | 16 ″ 0 | | |
| | *M.Krüger*98–01 | *ss*Trn.No.3–3.96 | 714 | | Mdb | | 11mo | Ferguson | | ,70 B38′F30′ | | | German | 200lb *80lb* NDN00 112NHP | s 1 ″ 4½ | | |
| RLWF | (*ex*Crossbill) | *ss*Hbl.No.1–00 | 454 | NB6,03 | ✠LMC | | | Leith | | | dr9·04 | BK8″ | | 1SB,*3pf*,GS58,HS1816 | | | |
| | *Well deck* | *ss*Mdb.No.2–04 1 *Dk*(*Irn*)*2tr b* | | | | | *Lloyd's*A&CP | | | *WB=DBa58′ 121t* | | | *FPT 38t* | Ramage&Ferguson,Leith | | | |
| 856 | **Hugoma** | **SteelScSr** | 2183 | ✠100A1 | NYk | *r* | 1901 | Detroit | HugomaS.S.Co. | 250·6 | 40·2 | 23·7 | Rochester, | T.3Cy 18″,29″&48″-36″ (*s*) | 26 ″ 5 | | |
| | *W.McLean*01–01 | | 1889 | 10,01 3,01 | Bal | | 10mo | S.B.Co. | | P21′B64′F29′ | | | N.Y. | 165lb *100lb* 197NHP | | | |
| KRGT | | 2 *Dks*(*Stl*)*& Web frames* | 1284 | | ✠LMC10.01 | | | Wyandotte | | | | FK | Utd. States | 2SB,*dcf*,GS67,HS3026 BS | | | |
| | *Elec.light* | | | | | | | A&CP | | | | | *4 BHCem* | DetroitS.B.Co.Detroit | | | |
| | | | | | | | | | | *WB=CellDBa* | | | *64 uE&B38′* | *f92′516t FPT150t APT87t* | | | |
| 857 | **Huguenot** | **IronScSr** | 1032 | ✠100A1 | Lon | *m* | 1892 | Edwards' | HuguenotSS.CoLd | 225·4 | 31·1 | 13·0 | Newcastle | T.3Cy.18½″,30″&49″-33″ (*r*) | 15 ″ 11 | | |
| 101814 | *W.Gidney*84–92 | | 793 | 1,04 1,04 2,05 | | | 12mo | S.B.Co.(Lim.) | A.P.Harrison&Co.) | P22′Q58′B46′F27′ | | | British | 160lb *50lb* 139NHP | s 1 ″ 5½ | | |
| MVRJ | *Well deck* | 1 *Dk*(*Irn*)*2tr B* | 642 | | | | | Newcastle | (Austin,Elliott& | | | BK8″ | | 1SB,*4pf*,GS62,HS2095 | | | |
| | | *ss*Lon.No.3–2,05 | | | | | | A&CP | Co.) WB= | *CellDB188′285t FP* | | | *T28t APT9t* | G.Clark(Lim.),Sunderland | | | |
| 858 | **Huia** | **IronScSr** | 127 | | | | 1878 | R.H. | Wellington& | 113·2 | 16·0 | 8·7 | Wellingtn | C.2Cy.13″&23″-15″ | | | |
| 78367 | *A.H.Sargent*99–99 | 1 *Dk* | 98 | | | | | Yeoman | WanganuiSteam | H35*t* | | | British | 25RHP | | | |
| SBPK | | | 69 | | | | | Auckland | PacketCo.Ld. | | | | | Masefield&Co.,Auckland | | | |
| 859 | **Hull** | **IronScSr** | 764 | ✠100A1 | Dun | | 1856 | Gourlay | Dundee,Perth& | 243·9 | 28·2 | 15·9 | Dundee | C.2Cy.34″&56″-30″ (*i*) | 17 ″ 4 | 17 | |
| 15 | *W. Adam* –02 | *ss*Dun.3rd No.3–4.97 | 681 | 6,01 12,06 | | | 4mo | Bros.&Co. | LondonShppngCo. | P53′F48′ | | | British | 70lb *80lb* NDB04 117NHP | s 3 ″ 0½ | | |
| LQTS | (*ex*London) | *ss*Dun.No.1–01 | 455 | NB8,02 | ✠LMC7.01 | | | Dundee | | len72 | | BK7½″ | | 1SB,*3pf*,GS53,HS1719 | | | |
| | | 2 *Dks* | | BS12,02 | | | | A&CP | | pt ND97&01 | | | *Cem* | Gourlay Bros.&Co.,Dundee | | | |
| 860 | — | **SteelScK** | 168 | ✠100A1 | Hul | | 1899 | Mackie& | J.Leyman &Co.Ld. | 105·6 | 21·0 | 10·7 | Hull | T.3Cy.10″,16″&27″-20″ (*s*) | 11 ″ 7 | | |
| 110738 | *G.Bogus* –99 | ~~*Transfer*~~) | 156 | *Stm Trawler* | | | 9mo | Thomson | | Q18′F17′ | | | British | 200lb 45RHP | | | |
| | | *ss*Hul.No.1–04 1 *Dk* | 60 | 11,04 | *Lloyd's*A&CP | | | Glasgow | | | | BK7½″ | *4 BHCem* | Muir&Houston,Ld,Gls. | | | |
| | | | | | | | | | | | | | | 1SB,*3f*,GS42 | | | |
| 861 | **Humaytha** | **SteelTwinScSr** | *417* | ✠ A– | Pra | | 1893 | Murdoch& | Montenegro&Co. | 150·0 | 33·0 | 9·8 | Para | T.6Cy.10″,16″&26″-21″ (*s*) | 10 ″ 0 | | |
| | *M.P Bentes* | *ss*Pra.No.3–2,03 | *330* | 2,03 | | | 10mo | Murray | | F16′ | | | Brazilian | 175lb 85NHP | | | |
| | (*ex*Juruá) | 1 *Dk&Promenade dk* | *284* | *For River pur poses only* | | | | Pt.Glasgow | | | | FK | *5 BHCem* | 1SB,*3rf*,GS50,HS1578 | | | |
| | | | | 6,04 | ✠LMC8.03 | | | | | | | | | Kincaid&Co.Ld.Greenock | | | |
| 862 | **Humber** | **SteelScSr** | 1023 | ✠100A1 | Goo | *n* | 1903 | A.McMil- | ~~CoolS.Shpg.Co.Ld~~ | 240·1 | 33·1 | 15·7 | Goole | T.3Cy.21″,35″&58″-36″ (*s*) | 16 ″ 7 | FT | |
| 114004 | *F.Newlove*81–03 | | 858 | 1.03 | | | 9mo | lan&Co.Ld. | Lancashire& | P38′B84′F33′ | | | British | 180lb 229NHP | s 2 ″ 8½ | 5.04 | |
| VFSL | | 1 *Dk*(*Irn–ptws*)*&Web frames* | 490 | | ✠LMC8.06 | | | Dumbarton | Yorkshire Rly.Co. | | | BK7½″ | *5 BHCem* | 2SB,*6rf*,GS141,HS3670 | | | |
| | | | | | | | *Lloyd's*A&CP | | WB | *= Cell D Ba 58′ uE* | | | *19′f67′265t* | ClydeS.B.&E.Co.Ld.P.Gl. | | | |
| 863 | — | **SteelSc3MstSr** | 280 | ✠100A1 | Nwc | *d* | 1899 | Ardrossan | J.B.Knapton | 130·2 | 22·4 | 9·4 | London | C.2Cy.14″&29″-21″ (*s*) | 9 ″ 11 | | |
| 119764 | *J.T.Swan* –08 | *ss*Nwc.No.1–01 | 197 | 7,01 10,08 | | | 11mo | D.D.&S.B.Co. | | Q72′B7′F19′ | | | British | 130lb *80lb* 35RHP | s 0 ″ 6½ | | |
| RKWH | *Mchy. Aft* | 1 *Dk*(*Stl*) | 97 | | ✠LMC12.99 | 04 | | Ld.Ardrossan | | | | FK | *3 BHCem* | 1SB,*2pf*,GS80,HS705 | | | |
| | | | | | | | | A&CP | | *WB=FPT* | | | *17t APT 3t* | Walker,Hendersn&Co.Gls | | | |
| 864 | — | **IronPadSp** | 131 | | | | 1895 | JTEltring- | J.Turner | 100·0 | 19·0 | 9·4 | Grimsby | 1Cy.35″-52″ | | FT | |
| 104266 | | | 119 | | | | | ham&Co. | | | | | British | | | 5.10 | |
| | (*ex*Wm Stephenson) | 1 *Dk* | 84 | | | | | S.Shields | | | | | | Hepple&Co.S.Shields | | | |
| 865 | — | **SteelScSr** | 110 | | | | 1902 | Nylands | And.Ellefsen | 91·8 | 17·3 | 10·6 | Tönsberg | T.3Cy.10½″,17″&28½″-20″ | | | |
| | *H.Ellefsen*01–03 | 1 *Dk* | 106 | | | | | Værksted | | | | | Norwegian | 36NHP | | | |
| HMFN | | | 25 | | | | | Christiania | | | | | | Nylands Værksted,Xania. | | | |
| 866 | **Humberto Rodriguez** | **SteelScSr** | 338 | ✠ | | ... | 1893 | SirR Dixon | ~~Angtlagoe.Tonnu~~ | 130·0 | 24·6 | 13·2 | Nuevitas | T.3Cy.15½″,25″&41″-30″ (*s*) | 14 ″ 6 | | |
| | *B.Bilbao* | *ss*Havana No.2–02 | 284 | | | | 10mo | &Co. | ~~yster~~ | | | | Cuban | 160lb 104NHP | | | |
| | | 2 *Dks* | 152 | | | | | Middlesbro' | CubanGovernment | | | BK7½″ | *4 BHCem* | 1SB,*3rf*,GS61,HS1784 | | | |
| | | | | | | | | A&CP | | *WB=FPT5t* | | | *APT 2t* | Wstgrth,English&Co.Mdb | | | |
| 867 | **Humboldt** | **WoodSc** | 1076 | | | | 1896 | Bendixen | HumboltS.S.Co. | 218·0 | 31·0 | 15·7 | Eureka, | C.2Cy.22½″&59″-36″ | | | |
| 96351 | *E.G.Baughman* –02 | | — | | | | | | (M.Kalish) | | | | Cal. | 174NHP | | | |
| KMWP | | | 689 | | | | | Eureka,Cal. | | | | | Utd. States | FultonIron Works,S.Fo | | | |
| 868 | **Hummersea** | **SteelTwinScSr** | 539 | ✠100A1 | Mdb | *h* | 1897 | R.Craggs& | SkinningroveIron | 165·0 | 26·7 | 11·6 | Middlsbro' | T.6Cy.10″,15″&26″-18″ (*r*) | 12 ″ 3 | | |
| 98789 | *W.Burns*97–97 | *ss*Sld.No.1–02 | 380 | 1.04 | | | 8mo | Sons | Co.Ld. (T.C.Hut- | P21′Q84′F20′ | | | British | 180lb *160lb* 55RHP | s 1 ″ 11½ | | |
| PTNG | *Well deck* | 1 *Dk*(*Irn*) | 161 | BS2,04 | ✠LMC9.03 | | | Middlesbro' | chinson,*Mgr.*) | | | FK | *4 BHCem* | 1SB,*2pf*,GS33,HS1297 | | | |
| | | | | | | | | A&CP | | *WB=CellDBa40′f51′* | | | *125t APT15t* | SirC.Furness,Westgarth | | | |
| | | | | | | | | | | | | | | &Co.(Lim.),Mdb | | | |
| 869 | **Hunan** | **SteelScSr** | 1862 | | | | 1895 | Scott&Co. | ChinaNav.Co.Ld. | 260·0 | 38·1 | 21·3 | London | T.3Cy.20″,32″&52″-39″ | | | |
| 101836 | *W. Frazer* –96 | 2 *Dks* | 1670 | | | | | Greenock | | P9′B56′F29′ | | | British | 169NHP | | | |
| NRBP | | | 1143 | | | | | | | | | | *WB* | Scott&Co.,Greenock | | | |
| 870 | **Hungaria** | **IronScBg** | 2011 | | | | 1869 | LloydAus- | LloydAustriaco | 286·6 | 35·0 | 26·3 | Trieste | T.6Cy.17″,29½″&59″-39″ | | | |
| | *G.Lucovich* | 2 *Dks* | 1765 | | | | | tro-Ungarico | | | | | Aust.-Hung. | NB87 486NHP | | | |
| HKNP | *Elec.light* | | 1072 | | | | | Trieste | | | | | *Tpd87* | LloydAustro-UngaricoTr. | | | |

| 1 No. in Book. Official No. Signal Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under Deck — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Year Classed now Equivalent. | 8 Built. When. Ship. Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.P.=Horse power by Soc.'s formulæ. I.H.P.=power by Ship's Register. Particulars of Boilers & Furnace-fuging Maker's Name. | 14 Machinery Numerals Middship. ft. in. | 15 Date when last Docked. | 16 Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 871 RQQV | **Hungaria** *P. Breckwoldt*03 | SteelScSr 2 *Dks&Str'k* | 1991 1845 1240 | | | | 1884 | Reiherst'g Schiffsw Hamburg | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) | 290·8 \| 36·3 \| 22·5 P14'B71'F38 *WB* | Hamburg German | C.2Cy.35"&66"–42" 235NHP Reiherst Maschinenf.Ham | | G | |
| 872 | **—** *Cargagna*88–02 *Well deck* *Elec.light* | SteelScSr ex Tri.No.3–5,04 1 *Dk(Stl)2tr'k* | 520 358 286 | ✝100A1 Tr 5.04 NB5,04 | | | 1892 2mo *Lloyd's* | Howaldts-werke Kiel *SA&CP* | Soc.inAzioniUngaroCroata diNav. Maritt.aVap. *WB* | 179·0 \| 25·0 \| 12·0 Q21'B98'F36' *= Cell D Ba E 18' 18t* | Fiumo Aust.-Hung. | T.3Cy.17",27½"&44"–24" 185lb *(s)* 118NHP 1SB.*3rf*,GS61,HS1624 4 *BHCem* Howaldtswerke,Kiel | 14 " 1 | | 8.04 |
| 873 TMLG | **Hungarian** *W.Wallace* –03 (*ex*South Point) | SteelScSr 2 *Dks*(1 *Stl&Upt Irn&pt Stl*)&*deep framing* | 4508 4110 2873 | ✝100A1 Gls ~~Lthd~~ 4,05 MC7,05 | | | 1902 7mo *Lloyd's* | Napier& Miller.Ltd. Glasgow *SA&CP* *WB* | AllanLineSS Co.Ltd (J.&A.Allan *Mgrs*) *= Cell D Ba 123' uE* | 385·0 \| 50·0 \| 25·7 P39'B119'F44' FK 27'f167'1038t *FPT* | Glasgow British 6 *BHCem* 127t *APT*49t | T.3Cy.27",43"&72"–48" 180lb *100lb* 446NHP 2SB.*6tf* GS126,HS6144 FD Dunsmuir&Jackson,Gls. | 28 " 5 5 " 6 | | |
| 874 SNWK | **—** *D.W.Taylor* | IronScSr ~~1 Trimmer~~ ss Skm.2nd No.3–1,05 ss Cff.No.1–08 2–05 1 *Dk(Irn–ws)2tr'k* | 1487 1210 935 | ✝100A1 Cff 1,052 [illegible] | | | 1879 3mo *Lloyd's* | Blackwood &Gordon Pt.Glasgow *A&CP* | HungarianS.S.Co. Ltd. (W.Morgan Lewis) *WB=* | 260·7 \| 35·8 \| 17·2 Q52'B66'F32' BK 9' *DBa 76' f 106' 280t* | Cardiff British 4 *BHCem* *AuE&B46'* | C.2Cy.30"&59½"–36" 90lb 75% NDB92 150NHP 1DB.*6pf*,GS85,HS2057 Blackwood&Gordon,P.Gls. | 19 " 11 2 " 10½ | | ~~1,07~~ 11,11 |
| 875 — 113739 | **—** *C.Forrester* –03 | SteelScK 1 *Dk* | 186 171 78 | ✝100A1 Bos *Stm Trawler* 2.03 LMC10,00 | | | 1900 10mo *Lloyd's* | Smith's Dock Co.Ltd. North Shields *SA&CP* | BostonDeepSea Fishing&IceCoLtd | 116·0 \| 21·1 \| 11·0 Q48'F20' BK 7½ | Boston British 3 *BHCem* | T.3Cy.12",20"&32"–22½" *(s)* 180lb 52RHP 1SB.*2pf*,GS29,HS1066 N.E.MarineCo.Ltd.Sld. | 12 " 0 | | 2.03 |
| 876 MGFP | **Huntcliff** *N.A.Pettersen* –02 1 *Dk(Irn)&Webframes&pt Awng dk(Irn)* | SteelScSr ~~ss Bly.No.2–05~~ ss Shl.No.3 6,04 | 3120 2297 2018 | ✝100A1 Cff Shl pt *Awng dk* *withfreeboard* 5,04 LMC | | | 1891 7mo *Lloyd's* | Ropner& Son Stockton *A&CP* | HorsleyLine,Ld. (M.H.Horsley. *Mgr.*) | 313·7 \| 40·5 \| 20·2 Q133' *pt Awng dk*181' FK *WB = Cell DB*260'635t | W.Hartlpl British 5 *BHCem* | T.3Cy.23",36½"&59"–42" *(s)* 165lb 238NHP 2SB.*6rf*,GS86,HS3737 T.Richardson&Sons,Hpl. | 23 " 7 8 " 4½ | | N9,03 |
| 877 118166 | **Hunter** *H.Maunders*03–03 | SteelScK 1 *Dk* | 195 184 54 | ✝100A1 Abu *Stm Trawler* 6,04 ~~1,04~~ LMC6,03 | | | 1903 6mo *Lloyd's* | Hall,Russell&Co.Ltd. Aberdeen *SA&CP* | W.Jackson | 112·2 \| 21·6 \| 12·1 BK 7½ *WB=* | Aberdeen British 3 *BHCem* *DTf*47t | T.3Cy.12",20"&33"–22" *(s)* 160lb 71RHP 1SB.*3pf*,GS42,HS1360 Hall,Russell&Co.Ltd.Abn. | 12 " 7 | | |
| 878 VBKF | **Hunterfield** *M.Thomson*92–03 *Well deck* | SteelScSr 1 *Dk(Irn)&deep framing* | 1454 107– 828 | ✝100A1 Lth Gmh 1,00 ~~1,04~~ LMC5,03 | | | 1903 5mo *Lloyd's* | AilsaS.B. Co.Ltd. Ayr *SA&CP* *WB* | LovartS.S.Co.Ltd. *= Cell D Ba 63' uE* | 240·1 \| 36·2 \| 17·1 P16'Q71'B59'F31' FK 17'f96'315t *FPT*45t | Bo'ness British 4 *BHCem* *APT*33t | T.3Cy.18",30"&48"–33" *(s)* 180lb *90lb* 145NHP 1SB.*3cf*,GS60,HS2260 Muir&Houston,Ld.Gls. | 18 " 0 1 " 9 | | |
| 879 KSMG | **Huntington** *I.B.Young* –03 | WoodSc 1 *Dk&Saloon dk* | 345 — 216 | | | | 1903 | R.Palmer& Son S.B.Co. Noank,Ct. | Huntington,Norwalk&Bridgeport Stm.Ferry Co. (I.B.Young, *Mgr.*) | 120·4 \| 28·0 \| 9·8 | New York Utd. States | C.2Cy.15"&30"–24" 37NHP J.W.Sullivan,New York | | | |
| 880 *For full particulars See No. 11 in Supplement.* | **Huntsman** | SteelSc4MstSr (*Class Contemplated*) | 7500 | 100A1 | | | 1904 | C.Connell &Co.Ld. Glasgow | T.&J.Harrison | 470·0 \| 57·3 \| 31·6 P53'B172'F51' | Liverpool British | T.3Cy.27¼",45½"&75"–60" Dunsmuir&Jackson,Gls. | 34 " 10 8 " 4 | | |
| 881 *Now named "Aquilera," See No. 64 in Supplement.* | **—** *G.E.Edin*[illegible]–03" | SteelScSp 1 *Dk* | 126 109 43 | ✝100A1 Hul *For Towing purposes* 4.02 MC4 | | | 1902 4mo *Lloyd's* | Cook,Welt'n&Gemmell Beverley *SA&CP* | ~~T.Gray&Co.Ld. S.Hepworth~~ C.Gorup | 95·0 \| 18·0 \| 9·3 D23' BK 6' *WB=* | Aust.-Hung. ~~Hull British~~ *AF*78t | T.3Cy.11½",19"&32"–21" *(s)* 180lb 50RHP 1SB.*2cf*,GS33,HS1134 Crabtree&Co.Ld.Gt.Yar. | 10 " 0 | | ~~N7,00~~ ~~8,02~~ 2,05 |
| 882 POBV | **Hunze IX.** *H.Woudsma*01–01 *Mchy.Aft* *Well deck* | SteelScSr ~~ss Ham.No.2–01~~ ss Ham.No.3 6,04 1 *Dk(Irn)* | 297 256 195 | ✝100A1 Ham 6,01 ~~7,08~~ NB6,01 LMC ~~6,01~~ | | | 1892 8mo *Lloyd's* | E.Finch& Co.(Lim.) Chepstow *SA&CP* *WB* | GroningerRotterdammerStoomb. Maats. | 141·0 \| 22·1 \| 10·2 Q44'B12'F17' BK 7' *WB= FPT* | Groningen Dutch 3 *BHCem* 24t *APT*15t | T.3Cy.10½",17"&28"–21" *(s)* 160lb *80lb* 46NHP 1SB.*2cf*,GS32,HS829 Plenty&Son,Newbury | 11 " 0 | | ~~N7,00~~ ~~8,02~~ 2,05 |
| 883 SRCD | **Hupeh** *J.Meathrel* –01 *Elec.light* | SteelScSr 2 *Dks* | 1951 1728 1205 | | | | 1901 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·2 \| 38·2 \| 21·5 B70'F30' | London British *WB* | T.3Cy.19",31"&53"–39" 175NHP Scott&Co.Greenock | | | |
| 884 | **Huricane** (*ex*Fortuna) | WoodSc | 374 — 206 | | | | 1879 | Jones&Co. Boston | A.D.&M.Lussich | 170·4 \| 22·0 \| 11·9 | M.Video Uruguayan | | | | |
| 885 96669 | **Hurlburt W. Smith** *Mchy.Aft* *Elec.light* | SteelScSr 1 *Dk2tr'k* | 4662 — 3415 | | | | 1903 | American S.B.Co. Lorain,O. | UnitedStates TransportationCo. | 414·0 \| 50·0 \| 28·0 F48' *WB* | OswegoNY Utd. States | T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.ClevelndO | | | |
| 886 PMBT | **Huron** *W.Walsh* –98 1 *Dk(pt Stl pt Irn)&Webframes& ss* Cff.No.2–05 *pt Awng dk(Irn)* | SteelScSr ~~ss Bry.No.1–01~~ | 3090 2316 1990 | ✝100A1 HKg Cff *pt Awng dk* *withfreeboard* 1,05 ~~1,04~~ LMC ~~05~~ | | | 1896 10mo *Lloyd's* | J.L.Thompson&Sons,Ld Sunderland *A&CP* *WB* | MercantileS.S.Co. Ld. *B = Cell D Ba* 106' | 325·0 \| 44·5 \| 19·7 Q66' *pt Awng dk*257' FK *uE&B*39' *f*134'650t | London British 6 *BHCem* *APT*37t | T.3Cy.24",38"&64"–42" *(s)* 160lb *100lb* 271NHP 2SB.*8cf*,GS94,HS1149 T.Richardsn&Sns,Ld.Hpl. | 22 " 2 8 " 5½ | | ~~41,02~~ 81,05 |
| 887 KSDT | **—** *A.Ingram*83–02 | SteelScSr 3 *Dks* | 2949 — 2254 | | | | 1902 | W.Cramp & Sons S&EBCo. Philadelphia | ClydeS S.Co.(W.P. Clyde&Co. *Mgrs.*) | 291·2 \| 43·1 \| 20·6 | New York Utd. States | T.3Cy.21",34"&56"–36" 188NHP W.Cramp&Sns S&EBCPhl | | R | |
| 888 98426 | **—** *W.Moore* *Mchy.Aft* *Elec.light* | SteelScSr 1 *Dk&Spar dk* | 1945 — 1309 | | | | 1898 | Cleveland S.B.Co. Lorain,O. | LowerLakeS.S.Co (R.R.Rhodes *Mgr*) | 238·0 \| 42·0 \| 22·2 | Cleveland Utd. States *WB* | T.3Cy.18½",31½"&51"–36" 156NHP ClevelndSB.Co.Clevelnd.O | | | |
| 889 71216 | **—** *H.Oldenburg*95–02 | IronTwinSc 1 *Dk* | 1052 1052 688 | | | | 1875 | John Smith Pnt.Edward, Ont. | GrandTrunkRly. Co. | 238·5 \| 53·9 \| 12·8 | Sarnia,Ont British | 2Cy.30"–30" NB86 300RHP T.Wilson&Co,Dundas,Ont | | | |
| 890 99214 MRVF | **Hurona** *J.Dorward* –97 2 *Dks(Stl)&Deepframing&Shltr dk(Irn)* *Ref.Mchy.Elec.light* | SteelScSr ~~ss Hur.No.2–00~~ 3 *Dk rule* ss Lth.No.3–4,05 | 3432 3243 2150 | ✝100A1 Nwc Lth *Shelter dk* *withfreeboard* 4,05 ~~4,00~~ LMC ~~3,00~~ 05 | | | 1892 9mo *Lloyd's* | NavalCon. &Arm.Co.Ld. Barrow *A&CP* | S.S.HuronaCo.Ld. (W.Thomson& Sons) *WB = Cell* | 360·0 \| 44·6 \| 26·3 P48'B264'F36' BK 10' *DB 262' 590t FPT* | Dundee British 6 *BHCem* 28t *APT*21t | T.3Cy.29",44"&71"–54 *(s)* 160lb 103NHP 3DB.*12cf*,GS201,HS6525 NavalCon.&A.Co.Ld.,Brw | 29 " 0 4 " 4½ | | ~~5,06~~ 4,05 |
| 891 107166 | **Huronic** *W.J.Bassett*89–02 *Elec.light* | SteelScSr 2 *Dks&Awng Dk* | 3330 3330 2211 | | | | 1902 | Colling-wood S.B.Co. Collingwood | NorthernNav.Co. of Ontario,Ld. | 321·0 \| 43·0 \| 23·4 *WB* | Collingwd Ont. British | T.3Cy.26",42"&70"–42" 318NHP J.Inglis&Sons,Toronto | | V | |
| 892 HKLM | **Hurricane** *R.Schmidt*98–98 *Elec.light* | IronScSr 1 *Dk(Irn)2tr'k* | 950 962 562 | ✝ 4.98 | Lth | *n* | 1878 6mo | R.Napier &Sons Glasgow | RigaerDampf-schifffahrtGes. | 231·2 \| 32·2 \| 18·0 F23' drp8 *WB=DBa56'f69'* | Riga Russian 5 *BHCem* | T.3Cy.17½",28"&48"–39" NB98 *Tpd*.89 144NHP R.Napier&Sons,Glasgow | | V | |

| Numéro d'Ordre. Numéro officiel. Signaux. | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut. Tonnage Net. Tonnage de Déduction. Tonnage du Canal. | Table de la Classe. Machines. Coque. Machines. Tonnage de déduction. Tonnage du Canal. | Construit. Quand. Où. Par qui. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Creux. | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les Dimensions du Société. RHP = Force en chevaux d'après les papiers du navire. Installées par Chaudières & Moteurs. Noms Constructeurs des machines. | Coque et Machines. Tonnage brut. Tonnage net. Tonnage de déduction. Tonnage du Canal. | Pont. Nombre de Ponts. Matériaux. |
|---|---|---|---|---|---|---|---|---|---|---|
| **893** 115321 TQPF | **Hurstdale** SteelScSr<br>*J.Campbell* 02–02<br>1 *Dk (pt Irn & pt Stl)* \| *Webframes* | 2752<br>2566<br>1756 | ✝100A1 Shl *u*<br>11,04 8,08 Cff<br>✝LMC9,02 | 1902 J.Blumer & Co. Sunderland<br>9mo *Lloyd's SA&CP* B | HurstdaleShppg. Co.Ld. (F.H. Pollexfen&Co.)<br>*B = Cell DBa* 104 | 314·0 \| 46·5 \| 20·7<br>P2⁵ B& F252 FK<br>*uE & B88' f126' 72t* | Liverpool<br>British<br>*5 BHCem*<br>*APT99t* | T.3Cy.28″,38″&63″–42″ (*s*)<br>180lb *80lb* 276NHP<br>2SB,*8cf*,GS117,HS4190<br>J.Dickinson&Sons,Ld.Sld. | 23 · 6<br>· 2 · 8 | |
| **894** 92??? KTJP | **Hurworth** SteelScSr<br>*J.Garrett* –03 *ss*Shl.No.3–9,06<br>*Well deck* 1 *Dk (Stl) & Webframes*<br>*ss*Shl.No.1–04 | 2372<br>1806<br>1521 | ✝100A1 Shl *s*<br>11,[illegible] ✝LMC11,0 | 1888 W.Gray & Co. W Hartlepool<br>8mo A&CP | R.Ropner&Co. | 290·0 \| 38·1 \| 20·3<br>P33 Q88 B110 F84<br>Irp93 BK 10⁷<br>*WB = DBa* 96 | W.Hartlpl<br>British<br>*5 BHA 4p*<br>*f 108' 452t* | [illegible]<br>160lb *100lb* NDB93 212NHP<br>2SB,*6cf*,GS82,HS8168<br>Blair&Co.(Lim.),St[illegible] | 22 · 2 | |
| **895** [illegible] | **Huskisson** SteelScSp<br>[illegible] *ss*Liv.No.1–01<br>*Parry* –04 (*Tug*) 1 *Dk (Irn)* | 149<br>131<br>2<br>BS8 | ✝100A1 Liv<br>*For towing purposes*<br>2.04<br>✝LMC6,01 | 1896 J.Cran& Co. Leith<br>10mo *Lloyd's SA&CP* | AlexandraTowing Co.Ld. | 92·3 \| 20·1 \| 10·9<br>BK 6½ | Liverpool<br>British<br>*4 BHCem* | C.2Cy.21″&42″–27″<br>100lb 84NHP<br>1SB,*3cf*,GS58,HS1522<br>J.Cran&Co.,Leith | 12 · 0 | |
| **896** 113122 VCNF | **Hussar** SteelScSr<br>*H.J.Williams* –04<br>1 *D (Stl) & deep framing & Awng dk (Irn)* | 1255<br>1218<br>798 | ✝100A1 Nwe *n*<br>*Awng dk* Mch<br>*with freeboard*<br>11,04 6,03 ✝LMC8,03 | 1903 Tyne Iron S.B.Co.Ld. Newcastle<br>6mo *Lloyd's SA&CP* | Fisher,Renwick& Co's.Manchester-LondonStmrs,Ld.<br>*WB = Cell* | 220·0 \| 33·0 \| 14·8<br>21⁶<br>FK<br>*Ba & uE 78' f 96' 221t* | Manchestr<br>British<br>*5 BHCem*<br>*APT17t* | T.3Cy.17″,[illegible]&[illegible]–[illegible]<br>180lb *80lb* 149NHP<br>2SB,*4cf*,GS72,HS2560<br>N.E.MarineEngCoLd.Nwc. | 17 · 0<br>· 7 · 7 | |
| **897** 110049 QPNC | **Hutton** SteelScSr<br>*T.Bruce* –03 *ss*Shl.No.1–03<br>1 *Dk (Irn) & Spar dk (Irn) & Webframes* | 3597<br>3451<br>2346 | ✝100A1 Shl *u*<br>*Spar dk* Bry<br>11, [illegible] ✝LMC7,03 | 1899 T Turnbull & Son Whitby<br>1mo A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*)<br>*WB = DBa* | 351·4 \| 43·0 \| 20·6<br>P30 B72 F32 28⁵<br>FK<br>120 *uE 24' f 140' 810t* | London<br>British<br>*6 BHCem*<br>*APT40t* | T.3Cy.21″,30″&45″–42″<br>160lb *100lb* 281NHP<br>2SB,*1cf & 5rf*,GS128,HS4825<br>Blair&Co.Ld.Stockton | 21 · 3<br>· 6 · 10 | |
| **898** 102827 | **—** SteelPad<br>*G.Shed* –99 *ss*Lon.No.3–2,03<br>1 *Dk (pt Stl)* | 554<br>375<br>256 | ✝ A1 Lon<br>1,05 3,01<br>*For Woolwich Ferry purposes*<br>✝LMC2,03 | 1893 W.Simons & Co. Renfrew<br>11mo *Lloyd's SA&CP* | LondonCounty Council | 170·0 \| 42·1 \| 6·5<br>FK | London<br>British<br>*6 BHCem* | D.4Cy.38″–36″<br>40lb 93RHP<br>2SB,*4pf*,GS90,HS2644<br>W.Simons&Co.,Renfrew | 7 · 3 | BT |
| **899** 110026 RPWF | **Huxley** SteelScK<br>*H.H.Caspersen* 02–02 *ss*Gms.No.1–03<br>(*ex* Khedive) 1 *Dk*<br>*Elec.light* | 206<br>176<br>44 | ✝100A1 Gms<br>*Stm Trawler*<br>[illegible] 10,03 5,06<br>✝LMC10,03 | 1899 Smith's Dock Co.Ld North Shields<br>12mo *Lloyd's SA&CP* | G.P.Bidder<br>E.J.Allen, *Mgr.*) | 115·7 \| 21·1 \| 11·2<br>Q56 F20′<br>BK 7½ | Grimsby<br>British<br>*3 BHCem* | T.3Cy.12½″.19½″&32″–22½″<br>180lb (*s*) 52RHP<br>1SB,*2pf*,GS84,HS1048<br>G.T.Grey,SouthShields | 12 · 0 | |
| **900** Huzara Broken up 7/05 | **Huzara** SteelScSr<br>*H.McClelland* –03<br>TDJP 2 *Dks (Upt Irn pt Stl-ws) Str Bt* | 2078<br>1897<br>1336 | ✝ Lon *s*<br>4,86 | 1880 A.&J. Inglis Glasgow<br>2mo *WB* | BritishIndiaStm. Nav.Co.Ld. | 284·6 \| 35·2 \| 24·1<br>P39′ B27′ F38′<br>*= Cell DB 247' 303t* | Glasgow<br>British<br>*5 BHCem* | C.2Cy.34″&60″–45″<br>201NHP<br>A.&J.Inglis,Glasgow | 26 · 3 | |
| **901** 3650 JLHN | **Hven** IronScSr<br>*J.M.A.Fagerlund* 01–02 1 *Dk*<br>*Elec.light* | 294<br>147<br>202 | | 1882 MotalaCo. Gothenburg | SvenskaRederiak-tieb.Oresund (L.Beijer) | 137·1 \| 22·6 \| 8·7<br>Q48′ B60*t* H30*t* | Malmö<br>Swedish | C.2Cy.28½″&42½″–28½″<br>NB03 74NHP<br>MotalaCo.,Gothenburg | | |
| **902** Hvidingsö JHCS | **Hvidingsö** CompScSr<br>*O.Høren* –02 1 *Dk*<br>(*ex* Alpha) | 415<br>324<br>249 | | 1891 P.Larsson Thorsgog | Acties.Dpsk. Hvidingsö (N.Chr. Sörensen) | 141·9 \| 24·7 \| 12·6<br>Q23*t* B44*t* H10*t* F12*t* | Stavanger<br>Norwegian | C.2Cy.15½″&27½″–17½″<br>26NHP<br>P Larsson Thorskog | | NV |
| **903** 117481 | **Hyacinth** SteelScK<br>1 *Dk* | 79<br>74<br>18 | ✝100A1 Shl<br>*For fishing purposes*<br>8,03<br>✝LMC8,03 | 1903 Smith's Dock Co.Ld North Shields<br>8mo *Lloyd's SA&CP* | TheHerringFish-ingCo.Ld. | 80·0 \| 18·1 \| 8·3<br>BK 6⁶<br>*WB =* | Lowestoft<br>British<br>*3 BHCem*<br>*FPT 3t* | C.2Cy.10¾″&28″–16″<br>125lb 22RHP<br>1SB,*2pf*,GS19,HS477<br>MacColl&Pollock,Sld. | 9 · 6 | |
| **904** 115279 TJMF | **Hyacinthus** SteelSc4MstSr<br>*W.Fackrell* –03<br>2 *Dks (Stl) deep framing & Shelter dk (Stl)*<br>*Elec.light* *hold beams forehold* | 5756<br>5428<br>3656<br>3674 | ✝100A1 Bkn *b*†<br>*Shelter dk* Liv<br>11,04 10,08 ✝LMC6,03 | 1902 Palmers' Co.Ld. Newcastle<br>6mo *Lloyd's SA&CP* | Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs*)<br>*WB = Cell DBa* | 452·0 \| 52·2 \| 28·3<br>*Shade dk on Shelter dk* 132′ FK<br>115′ *uE & B89' f 178'* | Liverpool<br>British<br>*7 BHCem*<br>1207*t DT a* | T.3Cy.30″,50″&81½″–54″ (*s*)<br>180lb 642NHP<br>3DB,*18cf*,GS336,HS11442<br>Palmers Co.Ld.Newcastle<br>30′763*t FPT 170t APT 60t* | 31 · 2<br>· 5 · 11½ | |
| **905** 96503 KPVW | **Hyades** SteelScSr<br>*T.W.Garlick*<br>2 *Dks* | 3753<br>3329<br>2932 | | 1900 Maryland Steel Co. SparrowsPnt | BostonTowBoatCo | 331·5 \| 47·0 \| 25·0<br>P40′ B75′ F36′ | Boston<br>Utd. States<br>*WB* | T.3Cy.21″,35″&56″–42″<br>208NHP<br>MarylandStlCo.Baltimore | | RS |
| **906** 110588 RFTQ | **—** SteelScSr<br>*J.Fisher* –02 *ss*Liv.No.1–03<br>1 *Dk (Irn) & Spar dk (Irn)*<br>*Elec.light* *& deep framing* | 3352<br>3089<br>2090 | ✝100A1 Ant *c*<br>*Spar dk*<br>5,04<br>✝LMC7,03 | 1899 J.Blumer & Co. Sunderland<br>6mo A&CP *WB =* | Brit.& S.American StmNavCoLd (R.P. Houston&Co. *Mgs*)<br>*Cell DBa 96' uE & B* | 350·5 \| 47·0 \| 17·0<br>P30′ B164′ F92′ 24·9<br>FK<br>60′ *f 134' 757t FPT* | Liverpool<br>British<br>*6 BHCem*<br>123*t APT 82t* | T.3Cy.26″,43½″&72½″–48″ (*s*)<br>180lb 481NHP<br>3SB,*9cf*,GS189,HS7150<br>J.Dickinson&Sons,Ld.Sld. | 19 · 7<br>· 4 · 3½ | |
| **907** 110565 RBSQ | **Hyanthes** SteelScSr<br>~~*J.Borrie* –04~~<br>*EA Castle* –04 1 *Dk (Irn) & Spar dk (Irn)*<br>*Elec.light* *& deep framing* | 3427<br>3171<br>2121 | ✝100A1 Liv *w*<br>*Spar dk* Gls<br>11,04 2,04 ✝LMC6,03 | 1899 Bartram& Sons Sunderland<br>4mo A&CP *WB* | Brit.& S.American StmNavCoLd (R.P. Houston&Co. *Mgs*)<br>*= Cell DBa 96' uE &* | 350·0 \| 47·0 \| 16·9<br>P32′ B166′ F80′ 24·9<br>FK<br>B60′ *f 134' 767t FPT* | Liverpool<br>British<br>*6 BHCem*<br>134*t APT 44t* | T.3Cy.26″,43½″&72½″–48″ (*s*)<br>180lb 481NHP<br>3SB,*9cf*,GS189,HS7150<br>J.Dickinson&Sons,Ld.Sld. | 19 · 6<br>· 4 · 4 | |
| **908** 108840 RFJT | **Hydaspes** SteelSc4MstSr<br>~~*R.Skinner* –04~~ *ss*Hul.No.1–03<br>*Splatt* 2 *Dks (Stl) & deep framing &*<br>(*ex* Manchester Port) *Shelter dk (Irn)*<br>*Ref.Mchy.* *Elec.light* | 5658<br>5363<br>3636 | ✝100A1 Liv *b*†<br>*Shelter dk* Bry<br>[illegible] 2,04 ✝LMC2,03<br>2,05 | 1899 Palmers' Co.Ld. Newcastle<br>6mo A&CP | Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs*)<br>*WB = Cell DBa* | 452·0 \| 52·2 \| 28·2<br>FK<br>115′ *uE & B 88' f 179'* | Liverpool<br>British<br>*7 BHCem*<br>1207*t DT &* | T.3Cy.30″,50″&81½″–54″ (*s*)<br>180lb 642NHP<br>3DB,*18cf*,GS336,HS11679<br>Palmers Co.Ld.Nwc.<br>30′763*t FPT 170t APT 60t* | 31 · 2<br>· 5 · 11½ | |
| **909** 116131 TJQM | **Hydra** SteelScSr<br>*J.Smith* –02<br>1 *Dk (Stl) & Spar dk (Irn) & Webframes* | 4061<br>3810<br>2626 | ✝100A1 Bry *w*<br>*Spar dk* Bal<br>5,05 7,08 ✝LMC5,02 | 1902 Ropner& Son Stockton<br>5mo *Lloyd's SA&CP* | Gladstone&Co.<br>*WB = Cell DBa* | 350·0 \| 49·0 \| 19·2<br>P29′ B102′ F35 27·1<br>Irp03 FK<br>105′ *uE 26' f 152' 798t* | W.Hartlpl<br>British<br>*6 BHCem*<br>*APT 73t* | T.3Cy.26″,42½″&69½″–45″ (*s*)<br>180lb *80lb* 856NHP<br>2SB,*6rf*,GS127,HS5620<br>Blair&Co.Ld.Stockton | 21 · 9<br>· 6 · 0 | |
| **910** — | **—** SteelScSr<br>*A.Knudsen* –02<br>1 *Dk* | 1333<br>1228<br>881 | | 1899 WoodSkin-ner&Co.Ld Newcastle | Dpsksselsk.Hydra (Bruusgaard, Kjösterud&Co.) | 237·1 \| 35·1 \| 18·0<br>H74*t* F31*t* | Drammen<br>Norwegian<br>*WM* | T.3Cy.18½″,30″&49″–33″<br>138NHP<br>N.E.MarineCo.Ld.Nwc. | | N |
| **911** — HKLT | **—** IronScSr<br>*M.Kantis* 1 *Dk* | 347<br>—<br>218 | | 1856 Blackwood & Gordon Pt.Glasgow | NewHellenicStm. Nav.Soc. | 148·8 \| 21·9 \| 12·5 | Syra<br>Greek | 0.4Cy.15″&82″–24″<br>84NHP | | |
| **912** — | **—** SteelSc<br>*S.A.Monochartis* –99<br>1 *Dk* | 220<br>—<br>114 | | 1899 Stabilmnto Tecnico Trieste | G.E.Leousi | 140·0 \| 20·0 \| 11·6<br>F20′ | Piræus<br>Greek | T.3Cy.16″,20½″&34½″–20½″<br>53NHP<br>Stabilimento Tecnico,Tri. | | |
| **913** 107047 | **Hydrangea** SteelScK<br>*B.Thomas* –98<br>1 *Dk* | 145<br>144<br>28 | | 1896 Edwards Bros. North Shields | SouthernSteam TrawlingCoLd.<br>C.C.Morley, *Mgr.*) | 106·0 \| 20·6 \| 11·0<br>BK 7½ | Milford<br>British | T.3Cy.12″,18″&30″–21″<br>50RHP<br>N.E.MarineCo.(Lim.),Sld. | 11 · 10 | |

| 1 No. in Book. Official No. Wireless Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Measurement. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. Year of Survey. Where Surveyed. | 6 Built. When. Ship. Engines. | 7 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Repairs in which classed, if not in L. Date when last Boiler Survey. | 16 Date when last Shaft was open. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 914 HYE LEONG 86702 WCRM | *Quine* | Iron Sc Sr 1 *Dk* | 492 406 296 | | 1882 | Blackwood & Gordon Pt. Glasgow | Straits S.S. Co. Ld. | 180·6 \| 25·0 \| 12·2 Hc1t F24′ FK | Singapore British | C.2Cy.28″&56″–36″ NB01 114NH Blackwood&Gordon, P.Gl | | | |
| 915 HYENIK | *C. G. Benzenius* 93–86 (*ex* Bankchef Henriksen) 1 *Dk* *Irn* *Awng Dk* | Iron Sc Sr | 702 529 | † *Awng dk with freeboard* 4.51 Bgn | 1883 1 mo | Martens, Olsen & Co. Bergen | Corean Government | 173·9 \| 27·2 \| 13·3 19·2 *WB=DBa81′f75′* | Chemulpo Corean | C.2Cy.28″&41″–28″ 74NH 5 *BH Cem* 188t *APT*12t Martens, Olsen & Co., Bgn. | 13 ″ 10 | | |
| 916 HYGEIA W5960 | *S. Patrick* 82–90 | Steel Pad Sr | 987 719 427 | | 1890 | Napier, Shanks & Bell Glasgow | Huddart, Parker & Co. Proprietary Ld. | 300·0 \| 32·0 \| 11·3 | Melbourne British | T.4Cy.(2)28″,56″&86″–66″ FD 601NH Rankin & Blackmore, Grk. | | | |
| 917 HYLAS 110619 RKGN | ~~*L. J. Kerr* –03~~ *C. Muirhead* –04 ss Liv. No. 1–04 *Elec. light* | Steel Sc Sr 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* | 4233 3968 2749 | † 100 A1 *Spar dk* 8,04 ~~4,03~~ ~~8,07~~ | 1899 11 mo | AM'Millan & Son, Ld. Dumbarton A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgrs*) *WB=CellDBa* | 376·0 \| 48·0 \| 17·9 P30 B100′F36′ 26·4 ~~Hspd~~ FK 116′ *uE22′f*162′823*t* | Liverpool British | T.3Cy.26″,42″&69″–48″ (*s*) 180lb *80lb* 357NH 2SB,*6cf*,*gs*102,*hs*4401 FD Rankin & Blackmore, Gnk. | 20 ″ 6 – 6 ″ 3 | | 8,04 |
| 918 HYLTON 108235 PSWH | *W. Crosby* –98 ss Shl. No. 1–01 *Well deck* | Steel Sc Sr 1 *Dk(Irn)* 2 *tr B* | 1484 1148 899 | † 100 A1 Sld 6,016,08 BS5,01 LMC 2,0 | 1897 7 mo | Strand Slipway Co. Sunderland A&CP | W France, Fenwick & Co. Ld. *WB=CellDBa67′* | 250·2 \| 35·7 \| 16·0 P29′Q61′B50′F31′ FK *uE&B31′f*103′444*t* | London British 4 *BH Cem* 1 *PT*29*t* | T.3Cy.19″,31″&51″–36″ (*s*) 160lb *80lb* 159NH 1SB,*4pf*,*gs*60,*hs*2532 N.E. Marine Co. (Lim.), Sld. | 18 ″ 6 – 2 ″ 0½ | | 6,08 |
| 919 HYPATIA 115246 TFQM | *A. Brown* –04 *Elec. light* 2 *Dks(Stl)* & *deep framing* & *Shelter dk(Stl)* *hold Beams fore hold* | Steel Sc Sr | 5663 5371 3605 | † 100 A1 *Shelter dk* Bry Npt 10,015,08 5,05 LMC1,02 | 1902 1 mo | Palmers' Co. Ld. Newcastle *Lloyd's* *SA&CP* | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgs*) *WB=CellDBa* | 452·0 \| 52·2 \| 28·3 *Shade dk on Shelter dk* 132′ FK 115′ *uE&B*89′*f*178′ | Liverpool British 7 *BH Cem* 1207t *D T a* 760 765t *FPT*170t *APT*60t | T.3Cy.30″,50″&81½″–54″ (*s*) 180lb 642NH 3DB,*18cf*,*gs*386,*hs*11442 Palmers Co. Ld. Newcastle | 31 ″ 2 – 5 ″ 11½ | | ~~Last~~ 10,04 |
| 920 Surveyed 10,04 | *G. Fox* –03 | Iron Sc K (*Trawler*) 1 *Dk* | 148 137 55 | | 1893 | R. Craggs & Sons Stockton | R. Thompson | 100·0 \| 20·2 \| 10·9 Q19′F19′ BK 7½″ | Hartlpool British | T.3Cy.11½″,17″&28″–20″ 40RH Wstgrth Englsh&C., Mdb. | 11 ″ 8 | | |
| 921 HYPERIA 105342 PBVR | ~~*N. G. A. Tzimis* 03–03~~ (*ex* Pinners Point) *Sherlock* –04 | Steel Sc Sr ~~ss Lon. No. 1–03~~ 1 *Dk(Stl)* & *Spar dk(Irn)* 3 *tr B* ss Nwc. No. 2–03 | 3908 3580 2518 | † 100 A1 *Spar dk* Nwc Liv ~~1,06~~ 5,05 BS12,04 LMC 6,06 | 1895 9 mo | JL Thompson & Sons Ld. Sunderland A&CP | Brit. & S. American Stm Nav Co Ld (R. P. Houston & Co. *Mgs*) *WB=CellDBa* *WB=CellDBa* | 358·0 \| 45·2 \| 19·0 P41′B244′F43′ 27·0 FK 112′ *uE&B*38′*f*142′ | Liverpool British 6 *BH Cem* 766t *APT*75t | T.3Cy.26″,48″&70″–48″ (*s*) 160lb ~~*160lb*~~ *140lb* 350NH 2SB,*6rf*,*gs*144,*hs*5100 J. Dickinson & Sons, Ld. Sld. | 21 ″ 8 – 6 ″ 3 | | 8,08 |
| 922 HYPERION 551 HSKR | *S. af Klintenberg* 02–02 (*ex* Transit 5) 1 *Dk* & *Shelter dk* | Iron Sc Sr | 616 337 364 | | 1884 | Motala Co. Norrköping | Ångf. Aktieb. Södra Sverige (J. G. Setterwell) | 166·9 \| 25·0 \| 12·3 H42t 19·4 | Stockholm Swedish | C.2Cy.16½″,37½–26½ NE&B03 72NH Motala Co., Motala | | | |
| 923 HYPOLITE WORMS JMWR | *G. Vallin* 86–99 | Iron Sc 3 Mst Sr 2 *Dks* | 1071 922 569 | | 1882 | Lobnitz & Co. Renfrew | Worms & Cie. | 238·0 \| 31·6 \| 16·8 P42′ B81′ F39′ | Havre French | C.2Cy.32″&62″–42″ NB97 208NH *WB* Lobnitz & Co., Renfrew | | V | |
| 924 HYSON 112633 RKPT | *J. A. Davies* –01 *Elec. light* | Steel Sc Sr ss Bkn. No. 1–04 2 *Dks(Stl)* *deep framing* & *Web frames* | 6608 5966 4232 | † 100 A1 Brw Gls 4,05 ~~5,00~~ LMC 9,04 | 1899 11 mo | D & W Henderson & Co. Glasgow *Lloyd's* *SA&CP* | China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs.*) *WB=CellDBa* 121′ *uE&B*59′*f* | 450·0 \| 53·2 \| 31·1 P35′B169′F44′ FK | Liverpool British 7 *BH Cem* 206′ 1459t *DTa*30′985t *FPT*90t ~~*APT*80t~~ | T.3Cy.28½″,47″&78″–60″ (*s*) 180lb *90lb* 626NH 2DB,*12pf*,*gs*220,*hs*8988 FD D. & W. Henderson & Co. Gls | 34 ″ 0 – | BT till 4,04 10,05 | ~~Last~~ 10,04 |
| 925 HYSSOP 117510 | *J. Thomson* 03–03 | Steel Sc K 1 *Dk* | 88 81 17 | † 100 A1 Gls *For fishing purposes* 6,03 LMC 6,03 | 1903 6 mo | Ritchie, Graham & Milne Glasgow *Lloyd's* *SA&CP* | Thomson & Findlay | 80·0 \| 18·1 \| 8·0 BK 6′ *WB=FPT*7*t* | Banff British | C.2Cy.11″&23″–16″ (*s*) 125lb 20RH 1SB,2*pf*,*gs*20,*hs*513 Campbell & Calderwd, Psy. | 9 ″ 0 – | | |

** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned ■ character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is ■ Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N° | Nom du Navire. Matériaux. Gréement. etc. | | Tonnage | Détails de la Classification. | | | Construit. | | Armateurs. | Dimensions d'après la Double Superstructure, &c. | | | Port d'Armement. | Machines. | | | |
| Numéro Officiel. Signaux | Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | | Total. Sous le Pont. Net. | Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Force (nominale) Appliquée. Jaugé. Latitude. | Navires. Mach. | Par qui. Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NB—Force en chevaux d'après les formules de la Société. BP—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **I. J. Merritt** | WoodScSr | 354 | | | | 1884 | Brown | Merritt&Chapman Derrick& Wrecking Co. | 141·6 | 28·9 | 13·6 | New York | C.2Cy.22″&38″–30″ | | | |
| London KPML | *D. A. Wolcott* 84–84 | | — | | | | | Tottenville, N.Y. | | | | | Utd. States | NB99 66NHP | | | |
| | | 2 *Dks* | 177 | | | | | | | | | | | | | | |
| 2 | **I. L. Lassen** | SteelScSr | 2053 | "J.L.Lassen," | | | 1903 | Schömer& Sönning | J. Jost | 273·0 | 39·6 | 16·0 | Flensburg | T.3Cy.19¾″,32¼″&58½″–36½″ | | | G |
| | *A. Klevenhusen* 96–08 | *Shelter dk* | 1309 | | | | | Tönning | | P12′Q149′ | B88′F29′ | | German | 169NHP | | | |
| | *Elec. light* | 1 *Dk* | | | | | | | | | | | WB | Schömer&Jensen, Tönning | | | |
| 3 | **Iago** | SteelScSr | 2400 | | | | 1889 | R. Dixon& Co. Middlesbro' | T. Wilson, Sons& Co. Ld. | 295·1 | 38·1 | 20·0 | Hull | T.3Cy.23″,37″&61″–42″ | 22 | 9 | |
| 95781 | *J. Wilkins* –03 | | 1818 | | | | | | | Q122′ | B114 | F30′ | British | 241NHP | | | |
| LBNW | *Well deck* | 1 *Dk*; *Webframes* | 1572 | | | | | | | | | | WB | G. Clark, Sunderland | | | |
| 4 | **Iaqua** | WoodScSr | 712 | | | | 1900 | H. D. Bendixen Eureka, Cal. | Shingle Manufacturers Association of Humboldt County | 189·9 | 36·4 | 12·9 | Eureka, Cal. Utd. States | Utd. Eng. Works, S. Frisco | | | |
| 100715 | *T. Gunderson* –01 | 1 *Dk* | — | | | | | | | | | | | | | | |
| KQFL | | *Fitted for Liquid Fuel* | 459 | | | | | | | | | | | | | | |
| 5 | **Ibadan** | SteelTwinScSr | 793 | | | | 1896 | David J. Dunlop&Co. Port Glasgow | F. S. Clarke | 204·1 | 35·1 | 12·3 | London British | T.6Cy.11″,18″&28″–24″ | | | |
| 105822 | *J. Westcott* –01 | 1 *Dk* | 678 | | | | | | | P32′B52′F30′ | | | | 85RH | | | |
| PGTD | | | 473 | | | | | | | | | | WB | D. J. Dunlop&Co., Pt. Gls. | | | |
| 6 | **Ibaizabal** | IronScSr | 742 | Bbo | *l* | | 1871 | Bckhouse& Dixon Middlesbro' | Ybarra&Co. | 198·0 | 28·4 | 16·4 | Seville Spanish | C.2Cy.26″&52″–36″ | | | |
| | *E. Gondra* | *ss* Cff. No.3–5,82 | 643 | 11,91 | | | 6mo | | | P52′F34′ | pt ND82 | | | NB82 135NHP | | | |
| HNTC | (*ex* Ybarra No.2) *ss* Bbo. No.1–86 | 1 *Dk* 2 *tr B* | 417 | | | | | | | *WB = DBa&c* | | | | *BHCem* | | | |
| 7 | **Ibeno** | SteelScSr | 261 | 100A1 | Liv | *c* | 1901 | Bow, Mc Lachlan&Co. Ld. Paisley | African Assoc. Ld. | 120·0 | 24·0 | 7·3 | Liverpool British | C.2Cy.13″&26″–18″ | *s* | 8 | 2 |
| 113486 | *J. Williams* –03 | | 170 | 8.01 | | | 7mo | | | Q37′F18′ | | FK | 3 *BHCem* | 120lb 28RH | *s* | 1 | 0 |
| | *Well deck* | 1 *Dk* (*Stl*) | 115 | | LMC7,04 | | | | | | | | 39 *tAPT* 8 *t* | 1SB, 2 *pf*, GS29, HS696 | | | |
| | *Mchy. Aft* | | | | | | *Lloyd's* | *A&CP* | | *WB = FPT* | | | | Bow, McLachln&Co Ld Psy | | | |
| 8 | **Iberia** | IronScSr | 2033 | | | | 1880 | Scott&Co. Greenock | A. Lupo Gesulfo | 321·4 | 34·3 | 26·0 | M. Video Uruguayan | C.2Cy.24½″&56″–52″ | | | V |
| Broken up 6, Wartarell | –02 | | 1842 | | | | | | | | | | | 188NHP | | | |
| | (*ex* Cyclops) | 2 *Dks* 3 *tr B* | 1263 | | | | | | | | | | | Greenock Foundry Co. Grk | | | |
| 9 | — | IronScSr | 1564 | 100A1 | Sws | *r* | 1880 | J Readhead &Co. S. Shields | Iberia S.S.Co.Ld. (J.H.Wackerbarth &Co.) | 255·0 | 34·2 | 28·0 | S. Shields British | C.2Cy.31″&59″–36″ | | 24 | 2 |
| 81969 | *McCarthy* | *ss* Shl. No.3–3,93 | 1465 | 12.04 | Gls | | 4mo | | | P27′F24′ | | | | 70lb *90lb* NDB02 154NHP | *s* | 4 | 0 |
| TKSH | (*ex* Saint Gothard) | *ss* Ard. No.2–02 | 966 | MS5,03 | LMC | | | | | ND02 | | BK9″ | *4 BHCem* | 2SB, 4 *pf*, GS66, HS2497 | | | |
| | | 2 *Dks* (1 *Irn*) 3 *tr B* | | BS5,04 | | | | | | | | | 78′*f* 66′268 *t* | J. Readhead&Co. S. Shields | | | |
| 10 | — | SteelScSr | 1415 | 100A1 | Got | *p* | 1903 | Lindholmens M.V. Gothenburg | Förnyade Ångf. Aktieb. Svenska Lloyd (W. Frodi) | 237·3 | 35·3 | 15·3 | Gothenburg Swedish | T.3Cy.19½″,31½″&53″–36″ | *s* | 17 | 9 |
| 4199 | ~~*N.C. Jansson* 03–04~~ | *N.J. Forsblad* 01–05 | 971 | ~~6,04~~ ~~6,05~~ | ~~Gn Skm~~ | | 9mo | | | P&B144′F69′ | | FK | 4 *BHCem* | 175lb *80lb* 186NHP | *s* | 1 | 6 |
| JNLC | | 1 *Dk* (*Stl*) & *deep framing* | 760 | | LMC8,04 | | *Lloyd's* | *A&CP* | *WB = Cell DBa* 58′ *u E&f* | B38′*f* 106′345 *t FPT* | | | 37 *tAPT* 48 *t* | 2SB, 4 *cf*, GS80, HS2950 | | | |
| | *Elec. light* | *Well deck* | | | | | | | | | | | | Motala V. Nya Akt. Motala | | | |
| 11 | — | SteelSc | 1228 | 100A1 | Rot | *n* | 1884 | L. Smit& Zoon Kinderdyk | W.H.Muller&Co. (W.H.Muller&Co.'s Mij. tot exploitatie van Sleepdiensten (W.H.Muller&Co., *Mgrs.*)) | 250·8 | 32·2 | 15·5 | Rotterdam Dutch | C.2Cy.27″&52″–33″ | (r) | 18 | 9 |
| | *L. Teensma* | *ss* Rot. No.3–3,97 | 1049 | 4,03 ~~4,06~~ | | | 6mo | | | B60′F26′ | | | | 90lb *85lb* NDB97 132NHP | | | |
| PCFB | | *ss* Rot. No. ~~1–02~~ 2–03 | 766 | ~~BS4,04~~ | LMC ~~4,04~~ 4,03 | | *Lloyd* | *A&CP* | *B = DBu* 63 *f* 88 *qu* | ND02 | | BK8 | 1 DB, 6 *pf*, GS88, HS2272 | | | | |
| | | 1 *Dk* (*Irn*) 2 *tr B* | | | | | | | | | | | *E&f B* 40′285 *t* | Kon Maats. de Schld. Flshng | | | |
| 12 | — | SteelTwinScSr | 800 | | | | 1904 | Cie. Française de Nav. Nantes | Cie. Franç. de Nav. &de Const. Nav. | 257·9 | 29·5 | 16·2 | Nantes French | T.6Cy.19 $\frac{11}{16}$″,31½″&51 $\frac{13}{16}$″–31½″ | | | |
| | | 2 *Dks* | | | | | | | | | | | | 305NHP | | | |
| | | | | | | | | | | | | | | Cie. Franç. de Nav. Lyons | | | |
| 13 | — | IronScSr | 503 | | | | 1891 | Bergens Mek. Værks. Bergen | J. L. Mowinckel& Søn | 147·0 | 24·7 | 18·7 | Bergen Norwegian | T.3Cy.12¾″,20″&31½″–24″ | | | N |
| Name changed to "Dorothy," See No. 27 in Supp. | *S. Jakobsen* 95–96 | 1 *Dk*; *Awng Dk* | 497 | | | | | | | | | | WB | 49NHP | | | |
| | | | 802 | | | | | | | | | | | Bergens Mek. Værks., Bgn | | | |
| 14 | **Iberian** | SteelScSr | 5223 | 100A1 | Liv | *a*† | 1900 | Sir J. Laing &Sons, Ld. Sunderland | F. Leyland&Co. (1900), Ld. | 437·0 | 48·8 | 29·9 | Liverpool British | T.3Cy.25″,41½″&71″–60″ | (s) | 33 | 0 |
| 113367 | *T. B. Jago* –03 | *ss* Mch. No.1–04 | 4917 | *Shelter dk* | Mch | | 6mo | | | B on *Shelter dk* 108′ | | | | 200lb *100lb* 470NHP | *s* | 7 | 1 |
| RQNM | | 3 *Dks* (*Stl*) & *Shelter dk* (*Stl–pt* ws) | 3347 | ~~7,08~~ 6,05 ~~7,09~~ | LMC ~~7,09~~ 7,08 | | *Lloyd's* | *A&CP* | | ~~Awp 08~~ | FK&BK2½ | | 7 *BHCem* | 2DB, 12 *cf*, GS198, HS7570 | | | |
| | *Elec. light* | | | | | | | | *WB = Cell* | *DBa* 111 *u E&f B* 67′ | | | *f* 134′ 901 *t* | J. Dickinson&Sons, Ld. Sld. | | | |
| | *Ref. Mchy.* | | | | | | | | | | | | *Ta* 50′ 850 *t FPT* 72 *t APT* 54 *t* | | | | |
| 15 | **Ibex** | SteelScSr | 2397 | 100A1 | Shl | *s* | 1895 | Irvine& Co. W Hartlepool | Ibex S.S.Ld. (Jackson, Bros. &Cory) | 296·0 | 39·1 | 19·2 | London British | T.3Cy.22″,35″&59″–39″ | (s) | 21 | 8 |
| 104847 | ~~*J. H. Winks* 00~~ | *ss* Nwc. No.2–03 | 1807 | 11,04 ~~2,04~~ | Cff | | 8mo | | | P31′Q82′B120′F33′ | | BK9″ | 5 *BHCem* | 160lb *70lb* 217NHP | *s* | 1 | 11 |
| PCFW | *Well deck Hunter* –04 | 1 *Dk* (*pt Irn & pt Stl*) & *Webframes* | 1519 | BS9,04 | LMC6,08 | | *Lloyd's* | *A&CP* | *WB = Cell DB a&c u E* 120′ *f* 108′ 421 *t* | | | | *APT* 27 *t* | 2SB, 6 *cf*, GS89, HS3264 | | | |
| | | | | | | | | | | | | | | T. Richardsn&Sns, Ld. Hpl. | | | |
| 16 | — | SteelTwinScSr | 1062 | | | | 1891 | Laird Bros. Birkenhead | Gt. Western Rly. Co | 265·0 | 32·6 | 14·2 | Milford British | T.6Cy.22″,34″&51″–33″ | | 15 | 6 |
| 98375 | *C. Longdon* –04 | | 708 | | | | | | | P58′B&F180′ | | BK7″ | | 299NHP | | | |
| MGWB | *Elec. light* | 2 *Dks* | 282 | | | | | | | | | | WB | Laird Bros., Birkenhead | | | |
| 17 | **Ibis** | IronScSr | 1469 | 100A1 | Hul | *q* | 1882 | R. Dixon& Co. Middlesbro' | Ångf. Aktieb. Ibis (K.O.F. Dalman) | 260·4 | 35·2 | 17·4 | Gothenburg Swedish | C.2Cy.38″&62″–39″ | (s) | | |
| 646 | *L.J.N. Westrom* –08 | *ss* Got. No.3–4,94 | 1155 | ~~5,02~~ 5,03 | Hul Bly | | 9mo | | | Q99′B62′H35 *t* F31 | | BK9″ | 4 *BHCem* | 65lb 188NHP | | | |
| HTSG | (*ex* Louise) | *ss* Got. No.2–01 | 869 | MS4,01 | LMC | | | | | | | | | 1DB, 4 *pf*, GS67, HS3107 | | | |
| | *Well deck* | 1 *Dk* (*Irn*) 2 *tr B* | | ~~2,06~~ | | | A&CP | | *WB = DBa* 74′ *f* 42′ *qu* | | | | *E&f B* 44′ 387 *t* | Blair&Co. (Lim.), Stockton | | | |
| 18 | — | SteelScSr | 1194 | 100A1 | Liv | *o* | 1888 | WB Thmpson&Co (Lim) Dundee | Antwerp SS. Co. Ld. (J. Defty, *Mgr.*) | 250·0 | 32·2 | 15·4 | Cork British | T.3Cy.21″,36″&58″–42″ | (s) | 18 | 3 |
| 92 16 | *W. A. Warman* 91–01 | *ss* Liv. No.3–6,00 | 958 | 7,04 ~~7,01~~ | Lon | | 6mo | | | P109′B28′F46 | | | 2 *BHCem* | 160lb 60″ NDB00 205NHP | | 2 | 8½ |
| KSPN | | *ss* Lon. No.1–04 2 *Dks* (1 *Irn*) | 612 | ~~BS5,06~~ | LMC6,00 | | | | | | | | 15′*f* 111′182 *t* | 2SB, 6 *cf*, GS104, HS2867 | | | |
| | | | | | | | | | | *WB = Cell DBa* | | | | W.B. Thmpsn&Co. Ld. Dun. | | | |
| 19 | — | IronSc | 171 | | | | 1881 | J. Payne Bristol | Wilson Brs. Bobbin Co. Ld. (E.W. Turner, *Mgr.*) | 110·2 | 20·1 | 9·0 | Garston British | C.2Cy.14″&27″–20″ | | | C |
| 82554 | *D. Cameron* –08 | | 149 | | | | | | | Qsr | | | | NE&B90 35RHP | | | |
| HWML | | 1 *Dk* | 64 | | | | | | | | | | | Muir&Houston, Gls. | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Gross / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Port of Survey. | Years since last Special Survey. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners | Register Dimensions Deck Erections, &c. Length | Breadth | Depth | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ. HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard. ft. in | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>118773 | Ibis<br>*H.G.Foot*08–08<br>1 *Dk* | 168<br>160<br>49 | ✠100A1<br>*Stm Trawler*<br>9,0 | Goo | Hul | 1903<br>9mo | GooleS.B. &Repairing Co.Ld Goole<br>*Lloyd's SA&CP* | KelsallBros.& Beeching,Ld. J.E. A.Kelsall, *Mgr.* | 110·3 \| 20·9 \| 11·1<br>BK7½<br>*WB=Deeptank* | Hull<br>British | 1.3Cy.12″,18″&30″–21″ (*s*)<br>160 lb 45RHP<br>1SB.*2pf*.GS26,HS80<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 21<br>Wrecked 3.04<br>MTFH | —<br>*T. Henderson* –02<br>1 *Dk* | 142<br>136<br>44 | | | SteelScK | 1892 | W.Hamilton&Co. Pt.Glasgow | P.Johnstone | 100·2 \| 20·5 \| 10·6<br>Q17′F18′<br>BK7½″ | Aberdeen<br>British | T.3Cy.11″,17″&27″–32″<br>45RHP<br>D.Rowan&Son,Glasgow | 11 ″ 11 | |
| 22<br>HKND | Ibuki Maru<br>(*ex*Else)<br>1 *Dk*(*Awng dk*) | 1047<br>934<br>649 | | | SteelScSr | 1888 | Blohm& Voss Hamburg | FujinoShirobei | 212·3 \| 29·4 \| 19·8<br>B28′<br>*WB* | Kobé<br>Japanese | T.3Cy.15¼″,24½″&39½″–33″<br>90NHP<br>Blohm&Voss,Hamburg | | |
| 23<br>HJVQ | Iburi Maru<br>*M.Ito*<br>(*ex*Cardiganshire) *ss*Lon.No.2–01<br>2 *Dks*(1 *Irn*&1 *pt Irn*)*3tr B* | 2532<br>2319<br>1806 | ✠<br>10,97 | Shi | *t* | 1883 | Swan& Hunter Newcastle | HokkaidoTanko TetsudoKabushiki Kaisha | 314·4 \| 36·7 \| 24·3<br>P28′B54′F33′<br>BK10″<br>*WB=Cell* | Tokio<br>Japanese | C.2Cy.38″&70″–45″<br>258NHP<br>2SB.*6pf*.GS150,HS4185<br>R.&W.Hawthorn.Nwc | 27 ″ 0 | |
| 24<br>HGLF | Icamyaba<br>1 *Dk* | —<br>—<br>200 | | | IronPad | 1862 | Laird Bros. Birkenhead | AmazonStm.Nav. Co.Ld. | 160·0 \| 24·0 \| 11·0<br>P48′ | Para<br>Brazilian | 2Cy.39″–48″<br>162NHP<br>LairdBros.,Birkenhead | | |
| 25<br>87322 | Iceberg<br>*G.Chapman* –82<br>1 *Dk* | 285<br>239<br>168 | | | IronScCtr | 1882 | J.W.Sutton &Co. Brisbane | HowardSmithCo. Ld. | 127·5 \| 25·0 \| 9·2 | Brisbane<br>British | T.3Cy.10″,16″&26″–18″<br>E *made* 86 10RHP<br>Maats.deSchelde,Flushing | | |
| 26<br>116357<br>TVDR | Iceland<br>*J.McKelvie*76–03<br>*Elec.light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)*3tr B*<br>*in foreholds,deep framing A ft* | 1501<br>1364<br>869<br>4,05 | ✠100A1<br>*Spar dk*<br>*withfreeboard* | Liv | *t* | 1903<br>2mo | Barclay, Curle& Co.Ld Glasgow<br>*Lloyd's SA&CP* | Liverpool&HamburgS.S.Co. (D.Currie&Co.) | 255·0 \| 35·0 \| 13·8<br>B70′F35′ 21·0<br>FK&BK2″<br>*WB=Cell DBa*60′ *Es*/*B*31′ *f*98′ 271*t* | Liverpool<br>British | T.3Cy.20½″,34″&55″–42″ (*s*)<br>180lb *85lb* 217NHP<br>2SB.*6cf*,GS102,HS3400<br>Barclay,Curle&Co.Ld.Gls.<br>*FPT3st APT* 26*t* | 16 ″ 0<br>4 ″ 4½ | 3,04 |
| 27<br>81276<br>LJWF | —<br>*W.H.Bowden* –00<br>*Mchy.Aft* | 423<br>398<br>287 | | | WoodScBk<br>1 *Dk* | 1872 | A.Stephen &Sons Dundee | D.Murray&Son | 150·5 \| 27·3 \| 16·4<br>F22*t* | Glasgow<br>British | C.2Cy.22″&44″<br>70RHP<br>PearceBros.,Dundee | | |
| 28<br>114512 | Ich Dien<br>*J.Potter*01–01<br>1 *Dk* | 155<br>146<br>40 | ✠100A1<br>*Stm Trawler*<br>6,02 | Shl | | 1901<br>11mo | Smith's Dock Co.Ld North Shields<br>*Lloyd's SA&CP* | PotterStmFishing Co.Ld. | 102·0 \| 20·2 \| 10·6<br>BK7½″ | N.Shields<br>British | T.3Cy.11″,18″&30″–22″ (*s*)<br>180lb 46RHP<br>1SB,*2pf*,GS29,HS1030<br>G.T.Grey,SouthShields | 11 ″ 9 | |
| 29<br>77438<br>QWKS | —<br>*W.J.Francis*<br>*ss*Lon.3rd No.3–2,<br>1 *Dk* | 87<br>87<br>24 | ✠ A1<br>*For Tug purposes*<br>2,05 | Lon | | 1877<br>8mo | Cunliffe& Dunlop Pt.Glasgow<br>A&CP | AberdeenStm Nav. Co. | 94·8 \| 17·1 \| 8·7<br>ND96 BK6″ | Aberdeen<br>British | C.2Cy.17″&30″–20″ (*i*)<br>65lb 40RHP<br>1SB,*2pf*,GS27,HS648<br>Cunliffe&Dunlop,P.Gls. | | BT till 1,06 | 3,04 |
| 30<br>108353<br>QCVF | Ichang<br>*W.L.Jones* –99<br>2 *Dks* | 1984<br>1777<br>1228 | | | SteelScSr | 1898 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·5 \| 38·2 \| 21·4<br>P20′B70′F30′ | London<br>British | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.Greenock<br>*WB* | | | |
| 31<br>HNTG | Ida<br>*I.Tribisarrospe* –99 (*ex*Pérou)<br>1 *Dk*&*Spar dk*&*3tr B* | 3091<br>2840<br>1805 | | | SteelSc3MstSr | 1890 | J.Laing Sunderland | Linea deVap.Serra | 340·0 \| 41·1 \| 18·6<br>B78′F34′ 26·3<br>BK10″<br>*WB* | Bilbao<br>Spanish | T.3Cy.24½″,40″&66″–45″<br>303NHP<br>G.Clark,Ld.Sunderland | 21 ″ 3 | V | |
| 32<br>380<br>PTSC | —<br>*F.Raggio* –00 *ss*Brs.No.3–5.97<br>(*ex*Manitou,*ex*Spenser) *ss*Gen.No.1–02<br>2 *Dks*(1 *Irn*&1 *pt Irn*)*3tr B* | 2760<br>2412<br>1808 | ✠100A1<br>2,05 | Cff<br>Gen | *u* | 1885<br>9mo | Oswald, Mord'nt&Co. Southampton<br>*Lloyd's SA&CP* | G.B.Sturlese | 312·0 \| 38·7 \| 26·8<br>P36′B66′F44′<br>BK10″<br>*WB=DBa*76′&*u* | Genoa<br>Italian | C.2Cy.30½″&70″–48″ (*a*)<br>100lb *100lb* NDB00 283NHP<br>2DB,*8f*,GS154<br>Oswald,Mordaunt&C.,Sou. | 28 ″ 5<br>s 5 ″ 8 | ~~6,02~~<br>2,05 | |
| 33<br>40 | —<br>*A.Ferrentino* –04 *ss*Lgn.2nd No.3–2,04<br>(*ex*Elmdene,*ex*Clan Alpine)<br>2 *Dks*(*Ulrn–ws*)*3tr B* | 2092<br>1853<br>1355 | ✠100A1<br>8,01 | Lgn<br>Lon | *s* | 1878<br>9mo | A.Stephen &Sons Glasgow<br>A&CP | Saporta&Naar (P.Tassi, *Mgr.*) | 305·6 \| 34·8 \| 24·2<br>P13′B38′F36′<br>ND91 BK10″<br>*WB=MTa*24′ | Leghorn<br>Italian | T.3Cy.22″,34″&59″–42″ (*s*)<br>160lb *50lb* NDB89 210NHP<br>1SB,*2pf*,*Hcf*,GS50HS2338 FD<br>*Tpd*.89J.Howden&Co.Gls. | 25 ″ 7 | 9,03 | |
| 34<br>2873<br>JGMK | —<br>*J.W.Jönsson*00–00<br>(*ex*Zealous) *ss*Hbg 2nd No.3–4,02<br>*Well deck* 1 *Dk*(*Irn*)*2tr B* | 1323<br>1064<br>805 | ✠100A1<br>6,04 | Skm<br>Shl | *p* | 1877<br>5mo | R.Dixon& Co. Middlesbro'<br>A&CP | J.Jönsson | 250·0 \| 32·8 \| 16·8<br>Q99′B59′F26′<br>BK9″<br>*WB=DBa*80′ *f*78′ &*u* | Hlsngborg<br>Swedish | C.2Cy.30″&55″–36″<br>75lb *90lb* NDB04 143NHP<br>1DB.*4pf*.GS48,HS2453<br>Blair&Co.(Lim.),Stockton | 19 ″ 6 | ~~10,02~~<br>6,04 | |
| 35<br>JVSH | —<br>*F.Pedersen* (*ex*Stella)<br>*Well deck* 1 *Dk*2*tr B* | 1323<br>1038<br>818 | | | IronScSr | 1883 | Martens. Olsen&Co. Bergen | K.Knutzen | 236·0 \| 34·8 \| 15·0<br>Q74′B71′F28′<br>BK8½″<br>*WB* | Haugesnd<br>Norwegian | C.2Cy.30″&57″–33″<br>151NHP<br>Martens,Olsen&Co.Bgn. | 17 ″ 6 | N | |
| 36<br>88741<br>JCBR | —<br>*W.M.Devine*98–03 *ss*Shl.No.3–3.96<br>*ss*Nwc No.2–04<br>*Well deck* 1 *Dk*(*Irn*)*2tr B* | 1204<br>898<br>739 | ✠100A1<br>10,04 | Nwc | | 1883<br>8mo | A.Hall& Co. Aberden<br>*Lloyd's SA&CP* | Pyman,Bell&Co., Ld. | 239·9 \| 34·0 \| 16·1<br>Q92′B52′F32′<br>BK8½″<br>*WB=DBa* | Newcastle<br>British | C.2Cy.30″&55″–36″ (*b*)<br>80lb *80lb* NDB04 143NHP<br>2SB.*4pf*.GS52,HS2391<br>Blair&Co.(Lim.),Stockton | 17 ″ 1<br>s 1 ″ 8 | ~~2,03~~<br>7,04 | |
| 37<br>*P.Limitri*<br>*Bowen* –04 | —<br>*ss*B.As.No.3–5,02<br>1 *Dk*(*Stl*) | *561*<br>*492*<br>*335* | ✠90A1<br>3,05 | B. As | *h* | 1889<br>11mo | NavalCon. Co.(Lim.) Barrow<br>*Lloyd's SA&CP* | M.Vucassovich | 166·0 \| 32·1 \| 11·8<br>B40′F20′<br>drp03 FK<br>*WB=FPT* 37*t APT* 32*t* | Bns.Ayres<br>Argentine | T.3Cy.17″,26½″&42″–24″ (*s*)<br>150lb *65lb* 88NHP<br>1SB,*3rf*,GS54,HS1403<br>NavalCon.Co.(Lim.),Brw. | 12 ″ 6 | ~~2,03~~<br>3,04 | |
| 38<br>115956<br>TVCK | —<br>*Rhodes* –03<br>1 *Dk* | 322<br>265<br>159 | | | SteelTwinSc | 1903 | Lobnitz, &Co.Ld. Renfrew | F.&A.Swanzy | 145·0 \| 26·4 \| 8·9<br>B20′F18′ | London<br>British | C.4Cy.10″&22″–18″<br>51RHP<br>Lobnitz&Co.Ld.Renfrew | | | |
| 39<br>88564 | —<br>1 *Dk*&*Spar dk* | 247<br>84<br>153 | | | WoodSc | 1884 | RathbnCo. Desernto,Ont | J.Larwiere | 95·6 \| 20·6 \| 6·2<br>H59*t* | Ottawa<br>British | 1Cy.12″–14″<br>75RHP<br>Black Bros.,Brockville,Ont. | | | |
| 40<br>JNLM | —<br>*Solgrain*02– (*ex*MortjeFlors) | 217<br>192<br>81 | | | IronScSr | 1858 | Richardsn, Duck&Co. Stockton | Cie.Mar.L'Armoricaine (ALegal&D. deKersabiec, *Mgs.*) | 137·7 \| 20·2 \| 10·0<br>Q6*t* | Nantes<br>French | C.2Cy.16½″&31½″–24″<br>NE74 40NHP<br>L.Gilhet,Nantes | | | |
| 41<br>55476 | —<br>1 *Dk* | 172<br>172<br>76 | | | IronPadSp | 1867 | Malcomson Bros. Waterford | WaterfordSSCoLd | 148·6 \| 19·1 \| 8·7 | Waterford<br>British | O.2Cy.33″–39″<br>NE68NB80 75RHP<br>J.Jack&Co.,Liverpool | | BT till ~~1,04~~ 11,04 | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Navire. Mach. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Enregistrement / Pavillon | Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les Inscriptions de la Société. Réelle force en chevaux d'après les papiers du bateau. Détails des Chaudières & Foyers. Nom du constructeur des machines. | Poids | |
|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Ida** WoodScK (*ex*BillieBarlow) | 137 / 135 / 87 | | 1892 R.Davis Brisbane Water | L.Vidal | 92·0 21·6 6·0 F7t | Noumea French | T.3Cy.6½″,10″&17″–14″ 108NH Plenty&Sons,Newbury | | |
| 43 Idaho 118786 VJPH | SteelSc4MatSr *G.J.Loveridge* –03 *Elec.light* 2*Dks*&*Shelter dk* | 488 / 457 / 309 | | 1903 Earle'sCo. Ld. Hull | T.Wilson Sons& Co.Ld. | 100·3 50·3 29·8 | Hull British *WL* | Q.4Cy.24″,39½″,48″&70″–51″ 350NH Earle'sCo.Ld.Hull | | C |
| 44 Idalina (*ex*Caduceus) | IronSc3MstSr *ss*Shl.2nd No.8–4,00 *ss*Bry.No.1–04 2*Dks*(1*Irn*)3*tr B* | 1787 / 1681 / 1114 | ✠100A1 1,01 Bry *r* | 1874 Palmers' 11mo Co.Ld. Newcastle A&CP | J.Vance | 282·0 33·3 24·2 R40′F32′ N90 BK9½′ WB=*DBa* | R.Janeiro Brazilian | C.2Cy.30″&61″–36″ 5 *BHCem* 80′*f*64′244*t* | 25 · 10 · 4 · 11 | |
| 45 Idar 09379 KSQN | SteelScSr *D.Milne* –97 *ss*Bry.No.3–5,00 *ss*Bku.No.1–04 2*Dks*(*Stl*)3*tr B* | 4044 / 3913 / 2616 | ✠100A1 1,00 8,04 Hal LMC 8,04 S4,05 | 1888 Harland& Wolff Belfast *Lloyd's A&CP* | IdarS.S.Co.Ld. (E.Bates&Sons) | 400·0 45·2 28·2 P40′B78′F47′ BK9 WB=*CellDB*316 | Liverpool British 6 *BHCem* 861*tAPT*21*t* | T.3Cy.29″,45″&74″–54″ 160lb *50″* 4 NH 2DB,12*cf*,gs224,us6598 Harland&Wolff,Belfast | 31 · 3 · 17 · 3½ | |
| 46 Iddo 112791 SDKI | SteelTwinScSr *H.Watterson* –03 1*Dk*(*Stl*–ws) | 966 / 812 / 588 | ✠90A1 10,03 Ham *m* LMC12,00 | 1901 Lndnderry 1mo SB.&E.Co.Ltd Londonderry *Lloyd's A&CP* | AfricanS.S.Co. Elder,Dempster& Co.,*Mgrs.*) | 219·8 36·2 18·1 P29′B57′F29′ FK WB=*FPT*73*t* | London British 5 *BHCem* *APT*42*t* | C.4Cy.18″&36″–24″ 100lb *100lb* 114NH 2SB,4*pf*,gs76,us1968 McKie&Baxter,Glasgow | 14 · 0 · 2 · 3 | |
| 47 Idlewild 08873 LNGF | IronScSr *J.Simpson* *ss*Shl.2nd No.3–7,96 *ss*Shl.No.1–01 1*Dk*2*tr B* | 785 / 684 / 474 | ✠90A1 1,01 Shl *m* LMC7,01 MS1,04 | 1872 Iliff& 9mo Mounsey Sunderland A&CP | MetropolitanS.S. Co.Ld. — | 212·0 28·4 15·9 Q32′B39′F14 drp02 WB=*I* | London British 3 *BHCem* *Bs*59′*f*26′ | C.2Cy.24½″&47″–33″ 75lb *80lb* NDN94 90NH 1SB,3*pf*,GS ,us11674 NB8 G.Clark,Sunderland | 17 · 1 · 2 · 7 | |
| 48 Idlewild 86595 | IronPad *J.Lockridge* (*ex*GraceMcMillan) | 363 / — / 284 | | 1879 Detroit Dry Dock Co. Wyandotte | DariusColeTrans-portationCo. | 186·0 26·0 7·4 len.90 | Pt.Huron, Mich. Utd.States | B.1Cy.32″–120″ NB98 86NH Fletcher&Co.Hoboken | | |
| 49 Idomeneus 110556 QVSR | SteelScSr *H.Nish*82–04 2*Dks* | 6692 / 4250 | | 1899 Scott&Co. Greenock | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 441·8 52·6 30·3 P50′B154′F58′ | Liverpool British *WL* | T.3Cy.29″,50″&82″–60″ 521NH Scott&Co.Greenock | | |
| 50 Idumeja | SteelScSrTug 1*Dk* | 163 / — / 47 | | 1899 ..... Helsingfors | RussianGovern-ment(Roads Department) | 109·7 20·4 12·5 | Riga Russian | | | |
| Missing since 1.04 | IronScSr *P.Johnsen*94–98 (*ex*Penedo) 1*Dk*2*tr B* | 1019 / 794 / 631 | ... | 1872 Withy, Alexandr&Co Hartlepool | Actios.Dpsk.Idun (D.S.Meier) | 225·5 29·8 16·8 Q89′B50′F27*t* BK8″ | Christiania Norwegian *WL* | C.2Cy.26″&62″–30″ NB88 110NH R.&W.Hawthorn,Nwc. | 17 · 11 | N |
| Sunk 5.04 | SteelScSr *M.Yagi*95–02 *ss*Yka.No 2–02 1*Dk*(*Stl*)&*Spar dk* (*Stl*-ws)&*Web frames* | 3230 / 2863 / 2302 | ✠100A1 Yka *u* *Spar dk* 9.03 | 1894 W.Dobson 4mo &Co. Newcastle *Lloyd's A&CP* | NippenYusen KabushikiKaisha | 332·0 40·3 19·2 P47′B84′F42′ 26·8 drp02 BK10″ WB=*CellDB*2614 | Tokio Japanese 5 *BHCem* 33*tAPT*30*t* | T.3Cy.24″,39″&64″–42″ 160lb *80lb* 293NH 2SB,6*cf*,gs126,us4800 Wilson&Slpwy.Co.Ld.Nwc | 21 · 10 · 6 · 5 | |
| 53 Ierne 103819 RLWS | SteelTwinScSr *D.J.Fleming* –00 1*Dk* | 213 / 209 / 70 | | 1898 Blackwood &Gordon Pt.Glasgow | Commissioners of IrishLights | 126·2 23·0 11·4 B25′ | Dublin British | C.4Cy.13″&30″–21″ 71RH Blackwood&Gordon,P.Gls | | |
| 54 Ifafa 04534 LJOH | SteelScBn *E.H.Early* –03 *ss*Lon.No.3–8,01 1*Dk*(*Stl*)&*Spardk*3*tr B* | 1751 / 1686 / 1115 | ✠100A1 *Spar dk* 3.04 Lon *r* BS6,08 LMC6,01 | 1889 Hall,Rus-sell&Co. 9mo Aberdeen *Lloyd's A&CP* | J.T.Rennie&Son | 270·2 35·2 16·7 B40′ 23·3 FK WB=*DBa* 60′*f*54′189*t* | Aberdeen British 5 *BHCem* *MT*14′142*t* | T.3Cy.21″,34″&56″–42″ 70lb 216NH 2SB,6*cf*,gs110,us3424 Hall, Russell&C.,Aberdeen | 17 · 5 · 11 | BT till 6.04 12.03 |
| 55 Ignatief | SteelTwinScSr *Vasianoff* –97 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* | 1063 / 923 / 623 | | 1897 W.Dobson &Co. Newcastle | Kuznetzoff Bros. | 223·0 32·0 16·5 P23′H31′F81′ | Astrachan Russian *WL* | C.4Cy.20″&38″–24″ 118NH Wilson&Slpwy Co.Ld.,Nwc | | |
| 56 Ignatius Prohoroff 633 HQVF | SteelScSr *A.Bulgakoff* (*ex*Wearmouth) 1*Dk*(*Irn*)2*tr B* *Well deck* | 1396 / — / 949 | ✠ Shl *n* 7,95 | 1886 Strand 8mo Slipway Co. Sunderland | SL Karapatnitsky | 228·1 34·1 16·5 P29′Q52′B46′F34′ BK8″ WB=*I* | Odessa Russian 4 *BHCem* *Ba*54′*f*54′256*t* *FPT*44*t* *APT*44*t* | T.3Cy.17½″,29″&47″–33″ NB01 119NH NE.MarineE.Co(Lim.)Sld | 17 · 8 | A |
| 57 Igor HCBL | SteelScSr *P.Dohnberg* –04 *ss*Rga.No.1–01 (*ex*CapeBreton) 1*Dk*(*Irn*) *Well deck* *Mchy.Aft* | 533 / 345 / 171 | ✠100A1 2,04 Rga *g* B4,05 LMC 2,04 | 1897 A.Rodger 6mo &Co. Pt.Glasgow *Lloyd's A&CP* | Petersbrg&Volga Steamboat &Ship-pingCo. | 162·3 25·6 11·2 Q90′B9′F28′ BK7 WB=*FPT* | Libau Russian 3 *BHCem* 51*tAPT*8*t* | T.3Cy.15″,25′&40″–27″ 170lb *70lb* 90NH 1SB.3*pf*,gs45,us1419 McKie&Baxter,Glasgow | 12 · 6 · 9 | 2.04 |
| 58 — HKBD | IronScSr (*ex*EugenicR.,*ex*Congress) 1*Dk*(*Irn*) | 531 / 431 / 373 | Cly *h* 8,79 | 1878 HM'Intyre 12mo &Co. Paisley | RussianStm.Nav. &TradingCo. | 171·1 25·7 13·1 Q77′ F19′ WB=*FPT*&*APT* | Odessa Russian 4 *BHCem* | C.2Cy.20″&38″–30″ 66NH Muir&Houston,Glasgow | | |
| 59 Ihla Mexiana | SteelSc 2*Dks* | *120* / *99* / *76* | | 1898 J.Jones& Sons Liverpool | PomboBros. | 80·0 18·0 8·6 | Para Brazilian | C.2Cy.11″&24″–16″ 19NH J.Jones&Sons,Liverpool | | |
| 60 Ihsan | SteelPad *Elec.light* 1*Dk* | 375 / 256 / 262 | | 1903 Danubius Schoenichen Hartmann A.G Budapest | IdareiMassoussieh | 180·4 22·0 9·5 | Constanpl Turkish | C.2Cy.26½″&42½″–48″ 102NH DanubiusSchoenichen-Hartmann A.G.Budapest | | V |
| 61 — | SteelPadSr 1*Dk*2*tr B* | *244* / — / *154* | | 1890 R.& H. 7mo Green London | Chirket i Hairie (BosphorusSNCo.) | 165·0 21·1 9·6 | Constanpl Turkish | O.2Cy.37″&37″–36″ 68NH J.Penn&Sons,London | 10 · 0 | |
| 62 Iisalmi | SteelSc *M.Hovi* –95 | — / — / 86 | | 1895 ..... Björneborg | J.Puustinen | 96·8 19·1 9·9 | Björnebrg Russian | | | |
| 63 Ikbal 102146 NJMF | SteelTwinSc4MatSr *A.Jennings* –99 *ss*Liv.No.2–02 2*Dks*(*Stl*)3*tr B* *Spt Shelterdk*(*Irn*) | 5434 / 5291 / 3490 | ✠100A1 11.03 Bku *a*† MS4,02 LMC BS8,03 | 1894 Harland& 5mo Wolff(Lim. Belfast *Lloyd's A&CP* | IkbalS.S.Co.Ld. (J.H.Welsford& Co Ld.) | 445·2 49·1 30·2 P46′B97′F50′ drp08 FK&BK3″ WB=*CellDB*840′1126*t* *FPT* | Liverpool British 8 *BHCem* 72*tAPT*66*t* | T.3Cy.18½″,31′&52″–48″ 200lb 489NH 2D&2SB,12*cf*,gs228,us7782 Harland&Wolff(Lim.)Bel | 38 · 5 · 7 · 5 | P5 4.03 S5.03 |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 / Late Name if any. / No. of Decks, &c. | 4 Register Tonnage: Gross / Under decks. / Net | 5 Particulars of Classification. Character. / for Special Survey / Date of last Survey. | 6 Port of Class | 7 | 8 Built. By Whom. / Where. | 9 | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke / Steam Pressure. NHP.=Horse power by Society's formula; IHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard (midship) ft. in. | 15 Whether Classed with Lt. Ice Class. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64<br>536<br>(ex Bosphorus No. 43) | **Ikdam**<br>*Dk* | **SteelPadSr** | *244*<br>—<br>*154* | | | | 1891 | R.&H. Green (Ld.) London | Chirket Hairie (Bosphorus S.N.Co.) | 165·0 B31′ | 9·5 | | Constantpl Turkish | O.2Cy.37″–36″ 126NH<br>J. Penn & Sons (Lim.), Lon. | | | |
| 65<br>111284<br>RTSW | **Ikhona**<br>*H.J. Willsher* –02<br>*Elec. light* | **SteelScSr**<br>2 *Dks* (*Stl–Upeak s*) *Btr B* (*Web frames*) | 5252<br>4880<br>3383 | ✠100A1 Gls *z*<br>9,00 ✠LMC9,00 | | | 1900<br>9mo | A. & J. Inglis Glasgow A&CP | British India Stm. Nav. Co. Ltd.<br>*WB = Cell D Ba* | 410·2 B95′ F62′ FK<br>128′ *u E & B* 43′ *f* 195′ | 50·7 | 28·8 | Glasgow British<br>1208 *t MT* 30 | T.3Cy.26½″,42″&66½″–51″ (*s*. 160lb *80lb* 387NH<br>2SB.6*cf*, GS123, HS5500 FT<br>A. & J. Inglis, Glasgow<br>922 *t FPT* 184 *t APT* 112 *t* | 32 ″ 0<br>28 ″ 0 | | |
| 66<br>629<br>JRCL | **Ikuta Maru**<br>2 *Dks* | **IronTwinScSr** | 691<br>629<br>428 | | | | 1908 | S. Nagata Osaka | Ikuta Shokwai Kabushiki Kaisha | 177·7 | 25·5 | 16·2 | Kobe Japanese | C.4Cy.14½″&20″–18″ 59NH | | | |
| 67<br>1646<br>HKWC | **Ikuta Maru No. 1**<br>*K. Jisuke*<br>2 *Dks* | **WoodScSr** | 176<br>161<br>97 | | | | 1897 | Mayegawa Tomekichi Osaka | Asari Yeizo | 112·3 | 15·8 | 12·6 | Osaka Japanese | C.2Cy.14½″&28″–18″ 28NH<br>Ono Seikichi, Osaka | | | |
| 68<br>1546<br>HKNM | **Ikutagawa Maru**<br>*K. Migazaki* 85–96<br>2 *Dks* | **WoodScSr** | 169<br>156<br>98 | | | | 1895 | Osaka Iron Works Osaka | Osaka Shosen Kabushiki Kaisha | 117·0 | 16·6 | 10·9 | Osaka Japanese | C.2Cy.14″&28″–15″ 25NH<br>Osaka Iron Works, Osaka | | | |
| 69<br>30<br>PVDT | **Il Piemonte**<br>~~*Passatore* 02–02~~<br>1 *Dk* (*Stl*) 2 *tr B* & *Awng dk* (*Stl–ws*)<br>*Elec. light* *A. Pardo* 00–03 | **SteelScSr** | 6025<br>5648<br>3881 | ✠100A1 L…n *y*<br>*Awng dk* NX<br>*with freeboard*<br>8,01 ~~9,05~~ ✠LMC11,01 | | | 1901<br>11mo | Cant. Nav. di Muggiano Spezia<br>*Lloyd's A&CP*<br>*WB = Cell D B a* 92′ *u E & B* 52′ *f* 144′ 1140 *t M T f* 14′ 1036 *t APT* 75 *t* | L. Capuccio & Co. | 407·5 | 52·4 | 26·5<br>34·1 FK | Genoa Italian<br>7 *BHCem* | T.3Cy.28″,46″&77″–48″ (*s*. 180lb 505NH<br>3SB, 9*ef*, GS168, HS6876 FT<br>Richardsons, Westgarth & Co. Ltd. Hpl | 26 ″ 8<br>10 ″ 6 | | ~~9,08~~<br>8,04 |
| 70<br>105769<br>PDMC | **Ilaro**<br>*J.G. Bisson* 01–02 *ss* Ham. No. 1–00<br>1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* | **SteelScSr** | 2799<br>2609<br>1804 | ✠100A1 Ham *u*<br>*Spar dk*<br>10,03<br>~~B62,04~~ ✠LMC8,00 | | | 1895<br>12mo | Sir Raylton Dixon & Co. Middlesbro' A&CP<br>*WB = Cell D Ba* 92′ *u E* | African S.S. Co. (Elder, Dempster & Co. *Mgrs.*) | 310·0<br>P41′ B64 F35′<br>*f* 132′ 507 *t* | 40·6 | 17·6<br>25·5 FK | London British<br>5 *BHCem*<br>20′ | T.3Cy.23″,36″&59″–42″ (*s*. 160lb *90lb* 244NH<br>2SB.8*pf*, GS105, HS3944<br>N.E. Mar. E. Co. (Lim.), Sld. | 19 ″ 11<br>5 ″ 9 | | 6,03 |
| 71<br>118262<br>TWVP | **Ilderton**<br>*J.R. Crooks* –03<br>1 *Dk* (*Irn*) 2 *tr B* & *Web frames* 3 *Dk rule* | **SteelScSr** | 3125<br>2935<br>2016 | ✠100A1 Cff *u*<br>*with freeboard*<br>4,00 ~~2,04~~ ✠LMC4,03 | | | 1903<br>4mo | Ropner & Son Stockton<br>*Lloyd's A&CP*<br>*WB = Cell D Ba* | Ilderton S.S. Co. Ltd. (Steel, Young & Co.) | 325·0<br>P29′ B166′ F31′<br>110′ *u E & B* 34′ *f* 134′ | 48·1 | 22·2<br>FK | London British<br>5 *BHCem*<br>668 *t APT* 97 *t* | T.3Cy.23½″,39″&64″–42″ (*s*. 160lb *160lb* 273NH<br>2SB, 6*rf*, GS120, HS4200<br>Blair & Co. Ld. Stockton | 24 ″ 3<br>~~8 ″ 10½~~<br>8 9·5 | | ~~2,01~~<br>4,06 |
| 72<br>JNMD | **Ile de France**<br>*Nicolai* –03<br>(*ex* Burgemeester den Tex, *ex* Insulinde)<br>*Elec. light* 2 *Dks* & *Spar dk* | **IronSc3MstSr** | 3488<br>2955<br>1618 | … | | | 1882 | J. Elder & Co. Glasgow | Soc. Gén. de Transp. Mar. à Vap. | 350·0<br>F44′ | 39·4 | 21·2<br>29·2 BK 10″ | Marseilles French | C.2Cy.42″&80″–48″ 355NH<br>J. Elder & Co. Glasgow | 22 ″ 7 | V | |
| 73<br>*Talob*<br>(*ex* Somali) | **Ileafaee**<br>*ss* Bom. No. 3–1,00<br>1 *Dk* | **SteelScSr** | *382*<br>*293*<br>*223* | ✠ —— Bom *y*<br>3,02<br>*pt Shade dk* | | | 1886<br>6mo | Murdoch & Murray Pt. Glasgow<br>*WB = DBa* 38′ 45 *t* | T.A.J. Noorbhai & Co. | 166·3<br>P21′ F29′<br>*pt Shade dk* 110′<br>*FPT* 25 *t APT* 13 *t* | 26·1 | 10·7<br>BK 7′ | Colombo British<br>1 *BH* (*Irn*) *Cem* | T.3Cy.13½″,21″&34″–24″ 59NH<br>1SB, 2*cf*, GS30, HS1030<br>J. Gilmour & Co., Glasgow | 11 ″ 2 | | |
| 74<br>114765<br>SPTW | **Ilford**<br>*J.G. McKechnie* 01–01<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* | **SteelScSr** | 4264<br>4092<br>2789 | ✠100A1 Nwc *x*<br>*Spar dk*<br>5,01 ~~7,08~~ ✠LMC10,01 | | | 1901<br>10mo | Nthmblnd S.B. Co. Ltd Newcastle<br>A&CP | Britain S.S. Co. Ltd. (Watts, Watts & Co. *Mgrs.*) *WB = Cell D Ba* 114′ *u E & B* 42′ | 360·0<br>P32′ B90′ F38′<br>*f* 154′ 840 *t FPT* 110 *t* | 48·0 | 20·2<br>28·1 FK | London British<br>6 *BHCem*<br>*APT* 150 *t* | T.3Cy.24½″,38½″&68″–48″ (*s*. 180lb 349NH<br>3SB, 9*cf*, GS174, HS5418<br>N.E. Marine Eng Co Ld. Nwc | 22 ″ 10<br>6 ″ 10 | | 7,03 |
| 75<br>108486 | **Ilfracombe**<br>*R. Dine* —97 *ss* Gms. No. 1–02<br>1 *Dk* | **SteelScYl** | 165<br>152<br>51 | ✠100A1 Gms<br>*Stm Trawler*<br>11,04 ~~11,08~~<br>~~BS11,08~~ ✠LMC 8,02 | | | 1897<br>11mo | Mackie & Thomson Glasgow<br>A&CP | Hagerup, Doughty & Co. Ld. | 104·2<br>Q17′ F18′ | 21·0 | 10·7<br>BK 7½′ | Grimsby British<br>4 *BHCem* | T.3Cy.10″,16″&27″–20″ (*s*. 180lb 45RH<br>1SB, 2*pf*, GS28, HS536<br>Muir & Houston, Ld., Gls. | 11 ″ 7 | | ~~4,02~~<br>811,04 |
| 76<br>89340<br>SLQD | **Illaroo**<br>*H.J. Johnson* –02<br>1 *Dk* 2 *tr B* | **SteelScSr** | 515<br>462<br>318 | ✠ Nwc *i*<br>1,85 | | | 1884<br>12mo | Wigham Rchrdsn & Co Newcastle<br>*WB* | Wallarah Coal Co. Ld. | 165·0<br>Q21′ B15′ F25′<br>*= DBa* 36′ *f* 18′ 58 *t* | 26·2 | 14·5 | Sydny NSW British<br>5 *BHCem* | C.2Cy.23″&44″–33″ 82RH<br>Wigham Richrdsn & Co. Nwc | 15 ″ 2 | | |
| 77<br>79202 | **Illawarra**<br>*J. Garde* –02<br>2 *Dks* | **IronPadSr** | 522<br>518<br>313 | | | | 1878 | Wigham Rchrdsn & Co. Newcastle | Illawarra ~~S.N. Co.~~ & S. Coast Stm Nav. Co Ld | 190·0 | 23·7 | 16·5 | Sydny NSW British | C.O.2Cy.32″&58″–60″ 217NH<br>R. & W. Hawthorn, Nwc. | | | |
| 78<br>100680 | **Illinois**<br>*Mchy. Aft*<br>*Elec. light* 1 *Dk* & *Shade dk* & *Promenade dk* | **SteelSc** | 2427<br>—<br>1468 | | | | 1899 | Chicago S.B. Co. Chicago | Northern Michigan Transport Co. | 225·0 | 40·0 | 24·7 | Duluth Utd. States | T.3Cy.20″,33″&54″–36″ 175NHP<br>Chicago S.B. Co., Chicago | | V | |
| 79<br>94543<br>LNWQ | **Illovo**<br>*W.B. White* –03<br>*Elec. light* 1 *Dk* (*Stl*) & *Spar dk* 3 *tr B* | **SteelScBn**<br>*ss* Lon. No. 3–7.02 | 1930<br>1858<br>1242 | ✠100A1 Lon *r*<br>*Spar dk* Swa<br>~~6,04~~ ~~8,04~~ 2,05 ~~P4~~<br>~~B53,02~~ ✠LMC7,02 | | | 1890<br>2mo | Hall, Russell & Co. Aberdeen<br>A&CP<br>*WB = DBa* 62′ *f* 34′ 205 *t* | J.T. Rennie & Son | 275·3<br>B40′<br>pt N D 02 | 36·2 | 17·4<br>24·7 FK | Aberdeen British<br>5 *BHCem*<br>*MT* 14′ 145 *t* | T.3Cy.22″,36″&59″–42″ (*s*. 160lb *80lb* N D B 02 231NH<br>2SB, 6*rf*, GS104, HS3547<br>Hall, Russell & Co., Aberdeen | 18 ″ 3<br>6 ″ 4½ | BT till ~~X.M.~~ | ~~9,00~~<br>N2,05 |
| 80<br>95170<br>LHCN | **Illtyd**<br>*W.G. Corner* –02<br>*Well deck* | **SteelScSr**<br>*ss* Cff. No. 3–1,02<br>1 *Dk* (*Stl*) 2 *tr B* | 1740<br>1304<br>1084 | ✠100A1 Cff *q*<br>~~5,08~~ ~~2,03~~ ~~2,04~~ Phl<br>~~BS12,01~~ ✠LMC<br>~~1,05~~ | | | 1889<br>7mo | T. Turnbull & Son Whitby<br>A&CP | Turnbull Bros. | 259·0<br>P28′ Q60′ B112′ F32′ | 37·2 | 16·9<br>FK | Cardiff British<br>6 *BHCem*<br>*WB = Cell D B* 216′ 378 *t* | T.3Cy.20″,33″&54″–36″ (*s*. 160lb *80lb* N D B 04 170NH<br>2SB, 4*cf*, GS58, HS2480<br>Blair & Co. (Lim.), Stockton | 19 ″ 4<br>11 ″ 6 | | ~~9,02~~<br>12,04 |
| 81<br>QSFC | **Ilma**<br>—<br>100 | **IronScSr** | 160 | | | | 1874 | ..... Stockholm | Åbo Länds Kust Ang båts Aktieb. | 102·8 | 18·3 | 7·1 | Åbo Russian | | | | |
| 82<br>VGHQ | **Ilmari**<br>*W.R. Gruner* –01<br>(*ex* Dordrecht) 1 *Dk* (*Irn*) & *Web frames*<br>*Well deck* | **SteelScSr**<br>*ss* Ant. No. 3–10,03 | 1762<br>1430<br>1337 | ✠100A1 Ant *r*<br>9,01 ~~10,06~~ Gms<br>✠LMC10,03 | | | 1891<br>8mo | Wood, Skinner & Co. Newcastle<br>*Lloyd's A&CP*<br>*WB =* | Björneborgs Ångf. Actieb. (O. Heine) | 274·5<br>Q10′ F B64′ F31′<br>*Cell D B a* 76′ *f* 112′ | 37·2 | 17·2<br>FK | Björnebrg Russian<br>4 *BHCem*<br>284 *t APT* 29 *t* | T.3Cy.~~20½~~ 21½″,34″&56″–39″ (*s*.)<br>160lb *80lb* 194NHP<br>2SB, 6*pf*, GS88, HS2900<br>N.E. Marine Co. Ld. Nwc. | 19 ″ 8 | | ~~10,03~~<br>9,04 |
| 83<br>SMBD | —<br>*A.E. Roni* 99–99 | **IronSc** | 159<br>—<br>103 | | | | 18 65/86 | ..... Åbo | B. Hallman | 93·8 | 17·8 | 9·7 | Nyslott Russian | | | | |
| 84<br>105862<br>PLCK | **Ilorin**<br>*A.W. Tarlor* –03 | **SteelTwinScSr**<br>*ss* Ham. No. 1–01<br>1 *Dk* (*Stl–ws*) | 946<br>813<br>565 | ✠90A1 Ham *m*<br>5,02<br>B38,03 ✠LMC3,01 | | | 1896<br>8mo | DJ Dunlop & Co. Port Glasgow<br>A&CP | African S.S. Co. (Elder, Dempster & Co. *Mgrs.*) | 220·0<br>P82′ B57′ F31′<br>*WB = FPT* 68 *t* | 36·1 | 13·0<br>FK | London British<br>5 *BHCem*<br>*APT* 40 *t* | T.6Cy.13″,21″&34″–24″ (*s*. 160lb 128NHP<br>2SB, 4*cf*, GS69, HS2150<br>D.J. Dunlop & Co., P.Gl. | 14 ″ 0<br>2 ″ 5 | | 8,01 |

| Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Voiliers Dimensions. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. Date de la dernière Visite | Construit. Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | Pays d'Armement. Pavillon. | Machines. No. & Dia. de cylindres. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|
| **85 Ilsenstein** SteelScSr<br>*A. Giese*<br>QGPJ 1 *Dk* | 1508<br>1441<br>962 | | 1898 Howaldts-werke Kiel | Dampfschiffahrts Ges. Tr. ton, A.G. | 244·9 35·3 15·1<br>Q78 B112 F38 | Bremen German<br>W H | 1 8Cy. 17½", 27½" & 48½"–27½"<br>98 NH<br>Howaldtswerke, Kiel | | |
| **86 Ilwen** SteelScSr<br>119981 *J. James*–04 1 *Dk*<br>WBMD *pt St.) 2 tr B & W eb frames 3 Dk rule* | 4772<br>3812 | ✠100A1 Shf Ork<br>LMC07 | 1904 7mo J. Read-head & Sons SouthShields<br>*Lloyd's A+CP* | W & C. T. Jones S S Co. Ld.<br>*WB = Cell D Bal 15* | 355·0 48·9 25·7<br>P30 B100 F35'<br>*Es B42' f154' 905t / 72t* | Cardiff British<br>*6 BH Cem*<br>*Cyl. APT 132t* | 1 3Cy. 25", 42" & 68"–45" (s)<br>160lb 870 N H<br>*HP 9 y. Gs 126 Hs 5242*<br>J. Redhead & Sons, S. Shld. | 28 - 5<br>to 5 - 6½ | |
| **87 Imani** SteelScSr<br>106886 *T. B. Peabody* –99 *ss* Bry. No. 1–01<br>PVLG *Elec. light* 2 *Dks (Stl) & tr B* | 4582<br>4431<br>2979 | ✠100A1 Bry<br>8,05 LMC06 | 1897 11mo Harland & Wolff, Ld Belfast<br>*Lloyd's A+CP* | Idar S.S. Co. Ld. (E. Bates & Sons, *Mgrs.*)<br>*WB = Cell D Ba* | 400·2 46·2 29·2<br>P40 B78 F45'<br>FK & BK 2½'<br>*104' u E & B 63' f 156'* | Liverpool British<br>*6 BH Cem*<br>*944t APT 703t* | T. 3Cy. 27" 45" & 78"–54' (s)<br>180lb *70lb* 455 N H<br>2 DB, *12 cf*, Gs 225, Hs 7444<br>D. Rowan & Son, Glasgow | 32 - 0<br>to 7 - 6 | |
| **88 Imatra** IronScSr<br>*E. Schöning* 88–91 (*ex* Malaren)<br>PHKC 1 *Dk 2 tr B* | 393<br>355<br>239 | | 1872 Dobie & Co. Glasgow | Lübeck-Wyburger Dmpfsfahrts. Ges. | 152·8 23·6 12·8<br>Q27' B26' H5' | Lübeck German<br>W S | C. 2Cy. 17½" & 32"–21½"<br>NE96 NB88 89 N H<br>H. Paukseh, Landsberg a. w. | | G |
| **89 Imaum** SteelScSr<br>97786 *S. C. Pemberthy* –92 *ss* Liv. No. 3–10, 01<br>LKTM 2 *Dks (Stl-Uws) & tr B* | 4139<br>4013 3,90 11,03<br>2704 | ✠100A1 Hul Bry<br>MS10.01 LMC01 | 1890 5mo Harland & Wolff (Lim.) Belfast<br>*Lloyd's A+CP* | Imaum S.S. Co. Ld. (E. Bates & Sons<br>*WB = Cell D B 816' 813t* | 400·6 45·2 28·2<br>P40' B78' F86'<br>BK 9½'<br>*6 BH Cem*<br>*APT 590t* | Liverpool British<br>180lb *50lb* 426 N H<br>3 DB, *12 rf*, Gs 687 Hs 6594<br>Harland & Wolff (Lim.) Bel | T. 3Cy. 27", 44½" & 78"–54" (s)<br>180lb *50lb* 426 N H<br>3 DB, *12 rf*, Gs 687 Hs 6594<br>Harland & Wolff (Lim.) Bel | 31 - 4<br>to 7 - 6 | |
| **90 Imbricaria** IronScK<br>99710 *J. H. Baskcomb* –98 *ss* Gms. No. 2–01<br>NFGT 1 *Dk* | 150<br>135<br>66 | | 1898 9mo Cochrane & Cooper Beverley<br>*Lloyd's A+CP* | N. Eastern Steam Fishing Co. Ld. | 101·0 20·5 11·0<br>Q17' F18'<br>BK 7½' | Grimsby British<br>*3 BH Cem* | T. 3Cy. 11½", 18" & 30"–22" (s)<br>160lb 45 R H<br>1 SB, *12 cf*, Gs 27, Hs 674<br>C. D. Holmes & Co., Hull | 11 - 10 | |
| **91 Imbros** SteelScSr<br>*H. W. Heinrichs* 94–02<br>RJTL (*ex* Pelotas) 2 *Dks* | 2380<br>2195<br>1527 | | 1893 Edwards' S.B. Co., Ld. Newcastle | Deutsche Levante Linie | 279·5 38·0 23·3<br>P19' B75' F36' | Hamburg German<br>W S | T. 3Cy. 21", 34" & 56"–39"<br>196 N H<br>G. Clark, Ld., Sunderland | | G |
| **92 Imbs** WoodScSr<br>*M. Amdal* 97–99 (*ex* Hjalmar)<br>JWMK 1 *Dk* | 312<br>266<br>181 | | 1871 A Samuels-son Gothenburg | Gjerdsjö & Bakkevig | 131·5 25·6 12·5<br>B82' | Haugesnd Norwegian<br>W S | C. 2Cy. 15½" & 30¾"–21½"<br>NB86 86 N H<br>Motala Co., Gothenburg | | |
| **93 Imera** IronScBn<br>113 *M. Mercantua* (*ex* Marmion)<br>PVHP 1 *Dk & Spr Dk 3 tr B* | 1257<br>1238<br>822 | ✠ Lgn Liv<br>8,75 | 1870 1mo W. Pile & Co Sunderland | Nav. Gen. Italiana | 225·7 31·0 24·6 | Palermo Italian<br>*3 BH Cem* | C. 2Cy. 28" & 55"–30"<br>NB96 138 N H<br>N. E. Marine Eng. Co., Sld. | | I |
| **94 Iméréthie** SteelScSr<br>*Boule* –05<br>JNQB *Elec. light* 2 *Dks 3 tr B* | 3400<br>2882<br>1815 | | 1903 Forges & C. de la Medit. LaSeyne | Cie. de Nav. Arménienne & Maroc. (N. Paquet & Co. *Mgrs.*) | 328·0 40·3 28·2<br>P47' B115' F48' H55' | Marseilles French<br>W L | T. 3Cy. 24½", 39½" & 63½"–43½"<br>165 N H<br>Forges & C. de la Medit. Msl | | V |
| **95 Immacolata** SteelScSr<br>*G. A. Haracich* –00 *ss* Bkn. No. 1–05<br>HKSF 1 *Dk (Iron) 2 tr B & deep framing*<br>*Elec. light* 3 *Dk rule* | 3271<br>3099 3,05 5,05<br>2069 | ✠100A1 Shf Bkn Tri<br>Mid. M07 | 1900 8mo R. Thomp-son & Sons Sunderland<br>A&CP | Consorzio Pir. A-U. Immacolata<br>*WB = Cell D Ba 100' u E 24' f 134' 794t / PT* | 326·0 48·0 23·7<br>P31' B102' F36'<br>FK<br>*5 BH Cem*<br>*86t APT 1692* | Lusinpiclo Aust.-Hung.<br>160lb *80lb* 285 N H<br>2 SB, *6 pf*, Gs 122, Hs 4574<br>G. Clark, Ld. Sunderland | T. 3Cy. 24", 39" & 64"–42" (s)<br>160lb *80lb* 285 N H<br>2 SB, *6 pf*, Gs 122, Hs 4574<br>G. Clark, Ld. Sunderland | 26 - 4<br>to 4 - 7 | |
| **96 Imogen** SteelScSr<br>112553 *J. Edward* –01 1 *Dk (Stl) & Spr dk*<br>SGRW *Elec. light* (*pt Trunk Stl*) *& deep framing* | 3795<br>3566<br>2454 | ✠100A1 Bry Nut<br>*Spar dk*<br>10,04 7,01 LMC01 | 1901 4mo Bartram & Sons Sunderland<br>A&CP | Howard S.S. Co. Ld (C. Howard & Sons, *Mgrs.*)<br>*WB = Cell D Bal* | 360·0 46·0 17·9<br>P31' B99' F36' 25·9<br>FK<br>*6 BH Cem*<br>*APT 756t* | London British<br>180lb *100lb*<br>2 SB, *6 rf*, Gs 106, Hs 4240<br>J. Dickinson & Sons, Ld. Sld. | T. 3Cy. 24½", 40" & 66"–45" (s)<br>180lb *100lb* 329 N H<br>2 SB, *6 rf*, Gs 106, Hs 4240<br>J. Dickinson & Sons, Ld. Sld. | 20 - 6<br>to 5 - 8 | |
| **97 Imperator** SteelSc3MstSr<br>*F. Masse*<br>HKSN 2 *Dks (1 Stl) & Spar dk (Stl)* | 4140<br>3876<br>2320 | ✠ Tri<br>*Spar dk*<br>6,87 | 1886 9mo Lloyd Aus-tro-Ungarico Triest | Lloyd Austriaco<br>*WB = D Bu E & B 93' 299t* | 390·0 45·0 25·5<br>33·4<br>*6 BH Cem* | Trieste Aust.-Hung.<br>*6 BH Cem* | Q. 4Cy. 36", 62" & (2) 72"–60"<br>803 N H<br>Arsenale Lloyd, Trieste | | |
| **98 —** SteelTwinScSr<br>*O. Zimmermann* 87–97<br>JFKQ *Elec. light* 1 *Dk & Spar dk* | 1079<br>914<br>450 | | 1897 Oderwerke Grabow, Stettin | Stettiner Dampfs. Ges. (J. F. Bräunlich, Ld., *Mgrs.*) | 218·8 32·9 19·5 | Stettin German | T. 6Cy. 16½", 26", 42"–24"<br>173 N H<br>Oderwerke, Grabow | | G |
| **99 Imperator Alexander II.** IronScSr<br>47<br>JQDS 2 *Dks* | 1118<br>—<br>785 | | 1858 John Laird Birkenhead | Russian Stm. Nav. & Trading Co. | 217·5 32·1 20·2 | Odessa Russian | C. 2Cy. 36" & 62"–36"<br>192 N H<br>J. Penn & Sons, London | | |
| **100 Imperator Nicolai II.** SteelScSr<br>*R. Junker* 76–98<br>HBLQ *Elec. light* 1 *Dk 2 tr B* | 915<br>679<br>544 | | 1898 Howaldts-werke Kiel | Rigaer Dampf-schiffahrt Ges. | 222·7 31·6 14·0<br>Q57' B40' | Riga Russian | T. 3Cy. 16½", 27½" & 42½"–24½"<br>91 N H<br>Howaldtswerke, Kiel | | V |
| **101 Imperatrice Marie** IronScBg<br>*R. Bindeman* 86–89<br>HQCF (*ex* Rheola) 1 *Dk 2 tr B* | 1394<br>1330<br>1038 | | 1877 Schlesingr Davis & Co. Newcastle | Russian Stm. Nav. & Trading Co. | 250·0 33·2 21·1<br>P24' B48' F82'<br>BK 9' | S. Petrsbrg Russian<br>*WB* | C. 2Cy. 30" & 59"–36"<br>NB92 178 N H<br>T. Clark & Co., Newcastle | 22 - 8 | |
| **102 Imperatritza Maria** IronPad<br>382<br>1 *Dk* | 300<br>—<br>134 | | 1859 ..... Liverpool | Don. Azoff & Black Sea Steam Nav. Co. | 184·4 23·1 7·5 | Rostoff Russian | | | |
| **103 Imperatrix** SteelSc3MstSr<br>*G. Ghezzo*<br>HKTD 2 *Dks (U Stl-ws) & Spar dk (Stl-ws)* | 4213<br>3876<br>2358 | ✠ Tri<br>*Spar dk*<br>4,89 | 1888 11mo Lloyd Aus-tro-Ungarico Trieste | Lloyd Austriaco<br>*WB = D Bu E & B 98' 298t* | 390·0 45·0 23·3<br>BK 11'<br>*6 BH Cem* | Trieste Aust.-Hung.<br>*6 BH Cem* | T. 3Cy. 36½", 64" & 98"–60"<br>4 DB, *24 rf*, Gs 412 744 N H<br>Lloyd Austro-Ungarico, Tri | 24 - 7 | |
| **104 Imperial** SteelScSr<br>113292 *O. Davies* 88–02<br>FLHK 2 *Dks (Stl) & deep framing*<br>*Elec. light* | 3818<br>3626<br>2480 | ✠100A1 Bry<br>11,04 LMC04 | 1902 6mo Palmers' Co. Ld. Newcastle<br>*Lloyd's A+CP* | William Thomas Liverpool S.S. Co. Ld. (W. Thomas & Co. Messrs. Sons & Co. Ld. *Mgrs.*)<br>*WB = Cell D Ba 120' u E 26' f 146' 832t / PT 168t* | 365·0 48·2 25·5<br>P40 B118 F32'<br>FK<br>*6 BH Cem*<br>*APT 148t* | Liverpool British<br>200lb *120lb* (s) 114 N H<br>2 SB, *6 cf*, Gs 121, Hs 5496<br>Palmers' Co. Ld. Newcastle | T. 3Cy. 24½", 41½" & 70"–45"<br>200lb *120lb* (s) 114 N H<br>2 SB, *6 cf*, Gs 121, Hs 5496<br>Palmers' Co. Ld. Newcastle | 28 - 4<br>to 5 - 7 | |
| **105 —** SteelSc3MstSr<br>*D. McDonald* 91–00<br>HCBL 2 *Dks (1 Stl-ws) & Shade dk* | 2704<br>1804<br>1608 | ✠ Liv<br>*Shade dk*<br>8,89<br>*Valparaiso* *Panama* | 1889 3mo Laird Bros. Birkenhead | Companía Sud Americana de Vap. | 336·8 41·2 18·7<br>F57'<br>BK 10'<br>*WB = Cell D B 280' 373t* | Valparaiso Chilian<br>*5 BH Cem* | T. 3Cy. 31", 49" & 75"–54"<br>418 N H<br>2 DB, *12 cf*, Gs 264<br>Laird Bros., Birkenhead | 22 - 8 | |
| **106 —** SteelScSr<br>*E. Hecht* 97–00 1 *Dk 2 tr B*<br>LCST | 906<br>649<br>562 | | 1890 Rostocker Act. Ges. Rostock | Paulsen & Ivers | 201·2 31·5 13·0<br>P123' H52' F56' | Kiel German<br>W S | T. 3Cy. 14", 23" & 36"–27"<br>87 N H<br>Rostocker A.G., Rostock | | V |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No of Decks, &c. | Deduct Tonnage — Gross. — Under deck. — Net. | Particulars of Classification. Character. † for Special Survey. Date of last Survey. Port of Survey. Year Assigned or Transferred. Explanatory Letter. | Built. When. By Whom. Where. | Owners. | Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded Depth. Freeboard to Deck at Side. ft. in. | Where Classed. Freeboard Assigned. Deck Line when last Painted. | Date when last Painted. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 108346 QCPJ | **Imperial** SteelScSr<br>*G.Magnuson* 04-04 *ssShl.No.1-01*<br>*(exMinoco)* 1 *Dk(Irn)* *Webframes*<br>*Elec.light* *Mchy Aft* | 796<br>671<br>412 | ✝100A1 Nwc *k*<br>~~Lt.Whtg~~ 3,05<br>*Carrying Petroleum in* | 1898 5mo *bulk* | Tyne I.S.B. Co.Ld. Newcastle A&CP | Anglo-American OilCo.Ld. (*J. McDonald, Mgr.*) *WB=Cell* | London British 160lb | T.3Cy.17",26"&45"–30" (*s*)<br>129NHP<br>2SB,~~4~~,*Gs*73,*Hs*2200<br>Walland Slpwy Co.Ld.Nwc | 15 " 3<br>s 2 " 4 | | ~~1904~~<br>~~8[illegible]~~ |
| 108 97947 LTDQ | **Imperial Prince** SteelScSr<br>*F.G.Woodham* –01 *ss*Nwc.No.3-11,02<br>1 *Dk(Irn)* *Spardk3trB* | 2525<br>2398<br>1600 | ✝100A1 Shl *s*<br>*Spar dk*<br>1.01 | 1890 7mo | Short Brs. Sunderland A&CP | Prince Line,Ld. (*J.Knott, Mgr.*) | Newcastle British 160lb *70lb* | T.3Cy.22",36"&59"–39"<br>223NHP<br>2SB,*6pf*,*Gs*102,*Hs*8439<br>G.Clark(Lim.),Sunderland | 20 " 10<br>s 6-10½ | | 1.04 |
| 109 ~~98004~~ | — SteelScK<br>*W.Callaghan* (*Trawler*)<br>1 *Dk* | 128<br>119<br>21 | ... | 1899 | J.T.Eltringham&Co. South Shields | ~~B.Leven~~ Prince Fishing Co.Ld.(R.Irvin &J.W.Simpson, *Mgrs*) | N.Shields British | C.2Cy.16"&34"–22"<br>47RHP<br>G.T.Grey,South Shields | 11 " 0 | | |
| 110 106752 | **Imperial Queen** IronScK<br>*H.Porter* 97 *ss*Hul.No.1–01<br>1 *Dk* | 173<br>156<br>68 | ✝100A1 Hul<br>*Stm Trawler*<br>~~Lt.Whtg~~ 3,05 ~~BS8,04~~ ✝LMC8.01 | 1897 6mo | Cook, Welton&Gemmell Hull A&CP | Hellyer'sSteam FishingCo.Ld. | Hull British 180lb | T.3Cy.12",20"&33"–24"<br>38RHP<br>1SB,*2cf*,*Gs*27,*Hs*898<br>C.D.Holmes&Co.,Hull | 11 " 10 | | 5.03 |
| 111 118798 VMHJ | **Imperialist** SteelScK<br>*W.Elliott* 03-04<br>1 *Dk* | 264<br>238<br>96 | ✝100A1 Hul<br>*Stm Trawler*<br>1.01 ✝LMC | 1904 1mo *Lloyd's* | Cook, Welton&Gemmell Beverley *s.&CP* | Imperial Steam FishingCo.Ld. | Hull British 200lb | T.3Cy.13",21½"&35"–24" (*s*)<br>78RHP<br>1SB,*2cf*,*Gs*37,*Hs*1323<br>Amos&Smith,Hull | 12 " 10 | | |
| 112 PCJN | **Import** SteelScSr<br>*W.N.v.d.Poll* 02–02<br>*Well deck* 1 *Dk(Stl)2trB* | 847<br>646<br>513 | ✝100A1 Rot *l*<br>1,05 ~~12,08~~ ✝LMC 10|02 | 1902 10mo | Rijkee&Co Rotterdam A&CP | Rottrdam-London Stoomv.Maats. Naaml.Ven. (*L.Geuken, Mgr.*) | Rottrdam Dutch 160lb *80lb* | T.3Cy.15",25"&40"–36" (*s*)<br>113NHP<br>1SB,*3cf*,*Gs*54,*Hs*1952<br>Maats.Feyenoord,Rot. | 15 " 6 | | 1.05 |
| 113 1717 HLFV | **Inaba Maru** SteelTwinScSr<br>*W.Bainbridge* 97–02 *ss*Yka.No.1–01<br>2 *Dks(Stl U–teak s)* *&deep framing*<br>*Elec.light* | 6189<br>5442<br>3837 | ✝100A1 Nwc *a*†<br>2,05 ~~Lt.Whtg~~ Nag<br>✝LMC 1002 | 1897 8mo *Lloyd's* | D&W Henderson&Co Glasgow *s.&CP* | Nippon Yusen Kabushiki Kaisha<br>*WB=Cell DBa* | Tokio Japanese 200lb | T.6Cy.20",33½"&56"–18" (*s*)<br>550NH<br>2D&2SB,*18cf*,*Gs*300Hs9157<br>D.&W.Henderson&Co.,*Gs* | 33 " 6<br>s 8 " 6 | | 9.12<br>SS2,05<br>FS2,05 |
| 114 118187 HBCL | **Inanda** SteelScSr SteelSc<br>*C.Stewart* 03 04 1 *Dk(Stl)* *Spardk*<br>*Elec.light* (*Stl-teak s*) *&deep framing* | 4000<br>4020<br>3467<br>2607 | ✝100A1 Abn *x*<br>*Spar dk*<br>~~Lt.Whtg~~ 3,04,05 ✝LMC8,04<br>*(Class Contem. plated)* | 1904 8mo *Lloyd's* | Hall, Russell&Co.Ld. Aberdeen *s.&CP* | J.T.Rennie&Son *WB=Cell DBa* | Aberdeen British 180lb *100lb* (*r*) | T.3Cy.26½",44"&72"–42½"<br>525NHP<br>6SB,*18cf*,*Gs*326,*Hs*9954<br>Hall,Russell&Co.Ld.Abn. | 21 " 1<br>6 - 1½ | BT till 6,05 | |
| 115 1657 HKWT | **Inayoshi Maru** WoodScSr<br>2 *Dks* | 132<br>117<br>82 | | 1897 | Nagao Kinzo Osaka | Uma Shichirobei | Muya Japanese | C.2Cy.10½"&21½"–14"<br>15NHP<br>Yuwasa Motojuro,Osaka | | | |
| 116 102124 NGHB | **Inca** SteelScSr<br>*C.H.Bindley* –04<br>2 *Dks3trB* | 3593<br>3339<br>2322 | | 1893 | Harland&Wolff(Lim.) Belfast | Pacific Stm Nav Co. | Liverpool British *WB* | T.3Cy.24",39½"&66"–48"<br>302NHP<br>Harland&Wolff(Lim.)Bel. | | | |
| 117 104929 PVST | — SteelScSr<br>*G.Muir* –03 *ss*Npt.No.1–02<br>(*ex*Craigneuk) 1 *Dk(Irn)2trB* *&deep framing3Dk rule* | 3027<br>2869<br>1931 | ✝100A1 Npt *u*<br>4,05 ~~2,03~~ ~~Lt.04~~ *Bry*<br>~~BS8,04~~ ✝LMC12|01 | 1897 10mo *Lloyd's* | Blyth S.B. Co.Ld. Blyth *s.&CP* | English&American Shppg.Co.Ld. (C.T.Bowring&Co. *Mgrs*) *WB=Cell D* | London British 160lb | T.3Cy.24",40"&65"–42" (*s*)<br>280NHP<br>2SB,*Grf*,*Gs*119,*Hs*4324<br>Blair&Co.Ld.Stockton | 24 " 10<br>s 4 " 5 | | ~~11.08~~<br>11,04 |
| 118 HGNP | — | 414<br>— | | | | Amazon Stm.Nav. Co.Ld. | Para Brazilian | | | | |
| 119 109411 QCDT | **Incemore** SteelScSr<br>~~*W.Hopper* –03~~<br>*ss*Cff.No.1–02<br>1 *Dk(Irn)2trB* *Webframes*<br>*3Dk rule* | 3060<br>2911<br>1973 | ✝100A1 Sws *c*<br>10,04 ~~Lt.02~~ Rot<br>~~Lt.04~~ ✝LMC | 1898 4mo *Lloyd's* | Richardsn, Duck&Co. Stockton *s.&CP* | Incemore SS.Co.Ld (W.Johnston&Co. Ld.) *WB=Cell D Ba* | Liverpool British 200lb *90lb* | T.3Cy.22½",39½"&67"–42" (*s*)<br>303NHP<br>2SB,*6cf*,*Gs*116,*Hs*4300<br>Blair&Co.Ld.Stockton | 26 " 9<br>s 5 " 0 | | 11,03 |
| 120 104507 NQMR | **Inchanga** SteelScBn<br>*W.Findlay* –04 *ss*Lon.No.2–03<br>1 *Dk(Stl)* *Spardk(pt Stl–ws)*<br>*Elec.light* *&Webframes* | 2197<br>2073<br>1403 | ✝100A1 Lon *s*<br>*Spar dk* 5,03<br>~~5,04 1,04~~ ~~Lt.04~~ ✝LMC | 1895 1mo *Lloyd's* | Hall, Russell&Co. Aberdeen *s.&CP* | J.T.Rennie&Son *WB=DBa 50' f 72' 242t* | Aberdeen British 180lb *180lb* | T.3Cy.24",39½"&64½"–42" (*s*)<br>282NHP<br>2SB,*8rf*,*Gs*136,*Hs*4214<br>Hall,Russell&Co.,Abn. | 18 " 6<br>s 5 " 6 | BT till 7,05 | 5.03<br>N5,05 |
| 121 | **Incharran** SteelScSr<br>*W.Halliwell* 90–04<br>*Elec.light* | 4040<br>3768<br>2570 | 100A1<br>*(Class Contem plated)* | 1904 | W.Pickersgill&Sons Sunderland | Rover Shpg.Co.Ld. (Hamilton,Fraser &Co. *Mgrs.*) | Liverpool British | T.3Cy.25",42"&71"–48"<br>G.Clark,Ld.Sunderland | 28 " 6<br>s 4 - 11½ | | |
| *For full particulars See No. 1 in Supplement* | | | | | | | | | | | |
| 122 113412 RVQT | **Inchdune** SteelScSr<br>*H.F.B.Davies* –96 *ss*Bkn.No.1–04<br>1 *Dk(Stl)* *&Spar dk(Irn)*<br>*Elec.light* *&deep framing* | 4078<br>3813<br>2636 | ✝100A1 Bry *w*<br>*Spar dk* ~~Bkn~~<br>~~5,04~~ 12,04 ✝LMC | 1900 9mo | W.Gray& Co.Ld. W Hartlepool A&CP | Inch Shppg.Co.Ld. (Hamilton,Fraser &Co. *Mgrs.*)<br>*WB=Cell D* | Liverpool British | Q.5Cy.17",24",34"&(2)42"–42" 267lb *100lb* (*s*) 266NH<br>2SB,*6rf*,*Gs*86,*Hs*2846 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 20 " 3<br>s 6 - 5 | | 3,04 |
| 123 110590 ~~98~~BC | **Inchkeith** SteelScSr<br>~~*F.Major* 90–00~~<br>*E.H.Bellcock* 1 *Dk(Stl)* *&Spar dk(Irn)* *&*<br>*Elec.light* *deep framing* | 3757<br>3506<br>2419 | ✝100A1 Bry *w*<br>*Spar dk* Hpl Shl<br>~~5,03 2,03~~<br>5,03 ~~1,00~~ ✝LMC6.0 | 1899 7mo A&CP | W.Gray& Co.Ld. W Hartlepool *WB=Cell D* | Rover Shpg.Co.Ld. (Hamilton,Fraser &Co. *Mgrs.*) | Liverpool British | Q5Cy 17"24"34"&(2)42"–42"<br>260lb *100lb* (*s*) 266NHP<br>2SB,*6rf*,*Gs*90,*Hs*2890 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 19 " 4<br>s 6 " 1 | | ~~4.04~~<br>~~[illegible]~~<br>5,05 |
| 124 102052 | **Inchmaree** SteelScSr<br>*H.Purse* –09 ~~*ssShl.No.2–01*~~<br>(*ex*Arapahoe) 2 *Dks(Irn)* *&Webframes*<br>*Elec.light* *ssShl.No.3–9,04* | 4684<br>4402<br>3078 | ✝100A1 Bry *x*<br>9,04 ~~2,04~~ Shl<br>✝LMC ~~[illegible]~~,04 | 1892 12mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | Inchmaree S.S.Co. Ld.(Hamilton, Fraser&Co.) *WB=Cell* | Liverpool British | T.3Cy27½",43½"&73"–48" (*s*)<br>160lb *100lb* NDB02 382NHP<br>2DB,*12rf*,*Gs*152,*Hs*5900<br>Central Mar.E.Wks, W Hpl | 31 " 6 | | 12,03 |
| 125 113418 RWTL | **Inchmarlo** SteelScSr<br>*G.W.L.Davis* –04<br>1 *Dk(Stl)* *&Spar dk(Irn)* *&deep framing*<br>*Elec.light* | 4079<br>3813<br>2637 | ✝100A1 Bkn *w*<br>*Spar dk* Cff<br>7,04 ~~11.00~~ ✝LMC10|00 | 1900 10mo | W.Gray& Co.Ld. W Hartlepool A&CP | Inch Shppg.Co.Ld. (Hamilton,Fraser &Co. *Mgrs.*)<br>*WB=Cell D Bu E 26'* | Liverpool British | Q.5Cy.17",24",34"&(2)42"–42" 267lb *100lb* (*s*) 266NHP<br>2SB,*6rf*,*Gs*86,*Hs*2846 FD<br>Cen.Mar.Eng.Wrks.W Hpl<br>*Ta*26'682t *FPT* 66t *APT* 58t | 20 " 3<br>s 6 " 5 | | 5,03 |
| 126 105382 PGRD | **Inchmona** SteelScSr<br>*G.Henebery* –00 ~~sell pl.No.1–00~~<br>*ssShl.No.2–04* 1 *Dk(Stl)* *&Spardk*<br>*(Irn)* *&deep framing* | 3484<br>3215<br>2223 | ✝100A1 Shl *v*<br>*Spar dk* Bry Hpl<br>~~5,03 1,03~~ 4,05 ~~10.00~~<br>~~Built~~ ✝LMC ~~04~~<br>~~SS6,04~~ ~~Dec~~ | 1896 5mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | Inch Shippg Co.Ld. (Hamilton, Fraser &Co. *Mgrs.*)<br>*WB=Cell D Bu E 26'* | Liverpool British | Q.5Cy. ~~12"9[illegible]~~ 42"] 255lb *90lb* (*s*) ~~220NHP~~<br>2SB,*4rf*,*Gs*49,*Hs*2060 FD<br>Cen.Mar.Eng.Wrks.W Hpl<br>213NHP | 17 " 7<br>s 6 " 2 | | ~~11,03~~<br>4,04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine — Visites Périodiques | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. Terme de validité maintenant expiré. | 7 | 8 Construit. Quand — Navire — Mach. | Par qui — Où. | 9 Armateurs. | 10 | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | | | 12 Port d'Armement. Pas Gross. | 13 Machines. No. & Type. Chaudières. Pression. Dimensions. N.B.—Tonnage en déduction d'après la machine. Détails des Chaudières & Foyers. Noms du Constructeur des machines. | 14 Chevaux Nominaux. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127<br>112497<br>RPMW | Inchmoor<br>*P.E.Angus* –04<br>1 *Dk(Irn)2tr Bkt Webframes*<br>*8 Dk rubs* | SteelScSr | 3445<br>3214<br>2214 | ✠100A1<br>*withfreeboard*<br>1,04 | Cff | *r* | 1900<br>4mo | Ropner&<br>Son<br>Stockton<br>A&CP | MoorLine.Ld.<br>W.Runciman&<br>Co.*Mgrs.*)<br>*WB = Cell D* | 330·5 46·6 24·4<br>P28′B85′F37′<br>FK<br>*Ba* 144′ *uE24′ f* 185′ | | | London<br>*AM* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 216NHP<br>2SB,*6pf*,GS106,HS3482<br>MacColl&Pollock,Sld. | 27<br>= 5·0½ | | |
| 128<br>87704 | Inchmurren<br>*N.McIntyre* –03<br>*Mchy.Aft* 1 *Dk* | IronScSk | 108<br>87<br>59 | | | | 1883 | Burrell&<br>Son<br>Glasgow | J.P.Turnbull | 82·6 18·8 7·9<br>len00 | | | Glasgow<br>British | C.2Cy.11″&20″–16″<br>18RH<br>D.Gordon,Pt.Glasgow | | | |
| 129<br>2688<br>JFVN | Indalen<br>*A.Edqvist95–96*<br>1 *Dk Shade dk* | IronSternWheel | 118<br>80<br>109 | | | | 1887 | W.Lind-<br>bergsAktieb.<br>Stockholm | Ångb.Aktieb.Sun-<br>dsvall-Indalsfven.<br>(A.Nordberg *Mgr.*) | 91·6 24·3 5·0<br>H37′ | | | Sundsvall<br>Swedish | C.2Cy.18½″&21″–54″<br>27NHP<br>W.Lindberg&M.V.Skm. | | | |
| 130<br>JKGH | Indeficienter<br>~~*M.Tennent*~~<br>*L.Dobrovich04–04* 1 *Dk(Stl)&Webframes* | SteelScSr | 2318<br>1951<br>1451 | ✠100A1<br>~~*Spar dk*~~ ~~Cff~~<br>BS8,01 | Shl | *s* | 1901<br>4mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP | Flli.Gerbaz<br>*WB = Cell B* | 289·0 43·1 20·2<br>P27′B74′F39′<br>FK<br>*Ba*90′ *uE20 f* 114′ | | | Fiume<br>Aust.-Hung. | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 216NHP<br>2SB,*6pf*,GS106,HS3482<br>MacColl&Pollock,Sld. | 21<br>= 3·4 | | |
| 131<br>LCNB | Independent<br>*Ferd.Ziegler*<br>1 *Dk&Spardk* | IronScSr | 1426<br>—<br>1040 | | | | 1883 | G.Howaldt<br>Kiel | RhedIndependent | 231·8 30·3 22·7<br>F28′ | | | Cologne<br>German<br>*WB* | C.2Cy.29½″&49½″–35½″<br>13NHP<br>G.Gebr.Howaldt,Kiel | | G | |
| 132<br>105572<br>PLQR | India<br>*F.W.Vibert* –02<br>*Ref.Mchy* 3 *Dks(UStl–teaks)*<br>*Elec.light* *&Spar dk(Stl–teaks)* | SteelScSr | 7911<br>6478<br>4185 | ✠<br>*Spar dk*<br>9,96 | Grk | *dt* | 1896<br>9mo | Caird&Co.<br>(Lim.)<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB = Cell D Ba*74<br>*uE&B*140′*f*176′ | 499·9 54·3 25·1<br>P46′B268′F78′ 33·4<br>BK9<br>948*t D Ta*88′ 80*t FI* | | | Greenock<br>British | T4Cy.42½″,66″&(2)74½″–72″<br>1321NHP<br>3D&8SB27*cf*GS553,HS2006<br>Caird&Co.(Lim.),Grk. | 28<br>= 4 | | |
| 133<br>88861<br>WDTV | —<br>*C.S.Forbes* –04<br>*Elec.light* 2 *Dks(Stl–Uws)&Spardk* | SteelSc3MstSr | 4074<br>2612<br>2591 | ✠<br>*Spar dk*<br>4,86 | Lon | *s* | 1881<br>8mo | W.Denny<br>&Bros.<br>Dumbarton | British IndiaStm.<br>Nav.Co.Ld. | 390·0 42·2 21·6<br>B132′ F28′ 29·6<br>*Drp83&84* | | | Glasgow<br>British<br>*C.H.H Cem* | C.2Cy.50″&86″–54″<br>453NHP<br>Denny&Co.,Dumbarton | 23<br>= 8·10½ | | |
| 134<br>HKVG | —<br>~~*A.Vinnicombe*~~<br>1 *Dk(Stl)&Spardk(pt Irn&pt Stl)*<br>*G.Tossoni* –04 *ssTri.No.1–03*<br>*Sdeep framing* | SteelScSr | 2933<br>2700<br>1811 | ✠100A1<br>*Spar dk*<br>12,04<br>BS12,04 | Tri | *u* | 1899<br>6mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | LloydAustriaco<br>*WB = Cell D Ba* 92′ *uE* | 310·0 44·2 15·8<br>P30′B68′F34′ 23·7<br>FK<br>20′*f* 132′559*t* | | | Trieste<br>Aust.-Hung. | T.3Cy.25″,40″&66″–45″ (*s*)<br>180lb *80lb* 320NHP<br>2SB,*6cf*,GS120,HS4980<br>SirC.Furness,Westgarth<br>&Co.Ld.Mdb. | 18<br>= 5 = 1½ | | |
| 135<br>108<br>FVQW | —<br>*A.Poggi*<br>2 *Dks&Awngdk*<br>*Elec.light* | IronSc3MstSr | 1331<br>831<br>872 | | | … | 1870 | C.Mitchell<br>&Co.<br>Newcastle | Nav.Gen.Italiana | 257·2 31·0 16·8<br>23·8 | | | Genoa<br>Italian | C.2Cy.33″&60″–33″<br>NB81 172NHP<br>ThompsonBoyd&Co.,Nwc. | | I | |
| 136<br>100008 | — | IronSc | 1239<br>—<br>932 | | | | 1871 | Craig<br>S.B.Co.<br>Buffalo,N.Y. | Erie&Western<br>Transportn.Co. | 210·0 32·6 14·0 | | | Erie,Pa.<br>United States | | | | |
| 137<br>119071 | —<br>1 *Dk* | SteelPad | 1162<br>1162<br>782 | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 312·4 46·6 10·7 | | | Glasgow<br>British | T.3Cy.28″,42½″&60″–66″<br>292NHP<br>Denny&Co.Dumbarton | | | |
| 138<br>107735 | —<br>*A.H.Malone* –99<br>1 *Dk* | CompSc | 976<br>887<br>573 | | | | 1899 | CalvinCo.<br>Ld. Garden<br>Island,Ont. | CalvinCo.Ld. | 215·9 36·4 15·0 | | | Kingston,<br>Ont.<br>British | T.3Cy.18″,30″&48″–30″<br>126NHP<br>CalvinCo.Ld.GardenI.Ont | | | |
| 139<br>67820<br>QJRN | —<br>*T.F.Mitchell94–99* *ssPnz.2nd No.3–10,00*<br>*ssPnz.No.1–05* 1 *Dk* | IronScSr | 364<br>325<br>186 | ✠100A1<br>1,~~05~~<br>2,00<br>NB81 | Bel<br>Pnz | *g* | 1876<br>8mo | J.Readhead<br>&Co.<br>S.Shields<br>A&CP | J.H.Bennetts | 160·0 23·8 12·5<br>ptND95 BK7<br>*WB* | | | Penzance<br>British | C.2Cy.20″&38″–26″ (*s*)<br>70lb *60lb* NDB85 70RH<br>1SB,*2pf*,GS35,HS1415<br>J.Readhead&Co.,S.Shields | 13<br>= 1·11 | | |
| 140<br>95836<br>MVDT | —<br>*R.Morgan* –98 *ssHul.No.1–94*<br>1 *Dk* | IronScK | 194<br>177<br>88 | ✠<br>*Trawler*<br>1,95 | Hul | | 1890 | Cochrane,<br>Coopr&Scho-<br>field Beverley | HullSteamFishing<br>&IceCo.Ld. | 119·6 21·0 11·0<br>Q21′F20′<br>len94 *pt* ND92 BK7½ | | | Hull<br>British | T.3Cy.12½″,19½″&31½″–22½″<br>50RH<br>1SB,*2cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11<br>= 1·6 | | |
| 141<br>99730<br>NGTQ | —<br>*J.Taylor* –01<br>1 *Dk* | IronScK | 190<br>178<br>93 | | | … | 1894 | Cochrane&<br>Cooper<br>Beverley | N.Eastern Steam<br>FishingCo.Ld. | 115·6 21·0 11·5<br>Q17′B19′<br>len00 BK7½ | | | Grimsby<br>British | T.3Cy.12½″,19½″&32″–22½″<br>50RH<br>C.D.Holmes&Co.,Hull | 12<br>= 1·0 | | |
| 142<br>POKB | Indiaan<br>*W.Adam01–02* *ssBel.No.1–95*<br>(exCountyDerry)<br>*Well deck* 1 *Dk(Irn)&Webframes* | SteelScSr | 1854<br>1391<br>1153 | ✠<br>8,99 | Rot | *r* | 1889<br>11mo | S.P.Austin<br>&Son<br>Sunderland | Stoomv.Maats.<br>Triton (W.Ruys&<br>Zonen,*Mgrs.*)<br>*WB = Cell D* | 270·7 37·9 16·6<br>P28′Q68′B124′<br>F27′ FK<br>*B*228′356*t AP*736*t* | | | Rottrdam<br>Dutch | T.3Cy.20″,32½″&53″–36″<br>168NHP<br>2SB,4*rf*,GS72,HS2522<br>N.F.MarineCo.(Lim.),Sld. | 19<br>= 9 | V | |
| 143<br>113436<br>SCQJ | Indian<br>*H.Daniel* –00<br>2 *Dks(Stl)&Awng dk(Stl)*<br>*Elec.light* *&Web frames* | SteelTwinSc4MstSr | 9121<br>8836<br>5991 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~Lyd 4,00 Bc00~~<br>12,04 | Liv | *dt* | 1900<br>12mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>*Lloyd's A&CP* | F.Leyland&Co.<br>(1900),Ld. | 482·9 57·2 31·8<br>B113 Mg<br>FK&BK7 | | | Liverpool<br>British | T.6Cy.21″,35″&58″–48″ (*s*)<br>180lb *100lb* 604NHP<br>2D&18SB15*rf*GS316HS10677<br>Wrkman,Clark&Co.Ld Bel<br>3Y940*t FPT* 125*t APT*65*t* | 34<br>= 12·4 | | |
| 144<br>100465<br>KGVF | —<br>*Thacher*<br>2 *Dks&Hur dk* | IronScSr | 2110<br>—<br>1424 | | | | 1890 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmngtn,Dl | Boston&PhiladelphiaS.S.Co. | 267·0 38·0 26·0<br>Lm00 | | | Boston<br>United States | T.3Cy.22″,36″&55″–48″<br>210NHP<br>Harlan&Hollingsworth Co.<br>Wilmington,Del | | RS | |
| 145<br>113740 | —<br>*C.Johnson* –03<br>1 *Dk* | SteelScK | 185<br>171<br>73 | ✠100A1<br>*Stm Trawler*<br>5,03 | Bos | | 1900<br>11mo | Smith's<br>Dock Co.Ld.<br>N.Shields<br>*Lloyd's A&CP* | BostonDeepSea<br>Fishing&IceCo.Ld | 116·0 21·1 11·0<br>Q16′F20′<br>len00 BK7½ | | | Boston<br>British<br>*3 B H Cem* | T.3Cy.19″,20″&32″–22½″ (*s*)<br>160lb 52RH<br>1SB,*2pf*,GS29,HS1066<br>N.E.MarineCo.Ld.Sld | 12<br>= 1·0 | | |
| 146 Indian Monarch<br>*For full particulars See No. 5 in Supplement* | | SteelScSr | 4404<br>3510<br>2850 | 100A1<br>*Spar dk*<br>(*Class Contemplated*) | | | 1904 | Russell&<br>Co.<br>Pt.Glasgow | Raeburn&Vérel | 370·0 49·8 27·0<br>P36′B106 F36′ | | | Glasgow<br>British | T.3Cy.26″,42″&70″–48″<br>Rankin&Blackmore,Gnk. | | | |
| 147 Indian Prince<br>92853<br>KHFB | | IronScSr | 1912<br>1643<br>1192 | ✠100A1<br>~~3,00 Lon~~<br>MS8,03 | Liv<br>~~Ant Lon~~<br>LMC<br>2,03 | *r* | 1886<br>7mo | Short Bros.<br>Sunderland<br>A&CP | PrinceLine,Ld.<br>(J.Knott,*Mgr.*)<br>*WB = Cell I* | 275·0 38·1 19·9<br>~~Lm~~ D6′F32′<br>BK10<br>*Ba*64′*f*102′ 275*t AP* | | | Newcastle<br>British<br>*T 2 Hpt p Cem* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *100lb* NDB01 197NHP<br>2SB,*6cf*,GS84,HS2890<br>J.Dickinson,Sunderland | 72<br>= 3·4½ | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage / Under deck. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Port of Survey. | Years added now xpired. Equipment Letter | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. Nos. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Feet. / Inches. | Tonnage. Deduction for Propelling Power. | Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148<br>115129<br>TJFL | Indiana<br>*G.E Gundry* –02<br>*Spar dk(Stl)2tr B&F Web frames* | SteelScSr<br>3869<br>3655<br>2508 | ✝100A1<br>*Spar dk*<br>*with freeboard*<br>1,05 2,04 ✝LMC1904 | Bry | *ue* | 1902<br>5mo | R.Stephenson&Co.Ld<br>Newcastle<br>*Lloyd's A&CP* | BritishMaritime Trust,Ld.<br>*WB= Cell DBa* | 340·0 47·1 20·0<br>P31'B105'F32' 27·5<br>drp02 FK<br>110'*uE&B* 14'*f* 133' | W.Hartlpl<br>British<br>*6 BHCem*<br>733*t APT* 41*t* | T.3Cy.36",40"&67"–48" (*s*)<br>165lb *80lb* 314NH<br>2SB,*8cf*,GS125,HS4840<br>Richardsons,Westgarth& Co.Ld.Mdb | 22 *v* 10<br>16 · 0½ | | 9.02 |
| 149<br>100880<br>JMTK | —<br>*M.H Morle98–98* | IronScSr<br>3335<br>—<br>2561 | | | | 1873 | Cramp& Sons Philadelphia | InternationalMercantileMarineCo. | 343·0 43·0 29·9<br>31·9 | NewYork<br>Utd. States | T.3Cy.22½",35½"&58½"–39"<br>NE&B91 214NH<br>J.Howden&Co.,Glasgow | | RV | |
| 150<br>45423<br>MFWJ | Indianapolis<br>~~*G.Jacobi–04*~~ ~~*ssGlv.No.2–99*~~<br>~~*Elec.light Cole –04 ssPGl,No.2–04*~~<br>*1 Dk(Stl–ptws)&Web frames&pt.twng dk(Stl–wa)* | SteelScSr<br>2464<br>1711<br>1593 | ✝100A1<br>*pt.twng dk*<br>*with freeboard*<br>5,04 10,04 ✝LMC1904 | Cff | *s* | 1891<br>7mo | NavalCon.&Arm.Co.Ld<br>Barrow<br>*Lloyd's A&CP* | J.Little&Co.<br>*WB= Cell DBa* | 278·9 42·2 18·5<br>P25 Q75<br>*pt.3cy 23",38",&60"–39"* FK<br>*16'22 128'f FPT 1388t*<br>DE–ptwsO4 | Barrow<br>British<br>*4 BHCem*<br>*APT 768t* | T.3Cy.23",37"&60"–39" (*s*)<br>160lb ~~*100lb*~~ NDB91 248NHP<br>2SB ~~*3cf,GS 90,HS 6000*~~<br>Wstray,Cpelnd&C.Ld.Brw<br>*4cf*,GS72,HS2898 | 21 *v* 0<br>9 · 1½ | | 5.04 |
| 151<br>— | | SteelSc<br>530 | ✝LMC1904 | | | 1904 | CraigS.B. Co. Toledo,O. | IndianaTransportationCo. | 190·0 32·0 12·0 | Chicago<br>Utd. States | T.3Cy.15",25"&42" 36"<br>106NHP | | | |
| 152<br>104419<br>PTLQ | Indianic<br>*J.S.Souter* –03<br>*1 Dk(pt.trnpt Stl)2tr B&F deep framing*<br>*ss*Sld.No.3–2,05 *3 Dk rule* | SteelScSr<br>2845<br>2643<br>1840 | ✝100A1<br>2,05<br>✝LMC1904 | Sld | *u* | 1897<br>9mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>A&CP | AtlanticStm.ShippingCo..Ld.(T.G. Greenwell,*Mgr.*)<br>*WB= Cell DBa* 102'~~*1130 7·0*~~ ~~*44'f 311*~~<br>*uE&B* 13½'*f* 701*t IPT* 21*t* | Sundrland<br>British<br>*5 BHCem*<br>*N.E.MarineCo..Ld,Sld.* | T.3Cy.23",38"&62"–42" (*s*<br>180lb *180lb* 273NHP<br>2SB,*8pf*,GS66,HS1250 | 24 *v* 0<br>s 4 · 3 | ~~*5.03*~~<br>8,05 | |
| 153<br>109447<br>QFKN | Indore<br>*C.Mytton* –02<br>2 *Dks(Stl)&Spar dk(Irn)3tr B*<br>*Ref.Mchy.*<br>*Elec.light* | SteelScSr<br>7300<br>6982<br>4775 | ✝100A1<br>*Spar dk*<br>~~1,05~~ 1,05<br>✝LMC1904 | Liv | *c*† | 1898<br>7mo | Workman, Clark& Co.Ld<br>Belfast<br>*Lloyd's A&CP* | IndoreS.S.Co.Ld. (J.H.Welsford& Co.Ld.) | 480·0 52·3 27·0<br>P28'B127' 34·7<br>F41' FK<br>drp04<br>*WB= Cell DBa* 135'<br>*uE&B* 90'*f* | Liverpool<br>British<br>*7 BHCem* | T.3Cy.29½",50"&82"–60" (*s*)<br>200lb 665NHP<br>2D&2SB*18cf*GS346HS11130<br>Wrkman,Clark&Co.LdBel<br>197'1202*t FPT* 85*t APT* 40*t* | 30 *v* 3<br>s 10 · 1 | ~~4.03~~<br>6,04 | |
| 154<br>106839<br>PNQB | Indra<br>~~*H.H.Wrather –99*~~<br>*Taylor* 2 *Dks(Stl)&deep framing* | SteelScSr<br>6057<br>5609<br>3923 | ✝100A1<br>~~1,05~~ 1,05<br>✝LMC1901 | Lon<br>Cff | *at*† | 1897<br>2mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine,Ld. (T.B.Royden *Mgr*<br>*WB= Cell DBa* 119'*uE&B* 54'*f* 198' 1298*t FPT* | 430·0 51·3 30·8<br>P32'B143'F53'<br>FK | Liverpool<br>British<br>*6 BHCem*<br>1902 *APT* 76*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 476NHP<br>3SB,*6cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 34 *v* 0<br>s 8 · 3½ | ~~4.04~~<br>1,05 | |
| 155<br>89096 | —<br>*R.Reid* | IronTwinScTug<br>719<br>682<br>97 | ✝<br>8,85 | Dun | *k* | 1885<br>1mo | W.B. Thompson Dundee | TheAdmiralty<br>*WB=* | 212·0 30·2 15·3<br>*DB f* 48'83*t APT* 18*t* | London<br>British<br>*4 BHCem* | C.4Cy.30"&60"–33"<br>344NHP<br>W.B.Thompson,Dundee | | | |
| 156<br>115315<br>TPNC | Indradeo<br>*W.Easterbrook*02–02<br>2 *Dks(Stl)&deep framing* | SteelScSr<br>5315<br>4976<br>3457 | ✝100A1<br>8,02<br>✝LMC1904 | Sld | *z* | 1902<br>8mo | Sir J. Laing &Sons,Ld. Sunderland<br>*Lloyd's A&CP* | FallsLineS.S.Co. Ld. (T.B.Royden. *Mgr.*)<br>*WB= Cell DBa* 131'*uE&B* 44'*f* | 410·2 50·2 29·2<br>P41'B127'F40'<br>FK<br>175' 1286*t* | Liverpool<br>British<br>*7 BHCem*<br>*T f* 27'775*t APT* 250*t* | T.3Cy.27",44"&74"–51" (*s*)<br>180lb *80lb* 493NHP<br>2SB,*8rf*,GS147,HS6828 FD<br>J.Dickinson&Sons,Ld.Sld. | 32 *v* 0<br>s 7 · 6 | | |
| 157<br>110939<br>RMWV | Indradevi<br>*T.Trotter* –01<br>*Ref.Mchy.* 2 *Dks(Stl)&deep framing*<br>*Elec.light* *&Shelter dk(Stl)* | SteelScSr<br>5683<br>5423<br>3702 | ✝100A1<br>*Shelter dk*<br>3,04<br>✝LMC1901 | Lon | *at*† | 1900<br>3mo | Sir J. Laing &Sons,Ld. Sunderland<br>*Lloyd's A&CP* | IndradeviS.S.Co. Ld. (T.B.Royden)<br>*WB= Cell DBa* 108'*uE&B* 65'*f* | 420·6 53·2 29·4<br>FK<br>181'1146*t FPT* 209*t* | Liverpool<br>British<br>*6 BHCem*<br>*4 PT* 50*t* | T.3Cy.27",46"&76"–51" (*s*)<br>200lb *85lb* 520NHP<br>3SB,*9cf*,GS174,HS6900 FD<br>J.Dickinson&Son,Ld.Sld. | 32 *v* 3<br>s 6 · ■ | | 8.02 |
| 158<br>105384<br>PGRF | Indraghiri<br>*G.W.Harwood* –99<br>*Ref.Mchy.* 2 *Dks(Stl)&deep framing*<br>*ss*Lon.No.2–04 | SteelScSr<br>4927<br>4597<br>3181 | ✝100A1<br>~~1,05~~ 1,04<br>✝LMC1904 | Lon<br>Cff | *y* | 1896<br>4mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine,Ld. (T.B.Royden.*Mgr*)<br>*WB= Cell DBa* 102'*uE&B* 52'*f* 184'945*t FPT* | 400·4 48·2 29·0<br>P29'B135'F50'<br>FK | Liverpool<br>British<br>*6 BHCem*<br>180*t APT* 72*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 485NHP<br>3SB,*6cf*,GS109,HS6621 FD<br>D.Rowan&Son,Glasgow | 32 *v* 3<br>s 7 · 5 | ~~9.00~~<br>N7,04 | |
| 159<br>113469<br>SHKW | Indralema<br>*J.Firth*89–01<br>*Ref.Mchy.* 2 *Dks(Stl)&deep framing*<br>*Elec.light* *&Shelter dk(Stl)* | SteelScSr<br>6669<br>6278<br>4344 | ✝100A1<br>*Shelter dk*<br>~~1,04~~ 2,05<br>✝LMC1901 | Lon<br>Cff Bkh | *c*† | 1901<br>6mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine,Ld. (T.B.Royden.*Mgr*<br>*WB= Cell DB*<br>*a*129'*uE&B* 63'*f* | 450·6 55·0 30·8<br>drp05 FK<br>204'1395*t FPT* 195*t* | Liverpool<br>British<br>*6 BHCem*<br>*APT* 75*t* | T.3Cy.27",46"&76"–51" (*s*)<br>200lb *100lb* 615NHP<br>3SB,*9cf*,GS152,HS8763 FD<br>D.Rowan&Co.Glasgow | 33 *v* 10<br>s 7 · 0 | ~~10,00~~<br>2,05 | |
| 160<br>115264<br>THOP | Indramayo<br>~~*W.H.Price2–02*~~ *R.P.Craven* –04<br>*Elec.light* 2 *Dks(Stl)&deep framing* | SteelScSr<br>5200<br>4821<br>3370 | ✝100A1<br>~~2,02~~ 12,04<br>✝LMC1904 | Gls<br>Yka Mch | *z* | 1902<br>3mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine,Ld. (T.B.Royden.*Mgr*)<br>*WB= Cell*<br>*DBa* 112'*uE&B* 56'*f* 191'1202*t FPT* | 410·4 49·3 29·5<br>P31'B147'F52'<br>FK | Liverpool<br>British<br>*7 BHCem*<br>101*t APT* 50*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 500NHP<br>3SB,*9cf*,GS150,HS6957 FD<br>D.Rowan&Co.Glasgow | 32 *v* 4<br>s 7 · 3½ | 6,04 | |
| 161<br>102152<br>NKGD | Indrani<br>*W.G.Williams* –04<br>2 *Dks(Stl)3tr B&F*<br>*ss*Gls.No.3–12,04 *Webframes* | SteelScSr<br>4994<br>4697<br>3226 | ✝100A1<br>7,07 11,02 12,04<br>✝LMC1904 | Yka<br>SbaGls | *y* | 1894<br>5mo | NavalCon. &Arm.Co.Ld. Barrow<br>*Lloyd's A&CP* *WB* | IndraLine.Ld. (T.B.Royden.*Mgr*)<br>*= Cell DB* 242'801*t* | 400·0 48·2 29·3<br>P26'B100'F49'<br>FK<br>*FPT* 178*t APT* 67*t* | Liverpool<br>British<br>*7 BHCem*<br>*MT* 27'792*t* | T.3Cy.27",44"&72"–48" (*s*)<br>180lb *80lb* 532NH<br>2DB,*8cf*,GS192,HS10146<br>Nav.C.&A.Co.(Lim.),Brw | 32 *v* 3<br>s 7 · 7½ | ~~12,08~~<br>N12,04 | |
| 162<br>93798<br>KTJM | —<br>*M.M.Gillies* –99<br>2 *Dks(1 Irn&1 Stl)3tr B* | SteelScSr<br>3640<br>3456<br>2339 | ✝100A1<br>~~1,04 2,06~~ 1,05<br>✝LMC1901 | Gls | *w* | 1888<br>8mo | T.Royden &Sons Liverpool<br>*Lloyd's A&CP* | DonaldsonBros.<br>*WB= Cell D B* 216'711*t* | 361·8 44·3 27·0<br>P24'B84'F41<br>BK10' | Glasgow<br>British<br>*6 BHCem*<br>*MT* 28'380*t* | T.3Cy.27",44"&71"–48" (*s*)<br>150lb *60lb* 348NH<br>2DB,*12cf*,GS190,HS5429<br>Fawcett,Preston&Co.,Liv. | 30 *v* 2<br>s 6 · 5½ | ~~7,08~~<br>2,05 | |
| 163<br>105872<br>PTDJ | Indrapura<br>*J.Horne* –03<br>*ss*H.Kg.No.1–01<br>2 *Dks(Stl)&deepframing* | SteelScSr<br>4899<br>4521<br>3152 | ✝100A1<br>10,04 ~~2,04~~<br>✝LMC1901 | HKg<br>NYk | *y* | 1897<br>8mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndrapuraS.S.Co. Ld. (T.B.Royden)<br>*WB= Cell*<br>*DBa* 109'*uE&B* 52'*f* 183'1189*t FPT* | 400·0 49·2 28·3<br>P29'B135'F50'<br>FK | Liverpool<br>British<br>*6 BHCem*<br>137*t APT* 53*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 476NH<br>3SB,*6cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 31 *v* 3<br>s 7 · 0 | 2,04 | |
| 164<br>115214<br>SRBP | Indrasamha<br>*R.P.Craven* –02<br>*Elec.light* 2 *Dks(Stl)&deep framing* | SteelScSr<br>5197<br>4832<br>3367 | ✝100A1<br>9,03<br>✝LMC1901 | Kob | *z* | 1901<br>10mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine.Ld. (T.B.Royden *Mgr*)<br>*WB= Cell*<br>*DBa* 113'*uE&B* 56'*f* 192'1200*t FPT* | 410·1 49·3 29·6<br>P29'B146'F50'<br>FK | Liverpool<br>British<br>*6 BHCem*<br>101*t APT* 50*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 500NH<br>3SB,*9cf*,GS150,HS6957 FD<br>D Rowan&Co.Glasgow | 32 *v* 4<br>s 7 · 3½ | 9.02 | |
| 165<br>106024<br>PKWL | Indravati<br>*Cassum Ngor Mahomed*01–01<br>*Elec.light* ~~*ssBom.No.2–04*~~ ~~*ssBom.No.1–00*~~<br>1 *Dk&Spar dk(Teak)&deep framing* | SteelScSr<br>1053<br>963<br>513 | ✝100A1<br>*Spar dk*<br>*with freeboard*<br>9,04 ~~9,06~~<br>✝LMC1904 | Bom | *m* | 1896<br>6mo | AilsaS.B. Co. Troon<br>A&CP | BombayS.Nav.Co. (Shepherd&Co. *Mgrs.*) | 211·8 31·1 12·9<br>20·2<br>BK7½'<br>*WB= FPT* | Bombay<br>British<br>*6 BHCem*<br>25*t APT* 20*t* | T.3Cy.18",29"&48"–30" (*s*)<br>180lb 156NH<br>2SB,*6cf*,GS102,HS2678<br>Dunsmuir&Jackson,Gls. | 13 *v* 7<br>s 5 · 4 | ~~6.00~~<br>N8,04 | |
| 166<br>106691<br>PWCG | Indravelli<br>*H.J.Porter*03–03 *ss*HKg.No.1–01<br>2 *Dks(Stl)&deep framing* | SteelScSr<br>5905<br>4571<br>3768 | ✝100A1<br>10.03<br>✝LMC1901 | HKg | *y* | 1897<br>12mo | C.Connell &Co. Glasgow<br>*Lloyd's A&CP* | IndraLine.Ld. (T.B.Royden.*Mgr*)<br>*WB= Cell DB*<br>*a*109'*uE&B* 52'*f* | 400·0 49·2 28·3<br>P29'B135'F50'<br>FK<br>183'1189*t FPT* 137*t* | Liverpool<br>British<br>*6 BHCem*<br>*APT* 53*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb *100lb* 476NH<br>3SB,*6cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 31 *v* 3<br>s 7 · 0 | 10,03 | |

| Numéro d'Ordre / Numéro d'Id. / Almanach | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Sous le Pont / Net | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Quand Navire Mach. | Construit. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. Nbre & type des machines. Chaudières. Foyers. Nom du Constructeur des machines | pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|
| 167 | **Indrawadi** Steel Sc Sr | 5194 / 4817 / 3369 | ✠100A1 N Yk z | 1902 6mo | C. Connell & Co. Glasgow | Indra Line, Ld. T. B. Royden *Mgr.* | 410·3 49·3 29·5 | Liverpool British | T. 3 Cy. 26″, 44″ & 78″–48″ (s) | 32 c 4 |
| 116291 TLFB | *J. Hall –01 2 Dks Stl & deep framing Elec. light* | | | | | *WB = Cell Lloyd's &A&CP* | P31′ B147 F52 FK | 200 lb *100 lb* 500 NHP | | 7 · 8½ |
| | | | | | | *DBa* 112′ *u E&B* 56′ *f* 191′ 1202 *t FPT* | | 7 BH Cem 101 *t AP* 750 *t* | 8 SB 9*cf*, 68150, 6957 FR | |
| | | | | | | | | | 10 Rowan & Co. Glasgow | |
| 168 | **Indtrønderen** Steel Sc Sr | 205 / 197 / 123 | | 1889 | ..... Christiania | Indherreds Aktie. Dpskselsk. (A. Kleven, *Mgr.*) | 121·9 18·4 13·9 Hsr | Stenkjær Norwegian | | |
| | *L. Holm* 00–01 | | | | | | | | | |
| JSWG | 2 *Dks* | | | | | | | | | |
| 169 | **Induna** Steel Sc Sr | 4426 / 4206 / 2874 | ✠100A1 Cff x | 1898 10mo | A. Stephen & Sons Glasgow A&CP | S.S. Induna Co. Ld. (Maclay & McIntyre) *B = Cell DBa* 124′ *u* | 380·0 49·9 25·6 P32′ B100′ F36′ FK | Glasgow British | T. 3 Cy. 25″, 41″ & 67″–18″ (s) | 28 s 3 |
| 108766 QJTK | *R. Carruthers –03 ss* Gls. No. 1–03 2 *Dks* (1 Stl & U Irn) *& deep framing* | | 2,05 Bry Bs 2,05 | | | | *E* 386 *f* 164 1630 *t* | 175 lb *80 lb* 380 NHP | | |
| | | | | | | | *WB = DBa* 31 *f* 51′ 152 *t* | *4 BH Cem* *APT* 175 *t* | 8 SB, *6cf*, GS92, HS5198 FR | 8 · 10 |
| | | | | | | | | Syd. C. S. S. W. | A. Stephen & Sons, Glasgow | |
| 170 * | — Steel Sc Sr | 699 / 515 / 425 | ✠100A1 P. Nl j | 1891 7mo | Hall, Russell & Co Aberdeen A&CP | J. T. Rennie & Son Burns, Philp & Co Ld. | 190·6 28·5 11·2 Q51′ B59′ F22′ FK | Aberdeen British 160 | T. 3 Cy. 15″, 24″ & 39″–30″ (r) | 14 s 1 |
| 98564 MGCB | *P. Lindsay –04 ss* P. Nl. No. 3–11, 03 *Well deck Elec. light* *H. Smith –04* *F. J. Bayldon –05* 1 *Dk (Irn)* | | 10,04 11,03 BS 1,04 | | | | *WB = Dba* 31 *f* 51′ 152 *t* | 140 lb *90 lb* NDB96 98 RH *4 BH Cem* 18 SB. conf. mineral safety | | 11 · 1½ |
| | | | | | | | | | Hall, Russell & Co. Abn 3*cf*, GS50, HS1182 | |
| 171 | **Indus** Steel Sc Sr | 3450 | 100A1 *Awng dk* | 1904 | C. Connell & Co. Ld. Glasgow | J. Nourse, Ld. | 350·0 43·1 19·3 P41′ F45′ | London British | T. 3 Cy. 24½″, 40″ & 68″–45″ | |
| *For full particulars See No. 2 in Supplement* | | | | | | | | | D. Rowan & Co. Glasgow | |
| 172 | **Industria** Steel Sc Sr | 2217 / 1962 / 1410 | (*Class Contemplated*) ✠100A1 Stn s | 1888 10mo | Strand Slipway Co. Sunderland A&CP | W. Kunstmann | 285·3 37·2 22·1 P28′ B56 F84′ BK9½ | Stettin German | T. 3 Cy. 21½″, 35″ & 58″–39″ (s) | 24 s 11 |
| JFPD | *with freeboard* ex Unionist) 1 *Dk (Irw) 2 tr B & Web frames* | | 3,04 3,05 | | | *WB = Cell DBa* | (*Irn*) 236′ 521 *t FPT* | 160 lb *75 lb* 213 NHP | | 4 · 10½ |
| | | | | | | | | *3 BH Asp* 103 *t AP* 727 *t* | 2 SB. *4rf & 2pf*, GS90, HS3235 | |
| | | | | | | | | | N.E. Marine E. Co. Ld. Sld. | |
| 173 | — Iron Sc Sr | 602 / 241 / 323 | | 1865 | C. Lungley London | Soc. Anon. La Mediterranea (A. Hernandez, *Mgr.*) | 204·0 26·4 13·9 P153′ F24′ len 72 BK6½ | Barcelona Spanish | C. 2 Cy. 28″ & 48″–27″ NB85 102 NHP | 15 s 1 |
| HNVG | *J. P. Llorens –01* (*ex* Mauritius) *Well deck* 1 *Dk 2 tr B* | | | | | | | *WB Cmp* 76 Wlkr Hndrsn & C Gls | | |
| 174 | — Iron Sc K | 133 / 129 / 62 | ✠100A1 Hul | 1887 2mo | Cook, Welton & Gemmell Hull | F. & T. Ross, Ld. | 95·0 20·7 10·7 BK8 | Hull British | C. 2 Cy. 16⅝″ & 29″–21″ (r) 90 lb 85 RHP | 10 s 2 |
| 93104 | *G. F. Shaw –02 ss* Hul. No. 3–8, 99 *ss* Hul. No. 1–03 1 *Dk* | | *Trawler* 6,04 L.M.C. 6 Bs 6,04 | | | | | *3 BH Cem* | 1 SB. 2*pf*, GS30, HS702 C. D. Holmes & Co., Hull | |
| | | | | *Lloyd's &A&CP* | | | | | | |
| 175 | **Industrial** Steel Twin Sc Sr | 319 / 295 / 207 | | 1891 | Scott & Co. Greenock | Empreza Esperança Maritima | 160·4 26·1 9·4 | R. Janeiro Brazilian | C. 4 Cy. 11½″ & 24″–18″ 41 NHP | |
| | *D. Pirco –98* | | | | | | | | Scott & Co., Greenock | |
| 176 | **Industrie** Steel Sc Sr | 839 / 630 / 513 | | 1885 | L. Smit & Sons Kinderdyk | Rhein & See Schiff-fahrts Ges. | 235·0 28·2 11·4 Q70′ B71′ F21′ len 97 FK | Cologne German | T. 3 Cy. 14″, 23″ & 37½″–24″ NE & B97 69 NHP | 12 s 2 V |
| | *D. Baumann* 95–95 | | | | | | | *WB* | Flensburger Schiffsb. Ges. | |
| HWBC | *Well deck* 1 *Dk* | | | | | | | | | |
| 177 | — Iron Sc Tug K | 198 / 173 / 22 | ✠100A1 Skm | 1889 11mo | Cook, Welton & Gemmell Hull | Chrvikens Aktieb. (G. Tulin, *Mgr.*) I. Block | 118·3 24·0 10·1 H25 *t* BK7 | Skelleftea Swedish | T. 3 Cy. 15″, 24½″ & 39″–24″ (s) 150 lb *150 lb* NDB00 68 NHP | 12 s 1 |
| 26005 | *A. M. Tjall –04 ss* | | *For Towing purposes* 7,04 6,04 | | | | | 3 *BH Cem* Thefoo Chinese | 1 SB, 3*pf*, GS40, HS961 C. D. Holmes & Co. Hull | |
| 116556 | *ex* Englishman) *ss* Skm. No. 3–5,00 *ss* Skm. No. 1–04 1 *Dk* | | | *Lloyd's &A&CP* | | | | | | |
| 178 | — Iron Sc Sk | 126 / 114 / 7 | ✠ Fal a | 1883 7mo | Harvey & Co. Hayle | Soc. Dunkerquoise de Remorq. | 100·2 19·2 10·2 len 86 | Dunkirk French | C. 2 Cy. 21″ & 38″–21″ 80 RHP | |
| | *A. Duchatel* 96–99 *ss* Hay. No. 1–86 | | *For Tug purposes* 6,87 | | | | | 4 *BH Cem* | Harvey & Co. Hayle | |
| JNWD | *ex* Emperor) 1 *Dk* | | | | | | | | | |
| 179 | **Industry** Steel Twin Sc Sp | 148 / 145 / 18 | | 1896 | Lobnitz & Co. (Lim.) Renfrew | Ceylon Government | 105·6 20·2 8·6 | Colombo British | T. 6 Cy. 8″, 13″ & 20″–16″ 23 RHP | |
| 81084 | *J. Sörensen* (*Tug*) 1 *Dk* | | | | | | | *WB* | Lobnitz & Co. (Lim.), Rnf. | |
| 180 | **Ineboli** Steel Sc Sr | 240 / 165 / 85 | | 1885 | Murdoch & Murray Pt. Glasgow | Idarei Massousieh | 130·6 21·1 9·8 Q87′ B42′ F18′ | Constanpl Turkish | C. 2 Cy. 20″ & 38″–24″ | 10 s 7 |
| | *Christo* (*ex* Trojan) 1 *Dk* *Well deck* | | | | | | | *WB* | W. King & Co., Glasgow | |
| 181 | **Inenew** Steel Sc Barge | 109 / 94 / 46 | | 1902 | Polson Iron Works Co. Ld Toronto | Hudson's Bay Co. | 86·5 18·0 7·7 | Toronto British | C. 2 Cy. 8″ & 18″–12″ 13 RHP | |
| 112179 | 1 *Dk* | | | | | | | | Polson I. W. Co. Ld. Toronto | |
| 182 | **Inflexible** Wood Sc Sr | 127 / 120 / 86 | | 1878 | Ann Deakin Winsford | Salt Union, Ld. | 87·6 20·7 19·0 | Liverpool British | 2 Cy. 12″–14″ 24 RHP | |
| 86193 | *Appleton* 87–87 | | | | | | | | G. Deakin, Winsford | |
| 183 | **Inga** Steel Sc Sr | 942 / 714 / 579 | ✠100A1 Shl m | 1904 4mo | A. Vuijk Capelle a d Ysel | Akties. Dmpsk. Inga (D.S. Meier) | 215·3 31·5 14·6 Q73′ B57′ F26′ FK | Christiania Norwegian | T. 3 Cy. 15¾″, 25″ & 42″–30″ (s) 175 lb *100 lb* 160 NHP | 15 s 6 |
| MGBG | *Well deck* 1 *Dk (Stl) & deep framing* | | 11,04 Shi | *Lloyd's &A&CP* | | *WB = Cell DBa* | *Ba* 54′ *f* 88′ 2254 *t FPT* | *4 BH Cem* 50 *t APT* 15 *t* | 1 SB, 3*pf*, GS50, HS1670 G. T. Grey & Co. S. Shl. | 1 · 4½ |
| 184 | — Wood Sc 3 Mst Sr | 364 / 287 / 199 | | 1873 | H. L. Hansen Odense | Acties. Dpsk. Inga (Bugge & Olsen) | 152·1 28·2 12·7 Q22 *t* B50 *t* | Laurvig Norwegian | C. 2 Cy. 20″ & 36″–21″ NB86 50 NHP | N |
| | *J. Börresen* (*ex* Agge, *ex* Aage, *ex* Sif) | | | | | | | | Schweffel & Howaldt. Kiel | |
| HPCW | 1 *Dk* | | | | | | | | | |
| 185 | **Inga** Steel Sc Sr | 113 / 65 | | 1885 | ..... Åbo | Åbo Läns Kust ångbåts Aktie-bolag | 103·5 17·8 7·9 | Åbo Russian | | |
| TFOL | | | | | | | | | | |
| 186 | **Ingane** Iron & Steel Twin Sc Ctr | 216 / 182 / 18 | ✠100A1 Abn c | 1902 4mo | Hall, Russell & Co. Ld. Aberdeen | Chiazzari & Co. | 110·1 23·1 11·0 BK7½ | P. Natal British | C. 4 Cy. 11½″ & 27″–20″ (r) 130 lb 74 RHP | 11 6 |
| 101372 | *D. W. Cambridge* 02–02 1 *Dk* *Floors, Keelsons & Stringer Plates Stl* | | *For Towing purposes* 4,02 | *Lloyd's &A&CP* | | *WB = DBa* 21′ 87 *t* | *f* 21′ 87 *t* | *4 BH Cem* *DTa* 12′ 28 *t* | 1 SB, 3*pf*, GS46, HS1891 Hall, Russell & Co. Ld. Abn | |
| 187 | **Ingeborg** Steel Sc Sr | 376 / 276 / 208 | | 1898 | P. Larsson Thorskog | G. H. Witt | 133·1 23·9 12·0 Q42′ B35′ H14 *t* F15 | Hisingborg Swedish | C. 2 Cy. 15½″ & 24½″–17½″ 21 NHP | V |
| 3219 | *N. P. Svensson* 98–98 1 *Dk* | | | | | | | *WB* | Thorskoge M. V. Thorskog | |
| JHRB | *Mchy. Aft* | | | | | | | | | |
| 188 | — Iron Pad | 342 / 324 / 136 | | 1883 | F. Schichau Elbing | De Danske Statsbaner | 165·4 24·9 11·3 H28 *t* | Fredericia Danish | C. 2 Cy. 32″ & 62″–45½″ 216 NHP | |
| NTSF | *H. P. Geisler* (*Ferry*) 1 *Dk* | | | | | | | | F. Schichau, Elbing | |

| No. in Book. / Official No. / Signal Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c | Tonnage | Particulars of Classification. Character. / † for Special Survey. / Date of last survey. | Built. When. / By Whom. / Where. | Owners. | Registered Dimensions. Length. / Breadth. / Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders – Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. / Engine Maker's Name. | Height of depth. / Freeboard | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 189 JMQW | **Ingeborg** WoodScSr<br>*S.Torvestad* 1 *Dk* | 209<br>148<br>119 | | 1870 ..... Skaraborg | Knut Knutsen | 100·9 \| 22·9 \| 11·4<br>Q15*t* B33*t* | Haugesnd Norwegian | C.2Cy.10½″&22½″–16½″<br>NB93 17NH<br>Göteborgs Mek. Verks.,Got | | | |
| 190 JFLH | — WoodScSr<br>3419 *A. Andersson98–98*<br>(*ex* Bele, *ex* Sällboda) 1 *Dk* | 159<br>137<br>89 | | 18$\frac{53}{01}$ A.Ahlberg Gothenburg | J.F.Kallin | 101·5 \| 22·6 \| 10·0<br>P17 H*t* | Tosse Swedish | | | | |
| 191 JDML | — CompScSp<br>1774 *A.G.Eriksson00–00* 1 *Dk* | 156<br>147<br>103 | | 1887 J.A.Svensson Södra Garn | Rederiaktieb. Unda (J.A. Waller, *Mgr.*) | 99·4 \| 22·8 \| 8·9<br>B19′ | Gothenbrg Swedish | C.2Cy.9″&18″–12″<br>Wilhelmsbergs Mek. 9NH<br>Werk.Akt.,Got | | | |
| 192 PVJD | **Ingeli** SteelScBn<br>106851 *F.Baker –04* *ss*Lon.No.1–02<br>*Elec.light* 1 *Dk*(*Stl*),§ *Spar dk*(*Stl*-ws §*Webframes* | 2935<br>2700<br>1864 | ✝100A1 Lon *u*<br>*Spar* 12·03<br>~~Patent Logs~~ | 1897 Hall, Russell&Co. Aberdeen<br>10mo<br>*Lloyd's*A&CP | J.T.Rennie&Son<br>*WB*=*Cell D Ba* | 330′1 \| 41′2 \| 18′6<br>B104′F35′ 26′0<br>FK<br>86′*f*124′108*t* | Aberdeen British<br>*6 BHCem*<br>2 DB.*12cf*,GS218,HS7695 | T3Cy25½″,42½″&69½″–45″ (*s*)<br>180lb *100lb* 427NH<br>Hall,Russell&Co.,Abn. | 19 ″ 8<br>s 5-11½ | BT<br>TH | |
| 193 | **Ingeniero** SteelSc<br>1 *Dk* | 107<br>26 | E24,05 | 1902 J.W.Klawitter Danzig | Government of Uruguay | 105·0 \| 17·8 \| 10·0<br>B10′ | M.Video Uruguayan | T.3Cy.12″,19″&29½″–14½″<br>33NH<br>J.W.Klawitter,Danzig | | | V |
| 194 JBDK | **Inger** SteelScSr<br>*C.Johannssen –02* *ss*Shl.No.3–9.00<br>(*ex* Khio) 1 *Dk*(*Stl*),§ *Webframes*<br>*Well deck* | 2459<br>1881<br>1585 | ✝100A1 Cff *t*<br>8,01 ~~8,04~~<br>~~SS3,05~~ LMC03 | 1889 E.Withy& Co. W Hartlepool<br>5mo<br>A&CP | Acties.Dmpsk. Inger (A.Andersen)<br>*WB*=*Cell D Ba* | 300′0 \| 38′5 \| 20′6<br>P35′Q88′B122′F31′<br>FK<br>256′360*t* *APT*32*t* | Grimstad Norwegian<br>*5 BHpt Cem*<br>*pt Asp* | T.3Cy.22″,37″&61″–39″ (*s*)<br>160lb *80lb* 2NDB00 232NH<br>2SB.*3rf*&*3cf*,GS102<br>T.Richardson&Sons,Hpl. | 23 ″ 3<br>s 2 - 2½ | | N2,01 |
| 195 NMKD | — IronScSr<br>*C.Thorkelin* *ss*Sld.2nd No.3–10,99<br>(*ex* Ben Lomond) *ss*Cff.No.1–03<br>1 *Dk*2*tr B* | 1145<br>1040<br>694 | ✝ 90A1 Bly *n*<br>2,05 ~~2,08~~<br>~~NB3~~<br>MS1,03 | 1871 J.Laing Sunderland<br>12mo<br>A&CP | Aalborg Dmpsk. Selsk. (N.K.Stroyberg, *Mgr.*) | 234′9 \| 31′7 \| 19′5<br>Q15′<br>pt ND99 BK9′<br>*WB*= | Aalborg Danish<br>*4 BHCem*<br>1SB,*3pf*,GS54,HS1921 | C.2Cy.27″&53″–33″ (*r*<br>70lb *90lb* NDB01 118NH<br>Thompson,Boyd&Co.Nwc. | 20 ″ 8<br>s 3 - 5½ | | 3,09 |
| 196 FCLP | **Ingerid** SteelScSr<br>*G.H.Bowman99–01* 2 *Dks*<br>637 | 1095<br>— | | 1901 Gourlay Bros.&Co. Dundee | Naaml.Ven.Maats. Noorwegen (DBurger&Zoon, *Mgrs.*) | 236′0 \| 32′1 \| 15′5<br>P&B156′F31′ | Rottrdam Dutch<br>*WB* | T.3Cy.21″,34″&55″–36″<br>181NH<br>Gourlay Bros.& Co.Dundee | | | C |
| 197 VSKQ | — IronScSr<br>84621 *J.Johnson –01* *ss*Rot.No.3–6,94<br>*ss*C.Tn.No.2–03<br>*Well deck* 1 *Dk*2*tr B* | 693<br>485<br>415 | ✝100A1 CTn *i*<br>7,03<br>~~NB1,00~~ ~~LMC7,00~~ | 1882 H.Murray & Co. Pt.Glasgow<br>3mo<br>*Lloyd's*A&CP | Ingerid S.S.Co.Ld. (Thesen&Co.)<br>*WB*= | 191′2 \| 26′7 \| 13′4<br>Q58′B51′F25′<br>pt ND98 len89 BK7½″<br>*DBa*37′30*t* *FPT* | Cape Town British<br>*6 BHCem*<br>1SB.*3pf*,GS43,HS1465 | C.2Cy.17″&34″–36″ (*a*)<br>90lb *90lb* NDB98 85NHP<br>Paul&Co., Dumbarton | | | 7,03 |
| 198 LTHV | **Ingleby** SteelScSr<br>89726 *J.McMillan –04* *ss*Shl.No.3–10,95<br>1 *Dk*(*pt Stl*&*pt Irn*),§ *pt Awngdk*′ *Irn*),§ *Webframes* | 1736<br>1132 | ✝100A1 Shl *q*<br>*Now owned by Friederich Knudsen, Aasiaat. See No. 39 in Supplement.*<br>*with freeboard*<br>6,02 | 1890 R.Craggs & Sons Middlesbro'<br>A&CP | Ingleby S.S.Co. Ld. (E.Harris&Co.)<br>*WB*=*Cell D Ba*86′ | 260′0 \| 36′6 \| 16′6<br>P24′Q82′<br>*pt Awngdk*154′BK9″<br>*uE*&*B*34′*f*98′407*t* | Middlesbro' British<br>*1 BHpt Asp*<br>*pt Cem* | T.3Cy.20″,33″&54″–36″ (*s*<br>160lb *80lb* 178NH<br>2SB.*4rf*,GS132,HS2722<br>Westgarth English&CMdb. | 19 ″ 0<br>s 8 - 3 | | 6,02 |
| Stranded 2,08 | **Inglefield** SteelScSr<br>~~Sld~~ *J.Cradace –03* *ss*Bry.No.1–03<br>QCRL 1 *Dk*(*pt Irn*,*pt Stl*)*2tr B* | 2412<br>2236<br>1516 | ✝~~100A1~~ Bry *t*<br>8,01 ~~8,05~~ Sld | 1898 Richardsn, Duck&Co. Stockton<br>5mo<br>*Lloyd's*A&CP | Field S.S.Co.Ld. (E.Aston, *Mgr.*)<br>*WB*= *Cell D Ba* | 310′0 \| 44′1 \| 20′4<br>P31′B72′F82′<br>FK<br>108′*uE*&*B*10′*f*122′ | Stockton British<br>*5 BHCem*<br>693*t* *APT*38*t* | T.3Cy.22½″,37″&61″–42″ (*s*<br>160lb *90lb* {245NH<br>2SB,*6cf*,GS100,HS3760<br>Blair&Co.Ld.Stockton | 22 ″ 10 | | ~~3,04~~ 3,04 |
| 200 WBLN | **Ingoldsby** IronScSr<br>83821 *J.Pawley –02* ~~ss Cff. No.3–2,97~~<br>*ss*Cff.2nd No.3–8,01 ~~ss Cff. No.3–4,00~~<br>*Well deck* 1 *Dk*(*Irn*)2*tr B* | 1193<br>990<br>740 | ✝100A1 Cff *o*<br>3,05 ~~3,08~~<br>~~LMC7,04~~ | 1881 Palmers' Co. Newcastle<br>2mo<br>*Lloyd's*A&CP | Lee,Finch&Co. | 235′5 \| 32′2 \| 17′8<br>Q88′B50′F25′<br>BK8½″<br>*WB*=*DBa*67′*f*59 | Cardiff British<br>*1 BHCem*<br>205*t* *APT*12*t* | C.2Cy.28″&54″–36″ (*i*)<br>75lb *80lb* NDB94 99RH<br>1SB.*4pf*,GS64,HS1708<br>Palmers' Co.(Lim.),Nwc. | 18 ″ 10<br>s 1-11 | | 7,04 |
| 201 WPLQ | **Ingram** IronScSr<br>87091 *J.Innes –04* *ss*Shl.No.3–10,95<br>*Well deck* *ss*Shl.No.2–04<br>1 *Dk*(*Irn*)2*tr B* | 1694<br>1328<br>1036 | ✝100A1 Shl *q*<br>1,03 ~~1,04~~ Lon<br>~~BS8,04~~ | 1882 E.Withy& Co. W Hartlepool<br>9mo<br>*Lloyd's*A&CP | Gordon Steam Shipping Co.Ld. | 257′4 \| 34′6 \| 19′4<br>P24′Q68′B71′F31<br>BK9″<br>*WB*=*DBa*74′*f*96′307*t* | London British<br>*4 BHCem*<br>1DB.*4pf*,GS75 | C.2Cy.33″&61″–33″ (*b*)<br>75lb *70lb* NDB95 178NH<br>T.Richardson&Sons,Hpl. | 20 ″ 4<br>s 2 - 1½ | | 1,05 |
| 202 NKPQ | **Ingrid** *ss*Shl.No.1–05 SteelScSr<br>*P.N.Meinertz –99* *ss*Els.No.3–4,00<br>(*ex* Sneaton) 1 *Dk*(*Irn*)§ *Web frames*<br>*Well deck* *Inner bottom Iron* | 1514<br>1038<br>943 | ✝100A1 Shl *p*<br>3,05 ~~3,08~~<br>~~LMC4,04~~<br>BS9,04 MS3,06 | 1888 J.Blumer & Co. Sunderland<br>10mo<br>A&CP | Dmpskibslsk.Jylland (V.Greibe, *Mgr.*) | 250′0 \| 35′5 \| 15′6<br>P19′Q84′B96′F29′<br>BK9″<br>*WB*= *Cell* | Esbjerg Danish<br>*4 BHAsp*<br>*DB*202′324*t* | T.3Cy.19″,31″&51″–33″ (*s*<br>160lb *100lb* NDB02 147NH<br>N.E.Marine Co.Ld.Nwc. | 18 ″ 0<br>s 1 - 4 | | 3,05 |
| 203 JMHG | — CompScSr<br>3909 *A.E.Dahlby –01*<br>*Mchy.Aft* 1 *Dk* | 205<br>164<br>97 | | 1901 Aktieb. Lödöse Varf. Gamla Lödöse<br>*Lloyd's*A&CP | Rederiaktieb. Unda (J.A. Waller, *Mgr.*) | 100′4 \| 23′0 \| 10′3<br>B23′H8*t*F13′ | Gothenbrg Swedish | C.2Cy.9½″&21″–13½″<br>14NH<br>Lundby Mek. Verks.Got. | | | |
| 204 LRKM | **Ingrid Horn** SteelScSr<br>*R.Jensen01–02*<br>*Elec.light* 1 *Dk* | 2039<br>1868<br>1292 | | 1901 Act.Ges. "Neptun" Rostock | H.C.Horn | 291′2 \| 41′2 \| 18′8<br>P11 B168′F18′ | Lübeck German<br>*WB* | T3Cy20⅝″,35$\frac{7}{16}$″&55⅛″–35$\frac{7}{16}$″<br>180NH<br>A.G."Neptun," Rostock | | | G |
| 205 JNGK | **Ingvar** SteelScSr<br>4154 *P.L.Sonesson92–03*<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Well deck* | 620<br>195<br>329 | ✝100A1 Got *i*<br>5,03<br>LMC5,03 | 1903 P.Larsson Thorskog<br>5mo<br>*Lloyd's*A&CP | P.Larsson<br>*WB*=*Cell I* | 181′6 \| 29′5 \| 12′1<br>P19 Q5′H18*t*F17′<br>FK<br>116′151*t* *FPT*22*t* | Thorskog Swedish<br>*3 BHCem*<br>*APT*23*t* | C.2Cy.16″&30″–22″ (*s*)<br>120lb *80lb* 46NH<br>1SB,*2cf*,GS22,HS871<br>P.Larsson,Thorskog | 14 ″ 11 | | |
| 206 KGJQ | **Inishowen Head** SteelScSr<br>93155 *J.N.M.Cotter –04* *ss*Bel.No.3–8,98<br>*Elec.light* *ss*Hpl.No.1–02<br>2 *Dks*(*Irn*)*3tr B* | 3050<br>2933<br>1988 | ✝100A1 Sws *w*<br>~~12,04~~<br>MC2,02 | 1886 Harland& Wolff Belfast<br>4mo<br>*Lloyd's*A&CP | Ulster S.S.Co.Ld. (G.Heyn&Ss. *Mgs*)<br>*WB*=*Cell D B* | 341′6 \| 40′2 \| 26′4<br>B88′F40′<br>BK9″<br>248′572*t* *FPT* | Belfast British<br>*6 BHCem*<br>12*t* *APT*155*t* | T.3Cy.24½″,37″&64″–48″ (*s*)<br>160lb *60lb* 309NH<br>2DB.*12cf*,GS175,HS5002<br>Harland&Wolff,Belfast | 29 ″ 7<br>s 6 - 4 | | 12,04 |
| 207 PWBK | **Iniziativa** IronScBg<br>64 *G.Spina*<br>*Elec.light* 2 *Dks*3*tr B* | 2040<br>1372<br>1294 | ... | 1881 A.Stephen &Sons Glasgow | Nav.Gen.Italiana | 300′0 \| 37′2 \| 23′1<br>B36′ F15′ | Palermo Italian | C.2Cy.35″&65″–42″<br>NB94 228NH<br>A.Stephen&Sons,Glasgow. | | | I |
| 208 PWBL | — IronScSr<br>*C.Zino –86* | 416<br>374<br>246 | | 1886 J.Knox& Co. Sunderland | F.Zino fuD. | 154′8 \| 23′3 \| 13′2<br>½P53′ B24′ F19′ | Savona Italian<br>*WB* | C.2Cy.21″&38″–26″<br>61NH<br>G.Clark,Sunderland | | | I |
| 209 SDBR | **Inkonka** SteelScSr<br>109650 *W.O.Moore88–03* *ss*Nwc.No.1–04<br>1 *Dk*(*Stl*),§ *Spar dk*(*Irn*–teak s)§ *Elec.light* (*ex* Tabaristan) *deep framing* | 3430<br>3188<br>2206 | ✝100A1 Lon *w*<br>*Spar dk*<br>Nwc<br>~~5,03~~<br>12½04 | 1900 W.Gray& Co.Ld. W Hartlepool<br>11mo<br>A&CP | J.T.Rennie&Son<br>*WB*=*Cell D K* | 368′0 \| 45′1 \| 16′3<br>P25′B86′F35′ 24·2<br>FK<br>*a*§*uE*148′*f*156′741*t* | Aberdeen British<br>*6 BHCem*<br>*APT*25*t* | T.3Cy.29″,46″&77″–48″ (*s*)<br>180lb *80lb* 495NH<br>2SB.*5pf*,GS142,HS6654 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 18 ″ 11<br>s 5 - 11 | | 12,04 |
| 210 TRSQ | **Inkosi** SteelScSr<br>115582 *J.G.H.Flint –04*<br>1 *Dk*(*Stl*),§ *Spar dk*(*Stl*–teak s)§ *Elec.light* *Ref.Mchy.* *deep framing* | 3576<br>3094<br>2266 | ✝100A1 Lon *w*<br>*Spar dk*<br>~~Cmbd Wd~~<br>~~5,05~~<br>MC11,02 | 1902 Hall, Russell&Co.Ld. Aberdeen<br>11mo<br>*Lloyd's*A&CP | J.T.Rennie&Son<br>*W* | 350′2 \| 43′3 \| 20′0<br>P46′B135′F35′ 28·0<br>FK<br>*B*⇒*Cell D Ba*96′*uE*<br>36′*f*124′561*t* | Aberdeen British<br>*6 BHCem*<br>*APT*25*t* | T.3Cy.26″,43″&70″–48″ (*r*<br>180lb *100lb* 483NH<br>1SB.*16cf*,GS304,HS9044<br>Hall,Russell&Co.Ld.Abn. | 21 ″ 1<br>s 6 - 6 | BT<br>TH | 3,05 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. Net. | Details de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Time assigné maintenant (si Lettre ci-contre) | Construit. Quand. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures, etc. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Officiel. Franc-bord en hiver du navire. pieds pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 211 | **Inkum** Steel Sc Sr | 4747 / 4494 | ✠100 A1 Shelter dk | Cff | s | 1901 | A. Stephen & Sons, Ltd. Glasgow A&CP | Inkum S.S. Co. Ltd. J. H. Welsford & Co. Ltd. WB = Cell 136' uE 8 B 38' f 165 | Liverpool British | T. 3 Cy. 26" 41" & 67" – 51" (s) 175lb 80lb 427 NHP 2 SB, 3 cf, GS 145, HS 6208 A. Stephen & Sons, Ltd. Gls. | 30 0 16 5 5 | |
| 113484 | *E.S. Pearce* –02 | 3074 | 5,04 ✠ LMC 8,01 | | | 7mo | | DBa 99' LT a 29' 735t | 6 B H Cem AP 757t | | | |
| SMQJ | *Elec. light* 2 Dks (Stl) & deep framing & Shelter dk (Stl) | | | | | | | FK | | | | |
| 212 | **Inland** Steel Sc Sr | 158 | | | | 1891 | Göteborgs M.V. Gothenburg | Marstrands Nya angf. Aktieb (R. O. Berger Mgr.) | Marstrand Swedish | C. 2 Cy. 13½" & 22½" – 18" NB 01 16 NH | | |
| 1175 | *A.L. Larsson* –02 1 Dk & Awngdk | 107 | | | | | | 100' 4 | 18' 6 | 9' 6 | | |
| JCKS | | 116 | | | | | | B 38' H 8t | | | | |
| 213 | — Iron Sc Sp | 139 | | | | 1876 | ..... Gothenburg | Skien Telemarkens Dpskactieselsk | Skien Norwegian | Göteborgs M.V., Got. | | |
| | *B. Berg* | 133 | | | | | | 94' 0 | 17' 9 | 6' 6 | | |
| | 1 Dk & Awng dk | 77 | | | | | | H 7t | | | | |
| 214 | **Inlander** Steel Sc Sr | 752 | | | | 1901 | B. Wencke Söhne Hamburg | Deutsch-Austral. Dmpfsch. Ges. | Hamburg German | C. 2 Cy. 15½" & 30" – 21½" 35 NH | | G |
| | *M. Jepsen* 02–02 | 705 | | | | | | 174' 9 | 26' 5 | 12' 7 | | |
| RMCH | 1 Dk & Awng dk & tr B | 555 | | | | | | | 19' 0 | | | |
| | | | | | | | | WB | | B. Wencke Söhne, Ham. | | |
| 215 | **Innamincka** Steel Sc Sr | 2501 | | | ... | 1890 | Napier, Shanks & Bell Glasgow | Adelaide S.S. Co. Ltd | Adelaide British | T. 3 Cy. 28", 46" & 75" – 54" 477 NHP | 22 8 | |
| 89130 | *C.C. Mackenzie* 98–01 1 Dk & Web frames | 1736 | | | | | | 305' 0 | 40' 0 | 19' 8 | | |
| SKLJ | *Well deck Elec. light* | 1356 | | | | | | P 162' B 84' F 75' | | | | |
| | | | | | | | | FK | | | | |
| | | | | | | | | WB | | Bow, M'Lachlan & Co., Psy. | | |
| 216 | **Innergellie** Wood Sc K | 100 | | | ... | 1897 | W. Jarvis Anstruther | ~~Kilrenny Steam Fishing Co., Ld.~~ J. Muir & J. Bonthron & Son, Mgrs.) | Kirkcaldy British | C. 2 Cy. 14" & 29" – 20" 38 RH | | |
| 107036 | ~~*A. Cleugh* 97–99~~ *J. Muir* 00–05 | 93 | | | | | | 91' 4 | 19' 1 | 10' 0 | | |
| | 1 Dk | 15 | | | | | | | | J. Cran & Co., Leith | | |
| 217 | **Innesmoor** Iron Sc Sr | 1369 | ✠100 A1 | Cff | q | 1878 | Schlesingr, Davis & Co. Ld Newcastle A&CP | Innesmoor S.S. Co. Ltd. (T. & T. J. Henry) | S. Shields British | C. 2 Cy. 30" & 56" – 39" (r) 180lb 80lb NDB 02 149 NHP 1 SB, 3 pf, GS 65, HS 2385 Black, Hawthorn & Co., Gts. | 22 4 3 6 | |
| 78644 | *W. Steele* –01 ss Cff. 2nd No. 8–9, 02 | 1237 | 3,05 ~~3,04~~ | | | 10mo | | P 26' F 30' | BK 9' | | | |
| SDWK | (ex Suppicich) 1 Dk (Irn) & tr B | 839 | NB 3,05 LMC B ~~3,04~~ 7,04 S 9,02 | | | | | WB = A B f 60' 110t | 4 B H Cem | | | |
| 218 | **Inniscarra** Steel Sc Sr | 1412 | ✠100 A1 | Qns | s | 1903 | Wigham-Richrdsn & Co Ld Newcastle | City of Cork Steam Packet Co. Ltd. | Cork British | C. 4 Cy. 29½" & 46" & (2) 58" – 48 175lb (r) 529 NHP | 18 0 2 3 | |
| 115116 | *H. Hore* 76–03 | 1042 | *Shelter dk* | | | 7mo | | | | 1 SB, 12cf, GS 312, HS 9910 | | |
| VDPJ | 2 Dks (U Stl–ws) & | 565 | *with freeboard* | | | | | B & F 207' | BK 9' | | | |
| | *Elec. light* *Shelter dk (pt Stl)* | | 5,04 ~~4,11~~ 4,08 3,05 | | | *Lloyd's* | | WB = Cell DBa 44' uE 33' f 90' 188t | 7 B H Cem | Wigham Rchrdsn & C. Ld Nwc | | |
| 219 | **Innisfallen** Steel Sc Sr | 1405 | ✠100 A1 | Crk | q | 1896 | Wigham Richrdsn & Co Newcastle | City of Cork Steam Packet Co. Ltd. | Cork British | C. 4 Cy. 30", 46½" & (2) 53" – 45 160lb (s) 486 NHP | 18 1 2 3 | |
| 108602 | ~~*Wheeler* 97–01~~ | 1016 | 5,04 ~~4,08~~ 5,05 | | | 7mo | | P 31' B 142' F 75' | BK 9' | 1 SB, 12cf, GS 280, HS 8982 | | |
| PKGM | *Well deck* 2 Dks (U Stl–ws) | 400 | ~~B 3,04~~ LMC ~~3,04~~ | | | *Lloyd's* | | WB = Cell DBa 44' uE 27' | 6 B H Cem f 84' 194t | Wigham Richrdsn & Co. Nwc | | |
| | *Elec. light* ss Crk. No. 2–05 | | | | | | | | | | | |
| 220 | **Innishowen** Iron Pad | 120 | | | | 1881 | Napier, Shanks & Bell Glasgow | B. M'Crea & J. McFarland | Lndnderry British | D. 1 Cy. 24" – 42" NB 89 21 RH | | |
| 81912 | *J. Warden* 80–80 | 119 | | | | | | 120' 3 | 20' 2 | 6' 7 | | |
| | | 53 | | | | | | | | Ross & Duncan, Glasgow | | |
| 221 | **Ino** Steel Sc Sr | 1240 | ✠100 A1 | Brs Cff | n | 1899 | Campbeltown A&CP | Bristol Stm. Nav. Co. Ltd. | Bristol British | T. 3 Cy. 18", 27½" & 45" – 33" (s) 160lb 80lb 99 RHP 1 SB, 3rf, GS 65, HS 1871 | 17 8 8 0 | |
| 111302 | *J.S. Marshall* –04 ss Brs. No. 1–03 | 897 | *pt Awng dk* | | | 10mo | | Q 79' | | | | |
| RKGB | 1 Dk (Stl) & deep framing & pt Awng dk (Stl–pt ws) | 778 | *with freeboard* | | | | | *pt Awng dk* 151' FK | 4 B H Cem | Hutson & Sons, Ld. Glasgow | | |
| | | | 4,05 ~~4,04~~ LMC 4,08 | | | | | WB = Cell DBa 53' uE & B 38' f 94' | 270t AP 78 | | | |
| 222 | — Iron Sc 3 Mst Sr | 702 | | | ... | 1865 | Marshall Bros. Newcastle | Dampskibs Acties. Ino (Ths. S. Falck) | Stavanger Norwegian | C. 2 Cy. 25" & 48" – 27" NE 72 NB 82 95 NHP | 15 9 | S |
| | *B. Erichsen* 66–02 | 489 | | | | | | 180' 0 | 27' 9 | 14' 6 | | |
| JWRC | (ex Artemis) *Well deck* 1 Dk 2 tr B | 429 | | | | | | P 113' H 11t F 29' | BK 7 | | | |
| | | | | | | | | | WB | Comp. 82 Cooper & Co., Hull | | |
| 223 | **Insizwa** Steel Sc Sr | 2984 | ✠100 A1 | Lon | u | 1899 | Hall, Russell & Co. Ld. Aberdeen | J. T. Rennie & Son | Aberdeen British | T. 3 Cy. 25½", 42½" & 69⅞" – 45" 180lb 100lb (s) 125 NHP | 19 8 5 11 | FT |
| 108873 | ~~*A.W. Watling* 00~~ ss Lom. No. 1–03 | 2649 | *Spar dk* | | | 10mo | | 330' 2 | 41' 1 | 18' 6 | | |
| RJPW | 1 Dk (Stl) & Spar dk (Stl–teak s) d | 1915 | ~~5,01~~ ~~4,08~~ LMC 12,08 | | | | | B 121' F 36' | 26' 0 | | | |
| | *Elec. light* *Baker* *Web frames* | | 2 ~~4,11~~ 12,04 5,05 | | | *Lloyd's* | | WB = Cell DBa 84' | 5 B H Cem | 2 DB, 12rf, GS 248, HS 7695 | | |
| | | | | | | | | | FK | Hall, Russell & Co. Ld. Abn. | | |
| 224 | **Insulaire** Steel Sc Sr | 934 | ✠100 A1 | Msl | m | 1892 | Earle's Co. Ld. Hull | C. Luiggi | Marseilles French | T. 3 Cy. 28½" 35" & 57" – 38" (s) 150lb 70lb 215 NHP | 15 0 1 8 | |
| | ~~*Gibson* Ciaca ppi Msl. No. 2 04~~ | 556 | *Shade dk* | | | 6mo | | 230' 6 | 26' 5 | 14' 8 | | |
| JPOD | (ex Victoria) 1 Dk (Stl–ws) 2 tr B & | 372 | *with freeboard* | | | | | ~~Imp. 02~~ | BK 7 | 2 SB, 6rf, GS 132, HS 3800 | | |
| | *Elec. light* ss Msl. No. 3–4, 05 *Shade dk* | | 4,05 ~~4,03~~ ~~Lmc 04~~ | | | *Lloyd's* | | WB = FPT 300 | 4 B H Cem AP 35t | Earle's Co. Ld. Hul. | | |
| | | | ~~B 7,04~~ ~~Lmc~~ | | | | | | | | | |
| 225 | **International** Iron Sc Tug | 400 | | | | 1890 | Neafie & Levy Philadelphia | Reading Co. | Philadlphia Utd. States | T. 3 Cy. 16", 24" & 41" – 30" NB 03 92 NHP | | E |
| 100462 | *F.P. Miller* 89–02 1 Dk 2 tr B | — | | | | | | 130' 0 | 26' 0 | 16' 2 | | |
| KGTW | *Elec. light* | 200 | | | | | | | | Neafie & Levy, Philadelphia | | |
| 226 | — Wood Twin Sc | 395 | | | | 1881 | A. Cantin Montreal | Canadian Pacific Car & Passenger Transfer Co. Ld. | Prescott British | 2 Cy. 22" – 20" 150 RHP | | |
| 80690 | *P. Sylvain* 90–90 | 360 | | | | | | 182' 0 | 30' 0 | 10' 0 | | |
| | (ex South Eastern) 1 Dk | 269 | | | | | | H 35t | | E. Gilbert & Sons, Montreal | | |
| 227 | **Intizam** Steel Pad Sr | 244 | | | | 1894 | R. & H. Green, Ld. London | Chirket i Hairie (Bosphorus SN Co.) | Constanpl Turkish | O. 2 Cy. 37" – 36" 126 NHP | | |
| 640 | (ex Bosphorus No. 44) | — | | | | | | 165' 0 ... 9' 5 | | J. Penn & Sons (Lim.), Lon. | | |
| | 1 Dk | 154 | | | | | | B 31' | | | | |
| 228 | **Intrepid** Iron Sc Sr | 1399 | ~~✠100 A1~~ | Shl | p | 1879 | Short Bros. Sunderland A&CP | Gordon Stm. Shpg. Co. Ld. | Sundrland British | C. 2 Cy. 31" & 57" – 36" (s) 160lb 155 NHP | 20 0 2 0 | |
| 110667 | ~~*A.M. Pargott* –04~~ ss Shl. 2nd No. 8–7, 03 | 1130 | 4,04 | | | 3mo | | 251' 3 | 34' 0 | 18' 5 | | |
| SMBR | *Well deck* 1 Dk (Irn) 2 tr B | 880 | ~~B 7,03~~ | | | | | P 33' Q 68' B 44' F 27' | BK 9' | 2 SB, 4pf, GS 76, HS 2470 | | |
| | | | | | | | | WB = D Ba 76' f 44' 216t | 5 B H Cem 20t AP T 10 | G. Clark, Sunderland | | |
| 229 | **Intrépide** Iron Sc K | 148 | ✠ | Hul | | 1892 | Cook, Welton & Gemmell Hull | Pêcheries Franç. d'Arcachon, Soc. Anon. (A. Milhet, Mgr.) | Arcachon French | C. 2 Cy. 16" & 33" – 22" 50 NHP | 11 10 | |
| | *M. Dupuch* ss Hul. No. 1–96 | 140 | *Stm Trawler* | | | 5mo | | 102' 5 | 20' 5 | 11' 0 | | |
| JPCR | (ex Cormoran, ex Sledmere) 1 Dk | 57 | 5,96 | | | | | BK 7½ | 3 B H Cem | 1 SB, 2pf, GS 29, HS 926 | | |
| | | | | | | | | | | C. D. Holmes & Co. Hull | | |
| 230 | **Inventor** Iron Sc 3 Mst Sr | 2291 | | | ... | 1878 | Aitken & Mansel Glasgow | Charente S.S. Co Ld (T. & J. Harrison, Mgrs.) | Liverpool British | C. 2 Cy. 35" & 70" – 48" 288 NHP | | |
| 78891 | *C.H. Ferrell* –02 | 2170 | | | | | | 325' 8 | 34' 0 | 25' 8 | | |
| RVGS | | 1445 | | | | | | F 28' | | J. & J. Thomson, Glasgow | | |
| 231 | **Inver** Iron Sc Sr | 1032 | ✠100 A1 | Cff | m | 1883 | Workman, Clark & Co. Belfast | Shamrock Shipp'g. Co. Ld. (T. Jack, Mgr.) | Belfast British | C. 2 Cy. 30" & 50½" – 36" (b) 150lb 100lb NDB 03 99 RHP | 16 9 1 3 | |
| 87255 | *W. Brown* –02 ss Trn. No. 3–7, 95 | 747 | ~~4,05 10,03~~ Tra | | | 4mo | | P 32' Q 46' B 63' F 29' | 4 B H Cem | 1 SB, 3pf, GS 54, HS 2062 | | |
| HTDN | (ex Meraggio) ss Trn. No. 2–03 | 380 | ~~Hamble~~ ~~Lmc 04~~ C 5,03 | | | *Lloyd* | | WB = D Ba 59' uE & B 31' 274t | AP T 40t | V. Coates & Co. (Lim.), Bel. | | |
| | *Well deck* 1 Dk (Irn) 2 tr B | | BS 5,05 | | | | | | | 15' | | |
| 232 | **Invercargill** Steel Sc Sr | 224 | ✠ 95A | Ddn | | 1885 | Kincaid 9mo M'Queen & Co. Dunedin | K. Ramsay | Dunedin British 100 | C. 2 Cy. 18" & 33" – 21" 75lb 75lb NDB 02 50 RHP | 9 3 | |
| 8448 | *McGilvray* –01 ss Ddn. No. 3–10, 97 | 149 | ~~4,02~~ 4,05 | | | | | Q 55' B 19' F 25' | FK 4 B H Cem | 1 SB, 3pf, GS 39 NBS 04 | | |
| WLSR | ss Ddn. No. 1–01 | 123 | ~~Lmc 01~~ | | | | | | | Kincaid M'Queen & Co. Ddn. | | |
| | *Well deck* 1 Dk | | BS 8,01 | | | | | | | 2cf | | |

| No. | Steamer's Name. Material, Rig, &c. / Official No. / Master. / Late Name if any. / Call Letters. / Special Surveys. | No. of Decks, &c. | Tons | Particulars of Classification. Character. / + for special Surveys. Date of last Survey. | Built. When. / By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. | Port of Registry. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. | Coal Bunkers. Tons. | Deep Tanks. Tons. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233 | **Inveric** — SteelScSr | | 4789 | ✠100A1 Bon | 1901 W.Hamil- | SteamshipInveric | 369·5 52·1 27·2 | Glasgow | T3Cy.27″,43½″&72½″–48″ (s) | 29 ft 11 | | |
| 113994 | *W.Kennedy* –04 | | 4187 | 4,05 WC | 12mo &Co. | Co.Ltd.(A.Weir& | P38′B144 F38′ | British | 180lb *80lb* 405NHP | | | |
| TOJV | *Elec.light* 2 *Dks*(*Stl*)&*deep framing* | | 3113 | MC12,01 | PortGlasgow | Co.) | drp04 FK | 6 *BHCem* | 2SB.6*cf*,GS128,HS5122 FD | 6 ft 2½ | | |
| | | | | | *Lloyd's*A&CP *WB* | = *Cell D Ba* 117′*uE* | 27′f154′914*t DTa*27′ | 730*t APT29t* | D.Rowan&Co.Glasgow | | | |
| 234 | **Inverness** — SteelScSr | | 3734 | | 1902 W.Doxford | SutherlandS.S.Co. | 342·6 46·7 24·8 | Newcastle | T.3Cy.26″,42″&68″–42″ | | | V |
| 114433 | *E.Hopper* –04 | | 2401 | | &SonsLd. | Ld. (A.M.Suther- | | British | 300NHP | | | |
| THRK | *Forrel deck* 1 *Dk*2*trB* | | | | Sunderland | land, *Mgrs.*) | | *Wls* | W Doxford&SonsLd.Sld. | | | |
| 235 | **Investigator** — IronSc3MstSr | | 605 | ✠ Gls *k* | 1882 D.&W. | AdelaideS.S.Co.Ld | 210·3 28·3 12·5 | Adelaide | C.2Cy.22″&44″–36″ | | | |
| 79344 | *P.Barry* | | 360 | 12,82 | 10mo Henderson | | Q66′ F30′ | British | 80RH | | | |
| SKLR | *Mchy Aft* 1 *Dk*(*pt Iron*) | | | | Glasgow | | *WB* = *FT*750*t AT*270*t* | 7 *BHCem* | D.&W.Henderson&Co.,Gls. | | | |
| 236 | **Inyati** — SteelScBn | | 2516 | ✠100A1 Lon *t* | 1896 Hall, Rus- | J.T.Rennie&Son | 310·7 40·2 17·5 | Aberdeen | T.3Cy.24½″,40½″&66″–45″ | 18 ft 7 | BT till 6,00 | |
| 106342 | *P.R Macgregor* –04 | | 2336 | *Spar dk* | 10mo sell&Co. | | B92′F55′ 24·7 | British | 180lb *100lb* (*s*) 102NHP | s 5 •6½ | | 811,1 |
| PMHC | 1 *Dk*(*Stl*)&*Spar dk*(*pt Stl–wd*)&*ss* | | 1600 | 3,05 | Aberdeen | | FK | 5 *BHCem* | 2DB,*12rf*,GS239,HS7278 | | | |
| | *Elec.light* *ssLon.No.2–05* *Web frames* | | | LMC1,01 | *Lloyd's*A&CP | *WB* = *Cell D Ba* 78′*f*146 | | 356*t* | Hall,Russell&Co.,Abn. | | | |
| 237 | **Inyoni** — SteelScBn | | 1945 | ✠100A1 Lon *r* | 1890 Hall, Rus- | J.T.Rennie&Son | 275·6 36·3 17·5 | Aberdeen | T.3Cy.22″,36″&59″–42″ (*s*) | 18 ft 3 | BT till 8,05 | 7,05 |
| 98544 | *R.T.Yeates* –01 *ssSws.No.3–7,03* | | 1866 | *Spar dk* | 10mo sell&Co. | | B58′ 24·5 | British | 160lb *80lb* NDB03 231NHP | s 6 • 4 | | |
| LWDM | 1 *Dk*(*Stl*)&*Spar dk*&*tr B* | | 1250 | 12,11,04 BS9,04 | Aberdeen | | FK | 5 *BHCem* | 2SB,*6rf*,GS107,HS3547 | | | |
| | *Elec.light* | | | | *Lloyd's*A&CP | *WB* = *DBa*62′ *f*54′ 205*t* | | *MT*14 145*t* | Hall,Russell&Co.,Abn. | | | |
| 238 | **Ioannis** — SteelScSr | | *2280* | ✠100A1 Shp *r* | 1893 W.Dobson | J.Diakakis& | 280·5 38·1 16·2 | Piræus | T.3Cy.21″,35″&57″–39″ (*s*) | 18 ft 6 | | |
| | *J.Diacakis* –02 *ssShl.No.2–02* | | *2174* | *Spar dk* Msl | 9mo &Co. | J.Calvocoressi | | Greek | 160lb *70lb* 206NHP | s 5 • 4 | | 1,05 |
| | (*ex*Acme) 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)*3trB* | | *1460* | 1,05 BS9,04 | Newcastle | | 28′*uE* 16′*f* 114 347*t* | | 2SB,*6pf*,GS107,HS3130 | | | |
| | | | | MC2,02 | A&CP | *WB* = *Cell D Ba* | | *APT*28*t* | N.E.MarineEngCoLd.Nwc | | | |
| 239 | **Ioannis Coutzis** — SteelScSr | | 1666 | | 1888 Armstrong | J.G.Coutzis | 250·0 35·1 24·3 | Piræus | T.3Cy.18½″,30″&48″–33″ | | | V |
| | *A.Bajotis*98–01 1 *Dk*&*Spar dk* | | 1639 | | Mitchell& | | F20′ | Greek | 132NHP | | | |
| MBFQ | (*ex*Caucase) *Carrying Petroleum in bulk* | | 1158 | | Co.Ld. | | | *Wls* | WllsndSlpwy.Co.Ld.Nwc. | | | |
| | *Elec.light* *Mchy.Aft* | | | | Newcastle | | | | | | | |
| 240 | **Iolanthe** — SteelScSr | | 3039 | ✠100A1 Hpl *v* | 1904 W.Gray& | LondonMarineS.S. | 325·5 | London | T.3Cy.24″,38″&64″–42″ (*s*) | 21 ft 0 | | |
| 118485 | *J.Bell* –04 | | 2813 | 1,05 Bry | 9mo Co.Ld. | Co.Ld. | P29′B196 F3′ | British | 180lb *90lb* 295NHP | s 3 • 3 | | |
| TBDT | 1 *Dk*(*pt Irn*&*pt Stl*) *Cl as Canteen plated* | | 1943 | | W Hartlepool | | FK | 5 *BHCem* | 2s3b,GS108,HS4608 | | | |
| | *Elec.light* *Mchy.Aft* | | | | *Lloyd's*A&CP *WB* = *Cell D Ba*106′*uE* | | *f*B49′*f*136′817*t FT*2*t* | 816*t APT*86*t* | Cen.Mar.Eng.Wks,W Hpl | | | |
| 241 | — — IronScK | | 159 | ✠100A1 Hul | 1896 Cook, Wel- | Hellyer'sSteam | 105·0 20·5 10·8 | Hull | T3Cy.12¼″,19½″&32″–23″ (*s*) | 11 ft 10 | | |
| 106709 | *Blanchard* *ssHul.No.1* 2-04 | | 151 | *Stm Trawler* | 7mo ton&Gemmell | FishingCo.Ld. | | British | 170lb 55RH | | | 7,04 |
| | 1 *Dk* | | 62 | 11,03,1,05 | Hull | | BK7½ | 3 *BHCem* | 1SB,*2cf*,GS25,HS876 | | | |
| | | | | LMC1,04 | A&CP | | *WB* = *DB f* 10′ 6*t* | | Earle'sCo.(Lim.),Hull | | | |
| 242 | **Iolite** — Steel&IronSc3MstSr | | 509 | ✠100A1 Bwg *h* | 1893 Scott&Co. | W.Robertson | 175·0 26·6 10·7 | Glasgow | C.2Cy.22″&44″–30″ (*s*) | 13 ft 0 | | 3,12 |
| 99879 | *J.McGlashan* –03 *ssBwg.No.2–02* | | 373 | 11,01 Gls | 2mo Bowling | | Q86′B10′F25′ | British | 110lb 75RH | s 1 • 0 | | 8,09 |
| MWLV | *Well deck* *Mchy.Aft* 1 *Dk*(*Irn*) | | 196 | | A&CP | | BK7½ | 3 *BHCem* | 1SB,*3pf*,GS47,HS1610 | | | |
| | *Iron framing*&*Stl plating* | | | | | | *WB* = *Cell DB*96 | 120*t FPT*16*t* | Ross&Duncan,Glasgow | | | |
| 243 | **Iolo Morganwg** — IronScSr | | 1208 | ✠100A1 Cff *u* | 1882 Palmers' | IoloMorganwgS.S. | 241·3 33·2 18·0 | Cardiff | C.2Cy.24″&54″–36″ (*s*) | 19 ft 0 | | 7,03 |
| 87458 | *A.H.Jenkins* –03 *ssCff.No.3–4,94* | | 1081 | 6,03 | 12mo Co. | Co.Ld.(E.Thomas. | P21′B45′F26′ | British | 80lb *80lb* NDB94 99RH | s 2•10½ | | |
| HJBW | *ssCff.No.2–03* | | 747 | | Newcastle | Radcliffe&Co.) | | 4 *BHCem* | 1SB.*4pf*,GS62,HS1745 | | | |
| | 1 *Dk*(*Irn*)*2trB* | | | | *Lloyd's*A&CP | | BK8½ | 244*t APT*12*t* | Palmers'Co.(Lim.),Nwc. | | | |
| | | | | | | | *WB* = *DBa*73′*f*48′ | | | | | |
| 244 | **Iona** — SteelScSr | | 3344 | ✠100A1 Shl *x* | 1892 Gourlay | S.S.Iona of Dundee | 360·6 44·7 26·1 | Dundee | T.3Cy.29″,44″&71″–54″ (*s*) | 29 ft 3 | | 4,04 |
| 99216 | *W.Cumming* –94 *ssShl.No.2–01* | | 3147 | *Shelter dk* Nwe | 10mo Bros.&Co. | CoLd.(W.Thomson | P51′B&F297′ | British | 160lb 408NHP | s 4 • 8½ | | N5,05 |
| MTDQ | *Ref.Mchy* 2 *Dks*(*Stl*)*sydeep framing*& | | 2085 | *with freeboard* | Dundee | &Sons) | BK10′ | 6 *BHCem* | 3DB,*12rf*,GS215,HS6681 | | | |
| | *Elec.light* *Shelter dk*(*Irn*)*3dk rule* | | | 4,01 5,08 | A&CP | *WB* = *Cell* | *DB*306′ 555*t FPT* | 58*t APT*36*t* | Gourlay Bros.&Co.,Dundee | | | |
| | | | | LMC5,01 | | | | | | | | |
| 245 | — — SteelScSr | | 2094 | ✠100A1 Shl *r* | 1889 W.Gray& | Herskind&Co. | 275·1 37·3 19·0 | W. Hartlpl | T.3Cy.21½″,34″&57″–39″ (*s*) | 21 ft 10 | | 8,01 |
| 97376 | *W.Coward* –01 *ssNYk.No.3–8,01* | | 1610 | 11,04,04 Bry | 11mo Co.(Lim.) | Herskind&Co. | P27′Q86′B106′ | British | 160lb *80lb* NDB02 207NHP | s 1 • 11 | | |
| LJVG | *Well deck* 1 *Dk*(*Irn*)&*Web frames* | | 1348 | | W Hartlepool | | F32′ BK10′ | 4 *BHCem* | 2SB,*4rf*,GS53,HS3160 | | | |
| | | | | | A&CP | | *WB* = *Cell* | *DB*230*t* 448*t* | CentralMar.EWks,W Hpl | | | |
| 246 | — — SteelScSr | | 1242 | ✠100A1 Lth *p* | 1883 J.&G. | London&Edin- | 260·7 32·1 18·2 | Leith | T.3Cy.27″,45″&75″–48″ (*s*) | 19 ft 4 | BT till 6,05 | 6,04 |
| 87247 | *W.Dawson* –98 *ssLth.No.3–8,96* | | 963 | 6,04 5,03 1,05 | 2mo Thomson | burgh Shipping Co. | P66′B62′F70′ | British | 175lb *50lb* NDB90 461NHP | s 2 • 8 | | |
| HLBF | *ssLth.No.2–04* ~~*ssLth.No.1–00*~~ | | 606 | LMC1,04 | Glasgow | | ptND96 BK7 | 5 *BHCem* | 2SB.*6cf*,GS146,HS6055 FD | | | |
| | *Elec.light* 2 *Dks*(*U Stl–ws*) | | | BS5,05 | *Lloyd's*A&CP | | *WB* = *DBa* | *E & B*66′ 97*t* | *Tpd*96 S&H Morton&C.Lth | | | |
| 247 | — — IronPadSk | | 396 | | 1864 J.&G. | D.MacBrayne | 255·5 25·6 9·0 | Glasgow | C.2Cy.50½″–51″ | | BT till 3,05 | |
| 48932 | *McTavish*76–76 | | 287 | | Thomson | | | British | NB91 280NHP | | | |
| VWSC | | | 107 | | Glasgow | | | | *alt*91 Hutson&Corbett,Gls | | | |
| 248 | — — WoodSc | | 220 | | 1875 ..... | G.Fraser | 140·0 19·2 8·6 | Auckland | 2Cy. | | | |
| 70310 | *P.A.Stein*90–95 1 *Dk* | | 138 | | Auckland | | Q29*t* H53*t* | British | 65RHP | | | |
| | | | 159 | | | | | | | | | |
| 249 | — — IronPadK | | 203 | | 1876 Hall, Rus- | W.Watkins | 121·7 21·2 11·0 | London | L.2Cy.34½″–60″ | | | |
| 73658 | *T.W.Fitch* –98 (*ex*BenNevis) | | 177 | | sell&Co. | | | British | NB99 NE84 138NHP | | | |
| KLPH | | | 4 | | Aberdeen | | | | T.A.Young&Son,London | | | |
| 250 | **Ionia** — SteelScSr | | *1481* | ✠100A1 Tri *q* | 1887 A.M'Mil- | Nav.àVapeur | 264·0 34·0 19·8 | Piræus | T.3Cy.25″,38″&62″–42″ (*s*) | 21 ft 0 | | 2,02 |
| | *J.Catzoulis*91–03 | | *1261* | 8,02 | lan&Son | Panhellénique | P26′B74′F59′ | Greek | 140lb *80lb* NDB02 231NHP | | | |
| HMJD | *ss Pir.No.3–4,00* | | *881* | MS4,00 LMC | Dumbarton | | BK9′ | 5 *BHCem* | 2DB,*8cf*,GS140,HS3470 | | | |
| | 2 *Dks*(*Upt Stl–ws*) | | | BS7,03 | *Lloyd's*A&CP | | *WB* = *FPT* | 38*t APT*16*t* | D.Rowan&Son,Glasgow | | | |
| 251 | **Ionian** — SteelTwinSc4MstSr | | 8265 | | 1901 Workman, | AllanLineSSCo.Ld | 470·0 57·5 37·0 | Glasgow | T.6Cy.23″,38½″&66″–48″ | | C BT till 6,05 | |
| 113989 | *J.Brown* –01 | | 7885 | | Clark&Co.Ld. | (J.&A.Allan *Mgrs.*) | B103′F56′ | British | 604NHP | | | |
| SWLK | *Ref.Mchy* 3 *Dks* | | 5337 | | Belfast | | | *Wls* | Wrkman,Clark&Co.Ld Bel | | | |
| 252 | — — SteelScSr | | 869 | ✠100A1 Cff *k* | 1901 Grngem'th | F.J.Coxhead | 185·4 31·2 13·9 | London | T.3Cy.13¾″,25″&40″–30″ (*s*) | 14 ft 8 | | 2,04 |
| 112815 | *E.A.Olzen* –02 | | 596 | 2,04 | 2mo &Greenock | ~~C.H.Elder&Co.~~ | Q59′B54′F20′ | British | 180lb *100lb* 82RHP | s 1 • 1½ | | |
| SFLT | *Well deck* 1 *Dk*(*Stl*) | | 457 | | Dockyard Co. | (J Constant | *M*7*t*) FK | 4 *BHCem* | 1SB,*3cf*,GS55,HS1701 | | | |
| | | | | LMC2,01 | Greenock | *Mgrs.*) | *WB* = *Cell D Ba* 31′*f*73′ | 146*t A P T*9*t* | W.V.V.Lidgerwood,Gls. | | | |
| | | | | | *Lloyd's*A&CP | | | | | | | |
| 253 | **Ionic** — SteelTwinSc4MstSr | | 12232 | | 1902 Harland& | OceanicStmNavCo | 500·3 63·3 45·0 | Liverpool | Q.8Cy.22″,31½″,46″&66″–48″ | | BT till 11,05 | |
| 115337 | *J.B.Ranson* –02 4 *Dks* | | 11355 | | Wolff,Ld. | Ld.(Ismay,Imrie& | | British | 604NHP | | | |
| TSPH | *Ref.Mchy.* *Elec.light.* | | 7826 | | Belfast | Co.*Mgrs.*) | | *Wls* | Harland&Wolff.Ld.Bel. | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Bonis to Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, Etc. Longueur. | Largeur. | Creux. | 11 Port. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 13 Creux sur quille. Franc-bord au milieu du navire. pds. pus. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **254** | **Ionic** | **IronScK** | 159 | ✝100A1 | Gms | 1890 | Earle's Co. | Grimsby Steam Fishing Co. Ld. | 101·0 | 20·6 | 10·7 | Grimsby | T.3Cy.12½",20"&32"–22" (r) | 11 – 7 | | |
| 9224 | *Kempson* –99 | *ssGms.No.3–9,98* | 142 | *Stm. Trawler* | | 6mo | (Lim.) | | Q44'F19 | | | British | 1500lb 55RHP | | | |
| LSQN | | *ssGms.No.1–02* | 64 | 12.04 3.00 | | | Hull | | ptND02 | | BK7½' | *3BHCem* | 1SB,*2cf*,GS29,HS825 | | | |
| | | *1Dk* | | B12,00 ✝LMC8,02 | | *Lloyd's AS&CP* | | | | | | | Earle's Co.(Lim.),Hull | | | |
| **255** | **Iowa** | **SteelTwinSc5MstSr** | 8370 | ✝100A1 | Liv *g*† | 1902 | Harland& | White Diamond S.S. | 500·5 | 58·3 | 34·0 | Liverpool | T.6Cy.28½",39"&66"–48" (s) | 37 – 2 | | |
| 115324 | *S.V.Walters*76–02 | | 7909 | *Shelter dk* | | 11mo | Wolff,Ld. | Co Ld.(G.Warren& | | | | British | 1921lb HS14310 812NHP | – 8 – 4 | | |
| TRJC | | *3Dks(Stl)&Shelter dk(Stl)* | 5361 | *with freeboard* | | | Belfast | Co.Ld. *Mgrs.*) | | | BK&BK8' | *8BHCem* | 2DB&2SB *18cf* GS372 | | | |
| | *Elec.light* | | | 2,05 | ✝LMC11,02 | *Lloyd's AS&CP* | | | | | | | Harland& Wolff,Ld.Bel. | | | |
| | | | | | | | | | *WB=Cell DBa* 130' *uE&B* 74' *f* 205' 1580*t DTf* | | | | 436'990*t FPT*164*t APT*98*t* | | | |
| **256** | **Ipixuna** | **SteelTwinScSr** | 270 | ✝ A1 | Pra | 1896 | Murdoch& | Mello&Co. | 130·4 | 28·0 | 7·7 | Pará | C.4Cy.12"&24"–18" (s) | 8 – 1 | | |
| | *G.C.Pinheiro* | *ssPra.No.2–03* | 197 | *For River purposes only* | | 12mo | Murray | | F16' | | | Brazilian | 1200lb 54NHP | | | |
| | *1Dk(Teak)&Promenade dk(Teak)* | | 183 | 4.03 | ✝LMC4,08 | | Pt.Glasgow | | | | FK | *5BHCem* | 1SB,*2pf*,GS39,HS1048 | | | |
| | | | | BS10,03 | | | A&CP | | | | | | Lees,Anderson&Co.,Gls. | | | |
| **257** | **Ipswich** | **IronTwinScSr** | 1121 | | | 1883 | Earle's Co. | Gt.Eastern Rly.Co. | 260·2 | 31·3 | 15·0 | Harwich | C.4Cy.30"&57"–36" | | | |
| 84036 | *J.Horne* –02 | | 820 | | | | (Lim.) | | B68*t* | | | British | NB95 324NHP | | | |
| JBSM | | | 516 | | | | Hull | | | | | | Earle's Co.(Lim.),Hull | | | |
| **258** | **—** | **SteelScYl** | 161 | ✝100A1 | Gms | 1896 | Mackie& | Hagerup,Doughty | 104·2 | 20·5 | 10·7 | Grimsby | T.3Cy.10",16"&27"–20" (s) | 11 – 7 | | |
| 106602 | *H.Nurse* –96 | *ssGms.No.1–00* | 148 | *Stm Trawler* | | 12mo | Thomson | &Co.Ld. | Q17'F19' | | BK7½' | British | 180lb 45RHP | | | |
| | | *ssGms.No.2–05 1Dk* | 51 | 2,03 3.01 | ✝LMC 2,05 | | Glasgow | | | | | *4BHCem* | 1SB,*2pf*,GS23,HS536 | | | |
| | | | | | | | A&CP | | | | | | Muir&Houston(Lim.),Gls. | | | |
| **259** | **Ira H. Owen** | **SteelSc3MstSr** | 1753 | | | 1887 | Globe Iron | J.G.Keith&Co. | 262·0 | 39·0 | 19·0 | Milwaukee | C.2Cy.28"&60"–42" | | | |
| 100410 | | *2Dks* | — | | | | Works Co. | | H— F31' | | | Utd.States | 135NHP | | | |
| | *Mchy.Aft* | | 1498 | | | | Cleveland,O. | | | | | *WB* | Globe Irn Wks Co.,Cleveld | | | |
| **260** | **Iracema** | **SteelTwinScSr** | *433* | ✝ | ... | 1898 | Murdoch& | Leite&Co. | 150·3 | 33·0 | 9·8 | Pará | T.6Cy.10",16½"&26½"–21" | 10 – 0 | | |
| | *T.J.Tavares* | *ssPra.No.1–03* | *333* | *For River purposes only* | | 2mo | Murray | | F16' | | | Brazilian | 175lb *Solb* (s) 79NHP | | | |
| | *exCidade de Porto de Moz)* | *1Dk(Teak)&* | *294* | | | | Pt.Glasgow | | | | FK | *5BHCem* | 1SB,*3rf*,GS60,HS1369 | | | |
| | *Elec.light* | *Promenade dk(Teak)* | | | | | A&CP | | | | | | D.Rowan&Son,Glasgow | | | |
| **261** | **Irada** | **SteelTwinSc4MstSr** | 8124 | ✝100A1 | Liv *e*† | 1900 | Workman, | Irada S.S.Co.Ld. | 501·0 | 59·3 | 33·0 | Liverpool | T.6Cy.28",39½"&67"–48" (s) | 36 – 6 | | |
| 113376 | *A.W.Roberts* –02 | | 7824 | 12,03 | | 7mo | Clark& Co.Ld | (J.H.Welsford& | P66'B280'F41' | | | British | 2001b 831NHP | – 8 – 0½ | | |
| RSMQ | | *3Dks(Stl)4trB* | 5334 | | ✝LMC 12,04 | | Belfast | Co.Ld.) | | | FK | *8BHpt Cem* | 3DB,*24cf*,GS890,HS14359 | | | |
| | *Elec.light* | | | | | *Lloyd's AS&CP* | | | | | | *pt Asp* | Wrkman,Clark& Co.Ld Bel | | | |
| | | | | | | | | *WB=Cell DBa* 132' *uE&B* 71' *f* 226' | | | | | 1550*t DTa* 3670*t FPT*85*t APT*45*t* | | | |
| **262** | **Irak** | **SteelTwinSc4MstSr** | 8117 | ✝100A1 | Cff *f*† | 1902 | Workman, | Irak S.S.Co.Ld. | 501·0 | 59·3 | 32·9 | Liverpool | T.6Cy.28",39½"&67"–48" (s) | 36 – 6 | | |
| 115342 | *A.Delargy*74–02 | | 7794 | *Shelter dk* | Liv | 12mo | Clark& Co.Ld | (J.H.Welsford& | | | | British | 2001b 831NHP | 7 – 1 | | |
| TSJM | | *3Dks(Stl)4trB&Shelter dk(Stl)* | 5284 | 10,04 3.03 | ✝LMC12,02 | | Belfast | Co.Ld.) | | | FK | *8BHCem* | 3DB,*24cf*,GS890,HS14359 | | | |
| | *Elec.light* | | | | | *Lloyd's AS&CP* | | | | | | | Wrkman,Clark& Co.Ld Bel | | | |
| | | | | | | | | *WB=Cell DBa* | 132' *uE&B* 71' *f* 226' | | | | 1550*t DTa* 3670*t FPT*85*t APT*45*t* | | | |
| **263** | **Iran** | **SteelTwinSc4MstSr** | 6250 | ✝100A1 | Liv *b*† | 1896 | Harland& | Iran S.S.Co.Ld. | 452·7 | 52·2 | 31·5 | Liverpool | T.6Cy.18½",31"&52"–48" (s) | 34 – 6 | | |
| 105385 | *C.M.M.Jacob* –00 | *ssCll.No.1–00* | 6135 | 2,02 | | 4mo | Wolff(Lim.) | (E.Bates&Sons) | P31'B87'F42' | | | British | 2001b 478NHP | 9 – 0 | | |
| PGVF | *Elec.light* | *2Dks(Stl)3trB* | 4066 | | ✝LMC 2,06 | | Belfast | *WB=Cell DB* | | | FK&BK3' | *7BHCem* | 2D&2SB,*12cf*,GS228 HS7998 | | | |
| | | *ssBom.No.2–04* | | BS5,04 M5,04 | | *Lloyd's AS&CP* | | *a* 108' *uE&B* 68' *f* | 128' 1122*t FPT* 110*t* | | | *APT*70*t* | Harland& Wolff(Lim.),Bel | | | |
| **264** | **—** | **WoodScLaunch** | 133 | | | 1882 | Pestonjee | Sheik Kazal Khan | 101·0 | 19·4 | 6·0 | Bombay | C.2Cy.9"&16"–15" | | | |
| | *D.Solomi* | | 123 | | | | Nusserwanjee | | | | | British | 8NHP | | | |
| | | | 107 | | | | Bombay | | | | | | Adam Miller,London | | | |
| **265** | **Iraouaddy** | **IronScBn** | 3802 | | | 1872 | Messag. | Messageries Mari- | 398·2 | 39·7 | 30·8 | Marseilles | C.3Cy.43¾"&(2)60¾"–43¾" | | | |
| | *Marcantetti*95–02 | *3Dks* | — | | | | Marit. | times | H119*t* | F53' | | French | 398NHP | | | |
| JPDV | | | 1955 | | | | La Ciotat | | | | | | Messag.Mar.,La Ciotat | | | |
| **266** | **Ireland** | **IronPadSp** | 245 | | | 1891 | J.P.Ren- | Clyde Shppg.Co.Ld | 131·8 | 22·6 | 10·6 | Glasgow | 1Cy.41"–60" | | | |
| 98641 | *R.McFee* –91 | *1Dk* | 213 | | | | noldson&Sns | (W.Cuthbert, | | | | British | 98RHP | | | |
| | | | 44 | | | | S.Shields | *Mgr.*) | | | | | J.P.Rennoldson&Ss.,S.Sh | | | |
| **267** | **—** | **IronScK** | 152 | ✝ | Hul | 1897 | Cook,Wel- | Hull Steam Fishing | 101·8 | 20·6 | 11·0 | Hull | T.3Cy.9½",16"&25½"–20" | 11 – 10 | | |
| | | | 145 | *Stm Trawler* | | 5mo | ton&Gemmell | &Ice Co.Ld. | | | BK7½' | British | 35RHP | | | |
| | | *1Dk* | 63 | 5,97 ✝ | | | Hull | | | | *WB=* | *3BHCem* | 1SB,*2pf*,GS22,HS573 | | | |
| | | | | | | | | | | | | *DTf* 17'80*t* | Amos&Smith,Hull | | | |
| **268** | **Irene** | **SteelScSr** | 1871 | ✝100A1 | Els *r* | 1899 | Grangmth | Rederiaktieb.Kär- | 270·0 | 40·6 | 18·5 | Hälsingborg | T.3Cy.20",32½"&58"–36" (s) | 20 – 6 | | |
| 3500 | *Rederiaktieb.Kärnan* | *ssEls.No.1–04* | 1642 | 0,03 2.04 | 5,05 ssOff | 6mo | Dockyard Co. | nan(C.P.Hultbes, | | | | Swedish | 1600lb *Solb* 1774NHP | 3 – 1½ | | |
| JKRV | *J.E.Andersson* | *1Dk(Stl)&deep framing* | 1170 | | ✝LMC 2,04 | | Gr'ngemouth | *Mgrs.*) B.Ingelsson, *Mgr.*) | | | FK | *4BHCem* | 2SB,*4pf*,GS71,HS2790 | | | |
| | | | 1100 | | | | A&CP | *WB=Cell DBa* 76' | *uE&B* 36' *f* 104' 477*t* | | | *APT*24*t* | Hutson&Sons,Ld.Glasgow | | | |
| **269** | **—** | **SteelSc3MstSr** | *1343* | | ... | 1890 | Napier, | China Merchants' | 219·0 | 40·0 | 12·5 | Shanghai | T.3Cy.18",29"&48"–30" | 14 – 0 | | |
| | *T.Johns*94– | | *1329* | | | | Shanks& Bell | Stm.Nav.Co. | | | 19·4 | Chinese | 142NHP | | | |
| | | *1Dk&Awngdk* | *826* | | | | Glasgow | | | | FK | *WB* | Dunsmuir&Jackson,Gls. | | | |
| **270** | **—** | **SteelTwinScSr** | 972 | | ... | 1885 | Harland& | L.&N.W.Rlwy.Co. | 301·2 | 33·2 | 13·5 | Dublin | C.4Cy.28"&56"–36" | | | |
| 83989 | *Liddicoat* –88 | *2Dks* | 847 | | | | Wolff | | P100' B78' | | F98' | British | 314NHP | | | |
| NR3K | | | 163 | | | | Belfast | | | | | | Harland& Wolff,Belfast | | | |
| **271** | **—** | **SteelScSr** | 680 | | | 1899 | Nylands | Ångf.Aktieb. | 174·6 | 28·2 | 10·8 | Stockholm | T.3Cy.15½",25"&40½"–30" | | | |
| 3553 | *M.Svensson*96–99 | | 417 | | | | Værksted | Södra Sverige | P120'H48'F16' | | | Swedish | 900NHP | | | |
| JLBC | *Elec.light* | *1Dk* | 397 | | | | Christiania | (J.G.Setterwall) | | | | *WB* | Nylands Værksted,Xia | | | |
| **272** | **—** | **SteelTwinScSr** | 543 | | | 1890 | Palmers' Co | Corporation of the | 224·0 | 27·1 | 13·3 | London | T.6Cy.22",38"&60"–24" | | | |
| 98150 | | *2Dks* | 518 | | | | (Lim.) | Trinity House | B20' H24*t* | | | British | FD 245NHP | | | |
| LVOH | | | 160 | | | | Newcastle | | | | | | Palmers' Co.(Lim.),Nwc. | | | |
| **273** | **—** | **WoodScFlat** | 109 | | | 1868 | J.Cawley | Sir J.Jackson,Ld. | 84·3 | 19·8 | 8·6 | London | C.2Cy.12"&20"–16" | | | |
| 93811 | | | 102 | | | | Northwich | | | | | British | 18RHP | | | |
| | | | 74 | | | | | | | | | | W.Allen,Manchester | | | |
| **274** | **Irina** | **SteelScSr** | *2452* | ✝100A1 | Cff *s* | 1897 | J.Blumer& | N.G.Kyriakides | 290·0 | 42·0 | 17·4 | Sulina | T.3Cy.22",36"&59"–39" (s) | 19 – 7 | | |
| | *Lochlin&Co.* –05 | *ssBly.No.1–01* | *1766* | *pt Awng dk* | | 2mo | Co. | | P27'Q82' | | FK | Roumanian | 1601b *Solb* 2274NHP | 8 – 5 | | |
| | *ex Arranmoor)* | *1Dk(pt Irn&pt Stl)* | *1552* | *with freeboard* | | | Sunderland | | *pt Awngdk* 181' | | | *5BHCem* | 2SB,*6pf*,GS102,HS3580 | | | |
| | *&deep framing&pt Awngdk(Irn)* | | | 2,05 3.04 | ✝LMC | A&CP | | *WB=Cell DBa* 96' *uE* 24' *f* 114' | | | | 556*t APT*54*t* | J.Dickinson&Sons,Ld.Sld. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Class in Lloyd's Register. Special Survey. Date of last Survey. | 6 | 7 Built. When. Where. By Whom. Where. | 8 Owners. | 9 Register Dimensions Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders—Stroke. Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Freeboard amidships. ft. in. | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 275 | **Irina** | **SteelScSr** | 1634 | | … | 1880 | **Gourlay** Bros.&Co. Dundee | S.Aschkenazy&Co | 256·2 \| 35·6 \| 24·0<br>P11′B24′F42 FK | Odessa Russian WB | C.2Cy.29″&56½″–48″ 176NHP<br>Gourlay Bros & Co Dundee | 26 « 5 | V |
| | *Janet* (*ex*PaoloT.,*ex*LochRannoch) 2*Dks*3*tr B* | | 1513<br>965 | | | | | | | | | | |
| 276 | **Iris** | **SteelSc3MstSr** | 2334 | | | 1893 | **Palmers'** Co.(Lim.) Newcastle | Société Ancn.des Produits Résineux | 295·0 \| 39·0 \| 25·6<br>B24′ F31′ | Antwerp Belgian WB | T.3Cy.22″,35″&58″–42″ 218NHP<br>Palmers'Co.(Lim.),Nwc. | | V |
| MBKF | *J.Sytas* –00 2*Dks*<br>*Elec.light* *Mchy.Aft* | | 2225<br>1797 | | | | | | | | | | |
| 277 | — | **SteelTwinScSr** | 2253 | ✠100A1 P.GI *t* | | 1902 | **D.J.Dunlop** &Co. Pt.Glasgow | Pacific Cable Board | 295·0 \| 40·7 \| 15·1<br>*Prom.ende dk*108 22′8 FK&BK3″ | British | T.6Cy.18½″,31″&51″–39″ (*s*) 1900lb 459NHP | 17 « 3<br>« 5 « 3 | |
| | *Cable Vessel* *W.H.Lacey*02–02 1 *Dk*(*Stl–pt* ws)&*Spar dk* | | 1938<br>985 | *Spar dk* 10.02 | | 10mo | | | | 6*BHCem* | 3SB.9*cf*,GS153,HS6706 FP | | |
| | *Elec.light* (*Stl*–teak s)&*Web frames* | | | | | *Lloyd's*&*CP* | | *WB*=*Cell D Ba* 26′ | *uE*&*B*62′ *f* 108′399*t* | *FTP*20*t* | D.J.Dunlop&Co.Pt.Gls | | |
| 278 | — | **SteelTwinScSr** | *1430* | ✠ Cff *p* | | 1891 | **Blackwood** &Gordon P.Glasgow | Lloyd Brazileiro | 259·7 \| 34·0 \| 18·5<br>B58′ FK | R.Janeiro Brazilian | T.6Cy.15½″,25″&40″–27″ 191NHP | 19 7 | |
| | *DeCosti* 2*Dks*(*Upt Stl*-ws) | | *1347*<br>*899* | 8,91 | | | | | | 4*BH Asp* | 1DB,6*rf*,GS110,HS3280 | | |
| | | | | | | | | *WB*=*APT* | 40*t Ta*58′ 76*t* | | Blackwood&Gordon,P.Gls | | |
| 279 | — | **SteelScSr** | 1382 | | | 1901 | **Laxevaags** Msk.&Jrnsk. Bergen | C.Konow | 245·6 \| 36·2 \| 16·7<br>H116*t* F32*t* | Bergen Norwegian WB | T.3Cy.17½″,29″&48″–33″ 132NHP | | N |
| | *J.Devig*01–01 | | 1233 | | | | | | | | LaxevaagsMsk&Jrns.Bgn. | | |
| JPSV | 1 *Dk* | | 859 | | | | | | | | | | |
| 280 | — | **SteelScSr** | 1177 | ✠100A1 Fln *n* | | 1889 | **Strand Slip-** way Co.Ltd. Sunderland A&CP | ~~Schmidt&Hansen~~ A.Hansen | 227·0 \| 34·2 \| 15·0<br>P27′Q61′B46′F30′ BK8″ | Flensburg German | T.3Cy.18″,29″&50″–30″ (*s*) 160lb *80lb* NDB97 132NHP | 17 « 7<br>s 1 « 8 | ~~8,02~~<br>10,01 |
| | *R.Rochow*00–00 *ss*Fln.No.3–4,01 | | 915 | 10,01 | | 5mo | | | | 1*BHCem* | 1SB.3*cf*.GS53,HS1900 | w 1 « 10 | |
| LMQF | (*ex*Engineer Avdakov,*ex*Washington) | | 722 | | | | | *WB*=*Cell D B*182′368*t* | | 14*t APT*25*t* | N.E.MarineCo.Ld.Sld. | | |
| | *Well deck* 1 *Dk*(*Irn*)2*tr B* | | | | | | | | | | | | |
| 281 | — | **SteelScSr** | 1174 | | | 1893 | **Rijkee&** Co. Katendrecht | Koninkl.Nederl. Stoomb.Maats. | 228·0 \| 32·0 \| 18·5<br>H55′ F27′ | Amstrdam Dutch WB | T.3Cy.17½″,28″&45″–36″ 121NHP | | V |
| | *L.de Jonge*82–00 2*Dks* | | 955 | | | | | | | | Maatschppij'De Maas,'Rot. | | |
| PCLS | | | 720 | | | | | | | | | | |
| 282 | — | **IronSc3MstSr** | 942 | | … | 1872 | **Lewis&** Stockwell London | General Stm.Nav. Co.Ld. | 235·0 \| 30·0 \| 17·9<br>P68′ F65′ | London British WB | C.2Cy.46″&72″–30″ NB80 236NHP<br>J.Watt&Co.,London | 19 « 0 | |
| 68354 | *F.J.Adams* –04 | | 844 | | | | | | | | | | |
| NTBS | 2 *Dks* | | 584 | | | | | | | | | | |
| 283 | — | **IronScSr** | 457 | | | 1884 | **H.Koch** Lübeck | Wasa Nordsjö Ångf Aktieb. (Axel Schauman, *Mgr.*) | 164·3 \| 24·3 \| 12·9<br>Q41′ H49′ F21′ | Nikolaistd Russian WB | C.2Cy.18″&31″–22″ 38NHP<br>O.Henniges&Co.,Berlin | | V |
| | *E.Flinkenberg* | | 331 | | | | | | | | | | |
| QTNV | | | 261 | | | | | | | | | | |
| 284 | — | **WoodSc** | 388 | | | 1863 | ..... Brooklyn NY | Port Arthur Banking Co. | 122·0 \| 23·7 \| 11·2 | Galveston Utd. States | 1Cy.32″–28″ 42NHP | | |
| 100574 | (*ex*U.S.N.Iris,*ex*Willet Rowe) | | — | | | | | | | | | | |
| KQPL | 2 *Dks* | | 241 | | | | | | | | | | |
| 285 | — | **IronScSr** | 347 | | | 1884 | **Göteborgs** Mek. Verks Gothenburg | Ångf.Aktieb.Nor-nan (T.Ahrenberg) | 134·5 \| 22·8 \| 13·3<br>B41′ H6*t* | Gothenbrg Swedish | C.2Cy.16″&28″–20″ 29NHP<br>GöteborgsMek.Vrks.,Got. | | V |
| 768 | *J.Eneberg*94–99 1 *Dk*2*tr B* | | 289 | | | | | | | | | | |
| HRVN | | | 193 | | | | | | | | | | |
| 286 | — | **SteelScSr** | 343 | | | 1890 | **Eriksberg** Mek.Werk. Gothenburg | Dampfschifffahrts Ges.Neptun | 140·7 \| 22·5 \| 11·8<br>Q26′ B26′F13′ len95 | Bremen German | C.2Cy.13½″&26½″–17½″ 24NHP<br>EriksbergMek.Wrk.,Got. | | G |
| | *L.Z.Buttel*02–02 1 *Dk* | | 289 | | | | | | | | | | |
| QFLP | | | 201 | | | | | | | | | | |
| 287 | — | **SteelScK** | 155 | ✠ … | | 1900 | **Hall,Rus-** sel&Co.Ltd. Aberdeen | Union Stm.Fishing Co.Ltd. (J.H.Irvin, *Mgr.*) | 103·1 \| 20·4 \| 11·0<br>BK7½ | N.Shields British | T.3Cy.11½″,18″&31″–21″ (*s*) 160lb 50RHP<br>1SB,2*pf*,GS28,HS828 | 11 « 7 | 10,02 |
| 112913 | *H.Smith* | | 144 | *Stm Trawler* | | 3mo | | | | 3*BHCem* | Hall.Russell&Co.Ld.Abn. | | |
| | 1 *Dk* | | 42 | | | | | | | | | | |
| 288 | — | **IronPad** | 145 | | | 1865 | **Hardy&Co** Salto,B.O. | E.Torello | 102·0 \| 16·0 \| 6·0 | Rosario Argentine | Hardy&Co.,Salto | | |
| | | | — | | | | | | | | | | |
| | | | 98 | | | | | | | | | | |
| 289 | **Irisbrook** | **SteelScSr** | 2759 | ✠100A1 Lon *u* | | 1902 | **J.Blumer** &Co. Sunderland | S.S.Tregenna Co. Ld.(Miller& Richards, *Mgrs.*) | 319·6 \| 46·0 \| 21·2<br>P29′B89′F33′ FK | Glasgow British | T.3Cy.24″,40″&66″–45″ (*a*) 160lb *80lb* 301NHP | 23 « 9<br>s 3 « 11½ | ~~12,07~~<br>11,04 |
| 114002 | *D.Kerr*98–01 | | 2585 | Strengthened for ~~NYk~~ | | 1mo | | | | 5*BHCem* | 2SB.6*rf*,GS119,HS4640 | | |
| TDML | 1 *Dk*(*pt Irn*&*pt Stl*)*deep framing* &*Web frames* | | 1778 | | | *Lloyd's*&*CP* | | *WB*=*Cell D Ba* | 104′*uE*20′*f*128′710*t* | *APT*134*t* | Blair&Co.Ld.Stockton | | |
| 290 | **Irish Prince** | **SteelScK** | 164 | ✠100A1 Abn | | 1901 | **J.T.Eltring-** ham&Co. S.Shields A&CP | R.Irwin Prince Fishing Co.Ltd.(R.Irwin & J.W.Simpson, *Mgrs.*) | 106·5 \| 21·1 \| 11·7<br>BK7″ | N.Shields British | T.3Cy.11″,18″&30″–22″ (*s*) 170lb 46RHP | 12 « 0 | 9,03 |
| 113087 | *R.Reader* –01 | | 155 | *Stm Trawler* | | 3mo | | | | 3*BHCem* | 1SB,2*pf*,GS31,HS1098 | | |
| | 1 *Dk* | | 37 | 9,03 | | | | *WB*=*DBf*9′6*t* | | | G.T.Grey,SouthShields | | |
| 291 | **Irishman** | **SteelTwinSc4MstSr** | 9510 | | | 1899 | **Harland&** Wolff,Ld. Belfast | Brit.&N Atlantic S. N.Co Ld. | 500·7 \| 62·4 \| 34·0 | Liverpool British WB | Q8Cy.21¼″,31½″46″&66″–48″ 604NHP<br>Harland&Wolff,Ld.Bel. | | |
| 110511 | *J.O.Williams* –00 (*ex*Michigan) | | 8838 | | | | | | | | | | |
| RKWJ | *Ref.Mchy.* *Elec.light* 3 *Dks*&*Shade dk* | | 6158 | | | | | | | | | | |
| 292 | — | **SteelScY1** | 216 | ✠100A1 Bwg *c* | | 1899 | **Irvine S.B.** &E.Co.Ltd. Irvine A&CP | J.Kennedy&Sons | 120·0 \| 21·5 \| 8·9<br>Q37′B7′F23′ BK7″ | Glasgow British WB | C.2Cy.16″&32″–22″ (*s*) 120lb 45RHP<br>1SB.2*pf*,GS32,HS860 | 9 « 7<br>s « 11½ | 11,03 |
| 111189 | *D.Kerr* –04 *ss*Bwg.No.1–03 | | 163 | Lld. 11,03 Gls | | 5mo | | | | 3*BHCem* | | | |
| | *Well deck* 1 *Dk*(*Stl*) | | 82 | | | | | | | = *FPT*25*t* | Muir&Houston,Ld.Gls. | | |
| | *Mchy.Aft* | | | | | | | | | | | | |
| 293 | **Irkutsk** | **SteelScSr** | *2447* | | | 1903 | **R.Stephen-** son&Co.Ld. Newcastle | Handelshaus Gebr.Lassman | 290·5 \| 40·0 \| 25·6<br>B46′F32′ | Windau Russian WB | T.3Cy.22″,38″&64″–42″ 265NHP<br>WilsndSlpwy.Co.Ld.Nwc. | | V |
| | *P.F.Omero*03–03 | | *2262* | | | | | | | | | | |
| | 1 *Dk*&*Awng dk* | | *1547* | | | | | | | | | | |
| 294 | **Irlam** | **SteelPadSp** | 165 | ✠ 100A– Shl | | 1903 | **J.P.Ren-** noldson&Sns. South Shields | Manchester Ship Canal Co. | 100·0 \| 20·1 \| 10·2<br>BK6″ | Manchestr British | L.2Cy.30″–54″ (*r*) 45lb 80RHP | 10 « 4 | |
| 113128 | | | 146 | 11,03 | | 11mo | | | | 3*BHCem* | 1SB,2*pf*,GS26,HS1394 | | |
| | 1 *Dk*(*pt Irn*&*pt Wood*) | | 10 | | | | | | | | J.P.Rennoldsn&Sns,S.Shl. | | |
| 295 | **Irma** | **SteelScSr** | 1735 | ✠ Hpl *q* | | 1889 | **Irvine&Co.** W Hartlepool | O.Banck | 260·6 \| 36·6 \| 16·5<br>P29′Q70′B110′F30′ BK9″ | Hlsngborg Swedish | T.3Cy.20″,33″&54″–36″ 175NHP | 19 « 0 | V |
| 4163 | *P.Nordfeldt*88–03 *ss*Hpl.No.3–4,01 | | 1291 | 4,08 | | 1mo | | | | 4*BHCem* | 2SB,4*cf*,GS58 | | |
| JNHB | (*ex*Despina G. Michalinos) 1 *Dk*(*Irn*)&* | | 1051 | | | | | *WB*=*Cell D B*220′462*t* | | | Blair&Co.Ld.Stockton | | |
| | *Well deck* *Web frames Floors*&*Inner bottom plating* (*Irn*) | | | | | | | | | | | | |
| 296 | — | **SteelScSr** | 331 | | | 1890 | **Göteborgs** M.V. Gothenburg | Ångf.Aktieb.Nor-nan (T.Ahrenberg) | 130·6 \| 22·6 \| 13·4<br>B31′ H9*t* | Gothenbrg Swedish WB | C.2Cy.15½″&28¾″–19½″ 29NHP<br>GöteborgsMk.Verks.,Got. | | V |
| 1004 | *F.A.Hellgren*98–98 1 *Dk* | | 285 | | | | | | | | | | |
| HVFQ | | | 184 | | | | | | | | | | |
| 297 | **Irma Woermann** | **SteelScSr** | 2304 | | | 1901 | **Blohm&** Voss Hamburg | Woermann Linie Kommanditges. | 300·7 \| 38·3 \| 23·4<br>H86′F29′ | Hamburg German WB | T.3Cy.19″,30″&50″–39⅝″ 157NHP<br>Blohm&Voss,Hamburg | | G |
| | *Schellhorn*02–03 | | 2119 | | | | | | | | | | |
| RMDW | *Elec.light* 2 *Dks* | | 1454 | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel: Total. / Sous le Pont. / Net. | Détails de la Classification: Cote / Surveillance Spéciale. Date de la dernière Visite / Port de Visite / Renouvellement exprès. Livre d'Enregistrement | Construit: Quand. Navire. Mach. / Par qui. Où. | Armateurs. | Dimensions d'après le Dernier Superstructures, &c.: Longueur. / Largeur. | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les pistons des navires. Genre des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau: Pied. Pouce. | Franc-bord: Pied. Pouce. |
|---|---|---|---|---|---|---|---|---|---|---|
| 298 | **Irmgard Horn** SteelScSr<br>*W.A.Müller* –02<br>1 *Dk* | 1484<br>1351<br>936 | | 1902 Act Ges. "Neptun" Rostock | H.C.Horn | 260·6 37·2 17·1<br>P25 B165' F30' | Lübeck<br>German | T.3Cy.17⅛",30½"&48"–33"<br>136NH<br>A.G."Neptun," Rostock | | 6 |
| 299 | **Iro** SteelScSr<br>*A.P.Margaronis* –00 *ss*Msl.No1–03<br>(*ex*Normanton)<br>1 *Dk*(*Stl*)*2tr B&deep framing* | 2491<br>2372<br>1660 | ✝100A1 Cff *f*<br>*Spar dk*<br>*withfreeboard*<br>12.04 1,07 LMC03 | 1899 A.Rodger &Co. Pt.Glasgow A&CP | P.Margaronis& Sons<br>*WB= Cell* | 314·2 43·9 20·7<br>P29' B79' F29'<br>FR<br>*DBa102' f 130'6836* | Piraeus<br>Greek<br>*5BHCem*<br>*APT34t* | T.8Cy.22½",37"&61"–42" (s)<br>160lb *Kolb* 251NH<br>2SB,*6pf*,gs105,hs392<br>Hall-Brwn,Buttery&C.Gls | 23 ⌀ 3<br>3·11½ | |
| 300 | **Iron** SteelPadSk | 118<br>118<br>15 | | 1890 J.T.Eltringham&Co. S.Shields | N.EasternRly.Co. | 95·2 19·1 9·9 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>75RHP<br>J.P.Rennoldson&Sns.,S.Shl. | | |
| 301 | **Iron Duke** IronPadSp<br>(*ex*Conqueror) | 184<br>184<br>63 | | 1864 Marshall Bros. S.Shields | ~~B.Smith~~ T.Perry | 122·2 20·4 10·8 | Liverpool<br>British | L.2Cy.34"–48"<br>NB78 128NH<br>Marshall Bros.,S.Shields | | |
| 302 | — IronScSp<br>*J.James* –04 | 146<br>118<br>62 | | 1857 T.Wingate &Co. Glasgow | A.J.Smith | 108·3 19·2 9·0 | Bristol<br>British<br>*WB* | C.2Cy.12"&24"–18"<br>NE&B01*fitted*02 24RH<br>Lees,Anderson&Co.Gls | | |
| 303 | **Iron King** SteelScSr<br>*S.Gorry* –02 *ss*Trn.No.3–9.02<br>*Well deck* 1 *Dk*(*Irn*)<br>*Mchy.Aft* | 507<br>358<br>126 | ✝100A1 Trn *g*<br>9.02<br>NB9.02 LMC9.02 | 1890 AilsaShipbuildingCo. Troon<br>*Lloyd's SA&CP* | R.Simpson<br>*WB=* | 178·8 26·1 11·1<br>P12' Q70' B12' F26<br>len97 BK7<br>*Cell DB31'32t FPT* | Whitehvn<br>British<br>*4BHCem*<br>*12tAPT10t* | T.3Cy.14",23"&36"–27" (s)<br>160lb *100lb* NDB02 75RH<br>1SB,*3pf*,gs51,hs1280<br>Muir&Houston,Glasgow | 11 ⌀ 9<br>8 · 9½ | |
| 304 | **Iroquois** SteelScSr<br>*2Dks&Awngdk* | 3602<br>2191<br>2873 | | 1888 W.Cramp &Sons Philadelphia | Clyde S.S.Co.(W.P. Clyde&Co. *Mgrs.*) | 324·0 46·3 19·1<br>28·3<br>len01 | New York<br>Utd. States | T.3Cy.23",36"&60"–36"<br>216NH<br>Wm.Cramp&SonsCo.,Phl. | | R |
| 305 | — SteelScSr<br>*Elec.light* *2Dks&Awngdk* | 1169<br>—<br>795 | | 1901 Craig S.B. Co. Toledo,O. | Arnold Transit Co. | 214·0 34·4 21·2 | Toledo,O.<br>Utd. States | T.3Cy.21",34"&58"–30"<br>184NH<br>Craig S.B.Co. | | V |
| 306 | — WoodScSp<br>*W.Benyon* –02<br>1 *Dk* | 195<br>65<br>94 | | 1900 T.W. Paterson Victoria,B.C. | Sydney & Nanaimo Transportation Co. Ld. | 82·0 20·0 7·7 | Vict'riaBC<br>British | C.2Cy.10"&22"–16"<br>19RH<br>Polson Irn.Works,Toronto | | |
| 307 | **Irrawaddy** SteelScSr<br>*J.Taylor* –03<br>*Elec.light* *2Dks* | 5144<br>4631<br>3329 | | 1903 W.Denny &Bros. Dumbarton | Burmah S.S.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 395·7 50·2 28·0<br>P35' B130' F39'<br>*WB* | Glasgow<br>British | T.3Cy.27",44"&71"–54"<br>370NH<br>Denny&Co.Dumbarton | | C<br>BT<br>tm |
| 308 | — IronPadSp<br>*Wells* | 516<br>425<br>396 | | 1873 Irrawaddy Co. Rangoon | Irrawaddy Flotilla Co.Ld. | 247·2 28·0 7·5 | Glasgow<br>British | C.D.2Cy.34"&59"–54"<br>213NH<br>Rankin&Blackmore,Grk. | | |
| 309 | — IronScSr<br>*J.H.Bentley* –03 *ss*Hul.No.3–10,97<br>*ss*Hul.No.1–02<br>1 *Dk* | 133<br>126<br>48 | ✝100A1 ~~Flt~~ Hul<br>*For fishing purposes*<br>~~8.98 6.03 8.04~~ LMC<br>MS1,02 | 1885 Cook,Welt'n&Gemmell Hull<br>*Lloyd's SA&CP* | British Stm Trawling Co.Ld. | 100·0 20·0 10·3<br>ND97 BK7½ | Hull<br>British<br>*3BHCem* | C.2Cy.17"&38"–22"<br>90lb 45RH<br>1SB.*2pf*,gs26,hs40<br>C.D.Holmes&Co.Hull | 11 ⌀ 5 | |
| 310 | **Irresistible** SteelScSr<br>1 *Dk* | 136<br>132<br>93 | | 1883 Edwards& Symes London | J.Brown | 109·0 21·0 9·0 | Sydny NSW<br>British | C.2Cy.18"&33"–24"<br>90RH<br>Plenty&Sons,Newbry | | |
| 311 | **Irvine** IronScSk<br>*T.Scott* –03<br>*Mchy.Aft* 1 *Dk* | 280<br>270<br>125 | | 1891 W.Simons &Co. Renfrew | Irvine Harbour Trust | 120·0 27·6 10·6 | Irvine<br>British | T.3Cy.10",16½"&26½"–21"<br>45RH<br>W.Simons&Co.,Renfrew | | |
| 312 | **Irwell** IronScK<br>*A.Playle* –00 *ss*Gm No.1–04<br>1 *Dk* | 197<br>179<br>77 | ✝100A1 Gms<br>*Stm Trawler*<br>9.01 ~~6.08~~ LMC9.01 | 1900 J.Duthie & Co. Montrose A&CP | Palatine Steam Fishing Co.Ld. (A.Jeffs, *Mgr.*) | 111·1 21·3 11·5<br>Q50' F28'<br>BK7½ | Grimsby<br>British<br>*3BHCem* | T.3Cy.10⅝",20"&32"–23" (s)<br>180lb 55RH<br>1SB,*2cf*,gs82,hs975<br>Tindall,Earle& Hutchinson<br>La Have | 12 ⌀ 5 | 9.03 |
| 313 | **Irwin** IronScSr<br>*W.Humphrey88–88*<br>*Well deck* *ss*Shl.2nd No.3–7.03<br>1 *Dk*(*Irn*)*&Webframes* | 989<br>764<br>598 | ✝100A1 Npt *m*<br>11.03<br>NB7.03 LMC7.03<br>DBS10.04 | 1883 Kish, 3mo Boolds&Co. Sunderland A&CP | Irwin S.S.Co.Ld. (T.Pugsley) | 220·0 31·6 12·9<br>Q75' B52' F29'<br>FR<br>*WB= CellDB176* | Newport<br>British<br>*4RHCem*<br>*260tAPT20t* | C.2Cy.21"&38"–36" (s)<br>120lb *80lb* NDB95 99RH<br>1SB,*3pf*,gs57,hs1949<br>Carr & Co.(Lim.),Sld. | 15 ⌀ 9<br>14 · 7 | 7.03 |
| 314 | **Isa** IronScK<br>*J.Haegheman*<br>(*Trawler*) 1 *Dk* | 148<br>142<br>59 | ... | 1896 Cochrane& Cooper Beverley | Pêcheries à Vap. (Soc.Anon.) | 103·0 20·5 11·0<br>Q18' F19'<br>BK7½ | Ostend<br>Belgian<br>*WB* | T.3Cy.12½",19½"&32"–22½"<br>53NH<br>C.D.Holmes&Co.,Hull | 11 ⌀ 10 | V |
| 315 | **Isaac L. Elwood** SteelSc<br>*F.A.Bailey*01–03<br>*Elec.light* *Mchy.Aft* 1 *Dk2tr B* | 5085<br>—<br>4431 | | 1900 West Bay City S.B.Co. W.Bay City | Pittsburgh S.S.Co. | 478·0 52·0 25·2<br>Q72' B47' F30' | Duluth<br>Utd. States<br>*WB* | 4Cy.16½",25½",38½"&60"–10" 228NH<br>American S B.Co.Cleveland | | |
| 316 | **Isaac Pereire** IronScBn<br>*Ajaccio* *2Dks&Spardk*<br>*Elec.light* | 1855<br>1654<br>768 | | 1880 John Elder &Co. Glasgow | Cie.Générale Transatlantique | 310·0 33·5 16·7<br>H175*t* F46' 24·3 | Marseilles<br>French | C.2Cy.42"&80"–48"<br>NB03 370NH<br>John Elder&Co.,Glasgow | | V |
| 317 | **Isaac W. Nicholas** SteelSc<br>*Elec.light* *Mchy.Aft* *2Dks* | 2624<br>—<br>1857 | | 1894 Cleveland S.B.Co Cleveland,O. | The Minch Transit Co.(W.Gerlach, *Mgr.*) | 328·8 42·0 21·9<br>*WB* | Cleveland, Ohio<br>Utd. States | T.3Cy.20",32"&54"–40"<br>184NH<br>Cleveland S.B.Co.Clvlnd,O | | |
| 318 | **Isaac Wilson** SteelPadSk | 123<br>123<br>85 | | 1889 Hepple& Co. N.Shields | Tees Conservancy Commissioners | 101·0 18·9 9·5 | Stockton<br>British | L.2Cy.26"–48"<br>15RH<br>Hepple&Co.,N.Shields | | |
| 319 | **Isabel** SteelScK<br>*T.Vickers* –00<br>*Mchy.Aft* 1 *Dk*(*Stl*) | 233<br>190<br>79 | ✝ —<br>4.02 Bwg *b* | 1898 Scott&Sns 6mo Bowling | J.Monks&Co.Ld. | 100·0 23·1 10·8<br>B7' F15'<br>BK7<br>*WB= FPT* | Liverpool<br>British<br>*3BHCem*<br>*14tAPT8t* | C.2Cy.14"&29"–20"<br>89RH<br>1SB.*2pf*,gs82,hs93<br>Ross&Duncan,Glasgow | 11 ⌀ 4 | |
| 320 | **Isabela** WoodScSr<br>*M.Soto* –98<br>(*ex*Montserrat,*ex*ChinShan) 1 *Dk* | 222<br>151<br>126 | | 1892 Kwang Tak Hing HongKong | Sy Ua | 120·5 18·6 9·4<br>H9*t* | Cebu<br>Utd. States | C.2Cy.14"&28"–16"<br>26NH<br>Kwang Nam Sing,H Kg | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No of Decks, &c. | 4 Registered Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 8 By Whom. / Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard (amidships) ft. | in. | 15 Registers in which classed at first in L.R. Dated Year-Book Cert. | 16 Date when hull classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 321 | **Isabela I.** | **WoodSc** | 132 / — / 93 | | | | 1867 | ..... / Manila | Inchausti&Cia. | 111·9 | 18·1 | 7·5 | Manila / Utd. States | | | | |
| 322 | **Isabella** | **WoodScSr** | *109* / 93 / *84* | | | | 1881 | ..... / Singapore | TanAhChoon | 110·0 | 16·0 | 7·0 | Tandjong, Pinang / Dutch | | | | |
| TFDR | *Pasang* –03 | | | | | | | | | | | | | | | | |
| 323 | **Isabelle** | **IronScSr** | 2276 / — / 1110 | 8,01 | | Msl Lv | 1880 | Cunliffe& Dunlop / PortGlasgow | E.Bories *in liq.* | 302·0 / P59′F48′ | 34·5 / BK16′ | 23·1 | Bordeaux / French | C.2Cy.34″&68″–42″ (*i*) / 78lb *57lb* 250NHP / 2DB,*8pf*,GS132 / Cunliffe&Dunlop,P.Gls. | | | | 6,03 |
| JPHV | *Bernard* –02 (*ex*Architect) | 4thSurvey,Bdx.3,98 | | | | | | | | | | | | | | | | |
| 324 | **Isafold** | **SteelScSr** | 346 ✝ / 255 / 194 | 2,01 | | Bdx *e* | 1891 / 12mo | Wood, Skinner&Co. / Newcastle | J.P.T.Bryde | 139·7 / Q69′B12′F19′ / *WB=FPT41t* | 22·4 / FK 4*BHCem* | 10·9 / *APT10t* | Reykjavik / Danish | T.3Cy.10½″,17″&28″–21″ / 40NHP / 1SB,*2pf*,GS21,HS670 / N.E.MarineCo.Ld.Sld. | 11 | 8 | V | |
| LBDJ | *N.M.Jensen* ssBdx.No.1–95 (*ex*Pierre-Paul,*ex*Skinningrove) | | | | | | | | | | | | | | | | | |
| | *Well deck* 1*Dk*(*Irn*) | | | | | | | | | | | | | | | | | |
| 325 | **Isbjörn** | **SteelScSr** | 436 / 346 / 174 | | | | 1894 | Akers Mek. Verksted / Christiania | Christiania Havnevæsen | 117·8 / B91*t* | 32·8 | 16·7 | Christiania / Norwegian | C.2Cy.26″&52″–30″ / 123NHP / Akers.Mek.Værk.,Xia. | | | | |
| HKJC | *O.Eriksen* 1*Dk* (*Ice breaker*) | | | | | | *WB* | | | | | | | | | | | |
| 326 | **Isbjörn I.** | **IronScSr** | 128 / 118 / 34 | | | | 1856/76 | Bergsunds M.V. / Stockholm | Bärgnings och BogseringsAktieb. Björn(G.W.Lundqvist,*Mgr.*) | 98·6 / H10*t* | 21·7 | 10·4 | Gothenbrg / Swedish | C.2Cy.15″&35″–18″ / 43NHP / Burmeister&Wain.Cpn. | | | | |
| 842 | *V.Rydholm* –02 | | | | | | | | | | | | | | | | | |
| JCFT | (*ex*Kalfsund,*ex*Vidar) 1*Dk* | | | | | | | | | | | | | | | | | |
| 327 | **Isbrytaren** | **SteelScSp** | 503 / 396 / 205 | | | | 1896 | Kockums M.V.Aktieb. / Malmö | StockholmHarbourCommissionrs | 139·6 / B47′ | 31·2 / H8′ | 15·7 | Stockholm / Swedish | T.3Cy.18″,29″&50″–36″ / 150NHP / KockumsAktieb.,Malmö | | | | |
| 3096 | *J.F.Ternström*02–02 2*Dks* | | | | | | *WB* | | | | | | | | | | | |
| JHGF | (*Ice breaker*) | | | | | | | | | | | | | | | | | |
| 328 | — | **SteelScTug** | 120 / 111 / 38 | | | | 1903 | Kockums M.V.Aktieb. / Malmö | NorrköpingHamn | 89·2 | 21·6 | 11·8 | Nrrköping / Swedish | C.2Cy.16½″&33½″–20½″ / 42NHP / KockumsM.V.Akt. Malmö | | | | |
| | *A.Sundström*04–04 (*Ice breaker*) | | | | | | *WB* | | | | | | | | | | | |
| | 1*Dk* | | | | | | | | | | | | | | | | | |
| 329 | **Isbrytaren I.** | **IronScSp** | 495 / 435 / 171 | | | | 1882 | MotalaCo. / Gothenburg | GothenburgHarbourCommissionrs | 128·6 / H59*t* | 33·8 | 17·1 | Gothenbrg / Swedish | C.2Cy.33″&60″–36″ / 180NHP / MotalaCo.,Gothenburg | | | | |
| | *A.Andersson*83–83 (*Ice breaker*) | 1*Dk* | | | | | | | | | | | | | | | | |
| 330 | **Isbrytaren II.** | **IronScSp** | 546 / 446 / 221 | | | | 1895 | Lindholmens M.V. / Gothenburg | GothenburgHarbourCommissionrs | 139·0 / B40′ | 35·5 / H9′ | 17·2 | Gothenbrg / Swedish | | | | | |
| | *A.Andersson* –96 (*Ice breaker*) | 1*Dk* | | | | | | | | | | | | | | | | |
| 331 | **Ischia** | **SteelScSr** | 4182 / 3966 / 2784 | | | | 1902 | Cant.Nav. di Muggiano / Spezia | Nav.Gen.Italiana | 343·3 | 48·0 | 22·3 | Palermo / Italian | T.3Cy.24″,40″&66″–48″ / 302NHP / R.FonderiaOretea Palermo | 24 | 3 | I | |
| 67 | *D.Maganzini* | | | | | | *WB* | | | | | | | | | | | |
| PWKL | 1*Dk*2tr*B*3deep framing,*S* *Elec.light* | *Shelter dk* | | | | | | | | | | | | | | | | |
| 332 | **Ise Maru** | **IronScSr** | 1250 / 1209 / 775 | ✝100A1 *Awng dk* / *Load line* 14*ft.* 6*in.* / 9,04 ~~11,03~~ | | Kob *n* | 1883 / 4mo | HM'Intyre &Co. / Paisley | NipponYusen KabushikiKaisha | 226·0 / ND96 | 32·0 / BK8″ / *WB=FPT21* | 21·2 | Tokio / Japanese | C.2Cy.28″&52″–36″ (*a*) / 75lb *70lb* NDB94 128NHP / 2SB,*4cf*,GS140,HS2122 / Hutson&Corbett,Glasgow | | | | ~~6,00~~ 9,04 |
| HFMP | ss~~Kob.No.2–04 ss Nag. York 00~~ | | | | | | *Lloyd's SA&CP* | | | | | | | | | | | |
| | 1*Dk*(*pt Irn*)*S*.*Awngdk3trB* | | | | | | | | | | | | | | | | | |
| 333 | **Isea** | **IronScSr** | 250 / 217 / 145 | | | | 1881 | Stbilimnto Tecnico / Trieste | Flli.Rismondo | 140·0 | 19·1 | 10·6 | Macarsca / Aust.-Hung. | C.2Cy.18″&30″–21″ / NB88 34NHP / StabilimentoTecnico,Tri. | | | | |
| | *M.Luksic* –00 | 1*Dk* | | | | | | | | | | | | | | | | |
| HLCP | | | | | | | | | | | | | | | | | | |
| 334 | **Isel Holme** | **SteelScSr** | 3741 / 3487 / 2426 | ✝100A1 5,01 ~~7,03~~ | | B. As *w* Qns | 1899 / 10mo / 04 | J.L.Thompson&Sons,Ld / Sunderland / A&CP | HineBros. / *WB=CellDBa* | 381·0 / P29′B102′F30′ / 116′*aE*24′*f*160′802*t* | 45·9 / FK 6*BHCem* / *APT181t* | 25·6 | Maryport / British | T.3Cy.24″,40½″&68″–45″ (*s*) / 180lb *180lb* 336NHP / 2SB,*8pf*,GS155,HS5183 / G.Clark,Ld.Sunderland | 28 | 5 / 5 | 10 | N7,03 |
| 104688 | ~~*A.Ritchie*71–00~~ | ss Qns.No.1–04 | | | | | | | | | | | | | | | | |
| RJVD | *Elec.light* 2*Dks*(1*Stl*&*U pt Irn*&*pt Stl*) | | | | | | | | | | | | | | | | | |
| | *J.Johnstone* –04 | &*deep framing* | | | | | | | | | | | | | | | | |
| 335 | **Iselgarth** | **SteelSc** | | 100A1 *For Towing purposes* (*Class Contem plated*) | | | 1904 | Lytham S.B.&E.Co Ltd / Lytham | ReaTransportCo. Ld.(R.&J.H.Rea, *Mgrs.*) | 85·0 | 17·5 | 10·5 | Liverpool / British | C.2Cy.15″&32″–21″ / LythamS.B.& E.Co.Ld.Lyt | | | | |
| | *For full particulars See No.* ~~4~~ *in Supplement* | 1*Dk* | | | | | | | | | | | | | | | | |
| 336 | **Iser** | **SteelScSr** | 2174 / 1683 / 1366 | ✝100A1 8,01 ~~6,03~~ / ~~BS2,04~~ | | Brs *r* Sws / ~~LMC5,01~~ | 1888 / 10mo | C.S.Swan& Hunter / Newcastle / A&CP | MercantileS.S.Co. Ld. | 275·0 / P29′Q72′B114′ F32′ / *WB=DBa84′f58′* | 38·0 / BK9½″ | 20·7 | London / British | T.3Cy.21½″,35½″&58½″–39″ / 160lb *80lb* NDB00 (*a*) 212NHP / 2SB,*6cf*,GS82,HS3168 / Blair&Co.(Lim.),Stockton | 22 | 0 / 3 1 | 11½ | 6.03 |
| 95484 | *W.Sutherland* –01 ssSld.No.3–5,01 | | | | | | | | | | | | | | | | | |
| KVPC | *Well deck* 1*Dk*(*Irn*)&*Webframes* | | | | | | | | | | | | | | | | | |
| 337 | **Isernia** | **IronScK** | 198 / 178 / 60 | ✝100A1 *Stm Trawler* 6,01 ~~5,03~~ | | Gms ~~LMC5,03~~ | 1899 / 6mo | Cook, Welt'n&Gemmell / Hull / *Lloyd's SA&CP* | Gt.Gms.&E.Coast Stm.Fishing Co.Ld | 114·0 / Q49′F19′ | 21·0 / BK7½″ / *WB=DBf5′3t* | 11·3 | Grimsby / British | T.3Cy.11¾″,20″&32″–24″ (*r*) / 180lb 50RHP / 1SB,*2cf*,GS31,HS925 / Amos&Smith,Hull | 12 | 1 | | 5,03 |
| 110387 | *J.Russell* –99 | ssGms.No.1–03 | | | | | | | | | | | | | | | | |
| | | 1*Dk* | | | | | | | | | | | | | | | | |
| 338 | **Ishavet** | **WoodScBg** | 251 / 220 / 155 | | | | 1859 | ..... / Christiania | Acties.Ishavet (N.Friis) | 111·1 / P27*t* | 27·8 | 14·8 | Porsgrund / Norwegian | C.2Cy.9″&18″–15″ / NE&B84 10NHP / NylandsVerkst.,Chrstinia. | | | | |
| | *N.Davidsen* | (*ex*Sailing Vessel) | | | | | | | | | | | | | | | | |
| HKLT | | 1*Dk*2tr*B* | | | | | | | | | | | | | | | | |
| 339 | **Ishibashi Maru** | **WoodSc** | 105 / 92 / 65 | | | | 1903 | Ominato S.B.Co.Ld. / Ominato | H.Hamanaka | 86·4 | 13·9 | 10·3 | Osaka / Japanese | C.2Cy.10¼″&21″–15″ / 14NHP / Y.Ishibashi | | | | |
| 8716 | | | | | | | | | | | | | | | | | | |
| JRDT | | | | | | | | | | | | | | | | | | |
| 340 | **Ishinomaki Maru** | **CompTwinScSp** | 114 / 87 / 61 | | | | 1886 | Patterson / Yokohama | NipponYusen KabushikiKaisha | 93·4 | 17·9 | 7·0 | Tokio / Japanese | C.4Cy.10″&19″–15″ / 23NHP / Patterson,Yokohama | | | | |
| 973 | | | | | | | *WB* | | | | | | | | | | | |
| HGDK | | 1*Dk* | | | | | | | | | | | | | | | | |
| 341 | **Isidora** | **IronSc3MstSr** | 729 / 672 / 539 | ✝ 7,79 | | Dun Lv | 1879 / 6mo | Gourlay Bros.&Co. / Dundee | Cia.Esplotadora de Lota yCoronel | 200·0 / P60*t* | 29·2 / F20*t* / *WB=DBf* | 15·4 | Valparaiso / Chilian | C.2Cy.24″&48″–36″ / 115NHP / GourlayBros.&Co.,Dundee | | | | |
| HOGW | *M.Marholz* –96 (*ex*Puchoco) | *Mchy.Aft* 1*Dk*(*Irn*)2tr*B* | | | | | | | | | | | | | | | | |
| 342 | **Isis** | **SteelScSr** | 2534 / 2251 / 1628 | ✝100A1 11,04 ~~6,06~~ / ~~4,01~~ BS4,04 | | Ham *u* ~~LMC~~ | 1889 / 7mo | Blohm& Voss / Hamburg / A&CP | DeutscheDmpfsfahrts.Ges.Kosmos | 321·0 / P36′B110′F34′ drp02 | 38·0 / BK10″ / *WB=Cell* | 23·3 | Hamburg / German | T.3Cy.23¾″,38″&63″–42″ (*s*) / 165lb *55lb* NDB04 261NHP / 2SB,*6cf*,GS130,HS3920 / Blohm&Voss,Hamburg | 26 | 2 | | 5,03 |
| RHNT | *Th.Groot* | ssHam.No.3–4,01 | | | | | | | | | | | | | | | | |
| | *Elec.light* | 2*Dks*(*Stl-U* teak s)3tr*B* | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre — Numero — Segnale | 2 Nom du Navire, Matériaux, Gréement, etc. — Capitaine. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand — Navire — Mach. | Par qui. — Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & lieu des Cylindres. Course. Pression des Chaudières. NHP. Nombre de Hommes d'après les formalités de la marine. IHP. Nombre de chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom de la machine. | 14 Vitesse. Essai. Service. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **343** 105599 QDPL | **Isis** SteelTwinScSr<br>*C.H.Watkins* –99<br>2 *Dks*(1 *Stl*–ws & 1 *pt Stl*–ws) *Elec.light* *pt Awng dk*(*Stl*–ws) | | 1728<br>1097<br>123 | ✝ *pt Awng & arch/fr'ckwd* 6.98 | | Grk | *r* | 1898<br>6mo | Caird & Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co | 300·2 \| 37·1 \| 17·5<br>P59'F49' BR8'<br>*pt Awng dk*176'<br>*WB* = *Cell DBf*80' | Greenock<br>British<br>2 *BHCem*<br>52*t FPT*12*t* | T.8Cy.24½",39"&(2)42"–36" FD 755NH<br>2D&28 *BIscf*,gs365,hs12037<br>Caird&Co.Ld.Greenock | 13 | | |
| **344** 110983 | —<br>*J.Alp* –99<br>1 *Dk* | IronScK<br>*ss*Gms.No.1–03 | 175<br>157<br>65 | ✝100A1<br>*Stm Trawler*<br>6.03 | | Gms | | 1899<br>5mo | Cook, Wel-<br>Ld. | Roberts&Ruthven | 108·1 \| 21·0 \| 11·0<br>Q47'F19' BR7½<br>*Lloyd's A&CP* | Grimsby<br>British<br>3 *BHCem* | T.8Cy.12¾",19½"&32"–22½"<br>180lb (*s*) 50RH<br>18 SB,*2cf*,gs28,hs897<br>C.D.Holmes&Co.Hull | 11 | | |
| **345** 110740 | —<br>(*Trawler*)<br>1 *Dk* | SteelScK<br>*ss*Hul.No.1–04 | 168<br>155<br>60 | ✝100A1<br>*Stm.Trawler*<br>12.[illegible] | | Hul | | 1899<br>9mo<br>A&CP | Mackie &<br>Thomson<br>Glasgow | J.Leyman&Co.Ld. | 105·6 \| 21·0 \| 10·7<br>Q18'F17' BR7½ | Hull<br>British<br>4 *BHCem* | F.8Cy 10",16"&27"–20" (*s*)<br>200lb 45RH<br>Muir&Houston Ld.Gls.<br>1SB,*2cf*,gs326,hs612 | 11 | | |
| **346** | **Iskenderia** SteelTwinScSr<br>*Stahl*<br>1 *Dk*<br>*Elec.light* | | 1379<br>1017<br>861 | | | | | 1897 | Nüscke &<br>Co.<br>Stettin | G.Z.A.Tagieff | 223·8 \| 31·5 \| 16·7<br>P14'B39'F15' | Baku<br>Russian<br>*WB* | C.4Cy.17¾"&30¾"–19¾"<br>Deut. 70NH<br>Elbschiff. G Kette,Uebigau | | | |
| **347** 90015 | **Isla** IronScSk<br>*Mchy.Aft* | | 109<br>103<br>74 | | | | | 1885 | Blackwood<br>&Gordon<br>Pt.Glasgow | Elder,Dempster&<br>Co. | 78·3 \| 22·0 \| 8·1 | Liverpool<br>British | C.2Cy.11½"&19¼"–16"<br>25RH<br>*Cmp.*88White&Coopr,Dun. | | | |
| **348** | **Isla de Cuba** WoodPad<br>*B.B.Mayo* –03<br>(*ex*Protector,*ex*Ontario) | | 447<br>—<br>253 | | | | | 1884 | .....<br>Clayton,N.Y. | R.de Arazoza | 160·7 \| 21·0 \| 7·0 | Havana<br>Cuban | | | | |
| **349** HPLF | **Isla de Luzon** IronScBn<br>*J.Oyarbide*95–03 *ss*Liv.No.3–6,94<br>*ss*Liv.No.2–02<br>2 *Dks*(1 *Irn* & 1 *pt Irn*) *3tr B* | | 4256<br>4113<br>2580 | ✝100A1<br>[illegible],05<br>BS10,03 | | Liv | *x* | 1882<br>5mo | Oswald,<br>Mrdaunt&Co.<br>Southampton | Cia.Trasatlantica | 381·9 \| 44·2 \| 32·6<br>B132'F42' BK11'<br>*WB* = *DTa*68'<br>*Lloyd's A&CP* | Barcelona<br>Spanish<br>7 *BHCem*<br>367*t MT*41*t* | C.2Cy.52"&94"–60" (*s*)<br>200lb *80lb* NDB97 570NHP<br>4DB,*16cf*,gs352<br>Oswald,Mordaunt&C.,Sou. | 25 | 9<br>7<br>10 | |
| **350** HPLC | **Isla de Menorca** Iron&SteelSc<br>*Tito Ginard*94–00<br>*Elec.light* (*ex*Theseus) 2 *Dks* | | 1003<br>881<br>537 | | | | | 1883 | Forges&C.<br>de la Médit.<br>La Seyne | La Maritima Cia.<br>Mahonesa de Vap. | 231·3 \| 29·5 \| 16·9 | Mahon<br>Spanish | C.2Cy.27"&50"–30"<br>B*blt*88*fitted*98 114NH<br>Forges&C.de la Médit.Msl. | | | |
| **351** | **Isla de Negros** Wood<br>*J.Lastitiga*<br>(*ex*Cosmopolita) | | 250<br>—<br>159 | | | | | 1891 | Geo.Fen-<br>wick&Co.,Ld.<br>HongKong | I.de La Rama | 124·6 \| 23·6 \| 8·8 | Iloilo<br>Utd.States | T.3Cy.18",21"&32"–21"<br>47NH<br>Geo.Fenwick&Co.Ld.HKg | | | |
| **352** HPLG | **Isla de Panay** IronScBn<br>~~*Mercantile*~~<br>*Elec.light* ~~*Outlook*~~ 04 *ss*Liv.No.2–03<br>*Zaragoza* 2 *Dks*(1 *Irn* & 1 *pt Irn–Upt* ws) *3tr B* | | 3484<br>3373<br>2087 | ✝100A1<br>7,01 12,0 3,05<br>NB6,04 BS11,04<br>Belgium 5 LMC6,02 | | Liv | *w* | 1882<br>6mo | Scott&Co.<br>Greenock<br>*Lloyd's A&CP* | Cia.Trasatlantica | 362·4 \| 43·2 \| 29·2<br>B86'F55'<br>ND94 BK11'<br>*WB* = *D Ba* 98'*f*120' *gu* | Barcelona<br>Spanish<br>6 *BHCem*<br>*E&B*68'559*t* | T.3Cy.30½",49"&80"–54" (*s*)<br>170lb *170lb* NDB94 582NHP<br>3DB,*18rf*,gs288,hs8160 FD<br>Wigham Richrdsn&C.Nwc | 31 | 3<br>7<br>0 | |
| **353** NTHQ | **Island** IronSc3MstSr<br>*S.C.Holm* 2 *Dks* & *Spar dk* | | 2813<br>1992<br>1786 | | | | | 1882 | Burmeister<br>&Wain<br>Copenhagen | Forenede Dmpskib.<br>Selskab | 313·0 \| 39·2 \| 22·0<br>29·7 | Copnhagn<br>Danish<br>*WB* | C.4Cy.36"&72"–42"<br>360NHP<br>Burmeister&Wain,Cpn. | | | |
| **354** RNMB | —<br>1 *Dk* | SteelScSr | 106<br>—<br>26 | | | | | 1903 | Akers<br>Mek. Værks<br>Christiania | Germania Wal-<br>fang-&Fisch<br>Industrie A.G. | 94·3 \| 16·8 \| 10·0 | Hamburg<br>German | T.3Cy.10½",15"&24"–<br>Akers Mek. Værks. Ass. | | | |
| **355** 112739 RTDP | **Island Queen** SteelScSr<br>*C.W.Weatherall*88–00 *ss*Lon.No.1–05<br>*Well deck* 1 *Dk*(*Stl*) | | 615<br>441<br>281 | ✝100A1<br>1,05 [illegible]<br>LMC [illegible] | | Lon | *i* | 1900<br>6mo | A.Vuyk<br>Capelle a d<br>Ysel<br>*Lloyd's A&CP* | London&Channel<br>Islands S.S.Co.Ld.<br>(Cheeswright&<br>Ford, *Mgrs.*) *WB* = *DBa* 39'85*t FPT* | 176·4 \| 27·0 \| 13·1<br>Q93'B15'F23' FK<br>*DBa* 39'85*t FPT* | London<br>British<br>4 *BHCem*<br>50*t APT*18*t* | T.3Cy.15½",25½"&42½"–27"<br>180lb *100lb* (*s*) 99RH<br>1SB,*3pf*,gs51,hs1938<br>N.E.Marine Co.Ld.Shd. | 14 | 0<br>1 | 3 |
| **356** 111246 RNKM | **Islanda** SteelScSr<br>*J.Anderson* –01<br>2 *Dks*(*Stl*–Uteak s) *orWeb frames*<br>*Elec.light* | | 5237<br>4944<br>3361 | ✝<br>3,00 | | Mdb | *z* | 1900<br>3mo | Sir Raylton<br>Dixon&Co.Ld<br>Middlesbro' | British India Stm.<br>Nav.Co.Ld. | 410·0 \| 50·8 \| 28·8<br>B92'F60' FK<br>*WB* = *Cell D*[illegible] | Glasgow<br>British<br>6 *BHCem*<br>1198*t D T f* | T.3Cy.26½",42"&66½"–51"<br>405NH<br>2SB,*6cf*,gs123,hs5928 FD<br>T.Richardsn&Sns.Ld.Hpl. | 32 | 0 | |
| **357** 87074 HPBV | **Islander** IronScSr<br>*M.S.Wright* *ss*Lon.No.3–5,95<br>(*ex*Elbe) *ss*Sng.No.2–04<br>2 *Dks* | | 816<br>680<br>505 | ✝100A1<br>1,05 [illegible]<br>BS1,05 | | Sng | *m* | 1883<br>2mo | Dobie & Co.<br>Glasgow<br>*Lloyd's A&CP* | Christmas Island<br>Phosphate Co.Ld. | 210·0 \| 29·1 \| 15·9<br>P29'B47'F25' BK8'<br>*WB* = *MT*22'<br>168*t deep tank a* 15 | London<br>British<br>1 *BHCem*<br>89*t APT*10*t* | C.2Cy.26"&49"–36" (*s*)<br>80lb *80lb* NDB96 98RH<br>1SB,*3pf*,gs50,hs1852<br>W.Kemp,Glasgow | 16 | 10<br>2 | 5½ |
| **358** 100754 KRJT | —<br>1 *Dk* | WoodSc | 248<br>—<br>168 | | | | | 1901 | Tomkins<br>Cove,N.Y. | J.W.Sullivan | 119·1 \| 29·0 \| 9·3 | New York<br>Utd.States | | | | |
| **359** 111667 | —<br>*W.H.Elder*92–00<br>*Mchy.Aft* 1 *Dk* | SteelSc | 165<br>76<br>78 | | | | | 1900 | Polson Iron<br>Works<br>Toronto | Muskoka Lakes<br>Nav.&Hotel Co.Ld. | 100·0 \| 17·4 \| 5·7 | Toronto<br>British | C.2Cy.9"&18"–14"<br>13RH<br>Polson Iron Wrks.Toronto | | | |
| **360** 93800 KTJN | **Isle of Anglesey** SteelScSr<br>*D.H.Jones* –95 *ss*Cff.No.3–9,00<br>*Well deck* *ss*Shl.No.1–05 1 *Dk*(*Irn*) *2tr B* | | 1275<br>1005<br>785 | ✝100A1<br>4,05 [illegible]<br>Scotland [illegible]<br>Belgium [illegible] | | Sws<br>Shl | *o* | 1888<br>8mo | J.Readhead<br>&Co.<br>S.Shields<br>*Lloyd's A&CP* | Isle of Anglesey SS.<br>Co.Ld. (J.T.<br>Williams) | 230·0 \| 33·5 \| 16·5<br>Q85'B57'F32' BK8'<br>*WB* = *Cell DB*192'*355t* | Liverpool<br>British<br>4 *BHCem*<br>*MT*[illegible] | T.3Cy.18",29"&48"–30" (*s*)<br>160lb *80lb* NDB00 124NHP<br>1SB,*3cf*,gs85,hs1844<br>J.Readhead&Co.,S.Shields | 19 | 1<br>1 | 10 |
| **361** 99826 | **Isle of Arran** SteelPadSk | | 313<br>254<br>69 | | | | | 1892 | T.B.Seath<br>&Co.<br>Rutherglen | Trustees of the<br>late W.Buchanan | 210·0 \| 24·1 \| 7·4<br>H13*t* | Glasgow<br>British | 1Cy.52"–60"<br>16½NHP<br>W.King&Co.,Glasgow | | | |
| **362** 78766 | **Isle of Bute** IronPadSk<br>*J.Buchanan* –98<br>(*ex*Guy Mannering,*ex*Sheila) | | 248<br>225<br>68 | | | | | 1877 | Caird&Co.<br>Greenock | Trustees of the<br>late W.Buchanan | 205·5 \| 20·0 \| 7·7<br>Q30*t* | Glasgow<br>British | D.1Cy.50"–72"<br>NB91 163NHP<br>Caird&Co.,Greenock | | | |
| **363** 102187 NQST | **Isle of Caldy** SteelScSr<br>*J.Edwards* –01 *ss*Sws.No.2–03<br>*Well deck* 1 *Dk*(*pt Stl pt Irn*) *2tr B* | | 1381<br>1034<br>867 | ✝100A1<br>5,04 [illegible]<br>[illegible]<br>MC<br>A&CP | | Sws | *o* | 1895<br>1mo | J.Readhead<br>&Sons<br>S.Shields<br>A&CP | Isle of Caldy SS.Co.<br>Ld. (J.T.Williams<br>*WB* = *Cell DBa* 63'*uE&B*<br>63'*f*92'322*t* | 230·0 \| 33·6 \| 17·0<br>P28'Q61'B96'F26' FK | Liverpool<br>British<br>4 *BHCem*<br>*APT*19*t* | T.3Cy.18",29"&48"–30" (*s*)<br>160lb *80lb* 125NHP<br>1SB,*3rf*,gs640,hs1844<br>J.Readhead&Sons,S.Shl. | 19 | 2<br>1 | 4 |
| **364** 91498 KBRP | **Isle of Hastings** SteelScSr<br>*J.Evans* –03 *ss*Mdb.No.3–5,04<br>*Well deck* 1 *Dk*(*Stl*) *2tr B* | | 1575<br>1254<br>1003 | ✝100A1<br>8,04 [illegible]<br>BS[illegible] | | Mdb<br>Shl | *p* | 1885<br>8mo | H.S.Ed-<br>wards&Ss<br>Newcastle<br>A&CP | Isles Stm Shpg Co.<br>Ld. (Dixon, Robson<br>&Co. *Mgrs.*) | 250·0 \| 35·2 \| 18·7<br>P29'Q60'B60'F32' BK9'<br>*WB* = *DBa* 74'*f*98'31*t* | Newcastle<br>British<br>4 *BHCem*<br>*APT*19*t* | T.3Cy.20",33"&53"–36" (*s*)<br>150lb *90lb* NDB03 161NHP<br>2SB,*4cf*,gs356,hs2400<br>Black, Hawthorn&Co.,Gts. | 20 | 0<br>8 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Classification. Yes=Assigned; new or replaced. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Ice-strengthened in accordance with Rules. Date of Trial in L. & E. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 365 | **Isle of Iona** IronScSr | 1139 | ✠100A1 | Shl | *n* | 1889 | T.&W. | IslesStmShppgCo. | 225·0\|33·2\|15·9 | Newcastle | T.3Cy.16½″,27″&44″–33″ (*s*) | 17 ″ 0 | | 3,08 |
| 96139 | *G.B.Taylor* –03 | 871 | 8,03 | | | 5mo | Smith | Ltd. (Dixon,Robson | Q75′B63′F29′ | British | 160lb *70lb* 98RIP | s 1 ″ 7 | | 8,05 |
| LQTS | *ssShl.No.3–12,92* | 714 | | | | | N.Shields | &Co.*Mgrs.*) | BK8 | 4*BHCem* | 1SB,3*pf*,GS54,HS1667 | | | |
| | *Well deck* 1*Dk(Irn)2trB* | | | | | *Lloyd's* | *SA&CP* | *WB = DBa59′f90′* | 281*t FPT13t APT9t* | | N.E.MarineEC.(Lim.)Nwc | | | |
| 366 | **Isle of Kent** SteelScSr | 3038 | ✠100A1 | Shl | *t* | 1895 | Ropner& | IslesStmShppgCo. | 315·0\|40·5\|20·2 | Newcastle | T.3Cy.28″,37″&61″–42″ (*s*) | 23 ″ 7 | | 11,03 |
| 104273 | *R.Hodge* –00 | 2282 | *pt Awng dk* | Cff | | 2mo | Sons | Ltd. (Dixon,Robson | P29′Q94′ | British | 160lb *80lb* 246NHP | s 9 ″ 1 | | |
| NSDJ | *ssShl.No.2–03* | 1961 | *withfreeboard* | Npt | | | Stockton | &Co.*Mgrs.*) *pt* | *Awng dk*192′ BK10″ | 5*BHCem* | 2SB,*6rf*,GS104,HS3760 | | | |
| | 1*Dk(pt Stl pt Irn)2trB&Web frames &pt Awng dk(Irn)* | | 12,04 .03 | | | | A&CP | *WB = Cell D* | *Ba* 106′*u E* 22′*f* 122′ | 480*t APT* 66*t* | Blair&Co.(Lim.),Stockton | | | |
| 367 | **Isle of Lewis** SteelScSr | 3067 | ✠100A1 | Bly | *u* | 1903 | Tyne Iron | IslesStmShppgCo. | 323·0\|47·0\|22·5 | Newcastle | T.3Cy.24″,40″&64″–42″ (*r*) | 25 ″ 0 | | 12,03 |
| 118614 | *W.Howey*85–03 | 2923 | *withfreeboard* | Shl | | 7mo | S.B.Co.Ld. | Ltd. (Dixon,Robson | P31′B92′F34′ | British | 160lb *90lb* 283NHP | s 4 ″ 7½ | | |
| VPKB | 1*Dk(pt Irn&pt Stl)2trB& deep framing3Dk rule* | 1981 | 8,04 12,03 | | | *Lloyd's* | Newcastle *SA&CP* | &Co.*Mgrs.*) | drp03 FK6 | 6*BHCem* | 2SB,*6rf*,GS135,HS4512 | s 4 ″ 2½ | | |
| | | | | | | | | *WB = Cell DBa* | 100′*u E*24′*f*134′662*t* | 1*PT81t* | N.E.MarineEngCoLd.Nwc | | | |
| 368 | **Isle of May** SteelScK | 114 | | | … | 1896 | Hawthorns | M.&P.Murray | 90·2\|19·1\| 9·6 | Ardrossan | C.2Cy.14″&29″–21″ | 10 ″ 6 | | |
| 102205 | *R.MacGregor* 03 | 105 | | | | | &Co.(Lim.) | | BK6″ | British | 34RIP | | | |
| | 1*Dk* | 22 | | | | | Leith | | | | Hawthorns&Co.,Leith | | | |
| 369 | **Isle of Ramsey** SteelScSr | 1708 | ✠100A1 | Cff | *q* | 1891 | J.Readhead | Isle of RamseyS.S. | 259·5\|36·6\|16·8 | Liverpool | T3Cy.20½″,33½″&55″–36″(*r*) | 19 ″ 3 | | 5,03 |
| 99350 | *J.T.Williams*88–91 ~~ssSws.No.2–00~~ | 1275 | 4,05 | Sws | | 12mo | &Sons | Co.Ld. (J.T. | P24′Q74′B106′ | British | 160lb ~~*80lb*~~ NDB03 181NHP | s 1 ″ 5½ | | |
| MKTL | *Well deck* 1*Dk(pt Stl pt Irn)2trB ssSws.No.3–5,04* | 1062 | ~~B56,04~~ B54,05 | | | 5 | S.Shields | Williams) | F29′ BK9″ | 4*BHCem* | 2SB,*4rf*,GS68,HS2701 *80lb* | | | |
| | | | | | | | A&CP | | *WB = Cell* | *DB*218′383*t* | J.Readhead&Sons,S.Shl. | | | |
| 370 | **Isleño** IronScSr | 606 | | | | 1866 | Tod& | SociedadIsleña | 200·0\|28·1\|15·1 | Palma | C.2Cy.22″&42″–42″ | | V | |
| | *R.Piña* –94 | 531 | | | | | McGregor | Maritima | Q31*t*F20*t* | Spanish | NE83 NB98 95NHP | | | |
| HPLJ | (*ex*PrincessAlice) | 314 | | | | | Glasgow | | | | Barclay,Curle&Co.,Gls. | | | |
| 371 | **Islesman** SteelScSr | 256 | ✠100A1 | Gls | *d* | 1901 | J.Fullerton | J.Kennedy&Sons | 130·0\|22 1\| 9·5 | Glasgow | C.2Cy.16″&33″–22″ (*s*) | 10 ″ 2 | | 5,05 |
| 113935 | *J.McVicar* –01 | 189 | 4,05 | | | 2mo | &Co. | | Q43′B7′F23′ | British | 125lb 55RIP | | | |
| | *Mchy.Aft* ssGls.No.1–05 | 80 | | | | | Paisley | | BK6″ | 2*BHCem* | 1SB.*2pf*,GS31,HS985 | | | |
| | *Well deck* 1*Dk(Stl)* | | | | | *Lloyd's* | *SA&CP* | | *WB = FPT22t* | | Muir&Houston,Ld.Gls. | | | |
| 372 | **Isleworth** ~~ssHpl.N~~ 2–04 SteelScSr | 2648 | ✠100A1 | Mel | *t* | 1889 | W.Gray& | BritainS.S.Co.Ld. | 300·3\|41·6\|19·6 | London | T3Cy.23″,37½″&61½″–39″(*s*) | 23 ″ 0 | | 8,03 |
| ~~96587~~ | ~~*J.W.Darnell* –02~~ | 2050 | 8,04 8,02 | Hpl | | 5mo | Co.(Lim.) | (Watts Watts&Co. | P27′Q98′B112′ | British | 160lb *80lb* NDB01 236NHP | s 2 ″ 3 | | |
| LPBJ | *J.D.Cox*04–04 ~~ssBkn.No.1–01~~ | 1716 | | | | | W Hartlepool | *Mgrs.*) | F29′ BK10″ | 5*BHCem* | 2SB.*6cf*,GS99,HS3528 | | | |
| | *Well deck* 1*Dk(Stl)&Web frames* | | | | | *Lloyd's* | *SA&CP* | | *WB = Cell* | *DB*254′624*t* | Blair&Co.(Lim.),Stockton | | | |
| 373 | **Isly** IronScBn | 1425 | | | | 1883 | Wigham | Cie.deNav.Mixte | 246·0\|31·7\|23·6 | Marseilles | C.2Cy.34″&64″–42″ | | V | |
| | *J.Got*94–02 | — | | | | | Richrdsn&Co | | B60′ | French | NB94 221NHP | | | |
| JPLT | 1*Dk&Spar Dk3trB* | 800 | | | | | Newcastle | | | *WB* | WighamRchrdson&C.Nwc | | | |
| 374 | **Ismail** IronScSr | 427 | | | | 1880 | Osbourne, | RussianDanube | 146·5\|22·2\|12·2 | Odessa | C.2Cy.20″&40″–30″ | | | |
| 74 | *P.Saechrikoff* (*ex*TheodoreR., | — | | | | | Graham&Co | Stm.Nav.Co. | | Russian | 73NHP | | | |
| HJWT | *Mchy.Aft* *ex*HaraldRoper) | 237 | | | | | Sunderland | | | *WB* | Geo.Clark,Sunderland | | | |
| 375 | **Ismaila** SteelScSr | 5265 | ½✠100A1 | Mdb | *z* | 1900 | Sir Raylton | BritishIndiaStm. | 410·4\|50·8\|29·0 | Glasgow | T.3Cy.26½″,42″&66½″–51″ | 32 ″ 0 | | |
| 111276 | *A.E.Stebbing* –04 | 4984 | 7.00 | | | 7mo | Dixon&Co Ld | Nav.Co.Ld. | B92′F60′ | British | 160lb *80lb* (*s*) 405NHP | | | |
| RSPS | 2*Dks(Stl–Uteaks)&Web frames* | 3381 | | | | | Middlesbro' | | FK | 6*BHCem* | 2SB,*6cf*,GS123,HS5928 FD | | | |
| | *Elec.light* | | | | | | A&CP | | | | T.Richardsn&Sns,Ld.Hpl. | | | |
| | | | | | | | | *WB = CellDBa* | 117′*u E&B*44′*f*198′ | 1198*t D T f* | 29′835*t FPT*173*t APT*137*t* | | | |
| 376 | **Ismailia** *G.Gattche* IronScSr | 3704 | ✠100A1 | Liv | *w* | 1880 | J.Elder & | KhedivialMailS.S. | 365·0\|43·5\|31·3 | London | T.3Cy.33″,55″&88″–57″ (*j*) | 32 ″ 7 | | 6,01 |
| 82849 | *T.S.Sherrington* ~~–02~~ *ss*Gls.No.3–4,93 | 3537 | 4,05 3,02 | Cpl | | 12mo | Co. | &GravingDockCo. | B96′F48′ | British | 150lb *80lb* NDB00 585NHP | | | |
| VKFB | (*ex*GarthCastle) *ss*Lon.No.2–01 | 2336 | ~~12,05~~ 12,05 | | | | Glasgow | Ld. | BK11″ | 8*BHCem* | 3DB,*12cf*,GS234 | | | |
| | *Elec.light* 2*Dks(Irn–Uws)3trB* | | | | | *Lloyd's* | *SA&CP* | | *WB = DBa*40′160*t* | *MT*20′230*t* | *Tpd*88TRchrdsn&SonsHpl | | | |
| 377 | **Istok** SteelScSr | 2891 | ✠100A1 | Cff | *t* | 1895 | Short Bros. | IstokS.S.Co.Ld. | 302·1\|44·8\|16·4 | Ragusa | T.3Cy.23″,38″&62″–42″ (*s*) | 19 ″ 0 | | 8,03 |
| | *G.Miletich* *ss*Cff.No.2–04 | 2617 | *Spar dk* | Bry Gls | | 4mo | Sunderland | (G.Racic) | P30′B74′F34′ 23·3 | Aust.-Hung. | 160lb *100lb* 256NHP | s 4 ″ ■ | | |
| HLDQ | (*ex*ColonelJ.T.North) | 1850 | ~~6,04 3,04~~ 3,06 | | | | A&CP | | FK | 5*BHCem* | 2SB,*6pf*,GS96,HS3950 | | | |
| | 1*Dk(Stl)&Spar dk(Stl)&deep framing* | | ~~BS1.04~~ | | | | | *WB = Cell* | *DBa*96′*u E*20′*f*114′ | 625*t APT*52*t* | W.Allan&Co.,Ld.,Sld. | | | |
| 378 | **Istrar** SteelScSr | 4582 | ✠100A1 | Cff | *y* | 1896 | Harland& | IstrarS.S.Co.Ld. | 400·2\|46·2\|29·2 | Liverpool | T.3Cy.27″,45″&73″–54″ (*s*) | 32 ″ 0 | | ~~8,02~~ |
| 105304 | *G.J.Perks* –01 | 4451 | ~~8,03 4,04 11m~~ | Gls | | 6mo | Wolff(Lim.) | (E.Bates&Sons | P40′B78′F45′ | British | 180lb *70lb* 442NHP | s 7 ″ 6 | | ~~8,04~~ |
| PHSR | *ssHul.No.2–04* 2*Dks(Stl)3trB* | 2979 | 2,05 | | | | Belfast | | BK9½″ | 6*BHCem* | 2DB,*12cf*,GS225,HS7040 | | | N2,05 |
| | *Elec.light* | | | | | *Lloyd's* | *SA&CP* | *WB = Cell DBa* | 104′*u E&B*63′*f*150′ | 941*t APT*63*t* | Harland&Wolff(Lim.),Bel | | | |
| 379 | **Istria** *D.Dabovich* SteelScSr | 2757 | ✠100A1 | Tri | *t* | 1898 | A.Rodger | LloydAustriaco | 314·4\|44·0\|20·7 | Trieste | T.3Cy.22½″,37″&61″–42″ (*s*) | 23 ″ 3 | | 7,02 |
| | ~~*L.Mandic*~~ *ss*Tri.No.1–01 | 2374 | *Spar dk* | | | 2mo | &Co. | | P29′B76′F29′ | Aust.-Hung. | 160lb *80lb* 250NHP | s 3 ″ 11½ | | |
| HLDS | (*ex*Craigrowan) 1*Dk(Stl)2trB* | 1735 | *withfreeboard* | | | | PortGlasgow | | FK | 5*BHCem* | 2SB,*6cf*,GS106,HS3888 | | | |
| | *&deep framing* | | 7.02 BS1,05 | | | *Lloyd's* | *SA&CP* | *WB =* | *Cell DBa* 102′*f* 130′ | 583*t APT*34*t* | Hall-Brwn,Buttery&C.Gls | | | |
| 380 | **Istrian** SteelSc | 319 | | | | 1900 | Danubius | RussianGovern- | 151·4\|29·5\|13·0 | Nicolaieff | C.2Cy.21″&32″–18″ | | V | |
| | | 311 | | | | | Schoenichen | ment | | Russian | 36NHP | | | |
| | | 195 | | | | | Hartmann | | | *WB* | DanubiusSchoenichen | | | |
| | | | | | | | Budapest | | | | Hartmann,Budapest | | | |
| 381 | **Istros** SteelScSr | *1891* | ✠100A1 | Rot | *s* | 1903 | J.L.Thomp- | A.N.Theophilatos | 288·3\|40·9\|18·3 | Ithaca | T.3Cy.22″,36″&59″–42″ (*s*) | 20 ″ 8 | | 2,06 |
| | *A.Vlassopoulos*99–03 | *1767* | ~~6,04 4,03~~ 2,05 | Cff | Gen | 1mo | son&Sons,Ld. | | P23′B88′F29′ | Greek | 180lb *100lb* 250NHP | s 3 ″ 1½ | | |
| | 1*Dk(pt Irn&pt Stl)&Web frames* | *1208* | | | | | Sunderland | | FK | 5*BHCem* | 2SB,*6pf*,GS110,HS3900 | | | |
| | | | | | | *Lloyd's* | *SA&CP* | *WB = Cell DBa* | 92′*u E*20′*f*120′ 502*t FPT* | 74*t APT*70*t* | J.Dickinson&Sons,Ld.Sld. | | | |
| 382 | **Itabira** SteelScSr | *753* | | | | 1888 | Scott&Co. | Cia.Nacional de | 231·1\|33·1\|12·8 | R.Janeiro | T.3Cy.16″,26″&43″–30″ | | | |
| | *H.H.Chase*94–98 | *687* | | | | | Greenock | Nav.Costeira | P16′ B46′ F19′ | Brazilian | NB03 101NHP | | | |
| | (*ex*Cabral) | *467* | | | | | | | | | Scott&Co.,Greenock | | | |
| 383 | **Itacolomi** Steel&IronTwinScSr | *738* | | | | 1889 | T.&W. | Cia.Nacional de | 224·0\|34·0\| 9·5 | R.Janeiro | T.6Cy.11″,17″&28″–21″ | | | |
| | *J.S.Maciel*01–01 (*ex*Antoinette) | *589* | | | | | Smith | Nav.Costeira | Q16′ B50′ F21′ | Brazilian | 72NHP | | | |
| | | *569* | | | | | N.Shields | | | | E.Scott&Co.,Newcastle | | | |
| 384 | **Itahy** SteelTwinScSr | *665* | | | | 1896 | Scott&Co. | Cia.Nacional de | 181·5\|35·0\|10·6 | R.Janeiro | T.6Cy.9″,15″&25″–21″ | | | |
| | *E.Chadwick*03–03 | *586* | | | | | Greenock | Nav.Costeira | B26′F25′ | Brazilian | 57NHP | | | |
| | 1*Dk* | *452* | | | | | | | | | Scott&Co.,Greenock | | | |
| 385 | **Itaipava** SteelScSr | *904* | | | | 1891 | Scott&Co. | Cia.Nacional de | 230·7\|33·2\|13·7 | R.Janeiro | T.3Cy.16″,26″&43″–30″ | | | |
| | *Th.Revin*91–98 | *744* | | | | | Greenock | Nav.Costeira | | Brazilian | NB03 101NHP | | | |
| | (*ex*Ondina) | *707* | | | | | | | | | Scott&Co.,Greenock | | | |

| Numéro d'Ordre. / Numéro Officiel. / Indicatif | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de la Flotte. Ferme assignant différentiellement (Equipement) | Construit. Quand. Navires. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge Supérieure. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Section 66. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau. Pieds. Pouces. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 386 | **Itaituba** SteelScSr<br>*A.Crawford*97–99<br>(*ex*Coritiba) | *913*<br>*743*<br>*717* | | 1891 Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·7 \| 33·2 \| 13·7 | R.Janeiro Brazilian | T.3Cy.16″,26″&48″–30″<br>101NH<br>Scott&Co.,Greenock | | | |
| 387 | **Italia** SteelSc5MstSr<br>*V.Martino* –04 2*Dks*(*Stl*)&*Well*<br>*A.Martino* &*Shelter* &2*Stl*–WS)<br>3*Dk Rule* | 5574<br>6013<br>4112 | ✠100A1 *Shelter dk with freeboard* | Nap *y*<br>Gen | 1904 Cant.Nav. Siculiani 12mo Palermo<br>*Lloyd's* | PierceBros.<br>*WB* = *DBa*82′*u*E. | 270·0 \| 37·4 \| 27·9<br>B70′<br>B41·7 FK<br>267 216 1016*t*DT | Messina Italian 1BHCem<br>670*t*APT4*t* | T.3Cy.27″,45″&73″–51″ (*s*)<br>180lb 200lb<br>8SB,9*cf*,GS164,HS6665 FD<br>J.Clark,Ld Sunderland | 26 | 1 |
| 388 | — SteelScSr<br>*J.Wilson* –04<br>*Elec.light* 2*Dks*&*deep framing* | 4806<br>4103<br>3005 | | 1903 D&W Henderson&Co.Ld Glasgow | Anchor Line(Henderson Bros.)Ld. | 400·0 \| 49·2 \| 27·7<br>P40′B176′F56′ | Glasgow British *WB* | T.3Cy.30″,50½″&85″–54″<br>530NH<br>D&W.Henderson&Co.Gls | | | |
| 389 | — SteelScSr<br>*N.Dall'Orso*98–00 *ss*Gen.No.3–8,03<br>PWNR (*ex*Gulf of Florida) 2*Dks*(*Stl-Uws*)3*tr fb*<br>*Elec.light* C.M[illegible]02–03 | 2792<br>2565<br>1811 | ✠100A1<br>8,03 | Gen *u* | 1891 Hawthorn, Leslie&Co.Ld Newcastle<br>*Lloyd's* | Dall'Orso&Co. | 325·0 \| 42·0 \| 23·5<br>P35′B76′F39′<br>BK10″<br>*WB* = *Cell* | Spezia Italian<br>*6BHCem*<br>*DB*260′520*t* | T.3Cy.24″,38″&62″–45″ (*s*)<br>1801b 200lb DB96 286NH<br>2DB,*Srf*,GS156,HS4700*t*100*lb*<br>Hwthrn,Leslie&C.Ld Nwc | 26 | 6<br>4 · 10 |
| 390 | — SteelScSr<br>*E.Vitzan*98–[illegible] *ss*Sm.No.1–00<br>JGSF *Well deck* 1*Dk*(*Stl*)&*Web frames*<br>*N.J.Forshlad*01–04 *ss*Skm No.2–04 | 1257<br>926<br>755 | ✠100A1<br>8,08 | Ply *o*<br>Skm | 1897 Helsingörs Jernsk&Msk. 2mo Elsinore | FörnyadeÅngfAktieb.SvenskaLloyd (W.Frodi,*Mgr.*)<br>*WB* = *Cell DB* | 231·3 \| 34·1 \| 15·2<br>P&B138 F63′<br>BK10″<br>a60′*u* E&F837′*f*98′ | Gothenburg Swedish<br>1BHCem<br>280*t*APT18*t* | T.3Cy.19½″,31½″&58″–36″<br>175lb 90lb (*s*) 187NH<br>2SB,4*rf*,GS68,HS2984<br>HelsingörsJernsk.&Mskb | 17 | 9 |
| 391 | — SteelScSr<br>1*Dk* | *950* | | 1904 Napier& Miller,Ld. Glasgow | F.C.Svorono | 245·0 \| 36·1 \| 12·5<br>B61′F27′ | Mariupol Russian<br>*WB* | T.3Cy.18½″,30″&50″–33″<br>144NH<br>D.Rowan&Co.Glasgow | | | |
| 392 | — IronScSr<br>*M.Kuhlmann*91–91 1*Dk*&*Spar dk* | 872<br>852<br>502 | | 1881 Act.Ges. "Vulcan" Stettin | Pommersche Dmpfsch.Ges. F.Ivers | 198·3 \| 27·7 \| 18·5 | Stettin German<br>*WB* | C.2Cy.24½″&43½″–27½″<br>NB96 82NH<br>A.G."Vulcan," Stettin | | G | |
| 393 | — SteelTwinScSr<br>2*Dks* | 800 | | 1904 Cie.Française de Nav. Nantes | Cie.Franç.de Nav. &deConst Nav.et SatreRéunis | 257·9 \| 29·5 \| 16·2 | Nantes French | T.6Cy.19½″,31½″&51½″–31½″<br>305NH<br>Cie.Franç.de Nav.Lyons | | | |
| 394 | — WoodScSr<br>*F.S.R.Rosendahl* –96<br>1*Dk2tr B* | 573<br>452<br>356 | | 1896 Brunchorst &Dekke Bergen | A.Halvorsen | 163·4 \| 27·1 \| 15·7<br>Q39*t*B57*t*H6*t*F19*t* | Bergen Norwegian<br>*WB* | T.3Cy.12½″,20″&32″–26″<br>52NH<br>LaxevaagsMskJrns.Bgn. | | N | |
| 395 Strandfjord 04 | **Italian Prince** SteelScSr<br>*C.Andersson* –99 *ss*N.Yk.No.2–01<br>1*Dk*(*Stl*)&*Spardk*<br>*Elec.light* (*Stl*–ws)&*Deepframing* | 3083<br>2914<br>1998 | ✠100A1<br>*Spar dk*<br>5,05 | Nwc *v*<br>Cff<br>LMC<br>BS | 1893 Short Bros. Sunderland 9mo A&CP | PrinceLine,Ld. (J.Knott,*Mgr.*)<br>*WB* = *Cell DB*268′603*t*FPT | 338·9 \| 42·2 \| 18·2<br>P39′B92′F33′ 26·2<br>FK | Newcastle British<br>6BHCem<br>161*t*APT72*t* | T.3Cy.25″,40″&66″–45″ (*s*)<br>160lb 90lb 301NH<br>2SB,6*cf*,GS122,HS4636<br>Blair&Co.(Lim.),Stockton | 20 | 2<br>6 · 2 |
| 396 | **Italiana** SteelScSr<br>*D.Jenkins* –03 *ss*Cff.No.3–2,03<br>1*Dk*(*Stl*)2*tr B*&*deep framing*3*Dk rule* | 2663<br>2484<br>1706 | ✠100A1<br>5,05 | Cff *t*<br>Bry | 1898 R.Duncan 10mo &Co.Ld. PortGlasgow<br>*Lloyd's* | Italiana S.S.Co Ltd. Jenkins,Williams &Co. (Jenkins,Bros.)<br>*WB* = *Cell DBa*82′*u*E. | 305·5 \| 44·1 \| 22·5<br>P27′B84′F33′<br>FK<br>*B*&*Bkr*52′*f*110′578*t* | W.Hartlpl British<br>6BHCem<br>*APT*107*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb 80lb 241NH<br>2SB,6*pf*,GS115,HS3606<br>Hall-Brwn,Buttery&C.Gls | 25<br>4 · 1 | 0 |
| 397 | **Italica** IronScSr<br>*D.Invincible*00–04 *ss*Bbo.No.3–8,96<br>HPLN *Well deck* *ss*Bbo No.1–00<br>*A.Gonzalez* –04 1*Dk2tr B* | 1070<br>877<br>766 | ✠90A1<br>5,03 | Bbo *n* | 1884 J.L.Thmpson&Sons 3mo Sunderland A&CP | Ybarra&Co.<br>*WB* = *I* | 220·0 \| 31·3 \| 16·6<br>P127′F27′<br>BK8″<br>*Ba*58′*f*87′240*t*FPT | Seville Spanish<br>5BHCem<br>62*t*APT15*t* | C.2Cy.27″&50½″–33″ (*s*)<br>80lb 60lb 118NH<br>1SB,3*pf*,GS47,HS1841<br>Blair&Co.(Lim.),Stockton | 17 | 7 |
| 399 | **Italie** SteelScBkn<br>*A.Nicolai*91–00 2*Dks*&*Spar dk* | 4160<br>3462<br>2138 | | 1894 Forges&C. de la Médit. LaSeyne | Soc.Gén.de Transp. Mar.àVap. | 399·4 \| 42·0 \| 30·4<br>H174′F89′ | Marseilles French<br>*WB* | T.3Cy.32¾″,51½″&82¼″–41″<br>434NH<br>Forges&C.de la Médit.,Msl | | V | |
| 400 | — SteelTwinScSr<br>*Leber*99–00 (*ex*Italy)<br>1*Dk*(*Stl*) | 478<br>—<br>122 | ✠ *withfreeboard* 2,85 | Cly *h* | 1885 J.Elder& Co. Glasgow | Cie.desChemins de Fer de l'Ouest(LB. &S.C.R.Co.*Mgrs.*) | 190·6 \| 26·1 \| 14·0<br>B11′ F86′<br>FK | Dieppe French<br>6BHCem | C.6Cy.(2)22″&(4)32″–24″<br>167NH<br>2SB,6*cf*,GS183<br>J.Elder&Co.,Glasgow | 14 | 9 |
| 401 | **Italy** IronScK<br>*R.H.Green* –96 *ss*Gms.No.1–00<br>1*Dk* | 145<br>133<br>55 | ✠ | ... | 1896 Cochrane &Cooper Beverley<br>*Lloyd's* | N.EasternSteam FishingCo.Ld. | 95·9 \| 20·5 \| 11·0<br>Q17′F18′<br>BK7½″ | Grimsby British<br>3BHCem | T.3Cy.11″,17″&28″–21″ (*s*)<br>170lb 40RH<br>1SB,2*cf*,GS23,HS646<br>C.D.Holmes&Co.,Hull | 11 | 10 |
| 402 | **Itamaraty** SteelPadSr<br>*J.Bernardo* –99 | *401*<br>—<br>*253* | | 1885 J.&G. Thomson Glasgow | LeopoldinaRly.Co. | 200·5 \| 30·4 \| 7·5<br>H101*t* | R.Janeiro Brazilian | 2Cy.47″–48″<br>235NH<br>J.&G.Thomson,Glasgow | | | |
| 403 | **Itambi** SteelTwinScSr<br>*J.Dunbar*02–02<br>1*Dk* | *665*<br>*586*<br>*452* | | 1896 Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 181·5 \| 35·0 \| 10·6<br>B26′F25′ | R.Janeiro Brazilian | T.6Cy.9″,15″&25″–21″<br>57NH<br>Scott&Co.,Greenock | | | |
| 404 | **Itanema** SteelScSr<br>*R.Templar*91–02 (*ex*Upanema) | *813*<br>*763*<br>*553* | | 1891 Hawthorn, Leslie&Co,Ld Newcastle | Cia.Nacional de Nav.Costeira | 205·0 \| 31·2 \| 14·3<br>Q25′ F33′ | R.Janeiro Brazilian<br>*WB* | T.3Cy.15″,25″&41″–27″<br>87NH<br>Ross&Duncan,Glasgow | | | |
| 405 | **Itapacy** SteelScSr<br>*B.Kennedy*98–98<br>(*ex*Guanabara) | *914*<br>*742*<br>*717* | | 1891 Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·4 \| 33·8 \| 13·7 | R.Janeiro Brazilian | T.3Cy.16″,26″&48″–30″<br>101NH<br>Scott&Co.,Greenock | | | |
| 406 | **Itapemerim** SteelTwinScSr<br>*A.Hay*91–91 (*ex*Ruy Lowndes) | *355*<br>*227*<br>*284* | | 1891 Day,Summers&Co. Southampton | Lloyd Brazileiro | 155·2 \| 30·1 \| 6·0<br>P48′ B13′ F22 | R.Janeiro Brazilian | T.6Cy.9½″,15″&25″–18″<br>58NH<br>Day,Summers&Co.,Sou | | | |
| 407 | **Itaperuna** SteelScSr<br>*R.Morris*91–95<br>(*ex*Tramandahy) | *909*<br>—<br>*713* | | 1891 Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 231·0 \| 33·0 \| 13·4 | R.Janeiro Brazilian | T.3Cy.16″,26″&48″–30″<br>101NH<br>Scott&Co.,Greenock | | | |
| 408 | **Itapoan** SteelScSr<br>*H.Miles*95–98 2*Dks* | *752*<br>*687*<br>*512* | | 1891 Scott&Co. Greenock | Cia.Nacional de Nav.Costeira | 230·8 \| 33·2 \| 12·6 | R.Janeiro Brazilian | T.3Cy.16″,26″&48″–30″<br>101NH<br>Scott&Co.,Greenock | | | |

| No. in Book. / Official No. / Signal Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | No. of Decks, &c. | Register Tonnage | Particulars of Classification. Character. | Port of Survey. | Built. When. / Ship. / Engs. | By Whom. / Where. | Owners. | Register'd Dimensions. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Mean'd dep'ds. / Date. / Amount. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 409 | Itaqui | Steel Sc Sr | 754 | | | 1891 | Scott & Co. | Cia. Nacional de Nav. Costeira | 230·8 | 33·2 | 12·6 | R. Janeiro | T.3Cy.16″,26″&48″–30″ | | |
| | *P. Callaghan 00–00* | *2 Dks* | *687* | | | | Greenock | | | | | Brazilian | 101 NHP | | |
| | | | *512* | | | | | | | | | | Scott & Co., Greenock | | |
| 410 | Itararé | Steel Sc Sr | 382 | ✠ | Ayr | 1890 | Mackie | Servico Maritimo | 148·0 | 23·6 | 10·5 | Santos | T.3Cy.18″,21½″&34″–27″ | 11 " 6 | |
| | *S. J. de Sena* | | *264* | 6,91 | | 7mo | & Thomson | Vap. Itararé | Q79′ B19′ F21′ | | | Brazilian | 63 NHP | | |
| | (*ex* Arminda, *ex* Bosuman) | | *200* | ✠ | | | Glasgow | (F. F. Goulart) | BK 7 | | | | 1SB, 3*pf*, GS 45, HS 98 3 | | |
| | *Well deck* | 1 *Dk* | | | | | | | *WB = DBa 35′* | | | | 4 *BH Asp* | | |
| | | | | | | | | | | | | | 29 *t FPT 38 t* | | |
| 411 | Itasca | Iron Sc Sr | 1417 | | | 1871/97 | Harland & | Merchnts & Miners | 231·8 | 37·8 | 22·0 | Baltimore | T.3Cy.19½″,30½″&49″–30″ | | |
| 80207 | (*ex* William Crane) | *3 Dks* | — | | | | Holingswrth | Transportation Co. | F45 *t* | | | Utd. States | 132 NHP | | |
| JKTD | | | 989 | | | | Wilmington | | | | | | | | |
| 412 | Itata | Iron Sc | 1971 | ✠ | Liv | 1873 | R. & J. | Compania Sud- | 290·7 | 39·9 | 19·7 | Valparaiso | C.2Cy.46″&86″–42″ | | |
| | *H. W. Lace 94–00* | *2 Dks d Awngdk* | 1496 | *Awng dk* | | 7mo | Evans & Co. | Americana de Vap. | | | 27·2 | Chilian | NDB 90 399 NHP | | |
| HBWC | | | 1201 | 4,77 | | | Liverpool | | *WB = pt DB* | | | | 4 *BH Cem* | | |
| | | | | | | | | | | | | | Fawcett, Preston & Co., Liv. | | |
| 413 | Itatiaya | Steel Sc Sr | *645* | | | 1883 | Scott & Co. | Cia. Nacional de Nav. Costeira | 213·2 | 32·1 | 12·6 | R. Janeiro | C.2Cy.28″&50″–30″ | | |
| | *F. Kömer 02–02* | (*ex* Canning) | *588* | | | 7mo | Greenock | | Q5 *t* | | | Brazilian | 114 NHP | | |
| | | | *403* | | | | | | | | | | Scott & Co., Greenock | | |
| 414 | Itatiba | Steel Sc Sr | *812* | | | 1890 | Hawthorn, | Cia. Nacional de | 205·0 | 31·2 | 14·3 | R. Janeiro | T.3Cy.15″,25″&41″–27″ | | |
| | *A. Harting 02–02* | (*ex* Mossoro) | *763* | | | | Leslie & Co., Ld | Nav. Costeira | Q25′ F33′ | | | Brazilian | 87 NHP | | |
| | | | *514* | | | | Newcastle | | | | | *WB* | Ross & Duncan, Glasgow | | |
| 415 | Itauña | Steel Sc Sr | *647* | | | 1883 | Scott & Co. | Cia. Nacional de | 213·2 | 32·1 | 12·6 | R. Janeiro | C.2Cy.28″&50″–30″ | | |
| | *W. Allman 00–00* | (*ex* Chatham) | *589* | | | | Greenock | Nav. Costeira | B5 *t* | | | Brazilian | 114 NHP | | |
| | | | *401* | | | | | | | | | | Scott & Co., Greenock | | |
| 416 | Itaura | Steel Sc Sr | 5197 | ✠ | Lon z | 1899 | W. Denny | British India Stm. | 410·0 | 50·7 | 28·9 | Glasgow | T.3Cy.26½″,42″&66½″–51″ | 32 " 0 | |
| 111238 | *C. R. Kendall –03* | | 4906 | 1.00 | | 12mo | & Bros. | Nav. Co. Ltd. | B90′ F56′ | | | British | 390 NHP | | |
| RLSC | 2 *Dk (Stl–F* teak s *3 tr B & Web frames* | | 3363 | | | | Dumbarton | | | | FK | | 6 *BH Cem* | | |
| | *Elec. light* | | | | | | | | | | | | 2SB, 6*pf*, GS 122, HS 5566 FD | | |
| | | | | | | | | | | | | | Denny & Co. Dumbarton | | |
| | | | | | | | | *WB = Cell D Ba* | 123′ *u E & B 48′ f 185′* | | | 1087 *t MT 30′* | 903 *t FPT 234 t APT 179 t* | | |
| 417 | Itauri | Steel Sc Sr | 4591 | ✠ 100 A1 | Ham x | 1897 | Flensburgr | Deutsche Dmpfs- | 368·0 | 45·8 | 27·0 | Hamburg | T.3Cy.25¾″,41½″&69″–48″ (*s* | 29 " 9 | 6,03 |
| | (*ex Hohenzollern* [2] *03–*) *ss* Ham. No. 1–01 | | 3760 | 6,04 & 2,08 12,04 | | 9mo | Schiffsb. Ges. | fahrts. Ges. Kosmos | P & B 228′ F 46′ | | | German | 178 lb *100 lb* 402 NHP | | NC 04 |
| RKSP | *Elec. light* | 2 *Dks: Stl–Upt* Teak s *on Web* | 2941 | Bs 6,04 | ✠ [1] MC 11.01 | | Flensburg | | | | FK | | 3SB. 9*cf*, GS 136, HS 6824 | | |
| | *Well deck* | *frames lower dk (Stl) forehold* | | BS 1.05 | | | *Lloyd's SA & CP* | | *Cell D Ba 102′ u E & B* | | | 66′ *f* 137′ 910 *t* | Flensburger Schiffsb. Ges. | | |
| 418 | Ithaka | Steel Sc Sr | 2268 | | | 1894 | Craig, | Hamburg-Amerik | 278·7 | 41·3 | 22·2 | Hamburg | T.3Cy.21″,35″&57″–39″ | | G |
| | *H. Lüning 02–02* | | 2097 | | | | Taylor & Co. | Packetf. Act. Ges. | | | | German | 203 NHP | | |
| RKBF | | 2 *Dks (Stl) Web frames* | 1450 | | | | Stockton | (Ham.-Amr. Linie) | | | | *WB* | Blair & Co. (Lim.), Stockton | | |
| 419 | Itinda | Steel Sc Sr | ~~5241~~ 5251 | ✠ | Dmb z | 1900 | W. Denny & | British India Stm. | 410·0 | 50·7 | 28·9 | Glasgow | T3Cy.26½″,42″&66½″–51″ | 32 " 0 | |
| 111253 | *J. Stone –03* | | ~~5241~~ 4906 | 1.00 | | 4mo | Bros. | Nav. Co. Ltd. | B90′ F56′ | | | British | 397 NHP | | |
| RPFW | | 2 *Dks (Stl–U* teak s *3 tr B* | ~~3898~~ 3898 | ✠ | | | Dumbarton | | | | FK | | 6 *BH Cem* | | |
| | *Elec. light* | *& Web frames* | | | | | | | | | | | 2SB, 6*pf*, GS 122, HS 5566 FD | | |
| | | | | | | | | | | | | | Denny & Co. Dumbarton | | |
| | | | | | | | | *WB = Cell D Ba* | 122′ *u E & B 48′ f 185′* | | | 1087 *t MT 30′* | 903 *t FPT 234 t APT 179 t* | | |
| 420 | Itola | Steel Sc Sr | ~~5263~~ 5251 | ✠ 100 A1 | Dmb z | 1900 | W. Denny | British India Stm. | 410·0 | 50·7 | 28·9 | Glasgow | T.3Cy.26½″,42″&66½″–51″ | 32 " 0 | |
| 111272 | *J. W. Robertson –03* | | 4906 | 6.00 | | 6mo | & Bros. | Nav. Co. Ltd. | B90′ F56′ | | | British | 160 lb *80 lb* (*s*) 390 NHP | s 7 " 11½ | |
| RSFD | | 2 *Dks (Stl–U* teak s *3 tr B &* | ~~3302~~ 3402 | | [1] MC 6.00 | | Dumbarton | | | | FK | | 2SB, 6*pf*, GS 122, HS 5566 FD | | |
| | *Elec. light* | *Web frames* | | | | | A & CP | | *Cell D Ba 122′ u E & B 48′ f 185′* | | | 1087 *t MT 30′* | Denny & Co. Dumbarton | | |
| | | | | | | | | | | | | | 903 *t FPT 234 t APT 179 t* | | |
| 421 | Itria | Steel Sc Sr | 5318 | ✠ 100 A1 | Mdb z | 1901 | A. & J. | British India Stm. | 410·3 | 50·7 | 28·8 | Glasgow | T3Cy.26½″,42″&66½″–51″ (*s*) | 32 " 0 | |
| 113938 | *J. C. Tice –02* | | 4885 | 9,02 | | 2mo | Inglis | Nav. Co. Ltd. | B95′ F62′ | | | British | 160 lb *80 lb* 387 NHP | s 8 " 0½ | |
| SFLD | | 2 *Dks (Stl–U* teak s *3 tr B* | 3420 | ✠ | [1] MC 2.01 | | Glasgow | | | | FK | | 6 *BH Cem* | | |
| | *Elec. light* | | | | | | A & CP | | | | | | 2SB, 6*cf*, GS 123, HS 5500 FD | | |
| | | | | | | | | | | | | | A. & J. Inglis, Glasgow | | |
| | | | | | | | | *WB = Cell D Ba* | 123′ *u E & B 43′ f 195′* | | | 1208 *t MT 30′* | 922 *t FPT 184 t APT 112 t* | | |
| 422 | Itsukushima Maru | Steel Sc Sr | 3883 | ✠ 100 A1 | Yka w | 1887 | C. S. Swan & | Makoto Morioka | 345·0 | 47·6 | 24·1 | Uraga | T.3Cy.27″,44″&71½″–48″ (*s* | 26 " 10 | 12,03 |
| 7081 | *K. Asari 03–03* | *ss* Lon. No. 3–1,99 | 3159 | 1,05 ~~12,08~~ | | 7mo | Hunter | | P206′ F48′ | | | Japanese | 160 lb *65 lb* 429 NHP | s 4 " 4½ | |
| JMSC | (*ex* Duke of Fife. | *ss* Yka. No. 1–03 | 2809 | B 1,05 | [1] MC 12,03 | | Newcastle | | | | BK 11″ | | 3DB. 12*cf*, GS 162, HS 7623 | | |
| | *ex* Fifeshire) | 2 *Dks (Stl) & Web frames* | | | | | A & CP | | *WB = Cell* | | | | 6 *BH Cem* | | |
| | *Ref. Mchy* | *Well deck* | | | | | | | *DB 276′ 615 t* | | | | Blair & Co. Ld. Stockton | | |
| 423 | Ittersum | Steel Sc Sr | 1282 | ✠ 100 A1 | Hfs p | 1902 | Russell & Co | Stoomv. Maats. | 245·5 | 36·2 | 16·2 | Amstrdam | T.3Cy.18½″,30″&50″–33″ (*s*) | 18 " 6 | 8,03 |
| | *A. Van der Weide 02–02* | | 1167 | 8,01 ~~7,09~~ | Ams | 9mo | Pt. Glasgow | Oostzee (Vinke & | P20′ B64′ F29′ | | | Dutch | 160 lb *80 lb* 144 NHP | s 2 " 5½ | |
| PCMB | | 1 *Dk (Stl) & deep framing* | 789 | ✠ | [1] MC 10.02 | | *Lloyd's A & CP* | Co. *Mgrs.*) | drp 03 | | FK | | 1SB, 3*pf*, GS 59, HS 2166 | | |
| | | | | | | | | *WB = Cell* | *DBa 66′ u E 20′ f 108′* | | | 372 *t APT 68 t* | D. Rowan & Co. Glasgow | | |
| 424 | Itucuman | Steel Twin Sc Sr | *282* | ✠ | PGl | 1899 | Murdoch | J. A. Correa & Co. | 140·1 | 27·2 | 8·0 | Para | C.4Cy.12″&24″–18″ | 8 " 4 | |
| | *F. Hassenstein 99–99* | | *216* | *For River purposes only* | | 10mo | & Murray | | F16′ | | FK | Brazilian | 55 NHP | | |
| | | 1 *Dk (Teak) & Promenade dk (Teak)* | *192* | 10.99 | ✠ | | Port Glasgow | | | | | 5 *BH Cem* | 1SB. 2*pf*, GS 39, HS 1048 | | |
| | *Elec. light* | | | | | | | | | | | | Lees. Anderson & Co. Gls. | | |
| 425 | Ituna | Iron Sc Sr | 656 | ✠ 90 A1 | Lon j | 1877 | J. Key | ~~G. B. Cattle & Co.~~ | 181·2 | 28·3 | 14·3 | London | C.2Cy.23″&40″–30″ (*s*) | 15 " 4 | 1,04 |
| 77024 | ~~W. Milne –02~~ | *ss* Lon. 2nd No. 3–8,02 | 513 | 5,04 | | 9mo | Kinghorn | Walsh Bros. | Q60′ B26′ F17′ | | | British | 80 lb *90 lb* NDB 00 80 RHP | s 1 " 10½ | |
| WVFG | *Well deck* | *J. Richardson 04–04* | 407 | ~~N 8.8~~ | [1] MC 8.02 | | A & CP | | | | BK 7½″ | | 1SB, 3*pf*, GS 48, HS 1183 | | |
| | | 1 *Dk 2 tr B* | | BS 1.04 | | | | | *WB = DBa* | | | | Taylor Bros., Birkenhead | | |
| 426 | — | Steel Sc Sr | 457 | ✠ 100 A1 | Bly y | 1884 | Dobson & | Actieselsk. Damp- | 160·0 | 25·2 | 12·0 | Drontheim | C.2Cy.20″&38″–30″ (*a*) | 12 " 9 | 11,03 |
| | *J. Foss 03* | *ss* Gmh. No. 3–3,96 | 342 | 5,05 ~~2,04~~ | | 11mo | Charles | skibet Ituna | Q51′ B38′ F21′ | | | Norwegian | 80 lb *80 lb* NDB 98 70 RHP | s 1 " 1 | |
| JSHM | *Well deck* | *ss* Bgn. No. 2–03 | 268 | BS 5,05 | [1] MC 11 | | Grngemouth | (Albr. W. Selmer) | | | FK | | 1SB. 2*pf*, GS 35, HS 1065 | | |
| | | 1 *Dk (pt Irn)* | | | | | *Lloyd's SA & CP* | | *WB = FPT* | | | 38 *t APT 28 t* | Hutson & Corbett, Glasgow | | |
| 427 | Itzehoe | Steel Sc Sr | 5134 | ✠ 100 A1 | Ham y | 1899 | Flensburgr | Deutsch-Austral. | 388·0 | 47·6 | 20·8 | Hamburg | T3Cy.28½″,47½″&78″–54″ (*a*) | 23 " 6 | ~~3,04~~ |
| | ~~Heinrich Hecht –02~~ | *ss* Ham. No. 1–03 | 4245 | *Spar dk* | | 9mo | Schiffsb. Ges. | Dmpfsch. Ges. | P & B 232′ F 46′ | | 28·3 | German | 165 lb 554 NHP | | 2,04 |
| RLKJ | *Well deck* | 1 *Dk (Stl) & Spar dk (Stl) 3 tr B* | 3327 | 2,05 ~~2,11~~ | [1] LM | | Flensburg | | | | FK | | 6 *BH Cem* | | |
| | *C. Madsen 02–04* | | | MS 2.03 | BS 9.03 | | A & CP | | *WB = Cell D Ba 94′ u E & B* | | | 62′ *f* 164′ 895 *t* | 1SB. 12*cf*, GS 185, HS 9800 | | |
| | | | | | | | | | | | | | Flensburger Schiffsb. Ges. | | |
| 428 | Iva | Wood Aux Sc Sr | 112 | ✠ | Msl 15 | 1875 | M. E. | M. U. Martinolich | 107·0 | 20·6 | 12·2 | Lusinpiclo | C.2Cy.10″&20″–18″ | | A |
| | *A. Mircovich –03* | | — | 1.00 | C 10 | 6mo | Ratsey | | | | | Aust.-Hung. | 14 NHP | | |
| | (*ex* Yacht Pogon, *ex* Roseneath, *ex* Ellida) | | 49 | ✠ B 1.98 | | | Cowes | | | | | | B. 2*pf*, GS 19 | | |
| | | | | | | | | | | | | | Day, Summers & Co., Sou. | | |

| Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. | Tonnage Sous le Pont. | Tonnage Net. | Détails de la Classification. Cote. | Surveillance Spéciale. | Date de la dernière Visite. | Port de Visite. | Franc-bordage. | Calfatage. | Machines. | Quand Navire. | Quand Mach. | Par qui. | Où. | Constructeurs. | Armateurs. | Longueur. | Largeur. | Creux. | Superstructures, &c. | Pont. | Pavillon. | Machines. No & Dia des Cylindres. Course. Pression des Chaudières. | Machines. Chevaux d'après les Immatriculations ou la Société. | Machines. Chevaux d'après les papiers de navire. | Machines. Détails des Chaudières & Foyers. Date du commencement des machines. | Tonnage Brut. | Tonnage Net. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 429 | **Ivanhoe** | | | 872 | ✠100A1 | | | Cff | | | | 1881 | | Murdoch & | | Acties.Dmpskbs(s) | | 215·4 | 29·9 | 15·0 | | | | C.2Cy.24″&52″–36″ (a) | | 16 » 2 | | | |
| | *T.Fredriksen98–01* | | | 656 | 9·01 | | | | | | | 10mo | | Murray | | Ivanhoe (Albr.W | | 4,70 | B47 | F31 | | | | 80lb 80lb NDB98 98RHP | | 1 · 5 | | | |
| JSHF | *Well deck* | *ssBgn.No.2–02* | | 540 | | | | | | | | | | Pt.Glasgow | | Selmer) | | | | | | | | 1SB,3pf,gs57,hs2230 | | | | | |
| | | *1Dk(Irn)2trB* | | | | | | | | | | | | | | | *WB=1* | *Ba46f90′285t FPT* | | | | | | W.Kemp,Glasgow | | | | | |
| 430 | — | | | 282 | | | | | | | | 1880 | | D.& W Hen- | | CaledonianSteam | | 225·3 | 22·2 | 8·7 | | | | D.O.2Cy.43″–66″ | | | | | |
| 82399 | *A.McDougall89–89* | | | 172 | | | | | | | | | | derson&Co. | | PacketCo.Ltd.(J. | | | | | | | | NB92 231NHP | | | | | |
| | | | | 71 | | | | | | | | | | Glasgow | | Williamson, *Mgr.*) | | | | | | | | D.&W.Hendesson&Co.,Gls | | | | | |
| 431 | — | | | 190 | | | | | | | | 1898 | | Cochrane& | | UnitedStmFishing | | 112·4 | 21·0 | 11·6 | | | | T.3Cy.11¾″,20″&32″–23″ | | 12 » 3 | | | |
| 109823 | *J.W Austin –98* | | | 175 | | | | | | | | | | Cooper,Ld. | | Co.Ld. | | Q27′ | | | | | | 50RHP | | | | | |
| | *(Trawler)* | *1Dk* | | 67 | | | | | | | | | | Beverley | | | | | | BK7½ | | | | Bailey&Leetham,Hull | | | | | |
| 432 | **Ivar** | | | 172 | | | | | | | | 1871 | | J.Anders- | | S.P.Karlgren | | 97·8 | 22·3 | 10·4 | | | | C.2Cy.10″&18″–14″ | | | | | |
| 1476 | *E.W.Mattsson –98* | | | 140 | | | | | | | | | | son | | | | Q6′B19′H6f18′ | | | | | | NE&B63 10NHP | | | | | |
| HTLP | *(ex Anna,ex Vulkan)* | *Dk* | | 73 | | | | | | | | | | Spångens V'd | | | | | | | | | | Thorskog&M.V.Thorskog | | | | | |
| 433 | **Ivar Aasen** | | | 213 | | | | | | | | 1867 | | C.Mitchell | | Vestenfjeldske | | 128·1 | 20·2 | 9·8 | | | | C.2Cy.17″&32″–21″ | | | | | N |
| | *K.Rönnestad –02* | *1Dk* | | 138 | | | | | | | | | | &Co. | | Dmpskibselskab | | Q26′B39′H5′ | | | | | | NB84 39NHP | | | | | |
| JNKV | *(ex Karmt,ex Olaf Kyrre)* | *Mchy.Aft* | | 117 | | | | | | | | | | Newcastle | | (E.Ruston, *Mgr.*) | | | | | | | | Thompson, Boyd&Co.Nwc | | | | | |
| 434 | **Iveagh** | | | 598 | | | | | | | | 1892 | | A.&J. | | Dundalk&Newry | | 190·0 | 29·0 | 14·0 | | | | T.3Cy.18″,29″&48″–36″ | | 14 » 9 | | | |
| 98234 | *W.Ferguson –93* | *2Dks* | | 458 | | | | | | | | | | Inglis | | Stm.PacketCo.Ld. | | F39′B64′F59′ | | | | | | 148NHP | | 1 · 10 | | | |
| QRFL | *Elec.light* | | | 197 | | | | | | | | | | Glasgow | | | | | | BK6″ | | | | A.&J.Inglis,Glasgow | | | | | |
| 435 | **Iverna** | | | 995 | | | | | | | | 1895 | | A.& J Inglis | | Lancashire& | | 255·0 | 30·2 | 15·9 | | | | T.3Cy.28″,47″&72″–78″ | | 16 » 2 | | | |
| 99781 | *J.Williams –03* | | | 820 | | | | | | | | | | Glasgow | | YorkshireRly.Co. | | P64′B102′F64′ | | | | | | 383NHP | | | | | |
| PDSB | *Elec.light* | *2Dks* | | 383 | | | | | | | | | | | | | | | | BK8″ | | | | A.&J.Inglis,Glasgow | | | | | |
| 436 | **Ivernia** | | **SteelTwinSc4MstSr** | 14058 | ✠100A1 | | | Liv | | | | 1900 | | C.S.Swan | | CunardS.S.Co.Ld. | | 582·0 | 64·9 | 37·8 | | | | Q8Cy.28½″,41″,58½″&84″–54″ | | 41 » 6 | | | |
| 110613 | *G.F.Jeffries –03* | *ssLiv.No.1–04* | | 11057 | *Shelter dk* | | | Bkn | | | | 3mo | | &Hunter.Ld | | | | B *on Shelter dk*275′ | | | | | | 2140lb *100lb* (s) 1668NHP | | 10 · 0 | | | |
| RNJD | *Ref.Mchy.* | *3Dks(Stl-Md Upt'ws)4Web* | | 9052 | | | | | | | | | | Newcastle | | | | | | | | | | 9SB,27cf,gs557,hs25137 FD | | | | | |
| | *Elec.light frames,Orlop dk(Stl)forward,* | | | | | | | | | | | | | | | | | | | | | | | WllsndSlpwyCo.Ld.Nwc. | | | | | |
| | *Orlop beams aft&Shelter dk(Stl–ws)* | | | | | | | | | | | *Lloyd's* | *s4CP* | | | | *WB=Cell* | *Ba163′uE&B113′* | | *f205′ 200t D T a* | | | | 50′987t DTf | | | | | |
| 437 | — | | | 155 | ✠ | | | | | | | 1900 | | Hall, Rus- | | IrvinStm.Fishing | | 103·2 | 20·4 | 11·0 | | | | T.3Cy.11½″,18″&31″–21″ (s) | | 11 » 7 | | | |
| 113063 | *J.Butler* | | | 144 | *Stm Trawler* | | | | | | | 2mo | | sell&Co.Ld | | Co.Ld. (R.Irvin. | | | | | | | | 160lb 50RHP | | | | | |
| | | *1Dk* | | 44 | | | | | | | | | | Aberdeen | | *Mgr.*) | | | | BK7½ | | | | 1SB,3pf,gs28,hs828 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 3BHCem | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | Hall, Russell&Co.Ld Abn | | | | | |
| 438 | **Ivigtut** | | **WoodSc3MstSr** | 456 | | | | | | | | 1875 | | J.H.Löve | | KryolithMine& | | 137·8 | 30·7 | 15·9 | | | | C.2Cy.18½″&33″–24½″ | | | | | |
| | *H.J.H.Andersen* | *2Dks* | | 396 | | | | | | | | | | &Sons | | HandelsSelskabet | | Q57′ | | | | | | NE&B85 45NHP | | | | | |
| NKVT | *(ex Westye Egeberg,ex Michelle Selchau,* | | | 266 | | | | | | | | | | Elsinore | | (E.Fogh) | | | | | | | | Nylnds.Vrksted.,Xia. | | | | | |
| | *ex Sailing Vessel)* | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 439 | **Ivy** | | **SteelScSr** | 1241 | ✠100A1 | | | Mch | | | | 1889 | | R.Dixon& | | A.Coker&Co. | | 230·0 | 32·3 | 13·9 | | | | T.3Cy.16½″,26″&44″–33″ (s) | | 16 » 2 | | | |
| 97379 | *J.A Best –02* | *ssNwc.No.3–5,02* | | 875 | 9·02 | 2·03 | 3,00 | Bkn | | | | 11mo | | Co. | | | | P27′Q59′B97′F27′ | | | | | | 160lb *60lb* 98RHP | | 1 · 1½ | | | |
| LKQM | *Well deck* | *1Dk(Irn)2trB* | | 755 | | | | | | | | | | Middlesbro' | | | | | | | | | | 1SB,3tf,gs48,hs1443 | | | | | |
| | | | | | | | | | | | | | | A&CP | | | | | | FK | | | | Wstgrth,English&Co.,Mdb | | | | | |
| | | | | | | | | | | | | | | | | | *WB=Cell* | *DB192′275t* | | | | | | | | | | | |
| 440 | — | | **CompTwinScSrYt** | 870 | | | | | | | | 1895 | | Earle'sS.B. | | Government of | | 220·0 | 33·8 | 15·4 | | | | T6Cy.18¾″,22¾″&35″–27″ | | | | | |
| | *Douglas –95* | | F&C8,95 | 702 | | | | | | | | | | &E.Co.Ld. | | SouthernNigeria | | *Steel frame planked* | | | | British | | 180NHP | | | | | |
| | *Elec.light* | *2Dks* | | 337 | | | | | | | | | | Hull | | | | | | | | | | Earle'sCo.(Lim.),Hull | | | | | |
| 441 | **Ivydene** | | **SteelScSr** | 3541 | | | | | | | | 1901 | | W.Doxford | | J.T.Lunn&Co. | | 340·0 | 45·7 | 24·6 | | | | T.3Cy.26″,42″&68″–42″ | | | | | V |
| 114495 | *J.Tippett –01* | | | 2999 | | | | | | | | | | &Sons,Ld. | | DeneS.S.Co.Ld. | | F37′ | | | | | | 800NHP | | | | | |
| SJQF | *Turret deck* | *1Dk2trB* | | 2277 | | | | | | | | | | Sunderland | | (J.T.Lunn&Co.,*Mgrs.*) | | | | | | | | W.Doxford&Sons,Ld.Sld. | | | | | |
| 442 | **Iwalani** | | **WoodScSr** | 588 | | | | | | | | 1881 | | DickieBrs. | | InterIslandSteam | | 147·0 | 27·5 | 11·5 | | | | C.2Cy.12″&24″–20″ | | | | | |
| 100712 | *G.Pultz* | | | 434 | | | | | | | | | | S.Francisco | | Nav.Co.Ld. | | Q23′ B10′ F10′ | | | | Honolulu | | E&B *made98 fitted00* 21NHP | | | | | |
| KQBD | | *1Dk* | | 240 | | | | | | | | | | | | | | | | | | Utd.States | | FultonE.&S.B.Wrks.SFo. | | | | | |
| 443 | **Ixia** | | **IronScSr** | 1970 | ✠100A1 | | | Bry | | | | 1881 | | Tyne I.S.B. | | StagLine,Ld. | | 287·0 | 37·0 | 21·9 | | | | C.2Cy.30″&63″–39″ (s) | | 24 » 7 | | | |
| 84858 | *J.Robinson –01* | *ssShl.No.3–12,93* | | 1811 | 8,01 | 5,06 | | | | | | 10mo | | Co.(Lim.) | | (J.Robinson& | | P28′B28′F22′ | | | | N.Shields | | 80lb 90lb NDB91 187NHP | | 4 · 5 | | | 5,03 |
| WDVT | | *ssShl.No.2–02* | | 1254 | | | | | | | | | | Newcastle | | Sons, *Mgrs.*) | | | | FK | | British | | 2SB,4pf,gs73,hs2955 | | | | | |
| | | *2Dks(1Irn&1pt Irn)3trIs* | | | | | | | | | | *Lloyd's* | *s4CP* | | | | *WB=Cell* | *DB236′ 403t FPT* | | | | | | 18t APT6t | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | N.E.MarineE.Co.(L.),Sld. | | | | | |
| 444 | — | | **SteelScK** | 145 | | | | | | | | 1896 | | Edwards | | SouthernStm. | | 106·0 | 20·6 | 11·0 | | | | T.3Cy.12″,18″&30″–21″ | | 11 » 10 | | | |
| 107918 | *B.Foster –96* | | | 144 | | | | | | | | | | Bros | | TrawlingCo.,Ld. | | | | | | Milford | | 50RHP | | | | | |
| | *(Trawler)* | *1Dk* | | 28 | | | | | | | | | | North Shields | | (C.C.Morley, *Mgr*) | | | | BK7½ | | British | | N.E.MarineCo.(Lim.),Sld. | | | | | |
| 445 | **Ixion** | | **SteelScSr** | 3489 | | | | | | | | 1892 | | Scott&Co. | | Nederl.Stoomv. | | 354·9 | 42·8 | 26·7 | | | | T.3Cy.28″,68″&62″–64″ | | | | | D |
| | *D.Robinson* | *2Dks* | | 3123 | | | | | | | | | | Greenock | | Maats.Oceaan | | P32′ B68 F52 | | | | Amstrdam | | 282NH | | | | | |
| POMH | | | | 2158 | | | | | | | | | | | | | | | | | | Dutch | | Scott&Co.,Greenock | | | | | |
| 446 | **Iyo Maru** | | **SteelTwinScSr** | 6320 | ✠100A1 | | | HKg | | | | 1901 | | Mitsu Bishi | | NipponYusen | | 445·3 | 49·5 | 30·4 | | | | T.6Cy.20″,33½″&56″–48″ (s) | | 33 » 6 | | | |
| 7577 | *C.H.Butler01–02* | | | 5386 | 8,03 | | | | | | | 11mo | | Dkyd&EWks | | KabushikiKaisha | | P56′B120′F58′ | | | | Tokio | | 200lb 580NHP | | s ■ · 4½ | | | |
| JNTD | *Elec.light* | *2Dks(Stl–Uteaks)* | | 3918 | | | | | | | | | | Nagasaki | | | | | | FK | | Japanese | | 2D&2SB *18cf* GS320 HS10000 | | | | | |
| | | *&deep framing* | | | | | | | | | | *Lloyd's* | *s4CP* | | | | *WB=Cell* | *DBa148′n* | | *E&B58′f200′ 1178t* | | | | MitsuBishiD.&E.Wks.Nag | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | *FPT100t APT30t* | | | | | |
| 447 | **Izabal** | | **SteelScSr** | 203 | | | | | | | | 1897 | | Union Iron | | PacificMailS.S.Co. | | 103·6 | 22·5 | 11·0 | | | | C.2Cy | | | | | |
| 100641 | *G.E.Terry* | | | — | | | | | | | | | | Works | | | | | | | | New York | | | | | | | |
| KNFB | | *1Dk* | | 127 | | | | | | | | | | San Francisco | | | | | | | | Utd.States | | | | | | | |
| 448 | **Izabella** | | **SteelScSr** | 101 | | | | | | | | 1890 | | ..... | | RussianGovern- | | 87·0 | 17·4 | 10·4 | | | | | | | | | |
| 96 | | *1Dk* | | — | | | | | | | | | | Portsmouth | | ment (Department | | | | | | Liban | | | | | | | |
| | | | | 41 | | | | | | | | | | | | ofRoads) | | | | | | Russian | | | | | | | |
| 449 | **Izanagi Maru** | | **WoodScSr** | 436 | | | | | | | | 1895 | | Oga Chiyo- | | HoriRikitaro | | 159·0 | 21·7 | 16·4 | | | | O.2Cy.19″&38″–24″ | | | | | |
| 1460 | | | | 411 | | | | | | | | | | taro | | | | | | | | Osaka | | 59NH | | | | | |
| HKDS | | *2Dks* | | 270 | | | | | | | | | | Osaka | | | | | | | | Japanese | | IriyaTakizo,Osaka | | | | | |
| 450 | **Izaro** | | **SteelScSr** | 1773 | ✠100A1 | | | Bbo | | | | 1890 | | Grugem'th | | Cia.VascoCanta- | | 259·0 | 36·1 | 18·3 | | | | T.3Cy.19″,30″&51″–39″ (s) | | 19 » 5 | | | |
| | *Rebuilt–04* | *ssBbo.No.3–6,02* | | 1358 | 6,01 | 2,04 | | | | | | 3mo | | Dock yard Co. | | brica deNav. | | 297 B1·8 F32′ | | | | Bilbao | | 160lb 70lb 166NHP | | 1 · 8½ | | | 86,01 |
| HPLR | *Well deck* | *(ex Edith)* | | 1009 | | | | | | | | | | Grugemouth | | (F.Pereda, *Mgr.*) | | | | BK9″ | | Spanish | | 2SB,8tf,gs99,hs2630 | | | | | |
| | *P.Aldamiz –04* | *1Dk(Irn)* | | | | | | | | | | | | A&CP | | | | | | | | | | Alley& M'Lellan,Glasgow | | | | | |
| | | *&Web frames* | | | | | | | | | | | | | | | *WB=Cell* | *DBa138′f104′457t* | | | | | | | | | | | |
| 451 | **Izidoro Antunes** | | **SteelTwinScSr** | 383 | | | | | | | | 1900 | | Menzies& | | J.P.Antunes | | 145·0 | 30·1 | 8·1 | | | | C.4Cy.14″&28″–21″ | | | | | |
| | *J.W.Peacock –00* | | | 208 | | | | | | | | | | Co.Ld. | | | | | | | | Para | | | | | | | |
| | *Elec.light* | *1Dk* | | 136 | | | | | | | | | | Inverkething | | | | | | | | Brazilian | | 60NHP | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | Shanks,Anderson&Co.Gls | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage | Particulars of Classification. Character. / + for Special Survey. Date of last Survey. | Built. When. Where. By Whom. | Owners. | Registered Dimensions. Deck Erections, &c. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Deductions. Freeboard. Tonnage of Engine-room. Tonnage of Crew &c. Total deduction. | Mean draught in Fresh Water. Date when. |
|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 J. B. Aug. Kessler<br>88778 C. Baake –03<br>PHGQ 1 Dk(Std)4 Spar dk(Std)4tr B<br>Mchy. Aft<br>Elec. light | Steel Sc 3 Mast Sr | 5104<br>4645<br>3198 | ✠100A1 Rot *x*<br>Spar dk<br>Carrying Petroleum in bulk 12,03 ✠ MC<br>Fitted for liquid fuel 12,02<br>MS 7,04 | 1902 Maats. Feyenoord Rotterdam<br>12mo bulk<br>Lloyd's SA&CP | Kon. Nederl. Maats tot Exploitatie v. Petr'leum Bronnen in Nederl. Indie | 377·0 50·0 21·7<br>P88′ B28′ F42′ 29·6<br>FK | The Hague<br>Dutch<br>10 B H Cem | T 3Cy. 24½″, 40″ & 68″–45″ (*s*)<br>180lb 180lb 380 NH<br>3SB, 9cf, GS 168, HS 6453<br>Maats. Feyenoord, Rot.<br>WB = Cell D Ba E 32′ 50t | 23 ″ 0<br>s 7 · 2 | 7,04 |
| 2 J. C. Jacobsen<br>C. Petersen<br>NBRK 1 Dk & Spar dk | Steel Sc Sr | 1226<br>684<br>760 | | 1889 Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 218·8 31·1 12·6<br>H52′ 20·1<br>WB | Copnhagn<br>Danish | T. 3Cy. 16″, 27″ & 45″–33″<br>116 NHP<br>Burmeister & Wain, Cpn. | | |
| 3 J. C. la Cour<br>J. Warren –01<br>NLJW Ref. Mchy. Elec. light | Steel Sc Sr<br>1 Dk Awngdk | 1615<br>954<br>673 | | 1901 Helsingörs Jernsk & Msk. Elsinore | Forenede Dmpskib. Selskab | 270·7 36·7 15·0<br>22·9<br>WB | Esbjerg<br>Danish | T. 3Cy. 31″, 53″ & 84″–42″<br>457 NHP<br>Helsingörs Jernsk. & Mskb. | | V |
| 4 J. C. Stevenson<br>88778 J. Malcolm –99 ss Nwc. 2nd No. 3–2.02<br>1 Dk | Iron Pad Tug Sp | 183<br>153<br>94 | ✠80A— Nwc<br>For Tug purposes<br>4,01 ~~B Sc 03~~ B 1,04<br>✠ N B 1 ~~M C 02~~ M C 02 | 1883 Hepple & Co. N. Shields<br>8mo | Tyne Improvement Commissioners | 115·2 19·7 10·0<br>BK 6½″ | Newcastle<br>British<br>3 B H Cem | L. 2Cy. 30½″–48″ (*j*)<br>10lb 60 RHP<br>2SB, 4pf, GS 52<br>Hepple & Co., N. Shields | | BT till 4·15 |
| 5 J. F. Hanson<br>200478<br>KSTD 1 Dk | Steel Sc Tug | 154<br>—<br>104 | | 1903 Delaware River Co. Chester, Pa. | Ocean S.S. Co. | 89·7 21·5 10·5 | New York<br>Utd. States | C. 2Cy. 18″ & 36″–26″<br>55 NHP<br>Delaware River Co. Chester | | |
| 6 J. H. Devereux<br>76573 J. H. Babbett<br>Mchy. Aft | Iron Sc | 1619<br>—<br>1312 | | 1885 Globe Iron Works Co. Cleveland, O | W. Chisholm | 243·3 37·0 19·4<br>WB | Cleveland, Ohio<br>Utd. States | C. 2Cy. 27″ & 50″–36″<br>NB 97 125 NHP<br>Globe Irn Wks Co., Clevelnd | | |
| 7 J. H. Mould<br>102046 1 Dk | Iron Pad Sk | 126<br>119<br>24 | | 1894 J. T. Eltringham & Co. S. Shields | G. Stephenson | 100·6 19·0 9·5 | N. Shields<br>British | L. 1Cy. 35″–50″<br>40 RHP<br>Hepple & Co., S. Shields | | |
| 8 J. H. Plummer<br>114447 R. Smith –03<br>VBNQ Elec. light 2 Dks | Steel Sc Sr | 1582<br>1504<br>992 | | 1903 Armstrong Whitworth & Co. Ld. Newcastle | ~~W. Petersen, Ld.~~<br>Canadian Lake & Ocean Nav. Co. Ld. | 246·0 37·0 21·8<br>WB | Newcastle<br>British | T. 3Cy. 20½″, 33″ & 54″–36″<br>175 NHP<br>Wllsnd Slpwy. Co. Ld. Nwc. | | V |
| 9 J. H. Wade<br>76884 R. Call<br>Mchy. Aft | Steel Sc | 1863<br>—<br>1502 | | 1890 Cleveland S.B. Co. Cleveland, O. | W. Chisholm | 265·6 38·1 19·1<br>H— F40′<br>WB | Cleveland, Ohio<br>Utd. States | T. 3Cy. 17″, 29″ & 47″–36″<br>133 NHP<br>Cleveland S.B. Co., Clevelnd | | |
| 10 J. Jover Serra<br>P. Rosell –02 ss Gen. No. 3–7,01<br>HRDJ (ex Port Caroline) 1 Dk (Stl–ws)<br>Elec. light & Spar dk (pt Stl–ws) 3 tr B | Steel Sc Bg | 3713<br>3248<br>2311 | ✠100A1 Bel *w*<br>Spar dk<br>6,0 ~~B 7,01~~ ✠ M C<br>MS 5,01 ~~B S 02~~ | 1889 W. Dobson & Co. Newcastle<br>2mo<br>Lloyd's SA&CP | J. Jover y Costas<br>WB = D Ba 78′ & u | 378·5 44·1 20·8<br>P64′ B84′ 28·2<br>F55′ BK 11″<br>E & B 64′ 296t | Barcelona<br>Spanish<br>6 B H pt Cem pt Asp | T. 3Cy. 30″, 49″ & 82″–60″ (*s*)<br>150lb 150lb NDB 97 521 NHP<br>3DB, 18pf, GS 270<br>Wghm Rchrdson & Co. Nwc. | 22 ″ 0 | ~~7,01~~ 6,04 |
| 11 J. L. Luckenbach<br>77536 G. W. Peck 00–02 (ex Saale)<br>KRSN Elec. light 3 Dks & Spar dk | Steel Sc Sr | 4920<br>3386<br>3192 | | 1886 Fairfield Co (Lim.) Glasgow<br>4mo | Luckenbach Transp. & Wrecking Co. | 428·9 47·7 34·4<br>P19′ F62′ | New York<br>Utd. States | T. 3Cy. 26″, 44″ & 70″–48″<br>NE 02 NB 97 340 NHP<br>Townsend & Downey S.B. Co. N. Yk. | | R |
| 12 J. L. Murphy<br>94624 J. Ricard 2 Dks | Wood Sc | 173<br>105<br>109 | | 1888 A. Miller Sand Point On | Upper Ottawa Improvement Co. Ld. | 101·5 22·0 8·6 | Ottawa<br>British | 1Cy. 20″–22″<br>13 RHP<br>L. & R. Weir, Montreal | | |
| 13 J. L. Runeberg<br>1541 K. O. Holmer –02<br>HNJM 1 Dk | Iron Sc Sr | 498<br>266<br>343 | | 1876 Bergsunds M.V. Stockholm | Sundsvall-Vasa Ångf.-Aktieb. (T. E. Thuresson) | 159·4 24·6 12·3<br>P102′ H34t F43′ | Sundsvall<br>Swedish | T. 3Cy. 14⅝″, 23⅝″ & 38″–25⅝″<br>73 NHP<br>W. Lindbergs M.V., Skm. | | |
| 14 J. L. Weeks<br>200470<br>1 Dk 2tr B | Steel Sc Sr | 4551<br>—<br>3451 | | 1903 West Bay City S.B. Co. W. Bay City | Gilchrist Transportation Co. (J. C. Gilchrist) | 416·0 50·0 24·0 | Pt. Huron<br>Utd. States | T. 3Cy. 22″, 35″ & 58″–40″<br>213 NHP<br>Detroit S.B. Co Detroit | | |
| 15 J. M. Guffey<br>77519 H. Wellman (ex M.S. Dollar)<br>KRNL Carrying Oil in bulk 1 Dk 2tr B<br>Fitted for liquid fuel | Steel Sc Sr | 2520<br>2261<br>1593 | | 1901 New York S.B. Co. Camden, N.J. | J.M. Guffey Petroleum Co. | 292·2 40·2 23·5<br>P27′ B58′ F28′<br>WB | Galveston<br>Utd. States | T. 3Cy. 22″, 36″ & 59″–42″<br>226 NHP<br>New York S.B. Co. Camden | | |
| 16 J. M. Jenks<br>77532 Z. F. Ahlstrom –02<br>Elec. light 1 Dk 2tr B | Steel Sc Sr | 4644<br>—<br>3381 | | 1902 American S.B. Co. Lorain, O. | W. A. Hawgood & Co. | 414·0 50·0 28·0 | Cleveland<br>Utd. States<br>WB | T. 3Cy. 22″, 35″ & 58″–40″<br>213 NHP<br>American S.B. Co. Cleveland | | |
| 17 J. M. Smith<br>90326 P. Marshall –03<br>KCNV 4th Survey, Shl. 12,02<br>Well deck 1 Dk (Irn) 2tr B | Iron Sc Sr | 2055<br>1627<br>1295 | ✠A1 *1* Shl Lv<br>12,02 | 1885 Short Bros. Sunderland<br>9mo<br>A&CP | J. Westoll<br>WB = Cell D B a 72′ f 100′ 187t | 288·0 38·7 19·3<br>P36′ Q76′ B72′ F34′<br>BK 10″ | Sundrland<br>British<br>4 B H 2 P B H Cem | T. 3Cy. 21″, 36″ & 57″–36″<br>195 NHP<br>2DB, 6f<br>T. Richardson & Sons, Hpl. | | 18·42<br>19·55<br>20·67<br>21·78 |
| Broken 06 12 04<br>18 J. M. Strachan<br>~~Aberdeen~~ Newcastle<br>JVDB Mchy. Aft | Iron Sc 3 Mast Sr | 727<br>659<br>428 | | 1865 Palmer Brs & Co. Newcastle | ~~S. Clarke & Co.~~<br>~~J. B. Garnham~~ | 199·8 28·1 15·7 | ~~London~~<br>~~British~~<br>Ger. Wan | C. 2Cy. 25″ & 48″–30″<br>NB 72 NE 82 90 RHP<br>J. Stewart & Son, Blackwall | 18 ″ 4<br>s 3 · 2½ | |
| 19 J. N. Madvig<br>F. G. Hahn<br>NVFK 1 Dk & Spar dk | Iron Sc Sr | 1764<br>1127<br>1103 | | 1884 Jernsk. & Maskin Bygg Elsinore | Dpsksisk Danmark (Ths. Sonne & Co.) | 266·9 35·3 16·5<br>H49′ 24·1<br>WB | Copnhagn<br>Danish | C. 2Cy. 32″ & 60″–39″<br>187 NHP<br>Jensk & Mskin-Bygg, Elsinr | | V |
| 20 J. Nienhuys<br>(TO BE BROKEN UP 04)<br>TGPS K. Wijgers 1 Dk & Shaded k<br>Elec. light | Steel Sc | 663<br>—<br>515 | | 1889 Konin. Fab. v. Stoom Wrk Amsterdam | Koninkl. Paketv. Maats. | 186·0 31·0 10·3<br>P21′ H–F27′ | Batavia<br>Dutch | C. 2Cy. 20″ & 38″–28″<br>64 NHP<br>Kon. Fab. v. Stm. Wrk. Ams. | 11 ″ 1 | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Code. Époque de Classification. Époque de Prochaine Visite. | Construit. Quand. Où. Chantier. | Armateurs. | Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. Nos. & Genre des Machines. Force nominale. Fabricants des Machines. Lieu de Construction des machines. | Tirant d'eau. |
|---|---|---|---|---|---|---|---|---|---|
| **21** 1934 HMVK | **J. P. Dillberg** IronTwinScS / *G.E.Berg02–04* 1 *Dk& Shelterdk* | 424 944 247 | | 1876 Mostad & Co. | H.RantsAngerb. Aktieb. (L.Kollberg) | 159·5 \| 24·0 \| 10·5 H18t 17·4 | Halmstad Swedish | | |
| **22** J. P. Rennoldson 88901 | **J. P. Rennoldson** IronPadSp / *J.Coulthard –00* | 149 137 36 | | 1883 J.T.Eltringham S.Shields | F.Ballard | 110·5 \| 19·1 \| 9·8 | S.Shields British | I. 1Cy.36½″–54″ 70RHP J.P.Rennoldson&Sns.,S.Shields | |
| **23** 40914 WFVM | **J. R. Hinde** IronSc3MstSr / *G.E.Attenbrow –02* *Mchy.Aft* | 700 649 414 | | 1864 Palmer Bros. & Co. Newcastle | W.Cory&Son.Ld. | 198·7 \| 28·0 \| 15·9 Q54′ BK7 | London British | T.3Cy.16½″,26″&43″–36″ NE&B85 99RHP Palmers'Co.(Lim.),Nwc. | 18 · 5 · 3 · 2 |
| **24** | **J. Rodrigues** WoodScSr / *F.Ayerdy02–04* *2 Dks* | 525 400 328 | | 1904 J Rodrgues Manila | J.Rodrigues | 167·7 \| 27·8 \| 13·4 | Manila Utd. States | C.2Cy.30½″&61″–38″ *Emade87 fitted04* 191NHP Rankin&Blackmore,Grk. | |
| **25** 77580 | **J. S. Keefe** SteelScSr / *Mchy.Aft Elec.light* 1 *Dk* | 1640 — 944 | | 1903 Buffalo Dry Dock Co. Buffalo,N.Y. | Great Lakes& St Lawrence Transp.Co. | 238·7 \| 41·0 \| 19·2 Q60′F36′ | Duluth Mn Utd. States WB | T.3Cy.15″,25″&42″–30″ 97NHP DetroitS.B.Co.Detroit | |
| **26** 77457 | **J. T. Hutchinson** SteelSc / *J.H.Smith01–01* *Elec.light Mchy.Aft* 1 *Dk2tr* | 3734 — 2780 | | 1901 American S.B.Co. Cleveland | Hutchinson&Co. | 346·0 \| 48·0 \| 28·0 | Cleveland Utd. States WB | T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.Co. | |
| **27** 75773 | **J. W. French** WoodSc | 129 — 66 | | 1875 ..... Dam'riscotta Me. | FisheriesCo. | 114·0 \| 18·5 \| 9·2 | Greenport N.Y. Utd. States | | |
| **28** 98261 KPSC | **J. W. Taylor** SteelScSr / *J.Waters –00* *ss*Sld.No.3–8,99 *ss*Sld.No.1–03 1 *Dk(Stl)&Spardk3tr* | 2807 2600 1797 | ✝100A1 *Spar dk* 2,05 4,01 | Sld Nwc 1887 | 12mo Short Bros. Sunderland A&CP | Taylor&Sanderson SteamShipping Co.Ld. (Taylor& Sanderson,*Mgrs.*) | 316·5 \| 40·0 \| 19·2 B64′F21′ 27·2 Irp.08 BK10½ *WB= CellDBa88′ f108 303t* | Sundrland British *5BHCem f108 303t* | T.3Cy.23½″,38″&62″–42″ (*s*) 1501b *100lb* SDB02 246NHP 2SB.*6cf*,GS114.HS3770 J.Dickinson,Sunderland | 21 · 11 · 7 · 1½ |
| **29** HDFC | **J. Y. Limantour** SteelScSr / *R.J.Pawley –01* *Well deck* 1 *Dk(Stl)* | *449* *317* *168* | ✝ 4,01 | Cff *q* 1898 | R.Stephenson&Co.Ld Newcastle | Cia.Nav.del Pacifico | 160·0 \| 25·1 \| 11·2 Q84′B12′F19′ FK *WB= DBa39′ f64′105t* | Mazatlan Mexican *4BHCem* | C.2Cy.20″&42″–30″ 80NHP 1SB.*3pf*,GS58,HS1448 Ross&Duncan,Glasgow | 11 · 10 |
| **30** 90344 KLJW | **J. Y. Short** SteelScSr / *H.M.Westcott –03* *ss*Nwc.No.3–9,99 *ss*Sld.No.1–04 1 *Dk(Stl)2tr* | 2217 1945 1447 | ✝100A1 11,04 ~~7,08~~ 9,04 | Sld *s* Sld 1887 | 2mo Short Bros. Sunderland A&CP | J.Westoll | 290·0 \| 39·0 \| 21·9 Q29′B60′F29′ BK10½ *WB= Cell DBa80′ f108′314t* | Sundrland British *4BHCem* | T.3Cy.21½″,33½″&54″–39″ (*s*) 1501b 100lb SDB02 245NHP 2SB.*6cf*,GS84,HS2125 T.Turnbull&Son,Sunderland | 24 · 4 · 8 · 9½ |
| **31** 109509 KCGH | **Jabiru** SteelScSr / *W.J.Nicholls –03* *ss*Liv.No.1–03 *Well deck* 2 *Dks(UStl)* | 1400 1200 697 | ✝100A1 7,04 ~~7,02~~ | Liv *q* 1899 | 4mo Wigham Richrdsn&Co Newcastle *Lloyd'sA&CP* | YorkS.S.Co.Ld. | 260·0 \| 34·7 \| 18·6 P142′F68′ BK9½ *WB= Cell DB a64′ f94′ 197t FPT* | Cork British *4BHCem* | T.3Cy.21″,33½″&54″–39″ (*s*) 1501b 100lb SDB02 245NHP 2SB.*6pf*,GS98,HS3120 Wigham Richrdsn&Co.Nwc | 19 · 2 |
| **32** HLGD | **Jaboatao** SteelScSr / *A.Monteiro* 1 *Dk(ptStl–ws)&ptShadedk* | *653* *480* *391* | ✝ *pt Shade dk* 5,90 *Coasting Rio Grande do Sul & Ceara* | Abn *j* 1890 | 5mo A.Hall&Co Aberdeen | CiaPernambucanaDeNav. | 200·8 \| 29·1 \| 11·5 P51′F28′ FK *WB= Cell DB 126′135t APT20t* | Prnmbuco Brazilian *5BHCem* | T.3Cy.16″,26″&43″–30″ 118NHP 2SB.*4cf*,GS64,HS2010 A.Hall&Co.,Aberdeen | 12 · 1 |
| **33** 109438 | **Jaboo** SteelScK / *B.F.Brett –03* *Elec.light* 1 *Dk* | 165 142 39 | ✝100A1 *StmTrawler* ~~1,04 12,03~~ 2,05 | Liv 1898 | 5mo Ritson&Co Maryport A&CP | Harley&Miller,Ld | 108·2 \| 20·5 \| 10·8 Q20′F22′ BK7 *WB= DBf18′16t* | Liverpool British *3BHCem* | T.3Cy.12″,19½″&32″–22″ (*s*) 1501b 51RHP 1SB.*2pf*,GS33,HS959 Ross&Duncan,Glasgow | 11 · 7 |
| **34** HPMR | **Jacinta** IronScSr / *Bestia –00* (*ex*Ligurian) 6thSurveyBkn.12,98 2 *Dks*(1 *Irn*) | *1595* *1486* *1026* | ✝ | Liv Ly 1874 | 2mo T.Royden &Sons Liverpool | Linea deVapores Serra | 302·3 \| 31·2 \| 23·2 F30′ *WB=* | Bilbao Spanish *5BH1PBH* *DBa70′180t* | C.2Cy.30″&60″–48″ NDB94 NE&B83 208NHP 2SB.*4cf*,GS80 J.Jack&Co.,Liverpool | 24 · 8 |
| **35** 95070 LQJH | **Jacinth** IronSc3MstSr / *H.Innes –98* *Mchy.Aft* 1 *Dk(Irn)* | 479 357 199 | ✝100A1 4,08 ~~B04.08~~ ~~B88.04~~ | Bwg *h* 1888 | 8mo J.Fullerton&Co. Paisley A&CP | W.Robertson | 175·2 \| 26·5 \| 10·5 Q84′B10′F26′ Irp01 BK7½ *WB= Cell DB91* | Glasgow British *5BHCem* 144t *FPT* | T.3Cy.14½″,24″&40″–33″ (*s*) 160lb 80lb 80RHP 1SB.*3pf*,GS54,HS1637 W.King&Co.,Glasgow | 13 · 10 · 1 · 1½ |
| **36** — 106725 QFJM | **—** IronScK / *W.Simpson –96* *ss*Hul.No.1–01 1 *Dk* | 164 152 67 | ✝100A1 *StmTrawler* 9,04 ~~7,02~~ | Hul 1896 | 12mo Cook,Welton&Gemmell Hull *Lloyd'sA&CP* | KingstonSteam TrawlingCo.Ld. | 105·4 \| 20·7 \| 11·0 Q24 BK7½ | Hull British *3BHCem* | T.3Cy.12½″,20″&32″–22″ 160lb 67RHP 1SB.*2cf*,GS32,HS1156 N.E.MarineEng.CoLd.Sld | 11 · 10 |
| **37** 116139 | **Jackdaw** SteelScK / *W.Edwards99–03* *Mchy.Aft* 1 *Dk* | 250 213 107 | ✝100A1 3,08 | Goo *d* 1903 | 3mo GooleSB.& R.Co.Ld. Goole *Lloyd'sA&CP* | KelsallBros.& Beeching,Ld. (J.E. A.Kelsall,*Mgr.*) | 130·0 \| 21·0 \| 10·6 Q58 B7′F16′ BK7½ | Hull British *3BHCem* | T.3Cy.12½″,20″&33″–24″ 180lb 67RHP 1SB.*2pf*,GS32,HS1156 N.E.MarineEng.CoLd.Sld | 11 · 6 |
| **38** — 105079 | **—** IronScK / *S.G.Smith –02* *ss*Liv.No.3–3,98 *ss*Liv.No.1–02 1 *Dk* | 150 140 64 | ✝100A1 *Stm Trawler* 2,03 ~~2,01~~ | Liv 1895 | 11mo Cook,Welton&Gemmell Hull *Lloyd'sA&CP* | J.Duncan,Sons &Co. | 101·5 \| 20·8 \| 11·0 Q24′ BK7½ | Hull British *3BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB.*2cf*,GS28,HS708 C.D.Holmes&Co.,Hull | 11 · 10 |
| **39** HGSB | **Jaco** | — — 354 | | | | AmazonStm.Nav. Co.Ld. | Para Brazilian | | |
| **40** 103676 PNMQ | **Jacob Bright** SteelScSr / *I.Anderson –98* *ss*Bry.No.1–02 1 *Dk(Irn)2tr&Web frames* | 2718 2494 1784 | ✝100A1 *withfreeboard* 12,04 ~~12,04~~ | Bry *f* Nwc 1897 | Irvine& Co. W Hartlepool A&CP | JacobBrightSS.Co Ld. (J.G.Bright) | 314·0 \| 44·0 \| 20·8 P31 B76 F88 FK *WB= Cell DBa4uE180 f122* | Manchestr British *6BHCem* 996t *APT70t* | T.3Cy.18″,30″&52″–36″ 160lb 80lb 80RHP 1SB.*6cf*,GS79,HS3580 Gen.Mar.Eng.Wrks.WHpl | 23 · 4 · 3 · 10 |
| **41** LMHB | **Jacob Diederichsen** SteelScSr / *B.Ohlsen –02* 1 *Dk&Spardk* | 988 858 712 | | 1892 Howaldtswerke Kiel | M.Jebsen | 204·9 \| 29·4 \| 17·8 B28′ | Apenrade German | T.3Cy.16½″,27½″&48½″ –24½″ 93NHP Howaldtswerke,Kiel | |
| **42** 83771 | **Jacoba** SteelScSr / *P.Lindemann97–00* 1 *Dk* | 571 385 352 | | 1891 Act.Ges. "Neptun" Rostock | L.F.Mathies&Co. | 189·0 \| 24·4 \| 10·4 Q122 F21′ Gen00 | Hamburg German | 52NHP A.G."Neptun," Rostock | |

| 1 No. in Book. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Gross Tons Under deck. Net | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey | 6 Port of Survey. Freeboard assigned, how carried, Deck painted, Boilers | 7 | 8 Built. When. Ship. Engines | 9 Where. | 10 Owners. | 11 Load Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Forward. Amidships. Aft. | 15 Registers in which classed. If not in L. Bisected. Roll. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | **Jacona** | SteelScSr | 2969 | †100A1 | Lth | *e* | 1889 | J. Laing | S.S.Jacona Co.Ld. | 320·4 | 41·0 | 19·5 | Dundee | T.3Cy.24″,89″&64″–42″ (*s*) | 22 ″ 2 | | ~~5,03~~ |
| | *W. Lindsay* –99 | *ss*Bly.No.8–2,02 | 2869 | *Spardk* | Shl | | 10mo | Sunderland | (W.Thomson& | P29 | B82 | F31′ | 27·0 | British | 160lb *60lb* 285NH | s 6 ″ 10 | |
| LJCF | (*ex*Saint Marnock) | 1*Dk*(*Irn*) | 1951 | 2,05 ~~2,03~~ | ~~BS1,04~~ | ~~LMC3,03~~ | | A&CP | Sons, *Mgrs.*) | | | BK16′ | | 2DB,*Scf*,GS146,HS4560 | | | 2,05 |
| | | *&Spardk*(*Irn*)3*tr B* | | | | | | | *WB*=*Cell DB*267′5*t*/*FPT* | | | | 10*t*/*APT*45*t* | J.Dickinson,Sunderland | | | |
| | ~~44~~ **Jacques** | IronPadSp | ~~122~~ | † | Shl | | 1877 | J.T.Eltringham | Flli.Bach | 105·4 | 19·0 | 9·7 | Braila | L.2Cy.28″–50″ | | | |
| | | | 122 | *For Tug purposes only* | | | 3mo | South Shields | | | | | Roumanian | 85NH | | | |
| | (*ex*Linnet) | 1*Dk* | 37 | 6,77 | | | | | | | | | 3*BH Cem* | Baird&Barnsley,N.Shields | | | |
| 45 | **Jacques Cartier** | SteelTwinScSr | 119 | | | | 1903 | A.Dubigeon | Fichet et Cie. | 91·9 | 18·9 | 7·7 | St.Malo | C.4Cy.9⅞″&16½″–11½″ | | V | |
| | *Bouetard* –03 | | 104 | | | | | Nantes | | P30′ | B33′ | | French | 8NH | | | |
| JPRD | | 1*Dk* | 33 | | | | | | | | | | | Brissonneau&Lotz,Nantes | | | |
| 46 | **Jacques Paul** | IronSc | 152 | | | | 1857 | Lacoste& Bruneau Chantenay | Cie Mar. L'Armoricaine (A.Legal& D. de Kersabiec *Mgrs* | 129·0 | 18·7 | 7·5 | Nantes | French | | | |
| | *Lebreton* | | — | | | | | | | | | | | | | | |
| JPSR | *Mchy.Aft* | 1*Dk* | 71 | | | | | | | | | | | | | | |
| 47 | **Jacuhype** | IronTwinSc | 600 | † | Cly | *j* | 1883 | Murdoch & Murray | Cia Pernambucana de Nav. | 200·0 | 28·4 | 10·7 | Pnmbuco | C.4Cy.20″&38″–27″ | | | |
| | *M.A.de Andrade* | 1*Dk*(*Irn-ws*) | — | 9,83 | | | 6mo | Pt.Glasgow | *WB*=*FPT* | P53′ | B53′ | F66′ | Brazilian | 125NH | | | |
| HLDB | | | 328 | | | | | | | 45*t* | *APT*30*t* | FK | 4*BH Cem* | D.Rowan,Glasgow | | | |
| 48 | **Jade** | SteelSc | 294 | | | | 1902 | Deuts. Elbs Ges. Kette | Kaiserliche Werft | 118·0 | 23·6 | 13·1 | Wilhlmhvn | C.2Cy.19⅝″&34¼″–23⅜″ | | | |
| | | | 239 | | | | | Uebigau | | | | | German | 47NH | | | |
| | | 2*Dks* | 193 | | | | | | | | | | *WB* | Ges.Kette,Uebigau | | | |
| 49 | — | SteelSc | 170 | | | | 1897 | Act.Ges. "Neptun" Rostock | Fischerei Ges. Wilhelmshaven m b.H. | 110·7 | 20·9 | 10·5 | Wilhlmhvn | C.2Cy.17¾″&38½″–22″ | | G | |
| | *H.Schäfer* –02 | | 158 | | | | | | | | | | German | 44NH | | | |
| KHWG | | 1*Dk* | 37 | | | | | | | | | | *WB* | A.G. "Neptun," Rostock | | | |
| 50 | **Jadro** | IronScSr | 237 | | | | 1883 | Stabilmnto Tecnico Trieste | Flli.Rismondo | 140·1 | 17·0 | 11·0 | Macarsca | C.2Cy.18¼″&32″–21″ | | | |
| | *V.Perazovic* | | 190 | | | | | | | | | | Aust.-Hung. | NB89 39NH | | | |
| | (*ex*Barone de Pino,*ex*Salve) | 1*Dk* | 129 | | | | | | | | | | | Stabilimento Tecnico,Tri. | | | |
| 51 | **Jæderen** | SteelScSr | 458 | | | | 1889 | Gr'ngemth Dockyrd Co. Grangemth | Acties.Jæderen (Sigval Bergesen) | 148·9 | 24·5 | 12·0 | Stavanger | T.3Cy.10½″,17″&28″–21″ | | N | |
| | *O.C.Jacobsen* –02 | 1*Dk* | 310 | | | | | | | P116*t* | H8*t* | F20*t* | Norwegian | NB02 36NH | | | |
| JWQB | *Mchy.Aft* | | 273 | | | | | | | | | | *WB* | Hutson&Corbett,Glasgow | | | |
| 52 | **Jægersborg** *Larsen* –04 | IronScSr | 1797 | †100A1 | Cpn | *r* | 1883 | E.Withy& Co. | Dmpsk.Selsk. Neptun | 267·5 | 35·5 | 19·7 | Copnhagn | C.2Cy.30″&62″–39″ (*s*) | 21 ″ 1 | | ~~4,01~~ |
| | ~~*Helgoarlin*~~ | ~~*ss*Hpl.No.3–2,96~~ | 1416 | 1,05 ~~2,03~~ | Els | | 8mo | W Hartlepool | (C.K.Hansen *Mgr* | P30′ | Q70′ | B68′ | F31′ | Danish | 90lb *80lb* NDB95 191NH | s 2 ″ 1½ | 1,05 |
| NHQD | (*ex*Harrogate) | ~~*ex*Nwc.No.1 tn~~ | 1136 | | | | | | | drp05 | | BK9½′ | | 1*BH Cem* | 1DB,4*pf*,GS75,HS2950 | | |
| | *Well deck* | *ss*Els.No.2–05 1*Dk*(*Irn*)2*tr B* | | ~~BS1,03~~ | | | | *Lloyd's* | *A&CP* | | | | *WB*=*DBa* | 78′*f*82′354*t* | Blair&Co.(Lim.),Stockton | | |
| 53 | **Jaffa** | SteelScSr | 1383 | †100A1 | Lon | *p* | 1897 | J.Scott& Co. | T.Wilson,Sons& Co.Ld. | 260·1 | 35·2 | 16·4 | Hull | T.3Cy.22″,36″&60″–39″ (*s*) | 18 ″ 9 | BT till 3,05 | ~~4,03~~ |
| 108749 | *J.Taylor* –02 | *ss*Hul.No.1–01 | 1101 | ~~1,01 1,02~~ 3,05 | Hul | | 6mo | Kinghorn | | P&B179′ | F28′ | FK | 5*BH Cem* | 180lb *105lb* 251NH | ~~s 1 ″ 01~~ | | 5,05 |
| PTVM | *Well deck* | 1*Dk*(*Stl-pt ws*)2*tr B* | 760 | | | | | A&CP | | | | | *WB*=*Cell DBa* | 46*f*102′197*t* | 2SB,6*cf*,GS135,HS3975 | s 2 ″ 0 | |
| | *Ref.Mchy.* | | | ~~BS1,04~~ | | | | | | | | | | | J.Scott&Co.,Kinghorn | | |
| 54 | **Jakob** | IronTwinScSr | 374 | | | | 1883 | Stabilmnto Tecnico Trieste | Russian Export Co. | 179·5 | 27·2 | 8·4 | Rostoff | C.4Cy.11″&21″–18″ | | | |
| 1206 | *A.S.Kontshin*86–88 | | — | | | | | | | | | | Russian | 31NH | | | |
| HJMT | *Mchy.Aft* | | 268 | | | | | | | | | | | Stabilimento Tecnico,Tri | | | |
| 55 | **Jakobstad** | IronScSr | 641 | | | | 1876 | ..... Stockholm | Finska Ångf Aktieb (L.Krogius) | 167·9 | 25·0 | 13·2 | Helsingfrs | C.2Cy.19½″&35¾″–26½″ | | | |
| | *K.Liljeqvist*98–99 | | 348 | | | | | | | | | | Russian | 55NH | | | |
| RJMG | | | 384 | | | | | | | | | | | | | | |
| 56 | **Jamaica** | SteelScSr | 721 | | | | 1892 | Bergens Mek.Værks. Bergen | A.Halvorsen | 201·2 | 28·2 | 11·4 | Bergen | T.3Cy.15½″,25″&40″–27″ | | N | |
| | *E.Pettersen* | 1*Dk* | 531 | | | | | | | Q52*t* | B95*t* | F32*t* | Norwegian | 83NH | | | |
| JVBW | | | 514 | | | | | | | H11*t* | | | *WB* | Bergns Mek.Værk.,Bergen | | | |
| 57 | — | IronScK | 146 | † | Hul | | 1896 | Cook, Welton & Gemmell Hull | Hull Steam Fishing & Ice Co.Ld. | 98·4 | 20·5 | 11·0 | Hull | T.3Cy.10″,16″&25½″–20″ | 11 ″ 10 | | |
| 103098 | *B.Jewsberry* –96 | | 140 | *Stm Trawler* | | | | | | | | | British | 35NH | | | |
| | | 1*Dk* | 60 | 4,96 | | | | | | | | BK7½′ | 3*BH Cem* | 1SB,*2pf*,GS22,HS573 | | | |
| | | | | | | | | | | | | *WB* | = *FPT*25*t* | Amos&Smith,Hull | | | |
| 58 | **Jamaican** | SteelScSr | 4502 | †100A1 | Liv | *x* | 1893 | Naval Con. &Arm.Co Ld Barrow | F.Leyland&Co. (1900),Ld. | 380·2 | 44·2 | 26·7 | Liverpool | T.3Cy.25½″,42½″&72″–51″ (*s*) | 29 ″ 6 | BT till 9,05 | 9,04 |
| 102085 | *A.H.Highton* –01 | | 4491 | *Shelter dk* | | | 3mo | | | | | BK8 | British | 200lb *100lb* NDB04 434NH | s 12 ″ 3 | | |
| NBLJ | | 3*Dks*(2*Stl*)*&Shelter dk* | 2948 | *with freeboard* | | | | *Lloyd's* | *A&CP* | 296′ | 673*t* | *FPT*12*st* | 7*BH Cem* | 2DB,*12rf*,GS230,HS6797 | | | |
| | *Elec.light* | *ss*Liv.No.3–9,04 | | 9,01 ~~12,97~~ | ~~BS12,97~~ | ~~LMC9,04~~ | | | *WB*=*Cell DB* | | | | *APT*99*t* | Naval Con.&A.Co.Ld.,Brw. | | | |
| 59 | **James** | WoodPad | 104 | | | | 1872 | ..... St.Romauld | W.Paul,jun. | 105·2 | 20·4 | 7·7 | Quebec | 1Cy. | | | |
| 66033 | | 1*Dk* | 104 | | | | | | | | | | British | 50RH | | | |
| | | | 31 | | | | | | | | | | | | | | |
| 60 | **James B. Colgate** | SteelSc | 1713 | | | | 1892 | American Stl.Barge Co. Superior, Wi. | Pittsburgh S.S.Co. | 308·0 | 38·0 | 24·0 | Duluth | T.3Cy.20″,32″&54″–46″ | | | |
| 77019 | *O.Olsen*01–03 | 1*Dk*2*tr B* | — | | | | | | | | | | Utd. States | 198NHP | | | |
| | *Mchy.Aft* *Whaleback* | | 1318 | | | | | | | | | | *WB* | Marinette Irn Wks.,Duluth | | | |
| 61 | **James B. Eads** | SteelSc | 3746 | | | | 1894 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S.Co. | 400·5 | 42·8 | 24·3 | Duluth | T.3Cy.24″,39″&68″–42″ | | | |
| 86307 | *M.K.Chamberlain*01–03 | (*ex*Globe) | — | | | | | | | len.99′ | H— | | Utd. States | 257NHP | | | |
| | *Mchy.Aft* *Elec.light* | 1*Dk&Spardk* | 2970 | | | | | | | | | | *WB* | Globe Irn Wks Co.Clvlnd O. | | | |
| 62 | **James B. Neilson** | SteelSc | 2234 | | | | 1892 | American Stl.Barge Co Superior, Wis. | Pittsburgh S.S.Co. | 320·0 | 42·0 | 25·0 | Duluth | T.3Cy.23″,37″&62″–42″ | | | |
| 81373 | *J.R.Noble*01–02 | (*ex*Washburne) | — | | | | | | | | | | Utd. States | 249NHP | | | |
| | *Mchy.Aft* *Whaleback* | 2*Dks* | 1572 | | | | | | | | | | *WB* | S.F.Hodge&Co.,Detroit | | | |
| 63 | **James Brand** | SteelSc3MstSr | 3907 | †100A1 | Shl | *w* | 1893 | Armstrong Mitchell&Co Ld.Newcastle | European Petrol'm Co Ld (J Clark *Mgr*) | 340·0 | 44·1 | 23·0 | London | T.3Cy.25″,41″&67″–48″ (*s*) | 24 ″ 2 | | ~~4,01~~ |
| 101294 | *A.J.Torrance* –99 | *ss*Shl.No.2–02 | 3506 | *Spardk* | Bry | | 10mo | | | P84′ | B24′ | F35′ | 29·7 | British | 160lb *100lb* 326NHP | s 6 ″ 9½ | ~~11,04~~ |
| NBRH | *Mchy.Aft* | 1*Dk*(*Stl*)*&Spardk*(*Irn*) | 2512 | ~~Lwd~~ 5,05 | | | | A&CP | | | | FK | 14*BH Cem* | 2DB,*12rf*,GS175,HS5100 | | N | 4,06 |
| | *Elec.light* | *&Webframes* | *Carrying Petroleum in bulk* | | | | | | *WB*=*DBa* | 6*t*/*FPT* | 138*t* | *APT*65*t* | 180*t* | Wllsnd Slpwy Co.Ld.Nwc. | | | |
| | | | | ~~BS4,03~~ | ~~LM~~ | | | | | | | | | | | | |
| 64 | **James Cameron** | IronScSr | 1807 | † A1*1 | Sld | Lv | 1882 | Short Bros. | J.Westoll | 260·0 | 38·2 | 17·9 | Sundrland | C.2Cy.33″&62″–42″ (*s*) | 20 ″ 10 | | ~~10,03~~ |
| 90343 | *T.S.Knill* –03 | | 1418 | 10,05 | | | 8mo | Sunderland | | P70*t* | Q92*t* | B150*t* | British | 80lb ~~45lb~~ 188NHP | | | 10,04 |
| KMNV | (*ex*Prinz Albrecht) | 6th Survey Sld.7,00 | 1129 | ~~BS10,00~~ | ~~LM~~ | | | | | H37*t* | F41*t* | BK9 | 6*BH* | 2SB,6*pf*,GS90,HS2967 | | | |
| | *Well deck* | 1*Dk*(*Irn*)2*tr B* | | BS10,04 | | | | | *WB*=*Cell DB* | a80′*f*98′305*t* | | | | G.Clark,Sunderland | | | |
| 65 | **James Comrie** | WoodSc | 102 | | | | 1877 | ..... Shoalhaven N.S.W. | Yorke's Peninsula S.S.Co.Ld. | 93·8 | 17·5 | 8·0 | Adelaide | C.2Cy.15½″&18″–18″ | | | |
| 74955 | *C.Barry* –01 | | 74 | | | | | | | P25*t* | | | British | NB91 42RHP | | | |
| | | | 73 | | | | | | | | | | | Plenty&Sons,Newbury | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Officiel | Détails de la Classification. Cote. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Certificat d'Enregistrement. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les dimensions de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge en Quille. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 66 77427 KQJC | **James Dollar** WoodScSr<br>*M.Thwing97–00* (exJohnS.Kimball)<br>*Elec.light* 1 *Dk2tr ft* | 1585<br>—<br>1248 | *Now named "Santa Clara," See No. 113 in Supplement.* | 1900 C.H.White & Co. Everett, Wash. | DollarS.S.Co. | 223·0 \| 38·0 \| 24·1 | S Frncisco Utd. States | T.3Cy.15½",26"&45"–33"<br>GoldenState& 116NH<br>Minors'Iron Works,S.Fo | | V |
| 67 77523 | **James Gayley** SteelScSr<br>*M.P. Parsons*<br>*Mchy.Aft Elec.light* 1 *Dk2tr ft* | 4777<br>—<br>3359 | | 1902 American S.B.Co. Cleveland | ClevelandS.S.Co. (J.Mitchell, *Mgr.*) | 416·0 \| 50·0 \| 28·0<br>WB | Fairport, O Utd. States | T.3Cy.22",35"&58"–40"<br>243NH<br>AmericanSB.Co.Cleveland | | |
| 68 17541 | **James H. Hoyt** SteelScSr<br>1 *Dk2tr ft* | 3934<br>—<br>2792 | | 1902 Superior S.B.Co W.Superior | ProvidentS.S.Co. (A.B.Wolvin, *Mgr.*) | 363·2 \| 50·0 \| 23·0<br>F40′ | Duluth Utd. States | T.3Cy.17",31"&55"–40"<br>191NH<br>SuperiorS.B.Co. | | |
| 69 77589 | **James H. Reed** SteelScSr<br>*F.P.Houghton –03*<br>*Mchy.Aft Elec.light* 1 *Dk2tr ft* | 5598<br>—<br>4125 | | 1903 DetroitS.B Co Wyandotte | ProvidentS.S.Co. (A.B.Wolvin, *Mgr.*) | 448·0 \| 52·2 \| 29·0<br>F48′<br>WI | Duluth Utd. States | 4-4Cy.16",28½",36½"&56"–40"<br>198NH<br>DetroitS.B.Co.Detroit | | |
| 70 | **James Haynes** IronScSr<br>*A.D.Ahumada00–01*<br>(exTanger,exJamesHaynes) 1 *Dk* | 234<br>153<br>77 | | 1875 J.Fullerton & Co. Paisley | A.CoriatHermanos | 129·6 \| 19·5 \| 10·0<br>P35′<br>WB | Conta Spanish | C.2Cy.20"&35"–24"<br>NB87 50NH<br>W.King&Co.,Glasgow | | |
| 71 1452 HJNL | **James J. Dickson** IronScSr<br>*W.Forst –04* 1 *Dk* | 856<br>565<br>528 | | 1872 Earle's Co. (Lim.) Hull | FörnyadeÅngf. Aktieb.Götha (H.Sternhagen) | 196·3 \| 28·0 \| 15·0<br>P115′ H22*t* F28′ | Gothenbrg Swedish | C.2Cy.17⅞"&39½"–23½"<br>NE&B02 63NH<br>GöteborgsM.V.Gothenbrg | | V |
| 72 77409 | **James J. Hill** SteelSc<br>*W.B.McGregor01–02*<br>*Mchy.Aft Elec.light* 1 *Dk2tr ft* | 6025<br>—<br>4578 | | 1900 American S.B.Co. Lorain,O. | PittsburghS.S.Co | 478·0 \| 52·0 \| 30·0<br>Q72′B47′F30′<br>WB | Duluth Utd. States | 4-4Cy.16½",25½",38½"&60"–40"<br>228NH<br>AmericanSB.Co.Cleveland | | |
| 73 47370 VNHW | **James Joicey** IronSc3MstSr<br>*A.Tracey –00*<br>*Mchy.Aft* 1 *Dk2tr ft* | 731<br>647<br>443 | | 1863 PalmerBrs &Co. Newcastle | W.Cory&Son,Ld. | 200·6 \| 28·1 \| 16·8<br>FK | London British | T.3Cy.16½",26"&43"–36"<br>NE&B85 99RH<br>Palmers'Co.(Lim.),Nwc. | 18 • 7<br>• 3 • 2 | |
| 74 77416 KQBF | **James Makee** WoodScSr<br>(exIris)<br>1 *Dk* | 301<br>244<br>137 | | 1879 HallBros. PortLudlow Wash. | InterIslandSteam Nav.Co.Ld. | 111·0 \| 25·5 \| 9·5<br>Q24′ F14′ | Honolulu Utd. States | C.2Cy.11"&20"–18"<br>Hinckly, 14NH<br>Spiers&Hayes,S.Fo. | | |
| 75 101744 | **James Paterson** SteelScSr<br>*W.H.Thompson02–02*<br>*Elec.light* 1 *Dk(Teak)* | 247<br>241<br>6 | ✠100A1 Shl *d*<br>*For Towing purposes*<br>7,04 ~~9,02~~ Mcl<br>LMC09,02 | 1902 J.P.Rennoldson&Sns. SouthShields<br>9mo<br>*Lloyd's A&CP* | J.Paterson&Co. | 125·0 \| 24·1 \| 12·5<br>BK77<br>*WB=FPT12t* | Melbourne British<br>*5BHCem APT1st* | T.3Cy.16½",28"&46"–30" (*s*)<br>180lb 98RH<br>2SB,*6cf*,G887,H82790<br>J.P.Rennolds&Sns,S.Shl | 13 • 6<br>• 2 • 8 | |
| 76 77434 KQHS | **James S. Whitney** SteelScSr<br>*Hallett*<br>2 *Dks&Hur dk* | 2707<br>1705<br>1926 | | 1900 Harlan& Hollings-worth Co. Wlmgtn, Del. | MetropolitanSSCo | 278·5 \| 43·0 \| 29·0 | Boston Utd. States | T.3Cy.29",46"&75"–48"<br>390NH<br>Harlan&Hollingsworth Co. Wilmington,Del. | | R |
| 77 90674 | **James Smith, Jr.** WoodSc<br>(exManhattan) | 170<br>—<br>85 | | 1874 ..... New b'rgh NY | Chesapeake&Ohio R.R.Co. | 108·0 \| 26·0 \| 10·0 | Newport News Utd. States | | | |
| 78 95188 LPQJ | **James Speir** IronScSr<br>~~W.H.A.Thompson00~~ *ss*Off.No.3–7,02<br>*Well deck Edmonds* 1 *Dk(Irn)* | 535<br>399<br>333 | ✠100A1 Cff *h*<br>~~3,01~~ 3,05 Sws Brs<br>~~Hartlepool~~ LMC1 0<br>~~1897,04~~ BS3,05 | 1890 R.Craggs &Sons Stockton<br>1mo<br>*Lloyd's A&CP* | JamesSpeirS.S.Co. Ld. (~~J.P.Boles~~)<br>(M.H.&J.E.Matthews) | 165·0 \| 26·1 \| 12·2<br>Q86′B17′F23′<br>BK77<br>*WB=DBa35′* | Cardiff British<br>*1BHCem 40t FPT 12t* | T.3Cy.12",20"&32"–24" (*s*)<br>160lb *65lb* 70RH<br>1SB.2*rf*,G834<br>E.Scott&Co.,Newcastle | 12 • 11<br>• 1 • 0 | |
| 79 101833 NDBL | **James Tennant** SteelScK<br>*T.Hudson –01*<br>*Mchy.Aft* 1 *Dk(Irn)* | 207<br>167<br>121 | ✠100A1 Nwc *c*<br>2,05 ~~4,03~~ Shl<br>~~Hartlepool~~ LMC ~~1899~~<br>2, 5 | 1893 Wood, Skinner&Co. Newcastle<br>8mo<br>A&CP | T.Thompson&Son | 120·0 \| 20·1 \| 9·0<br>Q87′B9′F16′<br>FK<br>*WB– FPT32t* | Newcastle British<br>*3BHCem* | C.2Cy.15"&28"–20" (*s*)<br>100lb 80RH<br>1SB.2*pf*,G825,H8780<br>N.E.Mar.E.Co.(Lim.) Nwc | 9 • 8<br>• 1 • 0 | |
| 80 84859 WFBP | **James Turpie** IronScSr<br>*W.H.Herald –01*<br>*ss*Nwc.No.3–5,94<br>*ss*Shl.No.2–03<br>2 *Dks*(1 *Irn*) *3tr ft* | 1732<br>1567<br>1082 | ✠100A1 Shl *r*<br>10,04 ~~7,08~~ 5,05<br>~~Hartlepool~~ MC<br>M37,05 ~~L&S 1,04~~ | 1881 A.Leslie& Co. Newcastle<br>10mo<br>*Lloyd's A&CP* | J.Coull | 270·8 \| 34·7 \| 23·0<br>P46′B50′F36′<br>BK9½<br>*WB=DBa68′f58′* | N.Shields British<br>*5BHCem 230tAPT20t* | C.2Cy.32"&61"–36"<br>80lb 172NH<br>2SB,*4pf*,G870,H82810<br>N.E.MarineE.Co.(Lim) Sld | 24 • 0<br>• 3 • 9 | 7.03 |
| 81 77236 | **James Watt** SteelSc<br>*W.H.Kilby01–03*<br>*Mchy.Aft Elec.light* 1 *Dk2tr ft* | 4090<br>—<br>3105 | | 1896 Cleveland S.B.Co. Cleveland | PittsburghS.S.Co. | 405·0 \| 48·0 \| 23·5<br>WB | Duluth Utd. States | T.3Cy.25",40"&68"–42"<br>300NH<br>ClevelandS.B.Co.,Cleveland | | S |
| 82 87375 JLHG | **James Westoll** IronScSr<br>*W.S.Caldecott –03*<br>4thSurvey,Shl.6,01<br>1 *Dk*(*Irn*) *2tr ft* | 1990<br>1730<br>1267 | ✠ A1*1 Shl Lv<br>7,02 | 1884 Short Bros. Sunderland<br>4mo | J.Westoll | 268·0 \| 39·3 \| 21·6<br>Q28′B70′<br>ptNDB01 BK9½<br>*WB– C4 DBa78′f98′275t* | Sundrland British<br>*6BH 4PT30t* | C.2Cy.36"&67"–36"<br>221NH<br>1DB.*6f*<br>T.Richardson&Sons,Hpl. | | |
| 83 77127 KLVJ | **Jamestown** SteelScSr<br>*A.E.Hiller96–*<br>*Elec.light* 2 *Dks&Awngdk* | 2898<br>2853<br>2126 | | 1894 Delaware River Co. Chester,Pa. | OldDominionSS.Co | 299·5 \| 40·0 \| 16·8<br>26·9 | NewYork Utd. States | T.3Cy.28",41½"&73"–54"<br>NB03 392NH<br>Del.RiverWorks,Chester | | RS |
| 84 PDJS | **Jan van Rijswijck** SteelScSr<br>*J.Dateman02–02*<br>2 *Dks* | 1177<br>999<br>728 | | 1900 Rijkee&Co Rotterdam | Stoomv.Maats. "Rotterdam" | 230·3 \| 33·8 \| 14·1<br>B60′F30′ | Rottrdam Dutch<br>WB | T.3Cy.17½",28"&45"–36"<br>122NH<br>Maats.voorScheepsen Werk.Feyenoord,Rot | | V |
| 85 ~~81311~~ ~~MWdv~~ | **Jane** *C.A.Asberg –05* IronScBn<br>~~*Jno McHeck –04*~~ ~~*ss*Cff.No.3–4,02~~<br>~~*ss*Cff.2,~~ ~~No.3–1,0~~ ~~*ss*Cff.No.2–00~~<br>*Well deck* ~~Lowestoft~~ 1 *Dk*(*Irn*) *2tr ft* | 1334<br>1078<br>813 | ✠100A1 Cff *o*<br>4,05 ~~Sws~~<br>~~Hartlepool~~ LMC<br>~~BS7,08~~ | 1879 T.Turnbull &Son Whitby<br>12mo<br>A&CP | ~~T.Rowe&Sons~~<br>AngloAmericano (O.F.Soldebrand) | 240·2 \| 34·0 \| 17·7<br>Q88′B50′F33′<br>FK<br>*WB= DBa66′f94′* | ~~Whitby~~ Gothenburg Swedish | C.2Cy.30"&57"–33" (*t*)<br>75lb *80lb* NDN98 156NH<br>2B,G866 | 19 • 4<br>• 2 • 0 | ~~6.01~~ |
| 86 2314 JQHQ | — IronScSr<br>*A.O.Nelson97–97* *ss*Shl.No.3–7,94<br>(exJaneCory) *ss*Got.No.2–02<br>1 *Dk2tr ft* | 792<br>543<br>461 | ✠ A1 Lth<br>8,05 ~~7,06~~<br>~~Hartlepool~~ LMC ~~1900~~<br>~~1885,04~~ 8,05 ~~L&S 1,04~~ | 1870 Withy, Alexandr&Co Hartlepool<br>8mo<br>A&CP | J.Millar | 201·7 \| 28·3 \| 15·9<br>Q79′B10′H25*t*<br>BK8 | ~~Hartlepool~~ Gothenbrg Swedish<br>WB | 20 ~~Hartlepool~~ 18",~~30~~ 30"(*s*)<br>~~built Hartlepool~~ ~~NB77~~ ~~1st Nwc~~<br>120lb ~~NDB05~~ 77RH<br>1SB.2*pf*,G880,H~~8~~<br>Clark,Sunderland | 16 • 7<br>• 1 • 10 | ~~6.04~~ |
| 87 1213 JNMB | — SteelScSr<br>*J.B.Josefson –03* 1 *Dk* | 762<br>~~687~~<br>427 | | 1903 Trndhjms Mek.Værks Trondhjem | Actiebolaget J.N. Sanne (H.Sanne, *Mgr.*) | 203·5 \| 30·8 \| 13·0<br>B25 H23½F24′<br>WB | Udevalla Swedish<br>WB | T.3Cy.16",26"&44"–36"<br>106NH<br>Trondhjms M.V.Trndhjm | | N |
| 88 118009 | — SteelScSr<br>1 *Dk* | 223<br>178<br>77 | | 1903 Scott& Sons Bowling | J.Monks&Co.Ld. | 100·4 \| 23·2 \| 10·6<br>F17′<br>WB | Liverpool British | C.2Cy.14"&30"–24"<br>37RH<br>Fisher&Co.Paisley | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 | 4 Register Tonnage Gross — Under deck — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 | 7 Port of Survey. Year. | 8 | 9 Built. When. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Place. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP—Horse-power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard at Midships ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89 | **Jane** | IronScSr | — | | | | | 1884 Pusey &JonesCo. Wlmgtn,Del | J.C.deMesquita | 100·0 18·6 9·0 | Manaos Brazilian | C.2Cy 17"&32"–28" 45NHP Pusey&JnesCo.,Wlmngtn. | | | |
| | *C.A. Mesquita* –90 | | — | | | | | | | | | | | | |
| | | | 155 | | | | | | | | | | | | |
| 90 | — | SteelScK | 104 | ✝100A1 Gls | | | *a* | 1901 Ardrossan 7mo D.D.&S.B.Co Ld Ardrossan *Lloyd's SA&CP* | A.Bremner | 91·8 19·1 7·5 Q40′ BK6 *WB = FPT6t* | Wick British *3BHCem* | C.2Cy 12"&24"–18" (*s*) 120lb 24RH 1SB,*2pf*,GS[illegible] HS615 Fisher&Co.,Paisley | 9 " 0 | | |
| 113521 | *J. Murray* –01 | | 30 | 12,01 | | MC7,[illegible] | | | | | | | | | |
| | *Mchy. Aft* | *1 Dk* | 31 | | | | | | | | | | | | |
| 91 | **Jane Jolliffe** | IronScSr | 258 | | | | | 1888 J.Readhead&Co. SouthShields | W.&T.Jolliffe | 133·0 22·6 12·9 | Liverpool British | T.3Cy.16",26"&48"–30" 161NHP J.Readhead&Co.,S.Shields | | | |
| 93792 | *O.Jones* –03 | | 225 | | | | | | | | | | | | |
| LCSV | | | 16 | | | | | | | | | | | | |
| 92 | **Jane Radcliffe** | SteelScSr | 1823 | ✝100A1 Clf Npt | | | *q* | 1890 Palmers' 3mo Co.(Lim.) Newcastle A&CP | JaneRadcliffeS.S. Co.Ld. (E.Thomas, Radcliffe&Co.) | 261·0 37·2 18·0 P31′Q64′B112′ F27′ FK *WB = DBa* | Cardiff British *1BHCem* | T.3Cy.20",33"&54"–36" (*s*) 160lb *95lb* NDB02 187NH 2SB,*6pf*,GS96,HS2991 Palmers' Co.(Lim.),Nwc. | 19 " 5 | | 12,03 |
| 93303 | ~~*U. Hamers* –02~~ | | 1369 | 12,04 ~~1,05~~ | | ~~ssClf.No.3–5,02~~ | | | | | | | 1 " 6 | | |
| LQDC | *Well deck Parker* –04 | *1 Dk(Irn)2tr B* | 1129 | ~~1,05~~ | | ~~MC5,02~~ | | | | | | | | | |
| | | | | ~~05~~ | | | | | | | | | | | |
| 93 | **Jane Ross** | SteelScK | 184 | ✝100A1 Abn | | | | 1901 A.Hall& 9mo Co. Aberdeen *Lloyd's SA&CP* | RossSteamTrawl FishingCo.Ld. (H.Ross, *Mgr.*) | 110·1 21·2 11·6 BK7½″ | Aberdeen British *3BHCem* | T.3Cy.12",20"&33"–22" (*s*) 170lb 56RHP 1SB,*2pf*,GS31,HS1040 A.Hall&Co.Aberdeen | 12 " 3 | | 4,05 |
| 114195 | *W.Kettle* 01 | | 174 | *Stm Trawler* | | | | | | | | | | | |
| | | *1 Dk* | 52 | ~~Cyd 1 cm~~ 1,05 | | LMC9,01 | | | | | | | | | |
| 94 | **Janet Nicoll** | IronScSr | 748 | ✝ Auk | | | *j* | 1884 Palmers' 7mo Co.(Lim.) Newcastle | KoeGuanCo. *WB = DBa38′* | 184·0 29·2 13·8 Q57′B51′F23′ *60t FPT32t APT8t* | Penang British *1BHCem* | C.2Cy.23"&44"–33" 90RHP Palmers' Co.(Lim.),Nwc. | 14 " 9 | | |
| 89322 | *R.Nicholl* 03 | | 586 | 9,87 | | | | | | | | | | | |
| SLFT | *Well deck* | *1 Dk2tr B* | 475 | | | | | | | | | | | | |
| 95 | **Janeta** | SteelScSr | 3302 | ✝100A1 Gls | | | *r* | 1894 A.Stephen 3mo &Sons Glasgow | S.S.JanetaCo.Ld. (Maclay&McIntyre) | 330·0 43·0 26·3 P28′B68′F37′ FK | Glasgow British *5BHCem* | T.3Cy.24",39"&64"–42 (*s*) 160lb *80lb* 286NHP 2SB,*6rf*,GS124,HS4600 A.Stephen&Sons,Glasgow | 29 " 0 | | ~~vessel~~ N11,04 |
| 102608 | *A.Ford* –01 | *ss*Gls.No.2–03 | 3042 | 11,04 ~~1,04~~ | | Clf | | | | | | | 5 " 8½ | | |
| NHTQ | | *2Dks(1Irn&1Stl)* | 2179 | *You named "Henley," &c. No. 61* | | | | *in Supplement* | *WB = Cell DB264′ 749t* | | | | | | |
| | | *&deepframing3Dk rule* | | | | | | | | | | | | | |
| 96 | **Janssens** | SteelSc | 1323 | | | | | 1902 Kon.Maats deSchelde Flushing | Koninkl.Packetv. Maats. | 222·6 36·0 15·0 P58′F49′ | Batavia Dutch | T.3Cy.17",26½"&46½"–36" 129NHP Maats.deSchelde,Flushing | | DV | |
| | *P.Poussen* –02 | | 826 | | | | | | | | | | | | |
| TFQM | *Elec.light* | *1 Dk&Awngdk* | 813 | | | | | | | | | | | | |
| 97 | **Japan** | SteelScSr | 4319 | ✝ Aut | | | *y* | 1893 Caird&Co. 3mo (Lim.) Greenock | P.&O.Stm.Nav.Co. *WB = Cell DB314′774t FPT 61t APT50t* | 397·2 45·2 28·0 P46′B131′F59′ drp94 BK9″ | Greenock British *7BHCem* | T.3Cy.28",46"&77"–54" 439NHP 2DB,*12rf*,GS231,HS6178 Caird&Co.(Lim.),Grk. | 31 " 0 ~~6 " 8½~~ | BT till ~~[illegible]~~ 12,05 | |
| 102377 | *E.P.Martin* –03 | *2Dks(Stl–Uws)* | 3977 | 3,94 | | | | | | | | | | | |
| NDQK | *Elec.light* | *&Deepframing3Dk rule* | 2796 | | | | | | | | | | | | |
| 98 | — | IronSc | 1239 | | | | | 1871 Craig S.B.Co. Buffalo,N.Y. | Erie&Western TransportationCo. | 210·0 32·6 14·0 | Erie,Pa. Utd.States | | | | |
| 75329 | *Elec.light* | | — | | | | | | | | | | | | |
| | | | 932 | | | | | | | | | | | | |
| 99 | **Japara** | IronScSr | 1198 | ✝ Sng | | | | 1876 Caird&Co. 6mo Greenock | Koninkl.Paketv. Maats. | 256·2 31·6 17·3 P81′F78′ | Batavia Dutch *4BHCem* | C.2Cy.34"&60"–39" 187NH Caird&Co.,Greenock | | | |
| TFGR | *J.Wonder* | *2Dks&Shaded&* | 932 | *Shade dk* | | | | | | | | | | | |
| | | | 748 | 1,79 | | | | | | | | | | | |
| 100 | **Japigia** | IronScSr | 1252 | | | | … | 1887 Sld.S.B.C. (Lim.) Sunderland | Soc.Anon.diNav.a Vap.Puglia | 229·0 30·6 16·8 P136′F48′ *WB* | Bari Italian | T.3Cy.18",29"&50"–30" 137NHP N.E.MarineE.Co(Lim.)Sld | 17 " 7 | I | |
| 15 | *G.Cacac* 03 | *2Dks* | 891 | | | | | | | | | | | | |
| QBTC | *Well deck* | | 789 | | | | | | | | | | | | |
| 101 | **Japonica** | SteelScK | 145 | | | | … | 1896 Edwards Bros. NorthShields | SouthernStm. TrawlingCo.Ld. (C.C.Morley, *Mgr*) | 106·0 20·6 11·0 BK7½″ | Milford British | T.3Cy.12",18"&30"–21" 50RH N.E.MarineCo.(Lim.),Slc | 11 " 10 | | |
| 107049 | *G.Horth* –98 | *(Trawler)* | 144 | | | | | | | | | | | | |
| | | *1 Dk* | 32 | | | | | | | | | | | | |
| 102 | **Jaquarão** | WoodSc | — | | | | | 1889 St.Joao da Barra | BrazilianGovernment | 100·0 23·0 10·5 | RioGrandedoSul Brazilian | T.3Cy.13",19"&32"–24" 50NH | | | |
| | *ex*GilBlas) | | — | | | | | | | | | | | | |
| | | | — | | | | | | | | | | | | |
| 103 | **Jargoon** | Steel&IronSc3MastSr | 501 | ✝100A1 Lon | | | *h* | 1893 Scott& 12mo Sons Bowling A&CP | W.Robertson *WB = Cell DB96′120t* | 175·0 26·5 10·6 Q86′B10′F34′ BK7½″ | Glasgow British *3BHCem FPT15t* | C.2Cy.22"&44"–30" (*s*) 110lb *75lb* 81RHP 1SB,*3pf*,GS47,HS1610 Ross&Duncan,Glasgow | 13 " 0 s " 11½ | | 3,08 |
| 102649 | *W.Darragh* –98 | *ss*Bwg.No.3–5,02 | 373 | ~~5,00~~ 4,05 | | P.G1 | | | | | | | | | |
| NGCR | *Mchy. Aft* | *1 Dk(Irn)* | 188 | ~~Rebl 1,00~~ | | ~~LMC9,~~ | | | | | | | | | |
| | *Well deck* | *Irn framing Stl plating* | | | | | | | | | | | | | |
| 104 | **Jarl** | IronScBn | 1643 | ✝100A1 Bly | | | *q* | 1882 W.Gray& 11mo Co. W Hartlepool A&CP | RederiAktieb. Henckel (N.P. Swensson, *Mgr.*) *WB = DBa* | 257·6 35·7 19·0 P28′Q68′B66′F29′ ptND03 BK9″ | Hisngborg Swedish *4BHCem* | C.2Cy.28½"&60"–39" (*s*) 80lb ~~75lb~~ SDB88 173NHP 2SB,*6pf*,GS106,HS2734 *60lb* | 20 " 1 s 1 " 11 | | 4,04 |
| 4018 | *N.P.Backe* –02 | *ss*Hpl.No.3–10,95 | 1301 | 4,05 ~~7,03~~ | | Hbg | | | | | | | | | |
| JMRH | *exBerthe,exJ.M.* | *ssHav.No.1–00* | 995 | NB11,00 | | LMC 1,04 | | | | | | | | | |
| | *Well deck* | Lockwood) *1 Dk(Irn)2tr B* | | ~~DB85,00~~ | | ~~DBS1,05~~ | | | | | | | | | |
| | | *ssBly.No.2–04* | | | | | | | | | | | | | |
| 105 | — | IronScSr | 429 | | | | | 1889 Stavanger | Acties.Jarl (SigvalBergesen) | 147·9 24·8 12·6 Q35tB46tH10t F16t | Stavanger Norwegian *WB* | T.3Cy.11",18"&29"–24" NB01 41NHP Akers Mek.Verkst.,Xia. | | N | |
| | *A.Pedersen* –97 | *1 Dk2tr B* | 321 | | | | | | | | | | | | |
| JWPN | | | 254 | | | | | | | | | | | | |
| 106 | **Jarlsberg** | IronScSr | 220 | | | | | 1879 Akers Mek. Verkst. Christiania | Tönsberg& HortensDamp-skibsselskab | 119·8 19·3 8·2 P77t H6t F22t | Tönsberg Norwegian | 3Cy.–45" NB02 Akrs.Mek.Vrkst.,Chrstna. | | | |
| | *S.Egeness84–85* | *1 Dk* | 113 | | | | | | | | | | | | |
| HMDT | | | 130 | | | | | | | | | | | | |
| 107 | **Jarnac** | SteelScSr | 618 | ✝100A1 Liv | | | *j* | 1890 S.&H. 2mo Morton Leith A&CP | CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *WB = DBa46′35t FPT 33t APT10t* | 185·0 28·1 14·3 P18′B41′F24′ BK7½ | Liverpool British *1BHCem* | C.2Cy.17"&38"–30" (*s*) 110lb *90lb* 80RHP 1SB,*2rf*,GS35,HS1184 S.&H.Morton&Co.,Leith | 15 " 4 s 2 " 0 | | 9,01 |
| 97750 | ~~*L.Devina* 01~~ | *ssLiv.No.3–9,01* | 561 | 8,01 ~~2,05~~ | | ~~LMC9,01~~ | | | | | | | | | |
| LNTS | *McCallum* | *1 Dk(Irn)&Webframes* | 370 | ~~Steamer B.S.~~ | | | | | | | | | | | |
| 108 | **Jaroslaw** | IronSc | *1857* | | | | | 1878 Cramp&Co Philadelphia | | 306·6 38·6 24·4 | | C.2Cy.42"&73"–51" NB86 317NHP W.Cramp&Sons,Phildphia | | | |
| | | (*ex*Europa,*ex*State of California) | — | | | | | | | | | | | | |
| | | | *1064* | | | | | | | | | | | | |
| 109 | **Jason** | SteelScSr | 7450 | | | | | 1902 Workman, Clark&Co.Ld Belfast | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) *WB* | 454·7 54·1 32·3 P53′F57′ | Liverpool British | T.3Cy.28",48"&82"–60" 521NHP Wrkman,Clark&Co.Ld Bel | | BT till ~~7,04~~ 7,09 | |
| 115297 | *T.G.Steeves* –02 | | 6045 | | | | | | | | | | | | |
| TMCN | | *2Dks* | 4800 | | | | | | | | | | | | |
| 110 | — | SteelScSr | 1783 | | | | | 1903 Laxevaags Msk.&Jrnskb Bergen | Acties.Dpsk.Jason (J.B.Linaae) *WB* | 267·0 37·4 19·8 H131tF35t | Sandefjrd Norwegian | T.3Cy.19½",31"&51"–38" 149NHP LaxevaagsMsk&Jrns.Bgn | | N | |
| | *J.Elligers,jun.*03–03 | | 1616 | | | | | | | | | | | | |
| MBJC | | *1 Dk&Spar dk* | 1135 | | | | | | | | | | | | |
| 111 | — | IronScSr | 798 | ✝100A1 Sws | | | *l* | 1878 H.Murray 1mo &Co. Pt.Glasgow A&CP | Stone&Coombs *WB = D Ba62′s82′ FP* | 210·0 29·4 14·9 Q79′B37′F30′ BK8″ | Llanelly British *1BHCem TAPT* | T.4Cy.(2)12",27"&42"–33" 150lb *80lb* NDB05 98RHP 1SB,*3rf*,GS54,HS1481 *80lb Tpd*90Hutson&C'rbett,Glc | 15 " 8 s 1 " 5½ | | ~~8,03~~ 83,05 |
| 78598 | *R.J.Evans* –00 | *ss*Sws.2nd No.3–5,03 | 623 | 3,05 ~~5,03~~ | | Shl | | | | | | | | | |
| RHGK | (*ex*Ardanach) | *1 Dk2tr B* | 395 | ~~NB10,~~ | | ~~LMC~~ | | | | | | | | | |
| | *Well deck* | | | ~~,05~~ | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage officiel Tonn. Brut. Tonn. Net. | 5 Details de la Classification. Cote. Surveillance de la Cie. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navires. Machines. | 9 | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. Pavillon. | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 112 | **Jason** | **IronScSr** | 407 | | | | 1876 | Blackwood &Gordon Pt.Glasgow | Nav.aVap.Seraf. Tepic&Co. P.Pizzetti, *Mgr.* | 169·0 25·2 12·2 P35′ F28′ | Trieste Aust.-Hung | C.2Cy.22″&40″–27″ NB88 69NH Blackwood&Gordon,P.Gl | | | |
| 56 | *G.Tomich96–96* | | 236 | | | | | | | | | | | | |
| HKPV | (*ex*Belle of Dunkerque) | 1*Dk* | 237 | | | | | | | | | | | | |
| 113 | — | **SteelScSr** | 344 | | | | 1890 | Eriksbergs M.V Aktieb. Ges.Neptun Gothenburg | Dampfschifffahrts Ges.Neptun | 140·0 22·3 11·8 en93 | Bremen German | C.2Cy.18″&26″–17½″ 24NH Eriksbergs Mek Werk .Go | | G | |
| QFLK | *H.Connemann* | 1*Dk* | 197 | | | | | | | | | | | | |
| 114 | — | **IronSc3MstSrYt** | 288 | ✝100A1 *Stm Yacht* 6,04 2,09 | Bkn Sou | | 1877 | BarrowS.B Co. Barrow A&CP | F.Bibby | 161·7 23·7 18·3 ND01,Jrp01 UK97 | Barrow British 5*BHCem* | T.3Cy.18″,22″&35″–24″ (*s*) 186lb 90RH 1SB,3*rf*,gs45,hs1880 J.Jones&Sons,Liverpool | | | |
| 115 | — | **SteelScYl** | 175 | ✝100A1 *Stm Trawler* 12,0 | Gms | | 1898 | Mackie& Thomson Glasgow *Lloyd's A&CP* | Orient Stm Fishing Co.Ld. | 110·0 21·0 10·9 Q19 F20′ UK7½ | Grimsby British 3*BHCem* | T.3Cy.12″,19½″&32″–22″ (*s*) 180lb RB 1SB,2*pf*,gs84,hs921 Ross&Duncan,Glasgow | 12 | G | |
| 116 | **Jasper** | **IronScK** | 156 | ✝100A1 *Stm Trawler* 10,04 | Hul | | 1891 | Cochrane, Coopr& Schofield Beverley *Lloyd's A&CP* | KingstonSteam TrawlingCo.Ld. | 101·0 20·5 11·0 Q19′F18′ UK7½ | Hull British 3*BHCem* | C.2Cy 16″&32″–22″ 110lb 4AR 1SB,2*pf*,gs91,hs881 Amos&Smith,Hull | 11 | 10 | |
| 117 | **Jassy** | **SteelScSr** | 220 | | | | 1897 | R.Napier &Sons,Ld Glasgow | RoumanianState Railways | 300·0 39·7 22·1 P22′B92′F28′ | Braila Roumanian *WB* | T.3Cy.22″,35″&58″–39″ 210NH R.Napier&Sons,Ld.,Gls | | V | |
| | *Athanasin* | | 208 | | | | | | | | | | | | |
| HBRQ | *Elec.light* | | 1452 | | | | | | | | | | | | |
| 118 | **Jativa** | **IronScSr** | 1203 | ✝100A1 *Spar dk* 11,08 | Gen *n* BS4,04 LMC8,01 | | 1880 | J.Readhead &Co. S.Shields A&CP | Cia.Valenciana de Nav. *WB = D Ba25′f83′t* | 222·0 31·0 15·1 22·4 BK8 | Valencia Spanish 4*BHCem* *E&B31 109t* | C.2Cy.28″&50″–36″ 75lb 80lb 75lb 126NH 2SB,4*pf*,gs60,hs2497 J.Readhead&Co.,S.Shields | | | |
| HPNS | *Elec.light* | 1*Dk*(*Irn*)*&Spar dk 3tr B* | 793 | | | | | | | | | | | | |
| 119 | **Jattra** | **SteelTwinScSr** | 371 | | | | 1896 | R.Duncan &Co.(Lim.) PortGlasgow | Macneill&Co. | 150·9 26·1 10·3 P15′F26′ | Calcutta British *WB* | T.4Cy.(2)11″,28″&38″–26″ 74RH Rankin&Blackmore,Grk | | | |
| 105823 | *R.Spence78–00* | 1*Dk* | 288 | | | | | | | | | | | | |
| PHSM | | | 138 | | | | | | | | | | | | |
| 120 | **Java** | **SteelSc** | 4832 | | | | 1902 | Nederl. Schps.Maats. Amsterdam | Stoomv.Maats. Nederland | 370·0 48·6 31·6 P52 B86′F50′ | Amstrdam Dutch *WB* | T.3Cy.28½″,39½″&65″–47½″ 291NH NedFdv.Wrk&Spoor,Ams | | DV | |
| | *G.Visser* | | 4117 | | | | | | | | | | | | |
| PFJN | *Elec.light* | 3*Dks* | 3096 | | | | | | | | | | | | |
| 121 | — | **SteelScSr** | 4093 | ✝ 2,96 | Lon *x* | | 1892 | Caird&Co. (Lim.) Greenock | P.&O.Stm.Nav.Co. *WB = Cell D B306′735t F′T* | 384·6 45·1 27·9 P38′B104′F59′ BK9 *D Ba106′uE* | Greenock British 7*BHCem* 61t.*APT503* | T.3Cy.28″,46″&77″–54″ 439NH 2DB,*J2rf*,gs231,hs6478 Caird&Co.(Lim.),Grk. | 31 | 10 | 6·7 |
| 99783 | *S.Barcham* –03 | 2*Dks*(*Stl–Uws*) | 3819 | | | | | | | | | | | | |
| MSHC | *Elec.light* | *&Deep framing 3Dk rule* | 2632 | | | | | | | | | | | | |
| 122 | — | **SteelSc** | 4020 | ✝100A1 *with freeboard* 11,0 | Rot *w* LMC8,04 | | 1899 | Ropner& Son Stockton A&CP | Soc.Anon.Ungheresc diArmamento Maritt.Oriente *WB = Cell D Ba106′uE* | 336·5 46·6 24·7 P34′B180′F31′ FK *22′f136′708t FPT* | Fiumo Aust.-Hung. *B Cem* 174t *APT96t* | T.3Cy.24″,40″&66″–45″ (*s*) 1601b *160lb* 300NH 2SB,*6rf*,gs119 hs4640 Blair&Co.Ld.Stockton | 27 | 4 | 7 |
| JHQS | | 1*Dk*(*Irn*)*2tr B&Webframes 3Dk rule* | 2598 | | | | | | | | | | | | |
| 123 | — | **IronScSr** | 1477 | ✝ 10,79 | Lon *q* | | 1872 | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 270·2 30·7 24·0 | Glasgow British 6*BHCem* | T.3Cy.18″,29″&48″–36″ NE&B90 138NH A.&J.Inglis,Glasgow | 25 | 0 | |
| Broken up 7.04 | *E.W.M.Dickinson* –03 | *ss*Lon.No.1–76 | 1438 | | | | | | | | | | | | |
| LMFC | | 2*Dks*3*tr B* | 920 | | | | | | | | | | | | |
| 124 | — | **SteelPad** | 1321 | | | | 1904 | Wm Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 328·5 46·1 10·7 | Glasgow British | T.3Cy.28″,41″&60″–66″ 292NH Denny&Co.Dmb. | | | |
| 119157 | | 1*Dk* | 1521 | | | | | | | | | | | | |
| | | | 832 | | | | | | | | | | | | |
| 125 | — | **SteelScLr** | 194 | | | | 1903 | Gebr. Jonker Kinderdijk | Hollandsche Zeevisscherij | 114·9 21·8 11·2 | Vlaardngn Dutch *WB* | T.3Cy.10″,17″&28″–18″ 33NH Machf.Katendrecht,Rot. | | V | |
| | | 1*Dk* | 100 | | | | | | | | | | | | |
| 126 | — | **SteelScTug** | 124 | | | | 1898 | Dessiennes &Delsaux Boom | Soc.Anon.deRsmorq.àHélice | 89·9 19·0 11·0 | Antwerp Belgian | C.2Cy.19″&37″–20″ 51NH De Ville-Châtel Brussels | | V | |
| | *Thys* –98 | | — | | | | | | | | | | | | |
| | | | 62 | | | | | | | | | | | | |
| 127 | **Javary** | **SteelScSr** | 1249 | ✝100A1 1,95 | Liv *n* | | 1898 | S.P. Austin &Son,Ld. Sunderland A&CP | RedCrossIquitos SSCo.Ld (BoothSS Co.Ld. *Mgrs.*) *WB = Cell D Ba57′uE* | 235·5 34·3 14·5 P26′Q56′B46′F25 FK *B85′f96′366t FPT* | Liverpool British 4*BHCem* 22t *APT46t* | T.3Cy.19″,31″&51″–33″ 160lb *90lb* 156NH 1SB,3*pf*,gs69,hs2460 G.Clark,Ld.Sunderland | 17 | 3 | 8 |
| 109365 | *L.Dale* –01 | *ss*Liv.No.1–02 | 917 | | | | | | | | | | | | |
| QKLC | (*ex*Harlech) | 1*Dk*(*Irn*)*&Web frames* | 762 | | | | | | | | | | | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 128 | — | **SteelScSp** | 380 | | | | 1891 | Russell& Co. P.Glasgow | AmazonStm.Nav. Co.Ld. | 170·4 28·0 8·0 | Para Brazilian | T.6Cy.9″,14″&22″–18″ 41NH Kincaid&Co.(Lim.),Grk. | | | |
| | | | 298 | | | | | | | | | | | | |
| | *Mchy.Aft* | | 258 | | | | | | | | | | | | |
| 129 | **Jay** | **IronScK** | 144 | | | | 1897 | Edwards Bros. NorthShields | KelsallBros.& Beeching.Ld. (J.E. A.Kelsall, *Mgr.*) | 106·0 20·6 11·0 BK7½ | Hull British *WB* | T.3Cy.12″,18″&30″–21″ 41RH N.E.MarineCo.(Lim.),Sld. | 11 | 10 | |
| 103534 | *E.Walker* –97 | (*Trawler*) | 143 | | | | | | | | | | | | |
| | | 1*Dk* | 44 | | | | | | | | | | | | |
| 130 | **Jean Bart** | **IronScBn** | 708 | | | | 1870 | Readhead, Softley&Co. S.Shields | Cie.desBateaux àVap.duNord | 187·6 25·3 13·7 H80′ 196 | Dunkirk French *WB* | C.2Cy.28″&46″–30″ NB88 97NH ReadheadSoftly&Co.,S.Sh | | V | |
| | *J.B.Agueray02–02* | | — | | | | | | | | | | | | |
| JQCW | | 1*Dk&Spar dk 3tr B* | 384 | | | | | | | | | | | | |
| 131 | **Jean Guiton** | **SteelPad** | 192 | | | | 1894 | J.Scott& Co. Kinghorn | Soc.Anon.desBateaux àVap.de l'Ile deRé | 134·0 20·0 8·5 | LaRochlle French | C.2Cy.22″&40″–48″ 92NH J.Scott&Co.,Kinghorn | | | |
| | *Uzereau* –94 | 1*Dk* | 164 | | | | | | | | | | | | |
| JQHC | | | 75 | | | | | | | | | | | | |
| 132 | **Jeanara** | **SteelScSr** | 3302 | ✝100A1 | Gls *v* | | 1894 | A.Stephen &Sons Glasgow | S.S.JeanaraCo.Ld. (Mackay&McIntyre) Bombay & Persian SSCo.Ld *WB = Cell DB264′749t* | 330·0 43·0 26·3 P28′B68′F37′ FK | Glasgow British 2*BHCem* 1*PT123t* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb 80lb 286NH 2SB,6*rf*,gs124,hs4600 A.Stephen&Sons,Glasgow | 29 | 0 | 5·8 |
| 102695 | *T.Laycock* –01 | *ss*Clf.No.2–02 | 3042 | | | | | | | | | | | | 10,01 |
| NKDG | 2*Dks*(1*Stl*,1*Irn*) | *&deep framing* | 2179 | | | | | | | | | | | | |
| | *T.L.Molony00–04* | *Now Hamoud* + Hashemi," *See No.* 34 *in Supplement* | | | | | | | | | | | | | |
| 133 | **Jeanette** | **WoodSc** | 230 | | | | 1893 | ..... Benicia,Cal | LeonBlum | 116·0 27·2 13·2 | S.Frncisco Utd.States | | | | |
| 77078 | *E.W.Newth90–93* | | 214 | | | | | | | | | | | | |
| | | | 218 | | | | | | | | | | | | |
| 134 | **Jeanie** | **IronScBn** | 1793 | ✝100A1 1,95 | Clf *r* | | 1882 | E.Withy& Co. Hartlepool *Lloyd's A&CP* | VindomoraS.S.Co. Ld.(E.R.Care, *Mgr.*) | 275·0 35·6 18·1 P30′Q78′B64′F30′ BK9 *WB = Cell* | Cardiff British 4*BHCem* 1DB,4*pf*,gs64 T.Richardson&Sons,Hpl. | C.2Cy.35″&65″–36″ 75lb 80lb NDB98 211NH | 20 | 8 | 2·0 |
| 81660 | *J.E.Pollard* –01 | *ss*H.No.3–6.94 | 1457 | | | | | | | | | | | | |
| WHYC | | *ss*Clf.No.2–03 | 1114 | | | | | | | | | | | | |
| | *Well deck* | 1*Dk*(*Irn*)*2tr B* | | | | | | | | | | | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / For Special Survey. Date of last Survey. | Port of Survey. | Built. When. / Where. / By Whom. / Engines. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. Nos. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP.=Horse power by Society's formula; HP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 135 Jeanie<br>76389 P.H.Mason88–91 YM11,99 2Dks<br>KBCQ *Sailing Schooner—See Sail Register* | Wood Aux Sc 4 Mst Sr | 107<br>—<br>863 | | | 1883 Goss, Sawyer & Packard Bath, Me. | Pacific Packing & Navigation Co. | 186·3 | 37·9 | 18·8 | Seattle<br>Utd. States | C.2Cy.20½"&41"–30"<br>51NH<br>Neafie & Levy, Philadelphia | | | |
| 136 Jeanie Hope<br>82917 A.Cutting –04 (*ex* Annie Hope)<br>*Mchy Aft* | Iron Sc Dandy | 104<br>—<br>65 | | | 1881 Hawthorns & Co. Leith | J.Crisp & Sons | 83·4<br>Q8*t*<br>Jen82 | 17·6 | 8·5 | Lowestoft<br>British | 2Cy.10"&20"–15"<br>17RH<br>Hawthorns & Co., Leith | | | |
| 137 Jeanne *ss*<br>M Kimmerer01–01 *ss*<br>PFKS (*ex* Olof Reinhold<br>Oscar Nordin (O.R.O.N.), *ex* Huntsman)<br>*Mchy Aft* | Iron Sc Sr | 203<br>192<br>129 | ✠100A1 Alm<br>3,04 Nwc<br>✠LMC 2,04 | | 1883 Palmers' 9mo Co. Ld. Newcastle<br>*Lloyd's A&CP* | Stoomb. Maats. Hollandia (Canne & Balwé, *Mgrs.*) | 280·7<br>P35' B58' H30' F29'<br>ptsND1 BK9½<br>WB = DBa | 37·2 | 23·0 | Amsterdam<br>Dutch | C.2Cy.33"&61"–42" (a<br>80lb. *55lt* 209NH<br>1*BHCem.*<br>2SB.*6pf*, GS100, HS184<br>88'f61'300*t* Palmers' Co. Ld. Nwc | 24 " 4<br>24 " 3 | | 2,04 |
| 138 —<br>*For full particulars see No. 3 in Supplement* | Steel Sc Sr | 1175<br>1042<br>723 | 100A1<br>*(Class Contemplated)* | | 1904 Wood, Skinner & Co. Ld Newcastle | M. Carl | 232·0 | 35·0 | 16·6<br>P22' B59' F28' | Copnhagn<br>Danish | T.3Cy.17½",29"&48"–33"<br>N.E. Marine Eng Co Ld. Nwc | | | |
| 139 —<br>*Darrauspe*<br>JQKR | Steel Sc Sr<br>(*Trawler*) | 170<br>124<br>38 | | | 1898 Edela Brosse & Fouché Nantes | Soc. Nouvelle des Pêcheries à Vap. | 105·4 | 20·5 | 10·4<br>P37' F17<br>*WB* | Arcachon<br>French | C.2Cy.17⅞"&29½"–16½"<br>31NH<br>E. de la Brosse & Fouché, Nt. | | V | |
| 140 Jeanne Conseil<br>*L.Verdois*81–93 *ss*Bdx.No.3–8,95<br>JQLS (*ex* Cuba) *ss*Bdx.No.1–99<br>2*Dks* 1*Ird* 1*pt Ird*) 3*tr L* | Iron Sc Sr | 2213<br>1868<br>1251 | ✠100A1 Rou *s*<br>3,03<br>✠LMC 3,03<br>BS10,04 | | 1883 W. Gray & Co. 7mo | Les fils de Th. Conseil | 285·6<br>P26' B61' F32<br>BK9½<br>*WB = DBa* | 36·1 | 24·2 | Bordeaux<br>French<br>*A&CP* | C.2Cy.36½"&68"–42" (b<br>80lb 72*lb* (P) NDB02 250NH<br>2SB.*6pf*, GS92, HS316 | | | 10,03 |
| 141 Jeanne D'Arc<br>*L.T.Andersen*00–05<br>HDPW (*ex* Acaster)<br>*Well deck* | Iron Sc Sr | 1323<br>1077<br>828 | | | 1882 J. Priestman & Co Sunderland | Akties Ganger Rolf (Fred. Olsen, *Mgr.*) | 251·5<br>Q88 B56' F25' | 34·6 | 17·5<br>BK9 | Christiania<br>Norwegian<br>*WB* | C.2Cy.31"&58"–86<br>157NH<br>N.E. Marine E.C. (Lim), Sld | 19 " 0 | N | |
| 142 —<br>*L.Vicaire*99–01 (*ex* Bonny)<br>JQMC | Iron Sc Sr | 1281<br>—<br>742 | | | 1869 Randolph, Elder & Co. Glasgow | E. Caillol Duvillard | 261·2 | 30·1 | 23·0 | Marseilles<br>French | C.2Cy.38"&68"–33<br>NDB96 222NH<br>Randolph, Elder & Co., Gls. | | | |
| 143 —<br>*J.M.Lederff* –95 (*ex* Harriet Agnes)<br>JQMG | Iron Sc 3 Mst Sr<br>1*Dk 2tr b* | 668<br>462<br>368 | | | 1866 Nyköpings Mek. Verks. Nyköping | Cie Brestoise de Nav. à Vap. | 194·8<br>P102*t* | 25·9<br>F19*t* | 15·2<br>*WB* | Brest<br>French | C.2Cy.22"&42"–27'<br>NE83 NB00 76NH<br>R.&W. Hawthorn, Nwc. | | V | |
| 144 —<br>*Cantagreel* 01<br>(*Trawler*) | Steel Sc Sr | 208<br>—<br>65 | | | 1904 Germe & Co Boulogne s/mer | Th. Huret | 112·7 | 23·1 | 12·2 | Boulogne s/mer<br>French | C.2Cy.14"&27½"–16"<br>25NH<br>Germe & Co Boulogne s/Mer | | V | |
| 145 —<br>*H.Ayelle* (*ex* Pioneer) 1*Dk*<br>JQLW | Iron Sc K | 113<br>—<br>44 | | | 1881 J. Shuttleworth Hull | P. Durand | 94·2 | 20·2 | 9·3 | Algiers<br>French | C.2Cy.15"&29"–18"<br>NB87 30NH<br>*Cmp*87 CD Holmes & Co. Hu | | | |
| 146 Jeannette Woermann<br>*W.Schütt*98–02<br>RJVK | Steel Sc Sr<br>2*Dks 3tr B* | 2229<br>2046<br>1412 | | | 1893 Blohm & Voss Hamburg | Woermann Linie Kommanditges. | 290·7<br>B80' | 38·1<br>F35' | 23·7 | Hamburg<br>German<br>*WA* | T.3Cy.19",30"&50"–39⅜"<br>157NH<br>Blohm & Voss, Hamburg | | G | |
| 147 Jeannie<br>114894 | Steel Sc K<br>1*Dk* | 79<br>74<br>22 | ✠100A1 Shl<br>*For fishing purposes*<br>12,04 8,00<br>✠LMC 7,04<br>Aon | | 1903 Smith's 8mo Dock Co. Ld North Shields<br>*Lloyd's A&CP* | W. H. Leask | 80·0 | 18·1 | 8·5<br>BK6'<br>*WB* | Peterhead<br>British | C.2Cy.10½"&23"–16" (*s*<br>125lb 23RH<br>1SB.*2pf*, GS25, HS53<br>1*BHCem*<br>*FPT3t* Shields Eng. Co. Ld. N. Shl. | 9 " 0 | | |
| 148 Jeannot<br>*N.Delpierre* –01 (*Trawler*)<br>1*Dk* | Steel Sc Sr | 208<br>179<br>16 | | | 1899 E. Lucas & Co. Dieppe | Soc. des Pêcheries Lilloises | 120·0<br>F15' | 21·0 | 13·6 | Boulogne<br>French | T.3Cy.12½",19"&29"–18"<br>NB02 36NH<br>E. Lucas & Co. Dieppe | | V | |
| 149 Jebba<br>109969 *F.J.Davis* –04 *ss*Liv.No.1–00<br>QGVN (*ex* Albertville) 2*Dks* 1*pt Std*–ws)<br>*Elec.light* *U Std*–ws) *deep framing* | Steel Sc Sr | 3813<br>2850<br>2439 | ✠100A1 Liv *w*<br>4,04<br>~~BS11,01~~<br>✠LMC 4,04<br>11,04 | | 1896 Sir Raylton Dixon & Co. Middlesbro' 6mo<br>A&CP | African S.S. Co. (Elder, Dempster & Co. *Mgrs.*) | 352·0<br>P239' F44' | 44·2 | 23·4<br>FK<br>*Cell DBa* 80' *uE* 22<br>*WB* = | London<br>British | T.3Cy.27",43"&72"–48" (*s*<br>180lb *90lb* 419NH<br>6*BHCem*<br>2SB.*6cf*, GS116, HS550<br>*f*162'575*t*<br>T. Richardson & Sns Ld. Hull | 26 " 0<br>24 " 1½ | BT till 11,05 | 3,02 |
| 150 Jed<br>110745 | Steel Sc Yl<br>*ss*Hul.No.1–04<br>1*Dk* | 167<br>154<br>56 | ✠100A1 Hul<br>*Stm Trawler*<br>11,04 ~~11,04~~<br>✠LMC 8,04 | | 1899 Irvine S.B. & E.Co.Ld. Irvine<br>*Lloyd's A&CP* | J. Leyman & Co. Ld. | 105·6<br>Q17' F19' | 21·0 | 10·7<br>BK7½<br>*WB* = *MT* 14'25 | Hull<br>British | T.3Cy.10",16"&27"–20" (*s*<br>200lb 45RH<br>1SB.*2pf*, GS26, HS642<br>Muir & Houston, Ld. Gls. | 11 " 7 | | ~~12,04~~<br>11,04 |
| 151 Jedburgh<br>109487 *H.Nurse* –97 *ss*Gms.No 1–02<br>1*Dk* | Steel Sc Yl | 165<br>152<br>51 | ✠100A1 Gms<br>*Stm Trawler*<br>4,04 ~~2,03~~<br>✠LMC 8,02<br>BS4,04 | | 1897 Mackie & Thomson Glasgow 12mo<br>A&CP | Hagerup, Doughty & Co. Ld. | 104·2<br>Q17' F18' | 21·0 | 10·7<br>BK7½ | Grimsby<br>British | T.3Cy.10",16"&27"–20" (*s*<br>180lb 45RH<br>1SB.*2pf*, GS23, HS536<br>1*BHCem*<br>Muir & Houston, Ld. Gls. | 11 " 7 | | 4,04 |
| 152 Jefferson<br>77356 *I.E.Dole*87–<br>KPCM *Elec.light* | Steel Sc Sr<br>2*Dks & Awngdk* | 3127<br>—<br>2025 | | | 1899 Delaware River Co. Chester, Pa. | Old Dominion SS. Co | 305·8 | 42·0 | 17·0<br>27·6 | New York<br>Utd. States | T.3Cy.27",44½"&73"–54"<br>392NH<br>Delaware River Co. Chester | | RS | |
| 153 Jelo<br>HCNR *Elec.light* | Iron Sc Sr<br>(*ex* Schweden)<br>1*Dk 2tr B* | 542<br>386<br>321 | | | 1880 Act. Ges. "Vulcan" Stettin | R.M. Peterson | 169·7<br>P117*t* H14*t* F24*t* | 24·5 | 13·5 | Frdrksvrn<br>Norwegian<br>*WB* | C.2Cy.21½"&39"–27½"<br>NB02 66NH<br>A.G. "Vulcan," Stettin | | G | |
| 154 Jelunga<br>98596 *A.J.Windebank*78–03 (*ex* Santiago,<br>*ex* Leon XIII, *ex* Jelunga) 3*Dks* (2*Std*–ws<br>*Elec.light* | Steel Sc 3 Mst Sr | 5206<br>4329<br>3361 | ✠ Dmb *s*<br>12,90<br>✠ | | 1890 W. Denny 12mo & Bros. Dumbarton | British India Stm. Nav. Co. Ld. | 410·5<br>P45' B165' F49' | 48·2 | 30·5<br>BK11 | Glasgow<br>British | Q4Cy32".46½",64½"&92"–60"<br>666NH<br>7*BHCem*<br>3DB.*18cf*, GS352, HS9630<br>Denny & Co., Dumbarton | 32 " 3 | | |
| 155 Jenfeld<br>RLMD (*ex* Svea)<br>*H.Bethmann*99–01 | Iron & Steel Sc Sr<br>1*Dk & Spar dk* | 1118<br>1076<br>684 | | | 1885 Motala Co. Norrkoping | Continentale Rhed. Act. Ges. | 218·3<br>H56*t* | 30·8 | 14·8<br>22·6 | Hamburg<br>German<br>*WB* | C.2Cy.29¼"&53¾"–32½"<br>NB97 136NH<br>Motala Co., Motala | | V | |
| 156 Jennie<br>118004 *T.Millinger* –04 | Steel Sc Sr<br>1*Dk* | 223<br>177<br>75 | | | 1903 Scott & Sons Bowling | J. Monks & Co. Ld. | 100·4<br>F17' | 23·2 | 10·6 | Liverpool<br>British<br>*WB* | C.2Cy.14"&30"–24"<br>37RH<br>Fisher & Co. Paisley | | | |

| Numéro d'Ordre. Numéro d'Identité. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Force diagonale. Force longitudinale. Lettre d'Enfoncement | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | Quille sur Quille. Franc-bord au milieu du navire. pds. po. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 157 76718 | **Jennie** *A. Esser* 96–96 1 *Dk* | WoodTwinScr 127 118 60 | | 1883 M. Turner Benicia, Cal. | Alaska Packers' Association | 99·5 22·3 8·6 | S. Francisco Utd States | C.4Cy. 7″&14″–12″ 11 NH | | | |
| 158 HKRG | **Jenny** *A. Budinich* –03 *ss* Tri. No. 1–03 1 *Dk* (*Stl*) *& deep framing* | SteelScSr 2437 2183 1506 | ✝100A1 6,01 | 1899 Tri *t* | 1mo R. Craggs & Sons Middlesbro' A&CP | Jenny S.S. Co. Ld. (Flli. Cosulich) *WB* = *Cell DBa* 92 | 300·0 43·0 20·5 P27′ B58′ F33′ FK *uE*4 *B*86′ *f* 120′ 625*t* | Trieste Aust.-Hung *BHCem* 1*PT*41*t* | T.3Cy. 22½″, 36½″ &61″–42″ 160lb *Stl* (r) 245 NH 2SB. 6½ *f*, *gs*111, *hs*3792 Sir C. Furness, Westgarth & Co Ld. Mdlb | 23 · 0 · 3 · 11 | |
| 159 HFRS | — *O. Köster* 90–97 *ss* Dnz. 2nd No. 8–6,01 1 *Dk* 2 *tr B* *Well deck* | IronScSr 793 627 486 | ✝90A1 1,05 LMC3,0 | 1878 Dnz 9mo Austin & Hunter Sunderland A&CP | ~~Danziger Rhed. Act. Ges.~~ (Th. Rodewacker, *Mgr.*) | 201·0 28·0 15·4 271′ B48′ F24′ (tpNB91 BK7½ *WB* = *APT*35*t* | Danzig German *BHCem* *MT*18′ 136*t* | C.2Cy. 25″&48″–30″ 103 NH 75lb ~~Stl~~ NB5,90 NDB93 1SB. 3*pf*, *gs*50, *hs*1829 *Stl*? Black, Hawthorn & Co., Gts | | | |
| 160 79020 ROFS | **Jeranos** *C. H. Smith* –94 2 *Dks* (1 *Irn*) 3 *tr B* 6 th Survey, Shl. 5,04 | IronScBg 1979 1951 1288 | ✝ A1* 1 1,04 | Sws Lv Shl | 1878 Richardsn, Duck & Co. Stockton | Northumbrian Shpg. Corportn. Ld (L. Macarthy *Mgr.*) | 280·5 36·0 26·2 ND91 BK9½ *WB* = *MT* | Newcastle British *BH* | C.2Cy. 35½″&66″–42″ 235 NH 2SB. 8 *pf*, *gs*97, *hs*2984 Blair & Co. (Lim.), Stockton | 27 · 6 · 6 · 1½ | |
| 161 | **Jère** 1 *Dk* | CompPadSr 120 119 60 | | 1892 J. S. White East Cowes, I.W. | Crown Agent for the Colonies | 110·0 19·0 8·0 B39′ | British | C.2Cy. 19″&35″–30″ 56 NH J. S. White, E. Cowes, I.W. | | | |
| 162 110903 | **Jeria** *G. Newman* –99 *ss* Gms. No. 1–03 1 *Dk* | IronScK 197 177 61 | ✝100A1 *Stm Trawler* 1,05 LMC6,03 | 1899 Cook, Wel- 8mo ton & Gemmel Hull *Lloyd's SA&CP* | Gt. Gms. & E. Coast Stm. Fishing Co. Ld | 114·0 21·0 11·3 Q19′ F19′ BK7½ *WB* = *DB*/5′3*t* | Grimsby British *BHCem* *APT*27*t* | T.3Cy. 11¾″, 20″&32″–24″ 180lb 55 RH 1SB. 2*cf*, *gs*32, *hs*925 Amos & Smith, Hull | 12 · 1 | | |
| 163 HDKS | **Jern** *J. Johnsen* *ss* Mdb. No. 2–91 *Well deck* 1 *Dk* (*Irn*) 2 *tr B* | IronScSr 931 725 571 | ✝ 4,97 | Lth *m* | 1883 W. Doxford 11mo & Sons Sunderland | Actes. Jern (D.S. Meier, *Mgr.*) *WB* | 211·3 30·1 15·5 Q76*t* B85*t* H 13*t* F31′ BK8′ *DBa* 62′ *f*57′ 219*t* | Christiania Norwegian *BHCem* *APT*27*t* | C.2Cy. 25″&48″–33″ NB99 110 NH 1SB. 3*pf*, *gs*52 W. Doxford & Sons, Sld | 16 · 4 | N |
| 164 312 HTVG | **Jernbarden** *C.M. Pettersson* 75–89 1 *Dk* 2 *tr B* | IronScSr 1025 802 595 | | 1882 Göteborgs Mek. V. Gothenburg | Ångf. Aktieb. Jernbarden (A. Lilljequist) | 206·7 31·0 17·1 P108′ H9′ F23′ *WB* | Gothenburg Swedish | C.2Cy. 27″&57″–36″ NB92 162 NH Hendrsn, Coulbrn & Co. Rnf | | | V |
| 165 77027 WVDN | **Jerome** *J. Spedding* –02 *ss* Liv. 2nd No. 3–5,02 (*ex* Warwick Castle) 3 *Dks* (*Irn–Uws*) | IronScSr 3056 2869 1880 | ✝100A1 10,01 LMC MS5,02 | 1877 R. Napier 8mo & Sons Glasgow A&CP | Booth S.S. Co. Ld. | 348·9 39·4 28·8 F24′ BK11′ *WB* = *DB*52′ | Liverpool British *BHCem* *APT*21*t* | T.3Cy. 30″, 49½″&78″–48″ 160lb ~~Stl~~ NDB91 435 NH 2SB. 6*rf*, *gs*120, *hs*5893 *Tpd*91 Fairfield Co. Ld., Gls | | BT 12/05 7/05 | |
| 166 87464 HRKS | **Jersey** *W.C. Gallichan* –02 *ss* Off. No. 3–3,95 *Well deck* *ss* Off. No. 2–01 1 *Dk* (*Irn*) 2 *tr B* | IronScSr 1627 1318 1025 | ✝100A1 6,04 LMC BS9,03 MS4,04 | 1883 Palmers Co 3mo Newcastle *Lloyd's SA&CP* | Jersey S.S. Co. Ld. (Morel. Ld.) *WB* | 260·0 35·2 17·0 Q94′ B60′ F31′ FK *Cell DB* 220′ 365*t* | Cardiff British *BHCem* *APT*21*t* | C.2Cy. 31″&60″–39″ *Cr.Ir. Stl* 80lb *Stl* NDB92 99 RH 2SB. 4*pf*, *gs*87, *hs*2637 Palmers' Co. (Lim.), Nwc. | 19 · 0 · 1 · 1 | | |
| 167 106693 | — *J.R. Tomlin* –96 *ss* Gms. No. 2–05 1 *Dk* | SteelScYl 161 148 51 | ✝100A1 *Stm Trawler* 2,05 LMC | 1896 Mackie & 12mo Thomson Glasgow A&CP | Hagerup, Doughty & Co. Ld. | 104·2 20·5 10·7 Q17′ F19′ BK7½ | Grimsby British *BHCem* | T.3Cy. 10″, 16½″&27″–20″ 180lb 45 RH 1SB. 2*pf*, *gs*28, *hs*536 Muir & Houston (Lim.), Gls | 11 · 7 | | |
| 168 105022 | — *W. Watson* –95 1 *Dk* | IronScK 139 133 56 | ✝ *Stm Trawler* 12,95 | Hul | 1895 Cochrane & 2mo Cooper Beverley | Hull Steam Fishing & Ice Co. Ld. | 99·0 20·5 11·0 BK7½ | Hull British *BHCem* | T.3Cy. 10″, 16″&25½″–20″ 85 RH 1SB. 2*pf*, *gs*16, *hs*524 C.D. Holmes & Co., Hull | 11 · 10 | |
| 169 85803 WJRT | **Jersey City** *R. Franklynd* –02 2 *Dks* (*Irn*) 3 *tr B* | IronScBn 1890 1716 1197 | ✝100A1 3,05 | Brs *s* | 1882 Richardson 4mo Duck & Co. Stockton *Lloyd's SA&CP* *WB* = | C. Hill & Sons | 270·4 36·0 23·5 P26′ F33′ BK9½ *DBa* 76′ *f u B* 30′ 245*t* | Bristol British *BHCem* *MT*26′ 290*t* | C.2Cy. 36″&67″–36″ 80lb *Stl* NDB01 218 NH 1DB. 6*pf*, *gs*100, *hs*3750 T. Richardson & Sons, Hpl. | 24 · 7 · 4 · 2 | |
| 170 114763 SPRV | **Jerseymoor** *A.W. Stonehouse* –03 *Turret deck* 1 *Dk* 2 *tr B* | SteelScSr 3746 3138 2408 | | 1901 W. Doxford & Sons, Ld. Sunderland | Moor Line, Ld. (W. Runciman & Co. *Mgrs.*) | 342·0 46·7 24·8 F36′ *WB* = *Cell DBa* 117′ *u E* 27′ *f* 154′ 914*t* *DTa* 27′ | Newcastle British *WB* | T.3Cy. 26″, 42″&68″–42″ 300 NH W. Doxford & Sons, Ld. Sld. | | | V |
| 171 114025 TGLP | **Jeseric** *W. Shotton* –02 *Elec. light* 2 *Dks* (*Stl*) *& deep framing* *& Shelter dk* (*Stl*) | SteelScSr 4816 4392 3114 | ✝100A1 *Shelter dk* ~~N Yk~~ MC3,02 Y&s | Ant *y* | 1902 W. Hamil- 3mo ton & Co. Pt. Glasgow *Lloyd's SA&CP* *WB* = *Cell DBa* 117′ *u E* 27′ *f* 154′ 914*t* *DTa* 27′ | A. Weir & Co. | 370·2 52·1 27·2 FK 6 *BHCem* 730*t* *APT*29*t* | Glasgow British *BHCem* | T.3Cy. 27″, 43½″&72½″–48″ 180lb *Stl*b 405 NH 2SB. 6*cf*, *gs*123, *hs*5122 D. Rowan & Co. Glasgow | 29 · 11 · 4 · 10½ | |
| 172 ~~76830~~ SQLH | **Jesmond** ~~*J. L. Templeton* —03~~ 2 *Dks* (1 *Irn*) 3 *tr B* | IronScSr 1435 1372 910 | ✝100A1 6,04 Off LMC11,01 | Npt *p* | 1878 C. Mitchell 12mo & Co. Newcastle A&CP | ~~Watts, Watts & Co.~~ | 252·0 33·0 22·5 ND91 FK *WB* = *DBa* 74′ | ~~London~~ ~~British~~ *BHCem* *f u E*24′ Japanese | L.2Cy. 30″&58″–36″ 75lb *Stl*b NDB95 155 NH 2SB. 4*pf*, *gs*70, *hs*2570 Wallsend Slipway Co., Nwc | 23 · 8 · 4 · 3 | |
| *Now named "Tomashima Maru," See No 46 in Supplement* | | | | | | | | | | | |
| 173 77362 | **Jesse Spalding** *Mchy. Aft* *Elec. light* 1 *Dk* | SteelScSr 1043 — 856 | | 1899 F.W. Wheeler W. Bay City, Mich | Spalding Lumber Co. | 220·0 40·0 14·0 P—F— *WB* | Chicago Utd. States | T.3Cy. 17″, 28″&47″–36″ 133 NH F.W. Wheeler, W. Bay City | | | V |
| 174 RHKS | **Jessica** *P. Richter* (*ex* Rambler) 1 *Dk* (*Irn–ws*) 2 *tr B* | IronScSr 576 521 352 | ✝ 5,88 NB8,87 | Hul *j* | 1878 London & 5mo Glasgow Co. Glasgow | A. Kirsten | 191·4 26·7 14·4 Q28′ F29′ drp 87 *WB* = *MT*18′ 100*t* | Hamburg German *BHCem* | C.2Cy. 24½″&46″–30″ 1SB. 3*pf*, *gs*54, *ndb*87 97 NH London & Glasgow Co., Gls. | 15 · 6 | G |
| 175 88910 MHFW | **Jessie** *S. Norby* 81–00 1 *Dk* (*Stl*) *& Web frames* *Well deck* | SteelScSr 2256 1725 1442 | ✝100A1 2,05 Off MC11,05 BS9,04 | 1891 W. Gray & 9mo Co. (Lim.) W Hartlepool A&CP | C. Nielsen & Sons | 280·5 38·1 20·6 P29′ Q86′ B110′ F31′ FK *WB* = *DBa* | Hartlepool British *BHCem* | T.3Cy. 21½″, 34″&57″–39″ 160lb ~~Stl~~ NDB94 207 NH 2SB. 6*rf*, *gs*74, *hs*3180 Cntrl Marine & Wrks. W Hpl | 21 · 10 · 1 · 10 | | |
| 176 113468 | — *W.C. Corrin* –04 *Mchy. Aft* *Well deck* 1 *Dk* (*Stl*) | SteelScSr 364 253 84 | ✝100A1 7,03 LMC5,01 | Bkn *f* | 1901 S. Mc- 5mo Knight & Co Ld Ayr A&CP | W. Rowland | 146·9 24·1 10·3 Q54′ B14 F27′ BK7′ *WB* = | Liverpool British *BHCem* *FPT*36*t* | L.2Cy. 18″&40″–27″ 180lb 86 RH 1SB. 2*pf*, *gs*41, *hs*1488 Rose & Duncan, Glasgow | 11 · 6 · · 10 | |
| 177 115900 | — *H. Barley* –04 1 *Dk* | SteelScSr 167 115 55 | | | 1902 Ardrossan DD & SB Co Ld Ardrossan | H. Leetham & Sons, Ld. | 100·0 20·6 7·2 Q36′ F19′ | London British *WB* | C.2Cy. 12″&24″–18″ 24 RH J. Menzies & Co., Ld., Leith | | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Masters. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage. Gross. Under Deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years classed; now applied. Boutfeuer. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. Summer. ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 178 109715 SGBL | **Jessie Burns** *R.N.Hutton82–01* | **SteelScSr** 1 *Dk(Stl)2tr B&deep framing 3Dk rule* | 3445 3260 2211 | ✝100A1 *with freeboard* 6,07 ✝LMC8,01 | Hpl | *w* | 1901 3mo | Short Bros. Ld. Sunderland A&CP | **WhitburnS.S.Co. Ld.** (G.Butchart &Co. *Mgrs*) *WB=CellDBa110′ aE24′ f128′* | 340·3 47·2 26·1 P31′ B132′ F38′ FK | **Sundrland** British *BH Cem 80lb APT15t* | T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *80lb* 313NH 2SB,8*pf*,GS142,HS1800 J.Dickinson&Sons,Ld.Sld | 27 ″ 4 ″ 5 ″ 3½ ″ 5 ″ 0½ | | 6,11 |
| 179 99414 *Mchy. Aft* | **Jessie Darling** *F.B.Derry96–0* | **IronScSr** *ssAdl.No.1–89* 1 *Dk(Irn)* | 231 158 | ✝ 5,89 | Adl | *d* | 1884 9mo | Murdoch& Murray Port Glasgow | **J.Darling.jun.** *WB=FPT37t APT4t* | 125·3 23·2 10·4 Q43 B8′ F18 | **P.Adelaide** British *3BH Cem* 66RH | C.2Cy.20″&40″–27″ Kincaid&Co.,Greenock | 11 ″ 1 | | |
| 180 93782 KSLV *Well deck* | **Jessmore** *I.F.Taylor –00* | **SteelScSr** *ssTrn.No.3–2,01* 1 *Dk(Irn)&Webframes Floors Irn* | 2387 1781 1484 | ✝100A1 12,04 B36,02 B88,04 ✝LMC8,01 | Tru Nwc | *s* | 1888 7mo | Oswald, Mordnt&Co. Southampton *Lloyd'sA&CP* | **Donald&Taylor** *WB= DBuE&B34′ 119t* | 294·0 40·3 18·6 Q94′ B140′ F35′ FK *MT40′ 523t FPT 7BH Asp* | **Glasgow** British *53t APT40t* | T.3Cy.21½″,36″&61″–39″ (*s*) 170lb 258NH 2SB,6*tf*,GS120,HS4002 Oswald Mordaunt&Co.Sou. | 20 ″ 10 ″ 1 ″ 11 | | 12,05 |
| 181 54730 HNPJ (*ex*Camilla) | **Jet** *N.Robson –03* *Mchy. Aft* | **IronSc3MstSr** *ssSld.2nd No.3–1,95* *ssShl.No.2–03* 1 *Dk(ptStl&Irn)2trB* | 986 837 604 | ✝100A1 ✝NB8,[illegible] fitted 95 B88,04 ✝LMC4,03 | Nwc | *n* | 1866 6mo | Palmers' Co. Newcastle A&CP | **J.Ridley.Son& Tully** *WB=DBa* | 239·7 28·1 16·0 Q65′ B35′ F35′ len73 drp03 BK7 31′ *f52′ MT62′ 260t* | **Newcastle** British *4BHpt Asp ptCem* | C.2Cy.26″&51″–30″ 80lb 119NHP | 18 ″ 9 ″ 2 ″ 8 | | 7,03 |
| 182 | **Jhr. Carel Herman van der Brandeler** | **SteelScLr** 1 *Dk* | 202 200 107 | | | | 1903 | W.C.Boele &Zonen Slikkerveer | **Naamlooze Vennootschap NationaleStoomv.** *WB* | 119·1 21·7 11·9 | **Ymuiden** Dutch | T.3Cy.9¾″,15¾″&25″–15″ 24NHP Wilton'sMach.&Schps.Rot | | D | |
| 183 89140 | **Jin Ho** *C.J.Hastrup* | **IronScSr** 1 *Dk* | 219 161 110 | ✝ 8,86 | Grk | *c* | 1886 6mo | Blackwood &Gordon Pt.Glasgow | **Mrs.QuahSeh Quan (QuahBeng Kee,** *Mgr.*) | 119·7 22·1 9·0 P16′ B13′ F22′ FK | **Penang** British *4BH Cem* | C.2Cy.17″&31″–21″ 137RHP Blackwood&Gordon,P.Gls | 9 ″ 6 | | |
| 184 1207 HJCV | **Jingu Maru** | **WoodScSr** 2 *Dks* | 146 132 91 | | | | 1890 | Nishijima Keikichi Ominato | **OsakaShosen KabushikiKaisha** | 103·0 17·2 12·5 | **Osaka** Japanese | C.2Cy.12″&24″–14″ NE95 18NHP OnoSeikichi,Osaka | | | |
| 185 1108 HGRD | **Jinju Maru** (*ex*Banker) | **IronScSr** 1 *Dk* | 435 309 270 | | | | 1873 | W.E.Bontland Newcastle | **OkinawaKaiun KabushikiKaisha** | 162·0 20·6 12·2 | **Osaka** Japanese *WB* | C.2Cy.20½″&36½″–24″ 54NHP | | | |
| 186 9220 JNEV | **Jinsen Maru** *F.E.Cope01–04* (*ex*Mogul) | **SteelScSr** *ssYka.No.2–04* 2 *Dks(Stl–Uteaks) &Webframes* | 3782 3371 2345 | ✝100A1 12,04 ✝LMC8,04 | Yka Kob | *w* | 1895 5mo | Sir Raylton Dixon&Co. Middlesbro' A&CP | **NipponYusen KabushikiKaisha** *WB= Cell DBa112′ aE20′* | 359·8 45·5 26·6 P41′ B78′ F51′ FK | **Tokio** Japanese *6BH Cem f148′ 641t* | T.3Cy.27″,44″&72″ 48″ (*s*) 170lb *100lb* 390NHP 2SB,6*cf*,GS115,HS4992 Fr WllsndSlpwy.Co.Ld. Nwc. | 28 ″ 4 ″ 6 ″ 0 | | 3,04 |
| 187 1465 HKDW (*ex*Moray) | — *I.Higo85–00* | **IronScSr** *ssGls.No.3–3,91* *ssYka.No.2–01* 2 *Dks(1Irn)3trB* | 2332 2166 1446 | ✝ 2,03 ✝NB8,86 | Kob | *s* | 1877 10mo | Aitken& Mansel Glasgow | **NipponYusen KabushikiKaisha** | 312·0 34·1 25·6 F27′ ptND97 BK97 | **Tokio** Japanese *6BH Cem* | T.3Cy.24″,38″&62″–42″ NDB86 236NHP 2SB,6*rf*,GS109,HS3485 *Tpd.88* J.&J.Thomson,Gls. | 27 ″ 1 ″ 5 ″ 9 | | |
| 188 1388 HJTW | **Jinzugawa Maru** | **WoodScSr** 2 *Dks* | 101 95 62 | | | | 1894 | Nagata Sanjuro Osaka | **YetchuShosen KabushikiKaisha** | 93·3 13·2 11·4 | **Fushiki** Japanese | C.2Cy.10½″&18″–12″ E.*made92* NB01 9NHP KawasakiDkydCoLdKobe | | | |
| 189 100636 | **Joan** *J.Ritchie94–98* | **WoodTwinScSr** 1 *Dk* | 821 346 544 | | | | 1892 | Albion[W. Co.(Lim.) Victoria,B.C. | **Esquimalt&NanaimoRailwayCo.** | 176·8 30·0 11·0 H198t | **Vict'riaBC** British | C.4Cy.16″&32″–24″ 85RHP AlbionW Co.Ld.VictriaBC | | | |
| 190 | **Joannis** *A.J.Dambassis –02* (*ex*Isis) | **SteelScSr** *ssShl.No.2–00* 2 *Dks(Stl)&deep framing 3Dk rule* | *2506* *2162* *1588* | ✝100A1 3,04 BS8,02 ✝LMC7,01 | Cff | *s* | 1892 8mo | NavalCon. &Arm.Co.Ld. Barrow *Lloyd'sA&CP* | **A.J.Dambassis** *WB=Cell DB230′463t* | 284·2 40·3 22·7 P29′ B60′ F36′ BK10″ | **Andros** Greek *5BH Cem* | T.3Cy.21″,33″&54″–42″ (*s*) 160lb *80lb* 178NHP 2SB,6*pf*,GS117,HS2502 Muir&Houston,Glasgow | 24 ″ 11 ″ 4 ″ 0 | | 3,04 4,05 |
| 191 1717 1237 | **Joannis Moumoutzis** *G.Andreadis* | **IronScBkn** *ssNwc.No.3–12,94* 2 *Dks(1Irn)3trB* | 1921 (*ex*Aurelia,*ex*Mosser) | ✝100A1 5,02 ✝NB12,94 ✝LMC5,02 S7,03 | Cpl | *t* | 1882 9mo | Richard sn, Duck&Co. Stockton *Lloyd'sA&CP* | ~~G.P.Moumoutsis~~ *Now owned* "TimiosStavros" *See No. 78 in Supplement.* | 312·0 35·2 24·6 P36′ F34′ WB=DBu | **Syra** Greek *E&B60′ 146t* | C.2Cy.19½″&51″–48″ (*s*) ~~150lb~~ 140lb 189NHP 2SB,6*rf*,GS88,HS2976 C.D.Holmes&Co.Hull | 26 ″ 0 ″ 5 ″ 2 | | 5,02 |
| 192 | **João Alfredo** *A.J.Jackson82–88* | **SteelTwinScSr** 1 *Dk&Shade dk* | *556* *415* *378* | ✝ *For River purposes only* 12,88 | Cly | | 1888 12mo | Russell& Co. Pt.Glasgow | **AmazonStm.Nav. Co.Ld.** | 200·6 34·3 9·7 F28′ FK WB=APT5t | **Para** Brazilian *7BH Asp* | T.6Cy.13″,20″&32″–24″ 1DB,4*cf*,GS75 100NHP Rankin & Blackmore,Grk. | 10 ″ 1 | | |
| 193 HGTV | **João Augusto** | **IronPad** 1 *Dk&ptHur dk* | — — 250 | | | | 1871 | Pusey, Jones&Co. Wilmingtn Dl | **AmazonStm.Nav. Co.Ld.** | 150·0 26·0 7·0 | **Para** Brazilian | 2Cy.20″–72″ 52NHP PuseyJones&Co.Wilmgtn | | | |
| 194 HPRS | **Joaquin del Piélago** *J.B.Ibargaray98–02* *Elec light* | **SteelScSr** 1 *Dk&Awngdk* | 759 — 306 | | | | 1892 | Compania Trasatlantica Cadiz | **Cia.Trasatlantica** | 202·3 27·4 20·6 | **Barcelona** Spanish *WB* | T.3Cy.18″,30″&48″–36″ 138NHP ArsenalCivil,Barcelona | | V | |
| 195 117467 | **Joe Chamberlain** | **SteelScK** 1 *Dk* | 79 75 22 | 100A1 *For fishing purposes* (*Class Contemplated*) | | | 1903 | SelbyS.B. &E.Co.Ld. Selby | **LowestoftSteam HerringDrifters Co.Ld.** | 77·6 18·0 8·5 BK6″ | **Lowestoft** British | T.3Cy.9″,13″&21½″–12″ 26RHP Crabtree&Co.Ld.Gt.Yar. | 9 ″ 3 | | |
| 196 3940 JMLB | **Joh. Jeansson** *I.Isaksson01–01* *Mchy. Aft* *Well deck* | **SteelSc3MstSr** 1 *Dk(Irn)* | 654 483 351 | ✝100A1 6,03 ✝LMC10,01 | Osc | *i* | 1901 10mo | IrvineS.B. &E.Co.Ld. Irvine *Lloyd'sA&CP* | **KalmarÅngkwarnsAktieb. (J.Jeansson,** *Mgr*) *WB= Cell DBf112′200t FPT* | 180·0 29·1 11·2 Q88′ B22′ F26′ drp02 FK | **Kalmar** Swedish *3BH Cem 12t APT4t* | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *80lb* 96NHP 1SB,3*pf*,GS60,HS1630 McKie&Baxter,Glasgow | 13 ″ 6 ″ 1 ″ 0½ | | 7,02 |
| 197 3361 JKFS | **Johan** *J.E.A.Indebetou99–01* (*ex*Palmdene,*ex*Moorgate) | **SteelScSr** *ssShl.No.3–3,04* 1 *Dk(ptStl&ptIrn)&Webframes&ptAwngdk(Irn)* | 2330 1773 1393 | ✝100A1 *ptAwngdk with freeboard* 3,05 ✝LMC3,04 | Shl | *s* | 1891 5mo | J.L.Thompson&Sons Sunderland A&CP | **Rederiaktieb. Lulea-Ofoten (V.H.S.Tham,** *Mgr*) *WB=DBa88′f60′* | 290·0 38·7 20·9 P29′Q80′ BK10″ *ptAwngdk181′* | **Stockholm** Swedish *6BH Cem 330t APT19t* | T.3Cy.22″,37″&60″–39″ (*s*) 160lb *90lb* 233NHP 2SB,6*rf*,GS115,HS3630 J.Dickinson,Sunderland | 22 ″ 3 ″ 8 ″ 2 | | N5,03 3,05 |
| 198 JTSD | **Johan Jebsen** *B.Samuelsen* | **SteelScSr** 2 *Dks* | 185 176 112 | | | | 1894 | Anderson Laverick &Co.(Lim.) Newcastle | **IndreNordhordlandsDmpskselsk. (E.Johannessen)** | 110·5 20·3 11·8 H8t *Shaded k35′* | **Bergen** Norwegian | C.2Cy.13″&26″–18″ 24NHP Hedley&Boyd,N.Shields | | | |
| 199 NGQW | **Johan Siem** *S.M.Knudsen* (*ex*Cathay) *Well deck* | **IronScSr** *ssHam.No.3–11,96* ~~*ssPtLtd.No.1–01*~~ *ssPGI.No.2 05* 1 *Dk(Irn)2trB* | 1680 1299 1064 | ✝100A1 ~~3,05 A11~~ PGI M34,01 BS5,04 ✝LMC4,01 | Ant | *q* | 1883 12mo | W.Gray& Co. W Hartlepool A&CP | **DanskRussiske Dmpskselsk. (P.Mörch,** *Mgr.*) | 257·4 34·7 19·7 P38′Q66′B66′F62′ BK9″ *WB=DBa78′f96′* | **Copnhagn** Danish *4BH Cem 333t APT35t* | C.2Cy.32″&60″–39″ (*b*) 80lb *80lb* NDB02 167NHP 2SB,4*pf*,GS66,HS2580 Blair&Co.(Lim.),Stockton | 21 ″ 0 | | ~~4,03~~ 4,05 |

| Numéro d'Ordre | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Surveillance. Port de Visite. Terminologie, entretenant Lettre. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des [illegible]. NIP.= Force en chevaux d'après la formule [illegible] Société. | |
|---|---|---|---|---|---|---|---|---|---|
| 200 2432 HPND | **Johan Tillberg** IronScSr<br>*A.F.Söderqvist* –95 1 *Dk* | 397<br>388<br>217 | | 1878 Oskarshamns M.V.Aktieb Oskarshamn | Rederiaktieb. Patria (J.W.Broman) | 135·3 24·4 13·9<br>B32 F17 | Stockholm | C.2Cy.16½"&32"–22"<br>40NH<br>Oskarshamns M.V.Aktieb. | |
| 201 Lost by Fire 8.04 LMHN | **Johanna** SteelScSr<br>*Elec.light* 1 *Dk* | 1382<br>874<br>874 | | 1893 Flensburger Schiffsb.Ges. Flensburg | Flensburger Dmpf. Co. (H.Schuldt, *Mgr.*) | 241·0 34·1 14·1<br>J71 B15 F27<br>*WB* | Flensburg | T.3Cy.16",26"&48"–36"<br>106NH<br>FlensburgerSchiffsb.Ges. | G |
| 202 PFRH | — SteelScSr<br>*C.Fries* ssRot.No.1–03<br>1 *Dk(p.Trn)(p.Stl)* 1 *Web frames*<br>*Elec.light* | 1153<br>880<br>731 | ✠100A1 Rot *n*<br>10,01<br>BS3,05 ✠LMC<br>MS4,08 BS5,04 | 1898 C'rmichael 1mo *Lloyd's SA&CP* | Naamlooze Vennootschap Maats. S.S.Johanna (Jos.dePoorter) | 250·1 34·1 14·0<br>Q79 B59 F27 FK<br>*WB = Cell D Ba 56'*<br>*aE15'f96 253t FPT* | Rotterdam | T.3Cy.15½"&28½"&44"–33"<br>160lb *80lb* 111NH<br>1SB.*3pf*,gs55,ns1666<br>Hutson&Son,Glasgow | 10 · 6<br>× 1 · 8 |
| 203 PGDL | — *H.Plozing* IronScSr<br>~~*Rotterdam*~~ ssHpl.No.3–8,94<br>(*ex* Ravensdale) ssShl.No.2–03<br>*Well deck* 1 *Dk(Irn)2tr B* | 1114<br>[illegible]<br>[illegible] | ✠100A1 Shl Ham *n*<br>1,05 [illegible]<br>[illegible] 2,05 ✠LM[illegible] | 1881 E.Withy& Co. Hartlepool *Lloyd's SA&CP* | B.Keuerleber (M.Reinecke, *Mgr.*) | 225·6 30·0 15·7<br>Q80 B54 F29<br>BK8<br>*WB = Cell D B18'*<br>259t *APT24t* | Windau<br>1 *BHCem*<br>1B,*3f*,gs57 | C.2Cy.27¾"&63"–38"<br>75lb *80lb* NDN03 151NH<br>T.Richardson&Sons,Hpl. | 18 · 0<br>× 1 · 9 |
| 204 HDGT | — Steel&IronScSr<br>*C.J.Horgen* 1 *Dk(Irn)* | 444<br>339<br>272 | | 1885 Akers Mek. Verksted Christiania | Dmpskibsacties. Norden (Olaf Rustad, *Mgr.*) | 141·5 24·7 13·0<br>Q20t B51t H11t<br>F19t<br>*WB* | Christiania<br>Norwegian | C.2Cy.20½"&36½"–24"<br>51NH<br>A.Shanks&Son,Arbroath | N |
| 205 RLGJ | — IronSc3MastSr<br>*A.Seifert99–99* 1 *Dk*<br>(*ex* Sailing Vessel Sudbrook) | 369<br>316<br>212 | | 1891 Executors of T A Walker Sudbrook | L.F.Mathies&Co. | 146·5 26·2 11·2<br>P26' | Hamburg | C.2Cy.17"&31½"–19½"<br>NB98 37NH | 12 · 1 V |
| 206 *For full particulars See No. 5 in Supplement.* | **Johanna Elisabeth** SteelSr<br>1 *Dk* | 225<br>66 | 100A1<br>*For Fishing purposes*<br>(*Cr[illegible] plated* | 1904 Nederl. Schps. Maats Amsterdam | Stoomvis Maats. Friesland | 128·0 22·0 12·0 | Ymuiden<br>Dutch | T.3Cy.12".21"&32"–22½"<br>Ned.Fb.v.Wrk&Spoor,Am. | |
| 207 RHNV | **Johanna Oelssner** IronScSr<br>*T.berner01–02*<br>*Well deck* 1 *Dk2tr B* | 888<br>631<br>549 | | 1889 W.Harkess &Son Middlesbro' | Gerhard&Hey | 195·0 29·2 15·0<br>Q62 B88 F20<br>BK7½<br>*WB* | Hamburg<br>German | T.3Cy.15".25"&40"–27"<br>80NH<br>Fisher&Co.,Paisley | 15 · 10 0 |
| 208 93018 | **Johanna Petrie** WoodScK<br>*P.Buchan* –01<br>*Roof* GIB *Salted*<br>1 *Dk* | 78<br>72<br>10 | ✠11 A1 Abn<br>*For Fishing purposes*<br>3,01 ✠LMC3,01 | 1901 3mo *Lloyd's SA&CP* | P.Buchan W.H.Leask | 84·0 19·5 8·4 | Peterhead<br>British | C.2Cy.11"&24"–15"<br>150lb<br>1SB,*2pf*,gs26,ns54<br>Crabtree&Co.Ld GtYrmth | 9 · 7 |
| 209 LMTP | **Johanne** SteelScSr<br>*M.Ipland* –03<br>*Elec.light* 2 *Dks* | 1531<br>1354<br>952 | | 1903 | Schiffsw. v. Henry Kocl Lübeck | M.Jebsen | 255·8 36·2 18·1<br>P32 B66 F40' | Apenrade<br>German<br>*WB* | T.3Cy.17¾",29½"&47½"–39½"<br>130NH<br>J.F.Ahrens,Altona |
| 210 JVSG | **Johannes Brun** IronScSr<br>*O.Hauge* –00<br>*Well deck* 1 *Dk(Irn)2tr B* | 682<br>511<br>415 | ✠ Msl *f*<br>4,87 | 1888 8mo | Martens, Olsen&Co. Bergen | J.M.Hauge | 180·0 28·2 12·4<br>Q56t B86t H11t<br>F18t drp87<br>*WB = Cell D B98'*<br>132t *APT6t* | Haugesnd<br>Norwegian<br>*1 BHCem*<br>Martens,Olsen&Co.Bergen | C.2Cy.23"&41"–28"<br>74NH |
| 211 RNCJ | **Johannes Russ** SteelScSr<br>*P.Paulsen*<br>*Elec.light* 1 *Dk* | 1751<br>1470<br>1112 | | 1903 | Act.Ges. "Neptun" Rostock | E.Russ | 260·5 38·2 17·6<br>P14 Q75 B13 F30 | Hamburg<br>German | T.3Cy.2[illegible]"&3[illegible]"–33½"<br>155NH<br>A.G." Neptun," Rostock | G |
| 212 104820 NQKS | **Johannesburg** SteelScSr<br>*W.C.Durdin* –02 ssShl.No.2–04<br>2 *Dks* (1 *Stl* 1 *Irn*) *& deep framing*<br>*Elec.light* 3 *Dk rig* | 4413<br>[illegible]<br>2774 | ✠100A1 Shl *x*<br>[illegible] 4,05 Lon<br>BS3,05 ✠LMC1,[illegible] | 1895 1mo | Armstrong Mitchell& Co.(Lim.) Newcastle A&CP | Bucknall S.S.Lines Ld.(Bucknall Bros. *Mgrs.*)<br>*WB = Cell D Ba96 aE8 BS8'* | 360·0 47·0 27·7<br>P38 B98 F30<br>FK<br>*7 BHAsp*<br>*f142 1005t* | London<br>British<br>Hawthorn Leslie&C[illegible] Ld Newc.<br>*APT 90t Tunnel trunk 136t* | T.3Cy.30",50"&80"–54"<br>180lb *90lb* 378NH<br>[illegible] |
| 213 116117 | — SteelScK<br>*R.Knowles97–03*<br>1 *Dk* | 181<br>171<br>65 | ✠100A1 Hul<br>*Stn Trawler*<br>8,05 [illegible] ✠LMC1,08 | 1903 1mo *Lloyd's SA&CP* | Cook, Welton&Gemmell Beverley | Hull Steam Fishing &Ice Co.Ld | 109·0 21·5 11·2<br>Q19<br>BK7<br>*WB = Deep tanks*<br>*f13[illegible]* | Hull<br>British<br>*1 BHCem*<br>Amos&Smith,Hull | T.3Cy.10",17"&28"–21"<br>200lb 45RH<br>1SB,*2pf*,gs25,ns750<br>Amos&Smith,Hull | 12 · 1 |
| 214 QFJP | **Johannisberger** SteelScSr<br>*P.Schmidt02–02*<br>*Well deck* 1 *Dk* | 2895<br>1847 | *See No. 114 in Supplement.* "Syfang," | 1890 Geestemünde | J.C.Teck- [illegible] | ~~Deutsche Dmpfs.~~ Gebrs.Ges.Hansa H.Diederichsen | 319·1 42·0 26·1<br>B70' F45' | Bremen<br>German<br>*WB* | T.3Cy.28",39"&68"–42"<br>257NH<br>BuckauerMasch-Fabrik | V |
| 215 3160 JHMP | **John** IronScSr<br>*J.F.Mattsson81–03* ssHpl.No.3–6,93<br>(*ex* Moggie) ssOsc.No.2–01<br>*Well deck* 1 *Dk(Irn)2tr B* | 1110<br>862<br>677 | ✠100A1 Ant *n*<br>1.04<br>BS[illegible] ✠LMC4,01<br>BS12,[illegible] | 1881 2mo *Lloyd's SA&CP* | E.Withy &Co. Hartlepool | Trelleborgs Ångf. Nya Aktieb. (F.Malmros) | 236·0 31·6 13·7<br>Q98 B98 F30<br>FK<br>*WB = Cell D B[illegible]'*<br>*f B[illegible] 254t* | Trelleborg<br>Swedish<br>*1 BHCem*<br>T.Richardson&Sons,Hpl. | C.2Cy.17"&30"–22"<br>75lb *60lb* NDN92 120NH<br>1SB,*3pf*,gs54 | 15 · 8<br>× 1 · 4½ |
| 216 110059 RCPW | — SteelScSp<br>~~*J.Lga* –03~~ ssGoo.No.1–02<br>*T.Sherburn* 1 *Dk(Irn*<br>*Mchy.Aft* | 342<br>246<br>111<br>93 | ✠100A— [illegible]<br>*Casting* Scq<br>4,[illegible] [illegible] | 1899 3mo | T Turnbull &Son Whitby | John S.S.Co.Ld. (H.Keep) | 125·0 25·3 9·9<br>Q45 F24<br>FK<br>*WB = FPI*<br>[illegible] | London<br>British<br>*1 BHCem*<br>Whyte&Mair,Dundee | C.2Cy.15"&32"–24"<br>130lb *60lb* NDN[illegible]<br>1SB,*2pf*,gs89,ns940 | 10 · 11<br>× 1 · 8 |
| 217 26707 | — IronScSp<br>*W.Woodman* –04 | 140<br>132<br>72 | | 1849 | J.T.Price Neath Abbey | A.J.Smith | 90·4 19·0 10·1 | Bristol<br>British | 1Cy.16"–10"<br>NB02 NE72 24RH<br>F.Roach&Co.,Bristol | |
| 218 77224 | **John A. Bouker** WoodScTug | 119<br>—<br>81 | | 1896 | R.Palmer &Son Noank,Conn. | S.L'Hommedieu | 84·3 21·8 10·6 | New York<br>United States | | |
| 219 77542 KRVC | **John A. Hughes** SteelScTug<br>1 *Dk* | 157<br>—<br>107 | | 1902 | J.H.Dialogue&Sons Camden,N.J. | J.E.Hughes | 90·0 20·5 10·8 | Philadelphia<br>United States | C.2Cy.15"&30"–22"<br>35NH<br>J.H.Dialogue&Sons | |
| 220 77466 KQTF | **John B. Collins** WoodSc<br>2 *Dks* | 325<br>—<br>238 | | 1901 | Tottenville, N.Y. | J.B.Collins | 117·3 22·8 10·9 | Perth Amboy,NJ<br>United States | | |
| 221 77654 | **John B. Cowle** SteelScSr<br>*B.H.Jones02–02*<br>*Elec.light* 1 *Dk2tr B* | 4731<br>—<br>3911 | | 1902 | Jenks S.B. Co.Pt.Huron Michigan | Cowle Transportation Co. | 420·0 50·2 24·0<br>F45' | Cleveland<br>United States | T.[illegible]y.23",38"&63"–40"<br>250NH<br>JenksSBCo.PtHuron Mch | V |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Special Notes. / Gross. / Under decks. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. / Port of Survey. / Years Assigned / now Classed. / Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Wt'd'd 4 pth. / Freeboard amidships. ft. / in. | Draught. | Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 222 77037 | John B. Ketchum 2d. Steel Sc 1 *Dk2tr ft* *Mchy Aft* | 909 — 780 | | 1892 | Craig S.B.Co. Toledo,O | H.N.Loud | 193·4 40·5 13·0 | Prt.Huron Mich. Utd.States | C.2Cy.22 &42"–30" 83NH Dry Dock Eng Works,Det | | | |
| 223 | John B. Maas Iron Sc Tug *Seghers –95* | 145 145 72 | | 1880 | Michot Liege | Soc.Anon.de Remorq à hélice | 99·0 19·0 10·9 | Antwerp Belgian | C.2Cy.20"&39"–22" NB87 59NH H.de Ville-Chatal&C.,Brus | | V | |
| 224 77173 | John B. Trevor Steel Sc Sr *J.Dunn* 1 *Dk2tr B* *(Whaleback) Mchy.Aft Elec.light* | 1713 — 1318 | | 1895 | American Stl.BargeCo. W.stSuperior | Pittsburgh S.S.Co. | 308·0 38·0 24·0 *WB* | Duluth Utd.States | T.3Cy.20",32"&54"–42" 189NH S.F.Hodge,Detroit,Mich. | | | |
| 225 63729 | John Batey Iron Pad Sp *W.Heron –00* | 115 109 4 | | 1884 | Hepple& Co. N.Shields | J.Batey (*J.Mitchell. Mgr.*) | 96·3 18·4 9·0 | Montrose British | L.1Cy.34½"–52" NB05 40RH R.B.Findlay&Son,N.Shld. | | | |
| 226 98695 LNGV | John Bright Steel Sc Sr *F.G.Farrant –03* *Well deck* *ssShl.No.3–5,00* 1 *Dk(Stl)&Webframes* *ssNpt.No.1–04* | 2715 2087 1782 | ✠100A1 Sws *t* 12,04 Npt Bly BS3,08 ✠LMC3,04 | 1890 1mo *Lloyd's SA&CP* | W.Gray& Co.(Lim.) W.Hartlepool | WoodfieldS.Shpg. Co.Ld.(Woods,Taylor&Brown, *Mgrs.*) | 300·6 41·6 21·2 P27'Q98'B112'F27 BK10' 5 *BH Cem* *f*112'529*t* *WB – DBa*100 | London British | T.3Cy.23",36½"&62"–39" (*s* 150lb *60lb* 240NH 2SB,*6rf*,GS108 Cen.MarineE.Wks.W.Hpl. | 23 " 0 s 2 " 2 | | |
| 227 99655 | John Brown Steel Sc K *T. Mack –99* *ssAbn No 2–02* 1 *Dk* | 161 152 42 | ✠100A1 Abn *Stm Trawler* BS11,04 BS3,03 ✠LMC8,02 | 1894 5mo *Lloyd's SA&CP* | Hall, Russell&Co Aberdeen | Abn.Stm.Trawling &FishingCo.Ld (J.Brown, *Mgr.*) | 102·4 21·6 10·9 BK6½' | Aberdeen British | T.3Cy.18",19"&30"–21" (*s* 125lb 52RH 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 " 6 | | |
| 228 | John Bull Iron Sc Tug *Rombaut –02* | 187 187 94 | | 1880 | D. Dekker &Co. Antwerp | Soc.Anon.de Remorq.à hélice | 100·0 21·0 9·0 | Antwerp Belgian | T.3Cy.14",24"&39"–24" NB02 75NH Fpd.02byGTGreysShields | | V | |
| 229 Foundered 3.05 | H.W. *Kronenburg –03* | 135 122 55 | ✠100A1 Ams *Stm Trawler* 4,04 2,05 ✠NB4,02 ✠LMC4,04 | 1891 10mo *Lloyd's SA&CP* | Earle's Co. (Lim.) Hull | Naaml.Vennoot. Stoomviss Holland (C.Planteijdt, *Mgr.*) | 96·7 20·1 10·6 Q18'F18' BK7½' | Ymuiden Dutch 3 *BH Cem* | T.3Cy.17",18"&30"–18" (*s* 155lb 41NH 1SB,*2pf*,GS24,HS669 Earle'sCo.(Lim.),Hull | 11 " 2 | | 4·04 Rc.6·04 2,05 |
| 230 22036 NJTB | — *J.Trulove87–87* | 115 115 35 | Wood Pad | 1849 | Watkins London | J.Jackson | 96·0 18·2 9·7 | London British | L.2Cy.29"–42" NE66 60RH J.Stewart,London | | V | |
| 231 200151 | John C. Howard Steel Sc Sr *Elec.light* 1 *Dk* | 1244 — 921 | | 1903 | Columbia Iron Works St.Clair,Mich. | HallCoalCo. | 220·0 39·3 13·7 Q69'F32' | Ogdensbrg Utd.States *WB* | T.3Cy.16",26"&44"–36" 116NB Columbia Iron Wks.St.Clair | | | |
| 232 HFGW | John Christie Steel Sc Sr *H. Iespersen* *ssShl.No.1–00* 1 *Dk(Irn)&deep framing* *ssShl.No.2–05* | 1565 1424 974 | ✠100A1 Cff *q* 4,04 1,02 3,05 Shl ✠LMC6,00 3,01 | 1896 9mo *WB* | Short Bros. Sunderland A&CP | Akties.Hekla (Mail&Holby. *Mgrs.*) *Cell DBa*82'*uE*6 | 259·2 36·8 18·1 P20'B62'F26 FK 4 *BH Cem* *B*34'*f*100'402*t FPT* 64*t APT*51*t* | Chrstiania Norwegian | T.3Cy.19",31"&51"–36" (*s* 160lb *80lb* 156NH 1SB,*4pf*,GS68,HS2320 W.Allan&Co.(Lem.),Sld. | 20 " 4 | | 5,04 |
| 233 109723 ROVL | John Coverdale Steel Sc Sr *G.Dixon –03* *ssHpl.No.1–03* 1 *Dk(Irn)2tr B&deep framing* *3 Dk rule* | 3015 2818 1940 | ✠100A1 Cff *u* 8,04 2,01 Hpl ✠LMC7,03 | 1899 5mo *WB = Cell DBa*82'*uE*6 | W.Gray& Co.Ld. W.Hartlepool A&CP | R.H.Coverdale | 325·0 47·0 22·4 P27'B82'F30' FK *E*130'*f*136'731*t AP T*53*t* | Hartlepool British 5 *BH Cem* 258NH 2SB.*6rf*,GS96,HS3781 Cen.Mar.Eng.Wrks.W.Hpl. | T.3Cy.24",38"&64"–42" (*s* 160lb *80lb* 258NH 2SB.*6rf*,GS96,HS3781 Cen.Mar.Eng.Wrks.W.Hpl. | 24 " 10 s 4 " 6 | | 2,01 8,04 |
| 234 200089 | John Crevar Steel Sc Sr 1 *Dk* | 1550 — 955 | | 1903 | Chicago S.B.Co. Chicago | Great Lakes&St. Lawrence Transport Co. | 241·0 41·0 15·6 | Duluth Utd.States | T.3Cy.15",25"&42" 30" 97NH Chicago S.B.Co.,Chicago. | | | |
| 235 77226 | John Ericsson Steel Sc *W.S.Hoag01–02* *(Whaleback)* 1 *Dk2tr B* *Mchy Aft Elec.light* | 3201 — 2378 | | 1896 | American Stl.BargeCo. W.Superior | Pittsburgh S.S.Co. | 390·0 48·0 27·0 *WB* | Duluth Utd.States | T.3Cy.25",40'&63"–42" 257NH Cleveland S.B.Co.,Cleveln | | | |
| 236 1519 HDMP | John Eriksson Comp Sc Sp *J.S.Andersson –01* *Mchy.Aft* 1 *Dk* | 163 135 79 | | 1878 | P. Larsson Thorskog | Ångf.Aktieb.John (A.Svensson) | 98·8 21·1 8·9 P18' Q5' H7*t* | Gothenbrg Swedish | C.2Cy.13"&27"–18" 26NH Motala Co.,Gothenburg | | | |
| 237 | John F. Lewis Steel Sc Tug 1 *Dk* | 160 | | 1903 | J.H. Dialogue&Son Camden,N.J. | A.S.Hughes | 90·0 20·5 11·0 | Philidlphia Utd.States | C.2Cy.15"&30"–22" 35NH J.H Dialogue&Son,Camden | | | |
| 238 77400 | John Fleming Wood Sc Tug 1 *Dk* | 164 — 111 | | 1899 | P.L.Colon Jersey City NJ | Brown&Fleming | 97·1 24·0 10·3 | New York Utd.States | C.2Cy.20"&40"–28" 70NH J.W.Sullivan.New York | | | |
| 239 99606 MPLG | John Fothergill Steel Sc Sr *H.Harrison –04* 1 *Dk(Stl)&Sparddk(Irn)&Webframes* *ssShl.No.3–11,04* | 2730 2526 1721 | ✠100A1 Sld *t* *Spar dk* Shl 11,04 0,00 ✠LMC | 1892 5mo *Lloyd's A&CP* | Short Bros. Sunderland A&CP | J.Westoll | 300·2 40·4 24·1 P32'B66'F38' FK *WB = Cell DB*236' 11,04 | Sundrland British 5 *BH Cem* 600*t APT*45*t* | T.3Cy.22',36"&59"–39" (*s* 160lb *90lb* NDB97 220NH 2SB.*6pf*,GS104,HS3349 G.Clark(Lim.),Sunderland | 19 " 0 | | 6,03 N11,04 |
| 240 77241 | John G. Carlisle Wood Pad | 710 — 600 | | 1896 | R. Palmer Co. Noank,Conn. | D.Butterfield | 135·6 29·8 11·7 | New York Utd.States | 1Cy.35"–84" E.builts2, *fitted*96 86NH Fletcher&Co New York | | | |
| 241 77643 | John G. Chandler Wood Sc Tug 1 *Dk* | 110 — 56 | | 1902 | Kelley, Spear Co. Bath,Me. | Commercial Towboat Co. | 91·0 20·2 11·4 | Boston Utd.States | C.2Cy.15"&34"–22" 45NH Bath Iron Works,Bath | | | |
| 242 89504 JKLW | John Grafton Iron Sc Sr *C.W.Bee –02* *Mchy.Aft* *ssLon.No.3–5.96* *ssShl.No.1–02–05* 1 *Dk(Irn pt–ws)* | 567 457 315 | ✠100A1 Lon *h* 5,05 3,08 Shl ✠LMC | 1883 11mo *Lloyd's A&CP* | Palmers' Co (Lim.) Newcastle | S.Clarke&Co. | 158·0 28·8 13·8 Q43'B13'F18' drp05 FK *WB = DBf* 72 | London British 4 *ABH Cem* 115*t FPT* 18*t* | C.2Cy.23"&45"–30" (*a*) 75lb *80lb* NDB95 80RH 1SB,*3pf*,GS45,HS1252 *70lb* Palmers'Co.(Lim.),Nwc. | 14 " 7 s 1 " 11 | | 4,08 5,05 |
| 243 108109 RLC | John H. Barry Steel Sc Sr *H.Watson –02* *ssCff.No.1–04* 1 *Dk(pt Stl&pt Irn)2tr B&* *Webframes3 Dk rule* | 3083 2856 2002 | ✠100A1 Sld *u* 10,03 2,05 Cff BS10,03 ✠LMC 2,03 | 1899 12mo *WB = Cell* | J.L.Thmpson&Sons.Ld Sunderland A&CP | Rowland&Marwood ssSOc1.4 (C.Marwood, *Mgr.*) | 320·0 47·4 22·4 P22'B88'F32' FK *DBa* 98' *f*138' 565*t APT*27*t* | Whitby British 5 *BH Cem* 258NH 2SB,*6pf*,GS112,HS4000 J.Dickinson&Sons.Ld.Sld. | T.3Cy.23",38"&62"–42" (*s* 160lb *180lb* 258NH 2SB,*6pf*,GS112,HS4000 J.Dickinson&Sons.Ld.Sld. | 24 " 10 s 4 " 3 | | 5,04 |
| 244 77164 KMWB | John H. Estill Iron Sc Sr *W.J.Thompson –97* 1 *Dk* | 244 218 122 | | 1894 | Newport News S.B.Co. Newprt News | Pilots Navigation Co. | 117·9 23·0 13·0 | Savannah Utd.States | C.2Cy.20"&38"–28" 64NHP Newport News SB&DDCo | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre exigée maintenant et pre. Lettre d'Enrolement. | 8 Construit. Quand. / Où. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après la Jauge Supérieure, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les épreuves du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milieu navire. pds. po. | 15 Epaisseur des Bordés. Pont. / Côté. | 16 Epaisseur des Bordés. Fond. / Côté. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 245<br>106796 | **John Herron**<br>*J.Potter* –96<br>1 *Dk* | **SteelPadSp** | 333<br>313<br>60 | | | | 1896 | J.Scott& Co. Kinghorn | Wallasey Local Board | 160·0 27·1 9·9 | Liverpool British | C.2Cy.30″&51″–57″ 164NH J.Scott&Co.,Kinghorn | | BT 111 5.08 | |
| 246<br>107062 | **John Irwin**<br>*W. Doyle* –01<br>*Mchy.Aft* *Well deck* 1 *Dk(Stl)* | **SteelScSr**<br>*ssLiv.No 1–01* | 303<br>214<br>80 | ✝100A1<br>11.03<br>BS11.03. ✝LMC8.01<br>B 12 4 | Bkn | *e* | 1897<br>11mo | J Fullerton &Co Paisley A&CP | S.Lockington &Co.,Ld. | 140·0 23·1 9·7<br>Q49 B7 F25′ BK6″<br>*WB = FP T25t* | Dundalk British<br>*3 BH Cem* | C.2Cy.17½″&35″–24″ (s) 120lb 68RH<br>1SB.*2pf*,G841, H81348<br>Ross&Duncan,Glasgow | 10 – 5 | | 11 0 |
| 247<br>77456 | **John J. Albright**<br>*J.W.Anderson*<br>*Mchy.Aft* *Elec.light* 1 *Dk2tr B* | **SteelSc** | 4805<br>—<br>3298 | | | | 1900 | American S.B.Co Cleveland | Etna S.S.Co. (J.Mitchell, *Mgr.*) | 416·0 50·0 28·0<br>*WB* | Cleveland Utd. States | T.3Cy 28″,37½″&63″–42″ 257NH<br>AmericanSB.Co.Cleveland | | | |
| 248<br>76945 | **John J. Brady** | **IronSc** | 118<br>—<br>59 | | | | 1891 | ..... Baltimore | Gulf Co. | 96·8 21·0 9·4 | Chicago Utd. States | | | | |
| 249<br>77170 | **John J. McWilliams**<br>*F.Furtan*<br>*Mchy.Aft* *Elec.light* | **SteelScSr**<br>1 *Dk2tr B* | 3400<br>—<br>2809 | | | | 1895 | F.W. Wheeler&Co. W.Bay City, Mich. | Gratwick S.S.Co. (J.Mitchell, *Mgr.*) | 352·0 44·8 22·8<br>H—F50′<br>*WB* | Buffalo Utd. States | T.3Cy.20″,32½″&55″–42″ 196NH<br>F.W.Wheeler&Co., West Bay City,Mich. | | | |
| 250<br>83610<br>KFNS | **John Johnasson**<br>*H.Webber* –94<br>*Well deck* 1 *Dk2tr B* | **IronScSr** | 554<br>490<br>348 | | | … | 1870 | C.Mitchell &Co. Newcastle | H.B.Olsen | 179·3 27·0 15·0<br>Q31t B39′ F8t<br>*WB* | W.Hartlpl British | 2Cy.36″–30″ NB80 80RH<br>N.E.Marine E.C.(Lim.),Sld | 16 « 2<br>2 « 0 | | |
| 251<br>77419 | **John K.Cowen**<br>*W.Morrissey* | **SteelScTug** | 160<br>—<br>109 | | | | 1900 | R.M.Spedden Co. Baltimore | Baltimore&Ohio R.R.Co. | 105·0 21·5 10·3 | Baltimore Utd. States | C.2Cy.18″&36″–26″ 55NH | | | |
| 252<br>97037 | **John L. Cann**<br>*A.H.Kelley* –96<br>1 *Dk* | **WoodScSr** | 166<br>118<br>77 | | | | 1891 | H.B.Cann Yarmouth, N.S. | Hugh Cann&Son | 97·8 19·8 9·0<br>H48t | Yarmth NS British | C.2Cy.16″&28″–18″ 34RH<br>B.Johnson I.Co.Ld.,Yar. | | | |
| 253<br>107242 | **John L. Card**<br>*M.Goulding* –00<br>1 *Dk* | **WoodScSp** | 141<br>107<br>96 | | | | 1897 | J.Moir New Westminster,B.C | Federation Brand Salmon Canning Co.Ld. | 90·0 28·0 8·0 | Victoria, B.C. British | 1Cy.9″–12″ 5RH<br>Vancouver Iron Works,Van | | | |
| 254<br>75930 | **John L. Lawrence** | **WoodSc** | 109<br>—<br>67 | | | | 1877 | ..... New London, Conn. | Fisheries Co. | 97·0 19·8 9·6 | Greenport N.Y. Utd. States | | | | |
| 255<br>77583 | **John Lambert**<br>*Elec.light* 1 *Dk* | **SteelScSr** | 1550<br>—<br>929 | | | | 1903 | Chicago S.B.Co. Chicago | Great Lakes&St. Lawrence Nav.Co. | 241·0 41·0 15·6<br>RQD88′F36′<br>*WB* | Cleveland Utd. States | T.3Cy.15″,25″&42″–30″ 97NH<br>Chicago S.B.Co.,Chicago | | | |
| 256<br>98880 | **John Lawrence**<br>*W.Gapper95–95*<br>1 *Dk* | **IronScSp**<br>*ssNpt.No.3–9.03* | 63<br>63<br>13 | A1<br>~~12.04 Rebuilt~~ 4.05<br>BS12.04<br>*For Towing purposes in Bristol Channel* | Npt<br>MC9.03 | | 1894<br>5mo | Mordey Carney&Co Newport Mon | Newport Harbour Commissioners (R. B.Pugsley, *Mgr.*)<br>*Lloyd's SA&CP* | 75·0 15·7 9·0<br>BK6″<br>*4 BH Cem* | Newport British | C.2Cy.17″&30″–20″ (s) 100lb 39RH<br>1SB.*2pf*,G830, H8850<br>Mordey,Carney&Co.,Npt. | 9 « 4 | | 12.04 |
| 257<br>96527 | **John M. Smart** | **IronScSr** | 113<br>105<br>10 | | | | 1891 | Hepple& Co. N.Shields | J.Smart | 96·3 19·3 10·4 | N.Shields British | C.2Cy.16½″&32½″–22″ N B91 43RH<br>Hepple&Co.,N.Shields | | | |
| 258<br>47427<br>VNMR | **John M'Intyre**<br>*H.Johnson* –98<br>*Mchy.Aft* | **IronSc3MastSr**<br>1 *Dk2tr B* | 933<br>860<br>575 | | | … | 1863 | Palmers Co Newcastle | W.Cory&Son,Ld. | 226·0 32·0 14·4<br>Q53′ FK<br>*WB* | London British | C.2Cy.26″&51″–30″ NB02 99RH<br>*Comp 75* Vict.Dks.E.Wks.Ltd | 18 « 10<br>3 « 1½ | | |
| 259<br>83803<br>TJWP | **John Marychurch**<br>*J.Davies* –96 | **IronScSr**<br>*ssNpt.No.3–8,98*<br>*ssNpt.No.2–02*<br>1 *Dk(pt Irn)2tr B* | 1524<br>1168<br>942 | ✝100A1<br>~~Rebuilt 1.03~~ 1.05<br>BS10.03 ✝LMC5.02<br>BS1.05 | Npt | *p* | 1880<br>6mo | J.L.Thmpson&Sons Sunderland A&CP | John Marychurch S.S.Co.Ld. (R. Gething,jr.&Co.)<br>*WB = Cell* | 260·3 36·0 15·6<br>P32 Q68′ B56′ F26′ BK9<br>*DB 128′ 295t FPT* | Newport British<br>*1 BH Cem*<br>*77t AP T27t* | C.2Cy.31″&57″–36″ (s) 80lb *80lb* NDB93 156NH<br>2SB,*4pf*,G858, H82643<br>J.Dickinson,Sunderland | 18 « 6<br>1 « 10 | | 9.11 |
| 260<br>108652 | **John Nutten**<br>*R.Buxton* –02 | **SteelScSr**<br>*ssAbn.No.1–02*<br>1 *Dk* | 161<br>152<br>41 | ✝100A1<br>*Stm Trawler*<br>1.03 ~~3.03~~<br>~~1.04~~ 1<br>✝LMC8.02 | Abn | | 1898<br>1mo | Hall, Russell&Co. Aberdeen<br>*Lloyd's SA&CP* | Abn.Stm.Trawling &Fishing Co.Ld. (J.Brown, *Mgr.*) | 102·1 21·6 10·9<br>BK6½<br>*3 BH Cem* | Aberdeen British | T.3Cy.12½″,19″&31″–21″ (s) 110lb 49RH<br>1SB.*2pf*,G831, H8868<br>Hall,Russell&Co.Abn. | 11 « 7 | | |
| 261<br>84968 | **John O'Gaunt**<br>*W.Lamb94–95*<br>1 *Dk* | **SteelTwinScTug**<br>*ssLan.No.2–01* | 51<br>46<br>7 | ✝ A—<br>*For Tug purposes*<br>7.03<br>~~7.03~~ BS7.03<br>~~7.03~~ ✝LMC7.03 | Liv | | 1895<br>12mo | Queens Ferry S.B.& E.Co.(Lim.) Queens Ferry | Lancaster Port Commissioners | 66·0 14·4 7·3<br>BK5 | Lancaster British | C.4Cy.10″&20″–14″ 110lb 10RH<br>1SB,*2pf*,G825, H8500<br>Queens Ferry S.B.&E.Co. | 7 « 6 | | |
| 262<br>70216<br>MSHT | **John O. Scott**<br>*J.Keys* –96<br>*Well deck* | **IronSc3MastSr**<br>*ssShl.No.3–4,94*<br>*ssShl.No.2–03*<br>1 *Dk* | 859<br>705<br>521 | ✝90A1<br>~~Rebuilt 1.03~~ 2.05<br>✝NB4.94<br>MS9.08 | Shl<br>LMC<br>BS4.04 | *m* | 1874<br>2mo | T&WSmth N.Shields A&CP | Scott Steam Shipping Co.Ld. (J.O. Scott&Co. *Mgrs.*) | 216·8 28·7 15·4<br>Q71′B43′F28′ BK8<br>*WB = Boss f 125* | Newcastle British<br>*1 BH Cem* | C.2Cy.23½″&55″–30″ (s) 100lb NDB94 124NH<br>1SB,*3pf*,G851, H81728<br>R.&W.Hawthorn,Nwc. | 16 « 7<br>1 « 10½ | | |
| 263<br>67375<br>MOHB | **John Ormston**<br>*R.Goundry* –04<br>*Well deck* *Elec.light* *Mchy.Aft* | **IronScSr** | 927<br>692<br>529 | | | … | 1873 | C.Mitchell &Co. Newcastle | Tyne-Tees Steam Shipping Co.Ld. | 230·0 29·4 16·8<br>P126′ F34′ | Newcastle British | C.2Cy.32″&60″–36″ NB01 180NH<br>R.&W.Hawthorn,Nwc. | 17 « 9 | BT 111 5.08 | |
| 264<br>76815 | **John Owen**<br>*E.F.Thorp91–*<br>*Mchy.Aft* | **CompSc**<br>1 *Dk* | 2127<br>—<br>1609 | | | | 1889 | Detroit Dry Dock Co. Wyandotte | J.E.Owen Transportation Co. | 281·0 41·0 20·0 | Detroit, Mich. Utd. States | T.3Cy.21″,38″&56″–42″ 203NH<br>Dry Dock Engine Wks.,Det | | | |
| 265<br>113729<br>RSMH | **John Pender**<br>*Cable Vessel*<br>*R.Greey* –03<br>*Elec.light* *Spar dk (Stl–teak s)3tr B* | **SteelTwinScSr**<br>*ssPly.No.1–04*<br>1 *Dk(Stl–ws)f* | 2336<br>2240<br>1104 | ✝100A1<br>*Spar dk* Ply<br>7.04 ~~11.04~~ ✝LMC8.04 | Lon | *t* | 1900<br>6mo | R.Napier &Sons,Ld. Glasgow<br>*Lloyd's SA&CP* *WB = Cell DBa22′ f64* | Eastern Telegraph Co.Ld. | 317·8 41·2 17·7<br>25′6<br>F18 S203 FK<br>184t *DT 7 tanks a 15* | London British<br>*4 BH Cem*<br>*196t FT T27t* | T.3Cy.27″,40″&58″–36″ 175lb *175lb* 547NH<br>3SB,*9cf*,G8175, H87941<br>R.Napier&Sons,Ld.Gls | 18 « 11<br>6 « 3 | | |
| 266<br>85074<br>WFGD | **John Ray**<br>*R.H.Cook95–95*<br>1 *Dk(Irn)Spt Awngdk* | **IronScSr**<br>*ssShl.No.3–4,94*<br>*ssSld.No.2–03* | 493<br>334<br>304 | ✝100A1<br>*pt Awng dk with freeboard*<br>~~5.03~~ 2.04 ✝LMC8.03<br>✝NB8.03 BS8.04 | Sld | *f* | 1881<br>10mo | W B Thmpson Dundee | M.A.Ray&Sons | 105·9 36·0 12·7<br>Q65 RFD25 B29′<br>F18 S203 FK<br>*WB = DBa21′6 Drp04* | London Perm'd.<br>*4 BH Cem* | C.2Cy.24″&48″–30″ (s) 80lb *100lb* SDB01 90RH<br>1SB,*3pf*, G852, H8500<br>W.B.Thompson, Dundee G851, H81616 | 15 « 1<br>7 « 5½ | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c | 4 Register Tonnage Gross — Under deck — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port | 7 Class | 8 Built. When. Where. | 9 By Whom. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP = Horse power by Society's formula; RHP = power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. ft. in. | 15 Masts & Derricks. If not in F. & A. | 16 Hull within rail shaft. Last sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 267 | **John Readhead** | **IronScSr** | 1622 | ✝100A1 | Nwc | *q* | 1883 | J. Read- | F. Rahtkens & Co. | 257·0 \| 34·7 \| 19·6 | Middlesbro' | C.2Cy.28″&61″–36″ (*i*) | 20 ″ 10 | | ~~8,02~~ |
| 89763 | *P. A. Ofsthan* –04 | *ss* Shl. No. 3–5,96 | 1264 | 8,03 | | | 2mo | head & Co. | | Q101′ B60′ F31′ | British | 85lb *80lb* NDB96 173NHP | 2 ″ 1 | | N6,04 |
| HFWQ | *Well deck* | *ss* Nwc. No. 1–01 | 1032 | ~~Shelter~~ ✝LMC4,~~06~~04 | | | | S. Shields | | BK9′ | | 1 *BHCem* | | | |
| | | 1 *Dk(Irn)2tr ls* | | | | | *Lloyd's* | *SA&CP* | | *WB – DBa* 71 | | *f* 104′ 304 *t* | | | |
| 268 | **John S. Boyle** | **SteelScSr** | 143 | | | | 1898 | Hall, | J. S. Boyle | 100·6 \| 20·1 \| 10·7 | Granton | C.2Cy.17″&34″–24″ | 11 ″ 3 | | |
| 108588 | | | 129 | | | | | Russell & Co | | Q23′ | British | 60 RH | | | |
| | (*Trawler*) | 1 *Dk* | 26 | | | | | Aberdeen | | BK7½ | *WB* | Hall, Russell & Co. Abn | | | |
| 269 | **John Sanderson** | **SteelScSr** | 3274 | ✝100A1 | Sld | *u* | 1889 | Short Bros. | Taylor & Sanderson Stm. Shipping Co. Ltd. (Taylor & Sanderson, *Mgrs.*) | 335·3 \| 42·1 \| 27·3 | Sundrland | T.3Cy.24″,39″&64″–42″ (*s*) | 21 ″ 11 | | ~~11,04~~ |
| 95384 | ~~S.S. Wilfred~~ –05 | *ss* Sld. No. 3–4,02 | 3026 | *Spar dk* | | | 2mo | Sunderland | | B64′ F34′ | British | 160lb *80lb* NDB90 263NHP | 8 7 ″ 4 | | N10,~~04~~ |
| LBMS | *W. Francis* –04 | 1 *Dk(Stl)&Spar dk3tr ls* | 2089 | 10,04~~1,06~~ | | | | A&CP | | drg 04 BK10′ | | 2 SB.6*pf*,GS117,HS3935 | | | |
| | | | | ✝NB4,98 | ✝LMC~~1902~~ | | | | | *WB = Cell DBa* 96′ | | *f* 116′ 390 *t* | | | |
| 270 | **John Scully** | **SteelScTug** | 413 | | | | 1899 | J. H. Dia- | T. J. Scully | 136·0 \| 26·1 \| 15·5 | Pth Amboy | T.3Cy.16½″,24″&41″–30″ | | | |
| 136772 | *W. J. Jagg* –03 | | — | | | | | logue & Son | | | Utd. States | 92NHP | | | |
| KPMJ | (*ex* Echo) | 2 *Dks* | 209 | | | | | Camden, N.J. | | | | J. H. Dialogue & Sn. Camden | | | |
| 271 | **John Sharples** | **SteelScSr** | 1614 | | | | 1903 | Superior | Great Lakes & St. Lawrence Transp. Co. | 255·0 \| 41·0 \| 18·0 | Duluth Mn | T.3Cy.14″,25″&42″–30″ | | | |
| 77587 | | | — | | | | | S.B.Co. | | ‡88′ F36′ | Utd. States | 97 NHP | | | |
| KSNF | *Mchy. Aft Elec. light* | 1 *Dk2tr ls* | 919 | | | | | W. Superior | | | *WB* | Superior S.B.Co. | | | |
| 272 | **John Sherburn** | **SteelScK** | 244 | ✝100A1 | Hul | | 1902 | Cook, Wel- | Humber Steam Trawling Co. Ltd. | 125·0 \| 22·0 \| 11·3 | Hull | T.3Cy.13″,21½″&35″–24″ (*s*) | 12 ″ 3 | | |
| 116086 | *J. Lawn* 95–02 | | 219 | *Stm Trawler* | | | 9mo | t'n & Gemmell | | Q49′ BK7′ | British | 200lb 63RHP | | | |
| TQJV | | 1 *Dk* | 97 | 9,02 | ✝LMC9,02 | | | Hull | | | 1 *BHCem* | 1 SB.2*cf*,GS35,HS1200 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | C. D. Holmes & Co. Hull | | | |
| 273 | **John W. Gates** | **SteelSc** | 5946 | | | | 1900 | American | Pittsburgh S.S.Co. | 478·0 \| 52·0 \| 30·0 | Duluth | Q.4Cy.16½″,25½″,38½″&60″–40″ | - | | |
| 77407 | *R. J. Lyons* 01–01 | | — | | | | | S.B.Co. | | Q72′ B47′ F30′ | Utd. States | 228NHP | | | |
| | *Elec. light Mchy. Aft* | 1 *Dk2tr ls* | 4440 | | | | | Lorain, O | | | *WB* | American S.B.Co. Cleveland | | | |
| 274 | **John W. Moore** | **SteelScSr** | 1962 | | | | 1890 | Craig | F. M. Osborne | 246·0 \| 40·6 \| 21·0 | Cleveland, Ohio | C.2Cy.26″&50″–42″ | | | |
| 76896 | | 2 *Dks* | — | | | | | S.B.Co. | | | Utd. States | 135NHP | | | |
| | *Elec. light Mchy. Aft* | | 1689 | | | | | Toledo, O. | | *WB* | | S. F. Hodge & Co. Detroit | | | |
| 275 | **John Williams** | **SteelScBkn** | 663 | ✝100A1 | Syd | *j* | 1894 | R. Napier & | London Missionary Society | 188·6 \| 32·0 \| 13·5 | London | T.3Cy.15″,24″&39″–27″ (*s*) | 16 ″ 0 | | 8,03 |
| 102847 | *A. J. Wyrill* –99 | *ss* Syd. No. 2–02 | 545 | 2,05 ~~3,02~~ | | | 3mo | Sons | | B75′ F25′ | British | 175lb *80lb* 80RHP | 2 ″ 0½ | | |
| NHLK | | 2 *Dks(UTeak)* | 370 | ~~Shelter~~ | ✝LMC~~2,02~~ | | | Glasgow | | BK7½ | 5 *BHpt Asp* | 1 SB.3*cf*,GS63,HS1679 | | | |
| | | | | BS~~2,05~~ | | | *Lloyd's* | *SA&CP* | *WB = Cell* | *DB* 145′ 167 *t* | *APT* 6*t* | R. Napier & Sons, Glasgow | | | |
| 276 | **John Wilson** | **SteelScSr** | 797 | | | | 1893 | Bergens | O. & A. Irgens | 206·2 \| 29·4 \| 12·0 | Bergen | T.3Cy.16½″,26″&42″–30″ | | N | |
| | *W. Hansen* 02–02 | 1 *Dk* | 590 | | | | | Mek. Verks., | | Q60 *t* B94 *t* H37 *t* | Norwegian | 97NHP | | | |
| JVCF | | | 485 | | | | | Bergen | | F26 *t* | *WB* | Bergens Mek. Verks., Bgn. | | | |
| 277 | **John Wise** | **WoodSc** | 275 | | | | 1895 | A. D. Story | Arbuckle & Bros. | 124·0 \| 28·0 \| 10·9 | New York | | | | |
| 77176 | | 1 *Dk* | — | | | | | Essex, Mass. | | | Utd. States | | | | |
| KMGV | | | 169 | | | | | | | | | | | | |
| 278 | **Johnstown** | **SteelScTug** | 225 | | | | 1900 | Harlan & | Pennsylvania R.R. Co. | 88·0 \| 22·0 \| 12·2 | New York | C.2Cy.20″&40″–26″ | | | |
| 77420 | | | — | | | | | Hollings- | | | Utd. States | | | | |
| | | 1 *Dk* | 93 | | | | | worth Co. | | | | 68NHP | | | |
| | | | | | | | | Wlmgtn, Del. | | | | Harlan & Hollingsworth Co. Wilmington, Del. | | | |
| 279 | **Jokai** | **SteelScSr** | 2742 | ✝100A1 | Cff | *u* | 1899 | R. Craggs & | Royl. Hungar'n Sea Nav. Co. Adria, Ld. | 320·0 \| 42·5 \| 13·1 | Fiume | T.3Cy.21″,37″&62″–42″ (*s*) | 16 ″ 9 | | 10,03 |
| | *Cherucci* –03 | *ss* Fiu. No. 1–03 | 2425 | *Spar dk* | | | 7mo | Sons | | P38′ B112′ F35′ | Aust.-Hung. | 200lb *90lb* 269NHP | 4 ″ 9½ | | |
| | | 1 *Dk(Stl)&Spar dk(Irn)& deep framing* | 1677 | 10,03 | ✝LMC7,08 | | | Middlesbro' | | 21·1 FK | 6 *BHCem* | 2 SB.6*rf*,GS106,HS3940 | | | |
| | | | | | | | A&CP | | *WB = Cell DBa* 102′ *uE &* | | *B40′ f* 130′ 639 *t FPT* | 4 *tAPT* 13*t* | N.E. Marine Co. Ld. Nwc. | | |
| 280 | **Jökul** | **IronScSr** | 334 | | | | 1891 | Moss Jern- | S. Staalesen | 132·0 \| 22·1 \| 9·9 | Haugesnd | T.3Cy.11¼″,18″&29½″–22″ | | N | |
| | *R. Kolstö* | 1 *Dk* | 210 | | | | | stöberi & M.V | | P110 *t* F14 *t* | Norwegian | 41NHP | | | |
| JNHK | | | 194 | | | | | Moss | | | *WB* | Moss Jernstöberi & Mk. Vk. | | | |
| 281 | **Jolanda** | *ss* Gen. No. 2–04 **IronScSr** | 2679 | ✝100A1 | Gen | *t* | 1883 | A. Leslie & | A. Parodi fu B. | 317·2 \| 37·1 \| 25·6 | Genoa | C.2Cy.32″&70″–48″ (*s*) | 21 ″ 1 | | ~~1,03~~ |
| 21 | *G. Antola* –01 | *ss* Bly. No. 3–12,95 | 2546 | *Spar dk* | | | 2mo | Co. | | | Italian | 100lb *70lb* 278NHP | 4 6 ″ 4 | | 10,04 |
| QBTL | (*ex* Chollerton) | ~~*ss* Cff. No. 1–99~~ | 1744 | 10,04~~1,02~~ | ✝LMC | | | Newcastle | | ptND91&95 BK10′ | 6 *BHCem* | 2 SB.6*pf*,GS120,HS4374 | | | |
| | | 1 *Dk(Irn–ws)&Spar dk3tr B* | | ~~MS11,—75~~ | BS3,02 | | *Lloyd's* | *SA&CP* | *WB = DBa* 80′ *f* 84′ *&u* | *E&B* 36′ 388 *t FPT* | 36 *tAPT* 23*t* | W ghm Richrdsn & Co. Nwc. | | | |
| 282 | — | **SteelTwinSc** | 210 | | | | 1902 | Flli. | Soc. Anon. di Nav. a Vap. Puglia | 137·3 \| 26·3 \| 5·1 | Bari | C.4Cy.11″&19 7/16″–11″ | | I | |
| 4 | *P. Milella* 02–02 | | — | | | | | Orlando | | | Italian | 22NHP | | | |
| QBTR | | 1 *Dk* | 102 | | | | | Leghorn | | | *WB* | Flli. Orlando, Leghorn | | | |
| 283 | **Jolantha** | **IronScSr** | 740 | ✝ | Nwc | *j* | 1884 | Blyth S.B. | Forenede Dmpskib. Selskab | 187·1 \| 29·9 \| 12·5 | Copnhagn | C.2Cy.25½″&48″–33″ | 14 ″ 5 | | |
| | *J. C. Christiansen* | *ss* Nwc. No. 1–88 | 554 | 5,88 | | | 1mo | Co. | | P24′ Q42′ B42′ | Danish | 110NHP | | | |
| NWQK | (*ex* Iolantha) | 1 *Dk(Irn)* | 452 | | ✝ | | | Blyth | | F18′ | 4 *BHCem* | | | | |
| | *Well deck* | | | | | | | | *WB = DBa* 46′ *f* | 18′ *&uE & B* 29′ 134 *t* | 4 *PT* 21*t* | Black, Hawthorn & Co., Gts. | | | |
| 284 | **Joliet** | **SteelSc3MstSr** | 1922 | | | | 1890 | Cleveland | Pittsburgh S.S.Co. | 266·0 \| 38·0 \| 19·0 | Duluth, Minn | T.3Cy.17″,29″&47″–36″ | | S | |
| 76873 | *C. Weitzman* 03–03 | 2 *Dks* | — | | | | | S.B.Co. | | H—F40′ | Utd. States | 133NHP | | | |
| | *Mchy. Aft* | | 1597 | | | | | Cleveland, O. | | *WB* | | Cleveland S.B.Co., Clevelnd | | | |
| 285 | **Jomsborg** | **SteelScSr** | 1888 | ✝100A1 | Cff | *r* | 1896 | W. Gray & | Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 280·0 \| 39·2 \| 19·0 | Copnhagn | T.3Cy.20″,31½″&53″–36″ (*s*) | 21 ″ 4 | | ~~5,02~~ |
| | *G. J. M. Kyhl* | *ss* Hpl. No. 1–01 | 1736 | 7,04~~5,03~~ | | | 10mo | Co. (Lim.) | | P17′ B72′ F29′ | Danish | 160lb *80lb* 188NHP | 3 ″ 4 | | 7,04 |
| NHTR | | 1 *Dk(Irn)&deep framing* | 1203 | BS3,04 | ✝LMC8,01 | | | W Hartlepool | | FK | 1 *BHCem* | 2 SB.4*rf*,GS63,HS3110 | | | |
| | | | | | | | A&CP | | *WB = Cell DBa* | ‡88′ *uE&B* 36′ *f* 116′ | 560 *tAPT* 55*t* | Cen. Mar. Eng. Wrks. W Hpl | | | |
| 286 | **Jonas Ahlströmer** | **CompScSr** | 195 | | | | 1869 | J. Olsson | C. A. Hallberg | 102·0 \| 22·1 \| 11·9 | Hjertum | C.2Cy.12″&25½″–19½″ | | | |
| 1844 | *C. Olsson* –00 | 1 *Dk* | 170 | | | | | Amål | | B21′ | Swedish | 23NHP | | | |
| HDRN | | | 103 | | | | | | | | | Motala Co., Gothenburg | | | |
| 287 | **Jonas Lie** | **IronScSr** | 615 | ✝ | Bgn | | 1875 | Bergens | Bergenske Dampskibsselskab | 166·5 \| 24·8 \| 13·3 | Bergen | C.2Cy.17½″&40½″–24″ | | | |
| | *H. Johannesen* | 1 *Dk&Awng dk3tr B* | 599 | *Awng dk* | | | 6mo | Mek. Verks. | | 20·2 | Norwegian | 78NHP | | | |
| JQLW | | | 366 | *with load line* 12,77 | | | | Bergen | | H16 *t* | 5 *BHCem* | *Eault* 02 *B made* 74 *fitted* 02 Bergen Eng. Works, Bgn. | | | |
| 288 | **Jonni** | **IronScSr** | 155 | | | | 1891 | F. W. | Rabien & Stadt- | 104·5 \| 21·2 \| 10·3 | Gstemnde | C.2Cy.17¾″&30¾″–21⅝″ | | G | |
| | *A. Schäfer* | 1 *Dk* | 144 | | | | | Wencke | lander | H33′ | German | 37NHP | | | |
| KREH | | | 28 | | | | | Bremerhaven | | | *WB* | H. Pausecksch, Landsberg | | | |

| Numéro d'Ordre. Nom du Navire. Matériaux. Gréement, etc. Numéro officiel. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. Signaux | Tonnage. Total. Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Construit. Quand. Mois. Par qui. Où. | Armateurs. | Dimensions d'après le Douane. Superstructures, &c. Longueur. Largeur. Creux. | Machines. Nos. Fonctionnement. Chaudières. Pression. SHP. Forces en chevaux d'après les formules de la Société. RHP. Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord en hiver du navire. pds. pc. |
|---|---|---|---|---|---|---|---|
| **289 Jonquil** IronScK<br>98147 A.Pigg00–02 ssGm. No.3–11,02<br>MJVR (exLynbrook) 1 Dk | 143<br>138<br>49 | ✝100A1 Gms<br>Stm Trawler<br>11,04 ✝LMC 11,04<br>✝NB 11,02 | 1891 A.W.Robertson &Co. London<br>9mo<br>Lloyd's s.a.&c.p. | N.EasternSteam FishingCo.Ld. | 96·5 20·1 10·1<br>F16' F20'<br>ND02 BK7½<br>WB= | Grimsby<br>T.3Cy.10½",18"&30"–22" (s<br>180lb 45RH<br>1SB.2pf,gs29,hs36<br>G.T.Grey,SouthShields | 11 · 10 |
| **290 Jose de Aramburu** SteelScSr<br>J.Romero –02<br>1 Dk(Irn) ‡deep framing | 2388<br>2015<br>1368 | ✝100A1 Sld s<br>5,02 2,04 Spt<br>✝LMC 11,04 | 1902 Cia.Trasatlantica Cadiz<br>11mo<br>Lloyd's s.a.&c.p. | Cia.Gaditana de Nav.delVaporJose de Aramburu<br>WB=Cell DBa82 | 279·0 41·0 22·2<br>P37' B68' F38'<br>FK<br>s.E.4 B40 f 116 | Cadiz<br>T.3C. 21",34"&56"–36" r<br>170lb 80lb 202NH<br>2SB,6cf,gs108,hs3150<br>Lobnitz&Co.Ld Renfrew | 22 · 6<br>s 3 · 8 |
| **291 José Gallart** SteelScSr<br>M.Serra ssBry.No.1–01<br>HPTW (exMontclair) 2Dks(Stl) ‡deep framing | 3805<br>3601<br>2458 | ✝100A1 Bel w<br>9,04 2,02<br>BS9,04 ✝LMC 01 | 1898 A.McMillan&Son.Ld Dumbarton<br>4mo<br>Lloyd's s.a.&c.p. | A.Folch y Ca.<br>WB=Cell | 370·0 46·0 25·8<br>P36' B100' F38'<br>Bs118 s.E.24 f 142 | Barcelona<br>T.3Cy.25",42"&68"–45" (s<br>180lb 100lb 339NH<br>1SB,6cf,gs100,hs4208<br>D.Rowan&Son,Glasgow | 28 · 6<br>s 5 · 10 |
| **292 José Garcia** WoodPadSr<br>Santamarina (exVillaclara) | 1532<br>—<br>1196 | | 1866 John English&Co. New York | Menendez&Co. | 219·1 36·7 11·3 | Cienfuegs's<br>1Cy.62"–132"<br>239NH<br>Pointard Iron Works | |
| **293 José Maria** IronSc<br>J.Lloret (exBenjaminHaynes,<br>HPTR exRiodeOro,exGuadalete) 1 Dk2trB | 464<br>—<br>351 | ... | 1861 Henderson &Son Renfrew | A.Millan | 173·5 23·1 13·1<br>F20 F20<br>BK6 | Cadiz<br>C.2Cy.20"&41"–24"<br>NE74 NB90 69NH<br>Portilla,White&Co.Seville | 13 · 1 |
| **294 José Martinez de Pinillos** SteelScSr<br>C.deGoicorchea01–03<br>HPVD 1 Dk(pt Irn&pt Stl) ‡deep framing<br>‡pt.1wng dk(Irn) | 2555<br>1967<br>1493 | ✝100A1 Bbo t<br>pt 4wng dk<br>withfreeboard<br>9,03 ✝LMC 11,04<br>B11,04 | 1900 TyneIron S.B.Co.Ld Newcastle<br>9mo<br>A&C.P. | Cia.delVap. JoséMartinez de Pinillos(Portillo, Ibañez y Cia.) | 290·0 43·0 19·5<br>P30'Q80'<br>pt 4wngdk180'<br>WB= Cell DBa88 | Bilbao<br>T.3Cy.22",36"&68"–39"<br>Spanish 160lb 80lb 296NH<br>5BHCem 2SB,6pf,gs108,hs3610<br>N.E.MarineCo Ld.Nwc.<br>uE&B42 f112'606t APT68 | 22 · 10<br>s 6 · 8½ |
| **295 José Roca** IronScSr<br>G.Company ssSld.2ndNo.8–7,98<br>HPVL (exMilton) ssBcl.No.1–03<br>2Dks3trB | 1311<br>1293<br>802 | ✝90A1 Bel p<br>6,08<br>✝NB6,98 LMC6,98 | 1874 E.Withy& Co. Hartlepool<br>7mo<br>A&C.P. | Cia.Marit.Comercial J.Roca, Mgr. | 245·0 31·6 22·6<br>ND90<br>BK9<br>WB=DBa | Barcelona<br>C.2Cy.29"&55"–33"<br>Spanish 70lb 80lb ND98 120NH<br>4 BHCem 1DB,4pf,gs60,hs1976<br>74'f68'222t Richardson&Sons,Hpl. | 23 · 3<br>s 4 · 2 |
| **296 Jose Romano** SteelScSr<br>J.Laucirica –96 ssN.Os.No.1–95<br>1 Dk | 468<br>354<br>277 | ✝ N.Os g<br>withfreeboard<br>12,96<br>Gulf of Mexico,Tabasco,Vera Cruz | 1890 Grngemt'h Dckyrd Co. Grngemouth<br>8mo<br>A&C.P. | Cia.Mexicana de Navegacion | 170·4 25·0 11·0<br>P50'B52'F29'<br>FK<br>WB=FPT | Tabasco<br>T.3Cy.16",26"&40"–30"<br>Mexican 90NH<br>4 BHCem 1SB,3tf,gs52,hs1<br>Hutson&Corbett,Glasgow | 11 · 6 |
| **297 Josefa** IronScSp<br>L.F.Campelo –02 ssBbo.No.3–1,94<br>exValeria) ssBbo.No.2–02<br>Mchy.Aft 1 Dk(Irn) | 248<br>215<br>152 | ✝100A1 Bbo d<br>9,02<br>✝NB10,02 LMC9,02<br>BS10,02 2,05 | 1881 C.Hill& Sons Bristol<br>11mo<br>Lloyd's s.a.&c.p. | BlancoHermanos y Cia. | 120·4 23·2 9·7<br>P37'F15'<br>BK6½<br>WB= FPT22t | Bilbao<br>T.3Cy.10",15"&24"–18" (s<br>Spanish 160lb 60lb NE90 24NH<br>4 BHCem 1SB.2pf,gs14 ND84<br>Shanks & Co.Dundee | 10 · 4<br>s 1 · 8<br>w1 · 4 |
| **298 Josefina** IronScBg<br>J.Lloret –02 6thSurvey,Nwc.11.89<br>(exAlejandria, 3rdSurvey.Gen.3.99<br>exJoséMonteys, exMariaVittoria,<br>exTweed) 2Dks3trB | 1275<br>—<br>825 | ✝ Gen Lv<br>12,08<br>✝NB89 | 1870 J.Laing Sunderland<br>2mo | J.E.Galofré | 246·0 30·3 23·2<br>B84t<br>pts ND89<br>BK9 | Barcelona<br>2Cy.41"–33"<br>Spanish ND983 145NH<br>5BH<br>WB= DBa | 24 · 6 |
| **299 Josefita** IronScSr<br>Garcia 2Dks | 1114<br>—<br>845 | | 1887 Neafie& Levy Philadelphia | Menendez&Co. | 211·0 32·6 20·4 | Cienfuegs's<br>C.2Cy.30"&50"–36"<br>Cuban 125NH<br>WB | Neafie&Levy,Philadelphia |
| **300 Joselle** IronScK<br>~~Fuengirola01–02~~ ssGms.No.1–02<br>JTKP (exTrafalgar) ~~F.Bonsom –03~~ 1 Dk | 169<br>151<br>51 | ✝100A1 Gms<br>Stm Trawler B.T.<br>10,02 ✝LMC 10,02<br>BS7,04 | 1898 Earle'sCo. Ld. Hull<br>3mo<br>Lloyd's s.a.&c.p. | A.H.Peigné | 102·0 20·6 11·0<br>Q18'F19'<br>BK7½ | Nantes<br>T.3Cy.11",17"&30"–21"<br>French 160lb 47NH<br>3BHCem 1SB,2pf,gs28,hs800<br>Earle'sCo Ld Hull | 11 · 9 |
| **301 Joseph C. Gilchrist** SteelScSr<br>20041 1 Dk2trB | 4725<br>—<br>3393 | | 1903 American S.B.Co. Lorain,O. | GilchristTransp. Co.(J.C.Gilchrist) | 416·0 50·0 28·0 | Cleveland<br>T.3Cy.22",35"&58"–40"<br>Utd.States 213NH<br>AmericanS.B.Co.Cleveland | |
| **302 Joseph Church** WoodSc<br>W. ~~Kyd~~ 9.04<br>78509 | 234<br>—<br>117 | | 1873 ..... FallRiver, Mass. | FisheriesCo. | 146·8 18·9 10·2 | Greenport<br>N.Y.<br>Utd.States | |
| **303 Joseph Davis** SteelScSr<br>97534 J.G.Forster –03 ~~Shl.No.2–03~~<br>LVKN 1 Dk(Irn)3trBg Webframes<br>ssNwc.No 3–3,03 | 2282<br>1922<br>1425 | ✝100A1 Shl s<br>2,03<br>BS4,04 ✝LMC 03 | 1890 ShortBrs. Sunderland<br>9mo<br>A&C.P. | J.Westoll | 290·3 39·1 21·8<br>P32 B78' F31'<br>BK10<br>WB= Cell DB208 | Sundrland<br>T.3Cy.21½",35"&58"–39"<br>160lb 80lb NDB01 209NH<br>2SB,6cf,gs84,hs3120<br>J.Dickinson,Sunderland | 24 · 4<br>s 8 · 7½ |
| **304 Joseph Di Giorgio** SteelScSr<br>S.Nielsen –03<br>1 Dks4wng dk | 1253<br>1149<br>803 | | 1903 Akers Mek.Værk. Christiania | Dpskacties. JosephDiGiorgio (B.Hansen) | 227·8 31·7 15·1<br>H10 | Fikkefjord<br>T.3Cy.20",32"&52"–33"<br>N 155NH<br>WB | AkersMek.Værks.Xia. |
| **305 Joseph Fisher** SteelScSr<br>102023 W.McFerran –04 ~~ssNwc.No.1–03~~<br>Well deck ssDub.No.2–04 1 Dk(Stl)<br>Mchy.Aft | 292<br>203<br>70 | ✝100A1 Dub d<br>6,01 2,03<br>✝LMC 04 | 1896 J.Fullerton&Co. Paisley<br>9mo<br>A&C.P. | Newry&KilkeelSS Co.Ld. (J.Fisher &Sons, Mgrs.) | 140·0 21·1 9·8<br>Q16'B7'F26'<br>drpd1&up 10.6<br>drpd1 WB= FPT50 | Newry<br>C.2Cy.16"&32"–24"<br>Britsh 120lb 45RH<br>3BHCem 1SB,2pf,gs35,hs933<br>Hall-BrwnBttery&Co.,Gls | 10 · 6<br>s 1 · 8 |
| **306 Joseph L. Colby** SteelSc<br>76933 M.Langell01–03<br>KHJF Whaleback Mchy.Aft 1 Dk2trB | 1245<br>—<br>915 | | 1890 American St'l BargeCo. W.Superior | PittsburghS.S.Co. | 265·0 36·0 22·0 | Duluth<br>C.2Cy.26"&50"–42"<br>USA 184NH<br>WB= F.E. | |
| **307 Joseph Merryweather** StlScSr<br>106686 J.Peterson –03 ssBry.No.3–8,01<br>QGRP 1 Dk(Irn) ‡deepframing | 2144<br>1854<br>1367 | ✝100A1 Bry s<br>5,05 3,03 Shl<br>BS12,04 ✝LMC 8,01 | 1898 W.Gray& Co.Ld. W Hartlepool<br>9mo<br>A&C.P. | W.S Merryweather<br>WB= Cell DBa | 290·3 42·1 19·2<br>P27'B69'F29'<br>FK<br>s.E.110 f 120'607t | W.Hart'p'l<br>T.3Cy.21½",35"&58"–39"<br>160lb 80lb 220NH<br>2SB,6cf,gs73,hs3445<br>Cen Mar.Eng Wrks WHp | 21 · 9<br>s 8 · 9 |
| **308 Joseph Rickett** IronScSr<br>81548 E.Hume –98 ssNwc.2ndNo.3–11,03<br>SPNC Well deck 1 Dk(Irn) | 683<br>508<br>410 | ✝90A1 Nwc j<br>~~4,98~~ 3,04 ~~Sld~~ Shl<br>✝NB1,05 LMC11,03 | 1879 J.Key&Ss. Kinghorn<br>9mo<br>A&C.P. | W.Cory&Son,Ld. | 186·1 28·0 13·9<br>P5'B35'F18'<br>BK7½<br>WB=DBa | London<br>C.2Cy.24"&46"–33"<br>Comp 90lb 4 BHCem<br>1SB,3pf,gs41<br>J.Scott&Sons,Kirkcaldy | 14 · 10<br>s 1 · 6 |
| **309 Joseph Thompson** StlTwinScSp<br>105679 H.Rockett –99 ssMch.No.1–01<br>Elec.light (Sludge Vessel)<br>Mchy.Aft 1 Dk(Stl)‡Web frames | 995<br>985<br>586 | ✝100A– Mch<br>8,01 ~~3,04~~<br>~~Shl~~<br>BS8,04 ✝LMC11 | 1897 Vickers, Sons&Co.Ld Barrow<br>8mo | ManchesterCorporation | 253·0 38·2 13·8<br>FK<br>WB=FPT | Manchester<br>T.3Cy.16",23"&35"–24"<br>150lb 150NH<br>6BHCem 2SB,6cf,gs108,hs2804<br>Vickers,Sons&Co.Ld.,Brw | 14 · 7 |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Gross / Under Deck / Net | Particulars of Classification. Character. / Special Survey / Date of last Survey. | Port of | Built. When. / Ship / Engines | By Whom. / Where. | Owners. | Register Dimensions. Length. | Breadth. | Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders—Stroke. Pressure. NH=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Screw: diameter ft. | Screw: diameter in. | Screw: Material of blades | Screw: Material of boss | Screw: Material of shaft | Screw: Date when last examined |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 310 | **Joseph & Sarah Miles** Steel Sc K<br>*J. White* 84–02<br>TRQL *Elec. light* 1 *Dk* | 272<br>254<br>70 | ✠100A1 Yar<br>*Stm Trawler*<br>5,03 ✠LMC11,02 | | 1902 Hawthorns 11mo | Hawthorns & Co. Ld. Leith<br>*Lloyd's A&CP* | Royal National Mission to Deep Sea Fishermen | 135·0 Q8′ F1′ BK7½<br>*WB = DTank* | 22·5 | 13·8 | London British<br>*1 BHCem* | T.3Cy.13″,21″&34″–24″ (s) 180lb 6 RH<br>1SB.2cf.GS86.HS1040<br>Hawthorns & Co. Ld. Leith | 14 | 6 | | | | 5,03 |
| 311 | **Josephina** Steel Sc Sr<br>*W. Uhlenbrock* ss Rot. No. 1–01<br>PGTN 1 *Dk(Stl)* & *deep framing* | 1295<br>1093 ~~1004~~<br>826 | ✠100A1 Rot *o*<br>✠LMC1,04 | | 1899 R. Duncan 12mo | & Co. Ld. Port Glasgow<br>A&CP | Maats. S.S. Josephina (Jos. de Poortor)<br>*WB = Cell D Ba65′ f84 260t* | 234·9 P29′ B68′ F28′ FK | 34·7 | 16·5 | Rotterdam Dutch<br>*4 BHCem APT42t* | T.8Cy.18½″,30″&49″–33″ (s) 160lb *80lb* 141 NHP<br>1SB.3pf.GS49.HS2156<br>Hall-Brwn Buttery & Co Gls | 18 | 9<br>2 | | | | N1,04 |
| 312 | **Josephine** Wood Sc<br>7861s 1 *Dk 2tr B* | 774<br>—<br>617 | | | 1886 ..... Milwaukee, Wis. | Van Heyngen & Co. | | 165·0 | 31·6 | 19·0 | Mobile Ala. Utd. States | | | | | | | |
| 313 | — Iron Sc Tug<br>HJNS | 145<br>—<br>— | | | 1879 Beresen & Co. Argenteuil | L. Straus | | 98·5 | 16·6 | 8·6 | Lisbon Portuguese | C.2Cy.19½″&35½″–15½″ 11 NHP | | | | | | |
| 314 | **Joshepa Antoni** Iron Sc Sr<br>*Lerchundi* –99 (ex Banner)<br>HQBW *Mchy. Aft* 1 *Dk* | 202<br>186<br>123 | ✠ Gls *d*<br>10,88 | | 1881 J Fullerton 9mo | & Co. Paisley<br>*Lloyd's A&CP* | M. Camara | 130·0 Q47 F17 drp83<br>*WB = FPT22t* | 21·1 | 9·9 | S. Sebast'n Spanish<br>*4 BHCem* | C.2Cy.18″&34″–28″ 51 NHP<br>Scott Bros., Glasgow | | | | | | |
| 315 | **Joshua Lovett** Wood Sc Tug<br>76782 | 169<br>—<br>84 | | | 1888 ..... Boston | Commercial Tow Boat Co. | | 111·2 | 22·0 | 11·9 | Boston Utd. States | | | | | | | |
| 316 | **Joshua Nicholson** Iron Sc Sr<br>79243 ~~*Jos. Nicholson* ss~~<br>TWQS *Cherry* ss Ant. No. 2–01<br>2 *Dks(1 Irn) 3tr B* | 1853<br>1725 ~~1,01~~ 1,03<br>1196 ~~NB2,91~~ MC<br>~~MS11,01~~ BS12,03 | ✠100A1 Shl *r*<br>Lon | | 1880 Tyne I.S. 10mo | B. Co. Lim. Newcastle<br>*Lloyd's A&CP* | Joshua Nicholson S.S. Co. Ld. (Westcott & Laurance Ld. *Mgrs.*) | 270·0 P33′ F32′ ND01 BK9¼<br>*WB = DBa* | 35·0 | 24·5 | N. Shields British<br>*3 BHCem* | T.3Cy.18″,30″&48″–40″ (s) 160lb *80lb* NDB99 150 NHP<br>1SB.4cf.GS55.HS2320<br>*Tpd* 94 Palmer's Co (L) Nwc | 25<br>4 | 7<br>8 | | | | ~~11,03~~<br>9,04 |
| 317 | **Josto** Iron Sc Sr<br>373 *A. Desideri* (ex Iona)<br>QBTN *Elec. light* 1 *Dk 2tr B* | 1047<br>796<br>626 | | | 1866 J. & G. Thomson Glasgow | Nav. Gen. Italiana | | 239·6 P53′ B58′ F64′ | 30·1 | 17·6 | Genoa Italian | T.3Cy.22½″,36½″&60½″–36″ NE & B99 220 NHP<br>Fonderia Orotea, Palermo | 18 | 8 | I | | | |
| 318 | **Jotun** Steel Sc Sr<br>*E.W. Schmidt* –02 1 *Dk*<br>JWNR | 532<br>392<br>321 | | | 1892 Stavanger | Actiedmpskibselsk Stöberi & Dok Stavanger | Jotun (Madsen & Jespersen | 171·7 Q54′ B47′ F24′ | 24·5 | 13·2 | Stavanger Norwegian<br>*WB* | T.3Cy.11½″,17½″&30″–24″ E & B *made* 89 44 NHP<br>Nylands Værksted, Xiania | | | N | | | |
| 319 | **Jotunheim** Iron Sc Sr<br>*Th. Fjelde* 1 *Dk*<br>JVGK | 293<br>149<br>173 | | | 1890 Trondhjem | Söndmöre Dampskibsselskab<br>Mek Vækstd Drontheim | | 137·9 P105t H11t F28t | 20·6 | 9·0 | Aalesund Norwegian | T.3Cy.12½″,19½″&32″–24″ 50 NHP<br>Trondhjems Mek Værksted | | | | | | |
| 320 | **Jovellanos** Iron Sc Sr<br>*G. Navarro* 03–99<br>HQBT *Well deck* (ex Romeo) 1 *Dk* | 453<br>—<br>269 | | | 1873 M'Kellar, McMillan & C Dumbarton | Union Hullera y Metalurgica de Asturias (L. Adaro, *Mgr.*) | | 170·2 P117t F16t | 26·2 | 11·6 | Gijon Spanish | C.2Cy.22″&40″–27″ NB95 73 NHP<br>Kincaid, Donald & Co., Grk. | 12 | 5 | | | | |
| Wrecked 8,05 321 | **Juan Bautista** Iron Sc K<br>*F. Ayestaran* 02–02<br>(ex Sarah) | 119<br>—<br>19 | | | 1890 Hepple & Co. North Shields | Viuda de J.B. Otermin | | 96·6 | 19·1 | 10·4 | S. Sebast'n Spanish | C.2Cy.16″&32″–22″ 40 NHP<br>Hepple & Co. N. Shields | | | | | | |
| 322 | **Juan Cunningham** Iron Sc Sr<br>*C. de Goitia* –99 ss Lon. No. 3–8,96<br>HRDS ss Bkn. No. 1–00<br>1 *Dk(Irn)* & *Awngdk* | 1115<br>—<br>819 | ✠100A1 Lon *n*<br>*Awng dk*<br>*with freeboard*<br>9,03 ✠LMC 9,03<br>~~BS9,00~~ BS9,05 | | 1883 WB Th'mpson 10mo | Dundee<br>*Lloyd's A&CP* | La Beticа Soc. Anon de Nav. à Vap. | 221·4 BK8′<br>*WB =* | 32·2 | 21·4 | Seville Spanish<br>*4 BHCem* | C.2Cy.26″&52″–30″ (s) 85lb *80lb* NDB02 92 NHP<br>2SB.4pf.GS77.HS1043<br>W.B. Thompson, Dundee<br>*Freeboard to Awning deck* | 14<br>7 | 10<br>0 | | | | 9,03 |
| 323 | **Juan Forgas** Steel Sc Sr<br>*J. Castells* ss Bcl. No. 2–99<br>HRDV (ex Empress of the East) 1 *Dk(Stl)* &<br>*Elec. light Spardk(Stl–ws)* & *Web frames* | *3095*<br>*2802*<br>*1970* | ✠100A1 Msl *u*<br>*Spar dk*<br>1,01<br>~~BS12,03~~<br>~~LMC 2,03~~ | | 1891 Sundrland 12mo | S.B. Co. (Lim) Sunderland<br>A&CP | A. Folch y Ca. | 343·0 P32′ B64′ F42′ 26·0<br>BK8″<br>*WB = Cell* | 41·1 | 18·7 | Barcelona Spanish<br>*6 BHCem* | T.3Cy.23½″,39″&64″–42″ (s) 160lb *80lb* 280 NHP<br>2SB.6rf.GS114.HS4420<br>N.E. Marine ECo (Lim) Nwc | 21<br>6 | 1<br>8 | | | | ~~N1,04~~<br>~~hydraulic~~<br>2,05 |
| 324 | **Juanita** Iron Sc Sr<br>*J. Gonzalez Rotella* ss Hpl. No. 3–6.00<br>HRDG (ex Galea, ex Godrevy) 1 *Dk(Irn) 2tr B*<br>*Well deck* | 1107<br>890<br>714 | ✠100A1 Hpl<br>6,00<br>~~NB6,00~~ LMC6,00 | | 1879 J. Laing 9mo | Sunderland<br>A&CP | V. Gonzalez Sen. C. | 221·0 Q84 T16′ F28′ FK<br>*WB =* | 32·0 | 16·1 | Gijon Spanish<br>*4 BHCem* | C.2Cy.27″&50″–36″ 90lb *80lb* NDB00 116 NHP<br>1SB.3pf.GS49.HS1900<br>G. Clark, Sunderland | | | | | | N4,00 |
| 325 | — Steel Sc Sr<br>~~*Fraser* 00–00~~ ~~ss B. As. No. 1–99~~<br>*Dain* ss B. As. No. 2–04 1 *Dk(Irn)* | *719*<br>*614* ~~2,01~~ ~~11,03~~ 3,05<br>*379* | ✠100A1 B. As *j*<br>*Spar dk*<br>~~Spar dk~~<br>~~BS3,04~~<br>LMC2,01 | | 1895 D. & W. 10mo | Henderson & Co. Glasgow<br>*Lloyd's A&CP* | M. Mihanovich<br>*WB = Cell D* | 180·0 P9′ B60 F22′ FK<br>*Bu E & B35′ 77t FPT* | 34·0 | 11·6 | Bns. Ayres Argentine<br>*1 BHCem* | T.3Cy.15″,25″&40″–33″ (s) 180lb *100lb* 109 NHP<br>1SB.3cf.GS63.HS1878<br>D. & W. Henderson & Co. Gls | 13 | 10 | | | | N2,04 |
| 326 | **Juanita North** Steel Sc Sr<br>105847 *A. Fox* –00 ~~ss Off. No. 1–00~~<br>PJQS 1 *Dk(Stl)* & *Spardk(Stl)*<br>ss Sld. No. 2–04 & *deep framing* | 3503<br>3221<br>2233 ~~1,03~~ 1,04<br>~~MS4,04~~ MC | ✠100A1 Sld *w*<br>*Spar dk* ~~Sld Wpns~~<br>~~BS5,04~~ | | 1896 Short Bros. 7mo | Sunderland<br>A&CP | Nitrate Producers' SS Co Ld (Lawther, Latta & Co. *Mgrs.*)<br>*WB = Cell D* | 352·0 P34′ B80′ F38′ 25·1<br>FK<br>*Ba117′ n E 24′ f 143* | 45·0 | 17·2 | London British<br>*6 BHCem* | T.3Cy.24½″,40″&66″–45″ (s) 180lb *80lb* 318 NHP<br>2SB.6pf.GS97.HS3837 FD<br>G. Clark (Lim.), Sld. | 19<br>5 | 9<br>6½ | | | | ~~4,04~~<br>2,05 |
| 327 | **Juba** Steel Sc Sr<br>96696 *H. Pidcock* –98<br>LNCT *Elec. light* 1 *Dk* & *Shaded k* | 506<br>398<br>134 | ✠ Cty *r*<br>*Shade dk*<br>*with freeboard*<br>12,89 ✠ | | 1889 Ailsa S.B. 12mo | Co. Troon | Imperial British East Africa Co. | 190·0 P25t BK7½ | 29·0 | 11·6 | London British<br>*5 BHCem* | T.3Cy.16″,26″&42″–30″ 90 RHP<br>1DB.4cf.GS78.HS2304<br>Dunsmuir & Jackson, Gls. | 12 | 3 | | | | |
| 328 | **Jucar** Steel Sc Sr<br>116005 *A. Higgins* –01 ss Bel. No. 1–05<br>*Mchy. Aft* 1 *Dk(Irn)*<br>*Well deck* | 261<br>181<br>60 | ✠100A1 Bel *r*<br>5,03 ~~5,04~~<br>✠ ~~MC~~ 5,05 | | 1901 J. Shearer 1mo | & Son Glasgow<br>A&CP | C.M. Legg<br>*WB = FPT 12t* | 123·9 Q44′ B8′ F20′ BK7 | 22·1 | 9·1 | Belfast British<br>*3 BHCem* | C.2Cy.16″&34″–24″ (s) 125lb 58 RHP<br>1SB.2pf.GS35.HS1023<br>J. Shearer & Son, Glasgow | 10 | 3 | | | | 2,04 |
| 329 | **Judith** Steel Sc<br>*J. Visser* (*Trawler*) | 190<br>171<br>97 | | | 1898 Bonn & Mees Rotterdam | Nederl. Stoomvisscherij (Naaml. Ven.) | | 109·9 | 20·6 | 12·2 | Ymuiden Dutch | T.3Cy.12½″,20″&32″–22″ 48 NHP<br>Earle's Co. Ld. Hull | | | V | | | |
| 330 | **Juist** Steel Pad<br>*U.G. Wilken* –02<br>KJHR 1 *Dk* | 169<br>151<br>95 | | | 1902 J.L. Meyer Papenburg | Dampfsch. Rhed. Norden | | 140·0 | 18·6 | 7·3 | Norden German | C.2Cy 17½″&32½″–35½″ 52 NHP<br>Jos. L. Meyer, Papenburg | | | G | | | |
| Foundered 4,05 331 | **Jules-Henri** Steel Sc K<br>*B. Vanleke* 1 *Dk* | 142<br>—<br>59 | | | 1894 Hawthorns & Co. Leith | J. Baels-Mauricx | | 105·6 F22′ BK6½ | 20·5 | 10·4 | Ostend Belgian<br>*WB* | T.3Cy.11″,17½″&30″–21″ 57 NHP<br>Hawthorns & Co., Leith | 11 | 3 | V | | | |

| Numéro | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Sous le Pont. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Ferme assignée maintenue. Lettre | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres. Genre. Pression des Chaudières. Nbre. Force nominale ou effective. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 332 | **Jules-Michel** SteelScK<br>*A. Wittrock* –00 (*Trawler*)<br>1 *Dk* | 142<br>134<br>63 | ... | 1895 Hawthorns A.Co. Leith | J.Baels-Mauricx | 105·5 20·6 10·2<br>Q22′ F21′ BK7′ | Ostend Belgian W.A. | T.3Cy.11″,17½″&30″–21″ 57NH<br>Hawthorns&Co.,Leith | 11 · 3 | V | |
| 333 | **Jules Orban de Xivry** IronScK<br>~~*C.Thielan* –00~~ *ssAms.No.2–02*<br>*T.Asaert* –04 1 *Dk* | 148<br>141<br>58 | ✝100A1 Ams<br>*Stm Trawler*<br>10,04 ~~B6,00~~ B6,00 | 1893 Cochrane 12mo &Cooper Beverley *Lloyd's A&CP* | A.Golder,B.Brickx &Co. | 102·1 20·6 11·0<br>Q18′ F18′ BK7½<br>*WB=* | Ostend Belgian *BHCem* *MT*11′11c | T.3Cy.12½″,19½″&32″–22½″ 160lb (*s*) 19NH<br>1SB,*2cf*,GS28,HS747<br>C.D.Holmes&Co.,Hull | 11 · 1 | | |
| 334 | **Julia** SteelScSr<br>*F.Ventura*78–99 *ss*P.Gl.No.3–6,00<br>*Elec.light* 2 *Dks*(*UStl-ws*)*&Awng dk* | 1744<br>1529<br>1126 | ✝ ...<br>*Awng dk*<br>*with freeboard*<br>*Havana&PortoRico*<br>~~NB6,00~~ | 1891 David J. 3mo Dunlop&Co Pt.Glasgow *Lloyd's A&CP* | Sobrinos de Herrera S.enC. | 260·3 36·1 15·9<br>*ptShade dk*175′ 23·4<br>ND66 BK8<br>*WB=* | Havana Cuban *BHCem* *BAPT*50*t* | T.3Cy.26½″,42½″&65½″–42″ 160lb 120*lb* (*s*) 339NH<br>SDB60<br>DE,*12cf*,GS185,HS6039<br>David J.Dunlop&Co.P.Gl. | 16 · 10 | | |
| 335 | — IronScSr<br>*F.Schneider* 5thSurvey,Npt.8,96<br>(*ex*Z.M.Chrissoveloni,*ex*Circassian)<br>*Well deck* 1 *Dk*(*Irn*)2*tr B* | 1248<br>1054<br>958 | ✝ Bla Lv<br>9,92 | 1872 R.Thompson,jun. 2mo Sunderland | P.Dmitrieff | 284·8 32·3 17·4<br>P203*t* F18*t*<br>*WB=* | Rent Russian *BHCem* *DBa&f* | C.2Cy.29″&65″–33″<br>NB88 145NH<br>N.E.MarineCo.Ld.Sld. | | A | |
| 336 | — SteelScSr<br>*E.Beyer*95–96 *ss*Dnz.No.3–2,02<br>HFVP 1 *Dk*(*Stl*)*a Spar dk*(*Stl*)<br>*&Web frames* | 1227<br>1136<br>764 | ✝100A1 Dnz *n*<br>*Spar dk*<br>*with freeboard*<br>2,02<br>BS10,08 ✝LMC8,02 | 1890 C.S.Swan& 7mo Hunter Newcastle | Danziger Rhederei Act.Ges.(~~Th.Rodenacker,~~ *Mgr.*)<br>(Th.Rodenacker) | 219·5 34·5 11·9<br>B24′ 19·4<br>BK8<br>*WB=Cell DB*174′ 322*t* *FPT*<br>38*t APT*20*t* | Danzig German *BHCem* | T.3Cy.18″,30″&48″–36″ (*s*) 14 · 6<br>160lb 142NH<br>2SB,*4pf*,GS65,HS2200<br>Black,Hawthorn & Co.,G. | w5 · 8½ | | |
| 337 | — IronTwinSc<br>989 *P.George* –88 | 427<br>—<br>295 | | 1883 Stbilimnto Tecnico Trieste | A.G.Ferendinos | 192·0 27·6 8·5 | Rostoff Russian | C.4Cy.18″&24″–20″<br>43NH<br>StabilimentoTecnico,Tri. | | | |
| 338 | — CompScSr<br>693 *O.A.Jakobson* –99 1 *Dk*<br>HVMS | 279<br>216<br>152 | | 1891 P.Larsson Thorskog | Ångf.AktiebStröm (E.J.Odenius) | 121·1 22·1 11·1<br>Q34′ B28′ H9′ | Gothenbrg Swedish | C.2Cy.16½″&24½″–17½″<br>21NH<br>P.Larsson.Thorskog | | G | |
| 339 | — SteelScK<br>110912 *D.Legett* –99 *ss*Mil.No.1–04<br>*Now named "Fossgate." Sold in No. 18 in Appendix* | 172<br>164<br>~~64~~ | ✝100A1 Hul<br>*Stm Trawler*<br>Mil<br>~~LMC~~ 04 | 1899 Selby SB.& 9mo E.Co.Ld. Selby A&CP | ~~Central Saxon Fishing Co.Ld (Manag.)~~ Thomas Tofts Co.Ld. (G.H.D. Birt, *Mgr.*) | 104·9 20·8 11·1<br>BK7½ | Grimsby British *BHCem* | T.3Cy.11″,18″&29″–21″ (*s*) 12 · 0<br>180lb 15RH<br>1SB,*2pf*,GS31,HS937<br>Crabtree&Co.Gt Yarmouth | | | 8.04 |
| 340 | **Julia Luckenbach** IronScBg<br>77555 *T.W.Reynolds* (*ex*Styria,*ex*Zaandam)<br>KSCP *Carrying Oil in bulk* 1 *Dk&Spar dk*3*tr B*<br>*Elec.light* | 3100<br>—<br>1977 | | 1882 Ned.Stomb Maats. Rotterdam | Luckenbach Transport& Wrecking Co. | 313·0 39·4 29·9<br>P94*t* F28*t* | New York Utd. States | C.2Cy.48″&76″–48″<br>333NH<br>Ned.Stoomb.Maats.Rot | | RV | |
| 341 | **Julia Park** SteelScSr<br>104573 *W.H.Smith* –02 *ss*Gls.No.2–03<br>NMQK 2 *Dks*(1 *Irn*&1 *Stl*)*&deep framing*<br>3 *Dk rule* | 2900<br>2760<br>1868 | ✝100A1 Gls *u*<br>~~2,01~~ 3,05 ~~Hul~~<br>BS2,04 ✝LMC~~0~~03 | 1894 A.Stephen 10mo &Sons Glasgow A&CP | Park S.S.Co.Ld. (J.Smith Park, *Mgr.*)<br>*WB=Cell DB* | 330·0 43·3 23·5<br>P36′ B88′ F36′<br>FK<br>*a*132 *uE&A*B40′*f*92 | Glasgow British *BHCem* | T.3Cy.24″,39″&64″–42″ (*s*) 25 · 11<br>160lb *Soth* 310NH<br>2SB,*6cf*,GS96,HS1250 FD<br>A.Stephen&Sons,Glasgow | | — | 9.04 |
| 342 | **Julia Percy** IronScSr<br>73806 *C.McLeod*97–01<br>STBL | 580<br>431<br>335 | | 1876 T.Wingate &Co. Glasgow | G.T.Bell | 219·0 24·2 13·0<br>P94*t* F28*t* | Melbourne British | C.2Cy.38″&60″–36″<br>180NH<br>T.Wingate&Co.,Glasgow | | | |
| 343 | **Julian** IronScSr<br>*E.Suarez* –96 *ss*Sws.No.3–10,85<br>HRNW (*ex*Chatsworth) *ss*Nwc.No.2–94<br>*Well deck* 1 *Dk*2*tr B* | 929<br>816<br>593 | ✝ Shl *n*<br>11,96<br>~~NB6,91~~ | 1872 J.Softley& 12mo Co. S.Shields | V.GonzalezS.enC. | 229·2 29·0 17·0<br>Q88′ B47′ F29′<br>pTND91 BK7½<br>*WB=* | Gijon Spanish *BHCem* | C.2Cy.25½″&50½″–30″<br>100NH<br>IDB,*4pf*,GS45,HS1536<br>T.Richardson&Sons,Hpl. | 18 · 5 | | |
| 344 | — SteelScK<br>113738 *C.Thornhill* –02<br>1 *Dk* | 185<br>171<br>70 | ✝100A1 Bos<br>*Stm Trawler*<br>1,04 ✝LMC~~10~~,06 | 1900 Smith's 10mo Dock Co.Ld. N.Shields *Lloyd's A&CP* | Boston Deep Sea Fishg.&Ice Co.Ld. | 116·0 21·1 11·0<br>Q47′ F20′ BK7½ | Boston British *BHCem* | T.3Cy.12″,20″&32″–23″ (*s*) 12 · 0<br>180lb 52RH<br>1SB,*2pf*,GS32,HS1051<br>MacColl&Pollock,Sld. | | | |
| 345 | **Julie** SteelSc<br>*J.Dryner* –98 (*Trawler*) | 191<br>172<br>95 | | 1898 Bonn& Mees Rotterdam | Nederl.Stoomvisscherij (Naaml. Ven.) | 109·9 20·6 12·2 | Ymuiden Dutch | T.3Cy.12½″,20″&32″ 22″<br>48NH<br>Earle's Co.Ld.Hull | | V | |
| 346 | **Juliette** WoodSc<br>77036 *L.A.Crockett* | 132<br>—<br>78 | | 1892 ..... Bath,Me | Rockland,Blue Hill &Ellsworth S.B.Co | 95·6 23·1 7·5 | Rockland Utd. States | | | | |
| 347 | **Julio** SteelScSr<br>*M.Benyoechea* –03 *ss*Liv.No.3–6,01<br>HRPQ 1 *Dk*(*Stl*)*&Spar dk*(*Stl*)*3tr B* | 1848<br>1780<br>1084 | ✝100A1 Bbo *r*<br>*Spar dk*<br>5,02 BS7,~~05~~<br>~~BS6,98~~ ✝LMC~~0~~1 | 1888 W.Doxford&Sons 4mo Sunderland A&CP | Cia Bilbaina de Nav (E.Aznar y Tutor. *Mgr.*)<br>*WB=Cell DB*226′ 530*t* *FPT* | 275·5 36·1 13·8<br>21·0<br>FK<br>100*t APT*23*t* | Bilbao Spanish *BHCem* | T.3Cy.20″,33″&54″–36″ (*s*) 17 · 2<br>150lb *auth* 35*lb* 176NH<br>2SB,*4cf*,GS84,HS2766<br>W.Doxford&Sons,Sld. | | | |
| 348 | **Julius Cæsar** IronScSr<br>513 *A.T.Jansson* –03 (*ex*May)<br>HMGV 1 *Dk*2*tr B* | 905<br>734<br>538 | ✝ Lv<br>6,73 | 1870 Denton, 5mo Gray&Co. W.Hartlepool | Rederiaktieb. Nordsjön (J.C. Hulthén) | 218·5 28·9 16·3<br>Q78′ B50′ H19′ | Hälsingborg Swedish *BH* | C.2Cy.19½″&38″–31″<br>NB84 67NH<br>T.Richardson&Sons,Hpl. | | V | |
| 349 | **Julius Holmblad** SteelScSr<br>*C.Schmidt* *ss*Cpn.No.1–03<br>NJSK *Elec.light* 1 *Dk*(*Stl*)*&deep framing* | 1464<br>1269<br>925 | ✝100A1 Cpn *r*<br>3,05 ~~Hul~~<br>~~BS6,04~~ ✝LMC~~0~~4 | 1898 W.Hamilton&Co. 5mo Pt.Glasgow A&CP | Dansk Kulkompagni<br>*WB=Cell* | 249·3 36·0 16·7<br>P9′ B50′ F25′ FK<br>*DBa*36′*uE*20′*f*138 | Copnhagn Danish *BHCem* | T.3Cy.18″,29″&47″–33″ (*s*) 19 · 1<br>165lb ~~auth~~ NDB05 137NH<br>ISB,*3pf*,GS66,HS~~2~~900 *100lb*<br>Blackwood& Gordon F 6½ | | | |
| 350 | **Julius Wieting** SteelSc<br>*G.Frenz* –98 (*Trawler*) 1 *Dk*<br>KRHB | 137<br>128<br>33 | | 1895 J.C.Tecklenborg 1mo Geestemünde | J.Wieting | 105·3 20·7 9·7 | Gstemnde German *WB* | T.3Cy.11″,17½″&28½″–21½″<br>37NH<br>J.C.Tecklenborg,Gstmnde | | G | |
| 351 | **Jumna** SteelSc3MstSr<br>93291 *E.W.Peck*85–03 3 *Dks*(2*Stl*)<br>KGTQ *Ref.Mchy.*<br>*Elec.light* | 4635<br>4359<br>2987 | ✝ Gls Lv<br>9,86 | 1886 W.Denny 3mo &Bros. Dumbarton | British India Stm. Nav.Co.Ld. | 410·5 48·2 22·4<br>P48′ B164′ F50′ | Glasgow British *BH2RDH* *Cem* | C.4Cy.30″,42″,60″&84″–60″<br>546NH<br>Denny&Co.,Dumbarton | 32 · 6 | | |
| 352 | — SteelScSr<br>115798 ~~*E.Pinkham* –03~~<br>THNK 1 *Dk*(*Stl*)*&Spar dk*(*pt Irn&pt Stl*)<br>*Elec.light Gibson* –04 *&deep framing* | 4152<br>3710<br>2693 | ✝100A1 Sng *w*<br>*Spar dk*<br>~~3,03,02~~ ~~Shl~~ NY~~k~~<br>~~LMC~~4,02 | 1902 Bartram& 4mo Sons Sunderland *Lloyd's A&CP* | Mercantile S.S.Co. Ld.<br>*WB=Cell DBa* | 360·0 46·9 17·9<br>P31′ B102′ F34′ 26·5<br>lrp03 BK<br>118′*uE&A*B42′*f*150 | London British *BHCem* | T.3Cy 24½″,40″&66″ (*s*) 20 · 6<br>180lb *100lb* 305NH<br>2SB,*6cf*,GS124,HS1520<br>J.Dickinson&Sons,Ld.Sld | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Built. When. / Ship / Engine. | By Whom. / Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard (Amidships) ft. in | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 353 / 77374 / KNFH | **Juniata** / *Elec.light* | 2552 / — / 1757 | | | 1897 | Harlan & Hollingsworth Co. Wlmgtn, Del | Merchnts & Miners Transportation Co. | 270·0 | 42·0 | 26·0 | Baltimore Utd. States | T.3Cy.28″,45″&72″–48″ 180lb NB98 NHP Harlan&Hollingsworth Co. Wilmington,Del | | S | |
| 354 / HRQK | **Junio** / *T.Orue* | 2182 / 2115 / 1261 | ✠100A1 Bbo *Spar dk* | | 1888 / 2mo | W. Doxford&Sons Sunderland | Cia Bilbaina de Nav (E. Aznar y Tutor, *Mgr.*) | 275·0 / 23·7 FK | 39·5 | 16·7 | Bilbao Spanish | T.3Cy.21″,35″&57″–39″ 180lb *65lb* 190NHP 2SB.4*cf*.GS78,HS2766 W.Doxford&Sons,Sld. | 18 ″ 11 | | |
| 355 / QBVD | **Juno** / *Lagorara* | 4121 / 3602 / 2713 | ✠100A1 Cff *Spar dk* Gen | | 1901 / Imo | Flli. Orlando Leghorn | Soc.Com.Italiana di Nav. | 340·9 / P46′B63′F42′ FK | 45·1 | 19·9 | Genoa Italian | T.3Cy.22½″,37½″&61½″–39″ 180lb *100lb* (*s*) 260NHP 2SB,8*cf*,GS154,HS5071 Flli.Orlando,Leghorn | 22 ″ 6 | | |
| 356 / MLCG | — / *H.Hummell95–00* / *Well deck* | 2416 / 1891 / 1546 | ✠100A1 Hpl 2,04 | | 1888 / 8mo | E. Withy & Co. | Akties.Juno (Blom&Ohlsen) | 300·0 / P29′Q94′B122′F31 BK8″ | 38·5 | 20·6 | Frdrksvrn Norwegian | T.3Cy.20″,37″&61″–39″ 152lb *80lb* NDB01 232NHP 2SB.6*cf*,GS101 T.Richardson&Sons,Hpl. | 23 ″ 8 | | |
| 357 / HLGK | — / *S.Tominich* (*ex*Austria) | 1685 / 1524 / 1033 | | | 1865 | Austro-Ungarico Lloyd Trieste | Lloyd Austriaco | 276·0 | 35·0 | 24·6 | Trieste Aust.-Hung. | C.4Cy.29½″&54″–36″ 292NHP Denny&Co.Dumbarton | | | |
| 358 / 86720 / WPQR | — / *A.Poole* –02 / *Well deck* (*ex*Nigel) | 1384 / 1007 / 825 | ✠100A1 Ams Bro Ant | | 1882 / 10mo | R. Steele & Co. Greenock | Bristol Stm.Nav. Co.Ld. | 240·5 / P147′F34′ | 33·2 | 17·2 | Bristol British | C.2Cy.28″&52″–36″ 90lb *80lb* 118NHP 1SB.3*cf*,GS73,HS2341 R.Steel&Co.Greenock | 18 ″ 3 | | |
| 359 / LMJD | — / *J.Jespersen99–99* | 1384 / 929 / 884 | | | 1894 | Flensburger Schiffsb.Ges. Flensburg | Schmidt&Hansen | 232·0 | 34·3 | 13·9 | Flensburg German | T.3Cy.16″,26″&43″–33″ 106NHP | | G | |
| 360 / WMJS | — / *J.Bruce* –03 / *Well deck* | 1302 / 900 / 835 | | | 1882 | Earle's Co. (Lim.) Hull | Tyne-Tees Steam Shipping Co.Ld. | 250·2 / P152′F57′ BK7½″ | 32·2 | 16·5 | Newcastle British | C.2Cy.35¾″&69″–39″ NB98 264NHP | 17 ″ 9 | BT till 6,05 | |
| 361 / HTDK | — / *C.T Petterson95–00* (*ex*Lurline) / *Well deck* | ~~1031~~ 1032 / 809 / 613 | ✠ A1, 1 Gmh Lv Got 6,04 | | 1871 | Readhead, Softley&Co. S.Shields | Rederi Aktieb. Concordia (J.A. Waller, *Mgr.*) | 225·0 / Q95′B45′H25*t* F30′ P LND04 BK8″ | 30·3 | 17·2 | Gothenbrg Swedish | C.2Cy.22¾″&48½″–33″ 100lb *80lb* *90lb* 111NHP 1SB.3*cf*,GS56,HS1730 NDB04 Readhead,Softley&C.S.Shl | | | 4,05 |
| 362 / RQJV | — / *C.Hudson* –04 | 905 / 768 / 373 | | | 1900 | Earle's Co. Ld. Hull | T.Wilson,Sons& Co.Ld. | 235·0 / P146′F25′ | 32·0 | 15·0 | Hull British | T.3Cy.18″,30″&50″–33″ 144NHP Earle's Co.Ld.Hull | | C | |
| 363 / — | — / *B.Madariaga99–03* | 767 / 702 / 483 | | | 1895 | Gourlay Bros.&Co. Dundee | Manila Shipping& Trnspt.Co.(Smith, Bell&Co.,*Mgrs.*) | 180·0 / 17·7 FK | 28·0 | 10·7 | Manila Utd. States | T.3Cy.14″,22½″&36″–27″ 67NHP Gourlay Bros.&Co.,Dundee | 12 ″ 10 | | |
| 364 / JTGL | — / *H Holland* (*ex*John Schoning) | 669 / 650 / 394 | | | 1875 | Caird&Co. Greenock | Bergenske Dampskibsselskab | 173·8 / H18*t* | 24·9 | 13·5 / 20·1 | Bergen Norwegian | C.2Cy.25″&50″–30″ 114NHP Caird&Co.,Greenock | | | |
| 365 / JNRD | — / *A.S.Simonsen98–99* (*ex*Munroe) / *Well deck* | 609 / 506 / 374 | | | 1877 | A. Simey& Co. Sunderland | B.Stolt-Nielsen | 176·0 / Q85′B17′F22′ BK7½″ | 28·0 | 14·5 | Haugesnd Norwegian | C.2Cy.20″&40″–30″ NB97 72NHP Pattison&Atkinson,Nwc. | 15 ″ 4 | N | |
| 366 / 108746 | — / *D.McTavish* –98 | 592 / 437 / 152 | | | 1898 | Clydebank E.&S.B.Co.Ld Glasgow | Glasgow&South Western Rlwy.Co. | 245·0 / Q20′ *Promenade dk*232′ | 29·1 | 9·7 | Glasgow British | C.2Cy.33″&71″–60″ 325NHP Clydebank E&SBCoLd.Gls | | BT till 5,05 | |
| 367 / QHLP | — / *K.Klofkorn93–02* | 558 / 434 / 327 | | | 1902 | Act.Ges. Weser Bremen | Dampfschiff fahrts Ges.Neptun | 179·8 / Q56′B11′F22′ | 26·1 | 11·8 | Bremen German | T.3Cy.12$\frac{3}{16}$″,19$\frac{11}{16}$″&31½″–21$\frac{5}{8}$″ 46NHP A.G.Weser,Bremen | | G | |
| 368 / — | — / (*Hopper Dredger*) | 348 / 332 / 237 | | | 1883 | Mort's Dck &Eng.Co. Blmain.NSW | Government of New South Wales | 163·2 / ten90 | 23·3 | 10·9 | Sydny NSW British | C.2Cy.20″&36″–24″ NB90 70RHP Mort's Dock&Eng Co.Blmn | | | |
| 369 / 117416 / VLSM | — / *G.McKay* –04 | 241 / 155 / 95 | ✠100A1 Grk 12,03 | | 1903 / 12mo | G. Brown & Co. Greenock | Coast S.S.Co.Ld. | 129·9 / P&*Prom.dk*76′ FK&BK7½″ | 28·1 | 8·5 | P.Adelaide British | C.2Cy.17½″&56″–24″ 130lb 84RHP 1SB,3*pf*.GS53,HS1746 Muir&Houston,Ld.Gls. | 9 ″ 0 | BT till 11,04 | |
| 370 / HNME | — / *O.conSchoultz99–01* | 241 / 117 / 134 | | | 1874 | Motala Co. Motala | Ångf.Aktieb.Göta Kanal (A.Rönnow) | 97·3 / H10*t* | 22·1 | 9·3 / 15·9 | Stockholm Swedish | C.2Cy.17″&35″–22″ NB93 48NHP Motala Co.,Motala | | | |
| 371 / QFNP | — / *W.S.Idens* (*Trawler*) | 158 / 148 / 27 | | | 1891 | F.W. Wencke Bremerhaven | J.Wieting | 107·0 | 21·8 | 10·3 | Bremrhvn German | C.2Cy.17″&30″–21″ 34NHP H.Pauksch,Landsberg | | G | |
| 372 / HBGT | **Junona** / *P.Obermann* | 3462 / 3067 / 2127 | ✠100A1 Oda *Spar dk* 6,03 | | 1898 / 7mo | Wigham Richrdsn&Co Newcastle | Russian Stm.Nav. &Trading Co. | 345·3 / P31′B72′F38′ FK | 46·1 | 15·4 / 28·3 | Odessa Russian | T.3Cy.23″,37″&60″–42″ (*r*) 160lb *90lb* 255NHP 2SB,6*cf*,GS120,HS4180 Wigham Richrdsn&Co.Nwc | 17 ″ 10 | | 6,03 |
| 373 / HRQL | **Jupiter** / *A.deUgarte* –00 | 4896 / 4516 / 3217 | ✠100A1 Bry Bly | | 1900 / 8mo | Russell& Co. Pt.Glasgow | Cia. Anon. Marit. Union (F.M.Rodas *Mgr.*) | 389·2 / P31′B112′F40′ FK | 52·1 | 27·1 | Bilbao Spanish | T.3Cy.27″,43″&72″–48″ 184lb *80lb* 403NHP 2SB.6*cf*,GS122,HS5121 Rankin&Blackmore,Grk. | 29 ″ 11 | | |
| 374 / QBVM | — / *Romano* –01 | 4060 / 3656 / 2647 | ✠100A1 Brw Spar dk Off | | 1899 / 2mo | N. Odero& Co. Genoa | Soc.Commerciale Italiana di Nav. | 342·7 / P25′B66′F41′ drp03 FK | 45·0 | 19·7 / 27·2 | Genoa Italian | T.3Cy.22$\frac{13}{16}$″,36½″&60¼″–39″ 180lb *80lb* (*s*) 280NHP 2SB,8*cf*,GS120,HS4856 FD N.Odero&Co.Genoa | 22 ″ 3 | | 12,04 |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement, etc. | 3 | 4 Tonnage | 5 6 7 Détails de la Classification. Cote. | 8 9 Construit. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. | 12 Port d'Armement | 13 Machines. | 14 Creux sur Quille. |
|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel. | *Capitaine.* | *Ex-nom, s'il y a lieu.* | Total | ✝ Surveillance Spéciale. Date de la dernière Visite. | Quand. | Par qui. | Longueur. Largeur. Profondeur. | Pavillon. | No. & Dia. des Cylindres. Pression des Chaudières. N.H.P. Force en chevaux d'après formules de la Société. I.H.P. Force en chevaux d'après papiers du navire. Détails des Chaudières & Machines. Nom du Constructeur des machines. | Pranchers du navire. pds. pc. |
| Signaux | Visites Périodiques. Nombres des Ponts. | | Net | Port de Visite. | Navire. Mach. | Où. | | | | |
| 375 | **Jupiter** | **SteelScSr** | 3976 | ✝100A1 Oda | 1900 | Howaldts- | RussianStm.Nav. | 350·0 47·0 17·9 | Odessa | T3Cy.27½",44½"&72⅝"–47½ | 20 0 0 |
| | *J.Vasilief* | | 3107 | *Spar dk* | 7mo | werke | &TradingCo. | P31'B150'F46' 25½ | Russian | 178lb *178lb* (s) 443NH | 5 0 8 |
| HBDS | | 1 *Dk(Stl)&Spar dk(Stl)* | 2438 | 5,03 ✝LMC7,00 | | Kiel | | FK | 6 *BHCem* | 3SB,9*cf*,gs155,hs6039 |
| | *Elec.light* | *deep framing* | | | | A&CP | *WB=Cell DBa 102' uEs* | *B66'f128'670t FPT* | 28st *APT19t* | Howaldtswerke.Kiel |
| 376 | — | **SteelScSr** | 3719 | | 1901 | American | J.C.Gilchrist | 346·0 48·0 28·0 | Cleveland | T.3Cy.22",35"&58"–42" |
| 77458 | | | — | | | S.B.Co. | | *WB* | Ustd.States | 218NH |
| | *Mchy.Aft* *Elec.light* | 1 *Dk2trB* | 2769 | | | Lorain,O. | | | | AmericanS.B.CoCleveland |
| 377 | — | **SteelScSr** | 3398 | ✝100A1 Shl | 1895 | Osbourne, | ~~Falscombe S.Shpg~~ | 384·6 43·2 18·8 | Newcastle | T.3Cy.24½",40"&66"–45" (s) |
| ~~104293~~ | ~~*J.Nicholson* –01~~ | ~~ssShl.No.1-03~~ | 3211 | *Spar dk* | 10mo | Graham&Co | Co.Ltd.; P.Strange | P29'B68 F38' 26·0 | ~~British~~ | 160lb *90lb* 291NH |
| ~~PDBS~~ | 1 *Dk(Stl)&Spar dk(ptIrnptStl)* | | 2199 | 9,04 ~~1,02~~ | | Sunderland | &Co.(*Mgrs.*) | FK | 6 *BHCem* | 2SB,8*pf*,gs182,hs4850 |
| | | ssNwc.No.2-04 *deep framing* | | ✝LMC | | A&CP | *WB=Cell DBa 104' uEs* | *B40'f130'614t FPT* | 22¼ *APT55t* | G.Clark(Lim.),Sunderland |
| | | | | *Not named. Thea.* | | | *See No. 12 in Appendix* | | German | |
| 378 | — | **SteelScSr** | 2124 | ✝100A1 Hul s | 1901 | Grugem'th | HesslerShpg.Co. | 285·9 43·2 19·0 | W.Hartlpl | T.3Cy.21",35"&57"–39" (s) |
| 113449 | *S.T.Clark* –01 | | 1958 ~~2,04 1,00~~ | 8,05 ~~Ltb~~ Npt | 9mo | &Greenock | Ld. (JacobHessler | P24'B57 F27' | British | 180lb *80lb* 222NH |
| SPTR | | 1 *Dk(Stl)&deep framing* | 1363 | MS1,05 ✝LMC9,01 | | Dockyard Co. | &Co.,Ld.,*Mgrs.*) | lrp08 FK | 5 *BHCem* | 2SB,6*pf*,gs98,hs3454 |
| | | | | | | Greenock | | | | D.Rowan&Co.Glasgow |
| | | | | | *Lloyd's* | *A&CP* | *WB=Cell DBa 84' uEs* | | *APT77t* | *B36'f112'580t* |
| 379 | — | **SteelScSr** | 2027 | ✝100A1 Shl r | 1899 | Flensburg r | ~~Schmidt&Hansen~~ | 267·0 38·9 16·0 | Flensburg | T.3Cy.19",31½"&51"–36" (s) |
| | *J.C.Matthiesen98–99* | *ssHpl.No.1–03* | 1374 | *pt Awng dk* | 2mo | Schiffsb Ges | H.Schmidt | P16'Q84' | German | 165lb 170NH |
| LMPD | 1 *Dk(Stl)&deep framing* | | 1312 | *with freeboard* | | Flensburg | | *pt Awngdk168'* FK | 1 *BHCem* | 2SB,4*cf*,gs60,hs2716 |
| | | *pt.1wng dk(Stl)* | | 7,06 1,00 ✝LMC8,06 | | A&CP | *WB=Cell DBa* | *90'uE14'f112'470t* | *APT63t* | FlensburgerSchiffsb.Ges. |
| 380 | — | **IronScSr** | 1708 | | 1864 | W.Denny | LloydAustriaco | 264·0 34·0 26·0 | Trieste | C.4Cy.29½"&54"–36" |
| 192 | *G.Bergugliano2–03* | | 1554 | | | &Bros. | | | Aust.-Hung. | 292NH |
| HLGR | | 2 *Dks* | 1053 | | | Dumbarton | | | | Denny&Co.,Dumbarton |
| 381 | — | **SteelTwinScSr** | 1482 | | 1897 | W.Dobson | SociétéMazout | 275·6 31·7 18·0 | Astrachan | C.4Cy.22"&42"–27" |
| | *M.M.Kuhlic* –97 | 2 *Dks* | 1285 | | | &Co. | | P27'B30'F33' | Russian | 158NH |
| | *Carrying Petroleum in bulk* | | 1038 | | | Newcastle | | | *WB* | WilsndSlpwyCo.Ld.,Nwc. |
| | *Mchy.Aft* | *Fitted for Liquid Fuel* | | | | | | | | |
| 382 | — | **IronPad** | 964 | | 1866 | J.&G. | F.Quintana | 232·0 26·0 10·0 | Bns.Ayres | 2Cy.54"–60" |
| | | | — | | | Thomson | | | Argentine | |
| | | | 530 | | | Glasgow | | | | 348NH |
| 383 | — | **IronScSr** | 653 | | 1856 | Caird&Co. | Bergenske | 180·5 26·2 20·1 | Bergen | C.2Cy.29"&54"–28" |
| | *D.Vedeler* | 2 *Dks* | 632 | | | Greenock | Dampskibsselskab | H21t | Norwegian | 198NH |
| JPDL | | | 398 | | | | | | 5 *BH* | Caird&Co.,Greenock |
| 384 | — | **SteelScSr** | 560 | | 1901 | Act.Ges. | Dampfschiffahrts | 179·8 26·1 11·8 | Bremen | T.3Cy.12⅞",19½"&31½"– G |
| | *G.Janzen* | | 436 | | | "Weser" | Ges.Neptun | Q58'B41'F21' | German | 21⅛" 46NH |
| QHJG | | 1 *Dk* | 329 | | | Bremen | | *WB* | | A.G."Weser,"Bremen |
| 385 | — | **SteelTwinScCtr** | 537 | | 1892 | W.Simons | Government of | 160·2 32·1 11·2 | SydneyNSW | T.6Cy.11½",18½"&30"–24" |
| | | | 467 | | | &Co. | NewSouthWales | Q66'F41' | British | 88NH |
| | (*Hopper Dredger*) | 1 *Dk* | 162 | | | Renfrew | | | | W.Simons&Co.Renfrew |
| 386 | — | **SteelPad** | 394 | | 1896 | J.&G. | Glasgow&South | 230·0 28·1 9·0 | Glasgow | C.2Cy.30½"&65"–60" BT till 6,08 |
| 106005 | *A.Fowler* –96 | 1 *Dk* | 359 | | | Thomson,Ld. | WesternRlwy.Co. | H14*t*F22*t* | British | 273NH |
| | | | 96 | | | Glasgow | | | | J.&G.Thomson(Lim.),Gls. |
| 387 | — | **SteelScK** | 183 | | 1900 | Mackie& | Grimsby&N.Sea | 108·5 20·7 10·7 | Grimsby | T3Cy.11½",18½"&30"–21" 11·10 |
| 110946 | *A.Cowdrey* –00 | | 158 | | | Thomson | StmTrawling CoLd | F19' | British | 45RH |
| | (*Trawler*) | 1 *Dk* | 57 | | | Glasgow | | BK7½' | | W.V.V.Lidgerwood,Gls. |
| 388 | — | **SteelSc** | 174 | | 1901 | M.van der | Joost.Pot | 109·1 22·0 11·2 | Vlaardngn | T.3Cy |
| 198 | *B.vanHeeren02–02* | | — | | | Kuijl | | | Dutch | |
| | | 1 *Dk* | 89 | | | Slikkerveer | | *WB* | | Elliott&Garrood.Beccles |
| 389 | — | **CompScSr** | 174 | | 1883 | C.Berg- | NyaÅngf.Aktieb. | 99·7 21·7 9·1 | Gothenbrg | C.2Cy.13½"&27"–18" |
| 1677 | *G.A.Hedman* –02 | 1 *Dk* | 147 | | | ström | Jupiter (A.Grön- | P26'Hst | Swedish | 26NH |
| HRJI | | | 84 | | | Gothenburg | wall) | | | Erksbg.Mk.Vrks.,Got. |
| 390 | — | **SteelScK** | *161* | ✝100A1 Shl b | 1901 | J.P.Ren- | ParceriaGeral de | 106·1 21·2 11·1 | Portuguese | C.2Cy.21"&48"–27" (s) |
| | *Moldenhour96–01* | | *156* | *For Towing purposes* | 9mo | noldson&Sns | Pescarias | | ~~Lisbon~~ | 120lb 97NH |
| HGMS | | 1 *Dk* | — | 9,01 ✝LMC9,01 | | South Shields | | BK7' | 4 *BHCem* | 1SB,3*cf*,gs52,hs1719 |
| | | | | | *Lloyd's* | *A&CP* | | | Lisbon | J.P.Rennoldson&Sns,S Shl |
| 391 | — | **IronScK** | 153 | ✝ 9,04 Hul | 1897 | Cook,Wel- | E.Salmon&Cie. | 121·2 21·0 11·3 | Portuguese Lorient | T.3Cy.18",21"&34"–24" (s) 12·1 |
| | *E.Fournier* | ssHul.No.1–02 | — | *Stm Trawler* | 9mo | t'n&Gemmell | | Q25' len02 | French | 170lb 64NH |
| | (*ex*CelestialEmpire) | 1 *Dk* | 52 | | | Hull | | BK7½' | 3 *BHCem* | 1SB,2*cf*,gs25,hs1037 |
| | | | | | *Lloyd's* | *A&CP* | | *WB=MT10'5t* | | C.D.Holmes&Co.Hull |
| 392 | — | **IronScK** | 138 | ✝100A1 Lis b | 1896 | J.P.Ren- | I.Piani | 100·4 20·2 10·6 | Trieste | C.2Cy.18"&38"–24" (s) 11·0 |
| | *T.Mohovich* –03 | ~~ssIris.No.1-00~~ | 134 | 10,04 ~~6,01~~ Tri | 12mo | noldson&Sns | | | Aust.-Hung | 120lb 65NH |
| | | ssTri.No.2–04 (*Tug*) | 29 | | | South Shields | | BK7' | 4 *BHCem* | 1SB,2*pf*,gs37,hs1052 |
| | | 1 *Dk* | | | | A&CP | | | | J.P.Rennoldson&Sons,Shl |
| 393 | — | **IronPadSp** | 102 | | 1876 | J.T.El- | Grangemouth& | 96·1 17·9 9·2 | Grngemth | L.1Cy.33½"–50" |
| 68184 | *J.Allan* –98 | | 102 | | | tringham | ForthTowingCoLd | | British | NB89 40RH |
| | | | 19 | | | S.Shields | | | | Hepple&Co.,S.Shields |
| 394 | **Jurassic** | **IronScK** | 159 | ✝100A1 Gms | 1890 | Earle'sCo. | GrimsbySteam | 101·0 20·6 10·7 | Grimsby | T.3Cy.12¾",20"&32"–22" (s) 11·7 |
| 96925 | | ssGms.No.3–12.98 | 142 | *Stm Trawler* | 7mo | (Lim.) | FishingCo.Ld. | Q44 F19' | British | 150lb 55RH |
| LTFM | | ssGms.No.1–02 | 64 | 4,05 ~~1,00~~ ✝LMC8,00 | | Hull | | pt N D02 BK7½' | 3 *BHCem* | 1SB,2*cf*,gs29,hs800 |
| | | 1 *Dk* | | ✝N.R.C. 1,05 | *Lloyd's* | *A&CP* | | | | Earle'sCo.(Lim.),Hull |
| 395 | **Jurua** | **SteelTwinScSr** | *327* | ✝ A1 Pra | 1899 | Murdoch & | A.Cruz&Co. | 140·0 30·0 8·7 | Para | 1.6Cy.10",16"&26"–18" (s) 9·0 |
| | *J.Rebello da Silva02–02* | *ssPra.No.1–04* | 262 | *For River purposes only* | 11mo | Murray | | F16' | Brazilian | 160lb 70NH |
| | *Elec.light* | 1 *Dk&Promenade dk(Teak)* | 223 | 3,04 ✝LMC8,04 | | PortGlasgow | | FK | 5 *BHCem* | 1SB,3*cf*,gs51,hs1263 |
| | | | | | | A&CP | | | | J.G.Kincaid&Co.Greenock |
| 396 | **Jurua** | **IronPad** | — | | 1874 | Pusey, | AmazonStm.Nav. | 150·0 26·0 7·0 | Para | 2Cy.20"–72" |
| | | 1 *Dk&pt Hurdk* | — | | | Jones&Co. | Co.Ld. | | Brazilian | 52NH |
| HJCN | | | 240 | | | Wlmngtn,DL | | | | Pusey,Jones&Co.,Wmn. |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Registered Tonnage — Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey—Date of last Survey. | 6 | 7 | 8 Built. When. — Where. | 9 | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 397 | **Jurupary** | **SteelTwinScSr** | 272 | ✝ A1 | Pra | | 1899 | Murdoch & Murray | P.F.Ribeiro | 145·4 | 31·0 | 6·2 | Para | C.4Cy.12″&24″–18″ (s) | 6 – 6 | | 84,08 |
| | *F.Hassenstein* –99 | *ss*Pra.No.1–08 | 902 | *For River purposes only* | | | 12mo | Port Glasgow | | F16′ | | FR | Brazilian | 120lb 55NHP | | | |
| | 1 *Dk (Teak) & Promenade dk (Teak)* | | 185 | 1.03 | | | | A&CP | | | | | *5 BHCem* | 18SB,*2pf*,GS39,HS1040 | | | |
| | *Elec.light* | | | | | | | | | | | | | Laing,Anderson&Co.Gls. | | | |
| 398 | **Juruty** | **IronSc** | — | | | | 1871 | ..... | AmazonStm.Nav. Co.Ld. | 120·0 | 16·0 | 9·0 | Para | C.2Cy.21″&36″–28″ | | | |
| | | (*ex*Theotonio) | — | | | | | | | | | | Brazilian | 57NHP | | | |
| HJCS | | 1 *Dk & pt Hurdk* | 90 | | | | | | | | | | | | | | |
| 399 | **Jury** | **CompScSr** | 186 | | | | 1899 | ..... | G.A.Tischanoff | 120·2 | 20·6 | 11·0 | Nicolaieff | | | | |
| 709 | | | — | | | | | Kherson | | | | | Russian | | | | |
| | | 1 *Dk* | 100 | | | | | | | | | | | | | | |
| 400 | **Justin** | **IronScSr** | 1822 | ✝100A1 | Dnk | *s* | 1880 | A.Hall&Co. | Beck | 278·0 | 34·4 | 22·9 | Dunkirk | C.2Cy.32″&64″–39″ (i) | 25 ″ 4 | | ~~5,06~~ |
| | ~~*L.Drummond* –90~~ | ~~*ss*Liv.No.8–12,92~~ | 1557 | ~~12″–4–6~~ 3,05 | | | 11mo | Aberdeen | | B64′F39′ | | BK9½″ | French | 85lb *80lb* NDB92 207NHP | s 4 – 4½ | | 11,06 |
| JVHM | (*ex*Pasca) | *ss*Indic.No.2–01 | 958 | ~~Liverpool~~ | | | | A&CP | | | | *WB=Cell* | *4 BHCem* | 2B.*3pf*,GS144,HS3472 | | | |
| | *G.Lev* –05 | 2 *Dks* (1 *Irn*) & *3 tr B* | | ~~Iron (4)~~ | | | | | | | | *DB*214′317*t* | | Fawcett,Preston&Co.,Liv. | | | |
| | | *ss*Dnk 2nd No.3–12,04 | | | | | | | | | | | | | | | |
| 401 | **Justo Chermont** | **SteelTwinScSr** | 902 | | | | 1900 | Laird Bros. Ld. | AmazonStm.Nav. Co.Ld. | 230·0 | 35·5 | 11·8 | Para | T.6Cy.15″,23″&38″–24″ | | | |
| | | | 642 | | | | | Birkenhead | | | | | Brazilian | 141NHP | | | |
| | | *2 Dks* | 491 | | | | | | | | | | | Laird Bros. Ld. Birkenhead | | | |
| 402 | **Jyden** | **IronScSr** | 378 | | | | 1880 | Rostock Act.Ges. | ForenedeDmpskib. Selskab | 153·2 | 24·1 | 13·4 | Copnhagn | C.2Cy.19″&35½″–24″ | | | |
| | *Th.O.Glusen* | 1 *Dk 2 tr B* | 361 | | | | | Rostock | | H49′ | | | Danish | 51NHP | | | |
| NSPD | | | 220 | | | | | | | | | *WB* | | Rostocker A.G.,Rostock | | | |
| 403 | **Jylland** | **IronSc 3MastSr** | 1417 | 90A1 | Cpn | *p* | 1873 | Norddeut. | Dansk Russisko | 234·5 | 32·3 | 18·0 | Copnhagn | C.2Cy.32″&52″–36″ (s) | 18 ″ 6 | | 6,08 |
| | *C.Andersen* –02 | *ss*Cpn.2nd No.3–8,92 | 988 | *Spar dk* | | | 1mo | Schiffbau A.G. | Dampsks selsk | H18*t* | | 24·6 | Danish | 65lb *75lb* NDB92 122NHP | | | |
| | | *ss*Els.No.2–01 | 879 | 3.04 | | | | Kiel | (P.Mörch, *Mgr.*) | ND92 | | BK8″ | | 5 *BH* | | | |
| NJVF | | 1 *Dk & Spardk 3 tr B* | | | | | | | | | | *WB=MT*350*t* | | 2SB,*4rf*,GS60,HS2106 | | | |
| | | | | ~~Liverpool~~ | | | | | | | | | | Schweffel&Howldt,Kiel | | | |
| 404 | — | **SteelSc** | 716 | | | | 1894 | Burmeister & Wain | DeDanskeStats-baner | 180·0 | 36·0 | 17·9 | Korsör | C.2Cy.30½″&57″–33″ | | | |
| | *R.Andersen* | (*Ice breaker & Ferry*) | 687 | | | | | Copenhagen | | | | | Danish | 156NHP | | | |
| NGVP | *Elec.light* | 1 *Dk* | 258 | | | | | | | | | *WB* | | Burmeister&Wain,Cpn. | | | |
| 405 | — | **SteelScSr** | 507 | | | | 1887 | Burmeister & Wain | Christiansands Dampskselskab | 166·1 | 23·9 | 11·1 | Xiansand | T.3Cy.14½″,23″&36″–24″ | | | |
| | *Chr.Hannestad* 99–08 | | 261 | | | | | Copenhagen | | H22′ | | | Norwegian | 63NHP | | | |
| MBGJ | (*ex*Sönderjylland) | 1 *Dk & Awngdk* | 297 | | | | | | | | | *WB* | | Burmeister&Wain,Cpn. | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned ■ character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of ■ Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. SM = Ponts en fer ou en acier d'après formules de la Société. RD = Ponts en bois d'après papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Creux sur Quille. Franc-bord. Navire. pds. ps | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 K Hino<br>JVEN | Steel Sc<br>*Délesire* 02–08 (*Trawler*)<br>1 *Dk* | 132<br>123<br>43 | | 1898 Lobnitz & Co. Renfrew | L. Cailli[illegible] | 100·2 20·1 10·2 | Anray<br>Russian | 0.2Cy.14″&32″–21″<br>39 NHP<br>Lobnitz & Co. Renfrew | | V |
| 2 K Paskhalidis<br>Wrecked 08<br>(ex Tiverton) | Iron Sc Bu<br>*E. Levantis* –02 *ss* Bly. No. 3–12, 95<br>*ss* Cpl. No. 2–04<br>1 *Dk* (*Irn*) & *Spar dk* (*pt Irn*) 3 tr *B* | *2581*<br>*2497*<br>*1628* | ✠ 100 A1 Gen *t*<br>*Spar dk*<br>3,04 | 1883 Campbell, Mcno Macintosh & Bowstead Newcastle *W*<br>*Lloyd's* *SA&CP* | A.S. Vaghano | 320·1 37·6 25·9<br>pt ND95 BS 11,04<br>*B&B* 336′ 85 6*t EPT* | Piræus<br>Greek | C.2Cy.38″&72″–48″ (*s*)<br>160 lb *160 lb* NDB95 222 NHP<br>2SB, *6pf*, GS107 HS2200<br>T. Clark & Co. Newcastle | 20 ″ 8 | |
| 3 Kaboung<br>114009 | Steel Sc<br>1 *Dk* | 151<br>141<br>67 | | 1901 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 135·5 25·0 6·6 | Glasgow<br>British | C.2Cy.14″&26″–18″<br>14 RHP<br>Denny & Co. Dumbarton | | |
| 4 Kadett<br>RMQG | Steel Sc Tug<br>*C.G. Pen* 01–02<br>*Elec. light* 1 *Dk* | 228<br>181<br>31 | | 1902 Schiffsw (v. J. & Sch.) A.G. Hamburg | Deutsche Ost-Afrika Linie | 115·5 22·8 11·6<br>H19′ F3 | Hamburg<br>German | C.2Cy.15¾″&31½″–19¾″<br>37 NHP<br>Schwft. (vJ. & Sch) A G Ham | | G |
| 5 Kadiak<br>161039<br>KMQV | Wood Sc Sr | 114<br>100<br>58 | | 1896 Hay & Wright Alameda, Cal. | Alaska Packers' Association | 106·0 22·5 9·7 | S. Francisco<br>United States | | | |
| 6 Kadikeui<br>*Raif* | Iron Pad | 250<br>—<br>75 | | Admiralty Dock yard Constantinople | Idarei Massousieh | 164·0 22·0 10·3 | Constanpl<br>Turkish | | | |
| 7 Kadina<br>108188<br>PSMG | Steel Sc Sr<br>*H.T. Rose* 96–02<br>*ss* Syd. No. 1–01<br>1 *Dk* (*Stl*) 2 tr *B* | 2709<br>2513<br>1707 | ✠ 100 A1 Syd *u*<br>11,04 1,05<br>LMC1901<br>BS11,04 | 1897 W. Dobson & Co. Newcastle<br>5mo A&CP | Adelaide S.S. Co. Ld<br>*WB = Cell* | 325·5 45·1 21·0<br>P33′ B& F262′<br>FK<br>*DBR* 22 6*t M* F12<br>812 *t APT* 90′ | Adelaide<br>British | T.3Cy.28″,38″&61″–42″ (*s*)<br>160 lb *80 lb* 251 NHP<br>2SB, *6pf*, GS182, HS3920<br>Wilsnd Slpwy Co., Ld., Nwc | 22 ″ 2<br>s 2 ″ 7 | |
| 8 Kadriyeh<br>(ex Lyn) | Iron Pad | 263<br>208<br>156 | | 1878 Blackwd. & Gordon Pt. Glasgow | Idarei Massousieh | 190·4 20·2 8·2<br>Q35′ F18′ | Constanpl<br>Turkish | 2Cy.39″&60″<br>182 NHP<br>Black w'd & Gordon, P. Gls. | | |
| 9 Kaffir<br>99062<br>MNSL | Steel Sc Sr<br>*A.W. Wooster* –04<br>1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *Web frames*<br>*ss* Shl. No. 3–1,05 | 2734<br>2556<br>1724 | ✠ 100 A1 Shl *u*<br>*Spar dk*<br>1,05 1,06<br>LMC4,04 | 1892 R. Dixon & Co. Middlesbro' 5mo<br>*Lloyd's* *SA&CP* *WB* | Bucknall S.S. Lines Ld. (Bucknall Bros. *Mgrs.*)<br>= *Cell DB* 260′ 588 *t* | 309·5 40·5 17·5<br>P31′ B34′ F36′ 25·5<br>BK9′<br>*APT* 57 *t* *Tunnel tank* | London<br>British | T.3Cy.24″,38″&64″–42″ (*s*)<br>160 lb 200 lb NDB05 283 NHP<br>2SB, *6cf*, GS188, HS4495 *80 lb*<br>T. Richardson & Sons, Hpl. | 20 ″ 0<br>s 5 ″ 1½ | |
| 10 Kaffir Prince<br>97084<br>MLNB | Steel Sc Sr<br>*J.Y. Wright* –03<br>1 *Dk* (*Stl*) & *deep framing*<br>*ss* Nwc. No. 3–10,04 *pt Awng dk* (*Irn–ws*) | 2228<br>1507<br>1402 | ✠ 100 A1 N Yk *r*<br>*pt Awng dk with freeboard* Nwc<br>0,04 12,03<br>BS1,05<br>LMC1,06 | 1891 Short Bros. Sunderland 12mo A&CP | Prince Line, Ld. J. Knott, *Mgr.*)<br>*WB = Cell DB* 260′ 445 *t* *FPT*<br>*WB = Cell. Basu* E101′ F10′ | 292·5 38·6 17·6<br>P30′ RFD68′<br>*pt Awng dk* 210′ FK<br>*DBR* 22 11 *t* *APT* 80′ | Newcastle<br>British | T.3Cy.22″,36″&59″–36″ (*s*)<br>160 lb *Gelb* 223 NHP<br>2SB, *6pf*, GS102, HS3440<br>G. Clark (Lim.), Sunderland | 20 ″ 0<br>s 9 ″ 3 | |
| 11 Kaga Maru<br>6541<br>JPKN | Steel Twin Sc Sr<br>2 *Dks* (*Stl–U teak s*) & *deep framing*<br>*Elec. light* *Curnow* | 6301<br>5386<br>3907 | ✠ 100 A1 H Kg *a* †<br>12,04 1,06<br>Nag<br>LMC | 1901 Mitsu Bishi 5mo Dkyd & E Wks Nagasaki A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = Cell DB* 143 *t* *EA B* 53′ *F* 200 | 445·3 49·5 30·4<br>P51′ B120′ F58′<br>FK<br>*DBR* 117 *t* *DT* | Tokio<br>Japanese | T.6Cy.20″,33½″&56″–48″ (*s*)<br>200 lb 580 NHP<br>2D & 2SB *18cf* GS320 HS10000<br>Mitsu Bishi D. & E. Wks. Nag<br>28′ 490 *t* *FPT* 100 *t* *APT* 80 *t* | 33 ″ 6<br>s 8 ″ 3 | |
| 12 Kagamigawa Maru<br>7702<br>JQHG | Wood Twin Sc Sp<br>2 *Dks* | 180<br>160<br>98 | | 1902 Ominato S.B Co. Ld. Ominato | Tosa Shosen Kabushiki Kaisha | 110·0 16·5 12·5 | Ishioye<br>Japanese | T.6Cy.7½″,12″&20″–14″<br>30 NHP | | |
| 13 Kagawa Maru<br>8688<br>JQSP | Steel Sc Ctr<br>2 *Dks* | 613<br>492<br>358 | | 1903 Kawasaki Dkyd Co. Ld. Kobe | Osaka Shosen Kabushiki Kaisha | 178·1 25·3 16·0 | Osaka<br>Japanese | T.3Cy.15″,24″&40″–27″<br>83 NHP<br>Kawasaki Dockyard Co. Ld. | | |
| 14 Kagoshima Maru<br>1429<br>HKBR | Steel Sc Sr<br>~~*A. Nowell*~~ –01 *ss* Yka. No. 2–99<br>(*ex* Port Albert) 2 *Dks* (1 *Stl pt–ws*) & *Upt*<br>*Well deck* *Harrison* –04 *Stl–ws* 3 tr *B* | 4405<br>3611<br>2731 | ✠ 100 A1 Yka *m*<br>11,02<br>MC11,02 | 1891 W. Dobson 8mo & Co. Newcastle A&CP | Nippon Yusen Kabushiki Kaisha | 371·4 46·2 26·1<br>P& B21′ F15′<br>BR 11<br>*WB* = *Cell DB* 160′ 324 *t* | Tokio<br>Japanese | T.3Cy.30″,48″&78″–54″ (*s*)<br>160 lb *160 lb* 460 NHP<br>4DB, *18pf*, GS210, HS7080<br>Wilsnd Slpwy Co. Ld. Nwc. | 29 ″ 0<br>s 5 ″ 5 | |
| 15 Kah-Byoo<br>86723 | Steel Pad<br>*Smith* | 279<br>278<br>226 | | 1882 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 170·0 30·1 7·1 | Glasgow<br>British | C.H.2Cy.24″&42″–72″<br>7 RHP<br>Denny & Co. Dumbarton | | |
| 16 Kahn Ousejnoff<br>*Carrying Petroleum in bulk* 2 *Dks* | Steel Twin Sc | 83<br>740<br>668 | | 1897 Bergsunds M.V. Aktieb. Stockholm | A.U. Ousejnoff. A. Mustafaeff & A.D. Ousejnoff | 196·0 27·7 15·8<br>B61 H15′ F25 | Astrachan<br>Russian | 4Cy.23″&54″–24″<br>286 NHP<br>Bergsunds Actieb. Skm. | | |
| 17 Kahu<br>37116<br>SCNM | Steel & Iron Sc Sr<br>*P.A. Petersen* 88–01<br>1 *Dk* | 138<br>132<br>99 | | 1886 H.S. Edwards & Sons Newcastle | Richardson & Co. Ld. | 115·0 19·1 8·8<br>Q42′ B29′ F17′ | Napier<br>British | C.2Cy.17″&32″–24″<br>40 RHP<br>N.E. Marine Eng. Co., Nwc. | | |
| 18 Kai<br>NLFV | Iron Sc Sr<br>*A.P. Thomsen* (*ex* Ganger Rolf,<br>*Well deck* *ex* Whitby Abbey) 1 *Dk* 2 tr *B* | 1391<br>1006<br>868 | | 1883 Osbourne, Sunderland | Dampskibsk. Myren (Holm & Wenstd. *Mgrs.*) | 241·0 34·2 16·3<br>FK<br>*BR* | Copnhagn<br>Danish | C.2Cy.25″&56″–36″<br>NB02 116 NHP<br>N.E. Marine Eng. Co. Ld. Sld | 19 ″ 1 | N |
| 19 Kai Pau<br>*J. Stewart* 88–89 | Steel Twin Sc Sr<br>1 *Dk* | 270<br>3,88<br>110 | ✠ Nwc *e* | 1888 Armstrong 3mo Mitchell & Co. Ld Newcastle | Chinese Imperial Maritime Customs | 145·0 23·1 11·4<br>P18′ B16′ F26′<br>FK | Chinese<br>*5 BHCem* | T.6Cy.12″,19½″&32″–20″<br>92 NHP<br>Wilsnd Slpwy Co. Ld. Nwc | 12 ″ 0 | |
| 20 Kaifong<br>95430<br>KSNB | Steel Twin Sc Sr<br>*H.E. Laver* –99 | 1622<br>1471<br>967 | ✠ | 1888 Scott & Co. Greenock | China Nav. Co. Ld. | 256·3 36·3 21·6<br>B36′ F29′ | London<br>British | T.6Cy.14″,28″&37″–30″<br>150 NHP<br>Scott & Co., Greenock | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 No. in 1886 / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register Tonnage: Under deck / Net. | 5 Particulars of Classification: Character. | 6 | 7 Built: When. / Where. | 8 By Whom. | 9 Owners. | 10 Registd Dimensions, Deck Erections, &c.: Length. | Breadth. | Depth. | 11 Port of Registry. / Flag. | 12 Engines. No & Dia of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Masted & rigged. / Proc. / ft. in | 14 Where built. If in Lloyd's Class. / Date of Class. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21<br>3684<br>JQSL | Kaijo Maru | WoodScSp<br>2Dks | 249<br>176 | | | 1902 | Sara Nizo<br>Osaka | Y.Kishimoto | 128·3 | 18·5 | 14·2 | Kishiwada<br>Japanese | C.2Cy.14½″&28½″–18″<br>28NH | | | |
| 22<br>114629<br>VFPR | Kaikoura<br>*R.C.Clifford96–03*<br>*Ref.Mchy*<br>*Elec.light* | SteelTwinSc4MastSr<br>2Dks(Stl)&deep framing<br>&Shelter dk(Stl–ws) | 6998<br>6548<br>4477 | ✠100A1<br>*Shelter dk*<br>4,05 | Lon | *dt* | 1903<br>9mo | J.Brown&Co.Ld.<br>Glasgow | New Zealand Shipping Co.Ld<br>FK | 460·0 | 58·2 | 30·9 | Plymouth<br>British<br>7 BHCem | 1.6Cy.25″,42″&69″–48″ (r<br>180lb 918NH<br>5SB,15rf,GS295,HS13500 FI<br>J.Brown&Co.Ld.Glasgow | 34 ″ 3<br>s 7 ″ 4 | BT<br>till<br>10.05 | |
| 23<br>114630<br>VHTF | Kaipara<br>*H.C.Kiddle89–03*<br>*Ref.Mchy*<br>*Elec.light* | SteelTwinSc4MastSr<br>2Dks(Stl)&deep framing&<br>*Shelter dk(Stl–ws)* | 7596<br>6549<br>4741 | ✠100A1<br>*Shelter dk* | Lon | *dt* | 1903<br>11mo | J.Brown&Co.Ld.<br>Glasgow | New Zealand Shipping Co.Ld.<br>FK | 460·4 | 58·2 | 31·0 | Plymouth<br>British<br>7 BHCem | T.6Cy.25″,42″&69″–48″ (r<br>180lb 918NH<br>5SB,15cf,GS295,HS13560 FI<br>J.Brown&Co.Ld Glasgow | 34 ″ 3<br>s 7 ″ 4 | BT<br>till<br>11,06 | |
| 24<br>KHDG | Kairio Maru<br>*(ex Kairiu Maru No.2)* | WoodScSr<br>2Dks | 159<br>148<br>98 | | | | 1893 | Nagata<br>Sanjuro<br>Osaka | Osaka Shosen Kabushiki Kaisha | 105·7 | 15·9 | 14·0 | Tansui,<br>Formosa<br>Japanese | C.2Cy.12″&24″–14″<br>18NH<br>Ono Seikichi,Osaka | | | |
| 25<br>85170<br>WKTJ | Kairos<br>*C.Bennett –03*<br>*1 Dk(Irn)&Spar dk(Irn)* | IronScSr<br>*ssDun.No.3–7,93*<br>*ssShl.No.2–02*<br>*str B* | 2793<br>2740<br>1791 | ✠100A1<br>*Spar dk*<br>8,01 | Shl | *t* | 1882<br>5mo | J.L.Thompson&Sons<br>Sunderland | Gordon Stm.Shpg. Co.Ld.<br>BK<br>A&CP | 313·0 | 40·1 | 29·4 | London<br>British<br>6 BHCem | T.3Cy.21″,35″&58″–45″ (s<br>180lb NDB93 236NH<br>2SB,6pf,GS96,HS8518 60lb<br>15t.APT40t | 23 ″ 5<br>s 6 ″ 10½ | | N4,03 |
| 26<br>RJHG | Kaiser<br>*W.Volkertsen*<br>*Elec.light* | SteelScBn<br>2Dks&trB | 2724<br>2317<br>1714 | | | | 1891 | Reiherst'g<br>Schiffsw.<br>Hamburg | Deutsche Ost-Afrika Linie<br>P72′ B106′ F44′<br>WB | 331·9 | 41·1 | 23·4 | Hamburg<br>German | T.3Cy.25½″,41″&66″–48″<br>302NH<br>Reiherst.Maschinenf.Ham | | G | |
| 27<br>7513<br>TJVR | Kaiser<br>*G.Moorsom –04*<br>*1 Dk2trB* | IronScSr<br>*ssHpl.No.3–5,93*<br>*ssHpl.No.2–01* | 799<br>680<br>497 | ✠100A1<br>4,01 | Hpl | *m* | 1880<br>6mo | W.Gray&Co.<br>W.Hartlepool | West Hartlepool Stm.Nav.Co.Ld.<br>P48′ F28′<br>BK8<br>A&CP | 220·0 | 28·6 | 16·2 | W.Hartlpl<br>British<br>4 BHCem | C.2Cy.30″&57″–33″ (7<br>85lb 85lb NDB97 156NH<br>2SB,4pf,GS66<br>T.Richardson&Sons,Hpl. | 17 ″ 2<br>2 ″ 3 | BT<br>till<br>4,05 | 4,04 |
| 28<br>QGMR | Kaiser Friedrich<br>*Elec.light* | SteelTwinSc<br>4Dks | 12480<br>9395<br>5147 | | | | 1897 | F.Schichau<br>Danzig | F.Schichau | 581·7 | 63·7 | 37·9 | Hamburg<br>German | Q.10Cy.43½″,64″,92″&(2)<br>93½″–67″ 2852NH<br>F.Schichau,Elbing | | G | |
| 29<br>MDLN | Kaiser Wilhelm<br>*Now named "Grigorij Kozlow," See No. 30 in Supp'ement*<br>*Elec.light* | SteelPadSr<br>1Dk | 455<br>138 | | | | 1885 | Act.Ges.<br>"Vulcan"<br>Stettin | Grossherz.Mecklenb.Friedr.-Franz-Eisenbahn<br>B71′ H38′ F32 | 190·8 | 21·6 | 10·6 | Rostock<br>German | C.2Cy.32½″&61″–49½″<br>NB96 218NH<br>A.G."Vulcan,"Stettin | | G | |
| 30<br>QGLF | Kaiser Wilhelm der Grosse<br>*O.Clippers*<br>*Elec.light* | SteelTwinScSr<br>4Dks | 14349<br>11119<br>5521 | | | | 1897 | Act.Ges.<br>"Vulcan"<br>Stettin | Norddeutscher Lloyd<br>P115′B367′F115′<br>WB | 626·7 | 66·0 | 39·0 | Bremen<br>German | T.8Cy.(2)52″,(2)89¾″&(4)<br>96½″–69″ 3094NH<br>A.G."Vulcan,"Stettin | | G | |
| 31<br>QHNL | Kaiser Wilhelm II.<br>*D.Högemann*<br>*Elec.light* | StlTwinSc<br>4Dks&Shade dk&trB | 19361<br>13596<br>6353 | | | | 1902 | Act.Ges.<br>"Vulcan"<br>Stettin | Norddeutscher Lloyd<br>F89′<br>*Promenade dk*<br>WB | 684·3 | 72·3 | 40·2 | Bremen<br>German | Q.16Cy.37⅞″,49½″,74½″&<br>112½″–71″ 4243NH<br>A.G."Vulcan,"Stettin | | G | |
| 32<br>SBCL | —<br>*Berndt*<br>*Elec.light* | SteelTwinSc<br>1Dk | 495<br>368<br>97 | | | | 1899 | J.L.Meyer<br>Papenburg | German Government. (Colonial Dept.)<br>P18′B41′F15′<br>WB | 165·1 | 27·8 | 12·9 | Dar-es-Salaam<br>German | T.6Cy.11⅝″,19″&30⅜″–23⅝″<br>89NH<br>J.L.Meyer,Papenburg | | G | |
| 33<br>KHVS | —<br>*B.De Vries92–97* | SteelTwinSc<br>1Dk | 184<br>138<br>60 | | | | 1897 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | Habich&Goth<br>H68′<br>WB | 121·7 | 20·8 | 8·2 | Emden<br>German | C.4Cy.10⅝″&20⅛″–13⅜″<br>NB03 25NH<br>G.Seebeck A.G.Geestmnd | | G | |
| 34<br>KPNF | Kaiserieh<br>*Ismail*<br>*(ex Princess Worouzow, ex Pera)* | IronScBg<br>2Dks&trb | *1301*<br>*1231*<br>*993* | ✠<br>12,08 | Sld | Lv | 1868<br>7mo | J.Laing<br>Sunderland | Idarei Massousieh | 244·3 | 32·1 | 24·9 | Constanpl<br>Turkish<br>1 BH | C.2Cy.28″&42″–30″<br>81NH<br>Thompson,Boyd&Co.Nwc | | | |
| 35<br>QFKM | Kaiserin Maria Theresia<br>*P.Wettin*<br>*Elec.light (ex Spree)* | SteelTwinScSr<br>3Dks4trB | 8278<br>4712<br>3002 | *Now named "Oural," See 12 in Supplement.* | | | 1890 | Act.Ges.<br>"Vulcan"<br>Stettin | Norddeutscher Lloyd<br>P30′H33 B&F417′<br>len98<br>WB | 526·0 | 52·0 | 33·9 | Bremen<br>German | T.8Cy.(2)43½″,(2)67″&(4)<br>76¾″–63″ NE98 1871NH<br>A.G."Vulcan,"Stettin | | G | |
| 36<br>104855<br>NSJB | Kaisow<br>*ssGls.No.1–99*<br>2Dks(Stl–Uteak s)&deep framing<br>*Elec.light* | SteelScSr<br>3Dk rule | 3921<br>3725<br>2529 | ✠100A1<br>2,03 | Gls | *w* | 1895<br>3mo | D&W Henderson&Co.<br>Glasgow | China Mutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)<br>P25′B77′F44′<br>drp99 BK9<br>A&CP | 370·0 | 46·0 | 26·3 | Liverpool<br>British<br>6 BHCem | T.3Cy.26″,42″&71″–48″ (s<br>180lb 180lb 384NH<br>2SB,6pf,GS120,HS4713 FI<br>D.&W.Henderson&Co.Gls | 29 ″ 3<br>s 6 ″ 3 | BT<br>till<br>1,06 | 2,03 |
| 37<br>KPNV | Kaitai<br>*(ex Scarisbrick)* | IronSc<br>1Dk | 121<br>— | | | | 1884 | Boyd&Co.<br>Shanghai | WB=Cell D<br>Taku Tug&Lighter Co.Ld. | Ba 116′ uE&B44′f<br>90·0 | 19·0 | 10·3<br>H— | Tientsin<br>Chinese<br>WB | n24′212t FPT115t APT55t<br>C.2Cy.16″&36″–24″<br>53NH<br>A.&J.Inglis,Glasgow | | | |
| 38<br>161133<br>KPNF | Kaiulani<br>*J.Dower98–00* | WoodScSr<br>YM12,02<br>1Dk | 384<br>310<br>248 | | | | 1899 | Hay&Wright<br>Alameda,Cal. | Wilders S.S.Co. | 140·5 | 30·0 | 12·0 | Honolulu<br>Utd. States | C.2Cy.13″&28″–21″<br>30NH<br>Union Iron Works,S.Frisco | | V | |
| 39<br>KPNV | Kaka | SteelPadSr<br>1Dk | *400*<br>*276* | | | | 1901 | Clyde S.B.&E.Co.Ld.<br>Pt.Glasgow | Sarawak Government | 175·0 | 25·1 | 9·0<br>P21′B44′F20′ | Kuching<br>Sarawak | C.2Cy.20″&34″–42″<br>62NH<br>Clyde S.B.&E.Co.Ld.Pt Gl | | | |
| 40<br>115362<br>SRNV | Kakapo<br>*J.Graham –04*<br>*(ex Scarisbrick)* | SteelScSr<br>1Dk(Irn)&deep framing | 1521<br>1369<br>949 | ✠100A1<br>~~2,02~~ 1,03 12,04 | Cff | *q* | 1901<br>10mo | Grngem'th&Greenock Dockyard Co. Greenock | Union S.S.Co.of New Zealand,Ld.<br>P28′B56′F28′<br>FK<br>*Lloyd's SA&CP*<br>WB=Cell | 258·2 | 36·7 | 18·0<br>DBa72′uE& | Dunedin<br>British<br>4 BHCem<br>Osaka | T.3Cy.19″,31″&51″–36″ (a<br>170lb 90lb 150NH<br>2SB,4cf,GS74,HS2120<br>Hutson&Sons,Ld.Glasgow<br>b34′f102′372t APT23t<br>C.4Cy.11″&22″–18″ | 20 ″ 1<br>s 2 ″ 10½ | ~~1,08~~<br>N11,04 | |
| 41<br>1367<br>HJSN | Kakogawa Maru<br>*(ex Haidar Pacha)* | WoodTwinScSr<br>2Dks | 210<br>189<br>130 | | | | 1893 | Nishijima<br>Keikichi<br>Osaka | Osaka Shosen Kabushiki Kaisha | 123·8 | 17·0 | 12·7 | Japanese | 34NH<br>Osaka Iron Works,Osaka | | | |
| 42<br>KHCQ | Kalamish<br>*Mustafa*<br>*(ex Haidar Pacha)*<br>*Well deck* | IronPadSr<br>1Dk(Stl)&deep framing | *342*<br>*265*<br>*257* | | | | 1882 | Samuda Bros.<br>London | Idarei Massousieh | 151·6 | 22·0 | 9·6 | Constanpl<br>Turkish | O.2Cy.37″–36″<br>63NH<br>Maudslay Sons&Field,Lon | | | |
| 43<br>JHCQ | Kalfond<br>*A.Gitlesen90–00*<br>*Well deck* | SteelScSr<br>*ssStn.No.1–03*<br>1Dk(Stl)&deep framing | 1210<br>923<br>748 | ✠100A1<br>~~5,11~~ 11,04 | Bry | *n* | 1900<br>8mo | Dundee Shipbuilders' Co.Ld.Dundee | Acties.Kalfond (S.Bergesen)<br>Q83′B54′F27′<br>drp03 FK<br>WB=Cell D Ba54′ | 225·0 | 35·2 | 14·8<br>uE13′f88′269t FPT | Stavanger<br>Norwegian<br>4 BHCem<br>56t APT20t | T.3Cy.17″,28½″&47″–30″ (s<br>180lb 100lb 133NH<br>1SB,3pf,GS55,HS2076<br>Cooper&Greig,Dundee | 17 ″ 2<br>s 1 ″ 6½ | | 12,03 |

| No. d'Ordre / Numéro Conventionnel | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Nombre de Ponts. Net. | Détails de la Classification. Cadre. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Dessin. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nbre des machines. | Vitesse. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|
| 44 | **Kalgan** SteelScSr | 1862 | | 1895 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 260·8 38·1 21·3 | London British | T.3Cy.20″,32″&52″–39″ 160NH | |
| 104846 NRMK | *P.Garriock* –00 2*Dks* | 1693 1148 | | | | *WB* | P9′B66′F39 | | Scott&Co.,Greenock | |
| 45 | **Kalgoorlie** IronSc3MstSr | 2981 | ✠100A1 Mel *w* | 1880 | Lon.&Gls. Co.(Lim.) Glasgow | McIlwraith,McEacharn&Co. Proprietary,Ld | 360·4 49·3 24·5 | Melbourne British | T.3Cy.25″,40″&68″–54″ (*s*) 1600lb *80lb* SDB91 382NH | 27 × 4 |
| 84284 VFHB | *H.McDonald*92–97 *ex*Glenfruin) *Elec.light* *Ref.Mchy.* | 2000 1858 | 12.02 B[illegible]01 LMC12.02 *ss*Ant.No.3–6,93 *ss*Mel.No.2–01 2*Dks*(*Iron-Uwes*)3*trB* | | | *WB* = *Cell* | P49′B70′F50′ BK11″ *DBa*94′*uE*38′*f*106′ | | 2SB,*3rf*,*gs*105,*hs*5110 FD *424t Tp*91 | 5 - 11 |
| 46 | **Kalibia** SteelScSr | 4930 | | 1902 | Scott&Co. Greenock | ClydeShpg.Co.Ld W.Cuthbert,*Mgr*) | 410·6 50·2 28·3 | Glasgow British | T.3Cy.27″,42″&69″–54″ 350NH | |
| 115738 TSKH | *H.Tait* –03 *Elec.light* 2*Dks* | 4707 3149 | | | | *WB* | P87′B118′F40″ | | Scott&Co.Greenock | |
| 47 | **Kalinadi** IronScSr | 255 | | 1884 | R.Duncan &Co. Pt.Glasgow | BombayS.Nav.Co. (Shepherd&Co. *Mgrs.*) | 158·7 26·3 9·2 | Bombay British | T.3Cy.12″,20″&34″–27″ NB96 49RH | |
| 89946 JNSP | *Fakerbhoy Moosaji*01–01 *Elec.light* 1*Dk* | 209 74 | | 7mo | | | len97 | | Dunsmuir&Jackson,Gls. | |
| 48 | **Kallatina** SteelScSr | 646 | ✠ Cly *i* | 1890 | David J. Dunlop&Co Pt.Glasgow | NorthCoastSteam Nav.Co.Ld. | 179·1 28·2 11·4 | SydnyNSW British | T.3Cy.16″,28″&38″–27″ 88RH | 12 × 3 |
| 93230 VSWQ | *G.Nyholm* –03 *Well deck* *Elec.light* | 390 380 | 6.90 1*Dk* | | | *WB* = *FPT* | P&B112′F48′ FK | | 1SB,*3rf*,*gs*52,*hs*1617 | |
| 49 | **Kallundborg** SteelScSr | 1590 | ✠100A1 PG1 *q* | 1898 | R.Duncan &Co.Ld. Pt.Glasgow | Dampsk.Selsk. Neptun (C.K.Hansen, *Mgr*) | 260·1 37·1 18·2 | Copnhagn Danish | T.3Cy.19″,30½″&50″–36″ (*s*) 1600lb *80lb* 156NH | 20 × 6 |
| 1488 NLKT | *P.N.Lund*98–01 *ex*Denewell) 1*Dk*(*Stl*)*deepframing* | 5,01 1004 | BS9.04 LMC9 *ss*Rot.No.1–02 | 7mo | | *Lloyd's* | F23′B62′F28′ FK *WB* = *Cell D Ba*82′*f*96′ | | 1SB,*3cf*,*gs*67,*hs*2435 | 2·10½ |
| 50 | **Kálmán Király** SteelScSr | 2224 | ✠100A1 Tri | 1893 | Wigham Richrdsn&Co Newcastle A&CP | RoyalHungar'nSea Nav.Co.Adria,Ld. | 285·3 38·2 23·0 | Fiumo Aust.-Hung. | T.3Cy.22″,36″&59″–39″ (*s*) 1651b *80lb* 230NH | 25 × 6 |
| JLBD | *C.Kellinghusen* 98–99 *G.Sabitsch*98–00 | 2011 1386 | 9,01 7.02 MS12.01 LMC BS[illegible].04 *ss*Tri.No.2–02 2*Dks*(*Stl–Uws*) *deepframing* | | | *WB* = *Cell D B*232′ 422*t* | P80′B60′F87′ FK | | 2SB,*6rf*,*gs*99,*hs*3808 WghamRchrdsn&Co.Nwc. | 4 - 5½ |
| 51 | **Kalmar** SteelScSr | 1205 | | 1895 | Germania-Werft Kiel | H.M.Gebrckens | 224·1 32·9 13·5 | Hamburg German | T.3Cy.17¾″,28¾″&46½″–40″ 115NH | |
| RKDP | *A.Hartung*92–02 1*Dk*&*Web frames* | 801 770 | | | | *Wb* | Q67′B105′F25′ | | A.G."Germania," Berlin | |
| 52 | **Kalmarsund No. 4** IronScSp | 120 | | 1876 | MotalaCo. Motala | Ångb.Aktieb. Kalmarsund (J.Jeansson, *Mgr.*) | 91·5 16·6 6·7 | Kalmar Swedish | C.2Cy.12″&25⅝″–19½″ | |
| 2502 JFNV | 1*Dk* | 62 | | | | | Q25′ B48′ H3*t* F26′ | | 24NH MotalaCo.,Motala | |
| 53 | **Kalmarsund No. 5** IronScSp | 120 | | 1877 | MotalaCo. Motala | Ångb.Aktieb. Kalmarsund (J.Jeansson, *Mgr.*) | 91·5 16·7 6·7 | Kalmar Swedish | C.2Cy.12″&25⅝″–19½″ | |
| 2503 JFPB | *D.A.Jonsson*77–96 1*Dk* | 63 86 | | | | | Q25′ B42′ H2*t* F26′ | | 24NH MotalaCo.,Motala | |
| 54 | **Kalmarsund No. 6** IronScSr | 179 | | 1888 | MotalaCo. Motala | Ångb.Aktieb. Kalmarsund (J.Jeansson, *Mgr.*) | 92·9 22·1 7·2 | Kalmar Swedish | C.2Cy.16″&29½″–19½″ | |
| 2504 JFPC | *O.Petersson*67–88 1*Dk* | 82 124 | | | | | Q24′ B47′ H12*t* F24′ | | 31NH MotalaCo.,Motala | |
| 55 | **Kalmarsund No. 7** SteelScSr | 223 | | 1902 | W.Lindbergs Aktieb. Stockholm | Ångb.Aktieb. Kalmarsund (J.Jeansson, *Mgr.*) | 105·7 21·6 8·9 | Kalmar Swedish | C.2Cy.14¾″&26½″–17½″ | |
| 4016 JMRD | *P.A.Jönsson*74–02 1*Dk* | 116 148 | | | | *WB* | Q30′B50′H16′F27′ | | 24NH W.Lindbergs Aktieb.,Skm. | |
| 56 | **Kalmia** IronScK | 189 | ... | 1894 | Cochrane& Cooper Beverley | N.EasternSteam FishingCo.Ld. | 115·8 21·0 11·5 | Grimsby British | T.3Cy.12½″,19½″,&32″–22½″ 50RH | 12 × 0 |
| 104161 NGVB | *G.R.Porter* –94 1*Dk* | 177 93 | | | | | Q17′F19′ len00 BK7½″ | | C.D.Holmes&Co.,Hull | |
| 57 | — SteelScSr | 184 | ... | 1898 | J.Duthie, Sons&Co. Aberdeen | SouthernStmTrlg. Co.Ld. (C.C. Morley, *Mgr.*) | 111·0 20·8 11·3 | Milford British | T.3Cy.12″,19½″&32″–22″ 61RH | 12 × 0 |
| 108430 | *E.Garnham* –98 (*Trawler*) 1*Dk* | 166 87 | | | | | Q23′ BK7½″ | | Whyte&Mair,Dundee | |
| 58 | **Kalmius** IronScSr | 569 | | 1873 | C.Abendroth Rostock | RussianStm.Nav. &TradingCo. | 204·5 27·0 13·7 | Odessa Russian | C.2Cy.19½″&38½″–21″ 57NH | |
| 349 JRBM | (*ex*Morchodez) 2*Dks* *Mchy.Aft* | — 440 | | | | | | | Borzick | |
| 59 | **Kalso** SteelScK | 179 | ✠100A1 Gms | 1899 | Smith's DockCo.Ld. N.Shields | WhiteStarSteam FishingCo.Ld. | 110·7 21·1 11·0 | Grimsby British | T.3Cy.12″,19″&31″–24″ (*s*) 180lb 1SB,*2cf*,*gs*82,*hs*932 | 12 × 0 |
| 110911 | *C.Bealey* –99 1*Dk* | 165 58 | *StmTrawler* LMC[illegible].01 *ss*Gms No.1–04 | 10mo | | *Lloyd's* | Q48′F20′ BK7½″ | | 52RH 3*BHCem* Shanks,Anderson&Co.Gls. | |
| 60 | **Kamakura Maru** SteelTwinSc | 6126 | ✠100A1 Yka *a*† | 1897 | Workman, Clark&Co.Ld Belfast A&CP | NipponYusen Kabushiki Kaisha | 445·0 49·7 30·4 | Tokio Japanese | T.6Cy.20″,33½″&56″–48″ (*s*) 200lb | 33 × 0 |
| 1689 HLDB | *E.W.Hamel*95–01 *T.Harrison*02–04 *Elec.light* | 4MstSr 5452 3798 | 2,02 2.02 LMC2.04 *ss*Yka.No.1–01 2*Dks*(*Stl–Uteak s*)✠ *deepframing* | 5mo | | *WB* = *Cell* | P35′ B97′ F57′ FK&BK1½″ *DBa*145′*uE*&*B*58′ | | 2D&2SB,*18cf*,*gs*318,*hs*9271 Barclay,Curle&Co.Ld.Gls. *MT*25′480*t FPT*95*t APT*45*t* | 8 - 8½ |
| 61 | **Kamma** IronScSr | 1514 | ✠100A1 Sld *p* | 1883 | Palmers' Co.Lim. Newcastle | Dpskslsk.Heimdal (M.Carl, *Mgr.*) | 250·7 35·3 17·3 | Copnhagn Danish | T.2Cy.30″&58″–36″ 80lb *85lb* NDH96 150NH | 19 × 3 |
| 1164 NHQC | *F.Löfler* *ex*Black Prince,*ex* York Minster) *Well deck* | 1223 960 | 12,02 16.02 LMC[illegible].04 *ss*Nwc.No.8–10,95 *ss*Sld.No.[illegible] 1*Dk*(*Irn*)2*trB* | 8mo | | *Lloyd's* *WB* = *Cell D Ba* 76′*f*98′ | Q96′B52′F30′ FK | | 1SB,*4pf*,*gs*61,*hs*2328 Palmers'Co.(Lim.),Nwc. | |
| 62 | **Kamogawa Maru** IronScSr | 421 | | 1889 | Kawasaki Dockyard Co. Ld.Kobé | OsakaShosen Kabushiki Kaisha | 156·1 20·3 16·5 | Osaka Japanese | T.3Cy.18½″,22″&36″–24″ NE92 64NH | |
| 1164 HGWB | *T.Okuda*92–95 2*Dks* | 403 261 | | | | | | | KawasakiDkydCoLdKobé | |
| 63 | **Kamona** SteelScSr | 1425 | ✠100A1 Syd *p* | 1901 | Grngem'th &Greenock Dockyard Co. Grngemouth | UnionS.S.Co.of NewZealand,Ld. | 245·0 36·1 16·0 | Dunedin British | T.3Cy.18″,30″&48″–33″ (*s*) 1800lb *100lb* 148NH | 18 × 1 |
| 101486 PRTF | *R.M.Farmer* –04 *Well deck* 1*Dk*(*Stl*)*deepframing* | 1136 903 | 11.02 LMC4.01 | 4mo | | *WB* = *Cell D Ba*54′ *Lloyd's* | Q85′B56′F24′ FK *uE*&*B*84′*f*106′375*t* | | 1SB,*3cf*,*gs*68,*hs*2294 W.V.V.Lidgerwood,Gls | 1·10½ |
| 64 | **Kamor** SteelScSr | 1529 | ✠100A1 Shi *p* | 1902 | Fevigs Jernskibsbyg Fevig | Acties.Kamor (C.Eitzen&Co.) | 245·0 36·0 12·7 | Chrstiania Norwegian | T.3Cy.17½″,27″&47″–36″ (*r*) 175lb *90lb* | 15 × 3 |
| HFPW | *S.Falck Muus*01–02 1*Dk*(*Stl*)✠*Spar dk*(*Stl*) *deepframing* | 1423 949 | *Spar dk* *withfreeboard* 3.01 LMC4.02 | 4mo | | *Lloyd's* *WB* = *Cell DBa*54′*uE* | 19·7 Q20′*f*112′300*t FPT* FK | | 2SB,*4pf*,*gs*65,*hs*2420 Richardsons,Westgarth& Co.Ld.Mdb. | 4 - 9½ |
| 65 | **Kampot** IronScSr | 849 | | 1883 | J.C.Tecklenborg Geestemünde | Yeng-Seng& Su-Chuong | 191·0 26·9 13·5 20·7 | Saigon French | T.2Cy.22″&39″–26″ 65NH | |
| | *A.Bavay*02–02 (*ex*Numidie,*ex*Isonzo, *ex*Zeus,*ex*Santiagueña) 1*Dk*✠*Spar dk* | — 415 | | | | *WB* | | | C.Hennigs&Co.Berlin | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned; now raised. Equipment Letter. | 8 Built. When. Ship. — Engines. | 8 Built. By Whom. Where. | 10 Owners. | 11 Registered Dimensions of Decks, Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Numbered if available. ft. in. | 15 Registers in which classed, if not in L.R. Date of Class. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 66 1647 HKWF | **Kanagawa Maru** *Ref.Mchy* *Elec.light* *J.W.Wale98-04* | **SteelTwinSc** 4MstSr ssYka.No.1-04 2*Dks*(*Stl-Uteak s*) *Deep framing* | 6169 5496 3825 | ✝100A1 Yka | | *a*† | 1896 12mo *Lloyd's* | D&W Henderson&Co Glasgow *A&CP* | NipponYusen KabushikiKaisha *WB=CellD* | 445·0 P36′B97′F57′ | 49·4 | 30·5 FK&BK1½′ | Tokio Japanese | T.6Cy.20″,34½″&56″–48″ (*s*) 200lb 550NHP 2DB&2SB,*18cf*GS900,HS9157 D.&W.Henderson&Co.,Gls *T*25′44*t*,*FPT*110*t*,*APT*87*t* | 33 ″ 6 | | 5,02 6,04 |
| 67 HMCW | **Kanal** *N.Hockerup00-00* *Elec.light* | **SteelScSr** 1*Dk*&*Awngdk* | 182 156 88 | | | | 1886 | Flensburg Schiffsb.Ges. Flensburg | VerFlensburg-Ekensunder&SonderburgerDampfs.G. | 94·9 P&B56′F42′ | 23·4 | 10·0 *WB* | Flensburg German | C.2Cy.16″&31″–18″ 84NHP FlensburgerSchiffsb.Ges. | | G | |
| 68 LMNS | **Kanal II.** *G.Hockerup02-02* *Mchy.Aft* | **SteelSc** 1*Dk*&*pt.Awngdk* | 216 — 114 | | | | 1898 | Schiffsw.v. Henry Koch Lübeck | VerFlensburg-Ekensunder&SonderburgerDampfs.G. | 110·1 P&B56′F42′ | 23·6 | 9·9 *WB* | Sndersburg German | C.2Cy.18¾″&24¾″–17½″ 22NHP J.F.Ahrens,Ottensen | | G | |
| 69 102122 NGCW | **Kanawha** *W.J.Maxwell93-93* *Elec.light* | **SteelScSr** ssLiv.No.2-01 2*Dks*(*Stl*)3*trB* | 3884 3670 2488 | ✝100A1 Liv 6,02 2,05 BS1,04 | | *x* | 1893 12mo | A.Stephen &Sons Glasgow *A&CP* | Chesapeake&Ohio S.S.Co.Ltd. *WB=Cell* | 370·0 P48′B128′F56′ *ptShltrdk*80′ BK11′ *DB*280′616*t* | 44·0 | 28·6 | Liverpool British 6*BHCem* | T.3Cy.28″,46″&75″–54″ (*s*) 160lb *80lb* 491NHP 2DB.*12cf*.GS270,HS8520 A.Stephen&Sons,Glasgow | 31 ″ 6 s 6 -11 | | 5,02 6,01 |
| 70 161199 KRNQ | **—** *C.M.Haight –02* *Mchy.Aft Elec.light* | **SteelScSr** 1*Dk2trB* | 2182 — 1906 | | | | 1902 | Jenks S.B. Co. Pt Huron Mch | F.B.Chesbrough *WB* | 243·5 | 43·4 | 23·5 | Marquette Utd.States | T.3Cy.17½″,28″&47″–10″ 140NH Jenks S.B.Co. | | V | |
| 71 1040 HGLS | **Kanazawa Maru** (*ex* Atalanta) | **IronScSr** 2*Dks* | 1293 1212 802 | ✝ 4,72 | Hpl | | 1872 3mo | Denton, Gray&Co. W.Hartlepool | KagoshimaKisen KabushikiKaisha *WB* | 235·7 P83′ B26*t* H204*t* F27′ | 28·9 | 22·5 4*BHCem* | Kagoshima Japanese | C.2Cy.26½″&49½″–33″ 115NHP T.Richardson&Sons,Hpl. | | | |
| 72 1987 HMJV | **—** | **WoodScSr** 2*Dks* | 177 165 100 | | | | 1897 | Sawamura Tamekichi Osaka | Kanazawa Tomojiro | 121·3 | 15·6 | 12·8 | Otaru Japanese | C.2Cy.15½″&31″–22″ 38NHP IshiiChojiro,Osaka | | | |
| 73 | **Kandalaksha** *Mchy.Aft* | **SteelScBarge** 1*Dk* | 211 167 85 | | | | 1896 | W.Dobson &Co. Newcastle | ArchangelMourmanStm.Nav.Co. | 115·0 Q39′F24′ | 21·1 | 8·8 *WB* | Archangel Russian | C.2Cy.17″&32″–20″ 38NHP Wilsnd Slpwy Co.Ld.,Nwc. | | | |
| 74 84287 VFNM | **Kangra** *E.Y.Watson –02* | **IronScSr** ssLon.No.1–85 2*Dks*(*UIrn-ws*)3*Dkrule* | 1984 1785 1478 | ✝ 2,86 | Lon | *s* | 1880 12mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld *WB=CellD* | 284·7 P14′ B32′ F37′ *DB*244′383*t* | 35·2 | 23·8 5*BHCem* | Glasgow British | C.2Cy.31″&60″–42″ NDB92 194NHP Denny&Co.,Dumbarton | 26 ″ 8 | | |
| 75 84490 SLPB | **Kanieri** *T.Haultain92-02* *Well deck* | **SteelScSr** 1*Dk* | 203 135 115 | | | | 1886 10mo | W.Denny &Bros. Dumbarton | NorthernSS.Co.Ld | 105·0 Q36′ B34′ | 21·1 F13′ | 8·7 | Auckland British | C.2Cy.15″&26″–15″ 20RHP Denny&Co.,Dumbarton | | | |
| 76 113462 SGQF | **Kano** *W.G.Richards –04* | **SteelTwinScSr** 1*Dk*(*Stl-ws*)&*Awng dk*(*Teak*) | 1452 1394 920 | ✝ 90A– *Awng dk with freeboard* 12,03 | Sws | *n* | 1901 4mo | Caledon SB &E.Co.Ld. Dundee | British&African S.N.Co.(1900),Ld. (Elder,Dempster& Co.*Mgrs.*) *WB=FPT*71*t* | 220·0 | 36·2 | 13·2 21·2 FK | Liverpool British 4*BHCem* *APT*39*t* | C.4Cy.18″&36″–24″ (*a*) 100lb *100lb* 114NHP 2SB,4*pf*,GS78,HS1968 CaledonSB&E.Co.Ld.Dun. | 14 ″ 0 s 9 ″ 5 | | 9,03 |
| 77 115743 TSWR | **Kanowna** *J.Watt –04* *Elec.light* *Ref.Mchy.* | **SteelTwinScSr** 2*Dks*(*StlU-ws*)3*trB*& *Shelter dk*(*Stl-teak s*) | 6942 6363 4376 | ✝100A1 *Shelter dk* 1,03 | Dmb | *b*† | 1903 1mo *Lloyd's* | W.Denny &Bros. Dumbarton *A&CP* | Australas'nUnited Stm.Nav.Co.Ld. *WB=CellD* *Ba*106′ *uE*&*B*110′ | 415·6 *f*154′905*t* | 52·2 | 28·6 FK&BK1′ | P.Adelaide British 7*BHCem* *APT*93*t* | Q.8Cy(2)28″(2)37½″&(4)43″ –48″ 180lb *180lb*(*s*)770NHP 4SB,*16rf*,GS300,HS11857FD Denny&Co.Dumbarton | 31 ″ 4 s 5 ″ 9 | | |
| 78 86170 WJCV | **Kansas** *Waters –03* *Ref.Mchy.* | **IronSc4MstSr** ssLiv.No.3–5,94 ssBel.No.2–01 3*Dks*(2*Irn*)&*Awngdk*(*Irn-ws*) | 5277 4040 3367 | ✝100A1 *Awng dk* *loadline*23*ft*9*in* 2.04 BS11,04 | Liv | *z* | 1882 1mo *Lloyd's* | C.Connell &Co. Glasgow *A&CP* | WhiteDiamondSS. Co.Ld.(G.Warren &Co.*Mgrs.*) *WB=* | 436·5 | 43·8 | 20·2 35·6 BK11½′ *MT*38′590*t* | Liverpool British 7*BHCem* | C.2Cy.50″&94″–60″ (*a*) 80lb 572HP 2D&2SB*18pf*GS362HS10157 J.&J.Thomson,Glasgow | | | 11,01 |
| 79 14488 KGRV | **Kansas City** *F.Smith* | **Steel&IronScSr** 3*Dks* | 3679 — 2164 | | | | 1889 | Delaware River Co. Chester,Pa. | New England&Savannah S.S.Co. (OceanSSCo.*Mgs.*) | 327·0 | 45·0 | 18·8 27·6 | Savannah Utd.States | T.3Cy.33″,54″&86″–54″ 543NHP DelawareRiverCo.,Chester | | S | |
| 80 102481 NDTG | **—** *A.E.Lewis –00* | **SteelScSr** ssBrs.No.2–01 2*Dks*(*Irn*)3*trB* | 2345 2166 1482 | ✝100A1 12,04 BS12,04 | Brs | *s* | 1893 10mo | J.Blumer &Co. Sunderland *A&CP* | C.Hill&Sons *WB=* | 295·0 P30′B78′F35′ *DBa*92′&*uB*30′325*t* | 39·3 | 22·5 BK10′ 6*BHCem* *MT*26′313*t* | Bristol British | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *90lb* 273NHP 2SB,*6rf*,GS118,HS4200 Blair&Co.(Lim.),Stockton | 25 ″ 9 s 4 ″ 2 | | 5,03 12,04 |
| 81 104857 NSPV | **Kansu** *W.Baddeley –01* | **SteelScSr** 2*Dks* | 1862 1670 1143 | | | | 1895 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 259·5 P9′B56′F29′ | 38·1 | 21·3 *WB* | London British | T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.,Greenock | | | |
| 82 PBJG | **Kant** *J.Wulf90-90* *Well deck Elec.light* | **IronSc3MstSr** 1*Dk* | 355 251 215 | | | … | 1881 | Baxter& Co. Sunderland | Lübeck-Königsb. Dmpfsfahrts.Ges. | 158·1 len98 | 20·1 FK | 10·4 *WB* | Lübeck German | C.2Cy.16″&32″–20″ NB96 38NHP R.Smith,Preston | 10 ″ 6 | V | |
| 83 21 KBDJ | **Kanyo Maru** | **SteelTwinScCtr** 1*Dk* | 181 103 97 | | | | | ..... | GadaKinzaburo | 110·9 | 19·3 | 6·2 | Takow, Formosa Japanese | C.4Cy.9″&18″–13″ *Eblt*.93 19NHP HatsuSho,Shanghai | | | |
| 84 RJQB | **Kanzler** *H.Weiskam92-02* *Elec.light* | **SteelScSr** 3*Dks* | 2926 1940 1840 | | | | 1892 | Blohm& Voss Hamburg | DeutscheOst-AfrikaLinie | 320·8 B40′ F50′ | 40·3 | 28·3 | Hamburg German | T.3Cy.25″,40″&67″–42″ 291NHP Blohm&Voss,Hamburg | | G | |
| 85 102311 | **Kapanui** ~~*W.J.Southgate –99*~~ *E.J.Wann –04* | **WoodScSr** 1*Dk* | ~~110~~ 129 85 6375 | | | | 1898 | R.Logan, sen. Auckland | CoastalS.S.Co.Ld. | 95·0 | 18·6 | 7·3 | Auklnd NZ British | C.2Cy.18″&28″–16″ 32RHP W.Cable&Co.Wellington | | | |
| 86 | **Kaphireus** (*ex* Yacht Sea Maid,*ex* Sölyst,*ex* Xantha) | **IronScSr** | *204* — *104* | 10.00 | Lth | | 1867 | Palmer& Co. Newcastle | D.E.HadjiConstantiet Frère | 148·4 H14*t* len&alt88 | 19·3 | 9·9 | Syra Greek | T.4Cy.13″,21″&(2)24″–18″ 49NHP *Tpd*88 E.Scott,Newcastle | | | |
| 87 108078 QHWN | **Kapiti** *J.Abram02-02* *Ref.Mchy.* *Well deck Elec.light* | **SteelScSr** 1*Dk* | 209 134 [illegible] | ✝100A1 12,02 [illegible] | Psy | *b* | 1902 11mo *Lloyd's* | J Fullerton &Co. Paisley *A&CP* | ~~J.H.Williams~~ [illegible] Co.Ld. *WB=* | 100·0 Q51′B11′F17′ *DBa*18′27*t* | 21·2 | 8·7 FK 4*BHCem* | Wellingtn N.Z. British | C.2Cy.14″&29″–20″ (*s* 125lb *80lb* 35RHP 1SB.2*pf*,GS31,HS698 Ross&Duncan,Glasgow | 9 ″ 3 s 7½ | | |
| 88 | **Kaplan** *Halim* *Mchy.Aft* | **IronScSr** 2*Dks*(1*pt Irn*) (*ex* Saint Finbar) | *1127* *901* *624* | ✝ 11,84 | Liv | *o* | 1883 3mo | Dobie&Co. Glasgow | IdareiMassousieh *WB=CellDB* | 246·0 P84′B46′F37′ *DB*134′158*t* | 34·1 | 15·4 | Constanpl Turkish 5*BHCem* | C.2Cy.35″&70″–48″ 283NHP J.Jack&Co.Liverpool | 18 ″ 2 | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Jaugeage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins continuous Ponts Level of Freeboard. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Pavillon | 13 Machines. No. & type des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Nombre des Hélices. Si Foyers Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en millim. du navire. Pont. Gaillard. | 15 Pont. Gaillard. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89<br>95024<br>KPVJ | **Kapurthala**<br>*M.G.Williams* –03<br>*Elec.light* 2 *Dks*(*Upt Stl -ws*) *&Shade dk* | **SteelScSr** | 1180<br>916<br>721 | ✠ *Shade dk*<br>12,87 | Dnb | *p* | 1887<br>12mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*WB = CellDB62'104t* | 240·2 \| 34·2 \| 16·3<br>P44' B72' F58' | Glasgow British | T.8Cy.20",38½" &54"–42"<br>NB01 189NH<br>Denny&Co.,Dumbarton | 19 ft 0 | | |
| 90<br>LKVD | **Kara**<br>*J.Evans* –03<br>*Well deck* 1 *Dk*(*Irn*) *&Webframes* | **SteelScSr** | 2338<br>1814<br>1507 | ✠100A1<br>1,05<br>BS1,05 | Sws<br>Cff | *s* | 1889<br>12mo | C.S.Swan& Hunter Newcastle<br>*Lloyd's&CP* | MercantileS.S.Co. Ld.<br>*WB = CellDBa84'/120'441t* | 220·1 \| 39·9 \| 19·8<br>P25'Q84'B118'<br>F31' FK<br>*4 BHCem*<br>*4 IPT* | London<br>160lb *70lb* 289NH<br>2SB,*dcf*,gs889,hs3800<br>Blair&Co.(Lim.),Stockton | T.8Cy.22½",36½" &60"–39" (*r*)<br>2SB,*dcf*,gs180,hs6754 FO<br>Hwthrn,Leslie&C. Ld.,Nwc | 22 ft 6 | | |
| 91<br>HPJV | **Kara-Kermen**<br>*P.Pemco* –01 | **SteelSc** | 319<br>311<br>195 | | | | 1900 | Danubius Schoenichen Hartmann Budapest | RussianGovernment<br>*WB* | 151·5 \| 29·6 \| 13·0<br>H88t F14t | Nicolaieff<br>*WB* | C.2Cy.21"&32"–18"<br>36NH<br>DanubiusSchoenichen Hartmann,Budapest | | V | |
| To be Lrch. Aug 04<br>HPJV | **Karamania**<br>*P.Pemco* –01 | **IronScSr** | 3148<br>3046<br>2045 | | | … | 1882 | D&W Henderson &Co. Glasgow | Anchor Line(HendersonBros.)Ld. | 340·0 \| 39·2 \| 29·6<br>H88t F14t | Glasgow British | C.2Cy.33"&66"–60"<br>281NH<br>D.&W.Henderson&Co.Gls | | C | |
| 93<br>RKLV | **Karamea**<br>*G.Burton*87–99 *ssLon.No.1–01*<br>*Ref.Mchy.* 2 *Dks*(*Stl*) *&deep framing*<br>*Elec.light* *&Shelter dk*(*ptStl -ws*) | **SteelSc4MstSr** | 5564<br>5153<br>3553 | ✠100A1<br>*Shelter dk*<br>4,05 | Lon | *a*† | 1899<br>11mo | Hawthorn, Leslie&Co.Ld Newcastle | Shaw,Savill& AlbionCo.Ld.<br>*WB = CellDBa100'uE30'* | 420·0 \| 54·0 \| 28·6<br>Q87'B59'F26'<br>drp04 FK<br>A&CP | S'thamptn<br>160lb *160lb* 505NH<br>2SB,*dcf*,gs180,hs6754 FO<br>Hwthrn,Leslie&C. Ld.,Nwc | T.8Cy.30",48"&78"–54"<br>7 *BHCem*<br>*4 IPT* 18t | 32 ft 0 | | |
| 94<br>TFLJ | **Karang**<br>*E.J.Diest Lovgren* –02 *ssSng.No.2–82*<br>1 *Dk* *Shade dk* | **IronScSr** | 321<br>235<br>207 | ✠<br>*Shade dk*<br>9,88 | Sng | *f* | 1875<br>4mo | Caird&Co. Greenock | Billiton Maats. | 161·0 \| 28·0 \| 10·8<br>P28' F39' | Batavia<br>*6 BHCem* | C.2Cy.22"&44"–27"<br>84NH<br>Caird&Co.,Greenock | | | |
| 95<br>HPJV | **Karask**<br>1 *Dk* | **SteelScSr** | 989<br>838<br>686 | | | | 1903 | Soc.Anon. Jhn.Cockerill Hoboken | RussianStm.Nav. &TradingCo | 220·0 \| 37·0 \| 15·5<br>Q51 B42'F27' | Odessa<br>*WB* | T.8Cy.16¾",26"&41½"–29½"<br>93NH<br>SocAn.J.Cockerill,Seraing | | V | |
| 96<br>NKVF | **Karen**<br>*P.L.Winter* ~~ssQbc.No.3–10.01~~<br>(*ex* Bengar) ~~ssOlo.No.2–04~~<br>*Well deck* 1 *Dk*(*Stl*) *2tr B* | **SteelScSr** | 1429<br>1113<br>886 | ✠100A1<br>7,02 8,02<br>~~Homer~~ | Shl<br>Skm | *o* | 1887<br>7mo | Craig, Taylor&Co. Stockton | Dampskibsselsk. Jylland (*V.Greibe, Mgr.*)<br>*WB = CellDB201'319t FPT 66t APT 18t* | 236·0 \| 33·7 \| 16·7<br>Q87'B59'F26'<br>drp04 FK<br>4 *BHCem* | Esbjerg<br>150lb *100lb* NDB02 117NH<br>2SB,*dcf*,gs63,hs2405<br>Carr&Co.Ld.Sunderland | T.8Cy.18",29"&48"–36"<br>2SB,*dcf*,gs63,hs2405 | 19 ft 2 | | |
| 97<br>95061 | **Karenee**<br>*Elec.light* | **SteelPadLr** | 674<br>674<br>250 | | | | 1888 | W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 250·0 \| 35·1 \| 9·8<br>. | Glasgow British | C.D.2Cy.37½"&65"–72"<br>299NH<br>Denny&Co.,Dumbarton | | V | |
| 98<br>JHCQ | **Karin**<br>*G.Pettersson*01–03<br>1 *Dk* *&Spar dk 2tr B* | **SteelScSr** | 1140<br>1008<br>695 | | | | 1897 | Howaldts-werke Kiel | Ångf.Aktieb.Karin (A.Andersson) | 219·2 \| 30·8 \| 18·7<br>P16'B48'H27t 21·5<br>F24' | Hlsngborg<br>Swedish<br>*WB* | T.8Cy.14¾",23"&37½"–21½"<br>66NH<br>Howaldtswerke,Kiel | | V | |
| 99<br>JBLC | —<br>~~ssGot 2nd No 3–1,05~~<br>~~V.A.Anderson01–01 ssGyn.No.3–1,01~~<br>(*ex* Union) ~~ssGot.No.3–01~~<br>*E.Taube*04–04 1 *Dk*(*Irn*) | **IronScSr** | 343<br>305<br>183 | ✠100A1<br>1,05 ~~3,02~~<br>~~X N 15,01~~<br>~~DBS 2,05~~ | Got | ✠<br>*f* | 1883<br>9mo | G.Howaldt Kiel<br>*Lloyd's&CP* | Ångf.Aktieb.Tirfing(A.Brostrom& Son,*Mgrs.*)<br>*WB = DBuE&β 21'30t MT 17'6t* | 142·6 \| 23·0 \| 13·3<br>B28'H7tF15'<br>drp05 BK7<br>4 *BHCem* | Gothenbrg<br>115lb *48lb* (*s*) 81NH<br>1SB,2*cf*,gs19,hs581<br>*Tpd*00Goteborgs M.V.Got | T.8Cy.~~14¾~~,16½"&27½"–15½"<br>~~MT 15t~~ | 13 ft 10 | | |
| 100<br>JLPM | —<br>*C.J.Carlsson*95–00<br>*Mchy.Aft* 1 *Dk* | **CompScSr** | 185<br>147<br>118 | | | | 1900 | Aktieb. Lödöse Varf Lödöse | Rederiaktieb. Unda (J.A.Waller, *Mgr.*) | 99·7 \| 23·0 \| 9·1<br>B21 H8tF13 | Gothenbrg<br>Swedish | C.2Cy.11½"&19½"–11½"<br>11NH<br>AktiebWilhlmsbgM.V.Got | | | |
| 101<br>QFJC | **Karlsruhe**<br>*P.Grosch* 3 *Dks*<br>*Elec.light* | **SteelScSr** | 5057<br>4379<br>3189 | | | | 1889 | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 411·7 \| 47·6 \| 30·9<br>P62' B180' F76' | Bremen<br>German | T.8Cy.31",52"&88"–54"<br>506NH<br>FairfieldCo.(Lim.),Gls. | | G | |
| 102<br>JFMV | —<br>*E.Brinckmann*98–98 1 *Dk*<br>*Mchy.Aft* *Carrying Spirit in bull*<br>*Elec.light* | **SteelSc** | 637<br>560<br>371 | | | | 1898 | Oderwerke Grabow | Ges.für Brauerei, Spiritus-&Presshefen Fabr.vorm. G.Sinner | 173·2 \| 28·5 \| 13·7<br>B31'F22' | Stettin<br>German<br>*WB* | C.2Cy.15¾"&27½"–15½"<br>25NH<br>Oderwerke,Grabow | | G | |
| 103<br>JDNR | **Karlstad**<br>*C.J.Wallin* –04 1 *Dk*<br>*Mchy.Aft* | **IronScSp** | 212<br>163<br>138 | | | | 1887 | P.Larsson Thorskog | Ångf.Aktieb. Karlstad (A.Uppvall) | 100·6 \| 22·2 \| 10·2<br>B33' H5t F11' | Karlstad<br>Swedish | C.2Cy.13"&24"–17½"<br>NB02 20NH<br>P.Larsson,Thorskog | | | |
| 104<br>14427<br>KCLB | **Karluk**<br>*A.McGregor* 2 *Dks* | **WoodScBn** | 321<br>203<br>248 | | | | 1884 | M.Turner Benicia,Cal. | L.Blum | 125·6 \| 27·0 \| 14·2 | S.Frncisco Utd.States | C.2Cy.11"&20"–18"<br>14NH<br>W.McAfee,SanFrancisco | | | |
| 105<br>JNWP | **Karmö**<br>*J.H.Smedsrig* *ssHpl.No.3–2,95*<br>(*ex* Losley *ex* Deer Hill)<br>*Well deck* 1 *Dk*(*Irn*) *2tr B* | **IronScSr** | 1625<br>1311<br>999 | ✠<br>4,97 | Hpl | *q* | 1882<br>2mo | W.Gray& Co. W Hartlepool | B.Stolt-Nielsen | 259·6 \| 34·7 \| 19·5<br>Q38t B14t H20t F42t<br>drp96 BK9'<br>*WB = DBa84'/90'381t* | Haugesnd<br>Norwegian | C.2Cy.32"&60"–39"<br>NDB97 167NH<br>2SB,*dcf*,gs68,hs2602<br>Blair&Co.Ld.Stockton | 20 ft 10 | N | |
| 106<br>JNFL | **Karmsund**<br>1 *Dk* | **IronScSr** | 154<br>90<br>81 | | | | 1874 | Trond-hjems Mek.V. Drontheim | Haugesunds Dmpsskselsk. (S.Jacobsen) | 106·1 \| 18·8 \| 8·0<br>Q11t B33t H6t F11t<br>len83 | Haugesund<br>Norwegian | C.2Cy.16"&28"–21½"<br>30NH<br>Trond.Mek Verkst | | | |
| 107 | **Karolos**<br>*G.Tsalagiras* –02 *ssPir.No.3–5,03*<br>(*ex* Strathavon) 1 *Dk*(*pt Irn&pt Stl*) *&*<br>*Webframes&pt Awngdk*(*Irn*) | **SteelScSr** | 2534<br>2052<br>1733 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>2,04 ~~3,03~~ | Gen<br>Cff | *t* | 1890<br>7mo | Russell &Co. Greenock A&CP | N.Thou(E.Angelis, *Mgr.*)<br>*WB* | 298·9 \| 41·2 \| 19·9<br>P30'Q84'<br>*pt Awng dk* 149' FK<br>*6 BHCem*<br>*APT 73t* | Piræus<br>Greek<br>2SB,*6cf*,gs115,hs3636<br>Blackwood&Gordon,P.Gl | T.8Cy.28",37"&62"–42"<br>160lb *90lb* NDB03 246NH<br>2SB,*6cf*,gs115,hs3636<br>Blackwood&Gordon,P.Gl | 22 ft 8 | | |
| 108<br>Lbrtc.<br>Lbrtc. | **Karoon**<br>~~*J.L.Simpson* –01~~<br>~~*ssHpl.No.3–6,01*~~<br>*Well deck* 1 *Dk*(*Stl*) *& Webframes* | **SteelScSr** | 2101<br>1562<br>1343 | ✠100A1<br>~~5,01~~ 2,05<br>BS2,05 | Hpl | *r* | 1889<br>2mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | ~~T.Appleby&Co.~~<br>~~Watts, Watson & Co.~~ | 275·5 \| 37·2 \| 20·0<br>P29'Q84'B106'<br>F33' BK9½'<br>*WB = DBa88'*<br>£102'477t Japanese | ~~W. Hartlpl~~<br>~~British~~ | T.8Cy.21",35"&57"–39"<br>160lb *80lb* NDB01 201NH<br>2SB,*dcf*,gs74,hs2994<br>Blair&Co.(Lim.),Stockton | 21 ft 10 | | |
| 109<br>118306<br>VDHP | **Karori**<br>*D.J.Watson* –04 (*ex* Minas)<br>1 *Dk*(*Stl*) *& Webframes* | **SteelScSr** | 1863<br>1447<br>1194 | ✠100A1<br>5,04 ~~5,04~~<br>Syd | Hpl | *r* | 1902<br>2mo | Craig, Taylor& Co. Stockton | UnionS.S.Co.of NewZealand,Ld.<br>*WB =*<br>*Lloyd's&CP* *CellDBa82'* | 269·4 \| 40·8 \| 19·4<br>P27'B68'F27'<br>FK<br>*E20'f100'416t CPT* | Dunedin,NZ<br>British<br>*4 BHCem*<br>*143t APT92t* | T.8Cy.20",33"&54"–39"<br>160lb *80lb* 189NH<br>2SB,6*cf*,gs82,hs2940<br>N.E.MarineEng.Co Ld.Sld | 20 ft 6 | | |
| 110<br>1866 | **Kartal**<br>…… | **WoodPad** | —<br>—<br>50 | | | | | Idarei Massousieh | | 129·3 \| 22·0 \| 10·7 | Constanpl<br>Turkish | A.Day&CoSouthampton | | | |
| 111<br>RKMJ | **Karthago**<br>*R.Rörden*00–03<br>1 *Dk* *&Spar dk&Webframes* | **SteelScSr** | 2560<br>2041<br>1850 | | | … | 1896 | J.Priest-man&Co. Sunderland | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 300·3 \| 42·0 \| 17·3<br>25·0<br>FB | Hamburg<br>German<br>*WB* | T.8Cy.22½",37"&61"–42"<br>246NH<br>Blair&Co.(Lim.),Stockton | 20 ft 0 | | |

| 1 No. in Book. / Official No. / Call Letters | 2 Steamer's Name. Material. Rig, &c. / Master. / Special Survoys. | 3 Registered Tonnage. Gross. / Under deck. / Net. | 4 Particulars of Classification. Character. / † for Special Survey / Date of last Survey. | Year of Survey | Yearly or now repeated Equipment Letter | 5 Built. When | By Whom / Where | 6 Owners. | 11 Register Dimensions. Deck Erections, &c. Length | Breadth | Depth | 12 Port of Registry / Flag. | 13 Engines. No. & Type of Cylinders. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Framing. amidsh. | 15 Framing, if not as in Transverse Section. | 16 Plating, when not as in Transverse Section. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | ft. | in. | | | | | | |
| 112 / NTRV | **Kasan** / *S.H.Hansen* / *Well deck* | Steel Sc Sr / 2 *Dks* | 1119 / 796 / 694 | | | 1888 | Burmeister & Wain / Copenhagen | Forenede Dmpskib. Selskab | 235·8 | 30·1 | 14·9 | Copnhagn / Danish / *WB* | C.4Cy.24"&48"–32" 217NH Burmeister & Wain, Cpn. | | | |
| 113 / 97816 / LQKJ | **Kasara** / *J.T.Hirst* –03 / *Elec.light* 2 *Dks* (*Upt Stl–wks*) *& Shelter dk* | Steel Sc Sr | 1195 / 923 / 505 | ✠ Cly *Shelter dk with freeboard* 4,90 | *n* | 1890 / 4mo | Ailsa S.B. Co. / Troon | British India Stm. Nav. Co. Ltd. | 239·8 | 34·1 | 16·6 / BK 8½ | Glasgow / British / 4 *BHCem* | T.3Cy.25",40"&65"–42" 274NH 21D *Scf* GS156 Dunsmuir & Jackson, Gls. | 17 " 6 | | |
| 114 / 4175 / JBML | **Kashima Go** / *S.Suzuki* 97–99 / 1 *Dk* | Steel Sc | 104 / 91 / 56 | | | 1899 | Osaka Iron Works / Osaka | Japanese Govt. (Public Works Department) | 86·4 | 20·8 | 6·7 | Sasagawa / Japanese | C.2Cy.9"&18"–12" 9NH Osaka Iron Works, Osaka | | | |
| 115 / 101869 / NTRV | **Kashing** / *W.R.Brown* –03 / 2 *Dks* | Steel Sc Sr | 1862 / 1670 / 1143 | | | 1895 | Scott & Co. / Greenock | China Nav. Co. Ltd. | 259·5 | 38·1 | 21·3 / B66'F30' | London / British / *WB* | T.3Cy.20",32"&52"–39" 169NH Scott & Co., Greenock | | | |
| 116 / JLBG | **Kassa** / ~~*C.A.Hansen & Co.* –02~~ / *Elec.light* 1 *Dk* (*Stl*) *& Spar dk* (*Irn*) / *V.Lukanovic* –04 *& deep framing* | Steel Sc Sr | 1587 / 1470 / 981 | ✠100A1 *Spar dk with freeboard* 10,04 ~~4.02~~ | Gen Tri *q* | 1902 / 1mo | W. Dobson & Co. / Newcastle | Royl. Hungar'n Sea Nav. Co. Adria, Ld. / *WB = Cell D Ba* / *Lloyd's SA&CP* | 250·3 | 35·6 | 20·5 / B81'F33' Irp02 FK / *a* 75' *u Ea B* 33 *f* 107 | Fiume / Aust.-Hung / 6 *BHCem* 290 *t APT* 186 | T.3Cy.18½",32"&54"–36" (*r*) 200lb *90lb* 207NH 2SB, *Gcf*, GS146, HS3292 N.E. Marine Eng. Co Ld Nwc | 14 " 9 / s 4 • 6 | | ~~4.02~~ 10,04 |
| 117 / 108087 / PVDF | **Kassala** / *J.Limond* –03 / 2 *Dks* (*U Irn & 1 Stl*) *& deep framing* | Steel Sc Sr | 3825 / 3618 / 2498 | ✠100A1 8,01 ~~2.04~~ *Spar dk* | Cff Grk *w* | 1897 / 10mo | Lon. & Gls. Co., Ld. / Glasgow | Steamship Kassala Co., Ld. (Maclay & McIntyre) / *WB = Cell D Ba* | 370·0 | 48·1 | 24·4 / P24'B94'F40' FK / 106' *u E* 22' *f* 162' 751 *t* | Glasgow / British / 6 *BHCem* *APT* 182 *t* | T.3Cy.28½",39"&64"–48" (*s* 180lb *90lb* 346NH 2SB, *Gcf*, GS101, HS1678 FD Lon. & Gls. Co. Ld., Glasgow | 27 " 6 / s 5 • 5½ | | 5,03 |
| 118 / | **Kassed Kerim** / *Botterini* | Iron Sc 3 Mst Sr / (*ex* Scotsman) | 359 / — / 230 | | | 1873 | W. E. Boutland / Newcastle | Saadalla Bey Hallabo | 160·2 | 21·2 | 12·1 | Alexndria / Egyptian | C.2Cy.20"&36"–24" 53NH Marshall, Osborn & Co., S.S. | | | |
| 119 / 106094 / PSKC | **Kastalia** / *B.C.Webb* –04 / *Ref. Mchy* 1 *Dk* (*Stl*) *& Spar dk* (*Irn*) *& Elec.light* / *Web frames* | Steel Sc Sr | 4039 / 3859 / 2562 | ✠100A1 *Spar dk* 5,04 ~~7.02~~ ~~2567.03~~ | Gls *x* | 1897 / 7mo | Lon. & Gls. Co. (Lim.) / Glasgow *WB* | Donaldson Bros. / = *Cell D Ba* 114' *u E & B* 40' *f* 160' 788 *t* | 377·0 | 46·6 | 18·8 / P32'B90'F39' FK & BK 1½ / *M* 726' 615 *t Fpt* 85 *t* | Glasgow / British / 6 *BHCem* *APT* 90 *t* | T.3Cy.27",44"&72"–48" (*s* 160lb *90lb* 395NH 2SB, *Gcf*, GS120, HS5160 FD Lon. & Gls. Co. (Lim.), Gls. | 21 " 7 / s 6 • 8½ | | ~~5.00~~ 5,04 |
| 120 / 113162 | **Kastoria** / *J.Russell* –00 | Iron Sc K / *ss* Gms. No. 1–04 / 1 *Dk* | 195 / 175 / 64 | ✠100A1 *Stm Trawler* ~~5.01.07~~ 10,04 | Gms | 1900 / 4mo | Cook, Welt'n & Gemmell / Hull | Gt. Gms. & E. Coast Stm. Fishing Co. Ld. | 113·6 | 21·0 | 11·2 / Q19'F19' BK 7½ / *WB* = | Grimsby / British / 3 *BHCem* *DBf* 5 *t* 3 *t* | T.3Cy.11¾",20"&32"–24" (*s* 180lb 55RH 1SB. 2 *cf*. GS31, HS925 Amos & Smith, Hull | 12 " 1 | | ~~4.04~~ 10.04 |
| 121 / 2683 / HQGJ | **Kasuga Maru** / *W.Hunter* 01–03 / *ss* Yka. No. 1–02 / 2 *Dks* (*Stl–1 pt ws U teak s*) *& Web frames* / *Elec.light* *lower dk* (*Stl*) *forehold* | Steel Sc Sr | 3820 / 2915 / 2368 | ✠100A1 8,03 | Yka *w* | 1898 / 6mo | R. Napier & Sons, Ld. / Glasgow *WB* | Nippon Yusen Kabushiki Kaisha / = *Cell D Ba* 101 *u E & B* 82' *f* 148' 570 *t* / *Lloyd's SA&CP* | 375·0 | 44·1 | 25·0 / P64'B152'F43' BK 11' / *DT a* 20' 334 *t FPT* | Tokio / Japanese / 7 *BHCem* 3 *t APT* 150 *t* | T.3Cy.29",48"&79"–54" (*s* 185lb 580NH 2D&1SB, *15cf*. GS280 HS9981 R. Napier & Sons, Ld. Gls. | 28 " 0 / s 8 • 5 | | 8,03 |
| 122 / 1615 / HKTC | — / *T.Takemura* 99–99 / 2 *Dks* | Wood Sc Sr | 520 / 482 / 383 | | | 1896 | Osaka Iron Works / Osaka | Kishimoto Gohei | 178·8 | 22·0 | 16·8 | Tsuruga / Japanese | C.2Cy.19½"&39"–24" 62NH Osaka Iron Works, Osaka | | | |
| 123 / 161078 | **Katahdin** / *Chisholm* / *Mchy. Aft* *Elec.light* 1 *Dk* | Steel Sc | 1381 / — / 1103 | | | 1895 | F.W. Wheeler & Co. / West Bay City, Mich | Atlantic Coast S.S. Co. / *WB* | 239·1 | 38·0 | 14·0 | Boston / Utd. States | T.3Cy.16",25"&42"–33" 101NH F.W. Wheeler & Co. W B City | | | |
| 124 / HRQS | **Kataliñ** / *C.Cortazar* –01 (*ex* Chimbo, *ex* Argus) / *Mchy. Aft* 1 *Dk* | Steel Sc Sr | 198 / 149 / 76 | | ... | 1883 | J. Fullerton & Co. / Paisley | Cia. del Vapor Katalií (V. de Ugarte) | 115·0 | 21·1 | 9·0 / Q42'F18' BK 6' / *WB* | Bilbao / Spanish | C.2Cy.17"&30"–22" 39NH W. King & Co., Glasgow | | | |
| 125 / 113943 / SGBT | **Katanga** / *J.McBride* –01 / 1 *Dk* (*Stl*) *& Spar dk* (*Stl*) *& deep framing* | Steel Sc Sr | 3316 / 3048 / 2160 | ✠100A1 *Spar dk* 1,04 | Bry *r* | 1901 / 3mo | Russell & Co. / Pt. Glasgow | British Nav. Co. Ltd. (A Weir & Co. *Mgrs*) / *WB = Cell D Ba* | 330·1 | 48·0 | 16·0 / P20'B74'F33' FK / 102' *u E & B* 40' *f* 140 | Glasgow / British / 5 *BHCem* 877 *t APT* 63 *t* | T.3Cy.24",40"&65"–42" (*s* 180lb *100lb* 290NH 2SB, *Gcf*, GS130, HS1360 J.G. Kincaid & Co. Greenock | 18 " 5 / s 5 • 4 | | 6,03 |
| 126 / HLJW | **Kate** / ~~*Wm. Sellar* –02~~ / (*ex* Kingsdale) / *ss* Shl. No. 3–7.96 *ss* Tri. No. 1–99 / 1 *Dk* (*Irn*) *w Spar dk 3t & B* | Iron Sc Sr | 2224 / 2196 / 1360 | ~~✠100A1~~ *Spar dk* 1.04 ~~N B 4.99~~ | Sws *s* | 1883 / 7mo | Short Bros. / Sunderland | ~~Brarlee & Jabbitt~~ / A&CP | 292·1 | 38·3 | 27·3 / F18' Irp04 BK 9½ / *WB = D Ba* | Trieste / Aust.-Hung. / 6 *BHCem* 82 *f* 48' 274 *t* | C.2Cy.36"&68"–42" (*s* 80lb *80lb* NDB99 262NH 2SB, *Gcf*, GS72, HS3872 FD G. Clark, Sunderland | 21 " 6 | | 1,04 |
| 127 / | — | Steel Sc Tug | 74 / 74 / 8 | | ... | 1903 | A. Vuijk / Capelle a/d Ysel | N. Mihanovich | 70·2 | 18·0 | 9·5 / BK 6' | Bns. Ayres / Argentine | C.2Cy.14"&31"–21" 50NH G.T. Grey, South Shields | 10 " 0 | | |
| 128 / LBGK | **Kate** / *C.Lehmkuhl* 88–00 / *Elec.light* 1 *Dk* | Steel Sc Sr | 448 / 351 / 267 | | | 1899 | Nüscke & Co. / Grabow | Sartori & Berger | 152·9 | 25·2 | 10·9 / Q46'B39'F18' | Kiel / German / *WB* | C.2Cy.17¾"&30¾"–19¾" "Kette" Deutsche 35NH Elbsch. Ges., Uebigau | | G | |
| 129 / 95152 / KPRQ | **Kate B. Jones** / *W.T.Pearn* –01 / *Well deck* *ss* Hul. No. 1–05 1 *Dk* (*Stl*) 2 *tr B* | Steel Sc Sr | 1981 / 1546 / 1251 | ✠100A1 6,05 ~~8,08~~ Hul | Cff *r* | 1887 / 11mo | Schlesingr, Davis & Co. / Newcastle | A. J. Hutchins / *WB = Cell D* / A&CP | 270·0 | 37·1 | 20·5 / P25'Q82'B106' F27' drp04 BK 9' / *B* 184' 280 *t APT* 40 *t* Pt ND04 | Cardiff / British / 6 *b Hpt Asp pt Cem* | T.3Cy.18¾",34"&58"–39" (*s* 160lb *80lb* NDB98 206NH 2SB. 6 *cf*. GS92, HS3038 *Alt.* 98 Tydvil Eng. & S. Rpg Co. Cff | 21 " 9 / s 2 • 1½ | | 8,03 |
| | *Now named* "Erminie," *See No. 59 in Supplement* | | | | | | | | | | | | | | | |
| 130 / 14374 | **Kate Jones** / (*ex* General Ayres, *ex* Seminole, *ex* Kate Jones) | Iron Sc | 122 / — / 61 | | | 1897 | ..... / Camden, N.J. | G.H. Breymann & Bros. | 102·5 | 20·0 | 10·6 | Toledo / Utd. States | | | | |
| 131 | **Kate Vick** / *P.Vick* 03–04 / *Elec.light* 1 *Dk* | Steel Sc Sr | 656 / 501 / 349 | | | 1904 | Act. Ges. "Neptun" / Rostock | F.W. Fischer | 174·8 | 28·7 | 12·7 / Q43'B58'F19' | Rostock / German / *WB* | T.3Cy.12⅝",19¹¹⁄₁₆"&33½"–23⅝" 55NH A.G. "Neptun," Rostock | | G | |
| 132 / PHDW | **Katendrecht** / *E.Teensma* –01 | Steel Sc Sr | 2155 / 1966 / 1364 | | | 1900 | Schwf. v. Jan Smit. Czn. / Alblasserdam | Stoomv. Maats. De Maas (Ph. van Ommeren) | 293·0 | 42·9 | 22·3 / P31'B70'F32' | Rottrdam / Dutch / *WB* | T.3Cy.21½",35½"&58"–39" 210NH N.E. Marine Co. Ld. Sld. | | V | |
| 133 / 115780 / VDTQ | **Katharine Park** / *W.H.Copp* 97–03 / 2 *Dks* (*Stl*) *& Web frames* / *Mchy. Aft* *& Shelter dk* | Steel Sc Sr | 4837 / 4266 / 3076 | ✠100A1 *Shelter dk with freeboard* 8,04 1.01 | Gls *y* H K *g* | 1903 / 8mo | Napier & Miller, Ld. / Glasgow | Park S.S. Co. Ld. (J Smith Park *Mgr*) / *WB = Cell D Ba* / *Lloyd's SA&CP* | 382·2 | 52·2 | 26·0 / 1229 *t D T f* 628 *t FPT* | Glasgow / British / 6 *B Hpt Cem* 150 *t APT* 48 *t* | T.3Cy.26",42"&70"–48" (*s* 180lb *100lb* 414NH 2SB, *6cf*. GS115, HS5577 FD Dunsmuir & Jackson Ld. Gls | 29 " 0 / s 4 • 7½ | | ~~9.03~~ 8,05 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total — Sous le Pont — Net. | 5 Détails de la Classification. Date. Surveillance entreprise. Date de la dernière Visite. | 6 | 7 | 8 | 9 Construit. Quand. Navire. Mach. | 9 Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Chaudières. NHP= Force en chevaux n après les formules de la Société. IHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en milieu du navire. | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 134 LRJS | **Kathe** *J.H Eggers* 90–00 *ex* Horden) *Well deck* | Iron ScSr | 1579 1299 990 | ✝ 100 A1 | Rot | *q* | 1877 3 mo | W. Gray & Co. W Hartlepool A & CP | Zerssen & Co. | 263·0 33·0 20·0 | | | Rendsburg | C.2Cy.28½"&58½"–39" | 21 ▫ 8 | | | |
| 135 WBMJ | **Katherine** *E.J. Minter* 02–04 | Steel ScSr | 2999 2000 1743 1581 | ✝ 100 A1 | Hpl | *u* | 1904 8 mo | Furness, Withy & Co. Ltd. W Hartlepool *Lloyd's A & CP* | J.S. Allison & Co. | 325·0 47·0 22·4 | | | W. Hartlpl British | T.3Cy.28½"–38"&64"–42" (s) 180lb *90lb* 28RNHP | 24 ▫ 11 | | | |
| 136 81535 | — *J. Davies* –08 *Mchy. Aft Well deck* | Steel ScSr | 255 174 65 | | | | 1898 | J. Fullerton & Co. Paisley | Sully & Co. Ltd. | 113·0 23·0 9·7 | | | Bridgwater British | C.2Cy.16"&32"–24" 18RH | 10 ▫ 4 | | | |
| 137 VOWD | **Kathleen** *Well deck* *J.R. Smith* 01–05 | Iron ScBn | 1602 1241 1017 | ✝ 100 A1 | Nwc | *q* | 1880 11 mo | R. Irvine & Co. W Hartlepool *Lloyd's A & CP* | Alexander & Arthurs | 257·4 34·6 17·9 | | | Glasgow British | C.2Cy.27½"&58½"–39" (s) 100lb *75lb* NDB92 170NHP 1SB,*4pf*,gs80, hs2607 Blair & Co. (Lim.), Stockton | 21 ▫ 8 | | | |
| 138 113519 VDKS | — *J.T. Paysden* 98–02 *Mchy. Aft Well deck* | Steel Sc3MastSr | 738 536 316 | ✝ 100 A1 | Bel | *k* | 1902 4 mo | Ailsa S.B. Co. Ltd. Ayr *Lloyd's A & CP* | J. Milligen & Co. Ld. | 200·0 30·4 12·0 | | | Belfast British | T.3Cy.17",27½"&44"–33" (s) 160lb *75lb* 123NHP 1SB,*3rf*,gs60, hs2089 Ross & Duncan, Glasgow | 14 ▫ 3 | | | |
| 139 93165 KLWB | — *R. Smyth* –02 *ss* Abn. No. 1–04 | Iron ScSr | 367 296 128 | ✝ 100 A1 | Sld | *h* | 1887 3 mo | Workman, Clark & Co. Belfast *Lloyd's A & CP* | N. Eastern Shppg. Co. Ld. (G. Elsmie & Son, *Mgrs.*) | 155·7 23·2 11·8 | | | Aberdeen British | C.2Cy.19"&38"–30" (s) 90lb *60lb* 70RH 1SB,*3pf*,gs52, hs1299 J. & J. Thomson, Glasgow | 12 ▫ 7 | | | |
| 140 109672 RMWP | — *E. Turner* –00 *ss* Fl No. 1–04 | Steel ScK | 198 174 71 | ✝ 100 A1 | Fl | | 1900 2 mo | Earle's Co. Ld. Hull *Lloyd's A & CP* | Fleetwood Steam Fishing Co. Ld. | 110·4 21·1 11·2 | | | Fleetwood British | T.3Cy.10¾",20"&32"–23" (s) 200lb 52RH 1SB,*2cf*,gs34, hs1050 Earle's Co. Ld. Hull | 12 ▫ 0 | | | |
| 141 95901 | — *B. Fischer* 91–01 *Floors & Keelsons Irn, Beams pt Irn* | Steel ScTugSr | 192 192 23 | ✝ | Fal | *e* | 1888 12 mo | Cox & Co. Falmouth | Rangoon Port Commissioners | 121·0 19·5 12·3 | | | Rangoon British | T.3Cy.15¾",26"&43"–28" 2SB,*2cf*,gs27 95RH Cox & Co., Falmouth | | | | |
| 142 110365 | — *R. Smith* 99–99 *ss* Mil No. 1–04 | Steel ScK | 170 161 54 | ✝ 100 A1 *Stm Trawler* | Lms Mil | | 1899 5 mo | Selby S.B. & E. Co. Ltd. Selby A & CP | Phoenix Trg. Co. Ltd (G.H.D. Birt, *Mgr*) | 105·0 20·7 11·1 | | | Grimsby British | T.3Cy.10½",18"&30"–21" (s) 180lb 45RH 1SB,*2pf*,gs31, hs937 Crabtree & Co. Gt Yarmouth | 12 ▫ 0 | | | |
| 143 114885 | — *A. Cow* –03 | Steel ScK | 92 86 26 | ✝ 100 A– *Stm Trawler* | Abn | | 1903 6 mo | A. Hall & Co. Aberdeen | J.H. Leask | 86·2 18·6 9·1 | | | Peterhead British | C.2Cy.18"&26"–18" (r) 100lb 31RH 1SB 2*pf*,gs26, hs649 A. Hall & Co. Aberdeen | 9 ▫ 10 | | | |
| 144 | **Katholm** *C. Arnesen* –04 *Well deck* | Steel ScSr | 1201 998 726 | ✝ 100 A1 | Ant | *o* | 1904 11 mo | Soc. Anon. Chant. Naval Anversois Hoboken *Lloyd's A & CP* | J. Johansson & Co. Johnsen & Jesperson | | | | Norwegian | T.3Cy.17",28"&46"–33" (s) 160lb *100lb* 132/122NHP N.E. Marine Eng. Co. Ltd. | 17 ▫ 8 | | | |
| 145 | **Kathy** *E. Grimme* | Steel Sc | 134 — 32 | | | | 1901 | Stabilimnto Tecnico Trieste | A. Drehey | | | | Trieste Aust.-Hung. | T.3Cy.11⅞",18½"&30"–17¾" 38NH Stabilimento Tecnico, Tri. | | | A | |
| 146 HKCM | **Katie** *W. Russow* 98–02 *ss* Npt. No. 1–04 | Steel ScSr | 2331 1914 1226 | ✝ 100 A1 | Npt | *s* | 1900 2 mo | Helsingörs Jernsk & Msk. Elsinore A & CP | Russisch-Baltische Dmpsfhrts. Ges. (Helmsing & Grimm, *Mgrs.*) | 290·0 42·5 19·3 | | | Riga Russian | T.3Cy.20½",35"&57"–39" (s) 180lb *90lb* 215NHP 2SB,*6rf*,gs76, hs3247 Helsingörs Jernsk. & Msk. | 21 ▫ 10 | | | 404 |
| 147 JHCN | — *J. Johannessen* 88–02 *Elec. light* | Steel ScSr | 1099 638 634 | ✝ 100 A1 *pt Awng dk with freeboard* | Phl | *m* | 1901 12 mo | Fevigs Jernskibsbyg. Fevig *Lloyd's A & CP* | Dpskactieselsk. Helen & Katie (Holdt & Isachsen, *Mgrs*) | 220·0 30·2 13·6 | | | Stavanger Norwegian | T.3Cy.20",32"&55"–38" (r) 175lb *100lb* 186NHP 2SB,*6pf*,gs115, hs3038 Richardsons, Westgarth & Co. Ld Mdb | 14 ▫ 5 | | | |
| 148 76393 | — *S. Clare* –02 *Mchy. Aft* | Iron ScCtr | 107 107 73 | | | | 1875 | Harland & Wolff Belfast | G. Hooton | 76·2 18·8 9·5 | | | London British | I.2Cy.11"–17" 20RH Harland & Wolff, Belfast | | | | |
| 149 | **Katina** *E. Caloundis* 98–00 (*ex* Alma) | Steel ScSr | *2464* *1872* *1563* | ✝ 100 A1 *pt Awng dk with freeboard* 3,04 | Syr | *s* | 1891 7 mo | W. Pickersgill & Sons Sunderland A & CP | Katina S.S. Co. (A. Gangos) | 292·1 39·3 19·7 | | | Syra Greek | T.3Cy.22",36"&59"–39" (s) 160lb 215NHP 2SB,*6pf*,gs103, hs3178 G. Clark, Ld. Sunderland | 22 ▫ 5 | | | |
| 150 97579 LKQT | **Katoria** *E.G. Smith* –04 *Elec. light* | Steel ScSr | 1127 919 664 | ✝ *Shade dk* 11,89 | Dmb | *p* | 1889 11 mo | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld. | 240·3 34·1 16·4 | | | Glasgow British | T.3Cy.20",33½"&54"–42" 189NHP 1DB,*6cf*,gs106 Denny & Co., Dumbarton | 19 ▫ 0 | | | |
| 151 101916 MRTF | **Katsena** *A. Addison* –92 | Steel ScK | 296 255 207 | | | | 1892 | F.B. Shuttleworth Erith | Niger Co. Ld. | 171·3 21·6 8·4 | | | London British | C.2Cy.12"&24"–18" 48RH Plenty & Sons, Newbury | | | | |
| 152 JQMH | **Katsha** *Mchy. Aft* | Iron ScSr | 523 — 412 | | | | 1872 | Russian S.N. & Trading Co. Sebastopol | Russian Stm. Nav. & Trading Co. | 220·0 29·7 11·4 | | | Sebastopol Russian | C.2Cy.28"&41"–24" 69NHP J. Penn & Sons, London | | | | |
| 153 5672 | **Katsuno Maru** (*ex* Arratoon Apcar) | Iron ScSr | 2259 2026 1400 | | | | 1873 | C. Mitchell & Co. Newcastle | Kansai Coke Kabushiki Kaisha | 324·4 34·6 25·7 | | | Osaka Japanese | C.2Cy.38"&68"–45" NB88 253NHP Maudslay Sons & Field, Lon | 27 ▫ 1 | | | |
| | **...suragawa Maru** ...03–05 | Wood Twin Screw | 205 189 118 | | | | 1892 | Nakamura Hanyemon Osaka | Osaka Shosen Kabushiki Kaisha | 124·3 17·0 12·3 | | | Osaka Japanese | C.4Cy.11"&22"–18" 34NHP Osaka Iron Works, Osaka | | | | |

| 1 No. in Issue. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Classification. Year Assigned or Last Period Confirmed. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Date when vessel classed in Lloyd's Register Book. Date when Lloyd's Class expired. | 16 Date when and class last con. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 155 / 1483 / HKGJ | **Katsuyama Maru** / *ex Ardgay)* | **SteelScSr** / ss H. Kg. No. 3–12, 89 / 1 Dk (Iron) & Spar dk & tr B Floors & Beams Iron | 1771 / 1601 / 1098 | ✝ *Spar dk* 11,97 | Shi | *q* | 1886 / 8mo | W. Dobson & Co. Newcastle | **Ukon Gonzayemon** | 255·1 / F36*t* / BK8½″ | 33·2 / 24·6 / *WB = DBa* | 16·9 / 14·6 | **Tsuruga** Japanese | T.8Cy.20″,38″&55″–36″ 174 NHP 5 *BHCem* 2SB.*4cf*,gs68,hs2600 61′755′206*t* | 17 ″ 10 | | |
| 156 / 2434 / HKPD | **Kattegat** / *F. Eistrup –02* | **IronScSr** / 1 *Dk 2tr B* | 431 / 388 / 298 | | | | 1873 | Göteborgs Mek. Verkst. Gothenburg | **Rederiaktieb. Solide (F. Möller)** | 145·4 / B30′ | 24·1 / H8′ | 15·3 | **Stockholm** Swedish | C.2Cy.13″&28″–20″ NHS 29 NHP Göteborgs Mek. Verkst. | | | V |
| 157 — / NKVP | *L. Poulsen* | **IronScSr** / 1 *Dk* (*Salvage Steamer*) | 250 / 244 / 82 | | | | 1873 | Burmeister & Wain Copenhagen | **Em. Z. Svitzer's Bjerg. Entreprise** | 138·6 / B11*t* | 25·2 | 12·3 | **Copnhagn** Danish *WB* | C.4Cy.21″&44″–24″ 158 NHP Burmeister & Wain, Cpn. | | | |
| 158 — / GRCH | *C. C. Stæhr –97* | **SteelScSr** / 1 *Dk* | 127 / 104 / 51 | | | | 1897 | Helsingörs Jernsk. & Msk Elsinore | **Danish Government** | 89·4 / Q28′ | 19·0 / B26′ | 9·0 / F15′ | **Copnhagn** Danish *WB* | C.2Cy.13″&25″–16″ 21 NHP Helsingörs Jernsk. & Mskb. | | | |
| 159 / PHFM | **Katwijk** / *M. J. Dijkstra 03–03* | **SteelScSr** / 1 *Dk (Stl)* & *Web frames* | 2040 / 1871 / 1287 | ✝100A1 4,05 | Rot | *s* | 1903 / 3mo | Schwrf. v. Jan Smit, Czn. Alblasserdm *Lloyd's* | **Maats. Stoomschip Katwijk (Erhardt & Dekkers)** *WB = Cell D Ba 78″ u E & B 36′ f 98′ 339t* FK | 281·1 / P20′ B72′ F32′ | 41·0 / *WB = FPT* | 20·3 | **Rottrdam** Dutch | T.3Cy.21″,35″&57″–39″ (*s*) 160 lb *100 lb* 220 NHP 1 *BHCem* 2SB,*6cf*,gs108,hs3540 *APT* 59*t* Maats. de Schelde, Flushing | 22 ″ 9 | | 4,97 |
| 160 / 89525 / JRFG | **Katy** / *A. J. Stephens –04* / *Well deck* / ss Shl. No. 2–05 | **IronScSr** / ss Nwc. No. 3–2. 96 / 1 *Dk (Irn) 2tr B* | 2061 / 1605 / 1312 | ✝100A1 4,05 | Shl | *r* | 1883 | J. L. Thompson & Sons Sunderland A&CP | **Gordon Stm. Shpg. Co. Ltd.** *WB = DBa 80′ f 60′ 342t* | 272·0 / P28′ Q76′ B64′ F28′ BK9½ | 38·8 / *FPT* | 19·9 / 63*t* | **London** British | C.2Cy.29½″&64″–42″ (*s*) 80 lb 224 NHP 2 *BHCem* 2SB,*6pf*,gs88,hs4020 *APT* 31*t* J. Dickinson, Sunderland | 21 ″ 0 | | 3,01 |
| 161 / 126443 / KQBL | **Kauai** / *W. C. Bruhn* | **WoodScSr** / 1 *Dk* | 366 / — / 265 | | | | 1887 | G. Boole S. Francisco | **Inter Island Steam Nav. Co. Ltd.** | 154·0 | 32·0 | 10·5 | **Honolulu** Utd. States | C.2Cy.16″&30″–18″ NB99 32 NHP Fulton E. & S. B. Wrks. S. Fo | | | |
| 162 / 96013 / LBRM | **Kaveri** / *M. H. Fakeera –05* | **IronScSr** / ss Bom. No. 3–9, 01 / 1 *Dk & Awngdk* | 909 / 859 / 553 | ✝100A1 *Awng dk with freeboard* 1,05 | Bom | *j* | 1889 / 2mo | Whitehavn S.B. Co. Ltd. Whitehaven A&CP | **Bombay S. Nav. Co. (Shepherd & Co. *Mgrs.*)** | 180·0 / drp05 | 29·1 / *WB = FPT* | 12·5 / 19·3 / BK7½ | **Bombay** British | T.3Cy.16″,26″&40″–30″ (*s*) 160 lb 180 lb 84 RHP 6 *BHCem* 1SB *3cf*,gs57,hs1575 *25t APT 34t* | 13 ″ 2 | | |
| 163 / 1684 / HLCR | **Kawachi Maru** / *ex Pirow 98–03* / 2 *Dks (Stl–U teaks) & deep framing* *Elec. light* & *Pedersen –04* | **SteelTwnSc4MstSr** / ss Yka. No. 1–01 | 6101 / 5443 / 3782 | ✝100A1 11,61 Nag BS11,03 | Cff | *u*† | 1897 / 1mo | Napier, Shanks & Bell Glasgow *Lloyd's* | **Nippon Yusen Kabushiki Kaisha** *WB = Cell D Ba 148′ E & B 65′ f 180′ 1149t* *A & CP* *u* | 445·0 / P36′ B97′ F55′ *DTa* 25′ 460*t* | 49·4 / FK & BK1½ | 30·5 / *FPT* | **Tokio** Japanese | T.6Cy.20″,33½″&56″–48″ (*s*) 200 lb HS9002 544 NHP 8 *BHCem* 2DB & 2SB.*18cf*,gs306 *88t APT 51t* Dunsmuir & Jackson, Gls. | 33 ″ 6 | | P2,04 |
| 164 / 84481 / WLST | *D. J. Watson* | **IronScSr** / 1 *Dk* | 516 / 356 / 322 | | | | 1882 | HM'Intyre & Co. Paisley | **Union S.S. Co. of New Zealand, Ld.** | 170·5 / Q85′ | 26·1 / F21′ | 11·2 / FK | **Dunedin** British *WB* | C.2Cy.20″&40″–30″ 70 RHP Fleming & Ferguson, Psy. | | | |
| 165 / 1433 / HKBW | **Kayo Maru** / (*ex Kwanon Maru No. 12*) | **WoodScSr** / 2 *Dks* | 428 / 403 / 266 | | | | 1894 | Oaki Kikusaburo Shinagawa | **Mori Shotaro** | 154·7 | 21·6 | 18·0 | **Osaka** Japanese | C.2Cy.19″&33½″–24″ Oaki 46 NHP Kikusaburo, Shinagawa | | | |
| 166 / 68 | **Kazan** / *N. Smelsky –00* | **SteelTwinScSr** | 6076 / 4284 / 3696 | | | | 1900 | Wigham-Richrdsn & Co Ld Newcastle | **Russian Volunteer Fleet Association** | 400·5 | 50·4 | 26·9 | **Odessa** Russian *WB* | T.6Cy.20½″,34″&57″–40″ 411 NHP Wgham Rchrdsn & C. Ld Nwc | | | |
| 167 / HBDK | **Kazbek** / *A. Kishensky 76–96* | **SteelScSr** / 1 *Dk* | 896 / 773 / 644 | | | | 1896 | Hawthorn, Leslie & Co. Ld Newcastle | **Russian Stm. Nav. & Trading Co.** | 220·0 / B34′ F26′ | 34·0 | 12·2 / FK | **Odessa** Russian *WB* | T.3Cy.16″,26″&43″–30″ 118 NHP Hwthrn, Leslie & C. Ld. Nwc | 14 ″ 0 | | |
| 168 / 136466 / KQBM | **Ke Au Hou** / *A. Tullett* / (*ex Eyas*) | **WoodScSr** / 1 *Dk* | 263 / — / 193 | | | | 1894 | Hall Bros. Port Blakely | **Inter Island Steam Nav. Co. Ltd.** | 117·5 | 28·5 | 9·0 | **Honolulu** Utd. States | C.2Cy.12″&24″–20″ 21 NHP Fulton S. B. & E. Wks., S. Fo. | | | |
| 169 / 161061 | **Kearsarge** / *R. McDowell 95–95* / *Mchy. Aft* *Elec. light* | **SteelScSr** / 2 *Dks* | 3093 / 2866 / 2721 | | | | 1894 | Chicago S.B. Co. S. Chicago | **Interlake Co. (Pickands, Mather & Co., *Mgrs.*)** | 328·0 | 44·2 | 23·0 / *WB* | **Cleveland, O.** Utd. States | T.3Cy.23″,38″&62″–40″ 243 NHP Cleveland S.B. Co., Clevelnd | | | S |
| 170 / QGRJ | **Kedah** / *L. Klugkist* / (*ex Hydra*) | **IronScSr** | *990* / *874* / *619* | | | | 1888 | W H Potter & Sons Liverpool | **Norddeutscher Lloyd** | 237·3 / P27′ B58′ F40′ | 34·2 | 15·1 | **Bremen** German | T.3Cy.17″,29″&46″–30″ 116 NHP D. Rollo & Sons, Liverpool | | | |
| 171 / PHGL | **Kediri** / *J. P. van der Does 99–01* / *Elec. light* | **SteelScSr** / 1 *Dk* & *Spar dk* | 3778 / 3576 / 2435 | | | | 1901 | Blohm & Voss Hamburg | **Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)** | 345·0 / B90′ F55′ | 44·5 | 23·0 | **Rottrdam** Dutch *WB* | T.3Cy.23″,37″&63″–42″ 257 NHP Blohm & Voss, Hamburg | | | V |
| 172 / HCLV | **Keel Row** / *V. Varrela –02* / *Mchy. Aft* *Well deck* | **SteelScSr** / 1 *Dk (Stl)* | 164 / 126 / 132 | ✝ 1,97 | Lon | *b* | 1894 / 2mo | Anderson, Laverick & Co. Ld. Newcastle | **F. J. Roig** *WB = FPT 24t* | 111·0 / Q37′ B7′ F15′ len95 | 20·2 | 7·6 / BK6 | **Pnta Arnas** Chilian | C.2Cy.13″&28″–18″ 1SB.*2pf*,gs24,hs601 32 NHP 3 *BHCem* Hedley & Boyd, N. Shields | 8 ″ 6 | | |
| 173 / 1648 / HKWG | **Keelung Maru** / *J. Gote* / 1 *Dk (Stl)* & *Spar dk & deep framing* *Elec. light* | **SteelScSr** / ss Nag. No. 1–00 | 1669 / 1434 / 1035 | ✝100A1 *Spar dk with freeboard* 12.03 | Kob | *q* | 1896 / 12mo | J. L. Thompson & Sons, Ld. Sunderland A&CP | **Osaka Shosen Kabushiki Kaisha** *WB = Cell D Ba 72′ u E & B 36′ f 100′ 259t* | 252·0 / P20′ B66′ F35′ 1.05 | 35·0 / *FPT* | 13·7 / 20·7 / FK | **Osaka** Japanese | T.3Cy.21½″,36″&59″–39″ (*s*) 180 lb *80 lb* 241 NHP 4 *BHCem* 2SB.*6cf*,gs100,hs3800 31*t APT* 1*1t* J. Dickinson & Sons. Ld., Sld. | 15 ″ 11 | | 12,00 1,05 |
| 174 / 115327 / TRGK | **Keemun** / *H. L. Allen –04* / *Elec. light* | **SteelTwinScSr** / 2 *Dks (Stl)* & *deep framing* | 8863 / 7333 / 5727 | ✝100A1 Liv 5,03 Gls LMC 10,02 | | *e*† | 1902 | Workman, Clark & Co. Ltd Belfast *Lloyd's* | **China Mutual Stm. Nav. Co. Ld (A. Holt & Co. *Mgrs.*)** *WB = Cell D Ba 152′ u E & B 61′ f 200′ 1730t L* | 482·0 / P & B338′ F79′ *Ta* 35*t* | 58·2 / FK | 32·8 / 113*t* | **Liverpool** British | T.6Cy.22″,37″&63″–48″ (*r*) 200 lb *100 lb* 801 NHP 3 DB.*18cf*,gs292 hs11670 FD Wrkman, Clark & Co. Ld Bel *FP* 1′110′ *APT* 80*t* | 35 ″ 10 7·10½ | BT till 4,05 | |
| 175 / 103680 | **Keenora** / *W. Huggins* | **SteelSc** / 2 *Dks* | 486 / 477 / 335 | | | | 1897 | Bertram E. Wks. Co. Ld Toronto | **Rainy River Nav. Co. Ld.** | 119·7 | 28·0 | 8·3 | **Toronto** British | C.4Cy.10″&22″–14″ 39 RHP Bertram E. Wks. Co. Ld. Tto. | | | |
| 176 / QFKN | **Kehrewieder** / *J. Vöge* | **SteelPad** / 1 *Dk* | 477 / 364 / 223 | | | | 1890 | J. C. Tecklenborg Geestemünde | **Norddeutscher Lloyd** | 185·2 / H— | 26·0 | 10·3 | **Bremen** German | C.4Cy.24½″&45″–33½″ Maschinenfab. 196 NHP Buchau, Magdeburg | | G | |
| 177 / RMBT | **Kehrwieder** / *J. Suhr* / *Elec. light* | **SteelTwinScTug** / 1 *Dk* | 560 / 389 / 128 | | | | 1900 | G. Seebeck Act. Ges. Bremerhaven | **Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)** | 170·9 / P75′ F20′ | 29·8 / *WB* | 13·2 | **Hamburg** German | T6Cy 14⅛″ 22 1/16″ & 38 5/16″–23⅝″ 141 NHP G. Seebeck A.G. Bremerhvn | | G | |

| Numéro d'Ordre — Numéro Officiel — Signaux | Nom du Navire. Matériaux. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage Officiel. — Sous le Pont — Net. | Détails de la Classification. Cote — Surveillance Spéciale. | Construit. Par qui. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. | Port d'Enregistrement. Pavillon. | Machines. NHP = Force en chevaux d'après [illegible] IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom des Constructeurs des machines. | Consommation. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 178<br>7852<br>JPQW | **Keiho Maru** IronScBg<br>*A.Takazaki*<br>(*ex*Samoa,*ex*Ringarooma) | 1182<br>1085<br>733 | | 1875 T.Wingate &Co. Glasgow | T.Hashimoto | 252·7 29·2 21·8 | Nagasaki Japanese | T.3Cy.16″,26″&46″–30″<br>NE&Bs8 101NH<br>KawasakiDkyd CoLd Kob. | | | |
| 179<br>8681<br>JQNG | **Keijo Maru** SteelScSr<br>2*Dks*(1*Stl&U Teak*)<br>*Elec.light* | 1208<br>964<br>704 | ✠100A1 Kob *n*<br>12,02<br>✠LMC12,02 | 1902 Kawasaki Dkyd.Co.Ld Kobe | OsakaShosen KabushikiKaisha<br>*WB = Cell*<br>*DBa42′uE&R* | 12mo 218·4 30·4 18·6<br>B48 F29 FK<br>*Lloyd's SA&CP*<br>*Bnkr58 160t FPT* | Osaka Japanese<br>*1BHCem*<br>*27t APT19t* | T.3Cy.18″,29″&50″–33″ (*s*)<br>180lb *100lb* 177NH<br>2SB,*dcf*,gs87,hs2991<br>KawasakiDkyd CoLd Kob. | 29 « 0 | | |
| 180<br>4463<br>JCNF | **Keiki Maru** WoodSc<br>2*Dks* | 565<br>527<br>420 | | 1899 Nakamura Ushitaro Osaka | HoriRikitaro | 174·8 22·9 18·3 | Osaka Japanese | C.2Cy.20¾″&41¾″–27″<br>74NH | | | |
| 181<br>1531<br>HKMN | **Keishin Maru** WoodScSr<br>2*Dks* | 367<br>343<br>228 | | 1895 Mayeda Unosuke Osaka | Amagasaki Isaburo | 142·6 21·8 15·8 | Osaka Japanese | C.2Cy.17½″&34½″–24″<br>47NH<br>OnoSeikichi,Osaka | | | |
| 182<br>1586<br>HKRD | **Keishin Maru No. 2** WoodScSr<br>2*Dks* | 375<br>351<br>252 | | 1896 Mayeda Unosuke Osaka | Amagasaki Isaburo | 143·8 21·7 16·5 | Osaka Japanese | C.2Cy.17½″&34½″–24″<br>48NH<br>OnoSeikichi,Osaka | | | |
| 183<br>1868<br>HLTW | **Keishin Maru No. 3** WoodScSr<br>2*Dks* | 407<br>370<br>252 | | 1898 Nakajima Tobei Osaka | Amagasaki Isaburo | 145·6 21·3 16·2 | Osaka Japanese | C.2Cy.17½″&34½″–22″<br>46NH<br>Tomonaga Genzaburo,Osk | | | |
| 184 | **Kelantan** IronScSr<br>(*ex*Medusa) | 967<br>871<br>609 | | 1886 W.H.Potter &Sons Liverpool | | 237·4 34·2 15·4<br>P40*t*F38*t* | | C.2Cy.28″&46″–36″<br>106NH<br>Fawcett,Preston&Co.Liv. | | | |
| 185<br>98655 | **Kelburne** SteelScSr<br>*W.Liston* –00 *ss*Bel.No.3–1.94<br>*ss*Lth.No.2–01<br>*Mchy.Aft* 1*Dk*(*Stl*) | 195<br>142<br>83 | ✠100A1 Lth *o*<br>10 01<br>BS11,03 ✠LMC5,01<br>✠NB3,04 | 1891 JM'Arthur &Co. Paisley | J.W.Watson | 114·0 19·6 8·8<br>Q35′ B10′ F16<br>drp01 BK6½<br>*Lloyd's SA&CP* *WB = FPT 28t* | Whitehvn British<br>*3BHCem* | C.2Cy.13½″&26″–18″ (*s*)<br>120lb 85RH<br>1SB,2*pf*,gs22,hs560<br>Bow,M'Lachlan&Co.,Pay. | 9 « 5<br>s 11½ | | |
| 186<br>7717<br>5535 | **Kelet** SteelScSr<br>*F.Gellitich* –04<br>1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 942<br>717<br>535 | ✠100A1 Nwc *l*<br>5,04<br>✠LMC5,04 | 1904 W.Dobson &Co. Newcastle | Hungarian Levant S.S.Co.Ld. | 205·8 32·0 13·9<br>B63′F25′ FK<br>*WB = Cell DBa54′*<br>*Lloyd's SA&CP* | Fiume Aust.-Hung.<br>*1BHCem*<br>*4PT15t* | T.3Cy.17″,29″&46″–35″ (*s*)<br>180lb *90lb* 134NH<br>1SB,3*cf*,gs60,hs2115<br>N.E.MarineEng.CoLd Nwc | 16 « 0<br>s 2 « 0 | | |
| 187<br>11[illegible]<br>VNHC | **Kelvin** SteelScSr<br>2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 3662<br>3348<br>2266 | ✠100A1 Sld *x*<br>*Shelter dk withfreeboard*<br>3,01 2,04<br>✠LMC5,04 | 1904 Short Bros. Ld. Sunderland | GlasgowSteam ShippingCo.Ld.(J. Black&Co.,*Mgrs.*) | 362·3 46·8 24·3<br>FK<br>*Lloyd's SA&CP* *WB = Cell H* | Glasgow British<br>*6BHCem* | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb *180lb* 369NH<br>2SB,6*cf*,gs120,hs4794 Fd<br>J.Dickinson&Sons,Ld.Sld | 26 11 | | |
| 188<br>[illegible]<br>QFVK | — IronScK<br>*ss*Hul.No.1–02<br>1*Dk* | 188<br>175<br>62 | ✠100A1 Hul<br>*Stm Trawler*<br>✠LMC<br>DS11 MS8,02 | 1898 Cochrane& Cooper,Ld. Beverley | F.&T.Ross,Ld. | 112·0 21·0 11·6<br>Q20′ BK7½<br>*Lloyd's SA&CP* | Hull British<br>*3BHCem* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb 60RH<br>1SB,2*cf*,gs29,hs1037<br>C.D.Holmes&Co.Hull | 12 « 3 | | |
| 189<br>11[illegible]<br>VHPF | **Kelvinbank** SteelScSr<br>*G.N.Ryder*96–03<br>2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 3676<br>3348<br>2289 | ✠100A1 Ant *x*<br>*Shelter dk withfreeboard*<br>3,05<br>✠LMC11,03 | 1903 Short Bros. Ld. Sunderland | GlasgowSteam ShippingCo.Ld.(J. Black&Co.,*Mgrs.*) | 362·2 46·8 24·3<br>B *onShelter dk*84′ FK<br>*WB = Cell DBa118′ uE24′* | Glasgow British<br>*6BHCem* | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb *180lb* 376NH<br>2SB,6*cf*,gs119,hs4925 Fd<br>N.E.MarineEng.CoLd.Sld | 26 « 11<br>s 3 « 0 | | |
| 190<br>10874[illegible]<br>QFDR | **Kelvindale** SteelScSr<br>*H.W.Robinson* –04 *ss*Bry.No.1–02<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*<br>*Ref.Mchy. Elec.light* | 3196<br>2994<br>2000 | ✠100A1 Cff *v*<br>*Spar dk*<br>✠LMC5,05<br>✠[illegible] | 1898 Short Bros. Ld. Sunderland | GlasgowSteam ShippingCo.Ld.(J Black&Co.,*Mgrs.*) | 334·5 45·2 16·2<br>P28′B99′F38′ 24·3<br>FK<br>*WB = Cell DBa 100′uE* | Glasgow British<br>*6BHCem* | T.3Cy.25″,40″&67″–45″ (*s*)<br>180lb *80lb* 345NH<br>2SB,6*cf*,gs100,hs4450 Fd<br>W.Allan&Co.Ld.Sld. | 18 « 2<br>s 5 « 5 | | |
| 191<br>11[illegible]<br>RJFW | **Kelvingrove** SteelScSr<br>*G.Simpson* –03 *ss*Cff.No.1–03<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*deep framing* | 3092<br>2937<br>1938 | ✠100A1 Cff *v*<br>*Spar dk*<br>4,05<br>✠LMC6,03 | 1899 AMcMillan&Son,Ld. Dumbarton | GlasgowSteam ShippingCo.Ld.(J. Black&Co.,*Mgrs.*) = *Cell DBa 104′uE* | 333·0 45·0 15·9<br>P28′B106′F38′ 23·9<br>FK<br>22′*f*140′814*t FPT* | Glasgow British<br>*6BHCem* | T.3Cy.25″,42″&68″–45″ (*s*)<br>180lb *100lb* 343NH<br>2SB,6*cf*,gs107,hs4308 Fd<br>D.Rowan&Co.Glasgow | 18 « 6<br>s 5 « 4 | | |
| 192<br>10[illegible]<br>NHVC | **Kelvinside** SteelScK<br>*J.Goss* –99 *ss*Yar.No.2–00<br>(*ex*Hazel)<br>*Mchy.Aft* 1*Dk*(*Stl*) | 219<br>165<br>88 | ✠100A1 Yar *c*<br>6,01<br>✠NB8,02 ✠LMC12,00<br>DS11,04 | 1892 Scott&Co. Bowling A&CP | J.Crisp&Sons | 120·0 20·1 9·4<br>Q38 B5 F16′<br>drp04 BK6½<br>*WB = FPT 28t* | Lowestoft British<br>*3BHCem* | T.3Cy.11″,17″&28″–21″ (*s*)<br>160lb *60lb* 50RH<br>1SB,2*pf*,gs28,hs816<br>Fisher&Co.,Paisley | 10 « 5<br>s 1 « 1 | | |
| 193<br>VKCQ | **Kemi** IronScSr<br>*V.Lenander* –96 1*Dk*<br>(*ex*Köpmanholmen,*ex*Ronneby) | 185<br>100<br>78 | | 1879 Oscarshamns Mk Vrk Oscarshamn | WasaNordsjö Angb.Aktieb. | 105·3 18·4 8·4<br>Q32′ B50′ H*st* F22 | Wasa Russian | C.2Cy.14″&29″–19½″<br>31NH<br>OscarshamnsMek.Vrk. | | | |
| 194 | **Kenalee** IronPad<br>*Lutfullah* | —<br>—<br>153 | | 1874 J.&W. Dudgeon London | Idarei Massousieh | 180·0 27·0 10·3 | Constanpl Turkish | 2Cy.87″ | | | |
| 195<br>99124<br>MFPJ | **Kendal** SteelScSr<br>*J.Lennox* –95 *ss*Cff.No.3–9.03<br>1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*) | 2392<br>1818<br>1530 | ✠100A1 Cff *s*<br>*pt Awng dk withfreeboard*<br>7,04<br>✠LMC8,03 | 1891 TTurnbull &Son Whitby A&CP | H.Baxter&Co. | 289·6 38·2 19·7<br>P29 Q78′<br>*pt Awng dk*182′ FK<br>*WB = Cel.* | Whitby British<br>*6BHCem*<br>*DB244′504t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *70lb* 219NH<br>2SB,6*cf*,gs84,hs3300<br>Blair&Co.(Lim.),Stockton | 22 « 2<br>s 8 « 8 | | |
| 196<br>93393 | **Kendat** SteelSternWheel<br>1*Dk* | 102<br>102<br>102 | | 1886 Yarrow& Co. London | Irrawaddy Flotilla Co.Ld. | 120·2 24·6′ 4·1 | Glasgow British | H.2Cy.13″–15″<br>60RH<br>Yarrow&Co.,London | | | |
| 197<br>1[illegible]729 | **Kenilworth** SteelPadSk<br>1*Dk* | 333<br>262<br>89 | | 1898 A&J Inglis Glasgow | NorthBritishRailway Co. | 215·0 23·1 7·6<br>Q18′<br>*Promenade dk*145′ | Glasgow British | D.10″,32″–12″<br>176NH<br>A.&J.Inglis,Glasgow | | | |
| 198<br>9[illegible]<br>JTQS | — IronSc3MstSr<br>*J.S.Scargie* –98 *ss*Bwg.No.3–11.97<br>*ss*Abn.No.1–01<br>*Mchy.Aft* 1*Dk*(*pt Irn*) | 327<br>225<br>126 | ✠100A1 Abn *e*<br>4,04<br>✠NB8,01 ✠LMC3,01 | 1885 Scott&Co. Bowling *Lloyd's SA&CP* | C.R.Davidson&Co. | 145·0 23·1 10·5<br>Q77′ B6′<br>BK7½<br>*WB = FPT* | Aberdeen British<br>*4BHCem*<br>*28t APT7t* | C.2Cy.21½″&42″–30″ (*s*)<br>85lb NDH01 80RH<br>1SB,3*pf*,gs50,hs1253<br>Muir&Houston,Glasgow | 11 « 0<br>s . « 0 | | 12,02 |
| 199<br>11[illegible]<br>VRFT | **Kenilworth Castle** SteelTwin ScSr<br>*J.Morton* –04<br>3*Dks*(*Stl–Mws U teak s*) *Orlop dk*(*Stl*)<br>*Elec.light* in *Nos.*1,2&3*hold* | 12975<br>10412<br>7155 | ✠100A1 Bel *g*†<br>Sou<br>✠LMC5,04 | 1904 Harland& Wolff,Ld. Belfast | Union-Castle Mail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*)<br>*WB = Cell DBa 127′uE&B201′* | 570·2 64·7 38·7<br>78′B302′F116′<br>FK&BK3<br>*f*152′1782*t FPT81t* | London British<br>*6BHCem*<br>*4PT102t* | Q.8Cy.32″,46″,66½″&96″–60<br>220lb (*s*) 2174NH<br>4D&4SB,52*cf*,gs1019.<br>hs8898<br>Harland&Wolff,Ld.Bel. | 42 « 5<br>s 11·10 | | |

| No. in Reg. Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register's Tonnage: Under deck / Nets | Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | Port of Survey. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Registered Dimensions. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. & Dia. of Cylinders — Stroke — Pressure. NHP=Horse-power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Feet / in. | Load line. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 / 112720 / RSGL | Kenley / *F.H.Parker* –02 | SteelScSr / 1 *Dk, Irn 2tr B deep framing* | 3771 / 3565 / 2431 | †100A1 9,03 | Cal | 1900 / 7mo | W.Gray& Co.Ld. West Hartlepool A&CP | MitreS.S.Co.Ld. (Houlder, Middleton&Co. *Mgrs.*) *WB = Cell DB* | 340·3 / P28' B101' F31' | 49·6 | 25·6 / FK | London British / 6 *BHCem APT* | T.8Cy.25½",40½"&67"–45" (*s* 160lb *80lb* 297 NHP / 2S.B.*6rf.*gs113 hs81 Cen.Mar.Eng Wrks.W Hp | 28 " 3 / s 5 • 6 | | N9,03 |
| 201 / 104278 / NTLF | Kenmare / *J.M.Browne* 71–00 *ss*Qns.2 o.2–05 / *Ref Mchy Elec light* | SteelScSr / 2 *Dks (UStl-ws)* | 1346 / 994 / 449 | †100A1 1,05 ~~B598~~ B51,05 †LMC 12.03 | Liv | 1895 / 1mo | Wigham Richrdsn&Co. Newcastle *Lloyd's A&CP* | City of Cork Steam Packet Co.Ld. | 264·5 / P34' B136' F73' | 35·6 | 16·9 / BK9 | Cork British / 6 *BHCem* | T.3Cy.28"*.44"*.72"–48" (*s* 160lb *60lb* 420 NHP / 2DB,*12cf.*gs252.hs7200 Wigham Richrdsn&Co.,Nwc | 18 " 0 / s 2 • 2½ | BT 12.05 | 6,03 |
| 202 / 115521 / TKGP | Kennebec / 2 *C.R.Bruce* 01–04 | SteelScSr / 2 *Dks (Stl) & deep framing & Shelter dk (Stl)* | 5077 / 4731 / 3301 | †100A1 *Shelter dk* 6,04 ~~11.03~~ †LMC6,02 | NYk | 1902 / 6mo | Russell& Co. Pt Glasgow *Lloyd's A&CP* | Anglo-American Oil Co.Ld. (J McDonald, *Mgr.*) *WB = Cell D* | 405·0 / *Ba*144' *uE* 21' *f* 169' | 52·2 | 27·6 / FK | London British / 7 *BHCem* | T.3Cy.27",43"&72"–48" (*s* 180lb 409 NHP / 3SB,*9ef.*gs184,hs6580 Rankin&Blackmore,Grk. 42'1083*t FPT*88*t APT*45*t* | 30 " 1 / s 5 • 3½ | | 6,04 |
| 203 / 101178 / KQTW | — / *L.C.Roberts* 02 / *Mchy.Aft Elec light* | SteelScSr / 1 *Dk 2tr B* | 2183 / — / 1913 | | | 1901 | Jenks S.B. Co. Port Huron | F.B.Chesbrough | 243·5 / Q17' F19' | 43·2 | 24·0 / BK7½" *WB* – *MT*14'25/ | Marquette Utd. States | T.3Cy.17½",28"&47"–40" 140 NHP / Jenks S.B.Co. Port Huron | | | V |
| 204 / 14484 / KGJP | — | WoodPad / 2 *Dks* | 1652 / — / 1272 | | | 1889 | New England S.B.Co. Bath,Me. | Eastern S.S.Co. | 256·0 | 37·6 | 13·1 | Portland, Me. Utd. States | B.1Cy.60"–132" 318 NHP / Portland Co. Portland, Me. | | | |
| 205 / 52361 | Kennedy / *W.A.Wildman* 89–96 | IronTwinScSr / 1 *Dk* | 193 / 168 / 127 | | | 1865 | Australian S.N.Co. Sydney | Anchor Shppg& Foundry Co.Ld. | 138·4 | 19·4 | 8·9 | Nelson, NZ British | C.4Cy.12"&22"–14" 43 RHP / Fraser&Tinne, Auckland | | | |
| 206 / 104354 / NVST | Kennet / *F.K.Corbould* 89–01 (*ex* General Havelock) | SteelSc3MstSr / 2 *Dks* *Mchy Aft* | 827 / 495 / 413 | | | 1895 | J.Laing Sunderland | Royal Mail Steam Packet Co | 210·0 / P138' F30' | 28·2 | 13·7 | London British / *WB* | T.3Cy.19½",30"&50"–36" 150 NH / G.Clark,Ld. Sunderland | | | |
| 207 / 110753 | — | SteelScY1 / *ss* Hul.No.1–04 / 1 *Dk* | 167 / 154 / 56 | †100A1 *Stm Trawler* 8,04 ~~9,04~~ †LMC | Hul | 1899 / 11mo | Irvine S.B. & E.Co.Ld. Irvine *Lloyd's A&CP* | J.Leyman & Co.Ld. | 105·6 / Q17' F19' | 21·0 | 10·7 / BK7½" *WB* – *MT*11'25/ | Hull British / 4 *BHCem* | T.3Cy.10",16"&27"–20" (*s* 200lb 45 RHP / 1SB.*2pf.*gs26,hs642 Muir&Houston,Ld.Gls. | 11 " 7 | | ~~N4,02~~ 6,04 |
| 208 / 95525 / LBKJ | Kennett / *T.J.P.Torney* –99 *ss* Bly.No.3–8,01 / *Well deck* | SteelScSr / 1 *Dk (Irn) & Web frames* | 1707 / 1279 / 1095 | †100A1 10,04 ~~4,02~~ ~~B51,03~~ B57,04 †LMC8,03 | Phl NYk | *q* 1889 / 2mo | E.Withy& Co. W Hartlepool A&CP | Steel,Young&Co. *WB = Cell D* | 260·6 / P29' Q74' B107' F28' | 36·0 | 17·2 / FK 18 *BHCem* 346*t APT* 19*t* | London British / 1 *BHCem* | T.3Cy.20½",33"&56"–36" (*s* 160lb ~~*Cotls*~~ *60lb* 188 NHP / 1DB,*4rf.*gs75 T.Richardson&Sons,Hpl. | 19 " 7 / s 1 • 6½ | | 4,03 |
| 209 / 94938 | Kenosha / *F.Crandell* –91 (*ex* Crandella) | WoodPad | 266 / 102 / 169 | | | 1891 | G.Crandell Lindsay,Ont. | G.Crandell | 112·0 | 21·0 | 7·0 | Lindsay, Ont. British | 1Cy.17"–48" 100 RHP / Polson&Co. Toronto | | | |
| 210 / 85512 | Kenozha / *E.McAlpin* –92 | WoodSc | 225 / 225 / 124 | | | 1883/98 | ..... Gravenhurst. Ont. | Muskoka Lakes Nav.&Hotel Co.Ld. | 120·0 | 18·0 | 7·3 | Toronto, Ont. British | 1Cy.16"–16" 16 RHP / J.Doty,Toronto | | | |
| 211 / 102155 / NKHB | Kensington / *M.H.Morle* –03 / *Ref.Mchy.* *Elec light* | SteelTwinSc4MstSr / *ss* Nwc.No.2–02 3 *Dks (Stl–2ws) 4tr B & Web frames* | 8669 / 7929 / 5645 | †100A1 8,05 ~~11,03~~ ~~B59,03~~ B59,04 †LMC9,02 | Liv | *dt* 1894 / 4mo | J.&G. Thomson, Ld. Glasgow *Lloyd's A&CP* | International Nav. Co.Ld. *WB = Cell D* | 480·0 / P35' B140' F63' 427'1456*t* | 57·2 | 37·0 / FK *5 B Hpt Asp pt Cem* | Liverpool British | Q.8Cy.25½",37½",52½"&74"–54"] 200lb *80lb(s)* 1237 NHP / 2D&1SB,*12rf.&8cf.*gs382. hs18549 FD J.&G.Thomson (Lim.),Gls. | 40 " 0 / s 10 • 10½ | BT till ~~4,03~~ ~~B59,03~~ 8,05 | ~~11,04~~ ~~10,04~~ ~~9,05~~ PN3,05 83,05 |
| 212 / 200203 | — | SteelScSr / *Elec light* 1 *Dk 2tr B* | 3762 / — / 3130 | | | 903 | Craig S.B. Co. Toledo,O. | Kensington Transp Co. | 370·8 | 50·2 | 24·2 | Toledo Utd. States / *WB* | T.3Cy.20",32½"&55"–40" 191 NH / Craig S.B Co. Toledo,O. | | | V |
| 213 / 91273 / KDGV | — / *R.Dower* –02 (*ex* Knight Errant) | SteelScSr / *ss* Gls.No.3–3,99 *ss* Nwc.No.1–04 2 *Dks (Stl) 3tr B* | 3471 / 3213 / 2247 | †100A1 8,04 ~~B58~~ BS7,04 †LMC8,02 | Nwc | *v* 1885 / 10mo | Palmers' Co.Ld. Newcastle A&CP | Racburn&Verel *WB = DBu B32* | 330·0 / P37' B71' F40' pt ND 04 BK11" 112*t MT* 22' 331*t &* | 43·5 | 29·0 / BK11" 5 *BHCem MT* 26'432*t* | Glasgow British / 5 *BHCem* | T.3Cy.27",44"&71"–48" (*s* 150lb *50lb* 319 NHP / 2DB,*12cf.*gs187,hs5460 Palmers' Co.Ld.Nwc. | 30 " 5 / s 6 • 3½ | | 8,03 |
| 214 / 113163 | — / *J.Bannister* –00 | IronScK / (*Trawler*) 1 *Dk* | 172 / 153 / 54 | | | ... 1900 | Cochrane& Cooper,Ld Beverley | Queen Stm.Fishing Co.Ld. | 100·7 / Q45' F17' | 21·0 | 11·0 / BK7½" | Grimsby British | T.3Cy.12",21"&32"–23" 57 RH / J.Cran&Co.Ld. Leith | 11 " 9 | | |
| 215 Kent / 110127 | / *A.G.McGibbon* –04 / *Ref.Mchy. Elec light* | SteelSc4MstSr / *ss* Lon.No.1–04 2 *Dks (Stl) & deep framing & Shelter dk (Stl–ptws)* | 5464 / 5167 / 3505 | †100A1 *Shelter dk* Gls 12,01 ~~12,03~~ †LMC ~~†LMC~~ 12.04 | Lon | *at* 1899 / 6mo | Hawthorn. Leslie&Co.Ld Newcastle A&CP | Federal Stm.Nav. Co.Ld. *WB = Cell DB a* 100*'uE* 30*'* | 420·0 / P195' 972*t FPT* 130*t* | 54·0 | 28·6 / FK 7 *BHCem APT* 25*t* | London British | T.3Cy.30",48"&78"–54" (*s* 160lb *160lb* 505 NHP / 3SB.*9rf.*gs180,hs6754 FD Hwthrn,Leslie& C.Ld.Nwc | 32 " 0 / s 6 " 4 | BT till ~~4,06~~ 12,06 | 3,04 |
| 216 / 82899 / WCFQ | — / *J.Durham* –02 / *Well deck* | IronSc3MstSr / 1 *Dk* | 1045 / 794 / 666 | | | ... 1881 | S.P.Austin &Son Sunderland | W.Cory&Son,Ld. | 226·0 | 32·0 | 14·0 / BK7" | London British / *WB* | C.2Cy.26½"&56"–36" NB94 99 RH / N.E.Marine E.Co.(Lim) Sld | 16 " 10 | | |
| 217 / 14012 | — / *H.S.Randall* | WoodPad | 406 / — / 351 | | | 1854 | ..... Baltimore | E.S.Randall | 155·7 | 24·8 | 7·6 | Washngtn Utd. States | 1Cy.33"–108" 87 NH | | | |
| 218 Kentucky / NJFK | / *P.A.C.Thiedemann* | SteelScSr / 2 *Dks & 1 wng dk* *Elec light* | 3622 / 2558 / 2351 | | | ... 1897 | Akt.Burmeister& Wain Mas.&Skibs. Copenhagen | Forenede Dmpskib. Selskab | 330·3 / P77' | 45·2 | 21·4 / 29·2 FK | Copnhagn Danish / *WB* | T.3Cy.24",40"&64"–42" 280 NHP / Akt.Burmeister& Wains Maskin og Skib.,Cpn | 23 " 11 | | |
| 219 Keong Wai / QGVK | / *W.Mollermann* | SteelScSr / 2 *Dks* | 1777 / *1638* / *1115* | | | 1895 | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 289·0 / P10' B22 F42' | 37·8 | 21·5 | Bremen German | T.3Cy.22",36"&57"–42" 211 NHP / Fairfield Co.(Lim.),Gls. | | V | |
| 220 Kepler / 4190 / JNKM | / *O.M.Ödman* –03 (*ex* Maas) | IronScSr / 2 *Dks* | 481 / 413 / 285 | | | 1886 | G.Howaldt Kiel | Ångf.Aktieb Lumens (E.Odenius, *Mgr.*) | 176·6 / B40' H6*t* F18' | 24·9 | 13·8 | Gothenbrg Swedish | C.2Cy.23"&37"–27" NB96 59 NHP / Gebr.Howalt,Kiel | | V | |
| 221 Kepuron Maru / 278 / HBCF | / *M.Niyemon* (*ex* Kiorio Maru, *ex* Karafuto Maru) | WoodScSr / 2 *Dks* | 381 / 342 / 286 | | | 1872 | Poillon Brooklyn NY | Ishigaki Kumataro | 134·6 | 22·6 | 16·6 | Hakodate Japanese | C.2Cy.19"&30½"–30" 42 NH | | | |

Lost by F. 12.04

| Numéro d'Ordre / Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut — Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. — Navires. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Press on Jets Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Hélices. Feux Chaudières. Foyers. Nom du Constructeur des machines. | Charge sur Quille. Franc-bord à millésime navire. pieds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 222 | **Ker-Bihan** SteelScK<br>*Pen*01–02<br>1 *Dk* | 195<br>167<br>[illegible] | ✠100A1 Abn<br>*Stm Trawler*<br>3,02 ✠LMC5,02 | | 1902 J.Duthie, Sons&Co. Aberdeen<br>*Lloyd's*'s4&CP | | L.Caillé | 105·8 20·7 10·5<br>BK7½<br>*WB* = | Lorient French | T.3Cy.12″,19½″&32″–22″ (*s*)<br>180lb 5BNH<br>1SB,*2pf*,GS36,HS967<br>W.V.V.Lidgerwood,Gla. | 11 ″ 5 | | |
| 223 | **Keramiai** SteelScSr<br>*S.Vergotis*02–03<br>2 *Dks*(*Stl*) ◊deep framing | 4702<br>4472<br>3026 | ✠100A1 Gen *y*<br>4,05 Rot<br>✠LMC6,03 | | 1903 Napier& Miller,Ld. Glasgow<br>*Lloyd's*'s4&CP | | C.S.&AS.Vagliano | 390·0 52·0 27·0<br>P39 B128′F42′<br>FK | Cephlonia Greek | T.3Cy.27″,43″&72″–51″ (*s*)<br>180lb *90lb* 405NHP<br>4SB,8*cf*,GS165,HS6803<br>D.Rowan&Co.Glasgow<br>*FPT*105;*APT*50 | 29 ″ 11 | | |
| 224 | **Kerbela** IronScSr<br>81271 *A.J.Cole* –04 ssLon.No.1–84<br>TRWJ 2 *Dks*(*UIrn–ptwsp*)3 *Dk rule* | 1992<br>1785<br>1468 | ✠ Lon *s*<br>4,86 ✠ | | 1880 W.Denny &Bros. Dumbarton | | BritishIndiaStm. Nav.Co.Ld. | 284·7 35·2 23·8<br>P14′ B32′ F37<br>*WB* = *Cell DB*244′388*t* | Glasgow British | C.2Cy.34″&60″–42″<br>NDB92 194NHP<br>Denny&Co.,Dumbarton | 26 ″ 8 | | |
| 225 | **Kerry** SteelScSr<br>104978 *J.Spencer* –03<br>PSBQ 2 *Dks* | 1229<br>960<br>492 | | | 1897 Blackwood &Gordon Pt.Glasgow | | City of Dublin Stm. Packet Co. | 260·0 34·1 15·8<br>P72′ B88′F77′ | Dublin British | T.3Cy.27″,42″&69″–48″<br>330NB<br>*WB* Blackwood&Gordon,P.Gl. | | | |
| 226 | **Kershaw** SteelScSr<br>161119 *F.M.Howes* –99<br>KNWB 3 *Dks*◊*Awngdk* | 2600<br>—<br>1768 | | | 1898 Harlan& HlingsworthC. Wlmgtn,Del. | | Merchnts&Miners TransportationCo. | 274·0 42·0 26·0<br>34·6 | Baltimore Utd. States | T.3Cy.28″,45″&72″–54″<br>Harlan&Hol- 381NH<br>lingsworthCo.Wlmgtn,Del | | R | |
| 227 | **Kersones** SteelScSr<br>*Luppian* –03<br>1 *Dk* | 989<br>836<br>687 | | | 1903 Soc.Anon. Jhn.Cockeril Hoboken | | RussianStm.Nav. &TradingCo. | 220·0 37·0 12·8<br>Q51′H42′F27 | Odessa Russian | T.3Cy.16¾″,26″&41½″–29½″<br>93NH<br>*WB* SocAn.J.Cockerill,Seraing | | V | |
| 228 | **Kesteven** IronScK<br>93233 *E.Bray* –03 ssBos.No.3–7,94<br>LMNS (*Trawler*) ssGms.No.2–02<br>1 *Dk* | 150<br>134<br>75 | ✠100A1 Bos<br>9,02 LS–,00<br>Rebld,08 ✠LMC9,09<br>✠NBS re-fitted 94 | | 1885 Earle'sCo. (Lim.) Hull<br>*Lloyd's*'s4&CP | | BostonDeepSea Fishg.&IceCo.Ld. | 100·2 20·2 10·3<br>Q16′F21′<br>ND98 BK7½ | Boston British | T.3Cy.11½″,17″&30″–21″ (*s*)<br>150lb 45RH<br>1SB,*2pf*,GS20<br>Earle'sCo.(Lim.),Hull | 11 ″ 6 | | |
| 229 | **Kestor** SteelScSr<br>97399 *W.Harper* –03 ssHpl.No.3–8,02<br>LTNB (*ex*Halifax City) 1 *Dk*(*Stl*)◊*Web frames*<br>*Well deck* | 2289<br>1760<br>1483 | ✠100A1 Stk *s*<br>~~2,12,03~~ 1,03 Shl<br>~~Rebld,08~~ ✠LMC~~9~~,02 | | 1890 W.Gray &Co.(Lim.) WHartlepool<br>A&CP | | KestorS.S.Ld.<br>(~~E.J.Caiger&Co.,~~)<br>(R.H.Holman, *Mgr.*) | 290·0 38·0 20·3<br>P27′Q94′B112′F29<br>BK10½<br>*WB* = *DBa* | London British<br>5 *BHCem*<br>96′*f*108′452*t* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *80lb* NDB02 204NHP<br>2SB,*8rf*,GS90,HS3090<br>CentralMar.E.Wks.,WHp. | 22 ″ 2 | | |
| 230 | **Kestrel** WoodScSr<br>116382 *Salted* cf<br>F&YM10,02 1 *Dk*<br>*Elec.light* | 311<br>241<br>188 | ✠11 A– Ver<br>2,03 ✠LMC~~2~~,0 | | 1903 A.Wallace Vancouver, B.C. | | Canadian Government | 126·0 24·0 12·2<br>F25′ | Ottawa British | C.2Cy.18″&38″–24″ (*s*)<br>150lb *150lb* 59RH<br>1SB,*3cf*,GS51,HS1767 FD<br>PolsonIron Works Toronto | 13 ″ 7 | | |
| 231 | — IronScK<br>109817 *R.Staff*98–98<br>QGWB (*Trawler*) 1 *Dk* | 181<br>167<br>65 | | | 1898 Cochrane& Cooper,Ld. Beverley | | T.Baskcomb | 109·1 21·0 11·3<br>Q46′F20′<br>BK7½ | Grimsby British | T.3Cy.12¾″,19½″&32″–22½″<br>NB05 (*s*) 50RH<br>C.D.Holmes&Co.Hull | 12 ″ 6 | | |
| 232 | — IronScK<br>105099 *J.Letten* –96 ~~ssHul.No.1–00~~<br>ssHul.No.2–04 1 *Dk* | 160<br>148<br>~~64~~ | ✠100A1 Hul<br>*Stm Trawler*<br>~~2,03~~ 1,05<br>~~Rebld,08~~ ✠LMC~~5~~,04 | | 1896 Cook,Wel- t'n&Gemmell Hull<br>*Lloyd's*'s4&CP | | Pickering&Haldane'sStm.TrawlingCo.Ld. | 105·0 20·8 10·9<br>Q24′<br>BK7½ | Hull British<br>3 *BHCem* | T.3Cy.12¾″,19½″&32″–22½″<br>150lb (*s*) 50RH<br>1SB,*2cf*,GS25,HS876<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 233 | — SteelScSk<br>116678 *J.Bryce* –04<br>*Mchy.Aft* 1 *Dk* | 100<br>81<br>40 | | | 1902 LarneS.B. Co. Larne | | Paton&Hendry | 66·8 18·4 9·0 | Glasgow British | C.2Cy.11″&20″–16″<br>85RH<br>*WB* J.D.Gauldie,Glasgow | | | |
| 234 | **Kette** Steel ScSr<br>*Dschafaroff* –97<br>*Mchy.aft* 2 *Dks*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* | 595<br>—<br>423 | | | 1897 "Kette" Deut.Elb-, schifff.Ges., Schiffsw. Uebigau | | A.A.Dadascheff | 152·9 27·8 14·1<br>Q16′B43′F16′ | Astrachan Russian | C.2Cy.17¾″&30¾″–19¾″<br>35NH<br>*WB* "Kette."Deut.Elbschifff Ges.,Schiffsw.,Uebigau | | | |
| 235 | **Khalif** SteelScSr<br>109443 *J.H.Middleton* –02 ssBry.No.1–03<br>QFGM *Elec.light* 2 *Dks*(1 *Stl–UIrn*)<br>◊*deep framing* | 3508<br>~~Rebld,03~~ 3302<br>2219 | ✠100A1 Cff *w*<br>5,05 ~~Yks~~ Bry<br>BS11,04 ✠LMC5,03 | | 1898 Palmers' Co.Ld. Newcastle<br>A&CP | | BedouinS.N.Co.Ld (W.&R.Thomson, *Mgrs.*) *WB*=*Cell*<br>*DB a* 122′ *uE* 18′3 | 350·0 45·2 27·0<br>P39′B76′F15′<br>drp05 FK<br>47*t MT*~~30~~510*t FPT* | Liverpool British<br>6 *BHCem*<br>75*t APT*50*t* | T.3Cy.24″,40″&64″–45″ (*a*)<br>180lb *90lb* 317NHP<br>2SB,*6cf*,GS131,HS1879<br>Palmers'Co.Ld.Newcastle | 28 ″ 3 | | |
| 236 | — IronScSr<br>*V.Petersson*<br>RJNC (*ex*Naxos,*ex*Hamburg) 2 *Dks*3*trb* | 1653<br>1536<br>1045 | | | 1878 C.Mitchell &Co. Newcastle | | DeutscheOst-AfrikaLinie | 269·7 33·9 23·4<br>H77*t*F86*t* | Hamburg German | C.2Cy.34″&62″–42″<br>208NHP<br>Wallsend SlipwayCo.Nwc. | | | |
| 237 | **Khalifah** IronPadSk<br>81628 *Clements*78–80 | 470<br>339<br>391 | | | 1879 J.&G. Rennie London | | Euphrates&Tigris SteamNav.Co.Ld. | 210·1 33·3 5·4 | London British | C.H.4Cy.18½″&36″–54″<br>150NH<br>J.&G.Rennie,London | | | |
| 238 ~~Khargpur~~ Khangpur<br>11[illegible] Khargpur *J.Low* –04<br>*Elec.light* 1 *Dk* | ~~1500~~<br>~~1[illegible]~~<br>1109 540 | | | | 1904 Caledon S.B.&E.Co Ltd Dundee | | ~~Bengal&Nagpur~~ RailwayCo. (Lmngtn–Nagpur Ry.Co.Ld. | ~~250·0 30 2 11·5~~<br>~~289′ 8,00 11′10·3~~ | Calcutta British | C.2Cy.25″&50″–61″<br>CD ICy 390NHP<br>*WB* CaledonS.B.&E.Co Ld.Dun | | | |
| 239 | **Kharki** SteelScSr<br>*W.Sowden* –00<br>1 *Dk*(*Stl*)<br>*Well deck* | 675<br>491<br>388 | ✠ | | 1900 IrvineS.B. &E.Co.Ld. Irvine<br>A&CP | | TheAdmiralty | 185·2 29·1 11·8<br>Q100 B15′F26′<br>FK<br>*WB* = *Cell DBa*52′ | London British<br>4 *BHCem*<br>*uE*13′*f*70′133*t FPT*<br>39*t APT*12*t* | T.3Cy.15″,25″&40″–27″ (*s*)<br>160lb *80lb* 80RHP<br>1SB,*3pf*,GS63,HS1490<br>McKie&Baxter,Glasgow | 14 ″ 0 | | |
| 240 | **Khartoum** SteelScSr<br>103777 *R.Gosden* –03 ssShl.No.3–1,02<br>NCPV (*ex*Boltor) 1 *Dk*(*Irn*)2*trBs*<br>*Web frames*◊*pt Awngdk*(*Irn*) | 3020<br>2308<br>1930 | ✠100A1 Cff *t*<br>*pt Awng dk with freeboard*<br>11,04 Shl<br>BS8,04<br>✠LMC4,09 | | 1893 Ropner& Son Stockton<br>A&CP | | GordonStm.Shpg. Co.Ld. | 315·0 40·5 20·2<br>P29′Q94′<br>*pt Awng dk*192′ FK<br>*WB* = *Cell DB*264′ | London British<br>5 *BHCem*<br>560*t APT*68*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 246NHP<br>2SB,6*rf*,GS104,HS3760<br>Blair&Co.Ld.Stockton | 23 ″ 7 | | |
| 241 | — Iron&SteelScK<br>110734 *J.Archer,jun.*93–99 ssHul.No.1–03<br>1 *Dk*<br>*Well deck* *Stl plating*◊*Irn framing* | 303<br>255<br>119 | ✠100A1 Hul *e*<br>~~2,12,04~~ 4,05<br>✠LMC7,05 | | 1899 Cook,Wel- t'n&Gemmell Hull<br>A&CP | | HullSteamFishing &IceCo.Ld. | 148·6 22·5 11·2<br>Q60′F24′<br>BK8½<br>*WB* = *DB f*18′9*t* | Hull British<br>1 *BHCem*<br>1SB,*3rf*,GS51,HS1480<br>Amos&Smith,Hull | 1.3Cy.18″,32″&86″–27″ (*s*)<br>200lb 85RH<br>Amos&Smith,Hull | 11 ″ 9 | | |
| 242 | **Kheng Seng** WoodScY1<br>110272 | 128<br>95<br>40 | | | 1903 Singapore Slipway Co. Singapore | | TanKeongKiam | 107·0 18·5 7·5 | Singapore British | C.2Cy.16″&30″–16″<br>38RH<br>Tanjong Pagar Dk.Co.Sng | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage: Gross. / Under Deck. / Net. | Particulars of Classification. Character. (✝ for Special Survey) | Date of last Survey | Yearly or Occasional Survey | Built. When. (Ship. / Engines.) | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Load / Scantling | Freeboard. Upper deck to L.R. Load line. Upper deck to Centre. | Date of last tail shaft survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 243 Khodoung<br>[illegible]<br>SGLJ | Steel Sc 3 Mst Sr<br>W.B.Muriston 03-04<br>*Mchy Aft* 1 *Dk(Stl)d Spar dk(Stl)*<br>*Elec.light* 3 Cal. No.1-04 *& Web frames* | | 145<br>1340<br>913 | ✝100A1 Cal *p*<br>*Spar dk*<br>1,04 [illegible] ✝LMC [illegible]<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* | | | 1900<br>12mo<br>*bulk*<br>12,00 | Armstrong Whitworth & Co.Ld. Newcastle A&CP | Burmah Oil Co.Ld.<br>*WB = Cell* | 235·0 \| 34·2 \| 15·6<br>P23' B23' F31' 22·6 FK<br>*DBa B31' 85t FPT* | Rangoon<br>British<br>10 *BH Cem*<br>6 *It APT 5t* | F.8Cy.19″,31″&51″–36″ (*r*<br>180lb *190lb* 174 NHP<br>2SB *4.; G888, HS2760*<br>Willand Slipway Co.Ltd.Nwc | 16 ″ 6<br>s 4 - 3½ | | [illegible]<br>N10 04 |
| 244 Kia Ora<br>102280<br>TMRS | Steel Twin Sc Sr<br>*J.C Blacklock* –03<br>1 *Dk* | | 307<br>255<br>157 | | | | 1896 | R.Duncan & Co.(Lim.) Pt.Glasgow | Northern S.S.Co. Ld. | 120·2 \| 23·1 \| 11·9<br>Q38' | Auckland<br>British | T.6Cy.9½″,16″&25″–18″<br>65 RH<br>Muir & Houston (Lim.),Gls | | C | |
| 245 Kiama<br>112587 | Steel Sc Sr<br>*J.McIndoe* 98–03<br>*Well deck* 1 *Dk(pt Stl)*<br>*Mchy Aft* | | 358<br>282<br>191 | ✝100A1 Gls *f*<br>1,00 [illegible] Syd<br>✝LMC 9.02 | | | 1902<br>9mo<br>*Lloyd's &A&CP* | Mackie & Thomson Glasgow | Kiama Road Metal Co.Ld. | 140·3 \| 26·2 \| 10·7<br>Q46' B14' F22' BK7<br>*WB = FPT 20t APT 4t* | Sydney NSW<br>British<br>3 *BH Cem* | C.2Cy.16″&36″–24″ (*s*)<br>140lb *80lb* 52 RHP<br>1SB,*3cf*,GS58,HS1620<br>McKie & Baxter,Glasgow | 11 - 6<br>s 1 - 0½ | | 1,05 |
| 246 Kiamil Pasha<br>*Bilal*<br>(*ex* Devon) | Iron Sc 3 Mst Sr<br>*ss* Brs.No.1–83<br>3 *Dks(1pt Iron)* | | *1856*<br>*1787*<br>*1186* | ✝ Brs *r*<br>9,86 | | | 1878<br>5mo | J.E.Scott Greenock | Idarei Massousieh | 285·6 \| 35·6 \| 24·9 | Constanpl<br>Turkish<br>5 *BH Cem* | C.2Cy.41″&72″–42″<br>280 NHP<br>J.Howden & Co.,Glasgow | 26 ″ 2 | | |
| 247 Kian Ann<br>88019 | Wood Sc<br>*Hunter* F&YM 2.04 | | 122<br>93<br>38 | | | | 1886 | Riley, Hargreaves & Co. Singapore | Lim Ho Puah | 112·2 \| 18·6 \| 8·1 | Singapore<br>British | C.2Cy.15½″&30⅝″–18″<br>38 RHP<br>Bow,McLachlan & Co.,Psy. | | | |
| 248 Kiang foo<br>*T.Bassett* 77–84 | Comp Pad<br>(*ex* Nankin)<br>1 *Dk* & 2 *Hurdks* | | 2330<br>—<br>1468 | | | | 1874 | Shanghai S. Nav.Co. Shanghai | China Merchants' Stm.Nav.Co. | 295·5 \| 50·0 \| 11·5 | Shanghai<br>Chinese | 1Cy.80″–132″<br>566 NHP<br>M.Coryell,Shanghai | | | |
| 249 Kiang kwan<br>*E.Lindstrom* 98– | Iron Pad<br>1 *Dk* & 2 *Hurdks* | | —<br>—<br>1450 | | | | 1876 | A&J Inglis Glasgow | China Merchants Stm.Nav.Co. | 300·0 \| 40·2 \| 12·8<br>len— | Shanghai<br>Chinese | C.2Cy.38″&69½″–84″<br>366 NHP<br>A.&J.Inglis,Glasgow | | | |
| 250 Kiang teen<br>*C.V.Frigast* –00 | Iron Pad<br>(*ex* Moning)<br>1 *Dk* & 2 *Hurdks* | | 2012<br>—<br>1368 | | | | 1870 | A.&J. Inglis Glasgow | China Merchants' Stm.Nav.Co. | 273·2 \| … \| 13·9 | Shanghai<br>Chinese | C.2Cy.29″&57⅜″–144″<br>333 NHP<br>A.&J.Inglis,Glasgow | | | |
| 251 Kiang tung<br>*R.MacKenzie* –97 | Iron Pad<br>(*ex* Honan)<br>1 *Dk* & 2 *Hurdks* | | 566<br>—<br>340 | | | | 1871 | Shanghai S. Nav.Co. Shanghai | China Merchants' Stm.Nav.Co. | 218·0 \| 31·2 \| 9·0 | Shanghai<br>Chinese | 1Cy.50″–96″<br>188 NHP<br>New York | | | |
| 252 Kiang Wo<br>72909<br>TFRH | Steel Twin Sc<br>2 *Dks & Promenade dk* | | 2175<br>1680<br>1354 | | | | 1901 | Boyd & Co Ld. Shanghai | Indo-China Steam Nav.Co.Ld. | 280·0 \| 42·1 \| 17·2 | London<br>British | T.3Cy.12″,21″&34″–27″<br>124 NHP<br>Farnham,Boyd & Co Ld.Shi | | | |
| 253 Kiang yu<br>*N.Pratt* 77–00 | Steel Pad<br>1 *Dk* & 2 *Hurdks* | | 3098<br>—<br>2270 | | | | 1883 | A.&J. Inglis Glasgow | China Merchants' Stm.Nav.Co. | 300·0 \| 42·0 \| 13·4<br>29·9 | Shanghai<br>Chinese | C.2Cy.40″&75″–96″<br>459 NHP<br>A.&J.Inglis,Glasgow | | | |
| 254 Kiang yung<br>*W.P.Johnson* –90 | Iron Pad<br>1 *Dk* & 2 *Hurdks* | | —<br>—<br>1451 | | | | 1876 | A.&J. Inglis Glasgow | China Merchants' Stm.Nav.Co. | 300·0 \| 40·2 \| 12·7<br>len– | Shanghai<br>Chinese | C.2Cy.38″&69½″–84″<br>366 NHP<br>A.&J.Inglis,Glasgow | | | |
| 255 Kiaora<br>117612 | Wood Sc Ctr<br>*C.Venus* –04<br>1 *Dk* | | 106<br>105<br>72 | | | | 1903 | S.Dickson Sydney NSW | S.Dickson | 91·6 \| 21·4 \| 8·0 | Sydney NSW<br>British | C.2Cy.12″&24″–16″<br>45 RH<br>Chapman & Co.Sydney | | | |
| 256 Kichisho Maru<br>8702<br>JQTN | Iron Sc Sr<br>1 *Dk* & *Spar dk*<br>(*ex* Kut Sang, *ex* Dryburgh Abbey) | | 2478<br>2266<br>1536 | | | | 1881 | Wigham-Richrdsn & Co Newcastle | Taiko Kisen Kabushiki Kaisha | 297·5 \| 36·1 \| 19·5<br>B76' 27·1 | Osaka<br>Japanese<br>*WB* | C.2Cy.35½″&70″–48″<br>283 NHP<br>Wigham Richdsn & Co Nwc. | 20 ″ 6 | | |
| 257 Kiel<br>~~*J.Brahnby* 02~~<br>RLVJ | Steel Sc Sr<br>*ss* Ham.No.1-04<br>*F.Parran* 99–04 2 *Dks(1 Stl & 1pt Stl)* & *Spar dk(Stl)* | | 5143<br>4265<br>3320 | ✝100A1 Ham *y*<br>*Spar dk*<br>1,05 [illegible] ✝LMC 12.03<br>[illegible] 04 | | | 1900<br>12mo | Flensburger Schiffsb.Ges. Flensburg A&CP | Deutsch-Austral. Dmpfsch.Ges. | 388·0 \| 47·6 \| 20·8<br>P&B232' F46' 28·3 FK<br>*WB = Cell DBa 94' uE & B 6 BH Cem* | Hamburg<br>German<br>6 *BH Cem*<br>62' *f* 164' 895*t* | Q.4Cy.24″,34″,50″&74″–54″<br>213lb (*s*) 550 NHP<br>1SB,*12cf*,GS187,HS9424<br>Flensburger Schiffb.Ges | 23 ″ 6 | | 2,04 |
| 258 Kielder Castle<br>113065 | Steel Sc K<br>1 *Dk* | | 129<br>115<br>22 | ✝100A1 Nwc<br>*Stm Trawler*<br>4,01 ✝LMC 3,00 | | | 1900<br>3mo<br>A&CP | Cleland's G.Dck.& Slipway Co.Ld. Newcastle | Castle Trawl & Line Fishing Co.Ld. (*R.Irvin jun.,Mgr*) | 96·7 \| 19·4 \| 10·4<br>Q25' BK7½ | N.Shields<br>British<br>3 *BH Cem* | C.2Cy.16″&34″–22″ (*s*)<br>120lb 50 RHP<br>1SB,*2pf*,GS38,HS960<br>Tweedy Bros.N.Shields | 11 ″ 0 | | 5,05 |
| 259 Kielseng<br>LMKQ | Iron Sc Sr<br>*J.Hansen* 96–96 *ss* Fln.2nd No.3–3,01<br>(*ex* Dauntless) 1 *Dk(Iron)* 2 *tr B*<br>*Well deck* | | 1589<br>1279<br>1011 | ✝100A1 Hpl *q*<br>5.03<br>NB [illegible] 98 ✝LMC 3,01<br>BS 8.98 | | | 1882<br>10mo | T.&W. Smith N.Shields A&CP | H.A.Petersen<br>*WB = DBa 80' f 26' & uE & B 40' 296t FPT* | 269·0 \| 36·6 \| 17·5<br>Q104' B56' F26' FK | Flensburg<br>German<br>4 *BH Cem*<br>60 *t APT 24t* | C.2Cy.32″&60″–40″ (*s*)<br>80lb 181 NHP<br>2SB,*6pf*,GS95,HS3052<br>Hawks,Crawshay & Co.Gts | 18 ″ 10<br>s 1 - 10½ | | 5,03 |
| 260 Kiev<br>*P.Troyan*<br>HBCF | Steel Twin Sc Sr<br>*Elec.light* 3 *Dks(Stl–Uteak s & 1ws)* | | 5566<br>4811<br>3127 | ✝ Nag *z*<br>2,98 | | | 1896<br>4mo | J.&G. Thomson Ld. Glasgow | Russian Volunteer Fleet Association<br>*WB = Cell DBa 129' uE & B 88' f 156' 911t* | 433·0 \| 49·9 \| 29·0<br>P64' B120' F85' FK | Odessa<br>Russian<br>8 *BH Asp* | T.6Cy.21″,34″&52″–45″<br>519 NHP<br>3SB,*9cf*,GS195,HS8118 FD<br>J.&G.Thomson (Lim.),Gls. | 32 ″ 0 | | |
| 261 —<br>*B.Allegretti* –92 | Steel Pad<br>1 *Dk* | | 580<br>—<br>377 | | | | 1892 | Stablimento Tecnico Trieste | Don,Azoff & Black Sea Stm.Nav.Co. | 203·3 \| 27·0 \| 11·2 | Rostoff<br>Russian | C.2Cy.26½″&47″–50″<br>130 NHP<br>Stabilimento Tecnico,Tri. | | | |
| 262 Kiew<br>*Frisenette*<br>NSVL | Steel Sc Sr<br>*Well deck* 2 *Dks* | | 1115<br>796<br>690 | | | | 1881 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 235·8 \| 30·1 \| 14·9<br>P154' B29t F33' | Copnhagn<br>Danish<br>*WB* | C.4Cy.24″&48″–32″<br>217 NHP<br>Burmeister & Wain,Cpn. | | V | |
| 263 Kiikawa Maru<br>1323<br>HJPQ | Wood Twin Sc Sr<br>*S.Takeda* 98–96<br>2 *Dks* | | 209<br>189<br>121 | | | | 1892 | Nakamura Hanyemon Osaka | Osaka Shosen Kabushiki Kaisha | 124·3 \| 17·0 \| 12·5 | Osaka<br>Japanese | C.4Cy.11″&22″–18″<br>34 NHP<br>Osaka Iron Works,Osaka | | | |
| 264 Kilbrennan<br>115758<br>VBHK | Steel Sc Sr<br>*J.K.Wilson* 03–03<br>2 *Dks(Stl)* & *Web frames* | | 3640<br>3361<br>2332 | ✝100A1 Bry *w*<br>8,04 [illegible]<br>Lon<br>✝LMC | | | 1903<br>5mo<br>*Lloyd's &A&CP* | C.Connell & Co.Ld. Glasgow | Napier & Connell, Ld.<br>*WB = Cell DBa 110' uE & B 46' f 148' 815t* | 353·0 \| 45·0 \| 25·9<br>P33' B106' F36' FK | Glasgow<br>British<br>6 *BH Cem*<br>*APT 6t* | T.3Cy.25″,41″&66″–45″ (*s*)<br>170lb *100lb* 353 NHP<br>2SB,*6cf*,GS92,HS4862 FD<br>Dunsmuir & Jackson.Gls. | 28 ″ 6<br>s 5 - 6½ | | |
| 265 Kilbride<br>113986<br>STLH | Steel Sc Sr<br>*T.Smith* 01–01<br>2 *Dks(1 Stl & y Upt Iron pt Stl)* & *Web frames* | | 3712<br>3390<br>2385 | ✝100A1 Cff *w*<br>[illegible] 11.04 Lon<br>✝LMC 11,01 | | | 1901<br>11mo<br>*Lloyd's &A&CP* | C.Connell & Co. Glasgow | Napier & Connell, Ld.<br>*WB = Cell DBa 114' uE & B 38' f 152' 801t* | 354·1 \| 45·0 \| 25·8<br>P34' B106' F36' FK | Glasgow<br>British<br>6 *BH Cem*<br>*APT 6t* | T.3Cy.25″,41″&66″–45″ (*s*)<br>170lb *100lb* 353 NHP<br>2SB,*6cf*,GS92,HS4862 FD<br>Dunsmuir & Jackson Ld Gls | 28 ″ 6<br>s 5 - 7 | | 10,02 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord assignés à ce navire. pds. po. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 222 | **Ker-Bihan** SteelScK<br>*Pénê01–02*<br>1 *Dk* | 195<br>167<br>— | ✠100A1 Abn<br>*Stm Trawler*<br>3,02 ✠LMC3,02 | 1902<br>8mo<br>*Lloyd's* | J. Duthie, Sons & Co. Aberdeen<br>*A&CP* | L. Caillé | 105·8 \| 20·7 \| 10·5<br>BK 7½"<br>*WB* = | Lorient<br>French | T. 8Cy. 12", 19½" & 32" – 22" (*s*)<br>180 lb 5*s* NHP<br>1SB, 2*p*/, GS36, HS967<br>W. V. V. Lidgerwood, Gls. | 11 *m* 3 | | |
| 223 | **Keramiai** SteelScSr<br>*S. Vergotis03–03*<br>2 *Dks (Stl) & deep framing* | *4702*<br>*4479*<br>*3020* | ✠100A1 Gen *y*<br>4,05 Rot<br>✠LMC6,03 | 1903<br>6mo<br>*Lloyd's* | Napier & Miller, Ld. Glasgow<br>*A&CP* | C.S. & A.S. Vagliano | 390·0 \| 52·0 \| 27·0<br>P39' B128' F42'<br>FK<br>*B* = *Cell D Ba* 129' | Cephlonia<br>Greek | T. 3Cy. 27", 43" & 72" – 51" (*s*)<br>180 lb *90 lb* 405 NHP<br>3SB, 8*p*/, GS165, HS6303<br>D. Rowan & Co. Glasgow<br>*FPT* 105*t* *APT* 56*t* | 29 *m* 11<br>6 *m* 4 | | |
| 224 | **Kerbela** IronScSr<br>84271 *A.J. Cole* –04 *ss* Lon. No. 1–84<br>TRWJ 2 *Dks (U Irn–pt ws)* 3 *Dk rule* | 1992<br>1785<br>1468 | ✠ Lon *s*<br>4,86 ✠ | 1880<br>10mo | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld.<br>*WB* = *Cell D B* 244' 388*t* | 284·7 \| 35·2 \| 23·8<br>P14' B32' F37<br>*Cell D B* 244' 388*t* | Glasgow<br>British | C. 2Cy. 34" & 60" – 42"<br>NDB92 194 NHP<br>Denny & Co., Dumbarton | 26 *m* 8 | | |
| 225 | **Kerry** SteelScSr<br>104976 *J. Spencer* –03<br>PSBQ 2 *Dks* | 1229<br>960<br>492 | | 1897 | Blackwood & Gordon Pt. Glasgow | City of Dublin Stm. Packet Co. | 260·0 \| 34·1 \| 15·8<br>P72' B88' F77'<br>*WB* | Dublin<br>British | T. 3Cy. 27", 42" & 69" – 48"<br>380 NHP<br>Blackwood & Gordon, P. Gls. | | BT<br>[illegible] | |
| 226 | **Kershaw** SteelScSr<br>161119 *F. M. Howes* –99<br>KNWB 3 *Dks & Awngdk* | 2600<br>—<br>1768 | | 1898 | Harlan & Hllngswth C. Wlmgtn, Del. | Merchnts & Miners Transportation Co. | 274·0 \| 42·0 \| 26·0<br>34·0 | Baltimore<br>Utd. States | T. 3Cy. 28", 45" & 72" – 54"<br>Harlan & Hollingsworth Co. Wlmgtn, Del | | R | |
| 227 | **Kersones** SteelScSr<br>*Luppian* –03<br>1 *Dk* | 989<br>836<br>687 | | 1903 | Soc. Anon. Jhn. Cockerill Hoboken | Russian Stm. Nav. & Trading Co. | 220·0 \| 37·0 \| 12·8<br>Q51 H42' F27'<br>*WB* | Odessa<br>Russian | T. 3Cy. 16¾", 26" & 41½" – 29½"<br>93 NHP<br>Soc. An. J. Cockerill, Seraing | | V | |
| 228 | **Kesteven** IronScK<br>93233 *E. Bray* –03 *ss* Bos. No. 3–7,94<br>LMNS (*Trawler*) *ss* Gms. No. 2–02<br>1 *Dk* | 150<br>134<br>75 | ✠100A1 Bos<br>9,02 L. 3,05<br>Rel. 1,05 ✠LMC 3,05<br>*Converted* 94 | 1885<br>12mo<br>*Lloyd's* | Earle's Co. (Lim.) Hull<br>*A&CP* | Boston Deep Sea Fishg. & Ice Co. Ld. | 100·2 \| 20·2 \| 10·3<br>Q16' F21'<br>ND98 BK 7½"<br>3 *B H Cem* | Boston<br>British | T. 3Cy. 11½", 17" & 30" – 21" (*s*)<br>150 lb 45 RHP<br>1SB, 2*pf*, GS20<br>Earle's Co. (Lim.), Hull | 11 *m* 6 | | |
| 229 | **Kestor** SteelScSr<br>97399 *W. Harper* –03 *ss* Hpl. No. 3–8,02<br>LTNB (*ex* Halifax City) 1 *Dk (Stl) & Web frames*<br>*Well deck* | 2289<br>1766<br>1483 | ✠100A1 Stk *s*<br>1,05 Shl<br>✠LMC8,02 | 1890<br>8mo | W. Gray & Co. (Lim.) W Hartlepool<br>*A&CP* | Kestor S.S. Ld.<br>(E. J. Caiser & Co.,<br>(R. H. Holman, *Mgr.*) | 290·0 \| 38·0 \| 20·3<br>P27' Q94' B112' F29<br>BK 10"<br>*WB* = *D Ba* | London<br>British | T. 3Cy. 21½", 35" & 58" – 39" (*s*)<br>180 lb *80 lb* NDB02 204 NHP<br>2SB, 6*rf*, GS90, HS3090<br>Central Mar. E. Wks., W Hpl | 22 *m* 2<br>8 *m* 0½ | | |
| 230 | **Kestrel** WoodScSr<br>116382 *Salted* cf<br>F & Y M 10,02 1 *Dk*<br>*Elec. light* | 311<br>241<br>188 | ✠11 A– Ver<br>2,03 ✠LMC2,03 | 1903<br>2mo | A. Wallace Vancouver, B.C. | Canadian Government | 126·0 \| 24·0 \| 12·2<br>F25' | Ottawa<br>British | C. 2Cy. 18" & 38" – 24" (*a*)<br>150 lb *150 lb* 59 RHP<br>1SB, 3*cf*, GS51, HS1767 FD<br>Polson Iron Works Toronto | 13 *m* 7 | | |
| 231 | — IronScK<br>103817 *R. Staff 98–98*<br>QGWB (*Trawler*) 1 *Dk* | 181<br>167<br>65 | | 1898 | Cochrane & Cooper, Ld. Beverley | T. Baskcomb | 109·1 \| 21·0 \| 11·3<br>Q48' F20'<br>BK 7½" | Grimsby<br>British | T. 3Cy. 12¼", 19½" & 32" – 22½"<br>NB05 (*s*) 50 RHP<br>C. D. Holmes & Co. Hull | 12 *m* 0 | | |
| 232 | — IronScK<br>105099 *J. Letten* –96 ~~*ss* Hul. No. 1–00~~<br>*ss* Hul. No. 2–04 1 *Dk* | 160<br>148<br>~~64~~ | ✠100A1 Hul<br>*Stm Trawler*<br>~~1,03~~ 1,05<br>~~Rel. 1,03~~ ✠LMC 3,05 | 1896<br>5mo<br>*Lloyd's* | Cook, Welt'n & Gemmell Hull<br>*A&CP* | Pickering & Haldane's Stm. Trawling Co. Ld. | 105·0 \| 20·8 \| 10·9<br>Q24'<br>BK 7½"<br>3 *B H Cem* | Hull<br>British | T. 3Cy. 12¼", 19½" & 32" – 22½"<br>170 lb (*s*) 50 RHP<br>1SB, 2*cf*, GS25, HS876<br>C. D. Holmes & Co., Hull | 11 *m* 10 | | |
| 233 | — SteelScSk<br>115678 *J. Bryce* –04<br>*Mchy. Aft* 1 *Dk* | 100<br>81<br>40 | | 1902 | Larne S. B. Co. Larne | Paton & Hendry | 66·8 \| 18·4 \| 9·0 | Glasgow<br>British | C. 2Cy. 11" & 20" – 16"<br>85 RHP<br>*WB* J. D. Gauldie, Glasgow | | | |
| 234 | **Kette** SteelLtSr<br>*Dschafaroff* –97<br>*Mchy. aft* 2 *Dks*<br>*Elec. light* *Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* | 595<br>—<br>428 | | 1897 | "Kette" Deut. Elb-, schifff. Ges., Schiffsw. Uebigau | A. A. Dadascheff | 152·9 \| 27·8 \| 14·1<br>Q16' B43' F16' | Astrachan<br>Russian | C. 2Cy. 17½" & 30½" – 19½"<br>35 NHP<br>*WB* "Kette," Deut. Elbschifff. Ges., Schiffsw., Uebigau | | | |
| 235 | **Khalif** SteelScSr<br>109443 *J. H. Muddleton* –02 *ss* Bry. No. 1–03<br>QFGM *Elec. light* 2 *Dks (1 Stl–U Irn) & deep framing* | 3508<br>3302<br>2219 | ✠100A1 Cff *w*<br>~~Rel. 12,04~~ 3,05 ~~Elec~~ Bry<br>~~BS11,04~~ ✠LMC5,03 | 1898<br>6mo | Palmers' Co. Ld. Newcastle<br>A&CP | Bedouin S.N. Co. Ld<br>(W. & R. Thomson, *Mgrs.*) *WB* = *Cell DB a* 122' *u E* 18'3 | 350·0 \| 45·2 \| 27·0<br>P39' B76' F45'<br>drp05 FK<br>447*t* *MT* 330/510*t* *FPT* | Liverpool<br>British | T. 3Cy. 24", 40" & 64" – 45" (*a*)<br>180 lb *90 lb* 317 NHP<br>2SB, 6*cf*, GS131, HS4879<br>Palmers' Co. Ld. Newcastle | 28 *m* 6<br>8 *m* 4 | | |
| 236 | — IronScSr<br>*V. Petersson*<br>RJNC (*ex* Naxos, *ex* Hamburg) 2 *Dks 3tr B* | 1653<br>1536<br>1045 | | 1878 | C. Mitchell & Co. Newcastle | Deutsche Ost-Afrika Linie | 269·7 \| 38·9 \| 25·4<br>H77*t* F86*t* | Hamburg<br>German | C. 2Cy. 34" & 62" – 42"<br>208 NHP<br>Wallsend Slipway Co. Nwc. | | | |
| 237 | **Khalifah** IronPadSk<br>81628 *Clements 73–80* | 470<br>339<br>391 | | 1879 | J. & G. Rennie London | Euphrates & Tigris Steam Nav. Co. Ld. | 210·1 \| 33·3 \| 5·4 | London<br>British | C. H. 4Cy. 18½" & 35" – 54"<br>150 NHP<br>J. & G. Rennie, London | | | |
| 238 | ~~Khargpur~~ Khangpur ~~SteelPadSr~~<br>115712 Khargpur *J. Low* –04<br>*Elec. light* 1 *Dk* | 1500<br>1[illegible]<br>540 | | 1904 | Caledon S.B. & E. Co Ld Dundee | ~~Bengal & Nagpur~~ Railway Co. Bengal Nagpur Rly. Co. Ld. | ~~250·0 \| 50·2 \| 14·3~~<br>~~289' S50' T10·9~~ | Calcutta<br>British | ~~C. 4Cy. 25" & 50" – 61"~~<br>CD 4Cy 390 NHP<br>*WB* Caledon S.B. & E. Co Ld. Dun | | | |
| 239 | **Kharki** SteelScSr<br>*W. Sowden* –00<br>1 *Dk (Stl)*<br>*Well deck* | 675<br>491<br>388 | ✠ | 1900<br>3mo | Irvine S.B. & E. Co. Ld. Irvine<br>A&CP | The Admiralty<br>*WB* = *Cell D Ba* 52' | 185·2 \| 29·1 \| 11·8<br>Q100' B15' F26'<br>FK<br>*u E* 13'/*f* 70' 183*t* *FPT* | London<br>British | T. 3Cy. 15", 25" & 40" – 27" (*a*)<br>160 lb *80 lb* 80 RHP<br>4 *B H Cem*<br>1SB, 3*pf*, GS68, HS1490<br>McKie & Baxter, Glasgow | 14 *m* 0<br>7 *m* 9 | | |
| 240 | **Khartoum** SteelScSr<br>102777 *R. Gosden* –03 *ss* Shl. No. 3–4,02<br>NCPV (*ex* Beltor) 1 *Dk (Irn) 2tr Bs*<br>*Web frames & pt Awngdk (Irn)* | 3020<br>2308<br>1930 | ✠100A1 Cff *t*<br>*pt Awng dk* Shl<br>*with freeboard*<br>11,04 ~~Rel.~~ BS 04<br>~~Rel. 11,04~~ ✠LMC 4,02 | 1893<br>6mo | Ropner & Son Stockton<br>A&CP | Gordon Stm. Shpg. Co. Ld. | 315·0 \| 40·5 \| 20·2<br>P29' Q94'<br>*pt Awng dk* 192' FK<br>*WB* = *Cell D B* 264 | London<br>British | T. 3Cy. 22½", 37" & 61" – 42" (*s*)<br>160 lb *80 lb* 246 NHP<br>2SB, 6*rf*, GS104, HS3760<br>Blair & Co. Ld. Stockton | 23 *m* 7<br>8 *m* 11½ | | |
| 241 | — Iron & SteelScK<br>110734 *J. Archer, jun. 98–99* *ss* Hul. No. 1–03<br>1 *Dk*<br>*Well deck* *Stl plating & Irn framing* | 303<br>255<br>119 | ✠100A1 Hul *e*<br>~~Rel. 2,04~~ 4,05<br>✠LMC7 | 1899<br>8mo | Cook, Welt'n & Gemmell Hull<br>A&CP | Hull Steam Fishing & Ice Co. Ld. | 148·6 \| 22·5 \| 11·2<br>Q60' F24'<br>BK 8"<br>*WB* = *D B* 13'9*t* | Hull<br>British | T. 3Cy. 13", 22" & 36" – 27" (*a*)<br>200 lb 85 RHP<br>1SB, 3*rf*, GS51, HS1490<br>Amos & Smith, Hull | 11 *m* 9 | | |
| 242 | **Kheng Seng** WoodScY<br>119272 | 128<br>95<br>40 | | 1903 | Singapore Slipway Co. Singapore | Tan Keong Kiam | 107·0 \| 18·5 \| 7·5 | Singapore<br>British | C. 2Cy. 16" & 30" – 16"<br>38 RHP<br>Tanjong Pagar Dk. Co. Sng | | | |

| 1 No. in Book. Official No. Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Last Built. Equilibrium Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler. NIP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Engines. Engine Maker's Name | 14 Moulded depth. Forecastle. Poop. Bridge. Deckhouses. Shelter. Awning. Midship. | 15 Length of Engine Room. Tunnel. Bunkers. Deep Tanks. | 16 Date when last shaft tail bore. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 243 | **Khodoung** | **SteelSc3MastSr** | 1457 | ✠100A1 | Cal | *p* | 1900 | Armstrong | BurmahOilCo.Ld. | 255·0\|34·2\|15·6 | Rangoon | T.3Cy.19″,31″&51″–36″ (*r*) | 16 ″ 6 | | |
| 95937 | ~~*H. Hardcastle*~~ *W. Murison* 03-04 | | 1340 | *Spar dk* | | | 12mo | Whitworth | | P23′B23′F31′ 22·6 | British | 180lb *120lb* 171NH | s 4 - 3½ | | s 1 - 11 |
| SGLJ | *Mchy Aft* 1 *Dk(Stl)* & *Spar dk(Stl)* | | 913 | 10,04 ~~9,04~~ | LMC ~~Under Rep~~ | | (x) | &Co.Ld. | | FK | 10 *BHCem* | 2SB,*3cf*,GS88,HS2760 | | | |
| | *Elec light* 1 *Cal No.1–04* 4 *Web frames* | | | *Carrying Petroleum in Fitted for liquid fuel* | | | *bulk* 12,00 | Newcastle A&CP | *WB=Cell* | *DBuB31′ 85t FPT* | 61 *tAPT5t* | Wlland Slpwy.Co.Ld.Nwc | | | |
| 244 | **Kia Ora** | **SteelTwinScSr** | 307 | | | | 1896 | R.Duncan | NorthernS.S.Co. | 120·2\|23·1\|11·9 | Auckland | T.6Cy.9½″,15″&25″–18″ | | C | |
| 102280 | *J.C Blacklock* –03 | | 255 | | | | | &Co.(Lim.) | Ld. | Q33′ | British | 65RH | | | |
| TMRS | 1 *Dk* | | 157 | | | | | Pt.Glasgow | | | | Muir&Houston(Lim.),Gls | | | |
| 245 | **Kiama** | **SteelScSr** | 358 | ✠100A1 | Gls | *f* | 1902 | Mackie& | KiamaRoadMetal | 140·3\|26·2\|10·7 | SydnyNSW | C.2Cy.16″&36″–24″ (*s*) | 11 ″ 6 | | 1,05 |
| 112587 | *J.McIndoe* 98–03 | | 282 | 1,00 ~~2,02~~ | Syd | | 9mo | Thomson | Co.Ld. | Q46′B14′F22′ | British | 140lb *80lb* 52RH | s 1 - 0½ | | |
| | *Well deck* 1 *Dk(pt Stl)* | | 191 | | LMC 9 02 | | | Glasgow | | BK7 | 3 *BHCem* | 1SB,*3cf*,GS58,HS1620 | | | |
| | *Mchy Aft* | | | | | | | *Lloyd'sA&CP* | | *WB=FPT20t* | *APT4t* | McKie&Baxter,Glasgow | | | |
| 246 | **Kiamil Pasha** | **IronSc3MastSr** | *1856* | ✠ | Brs | *r* | 1878 | J.E.Scott | IdareiMassousieh | 285·6\|35·6\|24·9 | Constanpl | C.2Cy.41″&72″–42″ | 26 ″ 2 | | |
| | *Bilal* | *ss*Brs.No.1–83 | *1787* | 9,85 | | | 5mo | Greenock | | | Turkish | 280NHP | | | |
| | (*ex*Devon) | 3 *Dks(1pt Iron)* | *1186* | | | | | | | | 5 *BHCem* | J.Howden&Co.,Glasgow | | | |
| 247 | **Kian Ann** | **WoodSc** | 122 | | | | 1886 | Riley,Har- | LimHoPuah | 112·2\|18·6\| 8·1 | Singapore | C.2Cy.15½″&30½″–18″ | | | |
| 88019 | *Hunter* F&YM2,04 | | 93 | | | | | greaves&Co. | | | British | 38RHP | | | |
| | | | 38 | | | | | Singapore | | | | Bow,McLachlan&Co.,Psy. | | | |
| 248 | **Kiang foo** | **CompPad** | 2330 | | | | 1874 | ShanghaiS. | ChinaMerchants' | 295·5\|50·0\|11·5 | Shanghai | 1Cy.80″–132″ | | | |
| | *T.Bassett* 77–84 | (*ex*Nankin) | — | | | | | Nav.Co. | Stm.Nav.Co. | | Chinese | 566NHP | | | |
| | | 1 *Dk*&2 *Hurdks* | 1468 | | | | | Shanghai | | | | M.Coryell,Shanghai | | | |
| 249 | **Kiang kwan** | **IronPad** | — | | | | 1876 | A&J Inglis | ChinaMerchants | 300·0\|40·2\|12·8 | Shanghai | C.2Cy.38″&69½″–84″ | | | |
| | *E.Lindstrom* 98– | 1 *Dk*&2 *Hurdks* | — | | | | | Glasgow | Stm.Nav.Co. | len— | Chinese | 366NHP | | | |
| | | | 1450 | | | | | | | | | A.&J.Inglis,Glasgow | | | |
| 250 | **Kiang teen** | **IronPad** | 2012 | | | | 1870 | A.&J. | ChinaMerchants' | 273·2\| … \|13·9 | Shanghai | C.2Cy.29″&57¾″–144″ | | | |
| | *C.V.Frigast* –00 | (*ex*Moning) | — | | | | | Inglis | Stm.Nav.Co. | | Chinese | 333NHP | | | |
| | | 1 *Dk*&2 *Hurdks* | 1368 | | | | | Glasgow | | | | A.&J.Inglis,Glasgow | | | |
| 251 | **Kiang tung** | **IronPad** | 566 | | | | 1871 | ShanghaiS. | ChinaMerchants' | 218·0\|31·2\| 9·0 | Shanghai | 1Cy.50″–96″ | | | |
| | *R.MacKenzie* –97 | (*ex*Honan) | — | | | | | Nav.Co. | Stm.Nav.Co. | | Chinese | 188NHP | | | |
| | | 1 *Dk*&2 *Hurdks* | 340 | | | | | Shanghai | | | | NewYork | | | |
| 252 | **Kiang Wo** | **SteelTwinSc** | 2175 | | | | 1901 | Boyd&Co | Indo-ChinaSteam | 280·0\|42·1\|17·2 | London | T.3Cy.12″,21″&34″–27″ | | | |
| 72909 | | | 1680 | | | | | Ld. | Nav.Co.Ld. | | British | 124NHP | | | |
| TFRH | | 2 *Dks*&*Promenade dk* | 1354 | | | | | Shanghai | | | | Farnham,Boyd& CoLd.Shi | | | |
| 253 | **Kiang yu** | **SteelPad** | 3098 | | | | 1883 | A.&J. | ChinaMerchants' | 300·0\|42·0\|13·4 | Shanghai | C.2Cy.40″&75″–96″ | | | |
| | *N.Pratt* 77–00 | 1 *Dk*&2 *Hurdks* | — | | | | | Inglis | Stm.Nav.Co. | 29·9 | Chinese | 459NHP | | | |
| | | | 2270 | | | | | Glasgow | | | | A.&J.Inglis,Glasgow | | | |
| 254 | **Kiang yung** | **IronPad** | — | | | | 1876 | A.&J. | ChinaMerchants' | 300·0\|40·2\|12·7 | Shanghai | C.2Cy.38″&69½″–84″ | | | |
| | *W.P.Johnson* –90 | 1 *Dk*&2 *Hurdks* | — | | | | | Inglis | Stm.Nav.Co. | len– | Chinese | 366NHP | | | |
| | | | 1451 | | | | | Glasgow | | | | A.&J.Inglis,Glasgow | | | |
| 255 | **Kiaora** | **WoodScCtr** | 106 | | | | 1903 | S.Dickson | S.Dickson | 91·6\|21·4\| 8·0 | SydnyNSW | C.2Cy.12″&24″–16″ | | | |
| 117612 | *C.Venus* –04 | | 105 | | | | | Sydney NSW | | | British | 45RHP | | | |
| | | 1 *Dk* | 72 | | | | | | | | | Chapman&Co.Sydney | | | |
| 256 | **Kichisho Maru** | **IronScSr** | 2478 | | | | 1881 | Wigham- | TaikoKisen | 297·5\|36·1\|19·5 | Osaka | C.2Cy.35½″&70″–48″ | 20 ″ 6 | | |
| 8702 | | 1 *Dk*&*Spar dk* | 2266 | | | | | Richrdsn&Co | KabushikiKaisha | B76′ 27·1 | Japanese | 283NHP | | | |
| JQTN | (*ex*KutSang,*ex*DryburghAbbey) | | 1536 | | | | | Newcastle | | | *WB* | Wigham Richdsn&CoNwc. | | | |
| 257 | **Kiel** | **SteelScSr** | 5143 | ✠100A1 | Ham | *y* | 1900 | Flensburgr | Deutsch-Austral. | 388·0\|47·6\|20·8 | Hamburg | Q.4Cy.24″,34″,50″&74″–54″ | 23 ″ 6 | | 2,04 |
| ~~*J.Brahm* 99–02~~ | | *ss*Ham.No.1–04 | 4265 | *Spar dk* | | | 12mo | Schiffsb.Ges. | Dmpfsch.Ges. | P&B232′F46′ 28·3 | German | 213lb (*s*) 550NHP | | | |
| RLVJ | *F.Parran* 99–04 | 2 *Dks*(1 *Stl*&1 *pt Stl*) | 3320 | 1,05 ~~2,04~~ | LMC ~~12,03~~ | | | Flensburg | | FK | 6 *BHCem* | 1SB,*12cf*,GS187,HS9424 | | | |
| | | &*Spar dk(Stl)* | | | 2,04 | | | A&CP | *WB=* | *Cell DBa* 94′ *uE*&*B* | 62′*f*164′895*t* | FlensburgerSchiffb.Ges | | | |
| 258 | **Kielder Castle** | **SteelScK** | 129 | ✠100A1 | Nwc | | 1900 | Cleland's | CastleTrawl& | 96·7\|19·4\|10·4 | N.Shields | C.2Cy.16″&34″–22″ (*s*) | 11 ″ 0 | | 5,05 |
| 113065 | | | 115 | *Stm Trawler* | | | 3mo | G.Dck.&Slip- | LineFishingCo.Ld. | Q25′ | British | 120lb 50RHP | | | |
| | | 1 *Dk* | 22 | 4,01 | LMC3,00 | | A&CP | wayCo.Ld. | (R.Irvin,jun.,*Mgr*) | BK7½ | 3 *BHCem* | 1SB.*2pf*.GS38,HS960 | | | |
| | | | | | | | | Newcastle | | | | TweedyBros.N.Shields | | | |
| 259 | **Kielseng** | **IronScSr** | 1589 | ✠100A1 | Hpl | *q* | 1882 | T.&W. | H.A.Petersen | 269·0\|36·6\|17·5 | Flensburg | C.2Cy.32″&60″–40″ (*s*) | 18 ″ 10 | | 5,03 |
| | *J.Hansen* 96–96 | *ss*Fln.2nd No.3–3,01 | 1279 | 5.03 | | | 10mo | Smith | | Q104′B56′F26′ | German | 80lb 181NHP | s 1 - 10½ | | |
| LMKQ | (*ex*Dauntless) | 1 *Dk(Iron)*2*trB* | 1011 | ~~NBH 9.98~~ | LMC3,01 | | | N.Shields | | FK | 4 *BHCem* | 2SB,*6pf*,GS95,HS3052 | | | |
| | *Well deck* | | | ~~BS 9.98~~ | | | | A&CP | *WB = DBa*80′*f*26′*&* | *uE*&*B*10′296*t FPT* | 60 *tAPT24t* | Hawks,Crawshay &Co.Gts | | | |
| 260 | **Kiev** | **SteelTwinScSr** | 5566 | ✠ | Nag | *z* | 1896 | J.&G. | RussianVolunteer | 433·0\|49·9\|29·0 | Odessa | T.6Cy.21″,34″&52″–45″ | 32 ″ 0 | | |
| | *P.Troyan* | | 4811 | 2,98 | | | 4mo | Thomson.Ld. | FleetAssociation | P64′B120′F85′ FK | Russian | 519NHP | | | |
| HBCF | *Elec.light* | 3 *Dks*(*Stl–Uteak sc*&1*ws*) | 3127 | | | | | Glasgow | | | *sBHAsp* | 3SB,*9cf*,GS195,HS8118 FD | | | |
| | | | | | | | | | *WB=Cell DBa*129′ | *uE*&*B88′f*156′911*t* | | J.&G.Thomson(Lim.),Gls. | | | |
| 261 | — | **SteelPad** | 580 | | | | 1892 | Stablimnto | Don,Azoff&Black | 203·3\|27·0\|11·2 | Rostoff | C.2Cy.26½″&47″–50″ | | | |
| | *B.Allegretti* –92 | 1 *Dk* | — | | | | | Tecnico | SeaStm.Nav.Co. | | Russian | 130NHP | | | |
| | | | 377 | | | | | Trieste | | | | StabilimentoTecnico,Tri. | | | |
| 262 | **Kiew** | **SteelScSr** | 1115 | | | | 1881 | Burmeister | ForenedeDmpskib. | 235·8\|30·1\|14·9 | Copnhagn | C.4Cy.24″&48″–32″ | | V | |
| | *Frisenette* | | 796 | | | | | &Wain | Selskab | P154′B29*t*F33′ | Danish | 217NHP | | | |
| NSVL | *Well deck* | 2 *Dks* | 690 | | | | | Copenhagen | | | *WB* | Burmeister&Wain,Cpn. | | | |
| 263 | **Kiikawa Maru** | **WoodTwinScSr** | 209 | | | | 1892 | Nakamura | OsakaShosen | 124·3\|17·0\|12·5 | Osaka | C.4Cy.11″&22″–18″ | | | |
| 1323 | *S.Takeda* 98–96 | | 189 | | | | | Hanyemon | KabushikiKaisha | | Japanese | 34NHP | | | |
| HJPQ | | 2 *Dks* | 121 | | | | | Osaka | | | | Osaka Iron Works,Osaka | | | |
| 264 | **Kilbrennan** | **SteelScSr** | 3640 | ✠100A1 | Bry | *w* | 1903 | C.Connell | Napier&Connell, | 353·0\|45·0\|25·9 | Glasgow | T.3Cy.25″,41″&66″–45″ (*s*) | 28 ″ 6 | | |
| 115758 | *J.K.Wilson* 03–03 | | 3361 | 8,04 ~~9,03~~ | Lon | | 5mo | &Co.Ld. | Ld. | P33′B106′F36′ | British | 170lb *100lb* 353NHP | s 5 - 6½ | | |
| VBHK | | 2 *Dks*(*Stl*&*Web frames* | 2332 | | LMC5,0 | | | Glasgow | | FK | 6 *BHCem* | 2SB,*6cf*,GS92,HS4862 FD | | | |
| | | | | | | | *Lloyd'sA&CP* | | *WB = Cell DBa*110′ | *uE*&*B46′f*148′815*t* | *APT6t* | Dunsmuir&Jackson Gls. | | | |
| 265 | **Kilbride** | **SteelScSr** | 3712 | ✠100A1 | Cff | *w* | 1901 | C.Connell | Napier&Connell, | 354·1\|45·0\|25·8 | Glasgow | T.3Cy.25″,41″&66″–45″ (*s*) | 28 ″ 6 | | 10,02 |
| 113986 | *T.Smith* 01–01 | | 3390 | ~~6,04~~ ~~9,00~~ | 11,04 Lon | | 11mo | &Co. | Ld. | P34′B106′F36′ | British | 170lb *100lb* 353NHP | s 5 - 7 | | |
| STLH | | 2 *Dks*(1 *Stl*&*pt Iron pt Stl*)&*Web frames* | 2385 | | LMC11,04 | | *Lloyd'sA&CP* | Glasgow | *WB = Cell DBa* 114′ | *uE*&*B38′f*152′801*t* | 6 *BHCem* *APT62t* | 2SB,*6cf*,GS92,HS4862 FD Dunsmuir&JacksonLdGls | | | |

| 1 Numéro d'Ordre. Numéro Off. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Marque spéciale. Date de la dernière Visite. | 6 | 7 Construit. Quand. Où. Machines. | 8 | 9 Armateurs. | 10 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | 11 | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Nbre des Hélices. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 266 | **Kilburn** | **SteelScSr** | 3271 | ✠100A1 Bkn *r* | | 1893 Ropner& | | BritainS.S.Co.Ltd | 330·0 43·0 18·5 | | London | T.3Cy.25″,40″&64″–42″ *(s)* | 21 | | |
| 10mo | *E.LeTemplier* *ss*P.Nl.No.2-01 | | 3057 | *Spar dk* | | 10mo | | (Watts,Watts&Co | P25′B64′F39′ 26·3 | | British | 160lb *90lb* | | 6 · 5 | |
| NHKC | 1 *Dk(Stl)&Spar dk(Irn)3tr&* | | 2111 | 3,01 | | | Stockton | *Mgrs.)* | BK10″ | | 160lb | 2SB.*6cf*,gs118,hs4200 | | | |
| | | | | BS3,04 ✠LMC4,01 | | *Lloyd's*A&CP | | *WB* | = *Cell DB*264′554*t* | | *APT*46*t* | Blair&Co.(Lim.),Stockton | | | |
| 267 | **Kildare** | **SteelScSr** | 2410 | ✠100A1 Sld *t* | | 1903 Craig,Tay- | | KilsythShppg.Co. | 306·0 44·2 20·0 | | Newcastle | T.3Cy.22″,36″&58″–39″ *(s)* | 22 | | |
| 11m 21 | *D.McKie* | | 2214 | 9,04 12,08 Shl | | 10mo | lor&Co. | Ltd. [Blair,Moffet& | P27′B76′F29′ | | British | 160lb *80lb* 247NHP | | 3 · 8 | |
| VQWB | 1 *Dk(ptIrn&ptStl)&Web frames* | | 1550 | ✠LMC10,03 | | *Lloyd's*A&CP | Stockton | Co.*Mgrs.*) | FK | | 5 *BHCem* | 2SB.*6cf*,gs116,hs4140 | | | |
| | | | | | | | | *WB* = *Cell* | *Ba* 100′ *uE* 18′ *f* 126′ | | 567*t* *APT*81*t* | T.E.MarineEngCo LtdNwc | | | |
| 268 | **Kildona** *ss*Ltn.No.2-05 | **SteelScSr** | 3657 | ✠100A1 Shl *tt* | | 1888 T.Royden | | S.S.Kildona Co.Ltd. | 361·8 44·3 27·1 | | Dundee | T.3Cy.27,″44″&71″–48″ *(s)* | 30 | | |
| | *D.Roberts* –97 *ss*Bal.No.3–3,97 | | 3456 | 10,04 12,06 5,06 Ltb | | 3mo | &Sons | (W Thomson&Sns' | P24′B84′F41 | | British | 150lb *60lb* 545NHP | | 6 · 6 | |
| KQFL | (*ex*Iltdrn) | | 2349 | BS6,06 C10,09 | | | Liverpool | | Imperl BK10″ | | 6 *BHCem* | 2DB.*12cf*,gs190,hs5429 | | | |
| | *Ref.Mchy.* 2 *Dks*(1 *Stl*–ws&*UStl* | | | BS5,06 M 04 | | *Lloyd's*A&CP | | *WB* | = *Cell D B* 216′ 711*t* | | *MT*28 380*t* | Fawcett,Preston&Co.,Liv. | | | |
| 269 | **Kildonan** | **SteelScSr** | 2118 | ✠100A1 Cff *s* | | 1898 W.Pickers- | | Seville&U.Kngdm | 286·0 43·1 19·8 | | Cardiff | T.3Cy.21″,35″&57½″–39″ *(s)* | 21 | | |
| 13m 26 | *E.W.Bastard* –98 *ss*Cff.No.1–02 | | 1976 | 1,04 | | 6mo | gill&Sons | CarryingCo.Ltd. | P23′B56′F27′ | | British | 160lb *80lb* 210NHP | | 3 · 4 | |
| QDSW | 1 *Dk(Irn)&deep framing* | | 1365 | BS1,04 ✠LMC12,02 | | | Sunderland | (J.Cory&Sons,Ld. | FK | | 5 *BHCem* | 2SB.*6pf*,gs98,hs3221 | | | |
| | | | | | | *A&CP* | | *Mgrs.*) *WB* = *Cell* | *DB a* 92′ *f* 108′ 543*t* | | *APT* 101*t* | J.Clark,Ld.Sunderland | | | |
| 270 | **Kildonan Castle** | **SteelTwinSc** | 9692 | ✠100A1 Son *ft* | | 1899 Fairfield | | Union-CastleMail | 515·3 59·2 34·7 | | London | Q.8Cy.28″,39¾″,67½″&88½″– | 48 | 97 | |
| 13m 15 | *J.Rose* –03 | **3MstSr** | 7661 | 7,03 | | 10mo | Co.Ld. | S.S.Co.Ltd.(D.Cur- | P86′F100′ | | British | 60″ 210lb (*o*) 1663NH | | | |
| KFTP | 3 *Dks*(2 *Stl*–ws&*UStl* teak s'l | | 5130 | ✠LMC10,99 | | | Glasgow | rie&Co.*Mgrs.*) | FK&BK8½″ | | 10 *BHCem* | 4D&2SB.*40cf*,gs880hs33187 | | | |
| | *Elec.light* | | | | | *Lloyd's*A&CP | | *WB* = *Cell* | *Promenade dk*261′ | | | FairfieldCo.Ld.Glasgow | | | |
| | | | | | | | | | *D Ba* 81′ *uE&F* B203′ | | *f* 146′ 1643*t* | | | | |
| 271 | **Kilikia** | **IronSc3MstSr** | 1435 | | | 1864 Malcom- | | G.B.Mavroleon | 246·0 30·2 17·0 | | Piræus | C.2Cy.30″&56″–36″ | | V | |
| | *G.B.Mavroleon* –03 | 1 *Dk* | 1425 | | | | sonBros. | | H10*t* 23·6 | | Greek | NE74NB90 157NHP | | | |
| | (*ex*ElisaAnna,*ex*Cordova) | *Awngdk3tr&* | 782 | | | | Waterford | | | | | J.Jones&Sons,Liverpool | | | |
| 272 | **Kilkeel** | **IronScSr** | 252 | ✠ Cff *d* | | 1895 J.Fullerton | | W.B.Niven | 135·0 21·0 9·4 | | PrsboroNS | C.2Cy.16″&32″–24″ *(s)* | 10 | | |
| 102022 | *W.Niven* –04 | *ss*Dub.No.2–03 | 167 | 5,05 | | 7mo | &Co. | | Q45′B7′F25′ | | British | 120lb 39RHP | | | |
| | *Well deck* | 1 *Dk(Irn)* | 56 | | | | Paisley | | BK6 | | 3 *BHCem* | 1SB.*2pf*,gs35,hs933 | | | |
| | *Mchy.Aft* | | | | | *A&CP* | | | *WB* | | = *FPT*40*t* | Hall-Brwn,Buttry&Co.Gls | | | |
| | | | 200 | | | | | | | | | | | | |
| 273 | — | **IronScSr** | ~~197~~ | ✠ ... | | 1882 J.Fullerton | | CoppackBros.&Co. | 120·0 20·0 9·4 | | Chester | C.2Cy.17″&30″–22″ *(s)* | 10 | | |
| 96707 | *S.Coppack* –02 | *ss*Ayr.No.5–7,92 | 159 | | | 10mo | &Co. | | Q42′F18′ | | British | 90lb 40RHP | | | |
| | (*ex*Celtic) | *ss*Liv.No.2–00 | 77~~70~~ | ~~NB~~ | | | Paisley | | BK6″ | | 4 *BHCem* | 1SB.*2pf*,gs32,hs930 | | | |
| | *Mchy.Aft* | 1 *Dk* | | ~~BS~~ | | *Lloyd's*A&CP | | | *WB* | | = *FPT*23*t* | W.King&Co.,Glasgow | | | |
| 274 | **Kilkenny** | **SteelScSr** | 1419 | | | 1902 ClydeS.B. | | City of DublinStm. | 269·7 36·2 16·3 | | Dublin | T.3Cy.26″,48″&69″–42″ | | | |
| 117513 | *J.Memery* –03 | | 1034 | | | | &E.Co.Ld. | PacketCo. | P66′B102′F72′ | | British | 309NHP | | | |
| VNMC | *Elec.light* | 2 *Dks* | 516 | | | | Pt.Glasgow | | | | | ClydeS.B.&E.Co.Ltd.P.Gl | | | |
| | | | | | | | | | | | *WB* | | | | |
| 275 | **Killarney** | **IronScSr** | 1232 | ✠ Qns *p* | | 1891 WBThmp- | | City of CorkSteam | 256·5 33·2 15·7 | | Cork | T.3Cy.24″,38″&62″–42″ | 17 | | |
| 96420 | *F.Ridge*00–00 | *ss*Qns.No.1–95 | 985 | 3,96 | | 4mo | son&Co.Ld. | PacketCo.Ld. | P78′ B66′&22′ F45′ | | British | 269NHP | | | |
| MDCT | *Ref.Mchy.* | 2 *Dks*(*UIrn*–ws) | 602 | ✠ | | | Dundee | | BK9½″ | | 5 *BHCem* | 2DB.*8rf*,gs138,hs4332 | | | |
| | *Elec.light* | | | | | | | | *WB* = *Cell* | | *DB*199′ 219*t* | W.B.Thompsn&C.(L.)Dun. | | | |
| 276 | — | **SteelScK** | 135 | ... | | 1897 Edwards | | A.Bannister | 96·0 20·7 10·9 | | Grimsby | T.3Cy.10″,17½″&30″–21″ | 11 | | |
| 108447 | *J.Cressey* –97 | (*Trawler*) | 130 | | | | Bros. | | Q18′F19′ | | British | 50RHP | | | |
| | 1 *Dk* | | 37 | | | | N.Shields | | BK7½″ | | | N.E.MarineCo.(Lim.),Sld. | | | |
| 277 | **Killeavy** | **SteelSc3MstSr** | 407 | ✠100A1 Bel *f* | | 1900 A.Rodger | | Clanrye S.S.Co.Ld. | 145·0 25·1 8·6 | | Newry | C.2Cy.18″&40″–27″ *(s)* | 11 | | |
| 103647 | *M.F.Barry* –00 | *ss*Dub.No.1–04 | 259 | 9,04 10,08 Dub | | 9mo | &Co. | (W.T.Ferris&Co. | Q78′B15′F18′ | | British | 130lb 65RHP | | | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | 110 | ✠LMC 04 | | | PortGlasgow | *Mgrs.*) | drp04 FK | | 3 *BHCem* | 1SB.*3pf*,gs55,hs1456 | | | |
| | *Well deck* *Elec.light* | | | | | *A&CP* | | | *WB* = *DBf* 74′ 100*t* | | *FPT*26*t* | W.V.V.Lidgerwood,Gls. | | | |
| 278 | **Kilmaho** | **SteelScSr** | 2155 | ✠100A1 Cff *s* | | 1898 J.Priest- | | Seville&U.Kngdm | 286·0 43·0 19·8 | | Cardiff | T.3Cy.21″,35″&58″–39″ *(a)* | 21 | | |
| 109772 | *W.Williams* –03 | *ss*Cff.No.1–03 | 2000 | 9,04 10,08 | | 11mo | man&Co. | CarryingCo.Ltd. | P28′B56′F27′ | | British | 160lb 204NHP | | | |
| QPNB | 1 *Dk(Irn)&deep framing* | | 1373 | BS11,04 ✠LMC4,03 | | | Sunderland | (J.Cory&Sons,Ld. | FK | | 5 *BHCem* | 2SB.*6pf*,gs107,hs2963 | | | |
| | | | | | | *A&CP* | | *Mgrs.*) *WB* = *Cell* | *DBa* 88′ *f* 110′ 544*t* | | *APT* 117*t* | Hutson&Son,Glasgow | | | |
| 279 | **Kilmarnock** | **SteelScYl** | 165 | ✠100A1 Gms | | 1897 Mackie& | | Hagerup, Doughty | 104·2 21·0 10·7 | | Grimsby | T.3Cy.10″,16″&27″–20″ *(s)* | 11 | | |
| 103488 | *T.Cook* –97 | *ss*Gms.No.1–02 | 152 | *Stm Trawler* | | 12mo | Thomson | &Co.Ld. | (217′F18′ | | British | 180lb 45RHP | | | |
| | 1 *Dk* | | 51 | 5,05 ~~10,08~~ BS2,0 | | | Glasgow | | BK7½ | | 4 *BHCem* | 1SB.*2pf*,gs28,hs536 | | | |
| | | | | ~~BS2,05~~ ✠LMC9,02 | | *A&CP* | | | | | | Muir&Houston,Ld.Gls. | | | |
| 280 | **Kilmorack** | **SteelScSr** | 2094 | ✠100A1 Shl *r* | | 1891 BlythS.B. | | ScottishNav.Co | 275·5 37·5 18·2 | | Glasgow | T.3Cy.20″,32½″&54″–36″ *(s)* | 20 | | |
| 97974 | ~~*W.H.Mackay*~~ *ss*Skm.No.3–9,02 | | 1567 | 1,05 ~~10,08~~ Npt | | 8mo | Co.(Lim.) | Ltd. (Glen&Co. | P25′Q80′B114′F30′ | | British | 160lb ~~*80lb*~~ 181NHP | | | |
| MGLT | *Well deck* | 1 *Dk(Irn)&Web frames* | 1339 | ✠LMC9,02 | | | Blyth | *Mgrs.*) | FK | | 4 *BHCem* | 2SB.*6pf*,gs99,hs2804 | | | |
| | *Semple* –05 | | | | | *A&CP* | | *WB* = *Cell DB*234′ | | | 408*t* *APT*58*t* | N.E.Marine Co.(Lim.)Nwc | | | |
| 281 | **Kilmore** | **SteelScSr** | 2215 | ✠100A1 Liv *r* | | 1890 Edwards' | | KilmoreS.S.Co.Ld. | 286·5 38·2 17·7 | | Liverpool | T.3Cy.22″,34″&55″–42″ *(s)* | 19 | | |
| 97748 | *A.Cotter* –98 | *ss*Liv.No.3–2,02 | 1586 | 12,01 ~~12,04~~ Bkn | | 2mo | S.B.Co.(Lim) | (W.Johnston&Co. | Q94′B138′F87′ | | British | 160lb *80lb* 218NHP | | | |
| LPFG | 1 *Dk(Irn)2tr&* | | 1420 | BS3,04 ✠LMC2,0 | | | Newcastle | Ld.) | FK | | 5 *BHCem* | 2SB.*6rf*,gs98,hs3600 | | | |
| | *Well deck* | *Floors&Stringers Irn* | | | | *A&CP* | | *WB* = *DBa*36′ 102*t* | | | *FPT* 47*t* *APT* 47*t* | D.Rollo&Sons,Liverpool | | | |
| | | | | | | | | | | | *MT*38′456*t* | | | | |
| 282 | **Kilnsea** | **SteelScSr** | 2994 | ✠100A1 Ham *n* | | 1899 W.Gray& | | SeaS.S.Co.Ld. | 325·0 47·1 22·4 | | Hull | T.3Cy.24″,38″&64″–42″ *(s)* | 24 | | |
| 110751 | *A.N.Cuthbert*83–99 *ss*Ham.No.1–04 | | 2812 | 7,04 ~~9,04~~ Hul | | 11mo | Co.Ld. | (Brown,Atkinson | 129 B92 F80′ | | British | 160lb 264NHP | | | |
| RLQM | 1 *Dk(Irn)2tr B&deep framing* | | 1945 | ~~BS5,03~~ ✠LMC | | | W Hartlepool | &Co.Ld.*Mgrs.*) | FK | | 5 *BHCem* | 3SB.*6pf*,gs96,hs3963 | | | |
| | 3 *Dk rule* | | | ~~BS5,04~~ | | *A&CP* | | *WB* = *Cell DB* | *uE*130′ *f* 136′ 731*t* | | *AT* 75*t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| 283 | **Kilrenny** | **WoodScK** | 97 | ✠ 9 A — Abn | | 1897 W.Jarvis | | InverSteamLine | 90·3 19·1 9·8 | | Kirkcaldy | C.2Cy.14″&29″–20″ | | | |
| 107034 | *W.Summers* –01 | GIB | 90 | *For fishing purposes* | | 2mo | Anstruther | Fishing Co.Ld.(W. | | | British | 120lb | | | |
| | | 1 *Dk* | 10 | 1,04 | | | | Summers,*Mgr.*) | | | | 1SB.*2pf*,gs30,hs660 | | | |
| | HTAbn.02 | | | BS4,03 ✠LMC 4,01 | | | | | | | | F.Crann&Co.,Leith | | | |
| 284 | **Kilsyth** | **SteelScSr** | 2412 | ✠100A1 Stk *t* | | 1903 Craig,Tay- | | KilsythShppg.Co. | 305·8 44·2 20·0 | | Newcastle | T.3Cy.22″,36″&58″–39″ *(s)* | 22 | | |
| 118619 | *C.Mackenzie* –03 | | 2211 | 7,04 ~~9,04~~ Sws | | 8mo | lor&Co. | Ltd. Blair,Moffet& | | | British | 160lb 243NHP | | | |
| VFKQ | 1 *Dk(ptIrn&ptStl)&Web frames* | | 1547 | ✠LMC8,03 | | *Lloyd's*A&CP | Stockton | Co. | W B = Cell D | | *BHCem* | 2SB.*6cf*,gs116,hs4140 | | | |
| | | | | | | | | | 100′ *uE*18′ *f* 126′ 567*t* | | *APT*84*t* | N.E.MarineEngCoLtd Nwc | | | |
| 285 | **Kilwa** | **IronScSr** | 350 | | | 1885 Flensburg | | Governmen: of | 140·0 22·0 12·0 | | | C.2Cy.18″&33″–21″ | | | |
| | *J.Noordin* | 1 *Dk* | — | | | | Schiffsb.Ges | Zanzibar | B19′F24′ | | Zanzibar | 42NHP | | | |
| | | | 216 | | | | Flensburg | | | | | FlensburgerSchiffsb.Ges. | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Gross / Under deck. / Net | Particulars of Classification. Character. / + for Special Survey. / Date of last Survey. | Port of Survey. | Built. When. / Where. / By Whom. | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Indicated Pressure. NHP.=Horse power by Society's formula; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. | Register in yrs. / Special Survey. | Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 286 / ~~H3237~~ / M[illegible] | **Kimberley** Iron Sc K / *Jennings 92* / *P. Krompke* –04 | 136 / 99 / 70 | + 100 A1 Stm Trawler 8,04 ~~7,08~~ | Gms H.L.M.C. 7,02 | 1902 / 7mo / Lloyd's S.A. & C.P. | Cochrane & Sons Selby / ~~Taylor, Staith & Bernstein (H. L. Taylor, Mgr.)~~ Aktieselskabet Kimberley (H. A. Reed) | 110·5 / 25·6 T 13′ | 21·5 | 11·2 BK 7½′ | Sandefjord ~~Grimsby~~ Western / 4 B.H.C.em Norwegian | T. 3 Cy. 11½″, 19½″ & 32″–23″ (s) 180 lb. 55 R.H. 1 S.B. 2cf. G.S. 28, H.S. 920 C. D. Holmes & Co. Hull | 12 ″ 1 | | 8,04 |
| 287 / 116111 / — | **—** Steel Sc K / *B. Jennsbury* 92–02 / 1 Dk | 181 / 171 / 66 | + 100 A1 Stm Trawler 5,01 ~~12,02~~ | Hul L.M.C. 12,02 | 1902 / 12mo / Lloyd's S.A. & C.P. | Cook, Welton & Gemmell Beverley | 109·0 / 25·5 Q 19′ | 21·5 | 11·2 BK 7′ W.B. = Deep tanks | Hull British / 4 B.H.C.em f 13′ 30 t | T. 3 Cy. 10″, 17″ & 28″–21″ (s) 200 lb. 15 R.H. 1 S.B. 2pf. G.S. 25, H.S. 750 Amos & Smith, Hull | 12 ″ 1 | | |
| 288 / TFVK / — | **Kimito** Steel Sc Sr / *C. F. Sjöblom* –99 / 1 Dk | 150 / — / 87 | | | 1899 / Stockholm | W. Lindberg's Co. Ångbåts Aktieb. | 95·6 / B 42′ | 21·2 | 8·6 | Åbo Russian | C. 2 Cy. 12½″ & 24″–16″ 19 N.H.P. W. Lindberg's Co. Skm. | | | |
| 289 / 1548 / HRNQ | **Kinai Maru** Iron Sc Sr / ss H. Kg. No. 3–11,90 ss H. Kg. No. 1–94 2 Dks (1 Irn) 3 str B / (ex Riversdale) | 2016 / 1819 / 1498 | + H Kg s 6,95 | | 1878 / 3mo / Sunderland | J. Laing | J. Harada | 286·7 / B 52′ F 32′ | 34·4 | 22·7 BK 9½′ W.B. = D Ba 78′ f 50′ | Osaka Japanese / 6 B.H.C.em | C. 2 Cy. 33″ & 62⅜″–39″ 200 N.H. 2 S.B. 6pf. G.S. 84, H.S. 3208 J. Dickinson, Sunderland | 25 ″ — | | |
| 290 / 161157 / KQBP | **Kinau** Iron Sc Sr / *W. Freeman* 97–99 / *Elec. light* | 975 / — / 773 | | | 1883 / Philadelphia | W. Cramp & Sons | Wilder's S.S. Co. | 195·0 / | 33·0 | 16·0 | Honolulu Utd. States | C. 2 Cy. 24″ & 44″–36″ NB 02 97 N.H.P. W. Cramp & Sons, Phildlpha | | V | |
| 291 / 113991 / TBQR | **Kincraig** Steel Sc Sr / *W. Gibb* 01–01 / 2 Dks (1 Stl & Upt Irn pt Stl) & Web frames. Elec. light | 3707 / 3386 / 2382 | + 100 A1 6,04 ~~6,03~~ Cff L.M.C. 1,01 | Bry w | 1901 / 11mo / Lloyd's S.A. & C.P. | C. Connell & Co. Glasgow | SS. Kincraig Co. Ltd (J. Gardiner & Co.) W.B. = Cell D Ba 114′ n E & B 38′ f 152′ | 353·8 / P 31′ B 106′ F 36′ FK | 45·0 | 25·8 6 B.H.C.em 801 t A.P.T. 62 t | Glasgow British / 6 B.H.C.em | T. 3 Cy. 25″, 41″ & 66″–45″ (s) 170 lb 100 lb 403 N.H. 2 S.B. 6cf. G.S. 92, H.S. 1862 F.D. Dunsmuir & Jackson, Ld Gls | 28 ″ 6 / 35 ″ 7 | | 7,04 |
| 292 / 106198 / — | **Kincumber** Wood Sc K / *A. Anderson* –01 F & Y M 7,02 / 1 Dk | 137 / 118 / 85 | | | 1898 / Kincumber, N.S.W. | G. de Frains Manning River Limestone & S.S. Co. Ld | | 98·0 | 25·2 | 6·9 | Sydny N.S.W. British | C. 2 Cy. 10″ & 18″–14″ 14 R.H. Chapman & Co. Sydny N.S.W. | | | |
| 293 / PHJB | **Kinderdijk** Steel Sc Sr / *J. Stephan* 99–02 / 1 Dk | 2180 / 1983 / 1375 | | | 1900 / Vnts. Schwf. v. Jan Smit Cz. Alblasserdm | Naaml. | Sollevold, van der Meer & T. H. van Hattum | 293·0 / P 33′ B 72′ F 33′ | 42·9 | 22·6 W.B. | Rottrdam Dutch | T. 3 Cy. 22½″, 36½″ & 60″–39″ 225 N.H.P. Blair & Co. Ld. Stockton | | V | |
| 294 / 110173 / RHCN | **Kinfauns Castle** Stl Twn Sc 3 Mast Sr / *R. Winder* –04 / 3 Dks (2 Stl–ws & U Stl–teak s) & Web frames. Orlop dk in Nos. 1 & 2 holds. Elec. light | 9664 / 7654 / 5087 | + 100 A1 10,~~04~~ 14,~~04~~ L.M.C. 7,02 | Sou f † | 1899 / 8mo / Lloyd's S.A. & C.P. | Fairfield Co. Ld. Glasgow | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. Mgrs.) W.B. = Cell D Ba 81′ n E & B 203′ | 515·3 / P 36′ F 100′ FK & BK 3½′ Promenade dk 261′ | 59·2 | 34·7 10 B.H.C.em f 146′ 16437 | London British / 10 B.H.C.em | Q. 8 Cy. 28″, 39¾″, 57½″ & 83½″–60″ 210 lb. (o) 1663 N.H. 4 D & 2 S.B. 40 cf. G.S. 880 H.S. 31187 Fairfield Co. Ld. Glasgow | 38 ″ 9 | B.T. 6/8 Steel 8/5 | 7,03 |
| 295 / 110892 / — | **King Alfred** Steel Sc K / *F. Crocker* 98–99 / ss Gms. No. 1–03 1 Dk | 159 / 154 / 66 | + 100 A1 Stm Trawler 11,~~04~~ 6,03 L.M.C. | Gms | 1899 / 6mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 105·7 / Q 18′ F 21′ | 21·1 | 10·7 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 7 | | 6,03 |
| 296 / 70575 / NCQM | **King Arthur** Iron Sc / *C. A. Bunn* 02–03 / *A. A. Cox* –04 / ss Bom. 2nd No. 3–10,97 ss Bom. No. 1–02 2 Dks | 1416 / 1334 / 1047 | + 100 A1 ~~6,04~~ 6,03 11,04 M. ~~54,03~~ B. ~~Sept. 03~~ | Bom p | 1874 / 2mo / A. & C.P. | J. Scott & Sons Inverkeithng | ~~Bombay & Persia Stm. Nav. Co. Ld.~~ A. A. Cox | 263·8 / B 67′ ND 89 | 30·7 | 22·2 BK 9′ W.B. = F.P.T. 86 t A.P.T. 20 t | Bombay British / 4 B.H.C.em | C. 2 Cy. 30″ & 55″–36″ 60 lb N.B. 84 151 N.H. | | | 2,04 |
| 297 / 110880 / RCVW | **—** Steel Sc Y l / *H. Forrester* 99–99 / ss Gms. No. 1–03 1 Dk | 159 / 154 / 70 | + 100 A1 Stm Trawler 7,03 M.C. 7,03 | Gms | 1899 / 5mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 105·7 / Q 18′ F 21′ | 21·1 | 10·7 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 7 | | 7,03 |
| 298 / 110894 / — | **King Athelstan** Steel Sc K / *J. B. Margarson* 99–99 / ss Gms. No. 1–03 1 Dk | 159 / 154 / 66 | + 100 A1 Stm Trawler 4,04 L.M.C. 4,04 | Gms | 1899 / 7mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 105·7 / Q 18′ F 21′ | 21·1 | 10·7 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 7 | | 8,03 |
| 299 / 100680 / — | **King Ben** Wood Sc / *J. Corkey* –02 / 1 Dk | 145 / 138 / 69 | | | 1895 / Kingston Ont | Folger Bros. | J. Richardson & Sons | 108·6 / H 49′ | 21·7 | 6·7 | Kingston, Ont. British | 1 Cy. 12″–12″ 36 R.H. D. Doran & Co. Kingstn, Ont | | | |
| Now named "Nevado." See No. 87 in Supplement. | | | | | | | | | | | | | | |
| 300 / 113915 / RWTM | **King Cadwallon** Steel Sc Sr / *G. R. Ritch* 96–04 ss Nwc. No. 1–05 (ex Edderton) 1 Dk (Stl) & deep framing 3 Dk rule | ~~3555~~ 3118 / ~~2317~~ 2126 | + 100 A1 ~~5,04 12,03~~ 5,03 L.M.C. ~~1,04~~ 5,03 | Cff v / Nwc | 1900 / 10mo / A. & C.P. | A. Rodger & Co. Port Glasgow | King Line, Ld. (Philipps, Philipps & Co. Ld. Mgrs.) W.B. = Cell D Ba & u E 122′ f 136′ 774 t | 326·2 / P 29′ B 84′ F 30′ FK | 48·1 | 23·8 6 B.H.C.em A.P.T. 120 t | Glasgow British / 6 B.H.C.em | T. 3 Cy. 24″, 40″ & 65″–42″ (s) 160 lb 80 lb 278 N.H.P. 2 S.B. 6cf. G.S. 109, H.S. 4233 A. Rodger & Co. Glasgow | 26 ″ 5 / 34 ″ 8 | | ~~1,04~~ 5,05 |
| 301 / 110923 / SHFR | **King Canute** Steel Sc Y l / *W. Bateman* 99–99 / ss Gms. No. 1–04 1 Dk | 195 / 188 / 98 | + 100 A1 Stm Trawler 6,01 ~~2,03~~ L.M.C. | Gms | 1899 / 10mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 116·9 / Q 18′ F 21′ | 21·1 | 11·0 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 10 | | 11,03 |
| 302 / 113218 / — | **King Charles** Steel Sc Y l / *W. Browning* 99–01 / 1 Dk | 163 / 157 / 74 | + 100 A1 Stm Trawler 5,04 ~~5,03~~ L.M.C. 1,01 | Gms | 1901 / 1mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 105·5 / Q 18′ F 21′ | 21·1 | 10·7 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 7 | | 5,03 |
| 303 / 105743 / PCFN | **King David** Steel Sc Sr / *C. Ritch* –03 ~~ss Cff. No. 1–00~~ / 1 Dk (Irn) 2 t. B & deep framing ss Npt. No. 2–04 | 2555 / 2327 / 1619 | + 100 A1 ~~2,04 12,~~ Cff L.M.C. 10,0 | Shl t | 1895 / 10mo / A. & C.P. | Short Bros. Sunderland | King Line, Ld. (Philipps, Philipps & Co. Ld. Mgrs.) W.B. = Cell D Ba & u E 118′ f 118′ | 304·1 / P 27′ B 68′ F 31′ FK | 44·1 | 20·6 5 B.H.C.em 657 t A.P.T. 61 t | London British / 5 B.H.C.em | T. 3 Cy. 23″, ~~37⅛~~ 38″ & 61½″–39″ (s) 180 lb 100 lb 242 N.H.P. 2 S.B. 6cf. G.S. 117, H.S. 3520 Blair & Co. (Lim.), Stockton | 23 ″ 2 / 28 ″ 3 – 8½ | | 8,03 |
| 304 / 110922 / SHGF | **King Edgar** Steel Sc Y l / *H. Harris* 99–99 / ss Gms. No. 1–04 1 Dk | 196 / 189 / 98 | + 100 A1 Stm Trawler 6,01 ~~1,03~~ | Gms | 1899 / 11mo / Lloyd's S.A. & C.P. | Schofield, Hagerup & Doughty, Ld. Grimsby | Monarch Steam Fishing Co. Ld. | 117·1 / Q 18′ F 21′ | 21·1 | 11·0 BK 7½′ | Grimsby British / 3 B.H.C.em | T. 3 Cy. 11″, 17″ & 28″–20″ (s) 180 lb 40 R.H. 1 S.B. 2pf. G.S. 28, H.S. 836 Muir & Houston, Ld. Gls. | 11 ″ 10 | | ~~2,02~~ 6,01 |
| Stranded 3 Jan 05 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Vernis assignant matériaux et gréés. Lettre d'Ordre. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | La | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. IHP. Force en chevaux d'après les pressions des navires. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | 14 Vitesse en Nœuds. Machines. Chaudières. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | **King Edward** (exMontauk) | SteelPad | 571 571 449 | | | | 1891 | Harlan& Hollings-worthCo. Wlmgtn.Del | AlgomaCentral& HudsonBayRly.Co FH.Clergue*Mgr* | 175·0 | 31·0 | 9·0 | StJhnsNFL British | | | | |
| 306 | — *D.McPherson* –02 *3Dks* | Steel 5Sc *3Scshafts* | 562 456 84 | | | | 1901 | W.Denny &Bros. Dumbarton | TurbineSteamers Ld.(J Williamson *Mgr.*) | 250·5 | 30·1 | 10·0 | Glasgow British | 3SteamTurbines Parson'sMar.S. 899R&S TurbineCo.Ld.Nwc | | | |
| 307 | — *A.G.Pickett* –02 *1Dk* | SteelScSr | 355 252 155 | ✠100A1 5.03 | Qbc | *f* | 1902 5mo | Cook,Wel-ton&Gemmell Beverley | J.Holliday | 149·0 | 24·0 | 11·1 BK7½' *WB*= | Hull British | T.3Cy.18″,22″&36″–27″ (*s*) 180lb 84RH 1SB,*3pf*,gs47,hs1480 Amos&Smith,Hull | | 11 × 10 | |
| 308 | — *F.Waugh* –02 *1Dk* | SteelScK | 208 196 57 | ✠100A1 *StmTrawler* 4.04 | Abn | | 1902 10mo | Smith's Dock Co Ld NorthShields | DoddsSteam FishingCo.Ld. (W.H. Dodds,*Mgr*) | 113·0 | 21·6 | 12·0 BK7½' *WB*= | N.Shields British | T.3Cy.12′,20′&32″–28″ (*s*) 180lb 42RH 1SB,*3rf*,gs35,hs1052 MacColl&Pollock,Sld. | | 12 × 10 | |
| 309 | — *A.Dore*00–00 *1Dk* | SteelScYawl | 163 157 73 | ✠100A1 *StmTrawler* 4.04 | Gms | | 1900 9mo | Schofield, Hagerup& Doughty,Ld. Grimsby | MonarchSteam FishingCo.Ld. | 105·6 | 21·1 | 10·6 BK7½' *WB*= | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 40RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 310 | **King Edward VII.** *J.Lynn*97–01 *1Dk* | SteelScK | 204 181 60 | ✠100A1 *StmTrawler* 12,02 | Hul | | 1901 9mo | Cook,Wel-ton&Gemmell Hull | CargillS.Trawling Co.Ld. | 116·8 | 21·0 | 11·2 BK7½' *WB*= | Hull British | T3Cy.12¾″,21½″&35″–24″ (*s*) 200lb 63RH 1SB,*3pf*,gs34,hs1114 C.D.Holmes&Co.Hull | | 12 × 1 | |
| 311 | — *M.Barber* –01 (*Tug*) *1Dk* | SteelPadK | 138 123 13 | | | | 1901 | J.P.Ren-noldson&Sns. SouthShields | Nicholson's TowageCo.Ld. | 100·0 | 19·1 | 9·2 | Yarmouth British | L.2Cy.25″–45″ J.P.Rennoldsn&Sns,S.Shl. | 50RH | | |
| 312 | **King Egbert** *C.Johnson*99–99 *ss*Gms.No.1–03 *1Dk* | SteelScY1 | 159 154 66 | ✠100A1 *StmTrawler* 1,05 ~~3,08~~ | Gms | | 1899 5mo | Schofield, Hagerup& Doughty,Ld. Grimsby | MonarchSteam FishingCo.Ld. | 105·7 | 21·1 | 10·7 BK7½' | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 40RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 313 | **King Erik** ~~*W.Barker*02–02~~ *A.C.Jacobsen* –04 *1Dk* | IronScK *ss*Gms.No.1–02 | 226 207 84 | ✠100A1 *Well Fishing Vessel* 1,05 ~~2,08~~ | Gms | | 1899 4mo | Cochrane& Cooper,Ld. Selby | F.Barrett Aktieselsk"King Erik" (H.Fredriksen) | 114·0 | 21·6 | 12·0 BK7½' | Sandefjord Grimsby British Norwegian | T.3Cy.12″,20″&36″–24″ (*s*) 200lb 55RH 1SB,*2cf*,gs84,hs1185 C.D.Holmes&Co.Hull | | 12 × 9 | |
| 314 | **King Frederick** *J.D.Porteous*90–04 *ss*Cff.No.1–01 *1Dk(Irn)&Deepframing* | SteelScSr | 2577 2359 1652 | ✠100A1 11,04 ~~4,01~~ | N Yk | *l* | 1897 6mo | Short Bros. Sunderland A&CP | KingLine,Ld. (Philipps, Philipps &Co.Ld. *Mgrs.*) *WB*=*CellDBa* | 310·4 | 44·1 | 20·3 P35′B84′F30′ FK 98′*uE*22′*f*128′765*t* | London British *BHCem* *APT67t* | T.3Cy.28″,37½″&61½″–39″ 180lb *100lb* (*s*) 245NH 2SB,*6cf*,gs116,hs3648 Blair& Co.(Lim.),Stockton | | 22 × 14 × 3 × 7 | |
| 315 | **King George**—*See* "Vassilefs Gheorghios," *in letter* V. | | | | | | | | | | | | | | | | |
| 316 | — *T.Stokes*99–01 *1Dk* | SteelScY1 | 164 157 73 | ✠100A1 *StmTrawler* 7,04 ~~3,01~~ | Gms | | 1901 2mo | Schofield, Hagerup& Doughty,Ld. Grimsby | MonarchSteam FishingCo.Ld. | 105·5 | 21·1 | 10·7 BK7½' | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 40RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 317 | **King Gruffydd** *E.Smith* –00 *ss*Nwc.No.1–02 *1Dk(Irn)2tr B&deepframing* *3Dk rule* | SteelScSr | 2994 2795 1934 | ✠100A1 12,04 ~~4,02~~ BS9,04 | Bry Off | *u* | 1898 7mo | Russell& Co. Pt.Glasgow A&CP | KingLine,Ld. (Philipps, Philipps &Co.Ld. *Mgrs.*) *WB*=*CellDBa* | 324·8 | 48·6 | 21·3 P42′B85′F31′ FK 98′*uE*24′*f*138′806*t* | London British *BHTcm* *APT92t* | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 293NH 2SB,*6cf*,gs130,hs4400 Kincaid&Co.Greenock | | 24 × 14 × 0½ | |
| 318 | **King Harald** *F.Mills* –99 *ss*Gms.No.1–02 *1Dk* | IronScK | 227 208 86 | ✠100A1 *Well fishing vessel* ~~10,04 4,04~~ 3,05 | Gms | | 1899 3mo | Cochrane& Cooper,Ld Selby | F.Barrett | 114·0 | 21·6 | 12·0 Q47′F20′ BK7½' | Grimsby British | T.3Cy.12″,20″&32″–24″ (*s*) 200lb 55RH 1SB,*2cf*,gs84,hs1130 Amos&Smith,Hull | | 12 × 9 | |
| 319 | **King Henry** *F.Parsons*00–00 *ss*Gms.No.1–01 — *1Dk* | SteelScK | 162 156 72 | ✠100A1 *StmTrawler* 7,04 ~~2,02~~ | Gms | | 1900 5mo | Schofield, Hagerup& Doughty,Ld. Grimsby | MonarchSteam FishingCo.Ld. | 105·7 | 21·1 | 10·7 BK7½' | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 45RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 320 | **King Ja Ja** *J.Smith* –01 *Mchy.Aft* *1Dk* | ~~IronScSr~~ | ~~201~~ 192 ~~155~~ ~~97~~ 69 | | | | 1870 | J.&R.Swan Glasgow | ~~J.&D.Morris~~ J.Lindsey | 125·3 | 19·8 | 9·3 P14′Q24′F20′ FE | Swansea British | C.2Cy.17″&28″–21″ NB84 30RH CanalBasinFndryCo.,Gls. | 9 × 7 | | |
| 321 | **King James** *H.Nurse*00–00 *1Dk* | SteelScY1 | 163 157 75 | ✠100A1 *StmTrawler* 8,04 ~~2,01~~ | Gms | | 1900 11mo | Schofield, Hagerup& Doughty,Ld. Grimsby | MonarchSteam FishingCo.Ld. | 105·5 | 21·1 | 10·7 Q18′F21′ BK7½' | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 40RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 322 | **King John** *T.Stokes*99–00 *ss*Gms.No.1–04 *1Dk* | SteelScK | 162 154 71 | ✠100A1 *StmTrawler* 7,04 ~~3,03~~ | Gms | | 1900 7mo | Schofield, Hagerup& Doughty,Ld Grimsby | MonarchSteam FishingCo.Ld. | 105·6 | 21·1 | 10·6 Q18′F21′ BK7½' | Grimsby British | T.3Cy.11″,17″&28″–20″ (*s*) 180lb 40RH 1SB,*2pf*,gs28,hs836 Muir&Houston,Ld.Gls. | | 11 × 7 | |
| 323 | **King Orry** *E.Corkhill* –01 | IronPadSr | 1104 818 385 | | | | 1871 | R.Duncan &Co. Pt.Glasgow | Isle of ManSteam PacketCo.Ld. | 290·2 | 29·4 | 14·7 P160*t* B219*t* F16*t* len88 | Douglas British | C.D.2Cy.50″&92″–78″ NE&B88 622NH Wetray,Copelnd&Co.,Brvs | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Master / Special Surveys | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. (+ for Special Survey) Date of last Survey. | Built. When. Ship. Engines | Built. By Whom. Where | Owners | Registered Dimensions & Deck Erections, &c. Length. | Breadth. | Depth | Port of Registry. Flag | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Load Draught of Water in feet and inches corresponding to Tonnage. Moulded depth. Freeboard amidships | Load Draught of Water in feet and inches corresponding to Tonnage. Load line above deck amidships. If not in L.R. | Date when last docked, last seen, &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 324 / 113181 / — | **King Richard** / *F. Crocker* 99–00 | **SteelScK** / *ssGm.* No.1–04 / 1 *Dk* | 161 / 106 / 73 | ✝100A1 / *StmTrawler* / 5,04 ~~5,04~~ | 1900 / 6mo | Schofield, Hagerup& Doughty, Ld Grimsby / *Lloyd's SA&CP* | MonarchSteam FishingCo.Ld. | 105·5 / Q18′F21′ | 21·1 | 10·6 / BK7½ | Grimsby / British / *3 BHCem* | T.3Cy.11″,17″&28″–20″ (s) / 180lb 45RH / 1SB,*2pf*,GS28,HS836 / Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 325 / 119080 / VMGB | **King Robert** / *S.Galbraith* 04–04 | **SteelScSr** / 1 *Dk(Stl)&Spar dk(Stl) &deep framing* | 3886 / 3641 / 2514 | ✝100A1 / *Spar dk* / 6,04 ~~1,04~~ | 1904 / 1mo | Russell& Co. Port Glasgow / *Lloyd's SA&CP* | GlasgowKingShpg Co.Ld (J.A.Walker &Co. *Mgrs.*) / *WB = Cell DBa* | 344·8 / P26′B78′F37′ / *112′uE24′f146′842t* | 49·8 | 17·9 / 25 9 / FK | Glasgow / British / *6 BHCem APT71t* | T.3Cy.25″,41″&67″–45″ (s) / 180lb 335NH / 2SB,*9cf*,GS149,HS5274 / D.Rowan&Co.Glasgow | 20 ″ 5 / 6 ″ 1½ | |
| 326 / 105771 / PDTK | **King Sing** / *J.C.Daily* –04 / *Elec.light* 1 *Dk&Spar dk&Web frames* | **SteelScSr** | 1983 / 1740 / 1223 | … | 1895 | Hall, Russell&Co. Aberdeen | Indo-ChinaSteam Nav.Co.Ld. | 260·8 / B72′F31′ | 38·2 | 15·0 / 22 6 / FK | London / British / *Wm* | T.3Cy.22½″,37″&60″–39″ 295NH / Hall,Russell&Co.,Abn | 15 ″ 8 | |
| 327 / 113181 / — | **King Stephen** / *P.Whincop* 00–00 | **SteelScK** / *ssGms.* No.1–04 / 1 *Dk* | 162 / 156 / 75 | ✝100A1 / *StmTrawler* / ~~6,04~~ ~~6,03~~ ✝LMC 11,04 | 1900 / 5mo | Schofield, Hagerup& Doughty,Ld Grimsby / *Lloyd's SA&CP* | MonarchSteam FishingCo.Ld, | 105·6 / Q18′F21′ | 21·1 | 10·7 / BK7½ | Grimsby / British / *3 BHCem* | T.3Cy.11″,17″&28″–20″ (s) / 180lb 40RH / 1SB,*2pf*,GS28,HS836 / Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 328 / 113173 / — | **King William** / *B.J.Margerson* 99–00 | **SteelScK** / *ssGms.* No.1–04 / 1 *Dk* | 162 / 156 / 74 | ✝100A1 / *StmTrawler* / ~~6,04~~ ~~6,03~~ 5,05 ✝LMC | 1900 / 4mo | Schofield, Hagerup& Doughty,Ld. Grimsby / *Lloyd's SA&CP* | MonarchSteam FishingCo.Ld. | 105·6 / Q18′F21′ | 21·1 | 10·7 / BK7½ | Grimsby / British / *3 BHCem* | T.3Cy.11″,17″&28″–20″ (s) / 180lb 40RH / 1SB,*2pf*,GS28,HS836 / Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 329 / — / — | **King Wo** / *Now running as "King Mow" (ex Sri Pontianak, ex Lübeck)* | **IronSc3MstSr** / 1 *Dk* | 305 / — / 233 | *Lee No. 4 in Supplement* | 1866 | Denton, Gray&Co. W Hartlepool | Carlowitz&Co. | 155·3 | 20·5 | 10·6 | Hamburg / German | C.2Cy.19″&38″–20″ NE74NB85 54NH / Richardson,Duck&Co.Stk | | |
| 330 / 106505 / TJVB | **Kingfield** / *R.E.Townsend* 89–02 | **SteelScSr** / 1 *Dk(pt Irn&pt Stl) 2tr B &Web frames 3 Dk rule* | 3122 / 2885 / 1997 | ✝100A1 / 6,04 ~~4,03~~ / Sld Nwc / ✝LMC | 1902 / 5mo | Richardsn. Duck&Co. Stockton / *Lloyd's SA&CP* | FieldS.S.Co.Ld. (E.Aston, *Mgr.*) / *WB = Cell DBa* | 325·0 / P27′B164′F31′ / *108′uE&B40′f138* | 47·0 | 22·4 / FK | Stockton / British / *5 BHCem 740t APT95t* | T.3Cy.23″,38″&62½″–42″ (s) / 160lb *90lb* 256NH / 2SB,*6cf*,GS109,HS3900 / Blair&Co.Ld.Stockton | 24 ″ 10 / 3 ″ 9½ | 6,04 |
| 331 / 161217 / KRWC | **Kingfisher** / *H.B.Joyce* –02 / *Elec.light* | **SteelScSr** / 1 *Dk* | 263 / 258 / 141 | | 1902 | Risdon Iron Works San Francisco | E.A.Rich | 130·0 | 24·0 | 14·5 / 64 NH | Boston / Utd. States | T.3Cy.14″,22″&36″–24″ / Risdon Iron Works,S.Frsco | | R |
| 332 / — / — | *For full particulars See No. 2 in Supplement* | **SteelScK** | 220 | 100A1 / *StmTrawler* / (*Class Contemplated*) | 1904 | Goole S.B. & Repg.Co.Ld Goole | DurbanSteam TrawlingCo.Ld. | 120·0 | 22·2 | 11·6 / F15′ | Durban / British | T.3Cy.12½″,21″&34″–24″ / G.T.Grey,South Shields | | |
| 333 / 118084 / VQDC | — / *F.Newton* –04 | **SteelScSr** / 1 *Dk(pt Irn)* | 186 / 173 / 7 | ✝100A1 / *For Towing purposes* / 12,04 ~~3,04~~ Bkb ✝LMC | 1904 / 3mo | J.P.Ren-noldson&Sns. South Shields / *Lloyd's SA&CP* | LiverpoolSteam TugCo.Ld | 102·0 / BK6¾″ / *WB = FPT8t* | 23·1 | 12·0 / BK6¾″ | Liverpool / British / *1 BHCem APT8t* | T.3Cy.16″,26″&43″–27″ (s) / 180lb 107NH / 1SB,*3cf*,GS49,HS1695 / J.P.Rennoldsn&Sns,S.Shl. | 13 ″ 0 / 8 ″ 7 | BT till 3,05 |
| 334 / 90329 / — | — / *E.Hayward* –01 (*Trawler*) | **IronScSr** / 1 *Dk* | 139 / 136 / 46 | … | 1885 | J.Knox& Co.(Lim.) Sunderland | W.Gunn | 103·0 / B4′F14′ | 19·3 | 10·1 / BK6½″ | Granton / British | C.2Cy.20″&40″–24″ 60RH / W.Doxford&Sons,Sld. | 10 ″ 6 | |
| 335 / 108832 / — | — / *W.J.Kerton* –02 | **Iron&SteelScK** / *ss*Liv.No1–01 / 1 *Dk* / *Irnplating&Stl framing* | 138 / 126 / 39 | ✝100A1 / *StmTrawler* / 1.04 BS12,04 ~~MC~~ MC5.01 | 1897 / 1mo | Sir Raylton Dixon&Co. Middlesbro' A&CP | Pratt.Ellis&Co. | 95·8 / Q19′F17′ | 20·4 | 10·8 / BK7½″ | Liverpool / British / *3 BHCem* | T.3Cy.11″,17″&30″–21″ (s) / 180lb 42RIP / 1SB.*2pf*,GS26,HS820 / N.E.MarineCo.(Lim.),Sld. | 11 ″ 8 | 11,06 ~~8,11~~ 12,09 |
| 336 / 116171 / — | — / *Alexander* 03–03 | **SteelScTug** / 1 *Dk* | 47 / 47 / 5 | ✝ A1 / *For Towing purposes* / 11,01 ✝LMC12.01 | 1901 / 11mo / *Lloyd's* | Cox&Co. Falmouth / *SA&CP* | ~~Cox&Co.~~ S.S.Noswerthy | 68·0 | 14·6 | 7·5 / BK5″ | P.Elizabth / British / *4 BHCem* | C.2Cy.13½″&26″–17″ (s) / 110lb 29RIP / 1SB,*2pf*,GS28,HS645 / Cox&Co.Falmouth | 8 ″ 0 | |
| 337 / 67351 / LFSG | **Kingmoor** / *P.K.Ross* –98 | **IronSc3MstSr** / *ss*Nwc.2nd No 3–5,98 / *ss*Nwc.No.1–03 / 1 *Dk 2tr B* | 844 / 683 / 525 | ✝90A1 / 9,04 ~~Repr~~ MS ~~3,03~~ | 1872 / 4mo | T.&W. Smith N.Shields A&CP | E.Eccles / *WB = DBa* | 213·6 / Q80′F19′ / *55′f92′138t* | 28·7 | 15·2 / BK8″ / *FPT* | Newcastle / British / *4 BHCem 19t APT18t* | C.2Cy.24″&48″–36″ (s) / 80lb *80lb* NB82 99RIP / 1SB,*3pf*,GS66,HS2000 NDB03 / R.Stephenson&Co..Nwc. | 16 ″ 7 / 8 ″ 11 | 8,02 |
| 338 / 77334 / TNMW | **King's Lynn** / *H.George* –04 | **IronScSr** / ~~*ss*Mdb.No.3–0,02~~ / ~~*ss*Ham.No.2–04~~ / *ss*Sws.2nd No.3–6,04 / 1 *Dk(Irn) 2tr B* | 556 / 445 / 336 | ✝100A1 / ~~9,04~~ 9,04 ~~Swa~~ Gdo | 1880 / 8mo | R.Craggs& Sons Middlesbro' A&CP | HarriesBros.&Co. | 180·6 / Q88′F23′ / *WB = DBa* | 25·5 | 13·9 / ~~Q85′F12′~~ B11′ / BK7½ / *17′uE&B 29′f21′88t* | Swansea / British / *4 BHCem* | C.2Cy.23½″&44″–30″ (i) / 80lb *90lb* NDB02 75RIP / 1SB,*3pf*,GS36,HS2942 / Blair&Co.(Lim.),Stockton | 14 ″ 10 / ~~8 ″ 8~~ 8 ″ 4 | ~~8,04~~ 8,09 |
| 339 / 81751 / SNRC | **Kingsbridge Packet** / *J.Pascoe* –93 | **IronScSr** / 1 *Dk* | 111 / 105 / 46 | | 1879 | Harvey& Co. Hayle | W.H.Prowse | 102·0 / Q5t | 19·5 | 9·0 | Salcombe / British | C.2Cy.16″&30″–21″ NB97 36RIP / Harvey&Co.,Hayle | | BT till 4,05 |
| 340 / 86116 / HTLK | **Kingscote** / *T.Lambert* 73–85 / *Well deck* | **IronScSr** / *ss*Shl.No.3–5,95 / ~~*ss*Nwc.No.1–00~~ / *ss*Nwc.No.2–04 / 1 *Dk(pt Irn) 2tr B* | 1003 / 765 / 620 | ✝100A1 / 6,04 ~~7,03~~ ~~Repr~~ ✝LMC 7,04 ~~USSL~~ | 1883 / 4mo | R.Thomp-son&Sons Sunderland / *Lloyd's SA&CP* | E.Eccles / *WB = DBa* | 220·2 / Q75′B48′F25′ / *52′f92′240t* | 32·1 | 15·5 / BK10″ / *FPT* | Newcastle / British / *4 BHCem 30t APT25t* | C.2Cy.28″&54″–36″ (s) / 80lb *80lb* NDB00 142NIP / 2SB,*4pf*,GS78,HS2454 / R.&W.Hawthorn.Nwc. | 16 ″ 5 / 8 ″ 5½ | N8,03 |
| 341 / 83903 / VPWD | **Kingsley** / *W.Parlett* 88–88 | **IronScSr** / *ss*Shl.No.3–4,93 / *ss*Nwc.No.2–01 / 1 *Dk(Irn)* | 679 / 525 / 419 | ✝100A1 / 9,03 ~~Repr~~ ✝LMC 7.01 | 1881 / 4mo | T.&W. Smith N.Shields / *Lloyd's SA&CP* | E.Eccles / *WB = DBa* | 181·2 / P29′B44′F23′ / *44′f66′181t* | 30·2 | 13·6 / BK7″ / *FPT* | Newcastle / British / *4 BHCem T13t APT7t* | C.2Cy.25″&48″–30″ (s) / 75lb *60lb* NDB92 90RIP / 1SB.*3pf*,GS48,HS1706 / R.&W.Hawthorn,Nwc. | 14 ″ 4 / 8 ″ 9½ | 9,03 |
| 342 / 111654 | **Kingston** / | **SteelPad** / 1 *Dk* | 2925 / 1608 / 1909 | | 1901 | Bertram E.W.Co.Ld. Toronto | Richelieu& OntarioNav.Co. | 288·0 | 36·2 | 13·3 | Toronto / British | T.3Cy.28″,44″&74″–72″ 461NH / BertramE.W.Co.Ld.Trnto | | |
| 343 / 14420 / KBQV | — / | **IronPad** / 1 *Dk* | 1064 / — / 813 | | 1883 | ..... Newbrgh,NY | Western Shore R.R.Co. | 193·5 | 36·0 | 13·3 | New York / Utd. States | | | |
| 344 / 108142 / — | — / *T.Olsen* –97 | **SteelScYl** / *ss*Gms.No.1–00 / 1 *Dk* | 161 / 148 / 55 | ✝100A1 / *StmTrawler* / 3,04 ~~BS2,~~ ~~Repr~~ ✝LMC 10,0 | 1897 / 1mo | Mackie& Thomson Glasgow A&CP | Hagerup,Doughty &Co.Ld. | 104·2 / Q17′F19′ | 20·5 | 10·7 / BK7½″ | Grimsby / British / *4 BHCem* | T.3Cy.10″,16″&27″–20″ (s) / 180lb 45RH / 1SB,*2pf*,GS23,HS536 / Muir&Houston(Lim.),Gls. | 11 ″ 7 | ~~3,04~~ ~~8,01~~ 8,05 |

| Numéro d'Ordre / Numero / — / Numéro | Nom du Navire. Materiaux, Machines, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage / Total. — Sous le Pont. — Net | Détails de la Classification. Cote. — Survueillée. Re-etablie. Date de la dernière Visite. Port de Visite. | Construit. Quand. — Navire. — Machines. Par qui. — Où. | Armateurs. | Dimensions d'après le Domaine. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres. Pression des Chaudières. S.H.P. = Force en chevaux d'après les formules de la Société. I.H.P. = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | Creux sur Quille. / Franc-bord au navire. pds. p. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 345 / 113493 / SNTP | **Kingstonian** StoolSc4MstSr<br>*R.Parker* –02<br>3 *Dks(Stl)& Shelter dk(Stl–pt wd)*<br>*Ref.Mchy. Elec light* | 1554<br>3249<br>4207 | ✝100A1 Shelter D. Re-estab. Date of last Visit 7,04 ~~–02~~ ✝LMC8,01 | 1901 Hawthorn, 9mo Leslie&Co.Ld Newcastle *Lloyd'sA&CP* | F.Leyland&Co. (1900),Ld. *WB=CellDB a150'uE&B72'f* | 467·0 53·7 31·6<br>PK&BK2½"<br>141'1051t *DTa*1806t | Liverpool<br>British | T.3Cy.31",52"&86"–60" (s)<br>200lb 274NH<br>2D&2SB *18cf*108 270 108 10604<br>Hwthrn,Leslie&C.Ld.Nwc | 34 - 10<br>7 - 0 | |
| 346 / 86746 / HFWB | **Kingswear**<br>*Morgan*<br>*Well deck* 1 *Dk* | 356<br>290<br>202 | | 1883 Campbeltn S.B.Co. Campbltown | ~~Jeltcherson~~ C. Phillipson | 155·0 25·1 10·8<br>Q78'B14'F21<br>PK | Marybro'<br>British<br>*WB* | C.2Cy.20"&38"–27"<br>NB92 70RH<br>Kincaid&Co.(Lim.),Grk. | 11 - 4 | |
| 347 / 87979 / MJBK | **Kingswell** StoolScSr<br>*E.J.Kemp* –03 ~~In Dry.No.2–99~~<br>*Well deck* 1 *Dk(Stl)& Web frames*<br>*ss*Bel.No.8–9,03 | 2355<br>1845<br>1514 | ✝100A1 10/~~04~~ 1,02 ~~BS11,01~~ ✝LMC~~04~~ 03 | 1891 Osbourne, 8mo Graham&Co. Sunderland A&CP | KingswellS.S.Co. Ld. (J.Kemp) | 290·0 38·1 20·1<br>P29'Q82'B122'<br>F28' BK10"<br>*WB=CellDB240* | Newcastle<br>British<br>6 *BHA*<br>158t *AP* | T.8Cy.21",35"&57½"–89" (s)<br>160lb *70lb* 203NH<br>2SB,*6pf*,gs100,hs3000<br>J.Clark(Lim.),Sunderland | 22 - 6<br>3 - 3 | |
| 348 / HFJG | **Kingswood** StoolScSr<br>*O.Olsen* –03 *ss*Hpl.No.1–00<br>1 *Dk(pt Stl pt Irn)& pt Awng dk(Irn)& Wel frames* | 1907<br>1296<br>1209 | ✝100A1 *pt Awng dk with freeboard* 1,04 ~~–04~~ BS10,03 ✝LMC8,~~04~~ | 1896 Ropner& 6mo Son Stockton A&CP | Acties.Kingswood (C.Klaveness) *WB=CellDBa* | 270·0 39·5 14·4<br>Q105'<br>*pt Awng dk*165 PK<br>90'uE20'f106'388t | Christiania<br>Norwegian<br>1 *BHCem*<br>*APT*12t | T.3Cy.20",33"&54"–36" (s)<br>160lb *80lb* 167NH<br>2SB,*4rf*,gs660,hs2400<br>Blair&Co.(Lim.),Stockton | 17 - 6<br>8 - 2 | |
| 349 / 104337 / NKPD | **Kini** StoolScSr<br>*S.Kennedy* –99<br>*Well deck(ex Ella)* 1 *Dk 2tr lt* | 1122<br>842<br>702 | | 1894 Short Bros. Sunderland | UnionS.S.Co.of NewZealand,Ld. | 218·2 33·1 13·7<br>P24'Q50'B46'F28'<br>PK<br>*WB* | Dunedin<br>British | T.3Cy.17½",29"&47"–33"<br>130NH<br>J.Dickinson,Sunderland | 16 - 0 | |
| 350 / 1101 / HGQT | **Kinjo Maru** WoodScSr<br>*Ito.Leiyemon* –91 *2 Dks* | 209<br>194<br>129 | | 1888 Sora Ikutaro Osaka | Kitamura Kiusuke | 116·4 16·8 14·9 | Osaka<br>Japanese | C.2Cy.16¾"&29½"–20"<br>38NH<br>RioKanShi,Osaka | | |
| 351 / 1283 / HJLW | **Kinki Maru** WoodScSr<br>*K.Hatsusaburo*<br>*2 Dks* | 553<br>524<br>343 | | 1891 Nishijima Keikichi Ominato | HiradeKisaburo | 172·9 22·5 18·6 | Hakodate<br>Japanese | C.2Cy.22"&42½"–24"<br>74NH<br>Y.Yamada,Osaka | | |
| 352 / 6961 / JCTD | — WoodPad<br>1 *Dk* | 132<br>43<br>87 | | 1896 M.Amaga Osaka | Y.Watanabe | 99·0 13·7 3·7 | Osaka<br>Japanese | C.2Cy.10½"&19½"–14½"<br>12NH<br>Y.Yamada,Osaka | | |
| 353 / 77520 / RQTD | **Kinloch** IronScSr<br>*P.McFarlane* –02 *2 Dks* | 480<br>343<br>128 | ✝ 7,78 Gls Lv | 1878 A&J Inglis 5mo Glasgow | Campbeltn&Gls.S. Pkt.Joint StockCo. | 205·0 24·1 12·7<br>Q23t F25t<br>*WB=APT* | Campbeltn<br>British<br>4 *BH* 3nH | C.2Cy.29"&54"–42"<br>NB90 158NH<br>A.&J.Inglis,Glasgow | | |
| 354 / JTPK | **Kinn** CompScSr<br>*A.Vasbotten* –97<br>(ex Albert) 1 *Dk* | 218<br>180<br>122 | | 1890 G.Persson Rättaregården | Akties.Kinn (A.Haave) | 98·9 22·5 11·4<br>P32tH5t | Bergen<br>Norwegian | C.2Cy.18½"&26½"–17½"<br>24NH<br>EriksbergM.V.,Gothenbrg | | |
| 355 / 1063 / HGNJ | **Kinokawa Maru** WoodScSr<br>*2 Dks* | 126<br>115<br>78 | | 1887 Sayama Yoshitaro Osaka | Y.Kinugawa | 93·2 14·3 12·2 | Kagoshima<br>Japanese | C.2Cy.14"&25¾"–15"<br>21NH<br>OsakaIronWorks,Osaka | | |
| 356 / 6445 / JDLV | **Kinrio Maru** WoodScSr<br>*2 Dks* | 661<br>611<br>410 | | 1901 Ono Seikichi Osaka | S.Tandka | 170·6 24·4 20·0 | Kobe<br>Japanese | C.2Cy.19"&38"–24"<br>E&B*blt*.94 59NH<br>KawasakiDkydCoLdKobe | | |
| 357 / 836 / HFPD | — WoodScSr<br>*F.Aoki*90–96 *2 Dks* | 531<br>503<br>329 | | 1884 J.Hannah Hiogo | OsakaShosen KabushikiKaisha | 172·0 22·6 18·3<br>B22' | Osaka<br>Japanese | C.2Cy.19½"&37½"–26½"<br>NB97 60NH<br>J.Lang | | |
| 358 / 105850 / PKGN | **Kinsale** StoolScSr<br>*C.P.Nash*99–99 *ss*Bry.No.1–00<br>1 *Dk(Stl)2tr B* | 2412<br>2250<br>1588 | ✝100A1 9,03 Npt ~~Bs3,03~~ ✝LMC12,~~04~~ | 1896 Richardsn, 8mo Duck&Co. Stockton *Lloyd'sA&CP* | FargroveStm Nav. Co.Ld.(Farrar, Groves&Co. *Mgrs.*) *WB=CellDBa* | 310·0 44·0 20·4<br>P31'B60'F32'<br>PK<br>104 *uE&B*40'*f*120' | London<br>British<br>5 *BHCem*<br>689t *APT*71t | T.3Cy.22½",37"&61"–42" (s)<br>160lb *90lb* 246NH<br>2SB,*6cf*,gs104,hs3778<br>Blair&Co.(Lim.),Stockton | 22 - 10<br>s 4 - 4 | |
| 359 / 109872 | **Kinshan** StoolTwinSc<br>*J.J.Lassins* –03<br>*2 Dks& Shade dk* | ~~2851~~ 1907<br>2143<br>~~1818~~<br>1092 | | 1903 Hong K'ng & Whampoa Dock Co.Ld. HongKong | HongKong,Canton &MacaoStm.Boat Co.Ld. | 290·0 54·1 10·1 | HongKong<br>British | T.6Cy.20",31"&50"–27"<br>260NH<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 360 / 1722 / HLGF | **Kinsho Maru** WoodScSr<br>*2 Dks* | 144<br>132<br>84 | | 1897 Ikeda Shozaburo Tokitsu | Mitsuyama Kinroku | 105·4 15·1 12·0 | Tokitsu, Hizen<br>Japanese | C.2Cy.10¾"&21½"–15"<br>15NH<br>KuboKamekichi,Tokitsu | | |
| Sunk 4,04 361 / 1444 / HKCB | **Kinshu Maru** StoolScSr<br>*T.Harrison* –03 *ss*Yka.No.3–2,01<br>(ex Kintuck) *2 Dks(Stl–Uws)3tr B* | 3854<br>3399<br>2389 | ✝~~100A1~~ 10,03 Yka ✝L~~MC12,04~~ | 1891 R.Dixon 9mo &Co. Middlesbro' A&CP | NipponYusen KabushikiKaisha | 360·0 45·2 27·5<br>P21'B96'F49'<br>BK11"<br>*WB=Cel* | Tokio<br>Japanese<br>6 *BHCem*<br>*DB*292'650t | T.3Cy.32",49"&77"–48" (s)<br>160lb *80lb* 485NH<br>2DB,*12cf*,gs248,hs8820<br>T.Richardson&Sons,Hpl | 30 - 2<br>~~– 7~~ | |
| 362 / 1481 / HKDT | — WoodScSr<br>*2 Dks* | 347<br>319<br>215 | | 1895 Okawa Unyu Kaisha Okawa | Okawa Unyu KabushikiKaisha | 138·9 18·2 17·3 | Higashi<br>Japanese | C.2Cy.17½"&31½"–22"<br>38NH<br>MitsuBishiD.&E.Wks.Nag | | |
| 363 / 115230 / TBCW | **Kinsman** StoolScSr<br>*J.H.Price* –03<br>*Mchy:Aft 2 Dks(Stl)& Web frames*<br>*Elec.light* *Now named Winnebago,* | 4534<br>4140<br>2965 | ✝100A1 C,03 ~~–03~~ Nwc Npt *Carrying Petroleum in bulk* ~~Bs3,03~~ ~~LMC04~~ | 1901 Armstrong 11mo Whtwrth&Co Ld Newcastle *Lloyd'sA&CP* | BearCrkOil&Shpg Co.Ld. (C.T.Bowring&Co.Ld *Mgrs.*) *WB=CellDBu* | 360·0 49·7 28·7<br>P76'B25'F36'<br>PK<br>*B33f*38'154t *FPT* | Liverpool<br>British<br>11 *BHCem*<br>113t *APT*24t | T.8Cy.24",40"&66"–48" (s)<br>180lb 345NH<br>3SB,9*cf*,gs171,hs5570<br>Wlland Slpwy.Co.Ld.Nwc | 30 - 0<br>s 6 - 8 | 2,03 |
| 364 / 116[illegible] / VHNK | **Kintore** StoolScK<br>*G.Heyen* –03<br>*Well deck* 1 *Dk(Stl)* | 231<br>166<br>112 | ✝100A1 1,04 ~~–04~~ ~~NB6,03~~ LMC5,03 | 1903 T.Dobson 5mo &Co. Hull *Lloyd'sA&CP* | Dalgety&Co.Ld. | 112·4 21·0 9·2<br>Q86'B8'F15'<br>BK7½"<br>*WB=FPT25t* | P.Adelaide<br>British<br>3 *BHCem*<br>*FPT*25t | C.2Cy.14"&28"–20" (s)<br>110lb NE95 *fitted*03 80RH<br>1SB,*2pf*,gs36,hs765<br>J.Windas,London | 10 - 6<br>s 1 - 4 | 10,03 |
| 365 / 2[illegible]74 / PCKW | **Kintuck** StoolScSr<br>*D.Robinson* –03 *ss*Lon.No.2–03<br>*Elec.light* *2 Dks(Stl–Uteak s)*<br>*&deep framing3 Dk rule* | 4447<br>4243<br>2881 | ✝100A1 ~~1,03~~ 3,03 Sws BS3,04 ~~LMC11,03~~ | 1895 Workman, 10mo Clark&Co.Ld Belfast *Lloyd'sA&CP* | ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) *WB=CellDBa* | 410·0 48·1 27·4<br>P45'B108'F47'<br>BK9"<br>125'*uE&B*61'*f*144' | Liverpool<br>British<br>6 *BHCem*<br>1095t *DTa* | T.8Cy.28",47"&77"–60" (s)<br>180lb *90lb* FD 600NH<br>2DB,*12pf*,gs220,hs8493<br>Wrkman,Clark&Co.Ld Bel<br>25·370t *FPT*75t *APT*50t | 30 - 4<br>s 6 - 8 | |
| 366 / 49781 / HFTB | **Kintyre** IronScSr<br>*J.McKechnie* –02 | 314<br>286<br>94 | | 1868 Robertson &Co. Greenock | Campbeltn&Gls.S. Pkt.Joint StockCo. | 184·7 22·9 11·5<br>Q9t | Campbeltn<br>British | C.2Cy.26"&48"–30"<br>NES2 NB93 90RH<br>Kincaid,Donald&Co.,Grk. | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material. Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / Port of Survey. / Date of last Survey. | Built. When. Ship. Engines. / By Whom. Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula. RIP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. | Tonnage deck to which Tonnage Measurement is taken. | Tonnage Deductions. Spaces for Propelling Power. Crew, Navigation, &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 367 / HKPJ | Kiodo Maru No.2 Wood Twin Sc Sr — 2 Dks | 279 / 250 / 173 | | 1895 Haruki Tojiro Tokushima | Awanokuni Kiodo Kisen Kabushiki Kaisha | 131·2 \| 18·0 \| 14·5 | Tokushima Japanese | C.4Cy.11"&22"–18" 30NH Osaka Iron Works, Osaka | | | |
| 368 / HLFC | Kiodo Maru No.3 Wood Twin Sc Sr — 2 Dks | 307 / 277 / 191 | | 1897 Haruki Tojiro Tokushima | Awanokuni Kiodo Kisen Kabushiki Kaisha | 136·6 \| 18·4 \| 14·5 | Tokushima Japanese | C.4Cy.11"&22"–18" 34NH Osaka Iron Works, Osaka | | | |
| 369 / HKMW | Kiodo Maru No. 4 Wood Sc Sr — (ex Idzumi Maru) — 2 Dks | 439 / 408 / 272 | | 1895 Kajiwara Umanosuke Osaka | U. Nakamura | 155·4 \| 21·7 \| 17·2 | Kishtwadahama Japanese | C.2Cy.19"&38"–24" 59NH Nagata Sanjuro, Osaka | | | |
| 370 / PWC | Kiodo Maru No. 6 Wood Twin Sc Sp — 2 Dks | 388 / 305 / 241 | | 1903 T. Haruki Tokushima | Awanokuni Kiodo Kisen Kabushiki Kaisha | 147·4 \| 20·6 \| 13·8 | Tokushima Japanese | T.6Cy.8½",13½"&22½"–18" 42NH S. Ono, Osaka | | | |
| 371 / JRCK | Kiodo Maru No. 7 Wood Sc Sr — 2 Dks | 548 / 490 / 339 | | 1903 S. Ono Osaka | Awanokuni Kiodo Kisen Kabushiki Kaisha | 164·4 \| 23·3 \| 18·4 Q21'B18' | Tokushima Japanese | T.3Cy.13¾",21½"&34½" 24" 57NH S. Ono, Osaka | | | |
| 372 / HJBD | Kiodounyu Maru Wood Sc Sr — Nonoshita Genjiaro — 2 Dks | 148 / 137 / 92 | | 1890 Niikuma Masajiro Osaka | Amagasaki Isaburo | 107·4 \| 15·0 \| 13·0 | Osaka Japanese | 2Cy.15"–14" 13NH Niikuma Masajiro, Osaka | | | |
| 373 / RLSC | Kirchwarder Steel Sc Tug — C. Schwarzkopf –02 — 1 Dk | 152 / 137 / 4 | | 1900 Act. Ges. "Neptun" Rostock | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 83·8 \| 20·7 \| 12·1 | Hamburg German | C.2Cy.17"&32¼"–21½" 40NH A.G. "Neptun," Rostock | | G | |
| 374 / JNGC | Kirin Maru Steel Sc Sr — ~~ex Bos. No.1–99~~ — W. Hunter 01–04 — 2 Dks (Std–U teak st) & Web frames — ss Nwc. No. 2. 03 | 3808 / 3381 / 2361 | ✠100A1 Nwc ~~12,04~~ Yka — BS12,04 — ✠LMC | 1895 Sir Raylton Dixon & Co. Middlesbro' | Nippon Yusen Kabushiki Kaisha — W B = Cell D Ba 112' u E | 359·9 \| 45·6 \| 25·6 P41'B78'F51' FK — 6 B H Cem 20' f 148' 641 t | Tokio Japanese | T.3Cy.27",44"&72"–48" (s) 170lb 100lb 390NH 2SB,6cf,Gs115,Hs4922 FD Wilsnd Slpwy. Co. Ld. Nwc. | 28 " 4 " 6 | | 4,04 |
| 375 / JRQS | Kiripaka Wood Sc Sr — 1 McKenzie 95–96 — 1 Dk | 133 / 92 / 75 | | 1894 W. H. Brown Auckland | Patea ~~Blenheim~~ Shipping Co. Ld. | 94·8 \| 19·7 \| 7·0 | Auckland British | C.2Cy.9"&16"–12" 20RH Tipping & Co., Portsmouth | | | |
| 376 / MQPH | Kirkby Steel Sc Sr — 98 O.N Petersson 00 — ss Shl. No.3–7,03 — 1 Dk (Irn) 2tr B & Web frames & pt Awng dk (Irn) | 3034 / 2274 / 1976 | ✠100A1 Shl ~~6m~~ Bly — pt Awng dk — with freeboard — ~~7,98~~ 12,04 — ✠LMC7,03 | 1891 Ropner & Son Stockton | R. Ropner & Co. — W B = Cell DB 220' 452 t | 315·0 \| 40·5 \| 20·2 P33'Q98' BK 10" pt Awng dk 184' | W. Hartlpl British | T.3Cy.23",38"&62½"–42" (s) 160lb 60lb 256NH 2SB,6rf,Gs94,Hs3900 Blair & Co. (Lim.), Stockton | 23 " 7 " 8 " 11½ | | 7,06 12,04 |
| 377 / TSRQ | Kirkcaldy Steel Sc Sr — P. Fairweather –03 — Mchy. Aft Well deck Elec. light — 1 Dk (pt Stl) | 525 / 387 / 223 | ✠100A1 Dun — 6,01 ~~8,08~~ — ✠LMC1,05 | 1903 Gourlay Bros. & Co. Dundee | H. L. Stocks — W B = DB f 49'52 t FPT — Lloyd's s A&CP | 180·0 \| 26·8 \| 12·2 Q44'B39'F68' BK 7" — 1 B H Cem 12 t A P T 8 t | Kirkcaldy British | T.3Cy.17",28"&46"–30" (s) 180lb 100lb 134NH 1SB.3cf,Gs62,Hs2182 Gourlay Bros. & Co. Dundee | 13 " 4 " s " 11½ | | 6,01 |
| 378 / ~~YHDK~~ | Kirkdale Steel Sc Sr — ~~A. Hall—Sunderland~~ — ss Nwc. No.2–03 — 1 Dk (Std) & Spar dk (Irn) & deep framing | 2873 / 2620 / 1853 | ✠100A1 Gls — Spar dk — 12,03 | 1894 Bartram, Haswell & Co. Sunderland | ~~Kirkdale SS. Co. Ld.~~ (J. R. Cuthbertson ~~& Co.~~) — W B = Cell D B 23' 460 t | 310·0 \| 41·1 \| 18·3 P30'B72'F36' 25·8 FK — 5 B H Cem A P T 40 t | ~~Glasgow~~ British Japanese | T.3Cy 23½",38"&62"–42" (s) 160lb 70lb 253NH 2SB,6rf,Gs100,Hs3850 J. Dickinson, Sunderland | 20 " 10 " s 5 " 11 | | 1,08 |
| *Now named "Mikawa Maru" See No. 14 in Supplement.* | | | | | | | | | | | |
| 379 / PMCD | Kirkfield Steel Sc Sr — T. B. Watson –98 — ss Clf. No.1–01 — 1 Dk (Std) & Spar dk (Irn) & deep framing | 3602 / 3333 / 2290 | ✠100A1 Liv — Spar dk — 12 03 — ~~RS3,00~~ ✠LMC | 1896 Bartram & Sons Sunderland | Kirkfield S.S. Co. Ld. (J. R. Cuthbertson & Co.) — W B = Cell D B a 112' u E & B 36' f 142' 755 t | 344·0 \| 45·0 \| 18·2 P40'B82'F36' 26·2 FK — 6 B H Cem A P T 46 t | Glasgow British | T.3Cy.24½",40"&66"–45" (s) 170lb 80lb 325NH 2SB,6rf,Gs112,Hs4220 J. Dickinsn & Sons (Ld.), Sld | 20 " 9 " s 6 " 1 | | ~~19,06~~ 12,04 |
| 380 / | Kirkham Steel Twin Sc K — J. Miller 96 — Mchy. Aft — 1 Dk | 319 / 268 / 115 | | 1896 Murdoch & Murray Pt. Glasgow | Lan & Yorks. & Lon. & N.W. Rlwy. Cos. | 136·0 \| 25·1 \| 9·5 | Fleetwood British | T.4Cy.(2)9",18"&32"–22" 50RH Rankin & Blackmore, Grk. | | | |
| 381 / PVDR | Kirklee Steel Sc Sr — W. J. Dermody –02 — ss Gls. No.1–02 — 1 Dk (Std) & Spar dk (Irn) & deep framing | 3580 / 3342 / 2275 | ✠100A1 Clf Shl — Spar dk — ~~4,04~~ ~~2,05~~ — DS ~~RS2,04~~ ✠LMC | 1897 Bartram & Sons Sunderland | Kirklee S.S. Co. Ld. (J. R. Cuthbertson & Co.) — W B = Cell D Ba 112' u E & B 36' f 132' | 344·0 \| 45·0 \| 18·2 P40'B82'F36' 26·2 FK — 6 B H Cem 755 t A P T 46 t | Glasgow British | T.3Cy.24½",40"&66"–45" (s) 170lb 80lb 325NH 2SB,6rf,Gs112,Hs4220 J. Dickinson & Sons, Ld., Sld | 20 " 9 " ~~3 " 6~~ s 5 " 9 | | ~~3,04~~ 12,04 |
| 382 / PBVK | Kirkstall Steel Sc Sr — R. A. Hinde –02 — ss Hpl. No.2–02 — 1 Dk (Std) & pt Awng dk (Irn) & Web frames | 1831 / 1310 / 1162 | ✠100A1 Shl — pt Awng dk with freeboard — 3,04 — RS3,04 ✠LMC11,02 | 1895 W. Gray & Co. (Lim.) W Hartlepool | W. Hartlepool S.N. Co. Ld. — W B = D B a 86' f 102' 430 t | 265·0 \| 37·6 \| 17·5 P27'Q74' pt Awng dk 164' FK | W. Hartlpl British | T.3Cy.19",30½"&51"–36" (s) 160lb 80lb 156NH 2SB,4cf,Gs50,Hs2330 Cen. Mar. Eng. Wrks, W Hpl | 18 " 6 " s 8 " 2½ | | 8,04 |
| 383 / PNRT | Kirriemoor Steel Sc Sr — J. R. Lascelles –99 — ss Npt. No.1–01 — 1 Dk (pt Stl & pt Irn) 2tr B & sleep framing 3 Dk rule | 3296 / 3112 / 2109 | ✠100A1 Shl — with freeboard — 3,05 ~~3,04~~ — ~~RS6,05~~ ✠LMC2,01 | 1897 J. Readhead & Sons S. Shields | W. Runciman & Co. — W B = Cell D Ba | 326·2 \| 47·1 \| 23·8 P29'B78'F35' FK — 5 B H Cem 106' u E & B 40' f 132' 816 t A P T 32 t | Newcastle British | T.3Cy.24",40"&64"–42" (r) 160lb 80lb 278NH 2SB,6rf,Gs89,Hs4366 J. Readhead & Sons, S. Shl. | 26 " 4 " s 5 " 2 s 4 " 9 | | ~~7,08~~ 4,05 |
| 384 / LMQH | Kirton Iron Sc — J. Chapman –03 — ~~ex Bos. No.2–7,05~~ — ss Bos. No.3–11,04 ~~ex Cmo. No.1–99~~ — 1 Dk | 123 / 120 / 57 | ✠100A1 Bos — Stm Trawler — 11,01 ~~1,00~~ — ~~RS10,03~~ ✠LMC6,99 | 1886 Cochrane, Coopr & Schofield Beverley | Boston Deep Sea Fishg. & Ice Co. Ld. | 92·3 \| 21·0 \| 10·9 F17' BK 7½" | Boston British | C.2Cy.15"&29"–21" (r) 90lb 35RH 1SB,2pf,Gs30,Hs671 C.D. Holmes & Co., Hull | 11 " 10 | | ~~10,06~~ 11,01 |
| 385 / JNVF | Kisagata Maru Iron Sc Sr — 5430 K. Yoshihira 03–03 — (ex Benvenue) — ss Lth. No.3–5,96 — ss Yka. No.2–03 — 2 Dks (1 Irn) 3tr B | 2373 / 2155 / 1471 | ✠100A1 Yka — 7,03 — ✠LMC7,03 | 1883 A. Stephen & Sons Glasgow | K. Yamashita — W B = D B a — Lloyd's s A&CP | 318·5 \| 38·1 \| 25·2 P36'B26'F35' BK 10' | Yokohama Japanese | C.2Cy.38"&68"–48" (b) 85lb 80lb NDB96 268NH 2DB,8pf.Gs120,Hs4668 A. Stephen & Sons, Glasgow | 26 " 7 " s 5 " 2½ | | 7,08 |
| 386 / HGSW | Kisei Maru Wood Twin Sc Sr — 1133 — (ex Fujikawa Maru) — 2 Dks | 145 / 130 / 90 | | 1889 Tsuda Tatsuzo Osaka | O. Kamei | 100·6 \| 15·3 \| 12·9 | Osaka Japanese | C.4Cy.6¾"&12½"–12" 9NH | | | |
| 387 / HKSL | Kisei Maru No. 3 Wood Sc Sr — 1605 — 2 Dks | 160 / 148 / 99 | | 1896 Mihara Toranosuke Osaka | Hirayama Kanzo | 109·8 \| 15·8 \| 13·1 | Kag'shima Japanese | C.2Cy.14"&27½"–18" 28NH Seki Kamenosuke, Osaka | | | |
| 388 / HJPG | Kisetsu Maru Wood Sc Sr — 1318 — 2 Dks | 273 / 243 / 169 | | 1892 Nagata Sanjuro Osaka | Osaka Shosen Kabushiki Kaisha | 129·7 \| 17·8 \| 14·3 | Osaka Japanese | C.2Cy.15½"&31"–21" 37NH Nagata Sanjuro, Osaka | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Brut. Tonnage Net. Tonnage Pont. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage &c. Longueur. | Largeur. | Creux. | 12 Port d'Attache. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Charge en tonnes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 389 | **Kish** | SteelScSr | 49·8 | | | | 1902 | Scott&Co. Greenock | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 110·1 | 50·2 | 28·4 | Glasgow British | T.8Cy.27",42"&69"-54" | | | |
| 115702 | *E.Robertson* –02 | | 47·5 | | | | | | | P38'B120'F43' | | | | 350NHP | | | |
| TPDV | | 2 *Dks* | 3148 | | | | | | | | | | *WB* | Scott&Co.Greenock | | | |
| 390 | **Kisogawa Maru** | SteelScSr | 676 | | | | 1890 | Mitsu Bishi Dkyd&EWks Nagasaki | OsakaShosen KabushikiKaisha | 178·3 | 27·2 | 16·8 | Osaka Japanese | T.3Cy.15",25"&39"-30" | | | |
| 1221 | *S.Dakai*84–96 | | 557 | | | | | | | | | | | NB01 88NHP | | | |
| HJDT | | 2 *Dks* | 419 | | | | | | | | | | *WB* | Mitsu Bishi D.&E.Wks.Nagasaki | | | |
| 391 | — | IronScSp | 340 | | | | 1887 | J.&K.Smit Kinderdijk | JapaneseGovt. (PublicWorks Department) | 140·2 | 27·4 | 9·5 | Yokkaichi Japanese | C.2Cy.18½"&34½"-21" | | | |
| 5734 | *G.Ishii*99–99 | | 251 | | | | | | | | | | | 44NHP | | | |
| JBWV | | 1 *Dk* | 187 | | | | | | | | | | | J.&K.Smit,Kinderdijk | | | |
| 392 | **Kistna** | SteelScSr | 1182 | ✝ | | Cly *a* | 1888 | AilsaS.B. Co. Troon | BritishIndiaStm. Nav.Co.Ld | 240·2 | 33·2 | 16·5 | Glasgow British | T.3Cy.25",40"&65"-42" | | 17 | 6 |
| 95078 | *N.Fletcher* –03 | | 954 | *Shelter dk* | | | | | | P46' | B71' | F51' | | 274NHP | | | |
| KTLR | *Elec.light* 2 *Dks*(1 *pt Stl–ws*) *§ Shelter dk* | | 524 | *with freeboard* | | | | | | | | | *1 BH Cem* | D.Rowan&Son,Glasgow | | | |
| | | | | 8,88 | | | | | | | | | | | | | |
| 393 | **Kitai** | SteelScSr | 4660 | ✝100A1 | | Shi *x* | 1898 | Ramage& Ferguson,Ld. Leith | RussischOstasiat. Dmpf.Act.Ges. | 369·3 | 46·8 | 18·5 | S.Petrsbrg Russian | T.3Cy.25",41"&66"-45" (*s*) | | 21 | 0 |
| 392 | *Th.Backanoff* *ss*Shi.No.1–03 | | 3715 | *Spar dk* | | | 7mo | | | P29'B176'F41' | | 264 | | 1601b 327NHP | | 8 | 4 |
| HDBL | *ex*Cathay) 1 *Dk*(*Stl*) *§ Spar dk* | | 2993 | | | | | A&CP | *WB = Cell D Ba* 118' | | | FK | 6 *BH Cem* | SB,9*rf*,GS189,HS6484 | | | |
| | *Elec.light* (*Stl–pt* teak s) *§ deep framing* | | | | | | | | | *u Es*/B56 *f* 182'767*t* | | | *APT* | Ramage&FergusonLd.Leith | | | |
| 394 | **Kitami Maru** | SteelScSr | 729 | | | | 1897 | Kawasaki Dkyd Co.Ld. Kobe | NipponYusen KabushikiKaisha | 187·6 | 25·9 | 19·5 | Tokio Japanese | T.3Cy.16",26½"&43"-30" | | | |
| 1784 | *K.Suzuki*01–01 | | 693 | | | | | | | | | | *WB* | 1911 NHP | | | |
| HLNJ | (*ex*IyoMaru) | 2 *Dks* | 452 | | | | | | | | | | | KawasakiDkydCoLdKobe | | | |
| 395 | **Kite** | WoodScBk | 280 | | | | 1873 | P.Oltmann We. Brake | C.T.Bowring&Co. Ld. | 117·6 | 26·4 | 14·1 | SJhnsNFL British | C.2Cy.18"&34"-21" | | | |
| 75903 | *Knox*75–88 | (*ex*Norwegen) | 261 | | | | | | | P&F19*t* | | | | 50RHP | | | |
| WNHR | | 1 *Dk* | 190 | | | | | | | | | | | Janssen& Schmilinsky,Ham. | | | |
| 396 | — | SteelScK | 168 | ✝100A1 | | Goo | 1903 | GooleSB.& Repairing Co. Ld. Goole | KelsallBros.& Beeching.Ld.(J.E. A.Kelsall,*Mgr.*) | 110·3 | 20·9 | 11·1 | Hull British | T.8Cy.12",18"&30"-21" (*s*) | | 12 | 0 |
| 118781 | *W.Powell*00–03 | | 160 | *Strength* | | Hul | 10mo | | | | | BK7½ | 3 *BH Cem* | 160lb 45RHP | | | |
| | | 1 *Dk* | 49 | | | | *Lloyd's* | *SA&CP* | *WB = Deep Tanks* | | | | 1 *SB*,2*pf*,GS26,HS880 | | | | |
| | | | | | | | | | | | | | *f*23'41*t* | C.D.Holmes&Co.Hull | | | |
| 397 | — | SteelScTug | 69 | ✝100A1 | | Liv | 1902 | Lytham S.B.&E.Co. Lytham | KaiserSteamTug Co. (Knight& Jefferis,*Mgrs.*) | 72·9 | 17·6 | 8·8 | London British | T.3Cy.11",17½"&29"-22" (*s*) | | 9 | 6 |
| 115919 | *T.Atkinson* –08 | | 69 | *Tug Towing* | | | 12mo | | | | | BK6' | *1 BH Cem* | 165lb 42RHP | | | |
| | | 1 *Dk*(*Stl*) | 1 | | | Lon | *Lloyd* | *SA&CP* | | | | | | 1 SB,2*pf*,GS31,HS860 | | | |
| | | | | | | | | | | | | | | LythamS.B.&E.CoLytham | | | |
| 398 | **Kittawa** | SteelScSr | 1247 | | | ... | 1898 | Osbourne, Graham&Co. Sunderland | UnionS.S.Co.of NewZealand,Ld. | 225·2 | 36·0 | 13·3 | Dunedin NZ British | T.3Cy.18½",30"&49"-33" | | 15 | 0 |
| 106640 | *W.P.Collins* –01 | (*ex*Glosterhill) | 989 | | | | | | | Q75'B65'F29' | | | | 149NHP | | | |
| QGVD | *Well deck* | 1 *Dk*(*Stl*) *§ Webframes* | 708 | | | | | | | | | FK | *WB* | G.Clark,Ld.Sunderland | | | |
| 399 | **Kittie** | SteelScSr | 2212 | ✝100A1 | | Npt *s* | 1888 | W.Gray& Co. W.Hartlepool | J.Coverdale&Son | 284·2 | 37·6 | 19·5 | Hartlepool British | T.3Cy.21½",35"&58"-39" (*s*) | | 22 | 2 |
| 88904 | *C.Morrison* –04 | *ss*Hpl.No.3–2,00 | 1734 | [illegible] | | [illegible] | 2mo | | | P27'Q90'B108'F28 | | | | 150lb *80lb* NDB96 210NHP | | 2 | 0 |
| KQJN | *Well deck* | 1 *Dk*(*Stl*) *§ Webframes* | 1446 | | | | | A&CP | | trpot | | BK10' | 5 *BH Cem* | 2SB,6*rf*,GS91 | | | |
| | | *ss*Hpl.No.1–04 | | | | | | | | | | | *WB = Cell DB*240'489*t* | Cntrl.Mar.E.Wks.,W.Hpl | | | |
| 400 | **Kittiwake** | SteelScSr | 366 | ✝100A1 | | Liv *g* | 1896 | Scott& Sons Bowling | N.BritishStm.Pkt. Co. (H.Grierson) | 170·0 | 22·6 | 12·2 | Glasgow British | C.2Cy.22"&44"-30" (*a*) | | 13 | 0 |
| 106018 | *D.Campbell*76–96 | *ss*Liv.No.1–00 | 291 | 6,04 | | | 7mo | | | P88'B51'F39' | | | | 1001b *80lb* 81RHP | | 1 | 7 |
| | | 1 *Dk* | 141 | | | | *Lloyd's* | *SA&CP* | | | | BK7' | 4 *BH Cem* | 1SB,3*pf*,GS52,HS1555 | | | |
| | | *ss*Liv.No.2–04 | | | | | | | | | | | | Hutson&Son,Glasgow | | | |
| 401 | — | SteelScCtr | 241 | ✝100A1 | | Bku *c* | 1899 | T.B.Seath &Co. Rutherglen | Manchester& Liverpool Transport Co.Ld.,British &African,S.N.Co.(1900) Ld. (Elder,Dempster&Co.,*Mgrs.*) | 118·0 | 22·0 | 10·4 | Liverpool Manchester British | C.2Cy.16"&33"-20" (*a*) | | 11 | 3 |
| 103843 | *ss*Bro.No.1–03 | | 203 | | | Liv | 8mo | | | | | | *3 BH* | 120lb 45RHP | | 1 | 5 |
| | *Mchy. Aft* | 1 *Dk*(*Irn*) | 110 | | | | *Lloyd's* | *SA&CP* | | drp03 | | FK | *WB = FPT*12*t* | 1SB,2*pf*,GS87,HS895 | | | |
| | *Griffiths* –04 | | 93 | | | | | | | | | | | Fisher&Co.Paisley | | | |
| 402 | — | IronScK | 153 | ✝100A1 | | Hul | 1891 | Cochrane, Coopr&Sch- field Beverley | Pickering&Hal- dane'sStm.Trawling Co.Ld. | 101·0 | 20·5 | 11·0 | Hull British | C.2Cy.16½"&33"-22" (*g*) | | 11 | 1 |
| 98747 | | *ss*Hul.No.3–10,03 | 143 | *Stm Trawler* | | | 7mo | | | Q19 | | | | 100lb 45RHP | | 1 | |
| MSPV | | 1 *Dk* | 60 | | | | *Lloyd's* | *SA&CP* | | ptND03 | | BK7½ | 3 *BH Cem* | 1SB,2*pf*,GS29,HS938 | | | |
| | | | | | | | | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 403 | **Kitty** | SteelScK | 181 | ✝100A1 | | Flt | 1898 | Earle'sCo. Ld. Hull | FleetwoodSteam FishingCo.Ld. | 105·0 | 21·0 | 11·2 | Fleetwood British | T.3Cy.12",20"&32"-28" (*s*) | | 12 | 0 |
| 103662 | *W.Cooke* –04 | *ss*Flt.No.1–02 | 163 | *Stm Trawler* | | | 7mo | | | Q44'F18' | | BK7½' | 3 *BH Cem* | 200lb 55RHP | | | |
| QSDR | | 1 *Dk* | 47 | | | | *Lloyd's* | *SA&CP* | | | | | | 1SB,2*cf*,GS33,HS880 | | | |
| | | | | | | | | | | | | | | Earle'sCo.Ld.Hull | | | |
| 404 | — | SteelScSr | 135 | | | ... | 1897 | A.Hall& Co. Aberdeen | W.H.Dodds (T.H.Lundy,*Mgr.*) | 96·7 | 20·1 | 10·5 | Aberdeen British | C.2Cy.13½"&32"-21" | | 11 | 2 |
| 103545 | *F.Watson*97–97 | | 125 | | | | | | | | | BK7½' | | 50RHP | | | |
| PRQC | | 1 *Dk* | 33 | | | | | | | | | | | A.Hall&Co.,Aberdeen | | | |
| 405 | **Kiuho Maru** | IronScSr | 1996 | | | ... | 1874 | C.Mitchell &Co. Newcastle | Tanaka Matsunosuke | 286·0 | 33·1 | 24·8 | Osaka Japanese | C.2Cy.34½"&63½"-36" | | | |
| 1556 | | | 1835 | | | | | | | P56'F41' | | | | 202NHP | | | |
| HKPD | (*ex*Devonhurst) | 2 *Dks*3*tr* | 1504 | | | | | | | | | | *WB* | N.E.MarineCo.(Lim.),Sld | | | |
| 406 | — | WoodScSr | 238 | | | | 1895 | Hiono Tomekichi Osaka | MaruichiHomma GomeiKaisha | 126·5 | 17·2 | 15·0 | Masuge Japanese | C.2Cy.14½"&29½"-22" | | | |
| 1574 | | | 223 | | | | | | | | | | | 35NHP | | | |
| HKQJ | | 2 *Dks* | 147 | | | | | | | | | | | Okuyama Ichiro,Osaka | | | |
| 407 | **Kiukiang** | SteelScSr | 1985 | | | | 1898 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·8 | 38·2 | 21·4 | London British | T.3Cy.20",32"&52"-39" | | | |
| 108337 | *G.T.Bright* –03 | | 1777 | | | | | | | P20'B70'F30' | | | | 169NHP | | | |
| QDFN | | 2 *Dks* | 1228 | | | | | | | | | | *WB* | Scott&Co.Greenock | | | |
| 408 | **Kiuyo Maru** | IronScSr | 678 | ✝ | | Sld *h* | 1887 | Sunderlnd S.B.Co.(Lim) Sunderland | Koun KabushikiKaisha *WB* = | 167·4 | 24·1 | 18·4 | Nawa Japanese | C.2Cy.21½"&42½"-27" | | 12 | 11 |
| 1049 | *Yatsushita Yusuke* | 2 *Dks* | 634 | 2,87 | | | 1mo | | | 0,51' | B44' | F20 | *4 BH Cem* | NB98 78NHP | | | |
| HGMK | *Well deck* | | 421 | | | | | | | *DBa*35'32*t* | *FPT*39*t* | | | T.Clark&Co.,Newcastle | | | |
| 409 | **Kiyo Maru** | WoodScSr | 199 | | | | 1892 | Nagata Sanjuro Osaka | OsakaShosen KabushikiKaisha | 120·0 | 16·6 | 12·8 | Osaka Japanese | C.2Cy.18½"&26½"-18" | | | |
| 1310 | | | 188 | | | | | | | | | | | 25NHP | | | |
| HJNS | | 2 *Dks* | 123 | | | | | | | | | | | NagataSanjuro,Osaka | | | |
| 410 | **Kiyogawa Maru** | WoodScSr | 148 | | | | 1869 | Boyd&Co. Nagasaki | TakahashiFuku- taro | 112·7 | 18·4 | 11·7 | Osaka Japanese | C.2Cy.12"&20½"-18" | | | |
| 448 | | (*ex*KoyoMaru) | 114 | | | | | | | | | | | 16NHP | | | |
| HBKP | | P&YM5,97 1 *Dk* | 92 | | | | | | | | | | | Boyd&Co.Nagasaki | | | |
| 411 | **Kizugawa Maru** | IronScSr | 137 | | | | 1888 | Kawasaki Dockyard Co. Ld. Kobe | Sumitomo Kichizayemon | 107·4 | 14·6 | 11·7 | Nihama Japanese | C.2Cy.12"&22"-18" | | | |
| 1324 | *C.Sakaguchi*02–03 | | 125 | | | | | | | | | | | 17NHP | | | |
| HGPL | | 2 *Dks* | 85 | | | | | | | | | | | KawasakiDkydCoLdKobe | | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Material, Rig, &c. Steamer's Name. Name if any / No. of Decks, &c. | Master. | Late / Special Surveys. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey / Date of last Survey. | 6 Port of Classification. | 7 Yearly Survey Boiler Survey Equipment | 8 Built. When | By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length | Breadth | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke. Pressure. N.H.=Horse power by Society's formula. I.H.P.=power ▽ Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Masts & Spars. depths. Pressure per sq. in. ft. in | 15 Classed, & put in L.R. Date of last Docking. | 16 Date when last Boiler was made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 412 Kjobenhavn<br>NHKP | Steel Pad<br>*J.A.Jörgensen88–95* (*Ferry*)<br>*Elec.light* 1 *Dk* | | | 1091<br>1013<br>425 | | | | 1895 | Burmeister &Wain Copenhagen | DeDanske Statsbaner | 274·0 \| 34·0 \| 15·2 | | | Copnhagn Danish | C.4Cy.34″&62″–54″ 476NH<br>Burmeister&Wain,Cpn | | | |
| 413 —<br>NCJF | Iron Pad Sr<br>*G.Kjölnes* 1 *Dk* | | | 657<br>470<br>369 | | | | 18$\frac{89}{90}$ | Henderson Coulborn&Co Renfrew | ForenedeDmpskib. Selskab | 233·5 \| 24·5 \| 12·5<br>Q75′B85*t*H61*t* F27′ | | | Aarhus Danish | C.4Cy.27″&57″–60″ 419NH<br>Hndrsn,Coulbrn&Co.,Rnf | | | |
| 414 Klampenborg<br>NHQF | Steel Sc Sr<br>*G.Jensen98–99* *ss*Shl.No.3–10,03<br>(*ex*Etherley)<br>1 *Dk*(*Irn*)&*pt Awng dk*(*Irn*)&*Web frames* | | | 1785<br>1310<br>1137 | ✠100A1 Shl *r*<br>*pt Awng dk* Opn<br>*withfreeboard*<br>8,01 ~~11,08~~ ✠LMC10,0<br>4,05 | | | 1889<br>9mo | Tyne I.S.B. Co.(Lim.) Newcastle | Dmpsk.Selsk.af 1896 (C.K.Hansen *Mgr*)<br>*Lloyd's A&CP* *WB* | 265·0 \| 36·5 \| 16·2<br>P29′Q72′<br>*pt Awng dk* 164′ FK<br>= *Cell D B* 220′ 422*t* | Copnhagn Danish | T.3Cy.20″,34″&54″–36″ (*s*<br>160lb *90lb* NDB03 177NH<br>2SB.6*pf*.GS82,HS2700<br>WllendSlpwyCo.Ld.,Nwc | 18 ″ 0<br>s 7 ″ 11 | | ~~10,00~~<br>~~7,05~~<br>4,05 |
| 415 Klar<br>HRFG | Iron Sc Sr<br>*J.Rabe00–00* (*ex*Bernhard)<br>1 *Dk*2*tr B* | | | 518<br>479<br>315 | | | | 1884 | J.Lange Vegesack | Acties.Dampsk. Klar (O.Mohn) | 149·7 \| 24·8 \| 17·3<br>H41′ F19′ | | | Chrstiania Norwegian *WB* | C.2Cy.17$\frac{3}{4}$″&33$\frac{1}{2}$″–27$\frac{1}{2}$″ 19NH<br>J.Lange,Vegesack | | N | |
| 416 Klarelfven<br>JKPR | Comp Sc Sr<br>3461 *A.Almgren00–00*<br>*Mchy.Aft* | | | 188<br>150<br>125 | | | | 1899 | P.Larsson Thorskog | Ångf.Actieb. Venern (A.Svensson) | 99·2 \| 22·3 \| 9·8<br>B30′H6*t*F10′ | | | Karlstad Swedish | C.2Cy.11″&18″–16″ 11NH<br>P.Larsson,Thorskog | | | |
| 417 Klintehamn<br>JDSF | Iron Sc Sr<br>1976 *K.Ljungholm98–98* 1 *Dk*&*Shelter dk* | | | 314<br>155<br>237 | | | | 1876 | O A Brodin Gefle | Ångf.Aktieb. Gotland (A.Ekman) | 121·4 \| 21·6 \| 9·7<br>H12*t* 16·6 | | | Wisby Swedish | C.2Cy.13$\frac{3}{4}$″&28$\frac{3}{4}$″–20″ 31NH<br>O.A.Brodin,Gefle | | | |
| 418 Klondyke<br>HBQP | Iron Sc Sr<br>*J.Fr.Giebelhausen* –02<br>*Well deck* (*ex*Syra) 1 *Dk*2*tr B* | | | 950<br>764<br>595 | *Now named* "Bamse," *See No. 54 in Supplement*<br>A1 ✠ Whitby | | | 1875 | J Turnbull | Acties.Klondyke (Z.Möller, *Mgr.*) | 223·6 \| 30·0 \| 16·3<br>Q83*t*B63*t*H11*t*F28′<br>BK8<br>*WB* | Frdrikstad Norwegian *WB* | C.2Cy.27″&50$\frac{1}{2}$″–33″ 106NH<br>Blair&Co.Ld.Stockton | 17 ″ 11 | N | |
| 419 —<br>109066 | Iron Sc K<br>*J.Kelly* –98 1 *Dk* | | | 155<br>148<br>55 | ✠ Hul<br>*Stm Trawler*<br>10,98 ✠ | | | 1898<br>10mo | Cook, Welt'n&Gemmel Hull | Hull Steam Fishing &Ice Co. Ld. | 105·0 \| 20·6 \| 11·0<br>BK7$\frac{1}{2}$′<br>*WB* – | Hull British | T.3Cy.9$\frac{1}{2}$″,16″&26″–20″ 35RH<br>1SB,2*pf*,GS22,HS680<br>Amos&Smith,Hull | 11 ″ 10 | | |
| 420 Knaresbro<br>NBMT | Steel Sc Sr<br>98539 *F.N.Tyson* –99 *ss*Hpl.No.2–02<br>(*ex*Webster) 1 *Dk*(*Stl*)2*tr B*<br>&*Web frames*&*pt Awng dk*(*Irn*) | | | 3101<br>2387<br>2019 | ✠100A1 Shl *u*<br>*pt Awng dk* Hul<br>*withfreeboard*<br>12,04 2,04<br>~~[illegible]~~ ✠LMC[illegible]2,04 | | | 1893<br>4mo | W.Gray& Co.Ld W Hartlepool A&CP | Smith Bros.&Co. | 325·0 \| 41·6 \| 21·4<br>Q127′ BK10′<br>*pt Awng dk* 198′<br>*WB* = *Cell D B* 278′ 657*t* | W.Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*<br>160lb *80lb* 256NH<br>2SB,6*cf*,GS85,HS3700<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 0<br>s 9 ″ 5$\frac{1}{2}$ | | ~~10,00~~<br>~~7,04~~<br>4,04 |
| 421 Knarwater<br>JBCR | Iron Sc Sr<br>88746 *W.B.Potts* –99 *ss*Nwc.No.3–4,96<br>*Well deck* *ss*Nwc.No.1–00<br>1 *Dk*(*Irn*)2*tr B* | | | 1673<br>1385<br>1047 | ✠100A1 Sld *q*<br>8,03<br>BS7,05 ✠LMC4,00 | | | 1883<br>8mo | Armstrong Mitchell&Co Ld.Newcastle | J.Hopper | 260·3 \| 35·1 \| 18·2<br>P29′Q70′B54′F80′<br>BK9′<br>*WB* = *Cell D B* 212′ 354*t* *F P T* | Newcastle British | C.2Cy.32″&60″–39″ (*b*<br>90lb *80lb* NDB98 171NH<br>2SB,4*pf*,GS66,HS2580<br>Blair&Co.(Lim.),Stockton | 20 ″ 8<br>s 2 ″ 1$\frac{1}{2}$ | | 8,03 |
| 422 Knias Gagarin<br>HQVC | Steel Sc Sr<br>*H.W.Krützfeld91–91*<br>*Elec.light* 1 *Dk*&*Awng dk* | | | 849<br>841<br>509 | ✠ Ham *k*<br>*Awng dk*<br>*withfreeboard*<br>3,91 ✠ | | | 1891<br>3mo | Howaldts-werke Kiel | Russian Danube Stm.Nav.Co. | 198·2 \| 29·1 \| 14·0<br>21·3<br>BK8<br>*WB* = *D B* | Odessa Russian | T.3Cy.15$\frac{1}{2}$″,24″&39$\frac{3}{4}$″–24$\frac{3}{4}$″ 97NH<br>2SB,4*cf*,GS57,HS1679<br>Howaldtswerke,Kiel | 14 ″ 5 | | |
| 423 Knias Gortschakow<br>HDBK | Steel Sc Sr<br>~~(*ex Thorsen*7–01)~~<br>*Korsel* –04 2 *Dks*(*U Irn*&*1 Stl*)&<br>*Elec.light* *deep framing* | | | *3287*<br>*3103*<br>*2140* | ✠100A1 Hpl *v*<br>7,01 ~~9,01~~<br>Cff<br>✠LMC3,01 | | | 1901<br>9mo | W.Gray& Co.Ld. W Hartlepoo A&CP | Northern SS Co. Ld. (P.Morch)<br>*WB* = *Cell D Ba* | 331·0 \| 47·0 \| 24·7<br>P25′B189′F30′<br>FK<br>108′*u E*&*B* 44′ *f* 136 | S.Petrsbrg Russian | T.3Cy.25″,40″&65″–42″ (*s*<br>160lb *80lb* 290NH<br>2SB,6*cf*,GS112,HS4590<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4<br>s 4 ″ 5 | | 4,03 |
| 424 Knias Obolenski<br>✠ | Iron Pad Sr<br>(*ex* Auguste Victoria,<br>*ex* Topaze, *ex* Ville de Bruges) 1 *Dk* | | | 333<br>—<br>237 | | | | 1847 | Soc.J. Cockerill Antwerp | J.Wainschstein& S.Losinski | 163·3 \| 20·9 \| 10·0 | Odessa Russian | C.3Cy.(2)17$\frac{3}{4}$″&48″–42″ NE&B81 124NH<br>Gebr.Howaldt,Kiel | | | |
| 425 Knight Bachelor<br>NLPS | Steel Sc 4 Mst Sr<br>102163 *C.N.Finnis* –03 *ss*Cff.No.2–02<br>2 *Dks*(*Stl–Uws*)3*tr B*&<br>*Elec.light* *Web frames* | | | 6409<br>6121<br>4142 | ✠100A1 Cff *b*†<br>4.04<br>~~BS4,04~~ ✠LMC12,0<br>BS12,04 | | | 1894<br>8mo | C.Connell &Co. Glasgow A&CP | Knight S.S.Co.Ld. (Greenshields, Cowie&Co. *Mgrs.*)<br>*Cell D Ba* 136′ *f* 197′ *WB* = | 450·0 \| 52·2 \| 31·0<br>P39′B132′F45′<br>FK6 *B Hpt*<br>&*u E*&*B* 61′ 1257*t* *M* | Liverpool British | T.3Cy.29″,47″&76″–51″ (*s*<br>175lb *80lb* 484NH<br>2DB,12*cf*,GS231,HS8072<br>Dunsmuir&Jackson,Gls. | 34 ″ 0<br>s 8 ″ 8 | | 12,02 |
| 426 Knight Commander<br>LSWF | Steel Sc Sr<br>~~(*ex Putnam*–04)~~<br>*Stevens05–05* 2 *Dks*(*Stl–ws*)3*tr B* | | | 4306<br>4074<br>2716 | ✠~~100A1~~ Cal *y*<br>11.03<br>~~[illegible]~~ ✠~~LMC[illegible]~~ | | | 1890<br>7mo | Palmers' Co.(Lim.) Newcastle | Knight S.S.Co.Ld. (Greenshields, Cowie&Co. *Mgrs.*)<br>*Lloyd's A&CP* *WB* = | 400·0 \| 47·2 \| 27·9<br>P41′B122′F48′<br>FK<br>*Cell D B* 344′ 1016*t* *1 P T* 42*t* *M T* 32′ 455*t* | Liverpool British | T.3Cy.29″,47″&76″–51″ (*s*<br>150lb *80lb* 435NH<br>2DB,12*cf*,GS210,HS7151<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 8<br>~~s 8 ″ 11~~ | | 11,02 |
| 427 Knight Errant<br>QBNJ | Steel Sc 4 Mst Sr<br>109398 *J.Kendall* –01 *ss*Cff.No.1–02<br>*Elec.light* 2 *Dks*(*Stl*)&*Web frames* | | | 7464<br>7168<br>4779 | ✠100A1 N.Ns *c*†<br>~~12,00~~ 1,05 Cff<br>✠LMC2,02<br>BS[illegible]04 | | | 1898<br>3mo | C.Connell& Co. Glasgow *Lloyd's A&CP* | Knight S.S.Co.Ld. (Greenshields, Cowie&Co. *Mgrs.*)<br>*WB* = *Cell D Ba* | 470·0 \| 57·2 \| 31·9<br>P43′B136′F56′<br>FK<br>163′*u E*&*B* 52′ *f* 204′ | Liverpool British | T.3Cy.27″,46″&76″–51″ (*s*<br>200lb *100lb* 549NH<br>3SB,9*cf*,GS142,HS7567 FD<br>Dunsmuir&Jackson,Gls.<br>1748*t* *D T a* 41′ 1306*t* *F P T* 200*t* *A P T* 50*t* | 34 ″ 10<br>s 8 ″ 8$\frac{1}{2}$ | | 2,02 |
| 428 Knight Templar<br>NCPQ | Steel Sc Sr<br>102094 *J.Hayes* –99 *ss*Liv.No.2–01<br>1 *Dk* | | | 146<br>128<br>5 | ✠100A1 Bkn<br>5,04 ✠LMC<br>*For Towing purposes*<br>MS3,01 BS12,05 1,04 | | | 1893<br>6mo | Mackie& Thomson Glasgow A&CP | Knight Templar Tug Co.Ld. (J. Prendiville&Co.) | 95·2 \| 20·7 \| 10·5<br>BK7$\frac{1}{2}$′<br>*WB* | Liverpool British | T.3Cy.12″,20″&34″–24″ (*s*<br>200lb 99RH<br>1SB,2*rf*,GS35,HS1154<br>Dunsmuir&Jackson,Gls. | 11 ″ 6<br>s 1 ″ 2 | BT till 5,05 | 5,04 |
| 429 Knight of St. George<br>MBJR | Steel Sc Sr<br>97830 ~~(*ex Putnam*–04)~~<br>*Stevens05–05* 2 *Dks*(*Stl–ws*)3*tr B* | | | 4710<br>4398<br>2967 | ✠100A1 Cff *y*<br>~~3,05~~ ~~1,01~~ NNs<br>✠LMC<br>MS[illegible]1,05 ~~BS10,05~~<br>BS2,05 | | | 1890<br>12mo | Palmers' Co.(Lim.) Newcastle | Knight S.S.Co.Ld. (Greenshields, Cowie&Co. *Mgrs.*)<br>*Lloyd's A&CP*<br>*WB* = *Cell D B* 348 | 404·5 \| 48·0 \| 27·4<br>P40′B123′F45′<br>FK<br>954*t* *A P T* 58*t* *M T* 31′ | Liverpool British | T.3Cy.29″,47″&76″–51″ (*s*<br>150lb *80lb* 435NH<br>2DB,12*cf*,GS213,HS7151<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 7<br>s 6 ″ 11$\frac{1}{2}$ | | ~~7,00~~<br>8,05 |
| 430 —<br>KCNQ | Iron Twin Sc<br>91256 *H.S.Bladon* –02 | | | 129<br>128<br>5 | | | | 1885 | Canada Works Co. Birkenhead | Kt.of St.George Tug Co.Ld. (J. Prendiville &Co.) | 108·9 \| 17·5 \| 10·4 | Liverpool British | C.4Cy.14″&28″–20″ 59RH<br>Canada Works Co.Bknhead | | | |
| 431 Knight of St. Patrick<br>KDQF | Stl Twin Sc Sr<br>91275 *N.Procos93–03* | | | 274<br>264<br>49 | | | | 1885<br>11mo | Grangm'th Dock Yd Co. Grangmouth | V.S.E.Grech | 147·2 \| 22·6 \| 12·4 | Liverpool British | C.4Cy.18″&36″–24″ 98RH<br>Dunsmuir&Jackson,Gls. | | | |
| 432 Knight of the Cross<br>1 | Stl Twin Sc Sr<br>*W.I.Dixon* –04 *ss*Liv.No.3–4,01<br>(*ex* Duncan) 1 *Dk* | | | *249*<br>*221*<br>*52* | ✠100A1 Bkn *c*<br>5,04<br>BS11,[illegible] ✠LMC4,00 | | | 1888<br>10mo | Pearce Brs. Dundee A&CP | Cia.Nacional de Remolcadores | 120·0 \| 24·1 \| 10·6<br>BK7′<br>*WB* = *D B*<br>*a* 35′ *f* 21′ 80*t* | Valparaiso Chilian | T.6Cy.12″,18″&30″–20″ (*s*<br>164lb 80RH<br>1SB,3*cf*,GS50<br>Pearce Brothers,Dundee | 11 ″ 3 | | 5,04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Total. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | 6 Construit. Quand. Navire. Mach. | 7 Par qui. Où. | 8 Armateurs. | 9 Dimensions d'après la Jauge. Superstructures, etc. Longueur. Largeur. Creux. | 10 Port d'Armement. Pavillon | 11 Machines. Nos. & Dias. des Cylindres.—Course. Pression des Chaudières. N.H.P.= Force en chevaux d'après les formules de la Société. I.H.P. = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 12 Franc-bord. Pieds. pds. | pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 433<br>115340<br>[illegible] | **Knight of the Garter** SteelScSr<br>*A. J. H. Billett*82–02<br>2 *Dks*(*Stl*)&*Web frames*<br>*Elec. light* | 6655<br>6277<br>4295 | ✝100A1 Clf *b*†<br>~~6,05~~ 2,05 Bry<br>✝LMC12 | 1902<br>12mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's A&CP*<br>*WB = Cell* | Knight S.S. Co. Ld. (Greenshields, Cowie & Co. *Mgrs.*) | 456·0 \| 55·2 \| 30·7<br>P38 B164 F51<br>FK<br>*DBa* 147 *uE* \| B52 | Liverpool<br>British<br>6 *BHCem*<br>1028*t DT f* | T. 8 Cy. 27 ,46″ & 76″–51″ (*s*)<br>200 lb *100 lb* 552 NH<br>2 SB, 9*c f*, gs 142, hs 7653 FL<br>D. Rowan & Co. Glasgow<br>35·1094*t FPT* 94*t APT* 75*0t* | 33·10<br>8 1½ |
| 434<br>118016<br>VFPT | **Knight of the Thistle** SteelScSr<br>*G. S. Baker*03–03<br>2 *Dks*(*Stl*)&*Web frames*<br>*Elec. light* | 6675<br>6308<br>4286 | ✝100A1 Bry *b*†<br>10,04 ~~9·04~~<br>✝LMC9,05 | 1903<br>9mo | C. Connell & Co. Ld. Glasgow<br>*Lloyd's A&CP*<br>*WB = Cell* | Knight S.S. Co. Ld. (Greenshields, Cowie & Co. *Mgrs.*) | 455·8 \| 55·2 \| 30·7<br>P38 B164 F51<br>FK<br>*DBa* 147 *uE*&B52 | Liverpool<br>British<br>6 *BHCem*<br>1023*t DT f* | T. 8 Cy. 27 ,46″ & 76″–51″ (*s*)<br>200 lb *100 lb* 552 NH<br>2 SB, 9*c f*, gs 142, hs 7653 FL<br>D. Rowan & Co. Glasgow<br>35·1094*t FPT* 94*t APT* 75*0t* | 33·10<br>8 1½ |
| 435<br>LMKV | **Knivsberg** SteelScSr<br>*J. Kayser* –02<br>*Elec. light* 1 *Dk* | 1033<br>794<br>646 | | 1897 | Howaldts-werke Kiel<br>*WB* | M. Jebsen | 230·0 \| 33·1 \| 12·7<br>P27 B66 F28 | Apenrade<br>German | T. 8 Cy. 17″, 27½″ & 43½″–24″<br>98 NH | 6 |
| 436<br>118785 | **Knot** SteelScK<br>*C. Gosling*98–03<br>1 *Dk* | 168<br>160<br>49 | ✝100A1 Goo<br>*Stm Trawler*<br>4,05 ~~4,00~~ Hul<br>✝LMC11,08 | 1903<br>11mo | Goole S.B. & Repg Co. Ld. Goole<br>*Lloyd's A&CP* | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 110·3 \| 20·9 \| 11·1<br>BK 7½ | Hull<br>British<br>3 *BHCem* | T. 3 Cy. 12″, 18″ & 30″–21″ (*s*)<br>160 lb 45 RH<br>1 SB, 2*pf*, gs 26, hs 880<br>C. D. Holmes & Co. Hull | 12 · 6 |
| 437<br>110852<br>RNWD | **Knowsie** SteelScK<br>*T. Glanville* –01 *ss* Abn. No. 1–03<br>— 1 *Dk* | 186<br>178<br>59 | ✝100A1 Abn<br>*Stm Trawler*<br>10,03 ~~9,03~~<br>BS11,03 ✝LMC9,03 | 1899<br>9mo | J. Duthie & Co. Montrose<br>A&CP | Fraserburgh & N. of Scotland Stm. Trawling Co. Ld. (R. Laing, *Mgr.*) | 114·1 \| 21·6 \| 11·5<br>BK 7½ | Fraserburgh<br>British<br>3 *BHCem* | T. 3 Cy. 11¾″, 20″ & 33″–22″ (*s*)<br>170 lb 58 RH<br>1 SB, 2*pf*, gs 39, hs 951<br>S. & H. Morton & Co. Leith | 12 · 6 |
| 438<br>118058<br>VJGD | **Knowsley Hall** SteelScSr<br>*Elec. light* 2 *Dks* | ~~4307~~<br>3945<br>~~3790~~ 2705 | 4190 | 1903 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ellerman Lines Ld. (R. Alexander & Co *Mgrs.*) | 373·0 \| 46·7 \| 27·7<br>P38 B98 F42 | Liverpool<br>British<br>*WB* | T. 8 Cy. 28½″, 39″ & 68″–48″<br>320 NH<br>Wllsnd Slpwy Co. Ld. Nwc. | 6 |
| 439<br>NLFM | **Knud II.** SteelScSr<br>*Hansen* –03<br>— 1 *Dk*(*Iron*)&*deep framing* | 1915<br>1075<br>1201 | ✝100A1 Hpl *r*<br>7,01 ~~7,00~~<br>✝LMC10,00 | 1900<br>10mo | W. Gray & Co. Ld. W Hartlepool<br>A&CP<br>*WB = Cell* | Aktios. Dmpskibs. Skjold (L. H. Carl, *Mgr.*) | 279·7 \| 40·0 \| 18·3<br>P25 B69 F29<br>FK<br>*DBa* 88 *uE* 20 *f* 118 | Copnhagn<br>Danish<br>1 *BHCem*<br>54 *t APT* 35*t* | T. 8 Cy. 21″, 38″ & 56″–36″ (*s*)<br>160 lb *80 lb* 194 NH<br>2 SB, 4*rf*, gs 70, hs 3008<br>Cen. Mar. Eng. Wrks. W Hpl | 20 · 6<br>· 3 · 2 |
| 440<br>MBPJ | **Knut Jarl** SteelScSr<br>*M. Arnet*01–03<br>(*ex* Porto) 1 *Dk*&*Spar dk*&*tr B* | 719<br>627<br>439 | | 1891 | Howaldts-werke Kiel | Nordenfjeldske Dampskibsselskab | 175·9 \| 26·0 \| 16·5<br>B69*t* H 12*t* F7*t* | Drontheim<br>Norwegian<br>*WB* | T. 3 Cy. 14½″, 22½″ & 36½″–19½″<br>NB 01 60 NH<br>Howaldtswerke, Kiel | 6 |
| 441<br>HTPF | **Knut Skaaluren** WoodScSr<br>*A. Helström*<br>1 *Dk*2*tr B* | 683<br>547<br>414 | | 1899 | Knut Skaaluren Rosendal | C. H. Sörensen | 171·0 \| 29·6 \| 16·4<br>Q41*t* B62*t* H8*t* F24*t* | Arendal<br>Norwegian | T. 8 Cy. 18″, 21″ & 38″–27″<br>57 NH<br>Akers Mek. Verks. Xia | N |
| 442<br>NSJM | **Knuthenborg** IronScSr<br>*C. F. Hansen* 1 *Dk*&*Shade dk* | 517<br>425<br>256 | | 1880 | Kockums Mek. Werk Malmö | Forenede Dmpskib. Selskab | 180·2 \| 26·4 \| 13·3<br>P39*t* B6*t* F24*t* 19·6 | Odense<br>Danish<br>*WB* | C. 2 Cy. 28″ & 48″–30″<br>105 NH<br>Kockums. Mek. Werk. | |
| 443<br>113124<br>VDLG | **Knutsford** SteelScSr<br>*S. Lawlan*82–08<br>*Spar dk*(*Stl*)2*tr B*&*Web frames* | 3842<br>3627<br>2489 | ✝100A1 Hpl *m*<br>*Spar dk*<br>*with freeboard*<br>4,05 ~~4,04~~ Mch<br>✝LMC7,03 | 1903<br>7mo | R. Stephenson & Co. Ld. Newcastle<br>*Lloyd's A&CP* | S.S. Knutsford, Ld. (R. B. Stoker)<br>*WB = Cell DBa* | 340·0 \| 47·1 \| 20·1<br>P31 B105 F32 27·1<br>Irp 04 FK<br>110 *uE*&*B* 44 *f* 138 | Manchestr<br>British<br>6 *BHCem*<br>738 *t APT* 41*t* | T. 8 Cy. 25″, 40″ & 67″–45″<br>165 lb *80 lb* 314 NH<br>2 SB, 6*cf*, gs 125, hs 4840<br>Richardsons, Westgarth & Co. Ld. Mdlb | 22 · 11<br>· 6 · 0<br>s 8 · 0½ |
| 444<br>618<br>HDQR | **Koan Maru** WoodScSr<br>2 *Dks* | 123<br>105<br>76 | | 1881 | Nagata Sanjuro Osaka | Higo Kisen Kabushiki Kaisha | 100·5 \| 14·4 \| 11·6 | Nagasaki<br>Japanese | 2 Cy. 15″–15″<br>NB 88 *Ebl* 65 14 NH<br>Randolph, Elder & Co. Gls. | |
| 445<br>JLFN | **Kobe** SteelScSr<br>*G. Mikulicich*<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | 4579<br>4091<br>2929 | ✝100A1 Tri *x*<br>*Spar dk*<br>4,04 ✝LMC7,01 | 1901<br>1mo | Craig, Taylor & Co Stockton<br>A&CP<br>*WB* | Soc. Anon. Ungherese di Armamento Maritt. Oriente<br>*B = Cell DBa* 118*u* | 360·0 \| 48·4 \| 20·4<br>P31 B90 F38 28·4<br>FK<br>*E*&*B* 38 *f* 148 *s* 80*t* | Fiume<br>Aust.-Hung.<br>6 *BHCem*<br>*FPT* 188*t A* | T. 3 Cy. 25½″, 40½″ & 68″–48″<br>160 lb (*s*) 332 NH<br>3 SB, 9*cf*, gs 129, hs 5146<br>Richardsons, Westgarth & Co. Ld. Hpl | 22 · 11<br>s 7 · 0½ |
| 446<br>1105<br>HGRC | **Kobe Maru** SteelScSr<br>*R. Swain*85–9[illegible] *ss* Yka. No. 3–10,00<br>*Elec. light* 2 *Dks*(*UStl-ws*)&*Spar dk* | 2877<br>2507<br>1623 | ✝100A1 Yka *u*<br>*Spar dk*<br>*load line* 20*ft*<br>7,03<br>BS7,03 ✝LMC7,02 | 1888<br>8mo | Lon. & Gls. Co. (Lim.) Glasgow<br>A&CP<br>*WB = Cell* | Nippon Yusen Kabushiki Kaisha<br>*D B* 246 *s* 447 *t FP f*<br>*BHds extend to main dk only in fore-hold* | 325·0 \| 41·2 \| 18·9<br>F38' 26·5<br>*Shade dk* 198' BK 10'<br>12*t APT* 12*t* | Tokio<br>Japanese<br>6 *BHAsp*<br>2 D & 2 SB. 18*rf*, gs 829 hs 8486<br>Lon. & Gls. Co. (Lim.), Gls. | T. 3 Cy. 33½″, 54″ & 87″–54″ (*s*)<br>140 lb *80 lb* 561 NH<br>FPT 1887 | 21 · 6 |
| 447<br>1252<br>HJPP | **Kochi Maru** WoodScSr<br>(*ex* Takachi Maru)<br>2 *Dks* | 330<br>308<br>190 | | 1890 | Nagata Sanjuro Osaka | K. Fujino | 142·4 \| 19·5 \| 16·6 | Osaka<br>Japanese | C. 2 Cy. 18″ & 34″–28½″<br>47 NH<br>Nagata Sanjuro, Osaka | |
| 448<br>BLKD | **Koerber** SteelTwinScSr<br>*G. Lüssich*<br>1 *Dk*(*Stl-ws*)&*Spar dk*(*Stl-ws*)3*tr B*<br>*Elec. light* &*Shade dk*(*pt Stl-teak s*) | ~~5801~~<br>5423<br>4095<br>~~4016~~<br>3164 | ✝100A1 Tri *z*<br>*Spar dk*<br>*with Shade dk*<br>*with freeboard*<br>1,04 ✝LMC1,04 | 1904<br>1mo | Lloyd Austriaco Trieste<br>A&CP | Lloyd Austriaco | 399·7 \| 49·0 \| 23·8<br>P70 B154 F84 31·5<br>FK<br>*WB = Cell DBa* 84 *uE*&*B* 92*f* | Trieste<br>Aust.-Hung.<br>6 *BHCem*<br>*f* 154 784 *t FPT* 57*t APT* 145*t* | T. 8 Cy. 22½″ 87½″ & (2) 44″–48″<br>200 lb *180 lb* (*r*) 788 NH<br>2 SB. 16*cf*, gs 284, hs 11548 FL<br>Lloyd Austriaco, Trieste | 22 · 7<br>s 5 · 10½ |
| 449<br>7705<br>JQHR | **Kohan Maru** SteelTwinScSp<br>*K. Yamamoto* –03<br>2 *Dks* | 633<br>529<br>342 | | 1903 | S. Ono Osaka | Tosa Shosen. Kabushiki Kaisha | 171·0 \| 28·7 \| 17·2<br>B81 F19' | Kochi<br>Japanese<br>*WB* | T. 6 Cy 12″, 19½″ & 31½″–22″<br>99 NH<br>S. Ono, Osaka | T |
| 450<br>99082<br>NJHS | **Koh-i-noor** SteelPadSp<br>*N. E. Hacker* –03<br>2 *Dks* | 884<br>692<br>275 | | 1892 | Fairfield Co. (Lim.) Glasgow | Fairfield S. B. & E. Co. Ld. (W. M. Rhodes, *Mgr.*) | 300·4 \| 32·1 \| 10·6<br>H 10*st*<br>*Promenade dk* 800' | London<br>British | C. 2 Cy. 45″ & 80″–66″<br>488 NH<br>Fairfield Co. (Lim.), Gls. | BT |
| 451<br>~~21171~~<br>~~4894~~ | **Kohinur** SteelScSr<br>~~*T. W. Wrightson*~~<br>4th Survey, Cal. 6,01<br>2 *Dks*(1 *Stl*&1 *pt Stl*) | 2967<br>2627<br>1935 | ✝ A1*1 Cal Lv<br>7,08<br>MS11,01 ~~S 1·06~~ | 1884<br>10mo | Harland & Wolff Belfast | ~~W. F. Mitchell~~ | 350·5 \| 40·3 \| 25·2<br>BK 11·7<br>*WB = D Bm* | ~~Liverpool~~<br>~~British~~<br>*BH*<br>*FPT APT* | C. 2 Cy. 36″ & 72″–48″<br>90 lb *100 lb* NDB 02 B 28 NH<br>2 SB, 9*c f*, gs 168, hs 5869<br>Harland & Wolff, Belfast | |
| | *Now named* "Kohina Maru," *See No. 3 in Supplement.* | | | | | | | | | |
| 452<br>BJLF | **Kohlbrand** SteelScSr<br>*D. Meyer*91–94<br>1 *Dk* | 152<br>—<br>86 | | 1890 | Reiherst'g Schiffsw. Hamburg | Wachsmuth & Krogmann | 110·8 \| 19·9 \| 8·9<br>Q66' | Hamburg<br>German<br>*WB* | C. 2 Cy. 17″ & 30″–21″<br>84 NH<br>Reiherst. Maschinenf. Ham. | |
| 453<br>QHFK | **Kohsichang** SteelScSr<br>*J. Spiesen*<br>(*ex* Sirius) 1 *Dk*&*Spar dk* | 2043<br>1631<br>1292 | | 1894 | Flensburger Schiffsb. Ges. Flensburg | Norddeutscher Lloyd | 259·5 \| 38·0 \| 20·3<br>P160 F29 | Bremen<br>German<br>*WB* | T. 8 Cy. 21″, 35″ & 56″–39″<br>196 NH<br>Flensburger Schiffsb. Ges. | V |

| No. in Index / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. | Registered Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. / for Special Survey. Date of last Survey | Port of Survey | Years expired. new equipment Letter. | Built. When. | Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean draught. ft. | in. | Deck Plate, last dock. ft. | in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 454 | Koitto | IronSc | 149 | | | | 1885 | ..... | A. Parssinen | 97·4 | 20·2 | 10·0 | S.Savolaxela | | | | | |
| RPBC | *S. Howe* | | — | | | | | Puhois | | | | | Russian | | | | | |
| | | | 86 | | | | | | | | | | | | | | | |
| 455 | Kojima Maru | SteelTwinSc | 223 | | | | 1903 | Mitsu Bishi Dkyd&EWk Nagasaki | Sanyo Railway Co. Ld. | 120·0 | 19·5 | 9·7 | Shimonoseki | T.6Cy.7½",12"&20"–14" | | | | |
| 8272 | *Tsukahara* –03 | | 140 | | | | | | | B29' | | | Japanese | 80 NHP | | | | |
| JMKH | | 1 *Dk* | 120 | | | | | | | | | | | MitsuBishiD.&E.Wks.Nag. | | | | |
| 456 | Kokura Maru | SteelScSr | 2596 | ✠100A1 Koh | *u* | | 1887 | R. Dixon | Nippon Yusen Kabushiki Kaisha | 320·0 | 38·0 | 25·7 | Tokio | T.8Cy.26",42"&69"–42" (a) | 27 | 0 | | 1·04 |
| 1392 | ~~Middlesbrough~~ | *s* Yka. No. 3–1.02 | 2316 | 12.01 ~~1.01~~ | | | 7mo | & Co. Middlesbro' | | P40' B72' F42' | | | Japanese | 1501b *80lb* 309 NHP | s 5 | 4½ | | |
| HJVF | (*ex* Tartar) | 2 *Dks (Std)* 3 *tr B* | 1609 | ✠LMC 1.04 | | | | A&CF | | | | BK 16' | | 6 *BHCem* | | | | |
| | *Y. Kamoshita* 01–04 | | | BS 12.04 | | | | | | *WB = DBrass* | | *Exp Boiler* 241t | | 2DB. *8cf*. Gs 161 | | | | |
| 457 | Kokwo Maru | IronScSr | 546 | | | | 1881 | G. Howaldt | M. Ikeda | 167·0 | 22·2 | 17·7 | Higashi-Kawazoye | T.Cy.20½"&36"–21" | | | | |
| 1432 | | 1 *Dk & Awngdk* | 302 | | | | | Kiel | | | | *WB* | Japanese | 13 NHP | | | | |
| HKBV | (*ex* Alwine) | | 330 | | | | | | | | | | | Gebr. Howaldt, Kiel | | | | |
| 458 | Kola | SteelScSr | ~~1102~~ | ✠ Gls | *p* | | 1890 | A&J Inglis | British India Stm. Nav. Co. Ld. | 250·0 | 34·0 | 18·0 | Glasgow | T.3Cy.26",42"&65"–42" | 19 | 0 | | |
| 98576 | *H. McDiarmid* –04 | | 1205 | 940 | *Shelter dk* | | 9mo | Glasgow | | P56' B76' F56' | | 25·6 | British | 291 NHP | | | | |
| LVMD | *Elec. light* | 2 *Dks (Upt Std-ws) & Shelter dk* | ~~1205~~ | ~~940~~ | *with freeboard* | | | | | | | BK 3' | | 2DB. *12cf*. Gs 189. Hs 1627 | | | | |
| | | | 516 | 0.90 | ✠ | | | | | *WB* | | *Exp Boiler* 18t | | A.&J. Inglis, Glasgow | | | | |
| 459 | — | SteelScBarge | 211 | | | | 1896 | W. Dobson & Co. Newcastle | Archangel Mourman Stm. Nav. Co. | 115·0 | 21·1 | 8·6 | Archangel Russian | C.2Cy.17"&32"–20" | | | | |
| | *Raken* –96 | | 167 | | | | | | | Q39' F21' | | | | 38 NHP | | | | |
| | *Mchy. Aft* | 1 *Dk* | 85 | | | | | | | | | *WB* | | Wilson & Slpwy Co Ld., Nwc | | | | |
| 460 | Kolbjörn | SteelScTug | 120 | | | | 1899 | Bergsunds M.V. Aktieb Stockholm | Sandvikens Jernverks Aktieb. (A.H. Göransson, *Mgr.*) | 81·7 | 18·8 | 10·8 | Sandviken Swedish | C.2Cy.13½"&26½"–17½" | | | | |
| 3449 | *A. Hög* 99–99 | | 97 | | | | | | | B20' | | | | 24 NHP | | | | |
| | | 1 *Dk* | 23 | | | | | | | | | *WB* | | Bergsunds M.V. Skm. | | | | |
| 461 | Koldinghuus | IronPadSr | 1169 | | | | 1883 | Lobnitz & Co. Renfrew | Forende Dmpskib. Selskab | 269·1 | 30·1 | 14·0 | Esbjerg Danish | C.O.4Cy.32"&53"–90" | | | | |
| | *S. J. Kolster* | 2 *Dks & Awngdk* | 877 | | | | | | | P95t B30t | | 20·9 | | 444 NHP | | | | |
| NTRC | *Ref. Mchy* | | 576 | | | | | | | H30t F24t | | | | Lobnitz & Co., Renfrew | | | | |
| 462 | Kolga | SteelScSr | 1501 | | | | 1903 | Act. Ges. "Neptun" Rostock | Dmpfschiffs Rhed. Horn, Act. Ges. | 260·1 | 37·7 | 17·1 | Lübeck German | T.3Cy.17⅛",30⅛"&48"–33" | | | G | |
| | *O. Altmann* –03 | | 1381 | | | | | | | | | | | 132 NHP | | | | |
| PBMF | *Elec. light* | 1 *Dk & Spar dk* | 945 | | | | | | | | | *WB* | | A.G. "Neptun," Rostock | | | | |
| 463 | — | SteelScSr | 346 | | | | 1891 | O. A Brodin | Ångf. Aktieb. Södra Sverige (J.G. Setterwall) | 140·8 | 24·6 | 10·7 | Stockholm Swedish | T.3Cy.11",18¾"&31"–21" | | | V | |
| 2403 | *E. A. Mathson* –03 | | 259 | | | | | Gefle | | Q47' B34' | | H11' | | 44 NHP | | | | |
| HVPK | | 1 *Dk* | 186 | | | | | | | F19' | | | | R. Sjöström, Gefle | | | | |
| 464 | Köln | SteelTwinSc | 7410 | | | | 1899 | J.C. Tecklenborg A.G Geestemünde | Norddeutscher Lloyd | 428·9 | 54·3 | 39·4 | Bremen German | T.6Cy.22¾",38½"&62½"–43⅜" | | | G | |
| | *H. Langreuter* –00 | | 7255 | | | | | | | B52' | | | | 509 NHP | | | | |
| QGTJ | *Elec. light* | 2 *Dks & Awng dk Atr B* | 4666 | | | | | | | | | *WB* | | J.C. Tecklenborg A.G. Gst. | | | | |
| 465 | — | SteelScSr | 692 | | | | 1899 | Bremer "Vulkan" Vegesack | Dampfsch. Ges. Argo | 171·2 | 27·2 | 16·4 | Bremen German | T.3Cy.13¾",21⅛"&34⅞"–23⅝" | | | G V | |
| | *H. Meyer* –02 | | 612 | | | | | | | B45' | | | | 58 NHP | | | | |
| QGPV | | 1 *Dk* | 425 | | | | | | | | | *WB* | | Bremer "Vulkan," Vegesck | | | | |
| 466 | — | SteelScBarge | 400 | | | | 1897 | J.H.N. Wichhorst Hamburg | Dmpfsfahrts. Ges. Hamburg m.b.H. | 151·4 | 25·5 | 11·2 | Hamburg German | C.2Cy.13¾"&24¾"–15⅝" | | | G | |
| | *Buckow* 00–00 | | 365 | | | | | | | B8' | | | | 20 NHP | | | | |
| RKPJ | *Mchy. Aft* | 1 *Dk* | 242 | | | | | | | | | | | Ottensener Masch. & Eisenwerk, Altona | | | | |
| 467 | — | SteelSc | 142 | | | | 1896 | Bremer "Vulkan" Vegesack | Deutsche Dmpfischerei Ges. Nordsee | 103·1 | 20·6 | 9·9 | Bremen German | C.2Cy.14⅛"&26"–19⅝" | | | G | |
| | *P. Krezmer* 02–02 | (*Trawler*) | 131 | | | | | | | | | | | 25 NHP | | | | |
| QGHM | | 1 *Dk* | 33 | | | | | | | | | | | Bremer "Vulkan," Vegesack | | | | |
| 468 | Kolozsvar | SteelScSr | 1972 | ✠100A1 Tri | *s* | | 1902 | W. Dobson & Co. Newcastle | Royl. Hungar'n Sea Nav. Co. Adria, Ld. | 280·3 | 39·1 | 13·0 | Fiume Aust.-Hung. | T.3Cy.19½",34"&57"–39" (*r*) | 15 | 3 | | 2,04 |
| | *N. Marussich* 95–02 | | 1798 | *Spar dk* | | | 3mo | | | P33' B90' F35' | | 21·0 | | 2001b *90lb* 230 NHP | s 4 | 2½ | | |
| JLFR | | 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | 1210 | *with freeboard* 2.04 | ✠LMC 8.02 | | | | | | | FK | | 2SB, *Atf*. Gs 105, Hs 3500 | | | | |
| | | | | | | | | | *Lloyd's SA & CP* | *WB = Cell DB a* 92' *u E & S* | | B33' *f* 121' 425t *FPT* | | 4 It *APT* 15t | | | | |
| 469 | Kolpino | SteelScSr | 2352 | ✠ Shl | *s* | | 1889 | R. Stephenson & Co. Lim Newcastle | T. Wilson, Sons & Co. Ld. | 295·0 | 39·0 | 19·3 | Hull British | T.3Cy.22",35"&59"–39" | 21 | 8 | | |
| 95799 | *F. Wescott* –03 | | 1749 | *pt Awng dk* | | | 8mo | | | Q115' drp 92 | | | | 217 NHP | | | | |
| LGMS | | 1 *Dk (Stl) & pt Awngdk (Irn)* | 1533 | *with freeboard* 3.92 | ✠ | | | | | *pt Awng dk* 179' | | FK | | 2SB, *6cf*, Gs 94, Hs 3236 | | | | |
| | | 2 *tr B* | | | | | | | *WB = Cell DB* 244' 486t *FPT* | | | | | 70t *APT* 26t | | | | |
| 470 | Kolya | SteelScSr | 1801 | | | | 1888 | Workman, Clark & Co. Belfast | Adelaide S.S. Co. Ld. | 271·2 | 37·1 | 16·0 | Sydny NSW British | T.3Cy.19",32"&52"–42" | 18 | 8 | | |
| 95100 | *A. Nicholson* 96–04 | | 1772 | | | | | | | B6' F28' | | 23·4 | | 175 NHP | | | | |
| KVDJ | (*ex* Kirklands) | 1 *Dk & Spar dk* | 1168 | | | | | | | | | BK 10' | | W. King & Co. Glasgow | | | | |
| 471 | Komei Maru | WoodScSr | 428 | | | | 1895 | Nakamura Oshitaro Osaka | S. Sawaguchi | 156·1 | 21·7 | 16·5 | Hakodate Japanese | C.2Cy.19"&38"–24" | | | | |
| 1529 | *M. Kiichiro* | 2 *Dks* | 403 | | | | | | | | | | | 59 NHP | | | | |
| HKMJ | | | 265 | | | | | | | | | | | Nagata Usaburo, Osaka | | | | |
| 472 | Komet | IronScSr | 609 | | | | 1881 | F. Schichau Elbing | Königsberger Dampfer Compagnie Act. Ges. | 178·9 | 25·5 | 14·1 | Königsbrg German | C.2Cy.20½"&41½"–21½" | | | G | |
| | *E. Gerlach* | 1 *Dk 2 tr B* | 453 | | | | | | | P98' H12' | | F20' | | NB95 66 NHP | | | | |
| HDRJ | | | 359 | | | | | | | | | | | F. Schichau, Elbing | | | | |
| 473 | Kommandören | SteelScSr | 433 | | | | 1891 | Akers Mek. Værksted Christiania | Nordre Bergenhus Amts Dmpsksels k. | 161·8 | 24·0 | 12·7 | Bergen Norwegian | T.3Cy.16",26"&42"–30" | | | | |
| | *L. Walle* | 1 *Dk* | 289 | | | | | | | P68t B22t | | H32t | | 97 NHP | | | | |
| JVHM | | | 264 | | | | | | | F51t | | | | Akers Mek. Værksted, Xia. | | | | |
| 474 | Konahana Maru No. 1 | WoodPad | 140 | | | | 1900 | M. Hayashi Fushimi | Daini Hikifune Goshi Kaisha | 92·1 | 13·1 | 4·0 | Osaka Japanese | C.2Cy.10"&21"–14" | | | | |
| 6963 | | | 44 | | | | | | | | | | | E&B 8lt. 96 14 NHP | | | | |
| JCTG | | 1 *Dk* | 80 | | | | | | | | | | | I. Ooi, Osaka | | | | |
| 475 | Konahana Maru No. 2 | WoodPad | 137 | | | | 1896 | M. Amaga Osaka | Daini Hikifune Goshi Kaisha | 80·1 | 1:·0 | 4·1 | Osaka Japanese | C.2Cy.10"&21"–14" | | | | |
| 6947 | | | 58 | | | | | | | | | | | 14 NHP | | | | |
| JCSM | | 1 *Dk* | 103 | | | | | | | | | | | G. Ooi, Osaka | | | | |
| 476 | Kone | WoodScSr | 130 | | | | 1889 | Sims & Brown Auckland | T. Johnston | 98·1 | 18·0 | 8·7 | Noumea NC French | C.2Cy.9"&17"–12" | | | | |
| | | (*ex* Little Agnes) | 93 | | | | | | | Q22t H15t | | | | 8 NHP | | | | |
| JVLB | | 1 *Dk* | 88 | | | | | | | | | | | G. Fraser & Sons, Auckland | | | | |
| 477 | Kong Alf | IronScSr | 801 | | | | 1884 | Akers Mek. Verkst. Christiania | Söndenfjelds Norske Dpsksls k. | 194·5 | 30·2 | 15·3 | Chrstiania Norwegian | C.2Cy.27"&49"–29" | | | N | |
| | *O. Laurithsen* | 1 *Dk 2 tr B* | 628 | | | | | | | Q59' B47' | | F25' | | 108 NHP | | | | |
| HDGC | | | 485 | | | | | | | | | | | Akers Mek. Vrkst., Xia. | | | | |

| 1 Numéro d'ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de visite. Temps auquel maintenant | 7 | 8 Construit. Quand. Navire. Machines. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port à la convenance. Pavillon. | 13 Machines. No. et Dia. des Cylindres.—Course. Hélices. Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers BE navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Quand. Franc-bord au | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 478 | **Kong Beng** | SteelScSr | *1859* | | | | 1882 | J. Elder & Co. Glasgow | Norddeutscher Lloyd | 240·2 \| 34·1 \| 22·8 | Bremen German | C.2Cy.28″&56″–36″ 157NHP J. Elder & Co., Glasgow | | V | |
| QGTW | *L. Ziegenbein* | | *128* | | | | | | | | | | | | |
| | | | *862* | | | | | | | | | | | | |
| 479 | **Kong Björn** | IronScSr | 956 | ✝ | Cpn | | 1878 | Kockums Mek. Vkst. Malmö | Söndenfjelds Norske Dpsksk. | 205·6 \| 29·4 \| 19·0 Q39 B88 H18 F12 | Christiania Norwegian | 2Cy.29½″&51″–29½″ NB97 117NHP BHCem Kockums Mek. Vks., Malmö | | N | |
| HFQW | *A. E. Aanonsen* | 2 *Dks* | 803 | 10,78 | | | | | | | | | | | |
| | | | 589 | | | | | | | | | | | | |
| 480 | **Kong Carl** | IronScSr | 651 | | | | 1868 | C. Mitchell & Co. Newcastle | Bergenske Dampskibsselskab | 170·2 \| 25·2 \| 21·0 H18 | Borgen Norwegian WB | C.2Cy.25″&46″–26″ 90NH Thompson, Boyd & Co., Nwc | | | |
| | *M. Mortensen* | 2 *Dks* | 333 | | | | | | | | | | | | |
| JPLB | | | 395 | | | | | | | | | | | | |
| 481 | **Kong Erik** | SteelScSr | 920 | | | | 1903 | Trondhjems Mek. Værks Trondhjem | Nordenfjeldske Dampskibsselskab | 196·3 \| 30·1 \| 20·4 H17 | Drontheim Norwegian WB | T.3Cy.16½″,26″&44″–30″ 106NHP Trondhjems M.V. Trndhjm | | N | |
| | *F. Lugg* –03 | | 903 | | | | | | | | | | | | |
| MBPK | | 1 *Dk‡ Spar dk* | 569 | | | | | | | | | | | | |
| 482 | **Kong Eystein** | IronScSr | 303 | | | | 1870 | Trondhjems M.V. Drontheim | Nordenfjeldske Dampskibsselskab | 125·1 \| 21·5 \| 16·2 H6 | Drontheim Norwegian | C.4Cy.18″&24″–18″ 41NHP Trondhjems Mek. Verks. | | | |
| | *M. Arnet* | 1 *Dk‡ Spar dk* | 296 | | | | | | | | | | | | |
| JSLQ | | | 207 | | | | | | | | | | | | |
| 483 | **Kong Frode** | SteelScSr | 954 | | | | 1888 | W. Doxford & Sons Sunderland | Söndenfjelds Norske Dpsksk. | 216·1 \| 30·2 \| 15·6 Q72 B51 F80 BK8 | Christiania Norwegian WB | T 36″cy.16½″,27½″&44″–30″ 111NHP W. Doxford & Sons, Sld. | 16 « 6 | N | |
| | *P. Nielsen* | | 731 | | | | | | | | | | | | |
| HFQV | *Wedtteck* | 1 *Dk2tr B* | 579 | | | | | | | | | | | | |
| 484 | **Kong Guttorm** | SteelScSr | 711 | | | | 1901 | Nylands Værksted Christiania | Söndenfjelds Norske Dpsksk. | 191·5 \| 30·1 \| 13·7 H73 F24 | Christiania Norwegian WB | T.3Cy.15½″,25″&42″–30″ 97NHP Nylands Værksted, Xania | | N | |
| | *H. Halvorsen* | | 616 | | | | | | | | | | | | |
| HDJQ | | 1 *Dk* | 427 | | | | | | | | | | | | |
| 485 | **Kong Haakon** | SteelScSr | 2331 | ✝100A1 | Bgn | *s* | 1889 | Palmers' Co. Ld. Newcastle | H. M. Wrangell | 290·0 \| 39·3 \| 22·8 P37 B72 F34 BK10 | Haugesnd Norwegian | T.3Cy.28½″,38″&64″–42″ (s 160lb 80lb 316NHP | 25 « 3 | | |
| | *J. Larsen* 95–98 | *ss* Hfx. No.3–2,02 | 2103 | 5,05 | Bly | | 10mo | | | | | | s 4 « 0 | | |
| JNVG | (*ex* Barndale) | 2 *Dks* (*Stl*) 3 *tr B* | 1478 | BS3,03 BS3,04 | ✝LMC'2 | | *Lloyd's* | *sA&CP* | *WB = Cell* | *DBa82′f128′355t* | *pt Asp* | 2DB, *12pf*, *gs*207, *hs*5498 Palmers' Co. Ld. Newcastle | | | |
| 486 | — | SteelScSr | 800 | | | | 1904 | Schömer & Jensen Tönning | Stavangerske Dampskibsselskab | 194·5 \| 28·6 \| 13·9 21·6 | Stavanger Norwegian WB | T.3Cy.18¹¹⁄₁₆″,30⁷⁄₁₆″&60″–29½″ 136NHP Schömer & Jensen, Tönning | | | |
| | | | 720 | | | | | | | | | | | | |
| | | 1 *Dk‡ Awng dk* | 500 | | | | | | | | | | | | |
| 487 | **Kong Halfdan** | IronScSr | 574 | | | | 1874 | W. Lindbergs Aktieb Stockholm | Nordenfjeldske Dampskibsselskab | 171·1 \| 24·9 \| 18·8 H17 | Drontheim Norwegian | C.2Cy.22½″&51″–31½″ 122NHP Lindbergs, Aktieb. Skm. | | | |
| | *J. Meinich* | 1 *Dk‡ Awngdk3tr B* | 557 | | | | | | | | | | | | |
| JSPD | (*ex* Sirius) | | 402 | | | | | | | | | | | | |
| 488 | **Kong Harald** | SteelScSr | 955 | ✝ | Bhn | | 1890 | J. C. Tecklenborg Geestemünde | Nordenfjeldske Dampskibsselskab | 196·2 \| 28·9 \| 13·0 H52 20·4 BK7″ WB = Cell | Drontheim Norwegian | T3Cy20½″,32½″&51½″–31½″ 167NHP 2SB, *4cf*, *gs*80, *hs*2800 *4 BHCem DB* 150′132′ H. Pauksch, Landsberg | 15 « 4 | | |
| | *B. Arnet* | | 906 | *Awng dk with freeboard* 10,90 | | | 10mo | | | | | | | | |
| JSQN | | 2 *Dks‡ Awng dk* | 588 | | | | | | | | | | | | |
| 489 | **Kong Helge** | SteelScSr | 739 | | | | 1891 | Nylands Værksted Christiania | Nordenfjeldske Dampskibsselskab | 185·9 \| 28·8 \| 13·6 P183 H10 F28 | Drontheim Norwegian WB | T.3Cy.14½″,24″&39″–27″ 79NHP Nylands Værksted, Xia. | | | |
| | *O. Lund* | | 517 | | | | | | | | | | | | |
| JSQW | (*ex* Björg) | 1 *Dk* | 454 | | | | | | | | | | | | |
| 490 | **Kong Inge** | SteelScSr | 691 | | | | 1890 | Wood, Skinner & C. Newcastle | Acties. Dpsk. Thore (T. E. Tulinius, *Mgr.*) | 170·0 \| 27·5 \| 19·5 H7 | Copnhagn Danish WB | T.3Cy.15½″,25″&41″–27″ 87NHP N.E. Marine Co. (Ld.) Nwc. | | | |
| | ~~(WRECKED 3,04)~~ | | 684 | | | | | | | | | | | | |
| | | 1 *Dk‡ Awngdk* | 429 | | | | | | | | | | | | |
| 491 | **Kong Magnus** | SteelScSr | 1101 | | | | 1884 | Reiherst'g Schiffsw. Hamburg | Nordenfjeldske Dampskibsselskab | 222·6 \| 31·0 \| 20·0 B14 H15 | Drontheim Norwegian WB | C.2Cy.27″&50″–33″ 120NHP Reiherst. Maschinenf. Ham | | | |
| | *R. Hoff* 95–03 | 1 *Dk‡ Spar dk* | 1086 | | | | | | | | | | | | |
| JSHR | (*ex* Anna Woermann) | | 675 | | | | | | | | | | | | |
| 492 | **Kong Nam** | WoodSc | ~~501~~ | 501 | | | 1898 | Kwong Tuck Cheong Hungham | ~~J. Trevor & Co.~~ E. O. Wake | 160·5 \| 25·0 \| 10·0 H11 | ~~Canton~~ Hongkong British | C.2Cy.17″&34″–24″ ~~NHP~~ ~~47NHP~~ Inglis & Co. Hong Kong | | | |
| 107028 | ~~*J. Dazin* 02–03~~ *W. Angus* –04 | 2 *Dks* | ~~456~~ 456 | | | | | | | | | | | | |
| | | | ~~402~~ 402 | | | | | | | | | | | | |
| 493 | — | WoodScCtr | 147 | | | | 1896 | ..... Kwong tung | Shanghai Tug & Lighter Co. Ld. | 108·3 \| 18·2 \| 10·4 | Shanghai British | C.2Cy.20″&40″–28″ 66RH | | | |
| 72850 | *Josephen* | | 117 | | | | | | | | | | | | |
| | | 1 *Dk* | 33 | | | | | | | | | | | | |
| 494 | **Kong Olaf** | IronScSr | 547 | | | | 1883 | Stavanger Stöberi & Dok Stavanger | Det Stavangerske Dampskibsselskab | 173·2 \| 24·0 \| 17·7 H20 | Stavanger Norwegian WB | T. (Cy. 2) 11½″,25½″&12½″– 26½″ NB93 93NHP Laxevaags Mskbyg., Bgn. | | N | |
| | *R. Gjemre* | | 527 | | | | | | | | | | | | |
| JWNS | | 1 *Dk‡ Awng dk* | 326 | | | | | | | | | | | | |
| 495 | **Kong Oscar** | IronScSr | 122 | | | | 1864 | ..... Christiania | Indherreds Aktie. Dpsksels. (A. Kleven, *Mgr.*) | 122·7 \| 17·1 \| 6·1 Q11 B30 H13 | Stenkjær Norwegian | C.2Cy. | | | |
| | *A. Munkebye* 00–01 | 1 *Dk* | 69 | | | | | | | | | | | | |
| JSWC | | | 71 | | | | | | | | | | | | |
| 496 | **Kong Oscar II.** | SteelScSr | 920 | | | | 1904 | Akt. Burmeistr & Wain Copenhagen | Arendals Dampskibsselskab | 196·7 \| 30·5 \| 15·0 | Arendal Norwegian WB | T.3Cy.18¼″,30″&50″–33″ 144NHP Akt. Burmeistr & Wain, Cpn | | | |
| | | 2 *Dks* | | | | | | | | | | | | | |
| 497 | **Kong Pak** | WoodTwinScSr | *215* | | | | 1897 | Kwang Tuck Cheang Hong Kong | Tung Kee & Co. | 108·6 \| 18·6 \| 7·5 H15 | Shanghai Chinese | C.4Cy.9″&18″–12″ 19NHP Ugni Sun & Co. Hong Kong | | | |
| | | 1 *Dk‡ Shade dk* | *172* | | | | | | | | | | | | |
| 498 | **Kong Ragnar** | SteelScSr | 657 | | | | 1889 | Akers M.V. Christiania | Söndenfjelds Norske Dpsksk. | 189·3 \| 27·4 \| 13·5 Q87 B70 H39 F28 | Christiania Norwegian WB | T.3Cy.16″,26″&42″–30″ 97NHP Akers Mek. Værks, Xia. | | N | |
| HDTN | *B. Aanonsen* | 1 *Dk* | 488 | | | | | | | | | | | | |
| | | | 399 | | | | | | | | | | | | |
| 499 | **Kong Ring** | IronScSr | 1125 | | | | 1882 | Kockums Verksted Malmö | Söndenfjelds Norske Dpsksk. | 224·0 \| 30·0 \| 14·9 H46 22·4 | Christiania Norwegian WB | C.2Cy.31″&54″–29″ NB99 131NHP Kockums Verksted, Malmö | | N | |
| HFGK | *K. P. Kjerulf* | 1 *Dk‡ Spar dk3tr b* | 1078 | | | | | | | | | | | | |
| | | | 699 | | | | | | | | | | | | |
| 500 | **Kong Sverre** | IronScSr | 593 | | | | 1867 | Nylands Verksted Christiania | Det. Stavangerske Dampskibsselskab | 176·2 \| 24·3 \| 19·5 P58 B35 F34 | Stavanger Norwegian | T.3Cy.15½″,25″&42″–30″ N E & B98 97NHP Akers Mek. Verks. Xia. | | N | |
| HFBL | *F. Wathne* 96–04 | 1 *Dk‡ Awngdk3tr b* | 573 | | | | | | | | | | | | |
| | | | 355 | | | | | | | | | | | | |
| 501 | **Kong Trygve** | SteelScSr | 663 | | | | 1890 | Wood, Skinner & Co Newcastle | Acties. Dpsk. Thore (T. E. Tulinius. *Mgr.*) | 170·0 \| 27·6 \| 19·6 H7 | Copnhagn Danish WB | T.3Cy.15½″,25″&41″–27″ NB02 87NHP NE Marine Co. (Lim.), Nwc. | | V | |
| | *Nielsen* | 1 *Dk Awngdk* | 661 | | | | | | | | | | | | |
| | | | 414 | | | | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register Tonnage. Under deck / Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Part of Survey. | 7 Years Allowed now required. Equipment Letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; IHP=power by Ship's Engines. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Mean Draught in ft. in. | 14 Freeboard in ft. in. | 15 Tonnage under deck. Deduction for Propelling Power. Tonnage for Dues. | 16 Date when last Boiler was made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 502 RKNH | **Konia** *S.Kukarookas* (ex Ben Voirlich) | **IronScSr** ssCpl.2nd No.3–4,01 2 *Dks & tr B* | *1489* 1472 935 | ✝100 A1 2,04 11·03 NB10,00 | Msl | *y* | *1877* 5mo | **J.Laing** Sunderland & CP | **Mehmet Halid Tantavizadé** | 257·2 \| 34·1 \| 23·8 B & F 18 BK 9" *WB* | **Constanpl** Turkish | C.2Cy.27"&60"–36" (*s*) 80lb *90lb* NDB00 164NHP 1SB.*dpf*,GS75,HS82542 N.E.MarineEng.Co.Ld Sld | 24 ″ 10 | | | |
| 503 RKNH | **Konig** *A.Kley*00–03 *Elec.light* | **SteelTwinScSr** 2 *Dks & Web frames* | 4820 4226 2984 | | | | *1896* | **Reiherst'g Schiffsw. Hamburg** | **Deutsche Ost-Afrika Linie** | 401·3 \| 47·2 \| 29·2 P38' F65 *WB* | **Hamburg** German | T.6Cy.21",32½"&56"–42" 407NHP Reiherst.Maschinenf.Ham. | | G | | |
| QGTB | **König Albert** *Ch.Pollack* –01 *Elec.light* | **SteelTwinScSr** 4 *Dks* | 10643 8232 6590 | | | | *1899* | **Act.Ges. "Vulcan" Stettin** | **Norddeutscher Lloyd** | 499·3 \| 60·2 \| 34·6 P110' B234' F74' *WB* | **Bremen** German | Q.8Cy.27½",40",57½"&82½"–55" 1010NHP A.G."Vulcan,"Stettin | | G | | |
| MDLP | **König Christian** *Elec.light* | **SteelPadSr** 1 *Dk* | 456 298 140 | *Now in* "Peterhof," *See Vol. 41* | | | *1885* | **Act.Ges. "Vulcan" Stettin** | **Grossherz.Mecklenb.Friedr.-Franz-Eisenbahn** | 190·8 \| 21·6 \| 10·5 B60 H40*t* | **Rostock** German | C.2Cy.82½"&61"–49½" NB97 218NHP A.G."Vulcan,"Stettin | | G | | |
| MDLP | **Königin Luise** *O.Volger* –00 *Ref.Mchy. Elec.light* | **SteelTwinScSr** 4 *Dks* | 10711 8810 6790 | | | | *1896* | **Act.Ges. "Vulcan" Stettin** | **Norddeutscher Lloyd** | 523·1 \| 60·1 \| 34·9 P82' B257' F67' *WB* | **Bremen** German | Q.8Cy.25⅛",38⅛",59½"&70⅝"–55½" 846NHP A.G."Vulcan,"Stettin | | G | | |
| RKPM | **Königsau** *F.Gosch*03–04 *Elec.light* | **SteelScSr** 1 *Dk & deep framing* | 1650 1280 950 | | | | *1904* | **Flensburg Schiffsb.Ges.** | **Norddeutsche Frachtdampfs Ges. (Gebr.Petersen, *Mgrs.*)** | 255·3 \| 35·6 \| 15·2 P16' Q65' B112' F30' *WB* | **Flensburg** German | T.3Cy.16",26"&43"–33" 106NHP Flensburger Schiffsb.Ges. | | | | |
| RKPM | **Königsberg** *H.Mayer* –02 *Well deck* (ex Della) *Elec.light* | **SteelScSr** ssBhn.No.1–02 2 *Dks* (*Stl–U teaks*) *Stl B* | 4856 4103 3185 | ✝100 A1 11·03 | Ham | *y* | *1897* 4mo | **Blohm & Voss Hamburg** | **Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie)** *WB=* | 400·0 \| 46·3 \| 27·4 P&B264' F41' BK 11" *Cell D Ba* 106' *u E*30' | **Hamburg** German | Q.4Cy.21½",31½",45½"&66"–48" } (*s*) 213lb *170lb* 396NHP 2DB,*12cf*,GS200,HS6680 Blohm & Voss,Hamburg | 30 ″ 3 | | | S 11,03 |
| JDTN | — *E.Blauert* | **IronScSr** 1 *Dk 2 tr B* | 959 741 593 | | | | *1881* | **Stettiner Act.Ges. Stettin** | **Neue Dampfer-Cie. Act.Ges.** | 215·2 \| 28·8 \| 14·0 P&B105' F32' | **Stettin** German | C.2Cy.23½"&47"–27½" NB95 97NHP Stettiner A.G.,Stettin | | G | | |
| JQBM | **510** — *D.B.Sivertsen*95–02 | **SteelScSr** 1 *Dk* | 534 458 321 | | | | *1902* | **Fredrkstad Mek.Værkst. Fredriksstad** | **Vestlandske Lloyd (E.Rusten, *Mgr.*)** | 154·5 \| 26·7 \| 13·2 B50*t* H12*t* F18*t* | **Bergen** Norwegian | T.3Cy.12½",20"&32"–25½" 52NHP Fredriksstad Mek.Værkst. | | N | | |
| PHNG | **511 Koning Willem I.** ~~*C.L.J.Kotting*00–03~~ ~~*v.d.Visser*~~ 3 *Dks* (1 *Stl*–ws *U Stl*–teak s) *Elec.light* *J.Vensleegh* | **SteelScSr** ssAms.No.1–03 | 4448 3524 2851 | ✝100 A1 5·02 2,01 4,05 APS11,00 BS6,02 4,05 1,03 | Ams | *y* | *1898* 11mo *Lloyd's* | **Kon.Maats deSchelde Flushing** & CP | **Stoomv.Maats. Nederland** | 384·1 \| 45·3 \| 27·5 P&B256' F70' BK 11" *WB=DBu E*38' 150*t* | **Amstrdam** Dutch | Q.4Cy.27½",39",55"&82"–60" 210lb *210lb* (*s*) 710NHP 3DB,*18cf*,GS253,HS9759 FD Kon.Maats.deSchelde Flshg | 29 ″ 1 | | | 5,04 |
| PHNJ | **512 Koning Willem II.** *S.Turfboer*83–03 *Elec.light* | **SteelScSr** ssAms.No.1–04 3 *Dks* (2 *Stl*–1 ws & *U* teak s) | 4293 3445 2684 | ✝100 A1 ~~2,01~~ 4,05 ~~BS8,03~~ 1,MC5,04 | Ams | *y* | *1900* 4mo *Lloyd's* | **Maats.vor Schps.& Wrk. Feyenoord Rotterdam** & CP | **Stoomv.Maats. Nederland** | 392·8 \| 45·0 \| 28·2 P&B286' F79' FK & BK 3" *WB=DBu E*36' 135*t* | **Amstrdam** Dutch | Q.4Cy.27½",39",55"&82"–60" 210lb *210lb* (*s*) 718NHP 3DB,*18cf*,GS253,HS9915 FD Maats.v.S.&W.Feyenoord | 29 ″ 9 | | | 5,04 |
| PHNK | **513 Koning Willem III.** *H.J.Potjer*98–04 *Elec.light* | **SteelScSr** 3 *Dks* (2 *Stl*–1 ws & *U* teak s) | 4526 3551 2872 | ✝100 A1 ~~3,01~~ 11,04 ~~BS8,02~~ 2,01 1,MC 11,00 | Ams | *y* | *1900* 11mo *Lloyd's* | **Kon.Maats deSchelde Flushing** & CP | **Stoomv.Maats. Nederland** | 394·0 \| 45·5 \| 28·0 P&B286' F80' FK & BK 3" *WB=DBu E*48' 190*t* | **Amstrdam** Dutch | Q.4Cy.27½",39",55"&82"–60" 210lb *210lb* (*s*) 718NHP 3DB,*18cf*,GS253,HS9915 FD Kon.Maats.deSchelde,Flg | 29 ″ 9 | | | 9,02. 7,04 |
| PHNK | **514 Koningin Emma** *P.Dijkhuizen*03–03 | **SteelScLr** 1 *Dk* | 164 163 76 | | | | *1903* | **Machfbk. Delftshaven Rotterdam** | **G.van Leeuwen, Hzn.** | 109·5 \| 22·0 \| 9·5 *WB* | **The Hague** Dutch | C.2Cy.11"&24½"–15½" 19NHP Machf.Delftshaven.Rot. | | D | | |
| PHMQ | **515 Koningin Regentes** *J.Teensma*02–04 *Well deck* *Elec.light* | **SteelSc3 MstSr** ssAms.No.2–02 3 *Dks* (*U Stl*–teak s & 1 *Stl*–ws) | 3618 2957 2317 | ✝100 A1 ~~Coal 1,01~~ 2,06 BS8,04 4,MC6,02 | Ams | *x* | *1894* 5mo *Lloyd's* | **Caird & Co. (Lim.) Greenock** & CP | **Stoomv.Maats. Nederland** | 376·1 \| 43·1 \| 27·7 P&B217' F148' BK 11" *WB=Cell DB*150'305*t* | **Amstrdam** Dutch | T.3Cy.29",48"&77"–54" (*s*) 170lb *170lb* 456NHP 2DB.*12cf*,GS252,HS87010 Caird & Co.(Lim.),Grk. | 29 ″ 1 | | | 3,04 |
| PHMJ | **516** — *J.H.Bromlowe*95–95 *Elec.light* | **SteelPadSr** ssRot.No.3–7,03 2 *Dks & Awngdk* | *1888* 1797 724 | ✝ A1 *Awng dk* *with freeboard* 4,05 ~~5,~~ *For Channel purposes* | Rot | *r* | *1895* 10mo *Lloyd's* *Flushing & Queenboro'* | **Fairfield Co.(Lim.) Glasgow** & CP | **Stoomv.Maats. Zeeland** | 320·0 \| 35·8 \| 16·0 23·6 FK | **Amstrdam** Dutch | T.3Cy.51",75"&112"–78" (*s*) 170lb 1305NHP 6SB.*24cf*,GS896,HS17658 FD Fairfield Co.(Lim.)Gls. | 16 ″ 9 | s 10 ″ 10 | | |
| PHMT | **517 Koningin Wilhelmina** *P.Ouwehand* 3 *Dks* (*U Stl*–teak & 1 *Stl*–ws) *Elec.light* | **SteelScSr** ssAms.No. ~~1–00~~ 2–04 | 4279 3442 2735 | ✝100 A1 ~~Coal 1,02~~ 2,05 ~~BS4 5,03~~ 1,MC4,~~00~~ ~~BSC,05~~ 10,04 | Ams | *s* | *1896* 7mo *Lloyd's* | **Kon.Maats "deSchelde" Flushing** & CP | **Stoomv.Maats. Nederland** | 381·8 \| 45·4 \| 27·4 P&B272' F68' BK 11" *WB=DBu E*24' | **Amstrdam** Dutch | Q.4Cy.27",39",56"&80"–54" 210lb *210lb* (*s*) 665NHP 4DB,*8cf & 8rf* GS344 HS11660 Kon Maats deSchelde Flshg | 29 ″ 1 | | | 5,02 |
| PHMS | **518** — *W.Philipp* –02 *Elec.light* | **SteelPadSr** ~~ssRot.No.3–01~~ 2 *Dks & Awng dk* ss Rot.No.3–4,05 | *1887* 1797 735 | ✝ A1 *Awng dk* *with freeboard* 4,05 ~~1,03~~ *For Channel purposes* | Rot | *r* | *1895* 8mo *Lloyd's* *Flushing & Queenboro'* | **Fairfield Co.(Lim.) Glasgow** & CP | **Stoomv.Maats. Zeeland** | 320·0 \| 35·8 \| 16·0 23·6 FK | **Amstrdam** Dutch | T.3Cy.51".75"&112"–78" (*s*) 170lb 1330NHP 6SB.*24cf*,GS896,HS17898 FD Fairfield Co.(Lim.)Gls. | 16 ″ 9 | s 10 ″ 10 | | |
| RKPM | **519** — *W.Vander Vaart*93–96 | **SteelScCtr** | 173 170 95 | | | | *1896* | **Bonn & Mees Rotterdam** | **Dogger Maatschappij** | 124·7 \| 20·7 \| 11·5 *WB* | **Vlaardngn** Dutch | C.2Cy.14"&29"–21" 32NHP B.Wilton,Rotterdam | | | | |
| VRBL | **520 Konkordia** *E.L.Kastegren* | **IronSc** | — — 118 | | | | *1875* | **P.Wahl & Co. Warkaus** | **Wiborgs Rederi Aktieb.** | 100·0 \| 22·0 \| 10·2 | **Wiborg** Russian | C.2Cy. P.Wahl&Co. | | | | |
| 79520 QHRJ | **521 Konoowarra** ~~*H.O.S.Neuin* –01~~ *Elec.light* *R.Doulton* 04 | **SteelScSr** ~~ssMel.No.3–2,02~~ ssMel.No.2–99 1 *Dk* (*Stl*) *2 tr B* Mel.2nd No.3–8,04 | 1273 1010 809 | ✝100 A1 8,04 ~~1,02~~ BS7,0~ | Mel | *o* | *1880* 7mo *Lloyd's* | **Russell & Co. Greenock** & CP | **Howard Smith Co. Ld.** | 246·2 \| 33·5 \| 16·4 P42' F26' BK 8½" *WB=DB u* 34' *f* 69' 200*t* | **P.Adelaide** British | C.2Cy.29"&56"–45" 70lb 159NHP 2SB.*6pf*,GS116,HS2584 Kincaid,Donald & Co.,Grk. | | | | 4,02 |
| HKBT | **522 Konoura Maru** *K.Sakuma*95–01 (ex Lennox) | **IronScSr** ssNag.No.3–7,99 ssYka.No.1–02 2 *Dks* (1 *Irn*) *3 tr B* | 2185 1973 1355 | ✝100 A1 3,02 LMC3,02 | Yka | *t* | *1880* 6mo *Lloyd's* | **A.Stephen & Sons Glasgow** & CP | **Ukon Gonzayemon** *WB=* | 312·8 \| 34·1 \| 23·2 P32' B20' F36' BK 10 *Cell DBa*76' *f*92' *u* | **Kobe** Japanese | C.2Cy.38"&68¾"–45" (*b*) 85lb *100lb* NDB00 246NHP 2DB.*8pf*,GS128,HS3952 A.Stephen&Sons,Glasgow | 26 ″ 8 | | | 3,02 |

| Numéro d'Ordre. / Numéro Tedel. / Signaux | Nom du Navire. Matériaux. Gréement. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. Total. / Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. Navires. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Profondeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 523 | **Konstantinos** SteelScSr | *1744* | ✠100A1 | Abr | 1890 | W.Gray& | NiotisMavrogordato&Mitarakis | 260·0 36·5 18·2 | Syra | C.3Cy.19″,30½″&51″–36″ | | | |
| | *J.D.Pappas* *ssNav.No.3–T.* | *1315* | 10.03 | | | Co.Ld. | | Q107′B191 P27 | Greek | 150lb *60lb* 147NH | | | |
| | (*ex*Elloe) 1 *Dk*(*Stl*)*&Webframes* | *1119* | | | | W.Hartlepool | | FK | 4 *BHCem* | 2SB,*4rf*,GS80,HS2180 | | | |
| | *Well deck* | | | | *Lloyd's A&CP* | | | *WB = DBa* | *82′f98′388t* | Cen.Mar.Eng.Wks.W.Hpl. | | | |
| 524 | — IronScSr | 1320 | | | 1879 | Lloyd Austro-Ungarico | HadjiDaout Farkouh | 249·6 31·5 21·8 | Smyrna | C.2Cy.31″&56″–36″ | | | |
| | *M.Xiggas* | 1171 | | | | Trieste | | | Turkish | 157NH | | | |
| | (*ex*Danae) 2 *Dks* | 792 | | | | | | | | ArsenaleLloyd,Trieste | | | |
| 525 | **Kontzesi** IronScSr | 291 | | | 1888 | J.L.Thompson&Sons | V.deUgarte | 120·0 22·1 9·5 | Bilbao | C.2Cy.16″&30″–24″ | | | |
| | *L.Olaeta* –03 1 *Dk* | 193 | | | | Sunderland | | Q41′B11′F14′ | Spanish | 87NH | | | |
| | *Well deck* (*ex*Chindor,*ex*Ivy Holme) | 157 | | | | | | BRG | *WB* | J.W.&F.Wilson&Co.Sld. | | | |
| 526 | **Konung Gustaf Wasa** SteelScSr | 118 | | | 1902 | Bergsunds M.V.Aktieb. | Ångfartygsaktieb. StockholmsOmgifningar (A.F.C. Holmgren, *Mgr.*) | 86·8 17·5 6·7 | Stockholm | C.2Cy.14½″&21½″–19½″ | | | |
| 4096 | *A.G.Sällström* –02 | 57 | | | | Stockholm | | B1′H7t | Swedish | 35NH | | | |
| JNCG | 1 *Dk* | 70 | | | | | | | | BergsundsM.V.Aktb.Skm. | | | |
| 527 | **Konung Oscar** IronScSr | 606 | | | 1875 | Bergsunds Mek.Vks. | Ångf.Aktieb. Södra Sverige (J.G.Setterwall) | 165·7 24·9 13·2 | Stockholm | C.2Cy.24″&48″–27″ | | | |
| 526 | *A.F.Paulsson86–97* | 346 | | | | Stockholm | | H22t 20·4 | Swedish | 100NH | | | |
| HPVS | 2 *Dks*&*Shelter dk* | 477 | | | | | | | | BergsundsMek.Vrkst.,Skm. | | | |
| 528 | **Koonookarra** WoodScSr | 165 | | | 1899 | Riley, Hargreaves&Co. | H.W.H.Stevens | 110·0 20·0 9·6 | Launceston Tas. | C.2Cy.14″&28″–16″ | | | |
| 110459 | *J.Holyman* –01 | 131 | | | | Singapore | | | British | 27RH | | | |
| PRDB | 1 *Dk* | 111 | | | | | | | | Bow&McLachlan,Paisley | | | |
| 529 | **Koonya** SteelScSr | 1091 | ✠ | | 1898 | Grangm'th Dockyard Co. | UnionS.S.Co.of NewZealand,Ld. | 225·0 34·2 13·2 | Dunedin | T.3Cy.18″,29″&48″–33″ (r) | 15 | | |
| 109641 | *J.J.Pennington* –03 *ssSyd.No.1–02* | 822 | | | 5mo | | | Q83′B52′F25′ | British | 180lb *100lb* 138NH | | | |
| QGVF | (*ex*Yukon) 1 *Dk*(*Stl*)*&Web frames* | 663 | | | | Grangemo'th | | FK | 4 *BHCem* | 1SB,*3rf*,GS85,HS2048 | | | |
| | *Well deck* | | | | A&CP | *WB = CellDBa61′uE* | | *B31′f93′366t FPT* | *50t APT70t* | [illegible] Westgarth& Co.Ld.Mdb. | | | |
| 530 | **Koordistan** SteelScSr | 2740 | ✠100A1 | Npt | 1898 | W.Gray& | Anglo-Algerian | 306·0 43·0 18·2 | Swansea | T.3Cy.28″,36½″&62″–39″ (s) | 20 | 1 | |
| 104958 | *J.G.Crouch* –00 *ssShl.No.1–02* | 2046 | *pt Awng dk* | Off | 3mo | Co.Ld. | S.S.Co.(1896),Ld. | P27′Q90′ | British | 160lb *80lb* 232NH | | 8 | 8 |
| QBNH | — 1 *Dk*(*Irn*)*&Web frames* | 1729 | *with freeboard* | | | W.Hartlepool | (F.C.Strick&CoLd *Mgrs.*) | *pt Awng dk 189′* FK | 6 *BHCem* | 1SB,*3rf*,GS60,HS850 PD | | | |
| | *&pt Awng dk*(*Irn*) | | 9.01 2.04 | | A&CP | *WB = Cell* | *DBa&uE 124′f122′* | *665t APT82t* | | Cen.Mar.Eng.Wks W.Hpl. | | | |
| 531 | **Kooringa** SteelScSr | 3174 | ✠100A1 | PGI | 1902 | W.Hamilton&Co. | McIlwraith, McEacharn&Co. Proprietary,Ld. | 324·0 47·0 22·4 | Melbourne | T.3Cy.24″,40″&65″–42″ (s) | 24 | 2 | |
| 101742 | *C.Nightingall* –02 | 2903 | 8.01 Aug. | Mel | 5mo | Pt.Glasgow | | P31′B84′F39′ | British | 180lb *90lb* 305NH | | 4 | 3 |
| | 1 *Dk*(*Stl-ptws*)*2trB* | 2035 | | | | | | FK | 6 *BHCem* | 2SB,*6cf*,GS121,HS1818 | | | |
| | *Elec.light* *&deepframing* | | | | *Lloyd's A&CP* | *WB = CellDBa92′uE22* | | *2′f142′677t APT82t* | | ClydeS.B.&E.Co.Ld PtGls | | | |
| 532 | — SteelScSr | 339 | ✠100A1 | Gls | 1902 | Napier& Miller | Yorke'sPeninsula S.S.Co.Ld. | 125·2 23·2 11·2 | P.Adelaide British | T.3Cy.12½″,20″&33″–21″ (s) | 12 | | |
| | *W.Germein* –08 | 227 | 10.02 | | 10mo | Glasgow | | B61′F20′ | | 180lb 61RH | | 1 | 2 |
| 117412 | 1 *Dk* | 150 | | | | | | FK | 4 *BHCem* | 1SB,*3cf*,GS49,HS1033 | | | |
| | | | | | *Lloyd's A&CP* | | *WB = CellDBa16′uE11* | *18t FPT* | *16t APT5t* | ClydeS.B.&E.Co.Ld.PtGls | | | |
| 533 | **Kopernikus** SteelScSr | 644 | | | 1889 | S.& H. Morton&Co. | MarcusCohn& Sohn | 180·0 28·2 12·0 | Königsbrg | T.3Cy.13½″,22″&36″–30″ | 14 | | G |
| | *W.Müller* –00 | 486 | | | | Leith | | Q55′ B46′ F25′ | German | NB01 71NH | | | |
| HDGB | *Well deck* 1 *Dk* | 378 | | | | | | | *WB* | S.&H.Morton&Co.,Leith | | | |
| 534 | — IronScSr | 415 | | | 1885 | G.Howaldt | A.C.deFreitas &Co | 160·8 24·0 11·4 | Hamburg | C.2Cy.18″&34″–24″ | | | GV |
| | *Now named "Rudi," See No. 23 in Supplement.* | | | | | Kiel | | | German | NB93 47NH | | | |
| RMWS | (*ex*Elve) 1 *Dk*2*trB* | 243 | | | | | | | *WB* | Gebr.Howaldt,Kiel | | | |
| 535 | **Koping** IronScSp | 131 | | | 1884 | W.Lindbergs M.V | StockholmsTransp ochBogs.Aktieb. (A.G.Förselius) | 97·5 18·6 7·2 | Stockholm | C.2Cy.11½″&19″–16″ | | | |
| 2705 | *G.Wistrand* –98 | 96 | | | | Stockholm | | H35t | Swedish | 12NH | | | |
| HSFM | (*ex*Delfin,*ex*Murena) 1 *Dk* | 99 | | | | | | | | W.LindbergsM.V.,Skm. | | | |
| 536 | **Koputai** IronPadSp | 158 | | | 1876 | T.Wingate &Co. | OtagoHarbour Board | 112·2 20·1 9·6 | Dunedin, N.Z. | C.2Cy.28″&62″–48″ | | | |
| 76216 | | 153 | | | | Glasgow | | | British | 156NH | | | |
| | | 5 | | | | | | | | T.Wingate&Co.,Gls. | | | |
| 537 | **Korana** SteelScSr | 3779 | ✠100A1 | Npt | 1901 | J.Priestman&Co. | SocinAzioniUngaroCroata per la Nav.Libera | 350·0 46·5 21·2 | Fiume | T.3Cy.25″,41″&67″–45″ (s) | 22 | 3 | |
| | ~~*Schonicoli–01 P.Duimovich* –04~~ | 3573 | *Spar dk* | Trl | 12mo | Sunderland | | P35′B110′F39′ 28·5 | Aust.-Hung. | 180lb *80lb* 312NH | 5 | 11½ | |
| JLFP | 1 *Dk*(*Stl*)*&Spar dk*(*Stl*)*3trB* | 2387 | ~~4.04~~ 3.05 | MC12,01 | | Sunderland | | FK | 6 *BHCem* | 2SB,*6cf*,GS115,HS1840 | | | 1.04 |
| | | | | | *Lloyd's A&CP* | | *WB = DBa114′* | *uE 24′f146′ 1091t* | *APT93t* | Richardsons,Westgarth& Co.Ld.Sld. | | | |
| 538 | **Korat** SteelScSr | *1900* | | | 1895 | Workman, Clark&Co.Ld | Norddeutscher Lloyd | 278·0 41·1 20·8 | Bremen | T.3Cy.19″,32″&52″–30″ | | | |
| | *W.Hübner* | *1763* | | | | Belfast | | B38′F28′ | German | 148NH | | | |
| QGRB | (*ex*Centaur) 2 *Dks* | *1223* | | | | | | | *WB* | Wrkman,Clark&Co.LdBel. | | | |
| 539 | **Korea** SteelTwinScSr | 11276 | | | 1901 | NwprtNws S.B.&D.D.Co | PacificMailS.S.Co. | 551·7 63·2 40·8 | NewYork Utd.States | Q.8Cy.35″,50″,70″&100″–66″ | | | RV |
| 181106 | *W.B.Seabury* –01 | — | | | | Newprt News | | P112′B245′F72′ | | 1625NH | | | |
| KRNC | *Elec.light* 3 *Dks*&*Awng dk* | 5651 | | | | | | | *WB* | NewportNewsSB.& DDCo. | | | |
| 540 | — SteelScSr | 6163 | ✠100A1 | Cpn | 1899 | Flensburgr Schiffsb.Ges. | RussischOstasiatischeDmpf.Act.Ges. | 409·0 49·6 19·8 | S.Petrsbrg Russian | T.3Cy.28½″,47½″&70″–54″ | 22 | 6 | 3.05 |
| | *o.Permitz* | 5749 | *Spar dk* | | 11mo | Flensburg | | P&B284′F42′ 27·8 | British | 175lb (*s*) 507NH | | | |
| HBJK | 1 *Dk*(*Stl*)*&Spar dk*(*Stl*–*teak s*)*&* | 3944 | 3.02 | | | | | FK | 6 *BHCem* | 3SB,*12cf*,GS184,HS800 | | | |
| | *Elec.light* *Web frames* | | | MC11,99 | A&CP | *WB = CellDBa124′uE* | | *22′f174′1007t FPT* | *70t APT40t* | FlensburgerSchiffsb.Ges. | | | |
| 541 | **Korio Maru** WoodScSr | 151 | | | 1895 | T.Kitagawa | TaikoKisen KabushikiKaisha | 118·1 14·8 11·8 | Otsu | C.2Cy.12″&24″–15″ | | | |
| 6943 | | 137 | | | | Otsu | | | Japanese | 19NH | | | |
| JGSL | 2 *Dks* | 94 | | | | | | | | OsakaIronWorks,Osaka | | | |
| 542 | **Korniloff** IronScBk | 2079 | ✠ | Lon | 1869 | A.Leslie& Co. | RussianStm.Nav. &TradingCo. | 286·8 36·0 26·6 | Odessa Russian | T.3Cy.28″,37″&61″–39″ | | | |
| | *E.Emeretly* *ssLon.No.1–74* | 1929 | 2.78 | | 5mo | Newcastle | | Q48′ F51′ | | NE&B95 NDB95 248NH | | | |
| JQTP | *Elec.light* 2 *Dks*&*tr B* | 1592 | | | | | | | 5 *BHCem* | WllsndSlpwyCo.Ld Nwc | | | |
| 543 | **Korona** SteelSc3MstSr | 2874 | ✠100A1 | N Yk | 1886 | Lon.&Gls. Co.Ld. | QuebecS.S.Co.Ld. | 344·0 40·2 26·5 | London British | T.3Cy.30″,47″&70″–51″ (s) | 27 | 9 | 12.09 |
| 91901 | *J.T.Carmichael02–03 ssYka.No.3–9,98* | 2644 | 3.05 | | 1mo | Glasgow | | P50′B72′F46′ | | 140lb *95lb* NDB00 260NH | 5 | 7 | |
| KFBH | (*ex*Monmouth) *ssN.Yk.No.1–03* | 1871 | | LM11 | | | | BK11′ | 6 *BHCem* | 2DB,*12cf*,GS227,HS5014 | | | |
| | 2 *Dks*(*Stl–Uws*)*8trB* | | MS11,02 | BS 3.04 | *Lloyd's A&CR* | | *WB = MT f40′284t* | | *MTa46′271t* | London&Gls.Co.Ld.Gls. | | | |
| 544 | **Korrigan** IronSc | 201 | | | 1878 | Jollet& Babin | Cie.duBoléo | 147·7 19·5 10·5 | Guaymas Mexican | C.2Cy.20½″&30½″–25½″ | | | |
| | (*ex*St.Joseph) | 186 | | | | Nantes | | | | 38NH | | | |
| | | 112 | | | | | | | | Jollet&Babin,Nantes | | | |

| 1 No. in Official No. Code Letters. | 2 Steamer's Name. Masters. Special Surveys. | 3 Material. Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 6 Built. When. Ship. | By Whom. Where. | 7 Owners. | 8 Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders—Stroke. NIP=Horse-power by Society's formula. BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded depth. Freeboard amidships. ft. in. | 12 Tonnage Deductions for Engine Room. Equivalent to Tons Under Deck. | 13 Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 545 JRDW | **Korrigan II.** *Sandez* –05 | Steel Sc Sr | 289 — 55 | | | | 1892 | Lobnitz & Co. Renfrew | Cie. du Boléo | 144·5 B16′ | 23·0 | 12·5 | Guaymas Mexican | C.2Cy.21″&42″–24″ 72NH Lobnitz & Co., Renfrew | | | |
| 546 NTWM | **Korsör** *J.C. Breum* | Iron & Steel Pad (*Ferry*) 1 *Dk* | 971 892 486 | | | | 1883 | Kockums Mk. Wrks. Malmö | De Danske Statsbaner | 251·3 | 34·4 | 14·7 | Korsör Danish | C.4Cy.38¾″&63¾″–54″ 490NH Kockums Mk. Wrks. Malmö | | | |
| 547 PHRM | **Kortenaer** *Ld. Vissel* | Steel Sc Sr (100 A1 *Stl sy deep framing*) | 2151 1956 1359 | ✠100A1 12,04 4,04 | Npt Rot | *s* | 1901 3mo | Grngem'th & Greenock Dockyard Co. Greenock | Stoomv. Maats. Tromp (J.F. & F. Schellen, *Mgrs.*) | 286·0 P25′B57′F27′ *Lloyd's A&CP* | 43·2 FK | 19·0 *WB = Cell D Ba* 84′ | Rotterdam Dutch | T.3Cy.21″,35″&57″–39″ (*s*) 180lb *100lb* 212NH 2SB,*6cf*,GS150,HS3160 Maas Houston, Ld. Gts. *a E & B* 36′ *f* 112′ 580*t APT* 77*t* | 21 " 1 s 8 " 8 | | 8,04 12,04 |
| 548 JRDW | **Koryo Maru** 8718 | Steel Sc Sr 2 *Dks* | 745 655 462 | | | | 1903 | Osaka Iron Works Osaka | S. Fujino | 187·2 | 26·0 | 18·1 | Osaka Japanese | T.3Cy.18″,21½″&37″–24″ 67NHP Osaka Iron Works, Osaka | | | |
| 549 JBLV | **Kosai Maru** 4163 *K. Homma* 00–04 *Elec. light* | Steel Sc Sr ss Kob. No. 1–03 2 *Dks* & *Spar dk* (*Stl*–*teak s*) | 2635 1665 1423 | ✠100A1 *Spar dk* 1,05 2,01 BS2,03 | Yka Kob | *t* | 1899 1mo | Lobnitz & Co. Ltd. Renfrew | Nippon Yusen Kabushiki Kaisha *WB = Cell D Ba* 36′ *u E &* | 312·0 B8′ *Lloyd's A&CP* | 39·2 BK 10″ *B* 30 *f* 88′ 468*t APT* | 18·7 26·2 | Tokio Japanese | T.3Cy.25″,42″&67″–48″ (*s*) 185lb *100lb* 377NH 2DB.*6cf*,GS233,HS6300 20*t APT* 14*t* Lobnitz & Co. Ltd. Renfrew | 21 " 9 s 9 - 4 | | 1,05 |
| 550 JRFK | **Kosei Maru** 8804 | Wood Sc Sr 2 *Dks* | 393 352 148 | | | | 1903 | U. Nakamura Osaka | U. Nakamura | 147·6 | 20·2 | 15·8 | Osaka Japanese | C.2Cy.15½″&31″–22″ 38NHP H. Yamashita | | | |
| 551 JPNG | — 7827 *U Hiroshima* | Wood Sc Sr 2 *Dks* | 152 140 94 | | | | 1901 | H. Teraoka Tokitzu | Mitsuyama Kinroku | 107·2 | 15·9 | 12·3 | Tokitzu Japanese | C.2Cy.10⅞″&21½″–15″ 15NHP | | | |
| 552 JCRK | **Koshin Maru No. 2** 6900 | Wood Sc Sr 1 *Dk* | 160 59 99 | | | | 1897 | Imai Seijiro Otsu, Omi | Taiko Kisen Kabushiki Kaisha | 106·0 | 16·4 | 5·1 | Otsu Japanese | C.2Cy.18¼″&30¼″–17″ 31NHP | | | |
| 553 HJLC | **Kosho Maru** 1270 *Honda Matokichi* | Iron Sc Sr (*ex Johann*) 2 *Dks* | 561 536 348 | | | | 1883 | G. Howaldt Kiel | Chita Kogio Kabushiki Kaisha | 167·2 | 23·5 | 18·3 | Kobe Japanese *WB* | C.2Cy.18½″&36″–23½″ NB96 52NHP Gebr. Howaldt, Kiel | | | |
| 554 JLFQ | **Koster** *R. Norrman* 04–04 | Steel Sc Sr 1 *Dk* | 491 361 326 | | | | 1904 | Lindholmens M.V. Gothenburg | Ångfartygs Aktieb Commerce (W. Lundqvist) | 158·5 P57′F28′ | 26·3 | 13·4 | Gothenburg Swedish *WB* | T.3Cy.13½″,22″&36½″–22½″ 63NHP Lindholmens M.V. Got. | | V | |
| 555 JLFQ | **Kostrena** *A. Kopajtic* | Steel Sc Sr 1 *Dk* (*pt Stl & pt Irn*) 2 *tr B* & *deep framing* 3 *Dk rule* | 2531 2380 1582 | ✠100A1 4,04 LMC 1,04 | Rot | *t* | 1902 1mo | Napier & Miller, Ld. Glasgow *Lloyd's A&CP* | G.A. Sodich *WB = Cell D B* | 314·0 P30′B94′F33′ *a* 98′ *u E &* | 44·0 FK *B* 36′ *f* 134′ | 20·7 5 *BHCem* 731*t APT* 70*t* | Fiume Aust.-Hung. | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *90lb* 261NHP 2SB,*6pf*,GS118,HS4212 D. Rowan & Co. Glasgow | 23 " 3 s 3 - 9 | | 4,04 |
| 556 HPCB | **Kostroma** 552 *D. Maurocordatos* *Elec. light* | Steel Sc Bk ss Gls. No. 3–9,98 1 *Dk* (*Stl*) & *Spar dk* (*pt Stl*) 3 *tr B* | 3507 3216 1990 | ✠ *Spar dk* 9,98 NB 9,98 | Gls | *w* | 1888 2mo | Hawthorn, Leslie & Co. Ltd Newcastle | Russian Volunteer Fleet Association *WB = DB* | 375·0 P24′B82′F57′ *a* 91′ *& u E &* | 42·2 BK 11″ *B* 58′ 320*t* | 20·9 28·5 8 *BHCem* *APT* 23*t* | Odessa Russian | T.3Cy.31″,46″&78″–54″ NDB 98 525NHP 3DB,*18cf*,GS180,HS7500 FD Wigham Richrdsn & Co. Nwc | 22 " 0 | | |
| 557 JCLR | **Kosui Maru No. 2** 4401 | Wood Sc Sr 2 *Dks* | 136 124 77 | | | | 1897 | Kitagawa Tobei Otsu, Omi | Taiko Kisen Kabushiki Kaisha | 109·3 | 14·7 | 10·7 | Otsu Japanese | T.3Cy.9″,15″&25″–18″ 27NHP Okuyama Ichiro, Osaka | | | |
| 558 | **Kotic** ~~Independencia~~ *Well deck* | Steel Sc 3 Mst Sr ss Yka. No. 3–5.03 1 *Dk* (*Stl*–*ws*) | 403 300 272 | ✠100A1 5,03 LMC 5,03 | Yka | *f* | 1891 5mo *Lloyd's* | J. Patton London | ~~Kamschatka Commercial Industrial Co.~~ *WB = FPT* 42*t APT* 4*t* | 148·0 P18′Q75′B7′F22′ | 23·0 BK 7 | 11·6 3 *BHCem* | ~~Petrpvlsk Kmschska~~ Russian Japanese | T.3Cy.13″,20″&33″–24″ (*s*) 160lb *80lb* 59NHP 1SB,*2rf*,GS40,HS977 Newall & Co. Bristol | 12 " 4 | | 5,02 |
| 559 JQCL | **Kotka** 88196 *W. Whitton* 86–04 *Well deck* | Iron Sc Sr ss Hul. No. 3–9,96 ss Hul. No. 1–01 1 *Dk* (*Irn*) 2 *tr B* | 1695 1353 1099 | ✠100A1 4,04 4,03 7,04 MS 1,01 BS 3,04 | Hul Liv LMC | *q* | 1884 4mo *Lloyd's* | H.S. Edwrds & Son Newcastle *A&CP* | T. Wilson, Sons & Co. Ld. | 260·0 P26′Q84′B50′F26′ drp 04 | 36·2 BK 9½″ *WB = DB a* 88′ *f* 82′ | 18·5 1 *BHCem* 335*t APT* 20*t* | Hull British | C.2Cy.32″&60″–39″ (*t*) 180lb 178NHP 2SB,*6pf*,GS95,HS3011 Nrthn. Mar. Eng. Co., Gts. | 19 " 10 s 2 - 2 | | 4,03 |
| 560 | **Kotlas** *Dischler* | Steel Sc Sr | 172 — 133 | | | | 1895 | P. Larsson Thorskog | Olsen, Stampe & Co. | 100·0 | 22·4 | 9·3 | Archangel Russian | C.2Cy.11″&18″–16″ 11NHP P. Larsson, Thorskog | | | |
| 561 JLFN | **Kōto Maru** 8911 *S. Kamimura* 96–01 (*ex Glengarry*) | Iron Sc 3 Mst Sr ss Lon. No. 3–8,95 ss Lon. No. 1–99 2 *Dks* (*Irn-Uws*) 3 *tr B* | 3182 2740 1973 | ✠100A1 2,03 NB 5,92 BS 1,04 | Ant LMC 11,99 | *w* | 1883 2mo *Lloyd's* | Lon. & Gls. Co. Ltd. Glasgow *A&CP* | Nippon Shosen Kabushiki Kaisha | 360·2 P72′B64′F51′ *WB = Cell D B* | 43·3 BK 11″ 296′ | 24·5 6 *BHCem* 455*t Tpd.* 92 | Tokio Japanese | T.3Cy.24½″,38″&68″–57″ (*s*) 160lb *80lb* NDB 92 384NHP 2SB.*6rf*,GS110,HS5025 FD Wllsnd Slpwy. Co. Ld. Nwc | 27 " 5 s 5 - 9½ | | 1,04 |
| 562 HGMB | **Kotobuki Maru** 1044 *J. Kawasaki* –02 | Wood Sc Sr 1 *Dk* | 371 339 230 | | | | 1887 | Mayegawa Tomekichi Osaka | S. Matsuda | 143·6 | 21·2 | 15·4 | Osaka Japanese | C.2Cy.18″&34″–24″ 47NHP | | | |
| 563 HKVL | **Kotohira Maru** 1635 | Wood Sc Sr 2 *Dks* | 161 147 100 | | | | 1897 | Nakamura Ushitaro Osaka | H. Tazaka | 106·9 | 15·8 | 13·3 | Tokio Japanese | C 2Cy.12″&24″–14″ 18NHP Kio Kan Shi, Osaka | | | |
| 564 JDBW | **Kotsu Maru** 8363 *Oiye Shichihei* *Elec. light* | Steel Sc Sr 1 *Dk* (*Stl*) & *Spar dk* & *Web frames* | 1605 1284 995 | ✠100A1 *Spar dk* *with freeboard* 1,05 1,04 LMC 1,05 | Kob | *p* | 1902 2mo *Lloyd's* | Ishikawajima S.B. & E. Co. Ltd. Uraga *A&CP* | Oiye Shichihei *WB = Cell D* | 240·0 P37′B77′F39′ *Ba* 60′ *u E &* | 34·0 FK *B* 48′ *f* 88′ | 12·1 19·4 5 *BHCem* 243*t FPT* 57*t* | Osaka Japanese | T3Cy 18½″,30½″&52½″–36″ (*s*) 200lb *100lb* 185NHP 2SB,*6rf*,GS100,HS2820 Ishikawajima S.B. & E. Co. Ltd. Tokio *APT* 30*t* | 14 " 9 s 5 - 10 | | ~~4,03~~ 1,05 |
| 565 101484 PRSW | **Kotuku** *S. Kennedy* –00 *Well deck* | Steel Sc Sr 1 *Dk* (*Stl*) & *deep framing* | 1054 809 662 | ✠100A1 6,00 LMC 6,00 | Grk | *n* | 1900 6mo | Crmichael, Maclean & Co. Greenock *Completed by* A&CP | Union S.S. Co. of New Zealand, Ld. Russell & Co. *WB = Cell D Ba* 52′ | 225·0 Q77′B56′F28′ *u E* 19′ *f* 96′ 274*t FPT* | 34·3 FK 4 *BHCem* 43*t APT* 32*t* | 14·0 | Dunedin British | T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *80lb* 112NHP 1SB,*3cf*,GS59,HS1692 Ross & Duncan, Glasgow | 16 " 4 s 1 - 9 | | |
| 566 | **Kotzebue** | Iron Pad 1 *Dk* | 196 — 78 | | | | 1868 | ..... Newcastle | Don River Mouth Commission | 135·1 | 23·6′ | 7·7 | Rostoff Russian | | | | |

| Numéro Officiel / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Details de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Lieu de Visite. / Terme assigné maintenant pour la Prochaine Visite. | Construction. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. / Largeur. / Profondeur. | Port d'Armement. / Pavillon. | Machines. No. & Nat. des Cylindres.—Course—Pression des Chaudières. N.H.=Force en chevaux d'après les formules de la Société. B.H.=Force en chevaux d'après les papiers du navire. Détails Nat. Chaudières & Foyers. Nom du Constructeur des machines. | Quand sur Quille / Franc-bord au dessus du pont de franc-bord. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 567 | **Kouang-Si** Steel Twin Sc Sr | 6000 | | 1904 Forges & C. de la Médit. Havre | Est Asiatique Français | 430·0 \| 50·8 \| 29·6 37·5 | Marseilles French | T. 6 Cy. 25½", 38" & 52"–38½" 334 N H Forges & C. de la Médit. Hav | | | |
| JVLD | 3 *Dks* | | | | | | | | | | |
| 568 | **Koun Maru** Iron Sc Sr | 2876 | ✠100 A1 Kob \| *u* | 1883 Aitken & Mansel Glasgow | K. Fujioka | 340·0 \| 38·1 \| 26·3 P37' B40' F42 BK9½" | Uraga Japanese | C. 2 Cy. 48" & 75"–51" 80lb *50lb* N D 96 351 N H 2 D B. *12pf*, G S 250, H S 522 J. & J. Thomson, Glasgow | 27 | | |
| 7071 | *Y. Minamikawa* 01–01 *ss* Yka. No. 3–9,95 | 2602 | 3.03 | 3mo | | | | | 5 · 6 | | |
| JMRL | *Elec. light* (*ex* Pathan) *ss* Shl. No. 1–00 | 1783 | ✠LMC 3.03 | *Lloyd's A & CP* | | | 6 *B H Cem* | | | | |
| | 2 *Dks* (1 *Irn* & *Upt Irn–teak s*) 3 *tr B* | | | | | | | | | | |
| 569 | **Kounyu Maru** Wood Twin Sc Sr | 155 | | 1889 Mayeda Unosuke Osaka | Amagasaki Isaburo | 103·5 \| 16·4 \| 12·8 | Osaka Japanese | 2 Cy. 14"–18" E & B *blts* 7 11 N H Tomonaga Genzaburo, Osk. | | | |
| 1170 | *Okita Kahei* | 143 | | | | | | | | | |
| HGTK | 2 *Dks* | 99 | | | | | | | | | |
| 570 | **Kounyu Maru, No. 1** | 159 | | 1890 Mayeda Unosuke Osaka | Amagasaki Isaburo | 106·7 \| 15·8 \| 13·0 | Osaka Japanese | 2 Cy. 15"–18" N B 93 14 N H Tomonaga Genzaburo, Osk | | | |
| 1169 | *Hisahiro Tokusuke* Wood Twin Sc Sr | 149 | | | | | | | | | |
| HGWK | (*ex* Kounyu Maru, No. 2) 2 *Dks* | 98 | | | | | | | | | |
| 571 | **Kounyu Maru, No. 3** Wood Twin Sc Sr | 177 | | 1890 Mayeda Unosuke Osaka | Amagasaki Isaburo | 114·6 \| 16·3 \| 12·1 | Osaka Japanese | 2 Cy. 16½"–14½" N B 02 16 N H Tomonaga Genzaburo, Osk | | | |
| 1224 | *Mori Tsunekichi* | 159 | | | | | | | | | |
| HJFB | 2 *Dks* | 110 | | | | | | | | | |
| 572 | **Kowloon** Steel Sc Sr | 2326 | | 1893 Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 281·1 \| 38·2 \| 23·5 P19' H75' F36' | Hamburg German *W B* | T. 3 Cy. 21", 34" & 56"–39" 196 N H Reiherst. Maschinenf. Ham | | G | |
| | *H. Stehr* 02–02 | 2093 | | | | | | | | | |
| RJVF | (*ex* Babitonga) 2 *Dks* | 1487 | | | | | | | | | |
| 573 | **Koyo Maru** Steel Sc Sr | 1447 | | 1886 A. M'Millan & Son Dumbarton | Nippon Shosen Kabushiki Kaisha | 238·7 \| 32·6 \| 15·9 23·0 | Tokio Japanese | T. 3 Cy. 18", 30" & 48"–36" 138 N H Hutson & Corbett, Glasgow | 16 | 16 | |
| 8456 | *S. Kamimura* 97–02 (*ex* Yik Sang, | 1396 | | | | | | | | | |
| JPDH | *ex* Paumben) *Structure pt Irn* | 1043 | | | | | | | | | |
| 574 | — Steel Sc Sr | 1029 | | 1889 Howaldtswerke Kiel | Akita Kisen Kabushiki Kaisha | 202·3 \| 29·0 \| 18·1 H46' | Hakodate Japanese *W B* | T. 3 Cy. 14½", 22½" & 36½"–19½" 59 N H Howaldtswerke, Kiel | | | |
| 1554 | (*ex* Siegmund) | 894 | | | | | | | | | |
| HKPB | 1 *Dk* & *Spar dk* 3 *tr B* | 638 | | | | | | | | | |
| 575 | — Wood Sc Sp | 177 | | 1901 Ominato Zosenzo Ominato | Tosa Shosen Kabushiki Kaisha | 107·5 \| 16·6 \| 12·8 | Kochi Japanese | T. 3 Cy. 9½", 15" & 24½"–18" 25 N H Ono Seikichi, Osaka | | | |
| 7694 | *N. Yamashita* | 157 | | | | | | | | | |
| JMGL | 2 *Dks* | 99 | | | | | | | | | |
| 576 | **Kraft** Steel Sc K | 119 | | 1899 J. P. Rennoldson & Sns South Shields | N. Mihanovich | 90·2 \| 18·2 \| 9·6 F20' BK5½ | Bns. Ayres Argentine | T. 3 Cy. 11½", 20" & 32"–22" 59 N H J. P. Rennoldson & Sns, S. Shl | 10 | | |
| | | 97 | | | | | | | | | |
| | (*ex* Scotsman) 1 *Dk* | — | | | | | | | | | |
| 577 | **Krautsand** Steel Sc Tug | 253 | | 1901 H. Brandenburg Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 115·1 \| 23·9 \| 13·4 H— | Hamburg German | C. 2 Cy. 20⅞" & 40⅜"–27½" 70 N H H. Brandenburg, Hamburg | | G | |
| | *P. Tiemann* –02 | 220 | | | | | | | | | |
| RMKN | *Elec. light* 1 *Dk* | 12 | | | | | | | | | |
| 578 | **Kressmann** Iron Sc Sr | 433 | | 1875 F. Schichau Elbing | Rud. Christ. Gribel | 161·4 \| 24·7 \| 12·8 P124*t* F29*t* | Stettin German | C. 2 Cy. 19¾" & 42"–22" NB 03 69 N H F. Schichau, Elbing | | G | |
| | *E. Tank* –94 | 358 | | | | | | | | | |
| JDMP | *Elec. light* 1 *Dk* | 248 | | | | | | | | | |
| 579 | **Kriemhild** Steel Sc | 800 | | 1902 Nüscke & Co. Stettin | R. C. Gribel | 202·7 \| 30·3 \| 12·6 Q59' B45' F21' | Stettin German *W B* | C. 2 Cy. 20" & 35"–24" E & B *made* 99, *fitted* 02 50 N H Oderwerke Act. Ges. Stettin | | G | |
| JFRD | *A. Hoffmann* –02 | 600 | | | | | | | | | |
| | *Elec. light* 1 *Dk* | 487 | | | | | | | | | |
| 580 | **Kristina** Iron Sc | 143 | ✠100 A1 Got | 1888 Rostocker Act. Ges. Rostock | M. Lyckholm | 103·4 \| 20·5 \| 10·5 F13' BK9" | Gothenbrg Swedish | C. 2 Cy. 17¾" & 33½"–19½" (*a*) 92 lb 49 N H | | | |
| 4195 | *A. H. Bovik* –03 *ss* Got. 2nd No. 3–9,03 | 126 | *Stm Trawler* BS 6.01 | 5mo | | | 3 *B H Cem* | 1 S B. *2pf*, G S 25, H S 958 | | | |
| JNKR | (*ex* Platessa) 1 *Dk* | 32 | 6.04 ✠LMC 9.03 | *Lloyd's A & CP* | | | | Rostocker A. G. Rostock | | | |
| 581 | **Kristinehamn** Comp Sc Sr | 190 | | 1898 S. Groth Sjötorp | Mora Venerns Jernvägs Aktieb. (K. Rosenquist, *Mgr.*) | 99·7 \| 22·7 \| 9·8 P23' H8*t* | Krstnhmn Swedish | C. 2 Cy. 11½" & 19½"–11½" 11 N H Wilhelmsbergs M. V., Gothenburg | | | |
| 3347 | *B. Berggren* 98–98 1 *Dk* | 155 | | | | | | | | | |
| JKDV | | 125 | | | | | | | | | |
| 582 | **Kronborg** Steel Sc Sr | 3412 | ✠100 A1 Els *c* | 1899 W. Gray & Co. Ld. W Hartlepool A & CP | Dampskibs Selsk. Dannebrog (C. K. Hansen, *Mgr.*) *WB = Cell D B* | 330·0 \| 47·1 \| 24·7 P35' B77' F33 PK | Copnhagn Danish | T. 3 Cy. 25", 40" & 65"–42" 160 lb *80lb* 292 N H 2 S B. *6rf*, G S 101, H S 1663 Cen. Mar. Eng Wrks. W Hpl | 27 | 4 | |
| | *M. S. Hveissel* 1,03 Lev Cpt | 3185 | | 1mo | | | 6 *B H Cem* | | 5 · 3 | | |
| NWQJ | 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* | 2209 | ✠MC 3.03 | | | | *A P T 62t* | | | | |
| | 3 *Dk rule* | | | | | | | | | | |
| 583 | — Steel Sc Sr | 1538 | ✠100 A1 Hpl *p* | 1888 Grangmth Dockyard Co. Grangemth | Helsingörske Dampskibs Selskab (H. C. Nyholm, *Mgr.*) *WB = Cell D B* | 250·0 \| 35·1 \| 16·7 Q87' B70' F31' BK9" | Elsinore Danish | T. 3 Cy. 18", 30" & 48"–36" 160 lb 139 N H | 19 | | |
| | *A. Jeppesen* –02 *ss* Els. No. 3–6,01 | 1218 8.03 Shl | | 11mo | | | 4 *B H Cem* | 1 S B. *3cf*, G S 48, H S 2120 | | | |
| NBPW | (*ex* Ethel) 1 *Dk* (*Irn*) & *Web frames* | 968 | 2.97 ✠LMC 3.01 | A & CP | | | 336 *t A P T 81t* | Hutson & Corbett, Glasgow | | | |
| | *Well deck* *Inner bottom plating Irn* | | | | | | | | | | |
| 584 | **Kronos** Iron Sc Sr | 1071 | ✠90 A1 Shl *n* | 1872 Denton, Gray & Co. W Hartlepool A & CP | Marquess of Londonderry (S. J. Ditchfield, *Mgr.*) *WB = D B* | 230·0 \| 29·8 \| 16·9 Q86 B50' F80' BK8½" | W. Hartlpl British | C. 2 Cy. 27" & 50"–30" 85 lb N D B 95 99 R H P 2 S B. *4f*, G S 80 N. E. Marine E. C. (Lim.), Sld | 17 | 10 | |
| 87527 | *J. Adamson* –04 *ss* Sld. 2nd No. 3–8,97 | 848 | 6.01 8.03 Sld | | | | 6 *B H Cem* | | 1 · 9 | | |
| LDVK | *ss* Sld. No. 1–02 | 689 | ✠N B 01 ✠LMC 7.00 | | | | *W B = D B a 67 f 61'* | | | | |
| | *Well deck* 1 *Dk* 2 *tr B* | | BS 9 | | | | | | | | |
| 585 | — Steel Sc Sr | 929 | | 1897 Sunderlnd S. B. Co. (Lim) Sunderland | Dampfschifffahrts Ges. Neptun | 190·0 \| 30·0 \| 12·4 19·6 PK | Bremen German *W B* | T. 3 Cy. 15½", 25" & 41"–27" 95 N H Sir C. Furness, Westgarth & Co., Mdb | 14 | G | |
| | *H. Fahlbusch* | 350 | | | | | | | | | |
| QGKS | 1 *Dk* & *Awng dk* | 543 | | | | | | | | | |
| 586 | **Kronprindsesse Victoria** Irn Sc Sr | 437 | | 1882 Stavanger | M. Egge | 152·1 \| 24·6 \| 14·1 Q26*t* B60*t* F8*t* | Haugesnd Norwegian *W B* | C. 2 Cy. 18" & 34"–24" N B 00 17 N H P Laxevaag Værk., Bergen | | N | |
| | *O. Hauge* 98–02 | 338 | | Stöberi & Dok Stavanger | | | | | | | |
| JWNP | *Well deck* 1 *Dk* 2 *tr B* | 259 | | | | | | | | | |
| 587 | **Kronprins Frederik** Steel Sc Sr | 1638 | | 1901 Hellerup Skibsv. & Msk Hellerup | Dampskibsselskbt. Nordsöen (Alf. Christensen, *Mgr.*) | 250·8 \| 36·0 \| 14·2 P26' Q70' | Copnhagn Danish *W B* | T. 3 Cy. 18", 29" & 48"–32" 132 N H Dansk Maskinfabrik, Cpn. | | V | |
| | *Schmidt* 89–01 | 1063 | | | | | | | | | |
| NLPS | 1 *Dk* & *pt Awngdk* | 1032 | | | | | | | | | |
| 588 | — Steel Pad | 414 | | 1898 Helsingörs Jernsk & Msk Elsinore | De Danske Statsbaner | 177·0 \| 26·2 \| 11·9 | Elsinore Danish | C. 2 Cy. 29" & 54"–45" 168 N H P Helsingörs Jernsk & Mskb | | | |
| | *B. L. A. Stühlmann* –98 (*Ferry*) | 392 | | | | | | | | | |
| NJWC | *Elec. light* 1 *Dk* | 170 | | | | | | | | | |
| 589 | **Kronprins Gustaf** Steel Sc Sr | 5383 | | 1901 Howaldtswerke Kiel | Rederiaktieb Nordstjernan (A. Johnson, *Mgr.*) | 407·1 \| 52·7 \| 22·8 P38' H87*t* F38' | Stockholm Swedish *W B* | T. 3 Cy. 26½", 42" & 69"–48" 312 N H Howaldtswerke, Kiel | | V | |
| 3913 | *H. E. Nordahl* 91–01 | 4206 | | | | | | | | | |
| JMHN | *Elec. light* 1 *Dk* & *Trunk dk* | 3397 | | | | | | | | | |

| No. in Book. / Official No. / Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage | Particulars of Classification. Character. | Built. When. Where. | Owners. | Registered Dimensions. Deck Erections, &c. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Builders & Engineers Engine Makers Name. | Masts & Yards. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 590 NMQP | **Kronprinsesse Louise** Steel Sc Sr<br>*C. E. Nielsen*<br>1 *Dk & pt. 1 wng dk* | 1543<br>1112<br>1162 | | 1902 Hellerup's Skibsv. & Msk. Hellerup | Dampskibs Selsk. Urania | 265·7 \| 37·2 \| 14·2<br>Q55' B58' 21·2 | Copnhagn Danish<br>*WB* | T. 3 Cy. 18″, 29″ & 48″–33″<br>132 NHP<br>Dansk Maskinf. Skodsborg | | V | |
| 591 — | Steel Pad | 4·3 | | 1891 Helsingörs Skibsbyggeri Elsinore | De Danske Statsbaner | 176·5 \| 26·2 \| 11·9 | Elsinore Danish | 0.2 Cy. 32″ & 60″–45″<br>201 NHP<br>Helsingörs Mekiubyggeri | | | |
| NDQJ | *Elec. light* (*Ferry*) | 177 | | | | | | | | | |
| 592 RLQH | **Kronprinz** Steel Twin Sc<br>*A. Stahl*<br>*Elec. light* 2 *Dks* | 5645<br>4379<br>3558 | | 1900 Blohm & Voss Hamburg | Deutsche Ost-Afrika Linie | 411·1 \| 48·2 \| 27·9<br>P & B 274′ F 86′ | Hamburg German<br>*WB* | T. 6 Cy. 23½″, 38″ & 63″–48″<br>550 NHP<br>Blohm & Voss, Hamburg | | G | |
| 593 QHJM | **Kronprinz Wilhelm** Steel Twin Sc Sr<br>*A. Richter*<br>*Elec. light* 4 *Dks 5 tr B* | 14908<br>11487<br>5102 | | 1901 Act. Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 637·3 \| 66·3 \| 39·3<br>P 90′ B 382′ F 115′ | Bremen German<br>*WB* | Q 12 Cy (4) 34½″ (2) 69″ (2) 98½″ & (4) 102½″–71″ 3534 NHP<br>A.G. "Vulcan," Stettin | | G | |
| 594 161208 KRSC | **Kroonland** Steel Twin Sc 4 Mst Sr<br>*H. D. Doxrud* 93–02<br>4 *Dks* (8 *Stl. Mav. Uws*) & *Web frames*<br>*Elec. light* | 12760<br>10447<br>7927 | ✠100A1<br>1,00 1,04 | 1902 W. Cramp & Sons S.E. & B. Co. Philadelphia | International Mercantile Marine Co. | 560·0 \| 60·2 \| 38·4<br>P 48′ B 273′ F 88′<br>*Prom. dk on* B 273′<br>*WL* = *Cell D Ba* 153′ *u E* | New York Utd. States<br>FK | T. 6 Cy. 32½″, 54″ & 89½″–54″ (*s*) 170 lb *170 lb*<br>11 *B Hpt Asp pt Cem*<br>W. Cramp & Sns S. & E. B. C. Phl.<br>*of tunnels* 240 *t F P T* 167 *t* | 42 — 6 | | 1,05 |
| 595 JKLN | **Krosfond** Wood Sc Sr<br>*J. Hodne* –99<br>1 *Dk 2 tr B* | 592<br>478<br>358 | | 1899 J. Hange Stavanger | Dpsk. Krosfond's Actieselsk. (Sigval Bergesen) | 165·5 \| 27·6 \| 15·8<br>Q 33 *t* B 59 *t* H 9 *t* F 13 *t* | Stavanger Norwegian | T. 3 Cy. 12″, 20″ & 32″–27″<br>53 NHP<br>Akers Mek. Verks., Xia. | | N V | |
| 596 KRJF | **Kryno Albrecht** Steel Sc<br>*B. Smit* 99–02 (*Trawler*)<br>1 *Dk* | 208<br>198<br>76 | | 1899 Bonn & Mees Rotterdam | Geestemünder Herings & Hochsee fischerei Act. Ges. | 128·7 \| 21·7 \| 11·1 | Gstemnde German<br>*WB* | T. 3 Cy. 12″, 20″ & 32″–23″<br>49 NHP<br>Maschf. B. Wilton, Rot. | | G | |
| 597 HRFC | **Krystal** Steel & Iron Sc Sr<br>*S. Gunnulfsen*<br>1 *Dk* | 412<br>308<br>237 | | 1884 Trondjms. Mek. Værk Drontheim | Acties. Krystal (N. Wiborg) | 148·1 \| 24·5 \| 12·6<br>Q 45′ B 35′ F 23′ | Kragerö Norwegian<br>*WB* | C. 2 Cy. 20″ & 36½″–26″<br>57 NHP<br>Trondhjems Mek. Vrks. | | N | |
| 598 | **Kuching** Steel Sc Sr<br>*For full particulars See No. 1 in Supp'ement.*<br>(*Class Contem plated*) | 898 | 100A1<br>*Shade dk* | 1904 Ramage & Ferguson, Ld. Leith | Borneo Co. Ld. | 230·0 \| 34·2 \| 15·0 | British | T. 3 Cy. 18″, 30″ & 49″–33″<br>Ramage & Fergusn, Ld. Lth. | 15 ″ 10<br>s 1 ″ 9 | | |
| 599 QGRK | **Kudat** Iron Sc Sr<br>*E. Littmann*<br>(*ex Hecuba*) | 918<br>819<br>590 | | 1882 Scott & Co. Greenock | Norddeutscher Lloyd | 233·4 \| 32·6 \| 15·8<br>F 29 *t* | Bremen German | C. 2 Cy. 23″ & 46″–36″<br>106 NHP<br>Scott & Co. Greenock | | | |
| 600 RLSJ | **Kuhwärder** Steel Sc Tug<br>*H. Neuenburg* | 132<br>117<br>6 | | 1899 Act. Ges. "Neptun" Rostock | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 80·4 \| 19·0 \| 12·1 | Hamburg German | C. 2 Cy. 17″ & 31½″–21½″<br>40 NHP<br>A.G. "Neptun," Rostock | | | |
| 601 | **Kuling** Steel Twin Sc<br>*D. Couch* –01<br>1 *Dk & 4 wng dk* | 498<br>—<br>150 | | 1885 ..... United Kingdom | China Merchants' Stm. Nav. Co. | 160·0 \| 27·0 \| 7·0 | Shanghai Chinese | C. 4 Cy.<br>Bow, McLachlan & Co. Psy. | | | |
| 602 1401 HFVT | **Kullen** Iron Sc 3 Mst Sr<br>*A. Carlsson* –03<br>1 *Dk* | 407<br>367<br>274 | | 1871 Göteborgs M.V. Aktieb. Gothenburg | Ångb. Aktieb. Ferm (A. Broström & Son. *Mgrs.*) | 144·4 \| 24·4 \| 15·1<br>B 27′ H 4 *t* | Kristinhm Swedish | C. 2 Cy. 13¾″ & 28″–19½″<br>NE & B 90 29 NHP<br>Göteborgs Mek. Verkst. | | V | |
| 603 110076 QWFD | **Kum Sang** Steel Sc Sr<br>*J. M. Hay* 95–99<br>*Elec. light* 1 *Dk & Spar dk & deep framing* | 3237<br>2948<br>2078 | | 1899 Sir Raylton Dixon & Co. Ld. Middlesbro' | Indo-China Steam Nav. Co. Ld. | 335·0 \| 43·3 \| 18·0<br>P 48′ B 82′ F 44′ 26·0<br>FK<br>*WB* | London British | T. 3 Cy. 24½″, 40″ & 67″–45″<br>370 NHP<br>T. Richardsn & Sns. Ld. Hpl. | 20 ″ 6<br>s 6 ″ 1 | | |
| 604 497 HDGK | **Kumamoto Maru** Iron Sc 3 Mst Sr<br>*K. Iwanaga* 89–02<br>(*ex Gadshill*) *ss* Yka. 2nd No. 3–10,03<br>2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr B* | 1993<br>1816<br>1238 | ✠100A1<br>10,03 | 1875 C. Mitchell & Co. Newcastle | Nippon Yusen Kabushiki Kaisha | 290·4 \| 34·2 \| 24·9<br>ND 91<br>BK 9½″<br>*WB* = *D Ba* 84′ *& u B* 84′ *M T* | Tokio Japanese<br>4 *B H Cem* | C. 2 Cy. 33″ & 62″–45″ (*s*)<br>90 lb *70 lb* NDB 90 213 NHP<br>2 DB, *8 pf*, GS 116, HS 3570<br>N.E. Marine E.C. (Lim.) Sld. | | | 10,03 |
| 605 | — Wood Sc Sp<br>2 *Dks* | 139<br>120<br>79 | | 1902 K. Ikeda Misumi | Higo Kisen Kabushiki Kaisha | 99·6 \| 14·8 \| 11·9 | Osaka Japanese | C. 2 Cy. 13″ & 23″–15″<br>E & B *made* 95 *fitted* 02 17 NHP<br>M. Niikuma, Osaka | | | |
| 606 7614 JPCT | **Kumano Maru** Steel Sc Sr<br>*C. H. Butler* 01–03<br>2 *Dks* (*Stl*–1 ws & *Uteak* s) & *Web frames*<br>*Elec. light* lower dk (*Stl*) forehold<br>*Ref. Mchy.* | 5076<br>3913<br>3147 | ✠100A1<br>11,03 | 1901 Fairfield Co. Ld. Glasgow | Nippon Yusen Kabushiki Kaisha | 400·2 \| 48·7 \| 27·1<br>P 64′ B 157′ F 47′<br>BK 11″<br>*Lloyd's SA & CP*<br>*WB* = *Cell D Ba* 113′ *u E & B* 98′ *f* 146′ | Tokio Japanese<br>6 *B H Cem*<br>780 *t D T a* 25′ | T. 3 Cy. 31″, 51″ & 85″–54″ (*s*)<br>185 lb 788 NHP<br>2 D & 2 SB *18 cf* GS 376 HS 14940<br>Fairfield Co. Ld. Glasgow<br>580 *t F P T* 55 *t A P T* 30 *t* | 30 ″ 0<br>s 6 ″ 0 | | 11,03 |
| 607 110258 RHJC | **Kumara** Steel Sc 3 Mst Sr<br>*W. Scotland* 83–99 *ss* Lon. No 1–04<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *deep framing*<br>*Elec. light* & *Shelter dk* (*Stl*–ws) | 6034<br>5316<br>3907 | ✠100A1<br>*Shelter dk*<br>7,01 7,03 1,05 | 1899 C. S. Swan & Hunter, Ld. Newcastle | Shaw, Savill & Albion Co. Ld. | 425·1 \| 54·2 \| 29·6<br>FK & BK 2′<br>*Lloyd's SA & CP*<br>*WB* = *Cell D Ba* 111′ *u E & B* 80′ | S'thamptn British<br>7 *B H Cem*<br>*f* 175′ 1186 *t* | T. 3 Cy. 32″, 54″ & 86⅜″–54″ (*s*)<br>180 lb 691 NHP<br>5 SB, *15 cf*, GS 310, HS 11930<br>Cen. Mar. Eng. Wrks. W Hpl. | 32 ″ 10<br>s 6 ″ 3 | BT till 1,06 | 7,04 |
| 608 | **Kung Ping** Steel Twin Sc Sr<br>*J. Symons* –95<br>2 *Dks* | 2705<br>2472<br>1742 | | 1894 Napier, Shanks & Bell Glasgow | China Merchants' Stm. Nav. Co. | 320·0 \| 46·0 \| 21·1<br>P 79 *t* H 93 *t* F 60 *t*<br>*WB* | Shanghai Chinese | T. 6 Cy. 16½″, 26½″ & 43″–36″<br>222 NHP<br>D. Rowan & Son, Glasgow | | | |
| 609 2923 JGPT | **Kung Rane** Steel Sc Sr<br>*O. A. Ohlsson* –96<br>1 *Dk* | 285<br>162<br>172 | | 1896 Göteborgs M.V. Aktieb. Gothenburg | Ångb. Aktieb. Bohuslänska Kusten (C.O.S. Posse) | 121·7 \| 22·5 \| 11·3<br>Q 6′ B 57′ H 23 *t* F 34′ | Uddevalla Swedish | T. 3 Cy. 14⅜″, 23½″ & 39⅜″–27 7/16″<br>81 NHP<br>Göteborgs MV. Aktieb. Got | | | |
| 610 2390 JFKS | **Kung Ring** Wood Sc Sp<br>*B. Thorén* –03<br>1 *Dk* | 158<br>134<br>112 | | 1889 A. Jonsson Tössebäcken | J. F. Kallin | 100·1 \| 22·3 \| 8·1<br>Q 5′ B 17′ H 4 *t* | Tösse Swedish | | | | |
| 611 110028 | **Kuno** Steel Sc K<br>*W. Hill* –00<br>*ss* Gms. No. 1–04<br>1 *Dk* | 190<br>176<br>64 | ✠100A1<br>*Stm Trawler*<br>7,01 10,03 | 1900 Smiths' Dock Co. Ld. North Shields | White Star Steam Fishing Co. Ld. | 116·0 \| 21·1 \| 11·2<br>Q 48′ F 20′<br>BK 7½″<br>*Lloyd's SA & CP* | Grimsby British<br>3 *B H Cem* | T. 3 Cy. 12″, 19″ & 31″–24″ (*s*)<br>180 lb 48 RHP<br>1 SB, *2 cf*, GS 32, HS 932<br>Shanks, Anderson & Co. Gls. | 12 ″ 0 | | 10,03 |
| 612 96153 LHDJ | **Kura** Steel Sc Sr<br>*J. Wilson* –97 *ss* Bly. No. 3–9.01<br>1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *Web frames*<br>*Mchy. Aft* *Elec. light* | 2391<br>2310<br>1532 | ✠100A1<br>*Spar dk*<br>~~Rmc~~<br>6,04 4,05<br>*Carrying Petroleum in bulk* | 1889 Armstrong Mitchell & Co. (Lim.) Newcastle | Kura S.S. Co. Ld. (Stephens, Sutton & Stephens) | 294·0 \| 37·7 \| 20·2<br>B 24′ F 28′ 26·6<br>FK<br>*B* = *D Bu E & B* 56′ | Newcastle British<br>11 *B H Cem*<br>119 *t F P T* 67 *t Deep T ank f* 24′ 190 *t* | T. 3 Cy. 22½″ 36½″ & 60″–39″ (*s*)<br>160 lb 70lb 65lb 243 NHP<br>2 SB, *6 cf*, GS 108, HS 3908<br>Wllsnd Slpwy Co. Ld. Nwc. | 21 ″ 3<br>s 5 ″ 9 | | 10,05 |

| 1 Numéro d'Ordre — Numero Official — Indicat. | 2 Nom du Navire. Matériaux. Gréement etc. — Capitaine. Ex-nom, où y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme à maintenant expiré. | 8 Construit. Quand. — Navire — Mach. | Par qui. — Où. | 9 Armateurs. | 10 Dimensions d'après Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. Nos. & Dia. des Cylindres. — Course. Pression sur [illegible]. NHP = Force en chevaux d'après les Formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Franc-bord en hiver des navires. pds. pr. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 613 | **Kuranda** | **SteelTwinScSr** | 928 | | | ... | 1901 | Gourlay Bros.&Co. Dundee | Australas'n United Stm.Nav.Co.Ld. | 200·0 32·1 10·2 17·8 PK | Brisbane British W | T.16Cy.12½",20"&88"–60" PD 148NH | 10 0 | 8 | |
| 04103 | *R.S.Shedden01–01* | | | | | | | | | | | | | | |
| RLGB | *Elec.light* | *1 Dk& Awng dk* | 585 | | | | | | | | | GourlayBros.&Co.Dundee | | | |
| 614 | **Kurdistan** | **SteelScSr** | 3036 | ✠100A1 Spar dk | Shl | ~~u~~ | 1895 | Short Brs. | Hindustan Stm. | 325·2 43·1 16·~~3~~ | [illegible] | T.8Cy.28½",39"&64"–42" | 19 0 | 4 | |
| 104352 | *A.M.Haig –03* | *ssBay.No.1–99* | 2424 | ~~9.11 Hdr~~ 1,05 | Nov Hpl | | 5mo | Sunderland | Shpg.Co.Ld.(J.W. Squance&Co.*Mgrs*) | P32'B76'F37' 24·7 | British | 160lb *80lb* 266NH | 5 6 | 6 | 3,00 |
| NVCH | *1 Dk(Stl)& Spar dk(Irn) &deep framing* | | 1920 | | | | | A&CP | *WB=Cell* | FK *DBa96'uE22'f128'* | FK *6 BHCem* | 2SB,6pf,gs116,hs1060 | | | |
| | | | | ~~Boat 1.02~~ | ✠LMC6.97 | 1,04 | | | | *577t APT70t* | | J.Dickinson,Sunderland | | | |
| 615 | **Kurfurst** | **SteelTwinScSr** | 5655 | | | | 1901 | Reiherst'g Schiffsw. Hamburg | Deutsche Ost-Afrika Linie | 410·9 48·3 27·8 P&B263'F81 | Hamburg German | T.6Cy.24",38"&64½"–48" 577NH | | G | |
| Wrecked 5,04 | *West91–03* | | | | | | | | | | | Reiherst Maschinenf Ham | | | |
| RMJD | *Elec.light* | *1 Dk& Spar dk3tr B* | 3539 | | | | | | | | | | | | |
| 616 | **Kurgan** | **SteelScSr** | *2508* | | | | 1903 | Caledon SB &E.Co.Ld. Dundee | Handelshaus Gebr. Lassmann | 290·0 40·0 25·7 F86' | Windau Russian W | T.8Cy.21½" 36"&62"–45" 258NH | | V | |
| | *Att-mann –03* | | 3314 | | | | | | | | | | | | |
| | *Elec.light* | *2 Dks& Awng dk* | *1586* | | | | | | | | | CaledonSB.&E.Co.Ld.Dun | | | |
| 617 | **Kuring-gai** | **Iron&SteelDoubleSc** | 260 | | | | 1900 | Mort's Dck &Eng.Co.Ld. Balmain | Port Jackson Co-operative S.S.Co Ld | 175·0 31·0 13·3 P20'B135'F20' | Sydney NSW British | T.8Cy.16",25"&41"–27" 85RH | | | |
| 112524 | *J.Hart00–01* | | | | | | | | | | | Mort's Dk&E.Co.Ld.Balmn | | | |
| | | *2 Dks& Prom.dk* | 155 | | | | | | | | | | | | |
| 618 | **Kuriren** | **SteelScTug** | 218 | ✠100A1 | Cly | *c* | 1885 | Lobnitz& Co.Renfrew | Rederiaktieb. Höfding (E.A.Enhörning) | 124·8 21·1 11·1 | Kubkneborg Swedish 150t | T.3Cy.15" Annular 30"-18" -24"&42"-24" (*g*) 85NH | 12 0 | 6 | |
| | ~~*J.Hartlepool*~~ | *J.Hartlepool* 03–03 | 177 | ~~Tank 7.88~~ 9,04 | Skm | | | | | | | | | | |
| | | *ssSkm.2nd No.3–5 04* | | ✠LMC 04 | | | | *Lloyd's A&CP* | | | | *1 BHCem* | | | |
| | | | | | | | | | | | | Lobnitz&Co.,Renfrew | | | |
| 619 | **Kurland** | **SteelScSr** | 1962 | | | ... | 1888 | J.L.Thompson&Sons Sunderland | Dampfsch.Ges. Argo | 284·0 38·1 18·1 P29'Q74'B126' F27' | Bremen German W | T.8Cy.21½",35"&68"–39" NB99 211NH | 20 0 | 9 | |
| | *H.Lübken* | *1 Dk& Webframes* | 1497 | | | | | | | | | | | | |
| QGLS | (*ex William Branfoot*) | *Well deck* | 1235 | | | | | | | | | N.E.MarineEng Co.Ld.Sld | | | |
| 620 | — | **IronScSr** | 896 | ✠ | Lon | *n* | 1863 | Pile, Hay& Co. Sunderland | M.Reincke | 232·0 29·6 16·4 Q28' len81 BK84 | Windau Russian | C.2Cy.25"&48"–30" NE73 NB01 SDN81 92NH | 17 6 | V | |
| | *C.Lind95–98* | *ssShl.No.3–1,94* | 835 | 8,99 | | | 6mo | | | | | 1SB.3pf,gs86,hs1898 | | | |
| | (*ex Ocean King*) | *1 Dk2tr B* | 532 | | | | | | | | *4 BHCem* | | | | |
| | | | | | | | | | | | *WB=APT* | J.Stewart&Co.London | | | |
| 621 | — | **IronScSr** | 512 | | | | 1880 | Stettiner Act.Ges. Stettin | Kurland Dmpfs-fahrts A.G. (E.Haubuss,*Mgr.*) | 174·7 23·6 13·2 P103' F44' | Stettin German W | C.2Cy.17¾"&37½"–19½" NB92 52NH | | G | |
| | *A.Budig –90* | *1 Dk2tr B* | 370 | | | | | | | | | | | | |
| JDSL | | | 287 | | | | | | | | | StettinerA.G.,Stettin | | | |
| 622 | **Kurrachee** | **SteelScSr** | 3602 | ✠100A1 | Shl | *w* | 1894 | Edwards' S.B.Co.(Lim) Newcastle A&CP | Gordon Stm.Shpg. Co.Ld. | 350·0 43·0 26·6 Q29'B70'F35' | London British | T.8Cy.24",40"&66"–45" 160lb *100lb* 301NH | 29 3 | | |
| 102846 | *T.Liddle –98* | *ssShl.No.2–03* | 3339 | ~~Boat 4.04~~ 1,05 | CH | | 2mo | | | | FK *6 BHCem* | 2SB.6pf,gs119,hs1636 | 5 10 | | 1,05 |
| NHLM | | *2 Dks(1 Irn& 1 Stl)& Webframes* | 2317 | BS7,04 | ✠LMC6.08 | | | | *WB=Cell DB278'368t FPT* | | *101t APT73t* | Blair&Co.(Lim.),Stockton | | | |
| 623 | **Kurrara** | **IronScSr** | 386 | ✠ | Rot | *g* | 1883 | J.&K.Smit | E.Vickery&Sons Ld. | 150·0 24·2 13·2 Q42' B38 F17' | Sydney NSW British | C.2Cy.22"&40"–30" | 13 6 | | |
| 89493 | *E.Mabb98–00* | *1 Dk(Irn)* | 315 | 12,83 | | | 10mo | Kinderdyk | | | | | | | |
| JCVB | *Well deck* | | 239 | | | | | | *WB=DBa22'f38'75t* | | *5 BHCem* | Maat.deMaas,Delfshaven | | | |
| 624 | **Kursk** | **SteelScSr** | 1118 | | | | 1881 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 235·8 30·1 14·9 P161' B30' 21·5 F82' | Copnhagn Danish W | C.4Cy.24"&48"–32" 217NH | | | |
| | *C.F.Möller* | | 786 | | | | | | | | | | | | |
| NSTF | *Well deck* | *2 Dks* | 694 | | | | | | | | | Burmeister&Wain,Cpn | | | |
| 625 | **Kurt** | **SteelTwinScSr** | 627 | | | | 1898 | J.C.Tecklenborg A.G Geestemünde | N.Mihanovich | 204·2 32·2 10·5 B20'F24' | Bns.Ayres Argentine | T.6Cy.10¾",16½"&26½"–18" 61NH | | | |
| | | | 527 | | | | | | | | | | | | |
| | *Elec.light* | *1 Dk* | 347 | | | | | | | | | J.C.TecklenborgA.G.Gst. | | | |
| 626 | — | **SteelScSr** | 413 | | | | 1897 | Nüscke& Co. Stettin | Rud.Christ.Gribel | 163·8 24·7 9·5 Q62'B22'F16' | Stettin German W | C.2Cy.17¾"&30¾"–19½" Deut.Elbschfahrts G.Schiffs.Uebigau | | G | |
| | *Th.Böttcher –01* | | 325 | | | | | | | | | | | | |
| JFLH | *Elec.light* | *1 Dk* | 244 | | | | | | | | | | | | |
| 627 | **Kurt Woermann** | **SteelScSr** | 2263 | | | | 1895 | Blohm& Voss Hamburg | Woermann Linie Kommandit Ges. | 290·4 38·2 23·6 B80'F85' | Hamburg German W | T.8Cy.19",30"&50"–39½" 157NH | | | |
| | *B.Haken98–02* | *2 Dks3tr B* | 2056 | | | | | | | | | Blohm& Voss,Hamburg | | | |
| RKGM | *Elec.light* | | 1430 | | | | | | | | | | | | |
| 628 | **Kushiro Maru** | **SteelScSr** | 1076 | ✠100A1 | Kob | *m* | 1903 | Kawasaki Dkyd.Co.Ld Kobe | Nippon Yusen Kabushiki Kaisha | 228·8 28·0 13·0 20·2 F— | Tokio Japanese | T.3Cy.17½",28"&46"–33" 180lb *120lb* 175NH | 15 6 | | |
| 8753 | | | 1011 | *Awng dk* | | | 3mo | | | | *4 BHCem* | 2SB,4cf,gs61,hs2656 | 8 | | |
| JQWP | | *1 Dk(pt Stl–ws)& Webframes* | 667 | *with freeboard* | | | | | | | | KawasakiDkydCoLd Ko | | | |
| | *Elec.light* | *& Awng dk(Teak)* | | 3,03 | ✠LMC3,08 | | | *Lloyd's A&CP* | *WB=Cell DBa44'uE* | *853'f64'185t FPT* | *18t APT15t* | | | | |
| 629 | **Kut-Wo** | **SteelTwinSc** | 2665 | | | | 1895 | Lon.&Gls. Co (Lim.) Glasgow | Indo-China Steam Nav.Co.Ld. | 290·0 43·0 11·7 | London British | T.6Cy.14",23"&37"–30" 150NH | | | |
| 105741 | *G.S.Holmwood 03* | | 1921 | | | | | | | | | Lon.&Gls.Co (Lim.),Gls | | | |
| PCDV | | *1 Dk†2 Shade dks* | 1924 | | | | | | | | | | | | |
| 630 | **Kvalen** | **IronScSr** | 344 | | | | 1882 | Act.Ges. "Vulcan" Stettin | B.Stolt-Nielsen | 148·3 20·9 10·2 Q92t H7t F11t | Haugesnd Norwegian W | C.2Cy.17¾"&31½"–19½" NB95 87NH | | N | |
| | *L.Sekse –01* | (*ex Adler*) | 233 | | | | | | | | | | | | |
| JNPK | | *1 Dk* | 191 | | | | | | | | | A.G."Vulcan,"Stettin | | | |
| 631 | **Kvarven** | **IronScSr** | 2478 | ✠100A1 | Npt | *t* | 1882 | Sunder-land S.B.Co. Sunderland A&CP | Dampskibet Kvarven's Rederi (Bergh&Helland) | 298·8 36·7 23·6 P&B174'F36' ND92 BK10' | Bergen Norwegian | C.2Cy.36"&68"–42" 105lb *100lb* NDN92 240NH | | | |
| | *O.Johannesen –05* | *ssBgn.2nd No.3–9.02* | 2031 | 1,05 ~~2.01~~ | CH | | 1mo | | | | | 2SB,6pf gs112 hs3618 | | | 2,00 |
| JQDK | (*ex Drachonfels*) | *2 Dks(Irn)3tr B* | 1571 | ~~Boat 1.02~~ | ✠LMC9.02 | | | | *WB=Cell* | *DB252'405t* | *7 BHCem* | Black,Hawthorn&Co.Gts. | | | |
| | *Well deck* | | | ~~NB 9.02~~ BS1,04 | | | | | | | | | | | |
| 632 | **Kveldulf** | **SteelScSr** | 102 | | | | 1896 | Fredrkstds Mek.Værks. Fredrikstad | P.E.A.Herlofsen | 88·0 17·8 10·4 | Dvorgast'n Iceland Danish | T.3Cy. | | | |
| | *O.Skovstorp* | | 102 | | | | | | | | | | | | |
| LBQH | | | 17 | | | | | | | | | | | | |
| 633 | **Kvichak** | **SteelTwinScSr** | 1064 | ✠100A1 | S.Fo | *m* | 1900 | Wolff& Zwicker I.W. Portland,Or | Alaska Packers Association | 200·0 35·2 16·2 B63'F82 FK | S.Frncisco Utd.States | T.6Cy.9",16½"&27"–24" 225lb *80lb* 182NH | 18 6 | | |
| 161140 | *C.E.Nelson94–00* | *ssSFo.No 1–05* | 961 | ~~Tank 4.04~~ | | | 10mo | | | | FK *3 BHCem(Asp pt Cem* | 2B. 6875,hs2848 | | | |
| KPFM | *Mchy.Aft* | *2 Dks(Stl)* | 611 | *Water Tube boilers* | | | | | *WB=Cell* | *DBuE&B50'f88'166t FPT89t APT* | | Wolff&Zwicker I.W.Pld.O | | | |
| | *Elec.light* | | | BS4,04 | ✠MC 4,04 | | | | | | | | | | |
| 634 | **Kwaishun Maru** | **WoodSc** | 112 | | | | 1903 | S.Nagata Osaka | K.Wakayama | 92·7 18·2 7·7 | Minato Japanese | C.2Cy.8½"&19"–11" 10NH | | | |
| 8709 | | | 73 | | | | | | | | | | | | |
| JRDL | | *1 Dk* | 60 | | | | | | | | | S.Nagata,Osaka | | | |
| 635 | **Kwang Chi** | **SteelScSr** | 505 | | | | 1887 | S.C.Farn-ham&Co. Shanghai | China Merchants' Stm.Nav.Co. | 185·0 27·0 11·0 P20t H13t | Shanghai Chinese | T.6Cy.9",15"&25"–21" 57NH | | | |
| | *J.U.Gordon96–* | (*ex Margarete*) | — | | | | | | | | | | | | |
| | *ex Kwang Chi*) | *1 Dk& Shade dk* | 313 | | | | | | | | | S.C.Farnham&Co,Shi | | | |

| 1 No. in Signal Letters. Official No. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. Year in which now arranged. | 7 Built. Whom. Ship. Engines. | By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke NIP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depths. Freeboard. | 15 | 16 Date when last shaft was made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 636 | **Kwang Lee** | SteelScSr | 2359 | | | 1883 | W.B. Thompson Glasgow | ChinaMerchants' Stm.Nav.Co. | 280·0 \| 40·0 \| 25·4 | Shanghai Chinese | T.3Cy.20″,35″&60″–48″ | | | |
| | *R.Lincoln82–* | *2 Dks & Spar dk* | | | | | | | B76′ H191*t* F30′ | *WB* | *Tpd.*04 NB91 249NH | | | |
| | | | | | | | | | | | W.B.Thompson,Dundee | | | |
| 637 | **Kwang Mo** | CompScSr | 3 | | | 1889 | Chinese Govt. Yard Whampoa | | 154·3 \| 22·6 \| 10·5 | | T.3Cy.18½″,21″&32″–21″ | | | |
| | | *1 Dk & Shade dk* | | | | | | | H151*t* F16*t* | | NE.&B94 | | | |
| | | | | | | | | | | | G.Fenwick&Co(Lm)H.Kg. | | | |
| 638 | **Kwang Ping** | SteelScSr | 1 | | | 1898 | J.Scott& Co. Kinghorn | ChineseEngineering&MiningCo.Ld. | 265·0 \| 40·2 \| 20·9 | Shanghai British | T.3Cy.20″,32″&54″–36″ | | | |
| 72914 | *W.Blake98–01* | | | | | | | | B69′ F41′ | *WB* | 175NH | | | |
| VPGL | | *2 Dks* | 1243 | | | | | | | | J.Scott&Co.Kinghorn | | | |
| 639 | **Kwang Tah** | SteelScSr | 2474 | | | 1883 | WBThmpson Glasgow | ChinaMerchants' Stm.Nav.Co. | 280·0 \| 40·0 \| 17·9 | Shanghai Chinese | C.2Cy.36″&72″–48″ | | | |
| | *W.H Lunt81–* | | | | | | | | B76′ F30′ 25·4 | *WL* | NB99 299NH | | | |
| | (*ex*Fushun) | *3 Dks* | 1536 | | | | | | | | W.B.Thompson,Dundee | | | |
| 640 | **Kwang Tung** | SteelTwinSc | 1212 | | | 1904 | W.S.Bailey &Co. HongKong | YuenOnS.S.Co.Ld | 192·0 \| 35·0 \| 11·3 | HongKong British | C.4Cy.14″&32″–22″ | | | |
| 116032 | *H.W.Walker –04* | | | | | | | | | | 91RIP | | | |
| | | *2 Dks* | 735 | | | | | | | | Ross&Duncan,Glasgow | | | |
| 641 | **Kwangsee** | SteelScSr | 1985 | | | 1898 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·2 \| 38·2 \| 21·4 | London British | T.3Cy.20″,32″&52″–39″ | | | |
| 108367 | *A.Harris –98* | | | | | | | | P20′ B70′ F30′ | *WL* | 169NH | | | |
| QPGB | | *2 Dks* | 1228 | | | | | | | | Scott&Co.Greenock | | | |
| 642 | **Kwanko Maru** | CompScSr | 348 | | | 1869 | Henderson Coulborn&Co Renfrew | Sakasawa Kishitaro | 135·8 \| 20·5 \| 16·8 | Hakodate Japanese | C.2Cy.18⅝″&40⅝″–24″ | | | |
| 496 | | (*ex*Sakana) | 326 | | | | | | | | 67NH | | | |
| HDGJ | | *2 Dks* | 216 | | | | | | | | | | | |
| 643 | **Kwan-on Maru No. 11** | IronScSr | 2151 | + HKg *s* | | 1874 | R.Dixon& Co. Middlesbro' | OakiKikusaburo | 292·1 \| 35·0 \| 25·5 | Tokio Japanese | C.2Cy.39″&70½″–36″ | 27 ″ 2 | | |
| 1469 | *J.Young* | *ss*Stk.No.3–4,86 | 1879 | 1.94 | | 9mo | | | F36′ | | ND886 249NH | | | |
| HKPL | | *ss*Rot.No.1–91 *2 Dks 3 tr B* | 1583 | | | | | | srp92 BK10′ | | 4 *BHCem* | | | |
| | | (*ex*Hongay,*ex*Torrington,*ex*Noord Holland,*ex*Torrington) | | | | | | | | | 2SB,*6f* T.Richardson&Sons,Hpl. | | | |
| 644 | **Kwan-on Maru No. 12** | WoodScSr | 452 | | | 1895 | Oaki Kikusaburo Shinagawa | OakiKikusaburo | 165·4 \| 21·4 \| 18·0 | Shinagawa Japanese | C.2Cy.18 9/16″&33⅞″–24″ | | | |
| Burnt 1904 | | *2 Dks* | 425 | | | | | | | | Oaki 47NH | | | |
| HKLQ | | | 280 | | | | | | | | Kikusaburo,Shinagawa | | | |
| 645 | **Kwan-on Maru No. 15** | IronScSr | 2474 | | | 1885 | A.Leslie& Co. Newcastle | OakiKikusaburo | 326·1 \| 35·7 \| 26·4 | Kobe Japanese | C.2Cy.27″&58″–45″ | | | |
| 1656 | *O.P.Williams –95* | | 2248 | | | | | | | | 188NH | | | |
| HKWS | (*ex*Palamed) | *2 Dks* | 1534 | | | | | | | | R.Stephenson&Co.,Nwc. | | | |
| 646 | **Kwan-on Maru No. 16** | WoodScSr | 525 | | | 1896 | Oaki Kikusaburo Shinagawa | OakiKikusaburo | 171·0 \| 22·0 \| 19·4 | Shinagawa Japanese | C.2Cy.18¼″&34⅛″–24⅛″ | | | |
| 1567 | | | 502 | | | | | | | | Oaki 48NH | | | |
| HKPV | | *2 Dks* | 325 | | | | | | | | Kikusaburo,Shinagawa | | | |
| 647 | **Kwan-on Maru No. 17** | WoodScSr | 611 | | | 1897 | Oaki Kikusaburo Shinagawa | OakiKikusaburo | 187·6 \| 22·2 \| 19·4 | Shinagawa Japanese | C.2Cy.22 1/16″&42 13/16″–27″ | | | |
| 1744 | | | 577 | | | | | | | | Oaki 79NH | | | |
| HLJR | | *2 Dks* | 379 | | | | | | | | Kikusaburo,Shinagawa | | | |
| 648 | **Kwan-on Maru No. 20** | IronScSr | 2564 | | | 1886 | Hawthorn, Leslie&Co. Newcastle | OakiKikusaburo | 326·1 \| 36·1 \| 26·4 | Kobé Japanese | C.2Cy.27⅛″&58 1/16″–50″ | | | |
| 2200 | *Y.Amo* | | 2281 | | | | | | | | 182NH | | | |
| HNGC | (*ex*Palinurus) | *2 Dks* | 1590 | | | | | | | | R.Stephenson&Co.Nwc. | | | |
| 649 | **Kwan-on Maru No. 21** | WoodScSr | 868 | | | 1900 | Oaki Kikusaburo Tokio | OakiKikusaburo | 204·5 \| 25·0 \| 20·8 | Shinagawa Japanese | C.2Cy.23½″&52¼″–24″ | | | |
| 6488 | | | 793 | | | | | | | | 104NH | | | |
| JBQK | | *2 Dks* | 483 | | | | | | | | OakiKikusaburo.Tokio | | | |
| 650 | **Kwan-on Maru No. 22** | WoodScSr | 1208 | | | 1901 | Oaki Kikusaburo Shinagawa | OakiKikusaburo | 248·0 \| 26·1 \| 21·8 | Tokio Japanese | C.2Cy.23½″&52⅛″–42″ | | | |
| 8101 | | | 1115 | | | | | | | | Oaki 146NH | | | |
| JPKV | | *2 Dks* | 749 | | | | | | | | Kikusaburo,Shinagawa | | | |
| 651 | **Kwan-on Maru No. 25** | WoodScSr | 1526 | | | 1901 | K.Oaki Tokio | K.Oaki | 265·8 \| 28·2 \| 22·1 | Shinagawa Japanese | C.2Cy.24½″&52¾″–45″ | | | |
| 8518 | | | 1410 | | | | | | B64′ | | *B made— fitted*01 154NH | | | |
| JQDH | | *2 Dks* | 946 | | | | | | | | | | | |
| 652 | **Kwanyei Maru** | WoodScSp | 155 | | | 1903 | T.Fukui Osaka | S.Koida | 111·0 \| 16·9 \| 9·2 | Kobe Japanese | C.2Cy.14½″&28¼″–15″ | | | |
| 7849 | | | 107 | | | | | | Q20′ F15′ | | 26NIP | | | |
| JRBV | | *1 Dk* | 83 | | | | | | | | | | | |
| 653 | **Kwarra** | SteelTwinScSr | 812 | + 90 A1 Liv *l* | | 1891 | NavalCon. &Arm.Co.Ld Barrow | AfricanS.S.Co. (Elder,Dempster& Co. *Mgrs.*) | 200·3 \| 36·2 \| 12·1 | London British | T.6Cy.12½″,20″&31″–24″ (*s*) | 12 ″ 9 | | 12,03 |
| 98939 | *C.B.Row –02* | *ss*Liv.No.3–12,03 | 694 | 12,03 | | 5mo | | | P27′ B57′ F26′ FK | | 160lb *75lb* 104NH | s 3 ″ 0½ | | |
| MDQR | | *1 Dk (Stl–ws)* | 500 | + MC 12.03 | | | | | | | 1SB,*3rf*,GS59,HS1721 | | | |
| | | | | | | | | *Lloyd's SA&CP* | *WB = FPT* | | 3*t APT34t* | | | |
| 654 | **Kwei Lee** | SteelTwinScSr | — | | | 1893 | Napier, Shanks&Bell Glasgow | ChinaMerchants' Stm.Nav.Co. | 250·0 \| 40·0 | Shanghai Chinese | NavalCon.&A.Co.Ld.,Brw | | | |
| | *J.Wade –00* | *3 Dks* | — | | | | | | | *WB* | T.6Cy.13″,19″&32″–21″ | | | |
| | | | 879 | | | | | | | | 94NH | | | |
| 655 | **Kweilin** | SteelScSr | 1742 | | | 1891 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 260·0 \| 36·8 \| 21·6 | London British | D.Rowan&Son,Glasgow | | | |
| 98948 | *W.McIntosh –02* | *2 Dks* | 1603 | | | | | | | | T.3Cy.18″,29″&47″–39″ | | | |
| MFQK | | | 1073 | | | | | | | | 138NH | | | |
| 656 | **Kweiyang** | SteelTwinScSr | 1715 | | | 1890 | Lon.&Gls. Co.(Lim.) Glasgow | ChinaNav.Co.Ld. | 255·0 \| 36·1 \| 21·8 | London British | Scott&Co.,Greenock | | | |
| 98034 | *J.Meathrel* | | 1572 | | | | | | B56′ F29′ | | T.6Cy.14″,23″&37″–30″ | 15 ″ 9 | | |
| LNQC | | | 1062 | | | | | | | | 150NH | | | |
| 657 | **Kwong Chow** | SteelTwinSc | ~~1309~~ 924 | | | 1902 | W.S.Bailey &Co. HongKong | ShiuOnS.S.Co.Ld. | 192·0 \| 35·0 \| 12·1 | HongKong British | Lon. & Gls.Co.(Lim.),Gls. | | | |
| 109869 | *H.W.Walker –03* | | ~~1030~~ 660 | | | | | | | | C.4Cy.14″&32″–22″ | | | |
| | | *2 Dks & Shade dk* | ~~817~~ 507 | | | | | | | | 80RH | | | |
| 658 | **Kwong Sang** | SteelScSr | 2283 | + 100 A1 Nwe *s* | | 1902 | Wigham- Richrdsn&Co Ld Newcastle | Indo-ChinaSteam Nav.Co.Ld. | 290·0 \| 42·1 \| 15·2 | London British | Ross&Duncan,Glasgow | | | |
| 115883 | *Lake –02* | | 2116 | *Spar dk* | | 8mo | | *WB = Cell* | B60′ F35′ 22·5 | | T.3Cy 21″,34″&56″–42″ (*s*) | 17 ″ 9 | | |
| TPJS | | *1 Dk (Stl) & Spar dk (Stl–ws pt teak)* | 1428 | 8.02 + LMC 8.02 | | | | *DBa84′f108′349t* | *DTa 24′ 374t FPT* | FK | 170lb *85lb* 212NH | s 4 ″ 10½ | | |
| | *Elec.light* | *& deep framing* | | | | | | *Lloyd's SA&CP* | | | 1SB,*4cf*,GS71,HS2582 FD | | | |
| | | | | | | | | | | | 5 *BHCem* | | | |
| | | | | | | | | | | | 56*t APT25t* | | | |
| | | | | | | | | | | | WghmRchrdsn&C.LdNwc | | | |
| 659 | **Kyarra** | SteelTwinScSr | 6953 | + 100 A1 Dmb *b*† | | 1903 | W.Denny &Bros. Dumbarton | Australas'nUnited Stm.Nav.Co.Ld. | 415·5 \| 52·2 \| 28·6 | Fremantle British | T8Cy(2)23″(2)37½″&(4)43″ | 31 ″ 4 | | |
| 115755 | *M.Osborne –03* | | 6367 | *Shelter dk* | | 5mo | | | | FK | -48″ (*s*) 180lb *180lb* 770NH | s 5 ″ 9 | | |
| TWSC | *Ref.Mchy* | *2 Dks (Stl–Uws) 3 tr B.F.* | 4383 | 5.03 + LMC 03 | | | | | | | 1SB,*16cf*,GS300,HS11857 FD | | | |
| | *Elec.light* | *Shelter dk (Stl–teak s)* | | | | | | | | | Denny&Co.Dumbarton | | | |
| | | | | | | | | *WB = Cell* | *DBa 106′ uE & B110* | | *f154′ 905t F* | | | |
| | | | | | | | | | | | *PT118t APT93t* | | | |

| Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. | Tonnage Sous le Pont. | Tonnage Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. | Port. Pavillon. | Machines. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Bord libre. |
|---|---|---|---|---|---|---|---|---|---|---|
| **660 Kydonia** SteelScSr<br>*H.Rahlen* 02–02 (ex Baltique)<br>CBLN *Elec.light* 1 *Dk* Spt Awngdk | 2536<br>1656<br>1542 | | | | 1900 Act.Ges. "Neptun" Rostock | DampfschiffsRhed Horn, Act.Ges. | 291·4 \| 41·2 \| 16·4<br>P16′ Q94′<br>3 Awngdk 180 | Lubeck<br>German<br>WB | T.8Cy.20½″,35½″ & 55½″–35½″<br>180NHP<br>A.G. "Neptun," Rostock | GV |
| **661 Kymric** IronScK<br>99 1/2 *A.H Bailey* –03 ~~ss Gms. No 2 –03~~<br>MRSG ss Gms. No 3 6,04 1 *Dk* | 126<br>116<br>47 | ✝100A1 Gms<br>*Stm Trawler*<br>~~✝LMC 11 03~~<br>✝N Bss *re-fitted* 11 03<br>BS 7.05 | | | 1891 Earle's Co. (Lim.) Hull<br>12mo<br>*Lloyd's A4 CP* | GrimsbySteam FishingCo.Ld. | 90·6 \| 20·1 \| 10·6<br>P18′ F18′<br>BK 7½″ | Grimsby<br>British<br>3 *B H Cem* | T.3Cy.~~13½~~,18″ & 30″–18″<br>150lb 15 RP<br>1SB, *2pf*, gs 21, hs 692<br>Earle's Co. (Lim.), Hull | 11 0 |
| **662 Kyogle** SteelTwinScSr<br>112551 *E.Farrell* 90–02<br>*Well deck*<br>*Elec.light* 1 *Dk* (*pt St'l*) | 702<br>433<br>362 | ✝90A1 Gls<br>1,02<br>✝LMC 1,02 | | | 1902 A.&J. Inglis Glasgow<br>1mo<br>*Lloyd's A4 CP* | NorthCoastSteam Nav.Co.Ld. | 180·1 \| 30·1 \| 12·0<br>P72′ B44 F32<br>FK 4<br>*WB = D Ba 39′ & Cel* | SydnyNSW<br>British | T.6Cy.12″,20″ & 31″–22″<br>170lb *120lb* 114NHP<br>1SB, *3cf*, gs 68, hs 2040<br>A.&J. Inglis, Glasgow<br>*F P T 28 t A P T 39 t* | 12 6<br>1 2 |
| **663 Kyoto Maru** SteelScSr<br>1498 ~~*Fredericksdal 1m*~~ ss Yka. No. 3–12,01<br>HKJG (ex Dryfesdale) 2 *Dks* (*Irn–Uws*) *3 tr B*<br>~~*Kawasaki 02*~~ *M. Kitaoka* | 2645<br>2351<br>1640 | ✝100A1 Kob<br>3,05 Nag<br>BS 12,04 ~~✝LMC 1 04~~ | | | 1889 O'Connell & Co. Glasgow<br>4mo<br>*Lloyd's A4 CP* | HiroumiNisaburo | 300·0 \| 40·0 \| 23·7<br>P44′ B68′ F30<br>drp 05 BK 10′ 6<br>*WB = Cel* | Tsuruga<br>Japanese | T.8Cy.23″,37″ & 60″–42″<br>160lb *70lb* 234NHP<br>2 DB, *8cf*, gs 140, hs 3580<br>D. Rowan & Son, Glasgow | 26 3 |
| **664 Kypros** SteelScSr<br>*F. Freimann* (ex Marienburg)<br>QFVC 1 *Dk* & *Spardk* & *Webframes* | 2210<br>1987<br>1390 | | | | 1894 Flensburger Schiffsb. Ges. Flensburg<br>1mo | DeutscheLevante Linie | 279·2 \| 39·6 \| 14·6<br>P28′ B72′ F31′ 22 1<br>BK 9 | Hamburg<br>German<br>WB | T.3Cy.22½″,35″ & 60″–42″<br>251NHP<br>Flensburger Schiffsb. Ges. | 16 11 |
| **665 Kyros** CompSc3MstSr<br>318 *J.O Hörberg* –03 (ex Oden)<br>HMJK 1 *Dk* | 227<br>180<br>161 | | | | 18 9/12 Motala Co. Motala | S. Hörberg | 130·0 \| 22·5 \| 9·0<br>B29′ F20′ | Hellevik<br>Swedish | C.2Cy.10¾″ & 25″–17½″<br>22NHP<br>Kristinehamns M.V. | |
| **666 Kythnos** SteelScSr<br>*C.H. Rühle* 03–03<br>RMKD *Elec.light* 1 *Dk* | 1972<br>1758<br>1230 | | | | 1901 Schiffsw. v. Henry Koch Lübeck | DeutscheLevante Linie | 281·0 \| 40·4 \| 18·1<br>P25′ B173′ F36′ | Hamburg<br>German<br>WB | T.8Cy.21″,35½″ & 55″–35½″<br>180NHP<br>J.F. Ahrens, Ottensen | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. 1 | Steamer's Name. Material, Rig, &c. Official No. Master. Late Name if any. Code Letters Special Surveys. No. of Decks, &c. | 3 Number | 4 Particulars of Classification. Character. Under deck — Net | 5 — for Special Survey. Date of last Survey. | 6 Port of Survey | 7 Year Assigned and when exp'd. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Lloyd's'd Dimens. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Tonnage in Wells. Deduction for Light and Air. Tonnage in L.R. Date when tail shaft last seen. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **L. C. Smith** Steel Sc Sr | 4702 | | | | | 1902 | W Bay City S.B.Co. W.Bay City, Mich. | United States Transport Co. | 414·0 | 50·0 | 29·0 | Fairport, O Utd. States WB | T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co., Detroit. | | V | |
| 141793 | *Elec.light* *Mchy. Aft* | 1 *Dk 2tr B* | 3418 | | | | | | | | | | | | | | |
| 2 | **L. C. Waldo** Steel Sc Sr | 4244 | | | | | 1896 | F.W. Wheeler & Co W.Bay City | Roby Transprt'n Co (L.C.Waldo, *Mgr.*) | 387·3 | 48·0 | 23·8 | Detroit Utd. States WB | T.3Cy.23″,37½″&63″–44″ 263NHP FW Wheeler & C, W.Bay City | | | |
| 1414? | *J.W. Imdieson 89–96* *Elec.light* *Mchy. Aft* | 1 *Dk 2tr B* | 3290 | | | | | | | | | | | | | | |
| 3 | **L. G. Goulandris** Steel Sc Sr | 2123 | ✠100A1 | Msl *r* | | | 1896 | Ropner & Son Stockton | Goulandris Bros. | 280·0 | 40·0 | 15·6 | Andros Greek | T.3Cy.21″,31″&56″–36″ (*s*) 160lb *90lb* 187NHP | 18 " 6 | | N3,04 |
| HQRT | *L. Goulandris –02* (ex Chiswick) | 1 *Dk (pt Stl pt Irn)* *pt Awng dk (Iru) & Web frames* | 1496 1913 3,04 | Bry *Awng & freeboard* ✠LMC 3,04 | | | 1mo | | *Lloyd's* | *pt Awng dk* 173′ FK *f* 112′ *n E & B* 20′ 398 *t* | | | 1605 *AP T* 28 *t* | 2 SB, *4cf*, GS 64, HS 2780 Blair & Co. Ld. Stockton | s 8 " 4 | | |
| 4 | **L. H. Carl** Steel Sc Sr | 1916 | ✠100A1 | Cpn *r* | | | 1898 | W. Gray & Co. Ld. West Hartlepool | Dmpsk. S. Gorm (L.H.Carl, *Mgr.*) | 280·0 | 40·1 | 18·3 | Copnhagn Danish | T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 196NHP | 20 " 6 | | ~~13,02~~ 9,04 |
| NKDB | 1 *Dk (Irn) deep framing* ss Shl. No.3–9,04 | 1198 | 2,01 | Shl ✠LMC | | | 10mos | | *WB = Cell D B a 90* | *n & q E* 108′ *f* 118′ 544 *t* | | | *APT* 35 *t* | 2 SB, *4rf*, GS 53, HS 3050 Cen. Mar. Eng. Wrks. W Hpl | s 3 " 2 | | |
| 5 | **L. P. Homblad** Steel Sc Sr | 2134 | | | | | 1893 | Lobnitz & Co. Renfrew | Forenede Dmpskib. Selskab | 280·1 | 37·6 | 17·7 | Copnhagn Danish | T.3Cy.19″,32″&51″–39″ 162NHP | | | |
| NGCH | *H. V. Andersen* 2 *Dks* | 1555 1350 | | | | | | | | | | | *WB* | Lobnitz & Co., Renfrew | | | |
| 6 | **L. Y. Schermerhorn** Wood Sc Tug | 174 | | | | | 1903 | American Dredging Co. Camden, N.J. | American Dredging Co. | 98·3 | 22·7 | 11·4 | Phildlphia Utd. States | C.2Cy.18″&40″–28″ 70NHP American Dredging Co. | | | |
| 141847 | *B.F. Pierce 03–03* | | | | | | | | | | | | | | | | |
| KSHJ | 1 *Dk* | 118 | | | | | | | | | | | | | | | |
| 7 | **L'Adriatico** Iron Sc | 116 | | | | | 1885 | Stabilmnto Tecnico Trieste | N. Mihanovich | 97·7 | 17·5 | 8·8 | Bns. Ayres Argentine | | | | |
| 10 | | 53 | | | | | | | | | | | | | | | |
| 8 | **L'Alsace** Steel Sc Yawl | 192 | | | | | 1896 | Mackie & Thomson Glasgow | Altazin-Fourny | 109·5 | 21·0 | 10·7 | Boulogne French | T.3Cy.12½″,20″&32½″–24″ 63NHP | 12 " 0 | V | |
| | *Delpierre–Fourny –03* (*Trawler*) | | | | | | | | | Q19′ | | BK 7½ | | Muir & Houston, Ld. Glas. | | | |
| JVPL | (ex J. Leyman) 1 *Dk* | 41 | | | | | | | | | | | | | | | |
| 9 | **L'Aquitaine** Steel Twin Sc Sr | 8810 | | | | | 1890 | Fairfield Co. Ld. Glasgow | Cie. Générale Transatlantique | 500·0 | 57·5 | 34·0 | Havre French | T.6Cy.40″,67″&106″–66″ 1825NHP | | V | |
| HJLD | (ex Normannia) *Elec.light* 4 *Dks* | 2147 | | | | | | | | P 46′ F 66′ *Bg Promnde dk* 338 | | | *WB* | Fairfield Co. Ld. Glasgow | | | |
| 10 | **L'Authie** Steel Sc Sr | 198 | | | | | 1899 | Soc. Anon. des Con. Mar Boulogne | Vidor Frères & Co. | 116·0 | 20·9 | 11·8 | Boulogne French | T.3Cy.11⅝″,18″&29½″–22″ 41NHP | | V | |
| JVPR | *Dubois* (*Trawler*) *Elec.light* | | | | | | | | | len 93 | | | | R. Samson, Havre | | | |
| | | 38 | | | | | | | | | | | | | | | |
| 11 | **L'Avenir** Iron Sc 3 Mst Sr | 553 | ✠ | Ant *r* | | | 1865 | M. Pearse & Co. Stockton | F. Alexander | 200·1 | 26·2 | 13·9 | Antwerp Belgian | C.2Cy.22″&44″–26″ NB 00 82NHP | 14 " 10 | | |
| MBOV | *C. Simon 02* (ex James Shaw) | ss Hpl. No.3–2,81 ss Stk. No.2–89 1 *Dk 2tr B* | 592 316 | 4,94 | | | | | | len 72 | | BK 7½ | | *Cmp* 72 Blair & Co., Stockton | | | |
| 12 | **L'Unione** Iron Sc | 1456 | ✠100A1 | Mes *p* | | | 1882 | R. Thompson & Sons Sunderland | F. Greco fu S. | 243·6 | 35·3 | 22·7 | Messina Italian | C.2Cy.32½″&58″–36″ (*i*) 70lb *90lb* NDB 98 156NHP | | | N7,03 |
| QDOW | ~~*Eleonora 03–03*~~ (ex Zakynthos) *S. Vicari –04* | ss Gen. No.3–10,93 ss Mes. No.2–02 1 *Dk & Spar dk 3tr B* | 1438 949 | *Spar dk* 3,04 | ✠LMC | | 1mo | | A&CP | | | BK 8½ | 155 *t* | 2 SB, *6pf*, GS 90, HS 2668 S. & H. Morton & Co. Leith | | | |
| | | | | | | | | | | *WB = D Ba* 65′ *f* 31′ | | | *APT* 8 *t* | | | |
| 13 | **La Bretagne** Steel Sc Sr | 7112 | | | | | 1886 | Cie. Gén. Trans. St. Nazaire | Cie. Générale Transatlantique | 495·4 | 51·8 | 34·5 | Havre French | T.6Cy.44″(2)49½″,53½″&(2) 74½″–67″ NB 95 1149NHP | | V | |
| HNPB | *Poucelet 99–02* *Elec.light* | 3 *Dks 4tr B* | 5973 2511 | | | | | | | P 39′ B 240′ H 23′ F 90′ | | | *WB* | *Tpl* 95. Cie. Gén. Trans., St. Nze. | | | |
| 14 | **La Campine** Steel & Iron Sc 3 Mst Sr | 2595 | | | | | 1890 | Palmers' Co. (Lim.) Newcastle | American Petroleum Co. | 309·7 | 39·0 | 26·3 | Rottrdam Dutch | T.3Cy.22″,35″&58″–42″ 218NHP | | V | |
| PHVO | *J. Segebarth* *Mchy Aft* *Elec. light* | 1 *Dk & Spar dk* *Carrying Petroleum in bulk* | 2485 2141 | | | | | | | H 53′ F 17′ | | | *WB* | Palmers' Co. (Lim.), Nwc. | | | |
| 15 | **La Canadienne** Iron Sc Sr | 372 | | | | | 1880 | R. Duncan & Co. Port Glasgow | Canadian Government | 154·3 | 22·7 | 10·9 | Ottawa British | T.3Cy.13¾″,22″&34″–24″ 60RHP | | | |
| 82778 | *Tranguel –86* | | | | | | | | | *Q 74 t* | | | *WB* | Smith Bros. & Co., Glasgow | | | |
| TNVB | (ex Foxhound) 1 *Dk* | 289 227 | | | | | | | | | | | | | | | |
| 16 | **La Canche** Iron Sc K | 153 | | | | | 1897 | Cochrane & Cooper Beverley | Lameille & Calamel | 97·0 | 20·6 | 11·0 | Tréport French | T.3Cy.11″,17″&28″–21″ 36NH | | V | |
| | *Lanier 98–03* | | | | | | | | | Q 17′ F 19′ | | | | Amos & Smith, Hull | | | |
| JVLF | *Elec.light* 1 *Dk* | 18 | | | | | | | | | | | | | | | |
| 17 | **La Cartuja** Iron Sc Bk | 808 | ✠ | Blo *k* | | | 1871 | Denton, Gray & Co. W Hartlepool | Ybarra & Co. | 206·0 | 29·0 | 16·1 | Seville Spanish | C.2Cy.25″&48″–33″ NB 79 110NHP | | | |
| | *M. Zaldua* | ss Lon. No.3–7.81 | 859 | 4,95 | | | 4mo | | | Q 79′ B 48′ F 25′ | | BK 8 | *4 B H Cem* | T. Richardson & Sons, Hpl. | | | |
| HRTB | (ex Mary) *Well deck* | ss Blo. No.2–90 1 *Dk 2tr B* | 560 | | | | | | | | | | *WB = pt D B* | | | | |
| 18 | **La Champagne** Steel 4 Mst Sc Sr | 7087 | | | | | 1885 | Cie. Gén. Trans. St. Nazaire | Cie. Générale Transatlantique | 493·4 | 51·8 | 34·5 | Havre French | T.6Cy.44″,(2)49½″,53½″&(2) 74½″–67″ NB 96 1149NHP | | V | |
| | *Verlynde 00–02* | 3 *Dks & Shade dk* | 5973 | | | | | | | Q 54′ B 48′ F 90′ | | | *WB* | *Tpl* 96 Cie. Gén. Trans., St. Nazaire | | | |
| HQLK | *Elec.light* | | 2527 | | | | | | | | | | | | | | |
| 19 | — | Steel Sc K | 265 | | | | 1901 | Cook, Welt'n & Gemmell Hull | Altazin-Fourny | 125·0 | 22·0 | 12·0 | Boulogne French | T.3Cy.12¾″,22″&36″–24″ 63NHP | | V | |
| | *Bruchet –01* | (*Trawler*) 1 *Dk* | — 92 | | | | | | | | | | | Tindall, Earle & Hutchinson, Ld. Hull | | | |
| 20 | **La Constitucion** Steel Sc Sr | 2607 | ✠ | N Yk *u* | | | 1886 | C.S. Swan & Hunter Newcastle | Peruvian Government | 329·5 | 40·0 | 24·5 | Callao Peruvian | T.3Cy.26″,42″&69″–48″ 343NHP | 27 " 0 | | |
| | (ex Coya, ex Bayley) | ss Lon. No.1–91 2 *Dks (Stl) 3tr B* | 2388 1696 | 6,94 | ✠ | | 11mo | | *WB = Cell D B* 256′ 325 *t* *F P T* 14 *t* | P 38′ B 80′ F 40′ | | BK 10′ 5 | *4 B H Cem* *A P T* 14 *t* | 3 DB. *12pf*, GS 186, HS 5550 Wllsnd Slpwy Co. Ld. Nwc. | | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro d'Ordre. / Numéro d'Affiliation. / Signaux | Nom du Navire. Matériaux. Gréement. — *Capitaine.* *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Où. Matr. | Par qui. Chs. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Machines. | Creux sur Quille. Franc-bord en milieu du navire. pds. po. | Hors de l'eau à pleine charge. | Dessus du Pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | **La Dives** Steel Pad Sr<br>*Auffret* 90–91 1 *Dk*<br>HWFP | 188<br>—<br>73 | | 1886 Kon. Maats deSchelde Flushing | Cie. Normande de Nav. à Vap. | 150·9 \| 19·7 \| 9·8 | Havre<br>French | C.2Cy.30″&53″–39″<br>141 NH<br>Kon. Maats de Schlde, Flsg | | |
| 22 | **La Flandre** Steel Sc 3 Mst Sr<br>*J. Oortgies* *Mchy. Aft* 2 *Dks*<br>PHVB *Elec. light* *Carrying Petroleum in bulk* | 2018<br>1962<br>1278 | | 1888 Armstrong Mitchell & Co. 7mo Newcastle | American Petroleum Co. | 270·0 \| 37·7 \| 25·9 | Rottrdam<br>Dutch | T.3Cy.20″,34″&55″–36″<br>181 NH<br>Wilsnd Slpwy Co. Ld. Nwc. | | V |
| 23 | — Steel Pad Sr<br>2 *Dks & Promenade dk*<br>GQDF | 862<br>774<br>446 | | 1888 Soc. Cockerill Hoboken | Belgian Government | 271·8 \| 29·0 \| 15·6<br>B58′ F60′ | Ostend<br>Belgian | C.2Cy.50″&97″–72″<br>665 NH<br>Société Cockerill, Seraing | | |
| 24 | — Steel Sc K<br>*Evrard* –02 (*Trawler*)<br>1 *Dk* | 263<br>—<br>87 | | 1902 Cook, Welton & Gemmell Hull | Altazin-Fourny | 125·0 \| 22·0 \| 12·0<br>*WB* | Boulogne<br>French | T.3Cy.12″,22″&36″–24″<br>Lindall, 68 NH<br>Earle & Hutchinson, Hul | | V |
| 25 | **La Foi** Steel Sc Sr<br>(*Trawler*)<br>JVPG 1 *Dk* | 122<br>—<br>8 | | 1899 Soc. Anon. de Constructions Marits. Boulogne | J. Legal | 85·1 \| 19·8 \| 10·7<br>*WB* | Dieppe<br>French | T.3Cy.10″,15½″&26″–22″<br>32 NH<br>Soc. Anon. de Constructions Maritimes, Boulogn. | | V |
| 26 | **La France** Steel & Iron Sc Y 1<br>*Papin* –98 (*Trawler*)<br>JVPH (*ex* Colin Houston) 1 *Dk* | 164<br>—<br>49 | … | 1894 Mackie & Thomson Glasgow | Altazin-Fourny | 103·8 \| 20·5 \| 10·8<br>Q17′ RFD16′<br>BK7½″ | Boulogne<br>French | C.2Cy.14″&38″–20″<br>45 NH<br>Muir & Houston, Glasgow | 11 ″ 7 | V |
| 27 | **La Gascogne** Iron & Steel Sc 4 Mst Sr<br>*Tournier* 01–01 3 *Dks & tr B*<br>JKDQ *Elec. light* | 7395<br>6246<br>2889 | | 1886 Forges & C. de la Médit. La Seyne | Cie. Générale Transatlantique | 495·4 \| 52·2 \| 34·8<br>P55′ B240′ H—F91′<br>*WB* | Havre<br>French | Q.6Cy.44″&80″–67″<br>NB94 1308 NH<br>*Qpd* 94 Cie. Gén. Trans., St. Nazaire | | V |
| 28 | **La Gaule** Iron Sc Bkn<br>*Nergues* (*ex* Auchintoul)<br>JVMQ 2 *Dks & tr B* | 1596<br>1362<br>858 | … | 1880 Hall, Russell & Co. Aberdeen | Cie. de Nav. Arménienne & Maroc. (N. Paquet & Co. *Mgrs*) | 260·0 \| 34·2 \| 23·2<br>Q32′<br>BK9″ | Marseilles<br>French | C.2Cy.31″&60″–36″<br>NB94 180 NH<br>Hall, Russell & Co., Abn. | 24 ″ 0 | V |
| 29 | **La Guardia** Steel Sc Sr<br>*M. Zaragoza* –01<br>HRTC 1 *Dk 2 tr B* | 567<br>—<br>458 | | 1900 Cia. Trasatlantica Cadiz | R. de Sobrino & Co. S. en C. | 160·4 \| 26·0 \| 16·4<br>H33′ F22′<br>*WB* | Cadiz<br>Spanish | T.3Cy.11″,18″&29″–24″<br>41 NH<br>Akers Mek. Værks. Xia. | | V |
| 30 | **La Hesbaye** Steel Sc 3 Mst Sr<br>*G. Eckhoff* –94 (*ex* Oevelgonne) 2 *Dks*<br>PHVJ *Elec. light* *Carrying Petroleum in bulk*<br>*Mchy. Aft* | 2568<br>2519<br>2116 | | 1888 Armstrong Mitchell & Co. Newcastle | American Petroleum Co. | 300·0 \| 39·2 \| 28·1<br>*WB* | Rottrdam<br>Dutch | T.3Cy.21½″,35″&57″–38″<br>NB92 200 NH<br>Wilsnd Slpwy Co. Ld. Nwc. | | V |
| 31 | **La Hève** Steel Sc Sr<br>*Rouat* (*ex* Barshaw)<br>JVMH *Well deck* *Mchy. Aft* 1 *Dk* | 170<br>119<br>29 | … | 1894 J M'Arthur & Co. Paisley | Cie. Normande de Nav. à Vap. | 105·0 \| 20·0 \| 8·0<br>Q35′ F20′<br>BK6½″ | Havre<br>French | C.2Cy.13½″&26″–18″<br>34 NH<br>Bow, McLachlan & Co. Psy. | 9 ″ 3 | |
| 32 | **La Liane** Iron Sc K<br>*A. Dubois* 02–02<br>JVPK 1 *Dk* | 136<br>—<br>35 | … | 1894 Cochrane & Cooper Beverley | H. Semet & Co. | 94·0 \| 20·5 \| 11·0<br>Q18′ F23′<br>BK7½″ | Boulogne<br>French<br>3 *B H Cem* | C.2Cy.16″&32″–22″<br>44 NH<br>C. D. Holmes & Co., Hull | 11 ″ 10 | |
| 33 | **La Licorne** Steel Sc Tug<br>*C. Guérard* 90–95 | 119<br>98<br>20 | | 1888 Soc Gén. des Forges & Atel. de St. Denis St. Denis | La Fluviale Cie. Française de Transp. par Eau | 86·4 \| 20·0 \| 9·2<br>*WB* | Rouen<br>French | T.3Cy.12″,19″&31″–17″<br>40 NH<br>J. Boulet & Co., Paris | | |
| 34 | **La Loire** ~~Steel Sc~~<br>*J. M. Dano* 84–02 Steel Twin Sc Sr<br>JVQN 2 *Dks (Stl–Uws) & Web frames* *Awng dk*<br>*Elec. light* | 5554<br>4862<br>3085 | ✠100 A1 Rou *x*<br>*Awng dk* St. N<br>*with freeboard*<br>7,04 ~~6·02~~ | 1902 At. & Chan. de Normandie 1mo Rouen | Cie. Nantaise de Nav. à Vap. | 381·8 \| 48·2 \| 25·6<br>33·5<br>*WB = Cell D Ba* 77′<br>*u E* 36′ *f* 158′ 731*t* | Nantes<br>French<br>BK11″<br>8 *B Hpt Cem*<br>*pt Asp* | T.3Cy. ~~2·2Cy.~~ 22″,35″&59″–39″ (*s*)<br>180 lb *114 lb* 508 NHP<br>4SB, *12 rf*, GS 277, HS 8361<br>Caillard & Co. Havre | 28 ″ 4<br>11 ″ 0½ | |
| 35 | **La Lorraine** Steel Twin Sc Sr<br>*Alix* 99–02<br>JVMB *Elec. light* 3 *Dks & Promenade dk* | 11869<br>8380<br>2262 | | 1900 Cie. Gén. Transatlan St. Nazaire | Cie. Générale Transatlantique | 563·1 \| 60·0 \| 35·9<br>P72′ F98′<br>*WB* | Havre<br>French | T.3Cy.43⅛″,68½″&(2)80⅛″–<br>36½″ 2108 NHP<br>Cie. Gén. Transatlntq. St. N | | V |
| 36 | — Steel Sc Sr<br>*Bruchet* 87–98 (*Trawler*)<br>JVPS (*ex* Le Goeland) 1 *Dk* | 189<br>144<br>23 | | 1898 J. T. Eltringham & Co South Shields | Altazin-Fourny | 112·0 \| 20·8 \| 11·5 | Boulogne<br>French | T.3Cy.13″,21″&34″–24″<br>57 NHP<br>G. T. Grey, South Shields | | |
| 37 | **La Lys** Steel Sc<br>*A. Pollet* 99–99 (*Trawler*)<br>JVPM 1 *Dk* | 141<br>—<br>19 | | 1898 Lobnitz & Co. Ld. Renfrew | Duhameaux-Pruvost & Co. | 100·3 \| 20·1 \| 10·2 | Boulogne<br>French | C.2Cy.14″&32″–21″<br>39 NHP<br>Lobnitz & Co. Ld. Renfrew | | |
| 38 | **La Madeleine** Steel Sc Sr<br>*E. Lababut* –01 (*ex* Hafis)<br>JVMR *Mchy. Aft* 1 *Dk 2 tr B* | 1786<br>—<br>881 | | 1886 Hawthorn, Leslie & Co. Ld Newcastle | Soc. Com. de Port St. Louis du Rhône | 270·0 \| 36·0 \| 25·6<br>P78′ B12′ F30′ | P. St. Louis du Rhône<br>French | T.3Cy.20″,32″&53″–36″<br>169 NHP<br>Hwthrn, Leslie & C. Ld. Nwc | | V |
| 39 | **La Marguerite** Steel Pad Sr<br>102875 *J. Young* 99–04<br>NKHT 3 *Dks & Promenade dk 4 tr b* | 1554<br>1145<br>442 | | 1894 Fairfield Co. (Lim.) Glasgow | Liverpool & North Wales SS Co., Ld. | 330·0 \| 40·0 \| 13·6<br>21·2 | Liverpool<br>British | C.D.2Cy.66″&110″–72″<br>857 NHP<br>Fairfield Co. (Lim.), Gls. | 8′ 1″<br>Coll<br>10. | |
| 40 | **La Marsa** Steel Sc Sr<br>*A. Saqué* 89–00 ss Msl. No. 3–11,00<br>JVQC (*ex* Tewfik Rabbani) 2 *Dks (U Stl–ws)*<br>*Elec. light* *Spar dk (Stl–ws)* | 2147<br>1761<br>700 | ✠100 A1 Msl *s*<br>*Spar dk*<br>11,03 | 1892 R. Napier & Sons Glasgow 1mo<br>*Lloyd's s.14 CP* | Cie. de Nav. Mixte | 300·0 \| 37·5 \| 15·8<br>F35′ BK9½″ 23·5<br>*Promenade dk* 122′<br>*WB = Cell*<br>*DB* 226 319*t* | Marseilles<br>French<br>5 *B H Cem* | T.3Cy.30″,45½″&79″–54″ (*s*)<br>150 lb *78 lb* 510 NHP<br>4SB, *12 rf*, GS 282, HS 8716<br>R. Napier & Sons, Glasgow | 18 ″ 6 | |
| 41 | **La Navarre** Steel Twin Sc Sr<br>*Perdrigeon* 93–00 4 *Dks*<br>JVND *Elec. light* | 6648<br>5312<br>2469 | | 1892 Cie. Gén. Transatlan. St. Nazaire | Cie. Générale Transatlantique | 471·0 \| 50·5 \| 36·4<br>P70′ B248′ F67<br>*WB* | St. Nazaire<br>French | T.6Cy.31½″,50″&82½″–52½″<br>NB03 988 NHP<br>Cie. Gen. Trans., St. Nazaire | | V |
| 42 | **La Negra** Iron Sc<br>*J. Naglich* 92–92<br>1 *Dk* | 130<br>—<br>116 | | 1888 Fader y Peña Buenos Ayres | Cia. Sansinena de Carnes Congeladas | 120·0 \| 16·5 \| 10·0 | Bns. Ayres<br>Argentine | 1Cy.10″–12″<br>3 NHP<br>Ortelli, Buenos Ayres | | |
| 43 | **La Nevera** Iron Sc Sr<br>*F. Pellerano* –83 1 *Dk*<br>*Now named "Asuncion R.," See No. 89 in* | 359<br>349<br>334 | ✠ Bel *f*<br>3,88<br>*Pavement* | 1883 Harland & Wolff 2mo Belfast | L. Mascarello | 154·9 \| 26·2 \| 11·0<br>Q18′ FK<br>*WB = APT* 11*t* | Bns. Ayres<br>Argentine<br>5 *B H Cem* | C.2Cy.16″&32″–24″<br>42 NHP<br>Harland & Wolff, Belfast | | |
| 44 | **La Normandie** Iron Sc 4 Mst Bk<br>*Villeaumoras* 91–00 (*ex* Normandie)<br>KLGS *Elec. light* 4 *Dks* | 6283<br>—<br>2675 | | 1882 Barrow S.B. Co. Barrow | Cie. Générale Transatlantique | 459·3 \| 49·2 \| 34·1<br>P42′ F82′<br>*WB* | Havre<br>French | T.6Cy(1)48⅛″,(2)51⅛″,(1<br>–3)½″&(2)71½″–67″<br>*Tpd* 04 NB94 1147 NHP<br>Cie. Gen. Trans., St. Nazaire | | |

| 1 No. in Book / Official No. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Period of Survey. | 7 | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke / Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Foremost / amidships. ft. in. | 15 | 16 Date when last Surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 45 **La Norvége** *T Harem* 02–02 HDVB (*ex* Kinloch) *Well deck* | Steel Sc Sr 1 Dk (Irn) & *Web frames* | 1388 / 1387 / 1188 | ✝ 100 A1 | Clf | *r* | 1889 5mo | A M'Millan & Son Dumbarton A&CP | Dampskibsacties. La Norvége (Jens Pay) | 265·0 P27 Q74 B101 F81 BK9″ *WB = Cell D* 6204 | 37·1 | 17·8 | Christiania Norwegian *4 BHCem* 370 *t A PT* 34 *t* | T. 3 Cy. 20″, 33″ & 53″–36″ (*s*) 160 lb *80 lb* NDB 00 181 NH 2 SB, *6 rf*, GS 94, HS 2893 D. Rowan & Son, Glasgow | 19 ″ 11 | | 2,99 |
| | 46 **La Pérouse** *E. Terrason* JVNG (*ex* Culmore) *Well deck* | Steel Sc Sr *ss* Syd. No. 2–00 1 Dk (Irn) | 650 / 501 / 365 | ✝ 11.00 | Syd | *j* | 1890 8mo | J. Jones & Sons Liverpool | La Soc. Française des Nouvelles Hébrides (*in liq.*) | 182·3 Q57 B78 F24 BK7½″ *WB = DBa* 35′ *f* 80 *t FPT* | 27·0 | 14·1 | Noumea French *4 BHCem* 120 *t A PT* 34 *t* | T. 2 Cy. 18″, 29″ & 46″–36″ 128 NH 1 SB, *3 rf*, GS 58, HS 2005 J. Jones & Sons, Liverpool | 14 ″ 9 | | |
| | 47 **La Plata** *F. S. Newton* –03 WJCQ *Ref. Mchy. Elec. light* | Iron & Steel Sc 3 Mst Sr (*ex* Moor) 3 Dks | 4464 / 4130 / 2800 | | | … | 1881 | J. & G. Thomson Glasgow | Royal Mail Steam Packet Co. | 420·6 B166′ F67 len 94 BK9″ *WB* | 45·8 | 29·3 | London British *Tpd* 88 | T. 3 Cy. 35″, 56″ & 90″–60″ NB 88, 94 & 95 810 NH T. Richardson & Sons, Hpl | 32 ″ 6 | BT till 4.05 | |
| | 48 — *W. Fohl* 01–02 RLCH *Elec. light* | Steel Sc Sr (*ex* Pelotas) 1 Dk & *Spar dk* & *Web frames* | 4004 / 3327 / 2544 | | | | 1898 | Reiherst'g Schiffsw. Hamburg | Hamburg–Amerik Packetf. Act. Ges. (Ham-Amr. Linie) | 361·3 P51′ B117 F44′ *WB* | 44·8 | 25·7 | Hamburg German | T. 3 Cy. 24½″, 40½″ & 70″–48″ 338 NH Reiherst. Maschinenf Ham. | | G | |
| Foundered 1905 | 49 **La Porte** *Hill* –04 TJSS IGBW | Steel Sc Sr 1 Dk (Stl) & *deep framing* | 2448 / 2238 / 1592 | ✝ 100 A1 4,01 4,08 | NYk Clf | *s* | 1902 2mo | Grngem'th & Greenock Dockyard Co. Greenock *Lloyd's A&CP* | Colorado S.S.Co. Ld. (R. Hocken & Co. *Mgrs.*) *WB = Cell D Ba* 90′ | 299·3 P25′ B60′ F27′ FK *uE & B* 38 *f* 122′ 640 *t* | 44·6 | 20·0 | London British *5 BHCem A PT* 112 *t* | T. 3 Cy. 22″, 36″ & 59″–39″ (*s*) 180 lb *100 lb* 228 NH 2 SB, *6 cf*, GS 115, HS 3450 Greenock Foundry Co. Grk. | 22 ″ 1 ~~3 8~~ | | 10,03 |
| | 50 **La Providencia** *J. Lerchundi* 01–01 *Well deck* (*ex* Victor) *Mchy. Aft* | Steel Sc Sr *ss* Bbo. No. 1–93 1 Dk (Irn) | 321 / 249 / 206 | ✝ 1.98 | Bbo | *e* | 1889 12mo | Schlesingr. Davis & Co. Newcastle | Lizariturry y Rezola (J. de Salazar, *Mgr.*) | 137·8 Q44′ B7′ F20′ BK6″ *WB = FPT* 49 *t* | 22·2 | 10·9 | S. Sebast'n Spanish *3 BHCem A PT* 18 *t* | T. 3 Cy. 10½″, 16½″ & 27″–21″ 42 NH 1 SB, *2 pf*, GS 33, HS 750 Hanna Donald & Wilsn, Psy | 11 ″ 5 | | |
| | 51 **La Rochelle** *Coyan* 85–99 JVNP | Iron Sc Sr *ss* La R. No. 1–87 1 Dk (Irn) 2 tr *B* | 1180 / — / 757 | ✝ 9.88 | Clf | *p* | 1883 2mo | Palmers' Co. (Lim.) Nwcastle | A. D'Orbigny, Faustin & Co. *WB = DBa* 82′ *f* 92′ & *uE* & *B* 36′ 492 *t A PT* 280 *t* | 250·6 Q29′ B34′ F26′ FK | 37·5 | 17·4 | La Rochlle French *4 BHCem* | C. 2 Cy. 31″ & 60″–39″ NB 95 187 NH Palmers' Co. (Lim.), Nwc. | | V | |
| Wrecked 2,04 | 52 **La Rosa** *B. Panguilinan* –00 | Wood Sc | 132 / 69 / 63 | | | | 1900 | Chu Tak Tsun Hong Kong | Cia. Naviera Mercantil Filipina | 105·7 | 20·0 | 7·9 | Manila Utd. States | C. 2 Cy. 11⅝″ & 23½″–16½″ 19 NHP | | | |
| | 53 **La Salle** *H. S. Harbottle* 02–03 141050 *Mchy. Aft* | Steel Sc 3 Mst Sr 2 Dks | 1922 / — / 1597 | | | | 1890 | Cleveland S.B.Co. Cleveland, O. | Pittsburgh S.S.Co. *WB* | 266·0 H— F40′ | 38·2 | 19·0 | Duluth, Minn. Utd. States | T. 3 Cy. 17″, 29″ & 47″–36″ 133 NH Cleveland S.B.Co., Clevelnd | | S | |
| | 54 **La Savoie** *Poirot* 93–01 LCFP *Elec. light* | Steel Twin Sc 3 Dks & *Promenade Dk* | 11884 / 8376 / 2246 | | | | 1900 | Cie. Gén. Transatlantq St. Nazaire | Cie. Générale Transatlantique | 563·1 P72′ F98′ *WB* | 60·0 | 35·9 | Havre French | T. 8 Cy. 43 5/16″, 68½″ & (2) 80 1/16″–66⅛″ 2108 NHP Cie. Gén. Transatlntq. St. N. | | V | |
| | 55 **La Sentinelle** *Chester* | Wood Sc Sr | — / — / 175 | | | | 1880 | Neafie & Levy Phladlpha Pa | Haytian Government | 112·0 | 22·0 | 9·0 | Haytian | 1 Cy. 24″–24″ 22 NHP Neafie & Levy, Philadelphia | | | |
| | 56 **La Seyne** *Meinnier* 02–02 JVNQ | Iron Sc Bk (*ex* Etoile du Chili) | 2379 / — / 1142 | | | | 1870 | Forges & C. de la Méd. La Seyne | Messageries Maritimes | 312·3 | 38·0 | 29·7 | Marseilles French | C. 4 Cy. 27½″ & 49½″–35½″ 241 NHP Forges & C. de la Méd., Msl. | | | |
| | 57 **La Ternoise** *Lermet* –02 *Elec. light* | Steel Sc Sr (*Trawler*) | 236 / — / 76 | | | | 1902 | Bonn & Mees Rotterdam | Vidor frères & Co. *WB* | 127·9 | 21·5 | 12·5 | Boulogne French | T. 3 Cy. 13″, 21½″ & 35″–24″ 60 NHP Amos & Smith, Hull | | V | |
| | 58 **La Touques** JVQK | Steel Pad 1 Dk | 238 / — / 26 | | | | 1901 | Forges & C. de la Médit Havre | Cie. Normande de Nav. à Vap. | 157·5 | 20·5 | 9·5 | Havre French | C. 3 Cy. 16½″ & (2) 33⅛″–29½″ 99 NH Forges & C. de la Médit. Hav. | | | |
| | 59 **La Tour** 90884 *A. L. McKinnon* –99 | Wood Sc Sr 1 Dk | 155 / 101 / 99 | | | | 1888 | G. W. Johnson Yarmouth NS | Hugh Cann & Son | 97·3 | 20·7 | 7·8 | Yarmouth NS British | C. 2 Cy. 14″ & 26″–18″ 30 RH Burrell, Jhnsn Co., Yar. N.S. | | | |
| | 60 **La Touraine** *Fajolle* 97–01 LFVQ *Elec. light* | Steel Twin Sc Sr 4 Dks | 9132 / 7147 / 2441 | | | | 1890 | Cie. Gén. Transatlantq St. Nazaire | Cie. Générale Transatlantique *WB* | 520·2 P78′ H–F90′ | 56·0 | 34·6 | Havre French | T. 6 Cy. 41″, 60⅝″ & 100″–65½″ NB 02 1616 NHP Cie. Gén. Trans., St. Nazaire | | V | |
| | 61 **La Vague** *P. Drean* JVPT *Elec. light* | Iron Sc K (*Trawler*) | 174 / — / 37 | | | | 1898 | Cochrane & Cooper, Ld. Beverley | Pêcheries Franç. d' Arcachon Soc. Anon (A. Milhet, *Mgr.*) | 100·0 Q17′ F19′ | 21·6 | 11·0 | Arcachon French | T. 3 Cy. 11¼″, 18″ & 30″–21″ 41 NHP Hawthorns & Co. Ld. Leith | | | |
| | 62 **La Vienne** *Daniel* 87–01 1366 LJGN *Well deck* | Steel Sc Sr 1 Dk (Irn) & *deep framing* | ~~1526~~ / 1203 / ~~879~~ 814 | ✝ 100 A1 1,05 ~~2,01~~ | Clf Npt | *p* | 1901 6mo | Wood Skinner & Co. Ld. Newcastle A&CP | A. D'Orbigny, Faustin & Cie. *WB = Cell D Ba* 74′ *u E & B* 36′ *f* 194′ 391 *t FPT* | 250·0 P28′ Q110′ B12′ F27′ FK | 37·2 | 16·2 | La Rochlle French *4 BHCem* 61 *t A PT* 67 *t* | T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 160 lb *80 lb* 180 NHP 2 SB. *6 pf*, GS 90, HS 2800 N.E. Marine Eng. Co Ld Nwc | 18 ″ 5 1 ″ 9½ | ~~10,00~~ 1,05 | |
| | 63 **Labor** *J. Jensen* –01 HMJG | Steel Sc Sr 1 Dk | *1496* / *1173* / *949* | | | | 1901 | Grngem'th & Greenock Dockyard Co. Grngemouth | Acties. Labor (Oscar Hytten) | 245·5 Q99 *t* B— H— F31 *t* | 36·3 | 16·4 | Tönsberg Norwegian *WB* | T. 3 Cy. 18″, 30″ & 50″–33″ 144 NHP Cooper & Greig, Dundee | | N | |
| | 64 **Labore et Honore** *F. J. Adams* 102914 NFJG | Iron Sc K *ss* Hul. No. 2–01 1 Dk | 150 / 139 / 58 | ✝ 100 A1 *Stm Trawler* 6.03 | Clf | | 1893 7mo | Cook, Welt'n & Gemmell Hull *Lloyd's A&CP* | Neale & West | 100·8 BK7½″ | 20·7 | 11·0 | Hull British *3 BHCem* Cardiff | C. 2 Cy. 16½″ & 33″–22″ (*s*) 100 lb 45 RH 1 SB. *2 pf*, GS 31, HS 812 Bailey & Leetham, Hull | 11 ″ 10 | | |
| | 65 **Laboremus** *H. Börresen* –03 MBKH | Steel Sc Sr 1 Dk | 594 / 447 / 356 | | | | 1903 | Framnes Mek. Værks. Sandefjord | Et Aktieselskab (A. O. Lindvig) | 171·9 Q42 *t* B64 *t* H24 *t* F15 *t* | 28·2 | 11·7 | Kragerö Norwegian *WB* | C. 2 Cy. 13 3/16″ & 29 1/16″–23⅜″ 34 NHP Porsgrund M.V. Porsgrund | | N | |
| Broken up 1905 | 66 **Labrador** *H. Gosselin* 96–02 JVLQ *Elec. light* | Iron Sc Bk 3 Dks & *Awngdk* (*ex* Nouveau Monde) | 4503 / 4519 / 2375 | | | … | 1865 | Com. Gén. Trns. St. Nazaire | Cie. Générale Transatlantique | 393·7 len 75 | 44·0 | 20·8 36.5 | Havre French | T. 4 Cy. 36″, 57″ & (2) 67″–51″ *Tpd* 89 NE 75 NB 89 642 NHP Cie. Gén Transatlant. St. Naz | | V | |
| | 67 — | Steel Twin Sc Sp | *459* / *230* / *252* | | | | 1891 | Scotswood SB. Co. (Lim) Newcastle | N. Mihanovich | 170·0 P99′ F25′ | 26·0 | 9·0 | M. Video Uruguayan | T. 6 Cy. 11½″, 19″ & 32″–24″ FD 100 NHP Wigham Richrdsn & Co. Nwc | | | |

| Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. / Port de Visite. | Construit. Quand. / Où. / Mach. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Pavillon. | Port d'Armement | Machines. Nbre & Type. Chaudières. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers [illegible]. Détails des Chaudières & Machines. Nom du Constructeur des machines. | Quille. Navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|
| 68 | **Labrador** WoodScBk<br>*G. Hann* 92–93 HTLon.87 cf<br>*Capitaine* | 436<br>391<br>266 | ✠ MVo 15<br>4,90 | 1866 W. Watson<br>6mo Sunderland | Baird, Gordon & Co | 139·2 \| 29·2 \| 17·0<br>12&16yrsMat | St. John's, N.F.L.<br>British | C.2Cy.22½″&42″–30″<br>NE74 NB92 80RH<br>J. Clark, Sunderland | |
| 69 | — IronScK<br>*Dk* | 139<br>133<br>67 | ✠ Hul<br>*For fishing purposes*<br>1,94 | 1894 Cook, Wel-<br>4mo t'n & Gemmell<br>Hull | Hull Steam Fishing & Ice Co. Ld. | 99·0 \| 20·5 \| 11·0<br>BK 7½″ | Hull<br>British | T.3Cy.10″,16″&25½″–20″<br>35RH<br>3BHCem | 11 v 10 |
| 70 | **Labréa** SteelTwinScSr | 418<br>340<br>284 | | 1891 Russell &<br>Co.<br>P. Glasgow | Amazon Stm. Nav. Co. Ld. | 170·3 \| 31·1 \| 8·4 | Para<br>Brazilian | T.6Cy.9″,14″&22″–18″<br>41NH<br>Kincaid & Co. (Lim.), Grk. | |
| 71 | **Labuan** SteelScSr<br>*J. S. Gardner* 92–97 *ss*Cff.No.1 02<br>*Dk (Stl) & Spar dk (Irn)*<br>*& deep framing* | 3555<br>3344<br>2294 | ✠100A1 Cff<br>*Spar dk* Bom<br>11,04 Brw<br>BS1 LMC6,02 | 1897 Russell &<br>11mo Co.<br>Port Glasgow | S.S. Labuan Co. Ld.<br>G. M. Steeves &<br>Co.)<br>*B = Cell D Ba* 110 | 340·4 \| 45·9 \| 17·8<br>P20′ B72′ F35′ 25·8<br>FK<br>*a E & B36′ f* 142′ 792′ | Liverpool<br>British | T.3Cy.25″,40″&64″–45″<br>160lb *80lb* 294NH<br>2SB, *Gcf*, gs132, hs4700<br>Blackwood & Gordon, P.Gl. | 20 v 6 |
| 72 | — WoodScSr<br>*H. Pfort* *Dk* | 185<br>158<br>121 | | 1896 G. Fenwick<br>& Co. Ld.<br>Hong Kong | Sabah S.S. Co. Ld.<br>(Darby & Co.,<br>*Mgrs.*) | 121·2 \| 19·7 \| 8·7 | Hong Kong<br>British | C.2Cy.15″&29½″–16″<br>40RH<br>G. Fenwick & Co., H. Kg | |
| 73 | **Lachs** Iron&SteelPad<br>*Th. Michel* *Dk*<br>QFKL | 258<br>242<br>101 | | 1889 J.C. Teck-<br>5mo lenborg<br>Geestemünde | Norddeutscher<br>Lloyd | 179·9 \| 19·9 \| 9·0 | Bremen<br>German | C.2Cy.29½″&51½″–47½″<br>150NH<br>H. Pauckach, Landsberg | G |
| 74 | **Lackawanna** SteelSc3MstSr<br>*P. Brown* –03 *ss*Bkn.No.2–02<br>*Mchy. Aft* *Dk (Stl)*<br>*Elec. light* *Spar dk (Stl) & Web frames*<br>NGSB | 3855<br>3458<br>2488<br>5,04 | ✠100A1 Lon<br>*Spar dk* Bkn<br>BS5,04<br>*Carrying Petroleum in bulk*<br>LMC5,02 | 1894 David J.<br>2mo Dunlop & Co.<br>Pt. Glasgow<br>*Lloyd's A & CP* | Anglo-American<br>Oil Co. Ld. (J. M.<br>Donald, *Mgr.*)<br>*B = Cell D B* 72′ 192′ | 345·0 \| 44·8 \| 23·0<br>P26′ B30′ F47′ 30·3<br>FK<br>*F P T* 165*t A P T* 100*t* | London<br>British | T.3Cy.27″,43½″&70″–51″<br>160lb *100lb* 413NH<br>2DB, *12pf*, gs230, hs7150<br>David J. Dunlop & Co., P.Gl. | 24 v 8<br>6 8 |
| 75 | — SteelScSr<br>*F. Winheimer* 2 *Dks*<br>KJFD *Mchy. Aft* | 2016<br>1554<br>1595 | | 1888 Cleveland<br>S.B. Co.<br>Cleveland, O. | Lake Transit Co. | 260·0 \| 39·2 \| 21·6<br>H— F29′ | Duluth<br>Utd. States<br>*WB* | T.3Cy.19″,30″&52″–40″<br>171NH<br>Cleveland S.B. Co., Cleveland | |
| 76 | — SteelScSr<br>*B. W. Lewis* 93–00<br>KQJR *Dk* | 340<br>—<br>231 | | 1900 J. H. Dia-<br>logue & Son<br>Camden, N.J. | Delaware Lacka-<br>wanna & W.R.R.<br>Co. | 137·1 \| 25·0 \| 14·7 | New York<br>Utd. States | T.3Cy.17″,24″&41″–30″<br>92NH<br>J. H. Dialogue & Son | |
| 77 | **Lackenby** SteelScSr<br>*M.M.A. Fisher* –95 *ss*Shl.No.2–02<br>*Dk (pt Stl pt Irn)*<br>*& Web frames & pt. Awng dk (Irn)*<br>99722 NJKR | 2108<br>1503<br>1348<br>5,04 13,04 | ✠100A1 Sws<br>*pt. Awng dk* Shl<br>*with freeboard*<br>BS6,04<br>MC7,04 | 1894 Ropner &<br>4mo Son<br>Stockton<br>A & CP | R. Ropner & Co.<br>*WB = Cell* | 275·0 \| 39·5 \| 16·0<br>P27′ Q90′<br>*pt Awng dk* 158′ FK<br>*D Ba* 92′ *a* E20′ *f* 196′ | Stockton<br>British | T.3Cy.21″,34″&56″–36″<br>160lb *160lb* 187NH<br>2SB, *Arf*, gs60, hs2780<br>Blair & Co. (Lim.), Stockton | 19 v 0<br>8 3 |
| 78 | **Laconia** IronScK<br>*G. Newman* –00 *ss*Gms.No.1–04<br>*Dk*<br>113175 | 195<br>175<br>64<br>6,04 2,04 | ✠100A1 Gms<br>*Stm Trawler*<br>✠ MC | 1900 Cook, Wel-<br>5mo t'n & Gemmell<br>Hull<br>*Lloyd's A & CP* | Gt. Gms. & E. Coast<br>Stm. Fishing Co. Ld. | 113·6 \| 21·0 \| 11·2<br>Q43′ F19′<br>BK 7½″<br>*W I* | Grimsby<br>British | T.3Cy.11½″,20″&32″–24″<br>180lb 55RH<br>1SB, *2cf*, gs31, hs925<br>Amos & Smith, Hull | 12 v 1 |
| 79 | **Lacroma** *E. Zar* SteelSc3MstSr<br>*ss*Lon.No.3–8,97<br>(*ex* Telemachus, *ex* Peveril) *ss*Tri.No.2–03<br>2 *Dks (Stl) 3tr I*<br>HLKF | 3066<br>2854<br>2225<br>MS6,03 | ✠100A1 Tri<br>LM<br>BS2,04 | 1883 Gourlay<br>2mo Bros. & Co.<br>Dundee<br>*Lloyd's A & CP* | Unione Austriaca<br>di Nav. (Soc. Anon.)<br>*WB = Cell* | 349·0 \| 40·1 \| 26·9<br>P30′ B50′ F51<br>BK 10″<br>*D Ba* 84′ *f* | Trieste<br>Aust.-Hung. | C.2Cy.41″&78″–48″<br>85lb *90lb* NDB94 349NH<br>2DB, *12cf*, gs192, hs5992<br>Gourlay Bros. & Co., Dun. | 29 v 6<br>6 0 |
| 80 | **Ladario** SteelPadSr<br>*Arnold* –88 *Dk* | 760<br>646<br>540 | | 1888 Act. Ges.<br>"Vulcan"<br>Stettin | Lloyd Brazileiro | 220·1 \| 29·5 \| 13·2 | R. Janeiro<br>Brazilian<br>*WB* | T.4Cy.(2)14½″,32½″&51½″–<br>39½″ 166NH<br>A.G. "Vulcan," Stettin | |
| 81 | **Ladas** SteelScK<br>*T. Bell* –98 *ss*Gms.No.1–02<br>*Dk*<br>109330 | 172<br>156<br>61<br>10,04 | ✠100A1 Gms<br>*Stm Trawler*<br>MC12,02<br>BS10,04 | 1898 Edwards<br>5mo Bros.<br>N. Shields<br>*Lloyd's A & CP* | Orient Stm Fishing<br>Co. Ld. | 110·5 \| 21·1 \| 10·8<br>Q46′ F20′<br>BK 7½″ | Grimsby<br>British | T.3Cy.12″,20″&32″–22½″<br>180lb 52RH<br>1SB, *2pf*, gs28, hs980<br>N.E. Marine Co. Ld. Sld | 11 v 6 |
| 82 | **Ladoga** SteelScSr<br>*A. Hämäläinen* 99–02 *Dk*<br>RPLD | —<br>—<br>107 | | 1898 W. Rosen-<br>lew & Co.<br>Björneborg | Sortavalan<br>Höyryvenhe<br>Osakeyhtiö | 117·0 \| 22·0 \| 9·0 | Sordavala<br>Russian | C.2Cy.11½″&20½″–13½″<br>13NH<br>W. Rosenlew & Co. Björnbg | |
| 83 | **Lady Alice Kenlis** IronSc3MstSr<br>*J. Nutter* 86–86<br>*Mchy. Aft* *Dk*<br>KFDC | 203<br>163<br>76 | | 1867 Swan Bros.<br>Maryhill | Mrs. L. Jones<br>(E.R. Jones, *Mgr.*) | 123·3 \| 19·6 \| 9·8 | Preston<br>British | C.2Cy.16″&32″–18″<br>NE78 NB89 50RH<br>R. Smith, Preston | ... |
| 84 | **Lady Aline** IronScSr<br>*T. Hammond* –99 6th Survey, Sld. 5,95<br>— 2nd Survey, Sld. 5,05<br>*Dk (Irn)*<br>68933 PHNG | 600<br>538<br>388<br>BS6,04 | ✠ A1. 1 Shl<br>2,04<br>LMC6,04 | 1875 J. Laing<br>11mo Sunderland | Marquess of Lon-<br>donderry (S.J.<br>Ditchfield, *Mgr.*) | 181·3 \| 28·6 \| 13·9<br>P19′ Q48′ B38′ F21′<br>FK<br>*WB = D Ba f* | Sundrland<br>British | C.2Cy.25″&48″–30″<br>85lb *80lb* NDB96 95RH<br>1SB, *3pf*, gs47, hs1572<br>T. Richardson & Sons, Hpl. | 14 v 6<br>1 7½ |
| 85 | **Lady Ann** IronScSr<br>*J. Burton* –99 1st Survey, Sld. 12,86<br>*Dk (Irn) & Web frames*<br>87331 HCGS | 1016<br>827<br>630 | ✠ Sld<br>12,86 | 1882 Austin &<br>11mo Son<br>Sunderland | Lambton Collieries<br>Ld. (E.T. Nisbet,<br>*Mgr.*) | 225·3 \| 33·0 \| 16·3<br>Q103*t* F33*t*<br>*WB = D Ba f* | Sundrland<br>British | C.2Cy.28″&54″–33″<br>99RH<br>N.E. Marine E.C. (Lm.), Sld. | 17 v 7 |
| 86 | **Lady Armstrong** SteelScSr<br>*W.C. Abbott* 81–91 *ss*Shl.No.3–1,04<br>2 *Dks (Irn & Stl) 3tr I*<br>9831 MJBG | 3219<br>2936<br>2042<br>2,05<br>LMC3,08<br>BS2,05 | ✠100A1 Shl<br>LMC3,08 | 1891 Palmers'<br>7mo Co. (Lim.)<br>Newcastle<br>*Lloyd's A & CP* | Lady Armstrong<br>S.S. Co. Ld. (Adam<br>Hamilton & Co.,<br>*WB = Cell D*<br>J.D.M. Carmichael *Mgr.*) | 330·0 \| 42·2 \| 26·3<br>P31′ B67′ F34′<br>FK<br>*B278 658t F P T* 104*t* | Greenock<br>British | T.3Cy 24″,40″&64″–42″<br>160lb *90lb* 280NH<br>2DB, *12pf*, gs162, hs4410<br>Palmers' Co. (Lim.), Nwc. | 29 v 1<br>5 0 |
| 87 | **Lady Bertha** IronScSr<br>*W. Thomas* –96 *ss*Lly.2nd No.3–10,03<br>*Well deck* *Dk (Stl) 2tr B*<br>70613 RBNT | 692<br>517<br>288<br>5,04<br>LMC<br>BS10,03 MS8,03 | ✠100A1 Sws | 1877 Schlesingr,<br>8mo Davis & Co.<br>Newcastle<br>A & CP | Lady Bertha SS. Co<br>Ld. (W. Samuel) | 186·0 \| 26·7 \| 15·7<br>P104′ F24′<br>ND03<br>BK 7½″<br>*W B =* | Llanelly<br>British | C.2Cy.27″&50″–33″<br>80lb *45lb* NDB87 98RH<br>1SB, *3pf*, gs54, hs1584<br>N.E. Marine E.C. (Lim.) Sld. | 16 v 9<br>1 6 |
| 88 | **Lady Bessie** WoodSc3MstSr<br>*J. H. Gibb* 00–00<br>*Mchy. Aft*<br>84638 JQBW | 183<br>173<br>79 | | 1884 W. Thomas<br>& Co.<br>Millom | W.R. Aiken | 116·0 \| 22·0 \| 10·6 | Aberdeen<br>British | C.2Cy.12½″&27″–21″<br>NB— 35RH<br>De Winton & Co., Carnarvon | ... |
| 89 | **Lady Buller** SteelPad<br>*Dk* | 172<br>141<br>58 | | 1903 Hawthorn<br>Leslie & Co. Ld.<br>Newcastle | Devon & Cornwall<br>Stm. Packet Co. | 130·0 \| 20·1 \| 7·5 | Plymouth<br>British | D.2Cy.20″&40″–12″<br>Allsup & Co. Preston | |

| 1 No. in Book / Official No. / Code Letters | 2 Steamer's Name, Material, Rig, &c. / Master / Special Surveys. | 3 | 4 Particulars of Classification. Character. / † for Special Survey. Date of last Survey | 5 Port of Survey | 6 Built. When / Where | 7 By Whom. | 8 Owners. | 9 Register Dimensions Deck Erections, &c. | 10 Port of Registry. / Flag. | 11 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 98651 | **Lady Clare** *D. McNeill* –91 | Steel Pad Sk | 257 185 85 | | 1891 | J. M'Arthur & Co. Paisley | North British Railway Co. | 180·5 \| 19·6 \| 6·6 220 *Promenade dk 108'* | Glasgow | D. 1 Cy. 44"–60" 115 NHP Hutson & Corbett, Glasgow | | BT till 11,04 | |
| 91 98242 | **Lady Delamere** (ex Sailing Vessel) | Wood Sc Flat | 188 135 88 | | 1872 | Ann Deakin Winsford | Salt Union, Ld. | 85·1 \| 20·4 \| 9·1 | Liverpool | 2 Cy. 10"–12" NE & I 84 20 RHP Allen & Co., Manchester | | | |
| 92 [illegible] | **Lady Evelyn** *H. Williams* –01 2 *Dks* | Steel Pad [illegible] | 242 238 116 | | 1900 | J. Scott & Co. Kinghorn | Furness Railway Co. | 200·0 \| 24·1 \| 8·2 P9' Jen94 | Barrow British | C. 2 Cy. 22" & 48"–54" 141 NHP J. Scott & Co. Kinghorn | | BT till 11,04 | |
| 93 NWNJD | **Lady Glover** *W. H. Cross* –01 *Mchy. Aft* | Wood Sc | 138 137 94 | Liv 12 9,77 | 1877 8mo | W. Allsup & Sons Preston | S. M. Brookfield | 113·0 \| 18·5 \| 10·5 9&12yrsMat | Pt Medway N.S. British | C. 2 Cy. 20" & 40"–24" 60 RH Fawcett, Preston & Co., Liv. | | | |
| 94 KTLN | **Lady Gordon** *A. Whitley* 84–88 1 *Dk* | Steel Sc Sr | 513 381 316 | | 1888 | Aitken & Mansel Glasgow | Ceylon S.S. Co. Ld. | 180·0 \| 27·1 \| 11·6 P42' B35' F27' FK | London British *WB* | T. 3 Cy. 15", 24" & 40"–30" 80 RH Hutson & Corbett, Glasgow | 12 ″ 1 | | |
| 95 NLVC | **Lady Gray** *H. D. Edwards* –02 1 *Dk( Irn) & Web frames* | Steel Sc Sr | 2545 1844 1631 | †100 A1 Shl *pt. Awng dk with freeboard* 6,03 | 1894 9mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | J. Coverdale & Son *WB = Cell D Ba* | 300·0 \| 40·0 \| 18·3 P27' Q90 *pt Awng dk 183'* FK 100' *u* E20' *f* 118' 6 10 *t* | Hartl'pool British *5 BHCem APT31t* | T. 3 Cy. 22", 35" & 59"–39" (*s*) 160lb *80lb* 224 NHP 2 SB, 6 *trf*, GS75, HS168 Central 1 Mar. E. Wks. W Hpl | 20 ″ 10 ″ 8 ″ 7 | | 6,03 |
| 96 106137 | **Lady Hampden** 1 *Dk* | Wood Sc | 135 114 92 | | 1896 | J. Scott Balmain, N.S.W. | Balmain New Ferry Co. Ld. | 115·6 \| 26·0 \| 9·7 | Sydny N.S.W. British | C. 2 Cy. 13" & 26½"–18" 42 RH Fawcett, Preston & Co., Liv. | | | |
| 97 98987 | **Lady Havelock** *J. C. Whitley* 91–91 MHQC *Mchy. Aft* 1 *Dk( Shelter dk* | Steel Sc Sp | 607 [illegible] 232 | | 1891 | Blackwood & Gordon Pt. Glasgow | Ceylon S.S. Co. Ld. | 179·6 \| 28·2 \| 12·4 P37' B37' F22' 19·6 FK *WB* | London British | T. 3 Cy. 15½", 25" & 40"–27" 98 RH Blackwood & Gordon, P Gls. | 13 ″ 3 | | |
| 98 95336 MJQR | **Lady Hudson-Kinahan** *W. Boyd* 88–97 *Ref. Mchy. Elec. light* | Steel Sc Sr ss Trn. No. 3–4,04 2 *Dks (U Stl–ws)* | 1372 1039 651 | †100 A1 Trn *pt Awng dk* 4,03 Dub LMC 4,04 B84,05 | 1891 10mo | Ailsa S.B. Co. Troon *Lloyd's A&CP* | British & Irish Stm. Packet Co. Ld. | 273·5 \| 34·1 \| 16·6 P67' B94' F50' drp04 BK 9" *WB = Cell D B103* | Dublin British *5 BHCem 157t FPT 22t* | T. 3 Cy. 25", 40" & 65"–42" (*s*) 160lb *90lb* 284 NHP 2 DB, *8cf*, GS130, HS1408 Dunsmuir & Jackson, Gls. | 17 ″ 6 ″ 2 ″ 7 | BT till 6,05 | 4,04 |
| 99 95340 MNBK | **Lady Iveagh** *T. Pearn* –02 *Well deck* 1 *Dk( Irn) & Web frames* | Steel Sc Sr ss Pt. No. 2–00 ss Cff No. 3–6,04 | 2286 1747 1471 | †100 A1 Cff 6,04 7,03 B80,03 LMC MS7,03 B85,04 | 1892 3mo | Richardsn, Duck & Co. Stockton A&CP | Lady Iveagh S.S. Co Ld. (J. Weatherill) *WB = Cell D B242' 441t FPT* | 290·0 \| 38·3 \| 18·5 P29' Q86' B120' F29' FK 5 *BHCem 87t APT23t* | Dublin British | T. 3 Cy. 21", 35" & 57"–39" (*s*) 160lb *70lb* 218 NHP 2 SB. *6rf*, GS83, HS3500 Blair & Co. (Lim.), Stockton | 21 ″ 1 ″ 1 ″ 11 | | 7,03 |
| 100 109957 | **Lady Jackson** *J. Kitt* –02 1 *Dk( Irn)* | Steel Sc Sp Tug ss Ply. No. 1–02 | 138 134 [illegible] | †100 A1 Ply *For Towing purposes* 2,05 8,02 Liv NB 2,00 LMC 8,02 | 1898 8mo | Carmichael Macleam & Co. Greenock *Lloyd's A&CP* | Sir John Jackson, Ld. | 94·0 \| 21·1 \| 11·5 B20' BK 6" | London British *4 BHCem* | C. 2 Cy. 19" & 42"–24" (*s*) 130lb 98 RH 1 SB, *2pf*, GS51, HS1338 J. G. Kincaid & Co. Greenock | 11 ″ 11 | | 2,05 |
| 101 74758 WFNH | **Lady Kate** *G. Fenby* –04 *Mchy. Aft* pt GIB | Wood Sc K BT Liv. 87 *Salted* 1 *Dk* | 135 127 53 | Liv 12 1,91 NE 3,91 | 1881 2mo | W. Thomas & Co. Millom | J. Gibney, Sons & Co | 99·7 \| 21·9 \| 9·8 9&12yrsMat | Liverpool British | C. 2 Cy. 14" & 27"–20" NB 01 30 RH De Winton & Co., Carnarvon | | | |
| 102 112399 | **Lady Laurier** *Cable Vessel* *P. C. Johnson* 02–02 *Well deck* *Elec. light* 2 *Dks (Stl–Uws)* | Steel Twin Sc Sr | 1051 704 413 | †100 A1 Psy 12,02 LMC 12,02 | 1902 12mo | Fleming & Ferguson, Ld. Paisley *Lloyd's A&CP* | Canadian Government *WB = Cell D Ba 33' f 77 169t* | 214·9 \| 34·2 \| 17·2 P&B116' F29' FK *DTa 12' 13t FPT 52t* | Ottawa British *1 BHCem APT36t* | T. 6 Cy. 16½", 26" & 43"–27" (*s*) 180lb *120lb* 265 NHP 2 SB. *6cf*, GS109, HS3907 Fl. Fleming & Fergusn, Ld. Psy | 18 ″ 0 ″ 2 ″ 5 | | |
| 103 105189 PTOH | **Lady Lewis** *E. Daniel* –03 1 *Dk( Irn) 2 tr B's & Web frames* *ss* Npt. No. 2–04 3 *Dk rule* | Steel Sc Sr ~~ss H. No. 1–04~~ | 2950 2747 1890 | †100 A1 Npt *with freeboard* 12,04 ~~7,08~~ LMC B 5 B80,04 | 1897 7mo | Richardsn, Duck & Co Stockton A&CP | Lady Lewis S.S. Co. Ld. (W. J. Tatem & Co.) *WB = Cell D Ba* | 330·2 \| 43·1 \| 23·2 P31' B90' F34' ~~drp13~~ FK 110' *u* E24' *f* 136' 6 9 *t* | Cardiff British *5 BHCem APT114t* | T. 3 Cy. 22½", 37" & 61"–42" (*s*) 160lb *90lb* 245 NHP 2 SB, *6rf*, GS110, HS3760 Blair & Co. (Lim.), Stockton | 25 ″ 9 ″ 4 ″ 9 | ~~6,08~~ | 11,04 |
| 104 88946 SLHC | **Lady Loch** *J. Livingstone* 88–88 2 *Dks* | Iron Sc Sr | 487 428 337 | Mel 5,87 | 1886 8mo | Campbell, Sloss & M'Cann Melbourne | Victorian Government (Depmnt. of Public Works) | 182·7 \| 24·6 \| 14·4 | Melbourne British *6 BHCem* | C. 2 Cy. 28" & 54"–36" Campbell, NB 03 146 NHP Sloss & M'Cann, Melbourne | | | |
| 105 73704 | **Lady Longden** *B. Horton* ~~ss Dem. 2nd No. 3–3,05~~ ss Dem. No. 2–02 1 *Dk* | Iron Pad Tug Sr ss Dem. No. 2–02 | 96 95 60 | A1 7,02 *For River or similar purposes only* ~~BS4,04~~ LMC 7,02 | 1876 7mo | R. & H. Green London A&CP | Sproston's, Ld. | 100·1 \| 16·0 \| 7·6 pt N D95 BK 5" | Georget'n British *3 BHpt Asp pt Cem* | O. 2 Cy. 24½"–28" (*a*) 30lb NB 97 32 RHP 1 SB J. Penn & Sons, London | | | |
| 106 Founded 4.05 | **Lady Louisa** *A. Hall* –01 pt GIB *Salted* 1 *Dk* | Wood Sc Sr | 161 134 61 | Abn 11 7,97 C4 | 1882 7mo | W. Thomas & Co. Millom | R. Hall | 105·0 \| 21·5 \| 9·3 | Aberdeen British | C. 2 Cy. 15" & 27"–21" 32 RHP J. & T. Young, Ayr | | | |
| 107 101573 | **Lady Margaret** *Thomas* –03 | Steel Pad Sk | 369 293 67 | | 1895 | A. McMillan & Son. Ld Dumbarton | Furness Railway Co. | 210·0 \| 25·0 \| 8·7 | Barrow British *WB* | C. 2 Cy. 28" & 64"–54" 251 NHP D. Rowan & Son, Gls. | | BT till 11,04 | |
| 108 — Burnt 89176 | — *H. Rawlinson* 49–88 | Iron Pad Sp | 144 128 91 | | 1883 | Russell & Co. Greenock | Medway Stm. Pkt. Co. Ld. | 139·9 \| 18·1 \| 7·4 Q15t | Rochester British | C. D. 2 Cy. 22" & 37½"–30" N 1.96 50 RHP Alley & Maclellan, Glasgow | | | |
| 109 95315 KWNF | **Lady Martin** *F. Walsh* –01 *Ref. Mchy. Elec. light* | Steel Sc Sr ss Dub. No. 2–97 2 *Dks (U Stl–ws)* | 1356 1009 712 | † Dub 5,01 | 1888 11mo | Workman Clark & Co. Belfast | British & Irish Stm Packet Co. Ld. | 269·6 \| 34·2 \| 16·4 P64' B90' F53' BK 8 *WB = Cell D B107* | Dublin British *5 BHCem 162t FPT 43t* | T. 3 Cy. 24", 39" & 64"–45" NDB 98 275 NHP 2 DB. *6rf*, *2cf*, GS152, HS4138 Dunsmuir & Jackson, Gls. | 17 ″ 6 | BT till 5,05 | |
| 110 114851 TGRQ | **Lady Mildred** *J. Jacobson* –03 1 *Dk( Stl) & deep framing* | Steel Sc Sr | 2180 2020 1382 | †100 A1 Mel 10,03 LMC 3,02 | 1902 3mo | Blyth S.B. Co. Ld. Blyth *Lloyd's A&CP* | Exchange SS. Co Ld (J W Cooper, *Mgr.*) *WB = Cell D Ba & u* E112' *u* B16' | 287·2 \| 43·3 \| 19·4 P25' B68' F30' FK *f* 114' 5 5 7 *t APT 61t* | Newcastle N.S.W. British *5 BHCem* | T. 3 Cy. 22", 36" & 59"–39" (*s*) 160lb *80lb* 234 NHP 2 SB, *6pf*, GS104, HS3750 N.E. Marine Eng Co Ld Nwc | 21 ″ 9 ″ 3 ″ 4 | | 4,04 |
| 111 110641 | **Lady Minto** 2 *Dks* | Steel Pad | 403 192 254 | | 1903 | Up. Ottawa Imp. Co. Ld. Temiscamingue, Que. | Upper Ottawa Improvement Co Ld | 141·0 \| 41·6 \| 8·0 | Ottawa British | C. 2 Cy. 20" & 38"–54" 42 NHP Bertram E. W. Co. Ld. Trnto | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terre-pleins maintenant Tirant d'eau | Construit. Quand. Navire. Machs. Par qui. Où. | Armateurs. | Longueur. Largeur. Creux. | Port d'Armement / Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P. Force en chevaux d'après les tonnages de la Société. R.P.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom & lieu Constructeur des machines. | Tirant d'eau à la Ligne de Charge d'Hiver (Voir Rem. Finales) | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 112 | **Lady Mitchell** | 935 | | 1882 J.C.Tecklenborg Geestemünde | ~~Straits S.S.Co.Ltd~~ | 210·0 32·0 15·0 | Singapore | C.2Cy.26½"&47½"–31½" | | |
| 104389 | *E.Edwards* | 785 | | | | B46'F19' | British | 165NH | | |
| SLGW | *ex Schwalbe)* | 754 | | | | | *WB* | F.Schichau,Elbing | | |
| 113 | **Lady Molly** | 88 | 100A1 | 1904 Cochrane & Sons Selby | Harrison & Dawson | 82·0 18·0 8·2 | | C.2Cy.11"&22"–15" | | |
| | *Should be "The Crown," See No. 6 in Supplement* | | *for fishing purposes* | | | | British | | | |
| | | 1 *Dk* | | | | | | Harrison & Dawson, Hull | | |
| | | | (*Class Contemplated*) | | | | | | | |
| 114 | **Lady Mostyn** | 709 | ✝100A1 Bry *k* | 1881 J.Readhead & Co. South Shields A&CP | Lady Mostyn S.S. Co.Ltd.(J.Edwards & Co.) | 200·3 27·7 15·0 | Liverpool | C.2Cy.25"&44"–30" (*r*) | 15 | |
| 84121 | ~~*C.H.Bromley*~~ | 588 | ~~Lloyd's 1.04, 05~~ ~~Cdf~~ | | | Q74'B40'F29' | British | 75lb 80RH | 1·10½ | |
| WBHG | *Humphreys* | 400 | | | | BK7½' | | 1BH Cem | | |
| | *Well deck* | | | | *WB = DBa* | | | 55*f* 78'117*t* | | |
| 115 | **Lady Musgrave** | 204 | | 1884 J.W.Sutton & Co.,Ld. Brisbane | W.Collin & Sons.Ld | 137·1 20·5 9·1 | Brisbane | C.2Cy.18"&33"–24" | 9 | |
| 87319 | (*WRECKED 3,04*) | 189 | | | | Q28' | British | 45RH | | |
| RLGK | *J.Johnston* –02 | 129 | | | | BK6' | *WB* | Plenty & Sons, Newbry Eng | | |
| | 1 *Dk* | | | | | | | | | |
| 116 | **Lady Norman** | 190 | | 1884 Walker & Co.(Lim.) M'ryborough | W.Collin & Sons.Ld | 130·0 22·0 7·4 | Brisbane | C.2Cy.21"&30"–18" | | |
| 94148 | *J.Anderson* –00 | 163 | | | | | British | *Edit 88, fitted 95* 30RH | | |
| RLGM | *ex Sea Horse)* | 106 | | | | | *WB* | G.Howaldt,Kiel | | |
| | 1 *Dk* | | | | | | | | | |
| 117 | **Lady North** | 195 | | 1900 Gourlay Bros.& Co. Dundee | Morecambe (Regent Road West End Pier Co.Ld. | 160·0 21·1 7·0 | Lancaster | T.6Cy.9½",14½"&22"–15" | | BT till 10,05 |
| 84971 | *E.Woolston* –02 | 162 | | | | B46 | British | 71RH | | |
| | | 24 | | | | | *WB* | Gourlay Bros. & Co. Dundee | | |
| | 1 *Dk* | | | | | | | | | |
| 118 | **Lady Olive** | 1084 | ✝ Dub *o* | 1878 A & J Inglis 12mo Glasgow | British & Irish Stm. Packet Co.Ld. | 249·8 30·3 15·9 | Dublin | C.2Cy.36"&67"–42" | | BT till 9,05 |
| 77399 | *W.Williams* –00 *ss* Dub.No.2–87 | 850 | 3,92 | | | P57' B36' F64' | British | NB96 242NH | | |
| SHBJ | 2 *Dks* | 615 | | | | | 5 *BH Cem* | A. & J. Inglis, Glasgow | | |
| 119 | **Lady Palmer** | 2760 | ✝100A1 Bry *u* | 1889 Palmers' Co.(Lim.) Newcastle A&CP | Hall Bros. | 322·0 40·3 24·8 | Newcastle | T.3Cy.23½",38"&62"–42" (*a*) | 27 | |
| 96159 | *D.Dye* –02 *ss* Shl.No.3–11,01 | 2468 | ~~Lloyd's 1.04~~ 5,05 ~~Shl~~ | | | P28' B63' F37' | British 150 lb *90lb* ND1900 | 243NH | 2 | |
| LJTV | 2 *Dks (Iron) 3 tr B Framing pt Iron* | 1782 | ~~BS 5,05~~ ~~MC 11.04~~ | | | FK | 5 *BH pt Cem* | 2SB.8*pf*,GS129,HS3701 | | |
| | | | | | *WB = Cell D B* | | *pt Asp* | Palmers' Co.(Lim.),Nwc. | | |
| 120 | **Lady Roberts** | 1462 | ✝100A1 Dub *q* | 1897 Ailsa S.B. Co. Troon A&CP | British & Irish Stm. Packet Co.Ld. | 275·0 36·1 16·5 | Dublin | T.3Cy.25",40"&65"–42" (*s*) | 17 | |
| 104977 | *W.Watts* 70–97 ~~*ss* Dub.No.1–01~~ | 1089 | 2,05 ~~3,04~~ | | | P70' B94' F50' | British | ~~lb~~ *100lb* 280NH | 2·7 | |
| PQNR | *Ref.Mchy.* 2 *Dks (UStl–ws)* | 721 | ~~BS 3,04~~ ~~MC 2,04~~ | | | BK9' | 5 *BH Cem* | 2DB.8*cf*,GS160,HS4302 | | |
| | *Elec.light* *ss* Dub.No.2–05 | | | | *WB = Cell D Ba* | | 164*t FPT* | Dunsmuir & Jackson, Gls. | | |
| 121 | **Lady Rowena** | *314* | | 1891 S.Mc Knight & Co. Ayr | Soc.di Nav.a Vap. della Penisola Sorrentina | 200·5 21·1 7·2 | Cstllmare | D.1Cy.60"–72" | | |
| 15 | *L.Gargiulo* –03 | *220* | | | | Q10*t* H99*t* | Italian | NB01 163NH | | |
| QOWN | 1 *Dk* | *147* | | | | | | Hutson & Corbett, Gls. | | |
| 122 | **Lady Salisbury** | 1446 | ✝100A1 Shl *p* | 1890 S.P.Austin & Son Sunderland *Lloyd's A&CP* | Gresham S.Shpg. Co.Ld. (Pickering, Wallis & Co. *Mgrs.*) | 235·0 36·5 16·1 | London | T.3Cy.19½",31½"&51½"–36" | 18 | |
| | *T.Garnsworthy* *ss* Shl No.3–4,02 | 1038 | 3,05 ~~3,04~~ | | | P29' Q55' B103 | British | 160lb *90lb* (*s*) 160NH | 1·3½ | |
| LQND | *Well deck* 1 *Dk (Stl) & Web frames* | 889 | ~~Lloyd's 1.04~~ ~~BS 5,05~~ | | | F29' FK | 4 *BH Cem* | 2SB.4*rf* GS70 HS2401 NDB02 | | |
| | | | | | *WB = Cell D B* 195' | | 347*t APT* 27*t* | J.Dickinson, Sunderland | | |
| 123 | **Lady Strathcona** | 3942 | ✝100A1 Nwc *w* | 1904 Armstrong Whitworth & Co.Ld. Newcastle *Lloyd's A&CP* | N.Petersen, Ld. | 360·0 47·5 26·7 | Newcastle | T.3Cy.25",41"&68"–48" (*a*) | 29 | |
| | *W.Balls* 04–04 | 3740 | 1,04 | | | P29' B84' F35' | British | 180lb 403NH | 6·3 | |
| | 2 *Dks (Stl) & Web frames* | 2526 | ~~MC 1.05~~ | | | FK | 6 *BH Cem* | 2SB.9*cf*,GS198,HS6990 | | |
| | *Elec.light* *Should be "Matoppo," See No. 26 in Supplement* | 1684 | | | *WB = Cell D Ba* | | | Wilsnd Slpwy.Co Ld.Nwc. | | |
| | | | | | 110' *uE & B* 60' *f* 140 | | 797*t DT* a 28 | 2cg *FPT* 129*t APT* 50*t* | | |
| 124 | **Lady Tennant** | 2101 | ✝100A1 Shl *s* | 1890 Palmers' Co. Newcastle A&CP | Scott Bros. Ld. (Lt.Cl.C.E.Parker-Jervis, *Mgr.*) | 285·5 39·2 18·8 | Newcastle | T.3Cy.22",35"&58"–42" (*a*) | 21 | |
| 96170 | *F.W.Eales* –02 *ss* Nwc.No.3–7,02 | 1684 | 2,04 ~~3,04~~ ~~MC 1.04~~ | | | P29' Q76' B72' F35' | British | 155lb *80lb* NDB00 251NH | 2·4½ | |
| LPTB | *Well deck* 1 *Dk (Stl) 2 tr B* | 1349 | ~~BS 3,05~~ ~~MC 1.04~~ | | | FK | 5 *BH Asp* | 2SB.8*pf*,GS84,HS3472 FD | | |
| | | | | | *WB = Cell D B* 236 | | 543*t APT* 47*t* | Palmers' Co.(Lim.),Nwc. | | |
| 125 | — | 452 | ✝100A1 Gls *h* | 1904 Napier & Miller,Ld. Glasgow A&CP | Nobel's Explosives Co.Ld. | 165·0 26·1 10·1 | Glasgow | F.3Cy.16",26"&48"–30" (*s*) | 12 | |
| 119083 | *A.Crawford* –04 | 321 | ~~4,04~~ ~~1.04~~ ~~Mch~~ Ard | | | Q95' B12' F22' | British | 180lb *80lb* 93RH | 11½ | |
| VNFD | 1 *Dk (Stl–ws)* | 118 | 12,04 ~~1.04~~ MC 1.04 | | | BK6' | 1 *BH Cem* | 1SB,3*cf*,GS66,HS1908 | | |
| | *Mchy.Aft* | | | | *WB = Cell D Ba* 32' *f* 60' 122*t FPT* | | 35*t APT* 6*t* | D.Rowan & Co. Glasgow | | |
| 126 | **Lady Vita** | 163 | | 1882 Westwood, Baillie & Co. London | Dover Harbour Board | 107·7 20·1 10·4 | Dover | L.2Cy.21"–57" | | BT till 7,05 |
| 79377 | *C.Lambert* –03 | 160 | | | | | British | NB94 75RH | | |
| HTBN | 1 *Dk* | 53 | | | | | | J.Stewart & Son, London | | |
| 127 | **Lady Weld** | 511 | | 1888 Scott & Co. Greenock | Straits S.S.Co.Ld. | 221·1 30·2 9·5 | Singapore | T.D.3Cy.20",30"&48"–48" | | |
| 94361 | *Treweeke* | 429 | | | | B40' | British | 160NH | | |
| | *Elec.light* | 242 | | | | | | Scott & Co., Greenock | | |
| 128 | **Lady Wolseley** | 1424 | ✝100A1 Dub *g* | 1894 Naval Con. & Arm.Co.Ld. Barrow *Lloyd's A&CP* | British & Irish Stm. Packet Co.Ld. | 275·0 35·1 16·5 | Dublin | T.3Cy.25",40"&65"–42" (*s*) | 17 | |
| 99752 | *J.J.Black* –02 *ss* Dub.No.2–02 | 1081 | 3,05 ~~3,04~~ | | | P70' B94' F50' | British | 160lb *100lb* 288NH | 7½ | |
| NJWF | *Ref.Mchy.* 2 *Dks (UStl–ws)* | 729 | ~~BS 3,05~~ ~~MC 3,04~~ | | | BK8' | 5 *BH Cem* | 2DB,8*cf*,GS168,HS4390 | | |
| | *Elec.light* | | | | *WB = Cell D B* 104' 176*t* | | *FPT* 21*t* | Naval Con. & A.Co.Ld.,Brw. | | |
| 129 | **Lady of the Isles** | 451 | | 1877 D & W Henderson & Co. Glasgow | Isles S.S.Co. (A.D.Reid, *Mgr.*) | 246·0 24·2 9·0 | London | D.2Cy.46"–66" | | |
| 76786 | | 369 | | | | | British | NB86 265NH | | |
| | (*ex Jupiter, ex Lord of the Isles*) 1 *Dk* | 169 | | | | | | D. & W. Henderson & Co. Gls. | | |
| 130 | ~~Lady Ida~~ ~~Mount Stephen~~ | 166 | 100A1 Pnz *b* | 1875 Harvey & Co. Hayle A&CP | ~~W.Cornwall S.S.Co. Ltd~~ ~~Western Marine~~ Salvage Co.Ld. | 130·5 18·5 9·3 | ~~Penzance~~ | C.2Cy.~~16"~~&33"–21" (*s*) | | BT till 3,05 |
| ~~Stm Trawler~~ | ~~*J.Mumford* –01 *ss* Pnz.2nd No.3–3,99~~ | 145 | ~~Lloyd's 1.04~~ Sou | | | Q7*t* ND01 drp01 | ~~Scilly~~ | ~~100~~ 60 ~~to~~ RH | | |
| 58224 | 1 *Dk* | 42 | ~~MC 1.04~~ | | | BK9' | British | 1SB.2*pf* ~~GS30~~ GS30, | | |
| | ~~*ss* Sou.3rd No.3–12,01~~ ~~*ss* Pnz.2nd No.4–03~~ | | | | | | 5 *BH Cem* | Harvey & Co., Hayle HS823 | | |
| | | | | | | | British | | | |
| 131 | **Ladybird** | 219 | ✝100A1 Hul | 1901 Cook, Welt'n & Gemmell Hull A&CP | British Stm Trawling Co.Ld. | 120·0 21·5 11·5 | Hull | T.3Cy.12½",21½"&35"–24" (*s*) | 12 | |
| 113595 | *F.Boyd* 94–01 | 195 | *Stm Trawler* | | | Q50' | British | 200lb 63RH | 4 | |
| SDPJ | 1 *Dk* | 73 | ~~Lloyd's 1.04~~ ~~MC 1.04~~ | | | BK7½' | 1 *BH Cem* | 1SB,2*cf*,GS84,HS1058 | | |
| | | 1.55 | | | | *WB = DBf* 10'8*t* | *WB* | C.D.Holmes & Co. Hull | | |
| 132 | **Ladylove** | 140 | | 1886 Hewett & Co.(Lim.) London | A.Zagury | 104·3 20·6 9·5 | ~~London~~ | C.2Cy.12"&24"–18" | | |
| 91928 | *W.Smith* | 140 | | | | | British | | | |
| | 1 *Dk* | 84 | | | | | Gibraltar | 24 RH | | |
| | | | | | | | | J.Stewart & Sons, London | | |
| 133 | **Ladysmith** | 181 | ✝100A1 Hul | 1903 Cook, Welt'n & Gemmell Beverley *Lloyd's A&CP* | Hull Steam Fishing & Ice Co.Ld. | 109·0 21·5 11·2 | Hull | T.3Cy.10",17"&28"–21" (*s*) | 12 | |
| 116135 | *A.Hayton* 95–03 | 171 | *Stm Trawler* | | | Q19' | British | 200lb 45RH | 1 | |
| | 1 *Dk* | 65 | 3, ~~4,03~~ | | | BK7½' | 1 *BH Cem* | 1SB,2*pf*,GS25,HS750 | | |
| | | | ~~MC 1.05~~ | | | *WB = Deep tanks* | *f* 13'30*t* | Amos & Smith, Hull | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey. Dates of last Survey. Port. | 6 Built. When. — Ship. — Engines. | 7 By Whom. — Where. | 8 Owners. | 9 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; [illegible] by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Between weatherdeks. ft. in. | 13 Where built. | 14 Date when Bill sheet last rec'd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 134 | **Ladysmith** *J.Smith* 01 | **SteelScK** 1 *Dk* | 89 82 24 | 100A1 *For fishing purposes* *For full particulars see No. 2in Supplement* (*Class Contem plated*) | 1904 | J.Duthie Torry,N.B. | J.Smith,senr. | 81·5 \| 18·1 \| 8·8 BK7 | **Banff** British | C.2Cy.11″&25″–16′ | 9 ″ 6 | | |
| 135 | **Laeisz** *C.Wellhoefer*00–04 2*Dks*(1*Stl*&1*pt Stl*)&*Spar dk*(*Stl*) RMPJ | **SteelScSr** | 5157 4279 3332 | ✝100A1 Ham *y* *Spar dk* 1,05 LMC6,06 | 1901 6mo | Flensburger Schiffsb.Ges. Flensburg *Lloyd's A&CP* | Deutsch-Austral Dmpfsch.Ges. *WB=* | 388·0 \| 47·6 \| 20·8 P&B232′F46′ 28·3 FK *Cell DBa* 94′ *uE&B* 62′*f* 164′895*t* | **Hamburg** German *6 BHCem* | W.V.V.Lidgerwood,Gls. T.8Cy.28½″,47½″&78″–54″ 165lb (*s*) 554NHP 4SB.12*cf*,GS185,HS980 Flensburger Schiffsb.Ges. | 23 ″ 6 | | 9,03 |
| 136 | **Laertes** *J.Jackson* 03 81318 3NLG | **IronScSr** | 2183 1972 1340 | | 1879 | Scott&Co. Greenock | LiShekPang | 320·5 \| 34·3 \| 26·0 | **HongKong** British | C.2Cy.24½″&56″–52″ 188NHP Greenock Fonndry Co.,Grk. | | | |
| 137 | **Læso** *M.Nielsen* NLFC | **SteelScTug** 1*Dk* | 110 101 1 | | 1898 | Lobnitz& Co. Renfrew | ForenedeDmpskib. Selskab | 82·7 \| 19·0 \| 10·0 | **Copnhagn** Danish | C.2Cy.14″&22″–21″ 18NHP Lobnitz&Co.Renfrew | | | |
| 138 | **Lafayette** *R.Jollie*01–03 *Mchy Aft Elec.light* 141687 | **SteelScSr** 1*Dk*2*tr B* | 5113 — 3827 | | 1900 | American S.B.Co. Lorain | Pittsburgh S.S.Co. *WB* | 454·0 \| 50·0 \| 28·5 | **Duluth, Minn.** Utd.States | Q.4Cy.18″,26½″,41″&63″–42″ 257NHP American SB.Co.Cleveland | | V | |
| 139 | — *Ducan*97–00 *Elec.light* JVML | **IronTwinScSpSr** 3*Dks* | 3394 2872 1276 | | 1863 | Scott&Co. Greenock | Cie.Générale Transatlantique | 344·7 \| 43·6 \| 28·7 P16′ B261′ 36·1 F68′ | **St.Nazaire** French | T.6Cy.26″,42″&68″–47″ NE87 NB96 634NHP Cie.Gén.Trans..St.Nazaire | | | |
| 140 | — | **SteelTwinScSr** | 103 — 50 | | 1888 | Forges&C. de la Médit. Havre | N.Mihanovich | 100·0 \| 18·0 \| 8·2 | **Bns.Ayres** Argentine | C.4Cy.11″&20″–14″ 25NHP Forges&C.de la Médit.Hav. | | | |
| 141 | **Laffitte** *J.Rodriguez* HRTF | **IronSc** 1*Dk*2*tr B* | 858 713 502 | ✝ 2,78 Sld | 1877 12mo | R.Thompson,jun. Sunderland | Cia.Sevillana de Nav.àVap. *WB=DB* | 210·4 \| 29·5 \| 16·0 P71′B40′F40′ FK *a49 &uE&B* 42′ 162*t* | **Seville** Spanish *4 BHCem* | C.2Cy.28″&51″–33″ 125NHP J.Dickinson,Sunderland | | | |
| 142 | **Lagan** *R.Watters* –03 116004 *Well deck W.Waters* –04 *Mchy.Aft* | **SteelSc3MstSr** 1*Dk*(*Stl*) | 393 271 93 | ✝100A1 6,01 Bel LMC7,08 Dub *g* | 1903 7mo | Dublin DockyardCo. Dublin *Lloyd's A&CP* | McPherson&Todd *WB=DBf* 67 | 148·0 \| 24·2 \| 10·1 P18′Q65′B7′F23′ BK7 | **Belfast** British *3 BHCem* *65t FPT38t* | C.2Cy.17½″&37″–27″ (*s*) 120lb 69NHP 1SB.*3pf*,GS49,HS1364 Muir&Hoult,Ld.Gls. | 12 ″ 3 s ″ 9 | | 9,03 |
| 143 | — | **IronTwinSc** *ss*Dub.No.3–4,02 1*Dk* | | A— 3,04 *Barge For River purposes only* Dub Belfast | 1877 2mo | Harland& Wolff | A.Guinness,Son& Co.Ld. *WB=FPT8t* | ..... ..... ND02 FK | **Dublin** British *2 BHCem* | 2Cy.10″–14″ (*s*) 100lb NB88 6NHP 1SB,*1pf*,GS88,HS407 McIlwaine&Lewis,Bel. | 6 ″ 5 | | 4,04 |
| 144 | **Lagom** *M.Frankman*02–02 4075 JMVT (*ex*Hartville) *Well deck* | **IronScBn** 1*Dk*(*Irn*)2*tr B* *ss*Rot.2ndNo.3–3,05 | 1664 1304 1023 | ✝100A1 3,05 Flt LMC3,05 HS3,05 Mid | 1879 9mo | W.Gray&C W.Hartlepool A&CP | Rederi Aktieb. Lagom (J.Lundwall) *WB=DBa* | 258·0 \| 34·6 \| 19·7 P28′Q68′B62′F30′ BK9″ 81′*f* 94′335*t* | **Malmö** Swedish *4 BHCem* | C.2Cy.29″&60″–33″ 85lb 70*lb* NDB91 172NHP 2B.GS80 T.Richardson&Sons,Hpl. | 20 ″ 11 | | 6,05 |
| 145 | **Lagonda** *J.D.Baird* *Mchy.Aft Elec.light* 141432 | **SteelSc** 1*Dk*2*tr B* | 3647 — 3017 | | 1896 | F.W. Wheeler&Co. W.BayCity | EtnaS.S.Co. (*J.Mitchell, Mgr.*) *WB* | 375·6 \| 45·8 \| 23·3 | **Cleveland, Ohio** Utd.States | T.3Cy.23″,37½″&63″–44″ 263NHP FW Wheelr&C,W.BayCity | | | |
| 146 | **Lagoon** *I.L.Hughes* –04 104601 NRHP | **SteelScSr** 1*Dk*(*ptStl*–ws) | 704 625 403 | ✝90A1 3,03 Liv *k* LMC[illegible] | 1895 2mo | Barclay, Curle&Co. Glasgow *Lloyd's A&CP* | British&African S.N.Co.(1900),Ld. (Elder, Dempster& Co.*Mgrs.*) | 210·0 \| 28·2 \| 13·7 P29′F22′ FK *WB=FPT19t* | **Liverpool** British *5 BHCem* | T.3Cy.15″,25″&41″–33″ (*s*) 180lb *80lb* 85RHP 1SB.*3rf*,GS54,HS1671 Barclay.Curle&Co.,Gls. | 14 ″ 6 s 2 ″ 6½ | | 3,03 |
| 147 | **Laguna** *Meyer* | **SteelTwinScSr** | 411 237 320 | | 1888 | Act.Ges. "Vulcan" Stettin | LloydBrazileiro | 169·9 \| 24·6 \| 8·0 P55′ F38′ *WB* | **R.Janeiro** Brazilian | T8Cy(4)10″(2)22″&(2)35″–18″ 104NHP A.G."Vulcan,"Stettin | | | |
| 148 | **Laguna de Bay** | **IronSc** | 132 — 77 | | 1889 | ..... San Nicolas de Binondo | Inchausti&Cia. | 108·6 \| 24·1 \| 4·9 | **Manila** Utd.States | | | | |
| 149 | **Lahn** *G.Bolte* QFCV *Elec.light* | **SteelScSr** 4*Dks* | 5383 4786 2449 | | 1887 | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 447·1 \| 48·4 \| 34·6 P54′ B213′ F71′ | **Bremen** German | T.5Cy.(2)32½″,68″&(2)85″–72″ 1225NHP Fairfield Co.(Lim.),Gls. | | G | |
| 150 | **Lai Sang** *G.Payne* –01 112829 SGMJ *Elec.light* | **SteelScSr** 2*Dks*(*Stl Upeak s*)&*deep framing* | 3460 3169 2225 | ✝100A1 4,01 Gls *w* LMC4,01 | 1901 4mo | Lon.&Gls. Co.Ld. Glasgow A&CP | Indo-ChinaSteam Nav.Co.Ld. *WB=Cell DBa* | 350·5 \| 44·2 \| 25·7 P52′B82′F42′ FK 104′*uE*22′*f* 150′647*t* | **London** British *6 BHCem* *APT60t* | T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *90lb* 425NHP 2SB,*6cf*,GS128,HS5633 FD London&Glas Co.Ld.Gls. | 28 ″ 6 s 5 ″ 7½ | | |
| 151 | **Laila** *Chr.Wilhelmsen*02–02 JPTR | **SteelScSr** 1*Dk* | 745 566 448 | | 1902 | Hasseldalen's Jernskb. Grimstad | DmpskibetLaila's Rederi (W.Hansen, *Mgr.*) | 194·2 \| 30·5 \| 10·8 Q95′B47′H11′F24′ | **Bergen** Norwegian *WB* | T.3Cy.14″,25½″&38″–27″ 75NHP BergenMek.Værks.Bergen | | N | |
| 152 | **Lake Champlain** *W.Stewart* –00 110660 RPQM *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing,hold Elec.light. beams fore hold&Shltr dk*(*Stl*) | **SteelTwinSc** 4**MstSr** *ss*Liv.No.1–04 | 7392 5296 4685 | ✝100A1 *Shelter dk* 12,04 Liv *b*† LMC8,04 MS 1,04 | 1900 5mo | Barclay, Curle&Co Ld. Glasgow A&CP | CanadianPacific Rly.Co. *WB=Cell DBa* 120′ *uE&B* 66′*f* 198′ | 446·0 \| 52·0 \| 27·8 drp03 FK | **Liverpool** British *7 BHCem* | T.6Cy.22″,37½″&60″–48″ (*s*) 180lb 660NHP 3DB.*18rf*,GS369,HS11790 Barclay,Curle&Co.Ld.Gls. 1256*t DTa*36′916*t APT75t* | 30 ″ 10 s 6 ″ 2 | BT till 12,05 | 12,04 |
| 153 | **Lake Erie** *F.Carey* –02 110631 RLVM *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing hold beams fore hold&Shelter dk*(*Stl*) *Elec.light* | **SteelTwinSc4MstSr** *ss*Liv.No.1–04 | 7550 5294 4814 2,05 | ✝100A1 *Shelter dk* Bkn Liv *b*† RLMC8,04 | 1900 1mo | Barclay, Curle&Co.Ld Glasgow A&CP | CanadianPacific Rly.Co. *WB=Cell DBa* 120′ *uE&B* 66′*f* 198′ | 446·0 \| 52·0 \| 35·5 FK | **Liverpool** British *7 BHCem* | T.6Cy.22″,37½″&60″–48″ (*s*) 180lb 660NHP 3DB.*18cf*,GS369,HS11790 Barclay,Curle&Co.Ld.Gls. 1256*t DTa*36′916*t APT75t* | 30 ″ 10 s 6 ″ 2 | BT till 3,05 2,05 | 2,05 |
| 154 | **Lake Manitoba** *J.A.Murray* –04 113497 SPDK *Ref.Mchy.* *Elec.light* | **SteelTwinSc** 4**MstSr** 2*Dks*(*StlU*–*pt*ws)3*trB*&*deep framing* &*Shelter dk*(*Stl*–*pt*ws) | 9674 6742 6275 | ✝100A1 *Shelter dk* Bkn Liv LMC[illegible] | 1901 9mo | C.S.Swan& Hunter,Ld. Newcastle A&CP | CanadianPacific Rly.Co. *WB=Cell DBa* 143′ *uE&B* 59′ | 469·5 \| 56·2 \| 31·9 B *on Shelter dk* 163′ drp03 FK *f* 195′ 1497*t DTa* 30′ 845*t DTf* 26′ | **Liverpool** British *7 BHCem* | T.6Cy.23½″,38″&64″–45″ (*s*) 180lb 832NHP 5SB.*15cf*,GS295,HS12862FD Richardsons,Westgarth& 918*t APT85t* Co.Ld.Hpl | 34 ″ 1( s 7 ″ 5½ | BT till 10,05 | 10,03 |
| 155 | **Lake Megantic** *W.Jones* –03 89953 RFKJ (*ex*Arawa,*ex*Colon,*ex*Arawa) *Elec.light* | **SteelSc3MstSr** *ss*Lon.No.3–8,95 *ss*Liv.No.1–00 3*Dks*(2*StlU*–ws) | 5115 4131 3243 | ✝100A1 11,02 Liv *z* LMC11,0 | 1884 6mo | W.Denny &Bros. Dumbarton *Lloyd's A&CP* | British&African S.N.Co.(1900),Ld. (Elder,Dempster& Co.*Mgrs.*) *WB=Cell* | 439·6 \| 46·3 \| 28·9 P64′B188′F48′ BK10′ *8 BHCem* *DB*366′829*t* | **Glasgow** British | T.4Cy.37″,61″&(2)71″–60″ 160lb 80*lb* (*s*) 764NHP 4DB.*24cf*,GS420,HS11220 Denny&Co.Dumbarton | 32 ″ 1 s 7 ″ 0 | | 11,02 |

| 1 No. d'Ordre. Signaux. | 2 Nom du Navire. Matériaux etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage. Total. Sous le Pont. Net. | 5 Détails de la Classification. Coto. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. Machines. | 8 Par qui. Où. | 9 Armateurs. | 10 | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | 14 Creux sur Quille. Pieds. Pouces. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 156 115222 TGFB | **Lake Michigan** Steel Twin Sc 4 Mst Sr<br>~~P. Morgan~~ –02 *Troop* –04<br>*Ref. Mchy. 2 Dks (Stl) 3 tr B & deep framing*<br>*Elec. light Web frames in lieu of lower beams in No. 2 hold & Shelter dk (Stl)* | | 8200<br>~~8200~~<br>6756<br>~~6345~~<br>5840 | ✠100A1 Liv *e*<br>*Shelter dk*<br>~~Cyclone~~ ✠LMC~~02~~<br>5,05 | | | 1902 2mo *Lloyd's* | C.S.Swan & Hunter Ld Newcastle *s.s. CP* | Canadian Pacific Ely. Co<br>*WB = Cel D Ba* 143 *u E & B* 59 | 469·5 56·2 31·9<br>B162'<br>B on *Shelter dk* 165'<br>drp04 FK<br>*f* 195 *t* 1497 *t DT a* 20' 845 *t DT f* 26' | Liverpool<br>British<br>*7 B.H.Cem* | P.6Cy 28½",38"&64"–45" (*a*)<br>180lb 722 N.H.P.<br>ISB. *12cf*, GS 236, HS 10290 F.D.<br>Richardson, Westgarth & Co. Ltd. Hpl | 34 · 10<br>~~7 · 7~~ 7 · 7½ | BT till 1905 | ~~1905~~ 7.04 |
| 157 88537 | — Wood Sc<br>*W. A. Carson* –02 | | 588<br>533<br>360 | | | | 1872 | M Simpson St. Catherines Ont. | Hamilton & Montreal Nav. Co. Ltd. (R.O. & A.B. Mackay, *Mgrs.*) | 136·0 28·9 11·5<br>H55t | Hamilton, O<br>British | C.2Cy.20"&34"–34"<br>80 R.H.P.<br>T. Wilson & Co. Dundas, Ont. | | | |
| 158 93726 KMBS | **Lake Ontario** Steel Sc 3 Mst Sr<br>*P. F. Thomas* –03 *ss* Liv. No. 3–5,00<br>3 *Dks* (*Stl*)<br>*Elec. light* | | 4289<br>3709<br>2741 | ✠100A1 Liv *x*<br>5.02<br>BS5,02 ✠LMC~~03~~ | | | 1887 3mo *Lloyd's* | J. Laing Sunderland *s.s. CP* | Elder, Dempster & Co. | 374·5 43·5 29·5<br>D88' B142' F78'<br>BK 11'<br>*WB = Cel D Ba* | Liverpool<br>British<br>*6 B.H.Cem* | T.3Cy.31",51"&86"–54" (*a*)<br>150lb *50lb* NDB87 485 N.H.P.<br>1DB, *16cf*, GS 276, HS 7218<br>C. Clark, Sunderland | 32 · 7<br>~~6 · 0~~ | | ~~1900~~ |
| 159 141717 | **Lake Shore** Steel Sc Sr<br>*Elec. light Mchy. Aft* 1 *Dk 2 tr B* | | 3871<br>—<br>2997 | | | | 1901 | W. Bay City S.B.Co. W. Bay City | J.C. Gilchrist | 356·0 50·0 28·0<br>*WB* | Cleveland, Ohio<br>Utd. States | T.3Cy.22",35"&58"–42"<br>218 N.H.P.<br>Detroit S.B.Co., Detroit | | | |
| 160 141738 | **Lake Side** Steel Sc<br>*Elec. light* 1 *Dk & Hurdk* | | 450<br>—<br>306 | | | | 1901 | Craig S.B. Co. Toledo, O. | Sandusky & Peninsular S.S.Co. (E. McFall, *Mgr.*) | 128·2 28·0 17·7 | Toledo, O.<br>Utd. States | C.2Cy.20"&42"–24"<br>72 N.H.P.<br>Craig S.B.Co | | | |
| 161 113488 SNDV | **Lake Simcoe** Iron Sc Sr<br>*G.C. Evans* –03 (*ex* Elms)<br>*Elec. light* 4 *Dks* | | 4933<br>4623<br>2864 | | | | 1884 | J. Elder & Co. Glasgow | Elder, Dempster & Co. | 430·5 47·0 34·5<br>P52' B136' F83' | Liverpool<br>British | C.3Cy.62"&(2)86"–60"<br>955 N.H.P. | | BT till 1905 | |
| 162 141723 | **Lakewood** Steel Sc<br>2 *Dks* | | 1016<br>—<br>501 | | | | 1901 | ..... Wilmington, Del. | Central R.R. Co. of New Jersey | 200·0 44·0 17·3 | New York<br>Utd. States | | | | |
| 163 JVMF | **Lakmé** Steel Sc Sr<br>*G. Menard* 96–97 ~~S. Bay No. 1~~ –00<br>1 *Dk (Stl)*, & *Spar dk (Irn)* & *ss* Alg. No. 2–04 *deep framing* | | 3306<br>2874<br>1918 | ✠100A1 Alg *u*<br>*Spar dk*<br>7,04 ~~7,08~~<br>~~BS5,08~~ ✠LM~~C03~~ 7,04 | | | 1896 10mo | A. Stephen & Sons Glasgow A&CP | A C. Le Quellec & fils<br>*WB = Cell D Ba* | 330·0 43·2 14·0<br>P30' B52' F34' 24·5 FK<br>108' *u E & B* 32' *f* 132' | Algiers<br>French<br>*6 B.H.Cem* | T.3Cy.22",37"&62½"–42" (*a*)<br>200lb *80lb* 272 N.H.P.<br>2SB, *6cf*, GS 110, HS 3976<br>687 *t A P* 732 *t* A. Stephen & Sons, Glasgow | 16 · 7<br>~~5 · 9~~ | | ~~1900~~<br>~~1905~~ |
| 164 140944 KFGS | **Lakme** Wood Sc 3 Mst Sr<br>*C.F. Strand*<br>1 *Dk* | | 529<br>—<br>404 | | | | 1888 | T. H. Peterson P. Madison Wsh. | C. Nelson Co. | 176·8 38·8 12·6 | S. Frncisco<br>Utd. States | 2Cy.18"&36"–24"<br>53 N.H.P.<br>W. Deacon, San Francisco | | | |
| 165 111195 RGMC | **Lakonia** Steel Sc Sr<br>*W. McNeill* 93–99 *ss* Gls. No. 1–04<br>*Ref. Mchy.* 2 *Dks (Stl)* & *deep framing* | | 4686<br>4493<br>3046 | ✠100A1 Gls *y*<br>~~5,03~~ 5,05<br>~~BS8,08~~ ✠LMC8,08 | | | 1899 6mo 03 | Lon. & Gls. Co. Ltd. Glasgow A&CP | Donaldson Bros.<br>*WB = Cell D Ba* | 401·7 49·2 23·4<br>P40' B96' F40'<br>FK & BK 2"<br>127' *u E & B* 38' *f* 177' | Glasgow<br>British<br>*6 B.H.Cem* | T.3Cy.28",47"&77"–54" (*a*)<br>170lb *90lb* 520 N.H.P.<br>3SB, *9cf*, GS 165, HS 7116 F.D.<br>Lon. & Glas. Co. Ltd. Gls.<br>100 *t D T a* 27' 696 *t F P T* 100 *t A P T* 87 *t* | 31 · 0<br>~~6 · 11~~ | | 5.04 |
| 166 | **Lal-Loc** Steel Sc<br>*L. Llanso* 98–03<br>1 *Dk* | | *368*<br>*232*<br>*185* | | | | 1901 | Lobnitz & Co Ld. Renfrew | Cia. Gen. de Tabacos de Filipinas | 150·2 26·0 9·5 | Manila<br>Utd. States | C.2Cy.27"&56"–46"<br>177 N.H.P.<br>Lobnitz & Co. Ld. Renfrew | | | |
| 167 90027 JVKB | **Lalpoora** Steel Sc 3 Mst Sr<br>*R.B. Kedslie* –03<br>3 *Dks (U Stl–ws)* | | 3269<br>2993<br>2124 | ✠ Lon *w*<br>5,86 | | | 1885 2mo | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld.<br>*WB = Cell D B* 300' 771 *t* | 340·1 42·2 25·6<br>P57' B26' F42'<br>FK<br>6 *B.H.Cem* | Glasgow<br>British | T.4Cy.26½",44"&(2)51"–51"<br>372 N.H.P.<br>Denny & Co., Dumbarton | 29 · 3 | | |
| 168 JVQG | **Lamantin** ~~Ladbroke~~ Iron Sc K<br>~~Ladbroke~~ *ss* Liv. No. 3–7,98<br>(*ex* Heron) *ss* Bdx. No. 1–03<br>*M. Cousty* (*Trawler*) 1 *Dk* | | 109<br>100<br>— | ✠100A1 Bdx<br>7,04 ~~6,05~~<br>BS7,04 ✠LMC6,08 | | | 1886 3mo *Lloyd's* | Cook, Welt'n & Gemmell Hull *s.s. CP* | Soc. des Pêcheries du Golfe de Gascogne (J. Duvergier, *Mgr.*) | 90·0 20·4 10·5<br>ND03 BK 7½" | Bordeaux<br>French<br>3 *B.H.Cem* | C.2Cy.15"&30"–20" (*a*)<br>90lb 37 N.H.P.<br>1SB, *2pf*, GS 28, HS 705<br>Muir & Houston, Glasgow | 11 · 1 | | 6.04 |
| Wrecked 3.12.04 | **Lamberton** Iron Sc Sr<br>*D. Muir* –99<br>*Mchy. Aft* 1 *Dk* | | 101<br>101<br>27 | | | | 1885 | W. B. Thompson Dundee | General Steam Fishing Co. Ld. | 95·2 19·0 10·0 | Granton<br>British | C.2Cy.17"&34"–24"<br>45 R.H.P.<br>W. B. Thompson, Dundee | 10 · 0 | | |
| 170 20491 | **Lambton** Iron Sc Sr<br>*T. Towning* –03 1 *Dk 2 tr B* | | 614<br>552<br>378 | *Subject to Annual Survey*<br>4,80 | | | 1857 | C. Mitchell & Co. Newcastle | Lambton Collieries Ld. (E.T. Nisbet, *Mgr.*) | 188·8 28·3 14·0<br>Q14t<br>*WB = D Ba & f MT* | Sunderlnd<br>British<br>*4 B.H.* | C.2Cy.24"&48"–30"<br>NB99 70 R.H.P.<br>M. Samuelson, Hull | 15 · 3 | | |
| 171 30 QDPM | **Lamia L.** Steel Sc Sr<br>*Lavarello* *ss* Gen. No. 2–01<br>(*ex* Shillito) 1 *Dk (Stl)* & *Web frames & pt Awng dk (Stl)* | | 2239<br>2043<br>1435 | ✠100A1 Msl *s*<br>*pt Awng dk with freeboard*<br>3.04<br>BS4,— ✠LMC12,01 | | | 1893 9mo | J. Priestman & Co. Sunderland A&CP | G. Lavarello fu P. | 285·0 39·7 19·9<br>P30' Q84'<br>*pt Awng dk* 169' FK<br>*WB = D Ba* | Spezia<br>Italian<br>*6 B.H.Cem* | T.3Cy.22",36"&59"–39" (*a*)<br>160lb *100lb* NDB00 215 N.H.P.<br>2SB. *6pf*, GS 96, HS 3190<br>88' *f* 108' 597 *t* G. Clark, Ld. Sunderland | 21 · 1<br>~~8 · 7~~ | | ~~1900~~ |
| 172 140640 KBNT | **Lampasas** Iron Sc Sr<br>*H.W. Barstow* 91–96 2 *Dks* & *Hurdk* | | 2943<br>—<br>2237 | | | | 1883 | J. Roach & Son Chester, Pa. | New York & Texas S.S.Co. (C.H. Mallory & Co. *Mgrs.*) | 329·0 45·5 21·5 | New York<br>Utd. States | C.2Cy.40"&78"–54"<br>NB96 373 N.H.P.<br>J. Roach & Son, Chester, Pa. | | S | |
| 173 43 QDKH | **Lampo** Steel Sc Sr<br>(*ex* Trieste C.)<br>*Elec. light* 1 *Dk* | | 256<br>199<br>166 | ✠ Gls *e*<br>5,88 | | | 1888 5mo | W. Simons & Co. Renfrew | Soc. Napoletana di Nav. a Vap. (A. Manzo & Co. *Mgrs.*) | 151·2 20·8 11·1<br>F32 | Naples<br>Italian<br>*4 B.H.Cem* | T.3Cy.18",28½"&47"–24"<br>108 N.H.P.<br>W. Simons & Co., Renfrew | 11 · 6 | | |
| 174 93344 LCRJ | **Lancashire** Steel Sc 4 Mst Sr<br>*H.P. Langston* –04 *ss* Liv. No. 3–8,02<br>*Elec. light* 2 *Dks (U Stl–ws)* & 1 *Irn)* 3 *tr B* | | 4263<br>3807<br>2749 | ✠100A1 Liv *y*<br>~~5,03~~ 12,04 Bkn<br>~~BS8,03~~ ✠LMC8,02<br>~~BS8,03~~ BS1,05 | | | 1889 8mo *Lloyd's* | Harland & Wolff (Ld.) Belfast *s.s. CP* | Bibby S.S.Co.Ld. (Bibby Bros. & Co. *Mgrs.*)<br>*WB = C D B* 304' 774 *t F P T* | 400·7 45·2 28·1<br>P51' B112' F46'<br>A B20' BK 9½"<br>drp02 | Liverpool<br>British<br>*7 B.H.Cem* | T.3Cy.28",47"&78"–60" (*a*)<br>180lb 526 N.H.P.<br>3DB, *18rf*, GS 297, HS 8316<br>56 *t A P T* 44 *t* Harland & Wolff (Lim.), Bc | 31 · 4<br>~~7 · 2~~ | BT till 1905 | 3.05 |
| 175 110549 | — Steel Twin Sc Sp<br>*W. Williams* 99–99<br>*Elec. light For Ferry purposes* 1 *Dk* | | 469<br>469<br>77 | | | | 1899 | J. Scott & Co. Kinghorn | Municipal Corporation of Birkenh'd | 150·5 41·0 11·4<br>B133' FK | Liverpool<br>British | T.4Cy.17",28"&(2)28"–18"<br>150 N.H.P.<br>W. & J. Scott & Co. Kinghorn | 11 · 9 | BT till 1905 | |
| 176 102053 MWGF | — Iron Sc 3 Mst Sr<br>*R. Johnson* –03 *ss* Liv. No. 2–01<br>*Well deck Mchy. Aft* 1 *Dk (Irn)* | | 415<br>~~388~~<br>185 | ✠100A1 Liv *y*<br>7,04 ~~6,02~~<br>~~Bampton~~ ✠LMC6,02 | | | 1892 11mo | J Fullerton & Co. Paisley A&CP | S.S. Lancashire Co. Ld. (J.J. Mack & Sons) | 160·2 23·1 11·5<br>Q90' B9' F25'<br>drp02 BK 6½"<br>*WB = F P T* | Liverpool<br>British<br>*3 B.H.Cem* | C.2Cy.21½"&42"–30" (*a*)<br>110lb 72 R.H.P.<br>1SB, *3pf*, GS 53, HS 1270<br>R. ... & Duncan, Glasgow | 12 · 7<br>~~9 · 0~~ | | ~~1900~~<br>5.04 |
| 177 15984 JPKF | **Lancaster** Iron Sc 3 Mst Sr<br>*J. Sablich* 78–02 1 *Dk 2 tr B* | | 1283<br>—<br>910 | | | | 1874 | W. Cramp & Sons Philadelphia | Reading Co. | 248·4 37·1 18·3<br>H— | Philadlphia<br>Utd. States<br>*WB* | 1Cy.42"–42"<br>88 N.H.P.<br>W. Cramp & Sons, Phl. | | | |

| No. in Book. / Official No. / Date Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | No. of Decks, &c. | Tons | Particulars of Classification. Character. / Special Survey / Date of last Survey | Built. When. / Ship. / Engines | By Whom. / Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. SHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers & Pressures / Engine Maker's Name. | Moulded depth. / Freeboard amidships | Remarks | Date of Decks, &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 178 Lancaster | SteelScY1 | | 165 | ✝100A1 | 1897 | Mackie& | Hagerup, Doughty | 104·2 | 21·0 | 10·7 | Grimsby | T.3Cy.10″,16″&27″–20″ (s) | 11 ″ 7 | | |
| [illegible] | [illegible] | | 152 | Stn Trawler | 12mo | Thomson | &Co.Ld. | | | | British | 180lb 45RHs | | | |
| | | | 51 | 4,05 | | Glasgow | | | | | WBHCem | 1SB.2pf.GS23,HS536 | | | |
| | | | | | | A&CP | | | | | | Muir&Houston,Ld.Gls. | | | |
| 179 Lancastrian | SteelSc4MstSr | | 5120 | ✝ | 1921 | Harland& | F.Leyland&Co. | 442·5 | 45·2 | 31·0 | Liverpool | T.3Cy.25″,41½″&71″–60″ | 34 ″ 2 | | |
| 99320 | W.F.Wood –03 | ss | 4804 | with freeboard | 10mos | Wolff, Ltd. | (1900), Ltd. | P69 | B143′ | F102′ | British | 451NHP | | | |
| MHWS | Elec.light | 3 | 3321 | 6 98 | | Belfast | | | | BK9½′ | WBHCem | 3DB.12cf.GS180,HS6978 | | | |
| | Ref. Mchy | | | ✝ | | | | WB = Cell DB328 | | | 6966 APT749t | Harland&Wolff(Lm.),Bel. | | | |
| 180 Landaura | SteelSc3MstSr | | 3308 | ✝ | 1885 | W.Denny& | British India Stm. | 340·3 | 42·2 | 17·6 | Glasgow | Q.4Cy.24″,34″,48″&68″–48″ | 29 ″ 3 | | |
| 93351 | J.S.Hutchison –03 | | 2991 | 2.87 | 11mo | Bros. | Nav.Co.Ld. | P56′ | B26′ | F42′ 25·6 | British | 320NHP | | | |
| KLBC | Elec.light | | 2157 | ✝ | | Dumbarton | WB | Cell D B298 | 770t | | 6BHCem | Denny&Co.,Dumbarton | | | |
| 181 Langbank | SteelScSr | | 4599 | ✝100A1 Bom x | 1895 | Russell& | S.Langbank Co.Ld. | 382·2 | 47·1 | 21·7 | Liverpool | T.3Cy.23½″,40½″&68″–48″ | 24 ″ 5 | | |
| 106344 | W.J.Rout90–95 | ss | 4297 | Spar dk Rot | 10mo | Co. | (G.M.Steeves&Co.) | P36′ | B90′ | F36′ 28·8 | British | 2001b 90lb (s) 350NHP | | | 2,06 |
| PCDK | 1 Dk(Stl),Spar dk(pt Stl pt Irn– | ss | 2966 | 2,05 LMC | | Pt.Glasgow | | | | FK | 6BHCem | 3SB,9ef.GS165,HS5151 | | | |
| | Boun.No.2–03 ptws);deep framing | | | MS9,03 | Hogd | | WB = Cell D Ba | 110′ | uE24 | f152 826t | 4PT1141t | Dunsmuir&Jackson,Gls. | | | |
| 182 Langdale | SteelScSr | | 3930 | ✝100A1 Nwc x | 1903 | Sir J. Laing | Laing S.S.Co.Ld. | 366·0 | 46·8 | 17·4 | Sundrland | T.3Cy.25″,41″&67″–45″ (s) | 19 ″ 11 | | 6,05 |
| 114657 | J.G.Gray 03 | | 3614 | Spar dk | 11mo | &Sons,Ld. | | P37′ | B112′ | F41′ 26·4 | British | 1801b 100lb 373NHP | s 5 ″ 9½ | | |
| VJLT | 1 Dk(Stl)✓Spar dk(Stl–pt wsl) | | 2515 | 6,05 LMC11,03 | | Sunderland | | | | FK | 7BHCem | 3SB,6pf.GS121,HS5118 FD | | | |
| | Elec.light ✓deep framing | | | | Lloyd's | A&CP | WB = Cell D Ba | 110′ | uE20 | f156′ 740t | 4PT715t | G.Clark,Ld.Sunderland | | | |
| 183 — | SteelScSr | | 3535 | ✝100A1 Liv w | 1903 | Russell& | S.S.Langdale Co.Ld | 339·5 | 46·0 | 17·9 | Liverpool | T.3Cy.24″,40″&65″–45″ (s) | 20 ″ 6 | BT till 11,05 | |
| 118649 | C.J.Killey90–03 | | 3354 | Spar dk | 9mo | Co. | (G.M.Steeves&Co) | P36′ | B84′ | F40′ 25·7 | British | 1801b 90lb 309NHP | s 6 ″ 1 | | |
| VFS | 1 Dk(Stl)✓Spar dk(Stl)✓ | | 3306 | 2284 | | Port Glasgow | | | | FK | 6BHCem | 2SB,8cf.GS135,HS4851 | | | |
| | deep framing | | 2284 | 2,05 LMC9,03 | Lloyd's | A&CP | WB = Cell DBa 108′ | | uE✓B40′ | f144′ 806t | 4PT561t | D.Rowan&Co.Glasgow | | | |
| 184 Langdon | IronScSr | | 1262 | | 1882 | J.Read- | J.Fenwick&Son | 240·0 | 34·2 | 16·1 | London | C.2Cy.30″&57″–36″ | 17 ″ 0 | | |
| 85122 | W.Noal –98 | | 946 | | | head&Co. | | Q90′ | B40′ | F31′ | British | 147NHP | s 1-10½ | | |
| WHSM | 1 Dk2trB | | 790 | | | S.Shields | | | | FK | WB | J.Readhead&Co.,S.Shields | | | |
| | Well deck | | | | | | | | | | | | | | |
| 185 Langeoog | SteelScTug | | 142 | | 1896 | Rickmers | Norddeutscher | 101·1 | 20·6 | 10·7 | Bremen | T.3Cy.11″,17″&28″–21″ | | V | |
| | A.Schultz | | 132 | | | Act.Ges. | Lloyd | | | | German | 36NHP | | | |
| QGDK | 1 Dk | | 37 | | | Geestemünde | | | | | | C.D.Holmes&Co.,Hull | | | |
| 186 Langfond | SteelScSr | | 2552 | ✝100A1 Bgn / | 1891 | C.S.Swan& | Acties.Langfond | 299·0 | 40·0 | 20·3 | Stavanger | T.3Cy.21½″,36″&60″–39″ (s) | 22 ″ 11 | | 7,03 |
| | 1 H.Haussen –02 | ss | 1932 | pt Awng dk Shl | 5mo | Hunter | (S.Bergesen) | P21′ | Q88′ | B122′ F34′ | Norwegian | 1601b 80lb 210NHP | s 8 ″ 11½ | | |
| JWRT | (ex Calvin) 1 Dk(Stl)✓Web frames | | 1634 | with freeboard | | Newcastle | | RFD30′ | | FK | 5BHCem | 2SB,Spf.GS124,HS3828 | | | |
| | ✓pt Awng dk(Irn) | | | 12,04 LMC7,03 | | A&CP | | | WB = Cell | | DB252′ 560t | N.E.MarineCo.(Lim),Nwc | | | |
| 187 Langham | SteelScSr | | 2748 | ✝100A1 Bly / | 1892 | R.Thomp- | Thompson S.Shpg. | 305·0 | 40·0 | 20·5 | Sundrland | T.3Cy.23″,38″&62″–42″ (s) | 23 ″ 1 | | |
| 99614 | E.M.R.Hayes –01 | ss | 2119 | pt Awng dk Npt | 10mo | son&Sons | Co.Ld(V.T.Thomp- | P29′ | Q88′ | FK | British | 1601b 80lb 254NHP | s 9 ″ 0½ | | N2,05 |
| MVGQ | 1 Dk(Stl)✓Web frames | | 1764 | with freeboard | | Sunderland | son&Co. Mgrs.) | pt Awng dk 188′ | | | 6BHCem | 2SB,Grf.GS90,HS3880 | | | |
| | ✓pt Awng dk(Irn) | | | 2,05 | | A&CP | WB | = Cell D Ba 98′ | f120′ | | 417t APT53t | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 188 Langkat | IronScSr | | 276 | | 1874 | J.&W. | Koe Guan Co. | 159·2 | 21·7 | 12·2 | Penang | C.4Cy15⅝″&27½″–14″ | | | |
| 69981 | J.Lingard –98 | | 264 | | | Dudgeon | | | | | British | 60RHP | | | |
| | 2 Dks | | 137 | 149 | | London | | | | | WB | J.&W.Dudgeon,London | | | |
| 189 Langley | IronScSr | | 696 | Sld / | 1868 | J.Laing | Lambton Collieries | 193·3 | 28·9 | 16·8 | Sundrland | C.4Cy.18″&36″–30″ | 18 ″ 3 | | |
| 62500 | R.F.Francis –04 | ss | 608 | 9.86 | 10mo | Sunderland | Ld. (E.T.Nisbet, | Q28′ | | | British | NB75 80RHP | | | |
| HLRC | ss Sld.No.2–85 1 Dk2trB | | 419 | | | | Mgr.) | WB = D Ba 70′ | f14 | | 4BHCem | G.Clark,Sunderland | | | |
| 190 Langton | SteelScSkTug | | 157 | ✝ | 1892 | S.Mc | Alexandra Towing | 92·0 | 20·1 | 11·3 | Liverpool | C.2Cy.20″&42″–27″ | 12 ″ 0 | | |
| 102076 | J.Gillespie92–92 | | 136 | 5,91 | 11mo | Knight&Co. | Co.Ld. | B10′ | | BK6½′ | British | 74RHP | | | |
| | 1 Dk(Irn) | | 3 | | | Ayr | | | | W | 1BHCem | 1SB,3cf.GS57,HS1500 | | | |
| | | | | | | | | | | | APT5t | Muir&Houston,Glasgow | | | |
| 191 Langton Grange | SteelScBn | | 5803 | ✝100A1 Lon / | 1896 | Workman, | Moulder Line,Ld. | 420·0 | 54·2 | 29·5 | London | T.3Cy.27″,44½″&74″–54″ (s) | 32 ″ 5 | BT till 3,05 | 9,04 |
| 105831 | C.S.Crichton –96 | ss | 5448 | Liv No.1–01 | 5mo | Clark&Co.Ld | (Moulder Bros.& | P33′ | B197′ | F78′ | British | 1801b 568NHP | s 6 ″ 10 | | |
| PHST | Ref. Mchy. | ss | 3795 | Liv No.2–04 | | Belfast | Co.Ld, Mgrs.) | | | FK | 7BHCem | 4SB.11cf.GS210,HS8496 FD | | | |
| | Elec.light 2 Dks(Stl)✓deep framing | | | RMC8,04 9,04 Liv | A&CP | WB = Cell D Ba 115′ | uE✓B | 72′ | f150′ | 1215t FPT | 1500t APT80t | Wrkman,Clark&Co.Ld Bel | | | |
| 192 Languedoc | IronScSr | | 1634 | | 1884 | W.B. | Soc.Gén.de Transp. | 255·2 | 34·0 | 16·8 | Marseilles | C.2Cy.24″&63″–42″ | 17 ″ 10 | V | |
| | A.Eyraud98–02 | | 1042 | | | Thompson | Mar.àVap. | F25′ | | 24·6 | French | NB95 262NHP | | | |
| JVNF | Elec.light 1 Dk✓Spar dk3trB | | 846 | | | Glasgow | | | | BK9′ | WB | W.B.Thompson,Dundee | | | |
| 193 Lansdowne | IronPad | | 1571 | | 1884 | Detroit | Grand Trunk Ry.Co | 294·0 | 41·3 | 13·0 | Windsor, | 2Cy.50″–108″ | | | |
| 88629 | F.D.Forrest99–02 | | — | | | Dry Dock Co. | | | | | Ont. | Eblt.72fitted84 400NHP | | | |
| | | | 908 | | | Wyandotte | | | | | British | Gilbert&Sons,Montreal | | | |
| 194 — | WoodScBk | | 680 | ✝ NSc 10 | 1884 | J.O'Brien | Canadian Govern- | 188·6 | 32·1 | 15·8 | Ottawa | C.2Cy.24″&43″–36″ | | | |
| 90604 | G.W.J.Bissel –98 | | 559 | 1,85 | 11mo | Maccan,N.S. | ment | P29′ | | | British | 80RHP | | | |
| WDMH | F&s10,84 cf Salted 1 Dk2trB | | 463 | | | | | | | | | Rankin&Blackmore,Grk. | | | |
| 195 Lansing | SteelScSr | | 4561 | ✝100A1 NYk n | 1890 | Palmers' | Michigan S.S.Co. | 400·0 | 47·2 | 27·9 | New York | T.3Cy.29″,47″&76″–51″ (s) | 30 ″ 8 | | 1,04 |
| 200595 | Conner –04 | ss | 4058 | 5,05 1,01 LMC1,04 | 5mo | Co.Ld. | (J.Jerome, Mgr.) | P49 | B86′ | F47′ | Utd.States | 1501b 80lb 446NHP | | | |
| KSVF | (ex British Queen) 2 Dks(Stl)3trB | | 3429 | (carrying Petroleum in | bulk | Newcastle | | | | FK | 13BHCem | 2DB,12cf.GS436,HS7495 | | | |
| | | | | Bulk Cargo fitted–1–tank | Lloyd's | A&CP | W | B = Cell D Bu | E✓B | | 56′ f34′ 154t | Palmers'Co.Ld.Newcastle | | | |
| 196 Laos | SteelScSr | | 6367 | ✝100A1 Ant | 1903 | Akt.Bur- | Est Asiatique | 410·0 | 49·7 | 26·6 | Dunkirk | T.3Cy.29″,47″&78″–51″ (s) | 29 ″ 6 | | |
| | H.Raoul02–03 | | 5716 | Awng dk | 9mo | meistr&Wain | Messageries Maritimes | | | 34·5 | French | 1701b 527NHP | s 12 ″ 0 | | |
| JVMW | 2 Dks(Stl)✓Web frames | | 3821 | with freeboar | | Copenhagen | | | | FK | 7BHCem | 1SB,12cf.GS226,HS9080 | | | |
| | Elec.light ✓Awng dk(Stl–teak s) | | | 8,04 2,04 MC | Lloyd's | A&CP | WB = Cell D Bu | 115′ | uE23′ | | f171′ 867t | Akt.Burmeistr&Wain,Cpn | | | |
| | | | | Fitted for liquid fuel 9,03 | | | | | | | FPT790t APT41t | | | | |
| 197 Lapad | SteelScSr | | 684 | ✝ Sld / | 1894 | R.Craggs | Nav.aVap Ragusea | 188·1 | 28·1 | 13·5 | Ragusa | T.3Cy 14″,22½″&37″–27″ | 14 ″ 2 | A | |
| | G.Miletic97–99 | | 518 | 12.99 | 8mo | &Sons | M.Marinovic, | Q98′ | B16′ | F23′ | Aust.-Hung | 82NHP | | | |
| HLKJ | (ex Ladas) 1 Dk(Irn) | | 379 | | | Middlesbro' | Mgr.) | | | BK7½′ | 1BHCem | 1SB,2pf.GS87,HS1381 | | | |
| | Well deck | | | | | | WB = D | Ba 48′ | f37′ | 147t FPT | 21t APT10t | Wstgrth.Englsh&Co.Mdb. | | | |
| 198 Lapwing | IronSc3MstSr | | 1215 | | 1879 | Gourlay | General Stm.Nav. | 235·9 | 32·0 | 18·2 | London | C.2Cy.35½″&60″–36″ | | BT till 11,03 | |
| 79687 | W.Taylor –04 | | 1004 | | | Bros. | Co.Ld. | P61′ | B60′ | F51′ | British | NB01 180NHP | | | |
| SPHG | Elec.light 2 Dks | | 786 | | | Dundee | | | | FK | WB | Gourlay Bros.&Co.,Dun. | | | |
| 199 — | SteelScSr | | 211 | | 1903 | Scott& | D.MacBrayne | 135·2 | 21·2 | 9·4 | Glasgow | C.2Cy.19″&36″–27″ | | BT till 10,06 | |
| 115771 | A.MacPhee –03 | | 153 | | | Sons | | Q43′ | B35′ | F43′ | British | 64RHP | | | |
| | 1 Dk | | 49 | | | Bowling | | | | | WB | Hutson&Sons,Ld.Gls. | | 1,06 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Brut Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance exprès. Lettres additionnels. | 8 Construit. Quand. Navire. Machs. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Enregistre. Pavillon. | 13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NHP d'après les mesures d'après les dimensions de la Société. IHPm d'après les Chaudières & Moteurs. Noms des Constructeurs des machines. | 14 Vitesse connue ou supposée. Charbon consommé par jour de mer. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 / 102966 / HJVC | **Lapwing** — *J. Rickels* — 1 *Dk* | **IronScK** | 152 / 141 / 62 | ✠100A1 — *Stm Trawler* — 10,03 — BS7,01 | Hul | | 1894 — 9mo — *Lloyd's SA&CP* | Cochrane& Cooper Beverley | Pickering&Haldane's Stm.Trawling Co.Ld. | 102·8 / Q20 | 20·7 | 11·0 / BK7½ | Hull / British | T.3Cy.11½",18"&30"–22" (s. / 160lb / 1SB,2*cf*,gs24,hs708 / C.D.Holmes&Co.,Hull | 11 | | |
| 201 / 107092 | — — *W.Roger* –00 — 1 *Dk* | **WoodScSp** | 151 / 69 / 98 | | | | 1898 — | G.Covin Victoria, B.C. | ~~W.Begg&Co.~~ W.Rogers, Co | 78·9 | 22·0 | 6·0 | Vict'riaBC / British | C.2Cy.8"&16"–14" / SchmakeMach 3RH / Wks.,NewWestmnstr,B.C. | | | |
| 202 / 94020 | — — *A.Main* — 1 *Dk* | **SteelScSr** | 124 / 117 / 36 | ✠100A1 — *For fishing purposes* — 6,03 — BS2,04 | Abn | | 1896 — 9mo — *Lloyd's SA&CP* | A.Hall& Co. Aberdeen | Stm.Herring Fleet, Ld. (A.Robertson, *Mgr.*) | 96·0 | 19·6 | 10·0 / BK7½ | Aberdeen / British | C.2Cy.18½"&30"–21" / 180lb / 1SB,2*pf*,gs309,hs778 / A.Hall&Co.,Aberdeen | 10 | 7 | |
| 203 / 95477 / HJVC | **Lara** — *J.Kavanagh* –04 — *Mchy.Aft* | **IronSc3MastSr** | 917 / 746 / 441 | | | | 1868 — | ..... Waterford | Waterford SSCoLd | 238·5 | 31·9 | 15·6 / P13*t* | Waterford / British | T.3Cy.21",34"&55"–36" / NE&B87 181NHP / D.Rollo&Sons,Liverpool | | | |
| 204 / HRVB | **Larache** — *I.Ageo*94–03 — 2 *Dks* | **IronScSr** (*ex*JoséBaro) | 1514 / 1374 / 1009 | ✠ — 2,74 | | *x* | 1872 — 3mo | Oswald&C. Sunderland | Cia.Trasatlantica | 272·0 | 32·0 | 21·4 / len74 | Barcelona / Spanish | C.2Cy.35"&66"–36" / 218NHP / Oswald&Co.,Sunderland | | | |
| 205 / 126281 / KCWL | **Larchmont** — *D.L.Wilcox*99–02 (*ex*Cumberland) — 1 *Dk* | **WoodPad** | 1606 / — / 870 | | | | 1885 — | Nw Englnd S.B.Co. Bath,Me. | JoyS.S.Co. | 252·2 | 37·0 | 14·8 | NewYork / Utd. States | B.1Cy.60"–144 / 332NHP / PortlandCo.Portland,Me | | | |
| 206 / 106656 | **Larchwold** — *W.Cozens* –96 — (*Trawler*) 1 *Dk* | **IronScK** | 129 / 119 / 48 | | | .... | 1896 — | Cochrane &Cooper Beverley | NorthwoldSteam FishingCo.Ld. | 93·5 | 20·5 | 11·0 / Q17′ / BK7½ | Grimsby / British | T.3Cy.10",16"&25½"–20" / 85RHP / Amos&Smith,Hull | 11 | 10 | |
| 207 / 96511 / LTQS | **Largo Bay** — *D.McGregor* –01 — 2 *Dks*(1 *Stl*)3*tr B* | **SteelScSr** | 2026 / 1887 / 1267 | ✠100A1 — 7,04 — BS2,05 | Nwc | *s* | 1890 — 8mo — A&CP | Hawthorn, Leslie&Co.Ld Newcastle | W.J.Affleck&Co. | 287·0 / P29′B58′F89′ | 37·0 | 22·1 / BK9½ / *WB* = *Cell DB*288 | N.Shields / British | T.3Cy.20",35"&54"–36" / 160lb 65lb / 2SB,4*tf*,gs120,hs2722 / Wstgrth,English&Co.Mdlt. | 24 | 7 | 34 - 5½ |
| 208 / 107033 | — — *R.Hughes*97–97 — 1 *Dk* | **SteelScSr** | 125 / 117 / 22 | | | ... | 1897 — | Dundee S.B Co.Ld. Dundee | T.Davidson | 95·0 | 19·3 | 10·0 / BK7½ | Aberdeen / British | C.2Cy.18½"&30"–21" / 45RHP / Cooper&Greig,Dundee | 10 | 9 | |
| 209 / 141870 / KSML | **Larimer** — *L.G.Johnson*02–03 — *Mchy.Aft* 1 *Dk*(*Stl*)*& Spar dk*(*Stl*) — *Elec.light* *& Web frames* | **SteelSc3MastSr** | 3738 / 3489 / 2397 | ✠100A1 — *Spar dk* — 4,09 — BS2,05 — *Carrying Petroleum in bulk* — *Fitted for liquid fuel* — 6,03 | NYk | *w* | 1903 — 6mo — A&CP | New York S.B.Co. Camden,N.J. | J.M.Guffey PetroleumCo. | 352·5 / P34′B28′F43′ | 46·4 | 19·2 / 26·2 / FK / 14*BHCem* / *W* / *B* = *Cell DB* | Pt.Arthur / Utd. States | T.3Cy.25",42½"&72"–48" (s. / 200lb 160lb / 2SB,3*cf*,gs156,hs6070 / New York S.B.Co. Camden / *Water tube* DB | 20 | 4 | |
| 210 / 106754 | **Lark** — *W.McNeill* –97 — *ss*Hul.No.1–01 — 1 *Dk* | **IronScK** | 182 / 169 / 65 | ✠100A1 — *Stm Trawler* — 2,04 — BS8,04 — LMC11,01 | Hul | | 1897 — 7mo — *Lloyd's SA&CP* | Cook, Welt'n&Gemmell Hull | Pickering& Haldane'sSteam TrawlingCo.Ld. | 110·0 | 21·0 | 11·3 / Q25′ / BK7½ / *WB* = *MT*10′5*t* | Hull / British | T.3Cy.12",20"&35"–24" (s. / 160lb / 1SB,2*cf*,gs27,hs940 / C.D.Holmes&Co.,Hull | 12 | 1 | |
| 211 / 99181 / MJVP | — — *H.Bird* –03 — *ss*Flt.No.3–2,03 — 1 *Dk* | **IronScK** | 133 / 125 / 48 | ✠100A1 — *Stm Trawler* — 4,04 — BS4,04 — LMC2,06 | Flt | | 1891 — 9mo — *Lloyd's SA&CP* | R.Dixon &Co. Middlesbro' | PioneerSteam FishingCo.Ld. | 96·5 | 20·3 | 10·6 / Q20′F19′ / BK7½ | Grimsby / British | T.3Cy.11",17"&28"–21" (s. / 160lb / 1SB,2*pf*,gs22,hs820 / NEMarineEngCo(Lm)Sld. | 11 | 8 | |
| 212 / 93077 | — — *Johnson* — 1 *Dk* | **IronScTrawler** | 105 / 102 / 37 | | | ... | 1886 — | Cook, Welt'n&Gemmell Hull | Neale&West | 90·0 | 20·4 | 10·6 / BK7½ | ~~Hull~~ Cardiff / British | C.2Cy.14"&26"–20" / 30RHP / C.D.Holmes&Co.,Hull | 11 | 1 | |
| 213 / 86961 | **Larmont** — *R.Robinson* –00 — 1 *Dk* | **IronPadSk** (*ex*MaryEllen) | 100 / 94 / 39 | | | | 1875 — | R.Napier& Sons Glasgow | ~~J.Burn~~ TyneCoal Hulk Co.,Ld (GStephenson *Mgr*) | 98·0 | 18·0 | 7·7 | W.Hartlpl / British | 10"y.22"–36" / 30RHP / R.Napier&Sons,Glasgow | | | |
| 214 / 91297 / KFRD | **Larne** — *C.Fausset* –03 — (*ex*Saint Fillans) — *ss*Liv.No.3–6,98 — *ss*Shl.No.1–02 — 2 *Dks*(*Stl*)3*tr B* | **SteelScSr** | 3198 / 2985 / 2010 | ✠100A1 — 12,03 — LMC — MS6,02 — BS12,03 | Dub | *w* | 1886 — 2mo — *Lloyd's SA&CP* | Harland& Wolff Belfast | ~~T.Dixon&Sons~~ SirO.Jaffe (Carlisle&Co., *Mgrs*) | 340·5 / P33′B76′F47′ | 42·1 | 25·5 / BK9¾ / *WB* = *Cell DB* 104 | Belfast / British | T.3Cy.24½",37"&64"–48" (o. / 160lb 45lb / 2HB 180*f*,gs170 / Harland&Wolff,Belfast | 29 | 7 | 6 - 4½ |
| 215 / 82664 / TNBL | **Larpool** — *G.Symons* –04 — *Well deck* — *ss*Hay.No.3–12,92 — *ss*Cff.No.2–01 — 1 *Dk*(*Irn–ws*)2*tr B* | **IronScSr** | 1255 / 1000 / 783 | ✠100A1 — 6,01 — BS12,04 | Cff | *o* | 1880 — 8mo — A&CP | J.L.Thompson&Son Sunderland | E.Jenkins&Co. | 240·3 / Q88′B46′F26′ | 33·5 | 17·2 / BK8½ / *WB* = *D* | Whitby / British | C.2Cy.29"&55"–36" (o. / 75lb 70lb NDB92 / 2SB,4*pf*,gs860,hs2526 / J.Dickinson,Sunderland | 18 | 6 | 2 - 2 |
| 216 / NJVL | **Lars Kruse** — *E.H.Mathiesen*03–03 — *ss*Npt.No.1–03 — 1 *Dk*(*Stl*)*& deep framing* | **SteelScSr** | 1460 / 1439 / 1328 | ✠100A1 — 12,03 — 6,03 — BS12,04 | Nwc | *q* | 1898 — 7mo — *Lloyd's SA&CP* | Carmichael Maclean&Co Greenock | Dampskibsselsk. Cimbria(Svendsen &Christensen *Mgrs*) | 254·0 / P24′B62′F25′ | 36·5 | 18·0 / FK / *WB* = *Cell DB*a90′*u*E | Copnhagn / Danish | T.3Cy.19",31"&51"–36" / 160lb 90lb / 4*BHCem* / 1SB,3*cf*,Gs57,Hs2460 / Muir&Houston,Ld.Gls. | 20 | 4 | |
| 217 | **Las Mercedes** — *E.Botto* — 1 *Dk* | **SteelScSr** | 562 / 446 / 358 | ✠ — *For River purposes* — 10,88 | Liv | *j* | 1888 — 10mo — A&CP | Cnada Wks S.B.&ECo.Ld Birkenhead | E.Arana | 200·3 / B33′F25′ | 29·0 | 9·6 / FK / 6*tFPT* 34*tAPT* | Bns.Ayres / Argentine | T.3Cy.16½",25"&41"–30" / NB02 92NHP / Canada Wks.Co.(Lim)Bkn. | | | |
| 218 / QDMV | **Las Palmas** — *G.Magnano*00–01 — 2 *Dks*& *Awngdk* — *Elec.light* (*ex*Gio.Batta.Lavarello) | **SteelScSr** | 1862 / 1697 / 1222 | | | ... | 1886 — | Wigham Richrdsn& Co Newcastle | LaVeloceNav. Italiana | 270·0 / H146′ | 34·3 / F20′ | 17·7 / 26·0 | Genoa / Italian | T.3Cy.24",37"&62"–42" / 249NHP / Wigham Richrdsn&Co.Nwc. | 18 | 9 | 1 |
| 219 / JQBN | **Lasareff** — *Okerman* *ss*Lon.No.3–72 2 *Dks*3*tr B* — *Elec.light* *Fitted for liquid fuel* | **IronScBk** | 1780 / — / 1033 | ✠ — 11,75 | Ply | | 1863 — 8mo — A&CP | Samuda Brs London | RussianStm.Nav. &TradingCo. | 260·0 / ND72 | 35·4 | 24·0 | Odessa / Russian | T.3Cy.21½",35"&57"–39" / NE&B96 NDB96 203NHP / Wilsnd Slpwy Co.Ld.,Nwc. | | | |
| 220 | **Lass o' Gowrie** — *M.McKenzie*92– — (*ex*Sudsee) — 1 *Dk* | **IronScSr** | 220 / 184 / 134 | | | | 1877 — | J.Key& Sons Kinghorn | HowardSmithCo. Ld. | 136·8 / Q16*t* | 20·2 | 8·7 | SydnyNSW / British | C.2Cy.14"&26"–20" / *WB* | J.Key&Sons,Kirkcaldy | | | |
| 221 / 141653 / KQDC | **Lassell** — *O'Brien* — 2 *Dks* | **IronScSr** | 1972 / — / 1225 | | | | 1879 — | A.Leslie& Co. Newcastle | McCaldinBros. | 302·4 | 34·2 | 24·6 | NewYork / Utd. States / 4*BH* | C.2Cy.26"&58"–45" / 188NHP / R.Stephenson&Co.,Nwc. | | | R |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under Deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Built. When. | 7 By Whom. | 8 Owners. | 9 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flav. | 11 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's Formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Freeboard (midship). ft. in. | 13 Regulations as which classed, if not in L.R. Instruct. Ref. Trade Cert. | 14 Year when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 222<br>105677<br>PSWT | **Latchford**<br>*C. Kerr* –03<br>*Well deck*<br>*Mchy. Aft* | **SteelSc3MstSr**<br>*ss*Gls.No.1–01<br>1 *Dk*(*Stl*) | 458<br>302<br>125 | +100A1<br>1.04<br>[illegible] | Bel | *g* | 1897<br>6mo | S.McKnight&Co. Ld Ayr<br>A&CP | Mann,Macneal& Co. | 160·0\|24·1\|9·3<br>Q89'B16'F24'<br>drp03 drp04 BK7<br>*WB* = *CellDBf*88 | Glasgow<br>British<br>3 *BHCem*<br>114 *APT7t* | C.2Cy.16½"&35"–27" (*s*)<br>140lb *120lb* 90RH<br>1SB.*3pf*,GS52 HS1320<br>Shanks,Morrice&Co.,Gls | 11 " 10<br>" 8½ | | |
| 223<br>PJBR | **Laura**<br>*G.Carst* –01<br>1 *Dk*2*ct b* | **SteelScSr** | 3154<br>2918<br>2014 | | | | 1901 | Schpw.v. JanSmit Czn Alblasserdm | Stoomv.Maats. Leonora (Jos.de Poorter, *Mgr.*) | 325·0\|48·2\|24·7<br>P33'B102'F36' | Rottrdam<br>Dutch<br>*WB* | T.8Cy.24",40"&65"–42"<br>274NH<br>Blair&Co.Ld.Stockton | | V | |
| 224<br>QFBK | —<br>*A.J.Gaine* –04<br>1 *Dk*(*Irn*)&*deep framing* | **SteelScSr**<br>*ss*Shl.No.1–02 | 2795<br>2569<br>1804 | +100A1<br>1.04<br>[illegible] +LMC10[illegible] | Shl | *u* | 1898<br>6mo | Irvine'sSB &DryDksCo. Ld.W Hartlp<br>A&CP | PymanS.S.Co.Ld. (G.Pyman&Co. *Mgrs.*)<br>*WB* = *CellDB* | 324·0\|46·0\|20·5<br>P9'B160'F33'<br>FK<br>5 *BHCem*<br>*APT47t* | W.Hartlpl<br>British<br>T.3Cy.24",38"&64"–42" (*s*)<br>160lb *100lb* 267NH<br>2SB.*6cf*,GS89,HS4030<br>T.Richardsn&Sns.Ld.Hpl | 23 " 0<br>" 3 " 6 | | 10,02 |
| 225<br>NTJS | —<br>*J.F Aasberg*<br>2 *Dks*&*Hur dk* | **IronScSr** | 1049<br>661<br>650 | | | | 1882 | Burmeister &Wain Copenhagen | ForenedeDmpskib. Selskab | 220·5\|30·1\|14·5<br>B17*t* 21·4 | Copnhagn<br>Danish<br>*WB* | C.4Cy.24"&48"–32"<br>217NH<br>Burmeister&Wain,Cpn. | | | |
| 226<br>JVWF | —<br>*E.Smith* –04<br>*Well deck* | **SteelScSr** | 641<br>466<br>265 | | | ... | 1885 | Aitken& Mansel Glasgow | L.&S.W.Rlwy.Co. | 207·0\|26·8\|13·3<br>Q114' B12' F40' | S'thamptn<br>British | C.2Cy.33"&64"–36"<br>NB01 205NHP<br>J.&J.Thomson,Glasgow | 13 " 10 | BT till 2,05 | |
| 227<br>NSWH | —<br>*P.M.Möller*86–86 *ss*Cpn.No.3–5,83<br>(*ex*Ellen,*ex*RollCall) *ss*Stn.No.1–87 | **IronScSr** | 273<br>207<br>165 | +<br>6,90<br>[illegible] | Cpn | *d* | 1875<br>11mo | J.Readhead&Co. S.Shields | Dmpsk.S.Laura (P.M.Möller) | 139·5\|21·9\|10·3<br>Q69' F21' | Svendborg<br>Danish<br>1 *BHCem* | C.2Cy.14"&28"–20"<br>1SB.*2pf*,GS21 29NH<br>J.Readhead&Co.,S.Shields | 10 " 8 | V | |
| 228<br>HRLC | —<br>*J.J.Olsen* (*ex* sailingvesselIno)<br>1 *Dk* | **WoodSc3MstSr** | 175<br>147<br>89 | | | | 1868 | Dekke Kragerö | Acties.Frithjof (M.K.Giæver, *Mgr.*) | 111·3\|25·5\|9·8<br>H27*t* | Chrstiania<br>Norwegian | C.2Cy.11⅛"&25¾"–14½"<br>NE74 NB97 21NH<br>LaxevangsM.V.Bergen | | N | |
| 229<br>LMJC | —<br>*C.Kraeft*03–03<br>1 *Dk* | **CompScSr** | 142<br>114<br>93 | | | | 1894 | D.W.Kremer'sSohn Elmshorn | Mumm& Matthiesen | 97·0\|21·4\|7·2<br>P16' | Kiel<br>German | C.2Cy.7⅛"&14⅛"–12"<br>6NHP<br>Chr.Steen,Elmshorn | | G | |
| 230<br>HRVF | **Laurak Bat**<br>~~*Lauckmann* –02~~<br>(*ex*Alfalfa) 1 *Dk*(*pt Stl*&*pt Irn*)&<br>*Web frames* *E.Allica* –05 | **SteelScSr**<br>*ss*Bbo.No.3–5.03 | 2183<br>1641<br>1263 | +100A1<br>5,05 ~~5,03~~<br>BS9,04 | Bbo<br>Sld | *s* | 1890<br>8mo | R.Dixon &Co. Middlesbro'<br>A&CP | Cia.deNav.Bat. (C.Hoppe y Ca. *Mgrs.*)<br>*WB* = *DBa*76' | 277·0\|39·0\|18·2<br>P27'Q66'B126'<br>F34' drp05 FK<br>*f*86'&*uE*&*f* B36'483*t*<br>~~*f*77'36'~~ 39*ft* | Bilbao<br>Spanish<br>1 *BHCem* | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *80lb* 203NH<br>2SB.*6pf*,GS90,HS3060<br>N.E.MarineCo.Ld.Sld. | 21 " 3<br>" 1 " 9½ | | 2,04<br>5,05 |
| 231<br>109890<br>RGNQ | **Laureate**<br>*A.Forrester*95–98<br>1 *Dk* | **SteelScK**<br>*ss*Abn.No.1–03 | 194<br>180<br>67 | +100A1<br>*Stm Trawler*<br>8,03 | Abn | | 1898<br>10mo | A.Hall& Co. Aberdeen<br>*Lloyd'sA&CP* | The "Dodds" Steam FishingCo.Ld. (W. H.Dodds, *Mgr.*) | 112·0\|21·2\|11·6<br>Q20'<br>BK7½<br>4 *BHCem* | N.Shields<br>British | T.3Cy.12",20"&33"–24" (*s*)<br>185lb 65RH<br>1SB.*2rf*,GS31,HS1062<br>A.Hall&Co.Aberdeen | 12 " 2 | | 8,03 |
| 232<br>108459 | **Laurel**<br>*G.Merriman* –97<br>*Elec.light* (*Trawler*) 1 *Dk* | **IronScK** | 138<br>128<br>47 | | | ... | 1897 | Cochrane& Cooper Beverley | W.Grant | 94·0\|20·5\|10·7<br>Q17'<br>BK7½ | Grimsby<br>British | T.3Cy.11",17"&28"–21"<br>NB02 40RHP<br>C.D.Holmes&Co.,Hull | 11 " 3 | | |
| 233<br>TGBP | **Laurens Pit**<br>*J.Steenborg*<br>*Elec.light* 1 *Dk* | **SteelScSr** | 265<br>168<br>154 | | | | 1902 | Nederl. Schps.Maats. Amsterdam | Koninkl.Paketv. Maats. | 124·0\|22·0\|9·5<br>P38'B20'F22' | Batavia<br>Dutch<br>*WB* | C.2Cy.14"&28"–18"<br>28NHP<br>NedFb.v.Wrk&Spoor,Ams | | V | |
| 234<br>67994<br>LJSV | **Laurentian**<br>*A.G.Stewart* –03 (*ex*Polynesian)<br>3 *Dks* | **IronScSr** | 4522<br>4376<br>2838 | | | | 1872<br>2mo | R.Steele& Co. Greenock | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 400·0\|42·2\|35·5<br>H146*t* | Glasgow<br>British<br>*WB* | T.3Cy.28",46"&76"–54"<br>NE&B93 FD 424NHP<br>Wrkman,Clark&Co.Ld Bel | | C<br>BT till 1,04 | |
| 235<br>[illegible] | **Lauro Sodré**<br>*E.B.Page*96–96<br>1 *Dk*(*Teak*),&*Promenade dk*(*Teak*)<br>*Elec.light* | **SteelTwinScSr** | *472*<br>*360*<br>*321* | +<br>2,96<br>*For River purposes only* | P.Gl | | 1896<br>2mo | Russell& Co. Pt.Glasgow | AmazonStm.Nav. Co.Ld. | 172·6\|33·2\|8·6<br>F23'<br>FK | Para<br>Brazilian<br>4 *BHptAsp ptCem* | T.6Cy.10",16"&26"–21"<br>78NH<br>1SB,*2cf*,GS40,HS1404<br>J.G.Kincaid&Co.,Grk. | 8 " 9 | 1,06 | |
| 236<br>PJOB | **Lauwerzee**<br>*J.van Rees* –98<br>(*Tug*)<br>1 *Dk* | **SteelScSr** | 181<br>177<br>[illegible] | | | | 1897 | L.Smit& Zoon Kinderdijk | L.Smit&Co.'s Sleepdienst,Ld. (Murk,Lels&Zoon. *Mgrs.*) | 109·8\|20·9\|13·3<br>B29'F14' | Rottrdam<br>Dutch | T.3Cy.13½",20"&34"–21"<br>160lb 84 ~~55~~NH<br>Diepeveen,Lels&Smit,Kdk<br>HS1733 | | | |
| 237<br>95162<br>KWGS | **Lavernock**<br>*E.N.Reed* –04<br>*Well deck* 1 *Dk*(*Stl*)2*tr B*&*Web frames* | **SteelScSr**<br>*ss*Cff.No.3–2.93<br>*ss*Cff.No.2–02 | 2362<br>1869<br>1502 | +100A1<br>12,04 ~~10,03~~<br>[illegible] 12,04 | Cff | *s* | 1888<br>8mo | Palmers' Co.(Lim.) Newcastle<br>*Lloyd'sA&CP* | RhymneyS.S.Co. Ld. (Morel,Ld. *Mgrs.*)<br>*WB* = *CellDB*226' | 275·0\|40·3\|20·9<br>Q105'B107'F34'<br>FK<br>4 *BHAsp*<br>528*t APT42t* | Cardiff<br>British | T.3Cy.20½",35"&58"–42" (*r*)<br>160lb *80lb* NDB96 226NH<br>2SB,*6cf*,GS99,HS3523<br>Palmers'Co.(Lim.),Nwc. | 23 " 5<br>" 2 " 4 | | ~~2,04~~<br>N12,04 |
| 238<br>96594<br>LFQH | **Laverock**<br>*F.J.Adams* –03 | **SteelPadSr** | 470<br>342<br>195 | | | | 1889 | J.Scott& Co. Kirkcaldy | GeneralStm.Nav. Co.Ld. | 210·2\|26·2\|9·4<br>Q24' B124' | London<br>British | C.D.2Cy.33½"&61"–60"<br>NB01 240NHP<br>J.Scott&Co.,Kirkcaldy | | BT till 10.04 | |
| 239<br>RMNB | **Lavinia**<br>*C.Hoberg*00–03<br>1 *Dk* | **SteelScSr** | 1224<br>910<br>762 | | | | 1902 | Sunderlnd S.B.Co.Ld. Sunderland | A.Kirsten | 224·7\|33·0\|15·2<br>P&B133'F28' | Hamburg<br>German | T.3Cy.16",28"&44"–33"<br>111NHP<br>N.E.MarineEng.CoLd.Sld. | | G | |
| 240<br>95328<br>LVBH | —<br>*J.Kavanagh* –94 *ss*Npt.No.3–1,03<br>1 *Dk*(*Irn*&*Stl*) 1 *Dk*(*Irn*)<br>*Well deck* | **SteelScSr** | 419<br>297<br>169 | +100A1<br>1,05 ~~1,03~~ ~~7,04~~<br>BS7,04 +LMC[illegible] | Npt<br>Ayr | *q* | 1890<br>7mo | AilsaSBCo Troon<br>A&CP | J.Weatherill<br>*WB* = *DBa* 26'23*t FPT* | 142·0\|25·7\|12·4<br>P12'Q58'B12'F19'<br>ptND05 BK7<br>27*t APT12t* | Dublin<br>British<br>1 *BHCem* | T.3Cy.14",22½"&36"–27" (*s*)<br>160lb ~~60lb~~ NDB05 70RH<br>1SB.*2rf*,GS32,HS1216 *100lb*<br>W.Kemp,Glasgow | 12 " 11<br>" " 11 | | N2,03 |
| 241<br>113182 | —<br>*A.Bales* –00<br>1 *Dk* | **IronScK** | 198<br>178<br>80 | +100A1<br>*Stm Trawler*<br>11,03 [illegible] | Gms | | 1900<br>6mo | Cochrane& Cooper.Ld. Selby<br>*Lloyd'sA&CP* | LindseySteam FishingCo.Ld. (E.Bacon.*Mgr.*) | 112·0\|21·0\|11·5<br>Q48'F22'<br>BK7½ | Grimsby<br>British<br>4 *BHCem* | T.3Cy.12",19¾"&32"–23" (*s*)<br>180lb 55RHP<br>1SB.*2cf*,GS29,HS920<br>C.D.Holmes&Co.Hull | 12 " 3 | | 6,02 |
| 242<br>106401<br>PCRG | **Lavinia Westoll**<br>~~*Wylie'sTrawler* –04~~ ~~*ss*Shl.No.1–04~~<br>*ss*Sld.No.2–05 1 *Dk*(*Stl*)&*Spardk*(*Stl*)<br>*Marshall* –05 &*Deep framing* | **SteelScSr**<br>[illegible] | 3151<br>2927<br>2010 | +100A1<br>*Spar dk*<br>3,05 ~~3,03~~<br>[illegible] 05 | Sld | *v* | 1895<br>10mo | ShortBros. Sunderland<br>A&CP | J.Westoll<br>*WB* = *CellDBa*108'*uE*20'*f*128' | 351·4\|42·1\|17·5<br>P33'B80'F40' 25·4<br>FK<br>6 *BHCem*<br>869*t APT30t* | Sundrland<br>British | T.3Cy.25",40"&67"–45" (*s*)<br>160lb *80lb* 310NH<br>2SB,*8pf*,GS130,HS4800<br>W.Allan&Co.(Lim.),Sld. | 20 " 2<br>" 5 " 7 | | ~~1,02~~<br>7,04 |
| 243<br>90044<br>JWBL | **Lawada**<br>*W.H.Hill* –01<br>5 *Dks*(*UStl*-ws) | **SteelSc3MstSr** | 3269<br>2023<br>2124 | +<br>5,85 | Dmb | *w* | 1885<br>4mo | W.Denny &Brs. Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*WB* = *CellDB*300'771*t* | 340·1\|42·2\|25·6<br>P56' B26' F42'<br>6 *BHCem* | Glasgow<br>British | T.4Cy.26½",44"&(2)51"–51"<br>NDB89 372NHP<br>Denny&Co.,Dumbarton | 29 " 3 | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Code. | Construit. Quand / Navire / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Nom du constructeur des machines. | Tirant d'eau. Chargement. Lège. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 244 | **Lawoe** IronScBg<br>*H.Meyer* 99–01<br>PJCT *Elec.light* (ex Zuid Holland) 3 *Dks* | 2504<br>2159<br>1817 | | 1881 | R.Dixon & Co Middlesbro' | Rotterdamsche Lloyd (W.Ruys & Zonen, *Mgrs.*) | 324·1 \| 36·8 \| 25·3<br>P92' B78'<br>en 94 BK 10' | Rottrdam Dutch | Q 4 Cy. 21", 30", 48" & 63"–36"<br>NE & B 94 238 NH<br>A. van Maants. DeSchilde, Fls. | | V |
| 245 | **Lawrenny Castle** IronScK<br>103281 ss Mil. No. 1–02<br>1 *Dk* | 153<br>148<br>49 | ✝100A1 Mil<br>*Stm Trawler* Swa<br>8,05 ~~3yr3~~<br>BS8,04 ✝LMC8,02 | 1898 | Edwards<br>1 mo | CastleS.Trwlrs. Ld (C.Heron, *Mgr.*) | 105·5 \| 20·8 \| 10·9<br>Q19' BK 7½' | London British | T. 3 Cy. 12", 19" & 32"–22½" (a)<br>160 lb 56 RH<br>3 *BH Cem* 1SB, 2*pf*.GS25, HS330<br>N.E.MarineCo.(Lim.), Sld | 11 ft 1 in | |
| 246 | **Laxen** IronSc<br>273[illegible] *J.P.Söderberg* –02 (ex Furusund.)<br>JGHF ex Rådmansö, ex Sven Rinman) 1 *Dk* | 106<br>70 | | 1865 | Motala Co.<br>Motala | A.F.Nätterqvist | 101·6 \| 16·1 \| 6·5<br>Q33' B36' H6'<br>F18' | Hernösand Swedish | 1 Cy. 12¾"–21½"<br>6 NH<br>Motala Co., Motala | | |
| 247 | **Lazio** SteelScSr<br>3 *Vasta*<br>QDSM (ex Mecklenburg) 1 *Dk* | 132<br>88 | | 1898 | Nüscke & Co.<br>Stettin | Soc.Gen.Immobiliare | 120·6 \| 19·3 \| 7·3<br>B10' | Civita Vecchia Italian | C. 2 Cy. 11½" & 20½"–13½"<br>Kette Deutsche 13 NH<br>Elbschiffbrts.Ges.Uebigau | | G |
| 248 | **Le Calvados** SteelScBn<br>*M.Gosselin* 02–02<br>HPDB 2 *Dks* | 1678<br>1430<br>779 | | 1890 | Soc.Cockerill<br>Hoboken | Cie.Générale Transatlantique | 286·9 \| 35·6 \| 23·2<br>P40' H63' F33' | St.Nazaire French | T. 3 Cy. 22½", 36" & 57½"–43"<br>217 NH<br>Soc.Cockerill, Seraing | | V |
| 249 | **Le Charles Despeaux** IronScTug<br>*Sulot* –95 ~~ssBdx.No.2–00~~<br>(ex Welshman) 1 *Dk*(*Irn*)<br>ss Bdx.No.3–12,08 | 72<br>64<br>~~18,01~~ 18,01 ~~4,02~~ BS8,01 ~~12,03~~<br>~~BS12,08~~ ✝LM[illegible] ~~4,02~~ | ✝ A1 Bdx<br>*For Towing purposes*<br>*Lloyd's 14 CP* | 1894 | Cook, Welton & Gemmell<br>6 mo | Fenaille et Despeaux | 76·5 \| 17·0 \| 7·4<br>BK 5½'<br>*WB = APT 3t* | Bordeaux French<br>4 *BH Cem*<br>1SB, 2*pf*.GS27, HS780<br>Tindall & Co., Hull | C. 2 Cy. 14½" & 31"–20" (a)<br>125 lb 14 NH | 8 ft 0 in<br>8 ft 10½ in | |
| 250 | **Le Colon** WoodPad<br>103147 1 *Dk* | 173<br>109 | | 1894 | H.J.<br>Beemer<br>Roberval | E.F.Wurtele | 78·8 \| 23·8 \| 4·4 | Quebec British | 1 Cy. 13"–12"<br>11 RH<br>Carrier, Lainé & Co., Levis | | |
| 251 | **Le Coq** SteelSc3MstSr<br>104389 *A.Milne* –00 2 *Dks*<br>PBGN *Mchy.Aft* *Carrying Petroleum in bulk* | 3399<br>3056<br>2169 | | 1895 | Armstrong Mitchell & Co. Ld Newcastle | Le Coq S.S.Co.Ld. (Lane & Macandrew) | 330·0 \| 42·7 \| 28·4<br>P83' B22' F44' | Newcastle British<br>*WB* | T. 3 Cy. 24", 40" & 64"–48"<br>284 NH<br>Wilsnd Slpwy Co. Ld., Nwc | | V |
| 252 | **Le Gard** SteelScBn<br>*Le Berre* 01–02<br>JVRS 2 *Dks* | 1678<br>1430<br>779 | | 1890 | Soc.Cockerill<br>Hoboken | Cie.Générale Transatlantique | 286·9 \| 35·6 \| 24·4<br>P39' H63 F33' | St.Nazaire French | T. 3 Cy. 22½", 36" & 57½"–43"<br>217 NH<br>Soc.Cockerill, Seraing | | V |
| 253 | **Le Gouet** IronScSr<br>*Th.Josselin* 89–04<br>(ex Rebecca) 1 *Dk* | 220<br>174<br>71 | 5,65 Lv | 1859 | R.Scott<br>Greenock | Vte.le Gualès de Mézaubran | 136·2 \| 19·1 \| 10·4<br>Q29t | St.Brieuc French<br>1 *BH* | C. 2 Cy. 14½" & 28"–22"<br>NE 86 NB 02 31 NH | 11 ft 1 in<br>11 ft 5½ in | V |
| 254 | **Le Havrais** SteelScE<br>*J.Fro* ss Hav.No.2–03<br>JVRT (ex Seaforth) 1 *Dk*(*Irn*)<br>*Well deck*<br>*Mchy.Aft* | 184<br>~~11,01~~ ~~11,06~~<br>84<br>~~BS11,04~~ ✝LM[illegible] ~~11,08~~ | ✝100A1 Hav *b* | 1895 | South Hylton S.B. & Repg.Co. Sunderland<br>11 mo | E.Bauzin | 110·2 \| 22·0 \| 8·1<br>Q35' B7' F14'<br>BK 6½'<br>*WB = FPT 20t* | Havre French<br>3 *BH Cem*<br>1SB, 2*pf*.GS29, HS770<br>Hedley & Boyd, N.Shields | C. 2 Cy. 15" & 30"–22" (a)<br>100 lb 11 NH | 8 ft 5 in<br>8 ft 11 in | |
| 255 | **Le Lion** SteelSc3MstSr<br>*J.B.Ertaud* 99–00 2 *Dks*<br>JVSH *Elec.light* *Carrying Petroleum in Tanks* | 2593<br>2280<br>1339 | | 1893 | Forges et C. de la Médit Havre | Deutsch & Co. | 283·3 \| 39·9 \| 26·2<br>P85' H14' F48'<br>*WB* | Havre French | T. 3 Cy. 23½", 35½" & 55"–47½"<br>NB 02 208 NH<br>Forges et C. de la Médit. Hav | | V |
| | (*Now named* "Lux," *see No.* 797*) | | | | | | | | | | |
| 256 | **Le Morbihan** SteelScSr<br>*Delano* 01–01 1 *Dk* 2 *tr* ℓ*b*<br>KHWL | 960<br>944<br>498 | | 1887 | Hawthorn, Leslie & Co. Newcastle | Cie.Générale Transatlantique | 231·0 \| 33·3 \| 17·6<br>P32' B56' F36 | St. Nazaire French | T. 3 Cy. 20", 32" & 53"–36"<br>NB 02 169 NH<br>Hawthorn, Leslie & Co. Nwc | | V |
| 257 | **Le Nord** SteelPadSr<br>KLDS *Elec.light* 2 *Dks* & *Spar dk* | 2004<br>1669<br>667 | | 1898 | Atel. & Chant. Loire St. Nazaire | Cie. des Chemins de fer du Nord | 337·8 \| 34·9 \| 14·2 | Calais French | T. 3 Cy. 41", 59" & 87"–89"<br>714 NH<br>Atel. & Chant. Loire, Nts. | | V |
| 258 | **Le Pas de Calais** SteelPadSr<br>*Vanpouille* –03<br>KNLC *Elec.light* 2 *Dks* & *Spar dk* | 2004<br>1669<br>667 | | 1898 | Atel. & Chant. Loire St. Nazaire | Cie. des Chemins de fer du Nord | 337·8 \| 34·9 \| 14·2 | Calais French | T. 3 Cy. 41", 59" & 87"–89"<br>714 NH<br>Atel. & Chant. Loire, Nts. | | V |
| 259 | **Le Progrès** SteelTwinScSp<br>*V.Barone* 85–02 1 *Dk*<br>*Elec light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* | 449<br>418<br>205 | | 1892 | Armstrong Mitchell & Co Ld Newcastle | Cie. Universelle du Canal Maritime de Suez | 163·0 \| 26·8 \| 13·3 | Port Said Egyptian<br>*WB* | C. 4 Cy. 16" & 30"–18"<br>64 NH<br>Wallsnd Slp. Co (Lim), Nwc | | |
| 260 | **Le Rhone** WoodSc<br>(ex Sai Kong) 2 *Dks* | 369<br>330<br>259 | | 1897 | Kwang Tuck Cheang Hong Kong | Wan Kee | 134·6 \| 21·3 \| 8·8 | Canton French | C. 2 Cy. 15½" & 30"–19"<br>33 NH<br>Kwang Hop Luung, H Kg | | |
| 261 | **Le Roberval** SteelPad<br>116226 1 *Dk* | 126<br>73<br>71 | | 1902 | T. du Tremblay<br>Roberval | Cie. de Pulpe de Péribonka, Ld. | 85·8 \| 22·5 \| 4·4 | Quebec British | 2 Cy. 12"–30"<br>50 RH<br>F.H.Drolet, Quebec | | |
| 262 | **Le Tarn** SteelScBn<br>*Ninet* 95–95<br>LFHG 2 *Dks* | 1678<br>1430<br>779 | | 1889 | Soc. John Cockerill Hoboken | Cie.Générale Transatlantique | 275·6 \| 35·4 \| 23·1 | St. Nazaire French<br>*WB* | T. 3 Cy. 22½", 36" & 57½"–43"<br>NB 03 217 NH<br>Soc. John Cockerill, Seraing | | V |
| 263 | **Leafield** SteelScSr<br>97090 *W.C.Jordan* 00–02 ss Shl.No.2–00<br>MLDK *Well deck* 1 *Dk*(*Irn*) 2 *tr* ℓ*b* | 1453<br>1179<br>922 | ✝<br>~~Bdr~~ ~~✝LM 12,03~~ | 1892 | Strand<br>1 mo | Algoma Central & Hudson Bay Rly. Co (F H Clergue, *Mgr.*) | 249·0 \| 35·2 \| 16·6<br>Q89' B54' F29'<br>BK 9'<br>*WB = Cell DB 203' 116t*<br>*APT 36t* | Newcastle British<br>1 *BH Cem*<br>1SB, 3*rf*.GS58, HS210<br>N.E.Marine Eng. Co., Sld | T. 3 Cy. 19", 31" & 51"–33" (a)<br>160 lb *Soth* 147 NH | 13 ft 1 in<br>14 ft 11 in | |
| 264 | **Lealtà** SteelScSr<br>16 *E.Noberasco* 94–00 ss Gen.No.3–11,01<br>QDVB (ex Knight Companion)<br>*Elec.light* 2 *Dks*(*Stl–Uws*) 3 *tr* ℓ*b* | 4069<br>3847<br>2673 | ✝100A1 Gen *x*<br>11,03<br>~~12,00~~ ✝LMC 4,00 | 1888 | Palmers' Co. Ld. Newcastle<br>4 mo | D.Zino | 400·0 \| 15·3 \| 27·7<br>P37' B95' F46'<br>BK<br>*WB = Cell DB 348' 990t APT 37t* | Savona Italian<br>3 *RH pt Asp pt Cem* | T. 3 Cy. 29", 47" & 76"–51" (a)<br>150 lb *Soth* 424 NH | 20 ft 8 in<br>17 ft 3 in | |
| 265 | **Leander** SteelScSr<br>*F.Olsen* –99 ss Rot.No.3–11,03<br>JPNS 1 *Dk*(*Stl*) 2 *tr* B & *Web frames*<br>*Spt Awng dk*(*Irn*) | 2068<br>2285<br>1807 | ✝100A1 Rot *t*<br>*pt Awng dk*<br>*with freeboard* BS 11,04<br>11,03 ✝LMC 12,03 | 1892 | Tynel S.B. Co. (Lim.) Newcastle<br>8 mo | Kjær & Isdahl | 315·0 \| 40·5 \| 21·1<br>RFD 82' F34' drp 03'<br>*Awng dk* 199 BK 10'<br>*WB = Cell D B 263' 602t*<br>*APT 22t* | Borgen Norwegian<br>5 *BH Cem* | T. 3 Cy. 23", 38" & 61"–45" (a)<br>160 lb *Soth* 267 NH<br>2SB, 6*pf*.GS100, HS277<br>Wilsnd Slpy Co. (Lim) Nwc | 23 ft 7 in<br>20 ft 1½ in | |
| 266 | — IronScSr<br>*J.Lange* 1 *Dk* 2 *tr* ℓ*b*<br>QDST | 574<br>[illegible]<br>338 | | 1883 | H.Koch<br>Lübeck | Dampfschiffahrts Ges. Neptun | 161·0 \| 25·1 \| 20·0<br>H33' F23' | Bremen German<br>*WB* | T. 3 Cy. 12", 19½" & 31½"–21½"<br>NE & B 00 46 NH<br>Act Ges Weser, Bremen | | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Net. | 5 6 7 Particulars of Classification. Character. + for Special Survey. Date of last Survey. Where Built. By Whom. Where. | 8 9 Built. When. By Whom. Where. | 10 Owners. | 11 Register Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse-power by Secretary's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard at midships. ft. in. | 15 Registers in which classed. If not in L. R. Date of Transfer. | 16 Date when tail shaft last examined. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 267 Lebanon<br>62504 JRQS | *R. Dunn* –98<br>6thSurvey,Sld.10,91<br>3rdSurvey,Sld.9,01 | IronScSr<br>1 *Dk2trB* | 905<br>714<br>565 | + A1 1 Sld Ls<br>10,0 LMC<br>NB12,91 MS2,01<br>BS10,02 | 1870 Backhouse &Dixon Middlesbro' | Frecar&DixSteam ShippingCo.Ld. (Frecar&Dix *Mgrs.*) | 203·3 29·1 16·7<br>P317 F192<br>lrp03 ptND01 BK7 | Sundrland British<br>*WB* | 2Cy.20″&38″ (s) 80RHP<br>160lb 100lb ND094 fitted for<br>2SB.3*pf*,GS12,HS1783 70D<br>J.Clark,Sunderland | 17 ″ 7<br>s 2 -2½ | | 2,05 |
| 268 Lecane<br>HDCS | *S. Fawcett* –96<br>*Well deck*<br>*Fitted for Liquid Fuel* | IronScSr<br>(*ex*Granville)<br>1 *Dk2trB* | 1258<br>1032<br>719 | | 1880 R.Dixon& Co. Middlesbro' | Soc.de l'Industrie de Naphte et du Commerce (A.I.Mantacheff&Co.) | 240·0 34·2 15·9<br>Q79′B73′F28′ | Batoum Russian<br>*WB* | 2Cy.31″&58″–36″<br>NB96 163NH<br>Blair&Co.,Ld.,Stockton | 17 ″ 0 | | |
| 269 Leda<br>PJCH | 4 *Repoori*95–02<br>*2Dks* | SteelScSr<br>695 | 1140<br>923<br>695 | | 1898 Rijkee&Co Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 228·0 32·0 18·4<br>H55′F27′ | Amstrdam Dutch<br>*WB* | T.3Cy.17½″,28″&45″–36″<br>121NH<br>Maats v.S&W.Feyenrd,Rot | | V | |
| 270 —<br>JLNT | *J.Biendermann* –04<br>*Elec.light* 1 *Dk*( *Stl*)*&deep framing* | SteelScSr<br>*&Shelter dk*( *Stl*) | 593<br>462<br>347 | | 1904 Act.Ges. "Weser" Bremen | Dampfschiff fahrts Ges.Neptun | 179·8 27·2 11·8<br>Q52′B13′F22 | Bremen German<br>*WB* | T.3Cy.13″,20½″&33½″–20½″<br>51NH<br>A.G."Weser,"Bremen | | G | |
| 271 — | | IronPad<br>*2Dks* | 570<br>503<br>433 | | 1883 Atel.et Chnt.deLoire Nantes | VierciHermanos | 164·0 24·0 15·5 | Asuncion Paraguay'n | C.O.2Cy.23½″&41½″–39½″<br>90NH<br>DeQuillac,Nantes | | | |
| 272 Leda L.<br>43 HLNS | *P.Giam*<br>*2Dks* | IronScSr | 1329<br>1176<br>805 | | 1880 LloydAustro Ungarico Trieste | LloydAustriaco | 255·7 31·5 21·7 | Trieste Aust.-Hung. *WB* | C.2Cy.31″&56″–36″<br>157NH<br>ArsenaleLloyd,Trieste | | | |
| 273 Lederer Sándor<br>JLNT | *D.Volani* 03<br>*Elec.light* 1 *Dk*( *Stl*)*&deep framing*<br>*&Shelter dk*( *Stl*) | SteelScSr | 1249<br>1026<br>607 | +100A1 Tri *f*<br>*Shelter dk*<br>*withfreeboard*<br>11,1 LMC8,08 | 1903 Grugeut'h &Greenock Dockyard Co. Greenock<br>*Lloyd'sA&CP* | AdriaRoyalHungarianSea Nav.Co. Ld. | 255·0 36·1 14·3<br>FK<br>*WB*– | Fiume Aust.-Hung. 4*BHCem*<br>*Cell DBa* 67′ | T.3Cy.18½″,32″&54″–36″ (s)<br>200lb *90lb* 208NH<br>2SB.*6cf*,GS108,HS3330<br>D Rowan&Co.Glasgow<br>*uE&B*52′*f*88′382*t APT*15*t* | 16 ″ 6<br>s 1 ″ 3 | | 11,04 |
| 274 Ledokol 2<br>HLNS | (*Icebreaker*)<br>1 *Dk2trB* | SteelScSr<br>267 | 485<br>— | | 1895 Nylands Verksted Christiania | RussianGovernment | 127·7 34·5 17·7<br>B15′F16′ | Libau Russian<br>*WB* | C.2Cy.22″&43″–27″<br>80NH<br>NylandsM.V.,Christiania | | V | |
| 275 Ledokol 3<br>HLNS | (*Icebreaker*)<br>1 *Dk*( *Stl*–ws)*2trB*<br>*Elec.light* | SteelScSp<br>*&Awng dk* | 907<br>852<br>152 | +100A1 Nwe *j*<br>*Awng dk*<br>*withfreeboard*<br>10,99 LMC10,99 | 1899 Armstrong Whitworth &Co.Ld. Newcastle<br>*Lloyd'sA&CP* | RussianGovernment<br>*WB*= *CellDBuE*<br>*&B*64′96*t DT f*22′ | 148·7 42·0 15·2<br>22·7<br>FK<br>69*t FP Tanks* 14*t &* | Odessa Russian<br>6*BHCem*<br>16*t APT*15*t* | T.3Cy.24½″,38″&61″–39″ (s)<br>160lb *90lb* 312NH<br>2SB,*8cf*,GS128,HS5900<br>Wllsnd.Slpwy.Co.Ld Nwe | 17 ″ 1<br>s 8 -5½ | | |
| 276 Lee<br>80215 VJDM | *J.J.Symons*03–03 *ss*Liv.2ndNo.3–12,01<br>2 *Dks*(1*pt Irn*)<br>*Mchy.Aft* | IronSc3MstSr<br>*ss*Dub.No.3–1,02<br>1 *Dk*<br>*ss*Dub.No.1–04 | 1270<br>990<br>689 | +100A1 Qns *p*<br>2,05<br>LMC12,01<br>NE&B12,01 | 1880 W.Simons &Co. Renfrew<br>*Lloyd'sA&CP* | City of CorkSteam PacketCo.Ld. | 263·0 36·2 15·4<br>P41′ B18′ F54′<br>ND01 drp03<br>*WB*= *DBf* | Cork British<br>6*BHCem*<br>132′167*t* | T.3Cy.21″,33″&53″–36″ (s)<br>160lb *90lb* ND01 194NH<br>2SB,*6cf*,GS100,HS3300<br>D.Rollo&Sons,Liverpool | | BT till 2,06 | 2,05 |
| 277 — | | IronTwinSc<br>*ss*Dub.No.3–1,02<br>1 *Dk*<br>*ss*Dub.No.1–04 | 57<br>—<br>— | A— Dub<br>*Barge*<br>*For River purposes only*<br>11,04 | 1889 Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | ptND03 FK<br>*WB*= | Dublin British<br>2*BHCem*<br>*FPT*9*t* | 2Cy.10″–14″ (s<br>100lb 6NH<br>1SB,*1pf*,GS8,HS402<br>Ross&Walpole,Dublin | 6 ″ 5 | | 11,04 |
| 278 Leeds<br>108443 | *G.Olsen* –97 | SteelScYl<br>*ss*Gms.No.1–00<br>1 *Dk* | 161<br>148<br>55 | +100A1 Gms<br>*Stm Trawler*<br>7,01 LMC7,00 | 1897 Mackie& Thomson Glasgow<br>A&CP | Hagerup, Doughty &Co.Ld. | 104·2 20·5 10·7<br>Q17′F19′<br>BK7½ | Grimsby British<br>1*BHCem* | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45RH<br>1SB,*2pf*,GS23,HS536<br>Muir&Houston (Lim.),Gls | 11 ″ 7 | | 2,01 |
| 279 Leelanaw<br>141524 KNGR | *G.E.Monroe*99–01 *ss*N.Yk.No.3–2,98<br>*ss*SFo.No.1–03<br>(*ex*Earnwell) 2 *Dks*( *Stl–Uws*)*3trB* | SteelScSr | 1924<br>1855<br>1377 | +100A1 S.Fo *s*<br>10,04 LMC<br>MS7 | 1886 Palmers' Co.Ld. Newcastle<br>A&CP | MichiganS.S.Co. (J.Jerome, *Mgr.*) | 280·5 36·2 23·0<br>P43′B62′F29′<br>BK9½<br>*WB*= *DBa*88′*f*70′ | NewYork Utd.States<br>6*BHCem*<br>*uB*20′332*t* | T.3Cy.22″,35″&58″–42″ (a)<br>154lb *90lb* ND093 225NH<br>2SB,*6cf*,GS108,HS3567<br>Palmers'Co.Ld.Nwc. | 24 ″ 4 | | N10,04 |
| 280 Leelite<br>86734 HBWN | *B.Williams* –04<br>(*ex*Ensign)<br>*Mchy.Aft* | IronSc3MstSr<br>*ss*Grk.No.3–6,00<br>*ss*Shl.No.1–04<br>1 *Dk*(*pt Irn*) | 404<br>261<br>145 | +100A1 Shl *f*<br>1,04<br>NB8,99 LMC5,04 | 1882 T.B.Seath &Co. Glasgow<br>A&CP | NorthEast.Shppg Co.Ld. (G.Elsmie& Son, *Mgrs.*) | 155·5 23·1 10·4<br>Q54′B7′F22′<br>len94 drp04 BK6″<br>*WB*<br>= *FPT*34*t* | Aberdeen British<br>1*BHCem*<br>1SB.2*pf*,GS35,HS800<br>J.&T.Young,Ayr | C.2Cy.18″&34″–28″ (s)<br>90lb 50RH<br>1SB.2*pf*,GS35,HS800<br>J.&T.Young,Ayr | 11 ″ 3 | | N5,04 |
| 281 Leersum<br>PJDR | *P.C.Hogenaar*<br>1 *Dk*(*Stl*)*&deep framing* | SteelScSr<br>*ss*Ams.No.1–02 | 1455<br>1273<br>906 | +100A1 Fln *p*<br>11,03<br>LMC4,02 | 1898 Sunderlnd S.B.Co.Ld. Sunderland<br>A&CP | Stoomv.Maats. Oostzee(Vinke&Co *Mgrs.*)<br>*WB*= *CellDBa*70′*uE&* | 240·0 37·0 17·7<br>B58′F25′<br>drp03 FK<br>*B26′f*100′365*t FPT* | Amstrdam Dutch<br>4*BHCem*<br>74*t APT*85*t* | T.3Cy.18½″,30″&49″–33″ (s)<br>160lb *100lb* 162NH<br>2SB.4*pf*,GS72,HS2810<br>MacColl&Pollock,Sld. | 20 ″ 0<br>s 2 -10 | | N4,04 |
| 282 Leeuwarden<br>115992 TWJS | *G.T.Coles*82–03<br>*Ref.Mchy.* 2 *Dks*&*Shelter dk*( *Stl*–ws) | SteelScSr | 990<br>800<br>374 | +100A1 Mdb *o*<br>*Shelter dk*<br>*withfreeboard*<br>3,03 LMC3,03 | 1903 Sir Raylton Dixon&Co Ld Middlesbro'<br>*Lloyd'sA&CP* | GeneralStm.Nav. Co.Ld. | 230·3 34·1 13·9<br>BK6″<br>*WB*= *CellDBa*61′ | London British<br>4*BHCem*<br>12*t APT*13*t* | T.3Cy.22″,35″&59″–39″ (s)<br>170lb *80lb* 258NH<br>2SB,*6cf*,GS121,HS4366<br>Richardsons,Westgarth& Co.Ld.Mdb | 16 ″ 0<br>s 1 ″ 5 | | |
| 283 Legazpi<br>(*ex*Martin)<br>*Elec.light* | *D.Iribar* –02 *ss*H.Kg.2ndNo.3–10,00<br>1 *Dk2trB* | IronSc3MstSr | 844<br>497<br>469 | +100A1 HKg *n*<br>7,01<br>LMC7,02<br>NB11,91 | 1875 C.Mitchell &Co. Newcastle<br>A&CP | Iribar y Cia. | 230·0 29·5 16·7<br>P74′ *Shade dk a*,<br>B50′ *Shade dk f*,<br>F40′ BK7½″<br>*WB*= *DBa* | Manila 65<br>Utd.States<br>4*BHCem*<br>46′*f*55′128*t* | C.2Cy.28½″&62″–36″ (s)<br>72lb *70lb* ND091 171NH<br>2SB.6*pf*,GS109,HS2756<br>Thompson&Co.,Nwc. | 17 ″ 11<br>s 2 ″ 3½ | | 7,02 |
| 284 Lehe<br>QFRW | *J.Noormann*01–01<br>*Elec.light* | SteelScTrawler<br>1 *Dk* | 184<br>173<br>57 | | 1892 G.Seebeck Geestemünde | DeutscheDampfisch ereiGes.Nordsee | 130·7 22·0 7·4<br>F21′<br>len.99 | Bremen German<br>*WB* | C.2Cy.17″&32″–20″<br>38NH<br>G.Seebeck,Geestemünde | | G | |
| 285 Lehigh<br>140424 | *Mchy.Aft* | IronSc<br>2 *Dks* | 1705<br>—<br>1503 | | 1880 Detroit Dry Dock Co Wyandotte | Erie&Western Transportation Co. | 238·2 36·1 15·4 | Erie,Pa. Utd.States | C.2Cy.26″&54″–36″<br>116NHP<br>H.G.Trout,Buffalo | | | |
| 286 —<br>141644 KPVH | | SteelScSr<br>1 *Dk* | 446<br>—<br>303 | | 1900 BurleeD.D. Co. Port Richmnd,NY | Easton&Amboy R. R.Co. | 1..6·0 26·0 13·4 | Perth Amboy,N.J Utd. States | T.3Cy.16½″,25″&43″–30″<br>101NHP<br>BurleeD.D.Co. | | | |
| 287 Lehua<br>14165 KQBR | *M.Naupala*98–00 | WoodScSr<br>1 *Dk* | 176<br>126<br>130 | | 1879 DickieBrs. SanFrancisco | Wilder'sS.S.Co. | 112·0 24·1 8·1 | Honolulu Utd. States | C.2Cy.12″&20″–24″<br>NB86 16NHP<br>RisdonIronWorks,S.Fo. | | | |

| Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel | Détails de la Classification. Cote. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage du Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Description des Chaudières. Nbre. Pression de la Vapeur. Détails des Chauffages & Foyers. Nom du Constructeur des machines. | Vitesse. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 238 | **Leicester** IronScSr | 1002 | ✠100A1 Gms *n* | 1891 Earle's Co. | Great Central Rly. | 240·6 32·0 14·8 | Grimsby | T.3Cy.22″,35″&57″–42″ (*s*) | 17 | |
| VKTS | *P. Pettersen* –04 *ss*Gms.No.3–2,04 | 770 | 4,05 | 8mo (Lim.) | | P56′B71′F86′ | British | 170lb *90lb* 219NH | | |
| MQQV | *Elec.light* 2*Dks*(*UIrn*-ws) | 495 | BS1,05 ✠LMC2,06 | Hull | | BK8′ | | 2SB,*6rf*,gs106,ns4220 | | |
| | | | | *Lloyd's SA&CP* | | *WB*=*Cell D B*169′ | | Earle's Co.(Lim.),Hull | | |
| 289 | **Leif** IronScSr | 1185 | .. | 1880 W. Doxford | Akties. Leif (C.T. | 240·0 35·0 16·1 | Christiania | C.2Cy.31″&56″–36″ | 17 | |
| | *Jens Bing* (*ex*Lesreaulx) | 955 | | &Sons | Gogstad t&Co.) | Q96*t* B86*t* F88*t* | Norwegian | NB04 149NH | | |
| HDKT | *Well deck* 1*Dk*2*tr B* | 731 | | Sunderland | | BK8½ | *WB* | W. Doxford&Sons,Sld. | | |
| 290 | — WoodScSr | 352 | | 1872 J. Voight | K. Knutsen | 139·8 26·6 12·0 | Haugesnd | C.2Cy.18″&36″–24″ | | |
| | *J. M. Velde* | 255 | | Drontheim | | Q49′ B27′ F26′ | Norwegian | NB91 58NH | | |
| JSHD | 1*Dk*2*tr B* | 209 | | | | | | Throndhjems Mek. Verks. | | |
| 291 | **Leif Eriksson** Steel&IronSc | 2128 | ✠ ... | 1889 Laxevaags | S. M. Kuhnle&Sön | 274·5 38·1 18·7 | Bergen | T.3Cy.21″,35″&58″–36″ | 21 | 9 |
| | *R. S. Dollar* 1913 *ss*Bgn.No.3–5,01 | 1618 | | 8mo Msk.&Jrnskt | | P23′Q79′B112′ | Norwegian | 160lb *70lb* 201NH | | |
| JVFT | *Well deck* 1*Dk*(*Stl*)&*Webframes* | 1840 | | Bergen | | H28′F80′ BK9½ | 5*BHpt Asp* | 2SB,*4pf*,gs84,ns3002 | | |
| | *Frames&Plating Stl,remainder Irn* | | | *Lloyd's SA&CP* | *WB*=*Cell D* | B220′442′*A P* 78′ | *pt Cem* | T. Richardson&Sons,Hpl. | | |
| 292 | **Leila** IronScSr | 1447 | ✠100A1 Npt | 1882 T. Turnbull | SS. Meraggio Co Ld | 242·5 34·1 18·1 | Whitby | C.2Cy.30″&55″–36″ (*b* | 19 | 6 |
| 86637 | *D. Donovan* –99 *ss*Brw.No.3–6,00 | 1167 | 4,04 | 10mo &Son | (Maclay& | Q88′B56′F88′ | British | 90lb *60lb* 145NH | 2·2 | 2½ |
| WFMN | (*ex*Henrietta) 1*Dk*2*tr B* | 925 | 6,03 ✠LMC6,04 | Whitby | McIntyre, *Mgrs.*) | FK | 4*BHCem* | 2SB,*4pf*,gs52,ns2391 | | |
| | *Well deck* | | | A&CP | | *WB*=*DB* | *a*65′*f*92 267*t* | Blair&Co.(Lim.),Stockton | | |
| 293 | — IronScSr | 110 | | 1883 G. Howaldt | G. Z. A. Tagieff | 104·0 18·5 9·0 | Baku | C.2Cy.17¾″&29½″–22½″ | | |
| | | — | | Kiel | | Q39′ | Russian | 35NH | | |
| | (*ex*Brunsbüttel) 1*Dk* | 71 | | | | | | Gebr. Howaldt, Kiel | | |
| 294 | **Leimu** IronSc | 127 | | 1874 ..... | J. Leesman | 104·3 18·5 8·3 | Reval | | | |
| | | — | | Motala | | | Russian | | | |
| | | 73 | | | | | | | | |
| 295 | **Leinster** SteelTwinScSr | 2641 | | 1897 Laird Bros. | City of Dublin Stm. | 360·0 41·5 27·3 | Dublin | T.8Cy.(2)29″,(2)45″&(4)48″ | | 6½ |
| 104974 | *R. H. Newton* –04 3*Dks* | 2459 | | Birkenhead | Packet Co. | | British | –33″] 529NHP | | |
| PVKC | | 747 | | | | | *WB* | Laird Bros., Birkenhead | | |
| 296 | — WoodPad | 111 | ✠ Shl 7 | 1869 Readhead, | H. Fenerdjan | 102·6 18·5 9·8 | Constanpl | 1Cy.36″–54″ | | |
| | *Datus* ptIB | 111 | *For Tug purposes* | 5mo Softley&Co. | | Cl | Turkish | 73NH | | |
| | | 31 | 6,69 | S. Shields | | | | Readhead, Softly&Co. S Shl | | |
| 297 | **Leipzig** IronScSr | 1139 | | 1884 Act. Ges. | Neue Dampfer Cie. | 223·9 30·3 20·0 | Stettin | C.2Cy.26¾″&49″–31½″ | | V |
| | *C. Liebenberg* –96 | 1115 | | "Vulcan" | Act. Ges. | | German | 112NH | | |
| JDVR | 1*Dk*&*Spardk*&3*tr B* | 694 | | Stettin | | | *WB* | A. G. "Vulcan," Stettin | | |
| 298 | — SteelSc | 220 | | 1902 G. Seebeck | Deutsche Dmpffis- | 122·1 22·8 11·8 | Bremen | T.3Cy.11⅛″18½″&30⅛″–22½″ | | |
| | *J. Schrieber*97–02 (*Trawler*) | 186 | | Act. Ges. | cherei Ges. Nordsee | Q60 F28′ | German | 43NH | | |
| QHLV | 1*Dk* | 77 | | Bremerhaven | | | | G. Seebeck A.G. Bremerhvn | | |
| 299 | **Leitrim** SteelScSr | 4284 | ✠100A1 B.As *s* | 1896 C. S. Swan& | R. M. Hudson& | 365·0 48·5 19·3 | Sundrland | T.8Cy.24½″,40″&68″–48″ (*s*) | 21 | 10 |
| 106407 | *K. T. Moglestue*90–96 *ss*Lin.No.1–00 | 4041 | *Spar dk* Lon *s* | 5mo Hunter, Ld. | Sons | B89′F35′ 27·8 | British | 180lb *180lb* FD 312NH | 7·3½ | |
| PGSC | *Ref. Mchy.* *ss*Lon.No.2–04 1*Dk*(*Stl*)& | 2811 | 6,01 12,02 ✠LMC6,04 | Newcastle | | FK | 6*BHCem* | 2SB,*6rf*,gs117,ns3466 | | |
| | *Spardk*(*Stl*)&*Deepframing* | | | A&CP | *WB*=*Cell D Ba* 122′*u E*&*f* B38′*f* 152′,797*t* | | *PT* 30*t* | Wilsnd Slpwy Co. Ld., Nwc | | |
| 300 | **Lekeitio** SteelScSr | 2272 | ✠100A1 Bbo *s* | 1896 W. Gray& | Cia. Anon. del | 300·0 43·0 20·9 | Bilbao | T.3Cy.22″,35″&59″–39″ (*s* | 22 | 1 |
| | *J. Oyarbide* –04 ~~*ss*Shl.No.1–00~~ | 2099 | 2,05 7,02 | 1mo Co. Ld. | Vapor Lekeitio | P31′B66′F81′ | Spanish | 160lb 228NH | 3·10 | |
| HRVS | (*ex*Bertholey) 1*Dk*(*Stl*)&*Web frames* | 1367 | ✠LMC6,04 | W Hartlepool | (Sota y Aznar) | FK | 5*BHCem* | 3SB,*6rf*,gs105,ns3442 | | |
| | | | | A&CP | *WB*=*DB a* 100′*f* 118′ | | 634*t APT* 8*t* | Cen. Mar. Eng. Wrks. W Hpl | | |
| 301 | **Lemnos** SteelScSr | 2486 | ✠100A1 Ham *s* | 1888 Tyne I.S. | Deutsche Levante | 290·0 40·2 24·5 | Hamburg | T.3Cy.24″,37″&62″–42″ (*s*) | 27 | 0 |
| | *K. Mumy*03–03 *ss*Ham.No.3–6,00 | 2347 | 3,05 | 1mo B.Co.Ld. | Linie | B62′F35′ | German | 150lb *85lb* NDB02 236NH | | |
| RHGS | (*ex*Karnak) 2*Dks*(*Stl–Uws*)&*tr B* | 1595 | BS1,04 ✠LMC6,05 | Newcastle | | NDB96 BK10′ | 7*BHCem* | 2SB,*8pf*,gs128,ns4111 | | |
| | *Elec.light* *ss*Ham.No.1–04 | | | A&CP | | *WB*=*Cell D B* 244′ | 392*t APT* 9*t* | Wigham Richrdsn&Co Nwc | | |
| 302 | — *Q. Petersen* –05 IronScSr | 1530 | ✠100A1 Sld *q* | 1880 Short Bros | Roderic SS Co. (J. Stevenson) | 270·3 34·0 18·7 | Kalmar | C.2Cy.30″&60″–39″ (*s* | 20 | 5 |
| ~~GJSG~~ | ~~*J. H. Thomas*–01~~ ~~*ss*Sld.No.3–7,02~~ | 1242 | 5,05 7,00 | 1mo Sunderland | Co. Vigo *WB*=*D* | P32′Q72′B54′F27′ | Swedish | 75lb *80lb* NDB04 171NH | 2·3 | |
| TCFG | *Well deck* ~~*ss*Sld.No.2–01~~ | 948 | BS1,05 ✠LMC6,05 | A&CP | *Ba* 80′*f* 16′ 227*t FPT* | BK8½ | *2pt Cem* | 2SB,*6pf*,gs90,ns2803 | | |
| | *ss*Hpl.2nd No.3–0,05 1*Dk*(*Irn*)2*tr B* | | | | | | 1*BHCem* | G. Clark, Sunderland | | |
| 303 | **Lena** SteelScSr | 4146 | ✠100A1 Cff *n* | 1902 J. L. Thomp- | Mercantile S. S. Co | 345·0 48·6 25·9 | London | T.3Cy.25″,40″&67″–45″ (*s* | 28 | 5 |
| 115850 | *S. G. Dale*98–02 | 3663 | 1,05 Liv | son & Sons, Ld. | Ld. | P37 B108′F30′ | British | 160lb *160lb* 330NH | 5·3½ | |
| TLGJ | 2*Dks*(1*Stl*&*Upt Stl*&*pt Irn*)& | 2679 | ✠LMC6,05 | Sunderland | | FK | 6*BHCem* | 2SB,*6cf*,gs102,ns5881 | | |
| | *Web frames* | | | *Lloyd SA&CP* | *WB*=*Cell D Ba* | 116′*u E* 20′*f* 148′ 834*t* | *APT* 133*t* | Richardsons, Westgarth& Co. Ld. Hpl | | |
| 304 | — SteelScSr | ~~6400~~ | ✠100A1 Stk *t* | 1904 Craig, | W. T. Symonds&Co | 306·0 44·2 20·0 | Cardiff | T.3Cy.22″,36″&58″–39″ (*s*) | 22 | 6 |
| 119957 | *E. Crowther*01–04 | 2453 | Cff | 10mo Taylor&Co | Lewis S S Co., Ld. | P26′B76′F28′ 20·1 | British | 160lb *90lb* 236NHP | 3·9 | |
| HBKL | 1*Dk*(*pt Irn*&*pt Stl*)& *Web fram* | 1554 | *Place Custom pt Hed* | Stockton | (W T Symonds&Co) | P29′ FK | 5*BHCem* | 2SB,*6pf*,gs107,ns3924 | | |
| | | 1583 | ✠LMC6,04 | *Lloyd's SA&CP* | *WB*=*Cell D E*.100′*u E*18′*f* 126′ | | 67*t APT* 8*t* | N.E. Marine Eng Co Ld. Sld | | |
| 305 | — SteelScSr | 1629 | | 1901 Hellerup | Acties. Tertia | 250·0 36·1 14·3 | Tönsberg | T.3Cy.18″,29″&48″–38″ | | V |
| | | 1031 | | Skibsværft | (J. Bull, *Mgr.*) | P37′Q85*t* H9*t* | Norwegian | 132NH | | |
| HMDF | *H. Borge*01–01 1*Dk*&*Awng dk* | 970 | | Hellerup | | F32*t* | *WB* | Dansk. Maskinfabr. Cpn. | | |
| 306 | **Lennart Torstensson** IronScSr | 485 | | 18½ Motala Co. | W. R. Willborg | 163·0 23·5 12·5 | Stockholm | C.2Cy.19½″&30″–28½″ | | |
| 1920 | 1*Dk* | 258 | | Norrköping | | Q49′B70′H11*t* F45′ | Swedish | 62NH | | |
| HMKS | | 347 | | | | | | Motorenfabrik M.V., Stkm | | |
| 307 | **Lennox** SteelScSr | 3677 | ✠100A1 Bry *w* | 1895 Barclay, | J. Warrack&Co. | 352·6 44·2 25·4 | Leith | T.3Cy.25″,41″&67″–45″ (*s* | 28 | 4 |
| 104915 | *F. McNair* –08 ~~*ss*Lng.No.1–00~~ | 3262 | 12,04 Hlg | 8mo Curle&Co. Ld | | P27′B85′F36′ | British | 160lb *90lb* 299NHP | 5·7 | |
| NWLH | 2*Dks*(1*Stl*&1*Irn*)&*deep framing* | 2361 | ✠LMC6,07 | Glasgow | | FK | 6*BHCem* | 2SB,*8cf*,gs150,ns4460 | | |
| | *ss*Kob.No.2–03 | | | A&CP | *WB*= | *Cell D Ba* 120′*f* 150′*u* | *E*&*B* 35′ 766*t* | Barclay, Curle&Co. Ld. Gla | | |
| 308 | **Leo** SteelScSr | 2224 | ✠100A1 Mdb *s* | 1903 R. Craggs& | Finska Angf Aktieb | 280·2 39·9 17·1 | Helsingfrs | T.3Cy 21″,34″&56″–32″ (*s* | 19 | 6 |
| 1522 | *A. Grönholm*91–03 | 1271 | *ot Awng dk* Npt Cff | Sons, Ld. | (L. Krogius) | Q103′ | Russian | 165lb *90lb* 217NH | 8·4 | |
| SQLK | *Elec.light* 1*Dk*(*Stl*)& *Web frames*& | | *with f'reeboat* | Middlesbro' | | *pt Awng dk* 175′ FK | 165*t* | 2SB,*6pf*,gs108,ns3542 | | |
| | *pt Awng dk*(*Stl*) | | ✠LMC6,05 | *Lloyd's SA&CP* | *WB*=*Cell D Ba* | 8′*u E*24′*f* 114′ 457*t* | *APT* 15*t* | N.E. Marine Eng. Co Ld Nwc | | |
| 309 | — IronScSr | 1083 | .. | 1869 C& W Earle | T. Wilson, Sons& | 220·6 31·1 15·6 | Hull | T.3Cy.14½″,24″&40″–30″ | | |
| 60163 | *T. Hornsby* –03 | 811 | | Hull | Co. Ld. | P120′F80*t* | British | 80 RH | | |
| KQFD | *Well deck* | 704 | | | | FK | | *Tpd*.91 Amos&Smith, Hull | | |

Surk by Co...

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Gross. Under deck. Net. | 5 Particulars of Classification. Character. (or Special Survey. Date of last Survey) | 6 Built. When. Ship. Engines. | 7 By Whom. Where. | 8 Owners. | 9 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 12 Moulded depth. | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 310 | Leo | WoodScSr | 123 | | 1901 | ..... Åbo | J.G.Wigelius | 92·0 25·0 7·3 | Åbo Russian | | | | | |
| TNBF | | | — | | | | | | | | | | | |
| 311 | — | IronScDandy | 103 | ✠100A1 Hul | 1883 | T.Charlton | [illegible] | 95·3 20·2 10·6 | L'Orient | C.2Cy.16½"&31½"–20" | | | | 5.02 |
| | *Yacht02–02* | *ssHul.2ndNo.3–9,02* | — | *StmTrawler* | 6mo | Grimsby | *C. Bedouin* | Q16 | French | 75lb 85NHP | | | | |
| | | *1 Dk* | 32 | 9,02 | *Lloyd's A&CP* | | | ptN BK8" | *5 BHCem* | 1SB.*2pf*,GS28,HS610 | | | | |
| | | | | | | | | | | T.Charlton,Grimsby | | | | |
| 312 | Leo T. | IronScSr | *1143* | ✠ — Shl Lv | 1882 | Short Bros. | J.M.Grinstein | 228·0 32·7 16·5 | Odessa | C.2Cy.29"&56"–36" | 17 " 6 | | | |
| | | *1thSurvey,Shl.12,98* | *882* | 10,03 | 12mo | Sunderland | | Q87*t*B104*t*F28*t* | Russian | 157NHP | | | | |
| | *Well deck* | *(exAbrota) 1 Dk(Irn)2trB* | *716* | | | | | BK7½ | *3 BH 1 PBB* | 2SB,*4pf*,GS60,HS2400 | | | | |
| | | | | | | | | W | *B DBa 8 f* | N.E.Marine Eng.Co.Ltd.Sld | | | | |
| 313 | Leon | SteelScSr | *2401* | ✠100A1 Msl s | 1895 | W.Pickers- | L.Zarifi (Z.Fitilis | 295·0 42·3 17·1 | Piræus | T.3Cy.21",35"&57½"–39" (*s*) | 19 " 6 | | | 89.03 |
| | *B.Isthmian* | | *1741* | *pt Awng dk* Alx | 8mo | gill&Sons | &Co. *Mgrs*) | P27'Q48' | Greek | 160lb *80lb* 220NHP | s 8 " 3 | | | |
| | *(exAcacia)* | *1 Dk(Stl)&deep framing* | *1538* | *with freeboard* | | Sunderland | | *pt Awngdk220'* FK | *5 BHCem* | 2SB.*6pf*,GS95,HS3510 | | | | |
| | | *ssAlx.No.2–04 pt Awngdk(Stl)* | | 3,04 | | A&CP | *WB = Cell D Ba 88'* | *uE & B 40'f 116'573t* | *APT 114t* | G.Clark,Ld.Sunderland | | | | |
| 314 | — | SteelScSr | 716 | ✠100A1 Sld i | 1902 | A.Vuyk | Chevillotte frères | 177·0 27·1 13·9 | Brest | T.3Cy.18½",22"&37"–24" (*s*) | 14 " 6 | | | |
| | *Porsin –02* | | 499 | 5,02 | 6mo | Capelle a.d | | P20 Q72'B11'F22' | French | 180lb *100lb* 83NHP | s 1 " 21 | | | |
| JVWR | *Well deck* | *1 Dk(Stl)2trB* | 313 | | | Ysel | | FK | *4 BHCem* | 1SB.*3pf*,GS41,HS1423 | | | | |
| | | | | | *Lloyd's A&CP* | | *WB = Ia* | *Ba 39'f 31'84t FPT* | *25t APT 28t* | N.E.Marine Eng.Co.Ld.Sld | | | | |
| 315 | Léon Bourdelles | SteelScSr | 217 | | 1902 | Dela Brosse | Adminst.desPonts | 125·8 22·0 10·0 | Brest | C.2Cy.18¼"&31½"–23½" | | V | | |
| | *Chauvelin –02* | | 182 | | | &Fouché | &Chaussées | H— | French | Brissonneau 40NHP | | | | |
| JWBF | | *1 Dk* | — | | | Nantes | | *WB* | | 6ls&A.Lotz,Nts. | | | | |
| 316 | Leon de Oro | IronSc3MstSr | 278 | ✠ Cws | 1870 | Blackwood | Cia.deCopropiet- | 160·1 23·7 13·4 | Soller | C.2Cy.28"&47"–30" | | | | |
| | *G.Mora95–94* | *ssCws.No.3–7,82 2 Dks* | 270 | 2,94 | 4mo | &Gordon | arios del Vapor | | Spanish | NE&B76 101NHP | | | | |
| HRWK | *(exPandora,exThistle)* | *ssCws.No.2–91* | 81 | | | Pt.Glasgow | Leon de Oro. (G. | | *5 BHCem* | J.Penn&Sons,London | | | | |
| | | | | | | | Castañer, *Mgr.*) | | | | | | | |
| 317 | Leon-y-Castillo | SteelScSr | 507 | ✠100A1 LaP j | 1888 | David J. | Cia.deVap.Correos | 190·2 27·1 12·7 | Las Palmas | T.3Cy.17".27"&45"–36" | 13 " 8 | | | 3.02 |
| | *F.Chirino92–92* | *ssCdz.No.3–9,00* | 403 | 5.02 | 7mo | Dunlop&Co | Interinsulares | P37'B76'F35' | Spanish | 150lb 143NHP | | | | 1.05 |
| HRWJ | *Elec.light* | *1 Dk* | 253 | | | Pt.Glasgow | Canarios *pt* | *Shade dk 14'* BK7½" | *4 BHCem* | 2SB.*4cf*,GS66,HS1974 FD | | | | |
| | | | | | *Lloyd's A&CP* | | | *WB = Cell D B* | *33'f 77'75t* | David J. Dunlop&Co.,PGls | | | | |
| 318 | Leon XIII. *Passamps* | SteelScSr | 4640 | ✠100A1 Gen y | 1888 | A.&J. | Cia.Trasatlantica | 410·4 46·1 29·5 | Barcelona | T.3Cy.33",52"&86"–60" (*s*) | 31 " 2 | | | 3.04 |
| | *B.Cuthbert02–00* | *ssDmb.No.3–6,94* | 3975 | 2,05 5.04 | 6mo | Inglis | | P50'B162 F51' | Spanish | 170lb 165*lb* 617NHP | | | | |
| HRWL | *(exIsla de Cuba,ex* | *ssCdz.No.2–02* | 2721 | | | Glasgow | | | *6 BHCem* | 3DB.*18cf*,GS327,HS9681 | | | | |
| | *Elec.light* | Taroba) *3 Dks(2Stl)* | | BS2,05 | *Lloyd's A&CP* | | *WB = DBa 88'f 166'& uE* | | *3 B192'770t* | A.&J.Inglis,Glasgow | | | | |
| 319 | Leona | SteelScSr | 634 | ✠100A1 Sld k | 1884 | J.Reid& | R.M.Hudson& | 201·6 29·1 12·9 | Goole | C.2Cy.19"&50"–36" (*s*) | 13 " 10 | | | 3.04 |
| 67843 | *J.G.Stock –04* | *ssHul.No.3–12,96* | 493 | 1,04 | 1mo | Co. | Sons | P28'B57'F32' | British | 150lb 153NHP | s 1 " 8 | | | |
| JGKF | | *ssGoo.No.1–01* | 243 | | | Pt.Glasgow | | BK7½" | *5 BHCem* | 2SB.*4rf*,GS54,HS2330 | | | | |
| | | *1 Dk(Irn)* | | | *Lloyd's A&CP* | | *WB* | *= DBa 37'29t FPT* | *27t APT 22t* | Kincaid&Co.,Greenock | | | | |
| | *Now named* "General Havelock," *see* No.1 *in Supplement.* | | | | | | | | | | | | | |
| 320 | Leonard Brightman | WoodSc | 133 | | 1874 | ..... Bristol,Me. | FisheriesCo. | 117·0 19·9 8·6 | Greenport N.Y. Utd.States | | | | | |
| 15981 | | | — | | | | | | | | | | | |
| | | | 97 | | | | | | | | | | | |
| 321 | Leonard Spear | SteelScSr | 275 | ✠100A1 Liv d | 1896 | Murdoch& | Mersey Docks& | 128·2 24·1 11·7 | Liverpool | T.3Cy.12".18"&30"–22 (*s*) | 13 " 0 | | | 6.03 |
| 108825 | *J.Lewis –00* | *ssLiv.No.1–01* | 245 | 6,04 5.05 | 11mo | Murray | Harbour Board | B8' | British | 180lb 53RHP | | | | |
| | | *1 Dk* | 93 | BS6,04 | | Pt.Glasgow | | BK7½ | *4 BHCem* | 1SB.*2cf*,GS36,HS927 | | | | |
| | *Elec.light* | | | | | A&CP | | | | D.Rowan&Son,Glasgow | | | | |
| 322 | Leonardo | IronScSr | 738 | ✠* A1 Gen | 1865 | J.Key | L.Albino fuP. | 215·5 27·3 15·1 | Genoa | C.2Cy.29¼"&56"–36" (*s*) | 15 " 11 | | | 4.03 |
| 42 | *L.Albino –02* | *ssGen.3rdNo.3–4,03* | 600 | 10,04 | 10mo | Kinghorn | | P45'B51'F35' | Italian | 60lb *40lb* NE73 176NHP | s 2 " 1½ | | | |
| QFBD | *(exKinghorn)* | *2 Dks* | 426 | | | A&CP | | ND80 BK7" | *5 BHCem* | 2SB.*4pf*,GS57HS3558NDB80 | | | | |
| | | | | | | | | | | Rait&Lindsay,Glasgow | | | | |
| 323 | Leonardos | SteelScSr | *1471* | ✠100A1 Pir p | 1889 | J.Blumer& | A.L.Vatis&Co. | 250·0 35·1 16·6 | Syra | T.3Cy.18",30"&48"–36" (*s*) | 19 " 0 | | | 3.04 |
| | *D.Rallias* | *ssMsl.No.3–1,02* | *1150* | 2,02 | 9mo | Co. | | Q89'B70'F31' | Greek | 160lb *60lb* 133NHP | s1 " 11½ | | | |
| | *(exGarnet)* | *1 Dk(Irn)&Web frames* | *959* | BS8,04 | | Sunderland | | BK9 | *4 BHCem* | 2SB.*4rf*,GS72,HS1927 | | | | |
| | *Well deck* | | | | | A&CP | *WB = Cell D B 204'* | | *380t APT 30t* | Hutson&Corbett,Glasgow | | | | |
| 324 | Léonce Reynaud | SteelScSr | 217 | | 1902 | Dela Brosse | Adminst.desPonts | 125·8 22·0 10·0 | La Rochlle | C.2Cy.17½"&30½"–20½" | | V | | |
| | *A.Guignard94–02* | | 182 | | | &Fouché | &Chaussées | H— | French | 36NHP | | | | |
| JWBK | | *1 Dk* | — | | | Nantes | | *WB* | | E.de la Brosse&Fouché,Nts. | | | | |
| 325 | Leonidas | SteelScSr | *2751* | ✠100A1 Cff u | 1896 | Short Bros. | A.Embiricos | 321·0 43·1 21·9 | Andros | T.3Cy.22",36½"&62"–42" (*s*) | 24 " 6 | | | 3.04 |
| | *L.Candiliotti–01* | *ssGil.No.1–01* | *2502* | *with freeboard* Shl | 12mo | Sunderland | | P28'B92'F35' | Greek | 180lb *80lb* 252NHP | s 4 " 6½ | | | 3.05 |
| HNKF | *A.Syrmas* | *1 Dk(Irn)2trB&deep framing* | *1750* | 3,03 3,05 | | A&CP | | FK | *6 BHCem* | 1SB.*3cf*,GS60,HS2920 FD | s 2 " 1½ | | | |
| | *Elec.light* | *ssAnt.No.2–05 3 Dk rule* | | | | | *WB = Cell D Ba 90'u E24'* | *f 138'777t FPT 141t* | *APT 84t* | J.Dickinson&Sons,Ld.,Sld. | | | | |
| 326 | — | IronSc3MstSr | *1578* | ✠ A1* 1 Msl Lv | 1877 | Bartram | B.N.Rethimnis& | 260·7 33·2 23·6 | Syra | C.2Cy.28"&60"–36" (*s*) | 24 " 9 | | | 11.02 |
| | *J.Pneumaticos –03* | | *1498* | 10,02 BS9,05 | 1mo | Haswell&Co. | Co. | P47*t*B21*t*H9*t* | Greek | 100lb *80lb* NDB03 159NHP | s 4 " 6 | | | |
| | 6th Survey,Pir.9,01 | | *1005* | NB9 LMC2,04 | | Sunderland | | BK9" | *3 BH 1 PBB* | 1SB.*3pf*,GS67,HS2182 | | | | |
| | *(exGrazia,exFitzroy)* | *1 Dk(Stl)3trB* | | BS4,05 | | | *WB = DBa* | | *68'f 76'224t* | J.Dickinson,Sunderland | | | | |
| 327 | Leonidas & Eleni | SteelScSr | *2323* | ✠100A1 Npt s | 1889 | C.S.Swan& | B.Embiricos | 289·5 39·0 21·1 | Andros | T.3Cy.22½",36½"&60"–39"(*s*) | 22 " 3 | | | 2.04 |
| | *I.Paliocrassa* | *ssPir.No.3–4,01* | *1812* | 2,04 1,05 Pir Shl | 6mo | Hunter | | P29'Q78'B124' | Greek | 160lb 240NHP | s 2 " 1 | | | |
| | *(exAldersgate)* | | *1476* | BS4,04 1,05 | | Newcastle | | F33' BK10" | *5 BHCem* | 2SB.*6cf*,GS89,HS3826 | | | | |
| | *Well deck* | *1 Dk(pt Stl pt Irn)&Web frames* | | | | A&CP | *WB = Cell D B 152' 310t* | | *APT 25t* | Blair&Co.Ld.Stockton | | | | |
| 328 | Léonie | SteelScK | 142 | | 1896 | Hawthorns | J.Baels-Mauricx | 105·0 20·6 10·2 | Ostend | T.3Cy.11",17½"&30"–21" | 11 " 3 | V | | |
| | *J.Severy –00* | *(Trawler)* | 134 | | | &Co.(Lim.) | | Q22'F21' | Belgian | 57NHP | | | | |
| | | *1 Dk* | 59 | | | Leith | | BK7" | *WB* | Hawthorns&Co.(Ld.),Lth. | | | | |
| 329 | Leonis | SteelScSr | 2660 | ✠100A1 Hpl u | 1903 | W.Gray& | Leonis S.S.Co.Ld. | 318·0 45·1 21·1 | W. Hartlpl | T.3Cy.23",36½"&62"–39" (*s*) | 23 " 6 | | | |
| 115153 | *W.T.Stephens03–03* | | 2469 | 11,04 Shl | 9mo | Co.Ld. | (R.J.Blacklin& | P26'B192'F35' | British | 160lb *90lb* 245NHP | s 3 " 1 | | | |
| VGCJ | | *1 Dk(pt Irn&pt Stl)2trB* | 1701 | | | W Hartlepool | Co.) | FK | *5 BHCem* | 2SB.*6pf*,GS98,HS3746 | | | | |
| | | *&deep framing 3 Dk rule* | | | *Lloyd's A&CP* | | *WB = Cell D Ba* | 106'*u* E22'*f* 132'647*t* | *APT 85t* | Cen.Mar.Eng.Wrks.W Hpl | | | | |
| 330 | Leonora | IronSc3Mst | *2792* | ✠100A1 Liv u | 1881 | London& | Linea de Vapores | 345·0 37·4 25·7 | Bilbao | C.2Cy.38"&71"–48" (*j*) | | | | 5.02 |
| | *V.Bustinza* | *ssLiv.No.3–6,93* | *2560* | 4,05 5.02 | 11mo | Glasgow Co. | Serra | B96'F37' | Spanish | 80lb *80lb* NDB92 285NHP | | | | 4.05 |
| HSCM | | *ssLiv.No.2–02* | *1765* | | | Glasgow | | BK11" | *5 BHCem* | 2DB.*12pf*,GS180,HS4806 | | | | |
| | | *2 Dks(Irn–Uws)3trB* | | BS4,05 | *Lloyd's A&CP* | | *WB = Deep Tk* | | *nka 28'286t* | Lon.&Glas.Co.,Glasgow | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 Tonnage Total. Sous le Pont. Nets. | 4 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 5 Port de Visite | 6 Force Chevaux Indic. Chaudières | 7 Construit. Quand. Navire. Mach. | 8 Par qui. Où | 9 Armateurs. | 10 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. Franc-bord au pont de | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 331 | Leonora<br>*R. Debbinga* ss Rot. No. 2-04<br>PJDK 1 *Dk (Stl) 2tr B & Web frames* | Steel Sc Sr<br>2563<br>*340*<br>*1627* | ✝ 100 A1<br>*with freeboard*<br>3, [illegible] | Rot | *l* | 1895<br>9mo | Richardsn. Duck & Co<br>Stockton<br>*Lloyd's S & CP* | Naaml. Vennoots. Maats SS Leonora (Jos. de Poorter)<br>*W B = Cell D Ba* | 315·0 \| 43·0 \| 21·1<br>P20' B22' F22'<br>101 *u E & B 40' f 12'6* | Rottrdam<br>Dutch<br>*B H Cem*<br>624 *t A P T 73 t* | T. 3 Cy. 23", 37" & 61" – 42" (*s*)<br>160 lb *90 lb* 246 NH<br>2 SB, *6 cf*, gs 104, hs 3760<br>Blair & Co. (Lim.), Stockton | 23 · 8 | | |
| 332 | —<br>*For full particulars See No. 7 in Supplement* | Steel Sc K<br>210 | 100 A1<br>*Stm Trawler*<br>(*Class Contem plated*) | | | 1904 | Cochrane & Sons<br>Selby | Lindsey Steam Fishing Co. Ltd.<br>E. Bacon, *Mgr.*) | 115·0 \| 21·5 \| 11·5<br>P 42' F 21' | Grimsby<br>British | T. 3 Cy. 11½", 21" & 33" – 24"<br>[illegible] t. Central Co-op Eng. & Ship Repairing Co. Ltd. Gms | | | |
| 333 | Leopard<br>66776 *P. Blackwood* –02<br>NTKD 1 *Dk* | Wood Sc Bk<br>320<br>287<br>217 | | | | 1878 | .....<br>Ayr | Baird, Gordon & Co. | 132·6 \| 26·2 \| 14·0<br>*429 t* | S Jnns N F L<br>British | 2 Cy.<br>NB 60 60 RH | | | |
| 334 | Leopold II.<br>*J. Meyer* 2 *Dks*<br>NWPJ | Steel Sc Sr<br>1608<br>1189<br>1020 | | | | 1888 | Burmeister & Wain<br>Copenhagen | Forenede Dmpskib. Selskab | 260·8 \| 34·2 \| 16·2<br>P 167' F 64' | Copnhagn<br>Danish<br>*W B* | T. 3 Cy. 18", 30" & 48" – 36"<br>138 NH<br>Burmeister & Wain, Cpn. | | | |
| 335 | Léopold II.<br>2 *Dks & Str 'd*<br>GQDR *Elec. light* | Steel Pad Sr<br>1367<br>1053<br>676 | | | | 1892 | W. Denny & Bros.<br>Dumbarton | Belgian Government | 340·0 \| 38·0 \| 15·0<br>[illegible] | Ostend<br>Belgian | C. 2 Cy. 59" & 104" – 81"<br>812 NH<br>W. Denny & Co., Dumbarton | | | |
| 336 | Leopoldina<br>*A. Benic*<br>HLPR 1 *Dk (pt Irn & pt Stl) 2tr & deep framing 3 Dk rule* | Steel Sc Sr<br>3304<br>3127<br>2070 | ✝ 100 A1<br>*with freeboard*<br>12, [illegible] MC [illegible] | Bly<br>Bry | *r* | 1901<br>10mo | J. Read-head & Son<br>South Shields<br>A & CP | Leopoldina S.S. Co. Ltd. (G. Racic)<br>*W B = Cell I* | 331·0 \| 47·1 \| 25·0<br>P 41' B 93' F 33'<br>*Ba 11' u E 20' f 13'* | Ragusa<br>Aust.-Hung.<br>*B H Cem*<br>737 *t A P T 36 t* | T. 3 Cy. 24", 40" & 64" – 42" (*r*)<br>160 lb *80 lb* 278 NH<br>2 SB, *6 rf*, gs 116, hs 4866<br>J. Readhead & Sons, S. Shl. | 26 · 6 | | |
| 337 | —<br>*Well deck* | Steel Pad<br>*480*<br>*340* | | | | 1903 | W. Denny & Bros.<br>Dumbarton | Leopoldina Railway Co. | 214·0 \| 30·1 \| 8·3<br>[illegible] | R. Janeiro<br>Brazilian | C. 2 Cy. 28½" & 50" – 60"<br>194 NH<br>Denny & Co. Dumbarton | | | |
| 338 | Leopoldville<br>*G. B. Sparrow* 99–04<br>MDLD 2 *Dks (1 Stl pt – ws & U Stl – ws) Elec. light & deep framing* | Steel Twin Sc Sr<br>4152<br>2975<br>2690 | ✝ 100 A1<br>[illegible] 2,05<br>✝ LMC 4,04 | Mdb<br>Ant | *x* | 1904<br>4mo | Sir Raylton Dixon & Co. L<br>Middlesbro<br>*Lloyd's S & CP* | Cie. Belge Marit. du Congo<br>*W B = Cell D Ba* | 375·3 \| 47·0 \| 23·2<br>P & B 260' F 41'<br>102' *u E 24' f 15' 2 5/9 9 0 t* | Antwerp<br>Belgian<br>*6 B H Cem*<br>*F P T 31 t* | T. 6 Cy. 21½", 36" & 59" – 42" (*s*)<br>1 × 90 lb 589 NH<br>1 SB, *12 cf*, gs 229, hs 8376 F.<br>Wilson & Sliprwy. Co. Ltd. Nwc. | 26 · 0 | | |
| 339 | Lepanto<br>113199 *F. Page* –00<br>1 *Dk* | Iron Sc K<br>198<br>173<br>79 | ✝ 100 A1<br>*Stm Trawler*<br>11,08 | Gms<br>✝ LMC 8,00 | *j* | 1900<br>8mo | Cochrane & Cooper, Ld.<br>Selby<br>*Lloyd's S & CP* | Lindsey Steam Fishing Co. Ltd. | 112·6 \| 21·0 \| 11·5<br>Q 11' F 22'<br>BK 7½ | Grimsby<br>British<br>*1 B H Cem* | T. 3 Cy. 12", 19½" & 32" – 28" (*s*)<br>180 lb 55 RH<br>1 SB, *2 cf*, gs 29, hs 920<br>C. D. Holmes & Co. Hull | 12 · 0 | | |
| 340 | Lerfos<br>*A. Karssios* –03 ss Rot. No. 2-03<br>PJDV (*ex* Clewes) 1 *Dk (pt Irn pt Stl)*<br>*Well deck* | Steel Sc Sr<br>652<br>509<br>390 | ✝ 100 A1<br>8,04 [illegible]<br>BS 8,04 ✝ LMC 8,02 | Rot | *j* | 1895<br>11mo | Sunderlnd S.B. Co. Ltd.<br>Sunderland<br>A & CP | Naamlooze Vennootschap Maats. Norwegen (D. Burger & Zoon, *Mgrs.*) | 176·0 \| 29·0 \| 14·3<br>Q 84' B 15' F 26'<br>irp 03 FK<br>*W B = Cell D Ba* | Rottrdam<br>Dutch<br>*1 B H Cem*<br>28' / 68' 105 t | T. 3 Cy. 15½", 25" & 41" – 27" (*s*)<br>160 lb *80 lb* 92 NH<br>1 SB, *3 pf*, gs 52, hs 1454<br>Westgrth, English & Co. Mdl | 15 · 2 | | |
| 341 | Leros<br>*H. Many* 03–03<br>RHBN (*ex* Slavonia, *ex* Macassar) | Iron Sc<br>2219<br>2008<br>1381 | | | ... | 1883 | R. Dixon & Co.<br>Middlesbro' | Deutsche Levante Linie | 300·0 \| 37·0 \| 25·7<br>P 50' B 40' F 42' | Hamburg<br>German<br>*W B* | C. 2 Cy. 38" & 70" – 42"<br>265 NH<br>R. & W. Hawthorn, Nwc. | 27 · 0 | | |
| 342 | —<br>*T. Roussos* –00 ss Cff. No. 3-3.94<br>(*ex* Restormel) ss Pir. No. 2-02<br>2 *Dks (Irn) 8tr B* | Iron Sc Sr<br>*2020*<br>*1849*<br>*1285* | ✝ 100 A1<br>7,04 [illegible]<br>S 5,02 LMC<br>[illegible] T 5,02 | Gen | *s* | 1882<br>6mo | Palmers' Co. Ld.<br>Newcastle<br>*Lloyd's S & CP* | N. P. Roussos & Co. | 286·0 \| 36·3 \| 21·9<br>P 28' B 52' F 34'<br>BK 9½<br>*W B = D Ba 90' f 66' 228 t* | Piræus<br>Greek<br>*1 B H Cem*<br>*A P T 25 t* | C. 2 Cy. 32" & 64" – 42" (*s*)<br>30 lb [illegible] NDB 87 196 NH<br>2 SB, *6 pf*, gs 108, hs 3011<br>Palmers Co. Ld. Nwc. | 25 · 3 | | |
| 343 | Les Alpes<br>*L. Bonnot* 92–97 (*ex* British Princess)<br>JWKR *Elec. light* 3 *Dks* | Steel Sc 4 Mst Bk<br>4164<br>3675<br>2110 | | | ... | 1882 | Harland & Wolff<br>Belfast | Soc. Gén. de Transp. Mar. à Vap. | 420·1 \| 42·2 \| 29·0<br>B 150'<br>BK 9½ | Marseilles<br>French | C. 2 Cy. 43" & 86" – 60"<br>491 NH<br>Harland & Wolff, Belfast | 30 · 11 | V | |
| 344 | Les Andes<br>*E. Bélard* 94–01 (*ex* British Prince)<br>JWKT *Elec. light* 3 *Dks* | Steel Sc 4 Mst Bkn<br>4150<br>3683<br>2110 | | | ... | 1882 | Harland & Wolff<br>Belfast | Soc. Gén. de Transp. Mar. à Vap. | 420·1 \| 42·2 \| 29·0<br>P 53' F 88'<br>BK 9½ | Marseilles<br>French | C. 2 Cy. 42" & 86" – 60"<br>491 NH<br>Harland & Wolff, Belfast | 30 · 11 | V | |
| 345 | Les fils Conseil<br>*J. Dutrian* 93–98 ss Bdx. No. 3–3,02<br>JWKS (*ex* James Hunter) 1 *Dk (Irn)*<br>*Mchy. Aft* | Steel Sc Sr<br>232<br>187<br>[illegible] | ✝ 100 A1<br>4,04<br>BS 4,04 ✝ LMC 3,02 | Bdx | *c* | 1889<br>10mo | A. Hall & Co<br>Aberdeen<br>*Lloyd's S & CP* | Les fils de Th. Conseil | 125·3 \| 20·1 \| 10·3<br>Q 42' F 17'<br>BK 6½ | Bordeaux<br>French<br>*4 B H Cem*<br>*B = F P T 25 t* | C. 2 Cy. 18" & 34" – 24" (*s*)<br>100 lb *60 lb* 54 NH<br>1 SB, *2 pf*, gs 36, hs 982<br>A. Hall & Co., Aberdeen | 11 · 0 | | |
| 346 | Les Trois Frères Conseil<br>*1 hme 01–01* ss Bdx. No. 3 10,04<br>L & KH [illegible] ss Bdx. No. 3 5,00 as Bdx. No. 2-95<br>*Well deck* (*ex* Mayo) 1 *Dk (Irn) 2tr B* | Iron Sc Bn<br>1308<br>1031<br>[illegible] 26 | ✝ 100 A1<br>10,04 [illegible]<br>✝ NB 90<br>BS [illegible] 04 | Bdx<br>✝ LMC 9,03 | *o* | 1879<br>10mo | Oswald, Mordnt & C.<br>Southampton<br>A & OP | Les fils de Th. Conseil<br>*W B = D Ba 52' 142 t* | 239·6 \| 33·0 \| 18·0<br>Q 86' B 138 t F 35<br>[illegible] N D 04 FK<br>*M T 27' 278 t F P T* | Bordeaux<br>French<br>*3 B H Cem*<br>*52 t A P T 88 t* | C. 2 Cy. 28" & 56" – 36"<br>82 lb *70 lb* NDB 02 141 NH<br>2 SB, *4 pf*, gs 78, hs 2174<br>Oswald, Mordaunt & C., Sou | | | |
| 347 | Lesbos<br>*J. C. Erichsen* 03–03<br>RJBK | Steel Sc Sr<br>1928<br>1902<br>1222 | | | | 1890 | Flensburgr Schiffsb. Ges.<br>Flensburg | Deutsche Levante Linie | 260·7 \| 36·2 \| 25·2<br>P 158' F 30' | Hamburg<br>German<br>*W B* | T. 3 Cy. 19½", 29" & 52" – 33"<br>155 NH<br>Flensburger Schiffsb. Ges. | | G | |
| 348 | —<br>*Now named "Eleni," See No. 29 in Supplement.*<br>(*ex* Menoufieh, *ex* Oreste) 2 *Dks* | Iron Sc Sr<br>960<br>562 | | | | 1867 | Lloyd Austro Ungarico<br>Trieste | Burbulia Frères | 212·5 \| 29·1 \| 18·4 | Alexndria<br>Egyptian | C. 2 Cy. 33" & 55" – 27"<br>NB 90 181 NH<br>Stabilimento Tecnico, Tri. | | V | |
| 349 | Lesreaulx<br>105171 [illegible] ss Cff. No. 2-03<br>NQVD *Pyves* 1 *Dk (Stl) 2tr B & Web frames* | Steel Sc Sr<br>3009<br>2864<br>1937 | ✝ 100 A1<br>*with freeboard*<br>[illegible] 3,05 | Cff<br>✝ LMC 5,00<br>BS 5,00 | *u* | 1895<br>1mo | W. Gray & Co. (Lim.)<br>W Hartlepool<br>A & OP | Lesreaulx S.S. Co. Ld. (Morel, Ld.)<br>*W B =* | 325·0 \| 47·0 \| 23·6<br>P 27' B 70' F 38'<br>FK<br>*D Ba 108' f 126' 771 t* | Cardiff<br>British<br>*4 B H Cem*<br>*A P T 62 t* | T. 3 Cy. 24", 38" & 64" – 42" (*s*)<br>160 lb *80 lb* 258 NH<br>2 SB, *6 rf*, gs 85, hs 3750<br>Swn. Mar. Eng. Wks., W. Hp | 24 · 10 | | |
| 350 | Lesseps<br>*L. Grindheim* 94–00 ss Skm. No. 3–7,94<br>JRDC 2 *Dks (1 Irn) 3tr B* | Iron Sc Sr<br>1750<br>1616<br>1112 | ✝<br>7,98 | Shl<br>✝ | *r* | 1881<br>7mo | R. Dixon & Co.<br>Middlesbro' | H.M. Wrangell | 251·5 \| 34·7 \| 23·7<br>P 31' H 49 t F 34'<br>BK 9½<br>*W B =* | Haugesnd<br>Norwegian<br>*6 B H Cem*<br>*M T 38' 361 t* | C. 2 Cy. 35" & 62" – 39"<br>184 NH<br>2 SB, *6 pf*, gs 78, hs 2956<br>Blair & Co. (Lim.), Stockton | | N | |
| 351 | Lestris<br>[illegible] ss Liv. No. 1–02<br>[illegible] ss Liv. No. 2–03 2 *Dks (1 Irn)* | Steel Sc Sr<br>1300<br>1158<br>782 | ✝ 100 A1<br>[illegible] 02<br>[illegible] ✝ LMC 4,03 | Liv<br>Mch | *p* | 1895<br>8mo | Wigham Richrdsn & Co<br>Newcastle<br>*Lloyd's S & CP* | [illegible] & Co. Ltd.<br>Dimptsch Ges. Argo | 255·8 \| 33·7 \| 17·0<br>P 27' B 50' F 26'<br>BK 9<br>*W B = Cell D Ba* | Cardiff<br>British<br>*4 B H Cem*<br>69' / 82' 199 t<br>German | T. 3 Cy. 21", 33½" & 54" – 39" (*s*)<br>160 lb *90 lb* [illegible] 154 NH<br>2 SB, *6 pf*, gs 98, hs 8120<br>Wigham Rchrdsn & Co. Nwc<br>NDB [illegible] | 19 · 8 | 2 · 11 | |

*Now named "Condor," See No. 111 in Supplement.*

| 1 No. in Reg. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c Master Late Name if any Special Surveys. No. of Decks, &c | 4 Tonnage Gross. Under deck. Net | 5 Particulars of Classification Character. Special Survey. Date of last Survey. | 6 Built. When By Whom Where | 7 Owners. | 8 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 9 Port of Registry. Flag | 10 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse-power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded depth. Freeboard Amidships ft. in. | 12 Date when last docked | 13 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 352 QFHW | **Lethington** Steel Sc Sr<br>~~Trade~~ ~~Peace~~ 1 Dk(Stl) & Spar dk(Stl) & deep framing | 4421<br>4187<br>2854 | ✝100A1 Cff x<br>Spar dk<br>~~11,10.08~~ ✝LMC 10.01 | 1901 R. Duncan & Co. Ltd. Pt. Glasgow<br>10mo<br>Lloyd's SA & CP | ~~W. P. Rea.~~<br>W B = Cell D Ba | 365·0 48·2 20·2<br>P31' B90 F39' 28·0<br>FK<br>120 u E & B 88' f 160' | Belfast<br>~~Liverpool~~<br>6 B H Cem<br>~~160t~~ A P T 57t | T. 3 Cy. 25", 41" & 67"–45" (s)<br>180 lb 336 N H<br>3 S B, 9cf, GS 168, HS 5816<br>Rankin & Blackmore, Grk. | 22 ″ 11<br>s 6 - 11 | | |
| 353 QFHW | **Letimbro** Iron Sc Sr<br>13 G. M. Luisi 2 Dks 3to B | 2202<br>—<br>1417 | .. | 1883 Blackwood & Gordon Pt. Glasgow | Nav. Gen. Italiana | 299·2 37·2 23·6<br>P30' 15·4' F49' | Japan 50<br>Palermo<br>Italian | C. 2 Cy. 35" & 67"–42"<br>N B 91 212 N H<br>Blackwood & Gordon, P. G. | 26 ″ 9 | 1 | |
| 354 QRVT | **Leuctra** Steel Sc Sr<br>110542 A. Grant –10 ss Cff No. 1–08<br>1 Dk(Stl) & Spar Dk(Stl) & deep framing | 3077<br>2810<br>1950 | ✝100A1 Cff u<br>Spar dk Liv<br>~~11,04~~ 4,02 ✝LMC 10.02 | 1899 Russell & Co. Pt. Glasgow<br>2mo<br>A & CP | S.S. Leuctra Co. Ltd. (Wm Thomson & Co.)<br>W B = Cell D Ba 86' | 324·7 45·4 15·1<br>P22' B72' F33' 23·0<br>FK<br>u E & B 42, f 150' 846t | Liverpool<br>British<br>5 B H Cem<br>A P T 123t | T. 3 Cy. 24", 40" & 65"–42" (s)<br>180 lb 80 lb 289 N H<br>2 S B, 6 rf, GS 124, HS 1330<br>Kincaid & Co. Greenock | 18 ″ 2<br>s 5 - 2 | | 11,08 |
| 355 STCG | **Leura** Iron Sc Sr<br>74685 W. Ellis –04 ss Syd 2nd No. 3–7,00<br>Well deck 1 Dk(Irn) 2tr b | 1186<br>871<br>768 | ✝100A1 Mel o<br>2,02<br>~~NB 9.97~~ ✝LMC 10.02<br>~~BS 1900~~ | 1878 W. H. Potter & Son Liverpool<br>5mo<br>A & CP | Howard Smith Co. Ltd. | 250·8 32·8 16·2<br>P150' F68'<br>BK8'<br>W B = Dtanks u 19' | Melbourne<br>British<br>6 B H Cem<br>180t A P T 31t | C. 2 Cy. 38" & 70"–36"<br>90 lb 90% 241 N H<br>2 S B, 6cf, GS 108, HS 1000<br>J. Jack & Co., Liverpool | | | 10,02 |
| 356 JSVB | **Levanger** Steel Sc Sr<br>A. Möller 1 Dk | 159<br>108<br>95 | | 1892 Trondhjems M.V Drontheim | Indherreds Actie. Dpskibsselsk. (A. Kleven, Mgr.) | 103·3 17·3 7·7<br>Q8t B32t H11t | Stenkjær<br>Norwegian<br>W B | T. 3 Cy. 10", 15" & 24"–16"<br>NE 8 B 95 23 N H<br>Akers M. Verksted. Xia | | | |
| 357 VLTC | **Levant** Steel Sc Sr<br>118367 A. W. Leur –04<br>Well deck 1 Dk<br>Mchy. Aft Cable Vessel | 283<br>229<br>106 | ✝100A1 Grk d<br>1.01<br>✝LMC 1.0 | 1904 G. Brown & Co. Greenock<br>1mo<br>Lloyd's SA & CP | Eastern Telegraph Co. Ltd. | 138·6 21·6 11·3<br>Q19' F24'<br>BK7½'<br>W B = | London<br>British<br>3 B H Cem<br>F P T 14t | C. 2 Cy. 17½" & 36"–24" (s)<br>130 lb 77 R H<br>1 S B, 3cf, GS 48, HS 1530<br>Muir & Houston, Ld. Gls. | 12 ″ 0<br>s 1 - 8½ | | |
| 358 | — Steel Sc Sr<br>95797 G. Dede –04 (ex W. E. Gladstone)<br>Cable Vessel 1 Dk | 141<br>131<br>46 | ... | 1889 D. Macgill & Co. Irvine | Eastern Telegraph Co. Ld. | 100·8 20·6 10·0<br>F8'<br>BK6 | Hull<br>British | C. 2 Cy. 16" & 32"–24"<br>45 R H<br>Muir & Houston, Glasgow | 11 ″ 0 | | |
| 359 QFJM | **Levanzo** Steel Sc Sr<br>2 M. Raggio (ex Isola di Levanzo)<br>Elec. light 1 Dk & Spar dk & Web frames | 3920<br>3233<br>2587 | ... | 1901 Flli. Orlando Leghorn | Nav. Gen. Italiana | 339·6 46·3 17·7<br>F41' FK 25·2<br>B103' Shltr dk f 78'<br>P43' Shltr dk a 66' | Palermo<br>Italian<br>W B | T. Cy. 22¾", 37⅞" & 61⅛"–39⅜"<br>296 N H<br>Flli. Orlando, Leghorn | 20 ″ 2 | 1 | |
| 360 LBKS | **Leven** Steel Sc Sr<br>95887 ~~H. Palmer~~ –04 ss Shl. No. 3–4,01<br>Well deck 1 Dk(Stl) & Web frames<br>G. Maxfield –04 | 2328<br>1754<br>1507 | ✝100A1 Shl s<br>~~4,03~~ Nwc<br>~~BS 3.08~~ ✝LMC 4.01<br>~~36.04~~ | 1889 W. Gray & Co. West Hartlepool<br>2mo<br>A & CP | R. Ropner & Co. | 290·0 38·0 20·3<br>P33' Q88' B110'<br>F33' BK10'<br>W B = D Ba 96' f 108' 452t | W. Hartlpl<br>British<br>5 B H pt Cem<br>pt Asp | T. 3 Cy. 21½", 35½" & 58½"–39"<br>160 lb 100 lb (s) 212 N H<br>2 S B, 6cf GS 82 HS 3168, N D B 08<br>Blair & Co. (Lim.), Stockton | 22 ″ 2<br>s 2 - 1 | | N4,04 |
| 361 | — Steel Sc K<br>110766 1 Dk | 168<br>155<br>60 | ✝100A1 Hul<br>Stm Trawler<br>4,03 ✝LMC 4 | 1900 Mackie & Thomson Glasgow<br>1mo<br>A & CP | J. Leyman & Co. Ld. | 105·6 21·0 10·7<br>Q18' F17'<br>BK7½'<br>W B = | Hull<br>British<br>1 B H Cem<br>D T f 14'25t | T. 3 Cy. 10", 16" & 27"–20" (s)<br>200 lb 45 R H<br>1 S B, 2pf, GS 26, HS 642<br>Muir & Houston. Ld. Gls. | 11 ″ 7 | | 5,02 |
| 362 | — Iron Sc Sr<br>76382 M. Murphy –91 | 102<br>88<br>56 | | 1876 Winsham S.B.Co. Northwich | H. R. Glynn | 85·0 18·0 7·1 | Liverpool<br>British | D. 2 Cy. 15"–18"<br>40 R H<br>F. Gaulton. Manchester | | | |
| 363 | **Leveret** Iron Sc Tug Sp<br>98391 G. Bradshaw –02 ~~surveyed. No. 2 –00~~<br>(ex Goole No. 9) 1 Dk(Irn)<br>ss Syd. No. 3–11,04 | 146<br>138<br>12 | ✝100A— Syd<br>~~11,04~~ ~~1,04~~<br>~~M 9.00~~ ~~✝L 1,04~~<br>~~BS 1.00~~ | 1892 J. P. Rennoldson & Sons S. Shields<br>11mo | J. Fenwick & Co. | 100·4 19·9 11·5<br>BK6½' | Sydny NSW<br>British<br>4 B H Cem | T. 3 Cy. 13½", 22" & 36"–24" (s)<br>165 lb 75 R H<br>1 S B, 3pf, GS 38, HS 1045<br>J. P. Rennoldson & Ss., S. Shl | 11 ″ 9<br>s 1 - 0 | | ~~10,04~~<br>12,04 |
| 364 QMSVP | **Leverton** Iron Sc K<br>98288 E. Johnson –03 ss Bos. No. 3–5,03<br>1 Dk | 130<br>125<br>40 | ✝100A1 Bos<br>Stm Trawler<br>7,04 ~~5,08~~ ✝LMC 5,08<br>BS 7,04 | 1890 J P Rennoldson & Sons S. Shields<br>9mo<br>Lloyd's SA & CP | Boston Deep Sea Fishg. & Ice Co. Ld. | 95·0 20·4 10·5<br>BK7 | Boston<br>British<br>3 B H Cem | C. 2 Cy. 15" & 29"–21" (s)<br>90 lb 35 R H P<br>1 S B, 2pf, GS 22, HS 678<br>J P Rennoldson & Sons, S Shl | 10 ″ 9 | | ~~5,03~~<br>7,04 |
| 365 | **Leviathan** Iron Twin Sc<br>91909 | 313<br>313<br>213 | | 1886 Samuda Bros. London | Lon. & India Docks Co. | 110·9 45·2 7·9 | London<br>British | C. 4 Cy. 9" & 18"–18"<br>27 R H<br>Hunter & English, London | | | |
| 366 QFQL | **Lewis** Steel Sc Sr<br>118322 ~~W. Beardmore 00~~ F. Gilbert 99–04<br>Well deck 1 Dk(Irn)<br>Mchy. Aft | 346<br>247<br>139 | ✝100A1 Cff e<br>9,01 ~~1,04~~<br>✝LMC 9.03 | 1903 Wood Skinner & Co. Ld Newcastle<br>9mo<br>Lloyd's SA & CP | Stephenson Clarke & Co. | 135·0 24·2 10·5<br>Q43' B7' F20'<br>Irp03 FK<br>W B = F P T | London<br>British<br>3 B H Cem<br>3 u A P T 4t | T. 3 Cy. 12", 19" & 32"–22½" (s)<br>180 lb 80 lb 51 R H P<br>1 S B, 2pf, GS 32, HS 1168<br>N. E. Marine Eng. Co. Ld. Sld | 11 ″ 3<br>s 1 - 2½ | | 9,04 |
| 367 KSTB | **Lewis Luckenbach** Steel Sc Sr<br>200471 D. E. Taylor 04–04<br>2 Dks (Stl) & deep framing | 3903<br>3592<br>2574 | ✝100A1 Phl w<br>~~3,04~~ 7,04 N.Yk<br>✝LMC 1.04 | 1903 J. H. Dialogue & Son Camden, N.J.<br>5mo<br>A & CP | L. Luckenbach | 355·0 48·0 28·0<br>P39' B95' F10'<br>FK<br>B = Cell D Ba 110' u | New York<br>Utd. States<br>6 B H Cem<br>A P T 34t | T. 3 Cy. 26", 42" & 68"–45" (s)<br>180 lb 120 lb 349 N H<br>3 S B, 9cf, GS 213, HS 5556<br>J H Dialogue & Sn, Cmdn N J | 26 ″ 11 | | |
| 368 | **Lewis Woodruff** Steel Sc Sr<br>200211 1 Dk 2 tr b | 4707<br>—<br>3380 | | 1903 American S.B.Co. Lorain, O. | Gilchrist Transportation Co. (J.C. Gilchrist) | 416·0 50·0 28·0 | Cleveland<br>Utd. States | T. 3 Cy. 22", 35" & 58"–40"<br>218 N H<br>American S.B.Co. Cleveland | | | |
| 369 QHGV | **Lewisham** Steel Sc Sr<br>109980 A. J. Duff –02 ss B As. No. 1–02<br>1 Dk(Irn) 2tr B & deep framing<br>3 Dk rule | 2810<br>2581<br>1785 | ✝100A1 B.As v<br>~~2,03~~ ~~3,04~~ Bry<br>✝LMC 12.02<br>~~BS 1.04~~ | 1898 W. Gray & Co. Ld. West Hartlepool<br>10mo<br>A & CP | Britain S.S. Co. Ld. (Watts, Watts & Co Mgrs.)<br>W B = Cell D Ba | 318·0 47·1 20·9<br>P27' B70' F31'<br>FK<br>g u E 128' f 132' 688t | London<br>British<br>5 B H Cem<br>A P T 40t | T. 3 Cy. 23", 38" & 62½"–42" (s)<br>160 lb 90 lb 256 N H<br>2 S B, 6 rf, GS 106, HS 2900<br>Blair & Co. Ld. Stockton | 23 ″ 4<br>s 4 - 2½ | | N12,03 |
| 370 VFPS | **Lewisport** Steel Sc Sr<br>118738 W. Robertson 03–03<br>1 Dk(Stl) & deep framing<br>Elec. light | 1840<br>1739<br>1151 | ✝100A1 Shl r<br>2,05 4,04 Cff<br>~~M 1.04~~ | 1903 Caledon SB & E. Co. Ld. Dundee<br>9mo<br>Lloyd's SA & CP | S.S. Lewisport Co. Ld. (B.L. Nairn & Co.)<br>W B = Cell | 279·8 40·0 18·1<br>P25' B68' F27'<br>FK<br>D Ba 80' u E 20' f 108' | Dundee<br>British<br>4 B H Cem<br>505t A P T 28t | T. 3 Cy. 20", 33" & 54"–36" (s)<br>180 lb 80 lb 191 N H<br>2 S B, 4cf, GS 86, HS 2970<br>Caledon S. B. & E. Co Ld. Dun | 20 ″ 7<br>s 3 - 2 | | 2,05 |
| 371 | **Lewiston** Comp Sc<br>116110 Mchy. Aft (ex Susan E. Peck) 1 Dk 2 tr B | 1808<br>—<br>1343 | | 1886 Detroit Dry Dock Co. Wyandotte | J. Green | 272·3 38·1 18·5<br>len 97 | Buffalo, NY<br>Utd. States | C. 2 Cy. 20" & 40"–36"<br>80 N H<br>Cuyahagua Frnce Co. Cleveland | | V | |
| 372 J&PT | **Lexington** Iron Sc Sr<br>125821 C. Kirwan 00–02<br>(ex City of Macon) 2 Dks & Awng dk | 2093<br>—<br>1447 | | 1877 J. Roach & Son Chester, Pa. | Merchnts & Miners Transportation Co. | 257·3 38·7 16·0<br>24·6 | Baltimore<br>Utd. States | C. 2 Cy. 38" & 68"–54"<br>NB 91 283 N H P<br>J. Roach & Son, Chester, Pa. | | S | |

| Numéro d'Ordre. Nom du Navire. Matériaux. Gréement. etc. / Numéro officiel. Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. Machines. | Tonnage | Détails de la Classification. Cote. Date de la dernière Visite. Port de Visite. | Construit. Quand. Par qui. Navire. Où. Mach. | Armateurs. | Dimensions d'après le Tonnage Supers. Structures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Machines. Nom du Constructeur des machines. | Vitesse. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 373 Li Kin — SteelTwinScSr — *H.G.Myhre* 88–92 — 1 *Dk* | 276 / 225 / 11 | Nwc | 1888 Armstrong Mitchell & Co.(Lim.) Newcastle | Chinese Imperial Maritime Customs | 135·0 23·1 11·4 / P18 B16 F26 / FK 5 *BH Cem* | Chinese | T.6Cy.12″,19½″ & 32″–20″ — 92 NH — Wllsnd Slpwy Co.Ld.Nwc. | 12 | | |
| 374 Libau — IronScSr — *R.Radloff* — 1 *Dk 2tr B* — JDRN | 803 / 593 / 474 | | 1879 Rostocker Act.Ges. Rostock | Neue Dampfer-Cie. Act.Ges. | 200·6 27·6 14·5 / P104′ F31′ | Stettin / German | C.2Cy.23½″ & 47″–30″ — NB90 101 NH — Rostocker A.G.,Rostock | | G | |
| 375 — — SteelScSr — *J.Hallberg* 00–00 — 1 *Dk* — HVGS | 331 / 280 / 192 | | 1890 Göteborgs Mek Verkstd Gothenburg | Ångf.Aktieb.Tirfing (A.Broström & Son, *Mgrs.*) | 139·5 21·4 11·8 / B32′ H8′ | Gothenburg / Swedish | C.2Cy.15⅝″ & 28½″–19½″ — 29 NH — Göteborgs Mk.Vks.,Got. | | V | |
| 376 — — IronScSr — *C.Hollmann* 02–02 *ss* Bel.No.3–79 (ex Times) — 2 *Dks* | 264 / — / 138 | 6,82 Cly | 1851 ..... Glasgow | Max Roincke | 160·4 21·0 13·5 / B28′ DF & s81 | Windau / Russian | C.2Cy.18½″ & 32″–24″ — NE68 NB92 42 NH — Blackwood & Gordon,P.Gl. | 14 | V | |
| 377 Liberal — SteelTwinSc — *For full particulars See No. 5 in Supplement.* | 340 / 245 / 15 | 100A1 (Class Contemplated.) | 1904 W.Chalmers & Co. Rutherglen | Abron & Couta | 140·0 26·0 9·5 / P12′ B47′ F21′ | | C.4Cy.18″ & 26″–18″ — Campbell & Calder w'd,Psy | 10 / s1·1 | | |
| 378 — — IronTwinScSr — (ex Maria Laura, ex Enrico, ex Antonio) — 1 *Dk* | 248 / 210 / 121 | 11,85 *Coasting Rome* | 1885 E.Cravero 11mo &Co. *Naples* Genoa | N.Mihanovich | 121·3 22·5 10·6 | Bns.Ayres Argentine / 4 *BH Cem* | C.4Cy.12″ & 19½″–12″ — 22 NH — E.Cravero & Co.,Genoa | 12 | | |
| 379 Libertador — IronScSr — *E.Diaz* — *ss* Lon.No.1–88 (ex Caridad) — 2 *Dks* (1 *pt Irn*) | 832 / 610 / 413 | 8,88 | 1883 McMillan 4mo &Son Dumbarton | Venezuelan Government | 233·3 31·0 14·8 / P57′ F69′ | Venezuelan / 4 *BH Cem* | C.2Cy.38″ & 72″–42″ — 299 NH — D.Rowan,Glasgow | | | |
| 380 Liberty — SteelScSr — 01322 *T.Waterhouse* –02 *ss* Goo.No.3–11.02 — LQGB *Elec.light* — 1 *Dk* (*Stl–ws*) & *Web frames* | 895 / 721 / 373 | 100A1 Hul *m* — NB3,04 | 1890 Earle's Co. 3mo Ld.Hull *Lloyd's SA&CP* | Co-operative Wholesale Soc.Ld. | 225·0 33·1 14·1 / P35′ B67′ F29′ / BK8 / *WB = Cell D Ba* 36′ 56t *D B* 36′ *f u Bunkers* 13′ 74t | Goole / British 170 | T.3Cy.24″,39″ & 64″–38″ — 140 lb (r) — 5 *BH Cem* — Earle's Co.(Lim.),Hull | 14 | | |
| 381 — — SteelPad — *E.C.Taylor* –96 — 1 *Dk* — PMJG | 372 / 157 / 245 | | 1896 Easton, Anderson & Goolden,Ld. Erith | Niger Co.Ld. | 133·6 27·1 5·1 | London / British | T.6Cy.1′.10″ & 22″–36″ — 82 RH — Easton,Anderson & Goolden (Lim.),Erith | | | |
| 382 — — SteelScK — *W.Reid* –03 — 1 *Dk* — 117503 | 86 / 79 / 16 | 100A – Abn — *Stm Trawler* 12,03 — LMC6,03 | 1903 J.Duthie 6mo Sons & Co. Aberdeen | Reid Bros. | 81·6 18·1 8·8 / BK6′ | Banff / British | C.2Cy 11½″ & 25″–16″ — 140 lb — 30 RH — 1SB,*2pf*,gs25,hs652 — W V V.Lidgerwood,Gls. | 9 | | |
| 383 Libra — IronScSr — 3138 *J.Meijer* –97 — JHLF (ex Wilberforce) — *Well deck* — *ss* Shl.No.3–4.95 — *ss* Hbg.No.2–04 — 1 *Dk* (*Irn*) 2 *tr B* | 1410 / 1118 / 870 | 100A1 Hbg *p* 4,04 — BS5,05 — LMC4,04 | 1882 J.Read-head & Co. S.Shields *Lloyd's SA&CP* | Ångf.Aktieb.Libra C.A.Banck | 249·2 36·1 17·4 / Q96′ B52′ F31 / BK9 / *WB = DBa* 74′ | Hlsngborg / Swedish | C.2Cy.29½″ & 54″–36″ — 80 lb *90 lb* NDB04 135 NH — 1SB,*4pf*,gs61,hs2196 — J.Read-head & Co.,S.Shields | 18 | | |
| 384 — — IronScTrawler — 91519 *R.Hayden* 85–87 — LMTS (*Trawler*) — 1 *Dk* | 135 / 127 / 84 | | 1885 Earle's Co. (Lim.) Hull | Grimsby & N.Sea Stm Trawling Co Ld | 100·0 20·2 10·6 / Q16 / BK8 | Grimsby / British | T.3Cy.11½″,17″ & 30″–18″ — NB99 44 RH — Earle's Co.(Lim.),Hull | 11 | | |
| 385 Liburnia — SteelScSr — *N.Percich* — 1 *Dk* | 178 / 168 / 68 | | 1896 Stabilimnto Tecnico Trieste | Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap. | 143·5 19·2 10·6 | Fiume / Aust.-Hung. | T.3Cy.13″,20½″ & 34″–20½″ — 52 NH — Stabilimento Tecnico,Tri. | | A | |
| 386 Licata — IronScSr — Foundered 3.05 — RGHQ (ex Dalecarlin, ex Grasbrook) — 2 *Dks* | 1974 / 1841 / 1251 | | 1882 Reiherst'g Schiffsw. Hamburg | Rob.M.Sloman,jun | 290·0 36·3 22·2 / B12′ H35′ F42′ | Hamburg / German | C.2Cy.34″ & 62″–42″ — 208 NH — Reiherst.Maschinenf. Ham | | G | |
| 387 Lichtenfels — SteelScSr — *H.Frerichs* 89–03 — QHNK — 1 *Dk* (*Stl*) & *Web frames* — *Elec.light* — *Spar dk* (*Stl–pt teak s*) | 5734 / 5353 / 3708 | 100A1 NYk *q* † — *Spar dk* Ham — 11,09 — LMC8,08 | 1903 Flensburger 3mo Schiffsb.Ges Flensburg *Lloyd's SA&CP* | Deutsche Dmpfs-fahrts.Ges.Hansa | 425·0 53·0 21·2 / P59′ B119′ F50′ 29 / FK & BK 2½ / *WB = Cell I* | Bremen / German | Q.4Cy.24″ 34″ 51″ & 74″–54″ — 213 lb *121 lb* (*s*) 506 NH — 3SB,*9cf*,gs145,hs6500 — Flensburger Schiffsb.Ges. | 24 / s7·10½ | | |
| 388 Lido — SteelScSr — 84311 *J.W.Truman* –04 — VMLT — 2 *Dks* | 975 / 882 / 602 | | 1881 Murdoch & Murray Pt.Glasgow | T.Wilson,Sons & Co.Ld. | 225·4 30·1 16·8 / B36′ F29′ / BK8 | Hull / British | C.2Cy.29½″ & 52″–38″ — NB92 113 NH — Kincaid,Donald & Co.,Grk. | 18 | | |
| 389 Liebenfels — SteelScSr — *H.Breitung* 95–03 — QHPB — 2 *Dks* (*Stl–U teak s*) & *Web frames* — *Elec.light* | 4608 / 4134 / 2937 | 100A1 Ham *y* 8,04 — LMC6,08 | 1903 Bremer 6mo "Vulkan" Vegesack *Lloyd's SA&CP* | Deutsche Dmpfs-fahrts.Ges.Hansa | 375·7 50·7 27·3 / P49′ B111′ F52′ / BK11 / *WB = Cell D B* 103′ *u E & B* 50′ *f* 109′ 914t *D T f* 38′ | Bremen / German | Q.4Cy.28½″,33½″,50″ & 72½″–53½″ 228 lb *121 lb* (*s*) 502 NH — 3SB,*9cf*,gs149,hs6426 — Bremer "Vulkan," Vegesack | 30 / s 8·1 | | |
| 390 Liège — SteelScSr — *Grilk* — MBLF (ex Franklin) — *Well deck* — *ss* Ant.No.3–4.02 — 1 *Dk* (*pt Stl & pt Irn*) — *Web frames* | 2187 / 1628 / 1363 | 100A1 Ant *s* 4,02 — BS7,02 — LMC8,02 | 1890 R.Dixon & Co. 11mo Middlesbro' *A&CP* | Cie Nationale Belge de Transp.Marit. (A.Deppe, *Mgr.*) | 277·0 39·0 18·3 / P27′ Q66′ B126′ F34′ / FK / *WB* — *DBa* 76′ *f* 116′ *u E & B* 36′ 578t | Antwerp / Belgian | T.3Cy.21″,35″ & 57″–39″ — 160 lb *70 lb* 203 NH — 2SB,*6pf*,gs90,hs3060 — N.E.Marine Co.Ld.Sld. | 21 | | |
| 391 Lien Shing — SteelScSr — 98078 *W.O.M.Young* –01 — LRBK — 2 *Dks* | 1659 / 1497 / 1049 | | 1890 Lon & Glas. Co.(Lim.) Glasgow | Indo-China Steam Nav.Co.Ld. | 250·0 36·1 21·5 / B44′ | London / British | T.3Cy.20″,32″ & 52″–39″ — 169 NH — Lon.& Gls.Co.(Lim.),Gls. | | | |
| 392 Life Brigade — WoodScK — *P.Bergen* –94 — pt ⅓ IB — 1 *Dk* | 100 / 16 | Shl — *For Fishing purposes* 12,97 | 1894 A.Marr 5mo Leith | W.Jenkins | 87·4 18·5 9·3 / drp 97 | Milford / British | C.2Cy.14″ & 28″–20″ — 30 RH — 1SB,*2pf*,gs29,hs625 — J.P.Rennoldson & Sns. Shl | | | |
| 393 Life Buoy — SteelSc — 109148 — *Mchy. Aft* | 108 / 99 / 64 | | 1894 Lytham | Lever Bros.Ld. | 76·5 19·8 8·1 | Liverpool / British | 2Cy.10″–14″ — NB 4 — Lytham S.B.& E.Co.,Lytham | | | |
| 394 Lifjeld — IronScSr — 1 *Dk* | 168 / 112 / 116 | | 1890 Trondhjms Mek Værksted Drontheim | Cie.Colon.de Nav.à Vap. | 95·6 20·8 7·8 / Q10t B32t F11t | Pnt.à Pitre French | C.2Cy.12½″ & 26″–16″ — 21 NH — *WB* Trondhjems M.V.Trondjm | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material. Rig, &c. / Master. / Late Name if any. / Special Surveys. | No. of Decks, &c. | Tons Gross / Under deck. / Net. | Particulars of Classification. Character. / Special Survey. / Date of last Survey. | Port of Survey | Time spent in Dock. | Built When. / Ship. / Engines. | By Whom. / Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard. ft. in. | Load draught. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 395 | **Ligador** Steel Twin Sc Sr<br>*H. da Costa* (*ex* Pensador) | | 138<br>—<br>80 | | | | 1895 | J. Jones & Sons Liverpool | Martins Andrade & Cia. | 120·0 | 24·0 | | Para<br>[illegible] | C.4Cy.9″&22″–15″<br>31NH<br>J. Jones & Sons, Liverpool | | | |
| 396 | **Lightning** Iron Sc Sr<br>*Spence* 90–91 | | 3315<br>3067 | ✠ 100 A1 Cal<br>2,04 [illegible] | *w* | | 1891<br>3mo | D. & W. Henderson & Co<br>Glasgow | Apcar & Co. | 364·3 | 43·3 | 26·0<br>BK 10′ | Calcutta<br>[illegible] | T.3Cy.25″,42½″&72″–48″ (*s*)<br>200lb *100lb* 455NH<br>6 *BH Cem* | 28 ″ 9 | | S 11.02 |
| WCNP | 2 *Dks* (*Iron Upr-ws*) & *deep framing* 3 *Dk rule*<br>*Elec light* ss Cal. No. 2–3, 04 | | 2122 | ✠ LMC 3,04 | | | *Lloyd's* | *s.a.& CI* | *WB = Cell D B288* | P16′ B104′ F42′ | | 610t *FPT* 41t | 2DB, *12rf*, GS224, HS7288<br>D. & W. Henderson & Co., Gls | | | |
| 397 | **Ligonier** Steel Sc 3 Mast Sr<br>*Wellman* 01 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) | | 3737<br>3489 | ✠ 100 A1 NYk<br>*Spar dk* | *w* | | 1903<br>5mo | New York S.B.Co. Camden, N.J. | J. M. Guffey Petroleum Co. | 352·5 | 46·4 | 19·2<br>FK | Pt. Arthur<br>Utd. States | T.3Cy.25″,42½″&72″–48″ (*s*)<br>200lb *100lb* 455NH | 20 ″ 4 | | |
| 141861<br>KSLC | *Elec light* *Mchy. Aft* | *Web frames* | 2397 | 3,04 [illegible] ✠ LMC 5,08<br>*Carrying Petroleum in Fitted for liq uid fuel* | | | *built* 5,03 | A&CP | *WB = Cell D B aB26′ 80′ FPT117t* | P34′ B28′ F43′ | 26·2 | 14 *BH Cem* 4 *APT* 46t | *Water Tube* DB<br>2SB, *8cf*, GS156, HS6070 Fd<br>New York S.B.Co. Camden | | | |
| 398 | **Ligure** Iron Sc Sr<br>*F. Martola* 02 (*ex* Sperber, *ex* Stork) | | 898<br>754 | | | | 1870 | C. & W. Earle Hull | Soc. di Nav. La Mediterranea (M. Passalacqua *Mgr*) | 226·2 | 28·4 | 16·8<br>P42′ B41′ F28 | Genoa<br>Italian | C.2Cy.33″&55″–36″ 151NH<br>*Cmp.* 85 Nord- NB82<br>deutscher Lloyd, Bremen | | | |
| QFSB | 2 *Dks* | | 567 | | | | | | | | | | | | | | |
| 399 | **Liguria** Steel Sc Sr<br>*F. Ansaldo* | | 5127<br>4060 | | | | 1901 | G. Ansaldo & Co. Sestri Ponente | Nav. Gen. Italiana | 403·6 | 45·6 | 27·7<br>P55′ B155′ F48′ | Genoa<br>Italian | T.3Cy.29½″,47½″&77½″–53½″<br>439NH<br>*WB* G. Ansaldo & Co. Smpierdna | | | 1 |
| QFTP | *Elec light* | 3 *Dks* | 3323 | | | | | | | | | | | | | | |
| 400 | **Like Like** Steel Sc Sr<br>*F. Berg* –04 | | 374<br>— | | | | 1904 | Union Iron Works San Francisco | Wilder's S.S.Co. | 136·1 | 30·1 | 11·5<br>P23′ B50′ F24′ | Honolulu<br>Utd. States | C.2Cy.13″&28″–21″<br>30NH<br>Union Iron Wks. S. Francisco | | | |
| 200725<br>KSWM | | 1 *Dk* | 214 | | | | | | | | | | | | | | |
| 401 | **Lili Woermann** Steel Sc Sr<br>*H. Rieck* 96–02 | | 2281<br>2096 | | | | 1902 | Blohm & Voss Hamburg | Woermann Linie Kommandit Ges. | 300·1 | 38·3 | 23·4<br>P86′ F30′ | Hamburg<br>German | T.3Cy.18 7/16″,29 7/16″&50″–39½″<br>157NH<br>*WB* Blohm & Voss, Hamburg | | | G |
| RMLK | *Elec light* | 2 *Dks* | 1435 | | | | | | | | | | | | | | |
| 402 | **Lilia** Iron Sc 3 Mast Sr<br>~~*Dubinsky* 02–03~~ | | 2488<br>~~1359~~ | ✠ Lon | *u* | | 1879 | R. Thompson, jun. Sunderland | Yeng-Tseng Extrême Orient Soc. Franc. de Nav. *WB = DBa 94′ f 58′* | 329·1 | 36·0 | 25·5<br>P70′ B68′ F31′ | **Dunkirk**<br>French | C.2Cy.42″&73″–48″<br>NB93 308NH<br>N.E. Marine Eng Co. Ld. Sld | 26 ″ 10 | V | |
| FWPH | ex Derwent | 2 *Dks* (1 *Iron*) & (1 *pt Iron*) 3 *tr B* | 1359 | ✠ | | | | | | 296t *FPT* 63t | | 6 *BH Cem* | | | | | |
| 403 | **Lilian** Iron Sc Sr<br>[illegible] | | 195<br>165 | | | | 1886 | D. & W. Robertson Sydney | Government of New South Wales | 98·2 | 17·1 | 7·1 | Sydney NSW<br>British | C.2Cy.15″&28″–20″<br>28RH<br>London & Colonial E Co. Lon | | | |
| | [illegible] | 1 *Dk* | 71 | | | | | | | | | | | | | | |
| 404 | **Lilibeo** Iron Sc Sr<br>[illegible] | | 1015<br>981 | ✠ Sld | Lv | | 1872<br>11mo | W. Pile & Co. Sunderland | | 219·8 | 28·3 | 21·8 | Palermo<br>Italian | C.2Cy.32″&60″–36″<br>NB86 180NH | | | |
| QFVH | | 1 *Dk* & *Spar dk* 3 *tr B* | 569 | 3,78 | | | | | *WB = DBa f* | | | 4 *BH* IPBB | M. Samuelson, Hull | | | | |
| 405 | **Lillebelt** Iron Pad<br>*J. Nielsen* 85–89 | (*Ferry*) | 306<br>286 | | | | 1872 | Wigham Richrdsn & Co Newcastle | De Danske Stats-baner | 139·2 | 26·1 | 10·7 | Copnhagn<br>Danish | 2Cy.36″–46″<br>135NHP<br>Thompson, Boyd & Co., Nwc | | | |
| NHKL | | 1 *Dk* | 125 | | | | | | | | | | | | | | |
| 406 | **Lillian** Steel Sc Sr<br>~~*Tofenkins* –00~~ | ~~ss Slem. No. 8–11, 01~~ | 1219<br>869 | ✠ 100 A1 Sws<br>11,01 [illegible] | *n* | | 1889<br>10mo | Irvine & Co. W Hartlepool | Harries Bros. & Co. | 230·5 | 32·0 | 14·0<br>P27′ Q61′ B96′ F29′ | W. Hartlpl<br>British | T 3Cy.16½″,26″&41½″–33″ (*s*)<br>160lb *80lb* NDB04 96RH | 16 ″ 2 | | ~~9.03~~<br>S 11.04 |
| 97371<br>LJGP | *Well deck* | ~~ss Sld. No. 2–00~~ | 779 | [illegible] | | | A&CP | | *WB = Cell* | ~~drp04~~ drp04 | BK 8″ | 4 *BH Cem* | 1SB, *3rf*, GS49, HS1443 | s 1 ″ 2½ | | |
| | *Stevenson* –04 | 1 *Dk* (*Iron*) & *Web frames* | | *Now named "Lillian" Salvo, No. 08 in Supplement* | | | | | | | | *DB* 195′ 361t | Wstgrth, English & Co., Mdb | | | | |
| | ss Sws. No. 3–11, 04 | | | | | | | | | | | | | | | | |
| 407 | — Iron Sc K<br>104177 *J. N. Frankish* –94 | | 120<br>112 | | | | 1894 | Cochrane & Cooper Beverley | W. Mudd & Sons | 89·8 | 20·0 | 10·8<br>Q17′ BK 7½″ | Grimsby<br>British | T.3Cy.10″,16″&25½″–20″<br>35RH | 11 ″ 4 | | |
| | (*Trawler*) | 1 *Dk* | 40 | | | | | | | | | | Amos & Smith, Hull | | | | |
| 408 | **Lillie** Steel Sc Sr<br>117705 *J. Durie* 99–03 | | 1299<br>1189 | ✠ 100 A1 Bos<br>*Awng dk* | *n* | | 1903<br>5mo | C.S.Swan & Hunter, Ld. Newcastle | Donald S.S.Co. Ld. | 227·5 | 31·8 | 13·8<br>21·3 | Bristol<br>British | T.3Cy.21″,34″&56″–36″ (*s*)<br>180lb *80lb* 245NH | 16 ″ 0<br>s 8 ″ 10 | | N 8.03 |
| | 1 *Dk* (*Stl*) & *Awng dk* (*pt Stl-ws*) 3 *tr B* | | 830 | *with freeboard* 8.03 ✠ LMC 5,03 | | | *Lloyd's* | *s.a.& CP* | *WB = Cell D Ba 54′* | *uE17′ f 94′ 162t FPT* | | 4 *BH Cem* 17t *APT* 16t | 2SB, *6cf*, GS93, HS3504 Fd<br>N.E. Marine Eng Co Ld. Nwc | | | |
| | *Elec light* | | | | | | | | | | | | | | | | |
| 409 | **Lilly** Iron Sc Sr<br>3197 ~~*Lilywhite* 03–03~~ | ss Hpl. No. 3–3, 96 | 1774<br>1404 | ✠ 100 A1 Bly<br>4,05 [illegible] Hbg | *r* | | 1883<br>6mo | W. Gray & Co. W Hartlepool | Aktieb. Kattegat (N.T. Pyk, *Mgr.*) | 263·8 | 35·8 | 20·0<br>P28′ Q68′ B70′ F39′ | Hlsngborg<br>Swedish | C.2Cy.29½″&56″–40″ (*s*)<br>150lb *60lb* NDB90 188NH | 21 ″ 5<br>s 2 ″ 0 | | ~~4.02~~<br>7,04 |
| JHPS | *Well deck* (*ex* Albania) | ~~Flw. No. 1–01~~ | 1087 | ~~NB 1,94~~ ✠ LMC 5~~ | | | 4.05 | A&CP | | BK 9½′ | | 4 *BH Cem* | 2SB, *4rf*, GS64, HS2770 | | | | |
| | *A. J. Falkland* –04 | 1 *Dk* (*Iron*) 2 *tr B* | | | | | | | *WB = DBa* | | | 30′ *f* 102′ 357t | Black. Hawthorn & Co., Gts | | | | |
| | ss Hbg. No. 2–05 | | | | | | | | | | | | | | | | |
| 410 | — Iron Sc<br>*E. Lau* 01–01 | (*Trawler*) | 137<br>128 | | | | 1891 | J. C. Tecklenborg Geestemünde | F. W. E. Thomae | 106·0 | 20·9 | 9·7 | Hamburg<br>German | C.2Cy.17¾″&32¾″–22½″<br>42NHP<br>J. C. Tecklenborg, Gstmnde | | G | |
| RJMF | | 1 *Dk* | 28 | | | | | | | | | | | | | | |
| 411 | **Lily** Steel Pad Sr<br>81430 *C. Parks* –02 | | 1175<br>840 | | | | 1880 | Laird Bros. Birkenhead | T. W. Ward | 300·0 | 33·1 | 14·4<br>Q99′ B90′ F96 | Liverpool<br>British | T.3Cy.44″,70″&108″–78″<br>NE&B91 1030NH<br>Laird Bros., Birkenhead | | | |
| NRJG | | | 306 | | | | | | | | | | | | | | |
| 412 | — Steel Sc Sr<br>103053 *E. R. Hately* –00 | ss Gls. No. 2–04 | 668<br>524 | ✠ 100 A1 Gls<br>4,05 [illegible] | *j* | | 1896<br>12mo | Blackwood & Gordon Pt. Glasgow | Gls. Dub. & Lndndy S.P.Co.Ld. (A.A. Laird & Co. *Mgrs.*) | 190·5 | 29·3 | 13·3<br>P45′ B65′ F51′ | Glasgow<br>British | T.3Cy.15″,24½″&40″–30″ (*s*)<br>170lb *65lb* 126NHP | 14 ″ 0<br>s 1 ″ 8½ | BT till 3,05 | 3,04 |
| PNBC | *Elec light* | 1 *Dk* (*pt Stl-ws*) | 229 | ~~NS 4,05~~ ✠ LMC 3,04 | | | *Lloyd's* | *s.a.& CP* | *WB = Cell D Ba* | FK & BK 1″ | | 5 *BH Cem* | 2SB, *4cf*, GS75, HS2440 | | | | |
| | | | | | | | | | | | | 44′ *f* 46′ 105t | Blackwood & Gordon, P. Gls | | | | |
| 413 | — Steel Twin Sc | | 514<br>506 | ✠ | | | 1901<br>1mo | J. Jones & Sons Liverpool | Wallasey Urban District Council | 155·6 | 42·1 | 11·0<br>FK | Liverpool<br>British | T.8Cy.19″,26″&(4)31″–20″<br>180lb (*s*) 242NHP | 11 ″ 6 | BT till 3,05 | 12,04 |
| 113451 | *J. Potter* –01 | | 90 | *For Ferry purposes* | | | | | *WB = D Tanks a* | | | 7 *BH Cem* | 3SB, *6cf*, GS123, HS4512 | | | | |
| | *Elec light* | 1 *Dk* (*pt Stl-teaks*) | | | | | | | | | | *DT* f 6′ 30t | J. Jones & Sons, Liverpool | | | | |
| 414 | — Iron Sc Sr<br>1105 *L. H. Sonesson* –99 | (*ex* Caron) | 357<br>263 | | | | 1887 | Aktieb. Atlas Gefle | Ångf. Aktieb. Fredrik (O. W. Akerson) | 128·5 | 23·3 | 10·1<br>Q88′ B31′ H8t F20′ | Gefle<br>Swedish | C.2C.17¾″&31½″–20½″<br>87NHP | | V | |
| HTCL | | 1 *Dk* | 199 | | | | | | | | | | *WB* Aktieb. Atlas, Stockholm | | | | |
| 415 | — Steel Sc K<br>109663 *J. Wright* 98–98 | ss Flt. No. 1–02 | 181<br>168 | ✠ 100 A1 Flt<br>*Stm Trawler* | | | 1898<br>7mo | Earle's Co. Ld Hull | Fleetwood Steam Fishing Co. Ld. | 105·0 | 21·0 | 11·2<br>Q44′ F18′ | Fleetwood<br>British | T.3Cy.10½″,20″&32″–23″ (*s*)<br>200lb 55RH | 12 ″ 0 | | ~~9.02~~<br>8,04 |
| QGND | | 1 *Dk* | 47 | 8,04 ~~8,02~~<br>Bss. ✠ LMC 9,02 | | | *Lloyd's* | *s.a.& CP* | | BK 7½′ | | 3 *BH Cem* | 1SB, *2cf*, GS33, HS880<br>Earle's Co. Ld. Hull | | | | |
| 416 | — Iron Pad Sp<br>89833 *J. Watson* 96–96 | | 127<br>117 | | | | 1888 | Hepple & Co. N. Shields | Mrs. M. Stephenson (J.R. & R.R. Stephenson, *Mgrs*) | 97·7 | 18·9 | 9·6 | N. Shields<br>British | L.1Cy.34⅜″–52″<br>38RH<br>Hepple & Co., N. Shields | | | |
| | | | 83 | | | | | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux — Nom du Navire. Matériaux. Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage — Tonnes brutes / Tonnes nettes / Tonnes de Jauge | Détails de la Classification. — Cote. | Construit. — Quand — Navire / Machine — Par qui — Où. | Armateurs. | Dimensions d'après le Tonnage. — Longueur. Largeur. Creux. | Port d'Armement — Pavillon | Machines. — Nbre & Dia des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des Machines. | Vitesse | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 417 Lilydale — SteelScK — W.Melton — 1 Dk | 129 / 114 / 24 | Stm Trawler | 1899 Clelands 11mo — Graving Dk.& Slipway Co Ltd Newcastle — Lloyd's SA&CP | LilydaleStmFishingCo.Ld (J.Reed &Sons) | 96·5 / 19·1 / 10·4 — Q24′ — BK7½ | N.Shields British | C.2Cy.16″&34″–22″ (s) — 120lb — 60RHP — BHCem — 1SB,2pf,gs38,hs948 — Turnbull,Bros N.Shields | 11 | | |
| 418 Limari — SteelScSr — T.Roberts96-98 — Elec light — 2 Dks & Shade dk | 2647 / 2006 / 1709 | | 1898 J.Reid&Co Ltd. Glasgow | CompaniaSud Americana de Vap. | 351·8 / 42·1 / 19·5 — 27′ — BK10½′ — WB | Valparaiso Chilian | T.3Cy.28″,45″&76″–54″ — 512NHP — Duns muir&Jackson,Gls. | 23 | | |
| 419 Lime Branch — SteelSc5TwinMast — F.M.Maling –02 — Turret dk — Elec.light — 1 Dk & Shelter dk & 3 tr fly — deep framing | 537 / 4522 / 3468 | | 1901 W Doxford &Sons,Ld. Sunderland | NautilusStm.Shpg Co.Ld. (F.&W. Ritson, Mgr.) | 306·0 / 56·2 / 25·8 | Sundrland British | T.3Cy.26″,41″&72″–48″ — 359NHP — W.Doxford&Sons,Ld Shd | | | |
| 420 Limehouse — SteelScSr — J.H.Robins –03 — 1 Dk (Std–ptwss) | 562 / 451 / 292 | +100A1 Shl — 3,05 Loa — LMC03 | 1903 W.Dobson &Co. Newcastle — Lloyd's SA&CP | CommercialGasCo. Ld(H.A.Cromarty, Mgr.) — WB = Cell D Ba 48′ | 165·0 / 30·0 / 10·9 — B29′F17′ — aE 9′ f 62′ 151t FP 1′ | London British — BHCem — 39t AP 78t | T.3Cy.15½″,25″&41″–27″ (s) — 180lb 80lb — 96RHP — 1SB,3cf,gs48,hs1746 — J.P.Rennoldson&Sns,S.Shl | 13 | 1 | 11 |
| 421 Limewold — IronScK — ssGms.No.1–02 — (exDerwent) — 1 Dk | 189 / 174 / 67 | Stm Trawler | 1898 Cochrane& Co. Beverley — Lloyd's SA&CP | NorthwoldSteam FishingCo.Ld. | 112·6 / 21·0 / 11·6 — Q20 — BK7½′ | Grimsby British — BHCem | T.3Cy.11¾″,20″&32″–28″ (s) — 180lb — 50RHP — 1SB,2pf,gs30,hs879 — Bailey&Leetham,Hull | 12 | | |
| 422 ~~Limon~~ Limon — SteelScSr — L.H.Porter –04 — 3 Dks & Shelter dk | 3298 / 3095 / 2109 | | 1904 Workman, Clark&Co.Ld Belfast | TropicalFruitS.S. Co.Ld. | 330·6 / 44·5 / 28·9 | Glasgow British — WB | T.3Cy.25″,41″&68″–48″ — 820NHP — Wrkman,Clark&Co.Ld Bel | | | |
| 423 Limpopo — SteelTwinScK — C.da Graça00-01 — (exFrontier) — (Tug) — 1 Dk | 191 / 100 / 61 | | 1896 Ramage& Ferguson,Ld. Leith | Empreza do Limpopo(Abreu& Couto, Mgrs.) | 112·3 / 24·0 / 8·4 | Lourenço Marques Portuguese | T.6Cy.8″,13″&21″–18″ — 35NHP — Ramage&Ferguson,Ld.Lth. | | | |
| 424 Lina — IronScSr — H.Andersen –04 — (ex Clara, ex Ioft-Well deck wood, ex Saturin) — 6th Survey, Shl.8,92 — 2nd Survey, Shl.2.02 — 1 Dk 2 tr B | 1058 / 814 / 682 | +A1.1 Shl Lv — Lon | 1872 R.Thompson,jun. Sunderland | Acties.Clara (O.Mohn) | 220·5 / 30·1 / 16·6 — P204′F22′ — BK8″ — WB = | Christiania Norwegian — BHCem — 5 Boilers | C.2Cy.27″&50″30″ — NB80 — 114NHP — J. Clark, Sunderland | 17 | 3 | |
| 425 — — IronScSr — P.Permien –01 — Elec.light — 1 Dk & Awngdk | 585 / 421 / 348 | | 1880 FSchichau Elbing | LinaDmpfsfahrts. Ges.ThGribel(Rud ChristGribel Mgr) | 179·8 / 25·3 / 13·1 — P&B97′F26′ — 21·1 | Stettin German | C.2Cy.22″&41″–25½″ — NB93 — 70NHP — F.Schichau,Elbing | | | |
| 426 — — IronScSr — G.Giorgetti — (ex Newhaven) — 1 Dk | 329 / — / 140 | | 1875 Forges&C. de la Médit. Havre | E.Lardon | 169·3 / 21·3 / 11·8 — Q17t | Spezia Italian | C.2Cy.26⅝″&15⅝″–28½″ — NB00 — 85NHP — Forges&C.de la Médit.Hav. | | | |
| 427 Linan — SteelTwinScSr — C.C.Williams –03 — 2 Dks | 2203 / 1943 / 1352 | | 1903 Scott&Co. Greenock | ChinaNav.Co.Ld. | 300·2 / 40·1 / 20·6 — B86′F37′ | London British — WB | T.6Cy.14½″,24″&39½″–30″ — 170NHP — Greenock Foundry Co.Grk. | | | |
| 428 Linares — IronScSr — G.Barber –02 — Well deck — ssNwc.No.3–5,96 — ssNwc.No.1–01 — 1 Dk (Irn) 2 tr B | 1667 / 1323 / 1048 | +100A1 Nwc q — 12.03 — N B6.00 — LMC2.00 — £1,00 | 1883 Palmers' Co.(Lim.) Newcastle — Lloyd's SA&CP | ScottBros.Ld. Lt.-Col C.E. Parker-Jervis, Mgr.) — WB = Cell D Ba 77′ f 103′ | 265·6 / 36·3 / 17·5 — P26′ Q70′ B62′ F30′ — FK | Newcastle British — BHAsp — 279t AP 78t | C.2Cy.29″&60″–39″ (a) — 95lb 95lb NDB03 — 197NHP — 1SB,4pf,gs63,hs2747 FD — Palmers' Co.(Lim.),Nwc. | 19 | 2 | 0 |
| 429 Lincairn — SteelScSr — E.B.hite –04 — 3638 | 3629 / 2347 | | 1904 Furness, Withy&Co Ltd W Hartlepool | ~~Sivewright Bacon &Co.~~ Lincluden S.S.Co.Ltd.(Sivewright Bacon&Co., Mgrs.) | 352·5 / 19·0 / 24·9 — ght | Manchestr British — WB | T.3Cy.24″,39″&66″–45″ — 292NHP — Richardsons,Westgarth& Co.Ld.Hpl | | | |
| 430 Lincluden — SteelScSr — C.H.Laing –04 — 1 Dk | 2746 / 2386 / 1764 | | 1896 Furness, Withy&Co Ltd W Hartlepool | LincludenS.S.Co. Ld. (Sivewright, Bacon&Co.) | 326·0 / 42·5 / 23·8 — P33′B102′F35′ | W.Hartlpl British — WB | T.3Cy.24″,38″&64″–42″ — 265NHP — T.Richardsn&Sns.Ld.Hpl | | | |
| 431 Lincoln — IronScSr — F.Watts — ssGms.2nd No.3–3,03 — 1 Dk (Irn) 2 tr b | 1075 / 902 / 697 | +100A1 Gms o — 4,05 — LMC3,00 — BS4,06 | 1883 Earle's Co. (Lim.) Hull — Lloyd's SA&CP | GreatCentralRly. | 251·5 / 32·2 / 15·9 — P63′B16′F67′ — ND92 — BK8½′ — WB = | Grimsby British — BHCem — Tank 36′ 120t | C.2Cy.36″&69″–39″ (m) — 85lb MDB04 90lb — 224NHP — 2SB,6pf,gs110,hs3450 — Earle's Co.(Lim.),Hull | 17 | 2 | 8½ |
| 432 — — WoodScSr — J.McCormick03-03 — (ex Greyhound) — 1 Dk & Spar dk | 337 / 141 / 219 | | 1888 M.Simpson Hamilton, Ont. | ~~A.M.McCormick & Son~~ Prince Island Nav.Co.Ld. | 130·0 / 25·2 / 9·0 | Toronto British | C.2Cy.14″&24″–20″ — 40RHP — F.G.Beckett&Co.,Hamiltn | | | |
| 433 — — IronScK — M.Carmichael –04 — (Trawler) — 1 Dk | 116 / 116 / 44 | | 1890 RThmpsn &Sons Sunderland | Murray&Co. | 95·0 / 20·5 / 10·3 — BK8″ | Ardrossan British | C.2Cy.14½″&29″–21″ — 35RHP — NrthnM.E.Co(Lim.) S.Shl. | 11 | 4 | |
| 434 — — WoodPad — H.Dibden –86 — 1 Dk | 104 / 81 / 65 | | 1886 W.J.Watson Blmain.NSW | BalmainNew FerryCo.Ld. | 112·6 / 18·2 / 6·5 — H23t | SydnyNSW British | C.2Cy.14″&26½″–18″ — 40RHP — Perdrian West&Co,Blmain | | | |
| 435 Lincolnshire — SteelScSr — A.G.Clark –02 — 1 Dk (Stl) & Spar dk (Stl) & deep framing — ssCff.No.1–03 | 3965 / 3431 / 2567 | +100A1 Nwc w — Spar dk 5.04 — LMC[illegible] | 1899 Russell& Co. 5mo — Port Glasgow — A&CP | HelmsdaleS.S.Co. Ld.(J.&A. Roxburgh, Mgrs.) — WB = Cell D Ba 112′ aE & B86′ f 146′ | 345·2 / 49·8 / 17·9 — P29′B72′F36′ — 25·8 — FK | Glasgow British — BHCem — 885t AP 71t | T.3Cy.25″,41″&67″–45″ (s) — 180lb 80lb — 348NHP — 2SB,6cf,gs110,hs4534 FD — Rankin& Blackmore,Grk. | 20 | 6 | 1½ |
| 436 — — IronScSr — S.J.Cannock –03 | 110 / 88 / 65 | | 1867 C.Mitchell &Co. Newcastle | R.Burton&Son, Ld | 77·1 / 21·3 / 8·3 — 212t F5t | Newport British | 2Cy.12″–14″ — 25RHP — Pattison&Atkinson,Nwc. | | | |
| 437 Linda — SteelScSr — J.H.Lawson — 2 Dks & Std-Uwss & 3 tr B — ssBly.No.1–04 | 2411 / 2334 / 1562 | +100A1 Shl s — 2,05 — Bly — LMC[illegible] | 1887 Tyne I.S.B. Co. 5mo — Newcastle — A&CP | Hunting&Son | 290·0 / 40·2 / 24·5 — B82 F86′ — BK10″ — WB = Cell D B 242′ | London British — BHCem — 392t AP 79t | T.3Cy.24″,41″&62″–42″ (s) — 150lb 100lb NDB01 — 256NHP — 2SB,8pf,gs128,hs4111 — Wigham Richrdsn&Co.Nwc | 27 | 4 | 0 |
| 438 Linda Woermann — SteelScSr — J.Nösel — (ex Gutrune) — 1 Dk | 1377 / 1126 / 875 | | 1895 Flensburger Schiffsb.Ges. Flensburg | WoermannLinie KommanditGes. | 231·9 / 34·2 / 14·0 — Q71′B107′F26′ | Hamburg German — WB | T.3Cy.16″,26″&48″–36″ — 106NHP — FlensburgerSchiffsb.Ges | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage. | Particulars of Classification. Character. / Port of Survey. / No. of Locks, &c. | Built. When. / By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. | Port of Registry. / Flag. | Engines. No & kind of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's | Moulded depth. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 439 / QFVS | Lindenfels. Steel Sc Sr. *A. Weilmann* 97–02 ss Bhn. No. 2–02. 1 *Dk (Stl)* ¢ *Spar dk (Stl—teak s)* ¢ *Web frames* | 293. 11,04 | ✠100A1 *Spar dk* Ham *u* | 1894 2mo Sir R. Dixon & Co. Middlesbro' | Deutsche-Dmpfs-Rhrts. Ges. Hansa | 315·0 \| 41·9 \| 18·0. B 25·9 BK 10″ | Bremen. German. | 1 3Cy. 24″, 38″ & 64″–42″. 160lb *100lb* 273 NHP. 2 SB, *Gcf*, GS 103, HS 4220. T. Richardson & Sons, Hpl. | 21 ″ 6 | | | N 8,03 |
| 440 / 112421 / RVPF | Lindenhall. Steel Sc Sr. *G. T. Edwards* –00 ss Bry. No. 1–04. *Spar dk (pt Irn ¢ pt Stl) 2tr (¢ deep framing* | 4003. 3747 2595 | ✠100A1 *Spar dk with freeboard* Cff Bry | 1900 Irvine's S.B. & D.D. Co. Ltd. W. Hartlepool. A&CP | West Hartlepool Stm. Nav. Co. Ltd. | 345·0 \| 47·9 \| 19·4. P31′ B100 F34′ 27·6 FK. 6 *BHCem* 872 *tAP* 783 *t* | W. Hartlpl. British. | T. 3Cy. 25″, 40″ & 66″–45″. 160lb *90lb* 307 NHP. 2 SB, *Gcf*, GS 109, HS 1832. Sir C. Furness, Westgarth & Co. Ltd. Mdb. | 22 ″ 11 | | | 4,05 |
| 441 / JGDC | Lindesnæs. Iron & Steel Sc Sr. *M. A. Herendtsen* –01. 1 *Dk* | 145. 84 | | 1886 Christiansands Mek. V. Christiansnd | Acties. Dpsk. Lindesnæs (C. Reymert) | 95·3 \| 18·2 \| 8·9. Q 12 *t* B 31 *t* F 6 *t* | Farsund. Norwegian. *WB* | 1 2Cy. 16″ & 27½″–21″. NB 97 29 NHP. Christiansands Mek. Verks. | | | N | |
| 442 / 1428 / HPDJ | Lindholmen. Iron Sc Sr. *C. L. Hansson* –01. 1 *Dk 2tr B* | 812. 441 475 | | 1877 Motala Co. Gothenburg | Ångf. Aktieb. Vidar (A. O. Andersson) | 205·7 \| 28·6 \| 13·6. Q 64′ B 43′ H 23 *t* F 23′ | Gothenburg. Swedish. *WB* | C. 2Cy. 21″ & 41″–30″. NB 86 88 NHP. Motala Co., Gothenburg | | | V | |
| 443 / HTVR | — Iron & Steel Sc Sr. *C. Björnsen* 02–02. 1 *Dk ¢ Awng dk* | 419. 289 | | 1878 Motala Co. Gothenburg | Arendals Dampskibsselskab | 150·2 \| 26·2 \| 16·7. H 16 *t* | Arendal. Norwegian. | C. 2Cy. 18″ & 39″–23½″. NB 95 61 NHP. Motala Co., Gothenburg | | | N | |
| 444 / 99610 / MVWK | Lindisfarne. Steel Sc Sr. ss Sld No. 2–01. 1 *Dk (Stl) 2tr B ¢ Web frames ¢ pt Awng dk (Irn)*. *G. Bannister* –04 | 3030. 2368 1944 | ✠100A1 *pt Awng dk with freeboard* 12.01 Sld Shl. BS 01. LMC 12,01 | 1892 12mo R. Thompson & Sons Sunderland A&CP | Speeding & Marshall S. Shpg. Co. Ltd (Speeding. Marshall & Co. *Mgrs.*) | 328·5 \| 40·5 \| 21·4. P 29′ Q 96′ FK. *pt Awng dk* 193′. *WB = Cell D B* 246′ 5 | Sundrland. British. 5 *BHCem* 17 *tAP* 713 *t* | T. 3Cy. 24″, 39″ & 64″–42″ (*s*). 160lb *90lb* 269 NHP. 2 SB, *Spf*, GS 120, HS 1100. N. E. Mar. E. Co. (Lim.), Sld. | 23 ″ 11. 9 ″ 3 | | | 11,08 |
| 445 / 60541 / JLWK | — Iron Sc Sr. *W. McSprott* –93 ss Nwc. 3rd No. 3–1,[illegible] ss Shl. No. 2–01. *Well deck* 1 *Dk 2tr B* | 1151. 942 724 | ✠90A1 Shl Nwc. 1,05 2.04. NB 10.[illegible] LMC [illegible] 05 | 1870 1mo T. & W. Smith N. Shields A&CP | Lindisfarne S.S. Co Ld (E. R. Newbigin) | 244·7 \| 30·6 \| 17·5. P 116′ F 32′ pt ND 05 BK 7½′. len 79 pt ND 92 *WB = DB* 145′ | Newcastle. British. 4 *BHCem* 79 *t* R. & W. Hawthrn, Nwc. | C. 2Cy. 22″ & 52″–30″ (*r*). 95lb 85lb NDB 97 99 RHP. 1 SB, *3pf*, GS 49, HS 2087. *G 55lb Cp* 79 | 18 ″ 10. 2 ″ 6½ | | | 1,05 |
| 446 / 93234 / LMNV | Lindsey. Iron Sc. *F. Pearce* –03. ss Hul. No. 3–9,94. ss Bos. No. 2–01. 1 *Dk* | 144. 134 83 | ✠100A1 *Stm Trawler* Bos. 10.02. LMC 10.01. NB 85 re-flitte 94. Bolinder BS 4,04 | 1885 12mo Earle's Co. (Lim.) Hull *Lloyd's SA&CP* | Boston Deep Sea Fishg. & Ice Co. Ltd. | 100·3 \| 20·2 \| 10·3. Q 16′ F 21′ ND 98 BK 7½′ | Boston. British. 3 *BHCem* | T. 3Cy. 11½″, 17″ & 30″–21″ (*s*). 150lb 45 RHP. 1 SB, *2pf*, GS 21, HS 655. Earle's Co. (Lim.), Hull | 11 ″ 6 | | | N 4,04 |
| 447 / 95083 / KTPN | Lindula. Steel Sc 3 Mst Sr. *W. W. Tucker* –03. *Elec. light* 2 *Dks (UStl—ws) 3tr B* | 3346. 3034 2180 | ✠ Cal *w*. 2,92 | 1888 Smo W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ltd. *WB* | 350·4 \| 42·1 \| 25·9. P 62′ B 82′ F 44′. = *Cell D B* 304′ 7 *54 t* | Glasgow. British. 6 *BHCem* | Q. 4Cy. 24″, 36″, 48″ & 70″–48″. 389 NHP. Denny & Co., Dumbarton | 29 ″ 0 | | | |
| 448 / QFWT | Lingsau. Steel Sc. *J. Schäfer* –02 (ex Wangeroog) *Trawler*. 1 *Dk* | 128. 118 22 | | 1895 Rickmers Act. Ges. Geestemünde | Klautschou Leicht-erGes. m. b. H. | 100·6 \| 19·9 \| 10·0 | Tsingtau. German. | T. 3Cy. 10⅝″, 16⅛″ & 26 2/10″–20⅝″. 32 NHP. G. Seebeck, Geestemünde | | | | |
| 449 / 104267 / NPBG | Linhope. Steel Sc Sr. *H. J. Bradford* –02 ss Shl. No. 2–02. *Well deck* 1 *Dk (Irn) ¢ Web frames* | 1339. 995 827 | ✠100A1 Shl *o*. 5,05 12.00. LMC 12,05. BS 5,05 | 1894 10mo S. P. Austin & Son Sunderland A&CP | J. Thompson J. Fenwick & Son, (*Mgrs.*) *WB = DBa* 62′ *uE ¢ B* | 240·0 \| 36·1 \| 14·8. P 28′ Q 59′ B 44′ F 27′ FK. 32′ *f* 94′ 410 *t FPT* 29 *t* | Newcastle. British. 4 *BHCem* 4 *PT* 29 *t* | T. 3Cy. 19″, 31″ & 51″–33″ (*s*). 160lb *90lb* 155 NHP. 1 SB, *4pf*, GS 60, HS 2420. W. Allan & Co. (Lim.), Sld. | 17 ″ 7. 1 ″ 11 | | | 12,08. N 3,05 |
| 450 / 4129 / JNFC | Linköping. Steel Sc Sr. *B. P. Sjödin* 88–03. 1 *Dk* | 242. 110 163 | | 1902 W. Lindbergs Aktieb. Stockholm | Linköpings Nya Rederi Aktiebolag (C. Thorngren) | 96·7 \| 21·5 \| 8·7. H 20 *t* 15·5 | Linköping. Swedish. *WB* | C. 2Cy. 14¾″ & 26¾″–17½″. 21 NHP. W. Lindbergs Aktieb. Skm. | | | | |
| 451 / 98857 / JDWP | Linn O'Dee. Iron Sc Sr. ss Abn. No. 3–3,96. *Well deck* ss Abn. No. 2–04. *T. D. Walker* –05 1 *Dk (Irn)* | 516. 365 291 256 | ✠100A1 Abn *h*. 2,05 4,04. L 88,05. LMC 4,04 | 1884 1mo Murdoch & Murray Port Glasgow *Lloyd's SA&CP* | Granite City S.S. Co. Ld. | 170·7 \| 24·6 \| 11·7. Q 56′ B 48′ F 40′ BK 7″. *WB = DBa* 37′. 55 *t FPT* 39 *t* | Aberdeen. British. 4 *BHCem* | C. 2Cy. 20″ & 40″–30″ (*a*). 80lb *80lb* NDB 01 67 RHP. 1 SB, *2pf*, GS 37, HS 1138. Dunsmuir & Jackson, Gls. | 12 ″ 8. 1 ″ 1 | | | N 4,04 |
| 452 / 2071 / HPQG | Linnæa. Wood Sc Sp. *A. Aspenberg* –83. 1 *Dk*. *Mchy. Aft* | 145. 123 92 | | 1885 8 8 G. C. Lundgren, Gamla Lödöse | D. Norder | 93·8 \| 20·8 \| 10·2. P 18′ | Borgvik, Vm. Swedish | C. 2Cy. 7½″ & 17½″–12″. NE 93 NB 99 9 NHP. Eriksbergs M. V., Got. | | | | |
| 453 / SQHP | Linnea. Steel Sc Sr. *B. Nyberg* 85–92. *Elec. light* | 739. 423 422 | | 1892 W. Lindbergs Aktieb. Stockholm | Helsingfors Ångf. Aktiebolag | 185·3 \| 27·0 \| 13·1 | Helsingfrs. Russian | T. 3Cy. 18½″, 29¼″ & 48¾″–29½″. 129 NHP. W. Lindbergs Aktieb., Skm. | | | V | |
| 454 / 3311 / JKCB | Linnea. Iron Sc Sr. *A. W. Lindeberg* –03 ss Ham. No. 3–3,96. (ex Marshall Keith) ss Skm. No. 2–04. *Well deck* 1 *Dk (pt Irn) 2tr B* | 463. 330 247 | ✠ 100A1 Cpn *h*. 4,04. NB 4,02 | 1883 7mo Pearce Brs. Dundee *Lloyd's SA&CP* | Karlskrona Ångf. Aktieb. (A. F. Holmqvist, *Mgr.*) | 165·0 \| 23·7 \| 12·5. Q 53′ B 40′ F 42′ Grp 04 BK 7. *WB = D Ba* | Crlskrona. Swedish. 5 *BHCem* 35 *f* 39 *t* 102 *t* | C. 2Cy. 22″ & 40″–27″ (*s*). 80lb 72 NHP. 1 SB, *3pf*, GS 43, HS 1316. Pearce Bros., Dundee | 13 ″ 4 | | | 4,04 |
| 455 / 110939 / RMJQ | Linnet. Steel Sc K. *A. Baker* –00 ss Gms. No. 1–04. 1 *Dk* | 200. 181 72 | ✠100A1 *Stm Trawler* Gms. 6,04 11,08. *Lloyd's SA&CP* | 1900 6mo Earle's Co. Ld. Hull | Pioneer Steam Fishing Co. Ld. | 115·3 \| 21·5 \| 11·2. Q 16′ F 20′ BK 7½″ | Grimsby. British. 3 *BHCem* | T. 3Cy. 10¾″, 20″ & 32″–23″ (*s*). 200lb 52 RHP. 1 SB, *2cf*, GS 34, HS 1050. Earle's Co. Ld. Hull | 12 ″ 0 | | | 12,08. 6,04 |
| 456 / 93115 | — Iron Sc K. *A. Ross* (ex Her Majesty) ss Abn. No. 3–6,01. 1 *Dk* | 142. 134 55 | 100A1 Abn. *Trawler*. 10,04 9,03. LMC 6,01. NB 9,94 fitte 97. NE 6,01. BS 12,02 | 1887 7mo Head & Riley Hull *Lloyd's SA&CP* | J. Lewis | 100·2 \| 20·1 \| 10·9. Q 172′ F 19′ pt ND 01 BK 7½″ | Aberdeen. British. 3 *BHCem* | T. 3Cy. 12″, 19″ & 31″–21″ (*s*). 140lb 45 RHP. 1 SB, *2cf*, GS 24, HS 708. Hall, Russell & Co. Ld. Abn. | 11 ″ 7 | | | 9,03 |
| 457 / 99185 / MJVQ | — Iron Sc K. *J. W. Darnell* –91. 1 *Dk* | 135. 127 50 | | 1891 Sir Raylton Dixon & Co. Middlesbro' | A. Inch | 96·5 \| 20·3 \| 10·7. Q 20′ F 19′ BK 7½″ | Grimsby. British. | T. 3Cy. 11″, 17″ & 28″–21″. NE Marine Eng Co (Lm) Sld. | 11 ″ 8 | | | |
| 458 / 106544 | — Steel Sc Sr. *J. Oswald* –04. ss Shl. No. 1–02. 1 *Dk* | 127. 12[illegible] 38 | ✠100A– PEl. *For fishing purposes* 2.05 | 1897 4mo A. Hall & Co. Aberdeen | H. Ries & Co. | 96·9 \| 19·6 \| 10·2. BK 7½″ | Aberdeen. British. 3 *BHCem* | C. 2Cy. 13″ & 31″–21″ (*s*). 125lb 45 RHP. 1 SB, *2pf*, GS 30, HS 778. A. Hall & Co., Aberdeen | 10 ″ 11 | | | 2,08 |
| 459 / 1318 / 1173 | Lino. Steel Sc Sr. *M. de E. Iwarria* –04. *V. Castro* 03–08. ss Bbo. No. 3–5,03. (ex Linnet, ex Dieppois) 1 *Dk (Stl—pt ws)*. *Well deck* ¢ *Web frames* | 1815. 6,01 2,04 | ✠100A1 Bbo *q*. Cff. [illegible] | 1890 7mo Campbeltn Shipbldng Co Campbeltwn | L. Corcho | 260·0 \| 36·7 \| 17·1. B 108′ Q 92′ F 33′ drp 08 BK 8′. *WB = Cell D Ba* 60′ *f* 106′ 249 *t* | M. Video. Uruguayan. 4 *BHCem* *APT* 67 *t* | T. 3Cy. 19″, 31″ & 51″–39″ (*s*). 160lb *70lb* 102 NHP. 2SB, *Grf*, GS 90. Muir & Houston, Glasgow | 19 ″ 6 | | | 87,04 |

| No. d'Ordre / Numéro | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Voiles. Perches. Nombres des Ponts | Tonnage Brut / Tonnage Net | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Quand. Où. Machines. | Armateurs. | Déplacement à pleine charge. Dimensions. Superstructures, &c. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres.—Course. Pression. Nbres. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Nom du Constructeur des machines. | Quille. Franc-bord au milieu du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 460 HDKB | **Linwood** SteelScSr<br>*S.C.Stub* 95 *ss*Shl.No.2–01<br>ex Gondola)<br>1 *Dk*(*Irn*) & *Webframes* & *pt Awngdk*(*Irn*) | 1660<br>1206<br>1089 | ✠100A1 Hpl *p*<br>*pt Awng dk with freeboat*<br>8.04 ✠LMC<br>M 10.00 BS 8.04 | 1892 Blyth S.B. Co.(Lim.) Blyth A&CP | Actes.Linwood (Chr.Klavenoss) | 250·0 35·2 16·6<br>P24 Q67 B&F159<br>*WB = Cell DB* 211 | Christiana Norwegian | T.8Cy 18¼",30"&49"–33" 10<br>160lb *80lb* NDB94 139NHP<br>1SB,*4pf*,gs60,hs2108<br>G.Clark (Lim.),Sunderland | 19 ▫ 1<br>8 · 2 | | 4.03 |
| 461 | **Liolia** SteelTwinScSr<br>*G.Focas* –97 1 *Barge*)<br>*Mchy.Aft* 1 *Dk* | 571<br>—<br>393 | | 1897 Edwards Bros. North Shields | M.Vaghano & I.Frangopulo | 206·6 31·6 9·6<br>Q46 | Rostoffo D Russian | T.6Cy 10" 16" & 25½"–19½"<br>58NHP<br>N.E.MarineCo.(Lim.),Sld. | | | |
| 462 | **Lion** IronSc3MstSr<br>*Grünberg*02–02 1 *Dk*<br>*Mchy.Aft* | 184<br>169<br>111 | | 18⅝ C.& W.Earle Hull | B.Hirschfeld | 141·4 17·6 7·8<br>Q36 H12 | Liban Russian | C.2Cy.18¼" & 25¾"–18"<br>28NHP<br>*WB* MotalnCo.,Gothenburg | | | |
| 463 Wrecked 7.04 | **IronTwinScTugSr**<br>*W.J.Smyly* –04<br>1 *Dk* | 141<br>131<br>78 | | 1882 Thms.I.W. & S.B.Co. London | AfricanBoatingCo. Ld. | 101·6 19·6 8·5<br>F17 *FK* | London British *WB* | C.4Cy.14½" & 25½"–16"<br>60RHP<br>J.Stewart&Son,London | | | |
| 464 — | **IronPadSp**<br>*E.Lennon* –82 | 136<br>118<br>16 | | 1859 ..... S.Shields | A.MacKinnon | 106·2 18·9 10·0<br>NE&B98 | Leith British | L.2Cy.30½"–16"<br>90RHP<br>T.D.Marshall,S.Shields | | | |
| 465 — | **SteelSc**<br>*G.Finch* –02<br>1 *Dk* | 87<br>87<br>6 | ✠100A1 Grk<br>*For towing purposes*<br>12.02 ✠LMC12.02 | 1902 G.Brown& Co. Greenock *Lloyd's SA&CP* | AssociatedPortlnd CementManufrs. (1900),Ld. | 75·4 19·2 9·4<br>BK6½ | London British *1 BH Cem* | T.3Cy.18",22"&36"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,gs45,hs1260<br>Muir&Houston,Ld.Gls. | 10 ▫ 6 | | |
| 466 HDJC | **Lionel** IronSc3Sr<br>*A.Larsen* *ss*Shl.2nd No.3–2,99<br>*ss*Xia.No.1–02<br>1 *Dk*(*Irn–ws*) 2*tr B* | 1049<br>900<br>648 | ✠90A1 Sws *n*<br>~~2,044 1,08~~ 1,05 ~~Oil~~<br>~~NB 1,07~~ MC4.02<br>~~BS 1,08~~ 7.01 | 1874 C.Mitchell & Co. Newcastle A&CP | Actieselsk.Damp-skibetLionel (O.Mohn) | 236·5 30·2 17·1<br>P27 B40 F29<br>len81 ns99 *FK*<br>*WB = D* | Christiania Norwegian *1 BH Cem* | C.2Cy.26"&52"–30" (*a*)<br>75lb *80lb* NDB95 123NHP<br>1SB,*3pf*,gs63<br>Thompson&Co.,Newcastle | 18 ▫ 0<br>2 · 11 | | |
| 467 — | **IronScSr**<br>*W.J.Spurge* –00<br>1 *Dk* | 127<br>117<br>18 | | 1891 J.T.Eltring-ham&Co. S.Shields | J.S.Doeg | 97·0 19·3 10·6<br>BK6½ | N.Shields British | C.2Cy.17"&34"–24"<br>45RHP<br>Baird&Barnsley,N.Shields | 10 ▫ 9 | | |
| 468 | **Lipsos** IronScBn<br>*G.Kunzendorf* 99–99 2 *Dks* 3*tr B*<br>(*ex*Gothia,*ex*Jacata) | 2381<br>2138<br>1506 | | 1884 R.Dixon& Co. Middlesbro' | DeutscheLevante Linie | 314·5 38·1 25·4<br>P58 B71 F38<br>*WB* | Hamburg German | T.3Cy.22",37"&58"–36"<br>202NHP<br>T.Richardson&Sons,Hpl | 27 ▫ 0 | G | |
| 469 HCGD | **Lircai** SteelScSr<br>*H.W.Beckwith* 94–99<br>2 *Dks* | 517<br>—<br>405 | | 1892 J.Reid& Co.(Lim.) Glasgow | CompaniaSud Americana de Vap. | 165·5 29·1 16·5 | Valparaiso Chilian | T.3Cy.14",28"&37"–27"<br>71NHP<br>Kincaid&Co.,Greenock | | | |
| 470 JHTB | **Lisa** SteelScSr<br>3251 *H.Horndahl* –98<br>1 *Dk* & *Spar dk* | 1577<br>1442<br>998 | | 1898 Howaldts-werke Kiel | Angfactieb.Karin (A.Andersson, *Mgr.*) | 243·8 36·2 20·2<br>B36 F21 H30 | Hisingborg Swedish *WB* | T.3Cy.16½",27⅝"&42½"–24½"]<br>91NHP<br>Howaldtswerke,Kiel | | V | |
| 471 RHPB | **Lisbeth** IronScSr<br>*P.Fredrichsen* 99–99 1 *Dk* & *Awngdk* | 677<br>651<br>420 | | 1889 Rostocker Act.Ges. Rostock | L.F.Mathies&Co. | 177·8 26·8 17·5<br>H24 | Hamburg German *WB* | C.2Cy.28"&42"–28"<br>78NHP<br>Rostocker A.G.,Rostock | | G | |
| 472 NGVM | **Lisboa** SteelScSr<br>*Chr Braue*<br>*Elec.light* 1 *Dk*2*tr B* | 1680<br>1429<br>1050 | | 1901 Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 264·8 35·2 18·4<br>P13 B67 F27 | Oldenburg German *WL* | T.3Cy.17",28¾"&45½"–33"<br>120NHP<br>H.Pauksch,Landsberg | | G | |
| 473 LCHW | **Lisbon** IronScBg<br>65809 *J.P.Galgey* –04 *ss*Lon.2nd No.3–11,95<br>*ss*Lon.No.~~1–00~~ 2–04<br>3 *Dks* | 1334<br>1294<br>860 | ✠100A1 Lon *n*<br>7.04 ~~6.08~~<br>~~NB 10.90~~ ~~MC 10.90~~<br>~~BS 10.90~~ | 1871 Denton, Gray&Co. W.Hartlepool A&CP | J.Hall,jun.&Co. | 241·8 32·1 23·2<br>F23<br>DS74 BK8½<br>*WB = DBa* | London British *1 BH Cem* | C.2Cy.26½"&57"–36" (*s*)<br>80lb *55lb* NDB90 148NHP<br>2SB,*6pf*,gs71,hs2350<br>Blair&Co.(Lim.),Stockton | 24 ▫ 9 | | 5.08 |
| 474 KBFH | **Lisbonense** IronScSr<br>63357 *Bennett* –02 6th Survey Liv.10.95<br>1st Survey Liv.5.99<br>2 *Dks* 3 | 1657<br>1440<br>1051 | ✠ ~~A1~~ 1 Liv Lv<br>1.03 | 1871 T.Royden &Sons Liverpool | Barclay,Curle& Co.Ld. | 269·4 33·2 16·4<br>23·7<br>BK9 | Liverpool British *1 BH* *WB = DB* | T.3Cy.28",36½"&58"–36"<br>NE&B88 201NHP<br>1DB,*8rf*,gs126,hs3271<br>Westray Copeland&C.Brw. | 25 ▫ 2<br>4 · 5½ | | |
| *Now named "Joseph Vaccaro," See No. 22 in Supplement* | | | | | | | | | | | |
| 475 RDOH | **Lisette** SteelScSr<br>104219 *T.Collier* –08 *ss*Hul.No.1–03<br>*Well deck* 1 *Dk*(*Stl*) | 899<br>634<br>477 | ✠100A1 Goo *m*<br>5.04 ✠LMC2.03 | 1899 S.M'Knight &Co.Ld. Ayr A&CP | Goole&W.Riding Stm.Shipp g.Co.Ld. *WB = Cell DBa* 55′ *u* | 220·0 30·6 13·4<br>P24′Q51′B49′F30′<br>*E*15 *f*92′189 *t FPI* | Goole British *1 BH Cem* 42 *t APT* 87 *t* | T.3Cy.17⅞",27½"&44"–36"<br>160lb *80lb* (*a*) 100RHP<br>1SB,*3pf*,gs55,hs1666<br>Hutson&Son,Glasgow | 14 ▫ 2<br>1 · 4½ | | 5.08 |
| 476 191 | **Lisij Nos** SteelScSr<br>1 *Dk* | 153<br>—<br>104 | | 1895 ..... Sweden | St.Petersburg-Sestrorietzk Railway Co. | 101·4 21·9 8·6 | Cronstadt Russian | | | | |
| 477 | **Lismore** SteelScSr<br>104555 *T.R.Sloane* –02 *ss*Shl.No.2–03<br>NLVK — 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *Web frames* | 3529<br>3231<br>2277 | ✠100A1 Clf *v*<br>*Spar dk* ~~Gls~~Lon<br>10.04 ~~6.03~~ ✠LMC5.03<br>~~BS 6.04~~ | 1894 C.Connell & Co. Glasgow *Lloyd's SA&CP* | Indian S.S Co.Ld. (J.Gardiner&Co., *Mgrs.*) *WB = Cell DB* | 335·0 43·5 19·0<br>P32′B82′F38′ 26·7<br>BK10½<br>*a* 104 *u E* & *B* 40′ *f* 140 | Glasgow British *6 BH Cem* 632 *t APT* 81 *t* | T.3Cy.24",39"&64"–45" (*s*)<br>170lb *100lb* 806NHP<br>2SB,*6rf*,gs94,hs1942<br>Dunsmuir&Jackson,Gls | 21 ▫ 6<br>3 · 3½ | | 4.08 |
| 478 — | **IronScK**<br>*F.Short* 00–00<br>1 *Dk* | 198<br>178<br>79 | ✠100A1 Gms<br>*Stm Trawler*<br>12.08 ✠LMC7.08 | 1900 Cochrane& Cooper,Ld. Selby *Lloyd's SA&CP* | LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*) | 112·6 21·0 11·5<br>Q48′F22′<br>BK7½ | Grimsby British *1 BH Cem* | T.3Cy.12",19¾"&32"–28" (*s*)<br>180lb 56RHP<br>1SB,*2c*,gs29,hs920<br>C.D.Holmes&Co.Hull | 12 ▫ 3 | | 7.02 |
| 479 — | **IronPadSp**<br>70479 *D.Hill* –97 | 181<br>181<br>18 | | 1874 Barrow S.B.Co. Barrow | FurnessRailway | 125·4 24·1 9·9 | Barrow British | C.2Cy.36"–30"<br>154NHP<br>Brw.S.B.C.(Lim.),Brw. | | | |
| 480 MBPH | **Lismore Castle** SteelScSr<br>*W.McWhinnie* –02 *ss*Lon.No.2–99<br>*Ref.Mchy.* 3 *Dks* 2 *ss*Lws | 4046<br>3689<br>2608 | ✠100A1 Sou *x*<br>11.02 ✠LMC | 1891 Barclay, Curle&Co Ltd Glasgow *Lloyd's SA&CP* | Barclay,Curle& Co.Ld. | 396·0 43·2 28·5<br>P33′B96′F46′<br>BK11<br>*WB = Cell DB* 805′621 *t* | London British *8 BH Cem* | T.3Cy.29½",48"&78"–54" (*s*)<br>160lb *80lb* NDB99 479NHP<br>2DB,*12cf*,gs212,hs7661<br>Barclay,Curle&Co.Ld.Gls. | 31 ▫ 1 | | 8.04 |
| *Now named "Westmount," See No. 5 in Supplement* | | | | | | | | | | | |
| 481 RJNB | **Lissabon** SteelScSr<br>*H.M.Mateen* 90–99 *ss*Ham.No.2–00<br>1 *Dk*(*Stl*) & *Spar dk*(*Irn*) 3*tr B* | 1499<br>1394<br>950 | ✠100A1 Ham *q*<br>*Spar dk with freeboard*<br>11.03 ✠LMC4.03 | 1892 J.Blumer & Co. Sunderland A&CP | Rob.M.Sloman, Jun. *WB* | 250·0 33·4 13·8<br>B57′F82′ 21·5<br>[rp01 BK8½<br>*Cell DB* 201′266 *t* | Hamburg German *4 BH Cem* *APT* 22 *t* | T.3Cy.20",32"&52"–39" (*s*)<br>160lb *85lb* NDB92 185NHP<br>2SB,*6pf*,gs95,hs3004<br>G.Clark (Lim.),Sunderland | 16 ▫ 1<br>5 · 0 | | 4.09 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / † for Special Survey / Date of last Survey | Port of Survey. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Shoulder depth. ft. in. | Deepest Draft. | Mean draft. Date. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 482 Lista<br>HSDW | IronSc<br>*R. Marti* — ssLon. No.3–7,95<br>ssBkn.No.2–0 [illegible]<br>1 *Dk(Irn)& Awngdk* | 971<br>—<br>766 | †100A1 Lon *m*<br>*Awng dk* Bkn<br>*with freeboard* [illegible]<br>7,05 [illegible] MS6,04<br>[illegible] †LMC [illegible] | | 1882 W.B. Thompson 12mo Dundee<br>*Lloyd's SA&CP* | | La Botica Soc Anon. de Nav. & Vap. | 210·7 \| 29·8 \| 13·9<br>21·4<br>BK 7½″<br>*WB=DBa* 38·50*t* | | | Seville<br>Spanish<br>*WB* | C.2C 28″&46″–30″ (*i*)<br>85lb *80lb* NDB99 92NH<br>1 *BH Cem*<br>1SB.3*pf*,GS10,HS1525<br>W. B. Thompson Dundee | 14 ″ 9<br>s 7–10½ | | [illegible]<br>6,04 |
| 483 Litoral<br>— | IronScSr<br>*P. Ferro* — 1 *Dk* | 461<br>—<br>287 | | | 1880 HM·Intyre & Co. Paisley<br>*Lloyd's SA&CP* | | E. Arana | 180·0 \| 27·4 \| 10·4<br>P29′ F22 | | | Bns. Ayros<br>Argentine<br>*WB* | C.2Cy.28″&46″–30″<br>NB00 92NH<br>Muir & Houston, Glasgow | | V | |
| 484 Littuania<br>HBQT | IronScSr<br>*R. Strange* — 1 *Dk* | 793<br>747<br>582 | *Now named "Henning," See No. 22 in Supplement* | | 1882 G. Howaldt Kiel<br>*Lloyd's SA&CP* | | Memeler Dmpfsch. Act.Ges. | 202·8 \| 26·2 \| 17·1<br>FK | | | Memel<br>German<br>*WB* | C.2Cy.23″&37½″–27″<br>NB94 61NH<br>Howaldt Gebr., Kiel | | G | |
| 485 Liu Hsing<br>JTPN | SteelTwinScSr<br>*Myhre* –02 — 2 *Dks(UT peak)*<br>*Elec. light* | 724<br>599<br>449 | †90A1 Kob *j*<br>9,02<br>†LMC9,02 | | 1902 Kawasaki 9mo Dock yard Co. Kobe<br>*Lloyd's SA&CP* | | Chinese Imperial Maritime Customs<br>*WB=DBa* 11′*f* 28′ | 194·0 \| 27·5 \| 15·1<br>B16′ FK<br>50*t Abreast tunnels* | | | Shanghai<br>Chinese<br>57*t FP T5t* | T.6Cy.18½″,22″&36″–24″ (*s*)<br>180lb *120lb* 178NH<br>1 *BH Cem*<br>2SB.6*cf*,GS105,HS3161<br>Kawasaki Dkyd. Co. Kobe | 16 ″ 2 | | |
| 486 Liv<br>JTPN | SteelScSr<br>*R. Rasmussen* 98–98 [illegible]<br>1 *Dk(pt Stl & pt Irn)* 2*tr B & W eb frames*<br>*Elec. light* ssBgn.No.2–04 & *pt Awng dk(Irn)* | 3068<br>2325<br>1979 | †100A1 Bry *u*<br>*pt Awng dk* Bgn<br>*with freeboard*<br>10,04 [illegible]<br>[illegible] †LMC9,04 | | 1896 Ropner & Son 9mo Stockton<br>A&CP | | Jacob R. Olsen<br>*WB=Cell D* | 322·2 \| 41·5 \| 20·6<br>P25′ Q106′ BK 10″<br>*pt Awng dk* 191′<br>*Ba* 110′ *aE* 24′ *f* 120 | | | Bergen<br>Norwegian<br>5 *BH Cem*<br>576*t A P T 30t* | T.3Cy.23″,37″&61″–42″ (*r*)<br>160lb *70lb* 246NH<br>2SB.6*rf*,GS104,HS3760<br>Blair & Co. (Lim.), Stockton | 24 ″ 0<br>s 9 – 0½ | | [illegible]<br>[illegible] 10,04 |
| 487 Livadia<br>PBJF | IronScSr<br>*H. Andersen* –01 (*ex* Uddeholm) 1 *Dk* | 182<br>—<br>100 | | | 1868 .....<br>Gothenburg | | Jäde & Co. | 103·5 \| 21·9 \| 10·2<br>Q84′ B21′ F27′ | | | Lübeck<br>German | C.2Cy.11¾″&26½″–18″<br>NB85 25NH | | | |
| 488 Liveiy<br>115108 | SteelScK<br>— 1 *Dk* | 79<br>74<br>22 | †100A1 Shl<br>*For fishing purposes*<br>9,03<br>†LMC9,03 | | 1903 Smith's 9mo Dock Co. Ld North Shields<br>*Lloyd's SA&CP* | | A. Bremner | 80·0 \| 18·1 \| 8·3<br>BK 6′<br>*WB=FP T3t* | | | Wick<br>British | C.2Cy.10½″&23″–16″ (*r*)<br>140lb 30RH<br>3 *BH Cem*<br>1SB.2*pf*,GS23,HS542<br>Shields Eng. Co. Ld. N. Shl. | 9 ″ 0 | | |
| 489 Liverpool<br>72449 MTGC | SteelScSr<br>*A. E. Patterson* –92 ssLiv.No.2–00<br>2 *Dks(Upt Stl–ws)*<br>*Elec. light* | 686<br>550<br>296 | †100A1 Liv *l*<br>5,03<br>[illegible] †LMC5,00 | | 1892 J. Jones & Sons 8mo Liverpool<br>*Lloyd's SA&CP* | | Sligo Stm. Nav. Co. Ld. | 206·2 \| 29·1 \| 14·4<br>P37′ B72′ F64′<br>BK 7½″<br>*WB=DBa* 36′ 45*t FP T* | | | Sligo<br>British | T.3Cy.21″,34″&54″–36″ (*s*)<br>160lb 75*lb* 185NH<br>5 *BH Cem*<br>14*t A P T 25t* | 15 ″ 3<br>s 1–10½ | BT till 5,05 | 5,04 |
| 490 —<br>18440 NCGS | IronScSr<br>*W. Richardson* –03 ssNo.3–1,76<br>ssLiv.No.2–86 1 *Dk & pt Shelter dk 3tr B* | 599<br>424<br>198 | † Liv *i*<br>1,90 | | 1864 A. & J. Inglis 10mo Glasgow | | J. Mawson & Son | 199·1 \| 26·3 \| 13·2<br>P49′ B69′ F64′<br>pt ND76 | | | Barrow<br>British | C.2Cy.24″&45″–36″<br>NB81 *refitted* 93 NE 93 101NH<br>4 *BH Cem*<br>Westray & Copeland, Brw. | | | |
| 491 —<br>77473 | IronPadSp | 220<br>209<br>164 | | | 1855 M. Samuelson & Co. Hull | | Great Central Rly. | 159·6 \| 18·7 \| 8·4 | | | Hull<br>British | O.2Cy.36″–36″<br>NE74 NB83 90RH<br>Laird Bros., Birkenhead | | | |
| 492 —<br>— | SteelScSr<br>*A. Dominici* –02 (*Tug*)<br>*Elec. light* 1 *Dk* | *116*<br>*103*<br>*33* | | | 1896 D. J. Dunlop & Co. Pt. Glasgow | | Cie. de Remorquage de Pilotage & de Sauvetage | 90·2 \| 19·0 \| 8·9<br>*WB* | | | Constanpl<br>French | C.2Cy.14½″&30″–24″<br>37NH<br>D. J. Dunlop & Co., P. Gls | | | |
| 493 Livietta<br>42 QGDW | SteelScSr<br>*A. Giacapello* ssGen.No.1–04<br>*Elec. light* 1 *Dk(Stl) & Awng dk(Stl) & Web frames* | 2760<br>2647<br>1808 | †100A1 Gen *s*<br>*Awng dk*<br>*with freeboard*<br>3,04 †LMC3,04 | | 1899 N. Odero fu 11mo A. Sestri Ponente<br>*Lloyd's SA&CP* | | M. & A. Dall'Orso fu G.<br>*WB=Cell D Ba* 94′ | 299·7 \| 40·9 \| 18·2<br>25·2<br>FK<br>*uE & B* 44′ *f* 116′ 508*t* | | | Spezia<br>Italian<br>6 *BH Cem*<br>*APT* 130*t* | T.3Cy.20½″,33½″&55″–39″<br>180lb [illegible] (*s*) 224NH<br>2SB,6*pf*,GS106,HS3720 [illegible]<br>N. Odero fu A. Sestri Ponente | 20 ″ 6<br>s 7 – 11 | | 3,04 |
| 494 Livingstone<br>141005 KFJD | CompScSr<br>*W. McAlpine* 91–97<br>*Mchy. Aft* 2 *Dks & Awng dk* | 2134<br>—<br>1622 | | | 1889 Detroit Dry Dock Co. Wyandotte | | Michigan Nav. Co. | 281·0 \| 41·0 \| 20·0<br>*WB* | | | Detroit, Mich.<br>Utd. States | T.3Cy.20″,33″&54″–42″<br>189NH<br>Frontier Iron Wrks, Detroit | | | |
| Broken up 1904.<br>495<br>JVWR | IronScSr<br>*E. Fermann* 02–02<br>(*ex* Ortelius, *ex* Julia David) 2 *Dks 3tr b* | 1680<br>1611<br>1063 | | | 1873 Palmers' Co. (Lim.) Newcastle | | C. Mathiesen | 278·5 \| 32·3 \| 23·9<br>B40′ F27′<br>BK 9½″ | | | Bergen<br>Norwegian<br>*WB* | C.2Cy.30¼″&60″–33″<br>NB83 161NH<br>Palmers' Co. (Lim.), Nwc. | | N | |
| 496 —<br>110784 RNSM | IronScK<br>*W. Pearce* –00 ssHul.No.1–04<br>1 *Dk* | 213<br>196<br>71 | †100A1 Hul<br>*Stm Trawler*<br>8,01 [illegible] 8,03<br>3,02 2,05 †LMC [illegible] | | 1900 Cook, Welton & Gemmell 3mo Hull<br>*Lloyd's SA&CP* | | National Steam Trawling Co. Ld. | 120·0 \| 21·5 \| 11·5<br>Q20′<br>BK 7½″<br>*WB=DBf* 10′6*t* | | | Hull<br>British | T.3Cy.12¼″,21″&34″–24″ (*s*)<br>200lb 60RH<br>1 *BH Cem*<br>1SB,2*cf*,GS33,HS1117<br>C. D. Holmes & Co. Hull | 12 ″ 4 | [illegible]<br>3,05 | |
| 497 Livland<br>QGPD | SteelScSr<br>*A. J. Wurthmann* –01<br>*Elec. light* 1 *Dk & Spar dk* | 2338<br>2210<br>1492 | | | 1898 Bremer "Vulkan" Vegesack | | Dampfsch. Ges. Argo | 281·6 \| 41·8 \| 23·1<br>B25′ F27′ | | | Bremen<br>German<br>*WB* | T.3Cy.21⅞″,34⅝″&55⅛″–39⅜″<br>190NH<br>Bremer "Vulkan" Vegesack | | G | |
| 498 —<br>PBJD | IronScSr<br>*C. Ahrens* 88–95 1 *Dk 2tr B*<br>*Elec. light* | 647<br>468<br>401 | | | 1880 Act. Ges. "Vulcan" Stettin | | Riga-Lübecker Dmpfsfahrts Ges. | 194·0 \| 24·4 \| 13·6<br>B&P 89′ F31′<br>len 88 | | | Lübeck<br>German<br>*WB* | C.2Cy.24¾″&43¼″–27½″<br>NB92 82NH<br>A. G. "Vulcan," Stettin | | G | |
| 499 Livny<br>JQBM | IronScSr<br>*G. Zihrul* 97–01 6th Survey, Lon. 5,90<br>(*ex* Saint Andrew) [illegible] Survey, Blw. 6,00<br>*Well deck* 1 *Dk(pt Irn–ws) 2tr B* | 877<br>776<br>594 | † A1, 1 Lth *Lv*<br>4,08 3,04 Shl<br>BS2,02 1,04 MS4,07 | | 1872 Davison & Stokoe Southwick | | N. Schnobel | 230·0 \| 30·2 \| 16·2<br>P147′ F28′<br>pt ND03 BK8′<br>*WB=DB* | | | Libau<br>Russian<br>3 *BH*<br>1 PBH *Cem* | C.2Cy.28″&52″–30″ (*i*)<br>60lb *80lb* NDB97 111NH<br>1SB,3*pf*,GS68,HS1750 NB81<br>C. D. Holmes & Co. Hull | 17 ″ 4<br>s 2 – 1 | | 15·02<br>15·02<br>16·81<br>17·70<br>[illegible]<br>NB,04 |
| 500 Livonia<br>*For full particulars See No. 4 in Supplement.* | SteelScK | 85 | 100A1<br>(*Class Contemplated*) | | 1904 J. Duthie, Torry, N.B. | | J. Flett & Sons | 81·0 \| 18·0 \| 9·0 | | | Banff<br>British | J. Abernethy & Co. Abn. | | | |
| 501 Livonian<br>84195 WGFQ | SteelTwinSc4MastBk<br>*J. Hamilton* –01 ssLon.No.3–6,95<br>(*ex* Ludgate Hill) 2 *Dks(Stl–Uws) 3tr B* | 4017<br>3841<br>2594 | † Gls *x*<br>7,97 † | | 1881 Dobie & Co. 11mo Glasgow | | Allan Line SS Co. Ld. (J. & A. Allan *Mgrs*) | 420·3 \| 47·0 \| 26·5<br>FK<br>*WB=MT* 36′ 593*t DT* | | | Glasgow<br>British | T.6Cy.18″,30″&49″–42″<br>NE&B00 312NH<br>10SB,10*f*,GS260,HS8108<br>Workman, Clark & Co. Ld. Bel | 27 ″ 10 | C | |
| 502 Livorno<br>60205 KFHD | IronScSr<br>*H. E. Fisher* –04 (*ex* Marsdin)<br>*Well deck* | 1240<br>1127<br>736 | | | 1870 Humphrys & Pearson Hull | | Sambur S.S. Co. Ld. (T. B. Stott, *Mgr.*) | 258·0 \| 34·3 \| 18·2<br>P145′ F38′<br>FK | | | Liverpool<br>British | C.2Cy.33″&60″–36″<br>NB79 180NH<br>C. D. Holmes & Co., Hull | | V | |
| 503 Lizard<br>104647 PBQW | SteelScSr<br>*D. Fletcher* –04<br>2 *Dks* | 1176<br>907<br>476 | | | 1895 WB Thomp son & Co. (Ld.) Dundee | | Clyde Shppg. Co. Ld (W Cuthbert, *Mgr*) | 246·5 \| 33·7 \| 16·2<br>P150′ F52′ | | | Glasgow<br>British<br>*WB* | T.3Cy.23″,38″&61″–48″<br>258NH<br>W. B. Thmpsn & Co. Ld. Dun. | | C<br>BT till 12,04 | [illegible]<br>12,04 |

| Numéro d'Ordre / Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel: Total — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Ponts. | Construit. Quand. Lieu. Mat. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. Pont. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Forces. Nom du Constructeur des machines. | Tonnage Brut / Net / Déplacement | | Poids en tonnes |
|---|---|---|---|---|---|---|---|---|---|
| 504 Lizard<br>112676 *B.Nicol*–00 ss Pnz No.1–04<br>RNFQ *B.H.Rogers*05–05 1 *Dk* | 123<br>97<br>35 | ✠100A1 Pnz *q*<br>5.04<br>✠LMC5.04 | 1900 Edwards&<br>2mo Co.<br>Lowestoft<br>*Lloyd's A&CP* | National Explosives Co.Ltd.(G.H.Pocke, Manager & Director)<br>*WB=FPT90 APT1t* | 95·3 17·1 9·4<br>P16' B' F'<br>BK 8½'<br>*WB=FPT90 APT1t* | London<br>British<br>*1BHCem*<br>1SB,*2pf*,GS82,HS686<br>Vauxhall I.W.Co.Ld.Lon. | C.2Cy.14"&28"–18" (r)<br>12½ RHP<br>70RHP | 9 « 11<br>8 « 6½ | |
| 505 —<br>112644 (*Tug*)<br>1 *Dk* | 61<br>61<br>5 | | 1899 J.Scarr<br>Beverley | Gaselee&Son | 69·7 16·6 8·8<br>BK 5½' | London<br>British<br>70RHP<br>J.G.Fay&Co.Ld.Sou. | C.2Cy.15"&30"–22" | 9 « 4 | |
| 506 Lizzie<br>3925 *N.P.Lundh* –02<br>JMKD 1 *Dk(pt Stl&pt Irn)&deep framing* | 1352<br>1104<br>848 | ✠100A1 Gms *p*<br>6,01 ~~7,08~~<br>✠LMC8.04 | 1901 Fevigs<br>8mo Jernskibsbyg<br>Fevig<br>*Lloyd's A&CP* | Rederiaktieb. Lizzie (J.P. Jonssen)<br>*WB=Cell DBa 70'6"xu E 70'f 104' 380t* | 235·2 35·1 17·4<br>P22' B56' F24'<br>rp02 FK<br>*1BHCem*<br>*APT 125t* | Landskrna<br>1700 RHP<br>1SB,*3cf*,GS60,HS2024<br>Richardsons,Westgarth&Co.Ld.Mdsb. | T.8Cy.17",27"&45"–33" (r)<br>127NHP | 19 « 10 | |
| 507 —<br>3186 *N.O.Olsson* –02 ss Hpl.No.3–8,98<br>JHPC (*ex* Hardwick) ss Hpl. No.2–02<br>*Well deck* 1 *Dk(Irn)2tr&f* | 1095<br>834<br>664 | ✠100A1 Goo *n*<br>2,01~~9,02~~ Sld<br>~~B.S.02~~<br>BS9.04 ✠LMC4.02 | 1880 E.Withy&<br>12mo Co.<br>Hartlepool<br>*Lloyd's A&CP* | Rederiaktieb. Nestor (C.W.von Liewen *Mgr.*)<br>*WB=Cell* | 236·0 31·6 13·7<br>P30' B61' F26'<br>FK<br>*WB=Cell* | Hlsingborg<br>85lb *80lb* SDB93 120NHP<br>*1BHCem*<br>*DB165'216t*<br>T.Richardson&Sons,Hpl. | C.2Cy.27"&50"–36"<br>85lb *80lb* SDB93 120NH | 15 « 8 | |
| 508 —<br>92762 *M.Morgan*03–03 ss Lly.No.3–8,99<br>KQNB *Well deck* ss Liv.No.1–02<br>1 *Dk(Irn)2tr b* | 802<br>637<br>467 | ✠100A1 Sws *l*<br>~~2,00~~ 4,05<br>MS10.02 ✠LMC<br>~~B.S.02~~ 1,05 | 1888 J.Read-<br>2mo Sons&Sons<br>S.Shields<br>*Lloyd's A&CP* | Lewis&Co. | 200·5 30·0 13·6<br>P175 B61' F20'<br>BK 7½'<br>*WB=Cell* | Liverpool<br>British<br>*1BHCem*<br>*DB165'216t*<br>J.Readhead&Sns,S.Shields. | T.8Cy.16",26"&48"–30" (r)<br>150lb *70lb* NDB99 90RHP | 15 « 11<br>8 « 5½ | |
| 509 —<br>112416 *F.Wadsworth* –04<br>RNTJ 1 *Dk(pt Irn&pt Stl)*<br>*Well deck* | 631<br>463<br>387 | ✠100A1 Hul *i*<br>4,03<br>✠LMC3.00 | 1900 SelbyS.B.&<br>1mo E.Co.Ld.<br>Selby<br>A&CP | G.B.Wadsworth<br>*WB=Cell* | 174·0 27·2 13·3<br>P35' B45' F22'<br>FK<br>*DBa 37' 6"f 13'6"t* | W.Hartlpl<br>British<br>*1BHCem*<br>*APT 15t*<br>1SB,*2cf*,GS34,HS1409<br>SirC.Furness,Westgarth&Co.Ld.Mdsb. | T.3Cy.14",22½"&37"–27" (r)<br>120lb *80lb* 62RHP | 14 « 3<br>1 « 2½ | |
| 510 —<br>87668 *W.Glen* –02 ss Ard.No.3–12,96<br>HRMQ *Well deck* ss Ard.No.2–04<br>*Mchy.Aft* 1 *Dk* | 213<br>212<br>153<br>49 | ✠100A1 Ard *c*<br>4.04<br>✠NB12.96 ✠LMC3.04 | 1883 T.B.Seath<br>1mo &Co.<br>Glasgow<br>*Lloyd's A&CP* | J.Reid | 122·0 20·1 10·0<br>P F23'<br>BK<br>*WB=FPT12t* | Ardrossan<br>British<br>*1BHCem*<br>1SB,*2pf*,GS30,HS966<br>T.Howden&Co.,Glasgow | C.2Cy.18½"&33"–21" (r)<br>80lb 50RHP | 10 « 7 | |
| 511 —<br>108540 *W.Murgatroyd* –08 ss Flt.No.1–02<br>QCPN 1 *Dk* | 181<br>163<br>47 | ✠100A1 Flt<br>*Stm Trawler*<br>~~S.S.04~~<br>BS8.04 ✠LMC8.02 | 1898 Earle's Co.<br>Ltd.<br>Hull<br>*Lloyd's A&CP* | FleetwoodSteam FishingCo.Ld. | 105·0 21·0 11·3<br>P44 F18'<br>BK 7⅞'<br>*3BHCem* | Fleetwood<br>British<br>*3BHCem*<br>1SB,*2cf*,GS33,HS880<br>Earle'sCo.,Ld.,Hull | T.8Cy.10½",20"&32"–23" (r)<br>200lb 55RHP | 12 « 0 | |
| 512 Lizzie English<br>81512 *D.McLennan* –04 ss Hpl.No.3–4,93<br>TJLB *Well deck* ss Shl.No.2–01<br>1 *Dk(Irn)2tr b* | 1616<br>1282<br>1017 | ✠100A1 Shl *q*<br>10,04~~5,03~~ Bly<br>✠LMC6.01 | 1880 T.Turn-<br>6mo bull&Son<br>Whitby<br>A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld.*Mgrs.*)<br>*WB=DB* | 258·6 34·1 19·9<br>P99 B62 F35'<br>BK 10'<br>*WB=DB* | W.Hartlpl<br>British<br>*3BHCem*<br>2SB,*6pf*,GS74,HS2828<br>Richardson&Co.(Lim.),Stockton | C.2Cy.32"&61"–39"<br>80lb *100lb* NDB99 177NHP | 21 « 3<br>12 « 2½ | |
| 513 Lizzie Westoll<br>104351 *F.Jopling* –04 ~~ss Sld.No.1–00~~<br>NRVW — *Spar dk(Stl)2tr B&deep ss* Shl.No.2–04 *framing* | 2858<br>2617<br>1807 | ✠100A1 Nwc *t*<br>*Spar dk with freeboard* Shl<br>~~B.S.04~~ 12,04 M~~S~~<br>~~S.S.04~~ ✠LMC | 1895 Short Bros.<br>3mo Sunderland<br>A&CP | J.Westoll<br>*WB=Cell* | 302·1 44'8 16·4<br>P31' B71' F34' 23'8<br>FK ~~BK 19'~~<br>*DBa 96'uE 20'f 114'* | Sunderlnd<br>British<br>*3BHCem*<br>2SB,*6pf*,GS92,HS3500<br>W.Allan&Co.(Lim.),Sld. | T.3Cy.21½",34½"&60"–42"<br>200lb ~~200lb~~ (Ms) 246NHP | 19 « 8<br>5 « 5½ | |
| 514 Lizzie & Annie<br>76519 *J.Fowler* –01 ss Hul.2nd No.8–12,02<br>1 *Dk* | 106<br>96<br>59 | ✠90A1 Hul *a*<br>~~12.02~~ 1,05<br>✠NB1.98 LMC12.02 | 1877 Softley&<br>6mo Co.<br>N.Shields<br>A&CP | G.F.Birch&Sons<br>*WB=FPT3t* | 90·1 19·1 8·3<br>ND96 BK<br>W | Boston<br>British<br>*1BHCem*<br>1SB,*2pf*,GS14,HS330<br>Pattison&Atkinson,Nwc. | C.2Cy.12½"–10"<br>80lb NDB96 25RHP | 5 « 11<br>3 « 4½ | |
| *Now a Sailing Vessel—See No. 5 Supp. of Sailing Ship Register* | | | | | | | | | |
| 515 Ljusne Jernverk<br>1404 *C.E.Österman*82–82 1 *Dk*<br>HVJM | Comp Sc Sr<br>235<br>173<br>181 | | 1873 J.Rås<br>Söderhamn | Ljusne-Voxna AktieBolag(W.von Hallwyl) | 102·4 23·4 10·6<br>Q38 B22' F15' | Ljusne<br>Swedish<br>Bergsunds Actieb.,Skm. | C2Cy.10¾"&19½"–14½"&17½<br>1SNH | | |
| 516 Llanberis<br>95190 *O.Jones* –04 ss Cff.No.3–8,02<br>LQDB 1 *Dk(Irn)&Web frames*<br>*Well deck* | Steel Sc Sr<br>2269<br>1761<br>1444 | ✠100A1 Sws *s*<br>~~2,03~~ 2,06 Bry<br>~~B.S.02~~ ✠LMC<br>~~B.S.04~~ | 1890 Osbourne,<br>2mo Graham&Co.<br>Sunderland<br>A&CP | LlanberisSS.Co.Ld (E.Thomas,Radcliffe&Co.)<br>*WB=Cell* | 290·0 38·0 20·0<br>P27' Q92' B33' F114'<br>BK 10'<br>*WB=Cell* | Cardiff<br>British<br>*1BHCem*<br>2SB,*6pf*,GS92,HS3140<br>N.F.MarineCo.(Lim.),Sld. | T.3Cy.21",35"&57½"–39" (s)<br>160lb *80lb* NDB94 2~~0~~0NH | 22 « 6<br>12 « 2 | |
| 517 Llandaff City<br>85806 *I.E.Andrews* –00 ss Brs.2nd No.8–7,02<br>WMHP 2 *Dks(Irn)3tr b* | Iron Sc Bu<br>1902<br>1719<br>1197 | ✠100A1 Brs *s*<br>~~1,04~~ ~~1,04~~ 5,05<br>~~B.S.02~~ ✠LMC7.02<br>~~S.S.04~~ 2.04 | 1882 Richardsn,<br>7mo Duck&Co.<br>Stockton<br>*Lloyd's A&CP* | C.Hill&Sons<br>*WB=DBa 76'6"xuB 30'2"6" 245t* | 270·2 36·0 23·5<br>P26 B46 F35<br>BK 9½'<br>*WB=DBa 76'6"xuB 30'2"6" 245t* | Bristol<br>British<br>*5BHCem*<br>1SB,*2pf*,GS93<br>T.Richardson&Sons,Hpl. | C.2Cy.36"&67"–36"<br>75lb *80lb* NDB91 221NHP | 24 « 8<br>14 « 2 | |
| 518 Llandrindod<br>113536 *E.H.Dolton* –01 ss Npt.No.1–~~00~~<br>SDCH 1 *Dk(Irn)2tr b*<br>*deep framing&Web frames* | Steel Sc Sr<br>3841<br>3545<br>2442 | ✠100A1 Cff *w*<br>1,0~~2,00~~ Npt<br>~~B.S.02~~ ✠LMC | 1900 Richardsn,<br>Duck&Co.<br>Stockton<br>*Lloyd's A&CP* | Llandrindod SSCo. Ld. (E.Thomas, Radcliffe&Co.<br>*WB=Cell DBa 108'uE 25'f 146'896t* | 340·0 48·1 25·9<br>P32' B179' F34'<br>FK<br>*DTf 25'6" 610t FPT 166t APT 175t* | Cardiff<br>British<br>*3BHCem*<br>2SB&1Aux.SB,*8cf*,GS193,<br>Blair&Co.Ld.Stk. | T.3Cy.25",42"&68"–45" (s)<br>~~B.S.~~NH | 28 « 4<br>14 « 7 | |
| 519 Llandudno<br>108187 *D.T.Davies* –97 ss Cff.No.1–01<br>PSRL 1 *Dk(Irn)2tr B&Web frames&Dk rude* | Steel Sc Sr<br>4064<br>3379<br>2625 | ✠100A1 Npt *w*<br>*Trunk dk with freeboard*<br>1,0~~1,00~~ Bry<br>~~B.S.02~~ ✠LMC1~~.00~~ | 1897 Ropner&<br>7mo Son,Stockton<br>A&CP | LlandudnoSSCoLd (E.Thomas,Radcliffe&Co.)<br>*WB=C~~ell~~ DBa 112' uE24'* | 336·5 46·6 25·7<br>P~~31~~ B~~65~~ F29'<br>FK<br>*f 132'7 11t FPT 218t* | Cardiff<br>British<br>*3BHCem*<br>2SB&1Aux.SB,*8rf*,GS146,<br>Blair&Co.Ld.Stk. | T.3Cy.24",40"&66"–42" (s)<br>178NHP | 27 « 3<br>14 « 9 | |
| 520 Llandulas<br>113455 *E.W.Watt* –04<br>SGPR *Mchy.Aft* 1 *Dk(Stl)&deep framing*<br>*Well deck* | Steel Sc 3 Mst Sr<br>847<br>665<br>447 | ✠100A1 Liv *l*<br>8,02<br>✠LMC1,01 | 1901 SelbyS.B.<br>2mo &E.Co.Ld<br>Selby<br>A&CP | ElderDempster Shipping.Ld. | 200·0 32·0 14·2<br>Q~~96~~ B~~18~~ F~~12~~'<br>FK<br>*WB=DBf 19'* | Liverpool<br>British<br>*2BHCem*<br>*DBa FPT*<br>2SB,*4pf*,GS62,HS2027<br>MacColl&Pollock,Sld | T.8Cy.17",28½"&46"–30" (s)<br>180lb 128NHP | 15 « 3<br>7 « 8 | |
| 521 Llanelly<br>6772 *A.Bellhouse* –03<br>PQFM ss Liv.2nd No.8–8,01<br>1 *Dk* | Iron Sc Sr<br>376<br>356<br>167 | ✠100A1 Bkn *q*<br>2,01 ~~2,04~~<br>✠NB7.91 LMC3.01<br>~~B.S.96~~ | 1875 W.Allsup<br>1mo &Sons<br>Preston<br>A&CP | S.Wales&Liv.S.S. Co.Ld.(R.Gilchrist &Co.*Mgrs.*) | 166·2 23·9 13·1<br>Q32' F12'<br>rp01 BK½'<br>*WB=2~~0~~'* | Liverpool<br>British<br>*1BHCem*<br>*BaltFPT*<br>W.Allsup&Sons,Preston | C.2Cy.23"&40"–30"<br>80lb *50lb* NDB87 80RHP | 13 « 10<br>1 « 7½ | |
| 522 Llangibby<br>113349 *H.Hall*78–01<br>SRBQ 1 *Dk(Irn)2tr b deep framing&Web frames&Dk rude* | Steel Sc<br>3771<br>3558<br>2451 | ✠100A1 Cff *w*<br>~~5,04~~ 5,05 Bry<br>✠LMC9.01 | 1901 Ropner&<br>7mo Son<br>Stockton<br>A&CP | P.E.Morel<br>*WB=Cell DBa 1~~0~~ uE 129' f 148' 757t* | 340·0 49·0 25·6<br>F~~34~~ B~~58~~ F~~30~~<br>~~34~~ BK<br>*WB=Cell DBa 1~~0~~ uE 129' f 148' 757t* | Cardiff<br>British<br>*3BHCem*<br>2SB,*6rf*,GS124,HS5190<br>Blair&Co.Ld.Stockton | C.3Cy.25",41"&67"–45" (s)<br>~~B.S.~~NH | 28 « 3<br>15 « 5 | |

| 1 Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks &c. | 2 Gross / Nett | Particulars of Classification. Character. | Built. When. Where. | Owners. | Registd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia of Cylinders—Stroke. Pressure. NIP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Fore / amidships | 15 | 16 Date when tail shaft last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 523 113[illegible] SBJF | Llangollen Steel Sc Sr<br>[illegible] / C. Taylor<br>1 Dk (Irn) 2 tr B deep framing & Web frames 3 Dk rule | 3842<br>3543<br>2443 | ✠100A1 Cff u<br>1.04<br>1 LMC 11.00 | 1900 Richards n, 11mo Duck & Co. Stockton<br>Lloyd's SA&CP | Llangollen S.S. Co. Ld. (E. Thomas, Radcliffe&Co.)<br>WB = Cell D Ba 108' u E 25' f | 340·0 48·1 25·8<br>P 32' B 179' F 84'<br>FK | Cardiff<br>British<br>6 BH Cem | T. 3 Cy. 25", 42" & 68"–45" (s)<br>160 lb 365 NHP<br>2 SB & 1 Aux SB, 8cf, GS 153, HS 6305<br>Blair & Co. Ld. Stk. f 25' 6 10 t FPT 166 t APT 175 t | 28 " 4<br>s 4 - 7½ | | 6,05 |
| 524 109798 RNHT | Llangorse Steel Sc Sr<br>D. J. Bowen –03 ss Cff No. 1–03<br>1 Dk (Irn) 2 tr B deep framing & Web frames | 3841<br>3542 8,01<br>2439 | ✠100A1 Cff u<br>Npt<br>LMC 10.03 | 1900 Richardsn, 3mo Duck & Co Stockton<br>Lloyd's SA&CP WB = Cell D Ba 112' u E 24' | Llangorse S S Co. Ld (E. Thomas, Radcliffe & Co.)<br>f 142' 8 9 1 t FPT 169 t | 340·0 48·1 25·8<br>P 33' B 176' F 31'<br>FK | Cardiff<br>British<br>6 BH Cem<br>APT 196 t | T. 3 Cy. 25", 42" & 68"–45" (s)<br>160 lb 365 NHP<br>2 SB & 1 Aux. 8cf, GS 153 HS 6305<br>Blair & Co. Ld. Stockton | 28 " 4<br>s 4 - 8 | | 10,02<br>8,04 |
| 525 113530 SDVF | Llanishen Steel Sc Sr<br>E. Edwards –01<br>1 Dk (Irn) 2 tr B deep framing & Web frames 3 Dk rule | 3837<br>3540 4,01<br>2434 | ✠100A1 Cff w<br>Aut<br>LMC 1.01 | 1901 Richards n, 1mo Duck & Co. Stockton<br>Lloyd's SA&CP | Llanishen S.S. Co. Ld. (E. Thomas, Radcliffe & Co.)<br>WB = Cell D Ba | 340·0 48·1 25·9<br>P 32' B 179' F 34'<br>1 p 01<br>FK | Cardiff<br>British<br>6 BH Cem | T. 3 Cy. 25", 42" & 68"–45" (s)<br>160 lb 365 NHP<br>2 SB & 1 Aux SB. 8cf, GS 153, HS 6305<br>Blair & Co. Ld. Stk. f 25' 6 10 t FPT 166 t APT 175 t | 28 " 4<br>s 4 - 7½ | | 1,04 |
| 526 109788 RKWG | Llanover Steel Sc Sr<br>D. Owen 98–99 ss Cff No. 1–03<br>1 Dk (Irn) 2 tr B deep framing & Web frames | 3840<br>3541 9,04 8,01<br>2438 | ✠100A1 Cff w<br>Npt<br>LMC 11.03 | 1899 Richardsn, 12mo Duck & Co. Stockton<br>Lloyd's SA&CP WB = | Llanover S S. Co. Ld (E. Thomas, Radcliffe & Co.)<br>Cell D Ba 112' u E 24' f 142' 8 9 1 t FPT 169 t | 340·0 48·1 25·9<br>P 33' B 176' F 31'<br>FK | Cardiff<br>British<br>6 BH Cem<br>APT 196 t | T. 3 Cy. 25", 42" & 68"–45" (s)<br>160 lb 365 NHP<br>2 SB 1 Aux. 8cf, GS 153 HS 6305<br>Blair & Co. Ld. Stockton | 28 " 4<br>s 4 - 8 | | 3,04 |
| 527 109798 RKFF | Llansannor Steel Sc Sr<br>W. Croxton 83–00 ss Cff. No. 1–01<br>1 Dk (Irn) Cell side tanks amidships deep framing & 2 tr B at ends 3 Dk rule | 3568<br>3321 12,02,04 4,05 Cff<br>2808 LMC [illegible] | ✠100A1 Bry w<br>Cff | 1900 W. Gray & 5mo Co. Ld. West Hartlepool<br>A&CP | Llansannor S.S. Co. Ld. (T. & R. Morel)<br>WB = Cell D Ba | 338·6 51·1 24·4<br>P 37' B 130' F 41'<br>FK | Cardiff<br>British<br>6 BH Cem | T. 3 Cy. [illegible], 40½" & 67"–45"<br>160 lb (s) 315 NHP<br>3 SB, 9rf, GS 123, HS 4954<br>Cen. Mar. Eng Wrks. W Hpl | 26 " 11<br>s 4 - 10 | | 6,04<br>6,04 |
| 528 98871 MBHQ | Llanthony Abbey Steel Sc Sr<br>E. B. Barnett –01 ss Shl. No. 3–7,03<br>Well deck 1 Dk (Irn) & Web frames | 2425<br>1844 10,04 2,04<br>1626 | ✠100A1 Bry s<br>Cff<br>MS 10,02 | 1890 Ropner & S. 12mo Stockton<br>A&OP | Pyman, Watson & Co. | 290·0 39·1 18·6<br>P 29' Q 88' B 116' F 31'<br>BK 10"<br>WB = Cell D B 238' 454 t | Newport<br>British<br>5 BH Cem | T. 3 Cy. 22", 36" & 59–39" (s)<br>160 lb 90 lb 217 NHP<br>2 SB, 6rf, GS 84, HS 3250<br>Blair & Co. (Lim.), Stockton | 21 " 10<br>s 1 - 11 | | 2,04<br>10,04 |
| 529 [illegible] HWLN | Llewellyn Iron Sc 3 Mst Sr<br>[illegible] –01<br>1 Dk | 212<br>176<br>74 | ... | 1867 T. Charlton Grimsby | Mrs. M. E. Shaw (L. Shaw, Mgr.) | 143·0 20·1 9·5<br>P 18' F 18 t<br>len 71 | Belfast<br>British | C. 2 Cy. 14" & 26"–21"<br>NE & B 85 35 RHP<br>M'Ilwane, Lewis & C (L) Bel. | 9 " 9 | | |
| 530 87326 | — Iron Sc<br>W. Evans 1 Dk | 160<br>119<br>29 | ... | 1884 A. Jack & Co. Liverpool | Government of Queensland | 112·0 19·6 9·2<br>Q 46' F 28' | Brisbane<br>British | C. 2 Cy. 16" & 32"–24"<br>10 RHP<br>J. Jack & Co., Liverpool | 9 " 9 | | |
| 531 JWRB | Lloyd Iron Pad<br>Guérard –01 | 249<br>88 | | 1874 Act. Ges. "Weser" Bremen | E. LePont & fils | 164·3 21·7 9·7 | Cherbourg<br>French | C. 4 Cy. 17¾" & 32¼"–37½"<br>NE & B 93 109 NHP<br>G. Seebeck, Geestemünde | | | |
| 532 HCJT | Loa Steel Sc 3 Mst Sr<br>D. Davies 91–99<br>Elec. light 2 Dks (1 Stl) & Shade dk (Teak) | 2566<br>2000 Shade dk<br>1483 5,97<br>Valparaiso | ✠ Vpo u<br>Pana ma | 1894 J. Reid & 12mo Co. Glasgow | Cia. Sud Americana de Vap. | 350·0 42·1 19·5<br>P 27'<br>BK 10½"<br>WB = Cell D Ba 30' u E & B 80' | Valparaiso<br>Chilian<br>5 BH Cem | T. 3 Cy. 28", 45' & 74"–54"<br>576 NHP<br>2 DB. 12cf, GS 273, HS 9006 FD<br>Scott & Co., Greenock | 23 " 0 | | |
| 533 HJWF | Loanda Steel Sc Sr<br>E. G. Ross –03 ss Lis. No. 3–3,02<br>Elec. light 2 Dks (Stl–ws) 3 tr B | 3199<br>2625<br>2175 | ✠ | 1889 Scott & Co. 10mo Greenock<br>Lloyd's SA&CP | Empreza Nacional de Nav. à Vapor. | 363·5 42·2 25·3<br>P 44' B 142' F 51'<br>BK 11"<br>WB = Cell D B 222' 426 t | Lisbon<br>Portuguese<br>6 BH Cem | T. 3 Cy. 31", 50" & 80"–54" (s)<br>2 DB 160 lb 1 SB 100 lb 529 NHP<br>2 D & 1 SB 15cf, GS 315 HS 8804<br>Scott & Co., Greenock 80 lb | 28 " 6 | | 3,02 |
| 534 98656 MGFD | — Steel Sc Sr<br>G. G. Hough –03 ss Liv. No. 2–99<br>3 Dks (Stl-ws) & Web frames 3 Dk rule | 2702<br>2373<br>1718 | ✠100A1 Liv u<br>5.03<br>LMC 2.04 | 1891 Naval Con. 7mo & Arm. Co. Ld. Barrow<br>Lloyd's SA&CP | British & African S.N. Co. (1900), Ld. (Elder, Dempster & Co. Mgrs.) | 327·6 39·4 22·0<br>P 40' B 108' F 42'<br>FK<br>WB = Cell D Ba 72' u E 16' | Liverpool<br>British<br>5 BH Cem | T. 3 Cy. 23", 38" & 61"–42" (s)<br>160 lb 80 lb 50 lb 253 NHP<br>2 SB. 6rf, GS 133, HS 3973<br>Naval C. & A. Co. (Ld.), Brw. | 24 " 9<br>s 4 - 11 | BT till 9,04 9,05 | 2,08 |
| 535 JCPS | Loango Nwc. 2nd No. 3 1,05 Steel Sc Sr<br>E. T. Cole –98 ss Liv. No. 3–1,00<br>ex Knight of St. George) ss Cff. No. 1–03<br>2 Dks (Stl & Irn) 3 tr B | 2993<br>2783<br>1940 | ✠100A1 Cff v<br>1,06,02 Nwc<br>MC 5.99 LMC 1.05 | 1883 T. Royden 10mo & Sons Liverpool<br>Lloyd's SA&CP | African S.S. Co. Elder, Dempster & Co. (Mgrs.) | 329·7 39·2 28·0<br>P 40' F 40'<br>WB = 317 ft 20' 2" 12' 2" 319 t | London<br>British<br>9 BH Cem | C. 2 Cy. 38" & 71"–48" (a)<br>85 lb 80 lb NDB 05 301 NHP<br>2 DB. 12 pf, GS 198, HS 5377 100 lb<br>G. Forrester & Co., Liv. | 29 " 3<br>s 5 - 11 | | 5,05<br>N1,05 |
| 536 98533 MVJL | Lobelia Steel Sc Sr<br>F. H. Watson –98 ss Npt. No. 2–01<br>1 Dk (pt Irn pt Stl) 2 tr B<br>Well deck & Web frames | 2942<br>2253 4,01 1,03<br>1913 MC 11.00 LMC 1.01<br>B 99.06 | ✠100A1 Sws f | 1892 Irvine & Co. 11mo W Hartlepool<br>A&CP | Lobelia S.S. Co. Ld. (J. Lilly & Co.)<br>WB = Cell D Ba 110' | 314·0 40·6 20·9<br>Q 133' B 126' F 33'<br>BK 10"<br>f 108' & u E 20' 460 t | W. Hartlpl<br>British<br>5 BH Cem<br>1 PT 20 t | T. 3 Cy. 23" 37½" & 61½"–39" (s)<br>160 lb 80 lb 249 NHP<br>2 SB. 6cf, GS 89, HS 3925<br>T. Richardson & Sons, Hpl. | 23 " 10<br>s 2 - 5 | | N4.04 |
| 537 108433 QDKS | — Steel Sc K<br>H. Smith 92–98 (Trawler)<br>1 Dk | 184<br>166<br>37 | ... | 1898 J. Duthie, Sons & Co. Aberdeen | Southern Steam Trawling Co. Ld. (C. C. Morley, Mgr.) | 110·0 20·8 11·3<br>Q 28'<br>BK 7½" | Milford<br>British | T. 3 Cy. 12", 19½" & 32"–22"<br>61 RHP<br>Whyte & Mair, Dundee | 12 " 0 | | |
| 538 106863 | — Iron Sc K<br>G. Finch –96 ss Gms. No. 1–00<br>1 Dk | 147<br>137 Stm Trawler<br>53 | ✠ ... | 1896 Cochrane & 9mo Cooper Beverley<br>Lloyd's SA&CP | N. Eastern Steam Fishing Co. Ld. | 95·6 20·4 11·2<br>Q 17'<br>BK 7½" | Grimsby<br>British<br>3 BH Cem | T. 3 Cy. 11", 17" & 28"–21" (s)<br>170 lb 40 RHP<br>1 SB, 2cf, GS 23, HS 687<br>C. D. Holmes & Co., Hull | 11 " 10 | | 9,02 |
| 539 11361a | Loch Carron Steel Sc K<br>A. Rix 03–03<br>1 Dk | 195<br>182 Stm Trawler<br>44 12,04 2-04 | ✠100A1 Abn<br>LMC 8,03 | 1903 J. Duthie, 8mo Sons & Co. Aberdeen Ld.<br>Lloyd's SA&CP | White Star Steam Fishing Co. of Aberdeen, Ld. (H. A. Holmes, Mg) | 115·2 21·7 11·8<br>BK 7½"<br>WB = DT 5 t 6 t | Aberdeen<br>British<br>3 BH Cem | T. 3 Cy. 12", 19½" & 32"–23" (s)<br>180 lb 50 RHP<br>1 SB, 2 pf, GS 36, HS 1243<br>W. V. V. Lidgerwood, Gls. | 12 " 6 | | |
| 540 119130 | Loch Doon Steel So Sr<br>W. J. McMullan 04–04<br>Well deck Mchy. Aft<br>1 Dk (Stl) | 210<br>141 5,04<br>48 | ✠100A1 Bwg c<br>LMC 5,04 | 1904 Scott & 5mo Sons Bowling<br>Lloyd's SA&CP | J. G. Stewart | 112·0 21·1 8·6<br>Q 39' B 7' F 18'<br>BK 7"<br>WB = FPT 9 t | Glasgow<br>British<br>3 BH Cem | C. 2 Cy. 14" & 30"–21" (s)<br>130 lb 86 RHP<br>1 SB, 2 pf, GS 30, HS 870<br>C. Houston & Co. Glasgow | 9 " 6 | | |
| 541 KFBT | Loch Etive Steel Sc Sr<br>P. Will. Wynd<br>ss Shl. No. 3–7,98<br>ss Shl. No. 1–02<br>2 Dks (Stl–Uws) & Web frames | 2148<br>1987 [illegible] 1,05 Shl Nwc<br>1365 B 10.03 LMC [illegible] | ✠100A1 Bry t<br>[illegible] | 1886 Gourlay 1mo Bros. & Co. Dundee<br>Lloyd's SA&CP | Dundee Loch Line S. Shpg. Co. Ld. (A. Leitch & Co. Mgrs.)<br>WB = Cell D B 236' 321 t FPT | 294·0 37·3 23·8<br>P 27' B 66' F 39'<br>BK 10"<br>36 t APT 43 t | Dundee<br>British<br>5 BH Cem | T. 3 Cy. 21½", 34" & 56"–42" (s)<br>165 lb 80 lb NDB 98 196 NHP<br>2 SB, 6cf, GS 99, HS 2792<br>Gourlay Bros. & Co., Dundee | 26 " 3<br>s 4 - 9½ | | 8,02<br>N 2,05 |
| 542 76797 | — Iron Sc Sr<br>R. McKay –98 | 104<br>97<br>58 | | 1877 W. Swan & Sons Glasgow | J. G. Stewart | 80·1 17·9 8·1<br>Q 4 t<br>len 79 | Glasgow<br>British | C. 2 Cy. 12" & 20"–14"<br>NB 94 20 RHP<br>Cmp 82, Ross & Duncan, Gls | | | |

To be Broken up 05

Now named "Neumühlen," See No. 36 in 1905-06

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. — Capitaine. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage Brut. / Tonnage Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Jaugeage d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse. Quille. Franc-bord au Pont d'Abri. |
|---|---|---|---|---|---|---|---|---|---|---|
| 543 Loch Gair<br>36006 C.McFarlane –01<br>Mchy. Aft | Iron ScY<br>1 Dk | 111<br>46 | | 1888 | Scott & Co. Bowling | Port Elizabeth Harbour Board | 81·6 18·3 8·1<br>Jen97 | P. Elizabth British | 2Cy 10"&20"–15"<br>17RB<br>Muir & Houston, Glasgow | |
| 544 Loch Garry<br>115691 F. Waugh 03–03 | Steel ScK<br>1 Dk | 178<br>166<br>41 | ✝100A1 Abn<br>Stm Trawler<br>2,05 ✝LMC2,05 | 1903<br>2 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | Empire Stm Fishng Co. of Aberdeen, Ld. (H. A. Holmes Mgr) | 106·1 21·1 11·7<br>WB = DT f 8t | Aberdeen British | T.3Cy.12",20"&33"–22" (s)<br>160lb 60RB<br>1SB,2pf,gs31,hs1040<br>A. Hall & Co. Aberdeen | 12 - 3 |
| 545 Loch Katrine<br>112933 B. Fitzpatrick ssAbn.No.1–04 | Steel ScK<br>1 Dk | 151<br>143<br>44 | ✝100A1 Abn<br>Stm Trawler<br>3,01 ✝LMC10,03 | 1900<br>10 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | Loch Line Steam Trwlng. & Fishing Co. Ld. (H. A. Holmes, Mgr.) | 102·9 20·6 11·1<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.11½",18"&31"–21" (s)<br>160lb 52RH<br>1SB,2pf,gs30,hs880<br>A. Hall & Co. Aberdeen | 11 - 10 |
| 546 Loch Laggan<br>118180 J. Peck 00–03 | Steel ScK<br>1 Dk | 207<br>194<br>63 | ✝100A1 Abn<br>Stm Trawler<br>1,05 ✝LMC10,03 | 1903<br>10 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | White Star Steam Fishing Co. of Aberdeen, Ld. | 115·7 21·6 11·7<br>BK 7½<br>WB = Deep tank f 5·9t | Aberdeen British | T.3Cy.11½",20"&33"–22" (s)<br>180lb 62RH<br>1SB,2cf,gs49,hs1045<br>A. Hall & Co. Aberdeen | 12 - 4 |
| 547 Loch Leven<br>114290 T. Palmer 01–01 | Steel ScK<br>1 Dk | 178<br>167<br>45 | ✝100A1 Abn<br>Stm Trawler<br>3,05 ✝LMC11,01 | 1901<br>11 mo | Hall, Russell & Co. Ld Aberdeen<br>Lloyd's A&CP | Bon-Accord Steam Fishing Co. Ld. (H. A. Holmes, Mgr.) | 106·2 21·2 11·6<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.12",19"&33"–22" (s)<br>160lb 62RH<br>1SB,2pf,gs34,hs1101<br>Hall, Russell & Co. Ld. Abn | 12 - 4 |
| 548 Loch Lintrathen<br>110933 T. C. Morgan 90–99 ssNwc.No.1–03<br>RDCJ 1 Dk (pt Irn pt Stl) 2 tr B & deep framing<br>3 Dk rivtd | Steel ScSr<br>2633<br>1779 | 2781<br>2633<br>9,01 | ✝100A1 Nwc u<br>Shl | 1899<br>5 mo | Tyne I.S.B. Co. Ld. Newcastle A&CP | Dundee Loch Line S. Shpg. Co. Ld. (A. Leitch & Co. Mgrs.)<br>WB = Cell D Bas | 320·0 48·0 21·2<br>P29'B98'F85'<br>FK<br>a E114' f 140' 722t A | Dundee British | T.3Cy.23½",39"&64"–42" (s)<br>160lb 80lb 273NP<br>2SB,6rf,gs112,hs4200<br>N.E. Marine Co. Ld. Nwc. | 23 - 6<br>14 - 2 |
| 549 Loch Lomond<br>93472 D.C. Horne –99 ssShl.No.3–3,01<br>KRLC 2 Dks (1 Stl & 1 Irn) 3 tr b | Steel ScSr<br>2380<br>1680 | 2619<br>6,04<br>BS10,08 | ✝100A1 Shl t<br>✝LMC4,0 | 1888<br>5 mo | Palmers' Co. (Lim.) Newcastle A&CP | Dundee Loch Line S. Shpg. Co. Ld. (A. Leitch & Co. Mgrs.) | 312·0 40·2 24·0<br>P38'B58'F89'<br>FK<br>WB = Cell D B 152'<br>a B H Cem<br>435t F P T 80t | Dundee British | T.3Cy.28",37"&60"–42" (s)<br>165lb 80lb NDB01 236NHP<br>2SB,6rf,gs107,hs3550<br>Palmers' Co. (Lim.), Nwc. | 27 - 5<br>15 - 2½ |
| 550 —<br>109655 J. Wilkinson ssAbn.No.1–02<br>QGHV 1 Dk | Steel ScSr<br>137<br>40 | 145<br>3,02<br>BS3, | ✝100A1 Abn<br>Stm Trawler<br>✝LMC9,02 | 1898<br>8 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | Loch Line Steam Trwlng. & Fishing Co. Ld. (H. A. Holmes, Mgr.) | 102·8 20·0 10·8<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.11½",18"&31"–21" (s)<br>160lb 52RH<br>1SB,2pf,gs32,hs893<br>A. Hall & Co. Aberdeen | 11 - 6 |
| 551 Loch Lydoch<br>118165 T. A. Gaunt 03–03 | Steel ScK<br>1 Dk | 196<br>183<br>44 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC | 1903<br>5 mo | J. Duthie, Sons & Co. Aberdeen<br>Lloyd's A&CP | Empire Stm Fishng Co. of Aberdeen, Ld. (H. A. Holmes Mgr) | 115·8 21·7 11·8<br>BK 7½<br>WB = DB f 5·6t | Aberdeen British | T.3Cy.12",19½"&32"–22" (s)<br>180lb 50RH<br>1SB,2pf,gs36,hs1243<br>W. V. V. Lidgerwood, Gls. | 12 - 6 |
| 552 Loch-Na-Gar<br>112925 P. Fitzpatrick –02 ssAbn.No.1–04 | Steel ScK<br>1 Dk | 165<br>157<br>54<br>3,05 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC | 1900<br>9 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | Loch Line Steam Trwlng. & Fishing Co. Ld. (H. A. Holmes, Mgr.) | 105·5 21·1 11·0<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.11½",18"&31"–21" (s)<br>180lb 53RH<br>1SB,2cf,gs30,hs880<br>A. Hall & Co. Aberdeen | 11 - 6 |
| 553 Loch Nell<br>76760 J. Crawford 83–83 ssGls.No.2–86<br>Mchy. Aft | Iron ScSr<br>1 Dk | 123<br>96<br>57 | ✝ Cly a<br>✝LMC | 1877<br>3 mo | H. M'Intyre & Co. Paisley | J. G. Stewart | 89·5 17·1 8·4<br>Q34' F12'<br>WB = F P T A P T | Glasgow British<br>a B H Cem | C.2Cy.18"&23½"–18"<br>30RH<br>Muir & Houston, Glasgow | 9 - 0 |
| 554 Loch Ness<br>114199 J. Reynolds –03 | Steel ScK<br>1 Dk | 176<br>167<br>43 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC11,01 | 1901<br>11 mo | A. Hall & Co. Aberdeen<br>Lloyd's A&CP | Bon-Accord Steam Fishing Co. Ld. (H. A. Holmes, Mgr.) | 106·1 21·2 11·6<br>BK 7½<br>3 BH Cem<br>WB = DT f 5·8t | Aberdeen British | T.3Cy.12",20"&33"–22" (s)<br>160lb 60RH<br>1SB,2pf,gs31,hs1040<br>A. Hall & Co. Aberdeen | 12 - 3 |
| 555 Loch Rannoch<br>115551 H. Maunder –02 | Steel ScK<br>1 Dk | 178<br>167<br>45 | ✝100A1 Abn<br>Stm Trawler<br>2,04 ✝LMC11,01 | 1901<br>11 mo | Hall, Russell & Co. Ld Aberdeen<br>Lloyd's A&CP | Bon-Accord Steam Fishing Co. Ld. (H. A. Holmes, Mgr.) | 106·2 21·2 11·6<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.12",19"&33"–22" (s)<br>160lb 62RH<br>1SB,2pf,gs31,hs1101<br>Hall, Russell & Co. Ld. Abn | 12 - 4 |
| 556 Loch Ryan<br>114198 W. R. Wetherley –01 | Steel ScK<br>1 Dk | 186<br>175<br>56<br>1,05 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC 10,01 | 1901<br>10 mo | Hall, Russell & Co. Ld. Aberdeen<br>Lloyd's A&CP | W. R. Wetherley | 108·2 21·8 11·6<br>BK 7½<br>3 BH Cem | Aberdeen British | T.3Cy.12",20"&33"–21" (s)<br>160lb 62RH<br>1SB,2pf,gs34,hs1101<br>Hall, Russell & Co. Ld. Abn. | 12 - 1 |
| 557 Loch Stenness<br>115585 T. Palmer 02–02 | Steel ScK<br>1 Dk | 177<br>166<br>33<br>3,05 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC12,02 | 1902<br>12 mo | J. Duthie, Sons & Co. Aberdeen<br>Lloyd's A&CP | Empire Stm Fishng Co. of Aberdeen, Ld. (H. A. Holmes Mgr) | 107·2 21·1 11·6<br>BK 7½<br>WB = DT f 5·7t | Aberdeen British | T.3Cy.12",20"&33"–22" (s)<br>160lb 50RH<br>1SB,2pf,gs36,hs1243<br>W. V. V. Lidgerwood, Gls. | 12 - 3 |
| 558 Loch Strom<br>115593 J. McCallum 03–03 | Steel ScK<br>1 Dk | 176<br>165<br>40 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC2,03 | 1903<br>2 mo | Hall, Russell & Co. Ld. Aberdeen<br>Lloyd's A&CP | Empire Stm Fishng Co. of Aberdeen, Ld. (H. A. Holmes Mgr) | 106·1 21·1 11·7<br>BK 7½<br>WB = Deep Tank f 4' 8t | Aberdeen British | T.3Cy.12",19"&33"–22" (s)<br>160lb 62RB<br>1SB,2pf,gs34,hs1101<br>Hall, Russell & Co. Ld. Abn. | 12 - 4 |
| 559 Loch Tay<br>63072 J. Stephen –98 ssBry.No.2–02<br>NGFK 2 Dks (1 Irn & 1 Stl) 3 tr B & Web frames | Steel ScSr<br>4957<br>3416 | 5278<br>LMC | ✝100A1 Bry z<br>Nwc | 1893<br>12 mo | Palmers' Co. (Lim.) Newcastle<br>Lloyd's A&CP | Dundee Loch Line S. Shpg. Co. Ld. (A. Leitch & Co. Mgrs.)<br>WB = Cell D B 848' 1152t | 410·0 49·3 30·0<br>P38'B110'F40'<br>FK<br>a B H Cem<br>A P T 59t | Dundee British | T.3Cy.28",45"&74"–48" (s)<br>165lb 80lb 407NHP<br>1 D B,8rf,gs166,hs6462<br>Palmers' Co. (Lim.), Nwc. | 33 - 7<br>17 - 10 |
| 560 —<br>Wrecked 3.05<br>118162 P. Fitzpatrick | Steel ScK<br>1 Dk | 197<br>184<br>71 | ✝100A1 Abn<br>Stm Trawler<br>2,04 | 1903<br>4 mo | J. Duthie Sons & Co. Aberdeen<br>Lloyd's A&CP | Bon-Accord Steam Fishing Co. Ld. (H. A. Holmes, Mgr.) | 116·6 21·7 11·8<br>BK 7½<br>WB = DB f 5·6t | Aberdeen British | T.3Cy.12",19½"&32"–22" (s)<br>180lb 50RH<br>1SB,2pf,gs36,hs1243<br>W. V. V. Lidgerwood, Gls. | 12 - 6 |
| 561 Loch Torridon<br>115590 A. Rix 03–03 | Steel ScK<br>1 Dk | 199<br>186<br>51<br>3,05 | ✝100A1 Abn<br>Stm Trawler<br>✝LMC1,03 | 1903<br>1 mo | J. Duthie, Sons & Co. Aberdeen<br>Lloyd's A&CP | White Star Steam Fishing Co. of Aberdeen Ld. (H. A. Holmes Mgr) | 115·9 21·6 11·8<br>BK 7½<br>WB = DB f 5·6t | Aberdeen British | T.3Cy.12",19½"&32"–22" (s)<br>180lb 50RH<br>1SB,2pf,gs36,hs1243<br>W. V. V. Lidgerwood, Gls. | 12 - 6 |
| 562 Lochaber<br>113970 A. Crawford –03<br>Mchy. Aft<br>Well deck | Steel ScSr<br>292<br>80 | 288<br>12,04 | ✝100A1 Bwg d<br>✝LMC8,03 | 1901<br>8 mo | Scott & Sons Bowling A&CP | J. G. Stewart | 125·0 22·6 9·7<br>Q44' B9' F22'<br>BK 7<br>WB = F P T | Glasgow British<br>3 B H Cem<br>a P T 6t | C.2Cy.16"&32"–24" (s)<br>126lb 55RH<br>1SB,2rf,gs86,hs1025<br>Muir & Houston, Ld Gls | 10 - 6 |

| Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Vessel's Class now Applied. Equipment. | Built. When. Ship. Engines. By Whom. Where. | Owners. | Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 563 LHCQ | Lochiel — IronScSk — 76776 — I. MacGilvray —94 | 21 / 144 / 78 | | 1877 — A.&J. Inglis, Glasgow | D.MacBrayne | 139·8 \| 18·2 \| 9·2 — Q4 6t | Glasgow — British | C.2Cy.19″&34″–24″ — 50RH — Muir&Caldwell,Glasgow | | 84 | |
| 564 LHQC | Lochmore — SteelScSr — 2461 / 1881 / 1603 — ✠100A1 — pt Awng dk — with freeboard — 3.01 — Bkn — s — BS12 — Liv.No.3–12.01 — 1 Dk, Stl & Webframes & pt Awng dk( Irn) — Harris | | | 1889 — Bartram, Haswell&Co. Sunderland — 9mo — A&CP | Lochmore S.S.Co. Ld.(W.Johnston& Co.Ld.) — WB = Cell D Ba88′ f120′ | 300·0 \| 38·6 \| 19·5 — P30′ Q80′ — BK10″ — pt Awng dk 189′ — 348 IPT31t | Liverpool — British — 3 BHCem | T.3Cy.22″,36½″&60″–42″ (s) — 160lb 100lb — 288NHP — 2SB,6rf,GS110,HS3650 — J.Dickinson,Sunderland | 22 ″ 2 — s 8 ″ 10 | | s3,04 |
| 565 LHJG | Lochness — IronPadSk — 15462 — J.McDonald –03 (ex Lough Foyle) — 121 / 121 / 46 | | | 1853 — J.Barr — Glasgow | D.MacBrayne | 153·0 \| 16·4 \| 6·9 | Glasgow — British | 1Cy.45″–42″ — NB76 — 80RH — J.Barr,Glasgow | | BT till 11,06 | |
| 566 RMKP | Lochwood — SteelScSr — 109237 — ss Shl.No.1–05 — 1 Dk(Stl)&deep framing — E.R Butcher — 2042 / 1822 / 1310 — ✠100A1 — 5,05 — Cll — Shl — s — LMC — 2,06 | | | 1900 — Craig, Taylor&Co. Stockton — 2mo — A&CP | Constantine& Pickering S.S.Co. — WB = Cell D Ba88′ uE22′ f114′ 493t | 289·0 \| 43·3 \| 20·0 — P27′ B74′ F33′ — FK — 5 BHCem — 4 PT42t | Middlesbro' — British | T.3Cy.21″,35″&57″–39″ (s) — 160lb 80lb — 208NHP — 2SB,6pf,GS81,HS3210 — N.E.MarineCo.Ld.Sld. | 21 ″ 8 — s 3 ″ 4½ | | 5,05 |
| 567 KDMN | Locksley — IronScK — 88775 — E.Jackson –03 — Mchy..Aft — 121 / 103 / 74 | | | 1884 — Wallsend Slpwy.Co.Ld. Newcastle | R.Mason | 91·0 \| 20·2 \| 8·0 — Q7t | Newcastle — British | C.2Cy.11″&20″–16″ — NB88 — 20RH — G.Paulin&Son,Newcastle | | V | |
| 568 PLQS | Lockwood — SteelScSr — 105874 — W.A.Martin –01 — ss Hpl.No.1–00 — 1 Dk(Irn)&Webframes — 1143 / 948 / 677 — ✠100A1 — 1,04 — Shl — s — MS10,99 — BS13,01 — LMC — 3,04 | | | 1896 — J.Blumer &Co. Sunderland — 9mo — A&CP | W.France Fenwick &Co.Ld. — WB = Cell D Ba35′ uE6 B38′ f121′ 453t | 236·0 \| 32·0 \| 14·9 — Q18′ B74′ F26′ — FK — 1 BHCem — 2 PT16t | London — British | T.3Cy.20″,32½″&53″–36″ (s) — 160lb 80lb — 180NHP — 2SB,6pf,GS90,HS2870 — J.Dickinson&Sons,Ld.,Sld. | 18 ″ 3 — s 2 ″ 6 | | 1,04 |
| 569 | Locust — IronScYl — 99541 — ss Hul.No.3–9.03 — 1 Dk — 155 / 142 / 57 — ✠100A1 — Stm Trawler — 9.03 — Hul — LMC — 9,03 | | | 1891 — Mackie& Thomson Glasgow — 10mo — Lloyd's A&CP | British Stm Trawling Co.Ld. | 100·5 \| 20·5 \| 10·7 — Q19′ F19′ — BK7½ | Hull — British — 3 BHCem | C.2Cy.16″&32″–22″ (s) — 110lb — 45RH — 1SB,2pf,GS30,HS690 — Muir&Houston,Glasgow | 11 ″ 11 | | N9,03 |
| 570 QBLN | Lodes — SteelSc3MstSr — 109232 — J.Kelly –02 — ss Mdb.No.1–01 — Mchy.Aft — 1 Dk(Stl) — 396 / 268 / 123 — ✠100A1 — 4,05 — Bkn — Oil — LMC — 11,01 | | | 1898 — R.William- son&Son Workington — 1mo — A&CP | M.Morris | 153·6 \| 23·7 \| 8·9 — Q86′ B10′ F20′ — BK7 — WB = DBf 79·95t | Middlesbro' — British — 3 BHCem | C.2Cy.19″&38″–27″ (s) — 115lb 80lb — 60RH — 1SB,3pf,GS49,HS1300 — Ross&Duncan,Glasgow | 11 ″ 3 — s ″ 8½ | | 6,03 — 4,05 |
| 571 HLSN | Lodovica — SteelScSr — A.Bartulich –99 (ex Laureldene) — Turret deck — 1 Dk 2tr B — 3568 / 3355 / 2273 | | | 1898 — W.Doxford &Sons,Ld. Sunderland | Lodovica S.S.Co Ld (FiliCosulich Mgr) | 340·0 \| 45·6 \| 24·6 — F38′ | Trieste — Aust.-Hung. — WB | T.3Cy.24½″,40″&66½″–42″ — 286NH — W.Doxford&Sons,Ld.Sld. | | A C V | |
| 572 HMNK | Lodsen — SteelScSr — H.Meyer –99 — 1 Dk — 1222 / 982 / 757 | | | 1899 — Fevigs Jernskibsbyg Arendal | Akties.Lodsen (Oscar Hytten) | 241·4 \| 35·0 \| 16·4 — Q141t B62t H12t F26t | Tönsberg — Norwegian — WB | T.3Cy.16½″,27″&44″–30″ — Sir C.Furness, Westgarth&Co.Ld.Mdb. — 106NH | | N | |
| 573 JTGH | Lofoten — IronScSr — A.Pallesen — 1 Dk&Awng dk — 425 / 249 / 299 | | | 1881 — Akers Mek. Verkst. Christiania | Vesteraalens Dampskibsselskab | 159·0 \| 24·0 \| 10·8 — Q28t H8t F138t len96 pt Awng dk — 42NH — 123′ WB | Bodö — Norwegian | C.2Cy.18½″&32″–24½″ — Akers Mk.Vrks.Christiania | | N | |
| 574 PWKS | Logic — SteelTwinScSr — 109619 — W.Morgan85–97 — ss Bel.No.1–02 — 2 Dks(UStl ends) Floors&Keelsons pt Irn — Electlight — 959 / 770 / 126 — ✠100A1 — 5,05 — Bel — n — LMC — 4,04 | | | 1898 — Barclay, Curle&Co.Ld. Glasgow — 1mo — Lloyd's A&CP | Belfast S.S.Co.Ld. — WB = Cell D Ba37′ | 236·0 \| 31·2 \| 15·6 — P35′ B104′ F32′ — pt Shlt'r dk 20′ — BK8 — uE31′ f64′ 183t — FPT 10t | Belfast — British — 5 BHCem | T.6Cy.16″,27″&43″–28″ (s) — 180lb — 263NHP — 2DB,8cf,GS168,HS4770 — Barclay,Curle&Co.Ld.Gls | 16 ″ 5 — s 1 ″ 11 | BT till 4,05 | 84,04 — P3,05 |
| 575 NLPH | Logician — SteelScSr — 102160 — R.Owen –99 — ss Liv.No.2–02 — Electlight — 2 Dks( U trn&1 Stl)3tr B — 4878 / 4444 / 3162 — ✠100A1 — 2,05 — Liv — y — MS5,02 — BS7,08 — LMC — 5,04 | | | 1894 — Workman, Clark&Co. Ld. Belfast — 8mo — Lloyd's A&CP | Charente S.S.Co Ld (T.&J.Harrison, Mgrs.) — WB = Cell D Ba117′ uE6 B58′ f147′ 810t | 400·0 \| 47·0 \| 28·5 — P59′ B99′ F49′ — FK — 6 BHCem — 17t APT10t | Liverpool — British | T.3Cy.25″,41″&68″–54″ (s) — 180lb 90lb 75lb — 424NHP — 2DB,12cf,GS220,HS7297 — Workmn.Clrk&C(Lm)Bel. | 31 ″ 5 — s 7 ″ 0½ | BT till 7,04 | 11,02 |
| 576 JWRS | Loire — SteelScSr — Electlight — 2 Dks — 1594 / 1113 / 825 | | | 1899 — R.Stephen- son&Co Ld Newcastle | Cie.Française de Bat.à Vap.France-Baltique | 249·7 \| 35·2 \| 15·5 — Q96′ B60′ F32′ | Bordeaux — French | T.3Cy.19½″,32½″&54″–36″ — 175NHP — R.Stephenson&Co.Ld Nwc | | V | |
| 577 JWRF | — — IronSc3MstSr — N.Zigliara ss Hul.No.3–6.83 2 Dks — (ex Gitana,ex Immacolate Concezione) — 466 / — / 211 | | 1.90 | Hul — h — 1859 — Seaward& Co. London | P.Durand | 187·2 \| 27·0 \| 15·0 — P35′ F46′ | Algiers — French — 4 BHCem | C.H.2Cy.25″&50″–24″ — 96RHP — Cmp.83 CD Holmes&C.Hull | | | |
| 578 RBWV | Loire Inférieure — IronScSr — 110092 — ss Trn 2nd No.3–6.03 — Well deck — D.C.Stevens — 1 Dk( Irn) — 724 / 559 / 426 — ✠100A1 — 4,04 — Gls — k — BS9,04 — LMC — 6,03 | | | 1882 — Pearce Bros. Dundee — 9mo — A&CP | A.F.Blackater | 200·6 \| 29·2 \| 13·4 — Q62′ B44′ F25′ — lrp03 — BK7½ — WB = DBa44′ | London — British — 4 BHCem — 86t FPT57t | C.2Cy.23″&45″–30″ (s) — 73lb 73lb 60lb — 85RHP — 1SB,3pf,GS62,HS1624 — Pearce Bros.,Dundee | 14 ″ 4 — s 1 ″ 5½ | | 1,04 — N9,04 |
| 579 MKRF | Lok Sang — SteelScSr — 99028 — R.Johns –03 — 1 Dk(Stl)&Spar dk3tr B — 1560 / 1462 / 979 — ✠ — Spar dk — 12.91 — Gls — q | | | 1891 — Lon.&Gls. Co.(Lim.) Glasgow — 12mo | Indo-China Steam Nav.Co.Ld. — WB = DBa52′ 1st | 250·0 \| 36·1 \| 15·6 — Shade dk a43′ — 22·5 — B61′ F35′ — FK — FPT 88′ APT 30t | London — British — 4 BHCem — MT10′ 130t | T.3Cy.18½″,30″&48″–36″ — 166NHP — 1SB,3rf,GS55,HS2327 — FD — Lon.&Gls.Co.(Lim.),Gls | 16 ″ 2 | | |
| 580 NTDP | Lolland — IronScSr — A.N.Ankersen — 2 Dks&Hur dk — 492 / 424 / 283 — ✠ — 7.86 — Nwc — h | | | 1882 — H.M'Intyre&Co. Paisley — 1mo | Forenede Dmpskib. Selskab — WB = DBa33′ | 178·0 \| 26·6 \| 13·1 — P34′ B64′ 19·5 — F54′ — 40t FPT20t APT11t | Nakskov — Danish — 4 BHCem — MT16′ 80t | C.2Cy.24″&48″–30″ — 105NHP — Hutson&Corbett,Glasgow | | | |
| 581 MBPN | Lom — SteelScSr — N.P.Andersen — 1 Dk — 1241 / 1121 / 791 | | | 1904 — Nylands Værksted Christiania | Dmpsksselsk.Lom (Pedersen&Co.) | 241·5 \| 35·7 \| 17·8 — P22t H77t F26t | Chrstiania — Norwegian — WB | T.3Cy.18″,29″&48″–33″ — 132NHP — Nylands Værksted,Xania. | | N | |
| 582 QLWT | Lomas — SteelScSr — 109039 — D.C.Henderson –99 — ss Npt.No.1–02 — (ex Britannic) — 1 Dk( Irn) 2tr B&deep framing 3 Dk rule — 3048 / 2861 / 1969 — ✠100A1 — 4,04 — Npt — u — LMC — 12,02 | | | 1898 — W.Gray& Co.Ld. W Hartlepool — 12mo — A&CP | B.Ayres G.S'thrn Rly.Co.Ld.(A.Holland&Co. Mgrs.) — WB = Cell D B a&u E130′ f136′ 763t | 325·2 \| 48·6 \| 21·6 — P27′ B84′ F30′ — FK — 5 BHCem — APT53t | London — British | T.3Cy.24″,38″&64″–42″ (s) — 160lb 80lb — 279NHP — 2SB,6rf,GS101,HS4400 — Cen.Mar.Eng.Wrks.W Hpl | 24 ″ 0 — s 4 ″ 1½ | | 4,04 — 4,03 |
| 583 NTPJ | Lombard F.P.Morris03–04 — SteelScSr — 104865 — Excelsior — ss Liv.No.1–00 — 1 Dk(Irn)&Spar dk(Irn) ss Sng.No.2–04 & Webframes | 2580 / 2455 / 1658 | ✠100A1 — Spar dk — PM — LMC — BS | 1895 — Blyth S.B. Co.(Lim.) Blyth — 5mo — A&CP | Lombard SS.Co.Ld (J.White,Mgr.) — WB = Cell D B a94′ uE6 B38′ f120′ | 314·0 \| 40·1 \| 17·9 — B58′ F33′ — 25·4 — FK — 5 BHCem — 488t APT37t | London — British | T.3Cy.22½″,37″&61″–42″ (s) — 160lb 80lb — 246NHP — 2SB,6cf,GS104,HS3760 — Blair&Co.(Lim.),Stockton | 20 ″ 3 — s 5 ″ 8½ | | 1,04 — N5,01 |
| 584 QGHT | Lombardia — SteelScSr — 14 — G.Orengo — Electlight — 3 Dks — 5127 / 4000 / 3328 | | | 1901 — G.Ansaldo &Co. Sestri Ponente | Nav.Gen.Italiana | 403·0 \| 46·6 \| 27·7 — P55′ B155′ F48′ | Genoa — Italian — WB | T.3Cy.29½″,47⅞″&77⅞″–53½″ — 439NHP — G.Ansaldo&Co.Sestri P'nte | | I | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terre-plein maintenant arrêté. Lettre à Perforer. | Construit. Quand? / Naviro. / Mach. / Par qui. / Où. | Armateurs. | Dimensions d'après Jauge Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres. / Pression sur Chaudières. / NHP = Force en chevaux d'après les formules de la Société. / RHP = Force en chevaux d'après les papiers du navire. / Détails des Chaudières & Foyers. / Nom du Constructeur des machines. | Tirant d'eau. | Franc-bord. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 585<br>102150<br>NQVM | **Lombardy**<br>*J.Lee* –03<br>1 *Dk(ptStl ptIrn)&Webframes*<br>*pt.Awng dk(Irn)* | SteelScSr<br>2423<br>1808<br>1548 | ✝100A1 Liv *s*<br>*pt.Awng dk*<br>*withfreeboard*<br>1,05 12·08<br>✝LMC<br>MS11,02 | 1895 Sir R Dixon & Co Middlesbro' A&CP | D.McIver,Sons& Co.Ld. | 294·9 41·3 17·9<br>P27 Q82'<br>*pt Awng dk* 186' FK<br>*B = Cell D Ba* 90'6 *E*<br>drp05 | Liverpool<br>British<br>*4 B H Cem*<br>16 *f* 118'483*t* | T.8Cy.28",37"&61"–12" 1<br>160lb *80lb* 246NH<br>2S8,*6cf*,gs104,hs8760<br>Blair&Co.(Lim.),Stockton | 20 · 0 | | |
| 586<br>771<br>HQCT | **Lomonosoff**<br>*Popoff* –01<br>1 *Dk(ptIrn)&Sparddk*<br>*Elec light* | SteelTwinScSr<br>915<br>870<br>480 | ✝ Nwe *u*<br>*Spar dk*<br>*withfreeboard*<br>3,91 | 1891 W.Dobson & Co. Newcastle | Archangel-Mourman Stm.Nav.Co. | 226·5 30·0 14·9<br>B16' F66' 20's<br>FK<br>*WB = Cell D B* 139 | Archangel<br>Russian<br>*4 B H Cem*<br>143*t APT* 19*t* | T.6Cy.12½",20"&33"–24" 12 1NH<br>2S8,*4rf*,gs75,hs2034<br>Hwthrn,Leslie&C.(L.) Nwc. | 14 · 3 | | |
| 587<br>109033<br>QLBK | **Londesborough**<br>*A.Wigglesworth* –02 ssCff.No.1–0<br>1 *Dk(Irn)2tr B&Webframes*<br>*Elec light* | SteelScSr<br>3071<br>2854<br>1969 | ✝100A1 Cff *u*<br>4,03 4,04<br>✝LMC 03 | 1898 W.Gray& Co.Ld. W Hartlepool A&CP | Hull Stm.Shpg.Co. Ld. (G.R.Sanderson&Co. *Mgrs.*)<br>*WB = Cell D Ba* | 324·0 47·1 22·4<br>P27 B62' F30'<br>FK<br>*fuE* 130' *f* 136' 732*t* | Hull<br>British<br>*5 B H Cem*<br>*APT* 53*t* | T.3Cy.24",38"&64"–12" (*s*)<br>160lb *80lb* 258NH<br>2SB,*6rf*,gs895,hs3784<br>Cen.Mar.Eng.Wrks.W Hpl | 24 · 10 | | |
| 588<br>99213<br>MPFB | **London**<br>*W.Lowden* –00 ~~sslbnn No.2–00~~<br>*Elec light* 2 *Dks(Stl–Uwsh)*<br>*ss*Dun.No.3 5,04 | SteelScSr<br>1706<br>1264<br>858 | ✝100A1 Dun *r*<br>5,04 3·08<br>~~Bkhds~~ ✝LM<br>~~Bkhds BS3,04~~ | 1892 Gourlay Bros. & Co. Dundee *Lloyd's A&CP* | Dundee,Perth& London Shppg.Co.<br>*WB =* | 280·0 36·6 16·9<br>P61 B77 F62<br>BK9'<br>*DBa* 50' *fuE & B* 60 | Dundee<br>British<br>*5 B H Cem*<br>130*t FPT* 28*t* | T.3Cy.30",47"&77"–48" (*s*)<br>165lb *80lb* ND803 425NH<br>2DB,*12rf*,gs240,hs6522<br>Gourlay Bros.&Co.,Dundee | 19 · 4 | | |
| 589<br>45007<br>VBMK | —<br>*J.B.May* –03<br>*ss*Lon.3rdNo.3–6,96<br>*ss*Lon.No.1–01 8 *Dks* | IronScBk<br>1579<br>1544<br>996 | ✝100A1 Lon *r*<br>6,04 6,03<br>~~Bkhds~~ ✝LMC<br>~~Bkhds~~ BS3,04 | 1862 A.Leslie& Co. Newcastle | J.Hall,jun.,&Co. | 276·5 30·6 25·1<br>ND78 len88<br>BK8½'<br>*WB = DBa* | London<br>British<br>*6 B H Cem*<br>*E&B* 48'87*t* | C.2Cy.30"&53½"–36" (*s*)<br>80lb *50lb* ND883 139NH<br>2S B,*4pf*,gs52,hs2691<br>Blair&Co.(Lim.),Stockton | 26 · 11 | | |
| 590<br>99213<br>NKRS | —<br>*P.G.Bom* 99–99 *ss*Fln.No.3–12.99<br>*ss*Cpn.No.1–04<br>(*ex* Amamoe *ex* Craigallan *ex* Camperdown)<br>*Well deck* 1 *Dk(Irn)&Webframes* | SteelScSr<br>1475<br>1196<br>929 | ✝100A1 Cpn *p*<br>1,05 4·01 4·06<br>MS8,03 ✝LMC<br>MS8,04 1,05 | 1890 J.Blumer & Co. Sunderland A&CP | Dpskslsk.Vulcan (C.P Jensen, *Mgr*) | 250·0 37·0 16·7<br>Q89' B106' F28'<br>FK<br>*WB = Cel* | Copnhagn<br>Danish<br>*4 B H Cem*<br>*DB* 162' 263*t* | T.3Cy.18",30"&48"–36" (*s*)<br>160lb 180NH<br>2S B,*4rf*,gs877,hs2284<br>Alley& McLellan,Glasgow | 18 · 10 | | |
| 591<br>JFBN | —<br>*P.Marckwardt* 1 *Dk&Sprdk8tr B* | SteelScSr<br>1227<br>1207<br>746 | | 1889 Act.Ges. "Vulcan" Stettin | Neue Dampfer-Cie. Act.Ges. | 231·1 31·1 20·9<br>B57' | Stettin<br>German<br>*WA* | T.3Cy.15",24"&39"–24"<br>75NH<br>A.G.^s Vulcan,"Stettin | | G | |
| 592<br>102761<br>NBWT | **London Belle**<br>*R.Andrews* –01 2 *Dks* | SteelPadSp<br>738<br>503<br>284 | | 1893 W.Denny & Bros. Dumbarton | Coast Development Co.Ld. (*in liq.*) | 280·3 30·1 10·9<br>H70*t* | London<br>British | T.3Cy.29½",44"&64"–72"<br>348NH<br>Denny&Co.,Dumbarton | | 27 | |
| 593<br>112663<br>RMCJ | **London Bridge**<br>*E.Chivers* 00–02 *ss*Npt.No.1–04<br>1 *Dk(Irn)2tr B&Webframes*<br>3 *Dk rule* | SteelScSr<br>3033<br>2860<br>1936 | ✝100A1 Cff *u*<br>*withfreeboard*<br>~~7,03~~<br>✝LMC 1,06 | 1900 Ropner& Son Stockton A&CP | Bridge Stm.Shppg. C.Ld(Moore,Innes &Co.Ld.,*Mgrs.*)<br>*WB = Cell D B* a 106' | 325·0 48·1 21·9<br>P31' B166' F36'<br>FK<br>*uEo B* 34' *f* 138'663*t* | London<br>British<br>*5 B H Cem*<br>*APT* 49*t* | T.3Cy.28½",39"&61"–12" (*s*)<br>160lb *80lb* 273NH<br>2S8,*6cf*,gs118,hs4200<br>Blair&Co.Ld Stockton | 24 · 3 | | |
| 594<br>88680<br>WMHQ<br>*ss*Rot | **London City** *Furneaux* –04<br>~~*E.J.Dunlop* 03–03~~ *ss*Gls.No.3–4.96<br>(*ex* Clan Forbes) ~~*ss*Gls.No.1–00~~<br>No.2–04 2 *Dks(Irn–Uwsh)&Webframes* | IronScSr<br>2367<br>2253<br>1509 | ✝100A1 Rot *u*<br>~~3rd~~ ~~1,04~~ 1,06 Lon Liv<br>~~Bkhds~~ ~~MS8,03~~ ✝LMC<br>~~Bkhds~~ MS8,04 | 1882 A.Stephen & Sons Glasgow *Lloyd's A&CP* | Furness,Withy& Co.Ld. | 324·5 38·1 23·8<br>P12' B74' F88'<br>ND92 BK10'<br>*WB = Cell D B* 106' | W.Hartlpl<br>British<br>*6 B H Cem*<br>*DB* 278'408*t* | T.3Cy.28½",38"&63"–45" (*s*)<br>180lb *85lb* ND892 324NH<br>2SB,*6rf*,gs83,hs4394 Fl<br>*Tpd*92 W stry Cplnd& CBrw | 26 · 6 | | |
| 595<br>116017 | **Londonderry**<br>*J.D.Dunlop* –04 | SteelScSr<br>2086<br>1368<br>651 | 3 *ScShafts*<br>2 *Dks* | 1904 W.Denny & Bros. Dumbarton | Midland Railway Co. | 330·6 42·1 ~~17·2~~ 17·1 | Belfast<br>British<br>*WA* | 3 Steam Turbines 590RHP<br>Parsons Mar.S.Turbine Co.Ld.Nwc. | | | |
| Broken up 12.04<br>83411<br>WSVM | —<br>*J.Murphy* –02 (*ex* Camel) | IronPadSr<br>736<br>612<br>341 | | 1866 Caird& Co. Greenock | J.Little&Co. | 243·2 26·5 13·5<br>Q50*t* | Barrow<br>British | C.D.3Cy.45"&(2)58½"–60"<br>NB82 442NH<br>*Cmp*82 D.&W.Hndrsn,Gls | | | |
| Condemned after Collision 12.04<br>63138<br>JRNB | **Long Ditton**<br>*E.Palmer* –98 *ss*Survey.Lon.85<br>1 *Dk2tr B* | IronScSr<br>818<br>692<br>509 | ✝ Lon Lv<br>3,89 | 1870 Oswald& Co. Sunderland | W.Cory&Son.Ld. | 209·1 29·0 16·7<br>P53*t* F24' drp88<br>*WB = DBa&f* | London<br>British<br>*4 B H* | C.2Cy.24"&47"–30"<br>NB01 90RH<br>N.E.Marine E.C.(Lim.)Sld | | 17 · 10 | |
| 598<br>106646<br>QBGC | **Longbenton**<br>*D.Gillan* –02 *ss*Shl.No.1–03<br>*Well deck* 1 *Dk(Irn)&deep framing* | SteelScSr<br>924<br>699<br>525 | ✝100A1 Bry *m*<br>~~1,00~~ 8,04 Cff<br>✝LM 3,05<br>BS3,04 | 1898 Blyth S.B. Co.Ld Blyth A&CP *WB* | ~~T.&W.Smith~~<br>Longbenton S.S.Ld. (T.&W.Smith)<br>*= Cell D Ba* 50' *uE&* | 210·8 30·0 13·8<br>Q103' B9' F22<br>FK<br>*B83 f* 94' 269' *FPT* | Newcastle<br>British<br>*4 B H Cem*<br>44*t APT* 40*t* | T.3Cy.17",28"&46"–30" (*s*)<br>160lb *80lb* 99RH<br>1SB,*3pf*,gs51,hs1760<br>N.E.Marine Co.Ld.Nwc. | 16 · 1 | | |
| 599<br>112?? | **Longfellow**<br>*J.Frederickson* | WoodSc<br>413<br>—<br>218 | | 1883 Lockwood Manf.Co. Boston,Mass | United States& Porto Rico Nav.Co. | 146·5 27·0 12·4 | New York<br>Utd.States | C.2Cy.24"&41"–26"<br>71NH | | | |
| 600<br>11837?<br>VNFJ | **Longhirst**<br>*J.Sunley* –04<br>1 *Dk(Irn)&deep framing*<br>3 *Dk rule* | SteelScSr<br>3053<br>2889<br>1953 | ✝100A1 Hpl *u*<br>5,01 2·04<br>✝LMC 2,04 | 1904 W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* | London&Northern S.S.Co.Ld.(Pyman Bros.Ld.,*Mgrs.*) | 340·0 49·1 22·0<br>P25 B186' F34'<br>FK<br>*WB = Cell D Ba* 106' | London<br>British<br>*6 B H Cem*<br>*uE & B* 40 | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *100lb* 299NH<br>2SB,*6rf*,gs114,hs4760<br>Cen.Mar.Eng.Wrks.W Hpl | 24 · 6 | | 9.04 |
| * 601<br>9038?<br>JQVH | **Longnewton**<br>*B.Lawson* –99 *ss*Sld.No.3–4,97<br>*ss*Sld.No.1–02<br>*Well deck* 1 *Dk(Irn)2tr B* | IronScSr<br>1878<br>1486<br>1174 | ✝100A1 Sld *r*<br>7,01 1·06<br>~~Bkhds~~ ✝LMC 5,02<br>~~Bkhds~~ DBS8,04 | 1884 E.Withy& Co. W Hartlepool *Lloyd's A&CP* | Marquess of Londonderry (S.J. Ditchfield, *Mgr.*)<br>*WB = Cell D Ba* | 275·7 38·0 16·9<br>P26' Q82' B54 F32<br>BK9½'<br>84 *uE & B* 38' *f* 110 | Sunderlnd<br>British<br>*4 B H Cem*<br>196*t* | T.3Cy.20½",34"&55"–38" (*s*)<br>140lb ~~Nmls~~ ND897 174NH<br>2SB,*4pf*,gs70,hs2646 *6olb*<br>T.Richardson&Sons,Hpl. | 19 · 9 | 1 | 7.04 |
| 602<br>11515?<br>VKJT | **Longscar**<br>*J.Willis* –03<br>1 *Dk(Irn)2tr B&deep framing*<br>3 *Dk rule* | SteelScSr<br>2777<br>2383<br>1773 | ✝100A1 Npt *u*<br>1,02 2·04<br>Gls<br>✝LMC 11,03 | 1903 W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* *WB =* | T.W.Willis | 318·0 46·1 21·3<br>P25' B110' F31'<br>FK<br>*Cell DBa&uE* 128' *f* 132' 681*t* *DTu* 14' | W.Hartlpl<br>British<br>*5 B H Cem*<br>357*t APT* 38*t* | T.3Cy.28",36½"&62"–39" (*s*)<br>160lb *80lb* 246NH<br>2SB,*6rf*,gs94,hs3780<br>Cen.Mar.Eng.Wrks.W Hpl | 23 · 7 | | |
| 603<br>99874<br>MWHT | **Longships**<br>*F.Walker* –03 2 *Dks&deep framing*<br>*Elec light* 3 *Dk rule* | SteelScSr<br>4461<br>3146<br>2843 | | 1893 W B Thmpson&Co.,Lim Dundee | Clyde Shppg.Co.Ld (W Cuthbert, *Mgr.*) | 381·8 46·7 27·5<br>P36' B118' F41'<br>FK<br>*WB* | Glasgow<br>British<br>*WB* | T.3Cy.26½",42"&69"–54"<br>395NH<br>W.B.Thmpsn.&C(L.) Dun | 30 · 6 | C | |
| 604<br>104?42<br>NMVJ<br>2V? | **Longwood**<br>*A.Currie* –03<br>(*ex* Metull)<br>*Well deck* Quantana Reo, | SteelScSr<br>611<br>446<br>241 | ✝100A1 Hul *s*<br>3,02<br>~~Bkhds~~ ✝LMC<br>~~Bkhds~~ 1,04 | 1894 Cumming & Ellis Inverkeithng *Lloyd's A&CP* | Longwood S.S.Co. Ld. (W.S.Allan& Co.) *WB = DBa* | 180·0 27·6 11·4<br>P13' Q75' B16' F28'<br>BK7½'<br>37 60*t* *Cell DBf* | Glasgow<br>British<br>*4 B H Cem*<br>109*t APT* 20*t* | T.3Cy.15",25"&40"–27" (*s*)<br>160lb *80lb* 80RH<br>1SB,*3pf*,gs57,hs1800<br>Muir&Houston,Glasgow | 13 · 4 | | 1.05 |
| 605<br>JWSB | **Longwy**<br>*berginai* –03<br>1 *Dk2tr B* | SteelScSr<br>2475<br>1938<br>1323 | | 1903 Ch.Nantais Soc.Anon.des Const.Mar. Nantes | Soc.Anon.des Chargeurs de l'Ouest | 282·6 40·6 19·6<br>P19' Q88' H62' F29' | Nantes<br>French<br>*WA* | T.3Cy.20½",36½"&60½"–39"<br>228NH<br>Schneider&Co.Creusot | | V | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig &c. Master Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage Gross Net Deduct | 4 5 6 7 Particulars of Classification. Character. Date of last Survey. Port of Survey. Hull Engines Boilers | 8 9 Built. When. Ship Engines By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Makers Name. | 14 Moulded depth. Freeboard (Load). ft. in. | 15 Date when Ch. Lt. Stationed. If not in L.R. Station (1 of 2 Ch.) | 16 Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 606 114651 TWCG | **Lonsdale** Steel Sc 3 Mst Sr<br>*A.R.Lee* –03 *ss* Sld. No. 3–3,03<br>(*ex* Ville du Havre)<br>1 *Dk* (*Irn*) 4 *Spar dk* (*Stl-we*) *3tr B* | 3171<br>2843<br>2043 | ✠100A1 Sld *u*<br>*Spar dk*<br>2,05 ~~1,03~~ ✠LMC8,03 | 1889 J. Laing<br>1mo Sunderland<br>*Lloyd's SA&CP* | Sir J. Laing & Sons. Ltd.<br>*WB=Cell D Ba* | 340·0 \| 41·0 \| 18·1<br>B78' F31' 26·4<br>110 *uE* 20· | Sunderland<br>British<br>5 *BHCem*<br>*f* 106' 370*t* | T. 3Cy. 24½", 40" & 66"–45" (*r*<br>160lb *75lb* NDB01 292NH<br>2DB, *8cf*<br>G. Clark, Ld. Sunderland | 21 " 8<br>s 7 " 9 | | ~~8,06~~<br>2,05 |
| 607 | — Steel Sc K<br>*Fo* [illegible] 6 [illegible] *plement*<br>1 *Dk* | | 100A1<br>(*Class Cont.* \| *plated.*) | 1904 W. J.<br>Yarwood<br>Northwich | Whitehaven & Isle of Man S.S. Co. Ltd. | 115·0 \| 21·5 \| 9·7<br>B9' Q42' F19' | | C. 2Cy. 14" & 28½"–21"<br>W. J. Yarwood, Northwich | | | |
| 608 QGVH | **Loo Sok** Steel Sc Sr<br>*C. Schunt* 2 *Dks* | *1604*<br>*1470*<br>*1020* | | 1891 Fairfield Co. (Lim.)<br>Glasgow | Norddeutscher Lloyd | 270·1 \| 37·0 \| 21·8<br>H94' F40' | Bremen<br>German<br>*WB* | T. 3Cy. 22", 36" & 57"–42"<br>211NH<br>Fairfield Co (Lim) Glasgow | | V | |
| 609 530 HNMS | **Looch** Steel Sc Sr<br>*C. Cammengam* –00 *ss* Tri. No. 3–10,9<br>*Mchy. Aft*<br>*Well deck* 1 *Dk* 2 *tr B* | 1452<br>1252<br>914 | ✠100A1 Fin *f*<br>1,02<br>*Carrying Petroleum in bulk*<br>✠NB10,98 ✠LMC1,02 | 1886 Hawthorn.<br>10mo Leslie & Co. Ltd.<br>Newcastle<br>A&CP | Russian Stm. Nav. & Trading Co.<br>*WB = DB* 192' 451*t FPT* | 255·5 \| 34·2 \| 17·9<br>P72' F29'<br>pt N D02 FK | Odessa<br>Russian<br>12 *BHCem*<br>50*t APT* 24*t* | T. 3Cy. 20", 32" & 58"–36" (*s*<br>150lb *60lb* 175NH<br>2SB, *6cf*, GS98, HS2830<br>Hwthrn, Leslie & C. Ld. Nwc | 19 " 0 | | 1,02 |
| 610 19 | — Iron Pad<br>1 *Dk* | 263<br>171 | | 1879 .....<br>Elbing | Cronstadt-Oranienbaum Dampfsch. Ges. | 162·6 \| 23·8 \| 10·5 | Cronstadt<br>Russian | | | | |
| 611 90012 JTQR | **Loodiana** Steel Sc 3 Mst Sr<br>*T.J. Gries* –04 3 *Dks* (*U Stl-we*) | 3069<br>2593<br>2124 | ✠ Lon *w*<br>3.86 ✠ | 1884 W. Denny<br>12mo & Bros.<br>Dumbarton | British India Stm. Nav. Co. Ld.<br>*WB = Cell D B* 300' 771*t* | 340·1 \| 42·2 \| 25·6<br>P56' B26'<br>F | Glasgow<br>British<br>6 *BHCem* | T. 4Cy. 26½", 44" & (2) 51"–51"<br>372NH<br>Denny & Co., Dumbarton | 29 " 3 | | |
| 612 105383 PHDK | **Loong Sang** Steel Sc Sr<br>*G.S. Weigall* –99<br>*Elec. light* (*ex* Ebani) 2 *Dks* | 1738<br>1543<br>1093 | | 1896 W. Gray & Co. Ld.<br>W Hartlepool | Indo-China Steam Nav. Co. Ld. | 260·0 \| 36·4 \| 20·4<br>P41' B64' F31'<br>FK | London<br>British<br>*WB* | T. 3Cy. 22", 35" & 59"–39"<br>215NH<br>Cen. Mar. Eng. Wrks. W Hpl | 22 " 8 | | |
| 613 12731 | **Loongana** Steel Sc Sr<br>3 *Sc Shafts*<br>3 *Dks* | 2448<br>1129<br>1072 | | 1904 W. Denny<br>& Bros.<br>Dumbarton | Union S.S. Co. of New Zealand. Ld. | ~~3[illegible]~~ 43·1 ~~23·~~<br>F51' 23·3<br>300·3 | ~~Wellington~~ Melbourne<br>~~Dunedin~~<br>British<br>*WB* | 3 Steam Turbines 500 RIP<br>Parsons Mar. S. Turbine<br>Co. Ld. Nwc | | BT till 8,05 | |
| 614 RKLG | **Loongmoon** Steel Sc Sr<br>*F. Schulz* 01 –<br>*Elec light* 2 *Dks* 3 *tr B* | 1971<br>1774<br>1245 | | 1896 Wigham<br>Richrdsn & Co<br>Newcastle | Hamburg-Amerik Packetf. Act. Ges. (Ham.–Amr. Linie) | 289·9 \| 38·5 \| 22·0<br>B& *Shade dk* 100'<br>F40' | Hamburg<br>German<br>*WB* | Q. 4Cy. 18", 26", 39" & 56"–39"<br>196NH<br>Wigham Richrdsn & Co. Nwc | | GV | |
| 615 PJHS | **Loppersum** Steel Sc Sr<br>*W. Duit* 98–00 *ss* Rot. No. 1–04<br>1 *Dk* (*Stl*) *sdeep framing* (*pt Awng dk* (*Irn*)) | 2020<br>1729<br>1277 | ✠100A1 Rot *r*<br>*pt Awng dk with freeboard* Cff<br>11,04 ~~1,04~~ ✠LM~~C~~ ~~1,04~~ | 1900 W. Gray & Co. Ld.<br>8mo W Hartlepool<br>A&CP | Stoomv. Maats. Oostzee (Vinke & Co. *Mgrs.*)<br>*WB = Cell D b* | 270·2 \| 39·2 \| 15·9<br>P17' Q86'<br>*pt Awng dk* 167' FK<br>*a&uE* 106' *f* 112' 454*t* | Amstrdam<br>Dutch<br>4 *BHCem*<br>*APT* 70*t* | T. 3Cy. 19", 30½" & 51"–36" (*s*<br>160lb *80lb* 153NH<br>2SB, *4rf*, GS54 HS2257<br>Cen. Mar. Eng. Wrks. W Hpl | 18 " 2<br>s 8 " 3 | | 4,04 |
| 616 96619 LGQD | **Lord Aberdeen** Steel Sc Sr<br>*A. McGregor* –00 *ss* Sld. No. 3–11,01<br>*Well deck* 1 *Dk* (*Irn*) 2 *tr B* | 1360<br>1022<br>796 | ✠100A1 Shl *o*<br>11,04 ~~11,04~~<br>BS3,01 ✠LMC11,01 | 1889 S M'Knght<br>8mo & Co.<br>Ayr<br>A&CP | J.S. Barwick<br>*WB = DBa* 59' | 245·0 \| 34·1 \| 17·0<br>P25' Q65' B63' F25'<br>BK8½'<br>*f* 96' *gu E&B* 38' 291*t* | Sundrland<br>British<br>4 *BHCem*<br>*APT* 21*t* | T. 3Cy. 21", 34" & 56"–39" (*s*)<br>160lb *160lb* NDB01 208NH<br>2SB, *6pf*, GS94, HS3303<br>Hutson & Corbett, Glasgow | 18 " 0<br>s 10 " 9½ | | ~~10,03~~<br>N11,04 |
| 617 69738 | **Lord Alfred Paget** Iron Sc Sr<br>~~*H. Bartholomew* –00~~ | 186<br>186<br>133 | | 1865 M. Pearse & Co.<br>Stockton | ~~Hewett & Co. Ld.~~<br>J. Fishburn<br>M. Olsen | 120·4 \| 21·0 \| 10·6 | ~~London~~<br>~~British~~<br>~~Danish~~ | 2Cy. 28½"–24"<br>50RH<br>Fossick & Hackworth, Stk. | | | |
| 618 113518 THNB | **Lord Antrim** Steel Sc Sr<br>*R.J. English* –03<br>2 *Dks* (*Stl*) *sdeep framing* | 4269<br>4052<br>2774 | ✠100A1 Bel *x*<br>8,01 ~~1,03~~ Ham<br>LMC4,02 | 1902 Workman,<br>4mo Clark & Co. Ld<br>Belfast<br>*Lloyd's SA&CP* | Irish Shpownrs' Co. Ld. (T Dixon & Sons. *Mgrs.*)<br>*WB = Cell D Ba* | 375·3 \| 47·2 \| 28·8<br>P26' B103' F39'<br>drp03 FK<br>119' *uE&B* 44' *f* 144 | Belfast<br>British<br>6 *BHCem*<br>870*t M T* 29 | T. 3Cy. 26", 43" & 72"–48" (*s*<br>180lb *90lb* 409NH<br>2SB, *8cf*, GS126, HS5259 FS<br>Wrkman, Clark & Co. Ld Be<br>755*t FPT* 85*t APT* 35*t* | 31 " 7<br>s 6 " 10½ | | 11,03 |
| 619 96397 LMWQ | — Steel Sc Sr<br>*A. Cordiner* –04 *ss* Shl. No 3–1,03<br>(*ex* Alderley) 2 *Dks* (1 *Stl* & 1 *Irn*) 3 *tr B*<br>*Elec. light* | 3079<br>2837<br>1954 | ✠100A1 Shl *u*<br>10,04 ~~2,01~~ Cff<br>DS2, ~~[illegible]~~ ✠LMC11,02 | 1890 Palmers'<br>1mo Co. Ld.<br>A&CP Newcastle<br>*B = D Ba* 50' *gu E&B* | Wiltshire S. Shpg. Co. Ld. (Thompson, Elliott & Co. *Mgrs.*)<br>40' 263*t FPT* 111*t* | 320·0 \| 42·2 \| 26·6<br>P33' B62' F37'<br>BK11'<br>*APT* 82*t MT* 22' 462*t* | Newcastle<br>British<br>6 *BHpt Cem*<br>*pt. Asp* | T. 3Cy. 24". 40" & 64"–42" (*a*<br>150lb *80lb* 277NH<br>2SB, *8pf*, GS134, HS4508<br>Palmers Co. Ld., Nwc. | 27 " 10<br>s 5 " 7 | | ~~11,02~~<br>11,04 |
| 620 200139 | **Lord Baltimore** Steel Sc<br>1 *Dk* | 445<br>289 | | 1903 Harlan & Hollings-worth Co.<br>Wlmgtn, Del. | Baltimore & Philadelphia Stm. Bt. Co. | 196·0 \| 23·5 \| 12·0 | Phildlphia<br>Utd. States | T. 4Cy. 21", 32" & (2) 35"–24"<br>120NH<br>Harlan & Hollingsworth Co.<br>Wilmington, Del. | | | |
| 621 106726 PNKD | **Lord C. Beresford** Iron Sc K<br>*W. Wright* 98–01 *ss* Flt. No. 1–00<br>1 *Dk* | 162<br>150<br>63 | ✠100A1 Dub<br>*Stm Trawler*<br>~~[illegible]~~ 12,01<br>BS12,04<br>~~[illegible]~~ ✠LMC11,00 | 1896 Cook, Wel-<br>12mo t'n & Gemmell<br>Hull<br>*Lloyd's SA&CP* | Dublin Steam Trawling Co. Ld. (A. Richardson, *Mgr.*) | 105·5 \| 20·7 \| 11·0<br>Q24'<br>BK7½' | Dublin<br>British<br>3 *BHCem* | T. 3Cy. 12¾", 19½" & 32"–22½"<br>170lb (*s*) 50RH<br>1SB, *2cf*, GS23, HS876<br>C. D. Holmes & Co., Hull | 11 " 10 | | N10,03 |
| 622 93149 MTPW | **Lord Chancellor** Iron Sc Sr<br>*C. Hodds* –03<br>1 *Dk* | 135<br>135<br>57 | | 1888 Cook, Wel-<br>t'n & Gemmell<br>Hull | Humber Steam Trawling Co. Ld. | 95·3 \| 20·8 \| 11·0<br>BK7½' | Hull<br>British | C. 2Cy. 17" & 33"–22"<br>45RH<br>C. D. Holmes & Co., Hull | 11 " 10 | | |
| 623 9316 KLRS | **Lord Charlemont** Steel Sc Sr<br>*A. Ferris* –03 *ss* Bel. No. 3–7,98<br>*ss* Cff. No. 1–03<br>(*ex* Ormiston) 2 *Dks* (*Irn*) 3 *Dk rule* | 3194<br>2989<br>2059 | ✠100A1 Cff *w*<br>8,01 ~~8,08~~<br>~~Bel~~ ~~Ham~~ ✠LMC9,02<br>BS3,01 | 1886 Harland &<br>8mo Wolff<br>Belfast<br>*Lloyd's SA&CP* | Irish Shpownrs' Co. Ld. (T Dixon & Sons. *Mgrs.*)<br>*WB = Cell D B* 264' 545*t* | 345·6 \| 40·9 \| 26·7<br>P33' B80' F43'<br>BK9'<br>*APT* 48*t* | Belfast<br>British<br>6 *BHCem*<br>*APT* 48*t* | T. 3Cy. 24½", 37" & 64"–48" (*o*)<br>160lb *80lb* NDB03 309NH<br>2DB, *10cf 2pf*, GS159, HS5002<br>Harland & Wolff, Belfast | 29 " 6<br>s 6 " 3½ | | N9,03 |
| 624 118122 HBDC | **Lord Curzon** Steel Sc Sr<br>*N. Steel* 98–04<br>2 *Dks* (*Stl*) *sdeep framing*<br>3 *Dk Rule* | ~~3808~~<br>3678<br>3491<br>2388 | ✠100A1 Dmb *x*<br>2,05 ~~2,07~~<br>~~Glass Cont. plated.~~<br>✠LMC8,04 | 1904 A. McMil-<br>8mo lan & Son, Ld.<br>Dumbarton<br>*Lloyds SA&CP WB=* | ~~J. Herron & Co.~~<br>Lord Curzon S.S. Co Ld (J Herron & Co. | ~~264' 7~~ 49·9 \| 23·3<br>~~P34'~~ B220' F38' T35'<br>~~364·8~~ FK<br>*Cell D Ba* 125' *uE&B* 42' *f* 107*t D* 1a 30' 738*t FP* | Liverpool<br>British<br>6 *BHCem*<br>*APT* 65*t* | T. 3Cy 26" 42" & 70"–48" (*s*)<br>180lb *100lb* 304NH<br>3SB, *9cf*, GS172, HS6426<br>Dunsmuir & Jackson Clg. Ld. Gla. | 26 " 0<br>s 4 " 0 | | |
| 625 86210 | **Lord Delamere** Wood Sc Flat | 131<br>122<br>89 | | 1871 Ann Deakn<br>Winsford | Salt Union, Ld. | 86·2 \| 20·6 \| 9·2 | Liverpool<br>British | 2Cy. 12"–14"<br>24RH<br>G. Deakin, Winsford | | | |
| 626 110514 RLVK | **Lord Downshire** Steel Sc Sr<br>*H. Magill* 98–00 *ss* Bel. No. 1–04<br>2 *Dks* (*Stl*) *sdeep framing* | 4808<br>4581<br>3112 | ✠100A1 Bel *y*<br>4,04 ~~1,06~~ Rot<br>✠LMC4,04 | 1900 Workman,<br>1mo Clark & Co. Ld<br>Belfast<br>*Lloyd's SA&CP* | Irish Shpownrs' Co. Ld. (T Dixon & Sons. *Mgrs.*)<br>*WB = Cell D Ba* | 406·9 \| 48·8 \| 29·3<br>P37' B107' F45'<br>FK<br>122' *uE&B* 56' *f* 150' | Belfast<br>British<br>6 *BHCem*<br>1030*t D T u* | T. 3Cy. 27", 44½" & 74"–54" (*s*)<br>180lb *180lb* 463NH<br>2DB, *12cf*, GS242, HS7508<br>Wrkman, Clark & Co. Ld Bel<br>29' 730*t FPT* 100*t APT* 40*t* | 32 " 3<br>s 7 " 4 | | N4,04 |

| No. d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total / Sous le Pont / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Permis exigé maintenant au titre. Lettres d'appointement. | Construit. Navire / Mach. Par qui. Où. | Armateurs. | Jaugeage d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Forcées chevaux d'après la formule de la Société. IHP. Essais en chevaux d'après les registres du navire. Détails des Chaudières. Force. Genre des machines. | Franc-bord d'été du navire. |
|---|---|---|---|---|---|---|---|---|---|
| 627 | **Lord Dufferin** SteelScSr | 4664 | ✝100A1 Cff *y* | 1898 Palmers' | IrishShpownrs'Co. | 400·0 48·7 28·6 | Belfast | 1.3Cy.28″,46″&76″–51″ | 21 ft 6 |
| 108824 | *J.Dunn* –99 *ss*Cff.No.1–02 | 4443 | 11,04 Bhn | 6mo Co.Ld | Ld(T.Dixon&Sons. | P36′B104′F42′ | British | 180lb *180lb* 501NH | in. |
| QCWM | 2 *Dks*(*Stl*)&*deep framing* | 3007 | BS11,04 ✝LMC 02 | Newcastle | *Mgrs.*) | *E&B60′f*160′11260*t* | 6 *BHCem* | 2DB,*12cf*,gs248,hs8510 | 7 - 9 |
| | | | | *Lloyd's*A&CP B | *B = Cell D Ba* 123′*u* | | *4 PT* 42*t* | Palmers Co.Ld Nwc | |
| 628 | **Lord Elgin** IronPadSr | 203 | | 1876 Richardsn. | Bournemouth&S. | 160·0 20·0 6·8 | Poole | C.D.2Cy.22″&42″–42″ | |
| 70774 | *E.R.Fawckner* –04 | 169 | | Duck&Co. | Coast Stm.Pkts.Ld | | British | NB90 75RH | |
| | | 119 | | Stockton | | | | T.Richardson&Sons,Hpl. | |
| 629 | **Lord Erne** SteelScSr | 4331 | ✝100A1 Sws *x* | 1900 Napier& | IrishShpownrs'Co. | 375·2 50·0 25·9 | Belfast | T.3Cy 27″,43½″&72½″–48″ | 25 - 8 |
| 113503 | *W.E Maginnis*05–00 *ss*Ham.No.1–01 | 4041 | 8,03 | 11mo Miller,Ld. | Ld (TDixon&Sons, | P39′B102 F45′ | British | 200lb *90lb* (*s*) 415NHP | 5 - 10 |
| SBLH | 2 *Dks*(1 *Stl*&*Upt Stl*&*pt Irn* | 2793 | BS12,04 | Glasgow | *Mgrs.*) | drp05 FK | 6 *BHCem* | 2SB,*6rf*,gs120,hs5100 | |
| | *w*&*deep framing* | | | A&CP | | | | D.Rowan&Co.Glasgow | |
| | | | | | | *WB = Cell D Ba* 127 | | 1044*t D Ta* 838*t APT* 18*t* | |
| | | | | | | | *u E* 28 *f* 164 | | *FPT* 7*t* |
| 630 | **Lord Iveagh** SteelScSr | 3316 | ✝100A1 Cff *x* | 1889 A.Stephen | IrishShpownrs'Co. | 340·0 45·4 23·9 | Belfast | T.3Cy.25″,41″&67″–48″ | 26 - 3 |
| 96047 | *E J.Minister* –99 *ss*Shl.No.3–5,01 | 2941 | 9,04 | 3mo &Sons | Ld(T Dixon&Sons, | P58′B76′F36′ | British | 160lb 337NH | |
| LCDS | (*ex*Strathclyde) | 2137 | MS5,01 LMC | Glasgow | *Mgrs.*) | BK11′ | 6 *BHCem* | 2DB,*3rf*,gs147,hs6452 | |
| | 2 *Dks*(1 *Stl*&*Upt Stl*–*ws*)3 *Dk rub* | | BS5,04 | *Lloyd's*A&CP | | *WB = Cell D F* 220 | 514*t APT* | A.Stephen&Sons,Glasgow | |
| 631 | **Lord Kelvin** SteelScSr | 3343 | ✝100A1 Cff *x* | 1896 Bartram& | S.S.LordKelvinCo. | 350·0 45·0 16·3 | Liverpool | T.3Cy.24″,39½″&65″–42″ | 18 - 2 |
| 105397 | ~~*N.Steele*~~ *ss*Shl.No.1–01 | 3171 | *Spar dk* | Sons | Ld(J.Herron&Co.) | P30′B71′F36′ 21·3 | British | 160lb 287NH | 5 - |
| PHTL | 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | 2156 | 2,01 BS5,03 | Sunderland | | FK | 6 *BHCem* | 2SB,*3pf*,gs124,hs4514 | 5 - 2 |
| | *J.T.Beckerlegg*04–04 | | LMC | A&CP | *WB—Cell D Ba* | 110′*u E*&*B*40′*f* 112 | 700*t APT* 68*t* | J.Dickinson&Sons,Ld ,Sld | |
| 632 | **Lord Kitchener** SteelScK | 221 | ✝100A1 Hul | 1899 A.Hall | Pickering&Hal- | ~~117·2~~ 21·2 11·6 | Hull | T.3Cy.12″,20″&38″–24″ | 12 - 2 |
| 110687 | ~~*L.Fenwick*~~ *ss*Hul No.1–08 | 203 | *Stm Trawler* | 2mo &Co. | dane'sStm.Trawl- | 020 len04 | British | 200lb 65RH | |
| RDLH | *E.Cawood* –04 1 *Dk* | 88 | 1,05 LMC | Aberdeen | ingCo.Ld | 129·3 BK7½′ | 1 *BHCem* | 1SB,*2rf*,gs84,hs1062 | |
| | | | | *Lloyd's*A&CP | | *WB =* | *DB* 23′ 21*t* | A.Hall&Co.Aberdeen | |
| 633 — | **WoodSc** | 161 | | 1903 D.Lynch | J.E.Moore | 93·3 22·1 10·7 | St.JohnNB | C.2Cy.16″&34″–26 | |
| 112236 | *F.D.Stevens* –03 | 124 | | St.John,N.B | | H37*t* | British | 17RH | |
| | 1 *Dk* | 110 | | | | | | St.John Iron Works,St.John | |
| 634 — | **SteelScK** | 158 | ✝100A1 Shl | 1899 J.T.El- | St.HildaSteam | 104·8 21·1 11·6 | Hartlpool | T.3Cy.12¾″,19½″&32″–22½″ | 12 - 0 |
| 109792 | *N.Cammish* –00 *ss*Shl.No.1–03 | 150 | *Stm Trawler* | 1mo trngham&Co. | FishingCoLd(T.H. | | British | 170lb (*s*) 52RH | |
| | 1 *Dk* | 22 | 11,03 LMC 03 | SouthShields | Peverell, *Mgr.*) | BK7′ | 3 *BHCem* | 1SB,*2pf*,gs30,hs1050 | |
| | | | | A&CP | | | | G.T.Grey,SouthShields | |
| 635 | **Lord Lansdowne** IronScSr | 2753 | ✝100A1 Cff *y* | 1884 Harland& | IrishShpownrs'Co. | 340·5 38·3 26·0 | Belfast | C.2Cy.37″&72″–46″ | 28 - 10 |
| 90100 | ~~*J.McKee*~~ *ss*Bry.No.3–5,96 | 2593 | 2,05 | 7mo Wolff | Ld.(TDixon&Sons. | B64′F52 | British | 300lb 300NH | 6 - 0 |
| JPMB | *Webb* –04 ~~*R.J.No.1–00*~~ | 1795 | LMC 9,04 | Belfast | *Mgrs.*) | BK10′ | 6 *BHCem* | 3SB,*9pf*,gs185,hs5232 | |
| | *ss*Cff.No.2–02 2 *Dks*(1 *Irn*)*Str B* | | | *Lloyd's*A&CP | *WB = Cell D B* 256′ 455*t* | | 4 *PT* 50*t* | Harland&Wolff,Belfast | |
| 636 | **Lord Londonderry** SteelScSr | 2523 | ✝100A1 Cff *t* | 1888 Harland& | IrishShpownrs'Co. | 312·5 39·2 24·7 | Belfast | T.3Cy.28″,37″&60″–42″ | 27 - 0 |
| 93176 | *Girvan* *ss*Bry.No.3–5,00 | 2350 | 4,05 | 12mo Wolff | Ld.(TDixon&Sons. | P24′B68′F31′ | British | 160lb *100lb* NDB02 256NH | 5 - |
| LBDV | 2 *Dks*(1 *Stl*)3 *Dk rub* | 1621 | LMC 8,04 | Belfast | *Mgrs.*) | BK9′5 | 5 *BHCem* | 2SB,*6rf*,gs108,hs3336 | |
| | *ss*Bel.No.1–04 | | | *Lloyd's*A&CP | | *WB = Cell* | *DB* 234′ 522*t* | J.Howden&Co.,Glasgow | |
| | | | | | | | | *5t*/*9*/*1pf* | |
| 637 — | **SteelScSr** | 570 | ✝100A1 Shl *x* | 1891 Short Brs. | Marquis of Lon- | 175·0 28·0 10·6 | Sundrland | T.3Cy.16″,26″&48″–30″ | 12 - 11 |
| 97544 | *J.Wake* –01 ~~*ss*Sld.No.2–00~~ | 430 | 6,01 1,03 Sld. | 8mo Sunderland | donderry (S.J. | P19′Q68′B16′F18′ | British | 160lb NDB00 90RH | 1 - 1 |
| MGVD | *ss*Sld.No.3–0,04 1 *Dk*(*Irn*) | 358 | LMC 01 | A&CP | Ditchfield, *Mgr.*) | drp04 FK | 4 *BHCem* | 1SB,*3pf*,gs39,hs1368 *80lb* | |
| | *Well deck* | | | | *WB = Cell D B* 134′ 199*t FPT* | | 35*t APT* 26*t* | J.Dickinson,Sunderland | |
| 638 | **Lord Milner** SteelScK | 79 | 100A1 | 1903 Selby S.B. | LowestoftSteam | 77·5 18·0 8·3 | Lowestoft | | |
| 117465 | | | *For fishing purposes* | &E.Co.Ld | HerringDrifters | | British | 26RHP | |
| | 1 *Dk* | 22 | (*Class Contemplated*) | Selby | Co.Ld. | | | | |
| | | | | | | | | Crabtree&Co.Ld.Gt.Yar | |
| 639 | **Lord Morton** IronPadSp | 220 | | 1883 S.& H. | GallowaySaloon | 181·9 20·3 7·1 | Leith | D.1Cy.45″–54″ | |
| 87248 | *W.Morgan* –96 | 185 | | Morton | SteamPacketCo. | | British | NB90 85RH | |
| | | 41 | | Leith | | len00 | | S.&H.Morton,Leith | |
| 640 | **Lord Nelson** SteelPadSp | 229 | | 1896 Allsup& | Gt.YarmouthStm. | 133·3 21·2 9·6 | Yarmouth | D.2Cy.30″–48″ | |
| 104091 | *C.R.Rolling* –02 | 186 | | Co.(Lim.) | TugCo.Ld. (G.W. | | British | 70RH | |
| PQJW | 1 *Dk* | 17 | | Preston | Owens, *Mgr.*) | | | Allsup&Co.(Lim.),Preston | |
| 641 — | **IronScK** | 162 | ✝100A1 Hul | 1897 Cook,Wel- | NationalSteam | 105·5 20·7 11·0 | Hull | T.3Cy.12¼″,19½″&32″–22½″ | 11 - 10 |
| 106733 | *J.Rust* –97 *ss*Hul.No.1–01 | 150 | *Stm Trawler* | 2mo t'n&Gemmell | TrawlingCo.Ld. | 025 | British | 170lb (*s*) 50RH | |
| | 1 *Dk* | 63 | 1,05 BS5,04 | Hull | | BK7½′ | 3 *BHCem* | 1SB,*2cf*,gs23,hs876 | |
| | | | LMC 6,01 | *Lloyd's*A&CP | | | | C.D.Holmes&Co.,Hull | |
| 642 | **Lord Ormonde** SteelScSr | 3914 | ✝100A1 Shl *x* | 1899 W.Dobson | IrishShipowners | 360·0 46·2 19·4 | Belfast | T.3Cy.24″,40″&64″–48″ | 21 - 11 |
| 110506 | *J.Aiken* –00 *ss*Shl.No.1–03 | 3669 | *Spar dk* Cff | &Co. | Co.Ld. (TDixon& | P25′B162′F42′ 27·2 | British | 180lb *90lb* 312NH | 6 - 2 |
| RGVB | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) | 2538 | 6,00 LMC 99 | Newcastle | Sons, *Mgrs.*) | FK | 6 *BHCem* | 2SB,*8pf*,gs142,hs4900 | |
| | &*deep framing* | | | A&CP | *WB =* | *Cell D Ba* 120′ *u E* | *B42′f*146′694*t FPT* | 75*t APT* 47*t* | J.Dickinson&Sons,Ld.Sld. |
| 643 | **Lord Roberts** SteelScSr | 4166 | ✝100A1 Nwc *x* | 1901 W.Dobson | IrishShpownrs'Co. | 370·7 47·0 20·0 | Belfast | T.3Cy.26″,43″&72″–45″ | 22 - 7 |
| 113509 | *J.Davie* –01 | 3980 | *Spar dk* | &Co. | Ld.(TDixon&Sons. | P25′B94′F43′ 28·9 | British | 180lb *90lb* 382NH | 7 - 0 |
| SJBR | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& | 2694 | 10,02 LMC 6,01 | Newcastle | *Mgrs.*) | PK | 6 *BHCem* | 2SB,*6cf*,gs120,hs4780 | |
| | *deep framing* | | | *Lloyd's*A&CP | | | | N.E.MarineEng.Co.Ld.Nw | |
| | | | | | *WB = Cell D Ba* 134′ *u E* | | *B50′f*136′ | 722*t D Ta* 38′ 954*t FPT* 85*t* | |
| 644 — | **SteelPad** | 235 | | 1900 Allsup& | Gt.YarmouthStm. | 135·0 21·4 9·7 | Yarmouth | D.2Cy.30″–48″ | |
| 111060 | *T.J.Holland* –02 | 193 | | Co.Ld. | TugCo.Ld. (G.W. | | British | 65RH | |
| SBHR | 1 *Dk* | 15 | | Preston | Owens, *Mgr.*) | | | W.Allsup&Sons,Preston | |
| 645 — | **SteelScK** | 218 | ✝100A1 Hul | 1900 A.Hall& | YorkshireSteam | 120·2 21·6 11·6 | Hull | T.3Cy.12¾″,21″&34″–24″ | 12 - 2 |
| 113584 | *N.Michael*99–00 *ss*Hul.No.1–01 | 195 | *Stm Trawler* | 6mo Co. | FishingCo.Ld. | | British | 200lb 66RH | |
| RSFV | 1 *Dk* | 68 | 1,04 LMC 7,01 | Aberdeen | (J.McCann, *Mgr.*) | BK7½′ | 5 *BHCem* | 1SB,*2rf*,gs33,hs1024 | |
| | | | | *Lloyd's*A&CP | | *WB= DB* 1 | 23′ 19*t*&5′ 4*t* | A.Hall&Co.Aberdeen | |
| 646 — | **Iron&SteelScK** | 72 | ✝100A1 Hul | 1900 Cochrane& | LowestoftSteam | 75·2 17·4 8·8 | Lowestoft | C.2Cy.10″&20″–14″ | 9 - 10 |
| 110810 | *F.Wright* –04 | 70 | *For Fishing purposes* | 7mo Cooper,Ld | HerringDrifters | | British | 120lb 17RH | |
| | 1 *Dk* | 39 | 7,00 LMC 00 | Beverley | Co.Ld. | BK6′ | 3 *BHCem* | 1SB *1pf*,gs13,hs857 | |
| | *Irn framing*&*Stl plating* | | | A&CP | | | | Tindall,Earle&Hutchin- | |
| | | | | | | | | son,Ld.Hull | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Gross Under deck. Net. | 4 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 5 Port of Survey. Years Assigned now applied. Equipment | 6 Built. When. Ship. Engines. | 7 By Whom. Where. | 8 Owners. | 9 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Freeboard amidships. ft. in. | 13 Boilers to be tested Date of last Survey | 14 Date when last tested. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 647<br>113627<br>TDFC | **Lord Rosebery** SteelScK<br>*J. Frost* 01–01<br>1 *Dk* | 229<br>216<br>92 | ✝100A1<br>*Stm Trawler*<br>1,05 | Hul | 1901<br>12mo | Cook, Welton & Gemmell<br>Hull<br>*Lloyd's* | YorkshireSteam FishingCo.Ld.<br>(J.McCann, *Mgr.*) | 120·0 21·8 12·0<br>BK7″<br>4 *BHCem*<br>*WB = DBf* 8′5*t* | Hull<br>British | T8Cy.12½″,21½″&85″–24″ (*s*)<br>200lb 70RH<br>1SB,6*rf*,GS35,HS1090<br>Amos&Smith,Hull | 12 ″ 10 | | |
| 648<br>116105 | **Lord Salisbury** SteelScK<br>*J.W. Brocklesby* –02<br>1 *Dk* | 239<br>216<br>84 | ✝100A1<br>*Stm Trawler*<br>1,01 | Hul | 1902<br>11mo | Cook, Welton & Gemmell<br>Hull<br>*Lloyd's* | YorkshireSteam FishingCo.Ld.<br>(J.McCann, *Mgr.*) | 125·0 21·7 11·7<br>Q50′<br>BK7″<br>4 *BHCem*<br>*WB DBf* 8′5*t* | Hull<br>British | T.3Cy.12½″,21½″&35″–21″ (*s*)<br>200lb 70RH<br>1SB,2*rf*,GS34,HS1090<br>Amos&Smith,Hull | 12 ″ 6 | | |
| 649<br>99478<br>THRL | **Lord Strathcona** SteelTwinScSr<br>*W. T. Davie* 02–03<br>1 *Dk* (*Stl*–ws)<br>*Elec.light* | 495<br>411<br>76 | ✝100A1<br>*For towing & salvage purposes*<br>4,02 | Shl *g*<br>4mo | 1902<br>South Shields<br>*Lloyd's* | J.P. Rennoldson&Sns. | G.T.Davie&Sons | 160·0 27·2 13·6<br>B62′F16′<br>FK<br>*WB = DTf* 32′ | Quebec<br>British | T.6Cy.17″,28″&46″–30″ (*s*)<br>180lb 268NHP<br>2SB,6*pf*,GS114,HS1378<br>J.P.Rennoldsn&Sns,S.Shl | 14 ″ 9<br>s 2 ″ 0½ | | |
| 650<br>106045<br>PMVQ | **Lord Warden** SteelPadSr<br>*C. Winton* –04<br>2 *Dks & Promenade dk* | 1000<br>364 | | | 1896 | W. Denny & Bros<br>Dumbarton | S.Eastrn&Chathm RlyCos.'Managing Committee | 280·0 35·0 13·4 | London<br>British | T.3Cy.35½″,52½″&76″–72″<br>490NHP<br>Denny&Co.,Dumbarton | | BT till 4,05 | |
| 651<br>60856<br>LWGJ | — IronPadSp<br>*R. Chater*<br>1 *Dk* | 118<br>116<br>6 | | | 1868 | J Readhead & Co.<br>S.Shields | AnchorStmTugCo. Ld.(A.B.Atkinson, *Mgrs.*) | 100·4 18·3 10·1 | N.Shields<br>British | L.2Cy.28″–18″<br>NB90 70RH<br>J.Readhead&Co.,S.Shields | | | |
| 652<br>84879<br>HTLP | **Lord Warwick** IronSc3MstSr<br>*Q. Barrett* –03<br>*ss* Cff.No.3–9,95<br>*ss* Bly.No.1–00<br>2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr B* | 2540<br>2262<br>1224 | ✝100A1<br>3,03<br>"Mowtrack" "Forsteck" *See No. 261 Supplement* | Bly *t* | 1883<br>5mo | Tyne I.S.B. Co.(Lim.)<br>Newcastle<br>A&CP | LordWarwickS.S. Co.Ld.(Stephens, Sutton& Stephens) | 300·0 39·0 25·5<br>P28′B66′F28′<br>drp01 BK10″<br>*WB = DBa* 92′*f* 68′ | N.Shields<br>British | T.3Cy.21″,35″&56″–42″ (*s*)<br>160lb NDB04 209NHP<br>2SB,6*pf*,GS89,HS3230 *80lb*<br>335*t APT*4*t* | 26 ″ 9<br>s 4 ″ 11½ | | 12,01<br>7,04 |
| 653<br>98631 | **Lord of the Isles** SteelPadSk<br>*D. Downie* | 466<br>421<br>190 | | | 1891 | D & W Henderson & Co.<br>Glasgow | Glsgow&Inverary SteamBoatCo.Ld. | 255·0 25·6 9·1<br>*Promenade dk* 204′<br>H45*t* | Glasgow<br>British | O.2Cy.48″–66″<br>288NHP<br>D.&W.Henderson&Co,Gls. | | BT till 5,05 | |
| 654<br>98093<br>LRKV | **Lorenzo** SteelScSr<br>*H. Wing* 90–97 (*ex* Lansdowne Tower)<br>1 *Dk & Spar dk* 3 *tr B* | 3191<br>2860<br>2031 | | | 1890 | W. Dobson & Co.<br>Newcastle | T.Wilson,Sons& Co.Ld. | 331·5 40·5 19·2<br>P47′B80′F42′ 27·2<br>BK10″ | Hull<br>British<br>*WB* | T.3Cy.23″,38″&61″–42″<br>258NHP<br>WllsndSlpwyCo.Ld.,Nwc | 21 ″ 9 | | |
| 655<br>385<br>QGMF | — SteelScSr<br>(*ex* Beucroy) *ss* Gen.No.3–9,00<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*)<br>*Dan Orso* –05 *ss* Gen.No.1–05<br>& *Web frames* | 2520<br>1669 | ✝100A1<br>*Spar dk*<br>4,05 | Gen *t* | 1887<br>8mo | J. Jones & Sons<br>Liverpool<br>*Lloyd's* | Flli.A.&E.Stallofu L. | 288·7 38·3 17·2<br>P12′B66′F31′ 25·4<br>ptxD05drp05 FK<br>*WB = CellDB* 236′ | Genoa<br>Italian | T.3Cy.21″,35″&53″–42″ (*s*)<br>160lb *100lb* NDB00 178NHP<br>2DB,4*cf*,GS100,HS2612<br>539*t APT*49*t* J.Jones&Sons,Liverpool | 20 ″ 3<br>s 7 ″ 0 | | 11,00<br>N4,00 |
| 656<br>JWSC | **Lorientais** IronScK<br>(*ex* Maude) 1 *Dk* | *191*<br>*175*<br>*80* | ✝100A1<br>*Stm Trawler*<br>8,01 | Hul | 1901<br>8mo | Cochrane & Cooper, Ld.<br>Selby<br>A&CP | Cie.leChalutier á Vap.LeLorientais (E.LePort, *Mgr.*) | 110·7 21·0 11·2<br>Q46′<br>BK7½′ | Lorient<br>French | T.3Cy.12½″,19½″&32″–28″<br>180lb (*s*) 57NHP<br>3*BHCem*<br>1SB,2*cf*,GS30,HS920<br>C.D Holmes&Co.Hull | 11 ″ 11 | | |
| 657<br>102744<br>PGHN | **Lorle** SteelScSr<br>*P.A.Eggert* –03 *ss* Hpl.No.2–04<br>1 *Dk* (*Irn*) 2 *tr B* & *Web frames* | 2686<br>2481<br>1694 | ✝100A1<br>*with freeboard*<br>10,43 | Hpl *t*<br>Clf | 1896<br>3mo | Irvine&Co.<br>W Hartlepool<br>A&CP | TrechmannS.S.Co. Ld. (Trechmann Bros. *Mgrs.*)<br>*WB = Cell* | 312·0 44·0 20·7<br>P31′B72′F33′<br>FK<br>*DBa&uE* 134′*f* 118″ | W.Hartlpl<br>British | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*r*) 240NHP<br>2SB,6*cf*,GS95,HS3648<br>597*t APT*81*t* Blair&Co.(Lim),Stockton | 23 ″ 3<br>s 4 ″ 0<br>s 3 10 | | 3,04 |
| 658<br>98413 | **Lorna Doone** SteelPadSp<br>*G. Jenman* –00 | 427<br>344<br>83 | | | 1891 | Napier, Shanks& Bell<br>Glasgow | Sou.I.of Wight& S.of Eng.Royal MailStm PktCo.Ld | 220·5 26·0 9·2<br>*Promenade dk* 168′ | S'thamptn<br>British | C.2Cy.32″&62″–60″<br>NB99 248NHP<br>D.Rowan&Son,Glasgow | | BT till 10,04 | |
| 659 | — IronScSr | 118<br>—<br>55 | | | 1881 | Blackwood & Gordon<br>Port Glasgow | SarawakGovernment | 103·3 17·1 8·1<br>Q13*t* | Kuching<br>Sarawak | C.2Cy.17″&31″–21″<br>37NHP<br>Blackwood&Gordon,PGls. | | | |
| 660<br>68684<br>MKBJ | **Lorne** IronScSr<br>*R.C.Reed* –04 *ss* Hul.2nd No.3–1,99<br>*Well deck* *ss* Hul.No.1–04 1 *Dk* | 1186<br>918<br>733 | ✝90A1<br>2,04<br>NB<br>BS | Hul *n* | 1873<br>3mo | Gilbert& Cooper<br>Hull<br>A&CP | T.Wilson,Sons& Co.Ld. | 241·7 30·9 15·8<br>P117′F26′<br>BK8″<br>5 *BHCem*<br>*WB = APT*30*t* | Hull<br>British | C.2Cy.27″&53″–36″ (*a*)<br>80lb *70lb* NDB94 98RHP<br>1DB,4*pf*,GS69,HS2335<br>*MT*25*t* 120*t* Gilbert&Cooper,Hull | 16 ″ 8<br>s 2 ″ 2 | | 4,03 |
| 661<br>94809 | — WoodScSp<br>*J.W. Butler* 94–00<br>1 *Dk* | 288<br>215<br>159 | | | 1889 | Middlemas & Boole<br>San Francisco | R. Dunsmuir & Sons<br>Vancouver Tug BoatCo.Ld. | 151·0 26·0 13·2<br>H73*t* | Vict'riaBC<br>British | T.3Cy.18″,28″&48″–36″<br>138NHP<br>AlbionIrnWrksC.VictB.C. | | | |
| 662<br>RLDV | **Lothar Bohlen** SteelScSr<br>*F. Stuth* 99–02<br>*Elec.light* 1 *Dk & Spar dk* 3 *tr B* | 2232<br>2056<br>1415 | | | 1898 | Blohm & Voss<br>Hamburg | WoermannLinie KommanditGes. | 290·6 38·2 23·6<br>P80′F35′<br>*WB* | Hamburg<br>German | T.3Cy.19″,30″&50″–39⅜″<br>157NHP<br>Blohm&Voss,Hamburg | | G | |
| 663<br>115651<br>TJVF | **Lothian** SteelScSr<br>*J.C.Williamson* 92–02<br>*Elec.light* 2 *Dks* (1 *Stl Upt Irn pt Stl*) & *deep framing* | 5678<br>4368<br>3711 | ✝100A1<br>8,05 | Gls *y*<br>HKg | 1902<br>5mo | C. Connell & Co.<br>Glasgow *WB*<br>*Lloyd's* | J.Warrack&Co.<br>*= Cell DBa* 125′*uE* & *B* 45′ *f* 164′ 1066*t* | 385·5 50·2 28·5<br>P39′B117′F51′<br>FK<br>*DTa* 31′ 853*t FPT* | Leith<br>British | T.3Cy.27″,43″&72″–48″ (*s*)<br>185lb *110lb* 422NHP<br>2SB,8*cf*,GS136,HS5497 FD<br>84*t APT*39*t* Dunsmuir&Jackson,Gls. | 31 ″ 0<br>s 6 ″ 6½ | | 3,05 |
| 664<br>118163 | — SteelScK<br>*W. Forbes* 03–04<br>1 *Dk* | 142<br>126<br>24 | ✝100A1<br>*Stm Trawler*<br>11,04 | Lth | 1904<br>4mo | Hawthorns & Co.Ld.<br>Leith<br>*Lloyd's* | GeneralSteam FishingCo.Ld. | 100·5 20·1 10·5<br>Q22′<br>BK7½″<br>*WB =* | Granton<br>British | T.3Cy.11¼″,18″&30″–21″ (*s*)<br>170lb 58RHP<br>1SB,2*cf*,GS33,HS1090<br>3*BHCem*<br>*DBf* 19′14*t* Hawthorns&Co.Ld.Leith | 11 ″ 6 | | |
| 665<br>KRMF | **Lothringen** SteelSc<br>*F. Dettmeyer* 97–03<br>(*Trawler*)<br>1 *Dk* | 195<br>165<br>61 | | | 1903 | J.C. Tecklenborg A.G Geestemünde | J.Wieting | 114·1 22·6 10·8<br>Q28′F21′ | Gstemnde<br>German<br>*WB* | T3Cy 11⅛″17½″&29⅛″–21⅜″<br>39NHP<br>J.C.TecklenborgA.G.Gst. | | G | |
| 666<br>677 | **Lotsman** IronTwinSc<br>1 *Dk* | 110<br>—<br>69 | | | 1893 | ..... Kherson | NicolaieffPilots' Association | 107·0 19·4 9·1 | Odessa<br>Russian | | | | |
| 667<br>HFSW | **Lotte** IronScSr<br>Wrecked 4,06 *W. Witt* 99–99<br>1 *Dk* 2 *tr B* | 451<br>367<br>265 | | | 1882 | Danziger Schiffswrft<br>Danzig | F.G.Reinhold | 153·4 23·5 14·0<br>Q46′ B32′ F15′ | Danzig<br>German<br>*WB* | C.2Cy.14¾″&26¾″–13⅞″<br>NB01 22NHP<br>F.Schichau,Elbing | | G | |
| 668<br>45894<br>VGFN | **Lotus** IronScSr<br>*G.T. Norton* –02<br>4th Survey 7,84<br>2 *Dks* (1 *Irn*) | 621<br>565<br>383 | ✝<br>5,90 | Mdb Lv | 1863<br>3mo | C & W Earle<br>Hull | Bucknall S.S. Lines Ld. (Bucknall Brs. *Mgrs.*) | 207·8 24·2 15·7 | London<br>British<br>4*BH* | C.4Cy.18″&34″–30″<br>NE73,NB91 70RHP<br>T.Brassey&Co.,Liverpool | 16 ″ 6 | | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 Tonnage. Brut. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Appropriement. | 7 | 8 Construit. Quand. Navires. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions et Superstructures, mètres. Longueur. | Largeur. | | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Chaudières. NHP = Forces en chevaux d'après les formules du Bd. Board. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières. Noms des constructeurs des machines. | 14 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 669 | **Lou Cettori** | 1233 | | | | 1873 | Scott&Co. | Cie.Générale | 257·8 | 30·3 | 15·5 | Marseilles | C.2Cy.38½″&66″–36″ | | V | |
| | *Semidei* 99–01 | 1148 | | | | | Greenock | Transatlantique | P50′B32′H80t | | 22·6 | French | NB91 218NH | | | |
| JWSG | 2 *Dks & Spar dk* | 623 | | | | | | | | | | | Greenock Foundry Co., Grk | | | |
| 670 | **Louga** | 952 | ✠100A1 | Lth | *m* | 1898 | Ramage& | RasonaS.S.Co.Ld. | 213·0 | 32·1 | 12·3 | Grngemth | T.3Cy.17″,27″&44″–30″ (s | 14 | 6 | |
| 90918 | *J.Grassick* –02 | 678 | 6.06 1yr11.04 | | | 4mo | Ferguson,Ld | (T.Cowan, *Mgr.*) | Q63′B64′F27′ | | | British | 160lb *80lb* 98RH | 1 | 3 | |
| QOBM | *Well deck Elec.light* | 871 | | MC1.02 | | | Leith | | | | FK | | 1SB,*3rf*,gs60,hs1652 | | | |
| | 1 *Dk*(*Irn*) | | BS8.04 | | | | A&CP | | = *Cell DBa* 40′ *f* 84 | | | | Ramage&Ferguson Ld.Lth | | | |
| 671 | **Lough Fisher** | 418 | ✠100A1 | Dub | *h* | 1887 | M'Ilwaine, | LoughFisherS.S. | 163·2 | 25·1 | 11·6 | Barrow | C.2Cy.20″&38″–30″ (a | 12 | 8 | |
| 93414 | *W.Jones* –03 | 325 | 7.01 1.01 | | | 11mo | Lewis&Co.Ld | Co.Ld. (J.Fisher& | Q95′B42′F28 | | | British | 61RH | | | |
| LCKB | *ss*Bkn.No 3–10.99 | 169 | | MC1.04 | | | Belfast | Sons) | ptND01 | | BK7 | | 1SB,*3pf*,gs48,hs1257 | | | |
| | *ss*Dub.No.1–04 | | | | | *Lloyd's A&CP* | | | = *D Ba*35′*f*61*t FP* | | | | M'Ilwaine,Lwe& C.Ld.Bel | | | |
| | *Well deck* 1 *Dk*(*Irn*) | | | | | | | *WB* | | | | | | | | |
| 672 | **Loughbrow** | 691 | ✠100A1 | Nwc | *j* | 1883 | Hodgson& | Fenwick,Renwick& | 190·3 | 30·3 | 12·3 | Newcastle | C.2Cy.28″&46″–38″ (a | 14 | 5 | |
| | *J.D.Patrickson* –99 | 535 | 11.14 | | | 2mo | Soulsby | Co.(SSTyne Co.Ld. | Q99′B18′F22′ | | | British | 90lb *80lb* NDB02 95RH | 1 | 1 | |
| HMBV | *ss*Nwc.No.3–11.94 | 427 | | MC1.04 | | | Blyth | Pippet&Dawson, *Mgrs.*) | | | BK7½ | | 1SB,*3pf*,gs47,hs1570 | | | |
| | *ss*Nwc.No.2–02 | | BS11.04 | | | | A&CP | *WB* = *D Ba*75′*f*u *E*& *B*55 | | | | 225t *APT*16t | Wigham Richdson&C.Nwc | | | |
| | *Well deck* 1 *Dk*(*Irn*) | | | | | | | | | | | | | | | |
| 673 | **Loughrigg Holme** | 2069 | ✠100A1 | Shl | *r* | 1891 | J.L.Thomp- | HineBros. | 283·0 | 37·7 | 19·2 | Maryport | T.3Cy.21″,35″&57½″–39″ (s | 20 | 6 | |
| 89481 | *J.Chadwick* –02 | 1503 | *pt Awng dk* | Liv | | 7mo | son&Sons | | P29′Q78 | | BK9½″ | British | 160lb *80lb* NDB03 206NH | 8 | 8 | |
| MFVD | *ss*Shl.No.3–3.04 | 1317 | *with freeboard* | | | | Sunderland | | *pt Awng dk* 168′ | | | 5 *BHCem* | 2SB,*6pf*,gs98,hs3075 | | | |
| | 1 *Dk* (*pt Stl*) (*pt Irn*) *&Web frames* | | 1.05 | | | | A&CP | | *WB* = *DBa*36′*f*60 | | | 303t *APT*21t | Wm.Clark&Co.(Lim.),Sld. | | | |
| | *&pt Awngdk*(*Irn*) | | | | | | | | | | | | | | | |
| 674 | **Louis C.** | 220 | | | … | 1880 | HM'Intyre | A.Busck&Co. | 116·8 | 20·5 | 8·0 | Marseilles | C.2Cy.15″&28″–25″ | | | |
| | *Castagnoni* 99–99 (*ex* Italia, *ex* Goodday) | — | | | | | &Co. | | Q36′ | B11′ | F12′ | French | 88NH | | | |
| KBCF | *Mchy.Aft* 1 *Dk* | 80 | | | | | Paisley | | | | BK7″ | *WB* | T.Reid&Co.,Paisley | | | |
| 675 | **Louis Gutjahr** | 141 | | | | 1901 | Gebr.Sach- | Soc.Anon.de | 90·2 | 17·1 | 9·8 | Antwerp | T.3Cy.11½″,18″&29½″–20½″ | | | |
| | *J.Sack* –01 | 141 | | | | | senberg | Remorq à hélice | | | | Belgian | 39NH | | | |
| | 1 *Dk* | — | | | | | Rosslau | | | | | | Gebr.Sachsenberg,Rosslau | | | |
| 676 | **Louisburg** | 1816 | ✠100A1 | Hfx | *q* | 1881 | J.L.Thomp- | DominionCoalCo. | 260·0 | 36·0 | 18·5 | Montreal | C.2Cy.34″&64″–42″ (i | | | |
| 83582 | *H.W.Gould* | 1376 | 12.04 4.03 3.04 | NFL | | 3mo | son&Son | Ld. | P28 Q70′B104′ | | | British | 70lb *70lb* NDB02 221NH | | | |
| VLQB | (*ex* Thorn Holme) | 1182 | | | | | Sunderland | | F26′ drp04 | | BK9″ | 5 *BHCem*91 | 2SB,*6pf*,gs90 | | | |
| | *Well deck* 1 *Dk*(*Irn*)*2tr B* | | | | | | A&CP | | *WB* = *DBa*76′*f*100 | | | 870t *APT*42t | G.Clark,Sunderland | | | |
| | *ss*Hfx.2nd.No.3–3.04 | | | | | | | | | | | | | | | |
| 677 | **Louise** | 3316 | ✠100A1 | Ham | *s* | 1898 | Bartram& | C.Hirschberg | 350·0 | 45·0 | 16·4 | Hamburg | T.3Cy.24″,39½″&65″–42″ (s | 18 | 9 | |
| | *T.Ton Barge* 98–99 *ss*Ham.No.1–02 | 3096 | *Spar dk* | | | 11mo | Sons | | P30′B102′F36′ | | 24·3 | German | 180lb *80lb* 299NH | 8 | 4 | |
| RLHG | *Wagner* 04–01 1 *Dk*(*Stl*) *&Spar dk*(*Irn*) | 2143 | 9.01 3.02 | | | | Sunderland | | | | FK | 6 *BHCem* | 2SB,*6cf*,gs132,hs4624 | | | |
| | *&deep framing* | | | | | | A&CP | | *WB* = *Cell DBa* 112′*u E*24′ | | | 638t *APT*68t | J.Dickinson&Sons,Ld.Sld | | | |
| 678 | — | 2045 | | | | 1901 | Bonn& | Maats.S.S.Louise | 281·4 | 40·3 | 19·9 | Rottrdam | T.3Cy.21½″,35½″&58½″–39″ | | T | |
| PJKB | *S.H.Ypma* 01–02 | 1877 | | | | | Mees | P.W.Louwman, | B70′F30′ | | | Dutch | 214NH | | | |
| | 1 *Dk* | 1315 | | | | | Rotterdam | *Mgr.*) | | | | *WB* | Blair&Co.Ld.Stockton | | | |
| 679 | — | 1312 | | | … | 1879 | Richardson | Acties.Louise | 248·0 | 32·3 | 15·8 | Tonsberg | C.2Cy.29″&55″–33″ | 19 | N | |
| HM16 | *J.Wold* (*ex* Cymbeline) | 1094 | | | | | Duck&Co. | (OscarHytten) | Q74t B96′H17t | | | Norwegian | 145NH | | | |
| | *Well deck* 1 *Dk*2*tr B* | 822 | | | | | Stockton | | | | FK | *WB* | T.Richardson&Sons,Hpl | | | |
| 680 | — | 1157 | ✠100A1 | Mmo | *o* | 1883 | BarrowSB. | Rederiaktieb. | 240·0 | 34·2 | 14·1 | Malmö | C.2Cy.31″&58″–36″ (c | 16 | 6 | |
| 515 | *C.Starkenberg* 96–96 *ss*Cpn.No.3–5.9. | 903 | 3.04 | | | 9mos | Co.(Lim.) | Sigurd (O.S. | Q92′B52′H25t | F28 | | Swedish | 80lb *100lb* NDB98 163NH | | | |
| JBLH | *Well iron* (*ex* Balbus) *ss*Mmo.No.2–04 | 679 | BS1.05 | MC8.08 | | | Barrow | Hedberg.,*Mgr.*) | | | FK | 4 *BHCem* | 2SB,*6pf*,gs86,hs2800 | | | |
| | *Elec light* 1 *Dk*(*Irn*)*2tr B* | | | | | | A&CP | *WB* = | *Cell DB*203′*306t FP* | | | T14t *APT*7t | Westray,Copelnd&C.Brw | | | |
| 681 | — | 1108 | | Cpn | *n* | 1872 | Burmeister | ForenedeDmpskib. | 230·8 | 30·1 | 16·5 | Copnhagn | C.4Cy.21″&44″–30″ | | | |
| | *C.J.F.Kruse* *ss*Cpn.No.2–80 | 823 | 6.80 | | | 8mo | &Wain | Selskab | P157′ | F32′ | | Danish | 176NH | | | |
| SJLP | *Well deck* 1 *Dk*2*tr B* | 682 | | | | | Copenhagen | | | | | 6 *BHCem* | Burmeister&Wain,Cpn. | | | |
| 682 | — | 502 | ✠100A1 | Sld | *g* | 1904 | underlnd | S.Bgo Eastern | 152·0 | 26·0 | 10·6 | London | T.3Cy.18½″,22″&37″–24″ (s | 12 | 6 | |
| [illegible] | *C.Rasmussen* 01 *G.Pettison* –04 | 311 | 5.01 2.04 | Lon | | 2mo | S.B.Co.Ld | Extension Austral- | 148′B53′F18′ | | | British | 100lb *100lb* 90RIP 3.03 | 9 | 11 | |
| VRQL | *Well deck* 1 *Dk*(*Stl*) | 293 | | MC2.04 | | | Sunderland | asia&ChinaTelCoLd | | | FK | 1 *BHCem* | 1SB 2*pf*,gs41,hs1393 | | | |
| | *now named "Magne," See No. 20 in Appendix.* | | | | | *Lloyd's* | A&CP | *WB* = | *Cell DBa* 28′ *u E*& | | | 162t *APT*8t | MacColl& Pollock,Sld. | | | |
| 683 | — | 409 | | | | 1863 | B.C.Terry | J.J.Callahan | 173·1 | 26·6 | 8·0 | Newprt Ns. | | | | |
| 12826 | (*ex* John Romer) | — | | | | | Keyport,N.J. | | | | | Utd.States | | | | |
| HSTJ | 1 *Dk* | 223 | | | | | | | | | | | | | | |
| 684 | — | 208 | | | | 1903 | W.C.Boele | NaamloozeVen- | 119·7 | 22·8 | 11·4 | Schvningn | T.3Cy.10½″,17″&28½″–18″ | | | |
| | | 206 | | | | | &Zonen | nootschapZuid | | | | Dutch | 34NH | | | |
| | 1 *Dk* | 111 | | | | | Slikkerveer | Hollandsche | | | | | Wilton's Mach.&Schps.Rot | | | |
| | | | | | | | | Stoomvisch. | | | | | | | | |
| 685 | — | 206 | ✠ | Liv | *c* | 1882 | Abercorn | McKinney& | 119·6 | 21·1 | 10·0 | Douglas IM | C.2Cy.20″&36″–24″ | | | |
| 76305 | *A.Smith* –00 | 164 | 3.00 | | | 8mo | S.B.Co. | Rafferty | Q50 | F19′ | | British | 60RH | | | |
| | *Mchy.Aft* 1 *Dk* | 67 | | | | | Paisley | | *WB*: *FPT*15t | | | 4 *BHCem* | W.King&Co.,Glasgow | | | |
| 686 | — | 159 | | | | 1880 | Samuda | Lon.&IndiaDocks | 100·0 | 20·6 | 10·7 | London | L.2Cy.32½″–54″ | | | |
| 82850 | | 158 | | | | | Bros. | Co. | | | | British | 80RH | | | |
| | | 89 | | | | | London | | | | | | J.Stewart&Son,London | | | |
| 687 | **Louise I.** | 137 | | | | 1892 | AkersMek. | Bygdö Dmpskselsk | 84·1 | 19·0 | 6·7 | Christiania | C.2Cy.12½″&26″–15″ | | | |
| | *Mathiesen* (*Ferry*) | 52 | | | | | Verksted | | B80t | H9t | | Norwegian | 22NH | | | |
| HDPV | 1 *Dk* | 68 | | | | | Christiania | | | | | | Akers Mek Verksted.Xia. | | | |
| 688 | **Louise II.** | 134 | | | | 1899 | Akers Mek. | BygdöDmpskselsk | 103·7 | 21·5 | 10·7 | Christiania | C.2Cy.13″&26″–16″ | | | |
| | *N.Pedersen* –99 (*Ferry*) | 121 | | | | | Verks. | | H7t | | | Norwegian | 21NH | | | |
| HDPG | 1 *Dk* | 17 | | | | | Christiania | | | | | | Akers Mek.Verks.Xia. | | | |
| 689 | **Louise Marie** | 165 | | | | 1898 | De la Bros- | Soc.Nouvelle des | 105·8 | 20·5 | 10·4 | Arcachon | C.2Cy.17½″&30½″–20½″ | | V | |
| | *Brunet* (*Trawler*) | 148 | | | | | se& Fouché | Pêcheries à Vap. | H34′ | | | French | 86NH | | | |
| KBMR | 1 *Dk* | 28 | | | | | Nantes | | | | FK | *WB* | De la Brosse& Fouché,Nts. | | | |
| 690 | **Louise Roth** | 3434 | ✠100A1 | Syd | *r* | 1901 | W.Gray& | RothS.N.Co.Ld. | 331·0 | 47·2 | 24·8 | Sundrland | T.3Cy.25″,40″&65″–42″ (s | 17 | 4 | |
| 109711 | *J.J.Thompson* 01–01 | 3184 | 8.04 2.04 | Lyt | | 2mo | Co.Ld. | (LouisRoth, *Mgr.*) | P27′B82′F30′ | | | British | 160lb *160lb* 283NH | 5 | 8 | |
| SPCB | 1 *Dk*(*Irn*)*2tr B&deep framing* | 2213 | | | | | W Hartlepool | | | | FK | 5 *BHCem* | 2SB,*6pf*,gs106,hs4474 | | | |
| | 3 *Dk rud* | | | MC2.01 | | | A&CP | *WB* = *Cell DBa* | 110 *u E*& *B*40′*f*134 | | | 798t *APT*77t | Cen.Shar.Eng.Wrks.W Hpl | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. *Master* *Late Name if any.* Special Surveys. No. of Decks, &c. | Tons Gross. Under deck. Net. | Particulars of Classification. Character. † for Special Survey. Date of last Survey. Port of Survey. Year Ass'gned. How expired. Equipment Letter. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. | Engines. No & Dia Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. particulars of Boilers & Furnaces. Engine Maker's | Masts & Derricks. | Where classed. If Date changed. Last Survey. | Where built. Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 691 / — / QHLR | **Louisiana** *D.H.Brummer* *Elec.light* | **SteelScSr** *2 Dks* | 5408 / 4277 / 3481 | | 1902 Flensburg Schiffsb.Ges Flensburg | Dampfsch.Ges. Argo | 404·2 × 43·4 × 27·0 | Bremen | | | G | |
| 692 / — / NHSR | — *J.C.Lassen* | **SteelScSr** *2 Dks(Stl)&Web frames* | 3015 / 2824 / 1940 | ✠ Nwc *u* | 1896 Armstrong 7mo | Armstrong &Co.(Lim.) Newcastle | Forenede Dmpskib. Selskab *WB=Cell* | 319·8 × 46·0 × 23·2 P21'B60'F33' FK *DBa94'uE20'f132'* | Copnhagn Danish | T.3Cy.24"&40"&64"–42" 280NH 2SB,*spf*,GS126,HS4400 N.E.MarineCo.(Lim.) | 26 × 2 | |
| 693 / — / JTFM | — | **IronScSr** *2 Dks* | 2849 / — / 1855 | | 1879 | J.Roach& Son Chester,Pa. | Southern Pacific Co. | 320·0 × 39·0 × 14·9 | New York U.S.States | T.3Cy.24",39"&64"–45" NE&B94 27,NH Newport News DD&SBCo | | R | |
| 694 / — / WRMT | — *R.M.Duncanson* –01 (*ex*Mandalay) *Elec.light* | **IronSc3MstSr** *ss*Gls.No.3–1,93 *ss*Shl.No.1–97 *2 Dks(1 Irn)3tr B* | 1979 / 1881 / 1248 | ✠100A1 Nwc *s* 2,01 | 1872 11mo | W.Denny &Bros. Dumbarton A&CP | Macbeth&Co.Ld. | 298·0 × 33·6 × 25·8 B50' BK16 *WB=* | Glasgow British | T.3Cy.20",33"&58"–36" 1s 150lb 90lb NDB03 NH 5 BHCem APT | 26 × 2 × 5 × 5 | | 8,01 |
| 695 / 93322 / MHSN | **Louisianian** *W.E.Wood* –03 *Elec.light* | **SteelScSr** *ss*Liv.No.3–3,04 *3 Dks(2 Stl* | 3643 / 3389 / 2386 | ✠100A1 Liv *w* 2,05 | 1891 9mo *Lloyd's 15 CP* | Barclay, Curle&Co.Ld Glasgow | F.Leyland&Co. (1900)Ld. *WB=DBf54'4* | 370·0 × 43·0 × 25·9 P42'B112'F47' BK9 *uE&B74'462tFPT* | Liverpool British | T.3Cy.25½",42"&71"–51" (*s*) 180lb 90lb NDB03 102NH 2DB,12cf,GS236,HS6338 Barclay,Curle&Co.(Lm)Gls. | 30 × 0 × 6 × 2 | BT 3,06 | 3,05 |
| 696 / 99760 / NPWB | **Louth** *J.Knight* –02 | **SteelScSr** *2 Dks* | 1273 / 960 / 508 | | 1894 | Blackwood &Gordon Port Glasgow | City of Dublin Stm. Packet Co. | 260·6 × 34·1 × 15·8 P72' B88' F77' *WB* | Dublin British | T.3Cy.27",42"&69"–48" 330NH Blackwood&Gordon,P.Gls. | | BT till 1,06 | |
| 697 / 106636 / QDNG | **Lovaine** *W.R.Anderson*94–98 1 *Dk(pt Irn&pt Stl)2tr B&deep framing 3 Dk rule* | **SteelScSr** *ss*Npt.No.1–02 | 3125 / 2854 / 1998 | ✠100A1 Cff *u* 8,05 Bry | 1898 6mo | Wood Skinner&Co.Ld Newcastle A&CP | Lovaine S.S.Co.Ld. (H.Scholefield& Son) *WB=Cell DBa* | 325·5 × 48·6 × 21·7 P31'B104'F36' FK *96'uE28'f136'75t* | Newcastle British | T.3Cy.23½",39"&61–42" (*s*) 160lb 270NH 2SB,6rf,GS124,HS4120 N.E.MarineCo,Ld.Nwc. | 24 × 0 × 3 × 11 | | 2,04 |
| 698 / 84683 / PQTC | **Lovart** *Farquhar* *Well deck* | **SteelScSr** *ss*Npt.No.1–01 1 *Dk(Stl)&Web frames* | 1015 / 775 / 615 | ✠100A1 Gmh *n* | 1897 5mo | Crmichael, Maclean&Co. Greenock A&CP | Lovart S.S.Co.Ld. (Love&Stewart) *WB=Cell DBa* | 225·8 × 34·1 × 13·0 Q77'B52'F27' FK *96'uE28'f136'75t* | Bo'ness British | T.3Cy.17",27½"&47"–33" (*s*) 160lb 80lb 99RH 1SB,3rf,GS55,HS1660 Muir&Houston(Lim.),Gls. | 15 × 3 × 1 × 7½ | | 12,03 3,05 |
| 699 / — / HCLP | — *F.Willumsen* | **SteelScSr** *ss*Punta Arenas No.3–4,04 1 *Dk* | 398 / 293 / 221 | ✠100A1 Punta Arenas 4,04 | 1892 9mo | Ardrossan S.B.Co.Ld. Ardrossan A&CP | Braun&Blanchard | 145·0 × 26·1 × 9·2 P11'B44'F17' FK *WB=DBa&E&B54'f1t* | Punta Arnas Chilian | T.3Cy.11",18"&30"–21" (*s*) 160lb 75lb NDB02 46NH 1SB,3pf,GS82,HS769 Ross&Duncan,Glasgow | 11 × 6 | | N4,04 |
| 700 / 93133 / HSQK | **Lovedale** *D.McIsaac* –01 | **IronPadSr** (*ex*Great Western) | 459 / 409 / 207 | | 1867 | W.Simons &Co. Renfrew | D.MacBrayne | 220·4 × 25·2 × 12·4 Q64' B72' | Glasgow British | O.2Cy.48"–45" NB93 237NH W.Simons&Co.,Renfrew | | BT till 12,04 | |
| 701 / 113176 / HCLP | **Loveden** *J.Allenby* –00 | **IronScK** 1 *Dk* | 198 / 178 / 78 | ✠100A1 Gms *Stm Trawler* 11,03 | 1900 5mo | Cochrane& Cooper.Ld Selby *Lloyd's 16 CP* | Lindsey Steam Fishing Co.Ld. | 112·6 × 21·0 × 11·5 Q48'F22' BK7½ | Grimsby British | T.3Cy.12",19¾"&32"–23" (*s*) 180lb 55RH 1SB,2cf,GS29,HS920 C.D.Holmes&Co.Hull | 12 × 3 | | 7,02 |
| 702 / 2973 / JGSB | **Lovisa** *A.G.Edlund* –03 (*ex*TrueBriton) | **IronScSr** *ss*Got.2nd No.3–12,90 *ss*Skm.No.1–02 1 *Dk(Irn)2tr B* | 1034 / 850 / 634 | ✠100A1 Bbo *n* 12,03 | 1881 3mo | Palmers' Co.(Lim.) Newcastle *Lloyd's 16 CP* | Motala Rederiaktiebolag (G.F. Petterson. *Mgr.*) | 225·0 × 31·2 × 16·0 Q61'B21'F28' drp03 FK *WB=DBa* | Motala Swedish | C.2Cy.24"&52"–33" (*s*) 100lb 75lb NDB01 132NH 1SB,3pf,GS60,HS1827 Palmers' Co.(Lim.),Nwc. | 17 × 0 × 2 × 0½ | | 12,03 |
| 703 / — / HBFW | **Lovky** | **SteelPad** | 351 / — / 230 | | 1892 | ..... Lintz | Russian Stm.Nav. &Trading Co. | 179·9 × 25·1 × 7·6 | Odessa Russian | C.2Cy.26"&43½"–34½" 92NH | | | |
| 704 / — / JTQV | **Lövstakken** *H.Reinertsen*03–98 1 *Dk(Stl)&Spar dk(Irn)3tr B* | **SteelScSr** *ss*Skm.No.2–02 | 3105 / 2926 / 2002 | ✠100A1 Rot *u* *Spar dk* 12,03 Shl | 1894 5mo | Ropner& Son Stockton A&CP | Rederiet "Lövstakken" (Andr.Olsen) | 325·0 × 42·5 × 17·2 P27'F32' 25 BK10 *WB=Cell* | Bergen Norwegian | T.3Cy.23",38"&62½"–42" (*s*) 160lb 80lb 256NH 2SB,6rf,GS105,HS3898 Blair&Co.(Lim.),Stockton | 19 × 9 × 6 × 1½ | | 12,04 |
| 705 / — / QHCM | **Löwenburg** *H.Köhler*04–04 *Elec.light* | **SteelScSr** *ss*Ham.No.1–04 2 *Dks(Stl)&Web frames&* *Shelter dk(Stl–ws pt teak)* | 5710 / 5514 / 3726 | ✠100A1 Ham *y* *Shelter dk with freeboard* 4,04 | 1900 9mo | Flensburg Schiffsb.Ges Flensburg A&CP | Deutsche Dmpfsfahrts.Ges.Hansa *WB=Cell DB* | 381·0 × 49·5 × 26·8 34 S BK10 *a127'uE25* | Bremen German | Q.4Cy.23¼",33¾",49"&72"–54"] (*r*) 213lb 121lb 472NH 3SB,9cf,GS145,HS6032 FP FlensburgerSchiffsb.Ges *f165'784tFPT50t APT23t* | 29 × 6 × 4 × 8½ | | 4,04 |
| 706 / 109579 / — | **Lowestoft** 1 *Dk* | **SteelTwinScTug** | 172 / 150 / — | | 1898 | Earle's Co. Ld. Hull | Gt.Eastern Rly.Co. | 105·0 × 22·0 × 9·5 BK4½ *WB* | Lowestoft British | T.6Cy.11",17"&30"–18" 90RH Earle'sCo.Ld.Hull | 10 × 0 | | |
| 707 / 92925 / KRJP | **Lowlands** *T.Thomas* –99 1 *Dk(Stl)&Webframes* | **SteelScSr** *ss*Shl.No.3–6,01 | 1789 / 1385 / 1165 | ✠100A1 Ant *q* 9,04 Cff | 1888 5mo | W.Gray& Co. W Hartlepool A&CP | Wilson Shppg Co Ld (J.F.Wilson&Co., *Mgrs.*) *WB=DBa82'f100* | 260·5 × 36·6 × 18·2 Q107'B104'F25' FK | W. Hartlpl British | T.3Cy.19",30½"&51"–36" (*s*) 150lb 75lb NDB01 156NH 2SB,4rf,GS133 Cen.Mar.Eng.Wrks.WHpl | 19 × 5 × 1 × 0 | | 10,02 N19,04 |
| 708 / 114429 / TPDS | **Lowmoor** *R.Miller*02–02 1 *Dk(pt Irn&pt Stl)2tr B&Web frames 3 Dk rule* | **SteelScSr** | 3976 / 3422 / 2560 | ✠100A1 Shl *w* *Trunk dk with freeboard* 3,05 Bry | 1902 8mo | Ropner &Son Stockton *Lloyd's 16 CP* | W.Runciman&Co. *WB=Cell DBa* | 336·5 × 46·5 × 25·7 P27'B64'F34' FK *116'uE24'f134'690t* | Newcastle British | T.3Cy.24½",40½"&66½"–42" (*s*) 160lb 80lb 294NH 2SB,6cf,GS121,HS4530 Blair&Co.Ld.Stockton | 27 × 3 × 4 × 0 × 4 7½ | | 7,00 3,05 |
| 709 / 113440 / SDBV | **Lowther Castle** *Watson* –01 *Elec.light* | **SteelScSr** *ss*NYk No.1–04 | 4599 / 4324 / 2961 | ✠100A1 NYk *x* *Spar dk* 12,04 | 1900 12mo | A.M'Millan &Son.Ld. Dumbarton A&CP | Lancashire Shippg Co Ld (J.Chambers &Co. *Mgrs.*) *B=Cell DBa* | 375·5 × 50·0 × 18·6 P40'B104'F35' 27 FK *uE&B44'f158'* | Liverpool British | T.3Cy.26".43"&72"–48" (*s*) 200lb 306NH 2SB,9cf,GS189,HS5910 Muir&Houston.Ld.Gls. | 21 × 3 × 6 × | | 12,04 |
| 710 / — / HWBN | **Loyal** *Buhrmann* | **SteelScSr** 2 *Dks* | 1583 / — / 1237 | | 1892 | Howaldtswerke Kiel | R.Wahl,Jr.&Co. Rhed&Handelsges m.b.H. | 240·0 × 35·5 × 20·4 B36' F28' *WB* | Cologne German | T8Cy16½",25½"&43⅜"–24½" 96NH Howaldtswerke,Kiel | | V | |
| 711 / — / HFKM | — *A.Abrahamsen* (*ex*Transport II.) | **SteelScSr** 1 *Dk* *Mchy.Aft* | 232 / 171 / 133 | | 1891 | Moss Mek. Værksted Moss | Dpsksisk.Veritas (B.Jacobsen, *Myr*) | 115·0 × 21·1 × 10·2 P46t H14t F6t | Arendal Norwegian *WB* | C.2Cy.12½"&25½"–16" 22NH Vulkan Mek Værks.,Nania | | | |

| 1 Numéro officiel | 2 Nom du Navire. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 Matériaux. Gréement etc | 4 Tonnage Brut — Tonnage Net | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand — Par qui — Où. | 9 | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Longueur. Largeur. Profondeur. | 12 Port d'Attache. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. SR = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Noms des Constructeurs des machines. | 14 Vitesse aux Essais. Noeuds. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 712 | **Loyal Briton** | SteelScSr | 2259 | ✝100A1 | Sbl | s | 1904 | J. Blumer & Co. Sunderland | Gibbs & Lee | 295·0 42·0 20·3 | Cardiff | T 3Cy 23", 37½" x 61", 40" (s) | 23 | H |
| 11330 | *T. O. Davies 00–04* | | 2160 | 4.04 | | | 4mo | | | P 28 B 70 F 24 | British | 160lb. Boil. 180lb | 8·3·7½ | |
| VQKT | | *1 Dk (Std.) deep framing* | 1441 | | | | *Lloyd's 1A CP* | | *W B = Cell D Ba 26* | | *SBH Com* | SR 2,750 IHP 3,000 | | |
| | | | | | | | | | | | *4 PT 77* | J. Dickinson & Sons, Ltd. Sbl. | | |
| 713 | **Loyalist** | SteelScSr | 2294 | ✝100A1 | Lon | s | 1891 | A. Stephen & Sons | Furness, Withy & Co. Ld. | 305·0 39·0 23·3 | W. Hartlpl | T 3Cy 23", 37" x 57" 42" (s) | 24 | 9 |
| 2 | *A. Phillips –02* | ~~spells No 2 –00~~ | 2055 | ~~19 Jan 04~~ | Hpl | | 5mo | & Sons Glasgow | | P 28 B 72 F 31 | British | 180lb. Boil. 200lb | | |
| MQBJ | *ex Clan Macalister)* | *ss* | 1419 | | | | *Lloyd's 1A CP* | | | BK 16 | *SBH Com* | SR 2,650 IHP 3,000 | | |
| | | *2 Dks (1 Std.) 2 Iron—ws 3 tr B* | | | | | | | *W B = MT a 28* | | *102 of 18 a 350* | A. Stephen & Sons, Glasgow | | |
| 714 | **Loyalty** | WoodSc | 101 | | | | 1877 | Mort's Dk & Eng. Co. Ld. Balmain, N.S.W. | Miramar Ferry Co. Ld. | 91·0 17·1 10·8 | Wellingt'n N.Z. | C 2Cy. 18" & 26" - 15" | | |
| 112518 | *E. Halcrow –01* | | 58 | | | | | | | | British | 5 SR H | | |
| | | *1 Dk* | 68 | | | | | | | | | Mort's Dk & E. Co. Balmain | | |
| 715 | **Luba** | SteelSc3MastSr | 460 | | | | 1889 | H. Koch Lübeck | Lübeck-Königsb. Dmpfsfahrts Ges. | 175·9 22·2 11·9 | Lübeck German | C 2Cy. 17" & 32" - 20" | | V |
| | *C. Thiel 94–00* | *1 Dk* | 378 | | | | | | | len 98 | | 68 NH | | |
| PBKD | *Elec. light* | | 282 | | | | | | | | *WB* | W. Klawitter, Danzig | | |
| 716 | **Luba** | IronPadTug | 185 | | | | 1869 | ..... Newcastle | D. Ratner | 116·8 20·1 10·9 | Odessa Russian | | | |
| 386 | | *1 Dk* | — | | | | | | | | | | | |
| | | | 81 | | | | | | | | | | | |
| 717 | **Lubeck** | SteelScSr | 2636 | | | ... | 1890 | A. Stephen & Sons Glasgow | L. Possehl & Co. | 310·0 41·0 23·5 | Lübeck German | T 3Cy 23" 37" & 59" - 42" | 26 | 8 G |
| | *C. Vrow –02* | | 2420 | | | | | | | P 40 B 72 F 38 | | NBo3 264 NH | | |
| CBLS | *(ex Queen Margaret)* | *2 Dks, deep framing* | 1681 | | | | | | | BK 10 | *WB* | A. Stephen & Sons, Glasgow | | |
| 718 | — | SteelScSr | 557 | | | | 1894 | H. Koch Lübeck | Hallands Ångb. Aktieb. L. Kollberg, *Mgr.* | 175·9 26·9 11·4 | Halmstad Swedish | T 3Cy 13", 21½" x 33½" - 20" | | |
| 1342 | *C. F. H. Hultkrantz 98–04* | *1 Dk* | 352 | | | | | | | H 60 r | | 50 NH | | |
| JCQL | | | 280 | | | | | | | | | Dan vel & Co., Kiel | | |
| 719 | — | IronScSr | 320 | | | | 1884 | Aktiebol. Atlas Gefle | Rederiaktieb. Östra Sverige (G. O. Wallenberg) | 128·4 23·1 11·9 | Stockholm Swedish | C 2Cy. 18" & 32" - 20" | | V |
| 2402 | *D. C. T. Paulsson 83–85* | *1 Dk* | 236 | | | | | | | Q 57 B 27 H 6 r F 23 | | 38 NH | | |
| HSGJ | | | 179 | | | | | | | | | Aktiebol. Atlas, Stockholm | | |
| 720 | **Lubra** | IronScSr | 467 | | | | 1874 | Harvey & Co. Hayle | Newcastle & Hunter River S.S. Co. Ld. | 173·6 27·5 11·4 | Sydney N.S.W. British | C 2Cy. 18" & 33" - 21" | | |
| 73892 | *F. Walker –02* | *(ex Frank Batters)* | 465 | | | | | | | | *WB* | 45 RH | | |
| | | *1 Dk* | 279 | | | | | | | | | Harvey & Co., Hayle | | |
| 721 | **Lucania** | SteelTwinScSr | 12952 | ✝100A1 | Liv | | 1893 | Fairfield Co. (Lim.) Glasgow | Cunard S.S. Co. Ld. | 601·0 65·2 37·8 | Liverpool British | T 16 Cy (4) 37" 12 57" & 3 78" - 66" | 41 | 10 57 |
| 102105 | *J. B. Watt –03* | *ss Liv. No 2–02* | 10267 | ~~Dec 03~~ | | | 7mo | | | P 75 F 120 FS | | 160lb. ~~180lb~~ (s) 31 91 NH | 12 | 9 |
| NDBM | *Ref. Mchy.* | *4 Dk (3 Std.—ws)* | 4975 | | | | *Lloyd's 1A CP* | | | *Promenade dk 370* | | 12 BH Com 18,457 2,384 r | | |
| | *Elec. light* | *Promenade dk (Std.—ws)* | | | | | | | *W B = Cell 1 a* | | | Fairfield Co. (Lim.), Glas. | | |
| 722 | — | IronScK | 187 | ✝100A1 | Cff | m | 1896 | Cochrane & Cooper Beverley | Neale & West | 112·3 21·2 11·3 | ~~Hull~~ British | T 3Cy 13", 21" x 34" - 24" (s) | 12 | 1 |
| 106713 | *F. Hardisky* | ~~*ss W. No 1–01*~~ | 173 | *Stm Trawler* | | | 8mo | | | Q 20 r | | 170lb 60 RH | | |
| PKRB | | *1 Dk* | 73 | ~~4 mast bark~~ | | | *Lloyd's 1A CP* | | | BK 7½ | *SBH Com* | 1 SR 2,0 r 829 IHP 815 | | |
| | *Elec. light* | | | | | | | | | | Carmyl | C. D. Holmes & Co., Hull | | |
| 723 | — | IronScK | *144* | ✝100A1 | Gms | | 1894 | Edwards Bros. North Shields | Actieselsk. Lucania / Chr. Lindtner) | 101·0 20·5 10·8 | Stavanger Norwegian | T 3Cy 11½", 17" x 30" - 21" (s) | 11 | 8 |
| | *C. Clausen 04–04* | *ss Gms. No 2–02* | *135* | *Stm Trawler* | | | 11mo | | | Q 17 F 19 r | 160lb | 48 NH | | |
| MBRK | | *1 Dk* | 58 | 8.04 ~~.03~~ | | | *Lloyd's 1A CP* | | | BK 7½ | *SBH Com* | 1 SR 2,0 r 824 IHP 830 | | |
| | | | | | | | | | | | | NEM ar. Eng. Co. (Lim.), Sp'd | | |
| 724 | **Lucano** | IronSc | 728 | | | ... | 1884 | Pearce Bros Dundee | Soc. Anon. di Nav. a Vap. Puglia | 172·0 28·2 12·2 | Bari Italian | C 2Cy. 20" & 40" - 30" | 12 | 10 1 |
| 9 | *Cuneuna* | | 711 | | | | | | | 19·2 | | 76 NH | | |
| QGNP | *(ex Ariadne)* | *1 Dk, 4 Awngdk* | 470 | | | | | | | BK 7 | *WB* | Pearce Brothers, Dundee | | |
| 725 | **Lucent** | IronScSr | 1409 | ✝ A1 1 | Sbl | Lv | 1879 | Bartram, Haswell & Co. Sunderland | J. Westoll | 250·5 34·0 18·2 | Sundrland British | C 2Cy. 32" & 59" - 33" | | |
| 81453 | ~~*J. Martin –02*~~ | *1 Dk (Iron) 2 tr B* | 1111 | ~~Sbl 1879~~ | Sld | | 5mo | | | P 28 Q 60 r B 60 r F 29 | | 167 NH | | |
| SNMD | *Well deck* | ~~*5th Survey Sbl. Jn 79*~~ | 876 | | | | | | | BK 29½ | *SBH* 1 PBH | 1 DB 4 r | | |
| | *J. Westoll –04* | *ss Sld. 2/04* | | | | | | | *W B* | | *D Bkdf* | T. Richardson & Sons, Hpl. | | |
| 726 | **Lucerna** | SteelSc3MastSr | 3242 | | | | 1892 | Armstrong Mitchell & Co. (Lim.) Newcastle | Lucerna SS. Co. Ld. (H. E. Moss & Co.) | 330·0 42·6 28·5 | Liverpool British | T 3Cy. 24", 40" & 65" - 42" | | V |
| 99437 | *A. A. L. French –02* | *2 Dks* | 3061 | | | | | | | B 38 t H 34 t F 51 t | | 274 NH | | |
| MRWH | *Mchy. Aft* | *Carrying Petroleum in bulk* | 2072 | | | | | | | | | Blair & Co. (Lim.), Stockton | | |
| | *Elec. light* | | | | | | | | | | | | | |
| 727 | **Lucerne** | IronScK | 198 | ✝100A1 | Gms | | 1900 | Cochrane & Cooper, Ltd. Selby | Lindsey Steam Fishing Co. Ld. (E. Bacon, *Mgr.*) | 112·6 21·0 11·5 | Grimsby British | T 3Cy. 12", 19½" x 32" - 23" (s) | 12 | 5 |
| 113208 | *H. Forester –00* | | 178 | *Stm Trawler* | | | 10mo | | | Q 14 F 22 r | 160lb | 55 RH | | |
| | | *1 Dk* | 79 | 11.03 | | | *Lloyd's 1A CP* | | | BK 7½ | *SBH Com* | 1 SR 2,0 r 829 IHP 929 | | |
| | | | | | | | | | | | | C. D. Holmes & Co. Hull | | |
| 728 | — | SteelScK | 154 | ✝100A1 | Hul | | 1896 | Edwards Bros. North Shields | J. Marr & Son. Ld. | 106·0 20·6 10·9 | Hull British | T 3Cy 11½", 18" x 30" - 21" (s) | 11 | 10 |
| 106724 | *A. H. Bailey –03* | *ss Hul. No 1–01* | 144 | *Stm Trawler* | | | 12mo | | | | | 160lb 60 RH | | |
| | | *1 Dk* | 42 | 4.04 | | | *Lloyd's 1A CP* | | | BK 7½ | *SBH Com* | 1 SR 2,0 r 826 IHP 910 | | |
| | | | | | | | | | | | | N. E. Marine Co. (Lim.), Sld. | | |
| 729 | **Lucero** | SteelPad | 105 | | | | 1884 | Hardy & Co Salto, Uruguay | N. Mihanovich | 110·0 17·0 6·5 | Bns. Ayres Argentine | C 2Cy. 16½" x 2" - 36" | | |
| | | *1 Dk* | — | | | | | | | F 12 r | | 22 NH | | |
| | | | 85 | | | | | | | | | Rowan & Sons, Glasgow | | |
| 730 | **Luchana** | IronScSr | 1062 | ✝ | Cff | m | 1873 | J. L. Thompson & Son Sunderland | Cia. Vasco Cantabrica de Nav. (F. Pereda, *Mgr.*) | 221·1 30·5 16·9 | Bilbao Spanish | C 2Cy. 27" & 51" - 33" | 17 | 7 |
| 817 | | *ss Sld. No 3–10, 86* | 817 | 11.99 | | | 4mo | | | P 125 F 28 r | | SD 182 NBs 2 115 NH | | |
| HSJP | *(ex G. E. Wood)* | *ss Sld. No 2–95* | 748 | | | | | | | BK 8 | *SBH Com* | 1 SR 3,0 r 829 IHP 1956 | | |
| | *Well deck* | *1 Dk 2 tr B* | | | | | | | *W B = —* | | *D Bkdf* | J. Dickinson, Sunderland | | |
| 731 | **Lucia** | SteelScSr | 2265 | ✝100A1 | Sng | s | 1900 | Craig, Taylor & Co. Stockton | Lucia S.S. Co. Ld. (Flli. Cosulich) | 280·0 43·0 16·5 | Trieste Aust.-Hung. | T 3Cy 21" 35" & 57" - 39" (s) | 18 | 10 |
| | *F. Zuccrich* | *1 Dk (Std.) Web frames* | 1638 | *spt Awng dk* | Tyl | | 4mo | | | P 26 Q 76 r FS | | 160lb. ~~200lb~~ 215 SH | 8 | 4 |
| HJSW | | *spt Awng dk* | 1437 | *web frs forward* | | | | | | *spt Awng dk* 177 | | 2 SR 2,0 r 2176 IHP 2333 | | |
| | | | | ~~3,06~~ | | | *A&CP* | | | 186 a E 4 1852 C 116 | | Maud Slip & Pendick, NJ | | |
| 732 | **Lucida** | SteelScSr | 1476 | | | | 1899 | Act. Ges. "Neptun" Rostock | Holm & Molzen | 241·7 36·2 17·0 | Flensburg German | T 3Cy. 18" 30½" x 48" 33" | | G |
| | *W. Liedke 91–99* | | 1261 | | | | | | | P 24 B 58 F 26 r | | 180 NH | | |
| LWPT | | *1 Dk* | 902 | | | | | | *W B = Cell D* | | *WB* | A. G. "Neptun," Rostock | | |
| 733 | **Lucie Woermann** | SteelScSr | 4630 | | | | 1902 | Blohm & Voss Hamburg | Woermann Linie Kommandit Ges. | 366·5 47·1 25·1 | Hamburg German | T 3Cy 24" 41" x 71" 51" | | G |
| | *H. Isaacsen –02* | *1 Dk, 4 Spar dk* | 3452 | | | | | | | P A B 264 F 49 | | 1 SR 2,0 r 4000 IHP 4000 | | |
| | | | 2861 | | | | | | | | *WB* | Blohm & Voss, Hamburg | | |

| No. in Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regis. Tonnage: Under deck. / Net | Particulars of Classification. Character. / Special Survey. Date of last Survey | Port of Survey. | Vessel assigned now acquired. Equipment Letter | Built. When. / Ship. | By Whom. / Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in. | Register Tonnage in Whole Decks. | Deck Cargo Spaces. | Date of Last Entry. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 734 / KBQT | **Lucien** / *A.Seroude* 99–99 / (*ex* Watlington) / *Well deck* | **IronScBu** / ss Bry. No. 3–3.95 / ss Dnk. No. 2–02 / 1 *Dk(Irn)* 2 *trb* | 1680 / 1355 / 1085 | ✝ ~~100 A1~~ 12.03 | Dnk | *q* | 1882 / 9mo | W. Gray & Co. W Hartlepool A&CP | N. Dubuisson | 260·2 / P 28' Q 68' B 69' F 31' pt N D 92 BK 9½ *WB* | 35·4 | 19·7 *DBa* 80' *f* 98' 345*t* | Dunkirk French / 4 *BHCem* / 2 SB, 4*pf*, GS 80 / T. Richardson & Sons, Hpl. | C.2Cy. 31½"&68"–86" (*b*) / 80lb *80lb* 198 NHP | 21 " 3 / s 2 " 0 | | | 8,02 |
| 735 / 110309 / RHTQ | **Lucifer** / *J. A. Prowse* –99 / *Mchy. Aft* / *Elec. light* | **SteelScSr** / ss Npt. No. 1–04 / 1 *Dk(Stl)* & *Spardk(Stl)* / & *Web frames* | 3823 / 3570 / 2473 | ✝ 100 A1 *Spar dk* 1,[illegible] *Carrying Petroleum in bulk* | Npt | *w* | 1899 / 9mo | C. S. Swan & Hunter, Ld. Newcastle A&CP *WB=* | Bearer'k Oil & Shpg Co. Ld. (C. T. Bowring & Co. Ld. *Mgrs*) / *Cell D B u E & B 54'* | 344·4 / P 74' B 24' F 36' 27 9 FK / *f* 32' 16·4 *FPT* 12 *BC* / *APT* 34 *t* | 47·1 | 20·9 | Liverpool British / 12 *BHCem* | T. 3Cy. 24", 39" & 66"–45" (*r*) / 180lb *120lb* 310 NHP / 2 SB, 6*cf*, GS 114, HS 4687 / T. Richardson & Sns. Ld. Hpl. | 22 " 0 / s 6 " 1½ | | | 5,04 |
| 736 / 115304 / TPSF | **Lucigen** / *C. Dyer* –02 / *Mchy. Aft* 2 *Dks(1 Stl & 1 Irn)* & *Web frames* / *Elec. light* | **SteelSc3MstSr** / 1 *Dk(Stl)* & *Spardk(Stl)* / *Carrying Petroleum in bulk* | 4527 / 4117 / 2929 | ✝ 100 A1 Spar dk 7,00 *Carrying Petroleum in bulk* ✝ LMC 7.02 | Nwc | *x* | 1902 / 8mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA&CP* | Lucigen S.S. Co. Ld. (H. E. Moss & Co.) / *WB = Cell* | 370·3 / P 92' B 23' F 42 FK / *DBu B* 36'8 *7t FPT* | 48·5 | 28·8 | Liverpool British / 11 *BHCem* / 74*t APT* 21*t* | T. 3Cy. 26", 44" & 72"–48" (*r*) / 180lb *100lb* 404 NHP / 3SB. 9*rf*, GS 187, HS 6495 / N.E. Marine Eng. Co. Ld. Nwc | 30 " 3 / s 6 " 7 | | | |
| 737 / 110160 / ROLJ | **Luciline** / *C. L. Barrett* 02 / *Mchy. Aft* / *Elec. light* | **SteelSc3MstSr** / 2 *Dks* / *Carrying Petroleum in bulk* | 3765 / 3375 / 2424 | | | | 1899 | Armstrong Whitworth & Co. Ld. Newcastle | Luciline Nav. Co. Ld. (Lane & Macandrew) | 335·7 / P 83' B 23' F 12' *WB* | 45·0 | 28·6 | London British | T. 3Cy. 24", 40" & 64"–48" 284 NHP / Wilsnd Slpwy Co. Ld. Nwc. | | V | | |
| 738 / 94139 | **Lucinda** / *J. H. South* / *Elec. light* | **SteelPadSr** / 2 *Dks* | 301 / 241 / 148 | | | | 1884 | W. Denny & Bros. Dumbarton | Government of Queensland | 172·6 | 25·1 | 9·2 | Brisbane British | C.2Cy. 25" & 44"–48" 112 NH Denny & Co., Dumbarton | | | | |
| 739 / 116152 | **Lucknow** / *R. Nicholson* 99–03 / 1 *Dk* | **SteelScK** | 171 / 161 / 57 | ✝ 100 A1 *Stm Trawler* 5,04 ✝ LMC | Hul | | 1903 / 5mo | Cook, Wel-[illegible]n & Gemmell Beverley *Lloyd's SA&CP* | Hull Steam Fishing & Ice Co. Ld. | 105·0 / Q 19' BK 7' *WB = D Tanks* | 21·2 | 11·2 | Hull British / 4 *BHCem* / *f* 13' 27*t* | T. 3Cy. 10", 17" & 28"–21" (*s*) / 200lb 45 RHP / 1SB, 2*pf*, GS 25, HS 750 / Amos & Smith, Hull | 12 " 1 | | | |
| 740 | **Lucullite** / (*Lighter*) | **IronScSr** | 120 | | | | 1899 | Ross & Marshall Greenock | Ross & Marshall | 65·8 | 18·0 | 7·0 | Greenock British | C.2Cy. 8½" & 16"–16" Ross & Marshall, Greenock | | | | |
| 741 / 110569 | **Lucy** / *A. Monks* –03 / *Mchy. Aft* / 1 *Dk* | **SteelScY1** | 155 / 123 / 36 | | | | 1899 | Scott & Sns Bowling | J. Monks & Co. Ld. | 90·0 / F 16' | 20·7 | 9·5 | Liverpool British *WB* | C.2Cy. 13" & 28"–18" 32 RH Fisher & Co. Paisley | | | | |
| 742 | — / *N.A. Christiansen* –87 | **IronScTug** | 117 / — / — | | | | 1874 | Smellie Brisbane | Walsh & Co. | 87·0 | 17·0 | 8·8 | Brisbane British | | | | | |
| 743 / NMSG | **Lucy Andersen** / *H. Nielsen* 93–04 / *Well deck* / 1 *Dk(Stl)* & *Web frames* | **SteelScSr** | 1052 / 840 / 637 | ✝ 100 A1 3.04 ✝ LMC | Nwc | *n* | 1904 / 3mo | Wood Skin-ner & Co. Ld. Newcastle *Lloyd's SA&CP* | Akties. Dmps. Lucy Andersen (H. Svarrer & Co.) *WB = Cell D Ba* | 220·3 / Q 77' B 54' F 28' FK / 70' *f* 96' 268*t FPT* 44*t* | 35·0 | 14·6 | Copnhagn Danish / 4 *BHCem* / *APT* 17*t* | T. 3Cy. 17", 28" & 46"–33" (*s*) / 180lb *80lb* 133 NHP / 1SB, 4*pf*, GS 57, HS 2073 / N.E. Marine Eng Co Ld. Nwc | 16 " 2 / s 1 " 5 | | | |
| 744 / 95067 | **Lucy Ashton** / *A. Keith* –00 | **SteelPadSr** | 224 / 205 / 84 | | | | 1888 | T. B. Seath & Co. Rutherglen | North British Railway Co. | 190·0 | 21·1 | 7·2 | Glasgow British | C. D. 4Cy. 28" & 52" NE & B 02 349 NHP / A. & J. Inglis, Glasgow | | BT till 5,05 | | |
| 745 / 106858 / QLTP | **Luddick** / ~~*W. Stephen* –04~~ / *Mchy. Aft* *Well deck* / *J.S. Barron* –05 | **SteelSc3MstSr** / ss Abn. No. 1–03 / 1 *Dk(Stl)* | 530 / 372 / 184 | ✝ 100 A1 2,05 ~~3,03~~ ✝ LMC 3,03 | Abn | *h* | 1898 / 11mo | R. William-son & Son Workington A&CP | Aberdn, Newcastle & Hull Stm. Co. Ld. | 167·7 / Q 95' B 10' F 22' BK 7' *WB = DB f* 89' 125*t* | 26·1 | 10·4 *FPT* 25*t* | Aberdeen British / 3 *BHCem* | C.2Cy. 21" & 42"–30" (*s*) / 115lb *80lb* 73 RHP / 1SB 3*pf*, GS 56, HS 1725 / Ross & Duncan, Glasgow | 12 " 10 / s " 10 | | | ~~18,01~~ 2,05 |
| 746 | **Ludmilla** / *N. Orlovsky* (*ex* Greta) | **IronScSr** / ss Stk. No. 3–9,86 / ss Oda. No. 2–94 / 1 *Dk* | 645 / 506 / 419 | ✝ [illegible] 2.96 | Oda | *j* | 1873 / 8mo | J. Softley & Co. S. Shields | Sch. L. Karapatnitsky | 180·4 / Q 56' B 44' pt N D 91 BK 7½ | 28·1 | 14·3 | Odessa Russian / 4 *BHCem* *WB = pt DB* | C.2Cy. 23½" & 46"–30" NB 97 82 NHP / 1SB, 4*pf*, GS 49, HS 1316 / Blair & Co. (Lim.), Stockton | 15 " 0 | | | |
| 747 / 23 / QGTM | **Ludovico S.** / ~~*V. Lafon* 99–03~~ / (*ex* Denia, *ex* Wyndcliffe) / *Elec. light* *Well deck* | **IronScSr** / ss Mes. No. 3–1,02 / 1 *Dk(Irn)* 2 *trb* | 1951 / 1421 / 1273 | ✝ 100 A1 3,05 ~~3,03~~ MS 8,03 ✝ LMC Rec. BS 1,04 | Gen / Mes | *r* | 1889 / 9mo | Craig, Taylor & Co Stockton *Lloyd's SA&CP* *WB = DBa* 80' *f* 114' 365*t* | Cav. Lud. Speciale (F. Massarelli, *Mgr.*) | 269·8 / Q 102' B 106' F 31' FK / *f PT* 66*t APT* 21*t* | 37·2 | 18·3 | Catania Italian / 1 *BHpt Asp pt Cem* | T. 3Cy. 20", 33" & 54"–36" (*s*) / 160lb ~~65lb~~ 50lb 175 NHP / 2SB, 6*f*, GS 72 / M. Pratt, Huddersfield | 19 " 8 / s 1 " 8½ | | | ~~3,03~~ 3,05 |
| 748 / 3417 / JKMD | **Ludvig Peyron** / *O. A. Nisholm* 98–02 / *Elec. light* | **SteelScSr** / ss Skm. No. 1–04 / 1 *Dk(Stl)* & *Web frames* | 1430 / 1207 / 774 | ✝ 100 A1 2,04 ✝ LMC 2,04 | Skm | *p* | 1899 / 3mo | Carmichael Maclean & Co. Greenock A&CP | Stockholms Ångf. Rederiaktieb. *WB = Cell D Ba* 68' *u* E 18' *f* 90' | 236·6 / P 9' B 66' F 30' FK / 330*t APT* 21*t* | 36·0 | 17·9 | Stockholm Swedish / 4 *BHCem* | T. 3Cy. 18", 30" & 48"–33" (*s*) / 160lb *100lb* 151 NHP / 2SB, 4*pf*, GS 66, HS 2560 / Muir & Houston Ld. Gls. | 20 " 4 / s 2 " 10 | | | 2,04 |
| 749 | **Ludwig** / *C. H. W. Hannemann* (*ex* Bittern) / *Well deck* / 1 *Dk* | **IronScSr** | 670 / 531 / 418 | | | … | 1880 | H M'Intyre & Co. Paisley | Lübecker Dampfschifffahrts Ges. | 180·3 / Q 88' B 13' F 43' FK | 28·1 | 13·3 *WB* | Lübeck German | C.2Cy. 24" & 48"–33" NB 97 57 NHP / Hutson & Corbett, Glasgow | 15 " 6 | G | | |
| 750 / 118423 / VQPN | **Ludwig Groedel** / ~~*L. Newman* –04~~ / *Pierson* –04 / *Elec. light* | **SteelScSr** / 1 *Dk(Irn)* & *deep framing* | 2964 / 2783 / 1896 | ✝ 100 A1 ~~3,04~~ 4,04 1,05 ✝ LMC 1,04 | Hjd | *n* | 1904 / 4mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's SA&CP* *WB = Cell D Ba* 108' *u E & B* | Groedel Bros. S.S. Co. Ld. | 325·0 / P 25' B 69' F 34' FK / 10' *f* 134' 798*t FPT* | 47·1 | 22·2 88*t APT* 50*t* | London British / 5 *BHCem* | T. 3Cy. 24", 38" & 64"–42" (*s*) / 180lb *100lb* 276 NHP / 2SB, 6*cf*, GS 102, HS 4098 / Cen. Mar. Eng. Wrks. W Hpl | 24 " 10 / s 4 " 5 | | | |
| 751 / 87 / HPDK | **Ludwig Nobel** / *A. Hertz* 86–93 (*ex* Petrolea) 1 *Dk* / *Elec. light* / *Carrying Petroleum in bulk* | **Iron&SteelScSr** | 965 / 834 / 557 | | | | 1888 | Motala Co. Gothenburg | Naphta Productions Ges. Gebr. Nobel | 187·5 / Q 35' | 29·0 H 16' | 19·6 F 16' | Libau Russian *WB* | C.2Cy. 26" & 50"–27" 108 NHP / Motala Co., Motala | | V | | |
| 752 | **Luella** | **WoodScSr** | 412 / — / 243 | | | | 1898 | Petersen Sinslaw River Or. | | 137·2 | 32·5 | 10·6 | Mexican | Fulton Eng. Works, S Frisco | | | | |
| 753 / RMJP | **Lugano** / *F. Brockhol* 02–02 / (*ex* Boliviana) / 2 *Dks(Stl)* & *Web frames* & *Shelter dk(Irn)* | **SteelScSr** | 4596 / 4319 / 2963 | ✝ 100 A1 *Shelter dk* 9.03 ✝ LMC 6,00 | NYk | *y* | 1900 / 6mo | Furness, Withy & Co Ld W Hartlepool A&CP *WB = Cell D Ba* 119' | R. M. Sloman & Co. | 370·5 / P 20' B 88' F 44' 31·4 BK 10' *u E & B* 46' *f* 140' 924*t* | 51·2 | 28·1 *APT* 53*t* | Hamburg German / 6 *BHCem* | T. 3Cy. 25", 40" & 68"–48" (*r*) / 180lb 321 NHP / 3SB, 6*cf*, GS 120, HS 4573 / Sir C. Furness, Westgarth & Co. Ld. Mdb. | 30 " 10 / s 5 " 5 | | | 3,03 |
| 754 / 109435 / QFOT | — / *W. Knight* –98 (*ex* Navarro) | **IronScSr** / ss Liv. No. 3–10,97 / ss Liv. No. 1–01 / 2 *Dks(Irn)* & *Spardk(Irn)* | 3788 / 3514 / 2870 | ✝ 100 A1 *Spar dk* 7,04 ~~7,03~~ ✝ NB 10 MS 3,01 ✝ LMC Rec. BS | Liv | *w* | 1882 / 12mo | Barrow S.B. Co. Barrow *Lloyd's SA&CP* *WB = D Ba* 30' *u E &* | Atlantic & Eastern S.S. Co. Ld. (J. Glynn & Son, *Mgrs*) | 350·1 / P 20' B 88' F 44' 31·4 B 70' *f* 32' 495*t FPT* | 40·1 | 24·0 | Liverpool British / 5 *BHCem* / 46*t APT* 43*t* | T 4Cy (2) 18"44" & 69"–54" (*s*) / 180lb *90lb* NDB 97 419 NHP / 2SB, 6*rf*, GS 123, HS 5600 FD / *Tpd.* 97. D. Rollo & Sons, Liv. | | | | 1.03 |

| Numéro Officiel. Numéro Officiel. Signaux | Nom du Navire. Matériaux, Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Tranversal system of Longl. Bulkheads | Construit. Quand. Navires. Mach. | Par qui. On. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nos. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P. = Force en chevaux d'après les formules de la Société. I.H.P. = Force en chevaux d'après les papiers du navire. Nombre des Foyers. Nom du Constructeur des machines. | Creux sous Pont Supérieur. Franc-bord au dessus du navire. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 755 | **Luigi** Iron Pad Tug<br>*J. Aliprandi* 00–00 | 166<br>111<br>85 | | 1879 | Stbilimnto Tecnico Trieste | L. Mendl & Co. | 125·0 21·0 10·0 | Austr.-Hun | C.2Cy.26″&39″–12″<br>NB97 82NH<br>Stabilimento Tecnico, Tri. | | |
| 756<br>7<br>QHCV | **Luigi Ciampa** Steel Sc Sr<br>*M. Cucurullo* 02–03 ssAnt. No.1–05<br>1 *Dk (Stl) & Spar dk (Stl)* | 3388<br>3580<br>2606 | ✠100A1 Spar dk 4,05 ✠LMC | 1901<br>1mo<br>Lloyd | N. Odero fu A. Sestri P'nente<br>*s.&C.P* | F. S. Ciampa & figli<br>*W.B = Cell D.B a88′ u E & B12′ f* | 340·2 45·0 19·8<br>P25′ B66′ F41′ 27′<br>152′ 780t *M* 28′ 720t | Castlmare<br>Italian<br>*6 B.H.Cem A.P.* 765t | T.3Cy.23½″,39½″ & 64½″–<br>13½″ (s) 180lb *100lb* 823NH<br>2SB, *8cf*, GS161, HS5369<br>N. Odero fu A. Sestri P'nente | 22 | 6·4 |
| 757<br>407<br>QHGP | **Luigia** (*WRECKED 3,04*) Iron Sc Sr<br>*C. Marchese* –01 ssHpl. No.3–4,98<br>(ex Monte Rosa, ssGen. No.2–02<br>ex Portuguese Prince, ex Saint Dunstan)<br>2 *Dks (Irn-Uws) 3tr B* | 2254<br>2106<br>1471 | ✠ 8,02 Cff ✠ | 1881<br>1mo | A. Leslie & Co. Newcastle | C. Marchese<br>*W.B = D.B u E & B50′ 140t* | 320·0 35·8 21·3<br>P29′ B69′ F89′<br>BK10′ | Genoa<br>Italian<br>*6 B.H.Cem M.T.* 832 80t | C.2Cy.31½″ & 70″–48″<br>NDB91 284NH<br>2DB, *8f*, GS152, HS4826<br>R. & W. Hawthorn, Nwc. | 25 | 10 |
| 758<br>QHGR | — Steel Sc 3 Mast Sr<br>*Well deck* 1 *Dk (Stl)*<br>*Mchy. Aft* | 473<br>388<br>285 | ✠100A1 5,03 Fri ✠LMC8,05 | 1903<br>6mo | Ditta Gio. Poli Chioggia<br>*Lloyd's s.&C.P* | Flli. Poli<br>*W.B* | 153·7 23·8 11·8<br>Q75′ B14′ F28′<br>BK6½′ | Chioggia<br>Italian<br>*3 B.H.Cem = F.P.T* 80t | C.2Cy.15″ & 32″–24″ (s)<br>120lb *120lb* 51NH<br>1SB, *2pf*, GS81, HS924<br>McKie & Baxter, Glasgow | 11 | 2<br>8·9½ |
| 759<br>387<br>QHMP | **Luigino** *F. Carassco* 03–04 Iron Sc Bn<br>~~*Contraggiato* –02~~ ssNwc. No.3–2,93<br>(ex Egyptian Prince, ssGen. No.2–00<br>ex Argosy) 2 *Dks (1 Irn) 3tr B* | 2009<br>1851<br>1321 | ✠100A1 9,01 Ten BS11,08 LMC8,02 | 1879<br>10mo | M. Pearse & Co. Stockton | E. Bozzo di N. | 275·0 35·5 24·0<br>F84′<br>ND98<br>*W.B =* | Genoa<br>Italian<br>*1 B.H.Cem D.B.* 888 *f* 92 | C.2Cy.31″ & 62″–39″ (s)<br>80lb 72lb NDB99 184NH<br>2SB, *6pf*, GS88, HS2957<br>Blair & Co. Ld. Stockton | 24 | 11<br>4·3 |
| 760<br>QHGT | **Luis Alberto** Steel Sc Sr<br>*W. Hale* (ex Titanic)<br>*Well deck Elec. light* 1 *Dk 2 tr B* | *1608*<br>*1252*<br>*1024* | | 1888 | M'Ilwaine, Lewis & Co. Ld Belfast | Cia. Esplotadora de Lota y Coronel | 280·0 35·1 16·3<br>Q92′ B86′ E85′<br>*W.B* | Valparaiso<br>Chilian<br>180NH | T.3Cy.21½″, 35″ & 57½″–36″<br>M'Ilwne. Lewis & Co. Ld. Belf | 19 | |
| 761<br>HSJV | **Luis de Cuadra** Iron Sc Sr<br>*J. Ruiz* 1 *Dk 2 tr B* | 964<br>676<br>724 | ✠ 8,75 Sld | 1875<br>7mo | R. Thompson, jun. Sunderland | Cia. Sevillana de Nav. à Vap.<br>*W.B = D.B u E & B48′ 144t* | 210·5 29·3 15·4<br>P110′ F40′ FK | Seville<br>Spanish<br>*5 B.H.Cem* | C.2Cy.27″ & 51″–33″<br>125NH<br>J. Dickinson, Sunderland | | |
| 762<br>ISKM | **Luis Pinzon** Iron Sc Sr<br>*P. Bilbao* –01<br>(ex Juana, ex Andaluz, ex Pedro) 1 *Dk* | 180<br>—<br>110 | | 1865 | Caird & Co. Greenock | P. Elguezabal | 125·0 17·0 12·0 | Alicante<br>Spanish | 4 Cy. 9″ & 18″–20″<br>24NH | | |
| 763<br>LMRB | **Luise** Steel Sc Sr<br>*C. Holbek* 99–01<br>*Spar dk (Stl) 2 tr B & deep framing* | 3385<br>3061<br>2213 | ✠100A1 Spar dk with freeboard 5,04 Bry ✠LMC11,00 | 1900<br>11mo | W. Hamilton & Co. Pt. Glasgow | Flensburger Dmpf. Co. (H. Schuldt. *Mgr.*)<br>*W.B = Cell D.B a & u E 114′ f 144′ 727t* | 330·6 45·7 16·2<br>P31′ B118′ F39′ 23·9<br>FK | Flensburg<br>German<br>*6 B.H.Cem A.P.T.* 77t | T.3Cy.24″, 40″ & 65″–42″ (s)<br>180lb *90lb* 302NH<br>2SB, *6cf*, GS121, HS1747<br>D. Rowan & Co. Glasgow | 18 | 6<br>4·6½ |
| 764<br>JFQM | — Steel Sc Sr<br>*W. Sprenger* 01–01<br>*Elec. light* 1 *Dk* | 679<br>525<br>406 | | 1901 | Nüscke & Co. Stettin | W. Sprenger | 189·6 29·1 12·2<br>Q65′ B46′ F23′ | Stettin<br>German<br>*W.B* | T.3Cy.13⅜″, 21⅝″ & 35½″–23½″<br>61NH<br>"Kette" Ges., Uebigau | | G |
| 765<br>MSJN | — Steel Sc Sr<br>*W. Vagt* 00–02<br>*Elec. light* 1 *Dk* | 523<br>393<br>319 | | 1902 | Nüscke & Co. Stettin | G. W. Löwe | 168·4 26·8 11·2<br>B39′ Q54′ F17′ | Wismar<br>German<br>*W.B* | C.2Cy.17⅜″ & 31″–20″<br>36NH<br>"Kette" Ges., Uebigau | | G |
| 766<br>LRJT | **Luise Horn** Steel Sc Sr<br>*H. Flügel* 02–02<br>1 *Dk 2 tr B* | 1326<br>1180<br>825 | | 1899 | Schiffsw. v. Henry Koch Lübeck | H. C. Horn | 244·9 36·2 16·8<br>P15′ B56′ F22′ | Lübeck<br>German<br>*W.B* | T.3Cy.16½″ 27⅛″ & 44⅞″–32½″<br>113NH<br>Ottensener Maschf. Altona. | | G |
| 767 | **Luitenant Generaal den Beer Poortugaal** Iron Sc K<br>~~*Poortugaal* –04~~ ssAms. No.1–03<br>(ex Cephalonia) *G. Bakke* 00–04 1 *Dk* | *180*<br>*162*<br>*52* | ✠100A1 *Stm Trawler* ~~5,04~~ 10,11 Ams ✠LMC MS.05 | 1899<br>4mo<br>Lloyd | Cochrane & Cooper, Ld. Beverley<br>*s.&C.P* | Naamlze. Vennootschap Visscherij Maats. de Kotter | 115·0 21·0 11·2<br>Q17′<br>BK7½′ | Ymuiden<br>Dutch<br>*1 B.H.Cem* | T.3Cy.13″, 21½″ & 35″–24″ (s)<br>180lb<br>1SB. *2cf*, GS36, HS1057<br>J. Crnn & Co. Leith | 12 | 7·06 |
| 768<br>PBLR | **Lulea** Steel Sc Sr<br>*C. Vierow* –03 ssMsl. No.3–4,02<br>(ex Jules Théodore, ex Nyassa)<br>*Well deck* 1 *Dk (Stl) & deep framing* | 2247<br>1635<br>1486 | ✠100A1 2,05 ~~7,08~~ MS.07 ~~MS.04~~ Stn ✠LMC 2,05 ✠NL | 1889<br>6mo | A. Stephen & Sons Glasgow | L. Possehl & Co.<br>*W.B = Cell D.B* | 280·0 37·1 19·2<br>P28′ Q48′ B144′ F32′<br>BK9½′ | Lübeck<br>German 170<br>*1 B.H.Cem* 124 *t F.P.T* 25 | T.3Cy.21″, 38″ & 64″–42″ (s<br>180lb *90lb* NDB05 204NH<br>2SB. [illegible]<br>A. Stephen & Sons, Glasgow | 21 | 2·0 |
| 769<br>RMPW | — Steel Sc Sr<br>*A. Frank* 94–02<br>1 *Dk & pt Awngdk* | 1495<br>965<br>936 | | 1902 | Helsingör-Jernsk & Msk. Elsinore | H. M. Gehrckens | 241·1 35·2 14·6<br>Q76′<br>*pt Awng dk* 164 | Hamburg<br>German<br>*W.B* | T.3Cy.17″, 27½″ & 47″–33″<br>127NH<br>Helsingör Jernsk. & Msk. b. | | G |
| 770<br>463<br>HFTQ | — Iron Sc Sr<br>*J. E. Fant* 95–96<br>1 *Dk & Shelterdk* | 617<br>341<br>452 | | 1870 | Bergsund Mk. Vks. Stockholm | Bottniska Ångf. Aktieb. (C. A. Carlsson) | 161·8 25·0 12·9<br>H41t 20·2 | Haparanda<br>Swedish | C.2Cy.19½″ & 38″–26½″<br>NF & B90 62NH<br>Bergsund Mk. Vks., Skm. | | |
| 771<br>HSMK | **Lulio** Iron Sc Sr<br>*P. F. Aulet* –85 2 *Dks* | 668<br>641<br>405 | ✠ 1,71 Lon | 1870<br>10mo | J. & W. Dudgeon London | Sociedad Isleña Maritima | 215·7 27·1 16·3<br>F— | Majorca<br>Spanish<br>*5 B.H.Cem* | C.2Cy.35″ & 61″–26″<br>158NH<br>J. & W. Dudgeon, London | | |
| 772<br>11839<br>VDNT | **Lullington** Steel Sc Sr<br>*J. S. Swan* 97–03<br>1 *Dk (pt Irn & pt Stl) 2 tr b & Web frames 3 Dk rule* | 2816<br>2659<br>1821 | ✠100A1 12,04 Shl Cff ✠LMC8,03 | 1903<br>8mo | Richardson, Duck & Co. Stockton | Southdown S.S. Co. Ld. (Bell, Symondson & Co. *Mgrs.*)<br>*Lloyd's s.&C.P W.B = Cell D.B a 106′ u E & B38′ f 142′ 752t F.P.T* | 323·0 46·6 21·4<br>P31′ B90′ F35′<br>FK | London<br>British<br>*6 B.H.Cem* 98 *t A.P.T* 118 | T.3Cy.23″, 38″ & 62½″–42″ (s<br>170lb *90lb* 264NH<br>2SB, *6cf*, GS107, HS4018<br>Blair & Co. Ld. Stockton | 23 | 10 |
| 773<br>HCJF | **Lumaco** Steel Twin Sc Sr<br>*E. F. Graham* 97–97 1 *Dk & Shelter dk* | 636<br>—<br>443 | | 1893 | R. Napier & Sons Glasgow | Compania Sud Americana de Vap. | 170·2 32·1 9·9<br>168 | Valparaiso<br>Chilian<br>*W.B* | T.6Cy.11″, 17″ & 28″–21″<br>72NH<br>R. Napier & Sons, Glasgow | | |
| 774<br>96305<br>LDJC | **Lumen** Steel Sc 3 Mast Sr<br>*A. Murray* –02 *Carrying*<br>*Mchy. Aft Elec. light Petroleum in bulk* | 2402<br>2314<br>1555 | | 1889 | Armstrong Mitchell & Co. Newcastle | Lumen S.S. Co. Ld. (H. E. Moss & Co.) | 294·0 37·7 26·6<br>B22′ F34′ | Liverpool<br>British<br>*W.B* | T.8Cy.21″, 35″ & 57″–36″<br>NB99 195NH<br>Willand Slpwy Co. Ld., Nwc | | V |
| Broken up 9,04 | **Luna** Iron Sc Sr<br>*Harvig* –00<br>(ex Annie) 2 *Dks & tr B* | 1836<br>1679<br>1148 | | 1879 | T. Turnbull & Son Whitby | D. Ellerhusen & Co | 273·5 34·5 24·5<br>P26′ F37′<br>BK9½′ | Borgen<br>Norwegian<br>*W.B* | C.2Cy.33″ & 62″–39″<br>180NH<br>Blair & Co. Ld. Stockton | 26 | 0<br>N |
| 776<br>QFRS | — Steel Sc Sr<br>*G. Budelmann* 1 *Dk* | 468<br>355<br>279 | | 1892 | Act. Ges. "Weser" Bremen | Dampfschiffahrts Ges Neptun | 158·9 24·1 11·9<br>Q40′ B89′ F23′ | Bremen<br>German<br>*W.B* | C.2Cy.19¾″ & 31½″–21½″<br>88NH<br>A.G. "Weser," Bremen | | V |
| 777 | — Steel Twin Sc Sp | *193*<br>*147*<br>*55* | | 1889 | Cochran & Co. Birkenhead | N. Mihanovich | 130·0 22·0 8·3<br>P4t | Bns. Ayres<br>Argentine | C.4Cy.18″ & 28″–18″<br>68RH<br>Cochran & Co., Birkenhead | | |

| No. in Book / Official No. / Code | Steamer's Name. Materials. Rig. &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tons Under Deck / Net | Particulars of Classification. Character. | Built. When. / By Whom. / Where. / Engines. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NIP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard. ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 778 Luna<br>— | SteelSc<br>1 Dk | 123<br>—<br>77 | | 1889 .....<br>Sweden | Cronstadt-Oranienbaum Dampfsch.Ges. | 96·5 \| 21·8 \| 8·5 | Cronstadt<br>Russian | | | | |
| 779 —<br>97447 *H.Ptens* 03-04 | SteelScSr<br>1 Dk | 81<br>30 | ✠100A1 CTn<br>*Coasting*<br>10.02<br>~~12.02~~ ✠LMC 9.02 | 1893 Lytham<br>smo S.B.&E.Co<br>Lytham<br>*Lloyd'sA&CP* | StephanBros. | 75·0 \| 19·5 \| 8·0<br>FK<br>WB= | Cape Town<br>British | C.2Cy.18"&26"–16" (a)<br>100lb 25RH<br>1SB.2*pf*,GS24,HS80<br>LythamSB.&E.Co.Lytham | 8 ″ 8 | | 7.01 |
| 780 Lunan Bay<br>91520 *T.Walker* 03-03 (*ex* Maggie<br>KVGH | IronScSr<br>Walker<br>1 Dk | 126<br>118<br>86 | | 1888 A.Hall&Co<br>Aberdeen | T.Davidson | 95·7 \| 20·0 \| 10·3<br>BK6½" | Aberdeen<br>British | C.2Cy.18"&34"–24"<br>50RH<br>A.Hall&Co Aberdeen | 10 ″ 11 | | |
| 781 Lune<br>89[illegible] *H.S.Coll* –01<br>MNSQ | SteelPadSk | 253<br>191<br>56 | | 1892 T.B.Seath &Co.<br>Rutherglen | Lan&Yorks.&Lon. &N.W.Rlwy.Cos. | 129·0 24·1 9·1 | Fleetwood<br>British | C.2Cy.24"&48"–54"<br>96RH<br>Rankin&Blackmore,Grk. | | 9·1<br>9·3<br>~~9·6~~<br>9·10 | |
| 782 —<br>110940 *W.Parsons* –00 | IronScK<br>*ss*Gms.No.1–04<br>1 Dk | 197<br>180<br>70 | ✠100A1 Gms<br>*Stm Trawler*<br>8,01 ~~8,01~~<br>✠LMC 2,04 ~~8,01~~ | 1900 J.Duthie&<br>2mo Co.<br>Montrose<br>A&CP | PalatineSteam FishingCo.Ld. (A.Jeffs, *Mgr.*) | 111·5 21·4 11·5<br>Q50'F23'<br>BK7½" | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.10¾",20"&32"–23" (s<br>180lb 55RH<br>1SB.2*cf*,GS32,HS975<br>Tindall&Co.Hull | 12 ″ 4 | | 1.04 |
| 783 Lunenburg<br>100[illegible] 1 Crowell –02 | WoodScSr | 266<br>197<br>113 | | 1891 T.Langille<br>Mahone Bay, N.S. | R.J.Leslie | 124·9 \| 23·5 \| 12·5<br>P56*t* F4*t* | Lunenbrg, N.S.<br>British | C.2Cy.20"&36"–32"<br>56RH<br>J.Doty,Toronto | | | |
| 784 Lung Shan<br>107007 *T.Hamlin* 98-99 | CompScSr<br>2 Dks | 219<br>106<br>141 | | 1896 Hong K'ng &Whampoa Dock Co.Ld. HongKong | HongKong,Canton &MacaoStm.Boat Co.Ld.&China Nav.Co.Ld. | 107·4 \| 20·0 \| 8·5 | HongKong<br>British | C.2Cy.13"&26"–15"<br>28RH<br>HongKong&Whampoa Dock Co.Lim.HongKong | | | |
| 785 Luvia<br>(*SUNK AFTER COLLISION 5.04*)<br>QHPT *A.Calabrea* –02 | SteelScSr<br>*ss*Cff.No.3–8.91<br>*ss*Lgn.No.2–03<br>(*ex* Velleda) 1 Dk(*pt Stl&pt Irn & Web frames&pt Awng dk(Irn* | 2547<br>—<br>1669 | ✠ Cff<br>*pt Awng dk with freeboard*<br>12.03<br>✠ | 1891 Richards'n,<br>5mo Duck&Co.<br>Stockton | CaricatoriRiuniti (G.Zaccaro, *Mgr.*) | 297·0 \| 40·1 \| 18·1<br>P29'Q92'<br>*pt Awg dk* 176' BK10"<br>WB=*Cell DB* | Taranto<br>Italian<br>5 *BH Cem*<br>248'538*t* | T.3Cy.22",35"&59"–39"<br>221NH<br>2SB.*6cf*,GS85,HS3372<br>T.Richardson&Sons,Hpl. | 21 ″ 9<br>~~8 ″ 6~~ | | 8.5.02 |
| 786 Lupus<br>103671 *C.W.Freer* 91–96 | SteelScYl<br>(*Trawler*)<br>1 Dk | 132<br>121<br>45 | | 1896 Mackie& Thomson<br>Glasgow | Grimsby&N.Sea StmTrawlingCoLd | 99·3 \| 20·1 \| 10·4<br>Q17'F19'<br>BK7½" | Grimsby<br>British | T.3Cy.10",16"&27"–20"<br>15RH<br>Muir&Houston(Lim.),Gls | 11 ″ 6 | | |
| 787 Luque<br>119157 *H.Har* 7-01 1 Dk<br>HBDJ (*pt Irn&pt* ming | SteelScSr<br>1400<br>~~1400~~<br>~~890~~<br>876 | 139<br>1240 | ✠100A1 Mdb *q*<br>*Spar dk*<br>*with freeboard*<br>10.04 ~~8.04~~<br>~~Lower Decks plated~~ | 1904 SirRaylton<br>8mo Dixon&Co Ld<br>Middlesbro'<br>*Lloyd'sA&CP* | R.MacAndrew&Co<br>WB=*Cell D Ba* 61'*u E* ½ *B* 31'*f* 106'322*t APT* 11*t* | 238·0 ~~235·6~~ 19·6<br>~~Bas B67~~ F51' 12·2<br>P41' B66 35·7 19·8<br>FK | Glasgow<br>British<br>1 *BH Cem* | T.3Cy.19",32"&53"–33" (*r*)<br>175lb *80lb* 165NHP<br>1SB.*4cf*,GS74,HS2179<br>N.E.Marine Eng.Co Ld Nwc | 14 ″ 4<br>~~12 ″ 9~~ | | |
| 788 Luray<br>140524 *B.S.Matthews* –02 | WoodPad | 423<br>—<br>330 | | 1882 .....<br>Brooklyn NY | OldDominionSS.Co | 156·0 28·0 8·9 | New York<br>Utd.States | 3.1Cy.38"–96"<br>109NH | | | |
| 789 Luristan<br>118714 *O.J.Simpson* –04<br>VNFW 1 Dk(*Stl*)&*Spar dk(Irn*)d<br>*Elec.light* *deep framing* | SteelScSr<br>3143<br>2174 | 339 | ✠100A1 Npt *w*<br>*Spar dk* Lon<br>~~Awng dk~~ 2.05<br>✠LMC 1.04 | 1904 W.Gray& Co.Ld.<br>1mo W Hartlepool<br>*Lloyd'sA&CP* | Anglo-Arabian& PersianS.S.Co.Ld. (F.C.Strick&CoLd *Mgrs.*) WB=*Cell* | 358·0 \| 45·0 \| 16·3<br>P24 B86'F34' 24·2<br>FK<br>*b Bas u E140 f* 156' | Swansea<br>British<br>5 *BH Cem*<br>730*t APT* 25*t* | T.3Cy.25",40½"&67"–45" (*s*<br>180lb *80lb* 376NH<br>2SB.*6pf*,GS116,HS5183 Fl<br>Cen.Mar.Eng.Wrks.WHpl | 18 ″ 11<br>~~5 ″ 10½~~ | | |
| 790 Lusitania<br>RMJH (*ex* Gulf of Martaban)<br>*Elec.light* 2 Dks(*Stl-Uws*)3*tr B*<br>*Ref.Mchy* *Inner bottom plating Irn* | SteelScSr<br>*W.Matz* 02-02 *ss*Shl.No.3–8.01<br>2539<br>2248<br>1591 | | ✠100A1 Fln *u*<br>~~8.03~~ 6.04 Ham<br>~~BS6.03~~ ✠LMC 8.01<br>BS9.04 | 1889 Hawthorn,<br>2mo Leslie&Co.Ld<br>Newcastle<br>A&CP | A.C.deFreitas&Co<br>WB=*Cell D B* 250'430*t FPT* | 320·0 \| 40·3 \| 22·6<br>P82' B89'F83'<br>BK10' | Hamburg<br>German<br>6 *BH Cem*<br>20*t APT* 35*t* | T.3Cy.26",42"&69"–48" (*s*<br>170lb *142lb* 292NB<br>2SB,*6cf*,GS130,HS3826<br>Blair&Co.Ld.Stockton | 25 ″ 1<br>~~3 ″ 3½~~ | | ~~8.03~~<br>~~8.04~~ |
| 791 —<br>115988 *F.Taylor* –03<br>TWFS *Elec.light* 2 Dks(*U–Stl*) | SteelScSr | 1834<br>1603<br>1166 | ✠100A1 Lon *r*<br>~~8.02~~ 7.04<br>✠LMC 8.04 | 1902 BlythS.B. Co.Ld.<br>1mo Blyth<br>*Lloyd'sA&CP* | J.Hall,jun.&Co.<br>WB=*Cell D Ba* 74' *f* 94' 296*t* | 270·0 \| 39·5 \| 19·7<br>P18' B64'F28'<br>lrp03 FK | London<br>British<br>1 *BH Cem*<br>*APT* 56*t* | T.3Cy.20½",33"&54"–36" (*s*<br>170lb *80lb* 209NH<br>2SB.*6pf*,GS100,HS3586<br>N.E.MarineEng.Co.Ld.Sk | 20 ″ 10<br>~~3 ″ 1½~~ | | 7.04 |
| 792 Lussin<br>*L.Marangunic* 1 Dk<br>*Elec.light* | SteelScSr | 253<br>166<br>133 | | 1893 Howaldts-werke<br>Kiel | Nav.aVap.Seraf. Topic&Co. (P.Pizzetti, *Mgr.*) | 127·9 \| 19·7 \| 9·7<br>Q47'B22'F26' | Lissa<br>Aust.-Hung.<br>*WB* | T.3Cy.12",18¾"&29½"–15½"<br>3.5NH<br>Howaldtswerke.Kiel | | A | |
| 793 Lustleigh<br>111359 *P.N Baker* 01–01<br>SJBB 1 Dk(*pt Irn&pt Stl*)2*tr B*<br>&*deep framing 3 Dk rule* | SteelScSr | 3250<br>3024<br>2093 | ✠100A1 Bry *v*<br>*with freeboard*<br>12.03 ~~4.04~~ Cff<br>✠LMC 6.01 | 1901 R.Craggs& Sons<br>5mo Middlesbro'<br>A&CP | CotheleS.S.Co.Ld Bellamy&Co. (*Mgrs.*) WB=*Cell D Ba* | 330·7 \| 47·1 \| 24·0<br>P29'B96'F35'<br>FK<br>102'*u E* 28'*f* 138'676*t* | Plymouth<br>British<br>6 *BH Cem*<br>*APT* 80*t* | T.3Cy.23½",38"&64"–42" (*s*<br>180lb *100lb* 296NH<br>2SB.*6cf*,GS106,HS4667<br>Richardsons,Westgarth &Co.Ld.Hpl | 26 ″ 6<br>~~5 ″ —~~<br>~~4 ″ 10½~~ | | ~~12.04~~<br>12.04 |
| 794 Lutèce<br>*P.Auffret* 91–03 *ss*Hav.No.2–01<br>KBRW 1 Dk(*Irn*)&*Web frames*<br>*Well deck* | SteelScSr | 1350<br>1048<br>701 | ✠100A1 Sws *o*<br>10.04 ~~2.04~~<br>~~BS6.03~~ 8.01 ~~4.03~~ 8.01 | 1893 S.P.Austin<br>8mo &Son<br>Sunderland<br>A&CP | A Lemoine et fils<br>WB=*Cell DB* 201'431*t FPT* | 247·0 \| 35·3 \| 15·1<br>P27'Q63'B47' F27<br>FK | Rouen<br>French<br>4 *BH Cem*<br>65*t APT* 68*t* | T.3Cy.20",32½"&53"–36" (*r*<br>160lb *90lb* 171NH<br>2SB.*6pf*,GS84,HS2590<br>G.Clark(Lim.),Sunderland | 18 ″ 2 | | ~~6.05~~<br>10.04 |
| 795 Lutetia<br>(*MISSING SINCE 11.03*)<br>RLGW *O.Michelsen* 02–02 *ss*Ham.2nd No.3–7.02<br>1 Dk(*pt–ws*)2*tr B* | IronScSr | 83<br>708<br>450 | ✠ Ham *m*<br>6.03<br>✠NB 90 | 1877 J.L Thomp-son&Sons<br>12mo Sunderland | A.Kirsten | 205·4 \| 30·4 \| 16·1<br>B55'F17'<br>lrp02 BK8'<br>WB=*DB* | Hamburg<br>German<br>4 *BH Cem*<br>60'*f* 35'*APT* | C.2Cy.27½"&52"–33"<br>NDB 90 129NH<br>1SB.*3pf*,GS51<br>J.Dickinson.Sunderland | 17 ″ 0 | | |
| 796 Luther C. Ward<br>140598<br>KDPC 1 Dk | WoodSc | 107<br>—<br>58 | | 1882 .....<br>Newburg,NY | HartfordTrans.Co. | 98·0 \| 21·5 \| 9·8 | Hartfd Con<br>Utd.States | | | | |
| 797 Lutterworth<br>99169 ~~Littlton 00~~<br>MFSW *J.Bacon* –05<br>*Elec.light* | IronScSr<br>*ss*Gms.No.3–1.04<br>2 Dks(*U Irn–ws*) | 1002<br>779<br>495 | ✠100A1 Gms *n*<br>2.05 ~~1.04~~<br>BS2.05<br>✠LMC 1.04 | 1891 Earle's Co.<br>6mo (Lim.)<br>Hull<br>*Lloyd'sA&CP* | GreatCentralRly.<br>WB=*Cell D Ba* 44'*f* 69 | 240·6 32·0 14·8<br>P56'B71'F86'<br>BK8" | Grimsby<br>British<br>5 *BH Cem*<br>102*t APT* 4*t* | T.3Cy.22",35"&57"–42" (*s*<br>170lb *90lb* 249NH<br>2SB.*6rf*,GS106 HS4220<br>Earle'sCo.(Lim.),Hull | 17 ″ 0 | BT till 2.05<br>2.05 V | 1.04 |
| 797* Lux<br>118436 *S.G.Reddie* –04 *Elec.light* 2 Dks<br>VRKN (*ex* LeLion) *Carrying Petroleum in Tanks* | SteelSc3MstSr | 2621<br>2340<br>1634 | | 1893 Forges et C. de la Médit. Havre | LuxNavigationCo. Ld. (~~Lane&~~ MacAndrew, (Lane&Macandrew) | 281·5 \| 39·9 \| 27·1<br>P85'H11 F48' | London<br>British<br>*WB* | T.3Cy.28½",35½"&55"–47½"<br>NB02 298NH<br>Forges et C.de la Medit.Hav | | | |

| Numéro d'Ordre. / Numéro Officiel. | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. | Port d'Armement / Pavillon. | Machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 798 | **Luxor** F. Schwartz –04 SteelScSr<br>ssHam.No.2–04<br>2 Dks(Stl-ws)&W.b.frames<br>Elec.light | 3648<br>2997<br>2357 | ✠100A1 Ham *w*<br>11,04 | 1895<br>2mo | Wigham Richrdsn&Co. Newcastle<br>Lloyd's&A&CP | DeutscheDmpfs-fahrtsGes.Kosmos<br>WB= | 340·3 \| 44·3 \| 25·2<br>P197' F47'<br>FK<br>Cell D Ba 81' u E&B 68' f 126' 644t | Hamburg<br>German | 2 4Cy 20½" 29½" 43½" &63" 42"<br>200lb 90lb (s) 281NH<br>2SB,9rf,gs131,hs1218<br>Wigham Richrdsn&C. Nwc | 27 · 11 | |
| 799 | **Luzerne** WoodScTug<br>(exFred B. Dalzell) | 165<br>—<br>112 | | 1899 | Burlee D.D. S.&E.B.Co. Pt.Richmond | Easton&Amboy R.R.Co. | 94·3 \| 23·7 \| 11·3 | Perth Amboy,N.J. Utd. States | C.2Cy.18"&38"–26"<br>61NH | | |
| 800 | **Luzon** SteelScSr<br>M.P.Glaran97–02<br>Spar dk(Stl)2tr b<br>&Web frames | 4160<br>3672<br>3181 | ✠100A1 Cff *w*<br>Spar dk<br>with freeboard Npt<br>9,04 5,05 Tri | 1902<br>7mo | R.Stephen-son&Co.Ltd. Newcastle<br>Lloyd's&A&CP | Soc.Anon.Ungher-ese di Armamento Maritt.Oriente<br>WB=Cell D Ba 110' u E&B 14' f 133' 733t AP T 41t | 340·0 \| 47·2 \| 19·8<br>P31 B105' F32 | Fiume<br>Aust.-Hung<br>6 BH Cem | T.3Cy.25"40"&67"–45"<br>165lb 80lb 314NH<br>2SB,6cf,gs126,hs4840<br>Richardsons,Westgarth& Co.Ltd.Mdlt | 22 · 10 | |
| 801 — SteelScSr<br>141783 C.H.Wilson –02<br>Mchy.Aft Elec.light | | 3582<br>—<br>2776 | | 1902 | Chicago S.B.Co. Chicago | Erie S.S.Co. (E.D.Carter, Mgr.) | 346·0 \| 48·2 \| 24·0 | Fairport O. Utd. States | T.3Cy 30" 53½"&65"–40"<br>191NH<br>WB | | V |
| 802 — *Should be "Sandakan," See No. 17 in Supplement*<br>2 Dks | | | | 1904 | Rickmers Act.Ges. Bremerhaven | Norddeutscher Lloyd | | Bremen<br>German | T.3Cy 18½",30½"&49½"–31½"<br>136NH<br>Gebr Sachsenberg Rosslau | | |
| 803 | **Lycavias** IronSc<br>Antoni ssCpl.No.3–11,96<br>(exCiudad de Ciudadela ex Elms)<br>1 Dk | 249<br>231<br>140 | ✠ Cpl *d*<br>1,02 | 1884<br>5mo | T.B.Seath &Co. Glasgow | N.Langoressis | 140·0 \| 21·1 \| 11·5<br>B38' F21'<br>BK?<br>WB= | Constanpl<br>Turkish<br>6 BH Cem | C.2Cy.18"&36"–20"<br>48NH<br>1SB,2pf,gs33<br>A.Campbell&Sns,Glasgow | 12 · 1 | |
| 804 | **Lycia** SteelScSr<br>~~R.Thomas–02~~ ssLiv.No.3–9,94<br>ssBrs.No.2–02<br>2 Dks(Irn)3 Dk rule | 3282<br>2984<br>2117 | ✠100A1 Cff *w*<br>8,01 11,02 Bry<br>BS 11,02 LMC 1,02 | 1888<br>5mo | Harland& Wolff Belfast | ~~Elder Dempster Shipping Ld.~~ Lauschan" *See No. 26 in Supplement*<br>Lloyd's&A&CP WB= | 345·5 \| 40·9 \| 26·7<br>P33 B91 F48'<br>Cell D B264' 515t AP T 48t | ~~Liverpool~~<br>~~British~~<br>German | T.3Cy.24½",37"&64"–48"<br>155lb 60lb 288NH<br>2DB,8cf,gs148,hs4476<br>Harland&Wolff,Belfast | 29 · 6 | |
| 805 | **Lycidas** SteelScSr<br>117741 T.Hughes02–04 1 Dk<br>VRBG Well Dk<br>Mchy.Aft Elec.light | 774<br>~~517~~<br>322 | 100A1<br>For all particulars See No. 1 in Supplement<br>(Class Contem plated) | 1904 | J.Fullerton & Co. Paisley | Ritson&Co. | 194·7 \| 30·1 \| 11·6<br>Q107' B13' F35'<br>BK7' | Maryport<br>British | T.3Cy.16",26"&42"–33"<br>90NH<br>Ross&Duncan,Glasgow | 13 · 0 | |
| 806 — SteelScSr<br>Mchy.Aft 1 Dk(Stl) | | 576<br>421<br>214 | ✠100A1 Gls *i*<br>7,03 LMC 8,02 | 1902 | Ritson&Co. Maryport | | 176·0 \| 27·2 \| 10·6<br>Q93' B12' F20'<br>BK7½<br>WB=Cell D 126' f 72' 140t FPT | Siamese<br>3 BH Cem | T.3Cy.15",25½"&41"–27"<br>160lb 75lb 101NH<br>1SB,3pf,gs555,hs1733<br>Ross&Duncan,Glasgow | 13 · 0<br>9 · 1 · 0 | |
| 807 | **Lycurgus** IronScK<br>95828 Bearpark ssHul.No.3–7,98<br>MSFG ssHul.No.1–02<br>1 Dk | 161<br>155<br>61 | ✠100A1 Hul<br>Stm Trawler<br>6,03 B 8,04<br>LMC 8,02 | 1890<br>5mo | Cook, Welton&Gemmell Hull<br>Lloyd's&A&CP | Hellyer's Steam Fishing Co.Ld. | 112·6 \| 20·3 \| 10·8<br>len 98' BK7½ | Hull<br>British<br>3 BH Cem | T.3Cy.12½",19½"&31½"–22½"<br>150lb (s) 50RH<br>1SB,2cf,gs27,hs780<br>C.D.Holmes&Co.,Hull | 11 · 10 | |
| Wrecked 05.07. 808 | **Lyderhorn** SteelScSr<br>W.Hammeraas03–93 ssAms.No.2–01<br>JPKV 1 Dk(pt Stl pt Irn)&Web frames& pt Awng dk(Irn) | 3075<br>2314<br>1990 | ✠100A1 Shl *u*<br>pt Awng dk<br>with freeboard<br>11,03 | 1893<br>3mo | Ropner& Son Stockton<br>A&CP | Rederiet "Lyder-horn"<br>(Andr.Olsen) | 325·0 \| 41·6 \| 20·2<br>P29' Q92' BK16'<br>pt Awng dk 204'<br>WB=Cell D B 268' 588t | Bergen<br>Norwegian<br>5 BH Cem | T.3Cy.22½",37"&61"–42"<br>160lb 80lb 246NH<br>2SB,6rf,gs104,hs3760<br>Blair&Co.(Lim.),Stockton | 23 · 8 | |
| 809 — IronScSr<br>1.Rasmussen92–97 1 Dk<br>JQRN | | 232<br>155<br>121 | | 1878 | Bergens Mek.Vrks. Bergen | Hardanger Söndhordlandske Dampskibsselskab | 139·7 \| 18·1 \| 10·6<br>Q25t H35t F16t | Bergen<br>Norwegian | C.2Cy.25"&46"–24"<br>86NH<br>Bergens Mek.Verks Bergen | | |
| 810 | **Lydia** SteelScSr<br>Muetzell02–02<br>RKGP 1 Dk&Awng dk&Web frames | 2734<br>2573<br>1772 | ... | 1895 | Richardsn, Duck&Co. Stockton | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 290·0 \| 42·0 \| 17·3<br>25'<br>FK<br>WB | Hamburg<br>German | T.3Cy.22",36"&59"–39"<br>218NH<br>Blair&Co.(Lim.),Stockton | 20 · 0 | G |
| 811 — SteelTwinScSr<br>97217 C.Vanderplank –95<br>LNTM Elec.light | | ~~1050~~<br>733<br>~~193~~ | 1175<br>271 | 1890 | J.&G.Thom-son(Lim.) Glasgow | L.&S.W.Rlwy.Co. | 253·0 \| 35·1 \| 14·8<br>Q162' F79' | S'thampt'n<br>British<br>WB | T.6Cy.24",37"&56"–38"<br>360NH<br>J.&G.Thomson(Lim.),Gls | 15 · 8 | |
| 812 | **Lydia Millington** IronScSr<br>R.Wels –00 1 Dk&Spardk3tr B | 754<br>486<br>448 | | 1888 | Rostocker Act.Ges. Rostock | Otto Zelck | 185·7 \| 26·9 \| 12·7<br>BI6' 19·8 | Rostock<br>German<br>WB | C.2Cy.28½"&41¾"–27½"<br>NB95 76NH<br>Rostocker A.G., Rostock | | G |
| 813 | **Lydia Thompson** WoodSc<br>141266 M.Nichols | 202<br>—<br>101 | | 1893 | ..... Port Angeles, Wash. | Puget Sound Nav. Co. | 92·7 \| 22·6 \| 8·0 | P.Twnsnd<br>Utd.States | | | |
| 814 | **Lydie** SteelScSr<br>110189 ~~F.W.Batting–00~~ ssNpt.No.1–04<br>RHWC Guild –04 1 Dk(pt Irn&pt Stl)& deep framing | 2658<br>2397<br>1717 | ✠100A1 Npt *t*<br>12,04 Trwl<br>LMC | 1899<br>9mo | Richardsn, Duck&Co. Stockton<br>A&CP | Burdick&Cook<br>WB=Cell D Ba 108' u E 24' f 128' | 313·0 \| 44·6 \| 20·6<br>P33' B78' F37'<br>FK | London<br>British<br>6 BH Cem | T.3Cy.24",40"&65"–42"<br>160lb 90lb 281NH<br>2SB,6cf,gs128,hs4325<br>Blair&Co Ld.Stockton | 23 · 1<br>3 · 9½ | |
| 815 | **Lyeemoon** SteelScSr<br>Th.Lehmann01–01 ssHKg.No.3–3,02<br>RHTP 2 Dks(1 pt Stl-ws)3tr B | 1925<br>1739<br>1238 | ✠100A1 HKg *s*<br>4,05 Trwl<br>BS A01 LMC 3,02 | 1890<br>3mo | Wigham Richrdsn&Co. Newcastle<br>A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.Amr.Linie) | 294·0 \| 38·3 \| 21·9<br>B98' F28'<br>BK9½<br>WB=Cell D B 210' 284t | Hamburg<br>German<br>6 BH Cem | T.3Cy.22½",35"&59"–39" (s)<br>150lb 90lb 242NH<br>2SB,6cf,gs114,hs3238<br>Wigham Richrdsn&C.,Nwc | 24 · 3<br>4 · 5 | |
| 816 | **Lyell** SteelScSr<br>9658 F.Davidson –95 ssNwc.No.3–5,02<br>LSDJ 1 Dk(Stl)&Webframes&pt Awngdk(Irn) | 2434<br>1845<br>1558 | ✠100A1 Nwc *s*<br>pt Awng dk<br>with freeboard<br>7,01 11,02 Bry<br>LMC | 1890<br>6mo | Bartram, Haswell&Co. Sunderland<br>A&CP | C.Turnbull&Co. | 300·0 \| 39·0 \| 20·8<br>P30' Q80'<br>pt Awng dk 189' FK<br>f 120' 480t AP 782t<br>WB=DB a 88' | N.Shields<br>British<br>6 BH pt Asp pt Cem | T.3Cy.22",36½"&60"–42" (s)<br>160lb 90lb NDB03 243NH<br>2SB,6rf,gs100,hs3800<br>C.Dickinson,Sunderland | 21 · 7<br>8 · 8 | |
| 817 | **Lykens** SteelScTug<br>141606 T.M.Lloyd87–02 2 Dks<br>KPGC | 625<br>—<br>425 | | 1899 | Neafie& Levy Co. Philadelphia | Reading Co. | 157·0 \| 29·0 \| 17·5 | Philidlphia<br>Utd.States | T.8Cy.18",28"&45"–30"<br>111NH<br>Neafie&Levy Co Philidlphia | | R |
| 818 | **Lymington** SteelPadSp<br>95862 A.Winter 1 Dk | 130<br>114<br>58 | | 1893 | Day, Summers&Co. Southampton | L.&S.W.Rlwy.Co. | 120·2 \| 18·1 \| 7·7<br>Q45' B29' | S'thampt'n<br>British | C.D.2Cy.24"&46"–30"<br>77NH<br>Day,Summers&Co.,Sthn | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Under deck / — / Engines | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 | 7 Port of Build. | 8 Built. When. / — / Where. By Whom. | 9 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke. Steam Pressure. NH^p = Horse power by Society's formula; IHP = power by Ship's Register. Particulars of Boilers & Fittings. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 819 | **Lynalder** | **SteelScSr** | 322 | ✝100A1 Ant *v* | | | 1899 | R.Thompson&Sons Sunderland A&CP | LiverShppg.Co.Ld (Johnston. Sproule&Co. *Mgrs*) *WB = Cell D Ba* | 340·2 \| 45·0 \| 15·8 P29′B74′F37′ 23t FK 112′*u*E22′*f*136′791*t* | Liverpool British | T.3Cy.23″,39″&65″–42″ (*s*) 180lb *Stelb* 289NH^p 2SB,*Spf*,GS120,HS1428 N.E.MarineEngCo.Ld.Sld | 18 " 0 \| 4 " 10 | | 10,04 |
| 2988 | *Spar dk* | | 2061 | | | | | | | *6 BHCem APT48t* | | | | |
| 110544 | *W. Waring* –99 | *ssCliff.No.1–03* | | | | | | | | | | | | |
| QSLB | *1 Dk(Stl)&Spar dk(Iru)& deep framing* | | | | | | | | | | | | | |
| 820 | **Lyndhurst** | **SteelScSr** | 2090 | ✝100A1 Cliff *r* | | | 1888 | W.Pickersgill&Sons Sunderland A&CP | AberdareSS.Co.Ld (P.Morel, *Mgr.*) *WB = Cell D Ba* | 270·0 \| 40·1 \| 18·4 Q100′B108′F35′ FK 198′*u*23t *APT65t* | Cardiff British *4BH ptAsp ptCem* | T.3Cy.20½″,38″&54″–39″ (*s*) 160lb *Stelb* NDB01 180NH^p 2SB,*4rf*,GS86,HS2682 G.Clark,Sunderland | 21 " 3 \| 1 " 11 | | 6,03 |
| 1630 | 6,04 | | 1344 | | | | | | | | | | | |
| 05167 | *J. F. Pearce* –01 | *ssCliff.No.3–2,02* | | | | | | | | | | | | |
| KWJ1 | *Well deck* | *1 Dk(Stl)&Webframes* | | | | | | | | | | | | |
| 821 | **Lyng** | **IronSc3MastSr** | 1340 | ✝100A1 Ayr *o* | | | 1882 | Napier, Shanks&Bell Glasgow *Lloyd's A&CP* | Acties.Lyng (OscarHytten) *WB = DBa59′f100′267t* | 244·3 \| 34·2 \| 17·2 Q89′B50′F34′ BK8½′ | Tönsberg Norwegian *4BHCem APT47t* | O.2Cy.19¾″&45¾″–36″ *(s)* 150lb *Stelb* NDB96 135NH^p 1SB,*3cf*,GS67,HS2253 W.King&Co.Glasgow | 18 " 2 \| 1 " 11 | | 11,04 |
| 1039 | | | 835 | | | | | | | | | | | |
| HMNL | *(ex Ardanrigh)* | *ssAyr No.2–03* | | | | | | | | | | | | |
| | *Well deck* | *1 Dk(pt Iru)2tr B* | | | | | | | | | | | | |
| 822 | **Lyngen** | **SteelScSr** | 216 | | | | 1890 | Christiansands Mk Vks Chrstiansnd | Tromsö Amts Dampskibsselskab *WB* | 115·9 \| 18·6 \| 14·8 H6*t* | Tromsö Norwegian | C.2Cy.14½″&26¾″–20″ 27NH^p Christiansands Mek. Verks. | N | | |
| 216 | | | 128 | | | | | | | | | | | |
| JTM | | *1 Dk&Lungdk* | | | | | | | | | | | | |
| 823 | **Lynmouth** | **IronScK** | 140 | | | | 1892 | Sir R. Dixon&Co. Middlesbro' | WesternSteam TrawlingCo.Ld. (S.M.Price, *Mgr.*) | 100·6 \| 20·4 \| 10·7 Q20′F20′ BK7½′ | Bristol British | C.2Cy.16″&32″–22″ 16RH^p N.E.Mar.E.Co.(Lim.),Sld. | 11 " 8 | | |
| 28832 | *S. Longthorpe* –97 | *(Trawler)* | 134 | | | | | | | | | | | |
| | | *1 Dk* | 48 | | | | | | | | | | | |
| 824 | **Lynorta** | **SteelScSr** | 3668 | ✝100A1 Cal *w* | | | 1902 | W.Pickersgill&Sons Sunderland *Lloyd's A&CP* | LiverShipping Co.Ld. (Johnston Sproule&Co. *Mgs.*) *WB = Cell D Ba* | 361·0 \| 46·2 \| 17·6 P31′B198′F38′ 25t FK 114′*u*E&B42′*f*150′838t *DTa*24′ | Liverpool British *6BHCem* | T.3Cy.24″,40″&67″–45″ (*s*) 180lb *100lb* 345NH^p 2SB,*6cf*,GS104,HS4465 FD G.Clark,Ld.Sunderland | 20 " 2 \| 4 " 11 | | 7,04 |
| 115324 | *G. W. David* 96–02 | | 3405 | | | | | | | | | | | |
| TRBK | *1 Dk(Stl)&Spar dk(Stl)& deep framing* | | 2331 | 7,04 | | | | | | 510t *FPT*103t *APT*34t | | | | |
| 825 | **Lynton** | **SteelScSr** | 3232 | ✝100A1 Hul *r* | | | 1899 | R.Thompson&Sons Sunderland A&CP | LiverShppg.Co.Ld (Johnston,Sproule &Co. *Mgrs.*) *WB = Cell D Ba* | 340·2 \| 45·0 \| 15·8 P29′B74′F37′ 23t FK 112′*u*E22′*f*136′791*t* | Liverpool British *6BHCem APT48t* | T.3Cy.23″,39″&65″–42″ (*s*) 180lb *Stelb* 289NH^p 2SB,*Spf*,GS120,HS1428 N.E.MarineCo.Ld.Sld. | 18 " 0 \| 4 " 10 | | 9,04 |
| 110608 | *R. G. Roberts* –01 | *ssHul.No.1–03* | 2989 | | | | | | | | | | | |
| RHVL | *1 Dk(Stl)&Spar dk(Iru)& deep framing* | | 2078 | 9,04 | | | | | | | | | | |
| 826 | **Lynx** | **SteelTwinScSr** | 671 | | | | 1889 | Laird Bros. Birkenhead | Gt.Western Rly.Co | 235·5 \| 27·6 \| 13·1 Q22*t* | Milford British | T.6Cy.16½″,26″&41″–30″ 184NH^p Laird Bros., Birkenhead | | BT till 10,04 | |
| 93434 | *C. Iverson* –04 | | 479 | | | | | | | | | | | |
| MBDF | | | 206 | | | | | | | | | | | |
| 827 | — | **SteelScYl** | 132 | | | | 1896 | Mackie&Thomson Glasgow | ~~Grimsby&N.Sea StmTrawlingCo.Ltd~~ Jendences,Martinez &Nunez | 99·3 \| 20·1 \| 10·4 Q17′F19′ BK7½′ | ~~Grimsby~~ British | T.3Cy.10″,16″&27″–20″ 45RH^p Muir&Houston(Lim.),Gls. | 11 " 6 | | |
| ~~[illegible]~~ | ~~H.Bowers~~ –06 | *(Trawler)* | 121 | | | | | | | | | | | |
| | | *1 Dk* | 45 | | | | | | | | | | | |
| 828 | — | **SteelScSp** | 103 | | | | 1904 | Akers Mek.Værks. Christiania | Newfoundland SteamWhalingCo. Ltd. | 93·5 \| 16·8 \| 10·3 | SJhnsNFL British | T.3Cy.10″,17″&28″–24″ 52RH^p Akers Mek.Værks.Xia | | | |
| 117324 | | | 98 | | | | | | | | | | | |
| | | *1 Dk* | 18 | | | | | | | | | | | |
| 829 | **Lyon** | **SteelTwinScSr** | 471 | ✝ Gls | | | 1885 | J.Elder&Co. Glasgow | Cie.desChemins de Fer de l'Ouest(LB. &S.C.R.Co. *Mgrs.*) | 190·6 \| 26·1 \| 14·0 B11′ F36′ FK | Dieppe French *6BHCem* | C.6Cy(2)22″&(4)32″–24″ 2SB,*6cf*,GS133 167NH^p J.Elder&Co.,Glasgow | 14 " 9 | | |
| | *J. Lefeuvre* 02–02 | *(exLyons)* | — | 1,85 | | | 1mo | | | | | | | |
| KDSP | | *1 Dk(Stl–ws)* | 126 | *For English Channel* | | | *purposes* | | | | | | | |
| 830 | **Lyonnesse** | **SteelScSr** | 382 | ✝100A1 Pnz *q* | | | 1889 | Harvey&Co.(Lim.) Hayle *Lloyd's A&CP* | W.Cornwall SS.Co. Ld. | 170·0 \| 25·1 \| 10·4 Q56′B49′F36′ BK7″ *WB = DBa35′* | Penzance British *4BHCem 18tFPT8t* | T.3Cy.22″,32″&52″–30″ (*o*) 150lb 2SB,*Grf*,GS108,HS3472 Harvey&Co.(Lim.),Hayle | 10 " 11 | BT till ~~12,03~~ 10,05 | ~~12,02~~ N12,04 |
| 91039 | *S. D. Tiddy* –01 | *ssPnz.No.3–12,00* | 299 | 12,03 | | | 4mo | | | | | | | |
| | *Well deck* | *1 Dk* | ■3 | | | | | | | | | | | |
| 831 | **Lyra** | **SteelScSr** | 4417 | | | | 1901 | Maryland SteelCo. Sparrow's Point,Md. | BostonTowBoat Co. *WB* | 331·5 \| 47·0 \| 25·0 | Boston Utd.States | T.3Cy.21″,35″&56″–42″ 203NH^p MarylandSteelCo. Sparrow'sPoint,Md. | R | | |
| 141716 | *H. W. Stone* –01 | | — | | | | | | | | | | | |
| KQVT | *Elec.light* | *2 Dks&Hurdk4tr B* | 3516 | | | | | | | | | | | |
| 832 | — | **IronScSr** | 1189 | | | | 1882 | Schlesingr Davis&Co. Newcastle *Lloyd's A&CP* | Aktieselsk.Lyra (C.T.Gogstad& Co.) | 236·0 \| 32·2 \| 18·1 Q141*t*B12*t*F28*t* FK *WB* | Christiania Norwegian | C.2Cy.28″&58″–36″ 140NH^p Hawks,Crawshy&SonsGts | 19 " 3 | N | |
| | *H. Danielsen* 02–02 | *(exGlenDochart)* | 989 | | | | | | | | | | | |
| HKJC | *Well deck* | *1 Dk2tr B* | 727 | | | | | | | | | | | |
| 833 | **Lyric** | **IronScK** | 126 | ✝100A1 Gms | | | 1891 | Earle'sCo. (Lim.) Hull *Lloyd's A&CP* | GrimsbySteam FishingCo.Ld. | 91·6 \| 20·1 \| 10·6 Q18′F18′ BK7½″ | Grimsby British *3BHCem* | T.3Cy.12″,18″&30″–18″ (*s*) 160lb 1SB,*2pf*,GS28 Earle'sCo.(Lim.),Hull | 11 " 5 | | 8,03 |
| 99664 | *J. Green* | ~~ssGms.No.3–04~~ | 116 | *Stm Trawler* | | | 12mo | | | | | 45RH^p | | |
| MQPD | *ssGms.No.3–8.04* | *1 Dk* | 47 | 8,04 ~~8,08~~ 3,04 | | | | | | | | | | |
| 834 | **Lys** | **IronScSr** | 2372 | ✝100A1 Ant *s* | | | 1882 | Wigham Richrdsn&Co Newcastle *Lloyd's A&CP* | A.Deppe *WB = DBu* | 300·2 \| 37·2 \| 26·8 ND95 BK9″ *E&B 58′200t APT 22t* | Antwerp Belgian *6BHCem* | T.3Cy.21″,34″&57″–48″ (*s*) 160lb *65lb* NDB91 220NH^p 2SB,*6pf*,GS109,HS3230 *Tpd*91 W.Rchrdsn&C.Nwc | | | 4,04 |
| 2249 | *Hoge* | *ssCal.No.3–12,95* | 1504 | *Spar dk* | | | 9mo | | | | | | | |
| MBLQ | *(exCastleEden)* | *ssAnt.No.1–00* | | 3,03 | | | | | | | | | | |
| | | *1 Dk(Irn–ws)&Spar dk(Teak)3tr B* | | | | | | | | | | | | |
| 835 | **Lysaker** | **SteelScSr** | 2013 | ✝100A1 Shl *r* | | | 1899 | W.Gray&Co.Ld. W Hartlepool A&CP | Acties.Hekla (Mail&Holby) *WB = Cell D B* | 275·0 \| 41·6 \| 17·7 P25′Q76′B64′F30′ FK *a&u*E106′*f*112′533*t* | Christiania Norwegian *4BHCem APT27t* | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *80lb* 206NH^p 2SB,*6rf*,GS74,HS3160 Cen.Mar.Eng.Wrks.W Hpl | 20 " 2 \| 2 " 2½ | | ~~12,00~~ 1,05 |
| 1632 | 1,05 ~~12,08~~ | | 1279 | *Sld* | | | 3mo | | | | | | | |
| HFLQ | *(exBardistan)* | *1 Dk(Irn)&deep framing* | | | | | | | | | | | | |
| | *Well deck* | | | | | | | | | | | | | |
| 836 | **Lysander** | **SteelScK** | 264 | ✝100A1 Hul | | | 1903 | Cook,Welt'n&Gemmell Beverley *Lloyd's A&CP* | Hellyer'sSteam FishingCo.Ld. | 130·0 \| 22·0 \| 12·1 Q53′ BK7″ | Hull British *4BHCem* | T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 1SB.*2cf*,GS37,HS1323 Amos&Smith,Hull | 12 " 10 | | |
| 118794 | *J. T. White* 91–03 | | 238 | *Stm Trawler* | | | 12mo | | | | | 78RH^p | | |
| VLNS | | *1 Dk* | 96 | 2,05 ~~12,08~~ | | | | | | | | | | |
| 837 | — | **SteelScK** | 174 | ✝100A1 Gms | | | 1898 | Edwards Bros. N.Shields *Lloyd's A&CP* | Orient StmFishing Co.Ld. | 110·5 \| 21·2 \| 10·7 Q46′F20′ BK7½″ | Grimsby British *3BHCem* | T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 1SB,*2pf*,GS28,HS980 N.E.MarineEngCo.Ld.Sld. | 11 " 6 | | ~~6,02~~ 8,04 |
| 109536 | *J. Norris* –98 | *ssGms.No.1–03* | 157 | *Stm Trawler* | | | 5mo | | | | | 52RH^p | | |
| | | *1 Dk* | 65 | 8,04 ~~10,02~~ | | | | | | | | | | |
| 838 | **Lysekil** | **SteelTwinScSr** | 273 | | | | 1884 | MotalaCo. Gothenburg | MarstrandsNya Ångf.Aktieb. (R.O.Berger) | 143·5 \| 20·9 \| 9·3 Q47′ B42′ H18*t* F54′ | Marstrand Swedish | C.4Cy.18″&31½″–17½″ 70NH^p MotalaCo.,Gothenburg | | | |
| 1178 | *C. W. Hasseloff* –03 | *1 Dk* | 162 | | | | | | | | | | | |
| HSMR | | | 194 | | | | | | | | | | | |
| 839 | **Lyster** | **SteelTwinSc** | 619 | ✝ A1 Liv *j* | | | 1896 | W.Simons&Co.(Lim.) Renfrew A&CP | MerseyDocks& HarbourBoard | 189·8 \| 35·6 \| 12·5 F21′ FK | Liverpool British *3BHCem* | T.6Cy.14″,22¼″&36″–24″ (*s*) 180lb *180lb* 152NH^p 2SB,*4rf*,GS71,HS2554 W.Simons&Co.,Renfrew | 13 " 0 | | ~~12,00~~ 7,04 |
| 106826 | *Lawlor* | ~~ssLiv.No.1–00~~ | 589 | *Dredger* | | | 10mo | | | | | | | |
| | *Elec.light* | *ssLiv.No.2–04* *1 Dk(Stl–ws)* | 209 | 8,04 ~~12,03~~ MS1,04 B88,08 | | | | | | | | | | |
| 840 | **Lyttelton** | **IronPadTug** | 193 | | | | 1878 | Laird Bros. Birkenhead | LyttletonHarbour Board | 125·8 \| 22·1 \| 11·0 | Lyttelton British | C.4Cy.18″&36″–48″ 80RH^p Laird Bros.,Birkenhead | | | |
| 54008 | *Clark* 79–86 | *1 Dk* | 191 | | | | | | | | | | | |
| | | | 39 | | | | | | | | | | | |



*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Date de Visite. | 7 Machines. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donnée. Superstructures. Longueur. Largeur. Creux. | 12 Port. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les Immatriculation de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | 14 Tonnage Quille. Pont. Bord libre du navire. pieds pc. | 15 Date de Visite. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 798 RKGF | **Luxor** F.Schi... –04 *ss*Ham.No.2-04 2 *Dks*(*Stl-Uws*)&*Web frames* *Elec.light* | **SteelScSr** | 3648 2997 2357 | ✝100A1 11,04 | Ham *w* | 1895 2mo | Wigham Richdsn&Co. Newcastle *Lloyd's*A&CP | DeutscheDmpfs-fahrtsGes.Kosmos *WB* | 340·3\|44·3\|25·2 P197'F47' *Cell D Ba* 84' *a E* & *I* 6 *f* 126 644*t* | Hamburg German *6 BHCem* 88 B,*9rf*,*gs*131,*hs*1218 | 1 & 4 Cy 20½" 29½" 43½" & 63" –42" 200lb *90lb* (*s*) 284 NH Wigham Richardsn&C. Nwc. | 27 · 11 | | |
| 799 121026 | **Luzerne** (*ex*Fred B. Dalzell) | **WoodScTug** | 165 — 112 | | | 1899 | Burlee D.D. S.&E.B.Co. Pt. Richmond | Easton&Amboy R.R.Co. | 94·3\|23·7\|11·3 | Perth Amboy,N.J Utd. States | C.2Cy 18"&38"–26" 61 NH | | | |
| 800 JLWM | **Luzon** *M.P.Glavan*97–02 *Spar dk*(*Stl*)*2tr I* &*Web frames* | **SteelScSr** | 4160 3672 3181 | ✝100A1 *Spar dk with freeboard* 9,01 Lwl 5,05 | Cff *w* Npt Tri | 1902 7mo | R.Stephenson&Co.Ld Newcastle *Lloyd's*A&CP | Soc.Anon.Unghe-rese di Armamento Maritt.Oriente *WB* = *Cell D Ba* | 340·0\|47·2\|19·8 P31 B105'F82' 27·3 FK 110 *a E* & *I* 14' *f* 138' | Fiume Aust.-Hung *6 BHCem* 733 *t A P T* 11 *t* | T.3Cy.25",40"&67"–45" (*s*) 165lb *80lb* 314 NH 28 B,*6cf*,*gs*125,*hs*1840 Richardsons,Westgarth& Co.Ld.Mdl. | 22 · 10 · 6 · 3 | | |
| 801 141788 JLWM | — *C.H.Wilson* –02 *Mchy.Aft Elec.light* | **SteelScSr** | 3582 — 2778 | | | 1902 | Chicago S.B.Co. Chicago | Erie S.S.Co. (E.D.Carter, *Mgr.*) | 346·0\|48·2\|24·0 | Fairport O Utd. States *WB* | T.3Cy 20",33½"&55"–40" 191 NH Chicago S.B.Co. Chicago | | V | |
| 802 | — *Should be* "Sandakan," *See No. 17 in Supplement* *2 Dks* | | | | | 1904 | Rickmers Act.Ges. Bremerhaven | Norddeutscher Lloyd | | Bremen German | T.3Cy.18⅞",30⅛"&49½"–31½" 136 NH Gebr.Sachsenberg Roeslau | | | |
| 803 | **Lycavias** *Antoni* (*ex*Ciudad de Ciudadela *ex*Elms) *1 Dk* | **IronSc** *ss*Cpl.No.3–11,96 | 249 231 140 | ✝ 1,02 | Cpl *d* | 1884 5mo | T.B.Seath & Co. Glasgow | N.Langoressis | 140·0\|21·1\|11·5 B38'F21' BK7' *WB* | Constanpl Turkish *6 BHCem* *4 P T* *t* | C.2Cy.18"&36"–20" 48 NH 1SB.*2pf*,*gs*83 A.Campbell&Sns,Glasgow | 12 · 1 | | |
| 804 | **Lycia** ~~*R.H.Jones* –02~~ *ss*Liv.No.3–9,94 *ss*Brs.No.2–02 2 *Dks*(*Irn*)*3 Dk rule* | **SteelScSr** | 3282 2984 2117 | ✝100A1 8,0 BS11,08 | Cff *w* Bry ✝LMC8,02 | 1888 5mo | Harland& Wolff Belfast *Lloyd's*A&CP | ~~Elder Dempster Shipping Ld.~~ *Renamed* "Lauschan," *See No. 26 in Supplement* *WB* = *Cell D B* 264' | 345·5\|40·9\|26·7 P38 B91 F48 | ~~Liverpool~~ *Hamburg* *6 BHCem* *4 P T* *t* | T.3Cy.24½",37"&64"–48" (*s*) 155lb *90lb* 288 NH 2 DB,*6cf*,*gs*148,*hs*4476 Harland&Wolff,Belfast | 29 · 6 | | |
| 805 117741 VRBG | **Lycidas** *T.Hughes*02–04 *Mchy.Aft Elec.light* | **SteelScSr** 1 *Dk* *Well Dk* | 774 577 322 | 100A1 *For all particulars See Vol. 1 in Supplement* (*Class Contem plated*) | | 1904 | J.Fullerton & Co. Paisley | Ritson&Co. | 194·7\|30·1\|11·0 Q107'B13'F35 BK7' | Maryport British | T.3Cy.16",26"&42"–33" 90 RH Ross&Duncan,Glasgow | 13 · 0 · 1 · 0 | | |
| 806 | — *Mchy.Aft* | **SteelScSr** 1 *Dk*(*Stl*) | 576 421 214 | ✝100A1 7,03 | Gls *i* ✝LMC8,02 | 1902 8mo | Ritson&Co. Maryport *Lloyd's*A&CP | *WB* = *Cell D B* | 176·0\|27·2\|10·6 Q93'B12'F20' BK7½' *a* 26' *f* 72' 140*t* *FPT* | Siamese *3 BHCem* 36*t A P T* 8*t* | T.3Cy.15",25½"&41"–27" (*s*) 160lb *75lb* 101 NH 1SB.*3pf*,*gs*555 *hs*1783 Ross&Duncan,Glasgow | 13 · 0 · 1 · 0 | | |
| 807 95828 MSFG | **Lycurgus** *Bearpark* | **IronScK** *ss*Hul.No.3–7.98 *ss*Hul.No.1–02 *1 Dk* | 161 155 61 | ✝100A1 *Stm Trawler* 6,03 | Hul B: 8,04 ✝LMC8,02 | 1890 5mo | Cook,Welton&Gemmell Hull *Lloyd's*A&CP | Hellyer'sSteam FishingCo.Ld. | 112·6\|20·3\|10·8 len98 BK7½' | Hull British *3 BHCem* | T.3Cy.12¹³⁄₁₆",19½"&31½"–22½" 150lb (*s*) 50 RH 1SB.*2cf*,*gs*27,*hs*780 C.D.Holmes&Co.,Hull | 11 · 10 | | |
| 808 JPKV | **Lyderhorn** *W.Hammeraas*03–03 *ss*Ams.No.2-01 1 *Dk*(*pt Stl pt Irn*)&*Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr** | 3075 2314 1990 | ✝100A1 *pt Awng dk with freeboard* 11,03 BS8,04 | Shl *u* ✝LMC8,02 | 1893 3mo | Ropner& Son Stockton A&CP | Rederiet "Lyderhorn" (Andr.Olsen) | 325·0\|41·6\|20·2 P29'Q92' BK10' *pt Awng dk* 204' *WB* = *Cell* | Bergen Norwegian *5 BHCem* *D B* 268'588*t* | T.3Cy.22½",37"&61"–42" (*s*) 160lb *80lb* 246 NH 2SB,*6rf*,*gs*104,*hs*3760 Blair&Co.(Lim.),Stockton | 23 · 8 · 0 | | |
| 809 JQRN | — *I.Rasmussen*92–97 | **IronScSr** 1 *Dk* | 232 155 121 | | | 1878 | Bergens Mek.Vrks. Bergen | Hardanger Söndhordlandske Dampskibsselskab | 139·7\|18·1\|10·6 Q25*t* H35*t* F16*t* | Bergen Norwegian | C.2Cy.25"&46"–24" 86 NH Bergens Mek.Verks Bergen | | | |
| 810 RKGP | **Lydia** *Muetzell*02–02 | **SteelScSr** 1 *Dk*&*Awng dk*&*Web frames* | 2734 2573 1772 | | ... | 1895 | Richardsn, Duck&Co. Stockton | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 290·0\|42·0\|17·3 25·0 FK *WB* | Hamburg German | T.3Cy.22",36"&59"–39" 218 NH Blair&Co.(Lim.),Stockton | 20 · 0 | G | |
| 811 97217 LNTM | — *C.Vanderplank* –95 *Elec.light* | **SteelTwinScSr** | ~~1060~~ 733 193 | 1175 271 | ... | 1890 | J.&G.Thomson(Lim.) Glasgow | L.&S.W.Rlwy.Co. | 253·0\|35·1\|14·8 Q162' F79' | S'thamptn British *WB* | T.6Cy.24",37"&56"–33" 360 NH J.&G.Thomson(Lim.),Gla. | 15 · 8 | BF | |
| 812 MDKR | **Lydia Millington** *R.Wels* –00 | **IronScSr** 1 *Dk*&*Spar dk*3*tr I* | 754 486 448 | | | 1883 | Rostocker Act.Ges. Rostock | Otto Zelck | 185·7\|26·9\|12·7 B16' 19·8 | Rostock German *WB* | C.2Cy.28½"&41½"–27½" NB95 76 NH Rostocker A.G.,Rostock | | G | |
| 813 141266 | **Lydia Thompson** *M.Nichols* | **WoodSc** | 202 — 101 | | | 1893 | ..... Port Angeles, Wash. | Puget Sound Nav. Co. | 92·7\|22·6\| 8·0 | P.Twnsnd Utd. States | | | | |
| 814 110189 RHWC | **Lydie** ~~*E.H.Rutting* –00~~ *Guild* –04 | **SteelScSr** *ss*Npt.No.1–04 1 *Dk*(*pt Irn*&*pt Stl*, &*deep framing*) | 2658 2397 1717 | ✝100A1 17,04 5,08 BS8,04 MS8,04 | Npt *t* ✝LMC | 1899 9mo | Richardsn, Duck&Co. Stockton A&CP | Burdick&Cook *WB* = *Cell D* | 313·0\|44·6\|20·6 P33'B78'F37' FK *Ba* 108' *a E* 24' *f* 128 | London British *6 BH Cem* 662*t A P T* 75*t* | T.3Cy.24",40"&65"–42" (*s*) 160lb *90lb* 281 NH 2SB,*6cf*,*gs*128,*hs*4325 Blair&Co Ld.Stockton | 23 · 1 · 8 · 0 | | |
| 815 RHTP | **Lyeemoon** *Th.Lehmann*01–01 *ss*HKg.No.3–3,02 2 *Dks*(*1 pt Stl-ws*)*6tr ff* | **SteelScSr** | 1925 1732 1238 | ✝100A1 4,05 BS2,01 | HKg *s* ✝LMC8,02 | 1890 8mo | Wigham Richdrsn&Co. Newcastle A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.Amr.Linie) | 294·0\|38·3\|21·9 B98'F28' BK9½' *WB* = *Cell* | Hamburg German *5 BH Cem* *D B* 210'284*t* | T.3Cy.22½",35"&59"–39" (*s*) 150lb *90lb* 212 NH 2SB,*6cf*,*gs*114,*hs*3238 Wigham Richardsn&C.,Nwc. | 24 · 3 · 4 · 5 | | |
| 816 96508 LSDQ | **Lyell** *F.Davidson* –95 *ss*Nwc.No.3–5,02 1 *Dk*(*Stl*)&*Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr** | 2434 1845 1558 | ✝100A1 *pt Awng dk with freeboard* 5,05 MS6,02 | Nwc *s* Bry | 1890 6mo | Bartram, Haswell&Co Sunderland A&CP | C.Turnbull&Co. *WB* = *D Ba* 88' | 300·0\|39·0\|20·3 P30'Q80' *pt Awng dk* 189' FK *f* 120'430*t A P T* 82*t* | N.Shields British *6 BH pt Asp pt Cem* | T.3Cy.22",36½"&60"–42" (*s*) 90lb NDH03 243 NHP 2SB,*6rf*,*gs*100,*hs*3600 J.Dickinson,Sunderland | 21 · 7 · 8 · 0 | | |
| 817 141606 KPGD | **Lykens** *T.M Lloyd*87–02 | **SteelScTug** 2 *Dks* | 625 — 425 | | | 1899 | Neafie& Levy Co. Philadelphia | Reading Co. | 157·0\|29·0\|17·5 | Philadlphia Utd. States | T.3Cy 18",28"&45"–30" 111 NH Neafie&Levy Co Philadlphia | | R | |
| 818 | **Lymington** *A.Winter* | **SteelPadSp** 1 *Dk* | 130 114 58 | | | 1893 | Day,Summers&Co. Southampton | L.&S.W.Rlwy.Co. | 120·2\|18·1\| 7·7 Q45' B29' | S'thamptn British | C.O.2Cy 24"&40"–30" 72 RHP Day,Summers&Co.,Sou | | | |

| 1 Sec. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Tonnage. Gross. Under deck. Reg. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year when last classed. Equipment now required. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Year when last classed. Hull. Machy. | 16 Year when last classed. Hull. Machy. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 819 | **Lynalder** | **SteelScSr** | 322 | ✠100A1 | Ant | *v* | 1899 | R.Thompson&Sons | LiverShppg.Co.Ld (Johnston, Sproule&Co. *Mgrs.*) | 340·2\|45·0\|15·8 | Liverpool | T.3Cy.23″,39″&65″–42″ (*s*) | 18 ″ 0 | | |
| 110544 | *W.Watson* –99 | *ss*Cliff.No.1–03 | 2988 | *Spar dk* | | | 2mo | Sunderland | | P29′B74′F37′ 23·0 | British | 180lb *80lb* 289NH | 4 - 10 | | 13,04 |
| QSLR | 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing* | | 2061 | 6,04 ~~7,06~~ ~~3,02~~ | | | | A&CP | | FK | *6 BHCem* | 2SB,*3pf*,GS120,HS4428 N.E.MarineEngCo Ld.Sld | | | |
| | | | | | | | | | | WB = *Cell DBa* | | 112′*uE*22′*f*136′791*t* | | *APT18t* | | |
| 820 | **Lyndhurst** | **SteelScSr** | 2090 | ✠100A1 | Cff | *r* | 1888 | W.Pickersgill&Sons | AberdareSS.Co.Ld (P.Morel, *Mgr.*) | 270·0\|40·1\|18·4 | Cardiff | T.3Cy.20½″,38″&54″–39″ (*r*) | 21 ″ 3 | | 6,05 |
| 95167 | *J.J.Pearce* –04 | *ss*Cliff.No.3–2,02 | 1630 | 6,04 ~~7,06~~ | | | 12mo | Sunderland | | Q100′B108′F35′ | British | 160lb *80lb* NDB01 180NH | 11 - 11 | | |
| KWJL | *Well deck* | 1 *Dk*(*Stl*)&*Webframes* | 1844 | MS2,06 ~~MS3,06~~ | ✠LMC | | | A&CP | | FK | *4 BH pt Asp pt Cem* | 2SB,*4rf*,GS86,HS2682 G.Clark,Sunderland | | | |
| | | | | | | | | | *WB* = *Cell DBa* | 198′123*t* | *APT65t* | | | | |
| 821 | **Lyng** | **IronSc3MstSr** | 1340 | ✠100A1 | Ayr | *o* | 1882 | Napier, Shanks&Bell | Acties.Lyng (OscarHytten) | 244·3\|34·2\|17·3 | Tönsberg | C.2Cy.19¾″&45¾″–36″ (*s*) | 18 ″ 2 | | 5,05 |
| | *C.Wold* –02 | *ss*Nwc.No.3–11,94 | 1039 | ~~11,01~~ ~~6,05~~ | Ham | | 11mo | Glasgow | | Q89′B50′F34′ | Norwegian | 150lb *80lb* NDB96 135NH | 5 - 11 | | 11,04 |
| HMNJ | (*ex*Ardanrigh) | *ss*AyrNo.2–03 | 835 | ~~BS7,04~~ | ✠LMC5,03 | | *Lloyd's* | *SA&CP* | | BK8½′ | *4 BHCem* | 1SB,*3cf*,GS67,HS2253 W.King&Co.Glasgow | | | |
| | *Well deck* | 1 *Dk*(*pt Irn*)*2tr b* | | ~~BS7,04~~ | | | | | *WB* = *DBa*59′*f*100′267*t* | | *APT47t* | | | | |
| 822 | **Lyngen** | **SteelScSr** | 216 | | | | 1890 | Christiansands Mk Vks | Tromsö Amts Dampskibsselskab | 115·9\|18·6\|14·8 | Tromsö | C.2Cy.14½″&26¾″–20″ | | N | |
| JTMC | *O.C.Olsen* 98–00 | 1 *Dk*&*Lungdk* | 216 | | | | | Chrstiansnd | | H6*t* | Norwegian | 27NH | | | |
| | | | 128 | | | | | | | | *WB* | Christiansands Mek.Verks. | | | |
| 823 | **Lynmouth** | **IronScK** | 140 | | | … | 1892 | Sir R. Dixon&Co. Middlesbro' | WesternSteam TrawlingCo.Ld. (S.M.Price, *Mgr.*) | 100·6\|20·4\|10·7 | Bristol | C.2Cy.16″&32″–22″ | 11 ″ 8 | | |
| 98832 | *S.Longthorpe* –97 | (*Trawler*) | 134 | | | | | | | Q20′F20′ | British | 46RH | | | |
| | | 1 *Dk* | 48 | | | | | | | BK7½″ | | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 824 | **Lynorta** | **SteelScSr** | 3668 | ✠100A1 | Cal | *w* | 1902 | W.Pickersgill&Sons | LiverShipping Co.Ld. (Johnston Sproule&Co. *Mgs.*) | 361·0\|46·2\|17·6 | Liverpool | T.3Cy.24″,40″&67″–45″ (*s*) | 20 ″ 2 | | 7,04 |
| 115324 | *G.H.David*96–02 | | 3405 | *Spar dk* | Ant | | 10mo | Sunderland | | P31′B198′F38′ 25·6 | British | 180lb *100lb* 345NH | 4 - 11 | | |
| TRBK | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing* | | 2331 | 7,04 ~~7,06~~ | ~~MC10,04~~ | | *Lloyd's* | *SA&CP* | | FK | *6 BHCem* | 2SB,*6cf*,GS104,HS4465 G.Clark,Ld.Sunderland | | | |
| | | | | | | | | | *WB* = *Cell DBa* | 114′*uE*&*B*42′*f*150 | 538*t DTa*24 | 510*t FPT*103*t APT*34*t* | | | |
| 825 | **Lynton** | **SteelScSr** | 3232 | ✠100A1 | Hul | *r* | 1899 | R.Thompson&Sons | LiverShppg.Co.Ld (Johnston,Sproule &Co. *Mgrs.*) | 340·2\|45·0\|15·3 | Liverpool | T.3Cy.23″,39″&65″–42″ (*s*) | 18 ″ 0 | | ~~12,03~~ |
| 110608 | *R.G.Roberts* –01 | *ss*Hul.No.1–03 | 2989 | *Spar dk* | Ant | | 9mo | Sunderland | | P29′B74′F37′ 23·6 | British | 180lb *80lb* 289NH | 4 - 10 | | 9,04 |
| RHVL | 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing* | | 2073 | 9,04 ~~12,03~~ | ✠LMC12,03 | | | A&CP | | FK | *6 BHCem* | 2SB,*3pf*,GS120,HS4428 N.E.MarineCo.Ld.Sld. | | | |
| | | | | | | | | | *WB* = *Cell DBa* | 112′*uE*22′*f*136′791*t* | | *APT48t* | | | |
| 826 | **Lynx** | **SteelTwinScSr** | 671 | | | | 1889 | Laird Bros. Birkenhead | Gt.Western Rly.Co | 235·5\|27·6\|13·1 | Milford | T.6Cy.16½″,26″&41″–30″ | | BT till 10,04 | |
| 93434 | *C.Iverson* –04 | | 479 | | | | | | | Q22*t* | British | 184NH | | | |
| MBDF | | | 206 | | | | | | | | | LairdBros.,Birkenhead | | | |
| 827 | — | **SteelScYl** | 132 | | | … | 1896 | Mackie& Thomson Glasgow | ~~Grimsby&N.Sea Steam Trawling Co.Ld~~ Jandenes,Martinez &Nunez | 99·3\|20·1\|10·4 | ~~Grimsby~~ British | T.3Cy.10″,16″&27″–20″ | 11 ″ 6 | | |
| ~~——~~ | ~~*H.Pounder* 00~~ | (*Trawler*) | 121 | | | | | | | Q17′F19′ | ~~Grimsby~~ British | 45RH | | | |
| | | 1 *Dk* | 45 | | | | | | | BK7½″ | ~~Grimsby~~ | Muir&Houston(Lim.),Gls. | | | |
| 828 | — | **SteelScSp** | 103 | | | | 1904 | Akers Mek.Værks. Christiania | Newfoundland Steam Whaling Co. Ld. | 93·5\|16·8\|10·3 | SJhnsNFL British | T.3Cy.10″,17″&28″–24″ | | | |
| 11732 | | | 98 | | | | | | | | | 52RH | | | |
| | | 1 *Dk* | 18 | | | | | | | | | AkersMek.Værks.Xia | | | |
| 829 | **Lyon** | **SteelTwinScSr** | 471 | ✠ | Gls | | 1885 | J.Elder& Co. Glasgow | Cie.desChemins de Fer de l'Ouest(LB. &S.C.R.Co. *Mgrs.*) | 190·6\|26·1\|14·0 | Dieppe | C.6Cy(2)22″&(4)32″–24″ | 14 ″ 9 | | |
| | *J.Lefeuvre*02–02 | (*ex*Lyons) | — | 1,85 | | | 1mo | | | B11′ F36′ | French | 2SB,*6cf*,GS133 167NH | | | |
| KBSP | | 1 *Dk*(*Stl*–ws) | 126 | *For English Channel* | | | *purposes* | | | FK | *6 BHCem* | J.Elder&Co.,Glasgow | | | |
| 830 | **Lyonnesse** | **SteelScSr** | 382 | ✠100A1 | Pnz | *q* | 1889 | Harvey& Co.(Lim.) Hayle | W.Cornwall SS.Co. Ld. | 170·0\|25·1\|10·4 | Penzance | T.3Cy.22″,32″&52″–30″ (*o*) | 10″11 | BT till ~~12,04~~ 10,06 | ~~12,02~~ N12,04 |
| 91039 | *S.D.Tiddy* –01 | *ss*Pnz.No.3–12,00 | 299 | 12,03 | | | 4mo | | | Q56′B49′F36′ | British | 150lb 186NH | | | |
| | *Well deck* | 1 *Dk* | 83 | ~~[illegible]~~ | ~~[illegible]~~ | | *Lloyd's* | *SA&CP* | | BK7″ | *4 BHCem* | 2SB,*6rf*,GS108,HS3472 Harvey&Co.(Lim.),Hayle | | | |
| | | | | ~~[illegible]~~ | | | | | *WB* = *DBa*35′ | | 18*t FPT8t* | | | | |
| 831 | **Lyra** | **SteelScSr** | 4417 | | | | 1901 | Maryland SteelCo. Sparrow's Point,Md. | BostonTowBoat Co. | 331·5\|47·0\|25·0 | Boston Utd. States | T.3Cy.21″,35″&56″–42″ | | R | |
| 141716 | *H.W.Stone* –01 | | — | | | | | | | | *WB* | 203NH | | | |
| KQVF | *Elec.light* | 2 *Dks*&*Hurdk4tr B* | 3516 | | | | | | | | | MarylandSteelCo. Sparrow'sPoint,Md. | | | |
| 832 | — | **IronScSr** | 1189 | | | … | 1882 | Schlesingr Davis&Co. Newcastle | Aktieselsk.Lyra (C.T.Gogstad& Co.) | 236·0\|32·2\|18·1 | Chrstiania Norwegian | C.2Cy.28″&53″–36″ | 19 ″ 3 | N | |
| | *H.Danielsen*02–02 | (*ex*GlenDochart) | 989 | | | | | | | Q141*t*B12*t*F28*t* | | 140NH | | | |
| HKJG | *Well deck* | 1 *Dk*2*tr B* | 727 | | | | | | | FK | *WB* | Hawks,Crawshy&SonsGts | | | |
| 833 | **Lyric** | **IronScK** | 126 | ✠100A1 | Gms | | 1891 | Earle'sCo. (Lim.) Hull | GrimsbySteam FishingCo.Ld. | 91·6\|20·1\|10·6 | Grimsby British | T.3Cy.12″,18″&30″–18″ (*s*) | 11 ″ 5 | | 8,03 |
| 99664 | *J.Green* | ~~*ss*Gms.No.2–00~~ | 116 | *Stm Trawler* | | | 12mo | | | Q18′F18′ | | 160lb 45RH | | | |
| MQPD | *ss*Gms.No.3–8,04 | 1 *Dk* | 47 | 8,04 ~~8,06~~ | | 3,04 | | | | BK7½″ | *3 BHCem* | 1SB,*2pf*,GS28 Earle'sCo.(Lim.),Hull | | | |
| | | | | ~~BS9,06~~ | ✠LMC | ~~MS9,06~~ | *Lloyd's* | *SA&CP* | | | | | | | |
| 834 | **Lys** | **IronScSr** | 2372 | ✠100A1 | Ant | *s* | 1882 | Wigham Richrdsn&Co Newcastle | A.Deppe | 300·2\|37·2\|26·8 | Antwerp Belgian | T.3Cy.21″,34″&57″–48″ (*s*) | | | 4,04 |
| | *Hoge* | *ss*Cal.No.3–12,95 | 2249 | *Spar dk* | | | 9mo | | | | | 160lb *65lb* NDB91 220NH | | | |
| MBLQ | (*ex*CastleEden) | *ss*Ant.No.1–00 | 1504 | 3,03 | ✠LMC4,04 | | | | | ND95 BK9″ | *6 BHCem* | 2SB,*6pf*,GS109,HS3230 | | | |
| | 1 *Dk*(*Irn–ws*)&*Spar dk*(*Teak*)*3tr B* | | | ~~NR12,01~~ | | | *Lloyd's* | *SA&CP* | *WB* = *DBa* | *E&B* 58′200*t* | *APT* 22*t* | *Tpd*91 W.Rchrdsn&C.Nwc | | | |
| 835 | **Lysaker** | **SteelScSr** | 2013 | ✠100A1 | Shl | *r* | 1899 | W.Gray& Co.Ld. W Hartlepool | Acties.Hekla (Mail&Holby) | 275·0\|41·6\|17·7 | Chrstiania Norwegian | T.3Cy.21½″,34″&57″–39″ (*s*) | 20 ″ 2 | | ~~12,00~~ |
| | *C.Stausland* –99 | *ss*Shl.No.1–03 | 1632 | 1,05 ~~12,08~~ | Sld | | 3mo | | | P25′Q76′B64′F30′ | Norwegian | 160lb *80lb* 206NH | s ■ 2½ | | 1,05 |
| HFLQ | (*ex*Bardistan) | 1 *Dk*(*Iron*)&*deep framing* | 1279 | | ✠LMC12,03 | | | A&CP | | FK | *1 BHCem* | 2SB,*6rf*,GS74,HS3160 | | | |
| | *Well deck* | | | | | | | | *WB* = *Cell DB* | *a*&*uE*106′*f*112′533*t* | | *APT27t* | | | |
| 836 | **Lysander** | **SteelScK** | 264 | ✠100A1 | Hul | | 1903 | Cook,Welt'n&Gemmell Beverley | Hellyer'sSteam FishingCo.Ld. | 130·0\|22·0\|12·1 | Hull British | T.3Cy.13″,21½″&35″–24″ (*s*) | 12″10 | | |
| 118794 | *J.T.White*91–03 | | 238 | *Stm Trawler* | | | 12mo | | | Q53′ | | 200lb 78RH | | | |
| VLNS | | 1 *Dk* | 96 | 2,05 ~~12,08~~ | ~~MC10,03~~ | | *Lloyd's* | *SA&CP* | | BK7″ | *1 BHCem* | 1SB.*2cf*,GS37,HS1323 Amos&Smith,Hull | | | |
| 837 | — | **SteelScK** | 174 | ✠100A1 | Gms | | 1898 | Edwards Bros. N.Shields | Orient StmFishing Co.Ld. | 110·5\|21·2\|10·7 | Grimsby British | T.3Cy.12″,20″&32″–22½″ (*s*) | 11 ″ 6 | | ~~6,02~~ |
| 109536 | *J.Norris* –98 | *ss*Gms.No.1–03 | 157 | *Stm Trawler* | | | 5mo | | | Q46′F20′ | | 180lb 52RH | | | 8,04 |
| | | 1 *Dk* | 65 | 8,04 ~~10,03~~ | ✠LMC | | *Lloyd's* | *SA&CP* | | BK7½″ | *3 BHCem* | 1SB,*2pf*,GS28,HS980 N.E.MarineEngCo.Ld.Sld. | | | |
| | | | | ~~BS12,01~~ | ~~MS2,02~~ | | | | | | | | | | |
| 838 | **Lysekil** | **SteelTwinScSr** | 273 | | | | 1884 | MotalaCo. Gothenburg | MarstrandsNya Ångf.Aktieb. (R.O.Berger) | 143·5\|20·9\| 9·3 | Marstrand Swedish | C.4Cy.18″&31¾″–17½″ | | | |
| 1178 | *C.W.Hasseloff* –03 | 1 *Dk* | 162 | | | | | | | Q47′ B42′ H18*t* | | 70NHP | | | |
| HSMR | | | 194 | | | | | | | F54′ | | MotalaCo.,Gothenburg | | | |
| 839 | **Lyster** | **SteelTwinSc** | 619 | ✠ A1 | Liv | *j* | 1896 | W.Simons &Co.(Lim.) Renfrew | MerseyDocks& HarbourBoard | 189·8\|35·6\|12·5 | Liverpool British | T.6Cy.14″,22¼″&36″–24″ (*s*) | 13 ″ 0 | | ~~12,00~~ |
| 106826 | *Lawlor* | ~~*ss*Liv.No.1–98~~ | 589 | *Dredger* | | | 10mo | | | F21′ FK | *3 BHCem* | 180lb *180lb* 152NHP | | | 7,01 |
| | *Elec.light* | *ss*Liv.No.2–04 1 *Dk*(*Stl*–ws) | 209 | 8,04 ~~12,01~~ | ~~MS1,04~~ | | *Lloyd's* | *SA&CP* | | | | 2SB,*4rf*,GS71,HS2554 W.Simons&Co.,Renfrew | | | |
| | | | | ~~BS8,06~~ | ✠LMC | | | | | | | | | | |
| 840 | **Lyttelton** | **IronPadTug** | 193 | | | | 1878 | Laird Bros. Birkenhead | LyttletonHarbour Board | 125·8\|22·1\|11·0 | Lyttelton British | C.4Cy.18″&36″–48″ | | | |
| 54008 | *Clark*79–86 | 1 *Dk* | 191 | | | | | | | | | 80RHP | | | |
| | | | 39 | | | | | | | | | LairdBros.,Birkenhead | | | |



*** Additional Ships are inserted in the Supplement at the end of the Register.

| Numéro officiel. — Signaux | Nom du Navire. Matériaux. Gouvernail, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage officiel. — Total. Sous le Pont. Net. | Détails de la Classification. — Cote. — Surveillance. Date de la dernière Visite. | Construit. — Quand. Navire. Mast. — Par qui. Où. | Armateurs. | Dimensions d'après le Donne. Superstructures, &c. — Pavillon. | Machines. No. Dia. des Cylindres.—Course. Chaudières. Force en chevaux d'après les papiers du navire. Détails & Foyers. Nom du Constructeur des machines. | Quille. | |
|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **M. A. Dodds** | SteelScSr | 150 | | | 1892 | A. Hall&Co Aberdeen | The "Dodds" Steam Fishing Co. Ltd. (W. H Dodds, *Mgr.*) | 103·0 20·7 11·0 BK7½ | N. Shields British | C.2Cy.16"&34"–24" 30RH A. Hall&Co Aberdeen | 11 |
| 102027 MWCK | *A. Herd –98* | (*Trawler*) | 139 | | | | | | | | | |
| | | 1 *Dk* | 33 | | | | | | | | | |
| 2 | **M. A. Hanna** | SteelSc | 4661 | | | 1899 | Globe Iron Works Co. Cleveland, O. | Cleveland S.S. Co. (J Mitchell, *Mgr.*) | 410·0 50·0 24·5 | Cleveland Utd. States | T.3Cy.28",37"&65"–42 257NH Globe Iron Works, Cleveld | |
| 9292 | *A. Begg* | 1 *Dk 2 tr b* | — | | | | | | *WB* | | | |
| | *Mchy. Aft* *Elec. light* | | 3116 | | | | | | | | | |
| 3 | **M. C. Holm** | SteelScSr | 2458 | ✠100A1 Lth | | 1894 | Richards'n Duck&Co. Stockton | Dmpsk. S. Norden (P. Brown, *Mgr.*) | 290·0 42·0 17·4 P29 Q92' | Copnhagn Danish | T.3Cy.22",36"&55"–39" 160lb *90lb* 219NH | 20 |
| NGTP | *S. Aal* | *ss* Nwc. No. 2–03 | 1788 | *pt Awng dk* Shl | | | | | *pt Awngdk* 169 FK | | 2SB, *Gcf*, as102, as3300 | |
| | | 1 *Dk (Stl)* & | 1572 | *with freeboard* | | *Lloyd's* | *SA&CP* | *WB = Cell DB* 244' 55t *APT* 65t | | | Blair&Co. (Lim.), Stockton | |
| | *Webframes & pt Awngdk (Irn* | | | 4,05 3,01 | ✠LMC5,03 | | | | | | | |
| 4 | **M. Davidsen** | SteelScSr | 209 | | | 1891 | Helsingors Jrnsk. & Msk b Elsinore | Östbornholmske Dampskibsselskab (M. Sonne) | 126·1 20·4 9·4 16·6 | Hasle Danish | C.2Cy.22"&41"–21" 64NH Helsingors Jrnsk & Msk. Et. | V |
| NDJS | *E. H. Hansen* | 1 *Dk & Awngdk* | 136 | | | | | | | | | |
| | | | 100 | | | | | | | | | |
| 5 | **M. F. Plant** | IronScSr | 1214 | | | 1879 | Neafie & Levy Philadelphia | Southern S.S. Co. (G. R. Dilkes & Co. *Mgrs.*) | 205·4 36·0 25·0 | Phildlphia Utd. States | C.2Cy.30"&50"–36" 125NH Neafie&Levy, Philadelphia | R |
| 127271 KNMV | *R. O. Herbert* *Elec. light* | (*ex* Cocoa, *ex* Argonauta *ex* Cuba) 2 *Dks* | — | | | | | | | | | |
| | | | 941 | | | | | | | | | |
| 6 | **M. G. Melchior** | IronScSr | 1138 | | | 1885 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 220·8 30·1 15·0 B15t B43t 22·4 | Copnhagn Danish | C.2Cy.36"&60"–36" 180NH Burmeister&Wain, Cpn. | |
| | *Th. Gjerlöff* | | 680 | | | | | | *WB* | | | |
| NVSH | *Elec. light* | 1 *Dk & Awngdk* | 704 | | | | | | | | | |
| 7 | **M. J. Craig** | SteelScSr | 733 | ✠100A1 Trn | | 1898 | Ailsa S.B. Co Troon | H. Craig&Co. | 191·9 29·6 13·6 Q99'B9'F28' FK&BK1½ | Belfast British | C.2Cy.34"&48"–36" 110lb *70lb* 96RH 1 *BH Cem* | 14 |
| 108023 QCMD | *W. Pollock –02* | *ss* Trn. No. 1–02 | 518 | 8,04 8,03 | ✠LMC8,02 | | | | | | 1SB, *3pf*, as67, as2216 | |
| | *Well deck* | 1 *Dk (Stl)* | 192 | B88,04 | | *Lloyd's* | *SA&CP* | *WB = Cell DB* 233' 11 *E* 15'62t *FPT* 32t *APT* 28t | | | Dunsmuir&Jackson, Gls | |
| 8 | **M. J. Hedley** | SteelScSr | 449 | ✠100A1 Liv | *q* | 1891 | Workman, Clark&Co Ld. Belfast | Hosken, Trevithick Polkinhorn&Co Ld | 165·3 24·0 10·0 P20'Q33'B50'F25' drp05 BK6 | Penzance British | C.2Cy.21"&42"–30" 100lb *60lb* 68RH 1SB, *3pf*, as58, as1425 | 12 |
| 99115 MJDK | *J. Mitchell –99* | *ss* Pnz. No. 3–12,03 | 305 | 3,05 | ✠LMC11,03 | | | | | | | |
| | *Well deck* | 1 *Dk (Irn)* | 151 | | | *Lloyd's* | *SA&CP* | *WB = Cell DB* 73' 7t *FPT* 25t *APT* 13t | | | V. Coates&Co., Belfast | |
| | *Elec. light* | | | | | | | | | | | |
| 9 | **M. Meanatchy** | IronScBg | 2111 | ✠ Sng | *f* | 1881 | C. Mitchell & Co. Newcastle | British India Stm. Nav. Co. Ltd. | 290·0 36·4 25·8 P60 F48' | Glasgow | C.2Cy.40"&76"–48" 333NH Wallsend Slpwy. Co., Nwc. | |
| 85045 WORK | *H. A. Sharpe –04* | 3 *Dks* | 1917 | 6,88 | ✠ | 6mo | | *WB* – | *DBa* 70 *f* 106' 198t | | | |
| | | | 1368 | | | | | | | | | |
| 10 | **M. Moran** | SteelSc | 121 | | | 1900 | Neafie & Levy Co. Philadelphia | Moran Towing Co. | 84·6 19·0 8·8 | New York Utd. States | | |
| 93023 | | | — | | | | | | | | | |
| | | | 82 | | | | | | | | | |
| 11 | **M. O. P. 106B.** | SteelTwinScTug | 126 | | | 1900 | J. & K. Smit Kinderdijk | Dirks&Dates | 131·2 17·0 9·9 | Bns. Ayres Argentine | T.6Cy.9½",14"&21"–12" 40NH | V |
| | | | 106 | | | | | | *WB* | | Diepeveen, Leis&Smit, Kdk | |
| | *Elec. light* | 1 *Dk* | 46 | | | | | | | | | |
| 12 | **M. O. P. 107B.** | SteelTwinScTug | 122 | | | 1900 | Maats. de Maas Rotterdam | Dirks&Dates | 97·7 19·2 8·7 | Bns. Ayres Argentine | C.4Cy.8"&17"–14" 18NH | V |
| | | | 111 | | | | | | *WB* | | Maats. de Maas, Rotterdam | |
| | | 1 *Dk* | 41 | | | | | | | | | |
| 13 | **M. O. P. 108B.** | SteelTwinScTug | 122 | | | 1900 | Maats. de Maas Rotterdam | Dirks&Dates | 97·7 19·2 8·7 | Bns. Ayres Argentine | C.4Cy.8"&17"–14" 18NH | V |
| | *Visser –00* | | 111 | | | | | | *WB* | | Maats. de Maas, Rotterdam | |
| | | 1 *Dk* | 41 | | | | | | | | | |
| 14 | **M. Romero Rubio** | WoodScSr | — | | | 1885 | M. Turner Benicia, Cal. | M. Bengoechea | 82·0 19·0 13·0 | Mazatlan Mexican | C.2Cy.10"&20"–12" 12NH W. Deacon, San Francisco | |
| | *M. Bengoechea* | | — | | | | | | | | | |
| | | | 90 | | | | | | | | | |
| 15 | **M. S. Dollar** | SteelScSr | 4216 | ✠100A1 HKg | *x* | 1890 | Palmers' Co. Ld. Newcastle | M. S. Dollar Co. Ld. M. S. Dollar S.S. Co. | 375·0 46·3 20·4 382 F43 28½ | Port Arthur Japanese | T.3Cy.28",45"&74"–48" 160lb *90lb* NDH03 | 23 |
| 87xxx LTHq | *J. Dixon –00* | *ss* S. Fo. No. 3–12,02 | 4034 | *Spar dk* Shl | | | | | PK | | 431NH 2DB, *12cf*, as200, as6347 | |
| | (*ex* Arab) 1 *Dk (Stl)* & *Spar dk (Irn)* *Str h* | | 2674 | 10,02 7,08 | ✠LMC12,02 | *Lloyd's* | *SA&CP* | *WB = Cell* *DB* 322' 73t *FPT* | | | Palmers' Co. Ld. Newcastle | |
| | *Elec. light* | | | | | | | | | | | |
| 16 | **M. Struve** | SteelScSr | 1582 | | | 1902 | Schiffsw. v. Henry Koch Lübeck | Matthias Struve | 255·8 36·3 17·9 P21' B75' F29' | Blnkenese German | T3Cy 17½",25½"&47½"–33½" 130NH | V |
| | *P. Brandt 89–02* | | 1359 | | | | | | *WB* | | J. F. Ahrens, Altona | |
| LGKQ | | 1 *Dk & Spar dk 2 tr b* | 966 | | | | | | | | | |
| 17 | **Maas** | SteelSc | 1097 | | | 1904 | Bremer "Vulkan" Vegesack | A. Wirsten | 212·0 31·6 14·5 P120' F58' | Hamburg German | T.3Cy.16½",26½"&44½"–29½" 108NH | G |
| | *A. Lorenzen –04* | | 731 | | | | | | *WB* | | Bremer "Vulkan," Vegesack | |
| | | 1 *Dk* | 636 | | | | | | | | | |
| 18 | **Maasland** | SteelScSr | 4272 | ✠100A1 Ams | *s* | 1901 | D & W Henderson&Co. Ltd Glasgow | Zuid America Lijn | 379·4 50·0 26·1 P41 B98 F41 | Amstrdam German | T.3Cy.25",41"&67"–48" 175lb *90lb* 368NH | 28 |
| PJFB | *P. Kikkert –01* | | 4096 | 6,04 | | | | | PK | | 2SB *Gcf*, as110, as4932 | |
| | | 2 *Dks (Stl)* & *deep framing* | 3216 | | ✠LMC8,01 | *Lloyd's* | *SA&CP* | *WB = Cell DBa* 121 *E* & *B* 48 *f* 165 | 1046t | 6 *BHCem* *APT* 118t | D&W Henderson&Co Ld Gls | |
| 19 | **Maasstad** | SteelScSr | 1574 | ✠100A1 Rot | *r* | 1901 | Naamlooze Vennootsch Scheepswerf Alblasserdm | Naaml. Vennoots. Stoom. Maats. Maasstad (Driebeek&Zonen) | 270·0 37·6 18·4 P12' B70' F30 | Rottrdam Dutch | T.3Cy.20",33"&54½"–36" 160lb *Seib* 182NH | 20 |
| | *J. Kinnear Scholl 05–05* | | 1424 | 5,06 | | | | | | | 2SB, *4cf*, as65, as2855 | |
| PJTD | | 1 *Dk (Stl)* & *deep framing* | 978 | 4,08 | ✠LMC5,01 | | | *WB = Cell DBa* 66' *u E* 20 *f* 116' 388t | | | Blair&Co. Ld Stockton | |
| | | | | B85,06 | | | | | | | | |
| 20 | **Maastroom** | SteelScSr | 1034 | | | 1900 | Rijkee & Co. Rotterdam | Hollandsche Stoomb. Maats. | 228·4 33·9 14·7 P28 B26' F12 | Amstrdam Dutch | T.3Cy.20",33"&55"–36" 181NH Maats. v. Scheeps &Werkth Feyenoord, Rot | V |
| | *B. van Duyn 87–00* | | 848 | | | | | | | | | |
| PJTK | *Elec. light* | 2 *Dks* | 529 | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage Gross. Under Deck. Net. | Particulars of Classification. Character. (✝ for Special Survey) Date of last Survey. | Port of Survey. Year Assigned. Year Altered. | Built. When. Where. | By Whom. | Owners | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & kind of Cylinders.—Stroke. Boiler Pressure. NP.=Horse power by Society's formula; IHP.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Forecastle / midship. ft. in. | Lengthened in which Built. Date. | Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 / 97977 / MJGT | **Mab** Steel Sc Sr / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 2833 / 2224 / 1840 | ✝100A1 1.05 BS1.05 | Nwc | 1891 / 9mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | Pyman Bell & Co. Ld. WB= | 314·5 \| 40·6 \| 20·7 P29′ Q102′ B118′ F85′ BK10″ *Cell DB268′ 573t AP* | Newcastle British 5 BH Cem *T26t* | T.30½,29″,36½″ &62″–39″ (s) 160lb NDB05 240 NHP 2SB.6*cf*,gs78,hs3580 *100lb* Clen Mar E Wks (Lim) W Hpl | 23 ″ 9 \| 2 ″ 4 | | N1,05 |
| | *Well deck* HA Nedden –04 ss Nwc No3–1,04 | 1840 | LMC1,04 | | | | | | | | | | |
| 22 / — / — | **Mabel** Iron Sc Sr / *H. Philip –98* ss Nwc. 2nd No.3–5,01 ss Shl. No.1–05 1 *Dk* ✝ *Web frames* | 761 / 540 / 463 | ✝ B 1 5,05 NB7,05 MS6,05 LBS6,05 | Nwc Shl LMC5,06 BS6,06 | 1870 / 2mo | Denton, Gray & Co. W Hartlepool A&CP | J. McKelvie & Co. | 199·1 \| 29·1 \| 16·5 Q90′ F82′ BK7″ *WB= pt DB* | N. Shields British 4 *BHpt Asp pt Cem* *Alt98* | C.4Cy.13″&32″–30″ (s) 130lb 96RHP 1SB.3*pf*,gs45,hs1487 Blyth Dry Dk Co Ld. Blyth | 17 ″ 9 \| 2 ″ 4 | — | 5,04 |
| 23 / — / 115280 | **—** Steel K / 4 *Mann –03* / 1 *Dk* | 205 / 182 / 54 | ✝100A1 *Stm Trawler* 12.03 | Liv LMC5,03 | 1901 / 9mo | Selby SB. & E. Co. Ld. Selby *Lloyd's A&CP* | Steam Trawler Mabel, Ld. (R. Harley) | 115·0 \| 21·5 \| 11·0 Q20′ BK7½″ | Liverpool British 3 *BH Cem* | *80lb* NDD05 T.3Cy.12½″,21″&34″–24″ (s) 180lb 76RHP 1SB.2*pf*,gs37,hs1348 Richardsons, Westgarth & Co. Ld. Mdll. | 11 ″ 9 | | 10,02 |
| 24 / — / s243 | **—** Wood Sc Flat | 122 / 115 / 83 | | | 1875 / | Ann Deakin Winsford | Salt Union, Ld. | 85·5 \| 20·4 \| 8·9 | Liverpool British | 2Cy.10½″–12″ NE&B84 7RHP G. Deakin, Winsford | | | |
| | 1 *Dk* | | | | | | | | | | | | |
| 25 / — / ‡ | **—** Iron Sc K / *H. Parry –03* ss Mtr. 2nd No.3–6,95 ss Mtr. No.1–00 1 *Dk* | 82 / 73 / 51 | ✝ — 4.03 NB2,00 | Lth | 1878 / 1mo | Black & Noble Montrose | O. Evans & Son | 64·5 \| 18·1 \| 8·3 Q16′ BK6″ | Carnarvon British 2 *BH Cem* | C.2Cy.9″&18″–15″ 15RHP 1SB.1*pf*,gs28 Dunsmuir & Jackson, Gls. | | | |
| 26 / — / Wrecked 7,04 | **Mabel Bird** Wood Sc | 138 / — / 69 | | | 1875 / | ..... Bath, Me. | Fisheries Co. | 109·9 \| 18·4 \| 8·2 | Greenport N.Y. Utd. States | | | | |
| 27 / 110178 / RHFD | **Mabel Grace** Steel Pad Sr / *P. Kilbee –01* / *Elec. light* / 2 *Dks* | 1283 / 1042 / 217 | | | 1899 / | Laird Bros. Birkenhead | S. Eastrn & Chathm Rly Cos. Managing Committee | 300·0 \| 36·1 \| 15·3 *Promenade dk 168′* *Turtle back f 85′* | London British | 3Cy.55″&(2)77½″–72″ 848NH Laird Bros. Birkenhead | | BT till 3,06 | |
| 28 / — / HSNR | **Macarena** Steel Sc Sr / *R. Carillo* / *Well deck* / 2 *Dks* (*UStl*) | 1122 / 901 / 700 | ✝ 7,99 | Gmh | 1894 / 1mo | Grngemth Dockyard Co Grngemouth | Cia. Sevillana de Nav. a Vap. *WB* | 220·0 \| 31·7 \| 16·7 Q81′ B54′ F30″ BK8″ *= Cell DB148′ 240t* | Seville Spanish 4 *BH Cem* *APT28t* | T.3Cy.17″,27″&45″–33″ 114NH 1SB.3*pf*,gs60,hs1671 Hutson & Son, Glasgow | 17 ″ 9 | | |
| 29 / 93932 / KRJT | **Macassa** Steel Twin Sc Sr / *R. Cooney –03* / *Elec. light* / 2 *Dks* | 459 / 410 / 164 | | | 1888 / | W. Hamilton & Co. Pt. Glasgow | Hamilton Steamboat Co. Ld. | 154·4 \| 24·1 \| 16·3 | Hamiltn, O British | T 6Cy.11″,18″&29″–22″ 95RH W. Kemp, Glasgow | | | |
| 30 / 38228 / MBDJ | **Macduff** Steel Sc Sr / *R. Clapp –98* / *Muir 04 04* 2 *Dks* (*UIrn–wsa*) ‡1 *Stl*) *3tr B* | 2905 / 2549 / 1882 | ✝100A1 2.01 11.03 1.04 Repr.03 Ham | Lth 11.03 Bel | 1890 / 12mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | J. Warrack & Co. *WB= Cell DB272′ 559t* | 320·0 \| 40·7 \| 24·5 P31′ B72′ F37′ BK10″ | Leith British 5 *BH Cem* *APT28t* | T.3Cy.25″,40″&65″–12″ (s) 160lb *80lb* 288NH 2SB.6*rf*,gs112,hs4530 Central Marine E Wks. W Hpl | 27 ″ 0 \| 5 ″ 0½ | BT till 11,04 | 11,04 |
| 31 / 116012 / VNBT | **Macedonia** Steel Twin Sc Sr / *C. D. Bennett –04* / 2 *Dks* (*Stl*) ‡ *Spar dk* (*Stl–teak s*) / *Orlop dk in Nos.1,4 ‡pt 5 holds* / ‡ *Orlop beams only in Nos.2 ‡3 holds* / *Ref. Mchy Elec. light* | 10512 / 7980 / 5244 | ✝100A1 *Spar dk* 1.04 LMC1,04 | Bel | 1904 / 1mo | Harland & Wolff, Ld. Belfast *Lloyd's A&CP* | P. & O. Stm. Nav. Co. *WB= Cell DB a95′* | 530·4 \| 60·4 \| 25·5 P105′ B278′ F88′ 34·0 FK&BK3″ *nE & B176′ f* | Belfast British 10 *BH Cem* | Q.8Cy.29″,42″,60″&85″–54″ 215lb (s) FD 1799 NH 5 D&2SB 36*cf* Gs606 Hs27493 Harland & Wolff, Ld. Bel. *159′ 1511t f P7790′ 1 P T87t* | 28 ″ 10 \| 11 ″ 7 | BT till 1,06 | |
| 32 / — / RLSD | **—** Steel Sc Sr / *H. N. Porath 00–00* / 1 *Dk* ‡ *Spar dk* ‡ *deep framing* | 4304 / 4022 / 2761 | | | 1900 / | C. S. Swan & Hunter, Ld Newcastle | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) *WB* | 380·0 \| 46·3 \| 20·2 P42′ B96′ F44′ 28·2 FK | Hamburg German | T.3Cy.24½″,40″&68″–48″ 370NH N.E. Marine Co. Ld. Nwc | 23 ″ 0 | G | |
| 33 / — / HFNP | **—** Iron Sc Bn / (*Strendam 03–00* ss Hpl. No.3–1,94 / *N.O. Nilssen 03–04* ss Hpl. No.2–03 / *Well deck* / 1 *Dk* (*Irn*) | 1666 / 1222 / 1042 | ✝100A1 3,05 BS3,05 B LMC3,02 | Hpl | 1881 / 5mo | W. Gray & Co. W Hartlepool *Lloyd's A&CP* | Acties. Dpsk. Macedonia (O. M. Larsen) *WB= DB* | 256·5 \| 34·6 \| 19·6 P28′ Q68′ B66′ F33′ BK9 *a80′ f94′ 341t* | Chrstiania Norwegian 4 *BH Cem* | C.2Cy.32″ (s) 80lb *80lb* NDB95 198NHP 2SB.6*pf*,gs72,hs3708 Blair & Co. (Lim.), Stockton | 20 ″ 10 | | 3,05 N3,05 |
| 34 / — / RKMP | **Macgregor** Comp Sc 3 Mst Sr / *T. Train –00* / *Elec. light* / 2 *Dks* | 2807 / 2434 / 1794 | | | 1896 / | Sir Raylton Dixon & Co. Middlesbro' | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. *WB* | 298·9 \| 41·2 \| 23·6 P36′ B 0′ F44′ | Hamburg German | T.3Cy.20″,33″&57″–45″ 218NHP T. Richardsn & Sns. Ld. Hpl. | | G | |
| 35 / 92695 / VMTH | **Macgregor** Comp Sc 3 Mst Sr / *T. Train –00* / 1 *Dk* | 209 / 166 / 98 | | | 1881 / | Mc Quarrie & Co. Mchanics Bay | B. Byrnes Ld N.Z. | 129·8 \| 21·7 \| 9·2 Q32*t* H51*t* | Fremantle British | C.2Cy.20″&38″–24″ 48RHP Fraser & Tinne, Auckland | | | |
| 36 / — / HJWS | **Machado** Steel Sc / *J. Bernardo* / (*ex North Cape*) / 1 *Dk* | *121* / *111* / 23 | ✝100A1 *Stm Trawler* 2.05 LMC M3,05 | Lis | 1889 / 10mo | Hall, Russell & Co. Aberdeen *Lloyd's A&CP* | F. Machado & Co. | 95·2 \| 19·6 \| 10·1 ptND01 BK6½″ | Lisbon Portuguese 4 *BH Cem* | C.2Cy.15″&34″–24″ (s) 100lb 47NHP 1SB.2*cf*,gs27,hs847 Hall, Russell & Co., Abn. | 10 ″ 9 | | 2,05 |
| 37 / 110599 / RHFP | **Machaon** Steel Sc Sr / *G. W. Long –04* / 2 *Dks* | 6738 / 5299 / 4277 | | | 1899 / | Scott & Co. Greenock | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) | 441·7 \| 52·6 \| 30·3 P50′ B154′ F58′ | Liverpool British *WB* | T.3Cy.29″,50″&82″–60″ 521NH Scott & Co. Greenock | | BT till 12,05 | |
| 38 / — / QGVJ | **Machew** Steel Sc Sr / *H. Harjes* / 2 *Dks* ‡ *Web frames* | *1600* / *1470* / *995* | | | 1894 / | Fairfield Co. (Lim.) Glasgow | Norddeutscher Lloyd | 270·1 \| 37·0 \| 21·8 B24′ F42′ | Bremen German *WB* | T.3Cy.22″,36″&57″–42″ 211NHP Fairfield Co. (Lim.). Gls. | | V | |
| 39 / 113913 / — | **Machrie** Steel Sc Yl / *C. Smith –01* / *Mchy. Aft* / *Well deck* / 1 *Dk* (*Irn*) | 251 / 174 / 41 | ✝100A1 7,01 LMC10,00 | Gls | 1900 / 10mo | Scott & Sons Bowling A&CP | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) *WB* | 116·8 \| 21·5 \| 9·4 Q42′ B8′ F24′ BK7″ *= FPT21t APT7t* | Glasgow British 3 *BH pt Asp pt Cem* | C.2Cy.14″&29″–21″ (s) 120lb 55RHP 1SB.2*pf*,gs31,hs770 Muir & Houston, Ld. Gls. | 10 ″ 3 \| s ″ 8½ | | |
| 40 / — / KBTN | **Macina** Steel Sc Sr / *Simon –97* / 1 *Dk* ‡ *Awng dk* | 1652 / — / 932 | | | 1897 / | R. Napier & Sons. Ld. Glasgow | Devès & G. Chaumet | 255·0 \| 36·0 \| 20·1 H— F30′ | Bordeaux French *WB* | T.3Cy.20″,32″&52″–36″ 162NHP R. Napier & Sons, Ld., Gls. | | V | |
| 41 / 89965 / JRHS | **Mackay-Bennett** Steel Twin Sc Sr / *Cable Vessel* / *E. G. Schenk 91–91* / 2 *Dks* (*Stl–Uws*) *3tr B* *Sheathed with greenheart* | 1731 / 1020 / 984 | ✝100A1 2.04 Refrig. LMC1,05 | NYk | 1884 / 9mo | J. Elder & Co. Glasgow *Lloyd's A&CP* *lights* ‡ *loadlines* | Commercial Cable Co. *WB* | 259·3 \| 40·1 \| 21·8 P8′ B60′ F48′ FK *= Cell DB184′ 302t* | Glasgow British 4 *BH Cem* | C.4Cy.25″&50″–36″ (a) 100lb *100lb* 265NHP 2SB.*Scf*,gs182,hs4539 J. Elder & Co. Glasgow | 24 ″ 6 \| 4 ″ 0 | | P4,03 SN4,03 |

*Now name,* "Presidente Roca," *See No. 25 in Supplement.*

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage / Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. Survey Mention Spéciale. Date de la dernière Visite. Port de Visite. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Bureau des Douanes. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Enregistrement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Forces fixées par Constructeurs des machines. | 14 Crew at Quille. Longueur au milieu de navire. pds. | pc | 15 16 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Mackenzie** | SteelScK | 251 | ✠100A1 Hul | 1902 | Cook, Wel- | NeptuneSteam | 128·4 | 22·0 | 12·0 | Hull | T.3Cy.18",22"&36"–27" (s) | 12 | 10 | |
| 116093 | *N.Nielson99–02* | | 232 | *Stm Trawler* | 10mo | ton&Gemmel | FishingCo.Ld. | Q52' | | | British | 180lb 75RH | | | |
| | | *1 Dk* | 93 | 1,05~~8,08~~ ✠LMC10,02 | | Hull | | | | BK7 | *4 BH Cem* | 18SB,*2cf*,gs82,hs1870 | | | |
| | | | | | *Lloyd's* | *s A✠ CP* | | | | | | C.D.Holmes&Co.Hull | | | |
| 43 | **Mackinaw** | SteelScSr | 3204 | | 1891 | Harland& | AtlanticTransport | 345·6 | 40·9 | 26·6 | Liverpool | T.3Cy.28",37"&64"–48" | 29 | 0 | |
| 97837 | *A.T.Musselwhite –99* | | 2956 | | | Wolff,Ld. | Co.Ld. | P38' | B94' | F46' | British | 302NH | | | |
| MBNR | (*ex*BritishCrown) | | 2050 | | | Belfast | | | | BK9' | *W L* | Harland&Wolff,Ld.Bel. | | | |
| | *Elec.light* | *2 Dks& Deep framing* | | | | | | | | | | | | | |
| 44 | — | SteelScSr | 2578 | | 1890 | FW Wheelr | MichiganS.S.Co. | 270·0 | 41·9 | 24·0 | NewYork | T.3Cy.21".34"&56"–42" | | | R |
| 92226 | *A.J.Storrs96–01* | | — | | | &Co. | (J.Jerome, *Mgr.*) | | | | Utd.States | 203NH | | | |
| KLBC | | | 2006 | | | W By Cy Mich | | | | *WB* | | Frontier Iron Wrks, Detroit | | | |
| 45 | **Macleay** | SteelScSr | 398 | ✠ Lon *g* | 1883 | Forrestt& | NorthCoastSteam | 155·0 | 25·3 | 10·7 | SydneyNSW | C.2Cy.20"&35"–24" | | | |
| 89495 | *J.Kelso –04* | (*ex*Woodburn) | 306 | 12,85 | 7mo | Son, London | Nav.Co.Ld. | Q34' | F20' | | British | 60RH | | | |
| JCFR | | *1 Dk* | 291 | ✠ | | | | | | *WB* | *4 BH Cem* | Forrestt&Son, London | | | |
| | | | | | | | | *WB = FPT 13t APT 27t* | | | | | | | |
| 46 | **Macleod** | SteelScK | 122 | | 1894 | Scott& | GlasgowSteam | 82·0 | 18·6 | 8·8 | Glasgow | C.2Cy.10"&20"–16" | | | |
| 102691 | *H.Hunter –04* | *1 Dk* | 195 | | | Sons | CoastersCo.Ld. | Q25' | | | British | NB60 20RH | | | |
| | *Mchy.Aft* | | 30 | | | Bowling | (Paton&Hendry, *Mgrs.*) | | | *WB* | | Walker,Henderson&Co.,Gls. | | | |
| 47 | **McNaughton** | WoodSc | 137 | | 1886 | Marit.& In- | Sincennes& | 92·0 | 18·4 | 8·4 | Montreal | 2Cy.18"–24" | | | |
| 98321 | | | 91 | | | dustrielleCo. | McNaughtonLine, | | | | British | 80RH | | | |
| | | | 37 | | | Levis,Quebec | Ld. | | | | | Maritime&IndustrielleCo. | | | |
| 48 | **McPherson** | SteelSc4MstBk | 3699 | ✠ Rot *x* | 1880 | Harland& | LuckenbachTrnsp. | 410·4 | 39·6 | 28·8 | | T.3Cy.28¾",46½"&74"–51" (s) | 30 | 10 | |
| | (*ex*Obdam, | *ss*Rot.No.3–8,92 | 2405 | 6,98 | 11mo | Wolff | &WreckingCo. | P50' | F86' | | | 391NH | | | |
| | *ex*BritishQueen) | *ss*Rot.No.1–96 | 2695 | ✠NE&B5,96 | | Belfast | | | | BK9½' | *6 BH Cem* | Nedrl.Stoombt.Maats.Rot | | | |
| | *Elec.light* | *3 Dks(2 Stl) Irn Beams* | | | | | | | | | | | | | |
| 49 | **Macquarie** | IronSc4MstSr | 3302 | ✠ A1 1 Bsl *s* | 1873 | R.Duncan | W.&A.McArthur, | 379·8 | 38·3 | 28·5 | Barrow | T.3Cy.26",42"&68½" 48" (s) | | | C |
| 68220 | *St J.George 01* | 6thSurvey Bsb.2,04 | 2931 | 8,05 — HKg Lv | 4mo | &Co. | Ld. | | | | British 160lb | *160lb* NE&B93 306NH | | | |
| MQPC | *Ref.Mchy.* | (*ex*Duke of Sutherland) | 2073 | ✠MS2,04 BS8,05 | | Pt.Glasgow | (South African, | | | | *7 BH Cem* | Denny&Co Dumbarton | | | |
| | | *3 Dks* (1 / roof 1 St'l) | | | | | (H.G.Jefferson, *Mgr.*) | | | | | 2SB,*6cf*,gs150,hs5110 | | | |
| 50 | **Mactan** | WoodSc | 159 | | 1896 | J.Fenwick | Macleod&Co. | 115·1 | 18·9 | 9·0 | Manila | C.2Cy.14"&28"–16" | | | |
| | *S.Garteiz00–00* | | 116 | | | &Co,Ld. | | | | | Utd.States | 26NH | | | |
| | (*ex*Toneng,*ex*Isarog) | | 88 | | | HongKong | | | | | | G.Fenwick&Co.Ld.HKg. | | | |
| 51 | **Madagascar** | SteelScSr | 2821 | ✠100A1 Hav *u* | 1890 | C.S.Swan& | Cie.HavraisePén. | 324·0 | 40·2 | 24·2 | Havre | T.3Cy.26",42"&69"–45" (s) | 27 | 0 | |
| | *A.Roullier95–04* | *ss*Hav.No.3–2,03 | 2513 | ~~6,04~~ ~~B6,04~~ 6,05 | 8mo | Hunter | deNav.àVap. | P42' | B84' | F34' | French | 160lb *80lb* NDB01 330NH | s 4·10· | | |
| KBVG | | *2 Dks(1 Stl)3tr B* | 1723 | ~~B6,04~~ ✠LMC~~8,04~~ | | Newcastle | | | | BK9' | *5 BH Cem* | 28SB,*8pf*,gs150,hs5110 | w 5· | 2 | |
| | | | | B6,05 | *Lloyd's* | *s A✠ CP* | | | | *WB = Cell D* | *Ba* 274' 630t | N.E.MarineCo.(Lim.)Nwc. | | | |
| 52 | **Madawaska** | SteelScSr | 4120 | ✠100A1 Hul *y* | 1902 | J.L.Thomp- | N.AtlanticSSCoLd | 373·0 | 51·1 | 25·7 | Bristol | T.3Cy.25",42"&68"–48" (s) | 28 | 3 | |
| 114863 | *J.D.Jenkins01–02* | | 3968 | *Shelter dk* Sws | 9mo | son&Sons,Ld. | (T.Hogan&Sons, | | | | British | 180lb 362NH | s 4 · 3 | | |
| TPWQ | *1 Dk(Stl)1pt Dk(Stl)& Web frames* | | 2663 | 1,05~~10,03~~ ✠LMC9,02 | | Sunderland | New York, *Mgrs.*) | | | FK | *6 BH Cem* | 3SB,*9rf*,gs172,hs5778 | | | |
| | *3 Dk rule& Shelter dk(Irn)* | | | | *Lloyd's* | *s A✠ CP* | | | | | | J.Dickinson&Sons,Ld.Sld. | | | |
| | | | | | | *WB = Cell D Ba* 133' *u E& F* | | 38' *f* 152' 1068t *DTa* | | | 33'1178t *DT* | *f* 13'1931t *FPT* 1663t *APT* 16[illegible] | | | |
| 53 | **Madeira** | SteelScSr | 1773 | ✠ Gls Lv | 1884 | Barclay, | British&African | 300·0 | 36·2 | 19·9 | Liverpool | C.2Cy.32"&64"–42" | 21 | 2 | |
| 90000 | *P.G.West –04* | *2 Dks(1 pt Stl)* | 1599 | 1,85 | 12mo | Curle&Co. | S.N.Co.(1900),Ld. | P29' | B80' | F47' | British | 221NH | s 4 · 4 | | |
| JSGL | | | 1147 | | | Glasgow | (Elder,Dempster& Co. *Mgrs.*) | | | | *7 BH* | Barclay,Curle&C(Lm.)Gls. | | | |
| 54 | — | SteelTwinScSp | 354 | | 1891 | Russell& | AmazonStm.Nav. | 171·5 | 28·2 | ... | Para | T.6Cy.9",14"&22"–18" | | | |
| | | | — | | | Co. | Co.Ld. | F18' | | | Brazilian | 41NH | | | |
| | *Mchy.Aft* | | 260 | | | Pt.Glasgow | | | | | | Kincaid&Co.(Lim.),Grk. | | | |
| 55 | **Madeirense** *Jones –04* | SteelScSr | 2831 | ✠100A1 Liv *t* | 1891 | Bonn& | BoothS.S.Co.Ld. | 332·0 | 40·0 | 22·6 | Liverpool | T.3Cy.28¾",46½"&74"–51" | 25 | 0 | |
| 105358 | ~~*S. Kempthorne* —05~~ | *ss*Liv.No.3–8,03 | 2188 | 12,01 9,04 | 8mo | Mees | | P96' | H96' | F19' | British | 160lb ~~70lb~~ *70lb* (k) 500NH | s 3 · 10 | | |
| PDMH | (*ex*Dubbeldam) | *2 Dks(UStl–teak s)3tr B* | 1662 | ~~B8,05~~ ✠LMC4,08 | | Rotterdam | | | | BK10' | *8 BH Cem* | 2DB,*12rf*,gs234,hs7310 FI | | | |
| | *Elec.light* | | | | *Lloyd's* | *s A✠ CP* | | *WB = Cell D B a u E* | | | 14'*f* 58'2240t | Ned.Stoomb.My.,Rot. | | | |
| 56 | **Madeleine Rickmers** | SteelSc | 1657 | | 1901 | Rickmers | RickmersReis- | 253·9 | 37·2 | 19·6 | Brmrhavn | T.3Cy.18½",30½"&49½"– | | | G |
| | *J.Sanders94–02* | | 1521 | | | Act.Ges. | mühlen,Rhed.& | B161' | F34' | | German | 31½" 135NH | | | |
| QHKB | *Elec.light* | *1 Dk& Spar dk* | 1021 | | | Bremerhaven | Schiffsb.Act.Ges. | | | *WB* | | Gebr.Sachsenberg Rosslau | | | |
| 57 | **Madeline** | SteelScSr | 2890 | ✠100A1 Nwc *t* | 1894 | Furness, | Pyman,Bell&Co. | 314·0 | 40·5 | 21·3 | Newcastle | T.3Cy.28",37½"&61½"–39" | 23 | 10 | |
| 104241 | *L.C.C.Rasmussen –98* | *ss*Nwc No.2–02 | 2204 | *pt Awng dk* Bry | 3mo | Withy&Co Ld | Ld. | Q131' | | | British | 160lb *80lb* (s) 236NH | s 9 · 3 | | |
| NHFW | | *1 Dk(pt Stl pt Irn)2tr B& Web frames* | 1862 | *with f'eeboard* | | W Hartlepool | | *pt Awng dk* 183' FK | | | *6 BH Cem* | 2SB,*6cf*,gs99,hs3528 | | | |
| | | *& pt Awng dk(pt Stl pt Irn)* | | 6,01 ~~9,03~~ ✠LMC | | | | *WB = Cell DB* 268' 4960 | | | *APT* 30t | Blair&Co.(Lim.),Stockton. | | | |
| | | | | ~~M5,03~~ BS6,05 | | A&CP | | | | | | | | | |
| 58 | **Madero** | IronSc3MstSrBarge | 338 | ✠ A1 Lon | 1890 | T A Walker | C.H.Walker&Co. | 150·1 | 26·3 | 8·3 | London | Q.4Cy.9",12",16"&25"–21½" | 8 | 5 | |
| 98172 | *H.L.Mack –04* | *ss*Npt.No.3–10,02 | 270 | 9,03 | 10mo | Sudbrook | Ld. | Q38' | B9' | F24' | British | 160lb (s) 50RH | | | |
| LWGK | *Mchy.Aft* | *1 Dk(Irn)* | 182 | *For River purposes only* | *Lloyd's* | *s A✠ CP* | | | | FK | *4 BH Cem* | 1SB,*2pf*,gs33,hs670 | | | |
| | | | | BS9,03 ✠LMC10,03 | | | | | | *WB – MT 4' 22t* | | Fleming&Ferguson,Pay. | | | |
| 59 | **Madge Ballantyne** | SteelSc3MstSr | 508 | ✠100A1 Gls *h* | 1895 | Mackie& | R.B.Ballantyne& | 162·0 | 25·8 | 11·2 | Glasgow | T.3Cy.15",25"&40"–27" (s) | 12 | 6 | |
| 105959 | *J.Gordon –04* | *ss*Liv.No.2–03 | 339 | ~~2,01~~ 2,03 ~~S'ld~~ | 10mo | Thomson | Co. | Q89' | B8' | F28' | British | 170lb *70lb* 80RH | s · 10 | | |
| PCMB | *Well deck* | *1 Dk(Irn)* | 190 | ✠LMC8,04 | | Glasgow | | | | BK7' | *3 BH Cem* | 1SB,*3cf*,gs61,hs1400 | | | |
| | *Mchy.Aft* | | | | | A&CP | | | | *WB = FPT* | 66t *APT* 5t | Muir&Houston,Glasgow | | | |
| 60 | **Madge Wildfire** | SteelPadSk | 211 | | 1886 | S.M'Knght | CaledonianSteam | 190·0 | 20·0 | 7·1 | Glasgow | C.D.2Cy.27"&49"–60" | | | MT |
| 93286 | *P.Campbell89–89* | | 136 | | 6mo | &Co. | PacketCo.Ld. | B55' | | | British | NB03NE91 FD 155NH | | | |
| | | | 44 | | | Ayr | | | | | | Rankin&Blackmore,Grk | | | |
| 61 | **Madona del Carmen** | IronScSr | 238 | ✠ Gen *d* | 1883 | C.S.Swan | M.Vaccaro | 130·0 | 20·1 | 11·2 | Bns.Ayres | C.2Cy.16"&30"–22" | | | |
| | *P.Ferro* | (*ex*Julietta A...*ex*Madonna | 233 | 8,85 | 4mo | &Hunter | | | | | Argentino | 85NH | | | |
| | *Mchy.Aft* | del Carmine) *1 Dk(Irn)* | 147 | | | Newcastle | | *WB = FPT* 24t | | | *4 BH Cem* | Ross&Duncan,Glasgow | | | |
| 62 | **Madras** | SteelTwinSc | 825 | ✠ A1 Rnf *k* | 1904 | W.Simons | IndianGovern- | 194·0 | 34·1 | 14·6 | Madras | T.6Cy.13",20½"&34½"–28" (s) | 15 | 2 | |
| | | | 789 | *Hopper Dredger* | 2mo | &Co.Ld. | ment | | | | British | 160lb 151NH | | | |
| | *Mchy.Aft* | *1 Dk(Stl)* | 493 | 2,04 | | Renfrew | | | | FK | *3 BH Cem* | 1SB,*4cf*,gs90,hs2854 | | | |
| | *Elec.light* | | | ✠LMC2,04 | *Lloyd's* | *s A✠ CP* | | | | | | W.Simons&Co.Ld Rnf | | | |

| 1 No. in Book. Official No. Signal Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage | 5 Particulars of Classification. Character. for Special Survey Date of last Survey | 6 Port of Survey | 7 Year Classed | 8 Rig | 9 Built. When | 9 By Whom. Where | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (addition). ft. in. | 15 Classed to ... If not in L.R. Register. | 16 Date when last shaft sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 MADRILEÑO | | Steel Sc Sr | 2990 | ✠100A1 | Liv | u | | 1890 | R Thmpson & Sons | M.M.de Arrotegui | 320·0 | 42·0 | 19·7 | Bilbao | T.3Cy.24½",40"&66"-45" (s) | 22 ″ 4 | | 9,03 |
| HSNW | 1 Dk (Stl) | Spar dk (Irn) | 1777 | | | | | smo | Sunderland | | B68'F37' | | 274 | Spanish | 100lb 90lb NDB02 308NHP | | | |
| | | | | | | | | | A&CP | WB = Cell D Ba82 | | | BK10' | 6 BHCem | 2DB,8ft,GS112,HS4845 | | | |
| | | | | | | | | | | | | | | APT98t | G.Clark (Lim.),Sld. | | | |
| 64 Madura | | Steel Sc Sr | 4484 | ✠100A1 | Bry | x | | 1901 | D & W Hen- | Glasgow Nav.Co Ltd | 379·1 | 50·0 | 26·1 | Glasgow | T.3Cy.25",41"&67"-48" (s) | 28 ″ 8 | | 4,04 |
| 113983 | F.Kerr00-01 | | 4195 | 1 0½ | | | | 10mo | dersn & Co. Ltd., | Maclay & McIntyre, Mgrs.) | P41'B98'F41' | | FK | British | 175lb 90lb 362NHP | s 5 - 10 | | |
| SRBC | 2 Dks (1 Stl & Upt Irn & pt Stl) | | 2963 | | | | | | Glasgow | | | | 6 BHCem | 28 S.B.6cf,GS110,HS4932 FD | | | |
| | & deep framing | | | | | | | Lloyd | sA&CP | WB = Cell D Ba 121'u | E&B38'f165' 1046t | | | APT118t | D & W. Hendersn & Co Ld Gls | | | |
| 65 — | | Steel Sc Sr | 3351 | | | | | 1897 | Nederl. | Stoomv. Maats. | 322·0 | 44·0 | 23·0 | Amstrdam | T.3Cy.24",36"&60"-42" | | DV | |
| | K.Haasnoot | | 3186 | | | | | | Schp. Maats | Nederland | B78'F40' | | | Dutch | 233NHP | | | |
| PJVH | Elec.light | 1 Dk & Spar dk & tr B | 2594 | | | | | | Amsterdam | | | | | WB | Ned.Fab.v.Werk Mat.Am. | | | |
| 66 — | | Iron Sc 3 Mst Sr | 1956 | ✠ | Gls | s | | 1873 | Scott & Co. | British India Stm. | 316·8 | 33·5 | 25·4 | Glasgow | T.3Cy.24",38"&57"-42" | 26 ″ 10 | | |
| 88080 | R.S.S.Maclachlan | -03 ss Gls.No.3-5,88 | 1902 | 5,88 | | | | 12mo | Greenock | Nav.Co.Ld. | B44' | | | British | NDB88 211NHP | | | |
| MQTN | Elec.light | 3 Dks (2 Irn-Uwsh) | 1273 | NE&B6,88 | | | | | | | | | | 6 BHCem | A.&J.Inglis,Glasgow | | | |
| 67 Mae | | Steel Sc Sr | 2103 | | | | | 1899 | Craig S.B. | A.H.Bull & Co. | 243·6 | 42·2 | 22·2 | New York | T.3Cy.22",37"&61"-36" | | R | |
| | G.W.Peck | 2 Dks | — | | | | | | Co. | | B58'F30' | | | Utd.States | 223NHP | | | |
| KPFJ | | | 1281 | | | | | | Toledo,O. | | | | | WB | S.F.Hodge & Co.Detr.Mich. | | | |
| 68 Maesteg | | Steel Sc Sr | 160 | ✠ A1 | Cff | | | 1901 | G.K. | Rea Transport Co. | 107·3 | 20·6 | 8·0 | Bristol | C.2Cy.12"&24"-16" (s) | 8 ″ 6 | | 1,04 |
| 111318 | T.Leary -02 | | 132 | Stm Barge | | | | 10mo | Stothert & Co. | Ltd.(R.&J.H.Rea. | Q36'F16' | | BK5½ | British | 120lb 28RHP | | | |
| | Mchy.Aft | 1 Dk (Stl) | 88 | 1,04 | | | | | Bristol | Mgrs.) | | | H | BHCem | 1SB,2pf,GS30,HS562 | | | |
| | | | | | | | | Lloyd | sA&CP | | | | | B = FPT7t | J.K.Stothert & Co.Bristol | | | |
| 69 Maetsuijcker | | Iron Sc Sr | 1337 | | | | | 1890 | Matschapij | Koninkl.Paketv. | 258·5 | 34·2 | 17·5 | Batavia | T.3Cy.20",31"&51"-42" | | V | |
| | J.D.Griek | 2 Dks & Spar dk | — | | | | | 7mo | de "Schelde" | Maats. | | | | Dutch | 169NHP | | | |
| TGDV | Elec.light | | 827 | | | | | | Flushing | | | | | | Maats.de Schelde,Flushing | | | |
| 70 Mafeking | | Steel Sc K | 181 | ✠100A1 | Hul | | | 1903 | Cook, Wel- | Hull Steam Fishing | 109·0 | 21·5 | 11·2 | Hull | T.3Cy.10",17"&28"-21" (s) | 12 ″ 1 | | 4,05 |
| 116122 | H.G Foot98-03 | | 171 | Stm Trawler | | | | 1mo | ton & Gemmell | & Ice Co.Ld. | Q19' | | BK7' | British | 200lb 45RHP | | | |
| | | 1 Dk | 65 | | | | | | Beverley | | | | | 1 BHCem | 1SB,2pf,GS25,HS750 | | | |
| | | | | 4,05 | | | | Lloyd | sA&CP | | | | | WB = Deep t | Amos & Smith,Hull | | | |
| 71 Magali | | Iron Sc Sr | 621 | | | | | 1882 | Aron & | A.Busck & Co. | 170·0 | 23·6 | 16·9 | Marseilles | C.2Cy.19¾"&36½"-23½" | | | |
| | G.Louet01-01 | | — | | | | | | Gollnow | | | | | French | NB96 54NHP | | | |
| KBWT | (ex Silesia) | 1 Dk & Spar dk | 332 | | | | | | Stettin | | | | | WB | Aron & Gollnow,Stettin | | | |
| 72 Magallanes | | Iron Sc Sr | 1321 | ✠ | Sng | o | | 1880 | Schlesingr | Gutierroz | 244·5 | 33·2 | 18·0 | Manila | C.2Cy.29"&56"-36" | | | |
| | D.De Learreta94-02 | ss Shl.No.3-1,85 | 1128 | 9,94 | | | | 12mo | Davis & Co. | Hermanos | Q128'B15'F29' | | BK8½ | Utd.States | NB04 157NH | | | |
| | (ex Libelle) | ss Shl.No.1-89 | 865 | | | | | | Newcastle | | | | | 1 BHCem | | | | |
| | Well deck | 1 Dk (Irn) 2 tr B | | | | | | | | | WB = DBa67'f96' | | | 279t APT32t | T.Clark & Co.Newcastle | | | |
| 73 — | | Iron Sc 3 Mst Sr | 197 | ✠ | Liv | Lv | | 1871 | T Royden & | Braun & Blanchard | 130·3 | 20·1 | 8·8 | Pnta Arnas | C.2Cy.15"&30"-18" | | | |
| | F.Williamson | -95 2nd Survey,79 | — | 8,79 | | | | 12mo | Sons | | Q18tH21tF4t | | | Chilian | NB79 32NHP | | | |
| HCKG | (ex Cabenda) | 1 Dk | 157 | | | | | | Liverpool | | | | | 3 BH | Fawcett,Preston & Co.Liv. | | | |
| 74 Magda | | Steel Sc Sr | 2351 | ✠100A1 | Hpl | s | | 1888 | W.Gray & | Trechmann S.S.Co. | 290·0 | 38·2 | 20·3 | Hartlepool | T.3Cy.22½"36½"&60"-39" (s) | 22 ″ 2 | | ×1,04 |
| 92927 | H.C.T.Hintzke03-03 | ss Hpl.No.3-5,01 | 1765 | pt Awng dk | Cff | | | 6mo | Co. | Ld. (Trechmann | P27'Q94' | | BK10' | British | 160lb 80lb NDB00 224NHP | s 8 ″ 8½ | | |
| KSDH | | 1 Dk (pt Stl & pt Irn) | 1506 | with freeboard | | | | | W Hartlepool | Bros. Mgrs.) | | | | 5 BHCem | 2SB,6cf,GS97,HS3358 | | | |
| | | & Web frames & pt Awng dk (Irn) | | 2,05 | BS3,05 | | | Lloyd | sA&CP | | WB = DBa96'f106 | | | 147t APT21t | Blair & Co.(Lim.),Stockton | | | |
| 75 Magdala | | Steel Sc Sr | 3512 | ✠100A1 | Cff | r | | 1895 | A.Stephen | Aktiob.S.African | 330·0 | 45·1 | 26·0 | Stockholm | T.3Cy.24",39"&64"-42" (s) | 28 ″ 9 | | ×1,04 |
| T05356 | R.T.Horsley -02 | ss Cff.No.1-00 | 3234 | 3,05 1,03 7,04 | Gls | Hul | | 10mo | & Sons | Trading Co | Q128'B70'F36' | | | British | 175lb 80lb 319NHP | s 5 ″ 7½ | | 7,04 |
| TCHV | 2 Dks (1 Irn & 1 Stl) | & deep framing 3 Dk rule | 2297 | | MS3,03 | | | | Glasgow | (M.Wallenberg, Mgr) | | | FK | British | 2SB,6cf,GS86,HS4322 FD | | | |
| | J.E.Osterlund | -04 ss Gls.No.2-01 | | | MS4,04 | | BS1,04 | | A&CP | WB = Cell D Ba 108' | u E&B38'f130'730t | | BK9½' | 5 BHCem | A.Stephen & Sons,Glasgow | | | |
| | | | | | | | | | | | | | | 4 APT17½t | | | | |
| | | | | | | | | | | | | | | Swedish | | | | |
| 76 Magdalena | | Steel Sc 3 Mst Sr | 5373 | ✠ | Gls | z | | 1889 | R.Napier & | Royal Mail Steam | 421·2 | 50·0 | 25·4 | London | T.3Cy.42",66"&92"-66" | 26 ″ 11 | BT till 11,05 | |
| 96612 | J.Pope -95 | 3 Dks (U Stl-ws) & | 4531 | Spar dk | | | | 6mo | Sons | Packet Co. | P41'F61' | | 33·4 | British | 687NHP | | | |
| LGMT | Ref.Mchy. | Spar dk (Stl-ws) | 3009 | 6,89 | | | | | Glasgow | | | | BK9½' | 9 BHCem | 8SB,24cf,GS500 | | | |
| | Elec.light | | | | | | | | | | | | | | R.Napier & Sons,Glasgow | | | |
| 77 — | | Wood Sc Sr | 377 | | | | | 1855 | ..... | A.Nilson | 122·3 | 30·2 | 17·5 | Tönsberg | 1Cy.28½"-24" | | N | |
| | A.E.Nilson | -02 | 374 | | | | | | Sunderland | | | | | Norwegian | NE&B72 22NHP | | | |
| HLDQ | (ex Sir Colin Campbell) | 2 Dks | 242 | | | | | | | | | | | | Nylands Verksted,Xania. | | | |
| | Sailing Schooner.—See Sail Register. | | | | | | | | | | | | | | | | | |
| 78 Magdalene | | Wood Sc K | 119 | | | | | 1902 | P.Callen | P.Callen | 104·4 | 27·3 | 7·1 | Newcastle N.S.W. | C.2Cy.10"&20"-12" | | | |
| 113142 | J.E.Farnsworth | -02 | 119 | | | | | | Stockton, N.S.W. | | | | | British | 30RHP | | | |
| | | 1 Dk | 72 | | | | | | | | | | | | A.Wilson & Co.Glasgow | | | |
| 79 Magdeburg | | Steel Sc Sr | 5154 | ✠100A1 | Ham | y | | 1900 | Flensburgr | Deutsch-Austral | 388·0 | 47·6 | 20·8 | Hamburg | T3Cy.28½",47½"&78"-54" (a) | 23 ″ 6 | | 11,03 |
| | H.Prohn00-01 | ss Ham.No.1-05 | 4245 | Spar dk | | | | 10mo | Schiffsb.Ges. | Dmpfsch.Ges. | P&B282'F46' | | 28·3 | German | 1650lb 554NHP | | | |
| RLTN | 2 Dks (1 Stl & 1 pt Stl) & | Spar dk (Stl) | 3328 | 5,05 1,03 | | | | | Flensburg | | | | FK | 6 BHCem | 4SB,12cf,GS185,HS9880 | | | |
| | | | | | | | | | A&CP | WB = | Cell D Ba 94' u E & B | | 62'f164'897t | | Flensburger Schiffsb.Ges. | | | |
| 80 — | | Steel Sc Sr | 223 | | | | | 1902 | G.Seebeck | Deutsche Dmpfis- | 122·1 | 22·9 | 11·8 | Bremen | T.3Cy.12",19⅝"&31½"-23⅝" | | G | |
| | Th.Ronloffs97-02 | | 190 | | | | | | Act.Ges. | cherei Ges.Nordsee | Q60'F20' | | | German | 48NHP | | | |
| QHMD | (Trawler) | 1 Dk | 73 | | | | | | Bremerhaven | | | | | WB | G.Scebeck A.G.Bremerhvn | | | |
| 81 Magdeleine | | Steel Sc | 208 | | | | | 1899 | E.Lucas & | Soc.des Pêcheries | 120·0 | 21·0 | 13·6 | Boulogne | T.3Cy.12½",19"&29"-18" | | V | |
| | J.Delpierre | -01 (Trawler) | 181 | | | | | | Co. | Lilloises | F15' | | | French | NB02 36NHP | | | |
| | | 1 Dk | 16 | | | | | | Dieppe | | | | | | E.Lucas & Co.Dieppe | | | |
| 82 Magellan | | Steel Sc Sr | 6600 | ✠100A1 | St.N. | q† | | 1904 | Ch.& At. | A.D.Bordes & fils | 406·5 | 50·7 | 28·2 | Dunkirk | T.3Cy.28",46"&77"-51" (s) | 31 ″ 2 | | |
| KCBM | M.J.Luquen87-01 | 2 Dks (St & Web frames | 4275 | Shelter dk with freeboard | | | | 12mo | de St.Nazaire | | | | | French | 180lb 180lb 534NHP | s 3 ″ 11½ | | |
| | Elec.light | & Shelter dk (Stl-ws) | 4713 | 12,04 | | | | | St.Nazaire | | | | FK | 6 BHCem | 4SB,12cf,GS215,HS9256 | | | |
| | | | 8925 | Water Contemplated | | | | | A&CP | WB = Cell's | DTa25'665 | | FPT175(4f7'6t | | Ch.& At.el.de St N.St.Nazaire | | | |
| 83 — | | Steel Twin Sc | 6252 | | | | | 1897 | Message. | Messageries Mari- | 446·2 | 50·8 | 36·1 | Marseilles | T.6Cy.33½",48½"&79½"-43½" | | | |
| | | | — | | | | | | Maritimes | times | | | | French | 417NHP | | | |
| KCBL | (ex Indus) | 4 Dks & Spar dk | 2342 | | | | | | La Ciotat | | | | | WB | Messag.Marit.La Ciotat | | | |
| 84 — | | Steel Sc Sr | 3590 | | | | | 1893 | Harland & | Pacific Stm Nav Co. | 360·6 | 43·2 | 27·3 | Liverpool | T.3Cy.24",39½"&66"-48" | | | |
| 102117 | R.Andrews | -98 2 Dks | 3335 | | | | | | Wolff (Lim.) | | | | | British | 302NHP | | | |
| NFTG | | | 2320 | | | | | | Belfast | | | | | WB | Harland & Wolff (Lim),Bel. | | | |

| Numéro d'Ordre / Numéro officiel / Signaux — Nom du Navire. Capitaine. Visites Périodiques. | Détails de la Classification. Coté. | Construit. | Armateurs. | Dimensions. Superstructures, &c. | Port. Pavillon. | Machines. | |
|---|---|---|---|---|---|---|---|
| **85 Maggie** WoodScFlat<br>60043 *T. Yates* –96 | 119<br>118<br>63 | 1867 Northwich | Liverpool Lighterage Co. Ltd. | 87·0 19·3 9·7 | Liverpool<br>British | |
| **86 Maggie Barr** SteelSc3MstSr<br>99893 *H. Williams* –03 *ss*Liv. No. 2–01<br>NBML *Well deck* 1 *Dk*(*Irn*)<br>*Hchy Aft* *Now named "Mindful"* | 361<br>237<br>139<br>*See No. 6 in Supplement.* | 1893 Murdoch & Murray Pt. Glasgow A&CP | F. H. Powell & Co. *Mgrs.* (F. H. Powell & Co. *Mgrs.*) | 142·1 23·7 9·8<br>175'B9'F25<br>BK7<br>*WB = FI' I'3% AP1 t* | Glasgow<br>British<br>3 *BH Cem* | C.2Cy.20"&40"–27"<br>110lb<br>1SB,*3pf*,gs61,hs1254<br>Muir & Houston, Glasgow |
| **87 Maggie Hough** IronScSr<br>89550 *T. Rees*98–98 *ss*Lon. No. 3–8,92<br>JKBF (*ex*Nonpareil) *ss*Liv. No. 2–01<br>*Well deck* 1 *Dk*(*Irn*) & *Webframes*<br>*Elec. light* | 1545<br>1222<br>965 | 1884 T. & W. Smith N. Shields A&CP | S. Hough Ld. (R. G. Hough, *Mgr.*) | 267·0 35·0 17·4<br>Q92'B84'F80'<br>BK9<br>*WB = DBa* | Liverpool<br>British<br>4 *BH Cem*<br>64 *f* 118'216 *t* | C.2Cy.31"&62"–12"<br>80lb 182NH<br>2SB,*6pf*,gs108,hs2750<br>Wigtin Richrdsn & Co. Nwc |
| **88 Maggie Miller** WoodSc<br>100086 *R. W. White* –92 1 *Dk* | 105<br>67<br>60 | 1892 R. W. White & H. T. Giggey S. John, N. B. | H. T. Giggey & R. W. White | 78·5 24·0 5·7<br>H37 *t* | S. John, NB<br>British | 1 Cy. 15"–36"<br>24RH<br>J. Harris. St. John. N. B. |
| **89 Maggie Ross** SteelScK<br>114193 *W. Spurge*01–01 1 *Dk* | 183<br>171<br>52 | 1901 Hall, Russell & Co. Ltd Aberdeen *Lloyd's s.a.&CP* | Ross Steam Trawl Fishing Co. Ld. (H. Ross, *Mgr.*) | 110·4 21·2 11·5<br>drp04<br>BK7½<br>*WB =* | Aberdeen<br>British<br>1 *BH Cem*<br>*DTf 1'6t* | T.3Cy.12",20"&33"–22"<br>170lb 62RH<br>1SB,*2pf*,gs34,hs1101<br>Hall, Russell & Co. Ld. Abn |
| **90 Maggie Schultz** SteelScSr<br>*Sublender* (*ex*Persévérance, *e*<br>MBNC *Well deck* Livietta, *ex*Arisaig) 1 *Dk*2*tr b* | 1246<br>842<br>852 | 1882 Black wood & Gordon Pt. Glasgow | Schultz S.S. Co. | 240·3 33·1 16·7<br>Q83'B75'F81'<br>BK8"<br>*WB* | Antwerp<br>Belgian | C.2Cy.28"&54"–36"<br>146NH<br>Black wood & Gordon. P. G |
| **91 Maggie Warrington** IronScSr<br>78771 *J. Catterall* –04 *ss*Liv. No. 3–9,91<br>RSNF *ss*Liv. No. 2–00<br>1 *Dk*2*tr b* | 923<br>893<br>539 | 1878 R. Irvine & Co. W Hartlepool A&CP | S. Hough Ld. (R. G. Hough, *Mgr.*) | 220·0 30·0 16·1<br>Q54'F23' ptps04<br>1rp01 BK8"<br>*WB =* | Liverpool<br>British<br>4 *BH Cem*<br>*DBn 73'f 63* | C.2Cy.30"&55"–36"<br>78lb 136NH<br>2SB,*6pf*,gs61,hs2147<br>Blair & Co. (Lim.), Stockton |
| **92 Magic** *Paisley* –05 SteelTwinScSr<br>99966 *ss*Bel. No. 2–02<br>PRNF *Elec. light* 2 *Dks*(1 *Stl*) & 1 *pt Stl*–ws) | 1640<br>1123<br>478 | 1893 Harland & Wolff (Lim.) Belfast *Lloyd's s.&CP* | Belfast S.S. Co. Ld. | 311·3 38·3 15·1<br>P43'B135'F51'<br>FK & BK2'<br>*WB –* | Belfast<br>British<br>6 *BH Cem*<br>*Cell DB76'88t FPT* 14*t* | T.6Cy.19",31"&52"–36"<br>180lb 507NH<br>4DB,*16rf*,gs82*6*,hs*9948*<br>Harland & Wolff (Lim.) Bel |
| **93 —** SteelScSr<br>109521 *J. Loftus*98–98 *ss*Gms. No. 1–02<br>QDNR 1 *Dk* | 166<br>157<br>64 | 1898 Dundee S.B. Co. Ld. Dundee A&CP | Grimsby Northern Stm Fishing Co. Ld. | 108·0 21·1 11·3<br>Q29' F19'<br>BK7½ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.11",17"&30"–22"<br>200lb 57RH<br>1SB.*2rf*,gs32,hs990<br>Cooper & Greig, Dundee |
| **94 Magician** SteelScSr<br>106816 *F. C. Ruby* –04 *ss*Liv. No. 1–00<br>PMHT 1 *Dk*(*Stl*) & *Spar dk*(*Irn*)3*tr b*<br>*Elec. light* | 5065<br>4630<br>3271 | 1896 Workman, Clark & Co. Ld Belfast A&CP *WB =* | Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *Cell D Bu* 118'*u E* | 400·0 47·0 22·4<br>P55'B102'F51' 30·3<br>FK<br>*B48'f 152'827 t FPT* | Liverpool<br>British<br>6 *BH Cem*<br>80*t AP T 60t* | T.3Cy.25",41"&68"–54"<br>180lb *90lb* 421NH<br>2DB.*12cf*,gs220,hs7297<br>Wrkman, Clark & Co. Ld Be |
| **95 Magna Charta** IronPadSp<br>75372 | 116<br>116<br>62 | 1873 T. Charlton Grimsby | Great Central Rly. | 98·2 18·1 8·3 | Hull<br>British | L.1Cy.8½"–48"<br>NB85 40RH<br>T. Charlton, Hull |
| **96 Magnet** IronTwinScTug<br>(*ex*Knight of the Cross) | 245<br>229 | 1883 W. Stevens Birkenhead | The Admiralty | 135·7 22·7 12·2 | London<br>British | C.2Cy.17"&34"–24"<br>99RH<br>W. Stevens, Birkenhead |
| **97 Magneta** IronScK<br>91421 *H. Berry*89–89 *ss*Hul. No. 3–9,01<br>(*ex*Sailing) 1 *Dk*<br>*ss*Hul. No. 1 –05 | 116<br>116<br>52 | 1885 Cook, Welton & Gemmell Hull *Lloyd's s.&CP* | F. & T. Ross, Ld. | 95·7 20·4 9·5<br>len&ND88 BK8" | Hull<br>British<br>3 *BH Cem* | C.2Cy.16"&30"–22"<br>90lb 40RH<br>1SB.*2pf*,gs27,hs760<br>C. D. Holmes & Co., Hull |
| **98 Magnetic** SteelTwinScSr<br>97864<br>MFHT | 619<br>502<br>122 | 1891 Harland & Wolff (Lim.) Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | 170·5 32·0 15·0<br>H85' | Liverpool<br>British | T.6Cy.17",27"&43"–28"<br>195NH<br>Harland & Wolff (Lim.) Bel |
| **99 —** SteelScK<br>105531 *J. J. Whyte* –95 *ss*Gms. No. 2–03<br>PDKG 1 *Dk* | 135<br>125<br>43 | 1895 Earle's Co. (Lim.) Hull *Lloyd's s.&CP* | Grimsby Steam Fishing Co. Ld. | 94·5 20·5 10·4<br>Q18'<br>BK7½ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.11",17"&30"–21"<br>170lb 45RH<br>1SB.*2pf*,gs28,hs800<br>Earle's Co. (Lim.), Hull |
| **100 Magnolia** WoodSc<br>103690 2 *Dks* | 367<br>184<br>191 | 1898 J. Playfair Midland, Ont | Midland Towing & Wrecking Co. | 136·0 21·4 13·7 | Toronto<br>British | C.2Cy.20"&36"–30"<br>57RH<br>Beckett Eng Co. Hmilt'n Ont |
| **101 —** IronScK<br>108448 *J. Christian* –99<br>PNSF 1 *Dk* | 213<br>157<br>109 | 1897 Cochrane & Cooper Beverley | N. Eastern Steam Fishing Co. Ld. | 121·0 21·1 11·4<br>Q17'F20'<br>len99 BK7½ | Grimsby<br>British | T.3Cy.13",21"&34"–24"<br>60RH<br>C. D. Holmes & Co., Hull |
| **102 —** SteelScK<br>108432 *J. Turner* –98<br>(*Trawler*) 1 *Dk* | 184<br>148<br>37 | 1898 J. Duthie, Sons & Co. Aberdeen | Southern Steam Trawling Co. Ld. (C. C. Morley, *Mgr.*) | 111·0 20·8 11·3<br>Q23'<br>BK7½ | Milford<br>British | T.3Cy.12",19½"&32"–22"<br>61RM<br>Whyte & Mair, Dundee |
| **103 Magnus** IronSc3MstSr<br>*N. P. Jörgensen*<br>NVWQ *Well deck* 1 *Dk*2*tr b* | 1658<br>1244<br>1042 | 1884 Lobnitz & Co. Renfrew | Dmpsk. S. Carl (L. H. Carl, *Mgr.*) | 258·2 34·6 17·6<br>P199' B28*t* F27'<br>*WB* | Copnhagn<br>Danish | C.2Cy.32"&60"–36"<br>180NH<br>Lobnitz & Co., Renfrew |
| **104 —** IronPadSr<br>19074 *W. E. Jenkins* –03 6th Survey, Abn. 8,99<br>WBJB (*ex*Saint Magnus, 1st Survey, Abn. 3,02<br>*ex*Waverley) *Elec. light* 1 *Dk*2*tr b* | 618<br>495<br>334 | A1 Abn Lv<br>*Subject to Abn until Survey* 4,08 | 1864 C. Mitchell & Co Newcastle | L. F. Imossi | 220·0 26·0 13·4<br>Q24*t* B7*t* H57*t*<br>ND89 BK7" | Gibraltar<br>British<br>3 *BH* IFBH *Cem* | C.2Cy.48"&70"–57"<br>NF&B75 ND89 308NH<br>4SB.*8f*,gs102,hs3765<br>C. Howden & Co. Glasgow |
| **105 —** SteelScK<br>105367 *C. H. Bullock* –03 *ss*Liv. No. 2–04 1 *Dk*<br>*Elec. light* | 154<br>133<br>45 | 1896 Hawthorns & Co Leith *Lloyd's s.&CP* | Harley & Miller, Ld | 105·5 20·6 10·2<br>Q22'F21'<br>BK7" | Liverpool<br>British<br>3 *BH Cem* | T.3Cy.11",17½"&30"–21"<br>160lb 50RH<br>1SB.*2rf*,gs33,hs1090<br>Hawthorns & Co., Leith |
| **106 Magnus Mail** SteelScSr<br>95287 *J. C. Pottinger* –02 *ss*Shl. No. 3–7,02<br>LCJK 1 *Dk*(*Irn*)2*tr b* | 2317<br>1936<br>1466 | 1889 Short Bros. Sunderland A&CP | J. Westoll | 290·5 39·1 21·6<br>P32'B78 F31'<br>BK10'<br>*WB = Cell DB210'* | Sundrland<br>British<br>6 *BH Cem*<br>398*t AP T 51t* | T.3Cy.21",35"&58"–36"<br>150lb *90lb* ND102 202NH<br>1DB,*6rf*,gs93<br>T. Richardson & Sons, Hpl |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Net | Particulars of Classification. Character. / For Special Survey. Date of last Survey. / Port of Survey. / Year Assigned or last Renewed. / Equipment. Date. | Built. When. / By Whom. / Where. / Engines | Owners. | Register Dimensions Deck Erections &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Speed in Knots. | Register in Class, if not Built. | Date when built. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 107<br>109749<br>QFNC | **Magpie** Steel Sc Sr<br>*P. McMullin* –99<br>2 *Dks* | 1280<br>829<br>400 | | 1898<br>A. & J. Inglis<br>Glasgow | G. & J. Burns, Ld. | 265·0 33·6 15·9<br>P79 B92 F49' | Glasgow<br>British<br>*WL* | T.3Cy.28", 46" & 74"–45"<br>567 NH<br>A. & J. Inglis, Glasgow | | C<br>BT till 1·99 | |
| 108<br>116780<br>MCHY | — Steel Sc K<br>*M. Peaker* 00–03<br>*Mchy. Aft*<br>1 *Dk* | 278<br>235<br>114 | ✠100A1 Goo<br>1,04<br>✠LMC12,03 | 1904<br>Goole SB. & Repairing Co. Ltd. Goole<br>*Lloyd's* 4 *CP* | Kelsall Bros. & Beaching, Ld. (J. E. & A. Kelsall, *Mgrs.*) | 140·0 21·6 10·4<br>Q36' Bon Q7' F15'<br>BK7' | Hull<br>British<br>3 *BH Cem* | T.3Cy.18", 22" & 37"–27"<br>180lb 75RH<br>1SB, 3*pf*, Gs41, Hs1440<br>G. T. Grey, South Shields | 11 | | |
| 109<br>105084<br>MRFJ | — Iron Sc K<br>*J. Frost* –96 ex Hul No.1 00<br>1 *Dk*<br>ss Hul No.2–04 | 156<br>143<br>55 | ✠100A1 Hul<br>*Stm Trawler*<br>3,05<br>✠LMC | 1896<br>Cook, Wel-<br>3mo t'n & Gemmell<br>Hull<br>*Lloyd's* 4 *CP* | Pickering & Haldane's Stm. Trawling Co. Ld. | 103·5 20·9 10·8<br>Q24'<br>BK7½ | Hull<br>British<br>3 *BH Cem* | T.3Cy.12½", 19½" & 32"–22½"<br>170lb (*s*) 50RH<br>1SB, 2*cf*, Gs25, Hs876<br>C. D. Holmes & Co., Hull | 11 | | 8 |
| 110<br>SMHV | **Magyar** Steel Sc Sr<br>*I. Schmedis*<br>1 *Dk* | 180<br>—<br>99 | 4,03 | 1902<br>Stabilimnto<br>Tecnico<br>Trieste | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 126·4 18·5 8·8<br>Q36' | Fiume<br>Aust.-Hung. | C.2Cy.15" & 30"–18"<br>32 NH<br>Stabilimento Tecnico, Tri. | | A | |
| 111<br>DGFR | **Maha Vajirunhis** Steel Sc Sr<br>*G. Pot iewijd*<br>2 *Dks* | 1182<br>—<br>672 | ✠ ng *o*<br>6,83 | 1881<br>C. Mitchell<br>9mo & Co.<br>Newcastle | Koninkl. Paketv. Maats.<br>*WB = Dl* | 253·0 32·2 17·5<br>P14 B61' F47' FK<br>*a*65' *f* 3u *E* & *B* 51 185*t* | Batavia<br>Dutch<br>4 *BH Cem* | C.2Cy.34" & 66"–42"<br>235 NH<br>Wallsend Slipway Co. Nwc | | | |
| 112<br>5019<br>RFPJ | **Mahallah** Iron Sc Sr<br>*H. Heather* –04 (ex Nyanza)<br>2 *Dks* | 1222<br>1001<br>678 | ✠ Hpl<br>10,64 | 1864<br>M. Pearse &<br>5mo Co.<br>Stockton | Khedivial Mail S. S. & Graving Dock Co. Ld. | 223·4 31·1 21·8<br>P53 B81' F47' | London<br>British<br>3 *BH* | C.2Cy.48" & 75"–33"<br>NE71 NB82 269 NH<br>J. & G. Rennie, London | | V | |
| 113<br>99841<br>MRND | **Mahanadi** Steel Sc Sr<br>*M. Hoossein* 97–01 ss Bom. No.2–01<br>1 *Dk* & *Spar dk* (*pt Stl*–ws) & *Deep framing*<br>*Elec. light* | 1190<br>1098<br>547 | ✠100A1 Bom *n*<br>*Spar dk*<br>*with freeboard*<br>8,08<br>✠1 MC8,00 | 1892<br>Ailsa S. B.<br>8mo Co.<br>Troon | Bombay S. Nav. Co. (Shepherd & Co. *Mgrs.*) | 227·0 32·8 13·5<br>20·8<br>BK8'<br>*WB = FPT* | Bombay<br>British<br>5 *BH Cem*<br>2 *8t APT* 39*t* | T.3Cy.20½", 38" & 55"–33"<br>200lb 236 NH<br>2DB, 8*cf*, Gs142, Hs4114<br>Dunsmuir & Jackson, Gls. | 14 « 1<br>« 5 « 6 | | 8,03 |
| 114<br>116083<br>VQFK | **Maharaja** Steel Sc Sr<br>*R. White* 00–04<br>2 *Dks* (*UStl*–teak s)<br>*Elec. light* & *deep framing* | 2264<br>1927<br>1415 | ✠100A1 Gls *l*<br>12,01 3,04<br>✠LMC3,04 | 1904<br>C'Connell &<br>3mo Co. Ld.<br>Glasgow<br>*Lloyd's* 4 *CP* | Asiatic Stm. Nav. Co. Ld.<br>*WB = Cell D Bas 2 "u E &* | 300·0 40·6 22·4<br>P79 B93 F44'<br>FK<br>*B40' f* 124' 436*t FPT* | Liverpool<br>British<br>5 *BH Cem*<br>*15t IP f* 167 | T.3Cy.22½", 38" & 62"–42"<br>190lb *160lb* 277 NH<br>2SB, 6*cf*, Gs121, Hs4272<br>Dunsmuir & Jackson Ld Gls | 24 « 8<br>« 3 « 2½ | BT till 3,05 | |
| Wrecked 17.04 | **115** — Iron Sc 3 Mst Sr<br>*T. W. Corkhill* –02<br>ss Cal. No.3–4.96<br>ss Cal. No.1–00<br>2 *Dks* (*Iron*) | 1666<br>1537<br>1046 | ✠1 | 1879<br>Harland &<br>3mo Wolff<br>Belfast<br>A & CP | ~~Asiatic Stm. Nav. Co. Ld.~~<br>Cia Lai Chuen<br>*WB = MT a* 28' 20 | 305·8 31·7 22·2<br>F48'<br>BK9'<br>*t MT f* 26' 200*t FPT* | ~~Liverpool~~<br>Hong Kong<br>British<br>6 *BH Cem*<br>19 *t APT* 15*t* | C.2Cy.34" & 61"–45" (*s*)<br>75lb *68lb* NDB00 223 NH<br>2DB, 8*cf*, Gs120, Hs4406<br>D. Rowan, Glasgow | | | 7,03 |
| 116<br>81274<br>SNRF | **Maharani** Iron Sc 3 Mst Sr<br>*H. Garland* –03 ss Cal. 2nd No.3–6.97<br>ss Cal. No.1–01<br>2 *Dks* (*Iron*) | 1667<br>1537<br>1047 | ✠100A1 Cal *r*<br>6,01 7,02<br>NB6,97 LMC6,01<br>B97,99 6,04 | 1879<br>Harland &<br>4mo Wolff<br>Belfast<br>A & CP | Asiatic Stm. Nav. Co. Ld.<br>*WB = Ta* 28 | 305·8 31·7 22·2<br>F48'<br>BK9<br>200*t f* 26' 200*t FPT* | Liverpool<br>British<br>6 *BH Cem*<br>15' *APT* 15*t* | C.2Cy.34" & 61"–45" (*s*)<br>75lb *65lb* NDB97 225 NH<br>2DB, 8*cf*, Gs120, Hs4406<br>D. Rowan, Glasgow | | | 7,02<br>6,04 |
| 117<br>75230<br>WLSD | **Mahinapua** Steel Twin Sc Sr<br>*A. J. Blanchard*<br>1 *Dk* | 458<br>386<br>239 | | 1881<br>W. Denny<br>& Bros.<br>Dumbarton | Union S. S. Co. of New Zealand, Ld. | 169·0 26·8 12·6<br>B28' F21'<br>FK<br>*WB* | Dunedin<br>British | C.4Cy.17" & 30"–24"<br>80RH<br>Denny & Co., Dumbarton | | | |
| 118<br>92454 | **Mahoning** Steel Sc<br>2 *Dks*<br>*Mchy. Aft* | 2189<br>—<br>1745 | | 1892<br>Detroit<br>Dry Dock Co.<br>Wyandotte | Erie & Western Transportation Co. | 274·0 40·2 23·2 | Erie, Pa.<br>Utd. States | T.3Cy.20", 33" & 54"–42"<br>189 NH<br>Dry Dock Eng. Wks, Detroit | | | |
| 119<br>99366<br>MLFJ | **Mahratta** Steel Twin Sc 4 Mst Sr<br>*W. Peterkin* –01 ~~ss Dun. No.2–01~~<br>2 *Dks* (*Stl*) 3 tr *B*<br>*Elec. light*<br>ss Bkn. No.3–10,03 | 5698<br>5345<br>3683 | ✠100A1 Bkn *a* †<br>~~1,00~~ 1,05 Cff<br>~~LMC~~<br>~~MS3,01~~ MS10,04 | 1892<br>Harland &<br>1mo Wolff (Lim.)<br>Belfast<br>*Lloyd's* 4 *CP* | T. & J. Brocklebank. Ld.<br>*WB = Cell* | 446·0 49·2 30·0<br>P55' B98' F52'<br>FK & BK3<br>*DB* 330' 1222*t FPT* | Liverpool<br>British<br>7 *BH Cem*<br>60*t APT* 50*t* | T.6Cy.19", 31" & 52"–42"<br>180lb (*s*) 429 NH<br>2 D & 1SB, 14*rf*, Gs262, Hs7276<br>Harland & Wolff (Lim.) Bel. | 33 « 8<br>« 8 « 8½ | | 10,03 |
| 120<br>MRJV | **Mahrousa** Iron Pad<br>3 *Dks* | 4200<br>—<br>1741 | ✠ Lon<br>4,66 | 1865<br>Samuda<br>8mo Bros. London | H.H. The Khedive of Egypt | 400·0 42·0 26·5<br>72 | Alexndria<br>Egyptian<br>3 *BH* | O.2Cy.100"–96"<br>1507 NH<br>J. Penn & Sons, London | | | |
| 121<br>110092<br>RCLM | **Maidstone** Steel Sc Sr<br>*C. A. Stubbs* –04<br>1 *Dk* | 539<br>490<br>206 | | 1899<br>W. Denny<br>& Bros.<br>Dumbarton | S. Eastrn & Chathm Rly Cos.' Managing Committee | 195·0 28·1 14·2<br>B4 F30 | London<br>British<br>*WB* | T.3Cy.13½", 20½" & 81"–27"<br>52RH<br>Denny & Co. Dumbarton | | | |
| 122<br>1499<br>HKJL | **Maiko Maru** Steel Sc Sr<br>*I. Sato*<br>(ex Kiel)<br>1 *Dk* & *Spar dk* | 1178<br>1018<br>856 | | 1891<br>Howaldts-<br>werke<br>Kiel | Osaka Shosen Kabushiki Kaisha | 215·6 31·8 18·3<br>B49' F33' | Osaka<br>Japanese<br>*WL* | T.3Cy.15⅝", 24⅛" & 39⅜"–25'<br>78 NH<br>Howaldtswerke, Kiel | | | |
| 123<br>MRJX | **Maimaxa** Steel Sc Sr<br>100A1<br>*For full particulars See No. 1 in Supplement* (*Class Contem plated*) | 1168 | | 1904<br>Grngem 'th<br>& Greenock<br>Dockyard Co.<br>Grngemouth | E. des Fontaines & Co. | 235·0 37·2 17·1<br>Q80' B64' F31' | | T.3Cy.18", 30" & 50"–33"<br>Cooper & Greig, Dundee | | | |
| 124<br>QGWH | **Main** Steel Twin Sc Sr<br>*C. v. Borell*<br>*Elec. light* *Ref. Mchy.* 4 *Dks* | 10058<br>6782<br>6382 | | 1899<br>Blohm &<br>Voss<br>Hamburg | Norddeutscher Lloyd | 501·0 58·1 36·7<br>P92' B214' F80' | Bremen<br>German<br>*WL* | Q.8Cy.23⅝", 33⅞", 48" & 68⅝"–51⅛"<br>678 NH<br>Blohm & Voss, Hamburg | | G | |
| 125<br>115389<br>MRJV | — Steel Sc 3 Mst Sr<br>*J. McCorquodale* –04<br>100A1<br>*For full particulars See No. 2 in Supplement* (*Class Contem plated*) | 715<br>519<br>287 | | 1904<br>Mackie &<br>Thomson, Ld.<br>Glasgow | Main Colliery Co. | 195·0 29·0 11·6<br>Q107' B13' F26' | Cardiff<br>British | T.3Cy.17", 28" & 45"–33" | 14 « 1<br>s 1 « 1½ | | |
| 126<br>99369<br>KSJF | **Maine** Steel Twin Sc 4 Mst Sr<br>*H. Muirhead* 03–03<br>3 *Dks* (*Stl*) & *Shelter dk* (*Stl*)<br>*Elec. light* | 7914<br>7543<br>5077 | ✠100A1 Bal *f* †<br>*Shelter dk*<br>*with freeboard*<br>~~2,01~~ 2,04<br>LMC,02 | 1903<br>Maryland<br>7mo Steel Co.<br>Sparro' Pt Md<br>A & CP | Atlantic Transport Co. of West Virginia<br>*WB = Cell D Ba* 138' *u E & B* | 492·0 58·3 31·9<br>FK & BK3<br>30' *f* 190 152*t DTa* | New York<br>Utd. States<br>8 *BH Cem* | T.6Cy.25", 42½" & 72"–48" (*s*)<br>200lb FD 935 NH<br>2 D & 2SB 18*cf* & *s* Gs322 Hs12702.<br>Maryland Stl. Co. Sparr'. Pt<br>35' 1025*t FPT* 122*t APT* 67*t* | 35 « 6<br>7 « 11 | | |
| 127<br>92391<br>KLDB | — Steel Sc<br>1 *Dk* 2 tr *B*<br>*Elec. light* | 2395<br>—<br>1505 | | 1892<br>Harlan &<br>Hollings-<br>worth Co.<br>Wlmngtn Del | Providence & Stonington S. S. Co. (N. Y. N. H. & H. R. R. Co.) | 302·7 44·0 17·5 | Providnce,<br>R.I.<br>Utd. States | T.4Cy.28", 45" & (2 51"–42"<br>337 NH<br>Harlan & Hollingsworth Co., Wilmington, Del. | | S | |
| 128<br>KCBP | — Steel Twin Sc Sr<br>*Berard* –00<br>*Elec. light*<br>1 *Dk* | 489<br>421<br>192 | | 1900<br>De la Brosse<br>& Fouché<br>Nantes | Cie. Maritime de la Seine | 165·6 24·4 12·6<br>Q28' H47' RFD28' | Rouen<br>French<br>*WB* | C.4Cy.17⅝" & 29½"–16½"<br>61 NH<br>De la Brosse & Fouché, Nts. | | V | |

| 1 No. d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Brut. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tonnage approximatif d'Espaces non employés à la Navigation. | 8 Construit. Quand. Navire. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Longueur. | Largeur. | 12 Creux. | 13 Port d'Armement. Pavillon. | 14 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Propulseurs. Nom du Constructeur des machines. | 15 Creux sur Quille. | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Surveyed by Collision 10,04 | | | | | | | | | | | | | | | | | |
| 129 | **Mainlander** | **WoodScSr** | 454 | | | | 1900 | Crawford & Reid Tacoma, Wsh | Western Stm. Nav. Co. | 151·2 | 30·3 | 10·6 | Tacoma, Wash. Utd. States | T.3Cy.16″,27″&44″–24″ NB03 95NH J.B.Hardy, Tacoma | | | |
| 93101 | *W.McWilliams98–01* | | — | | | | | | | | | | | | | | |
| RQNP | | *1 Dk* | 329 | | | | | | | | | | | | | | |
| 130 | **Mainz** | **SteelTwinSc** | 3204 | | | | 1897 | J.C.Tecklenborg Geestemünde | Norddeutscher Lloyd | 306·3 | 42·0 | 25·0 | Bremen German | T.6Cy.17½″,30½″&48½″–31½″ 266NH J.C.Tecklenborg, Gstmnd | | | |
| | *A.v.Riegen* | | 2546 | | | | | | | B200′F47′ | | | | | | | |
| QGKL | *Elec.light* | *2 Dks* | 2032 | | | | | | | | | | | | | | |
| 131 | — | **SteelSc** | 157 | | | | 1897 | Bremer "Vulkan" Vegesack | Deutsche Dmpfis-chereiGes. Nordsee | 106·1 | 20·9 | 10·2 | Bremen German | C.2Cy.14½″&26″–19½″ 25NH | | | |
| | *J.Zimmermann96–99* | (*Trawler*) | 145 | | | | | | | H33′ | | | *WB* | Bremer "Vulkan," Vegesack | | | |
| QGKN | | *1 Dk* | 42 | | | | | | | | | | | | | | |
| 132 | **Maiorese** | **IronScSr** | 1739 | | | ... | 1875 | Bowdler Chaffer & Co. Liverpool | Atlantic & Eastern S.S.Co.Ld. (J. Glynn & Son, *Mgrs*) | 272·6 | 33·4 | 22·9 | Liverpool British | C.2Cy.32″&64″–36″ NB81 202NH J.Jones & Sons, Liverpool | | | |
| 70962 | *W.H.Lawton –03* | | 1437 | | | | | | | P154′ | | | | | | | |
| NCLB | (*ex* Catalan, *ex* Zante) | *2 Dks 3tr B* | 1084 | | | | | | | | | | | | | | |
| 133 | **Maipo** | **IronSc3MstSr** | 2621 | ✠ Cly *u* | | | 1882 | J.Reid & Co | Cia Sud Americana de Vap. | 332·2 | 39·9 | 21·0 | Valparaiso Chilian | C.2Cy.45″&80″–54″ NB98 392NH Rankin & Blackmore, Grk. | | | |
| | *J.Selmer89–98* | *2 Dks & Shaded k* | 1876 | *Shade dk* 7,82 | | | 4mo | Pt. Glasgow | | F33′ | | | *5 BH Cem* | | | | |
| HBKQ | *Elec.light* | | 1501 | *Valparaiso & Callao* | | | | | B | *B = DBa34′f166′ft* | | | *E & B74′848t* | | | | |
| 134 | **Maipú** | **SteelSc4MstSr** | 4687 | ✠100A1 NNs *z* | | | 1901 | J.L.Thompson & Sons, Ld. Sunderland | Cia Sud Americana de Nav. | 390·0 | 51·0 | 28·5 | Valparaiso Chilian | T.3Cy.25½″,44″&75″–51″ (*s*) 200lb *180lb* 492NH 3SB,*9rf*,gs164,hs6412 FD Blair & Co. Ld. Stockton | 31 | 4 | |
| | *J.Carswell98–03* | | 4653 | *Shelter dk* 2,04 | | LMC9,01 | 9mo | | | | | | FK | *7 BH Cem* | | | |
| HBCN | (*ex* Manitoba) | *2 Dks (Stl) 3tr B* | 3186 | *& Web frames & Shelter dk (Irn)* | | | | | A&CP | | | | | 1295*t FPT* 108*t APT* 34*t* | | | |
| | | | | | | | | | *WB = Cell* | *D Ba* 113′*u E & B* 50′ | | | | *f* 167′ 1058*t D Ta* 36′ 977*t D T f* 14′ | | | |
| 135 | **Maitland** | **IronSc** | 150 | | | ... | 1885 | J.Knox & Co. Sunderland | Melbourne S.S.Co. Ld. | 100·0 | 18·2 | 9·5 | Melbourne British | C.2Cy.17″&32″–24″ 45RH | 10 | 1 | |
| 89420 | *W.McBain* | | 116 | | | | | | | Q55′B5′ | | BK6½ | *WB* | J.Brewster & Co., Sld | | | |
| NPMG | | *1 Dk* | 40 | | | | | | | | | | | | | | |
| 136 | **Maitlands** | **IronScSr** | 1089 | ✠100A1 Lth *n* | | | 1883 | W.Gray & Co. W Hartlepool | Maitlands SS.Co Ld (Gillespie & Nicol) | 234·8 | 31·4 | 15·0 | Grangmth British | C.2Cy.27″&50″–33″ (*s*) 80lb *80lb* ND896 116NH | 16 | 2 | |
| 86967 | *M.P.Cormack –04* | *ss* Cpn.No.3–3,95 | 815 | 1,05~~5,04~~ | | Lon LMC5,04 | 7mo | | | Q84′B58′F31′ | | BK8″ | *4 BH Cem* | 1SB,*3pf*,gs54,hs2000 | 1 | 4½ | |
| HWPQ | *Well deck* | *ss* Lth.No.2–04 | 673 | | | | | | A&CP | | | | *WB = DBa* 69′*f* 92′ 252*t* | Black, Haw thorn & Co., Gts. | | | |
| | | *1 Dk (Irn) 2tr B* | | | | | | | | | | | | | | | |
| 137 | **Maizuru Maru** | **SteelScSr** | 1076 | | | | 1891 | Armstrong Mitchell & Co. (Lim.) Newcastle | Osaka Shosen Kabushiki Kaisha | 209·6 | 29·6 | 19·8 | Osaka Japanese | T.3Cy.17½″,28″&46″–30″ 116NH | | | |
| 1544 | *K.Tamadachi89–95* | | 990 | | | | | | | B26′F25′ | | | *WB* | NE Marine F.Co. (Lim.), Sld | | | |
| HKNJ | (*ex* Continental) | *1 Dk & Spar dk* | 667 | | | | | | | | | | | | | | |
| 138 | **Maja** | **SteelScSr** | 369 | | | | 1890 | Helsingörs Skibsbyggeri Elsinore | Forenede Dmpskib. Selskab | 148·5 | 24·1 | 10·9 | Copnhagn Danish | C.2Cy.19″&35″–21″ 47NH | | | |
| | *C.M.Johnsen* | | 264 | | | | | | | Q57*t* | B22*t* | F13*t* | *WB* | Helsingörs Mskinbyggeri. | | | |
| NCFP | *Elec.light* | *1 Dk* | 223 | | | | | | | | | | | | | | |
| 139 | **Majestic** | **SteelTwinSc3MstSr** | 10147 | | | | 1889 | Harland & Wolff (Lim.) Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | 565·8 | 57·8 | 39·3 | Liverpool British | T.6Cy.43″,66″&110″–60″ FD 1875NH Harland & Wolff (Lim.), Bel. | 12 | 2 | |
| 97763 | *E.J.Smith –95* | | 8829 | | | | | | | | | | | | | | |
| LQJT | *Ref.Mchy. Elec.light* | | 4443 | | | | | | | | | | | | | | |
| 140 | — | **SteelScSr** | 3027 | ✠100A1 Hpl *u* | | | 1904 | Irvines SB W.H.Cockerline & &D.D.Co.Ld. W Hartlepool | W.H.Cockerline & Co. | 325·0 | 47·1 | 13·7 | Hull British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *90lb* 277NH 2SB,*6cf*,gs100,hs4329 Westgarth & Co.Ld. Hpl. | 17 | 4 | |
| 118812 | *E.R.Peck04–04* | | 2831 | *Spar dk* | | Hul | 4mo | | | P32′B100′F32′ | 22·8 | | FK | *5 BH Cem* | | | |
| VQFJ | | *Spar Dk (pt Irn pt Stl) 2tr B & deep framing* | 1920 | *with freeboard* 7,04 ~~1,04~~ | | LMC8 | | | *Lloyd's* | *A&CP WB = Cell D Ba* 106′*u E* | | | 22′*f* 136′ 663*t FPT* | 100*t APT* 42 | | | |
| 141 | — | **SteelPadSk** | 408 | | | | 1901 | A.& J.Inglis Glasgow | Cosens & Co. Ld. | 215·5 | 27·1 | 8·9 | Wymouth British | T.3Cy.21″,35″&54″–60″ 226NH A.& J.Inglis, Glasgow | | | |
| 104427 | *L.St.Barbe Rawle88–01* | | 329 | | | | | | | | | | | | | | |
| THKC | | *2 Dks* | 93 | | | | | | | | | | | | | | |
| 142 | — | **SteelSc** | 275 | | | | 1899 | Polson Iron Works Toronto | Star Line S.S.Co. | 110·0 | 21·9 | 5·2 | Montreal British | C.2Cy.14″&28″–18″ 32RH Polson Iron Wrks. Toronto | | | |
| 107693 | *B.V.Naylor –99* | | 275 | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *2 Dks* | 156 | | | | | | | | | | | | | | |
| 143 | — | **IronScK** | 159 | ✠100A1 Gms | | | 1894 | Cochrane & Cooper Beverley | Grimsby Northern Stm. Fishg. Co. Ld. | 102·5 | 20·6 | 11·0 | Grimsby British | T.3Cy.11″,17″&30″–22″ (*s*) 160lb 50RH 1SB,*2pf*,gs29,hs850 Earle's Co. (Lim.), Hull | 11 | 10 | |
| 104184 | *G.Gladdingbold –02* | *ss* Gms.No.2–03 | 142 | *Stm Trawler* | | | 9mo | | | Q18′F19′ | | BK7½ | *3 BH Cem* | | | | |
| PFNQ | | *1 Dk* | 69 | ~~10.04 Rpsd~~ | | ~~LMC8,02~~ | *Lloyd's* | *A&CP* | | | | | | | | | |
| 144 | — | **SteelScSp** | 157 | BS10.04 ✠100A1 Dub | | | 1898 | Clelands Graving Dock & Slpwy Co Ld Newcastle | Dublin Port & Docks Board | 106·8 | 22·1 | 10·2 | Dublin British | T.3Cy.13½″,22″&36″–22″ (*s*) 165lb 99RH 1SB,*3pf*,gs49,hs1350 Tweedy Bros. North Shields | 11 | 0 | |
| 109812 | *J.Anthony –99* | *ss* Dub.No.1–02 | 139 | *For Towing purposes* | | | 8mo | | | | | BK7½ | *4 BH Cem* | | | | |
| | | *1 Dk* | 2 | 10,04 ~~6,03~~ | | ~~LMC~~ | A&CP | | | | | | *WB = FPT* 116 | *4 APT* 90*t* | | | |
| | | | | ~~Rpsd~~ | | | 10,04 | | | | | | | | | | |
| 145 | — | **IronScK** | 152 | ✠ Liv | | | 1891 | Cochrane, Cooper & Schofield Beverley | Kelsall Bros. & Beeching, Ld. (J.E A.Kelsall, *Mgr.*) | 105·4 | 20·0 | 11·0 | Hull British | T.3Cy.12½″,19½″&31½″–22½ 50RH | 11 | 10 | |
| 98714 | *E.Walker* | | 145 | *Stm Trawler* | | | 1mo | | | | | BK7½ | *3 BH Cem* | 1SB,*2cf*,gs29,hs780 C.D.Holmes & Co., Hull | | | |
| | | *1 Dk* | 50 | 6,93 | | | | | | | | | | | | | |
| 146 | **Majorca** | **SteelScSr** | 1108 | ✠100A1 Lth *n* | | | 1892 | S.P.Austin &Son Sunderland A&CP | Leith, Hull & Ham. S.P.Co.Ld. (J. Currie & Co. *Mgrs.*) | 225·0 | 33·4 | 14·4 | Leith British | T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *80lb* 136NH 1SB,~~4pf~~,gs63,hs2007 G Clark (Lim.), Sunderland | 16 | 11 | |
| 99231 | *A.M.Spence –00* | *ss* Lth.No.3–4,04 | 838 | 4,05~~,04~~ | | | 6mo | | | P28′Q50′B44′F25′ | | FK | *5 BH Cem* | | 1 | 9½ | |
| MLQB | *Well deck* | *1 Dk (Irn) & Web frames* | 674 | BS1.05 | | MC4,04 | | | *WB = Cell* | *D B* 178′ 310*t FPT* | | | 38*t A PT* 22 | | | | |
| 147 | **Makkavei** | **SteelSc3MstSr** | 1832 | ✠100A1 Oda *q* | | | 1900 | Armstrong Whitworth & Co. Ld. Newcastle | M.& J.Rosenstein Bros. | 260·5 | 36·1 | 19·8 | Odessa Russian | T.3Cy.21″,34″&56″–36″ (*s*) 160lb *100lb* 202NH 2SB,*6pf*,gs102,hs3250 N.E.Marine Co.Ld. Nwc. | 21 | 0 | |
| | *Freiberg –00* | | 1498 | *Carrying Pets Steam in* | | | *bulk* | | | P25′B20′F28′ | | FK | *10 BH Cem* | | 3 | 7½ | |
| | *Mchy.Aft* | *1 Dk (Stl) & Web frames* | 1097 | 12,03 | | LMC10,99 | 10mo | | | | | | *6 APT* 42 | | | | |
| | *Elec.light* | | | BS12,04 | | | A&CP | | *WB = Cell D B* | *E* 24′*f* 27′ 78*t FPT* | | | | | | | |
| 148 | **Makrele** | **IronScSr** | 129 | | | | 1887 | F.W. Wencke Bremerhaven | Schilling & Co. | 100·0 | 20·5 | 10·7 | Gstemnde German | C.2Cy.17½″&31″–18½″ 34NH | | | V |
| | *M.Baumgart* | *1 Dk* | 122 | | | | | | | | | | | Aron & Gollnow, Stettin | | | |
| KRCF | | | 20 | | | | | | | | | | | | | | |
| 149 | **Malabar** | **IronScSr** | 1896 | ✠100A1 Nwc *s* | | | 1877 | R.Dixon & Co. Middlesbro' A&CP | Malabar S.S.Co. Ld (H.E.P.Adamson) | 286·0 | 34·8 | 22·5 | Newcastle British | T.3Cy.20″,33″&54½″–42″ (*s*) 160lb *100lb* ND892 201NH 2SB,*3cf*,gs60,hs3163 *Tpd* 92 Blair & Co. (Ld.), Stk | 25 | 8 | |
| 76212 | *G.E.Rhode –01* | *ss* Stk.No.3–8,92 | 1763 | 9,02 | | | 8mo | | | P34′F38′ | | BK9½ | *5 BH Cem* | | | | |
| RBND | | *ss* Nwc.No.2–01 | 1203 | NB8,02 | | MC10,99 | | | | | | *WB* | *DBa* 76′*f* 50 | | | | |
| | | *2 Dks (1 Irn) 3tr B* | | 10,03 2,03 | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for special Survey. Date of last Survey. | 6 | 7 | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 | 11 Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & n. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150<br>118761<br>— | **Malabar**<br>*W.Alexander97-03*<br>*1 Dk* | **SteelScK** | 171<br>161<br>57 | ✠100A1<br>*Stm Trawler*<br>1,05 ~~9,01~~ | Hul<br>✠ MC 8,98 | | 1903<br>8mo | Cook,Wel-ton&Gemmell,Beverley<br>*Lloyd's A&CP* | HullSteamFishing&IceCo.Ltd. | | 105·0 21·2 11·2<br>Q19′<br>BK7″<br>*WB=* | Hull<br>British<br>*4 BHCem* | T.3Cy.10″,17″&29″–21″ *(s)*<br>200lb 45RHP<br>1SB.*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 1 | | |
| 151<br>93426<br>MLPB | **Malacca**<br>*F.Street –03*<br>2 *Dks*( *Stl–ws*)& *Deep framing*<br>*Elec.light* 3 *Dk rule* | **SteelScSr** | 4045<br>3777<br>2616 | ✠<br>2,96<br>✠ | Lon | *x* | 1892<br>2mo | Naval Con.&Arm.Co.Ld,Barrow | P.&O.Stm.Nav.Co. | 385·0 45·2 28·0<br>P39′B105′F58′<br>BK9″<br>*WB = Cell D B* | Barrow<br>British<br>*7 BHCem*<br>*APT522* | T.3Cy.28″,46″&77″–54″<br>139NHP<br>2DB,*72rf*,GS231,HS6490<br>NavalC&ACo.(Lim.),Brw | 31 ″ 0 | BT till ~~6-11~~ 7,03, 6,03 | |
| 152<br>88003<br>WCSG | —<br>*Dals*<br>2 *Dks* | **IronScSr** | 653<br>530<br>405 | | | … | 1885 | Ramage&Ferguson,Leith | StraitsS.S.Co.Ld. | 189·5 26·5 16·2<br>P41′ B61′ F27′<br>FK | Singapore<br>British | C.2Cy.28″&54″–36″<br>146NHP<br>Ramage&Ferguson,Leith | 17 ″ 1 | | |
| 153<br>115713<br>TQPK | **Malachite**<br>*J. Macdonald98–02*<br>*Well deck* 1 *Dk*( *Iron*)<br>*Mchy.Aft Elec.light* | **SteelSc3MstSr** | 718<br>524<br>312 | ✠100A1<br>9,02<br>✠ L.MC9,02 | Gls | *j* | 1902<br>9mo | J.Shearer&Son,Glasgow<br>*Lloyd's A&CP* | W.Robertson | 195·6 30·2 11·2<br>Q98′B11′F35′<br>BK7½″<br>*WB = Cell B* | Glasgow<br>British<br>*3 BHCem*<br>*APT13t* | T.3Cy.17″,27½″&44″–33″ *(s)*<br>160lb *75lb* 98RHP<br>1SB,*3pf*,GS61,HS1840<br>Ross&Duncan,Glasgow | 13 ″ 6<br>~~1 - 2½~~ | | |
| 154<br>104<br>NMVS | —<br>*C.Sproule89–02 ss*Syd.No.2–01<br>*Well deck* 1 *Dk*( *Iron*)<br>*Mchy.Aft Elec.light* | **SteelSc3MstSr** | 605<br>433<br>196 | ✠100A1<br>8,03<br>BS8,01 ✠ MC4,01 | Syd | *i* | 1894<br>10mo | Scott&Sns Bowling A&CP | BellambiCoalCo. Ld.<br>*WB = Cell D Bf* | 180·0 29·1 10·7<br>Q90′B11′F37′<br>BK7½″<br>*95′ 140t FPT72t* | SydnyNSW<br>British<br>*3 BHCem*<br>*APT13t* | T.3Cy.15″,25″&40″–27″ *(s)*<br>160lb *70lb* 80RHP<br>1SB,*3pf*,GS56,HS1200<br>Muir&Houston,Glasgow | 13 ″ 0<br>~~1 - 0~~ | | 9,03 |
| 155<br>73676<br>PSVK | **Malaga**<br>*J.R.Rees –96 ss*Hpl.2nd No.3–7,00<br>3 *Dks* | **IronScSr** | 1614<br>1429<br>1024 | ✠100A1<br>6,04 ~~6,00~~<br>B~~S10,01~~<br>✠NB7,00 ✠ L.MC7,00 | Lon | *r* | 1876<br>4mo | W.Gray&Co.,W.Hartlepool<br>*A&CP* | J.Hall,jun.&Co. | 257·3 32·0 23·6<br>P40′F33′<br>BK9″<br>*WB = D Ba56′f68′* | London<br>British<br>*4 BHCem*<br>*147t FPT40t* | C.2Cy.32″&58½″–39″ *(s)*<br>80lb *80lb* NDB00 160NHP<br>2SB,*6pf*,GS70,HS2476<br>Blair&Co.(Lim.),Stockton | 24 ″ 7 | | ~~6,02~~ 6,04 |
| 156<br>RFTK | —<br>*G.Müller93–99*<br>2 *Dks* | **IronScSr** | 1424<br>1261<br>903 | | | … | 1879 | A.Stephen&Sons Glasgow | Rob.M.Sloman. Jun. | 269·3 32·7 19·7<br>B28′ F23′<br>BK9½″ | Hamburg<br>German | C.2Cy.30″&57″–36″<br>150NHP<br>A.Stephen&Sons,Glasgow | | | |
| 157<br>2009<br>HQVT | —<br>*N.J.Forsblad –01*<br>1 *Dk2trB* | **IronScSr** | 939<br>828<br>556 | | | | 1882 | Bergsunds Mek.Verkst Stockholm | FörnyadeÅngf. Aktieb.Svenska Lloyd (W.Frodi) | 208·8 29·4 17·8<br>B40′ H19*t* F25′<br>*WB* | Gothenbrg<br>Swedish | C.2Cy.25½″&45″–29⅜″<br>92NHP<br>Bergsunds Mek Verkst.Skm | | V | |
| 158<br>101989 | **Malamir**<br>1 *Dk* | **SteelPad** | 180<br>180<br>114 | | | | 1893 | G.Rennie&Co. London | Euphrates&Tigris Stm.Nav.Co.Ld. | 155·0 25·0 5·4 | London<br>British | C.2Cy.13½″&27″–36″<br>50RHP<br>J.Penn&Sons,London | | | |
| 159<br>PKBV | **Malang**<br>*J.Klijn98–98*<br>*Elec.light* 2 *Dks*&*Spar Dk* | **SteelScSr** | 3527<br>3336<br>2152 | | | | 1898 | Wigham Rchrdsn&Co. Newcastle | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 332·5 44·0 28·4<br>B82′F30′<br>*WB* | Rottrdam<br>Dutch | T.3Cy.22″.37″&62″–42″<br>249NHP<br>Wghm Richrdsn&Co.Nwc | | V | |
| 160<br>HKDF | **Malange**<br>*M.doO Ramos ss*Sld.No.3–4,03<br>2 *Dks*( *Stl*-ws)& *Awngdk Str B*<br>*Elec.light* | **SteelScSr** | *3544*<br>*3474*<br>*2410* | ✠<br>*Awng dk with freeboard* | | … | 1890<br>1mo | Scott&Co. Greenock<br>*Lloyd's A&CP* | EmprezaNacional deNav.àVap. | 363·5 42·2 25·3<br>33·3<br>BK11″<br>*WB = Cell D Ba40′ u E& B92′ f* | Lisbon<br>Portuguese<br>*6 BHCem*<br>*00′398t* | T.3Cy.31″,50″&80″–54″ *(s)*<br>160lb *70lb* 606NHP<br>2D&1SB,*15cf*GS315,HS11119<br>Scott&Co.,Greenock | 28 ″ 6<br>~~13 - 1~~ | | N4,03 |
| 161<br>JTMB | **Malangen**<br>*J.J.Amundsen94–00*<br>1 *Dk*& *Shade dk* | **SteelScSr** | 275<br>261<br>157 | | | | 1899 | Trndhjms Mek.Værks Drontheim | TromsöAmts Dampskibsselskab | 128·7 21·0 15·3<br>H14*t* | Tromsö<br>Norwegian | T.3Cy.11¼″.18½″&30″–20″<br>40NHP<br>TrondhjemsMek.Værks | | N | |
| 162<br>HBKQ | **Malaya**<br>*C.Neumann ss*Els.No.1–02<br>1 *Dk*( *Stl*)& *Spar dk*<br>*Elec.light* (*Stl*&*pt* teak s)& *deep framing* | **SteelScSr** | 4847<br>3726<br>3154 | ✠100A1<br>*Spar dk*<br>7,04 ~~10,02~~<br>BS7,01 ✠ L.MC10,02 | Els<br>Cpn | *x* | 1898<br>5mo | W.Hamilton&Co. Pt Glasgow | Russisch Ostasiatische Dmpf.Act.Ges. | 370·1 46·6 18·6<br>P29′B176′F42′ 26·6<br>FK<br>*WB = Cell D Ba124′ u E& B52′ f 132′ 893t* | S.Petrsbrg<br>Russian<br>*6 BHCem*<br>*APT56t* | T.3Cy.26″,42″&68″–45″ *(s)*<br>160lb 341NHP<br>3SB,~~3rf~~,GS193,HS5572<br>D.Rowan&Son,Glasgow | 21 ″ 0<br>~~6 - 4~~ | | 10,02 |
| 163<br>— | —<br>*F.Block –03*<br>*Elec.light* 1 *Dk* | **SteelScSr** | 901<br>618<br>348 | | | | 1903 | Bremer "Vulkan" Vegesack | Norddeutscher Lloyd | 198·0 32·3 13·0<br>P12′F22′<br>*WB* | Bremon<br>German | T3Cy.16 ~~7/8~~″,26¾″&44 ~~1/8~~″–29½″<br>106NHP<br>Bremer "Vulkan," Vegesck | | G | |
| 164<br>103714 | **Malcolm Cann**<br>*J.R.Durkee –99*<br>1 *Dk* | **WoodScSr** | 212<br>137<br>78 | | | | 1898 | S.Harlow Lockeport NS | HughCann&Son | 112·0 20·1 10·8 | Yarmth NS<br>British | T.3Cy.12½″,20″&32″–22″<br>53RHP<br>Plenty&Son,Newbury | | | |
| 165<br>68092<br>MSNJ | **Malda**<br>*R.F.Thomson –02 ss*Gls.No.3–7,92<br>*Elec.light* 3 *Dks* | **IronScSr** | 1951<br>1905<br>1250 | ✠<br>7,92<br>✠ NE& B7,99 | Gls | *s* | 1874<br>3mo | Scott&Co. Greenock | BritishIndiaStm. Nav.Co.Ld. | 317·6 33·6 25·3<br>B40′<br>drp94 BK9½″ | Glasgow<br>British<br>*6 BHCem* | T.3Cy.24″,38″&57″–42″<br>NDB92 229NHP<br>1DB,*6cf*,GS123,HS3699<br>A.&J.Inglis,Glasgow | 26 ″ 10 | | |
| 166 | **Maldonado**<br>(*ex*Thistle)<br>1 *Dk* | **IronScSrTug** | 139<br>—<br>59 | ✠<br>*For Towing purposes*<br>6,88 | Mil | | 1888<br>3mo | Castle Steel&Iron Works Milford | N.Mihanovich | 88·8 20·1 10·6<br>BK6½″ | BnsAyres<br>Argentine<br>*3 BHCem* | C.2Cy.20″&35″–24″<br>*Emade75 B83 fitted88* 50NHP<br>1SB,*3pf*,GS48<br>W.Allsup&Sons,Preston | | | |
| 167<br>HSTB | **Maliaño**<br>*M.Ruano –03 ss*Sld.No.3–9,00<br>(*ex*Godolphin) 1 *Dk*( *Iron*)& *Webframes*<br>*Well deck* | **SteelScSr** | 1531<br>1214<br>894 | ✠100A1<br>2,04<br>~~L.MC 3,00~~ ✠ L.MC 3,05 | Bbo | *p* | 1889<br>10mo | Grange-mouth Dock-yard Co. Allos A&CP | Cia.Vasco Cantabrica de Nav (F.Pereda, *Mgr.*) | 250·0 35·2 16·8<br>P23′Q66′B64′F31′<br>drp00 BK9″<br>*WB = Cell D B* | Bilbao<br>Spanish 140<br>*4 BHCem*<br>*204′336t* | T.3Cy.18″,30″&48″–36″ *(s)*<br>~~145lb 65/6~~ 136NHP<br>1SB,*4rf*,GS62,HS2007<br>Hutson&Corbett,Glasgow | 19 ″ 0 | | ~~3,04~~ N10,04 |
| 168<br>92073 | **Malietoa**<br>*F.Hoffman01–01*<br>*Mchy.Aft Elec.light* | **SteelSc**<br>(*ex*Texas)<br>1 *Dk2trB* | 5229<br>—<br>3921 | | | | 1899 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 454·0 50·0 24·3 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.15¾″,23¾″,36½″&56″–40″]<br>198NHP<br>AmericanS.B.Co.Clevelnd | | | |
| 169<br>99951<br>MQCJ | **Malin Head**<br>*J.Pritchard –03 ss*Dub.No.2–00<br>(*ex*A J.Balfour) 2 *Dks*( *Stl*)& *Deep framing*<br>*Elec.light* 3 *Dk rule* | **SteelScSr** | 3467<br>3228<br>2228 | ✠100A1<br>12,03<br>~~BS 12,03~~ ✠ L.MC4,99<br>BS7,01 | Sws | *w* | 1892<br>6mo | McIlwaine&McColl,Ld. Belfast<br>*Lloyd's A&CP* | UlsterS.S.Co.Ld. (G.Heyn&Sons *Mgs*)<br>*WB* | 345·6 43·1 26·9<br>P30′B78′F42′<br>BK11″<br>*= Cell D B274′703t* | Belfast<br>British<br>*6 BHCem*<br>*APT77t* | T.3Cy.23″,38″&64″–48″ *(s)*<br>180lb ~~750~~ *70lb* 335NHP<br>2DB,*8pf*,GS168,HS5521<br>M'Ilwaine&M'Coll(L),Bel | 29 ″ 7<br>~~6 - 2½~~ | | N12,03 |
| 170<br>85157<br>WKBP | **Mallard**<br>*T.W.Dyer –00*<br>*Well deck* 2 *Dks* | **IronScSr** | 1250<br>954<br>803 | | | … | 1882 | Gourlay Bros.&Co. Dundee | GeneralStm.Nav. Co.Ld. | 225·0 33·1 17·4<br>P130′F36′<br>BK8″ | London<br>British<br>*WB* | C.2Cy.30″&54″–36″<br>130NHP<br>Gourlay Bros.&Co.,Dundee | 19 ″ 6 | | |
| 171<br>97742 | —<br>*J.Davey –97* | **CompScSr** | 213<br>213<br>20 | | | | 1875 | Earle's Co. (Lim.) Hull | W.Sayer | 125·8 23·6 12·1 | Liverpool<br>British | CH.2Cy.31″&48″–18″<br>108RHP<br>Earle's Co.(Lim.),Hull | | | |

| Numéro d'Ordre. Numéro d'Id. Signaux | Nom du Navire. Matériaux. Gouvernement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Brut. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné pour le Bordage. Lettre d'Enfoncement. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Longueur. Largeur. Creux. | Port. Pavillon. | Machines. No. à hélice. Chaudières. Foyers. Nom du Constructeur des machines. | Tonnage de Canaux. | Tonnage de Suez. |
|---|---|---|---|---|---|---|---|---|---|---|
| 172<br>98347<br>HQJM | **Mallard** Steel Sc<br>*Sheik Mossenally* –03<br>1 Dk (pt Stl–teak s) | 193<br>155<br>75 | ✠100A1 Cal<br>*For towing purposes*<br>5.08 ✠LMC 5.08 | 1903<br>5mo | Bow, McLachlan & Co. Ld. Paisley<br>*Completed by Lloyd's Agents CP* | Retriever Flotilla Co. Ld.<br>Turner, Morrison & Co. Calcutta | 116·0 22·0 8·4<br>P13′ B18′ | Calcutta<br>British<br>*A H Com* | C.2Cy.15″ &32″–18′<br>58 RH<br>R. Napier & Sons, Glasgow | 9 × 16 |
| 173<br>HQJM | **Malleco** Steel Twin Sc Sr<br>*C. Stewhas* 98–03 1 *Dk e Shelter dk 2 tr B* | 641<br>—<br>446 | | 1893<br>HQJM | R. Napier & Sons Glasgow | Compania Sud Americana de Vap. | 170·2 32·1 9·2<br>W B | Valparaiso<br>Chilian<br>R. Napier & Sons, Glasgow | T.3Cy.11″, 17″ & 28″–21′<br>72 NHP | |
| 174<br>HSTD | **Mallorca** Iron Sc Sr<br>*J. Bonet* 89–02 ss Bcl.2nd No.3–7,08<br>(ex Dynamic) 2 Dks (1 pt Irn) | 921<br>[illegible]<br>472 | ✠100A1 Bcl *n*<br>2,01 [illegible] | 1883<br>9mo<br>*Lloyd's Agents CP* | Harland & Wolff Belfast | B. Borras | 243·3 31·2 15·3<br>W B = [illegible] | Palma<br>Spanish<br>*A H Com* | C.2Cy.35″ & 70″–45″ (a)<br>75lb 60lb 288 NHP<br>2 D.B. 8ft, gs185, hs84 94<br>Harland & Wolff, Belfast | 16 × 3 |
| 175<br>HTGF | **Malm** Steel Sc Sr<br>*T. Salvesen* 02–03<br>1 Dk ✠ Spar dk | 1433<br>1328<br>893 | | 1902<br>HTGF | Fredrkstad Mek. Værks Fredrikstad | Acties. Dpsk. Malm (N.A.P. Staubo) | 230·7 35·2 20·6<br>H105t | Tvedestrnd<br>Norwegian<br>W B | T.3Cy 16½″, 27″ & 44″–32′<br>109 NHP<br>Fredrikstad M.V. Frdstad | N |
| 176<br>HTGF | **Malmland** Steel Sc<br>*Turret deck* 1 Dk | 3678<br>3024<br>2353 | | 1904<br>HTGF | W. Doxford & Sons, Ld. Sunderland | A. Broström & Son | 340·0 50·0 25·3<br>P30′ F40′ | Gothenburg<br>Swedish<br>W B | T.3Cy.26″, 42″ & 68″–42′<br>360 NHP<br>W. Doxford & Sons, Ld. Sld. | |
| 177<br>JLRV | **Malmö** Steel Twin Sc<br>3959 *G.T. Lysander* –00 (*Ferry*)<br>2 Dks | 1531<br>1401<br>360 | | 1900<br>JLRV | Kockums M.V. Aktieb. Malmö | Svenska Statens Jernväger | 266·6 51·0 17·3<br>H130t | Malmö<br>Swedish<br>W B | T.6Cy.16½″, 27⅝″ & 17¼″–27½″]<br>234 NHP<br>Kockums Aktieb. Malmö | |
| 178<br>LRGM | — Steel Sc Sr<br>*W. Toaspern* 99–99<br>(ex Minna Horn) 1 Dk | 657<br>433<br>400 | | 1890<br>LRGM | Rostocker Act. Ges. Rostock | Bissmark Linie G.m.b.H. | 180·7 28·1 10·7<br>P&B 116′ F46′ | Hamburg<br>German<br>W B | C.2Cy.22″ & 41½″–27½″<br>76 NHP<br>Rostocker A.G. Rostock | G |
| 179<br>JHLK | — Steel Twin Sc Sr<br>3135 *T. R.S. Stenfeldt* –03<br>1 Dk | 555<br>357<br>249 | | 1897<br>JHLK | Schiffsw. von H Koch Lübeck | Malmö Nya Angb. Aktieb. (H. Bager) | 171·5 26·2 11·8<br>P56′ H89t F17′ | Malmö<br>Swedish<br>W B | C.4Cy.18½″ & 35½″–19½″<br>94 NHP<br>L.F. Ahrens, Altona | |
| 180<br>HFBJ | — Iron Sc Sr<br>3669 *E. H. Hultberg* –01<br>1 Dk | 264<br>140<br>172 | | 1879<br>86. | Oskrshmns M.V. Aktieb. Oskarshamn | Svenska Rederib. Öresund (L. Beijer, *Mgr.*) | 137·3 21·7 9·0<br>Q41′ B55′ H23t F19 | Malmö<br>Swedish<br>W B = D Ba | T.3Cy.18½″, 28″ & 36″–24″<br>64 NHP<br>Burmeister & Wain, Cpn. | |
| 181<br>PVRJ | **Malmo** Iron Sc Sr<br>2·2·83 *J. Boulands* –01 (ex Pacific)<br>1 Dk 2 tr B | 724<br>600<br>466 | 4,75 ... Lv | 1860 | C. & W. Earle Hull | O.S.S. Piper | 203·8 27·2 16·0<br>Q78t F49t | Hull<br>British | T.3Cy.18″, 27″ & 48″–30″<br>NE & B88 126 NHP<br>Amos & Smith, Hull | |
| 182<br>QKNM | **Malou** Steel Sc Sr<br>*Elec. light* 1 Dk ✠ Spar dk 3 tr B | 5579<br>4057<br>3081 | | 1903<br>QKNM | Forges & C. de la Médit. La Seyne | Eug. Salles | 358·2 49·2 26·8<br>P240 H9 F75 | Marseilles<br>French<br>W B | T.3Cy.26½″, 41″ & 65″–43½′<br>278 NHP<br>Forges & C. de la Médit. Msl. | F |
| 183<br>NVMD | **Malta** Steel Sc Sr<br>102305 *C. L. Daniel* –03<br>2 Dks (1 Stl–wad 1 Stl–teak s) 3 tr B<br>*Elec. light* | 6064<br>5217<br>3900 | ✠ Grk *a*†<br>6.95 ✠ | 1895<br>6mo | Caird & Co. Ld. Greenock | P. & O. Stm. Nav. Co. | 430·0 50·3 29·9<br>P86′ B167′ F85′<br>*Cell D Ba 113′ a E* | Greenock<br>British<br>*A H Com*<br>*B17 f 36 241t API* | T.3Cy.31″, 50″ & 82″–60″<br>662 NHP<br>4SB, *12cf*, gs205, hs9424 FD<br>Caird & Co. (Lim.), Grk. | 33 × 9 |
| 184<br>WHBN | — Iron Sc Sr<br>84570 *G. W. Sybenga* –04 ss Shl. No.3–3,95<br>ss Shl. No.2–04<br>*Well deck* 1 Dk (Irn) 2 tr B | 1486<br>1204<br>932 | ✠100A1 Shl *q*<br>4,05 [illegible]<br>BS3,95 ✠LMC 1.04 | 1882<br>9mo | J. Readhead & Co. South Shields | W.D.C. Balls & Son | 259·0 36·0 17·5<br>Q136′ B26′ F32<br>*W B = D Ba* | N. Shields<br>British<br>*A H Com*<br>*B17 f 72 340t* | C.2Cy.26½″ & 58″–36′<br>80lb 80lb NDN97 161 NHP<br>2SB, *4pf*, gs71, hs2706<br>J. Readhead & Co., S. Shields | 18 × 7<br>2 · 0 |
| 185<br>QKNM | **Nova Hellas** Iron Sc Sr<br>82 *P. Sorrentino* (ex Brindisi)<br>*Elec. light* 2 Dks | 1020<br>903<br>550 | ... | 1862 | Palmer Bros. & Co. Newcastle | Nav. Gen. Italiana | 250·5 27·8 19·6<br>H82t F32t | Palermo<br>Italian | T.3Cy.24″, 38″ & 62″–36″<br>NE & B87 231 NHP<br>Hwthrn, Leslie & C. Ld. Nwc | 1 |
| 186<br>SKVP | — Iron Sc Sr<br>67827 *H. Greenwood* 03–03<br>(ex Berlin) ss Goo. 2nd No.3–6,03<br>*Well deck* 1 Dk | 679<br>500<br>353 | ✠90A1 Hul *k*<br>3,04<br>✠NB5.01 LMC 3.03 | 1879<br>2mo | W.B. Thompson Dundee | Bennett S.S. Co. Ld. | 202·3 28·0 13·0<br>Q99′ B18′ F25′<br>ptND94 BK7½<br>*W B = D Ba 116 f 59′* | Goole<br>British<br>*A H Com*<br>*D Ba 116 f 59′* | C.2Cy.30″ & 54½″–38″ (a)<br>75lb 90lb NDN01 138 NHP<br>1SB, *2pf*, *1cf*, gs68, hs2150<br>W.B. Thompson, Dundee | 13 × 11<br>3 1 · 6 |
| 187<br>MVFS | — Iron Sc K<br>95840 *W. R. Rust* –02 ss Hul. No.1–94<br>1 Dk | 194<br>177<br>99 | ✠ Hul<br>*Stm Trawler*<br>10.94 | 1890<br>7mo | Cochrane, Cooper & Schofield Beverley | Hull Steam Fishing & Ice Co. Ld. | 120·0 21·0 11·0<br>Q21 F20<br>ptND94 BK7½ | Hull<br>British<br>*A H Com* | T.3Cy.12½″, 19½″ & 31½″–22½′<br>50 RH<br>1SB, *2cf*, gs27, hs780<br>C.D. Holmes & Co., Hull | 11 × 10 |
| 188<br>108468 | — Iron Sc K<br>(*Trawler*)<br>*Elec. light* 1 Dk | 138<br>128<br>46 | ... | 1897<br>4mo | Cochrane & Cooper Beverley | W. Grant | 94·0 20·5 10·7<br>Q17′<br>BK7½ | Grimsby<br>British | T.3Cy.11″, 17″ & 28″–21″<br>40 RH<br>C.D. Holmes & Co., Hull | 11 × 8 |
| 189<br>70712 | — Iron Pad<br>*Crouch* –87 (ex Benachie) | 113<br>113<br>17 | | 1875 | J.T. Eltringham South Shields | R.S. Allen | 103·2 18·2 9·4 | S. Shields<br>British | L.2Cy.27½″–50″<br>NB03 90 RH<br>J.P. Rennoldson, S. Shields | |
| 190<br>97552 | **Malta II.** Steel Sc K<br>*W. King* –99<br>1 Dk | 143<br>140<br>84 | ... | 1892 | Murdoch & Murray Pt. Glasgow | Muirhead's Trwlrs Ld. (W.G. Muirhead, *Mgr.*) | 105·0 20·0 10·0<br>F13′<br>BK6½ | Granton<br>British<br>*B B* | C.2Cy.17″ & 34″–24′<br>58 RH<br>Hutson & Corbett, Glasgow | 11 × 8 |
| 191 | **Maltepé** Wood Pad<br>*Themistocles* | 222<br>—<br>75 | | 1869 | ..... | Idarei Massousieh | 164·2 20·0 10·3 | Constanpl<br>Turkish | 2Cy. | |
| 192<br>91884 | **Maltese Cross** Iron Pad | 134<br>113<br>105 | | 1884 | Edwards & Symes London | Managers of Metropolitan Asylum District | 132·0 16·6 6·7 | London<br>British | 0.2Cy.28″–30′<br>35 RH<br>M. Pratt, Huddersfield | |
| 193<br>98115<br>LSKP | **Malvern** Steel Sc Sr<br>~~*T. Lyon* 01–01~~<br>ss Sld. No.3–3,04<br>*Well deck* 1 Dk (Stl) *Webframes* | 2493<br>1988<br>1628 | ✠100A1 Sld *s*<br>~~3,05 Pbl~~<br>Dec 5.00<br>✠LMC 3.04 | 1890<br>6mo | W. Gray & Co. (Lim.) W Hartlepool | Austin Friars S.S. Co. Ld. (Galbraith, Pembroke & Co. *Mgrs.*) | 300·0 38·6 22·0<br>P28′ Q90′ B120′ F31′<br>ptND04 BK10½<br>*W B = D Ba 100 f 112* | London<br>British<br>*B H Com*<br>2SB, [illegible], gs105, hs8390<br>Cen Mar Eng. Wks. W Hpl | 1.8Cy.28″, 36½″ & 62″–39′ (a)<br>160lb 80lb NDN01 250 NHP<br>Cen Mar Eng. Wks. W Hpl | 23 × 2<br>2 · 4 |
| 194<br>KCGF | **Malvina** Iron Sc Sr<br>*Thalia* 93–00 ss Lth. No.1–71<br>1 Dk ✠ Awngdk 3 tr B | 1245<br>1191<br>614 | Lth<br>1,71 | 1866<br>9mo | J. & G. Thomson Glasgow | Cie. Générale Transatlantique | 236·8 30·1 17·6<br>B11 H[illegible] 24·6 | St. Nazaire<br>French<br>*A H Com* | 2Cy 21½″ & 54½″–36″<br>NB93 142 NHP<br>J. & G. Thomson, Glasgow | V |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. Years Accepted now expired. Equipment Letter | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. | Register Draft. Deck at Side. | Tail shaft. Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 195 / 79156 / SNLC | **Malvina** | **IronScSr** | 1244 / 967 / 593 | ✠100A1 / 3,05 / NH8 / 3,05 | Lth | 1879 / 3mo / | J.&G. Thomson / Glasgow A&CP | London&EdinburghShippingCo. | 254·4 / P54′B62′F68′ ND96 | 31·2 / BK8½′ | 18·3 / 5*BHCem* Tpd96 | Leith / British | T.8Cy.25″,43″&68½″–48″ (*s*) 180lb *70lb* NDH96 381NH / 2SB.*6cf*,GS146,HS5010 FD Ramage&Fergusn(Ld)Ltd | 19 ″ 4 / s 2 ·8½ | BT till / 5,00 | 3,04 |
| | *R.McLaren* –03 / *Elec.light* | *ssLth.No.3–3,96 ssLth.No.2–04 2Dks(U'Irn–wa)* | | | | | | | | | | | | | | |
| 196 / SNLO | **Malvinas** | **IronSc** | 324 / 254 / 219 | ✠ / 6,92 | MVo | 1882 / 5mo | F.Schichau / Elbing | A.Gardella yCia. | 142·7 / Q72′F25′ | 23·0 / BK7 | 9·5 / *WB*= *DB*111′60*t* | Bns.Ayres / Argentine | C.2Cy.20½″&41½″–21½″ 66NH / 2SB.*4rf*,GS86,HS1184 F.Schichau,Elbing | | | |
| | *ssM.Vo.No.2–90* | *1Dk(Irn)* | | | | | | | | | | | | | | |
| 197 | **Mamed Aga** | **SteelScSr** | 577 / 477 / 444 | | | 1897 | Oderwerke Act.Ges. / Stettin | Mamedoff& Aslanow | 152·4 / F21′ | 27·8 | 13·9 / *WB* | Baku / Russian | C.2Cy.17¾″&31½″–21½″ 38NH / Oderwerke A.G.,Stettin | | | |
| | *Carrying Petroleum in bulk* | *Fitted for Liquid Fuel* | | | | | | | | | | | | | | |
| | *Mchy.Aft Elec.light* | *1Dk* | | | | | | | | | | | | | | |
| 198 | **Mamed Shah** | **SteelScSr** | 558 / 435 / 423 | | | 1894 | Armstrong Mitchell& Co.(Lim.) / Newcastle | M.Rasouloff | 150·0 / Q17′ B48′ F25′ | 27·7 | 14·2 / *WB* | Astrachan / Russian | C.2Cy.20″&38″–24″ 59NH / Wlls nd Slpwy Co.Ld.,Nwe | | | |
| | *Carrying Petroleum in bulk* | *2Dks* | | | | | | | | | | | | | | |
| | *Mchy.Aft* | *Fitted for Liquid Fuel* | | | | | | | | | | | | | | |
| 199 / HSTN | **Mamelena No. 2** | **IronScSr** | 111 / — / 50 | | | 1885 | W.B.Thmpson Dundee | Mercader&hijo | 100·0 / BK6½′ | 20·1 | 10·0 | S.Sebast'n / Spanish | C.2Cy.17″&34″–24″ 41NH / W.B.Thompson,Dundee | 11 ″ 0 | | |
| | *J.M.Bedeicoa94–94* | | | | | | | | | | | | | | | |
| | *Mchy.Aft* | (*ex*Dolphin) *1Dk* | | | | | | | | | | | | | | |
| 200 / HSTK | **Mamelena No. 6** | **SteelScK** | 126 / 118 / 57 | ✠ / *StmTrawler* / 2,95 | Lth | 1892 / 3mo | Hawthorns &Co. / Leith | Mercader&hijo | 100·0 / F13′ | 20·1 | 10·2 / BK6½′ *WB* = *DB*f10′9*t* | S.Sebast'n / Spanish | C.2Cy.17″&34″–22″ 52NH / 1SB,*2pf*,GS35,HS960 Hawthorns&Co.Leith | 11 ″ 3 | | |
| | *A.Martiarena97–97* | | | | | | | | | | | | | | | |
| | (*ex*Challenger) | *1Dk* | | | | | | | | | | | | | | |
| 201 / HSTL | **Mamelena No. 7** | **SteelScK** | 126 / 118 / 57 | ✠ / *StmTrawler* / 12,95 | Lth | 1892 / 5mo | Hawthorns &Co. / Leith | Mercader&hijo | 100·0 / F13′ | 20·1 | 10·2 / BK6½′ *WB* = *DB*f10′9*t* | S.Sebast'n / Spanish | C.2Cy.17″&34″–22″ 52NH / 1SB,*2pf*,GS35,HS960 Hawthorns&Co.Leith | 11 ″ 3 | | |
| | *C.Serfo97–97* | | | | | | | | | | | | | | | |
| | (*ex*Captain) | *1Dk* | | | | | | | | | | | | | | |
| 202 / HSTP | **Mamelena No. 9** | **IronScSr** (*ex*Kestrel) | 115 / — / 56 | | | 1884 | S&H Morton&Co. / Leith | Mercader&hijo | 95·0 | 18·1 | 9·2 | S.Sebast'n / Spanish | C.2Cy.15″&25″–21″ *Emade*70*Bmade*80 24NH / Canal Basn Fundry Co.,Gls. | 9 ″ 8 | | |
| | | *1Dk* | | | | | | | | | | | | | | |
| 203 / JTSV | **Mamoria** | **SteelTwinScSr** | *449* / *356* / *305* | ✠ A1 / *For River purposes only* / 3,03 / BS11,01 LMC8,03 | Pra | 1896 / 6mo | Russell& Co. / Pt.Glasgow A&CP | Valle,Certo&Co. | 160·7 / F16′ | 32·2 | 9·7 / FK *4BHCem* | Para / Brazilian | T.6Cy.10″,16″&26″–21″ (*s*) 175lb *80lb* 81NH / 1SB,*3rf*,GS55,HS1447 J.G.Kincaid&Co.,Grk. | 10 ″ 0 | | 3,03 |
| | *B.S.Gomes* | *ssPra.No.2–03* | | | | | | | | | | | | | | |
| | *Elec.light* | *1Dk(Teak) & Promenade dk(Teak)* | | | | | | | | | | | | | | |
| 204 / 76073 | **Mana** | **SteelPadTug** | 196 / 196 / 51 | ✠ / *For Tug purposes* / 10,94 | Lyt | 1890 / 7mo | Fleming& Ferguson / Paisley | WestportHarbour Board | 120·0 | 22·1 | 10·7 / BK7′ *WB*=*DB* | Lyttelton / British | C.D.4Cy.18″&36″–36″ 90RH / 1SB,*3pf*,GS60,HS1341 Fleming& Ferguson,Psy. | 11 ″ 6 | | |
| | *M.Furneaux* | *ssLyt.No.1–94* | | | | | | | | | | | | | | |
| | | *1Dk* | | | | | | | | | | *4BHCem* | | | | |
| 205 / QHWM | — | **IronScSr** | 134 / 99 / 77 | | | 1886 | W.R. Williams / Wellington | ~~J.B.Westrup~~ PateaShppgCo.Ld. | 99·2 / Hen99 | 17·5 | 7·8 | Wellngton / British | C.2Cy.13½″&25″–18″ 25RH / Muir&Houston,Glasgow | | | |
| 91781 | *J.E.Westrup* | *1Dk* | | | | | | | | | | | | | | |
| 206 / JTSV | **Managua** | **SteelSc3MstSr** | 703 / 652 / 427 | | | 1890 | Grngemth Dockyard Co / Grngemouth | JohanC.Giertsen | 175·5 / H51*t* | 27·9 | 18·8 | Bergen / Norwegian | T.3Cy.16″,26″&40″–30″ 88NH / Hutson&Corbett,Glasgow | | N | |
| | *Mchy.Aft* | *1Dk&Spardk* | | | | | | | | | | *WB* | | | | |
| 207 | **Manaos** | **SteelScSr** | *1719* / *1331* / *1169* | ✠ / 2,84 | Gls Lv | 1883 / 11mo | J.&G. Thomson / Glasgow | LloydBrazileiro | 266·3 / H327*t* | 36·1 / F47′ | 19·5 / *WB*=*APT* | R.Janeiro / Brazilian | C.2Cy.35″&70″–45″ 274NH / J.&G.Thomson,Glasgow | | | 16·42 17·40 18·38 19·35 |
| | | *2Dks&Shade dk* | | | | | | | | | | *3BH* IPBH | | | | |
| | | *Elec.light* | | | | | | | | | | | | | | |
| 208 / HFCQ | — | **IronScSr** | *239* / *208* / *62* | | | 1887 | Sunderlnd S.B.Co.(Ld.) / Sunderland | J.H.Andressen. Successores | 140·0 / Q60′B38′F20′ | 22·2 | 10·9 / BK7″ | Oporto / Portuguese | C.2Cy.20″&40″–24″ 73NH / J.Dickinson,Sunderland | 11 ″ 6 | | |
| | *Welldeck* | (*ex*Rovuma,*ex*Plymouth) *1Dk* | | | | | | | | | | | | | | |
| 209 / 75228 / WLSC | **Manapouri** | **SteelScSr** | 2060 / 1565 / 1288 | ✠100A1 / 4,99 / LMC8,98 | Ddn *s* | 1881 / 12mo | W.Denny &Bros. / Dumbarton *Lloyd'sA&CP* | UnionS.S.Co.of NewZealand,Ld. | 285·2 / P56′B44′F44′ | 36·3 | 23·7 / FK *WB*=*CellDB*204′ | Dunedin / British | Q.4Cy.20½″,30″,41″&60″–48″ 200lb *80lb* NDB99(*s*)276NH NB4,99 / 2SB,*6pf*,GS102,HS4130 FD *Qpd.*99Denny&Co.,Dmb. | | | 3,03 |
| | *G.Crawshaw* –99 | *ssDdn.No.3–11,93 ssDdn.No.1–97* | | | | | | | | | | *5BHCem* | | | | |
| | *Elec.light* | *3Dks(UStl-ws)ptShadedk* | | | | | | | | | | 283*t* *FPT*38*t* | | | | |
| 210 / 108071 | **Manaroa** | **WoodScK** | 122 / 84 / 77 | | | 1897 | W.H. Brown / Auckland | Wellington,Havelock&MotuekaS.S. Co.Ld. | 93·0 | 18·2 | 7·6 | Wellingtn / British | C.2Cy.12″&24″–15″ 24RH / Cable&Co.,Wellington | | | |
| | *P.McIntyre* –97 | *1Dk* | | | | | | | | | | | | | | |
| 211 / 114849 / TGPS | **Manaton** | **SteelScSr** | 4025 / 3829 / 2623 | ✠100A1 / *Spar dk* / *withfreeboard* / 2,05 / LMC8,02 | Msl *w* Bry | 1902 / 3mo | J.Priestman&Co. / Sunderland *Lloyd'sA&CP* | Commercial SS.Co. Ld. ~~(Young, Bhlers &Co.,Mgrs.)~~ Lambert Bros Ld *Mgrs*) | 345·0 / P31′B106′F35′ / *DBa* 110′*f* 142′ 876*t* | 48·8 | 20·9 / 28·9 FK *WB*= | London / British | T.3Cy.24″,41″&67″–45″ (*a*) 160lb *80lb* 312NHP / 2SB,*6pf*,GS120,HS4870 G.Clark,Ld.Sunderland | 22 ″ 3 / s 6 ″ 2 | ~~5,08~~ 2,05 | |
| | *W.R.Page02–02* | *Spar dk(ptStl&ptIrn)2trB & Web frames* | | | | | | | | | | *6BHCem* *APT*125*t* | | | | |
| 212 / HJMQ | **Manaus** | **Wood** | — / — / 684 | | | ..... | ..... | AmazonStm.Nav. Co.Ld. | ..... | ..... | ..... | Para / Brazilian | | | | |
| 213 / 91228 / JWTH | **Manavi** | **SteelScSr** | 1041 / 808 / 615 | ✠ / 7,85 | Gls Lv | 1885 / 5mo | R.Napier &Sons / Glasgow | Pacific StmNavCo. | 216·0 / P20*t* | 35·1 / F21*t* | 15·0 | Liverpool / British | C.2Cy.23″&46″–36″ NB00 *fitted*02 90RH / R.Napier&Sons,Glasgow | | | 12·73 13·53 14·32 15·11 |
| | *J.Milliken* –02 | *2Dks(1Stl&1ptStl)&Shadedk* | | | | | | | | | | *4BH* 2PBH | | | | |
| 214 / 66562 / RWJN | **Manawatu** | **IronScSr** | 183 / 158 / 112 | | | 1873 | H.Nicol / Auckland | Coastal S.S. Proprietary,Ld. | 128·8 | 18·7 | 9·5 | Melbourne / British | C.2Cy.15½″&30″–20″ 38RH / Mills&Cable,Wellington | | | |
| | *G.Snow* –97 | *1Dk* | | | | | | | | | | | | | | |
| 215 | **Mancel** | **SteelScSr** | *310* / *192* / *146* | ✠ / 5,87 | Gmh *e* | 1887 | Grngemth Dockyard Co. / Grngemouth | GeneralB.Rivière | 156·0 / B&c91′ | 22·1 | 9·5 / F26′ | P.auPrnce / Haytian | C.2Cy.18″&34″–24″ 47NH / Dunsmuir&Jackson,Gls. | 10 ″ 0 | | |
| | *L.Amedie87–89* | | | | | | | | | | | *4BHCem* | | | | |
| | *Elec.light* | *1Dk* | | | | | | | | | | | | | | |
| 216 | **Manche** | **SteelScBn** | 2395 / — / 1251 | | | 1887 | Messageries Marit. / LaCiotat | MessageriesMaritimes | 299·2 / H&c40*t* | 37·4 | 28·7 | Marseilles / French | T.3Cy.25¼″,37″&55″–43½″ 199NHP / Forges&Chantiers,Havre | | | |
| | *Moirano02–02* | *3Dks* | | | | | | | | | | *WB* | | | | |
| KCGQ | | | | | | | | | | | | | | | | |

| 1 Numéro d'Entrée. Numéro Signal. Gréements | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Officiel Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Terme approximatif. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tonnage Brut. Déductions. Tonnage Net. Tirant d'eau. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 217<br>KCGS | **Manche**<br>*C.Gonefroy94–99* | **SteelTwinScSr**<br>*1 Dk & Shade dk* | 978<br>—<br>74 | | | | 1897 | Forges&C. de la Médit. Havre | Cie. des Chemins de Fer de l'Ouest (LB. &S.C.R.Co. *Mgrs.*) | 269·0 \| 29·5 \| 15·1<br>F88′ | | | Dieppe<br>French | T.6Cy.28½″,35½″&51½″–25½<br>263NH<br>Forges&C. de la Médit. Hav | |
| 218<br>92087 | **Manchester**<br>*T.Kelly86–90*<br>*Mchy. Aft* | **CompSc** | 2133<br>—<br>1611 | | | | 1889 | Detroit Dry Dock Co. Wyandotte | Inter-Ocean Transportation Co. (D. Vance&Co. *Mgrs.*) | 281·0 \| 41·0 \| 20·0 | | | Milwaukee, Wis. Utd. States | T.3Cy.20″,32″&54″–42″<br>189NH<br>Riverside Irn. Wks., Detroit | |
| 219<br>95199<br>LVFB | —<br>*Roberts*<br>~~*J.W.Wood*~~ –03 ~~*ssCliff.No.3–8.02*~~<br>*Well deck* 1 *Dk(Irn) and Web frames* | **SteelScSr** | 2034<br>1579<br>1282 | ✠100A1 Sws *r*<br>~~8,04~~ 3,05 ~~Mch~~<br>~~✠L.~~ 8.02<br>~~B.~~ 9.04 | | | 1890<br>8mo | W.Gray& Co.(Lim.) W Hartlepool | Manchester SS.Co. Ltd. (E Thomas, Radcliffe&Co.) | 275·0 \| 37·2 \| 20·0<br>P2″ Q86 B106′ F28′<br>BK9½″ 4 *BH Cem*<br>*WB = DBa88′ f102′ 477t* | Cardiff<br>British<br>*APT20t* | T.3Cy.21½″,34″&57″–39″ (*s*)<br>160lb *100lb* 207NH<br>2SB.*Grf.*,gs82,hs3180 SDN04<br>Centrl. Marine EW ks W Hpl | 21 · 16<br>1 · 11 |
| 220<br>97813<br>QPVB | —<br>*Scou*<br>*J.Barrett* –02<br>*Well deck* 1 *Dk(Stl), Floors Irn*<br>*Elec.light* | **SteelBoobleTwinScSk**<br>*ss Lyt.No.3–6,00*<br>*ss Lyt.No.1–04*<br>*1 Dk(Irn)* | 883<br>858<br>366 | ✠ A — Lyt<br>*Hopper Dredger*<br>~~2,05~~<br>~~✠L.MC~~ 2.04 | | | 1890<br>8mo | W.Simons &Co. Renfrew | Lyttelton Harbour Board | 180·2 \| 39·1 \| 15·7<br>P13′ F18′<br>FK<br>*4 BH Asp* | Lyttelton<br>British 110<br>*100lb 60lb*<br>2SB *Grf.*,gs108,hs3606<br>Simons&Co., Renfrew | 16 · 6<br>208NH | |
| 221<br>96272<br>NQDW | —<br>~~*COUNK BY COLLISION 10,03*~~<br>*J.Barrett* –02<br>*Well deck* 1 *Dk(Stl), Floors Irn*<br>*Elec.light* *ss Mel.No.3–10,04* | **SteelScSr** | 506<br>374<br>211 | ✠100A1 Liv *i*<br>10,~~04~~ Bel<br>~~✠L.~~MC10,04<br>✠NB10,04 | | | 1891<br>1mo | M'Ilwaine &M'Coll(Ltd) Belfast | Belfast&Mersey SS.Co.Ltd. (S.Lawther &Sons, *Mgrs.*) | 180·7 \| 27·5 \| 13·2<br>P24′ Q35 B12′ F27′<br>drp04 BK7½″ 4 *BH Cem*<br>*WB = Cell DB 49′ 61t FP′T* | Belfast<br>British<br>*12t APT27t* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb *50lb* 98RH<br>1SB.*3pf* ~~1044~~<br>M'Ilwaine&M'Coll(Ld) Bel<br>gs56,hs1818 | 13 · 11<br>1 · 1 |
| 222<br>76367 | —<br>*Well deck* 1 *Dk(Stl), Floors Irn*<br>*Elec.light* *ss Mel.No.3–10,04* | **IronPad** | 221<br>211<br>168 | | | | 1876 | Goole E.& S.B.C.(Lim.) Goole | Great Central Rly. | 159·7 \| 18·9 \| 8·4 | Hull<br>British | 0.2Cy.36″–36″<br>NB87 80RH<br>Laird Bros., Birkenhead | BT 100 T.C. |
| 223<br>109836<br>QJTS | **Manchester City**<br>*M.Forrest98–98*<br>*Elec.light* 2 *Dks(Stl) & deep framing hold beams, forehold & Shelter dk(Irn) Ref.Mchy.* | **SteelSc4MastSr**<br>*ss Mch.No.1–03* | 5833<br>~~5581~~<br>3727 | ✠100A1 Mch *b*†<br>~~9,04~~ 8,05 Rot<br>~~✠S12,04~~ ✠L.MC1,08 | | | 1898<br>10mo | Sir Raylton Dixon&Co Ld Middlesbro' | Manchester Liners Ld. | 445·4 \| 52·0 \| 30·0<br>B128′<br>FK<br>*7 BH Cem*<br>*WB = Cell D Ba 106′ u E & B67′ f197′* | Manchestr<br>British<br>*12t APT34t* | T.3Cy.30″,50″&83″–54″ (*r*)<br>200lb 686NH<br>1SB.*12cf.*,gs231,hs9600 FL<br>Sir C. Furness, Westgarth& Co. Ld. Middlesbro' | 33 · 0<br>7 · 1 |
| 224<br>108446<br>RKJN | **Manchester Commerce**<br>~~*J.R.Foale* –04~~<br>*Ref.Mchy.* 2 *Dks(Stl) & tr B*<br>*Elec.light* *W.P.Couch* –04 | **SteelScSr**<br>*ss Mch.No.1–03* | 5363<br>5126<br>3444 | ✠100A1 Mch *z*<br>12,~~04~~ 12,~~00~~<br>~~✠L.MC1~~ | | | 1899<br>11mo | Furness, Withy&Co Ld W Hartlepool | Manchester Liners Ld. | 430·7 \| 48·2 \| 30·8<br>P20′ B84′ F42′<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 140′ u E & B63′ f 163′ 1000t DT a 29′ 536t FP T58t* | Manchestr<br>British<br>*APT20t* | T.3Cy.27½″,46″&78″–54″ (*r*)<br>190lb 541NH<br>3SB.*9cf.*,gs173,hs7120 FL<br>Sir C. Furness, Westgarth& Co. Ld. Mdb. | 34 · 0<br>8 · 4 |
| 225<br>109844<br>RHVP | **Manchester Corporation**<br>*P.J.Heath* –01<br>*Elec.light* *ss Hpl.No.1–04*<br>2 *Dks(Stl) 3 tr B* | **SteelSc** 4 **MstSr** | 5473<br>5133<br>3586 | ✠100A1 Hpl *z*<br>12,04~~5,04~~ Mch<br>~~✠L.~~ ~~07.06~~ | | | 1899<br>9mo | Furness, Withy&Co Ld W Hartlepool | Manchester Liners Ld. | 430·5 \| 48·1 \| 30·8<br>P20′ B84′ F42′<br>FK<br>*6 BH pt 4sp pt Cem*<br>*WB = Cell DBa 140′ u E & B63′ f 163′ 1000t DT a 29′ 536t FP T58t* | Manchestr<br>British<br>*APT20t* | T.3Cy.28″,46″&78″–54″ (*r*)<br>190lb 541NH<br>3SB.*9cf.*,gs173,hs7120 FL<br>Sir C. Furness, Westgarth& Co. Ld. Mdb. | 34 · 0<br>8 · 4 |
| 226<br>113116<br>THWL | **Manchester Engineer**<br>*A.R.A.Davie* –04<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames* | **SteelScSr** | 4302<br>4138<br>2813 | ✠100A1 Bry *x*<br>*Spar dk* Mch<br>11,04~~Mch~~<br>~~✠L.~~ ~~MC~~ 8.02 | | | 1902<br>4mo | Nthmblnd S.B.Co.Ld. Newcastle | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F32′ 28·1<br>trp03 FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B42′ f 154′ 857t APT63t* | Manchestr<br>British<br>*APT63t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 372NH<br>3SB.*9cf.*,gs150,hs5940<br>Richardsons, Westgarth& Co. Ld. Sld. | 22 · 10<br>6 · 10 |
| 227<br>113113<br>SVDR | **Manchester Exchange**<br>*H.Varwell* –03<br>1 *Dk(Stl) & Spar dk(pt Irn & pt Stl)*<br>*Elec.light* *& deep framing* | **SteelScSr** | 4091<br>3895<br>2649 | ✠100A1 Mch *x*<br>*Spar dk*<br>~~9,04~~ ~~11,02~~<br>1,05 ~~✠L.MC~~ 11.0 | | | 1901<br>11mo | Furness, Withy&Co Ld W Hartlepool | Manchester Liners Ld. | 360·5 \| 48·2 \| 20·3<br>P29′ B100′ F35′ 28·2<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 124′ u E & B50′ f 136′ 748t DTa 20′ 505t FPT* | Manchestr<br>British<br>*APT34t* | T.3Cy.25″,40″&68″–48″ (*s*)<br>180lb *100lb* 374NH<br>3SB.*9cf.*,gs147,hs6142<br>Richardsons, Westgarth& Co. Ld. Hpl | 22 · 11<br>6 · 8 |
| 228<br>108842<br>RHDT | **Manchester Importer**<br>~~*W.P.Couch* –02~~<br>1 *Dk(Stl) 2 tr B deep framing & Web frames*<br>*Elec.light* *W.J.Parry* –04 *& Shelter dk(Irn)* | **SteelScSr**<br>*ss Mch.No.1–02* | 4028<br>3776<br>2538 | ✠100A1 Mch *y*<br>*Shelter dk*<br>~~7,11 20,03~~<br>3,05 ~~✠L.MC~~ 10,02 | | | 1899<br>8mo | Irvine's SB. & D D.Co.Ld. W Hartlepool | Manchester Liners Ld. | 370·0 \| 48·0 \| 26·3<br>FK<br>*WB = Cell DBa 116′ u E & B72′ f 126′ 903t DTa 24′ 564t A* | Manchestr<br>British<br>*APT53t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 379NH<br>3SB.*9cf.*,gs150,hs6120<br>W.Allan&Co.Ld.Sld. | 29 · 0<br>4 · 11 |
| 229<br>113117<br>TKDR | **Manchester Inventor**<br>*C.W.B.Payne* –04<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames* | **SteelScSr** | 4247<br>4083<br>2775 | ✠100A1 Mch *z*<br>*Spar dk*<br>~~4,01~~ 8,04<br>~~✠L.~~MC1.04 | | | 1902<br>6mo | Nthmblnd S.B.Co.Ld. Newcastle | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F32′ 28·1<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B42′ f 154′ 857t APT63t* | Manchestr<br>British<br>*APT63t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 372NH<br>3SB.*9cf.*,gs150,hs5940<br>Richardsons, Westgarth& Co. Ld. Sld. | 22 · 10<br>6 · 10 |
| 230<br>119582<br>VNTD | **Manchester Mariner**<br>*P.Linton03–04*<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames*<br>*Elec.light* | **SteelScSr** | 4106<br>3949<br>2672 | ✠100A1 Bry *x*<br>*Spar dk* Cliff<br>12,~~03~~ ~~✠L.~~ 9.0 | | | 1904<br>2mo | Furness, Withy&Co Ld W Hartlepool | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92 F34′ 28·1<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B44′ f 148′ 828t APT86t* | Manchestr<br>British<br>*APT86t* | T.3Cy.26″,42″&72″–48″ (*s*)<br>180lb *100lb* 403NH<br>3SB.*9cf.*,gs144,hs6400<br>Richardsons, Westgarth& Co. Ld. Hpl | 22 · 10<br>6 · 9 |
| 231<br>113129<br>VMOF | **Manchester Merchant**<br>~~*R.J.Hoare* –04~~ *J.Foale* –04<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames*<br>*Elec.light* *lower dk in fore hold* | **SteelScSr** | 4152<br>4012<br>2707 | ✠100A1 Mch *x*<br>*Spar dk*<br>~~7,~~ ~~Mch~~<br>12,01 ~~✠L.~~MC1.04 | | | 1904<br>1mo | Nthmblnd S.B.Co. Ld Newcastle | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F32′ 28·1<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B42′ f 154′ 834t APT66t* | Manchestr<br>British<br>*APT66t* | T.3Cy.26″,42″&72″–48″ (*s*)<br>180lb *100lb* 400NH<br>3SB.*9cf.*,gs158,hs6340<br>Richardsons, Westgarth& Co. Ld. Sld. | 22 · 10<br>6 · 9 |
| 232<br>113126<br>VDQP | **Manchester Miller**<br>*E.W.C.Beggs03–03*<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames*<br>*Elec.light* | **SteelScSr** | 4234<br>4097<br>2766 | ✠100A1 Bry *x*<br>*Spar dk* Mch<br>10,04 ~~✠L.~~MC8.03 | | | 1903<br>8mo | Nthmblnd S.B.Co.Ld. Newcastle | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F32 28·0<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B42′ f 154′ 857t APT63t* | Manchestr<br>British<br>*APT63t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb *100lb* 372NH<br>3SB.*9cf.*,gs150,hs5940<br>Richardsons, Westgarth& Co. Ld. Sld. | 22 · 10<br>6 · 10 |
| 233<br>113127<br>VMFB | **Manchester Port**<br>*I.V.Acraman* –04<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames*<br>*Elec.light* | **SteelScSr** | 4093<br>3949<br>2662 | ✠100A1 Hpl *x*<br>*Spar dk* Liv<br>10,04~~1,04~~ ~~✠L.~~MC1.04 | | | 1904<br>1mo | Furness, Withy&Co Ld W Hartlepool | Manchester Liners Ld. | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F34′ 28·1<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 118′ u E & B42′ f 150′ 823t APT86t* | Manchestr<br>British<br>*APT86t* | T.3Cy.26″,42″&72″–48″ (*s*)<br>180lb *100lb* 400NH<br>3SB.*9cf.*,gs158,hs6340<br>Richardsons, Westgarth& Co. Ld. Sld. | 22 · 10<br>6 · 9 |
| 234<br>104850<br>RMTF | **Manchester Shipper**<br>~~*J.Morton* –03~~<br>1 *Dk(Stl) 2 tr B deep framing & Web frames & Shelter dk(Irn)*<br>*Elec.light* *Halworth* –04 | **SteelScSr**<br>*ss Mch.No.1–04* | 4038<br>3776<br>2542 | ✠100A1 Mch *y*<br>*Shelter dk* Mam<br>~~9,03~~ 2.04<br>~~✠L.MC~~ | | | 1900<br>2mo | Irvine's SB. &D.D.Co.Ld W Hartlepool | Manchester Liners Ld. | 370·0 \| 48·0 \| 26·3<br>Bou *Shelter dk* 106′<br>FK<br>*6 BH Cem*<br>*WB = Cell DBa 116′ u E & B72′ f 126′ 903t DT a 24′ 564t APT53t* | Manchestr<br>British<br>*APT53t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 379NH<br>3SB.*9cf.*,gs150,hs6120<br>W.Allan&Co.Ld. Sld. | 29 · 0<br>4 · 11 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Registered Tonnage. Gross / Under deck / Net. | Particulars of Classification. Character. Port of Survey. Year assigned or last Special Survey. Date of last Survey. | Built. When / By Whom / Where | Owners. | Dimensions. Length / Breadth / Depth | Part of Registry. Flag | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Screw: depth. Feet / Inches. | Tons per inch immersion. Load / Light | Inside keel plate when tail shaft has been. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 235<br>113123<br>VCSB | **Manchester Spinner** Steel Sc Sr<br>*Master* *Late Name if any*<br>*Elec light* (Stl) *Web frames*<br>*R. Logic 04-04* | 4277<br>4102<br>2760 | ✝100A1<br>*Spar dk*<br>12,04 ~~4,04~~<br>Ant Hpl<br>✝LMC | 1903<br>7mo<br>1904<br>*Lloyd's* | Nthmblnd S.B.Co. Ltd. Newcastle<br>*WB = Cell D Ba* | 360·0 \| 48·0 \| 20·2<br>P30′ B92′ F32′ 28 C<br>drp04 FK<br>*118′ uE & B42′ f154′ 857t APT 63t* | Manchester British<br>*6 BH Cem* | T.3Cy.25″,41″&69″–48″ (s<br>180lb *100lb* 372NH<br>3SB,*9cf*,GS150.HS5940<br>Richardsons, Westgarth & Co. Ltd. Sld | 22 ″ 10<br>6 ″ 10 | | 12,04 |
| 236<br>97829<br>LWTP | **Manchester Trader** Steel Sc Sr<br>*G. F. Fisher* –04 ss Qus. No. 3–8,02<br>(ex Parkmore) 2 *Dks* (*Iron*) *Str b*<br>*Ref. Mchy. Elec light Floors & Beams Iron* | 3317<br>3165<br>2136 | ✝100A1<br>*Awng dk*<br>12,04 ~~11,08~~<br>B— 2,04<br>NYk Mch<br>✝LMC ~~11,05~~ | 1890<br>12mo | C. J. Bigger Londonderry<br>*WB = Cell D Ba 38′ 136t* | Manchester Liners Ltd.<br>340·0 \| 42·7 \| 27·0<br>P21′ B91′ F92′<br>lrp03 BK 11′<br>*FPT 70t APT 51t* | Manchester British<br>*6 BH Cem*<br>*MT 36′ 582t* | T.3Cy.26″,42″&67″–51″<br>160lb *160lb* 354NH<br>2DB,*8cf*,GS184,HS5800<br>McIlwaine & McColl, Ld. Belfast | 28 ″ 4<br>s 5 ″ 6 | | N11,03 |
| 237<br>KSWG | **Manchuria** Steel Twin Sc Sr<br>*Master* *Late Name if any*<br>*Standard's Spec. No. 8 in Stl p'ssm'n* | 13638<br>—<br>8750 | 100A1<br>*Shelter dk*<br>*with freeboard*<br>(*Class Contemplated*) | 1903 | New York S.B. Co. Camden, N.J. | Pacific Mail S.S. Co. | 500′0 \| 65′0 \| 51′2<br>New York Utd. States | Q.8Cy.30″,43″,63″&89″–60″<br>New York S.B. Co. Camden N.J. | 13 ″ 4<br>s 10 ″ 6 | | |
| *New name "Kanto Maru," &c.* | — Steel Sc Sr<br>*Master* *Late Name if any*<br>*Elec light* (*Stl–pt teaks*) *Web frames* | 6193<br>4000<br>3953 | ✝100A1<br>*Spar dk*<br>12,03<br>Cpn<br>✝LMC 12,03 | 1900<br>3mo | Burmeister & Wain Copenhagen<br>*WB = Cell D Ba 5 uE 160′* | Russisch Ostasiatische Dmpf. Act. Ges.<br>410·0 \| 49·4 \| 30′5<br>P286′ F10′<br>lrp03 FK<br>*f160′ 895t FPT 131t APT 43t* | S. Petrsbrg Russian<br>*6 BH Cem* | T.3Cy.29″,47″&78″–51″ (s<br>170lb 591NH<br>1SB,*12cf*,GS176,HS8786 Fl<br>Burmeister & Wain, Cpn. | 22 ″ 6 | | N12,03 |
| 239<br>MLKW | — Steel Twin Sc Sr<br>*B. Ivanoff 04-04*<br>*Ref. Mchy.* 2 *Dks* (*Upt Stl–ws*)<br>*Elec light* (*Awng dk pt Stl–teak s*) | 2937<br>2823<br>1628 | ✝100A1<br>*Awng dk*<br>*with freeboard*<br>4,01<br>Tri<br>✝LMC 4,01 | 1901<br>4mo | Stabilimnto Tecnico Trieste<br>*Lloyd's* *WB = Cell D Ba 24′ uE* | ~~Chinese Eastern Railway Co. Ltd.~~<br>344·0 \| 43·0 \| 24·3<br>31·9<br>FK<br>*B80′ f104′ 365t FPT 20t APT 6t* | Odessa Russian<br>*8 BH Cem* | T.6Cy.24″,38″&62″–36″ (s<br>180lb *90lb* 271 710NH<br>5SB,*15cf*,GS270,HS11067 Fl<br>Stabilimento Tecnico, Tri. | 23 ″ 6<br>s 12 ″ 1 | | 2,04 |
| 240<br>108844<br>QHGC | **Mancunia** *W. Dunbar* –04 Steel Sc Sr<br>*J. Watling* ss N.Ns. No. 1–03<br>1 *Dk* (*Iron*) *Cell side tanks amidship, deep framing & 2 tr B at ends* 3 *Dk wide* | 3533<br>3286<br>2287 | ✝100A1<br>9,04 ~~4,01~~<br>N.Ns<br>NYk<br>✝LMC ~~4,01~~ | 1898<br>10mo | W. Gray & Co. Ld. W Hartlepool<br>(*Sivewright Bacon & Co. Mgrs.*)<br>*WB = Cell* | Manchester & Salford S.S. Co. Ld.<br>345·0 \| 51·1 \| 24·4<br>P37′ B130′ F42′<br>drp04 FK<br>*D Ba 104′ uE & B43′ f* | Manchster British<br>*6 BH Cem* | T.3Cy.25½″,40½″&67″–45″<br>170lb (*s*) 322NH<br>3SB,*9cf*,GS114,HS5010<br>Cen. Mar. Eng. Wrks. W Hp: *side tanks* 191′ 722t *APT 50t* | 26 ″ 11<br>s 4 ″ 10 | | ~~4,03~~<br>9,04 |
| 241<br>1364<br>JFSG | **Manda Maru** Steel Sc Sp<br>*Goto 93–00*<br>1 *Dk* | 248<br>211<br>134 | | 1900 | Osaka Iron Works Osaka | Mitsui Kwozan Gomei Kaisha | 124·0 \| 23·5 \| 11·3<br>148′ 924t *Cell* | Kuchinotsu Japanese<br>71NH<br>Osaka Iron Works, Osaka | T.3Cy.14″,22″&37″–27″ | | |
| 242<br>1731<br>JFOW | **Mandal** Iron Sc Sr<br>*E. Erichsen 99–00*<br>(ex Jerseymoor, ss Shl 2nd No. 3–4,01<br>ex Vindolana) 2 *Dks* (*Iron*) *3 tr I* | 1917<br>1731<br>1193 | ✝100A1<br>8,04 ~~4,01~~ 9,04 Bge<br>Shl<br>✝NB 5,96 LMC 8,03<br>BS 8,04 | 1877<br>4mo | R. Dixon & Co. Middlesbro' | O. Lohne | 286·4 \| 34·8 \| 23·8<br>P36′ F32′<br>BK 9½″<br>*WB = Dls* | Mandal Norwegian<br>*5 BH Cem*<br>*a76′ f70′ 244t* | C.2Cy.28″&64½″–42″ (r<br>90lb *80lb* NDB95 191NH<br>1SB,*4pf*,GS70,HS2607<br>N.E. Marine Co. Ld. Sld. | 25 ″ 9<br>s 4 ″ 6 | | ~~4,04~~<br>9,04 |
| 243<br>108755<br>QGNP | **Mandalay** Steel Sc Sr<br>*J. Mitchell* 03<br>2 *Dks* | 3881<br>3470<br>2498 | | 1898 | W. Denny & Bros. Dumbarton | British & Burmese S.N. Co. Ld (P. Henderson & Co. *Mgrs.*) | 360·0 \| 45·1 \| 26·4<br>P35′ B108′ F33′<br>*WB* | Glasgow British<br>Denny & Co. Dmb. | T.3Cy.26½″,42″&66½″–51″<br>316NH | C<br>BT till 2,06 | |
| 244<br>93339 | — Steel Pad Lr | 488<br>488<br>359 | | 1886 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 250·0 \| 30·0 \| 8·9 | Glasgow British<br>Denny & Co., Dumbarton | C.D.2Cy.34″&59″–54″<br>213NH | | |
| 245<br>93077<br>KQJC | — Wood Twin Sc Sr<br>*Liebig*<br>1 *Dk* | 438<br>—<br>266 | | 1900 | A. M. Simpson Nth Bend. Or. | Simpson Lumber Co. | 142·4 \| 33·6 \| 12·0 | S. Frncisco Utd. States | C.4Cy.9″&22″–20″<br>Golden State & Miners Iron Works 43NH | | |
| 246<br>95845 | — Iron Sc K<br>*J. Dier* –90<br>1 *Dk* | 148<br>141<br>48 | ✝<br>*Trawler*<br>8,90<br>Hul<br>✝ | 1890<br>8mo | Cook, Welton & Gemmell Hull | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 103·2 \| 20·0 \| 11·0<br>BK 7½″ | Hull British<br>*3 BH Cem* | T.3Cy.12½″,19½″&31½″–22½″<br>50RH<br>1SB.*2cf*,GS27,HS780<br>C.D. Holmes & Co., Hull | 11 ″ 10 | | |
| 247<br>8823<br>JBGW | **Mandasan Maru** Steel Sc Sr<br>*P. Hallstrome 03–03*<br>(ex Pembrokeshire) 1 *Dk* (*Stl*) *w*<br>*Elec light Spar dk* (*Stl*) *deep framing* | 4513<br>4068<br>2798 | ✝100A1<br>*Spar dk*<br>10,04 ~~10,03~~<br>H Kg<br>Nag<br>✝LMC 8,01 | 1901<br>8mo | Sunderlnd S.B. Co. Ld. Sunderland | Mitsui Bussan Gomei Kaisha<br>*WB = Cell* | 360·0 \| 48·1 \| 20·5<br>P27′ B90′ F36′ 28·3<br>lrp03 FK<br>*D Ba 116′ uE & B34′ f* | Kchinotzu Japanese<br>*6 BH Cem*<br>154′ 902t | T.3Cy.26″,42½″&69½″–45″<br>180lb *165lb* (*s*) 354NH<br>3SB,*9cf*,GS155,HS5499<br>N.E. Marine Eng. Co. Ld. Sld | 23 ″ 0<br>s 6 ″ 10 | | 10,03 |
| 248<br>85144<br>WMFK | **Mandingo** Steel Sc Sr<br>*W. W. Robinson* –02<br>1 th Survey, Ham. 9,98<br>2 *Dks* (1 *pt Stl*) | 1700<br>1540<br>1089 | ✝ A1<br>1,02<br>Ham Ls | 1882<br>3mo | Harland & Wolff Belfast | African S.S. Co. (Elder, Dempster & Co. *Mgrs.*) | 305·0 \| 34·2 \| 20·0<br>H112t F49t | London British<br>*5 BH* 1 PBH | C.2Cy.32″&64″–42″<br>221NH | 21 ″ 6<br>s 4 ″ 7½ | | |
| 249<br>112600<br>WDGV | **Mangapapa** Wood Sc Sr<br>*C. Faulkner 93–03*<br>1 *Dk* | 164<br>112<br>87 | | 1902 | W. M. Ford jun., Sydney N.S.W. | Northern SS Co. Ld. | 106·8 \| 25·1 \| 6·5 | Auklnd NZ British | C.2Cy.13″&26″–18″<br>28RH<br>Vauxhall Eng. Co. Lon. | | | |
| 250<br>96092<br>LMJH | **Mangara** Steel Sc Sr<br>*J. Blackburn* –00 ss Gls. No. 3–5,02<br>*Well deck* 1 *Dk* (*Stl*) *deep framing* | 1827<br>1153<br>1153 | ✝100A1<br>~~1,03~~ 1,05<br>MS 12,01<br>BS 9,03<br>Trn<br>Gls<br>✝LMC 1,05 | 1889<br>10mo | A. Stephen & Sons Glasgow | S.S. Mangara Co. Ld. (Maclay & McIntyre)<br>*WB* | 260·0 \| 36·8 \| 16·6<br>P28′ Q32′ B140′<br>F31′ drp05 FK<br>*= Cell D B 208′ 381t* | Glasgow British<br>*4 BH Cem*<br>*APT 34t* | T.3Cy.18″,29″&46″–39″ (*s*)<br>160lb *50lb* 149NH<br>1SB,*3pf*,GS54,HS2488<br>A. Stephen & Sons, Gls. | 19 ″ 2<br>s 1 ″ 6 | | ~~1,03~~<br>1,05 |
| 251<br>99341<br>MKLV | **Manhanset** Steel Sc Sr<br>~~*F. W. White*~~ ~~ss Urth. No. 2–00~~<br>1 *Dk* (*Stl*) *Spar dk* (*Iron*) *3 tr B*<br>~~*J. Garlick* –04~~ ~~ss Lth. No. 3–3,04~~ | 2684<br>2502<br>1743<br>1853 | ✝100A1<br>~~*Spar dk*~~ Lth Bal<br>~~11,04~~<br>Rot<br>N.Y.<br>✝LMC ~~Mar 04~~ | 1891<br>12mo | Bartram, Haswell & Co. Sunderland | N. Atlantic SS Co. Ld (T. Hogan & Sons, New York, *Mgrs.*)<br>*WB = Cell D B 246′ 485t* | 300·0 \| 41·1 \| 18·5<br>P30′ B70′ F38′ 26·0<br>BK 10″ | Liverpool British<br>*5 BH Cem*<br>*APT 45t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb ~~90lb~~ 272NH<br>2SB,*6cf*,GS124,HS4183<br>G. Clark (Lim.), Sunderland | 21 ″ 0<br>s 5 ″ 8½ | | ~~2,03~~<br>3,04 |
| 252<br>91176 | — Wood Sc<br>*Carrol* | 154<br>—<br>104 | | 1879 | .....<br>Mystic, Conn | Montauk Steamboat Co. | 104·4 \| 19·5 \| 7·7 | Sag Harbor N.Y. Utd. States | | | |
| 253<br>108630<br>QMRF | **Manhattan** Steel Twin Sc 4 Mst Sr<br>*S. W. Watkins* –03<br>2 *Dks Spar dk Shade dk*<br>*Elec light* | 8004<br>7575<br>6124 | | 1898 | Harland & Wolff, Ld. Belfast | National SS Co. Ld. | 190·5 \| 56·3 \| 25·0<br>32·9<br>FK & BK 3″ | Belfast British<br>*WB* | T.6Cy.19″,31″&52″–48″<br>478NH<br>Fawcett, Preston & Co. Liv. | 28 ″ 6 | | |
| 254<br>QGSM | — Steel Sc 3 Mst Sr<br>*J. Wolters 02–02* ss Gen. No. 3–9,00<br>1 *Dk* (*Stl*) *Spar dk* (*Stl*) *Web frames*<br>*Mchy. Aft Elec light* | 3384<br>3077<br>2183 | ✝100A1<br>*Spar dk*<br>*Carrying Petroleum in bulk*<br>3,04<br>Gen<br>✝NB 8,00 LMC 8,00 | 1889<br>9mo | D. J. Dunlop & Co. Pt. Glasgow | Act. Ges. Atlantic (Societa-Americana pell'estrnho *Mgrs.*)<br>*WB = DB aB 38′ 118t FPT 130t A P T 100t deep* | 330·0 \| 42·2 \| 21·2<br>P85′ B15′ F50′ 28·4<br>FK<br>*tank f 20′ 335t* | Bremen German<br>*14 BHpt Cem* | T.3Cy.27½″ 42⅜″&70″–45″ (*s*<br>160lb *100lb* NDB00 341NH<br>2DB,*12cf*,GS179,HS5325<br>D. J. Dunlop & Co., P. Gls. | 22 ″ 3<br>s 6 ″ 10 | | 3,03 |
| 255<br>92280<br>KJHR | — Wood Sc | 1892<br>—<br>982 | | 1891 | NwEnglnd S.B. Co. Bath, Me. | Maine S.S. Co. | 233·9 \| 40·7 \| 24·5 | Prtlnd. Me. Utd. States | T.3Cy.22″,34″&55″–36″<br>181NH | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage (Jauge). Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Spécial. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | Par qui. Où. | 9 Armateurs. | 10 Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon | 12 Machines. No. & Dia. des Cylindres. Course. Tirage des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Force. Nom du Constructeur des machines. | 13 Creux sur Quille. Pieds. Pouces. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 256 7m HRTJ | **Manhem** *4. Magnusson97-97* *Well deck* | IronScSr *ssGot.No.3-8,96* *ssGot.No.2-04* *1 Dk2tr fk* | 408 331 226 | ✝90A1 Got *A.1.96* NB8,04 | *q* | | 1883 11mo | MotalaCo. Gothenburg *Lloyd's A&CP* | Angf. Aktieb. Manhom (E. P. Hansson) | 141·1 24·3 13·8 Q44' B34' F18' BK7' *WB = MT 17·90t* | Gothenburg Swedish | C.2Cy.16"&29"–20½" (s) 110lb *87lb* SDB01 11NH 1SB.2cf,gs82,hs770 MotalaCo.Gothenburg | | |
| 257 119782 SDGP | **Manica** *R. Leslie01-02* *2 Dks(1 Stl-Uirn)&deep framing* *Elec.light* | SteelScSr *ssShl.No.1-05* | 4117 3850 2019 | ✝100A1 NYk 5,04 11,08 3,95 Shl L | *x* | | 1900 12mo | Sir J. Laing &Sons.Ld. Sunderland A&CP | BucknallSS. Lines. Ld.(BucknallBros. *Mgrs.*) | 360·5 47·0 28·3 P36' B96' F40' FK *WB = Cell DBa96' uE&B48' f156'950t* | London British | T.3Cy.28",46"&77"–48" (s) 180lb 580NHP *DH Asp* FPT112t | 31 · 0 6 · 0½ | |
| 258 99788 MVPQ | **Manila** *H.G.H.Lewellin –03* *Elec.light* | SteelScSr *2Dks(Stl-Uws)* *&deep framing&Dk rivd* | 4210 1825 2711 | ✝ 11,95 Lon | *x* | | 1892 12mo | Caird&Co. (Lim.) Greenock | P.&O.Stm.Nav.Co. | 384·6 45·1 28·0 P88' B101' F59' BK9 *WB = Cell DB306'785t FPT* | Greenock British | T.3Cy.28",46"&77"–54" 495NHP *BHCem* 2DB,12rf,gs231,hs6478 Caird&Co(Lim.),Greenock | 31 · 0 | |
| 259 | — | SteelSc *2Dks* | 1790 1492 1107 | | | | 1904 | Rickmers Act.Ges. Bremerhaven | Norddeutscher Lloyd | 236·8 27·3 19·6 | Bremen German | T.3Cy.18½",30½"&49½"–31½" 136NHP *WB* Geb.Sachsenberg,Rosslau | | |
| 260 105775 PDWN | — *T. Mullins97-02* | SteelScK (*Tug*) *1 Dk* | 180 164 — | | | | 1895 7mo | Cook, Welt'n&Gemmell Hull | Table Bay Harbour Board | 109·1 21·5 11·8 B21' *WB* | Cape Town British | T.3Cy.14½",23"&37"–27" 99RHP Earle'sSB.&E.Co.(L.)Hull | | |
| 261 | — | IronPad | 128 — 83 | | | | 1869 | Bewley, Webb&Co. Dublin | Inchausti&Co. | 115·1 20·3 6·2 | Manila Utd. States | C.2Cy.18"&35"–36" 61NHP M.Paul&Co.,Dumbarton | | |
| 262 119 QKPF | **Manilla** *S. Infosso* *Elec.light* | IronScBk *ssNwc.No.3–82* (*ex* Whampoa) | 3910 3300 2583 | ✝ 9,84 Gen NB82 | *x* | | 1873 10mo | Palmers' Co.(Lim.) Newcastle | Nav.Gen.Italiana | 399·5 42·2 28·4 P100' F50' | Genoa Italian | C.2Cy.52"&98"–52" 577NHP 5*BH Cem* Palmers'Co.(Lim.),Nwc. | | |
| 263 35 QKPW | **Manin** *R. Fossati 00-01* *P. Crocco –04* *Elec.light* | SteelScSr *ssTri.No.1-04* *1 Dk(Stl)&Web frames* *&Awng dk(Stl)* | 2782 2652 1829 | ✝100A1 Cff Tri *Awng dk* *with freeboard* 11,04 LMC 11,04 | *s* | | 1900 7mo | N. Odero fu A. Sestri Ponente *Lloyd's A&CP* | Soc.Veneziana di Navigazione a Vapore | 299·7 40·9 18·2 25·2 FK *WB = Cell DBa94' uE&B44' f116' 508t* | Venice Italian | T.3Cy.20½",33½"&55½"–39" 180lb *100lb* (s) 221NHP 6*BH Cem* 2SB.6pf,gs58,hs3630 N.Odero fu A.Sestri Pe.Gen. 4*PT*180t | 20 · 6 | |
| 264 118631 VQJM | **Manistee** *H.H.Neale –04* *Ref.Mchy. lower dk in Nos.1,3&4 holds* *Elec.light* | SteelScSr *2 Dks(Stl)&Shelter dk(Stl-ws)* | 3869 3627 2500 | 100A1 Nwc *Shelter dk* Mch *with freeboard* 1,05 LMC 04 *CBII,1 to lower dk only* | *w* | | 1904 4mo | Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's A&CP* | Elders&Fyffes (Shipping),Ld | 350·5 46·0 29·3 F10' FK *WB = Cell DBa91' uE&B64' f144 645t Tanks at sides of tunnel* | Newcastle British | T.3Cy.27",46"&75"–48" (s) 515NHP *BHM Cem* 4SB.12cf,gs268,hs9230 Wilsnd Slpwy.Co.Ld.Nwc *43'240t FPT75t APT240t* | 24 · 7 | |
| 265 93363 | **Manistique Marquette & Northern 1** (*Car Ferry*) *1 Dk&Shade dk3tr B* *Elec.light* | SteelTwinScSr | 2933 — 1755 | | | | 1902 | American S.B Co. Clvland, Ohio | ManistiqueMarquette&Northern Rail-RoadCo. | 338·0 56·0 19·5 | Grand Haven Utd. States | T.6Cy.23½",37"&62"–36" 461NH American S.B.Co Clv. Ohio | | |
| 266 94879 | **Manitoba** *E. B. Anderson84-91* *Mchy.Aft Elec.light* | SteelSc3MstSr | 2616 1997 1699 | | | | 1889 | Polson I. W Co.(Lim.) OwenSound | CanadianPacific RailwayCo. | 303·0 38·1 14·7 | Montreal British | C.2Cy.35"&70"–48" *E.made83, fitted89* 283NHP D.Rowan,Glasgow | | |
| 267 106971 PWJC | **Manitou** *T.F.Gates –04* (*ex* Victoria) *Ref.Mchy. Elec.light* | SteelSc4MstSr *ssLon.No.1–02* *3 Dks(Stl)&Web frames* | 6849 6004 4384 | ✝100A1 Lon 11,04 5,03 BS11,04 LMC 2,06 | *c* † | | 1898 1mo A&CP | Furness, Withy&Co Ld W Hartlepool *WB = Cell* | AtlanticTransport Co.Ld. | 475·5 52·2 31·1 P86'B230'FK&BK3' F93' *Shelter dk f20'* *DBa130' uE&B80' f143' 1082t 17½kts* | W.Hartlpl British | T.3Cy.32",54"&90"–66" (s) 1900lb 763NHP 7*BH Asp* 2D&2SB *18cf* gs297 hs12111 T.Richardsn&Sns,Ld.Hpl | 34 · 6 · 7 · 6 | |
| 268 92521 | — *A. McIntyre72–93* *Mchy.Aft Elec.light* | SteelScSr *1 Dk,promenade dk&* *hurricane dk* | 2945 1906 2392 | | | | 1893 | Chicago S.B.Co. Chicago,Ill. | ManitouS.S.Co. (N.F.Leopold) | 274·7 42·2 20·8 *WB* | Duluth, Minn. Utd. States | T.3Cy.28",38"&62"–36" 231NHP ClevelandS.B.Co.,Clvlnd. | | V |
| 269 94089 | **Manley** *Weldrick* *Mchy.Aft* | IronScSp | 115 103 78 | | | | 1888 | Head& Barnard Hull | Bennetts&Co. | 91·0 17·2 7·5 | Grimsby British | C.2Cy.10"&20"–14" 17RHP Cochran&Co.,Birkenhead | | |
| 270 106127 | **Manly** *1 Dk* | WoodSc | 229 165 139 | | | | 1896 | Young,Son &Fletcher Blmain,NSW | PortJacksonCo-op S.S.Co.Ld. | 147·0 26·0 10·9 | SydnyNSW British | T.3Cy.14",28"&36"–24" 100RHP Fawcett,Preston&Co.,Liv | | |
| 271 93026 KPTL | **Manna Hata** *R.T.Gillingham –00* | SteelScSr *2 Dks* | 1104 1025 735 | | | | 1900 | Harlan& Hollingsworth Co. Wlmgtn,Del. | NewYork&Baltimore Transportation Line | 210·0 32·0 23·3 | Philadlphia Utd.States | T.3Cy.18",28"&45"–30" 111NHP Harlan&HollingsworthCo. Wilmington,Del | | |
| 272 RJQM | **Mannheim** *J.Ockelmann98–95* *Mchy.Aft* *Elec.light* | SteelSc3MstSr *2 Dks* *Carrying Petroleum in bulk* | 3578 3242 2257 | | | | 1892 | Armstrong Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerik. PetroleumGes. | 328·5 43·0 29·8 P80' B24' F35' | Hamburg German | T.3Cy.24",40"&64"–48" 284NHP WilsndSlpwy Co. Ld.,Nwc | | V |
| 273 QGSP | — *H. Tyedmers* | SteelScSr | 691 616 415 | | | | 1899 | J.L.Meyer Papenburg | Dampfsch.Ges. Argo | 170·5 27·0 16·5 B46' *WB* | Bremen German | T.3Cy.12¾",21½"&33½"–24½" 55NHP J.L.Meyer,Papenburg | | V |
| 274 2991 JGPS | **Manningham** *A.Jansson65–96* (*ex* Inchmaree) | IronScSr *ssEls.2nd No.3–11,99* *ssGot.No.1–04* *2 Dks(1 Irn&1 pt Irn)3tr B* | 1984 1835 1210 | ✝100A1 Got 5,04 BB11,99 DBS1,03 LMC6,04 | *s* | | 1880 4mo | C. Mitchell &Co. Newcastle A&CP | Handelsbol.Sölvesborg Skeppsvarf (O.Banck, *Mgr.*) | 286·6 36·1 22·4 P33' H59t F35 *Shade dk64'* BK10' *WB = Cell DB198'281t* | Sölvesborg Swedish | C.2Cy.32½"&66"–42" (s) 77lb *65lb* 198NHP 4*BH Cem* 2SB,6pf,gs110,hs2890 WilsndSlpwy Co. Ld.,Nwc | 25 · 9 | |
| 275 103715 NJDW | **Manningtry** *E. Lawson –03* *1 Dk(Stl)2tr B&Web frames* *&pt Awng dk(pt Stl pt Irn)* | SteelScSr *ssShl.No.2–02* | 2845 2188 1828 | ✝100A1 Shl Cff *pt Awng dk* *with freeboard* 12,02 LMC12,02 | *t* | | 1894 4mo | Furness, Withy&Co Ld W Hartlepool A&CP | ImperialSS.Co.Ld. (Sivewright, Bacon & Co. *Mgrs.*) | 314·0 40·5 21·3 Q131' *Awng dk183'* FK *WB = Cell DB268' 193t APT*30t | W.Hartlpl British | T.3Cy.28",37"&61"–42" (s) 165lb *80lb* 253NHP 5*BH Asp* 2SB,6cf,gs890,hs8933 T.Richardson&Sons,Hpl | 23 · 10 · 9 · 8½ | |
| 276 99257 LHQG | **Manoa** *R. Fraser –03* (*ex* Allendale, *ex* Inchmarlo) | SteelScSr *ssBly.No.3–7,03* *2 Dks(1 Irn 1 Stl)3tr H* | 3057 2816 1967 | ✝100A1 NYk 12,04 LMC3,02 BS?,04 | *u* | | 1889 9mo | R. Thompson&Sons Sunderland A&CP | QuebecS.S.Co.Ld. | 320·0 42·1 26·3 P87' B67' F41' FK *WB = Cell DB258'550t FPT* | Newcastle British | T.3Cy.25",40"&68"–42" (s) 140 *80lb* *80lb* SDB03 308NHP 5*BH Cem* 2DB,8cf,gs140,hs4740 T.Richardson&Sons,Hpl. | 29 · 0 · 5 · 0½ | |

| No. in Book / Official No. / Steamer's Name / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Tonnage | Particulars of Classification. Character / ✠ for Special Survey / Date of last survey. | Built. When / Where / By Whom | Owners. | Registered Dimensions. Length / Breadth / Depth. | Port of Registry. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Deck Plating | Deck Beams |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 277 | **Manoel Victorino** SteelScSr<br>*C. J. Marques* –02<br>1 *Dk Shade(lt2tr)b* | 2[illegible]<br>[illegible]<br>1[illegible] | | 1895 Craig, Taylor&Co. Stockton | LloydBrazileiro | 134·0 24·0 9·0 | Bahia Brazilian | C.2Cy.18″&36″–20″<br>48NH<br>Wstgrth,English&Co.Mdb | | | |
| 278 | **Manola** SteelSc<br>*W. Pardo*01–01<br>*W.Rig* | 2[illegible]<br>2[illegible]<br>1536 | | 1890 Globe Iron Works Co. Cleveland, O. | PittsburghS.S.Co. | 282·4 40·3 21·2<br>H—F36′ *WB* | Duluth, Minn. Utd. States | T.3Cy.24″,38″&61″–42″<br>241NH<br>GlobeIrnWk&Co.,Clevelnd | | S | |
| 279 | **Manora** SteelSc3MstSr<br>JHDR *Elec.light* | 46[illegible]<br>2[illegible]<br>2935 | ✠ Lon *Le* | 1883 W. Denny 12mo & Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 410·0 45·2 21·7<br>P42′B158′F48′ 29·7 | Glasgow British *WBH* | C.2Cy.54″&91″–60″<br>570NH<br>Denny&Co.,Dumbarton | 31 ″ 5 | BT till 4.05 | 24·03<br>25·03<br>27·03<br>28·03 |
| 280 | **Manorbier Castle** IronScK<br>*E. Lockwood* –02 [illegible] | 153<br>148<br>53 | ✠100A1 Mil<br>*Stm Trawler* | 1898 Edwards 8mo Bros North Shields | CastleS.Trwlrs.Ld (C.Heron, *Mgr.*) | 105·5 20·8 10·9<br>Q19′ BK7½″ | London British | T.3Cy.12″,19″&32″–22½″ (*s*<br>160lb 56RH<br>1SB,*2pf*,GS26,HS890<br>N.E.MarineCo (Lim.),Sld. | 11 ″ 0 | | 3·09 |
| 281 | **Manoussis** SteelScSr<br>*M. Xanthos* –01 [illegible]<br>1 *Dk(t Stl)d deep framing* | 2[illegible]<br>1[illegible]<br>[illegible] | ✠100A1 Brs *r*<br>[illegible] | 1897 C.S.Swan& Hunter(Lim) Newcastle | B.Embiricos (Galbraith,Pembroke&Co.,*Mgrs.*) = *Cell DBa84′uEq* | 275·1 39·5 17·8<br>P24′Q72′B112′F38′ FK<br>*B34′f118′480t FPT* | Andros Greek *BH Cem* | T.3Cy.21″,33″&56″–36″ (*s*<br>160lb 198NH<br>2SB,*4rf*,GS63,HS3110<br>Cen.Mar.Eng.Wrks.WHpl | 20 ″ 3 | | 3·04 |
| 282 | **Mansfield** SteelScYl<br>*W. Duvall* –02 ssGlms.No.1–02<br>*G. E. D.* 1 *Dk* | 1[illegible]<br>153<br>51 | ✠100A1 Glms<br>*Stm Trawler*<br>3,03 | 1897 Mackie& 12mo Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | 104·2 21·0 10·7<br>Q17′F18′ BK7½″ | Grimsby British *BH Cem* | T.3Cy.10″,16″&27″–20″ (*s*<br>180lb 45RH<br>1SB,*2pf*,GS23,HS536<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | | N9·03 |
| 283 | **Manshu Maru** SteelScSr<br>JNFW (ex Strathgyle) *Greene*<br>1 *Dk(t Stl)d deep framing* 3 *Dk rude* | 5249<br>[illegible]<br>3254 | ✠100A1 Yka *y*<br>12,04 Kob | 1894 Russell& 12mo Co. Greenock A&CP | ToyoKisen KabushikiKaisha *WB = Cell DBa 913t FPT 244t AP* | 396·3 48·7 28·1<br>P58′B83′F40′ FK<br>121′*uE25′f167′*<br>*T52t DTa67 633t* | Tokio Japanese *BHpr Cem pt Asp* | T.3Cy.27″,43″&72″–48″ (*s*<br>170lb 190lb 434NH<br>3SB,*9rf*,GS27,HS6000 FD<br>Kincaid&Co.Ld.Greenock | 31 ″ 1 | | 3·04 |
| 284 | **Manteo** IronScSr<br>KHQV *Mchy. Aft* 1 *Dk Awngdk & Shade dk* | 719<br>—<br>585 | *G. Peterson* –02 | 1887 The Pusey & Jones Co. Wlmngtn, Dl. | E.O.Flood | 190·0 26·0 9·0<br>24·9 | Galveston Utd. States | C.2Cy.17″&34″–28″<br>51NHP<br>Pusey&JonesCo. Wlmngtn | | R | |
| 285 | **Mantinea** SteelScSr<br>PHWQ *T.R.Pye* –03 ssBry.No.2–04 1 *Dk(t Stl)d* | 2732<br>2536<br>1737 | ✠100A1 N Yk *t*<br>*Spar dk* Ivy | 1896 Russell& 6mo Co. Pt.Glasgow A&CP | SS.MantineaCo.Ld (Wm.Thomson& Co.) *WB = Cell DB* | 309·0 42·6 16·1<br>B58′F32′ 23·1<br>FK<br>*a 96′uE&B38′f128* | Liverpool British *BH Cem* | T.3Cy.22⅜″,37″&61″–42″ (*s*)<br>160lb *90lb* 232NH<br>2SB,*6pf*,GS122,HS3344<br>J.G.Kincaid&Co.,Grk. | 18 ″ 6 | | 4·04 |
| 286 | **Mantuirea** SteelTwinScSr<br>*Jacbroa(ar)*<br>3 *Dk* | 266<br>224<br>47 | | 1903 Howaldts-werke Kiel | RoumanianGovernment (Dacia RomaniaNational etGenerala) | 120·0 27·6 8·7 | Braila Roumanian | T.6Cy11¼″,18¾″&29½″–15⅜″<br>68NH<br>Howaldtswerke,Kiel | | | |
| 287 | **Manu** SteelScSr<br>*P. Orero* –01 ssBbo.No.1–03<br>1 *Dk(t Stl)d deep framing* | 2124<br>1911<br>1226 | ✠100A1 Bbo *s*<br>1,03 | 1899 W. Pickers-gill&Sons Sunderland A&CP | Cia.Nav.Bachi (Hijos de Astigarraga, *Mgrs.*) *WB = Cell DBa* | 286·0 43·2 18·7<br>P23′B56′F27′ FK<br>*a 94′uE110′f108′575t* | Bilbao Spanish *BH Cem* | T.3Cy.21″,35″&57½″–39″ (*s*)<br>160lb *80lb* 210NH<br>2SB,*6pf*,GS99,HS3221<br>G.Clark,Ld.Sunderland | 21 ″ 0<br>s 3 ″ 4 | | 12,04 |
| 288 | **Manuel Calvo** SteelTwinScSr3MstSr<br>*P. Oliver*97–02 ssBlm.No.3–1.02<br>[illegible] *Elec.light* 3 *Dks*(2 *Irn*–ws)*d Web frames* | 5617<br>4765<br>3342 | ✠100A1 Gen *z*<br>3,03 | 1892 Armstrong 3mo Mitchell&Co. Ld Newcastle | Cia.Trasatlantica *WB = Cell DB* | 421·0 48·0 29·2<br>P39′B140′F54′ BK13½″<br>387′920t | Cadiz Spanish *BH Cem* | T.6Cy.24½″,40″&66″–45″ (*s*<br>160lb *160lb* 592NH<br>3DB,*18rf*,GS351,HS9000<br>Hwthrn.Leslie&C.Ld.Nwc | 32 ″ 3 | | P4,04<br>SS4,04 |
| 289 | **Manuel Espaliu** IronScSr<br>*V. Zaragoza* 1 *Dk2tr b*<br>H I B *Well deck* | 990<br>720<br>681 | ✠ Nwc *m*<br>5,78 | 1878 A. Leslie& 4mo Co. Newcastle | Cia.Anon.de Vapores Vinuesa *WB = DBa51′uE&B38′* | 210·0 29·5 16·0<br>P110′ F45′ FK<br>1 *BH Cem* | Seville Spanish | C.2Cy.28″&53″–33″<br>134NHP<br>Black,Hawthorn&Co.,Gts. | | | |
| 290 | **Manuel Herrerias** SteelScSr<br>*R. Bermuza* –02<br>H B & R *Well deck* 1 *Dk(t St)d*<br>*Elec.light* | 643<br>448<br>437 | ✠100A1 Psy *j*<br>9,01 | 1901 J. Fullerton 9mo & Co. Paisley A&CP | Cia.Naviera del Pacifico *WB = DBa29′* | 190·0 29·1 12·3<br>Q103′B51′F26′ BK7″ | Mazatlan Mexican *BH Cem* | T.3Cy.17″,27½″&44″–33″ (*s*)<br>160lb 75lb 139NH<br>2SB,*4pf*,GS70,HS2510<br>Ross&Duncan,Glasgow | 13 ″ 0<br>s ″ 9½ | | |
| 291 | **Manuel L. Villaverde** IronScSr<br>*R. Fano*02–02 ssN.Yk.No.3–3,95<br>HTBG ssBel No.2–04 ssGlenNevis–07<br>1 *Dk(pt Irn)2tr B* | 1501<br>947<br>951 | ✠100A1 Cdz *p*<br>8,04 11,02 Bel | 1882 Lobnitz& 10mo Co. Renfrew | Cia.Trasatlantica | 260·5 31·5 17·4<br>P84′ B112′ F48′ | Barcelona Spanish *BH Cem* | C.2Cy.38″&68″–42″<br>70lb *70lb* NDB95 250NH<br>Lobnitz&Co.,Renfrew | | | 12,00<br>7,04 |
| 292 | **Manuka** SteelTwinScSr<br>WPHB *Elec.light* 3 *Dks* | 4595<br>3831<br>2784 | | 1903 Denny& Bros. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 368·7 47·2 31·1<br>F35′ | Dunedin British *WB* | T.8Cy.(2)22½″,(2)36½″& (4)42″–36″ 423NHP<br>Denny&Co.Dumbarton | | C BT till 11,04 | |
| 293 | **Manwyne** SteelPadLr<br>*Elec.light* | 674<br>674<br>250 | | 1887 W. Denny 11mo & Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 250·0 35·1 9·8 | Glasgow British | C.2Cy.37½″&65″–72″<br>298NHP<br>Denny&Co.,Dumbarton | | | |
| 294 | **Manx Fairy** SteelTwinSc<br>*C. Wahl*98–01 | 120<br>107<br>27 | | 1887 T. B. Seath & Co. Rutherglen | ManxFairy,Ld. | 128·5 16·0 7·3 | Fremantle W.A. British | C.4Cy.11⅞″&22″–18″<br>42RH<br>Hutson&Corbett,Gls. | | | |
| 295 | **Manx Queen** SteelPadSr<br>*J. Murphy* –02 2 *Dks*<br>TNGM *Elec.light* (ex Duchess of Edinburgh) | 989<br>792<br>417 | | 1880 J.&G. Thomson Glasgow | J.Little&Co. | 278·9 29·7 14·0<br>P55 B86′F69′<br>lens83 FK | Barrow British | C.O.2Cy.46″&83″–72″<br>NB95 427NH<br>J.&G.Thomson,Glasgow | 14 ″ 8 | C BT till 3,05 | |
| 296 | **Manxman** SteelSc4MstSr<br>*J.W.Christie* –01 (ex Cunic.<br>KWJT ex Neustra Senora de Guadalupe, ex Cunic)<br>*Ref. Mchy. Elec.light* 2 *Dks Str b* | 4827<br>4576<br>3122 | | 1888 Harland& Wolff Belfast | Brit.&N Atlantic S. N.Co.Ld. | 430·7 45·2 30·0<br>P41′B80′F48′ | Liverpool British *WB* | T.3Cy.27″,44½″&74″–60″<br>424NH<br>Harland&Wolff,Belfast | 33 ″ 8 | | |
| 297 | — SteelScSr<br>[illegible] 2 *Dks&Shelter'k*<br>3 *ScShafts* 1 *Dk* | 2174<br>1413<br>620 | | 1904 Vickers, Ss. & Maxim, Ld. Barrow | Midland Railway Co. | 330·0 43·2 17·2<br>334′ 0 43′ 1 17′ 3 | Douglas 3 British *WB* | Steam Turbines 1300RHP<br>Parson's Mar.S.Turbines Co.Ld.Nwc. | | BT till 7,05 | |
| 298 | **Manzanares** IronScSr<br>~~2753′ *M. McLennan*02–02~~ ssDun.2nd No.3–3,02<br>~~2753′~~ ex Spey 1 *Dk(Irn)2tr B*<br>*Well deck Elec.light*<br>*C.A.Simonsen*04–04 | 1040<br>752<br>654 | ✠100A1 Dun *m*<br>11,04 3,02 NYk<br>NB3,02 R.MC. | 1880 Gourlay, 6mo Bros.&Co. Dundee | ~~Quinces S.S.Co.~~ Cia.Naviera Vasconcelo Orconera (Dodero&Co, *Mgrs.*) *WB =* | 218·1 29·8 15·6<br>P120′F28′ BK7½″<br>*DBuE14′f50′112t* | ~~P.of Spain Trinidad British~~ *FPT21t* Venezuelan | C.2Cy.21″&45½″–30″ (*s*)<br>125lb *80lb* NDB02 82RH<br>1SB,*3pf*,GS58,HS1854<br>Gourlay Bros.&Co.,Dundee | 16 ″ 6 | | 5,02<br>11,04 |

| Numéro d'Ordre. / Numéro officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Constatée Date de la dernière Visite. | Construit. Par qui. Navires. Machines. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Long. Larg. Prof. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Diamètre des Chaudières. MP.=Force en chevaux d'après les formules de la Société. RH.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-Bord. Pont. Gaillard. |
|---|---|---|---|---|---|---|---|---|---|
| 299 | **Manzanillo** SteelScSr<br>*H.A.Huff* 03–03<br>(*ex*Mauritania)<br>*Elec.light* | 1815<br>1804<br>1177 | ✠100A1 Bly *r*<br>2 *Dks*(1 *Stl* | 1902 Sir Raylton Dixon&Co.Ltd Middlesbro'<br>*Lloyd's.s.&CP* | G.deZaldo(New York&CubaMail S.S.Co. *Mgrs.*)<br>*WB=Cell* | 270·0 39·5 18·6<br>P18 B62 F27′ | Havana<br>Cuban<br>*6 BHCem* | T.8Cy.20½″,33″&54″–36″<br>170lb *80lb* 206NH<br>*APT45t* | 20·11<br>8·1 |
| 300 | **Maori** SteelScSr<br>*T.M.Watt* –94<br>*Ref.Mchy.* 2 *Dks*(1 *Stl*&*U Irn–pt*ws)3*tr B*<br>*Elec.light* | 5317<br>4703<br>4155 | ✠100A1 Lon *y*<br>Nwc<br>ssLon.No.2–02 | 1893 C.S.Swan& Hunter Newcastle<br>*Lloyd's.s.&CP* | Shaw,Savill& AlbionCo.Ld. | 402·6 48·3 29·6<br>P39′B96′F82′<br>BK9<br>*WB=Cell* | S'thamptn<br>British<br>*6 BHCem* | T.8Cy.29″,46″&77″–48″<br>160lb 461NH<br>2SB,*9cf*,GS177,HS7662<br>*DB337′890t* | 32·6<br>7·3 |
| 301<br>62401<br>WLJV | —<br>*J.N.Gray* –98 | IronSc<br>174<br>151<br>118<br>1 *Dk* | | 1867 Blackwood &Gordon Pt.Glasgow | Henderson& Macfarlane | 144·0 19·1 9·2<br>P51′ F37′ | Auklnd N.Z.<br>British<br>*W.A.* | 2Cy.27″–29″<br>PD 60RH<br>Blackwood&Gordon,Pt.G. | |
| 302<br>~~Guano~~<br>~~KNWB~~ | **Maori King** SteelScSr<br>~~*C.W.Burdekin*~~<br>*Ref.Mchy* 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)3*tr B*<br>*Elec.light* | 3807<br>3602<br>2476 | ✠100A1 Lon *w*<br>*Spar dk*<br>11,01<br>ssLon.No.3–11,01 | 1890 W.Doxford &Sons Sunderland<br>*Lloyd's.s.&CP* | ~~Federal Steam Nav. Co.Ltd.~~<br>*Newname "Espérance," See No. 311 in Supplement* | 365·0 44·2 19·4<br>P27′B88′F37′ 27·3<br>BK6<br>*WB=Cell* | ~~London~~<br>~~British~~<br>*6 BHCem* | T.8Cy.27″,44″&72″–48″<br>160lb *60lb* 390NH<br>2DB.*12cf*,GS200,HS6300<br>*DB318′662t* | 21·11<br>7·11 |
| 303<br>HBPJ | **Mapocho** IronSc3Mst<br>*F.Gerken*72–99<br>3 *Dks*(1*Irn*)&*Shade dk* | 2053<br>1829<br>1452 | ✠ Liv *s*<br>*Shade dk*<br>8,88<br>*Valparaiso*&*Panama* | 1882 Laird Bros. Birkenhead | CompaniaSud Americana deVap.<br>*WB=CellDB274′f344t* | 331·2 41·4 19·3<br>P&B286t H106t F45t | Valparaiso<br>Chilian<br>*5 BHCem* | C.2Cy.45″&80″–54″<br>NB89 NDB83 392NH<br>Laird Bros.,Birkenhead | |
| 304<br>101482<br>PRST | **Mapourika** SteelScSr<br>*L.H.C.Worrall* 1 *Dk* | 1203<br>763<br>718 | | 1898 W.Denny &Bros. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 220·0 33·1 14·1<br>P& B286t H106t F45t | Dunedin<br>British<br>*W.* | T.Cy.20″,32″&50″–36″<br>150NH<br>Denny&Co.,Dumbarton | |
| 305 | **Mara** IronPad | 159<br>—<br>— | | 1896 Pusey& JonesCo. Wilmington | C.G.Pinedo | 126·0 25·0 6·7 | Maracaibo<br>Venezuelan | C.2Cy.11″&24″–10″<br>30NH<br>Pusey&JonesCo.,Wilmgtn | |
| 306<br>RXMD | **Mara Kolb** SteelScSr<br>*W.Rosendahl*02–02<br>1 *Dk*(*Irn*)2*tr B*&*deep framing*<br>(*ex*Ludwig) ssRot.No.2–04 | 2766<br>2427<br>1719 | ✠100A1 Cff *t*<br>*with freeboard*<br>5,05 | 1896 S.P.Austin &Son Sunderland<br>A&CP | Hanseatische DampferCie.(Monzell&Co. *Mgrs.*)<br>*WB=CellDBa98′* | 310·0 45·8 20·7<br>P31′B61′F86′<br>PK<br>*uE&B41′f120 640t* | Hamburg<br>German<br>*6 BHCem* | T.8Cy.22½″,37″&61″–42″<br>160lb *160lb* 219NH<br>2SB,*6cf*,GS108,HS8857<br>*APT70t* | 23·7<br>4·4·5 |
| 307<br>92903<br>KPLQ | **Maracaibo** SteelTwinScSr<br>*Furst*<br>*Elec.light* | 1771<br>—<br>1095 | 2 *Dks*&*pt Shade dk* | 1899 Harlan& Hollings-worthCo. Wlmgtn.Del | Atlantic&Carib-beanStm.Nav.Co. | 267·5 37·0 18·5<br>P26′F18′<br>*pt Shade dk* 120′ | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.6Cy.14″,22″&36″–24<br>127NH<br>Harlan&HollingsworthCo. Wilmington,Del | |
| 308<br>91991<br>KLHP | **Maracas** SteelScSr<br>*J.C.Kirkby* –02<br>(*ex*Carmarthenshire)<br>*Elec.light* | 2929<br>2489<br>1878 | ✠100A1 NYk *u*<br>ssH.Kg.No.3–4,99<br>ssNYk.No.1–04<br>2 *Dks*(1 *Stl*&1*pt Stl*)3*tr B* | 1887 C.S.Swan& Hunter Newcastle<br>A&CP | TrinidadShipping &TradingCo.Ld. (G.Christall,*Mgr*) | 329·5 40·0 25·1<br>P201′ F45′<br>BK11<br>*WB=Cell* | London<br>British<br>*7 BHCem* | T.8Cy.27½″,43″&70″–45″<br>150lb *90lb* NDB93 857NH<br>3DB,*12pf*,GS204,HS6000<br>*DB220′892t* | 27·7<br>4·6 |
| 309<br>HJNT | **Marajo** IronScSr<br>*J.A.Nobre* –98<br>(*ex*Clement,*ex*Barbary)<br>— | *1227*<br>*870*<br>*785*<br>IronPad<br>1 *Dk*&*Hurds*<br>—<br>—<br>516 | ✠ Crk Ls<br>7,81<br>1stSurvey,81<br>1 *Dk*(*Irn*)2*tr B* | 1877 J.Laird Birkenhead | EmprezaNavega-caoGramPara (F. Gomes&Co. *Mgrs.*) | 230·4 31·1 19·6<br>P259*t*Q58*t*F94*t*<br>PK | Para<br>Brazilian<br>*5 BH* | C.2Cy.28½″&50″–33″<br>120NH<br>Laird Bros.,Birkenhead | |
| 310 | — | | IronPad<br>1 *Dk*&*Hurds* | 1874 Laird Bros. Birkenhead | AmazonStm.Nav. Co.Ld. | 221·0 32·0 10·0 | Para<br>Brazilian | C.2Cy.44″&72″–54″<br>317NH<br>Laird Bros.,Birkenhead | |
| 311 | **Maranhao** SteelScSr<br>*J.M.Pessoa*80–87<br>2 *Dks*(1*pt Stl*)&*Shade dk* | *1916*<br>*1530*<br>*1303*<br>*Coasting, Rio de Janeiro a* | ✠ Gls<br>*Shade dk*<br>8,87<br>*nd* | 1887 J.&G. Thomson Glasgow<br>*Para* | LloydBrazileiro | 276·0 38·1 20·2<br>*WB=DBa62′f65t* | R.Janeiro<br>Brazilian<br>*8 BHCem* | T.8Cy.27″,40½″&61″–45″<br>NDB92 250NH<br>*APT20t*&*82t* | 21·6 |
| 312<br>93228<br>LRBD | **Maranhense** SteelScSr<br>*E.Casey* –93<br>(*ex*Gulf of Lions)<br>*Elec.light* | 2767<br>2430<br>1784 | ✠100A1 Liv *u*<br>12,04<br>NYk<br>ssLiv.No.3–7,02<br>2 *Dks*(*Stl–Uws*)3*tr B* | 1890 Caird&Co. Ld. Greenock<br>*Lloyd's.s.&CP* | BoothS.S.Co.Ld. | 313·6 42·1 24·1<br>B93′F44′<br>NDS02 BK10<br>*WB=Cell* | Liverpool<br>British<br>*7 BHCem* | T.8Cy.24″,40″&68″–54″<br>170lb *130lb* 310NH<br>2DB.*8cf*,GS159,HS1830<br>*DB272′uE26′f114′APT79t* | 26·6<br>4·7 |
| 313<br>87105<br>HWSP | **Maranoa** SteelScSr<br>*W.J.Simpson* –00<br>2 *Dks*(1*Stl*)&*Spar dk* | 1505<br>1427<br>805 | ✠ Dmb *q*<br>*Spar dk*<br>9,88 | 1883 W.Denny &Bros. Dumbarton<br>*Lloyd's.s.&CP* | Australas'nUnited Stm.Nav.Co.Ld. | 250·4 36·1 23·0<br>B14′ F34′<br>FK | Brisbane<br>British<br>*6 BHCem* | C.2Cy.38″&68″–48″<br>267NH<br>Denny&Co.,Dumbarton | |
| 314<br>89486<br>SLDJ | **Mararoa** SteelSc<br>*E.Phillips* –01<br>*Elec.light* | 2598<br>2091<br>1381 | ✠100A1 Ddn *u*<br>11,02<br>ssDdn.No.3–10,97<br>ssDdn.No.1–02<br>3 *Dks*(*UStl*-teak s) | 1885 W.Denny &Bros. Dumbarton<br>*Lloyd's.s.&CP* | UnionS.S.Co.of NewZealand,Ld. | 320·1 42·1 24·7<br>P63′B94′F42′<br>BK9<br>*WB=Cell* | Dunedin<br>British<br>*5 BHCem* | T.8Cy.31″,51″&84″–54″<br>160lb 508NH<br>2D&2SB,*12cf*,GS288,HS7466<br>*DB224′290t* | 26·0 |
| 315<br>HCQP | **Marary** IronPadCtr<br>*N.Mendez Neves*<br>*Main Saloon*&*Awngdks* | 216<br>—<br>— | (*ex*Caqueta) | 1879 Pusey &JonesCo. WlmgtnDel | Co.ViaçaoFerrea e Fluvial do Tocan-tins e Araguaya | 118·0 26·0 5·0 | Para<br>Brazilian<br>*WB* | 2Cy.14″–60″<br>23NH<br>Pusey&JonesCo.Wlmgtn | |
| 316<br>118184<br>VMBS | **Marathon** SteelTwinScSr<br>*N.Allan*78–01<br>*Elec.light* *Ref.Mchy.* | 6795<br>5403<br>3958 | ✠100A1 Gls *r*†<br>Lon<br>3 *Dks*(*Stl–Mpt*ws*U*teak s)<br>4,05 | 1904 A.Stephen &Sons,Ld. Glasgow<br>*Lloyd's.s.&CP* | G.Thompson&Co.<br>*WB=Cell*<br>*DBa104′uE&B* | 454·2 55·1 30·0<br>P92′B167′F74′<br>PK&BK3<br>91′*f*191′1111*t FPT* | Aberdeen<br>British<br>*8 BHCem* | T.6Cy.27″,45″&75″–51″<br>200lb FD 1218NH<br>3D&1SB*21cf*GS448HS1830<br>A.Stephen&Sons,Ld.Gls. | 33·6<br>9·8 |
| 317<br>85213<br>WHQT | **Maraval** ssNYk.No.2–04 IronScSr<br>*G.Hunter* –02<br>(*ex*ClanCameron)<br>*Elec.light* | 2569<br>2285<br>1622 | ✠100A1 NYk *u*<br>ssGls.No.3–7,95<br>~~ssNYk.No.1–95~~<br>2 *Dks*(*Irn–Uws*) | 1882 A.Stephen &Sons Glasgow<br>*Lloyd's.s.&CP* | TrinidadShipping &TradingCo.Ld. (G.Christall,*Mgr.*) | 324·5 38·1 23·8<br>P12′B74′F28′<br>ND92 BK10<br>*WB=Cell* | Glasgow<br>British<br>*6 BHCem* | T.8Cy.28½″,38″&63″–45″<br>180lb *80lb* NDB91 824NH<br>2SB,*8rf*,GS103,HS4393<br>*Tpd*92 NavC&A.Co.Ld.Bros<br>*DB278′408t* | 26·4 |
| 318<br>QJWP | **Marburg** SteelScSr<br>*H.Stern*<br>*Elec.light* | 5967<br>4885<br>3888 | ✠100A1 Bhn *z*<br>8,02<br>2 *Dks*(*Stl–Upt*ws)3*tr B* | 1900 Furness, Withy&CoLd W.Hartlepool<br>A&CP | Norddeutscher Lloyd | 400·0 52·0 29·2<br>P&B268′F40′<br>PK<br>*WB=Cell D Ba&uE&B* | Bremen<br>German<br>*6 BHCem* | T.8Cy.28″,44″&75″–48″<br>180lb *100lb* 494NH<br>3SB,*10cf*,GS176,HS6881<br>SirC.Furness,Westgarth &Co.Ld.Mdb<br>165′*f*160′888*t FPT* | 32·1<br>6 |
| 319 | —<br>*H.Buss*97–02<br>(*Trawler*) | 224<br>198<br>74 | SteelScSr<br>1 *Dk* | 1902 G.Seebeck Act.Ges. Bremerhaven | DeutscheDmpfis-cherei Ges.Nordsee | 122·0 22·9 11·8<br>F20′Q60′ | Bremen<br>German<br>*WB* | T.8Cy.12″,19½″&31½″–23½″<br>48NH<br>G.Seebeck A.G.Bremerhvn | G |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Tonnage: Gross / Under deck. / Net. | Particulars of Classification: Character. / † for Special Survey / Date of last survey. | Port of | Built: When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions, Deck Erections, &c.: Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. ft. | in. | Date when last docked. | Date when next docking should be made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320 / 3407 / 2816 / 1980 / KCLP | **Marc Fraissinet** / *Maigre* –02 / 2 *Dks & Spar dk* | SteelScSr | | | | 1901 | Ch.&Atel. de Provence Port de Bouc | Cie. Marseillaise de Nav.à Vap. (Fraissinet&Co. *Mgrs.*) | 314·1 | 44·0 | 26·3 | Marseilles / French / *WB* | T.8Cy.28½",36"&60"–43½" / 238NH / Ch.&Atel.de Provence,Msl | | | V | |
| 321 / 1969 / 1833 / 1253 / JCGH | **Marcn** / *G. Harris* –03 / ssCff. No.3–5,96 / ssShl. No.1–00 / 2 *Dks* (1 *Irn*) *3tr B* | IronScBn | 1969 | ✝100A1 9,03 | Cff | 1883 / 11mo | T.Turnbull & Son Whitby | T.Turnbull&Son, Watts,Watts&Co. | 286·0 | 36·0 | 24·1 | Whitby / British / *5 BH Cem* | C.2Cy.34"&68"–36" (*b*) / 80lb *80lb* NDB99 198NH / 2SB,*4pf*,GS91 / T.Richardson&Sons,Hpl. | 25 | 6 | | |
| 322 / 31 / QKSB / Ruccolo | **Marchesino** / ~~Chas. Ro~~ / ~~ex Fez~~ | IronScSr | 895 / 774 / 564 | ✝100A1 Gen Msl | | 1878 / 6mo | Aitken& Mansel Glasgow | G.B.Vicinifu G. | 217·7 | 27·6 | 16·4 | Spezia / Italian / *4 BH Cem* | C.2Cy.27"&47"–36" / 75lb *72lb* NDB99 101NH / 1SB,*3pf*,GS50,HS1756 / J.&J.Thomson,Glasgow | | | | 3,04 |
| 323 / 246 / 223 / 56 | **Marchioness of Breadalbane** | SteelPadSk | | | | 1890 | J.Reid&Co Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·4 | 22·1 | 7·5 | Glasgow / British | C.D.2Cy.30"&54"–60" / NB01 188NH / Rankin&Blackmore,Grk. | | | BT till 3.05 4.00 | |
| 324 / 97639 | **Marchioness of Bute** / *D. Bell* –90 | SteelPadSk | 246 / 223 / 56 | | | 1890 | J.Reid&Co Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·4 | 22·1 | 7·5 | Glasgow / British | C.D.2Cy.30"&54"–60" / NB01 188NH / Rankin&Blackmore,Grk. | | | BT till 3,05 | |
| 325 / 98643 | **Marchioness of Lorne** / *R.Morrison* –99 | SteelPadSp | 295 / 262 / 83 | | | 1891 | Russell& Co. Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·0 | 24·0 | 8·3 / H32*t* | Glasgow / British | T.D.4Cy(2)17½"30"&49"–60" / NB97 186NH / Rankin&Blackmore,Grk. | | | | |
| 326 / 256 / QLBK | **Marco Minghetti** / *P.Brusaca* / (ex Loudoun Castle) / *Elec.light* | IronSc3MastSr / ssLon No.1–80 / 2 *Dks* (*UIrn–ws*) *3tr B* | 2519 / 2302 / 1636 | ✝ 2,83 | Lon *u* | 1876 / 10mo | J.&G. Thomson Glasgow | Nav.Gen.Italiana | 350·7 | 36·8 | 25·7 / P40′ F47′ | Genoa / Italian / *6 BH Cem* | T.3Cy.24",37½"&61½"–35½" / NE&B97 228NH / C.&T.T Pattison,Naples | 27 | 1 | I | |
| 327 / 101 / QLBS | **Marco Polo** / *V.Bruno* / *Elec light* | SteelTwinSc / 2 *Dks* | 1664 / — / 662 | | | 1896 | N.Odero fu A. Sestri Pnente | Nav.Gen.Italiana | 271·9 | 36·7 | 19·8 | Palermo / Italian | T.6Cy.22½",37"&59½"–37½" / 439NHP / N.Odero fu A.,Sestri P. | | | I | |
| 328 / 118784 / VHPJ | **Marconi** / *J.W.Aday* 03–03 | SteelScK / 1 *Dk* | 261 / 236 / 92 | ✝100A1 *Stm Trawler* 3,05 ~~4·00~~ | Hul ✝LMC10,03 | 1903 / 10mo / *Lloyd's SA&CP* | Cook,Wel- t'n&Gemmell Beverley | F.&T.Ross,Ld. | 130·0 | 22·0 | 12·0 / Q50′ | Hull / British / *4 BH Cem* | T.3Cy.12½",22"&36"–24" (*s*) / 200lb 70RHP / 1SB,*2cf*,GS35,HS1220 / C.D.Holmes&Co.Hull | 12 | 10 | | |
| 329 / 63727 | **Mare** / *W. Mosley* 84–84 | IronPadSk | 165 / 150 / 61 | | | 1884 | J.T.El- tringham S.Shields | J.Johnston&Sons | 116·0 | 19·7 | 10·3 | Montrose / British | L.1Cy.38"–56" / 48RHP / J.P.Rennoldson&S.,S.Shl. | | | | |
| 330 / 112906 | **Marec** / *F.Bailey* | SteelScK / ssAbn.No.1–04 / 1 *Dk* | 182 / 170 / 55 | ✝100A1 *Stm Trawler* 6,04 ~~6·04~~ | Abn ✝LMC6,04 | 1900 / 2mo / *Lloyd's SA&CP* | J.Duthie, Sons&Co. Aberdeen | SilverCitySteam TrawlingCo.Ld. (J.Nutten, *Mgr.*) | 107·5 | 21·2 | 11·4 / BK7½ | Aberdeen / British / *3 BH Cem* | T.3Cy.11",18"&30"–22" (*s*) / 160lb 50RHP / 1SB,*2pf*,GS ,HS1118 / Clyne,Mitchell&C.Ld.Abn | 12 | 0 | | ~~6·02~~ N6,04 |
| 331 / — / 93936 / MSTP | — / *H.Dodd* –98 / ssMil. No.1–96 / 1 *Dk* | SteelScK | 142 / 136 / 44 | ✝ *Stm Trawler* 2,99 | Mil | 1892 / 9mo | W.Hamil- ton&Co. Pt.Glasgow | W.&J.Hamilton (S.M.Price, *Mgr.*) | 100·2 | 20·5 | 10·6 / Q17′ F18′ | Bristol / British / *3 BH Cem* | T.3Cy.11",17"&27"–22" / 45RHP / 1SB,*2pf*,GS31,HS916 / D.Rowan&Son,Glasgow | 11 | 11 | | |
| 332 / KONS | **Maréchal Bugeaud** / *Marini* –03 / *Elec.light* | SteelScSr | 2206 / 1829 / 680 | | | 1890 | Chant&Atl de Penhoët St.Nazaire | Cie.Générale Transatlantique | 342·5 | 34·1 | 23·0 / P24′B56′H—F50′ | Marseilles / French / *WB* | T.3Cy.33",51"&83"–49" / NB01 482NHP / Cie.Gén.Trans.,St.Nzre. | | | V | |
| 333 / 108397 / QGHL | **Mareeba** / *J.M.Kaesewurm* –04 (*ex* Harport) / *Well deck* / 1 *Dk & deep framing* | SteelScSr | 1747 / 1413 / 1077 | | | 1898 | S.P.Austin &Son.Ld. Sunderland | Australas'n United Stm.Nav.Co.Ld. | 263·8 | 39·3 | 17·1 / P27′Q70′B50′F29′ FK | Brisbane / British / *WB* | T.3Cy.21",35"&57½"–39" / 214NHP / J.Dickinson&Sons.Ld.Sld. | 19 | 5 | | |
| 334 / 139 / 126 | **Marenduque** / *Mchy.Aft* 1 *Dk* (*Irn*) / (ex General Weyler, ex Gympie) / *Well deck Stringers, Beams & Keelsons Irn* | SteelScSr | *220* | ✝ 6,83 | Gls *c* | 1883 / 5mo | Campbel- town S.B.Co. Campbeltwn | Cia.Maritima | 120·5 | 22·1 | 8·0 / Q43′B23′F23′ *WB=FPT8t* | Manila / Utd. States / *4 BH Cem* | C.2Cy.18"&32"–24" / 42NHP / Dunsmuir&Jackson,Gls. | | | | |
| 335 / — | **Mareograf** / *E.Aberg* 02–02 / *Elec.light* | SteelScSr / (*Icebreaker*) / 1 *Dk* | 125 | | | 1902 | Akt.Sand- vikens M.V. Helsingfors | Finnish Pilot Board | 88·7 | 18·0 | 10·0 / B29′ | Helsingfrs / Russian / *WB* | C.2Cy.13¾"&26"–15¾" / 22NHP / Aktb.Sandvikens M.V.Hfs. | | | | |
| 336 / 115941 / TSJR | **Marere** / *J.C.Felgate* –02 / *Elec.light* / *Ref. Mchy.* | SteelTwinScBn / 2 *Dks* (*Stl*) & *deep framing* / *Shelter dk* (*Stl–ws*) | 6443 / 6057 / 4160 | ✝100A1 *Shelter dk* 2,05 ~~2·01~~ | Lon *c* † MC12,02 | 1902 / 12mo / *Lloyd's SA&CP* | Workman, Clark&Co.Ld Belfast | Tyser Line,Ld. (Tyser&Co. *Mgrs.*) | 450·0 | 55·2 | 30·4 / FK *WB=Cell DB a121′* | London / British / *7 BH Cem* | T.6Cy.20",33½"&56"–45" (*s*) / 200lb 583NHP / 1SB,*12cf*,GS208,HS8266 FD / Wrkman,Clark&Co.Ld Bel | 33 | 4 | 6 | 8½ |
| 337 / 92729 | **Margaret** / *Elec.light* | SteelPad / 1 *Dk* | 675 / — / 380 | | | 1896 | Nwprt Nws S.&D.D.Co Newport Nws | Atlantic Land& Improvement Co. | 175·0 | 26·0 | 7·5 | Tampa, Fla. Utd. States | C.2Cy.17"&34"–48" / 67NHP / Newport News S.&D.D.Co. | | | R | |
| 338 / — / 84640 | — / *N.Bie* –04 / *Well deck* / *Mchy.Aft* | IronScSr / ssGls. No.3–5,01 / ssLth. No.1–05 / 1 *Dk* (*Irn*) | 218 / 157 / 65 | ✝100A1 5,05 ~~4·06~~ | Lth *d* ~~LMC5,04~~ 5,05 | 1889 / 9mo / *Lloyd's SA&CP* | J Fullerton &Co. Paisley | G.Couper | 130·2 | 21·0 | 9·6 / Q48′B7′F28′ drp05 BK6 | Wick / British / *3 BH Cem* *WB=FPT11t* | C.2Cy.19"&36"–24" (*s*) / 90lb 55RHP / 1SB,*2pf*,GS35,HS910 / Ross&Duncan,Glasgow | 10 | 4 | 1 | 1 | ~~4·03~~ 5,05 |
| 339 / — / 93888 | — / (ex Nordfjord, ex Kolding, ex Margaret) | IronScK / ssGms. No.3–9,97 / 1 *Dk* | 115 / 105 / 35 | ✝ 4,08 *Stm Trawler* | Yar | 1886 / 5mo | T.Charlton Grimsby | W.H.Leask | 89·0 | 19·6 | 10·4 / Q16′ DS01 | Peterhead / British / *3 BH Cem* | C.2Cy.14"&26"–18" / NB03 30RHP / 1SB,*2pf*,GS18,HS500 / T.Charlton,Grimsby | 11 | 1 | | |
| 340 / — / 111333 | — / *B.Graham* –03 / 1 *Dk* | SteelTwinSc | 76 / 73 / 31 | ✝100A1 2,03 | Drt *a* ~~LMC2,02~~ | 1903 / 2mo / *Lloyd's SA&CP* | Philip& Son Dartmouth | Smith,Imossi &Co. | 84·2 | 18·1 | 7·3 / B35′ | Gibraltar / British / *4 BH Cem* | C.4Cy.8"&16"–10" (*s*) / 100lb 40RHP / 1SB,*2pf*,GS22,HS566 / Philip&Son,Dartmouth | 7 | 7 | | |
| 341 / 98442 / MSKV | **Margaret Jones** / *H.Hodgeway* –04 / 1 *Dk* (*pt Stl pt Irn*) *2tr B & Web frames & pt Awng dk* (*Irn*) | SteelScSr / ssShl No.3–2,00 / ssCff. No.1–04 | 2852 / 2191 / 1842 | ✝100A1 *pt Awng dk with freeboard* 1,05 ~~1,02~~ ~~BS11,05~~ BS11,04 | Cff *t* Bry ✝LMC MS4,04 | 1893 / 1mo | J.Read- head&Sons S.Shields A&CP | W.&C.T.Jones S.S. Co.Ld. (W.&C.T. Jones) | 306·5 | 41·5 | 22·3 / Q123 *pt Awng dk* 183′ FK *WB=Cell DB* 238′ | Cardiff / British / *5 BH Cem* 486*t* *APT32t* | T3Cy.23",37½"&61½"–42" (*r*) / 160lb *80lb* NDB95 246NHP / 2SB,*6rf*,GS110,HS3713 / J.Readhead&Sons,S.Shl. | 23 | 7 | 9 | 0½ | 4,04 |

| Numéro Fonds / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. Date de la dernière Visite | Construit. Quand / Par qui / Où | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No. & Type des Cylindres.—Course — Pression fournie par les Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Consommation Charbon / Eau |
|---|---|---|---|---|---|---|---|---|---|
| 342 | **Margarete** Steel Sc Sr | 417 | | 1890 Stettiner A.G. Stettin | R. Kloyenstüber & Co. | 155·3 \| 24·1 \| 10·3 | Königsberg German | C.2Cy.17⅞" & 31½" – 21½" | |
| 296 HDGC | *C. Etzler* 89–01 1 *Dk* | 313 252 | | | | Q61' B33' F16 | W.B. | NB01 39 NH Stettiner A.G., Stettin | |
| 343 | **Margaretha** Steel Sc 3 Mst Sr | 2115 | ✝100 A1 Mdb *s* | 1889 R. Craggs & | ~~Margarethe~~ | 280·0 37·5 18·0 | ~~Hamburg~~ | C.3Cy.21", 34" & 57" – 39" (*s*) | 19 / 11 |
| ~~H.C.K.~~ | ~~*M.H. Isenstein* 00–00~~ *ss* Mdb. No.3–9,98 | 2195 | *Spar dk* 3bl | 8mo Sons | ~~Emptach der. m.b~~ | 254·0 | ~~Bremen~~ | 160lb *80lb* NDB98 201 NH | |
| ~~H.C.K.~~ | (*ex* Borneo, *ex* Attila) 1 *Dk* (*Stl*) & *Spar dk* | 1333 | D. 7.00 | Middlesbro' | ~~H. Prov. M. Bunck~~ | FX | ~~5 BHCem~~ | 2 SB, *Bcf*, GS100, HS3000 | |
| | *Mchy. Aft Elec. light* (*Iron*) *Web frames* 2 Dks. No.1–03 | | *Carrying Petroleum in* NB9.00 LMC7.02 | *bulk* A & CP | G. Cald *WB* = *Cell D* | *Ba E* & *B* 60' 9 4*t FPT* | ~~2 TPT 102t~~ | Westgrth, English & Co. Mdlsbro | |
| 344 | **Margarethe** Wood Sc Sr | 577 | | 1901 Brunchrst & Dekke Bergen | R. Wesenberg | 164·9 \| 27·7 \| 15·2 | Bergen Norwegian | T.3Cy.12¼", 20" & 33" – 22" | |
| JPQB | *J. Kars* 01–01 1 *Dk* | 415 351 | | | | Q39*t* B61*t* H6*t* F22*t* | | 52 NH Laxevaags Mek & Jrns. Bgn | |
| 345 | — Steel Sc Sr | 134 | | 1892 Nuescke & Co. Grabow | F. Böttcher Nchf. | 119·7 \| 18·5 \| 7·9 | Stralsund German | C.2Cy.9" & 15¾" – 9¾" | |
| JRDP | *C. Boldt* 01–01 1 *Dk* | 131 72 | | | | | | Deutsche Elbschifff. – 6 NH Ges. "Kette," Dresden | |
| 346 | **Margarida** Iron Sc Bn | 1631 | ✝100 A1 Gen *r* | 1876 J. & G. Thomson Glasgow A & CP | A. Pellerano (G. Nencioli, *Mgr.*) | 275·5 \| 32·3 \| 24·0 | Leghorn Italian | C.2Cy.34" & 59¾" – 42" (*s*) | 25 / 15 · 5 |
| 25 QLFM | *A. Troja Pace* –02 *ss* Msl. 2nd No.3–4,03 (*ex* Madeirense, *ex* Tuscany) 2 *Dks* (1 *Irn*) *Str fd* | 1066 | 3.04 D. 12.00 LMC | 1mo | | BK 9½' | 5 *BHCem* | 75lb *50lb* 195 NH 2 SB, *Gpf*, GS105, HS3604 | |
| | | | | | | | | J. & G. Thomson, Glasgow | |
| 347 | **Margarita** Steel Sc Sr | 2787 | ✝100 A1 Npt *u* | 1903 J. Blumer & Co. Sunderland *Lloyd's A & CP* | B. Ayres G. S'thrn Rly. Co Ltd. (A. Holland & Co. *Mgrs.*) *WB* = *Cell D Ba* | 314·0 \| 46·5 \| 20·7 | London British | T.3Cy.28½", 39" & 64" – 42" (*s*) | 23 / 15 · 3 |
| 115951 TSPG | *H. Kennedy* 00–03 1 *Dk* (*pt Irn & pt Stl*) & *Web frames* | 2548 1759 | 3.01 Ltd. 1.0 LMC 03 | | | P28' B96' F32' FK | *BHCem* | 160lb *80lb* 279 NH 2 SB, *Gpf*, GS110, HS4892 | |
| | | | | | | 104' *u E* & *B* 42' *f* 122 | 71*t APT* 99*t* | J. Clark, Ld. Sunderland | |
| 348 | — Iron Sc 3 Mst Sr | 1281 | ✝ —— Nwe | 1873 J. Read-head & Co. South Shields | C. Larrañaga | 245·4 \| 31·8 \| 18·4 | Gijon Spanish | C.2Cy.27" & 54" – 36" | |
| HTDK | *A. Losada* (*ex* Clelia, *ex* Linda) 1 *Dk* & *Spar dk Str B* | 870 | 12.80 | | | H31*t* 23·7 | W.B. | NB86 140 NH J. Readhead & Co. S. Shields | |
| 349 | — Iron Sc Sr | *1112* | | 1871 Gourlay Brcs. & Co. Dundee | McDowall & Barbour | 235·2 \| 30·2 \| 18·2 | Piræus Greek | C.2Cy.42" & 70" – 36" | |
| | *I. Vlamis* 96–03 (*ex* Rainbow) *Elec. light* 2 *Dks* | *882* *604* | | | | P62' B61' F57' BK 7' | W.B. | NB85 245 NH Gourlay Bros & Co. Dundee | |
| 350 | — Steel Twin Sc Barge | | A *Barge* | 1904 J. Meijer Zalt Bommell | G. Mandacas | 185·0 \| 28·0 \| 9·5 F17' | | C.4Cy.11½" & 22½" – 16" | |
| | 1 *Dk* | | *For River & Channel purposes only* (*Class Contemplated*) | | | | | Vauxhall I. Wrks Co Ld Lon | |
| 351 | — Steel Sc Sr | 375 | ✝100 A1 Trn *f* | 1902 Ailsa S.B. Co. Ltd. Troon *Lloyd's A & CP* | Zillah Shipping & Carrying Co. Ltd. (W. A. Savage *Mgr*) | 143·6 \| 24·1 \| 11·6 | Liverpool British | C.2Cy 17½" & 37" – 24" (*s*) | 12 / 8 |
| 115336 VNTG | *W. Hulse* 01–02 *Mchy. Aft* 1 *Dk* (*Stl – pt teak s*) *Well deck* | 278 79 | 11,02 | 11mo | | Q46' B10' F26' BK 7' | 4 *BHCem* 62*t APT* 9*t* | 130lb 71 RH 1 SB, *3pf*, GS47, HS1268 | |
| | | | | | | *WB* = *FP Tanks* | | Ross & Duncan, Glasgow | |
| 352 | — Steel Pad Sp | 169 | ✝ A1 Cdz | 1896 Blackwood & Gordon Pt. Glasgow A & CP | Algeciras (Gibraltar) Rlwy. Co. Ltd. | 131·6 \| 20·2 \| 7·6 | Algeciras Spanish | C.2Cy.20" & 34" – 42" (*s*) | 8 / 6 |
| | *E. Dalman* *ss* Cdz. No.2–02 | 139 | *with freeboard* | 4mo | | FK | 3 *BHCem* | 110lb 75 RH | |
| HTDR | 1 *Dk* (*Teak*) & *Promenade dk* (*Teak*) *Elec. light* *Channel Service – Algeciras, Gibraltar, Tangier & Ceuta* | 106 | 12.02 | | | | | 1 SB. *2pf*, GS34, HS1101 Blackwood & Gordon, P.Gls | |
| 353 | **Margate** Steel Sc Yl | 161 | ✝100 A1 Gms | 1897 Mackie & Thomson Glasgow A & OP | Hagerup, Doughty & Co. Ld. | 104·2 \| 20·5 \| 10·7 | Grimsby British | T.3Cy.10", 16" & 27" – 20" (*s*) | 11 / 7 |
| 108444 | *P. T. Moore* –97 ~~*ss* Gms. No.1–00~~ *ss* Gms. No.2–00 1 *Dk* | 145 55 | *Stm Trawler* | 2mo | | Q17' F19' BK 7½' | 1 *BHCem* | 180lb 45 RH 1 SB. *2pf*, GS28, HS586 Muir & Houston (Lim.) Gls | |
| 354 | **Margherita** Steel Sc Sr | 3269 | ✝100 A1 Tri *e* | 1900 Russell & Co. Pt. Glasgow A & CP | Margherita S.S. Co. Ltd. (Flli. Cosulich) *WB* = *Cell D Ba* | 330·5 \| 48·1 \| 15·9 | Trieste Aust.-Hung. | T.3Cy.24", 40" & 65" – 42" (*s*) | 18 / 5 |
| | *A. G. Cosulich* –02 | 3047 | *Spar dk* | 11mo | | P20' B74' F33' FK | 5 *BHCem* | 180lb *80lb* 290 NH | 5 · 4 |
| HMKF | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2070 | 1,03 LMC11,00 | | | 102' *u E* & *B* 40' *f* 140' | 877*t APT* 63*t* | 2 SB. *Bcf*, GS130, HS1360 J. G. Kincaid & Co. Greenock | |
| 355 | **Margit Groedel** Steel Sc Sr | 2490 | ✝100 A1 Nwe *t* | 1903 W. Gray & Co. Ld. W Hartlepool *Lloyd's A & CP* | Groedel Bros. S.S. Co. Ltd. | 313·5 \| 44·4 \| 20·7 | London British | T.3Cy.22½", 36½" & 62" – 39" | 23 / 13 · 11½ |
| 118299 VCWR | *J. Cann* –04 *Elec. light* 1 *Dk* (*Irn*) & *deep framing* | 2381 1609 | 4.03 Ltd. Cdr 7,08 | 7mo | | P26' B66' F32' FK | 5 *BHCem* | 180lb *100lb* (*s*) 252 NH 2 SB. *Bcf*, GS95, HS3868 | |
| | | | | | | *WB* = *Cell D Ba* 100' *u E* & *B* 38' | *f* 134' 719*t FPT* 88*t* | Gen. Mar. Eng. Wrks, W Hpl | |
| | | | | | | | *APT* 42*t* | | |
| 356 | **Margrethe** Iron Sc Sr | 1241 | | 1882 Act. Ges. "Vulcan" Stettin | Aalborg Dpsksels-kab (N. K. Ströyberg, *Mgr.*) | 231·9 \| 31·3 \| 14·0 | Aalborg Danish | C.2Cy.27½" & 51" – 31½" | |
| | *N. K. Ströyberg* 03–03 | 782 | | | | H34' 20·9 | | NB91 122 NH | |
| NMGQ | (*ex* Hans Krohn) 1 *Dk* & *Spar dk Str B* | 764 | | | | | | A.G. "Vulcan," Stettin. | |
| 357 | **Marguerite** Iron Sc Bn | 1769 | ✝100 A1 Dnk *q* | 1882 E. Withy & Co. W Hartlepool *Lloyd's A & CP* | N. Dubuisson | 257·4 \| 34·6 \| 17·8 | Dunkirk French | C.2Cy.32" & 62" – 40" (*s*) | 20 / 13 · 2 |
| | *Paunet* 96–96 | 1315 | 11,03 | 3mo | | P26' Q70' B66' F31' BK 9' | 4 *BHCem* | 75lb *80lb* NDB92 184 NH | |
| KCPR | (*ex* Ashton) *ss* Dnk. No.2–03 | 937 | LMC11 | | | *WB* = *Cell D Ba* | 82' *f* 84' 288*t* | 2 SB. *Bpf*, GS82, HS3000 | |
| | *Well deck* 1 *Dk* (*Irn*) *2 tr B* | | | | | | | Black, Hawthorn & Co., Gts. | |
| 358 | — Iron Sc K | 151 | ✝100 A1 Hul | 1895 Cook, Welt'n & Gemmell Hull *Lloyd's A & CP* | Armitage's Steam Trawling Co. Ld (G. T. Armitage, *Mgr.*) | 103·4 \| 20·8 \| 11·0 | Hull British | T.3Cy.11½", 18" & 30" – 22" (*s*) | 11 / 8 |
| 105051 PRHM | *ss* Hul. No.2–03 1 *Dk* | 143 62 | *Stm Trawler* 1,05 7,08 LMC7,08 | 7mo | | BK 7½' | 3 *BHCem* | 160lb 45 RH 1 SB. *2cf*, GS24, HS708 C. D. Holmes & Co., Hull | |
| 359 | **Marguerite D. F.** Iron Sc Bn | 361 | | 1875/87 T. Dub'geon et Fils Nantes | D'Hauteville, Jobez, Mathieu & Co. | 158·9 \| 22·6 \| 13·0 | Algiers French | C.2Cy.17¾" & 32½" – 24" | |
| | *Ch. Gelhay* 98–99 (*ex* Lucile, *ex* Usk, *ex* Johanna) | 344 193 | | | | H38' F15' | *WB* | NE82 NB01 41 NH Pattison & Atkinson, Nwc. | |
| 360 | **Marguerite Franchetti** Iron Sc 3 Mst Sr | 970 | | 1874 Henderson Coulbrn & Co. Renfrew | Worms & Cie. | 228·0 \| 30·2 \| 16·4 | Havre French | T.3Cy.18", 30" & 48" – 36" | |
| KCQM | *A. Gaspard* 01–02 2 *Dks* & *Awngdk* | 829 542 | | | | P32' F30' | | NE & B92 138 NH Lobnitz & Co., Renfrew | |
| 361 | **Mari Vagliano** Iron Sc Sr | *1403* | ✝100 A1 Gen *p* | 1880 Bartram, Haswell & Co. Sunderland A & CP | J. Cosmas Bros. | 250·5 \| 34·0 \| 17·9 | Syra Greek | C.2Cy.30" & 57" – 36" | |
| | *Ch. Coshinos* *ss* Bry. No.3–2,92 | *1164* | 3.01 | 1mo | | P28' Q56' B60' F28' BK 9' | 3 *BHCem* | 75lb ~~*70lb*~~ NDB96 164 NH | |
| HBCD | *Well deck* *ss* Pir. No.2–00 1 *Dk* (*Irn*) *2 tr B* | 891 | LMC | | | *WB* = *DBa* 62' *f* 84' | *FPT APT* | 2 SB. *4pf*, GS58, HS3024 J. Dickinson, Sunderland | |
| 362 | **Maria** Steel Sc Sr | *3649* | ✝100 A1 Rot *w* | 1898 J. Priest-man & Co. Sunderland A & CP | Holland Gulf Stoomv. Maats. (J. de Poorter, *Mgr.*) | 340·0 \| 48·0 \| 20·4 | Rottrdam Dutch | T.3Cy.25", 41" & 67" – 45" (*s*) | 21 / 8 |
| PKMD | *L. Dobbinga* 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* | *3585* 2370 | *Spar dk* | 9mo | | B88' 27·7 FK | 6 *BHCem* *f* 140' 867*t* | 160lb *80lb* 312 NH 2 SB. *Spf*, GS1[illegible], HS4840 W. Allan & Co. Ld. Sld. | 6 · 6½ |
| | | | | | | *WB* = *DBa* 104 | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Tons Measurement. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port & Year of Build. Tons now measd. | 7 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Register'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Breadths in which classed. If not in L. R. Deduct Int. Cert. | 15 Date when last shaft. last rem. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 363 HMHS | **Maria** *M.D.Hreglich —04* *1 Dk(pt Irn&pt Stl)2tr Bydeep framing* | **SteelScSr** *A.Gerolomich —04* *3 Dk rute* | 3090 2917 1987 | ✠100A1 *pt Awng dk withfreeboard Tbs* 11.04 ~~11.00~~ | Gen *u* ✠LMC2.01 | 1901 2mo | J.Readhead &Sons South Shields A&CP | Maria S.S.Co.Ltd. (Flli.Cosulich) *WB=CellDBa* | 323·2 \| 47·1 \| 23·7 P41'B93'F32 FK 106'*uE20'f*132'701*t* | Trieste Aust.-Hung. | T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 278NHP 2SB,*6tr*,GS116 HS4866 J.Readhead&Sons,S Shl. | 25 " 0 | | ~~4.00~~ 11,04 |
| 364 | **—** *G.Focas —02* (*ex*Strathdon) | **SteelScSr** *ssNwc.No.3–10.99* *ssNap.No.1 03* *1 Dk(pt Stl pt Irn)* *&Webframes(pt Awng dk(Irn)* | *2643* *2036* *1721* | ✠100A1 *pt Awng dk withfreeboard* 11.03 ~~MS7.03~~ ✠LMC ~~4.05~~ | Msl *t* | 1890 2mo | Tyne I.S.B. Co.Ld. Newcastle *Lloyd'sA&CP* | A.S.Vagliano T.Theofania& G.Diacrousis *WB=CellDBa92'f118* | 300·0 \| 41·0 \| 19·6 P29'Q84'B124' F27' FK 168*t* | Cephlonia Greek | T.3Cy.23″,37″&62″–42″ (*s*) 160lb *45lb* 251NHP 2SB,*8pf*,GS120,HS3800 WighmRchrdsn&Co.,Nwc | 22 " 2 | | 11,03 |
| 365 | **—** *G.Dambassis* (*ex*Ushaw) | **SteelScSr** *ssBla.No.1–02* *1 Dk Irn)&deep framing* | *2574* *2401* *1627* | ✠100A1 ~~pt Awng dk withfreeboard 7.08~~ 5.03 ~~Bal.04~~ ✠LMC8.02 | Clf *t* Rod.Swd | 1898 5mo | Short Bros. Sunderland A&CP | D.G.Moraitis&Co. *WB=CellDBa95'f126'* | 314·0 \| 45·2 \| 20·6 P31'B76'F33' FK 168*t* | Andros Greek | T.3Cy.24″,40″&66″–42″ (*s*) 160lb *100lb* 299NHP 2SB,*8pf*,GS117,HS4740 W.Allan&Co.Ld.Sld. | 23 " 0 | | ~~7.08~~ 8,04 |
| 366 | **—** *J.Mas* (*ex*Kashgar, *ex*Castellano,*ex*Honduras,*ex*Legislator) | **IronScBg** *2 Dks* | 2172 1938 1403 | ... | | 1872 | Maudslay, Sons&Field London | J.EspinaGalofre | 310·7 \| 34·1 \| 24·0 P100*t* B131*t* H14*t* F47*t* | M.Video Uruguayan | C.2Cy.42″&72″–48″ NB92 299NHP Maudslay,Sons&Field,Lon | | | |
| 367 HTKD | **—** *Mendoza —02* (*ex*SanJuan, *ex*Antverpia) | **IronScSr** *ssLiv.No.3–3.94* *ssLiv.No.2–02* *2Dks(1Irn)3tr B* | *2164* *2024* *1386* | ✠100A1 11.04 ~~11,00~~ ~~Mess.05~~ ~~BS10.04~~ | Liv *s* ✠LMC5.02 | 1881 12mo | C.S.Swan& Hunter Newcastle A&CP | Linea deVapores Serra | 296·4 \| 37·0 \| 24·8 P36'B52'F32' ptND94 BK10' *WB=DBa86'f*[illegible] | Bilbao Spanish | C.2Cy.35″&68″–45″ (*s*) 90lb *80lb* NDB97 258NHP 6*BHCem* *Ey*B36 250*t* WallsendSlipwayCo.Nwc. | 26 " 0 | | ~~5.02~~ 12,04 |
| 368 HTKW | **—** *E.Levantis —00* (*ex*Incemore) *Well deck* | **IronScBn** 5thSurvey,Pir.3,04 *1 Dk(Irn)2tr B* | *1721* *1399* *1118* | ✠ A1*1 3.04 | Pir Lv | 1883 4mo | Richardsn, Duck&Co. Stockton | P.S.Comninakis& Co. *WB=DBuE&BM* | 260·0 \| 36·0 \| 18·0 Q94'B72'H21*t*F34' FK 4*BH2PBH* *TAPTFPT* | Piræus Greek | C.2Cy.32″&60″–39″ 187NHP 2SB,*6pf*,GS87,HS2702 Blair&Co.(Lim.),Stockton | 19 " 7 | s 2 " 2 | |
| 369 | **—** *N.Andreeff —03* *Elec.light* | **SteelScSr** *ssOda.No.2–02* *1 Dk(Stl)* *&Web frames Awng dk* | 1313 1175 950 | ✠100A1 *Awng dk withfreeboard* 9,03 ~~BS7.05~~ ✠LMC8.02 | Oda *n* ~~.04~~ | 1893 8mo | W.Dobson &Co. Newcastle A&CP | ~~Russian Co. for Sea River & Land Insurance to Convoyance of Goods~~ Russian Transport &InsuranceCo. *WB=Cell* | 239·6 \| 32·2 \| 13·1 B54'F36' 20·1 FK | Odessa Russian | T.3Cy.18½″,30″&49″–36″ (*s*) 160lb *80lb* 153NHP 2SB,*4pf*,GS80,HS2540 WllsndSlpwyCo.Ld.Nwc. | 15 " 3 | s 8 " 8½ | N9,03 |
| 370 | **—** *N.Pappalas* *Elec.light* (*ex*Argo) | **IronScSr** *2 Dks* | 1238 1069 754 | ... | | 1877 | Austro Ungarico Lloyd Trieste | HadjiDaout Farkouh | 243·6 \| 31·5 \| 21·8 | Smyrna Turkish | C.2Cy.31″&56″–36″ 157NHP ArsenaleLloyd.Trieste | | | |
| 371 HTFW | **—** *F.Cortazar96–00* (*ex*Robin) | **SteelSc3MstSr** *ssBbo.No.3–1,03* *1 Dk(pt Irn)* | 366 273 176 | ✠100A1 5,03 ~~BS1.04~~ ✠LMC4.03 ~~B...05~~ | Bbo *e* | 1890 11mo | R Thomson London *Lloyd'sA&CP* | BlancoHermanos yCa. | 143·0 \| 22·9 \| 11·0 Q73'B7'F30' BK7 *WB=FPT45t* | Bilbao Spanish | T.3Cy.12″,18″&30″–21″ (*s*) 160lb *80lb* 47NHP 1SB,*2pf*,GS30,HS800 Gourlay Bros.&Co.,Dun. | 11 " 9 | s " 9½ | 4,03 |
| 372 QLKG | **—** 38 (*ex*MariaC.,*ex*MarieFanny,*ex*Phœnix) | **IronSc3MstSr** *1 Dk* | 337 312 215 | | | 1869 | W.Doxford &Sons Sunderland | D.Destefano (Destefano& Bensaia,*Mgrs.*) | 165·4 \| 24·1 \| 13·4 B25' *WB* | Messina Italian | C.2Cy.21⅝″&39½″–27½″ NE&B80 69NHP A.G.Boye,Marseilles | | V | |
| 373 96636 | **—** *E.Fawckner —01* (*Hopper Barge*) | **IronSc3MstSr** *1 Dk* | 312 289 177 | ... | | 1889 | T A Walker Sudbrook | C.H.Walker&Co. Ld. | 150·4 \| 26·3 \| 8·0 FK | London British | Q.4Cy.9″,12″,16″&25″–21½″ 50RHP Fleming&Fergusn,Paisley | 8 " 6 | | |
| 374 65895 WQTG | **—** *A.Howe —04* | **IronScSr** *1 Dk* | 278 225 155 | ✠ 10,71 | Cly | 1871 9mo | H.Murray &Co. Pt.Glasgow | L.&S.W.Rlwy.Co. | 155·7 \| 21·1 \| 11·0 Q34*t*F11*t* | S'thamptn British | C.2Cy.19″&33″–24″ NB84 50RHP D.Rowan,Glasgow | | | |
| 375 NRCG | **—** *J.Leisberg* | **WoodSc3MstSr** | 255 — 181 | *Sailing Schooner—* | *See Sailing Ship Register.* | 1878 | A.Lahn Hungerburg | MarkelM. Makarow | 113·6 \| 27·1 \| 11·8 | Reval Russian | C.2Cy.10″&18″–12″ NE&B92 9NHP Fr.Weigand | | V | |
| 376 | **—** *Mchy.Aft* (*ex*GeneralTerry,*ex*Piloto,*ex*Eduardo Guerra,*ex*Cartdale) | **IronScSr** *1 Dk* | 174 118 78 | ✠ 5,86 | Gls *b* ✠ | 1886 4mo | J.Fullerton&Co. Paisley | R.Barrena *WB=FPT30t* | 100·2 \| 18·0 \| 9·5 Q51'F19' 4*BHCem* | Bilbao Spanish | C.2Cy.18″&36″–24″ 53NHP W.King&Co.Glasgow | 10 " 0 | | |
| 377 1874 JDPN | **—** *B.G.Zachrisson —03* *Mchy.Aft* | **CompScSp** *1 Dk* | 163 140 107 | | | 1890 | S.Groth Sjötorp | AndersJansson | 99·7 \| 22·7 \| 8·7 P20'Q4' | Högerud Swedish | | | | |
| 378 9 | **—** | **IronTwinScTug** *1 Dk* | 151 — 46 | | | 1881 | ..... Haarlem | RussianGovernment(Roads Department) | 112·8 \| 17·6 \| 9·0 | Novrossisk Russian | C.4Cy. | | | |
| 379 | **—** | **SteelSc** *1 Dk* | 132 78 78 | | | 1901 | F.Schichau Elbing | A.Zedler | 114·9 \| 19·7 \| 6·9 | Elbing German | C.2Cy 10⅝″&18⅛″–10½″ 9NHP F.Schichau,Elbing | | G | |
| 380 | **Maria-Annetta** *A.Wetzcalnin* *Well deck* | **IronScSr** (*ex*IsaacPeunock) *1 Dk2tr B* | 914 — 647 | | | 1871 | T.Turnbull &Son Whitby | J.M.Grinstein | 209·8 \| 28·8 \| 17·0 Q74'B46'F30' BK8" *WB* | Odessa Russian | C.2Cy.24½″&48½″–33″ NB92 112NHP Blair&Co.Ld.Stockton | 17 " 10 | A | |
| 381 | **Maria Antonietta** | **IronSc** | 512 — 333 | | | 1854 | R.Napier &Sons Glasgow | H.Oppenheim | 184·0 \| 26·2 \| 15·0 | Constanpl Turkish | 2Cy.43″–42″ 184NHP R.Napier&Sons,Glasgow | | | |
| 382 HMKV | **Maria B.** *P.Kerstegl —01* | **SteelSc** | 377 300 220 | | | 1894 | M.U.Martinolich Lussnpiccolo | L.S.Giadrossich *WB* | 150·0 \| 25·0 \| 12·0 P62'B18'F19' | Lusinpiclo Aust.-Hung. | C.2Cy.17″&31″–21″ 37NHP A.Metlicovich,Trieste | | A | |
| 383 HTKG | **Maria Cruz** *J.Suarez97–00* (*ex*Amy) *Well deck* | **IronScSr** (*ex*Chio.*ex*Laredo. *Mchy.Aft* *1 Dk* | 180 120 85 | | | 1889 | J Fullerton &Co. Paisley | F.Garcia *WB* | 105·2 \| 19·1 \| 8·4 Q40'B7'F16' | Santander Spanish | C.2Cy.14″&28″–21″ 30NHP Walker,Henderson&C.Gls. | 9 " 1 | | |
| 384 511 | **Maria D.** *Shapoval —02* *Elec.light* | **SteelTwinSc3MstSr** *Mchy.Aft* *1 Dk* | 1156 1049 653 | | | 1902 | Soc.Anon. Jhn.Cockerill Hoboken | D.Diamantidis& fils | 240·0 \| 40·0 \| 13·6 H18'F32' | Taganrog Russian *WB* | T.6Cy.13″,19¾″&31½″–23⅝″ 96NHP Soc An.J.Cockerill,Seraing | | V | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Port de Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|
| 385 | **Maria De Larrinaga** SteelScSr | 4018 | ✝100A1 | Cff *x* | 1898 C.Connell | Maria de Larrinaga S.S.Co.Ltd. | 365·0 47·1 26·6 | Liverpool | T.3Cy.25″,42″&70″–48″ (s | 29 · 4 |
| 109439 | *J.Hewson* –02 *ss*Liv.No.1–03 | 2632 | 3.04 | | 6mo &Co. | P48′B98′F42′ | | British | 700lb *100lb* 430NH | · 5·10½ |
| QPPJ | *Elec.light* 2*Dks*(*Stl*)&*deep framing* | 2578 | | | Glasgow | | | 6*BHCem* | 2SB,*6cf*,gs110,hs5787 FI | |
| | | | | | *Lloyd's*s.&*CP* W | *B* = *Cell D Ba* 12′ | *uE*&*B* 12′*f* 152′ 936*t* | *APT* 21*t* | Dunsmuir&Jackson,Gla. | |
| 386 | **Maria del Carmen** IronSc | 100 | | | 1869 | | 82·4 18·0 8·0 | Santander | 2Cy.11″&12′ | |
| | *J.Lopez* –00 | — | | | | F.Garcia | | Spanish | NE&B95 | |
| HTKF | (*ex*Barcelona) | 62 | | | Glasgow | | | | J.Robertson,Glasgow | |
| 387 | **Maria Gertrudis** SteelScSr | 101 | ✝ Fal *a* | | 1887 Cox&Co. | F.Garcia | 87·2 18·1 7·7 | Santander | C.2Cy.18½″&24″–16″ | S · 10 |
| | *S.Fernandez*99–00 1*Dk*(*Ira*) | 99 | 10.87 | | 10mo Falmouth | | PK | Spanish | 19NH | |
| HTMC | *Mchy.Aft* *Flsh'd Bus h'u* | 56 | | | | | *WB* = *FPT* 10*t* | 4*BHCem* | Cox&Co.,Falmouth | |
| 388 | **Maria Herrera** SteelScSr | 1965 | ✝ — Hav- *q* | | 1894 David J. | Sobrinos de | 278·4 36·1 15·9 | Havana | T.3Cy.26½″,42″&65″–42″ | 16 · 10 |
| | *J.M Vaca*78–99 *ss*Havana No.1–00 | 1760 | n/a | | 5mo Dunlop&Co | Herrera S.en C. | *pt Shade* 1*dk* 192′ 23·4 | Cuban | 388NH | |
| | 2*Dks*(*UStl*–ws)&*Awng dk* | 1307 | *Awng dk* | | Pt.Glasgow | | BKS | 4*BHCem* | 2DB,*12rf*,gs185,hs8018 FI | |
| | *Elec.light* | | *with Freeboard* | | | | *WB* = *FPT* | 38*t APT* 60*t* | D.J.Dunlop&Co.,P.Gls | |
| | | | *Havana to Porto Rico* | | | | | | | |
| 389 | **Maria I.** IronSc | 141 | | | 1879 Motala Co. | Stockholms Trans- | 119·8 17·1 7·5 | Stockholm | 1Cy.15½″–31½″ | |
| 1165 | *A.W.Thyselius* –03 1*Dk* | 90 | | | Motala | och Bogs. Aktieb. | B35′H11*t* | Swedish | 10NH | |
| JCKM | | 97 | | | | (A.G.Förselius) | len98 | | MotalaCo.,Motala | |
| 390 | **Maria Luisa** SteelScSr | 1030 | | | 1900 Howaldts- | Cia.Cubana de Vap. | 215·0 34·0 10·9 | Havana | T.3Cy.19½″,31½″&51½″–31½″ | V |
| | *Ureitibeascao* –00 | 963 | | | werke | Costeros | 18·6 | Cuban | 147NH | |
| | *Elec.light* 1*Dk*&*Awng dk* | 616 | | | Kiel | | *WI* | | Howaldtswerke,Kiel | |
| 391 | — IronSc | 321 | | | 1873 H.Murray | Cia. de Aqua de | 165·2 23·2 13·0 | Valparaiso | C.2Cy.21″&37″–24″ | |
| | *Clayton*87–96 (*ex*Aegeron) | — | | | & Co. | Tarapaca (W | | Chilian | 56NH | |
| HBKS | | 271 | | | Port Glasgow | Schmidt) | | | Kincaid,Donald&Co.,Grk. | |
| 392 | **Maria Madre** IronScSr | 1877 | ✝100A1 | Ant *r* | 1878 Bartram, | A.Parodi fu B. | 276·1 35·2 24·3 | Genoa | C.2Cy.33⅜″&62⅝″–39″ (s | 25 · 10 |
| 351 | *A.Antola* –02 *ss*Shl.2nd No.3–10,96 | 1730 | A1 ✝ | Lv | 2mo Haswell&Co | | B18′F22′ | Italian | 70lb *50lb* NDB05 184NH | · 4 · 9 |
| QMSL | (*ex*Kepler) *ss*Gen.No.[illegible]2–05 | 1221 | [illegible] | Gen | Sunderland | | pt ND90 [illegible] BK9½ | 2*BHCem* | 2SB 6*pf*,gs96,hs3080 | |
| | 6thSurvey 10.98 [illegible] | | [illegible] | | A&CP | | *WB* = *DBa* | 82′*f* 72′ 280*t* | J.Dickinson,Sunderland | |
| | 2ndSurvey 0,00 2*Dks*(1*Irn*)*3tr b* | | [illegible] | LMC | | | | | | |
| 393 | **Maria Magdalena** IronScSr | 176 | | | 1876 W.B. | F.Garcia | 118·2 20·6 9·8 | Bilbao | C.2Cy.17″&34″–20″ | |
| | *J.Casariego*99–00 1*Dk* | — | | | Thompson | | Q20′F19′ | Spanish | 43NH | |
| HFSL | (*ex*Luis,*ex*Bayonés,*ex*Ugarte No.1) | 92 | | | Dundee | | | *WI* | W.B.Thompson,Dundee | |
| 394 | **Maria Manuela** SteelScSr | 906 | | | 1901 Napier& | E.Arana | 220·2 33·1 10·7 | Bns.Ayres | T.3Cy.17″,28″&45″–30″ | C |
| | *J.Caffarelo* 1*Dk* | 564 | | | Miller,Ld. | | P35′B42′F52′ | Argentine | 116NH | |
| | | 681 | | | Glasgow | | | *WB* | Dunsmuir&Jackson,Gls | |
| 395 | **Maria Regier** SteelScSr | 1363 | ✝100A1 | Gen *o* | 1890 Strand | P.Regier | 242·5 35·0 14·8 | Odessa | T.3Cy.18½″,30″&49″–33″ (s | 17 · 6 |
| | *K.Merteus* –98 *ss*Gen.No.3–2,03 | 1015 | 2,03 | | 9mo Slipway Co | | P30′Q59′B48′F32′ | Russian | 150lb *72lb* NDB01 133NH | · 1 · 7 |
| | (*ex*Achurch,*ex*Balear) 1*Dk*(*Irn*)2*tr b* | 785 | BS3,03 | LMC3,03 | Sunderland | | BK8½ | 8*BHCem* | 1SB,*3pf*,gs45,hs2014 | |
| | *Well deck* | | | | A&CP | | *WB* = *Cell DB* 191′ | 422*t APT* 2[illegible] | N.E.MarineEng.Co.Ld.Sld | |
| 396 | **Maria Teresa** SteelSc | 3056 | | | 1883 Lloyd Aus- | Lloyd Austriaco | 374·0 39·0 27·4 | Trieste | C.2Cy.43″&80″–52″ | |
| 227 | *F.Tosoni* | 2792 | | | tro-Ungrec | | | Aust.-Hung. | 385NH | |
| HSLB | (*ex*Titania) 3*Dks* | 1914 | | | Trieste | | | | ArsenaleLloyd,Trieste | |
| 397 | — IronSc | 574 | ✝ — Gen | | 1866 Blackwood | R.Repetto di S. | 202·5 25·3 14·2 | Genoa | C.2Cy.25½″&51½″–27″ | |
| 138 | *A.Gamba* *ss*Gen.2nd No.3–12,94 | — | [illegible] | | 1mo &Gordon | | Q38′F30′ | Italian | NB82 115NH | |
| QNDL | (*ex*Africaine) *ss*Gen.No.1–98 | 348 | | | Pt.Glasgow | | ND94 | 5*BHCem* | | |
| | 1*Dk*2*tr b* | | | | | | | *Cmp.*82 | Touache,Msl. | |
| 398 | **Maria Valerie** SteelScSr | 4247 | ✝100A1 | Tri *r* | 1892 W.Denny | Lloyd Austriaco | 385·0 45·0 28·2 | Trieste | T.3Cy.27½″,44″&70″–54″ (s | 31 · 1 |
| | *P.Barberovich*90–02 *ss*Tri.No.2–00 | 3874 | 3,04 | | 7mo & Bros. | | P14′B126′F47′ | Aust.-Hung | 165lb *165lb* 418NH | |
| HMLK | 2*Dks*(*Stl*–ws)*3tr b* | 2643 | [illegible] | LMC1,00 | Dumbarton | | FK | 7*BHCem* | 2DB,*12cf*,gs234,hs7076 | |
| | *Elec.light* | | | | *Lloyd's*s.&*CP* | | *WB* = *Cell* | *DB* 335′ 677*t* | Denny&Co.,Dumbarton | |
| 399 | **Maria Vittoria** IronScSr | 2296 | ✝100A1 | Gen *s* | 1881 Schlesingr, | Flli.Grasso | 290·4 37·2 24·5 | Genoa | C.2Cy.35″&65″–42″ (s | 26 · 0 |
| 411 | *L.di Leo*96–00 *ss*Gen.2nd No.3–10,00 | 2143 | 4,04 2,04 | | 11mo Davis&Co. | Cicerone | P30′B60′F34′ | Italian | 80lb *25lb* 228NH | · 4 · 8 |
| QNHL | (*ex*Hermine, *ss*Gen.No.1–04 | 1490 | | LMC2,04 | Newcastle | | ND90 BK9 | 6*BHCem* | 2SB,*6f*,gs97 | |
| | *ex*Teutonia) 2*Dks*(*Irn*)*3tr B* | | | | *Lloyd's*s.&*CP* | | *WB* = *DBa* | 94′*f* 68′ 339*t* | T.Clark&Co.Newcastle | |
| 400 | **Marian** SteelScSr | 1936 | ✝100A1 | Cff *r* | 1889 Irvine& | Trechmann S.S.Co. | 274·0 37·2 16·7 | W.Hartlpl | T.3Cy.21″,34″&56″–36″ (s | 19 · 7 |
| 97346 | *W.G.Hogg* –03 *ss*Hpl.No.3–3,02 | 1416 | 6,01 [illegible] | Hpl | 9mo Co. | Ld. (Trechmann | P29′Q76′B112′ | British | 160lb *100lb* NDB01 187NH | · 1 · 7 |
| LHDK | *Well deck* 1*Dk*(*Irn*)&*Webframes* | 1218 | [illegible] | MC2,01 | W Hartlepool | Bros. *Mgrs.*) | F37 BK9½ | 4*BHCem* | 2SB,*4rf*,gs60,hs2797 | |
| | | | | | *Lloyd's*s.&*CP* | | *WB* = *Cell* | *DB* 232 457*t* | Blair&Co.(Lim.),Stockton | |
| 401 | **Marianne** SteelScSr | 3485 | ✝100A1 | Tri *w* | 1900 Russell& | Marianne S.S.Co., | 338·6 46·0 17·9 | Trieste | T.3Cy.24″,39″&65″–45″ (s | 20 · 6 |
| | *G.Martinolich* –03 | 3366 | *Spar dk* | | 10mo Co. | Ld. (Flli.Cosulich | P20′B72′F36′ 25·7 | Aust.-Hung. | 180lb *80lb* 300NH | · 2 · 1 |
| HMLD | 1*Dk*(*Stl*)&*Spar dk*(*Stl*)*3* | 2237 | [illegible] | MC | Pt.Glasgow | | FK | 6*BHCem* | 2SB,*6cf*,gs132,hs4550 | |
| | *ss*Tri.No.1–04 *deep framing* | | [illegible] | | A&CP W | *B* = *Cell D Ba* 110 | *uE*&*B* 40′*f* 142′ 805*t* | *APT* 56*t* | Rankin&Blackmore,Grk | |
| 402 | — SteelScSr | 959 | | | 1901 Act.Ges. | A.Kossel | 209·6 31·8 13·0 | Rostock | T.3Cy.14¾″,24¼″&38½″–26½″ | |
| | *B.Bäberow*01–01 | 700 | | | "Neptun" | | (68′B58′F16′ | German | 77NH | |
| MDRT | 1*Dk* | 597 | | | Rostock | | | *WB* | A.G.ᵒ Neptun,"Rostock | |
| 403 | **Maricopa** SteelSc | 4224 | | | 1896 Chicago | Pittsburgh S.S.Co. | 406·0 48·2 28·4 | Duluth | T.3Cy.25″,40″&68″–42″ | |
| 92736 | *R.E.Byrns*01–03 | 4126 | | | S.B.Co | | | Utd.States | 300NH | |
| | *Mchy.Aft* *Elec.light* 1*Dk*2*tr b* | 3670 | | | Chicago | | | *WI* | Cleveland S.B.Co.,Clevlnd | |
| 404 | **Marie** SteelScSr | 2260 | ✝100A1 | NYk *s* | 1902 Helsingörs | Ångf Aktieb. Karin | 291·6 42·6 19·1 | Hlsngborg | T.3Cy.20½″,35″&57″–39″ (s | 21 · 1 |
| 3959 | *C.G.Johnsson*03–03 | 1936 | 2.04 | | 1mo Jernsk & Msk. | (A.Andersson) | (17′B70′F37 | Swedish | 185lb 270NH | · 3 · 6 |
| JMNB | 1*Dk*(*pt Irn pt Stl*)&*deep framing* | 1418 | | MC1,02 | Elsinore | | FK | 5*BHCem* | 8SB,*6rf*,gs113,hs4800 | |
| | | | | | *Lloyd's*s.&*CP* *WI* | = *Cell D Ba* & *E* | 112′*f* 120′ 578*t* *FPT* | 58*t APT* 44*t* | Helsingörs Jernsk.&Mskb | |
| 405 | — IronScSr | 1894 | ✝100A1 | Npt *r* | 1892 Furness, | Burdick&Cook | 270·0 36·0 17·7 | London | T.3Cy.21½″,35″&57″–36″ (s | 19 · 10 |
| 101994 | *W.Shotton*87–92 *ss*Cff No.2–01 | 1415 | 3,04 | | 7mo Withy&Co Ld | | P27′Q80′B110′ | British | 160lb *80lb* NDB02 198NH | · 1 · 7 |
| MKHW | 1*Dk*(*Irn*)&*Webframes* | 1209 | [illegible] | MC2,01 | W Hartlepool | | F31′ FK | 5*BHCem* | 1DB,*4cf*,gs63,hs2260 | |
| | *Well deck* | | [illegible] | | A&CP | *WI* = *Cell D Ba* 228′ | 377*t* | *APT* 47*t* | Blair&Co.(Lim.),Stockton | |
| 406 | — SteelScSr | 1465 | | | 1899 Act.Ges. | Flensburger Dmpf. | 241·4 36·1 17·0 | Flensburg | T.3Cy.18″,30½″&48″–33½″ | C |
| | *C.Schröder*90–99 | 1283 | | | "Neptun" | Co. (H.Schuldt, | P24′B58′F26′ | German | 183NH | |
| LMPR | *Elec.light* 1*Dk* | 891 | | | Rostock | *Mgr.*) | | *WB* | A.G.ᵒ Neptun,"Rostock | |

| No. in book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Gross / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. / Port of Survey. Year. | Built. When. / Ship. / Engines. | Built. by Whom. / Where. | Owners. | Recist'd Dimensions & Deck Erections. &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NH^p=Horse power by Society's formula; RH^p=power by Ship's Register. / Particulars of Boilers & Furnaces / Engine Maker's Name. | Moulded depth. Produced / Ship. ft. in. | Engineers to be elected. If not in L.R. Date of L.R. Cert. | When tail shaft last spec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 407 | **Marie** | 880 / 821 / 530 | | 1883 | Act.Ges. "Weser" Bremen | GeorgT.Monsen | 206·7 \| 28·2 \| 18·6<br>B36*t* H8*t* F14*t* | Stavanger Norwegian *WB* | C.2Cy.25″&48½″–29½″ 86NH<br>A.G."Weser," Bremen | | G | |
| | *G.C.Monsen*02–02 | | | | | | | | | | | |
| THKC (*ex*Tejo,*ex*Soneck) | 1 *Dk2tr B* | | | | | | | | | | | |
| 408 | — | 865 / 672 / 538 | | 1890 | Howaldts-werke Kiel | H.Diederichsen | 203·1 \| 30·1 \| 14·1<br>Q59′ B80′ F29′ | Kiel German *WB* | T.3Cy.14¼″,22½″&36½″–28″ 65NH<br>Howaldtswerke,Kiel | | G | |
| | *A.Maybauer*03–03 | | | | | | | | | | | |
| LOSV | 1 *Dk& Web frames* | | | | | | | | | | | |
| 409 | — | 811 / — / 415 | ✠ Hav 1,78 | 1873 | Scott&Co. 4mo Greenock | Cie.desBateaux àVap.duNord | 234·5 \| 26·2 \| 17·2<br>P32′ F32′ *WB* FK | Dunkirk French 5 *BH Cem* | C.2Cy.23″&46″–36″ *Bdt89ft401* 107NH<br>Greenock Foundry Co. Grk | | V | |
| | *L.Bodo*01–02 (*ex*Ada Batters) | ✠Hav.No.1–78 | | | | | | | | | | |
| KDBF | 1 *Dk2tr B* | | | | | | | | | | | |
| 410 | — | 437 / 386 / 265 | | 1892 | Göteborgs M.V. Gothenburg | I.Kobro | 145·5 \| 24·6 \| 13·3<br>B41*t* H9*t* | Christiania Norwegian | C.2Cy.19½″&32″–19¾″ 38NH<br>Göteborgs Mek. Vrks., Got. | | V | |
| | *R.Tomte* | | | | | | | | | | | |
| HDKG | 1 *Dk* | | | | | | | | | | | |
| 411 | — | 364 / 331 / 127 | | 1890 | Burmeister & Wain Copenhagen | De DanskeStats-baner | 140·7 \| 31·6 \| 12·0 | Fredericia Danish *WB* | C.4Cy.21½″&37″–18″ 97NH<br>Burmeister&Wain,Cpn. | | V | |
| | *N.P.Larsen* (*Ferry&Icebreaker*) | | | | | | | | | | | |
| NCDH | 1 *Dk* | | | | | | | | | | | |
| 412 | — | *342* / *215* / *91* | ✠100A1 Lon *e* 7,03 ✠LMC 10,00 | 1900 | J.Meijer 10mo Zaltbommel A&CP | J.A.Delmas&Co. | 137·0 \| 23·0 \| 8·5<br>Q77′ B9′ F23′ drp02 FK *WB* = *FPT* 51*t* | Dakar French *3BH Cem* | C.2Cy.16″&35″–24″ (*s*) 140lb *100lb* 66NH 1SB,*2pf*,GS37,HS1130 G.T.Grey,SouthShields | 9 ″ 4 s ″ 6½ | | 5,02 |
| | *Cottereau* –03 (*ex*May Queen) | | | | | | | | | | | |
| | 1 *Dk(Stl)* *Mchy. Aft* *Well deck* | | | | | | | | | | | |
| 413 | — | 276 / 191 / 160 | | 1872 | ..... Malmö | Döscher&Co. | 126·8 \| 24·7 \| 10·2<br>Q16*t* B67*t* | Bergen Norwegian | C.2Cy.14½″&31½″–24″ NB80 40NH<br>Kockums M.V.Akt. Malmö | | V | |
| | *O.Apold* –95 | | | | | | | | | | | |
| JPKD | 1 *Dk2tr B* | | | | | | | | | | | |
| 414 | — | 261 / — / 83 | | 1902 | Cook,Welt'n&Gemmell Hull | F.Fourny&Cie. | 125·0 \| 22·0 \| 12·0 | Boulogne French | T.3Cy.12¾″,22″&36″–24″ 63NH<br>C.D.Holmes&Co.Hull | | V | |
| | *Delpierre* –02 (*Trawler*) | | | | | | | | | | | |
| | 1 *Dk* | | | | | | | | | | | |
| 415 | — | 209 / 161 / 115 | | 1873 | S.Olsson Wenersborg | H.J.Kyvig | 102·0 \| 22·9 \| 11·6<br>Q8*t* B35*t* | Haugesnd Norwegian | 2Cy.10″&22½″–16½″ NB99 NE88 17NH<br>GötbergsMek.Verkst.,Got | | N | |
| | *J.Fresvig*93–93 | | | | | | | | | | | |
| JNSQ (*ex*3teApril,*ex*Murman,*ex*Wenern) | 1 *Dk* | | | | | | | | | | | |
| 416 | — | 191 / 147 / 67 | ✠100A1 Liv *c* 11,06 ~~16,03~~ Dub ~~MS1,05~~ ✠LMC MS6,03 B~~5,04~~ 6,00 | 1891 | Scott&Co. 3mo Bowling A&CP | Kynoch,Ld. | 115·0 \| 20·6 \| 9·5<br>Q45′ F20′ BK7 *3BH Cem* *WB* = *FPT* 20*t* | Glasgow British | C.2Cy.18″&36″–24″ (*s*) 100lb 50RH<br>1SB.*3pf*.GS45,HS885 Muir&Houston,Glasgow | 10 ″ 0 | | ~~N6,03~~ 11,04 |
| 98612 | *B.P.Redmond* –00 *ss*Liv.No 3–6,03 | | | | | | | | | | | |
| | *Well deck* 1 *DkStl plating& fr'n framing* *Mchy. Aft* | | | | | | | | | | | |
| 417 | — | 110 / 103 / 66 | | 1890 | ..... Namsos | Dmpskselsk.Marie (J.&O.Normann) | 96·9 \| 18·0 \| 11·1<br>H7*t* len94 | Harstad Norwegian | C.2Cy.9″&18″–12″ *E.made*75 NB03 9NH<br>Plenty&Son,Newbury | | N | |
| JTCK | 1 *Dk* | | | | | | | | | | | |
| 418 | **Marie Corelli** | 106 / 105 / 64 | | 1901 | Mackay& Featherstone Hobart,Tas. | G.M.Bowser | 98·5 \| 23·9 \| 5·1 | Sydney, N.S.W. British | 2Cy.10″&12″–12″&14″ *E.made*96 14RH<br>Easby,Melbourne | | | |
| 105690 | *C.J.Read* –02 | | | | | | | | | | | |
| | 1 *Dk* | | | | | | | | | | | |
| 419 | **Marie Elisabeth** | 1382 / 1180 / 751 | ✠100A1 Sld *n* ~~6,02~~ 9,00 Mal ✠LMC 6,03 | 1902 | W.Harkess 6mo &Son Middlesbro' *Lloyd's A&CP* | C.Fabre&Co. ~~Soc.Anon.de Navigation L'Aquitaine~~ (G.Colombier, *Mgr*) *WB* = *DBa§u* | 225·0 \| 35·1 \| 17·8<br>P15′ Q83′ B56′ RFD86′F21′ FK *E79′uB15′f92′351t* *APT29t* | Bordeaux French | T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NH<br>1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld. | 16 ″ 6 | | |
| KDVB | 1 *Dk(pt Irn&pt Stl)& deep framing* | | | | | | | | | | | |
| 420 | **Marie Elsie** | 2615 / 2425 / 1662 | ✠100A1 Bry *t* *with Freeboard* Hpl 3,05 ~~12,03~~ ✠LMC 3,08 B~~5,04~~ 7,04 | 1895 | W.Gray& Co.(Lim.) 11mo W Hartlepool A&CP | MarieElsieS.S.Co. Ld. | 319·5 \| 44·0 \| 20·8<br>P29′ B70′ F23′ FK *WB* = *Cell DBa§u E128′f126* | London British *5BH Cem* 683*t APT69t* | T.3Cy.23″,36½″&62″–39″ (*s*) 170lb *80lb* 247NH 2SB,*6cf*,GS83,HS3712 Cen.Mar.Eng.Wks.W Hpl. | 23 ″ 3 ~~4 – 6,~~ s 4 ″ 0 | | ~~3,00~~ 3,05 |
| 105756 | ~~*R.T.L.Holt* –02~~ | | | | | | | | | | | |
| PCRV | ~~*T.J.Jones* –04~~ *T.J.Jones*01–04 | | | | | | | | | | | |
| | 1 *Dk(Irn)2tr B& W eb frames* | | | | | | | | | | | |
| 421 | **Marie Gartz** | 1005 / 741 / 626 | | 1901 | Schömer& Jensen Tönning | H.Podeus | 211·4 \| 32·4 \| 13·3<br>Q79′ B55′ F17′ | Wismar German *WB* | T.3Cy.15″,24¾″&40⅛″–28″ 85NH<br>Schömer&Jensen,Tönning | | G | |
| | *W.Juerk*01–01 | | | | | | | | | | | |
| MSJK | *Elec.light* 1 *Dk* | | | | | | | | | | | |
| 422 | **Marie Henriette** | 1451 / 1113 / 721 | | 1893 | Société Cockerill Hoboken | BelgianGovern-ment | 340·0 \| 38·0 \| 15·0 | Ostend Belgian | C.2Cy.60″&108″–84″ 891NH<br>SociétéCockerill,Seraing | | | |
| | 2 *Dks& 3tr B* | | | | | | | | | | | |
| GQDW | *Elec.light* | | | | | | | | | | | |
| 423 | **Marie Horn** | 1217 / 924 / 781 | | 1896 | Act.Ges. "Neptun" Rostock | H.C.Horn | 233·0 \| 34·9 \| 14·2<br>Q70′ B60′ F23′ | Lübeck German *WB* | T.3Cy.16⅜″,25⅝″&41¾″–28½″ 93NH<br>A.G."Neptun," Rostock | | G | |
| | *W.Krüger*00–00 | | | | | | | | | | | |
| LRHT | 1 *Dk* | | | | | | | | | | | |
| 424 | **Marie Jebsen** | 2247 / 2055 / 1771 | | 1894 | Howaldts-werke Kiel | M.Jebsen | 284·7 \| 40·0 \| 21·5<br>B40′ F32′ | Hamburg German *WB* | T.3Cy.19¾″,31½″&51⅛″–35½″ 156NH<br>Howaldtswerke,Kiel | | G | |
| | *H.Bendixen*90–02 | | | | | | | | | | | |
| RKBM | 2 *Dks& Web frames* | | | | | | | | | | | |
| 425 | **Marie Joseph** | 131 / 96 / 22 | | 1898 | De la Brosse &Fouché Nantes | Soc.Nouvelle des Pêcheries àVap. | 102·3 \| 18·5 \| 8·5<br>F13′ | Arcachon French *WB* | C.2Cy.17⅝″&29½″–16½″ 30NH<br>De la Brosse&Fouché,Nts. | | V | |
| | *Duluc*02–03 (*Trawler*) | | | | | | | | | | | |
| KFDB | 1 *Dk* | | | | | | | | | | | |
| 426 | **Marie Josephine** | 117 / 106 / 80 | | 1891 | Vital Charest, Rivière deLoup | A.Gagnon | 88·4 \| 22·8 \| 8·2 | Quebec British | C.2Cy.12″&22″–18″ NE&B98 20RH<br>Carrier,Laine&Co.Levis | | | |
| 100358 | *F.H.Lachance* –93 (*ex*Sailing Vessel) | | | | | | | | | | | |
| | 1 *Dk* | | | | | | | | | | | |
| 427 | **Marie Louise** | 740 / 703 / 453 | | 1889 | Rostocker Act.Ges. Rostock | RhedereiAct.Ges. MarieLouise (Wm.Minlos, *Mgr*) | 180·2 \| 26·6 \| 11·7<br>P111′ F51′ | Lübeck German *WB* | T.3Cy.13″,20″&34″–24″ 57NH<br>Rostocker A.G.,Rostock | | G | |
| | *J.Nachtwey* –89 | | | | | | | | | | | |
| PBKG | 1 *Dk* | | | | | | | | | | | |
| 428 | — | 140 / — / 48 | | 1900 | At.deC. Forg.&Acier. deBruges Bruges | Pêcheries àVapeur (Soc.Anon.) | 106·6 \| 21·0 \| 11·5 | Ostend Belgian *WB* | T.3Cy.11″,19″&31″–22″ 45NH<br>Soc.Anon.deMarcinelle et Couillet,Couillet | | V | |
| | *L.Dedrie* –00 (*Trawler*) | | | | | | | | | | | |
| 429 | **Marie Madeleine** | 165 / 145 / 28 | | 1899 | De la Brosse &Fouché Nantes | Soc.Nouvelle des Pêcheries àVap. | 105·8 \| 20·5 \| 10·4<br>H34′ | Arcachon French *WB* | C.2Cy.17¾″&30½″–20½″ 36NH<br>De la Brosse&Fouché,Nts. | | V | |
| | *Pierre* –99 (*Trawler*) | | | | | | | | | | | |
| KPLM | 1 *Dk* | | | | | | | | | | | |
| 430 | **Marie Rose** | 3126 / 2834 / 2021 | ✠100A1 Npt *u* 4,05 ~~4,01~~ Bry MS1,02 ✠LMC 4,01 | 1901 | Richards n, 4mo Duck&Co. Stockton A&CP *W* | Burdick&Cook | 330·5 \| 47·0 \| 21·8<br>P33′ B80′ F36′ FK *B* = *Cell DBa114′u* *E26′f136′779t FPT* 96*t APT82t* | London British *BH Cem* | T.3Cy.26″,42½″&69½″–45″ (*s*) 160lb *90lb* 349NH 2SB,*6cf*.GS130,HS5620 Blair&Co.Ld.Stockton | 24 ″ 4 s 4 ″ 3½ | | ~~1,04~~ 1,09 4,05 |
| SGRF | 1 *Dk(pt Irn&pt Stl)* *& deep framing& Web frames* | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Jauge Brute. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Crête. | 6 | 7 | 8 Construit. Quand. / Nom. / Mois. | Par qui. / Où. | 9 Armateurs. | 10 Dimensions en Pieds & Dixièmes. | 11 Port d'Attache. / Pavillon. | 12 Machines. | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 431<br>105952<br>QGJP | **Marie Suzanne**<br>*W.Maclean* –02<br>1 *Dk(Irn)2tr B&deep framing*<br>*3 Dk rule* | SteelScSr<br>*ss*Shl.No.1–02 | 3106<br>2870<br>1980 | ✝100A1 Cff<br>5,05 Bry<br>BS9,04 | *u* | 1898<br>8mo | W.Gray&<br>Co.Ld<br>W Hartlepool | | MarieElsieS.S.Co.<br>Ld.<br>*B = Cell D Ba* 106′ *u* | 330·0\|48·5\|21·6<br>P27′B82′F80′<br>FK<br>*E&B40′ f* 136′ 765*t* | London<br>British<br>5 *B H Cem*<br>*APT* 1200 | T.3Cy.24″,38″&64″–42″ (*s*)<br>170lb *80lb* 292 NHP<br>2SB,*6rf*,gs111,hs4680<br>Cen.Mar.Eng.Wrks.W Hpl | 24 « 0 |
| 432<br>KFQT | **Marie Thérèse**<br>*Le Dorc*<br>1 *Dk(Stl.2tr B&Web frames*<br>*3 Dk rule* | SteelScSr | 3413<br>2886<br>2192 | ✝100A1 Cff<br>2,05 | *u* | 1901<br>8mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | | Em.Frisch&Co. | 325·0\|47·0\|22·5<br>P31′B86′F35′<br>FK<br>*WB = Cell D Ba* 116′ *u E&B* 24′ *f* 134′ 765*t* | Marseilles<br>5 *B H Cem*<br>*APT* 1700 | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *80lb* 278 NHP<br>2SB,*6pf*,gs122,hs4869<br>J.Clark.Ld.Sunderland | 24 « 10 |
| 433 —<br>(*ex*Maroc,*ex*Kinsembo)<br>*L.Vanderlict* | 6thSurvey Bdx.8,04<br>2 *Dks(Upr&Lr—wood*<br>*Dk rule* | IronScSr | 1923<br>1700<br>1042 | ✝A1, 1 Bdx<br>10,00 Bry<br>BS8,03 LMC6,04 | Lv | 1876<br>11mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | | ~~Jos.Anon.de Nav.~~<br>~~L.Aquitaine~~<br>(Dykmans<br>&vanEsschc,*Myrs.*) | 301·5\|34·5\|23·4<br>P112*t*H31*t*F57*t*<br>drp98<br>FK<br>*WB =* | Antwerp<br>5 *B H Cem*<br>*APT* 1700 | O.2Cy.40″&71″–36″<br>2SB,*4rf*,gs82,hs2564<br>Dunsmuir&Jackson.Gls | 25 « 6 |
| 434 —<br>HFWN | **—**<br>*M.Garbe* –99<br>(*ex*Tropic)<br>*Well deck* | SteelScSr<br>*ss*Cff.No.3–7,00<br>*ss*Stn.No.1–04<br>1 *Dk(Irn)2tr b* | 1754<br>1356<br>1106 | ✝100A1 Stn<br>3,04<br>LMC3 | *q* | 1888<br>3mo | Whitehavn<br>S.B.Co.Ld.<br>Whitehaven<br>A&CP | | Behnke&Sieg | 260·0\|37·0\|17·0<br>Q89′B110′F29′<br>FKdrp04<br>*WB = Cell D Ba* 122′ *u E&B* 22′ *f* 82*0t* | Danzig<br>4 *B H Cem*<br>*APT* 1100 | T.3Cy.20″,33″&54″–36″ (*s*)<br>140lb 173 NH<br>2SB,*4rf*,gs82,hs2564<br>Dunsmuir&Jackson.Gls | 19 « 8 |
| 435<br>RHFG | **Marie Woermann**<br>*C.Pfeiffer*02–02<br>2 *Dks* | SteelScSr | 1693<br>1457<br>1055 | | | 1887 | Blohm&<br>Voss<br>Hamburg | | WoermannLinie<br>KommanditGes. | 270·8\|35·2\|20·1<br>P50′ B72′ F28′<br>*WB =* | Hamburg<br>German<br>*APT* | T.3Cy.20″,31″&50″–42″<br>162 NH<br>Blohm& Voss,Hamburg | G |
| 436<br>HQMF | **Marie Z. Michalinos**<br>*M.Carinalis* –02<br>1 *Dk(Irn)2tr B&deep framing*<br>*3 Dk rule* | SteelScSr<br>*ss*Cff.No.3–2,05 | 3059<br>2864<br>1956 | ✝100A1 Npt<br>5,05<br>LMC1 | *v* | 1902<br>1mo | W.Gray&<br>Co.Ld.<br>W Hartlepool | | Michalinos&Co.<br>*B = Cell D Ba* 108′ | 332·0\|48·0\|21·9<br>P29′B170′F38′<br>FK<br>*u E&B* 44′ *f* 132′ 928*t* | Piræus<br>5 *B H Cem*<br>*APT* 1880 | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *180lb* 300 NHP<br>2SB,*6rf*,gs112,hs4662<br>Cen.Mar.Eng.Wrks.W Hpl | 24 « 5 |
| 437<br>4141<br>JNES | **Mariefred**<br>*M.Enström*02–03<br>1 *Dk* | SteelSc | 178<br>102<br>116 | | | 1903 | W.Lind-<br>bergsAktieb.<br>Stockholm | | Mariefreds<br>ÅngfartygsAkt.<br>(W.Kumlin) | 104·8\|19·9\| 8·5<br>B38′H29′ | Mariefred<br>Swedish<br>*WB* | C.2Cy.14⅜″&26½″–17½″<br>24 NH<br>W.LindbergsAktieb.Skm | |
| 438<br>QHJL | **Marienfels**<br>*W.Tegge*01–02<br>1 *Dk(Stl)&Spar dk(Stl–pt teaks)*<br>*Elec.light* | SteelScSr<br>*&Web frames* | 5683<br>5284<br>3665 | ✝100A1 Ham<br>*Spar dk*<br>5,04 8,00<br>4,05<br>LMC8 | *z* | 1901<br>8mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>*Lloyd's A&CP* | | DeutscheDmpfs-<br>fahrts.Ges.Hansa<br>*WB = Cell D Ba* 144′ *u E&* | 418·1\|54·8\|20·4<br>P58′B100′F32′<br>HK10<br>*B 44′ f* 177′ 1137*t* | Bremen<br>German<br>5 *B H Cem*<br>*APT* | C.4Cy.24″,34″,51″&74″–54″<br>213lb *12½lb* (*v*) 505 NHP<br>3SB,*9cf*,gs145,hs6500<br>Flen-burgerSchiffsb.Ges. | 23 « 1 |
| 439 Marietta N.<br>HMLV | **Marietta Ralli**<br>*N.P.Moussouris* –95<br>*Mchy.Aft*<br>1 *Dk(pt Stl.&pt Irn)&Web frames*<br>*Tsataronis* –05<br>*&pt Awng dk(Irn)*<br>*ss*Cff.No.3–2,05 | SteelTwinScSr<br>1 *Dk*<br>SteelScSr<br>*ss*Cff.No.2–00<br>*&pt Awng dk* | 432<br>366<br>309<br>2339<br>1803<br>1501 | ✝100A1 Cff<br>*pt Awng dk*<br>*with freeboard*<br>2,05<br>MC2,05 | *s* | 1895<br>1891<br>12mo | Edwards'<br>Bros.<br>N.Shields<br>Furness,<br>Withy&CoLd<br>W Hartlepool<br>*Lloyd's A&CP* | | D.A.Negroponte<br>Foscolo,Mango<br>&Co.<br>*WB = Cell D B* | 185·0\|30·0\| 7·6<br>Q44′<br>*WB*<br>290·0\|38·0\|19·9<br>P38′Q84′<br>*pt Awng dk* 173′ FK<br>248′37′*t*.*MT* 22′ 350*t* | Rostoff<br>Russian<br>*APT* 1300 | C.4Cy.12″&24″–18″<br>40 NH<br>Hedley&Boyd,N.Shields<br>Piræus<br>Greek<br>5 *B H Cem*<br>*APT* 1300 | 22 « 3 |
| 441 Marigo<br>(*ex*Clara) | **Marigo**<br>1 *Dk2tr B* | IronScSr<br>*ss*Cly.No.2–74 | 318<br>257<br>184 | 2,78<br>Cly | | 1864<br>7mo | A.Stephen<br>&Sons<br>Glasgow | | StefanoSigalas | 165·4\|20·9\|12·0<br>Q65′<br>ND74 | Alexandria<br>Egyptian<br>4 *B H Cem*<br>*APT* 1300 | C.2Cy.18″&32″–22″<br>NE&B74 40 NHP<br>Walker,Henderson&CoGls | 12 « 6 |
| 442 Marima<br>WDLB | **Marima**<br>*A.Matthew*88–00<br>*ss*Cff.No.2–03<br>*Well deck* 1 *Dk(Irn)2tr B* | IronScSr<br>*ss*Nwc.No.3–9,94 | 1672<br>1318<br>1068<br>MS11,08 | ✝100A1 Cff<br>2,05<br>LMC<br>BS6,04 | *q* | 1881<br>9mo | E.Withy&<br>Co.<br>Hartlepool<br>*Lloyd's A&CP* | | MarimaS.S.Co.Ld.<br>(W.T.Symonds<br>&Co.) | 257·7\|34·6\|17·9<br>P26′Q66′B68′<br>F31′ BK97<br>drp04 *WB = Cel* | Cardiff<br>British<br>4 *B H Cem*<br>*DB* 172 295*t* | C.2Cy.33″&61″–33″<br>75lb *80lb* NDN94 178 NHP<br>1DB,*4pf*,gs75<br>T.Richardson&Sons,Hpl. | 20 « 4 |
| 443 Marina<br>111291<br>RVBC | **Marina**<br>*D.Taylor*96–00<br>2 *Dks(Stl)3tr B&Shelter dk(Stl)*<br>*Ref.Mchy.* | SteelScSr<br>*ss*Gls.No.1–04 | 5204<br>4918<br>3322 | ✝100A1 Gls<br>*Shelter dk*<br>7,04 3,04 4,05<br>LMC<br>MS7,04 BS | *z* | 1900<br>9mo | Furness,<br>Withy&CoLd<br>W Hartlepool<br>A&CP | | DonaldsonBros.<br>*WB =* | 400·0\|52·0\|29·2<br>FK<br>*Cell D Ba* 136′ *u E&* *B48′ f* 161′ 910*t* | Glasgow<br>British<br>6 *B H Cem*<br>*FPT* 167*t* | T.3Cy.28″,44″&75″–48″ (*s*)<br>180lb *90lb* 510 NHP<br>3SB,*9cf*,gs172,hs7242<br>Sir C.Furness,Westgarth&<br>*DT a* 29′ 861*t* Co.Ld.Mdb. | 32 « 1 |
| 444 —<br>92282 | **—**<br>*G.E.Copeland*01–03<br>*Mchy.Aft* *Elec.light* | SteelSc<br>2 *Dks* | 2432<br>2194<br>1992 | | | 1891 | Chicago<br>S.B.Co<br>Chicago,Ill. | | Pittsburgh S.S.Co. | 292·0\|40·2\|20·8<br>H— F38′<br>*WA* | Duluth,<br>Minn.<br>United States | T.3Cy.34″,38″&61″–42″<br>241 NH<br>GlobeIrnWksCo.,Cleveln.O | S |
| 445 —<br>RMWV | **—**<br>1 *Dk* | SteelScSr | 600<br>488<br>260 | | | 1903 | Bremer<br>"Vulkan"<br>Vegesack | | WoermannLinie<br>KommanditGes. | 184·3\|30·6\|11·3<br>Q53′B57′F19′ | Hamburg<br>German | T.3Cy.18½″,21⅜″&35½″–23¾″<br>61 NH<br>Bremer"Vulkan,"Vegesack | C |
| 446 Marine<br>KFTW | **Marine**<br>*(NOW A HULK 04)*<br>(*ex*India) | IronPadSp | 250<br>—<br>— | | | 1876 | Westwood<br>&Baillie<br>London | | Soc.Dunkerquoise<br>deRemorq. | 138·9\|20·6\|11·5 | Dunkirk<br>French | L.2Cy.30″–54″<br>102 NH<br>J.Stewart,London | |
| 447 Mariner<br>115148<br>TWRB | **Mariner**<br>*E.B.Sanderson* –04<br>1 *Dk(Irn)&deep framing* | SteelScSr | 2378<br>2151<br>1523 | ✝100A1 Shl<br>12,04 4,04<br>Hpl<br>LMC4,08 | *t* | 1903<br>1mo | W.Gray&<br>Co.Ld.<br>W Hartlepool | | NeedhamBros.<br>*WB = Cell D Ba* | 302·0\|43·2\|19·8<br>P24′B178′F38′<br>FK<br>*u E* 120′ *f* 124′ 620*t* | W.Hartlpl<br>British<br>5 *B H Cem*<br>*APT* 1840 | T.3Cy.28″,36½″&62″–39″ (*s*)<br>180lb *80lb* 250 NHP<br>2SB,*6pf*,gs91,hs3725<br>Cen.Mar.Eng.Wrks.W Hpl | 22 « 3 |
| 448 —<br>84089<br>VLPW | **—**<br>*J.S.Fotheringham* –97 | IronScBn<br>*ss*Gls.No.3–12,01<br>2 *Dks(1 Irn)* | 1371<br>1302<br>861 | ✝100A1 Gls<br>11,03<br>BS4,04 LMC12,01 | | 1881<br>3mo | M.Pearse&<br>Co.<br>Stockton<br>A&CP | | Mossgiel S.S.Co.Ld<br>(J.Bruce&Co *Mgs*) | 250·1\|32·0\|21·2<br>P34′ F34′<br>NDS01 | Glasgow<br>British<br>4 *B H Cem*<br>*APT* | C.2Cy.30″&55″–36″ (*s*)<br>80lb *65lb* NDN91 151 NHP<br>2SB,*4f*,gs68<br>Blair&Co.,Ld.,Stockton | |
| 449 Mario<br>1<br>QPCK | **Mario**<br>*F.Olivari* –03<br>*ex*Laurne,*ex*DeRuyter) | IronScBn<br>(*ex*LittleMary,<br>2 *Dks3tr b* | 1726<br>1673<br>1137 | ✝<br>11,70 | Nwc Lv | 1870<br>10mo | C.Mitchell<br>&Co.<br>Newcastle | | Transp.Marittimi<br>a Vapore (V<br>Granata fu E.) | 268·1\|34·4\|26·9 | Bari<br>Italian<br>*A H* | C.2Cy.32″&64″–12″<br>NE90NB85 222 NHP<br>T.Clark&Co Newcastle | 19 « 6 |
| 450 Marion<br>85657 | **Marion** | WoodPad | 478<br>—<br>269 | | | 1876 | .....<br>New York | | Bras d'OrSteam-<br>boatCo.Ld. | 142·4\|26·5\| 8·1 | Halifax NS<br>British | | |
| 451 —<br>118736 | **—**<br>~~*A.Wilson* –01~~<br>*Mchy.Aft*<br>*J.Junner* –04 | SteelScK<br>1 *Dk(Stl)* | 174<br>136<br>88 | ✝100A1 Dun<br>6,04 1,04<br>Lth<br>BS8,04 LMC1,04 | *b* | 1904<br>1mo | Dundee<br>Shipbuilders'<br>CoLd.Dundee<br>*Lloyd's A&CP* | | D.&J.Nicol | 105·0\|21·1\| 8·6<br>P36′F16′<br>drp04<br>FK<br>*WB =* | Dundee<br>British<br>2 *B H Cem*<br>*FPT* 170 | C.2Cy.12½″&25″–18″ (*s*)<br>120lb 26 RHP<br>1SB,*2pf*,gs29,hs754<br>Menzies& Co.Ld.Leith | 9 « 4 |

| No. in Book / Official No. / Call Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. | Tonnage | Particulars of Classification. Character. / † for Special Survey. Date of last Survey | Port of Survey. Years in Class. Equipment Letter. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Builder's Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Compasses in which standard. If not to Lloyd's Deviation Table. | Blue Peter hoisted when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 452 Marion | Iron Pad | | 15[illegible] | | | 1897 | A. H. Landseer Milang, S.A. | W. Bowring | 107·9 \| 22·6 \| 5·2 | Sydny NSW British | H.2Cy.11″–16″ 20 RH Marshall & Sons, Gainsbro' | | | |
| *A. Hart* –00 | | | 99 | | | | | | | | | | | |
| 1 Dk | | | | | | | | | | | | | | |
| 453 — | Iron ScSk | | 13[illegible] | ... | | 1879 | Abercorn S. B. Co. Paisley | Osborn & Wallis | 90·5 \| 19·7 \| 8·4 BK 5″ | Liverpool British | C.2Cy.14″ & 24″–18″ NB80 04 25 RH *Cmp.*86 D. Rollo & Sons, Liv. | | | |
| 81267 *J. S. Bronte* –02 | | | 71 | | | | | | | | | | | |
| *Mchy. Aft* 1 Dk | | | | | | | | | | | | | | |
| 454 — | Iron ScK | | 17[illegible] | ... | | 1891 | J. T. Eltringham & Co. S. Shields | Dundee Stm Trawling Co. Ltd. (W. High, *Mgr.*) | 97·3 \| 19·3 \| 10·6 BK 6½″ | Dundee British | C.2Cy.17″ & 34″–24″ 50 RH Baird & Barnsley, N. Shields | 11 ″ 0 | | |
| 97650 *J. Mackay* –02 | | | 111 | | | | | | | | | | | |
| *Mchy. Aft* 1 Dk | | | 22 | | | | | | | | | | | |
| 455 Marion Lee | Iron ScSr | | 667 | †100 A1 Ham *k* | | 1882 | Whitehavn 2mo S.B. Co. Whitehaven | Lynn & Hamburg S.S. Co. Ltd. | 185·0 \| 28·4 \| 15·3 Q66′ B20 F19′ FK | Kngs Lynn British | C.2Cy.22″ & 44″–30″ (*s*) 90 lb *80 lb* NDB02 80 RH 1 SB.*3pf.*GS48, HS1667 | 16 ″ 3 s 1 ″ 10 | | [illegible] |
| 79123 *C. Waltham* –04 | ss Gms. No. 3–9.04 | | 405 | IN B9.06 DS [illegible] 7.06 | MC 8.02 | | | | | | | | | |
| WJRH | ss Gms. No. 2–02 | | | | | | | | | | | | | |
| 1 Dk (Iron) 2 tr *b* | | | | | | *Lloyd's A & CP* | | | *WB = DB* | | 1 *BH Cem* 149′ *f* 146′ 150 *l* | | | |
| 456 Mariposa | Iron ScBn | | 3158 | | | 1883 | W. Cramp & Sons Philadelphia | Oceanic S.S. Co. | 314·0 \| 41·0 \| 17·3 26·0 | S. Frncisco Utd. States *Tpd.*02 | T.3Cy.29″, 47″ & 78″–51″ NB02 434 NH Risdon Iron Wrks. S. Frisco | | V | |
| 91554 *Rennie* | 2 Dks & Awng dk | | 2288 | | | | | | | | | | | |
| KBGT | *Fitted for liquid fuel* | | 1939 | | | | | | | | | | | |
| 457 — | Steel Sc | | 2831 | | | 1892 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S. Co. | 330·1 \| 45·2 \| 20·3 H— F36′ *WB* | Duluth, Minn. Utd. States | T.3Cy.24″, 39″ & 63″–48″ 275 NHP Globe Irn Wks Co., Clevelnd | | S | |
| 92448 *F. Rice* 01–03 | 2 Dks | | 2677 | | | | | | | | | | | |
| *Mchy. Aft* *Elec. light* | | | 2307 | | | | | | | | | | | |
| 458 — | Wood ScSr | | 128 | | | ..... | United Kingdom | Elders & Fyffes, Ld. | 98·4 \| 18·0 \| 10·5 | Las Palmas Spanish | C.2Cy.5″ & 11″–8″ NE & B98 Cochrane & Co. Birkenhead | | | |
| *J. Medina* –99 | | | — | | | | | | | | | | | |
| HTVR | (*ex* Louise Florence) | | 121 | | | | | | | | | | | |
| *Sailing Schooner—See Sailing Ship Register.* | | | | | | | | | | | | | | |
| 459 Mariska | Steel Sc | | 2326 | | | 1890 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S. Co. | 282·4 \| 40·3 \| 21·2 H— F36′ *WB* | Duluth, Minn. Utd. States | T.3Cy.24″, 38″ & 61″–42″ 241 NHP Globe Irn Wks Co., Clevelnd | | S | |
| 92169 *C. Gegenheimer* 01–03 | 2 Dks | | 2189 | | | | | | | | | | | |
| *Mchy. Aft* *Elec. light* | | | 1836 | | | | | | | | | | | |
| 460 Maristow | Steel Sc Sr | | 3505 | †100 A1 Ant *r* | | 1899 | J. Blumer & Co. Sunderland A & CP | Maristow S.S. Co. Ltd. (Bellamy & Co.) | 341·0 \| 46·5 \| 24·5 P30′ B98′ F36′ FK | Plymouth British | T.3Cy.24½″, 40″ & 66″–45″ (*s*) 180 lb *80 lb* 309 NHP 2 SB, *6 rf*, GS118, HS4640 | 27 ″ 4 s 5 ″ 0½ | | [illegible] 12,04 |
| 111343 *J. C. Prout* 94–99 | ss Bry. No. 1–03 | | 3249 | 7,04 12,02 1 Bkn Bry | | | | | | | | | | |
| RHGS | 1 Dk (pt Irn & pt Stl) 2 tr B & deep framing | | 2269 | M.S. [illegible] M [illegible] 10.03 | | | | | *WB = Cell DBa* | | 110′ *uE* 22′ *f* 136′ 800 *t* | | | |
| 461 Maritana | Steel Sc | | 2957 | | | 1892 | Chicago S.B. Co. Chicago, Ill. | Pittsburgh S.S. Co. | 330·0 \| 45·2 \| 20·3 H—F40′ *WB* | Duluth, Minn. Utd. States | T.3Cy.24″, 39″ & 63″–48″ 275 NHP Globe Irn Wks Co., Clevelnd | | S | |
| 92466 *H. Culp* 01–03 | 2 Dks | | 2700 | | | | | | | | | | | |
| *Mchy. Aft* *Elec. light* | | | 2430 | | | | | | | | | | | |
| 462 Maritime | Steel Sc Sr | | 2835 | †100 A1 Bry *t* | | 1894 | Palmers' 11mo Co. (Lim.) Newcastle | Maritime S.S. Co Ld (W. Thomas & Co. Sons & Co., Ld.) | 315·0 \| 43·2 \| 20·3 P29′ Q50′ | Liverpool British | T.3Cy.22½″, 36½″ & 61″–42″ 160 lb *80 lb* (*s*) 245 NH 2 SB, *3pf* & *3cf*, GS71, HS3724 | 21 ″ 5 s 8 ″ 9½ | | 9.02 7,04 |
| 102179 *R. Roberts* –02 | ss Liv. No. 1–00 | | 2089 | *pt Awng dk with freeboard* | | | | | *pt Awng dk* 235′ FK | | 6 *BH Cem* | | | |
| NPMV | 1 Dk (Stl) *w* deep framing | | 1824 | 7,04 [illegible] 2,06 1 MC | | *Lloyd's A & CP* | | | *Cell DBa* 100′ *f* 126 | | 579 *t APT* 43 *t* | | | |
| ss Bry. No. 2–04 | & pt Awng dk (Stl) | | | [illegible] | | | | | | | | | | |
| 463 Maritta | Steel Sc Sr | | 3302 | †100 A1 Shl *u* | | 1896 | Armstrong 3mo Mitchell & Co. Ld. Newcastle | Extrême Orient Soc Française de Nav. | 320·0 \| 46·0 \| 23·4 P21′ B54′ F37′ FK | Dunkirk French | T.3Cy.24″, 40″ & 64″–42″ (*s*) 160 lb *100 lb* 282 NHP 2 SB. *8pf*, GS128, HS4490 | 26 ″ 2 s 5 ″ 6½ | | N4,09 N2,05 |
| KFVJ | 1 Dk (Stl) 2 tr B & Web frames | | 2835 | *with freeboard* | Pix | | | | | | | | | |
| Now being [illegible] | Cristoforo Vagliano, [illegible] | | 1822 | 2,04 10,04 | | *Lloyd's A & CP* | | | *WB = Cell DBa* 94′ *uE* 20′ *f* 132′ | | 609 *t APT* 45 *t* | | | |
| | | | | *See Addenda in Supplement.* | | | | | | | Wllsnd Slpwy Co. Ld., Nwc | | | |
| 464 Maritzburg | Steel Twin Sc Sr | | 5790 | 100 A1 | | 1904 | Armstrong Whitworth & Co. Ltd. Newcastle | Bucknall S.S. Lines. Ld. (Bucknall Bros. *Mgrs.*) | 420·0 \| 51·6 \| 27·7 B165′ | London British | T.6Cy.25″, 41″ & 68–48″ | 30 ″ 6 s 5 ″ 10½ | | |
| | | | 4591 | *Shelter dk* | | | | | | | | | | |
| | | | 3740 | (*Class Contem plated*) | | | | | | | | | | |
| 465 Marius | Iron Sc Sr | | 481 | | | 1874 | ..... Glasgow | Cie. Mar. L'Armoricaine (A. Legal & De Kersabiec, *Mgs*) | 179·4 \| 26·9 \| 15·0 | Nantes French | Wllsnd Slpwy. Co. Ld. Nwc. C.2Cy.19″ & 41″–28″ NB95 74 NH W. B. Thomson, Dundee | | | |
| *Agaisse* –96 | | | — | | | | | | | | | | | |
| KFVT | (*ex* Vinaroz, *ex* Duro, *ex* Hijos de Tombo) | | 240 | | | | | | | | | | | |
| 466 Marius Chambon | Steel Sc | | 105 | | | 1894 | P. Oriolle Nantes | Soc Gén. de Remorq et de Travaux Mar. | 97·3 \| 17·3 \| 9·2 | Marseilles French | T.3Cy.13 35/36″, 20 3/32″ & 32 33/32″–15 3/4″ ] 42 NHP P. Oriolle, Nantes | | | |
| *H. Allemand* | | | 99 | | | | | | | | | | | |
| KFWD | | | — | | | | | | | | | | | |
| 467 Marjorie | Steel Sc Sr | | 928 | †100 A1 Syd *m* | | 1898 | Strand 8mo Shipway Co. Sunderland A & CP | Bellambi Coal Co. Ld. | 223·8 \| 30·0 \| 12·8 Q111′ B13′ F21′ FK | Sydny NSW British | T.3Cy.17½″, 29″ & 47″–33″ (*s*) 160 lb *80 lb* 130 NHP 1 SB, *3pf*, GS55, HS2000 | 15 ″ 3 s 1 ″ 9½ | | 4.09 9,04 |
| 109960 *C. McCool* 93–02 | ss Sws. No. 1–02 | | 722 | 4,03 10,01 | | | | | *WB = Cell DBf* 149′ 277 *t* | | 3 *BH Cem* *FPT* 39 *t* | | | |
| QHCJ | *Mchy. Aft* 1 Dk (Stl) *w* Web frames | | 566 | 3.04 [illegible] MC 4.02 | | | | | | | G.T Grey, South Shields | | | |
| | *Well deck* | | | | | | | | | | | | | |
| 468 — | Steel Sc K | | 175 | †100 A1 Dun *b* | | 1903 | Dundee 6mo Shipbuilders' Co. Ld. Dundee | D. & J. Nicol | 100·3 \| 21·0 \| 8·7 Q36′ F14′ Irp03 FK | Dundee British | C.2Cy.12″ & 24″–18″ (*s*) 120 lb 32 RH 1 SB, *2pf*. GS25, HS661 | 9 ″ 6 | | [illegible] 12,04 |
| 118732 *G. F. Hiles* –04 | *W. A. Elder* 04–04 | | 138 | 8,04 4,04 11,04 | Lon | | | | | | | | | |
| *Mchy. Aft* | 1 Dk (Stl) | | 71 | 12,04 | | *Lloyd's A & CP* | | | *WB = FPT* 17 *t* | | Menzies & Co. Ld. Leith | | | |
| 469 Mark Lane | Iron Sc Sr | | 1995 | †100 A1 Cff *s* | | 1878 | Palmers' 11mo Co. Newcastle A & CP | Mark Lane S.S. Co. Ld. (J. Cory & Sons Ld.) | 287·0 \| 35·3 \| 24·3 P26′ B17′ F33′ pt ND00 BK 9½″ | London British | C.2Cy.26″ & 60″–42″ (*s*) 120 lb NDB91 212 NHP 2 SB. *6pf*, GS85, HS3425 | 25 ″ 8 s 5 ″ 0½ | | 10,02 10,04 |
| 79859 *T. H. Old* –03 | ss Cff. No. 1–04 | | 1841 | 9,04 10,02 | Shl | | | | | | | | | |
| WVTC | ss Shl. 2nd No. 3–9.04 | | 1267 | [illegible] LM 10.04 | | | | | *WB = DB* a 76′ *f* 70′ *uE* & *B* 34′ | | 335 *t APT* 20 *t* | | | |
| | ss Shl. No. 2–08 | | | | | | | | | | Palmers' Co. (Lim.), Nwc. | | | |
| | 2 Dks (1 Irn) 3 tr *B* | | | | | | | | | | | | | |
| 470 Markgraf | Steel Sc Sr | | 3680 | ... | | 1893 | Armstrong Mitchell & Co. Ld. Newcastle | Deutsche Ost-Afrika Linie | 364·0 \| 43·5 \| 25·7 P38′ B131′ F72′ FK | Hamburg German | T.3Cy.27″, 44″ & 72″–48″ 392 NHP Wigham Richrdsn & Co. Nwc | 28 ″ 7 | G | |
| 3058 | | | | | | | | | | | | | | |
| QFTV | (*ex* Mark) | | 2228 | | | | | | *WB* | | | | | |
| | 2 Dks & Web frames | | | | | | | | | | | | | |
| | *Elec. light* | | | | | | | | | | | | | |
| 471 Markomannia | Steel Sc Sr | | 3335 | ... | | 1890 | Edwards' S.B. Co (Lim) Newcastle | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 333·0 \| 41·2 \| 18·9 P49′ B94 F44′ 26·4 | Hamburg German | T.3Cy.25½″, 41″ & 67″–42″ 291 NHP R. Stephnsn & Co (Lim) Nwc | 21 ″ 5 | G | |
| 2958 | | | | | | | | | | | | | | |
| RJDB | 1 Dk (Spar dk) 3 tr *B* | | 2131 | | | | | | *WB* | | | | | |
| 472 Marloo | Steel Sc Sr | | 2628 | †100 A1 Syd *t* | | 1891 | Palmers' 8mo Co. (Lim.) Newcastle A & CP | Adelaide S.S. Co. Ld | 323·0 \| 40·3 \| 17·2 P37′ B85′ F33′ 25·1 ND04 BK 10″ | Sydny NSW British | T.3Cy.28″, 45″ & 74″–48″ (*s*) 160 lb *50 lb* { 441 NHP Palmers' Co. (Lim.), Nwc. | 19 ″ 7 s 5 ″ 10½ | | 5,04 |
| 104812 *P. P. Davies* 93–04 | *ex* Francesco Crispi | | 2382 | *Spar dk* | | | | | *WB = Cell DB* [illegible] 03 | | 5 *BH Cem* *APT* 24 *t* | | | |
| NPJQ | *Elec. light* 1 Dk (Irn-ws) [illegible] | | 1676 | 5,04 [illegible] LMC 01 | | | | | | | 1 SB, 12 *cf*, GS398, HS875 25 | | | |
| 473 Marmara | Iron Sc 3 Mst Sr | | 2483 | † Grk *t* | | 1873 | Lon. & Gls. 2mo Co. (Lim.) Glasgow | Idarei Massousieh | 331·5 \| 36·3 \| 21·1 28·5 BK 10″ | Constanpl Turkish | C.2Cy.46″ & 82″–45″ NDB86 359 NHP 2 DB. *12cf*, GS115, HS5747 Lon. & Gls. Co. (Lim.), Gls. | 22 ″ 1 | | |
| *Kadri Bey* | ss Gls. No. 3–5.86 | | 1719 | *Spar dk* | | | | | 6 *BH Cem* | | | | | |
| (*ex* Medina, *ex* State of Pennsylvania, *ex* Pennsylvania) | ss Gls. No. 1–90 | | 1568 | 2.94 [illegible] NB 5.86 | | | | | | | | | | |
| *Elec. light* 2 Dks (1 Irn & 1 pt Irn) & Spar dk | | | | | | | | | | | | | | |

| No. | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Sous le Pont. / Net. | Détails de la Classification. Cote / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. / Par qui. / Navire. / Mach. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. Nos. & Lieu des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau en charge / pieds. / po. |
|---|---|---|---|---|---|---|---|---|---|---|
| 474 | **Marmara** Iron Pad<br>*Teshid* | —<br>—<br>158 | | | 1874 J. & W. Dudgeon London | Idare i Massousieh | 180·0 \| 27·0 \| 10·3 | Constanpl<br>Turkish | 2 Cy. 37" | |
| 475 | **Marmion** Iron Sc Sr<br>*J. Cunningham* –02 *ss* Lth. No. 1–04<br>KNJH *Elec. light* *ss* Lth. 2nd No. 3–5,00<br>2 *Dks* (*Irn–Uwe*) | 1157<br>893<br>617 | ✝ 100 A1<br>11,04 [illegible]<br>[illegible] MC [illegible] 1,04 | Lth | 1871 J. G. Lawrie<br>1mo Glasgow | London & Edinburgh Shipping Co. | 249·3 \| 30·4 \| 18·8<br>P64' B56' F71'<br>ND88 BR9<br>*WB* = 7 | Leith<br>British | T. 3 Cy. 26½", 42" & 67"–45" (*s*)<br>160 lb *50 lb* ND97 314 NH<br>2 DB, *12 cf*, *gs* 216, *hs* 5792<br>S. & H. Morton & Co., Leith | 19 " 5<br>s 2 " 5 |
| 476 | — Steel & Iron Sc Sr<br>109622 *W. Glen* –04 *ss* Ayr No. 2–01<br>NGHT *Well deck* 1 *Dk*<br>*Mchy Aft* *Stl plating & Irn framing* | 324<br>237<br>[illegible] | ✝ 100 A1<br>9,04 [illegible]<br>[illegible] MC 9,01 | Ard *e* | 1893 Scott & Sons Bowling A&CP | Nobel's Explosives Co. Ld. | 140·0 \| 24·0 \| 10·5<br>P54' B14' F25'<br>BR7<br>*WB* = *FPT* 25 *t* | Glasgow<br>British | C. 2 Cy. 21" & 42"–80" (*s*)<br>110 lb 70 RH<br>3 *BHCem*<br>1 SB. 3 *pf*, *gs* 61, *hs* 1840<br>Muir & Houston, Glasgow | 11 " 5<br>s " 11 |
| 477 | **Marmora** Steel Twin Sc Sr<br>116011 *G. L. Langborne* –03<br>VJDS 2 *Dks* (*Stl*) & *Spar dk* (*Stl*–teak s)<br>*Orlop dk in Nos. 1, 4 & pt holds &*<br>*Orlop beams only in Nos. 2 & 3 holds*<br>*Ref. Mchy. Elec. light* | 10509<br>7977<br>5239 | ✝ 100 A1<br>*Spar dk*<br>12,03 [illegible] MC 11,03 | Lon *h*† | 1903 Harland & Wolff, Ld<br>11mo Belfast<br>*Lloyd's* A&CP | P. & O. Stm. Nav. Co. | 530·4 \| 60·3 \| 25·5<br>P105' B278' 34 C<br>F88' FK & BK8'<br>*WB* = *Cell DBa* 95' *uE & B* 176' | Belfast<br>British | Q. 8 Cy. 29" 42", 60" & 85"–54" (*s*)<br>215 lb (*s*) 1799 NHP<br>10 *BHCem*<br>5 D & 2 SB, 36 *cf*, *gs* 696, *hs* 27493 FK<br>Harland & Wolff, Ld. Bel. | 28 10<br>s 11 " 7 |
| 478 | **Marna** Iron Sc Sr<br>*Kulstad* *ss* Bly. No. 3–5,95<br>(*ex* Ivanhoe) *ss* Lth. No. 2–04<br>*Well deck* 1 *Dk* (*Irn*) 2 *tr B* | 914<br>738<br>564 | ✝ 100 A1<br>3,05 [illegible]<br>BS3,05 ✝ LMC 8,04 | Lth *m* | 1883 D. Baxter & Co. Sunderland<br>8mo<br>*Lloyd's* A&CP | Chr. Salvesen & Co. | 210·5 \| 31·8 \| 14·3<br>Q78' B15' F29'<br>BR8<br>*WB* = *DBa* 60' *f* 42' 185 *t* | Mandal<br>Norwegian | C. 2 Cy. 26" & 47"–36" (*c*)<br>80 lb [illegible] ND99 105 NH<br>1 *BHCem*<br>1 SB. 3 *pf*, *gs* 54, *hs* 1779 *60 lb*<br>G. Clark, Sunderland | 15 " 3<br>s 1 " 6½ |
| 479 | **Maroa** Steel Sc Sr<br>102134 [illegible] *ss* Bly. No. 2–02<br>NHGC *Elec. light* 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) 3 *tr B*<br>*R. V. Kelway* 01–04 | 6802<br>6393<br>4451 | ✝ 100 A1<br>*Spar dk*<br>[illegible] [illegible] LMC 2,04 | Cff *b*† | 1894 W. Doxford & Sons (Lim.) Sunderland<br>3mo<br>*Lloyd's* A&CP | Cobridge SSC Ld. Maroa S.S. Co. Ld. (Crow, Rudolf & Co.) *WB* (A. Adams *Mgr.*) *Cell DB* 358' 1412 *t* | 445·0 \| 52·1 \| 23·8<br>P38' B21' F51 31 C<br>FK<br>*FPT* 105 *t* *APT* 67 *t* | Liverpool<br>British | T. 3 Cy. 30", 49" & 78"–51" (*s*)<br>160 lb *90 lb* 503 NH<br>3 DB. *12 cf*, *gs* 288, *hs* 8577<br>*DTa* 37' 516 *t*<br>W. Doxford & Sns (Lim.), Sld | 26 " 9 |
| 480 | **Marocco** Iron Sc 3 Mst Sr<br>*(WRECKED 3,04)*<br>(*ex* Germania, *ex* Delbrück) 1 *Dk* | 381<br>321<br>243 | | | 1873 Act. Ges. "Weser" Bremen | G. Granata fu P. | 146·3 \| 22·8 \| 13·9<br>B35' F15 | Genoa<br>Italian | C. 2 Cy. 17¾" & 30¾"–23¾"<br>NB97 38 NH<br>A.G. "Weser," Bremen | G |
| 481 | **Maroim** Steel Twin Sc Sr<br>*J. Nunes Guerra*<br>(*ex* Agua Maré) | 1189<br>1130<br>925 | | | 1891 Hawthorn, Leslie & Co Ld<br>Newcastle | Empreza de Nav. Salina (Rodrigues, Faria & Co. *Mgrs.*) | 260·0 \| 36·2 \| 14·3<br>P25' F35' | R. Janeiro<br>Brazilian<br>*WB* | C. 4 Cy. 17" & 34"–22"<br>90 NH<br>Ross & Duncan, Glasgow | |
| 482 | **Maroni** Steel Sc Sr<br>KGDB (*ex* Ville d'Arcachon) 1 *Dk* | 123<br>—<br>80 | | | 1888 Dyle & Bacalan Bordeaux | French Government (Colonial Depart.) | 108·2 \| 16·4 \| 9·8 | Nantes<br>French<br>*WB* | C. 2 Cy. 14" & 28"–14"<br>NB00 24 NH<br>Dyle & Bacalan, Bordeaux | V |
| 483 | **Maroon** Iron Sc Sr<br>87602 *G. R. Logan* –99 *ss* Lon. No. 3–11,95<br>HQRK *Well deck* *ss* Gls. No. 2–03<br>1 *Dk* (*Irn*) 2 *tr B* | 1509<br>1130<br>908 | ✝ 100 A1<br>[illegible] 2,05<br>MS6,03 ✝ LMC<br>BS1,04 BS 1,04 | Gls *p* | 1883 E. Finch & Co. (Lim.) Chepstow<br>1mo<br>*Lloyd's* A&CP | Glasgow Nav. Co., Ld. (Maclay & McIntyre, *Mgrs.*) | 240·0 \| 35·4 \| 18·3<br>Q93' B62' F50'<br>*WB* = *DBa* 68' *f* 52' *& uB* 226' | Glasgow<br>British | C. 2 Cy. 28" & 54"–36" (*c*)<br>80 lb *40 lb* 146 NH<br>1 DB, *4 cf*<br>Day, Summers & Co., Sou. | 19 " 5<br>s 1 " 6 |
| 484 | **Marpessa** Steel Sc Sr<br>9662s *W. Brown* –04 *ss* Liv. No. 3–2,02<br>LHCJ *Well deck* 1 *Dk* (*Stl*) 2 *tr B* | 1730<br>1290<br>1079 | ✝ 100 A1<br>10,01 [illegible] 9,04<br>[illegible] ✝ LMC [illegible]<br>BS0,01 MS 1,01 | Bkn *q* | 1889 Palmers' Co. (Lim.) Newcastle<br>8mo<br>*Lloyd's* A&CP | C. A. Ewing & Co. (Vogt & Maguire, *Mgrs.*) *WB* = *Cell DB* 218' 425 *t* *FPT* | 260·5 \| 37·2 \| 16·7<br>P31' Q64' B110'<br>F28' [illegible] 34 FK | Chester<br>British | T. 3 Cy. 21", 34" & 57"–39" (*r*)<br>160 lb *100 lb* NDB02 218 NH<br>2 SB. *6 pf*, *gs* 699, *hs* 3490<br>Palmers' Co. (Lim.), Nwc. | 19 " 2<br>s 1 " 0 |
| 485 | **Marple** Steel Twin Sc Sp Tug<br>94094 *H. H. Jackson* –00<br>1 *Dk* | 123<br>104<br>15 | | | 1888 Earle's Co. (Lim.) Hull | Great Central Rly. | 91·0 \| 20·1 \| 8·5<br>BR4 | Grimsby<br>British<br>*WB* | C. 4 Cy. 15" & 28"–18"<br>70 RH<br>Earle's Co. (Lim.), Hull | 9 " 0 |
| 486 | **Marques de Mudela** Iron Sc<br>*V. Landa* –01 *ss* Shl. No. 3–1,95<br>HTWB *ss* Bbo No. 2–04 sold Nov. 04<br>1 *Dk* (*Irn*) & *Spar dk* (*pt Irn*) 3 *tr B* | 1953<br>1870<br>1397 | ✝ 100 A1<br>*Spar dk*<br>1,05 [illegible] LMC 8,04<br>LS 1,05 | Bbo *r* | 1883 A. Stephen & Sons Glasgow<br>3mo<br>*Lloyd's* A&CP | Soc. Anon. del Vap. Marques de Mudela (J. Martinez de las Rivas | 280·5 \| 38·2 \| 22·3<br>B24'<br>BR9½<br>*WB* = *Cell DB* 236' 388 *t* | Bilbao<br>Spanish | C. 2 Cy. 35" & 65"–42" (*b*)<br>75 lb *60 lb* 211 NHP<br>1 *BHCem*<br>2 SB, *6 pf*, *gs* 92, *hs* 3435<br>A. Stephen & Sons, Glasgow | 17 " 7<br>s 16 " 0 |
| 487 | **Marquess of Bute** Iron Sc Sr<br>83927 *W. F. Moore* –03 *ss* Ard. No. 2–9,91<br>WJFQ *Well deck* *ss* Liv. No. 2–00<br>(*ex* Charles, *ex* William Hinde) 1 *Dk* (*Irn*) | 363<br>277<br>132 | ✝ 100 A1<br>2,02<br>NB 11,88 LMC 1,00<br>BS 2,04 | Npt *g* | 1880 Workman, Clark & Co. Belfast<br>10mo<br>*Lloyd's* A&CP | S. Wales & Liv. S.S. Co. Ld (R Gilchrist & Co. *Mgrs.*) | 160·7 \| 22·7 \| 11·7<br>Q84' B12' F25'<br>*WB* = *DBa* 30 *FPT* 12 *t* | Liverpool<br>British | C. 2 Cy. 19" & 38"–30" (*s*)<br>85 lb 60 RH<br>2 *BHCem*<br>1 SB. *3 f*, *gs* 49, *hs* 1427<br>I. Rowan & Son (Lim.), Bel | 12 " 11<br>s " 11 |
| 488 | **Marquette** Steel Sc 4 Mst Sr<br>106972 *E. G. Cannons* –03 *ss* Lon. No. 1–02<br>PWKQ (*ex* Boadicea) 3 *Dks* (*Stl*)<br>*Ref. Mchy. Elec. light* | 7057<br>6273<br>4536 | ✝ 100 A1<br>1,04<br>BS 1,04 ✝ LMC 10,02 | Lon *d*† | 1898 A. Stephen & Sons Glasgow<br>1mo<br>A&CP *WB* = *Cell DBa* 128' *uE & B* 82' *f* 152' 1097 *t* | Atlantic Transport Co. Ld. | 486·5 \| 52·3 \| 31·3<br>P87' B232' FK & BK8'<br>F104 *Shelter dk* 20 C<br>*APT* 85 *t* | W. Hartlpl<br>British | T. 3 Cy. 32", 54" & 90"–66" (*r*)<br>190 lb 770 NHP<br>2 *BHCem*<br>2 D & 2 SB *18 cf* *gs* 306 *hs* 12872<br>A. Stephen & Sons, Glasgow | 34 " 0<br>s 7 " 7 |
| 489 | **Marquette & Bessemer No 1**<br>200537 Steel Sc Sr<br>1 *Dk* | 1732<br>—<br>998 | | | 1903 Buffalo Dry Dock Co. Buffalo, N.Y. | Flint & Pere Marquette R.R. Co. | 241·0 \| 43·0 \| 22·4 | Buffalo<br>U.S. States | T. 3 Cy. 17", 27½" & 46"–36"<br>127 NH<br>Detroit S.B. Co. Detroit | |
| 490 | **Marquis Bacquehem** Steel Sc Sr<br>*T. Rasserich* 85–02 *ss* Tri. No. 2–03<br>HMQN 2 *Dks* (*Stl*–ws) 3 *tr B*<br>*Elec. light* | 4396<br>4011<br>2752 | ✝ 100 A1<br>2,01 2,04<br>[illegible] MC 2,08 | Tri *x* | 1893 Stablimnto Tecnico Trieste<br>6mo<br>*Lloyd's* A&CP | Lloyd Austriaco | 385·0 \| 45·1 \| 28·2<br>P16' B126' F48'<br>FK<br>*WB* = *Cell DB* 318 | Trieste<br>Aust.-Hung. | T. 3 Cy. 28½", 45½" & 74"–48" (*s*)<br>170 lb *165 lb* NB11 99 379 NH<br>2 *BHCem*<br>2 DB. *12 cf*, *gs* 218 ND 99<br>709 t *APT* 25 t Stabilimento Tecnico, Tri. | 31 " 1 |
| 491 | **Marquis of Bute** Iron Pad Sk<br>60348 *P. McGregor* 91–91 | 196<br>163<br>54 | | | 1868 Barclay, Curle & Co. Glasgow | Glasgow & South Western Rly. Co. [illegible] | 196·6 \| 18·1 \| 7·3 | Glasgow<br>British | D. 1 Cy. 48"–60"<br>NB92 85 RH<br>Barclay, Curle & Co., Gla. | |
| 492 | **Marroquin** Iron Sc Sr<br>*ss* Abn. No. 3–5,93<br>*ss*. Abn. No. 2–00<br>(*ex* Libertador, *ex* Ban Rigb)<br>*Elec. light* 2 *Dks* (*U Irn*–ws) | 981<br>[illegible]<br>574 | ✝<br>11,01<br>NE & B 5,93 | Lon *m* | 1870 J. Elder & Co. Glasgow<br>3mo | Colombian Government | 241·0 \| 30·2 \| 16·6<br>P72' F42'<br>pLND85 BK 7½<br>lrp00 | Cartagena<br>Colombian | T. 3 Cy. 28", 37" & 60"–39"<br>NDB93 236 NHP<br>2 DB, *12 cf*, *gs* 153, *hs* 3705<br>Hall, Russell & Co. Abn | 17 " 7 |
| 493 | **Marrs** Iron Sc K<br>98769 *M. Wilson* –03 [illegible]<br>[illegible] lt. No. 3 [illegible] 1 *Dk* | 154<br>143<br>64 | ✝ 100 A1<br>*Stm Trawler*<br>5,05 [illegible] [illegible] MC 10,03<br>[illegible] 2,05 | Flt | 1891 Cochrane, Cooper & Schofield Beverley<br>10mo<br>*Lloyd's* A&CP | J. H. Marr & Son Ld. | 100·8 \| 20·5 \| 11·0<br>Q19'<br>BK7½ | Hull<br>British | C. 2 Cy. 16½" & 33"–22" (*s*)<br>100 lb 45 RH<br>2 *BHCem*<br>1 SB. *2 pf*, *gs* 29, *hs* 93<br>D. Holmes & Co., Hull | 11 " 10 |
| 494 | **Mars** Steel Sc Sr<br>Wrecked 3,05 [illegible] *ss* Cll. No. 1 03<br>QKHO *Shirley* *Spar dk* (*Stl*) 2 *tr B* & *Web frames* | 3856<br>3583<br>2497 | ✝ [illegible] 100 A1<br>*Spar dk* Bry<br>*with freeboard*<br>[illegible] | Cff *w*† | 1898 Furness, Withy & Co Ld<br>11mo W Hartlepool<br>A&CP *WB* = *Cell DB a* 107 | Xanus S. Ship Co Ld [illegible] Co Ld (Harris & Dixon Ld. *Mgrs.*) *uE & B* 40 *f* 128' 705 *t* | 340·0 \| 47·1 \| 20·1<br>P31' B105' F31' 27 2C<br>FK<br>*APT* 82 *t* | [illegible]<br>Newcastle<br>British | T. 3 Cy. 28", 38½" & 64½"–46"<br>180 lb *100 lb* (*s*) 302 NHP<br>1 SB. *6 tf*, *gs* 112, *hs* 4640<br>W. Allan & Co. Ld. Sld. | [illegible] 10<br>s 6 " 6 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Late Name if any. / No. of Decks, &c | Year | Gross. / Under deck. / Net. | Particulars of Classification. Character. / For Special Survey / Date of last Survey. | Port of | Built. When. | By Whom. | Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. | Freeboard in Winter, if not in Summer. Deck Line. Load Draught. | Tonnage. Deduction for Engine Room. Tonnage of Hold. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 495 | **Mars** | SteelScSr | | 3748 | | | 1901 | Detroit S.B. Co. | Wyandotte | J.C.Gilchrist | 346·0 | 48·0 | 28·0 | Cleveland Utd. States | T.3Cy.22″,35″&58″–42″ 218NH | | | |
| | *Mchy. 1A. Elec.light* | *1Dk2trB* | | 2943 | | | | | | | | | | *WB* | DetroitS.B.Co.,Detroit | | | |
| 496 | — | SteelScSr | | 193 | ✠ 100A1 Hpl | *r* | 1896 | W.Gray& Co.(Lim.) | W Hartlepool | ~~Schmidt&Hansen~~ A.Hansen | 270·0 | 39·2 | 15·9 | Flensburg German | T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *100lb* 118NH | 18 « 2 | | |
| | *Mchy. 1A* | *1Dk(Stl)* | | 1376 | 5,04 | Cff | 8mo | | A&CP | | B114′Q103′F27′ | | | FK | 1SB,*3rf*,GS58,HS2094 | | | |
| LMKG | *Well deck* | *1Dk(Stl)deep framing* | | 1254 | ~~Steel~~ | | | | | *WB = Cel* | *DBa&uE106′f112′* | | | 478t *APT52t* | Cen.Mar.Eng.Wrks.WHp | | | |
| 497 | — | IronScSr | | 868 | ✠ | Ams *m* | 1880 | J.Laing | Sunderland | Konink.Nederl. Stoomb.Maats. | 212·7 | 31·1 | 15·4 | Amstrdam Dutch | C.2Cy.27″&50″–36″ 125NH | | V | |
| | *J.Ouwehand* | | | 592 | 4,83 | | 5mo | | | *WB = FPT70t APT56t* | Q70′ | B41′ | F24′ | *4BHCem* | G.Clark,Sunderland | | | |
| PLKB | *Well deck* | *1Dk(pt Irn)2trB* | | 526 | | | | | | | | | | | | | | |
| 498 | — | IronScSr | | 597 | ✠ | Bgn *y* | 1878 | Bergens Mek.Vrk. | Bergen | Bergenske Dampskibsselskab | 160·7 | 24·1 | 19·9 | Bergen Norwegian | C.2Cy.19½″&37″–24″ 56NH | | | |
| | *H.Henriksen* | | | 585 | 12,81 | | 7mo | | | | P82′ | H12t | F38′ | *4BHCem* | BergnsMek.Vrks.,Bergen | | | |
| JQSN | *Well deck* | *1Dk2trB* | | 431 | | | | | | | drp81 | | | | | | | |
| 499 | — | SteelAux-Sc3MstSr | | 383 | ✠ 100A1 Cpn *j* | | 1898 | Cumming & Ellis | Inverkeithng | Dampskibsselsk. Urania (A.Christensen, *Mgr.*) | 155·7 | 28·2 | 10·1 | Copnhagn Danish | C.2Cy.11″&22″–18″ (*s*) 130lb 20NH | 12 « 6 | | ~~4·02~~ 5,05 |
| | *J.D.Rasmussen* | *ssCpn.No.1–03* | | 328 | 4,05 ~~Lloyd~~ | ✠ MC Hul | 4mo | | | | Q36′F16′ | | BK7 | *3BHCem* | 1SB,*2pf*,GS11,HS340 | | | |
| NJRF | | *1Dk* | | 285 | ~~BS8,02~~ 6,03 | ~~MS4,02~~ | | | | *Lloyd's A&CP* | *WB = CellDBf42′* | | | 60t *FPT30t* | Macfrlne,Machan&Co.Dun | | | |
| *Full-rigged 3-Masted Schooner.* | | *See Sailing Ship Register.* | | | | | | | | | | | | | | | | |
| 500 | — | SteelPad | | 317 | | | 1902 | J.Brown& Co.Ld. | Glasgow | Glasgow&S.W.R. Co. | 200·4 | 26·1 | 8·6 | Glasgow British | C.2Cy.28¼″&53″–54″ 172NH | | BT 681 | |
| 114030 | *A.Mactavish 02* | | | 289 | | | | | | | | | | | J.Brown&Co.Ld.Glasgow | | 2,06 | |
| | | *2Dks* | | 123 | | | | | | | | | | | | | | |
| 501 | — | IronScTug | | 278 | | | 1890 | J.H.Dialogue Camden,N.J. | | Bartlett& Shepherd | 117·2 | 23·0 | 15·7 | Phildlphia Utd.States | C.2Cy.22″&40″–28″ 71NH | | | |
| 92153 | *J.L.Hall –03* | | | — | | | | | | | | | | | J.H.Dialogue,Camden,N.J. | | | |
| KGVD | | | | 139 | | | | | | | | | | | | | | |
| 502 | — | SteelScSr | | 211 | | | 1900 | Thorskogs Mek.Verks. | Thorskog | Actieb.Visby Cementfabrik (F. A.Bergman, *Mgr.*) | 103·4 | 22·6 | 10·0 | Visby Swedish | C.2Cy.11″&18″–16″ 11NH | | V | |
| | *G.W.Asschier02–02* | | | 164 | | | | | | | P31′H10′F11′ | | | | | | | |
| JLHT | *Wchy. 1ft* | *1Dk* | | 144 | | | | | | *WB* | | | | | ThorskogsM.V.Thorskog | | | |
| 503 | — | SteelScLr | | 179 | | | 1903 | M.van der Kuijl | Slikkerveer | Joost.Pot | 115·1 | 21·4 | 11·2 | Vlaardngn Dutch | T.3Cy.8½″,14½″&23½″–15½″ 18NH | | D | |
| | *C.Hoogenboom –03* | | | 177 | | | | | | | | | | *WB* | J.H.vanCappellen,Bolnes | | | |
| | | *1Dk* | | 90 | | | | | | | | | | | | | | |
| 504 | **Marsala** | IronScSr | | 2276 | | ... | 1882 | A.Stephen &Sons | Glasgow | Rob.M.Sloman. Jun. | 320·2 | 36·2 | 24·6 | Hamburg German | C.2Cy.38″&67″–42″ 234NH | | G | |
| | *R.Brockmann93–99* | | | 2086 | | | | | | | P52′B86′F42′ | | BK10′ | | A.Stephen&Sons,Glasgow | | | |
| BGHV | | *2Dks3trB* | | 1448 | | | | | | | | | | | | | | |
| 505 | — | IronScBn | | 1656 | ✠ | NYk *q* | 1870 | Henderson | Coulborn&Co | Nav.Gen.Italiana | 259·8 | 34·4 | 24·4 | Genoa Italian | C.4Cy.27¾″&57″–48″ NB84 375NH | | I | |
| 249 | *P.Marchini ssLon.No.2–78* | *2Dks3trB* | | 1423 | 5,80 | | 12mo | | Renfrew | | P54′ | B72′ | F47′ | *5BHCem* | Henderson,Clbrn&C.,Rnf. | | | |
| QPHV | *(exEgeria,exEnterprise)* | *Elec.light* | | 1013 | | | | | | | | | | | | | | |
| 506 | **Marsden** | SteelScSr | | 929 | ✠ 100A1 Shl | *m* | 1901 | WoodSkinner&Co.Ld | Newcastle | Burnett S.S.Co.Ld. (Burnett&Co. *Mgrs.*) | 210·0 | 31·2 | 15·8 | Newcastle British | T.3Cy.17″,28″&46″–33″ (*s*) 160lb *80lb* 124NH | 18 « 0 | | ~~8,03~~ |
| 114411 | *C.D.Laws95–01* | | | 800 | ~~7,04~~ ~~8,08~~ 12,04 | ~~Hmm~~ | 7mo | | | | B10′F24′ | | | *4BHCem* | 1SB,*3cf*,GS57,HS1900 | 2 « 7½ | ~~6,04~~ | |
| SMVR | | *1Dk(Irn)&deep framing* | | 545 | | LMC8,01 | | | | *Lloyd's A&CP WB = CellDBa46′uE&* | | | | FK | N.E.MarineEngCoLd.Nwc | | 12,04 | |
| | | | | | | | | | | | | | | *3BHCem* | | | | |
| 507 | **Marseille** | SteelSc3MstSr | | 2252 | ✠ ~~100A1~~ Ham *s* | | 1892 | J.Priestman&Co. | Sunderland | Rob.M.Sloman, Jun. | 300·0 | 40·6 | 17·3 | Hamburg German | T.3Cy.23″,38″&62″–42″ (*r*) 160lb *80lb* 248NH | 18 « 6 | | 8,02 |
| | *A.R.O.Ahlborn00–00* | *ssHam.No.2–00* | | 2210 | *Spar dk* | | 1mo | | A&CP | | | | 24·3 | FK | 2SB,*6pf*,GS112,HS3703 | | | 10,94 |
| RLNM | *(exFocas)* | *1Dk(Stl)&Spardk(Irn)* | | 1425 | 12,03 | | | | | | | | | *5BHCem* | G.Clark,Ld.Sunderland | | | |
| | *Elec.light* | *&Webframes* | | | | | | | | *WB = DBa* | | | | 96′*f*112′517t | | | | |
| 508 | **Marselisborg** | SteelScSr | | 2761 | ✠ 100A1 Cff *l* | | 1898 | W.Gray& Co.Ld. | W Hartlepool | Dmpsk.Selsk.Af. 1896 (C.K.Hansen *Mgr.*) | 318·0 | 46·1 | 21·1 | Copnhagn Danish | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 246NH | 23 « 6 | | ~~6,04~~ |
| | *J.M.Andersen* | *ssHam.No.1–02* | | 2556 | 6,04 1,05 | Npt | 7mo | | A&CP | | P23′B76′F31′ | | | *5BHCem* | 2SB,*6rf*,GS96,HS3784 | | | 8,04 |
| NKDH | | *1Dk(Irn)2trB&deep framing* | | 1775 | | LMC2,02 | | | | *WB = CellDB* | *aa&uE128′f132′684t* | | | *APT38t* | Cen.Mar.Eng.Wrks.WHp | | | |
| | *J.Mathiesen* | *3Dk rule* | | | | | | | | | | | | | | | | |
| 509 | **Marshfield** | WoodScSr | | 388 | | | 1901 | Pacific S.B. Co. | Marshfield,O. | C.A.Hooper&Co. | 148·0 | 33·0 | 10·5 | S.Frncisco Utd. States | GoldenState&MinersIron Works,S.Francisco | | | |
| 93207 | *G.Dettmers –97* | | | — | | | | | | | | | | | | | | |
| KRHJ | | *1Dk* | | 294 | | | | | | | | | | | | | | |
| 510 | **Marsouin** | IronScK | | 112 | | | 1878 | Baltic Eng. Works | Hull | Soc.desPêcheries duGolfe de Gascogne (J. Duvergier, *Mgr.*) | 85·6 | 20·3 | 9·6 | Bordeaux French | C.2Cy.14″&26″–20″ NB86 25NH | | | |
| | *M.Cousley* | *(exCity of* | | 107 | | | | | | | len86 | | | | C.D.Holmes&Co.Hull | | | |
| KGCL | *Westminster,exSirenes,exSailing)* | | | 11 | | | | | | | | | | | | | | |
| 511 | **Marstrand** | SteelScSr | | | | | 1904 | Lindholmens M.V. | Gothenburg | R.O.Berger | 131·2 | 20·3 | 8·5 | Marstrand Swedish | T.Cy.13¼″,22″&36½″–22½″ 63NH | | | |
| | *O.A.Skantze96–04* | | | | | | | | | | P35′ | B49′ | F47′ | *WB* | LindholmensM.V.Got. | | | |
| | | *2Dks* | | | | | | | | | | | | | | | | |
| 512 | — | IronScSr | | 152 | | | 1853 | ..... | Gothenburg | J.A.Johansson | 99·6 | 19·6 | 11·4 | Fiskebäck-skil Swedish | C.2Cy.13⅝″&28¼″–20½″ 30NH | | | |
| | *J.A.Olsson –89* | | | 125 | | | | | | | Q36′ | H5t | F16′ | | MotalaCo.,Gothenburg | | | |
| | | *1Dk* | | 102 | | | | | | | | | | | | | | |
| 513 | **Martaban** | SteelScSr | | ~~5090~~ | | | 1904 | W.Denny &Bros. | Dumbarton | British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co *Mgrs.*) | ~~410·5~~ | ~~52·2~~ | ~~28·0~~ | Glasgow British | T.3Cy.28½″,46½″&76″–54″ 424NH | | BT 681 | |
| 119165 | *H.Hughes –04* | | | ~~4630~~ 5106 | | | | | | | P37′B136′F43′ | | 28·2 | | | | 9,05 | |
| HBJC | | *2Dks* | | 4602 | | | | | | | 410·8 | | | *WB* | Denny&Co Dumbarton | | | |
| 514 | — | IronScK | | ~~3990~~ 148 | ✠ | Hul | 1890 | Cook, Welt'n& Gemmell | Hull | Kelsall Bros.& Beeching, Ld. (J.E. A.Kelsall, *Mgr.*) | 103·6 | 20·0 | 11·0 | Hull British | T.3Cy.12½″,19½″&31½″–22½″ 50RH | 11 « 10 | | |
| 98710 | *C.H.Double –90* | | | 141 | *Stm Trawler* | | 11mo | | | | | | BK7½ | *3BHCem* | 1SB,*2cf*,GS29,HS780 | | | |
| | | *1Dk* | | 49 | 11,90 | ✠ | | | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 515 | **Marte** | SteelScSr | | *3714* | ✠ 100A1 Shl | *w* | 1900 | Lndnderry SB.&E.Co.Ld | Londonderry | Cia.Anon.Marit. Union (F.M.Rodas, *Mgr.*) | 361·0 | 46·2 | 17·9 | Bilbao Spanish | T.3Cy.24½″,40″&67″–45″ (*s*) 180lb *100lb* 347NH | 28 « 6 | | ~~7,04~~ |
| | *S.de Lachiondo –00* | *ssSbl.No.1–04* | | *3483* | *Spar dk* | | 3mo | | | | P31′B108′F32′ | | 25·8 | | 2SB,*6cf*,GS92,HS4500 | 5 « 8½ | | 7,04 |
| HTWC | | *1Dk(Stl)&Spardk(ptIrn&ptStl)& deep framing* | | *2399* | 7,04 ~~10,02~~ | LMC ~~8,03~~ 04 | | | | *WB = CellDB* | *a114′uE&B42′f150′* | | | FK *6BHCem* 848t *APT436* | Dunsmuir&Jackson,Gls. | | | |
| 516 | — | IronScSr | | 2365 | ✠ ~~——~~ 2,02 | Cff *s* | 1881 | Wigham | Newcastle | Soc.Comm. Italiana diNav. | 290·5 | 37·2 | 27·5 | Genoa Italian | C.2Cy.35″&70″–48″ 283NH | 20 « 8 | 1 | |
| QPFW | *(exAlessandroDelBuono, exBardenTower,exOceanique)* | *ssP.Gl.No.3–10.93 ssGls.No.1–98 1Dk(Irn)&Spardk3trB* | | 2214 | *Spar dk* | | 1mo | Richrdsn&C. | | | B76′ | | BK9·5 | *5BHCem* | 2DB,*8pf*,GS110 | | | |
| | | | | 1523 | ✠ NB82 ✠ | | | | | *WB = DBa36′&uE&* | pt ND93 | | | *B62′308t* | Wgm.Richardson&CoNwc | | | |

Missing since 1.05

Foundered 6.04

| Numéro d'ordre — Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage — Total. — Sous le Pont. — Net | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Grues sur Quille. Francbord au milieu du navire. pds. | pc. | Spécialités de Classification. | Machines à Vapeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 517 | **Martello** IronScBk | 3721 | ✠100A1 | 1884 | Earle's Co. | T. Wilson, Sons & | 370·0 | 43·1 | 28·4 | Hull | T.8Cy.26½",50"&82"–57" | 30 | 4 | | |
| 8814 | *A. F. Bingham* –03 | 3528 | 4.02 | | (Lim.) | Co. Ld. | P214' | F82' | | British | NB03 508NH | | | | |
| JQPS | *Elec. light* | 2417 | | | Hull | | | | | | Earle's Co. (Lim.), Hull | | | | |
| 518 | **Martha** SteelScSr | 1261 | | 1894 | Flensburger | Flensburger Dmpf. | 231·9 | 34·8 | 14·9 | Flensburg | T.3Cy.16",26"&43"–33" | | | V | |
| | *A. Leyen*–02 1 *Dk* | 927 | | | Schiffsb. Ges. | Co. (H. Schuldt, | Q71 | B57 | F27 | German | 106NH | | | | |
| LMHT | *Elec. light* | 803 | | | Flensburg | *Mgr.*) | | | | *WB* | Flensburger Schiffsb. Ges. | | | | |
| 519 | — IronSc3MstSr | 1240 | | 1872 | Readhead, | Chr. Hannevig | 254·0 | 32·0 | 17·8 | Horten | C.2Cy.26"&52"–36" | 18 | 11 | N | |
| | *A. E. Pettersen*95–98 | 909 | | | Softley & Co. | | Q111 | B59 | H26 | Norwegian | NB03 135NH | | | | |
| HFSD | (*ex* Kottingham, *ex* Virginia Schilizzi) | 774 | | | S. Shields | | F44 | | BK9' | *WB* | Black, Hawthorn & Co. Gts. | | | | |
| | *Well deck* 1 *Dk 2 tr B* | | | | | | | | | | | | | | |
| 520 | — IronScSr | 1188 | ✠100A1 | 1878 | J. Duthie, | C. N. Castriotti | 242·2 | 31·0 | 17·3 | Piræus | C.2Cy.26"&54"–36" | 18 | 6 | | |
| | *J. Castriotti* –01 | 897 | 4.02 | 9mo | Sons & Co. | | P126' | F29' | | Greek | 80lb *80lb* NDB03 130NH | | 2 | 4 | |
| | (*ex* Telephone) *ss* Pir. 2nd No. 3–4.02 | 741 | ✠ N B [illegible] MC 1.02 | | Aberdeen | | | | BK8½ | 5 *B H Cem* | 2SB, *4pf*, GS66, HS2022 | | | | |
| | *Well deck* 1 *Dk 2 tr B* | | [illegible] | | A&CP | | | | *WB = Dbl* | 63 / 67 / 210 *t* | Blaikie Bros. Aberdeen | | | | |
| 521 | — *Christensen* –04 SteelScSr | 1182 | ✠100A1 | 1897 | W. Gray & | Dpsksisk. Heimdal | 232·0 | 34·0 | 16·6 | Copnhagn | T.3Cy.18",28½"&47½"–33" | 18 | 10 | | |
| | [illegible] *ss* Hpl. No. 1–02 | 1046 | 11.03,04 Bly | 4mo | Co. (Lim.) | (M. Carl, *Mgr.*) | P22' | B59' | F28' | Danish | 1460lb *80lb* (*s*) 127NH | | 2 | 6 | |
| NQTW | 1 *Dk (Irn) & deep framing* | 724 | ✠ MC 1.02 | | W. Hartlepoo | | | | BK | 4 *B H Cem* | 1SB, *3rf*, GS42, HS1875 | | | | |
| | | | BS9,01 | | A&CP | | | | *WB = Cell D Ba* | 35 *t A P T 24 t* | Cen. Mar. Eng. Wrks. W. Hpl | | | | |
| 522 | — SteelScSr | 841 | | 1893 | J. W. | F. G. Reinhold | 213·3 | 29·6 | 12·8 | Danzig | T.3Cy.15¾",26"&41¾"–27½" | | | G | |
| | *R. Arends*83–93 | 629 | | | Klawitter | | Q70' | B52' | F26' | German | 91NH | | | | |
| HFDM | 1 *Dk* | 521 | | | Danzig | | | | | *WB* | J. W. Klawitter, Danzig | | | | |
| 523 | **Martha Russ** SteelScSr | 2007 | | 1899 | Act. Ges. | E. Russ | 279·2 | 40·4 | 18·3 | Hamburg | T.3Cy.19¾",32¼"&53½"–35½" | | | | |
| | | 1706 | | | "Neptun" | | P22' | B58' | F28' | German | 168NH | | | | |
| RLKS | 1 *Dk* | 1261 | | | Rostock | | | | | *WB* | A.G. "Neptun," Hamburg | | | | |
| 524 | **Martha Sauber** SteelScSr | 1430 | ✠100A1 | 1888 | S. P. Austin | Sauber Gebr. | 250·0 | 35·5 | 16·0 | Hamburg | T.3Cy.20",32½"&56"–36" | 18 | 4 | | |
| | *A. Schilling*03–03 *ss* Ham. No. 3–1,01 | 1127 | 1.04 | 10mo | & Son | | P27' | Q68' | B48' F31' | German | 160lb *60lb* 171NH | | | | |
| RKPF | (*ex* Barmston) 1 *Dk (Stl) & Web frames* | 879 | [illegible] MC 1.04 | | Sunderland | *WB = Cell D B* 202 | | | BK9' | 4 *B H pt Asp* | 2SB, *4rf*, GS80, HS2600 | | | | |
| | *Well deck* | | [illegible] | | A&CP | *Sidetanks* a 16' 110 *t* | | | *F P T* 32 *t A P T* 34 *t* | *pt Cem* | G. Clark, Sunderland | | | | |
| 525 | **Martha Woermann** SteelScSr | 2282 | | 1902 | Blohm & | Woermann Linie | 300·5 | 38·3 | 23·4 | Hamburg | T.3Cy.18⅞"/29⅞"&50"–39½" | | | G | |
| | *E. Martens*98–02 | 2097 | | | Voss, | Kommandit Ges. | P86' | F30' | | German | 157NH | | | | |
| RMPS | *Elec. light* 2 *Dks* | 1434 | | | Hamburg | | | | | *WB* | Blohm & Voss, Hamburg | | | | |
| 526 | **Marthas Vineyard** WoodPad | 515 | | 1871 | ..... | N Bedford, Marthas | 171·2 | 28·0 | 9·4 | N. Bedford, | B.1Cy.46"–108" | | | | |
| 9023 | | — | | | Brooklyn NY | Vineyard & Nan- | | | | Mass. | NB99 168NH | | | | |
| JKNG | 1 *Dk* | 368 | | | | tucket Steambt. Co. | | | | Utd. States | Hubbard & Whittaker, Brk. | | | | |
| 527 | **Martin** SteelScSr | 1904 | ✠100A1 | 1895 | W. Gray & | Leask, Clark & Co. | 270·0 | 37·0 | 18·4 | Hartlepool | T.3Cy.19",30½"&51"–36" | 19 | 4 | | |
| 99495 | *W. S. Wallace* –00 *ss* Nwc. No. 2–03 | 1418 | 4.04 | 1mo | Co. (Lim.) | | P27' | Q74' | B116' F27' | British | 1601b *60lb* 156NH | | 1 | | |
| NQPT | 1 *Dk (Irn) & Web frames* | 1207 | BS12.04 [illegible] MC 1.05 | | W Hartlepool | | | | BK | 4 *B H Cem* | 2SB, *4rf*, GS48, HS2330 | | | | |
| | *Well deck* | | | | A&CP | *WB = D Ba* 84 *f* 106' 463 *t* | | | | *A P T* 25 *t* | Cen Mar. Eng. Wks., W. Hpl | | | | |
| 528 | — SteelScSr | 604 | | 1894 | Bergsunds | S. M. Lionosoff | 151·9 | 27·8 | 14·1 | Baku | C.2Cy.24½"&48"–25½" | | | | |
| | 1 *Dk* | 454 | | | M. V. Aktieb. | | Q25' | B42' | F26' | Russian | 78NH | | | | |
| | *Carrying Petroleum in bulk* | 341 | | | Stockholm | | | | | | Brgsund M. V. Aktieb, Skm. | | | | |
| 529 | — SteelScK | 242 | | 1897 | Edwards | Kelsall Bros. & | 133·7 | 21·6 | 10·8 | Hull | T.3Cy.18½",22½"&38"–27" | 11 | 9 | | |
| 108528 | *J. Booth* –03 | 198 | | | Bros. | Beeching, Ld. (J. E. | Q49' | B7' | F20' | British | 70RH | | | | |
| PSLR | *Elec. light* 1 *Dk* | 78 | | | Newcastle | A. Kelsall, *Mgr.*) | | | BK7½' | *WB* | N. E. Marine Co Ld. Sld. | | | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 530 | **Martin Muller** SteelSc | 4100 | | 1904 | American | C. S. Hutchinson | 42·0 | 50·0 | 28·0 | Cleveland | T 3Cy.22",35"&58"–40" | | | | |
| | | — | | | S. B. Co. | | | | | Utd. States | 218NH | | | | |
| | | — | | | Cleveland | | | | | | | | | | |
| 531 | **Martin Saenz** SteelScSr | 3466 | ✠100A1 | 1890 | C. Connell | Pinillos, Izquierdo | 353·0 | 42·0 | 20·7 | Cadiz | T.3Cy.27",48"&69"–48" | 23 | 6 | | |
| | *A. Bilbao* –02 *ss* Gen. No. 3–3,03 | 3191 | *Spar dk* [illegible] | 11mo | & Co. | & Co. | P60' | B82' | F51' | Spanish | 1601b *80lb* *58lb* 335NH | | 7 | 6 | | |
| HTWD | 1 *Dk (Stl) & Spardk (Stl–ws) 3 tr B* | 2532 | [illegible] MC | | Glasgow | | | | BK10' | 6 *B H Cem* | 2DB, *12cf*, GS204, HS5698 | | | | |
| | | [illegible] | [illegible] M3[illegible] | | *Lloyd's A&CP* | | | | *WB = Cell* | *D B* 261' 538 *t* | Dunsmuir & Jackson, Gls. | | | | |
| 532 | **Martinique** IronScSr | 4525 | | 1883 | J. Elder & | Cie. Générale | 380·6 | 48·2 | 31·4 | Havre | T3Cy.36¾",60½"&96"–60" | 32 | 10 | V | |
| | *Gosselin* –03 | 3085 | | | Co. | Transatlantique | B100' | F59' | | French | NB91 831NH | | | | |
| KGDS | (*ex* Norham Castle) 3 *Dks* | 1930 | | | Glasgow | | | | BK11' | *WB* | *Tpd.*91 Fairfield Co. Ld. Gls. | | | | |
| 533 | — WoodTwinSc | 966 | | 1897 | New Eng- | Peninsular & | 203·4 | 37·9 | 12·6 | Nw. Haven | T.6Cy.15",26"&39"–28" | | | | |
| 141499 | *G. W. Dillon*98–00 | — | | | land Co. | Occidental S. S. Co. | | | | Conn. | 80NH | | | | |
| KNDC | (*ex* Lincoln) 1 *Dk* | 532 | | | Bath, Me. | | | | | Utd. States | | | | | |
| 534 | **Martos** *ss* Gen. No. 2–04 IronSc | 1427 | ✠100A1 | 1883 | Gourlay | Cia. Valenciana de | 284·0 | 33·1 | 16·7 | Valencia | C.2Cy.30"&66"–39" | 17 | 8 | | |
| | [illegible] *ss* Msl. No. 3–9,07 | 955 | *Spardk* 11,04 | 11mo | Bros. & Co | Nav. | B31' | | 24·3 | Spanish | 80lb *50lb* 153NH | | | | |
| HTWF | *Elec. light* *ss* Gen. No. 1–00 | 1046 | [illegible] MC 2,04 | | Dundee | | | | BK7½' | 4 *B H Cem* | 2SB, *6pf*, GS99, HS2768 | | | | |
| | *F. Solis*01–02 1 *Dk (Irn) & Spardk 3 tr B* | | | | *Lloyd's A&CP* | | | | *WB = D Ba* 65 *f* 50' | *f m* E 15' 187 *t* | Gourlay Bros. & Co., Dun. | | | | |
| 535 | **Maruba** SteelSc | 2311 | | 1890 | Globe Iron | Pittsburgh S. S. Co. | 290·6 | 40·3 | 21·1 | Duluth, | T.3Cy.24",38"&61"–42" | | | S | |
| 92191 | *J. Laframboise*01–02 2 *Dks* | 2183 | | | Works Co. | | H— | F36' | | Minn. | 241NH | | | | |
| | *Mchy. Aft* *Elec. light* | 1836 | | | Cleveland, O. | | | | *WB* | Utd. States | Globe Irn Wks Co., Cleveld | | | | |
| 536 | **Marwarri** SteelSc4MstSr | 5659 | ✠100A1 | 1900 | Gourlay | T. & J. Brocklebank | 445·0 | 50·2 | 30·1 | Liverpool | T.3Cy.27",46"&76"–51" | 33 | 2 | | |
| 110637 | *H. W. Armstrong* –03 *ss* Bry. No. 3–4,03 | 5389 | 2,05 [illegible] Cff | 2mo | Bros. & Co. | Ld. | P51' | B115' | F36' | British | 2000lb PD 615NH | | 8 | 3 | |
| RNBT | 2 *Dks (Stl) & deep framing* | 3628 | [illegible] MC 1.05 | | Dundee | *WB = Cell D Ba* | | | BK8 | 8 *B H Cem* | 3SB & 1 Ax *12cf* GS192 HS9057 | | | | |
| | *Elec. light* | — | | | *Lloyd's A&CP* | 131' *u E & B* 75' | | | *f* 163' 1014 *t* | *A P T* 66 *t* | Gourlay Bros. & Co. Dundee | | | | |
| 537 | **Mary** IronScSr | 1222 | ✠100A1 | 1879 | J. Readhead | S. S. Mary Co. Ld. | 243·0 | 32·9 | 17·5 | Glasgow | C.2Cy.28"&52"–36" | 18 | 6 | | |
| 81919 | *J. R. Small* –01 *ss* Shl. No. 3–6,92 | 985 | 8.03 | 10mo | & Co. | (Alexander & | Q90' | B50' | F26' | British | 70lb *80lb* NDB92 123NH | | 1 | 8 | |
| SWKG | *ss* Cff. No. 2–00 | 773 | [illegible] LMC 2,05 | | S. Shields | Arthurs) | | | BK8½' | 4 *B H Cem* | 1SB, *3pf*, GS45, HS2157 | | | | |
| | *Well deck* 1 *Dk (Irn) 2 tr B* | | [illegible] | | A&CP | | | | | *B* = *D B* 176' | J. Readhead & Co., S. Shields | | | | |
| 538 | — IronScSr | 1054 | | 1884 | Helsingörs | Helmsing & Grimm | 228·2 | 31·1 | 15·6 | Riga | C.2Cy.26"&51"–33" | | | V | |
| 444 | *A. Jankevitz* –01 1 *Dk 2 tr B* | [illegible] | | | Jrnsk. Bygeri | | Q69' | F27' | | Russian | 125NH | | | | |
| HKRC | | 597 | | | Elsinore | | | | | | Helsingörs Maskinbyggeri | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Masters. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. | Built. When. Where. By Whom. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula. IHP=power by Ship's Measurement. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Date when classed, if not in L. R. Date of Survey. | Date when Class last renewed. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 539 NCGL | **Mary** SteelScSr<br>*M.J. Nielsen* –02 *ssAnt.No.3–12,02*<br>*(exSkoaland)* *1Dk(Irn)*<br>*Well deck* | 580<br>441<br>344 | ✝100A1 Mdb *i*<br>12,04 Lbc<br>~~S12,04~~ ~~LMC~~<br>~~M 12,04~~ 1,00 | 1890 T.&W. Smith<br>4mo N.Shields<br>*Lloyd's* | Dmpskeslk.Dania<br>(C.Andresen *Mgr*) | 175·2 \| 28·2 \| 13·5<br>Q92 B18'F22'<br>BK7<br>*WB–1* *Ba10'f11'122' FPT* | Esbjerg<br>Danish<br>*1BHCem*<br>*18tAPT10t* | T.3Cy.13½",22½"&36"–27" (*s*)<br>160lb *100lb* NDB03 74NH<br>1SB *3pf*,GS45,HS1208<br>E.Scott&Co.Newcastle | 14 ″ 3 | | 8 1,04 |
| 540 | — IronScTug<br>*Hull*<br>*For Towing purposes*<br>10,84 | 152<br>152<br>20 | ✝ Fal *c*<br>~~M~~ | 1884 Cox&Co.<br>10mo Falmouth | Government of Burma | 102·6 \| 19·3 \| 12·5<br>Q17' | Rangoon<br>British<br>*6BHCem* | C.2Cy.22"&40"–26"<br>70RH<br>Cox&Co.,Falmouth | 12 ″ 10 | | |
| 541 94092 | — IronScK<br>*G.Nelson* –01 *ssGns.No.3–8,97*<br>*(exEsbjerg,exMary)* *ssYar.No.1 01*<br>*1Dk* | 108<br>104<br>59 | ✝100A1 Hul<br>*Trawler*<br>11,01 | 1888 T.Charlton<br>10mo Grimsby<br>*Lloyd's* | BlackfriarsS.S.Co. Ld. | 90·0 \| 19·5 \| 10·4<br>Q17'<br>BS01 BK8 | Hull<br>British<br>*3BHCem* | C.2Cy.14"&26"–18'<br>80lb E&B *made* RH<br>1SB.*2pf*,GS18,HS<br>T.Charlton,Grimsby | 11 ″ 0<br>– 11 | | 10,01 |
| 542 | SteelTwinScLaunch<br>*1Dk(Teak)* | 87<br>76<br>9 | ✝100A1 Rnf *n*<br>*Stm Launch*<br>4,01 P.El | 1902 Lobnitz&<br>11mo Co.Ld.<br>Renfrew<br>*Lloyd's* | E.London Harbour Board | 80·0 \| 18·1 \| 8·0<br>BK5<br>*WB =* | E.London<br>British<br>*5BHCem*<br>*DBf23'13t* | T.6Cy 8",13"&20"–16" (*s*)<br>160lb 32RH<br>1SB,*2cf*,GS30,HS570<br>Lobnitz&Co.Ld.Renfrew | 8 ″ 6<br>1 ″ 9 | | |
| 543 108412 PKJC | **Mary Ada Short** SteelScSr<br>*W.Inskie* –99<br>*1Dk(Stl)2tr bq Web frames*<br>*ssCk.No.2–05* | 3605<br>3358<br>2335 | ✝100A1 Shl *e*<br>*withfreeboard*<br>3,05 C# | 1896 Short Bros.<br>8mo Sunderland<br>*A&CP* | J.Westoll<br>*WB = CellDBa* | 359·5 \| 47·1 \| 24·7<br>P30'B84'F35'<br>FK<br>12'*uE24'f*132'820*t* | Sundrland<br>British<br>*6BHCem*<br>*APT64t* | T.3Cy.25",40"&67"–45" (*s*)<br>160lb *80lb* 310NH<br>2SB.*8pf*,GS124,HS4790<br>W.Allan&Co.(Lim.),Sld. | 27 ″ 4<br>~~5 0~~<br>*s* 5 ″ 4 | | 3,04 |
| 544 53204 | **Mary Austin** IronScSr<br>*C.Mavis* –04 (*ex*Tromp)<br>*1Dk* | ~~206~~<br>~~183~~<br>~~140~~ | 198<br>185<br>121 | 1865 Marshall<br>Newcastle | KoeGuanCo. | 120·1 \| 19·1 \| 9·8<br>Q19*t* H22*t* | Penang<br>British | C.2Cy.13"&26"–21"<br>50RH<br>Tod&MacGregor,Glasgow | | | |
| 545 108589 | **Mary Bell** SteelScSr<br>*W.Lyle* –98 (*Trawler*)<br>*1Dk* | 144<br>129<br>27 | | 1898 Hall,<br>Russell&Co<br>Aberdeen | J.S.Boyle | 100·4 \| 20·1 \| 10·7<br>Q23'<br>BK7½<br>*WB* | Granton<br>British | C.2Cy.17"&34"–24"<br>50RH<br>Hall,Russell&Co.Abn. | 11 ″ 3 | | |
| 546 98151 | **Mary C. Elphicke** SteelScSr<br>*J.Mathews*02–02<br>*Elec.light* *Mchy.Aft* *1Dk2trB* | 4998<br>—<br>3967 | | 1901 Chicago<br>S.B.Co.<br>Chicago | FederalS.S.Co.<br>(G.W.Elphicke,<br>*Mgr.*) | 430·0 \| 50·2 \| 24·4<br>*WB* | Cleveland<br>Utd.States | T.3Cy.23",38"&64"–40"<br>259NH<br>ChicagoS.B.Co. | | V | |
| 547 91304 | **Mary D. Hume** WoodSc<br>*O.Corneliussen99–01* *ssHpl.No.3–7,96*<br>*ssHpl.No.1–00*<br>*Well deck* *1Dk(Irn)2trB* | 140<br>—<br>88 | 100A1 Hpl *o*<br>2,05<br>~~BS2,00~~ MC3,00<br>BS5,04 | 1883 .....<br>Ellensburg,<br>Or. | PacificPacking& NavigationCo. | 98·2 \| 23·0 \| 10·0 | Seattle<br>Utd.States | C.2Cy.12"&28"–16"<br>26NH<br>FultonIronWorksS.Frisco | | | |
| 548 92911 KNRV | **Mary E. Luckenbach** SteelScTug<br>*A.O.Calcott*<br>*(Salvage Steamer)* *1Dk* | 439<br>—<br>246 | | 1898 J.H.Dia-<br>logue&Son<br>Camden.N.J. | LuckenbachTrans-<br>port&Wrecking<br>Co. | 138·8 \| 27·0 \| 16·0 | New York<br>Utd.States | T.3Cy.18",27"&45"–32"<br>115NH<br>J.H.Dialogue&SnCamden | | | |
| 549 *For full particulars See No. 11 in Supplement* | **Mary Horton** SteelScSr<br>*Mchy.Aft* | 1300<br>713 | 100A1<br>(*ClassCondem* *plated*) | 1904 Montrose<br>S.B.Co.<br>Montrose | J.Constant | 210·0 \| 33·1 \| 13·6<br>Q130'F27' | Liverpool<br>British | T.3Cy.16",25"&42"–33"<br>N.E.MarineEng.CoLd.Sld | 16 ″ 0<br>*s* 1 ″ 6 | | |
| 550 78385 Strangford 04 DHFW | **Mary Hough** IronSc3MstSr<br>*W.J.Crossett* –04 *ssLiv.No.3–1,94*<br>*ssLiv.No.2–02*<br>*Elec.light* *1Dk2trB* | 869<br>742<br>531 | ✝~~100A1~~ Liv *m*<br>3,04<br>~~NE&B5,01~~ | 1876 Lobnitz,<br>10mo Coulborn&Co<br>Renfrew<br>A&CP | S.Hough,Ld.<br>(R.G.Hough, *Mgr.*) | 225·6 \| 29·3 \| 15·3<br>P93'F29'<br>ND81 BK8<br>*WB = MT32* | Liverpool<br>British<br>*5BHCem*<br>*254tAPT6t* | T.3Cy.18",29"&46"–36" (*s*)<br>160lb *55lb* NDB89 139NH<br>2SB,*4rf*,GS73,HS2268<br>D.Rollo&Sons,Liverpool | | BT till 3,05 | 3,04 |
| 551 2937 JGQL | **Mary Lohden** IronScBn<br>*O.Corneliussen99–01* *ssHpl.No.3–7,96*<br>*ssHpl.No.1–00*<br>*Well deck* *1Dk(Irn)2trB* | 1355<br>1067<br>835 | ✝100A1 Hpl *o*<br>2,05<br>~~BS2,00~~ MC3,00<br>BS5,04 | 1883 R.Irvine&<br>5mo Co.<br>WHartlepool<br>A&CP | Angf. Aktieb. Mary Lohden (H.Andersson) | 244·3 \| 33·0 \| 15·7<br>Q89'B63'F27'<br>BK8½<br>*WB = Cell* | Strömstad<br>Swedish<br>*4BHCem*<br>*DB201'319t* | C.2Cy.30"&57"–33" (*b*)<br>75lb *80lb* NDB98 156NH<br>1DB,*4pf*,GS63<br>T.Richardson&Sons,Hpl. | 18 ″ 10 | | 5,02 |
| 552 81367 | **Mary Louise** WoodPadSpTug<br>*J.Procos94–03* cf *1Dk* | 100<br>100<br>10 | ✝ Shl *j*<br>*For Tug purposes*<br>8,79 | 1879 J.P.Ren-<br>7mo noldson<br>S.Shields | V.S.E.Grech | 98·6 \| 19·1 \| 9·8<br>Cl. | S.Shields<br>British | L.2Cy.34"–54"<br>NB03 50RH<br>J.P.Rennoldson,S.Shields | | | |
| 553 108696 PWHG | **Mary Park** SteelScSr<br>*G.H.Kierstead* –03<br>*2Dks* | 3476<br>3306<br>2230 | | 1897 A.Rodger<br>&Co.<br>Pt.Glasgow | ParkS.S.Co.Ld.(J SmithPark, *Mgr.*) | 344·9 \| 44·6 \| 26·0<br>P38'B104'F31' | Glasgow<br>British<br>*WB* | T.3Cy.25",40"&66"–45"<br>292NH<br>Dunsmuir&Jackson,Gls. | | C | |
| 554 102021 | **Mary Stewart** SteelScK<br>*W.Chapman* –01 *ssHul.No.2–01*<br>*1Dk* | 165<br>152<br>48 | ✝100A1 Hul<br>*StmTrawler*<br>~~2,04~~ 2,06<br>~~BS2,04~~ MC1,01 | 1893 A.Hall<br>9mo &Co.<br>Aberdeen<br>*Lloyd's* *sA&CP* | R.Blades | 104·9 \| 20·7 \| 11·4<br>Q21'<br>BK7½ | Hull<br>British<br>*3BHCem* | C.2Cy.17"&34"–24" (*s*)<br>100lb 50RH<br>1SB.*2pf*,GS36,HS1248<br>A.Hall&Co.,Aberdeen | 11 ″ 9 | | 8 12,03 |
| 555 95183 LHWQ | **Mary Thomas** SteelScSr<br>*W.W.Roberts* –04 *ssCff.No.3–4,02*<br>*Well deck* *1Dk(ptStlptIrn)2trB* | 2223<br>1723<br>1392 | ✝100A1 Cff *r*<br>3,05 5,08<br>~~M11,01~~ MC1,01<br>~~BS6,04~~ | 1889 Palmers'<br>9mo Co.(Lim.)<br>Newcastle<br>*Lloyd's* *sA&CP* | MaryThomasS.S. Co.Ld. (E.Thomas, Radcliffe&Co.) | 275·5 \| 37·8 \| 20·1<br>P29'Q76'B107'<br>F34' BK9½<br>*WB = DBa88'f108'* | Cardiff<br>British<br>*1BHCem*<br>*340tAPT38t* | T.3Cy.22",35"&58"–39" (*s*)<br>160lb *95lb* NDB01 214NH<br>2SB.*6pf*,GS100,HS3254<br>Palmers'Co.(Lim.),Nwc. | 21 ″ 8<br>*s* 1–10½ | | ~~7,00~~<br>8,05 |
| 556 91984 KJSC | **Maryland** SteelSc3MstSr<br>*O.P.Clarke* –01 *ssLon.No.3–7,99*<br>*2Dks(Stl)3trB* | 2861<br>2384<br>1812 | ✝ ... | 1886 W.Gray&<br>11mo Co.<br>WHartlepool<br>*Lloyd's* *sA&CP* | AtlanticTransport Co.Ld. | 320·0 \| 41·0 \| 25·7<br>P39'B95'F49'<br>ptND99 BK11<br>*WB = Cell DB212'408tFPT* | London<br>British<br>*6BHCem*<br>*62tAPT23t* | T.3Cy.25½",42"&68"–45" (*s*)<br>~~built 150lb~~ 310NH<br>~~2DB.4pf~~ NB01<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 6<br>~~5 0~~ | | ~~7,00~~<br>7,04 |
| 557 92206 | — SteelSc<br>*J.E.Vax*<br>*Elec.light* | 2419<br>—<br>1892 | | 1890 Detroit<br>DryDockCo.<br>Wyandotte | Inter-OceanTrans-portationCo.(D. Vance&Co. *Mgrs.*) | 316·4 \| 42·0 \| 20·4<br>*WB* | Milwaukee<br>Wis.<br>Utd.States | T.3Cy.22",35"&56"–44"<br>208NH<br>DryDck.Eng.Wks.,Detroit | | | |
| 558 HTWN | **Marzo** SteelScSr<br>*M.Aurrecoechea02–02* *ssBbo.No.1–02*<br>*1Dk(Stl)s'deepframing*<br>*sptAwngdk(Stl)* | 1296<br>912<br>783 | ✝100A1 Bbo *n*<br>*ptAwng dk*<br>*withfreeboard*<br>6,04 10,02<br>~~BS6,04~~ MC10,00 | 1897 Cmpbltwn<br>8mo S.B.Co.<br>Campbeltwn<br>A&CP | CiaBilbainadeNav (E.AznaryTutor, *Mgr.*) | 230·5 \| 32·7 \| 16·3<br>Q79' drp04<br>*ptAwngdk*151' FK<br>*WB = Cell DBa54'f94'208t* | Bilbao<br>Spanish<br>*1BHCem*<br>*APT80t* | T3Cy.17½",27½"&45"–33" (*s*)<br>160lb' *80lb* 111NH<br>1SB.*3rf*,GS63,HS1709<br>J.G.Kincaid&Co.,Guk. | 17 ″ 4<br>*s* 8 ″ 0 | | ~~7,00~~<br>6,04 |
| 559 21 QPLB | **Marzocco** IronScSr<br>*G.Preve* –02 *ssMsl.2ndNo.3–3,04*<br>*(exPrimoLivorno,*<br>*exElba,exGleadowe)* *2Dks(1Irn)3trB* | 2144<br>1979<br>1391 | ✝100A1 Msl *s*<br>~~3,04~~ 3,05<br>~~BS4,04~~ ~~MC~~ 2,05 | 1879 Palmers'<br>10mo Co.Ld.<br>Newcastle<br>A&CP | C.Allodi | 285·0 \| 37·2 \| 24·4<br>P30'F35'<br>BK9<br>*WB = DB146'* | Loghorn<br>Italian<br>*1BHCem*<br>*APT80t* | C.2Cy.24"&63½ –15"<br>145lb *75lb* NDB00 253NH<br>2SB.*6rf*,GS70,HS3537<br>Palmers'Co.Ld.Nwc. | 25 ″ 11<br>*s* 5 ″ 6 | | ~~7,00~~<br>5,05 |
| 560 92298 | **Masaba** SteelSc<br>*J.Burr01–03* *2Dks*<br>*Elec.light* *Mchy.Aft* | 2432<br>2194<br>1992 | | 1891 Chicago<br>S.B.Co.<br>Chicago,Ill. | PittsburghS.S.Co. | 292·0 \| 40·2 \| 20·8<br>H— F38'<br>*WB* | Duluth,<br>Minn.<br>Utd.States | T.3Cy.24",38"&61"–42"<br>241NH<br>GlobeIrnWksCo.,Clevelnd | | S | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Machines. | 9 Par qui. Navire. Machines. | 10 Armateurs. | 11 Dimensions d'après Jauge Douane. Superstructures &c. Longueur. Largeur. Creux. | 12 Puissance. Fabrication. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Charge en tonnes. Pour le Franc-Bord. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 561 7047 JCWK | **Masashige Maru** | WoodScCtr | 196 17 121 | | | | 1901 | M.Take-moto Osaka | R.Hori | 111·2 16·9 18·5 | Osaka | C.2Cy.18½"&28½"–15" Emade84 21NH Osaka Iron Works, Osaka | | | |
| 562 1038 HGLQ | **Masayoshi Maru** *Orishi Shiunichiro* (exSaltes) | IronScSr 2Dks | 601 561 373 | ✝ Ayr 7,72 | | | 1864 11mo | Blackwood &Gordon Port Glasgow | Takata Yoshimaru | 183·0 28·4 20·1 | Osaka | C.2Cy.26½"&46½"–27" NE&B72 92NH J.&T.Young, Ayr | | | |
| 563 [illegible] QCWN | **Masconomo** 1Dk(Stl)&Spar dk(pt Irn pt Stl) 3tr B&Web frames 7 Cham | SteelScSr ssCff.No.1-02 | 4183 3985 2738 | ✝100A1 Spar dk Cff [illegible] LMC9,02 | Rot [illegible] | Dbl [illegible] | 1898 7mo | J.L.Thomp-son&Sons, Ld Sunderland A&CP | N.AtlanticSSCoLd (T.Hogan&Sons, NewYork, *Mgrs.*) WB= Cell DB a 113 | 370·0 48·5 19·3 P31' B121' F34' 27·3 FK uE&Boil f145'843t | Bristol British EM Cem MT39'636t | T.3Cy.24",41½"&71"–48" (a) 200lb 412NH 3SB,9rf,gs173, hs6500 Blair&Co.Ld Stockton | 22 • 0 • 6 • 8 | | |
| 564 HNWQ | **Mascot** (exElmfield) *C.E.Wang* –05 | IronScBn 4thSurvey,Hpl.5,01 1Dk(Irn)2tr b &Web frames | 1705 1578 1072 | ✝ A1* 1 Cff [illegible] 12,01 [illegible] LMC5,01 BS10,04 | | SwdHpl | 1883 8mo | Richardson Duck&Co. Stockton | Aktieselskabet Mascot(Blom& Ohlsen) | 250·0 36·2 23·5 P51t B10t F44t BK10½ WB=D | Frdrksvrn Norwegian 3BH1PBH a Bailey uE&B Bailey Blanes | C.2Cy.31"&58"–36" 70lb NDB91 155NH 2SB,4rf,gs77 hs2508 Blair&Co.,Ld.,Stockton | 24 • 10 | | |
| 565 | **Mascota** (exTorquay) *Well deck* | IronScSr ssSld.No.1-00 1Dk(Irn) | 674 524 409 | ✝100A1 Cff 2,01 NB4,02 ✝LMC4,02 | | | 1890 5mo | R.Thomp-son&Sons Sunderland Lloyd's SA&CP | Lloyd Bahia Blanca Soc. Anon. de Nav. a Vap. WB=Db | 180·0 29·0 13·7 Q59' B49' F20' BK7½ | Blanes Argentine 4BHCem MT27'202t | T.3Cy.15½",25"&41"–27" (a) 160lb 80lb NDB99 80RH 1SB,3pf,gs45,, hs1468 W.Clark,Ld.Sunderland | 14 • 6 • 1 • 3½ | | |
| 566 [illegible] | **Mascotte** [illegible] | IronScSr ssH.Kg.No.3–1,96 ssSld.No.1–00 1Dk(Irn)&Spar dk(Irn)8tr B | 3084 2884 2018 | ✝100A1 Spar dk 12,01 [illegible] ✝LMC5,00 | Cal | u | 1883 1mo | D.P.Gar-butt Hull | Now named "Yorikimo Maru." *See No. 7 in Japanese Supplement.* Lloyd's SA&CP | 320·0 40·0 27·7 B66' F32' BK10½ WB=Db | Sunderland [illegible] 4BHCem MT27'428t | C.2Cy.40"&72"–48" (a) 80lb 80lb NDB90 282NH 2SB,6pf,gs126,hs4708 C.D.Holmes&Co.,Hull | 22 • 5 • 6 • 11 | | |
| 567 | — *T.P.Boyd* *Mchy.Aft* *Well deck* | SteelScSr ssLth.No.3–7,97 ssLth.No.1–01 2Dks(Upt Stl–ws) | 1100 916 676 | ✝100A1 7,01 4,08 [illegible] ✝LMC8,01 BS[illegible] | Lth | o | 1885 1mo | Ramage &Ferguson Leith Lloyd's SA&CP | W.S.&J.M.Burger WB= | 249·8 30·9 16·4 P50' B64' F51' BK8½ | Rotterdam Dutch 8BHCem MT27'202t | C.2Cy.31½"&64"–42" (a) 90lb 40lb 208NH 2SB,6cf,gs122,hs3272 Ramage&Ferguson,Leith | 17 • 4 | | |
| 568 91818 KDGQ | — *Allen* | IronScSr 1Dk&Awng dk | 884 — 520 | | | | 1885 | W.Cramp &Sons Philadelphia | Peninsular & Occidental S.S.Co. | 195·5 30·0 19·6 | Nw.Haven Con. Utd.States | T.3Cy.19",30"&50"–30" NB99 137NH W.Cramp&Sons,Phl. | | R | |
| 569 | — *Mchy.Aft* *Well deck* | IronScSr ssMdb.No.3–3,96 1Dk(Irn) | *311* *247* *186* | ✝ 6,97 ✠ | Mdb | e | 1883 10mo | W.Harkess &Son Middlesbro' | A.Achmedoff | 140·0 22·1 10·4 Q50' B12' F20' FK WB=APT1½ | Baku Russian 8BHCem | C.2Cy.18½"&34"–24" 18NH 1SB,2pf,gs31,hs876 Blair&Co.(Lim.),Stockton | 11 • 1 | | |
| 570 91772 | — | IronSc | 162 — 87 | | | | 1885 | Detroit Dry Dock Co. Wyandotte | International Ferry Co. | 103·6 29·6 8·6 | Marquette Mich. Utd.States | C.4Cy.10"&18"–18" 23NH DryDck.Eng.Wks.,Detroit | | | |
| * 571 104633 NKPC | **Mashona** *T.A.Purcell* –04 (exStrathairly) *Elec.light* | SteelScSr ssShl.No.2–03 2Dks(Irn) &deepframing3Dk rule | 4145 3909 2665 | ✝100A1 4,04 [illegible] [illegible] LMC MS8,03 | Shl | x | 1894 6mo | Russell& Co. Greenock Lloyd's SA&CP | BucknallS.S.Lines Ld.(BucknallBros. *Mgrs.*) W B= Cell DBa110'2 | 368·7 47·5 26·9 P52' B82' F38' Irp04 FK E24' f154'760t D | London British 6BHpt Asp pt Cem APT32t | T.3Cy.26",42"&69"–48" (a) 170lb 100lb 399NH 2SB,9rf,gs128,hs5500 FG Blackwood&Gordon,P.Gls | 29 • 8 | | |
| 572 115822 TJRB | — *E.Hairsden* –05 *E.Payne* | SteelScYl 1Dk | 153 137 3 | ✝100A1 For Towing purposes 4,04 4,00 4,05 | Lon | | 1902 5mo | IrvineS.B. &E.Co.Ld. Irvine Lloyd's SA&CP | W.Watkins Prince W'a Recves | 100·5 20·1 11·3 B18' BK6½ | London British 4BHCem | T.3Cy.13",22"&35"–27" (a) 165lb 99RH 1SB,2pf,gs39,hs1152 J.Stewart&Son,Ld Lon. | 12 • 0 • 1 • 3 | | |
| 573 NSPC | **Masnedsund** *J.Nielsen85–89* | IronScSr 1Dk | 251 196 140 | | | | 1880 | Burmeister &Wain Copenhagen | DeDanskeStats-baner | 121·0 22·1 10·7 P15t B40t | Copnhagn Danish W B | C.4Cy.15"&30"–20" 67NH Burmeister&Wain,Cpn. | | | |
| 574 93316 KSFP | **Massachusetts** 3Dks(Stl) (exCipero) *Elec.light* | SteelTwinSc 4MstSr Shelter dk(Stl) 2Dks(Urn–pws) &Web frames Crichton –04 | 7913 7558 5131 | ✝100A1 Shelter dk Cff [illegible] 9,04 [illegible] LMC2,08 | Bal | f | 1903 1mo | New York S.B.Co. Camden,N.J A&CP | AtlanticTransport Co.of WestVirginia WB=Cell DBa120' uE&B83' | 190·0 58·3 31·8 Bon Shelter dk128' FK&BK3 f194'1496t DTa13' | NewYork Utd.States 8BHCem | T.6Cy.25",42½"&72"–48" (a) 200lb FD 997NH 2D&2SBHScf gs318 hs14106 NewYorkS.B.Co.Cmdn NJ 1015t FPT125t APT80t 980t DT f85' | 35 • 5 | | |
| 575 | **Massalia** *J.Moschos87–97* *Well deck* (exCipero) 2Dks(Urn–pws) &Web frames | IronScSr [illegible] [illegible] ssCpl.2ndNo.3–7,04 | *1367* *1063* *868* | ✝100A1 7,04 [illegible] [illegible] B12,96 [illegible] | Tri | o | 1879 11mo | J.&G. Thomson Glasgow | Nav.àVap.Egée (P.M.Courtgi&Co. *Mgrs.*) | 243·8 32·7 16·6 P41' Q92' B56' F82' Irp08 BK8½ | Constanpl Turkish 6BHCem MT39'636t | C.2Cy.29"&52"–36" (r) 90lb 45lb 130NH 1SB,4pf,gs872,hs2082 J.&G.Thomson,Glasgow | 19 • 1 • 10½ • 2 • 1 | | |
| * 576 | **Massapequa** *H.Scott03–03* 1Dk(Stl) &Spar dk(Irn)8tr b | SteelScSr ssN.Yk.No.2–01 | 3027 2812 1935 | ✝100A1 Spar dk 9,07 3,05 [illegible] BS6,05 [illegible] LMC8,03 | N Yk | r | 1893 9mo | J.L.Thomp-son&Sons Sunderland A&CP | N.AtlanticSSCoLd (T.Hogan&Sons, NewYork, *Mgrs.*) WB= Cell DB256'558t | 322·0 42·7 18·6 P30' B90' F37' 26·0 BK10½ | Bristol British 6BHCem APT66t | T.3Cy.24½",40"&66"–45" (r) 160lb [illegible] 290NH 2SB,6rf,gs132,hs4320 G.Clark(Lim.),Sunderland | 21 • 1 • 5 • 8 | | |
| 577 116712 TQKL | **Massilia** *J.Thomson* –02 *Elec.light* | SteelScSr 2Dks | 5091 4403 3250 | | | | 1902 | A.Stephen &Sons,Ld. Glasgow | AnchorLine(Hen-dersonBros.)Ld. | 190·5 19·2 27·8 P28' B122 F63' | Glasgow British W B | T.3Cy.26",48"&71"–48" 349NH A.Stephen&Sons,Gls. | | | |
| 578 [illegible] | — *L.Thumin* | SteelScSr ssM.S.No.3–8,02 3Dks(2Stl–Uws) | 3131 2741 1840 | ✝100A1 11,04 3,04 3,05 [illegible] LMC8,02 | Msl | r | 1891 4mo | Gourlay Bros.&Co. Dundee A&CP | Cie.Française de Nav.àVap. (C. Fabre&Co. *Mgrs.*) WB=Cell | 340·0 41·2 25·7 P45' B78'&22' F56' BK10½ | Marseilles French 6BHCem DB286'532t | T.3Cy.28",44"&71"–48" (r) 160lb Soft 396NH 2DB,3rf,gs196,hs6641 Gourlay Bros.&Co.,Dundee | 28 • 6 | | |
| 579 | **Massis** *Mchy.Aft* | Steel&IronTwinScSr | 504 — 294 | | | | 1882 | C.Mitchell &Co. Newcastle | St.Petersburg Co.Nadeshda | 170·0 25·7 12·0 P28t F6t | Baku Russian W B | C.4Cy.14"&25"–18" 14NH WallsendS.&E.Co.,Nwc. | | | |
| 580 78008 RMHP | **Mastiff** *J.Paterson* –97 | IronScSr | 890 693 353 | | | | 1878 | J.&G. Thomson Glasgow | G.&J.Burns,Ld. | 230·4 30·3 14·8 P124t F44t | Glasgow British | C.2Cy.37½"&67½"–48" NB91 261NH J.&G.Thomson,Glasgow | | BT dft 4,03 | |
| 581 98702 MTQF | — | IronScK ssHul.No.1–96 1Dk | 150 139 58 | ✝ Stm Trawler 2,96 ✠ | Hul | | 1891 9mo | Cook,Wel-ton&Gemmel Hull | HumberSteam TrawlingCo.Ld. | 100·6 20·9 10·9 Q20' | Hull British 3BHCem | C.2Cy.17"&33"–22" 45RH 1SB,2pf,gs30,hs810 Bailey&Leetham,Hull | 11 • 11 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross Under deck Net. | 5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Port of Survey. | Yrs Ass. now applied for. | Equipment | 8 9 Built. When. Ship. Engines. | By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Pressure NIP=Horse power by Society's formula; BHP=power by Ship's Register Particulars of boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Register ✝ when classed. If not in L. R. Date of Trial Cert. | 16 When last docked. Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 582 HMTD | **Masuke Maru** S. Higo | Wood Sc Sr 2 Dks | 140 127 87 | | | | | 1897 | Maigawa Tomekichi Osaka | Homma Taizo | 100·5 | 14·8 | 11·7 | Benton Japanese | C.2Cy.13″&26″–15″ 22 NH | | | |
| 583 140810 | **Mataafa** C.E.Moody 01–03 (ex Pennsylvania) Mchy.Aft Elec.light | Steel Sc 1 Dk 2 tr B | 4840 — 3604 | | | | | 1899 | Cleveland S.B.Co. Lorain,O. | Pittsburgh S.S.Co. | 429·6 | 50·0 | 25·0 | Duluth Utd. States WB | O.Smokichi,Osaka C.4Cy.15½″,23½″,36½″&66″–40″ 198 NH Cleveland S.B.Co. Cleveland | | | |
| 584 KDGJ | **Matabele** J.S.Iceton 01 ss Abn.No.3–2.97 ss Lon.No.1–02 Elec.light 1 Dk(Irn)&Spar dk 3 tr B | Iron Sc Sr ss Abn.No.3–2.97 ss Lon.No.1–02 | 1581 1449 962 | ✝100A1 Spar dk PNL 5,01 4,03 B&S,05 ✝LMC3,02 | Lon | p | | 1885 11mo | Hall, Russell&Co. Aberdeen Lloyd's SA&CP | J.T.Ronnie&Son WB= | 250·3 B51′ F19′ ptND02 DBa50′ f52′ | 35·2 22·2 FK | 15·5 165′ | Aberdeen British 5 BHCem MT13′12 | T.3Cy.19″,30″&50″–36″ (s) 150lb 80lb NDN99 139 NH 2SB,6cf,GS80,HS2000 Hall,Russell&Co.,Abn | 16 ″ 1 s 5 -10 | | ~~4,06~~ 8,04 |
| 585 | **Matador** *For full particulars see Vol. V. 5 in Supplement* | Steel Sc | | 100A1 (Class Contem plated) | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | J.D.Stürcken | | | | German | T.3Cy.15⅝″,24″&39⅜″–28⅜″ G.Seebeck A.G.Bremerhvn | | | |
| 586 92888 KNPV | **Matanzas** F.L.Miller –02 (ex Guido) Elec.light | Steel Sc Sr 2 Dks | 3094 2859 2103 | ... | | | | 1883 2mo | Harland& Wolff Belfast | New York&Cuba Mail S.S.Co. (J.E. Ward&Co. Mgrs.) | 360·3 P51′ B84′ F53′ | 41·2 BK11′ | 26·5 | New York Utd. States WB | C.2Cy.40″&80″–51″ NB04 410 NH Harland&Wolff.Belfast | 28 ″ 3 | R | |
| 587 KGFR | **Matapan** Magnonac 00–00 | Iron Sc 3 Mst Sr 3 Dks | 3863 — 2068 | | | | | 1884 | Forges&C. de la Méd. La Seyne | Messageries Maritimes | 328·1 B45′ | 45·6 32·5 | 16·9 | Marseilles French | C.2Cy.36¾″&65″–43¾″ 232 NH Forges&C.de la Medit.,Msl. | | | |
| 588 | **Mataquito** Burke –02 (Tug) | Steel Twin Sc Sr 1 Dk (Stl) | 278 251 61 | ✝100A1 5,02 ✝LMC8,02 | Gls | | | 1902 5mo | Cochran& Co.(Annan) Ld. Annan Lloyd's SA&CP | Companiа Sud. Americana de Vap. | 120·0 BK7′ WB= | 23·5 | 13·0 DT f23′ 176t | Valparaiso Chilian 6 BHCem | T.6Cy.10″,15½″&26″–22″ (s) 180lb 87 NH 2SB,4cf,GS67,HS1600 Cochran&Co.(Annan),Ld. Annan | | | |
| 589 114699 MJRG | **Matatua** ~~J.Simers 01–03~~ Maxwell Ref. Mchy Elec.light | Steel Twin Sc Sr 2 Dks(Stl U–ws)&deep framing&Shelter dk(Stl–ws) | 6488 6051 4179 | ✝100A1 Shelter dk with freeboard 4,05 ✝LMC2,04 ~~✝LMC1,04~~ | Bel Lon | e † | | 1904 2mo | Workman, Clark& Co.Ld Belfast Lloyd's SA&CP | Shaw,Savill& Albion Co.Ld. WB=Cell | 448·0 DBa119′ uE&B78 | 56·5 BK&BK14½′ | 30·6 | S'thamptn British 7 BHCem f191′13·25t | T.6Cy.22″,37″&63″–48″ (s) 205lb 800 NH 2D&2SB18cf/GS362 HS14386 Wrkman.Clark&Co.Ld Be | 33 ″ 6 s 6-10½ | BT till 1,05 | |
| 590 114439 TSRM | **Matfen** J.L.Watson –04 Elec.light | Steel Sc Sr 1 Dk(Stl)&Web frames | 2398 2216 1522 | ✝100A1 12,01 ~~13,04~~ ✝LMC1,03 | Bry Sld | t | | 1903 1mo | W.Dobson &Co. Newcastle Lloyd's SA&CP | Morpeth S.S.Co.Ld. (J.C.Adam,Mgr.) WB=Cell DBa94′ | 304·7 P27′ B82′ F35′ uE&B40′ f132′608t | 43·1 FK | 20·5 | Newcastle British 5 BHCem APT18t | T.3Cy.22″,36″&58″–39″ (s) 160lb 80lb 233 NH 2SB,6pf,GS107,HS3840 N.E.MarineEngCoLd Nwc. | 23 ″ 0 s 3 ″ 9 | | 12,04 |
| 591 ~~4,04~~ | **Mathilda** ~~H.Tessen 00–05~~ ss Bgn.No.2–04 1 Dk(Stl)2 tr B&S Web frames | Steel Sc Sr ss Bgn.No.2–04 | 3436 3200 2230 | ✝100A1 with freeboard 1,04 ~~HS2,05~~ ✝LMC1,04 | Bgn | r | | 1895 6mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | ~~Jacob Christensen~~ WB= Cell DBa&uE132′ f130′727t | 325·0 B76′ F32′ | 47·1 FK | 24·7 | ~~Borgen~~ ~~Norwegian~~ 5 BHCem APT82t Japanese | T.3Cy.24″,38″&64″–42″ (s) 160lb 80lb 260 NH 2SB,6rf,GS101,HS3820 Cen.Mar.Eng.Wrks.W Hpl | 27 ″ 4 s 5 -9½ | ~~1,04~~ 10,04 | |
| 592 107416 | — 1 Dk | Steel Sc Tug | 11 10 6 | | | | | 1899 | Sincennes McNaughton Line,Ld. Sorel,Q. | Sincennes McNaughton Line,Ld. | 72·0 | 20·1 | 10·4 | Montreal British | 1Cy.25″–22″ 21 RH J.&R.Weir,Montreal | | | |
| 593 LMHG | **Mathilde** H Festersen 00–00 Elec.light | Steel Sc Sr 1 Dk | 1260 925 790 | | | | | 1892 | Flensburger Schiffsb.Ges Flensburg | H.Schuldt | 227·9 Q71′ | 34·3 B57′ | 14·1 F27′ | Flensburg German WB | T.3Cy.16″,26″&43″–33″ 106 NH Flensburger Schiffsb.Ges. | | G | |
| 594 RGKJ | — C.Ladke | Iron Sc Sr 1 Dk 2 tr B | 1113 867 689 | | | | | 1882 | Germania-Werft Kiel | Stettin-Stolper Dmpfsfahrts.Ges. (A.Stenzel&Rolke Mgrs.) | 225·3 Q77t | 32·9 B87t | 15·4 F36t | Stettin German WB | C.2Cy.30″&53″–36″ 140 NH Märkische Act.Ges.,Berlin | | | |
| 595 LMGC | — A.Riehe –02 | Steel Sc Sr 1 Dk&Spar dk | 957 868 678 | | | | | 1891 | Blohm& Voss Hamburg | M.Jebsen | 215·9 B31′ H– | 30·2 | 17·4 | Apenrade German | T.3Cy.15½″,25½″&39½″–33″ 90 NH Blohm&Voss,Hamburg | | G | |
| 596 104588 NPGR | **Matiana** W.B.Smith –99 3 Dks(2 Stl–U teak s)&deep framing Elec.light | Steel Sc Sr | 5264 4758 3413 | ✝ 11,94 ✝ | Gls | z | | 1894 11mo | A.&J. Inglis Glasgow | British India Stm. Nav.Co.Ld. WB= | 420·4 P42′ B112′ F56′ Cell DBa98′ uE&B90′ f148′897t | 49·1 BK10′ | 29·5 | Glasgow British 6 BHCem | T.3Cy.28″,46″&74″–60″ 454 NH 2DB,12cf,GS242,HS7272 A.&J.Inglis,Glasgow | 32 ″ 3 | BT till ~~1,06~~ 3,06 | |
| 597 HTWQ | **Matias F. Bayo** F.Vigil –99 (ex Adriatico) Well deck | Steel Sc Sr ss Nap.No.2–98 1 Dk(Irn)&Web frames | 1358 957 856 | ✝ 2,99 | Clf | o | | 1890 7mo | S.P.Austin &Son Sunderland | V.Gonzalez,S.enC. WB= Cell D | 232·0 P29′ Q54′ B102′ F29′ B193′367t | 35·1 FK | 15·0 APT22t | Gijon Spanish 1 BHpt Asp pt Cem | T.3Cy.19″,31″&51″–33″ 147 NH 1SB,3rf,GS15,HS2180 N.E.MarineCo.Ld.Sld. | 17 ″ 5 | | |
| 598 HTWP | **Matienzo** E.Guisasola –03 1 Dk(Irn)&deep framing | Steel Sc Sr ss Bly.No.1–03 | 2057 1721 1248 | ✝100A1 8,03 ✝LMC8,03 | Bly | r | | 1899 6mo | R.Thompson&Sons Sunderland A&CP | Cia.Montanesa de Nav. (M.Piñeiro Bezanilla,Mgr.) WB= Cell DBa | 276·5 P23′ B64′ F27′ 82′ uE18′ f112′569t | 40·5 FK | 17·9 APT112t | Santander Spanish 1 BHCem | T.3Cy.20½″,33″&54″–39″ (s) 160lb 80lb 185 NH 2SB,6pf,GS78,HS2872 N.E.MarineCo.Ld.Sld. | 20 ″ 5 s 3 ″ 1 | | 8,03 |
| 599 QPNM | **Matilde** A.Corvaja (ex Balaclava) | Iron Sc Sr ss Hpl.No.3–12,84 1 Dk 2 tr B | 334 305 210 | 12,84 ~~✝LMC0,02~~ | Hpl | f | | 1876 6mo | Aitken& Mansel Glasgow | Flli.Corvaia | 144·1 Q75′ WB= | 21·9 F23′ FPT&APT | 11·8 | Palermo Italian 1 BHCem | C.2Cy.17″&30″–24″ 37 NH Kincaid,Donald&Co.,Gls. | 12 ″ 4 | | |
| 600 99219 NCHB | **Matin** A.J.M.Henderson ~~–04 S.Nwc.No.2–04~~ ss Nwc.No.3–10,04 Elec.light | Steel Sc Sr 2 Dks(Irn) &deep framing 3 Dk rule | 3838 3543 2433 | ✝100A1 13,01 ~~13,04~~ ~~B&S,06~~ B&S,~~06~~ MS10,04 | Clf Nwc | w | | 1893 5mo | Gourlay Bros.&Co. Dundee Lloyd's SA&CP | R.A.Mudie&Sons WB= Cell DB294′ 490t FPT | 363·0 P15′ B100′ F43′ drp04 157t APT98t | 45·1 BK10′ Deep T | 26·7 | Dundee British 7 BHCem tank a 20′ 250t | T.3Cy.24″,40″&64″–54″ (s) 160lb ~~650~~ 80lb 351 NH 2SB,6rf,GS107,HS4803 FD Gourlay Brs.&Co.,Dun. | 29 ″ 6 s 6 -1½ | ~~8,04~~ 10,04 | |
| 601 NJHC | — H.Reemts –03 1 Dk | Iron Sc Sr ss Dun.No.2–81 | 539 443 309 | ✝ 10,85 | Sld | i | | 1873 4mo | Hall, Russell&Co. Aberdeen | A.Tobias WB= | 174·9 Q58′ DBf38′90t | 26·2 B54t drp82 APT3t | 14·5 | Brake German 5 BHCem | C.2Cy.23½″&37½″–30″ NB99 64 NH Hall,Russell&Co.,Abn. | 15 ″ 7 | | |
| 602 118630 VPQW | **Matina** K.Hansen ~~–04~~ Ref.Mchy Elec.light | Steel Sc Sr 2 Dks(Stl)&Shelter dk Jones (Stl–ws) lower dk in Nos.1,3&4 holds | 3870 3620 2498 | 100A1 Shelter dk Mch with freeboard ~~10,01 3,06~~ 6,07 LMC8,04 4,05 ~~5,06~~ ~~Hlk only~~ | Nwc | w | | 1904 3mo | Swan, Hunter&Wigham Richardson, Ld Newcastle Lloyd's SA&CP | Elders&Fyffes (Shipping),Ld. WB= Cell DBa 91′ uE&B64′ | 350·4 F10′ | 46·1 f144′645t | 29·4 Tanks at sides of Tunnels | Newcastle British 6 BHCem | T.3Cy.27″,46″&75″–48″ (s) 180lb 515 NH 4SB,12cf,GS268,HS9230 Wllend Slpwy Co.Ld.Nwc. | 24 ″ 2 s 7 ″ 2 | | ~~4,06~~ |

| Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut — Sous le Pont — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Machines. | Construit. Quand. Navire — Mach. | Par qui — Où. | Armateurs. | Dimensions d'après le Jaugeage de Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No. A Pile, Bec à Cylindre, Course. Pression des Chaudières. NDB = Tirage Naturel. RDB = Tirage Artificiel. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | Tonnage Brut — Sous le Pont — Net. | Coque. | Machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 603 97602 TPVW | **Matje** SteelSc3MstSr<br>*G Cruickshank* –03 *ss*Liv.No.3–8,01<br>(*ex*PrinceJaJa)<br>*Mchy.Aft* 1*Dk*(*Irn*) | 271<br>230<br>115 | ✝100A1 Lth<br>12,04 | 1890<br>7mo | W.Thomas<br>&Sons<br>Amlwch<br>*Lloyd's*A&CP | D.D.Gray&Co. | 140·8 \| 24·3 \| 9·8<br>Q42'F22'<br>3rp6½ FK | Leith<br>British<br>3*BH* | C.2Cy.18"&36"–24" (*s*)<br>160lb *80lb* 49NH<br>18SB,*8pf*,GS46,HS1112<br>DeWinton&Co.Carnarvon | 10 ▫ 8<br>▫ 11 | | |
| 604 2701 JMDK | **Matlekovits** —<br>SteelScBn<br>*Well deck* *L.Adamich* 1*Dk*(*Stl*)2*trB*<br>*ss*Gen.No.3–8,99<br>*ss*Fin.No.1–04 | 1905<br>1541<br>1249 | ✝100A1 Sws<br>FinTri | 1887<br>4mo | Richardsn,<br>Duck&Co.<br>Stockton<br>*Lloyd's*A&CP | Royl.Hungar'nSea<br>Nav.Co.Adria,Ld.<br>*WB=DB* | 260·0 \| 36·0 \| 20·2<br>P&B146'F85'<br>BK94½<br>a70 *fuE&fB38* 217*t* | Fiume<br>Aust.-Hung.<br>5*BHCem*<br>*MT*20 268' | T.3Cy.20",38"&54"–86" (*s*)<br>160lb *90lb* 2NDB00 177NH<br>2SB,*4cf*,GS66,HS2685<br>Blair&Co.(Lim.),Stockton | 21 ▫ 2<br>s 2 ▫ 4<br>w 2 ▫ 7 | | |
| 605 | **Matoa** SteelSc<br>*H.J.Regan*02–03 2*Dks*<br>*Mchy.Aft* *Elec.light* | 2311<br>2183<br>1886 | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O | Pittsburgh S.S.Co. | 290·6 \| 40·3 \| 21·1<br>H—F86'<br>*WB* | Duluth,<br>Minn.<br>Utd.States | T.3Cy.24",38"&61"–42"<br>241NH<br>GlobeIrnWksCo.,Clevelnd | | | |
| 606 16 HDDJ | **Matsumaye Maru** IronScSr<br>(*ex*Dragon)<br>1*Dk*&*Awngdk* | 615<br>599<br>398 | ✝ Cly<br>*Aug.* 03<br>3.67 | 1867<br>1mo | Hendersn,<br>Coulborn&Co<br>Renfrew | Yoshida<br>Saburoyemon | 166·9 \| 24·7 \| 20·4 | Hakodate<br>Japanese<br>1*BHpt Cem* | C.2Cy.17"&36"–38"<br>62NH<br>Hnderson,Clbrn&Co.,Rnf. | | | |
| 607 5090 JGHL | **Matsumaye Maru No. 2** Wood<br>2*Dks* ScSr | 114<br>100<br>71 | | 1899 | Hakodate<br>Dock Co<br>Hakodate | YoshidaShosaku | 97·2 \| 13·9 \| 11·0 | Hakodate<br>Japanese | C.2Cy.11"&22"–16"<br>16NH<br>HakodateDkCo.,Hakodate | | | |
| 608 705 JHCV | **Matsuo Maru** SteelSc<br>1*Dk* | 196<br>163<br>105 | | 1902 | Kawasaki<br>DkyrdCo.Ld<br>Kobe | KawasakiDockyrd<br>Co.Ld | 104·4 \| 19·3 \| 11·4 | Kobe<br>Japanese | T.3Cy.12½",20"&33"–21"<br>50NH<br>KawasakiDockyardCo.Ld | | | |
| 609 1234 HJFR | **Matsura Maru** WoodScSr<br>2*Dks* | 250<br>230<br>155 | | 1890 | Niikuma<br>Masajiro<br>Osaka | AsanoChozo | 127·0 \| 17·6 \| 14·6 | Osaka<br>Japanese | 2Cy.16"–15"<br>15NH | | | |
| 610 112 HJWL | **Matsuyama Maru** SteelScSr<br>*J.De.LaLande*95–01 *ss*Yka.No.3–8,97<br>(*ex*Kaisow) *ss*Yka.No.1–00<br>2*Dks*(*Stl–Uws*)3*trB* | 3099<br>2811<br>1921 | ✝100A1 Kob<br>2.04<br>✝NB2,04 ✝LMC2,04 | 1885<br>12mo | J.L.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | NipponYusen<br>KabushikiKaisha<br>*WB=CellDB* | 350·0 \| 40·9 \| 25·8<br>B68'F42'<br>BK11<br>a94' *uE&fB54' f*140 | Tokio<br>Japanese<br>7*BH Asp*<br>441*tFPT*80*t* | T.3Cy.30",47"&75"–48" (*s*)<br>160lb *65lb* 433NH<br>2DB,*12cf*,GS195,HS7172<br>T.Richardson&Sons,Hpl. | 28 ▫ 7<br>s 6 ▫ 3 | | |
| 611 1760 HLDS | **Matsuyama Maru No. 1** Wood<br>ScSr<br>2*Dks* | 321<br>296<br>199 | | 1897 | Nakamura<br>Ushitaro<br>Osaka | OkadaToraji | 139·2 \| 20·0 \| 14·9 | Sakai<br>Japanese | C.2Cy.17"&34"–24"<br>47NH<br>OnoSeikichi,Osaka | | | |
| 612 111813 SHLQ | **Matteawan** SteelScSr<br>*A.Smith* –04<br>1*Dk*(*Stl*)2*trB*,*deep framing*<br>&*Shelter dk*(*Stl*)3*Dk rule* | 3390<br>3139<br>2197 | ✝100A1 Sld<br>*Shelter dk* Cff<br>11,04 ✝LMC5,01 | 1901<br>5mo | J.L.Thomp-<br>son&Sons,Ld<br>Sunderland<br>A&CP | N.AtlanticSSCoLd<br>(T.Hogan&Sons,<br>NewYork,*Mgrs.*)<br>*WB=CellDBa* | 335·8 \| 48·0 \| 24·3<br>FK<br>108'*uE&fB38' f*140' | Bristol<br>British<br>6*BHCem*<br>811*tDTa*25'<br>519*tFPT*86*tAPT*58*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *115lb* 314NH<br>2SB,*6rf*,GS124,HS4800<br>Blair&Co.Ld.Stockton | 26 ▫ 10<br>s 3 ▫ 7½ | | |
| 613 1782 HWDK | — WoodPad<br>1*Dk* | 775<br>—<br>635 | | 1863 | .....<br>Keyport,N.J. | J.H.Starin | 206·0 \| 27·8 \| 10·0 | NewYork<br>Utd.States | | | | |
| 614 82674 WGDP | **Matthew Bedlington** IronScBn<br>*F.Corner* –02 *ss*Cff.No.3–1,94<br>*ss*Cff.No.2–02<br>2*Dks*(1*Irn*)3*trB* | 2141<br>1964<br>1352 | ✝100A1 Shl<br>7.08<br>✝NB7,98 ✝LMC4,02 | 1882<br>1mo | T.Turnbull<br>&Son<br>Whitby<br>A&CP | T.Turnbull&Son | 281·6 \| 38·0 \| 23·8<br>P26'B64'F36'<br>otND02 BK9½<br>*WB=DBa* | Whitby<br>British<br>5*BHCem*<br>87'*f*105'352*t* | T.3Cy.21½",35"&58"–42" (*s*)<br>160lb *70lb* NDB93 221NH<br>2SB,*6cf*,GS95,HS3358<br>*Tpd*93Blair&Co.(Lm.)Stk. | 25 ▫ 4<br>s 4 ▫ 0 | | |
| 615 JMLB | **Mátyás Király** SteelScSr<br>*Randich* ~~ssFin.No.2–04~~<br>*ss*Tri.No.3–11,04 1*Dk*(*Stl*)<br>&*Spardk*(*Irn*),&*Webframes* | 1552<br>1387<br>944 | ✝100A1 Tri<br>*Spar dk*<br>*with freeboard*<br>11,04 ~~11,09~~ ✝LMC[illegible] | 1892<br>12mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | Royl.Hungar'nSea<br>Nav.Co.Adria,Ld. | 240·0 \| 34·0 \| 14·0<br>P28'B55'F31' 21·2<br>FK<br>*WB=CellDB* 190' | Fiume<br>Aust.-Hung.<br>1*BHCem*<br>304*tAPT*21*t* | T.3Cy.20",32"&58"–36" (*s*)<br>165lb *80lb* 181NH<br>2SB,*4rf*,GS80,HS2868<br>WighmRichrdsn&Co.Nwc | 16 ▫ 3<br>s 5 ▫ 0 | | |
| 616 HKBL | **Maua** IronPad<br>1*Dk*&*Hurdk* | 478<br>—<br>340 | | 1881 | Laird Bros.<br>Birkenhead | AmazonStm.Nav.<br>Co.Ld. | 181·0 \| 28·0 \| 9·5 | Para<br>Brazilian | C.2Cy.32"&52"–54"<br>165NH<br>LairdBros.,Birkenhead | | | |
| 617 | — IronPadSk<br>(*ex*MegMerrilies) | 279<br>226<br>66 | | 1883 | Barclay,<br>Curle&Co.<br>Glasgow | LeopoldinaRly.Co.<br>Ld. | 210·3 \| 21·4 \| 7·2 | R.Janeiro<br>Brazilian | C.D.2Cy.24"&48"–60"<br>NB00 119NH<br>*Cpd*.98A.&J.Inglis,Gls | | | |
| 618 | **Mauban** SteelScSr<br>*M.Renteria*<br>1*Dk*(*Stl–ws*)&*deep framing*<br>*Well deck* *lower dk in fore hold* | 1253<br>1015<br>791 | ✝100A1 Amy<br>5,01 7,08 Man<br>✝LMC10,[illegible] | 1900<br>10mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>A&CP | CiaGen.deTabacos<br>doFilipinas<br>*WB=C* | 230·0 \| 34·5 \| 17·3<br>Q79'B57'F28'<br>FK<br>*alDBa*54' *f*94'224' | Manila<br>Utd.States<br>1*BHCem*<br>*APT*86*t* | T.3Cy.18",27½"&45"–33" (*s*)<br>160lb *80lb* 120NH<br>1SB,*3cf*,GS68,HS1870<br>J.G.Kincaid&Co.Grk. | 18 ▫ 3<br>s 1 ▫ 8½ | | |
| 619 93133 | **Mauch Chunk** SteelScSr<br>*P.McFarlane*<br>*Elec.light* *Mchy.Aft* 2*Dks* | 4493<br>—<br>3609 | | 1901 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | LehighValley<br>Transport.Co. | 381·7 \| 50·5 \| 15·5<br>28·6 | Buffalo<br>Utd.States<br>*WB* | 2-4Cy.20½",30",43½"&63"–42"<br>247NH | | | |
| 620 PLRB | **Maud Cassel** SteelScSr<br>*D.deJonge* 1*Dk*2*trB*<br>*Turret deck*<br>*Mchy.Aft* | 3917<br>3374<br>2492 | | 1897 | W.Doxford<br>&Sons(Lim.)<br>Sunderland | Wm.H.Müller&<br>Co.'sAlgemeene<br>Scheepv.Maats.<br>(W.H Müller&Co.<br>*Mgrs.*) | 369·4 \| 47·6 \| 24·3<br>F38'<br>*WB* | Rottrdam<br>Dutch | T.3Cy.26",42"&68"–42"<br>300NH<br>W.Doxford&Sons(Lm)Shl | | V | |
| Wrecked 11,04 | 621 Maud Weston WoodScK<br>*J.Weston* –04 1*Dk* | 130<br>115<br>75 | | 1901 | J.W.Davies<br>Pt.Stephens.<br>N.S.W. | J.Weston | 98·7 \| 24·6 \| 6·2 | SydnyNSW<br>British | C.2Cy.11"&22"–18"<br>20RH<br>Walker,Henderson&C.Gls | | | |
| 622 | **Maude** WoodPad<br>*E.Gauthier*<br>1*Dk* | —<br>—<br>144 | | 1872 | A.Cautin<br>Montreal | OttawaRiv.Nav.Co | 110·0 \| 21·0 \| 6·0 | Montreal<br>British | 1Cy.28"–24"<br>55NH<br>G.Brush,Montreal | | | |
| 623 64136 | — WoodScSr<br>*J.Andersen*03–03<br>(*ex*SailingVessel) 1*Dk* | 175<br>—<br>94 | | 1872 | Burr&<br>Smith<br>SanJuan | Brit.Columbia Sal.<br>Co Ld.(W.Fitzher-<br>bert Bullen, *Mgr.*) | 113·5 \| 21·0 \| 9·0 | Vict'ria BC<br>British | C.2Cy.9"&18"–20"<br>13RH<br>AlbionIronWks,Vict.,B.C | | | |
| 624 93038 EQBS | **Maui** SteelScSr<br>*R.Bennett*98–01<br>*Elec.light* 1*Dk* | 613<br>—<br>393 | | 1898 | Union Iron<br>Works<br>SanFrancisco | WilderS.S.Co. | 171·0 \| 30·1 \| 14·3<br>B57'F26' | Honolulu<br>Utd.States | T.3Cy.12½",19"&32"–24"<br>14NH<br>UnionIronWorksS.Fo. | | V | |

*Renamed "Luise Leonhardt," See No. 9 in Supplement.*

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c | 3 Register Tonnage Under deck. Net. | 4 Particulars of Classification. Character. — For Special Survey. Date of last Survey. | 5 | 6 | 7 | 8 Built. By Whom. — Where. | 9 | 10 Owners. | 11 Register'd Dimensions. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Diam. of Cylinders—Stroke Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Steamship's depths. Fresh water allowance. ft. in | 15 Register in which classed. If not, in L. Dassed (L. or N.) and Port | 16 Date when last classed. Last room. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 625 HBDV | **Maule** Steel Twin Sc Sr | 923 — 621 | | | | | 1900 J. Reid & Co. Ld Glasgow | | Compania Sud Americana de Vap. | 180·0 | 35·2 | 11·1 | Valparaiso Chilian | T 6Cy. 18", 22" & 35"–24" 120 NH Dunsmuir & Jackson, Gls. | | | |
| 626 | **Maulong** Steel Stern Wheel Elec. light | 173 173 148 | | | | | 1888 W. Denny & Bros. Dumbarton | | Irrawaddy Flotilla Co. Ld. | 130·0 | 28·0 | 5·6 | Glasgow British | C.H.2Cy.15" & 26"–54" 45 RH Denny & Co., Dumbarton | | | |
| 627 KQBV | **Mauna Loa** Wood Sc Sr (ex James Spiers) A. C. Simerson Elec. light 1 Dk & Awng Dk | 851 — 536 | | | | | 1896 Hall Bros. Port Blakeley | | Inter Island Steam Nav. Co. Ld. | 176·8 | 38·9 | 16·1 | Honolulu Utd. States | T. 3Cy. 19½", 26" & 48"–38" 106 NHP Fulton E & SB Works, SFsco | | | |
| 628 92974 | **Maunaloa** Steel Sc C. H. Cummings 01–02 Elec. light Mchy. Aft 1 Dk 2 tr B | 4952 4781 4004 | | | | | 1899 Chicago S.B. Co. Chicago | | Pittsburgh S.S. Co. | 130·0 | 50·2 | 24·0 WB | Duluth, Minn. Utd. States | Q. 4Cy. 17", 27", 42" & 64"–42" 265 NHP Chicago S.B. Co. Chicago | | | |
| 629 113646 | **Mauritius** Steel Sc K G. Davidson 92–02 1 Dk | 172 166 63 | ✠100A1 Stm Trawler 10,04 ~~10,04~~ | Hull | | ✠LMC 5,02 | 1902 Cook, Wel- 5mo t'n & Gemmell Beverley Lloyd's SA & CP | | Hull Steam Fishing & Ice Co. Ld. | 108·4 | 21·3 | 11·2 BK 7½" WB = Deep t | Hull British | T. 3Cy. 10", 17" & 28"–21" (s) 200lb 45 RH 1 SB. 2pf, GS 24, HS 740 4 BH Cem tanks f 13'80t | 12 " 1 | | 4,04 |
| 630 72860 RGHT | **Mausang** Steel Sc Sr P. M. B. Lake –98 (ex Sultan) 1 Dk 2 tr B | 2161 1646 1644 | | | | | 1893 Wood, Skinner & Co. Newcastle | | Indo-China Steam Nav. Co. Ld. | 275·6 Q132t B271t H46t F37t | 37·6 | 18·5 WB | London British | T. 3Cy. 20½", 34" & 56"–39" 196 NHP N.E. Marine Co. Ld. Sld. | | | |
| 631 92171 KHBS | **Maverick** Steel Sc 3 Mast Sr L. E. Collison 03–03 1 Dk & Awndk & Carrying Petroleum in bulk Web frames Fitted for liquid fuel | 1561 1522 1118 | | | | | 1890 Columbian Dry Dock Co Baltimore | | Standard Oil Co. | 240·0 | 36·2 | 17·0 24·6 WB | New York Utd. States | T. 3Cy. 19", 30" & 50"–36" NB 98 150 NH Columbian Dry Dk Co., Blt | | | |
| 632 95120 KSCM | **Mavis** Steel Pad Sr W. G. Pain –03 | 474 341 211 | | | | | 1888 J. Scott & Co. Kinghorn | | General Stm. Nav. Co. Ld. | 210·3 Q7t | 26·3 | 9·4 | London British | C.D.2Cy.33½" & 61"–60" NB 99 FD 240 NH J. Scott & Co., Kirkcaldy | | BT 6 11 2,05 | |
| 633 3430 JKNL | **Max** Steel Sc Sr S. R. Lundmark –01 (ex Ironopolis) ss Nwc. No. 3–10.01 1 Dk (Irn) & pt Awng dk (Irn) & Web frames | 2447 1859 1493 | ✠100A1 pt Awng dk with freeboa 8,05 ~~8,05~~ | Shl Hpl | | ~~BS 8,05~~ ✠LMC 1900 | 1889 R. Dixon & Co. Middlesbro' | | Rederiaktieb. Lulea-Ofoten ~~(W. H. S. Tuam, Mgrs.)~~ (P. Tham, Mgr) | 295·0 Q115' pt Awng dk 180' D B240'442t | 38·2 | 20·1 BK 10' WB = Cell | Stockholm Swedish 160lb 50lb (s) 224 NH 5 BH Cem 2 SB, Gvf, GS 99, HS 3350 Blair & Co. Ld. Stockton | 22 " 9 s 9 " 2 | | 2,04 |
| 634 855 | — E. Bergamino –99 1 Dk 2 tr B | 241 — 116 | | | | | 1895 R. Holtz Harburg | | C. Hoepcke, jun. | 131·2 B48' F15' | 22·3 | 9·8 | Desterro Brazilian | T. 3Cy. 12", 20" & 32"–15¾" Ottensener Masch. 41 NH fab (J. F. Ahrens) nr. Altona | | | |
| 635 MDRK | **Max Fischer** Iron Sc Sr H. Albrand 99–99 (ex Ajax) 1 Dk | 287 228 169 | | | | | 1884 P. Larsen & Pvd Lippe Thorskog | | F. W. Fischer | 120·9 P18t B28' | 23·1 | 12·0 | Rostock German | C.2Cy.15" & 26"–18" NB 03 24 NH Bolinder Mk. Wks., Skm | | V | |
| 636 HBCT | **Maximiano Errazuris** Iron Sc Sr Stech (ex Guayacan) Well deck 1 Dk 2 tr B | 1289 — 879 | ✠ 2.73 | Stk | Lv | | 1872 M. Pearse & 12mo Co. Stockton | | Sociedad Chilena de Fundicion | 240·0 Q131t B26t F36t WB = D Ba & f | 32·0 | 20·6 | Valparaiso Chilian 4 BH | C.2Cy.30" & 60"–36" 180 NH Jackson & Watkins London | | | |
| 637 118056 | **May** Steel Sc K J. Houghton –03 1 Dk | 263 204 56 | | | | | 1903 W. J. Yarwood Northwich | | Northwich Carrying Co. Ld. | 115·0 | 22·2 | 10·2 WB | Liverpool British | C.2Cy.15" & 29½"–21" 36 RH W. J. Yarwood, Northwich | | | |
| 638 108625 | — T. Burns –98 ss Bel. No 1–02 Mchy. Aft Well deck 1 Dk (Stl) | 261 172 48 | ✠100A1 ~~12,03~~ | Bku | ~~d~~ | ~~✠ M~~ | 1898 J Fullerton 8mo & Co. Paisley A & CP | | Burns, Dunn & Matthews | 130·0 Q48' B7 F23' | 21·0 | 9·5 BK 6 WB = FPT 24t | Belfast British 3 BH Cem 8t APT 6t | C.2Cy.16" & 32"–24" (s) 190lb 50 RH 1 SB. 2pf, GS 41, HS 973 Campbell & Caldwood, Ps) | 10 " 5 | | ~~8,02~~ N 10,04 |
| 639 109593 RCTB | — T. Calder –02 ss Lth. No. 1–03 Elec. light 1 Dk | 242 203 70 | ✠ | | | ✠ | 1899 Hawthorns 1mo & Co. Ld. Leith A & CP | | Commissioners of Northern Light-houses | 116·0 Q26' F19' | 22·2 | 11·7 BK 7 WB = FPT | Leith British 4 BH Cem 8t APT 6t | C.4Cy.14" & 29"–18" (s) 120lb 76 RHP 1 SB. 3pf, GS 49, HS 1272 Hawthorns & Co. Ld. Leith | 12 " 6 | | ~~8,02~~ 9,04 |
| 640 110501 | — J. Bell –03 Mchy. Aft 1 Dk | 149 106 41 | | | | | 1898 Larne Ship- building Co Larne | | May S.S. Co. Ld. (H. Foster, Mgr.) | 88·4 | 18·9 | 8·5 WB | Belfast British | C.2Cy.12" & 24"–18" 24 RHP Shanks, Anderson & Co. Gls | | | |
| 641 110357 | — Nossum 1 Dk | 141 126 68 | | | | | 1900 J. Lindsey Newcastle | | J. Lindsey | 92·5 | 23·1 | 9·4 | Newcastle British | C.2Cy.14" & 26"–14" NB 01 30 RH Hedley & Boyd, N. Shields | | | |
| 642 72549 KRPS | — | 123 123 27 | | | | | 1875 Hepple S. Shields | | Gt. Eastern Rly. Co. | 116·3 | 18·8 | 9·4 | Lowestoft British | 1Cy.35½"–54" 42 RHP Hepple & Co., South Shields | | | |
| 643 92291 KJQL | **May Flower** Wood Pad 1 Dk | 728 — 424 | | | | | 1891 ..... Chelsea, Mass | | Nantasket Beach Steamboat Co. | 184·2 | 32·5 | 10·7 | Boston Utd. States | | | | |
| 644 5924 | **May Queen** Wood Pad C. F. Watson –00 | 539 192 340 | | | | | 1869 Small & Hatheway St. John, N.B. | | May Queen S.S. Co. Ld. | 160·0 H347t | 24·7 | 8·4 | St John, NB British | 1Cy.36"–84" 60 RHP | | | |
| 645 118694 | — J. Ramsay 00–03 1 Dk | 217 198 27 | ✠100A1 Stm Trawler 12,03 | Lch | | ✠LMC 12,03 | 1903 Scott of 12mo Kinghorn, Ld. Kingborn Lloyd's SA & CP | | Kay & Co. | 115·0 | 23·1 | 12·0 BK 7½" WB = DB f 20 | Leith British 3 BH Cem 15t APT 8t | T. 3Cy. 13½", 22" & 36"–27" (s) 180lb 83 RHP 1 SB, 2cf, GS 43, HS 1423 Scott of Kinghrn. Ld. Kghn | 12 " 10 | | |
| 646 KGNV | **Mayenne** Iron Sc Sr Th. Mendes (ex Ettrick) | 234 — 113 | | | | | 1875 J. Read- head & Co. South Shields | | P. Durand | 134·0 Q45t B8' F9t | 21·6 | 12·6 | Algiers French | C.2Cy.14" & 28"–20" 29 NHP J. Readhead & Co., S. Shields | | | |
| 647 98131 LWTS | **Mayfield** Steel Sc Sr W. Sampson –03 ss Npt. No. 3–3,97 Well deck ss Npt. No. 1–00 1 Dk (Stl) & Web frames | 2632 2004 1725 | ✠100A1 11,01 ~~11,03~~ BS 10,08 D N 12,03 | Sws Bly | f | ✠LMC 5,00 | 1890 Bute S. B. & 7mo Eng. Co. Ld. Cardiff A & CP | | Woodfield S. Spg Co Ld (Woods, Tylor & Brown, Mgrs.) | 300·0 Q119' B122' F29' | 39·0 | 20·5 WB = Cell | London British 5 BH Cem DB 250'510t | T. 3Cy. 25", 36½" & 62"–39" (s) 160lb 80lb NDB 00 245 NHP 2 SB, 6f, GS 102, HS 3744 W. Kemp, Glasgow | 23 " 2 s 2 " 5 | | ~~10,07~~ 12,04 |

| 1 Numéro d'ordre / Numéro Sémaphore / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts | 4 Jauge / Total / Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Tirant d'eau / Visite. | 7 | 8 Construit. Quand / Navire / Mach. | 8 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après le Jaugeage. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Immatriculation / Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers de navire. Chaudières. Foyers. Nom du Constructeur des machines. | 14 Tirant d'eau au milieu du navire. pds. | pc |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 648 | **Mayfield** | IronScSr | 1249 | ✠ A1* 1 | Bly | Ls | 1877 | Gourlay | W.N.Maclean | 250·0 | 32·0 | 20·1 | Dundee | C.2Cy.31"&54"–36" (a) | 21 | 3 |
| 75206 | ~~J.M.Murray~~ ~~-03~~ | | 1113 | ~~✠N1*2,03~~ | ~~Dun~~ | | 7mo | Bros. | | P36'B56'F30' | | | British | 80lb 80lb NDR94 135NHP | 3 | 4 |
| QWTF | 6thSurvey,Sld.3,02 2Dks | | 794 | ~~LMC03,02~~ | | | | Dundee | — | | BK8½' | | 1BH2PBR | 2SB,42",gs66,hs2204 NB*8 | | |
| | *J.M.Murray* -04 | | | | | | | | | | | | *WB=DB* | Gourlay Bros.&Co.,Dund. | | |
| 649 | **Mayflower** | SteelScYl | 258 | ✠100A1 | Liv | c | 1900 | LarneShip- | MayflowerS.S.Co. | 128·9 | 22·0 | 8·6 | Cardigan | C.2Cy.16"&33"–22" (s) | 9 | 6 |
| 110514 | *R.Roberts* -04 | | 174 | *Coasting* | | | 6mo | buildingCo | Ltd. | 42'B7'F22' | | | British | 120lb 50RH | | |
| RVDB | *Mchy.Aft* | 1 *Dk(Stl)* | 78 | 3,04 | ~~LMC04~~ | | | Larne | (R.&D.Jones,Ld.) | | FK&BK1½' | | 1BHCem | 1SB,24",gs57,hs860 | | |
| | *Well deck* | | | | | | *Lloyd's SA&CP* | | | | W | | *B=FPT25t* | Muir&Houston,Ld.Gls. | | |
| 650 | **Mayfly** | IronScK | 191 | ✠100A1 | Hul | | 1899 | Cook,Wel- | BritishStmTrawl- | 113·8 | 21·0 | 11·3 | Hull | T.3Cy.12",20"&33"–24" (s) | 12 | 1 |
| 110745 | | ssHul.No.1-04 | 174 | *Stm Trawler* | | | 11mo | ton&Gemmell | lingCo.Ld. | Q20' | | | British | 180lb 58RH* | | |
| RKWB | | 1 *Dk* | 64 | ~~LMC04~~ | | | 3.04 | Hull | | | BK7½' | | 1BHCem | 1SB,26"cf,gs27,hs940 | | |
| | | | | 5,05 | | | | | A&CP | | W | | *B=DBf19'9t* | J.D.Holmes&Co.Hull | | |
| 651 | **Maygrove** | SteelScSr | 2662 | ✠100A1 | Bry | t | 1903 | Swan,Hun- | WingroveS.S.Co. | 314·5 | 46·2 | 21·2 | London | T.3Cy.22",36½"&60"–42" (r) | 23 | 3 |
| 118319 | *J.W.Hewison* -03 | | 2502 | 8,04 ~~12,08~~ | Npt | | 9mo | ter&Wigham | Ld.(P.W.Richard- | P32'B78'F32' | | | British | 160lb 80lb 219NH | 4 | 0 |
| VFJM | 1 *Dk Stl)2tr B(deep framing* | | 1696 | ~~LMC08,08~~ | | | | Richardson, | son&Co.*Mgrs.*) | | FK | | 5 *BHCem* | 2SB,6cf,gs102,hs3972 | | |
| | *3Dk rule* | | | | | | | Ld Newcastle | | | | | | Swan,Hunter&Wigham- | | |
| | | | | | | | *Lloyd's SA&CP* | | *B=Cell DBa98'uE* | | *f22'f182'682t FPT* | | 96t *APT45t* | Richardson,Ld.Nwe | | |
| 652 | **Maylands** | SteelScSr | 2517 | | | | 1897 | Furness, | WilsonShpg.Co.Ld | 314·6 | 43·1 | 20·4 | W.Hartlpl | T.3Cy.28",37"&61"–39" | | |
| 104982 | *W.Beedie* -01 | | 2360 | | | | | Withy&CoLd | (J.F.Wilson&Co. | P29'B84'F31' | | | British | 232NH | | |
| PQSR | | | 1616 | | | | | W Hartlepool | *Mgrs.*) | | | | *WB* | T.Richardson&Sns.Ld.Hpl | | |
| 653 | **Maynard** | SteelSc | 789 | | | | 1899 | Lobnitz& | Corporation of | 163·3 | 36·1 | 14·1 | Preston | T.3Cy.15",25"&40"–30" | | |
| 105240 | *R.Coppack* -00 | | 700 | | | | | Co. | Preston | | | | British | 95RH | | |
| | *Mchy.Aft* | 1 *Dk* | 427 | | | | | Renfrew | | | | | *WB* | Lobnitz&Co.Renfrew | | |
| 654 | **Mayo** | SteelScSr | 1880 | | | | 1896 | C.S.Swan& | CiaBilbainadeNav | 281·0 | 38·0 | 19·0 | Bilbao | T.3Cy.21",35"&57"–39" | | |
| | *M.Bilbao*01–02 | | 1555 | | | | | Hunter(Lim) | (E.Aznar y Tutor, | F30' | | | Spanish | 203NH | | |
| HVBT | *Turret deck* | 1 *Dk2tr B* | 1111 | | | | | Newcastle | *Mgr.*) | | | | *WB* | W.Doxford&Sons,Ld.,Sld | | |
| 655 | **Mayon** | Wood | 124 | | | | 1872 | ..... | Inchausti&Co. | 102·0 | 20·0 | 8·0 | Manila | | | |
| | *Reyes* | | — | | | | | Manila | | | | | Utd States | | | |
| | | | 61 | | | | | | | | | | | | | |
| 656 | **Mayrink** | SteelTwinScSr | 551 | | | | 1882 | David J. | LloydBrazileiro | 180·2 | 30·2 | 10·0 | R.Janeiro | C.4Cy.17"&30"–24" | | |
| | | 1 *Dks&ptshade dk* | — | | | | | Dunlop&Co. | | P97*t* | H25*t* | F16*t* | Brazilian | *Bfitted00* 73NH | | |
| HKBW | | | 375 | | | | | Pt.Glasgow | | | | | | David J.Dunlop&Co.P.Gls. | | |
| 657 | **Mayumba** | SteelScSr | 2516 | ✠100A1 | Ham | s | 1890 | R.Dixon& | AfricanS.S.Co. | 297·0 | 39·9 | 18·8 | London | T.3Cy.22½",37"&61"–39" (s) | 21 | 4 |
| 97891 | *W.Wright* -01 | ~~Hmm.No.3-00~~ | 1828 | *pt Awng dk* | | | 10mo | Co. | (Elder,Dempster& | Q113' | | | British | 160lb 90lb 232NH | 9 | 3 |
| LWGT | ssHam.No.3-9,04 | 1 *Dk(pt Stl&pt Irn)* | 1649 | *withfreeboard* | | | | Middlesbro' | Co.*Mgrs.*) | *pt Awng dk*184' | FK | | 5 *BHCem* | 2SB,6cf,gs98,hs3469 | | |
| | *Webframes&pt Awng dk(Irn–ws)* | | | 9,04 ~~9,02~~ | ~~LMC~~ | | | A&CP | | | *WB=Cell* | | *DB230'454t* | T.Richardson&Sons,Hpl. | | |
| | | | | ~~MS11.04~~ | ~~B3~~ | | | | | | | | | | | |
| 658 | **Maywood** | SteelScSr | 1188 | ✠100A1 | Bry | n | 1901 | AilsaS.B. | MaywoodS.S.CoLd | 235·5 | 33·1 | 16·6 | Cardiff | T.3Cy.17",28"&45"–33" (s) | 17 | 6 |
| 116051 | *F.W.Rees* -02 | ssGls.No.1-05 | 876 | ~~3,04 4,04~~ | Cliff | | 8mo | Co. | (J.T.Duncan) | P24'Q54'B55'F27' | | | British | 180lb 98RH* | 1 | 9 |
| SRDW | *Well deck* | 1 *Dk(Irn)&deep framing* | 478 | 3,05 ~~Npt~~ | ~~LMC06~~ | | | Troon | | | FK&BK1½' | | 4 *BHCem* | 2SB,4cf,gs78,hs2800 | | |
| | | | | ~~Dec06~~ | | | | A&CP | *WB—Cell DBa56'uE* | 21'*f*90'341t *FPT* | | | 56t *APT50t* | Muir&Houston,Ld.Gls. | | |
| 659 | **Mazagan** | SteelSc | 1700 | | | | 1904 | Bremer | Oldenbrg.Portug. | 246·0 | 35·4 | 18·0 | Oldenburg | T.3Cy.18½",29½"&49"–33½" | | |
| | | 2 *Dks* | | | | | | Schiffsb.Ges | Dmpfsch.Rhed. | B20' | | | German | 139NH | | |
| | | | | | | | | Vegesack | | | | | *WB* | Bremer"Vulkan,"Vegesck | | |
| 660 | — | SteelScSr | 1697 | ✠100A1 | Lon | r | 1902 | Grngem'th | Mazagan38Co.Ld. | 270·3 | 37·0 | 18·5 | Liverpool | T.3Cy.21",35"&57"–39" (s) | 20 | 6 |
| 115291 | ~~J.M.Mansfield~~ ~~-02~~ | *R.Campbell* -04 | 1497 | ~~16,04 16,08~~ 3,05 | Cliff | | 6mo | &Greenock | Mazagan Co.S.S.Co.Ld. | P29'B82'F28' | | | British | 180lb 80lb 243NH | 3 | 10½ |
| TPHR | 2*Dks*(*UStl–ws*)&*deep framing* | | 902 | ~~LMC05,02~~ | | | | DockyardCo | (Forwood Bros. | | FK | | 4 *BHCem* | 2SB,4cf,gs114,hs4045 | | |
| | | | | | | | | Grngemouth | Liverpool C.T.Sisley) | | | | *WB=Cell DBa66* | Cooper&Greig,Dundee | | |
| | | | | | | | *Lloyd's SA&CP* | | | *uE&B38'f*112'401t | | | *APT68t* | | | |
| 661 | **Mazagon** | SteelScSr | 4997 | ✠ | Gls | y | 1894 | A.Stephen | P.&O.Stm.Nav.Co. | 400·0 | 48·0 | 21·8 | Glasgow | T.3Cy...7",45"&72"–48" | 22 | 6 |
| 104341 | *W.H.S.Hall* -03 | | 4610 | *Spar dk* | | | 7mo | &Sons | | P28'B84'F42' | 28·8 | | British | 418NH | | |
| NKVR | 1 *Dk(Irn)&Spar dk(Irn)&* | | 3280 | 7,94 | | | | Glasgow | | | BK11' | | 6 *BHCem* | 2DB,12tf,gs200,hs7142 | | |
| | *deep framing* | | | | | | | | *WB=* | *CellDBa118'uE&B* | | | 52'*f*148'983t | A.Stephen&Sons,Glasgow | | |
| 662 | **Mazaruni** | SteelTwinScSr | 416 | ✠ A1 | P.Gl | y | 1902 | ClydeS.B. | Sproston's,Ld. | 175·5 | 25·1 | 9·0 | Georget'n | T.6Cy.10",17"&28"–24" (s) | 9 | 6 |
| 113880 | *J.G.Bellamy* -02 | | 298 | *withfreeboard* | | | 9mo | &E.Co.Ld | | P&B107'F88' | | | British | 180lb 116NH* | 2 | 8 |
| TPSC | 1 *Dk(Teak)* | | 188 | ~~LMC04~~ 9,02 | | | | Pt.Glasgow | | | FK | | 1BHAsp | 2SB,4cf,gs72,hs1812 | | |
| | *Elec.light* | | *For British Guiana & its rivers* | | | | *Lloyd's SA&CP* | | | | *WB=FPT15t* | | *APT38t* | Clydes.B.&E.Co.Ld.P.Gl. | | |
| 663 | **Mazeppa** | IronSc3MstSr | 1164 | ✠100A1 | Shl | o | 1872 | Palmers' | Renwick,Wilton& | 256·7 | 30·1 | 17·4 | Drtmouth | C.2Cy.30"&55"–38" | 18 | 5 |
| 65093 | *A.Smith* -03 | ssShl.2nd No.3-1,03 | 964 | ~~1,04~~ 12,04 | | | 4mo | Co. | Co.Ld. | Q80'F35' | | | British | 80lb ~~80lb~~ NDR05 181NHP | 2 | 11 |
| LCRH | 1 *Dk2tr B* | | 702 | ~~NB3.03~~ | ~~LMC1,05~~ | | | Newcastle | | ND90 | BK9' | | 1BHAsp | 1SB,4pf,gs71,hs2184 | | |
| | | | | ~~DR10.04~~ | ~~D10.04~~ | | | A&CP | | | *WB=* | | *DBa&f154'* | Palmers'Co.,Newcastle | | |
| 664 | **Me Mel** | WoodPad | 174 | | | | 1888 | J.Pashley | BalmainNew | 125·0 | 20·3 | 7·4 | SydnyNSW | C.2Cy.15"&28"–48" | | |
| 93572 | *H.Akin* -88 | 2 *Dks* | 147 | | | | | Balmain, | FerryCo.Ld. | | | | British | 40RH | | |
| | | | 110 | | | | | N.S.W. | | | | | | P.West&Co.BalmainNSW | | |
| 665 | **Mearim** | | — | | | | 1896 | Laird Bros. | Cia.deNav.aVap. | ..... | | | Maranham | | | |
| | *J.P.Almeda* | | — | | | | | Birkenhead | doMaranhao | | | | Brazilian | | | |
| | | | 93 | | | | | | | | | | | | | |
| 666 | **Meath** | IronPadSr | 848 | | | | 1884 | Laird Bros. | City of Dublin Stm. | 262·6 | 27·1 | 14·8 | Dublin | C.O.2Cy.46"&79"–81" | | |
| 98992 | *B.O.Daish* -02 | | 750 | | | | | Birkenhead | PacketCo. | P81*t* | | | British | 468NH | | |
| NPVD | | | 478 | | | | | | | | | | | Laird Bros.,Birkenhead | | |
| 667 | **Mechanician** | SteelTwinSc | 9044 | ✠100A1 | Liv | d | 1900 | Workman, | CharenteSS.Co.Ld | 482·0 | 57·3 | 31·5 | Liverpool | T.6Cy.21",35"&58"–48" (s) | 34 | 4 |
| 113414 | *W.T.Ball* -01 | 4MstSr | 8899 | *Awng dk* | | | 10mo | Clark&Co.Ld | (T.&J.Harrison, | | 39·6 | | British | 180lb 604NH* | 14 | 6 |
| RVWG | 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | | 5892 | *withfreeboard* | | | | Belfast | *Mgrs.*) | | FK | | 9 *BHCem* | 2D&1SB15cf,gs315,hs10677 | | |
| | *Elec.light* | ssLiv.No.1-04 &*Web frames* | | ~~24.7.03~~ | ~~LMC~~ | | *Lloyd's SA&CP* | | | | | | | Wrkman,Clark&Co.Ld Bel | | |
| | | | | 5,05 | 7,04 | | | | *WB=Cell DBa* | 158'*uE&B*59'*f*207 | | | 1590t *DT a* | 34' ~~FPT~~ *FPT*80' *APT*55t | | |
| 668 | **Mechti** | SteelScSr | 789 | | | | 1897 | SirW.G. | NagiMechtieff | 180·0 | 31·5 | 14·5 | | C.2Cy.26"&48"–27" | | |
| | | 2*Dks* | 661 | | | | | Armstrong, | | Q28'B42'F26' | | | | 100NH* | | |
| | *Carrying Petroleum in bulk* | | 483 | | | | | Whitworth | | | | | | W.Iland&Slpwy Co.,Ld.,Nwc | | |
| | *Mchy.Aft* | *Fitted for Liquid Fuel* | | | | | | & Co.(Lim.) | | | | | | | | |
| | | | | | | | | Newcastle | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. | Register Tonnage. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. / Port of Survey. / Vessel classed now applied for. / Equipment. | Built. When / By Whom / Where | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No & Dia. of Cylinders—Stroke / Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. ft. in. | Register to Width / Length | Date when last classed / Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 669 | **Mecklenburg** | Steel Sc Sr | 3368 | | 1892 | Caird & Co. Ld. Greenock | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | Hamburg German | T.3Cy.28″,46″&75″–48″ 398NHP Caird & Co. Ld. Greenock | 29 ″ 3 | | |
| | *H. [illegible]* | | 3014 | | | | 350·0 P44′ B95′ F45′ | | | | | |
| RNCH | *Ref. Mchy. Elec. light* | *2 Dks 3 tr. l.* | 2099 | | | | 3689″ *WB* | | | | | |
| 670 | | Steel Twin Sc | 1810 | | 1903 | F. Schichau Danzig | Grossherz. Mecklenb. Gen. Eisenbahn Direction | Rostock German | T.6Cy.28½″,39½″&59″–33½″ 402NHP F. Schichau, Elbing | | G | |
| | *H. Jantzen* –03 | | 1607 | | | | 282·0 B99′ 46·0 21·3 | | | | | |
| MHSF | *Elec. light* | | 532 | | | | | | | | | |
| 671 | | Steel Sc | | | 1904 | G. Seebeck Act. Ges. Bremerhaven | Dmpfischerei. Ges. Nordsee | Bremen German | T.3Cy.12″,19½″&31½″–28″ 48NHP G. Seebeck A.G. Bremerhvn. | | | |
| | | *(Trawler) 1 Dk* | | | | | | | | | | |
| 672 | **Medan,** *Ex Nan Hai 07, Ex Peiho,* | Steel Sc Sr | 779 | ✠ 100A1 Sng *Awng dk* | 1899 | Burmeister & Wain Copenhagen A&CP | Norddeutscher Lloyd Hamburg / Ekt Act Ges (Ham-Amr. Linie) | Bremen German / FK | T.3Cy.14½″,28″&36″–24″ (*s*) 1500lb *90lb* 87NHP 1SB.3*cf*,GS50.HS1725 | 12 ″ 0 | | |
| | *See No. 672 in Appendix* | | 1 Sng. No. 1 | | | | 188·4 B28·4 9·8 | | | 7 ″ 91 | | |
| QHJV | (ex Maha Vajiravudh) | *1 Dk (Stl) (a)* | 476 | *with freeboard* | | | *WB = Cell D Ba 44′ a E12′ f67′ 147t FPT* | | 1 *BHCem* 22t *APT* 33t | | | |
| | *Elec. light* | *Awng dk (Teak)* | | 7,01 ✠ LMC12,02 | | | | | Burmeister & Wain, Cpn. | | | |
| 673 | — | Steel Sc | 662 | | 1889 | Konin Fab. v. Stoom & c. Amsterdam | Koninkl. Paketv. Maats. | Batavia Dutch | C.2Cy.20″&38″–28″ 64NHP Kon. Fab. v. Stoom., Ams. | 11 ″ 1 | | |
| | *J. van der Oord* | *1 Dk (Shade dk)* | | | | | 186·0 B31·0 10·3 | | | | | |
| TGLD | *Elec. light* | | 400 | | | | | | | | | |
| 674 | **Medari Fevaid** | Wood Pad | | | 1869 | W. Hamltn & Co. Pt. Glasgow | Idareï Massousieh | Constanpl Turkish | D. Rowan, Glasgow | | | |
| | | | 75 | | | | 166·5 B20·7 10·0 | | | | | |
| 675 | **Medari Tevfick** | Iron Sc | | | 1864 | Oswald & Co. Sunderland | Idareï Massousieh | Constanpl Turkish | 2 Cy. G. Clark, Sunderland | | | |
| | | | 1090 | | | | 227·0 B26·0 25·0 | | | | | |
| 676 | **Medea** | Iron Sc Sr | 1823 | | 1878 | Lloyd Austro-Ungarico Trieste | Lloyd Austriaco | Trieste Aust.-Hung. | C.2Cy.35¾″&61¾″–48″ 220NHP Arsenale Lloyd, Trieste | | | |
| 10 | *V. Gurnik* | *2 Dks* | 1683 | | | | 277·2 B35·2 25·4 | | | | | |
| HMVB | | | 1112 | | | | | | | | | |
| 677 | **Medea T.** | Iron Twin Sc Sr | 217 | | 1873 | Act. Ges. "Hansa" Rostock | Nav. a Vap. Seraf. Topic & Co. (*P. Pizzetti, Mgr.*) | Lissa Aust.-Hung. | C.4Cy.16½″&30″–15″ NB81 58NHP A.G. "Hansa," Rostock | | G | |
| | *A. Mardesic* | | | | | | 135·2 B18·4 9·0 | | | | | |
| HMVC | (*ex* Aldo P., *ex* Rostock) | *1 Dk* | 119 | | | | | | | | | |
| 678 | **Mediana** | Steel Sc Sr | 2440 | | 1897 | Sir Raylton Dixon & Co. Middlesbro' | Mediana SS. Co. Ld. (I. Crocker, *Mgr.*) | W. Hartlpl British | T.3Cy.22½″,36½″&60″–42″ 233NHP Sir C. Furness, Westgarth & Co., Ld., Middlesbro' | | C | |
| 106970 | *W. C. Lilly* –03 | | 2311 | | | | 314·9 B43·1 20·4 | | | | | |
| PVQS | | *1 Dk* | 1591 | | | | *WB* | | | | | |
| 679 | **Medic** | Steel Twin Sc 4 Mst Sr | 11985 | | 1898 | Harland & Wolff, Ld. Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | Liverpool British | Q.8Cy.22″,31½″,46″&67″–51″ 641NHP Harland & Wolff, Ld. Bel. | | BT till [illegible] | |
| 110573 | *G. J. Caven* –04 | | 11183 | ✠ LMC 1,04 | | | 550·2 B63·3 39·9 P57′ B107′ F55′ | | | | 7,05 | |
| RDHF | *Ref. Mchy. Elec. light* | *3 Dks* | 7825 | ✠ RM [illegible] | | | *WB* | | | | V | |
| 680 | **Medjerda** | Steel Sc Sr | 1983 | | 1898 | Wigham Richrdsn & Co Newcastle | Cie. de Nav. Mixte | Marseilles French | T.4Cy.29″,44″&(2) 51″–45″ 349NHP Wigham Richrdsn & Co. Nwc | | | |
| | *J. Clerc* 82–98 | | | | | | 287·5 B36′ F41′ *Shade dk* 44′ 36·3 15·8 | | | | | |
| KGQT | | *1 Dk & Spar dk* | 792 | | | | *WB* | | | | | |
| 681 | **Médoc** | Iron Sc 3 Mst Sr | 3680 | | 1884 | Forges & C. de la Médit. La Seyne | Messageries Maritimes | Marseilles French | C.2Cy.36¼″&65″–43¼″ 231NHP Forges & C. de la Médit., Msl. | | | |
| | *Martin* 98–98 | *3 Dks* | | | | | 328·1 B45′ 6 16·9 25·0 | | | | | |
| KGRW | | | 2086 | | | | | | | | | |
| 682 | **Medora** | Steel Sc | 377 | | 1893 | F. W. Doty Gravenhurst Ont. | Muskoka Lakes Nav. & Hotel Co. Ld. | Toronto British | C.2Cy.14″&26″–18″ 29RHP John Doty Eng. Works, Tto. | | | |
| 100754 | *G. Baillie* 65–92 | *2 Dks* | 158 | | | | 142·6 B25·4 8·5 | | | | | |
| | | | 256 | | | | | | | | | |
| 683 | **Medway** | Steel Sc Sr | 929 | | 1886 | C. Connell & Co. Glasgow | W. Sloan & Co. | Glasgow British | C.2Cy.28″&56″–48″ NB01 181NHP J. & J. Thomson, Glasgow | 16 ″ 7 | C BT till [illegible] | |
| 93290 | *D. McMillan* –03 | *2 Dks* | 735 | | | | 225·0 B32·1 14·2 P&B134′ F29′ | | | | | |
| LPBH | *Well deck Elec. light* | | 483 | | | | *WB* | | | | | |
| 684 | — | Iron Sc Sr | 910 | ✠ | 1879 | Austin & Hunter Sunderland A&CP | W. Cory & Son, Ld. | London British | C.2Cy.28″&54″–33″ (*i*) 75lb 99RHP 2SB.*4pf*,GS60.HS2210 N.E. Marine E.C. (Lim.), Sld | 16 ″ 5 s 1 ″ 11 | | ~~11,02~~ 9,04 |
| 81542 | *C. W. Chater* –00 | *ss* Sld. No. 3–2,92 | 743 | | | | 226·3 B31·0 13·5 Q76′ B41′ F20′ | | | | | |
| SNLT | *Well deck* | *ss* Sld. No. 2–00 | 580 | BS1,03 ✠ LMC4,00 | | | *WB = Cell D B 189 f 285t FPT* | FK | 1 *BH Cem* 16t *APT* 18t | | | |
| | | *1 Dk (Irn)* | | | | | | | | | | |
| 685 | **Mee-foo** | Iron Sc Sr | *1799* | | 1876 | W. Hamilton & Co. Pt. Glasgow | China Merchants' Stm. Nav. Co. | Shanghai Chinese | C.2Cy.30″&56″–36″ 157NHP W. B. Thompson, Dundee | | | |
| | *C. Stewart* –00 | (*ex* Benclutha, *ex* Mee-foo, *ex* Li-foo, *ex* Mee-foo, *ex* Benclutha) | *1724* | | | | 265·5 B32·8 19·7 H14t len.80 26·3 | | | | | |
| | | *3 Dks* | *1321* | | | | | | | | | |
| 686 | **Meeinderry** | Steel Sc 3 Mst Sr | 217 | ✠ Syd *c* | 1883 | T. B. Seath & Co. Glasgow | Huddart, Parker & Co. Proprietary Ld | Melbourne British | C.2Cy.18″&36″–24″ 50RHP Kincaid & Co., Greenock | | | |
| 99220 | *R. Carvie* 02–02 | *1 Dk* | 147 | 9,87 | | | 120·2 B20·1 8·7 Q39′ B30′ F18′ *WB = FPT* 28t | | 4 *BH Cem* | | | |
| QHVS | *Well deck Mchy. Aft* | | 111 | ✠ | 8mo | | | | | | | |
| 687 | **Meggie** | Iron Sc Sr | 1802 | ✠ 100A1 Npt *r* | 1889 | Richardsn. Duck & Co. Stockton A&CP | Burdick & Cook | London British | T.3Cy.21½″,35″&57″–36″ (*s*) 1600lb *80lb* NDB00 193NHP 1DB.*4cf*,GS64,HS2863 Blair & Co. (Lim.), Stockton | 19 ″ 2 s 1 ″ 7½ | | ~~11,02~~ 8,01 |
| 96627 | ~~*W. Marsh* 94~~ | *ss* Cff. No. 3–11,02 | 1312 | ~~Cff 11,04~~ 2,05 ~~Bay Cff~~ | | | 270·0 B36·6 16·5 P27′ Q76′ B110′ F31′ BK9½″ *WB = Cell D B* 226′ | | 1 *BH Cem* 109t *APT* 9t | | | |
| LHCS | *Well deck West* | *1 Dk (Irn) & Web frames* | 1151 | ~~BS1,04~~ ✠ LMC11,02 BS2,05 | | | | | | | | |
| 688 | **Megna** | Steel Sc Sr | 1254 | | 1889 | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld. | Glasgow British | Q.4Cy.16″,24″,32″&47″–36″ 98RHP Denny & Co., Dumbarton | | | |
| 49349 | *C. J. Swanson* –03 | | 1138 | | | | 230·0 B36·2 17·5 B51′ F35′ | | | | | |
| WCNL | | | 772 | | | | | | | | | |
| 689 | **Mei Dah** | Steel Twin Sc | 1682 | | 1900 | S. C. Farnham & Co. Ld. Shanghai | Norddeutscher Lloyd | Bremen German | T.6Cy.11″,18″&30″–21″ 82NHP S.C. Farnham & Co. Ld. Shi. | | | |
| | *H. Schierhorst* 00–00 | | 710 | | | | 247·7 B30·0 11·9 | | | | | |
| QHFV | | | 1151 | | | | | | | | | |
| 690 | **Mei Lee** | Steel Twin Sc | 1682 | | 1900 | S. C. Farnham & Co. Ld. Shanghai | Norddeutscher Lloyd | Bremen German | T.6Cy.11″,18″&30″–21″ 82NHP S.C. Farnham & Co. Ld. Shi. | | | |
| | *G. Kley* 00–00 | | 710 | | | | 247·7 B30·0 11·9 | | | | | |
| QHFW | | | 1151 | | | | | | | | | |
| 691 | **Mei Shun** | Steel Twin Sc | 1682 | | 1900 | S. C. Farnham & Co. Ld. Shanghai | Norddeutscher Lloyd | Bremen German | T.6Cy.11″,18″&30″–21″ 82NHP S.C. Farnham & Co. Ld. Shi. | | | |
| | *E. Minning* 00–00 | | 710 | | | | 247·7 B30·0 11·9 | | | | | |
| QHGB | | | 1151 | | | | | | | | | |
| 692 | **Mei Yu** | Steel Stern Wheel | 1430 | | 1901 | S. C. Farnham & Co. Ld. Shanghai | Norddeutscher Lloyd | Bremen German | C.4Cy.17⅞″&30″–60″ 116NHP Bow, McLachlan & Co Psy. | | | |
| | *H. Riese* | | 531 | | | | 200·0 B52′ 40·0 8·0 | | | | | |
| QHKD | | *1 Dk* | 1001 | | | | | | | | | |

| Numéro d'ordre. | Nom du Navire. Matériaux. Gréement. etc. | Détails de la Classification. | Construit. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement | Machines. | |
|---|---|---|---|---|---|---|---|---|
| Numéro Officiel. Signaux. | *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | Cote. | Par qui. Où. | | Longueur. Largeur. Creux. | Pavillon. | No. & Nbre. Chaudières. Pression. Cylindres. Manivelles. NHP. Force en chevaux d'après les formules de la Société. RHP. Force en chevaux d'après les papiers du navire. Hélice. Chaudières. Foyers. Nom des Constructeurs des machines. | |
| 693 | **Meiji Maru** WoodScSt | 217 | 1880 Sanzen | Kikuchi Kisaburo | 123·5 \| 15·8 \| 14·0 | Nagasaki | T.2Cy.12½"&24½"–16" | |
| 510 | *2 Dks* | 198 | Yeijiro | | | Japanese | NE&B99 20NH | |
| HDQN | | 134 | Kobe | | | | Matsuo Magohachi, Nag | |
| 694 | **Meissen** SteelScSr | 4487 | 1897 Flensburg | Deutsch-Austral. | 388·0 \| 47·5 \| 20·8 | Hamburg | T.3Cy.28½",47½"&78"–54" | |
| | *R. Meyer* 99–01 *ss* Ham. No. 1–01 | *Spar dk* | 7mo Schiffsb. Ges | Dmpfsch. Ges. | P & B 232' F 46' 28·3 | German | 165lb (sc) 14NH | |
| RKQS | *Elec. light* 1 *Dk (Stl)* & *Spar dk (Stl)* 3 *tr B* | 6,09 | Flensburg | | FK | *B H Cem* | 18R. *12rf*, GS185 HS9800 | |
| | *Well deck* | RS7,00 LMC7,01 | A&CP | *W B =* | *Cell D Ba* 94' *a E & B* 62' *f* 164' 895*t* | | Flensburger Schiffsb. Ges | |
| 695 | **Mejidieh** SteelPad | 463 | 1882 T. & G. Rennie | Euphrates & Tigris | 210·5 \| 35·1 \| 5·7 | London | C.H.4Cy.18½"&35"–54" | |
| 87099 | *C. V. Cowley* 66–88 | 356 | London | Stm. Nav. Co. Ld. | | British | 150NHP | |
| | | 378 | | | | | T. & G. Rennie, London | |
| 696 | **Mekké** IronSc3MastSr | 2488 | 1874 Lon. & Gls. | Idarel Massousieh | 332·1 \| 36·3 \| 28·6 | Constaupl | T.4Cy.(2)21",46½"&73"–46" | 29 – 7 |
| | *Muhsin* | 2431 | Co. Ld. | | F38' | Turkish | NB86 361NH | |
| | (*ex* State of Nevada) 3 *Dks* | 1572 | Glasgow | | | *Tpl* 86 | D. & W. Henderson & Co. Gls | |
| 697 | **Mekong** SteelScSr | 746 | 1894 R. Napier & | Messageries Fluviales de Cochinchine | 210·0 \| 28·0 \| 13·8 | Saigon | T.3Cy.18",29"&47"–30" | |
| | *Avvard* –04 | | Sons | | P 22' F 39' | French | 121NH | |
| KGTB | | 337 | Glasgow | | | | R. Napier & Sons, Glasgow | |
| 698 | **Melak** SteelScSr | *134* | 1882 Forrestt & | Sultan of Kotie | 120·0 \| 20·0 \| 7·7 | | C.2Cy.15"&28"–21" | |
| | | *109* 7,82 | 2mo Son | | P 18' F 18' | Dutch | 30NHP | |
| | (*ex* Lady Longden) 1 *Dk* | *91* | London | | | *5 B H Cem* | Mitchell & Co. London | |
| 699 | **Melanie** IronScSr | 1641 | 1883 W. Gray & | Angf. Aktieb. | 255·6 \| 34·8 \| 19·5 | Gothenbrg | T.2Cy.32"&59"–38" | 20 – 6 |
| 3038 | *Fr. Soderstrom* 03–03 *ss* Hpl. No. 3–1,96 | 1309 | Co. | Vidar (O.A. | P 28 Q 66 B 66' F 61' | Swedish | 80lb *80lb* SDN96 167NH | |
| JHBL | (*ex* Maude) *ss* Got. No. 2 | 991 | W Hartlepoo | Andersson, *Mgr.*) | | BK9 | 2SB. *4cf*, GS75 | |
| | *Well deck* 1 *Dk (Irn)* 2 *tr B* | | A&CP | | *W B = D B* | *4 B H Cem* | T. Richardson & Sons, Hpl | |
| 700 | **Melanie Groedel** SteelScSr | 3002 | 1903 W. Gray & | Groedel Bros. SS Co | 325·4 \| 47·1 \| 22·4 | London | T.3Cy.24",38"&64"–42" | 24 – 10 |
| 118277 | *T. Bodfield* 03–04 | 2851 | Co. Ld. | Ld. | B 66' F 34' | British | 180lb *180lb* 276NH | |
| VBST | 1 *Dk (Irn)* 2 *tr B* | 1943 | W Hartlepool | | | *5 B H Cem* | 2SB. *6cf*, GS102, HS4098 | |
| | *Elec. light* 3 *Dk rud* | | *Lloyd's* A&CP | | *W B = Cell D Ba* 110' | | Cen. Mar. Eng. Wrks. W Hp | |
| | | | | | | | 132'7"2t *F P T* 88t *I P T* 50t | |
| 701 | **Melbourne** IronScBk | 4100 | 1882 M'ssageries | Messageries Mari- | 413·9 \| 39·7 \| 32·8 | Marseilles | C.3Cy.18¼"*s* (2)60"–43½" | |
| | *Rivière* 97–01 3 *Dks* | — | Maritimes | times | | French | 398NH | |
| KGTH | | 1939 | La Ciotat | | | | Messageries Mar., La Ciotat | |
| 702 — | **** SteelScSr | 3819 | 1890 W. Pickers- | R. M. Hudson & | 355·0 \| 46·0 \| 26·0 | Sundrland | T.3Cy.26",42"&68"–45" | 29 – 0 |
| 97531 | *J. R. Garde* –04 *ss* Sld. No. 3–2,04 | 3473 | 7mo gill & Sons | Sons | P 37' B 70' F 38' | British | 160lb *80lb* 329NHP | s 6 – 1½ |
| LTJB | 2 *Dks* (1 *Stl* & 1 *Irn*) & *Webframes* | 2432 | Sunderland | | BK 11' | *6 B H Cem* | 2DB. *12pf*, GS160, HS5211 | |
| | | 2,05 LMC2,04 | A&CP | *W B = Cel* | *D Ba* 114' *f* 132' 575*t* | *A P T* 43t | G. Clark (Lim.), Sunderland | |
| 703 — | **** SteelScSr | 1739 | 1892 W. Gray & | Melbourne S.S. Co. | 260·6 \| 36·5 \| 18·2 | Melbourne | T.3Cy.19",30½"&51"–36" | 19 – 6 |
| 98524 | *H. E. Hill* 98–02 | 1304 | 3mo Co. (Lim.) | Ld. | P 27' Q 80' B 104' | British | 160lb *75lb* 162NH | s 1 – 5 |
| MNLG | *Well deck* 1 *Dk (Irn)* & *Webframes* | 1111 | W Hartlepool | | F 31' FK | *4 B H Cem* | 2SB. *4rf*, GS71, HS2608 | |
| | *ss* Mel. No. 3–8,04 | BS7,05 LMC7,02 | A&CP | *W B = D B a* 82' *f* 98' 388*t* | | *A P T* 27t | Central Mar. E. Wks., W. Hpl. | |
| 704 — | **** IronScK | 132 | 1892 Cook, Wel- | Hull Steam Fishing | 95·6 \| 20·5 \| 10·8 | Hull | T.3Cy.10",16"&25½"–19½" | 11 – 7 |
| 99575 | 1 *Dk* | 126 *Stm Trawler* | 6mo ton & Gemmell | & Ice Co. Ld. | BK 7½' | British | 3c. RH | |
| | | 57 6,92 | Hull | | W | *3 B H Cem* | 1SB. *2pf*, GS19, HS511 | |
| | | | | | *W B = F P T* 17t | | C. D. Holmes & Co., Hull | |
| 705 | **Melbridge** SteelScSr | 2868 | 1891 E. Withy & | Temperley S. Shpg. | 314·0 \| 40·5 \| 21·1 | London | T.3Cy.24",38"&64"–42" | 23 – 8 |
| 98505 | *H. L. R. Wall* –01 *ss* Shl. No. 3–2,03 | 2228 | 4mo Co. | Co. Ld. (J. Temper- | P 35' Q 94' B 128' | British | 160lb ~~80lb~~ *85lb* 270NHP | s 2 – 8 |
| MCSB | (*ex* Calcutta City) 1 *Dk (pt Irn & pt Stl)* & | 1855 | W Hartlepool | ley & Co., *Mgrs.*) | F 33' FK | *6 B H pt Asp pt Cem* | 2DB 8*cf* GS118 HS4105 NDB95 | |
| | *Well deck* *Webframes 2 tr B* | | A&CP | | *W B = Cell D B* 268' | 532t *A P T* 37t | T. Richardson & Sons W Hpl | |
| 706 | **Melchor Ocampo** SteelTwinScSr | *439* | 1900 Lobnitz & | Mexican Govern- | 169·5 \| 25·5 \| 13·9 | | T.6Cy.12",19"&31"–21" | 14 – 9 |
| | *E. P. Remirez* –00 | *394* | 9mo Co. Ld. | ment (Lighthouse | F 15' | Mexican | 170lb *125lb* 114NH | s 2 – 5 |
| | *Elec. light* 1 *Dk* | *186* 9,00 | Renfrew | Service) | FK | *4 B H Cem* | 2SB. *4cf*, GS70, HS1650 FT | |
| | | LMC8,00 | *Lloyd* A&CP | *W B = D T a* 9' 12*t F P T* | | 9t *A P T* 6t | Lobnitz & Co. Ld. Renfrew | |
| 707 | **Meldon** SteelScSr | 2514 | 1902 R. Stephen- | Morpeth S.S. Co. Ld. | 310·0 \| 43·1 \| 20·5 | Newcastle | T.3Cy.22",36"&68"–39" | 23 – 0 |
| 114435 | *E. W. Steil* 02–02 | 2292 | 11mo son & Co. Ld | J. C. Adam, *Mgr.*) | P 31' B 86' F 31' | British | 160lb *80lb* 283NH | s 3 – 10 |
| TRSM | 1 *Dk (Stl)* & *Web frames* | 1572 | Newcastle | | FK | *5 B H Cem* | 2SB. *6pf*, GS107, HS3840 | |
| | *Elec. light* | | *Lloyd* A&CP | *W B = Cell D B a* 92 | *a E & B* 38 *f* 134 644*t* | *A P T* 28t | N.E. Marine Eng. Co. Ld. Nwc | |
| 708 | **Melita** SteelSc3MastSr | 720 | 1898 M'Knight | Da Barthelemy & | 179·3 \| 29·1 \| 10·6 | Havre | T.3Cy.15",25"&40"–27" | |
| | *Th. Leprevost* (*ex* Svend Haug) | 451 | & Co. Ld | de Pourtalès | Q 97*t* B 18*t* H 88*t* | French | 82NH | |
| KGTP | *Mchy. Aft* 1 *Dk* | 200 | Ayr | | | | McKie & Baxter, Glasgow | |
| 709 | **Melita Bohlen** IronScSr | 1993 | 1883 Reiherst'g | Woermann Linie | 285·6 \| 37·0 \| 23·9 | Hamburg | C.2Cy.34"&62"–42" | |
| | *J. Spiesen* 99–02 (*ex* Lissabon) | 1815 | Schiffsw | Kommandit Ges. | B 26' F 32' | German | 208NH | |
| RGPD | *Elec. light* 2 *Dks* 3 *tr B* | 1256 | Hamburg | | | | Reiherst. Maschinenf. Ham | |
| 710 | **Meliton Gonzalez** SteelScSr | 1001 | 1889 Sunderlnd | Meliton Gonzalez | 210·0 \| 30·1 \| 13·4 | Gijon | T.3Cy.17½",28"&46"–30" | 15 – 10 |
| | *B. Lopez* *ss* Sws. No. 1–93 | 699 *pt Awng dk* | 4mo S.B. Co. (Ld.) | & Co. | P 22' Q 46' B 22' | Spanish | 116NH | |
| HVCL | (*ex* Wittekind) 1 *Dk (Irn)* & *Web frames* | 610 *with freeboard* | Sunderland | | | *4 B H Cem* | 1SB. *4cf*, GS52, HS1777 | |
| | (*Irn*) *Beams* & *Stringers* (*Irn*) | 5,94 | | | *W B = Cell D B (Irn)* 174' 210*t* | | N.E. Mar. E. Co. (Lim.) Nwc | |
| 711 | **Mellifont** SteelTwinScSr | 1204 | 1903 Vickers, Ss. | Lancashire & | 260·0 \| 35·7 \| 15·0 | Drogheda | T.6Cy.21",38"&59"–39" | |
| 99763 | *E. Kirwan* –03 | 833 | & Maxim, Ld. | Yorkshire Rly. Co. | P 43' B 131' F 62' | British | 296NH | |
| VKNS | *Elec. light* 2 *Dks* | 289 | Barrow | | | | *W B* Vickers Ss. & Maxim Ld Brw | |
| 712 | **Mellum** SteelScSr | — | 1893 Jos. L. | Kaiserliches | 131·2 \| 23·0 \| 12·6 | Wilhelms- | T.3Cy.12½",21¾"&33½"–24½" | |
| | *H. Julius* 00–00 | — | Meyer | Lootsenkommando | Q 40' B 35' | haven | 56NH | |
| | 1 *Dk* | 186 | Papenburg | | | German | Jos. L. Meyer, Papenburg | |
| 713 | **Melmore** SteelScSr | 41 100A1 | 1892 D. J. Dun- | ~~Earl of Leitrim~~ | 156·2 \| 25·8 \| 11·3 | Glasgow | T.3Cy.15",28"&38"–27" | 12 – 0 |
| 99586 | *P. Mitchell* 84–92 ~~Arms No. 3 99~~ | 202 ~~1903~~ 1,05 | lop & Co. | Ct Westmeath Co | P 83' F 59' | British | 160lb *80lb* 96RH | s 1 – 8 |
| MRDV | *Elec. light* *Well deck* 1 *Dk* | 166 ~~RS4,05~~ LMC3,06 1,04 | Pt. Glasgow | | Irp 04 BK 6 | *5 B H Cem* | 1SB. *3rf*, GS52, HS1516 | |
| | *ss* Gls. No. 3–5,04 | LS4,05 | A&CP | | *W B = F P T* | 29t *A P T* 14t | D. J. Dunlop & Co., P. Gls | |

| No. in Book / Official No. / Code letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Register Tonnage: Under deck. — Net. | Particulars of Classification. Character. for Special Survey / Date of last Survey. / Port of Survey. / Year Assigned / Year Assigned now expired. / Equipment Letter. | Built. When. — Ship. — Engines. | Built. By Whom. Where. | Owners. | Dimensions. | Port of Registry. Flag. | Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.—Horse Power by Society's formula. I.H.P.—power in Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Freeboard amidships. ft. in. | Engines to which Masters are to be Exercised. | Date of last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 714 Melo 10 QPW | Steel Sc Sr<br>*L. Maraschiullo* 95–00<br>1 *Dk* 4 *Spar dks* ( *Web frames* | 1094<br>1070<br>778 | ... | 1887 | Sir W. G. Armstrong, Mitchill & C. Newcastle | Soc. Anon. di Nav. a Vap. Puglia | 215·0 \| 31·7 \| 13·1<br>F37′ 20·7<br>BK8′ | Bari<br>Italian<br>*WB* | T.3Cy.18″,28″ & 47″–30″ 121NH<br>Hwthrn, Leslie & C. (L.) Nwc. | 15 ″ 1<br>″ | I | |
| 715 Melobesia 35 QRBL | Steel Sc Sr<br>*G. Asse* 03–<br>1 *Dk* ( *Stl* ) 2 *tr B* ♁ *deep framing* ♁ *Dk rule* | 3062<br>2536<br>2010 | ✝100A1 Cff *u*<br>~~8,07~~ Sws Bry<br>~~MS11.08~~ ✝LMC11,01 | 1901<br>11mo | Craig, Taylor & Co. Stockton<br>*Lloyd's A&CP* *WB* = *Cell D Ba* 102′ *u E* | Figli di Luigi Dufour | 320·2 \| 46·4 \| 21·4<br>P31′ B84′ F31′<br>PK<br>20′ *f* 134′ 592*t* *FPT* | Genoa<br>Italian<br>6 *BHCem*<br>88*t APT* 131*t* | T.3Cy.23½″,39″ & 64″–42″ (*s*<br>160lb 130lb 278NH<br>2SB, 6*cf*, GS123, HS4845<br>Blair & Co. Ld. Stockton | 23 ″ 9<br>s 4 ″ 1½ | | ~~9-11.08~~<br>8,04 |
| 716 Meloria 20 QRBM | Iron Sc Sr<br>*L. Questa* ss Msl. 2nd No. 8–4,04<br>(*ex* R. F. Matthews) 2 *Dks* (1 *Irn* ) 3 *tr B* | 1933<br>1818<br>1256 | ✝100A1 Msl *s*<br>~~Aug~~ 1,05<br>✝NB2.04 LMC4.04 | 1879<br>4mo | Palmers' Co. Ld. Newcastle<br>A&CP | C. Allodi | 270·0 \| 35·3 \| 24·3<br>P30′ F36′<br>pt ND91<br>*WB* = *DBa* 81′ | Leghorn<br>Italian<br>4 *BHCem*<br>*f* ♁ *u E* ♁ *B* 58″ | C.2Cy.22″ & 58½″–42″ (*a*<br>150lb 75lb ND803 203NH<br>2SB, 6*pf*, GS124, HS2896<br>Palmers' Co. Ld. Newcastle | 25 ″ 10<br>s 4 ″ 8 | | ~~8-4.04~~ |
| 717 Melpomene 23 HMVN | Iron Sc Sr<br>*G. Wessely* ss Tri. No. 1–88<br>1 *Dk* ( *Irn* ) *Spar dk* ( *Irn* ) 3 *tr B* | 2983<br>2920<br>1852 | ✝ Tri *u*<br>*Spar dk*<br>4,88 | 1883<br>4mo | Palmers' Co (Lim.) Newcastle | Lloyd Austriaco<br>*WB* = *Cell I* | 320·7 \| 39·3 \| 27·9<br>B80′<br>*B* 272′ 416*t* *APT* 14*t* | Trieste<br>Aust.-Hung.<br>7 *BHCem* | T.3Cy.23½″,39″ & 66″–45″ NE & B03 292NH<br>Wllsnd Slpwy. Co. Ld. Nwc. | | | |
| 718 Melrose Abbey 77196 QPBG | Iron Sc Sr<br>*F. J. Billot* –01 ss Shl. 2nd No. 3–8,02<br>*Well deck* 1 *Dk* 2 *tr B* | 1211<br>959<br>736 | ✝90A1 Sws *u*<br>~~8,05~~ 1,02 Cff<br>BS7,02. LMC9,02<br>BS7,01 | 1877<br>4mo | T. Turnbull & Son Whitby<br>A&CP | Melrose Abbey S.S. Co. Ld. (Pyman, Watson & Co.) | 236·2 \| 32·1 \| 17·1<br>Q80′ B56′ F32′<br>pt ND02 BK8″<br>*WB* = | Cardiff<br>British<br>4 *BHCem*<br>*DBa* 65′ *f* 96 | C.2Cy.28½″ & 53″–33″ (*s*<br>74lb 90lb ND890 127NH<br>2SB, 6*rf*, GS42, HS2181<br>Blair & Co. (Lm.), Stockton | 18 ″ 1<br>s 1 ″ 11 | | ~~1-04~~<br>8,07 |
| 719 Melville 115255 TGFK | Steel Sc Sr<br>*W. Jones* –03<br>*Elec. light* *Ref. Mchy.* 2 *Dks* | 4439<br>4141<br>2872 | | 1902 | R. Duncan & Co. Ld. Port Glasgow | Elder Dempster Shipping. Ld. | 385·0 \| 48·8 \| 26·9<br>P38′ B104′ F41′ | Liverpool<br>British<br>*WB* | T.3Cy.27″,43″ & 72″–48″ 359NH<br>Rankin & Blackmore, Grk. | | C | |
| 720 Melville Dollar 116584 KRFL | Steel Sc<br>*C. J. Fosen* (*ex* Simon J. Murphy)<br>*Elec. light* 1 *Dk* | 1381<br>1122<br>1103 | | 1895 | F. W. Wheeler & Co West Bay City | M.S. Dollar S.S. Co. | 239·1 \| 38·0 \| 14·0 | S. Frncisco<br>Utd. States<br>*Wb* | T.3Cy.16″,25″ & 42″–33″ 101NH<br>F. W. Wheeler & Co. | | R | |
| 721 Membland 112422 RVJL | Steel Sc Sr<br>*J. W. Middleton* –03 1 *Dk* ( *Irn* ) 2 *tr B* ♁ *deep framing* 3 *Dk rule* | 3027<br>2832<br>1943 | ✝100A1 Bry *u*<br>9,04 ~~6-04~~<br>✝LMC9,00 | 1900<br>9mo | W. Gray & Co. Ld. W Hartlepool<br>A&CP | Pyman S.S. Co. Ld. (G. Pyman & Co. *Mgrs.*)<br>*WB* = *Cell* | 330·4 \| 47·1 \| 22·4<br>P27′ B84′ F32′<br>FK<br>*D Ba* ♁ *u E* 132′ *f* 136′ | W. Hartlpl<br>British<br>5 *BHCem*<br>717*t APT* 51*t* | T.3Cy.23″,37½″ & 64″–42 (*s*<br>180lb 100lb 262NH<br>2SB, 6*rf*, GS96, HS3710<br>Cen. Mar. Eng. Wrks W Hp. | 24 ″ 10<br>s 4 ″ 6 | | 9,04 |
| 722 Memento HFCG | Iron Sc Sr<br>*P. Michaelsen* –97<br>(*ex* Danehill) 1 *Dk*<br>*Well deck* | 1117<br>746<br>678 | ... | 1884 | Campbell, Mackintosh & Bowstead Newcastle | Östlandske Lloyd | 220·5 \| 35·1 \| 11·9<br>Q & B136′ F57′<br>FK | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.26″ & 52″–30″ 124NH<br>Wllsnd Slpwy Co. Ld. Nwc. | 14 ″ 6 | N | |
| 723 Memfi 322 QRBN | Iron Sc Bk<br>*V. Di Benedetto* (*ex* Gottardo)<br>*Elec. light* 3 *Dks* (2 *Irn* – *Uws* ) | 3047<br>—<br>1956 | ✝ Gls *r*<br>9.83 | 1883<br>9mo | A. Stephen & Sons Glw | Nav. Gen. Italiana<br>*WB* | 350·0 \| 40·0 \| 26·1<br>P68′ B32′ F33′<br>= *Cell D B* 256′ 487*t* | Genoa<br>Italian<br>5 *BHCem* | T.3Cy.23½″,37½″ & 63″–47½″ NE & B03 273NH<br>N Oderof u A Sestri Ponente | | I | |
| Broke up 12.04 | Iron Sc Sr<br>*Bonet* 2 *Dks* | 1815<br>—<br>1191 | | 1872 | Lloyd Astro Ungarico Trieste | A. Lupo Gesulfo | 267·2 \| 32·9 \| 20·8 | M. Video<br>Uruguayan | C.2Cy.33⅜″ & 63½″–36″ NB91 204NH<br>Arsenale Lloyd, Trieste | | V | |
| 725 Memnon 98125 LSRH | Steel Sc Sr<br>*T. Morgan* –01 ss Brs. No. 3–8,02<br>(*ex* Plassey) 2 *Dks* (1 *Stl* & 1 *Irn* ) ♁ *Deep framing* 3 *Dk rule*<br>*Elec. light* | 3176<br>2962<br>2046 | ✝100A1 Hul *r*<br>8,05 ~~7,08~~ Bry<br>MS5,02 ✝LMC<br>BS7,08 | 1890<br>7mo | Harland & Wolff (Lim.) Belfast<br>*Lloyd's A&CP* | Elder Dempster Shipping. Ld.<br>*WB* = *Cell D B* 264′ 545 | 345·6 \| 40·9 \| 26·7<br>P32′ B80′ F44′<br>BK9″<br>*APT* 48*t* | Liverpool<br>British<br>6 *BHCem* | T.3Cy.22″,36″ & 60″–48″ (*s*)<br>180lb 70lb 278NH<br>2DB, 8*rf*, GS122, HS4392<br>Harland & Wolff (Lim.) Bel. | 29 ″ 6<br>s 6 ″ 3½ | | ~~8-10,07~~<br>3,05 |
| 726 — | Steel Sc Sr<br>*J. Milhench* 02–03 (*ex* Gulf of Guinea)<br>*Elec. light* 2 *Dks* ♁ *tr B* | 3063<br>2816<br>1860 | ... | 1888 | Hawthorn, Leslie & Co. Ld Newcastle | Nederl. Stoomv. Maats. Oceaan | 320·0 \| 40·3 \| 22·6<br>P83*t* B88′ F89′<br>BK10″ | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26″,42″ & 69″–48″ 361NH<br>Blair & Co. (Lim.), Stockton | 25 ″ 1 | D | |
| 727 Memphis RKBD | Steel Sc Sr<br>~~*L. Fenwick* 03–05~~<br>*ss* Ham. No. 2–02<br>~~*E. Williams*~~ 2 *Dks* (*Stl*–*Uptws* )<br>*Elec. light* ♁ *Web frames* | 3815<br>3115<br>2450 | ✝100A1 Ham *m*<br>4,02 ~~9,03~~<br>~~Dec 08~~ ✝LMC8,02 | 1894<br>6mo | Reiherst'g Schiffsw. Hamburg<br>*Lloyd's A&CP* | Deutsche Dmpfs-fahrts Ges. Kosmos | 343·1 \| 43·5 \| 25·8<br>P & B206′ F46′<br>FK<br>*WB* = *Cell* | Hamburg<br>German<br>6 *BHCem*<br>*DB* 290′ 610*t* | T.3Cy.25½″,41″ & 65½″–42″<br>167lb ~~ND905~~ (*s*) 329NH<br>2DB, 8*cf*, GS160, HS5670 100lb<br>Reiherst. Maschinenf. Ham | 28 ″ 6 | | 9,03 |
| 728 — KGVD | Steel Sc Sr<br>*Vincent* 94–02 (*ex* Byzantion)<br>*Elec. light* 3 *Dks* | 2492<br>2108<br>1472 | ... | 1892 | Gourlay Bros. & Co. Dundee | Messageries Maritimes | 317·6 \| 39·2 \| 23·6<br>P62′ B78′ F58′<br>BK9″ | Marseilles<br>French<br>*WB* | T.3Cy.25″,40″ & 65″–45″ 300NH<br>Gourlay Bros. & Co., Dundee | 26 ″ 5 | | |
| 729 Memsie 110854 RPBG | Steel Sc K<br>*C. Primrose* –01 ss Abn. No. 1–03<br>1 *Dk* | 187<br>179<br>62 | ✝100A1 Abn<br>*Stm Trawler*<br>7,01 ~~9,03~~ ✝LMC9,03 | 1899<br>10mo | J. Duthie & Co. Montrose<br>A&CP | Fraserburgh & N. of Scotland Steam Trawling Co. Ld. (R. Laing, *Mgr.*) | 114·8 \| 21·6 \| 11·5<br>BK7½″ | Fraserbro'<br>British<br>3 *BHCem* | T.3Cy.11⅞″,20″ & 33″–22″ (*s*)<br>170lb 58NH<br>ISB, 2*pf*, GS39, HS951<br>S. & H. Morton & Co. Leith | 12 ″ 0 | | ~~9,03~~<br>7,04 |
| 730 Menam QGVT | Steel Twin Sc Sr<br>*R. Kluge* –01<br>*Mchy. Aft* (*ex* Bangkok) | 307<br>288<br>197 | | 1885 | J. Elder & Co. Glasgow | Norddeutscher Lloyd | 140·0 \| 28·0 \| 9·5 | Bremen<br>German | C.4Cy.15″ & 30″–18″ 61NHP<br>J. Elder & Co. Glasgow | | | |
| Wrecked 12.04 731 Menantic 102482 NDVF | Steel Sc Sr<br>~~*R. Browne* 03–04~~<br>*ss* N. Yk. No. 2–01<br>*Hunt* 1 *Dk* ( *Stl* ) ♁ *Spar dk* ( *Irn* ) 3 *tr B* | 3024<br>2812<br>1934 | ✝ ~~100A1~~ N Yk *r*<br>*Spar dk*<br>9,04 ~~4.04~~ Sws | 1893<br>9mo | J. L. Thompson & Sons Sunderland<br>A&CP | N. Atlantic SS Co. Ld (T. Hogan & Sons, New York)<br>*WB* = *Cell D B* 256′ 538 | 322·0 \| 42·7 \| 18·6<br>P30′ B90′ F37′ 26·0<br>BK10″<br>*APT* 66*t* | Bristol<br>British<br>6 *BHCem*<br>J. Dickinson, Sunderland | T.3Cy.24½″,40″ & 66″–45″ (*s*)<br>160lb 160lb 291NHP<br>2SB, 6*rf*, GS126, HS4350 | 21 ″ 1 | | 9,03 |
| 732 Menapia 86098 NHBR | Steel Sc Sr<br>*J. Lumley* –99<br>~~ss Cff No. 2–00~~<br>*ss* Cff No. 3–7,04 2 *Dks* (1 *Stl*–*ws* ) | 697<br>542<br>368 | ✝100A1 Cff *k*<br>~~9,17,02~~ 4,04<br>~~BS7,03~~ ✝LMC ~~4.04~~<br>BS4,04 | 1892<br>2mo | J. Priestman & Co. Sunderland<br>A&CP | Waterford S.S. Co.<br>*WB* = *FPT* 38*t* *APT* 30*t* | 212·0 \| 28·2 \| 13·1<br>P45′ B69′ F63′<br>~~Aug 00~~ DS04 BK6″ | Waterford<br>British<br>4 *BHCem* | T.3Cy.21½″,33″ & 52″–30″ (*s*)<br>150lb 65lb 161NH<br>1SB. 4*cf*, GS80, HS2700<br>N.E. Marine E. Co. (Lm.) Sld | 14 ″ 2<br>s 1 ″ 10½ | BT till 6.00<br>7.05 | ~~4-01~~<br>~~7-07~~<br>~~F 7,04~~ |
| 733 Menastan | Steel Sc 3 Mst Sr<br>*Suschyn* –97 *Carrying Petroleum in bulk*<br>*Mchy. Aft* *Elec. light* 1 *Dk* | 597<br>—<br>427 | | 1897 | Deut. Elbs. Ges. "Kette" Uebigau | Gebr. J. & J. Awetow | 152·7 \| 27·5 \| 13·7<br>B37′ F16′ | Astrachan<br>Russian<br>*WB* | C.2Cy.17¾″ & 30¾″–19¾″ 34NH<br>"Kette" Ges. Uebigau | | | |
| 734 Mendelssohn 97529 LSJV | Steel Sc Sr<br>*J. McLean* –04 ss Sld. No. 3–5,03<br>1 *Dk* (*pt Irn* ♁ *pt Stl* )<br>♁ *Web frames* ♁ *pt Awng dk* ( *Irn* ) | 2654<br>2036<br>1668 | ✝100A1 Sld *t*<br>*pt Awng dk* Cff<br>*with freeboard*<br>~~10.04~~ ~~Dec~~<br>BS8,04 ✝LMC5,08 | 1890<br>6mo | Tyne I.S.B. Co. (Lim.) Newcastle<br>*Lloyd's A&CP* | Jenneson Taylor & Co. | 300·0 \| 41·0 \| 19·6<br>P31′ Q80′<br>*pt Awng dk* 189′ FK<br>*WB* = *Cell D B* 254′ | Sundrland<br>British<br>6 *BHCem*<br>562*t APT* 25*t* | T.3Cy.23″,38″ & 61″–42″ (*s*)<br>160lb 80lb 261NH<br>2SB, 6*rf*, GS110, HS4210<br>Wlsnd Slpwy Co (Lm), Nwc | 22 ″ 2<br>~~8-04~~<br>s 8 ″ 8 | | 5,03 |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage (Builder's). Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Machines automatiques, Lettre d'Attribution. | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 Armateurs. | 10 Jaugeage d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. | 11 Port d'Armement. Pavillon | 12 Machines. Nbre & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. IHP= Force en chevaux d'après les essais du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Coût par Quille. Francs. Lord ou Dollars. £ | pds. pc. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 735 | **Menditarra** | SteelScSr | 1514 | ✠100A1 Npt | | | 1897 | Craig, | Cia.delVap.Mendi-tarra (C.L.Lopez) | 271·0 \| 40·7 \| 17·5 | Bilbao | T.3Cy.20″,32½″&58″–36″ (s) | 18 | 9 |
| HVCN | *M.Urcay* –02 *ex*Admiral Uribe) | *ss*Bbo.No.1–02 | 1176 | *pt Awng dk with freeboar* | Bbo | | 1mo | Taylor&Co Stockton | (Erhardt&Co.*Mgrs*) | P27′Q72′ | Spanish | 160lb *80lb* 176NH | | 8 · 4 | |
| | 1*Dk*(*Stl*) *Webframes*§*pt Awngdk*(*Stl* | | | | | | A&CP | | *WB*=*Cell DBa* | *pt Awng dk*172′ BK 80′*u E*22′ *f* 104′399* | | 4*BHCem* 1*PT*54*t* | | | |
| 736 | **Mendoza** | SteelScSr | 3797 | | | | 1894 | Reiherst'g | Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. | 339·2 \| 42·2 \| 26·6 | Hamburg | T.3Cy.24″,39″&62″–42″ | | |
| RKCT | *J.Behrmann*88–94 | | 3113 | | | | | Schiffaw. Hamburg | | P&B218′F89′ | German | 219NH | | |
| | *Elec.light* | 2*Dks*§*Webframes* | 2856 | | | | | | | | *WB* | Reiherst. Maschinenf. Ham | | |
| 737 | — | SteelSc3MstSr | 2160 | ✠ Liv | | | 1879 | R.Napier& | Pacific Stm Nav Co | 320·0 \| 40·2 \| 20·6 | Liverpool | C.2Cy.42″&80″–48″ | | |
| 81312 | *S.Whiteway* –02 | | 1800 | 10,79 | | | 9mo | Sons | | F41*t* | British | 370NH | | |
| STFQ | | 2*Dks*(1*pt Stl*)§*Shade d'* | 1367 | | | | | Glasgow | | *WB*=*DB* | *BH* | R.Napier&Sons,Glasgow | | |
| 738 | **Menelaos** | SteelScSr | 2707 | ✠100A1 Npt | | | 1894 | Palmers' | M.Cornilakis | 303·0 \| 43·0 \| 19·7 | Syra | T.3Cy.23½″,36½″&61″–42″ | 21 | 0 |
| HQKL | *J.Calafatis* –03 (*ex*Roath) | *ss*Pir.No.2–03 1*Dk*(*pt Stl pt Irn*)§ | 2041 1736 | *pt Awng dk with freeboar* | Mst | | 5mo | Co.Ld. Newcastle | | P26′Q94′ | Greek | 160lb *50lb* (*s*) 240NH | | 8 · 11 |
| | | *Webframes*§*pt Awng dk*(*Irn* | | | | | *Lloyd's*1*A*¶*CP* | | *WB*= | *pt Awng dk*183′ BK 80′*u Cell DBa*96′*f* 120′ | | 3*BHCem* 1881.1*PT*63*t* | | |
| 739 | **Menelaus** | SteelScSr | 4672 | | | | 1895 | Scott&Co. | OceanS.S.Co.Ld. (A Holt&Co.*Mgrs*) | 392·4 \| 47·1 \| 26·0 | Liverpool | T.3Cy.25½″,43″&69″–54″ | | |
| 105317 | *H.W.N.Evans*98–04 | | 3951 | | | | | Greenock | | P44′B106′F48′ | British | 350NH | | |
| NWCR | | 2*Dks* | 3006 | | | | | | | | *WB* | Scott&Co.,Greenock | | |
| 740 | **Menes** | SteelScSr | 3221 | | | | 1893 | Flensburger | Deutsche-Dmpfs-fahrtsGes.Kosmos | 322·5 \| 42·1 \| 24·4 | Hamburg | T.3Cy.25″,41″&68″–45″ | | |
| | *D.Petersen*88–92 | (*ex*Modestia) | 2648 | | | | | Schiffsb.Ges Flensburg | | P124′B76′F44′ | German | 310NH | | |
| RJVB | | 2*Dks*3*tr B* | 2058 | | | | | | | | *WB* | FlensburgerSchiffsb.Ges. | | |
| 741 | — | *ss*Liv.No.2–03 SteelScSr | 2493 | ✠100A1 Liv | | | 1895 | R.Napier | MossS.S.Co.Ld.(J. Moss&Co.,*Mgrs.*) | 320·5 \| 38·2 \| 23·1 | Liverpool | T.3Cy.22½″,38″&64″–48″ | 24 | 7 |
| 105304 | *J.M.Crook* –02 | *ss*Liv.No.1–03 | 2115 | | | | 5mo | &Sons(Lim.) | | P34′B118′F37′ | British | 200lb *90lb* 306NH | | 4 · 2 |
| NVHF | | 2*Dks*(*Irn–Uwss*)§*deep framing* | 1603 | BS11,04 | | LMC9,03 | | Glasgow | *WB*= *Cell* | BK 10′ | 6*BHCem* | 2SB,*Scf*,gs150,hs4500 | | |
| | *Elec.light* | 3*Dk rule Floors Iron* | | | | | *Lloyd's*1*A*¶*CP* | | *DBu E*§*B*40′113*t* | *MT*42′403*t FPT*608 | *APT*20*t* | R.Napier&Sons(Lim.)Gls | | |
| 742 | **Menominee** | SteelSc4MstSr | 6919 | ✠100A1 Lon | | | 1897 | A.Stephen | AtlanticTransport | 475·0 \| 52·3 \| 31·3 | Glasgow | T.3Cy.32″,54″&90″–66″ (*s* | 34 | 6 |
| 108688 | *L.T.Lucas* –01 | *ss*Lon.No.1–02 | 6129 | 9,01 | | | 10mo | &Sons | Co.Ld. | P87′B220′F106′ | British | 190lb 770NH | | 7 · 6 |
| PVDH | (*ex*Alexandra) | 3*Dks*(*Stl*) | 4441 | BS2,04 | | LMC2,02 | A&CP | Glasgow | *Shelter* | *dk f* 20′ FK&BK 3′ | 7*BHCem* | 2D&2SB*Iscf*,gs306 hs12372 | | |
| | *Elec.light Ref.Mchy.* | | | | | | | | *WB*=*Cell* | *DBa* 123′*u E*§*B*85′ | *f* 143′1056*t DTa* 13′ | 865*t APT*35*t* | A Stephen&Sons,Glasgow | | |
| 743 | **Menorquin** | IronScSr | 933 | ✠ Cly | | | 1881 | HM'Intyre | LaMaritimaCia. | 218·6 \| 30·2 \| 15·8 | Mahon | C.2Cy.31″&60″–39″ | | |
| | *B.Cabot*95–95 | (*ex*Palma) | 732 | 2.84 | | | 3mo | &Co.Paisley | MahonesadeVap. | P62′B53′F37′ | Spanish | NB91 187NH | | |
| HVDB | *Mchy.Aft* | 2*Dks* | 582 | ✠ | | | | | *WB*=*I* | *Ba*66′93*t FPT*110*t* | 4*BHCem* | Hutson&Corbett,Glasgow | | |
| 744 | **Mentor** | IronPad | 143 | | | | 1878 | Softley& | Theophilatos | 107·0 \| 19·8 \| 10·0 | Ithaca | 1Cy.42½″–56″ | | |
| | | 1*Dk* | — | | | | | Co. | Stathatos | | Greek | 104NH | | |
| HDGK | | | 43 | | | | | S.Shields | | | *WB* | Hepple&Co.,S.Shields | | |
| 745 | — | IronTwinScSp | 141 | | | | 1883 | T.B.Seath | LawsonStm.Tug BtCoLd(J.Lawson *Mgr.*) | 95·2 \| 19·1 \| 9·0 | S.Shields | C.2Cy.18″&34″–24″ | | |
| KPJT | *T.Ames*90–03 | (*ex*Brock) | 121 | | | | | &Co. Glasgow | | | British | 50RH | | |
| | | | 15 | | | | | | | | | Rankin&Blackmore,Grk. | | |
| 746 | **Menzaleh** | IronScSr | 1626 | ✠90A1 Nwc | | | 1870 | M.Pearse& | H.Alexander& Sons | 278·9 \| 33·4 \| 24·0 | London | C.2Cy.31½″&56½″–33″ | 25 | 9 |
| 63603 | ~~*H.G.Marie*~~ | *ss*Cff.2ndNo.3–6,95 | 1618 | 8,03 | | | 4mo | Co. | | len72 | British | 70lb NE83 151NH | | 5 · 2 |
| JQRC | *Crood* –05 | *ss*Ant.No.1–99 | 1052 | BS1,08 | | LMC8,99 | | Stockton | | BK 9′ | 4*BHCem* | 2B *50lb* NB79 NDB92 | | |
| | | 2*Dks*3*tr B* | | | | | | A&CP | | *WB*=*DBa*§*f* | | WallandSlipCo(Lim),Nwc | | |
| 747 | **Mera** | SteelScSr | 4797 | ✠100A1 Ham | | | 1901 | C.Connell | Deutsche-Dampfs-fahrts Ges.Kosmos | 374·0 \| 48·1 \| 27·6 | Hamburg | T.3Cy25″,41½″&70″–48″ (*s* | 30 | 3 |
| | ~~*Hellenic*~~ 8.~~99~~ | *A.Reimer*03–04 | 3075 | 8,01 | | | 2mo | &Co. | | P&B230′F45′ | German | 200lb *100lb* 886NH | | 5·11½ |
| RLWT | | 2*Dks*(*Stl–Uteak s*)§*Webframes* | 3087 | BS4,05 | | LMC7,01 | | Glasgow | | PK | 6*BHCem* | 3SB,*9cf*,gs193,hs5910 | | |
| | *Elec.light* | *lower dk*(*Stl forward* | | | | | *Lloyd's*1*A*¶*CP* | | *WB*= | *Cell DBa* 102 *u E*§*B* | 73′*f* 143′939* | Dunsmuir&Jackson,LdGls | | |
| 748 | **Merannio** | IronScSr | 939 | | | | 1881 | W.Gray& | Gen.Stm.Nav.Co. Ld. | 216·0 \| 31·2 \| 13·7 | London | C.2Cy.27″&50½″–33″ | 16 | 2 |
| 82018 | *F.P.Waud* –02 | | 756 | | | | | Co. | | P26′Q48′B60′F26′ | British | NB00 99RH | | |
| VMRL | *Well deck* | 1*Dk*3*tr B* | 563 | | | | | Hartlepool | | BK 7′ | *WB* | Blair&Co.(Lim.),Stockton | | |
| 749 | **Merapi** | SteelScBg | 2473 | | | | 1889 | Maatschp'y | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 321·7 \| 36·9 \| 25·4 | Rottrdam | Q.4Cy.28″,33″,48″&68″–42″ | | |
| | *U.Udema*97–02 | | 2138 | | | | | "DeSchelde" Flushing | | P80′ H66′ F44′ | Dutch | 257NH | | |
| PLWF | *Elec.light* | 3*Dks* | 1557 | | | | | | | | *WB* | Mtschp."DeSchlde."Flsng | | |
| 750 | **Mercator** | SteelScSr | 1083 | | | | 1898 | FevigsJrn-skibsbygger-Arendal | MercatorDmpsk-selsk(Holdt&Isak-sen,*Mgrs.*) | 235·7 \| 33·0 \| 15·1 | Stavanger | T.3Cy.16½″,27″&44″–30″ | | |
| | *J.S.Kaisen*91–98 | | 844 | | | | | | | Q135*t* B66*t* H23*t* | Norwegian | SirC.Furness 106NH | | |
| JWPH | | 1*Dk* | 669 | | | | | | | F25*t* | *WB* | Westgarth&Co.Ld.Mdb. | | |
| 751 | — | IronSc3MstSr | 1055 | | | | 1871 | J.Laing | J.W.Witherington &H.P.Everett | 232·6 \| 30·3 \| 17·2 | Sundrland | C.2Cy.27″&54″–36″ | | |
| 62639 | *H.Waggott* –03 | 1*Dk*2*tr B* | 857 | | | | | Sunderland | | P121′F29′ | British | NB80 98RH | | |
| KQVJ | *Well deck* | | 668 | | | | | | | BK 8′ | *WB* | T.Clark&Co.,Newcastle | | |
| 752 | **Mercedes** | SteelScSr | 4487 | | | | 1901 | Nthmblnd | Christie&Co. | 351·0 \| 50·8 \| 28·3 | London | T.3Cy.27″,43″&72″–48″ | | |
| 114840 | *R.J.Carter* –02 | | 4211 | | | | | S.B.Co.Ld. Newcastle | | F36′ | British | 359NH | | |
| TGLR | *Mchy.Aft Elec.light* | 1*Dk* | 2925 | | | | | | | | *WB* | N.E.MarineEng.CoLdNwc | | |
| 753 | — | SteelScSr | 883 | | | | 1889 | Act.Ges. | LloydBrazileiro | 199·8 \| 29·9 \| 10·9 | R.Janeiro | T.6Cy.12″,20″&32″–20″ | | |
| | | (*ex*Golondrina) | 605 | | | | | "Vulcan" Stettin | | P45′ B71′ F40′ | Brazilian | 92NH | | |
| | | | 485 | | | | | | | | *WB* | A.G."Vulcan,"Stettin | | |
| 754 | — | SteelScYl | 195 | ✠100A1 Ant | | | 1899 | Mackie& | C.deGroote | 117·2 \| 21·5 \| 10·9 | Ostend | T.3Cy.12½″,19½″&32″–22″ (*s* | 12 | 0 |
| | *J.Klausing*97–99 | *ss*Ant.No.1–04 | 182 | *Stm Trawler* | | | 5mo | Thomson | | Q51′ | Belgian | 180lb 64NH | | |
| | | 1*Dk* | 91 | 11.04 | | LMC | | Glasgow | | BK 7½′ | 3*BHCem* | 1SB,*2cf*,gs83,hs1144 | | |
| | | | | MS8,02 | | | | A&CP | | | | Ross&Duncan,Glasgow | | |
| 755 | — | IronPad | 103 | | | | | ..... | A.Millan | 125·0 \| 17·4 \| | Cadiz | C.2Cy.18″&36″–24″ | | |
| | *D.Ruso* | | — | | | | | England | | | Spanish | 58NH | | |
| HVFG | (*ex*Enrique) | | | | | | | | | | | | | |
| 756 | **Mercedes de Larrinaga** | stlScSr | 4152 | ✠100A1 Mch | | | 1902 | Russell& | Miguel deLar-rinagaS.S.Co.Ld. (Larrinaga&Co. *Mgrs.*) | 370·5 \| 50·1 \| 25·3 | Liverpool | T.3Cy.26″,42″&70″–48″ (r | 28 | 1 |
| 115318 | *J.F.O'Connor* –03 | | 3830 | *Shelter dk* | | | 9mo | Co. | | | British | 180lb *100lb* 431NH | | 4 · 2 |
| TPWV | | 2*Dks*(*Stl*)§*deep framing*§ | 2700 | 3.05 | | | | Pt.Glasgow | | drg08 FK | 6*BHCem* | 2SB,*8cf*,gs202,hs6010 | | |
| | | *Shelter dk*(*Stl* | | MS8,08 | | LMC9,03 | *Lloyd's*1*A*¶*CP* | | *WB*=*Cell DBa* 124′*u* | *B* 46′*f* 154′ | *MT*1*DTa*44′1000*t A* | D.Rowan&Co.Glasgow 750*t* | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage Gross / Under deck / Net | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey | 6 Port of Survey. Year Assigned, now expired. | 7 Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Registered Dimensions, Deck Erections, &c. Length / Breadth / Depth. | 12 Port of Registry / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. / Freeboard amidships. / ft. in. | 15 Keel laid. If took Bl. ft. in. Date of Launch. | 16 Date when last dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 757 / 91094 | **Merchant** | **CompPad** | 406 / — / 345 | | | | 1878 | The Pusey & Jones Co. Wilmgtn, Del. | **M. Moses** | 147·7 \| 29·6 \| 5·4 | **Georget'n** Utd States | 2Cy.18″–72″ 42NH Pusey&JonesCoWilmtn,Dl | | | |
| 758 / 114410 / TDWG | **Merchant Prince** *W. Macey* 04 1 *Dk(Stl & Spar dk(Stl pt-ws) & deep framing* | **SteelScSr** *Elec.light* | 3092 / 2911 / 2021 | ✠100A1 *Spar dk* 10,04 ~~10,04~~ | NYk *e* Nwc ✠LMC1.02 | | 1902 / 1mo / *Lloyd* | Tyne I.S.B. Co Ld Newcastle & CP | **Prince Line, Ld.** (J. Knott, *Mgr.*) *WB = Cell DBa100′uE20′f110′580t FPT78t* | 331·0 \| 44·3 \| 17·4 P39′B110′F34′ 26·2 FK | **Newcastle** British 6 *BHCem* | T.3Cy.25″,42″&69″–45″ (s 180lb *180lb* 361NH 28SB,8*rf*,GS146,HS5760 Blair&Co.Ld.Stockton | 18 ″ 6 to 5 - 7 | | 1.04 |
| 759 / 105622 | — | **SteelScSp** (*Trawler*) 1 *Dk* | 130 / 122 / 23 | | | | 1898 | J. T. Eltringham & Co S. Shields | **R. Irvin** | 96·0 \| 19·3 \| 10·3 BK7 | **N. Shields** British | C.2Cy.16″&34″–2″ 47RH G.T.Grey,S.Shields | 11 ″ 0 | | |
| 760 / 115121 / SRNJ | **Merchiston** *H. L. Lockhart-Mure* –02 1 *Dk(Iron) & deep framing* | **SteelScSr** | 1840 / 1706 / 1176 | ✠100A1 3,0 3,04 M87,08 | Cff Xpc ✠LMC10,01 | *r* | 1901 / 10mo | W. Gray & Co. Ld. W Hartlepool | **Merchiston S.S. Co. Ld.** (W. Scott & Co.) *WB = Cell* | 280·0 \| 40·2 \| 18·3 B74′F27′ FK *DBa?uE106′f120′* | **W. Hartlpl** British *4 BHCem* | T.3Cy.26″,31½″&58″–36″ (s 160lb *80lb* 165NH 28SB,4*pf*,GS60,HS2426 *541t APT38t* Con.Mar.Eng.Wrks.W Hpl | 20 ″ 7 to 8 - 4 | | ~~7.08~~ 8.00 |
| 761 / 2989 / JGSN | **Mercia** *N. F. Biberg* 97–97 *ss* Hpl. 2nd No. 8–2,02 (*ex* Dewdrop) 1 *Dk(Iron) 2tr B* *Well deck* | **IronScSr** | 1127 / 862 / 652 | ✠100A1 12,04 ~~12,04~~ ~~B.98,07~~ B.81,05 | Shl ✠LMC2,02 | *n* | 1882 / 3mo / *Lloyd* | Irvine & Co W Hartlepool | **Ångf. Aktieb. Skeldervik** (A. A. Thore, *Mgr.*) | 230·2 \| 32·4 \| 13·8 Q60′B126t F25′ FK *WB = Cell DB192′329t* | **Jonstorp** Swedish 4 *BHCem* | C.2Cy.27″&50″–33″ (b 75lb *80lb* NDB97 120NH 18SB,3*pf*,GS54 T. Richardson&Sons,Hpl. | 16 ″ 6 | | 2.04 |
| 762 / 113218 | — *E. Baker* –01 | **IronScK** *ss* Gms. No. 1–05 1 *Dk* | 175 / 155 / 51 | ✠100A1 *Stm Trawler* ~~5,08~~ 5,03 | Gms ✠LMC1,01 | | 1901 / 1mo / *Lloyd* | Cook, Welton & Gemmell Hull | **East Anglia Steam Fishing Co. Ld.** | 105·0 \| 21·0 \| 11·0 Q55′F17′ drp04 BK7½ | **Grimsby** British 3 *BHCem* | T.3Cy.11½″,19½″&32″–28″ (s 180lb 55RH 18SB,2*cf*,GS29,HS920 C.D.Holmes&Co.Hull | 11 ″ 10 | | ~~6.03~~ 6.06 |
| 763 / 105228 | — *J. Normandale* –98 *Iron framing Steel plating* | **Iron&SteelScK** 1 *Dk* | 108 / 107 / 19 | ✠ *Stm Trawler* 5.98 | Nwc ✠ | | 1898 / 5mo | Wood, Skinner & Co. Ld. Newcastle | **Irvin Stm. Fishing Co. Ld.** (R. Irvin, *Mgr.*) | 94·0 \| 18·6 \| 9·9 BK7½ | **N. Shields** British 4 *BHCem* | C.2Cy.14″&30″–21″ 31RH 18SB.2*pf*,GS27,HS734 Baird&Barnsley,N.Shields | 10 ″ 6 | | |
| 764 / LMJN | **Mercur** *W. Luth* 00–00 | **SteelScSr** 1 *Dk2tr B* | 1435 / 973 / 905 | | | | 1895 | Flensburgr Schiffsb. Ges. Flensburg | **Schmidt & Hansen** | 239·0 \| 34·0 \| 14·4 Q72′B113′F26′ | **Flensburg** German *WB* | T.3Cy.16″,26″&43″–33″ 106NH Flensburger Schiffsb.Ges. | | G | |
| 765 / HDGB | — *P. Hirsch* (*ex* Kong Dag) | **Steel&IronScSr** 1 *Dk2tr B* | 972 / 949 / 614 | | | | 1883 | Motala Co. Gothenburg | **Bergenske Dampskibsselskab** | 207·0 \| 29·7 \| 21·5 H23t | **Bergen** Norwegian *WB* | C.2Cy.21″&56″–35″ NB02 155NH Lindholmens Verk.,Got. | | | |
| 766 / NKGJ | — *J. M. Mortensen* 90–99 (*ex* Spica) 1 *Dk2tr B* *Well deck* | **IronScSr** | 642 / 472 / 392 | | | | 1884 | Flensburgr Schiffsb. Ges. Flensburg | **Esbjerg Dpskslsk. (Pagh & Quist-Pedersen)** | 178·6 \| 27·8 \| 12·5 Q59′B50′F21′ | **Esbjerg** Danish *WB* | C.2Cy.22½″&42″–27 NB83 76NH Flensburger Schiffsb.Ges. | | G | |
| 767 / KMBS | — *A. Ehlers* 02–02 | **IronScSr** 1 *Dk2tr B* | 554 / 423 / 398 | | | | 1870 | Motala M.V. Aktieb. Gothenburg | **Dampfschiffahrts Ges. Neptun** | 145·4 \| 24·7 \| 15·7 P80′ F26′ | **Bremen** German | C.2Cy.18″&31″–22″ NE80 NB92 38NH Flensburger Schiffsb.Ges. | | V | |
| 768 / HGBS | — *H. B. Thomle* 01–01 (*ex* Stadt Schleswig I.) | **IronScSr** 1 *Dk2tr B* | 548 / 431 / 335 | | | | 1883 | H F Ulrichs Vegesack | **Dpskacties Mercur (E. B. Aaby)** | 169·7 \| 25·5 \| 13·0 Q38t B55t H7t F15t | **Drammen** Norwegian *WB* | C.2Cy.18″&30″–25″ 37NH Janssen&Schmilinsky Ham | | GN | |
| 769 / JNSV | — *M. Styve* –99 (*ex* Bergenhuus) | **IronScSr** 1 *Dk* | 432 / 363 / 243 | | | | 1870 | Burmeister & Wain Copenhagen | **B. Stolt-Nielsen** | 165·1 \| 22·9 \| 13·9 P27t H18t F23t | **Haugesnd** Norwegian | C.4Cy.15″&30″–20″ NB93 67NH Burmeister&Wain,Cpn. | | N | |
| 770 / 1738 / JDLH | — *C. A. Malmgren* 03 (*ex* Nya Linköping, *ex* Oskar, *ex* Arboga, *ex* Arboga I.) | **CompScSp** 1 *Dk* | 166 / 111 / 105 | | | | 1885/79 | Motala Co. Motala | **Stockholm Transp. & Bogs. Aktieb. (A. G. Förselius. *Mgr.*)** | 95·0 \| 22·6 \| 9·6 Q28′B20′H7′F25′ | **Nrrköping** Swedish | C.2Cy.15½″&29″–24″ 34NH Brgsnds.Mk.Vrks.Skn. | | | |
| 771 / 3210 / JHQM | — *J. O. E. Olsson* 03–03 | **IronScSr** 1 *Dk* | 131 / 116 / 84 | | | | 1889 | Motala Co. Motala | **Bergnings och Dykeriakt. Neptun (J. Drakenberg, *Mgr.*)** | 87·1 \| 20·8 \| 9·2 H12t F14′ | **Stockholm** Swedish | C.2Cy.16″&29½″–19½″ 31NH Motala Co. Motala | | | |
| 772 / QGOW | — *J. Janssen* | **SteelScTug** 1 *Dk* | 124 / 114 / 14 | | | | 1895 | G. Seebeck Geestemünde | **Norddeutscher Lloyd** | 95·7 \| 18·9 \| 10·5 | **Bremen** German *WB* | T.3Cy.11⅝″,17¼″&29½″–22½″] 42NH G.Seebeck.Geestemünde | | G | |
| 773 / KGWM | **Mercure** *E. Cloquette* –89 | **SteelTug** | 108 / 99 / 17 | | | | 1889 | Atel. & Chant. Loire Nantes | **Chambre de Commerce** | 88·9 \| 18·4 \| 9·9 H5′ F11′ | **Dieppe** French | C.2Cy.20″&34″–24″ NB01 47NH At.&Chant.de la Loire,Hav | | V | |
| Lost by Fire 1.05 | **Mercurio** *Therisiola* | **SteelTwinScSr** | 1158 / — / 730 | | | | 1884 / 2mo | Aitken & Mansel Glasgow | **M. Adano** | 220·0 \| 33·0 \| 19·6 | **Bns. Ayres** Argentine | C.4Cy.24″&46″–30″ 193NH D.Rowan,Glasgow | | | |
| 775 / 3709 / JLPB | **Mercurius** *C. J. M. Wingren* –00 (*ex* Ganges) 6th Survey. Gls. 10,94 1st Survey, Sng. 10,98 2 *Dks(Iron) 3tr B* | **IronScSr** | 1887 / 1852 / 1166 | ✠ 1,99 | Cff | Lv | 1868 / 0mo | London & Glasgow Co Glasgow | **Rederiaktieb. Orion (O. Wingren. *Mgr.*)** | 271·3 \| 33·4 \| 25·6 H27t BK10′ *WB = DBa&f* | **Oscrshmn** Swedish 5 *BHIrBB* | C.2Cy.33″&62″–42″ NE&B82 208NH 2SB,6*pf*,GS102,HS2985 W.Doxford&Sons,Sld. | 26 ″ 10 | | V |
| 776 / PMBG | — *H. Visser* 96–01 *Well deck* | **IronScSr** 2 *Dks(1pt Iron)* | 885 / 705 / 584 | ✠ 2,82 | Shl | *m* | 1880 / 7mo | Strand Slpwy. Co. Sunderland | **Koninkl. Nederl. Stoomb. Maats.** *WB = DBa42′f51′127t* | 220·0 \| 30·6 \| 15·6 Q68′B16′F24′drp82 | **Amstrdam** Dutch 4 *BHCem* | C.2Cy.27″&50″–36″ 125NH G.Clark,Sunderland | | V | |
| 777 / JFLK | — *G. Meyer* (*ex* Merkurius) | **CompScSr** 1 *Dk* | 228 / 197 / 119 | | | | 1889 | S. Groth Sjötorp | **W. Neumeister** | 98·8 \| 22·3 \| 11·9 B21′ | **Stettin** German | C.2Cy.13½″&27″–18″ NB00 26NH Eriksbergs M.V.,Got. | | G | |
| 778 | — *H. Fillekes* –03 | **SteelScLr** 1 *Dk* | 178 / 177 / 89 | | | | 1903 | M. van der Kuijl Slikkerveer | **Joost. Pot** | 115·1 \| 21·4 \| 11·2 | **Vlaardngn** Dutch *WB* | T.3Cy.8½″,14¾″&23¼″–15⅝″ 18NH J. H. van Cappellen,Bolnes | | D | |
| 779 / HCBG | **Mercury** *G. Trenert* 98–03 *Elec.light* | **SteelScSr** *ss* Kei No. 1–03 1 *Dk(Stl) & Spar dk(Stl) & deep framing* | 4046 / 3200 / 2494 | ✠100A1 *Spar dk* 12,03 | Kel ✠LMC1,03 | *n* | 1900 / 11mo | Howaldts-werke Kiel A&CP | **Russian Stm. Nav. & Trading Co.** *WB = Cell DBa102′uE&B66′f128′670t FPT* | 350·0 \| 47·0 \| 17·9 P31′B150′F46′ 25·8 drp03 FK | **Odessa** Russian 6 *BHCem* *28t APT19t* | T.3Cy.27½″,44½″&72⅝″–47½″ 178lb *178lb* (s) 443NH 3SB,9*cf*,GS155,HS6039 FD Howaldtswerke,Kiel | 20 ″ 6 to 5 - 8 | | 1.04 |

| Numéro Officiel. | Nom du Navire. Matériaux. Gréement. — *Capitaine.* *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | Tonnage. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Quand Construit. | Par qui. | Armateurs. | Dimensions d'après Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780<br>92811 | **Mercury** Steel Pad Sk<br>*A. Fowler* –92 | 378<br>340<br>114 | | 1892 | Napier, Shanks & Bell Glasgow | Glasgow & South Western Rlwy. Co. | 220·5 | 26·0 | 9·2<br>*Promenade dk* 168′ | Glasgow<br>British | C.D.2Cy.36″&62″–60″<br>248 NH<br>D. Rowan & Son, Glasgow | | | |
| 781<br>LBWB | — Iron Sc Sp<br>1 *Dk* | 33[illegible]<br>229<br>~~189~~ 145 | 271 | 1872 | Bowdler, Chaffer & Co. Liverpool | Tanjong Pagar Dock Co. Ld. | 138·6 | 21·7 | 12·0<br>H71*t* | Singapore<br>British | C.2Cy.18″&28″–30″<br>NB04 70 RH<br>J. Taylor & Co., Birkenhead | | | |
| 782<br>113[illegible]<br>SUTP | — Iron Sc K<br>*F. Thompson* 98–00<br>1 *Dk* | 222<br>109<br>74 | ✠100A1 Hul<br>*Stm Trawler*<br>6,03 ✠LMC1[illegible] | 1900<br>11mo | Cook, Welton & Gemmell Hull<br>A&CP | W. Widdowson | 121·8<br>[illegible]49′ | 21·5<br>BK 7½″ | 11·5<br>*WB — DB f* 10·7*t* | Hull<br>British | T.3Cy.12″,21″&84″–24″ (s 200 lb 60 RH<br>4 *BH Cem*<br>ISB.*2cf*,gs30,ns1090<br>C.D. Holmes & Co. Hull | 12 × 4 | | |
| 783<br>11094 | — Steel Sc K<br>*B. Gibden* –00<br>1 *Dk* | 183<br>158<br>57 | ✠ ...<br>*Stm Trawler* | 1900<br>4mo | Mackie & Thomson Glasgow<br>*Lloyd's A&CP* | Grimsby & N. Sea Stm Trawling Co Ld | 108·5<br>F19′ | 20·7<br>BK 7½″ | 10·7<br>*WB — DB f* 10·7*t* | Grimsby<br>British | T.3Cy.11½″,18½″&30″–21″<br>180 lb (s) 45 RH<br>3 *BH Cem*<br>ISB.*2pf*,gs[illegible] ns873<br>W. V. V. Lidgerwood, Gls. | 11 × 10 | | |
| 784<br>9214 | — Wood Sc<br>*J. Kelley* | 150<br>—<br>72 | | 1890 | ..... Boston | Boston Tow Boat Co | 96·6 | 23·0 | 12·9 | Boston<br>Utd. States | | | | |
| 785<br>79164<br>SNCB | **Mercutio** Iron Sc Sr<br>*N. Jaco* –97 ss Pnz. 2nd No. 3–9,02<br>*Well deck* 1 *Dk*(*Irn*)2*tr B* | 855<br>672<br>527 | ✠90A1 Brs /<br>Clf<br>[illegible] L.M[illegible] | 1879<br>3mo | J. & G. Thomson Glasgow<br>A&CP | G. Bazeley & Sons | 200·1<br>[illegible]70′ B46′ F80 | 29·1<br>BK 8″<br>*WB = DB* | 16·0<br>4 *BH Cem*<br>[illegible]58′ 58′ 170 | Penzance<br>British | C.2Oy.25″&48″–30″ (s)<br>80 lb *90 lb* NDB01 95 RH<br>ISB.*3pf*,gs51,ns1728<br>J. & G. Thomson, Glasgow | 16 × 9<br>1 × 8½ | | |
| 786<br>4082<br>JNBH | **Mereddio** Iron Sc Sr<br>*N. Pettersson* 97–02 ss Clf. No. 3–1,97<br>*Well deck* ss Ham. No. 1–01<br>1 *Dk*(*Irn*)2*tr B* | 1394<br>1083<br>847 | ✠100A1 Shl<br>[illegible] Hbg B.y<br>[illegible] L.Mc.<br>BS8,04 [illegible] | 1885<br>9mo | W. Gray & Co. West Hartlepool<br>A&CP | Rederiaktieb. Sirius (J. Pettersson, *Mgr.*)<br>*WB = C[illegible]* | 245·0<br>P27′ Q78′ B56′ F82′ | 35·3<br>FK<br>*l D B*205′ 899*t* | 15·1<br>*FPT* 56*t* | Hlsngborg<br>Swedish<br>4 *BH Cem*<br>*A P T* 20*t* | T.3Cy.18½″,30″&48″–36″<br>160 lb *87 lb* NDB03 136 NH<br>2SB.*4cf*,gs57,ns1992<br>Blair & Co. (Lim.), Stockton | 17 × 11<br>1 × 7½ | | |
| 787<br>90026<br>JVHN | **Mergui** Iron Sc<br>*J. Grahame* –04<br>1 *Dk*(*Irn*)<br>*Mchy. Aft* | 244<br>200<br>126 | ✠ Grk *d*<br>4,86 | 1885<br>3mo | H M Intyre & Co. Paisley | British India Stm. Nav. Co. Ld. | 140·0<br>F20′<br>*Shade dk* 38′ | 21·1<br>FK | 9·5<br>4 *BH Cem* | Glasgow<br>British | C.2Cy.18″&36″–24″<br>54 RH<br>Kincaid & Co., Greenock | 10 × 2 | | |
| 788<br>529 | **Meri** Iron Pad Tug<br>1 *Dk* | 109<br>—<br>39 | | 1877 | ..... South Shields | D. Ratner | 97·4 | 18·1 | 9·4 | Odessa<br>Russian | | | | |
| 789<br>92514 | **Merida** Steel Sc Sr<br>2 *Dks*<br>*Elec. light* | 3261<br>—<br>2610 | | 1893 | F. W. Wheeler & Co. W. Bay City | J. C. Gilchrist | 360·0<br>F34′ | 45·0<br>*WB* | 20·8 | Cleveland, Ohio<br>Utd. States | T.3Cy.23″,37″&62″–44″<br>255 NH<br>Frontier Iron Wrks. Detroit | | | |
| 790<br>91573<br>KBLP | — Wood Sc Sr<br>*W. M. Hopkins* 76–00 1 *Dk*<br>(*ex* Maracaibo) YM5,02 | 517<br>438<br>358 | | 1880 | Neafie & Levy Philadelphia | Atlantic & Caribbean Stm. Nav. Co. | 179·3 | 33·6 | 12·0 | Wilmgton (Del.)<br>Utd. States | 2Cy.20″&34″–26″<br>49 NH<br>Neafie & Levy, Philadelphia | | | |
| 791<br>QCPD | **Meridian** Steel Sc 3 Mst Sr<br>*W. Tinmouth* –03<br>*Turret deck* 1 *Dk* 2 *tr B* | 3488<br>3361<br>2218 | | 1898 | W. Doxford & Sons, Ld. Sunderland | Horsley Line Ld. (M. H. Horsley, *Mgr.*) | 340·3 | 45·5 | 24·8<br>F35′ | Hartlepool<br>British<br>*WB* | T.3Cy.24″,39″&66″–45″<br>292 NH<br>T. Richardsn & Sns. Ld. Hpl | | | |
| 792 | — Steel Twin Sc Sr<br>*Hogg* –97<br>1 *Dk* | 981<br>—<br>759 | | 1897 | Hawthorn, Leslie & Co. Ld Newcastle | Eastern Carrying, Storage & Warrant Co. | 225·0<br>P28′ Q66′ B38′ F32′ | 31·8 | 12·4 | Astrachan<br>Russian<br>*WB* | T.6Cy.11½″,18″&30″–20″<br>81 NH<br>Ross & Duncan, Glasgow | | | |
| •793<br>115257<br>TGJF | **Merion** Steel Twin Sc 4 Mst Sr<br>*J. Dunn* 96–03<br>3 *Dks*(*Stl U-ptws*)&*Web frames*<br>*Ref. Mchy.* &*Shelter dk*(*Stl*–ws)<br>*Elec. light* | 11621<br>10790<br>7459 | ✠100A1 Liv *g*†<br>*Shelter dk*<br>*with freeboard*<br>12,01 ✠LMC12,00 | 1902<br>2mo | J. Brown & Co. Ld. Glasgow<br>*Lloyd's A&CP* | International Nav. Co. Ld. | 530·5<br>[illegible]rp03 | 59·2<br>43·1<br>*Bon Shelter dk* 150′<br>FK & BK 3″<br>*WB = Cell D Ba* 150′ *u E* &*y B* 75′ *f* 208′ 1326*t D* | 27·2 | Liverpool<br>British<br>10 *BH Asp*<br>7′a 50′ 1180*t* | T.6Cy.29″,46½″&75″–51″ (s<br>160 lb *100 lb* 893 NH<br>2D&2SB24*cf*,gs196,hs1478<br>J. Brown & Co Ld. Glasgow<br>*DT f* 45′ 1310*t A P T* 168*t* | 39 × 0<br>8 × 10 | BT cell | |
| 794<br>104830<br>NQLG | **Merionethshire** Steel Sc Sr<br>*G. C. Candy* –03 ss Ant. No. 2–03<br>*Elec. light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>&*Web frames* | 3012<br>2754<br>1950 | ✠100A1 Ham *v*<br>*Spar dk* Hpl Lon<br>12,94 ✠LMC6,03<br>BS6,01 | 1895<br>1mo | Sunderlnd S.B. Co. Ld. Sunderland<br>A&CP | Jenkins & Co. Ld. | 343·0<br>P38′ B78′ F42′<br>*WB = C[illegible]* | 41·1<br>BK 8″<br>*l D Ba* 92′ *u E* &*y B* 38′ | 26·0<br>*f* 142′ 466*t* | London<br>British<br>5 *BH Cem* | T.3Cy.25⅝″,41½″&69″–45″<br>160 lb *100 lb* (s) 326 NHP<br>2SB.*3pf*,gs120,hs5000<br>N.E. Mar. E. Co. (Lim.), Sld | 21 × 2<br>s 6 × 4 | | |
| 795<br>JTMR | **Merkur** Iron Sc Sr<br>*P. Gantesen*<br>(*ex* Mercur, *ex* Livonia) 1 *Dk* 2 *tr B* | 274<br>193<br>146 | | 18[illegible]<br>[illegible] | T. B. Seath & Co. Glasgow | Nilsen & Jörgensen | 143·2<br>Q24′ B32′ F23′ | 22·2 | 9·3 | Harstad<br>Norwegian | Q.4Cy.11½″,15⅝″,22″&31½″–21½″] NE & B88 46 NH<br>J. W. Klawitter, Danzig | | | |
| 796<br>QHRB | — Steel Sc<br>*J. Schoon* 97–03 (*Trawler*)<br>1 *Dk* | 194<br>172<br>58 | | 1903 | G. Seebeck Act. Ges. Bremerhaven | H. Hohnholz | 120·4<br>F20′ | 22·5 | 11·2 | Brmrhavn<br>German<br>*WB* | T.3Cy.11[illegible]″,18[illegible]″&30[illegible]″–22½″ 43 NHP<br>G. Seebeck A.G. Bremerhvn | | G | |
| 797 | — Iron Sc Sr<br>*Elec. light* 1 *Dk* | 126<br>—<br>84 | | 1897 | P. Wahl & Co. Warkaus | Nordische Glas Industrie Ges. | 103·8 | 22·5 | 10·1 | Wiborg<br>Russian<br>*WB* | C.2Cy.16½″&28″–18″<br>28 NH<br>P. Wahl & Co. | | | |
| 798<br>[illegible] | **Merkus** Steel Twin Sc<br>*Steenborg* –03<br>*Elec. light* 1 *Dk* &*Awngdk* | 629<br>—<br>377 | | 1903 | Kon. Maats de Schelde Flushing | Koninkl. Paketv. Maats. | 170·0 | 27·6 | 11·7 | Batavia<br>Dutch | C.4Cy.16″&32″–18″<br>72 NHP<br>Maats de Schelde, Flushing | | DV | |
| 799<br>73594<br>WTJK | **Merlin** Iron Sc Sr<br>*R. S. Bristow* –04<br>*Well deck* | 618<br>498<br>376 | ... | 1875 | Hall, Russell & Co. Aberdeen | General Stm. Nav. Co. Ld. | 189·3<br>[illegible]56′ | 26·1<br>B44′ | 14·5<br>F20′ | London<br>British | C.2Cy.24″&40″–30″<br>75 RH<br>Hall, Russell & Co., Abn | 15 × 8<br>1 × 11 | | |
| 800<br>110889 | — Iron Sc K<br>*W. Webb* –99 (*Trawler*)<br>1 *Dk* | 186<br>169<br>66 | ... | 1899 | Cochrane & Cooper, Ld. Selby | T. Baskcomb | 110·0<br>[illegible]16′ F20′ | 21·2<br>BK 7½ | 11·2 | Grimsby<br>British | T.3Cy.12¼″,19½″&32″–22½″<br>50 RH<br>C.D. Holmes & Co Hull | 12 × 8 | | |
| 801<br>[illegible] | — Iron Sc K<br>*W. Donald* –01<br>*Mchy. Aft* 1 *Dk* | 151<br>126<br>75 | | 1890 | D. Macgill & Co. Irvine | Steel & Bennie, Ld. | 105·0<br>[illegible]38′ | 19·6<br>F17′ | 8·6 | Glasgow<br>British | C.2Cy.18″&24″–18″<br>NB02 25 RH<br>Ross & Duncan, Glasgow | | | |
| 802<br>[illegible]322 | — Wood Sc Flat<br>*R. Clugston* –04 1 *Dk* | 134<br>130<br>63 | | 1895 | J. Harland & Co. Tranmere | W. A. Savage | 96·8 | 22·0 | 9·6 | Liverpool<br>British | C.2Cy.14″&28″–18″<br>NB00 35 RH<br>Cochran & Co., Birkenhead | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. — for Special Survey. Date of last Survey | Built. When — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Load Draughts, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Tonnage of midships. ft. in. | Where classed. If not in L.R. Date of Rec. of Trade Cert. | Date of last and next docking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 803 **Merlin** | IronScK | 129 / 120 / 40 | ✝ *Stm Trawler* | 1896 / 1mo | Cochrane & Cooper, Beverley | W.H. Dodds / C.Hodson | 93·6 \| 20·5 \| 11·0 / Q17 / BK7½ | Aberdeen / British | T.3Cy.11″,17″&28″–21″ (s) / 170lb 40RH / 1SB,2cf,Gs28,Hs87 / C.D.Holmes&Co.,Hull | 11 ″ 10 | | 6/… |
| QNVH | *G.Robertson* –03 ss Abn.No.1–00 / 1 *Dk* | | | *Lloyd's* | *s.A&CP* | | | *3 BHCem* | | | | |
| 804 **Mermaid** | SteelTwinScSr | 293 / 253 / 51 | ✝ Lon / 2,99 | 1897 / 11mo | R.Craggs& Sons Middlesbro' | Corporation of the Trinity House | 135·0 \| 22·1 \| 12·2 / BK7″ | London / British | T.6Cy.10″,15″&25″–18″ / 55RH / 1SB,2cf,Gs39,Hs1507 / Sir C.Furness,Westgarth &Co.(Lim.),Mdb | 13 ″ 0 | | |
| 109254 PVQT | *I.T Reading* –97 / *Mchy.Aft* / 1 *Dk(Teak)* | | | | | | | *6 BHCem* | | | | |
| 805 — | IronPad | 153 / 150 / 64 | | 1864 | T.Wingate &Co. Glasgow | Waterford SSCoLd | 161·4 \| 19·1 \| 7·9 | Waterford / British | D.2Cy.36″–36″ / NB79 86RH / T.Wingate&Co.,Glasgow | | | |
| 59588 | (*exLargs*) | | | | | | | | | | | |
| 806 — | SteelScK | 134 / 126 / 36 | ✝100A1 Liv / *Stm Trawler* / 10,04 | 1892 / 4mo | Hawthorns &Co. Leith | Harley&Miller,Ld | 105·3 \| 20·1 \| 10·3 / F13′ / BK6½ / *WB* | Liverpool / British | T.3Cy.11″,17½″&30″–21″ (s) / 160lb 18RH / 1SB,2cf,Gs28,Hs828 / Hawthorns&Co.,Leith | 11 ″ 3 | BT till 3,05 | 4,05 |
| 98379 | *G.Rouson* –02 / ss Liv.No.3–10,04 / 1 *Dk* | | | *Lloyd's* | *s.A&CP* | | | *4 BHCem* | | | | |
| 807 — (*WRECKED 3,04*) | WoodTwinSc | 129 / 120 / 87 | 7,04 | 1884 | H B Bolton Victoria | C.A.Wardill | 94·0 \| 18·0 \| 4·6 | Vancouver / British | C.2Cy.8″&15″–12″ / 18RH / A.McKelvie&Co.,Ver. | | | |
| 88367 | *C.Land* 94–94 | | | | | | | *DBf* 10′9t | | | | |
| 808 **Merrick** | IronScSr | 574 / 498 / 223 | ✝100A1 Gmb *j* / 11,04 Ayr Gls / 4,05 / 1 MC / Ayr | 1878 / 8mo | Birrell, Stenhouse& Co.Dumbrton A&CP | Ayr Stm.Shpg.Co Ld.(Rowan&Bain, *Mgrs.*) | 196·5 \| 27·1 \| 14·4 / P33′B60′F52′ / BK9″ | Glasgow / British | C.2Cy.22″&40″–42″ (s) / 80lb 85lb NDB64 100NHP / 2SB,4pf,Gs71,Hs2024 / M.Paul&Co.Dumbarton | 15 ″ 3 / 1· 11½ | BT till 3,05 | 3,05 / 4,05 |
| 78843 RWKC | *J.Pennisto*n –03 (*ex*Amsterdam) / *J.Lecligt* / ss Gmb.No.3–03 / ss Ayr.2nd No.–04 / 1 *Dk 2tr B* | | | | | | | *4 BHCem* | | | | |
| 809 **Merrie Islington** | IronScK | 147 / 137 / 56 | ✝ Hul / *Stm Trawler* / 11,05 | 1891 / 12mo | Cook, Welt'n&Gemmell Hull | Humber Steam Trawling Co.Ld. | 100·4 \| 20·7 \| 11·0 / Q20′ / BK7½ | Hull / British | C.2Cy.17″&33″–22″ / 1SB,2cf,Gs30,Hs810 45RH / Bailey&Leetham,Hull | 11 ″ 11 | | |
| 99551 MTQH | ss Hul.No.1–95 / 1 *Dk* | | | | | | | *3 BHCem* | | | | |
| 810 **Merry Andrew** | IronPad | 178 / 174 / 17 | | 1857 | T.&W. Smith N.Shields | Strong Stm.Tug Co.Ld. (H.Strong, *Mgr.*) | 120·9 \| 20·3 \| 10·3 | Liverpool / British | L.2Cy.35″–52″ / NB87 80RH / T.&W.Smith,N.Shields | | | |
| 28072 | | | | | | | | | | | | |
| 811 **Mersey** | SteelSc3MstSr | 536 / 399 / 226 | ✝100A1 Liv *h* / 6,05 Sws / M&O,05 LMC / BS1,05 BS5,05 | 1892 / 1mo | Harvey &Co.(Lim.) Hayle | Liverpool Stmship Mersey,Ld. (Rogers&Bright Ll) | 173·0 \| 25·2 \| 11·8 / Q97′B9′F28′ / BK7″ / *WB=FPT* | Liverpool / British | T.3Cy.15″,23″&38″–30″ (s) / 160lb 73RH / 1SB,3pf,Gs56,Hs1703 / Harvey&Co.(Lim.),Hayle | 12 ″ 8 / 2 ″ 10½ | | 1,04 |
| 99363 MNHV | *W.Elton* –96 / *Mchy.Aft* / *Well deck* / ss Liv.No.3–10,94 / ss Liv.No.2–03 / 1 *Dk(Trn)* | | | *Lloyd's* | *s.A&CP* | | | *3 BHCem* 30t *APT* 16t | | | | |
| 812 — | SteelTwinSc | 391 / 308 / 20 | | 1890 | J.Jones& Sons Liverpool | Municipal Corporation of Birkenh'd | 145·1 \| 32·0 \| 10·4 / H83t | Liverpool / British | T.6Cy.15½″,22″&36″–18″ / 110NHP / J.Jones&Sons,Liverpool | | BT till 7,05 | |
| 97825 | | | | | | | | | | | | |
| 813 — | IronSc | 233 / 224 / 126 | | 1872 | Cunliffe& Dunlop Pt.Glasgow | Allan Line SSCo.Ld (J.&A.Allan *Mgrs*) | 132·0 \| 23·1 \| 10·0 | Glasgow / British | 2Cy.16″–22″ / 20RH / Cunliffe&Dunlop,P.Gl. | | | |
| 68015 | *H.Kimmance* –96 / *Mchy.Aft* | | | | | | | | | | | |
| 814 — | IronScK | 196 / 179 / 78 | ✝100A1 Gms / *Stm Trawler* / 9,04 LMC | 1900 / 10mo | J.Duthie & Co. Montrose | Palatine Steam Fishing Co.Ld. (A.Jeffs, *Mgr.*) | 111·1 \| 21·1 \| 11·6 / Q50′F23′ / BK7½ | Grimsby / British | T.3Cy.10¾″,20″&32″–23″ (s) / 180lb 55RH / 1SB,2cf,Gs32,Hs975 / Tindall,Earle&Hutchinson,Ld.Hull | 12 ″ 6 | | 9,04 |
| 113202 | *J.H.Fish* –00 ss Gms.No.1–04 / 1 *Dk* | | | 04 | A&CP | | | *3 BHCem* | | | | |
| 815 — | SteelScK | 168 / 155 / 60 | ✝100A1 Hul / *Stm Trawler* / 11,04 8,02 LMC 7,00 | 1900 / 1mo | Mackie& Thomson Glasgow | J.Leyman&Co.Ld. | 105·6 \| 21·0 \| 10·7 / Q18′F17′ / BK7½ / *WB=DTf* 14′25t | Hull / British | T.3Cy.10″,16″&27″–20″ (s) / 200lb 45RH / 1SB,2pf,Gs26,Hs64? / Muir&Houston,Ld.Gls. | 11 ″ 7 | | 2,05 / 11,04 |
| 110771 | ss Hul.No.1–04 / 1 *Dk* | | | *Lloyd's* | *s.A&CP* | | | *4 BHCem* | | | | |
| 816 **Mersin** | SteelScSr | 361 / 302 / 195 | ✝ Mtr *f* / 2,99 | 1899 / 2mo | J.Duthie &Co Montrose | Idarei Massousieh | 130·5 \| 25·0 \| 11·4 / B17′F15′ / BK7″ / *WB=DBf* 72 | Constanpl / Turkish | C.2Cy.15″&32″–24″ / 52NHP / 1SB,2pf,Gs36,Hs895 / Hall-Brwn.Buttery&C.Gls | 13 ″ 11 | | |
| | *Mustafa* (*ex*No.31) / *Mchy.Aft* | | 1 *Dk(Stl)* | | | | | *3 BHCem* 88t *APT* 7t | | | | |
| 817 **Merthyr** | IronScSr | 1354 / 1099 / 846 | 1353 | 1882 | Palmers' Co.(Lim.) Newcastle | Merthyr S.S.Co.Ld (Morel,Ld.) | 240·4 \| 33·3 \| 16·8 / Q92′B50′F26′ / F& / *WB* | Cardiff / British | C.2Cy.28″&57″–39″ / 99RHP / Palmers'Co.(Lim.),Nwc. | 19 ″ 0 | V | |
| 86489 HFPG | *T.L.Pearn* –02 / *Well deck* | | 1 *Dk 2tr B* | | | | | | | | | |
| 818 — | IronSc3MstSr | 768 / 699 / 461 | ✝100A1 Sld *m* / 10,04 S.H. / N B8,02 LMC 8,01 / BS7,03 8,01 | 1866 / 6mo | Palmers' Co. Newcastle | W.Cory&Son,Ld. | 207·3 \| 28·1 \| 15·9 / Q62′ / BK7″ / *WB=DB* 118′ | London / British | C.2Cy.27″&50″–30″ (s) / 80lb 70lb NDB97 106NHP / 1SB,3pf,Gs61,Hs1728 / Palmers'Co.,Newcastle | 18 ″ 5 / 3 ″ 3 | | 8,04 |
| 54720 HLNP | *E.Fair* –99 / 1 *Dk 2tr B* | | | *Lloyd's* | *A&CP* | | | *4 BH* | | | | |
| 819 — | SteelScK | 143 / 119 / 72 | | 1893 | G.K.Stothert&Co. Bristol | W.Galbraith | 107·3 \| 19·7 \| 7·6 | Bristol / British | 1Cy.22″–18″ / 35RHP / G.K.Stothert&Co.,Bristol | | | |
| 102483 | *F.Everett* –94 / *Mchy.Aft* / 1 *Dk* | | | | | | | | | | | |
| 820 **Merton Hall** | SteelScSr | 4327 / 4088 / 2776 | ✝100A1 Cff *g* / 2,05 Liv / BS2,05 LMC 11,00 | 1889 / 7mo | Palmers' Co.(Lim.) Newcastle | Ellerman Lines,Ld (R.Alexander&Co. *Mgrs.*) | 400·5 \| 47·2 \| 27·9 / P41′B105′F47′ / FK7 | Liverpool / British | T.3Cy.29″,47″&76″–51″ (s) / 150lb 80lb 435NHP / 2DB,12cf,Gs257,Hs7151 / Palmers'Co.(Lim.),Nwc. | 30 ″ 8 / 7 · 2 | | 2,05 |
| 96342 LGKR | *Prowse* –03 (*ex*Knight Templar) / *Elec.light* / ss Bry.No.3–11,01 / 2 *Dks(Stl–Uws)* / 3 *tr B* | | | *Lloyd's* | *s.A&CP* | | *WB=CellDB* 334′10 16t *APT* 42t | *7 BHpt Aspt Cem* 87t 2 455t | | | | |
| 821 **Merve** | SteelTwinSc3MstSr | 950 / — / 648 | | 1882 | Nya Mek. Verkst. Åbo | St.Petersburg Co. Nadeshda | 214·0 \| 29·1 \| 16·1 | Astrachan / Russian | C.4Cy.21¼″&35½″–24″ / 102NHP / Nya Mek.Verkst.Åbo | | | |
| | *K.V.Schertschenkov* / *Mchy.Aft* *Elec.light* / *Spar dk* | | | | | | *WB* | | | | | |
| 822 **Mesaba** | SteelSc4MstSr | 6833 / 6052 / 4423 | ✝100A1 Lon *d* / 4,05 3,05 | 1898 / 2mo | Harland& Wolff,Ld. Belfast | Atlantic Transport Co.Ld. | 482·1 \| 52·2 \| 31·6 / P90′B221′F106′ / FK&BK3 | Liverpool / British | T.3Cy.32″,54′&90″–66″ (s) / 190lb 772NHP / 2D&2SB,Dscf/Gs297,Hs12416 / Harland&Wolff,Ld.Bel. | 34 ″ 9 / 7 · 6 | BT till 4,05 3,05 | 3,05 / 8,05 |
| 109392 PWSL | *F.W.Jubb* –02 (*ex*Winifreda) / *Ref.Mchy. Elec.light* | | 3 *Dks(Stl)* | *Lloyd's* | *s.A&CP* | | *WB=Cell DBa* 119′ *uEq B* 79′ | *8 BHCem* 860t *APT* 21t | | | | |
| 823 **Message** | WoodScK | 125 / 109 / 55 | | 1893 | J.Branford Knottingley | Goole&Hull Stm. Towing Co.Ld. | 95·0 \| 18·0 \| 9·2 | Goole / British | C.2Cy.10″&16½″–16″ / 11RHP / Webster&Bickerton,Goo. | | | |
| 98393 | *A.Waterland* –04 / 1 *Dk* | | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Numéro Distinctif | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel / Tonnage Brut / Tonnage Net. | 5 6 7 Détails de la Classification. Cote / Date de la dernière Visite. | 8 Construit. Quand / Par qui. | 9 | 10 Armateurs. | 11 Dimensions Principales. Longueur, Largeur, Creux. | 12 Port d'Attache. Pavillon. | 13 Machines. Nbre & Dia des Cylindres — Course — Pression des Chaudières — Force en chevaux d'après les Jaugeurs de la Société — Force en chevaux d'après les pesées du navire. Détails des Chaudières & Foyers. Noms & Constructeurs des machines. | 14 Vitesse. pds. gs. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 824 | **Messenger** | **WoodScSr** | 112 | | 1901 | J. McGill | ~~S.S. Messenger~~ | 97·0 210 8·4 | Yarmouth N.S. | C.2Cy.12"&24"–18" | | | |
| 137342 | | | 86 | | | Shelburne N.S. | Dominion Atlantic Ry. Co. Ltd. | | | 24RB | | | |
| | | 1 *Dk* | 49 | | | | | | | W. & A. Moir, Halifax, N.S. | | | |
| 825 | **Messina** | **IronScSr** | 1882 | | 1884 | Reiherst'g Schiffsw. Hamburg | Rob. M. Sloman, Jun. | 269·8 35·3 22·1 P14' B32' F32' | Hamburg German | C.2Cy.34"&62"–42" | | G | |
| | *W.G. Meyer* 92–01 | (ex Kambyses) | 1571 | | | | | | | 208 NHP | | | |
| RGQC | *Elec. light* | 2 *Dks 3tr R* | 1197 | | | | | | H *R* | Reiherst. Maschinenf. Ham. | | | |
| 826 | **Meta** | **IronScSr** | 1702 | ✠100A1 Skm *q* | 1887 | E. Withy & Co. | Angf. Aktieb. Vidar (A. O. Andersson. *Mgrs.*) | 264·7 36·0 17·5 P27' Q74' B29' F31' BK 7½ | Gothenburg Swedish | T.3Cy.21½" 35" &37"–36" (s) | 13 · 6 | | |
| 3334 | *C.G. Svensson* 98–02 | *rr* (Ret. No.3–8,00 | 1319 | 2,05 Got | | | | | & *BH Cem* | 160lb *60lb* 192 NHP | 1 · 1 · 9 | | |
| JKHC | (ex Lydie) | 1 *Dk* (*Iron*) & *Web frames* | 1033 | ~~BS6,08~~ ✠LMC8,00 | | | | | | 1 DB, *6cf*, gs64, hs2863 | | | |
| | *Well deck* | *ss* Got. No.1–05 | | 12,55 BS2,05 | | | | W *B* – *Dk* 78' *f* 42' *q* u *E* & *B* 44 | | Richardson & Co. Ltd. Sunderland | | | |
| 827 | — | **SteelScSr** | 200 | | 1896 | Schiffsw. von Henry Koch Lübeck | Sartori & Berger | 118·6 21·5 9·6 Q36' B36' F14' | Kiel German | C.2Cy.17¾"&29½"–21½" | | G | |
| | *D Ehler* –96 | | 155 | | | | | | H *AG* | C. Daevel, Kiel | | | |
| LBDC | | 1 *Dk* | 95 | | | | | | | | | | |
| 828 | **Metamora** | **WoodSc** | 232 | | 1864 | Peeb & Masters Cleveland | Midland Towing & Wrecking Co. | 115·0 39·3 10·8 H31*t* | Toronto British | 1 Cy | | | |
| 51668 | | 1 *Dk* | 203 | | | | | | | 94 RH | | | |
| WPGL | | | 152 | | | | | | | | | | |
| 829 | **Metanet** | **SteelPadSr** | 230 | ✠ Fal *d* | 1892 | Napier, Shanks & Bell | Chirket i Hairie (Bosphorus S.N. Co.) | 160·0 20·1 9·0 | Constantpl Turkish | O.2Cy.35"–36" | | 9 · 6 | |
| | *Mustafa* | | 203 | *with freeboard* | 6mo | Glasgow | | BK 6 | *BH Cem* | 96 NH | | | |
| | (ex Bosphorus No 41) | 1 *Dk* | 133 | 7,92 ✠ | | | | | | 1SB, *3pf*, gs56, hs1377 | | | |
| | | *Coasting Service* | *Bosphorus & Sea of Marmora* | | | | | | | D. Rowan & Son, Glasgow | | | |
| 830 | **Meteor** | **SteelSc3MstSr** | 4259 | ✠100A1 Mdb *n* | 1901 | R. Craggs & Sons | Russian Stm. Nav. & Trading Co. | 349·6 47·0 21·1 P79 B24' F43' 28 S | Odessa Russian | T.3Cy.25"–40"&68"–48" (s) | 22 · 3 | | |
| | *A. Vetlinski* 86–01 | | 3739 | *Spar dk* | 5mo | Middlesbro' | | BK | 12 *BH Cem* | 180lb *100lb* 336 NHP | 6 · 7 | | |
| HOBR | *Mchy. Aft* | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) | 2546 | 5,01 ✠LMC6,01 | | A&CP | | W *B* – *Cell DB* 96 *E* & 66' 164 *f* *FPT* 70, *APT* 22*t* | | 3SB, *9cf*, gs150, hs6600 | | | |
| | *Elec. light* | & *Web frames* | | *Carrying Petroleum in bulk* | | | | | | Richardson, Westgarth & Co. Ld. Mdb. | | | |
| 831 | — | **SteelTwinSc** | 4200 | | 1904 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 422·0 44·0 26·5 I203 | Hamburg German | T.6Cy. | | | |
| | | 2 *Dks* & *Spar dk* 3 *tr B* | | | | | | W *S* | | Blohm & Voss, Hamburg | | | |
| 832 | — | **SteelScSr** | 2301 | | 1901 | Craig S. B. Co. Toledo, O. | Globe Nav. Co. | 253·6 43·2 24·2 | Seattle United States | T.3Cy.20"–32½"&55"–40" | | RV | |
| 93118 | *J. Roberts* | | 2157 | | | | | | | 191 NHP | | | |
| KQRT | *Mchy Aft* | 1 *Dk* 2 *tr B* | 1565 | | | | | W *S* | | Craig S. B. Co. | | | |
| 833 | — | **IronSc** | 424 | | 1883 | Neafie & Levy Philadelphia | Montauk Steam Boat Co. | 162·0 23·0 8·7 | New York United States | 1 Cy. 28"–28" | | | |
| 91827 | | | — | | | | | | | 32 NH | | | |
| | *Elec. light* | 2 *Dks* | 337 | | | | | | | Neafie & Levy, Pha. | | | |
| 834 | — | **IronScSr** | 317 | | 1877 | Motala Co. Norrköping | Russisch-Baltischer Bergungs-Verein | 142·8 23·9 12·6 H12*t* | Reval Russian | O.2Cy.30½"&58"–24" | | | |
| | *Carlsson* (ex Hermes) | 1 *Dk* | — | | | | | | | 137 NHP | | | |
| HRDJ | | | 164 | | | | | W *B* | | Motala Co., Norrköping | | | |
| 835 | — | **WoodSc** | 299 | | 18$_{97}$ | W. M. Jones Opemuon, P.Q. | A. Lumsden | 130·5 27·0 7·4 | Ottawa British | C.2Cy.18"&27"–16" | | | |
| 107084 | *Redmond* | | 224 | | | | | | | 165 RH | | | |
| | | | 204 | | | | | | | Bertram Eng. Wrks. Co. Ltd. | | | |
| 836 | **Methley Hall** | **SteelScSr** | 3492 | ✠100A1 Liv *r* | 1886 | Palmers' Co. (Lim.) Newcastle | Hall Line, Ld. (R. Alexander & Co., *Mgrs.*) | 330·0 43·5 29·1 P37' F47' | Liverpool British | T.3Cy.27"&44"&71"–48" (s) | 30 · 7 | | |
| 93701 | ~~*P. Norvall*~~ –03 | *ss* Liv. No.3–3,99 | 3198 | 1,02 Bry | 10mo | | | | & *BH Cem* | 150lb *80lb* NDB95 349 NHP | 8 · 8 | | |
| KJBF | | 2 *Dks* (1 *Stl* & 1 *pt Stl pt Irn*) *Str B* | 2236 | ~~BS1,08~~ ✠LMC11,05 | | | | BK 11 | | 2DB, *12cf*, gs187, hs5460 | | | |
| | *Woodfenden* –04 | *ss* Liv. No.1–08 | | ~~BS1,08~~ BS11,04 | | | | *WB* = *M7* | | Palmers' Co. (Lim.), Nwc. | | | |
| 837 | **Metis** | **SteelScSr** | 3359 | ✠100A1 Nwc *c* | 1897 | C. S. Swan & Hunter (Lim.) Newcastle | Cornhill S.S. Co. Ltd. (Harris & Dixon, Ltd. *Mgrs.*) | 330·0 45·2 18·2 B32' F38' 26·5 | Newcastle British | T.3Cy.24"&46"&64"–42" (s) | 20 · 6 | | |
| 106617 | ~~*A.B. Marshall*~~ –01 | *ss* Nwc. No.1–02 | 3202 | *Spar dk* Off Bry | 6mo | | | FK | 5 *BH Cem* | 170lb *80lb* 296 NHP | 8 · 4 | | |
| PRNK | *Brown* | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2167 | 8,12,08 1,05 ~~BS1,01~~ ✠LMC7,01 | | A&CP | | W *B* – *Cell DB* 102' *u E* & *B* 38' *f* 140 | | 2SB, *8pf*, gs120, hs4800 696 *APT* 190 | 15 · 4 | | |
| | | | | | | | | | | NE. Marine Co. Ltd. Wallsend & Nwc. | | | |
| 838 | **Metkovich** | **SteelScSr** | 879 | | 1893 | Austrian Lloyd's Trieste | Lloyd Austriaco | 207·6 29·6 16·3 | Trieste Aust.-Hung. | T.3Cy.16½",26"&48"–30" | | | |
| | *Tarabochia* | | 712 | | | | | | | *E. made* 91, *fitted* 93 101 NHP | | | |
| HNCP | *Elec. light* | 1 *Dk* & *Shade dk* 2 *tr B* | 443 | | | | | W *B* | | Wallsend Slip. & E. Co., Nwc. | | | |
| 839 | **Metschta** | **SteelScSr** | 1896 | ... | 1884 | G. Howaldt Kiel | I.S. Koschkine | 286·4 36·1 24·9 P40' B64' F36' | Rostoff Russian | T.3Cy.21",35½"&61"–42" | 19 · 7 | G | |
| | *Karakin* | | — | | | | | | | NB95 244 NHP | | | |
| JRBW | (ex Martha) | 1 *Dk* & *Spar dk* 3 *tr B* | 1323 | | | | | FK | *W B* | *Tpd* 95 Gebr. Howaldt, Kiel | | | |
| 840 | **Meurthe** | **IronScSr** | 1130 | | 1874 | J. Elder & Co. Glasgow | Cie. de Nav. Arménienne & Maroc. (N. Paquet & Co. *Mgrs.*) | 228·3 28·5 21·4 F29' len76 | Marseilles French | C.2Cy.28"&50"–30" | | V | |
| | *Pecout* | | 1028 | | | | | | | NB95 114 NHP | | | |
| KHDP | | 2 *Dks* 3 *tr B* | 660 | | | | | | | J. Elder & Co., Glasgow | | | |
| 841 | **Meuse** | **IronScSr** | 794 | ✠100A1 Ant *l* | 1884 | Workman, Clark & Co. Belfast | Adolf Deppe | 208·0 29·2 14·1 Q114' F27' BK 7 | Antwerp Belgian | C.2Cy.24"&48"–36" (s) | 14 · 11 | | |
| | *C. van Slembrouck* –04 | *ss* Ant. No.3–5,97 | 661 | 3,00 | 4mo | | | | & *BH Cem* | 80lb *80lb* NDB97 108 NHP | | | |
| MBNG | | *ss* Ant. No.1–01 | 418 | ~~BS8,08~~ ✠LMC8,01 | | | | | | 1SB, *3pf*, gs51, hs1808 | | | |
| | (ex Corralaun) | 1 *Dk* (*Iron*) | — | ~~BS8,08~~ DB2,04 | | | | *Lloyd's* 1/4 *CI* *WB* – *DB* 80 58' 120*t* *FPT* 63*t* | | W. Kemp, Glasgow | | | |
| 842 | **Mexican** | **SteelScSr** | 4202 | ✠100A1 Liv *cc* | 1891 | Naval Con. & Arm. Co. Ltd. Barrow | F. Leyland & Co. (1900) Ltd. | 360·0 45·2 33·8 | Liverpool British | T.3Cy.27",44"&72"–48" (s) | 29 · 3 | | |
| 93328 | *G.A. Slater* –03 | *ss* Liv. No.3–12,03 | 4185 | *Shelter deck with freeboard* | 8mo | | | | & *BH Cem* | 160lb *100lb* NDB05 399 NHP | 4 · 7½ | | |
| MHVQ | *Elec. light* | 2 *Dks* (*Stl*) & *Web frames* | 2728 | 1,00 BS1,05 ✠LMC12,05 | | | | *WB* = *Cell DB* 125 & 72' 124 *f* *FPT* 124 *t* *APT* 44 *t* *CP* | W *S* | Nav. Con. & A. C. (L.), Brw. | | | |
| 843 | — | **IronSc3MstSr** | 402 | ✠90A1 NYk *g* | 1874 | Barrow S. B. Co. Ltd. Barrow | Mexican Telegraph Co. | 172·0 23·0 12·5 Q47' B51' F18' | New York Utd. States | C.2Cy.22"&38"–32" (s) | 13 · 4 | | |
| | *Cable Vessel* | *E. Oldham* –02 | 366 | 3,05 Gal | 12mo | | | BK 9 | & *BH Cem* | 75lb *50lb* NDB85 66 NHP | 1 · 5 | | |
| | *Mchy. Aft* | *ss* Lon. 2nd No.3–12,97 1 *Dk* | 224 | ~~BS8,08~~ LMC5,01 | | | | | | 1SB, *3pf*, gs54, hs1180 | | | |
| | *Well deck* | *ss* Lon. No.1–01 | | ~~BS6,08~~ BS6,04 | | | | | | Barrow S. B. Co. Ltd. Brw. | | | |
| | (ex Duchess of Marlborough, ex Howard) | | | | | | | | | | | | |
| 844 | **Mexican Prince** | **SteelSc3MstSr** | 3028 | ✠100A1 Nwc *p* | 1893 | C. S. Swan & Hunter Newcastle | Prince Line, Ld. (J. Knott, *Mgr.*) | 328·3 41·0 19·5 P28' B24' F31' 26·3 | Newcastle British | T.3Cy.28",38"&62½"–42" (s) | 20 · 6 | | |
| 101836 | *W. Penrice* –99 | *ss* Sng. No.2–01 | 2823 | *Spar dk* | 9mo | | | | & *BH Cem* | 160lb *100lb* 271 NHP | 5 · 8 | | |
| MDLF | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames* | | 1953 | 1,05 ~~BS1,01~~ ✠LMC | | | | *WB* = *Cell DB* 96' 216*t* *FPT* 55*t* *APT* 40*t* | | 28SB, *6cf*, gs105, hs1343 | | | |
| | *Mchy. Aft* | *Elec. light* | *Carrying Petroleum in bulk* | ~~BS8,01~~ ~~BS6,04~~ | | | | | | Blair & Co. (Lim.), Stockton | | | |
| 845 | **Mexico** | **SteelTwinScSr** | 5667 | | 1895 | W. Cramp & Sons Co. Philadelphia | New York & Cuba Mail S.S. Co. (J. E. Ward & Co., *Mgrs.*) | 360·0 50·0 32·2 | New York Utd. States | T.6Cy.25",41½"&68"–42" (s) | | E | |
| 92936 | *F. Stevens* –99 | | — | | | | | | | 271 NHP | | | |
| KPBW | *Elec. light* | 3 *Dks* & *Awng dk* | 4193 | | | | | W *B* | | W. Cramp & Sons Co. Phl. | | | |

| Steamer's Name. Official No. Code Letters. | Material. Rig, &c. Master. Special Surveys. | Late Name if any. No. of Decks, &c | Register Tonnage Gross. Under deck. Net | Particulars of Classification Character. † for Special Survey. Date of last Survey. | Port of | Built. When. Ship. Engines | By Whom. Where. | Owners. | Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded Depth. Freeboard available | Engines in which installed, if not in L.R. Register of Tonnage. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 846 | **Mexico** | **SteelTwinScSr** | 5549 | | | 1902 | Caird&Co. Ld Greenock | PacificStmNav.Co. | 400·9 52·3 26·2 | Liverpool British WB | T.6Cy.23½",38½"&64"–48" 568NH | 29 ″ 0 s 6 ″ 2 | | |
| 115278 | *P.C.Lee* –02 | *2Dks Promenade dk* | 4206 | | | | | | | | | | | |
| TJQC | *Elec.light* | *Ref Mchy & Shade dk* | 3134 | | | | | | | | | | | |
| 847 | — | **SteelTwinScSr** | 1718 | | | 1896 | Lobnitz& Co. Renfrew | S.Pearson&SonLd | 252·0 41·0 17·0 | London British WB | T.6Cy.15",25"&40"–30" 175NH | | V | |
| 103578 | *G.Bryant* –01 | *(Dredger)* | 1509 | | | | | | | | | | | |
| PPKM | *Elec.light* | *1 Dk* | 566 | | | | | | | | | | | |
| 848 | — | **SteelScSr** | 480 | † N.Os *g* | | 1890 | Grangemth Dkyrd.Co. Grangmouth | Cia.Mexicana deNav. | 170·4 25·0 11·0 P49′B52′F30′ FK | Tabasco Mexican | T.3Cy.16",26"&40"–30" 96NH | 11 ″ 6 | | |
| | *F.Zaragoza* –97 | *ssN.Os.No.1–96* | 352 | *withfreeboard* | | | | | | | | | | |
| | | *1 Dk* | 287 | 1,97 | | | | | *WB = FPT* | 86t *APT* 28t | 4 *BHCem* | | | |
| | | | | *Coasting Gulf of Mexico* | | | | *Tabasco & Vera Cruz* | | | 18B,*3rf* 32c,HS1551 | | | |
| | | | | | | | | | | | Dunsmuir&Jackson,Gls. | | | |
| 849 | **Meyún** | **SteelScSr** | 174 | | | 1888 | Scott&Co. Greenock | PerimCoalCo.Ld. (HintonSpalding &Co. *Mgrs.*) | 111·1 19·1 10·3 B13′ F16′ BK6 | Greenock British WB | C.2Cy.14"&28"–21" 50RH | 11 ″ 0 | | |
| Lo[illegible] | | | | | | | | | | | | | | |
| 93207 | *E.Wilkinson* –97 | *1 Dk* | 152 | | | | | | | | | | | |
| KVWB | | | 91 | | | | | | | | Scott&Co.,Greenock | | | |
| 850 | **Miami** *Jones* –04 | **SteelScSr** | 3762 | 100A1 Gls *w* | | 1904 | Barclay, Curle&Co.Ld Glasgow | Elders&Fyffes (Shipping),Ld. | 350·8 46·2 29·9 F34′ FK | Glasgow British | T.3Cy.27",43"&72"–48" (*s*) 180lb 485NH | 24 ″ 9 s 9 ″ 6 | | |
| 119114 | ~~*Arthur Jones*~~ | 2 *Dks(Stl)* & *Shelter dk* | 3549 | *Shelter dk* | Npt | | | | | | 4 *BHCem* | | | |
| VQDF | *(Stl ws)* | *lower dk(Stl) in Nos.1,3,5* | 2424 | *withfreeboard* | | | | | | | 4SB,*12cf*,GS242,HS8796 | | | |
| | *Ref Mchy.* | *Elec.light* | | ~~Shelter dk~~ 12,04 | | | | *Lloyd's SA&CP* | *WB = Cell DBa* 73′ *uE&B* 56′ *f* 108′ 513t *T* | | Barclay,Curle&Co.Ld.Gls | | | |
| | | *1 holds* | | 6 *BH*, [illegible] *upper dk only* | | | | | | | *f Tunnel* 12′ 248t *FPT* 46t | | | |
| 851 | — | **SteelTwinScSr** | 1741 | | | 1897 | W.Cramp &SonsCo. Philadelphia | Peninsular&Occidental S.S.Co. | 239·2 40·1 21·8 | NewHaven Conn. Utd.States | T.6Cy.18",27"&42"–24" 172NH | | R | |
| 93630 | *White* | | | | | | | | | | | | | |
| KNGB | *Elec.light* | *2 Dks & Promenade dk* | 1312 | | | | | | | | W.Cramp&SonsCo.,Phl. | | | |
| 852 | **Mic-Mac** | **SteelScSp** | 103 | | | 1904 | Akers Mek.Værks Christiania | Mic-MacWhaling Co.Ld. | 93·5 16·8 10·3 | SJhnsNFL British | T.3Cy.10",17"&28"–24" 52RH | | | |
| 117323 | | | 98 | | | | | | | | | | | |
| | | *1 Dk* | 17 | | | | | | | | AkersMek.Værks.Xna. | | | |
| 853 | **Michael** | **SteelScSr** | *2514* | †100A1 Cff *t* | | 1890 | J.L.Thompson&Sons Sunderland A&CP | G.M.Embiricos' Sons | 300·5 40·2 19·2 P29′Q88′ FK | Andros Greek | T.3Cy.22",36"&59"–39" (*s*) 160lb *100lb* ND803 222NH | 21 ″ 9 s 8 ″ 3 | | 5,03 |
| | *P.Hadoulis* | *ssPir.No.3–2,03* | *1855* | *pt Awng dk* | | | | | *pt Awng dk* 183′ FK | 6 *BHCem* | 2SB,*6rf*,GS190,HS3100 | | | |
| HNKL | *ssFulwell* | *1 Dk & Stl)* & | *1595* | *withfreeboard* | | | | | *WB = CellDB* 216′ | 478t *APT* 32t | J.Dickinson,Sunderland | | | |
| | | *Webframes & pt Awng dk(Irn)* | | 5,04 | | | | | | | | | | |
| 854 | **Michael Jebsen** | **SteelScSr** | 995 | *Now named "Mayasan Maru," Sct S.S. Co., Kobe* | | 1889 | Howaldtswerke Kiel | M.Jebsen | 205·7 29·5 17·7 B29½′ H46′ | Apenrade German | T.3Cy.19½",23⅝"&39"–27⅝" 80NH | | G | |
| | *J.Jessen* 99–02 | | | | | 8mo | | | | | Howaldtswerke,Kiel | | | |
| LMFB | | *1 Dk & Spar dk* | 710 | | | | | | | | | | | |
| 855 | **Michael Sars** | **SteelScSr** | 226 | | | 1900 | Fredrkstad Mek.Værks. Fredrikstad | DenNorskeStat | 126·3 23·2 10·9 H34′ | Chrstiania Norwegian WB | T.3Cy.10½",17"&28"–22" 37NH | | N | |
| | *T.Iversen* | | 191 | | | | | | | | | | | |
| | | *1 Dk* | 75 | | | | | | | | FredrikstadM.V.Frdstad | | | |
| 856 | **Michael Scot** | **IronScK** | 150 | | | 1892 | R.Craggs& Sons Stockton | D.M.Gammie | 100·0 20·2 10·9 Q19′F19′ BK7½″ | Granton British | T.3Cy.11½",17"&28"–20" 40RIP | 11 ″ 8 | | |
| 99901 | *P.Harkiss* 00–00 | *1 Dk* | 137 | | | | | | | | | | | |
| Foundered 12.04 | | | 49 | | | | | | | | Wstgrth,Englsh&Co,Mdb. | | | |
| 857 | **Michail** | **IronSc3MstSr** | 3603 | 100A1 Cff *w* | | 1883 | A.Stephen &Sons Glasgow | ~~PacificWhaling & Fishery Joint Stock Co. of Count H.H. Keyserling & Co.~~ | 350·5 41·1 26·6 P240′F48 ND95 BK11″ | ~~Vladvostk~~ Russian ~~Japanese~~ | C.2Cy.44"&80"–48" (*b*) 85lb *55lb* 355NH | 28 ″ 0 s 4 ″ 8½ | | 4,03 |
| | ~~*Jacobs Frigs.*~~ | *ssCal.No.3–9,95* | 2783 | | | 1mo | | | | | 2DB,*12pf*,GS186,HS5899 | | | |
| | (*ex*ClanGrant) | *ssGls.No.1–99* | 2144 | | LMC 4,02 | | | | | 4 *BHCem* | A.Stephen& Sons,Glasgow | | | |
| | | *2 Dks(Irn–Uws) 3tr B* | | | | *Lloyd's SA&CP* | | | | Japanese | | | | |
| 858 | — | **SteelScSr** | 1318 | | | 1898 | CaledonS. B.&E.Co.Ld. Dundee | RigaerSchnell-dampferGes. (Helmsing& Grimm, *Mgrs*) | 266·0 33·6 15·4 P&B116′F31′ | Riga Russian WB | T.3Cy.18",32"&56"–36" 188NHP | | C | |
| | *J.Tode* 01–02 | | 927 | | | | | | | | | | | |
| HKCN | (*ex*Sappho) | *1 Dk* | 804 | | | | | | | | CaledonS B.&E.Co.Ld.Dun | | | |
| | *Ref.Mchy.* | | | | | | | | | | | | | |
| 859 | **Michail** | **IronScTug** | 133 | | | 1876 | ..... Newcastle | M.Jacquemin | 70·3 21·0 10·1 | Algiers French | C.2Cy.11⅛"&21⅞"–12½" 14NH | | | |
| | | | — | | | | | | | | | | | |
| | | *1 Dk* | 55 | | | | | | | | | | | |
| 860 | **Michail-Kasi** | **IronTwinScSr** | 595 | | | 1868 | MotalaCo. Gothenburg | Archangel-MourmanS.N.Co. | 178·2 26·4 16·2 | Archangel Russian | C.4Cy.16"&30"–19½" 66NH | | | |
| | *Louskin* –97 | | — | | | | | | | | | | | |
| | (*ex*Vega) | | 351 | | | | | | | | | | | |
| 861 | **Michel** | **IronScSr** | 1896 | | | 1881 | R.Thompson&Sons Sunderland | Worms&Cie. | 260·0 36·6 23·3 BK9″ | Havre French WB | C.2Cy.23"&58"–42" NB95 170NH | 18 ″ 9 | V | |
| | *A.Guesdon* 97–01 | | 1786 | | | | | | | | | | | |
| KHFD | (*ex*Grafton) | *1 Dk & Spar dk 3tr B* | 1046 | | | | | | | | G.Clark,Sunderland | | | |
| 862 | **Michelangelo** | **SteelScSr** | 2498 | †100A1 Gen *s* | | 1895 | J.Laing Sunderland A&CP | Dall'Orso&Co. | 300·0 41·0 18·1 P23′Q96′ | Spezia Italian | T.3Cy.22½",37"&61"–39" (*s*) 160lb *80lb* 228NHP | 20 ″ 6 s 8 ″ 7 | | ~~9,02~~ 10,03 |
| 21 | *C.Aicardi* 99–99 | *ssGen.No.2–04* | 1875 | *pt Awng dk* | | 7mo | | | *pt Awng dk* 180′ FK | 6 *BHCem* | 2SB,*6pf*,GS90,HS3349 | | | |
| QRJW | *Elec.light* | *1 Dk(Stl)* & *Webframes* | 1607 | *withfreeboard* | | | | *WB = CellDBa* | 104′ *uE* 16′ *f* 114′ 480t | *APT* 56t | T.Richrdsn&Sons,Ld.,Hpl | | | |
| | | *& pt Awng dk(Irn)* | | 5,05 ~~3,04~~ | †LMC ~~'03~~ | | | | | | | | | |
| | | | | | ~~Shelter~~ | | | | | | | | | |
| | | | | | [illegible] | | | | | | | | | |
| | | | | | BS3,04 | | | | | | | | | |
| 863 | **Michigan** | **SteelTwinSc4MstSr** | 8001 | †100A1 Lon *d* † | | 1898 | Harland& Wolff.Ld. Belfast | NationalS.S.Co.Ld (A.S.Williams, *Mgr.*) | 490·5 56·3 25·0 32·9 FK&BK3″ | Liverpool British | T.6Cy.19",31"&52"–48" (*s*) 180lb 478NH | ~~28 ″ 6~~ ~~s 8 ″ 10~~ | | ~~12,02~~ 9,04 |
| 106337 | *G.T.Goudie* –03 | *ssLon.No.1–02* | 7575 | *Spar dk* | Cff | 4mo | | | | | 2SB&1DB,*12cf*,GS231,HS8359 | 36 ″ 5 s 8 ″ 4½ | | |
| QCKS | | *2 Dks(Stl)* & *Spar dk(Stl)* | 6118 | *withfreeboard* | | | | | | 7 *BHAsp* | Fawcett,Preston&Co.Liv. | | | |
| | *Elec.light* | *& Shade dk(Stl)* | | 4,05 ~~4,08~~ | | *Lloyd's SA&CP* | | *WB = CellDBa* 145′ *uE&B* 63′ *f* 180′ 1411t *DTf* | | 34′ 707t *DTa* | 18′ 980t *FPT* 94t *APT* 78t | | | |
| | (*ex*Irishman,*ex*Monmouth) | | | BS4,05 | | | | | | | | | | |
| 864 | — | **SteelSc4MstBk** | 4982 | †100A1 Liv *y* | | 1887 | Harland &Wolff Belfast | WhiteDiamondSS. Co.Ld. (G.Warren &Co. *Mgrs.*) | 400·4 47·2 26·2 P24′B118′F45′ 34·0 BK9½″ | Liverpool British | T.3Cy.31",50"&81"–60" (*s*) 150lb 518NHP | 35 ″ 9 | | 10,03 |
| 93750 | *W.Eynon* –98 | *ssLiv.No.3–6,99* | 4785 | *Spar dk* | | 7mo | | | | 4 *BHCem* | 3DB,*18cf*,GS281,HS8241 | | | |
| KNVH | | *ssLiv.No.1–03* | 3150 | 10,04 ~~10,00~~ | | | | | | | Harland&Wolff,Belfast | | | |
| | | *3 Dks(1 Stl 2 Irn)* & *Spardk(Stl–ws)* | | *Additional BH as per Section* | | 22 not | *fitted between* | *Main & Spar dks* | | *WB = DBu* | *E&B* 84′ 255t *MT* 96′ 1423t | | | |
| | *Ref Mchy.* | *Elec.light* | | [illegible] | | A&CP | | | | | | | | |
| 865 | — | **SteelPad** | 1730 | | | 1890 | F.W. Wheeler&Co. W.BayCity | CanadianPacific RailwayCo. | 296·5 41·3 15·6 | London British | 2Cy.50"–114" 411NHP | | | |
| 98804 | | | 1349 | | | | | | | | | | | |
| | | | 498 | | | | | | | | S.F.Hodge&Co.,Michigan | | | |
| 866 | **Michigan Central** | **IronPad** | 1522 | | | 1884 | Detroit DryDock Co. Wyandotte | MichiganCentral R.R.Co. | 263·3 45·6 15·3 | Detroit, Mich. Utd.States | H.4Cy.28"–48" 167NHP | | | |
| 91652 | | *1 Dk* | 1410 | | | | | | | | | | | |
| | | | 1000 | | | | | | | | DetroitD.D.Co.Wyandotte | | | |
| 867 | **Mickley** | **SteelScSr** | 2412 | †100A1 Bry *t* | | 1902 | W.Dobson &Co. Newcastle | MorpethS.S.Co.Ld (J.C.Adam, *Mgr.*) | 305·0 43·1 20·5 P27′B82′F35′ FK | Newcastle British | T.3Cy.22",36"&58"–39" (*s*) 160lb *80lb* 233NHP | 23 ″ 0 s 9 ″ 9 | | 11,04 |
| 114434 | *J.Williams* –02 | | 2247 | 2,04 11,01 | Sld | 11mo | | | | 5 *BHCem* | 2SB,*6pf*,GS107,HS3840 | | | |
| TRQH | | *1 Dk(Stl)* & *Webframes* | 1631 | | | *Lloyd's SA&CP* | | *WB = CellDBa* 94′ *uE&B* 40′ *f* 132′ | | 608t *APT* 18t | N.E.MarineEng.CoLdNwc | | | |
| | *Elec.light* | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cotes. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. — Mach. | Par qui. — Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &. Longueur. Largeur. Creux. | Port d'Armement. Pavillon | Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord en hiver. Franc-bord d'été. | Certificats |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 868<br>[illegible]<br>NBQF | **Micmac** SteelScSr<br>*C.Fraser* 81–01 *ss* Gls. No. 2–01<br>2 *Dks* (1 *Stl* & 1 *Irn*)<br>*& Deep framing & Irn rule* | 2502<br>2908<br>1600 | ✝100A1 Sws *t*<br>11 [illegible] Npt<br>[illegible] ✝LMC6 01<br>BS11,01 | 1893<br>4mo | C. Connell & Co. Glasgow A&CP | Micmac S.S. Co. Ltd. (J.W. Carmichael & Co. Ltd.) | 300·0 40·5 22·6<br>P28′ B70′ F34′<br>BK 10″<br>*WB = Cell D B224′* | Glasgow<br>British<br>160lb *80lb* 245 NH<br>*4 B H Cem*<br>*4 4 4 A P T 350* | C.2Cy. 23″, 37″ & 60″–42″ (*a*)<br>SB. *dcf*, gs 126, hs 3862<br>Dunsmuir & Jackson, Gls. | 25 ″ 0<br>4 ″ 1 | |
| 869<br>[illegible]<br>[illegible] | **Microphone** IronScSr<br>*Ex-Hesperian* [illegible]<br>ex Corinth) *ss* Brs. 3rd No. 3–4, 02<br>1 *Dk* (*pt Irn*) | 384<br>28 [illegible]<br>191 | ✝90A1<br>2,04<br>*Now name[illegible] "Phiscardon," S[illegible] No. 47 in Supplement.* | 1873<br>12mo | Schlesing'r Davis & Co. Newcastle | [illegible] & Co. Mgr. | 166·6 21·1 11·8<br>B55′ F24′<br>FK<br>*WB = D Ba* | [illegible]<br>Turkish<br>*4 B H Cem* | C.2Cy. 19″ & 37″–24″ (*c*)<br>SB. 2*pf*, gs 36, hs 816<br>W. Kemp, Glasgow | 12 ″ 5<br>1 ″ 1 | |
| 870<br>936[illegible]<br>JT[illegible] | **Mid Surrey** IronSc3MstSr<br>*J.G. Humphrey* –98 *ss* Shl. No. 8–10, 93<br>*ss* Nwc. No. 2–02<br>*Mchy. Aft* 1 *Dk 2 tr B* | 879<br>763<br>530 | ✝90A1 Nwc *m*<br>1,05 [illegible] Stl<br>✝NBI MC4 02<br>BS8,04 | 1870<br>4mo | Palmers' Co. Newcastle A&CP | Harris & Dixon Ld. | 222·1 29·2 17·5<br>B65′ F24′<br>pt ND89 BK 9″<br>*WB = D B* | London<br>British<br>*1 B H Cem*<br>*1 B 3 2 2 4 0 t* | 2Cy. 25″ & 50″–33″ (*a*)<br>80lb *80lb* NDB60 112 NH<br>1 SB, 3*pf*, gs 55, hs 1838<br>Palmers' Co., Newcastle | 18 ″ 0<br>2 ″ 10 | |
| 871<br>898[illegible]<br>WHGQ | **Midas** IronPadSp<br>*W. Gibson* –03<br>(*ex* Andrew Bain) | 122<br>111<br>51 | | 1885 | Hepple & Co. N. Shields | L.F. Imossi | 98·0 18·5 9·0 | Gibraltar<br>British | L.1Cy. 34″–52″<br>40 RH<br>Hepple & Co. N. Shields | | |
| 872<br>[illegible]<br>[illegible] | **Middleham Castle** SteelScSr<br>*T. Walton* [illegible] *ss* Ant. No. 1–01<br>1 *Dk* (*Stl*) & *deep framing* & *pt Awng dk* (*Stl*)<br>*Elec. light* | 3062<br>2253<br>1928 | ✝100A1 Ant *u*<br>*pt Awng dk*<br>*with freeboard*<br>12,03 | 1897<br>5mo | Pickersgill & Sons Sunderland A&CP | [illegible] Shipg. Co. Ld. (J. Chambers & Co. M[illegible]) | 325·0 43·1 19·3<br>P33′ Q88′<br>*pt Awng dk* 254′ FK<br>*WB = Cell D Ba* 104′ *u E* & *B* 44′ *f* 126′ | Liverpool<br>[illegible]<br>*6 B H Cem*<br>*3 8 4 A P T 440* | T.3Cy. 21½″, 36″ & 60″–42″ (*r*)<br>180lb *80lb* 254 NH<br>2 SB, 6*pf*, gs 100, hs 3940<br>German | 21 ″ 9<br>8 ″ 8 | |
| *Now name[illegible]* "Hermine Hessenmuller," *Su[illegible]* No. 51 *in Supplement* | | | | | | | | | | | |
| 873<br>92757<br>WJDL | **Middlesbrough** IronScSr<br>*S. Clark* –97 *ss* Mdb. No. 8–2, 95<br>*Well deck* *ss* Mdb. No. 2–03<br>1 *Dk* (*Irn*) 2 *tr B* | 1164<br>909<br>728 | ✝100A1 Mdb *o*<br>5,04<br>BS5,04 ✝LMC<br>MS11,00 | 1882<br>2mo | R. Dixon & Co. Middlesbro' *Lloyd's A&CP* | Middlesbro' S.S. Co. Ld. (Hogg & Henderson) | 240·2 34·8 15·5<br>B53′ F27′<br>*WB = D Ba* | Middlesbro'<br>British<br>*4 B H Cem*<br>*63 f 98′ 865t* | C.2Cy. 27″ & 50½″–33″ (*b*)<br>80lb 99 RH<br>1 SB, 3*pf*, gs 50, hs 1841<br>Blair & Co. (Lim.), Stockton | 16 ″ 0<br>1 ″ 9½ | |
| 874<br>93331 | **Middlesex** SteelPad<br>*J. Gourley* –02 | 1197<br>—<br>754 | | 1902 | Neafie & Levy Co. Philadelphia | Weems Steamboat Co. | 200·0 36·0 11·5<br>*WB* | Baltimore<br>Utd. States | C.2Cy. 24″ & 38″–34″<br>214 NH<br>Neafie & Levy S. & E.B. Co. Phl | | |
| 875<br>81565 | — IronPad<br>[illegible] | 103<br>103<br>65 | | 1879 | Thames I. Works London | Gt. Eastern Rly. Co. | 100·3 18·7 7·7 | London<br>British | O.2Cy. 25″–30″<br>36 RH<br>T.A. Young & Sons, London | | BT |
| 876<br>[illegible]<br>NWCL | **Middleton** SteelScSr<br>*J. Trewin* –01 *ss* Hul. No. 2–02<br>1 *Dk* (*Irn*) 2 *tr B* & *Web frames* | 2506<br>2334<br>1601 | ✝100A1 Cff *t*<br>*with freeboard*<br>[illegible] 2,05<br>BS2,04 MC11 02 | 1895<br>7mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | Middleton SS. Co Ld (H. Samman & Co.) | 304·0 44·0 20·7<br>P27′ B68′ F31′<br>FK<br>*WB = Cell D Ba & u E* 124′ *f* 120′ | Hull<br>British<br>*6 B H Cem*<br>*654 A P T 590* | T.3Cy. 23″, 36½″ & 62″–39″ (*s*)<br>160lb *160lb* 239 NH<br>2 SB, 6*cf*, gs 79, hs 3580<br>Cen. Mar. Eng. Wrks. W Hp | 23 ″ 2<br>3 ″ 11 | |
| 877<br>92699<br>KMQF | **Middletown** SteelTwinSc<br>*R.H. Hill* 84–96<br>1 *Dk* & *Saloon dk* *Web frames* | 1554<br>—<br>1165 | | 1896 | Neafie & Levy Co. Philadelphia | Hartford & New York Transportation Co. | 243·3 45·6 14·0<br>*WB* | Hrtfrd Con<br>Utd. States | C.4Cy. 20″ & 40″–28″<br>158 NH<br>Neafie & Levy, S. & E.B. Co. | | S |
| 878<br>116661 | **Midland King** Iron & SteelSc<br>*W.H. Featherstonhaugh* –03<br>*Elec. light* 1 *Dk* 2 *tr B* | 3965<br>3959<br>2450 | | 1903 | Collingw'd S.B. Co. Ld. Collingwd Ont. | Midland Nav. Co Ld | 366·5 48·0 28·0<br>*WB = MT* 25′ | MidlndOnt<br>British<br>*WB* | T.3Cy. 20″, 33½″ & 55″–40″<br>Bertram 191 NH<br>Eng. Works Co., Toronto | | V |
| 879<br>110991<br>SMKL | **Midland Queen** SteelScSr<br>*F. Burke*<br>2 *Dks*<br>*Mchy. Aft* | 1993<br>1858<br>1349 | | 1901 | Caledon SB. & E. Co. Ld Dundee | Midland Nav. Co Ld | 249·0 42·7 20·5<br>F43′ | Toronto<br>British<br>*WB* | T.3Cy. 18″, 30″ & 50″–36″<br>150 NH<br>Caledon SB. & E. Co. Ld. Dun | | C |
| 880<br>65773<br>LDMQ | **Midlothian** IronScSr<br>*D. Shearer* –00 *ss* Lth. 2nd No. 3–6, 95<br>*ss* Lth. No. [illegible] 2–03<br>2 *Dks* 3 *tr B* | 1321<br>832<br>826 | ✝100A1 Lth *o*<br>[illegible] 5,05<br>[illegible] Bo,88 [illegible] LMC 9 03 | 1871<br>11mo | S. & H. Morton & Co. Leith A&CP | C. Salvesen & Co. | 242·2 30·6 23·1<br>B36′ F30′<br>ND83 [illegible] BK 8½″<br>*WB = MT* 25′ | Leith<br>British<br>*5 B H Cem*<br>*270 A P T 290* | C.2Cy. 32″ & 57″–36″ (*b*)<br>75lb *80lb* NDB98 162 NH<br>1 DB, 4*pf*, gs 75<br>S. & H. Morton & Co., Leith | 24 ″ 7<br>5 ″ 2 | |
| 881<br>101811<br>NMSW | **Midnight Sun** IronScSr<br>*G.D. Bowles* –03 (*ex* Princess of Wales, *ex* Midnight Sun, *ex* General Werder) *Elec. light* 2 *Dks* & *Awng dk* 4 *tr B* | 3178<br>2189<br>1823 | | 1874 | Caird & Co. Greenock | Albion S.S. Co. Ld. (J.S. Pearson *Mgr.*) | 352·4 39·2 31·2 | Newcastle<br>British<br>*Tpd* 93 | T.3Cy. 30″, 50″ & 81″–54″<br>NB93 482 NH<br>Wllsnd Slpwy. Co. Ld. Nwc | | V |
| 882<br>1386<br>HJTL | **Midorigawa Maru** SteelScSr<br>*G. Komishi* 88–96<br>2 *Dks* | 408<br>382<br>253 | | 1894 | Kawasaki Dckyrd Co Ld. Kobe | Osaka Shosen Kabushiki Kaisha | 164·7 20·2 15·7 | Osaka<br>Japanese | T.3Cy. 13½″, 22″ & 36″–24″<br>63 NH<br>Kawasaki Dockyard Co. Ld. | | |
| 883<br>JVGQ | **Midthordland** SteelScSr<br>*H. Gjerde*<br>1 *Dk* | 143<br>86<br>78 | | 1890 | Christiansands Mk. Vrk Chrstiansand | Midthordlandske Dampskibsselskab (J. Tvedt. *Mgr.*) | 101·6 17·3 8·6<br>Q13′ B29′ H7′ F8′ | Bergen<br>Norwegian | C.2Cy. 13½″ & 24″–18½″<br>21 NH<br>Christiansands M.V. | | |
| 884<br>HVGL | **Mieres** SteelScK<br>*J. Suarez* 97–99<br>*Well deck* 1 *Dk* (*Stl*)<br>*Mchy. Aft* | 152<br>123<br>92 | ✝ Nwc *a*<br>12,99 | 1894<br>8mo | Anderson, Laverick & Co Ld. Newcastle | Suarez Pazo y Cia. | 97·2 19·6 8·2<br>Q80′ B6′ F15′<br>FK<br>*WB =* | Gijon<br>Spanish<br>*3 B H Cem*<br>*F P T 20t* | T.3Cy. 8″, 13″ & 21″–15″<br>24 NH<br>1 SB, 2*pf*, gs 16, hs 470<br>N.E. Mar. E. Co. (Lim.), Nwc | 8 ″ 3 | |
| 885<br>HFVR | **Mietzing** SteelScSr<br>*P. Papist* 96–96<br>1 *Dk* 2 *tr B* | 514<br>384<br>293 | | 1891 | J.W. Klawitter | F.G. Reinhold | 172·2 24·3 13·1<br>Q46′ B45′ F21′<br>*WB* | Danzig<br>German | T.3Cy. 18″, 21½″ & 35½″–25½″<br>64 NH<br>J.W. Klawitter, Danzig | | G |
| 886<br>115929<br>SWQG | **Miguel de Larrinaga** SteelScSr<br>*G.B. Thomson* –01<br>2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*) | 4089<br>3821<br>2668 | ✝100A1 Mcn *x*<br>*Shelter dk* Cff<br>[illegible] 01 [illegible] LMC 11 01 | 1901<br>11mo | Russell & Co. Pt. Glasgow *Lloyd's A&CP* | Miguel de Larrinaga S.S. Co. Ld. (Larrinaga & Co.) | 369·5 50·1 25·2<br>FK<br>*WB = Cell D Ba* 124′ *u E* [illegible] *B* 42′ *f* 158′ | Liverpool<br>British<br>*6 B H Cem*<br>971 *t D T a* 44′ 1000 *t A P T* 350 *t* | T.3Cy. 26″, 42″ & 70″–48″ (*s*)<br>180lb *100lb* 378 NHP<br>3 SB, 9*cf*, gs 174, hs 5916<br>D. Rowan & Co. Glasgow | 28 ″ 0<br>4 ″ 2 | |
| 887<br>HVGM | **Miguel Gallart** SteelScSr<br>*P. Mas* –03 *ss* Bcl. No. 8–11, 03<br>(*ex* Durham)<br>*Elec. light* 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) 2 *tr B* | *3234*<br>*2995*<br>*2131* | ✝100A1 Bcl *r*<br>*Spar dk*<br>4,04<br>✝LMC 1 | 1889<br>9mo | R. Stephenson & Co. Ld. Newcastle *Lloyd's A&CP* | A. Folch y Ca. | 330·0 41·3 18·9<br>P48′ B94′ F42′ 26·3<br>BK 10″<br>*WB = Cell* | Barcelona<br>Spanish<br>*6 B H Cem*<br>*B 280′ 895t* | T.3Cy. 25½″, 42″ & 67″–42″ (*s*)<br>160lb *80lb* 345 NH<br>2 DB, *12cf*, gs 194, hs 5992<br>R. Stephenson & Co. Ld. Nwc | 21 ″ 5<br>6 ″ 11 | |
| 888<br>HVGN | **Miguel Jover** SteelScSr<br>*P. Salort* –02 *ss* Nwc. No. 8–11, 97<br>(*ex* Port Dickson) *ss* Bcl. No. 1–02<br>*Elec. light* 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *tr B* | 3591<br>3216<br>2554 | ✝100A1 Bcl *w*<br>*Spar dk*<br>7,01 [illegible]<br>✝NB 11,97 ✝LMC 1 | 1887<br>8mo | R & W Hawthorn, Leslie & Co. Newcastle *Lloyd's A&CP* | J. Jover y Costas | 375·0 42·2 20·9<br>P24′ B82′ F57′ 28·5<br>BK 11″<br>*WB = D B* | Barcelona<br>Spanish<br>*6 B H Cem*<br>*A P T 28t* | T.3Cy. 31″, 46″ & 78″–54″ (*s*)<br>165lb *170lb* NDB97 503 NHP<br>2 DB, *12cf*, gs 282, hs 8206<br>Wghm Rchrdson & Co. Nwc | 22 ″ 1<br>6 ″ 7 | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c | Gross. Under deck. Net. | Particulars of Classification. Character. For Special Survey. Date of last Survey. | Port of survey. Years since last Special Survey. Equipment. | Built. When. By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean draft. Fresh water allowance. ft. in. | | Date last dry dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 889 | **Miguel M. Pinillos** SteelScBk | 3240 | ✠100A1 | Gen r | 1885 | J. Laing | Pinillos Izquierdo & Co. | 330·4 \| 41·8 \| 28·6 | Cadiz | T.3Cy.25″,40″&66″–45″ (s | | 1,03 |
| | *I. Rancel* –01 ss Bel. No. 3–3,98 | 3070 | *Spar dk* | | 8mo | Sunderland | | B74 F39′ | Spanish | 150lb *90lb* NDB94 305NH | | |
| HVGQ | ss Gen. No. 1–08 | 2198 | 7,03 | | | A&CP | | BK 10″ | | 2DB,*8cf*,GS44,HS4944 | | |
| | 1 *Dk(Irn)* \| *Spar dk(Stl)3tr B* | | ✠NB3,99 LMC1 | | | | | *WB—Dk* | | J. Dickinson, Sunderland | | |
| 890 | **Miguel Saenz** IronSc3MstSr | 81 | | | 1872 | Bowdler, Chaffer&Co. Liverpool | La Betica Soc. Anon. de Nav. à Vap. | 200·0 \| 28·2 \| 16·8 | Seville | C.2Cy.28″&46″–24″ | 17 ″ 4 | |
| | *I. Zarragoza* –02 | 625 | | | | | | | Spanish | 86NH | | |
| HVGP | *Mchy. Aft* | | | | | | | | | J. Jones&Sons, Liverpool | | |
| 891 | **Mihail Bravul** IronPad | 112 | | | 1867 | T. D. Marshall Newcastle | E. C. Yowell | 117·7 \| 19·3 \| 10·4 | Braila | | | |
| | (*ex* Flying Dutchman *ex* Olympus, *ex* Marjorie | 113 | | | | | | | Roumanian | | | |
| 892 | **Miike Maru** SteelScSr | 3364 | ✠100A1 | Rot u | 1888 | R. Thompson&Sons Sunderland | Nippon Yusen Kabushiki Kaisha | 320·0 \| 42·0 \| 19·8 | Tokio | T.3Cy.25″,40″&66″–45″ (s | 22 ″ 4 | 12,03 |
| 1078 | *F. W. Horton95–* ss Yka. No. 3–11,00 | 3122 | *Spar dk* | | 3mo | | | B70′ F37′ 27·5 | Japanese | 150lb *100lb* NDB98 291NH | s 6 ″ 7½ | |
| HGPJ | 1 *Dk(Stl)* \| *Spar dk(pt Stl–ws)2tr B* | 2085 | 12,03 LMC1 | | | A&CP | *WB=Cell* | NDB98 BK10 | | 2DB,*8cf*,GS138,HS4525 | | |
| | | | | | | | | *DB* 250′ 367t *FPT* | | 111t *APT* 9t | | |
| 893 | **Mikado** SteelScSr | 3557 | | ... | 1894 | Richards'n Duck&Co. Stockton | T. Wilson, Sons& Co. Ld. | 346·0 \| 43·1 \| 19·1 | Hull | T.3Cy.23½″,39″&64″–42″ | 21 ″ 9 | |
| 102931 | *H. O. Thorp* –03 | 3354 | | | | | | B102′ F39′ 27·0 | British | 278NH | | |
| NGLP | 1 *Dk* \| *Spar dk* \| *Web frames* | 2066 | | | | | | BK 10″ | *WB* | Blair&Co.(Lim.), Stockton | | |
| 894 | **Mikahala** WoodScSr | 444 | | | 1888 | W. G. Hall Port Blakeley | Inter Island Steam Nav. Co. Ld. | 147·2 \| 30·0 \| 12·5 | Honolulu Utd. States | C.2Cy.19″&38″–24″ | | |
| 150383 | *J. Gregory* | — | | | | | | | | *E.blt.83 fttd.88* NB96 59NH | | |
| KQBW | 1 *Dk* | 354 | | | | | | | | W. Deacon, San Francisco | | |
| 895 | **Mikawa Maru** IronScSr | 1968 | ~~✠100A1~~ | Yka r | 1884 | R. Thompson&Son Sunderland | Nippon Yusen Kabushiki Kaisha | 260·2 \| 36·6 \| 17·6 | Tokio | C.2Cy.22″&58″–42″ (s | 18 ″ 9 | 6,03 |
| 1244 | *T. Kawahara99–03* ss Nag. No. 3–5,96 | 1815 | *Spar dk* | | 5mo | | | B46′ 23·3 | Japanese | 140lb *50lb* 128NH | | |
| HJMB | (*ex* Gratitude) ss Yka. No. 2–03 | 1404 | 6,03 | | *Lloyd's* | A&CP | *WB=* | ND01 BK9″ | | 2SB,*6cf*,GS90,HS2990 | | |
| | 1 *Dk(Irn)* \| *Spar dk* \| *tr B* | | ✠NB6,0 | | | | *Cell DB* 208′ 277t *FPT* | | | G. Clark, Sunderland | | |
| 896 | **Mikuni Maru** IronScSr | 746 | | | 1862 | ..... England | Takagi Shichigoro | 185·8 \| 24·4 \| 21·0 | Yokohama Japanese | C.2Cy.21″&42″–30″ | | |
| 411 | *Tanimoto Rihachiro* (*ex* Gerrald) | 715 | | | | | | | | NE&B91 81NH | | |
| HBPJ | 2 *Dks* | 462 | | | | | | | | Saka Tan, Kobe | | |
| 897 | **Milan** IronScSr | 1359 | ✠90A1 | Hul q | 1855 | J. Reid& Co. Pt. Glasgow | W. Brown, Atkinson&Co. Ld. | 286·0 \| 31·1 \| 19·9 | Hull British | C.2Cy.27″&53″–36″ (s | 20 ″ 9 | 82,04 |
| 10470 | *G. R. Byers97–97* ss Hul. 2nd No. 3–5,01 | 1201 | 2,04 | | | A&CP | | Q89′ B63′ | | 95lb *55lb* NDB88 95RH | s 2 ″ 11½ | |
| KMPW | 2 *Dks* | 855 | ✠NB1,98 BS2,04 LMC8,01 | | | | | len 77 pt ND01 BK 10″ drp 04 | | 1SB,*3pf*,GS52,HS2240 | | |
| | | | | | | | | | | *Cmp.*77 Earle's Co., Hull | | |
| 898 | **Milazzo** IronScSr | 164 | | | 1865 | J. G. Lawrie Glasgow | Soc. Siciliana di Nav. a Vap. | 127·6 \| 17·1 \| 9·5 | Messina Italian | C.2Cy.14″&27½″–23½″ | | |
| 10 | (*ex* Baron Ricasoli) 1 *Dk* | 130 | | | | | | | | NB73 31NH | | |
| QRPV | | 98 | | | | | | | | *Cmp.*72 L. Astigiano, Genoa | | |
| 899 | **Mildred** WoodSc | 123 | | | 1897 | A. C. Brown Tottenville. N.Y. | A. J. Hoyt | 96·7 \| 20·6 \| 6·8 | Bridgeprt, Conn. Utd. States | T.3Cy.9″,14″&22″–14″ | | |
| 92764 | *C. B. Putnam* –02 | — | | | | | | | | Brown& Miller. Jersey City, N.J. | | |
| | 1 *Dk* | 67 | | | | | | | | 18NH | | |
| 900 | **Mildura** SteelScSr | 2217 | ✠100A1 | Gls t | 1901 | J. Reid&Co Ld. Glasgow | Australasian United S.N.Co.Ld. | 300·4 \| 42·1 \| 13·8 | Brisbane British | T.3Cy.21″,34″&56″–42″ (s | 16 ″ 1 | |
| 94191 | *C. W. Barnard* –04 | 2082 | *Spar dk* | | 7mo | | | B58′ F37′ 21·5 | | 170lb *85lb* 253NH | s 4 ″ 11 | |
| RLGP | 1 *Dk(Stl)* \| *Spar dk(Stl* | 1394 | *with freeboard* 7,01 LMC 7,01 | | | A&CP | *WB=* | FK | *6 BHCem* | 2SB,*6cf*,GS88,HS3570 F1 | | |
| | *Elec. light* \| *deep framing* | | | | | | *Cell D Ba* 94′ *uE&t* | 10′ *f* 128′ 524t *FPT* | *300 APT* 30t | Dunsmuir&Jackson Ld Gl. | | |
| 901 | **Miles Coverdale** SteelScSr | 2308 | ✠100A1 | Hpl s | 1898 | W. Gray& Co. Ld. W Hartlepool | J. Coverdale&Son | 302·0 \| 43·0 \| 19·9 | Hartlpool British | T.3Cy.22″,35″&59″–39″ (s | 22 ″ 3 | 12,04 |
| 109721 | *S. Freeman* –04 | 2125 | 12,04 | | 12mo | | | P27′ B69′ F29′ | | 160lb *80lb* 223NH | s 3 ″ 9 | |
| QMDC | 1 *Dk(Irn)* \| *deep framing* | 1475 | LS12,04 LMC7,09 | | | A&CP | | drp 04 FK | *6 BHCem* | 2SB,*6rf*,GS82,HS3445 | | |
| | | | | | | | *WB=Cell D Ba* | *uE* 120′ *f* 124′ 643t | *APT* 40t | Cen. Mar. Eng. Wrks. W Hp | | |
| 902 | **Miles K. Burton** SteelTwinSc | 1202 | ✠ A1 | Liv n | 1897 | W. Simons &Co.(Lim.) Renfrew | Mersey Docks& Harbour Board | 225·0 \| 38·3 \| 16·1 | Liverpool British | T.6Cy 18″,28″&47″–27″ (s | 17 ″ 0 | 6,04 |
| 106871 | *C. Wooldridge* –97 ss Liv. No. 2–03 | 1164 | *Hopper Grab* | *Dredger* | 5mo | | | | | 160lb 235NH | | |
| | *Elec. light* | 686 | 6,04 | LMC 5,00 | | *Lloyd's* | A&CP | FK | *4 BHCem* | 2SB,*6rf*,GS121,HS3601 | | |
| | 1 *Dk(Stl–ws)* | | | | | | | | | W. Simons&Co., Renfrew | | |
| 903 | **Millan Carrasco** IronSc3MstSr | 667 | | | 1870 | Bowdler, Chaffer&Co Salcombe | A. Millan | 184·6 \| 25·9 \| 16·0 | Cadiz Spanish | C.2Cy.23″&44″–24″ | 16 ″ 8 | |
| | *M. Millan* | 544 | | | | | | | | 79NH | | |
| HVLB | *Mchy. Aft* | 457 | | | | | | | | J. Taylor&Co. Birkenhead | | |
| | 2 *Dks* | | | | | | | | | | | |
| 904 | **Millgate** SteelScSr | 403 | ✠100A1 | Bkn e | 1898 | Exors. of T. A. Walker Sudbrook | Manchstr Coasting &Gen Shppg. Co Ld (A. E. Bowen, *Mgr.*) | 143·7 \| 24·1 \| 10·8 | Manchester | C.2Cy.20″&40″–27″ (s | 11 ″ 7 | 12,03 |
| 103833 | *H. Proctor* –01 ss Bkn. No. 1–02 | 275 | 12,04 | 12,04 Nwo | 11mo | | | Q73′ B16′ F15′ | British | 125lb 84RH | s ″ 10 | |
| QMNW | *Well deck* | 147 | | LMC10,03 | | *Lloyd's* | A&CP | FK | *3 BHCem* | 1SB,*3pf*,GS53,HS1500 | | |
| | *Mchy. Aft* | | | | | | | *WB=* | *DBf* 84′ 98t | Fleming&Ferguson, Ld Psy | | |
| | 1 *Dk(Irn)* | | | | | | | | | | | |
| 905 | **Millicent Knight** SteelScSr | 3563 | ✠100A1 | Cff c | 1900 | J Readhead &Sons South Shields | W.&C.T. Jones S.S. Co. Ld. (W.& C.T. Jones) | 341·3 \| 46·7 \| 26·0 | Cardiff British | T.3Cy.24″,40″&65″–15″ (r | 27 ″ 4 | 11,03 |
| 113532 | *D. Williams98–00* ss Cff. No. 1–05 | 3358 | 2,05 | | 9mo | | | P29′ B82′ F32′ | | 160lb *80lb* 293NH | s 5 ″ 1½ | 8,04 |
| RBVN | 1 *Dk(pt Irn* \| *pt Stl)2tr B* \| *deep framing* | 2302 | 2,05 LMC | | | A&CP | | FK | *6 BHCem* | 2SB,*6rf*,GS111,HS4557 | | |
| | *3 Dk rule* | | | | | | *WB=Cell D Ba* | 116′ *uE* 20′ *f* 140′ 825t | *APT* 39t | J. Readhead&Sons, S.Shl. | | |
| 906 | **Millie** IronScCtr | 107 | | | 1875 | Harland& Wolff Belfast | W. Gossage&Sons | 76·2 \| 18·8 \| 9·5 | Liverpool British | 2Cy.12″–9″ | | |
| 76392 | *Lee68–75* | 107 | | | | | | | | 24RH | | |
| | *Mchy. Aft* *Used for River purposes* | 73 | | | | | | | | Harland&Wolff, Belfast | | |
| 907 | **Milo** SteelScSr | 1475 | ✠100A1 | Shp o | 1903 | Campbeltn S.B.Co. Campbeltw'n | Bristol Stm. Nav Co Ld. | 240·5 \| 32·8 \| 16·9 | Bristol British | T.3Cy.20″,33″&54″–36″ (s | 17 ″ 10 | 1,05 |
| 117713 | ~~A. Munkewitz~~ –05 | 1420 | *Awng dk* | Cff | 9mo | | | 23·8 | | 180lb 207NH | s 7 ″ 6 | |
| VFRK | 1 *Dk Stl* \| *Awng dk(Stl)* \| *deep framing* | 896 | *with freeboard* 5,05 | LMC9,00 | | *Lloyd's* | A&CP | FK | *4 BHCem* | 2SB,*6rf*,GS113,HS3436 | | |
| | | | | | | | *WB=Cell* | *D Ba* 58′ *f* 100′ 225t | *APT* 60t | D. Rowan&Co. Glasgow | | |
| 908 | — IronScSr | 1057 | | ... | 1865 | London& Glas. Co. Glasgow | ~~T. Wilson, Sons& Co. Ld.~~ Bells Asia [illegible] S.Co. Ld. (E. A. Minotto, *Mgr.*) | 240·5 \| 29·2 \| 15·9 | Hull British | C.2Cy.27″&47″–30″ | | |
| 53266 | *E. Newton* –03 | 835 | | | | | | Q24t B174t F15t | | NE74 NB89 90RH | | |
| KDWF | | 683 | | | | | | len 74 FK | | C.D. Holmes&Co., Hull | | |
| 909 | **Milos** SteelScSr | 2843 | ✠100A1 | Ham t | 1896 | W. Hamilton&Co. Pt Glasgow | Deutsche Levante Linie | 310·0 \| 42·6 \| 19·3 | Hamburg German | T.3Cy.22″,36″&60″–42″ (s | 21 ″ 9 | 6,04 |
| | *F. E. B. Bibbie97–01* ss Bry. No. 1–06 | 2090 | *pt Awng dk* | | 5mo | | | Q74′ | | 160lb *80lb* 245NH | s 8 ″ 7 | 86,04 |
| RMFN | (*ex* Lynrowan) 1 *Dk(Stl)* \| *deep framing* \| *pt Awng dk(Stl)* | 1819 | *with freeboard* 6,03 BS12,03 LMC6,00 | | | A&CP | *WB=Cell D Ba* 94′ | *pt Awng dk* 236′ *uE&B* 36′ *f* 122′ 649t | FK *6 BHCem* *APT* 67t | 2SB,*6rf*,GS108,HS3840 D. Rowan&Son, Glasgow | | |
| 910 | **Miltiades** SteelTwinScSr | 6765 | ~~✠100A1~~ | Lon c† | 1903 | A. Stephen &Sons. Ld. Glasgow | G. Thompson&Co. | 454·9 \| 55·1 \| 30·0 | Aberdeen British | T.6Cy.27″,45″&75″–51″ (r | 33 ″ 0 | BT till Dec. 5,03 |
| 118179 | *T. F. Spalding81–03* | 5408 | 1,05 | | 10mo | | | P92′ B167′ F74′ | | 200lb FD 1218NH | s 7 ″ 3½ | |
| VGMS | 3 *Dks*(*Stl–Mptws. Uteak s*) | 3961 | LMC10,03 | | | *Lloyd's* | A&CP | FK & BK 3″ | *8 BHCem* | 2D&1SB *21c*/GS443 HS18158 | | |
| | *Elec. light* *Ref. Mchy.* | | | | | | *WB=Cell D Ba* 104′ *uE&B* 91 | *f* 191′ 1111t *FPT* 57t | *APT* 69t | A. Stephen&Sons, Ld. Gls. | | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux. Gréement, etc. | 3 Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Machines. | 9 Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. Largeur. Tirant d'eau. | 12 Port. Pavillon. | 13 Machines. Nbre & Espèce des Chaudières. Pression. Cylindres. Diamètres. Course. Hélices. | 14 Charge en Tonnes. Pleine. Lège. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 911 | **Milton** | SteelScSr | 3267 | ✠100A1 | Cff | *u* | 1899 | J.L.Thompson&Sons,Ld Sunderland A&CP | ShakespearShppg Co.Ld. (Glover Bros. *Mgrs.*) | 325·0 \| 44·5 \| 19·7 | London British | T.3Cy.24″,38″&64″–42″ | 22 | | |
| 116130 | *Ad.Rep.p44-99* | ssSws.No.2–03 | 3183 | *Awng dk* | | | | | | 26·5 | | 160lb *100lb* 265NP | s 7 · 1 | | |
| RDCN | *W.La* | *pt Dk(Stl)&Web frames &Awngdk(Irn)* | 2091 | *with freeboard* 9,041 | | | | | *WB = Cell DBa* | 102′*uE&B*10″*f*134 | | 2SB,*6cf*,GS92,HS3969 | | | |
| | | | | | | | | | | | | T.Richarden&Sns.Ld.Hpl | | | |
| 912 | — | SteelScSr | 2679 | ✠100A1 | Liv | *t* | 1888 | D&W Henderson&Co Glasgow *SA&CP* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*) | 310·0 \| 39·2 \| 23·8 | Liverpool British | T.3Cy.22″,36″&59″–42″ | 27 | 1 | |
| | *H.W.Gavin* –02 | *ss*Gls.No.3–9,99 | 2421 | 1,05 7,02 | | | | | | P32′B62′F40′ | | 160lb *100lb* NDB90 25 NH | | | |
| KVBF | | 2*Dks*(1*Stl* 3*tr B* | 1676 | | | | | | | BK10′ | | 2SB,*6cf*,GS112,HS3852 FD | | | |
| | | *ss*Liv.No.1-04 | | | | | *Lloyd's* | | *WB = Cell D B* 146 | 180*tFPT*80*t* | | D.&W.Henderson&Co.Gls. | | | |
| 913 | **Milwaukee** | SteelScSr | 7323 | ✠100A1 | Nwc | *d†* | 1897 | C.S.Swan&Hunter(Lim) Newcastle *SA&CP* | CanadianPacific RailwayCo. *WB = Cell DBa*150′*uE&B*50 | 470·0 \| 56·1 \| 31·9 | Liverpool British | T.3Cy.28″,46″&75″–54″ | 34 | 9 | |
| 106834 | *H.G Potter* –04 | *ss*Nwc.No.1–02 | 7004 | 7,01 8,60 | Liv | | 1mo | | | FK | | 180lb 502NH | s 7 · 11 | | 704 |
| PNFB | *Elec.light* 2*Dks*(*Stl*) 3*tr B&deep framing &Shelter dk(pt Stl)* | | 4784 | | | | | | *new fore end*395′ *f*208′156*t DTa*30 | 935*t APT*65*t* | | 2SB,*6cf*,GS173,HS6780 FD | | | |
| | | | | | | | *Lloyd's* | | | | | N.E.MarineCo.(Lim.) Nwc | | | |
| 914 | — | SteelSc | 3327 | | | | 1902 | Chicago S.B.Co Chicago | WesternTransitCo | 325·0 \| 44·0 \| 28·0 | Buffalo Utd.States | T.3Cy.28″,38″&64″–40″ | | | |
| | *J.Davis* –02 | | | | | | | | | | | 259NH | | | |
| | *Elec.light* | 2*Dks* | 2424 | | | | | | | | *W'ks* | Chicago S.B.Co.Chicago | | | |
| 915 | **Mimer** | IronScSr | 432 | | | | 1883 | Göteborg Mek.V. Gothenburg | Angf.Aktieb.Tirfing (A.Broström& Son, *Mgrs.*) | 150·2 \| 24·4 \| 15·3 | Gothenbrg Swedish | C.2Cy.16″&28″–19″ | | | V |
| 744 | *S.O.Svensson*95–01 | 1*Dk* | 384 | | | | | | | B29′ | | 28NH | | | |
| HRLV | *Mchy.Aft* | | 295 | | | | | | | | | GöteborgsM.V.,Got. | | | |
| 916 | — | CompScSr | 221 | | | | 1871 | Göteborg Mek.V. Gothenburg | J.L.Mowinckel& Sön | 101·0 \| 22·6 \| 12·3 | Bergen Norwegian | C.2Cy.9½″&20½″–16″ | | | N |
| | *J.Rolfsen*83–01 | 1*Dk2tr B* | 196 | | | | | | B24*t* | | | NB87 14NH | | | |
| JRDH | | | 158 | | | | | | | | | GöteborgsM.V.,Got. | | | |
| 917 | **Mimi** | SteelScSr | 871 | | | | 1889 | Howaldtswerke Kiel | H.Diederichsen | 203·2 \| 30·2 \| 14·2 | Kiel German | T.3Cy.14¾″,22½″,36⅝″–28⅜″ | | | G |
| | *C.Stevenson*03–05 | 1*Dk* | 677 | | | | 5mo | | | Q59′ B46′ F29′ | | 65NH | | | |
| LQRJ | | | 540 | | | | | | | | *W'ks* | Howaldtswerke,Kiel | | | |
| 918 | **Mimi Horn** | SteelScSr | 2185 | | | | 1903 | Act.Ges. "Neptun" Rostock | H.C.Horn | 300·6 \| 43·2 \| 18·9 | Lubeck German | T.3Cy.19¾″,35⅞″&55″–35½″ | | | G |
| | *H.Petersen* –03 | | | | | | | | | | | 180NH | | | |
| PBMC | *Elec.light* | 2*Dks* | 1389 | | | | | | | P13′B174′F30′ | *W'ks* | A.G."Neptun,"Rostock | | | |
| 919 | **Mimiro** | SteelScBn | 6225 | ✠100A1 | Bry | *b†* | 1900 | Workman, Clark&Co.Ld Belfast A&CP | TyserLineLd. (Tyser&Co. *Mgrs.*) | 440·0 \| 55·1 \| 29·9 | London British | T.3Cy.27″,46″&78″–54″ | 33 | 0 | |
| 112981 | *F.C.Lidstone*01–02 | *ss*Lon.No.1-04 | 5846 | *Shelter dk* | Lon | | 3mo | | | FK | | 200lb 570NH | s 8 · 5 | | |
| RNFG | *Ref. Mchy.* | 2*Dks*(*Stl*)&*deep framing* | 4025 | 1,05 10,00 | | | | | *WB = Cell DBa*111′*u* | *L&B*65′*f*199′12871 | | 4SB,*12cf*,GS194,HS7648 FD | | | |
| | *Elec.light* | *&Shelter dk(Stl-ws)* | | | | | *Lloyd's* | | | *BHCem* | | Wrkman.Clark&Co Ld Bel | | | |
| 920 | **Mimona** | SteelScSr | 912 | ✠100A1 | Xia | *m* | 1893 | Strand Shipway Co Sunderland A&CP | Acties.S.S.Mimona (K.Andersen) | 207·7 \| 31·7 \| 13·2 | Frdrikstad Norwegian | T.3Cy.17″,28″&46″–30″ | 15 | 8 | |
| | *C.L.Anousen* –99 | *ss*Xia.No.2–02 | 889 | 7,01 Lyd 1,05 | | | 11mo | | | P20′Q44′B16′F28′ | | 160lb *80lb* 120NH | s 1 · 7 | | 143 |
| HCFW | (*ex*Mimi) | 1*Dk*(*Irn*)&*Webframes* | 556 | Shelter dk BS1,05 | | | | | | BK7′ | | 1SB,*3pf*,GS42,HS1870 | | | |
| | *Well deck* | | | | | | | | *WB = Cell DB*165′237*t* | | | N.E.MarineCo.Ld.Sld. | | | |
| 921 | **Mimosa** *E.A.Cornu* –05 | SteelScSr | 1558 | ✠100A1 | Shl | *q* | 1888 | H.S.Edwards&Son Newcastle A&CP | ~~ArbutusS.S.Co.Ld~~ (T.Stephens& Sons, *Mgrs.*) | 255·0 \| 36·0 \| 16·6 | ~~London~~ | T.3Cy.20″,38″&54″–36″ | 19 | | |
| ~~1027~~ | *~~A.C.Murray~~* –03 | *ss*Npt.No.3–4,98 | 1199 | 9,01 2,10 2,10 | Ant | | 3mo | | | P26′Q66′B66′F32′ | ~~Liverpool~~ | 160lb *60lb* 171NH | s 1 · 4 | | |
| ~~Lqdl~~ | *Well deck* | *ss*Stk.No.1–02 | 1013 | 8,02 BS1,05 | | | | | | BK9′ | Helsing Swedish | 1DB,*4cf*,GS58,HS2507 | | | |
| | 1*Dk*(*Irn*)2*tr B* | *Floors,beams,keelsons, stringers,and inner bottom Irn* | | | | | | | *WB = Cell DB* 208′3544 | | | Blair&Co.(Lim.),Stockton | | | |
| 922 | **Min** | SteelScSr | 3083 | ✠100A1 | Bry | *u* | 1897 | J.L.Thompson&Sons,Ld Sunderland A&CP | MercantileS.S.Co., Ld. | 325·0 \| 44·5 \| 19·7 | London British | T.3Cy.24″,38″&64″–42″ | 22 | 2 | |
| 105292 | *H.W.Gasson* –98 | *ss*Bry.No.1–01 | 2299 | *pt Awng dk* | Cff | | 11mo | | | Q66′ | | 160lb *100lb* 270NH | s 8 · 5 | | |
| PVMT | 1*Dk*(*pt Stl pt Irn*)&*Web frames* | | 1981 | *with freeboard* 8,048 | | | | | *WB = Cell DBa* | *pt Awng dk*257′ FK | | 2SB,*6cf*,GS93,HS4149 | | | |
| | *&pt Awng dk(Irn)* | | | | | | | | | 106′*uE&B*37′*f*131′ | | T.Richarden&Sns.Ld.Hpl | | | |
| 923 | — | SteelTwinScSr | 540 | | | … | 1900 | Mordey, Carney(Sou.) Ld.Sthamptn | ChinaNav.Co.Ld. | 190·2 \| 30·7 \| 9·0 | London British | T.6Cy.9″,15″&25″–18″ | 11 | 0 | |
| 112842 | *F.W.C.Everett* –02 | | 437 | | | | | | | F30′ | | 75RH | | | |
| SHCK | (*ex*Hankow) | 1*Dk* | 367 | | | | | | | FK | *W'ks* | Mordey,Carney(Sthmptn) Ld.Southampton | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 924 | **Mina** | SteelScSr | *1466* | ✠ | Ham | Lv | 1881 | Harland& Wolff Belfast | Simiriotti, Ramsay&Co. | 295·5 \| 30·3 \| 18·9 | Piræus Greek | C.2Cy.27″&52″–36″ | 20 | 0 | |
| | *C.Vrichoropoulo* –03 | | *1888* | 7,93 | | | 6mo | | | B11′H95′F46′ | | 135NH | | | |
| | (*ex*Akassa) | 2ndSurvey,Bel.10,90 | *915* | | | | | | | BK8½ | *W'ks* | 1SB,*3pf*,GS66,HS2359 | | | |
| | *Elec.light* | 2*Dks*(1*pt Stl*) | | | | | | | | | | Harland&Wolff.Belfast | | | |
| 925 | **Minamoto Maru** | WoodScSr | 174 | | | | 1882 | IkedaTsurusaburo Nagasaki | FujinoRintaro | 107·1 \| 16·5 \| 13·3 | Osaka Japanese | 2Cy.18″–11″ | | | |
| 757 | | | 164 | | | | | | | | | NE&B92 8NH | | | |
| HFMV | | 2*Dks* | 100 | | | | | | | | | OnoSeikichi,Osaka | | | |
| 926 | **Minard Castle** | SteelScSr | 246 | | | … | 1882 | J.Fullerton &Co. Paisley | LochFyne&GlasgowStm.Pkt. CoLd | 140·2 \| 22·0 \| 10·4 | Glasgow British | C.2Cy.28″&42″–30″ | 11 | 1 | |
| 88885 | *A.McGugan*90–91 | *Floors&BHdsIrn* | 180 | | | | | | Q47′B30′F24′ | | | NB89 80RB | | | |
| | | 1*Dk* | 75 | | | | | | | BK6′ | | W.Kemp,Glasgow | | | |
| 927 | **Minas** | SteelScSr | 2964 | | | | 1891 | G.Ansaldo &Co. Sestri Ponente | LigureBrasiliana Soc.Anon.diNav. | 331·4 \| 40·1 \| 18·5 | Genoa Italian | T.3Cy.22½″,37½″&61½″–43″ | | | IV |
| 282 | *F.Ferrea*97–02 | 1*Dk&Spar dk3tr B* | — | | | | | | | | | 248NH | | | |
| QRTB | (*ex*Pará.*ex*Remo,*ex*Michele Lazzaroni) | | 2204 | | | | | | | | | G.Ansaldo&Co.Smprdrena | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 928 | **Minas de Batan** | IronScBg | 1758 | | | | 1879 | Caird&Co. Greenock | Minas deCarbon de Batan | 269·3 \| 33·8 \| 23·9 | Manila Utd.States | C.2Cy.34″&62″–42″ | | | V |
| | *M.Garteiz* | (*ex*Pax,*ex*Adolf | 1602 | | | | | | | P45′B23′F36′ | | NB92 208NH | | | |
| | Deppe,*ex*Saxonia) | 2*Dks3tr B* | 1208 | | | | | | | | | Caird&Co.Greenock | | | |
| 929 | **Minatogawa Maru** | IronScSr | 400 | | | | 1887 | Kawasaki Dockyard Co. Ld. Kobe | OsakaShosen KabushikiKaisha | 157·0 \| 19·5 \| 15·6 | Osaka Japanese | C.2Cy.21″&39″–24″ | | | |
| 1024 | *I.Nozato*89–96 | 2*Dks* | 374 | | | | | | | | | 61NH | | | |
| HGKS | | | 248 | | | | | | | | | Kawasaki Dockyard Co.Ld Kobe | | | |
| 930 | **Mindello** | SteelScSr | *300* | ✠100A1 | Mdb | *e* | 1903 | Sir Raylton Dixon&Co.Ld Middlesbro' | EmprezaNacional deNav.àVap. | 140·0 \| 21·5 \| 10·3 | Lisbon Portuguese | T.3Cy.10½″,17″&28″–21″ | 11 | 0 | |
| | *J.F.Flamengo* –03 | | *206* | 7,03 | | | 7mo | | | P80′F17′ | | 180lb *80lb* 48NH | s 1 · 4 | | |
| | | 1*Dk*(*Teak*) | *153* | | | | *Lloyd's* | | | BK7½ | | 1SB,*2pf*,GS27,HS858 | | | |
| | | | | | | | | | *WB=FPT* | *&APT*14*t* | | N.E.MarineEng.Co.Ld.Sld | | | |
| 931 | **Mindoon** | SteelPad | 897 | | | | 1885 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 310·0 \| 40·1 \| 9·7 | Glasgow British | C.2Cy.37½″&65″–72″ | | | |
| 99029 | *Grayson* | | 897 | | | | | | | | | 299NH | | | |
| | *Elec.light* | | 565 | | | | | | | | | Denny&Co.,Dumbarton | | | |

| No. in Book. / Official No. / Letters. | Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | Register'd Tonnage: Gross. / Deduc. for Engine Room. / Net. | Particulars of Classification. Character. / + for Special Survey. / Date of last Survey. | Built. When. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Reg'try. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Engines. Engine Maker's Name. | Moulded Depth. ft. / in. | Tonnage Deck to Bridge. / Tonnage Bridge to Poop. / Tonnage Poop to Deck. | Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 932 / 111346 / RVGT | **Mineola** Steel Sc 4 Mst Sr<br>*I.W.E.Dickens* –00<br>*2 Dk & Stl 3 tr B & Web frames & Shelter dk Irn)* | 4766<br>4584<br>3129 | ✠100A1 Shl *z*<br>*Shelter dk* Nwc<br>7,01 ~~8,05~~ ✠LMC8,05 | 1900<br>9mo | Sir J. Laing & Sons. Ld Sunderland<br>A&CP<br>*WB=Cell D Ba 111 u E &* | 391·5 / 51·2 / 28·3<br>*B50 f 167 105 4 t D T* | Bristol<br>*a38 1050t D T* | [illegible] 3Cy [illegible],44"&75"–51" (s)<br>200lb *180lb* 192NHP<br>3SB,*9rf*,GS164,HS6412 FD<br>Blair&Co.Ld.Stockton | 31 / 4<br>5 / 7 | | ~~3,02~~ |
| 933 / 112272 / KJHB | —<br>*Kirkwood* –02 ss S.Fo. No.3–6,99<br>ss S.Fo. No.1–04<br>*1 Dk (Irn) & Spar dk (Irn) & Stl 3 tr B*<br>*Elec light* | 2438<br>2287<br>1892 | ✠~~100A1~~ S.Fo *t*<br>*Spar dk*<br>2.04<br>*Water Tube boilers*<br>~~✠NB2,05~~ | 1887<br>3mo | J. Laing<br>Sunderland<br>A&CP | Pacific Improvement Co.<br>284·0 / 37·7 / 19·7<br>B55' F35' / 27·7<br>BK 9½<br>*WB = DB a 88 f 60'* | S. Frncisco<br>United States<br>*6 BHCem*<br>*Tanks a 859t* | T.3Cy.23",38"&62"–42" (s)<br>150lb *88lb* NDB01 305NH<br>2B,GS138,HS5500<br>G.Clark,Sunderland | 21 / 3 | | 2,04 |
| 934 / 99957 / NQWS | **Miner** Steel Sc 3 Mst Sr<br>*D.Scorgie* –00 ~~ss Rot. No.2–04~~<br>*Well deck* ss Bwg. No.3–6,04 *1 Dk (Irn)*<br>*Mchy Aft* | 358<br>253<br>128 | ✠100A1 Bwg *f*<br>~~6,04 Irn~~ 10,04<br>~~✠LMC6,04~~ | 1893<br>3mo<br>*Lloyd's* | J.H.Gilmour<br>Irvine<br>A&CP | Glasgow Steam Coasters Co. Ld.<br>(Paton&Hendry, *Mgrs.*)<br>145·0 / 24·0 / 9·2<br>Q80' B9' F20<br>drp04 BK 7<br>*WB = DB f 70 52 t F P T 15 t* | Glasgow<br>British<br>*4 BHCem* | C.2Cy.20 &40"–27<br>110lb *70lb* 65RHP<br>1SB,*2pf*,GS49,HS98<br>Muir&Houston,Glasgow | 11 / 7<br>8½ | | ~~7,03~~<br>~~9,04~~ |
| 935 / 4186 / JNKF | **Mineral** Steel Sc Sr<br>*E.K.Odner* 00–03<br>*1 Dk* | 1510<br>1244<br>909 | | 1903 | Sir Raylton Dixon&Co.Ld Middlesbro' | Oxelösunds Rederiaktieb. (P.Tham, *Mgr.*)<br>243·6 / 36·9 / 17·5<br>P27' B66' H81 t F21' | Oxelösund<br>Swedish<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NH<br>Richardsons,Westgarth& Co.Ld.Mdb. | | V | |
| 936 / HVJK | **Minerva** Steel Sc Sr<br>*J.de Urestizala* –02 ss Rot. No.1–01<br>*1 Dk (Stl) & Spar dk (Irn) & deep framing* | *3603*<br>*3362*<br>*2315* | ✠100A1 Shl *w*<br>*Spar dk*<br>5.04 BS1,05<br>~~✠LMC2,01~~ | 1897<br>2mo | Russell& Co.<br>Port Glasgow<br>A&CP | Cia. Anon. Marit. Rodas<br>(F.M.Rodas, *Mgr.*)<br>*WB = Cell D Ba*<br>340·0 / 45·9 / 17·8<br>P20' B70' F36' / 25·8<br>FK<br>*110 u E & B 36 f 142'* | Bilbao<br>Spanish<br>*6 BHCem*<br>*792 t A P T 56 t* | T.3Cy.25",41"&66"–42" (s)<br>160lb *80lb* 288NH<br>2SB,*6rf*,GS130,HS4392<br>J.G.Kincaid&Co.,Grk. | 20 / 6 | | 5,04 |
| 937 / QHNT | —<br>*B.Fokken*<br>*1 Dk* | 1256<br>949<br>789 | | 1903 | J.C.Tecklenborg A.G. Geestemünde | Dampfschifffahrts Ges. Neptun<br>230·0 / 36·2 / 17·5<br>Q82' B56' F26' | Bremen<br>German<br>*WB* | T.3Cy.17",28"&46"–33"<br>116NH<br>J.C.Tecklenborg A.G.Gst. | | G | |
| 938 / PMDJ | —<br>*M.Velzen*<br>*1 Dk (pt Irn) 2 tr B*<br>*Well deck* | 870<br>696<br>526 | ✠ Sld *m*<br>5,80 | 1880<br>4mo | J.Laing<br>Sunderland | Koninkl.Nederl. Stoomb.Maats.<br>220·0 / 30·6 / 15·6<br>Q70' B44' F24'<br>*WB = DB a 44 f 51'* | Amstrdam<br>Dutch<br>*4 BHCem* | C.2Cy.27"&50"–36"<br>125NH<br>G.Clark,Sunderland | | V | |
| 939 / RBDK | —<br>*H.Von Sprekelsen* 87–97<br>ss Ham. 2nd No.3–7.99 *1 Dk 2 tr B*<br>ss Ham. No.1–03 | 720<br>626<br>446 | ✠90A1 Ham *k*<br>~~5,03 10,03~~<br>~~NE&B10.86 MS10.03~~<br>~~✠LMC~~ | 1863<br>2mo | M.Samuelson&Co.<br>Hull | A.Kirsten<br>191·9 / 27·1 / 15·9<br>P31'<br>ND86 BK 7 | Hamburg<br>German<br>*4 BHCem* | C.2Cy.25"&43"–30" (s)<br>75lb *75lb* NDB86 97NH<br>2SB,*4pf*,GS46,HS2000<br>Jansen&Schmilinsky,Ham | 16 / 10 | | ~~10,03~~<br>6,05 |
| 940 / TWQP | —<br>*D.O.Brien* –02 ss Gls. 2nd No.3–6.01<br>*Mchy. Aft* *2 Dks* | 678<br>605<br>399 | ✠95A1 Gls *k*<br>9,01 ~~7,03~~<br>~~BS9,02~~<br>BS9,04 ~~LMC6,01~~ | 1862<br>1mo | Palmer Brs &Co.<br>Newcastle | Palgrave.Murphy &Co.<br>206·5 / 26·1 / 17·2<br>Q67'<br>ND75&88 BK 7 | London<br>British<br>*4 BHCem* | C.2Cy.25½"&48"–30" (i)<br>65lb *80lb* NB77 90RH<br>2SB,*4pf*,GS49,HS1639<br>*Cmp.*70 Palmers'Co.,Nwc. | 18 / 2<br>2 / 7 | | ~~12,00~~<br>~~1,03~~ |
| 941 / JMTK | —<br>*B.Kolstö* 99–00<br>(ex Marie) *1 Dk 2 tr B* | 532<br>450<br>318 | | 1864 | Act.Ges. "Vulcan" Stettin | Acties.Minerva (H.M.Wrangell)<br>182·3 / 25·0 / 14·9<br>Q12 t B64 t H5 t | Haugesnd<br>Norwegian<br>*WB* | C.2Cy.24"&45"–22"<br>NE74 NB88 79NH<br>T.Richardson&Sons,Hpl. | | N | |
| 942 / 102589 | —<br>*D.McPhedran* –93<br>*1 Dk & Promenade dk* | 315<br>269<br>97 | | 1893 | J.&G. Thomson,Ld. Glasgow | Glasgow&South Western Rlwy.Co.<br>200·0 / 25·0 / 8·3<br>*Promenade dk 150'* | Glasgow<br>British | C.2Cy.26"&55"–54"<br>NB02 185NH<br>J.&G.Thomson(Lim.),Gls | | BT till ~~6,02~~ 9,05 | |
| 943 / 113590 / SDTV | —<br>*J.High* –00<br>*1 Dk* | 222<br>199<br>74 | ✠100A1 Hul<br>*Stm Trawler*<br>4,04 ✠LMC12,00<br>~~BS9,04~~ | 1900<br>12mo | Cook,Welt'n&Gemmell Hull<br>A&CP | W.Widdowson<br>121·8 / 21·5 / 11·5<br>Q49'<br>BK 7½<br>*WB = DB f 10'7t* | Hull<br>British<br>*4 BHCem* | T.3Cy.12",21"&34"–24" (s)<br>200lb 60RH<br>1SB,~~2cf~~,GS30,HS1090<br>C.D.Holmes&Co.Hull | 12 / 4 | | |
| 944 / 109708 | —<br>*R.Newton* –03<br>*1 Dk*<br>*Elec.light* | 142<br>134<br>35 | ✠ ...<br>*Stm Trawler*<br>~~✠LMC9,00~~ | 1900<br>2mo | J.T.Eltringham&Co South Shields<br>A&CP | Vedra Stm.Fishing Co.Ld.<br>100·6 / 20·1 / 10·5<br>BK 7 | Sundrland<br>British<br>*3 BHCem* | *2tf*,<br>T.3Cy.11",18"&30"–21" (s)<br>160lb 46RH<br>1SB,*2pf*,GS30,HS888<br>G.T.Grey,SouthShields | 11 / 0 | | |
| 945 / KHMB | **Mingrélie** Steel & Iron Sc Bn<br>*Calvies* *2 Dks 3 tr B* | 2337<br>2046<br>1252 | | 1883 | Forges&C. de la Médit. LaSeyne | Cie.de Nav.Arménienne&Maroc.(N. Paquet&Co. *Mgrs*)<br>309·0 / 36·1 / 23·4<br>P63' H73' F28' | Marseilles<br>French | C.2Cy.39"&73"–42½"<br>NB97 289NH<br>Forges&C.de la Médit,Msl. | | V | |
| 946 / | **Minhla** Steel Pad<br>*1 Dk* | 460<br>460<br>326 | | 1903 | W.Denny &Bros. Dumbarton | India General Stm. Nav.Co. | | T.3Cy.17",25½"&38"–<br>Denny&Co.Dumbarton | | | |
| 947 / 106035 / PMDF | **Minho** Steel Sc Sr<br>*G.C.Ascough* –03<br>*Ref.Mchy.* *2 Dks (1 pt Stl–ws & Elec.light* *U Stl–teak s) 3 tr B* | 3377<br>2939<br>2120 | ✠ Lon *v*<br>12,99 | 1896<br>10mo | R.Napier& Sons (Lim.) Glasgow<br>*WB=* | H.F.Swan (W.Petersen,Ld. *Mgrs.*)<br>*Cell D Ba 68' u E & B 74' f 140' 56 0 t F P T* | 345·7 / 44·1 / 24·6<br>P30' B96' F42'<br>BK 9' | Glasgow<br>British<br>*8 BHCem*<br>*43 t A P T 14 t* | T.3Cy.26",42"&70"–54"<br>441NH<br>3SB,*9cf*,GS173,HS6000 FD<br>R.Napier&Sons,Glasgow | 27 / 3<br>5 ~ 4½ | | |
| | *Now named* **"Halifax,"** *see* **No. 1** *in Suppplement.* | | | | | | | | | | |
| 948 / 97774 / LRSK | —<br>*A.Gardner* –01<br>*2 Dks* | 835<br>720<br>510 | ... | 1890 | J.Jones& Sons Liverpool | Ellerman Lines,Ld. (F.Swift, *Mgr.*)<br>211·1 / 27·0 / 16·8<br>B55' F29'<br>BK 8' | Liverpool<br>British | C.2Cy.16"&43"–24"<br>80RH<br>J.Jones&Sons,Liverpool | 17 / 11 | | |
| 949 / 56782 / HRJL | **Minia** Iron Sc Sr ~~Iron Sc Bk~~<br>*Cable Vessel*<br>*W.G.S.de Carteret* –98 ~~ss Lon. No 1–01~~<br>*Elec. light* ss Hpl. No.2–04 *2 Dks* | 2061<br>1898 2,01 ~~1,00~~<br>1163 ~~5,NB03~~ 2,04<br>~~B944,08~~ ~~✠LMC~~ ~~NB&B01~~ | ✠ A1 Hfx<br>Hpl | 1866<br>12mo | Lon.&Gls. Co. Glasgow<br>A&CP | Anglo-American Tel.Co.Ld.<br>328·5 / ~~35·3~~ 35·3 / 25·1<br>F55' / ND92 BK 10'<br>*WB = DB a 104 u E 30 288 t* | London<br>British<br>*5 BHCem*<br>*WB = pt D B* | T.3Cy.22',35'&59"–39"(s)<br>180lb *80lb* NDB92 246NHP<br>2SB,*6cf*,GS96,HS3936<br>Central Mar.Eng Wrks,Hpl | 26 / 8<br>5 ~ 4 | | ~~11,00~~<br>9,04 |
| 950 / 73817 / PLGW | **Minieh** Iron Sc Sr<br>*W.Hill* –01 (ex Alsatia)<br>*Elec.light* | 2890<br>1945<br>2106 | ... | 1876 | D&W Henderson&Co. Glasgow | Khedivial Mail S.S. &Graving Dock Co. Ld. | 356·7 / 36·2 / 29·4<br>B46' | London<br>British | T.3Cy.24",37"&58"–48"<br>NE&B86 233NH<br>D.&W.Henderson&Co.Gls | | V | |
| 951 / 114717 / SMNL | **Minilya** Steel Sc Sr<br>*E.Richardson* 01–04 ss Lis. No.1–01<br>(ex Dona Amelia) *1 Dk (Stl–ws)*<br>*& Spar dk (Stl–ws) & deep framing* | 2744<br>2321<br>1723 | ✠100A1 Sng *t*<br>*Spar dk*<br>9,03<br>~~B~~ ~~✠LMC~~ | 1896<br>8mo | J.Blumer& Co. Sunderland<br>A&CP | West Australian Stm.Nav.Co.Ld. (Bethell,Gwyn& Co. *Mgrs.*) WT | 313·0 / 43·0 / 14·0<br>P23' B96' F38' / 21·9<br>FK<br>*B = Cell D Ba 92' u E* | Fremantle<br>British<br>*6 BHCem*<br>*22 f 120' 499 t* | T.3Cy 23½",38"&62"–42" (s)<br>160lb *80lb* 266NH<br>2SB,*8pf*,GS120,HS4254<br>N.F.Marine Eng.Co Ld.Sld | 16 / 3<br>5 ~ 3½ | | 9,08 |
| 952 / QGHT | **Minister Jansen** Steel Sc<br>*H.Strenge* 00–02 (*Trawler*) *1 Dk* | 158<br>148<br>44 | | 1896 | Bremer "Vulkan" Vegesack | Deutsche Dmpfischerei Ges. Nordsee | 105·9 / 21·0 / 10·2<br>H34' | Bremen<br>German | C.2Cy.14½"&26"–19½"<br>26NHP<br>Bremer "Vulkan," Vegesack | | V | |

| Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonn. | Détails de la Classification. Cote. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Chaudières. NHP = Force en chevaux d'après formules de la Société. RHP = Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. Noms & Constructeurs des machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 953 LBKM | **Minister Moller** Steel Sc<br>*F. Frick 02–03* 1 *Dk* | 11<br>—<br>35 | | 1902 Howaldts-werke Kiel | NeueDampferCie. | 98·5 \| 20·7 \| 7·8 | Kiel German WB | C.2Cy.16½",29½"–15½"<br>30 NHP<br>Howaldtswerke, Kiel | | G |
| 954 PMFB | **Minister Tak van Poortvliet**<br>*C. J. van Borrendam 92–92* Steel Sc Sr<br>1 *Dk 2 tr b* | 74<br>3 | ... | 1891 W. Dobson & Co. Newcastle | Hollandsche Scheepv. Maats. | 205·7 \| 29·2 \| 14·5<br>P40' B58 F27'<br>BK7 WB | Amstrdam Dutch | T.3Cy.19",31"&51"–33"<br>165 NHP<br>N.E.Mar.E.Co. (Lim.) Nwc. | 17 | |
| 955 | **Minna** Steel Sc Sr<br>*Elec light* 1 *Dk \ deep framing* | 120<br>7 | *Should be "Minna Horn," See No. 7 of 91* | 1904 Schömer & Jensen Tönning | H.C.Horn | 121·8 \| 33·5 \| 13·9<br>P12' B60' Q53' F29<br>WB | Lübeck German | T.3Cy.17½",28½"&46½"–31½"<br>122 NHP<br>Schlormer & Jensen, Tonning | | |
| 956 HFWC | — Steel Sc Sr<br>*E. Schindler 92–96* 1 *Dk 2 tr b* | 95<br>5 | | 1896 J. W. Klawitter Danzig | F.G.Reinhold | 217·8 \| 30·7 \| 13·2<br>J71' B54' F23'<br>WB | Danzig German | T.3Cy.17",27"&41½"–27½"<br>91 NHP<br>J.W.Klawitter, Danzig | | G |
| 957 | — Steel Sc Sr<br>*J. R. McEwan –00*<br>2 *Dks*<br>*Elec light* | 281<br>25<br>51 | | 1900 Murdoch & Murray Pt. Glasgow | Fishery Board for Scotland | 152·7 \| 24·2 \| 11·5<br>BK7'<br>= *DTf* 11' 14t *FPT*<br>WB | British<br>*Lloyd's SA & CP* | T.3Cy.13",22"&36"–24" (s)<br>200 lb<br>1 *BHCem*<br>*M APT* 2t | 12 | 9 |
| 958 LMQH | **Minna Schuldt** Steel Sc Sr<br>*J. Bethmann 96–01* 1 *Dk* | 952<br>143<br>616 | | 1891 Flensburger Schiffsb. Ges. Flensburg | H.Schuldt | 218·9 \| 32·3 \| 13·1<br>Q75' B51' F20'<br>WB | Flensburg German | 1.3Cy.15",22½"&43"–30"<br>101 NHP<br>Flensburger Schiffsb. Ges. | | G |
| 959 110515 RNGJ | **Minneapolis** Steel Twin Sc 4 Mst Sr<br>*T. F. Gates –02*<br>*Ref. Mchy. Elec light* | 13451<br>11881<br>8651 | | 1900 Harland & Wolff, Ld. Belfast | Harland & Wolff Ld (A.S.Williams, *Mgr.*) | 600·7 \| 65·5 \| 39·7<br>WB | Belfast British | Q.8Cy.30",48",68"&89"–60"<br>1227 NHP<br>Harland & Wolff, Ld. Bel | | |
| 960 92769 | — Steel Sc Sr<br>*G. Moore*<br>*Mchy. Aft* *Elec light* 2 *Dks* | 2029<br>—<br>1222 | | 1897 Chicago S.B.Co. Chicago | Lower Lake S.S.Co. (R.R.Rhodes *Mgr.*) | 238·0 \| 42·2 \| 22·2<br>B 44 | Cleveland, Ohio Utd. States | T.3Cy.17",29"&47"–36"<br>132 NHP<br>Cleveland S.B.Co, Cleveln'd | | |
| 961 QGFC | **Minneburg** Steel Sc Sr<br>*F. Löding*<br>1 *Dk \ Spar dk \ Webframes* | 2480<br>2333<br>1598 | ... | 1896 Sir Raylton Dixon & Co. Middlesbro' | Deutsche Dmpfs-fahrts. Ges. Hansa | 312·0 \| 42·7 \| 14·7<br>P19' B80' F37' 22·7<br>BK8 WB | Bremen German | Q.4Cy.19½",28",42"&61"–42"<br>266 NHP<br>Wigham Richrdsn & Co. Nwc | 17 | G |
| 962 110520 RSHM | **Minnehaha** Steel Twin Sc Sr<br>*J. Robinson –00*<br>*Ref. Mchy. Elec light* 4 *Dks \ Shelter dk* | 1340<br>1155<br>8647 | | 1900 Harland & Wolff, Ld. Belfast | Harland & Wolff Ld (A.S.Williams, *Mgr.*) | 600·7 \| 65·5 \| 39·5<br>WB | Belfast British | Q.8Cy.30",48",68"&89"–60"<br>1227 NHP<br>Harland & Wolff, Ld. Bel. | | |
| 963 201010 KTDS | **Minnesota** Steel Twin Sc 4 Mst Sr<br>*J. Truebridge 04–04*<br>*Elec light* 4 *Dks (Stl) \ Awng dk (Stl-ws)*<br>*Ref. Mchy.* | 21000<br>20718<br>19459<br>13324 | ✠100A1 NYk pt<br>*Awng dk* [illegible] *04*<br>*with freeboat N.Ns.*<br>*Water Tube Boilers*<br>10, 1 [illegible] | 1904 Eastern S.B.Co. New London, Con. | Gt. Northern S.S. Co. | [illegible] 73·5 \| 41·5<br>622·0 49·5<br>FK & BK 2<br>*WB = Cell D Ba* 168 *uE \ B* 110' *f* 263' 34 | New York Utd. States<br>A & CP | T.6Cy.29",51"&89"–57" (8)<br>2500 lb *150 lb* 2565 NHP<br>12 *BHCem* 16 B, HS 40610, FD<br>Midvale Steel Co. Phl.<br>22 *t Tween dk* *Tanks a* [illegible] 580 *t* \| 4 570 *t*<br>*FPT* 191 *APT* 167 *t* | 40 | |
| 964 94339 KPRJ | — Steel Sc Sr<br>*F. C. Pike –00*<br>*Elec light* 2 *Dks \ Shelter dk* | 3216<br>2988<br>2080 | ... | 1887 Harland & Wolff Belfast | Atlantic Transport Co. Ld. | 345·5 \| 40·9 \| 26·7<br>P33' B80' F48'<br>BK9' WB | London British | T.3Cy.24½",37",64"–48"<br>291 NHP<br>Harland & Wolff, Belfast | 29 | |
| 965 113520 TJMR | **Minnetonka** Steel Twin Sc 4 Mst Sr<br>*S. Leyland –02*<br>*Ref. Mchy. Elec light* 4 *Dks \ Shelter dk* | 13398<br>11838<br>8616 | | 1901 Harland & Wolff, Ld. Belfast | Harland & Wolff, Ld. | 600·7 \| 65·5 \| 39·7<br>WB | Belfast British | Q.8Cy.30",48",68"&89"–60"<br>1227 NHP<br>Harland & Wolff, Ld. Bel. | | |
| * 966 93224 KRJH | — Steel Sc 4 Mst Sr<br>*J. Evans –02*<br>*Elec light* 2 *Dks (Stl \ 3 tr B* | 5270<br>4922<br>3860 | ✠100A1 Qbc z<br>7.02 ✠LMC7.01 | 1902 American S.B.Co. Cleveland, O. 7mo | American S.B. Co. (A.B.Wolvin, *Mgr.*)<br>A & CP *WB = Cell D Ba* 104 *uE \ B* | 430·0 \| 43·7 \| 29·4<br>B90' F33'<br>FK<br>104' *f* 172' 13388 *t FPT* | Duluth Mn Utd. States<br>176 *t APT* 75 *t* | T.3Cy.27",42½"&78"–48" (s)<br>1701b *115 lb* 477 NHP<br>7 *BHCem* HSB, *8cf*, GS 148, HS 6898 FD<br>American S.B. Co. Cleveland | 33 | 0 |
| * 967 93255 KRPL | **Minnewaska** Steel Sc 4 Mst Sr<br>*L. La Verge –02*<br>*Elec light* 2 *Dks (Stl) 3 tr B* | 5273<br>4925<br>3862 | ✠100A1 NYk z<br>9.04 [illegible] ✠LMC10.02 | 1902 American S.B.Co. Cleveland 10mo | American S.B. Co. (A.B.Wolvin, *Mgr.*)<br>A & CP *WB = Cell D Ba* 104' *uE \ B* | 430·0 \| 43·7 \| 29·4<br>B90' F33'<br>FK<br>104' *f* 172' 13388 *t FPT* | Duluth Mn Utd. States<br>176 *t APT* 75 *t* | T.3Cy.27",42½"&78"–48" (s)<br>1701b *115 lb* 477 NHP<br>7 *BHCem* HSB, *8cf*, GS 148, HS 6898 FD<br>American S.B. Co. Clevelnd | 33 | 0 |
| 968 112439 SKRV | **Minnie** Steel Sc Sr<br>~~Aberdeen 00~~ *C. J. Petersen 00–01*<br>1 *Dk (pt Stl \ pt Iron)*<br>*Sheep framing* | 1246<br>1195<br>783 | ✠100A1 Hpl o<br>5.01 [illegible] ✠LMC7.01 | 1901 Fevigs Jernskibsbyg Arendal 7mo | Minnie S.S. Co. Ld. (E.A.Casper & Co.)<br>A & CP *WB = Cell D Ba* \ *uE* 70' *f* 104' 380 *t* | 235·0 \| 35·1 \| 17·4<br>P22' B56' F24'<br>FK | W. Hartlpl British<br>1 *BHCem* *APT* 25 *t* | T.3Cy.17",27"&45"–33" (s)<br>170 lb *80 lb* 127 NHP<br>HSB, *3cf*, GS 60, HS 2024<br>Richardsons, Westgarth & Co. Ld. Mdb. | 19 | 2·7½ |
| 969 91477 KRJM | — Wood Sc<br>1 *Dk* | 167<br>—<br>87 | | 1882 ..... ... Philadelphia | Thames Tow Boat Co. | 106·5 \| 23·5 \| 11·0 | N. Lndn, Cn Utd. States | 2Cy.20"&36"–26"<br>55 NHP | | |
| 970 118793 | **Mino** Steel Sc K<br>*W. Whelpton 99–03*<br>1 *Dk* | 168<br>160<br>49 | ✠100A1 Goo<br>*Stm Trawler* Hul<br>11.02 [illegible] ✠LMC12.02 | 1903 Goole S.B. & Repg. Co. Ld 12mo Goole | Kelsall Bros. & Beeching, Ld (J.E. A. Kelsall, *Mgr.*)<br>*Lloyd's SA & CP* | 110·3 \| 20·9 \| 11·1<br>BK7½'<br>*WB = DTank* | Hull British<br>1 *BHCem* *f* 23' 41 *t* | T.3Cy.12",18"&30"–21" (s)<br>160 lb 45 RHP<br>HSB, *2pf*, GS 26, HS 880<br>J.D.Holmes & Co. Hull | 12 | |
| 971 99235 MSLP | **Minorca** Steel Sc Sr<br>*A. Watson –02* ~~s'stn. No. 2 tnl~~<br>1 *Dk (Iron) \ Web frames*<br>*ss Lth. No 3–2,05* | 1145<br>857<br>694 | ✠100A1 Lth n<br>2,05 [illegible] ✠LMC [illegible] 2,05 | 1892 Ramage & Ferguson, Ld. Leith<br>*Lloyd's SA & CP* | Leith, Hull & Ham. S.P.Co. Ld. (J. Currie & Co., *Mgrs.*)<br>*WB = Cell D B* 184' 300 *t FPT* | 225·0 \| 33·2 \| 14·5<br>P27' Q50' B44' F25'<br>FK | Leith British<br>1 *BHCem* 15 *t APT* 85 *t* | T.3Cy.18½",30"&49"–38" (s)<br>160 lb *80 lb* 136 NHP<br>HSB, *4pf*, GS 64, HS 2008<br>Rmge. & Frgsn. (L.), Leith | 16 | 11<br>1·9 |
| 972 | **Minos** Steel Sc Sr<br>*L. Weissenhorn 97–98*<br>*Well deck* (ex Albis) 1 *Dk* | 648<br>486<br>387 | ... | 1892 Southmptn Nvl. Wks. Ld Southampton | Dampfschiffahrts Ges. Neptun | 182·1 \| 27·1 \| 13·5<br>Q89' B16' F21' BK6' | Bremen German<br>WB | T.3Cy.14",28"&89"–30"<br>92 NHP<br>Sou. Nav. Wks. Co., Ld., Sou | 14 | 6 |
| 973 109418 | **Minotaur** Iron Sc K<br>*A. Hall –98* ss Gms. No. 1–02<br>1 *Dk*<br>*Elec light* | 126<br>121<br>46 | ✠100A1 Gms<br>*Stm Trawler*<br>7.01 [illegible] ✠LMC6.02<br>7.04 | 1898 Edwards Bros. North Shields 9mo | J.R.Mackrill & Sons<br>*Lloyd's SA & CP* | 91·3 \| 20·2 \| 10·8<br>Q18' F16'<br>BK7½' | Grimsby British<br>1 *BHCem* | T.3Cy.9",16"&25½"–19½" (s)<br>[illegible] 25 [illegible]<br>[illegible] 15 [illegible] | 11 | 8 |
| Broken up 3,05 974 HCRJ | **Minsk** Iron Sc 3 Mst Sr<br>*C. Knudsen 98–98* (ex Schwan)<br>*Mchy. Aft* 2 *Dks \ pt Shaded dk* | 667<br>518<br>375 | ... | 1858 Palmer Brs. & Co. Newcastle | Dampskselsk. Minsk (S. Haslum) | 207·9 \| 27·5 \| 15·5<br>Q45 *t* H44 *t*<br>len 65 | Moss Norwegian | C.2Cy.25"&52"–36"<br>135 NHP<br>Palmer Bros. & Co., Nwc. | | |

| No. in Book. / Official No. / Name Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Late Name if any. / No. of Decks, &c. | Tonnage Register / Gross / Under deck. / Net | Particulars of Classification. Character. / + for Special Survey / Date of last Survey. | Port of Survey | Yearly Mark | Engines | When Built. / Ship. / Engines | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; HIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker & Name. | Moulded depth. ft. | in. | Registered in which classed, if not in L.R. Period of Trade. | Date when last Mast seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 975 96391 LQJG | **Mintaro** | Steel Sc Sr | 228 1732 1492 | + 7.98 | Syd | s | | 1889 4mo | Russell & Co. Greenock | Adelaide S.S. Co. Ld | 290·8 P30 Q86 WB = Cell | 37·9 B118 BK 10″ | 19·5 F81 DB 256′ | Sydney NSW British | T 3 Cy 22½″, 35½″ & 68½″–39″ 251 NH 2 SB, 6pf, GS 74, HS 8452 FD J. Howden & Co. Glasgow | 22 | 1 | | |
| | ex Larnaca) | ss N.S.W. No. 2–97 | | | | | | | | | 148t APT 36t | | | | | | | | |
| | *Well deck* | 1 Dk (Stl) & Web frames | | | | | | | | | | | | | | | | | |
| 976 118349 VJFC | **Minterne** | Steel Sc Sr | 3018 2809 1905 | + 100 A1 2,05 2,04 | Bry | v | | 1903 11mo | Richards n, Duck & Co. Stockton | Minterne SS. Co. Ld (A. F. Hood) | 330·5 P29′ B96′ F40 | 47·0 FK | 22·2 5 B H Cem | London British | T. 3 Cy. 24″, 40″ & 65″–42″ (s) 180 lb 90 lb 289 NH 2 SB, 6 rf, GS 118, HS 4345 Blair & Co. Ld. Stockton | 24 | 9 | | |
| | *deep framing)* | 1 Dk (pt Stl & pt Irn) 2 tr B & Web frames 3 Dk rule | | | | | | | | WB = Cell | f 136′ 873t | FPT 193t | APT 109t | | | | | | |
| 977 107787 | **Minto** | Steel Sc Sr | 1090 372 | | | | | 1899 | Gourlay Bros. & Co. Dundee | Canadian Government | 225·0 P & B 220′ F 49′ | 32·7 BK 7″ | 18·0 FK 7 B H Cem | Ottawa British | T. 3 Cy. 26″, 41″ & 65″–39″ FD 451 NH WB | 20 | 6 | | |
| | *Elec. light* | 2 Dks | | | | | | | | | | | | | Gourlay Bros. & Co. Dundee | | | | |
| 978 101935 MTCD | **Miowera** | Steel Sc 3 Mast Sr | 3393 2605 1888 | + 100 A1 12,04 11,08 BS 12,04 | Bsh Syd | w | | 1892 10mo | C. S. Swan & Hunter Newcastle | New Zealand Shipping Co. Ld. | 345·0 P & B 220′ F 49′ | 42·2 BK 7″ | 25·1 FK 7 B H Cem | London British | T. 3 Cy. 33″, 53″ & 85″–54″ (s) 165 lb 165 lb NDB 94 722 NH 1 SB, 12 rf, GS 214, HS 10850 FD | 28 | 0 | | 11,08 12,04 |
| | *Well deck* | 2 Dks (Stl–Uwss) | | | | | | | | | | | | | | 4 | 10 | | |
| | *Elec. light* | *Deep framing* 3 Dk rule | | | | | | | | WB = Cell | DB 268′ 502t | FPT 41t | APT 28t | | Wilsand Slip & E.C. (L) Nwc | | | | |
| 979 114414 STKB | **Mira** | Steel Sc Sr | 3700 3538 2397 | + 100 A1 *Spar dk* 4,0 3,04 *Carrying Petroleum in bulk* LMC 10 04 | Nwc | w | | 1901 10mo | C. S. Swan & Hunter, Ld. Newcastle | Mira S.S. Co. Ld. (Stephens, Sutton & Stephens) | 345·0 P86′ B24′ F38′ | 47·0 28·0 FK | 21·0 11 B H Cem | Newcastle British | T. 3 Cy. 25″, 42″ & 68″–45″ (s) 180 lb 100 lb 351 NH 2 SB, 6 rf, GS 128, HS 5620 Blair & Co. Ld. Stockton | 22 | 1 | | 3,04 |
| | *Mchy. Aft* | 1 Dk (Stl) & Spar dk (Stl) | | | | | | | | | | | | | | 6 | 1½ | | |
| | *Elec. light* | *Web frames* | | | | | | | | WB = Cell | DB u E & B 56′ | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 980 96387 LMHD | — | Steel Sc Sr | 3224 3062 2050 | + 100 A1 *Spar dk* 2,05 2,00 MS 4,04 | Liv | v | | 1889 11mo | Aitken & Mansel Glasgow | Charente SS. Co. Ld (T. & J. Harrison, Mgrs.) | 350·0 P7′ B82′ F41′ | 40·1 28·0 BK 11″ | 20·2 6 B H Cem | Liverpool British | T. 3 Cy. 24″, 40″ & 66″–48″ (s) 160 lb 100 lb NDB 02 3215 NH 2 DB, 8 cf, GS 145, HS 4922 J. & J. Thomson, Glasgow | 21 | 5 | | 4,01 |
| | *S. Bass* –03 | ss Liv. No. 3–1,01 | | | | | | | | | | | | | | 6 | 11 | | |
| | 1 Dk (Irn) & Spar dk (Stl-ws) | 3 tr B | | | | | | | | WB = | MT 32′ 340t | | | | | | | | |
| 981 — | | Steel Sc Sr | 998 947 579 | + *Awng dk with freeboard* 6,91 | Gls | l | | 1891 6mo | A & J Inglis Glasgow | Bergenske Dampskibsselskab | 202·2 H51t | 30·2 22·3 BK 7″ | 15·1 4 B H Cem | Bergen Norwegian | T. 3 Cy. 20″, 32″ & 52″–36″ 188 NH 2 SB, 6 rf, GS 214, HS 3200 A. & J. Inglis, Glasgow | 15 | 10 | | |
| | *L. Eilertsen* | | | | | | | | | | | | | | | | | | |
| JVHN | *Elec. light* | 2 Dks & *Awng dk* 3 tr B | | | | | | | | WB = Cell | DB a 44′ f 47′ & u E 27′ | | 99t APT 6t | | | | | | |
| 982 — | | Steel Sc Sr | 954 729 598 | | | | | 1890 1mo | Flensburg Schiffsb. Ges. Flensburg | Holm & Molzen | 207·6 Q69′ | 31·2 B52′ | 14·1 F22′ | Flensburg German | T. 3 Cy. 154″, 24″ & 45″–30″ 111 NH WB | | | G | |
| LMFK | *J. A. Jensen* | 1 Dk 2 tr B | | | | | | | | | | | | | Flensburger Schiffsb. Ges. | | | | |
| 983 — | | Steel Sc | 50 44 2 | + 100 A1 *For Towing purposes* 11,02 LMC 11 04 | Hul | | | 1902 11mo | Cochrane & Sons Selby *Lloyd's SA & CP* | Wilson, Sons & Co. Ld. | 62·8 | 14·9 BK 6″ | 7·4 | London British | C. 2 Cy. 12″ & 24″–18″ (s) 120 lb 24 RH 1 SB, 2 pf, GS 24, HS 590 Tindall, Earle & Hutchinson, Ld. Hull | 8 | 0 | | |
| | *Page* 02–02 | 1 Dk | | | | | | | | | | | 1 B H Cem | | | | 8 | | |
| 984 HBKT | **Mirafiores** | Iron Sc | 153 148 62 | + 6,82 | Nwc | b | | 1882 6mo | C. Mitchell & Co. Newcastle | Cia. Comercial de Remolcadores | 100·0 | 22·1 | 11·0 | Valparaiso Chilian | C. 2 Cy. 19″ & 36″–24″ NB 98 53 NH 1 B H Cem | | | | |
| | *H. Demuth* –93 | 1 Dk (Irn) | | | | | | | | | | | | | Ross & Duncan, Glasgow | | | | |
| 985 99836 MRFH | **Miramar** | Steel Sc Sr | 2415 1852 1561 | + 100 A1 *pt Awng dk with freeboard* 9,04 12,02 LMC 9 04 | Npt Gls | s | | 1892 7mo | Osbourne, Graham & Co Sunderland A & CP | S.S. Miramar Co. Ld (Raeburn & Vérel) | 290·4 P29′ Q82′ *pt Awng dk* 179′ pt ND 04 | 38·1 BK 10″ WB = Cell | 20·0 5 B H Cem DB 240′ 460t | Glasgow British | T. 3 Cy. 22″, 36″ & 59″–39″ (s) 160 lb 80 lb 217 NH 2 SB, 6 rf, GS 98, HS 3245 G. Clark (Lim.), Sunderland | 22 | 6 | | 12,03 9,04 |
| | *G. W. Anderson* –04 | 1 Dk (Stl) & Web frames & *pt Awng dk (Irn)* | | | | | | | | | | | | | | 8 | 10½ | | |
| | *ss* Gls. No. 3–9,04 | | | | | | | | | | | | | | | | | | |
| 986 — | | Steel Sc Sr | 1724 1554 1104 | + 100 A1 *Awng dk with freeboard* 1,04 LMC 1 04 | Gen | q | | 1904 1mo | N. Odero & Co. Genoa *Lloyd's SA & CP* | Sociedad Isleña Maritima WB = Cell | 269·8 *Prom. dk* 106′ DB a 42′ u E 21′ | 36·1 BK 9 f 73′ | 14·7 23·1 5 B H Cem 160 t APT 30t | Palma, Maj Spanish | T 3 Cy 22⅛″, 36 7/16″ & 60½″–39½″ 180 lb 100 lb (s) 299 NHP 2 SB, 6 cf, GS 99, HS 4260 FD N. Odero & Co. Genoa | 17 | 6 | | |
| | *J. Singala* 82–04 | | | | | | | | | | | | | | | 9 | 11½ | | |
| | *Elec. light* | 2 Dks (lower Stl) & *Awng dk (Stl–teaks)* | | | | | | | | | | | | | | | | | |
| 987 114867 TRPV | **Miramichi** | Steel Sc Sr | 3604 3417 2316 | + 100 A1 *Shelter dk* 9,04 9,03 LMC 11 02 | Shl | w | | 1902 11mo | J. L. Thompson & Sons, Ld Sunderland *Lloyd's SA & CP* | North Atlantic S.S. Co. Ld. (T. Hogan & Sons, N. Yk. Mgrs.) WB = | 340·0 B38′ f 140′ 852t DT a | 48·2 FK | 25·8 6 B H Cem 29′ 693t DT f | Bristol British | T. 3 Cy. 25″, 42″ & 68″–45″ (s) 180 lb 115 lb 329 NHP 2 SB, 6 rf, GS 138, HS 4950 J. Dickinson & Sons, Ld. Sld. 36′ 876t FPT 69t APT 32t | 28 | 4 | | |
| | *J. F. Ruxton* –03 | 1 Dk (Stl) & 1 pt Dk (Stl) & Web frames 3 Dk rule Shelter dk (Irn) | | | | | | | | | | | | | | 4 | 1½ | | |
| 988 EHMW | **Mireille** | Iron Sc 3 Mast Sr | 2061 1699 1206 | + 100 A1 10,04 10,00 LMC 10 03 | Msl | s | | 1877 9mo | Palmers' Co. Ld Newcastle A & CP | Axel Busck & Co. WB = D B a 82′ f 70′ & u E 16″ w B 22″ | 286·0 F38′ | 34·7 BK 9½ | 24·2 5 B H Cem | Marseilles French | C. 2 Cy. 33″ & 64″–42″ (s) 80 lb 80 lb 209 NHP 2 SB, 4 cf, GS 94, HS 3347 N B made 95 re-fitted 02 Palmers' Co. Ld. Newcastle | 25 | 4 | | 10,04 |
| | *Ossin* 99–99 | ss Shl. 2nd No. 3–8.96 | | | | | | | | | | | | | | 4 | 10½ | | |
| | ex Angele, ex Nerissa) | ss Msl. No. 1 –02 | | | | | | | | | | | | | | | | | |
| | *T. A. Bernard* –04 | 2 Dks (1 Irn) 3 tr B ss Msl. No. 2–04 | | | | | | | | | | | | | | | | | |
| 989 91900 KPMC | **Mirror** | Steel Twin Sc Sr | 1545 1021 790 | + 100 A1 *Spar dk* 5.04 NB 9,02 LMC 9,02 | Lon | q | | 1885 12mo | R. Napier & Sons Glasgow A & CP | Western Telegraph Co. Ld. WB = D B 42′ | 255·7 25·0 BK 9½ | 34·1 f u E 20′ | 17·6 B H Cem 153 t Deep T | London British | C. 4 Cy. 26″ & 46″–36″ (o) 100 lb 100 lb NDB 02 238 NHP 2 SB, 6 cf, GS 112, HS 4298 R. Napier & Sons, Glasgow | 18 | 10 | | 5,04 |
| | *Cable Vessel* | ss Lon. No. 3–3,98 | | | | | | | | | | | | | | 6 | 3 | | |
| | *R. G. Halpin* –03 | ss Hpl. No. 1–02 | | | | | | | | | | | | | | | | | |
| | *Elec. light* | 2 Dks (1 pt Stl) & Spar dk | | | | | | | | | | | | | | | | | |
| 990 7652 JROH | **Mirume Maru** | Wood Twin Sc Sr | 103 79 55 | | | | | | | Kawasaki Dockyrd Co. Ld. | 89·4 | 16·7 | 9·3 | Kobe Japanese | C. 4 Cy. 12″ & 24″–14″ 36 NHP | | | | |
| | (ex Hamburg) | 1 Dk | | | | | | | | | | | | | | | | | |
| 991 | **Mirza-Aga** | Steel Sc Sr | 799 — 590 | | | | | 1899 | Kockums M.V. Aktieb. Malmö | Asim Iskenderoff | 179·7 Q41′ B10′ F21′ | 30·0 | 15·8 | Astrachan Russian WB | C. 2 Cy. 20½″ & 41″–25 25/32″ 71 NHP | | | | |
| | 1 Dk | | | | | | | | | | | | | | | | | | |
| | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | Kockums Aktieb. Malmö | | | | |
| 992 JBNP | **Misdroy** | Iron Pad Sr | 107 98 52 | | | | | 1859 | Fruchtnch & Brck Bredow | W. Kunstmann | 126·8 | 16·6 | 7·7 | Swnemnde German | | | | | |
| | *A. Vieth* | | | | | | | | | | | | | | | | | | |
| 993 1624 HKTQ | **Misho Maru** | Wood Sc Sr | 139 122 86 | | | | | 1896 | Sawamura Tamekichi Kujo, Settsu | Nanyo Unyu Kabushiki Kaisha | 102·6 | 14·9 | 12·1 | Misho Japanese | C. 2 Cy. 13″ & 23″–15″ 17 NHP Kiyama Shigenosuke, Osaka | | | | |
| | | 2 Dks | | | | | | | | | | | | | | | | | |
| 994 4765 JDWH | **Misho Maru No. 2** | Wood Sc Sr | 152 137 94 | | | | | 1899 | Sawamura Tamekichi Osaka | Nanyo Unyu Kabushiki Kaisha | 104·7 | 15·6 | 12·5 | Misho Japanese | C. 2 Cy. 13″ & 25½″–16″ 22 NHP Niikuma Masajiro, Osaka | | | | |
| | | 2 Dks | | | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettres d'Avertissement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom. Ill Constructeur des machines. | 14 Creux sur Quille. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 995 | **Misirje** Steel Sc Sr<br>*Brune* –97<br>*Mchy. Aft* *Elec light* 2 *Dks*<br>*Carrying Petroleum in bulk* | | 598<br>—<br>428 | | | | 1897 | Deut. Elbs. Ges. "Kette" Uebigau | Hadji B. Aschumoff | 152·7 27·5 13·7<br>B37' F16' | | | Astrachan<br>Russian<br>W/T "Kette" Ges., Uebigau | C.2Cy. 17¾" & 30¾" – 19½"<br>35 NHP | | | |
| 996<br>HFNL | **Missir** Iron Sc 3 Mst Sr<br>*E. Taqliaferro* –08 (ex Argyll)<br>*Mchy. Aft* 2 *Dks & Shade dk* | | 786<br>559<br>445 | | | | 1864 | Barclay, Curle & Co. Glasgow | Khedivial Mail S.S. & Graving Dock Co. Ld. | 226·5 28·0 15·6 | | | London<br>British | C.2Cy. 26" & 52" – 36"<br>NE & B80 135 NHP<br>Day, Summers & Co., Sou. | | | V |
| 997<br>112279 | **Missisquoi** Wood Sc<br>1 *Dk* | | 160<br>35<br>107 | | | | 1908 | B.V. Naylor Noyan, P.Q. | ~~B.V. Naylor~~ J.E. Robidoux | 87·3 20·9 5·4 | | | Montreal<br>British | 1 Cy. 14" – 14"<br>6 RHP<br>Bell S.E. Co. Buffalo, N.Y. | | | |
| 998<br>93360<br>KSHG | **Mississippi** Steel Twin Sc 4 Mst Sr<br>*J. Findlay* 91–08<br>3 *Dks (Stl) & Shelter dk (Stl)*<br>*Elec. light* | | 7913<br>7559<br>5131 | ✝100 A1 Cff<br>*Shelter dk*<br>*with freeboard*<br>~~5,611 12,08~~ ✝LMC 4,08 | | *f*† | 1903<br>4 mo | New York S.B. Co. Camden, N.J. A&CP<br>*WB = Cell D Ba 120' u E & B80' f 190' 1521t DT 943' 980t DT / 35' 1016t FPT 125t APT 80t* | Atlantic Transport Co. of West Virginia | 490·0 58·3 31·8<br>*Boa Shelter dk 128'*<br>FK & BK 3" | New York<br>Utd. States<br>*8 BH Cem* | T. 6Cy. 25", 42½" & 72" – 48" (*s*)<br>200 lb FD 997 NHP<br>2 D & 2 S B *18c/68 48s318* HS 14106<br>New York S.E. Co. Camden, NJ<br>*102 w FPT 122t APT 80t* | 35 " 5<br>•7 • 11½ | | |
| 999<br>200530<br>KSTN | **Missouri** Steel Twin Sc 4 Mst Sr<br>~~*Clydebank* –03~~ *Richardson*<br>3 *Dks (Stl) & Shelter dk (Stl)*<br>*Elec. light* *J.F. Richardson* –04 | | 7914<br>7543<br>5077 | ✝100 A1 NNs ~~Cff~~<br>*Shelter dk*<br>*with freeboard*<br>~~5,611 12,08~~ ✝LMC 12,08<br>3,09 | | *f*† | 1903<br>12 mo | Maryland Steel Co. Sparrow Pt Md. A&CP<br>*WB = Cell D Ba 138' u E & B80' f 190' 1521t DT 943' 980t DT / 35' 1016t FPT 122t APT 67t* | Atlantic Transport Co. of West Virginia | 491·5 58·2 24·4<br>B125' 81·9<br>FK & BK 3" | New York<br>Utd. States<br>*8 BH Cem* | T. 6Cy. 25", 42½" & 72" – 48" (*s*)<br>200 lb FD 936 NHP<br>2 D & 2 S B *18c/68* HS 12702<br>Maryland Stl. Co. Sparrow Pt<br>*102 w FPT 122t APT 67t* | 35 " 5<br>•7 • 11 | | |
| 1000<br>93524 | — Steel Sc 3 Mst Sr<br>*J.G. Bruce* –02 *ss* Sws. No. 3–4,96<br>*ex* Stanley Dollar, *ss* S. Fo. No. 2–08<br>*Elec. light* *ex* U.S.N. Egbert, *ex* Missouri)<br>1 *Dk Irn–pt wsa) & Spar dk (Irn–wsa) B tr B* | | 2903<br>2743<br>1857 | ✝100 A1 S.Fo<br>*Spar dk*<br>1,05 ~~1,04~~<br>~~B 5,04~~ ✝LMC 10,08<br>B 3,05 | HKG | *u* | 1889<br>1 mo | W. Gray & Co. West Hartlepool<br>*Lloyd's SA&CP* | Stanley Dollar Co. Ld.<br>*WB = Cell D B* | 320·0 40·0 20·2<br>P 19' B 83' F 42' 27·1<br>pt NWS 96 BK 10"<br>216' 380t *FPT* 55t | Vict'ria BC<br>British<br>*6 BH Cem*<br>*APT 30t* | T. 3Cy. 25", 40" & 65" – 42" (*s*)<br>150 lb ~~Salt~~ 274 NHP<br>2 DB. *8rf*, GS 128<br>Cen. Mar. Eng. Wks. W Hpl. | 22 " 9 | | |
| 1001<br>200861 | — Steel Sc Sr | | 2434<br>—<br>1484 | | | | 1904 | Chicago S.B. Co. Chicago | Northn. Michigan Transportn. Co. | 225·0 40·1 24·5 | Cleveland<br>Utd. States | T | | | | |
| 1002<br>117560 | **Mistletoe** Steel Sc K<br>1 *Dk* | | 79<br>74<br>17 | ✝100 A1 Shl<br>*For fishing purposes*<br>3,04 ✝LMC 3,04 | | | 1904<br>8 mo | Smith's Dock Co. Ld. North Shields<br>*Lloyd's SA&CP* | Westmacott, Ld. | 80·0 18·1 8·3<br>BK 6"<br>*WB = FPT 3t* | Yarmouth<br>British<br>*3 BH Cem*<br>MacColl & Pollock, Ld. Sld. | C.2Cy. 10¼" & 23" – 16" (*s*)<br>125 lb 22 RHP<br>1 SB, *2pf*, GS 20, HS 589 | 9 " 6 | | |
| 1003<br>KHNC | **Mistral** Steel Sc Sr<br>*F. Pillard* –00 *ss* Msl. No. 3–1,04<br>1 *Dk (Irn) & Web frames & pt Awng dk (Irn)*<br>(*ex* Liguria P, *ex* Virginia Peirano) | | 2241<br>1870<br>1255 | ✝100 A1 Msl<br>*pt Awng dk*<br>*with freeboard*<br>11,04 ~~1,04~~ ✝LMC 1,04 | | *r* | 1891<br>7 mo | J. Blumer & Co. Sunderland<br>A&CP<br>*WB = Cell D B 224' 426t* | Axel Busck & Co. | 275·0 38·1 18·0<br>P 27' Q 86'<br>*pt Awng dk 162'* FK | Marseilles<br>French<br>*5 BH Cem*<br>*APT 35t* | T. 3Cy. 21", 38" & 54" – 42" (*s*)<br>160 lb *80lb* 194 NHP<br>2 SB, *6rf*, GS 106, HS 3000<br>Alley & MacLellan Glasgow | 20 " 3<br>•8 • 5½ | | 204 |
| 1004 | **Mitau** Steel & Iron Sc<br>*W. Sehl* 1 *Dk* | | 101<br>—<br>41 | | | | 18 95 | Rebuilt by R.H. Mantel Riga | M. Sehl | 108·0 18·7 8·0<br>H 13t<br>len 95 | Riga<br>Russian | C.2Cy. | | | | |
| 1005<br>KHND | **Mitidjah** Iron Sc Bg<br>*Brigard* 90–01 1 *Dk 2tr B*<br>*Well deck* | | 1174<br>—<br>604 | | | | 1872 | R. Thompson, jun. Sunderland | L. Flornoy & fils | 226·3 31·2 17·9<br>P 118' F 24' | Nantes<br>French<br>*WB* | T. 3Cy. 15½", 27" & 44½" – 30"<br>*Tpd.* 92 NB 96 161 NHP<br>Black, Hawthorn & Co., Gts. | | | |
| 1006<br>HQFK | **Mitir Argyri** Iron Sc Sr<br>*P. Kiminis* *ss* Pir. 2nd No. 3–11,03<br>(*ex* Aventina, *ex* Gondola) 1 *Dk (pt Irn) 2tr B*<br>*Well deck* | | 1464<br>1193<br>830 | ✝100 A1 Pir<br>11,03<br>~~N B 11,08~~ ✝LMC 11,03 | | *p* | 1882<br>11 mo | W. Pickersgill & Sons Sunderland<br>A&CP<br>*WB = DBa 72' f 100' 276t* | J.A. Michalinudis | 255·1 35·0 17·1<br>Q 98' B 51' F 27'<br>FK | Piræus<br>Greek<br>*4 BH Cem*<br>*APT 10t* | C.2Cy. 32" & 60" – 39" (*s*)<br>80 lb *80lb* NDB 03 168 NHP<br>2 SB, *4pf*, GS 72, HS 2652<br>G. Clark, Sunderland | 18 " 4<br>•11 • 11½ | | 11.00 |
| 1007<br>26 | **Mitschman** Iron Pad Tug<br>1 *Dk* | | 139<br>—<br>76 | | | | 1857 | ..... Sebastopol | F. Miraschezisi | 114·6 24·4 8·0 | Sebastopl<br>Russian | | | | | |
| 1008<br>HQFK | **Mitylene** Steel Sc Sr<br>*P. Cipouras* –02 *ss* Pir. No. 3–3,04<br>(*ex* Atlantic) 1 *Dk (pt Irn & pt Stl)*<br>*& Web frames & pt Awng dk (Irn)* | | 2478<br>1893<br>1613 | ✝100 A1 Pir<br>*pt Awng dk*<br>*with freeboard*<br>3,04 ✝LMC 3,04 | | *s* | 1891<br>10 mo | R. Dixon & Co. Middlesbro'<br>A&CP<br>*WB = Cell D B* | P.S. Comninakis & Co. | 297·0 40·0 19·5<br>P 27' Q 78'<br>*pt Awng dk 192'* FK<br>*aft E 108f 124' 444t* | Piræus<br>Greek<br>*5 BH Cem*<br>*DTa 12' 75t* | T. 3Cy. 22", 35" & 59" – 39" (*s*)<br>160 lb *80lb* 221 NHP<br>2 SB. *6cf*, GS 85, HS 3359<br>T. Richardson & Sons, Hpl. | 22 " 0<br>• 9 • 0½ | | 200 |
| 1009<br>24<br>KBDP | **Miura Maru** Wood Sc Sr<br>2 *Dks* | | 140<br>133<br>87 | | | | 1900 | U. Nakamura Osaka | Taiwan Sotokufu | 100·4 16·3 12·1 | Tansui, Formosa<br>Japanese | C.2Cy. 12" & 24" – 14"<br>18 NHP | | | | |
| 1010<br>1676<br>HLCF | **Miyajima Maru** Steel Sc Sr<br>*T. Takeuchi* *ss* Nag. No. 1–00<br>1 *Dk (Stl) & Web frames & Spar dk* | | 1610<br>1407<br>998 | ✝100 A1 Kob<br>*Spar dk*<br>*with freeboard*<br>8,08 LMC 8,08<br>~~N B 10,88~~ *Steel* | | *q* | 1897<br>7 mo | Nagasaki Dockyard & Engine Wks Nagasaki<br>*Lloyd's SA&CP* | Oiye Shosen Goshi Kaisha<br>*WB = Cell D Ba 54' u E & B44' f 94' 254t FPT 65t APT 27t* | 254·0 33·6 13·5<br>B 55' F 29' 20"<br>BK 8" | Osaka<br>Japanese<br>*5 BH Cem* | T. 3Cy. 18½", 29½" & 47" – 39"<br>160 lb NE 2.90, *fitted* 97 (*s*)<br>*70lb* NDB 93, *fitted* 97 160 NHP<br>2 SB, *4cf*, GS 76, HS 2858<br>Scott & Co., Greenock | 15 " 9<br>• 5 • 8½ | | |
| 1011<br>1668<br>HKSF | **Miyako Maru** Wood Sc Sr<br>*Hagiwara Matsuzo* –99<br>2 *Dks* | | 374<br>333<br>282 | | | | 1896 | Sawamura Tamekichi Osaka | Y. Yamagata | 149·5 19·7 16·4 | Kobe<br>Japanese | C.2Cy. 20½" & 39" – 26"<br>65 NHP<br>Niikuma Masajiro, Osaka | | | | |
| 1012<br>1292<br>HJCP | **Miyazu Maru** Wood Sc Sr<br>*ex* Kano Maru No. 2)<br>2 *Dks* | | 138<br>116<br>82 | | | | 1890 | Oaki Kikusaburo Shinagawa | Tanshu Kisen Goshi Kaisha | 101·0 15·1 11·9 | Miyatsu<br>Japanese | C.2Cy. 12" & 24" – 18"<br>Oaki 20 NHP<br>Kikusaburo, Shinagawa | | | | |
| 1013<br>3176<br>HSJD | **Miyazu Maru No. 2** Wood Sc Sr<br>(*ex* Hiuga Maru No. 1)<br>2 *Dks* | | 103<br>~~85~~<br>64 | | | | 1898 | Noguchi Takazumi Osaka | Tanshu Kisen Goshi Kaisha | 93·0 14·1 10·5 | Miyazu<br>Japanese | C.2Cy. 11" & 21½" – 14"<br>14 NHP<br>Ogura Shinsuke, Osaka | | | | |
| 1014<br>7436<br>JNMH | **Miyojima Maru** Steel So Sp<br>2 *Dks* | | 273<br>264<br>147 | | | | 1902 | Osaka Iron Works Osaka | Sumitomo Kichizayemon | 141·3 18·4 14·6 | Nithama<br>Japanese | T. 3Cy. 11½", 18½" & 31" – 21"<br>44 NHP<br>Osaka Iron Works, Osaka | | | | |
| 1015<br>7655<br>JNLB | **Miyoshino Maru** Steel Sc 3 Mst Sr<br>*ss* Lon. No. 3–8,99 31 Mc<br>(*ex* Glengyle) 2 *Dks (Stl–Uws) & tr B*<br>*Elec. light* | | 3707<br>~~3777~~<br>2298 | ✝100 A1 Lon<br>7,02<br>✝ MC 2,04 | | *w* | 1886<br>8 mo | Lon. & Gls. Co. Ld. Glasgow<br>*Lloyd's SA&CP* | Hiromi Nisaburo | 370·0 45·1 26·6<br>P 76' B 69' F 58'<br>BK 11" | Tokyo<br>Japanese<br>*6 BH Cem* | T. 8Cy. 34", 58" & 87" – 54" (*s*)<br>140 lb *70lb* 527 NHP<br>3 DB. *18cf*, GS 318, HS 8121<br>London & Glas. Co. Ld. Gls. | 28 " 6<br>• 5 • 11½ | | 204 |
| 1016<br><br>JPRQ | **Mjölner** Steel Sc Sr<br>1 *Dk* | | 1687<br>1515<br>1069 | | | | 1902 | Bergens Mek. Værks Bergen | Johan C. Giertsen | 267·8 38·8 17·5<br>P 14t H 130t F 28t | Bergen<br>Norwegian<br>*W/T* | T. 3Cy. 19", 30" & 50" – 33"<br>144 NHP<br>Bergen Mek. Vaerks. Bergen | | N | | |

| No. in Book. / Official No. / Signal Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tons: Gross / Under Deck / Net | Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Built. When. Where. By Whom. | Owners. | Register'd Dimensions. Deck Erections, &c. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP = Horse-power by Society's formula; IHP = power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mean'd 4-cyls. Feet / Inches | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1017 / NCJL | **Mjolner** — *L.B.Poulsen* — 1 *Dk* — *(Ice breaker)* — Steel Sc Sr | 497 / 412 / 130 | | 1890 Helsingörs Skibsbyggri Elsinore | De Danske Stats-baner | 143·5 \| 32·4 \| 14·7 — Q28*t* B29*t* F13*t* | Korsör Danish *WB* | C.2Cy 29½″&55½″–32″ 144 NH — Helsingörs Maskinbyggeri | | | |
| 1018 / HDKR | **—** — *(Ice breaker)* — 1 *Dk* — Iron Sc Sp | 210 / 202 / 92 | | 1878 Kockums Mek. Verk. Malmö | Christiania Havnevæsen | 87·6 \| 27·0 \| 14·6 | Christiania Norwegian | C.2Cy.28½″&41″–20½″ 68 NH — Kockums Mek. Vks, Malmö | | | |
| 1019 / LBQR | **Mjolnir** — *R.E.Holm (ex Trnag)* — 1 *Dk* — Iron Sc Sr | 548 / 405 / 340 | | 1884 Rostocker Act. Ges. Rostock | T.E.Tulinius | 161·4 \| 26·3 \| 11·8 — Q44*t* B76*t* H8*t* F13*t* *WB* | Faskeruds fjord Danish | C.2Cy.20″&35½″–27½″ NB96 55 NHP — Rostocker A.G. Rostock | | N | |
| 1020 / HFSD | **Mlawka** — *A.Puetsch* — 1 *Dk 2tr B* — Iron Sc Sr | 760 / 592 / 425 | | 1880 Blohm & Voss Hamburg | Danziger Rhed. Act. Ges. (Th. Rodenacker, *Mgr.*) | 187·7 \| 27·1 \| 15·7 — P & B 105′ F 24′ *WB* | Danzig German | C.2Cy.27″&46½″–33″ NB95 103 NHP — Blohm & Voss, Hamburg | | G | |
| 1021 / — | **Móa** — *A.A Sussmarana* — 1 *Dk (Teak)* & *Promenade dk (Teak)* — Steel Twin Sc Sr | *283* / *202* / *192* | ✝ A1 Pra — *For River purposes only* — 12,03 ✝LMC12,06 | | | | | C.4Cy.12″&24″–18″ (*s*) 120 lb 55 NHP — 1 SB, *2pf*, GS39, HS1048 — Lees, Anderson & Co., Gls. | 6 ″ 6 | | 12,00 |
| 1022 / SVOQ | **Moa** — *O.Tarman 98–98* — 1 *Dk* — Iron Sc Sr | 188 / 142 / 95 | | 1898 6 4/86 B. Phillips Lyttelton, NZ | Wellington & Wanganui Steam Packet Co. Ld. | 118·9 \| 18·0 \| 8·6 — Q10*t* H28*t* F5*t* | Willington British | C.2Cy.15″&28″–21″ 33 RHP — Muir & Houston, Glasgow | | | |
| 1023 / PRSM | **Moana** — *M.Carey –99* — 2 *Dks & Awng dk Atr B* — Steel Sc Sr | 3915 / 3597 / 2414 | | 1897 W. Denny & Bros. Dumbarton | Union S.S.Co. of New Zealand, Ld. | 350·4 \| 44·1 \| 32·6 — P 102′ B 118′ F 44′ *WB* | Dunedin British | T.3Cy.33″,53½″&85″–54″ 531 NHP — Denny & Co., Dumbarton | | C | |
| 1024 / — | ~~**Mobilia**~~ **Mobila** — *R.Sperling 00–97* (*ex* Lauenburg, *ex* Bahia) — *Elec. light* — 2 *Dks* — Iron & Steel Sc Bn | 2156 / 1909 / 1368 | | 1886 Armstrong Mitchell & Co. Newcastle | Cia. Mar. Cubana (W.D.Munson, *Mgr.*) | 308·1 \| 36·5 \| 23·7 — P 52′ B 73*t* *WB* | Havana Cuban | T.3Cy.24″,39″&64″–42″ 265 NHP — Wallsend Slipwy. Co. Nwc. | | G | |
| 1025 / KPFQ | **Mobjack** — 1 *Dk 2tr B* — Steel Pad | 610 / — / 352 | | 1899 T.S.Marvel & Co. Newb'rgh NY | Old Dominion SS. Co | 180·2 \| 28·7 \| 10·1 | Norfolk Va Utd. States | B.1Cy.42″–108″ 141 NHP — W & A. Fletcher Co. Hoboken | | | |
| 1026 / — | **Mockba** — 1 *Dk* — Steel Twin Sc Sr | 155 / 146 / 56 | | 1895 Schiffsw (v. J&Sch.) A.G. Hamburg | G. Lindes & Co | 115·0 \| 20·5 \| 8·8 — B 26′ | Archangel Russian | C.4Cy.7½″&15″–10″ 12 NHP — Schwft. (v J&Sch) AG, Ham | | | |
| 1027 / QFLC | **Modena** — *E.Friedrich 03–03* (*ex* Schönburg) — *ss* Bhn. No.3–12,02 — 1 *Dk (Stl)* & *Web frames* & *Spar dk (pt Stl–ws)* — Steel Sc Sr | 1777 / 1652 / 1109 | ✝100A1 Ham *r* — *Spar dk* — 6,00 ~~B811,04~~ — ~~BS11,04~~ ✝LMC9,02 | 1890 Flensburger Schiffsb. Ges. Flensburg | Rob. M. Sloman, Jr. | 259·7 \| 37·0 \| 14·5 — B 60′ F 31′ 21·5 BK 8½″ — *Lloyd's SA&CP* — *W B = Cell D Ba 71′ uE* | Hamburg German — 5 *B H Cem* — 19′ *f* 108′ 282*t* 27/250*f* | T.3Cy.22½″,35″&60″–42″ (*o*) 165 lb *75 lb* 246 NHP — 2 SB, *8 inf*, GS79, HS3850 — Flensburger Schiffsb. Ges. | 16 ″ 6 | | ~~8,00~~ 6,05 |
| 1028 / — | **Moderator No. 4** — *A.M.Beard –00* — Iron Sc Sp | 108 / 92 / 57 | | 1871 W. Harkess Middlesbro' | R. Burton & Son Ld. | 83·0 \| 18·0 \| 8·7 — Q 12*t* | Newport British | 2Cy.12″–12″ 25 RHP — D. Joy & Co., Middlesbro' | | | |
| 1029 / JVBN | **Modesta** — *N.Rögnæs –02* — 1 *Dk* — Steel Sc Sr | 528 / 390 / 317 | | 1892 Bergens Mek. Verks. Bergen | I.A.Christensen | 165·9 \| 25·9 \| 12·9 — Q 34*t* B 75*t* H 10*t* F 18*t* *WB* | Haugesnd Norwegian | T.3Cy.12¼″,20″&31½″–24″ 49 NHP — Bergens Mek. Verks., Bgn | | | |
| 1030 / — | **Modjeska** — *P.Walsh –03* — Steel Twin Sc Sp | 678 / 349 / 461 | | 1889 Napier, Shanks & Bell Glasgow | Hamilton Steam-boat Co. Ld. | 178·0 \| 31·1 \| 12·3 | Hamiltn, O British | T.6Cy.15″,24″&40″–27″ 166 NHP — Dunsmuir & Jackson, Gls. | | | |
| 1031 / PRVG | **Moeraki** — *J.Gibb –03* — *Ref. Mchy. Elec. light* — 3 *Dks* — Steel Twin Sc Sr | 4392 / 3809 / 2715 | | 1902 W. Denny & Bros. Dumbarton | Union S.S.Co. of New Zealand, Ld. | 368·7 \| 47·2 \| 31·2 — F 51′ | Dunedn NZ British *WB* | T 8Cy. (2) 22½″, (2) 36½″ & (4) 42″–36″ 423 NHP — Denny & Co. Dumbarton | | C | |
| 1032 / PMFK | **Moerdijk** — *D.J.Dijs 02–02* — *ss* Rot. 2nd No.3–9,01 — (*ex* Baron Clyde) — *Well deck* — 1 *Dk (pt Irn)* 2tr B — Iron Sc Sr | 1701 / 1425 / 1075 | ~~✝100A1~~ Rot *q* — 1,04 — ~~BS6,03~~ | 1883 T. Turnbull & Son Whitby A&CP | Solleveld, van der Meer & van Hattum | 260·4 \| 37·1 \| 18·5 — Q 98′ B 68′ F 29′ FK 4 *B H Cem* — *W B = D Ba* 82′ *f* 96′ 3·4*t* | Rotterdam Dutch | C.2Cy.29″&62″–39″ (*b*) 80 lb *80 lb* NDB96 184 NHP — 2 SB, *6pf*, GS78, HS2958 — Blair & Co. Ld. Stockton | | | 1,04 |
| 1033 / TFMN | **Mœris** — *H.Rous 83–02* — 1 *Dk (Stl)* & *Spar dk (Irn)* & *deep framing* — Steel Sc Sr | 3409 / 3162 / 2192 | ✝100A1 Bry *r* — *Spar dk* — ~~Tr~~ Bkn — 3,01 ~~3,00~~ ✝LMC1,02 — 3,05 | 1902 R. Thompson & Sons Sunderland *Lloyd's SA&CP* | Moss S.S.Co. Ld. (J.Moss & Co. *Mgrs.*) | 345·0 \| 46·2 \| 15·8 — P 29′ B 100′ F 36′ 23·7 FK 6 *B H Cem* — *W B = Cell D Ba* 112′ *uE* & *B* 36′ *f* 114′ 767*t* | Liverpool British | T.3Cy.24″,40″&67″–42″ (*s*) 180 lb *80 lb* 358 NHP — 2 SB, *6cf*, GS135, HS1903 FD — N.E. Marine Eng. Co. Ld Sld — *F P T* 69*t A P T* 40*t* | 18 ″ 3 — 5 ″ 6 | | 8,04 |
| 1034 / HVLM | **Mogador** — *J.M.Tomasi* (*ex* Jose Perez) — *ss* Cdz. No.3–4,92 — *ss* Cdz. No.2–00 — 1 *Dk* — Iron Sc Sr | 466 / 358 / 282 | ✝100A1 Cdz *h* — 6,00 — BS7,03 ✝LMC6,06 | 1879 R. Chambers, jun. Dumbarton A&CP | Cia. Trasatlantica | 166·0 \| 24·1 \| 13·1 — P 35′ B 81′ F 31′ BK 7′ | Barcelona Spanish | C.2Cy.20″&35″–27″ 70 lb 71 NHP — 1 B, GS28, HS906 — M. Paul & Co., Dumbarton | | | 7,99 |
| 1035 / 93342 | **Mogoung** — *Elec. light* — Steel Pad Lr | 315 / 315 / 198 | | 1887 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 180·2 \| 30·1 \| 7·9 | Glasgow British | C.2Cy.24″&43″–54″ 118 NHP — Denny & Co., Dumbarton | | | |
| 1036 / JLPO | **Mohammadi** — *T.A.Galley 01–02* (*ex* Prydain) — *ss* Bom. No.3–1,97 — *ss* Bom. No.1–02 — 2 *Dks* (1 *Irn*) — 4 *Shelter dk* & *tr B* — Iron Sc Sr | 1947 / 1785 / 1252 | ✝100A1 Bom *s* — *Shelter dk with fo'cboard* — 11,04 — ~~BS12,03~~ ✝LMC10,01 | 1884 Palmers' Co. (Lim.) Newcastle *Lloyd's SA&CP* | Bombay & Persia Stm. Nav. Co. Ld. *W B =* | 270·0 \| 36·1 \| 23·0 — ~~Dwc B 64′ T 26 6~~ ND (*Teak*) 00 BK 9½″ — *D Ba* 82′ *f* 56′ 270*t A* | Bombay British | C.2Cy.32½″&62″–42″ (*a*) 90 lb *70 lb* 205 NHP — 2 SB, *6cf*, GS85, HS3421 — Palmers' Co. (Lim.), Nwc. | 24 ″ 3 — ~~5 ″ 2~~ — 3 ″ 0½ | | ~~10,08~~ 9,04 |
| 1037 / SFPR | **Mohawk** — ~~*J.Garlick –04*~~ *H.Cook 03–02* — *Elec. light* — 2 *Dks (Stl)* 3 *tr B* & *Web frames* & *Shelter dk (Irn)* — Steel Sc 4 Mst Sr | 4765 / 4583 / 3129 | ✝100A1 Rot *z* — *Shelter dk* — Nwc — 9,04 ~~7,03~~ ✝LMC2,0 — ~~BS8,04~~ | 1901 Sir J. Laing & Sons, Ld. Sunderland A&CP | N. Atlantic SS Co Ld (T. Hogan & Sons, New York, *Mgrs.*) | 391·1 \| 51·2 \| 28·5 — FK 7 *B H Cem* — *W B = Cell D Ba* 111′ *uE* & *B* 50′ *f* 167′ 1054*t D Ta* | Bristol British | T.3Cy.25½″,44″&75″–51″ (*s*) 200 lb *180 lb* 492 NHP — 3 SB, *9rf*, GS164, HS6412 FD — Blair & Co. Ld. Stockton — *f* 42′ 1238*t F P T* 52*t A P T* 72*t* | 31 ″ 4 — 5 ″ 7 | | ~~7,06~~ |
| 1038 — 92698 KMQC | **—** — *W.H.Barker 97–97* — Steel Sc — 1 *Dk 2tr B* | 2784 / — / 151 | | 1896 Delaware River Co. Chester, Pa. | New London Steamboat Co. | 265·0 \| 43·0 \| 16·8 | N. Lndn, Cn Utd. States | T.3Cy.21″,34″&56″–42″ NB00 203 NHP — Del. Riv. I.S.B. & E Wks Chs | | S | |
| 1039 — 99599 | **—** — *Elec. light* — 2 *Dks* — Steel Sc | 2358 / — / 1617 | | 1893 Detroit Dry Dock Co. Wyandotte | Western Transit Co | 292·9 \| 41·7 \| 23·0 | Buffalo NY Utd. States *WB* | T.3Cy.27″,37″&62″–48″ 266 NHP — D. Dock Eng. Works, Detroit | | | |

Sunk by C.USQ 17.04

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote / Surveillance Spéciale. Date de la dernière Visite | Port de Visite. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Enregistrement. / Pavillon. | Machines. No. et Dia. des Cylindres.—Course. Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les capteurs du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines. | Creux sur Quille. / Tirant d'eau en charge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1040 | **Mohegan** SteelSc | 2784 | | | 1896 | Delaware RiverCo. Chester,Pa. | NewLondon SteamboatCo. | 265·0 43·0 16·8 | N.Lndn.Cn Utd. States | T.3Cy.21″,34″&56″–42″ 203NH Del.Riv.I.S.B.&E.Works | | S |
| 92703 KMRC | *S.Crocker*96–96 1 *Dk*2tr *B* | — 2151 | | | | | | | | | | |
| 1041 | **Mohican** SteelScSr | 2723 | ✠100A1 Sld *u* | | 1892 | J.L.Thomp-son&Sons Sunderland | N.AtlanticSSCoLd (T.Hogan&Sons, NewYork, *Mgrs.*) | 300·0 41·1 19·0 | Liverpool British | T.3Cy.24″,39″&64″–42″ 160lb *160lb* NDB04 26NH | 21 ▫ 6 | |
| 99308 MLHV | *J.W.Urquhart* –03 *ss*Lth.No.3–5,04 1 *Dk*(*Irn*)&*Spar dk*(*Irn*)3tr *St* | 1749 | 11,04 ~~9,04~~ | ~~LMC05,04~~ | 2mo | | *WL* = *Cell D B*238′385*t* | P30′B76′F98′ 26′ BK 10′ 6 *BHCem* 4 *APT*85*t* | | 2 SB,*Gcf*,gs104,hs2960 J.Dickinson,Sunderland | 5 ▫ 8 | |
| 1042 | **Moidart** IronScSr | 1293 | ✠100A1 Lth *o* | | 1878 | E.Withy& Co. Hartlepool | J.Cormack&Co | 243·7 32·0 16·8 | Loith British | C.2Cy.30″&57″–38″ 170lb *Galb* NDB86 156NH | 19 ▫ 6 | |
| 80425 WVPM | *J.Dickie* –04 *ss*Lth.2nd No.3–3,03 *Well deck* 1 *Dk*(*Irn*)2tr *St* *Ref. Mchy.* | 1032 594 | 3,05 ~~3,04~~ ~~BS2,04~~ BS3,05 | LMC3,03 | 9mo | | | Q84′B67′F81′ BK 8½′ *WB* = *D Ba* | | 1 DB.gs63 T.Richardson&Sons,Hpl. | 1 ▫ 9 | |
| 1043 | **Moira** SteelScSr | 2184 | ✠100A1 Dmb *s* | | 1901 | W.Denny &Bros. Dumbarton | Australasian UnitedS.N.Co.Ld. | 301·0 42·2 13·2 | Brisbane British | T.3Cy.20″,32″&51″–12″ 170lb *85lb* 221NH | 15 ▫ 8 | |
| 94190 RLGQ | *W.C.Thomson* –03 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)3 *Elec.light* | 2063 1385 | *Spar dk* *with freeboard* 6,01 | LMC6,01 | 6mo | | *WB* = *Cell D Ba*98′*u E*.6 | B40′*f*127′451*t* *FPT* | | 2SB,*dcf*,gs74,hs5290 Denny&Co Dumbarton | 4 ▫ 3 | |
| 1044 | **Moise** IronScBn | 1873 | | | 1880 | John Elder &Co. Glasgow | Cie.Générale Transatlantique | 310·0 33·5 16·7 | Marseilles French | 4 3Cy.31″,51″&80″–48″ NB91 443NH | | V |
| KHQM | *Franceschi*88–00 2 *Dks*&*Spar dk* *Elec.light* | 1653 702 | | | | | | H175*t* F46*t* 24·3 | | *Tpd*.91Cie.Gén.Trans. | | |
| 1045 | **Moji Maru** IronScSr | 2070 | | | 1877 | A.Leslie& Co. Newcastle | KamiyaDenbei | 316·2 33·2 24·9 | Shinagawa Japanese | C.2Cy.27½″&58″–45″ 188NH | | |
| 1472 HKFP | (*ex*Hector) 2 *Dks* | 1881 1532 | | | | | | | | R.Stephenson&Co.,Nwc. | | |
| 1046 | **Mojú** IronPad | 100 | | | 1868 | Pusey, Jones&Co. Wilmngtn,D. | AmazonStm.Nav. Co.Ld. | 100·0 17·0 6·0 | Para Brazilian | 2Cy.16″–72″ 83NH | | |
| | 1 *Dk*&*pt Hu dk* | — 75 | | | | | | | | Pusey,Jones&Co.Wmn. | | |
| 1047 | **Mokau** WoodScSr | 162 | | | 1901 | D.Drake Sydney NSW | ~~TaranakiCollieries Ld.~~ B.M.Corrigan | 98·7 22·2 8·6 | SydnyNSW British | C.2Cy.12″&24″–16″ 27RH | | |
| 112343 | *A.P.Holst* –01 1 *Dk* | 129 98 | | | | | | | | Chapman&Co.Sydny NSW | | |
| 1048 | **Mokoia** SteelScSr | 3502 | | | 1898 | W.Denny &Bros. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 330·0 43·1 22·9 | Dunedin British | T.3Cy.28″,44½″&70″–54″ 360NH | | C |
| 101483 PRSV | *J.Gibb* –02 3 *Dks* | 3176 2154 | | | | | | B240′F38′ 30·9 | | Denny&Co.,Dumbarton | | |
| 1049 | **Mokta** SteelScSr | 2434 | ✠100A1 Npt *s* | | 1892 | J.Readhead &Sons S.Shields | English&Ameri-canShppg.Co.Ld. (C.T.Bowring&Co. Ld. *Mgrs.*) | 296·5 40·1 18·7 | London British | T.3Cy.22″,36″&60″–39″ 160lb *Galb* 222NH | 21 ▫ 6 | |
| 101925 MSTD | *E.E.Cooper* –02 *ss*Shl.No.3–7,99 *ss*Npt.No.1–03 1 *Dk*(*pt Irn pt Stl*)2tr *B*&*pt Awng dk*(*Irn*) | 1809 1549 | *pt Awng dk* *with freeboard* 9,01 ~~10,03~~ | Bry BS0,04 ✠LMC10,05 | 9mo | | | P29′Q86′B&F182′ BK 10′ *WB* = *Cell D B*252′567*t* | | 2SB,*Grf*,gs98,hs9276 J.Readhead&Sons,S.Shl. | 8 ▫ 5 | |
| 1050 | **Molbæk** CompScSr | 360 | | | 1873 | J.G.Jensen Stockholm | Dpskacties. Molbæk (Geo.J.Brodersen) | 135·0 24·4 11·8 | Christiania Norwegian | C.2Cy.16″&28″–16½″&20½″ NB91 80NH | | V |
| HCQR | *A.Helmer* –01 (*ex*Neptun) 1 *Dk* | 242 254 | | | | | | Q16*t* B65*t* F6*t* | | Bergsunds Mk.Vks.Skm. | | |
| 1051 | **Moldavia** SteelTwinScSr | 9500 | ✠100A1 Lon *ht* | | 1903 | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 520·6 58·3 24·8 | Greenock British | T.6Cy.33″,52½″&84″–54″ 185lb 2D 158NH | 29 ▫ 5 | WL |
| 117382 VDMH | *E.H.Gordon* –03 *Ref.Mchy* 3 *Dks*(*M Stl*–ws *pt* teak *Elec.light* *L Stl*–ws)&*Spar dk* (*Stl*–teak s) | 7202 4928 | *Spar dk* 12 03 | ✠LMC7 05 | 7mo | L.l. Greenock | *Lloyd's SA&CP* | P46′B263′F93′ 33·3 FK&BK 3 | | 3DA,4SB30*cf*gs620hs2440 Caird&Co.Ld.Grk. | 10 ▫ 8 | |
| | | | | | | | | *WB* = *Cell D Ba*99′ | | *u E*&*B* 135′ 189′1231*t* *FPT*61*t* *APT*40*t* | | |
| 1052 | **Moleño** Wood— | 102 | | | 1884 | ..... HongKong | I.De la Rama | ..... ..... | Manila Utd. States | | | |
| | | — 59 | | | | | | | | | | |
| 1053 | **Molfetta** SteelScSr | 739 | | | 1902 | Flli. Orlando Leghorn | Soc.Anon.di Nav. a Vap.Puglia | 188·0 26·7 15·5 | Bari Italian | T.3Cy.16″,26½″&43″–30″ 101NH | | I |
| 5 QSDB | *D.Milella*03–03 *Elec.light* 1 *Dk*2tr *B*&*Shelter dk* | 567 432 | | | | | | P85′B39′F41′ | *WB* | Flli.Orlando,Leghorn | | |
| 1054 | **Mölnbacka** WoodScSr | 186 | | | 18$_{75}$ | P.Larsson Thorskog | Ångf.Aktieb. Ariadne (F.H.V. Malm *Mgr.*) | 96·8 23·0 10·1 | Gothenbrg Swedish | C.2Cy.10″&20″–14″ NE&B95 12NH | | |
| 2669 JFTR | *A.E.Samuelsson*99–99 *Mchy.Aft* 1 *Dk* | 153 114 | | | | | | B21′H7*t* | | Eriksbergs MV Aktieb,Got. | | |
| 1055 | **Mols** SteelScSr | 158 | | | 1900 | Eriksbergs M.V.Aktieb. Gothenburg | Aarhusbugtens Dampskibs. (J.P. Petersen *Mgr*) | 102·7 19·6 8·6 | Aarhus Danish | C.2Cy.13″&27″–18″ 26NH | | |
| NLFR | *C.A.Petersen*94–00 1 *Dk* | 109 72 | | | | | | Q31′B33′F28′ | *WB* | Eriksberg M.V Aktieb,Got | | |
| 1056 | **Moltke** SteelTwinScSr | 12335 | | | 1901 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 525·6 62·3 35·6 | Hamburg German | Q.8Cy.29½″,42½″,60½″&85½″–55½″ 1090NH | | G |
| RMKJ | *H Leithäuser* *Ref.Mchy.* *Elec.light* | 9182 7633 | | | | | | P&B403′F74′ | *WB* | Blohm&Voss,Hamburg | | |
| 1057 | — SteelScSr | 921 | | | 1889 | Howaldts-werke Kiel | MemelerDmpfsch. Act.Ges. | 206·3 30·7 13·8 | Memel German | T.3Cy.14½″,22½″&36½″–28½″ NB91 65NH | | G |
| HBRM | *R.Weiss* 1 *Dk*&*Web frames* | 690 569 | | | 7mo | | | Q66′ B49′ F26′ | *WB* | Howaldtswerke,Kiel | | |
| 1058 | — SteelScSr | 102 | | | 1898 | Oderwerke Grabow | C.Feuerloh (M.Mundt, *Mgr.*) | 97·2 18·2 8·4 | Stettin German | C.2Cy.12½″&23½″–14½″ 18NH | | |
| JTLW | *A.Petry*97–98 1 *Dk* | — 32 | | | | | | B22′ | *WB* | Oderwerke,Grabow | | |
| 1059 | **Moltkefels** SteelScSr | 5049 | ✠100A1 Fln *z* | | 1904 | Flensburger Schiffsb.Ges. Flensburg | DeutscheDmpfs-fahrts.Ges.Hansa | ~~240·0 32·0 21·6~~ | Bremen German | C.4Cy.28½″,38½″,49½″&72″ –54″ 213H *120M* | 23 ▫ 2 | |
| | *M.von Freeden*98–01 1 *Dk*(*Stl*)&*Spar dk* *Elec light* (*Stl*–*pt* ws)&*deep framing* | 4646 3244 | 4,05 ~~4,04~~ ~~Class Cancelled 4,04~~ | LMC5,01 | 8mo | | *Lloyd's SA&CP* | P41′B119′F62′ 20·5 ~~339 8 53·2 25·3~~ D61′F50′ BK&BK 2 | | 2SB,9 ,gs151, ~~hs6050~~ FD Flensburger Schiffsb.Ges. | | |
| | | | | | | | *WB* = *Cell Db* | *Q*[illegible] | | 2410′1904 *D FPT*,5 *APT*40*t* | | |
| 1060 | **Mombassa** SteelSc3MstSr | 4662 | ✠ Sld *y* | | 1889 | J.Laing Sunderland | BritishIndiaStm. Nav.Co.Ld. | 404·0 47·3 20·1 | Glasgow British | T.3Cy.31″,51″&93″–54″ | 21 ▫ 6 | |
| 96089 LHBJ | *G.G.C.Stevenson* –00 *Elec.light* 3 *Dks*(*U Stl*–ws&*pt Irn*) | 2923 3039 | 8,89 | | 8mo | | | P36′B121′F51′ 28·4 BK 8½′ *WB* = *Cel* | | 506NH 3DB.*18cf*.gs288,hs8057 G.Clark,Sunderland | | |
| 1061 | **Momein** SteelPad | 495 | | | 1885 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 250·0 30·0 9·0 | Glasgow British | C.D.2Cy.34″&59″–54″ 213NH | | |
| 90092 | | 495 312 | | | | | | | | Denny&Co.,Dumbarton | | |
| 1062 | **Mona** SteelPadSr | 1212 | | | 1889 | Fairfield Co.Ld. Glasgow | Isle of Man Steam Packet Co.Ld. (T.P.Ellison, *Mgr*) | 324·5 35·9 13·5 | Douglas IM British | C.D.2Cy.59″&106″–72″ 796NH | | |
| 96576 LJRV | *W.Hill* –03 *Elec.light* (*ex*Calais Douvres) | [illegible] 808 | | | | | | P35*t* F7*t* | | Fairfield Co.Ld Glasgow | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Under deck Net. | 5 Particulars of Classification. Character. † for Special Survey Date of last Survey | 6 Engines | 7 Steam Winches Donkeys Steering Gear |
|---|---|---|---|---|---|---|
| 1063 | **Mona** | IronScSr | 413 348 204 | †100A1 Ayr 4,05 | | h |
| 76870 WVPB | *J. H. Dennison* –02 (*ex*Margaret) | *ss*Ayr2ndNo.8–6,03 2 *Dks* | | | | |
| 1064 | — | SteelTwinScK 1 *Dk* | 146 109 40 | | | |
| 1065 | **Mona's Isle** | SteelPadSr | 1564 1235 567 | | 1882 Caird & Co. Greenock | |
| 76304 PKFC | *E. Cowley* –02 | | | | | |
| 1066 | **Mona's Queen** | SteelPadSr | 1595 1150 685 | | 1885 Barrow S.B Co. (Lim.) Barrow | |
| 76305 KFLS | *T. Keig*80–89 | | | | | |
| 1067 | **Monadnock** | SteelScSr | 4275 4087 2792 | †100A1 Shld *Shelter dk* Nwc 4,05 | 1902 C.S.Swan & Hunter, Ld Newcastle | y |
| 114862 TJDH | *J. W. Humphrey* –02 | *T. B. Wood* 01 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Irn*) | | | | |
| 1068 | **Monarch** | SteelScSr | 7355 7038 4776 | †100A1 Nwc 4,05 | 1897 C.S.Swan & Hunter, Ld Newcastle | d† |
| 106880 PVFS | *J. Williams* –01 | 2 *Dks* (*Stl*) 3 *tr B* & *deep framing* & *Shelter dk* (*Stl–ptws*) | | | | |
| | *Elec. light* | | | | | |
| | *Ref. Mchy* | *ss*Nwc.No.2–05 | | | | |
| 1069 | — | IronScSr | 1318 1087 813 | † ... | 1878 Wigham Richrdsn & Co Newcastle | |
| | *A. Pedersen* | *ss*Shl.2nd No.3–7,00 | | | | |
| HDVL | (*ex* Danish Monarch) | 1 *Dk* (*Irn*) 2 *tr B* | | | | |
| 1070 | — | IronSc | 1122 1038 751 | | 1883 David J. Dunlop & C. Pt. Glasgow | |
| | *Cable Vessel* | | | | | |
| GWLK | *R. Draper* | | | | | |
| 1071 | — | SteelPadSr | 348 274 177 | 315 | 1888 R. & H. Green London | |
| 82358 KSMG | *A. F. Masters* –01 | | 78 | | | |
| 1072 | — | IronScSr | 310 257 114 | †100A1 Bel A1*1 1 04 LMC MS10,99 BS4,04 | 1884 M'Ilwaine, Lewis & Co, Ld Belfast | f Lv |
| 90117 RPGJ | *J. Blair* –00 4th Survey 11,99 | *ss*Bel.No.3–2,97 *ss*Bel.No.1–99 1 *Dk* (*pt Irn*) | | | | |
| 1073 | — | WoodSc | 195 — 98 | | 1875 ..... San Francisco | |
| 90824 | | | | | | |
| 1074 | — | IronScK | 163 151 65 | †100A1 Cff *Stm Trawler* 6,01 11,03 LMC 3,05 | 1896 Cook, Welton & Gemmell Hull | |
| 106712 PLSN | *A. Buch* | *ss*Hull.No.1–00 1 *Dk* *ss*Cff.No.2–04 | | | | |
| 1075 | — | IronScK | 130 120 47 | †100A1 Abn *Stm Trawler* 7,01 LMC5,05 BS5,05 | 1895 Cochrane & Cooper Beverley | |
| 104196 | *M. Doig* –99 | *ss*Abn.No.2–03 1 *Dk* | | | | |
| 1076 | — | IronPadSk | 123 111 14 | | 1883 J T Eltringham S. Shields | |
| 86741 | *D. Cameron* –92 | (*ex* Flying Spear) | | | | |
| 1077 | **Monarque** | WoodPad | 136 99 81 | | 1886 D. Richard Sorel, Quebec | |
| 90545 | *E. Monarque* –93 | 1 *Dk* | | | | |
| 1078 | **Mönchgut** | SteelScSr | 172 142 47 | | 1898 Schiffsw. v. Henry Koch Lübeck | |
| | *O. Wahl* | | | | | |
| JHQV | *Elec. light* | 1 *Dk* | | | | |
| 1079 | **Mond** | SteelSc | 136 127 31 | | 1896 J.C. Tecklenborg Geestemünde | |
| | *W. Kuhr* | (*Trawler*) | | | | |
| QGHW | | 1 *Dk* | | | | |
| 1080 | **Moness** | SteelScSr | 2294 1738 1452 | †100A1 Npt 11,04 LMC6,02 BS11,04 | 1889 J Readhead & Sons S. Shields | s |
| 97380 LKTH | *J. O'Sullivan* –95 *Well deck* | *ss*Shl.No.3–6,02 1 *Dk* (*Irn*) 2 *tr B* | | | | |
| 1081 | **Mongibello** | SteelScSr | 4204 4008 2709 | †100A1 Gen *Shelter dk with freeboard* 6,04 LMC | 1900 Cantiere Navale di Muggiano Spezia | v |
| 41 QSGM | *A. Zinili* 01 | 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* 3 *Dk rule* *ss*Gen.No.1–04 & *Shelter dk* (*Stl–ws*) | 6,04 | | | |
| 1082 | **Mongkut** | SteelScSr | *1354* *1282* | | 1883 J. Elder & Co. Glasgow | |
| QGTV | *G. Götsche* –01 | *Now named "Shikoku Maru," See Note in Supplement.* | | | | |
| 1083 | **Mongolia** | SteelTwinScSr | 13639 11603 8750 | †100A1 SFo *Shelter dk with freeboard* 7,04 LMC | 1904 New York 1mo S.B.Co. Camden, N.J. | n† |
| 200493 KSTH | *J. H. Rinder* 03–04 | 4 *Dks* (*Stl–Uws*) & *Shelter dk* (*Stl–ws*) | | | | |
| | *Elec. light* | | | | | |

| 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners | 11 Recist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — stroke. Boiler pressure. Nominal Horse power by Society's formula; RHP = power by Ship's engines. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard & shelter deck. ft in | 15 Date of last Docking. Bottom cleaned, if not in Dock. | 16 Mean draft. Date when last gauged. |
|---|---|---|---|---|---|---|---|---|
| 1878 5mo | Barrow S.B Co. (Lim.) Barrow A&CP | Ayr Stm. Shpg. Co. Ld. (Rowan & Bain *Mgrs.*) | 160·0 24·2 14·0 P39′ B82′ F25′ ND90 BK7″ | Glasgow British | C.2Cy.23″ & 46″–24″ (*s*) 90lb 90RHP 1SB, *3cf*, GS55, HS1168 Barrow S.B. Co. (Lim.) Brw. | 14 ″ 8 1 ″ 9 6,05 | BT till 4,05 | 4,05 |
| 1903 | Smith's Dock Co. Ld North Shields | Tyne General Ferry Co. | 112·6 19·1 7·6 | Newcastle British | C.4Cy.12″ & 22″–15″ 20RHP MacColl & Pollock, Sld. | | BT till 9,05 | |
| 1882 | Caird & Co. Greenock | Isle of Man Steam Packet Co. Ld. | 320·7 38·1 15·1 | Douglas IM British | C.O.4Cy. & 112″–90″ 1993 NHP Caird & Co., Greenock | | BT till 11,04 | |
| 1885 | Barrow S.B Co. (Lim.) Barrow | Isle of Man Steam Packet Co. Ld. | 320·1 38·3 14·5 F28*t* | Douglas IM British | C.O.4Cy.50″ & 88″–72″ 1095 NHP Barrow S.B. Co. (Lim.), Brw | | BT till 10,04 | |
| 1902 4mo | C.S. Swan & Hunter, Ld Newcastle *Lloyd's SA&CP* | N. Atlantic SS Co Ld (T. Hogan & Sons, New York, *Mgrs.*) *WB* = *Cell D Ba* 125′ *n E&B* | 373′ 3,01 3,25′ 8 drp04 FK 40′ *f* 158′ 1058 *t DTf* | Bristol British *6 BHCem* | T.3Cy.25″, 42″ & 68″–48″ (*s*) 180lb 363NHP 3SB, *9cf*, GS525, HS5898 N.E. Marine Eng. Co Ld Nwc *a* 29′ 77 *a FPT* 108 *t APT* 37 *t* | 28 ″ 4 s 4 1 | | 8,04 |
| 1897 10mo | C.S. Swan & Hunter, Ld Newcastle *Lloyd's SA&CP* | Elder Dempster Shipping, Ld. *Cell D Ba* 150′ *n E&B* | 170·0 56·0 31·9 FK 50′ *f* 208′ 1564 *t DTa* | Liverpool British *6 BHCem* *nks a* 30′ 935 *t* | T.3Cy.28½″, 46½″ & 80″–54″ (*s*) 180lb 518NHP 3SB. *9cf*, GS178, HS7175 FD Wilsnd Slpwy Co., Ld., Nwc *a* 20′ 619 *t FPT* 172 *t APT* 56 *t* | 34 ″ 9 s 7 ″ 11 | | 6,04 5,05 |
| 1878 6mo | Wigham Richrdsn & Co Newcastle A&CP | Acties. Dampskibet Monarch (H. Svendsen) *WB* = *DBa* 52′ | 250·8 33·2 18·5 Q124′ F30′ BK9″ 60 *t APT* | Chrstiania Norwegian *4 BHCem* | C.2Cy.26½″ & 56″–36 (*s*) 90lb *80lb* NDB96 143NHP 1SB, *3pf*, GS60, HS2118 J. Shaw & Co. Newcastle | 19 ″ 11 s 2 ″ 4½ | | 4,04 |
| 1883 | David J. Dunlop & C. Pt. Glasgow | H.M. Postmaster-General (Telegraph Department) | 240·0 33·0 17·9 | British | NB05 | | | |
| 1888 | R. & H. Green London | Cosens & Co. Ld. | 210·0 22·2 9·0 | Weymouth British | D.2Cy.41″–48″ 179NHP J. Penn & Son, London | | BT till 3,05 | |
| 1884 12mo | M'Ilwaine, Lewis & Co, Ld Belfast *Lloyd's SA&CP* | W.J.R. Harbinson | 155·0 22·7 11·3 Q20′ B44′ F28′ BK7″ *WB* = *FPT* 14 *t APT* 18 *t* | Belfast British *5 BHCem* | C.2Cy.19″ & 36″–30″ (*a*) 85lb *35lb* 60RHP 1SB, *2pf*, GS36, HS1098 M'Ilwaine, Lewis & Co., Bel. | 12 ″ 0 s 1 ″ 1½ | | 9·85 10·43 11·00 11·57 4,04 |
| 1875 | ..... San Francisco | Shipowners & Merch. Tugboat Co. | 109·0 26·0 12·7 | S. Frncisco Utd. States | | | | |
| 1896 8mo | Cook, Welton & Gemmell Hull *Lloyd's SA&CP* | Neale & West | 105·0 20·6 11·0 Q24′ BK7½ | Hull British *3 BHCem* Cardiff | C.2Cy.15″ & 34″–22″ (*s*) 100lb 45RHP 1SB, *2pf*, GS31, HS812 Bailey & Leetham, Hull | 11 ″ 9 | | 9,04 |
| 1895 3mo | Cochrane & Cooper Beverley *Lloyd's SA&CP* | S. Williamson (M. Doig, *Mgr.*) | 93·6 20·5 11·0 Q17′ BK7½ | Aberdeen British *3 BHCem* | T.3Cy.11″, 17″ & 28″–21″ (*s*) 160lb 40RHP 1SB. *2cf*, GS22, HS663 C. D. Holmes & Co., Hull | 11 ″ 10 | | 6,08 5,05 |
| 1883 | J T Eltringham S. Shields | A. McKinnon | 100·3 18·1 9·4 | Glasgow British | L.1Cy.34″–54″ 70RHP J. P. Rennldsn & S., S Shields | | | |
| 1886 | D. Richard Sorel, Quebec | J.H. Dansereau | 108·9 30·4 6·9 H16*t* | Montreal British | 1Cy.48″–72″ 30RHP | | | |
| 1898 | Schiffsw. v. Henry Koch Lübeck | Aug. Spruth | 115·1 21·8 8·6 B41′ F24′ *WB* | Greifswald German | C.2Cy.15″ & 27⅛″–19¾″ 27NHP J.F. Ahrens, Altona | | G | |
| 1896 | J.C. Tecklenborg Geestemünde | F.W. Jacobs | 105·9 20·8 9·7 | Brmrhavn German *WB* | T.3Cy.11″, 17⅛″ & 28⅛″–21½″ 37NHP J.C. Tecklenborg, Gstmnde | | G | |
| 1889 12mo | J Readhead & Sons S. Shields *Lloyd's SA&CP* | W. Maclean & Co. | 296·5 39·1 20·2 P29′ Q82′ B118′ F33′ BK10″ *WB* = *Cell DB* 206′ 417 *t* | W. Hartlpl British *6 BHCem* | T.3Cy.22″, 36″ & 60″–39″ (*r*) 160lb *90lb* NDB02 229NHP 2SB. *6rf*, GS104, HS3490 J. Readhead & Sns., S Shields | 21 ″ 8 s 2 ″ 0 | | 11,04 |
| 1900 2mo | Cantiere Navale di Muggiano Spezia A&CP | Peirce Bros. *WB* = *Cell DBa* | 339·0 47·5 24·0 drp04 FK 92′ *n* E22′ *f* 138′ 759 *t* | Messina Italian *6 BHCem* *APT* 88 *t* | T.3Cy.24″, 40″ & 66″–48″ (*s*) 180lb *100lb* 357NHP 2SB. *6rf*, GS111, HS4744 FD G. Clark, Ld. Sunderland | 24 ″ 3 s 2 ″ 10½ | | 1,04 N6,04 |
| 1883 | J. Elder & Co. Glasgow | Norddeutscher Lloyd | 240·3 34·1 22·8 | Bremen German | C.2Cy.28″ & 56″–36″ 157NHP J. Elder & Co., Glasgow | | V | |
| 1904 1mo | New York S.B.Co. Camden, N.J. A&CP | Pacific Mail S.S. Co. *WB* = *Cell D Ba* 160′ *n E & B* 113′ *f* 229′ 2270 *t* | 600·0 65·3 31·1 39·1 *B on Shelter dk* 204′ FK&BK3″ *D Tanks a* 25′ 584 *t* | New York Utd. States 9 *BHCem.* 35′ 588 *t DTf* | Q.8Cy.30″, 43″, 63″ & 89″–60″ 215lb *215lb* (*s*) FD 1923 NHP 4D & 4SB *36cf* GS636 HS28276 N.Yk.S.B.Co. Camden, N.J 35′ 978 *t FPT* 123 *t APT* 89 *t* | 43 ″ 4 s 10 ″ 4 | | |

| Numéro d'Ordre. / Numéro officiel. / Signaux. | Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance spéciale. Date de la dernière Visite. | Port d'Attache. | Terme assigné maintenant en vertu des Règlements. | Construit. Quand. / Navires. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. | Port d'Armement. | Machines. Nos & lieu des Cylindres. Diamètre des Cylindres. Course des Pistons. Pression de la Vapeur. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Coque. Pont. Quand. Matériaux. | Pour Cent. | Pour Cent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1084 Mongolia** SteelTwinScSr<br>117383 *C.F. Preston*<br>VGSW 3*Dks*(*M Stl*-ws)pt teak *L Stl*-ws)q<br>*Elec.light Ref. Mchy. Spar dk*(*Stl*-teak s) | | 9505<br>7207<br>4936 | ✝100A1 Lon *h t*<br>*Spar dk*<br>1.01 ✝LMC10 | | | 1903<br>10mo | Caird&Co. Ld.<br>Greenock<br>*Lloyd's SA&CP* | P.&O.Stm.Nav.Co.<br>*WB = Cell*<br>*D Ba 99 u E&B 133* | 520·9 58·3 24·8<br>P46 B263 F93 33<br>FK&BK8<br>*f 189 1281t FPT 761t* | Greenock<br>British<br>*4 BHCem*<br>*APT 40t* | T 6Cy.24″,38″&62″–36″ (*s*)<br>180lb FD 158NHP<br>D&4SB30*cf* 68gross 4144t<br>Caird&Co.Ld.Greenock | 29 « 8<br>10 « 8 | | |
| **1085 —** SteelTwinScSr<br>*V.Padalka*<br>MCFQ 2*Dks*(*U pt Stl*-ws)*f Awng dk*<br>*Elec.light* (*pt Stl*-teak s) | | 2937<br>2893<br>1628 | ✝100A1 Nag *r*<br>*Awng dk*<br>*with freeboard*<br>1.02 ✝LMC7,01 | | | 1901<br>8mo | Stabilmnto Tecnico Trieste<br>*Lloyd's SA&CP* | Chinese Eastern Railway Co.Ld.<br>*WB = Cell D Ba 24′ u E* | 344·0 43·0 24·3<br>314<br>FK<br>*f B80′ f 104′ 365t FPT 20t APT 6t* | Vladvostk<br>Russian<br>*6 AR Cm.*<br>Stablimento Tecnico,Tri. | T 6Cy.24″,38″&62″–36″ (*s*)<br>712NHP<br>SB 12/ 68 1/2 180<br>Stablimento Tecnico,Tri. | 23 « 6<br>12 « 1½ | | |
| **1086 —** IronScBn<br>3147 *N.M.Thore* 98–98 *ss* Hpl.No.3–2,95<br>JHMB (*ex* Thornycroft) *ss* Hpl.No.2–03<br>*Well deck* 1*Dk*(*Irn*)2*tr B* | | 1678<br>1308<br>1045 | ✝100A1 Hpl *q*<br>12.03<br>~~B 12,03~~<br>BS2,05 ✝LMC 1,05 | | | 1882<br>8mo | W.Gray& Co.<br>W Hartlepool<br>A&CP | Angf.Actieb.Mongolia (A.A.Thore) | 257·1 35·7 18·9<br>Q98′ B66′ F80′<br>BK9″<br>*WB = DB* | Jonstorp<br>Swedish<br>*1 BHCem*<br>*82′ f 92′ 316t* | C.2Cy.28″&60″–39″<br>80lb *80lb* NDB97 167NHP<br>2SB,*4cf*,gs68,hs2602<br>Blair&Co.Ld.Stockton | 20 « 2 | | |
| **1087 Mongolian** SteelScSr<br>*M.Stirrat* –03<br>MBSW *Elec.light* 2*Dks*&*Spar dk* | | 4838<br>4272<br>3088 | | | | 1891 | D&W Henderson&Co. Glasgow | Allan Line SS Co.Ld<br>(*J.&A.Allan Mgrs*) | 400·0 45·2 23·8<br>P23 B144 30·6<br>FK | Glasgow<br>British<br>*WL* | T.3Cy.30″,50″&80″–60″<br>582NHP<br>D&W.Henderson&Co.,Gls. | 26 « 6 | | |
| **1088 Monhegan** WoodScSr<br>93395 *I.E.Archibald* –03<br>KSMW 1*Dk*2*tr B* | | 367<br>—<br>198 | | | | 1903 | Cobb, Butler&Co. Rockland,Me | I.E.Archibald | 128·0 26·7 11·2 | Rockland<br>Utd. States | T 3Cy.18½″,22½″&36″–24″<br>64NHP | | | |
| **1089 Monica** IronScSr<br>82541 *Sampson* *ss* Hul.No.3–1,95<br>HBSR *ss* Hul.No.2–03<br>*Well deck* 1*Dk*(*Irn*)2*tr B* | | 894<br>672<br>546 | ✝100A1 Hul *m*<br>4.04<br>~~NB10,91~~ ✝LMC | | | 1882<br>9mo | S.B.Co.de Maas Delfshaven<br>*Lloyd's SA&CP* | Crofton Shpg.Co Ld<br>*WB = D Ba 52′ f 44′ 155t FPT* | 212·5 30·1 14·1<br>P39 Q40t B80t F25t<br>BK8″<br>*5 BHCem*<br>*84t APT 21t* | Hull<br>British<br>*5 BHCem*<br>*84t APT 21t* | C.2Cy.27″&50″–36″ (*s*)<br>90lb *90lb* NDB97 99NHP<br>1SB,*4pf*,gs72,hs2220<br>Maat de Maas,Delfshaven | 15 « 2<br>1 « 7½ | | |
| **1090 Monkseaton** IronSc3MstSr<br>~~[illegible]~~ *D.G.Davies* 86–96 *ss* Shl.No.3–9,95<br>HCFB *ss* Nwc.No.1–01<br>2*Dks*(1*Irn*)3*tr B* | | 2772<br>2583<br>1776 | ✝100A1 Cff *u*<br>~~8.09~~<br>MS2,00 ✝LMC<br>BS12,02 | | | 1882<br>11mo | Swan& Hunter Newcastle<br>*Lloyd's SA&CP* | Dunford&Elliott<br>*WB = DB a 98′ f 70′ & u E&B 50* | 325·6 39·7 26·4<br>P34 B68 F33<br>BK10″<br>*5 BHCem*<br>*470t APT 24t* | Newcastle<br>British<br>*6 BHCem*<br>*Tpd 93 NE.Mar E.C(L) Nwc* | T.3Cy.28″,37″&70″–48″ (*s*)<br>200lb *60lb* 339NHP<br>2DB,*8pf*,gs176 | 27 « 8<br>5 « 2½ | | |
| **1091 Monkshaven** IronScSr<br>86632 *W.O.Zealand* 02–03 *ss* Shl.No.3–4,95<br>WLVD *ss* Ard.No.1–00<br>*Well deck* 1*Dk*(*Irn*)2*tr B* | | 1415<br>1127<br>870 | ✝ | | | 1882<br>7mo | J.Readhead &Co. S.Shields<br>A&CP | Algoma Central& Hudson Bay Rly.Co (F.H.Clergue *Mgr*) | 249·0 36·1 17·5<br>Q96 B52 F31<br>BK9″<br>*WB = DBa 74′ f 100′ 371t* | Glasgow<br>British<br>*4 BHCem*<br>*4pf*,gs61,hs2196<br>J.Readhead&Co.,S.Shields | C.2Cy.29½″&54″–36″ (*s*)<br>80lb *80lb* NDB00 135NHP<br>1SB,*4pf*,gs61,hs2196<br>J.Readhead&Co.,S.Shields | 18 « 7<br>1 « 8½ | | |
| **1092 Monkstown** IronPadSp<br>84153 *Cashman* 78–85 | | 108<br>108<br>66 | | | | 1882 | M'Ilwaine &Lewis Belfast | Cork,Blackrock,& Passage Rlwy.Co. | 145·3 16·0 7·9 | Cork<br>British | O.2Cy.30″–38″<br>NB03 50RH<br>M'Ilwaine&Lewis,Belfast | | | |
| **1093 Monkwood** SteelScSr<br>112687 *G.Swan* 96–00 *ss* Lon.No.1–00<br>RNMS 1*Dk*(*pt Irn*&*pt Stl*)<br>*Well deck* &*Web frames* | | 1141<br>892<br>715 | ✝100A1 Lon *v*<br>3,05 ~~2.06~~<br>✝LMC<br>3,05 | | | 19 ·0<br>1mo | J.Blumer &Co. Sunderland<br>A&CP | W France,Fenwick &Co.Ld.<br>*WB = Cell D Ba 63′ u E&B 86′ f 90′ 487t* | 235·3 33·1 14·7<br>P19′ Q71′ B48′ F22′<br>FK<br>*4 BHCem*<br>*APT 40t* | London<br>British<br>*4 BHCem*<br>*APT 40t* | T.3Cy.20″,32½″&53″–36″<br>160lb *80lb* 179NHP<br>2SB,*6pf*,gs86,hs2860<br>J.Dickinson&Sons Ld Sld | 17<br>1 « 9½ | | |
| **1094 Monmouth** SteelScSr<br>113379 *C.E.Birchman* –02 *ss* Liv.No.1–04<br>RTBF 2*Dks*(*Stl*)&*deep framings*&<br>*Elec.light* *Shelter dk*(*Stl*) | | 4078<br>3325<br>2569 | ✝100A1 Nwc *x*<br>*Shelter dk*<br>5,04 ~~5.05~~ ✝LMC7,09<br>8,04 | | | 1900<br>7mo | Sir Raylton Dixon& C.Ld Middlesbro'<br>A&CP | Canadian Pacific Railway Co. | 375·1 48·1 25·7<br>FK<br>*WB = Cell D Ba 138′ u E&B 42′ f 150′ 448t D Ta* | Liverpool<br>British<br>*6 BHCem*<br>*80′ 660t FPT 185t APT 40t* | T.3Cy.25″,41″&69″–48″<br>180lb 863NHP<br>2SB,*9cf*,gs174,hs5676<br>Sir C.Furness, Westgarth& Co.Ld.Mdb. | 28 « 5<br>4 « 9 | | |
| **1095 —** IronTwinSc<br>92022 *S.G.Martin* 88–88<br>KFQR 2*Dks* | | 1440<br>—<br>931 | | | | 1888 | W.Cramp &SonsCo. Philadelphia | Central Railroad Co.of New Jersey | 260·5 35·1 14·0 | New York<br>Utd. States | T.3Cy.19″,30″&50″–30″<br>137NHP<br>W.Cramp&SonsCo.Phl. | | | |
| **1096 Monmouthshire** SteelScSr<br>115893 *H.N.Vyvyan* 88–02<br>TQDH 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light* *deep framing* | | 5092<br>4693<br>3297 | ✝100A1 Nwc *z*<br>*Spar dk*<br>6,01 ~~6.03~~ ✝LMC9,03<br>6,03 | | | 1902<br>9mo | Sunderlnd S.B.Co.Ld. Sunderland<br>*Lloyd's SA&CP* | Jenkins&Co.Ld.<br>*WB = Cell D Ba 126′ u E&B 40′* | 400·0 52·0 20·1<br>P41′ B160′ F47′ 28·1<br>FK<br>*6 BHCem*<br>*f 180′ 1100t* | London<br>British<br>*6 BHCem*<br>*f 180′ 1100t* | T.3Cy.28″,46″&77″–48″ (*s*)<br>180lb *180lb* 480NHP<br>4SB,*12rf*,gs207,hs7884<br>N.E.Marine Eng.Co Ld Nwc | 22 « 11<br>6 « 7 | | |
| **1097 —** IronScSr<br>89751 *D.Jones* –99 *ss* Npt.No.3–3,96<br>JDGN *ss* Npt.No.1–00<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | | 1147<br>899<br>724 | ✝100A1 Npt *n*<br>1.00<br>BS8,01 ✝LMC1,00 | | | 1883<br>10mo | W.Pickersgill&Co. Sunderland<br>A&CP | Monmouthshire SS Co.Ld.(R.Gething, jun.&Co.) | 225·2 32·2 16·1<br>Q74′ B54′ F29′<br>FK<br>*WB = DBa 59′ f 89* | Newport<br>British<br>*4 BHCem*<br>*270t APT 9t* | C.2Cy.27″&58″–36″ (*s*)<br>80lb *65lb* 129NHP<br>1SB,*3pf*,gs53,hs2092<br>G.Clark,Sunderland | 17 « 4<br>1 « 7½ | | |
| **1098 Monomoy** SteelSc4MstSr<br>111316 *A.J.A.Mann* –01 2*Dks*(*Stl*)3*tr B*<br>SMGF &*Web frames*&*Shelter dk*(*Irn*) | | 4831<br>4650<br>3149 | ✝100A1 Sml *z*<br>*Shelter dk*<br>~~7 Feb 03~~<br>12,01 ✝LMC7,01 | | | 1901<br>7mo | J.L.Thompson&Sons,Ld Sunderland<br>A&CP | N.Atlantic S.S.Co. Ld. (T.Hogan& Sons,N.Yk., *Mgrs.*) | 390·0 51·0 28·5<br>FK<br>*WB = Cell D Ba 113 u E&B 50′ f 167′ 1053t D T a* | Bristol<br>British<br>*7 BHCem* | T.3Cy.25¾″,44″&75″–51″ (*s*)<br>200lb *180lb* 192NHP<br>3SB,*9rf*,gs164,hs6412<br>Blair&Co.Ld.Stockton<br>44′ 1295t *FPT* 108t *APT* 34t<br>36′ 977t *DTf* | 31<br>5 « 6 | | |
| **1099 Monowai** SteelScSr<br>84497 *R.H.Neville* –02 3*Dks*<br>SLPF *Elec.light* | | 3433<br>3320<br>2137 | | | | 1890 | W.Denny &Bros. Dumbarton | Union S.S.Co.of New Zealand,Ld. | 330·0 42·2 24·8<br>H113t | Dunedin<br>British | T.3Cy.25″,41″&68″–51″<br>380NHP<br>Denny&Co.,Dumbarton | | | |
| **1100 Monroe** SteelScSr<br>93356 *J.G.Hulphers* 76–<br>KSGN *Elec.light* 3*Dks* | | 4704<br>—<br>2896 | | | | 1902 | Nwprt Nws S.B.&D.D.Co. Newprt News | Old Dominion SS Co. | 345·9 46·2 29·4<br>F87 | New York<br>Utd. States | T.3Cy.33″,52″&84″–54″<br>518NHP<br>Newport News SB&DD.Co | | | |
| **1101 Monroe C. Smith** SteelScSr<br>93382 *W.Smith* –03<br>*Mchy.Aft* *Elec.light* 1*Dk*2*tr B* | | 4281<br>—<br>3016 | | | | 1903 | American S.B.Co. Lorain,O | United States Transportation Co. | 380·0 50·0 28·0<br>F48 | Oswego,NY<br>Utd. States<br>*WL* | T.3Cy.22″,35″&58″–40″<br>177NHP<br>American S.B.Co.Cld.O. | | | |
| **1102 Monrovia** SteelScSr<br>97775 *T.Denny* –04 *ss* Ham.No.3–11,98<br>LRGF 1*Dk*(*pt Irn*&*pt Stl*)&*Web frames*<br>&*pt Awngdk*(*Irn*–ws) | | 2402<br>1766<br>1558 | ✝100A1 Ham *g*<br>*pt.Awng dk*<br>*with freeboard*<br>4.04 ~~BS11,04~~<br>~~B?11,06~~ ✝LMC10,02 | | | 1890<br>5mo | Sir Raylton Dixon&Co. Middlesbro'<br>A&CP | African S.S.Co.<br>(Elder,Dempster& Co. *Mgrs.*) | 297·5 40·1 18·7<br>P27′ Q78′<br>*pt Awngdk* 192′ FK<br>*pt* ND92 *WB = Cell* | London<br>British<br>*5 BHCem*<br>*DB 280′ 475t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *90lb* NDB01 221NHP<br>2SB,*8rf*,gs94,hs3872<br>T.Richardson&Sons,Hpl. | 21 « 4<br>9 « 3½ | | |
| **1103 Monseny** Iron<br>HVLW | | 113<br>—<br>95 | | | | 1866 | ..... Languedoc | J.Rosello | 84·6 18·5 9·2 | Barcelona<br>Spanish | | | | |
| **1104 Monsoori** IronScSr<br>89531 *J.Hannah* 00–01 *ss* Gls.No.3–5,96<br>JGDS (*ex* Ningchow) ~~*ss* Bom.No.1–01~~<br>*ss* Bom.No.2–04 2*Dks*(*Irn–Uws*)3*tr B* | | 2708<br>2544<br>1735 | ✝100A1 Bom *v*<br>10,04 ~~10.05~~<br>~~B?5,01~~ ✝LMC 6,01<br>10,1 | | | 1884<br>2mo | D&W Henderson&Co Glasgow<br>*Lloyd's SA&CP* | Bombay&Persia Stm.Nav.Co.Ld. | 350·0 41·8 23·5<br>P12′ B64′ F42′<br>FK<br>*WB = Cell* | Bombay<br>British<br>*7 BHCem*<br>*D B 240′ 415t* | C.2Cy.38″&66″–60″ (*a*)<br>80lb 319NHP<br>2DB,*12cf*,gs212,hs3662<br>D.&W.Henderson&Co. | 26 « 4<br>8 « 7 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage. Under deck. Net. | Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | Built. When. By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Max. draught. Ft. In. | Registered in which Class if not in L. Date of last Survey. | When tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1105 | **Mont Blanc** | Steel Sc Sr | 3279 | ✝100A1 Ant *u* | 1899 Sir Raylton | Soc.Gén.de Transp. | 320·0 44·8 15·3 | Marseilles | T.3Cy.23″,36½″&62″–42″ (*s*) | 17 | 10 | ~~3,00~~ |
| | 2 ~~Lower decks~~ | ss Msl. No.1–04 | 3691 | *Spar dk* Msl Cff | 6mo Dixon & Co. Ld | Mar.àVap. | P30′B76′F35′ 23·2 | French | 180lb *80lb* 247NH | s 5 | 2½ | 8,04 |
| KHTN | *Talon* 1 *Dk*(*Stl*) *Spar dk*(*pt Irn pt Stl*) | | 1919 | 5,04 4,01 5,05 | Middlesbro' | *WB* | FK | 5 *BHCem* | 2SB.*6cf*,GS102,HS8500 | | | |
| | | *deep framing* | | ✝LMC~~3,00~~ 04 | A&CP | = *Cell DB* 94′*uE* | 20′*f* 110 651*t* | | N.E.MarineCo.Ld.Nwc. | | | |
| 1106 | **Mont Cenis** | Steel Sc Sr | 3529 | ✝100A1 Msl *r* | 1900 Wigham- | Soc.Gen.de Transp | 344·0 45·4 15·7 | Marseilles | T.3Cy.22″,37″&62″–42″ (*s*) | 17 | 11 | 4,05 |
| | *Dauphin Paoli* | ss Msl. No 1–05 | 3053 | *Spar dk* | 12mo Richardsn & Co | Mar.àVap. | P28′B78′F36′ 23·6 | French | 180lb *80lb* 276NH | s 5 | 6½ | |
| KHRV | 1 *Dk*(*Stl*) *Spar dk*(*pt Irn pt Stl*) | *deep framing* | 2162 | 4,05 ~~4,04~~ | Ld Newcastle | *WB* = *Cell Ba* | FK 108′*uE* 18′*f* 146′ 730*t* | 6 *BHCem* 4 *PT* 48*t* | 2SB,*6rf*,GS110,HS4342 | | | |
| | | | | ✝LMC~~3,00~~ | A&CP | | | | WghmRchrdsn&C.Ld Nwc | | | |
| 1107 | **Mont Rose** | Steel Sc Sr | 4213 | — | 1902 Ch. & Atel. | Soc.Gén.de Transp. | 346·1 44·6 27·8 | Marseilles | T.3Cy.24″,39½″&63″–17″ | | | V |
| | *C. Lavagne* 96–02 | | 3618 | | de Provence | Mar.àVap. | P41′H76′F35′ | French | 272NH | | | |
| KQTW | 1 *Dk*& *Spar dk* | | 2408 | | Port de Bouc | | | *WB* | Ch.&Atel.de Provence,Msl | | | |
| 1108 | **Mont Ventoux** | Steel Sc Sr | | 100A1 | 1904 Swan Hun- | Soc. Gén. de Transp | 344·0 45·5 | Marseilles | T.3Cy.22″,37″&62″–42″ | | | |
| Sa[illegible] | "Durndale, | No. 6 *in Suppl.* | [illegible] | *Spar dk* | ter & Wigham | Mar.àVap. | P28′B76′F38′ | French | | | | |
| | | | | | Richardson | | | | | | | |
| | | | | (*Class Contem plated*) | Ld Newcastle | | | | Swan,Hunter,&Wigham-Richardson,Ld.Nwc. | | | |
| 1109 | **Montag** | Iron Sc Yl | 151 | ✝100A1 Bhn | 1892 Mackie & | A.Christiansen | 100·5 20·5 10·7 | Gstemnde | C.2Cy.16″&32″–22 (*s*) | 11 | 11 | ~~6,03~~ |
| | *J. Backhaus* 02–02 | ~~ss(tug) No.2–00~~ | 138 | *Stm Trawler* | 1mo Thomson | | Q19′F19′ | German | 110lb 42NH | | | 6,04 |
| RJPD | 1 *Dk* | | 37 | 6,04 ~~6,00~~ | Glasgow | | BK7½ | 3 *BHCem* | 1SB,*2pf*,GS30,HS690 | | | |
| | | ss Bhn. No.3–6,04 | | ~~Lloyd's~~ ✝LMC~~3,00~~ 04 | A&CP | | ptND04 | | Muir&Houston,Glasgow | | | |
| 1110 | **Montague** | Wood Pad | 128 | | 1878 J. Fairchild | Georgetown Ferry | 79·0 19·7 8·7 | Chrlottetn | 1Cy.22″–48″ | | | |
| 77933 | *H. McPhee* –97 | 1 *Dk* | 83 | | P.E.Island | Co.Ld. | H47*t* | British | 35RH | | | |
| | | | 38 | | | | | | | | | |
| 1111 | **Montaigne** | Iron Sc Sr | 2393 | ✝ Bdx *t* | 1878 R. Dixon & | | 306·0 35·7 24·5 | Bordeaux | C.2Cy.38″&71″–45″ | 26 | 0 | V |
| Brok[illegible] up 7.04 | | | 2055 | 3,00 | 7mo Co. | | P46′F43 | French | NDB90 239NH | | | |
| KHSC | (*ex* Roger, *ex* Monarch) | ss Shl. No.3–4,90 | 1377 | | Middlesbro' | | drp99 BK10½ | 4 *BHCem* | 2SB,*8pf*,GS80,HS3478 | | | |
| | | ss Cpn. No.2–99 | | | | | H | *B* = *DB* 202′ | Blair&Co.Ld.Stockton | | | |
| | | 2 *Dks*(*Irn*) 3 *tr B* | | | | | | | | | | |
| 1112 | **Montana** | Steel Sc 3 Mst Sr | 2847 | ✝100A1 Lon *u* | 1887 W. Gray & | Atlantic Transport | 320·0 41·0 25·7 | London | T.3Cy.25¾″,42″&68″–45″ (*s*) | 28 | 6 | ~~9,06~~ |
| 94344 | *P. Lavarack* –02 | ss Sws. No.3–12,97 | 2655 | ~~5,04 Bel~~ 5,04 Bel Npt | Co | Co.Ld. | P31′B94′F47′ | British | 150lb *150lb* NDB98 325NH | s 5 | 3 | 10,04 |
| KQBR | *Elec.light* | ss Lon. No.1–02 | 1819 | ~~MSB9,01~~ ✝LMC | W Hartlepool | | BK11′ | 6 *BHCem* | 2DB,*12 cf*,GS81,HS6300 | | | |
| | | 2 *Dks* 1 *Irn*(*Stl–Uws*) 3 *tr B* | | ~~BS7,02~~ | *Lloyd's A&CP* | *WB* = *Cell* | *DB* 214 408*t* *FPT* | 49*t* *APT* 23*t* | Central Mr.Eng.C.,W.Hpl. | | | |
| 1113 | **Montañes** | Iron Sc Sr | 1045 | ✝100A1 Lon *m* | 1878 Gowan & | La Beticа Soc. | 210·0 30·3 17·2 | Seville | C.2Cy.26″&52″–30″ (*s*) | 18 | 3 | 3,04 |
| | *E. Abaroa* | ss Lon. 2nd No.3–3,04 | 785 | 3,04 | 12mo Wilson | Anon. de Nav. àVap. | P110′F31′ | Spanish | 80lb *55lb* NDB91 119NH | s 2 | 2 | |
| HVMJ | *Well deck* | *Poop dk* s04 1 *Dk* 2 *tr B* | 741 | ~~LS5,05~~ ~~LMC~~ 8,04 | Berwick | | ptND00 BK8″ | 4 *BHCem* | 2SB,*4pf*,GS63,HS2018 | | | |
| | | | | | A&CP | | *WB* = *DB* 42′ | | W.B.Thompson,Dundee | | | |
| 1114 | — | Steel Sc Sr | 396 | | 1889 J. Jones & | Gutierrez Her- | 149·5 25·0 11·8 | Manila | T.3Cy.14″,22″&86″–24″ | 12 | 5 | |
| | *C. Cranes* –98 | | 294 | | Sons | manos | Q32′B14′F23′ FK | Utd. States | 70NH | | | |
| | | 1 *Dk* | 223 | | Liverpool | | | *WB* | J.Jones&Sons,Liverpool | | | |
| 1115 | **Montara** | Iron Sc Sr | 2562 | | 1881 J. Roach & | Pacific Coast Co. | 315·6 39·2 21·8 | New York | T.3Cy.22″,36″&59″–39″ | | | V |
| 80808 | *T. Reilly* | | — | | Son | (Pacific Coast S.S. | P150′F40′ | Utd. States | NB98 *Eblt*91 *ftd*98 217NH | | | |
| JVDT | (*ex* Wolvenette) | 2 *Dks* | 1695 | | Chester, Pa. | Co. *Mgrs.*) | | | Blair&Co.Ld.Stockton | | | |
| 1116 | **Montataire** | Iron Sc Sr | 1239 | ✝ Cff *o* | 1880 Palmers' | G. Vallée | 241·0 33·2 17·1 | Rouen | C.2Cy.30″&57″–36″ | | | V |
| | *Guichet* | ss La R. No.1–86 | — | 3,87 | 8mo Co.(Lim.) | | Q130′ B23′ F25 | French | NB91 162NH | | | |
| KHSP | *Well deck* | 1 *Dk*(*Irn*) 2 *tr B* | 492 | | Newcastle | | drp87 FK | 4 *BHCem* | Palmers' Co.(Lim.),Nwc. | | | |
| | | | | | | *WB* = *DB* a | 54′*f* 71′ 233*t* *APT* 17*t* | *MT* 29′ 256*t* | | | | |
| 1117 | **Montauk** | Steel Sc Sr | 4040 | ✝100A1 Shl *w* | 1894 W. Gray & | British & African | 365·0 47·0 27·1 | Liverpool | T.3Cy.27″,43″&72″–45″ (*s*) | 29 | 9 | 1,03 |
| 104590 | *E. T. F. Cole* –03 | ss Liv. No.2–03 | 3801 | 9,04 ~~2,04~~ Cff | Co.Ld. | S.N.Co.(1900) Ld. | P31′B87′F36′ | British | 170lb *100lb* 404NH | s 6 | 4 | |
| NPJC | (*ex* Strathfillan) | 2 *Dks*(*Irn*) *deep* | 2612 | ~~BS7,04~~ ✝MC | W Hartlepool | (Elder, Dempster & | FK | 6 *BHCem* | 2SB,*6rf*,GS94,HS5415 FD | | | |
| | | *framing* 3 *Dk rule* | | ~~MSL03~~ 03 | A&CP | Co. *Mgrs.*) | | | Cen.Mar.Eng.Wrks.WHpl | | | |
| | | | | | | *WB* = *Cell DBa* 120′*uE* | &*B* 46′ *f* 148′ | | 943*t* *APT* 56*t* *DTa* 28′ 414*t* | | | |
| 1118 | — | Steel Sc Sr | 3387 | ✝100A1 Shl *w* | 1901 J. L. Thomp- | N. Atlantic SS Co Ld | 335·8 48·0 24·3 | Bristol | T.3Cy.24″,40″&66″–45″ (*s*) | 26 | 10 | ~~9,08~~ |
| 111311 | *J. W. Houghton* –04 | ~~ss~~ Off. No.1–05 | 3146 | *Shelter dk* Nwc Cff | 3mo son & Sons, Ld | (T. Hogan & Sons, | FK | British | 180lb *115lb* 314NH | s 3 | 7½ | 8,04 |
| SGCD | 1 *Dk*(*Stl*) 2 *tr B* & *deep framing* | | 2202 | ~~8,04 5,08~~ 5,08 | Sunderland | New York, *Mgrs.*) | | 6 *BHCem* | 2SB,*6rf*,GS124,HS4800 | | | |
| | & *Shelter dk* *Stl* & *Bk rule* | | | ~~LMC~~ 04 | A&CP | | | | Blair&Co.Ld.Stockton | | | |
| | | | | 5,08 | | *WB* = *Cell DBa* 108′ *uE* & *B* 38′ | | *f* 140′ 811*t* *DTa* 25′ 519*t* *FPT* 86*t* *APT* 58*t* | | | | |
| 1119 | **Montauk Point** | Steel Sc Sr | ~~4809~~ | ✝100A1 Lon *y* | 1899 R. Stephen | Norfolk & N. Ameri- | 376·0 50·1 27·3 | Liverpool | T.3Cy.26″,43″&71″–48″ (*s*) | 30 | 1 | N9,03 |
| 110617 | *W. Jones* –02 | ss Lon No.1–03 4822 | 4315 | 11,04 ~~2,04~~ | son & Co.Ld | canS.Shipp.Co Ld | P31′B227′F47′ | British | 180lb *180lb* 402NH | | | |
| RKDC | 2 *Dks*(1 *Stl*& *U Irn*) & *deep framing* | | ~~3073~~ | *t* ~~LMC09~~ 08 | Newcastle | (Simpson, Spence | FK | 7 *BHCem* | 2SB,*6rf*,GS114,HS5210 FD | | | |
| | *lower deck forehold* | | 3025 | | A&CP | & Young, *Mgrs.*) | | | R.Stephenson&Co Ld.Nwc | | | |
| | | | | | | *WB* = *Cell DBa* 115′ | *uE* 27′ *f* 154′ | | 1029*t* *DTa* 32′ 793*t* *APT* 42*t* | | | |
| 1120 | **Montcalm** | Steel Sc 4 Mst Sr | 5505 | ✝100A1 Liv *at* | 1897 Palmers' | Canadian Pacific | 445·0 52·5 27·6 | Liverpool | T.3Cy.30″,50″&81½″–54″ (*s*) | 30 | 7 | N6,03 |
| 106869 | *A. E. Evans* –01 | ss Shl. No.1–01 | 5262 | 7,04 ~~6,02~~ Bry | 8mo Co.(Lim.) | Railway Co. | FK | British | 180lb 664NH | s 6 | 2 | |
| PTDS | *Ref. Mchy.* 2 *Dks*(*Stl*) & *deep framing* & | | 3508 | ~~MS6,03~~ ✝LMC | Newcastle | | | 7 *BHCem* | 3DB,*18cf*,GS363,HS12030 | | | |
| | *Elec.light* | *Shelter dk*(*Irn*) | | ~~BS12,03~~ 05 | A&CP | *WB* = *Cell DBa* 103′ | *uE* & *B* 58′ *f* 201′ 1179*t* | *APT* 84*t* | Palmers' Co (Lim.),Nwc. | | | |
| 1121 | **Montclair** | Steel Sc Tug | 130 | | 1903 J. H. Dia- | Delaware, Lacka- | 80·0 21·6 11·4 | New York | C.2Cy.15″&30″–22″ | | | |
| 93378 | | | — | | logue & Son | wana & Western | | Utd. States | 35NH | | | |
| KSMB | | 1 *Dk* | 88 | | Camden, N.J. | R.R.Co. | | | J.H.Dialogue&Sn,Cam.NJ | | | |
| 1122 | **Monte Promina** | Steel Sc Sr | 612 | ✝100A1 Mdb *i* | 1903 W. Harkess | C. Kupelweiser | 174·8 28·3 15·1 | Pola | T.3Cy.14″,22½″&37″–27″ (*r*) | 16 | 0 | |
| | *G. Maver* 03–03 | | 513 | 11,03 | 11mo & Son. Ld. | | P18′F20′ | Aust.-Hung. | 180lb 128NH | s 2 | 2 | |
| | *Now named* "Fram," *See No. 31 in Supplement* | 1 *Dk*(*Stl*) & *Web frames* | 277 | ~~MC11~~ 03 | Middlesbro' | | BK7½ | 4 *BHCem* | 2SB,*4pf*,GS74,HS2682 | | | |
| | | | | | *Lloyd's A&CP* | *WB* = *Cell DBa* | E15′ 21*t* | *FPT* 33*t* | Richardsons,Westgarth & Co.Ld.Mdb | | | |
| 1123 | **Monte Videan** | Steel Sc Sr | 2952 | | 1887 D. & W. Hen- | Allan Line SS Co.Ld | 330·0 42·1 24·7 | Glasgow | T.3Cy.22½″,36″&61″–48″ | 28 | 3 | C |
| 95021 | *B. Henry* –03 | | 2721 | | derson & Co | (J. & A. Allan *Mgrs.*) | P36′ B70′ F41′ | British | 258NH | | | |
| KPRC | *Ref. Mchy.* | | 1862 | | Glasgow | | | | D & W. Henderson & Co., Gls. | | | |
| 1124 | **Monte Video** | Steel Sc Sr | 5205 | ✝100A1 Cdz *z* | 1889 W. Denny | Cia. Trasatlantica | 410·5 48·2 29·4 | Barcelona | Q4Cy.32″,46½″,64½″&92″–60″ | 32 | 3 | 1,04 |
| | *J. Gray* 00–01 | ss Cdz. No.3–1,04 | 4225 | 6,04 ~~4,04~~ Gen | 8mo & Bros. | | P42′B164′F48′ | Spanish | 180lb *180lb* (*s*) 748NH | | | |
| HVMK | *Elec.light* | 2 *Dks*(*Stl–ws*) 3 *tr B* | 3226 | ~~LMC~~ 02 | Dumbarton | | BK11′ | 6 *BHCem* | 3DB,*18cf*.GS351,HS9630 FD | | | |
| | | | | ~~S5,06~~ | *Lloyd's A&CP* | *WB* = *Cell* | *DB* 356′ 689*t* | | Denny&Co.,Dumbarton | | | |
| 1125 | — | Steel Twin Sc Sr | 735 | | 1889 Ailsa S.B. | N. Mihanovich | 200·2 31·1 10·4 | M. Video | T.6Cy.14″,22″&36″–24″ | | | |
| | | | 449 | | Co. | | | Uruguayan | NB02 127NH | | | |
| | *Elec.light* | | 451 | | Troon | | | | D.Rowan&Son,Glasgow | | | |

| Nom du Navire. Capitaine. Ex-noms, s'il y a lieu. Voiles Perfectionnement. Nombres des Ponts | Détails de la Classification. Cote. | Construit. Quand. Par qui. Où. | Armateurs. | Tonnage Espace de Jauge. Longueur. Largeur. Profondeur. | Pont d'Attache. Pavillon. | Machines. | Mots |
|---|---|---|---|---|---|---|---|
| **1126 Monteagle** SteelTwinSc4MstSr<br>H.Parry –02 ssBry No.1–02<br>Ref.Mchy 2Dks(Stl)&deep framing<br>Elec light Shelter dk(Stl) | 5468 ✠100A1 Clf ht<br>5242<br>3492 | 1899 Palmers' Co.Ld. Newcastle | Canadian Pacific Railway Co. | 445·0 52·2 27·7<br>F8 | Liverpool British 7 BH Cem | T.(3cyl) 25" 48" a 30" 42" (G)<br>180lb 750 NH<br>2 SB.8ft 3in a 11ft 6in 11721<br>Palmers' Co.Ld. Newc. | 50 - 10<br>• 6 • 2 |
| **1127 Montebello** SteelScSr<br>E.Dobrey (exFanfulla)<br>2 Dks&Str B | 2577<br>2318<br>1645 | 1887 J.Readhead & Co. S.Shields | Nav.Gen.Italiana | 300·0 40·2 24·5<br>P32 B71 F67 | Palermo Italian | T.(3cyl) 22" 36" a 24" 30"<br>225 NHP<br>W.B. Rea.Ross & Co. S.Shields | 26 - 11 I |
| **1128 —** SteelScSr<br>G.Pepper –90<br>2 Dks(1 Upr a Lwr)&Tw.sp dk | 1735 ✠ Hul q<br>1634<br>1116 | 1890 Richardson, Duck & Co. Stockton | T.Wilson,Sons& Co.Ld. | 278·0 35·0 15·6<br>F8 | Hull<br>7 BH Cem | T.(3cyl) 24" 38" a 26" 42"<br>270 NHP<br>2 SB.8ft 3in a 11ft 6in<br>Amos & Smith, Hull | 18 • 3 |
| **1129 Montedoro** SteelScSr<br>1 Dk | 320<br>—<br>160 | 1904 Cie. Franç. de Nav. & de Comt. Nav. Arbos | Cie.des Services de la Corse | 150·5 20·0 12·5<br>F H F | Marseilles French | (Cy 21"&36"–22"<br>Cie.Franç.de Nav. 60 NHP<br>& de Comt. Nav. Lyon | |
| **1130 Montenegro** SteelScSr<br>J.Carr&Sons –98 ssSon No.1–02<br>2 Dks(1 Stl)&Upr dk Stl<br>Elec light deep framing | 4468 ✠100A1 Swe r<br>4129<br>2856 | 1898 D.& W.Henderson & Co. Glasgow A&CP | Elder Dempster Shipping Ld. | 375·0 50·0 26·0<br>F90 B102 F19<br>F8 | Liverpool British 7 BH Cem<br>A P T 158 | T.8Cy 25" 40" a 67" 48" (G)<br>175lb 900 NH<br>2 SB.16ft 6in a 11ft 6in 11958<br>D.& W.Henderson & Co. Glasgow | 28 • 8<br>5 • 11 |
| **1131 —** SteelScSr<br>G.Clarke 2 Dk Str B<br>Elec light | 2548<br>2065<br>1628 | 1898 G.Ansaldo & Co Sestri Ponente | Nav.Gen.Italiana | 321·3 39·2 22·3<br>Q42 B114 F67 | Venice Italian | T.(3cyl) 23½" 37" a 26" 40"<br>1500 NH<br>W.B. G.Ansaldo & Co. Sestri Ponente | I |
| **1132 —** SteelTwinScSr<br>M.G.V.Guimaraes ssPrn No.1–03<br>1 Dk(Teak)&Promenade dk(Teak)<br>Elec light | 402 ✠ A1 Pra<br>376<br>275 | 1900 Murdoch & Murray Pt.Glasgow A&CP | Montenegro&Co. | 150·0 33·0 9·8<br>F16 F8 | Para Brazilian 8 BH Cem | T.8Cy 10"&16"a 20½"–21"<br>175lb 800 (a) 80 NH<br>2 SB.8ft 6in a 9ft 6in 262<br>D.Rowan & Co. Glasgow | 10 • 10 |
| **1133 Monterey** SteelSc<br>A.E.Johnson –02<br>2 Dks&Hur dk Str B | 4702<br>—<br>2948 | 1901 W.Cramp& Sons'Co. Philadelphia | New York&Cuba Mail S.S.Co. (J.E. Ward&Co. Agts) | 341·0 47·7 16·9<br>F8 | New York Ctd. States | T.6Cy 23½" 39" a 65" –42"<br>568 NHP<br>W.B. W.Cramp&Sons Co. | R 8 |
| **1134 Montevideo** SteelScSr<br>C.Tousby&Sons –02<br>1 Dk(Stl)&Spar dk Stl<br>Elec light deep framing | 4138 ✠100A1 Dun r<br>3800<br>2632 | 1901 Gourlay Spar dk 8.01 | Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. Lloyd's 1 A CP W.B. | 377·0 47·0 17·8<br>P37 B231 F36 26<br>Cell D Ba 108 a E & I | Hamburg German 8 BH Cem<br>42 f 160 | T.8Cy 25" 48" a 70" –48"<br>298lb 117 NHP<br>2 SB.8ft 3in a 13ft 6in 4129<br>Gourlay Bros & Co. Dundee | 20 • 3 |
| **1135 Montezuma** SteelTwinSc4MstSr<br>W.Hy.Jones ssBry No.1–03<br>Troop 2 Dks(Stl)&Web frames<br>Elec light &Shelter dk(Stl) | 8360 ✠100A1 Bry dt<br>7024<br>5358 9,017<br>4,98 | 1899 A.Stephen & Sons Glasgow A&CP | Canadian Pacific Railway Co. | 485·0 59·0 30·5<br>P81 F8 | Liverpool British 7 BH Cem<br>15771 D T f | T.8Cy 22½" 36" a 61"–48"<br>180lb 660 NHP<br>2 SB.12ft 6in a 22ft 3in 22500<br>A.Stephen & Sons Glasgow | 33 • 6<br>8 • 4 |
| **1136 Montfort** SteelTwinSc4MstSr<br>G.J.Cross –01 ssBry No.1–03<br>Ref.Mchy 2 Dks(Stl)&deep framing<br>Elec light Shelter dk(Stl) | 5519 ✠100A1 Bry ht<br>5242<br>3555 | 1899 Palmers' Co.Ld. Newcastle A&CP | Canadian Pacific Railway Co. | 445·0 52·2 27·8<br>F8 | Liverpool British 7 BH Cem | T.8Cy 26" 48" a 78"–48"<br>180lb 730 NHP<br>4 DR.18ft 6in a 8363, 11721<br>Palmers' Co.Ld. Newc. | 30 - 10<br>• 6 • 2 |
| Wrecked 6.04 **1137 Montgomery** SteelScSr<br>L.A.Thompson –03 1 Dk 2 tr B<br>Carvel deck | 3471<br>2965<br>2222 | 1896 W.Doxford & Sons (Lim.) Sunderland | Hasslop Steamship Co. Ld. (H. Hasslop, Mgr.) | 340·4 45·5 24·5 | W. Harrild British | T.8Cy 24" 40" a 66"–45"<br>292 NHP<br>T.Richardson & Sons, Hull | CV |
| **1138 Monticello** WoodSc<br>A.Samuels 1 Dk | 227<br>—<br>175 | 1892 Hatch Bros Seattle, Wash. | Hatch Bros. | 114·6 22·0 8·8 | S. Francisco Ctd. States | T.3Cy 12"18"a 28"–14"<br>20 NH<br>Davis Farris Co., Erie Pa. | |
| **1139 Montreal** SteelTwinSc4MstSr<br>G.C.Evans –04 ssLon. No.1–04<br>2 Dks(Stl)Str B&deep framing<br>Elec light Shelter dk Stl | 8644 ✠100A1 Lon dt<br>6444<br>6448 | 1900 C.S.Swan& Hunter Ld Newcastle A&CP | Canadian Pacific Railway Co. | 469·5 56·2 31·9<br>F8 | Liverpool British 8 BH Cem | T.8Cy 29" 57"a 63"–48"<br>180lb 707 NHP<br>4 SB.12ft 6in a 22ft 3in, 31500<br>W.Hood Sp.way Co.Ld. Newc. | 34 - 10<br>• 7 • 9 |
| **1140 —** IronScK<br>J.Holroyd –93 1 Dk | 139<br>133<br>63 | 1893 Cook, Welton & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 99·0 20·5 11·0<br>B8 7½ | Hull British 7 BH Cem | C.2Cy 14"a 28"–20"<br>18 B.2ft 6in a 9ft 6in 250 RHP<br>C.D.Holmes & Co. Hull | 11 - 10 |
| **1141 Montrose** SteelSc4MstSr<br>R.McNeill –04 ssSon No.1–02<br>Ref.Mchy 2 Dks(Stl)&deep framing<br>Elec light Hold beams, Fore hold Shelter dk Iron | 6278 ✠100A1 Lon ht<br>5195<br>3968 | 1897 Sir Raylton Dixon& Co.Ld. Middlesbro' A&CP | Canadian Pacific Railway Co. | 444·3 52·0 27·5<br>Shade B112 F8 | London British 7 BH Cem | T.8Cy 30"&30"a 51"–54"<br>2 DR.18ft 6in a 8358, 11284<br>T.Richardson & Sons Ld Hull | 30 - 10<br>• 6 • 2 |
| **1142 Montserrat** SteelScSr<br>B.Lacia 95–02 (exIlanda)<br>2 Dks&Spar dk&Str B | 4076<br>—<br>2306 | 1889 Act.Ges. "Vulcan" Stettin | Cia.Trasatlantica | 373·2 44·0 29·8<br>F46 H120 F46 | Barcelona Spanish | T.8Cy 33" 58" a 84"–66"<br>W.B. A.G. "Vulcan," Stettin | V |
| **1143 Monviso** SteelScSr<br>S.Cremonesi 02–02<br>1 Dk Stl 2 Cr B&deep framing<br>3 Dk rules&Shelter dk Stl–aft | 4205 ✠100A1 Gen r<br>4005<br>2736 | 1902 Cant.Nav. Spezia Lloyd's 1 A CP | L.Capuccio&Co. | 338·5 48·0 22·0<br>F8 | Genoa Italian 8 BH Cem<br>A P T 161 | T.8Cy 24" 40" a 66" 48"<br>1500 NH<br>2 SB.16ft 6in a 11ft 6in 11284<br>Richardsons, Westgarth & Co. Ld. Hull | 21 - 8<br>• 3 • 10 |
| **1144 Monza** IronScSr<br>R.Thompson ssSM No.3–11<br>ex Diploma, ex Governor ssLge No.2–01<br>ex Avondale, ex Huntingtower<br>1 Dk Iron&Spar Rest B | 2521 ✠100A1 Msl s<br>2371<br>1638 6,91 | 1881 Wigham Richardson& Co. Newcastle Lloyd's 1 A CP | Soc.Lombarda per L'Importazione del Carboni Fossili W.B. D.Rs | 300·0 37·3 16·1<br>B88 27<br>B82 | Genoa Italian 7 BH Cem<br>1 A P 141 | C.(Cy 30"&70"–48"<br>180lb 1000 NHP<br>2 SB.8ft 6in a 13ft 6in 2100<br>Wigham Richardson & Co. Newc. | 20 • 10<br>6 • 8 |
| **1145 Moonlight** SteelScSr<br>A.McAllister –04 Sth.Survey Liv A.1<br>ex Wanneban 2 Dks 1 pt S.S. | 1391<br>1213<br>852 | 1881 Harland& Wolff Belfast | Moonlight S.S.Co. Ld.(W.H.Stott& Co.) | 295·5 30·3 18·2<br>F42<br>(as 91 9858 | Liverpool British 8 BH Trip | (Cy 27"&67"–48"<br>180lb 1000 NHP<br>2 SB.16ft 6in a 11ft 6in<br>Harland & Wolff, Belfast | 12 - 11<br>• 4 • 2 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Equipment letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders—Stroke. Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Regulations for which classed, if not in L.R. Dated b. of Trade Cert. | 15 Tons & cwt. when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1146 | **Moonta** | **SteelScSr** | 2266 | ✠ | Syd | *r* | 1892 | W. Dobson & Co. Newcastle | AdelaideS.S.Co.Ld | 280·0 \| 38·1 \| 16·2 | Adelaide | T.3Cy.21″,35″&57″–39″ | 18 ″ 6 | | |
| 101924 | *H.Steer* 98–04 | *ss*Mel.No.1–96 | 2161 | *Spar dk* | | | 9mo | | | 24·5 | British | 202NHP | | | |
| MSHJ | (ex La Serena) | | 1447 | 12,98 | | | | | | FK | 4 *BHCem* | 2SB.6*pf*,GS106,HS8020 | | | |
| | | 1 *Dk*(*Stl*)&*Spardk*(*Irn*)3*tr B* | | | | | | | *WB*= | *Cell DB*214′ 350*t* | *APT*28*t* | N.E.MarineCo.Nwc. | | | |
| 1147 | **Moorabool** | **SteelScSr** | 2996 | ✠100A1 | Mel | *u* | 1899 | BlythS.B. Co.Ld. Blyth A&CP | Huddart,Parker& Co.Proprietary Ld. | 324·4 \| 47·0 \| 22·4 | Melbourne | T.3Cy.24″,40″&65″–42″ (*s*) | 24 ″ 10 | | 5,05 |
| 101727 | *L.Thompson*95–01 | *ss*Mel.No.1–04 | 2834 | 3,05 3,04 | | | 3mo | | | B78′F34′ | British | 160lb *90lb* 281NHP | s 4 ″ 6 | | |
| VBWT | | 1 *Dk*(*Irn*)2*tr B*&*deep framing* | 1947 | | LMC | | | | | FK | 6 *BHCem* | 2SB.6*cf*,GS123,HS4325 | | | |
| | | 3 *Dk rule* | | | | | | | *WB*=*Cell DB*120′ | *uE*90 *B*22′ *f*134′747*t* | *APT*749*t* | Blair&Co.Ld.Stockton | | | |
| 1148 | **Moorby** | **SteelScSr** | 2606 | ✠100A1 | Npt | *s* | 1896 | Ropner& Son Stockton A&CP | R.Ropner&Co. | 300·0 \| 43·0 \| 16·4 | W.Hartlpl | T.3Cy.22½″,36½″&60″–39″ (*s*) | 19 ″ 8 | | |
| 102750 | *W.Crighton* –03 | | 1839 | *pt Awng dk* | Shl | | 7mo | | | P27′Q48′ | British | 160lb *160lb* 224NHP | s ″ 7 | | 10,04 |
| PJTL | | 1 *Dk pt Stl*(*pt Irn*)&*Web frames*& | 1673 | *with freeboard* | | | | | | *pt Awng dk*225′ FK | 4 *BHCem* | 2SB.6*rf*,GS93,HS3358 | | | |
| | | *pt* Shl.No 2–04 *pt Awng dk*(*Irn*) | | 10,04 10,03 | | | | | *WB*= | *Cell DBa* 104′ *uE*24′ | *f*116′515*t* | Blair&Co.(Lim.),Stockton | | | |
| | | | | BS3,05 | LMC | | | | | | | | | | |
| 1149 | **Moorfield** | **SteelScSr** | 4235 | ✠100A1 | Bry | *x* | 1902 | J.L.Thompson&Sons,Ld. Sunderland A&CP | NorthfieldS.S.Co. Ld.(J.Brown&Son, *Mgrs.*) | 368·0 \| 49·5 \| 19·0 | Liverpool | T.3Cy.26″,44″&72″–48″ (*s*) | 21 ″ 7 | | 7,04 |
| 115256 | *J.Fleming*92–02 | | 4028 | *Spar dk* | Cff | | 2mo | | | P29′B112′F15′ 27·0 | British | 180lb 453NHP | s ″ 8 | | |
| TQQB | | 1 *Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*) &*Web frames* | 2725 | 7,04 7,03 | LMC | 2,02 | | | *Lloyd's*A&CP *WB*= | FK *CellDBa*120′*uE*24′ | 6 *BHCem* *f*158′888*t* *DTf*21′ | 3SB,9*cf*,GS165,HS6279 FD 610*t* *APT*49*t* | s 6 ″ 5 | | |
| | | *Floors*&*Tank top Iron* | | | | | | | | | | J.Dickinson&Sons,Ld.Sld. | | | |
| 1150 | **Moorgate** | **SteelScSr** | 3201 | ✠100A1 | Nwc | *u* | 1898 | J.L.Thompson&Sons,Ld. Sunderland A&CP | DowgateSS.Co.Ld. (H.W.Dillon, *Mgr.*) | 325·0 \| 45·5 \| 23·7 | London | T.3Cy.23″,38″&62″–42″ (*s*) | 26 ″ 4 | | |
| 109951 | *T.Harland*94–98 | *ss*Bkn.No.1–02 | 2884 | 11,11 12,08 5,05 | Ltd | Bry | 8mo | | | P23′B80′F33′ | British | 160lb *90lb* 258NHP | s 4 ″ 10 | | 6,06 |
| QGJF | | 1 *Dk*(*pt Irn*&*pt Stl*)2*tr B*&*Web frames* | 2082 | MS2,02 | LMC | | | | | FK | 6 *BHCem* | 2SB.6*pf*,GS117,HS4000 | | | |
| | | 3 *Dk rule* | | BS11,02 | | 10,04 | | | *WB*=*Cell DBa* | 104′*uE*24′*f*140′631*t* | *APT*26*t* | J.Dickinson&Sons,Ld.Sld. | | | |
| 1151 | **Moorhen** | **IronScBn** | 1756 | ✠100A1 | Liv | *q* | 1882 | W.Gray& Co. W.Hartlepool A&CP | CorkS.S.Co.Ld. | 260·1 \| 35·7 \| 19·7 | Cork | C.2Cy.33″&62″–39″ (*s*) | 21 ″ 1 | | |
| 84456 | *E.Worsnop* –00 | *ss*Liv.No.3–3,95 | 1365 | 8,03 5,05 | | | 12mo | | | P28′Q68′B69′F30′ | British | 80lb *80lb* NDB03 184NHP | s 2 ″ 2 | | 6,05 |
| HDLW | | *ss*Liv.No.2–03 | 1099 | NBs,03 | LMC | 8,03 | | | | BK9½ | 4 *BHCem* | 2SB.6*pf*,GS92,HS3440 | | | |
| | *Well deck* | 1 *Dk*(*Irn*)2*tr B* | | | | | | | *WB*=*DB* | 80′*f*98′347*t* | | Blair&Co.(Lim.),Stockton | | | |
| 1152 | **Moorish Prince** | **SteelScSr** | 2261 | ✠100A1 | Nwc | *s* | 1889 | Short Bros. Sunderland– A&CP | PrinceLine,Ld. (J.Knott *Mgr.*) | 299·0 \| 39·1 \| 18·6 | Newcastle | T.3Cy.22″,36″&59″–42″ (*s*) | 21 ″ 2 | | |
| 96143 | *W.C.Barrett* –02 | *ss*Ant.No.3–8,01 | 1743 | 11,04 12,04 5,05 | NYk | | 6mo | | | P32′Q80′B118′ | British | 150lb *80lb* 228NHP | s 1 ″ 11 | | N5,05 |
| LFCV | *Well deck* | 1 *Dk*(*Irn–pt wss*)&*Webframes* | 1427 | | LMC | 8,01 | | | | F30′ BK10″ | 6 *BHCem* | 2SB.6*cf*,GS100.HS3600 | | | |
| | | | | BS11,04 | | | | | *WB* | *Cell DB a*84*f*108′ | 353*t* *APT*54*t* | J.Dickinson,Sunderland | | | |
| 1153 | **Mopsa** | **SteelScSr** | 885 | ✠100A1 | Goo | *m* | 1902 | Murdoch & Murray Pt.Glasgow A&CP | BennettS.S.Co.Ld. | 225·0 \| 33·1 \| 13·5 | Goole | T.3Cy.19″,32″&52″–36″ (*s*) | 14 ″ 7 | | 6,04 |
| 114033 | *R.Goodworth* –03 | | 664 | 6,04 | | | 5mo | | | Q106′B22′F30′ | British | 180lb *80lb* 187NHP | s 1 ″ 7 | | |
| TKDF | | 1 *Dk*(*Stl–pt wss*) | 385 | | LMC | 5,02 | | | | BK8″ | 4 *BHCem* | 2SB,4*cf*,GS82,HS3044 | | | |
| | *Well deck* | | | | | | *Lloyd's*A&CP | | *WB*= | *Cell DBa*40′ *uE*11′ | *f*53′120*t* | Muir&Houston,Ld.Gls. | | | |
| 1154 | **Mora** | **SteelScSr** | 3047 | ✠100A1 | Shl | *u* | 1899 | J.Readhead &Sons South Shields A&CP | EnglishAmericanShppg Co.Ld. (C.T.Bowring&Co. *Mgrs.*) | 323·2 \| 47·1 \| 22·6 | London | T.3Cy.24″,40″&64″–45″ (*r*) | 25 ″ 0 | | 2,04 |
| 112641 | *G.E.Boulter* –03 | *ss*Shl.No.1–04 | 2870 | *with freeboard* | Npt | | 11mo | | | P29′B82′F32′ | British | 160lb *100lb* 293NHP | ″ 4 | | |
| RKTS | | 1 *Dk*(*pt Irn*&*pt Stl*)2*tr B* | 1965 | 1,05 2,01 | LMC | 8,03 | | | | FK | 5 *BHCem* | 2SB,6*rf*,GS116,HS4557 | s 4 ″ 4 | | |
| | *Elec.light* | &*deep framing*3*Dk rule* | | BS6,04 | | | | | *WB*=*Cell DB a* 106′ | *uE*&*B*40′*f*134′732*t* | *APT*25*t* | J.Readhead&Sons,S.Shl. | | | |
| 1155 | — | **CompScSr** | 187 | | | | 1898 | S.Groth Sjötorp | Mora Venerns Jernvägs.Aktieb. (K.Rosenquist, *Mgr.*) | 97·9 \| 21·7 \| 9·5 | Krstnhmn | C.2Cy.11¾″&19½″–11¾″ | | | |
| 3264 | *Hj.Fallgren*98–98 | | 152 | | | | | | | P22′H8*t* | Swedish | 11NHP | | | |
| JHTP | *Mchy.Aft* | 1 *Dk* | 129 | | | | | | | | | Wilhelmsbergs M.V. Gothenburg | | | |
| 1156 | **Moratin** | **IronSc3MstSr** | 816 | | | | 1872 | Bowdler, Chaffer&Co. Liverpool | LaBeticaSoc.Anon deNav.aVap. | 200·0 \| 28·2 \| 16·8 | Seville | C.2Cy.23″&46″–24″ | 17 ″ 3 | | |
| | *M.Gonzalez* | | 673 | | | | | | | | Spanish | 86NHP | | | |
| HVMR | *Mchy.Aft* | | 632 | | | | | | | | | J.Jones&Sons,Liverpool | | | |
| 1157 | **Moravia** | **SteelScSr** | 3506 | ✠100A1 | Tri | *w* | 1897 | J.L.Thompson&Sons,Ld. Sunderland A&CP | LloydAustriaco | 354·0 \| 48·5 \| 23·8 | Trieste | T.3Cy.24″,40″&64″–45″ (*s*) | 25 ″ 0 | | 3,03 |
| | *E.Winterhalter* | *ss*Tri.No.1–01 | 3218 | 11,01 11,00 | | | 6mo | | | P27′B97′F34′ | Aust.-Hung. | 180lb *180lb* 296NHP | s 4 ″ 9 | | N11,04 |
| HNMC | | 2 *Dks*(1 *Stl*&1 *pt Stl pt Irn*)&*Webframes* | 2268 | | LMC | 12,03 | | | | FK | 6 *BHCem* | 2SB.6*rf*,GS108.HS4576 | | | |
| | | | | | | | | | *WB*=*Cell DBa* | 119′*uE*22′*f*152′764*t* | *APT*123*t* | J.Dickson&Sons,Ld.,Sld. | | | |
| 1158 | — | **SteelScSr** | 1388 | ✠ A1* 1 | Lth | Lv | 1885 | Aitken& Mansel Glasgow | J.Cormack&Co. | 240·0 \| 32·1 \| 21·8 | Leith | C.2Cy.27″&54″–36″ | 16 ″ 0 | | |
| 91079 | *W.Banks* –94 | | 1335 | *Spar dk* | | | 4mo | | | B25′H53*t* | British | 146NHP | s 5 ″ 0 | | |
| JWHG | *Ref.Mchy.* | 4th Survey,Gmh.4,02 | 872 | 2,03 | | | | | | BK7½ | 5 *BHCem* | 2SB.6*pf*,GS81,HS3044 | | | |
| | | 1 *Dk*(*Stl*)&*Spardk*(*Stl*)3*tr B* | | | | | | | *WB*=*MT APT FPT* | | 1 PBH | Hutson&Corbett,Glasgow | | | |
| 1159 | — | **IronScK** | 195 | ✠100A1 | Gms | | 1900 | Cook,Welton&Gemmell Hull *Lloyd's*A&CP | Gt.Gms.&E.Coast Stm.Fishing Co.Ld | 113·6 \| 21·0 \| 11·2 | Grimsby | T.3Cy.11¾″,20″&32″–24″ (*s*) | 12 ″ 1 | | 10,02 |
| 113185 | *J.Russell* –00 | | 175 | *Stm Trawler* | | | 7mo | | | Q19′F19′ | British | 180lb 55RHP | | | 7,01 |
| | | 1 *Dk* | 65 | 7,04 3,01 | LMC | 7,00 5,04 | | | | BK7½ | 3 *BHCem* | 1SB.2*cf*,GS32,HS925 | | | |
| | | | | | | | | | *WB*= | *Lloyd's*A&CP | | Amos&Smith,Hull | | | |
| 1160 | **Moravian** | **SteelScBkn** | 4573 | ✠100A1 | Lon | *y* | 1899 | R.Napier &Sons,Ld. Glasgow *Lloyd's*A&CP | G.Thompson&Co. | 390·4 \| 47·0 \| 21·5 | Aberdeen | T.3Cy.30″,50″&80″–54″ (*r*) | 24 ″ 5 | BT till 11,05 | 2,08 |
| 108662 | *A.Simpson*81–99 | *ss*Lon.No.1–03 | 3887 | *Spar dk* | RMC | 2,05 | 1mo | | | P60′B148′F47′ 29·5 | British | 200lb *125lb* NDB02 613NHP | s 7 ″ 4 | | 2,05 |
| QRBH | *Ref.Mchy.* | 2 *Dks*(1 *Stl*–ws&1 *Irn*) | 2903 | 2,03 3,01 | LMC | 9,02 | | | | BK10″ | 7 *BHCem* | 2DB.12*rf*,GS231,HS9026 FD | | 11,06 | |
| | *Elec.light* | &*Spardk*(*Stl*–teak s) | | BS2,05 | | | | | *WB*=*Cell* | *DBa E*44′*f*48′264*t* | *APT*65*t* | R.Napier&Sons,Ld.Gls. | | | |
| 1161 | **Morayshire** | **SteelScSr** | 5576 | ✠100A1 | Syd | *at* | 1898 | R&W Hawthorn,Leslie &Co.Ld. Newcastle A&CP | ElderslieSS.Co.Ld. (Turnbull,Martin &Co. *Mgrs.*) | 420·0 \| 54·0 \| 28·6 | Glasgow | T.3Cy.30″,48″&78″–54″ (*s*) | 32 ″ 0 | BT till 11,05 | 1,03 |
| 108778 | *A.J.G.McLauchlan* –01 | | 5198 | L 12,02 | Lon | | 12mo | | | P50′B&F355 | British | 160lb *90lb* 491NHP | s 6 ″ 4 | | N11,04 |
| QMOV | | 2 *Dks*(*Stl*)&*deep framing*& | 3597 | | LMC | 12,00 11,01 | 11,01 | | | FK | 7 *BHCem* | 3SB.9*rf*,GS173,HS6415 FD | | | |
| | *Ref.Mchy.* | *ss*Lon.No.1–03 *Shelter dk* | | RMC4,98 11,04 | | | | | *WB*=*Cell* | *DBa*105′*uE*30′*f* | 208′1068*t* *FPT*130*t* | Hwthrn,Leslie&C.Ld.Nwc. | | | |
| | *Elec.light* | | | | | | | | *DBa*105′*uE*30′*f* | | *APT*25*t* | | | | |
| 1162 | **Morea** | **SteelScSr** | 1851 | ✠100A1 | Stk | *s* | 1902 | Craig, Taylor&Co. Stockton *Lloyd's*A&CP | A.C.deFreitas &Co | 280·2 \| 40·3 \| 17·6 | Hamburg | T.3Cy.24″,40″&65″–42″ (*r*) | 20 ″ 0 | | |
| *Now named "Castro Alves," See No. 15 in Addenda.* | *R.Craig* | *Shelter dk* | 1 | *Shelter dk* | | | 8mo | | | 25·1 | German | 160lb *100lb* 291NHP | s 1 ″ 8 | | |
| RMQN | | 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) | 981 | *with freeboard* 8,02 | LMC | 8,02 | | | *WB*= | FK | 4 *BHCem* | 2SB.6*cf*,GS121,HS4610 | | | |
| | | | | | | | | | *Cell DBa*74′*uE*&*B* | 36′*f*122′446*t* *FPT* | 49*t* *APT*55*t* | Blair&Co.Ld.Stockton | | | |
| 1163 | **Morena** | **SteelScSr** | 1259 | ✠100A1 | Lth | *n* | 1890 | S.&H.Morton&Co. Leith A&CP | Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.*) | 230·0 \| 34·1 \| 13·0 | Leith | T.3Cy.17″,27″&44″–30″ (*s*) | 13 ″ 9 | | 3,03 |
| 95226 | *Hawick* –03 | *ss*Lth.No.3–4,03 | 1230 | *Awng dk* | | | 9mo | | | 19·5 | British | 160lb *50lb* 99RHP | s 8 ″ 11 | | 4,05 |
| LVRH | | 1 *Dk*(*Irn*)&*Awng dk* | 778 | *with freeboard* 4,05 4,01 | | | | | | FK | 6 *BH Asp* | 1SB.3*rf*,GS50,HS1661 | s 7 ″ 5½ | | |
| | | | | BS4,05 Rivets | LMC | 8,03 | | | *WB*= | *MT*30′400*t* *FPT*84*t* | *APT*25*t* | S.&H.Morton&Co.,Leith | | | |
| 1164 | **Moresby** | **IronScSr** | 1763 | ✠100A1 | Syd | *r* | 1881 | R.Dixon& Co. Middlesbro' *Lloyd's*A&CP | Burns,Philp&Co. Ld. | 260·8 \| 34·6 \| 24·0 | Sydny NSW | C.2Cy.34″&63″–36″ (*i*) | 25 ″ 11 | | 2,04 |
| 107022 | *R.Finch* –04 | *ss*Bgn.No.3–5,93 | 1591 | 6,01 2,04 | | | 11mo | | | P31′B37′F34′ | British | 80lb *80lb* NDB95 198NHP | | | |
| PVNB | (ex Jacob Christensen) | *ss*Syd.No.2–01 | 1338 | Rivets | LMC | 10,00 | | | | BK9½ | 6 *BHCem* | 2SB,4*pf*,GS80 | | | |
| | | 2 *Dks*(1 *Irn*)3*tr B* | | BS3,05 | | | | | *WB*= | *MT*38′360*t* | | T.Richardson&Sons,Hpl. | | | |

| No. d'Ordre / Numéros / Signaux | Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Jauge Brute Totale / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné ou maintenu après Levée d'Ancre | Construit. Quand. Navire. Machine. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port. Pavillon. | Machines. No. & Nbre des Cylindres.—Course. Pression des Chaudières & Foyers. Nom des Constructeurs des machines. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1165 | **Moreton** Iron Sc Sr | 357 | | 1878 T. Wingate & Co. Glasgow | H.Carr | 180·6 22·1 10·8 | Brisbane British | C.2Cy.20"&40"–30" | | | |
| WVRN | *C.Seaberg* 01–03 (*ex* Lady Lamington, Croydon, *ex* Gunga) | 198 | | | | | | T.Wingate&Co Glasgow | | | |
| 1166 | **Morgan** Iron Pad | 906 | | 1865 Harlan & Hollingsworth Co. Wilmington Del | Morgan's L&T.R.R &SS.Co.(Southern Pacific Co.) | 219·9 33·1 16·6 | N.Orleans Utd. States | 1Cy.50"–132" 22 NH | | | |
| 17651 JCNB | 2 *Dks* | 587 | | | | | | Harlan&Hollingsworth Co., Wilmington, Del | | | |
| 1167 | **Möringen** Iron Sc Sr | 567 | Lon *i* | 1871 Aitken & Mansel Glasgow | Actien.Dpskb. Möringen (Karl Bang) | 190·2 25·7 14·4 | Xiansund Norwegian | C.2Cy.17½"&39"–26" NB94 65 NH | 15 | 7 | N |
| JSCG | *L.Olsen* –01 *ss* Shl.No.3–7,82 (*ex* Saga) 1 *Dk 2 tr B* | 474 344 | 7,90 | | | | | R.Napier&Sons, Glasgow | | | |
| 1168 | — Steel Sc Sr | 100 | | 1901 Xiansands Mek. Værks Xiansand | Voldens Aktiedmpsk. Solsk. (L.Barstad, *Mgr.*) | 91·2 16·2 8·3 | Aalesund Norwegian | C.2Cy.10½"&22"–15" 16 NH | | | N |
| JRKF | *S.Halkjelsvig* –01 1 *Dk* | 75 47 | | | | | | Xiansands M.V.Xiansand | | | |
| 1169 | **Morion** Steel&Iron Sc Sr | 299 | ✝100A1 Bwg *e* | 1894 J.Shearer 9mo &Son Glasgow A&CP | W.Robertson | 135·0 23·1 9·9 | Glasgow British | C.2Cy.17½"&35"–24 110lb 51 RH | 11 | 0 | |
| 104568 NMLW | *D.Galbraith* –03 *ss* Bwg. No.3–8,03 *Mchy..1ft* 1 *Dk (Irn)* *Well deck* *Irn framing Stl plating* | 222 76 | 9,03 | | | | | 1SB.2 *pf*.G836,HS1180 Ross & Duncan, Glasgow | | | |
| 1170 | **Morlaix** Iron Sc Sr | 361 | | 1867 Nillus Havre | Cie. Anon. des Paquebots du Finistère | 164·0 21·6 15·4 | Havre French | C.2Cy.25½"&39½"–27½" 68 NH | | | |
| KHWP | 1 *Dk* | 167 | | | | | | Nillus, Havre | | | |
| 1171 | **Mormond** Steel Sc K | 173 | ✝100A– Abn | 1898 Hall, Russell&Co. Aberdeen | Fraserburgh&N. of Scotland Steam Trawling Co. Ld. (R.Laing, *Mgr.*) | 110·0 21·2 10·7 | Fraserbro' British | T.3Cy.11¾",20"&38"–21" (*s*) 170lb 55 RH | 11 | 7 | |
| 91779 RNTK | *H.Miles* *ss* Abn.No.1–02 1 *Dk* | 164 58 | *Stm Trawler* 10,01 | | | | | 1SB.2 *pf*.G828.HS995 Hall, Russell&Co. Abn | | | |
| 1172 | **Morna** Steel Sc Sr | 1533 | ✝100A1 Lth *p* | 1891 Grngemth 2mo Dockyd Co Grangemuth A&CP | London&Edinburgh Shipping Co | 248·0 34·2 16·7 | Leith British | T.3Cy.19",31"&50"–36" (*s*) 160lb *100lb* NDB03 158 NH | 19 | 1 | |
| MBST | *T.Harris* 80–98 *ss* Lth. No.3–10,98 (*ex* Duke of Portland) 1 *Dk (Stl) & Well deck* *Web frames* | 1144 972 | 1,0 | | | P&B150 F27' BK9" *WB = Cell DB201'* | | 2SB.4 *rf*.G872,HS2504 Hutson & Corbett, Glasgow | | | |
| 1173 | **Morning** ~~Wood Aux Sc Bk~~ | ~~437~~ | 444 | 1871 ..... Tönsberg | ~~Sir C.B. Mackham~~ K.C.B. R. ~~Kinnear~~ The Admiralty | 140·0 31·4 16·5 | ~~London~~ British | C.2Cy.29½"&16½"–27" NB83 ~~87 NH~~ | | | N |
| ~~17387~~ ~~LHJG~~ | ~~*Shelbrook* 03~~ 1 *Dk* | 400 | | | | P37' | | Nylands Værksted, Xania | | | |
| ~~17440~~ | *ex* Morgenen, *ex* Sail, *ex* Steamer) *Sailing Barque—See Sailing Ship Register* | ~~337~~ 227 | | | | | | | | | |
| 1174 | **Morning Star** Iron Sc K | 145 | ✝100A1 Hul | 1900 J.Duthie, 10mo Sons&Co. Aberdeen *Lloyd's A&CP* | Scarborough, Hartlepool&N.Sea Stm Fishing Co.Ld. | 99·4 20·0 10·6 | Scarboro' British | C.2Cy.14"&34"–22 (*s*) 140lb 45 RH | 11 | 7 | |
| 105843 | *W.Smalley* –00 1 *Dk* | 134 35 | *Stm Trawler* 4,04 | | | BK7½' | | 1SB.2 *pf*.G836,HS1074 W.V.V.Lidgerwood, Gls. | | | |
| 1175 | — Steel Sc Sr | 120 | | 1895 A.Hall & Co. Aberdeen | ~~A.Walker~~ J.Baxter | 91·1 19·6 10·1 | Aberdeen British | C.2Cy.13½"&30"–21" 40 RH | 10 | 7 | |
| 104516 | *J.Cormack* 97–97 1 *Dk* | 113 37 | | | | BK7½' | | A.Hall&Co., Aberdeen | | | |
| 1176 | **Morocco** Steel Sc Sr | 3783 | ✝100A1 Hpl *w* | 1900 Furness, 10mo Withy&Co Ld W Hartlepool A&CP | T.Wilson, Sons& Co.Ld. | 340·0 47·2 19·5 | Hull British | T.3Cy.25",40"&66"–45" (*s*) 165lb *80lb* 317 NH | 22 | 1 | |
| 113676 RWQV | *J.Boxhall* –01 *Spar dk (Stl) 2 tr B & Web frames* | 3608 2476 | *Spar dk* *with freeboard* 10,00 | | | P31' B107' F31' 27·3 FK *WB = Cell DBa 112'* | | 2SB.6 *cf*.G8125,HS5070 Sir C. Furness, Westgarth & Co.Ld. Mdb | | 6 | 0 |
| 1177 | — Iron Sc Sr | 2042 | ✝ A1* 1 Lon Lv | 1878 Harland & Wolff Belfast | Mersey S.S.Co.Ld. (Leech, Harrison & Forwood, *Mgrs.*) | 321·0 34·7 22·8 | Liverpool British | T.3Cy.22",36"&60"–18" (*s*) 150lb *65lb* NDB88 235 NH | 24 | 1 | BT tm |
| 79660 SPTV | *S.U.Beauchant* –01 (*ex* Nubia) *Elec.light* | 1745 1284 | ~~5th Survey, Lon.6,98~~ ~~4 NB1~~ 2 *Dks (U Irn-ws)* 6th Survey, Lon.7,04 | | | P30' H212' BK8½' | | 2SB.6 *cf*.G8108,HS3450 *Tpd* 96 D. Rollo&Sons, Liv. | 5 | 1 | 2,00 |
| 1178 | **Morpeth** ~~Steel Sc Sr~~ | 2508 | ✝100A1 Cff *t* Shl | 1902 R.Stephenson&Co Ld. Newcastle *Lloyd's A&CP* | Morpeth S.S.Co.Ld (J.C.Adam) *WB = Cell DB* | 310·0 43·1 20·5 | Newcastle British | T.3Cy.22",36"&58"–39" (*s*) 160lb *80lb* 238 NHP | 23 | 0 | |
| 114433 TRQC | ~~*Wm.Summers* W.Cowie~~ –04 1 *Dk (Stl) & Web frames* *Elec.light* | 2290 1585 | 10,04 | | | P31' B86' F31' FK *a92' uE & B38' f134'* | | 2SB.6 *pf*.G8107,HS3840 N.E.Marine Eng Co Ld Nwc | 8 | 10 | |
| 1179 | — Steel Sc Sp | 148 | ✝100A1 Liv | 1901 J.Jones 12mo &Sons Birkenhead *Lloyd's A&CP* | Alexandra Towing Co.Ld. | 92·5 20·1 10·8 | Liverpool British | C.2Cy.16"&42½"–27" (*s*) 150lb 89 RH | 12 | 0 | |
| 115234 | *E.W.Summers* 1 *Dk (Irn)* | 130 5 | *For Towing purposes* 2,05 ~~Blt 5,04~~ | | | BK6½' *WB* | | 1SB.3 *cf*.G856,HS1438 J.Jones&Sons, Liverpool | | | |
| 1180 | **Morro** Steel Twin Sc Sr | 170 | ✝ Grk Lv | 1881 Scott & Co. 8mo Greenock | ~~Pacific Stm Nav Co~~ J.J.McAuliffe | 125·6 23·0 8·0 | ~~Liverpool~~ ~~British~~ ~~Isle of Man~~ | C.4Cy.15"&30"–21" 90 RH | | | |
| ~~W3011~~ WCHH | 1 *Dk* | 155 69 | 9,81 | | | | | Scott&Co., Greenock | | | |
| 1181 | **Morro Castle** Steel Twin Sc Sr | 6004 | | 1900 W.Cramp & Sons Co. Philadelphia | New York & Cuba Mail S.S.Co. (J.E. Ward&Co. *Mgrs.*) | 400·0 50·3 18·1 26' | New York Utd. States | T.8Cy (2)32"(2)62"&(4)60" –42" 933 NH | | | RS |
| 93058 KQFG | *C.Downs* –00 3 *Dks & Awng dk* | 3732 | | | | | *WB* | W Cramp&Sons Co. Phl. | | | |
| 1182 | **Morse** Iron Sc | 110 | ✝90A1 Bdx | 1886 Earle's Co. 1mo Ld. Hull *Lloyd's A&CP* | Soc. des Pêcheries du Golfe de Gascogne (J. Duvergier, *Mgr.*) | 85·0 20·0 9·9 | Bordeaux French | C.2Cy.12"&22"–20" (*s*) 90lb 24 NH | 10 | 10 | |
| KHWM | *P.Cousley* 02–03 *ss* Bdx. No.3–2,01 (*ex* Freiston) (*Trawler*) 1 *Dk* | 96 34 | 6,01 9,03 | | | F17' ND94 BK7½' | | 1SB.1 *pf*.G814,HS910 Earle's Co. Ld. Hull | | | |
| 1183 | **Morso** Iron Sc Sr | 677 | ✝ Cpn *h* | 1883 H.M'Intyre 7mo &Co. Paisley *WB = FPT64'* | Forenede Dmpskib. Selskab. | 171·9 25·9 13·0 | Copnhagn Danish | C.2Cy.20"&40"–30" 78 NH | 13 | 9 | |
| NTWF | *J.C.G.Frisenette* 2 *Dks (1 Irn)* | 428 414 | 8,87 | | | P48' B61' F50' 19·7 *APT28' MT12'66'* | | R.H.Pearson&Co. Glasgow | | | |
| 1184 | **Mortera** Iron Sc 3 Mast Sr | 1172 | ✝ Liv Lv | 1873 T.Royden& 3mo Son Liverpool | Sobrinos de Herrera S.en C. | 267·7 31·6 14·8 | Havana Cuban | 2Cy.35"&70"–42" 265 NH | | | |
| — | *J.Vinolas* 91–99 (*ex* Gibara, *ex* Elmina) 1 *Dk (Irn) 2 tr B* | 849 | 10,76 | | | | | G.Forrester, Liverpool | | | |
| 1185 | **Mortlake** Steel Sc Sr | 2716 | ✝100A1 Hpl *t* | 1889 W.Gray 7mo &Co. (Lim.) W Hartlepool A&CP | Britain S.S.Co.Ld. (Watts, Watts&Co *Mgrs.*) | 300·5 41·6 21·2 | London British | T.3Cy.28",36½"&62"–39" (*s*) 160lb *90lb* NDB03 237 NH | 23 | 0 | |
| 96601 LGCH | ~~*J.T.Nicoll* 03~~ *Batten* –04 *ss* P.N.No.3–2,02 1 *Dk (pt Irn & pt Stl) & Web frames & pt Awng dk (Irn)* | 3045 1737 | *pt Awng dk* *with freeboard* 11,~~03~~ ~~Blt 5,04~~ ~~B 5,11 04~~ | | | P27 Q98 pt ND03 *pt Awng & 175* BK10' *WB = DBa 100'* | | 2SB, *6 rf*.G898,HS3650 Contrl Mrne Eng Wks W. Hpl | 9 | 9 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 3 Registered Tonnage Gross / Under deck / Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned and Dates of Special Surveys. Equipment Letter. | 7 Built. When. — Ship. — Engines. | 8 By Whom. — Where. | 9 Owners. | 10 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formulæ. I.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidship ft. / in. | 14 Registers to which classed. (If not in L.R. Society's List.) Yrs.-Mths. | 15 Date when or where last built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1186 PCKB | **Morven** SteelScSr<br>~~S.P.No.[illegible]~~ 98 ssBry.No.2–03<br>2 Dks(Stl–Uws)& Web frames<br>D.Robertson | ~~3335~~<br>3337<br>~~3360~~<br>2272 | ✠100A1 Bry *w*<br>1,[illegible] ~~12,03~~ [illegible]<br>~~Dr[illegible]~~ ~~LMC[illegible]~~ | | | 1895<br>10mo<br>*Lloyd's.16CP* | C.Connell &Co. Glasgow | IndianS.S.Co.Ld. (J.Gardiner&Co., *Mgrs.*)<br>*WB=CellDBa* | 344·0 44·5 25·9<br>P36′B86′F39′<br>FK<br>114′ *uE&B38′f144′* | Glasgow British<br>*BHCem*<br>768t *APT70t* | T.3Cy.25″,40″&66″–45″ (*s*<br>170lb *100lb* 854NH<br>2SB,*Grf*,GS84,HS1900 ES<br>Dunsmuir&Jackson,Gls. | 28 ″ 6<br>5 ″ 4½ | | ~~12,03~~ |
| 1187 — | — SteelScK<br>*A.Forrester* –02<br>1 *Dk* | 198<br>186<br>58 | ✠100A1 Abn<br>*StmTrawler*<br>1,05~~12,03~~ ✠LMC10,02 | | | 1902<br>10mo<br>*Lloyd's.16CP* | J.Duthie, Sons&Co. Aberdeen | GrampianSteam FishingCo.Ld. | 115·7 21·7 11·8<br>BK7½′<br>*WB=DBf5′12t* | Aberdeen British<br>3*BHCem*<br>768t *APT70t* | T.3Cy.12″,19½″&32″–22″ (*s*<br>160lb 50NH<br>1SB,2*pf*,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. | 12 ″ 0<br>— — | | 1/03 |
| 1188 MPCL | **Moscow** SteelScSr<br>~~Tough~~98–98 ssLth.No.3–12,03<br>1 *Dk(Irn)*& *Spar dk(Irn)*& *Web frames* | 1622<br>1450<br>1037 | ✠100A1 Lth *q*<br>*Spar dk*<br>12,01 ~~12,08~~ BS12 04<br>~~Rep.12,08~~ ✠LMC11,02 | | | 1891<br>5mo | Ramage& Ferguson Leith | W.Thomson&Co. | 244·3 36·0 14·0<br>B59′F28′ 20·8<br>BK8½′<br>*WB=CellDB* 195′326t | Leith British<br>4*BHCem*<br>*APT25t* | T.3Cy.19″,31″&50″–36″ (*s*<br>160lb *75lb* 154NH<br>2SB,*drf*,GS80,HS2376<br>Ramage&Ferguson,Leith | 16 ″ 3<br>s 4 ″ 7½ | | ~~12,03~~<br>12,04 |
| 1189 KJBD | **Moselle** SteelScSr<br>*Antoni*<br>1 *Dk* | 336<br>220<br>140 | | | | 1887 | A.McMillan &Son Dumbarton | Cie.deNav.Arménienne&Maroc.(N. Paquet&Co.*Mgrs.*) | 142·0 22·0 10·0<br>P30′ Q49′ B21′<br>F22′ | Marseilles French | C.2Cy.22″s.40″–27″<br>69NH<br>Scott&Co.,Greenock | | V | |
| 1190 93321 | **Moses Taylor**<br>*C.B.Galton*<br>1 *Dk2trB* | 4772<br>—<br>3401 | | | | 1902 | American S.B.Co. Lorain,O. | Etna S.S.Co. (J.Mitchell, *Mgr.*) | 416·0 50·0 28·0<br>*WB* | Cleveland Utd. States | T.3Cy.22″,35″&58″–40″<br>213NH<br>AmericanSBCo.ClevelndO. | | | |
| 1191 HWCT | **Moshtari** IronScSr<br>*A.D.Storey* –03 ssMdb.No.3–4,95<br>(*ex*Gorji) ssBom.No.1–00<br>1 *Dk(Irn*& *Spar dk3trB* | 1768<br>1641<br>1110 | ✠100A1 Bom *q*<br>*Spar dk*<br>8,02 ✠LMC9, | | | 1883<br>7mo<br>*Lloyd's.16CP* | Wigham Richrdsn&Co Newcastle | Bombay&Persia Stm.Nav.Co.Ld.<br>*WB=DBa76′*& *u* | 255·5 35·1 24·5<br>B46′<br>BK9″<br>*E&B50′ 173t FPT* | Bombay British<br>1*BHCem*<br>28t *APT17t* | C.2Cy.31″&62″–42″ (*s*<br>80lb *80lb* NDB95 195NH<br>2SB,6*pf*,GS90,HS3080<br>Wgm.Richardson&C.Nwc | 18 ″ 6<br>s 6 ″ 1½ | | 9,03 |
| 1192 JDHS | **Moskau** IronScSr<br>*G.Erich*<br>1 *Dk* | 653<br>549<br>402 | | | | 1873 | Rostocker Act.Ges. Rostock | Neue Dampfer-Cie. Act.Ges. | 201·4 27·0 13·4<br>P30′ B30′ F30′ | Stettin German | C.2Cy.23½″&47″–27½″<br>NB85 97NH<br>Rostocker A.G.,Rostock | | G | |
| 1193 NSGQ | **Moskov**<br>*N.B.Sörensen*<br>*Well deck* 1 *Dk* | 1039<br>813<br>647 | | | | 1880 | Burmeister &Wain Copenhagen | ForenedeDmpskib. Selskab | 226·8 30·1 15·9<br>P123′ H20t F29′ | Copnhagn Danish | C.4Cy.21″&42″–30′<br>161NH<br>Burmeister&Wain,Cpn. | | | |
| 1194 | **Moskva** SteelScSr<br>1 *Dk2trB*<br>*Carrying Petroleum in bulk* | 580<br>451<br>444 | | | | 1894 | Bergsunds M.V.Aktieb. Stockholm | Solim&Masloff | 151·0 27·7 14·3<br>Q28′B42′F25′ | Astrachan Russian | C.2Cy.24¾″&43″–25¾″<br>78NH<br>Brgsund M.V.Aktieb,Skm. | | | |
| 1195 | **Mosor** SteelScSr<br>*A.Peruzovic* –02<br>1 *Dk* | 132<br>123<br>49 | | | | 1896 | Stablimnto Tecnico Trieste | Fli.Rismondo | 124·8 16·9 9·7 | Macarsca Aust.-Hung. | T.3Cy.12″,18″&29½″–18″<br>37NH<br>StablimentoTecnico,Tri. | | | |
| 1196 HVMS | **Mosquitera** SteelSc<br>*B.Cancio* –98<br>(*ex*Westleigh) 1 *Dk(Irn)*<br>*Mchy.Aft* | 177<br>148<br>100 | ✠ Bkn *b*<br>11,97 | | | 1896<br>6mo | I.Pimblott Northwich | UnionHullera y Metalurgica de Asturias (L.Adaro, *Mgr.*) | 100·4 21·1 9·4<br>F12′<br>FK<br>*WB=FPT15t* | Gijon Spanish<br>3*BHCem* | C.2Cy.14″&30″–21″<br>46NH<br>1SB.2*pf*,GS30,HS816<br>D.Rollo&Sons,Liverpool | 10 ″ 0 | | |
| 1197 98725 | **Mosquito** IronScYl<br>*W.Rilatt*90–91 ssHul.No.3–10,03<br>1 *Dk* | 149<br>142<br>48 | ✠100A1 Hul<br>*StmTrawler*<br>3,05~~10,03~~ ✠LMC10,03<br>~~B~~ 04 | | | 1891<br>2mo<br>*Lloyd's.16CP* | Mackie& Thomson Glasgow | British StmTrawling Co.Ld. | 100·5 20·5 10·7<br>Q19′F19′<br>BK7½′ | Hull British<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*<br>110lb 45RH<br>1SB,2*pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 11 | | ~~10,03~~<br>3,05 |
| 1198 LSHD | **Moss Rose** SteelSc3MstSr<br>*E.Robinson* –98 ssLiv.No.3–12,03<br>*Well deck* 1 *Dk(Irn)*<br>*Mchy.Aft* | 357<br>242<br>146 | ✠100A1 Liv *e*<br>5,04 ✠LMC12,03 | | | 1890<br>5mo<br>*Lloyd's.16CP* | Grangemth. Dckyrd.Co. Grangemth | MossRoseSS.CoLd (R.Hughes&Co.) (Hughes&Hutson) | 150·0 23·1 9·7<br>Q80′B10′F23′<br>BK7″<br>*WB=FPT* 146t *APT14t* | Liverpool British<br>3*BHCem* | C.2Cy.20″&40″–30″ (*a*<br>90lb 72RH<br>1SB,2*pf*,GS36,HS1173<br>Hutson&Corbett,Glasgow | 10 ″ 6<br>s ″ 7 | | N5,04 |
| 1199 TGNC | **Mossel** SteelScSr<br>*C.Preussner*<br>*Elec.light* 2 *Dks*& *Awng dk*<br>*Fitted for liquid fuel* | 1951<br>—<br>1218 | | | | 1899 | Maats.voor Schps&Wrk.-Feyenoord Rotterdam | Koninkl.Paketv. Maats. | 290·0 38·0 20·0<br>P12′B61′F58′ | Batavia Dutch<br>*Wb* | T.3Cy.22″,31″&57″–42″<br>211NH<br>Maats.vSchps-Feyend.Rot | | V | |
| 1200 HPLR | **Motala** IronScSr<br>2550 *N.M.Toll*98–98<br>1 *Dk* | 747<br>677<br>445 | | | | 1870 | Motala M.V.Aktieb. Norrköping | StockholmsÅngf. Rederiaktieb. | 192·4 27·2 18·0<br>B88′ H9t | Stockholm Swedish | T.3Cy.14¼″22½ &37½″–27½″<br>NE&B93 73NH<br>BergsundsM.V.,Skm. | | V | |
| 1201 HYQJ | — IronScSr<br>*O.Markussen*99–99<br>1 *Dk2trB* | 335<br>176<br>190 | | | | 1868 | MotalaCo. Motala | ArendalsDampskibsselskab | 136·0 24·8 10·1<br>Q24t B103t H14t<br>F17t | Arendal Norwegian | C.2Cy.20⅝″&37½″–21⅝″<br>NE&B83 54NH<br>AkersMek Verks,Chrstnia | | N | |
| 1202 HKLV | — WoodScSr<br>2573 *A.Johansson*02–02 (*ex*Strömsholm.<br>*ex*Admiral von Sydow) 1 *Dk* | 155<br>142<br>99 | | | | 18⅝⅝ | F.Sundqvist Norrköping | C.E.Hæger | 99·4 22·5 10·7<br>Q22′ H5t | LillaEdet Swedish | C.2Cy.7″&14″–8″<br>5NH<br>R.Sbanks&Son,Ld.Arbrth | | | |
| 1203 JGHR | **Motala Express** SteelScSr<br>2815 *J.Lindberg*99–99<br>1 *Dk*& *Shelter dk* | 265<br>137<br>187 | | | | 1895 | Jönköpings M.V. Jönköping | AktiebJönköpings Expressångare (G.Frantzen) | 112·1 21·9 9·9<br>Q33′B47′H30t F33′ | Jonköping Swedish | T.3Cy.13½″,22″&36½″–18½″<br>39NH<br>Jönköp.M.V.,Jönköping | | | |
| 1204 JDNS | **Motalaström** Iron&SteelScSr<br>1833 *C.A.Svensson*87–98<br>*Mchy.Aft.* 1 *Dk*& *Shelterdk* | 264<br>101<br>176 | | | | 18⅝⅝ | MotalaCo. Norrköping | Angf.Aktieb.Göta Kanal(A.Rönnow) | 96·5 22·0 8·8<br>H46t 15·7 | Stockholm Swedish | C.2Cy.17″&32″–20″<br>NE81&NB96 28NH<br>BergsundsM.Vrkst.Skm. | | | |
| 1205 PQLM | **Moth** IronScSr<br>98736<br>ssHul.No.3–5,03<br>1 *Dk* | 149<br>142<br>48 | ✠100A1 Hul<br>*StmTrawler*<br>11,01 ~~3,04~~ ✠LMC[illegible]03<br>~~B~~ 04 | | | 1891<br>5mo<br>*Lloyd's.16CP* | Mackie& Thomson Glasgow | British StmTrawlingCo.Ld. | 100·5 20·5 10·7<br>Q19′F19′<br>BK7½′ | Hull British<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*<br>110lb 45RH<br>1SB,2*pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 11 | | 5,03 |
| 1206 KPNL | **Moto** IronScSr<br>92970 *B.Hutcheon* –00 ssSkm.No.3–6,93<br>ssShl.No.2–01<br>*Well deck* 1 *Dk(Irn)*2*trB* | 1397<br>1139<br>873 | ✠100A1 Nwc *o*<br>~~Spar dk~~ ~~11,03~~ 3,05 ~~Shl~~<br>~~Rep.11,03~~ ✠LMC11,01<br>~~T.~~ ~~3,05~~ | | | 1885<br>8mo<br>*Lloyd's.16CP* | Palmers' Co.(Lim.) Newcastle | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay, *Mgrs.*)<br>*WB=DBa70′*& | 240·6 33·7 18·0<br>Q93′B50′F29′<br>FK<br>*uE&B34′ 238t FPT* | Newcastle British<br>5*BHCem*<br>59t *APT15t* | C.2Cy.30″&57″–39″ (*a*<br>80lb *90lb* NDB01 154NH<br>2SB,6*pf*,GS180,HS2458<br>Palmers' Co.(Lim.),Nwc. | 19 ″ 2<br>s 2 ″ 0 | ~~S.11.01~~<br>2.05 | ~~3,05~~<br>3,05 |
| 1207 KJBS | **Mouette** IronScK<br>*L.Metayer* –03 *P.Metayer* –03<br>(*ex*King Olav) 1 *Dk*<br>ssBdx.No.1–04 | 235<br>206<br>54 | ✠100A1 Bdx<br>*StmTrawler*<br>7,01 ~~11,03~~<br>~~Rep.11,03~~ ✠[illegible] ~~[illegible]~~ 04 | | | 1900<br>3mo | Cochrane& Cooper,Ld. Selby | Soc.Immobiliére du Moulleau et des Pêch. de l'Océan (L.Preller, *Mgr.*) | 117·2 21·6 12·0<br>Q48′F20′<br>BK7½″ | Arcachon French<br>4*BHCem* | T.3Cy.12″,20″&32″–24″ (*s*<br>200lb 66NH<br>1SB,2*cf*,GS34,HS1130<br>Amos&Smith,Hull | 12 ″ 9 | | ~~10,03~~<br>7,04 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Tunnel. / Net. | 5 Détails de la Classification. Cote. / Surveillance spéciale. Issue de la dernière Visite. | 6 Mois de Visite. | 7 Terme assigné pour maintenance exprimé. Lettre. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / 04. | 10 Armateurs. | 11 Dimensions d'après le Donnée. Superstructure. Cie. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Canaux par Quilla. Franchissement en milieu du navire. pds. ps. | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1208 | **Mouette** | WoodScSrTug | 119 | | | | 1892 | A.Bourrelly,fils. Marseilles | E.Talon | 85·2 | 18·4 | 9·9 | Marseilles French | C.2Cy.17″&31½″–19½″ 87NH Japfer deDuclos&Co.,Msl. | | | | |
| KJBT | | 1 *Dk* | — 17 | | | | | | | | | | | | | | | |
| 1209 | **Mouhot** | IronScSr | 178 | | | | 1881 | Scott&Co. Greenock | MessageriesFluviales deCochinchine | 135·7 | 19·9 | 7·2 | Saigon French | C.2Cy.15″&27″–15″ 24NH Scott&Co.,Greenock | | | | |
| KJCF | *Bouille* | 2 *Dks* | — 102 | | | | | | | H39*t* | | | | | | | | |
| 1210 | **Moulmein** | IronScK | 151 | ✝ Shl | | | 1895 | Edwards | KelsallBros.& Beeching,Ld.(J.E. A.Kelsall,*Mgr.*) | 106·0 | 20·6 | 11·0 | Hull British | T.3Cy.12″,18″&30″–21″ 50RH | | 11 | 10 | |
| 104239 | *G.Marks* –95 | | 142 | *Stm Trawler* | | | 6mo | Bros. N.Shields | | | | BS7½ | | 3 *BHCem* | | | | |
| | | 1 *Dk* | 40 | 6,95 | | | | | | | | | | 1SB.2*pf*,gs26,hs910 N.E.Mar.Eng.Co.(Lm.)Sld | | | | |
| 1211 | **Mount Blanc** | SteelScK | 178 | | | ... | 1898 | Cumming | Muirhead'sTrwlrs. Ld. (W.G. Muirhead,*Mgr.*) | 109·0 | 21·1 | 10·4 | Granton British | T.3Cy.12¼″,20″&32″–23″ 55RH | | 11 | 9 | |
| 108884 | *W.Jarvie98–98* | 1 *Dk* | 56 | *Now named "Active," See No. 94 in Supplement.* | | | | Inverkeithng | | | | BK7½ | | | | | | |
| | | | 53 | (*Trawler*) | | | | | | | | | | MacColl&Pollock,Sld. | | | | |
| 1212 | **Mount Cenis** | SteelScK | 178 | ✝ Lth | | | 1898 | Cumming | Muirhead'sTrwlrs. Ld. (W.G. Muirhead,*Mgr.*) | 109·0 | 21·1 | 10·4 | Granton British | T.3Cy.12¼″,20″&32″–23″ 55RB | | 11 | 9 | |
| 108583 | *R.King* –99 | | 160 | *Stm Trawler* | | | 6mo | &Ellis Inverkeithng | | Q18′F19′ | | BK7½ | | 3 *BHCem* | | | | |
| | | 1 *Dk* | 53 | 6,98 | | | | | | | | | | 1SB.2*pf*,gs83,hs910 MacColl&Pollock,Sld. | | | | |
| | *Now named "Alert," See No. 95 in Supplement.* | | | | | | | | | | | | | | | | | |
| 1213 | **Mount Desert** | WoodPad | 457 | | | | 1879 | Goss& Sawyer Bath,Me. | EasternS.S.Co. | 162·4 | 27·1 | 9·6 | Portland, Me. Utd. States | B.1Cy.40″–108″ 128NH PortlandCo.Portland,Me. | | | | |
| 91128 | | | 284 | | | | | | | | | | | | | | | |
| | | | 284 | | | | | | | | | | | | | | | |
| 1214 | **Mount Hope** | WoodPad | 880 | | | | 1888 | ..... Chelsea,Mass. | D.C.Lawton | 193·1 | 58·8 | 11·5 | Providnce. R.I. Utd.States | | | | | |
| 92004 | | | — | | | | | | | | | | | | | | | |
| KFGD | | | 440 | | | | | | | | | | | | | | | |
| 1215 | **Mount Kembla** | SteelScSr | 716 | ✝ Syd *i* | | | 1885 | M.Pearse &Co. Stockton | MountKembla Coal&OilCo.Ld. | 180·0 | 28·0 | 13·2 | SydnyNSW British | C.2Cy.24″&45½″–30″ 88RH | | 13 | 11 | |
| 91836 | *J.Nutman* –98 | | 524 | 10,89 | | | 5mo | | | Q68′ | B46′ | F27′ | | | | | | |
| JWNQ | *Well deck* | 1 *Dk*(*Stl*) | 449 | | | | | | *WB*=*DB*a49′*f*59′116*t* | | | | 1 *BH* | Blair&Co.(Lim.),Stockton | | | | |
| 1216 | **Mount Lebanon** | IronSc3MstSr | 2420 | ✝100A1 Gls *u* | | | 1881 | A.Stephen &Sons Glasgow | MossgielSS.Co.Ld. (J.Bruce&Co. *Mgrs.*) | 319·5 | 38·0 | 24·6 | Glasgow British | C.2Cy.38″&68″–45″ (*s*) | | 27 | 5 | |
| 84297 | *W.Macintosh99–00* | *ss*Nts.No.3–6,93 | 2232 | 8,04 | | | 2mo | | | P36′B22′F38′ | | | | 75lb *80lb* NDB01 258NH | | | | |
| VKFH | | *ss*Lth.No.2–01 | 1493 | | | | | | | ND94 | | BK10″ | | 6 *BHCem* | | | | |
| | | 2 *Dks*(*Irn–Uws*)3*tr B* | | | | | *Lloyd's SA&CP* | | | | | JWB—*Cell* | | 2DB.8*pf*,gs128 | | | | |
| | | | | | | | | | | | | | | *DB*228′895*t* | A.Stephen&Sons, Glasgow | | | |
| 1217 | **Mount Rosa** | SteelScK | 184 | | | | 1898 | Cumming &Ellis Inverkeithng | Muirhead'sTrwlrs. Ld. (W.G. Muirhead,*Mgr.*) | 109·0 | 21·1 | 10·4 | Granton British | C.2Cy.21″&42″–24″ 75RH | | | | |
| 108587 | *T.Jinks* –99 | | 159 | | | | | | | | | | | | | | | |
| | | 1 *Dk* | 22 | | | | | | | | | | | Hutson&Son,Glasgow | | | | |
| 1218 | **Mount Royal** | SteelSc4MstSr | 7064 | ✝100A1 Cff *d*† | | | 1898 | C.S.Swan& Hunter,Ld. Newcastle | CanadianPacific Ry.Co. | 470·0 | 56·0 | 32·0 | Liverpool British | T.3Cy.28″,46″&75″–54″ (*s*) | | 34 | 10 | |
| 109498 | *G.S.Webster* –01 | *ss*Bry.No.1–02 | 6744 | 11,12,03 | Liv | | 11mo | | | | | | | 180lb 505NH | | 34 | 10 | |
| QKML | | 2 *Dks*(*Stl*)3*tr B*&*deep framing*& | 4599 | | | | | | | | | FK | | 3SB.9*rf*,gs174,hs6880 FD | | | | |
| | | *Elec.light* *Shelter dk*(*Stl–ptwss*) | | | | | *Lloyd's SA&CP* | | *WB*=*Cell DBa* 150′*u E*&*B*50″*f*208′151*t DTa* | | | | 3 *BHCem* | Cen.Mar.Eng.Wrks.WHpl | | | | |
| | | | | | | | | | | | | | | *f*33′800*t FPT* 140*t APT*55*t* | | | | |
| * 1219 | **Mount Temple** | SteelTwinSc | 8790 | ✝100A1 Lon *e*† | | | 1901 | Armstrong Whitworth &Co.Ld Newcastle | CanadianPacific Ry.Co. | 485·0 | 59·0 | 30·4 | Liverpool British | T.6Cy.22″,37″&61″–48″ (*s*) | | 33 | 6 | |
| 113496 | *J.V.Forster* –03 | 4MstSr | 7229 | *Shelter dk* | | | 9mo | | | B *on Shelter dk*107′ | | | | 180lb 694NH | | 37 | 4 | |
| SPCJ | | 2 *Dks*(*Stl*)& *Web frames*& | 6661 | 5,04 | | | | | | | | FK | | 3SB,12*cf*,gs237,hs10056 FD | | | | |
| | | *Elec.light* *Shelter dk*(*Stl*) | | | | | | | | | | | | Wllsnd Slpwy.Co.Ld.Nwc | | | | |
| | | *Ref.Mchy.* | | | | | *Lloyd's SA&CP* | | *WB*=*Cell DBa* 178′*u* | *E*&*B*65′*f*189′1832*t* | | | | *DTa*33′982*t* | | | | |
| | | | | | | | | | | | | | | *DT f*30′1000*t APT*75*t* | | | | |
| 1220 | **Mount Vernon** | SteelScSr | 1043 | | | | 1900 | Bergens Mek.Verk. Bergen | O.&A.Irgens | 227·7 | 31·9 | 15·0 | Bergen Norwegian | T.3Cy.19″,30″&50″–38″ 143NH | | | | N |
| | *C.Falsen98–00* | | 786 | | | | | | | Q75*t*B103*t*H53*t* | | | | | | | | |
| JPDM | | 1 *Dk* | 648 | | | | | | | F25*t* | | | *WB* | Bergens M.V.Bergen | | | | |
| 1221 | **Mount Viso** | SteelScK | 184 | | | | 1898 | Cumming &Ellis Inverkeithng | Muirhead'sTrwlrs Ld. (W.G. Muirhead,*Mgr.*) | 109·0 | 21·1 | 10·4 | Granton British | C.2Cy.21″&42″–24″ 75RH | | | | |
| 108586 | *R.Hall* –99 | | 159 | | | | | | | | | | | | | | | |
| | | 1 *Dk* | 22 | | | | | | | | | | | Hutson&Son,Glasgow | | | | |
| 1222 | **Mountaineer** | IronPadSk | 178 | | | | 1858 | T.Wingate &Co. Glasgow | D.MacBrayne | 180·0 | 19·1 | 7·1 | Glasgow British | 1Cy.48″–42″ NB84 80RH | | | | |
| 21381 | *D.McIntyre* –93 | (*ex*Hero) | 157 | | | | | | | | | | | | | | | |
| NGCK | | | 60 | | | | | | | | | | | alt.92Hutson&Corbett,Gls | | | | |
| 1223 | — | IronPadSr | 109 | | | | 1879 | ..... Lake Waktapu,N.Z. | NewZealandGovernment (Marine Department) | 125·0 | 16·8 | 7·8 | Dunedin, N.Z. British | 2Cy. 60RH | | | | |
| 57649 | *J.G.Summers88–92* | | 98 | | | | | | | | | | | | | | | |
| | | 1 *Dk* | 66 | | | | | | | | | | | | | | | |
| 1224 | **Mountby** *Outhwaite* –04 | SteelScSr | 3263 | ✝100A1 Cff *u* | | | 1898 | W.Gray& Co.Ld. W Hartlepool A&CP | R.Ropner&Co. | 325·0 | 47·0 | 22·4 | W.Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) | | 24 | 10 | |
| 106994 | ~~*C.J.Payne* –00~~ | *ss*Shl.No.1–03 | 2815 | 2,01 2,03 10,04 | | | 12mo | | | P27′B82′F80′ | | FK | | 160lb *80lb* 256NH | | 24 | 4 | 6 |
| QMHV | | 1 *Dk*(*Irn*)2*tr B*&*deep framing*, 3 *Dk rule* | 2114 | B87,04 | | | | | *WB*=*Cell DB*a&*u E*130′*f*136′732*t* | | | | *A* | 2SB.6*rf*,gs85,hs3710 Cen.Mar.Eng.Wrks.WHpl | | | | |
| | | | | | | | | | | | | | | *APT*53*t* | | | | |
| 1225 | **Mountfields** | SteelScSr | 3038 | ✝100A1 Shl *u* | | | 1901 | W.Gray& Co.Ld. W Hartlepool A&CP | DoughtyShppg.Co Ld. (H.Doughty& Co.*Mgrs.*) | 325·0 | 47·2 | 22·4 | W. Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) | | 24 | 10 | |
| 112444 | *P.Boyle* –01 | | 2822 | 10,04 2,05 | | | 2mo | | | P27′B88′F80′ | | FK | | 160lb *80lb* 257NH | | 24 | 4 | 6 |
| SFTQ | | 1 *Dk*(*Irn*)2*tr B*&*deep framing*, 3 *Dk rule* | 1947 | | | | | | *WB*=*Cell DBa* | | | | *A* | 2SB.6*pf*,gs98,hs3738 Cen.Mar.Eng.Wrks.WHpl | | | | |
| | | | | | | | | | | *u*&*u E* 130′*f* 136′732*t* | | | | *APT*53*t* | | | | |
| 1226 | **Mountjoy** | IronScHopperBarge | 368 | | | ... | 1879 | W.Simons &Co. Renfrew | J.Best | 150·2 | 26·2 | 12·1 | Lndndorry British | C.2Cy.22″&38″–27″ NB96 70RH | | | | |
| 81917 | *F.Bray* | | 368 | | | | | | | | | BK7 | | | | | | |
| | | 1 *Dk* | 166 | | | | | | | | | | | W.Simons&Co.,Renfrew | | | | |
| * 1227 | **Mountoswald** | SteelScSr | 3224 | ✝100A1 Cff *s* | | | 1900 | W.Hamilton&Co. Pt.Glasgow A&CP | Lunn&Maccoy | 330·5 | 45·6 | 16·2 | Newcastle British | T.3Cy.24″,40″&65″–42″ (*s*) | | 18 | 6 | |
| 110347 | *F.J.J.Quicke* –04 | | 3029 | *Spar dk* | | | 2mo | | | P31′B118′F40′ | | FK | | 180lb *90lb* 296NH | | | | |
| RMLJ | | *Spar dk*(*Stl*)2*tr B*& *deep framing* | 2079 | *with freeboard* 2,01 | | | | | *WB*=*Cell DB* | lrp01 | | | | 2SB.6*cf*,gs123,hs4639 | | 4 | 7 | |
| | | | | | | | | | | *a*&*u E*114′*f*144′727*t* | | | | *APT*77*t* | D.Rowan&Co.Glasgow | | | |
| 1228 | **Mountpark** | SteelScSr | 1149 | ✝100A1 Grk *n* | | | 1897 | R.Duncan &Co.(Lim.) Pt.Glasgow | Mountpark S.S.Co. Ld(J&J.Denholm) | 225·0 | 34·0 | 15·0 | Greenock British | T.3Cy.17″,29″&47″–33″ (*s*) | | 16 | 0 | |
| 105585 | *J.Pate*~~s~~1–97 | ~~*ss*Grk.No.1–02~~ | 851 | 1,05 | | | 9mo | | | Q160′B19′F29′ | | BK8 | | 160lb *80lb* 121NH | | 16 | 1 | 5½ |
| PTMN | *Well deck* | 1 *Dk*(*Stl*)*Web frames forward* | 597 | | | | | | | | | | | 1SB.3*cf*,gs58,hs1727 | | | | |
| | | *ss*Grk No 2–05 *Hold beams aft* | | | | | *Lloyd's SA&CP* | | *WB*=*Cell DBa*52′ | 84*t M*72*t*23*t*67*t FPT* | | | 4 *BHCem* | Hall-Brwn, Bttry&Co.,Gls | | | | |
| | | | | | | | | | | | | | | 29*t APT* 19*t* | | | | |
| 1229 | **Moura** | SteelTwinScSr | 2027 | | | | 1899 | Armstrong Whitworth &Co.Ld. Newcastle | UnionS.S.Co.of NewZealand,Ld. | 300·0 | 40·6 | 20·1 | Dunedin, N.Z. British | 1.8Cy.(2)17″(2)27½″&(4) 21″–30″ 210NH | | | | C |
| 101726 | *N.Beaumont* | | 1773 | | | | | | | — | | | | WighmRichrdsn&Co.Nwc | | | | |
| PRTD | (*ex*North Lyell) | 2 *Dks* | 1247 | | | | | | | | | | *WB* | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any Special Surveys. No. of Decks, &c. | 3 Register Tonnage Gross Under Deck Net. | 4 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey. Port of Survey. Years allowed now applied. Equipment Letter. | 8 9 Built. When. Ship. Engines. By Whom. Where. | 10 Owners. | 11 Registd Dimensions Deck Erections &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure NHP=Horse power by Society's formulæ, RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Mean Draft Freeboard amidships ft. in. | 15 Load Draft Registered in which Classed, if not in Class Intended Voyage | 16 Time when last here |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1230 SRWM | **Mourne** Iron&SteelScSr<br>*T.Coppack* –03 *ssQns.No.3–6.00*<br>*Well deck ssLiv.No.1–04 1Dk(Irn)*<br>*Mchy Aft* | 221<br>159<br>60 | ✠100A1 Ayr c<br>~~2,000~~ 5,05 Bkn<br>~~Bunker~~ ✠LMC~~6.00~~ | 1894 J.Fullerton&Co. Paisley A&CP | CoppackBros.&Co<br>*Ne fore body(Stl)00* | 125·0 20·1 9·3<br>Q43′B7′F22′ BK6″<br>*WB = FPT42t* | Chester British<br>3BHCem | C.2Cy.16″&32″–22″ (s)<br>100lb 45RH″<br>1SB.2pf,GS30,HS926<br>Hall,Brwn,Buttery&C.Gls. | 10 ″ 1<br>~~s 8 ″ 10~~ | | ~~6.03~~<br>N5,04 |
| 1231 HVNC | **Mouro** IronScBn<br>*E.de Arana02–02 ssBbo.No.3–7.02*<br>*(exSheerness) 1Dk(Irn)&Webframes &pt Awng dk(Irn)* | 2192<br>1646<br>1370 | ✠100A1 Cff s<br>*pt Awng dk*<br>*withfreeboard*<br>~~5,04~~ ~~13,02~~<br>~~BS7.00~~ ✠LMC7,02 | 1889 Richardson 12mo Duck&Co. Stockton A&CP | Cia.VascoCantabrica deNav. F.Pereda.*Mgr.*) | 277·0 37·5 18·4<br>P26′Q98′ BK9½<br>*pt Awng dk177′*<br>*WB = Cell D Ba80′ uE* | Bilbao Spanish<br>1BHpt Asp ptCem<br>24′f64′394t | T.3Cy.21″,35″&58″–36″ (s)<br>160lb 75lb 203NH<br>2SB.4rf,GS84,HS3076<br>T.Richardson&Sons,Hpl. | 21 ″ 9<br>s 8 ″ 1½ | | N5,04 |
| 1232 | **Moush** SteelTwinScSr<br>*F.O.Bierquist* | 635<br>541<br>370 | | 1891 Armstrong Mitchell& Co.(Lim.) Newcastle | St.Petersburg Co.Nadeshda | 198·6 26·6 11·8<br>H40′ F29′ | Astrachan Russian | C.4Cy.19″&35″–20″<br>91NH<br>WallsndS&ECo(Lim)Nwc | | | |
| 1233 QDFB | **Mowe** IronScSr<br>*C.Ahrens* –00<br>1*Dk2trB* | 1093<br>798<br>690 | | 1882 J.C.Tecklenborg Geestemünde | Dampfsch.Ges. Argo | 209·7 32·0 15·0<br>P117′H46′F20′<br>*WB* | Bremen German | C.2Cy.26″&47″–31½″<br>NB04 103NH<br>O.Henniges&Co.,Berlin | | G | |
| 1234 | — IronScSr<br>*Mirsojew (exNadeshda,exMaria, exCarlJohann) 1Dk* | 267<br>—<br>141 | | 1855 Keiller Gothenburg | I.D.Adamoff | 171·0 21·0 10·3 | Baku Russian | C.2Cy.15¾″&31½″–21″<br>NE81 NB97 38NH<br>Lange&Sohn,Riga | | | |
| 1235 | — SteelScTug<br>*B.Lühmann96–92 1Dk* | 152<br>—<br>10 | | 1891 C.Jürgens &Co. Hamburg | Nordischer Bergungs-Verein | 98·2 19·2 10·9 | Hamburg German | C.2Cy.16½″&31″–20½″<br>36NH<br>C.Jürgens&Co.,Hamburg | | | |
| 1236 | **Moy** IronTwinSc<br>*ssDub.No.3–5,02*<br>1*Dk* | | A– Dub<br>*Barge*<br>~~14.00~~ 7,04<br>*For River purposes only*<br>~~Liverpool~~ ~~Mersey~~ | 1897 Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | FK<br>*WB = FPT9t* | Dublin British | 2Cy.10″–14″ (s)<br>100lb 6NH<br>1SB.1pf.GS8,HS407<br>Ross&Walpole,Dublin | 6 ″ 5 | | 5,04 |
| 1237 NBVJ | **Moya** SteelTwinScSr<br>99748 *E.Kearon* –93 1*Dk* | 184<br>182<br>39 | B&M5,04 | 1893 Workman, Clark &Co.Ld Belfast | Commissioners of IrishLights | 126·0 23·0 10·8<br>B32′<br>BK6″ | Dublin British | C.4Cy.16″&30″–18″<br>95RH | 11 ″ 7 | | |
| 1238 NWSL | **Moyune** SteelScSr<br>105724 *D.P.Campbell* –01 *ssBkn.No 2–03*<br>2*Dks(Stl-Uteaks)&deepframing Elec.light* | 4646<br>4400<br>3016 | ✠100A1 Lon y<br>~~12,00~~ 5,05 Bkn<br>~~Bunker~~ ✠LMC6.00 | 1895 D&W Henderson&Co Glasgow *Lloyd'sA&CP* | China Mutual Stm. Nav.Co.Ld. (A. Holt&Co.*Mgrs*) | 410·0 48·1 26·2<br>P44′B110′F47′<br>BK9″<br>*WB = Cell D Ba122′f168′u E&B58′1071t AP745t FPT136t MT24′935t* | Liverpool British<br>6BHCem | T.3Cy.27″,46″&76″–60″ (s)<br>180lb 180lb 532NH<br>3SB.9pf,GS188,HS7068 FD<br>D.&W.Henderson&Co.,Gls | 29 ″ 2 | BT till ~~5.05~~ 1,04 | 6.03 |
| 1239 TBWL | **Mozaffari** IronScBkn<br>53543 *T.L.Moloney01–02 ssDnk.No.3–10,95*<br>*(exVille de Ceara) ~~ssDnk.No.1–99~~*<br>1*Dk(Irn–ws)&Spar dk3trB ssBom.No.2 03* | 2255<br>2118<br>1387 | ✠100A1 Bom t<br>*Spar dk*<br>10,01~~9,02~~<br>BS11,04 ✠LMC10.00 | 1882 Schlesingr, Davis&Co. Newcastle A&CP | Bombay&Persia Stm.Nav.Co.Ld. | 285·0 37·3 26·5<br>B68′F30′<br>FK<br>*WB = DBa 15t FPT50t* | Bombay British<br>1BHCem | C.2Cy.37″&70″–45″ (s)<br>90lb 100lb NDB99 288NH<br>2DB,3pf,GS148,HS5128<br>R.&W.Hawthorn,Nwc. | | | ~~9.02~~<br>11,01 |
| 1240 KJCV | **Mpanjaka** SteelSc<br>2*Dks* | 695<br>573<br>336 | | 1889 Message. Maritimes LaCiotat | MessageriesMaritimes | 209·3 26·1 15·5<br>H112t<br>*WB* | Marseilles French | T.3Cy.14″,16¾″&30″–28½″<br>48NH<br>Forges&C.de laMédit.,Msl | | | |
| 1241 HBDW | **Mukden** SteelScSr<br>*Bialobrjewsky ssNag.No.3–5,02*<br>*(exShen Yang,exMukden.exLord Ailsa) Shelter dk*<br>*Well deck 1Dk(Irn)&Webframes* | *1565*<br>*1070*<br>*881* | ✠100A1 Nag p<br>*Shelter dk*<br>*withfreeboard*<br>5,02<br>~~Liverpool~~ ~~Mersey~~ ✠LMC5,02 | 1891 AilsaShipbuildingCo Troon *Lloyd'sA&CP* | ChineseEastern RailwayCo.Ld. | 244·0 34·1 17·6<br>P190′F33′<br>BK8½″<br>*WB = D Ba55′f92′301t* | Pt.Arthur Chinese<br>4BHCem *FPT47t* | T.3Cy.18″,29″&48″–36″ (s)<br>160lb 80lb NDB00 155NH<br>2SB.6cf,GS96,HS2602<br>Dunsmuir&Jackson,Gls. | 18 ″ 5<br>s 1 ″ 6 | | 5,02 |
| *Now named "Hoten Maru," See No. 35 in Supplement.* | | | | | | | | | | | |
| 1242 HJQD | **Mukogawa Maru** SteelScSr<br>1331 *C.A.Arvidsson92–98 2Dks* | 418<br>384<br>259 | | 1893 Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 157·9 21·0 15·4 | Osaka Japanese | T.3Cy.18″,21″&34″–26″<br>59NH<br>OsakaIronWorks,Osaka | | | |
| 1243 | **Mulgrave** SteelScSp<br>103042 1*Dk&Spar dk* | 485<br>261<br>330 | | 1893 I Matheson &Co. N.Glsgw.N.S. | CanadianGovernment | 114·8 31·0 16·4 | Ottawa British | C.2Cy.22″&42″–30″<br>75RH<br>J.Matheson&Co.N.Gls.N.S | | | |
| 1244 | — IronScSp<br>67240 *F.Emmett* –97 (exNumberThree) 1*Dk* | 263<br>263<br>179 | | 1870 G Robinson &Co. Cork | Palmers'Co.Ld. | 133·2 23·6 10·0 | Newcastle British | 2Cy.22″–21″<br>40RH<br>M.Paul&Co..Dumbarton | | | |
| 1245 JHGD | **Muncaster** IronSc3MstSr<br>3097 *S.H.C.Hammargren* –02 1*Dk2trB*<br>*ssCpn.2ndNo.3–5,98 6thSurvey.5,98*<br>*Mchy.Aft ssHbg.No.1–03 1stSurvey3,03* | 862<br>709<br>516 | ✠100A1 Ham m<br>A1*1 Lv<br>12.03<br>BS3,01 LMC3,98 | 1874 Whitehavn 3mo S.B.Co. Whitehaven A&CP | Angf.Aktieb. Esperance | 232·6 29·2 16·1<br>P65′F35′ DP&S5.98<br>pt N D87 BK8″<br>*WB = DBf142′230t* | Hisingborg Swedish<br>2BHCem *4PT15t* | C.2Cy.24″&46″–24″ (s)<br>75lb 80lb NDB95 86NH<br>1SB.3f,GS55,HS1532 NB81<br>J.Jones&Sons.Liverpool | 16 ″ 10<br>s 2 ″ 8½ | | 5,02 |
| 1246 | **München** *Brixander* SteelScSr<br>72920 ~~F.W.Reinholz 02~~ ssShi.No.3–7,02<br>*Ref.Mchy. 2Dks(1Stl-ws)&Spar dk Elec.light (Stlteak-s)* | 4669<br>3983<br>2946 | 100A1 Lon y<br>*Spar dk*<br>~~6,04~~ 5,02 10,04<br>BS9.04 | 1889 Fairfield Co.(Lim.) Glasgow *Lloyd'sA&CP* | ~~F. Fernholm, Boyd & Co. Ld.~~<br>H.Robertson<br>*WB = DBf42′50t Deep* | 390·5 46·7 23·0<br>P70′B131′F76′ 31·4<br>BK11″<br>*tanks f13′52t FPT* | Shanghai British<br>7BHCem *2PT45t* | T.3Cy.30″,50″&80″–54″ (s)<br>150lb ~~130lb~~ 150lb 567NH<br>2DB&1SB.12cf(s)3rf,GS<br>HS10300<br>FairfieldCo.Ld.Glasgow | 33 ″ 0 | | 7,02 |
| 1247 | — SteelSc<br>*D.Blumenberg01–02 (Trawler)*<br>1*Dk* | 159<br>—<br>44 | | 1897 Bremer "Vulkan" Vegesack | DeutscheDmpfischereiGes.Nordsee | 106·1 21·0 10·2<br>B34′<br>*WB* | Bremen German | C.2Cy.14½″&26″–19½″<br>25NH<br>Bremer"Vulkan,"Vegesck | | G | |
| 1248 | **Muncy** SteelScSr<br>93322 | 3863<br>—<br>2946 | | 1902 Detroit S.B.Co. Wyandotte | Erie&Western TransportationCo. | 350·0 46·0 30·0<br>F32′ | Erie,Pa. Utd.States<br>*WB* | Q.4Cy.19″,27½″,40″&58″–42″<br>218NH<br>DetroitS.B.Co.Detroit | | | |
| 1249 HVNJ | **Mundaka** SteelScSr<br>*R.Luzarraga ssBbo.No.1–04*<br>1*Dk(Irn)&Webframes&pt Awng dk(Irn)* | 2424<br>1767<br>1445 | ✠100A1 Bbo s<br>*pt Awng dk*<br>*withfreeboard*<br>4.04<br>✠LMC4.04 | 1899 W.Gray& Co.Ld. 4mo W Hartlepool A&CP | Cia.Anon.del VaporMundaka (Sota y Aznar)<br>*WB = Cell D Ba* | 290·5 42·2 18·0<br>P25′Q86′<br>*pt Awng dk178′* FK<br>*&uE118′f114′557t* | Bilbao Spanish<br>5BHCem *4PT30t* | T.3Cy.23″,36½″&62″–39″ (s)<br>160lb 80lb 246NH<br>2SB,6rf,GS94,HS5784<br>Cen.Mar.Eng.Wrks.W Hpl | 20 ″ 2<br>s 8 ″ 6 | | 4,04 |
| 1250 HKFS | **Mundurucus** SteelTwinScSr | 165<br>—<br>93 | | 1883 Aitken& Mansel Glasgow | Biseau&Mitchell | 120·5 20·0 7·2<br>F13t | Para Brazilian | C.4Cy.16″&19″–21″<br>28NH<br>Lees,Anderson&Co.,Gls. | | | |

| Numéro d'Ordre / Numero / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Crête. Pont de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Donne. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. IHP.=Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge Nette. Pression. Tons. Pds. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1208 KJBT | **Mouette** WoodScSrTug 1 *Dk* | 119 — 17 | | 1892 | A. Bourrelly, fils. Marseilles | E. Talon | 85·2 18·4 9·9 | Marseilles French | C.2Cy.17″&31½″–19½″ 87NH Stapfer de Duclos & Co., Msl. | | |
| 1209 KJCF | **Mouhot** *Bouille* IronScSr 2 *Dks* | 178 — 102 | | 1881 | Scott & Co. Greenock | Messageries Fluviales de Cochinchine | 135·7 19·9 7·2 | Saigon French | C.2Cy.15″&27″–15″ 24NH Scott & Co., Greenock | | |
| 1210 104239 | **Moulmein** *G. Marks* –95 IronScK 1 *Dk* | 151 142 40 | ✝ Shl *Stm Trawler* 6,95 | 1895 6mo | Edwards Bros. N. Shields | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 106·0 20·6 11·0 BK7½ | Hull British | T.3Cy.12″,18″&30″–21″ 60RH 1SB.2*pf*,GS26,HS910 *3 B H Cem* N.E. Mar. Eng. Co. (Lm.) Sld | 11·10 | |
| 1211 108584 | **Mount Blanc** SteelScK 1 *Dk* | 178 — 53 | … *Now named "Active," See No. 94 in Supplement.* | 1898 | Cumming & Ellis Inverkeithing | Muirhead's Trwlrs. Ld. (W.G. Muirhead, *Mgr.*) | 109·0 21·1 10·4 Q18′F19′ BK7½ | Granton British | T.3Cy.12¾″,20″&32″–23″ 55RH MacColl & Pollock, Sld. | 11·9 | |
| 1212 108583 | **Mount Cenis** *R. King* –99 SteelScK 1 *Dk* | 178 160 53 | ✝ Lth *Stm Trawler* 6,98 *Now named "Alert," See No. 93 in Supplement.* | 1898 6mo | Cumming & Ellis Inverkeithing | Muirhead's Trwlrs. Ld. (W.G. Muirhead, *Mgr.*) | 109·0 21·1 10·4 Q18′F19′ BK7½ | Granton British | T.3Cy.12¾″,20″&32″–23″ 55RH 3SB.2*pf*,GS33,HS910 *3 B H Cem* MacColl & Pollock, Sld | 11·9 | |
| 1213 91128 | **Mount Desert** WoodPad | 457 284 284 | | 1879 | Goss & Sawyer Bath, Me. | Eastern S.S. Co. | 162·4 27·1 9·6 | Portland, Me. Utd. States | B.1Cy.40″–108″ 128NH Portland Co. Portland, Me. | | |
| 1214 92004 KFGD | **Mount Hope** WoodPad | 880 — 440 | | 1888 | ..... Chelsea, Mass | D. C. Lawton | 193·1 58·8 11·5 | Providence, R.I. Utd. States | | | |
| 1215 91836 JWNQ | **Mount Kembla** *J. Nutman* –98 SteelScSr *Well deck* 1 *Dk(Stl)* | 716 524 449 | ✝ Syd *i* 10,89 | 1885 6mo | M. Pearse & Co. Stockton | Mount Kembla Coal & Oil Co. Ld. | 180·0 28·0 13·2 Q68′ B46′ F27′ *WB = DBa49′f59′116t* | Sydney NSW British *4 B H* | C.2Cy.24″&45½″–30″ 88RH Blair & Co. (Lim.), Stockton | 13·11 | |
| 1216 84207 VKFH | **Mount Lebanon** *W. Macintosh*99–00 IronSc3MstSr *ss* Nts. No.3–6,95 *ss* Lth. No.2–01 2 *Dks(Irn–Uws)3tr B* | 2420 2232 1493 | ✝100A1 Gls *u* 8,043 | 1881 2mo | A. Stephen & Sons Glasgow | Mossgiel SS. Co. Ld. (J. Bruce & Co. *Mgrs.*) *Lloyd's A&CP* | 319·5 38·0 24·6 P36′B22′F38′ ND94 BK10″ *WB = Cell DB228′395t* | Glasgow British *6 B H Cem* | C.2Cy.38″&68″–45″ (*s*) 75lb *80lb* NDB01 258NH 2DB.*8pf*,GS128 A. Stephen & Sons, Glasgow | 27·5 | |
| 1217 108587 | **Mount Rosa** *T. Jinks* –99 SteelScK 1 *Dk* | 184 159 22 | | 1898 | Cumming & Ellis Inverkeithing | Muirhead's Trwlrs. Ld. (W.G. Muirhead, *Mgr.*) | 109·0 21·1 10·4 | Granton British | C.2Cy.21″&42″–24″ 75RH Hutson & Son, Glasgow | | |
| 1218 109498 QKML | **Mount Royal** *G.S. Webster* –01 SteelSc4MstSr *ss* Bry. No.1–02 2 *Dks(Stl)3tr B&deep framing& Elec.light Shelter dk(Stl–ptws)* | 7064 6744 4599 | ✝100A1 Cff Liv 11, 11½, 12 *d*† *Lloyd's A&CP* | 1898 11mo | C.S. Swan & Hunter, Ld Newcastle | Canadian Pacific Ry. Co. *WB = Cell DBa 150′ u E&B 50′ f208′ 1515t DTa* | 470·0 56·0 32·0 FK *6 B H Cem* 35′ 1080t *DT* | Liverpool British | T.3Cy.28″,46″&75″–54″ (*s*) 180lb 505NH 3SB.*9rf*,GS174,HS6880 FD Can. Mar. Eng. Wrks. W Hpl *f33′800t FPT 140t APT55t* | 34·10 ·7·10 | |
| 1219 113496 SPCJ | **Mount Temple** *J.V. Forster* –03 SteelTwinSc 4MstSr 2 *Dks(Stl)&Web frames& Elec.light Shelter dk(Stl) Ref. Mchy.* | 8796 7229 6661 | ✝100A1 Lon *e*† *Shelter dk* 5,04 | 1901 9mo | Armstrong Whitworth & Co. Ld Newcastle | Canadian Pacific Ry. Co. *Lloyd's A&CP WB = Cell DBa 178′u E&B65′f189′1832t* | 485·0 59·0 30·4 B *on Shelter dk*107′ FK *7 B H Cem* *DTa*33′ 982*t* | Liverpool British | T.6Cy.22″,37″&61″–48″ (*s*) 180lb 694NH 3SB.*12cf*,GS237,HS10056 FD Wilsnd Slpwy. Co. Ld. Nwc *DT f* 80′1000*t APT75t* | 33·6 ·7·4 | |
| 1220 JPDM | **Mount Vernon** *C. Falsen*93–00 SteelScSr 1 *Dk* | 1043 786 648 | | 1900 | Bergens Mek. Verk. Bergen | O. & A. Irgens | 227·7 31·9 15·0 Q75*t* B103*t* H53*t* F25*t* *WB* | Bergen Norwegian | T.3Cy.19″,30″&50″–33″ 143NH Bergens M. V. Bergen | | N |
| 1221 108586 | **Mount Viso** *R. Hall* –99 SteelScK 1 *Dk* | 184 159 22 | | 1898 | Cumming & Ellis Inverkeithing | Muirhead's Trwlrs Ld. (W.G. Muirhead, *Mgr.*) | 109·0 21·1 10·4 | Granton British | C.2Cy.21″&42″–24″ 75RH Hutson & Son, Glasgow | | |
| 1222 21381 NGOK | **Mountaineer** *D. McIntyre* –93 IronPadSk (*ex* Hero) | 178 157 60 | | 1858 | T. Wingate & Co. Glasgow | D. MacBrayne | 180·0 19·1 7·1 | Glasgow British | 1Cy.48″–42″ NB84 80RH alt.92 Hutson & Corbett, Gls | | |
| 1223 57649 | — IronPadSr 1 *Dk* | 109 98 66 | | 1879 | ..... Lake Waktpu, N.Z. | New Zealand Government (Marine Department) | 125·0 16·8 7·8 | Dunedin, N.Z British | 2Cy. 60RH | | |
| 1224 QMHV | **Mountby** *Outhwaite* –04 SteelScSr ~~C.J. Pegram 03~~ *ss* Shl. No.1–03 1 *Dk(Irn)2tr B&deep framing 3 Dk rule* | 3263 2818 2114 | ✝100A1 Cff *u* 2,01 2,01 10,04 BS7,04 | 1898 12mo | W. Gray & Co. Ld. W Hartlepool A&CP | R. Ropner & Co. *WB = Cell DBa&uE130′f136′732t* | 325·0 47·0 22·4 P27′B82′F30′ FK *4 B H Cem* *APT53t* | W. Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 256NH 2SB.*6rf*,GS85,HS8710 Can. Mar. Eng. Wrks. W Hpl | 24·10 ·4·6 | |
| 1225 112434 SFTQ | **Mountfields** *P. Boyle* –01 SteelScSr 1 *Dk(Irn)2tr B&deep framing 3 Dk rule* | 3038 2822 1947 | ✝100A1 Shl *u* 10,04 2,01 | 1901 2mo | W. Gray & Co. Ld. W Hartlepool A&CP | Doughty Shpg. Co Ld. (H. Doughty & Co. *Mgrs.*) *WB = Cell DBa&uE130′f136′732t* | 325·0 47·2 22·4 P27′B88′F30′ FK *5 B H Cem* *APT53t* | W. Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 257NH 2SB.*6pf*,GS98,HS8738 Can. Mar. Eng. Wrks. W Hpl | 24·10 ·4·6 | |
| 1226 91917 | **Mountjoy** *F. Bray* IronScHopperBarge 1 *Dk* | 368 368 166 | … | 1879 | W. Simons & Co. Renfrew | J. Best | 150·2 26·2 12·1 BK7″ | Lndndorry British | C.2Cy.22″&38″–27″ NB96 70RH W. Simons & Co., Renfrew | | |
| 1227 110347 RMLJ | **Mountoswald** *F.J.J. Quicke* 04 SteelScSr *Spar dk Stl)2tr B& fydeep framing* | 3224 3029 2079 | ✝100A1 Cff *s* *Spar dk with freeboard* 2,04 | 1900 2mo | W. Hamilton & Co. Pt. Glasgow A&CP | Lunn & Maccoy *WB = Cell DBa&uE114′f141′727t* | 330·5 45·6 16·2 P31′B118′F40′ 38·9 lrp01 FK *6 B H Cem* *APT77t* | Newcastle British | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 296NH 2SB.*6cf*,GS123,HS4539 D. Rowan & Co. Glasgow | 18·6 ·4·7 | |
| 1228 105585 PTMN | **Mountpark** *J. Pott*81–97 ~~Mtn. No.1–02~~ SteelScSr *Well deck 1 Dk(Stl) Web frames forward ss* Grk No.2–03 *Hold beams off* | 1149 851 597 | ✝100A1 Grk *n* 1,054 | 1897 9mo | R. Duncan & Co. (Lim.) Pt. Glasgow *Lloyd's A&CP* | Mountpark S.S. Co. Ld (J. & J. Denholm) *WB = Cell DBa52* | 225·0 34·0 15·0 Q160′B19′F29′ BK8″ *84t MT23′267t FPT* | Greenock British *4 B H Cem* *APT77t* | T.3Cy.17″,29″&47″–33″ (*s*) 160lb *80lb* 121NH 1SB.3*cf*,GS58,HS1727 Hall-Brwn, Bttry & Co., Gls | 16·0 ·1·5 | |
| 1229 101726 PRTD | **Moura** *N. Beaumont* (*ex* North Lyell) SteelTwinScSr 2 *Dks* | 2027 1773 1247 | | 1899 | Armstrong Whitworth & Co. Ld. Newcastle | Union S.S. Co. of New Zealand, Ld. | 300·0 40·6 20·1 — *WB* | Dunedin, N.Z. British | T.8Cy.(2)17″(2)27½″&(4) 21″–30″ 210NH Wigham Richrdsn & Co. Nwc | | C |

| No. in Book / Official No. / Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage | Particulars of Classification. Character. — ✠ for Special Survey. Date of Survey. | Port of Survey | Years Classed, if not now entered. Equipment Letter. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ. HP=power by Ship's Register. Particulars of [illegible] Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Remarks. In which classed, if not in Last Entered Column. | Date when last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1230 | **Mourne** Iron&SteelScSr | 221 | ✠100A1 | Ayr | *c* | 1894 | J.Fuller-ton&Co. | Coppack Bros.&Co | 125·0 | 20·1 | 9·3 | Chester | C.2Cy.16″&32″–22″ (*s*) | 10 ″ 1 | | ~~2,08~~ |
| 10209 | *T.Coppack* –03 *ss*Qns.No.3–6,00 | 159 | 5,08 | Man | | 1mo | Paisley | | Q43′B7′F22′ | BK6″ | | British | 100lb 45RIP | s – 10 | | N9,04 |
| SRWM | *Well deck ss*Liv.No.1–04 1*Dk*(*Irn*) | NR | ~~1,04~~ | ✠LMC'04 | | | A&CP | *Ne* | *w fore body*(*Stl*)00 | | | | 1SB.2*pf*,GS30,HS926 | | | |
| | *Mchy.Aft* | | | | | | | *WB* | = *FPT12t* | | | | Hall,Brwn,Buttery&C.Gls. | | | |
| 1231 | **Mouro** IronScBn | 2192 | ✠100A1 | Cff | *s* | 1889 | Richardson | Cia.VascoCantabrica deNav. | 277·0 | 37·5 | 18·4 | Bilbao | T.3Cy.21″,35″&58″–36″ (*o* | 21 ″ 9 | | ~~8,04~~ |
| | *E.de Arana*02–02 *ss*Bbo.No.3–7,02 | 1646 | *pt Awng dk* | Bbo | | 12mo | Duck&Co. | (F.Peroda.,*Mgr.*) | P26′Q98′ | BK9½″ | | Spanish | 160lb *75lb* 203NH | s 8 – 1½ | | |
| HVNC | (*ex*Sheerness) 1*Dk*(*Irn*)&*Webframes* | 1370 | *withfreeboard* | | | | Stockton | | *pt Awng dk*177′ | | | 4*BHpt Asp* | 2SB.4*rf*,GS81,HS3076 | | | |
| | *&pt Awng dk*(*Irn*) | | 6,04 | | | | A&CP | | | | | *pt Cem* | T.Richardson&Sons,Hpl. | | | |
| | | | ~~Bbo 7,02~~ | ✠LMC'07 | | | | *WB* | = *Cell D Ba*80′ *uE* | | | 24′*f*54′394*t* | | | | |
| 1232 | **Moush** SteelTwinScSr | 635 | | | | 1891 | Armstrong | St.Petersburg Co.Nadeshda | 198·6 | 26·6 | 11·8 | Astrachan | C.4Cy.19″&35″–20″ | | | |
| | *F.O.Bierquist* | 511 | | | | | Mitchell& Co.(Lim.) | | H40′ | F29′ | | Russian | 91NH | | | |
| | | 370 | | | | | Newcastle | | | | | | WallsndS&ECo(Lim)Nwc | | | |
| 1233 | **Mowe** IronScSr | 1093 | | | | 1882 | J.C.Tecklenborg | Dampfsch.Ges. Argo | 209·7 | 32·0 | 15·0 | Bremen | C.2Cy.26″&47″–31½″ | | G | |
| | *C.Ahrens* –00 | 798 | | | | | Geestemünde | | P117′H46′F20′ | | | German | NB04 103NH | | | |
| QDPB | 1*Dk*2*tr B* | 690 | | | | | | | | | | *WB* | O.Henniges&Co.,Berlin | | | |
| 1234 | — IronScSr | 267 | | | | 1855 | Keiller | I.D.Adamoff | 171·0 | 21·0 | 10·3 | Baku | C.2Cy.15¾″&31½″–21″ | | | |
| | *Wirsojew* (*ex*Nadeshda,*ex*Maria, *ex*CarlJohann) 1*Dk* | — | | | | | Gothenburg | | | | | Russian | NE81 NB97 38NH | | | |
| | | 141 | | | | | | | | | | | Lange&Sohn,Riga | | | |
| 1235 | — SteelScTug | 152 | | | | 1891 | C.Jürgens &Co. | Nordischer Bergungs-Verein | 98·2 | 19·2 | 10·9 | Hamburg | C.2Cy.16½″&31″–20½″ | | | |
| | *B.Lühmann*96–92 1*Dk* | — | | | | | Hamburg | | | | | German | 86NH | | | |
| RJKH | | 10 | | | | | | | | | | | C.Jürgens&Co.,Hamburg | | | |
| 1236 | **Moy** IronTwinSc | | A– | Dub | | 1897 | Ross& | A.Guinness,Son& Co.Ld. | | | | Dublin | 2Cy.10″–14″ (*s*) | 6 ″ 5 | | 5,04 |
| | *ss*Dub.No.3–5,02 | | *Barge* | | | 9mo | Walpole | | | | | British | 100lb 6NH | | | |
| | 1*Dk* | | ~~1,04~~ 5,03 7,04 | | | | Dublin | | | | FK | 2*BHCem* | 1SB.1*pf*.GS8,HS407 | | | |
| | | | *For River purposes only* | | | | | | | | *WB* | = *FPT9t* | Ross&Walpole,Dublin | | | |
| | | | ~~B&M'04~~ | ~~Dub~~ | | | | | | | | | | | | |
| 1237 | **Moya** SteelTwinScSr | 184 | B&MS5,04 | | ... | 1893 | Workman, Clark &Co.Ld | Commissioners of IrishLights | 126·0 | 23·0 | 10·8 | Dublin | C.4Cy.16″&30″–18″ | 11 ″ 7 | | |
| 99748 | *E.Kearon* –93 1*Dk* | 182 | | | | | Belfast | | B32′ | | BK6″ | British | 95RH | | | |
| NBVJ | | 39 | | | | | | | | | | | Wrkmn,Clrk&Co(L),Bel. | | | |
| 1238 | **Moyune** SteelScSr | 4646 | ✠100A1 | Lon | *y* | 1895 | D&W Henderson&Co | ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs*.) | 410·0 | 48·1 | 26·2 | Liverpool | T.3Cy.27″,46″&76″–60″ (*s*) | 29 ″ 2 | BT till ~~5/05~~ 1/06 | 6,03 |
| 105724 | *D.P.Campbell* –01 *ss*Bkn.No 2–03 | 4400 | ~~5,03~~ 5,05 | Bkn | | 8mo | Glasgow | | P44′B110′F47′ | | BK9″ | British | 180lb *180lb* 532NH | | | |
| NWSL | 2*Dks*(*Stl-Uteaks*)&*deepframing* | 3016 | ~~Bkn 5,05~~ | ✠LMC'05 | | *Lloyd's*A&CP | | | | | | 6*BHCem* | 3SB.9*pf*,GS188,HS7068 FD | | | |
| | *Elec.light* | | | | | | | *WB* = *Cell D* | *Ba*122′*f*168′*uE&B* | | | 58′1071*t AP* | D.&W.Henderson&Co.,Gls | | | |
| | | | | | | | | | | | | *T*45*t FPT*1361*MT*24′335*t* | | | | |
| 1239 | **Mozaffari** IronScBkn | 2255 | ✠100A1 | Bom | *t* | 1882 | Schlesingr, | Bombay&Persia Stm.Nav.Co.Ld. | 285·0 | 37·3 | 26·5 | Bombay | C.2Cy.37″&70″–45″ (*s*) | | | ~~8,02~~ |
| 53543 | *T.L.Molony*01–02 *ss*Dnk.No.3–10,95 | 2118 | *Spar dk* | | | 8mo | Davis&Co. | | B68′F30′ | | FK | British | 90lb *100lb* NDB99 288NH | | | 11,04 |
| TBWL | (*ex*Ville de Ceara) ~~*ss*Bom.No.1–99~~ | 1387 | 10,04 ~~3,02~~ | | | | Newcastle | | | | | 1*BHCem* | 2DB,8*pf*,GS148,HS5128 | | | |
| | 1*Dk*(*Irn*–ws)&*Spar dk*3*tr B* | | ~~BS'04~~ 11,04 | ✠LMC'10 | | | A&CP | | | | *WB* = *DBa* | 45*t FPT*50*t* | R.&W.Hawthorn,Nwc. | | | |
| | *ss*Bom.No.2–03 | | | | | | | | | | | | | | | |
| 1240 | **Mpanjaka** SteelSc | 695 | | | | 1889 | Message. Maritimes | MessageriesMaritimes | 209·3 | 26·1 | 15·5 | Marseilles | T.3Cy.14″,16¾″&30″–28½″ | | | |
| | | 573 | | | | | LaCiotat | | H112*t* | | | French | 48NH | | | |
| KJCV | 2*Dks* | 336 | | | | | | | | | *WB* | | Forges&C.de la Médit.,Msl | | | |
| 1241 | **Mukden** SteelScSr | *1565* | ✠100A1 | Nag | *p* | 1891 | AilsaShip-building Co | ChineseEastern RailwayCo.Ld. | 244·0 | 34·1 | 17·6 | Pt.Arthur | T.3Cy.18″,29″&48″–36″ (*s* | 18 ″ 5 | | 5,02 |
| | *Bialobrjevsky* *ss*Nag.No.3–5,02 | *1070* | *Shelter dk* | | | 1mo | Troon | | P190′F33′ | | BK8½″ | Chinese | 160lb *80lb* NDB00 155NH | – 1 ″ 6 | | |
| HBDW | (*ex*Shen Yang,*ex*Mukden.*ex*Lord Ailsa) | *881* | *withfreeboard* | | | | | | | | | 4*BHCem* | 2SB.6*cf*,GS96,HS2602 | | | |
| | *Well deck* 1*Dk*(*Irn*)&*Webframes* | | 5,02 | | | *Lloyd's*A&CP | | *WB* = *D Ba*55′*f*92′301*t* | | | | *FPT*47*t* | Dunsmuir&Jackson,Gls. | | | |
| | *Now named "Hoten Maru," See No. 35 in Supplement.* | | ~~Nag 5,02~~ | ✠LMC'06 | | | | | | | | | | | | |
| 1242 | **Mukogawa Maru** SteelScSr | 418 | | | | 1893 | Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 157·9 | 21·0 | 15·4 | Osaka | T.3Cy.13″,21″&34″–26″ | | | |
| 1331 | *C.A.Arvidsson*92–98 2*Dks* | 384 | | | | | | | | | | Japanese | 59NH | | | |
| HJQD | | 259 | | | | | | | | | | | OsakaIronWorks,Osaka | | | |
| 1243 | **Mulgrave** SteelScSp | 485 | | | | 1893 | Matheson &Co. | CanadianGovernment | 114·8 | 31·0 | 16·4 | Ottawa | C.2Cy.22″&42″–30″ | | | |
| 103042 | 1*Dk&Spar dk* | 261 | | | | | N.Glsgw.N.S. | | | | | British | 75RH | | | |
| | | 330 | | | | | | | | | | | J.Matheson&Co.N.Gls.N.S | | | |
| 1244 | — IronScSp | 263 | | | | 1870 | G Robinson &Co. | Palmers'Co.Ld. | 133·2 | 23·6 | 10·0 | Newcastle | 2Cy.22″–21″ | | | |
| 67240 | *F.Emmett* –97 (*ex*NumberTbree) | 265 | | | | | Cork | | | | | British | 40RH | | | |
| | 1*Dk* | 179 | | | | | | | | | | | M.Paul&Co.,Dumbarton | | | |
| 1245 | **Muncaster** IronSc3MstSr | 862 | ✠100A1 | Ham | *m* | 1874 | Whitehavn | Angf.Aktieb. Esperance | 232·6 | 29·2 | 16·1 | Hisingborg | C.2Cy.24″&46″–24″ (*a*) | 16 ″ 10 | | 5,02 |
| 3097 | *S.H.C.Hammargren* –02 1*Dk*2*tr B* | 700 | A1*1 | Lo | | 3mo | S.B.Co. | | P65′F35′ DF&S5,98 | | | Swedish | 75lb *80lb* NDB95 86NH | s 2 ″ 8½ | | |
| JHGD | *ss*Cpn.2ndNo.3–5,98 6thSurvey.5,98 | 516 | 12,03 | | | | Whitehaven | | ptND87 | | BK8″ | 2*BHCem* | 1SB.3*f*,GS55,HS1532 NB81 | | | |
| | *Mchy.Aft ss*Hbg.No.1–03 1stSurvey3.03 | | ~~Bbo 1,03~~ | ~~LMC'08~~ | | | A&CP | | *WB* = *DB f*142′280*t* | | | 4*PT*15*t* | J.Jones&Sons.Liverpool | | | |
| 1246 | **München** *Brissander* SteelScSr | 4669 | 100A1 | Lon | *t* | 1889 | Fairfield | ~~S.C.Fernham.Boyd~~ | 390·5 | 46·7 | 23·0 | Shanghai | T.3Cy.30″,50″&80″–54″ (*s* | 33 ″ 0 | | 7,02 |
| 72920 | ~~*Wm.Reclinin* –99 *ss*~~Shi.No.3–7,02 | 3983 | *Spar dk* | | | | Co.(Lim.) | ~~&Co.Ld.~~ | P70′B131′F76′ | 51′1 | | British | 150lb ~~*150lb*~~ 150*lb* 567NH | | | |
| | *Ref.Mchy.* 2*Dks*(1*Stl*–ws)&*Spar dk* | 2946 | ~~4,04~~ 2,02 | 10,04 | | | Glasgow | J.Robertson | | | BS117 | 7*BHCem* | 2DB&1SB.12*cf*&3*rf*,GS | | | |
| | *Elec.light* (*Stl*teak–s) | | ~~BS'04~~ 9,04 | ~~LMC'02~~ | | *Lloyd's*A&CP | | *WB* = *DB f*12′50*t Deep tanks f*18′52*t FPT* | | | | 27*t APT*45*t* | HS10300 | | | |
| | | | | | | | | | | | | | FairfieldCo.Ld.Glasgow | | | |
| 1247 | — SteelSc | 159 | | | | 1897 | Bremer "Vulkan" Vegesack | DeutscheDmpfsschereiGes.Nordsee | 106·1 | 21·0 | 10·2 | Bremen | C.2Cy.14¼″&26″–19½″ | | G | |
| | *D.Blumenberg*01–02 (*Trawler*) | — | | | | | | | B34′ | | | German | 25NH | | | |
| QGLN | 1*Dk* | 44 | | | | | | | | | *WB* | | Bremer "Vulkan," Vegesck | | | |
| 1248 | **Muncy** SteelScSr | 3863 | | | | 1902 | Detroit S.B.Co. Wyandotte | Erie&Western TransportationCo. | 350·0 | 46·0 | 30·0 | Erie,Pa. Utd.States | Q.4Cy.19″,27½″,40″&58″–42″ | | | |
| 93322 | | — | | | | | | | F32′ | | | | 218NH | | | |
| | *Mchy.Aft* 2*Dks* | 2946 | | | | | | | | | *WB* | | DetroitS.B.Co.Detroit | | | |
| 1249 | **Mundaka** SteelScSr | 2424 | ✠100A1 | Bbo | *s* | 1899 | W.Gray& Co.Ld. | Cia.Anon.del VaporMundaka (Sota y Aznar) | 290·5 | 42·2 | 18·0 | Bilbao | T.3Cy.29″,36½″&62″–39″ (*s*) | 20 ″ 2 | | 4,04 |
| | *R.Luzarraga* *ss*Bbo.No.1–04 | 1767 | *pt Awng dk* | | | 4mo | W Hartlepool | | P25′Q86′ | | | Spanish | 160lb *80lb* 246NH | s ■ – 6 | | |
| HVNJ | 1*Dk*(*Irn*)&*Webframes*&*pt Awng dk*(*Irn*) | 1445 | *withfreeboard* | | | | A&CP | *WB* = *Cell D Ba* | *pt Awng dk*178′ | FK | | 5*BHCem* | 2SB,6*rf*,GS94,HS3784 | | | |
| | | | 4,04 | ✠LMC'04 | | | | | *fwE*118′*f*114′557 | | | 4*PT*30*t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| 1250 | **Mundurucus** SteelTwinScSr | 165 | | | | 1883 | Aitken& Mansel | Biseau&Mitchell | 120·5 | 20·0 | 7·2 | Para | C.4Cy.10″&19″–21″ | | | |
| | | — | | | | | Glasgow | | F13*t* | | | Brazilian | 28NH | | | |
| HKFS | | 93 | | | | | | | | | | | Lees,Anderson&Co.,Gls. | | | |

| Numéro officiel — Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-noms, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Jauge Brute — Pont — Nets | Détails de la Classification. Cote. — Date de la dernière Visite. | Construit. Quand — Par qui — Où. | Armateurs. | Dimensions d'après la Douane. Longueur. Largeur. Creux. | Port d'Armement. — Pavillon. | Machines. Détails des Chaudières & Foyers. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1251 | **Munepoor** Steel Pad Lr | 674 | | 1887 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 250·0 35·1 9·8 | Glasgow British | C.2Cy.37½"&65"–72" 298NH | | |
| 93335 | *Elec. light* | 474 25 | | | | | | Denny & Co., Dumbarton | | |
| 1252 | **Munificent** Steel Sc Sr | 3275 | ✠100A1 Shl *e* | 1892 Short Bros. Sunderland | J. Westoll | 350·0 42·0 17·6 | Sundrland British | T.3Cy.25",40"&66"–42" (*s*) | 20 | 2 |
| 99613 | *M. A. Ramshaw* –03 *ss* Shl. No. 3–4,03 | 3045 | *Spar dk* | A&CP | | P36' B78' F40' 25'6 | | 160lb 290NH | 6 | 4 |
| MLQF | 1 *Dk (Stl) & Spar dk (Stl–WS)* | 2090 | 8,00 ~~1,01~~ *Nwc* LMC 4.04 | | | FK 6 *BH Cem* | | S–H *2pf*, GS120, HS1460 | | |
| | | | BS5.05 | | *WB = Cell D B* 280 764 | *APT 17t* | | W. Allan & Co., Sunderland | | |
| 1253 | **Munin** Steel Sc Sr | 1257 | | 1899 Schiffsw. v. H. Koch Lübeck | Actiesselsk. Dpsk. Munin (Joh. E. v. d. Ohe & Lund) | 241·0 35·2 17·4 | Bergen Norwegian | T.3Cy.16½",27½"&44½"–82½" | | N |
| | *J. Larsen* | | | | | P12' B67' F26' | | 113NH | | |
| JVRS | 1 *Dk* | 776 | | | | *WB* | | J. F. Ahrens, Ottensen | | |
| 1254 | — Iron Sc Sr | 1192 | | 1879 Palmers' Co. (Lim.) Newcastle | B. Stolt-Nielsen | 239·9 33·2 16·0 | Haugesnd Norwegian | C.2Cy.28"&54"–86" | 18 | 9 N |
| | *A. Utne* 01–02 | 1086 | | | | P25' H70*t* F26' | | 120NH | | |
| JVOW | (*ex* Engadine) 1 *Dk 2 tr b* | 731 | | | | BK 8½" | *WB* | Palmers' Co. (Lim.), Nwc. | | |
| 1255 | — Iron Sc Sr | 737 | | 1871 Motala Co. Norrköping | Angt. Aktieb. Svithiod (A. Carlson) | 192·8 27·3 17·0 | Gothenbrg Swedish | C.2Cy.21"&48"–27" | | V |
| 1321 | *G. W. Beselin* 00–04 | 674 | | | | B89' H14*t* | | NE&B96 72NH | | |
| HGDQ | 1 *Dk* | 433 | | | | | *WB* | Motala Co., Motala | | |
| 1256 | **Munkedal** Steel Sc Sr | 164 | | 1896 Eriksbergs M.V. Aktieb. Gothenburg | Munkedals Aktieb. (H. A. Carlander) | 98·5 20·7 10·0 | Munkedal Swedish | C.2Cy.11½"&24½"–16½" | | |
| 2970 | *J. A. Settergren* –08 | 118 | | | | H7*t* B30' | | 21NH | | |
| JGRS | 1 *Dk* | 87 | | | | | | Eriksberg M.V. Aktieb., Got | | |
| 1257 | **Munksjo** Comp Sc Sr | 187 | | 1899 Sixten Grth Sjötorp | Angf. Aktieb. Ran (T. F. Almén) | 100·0 23·0 10·4 | Jönköping Swedish | 1.2Cy.9½"&21"–13½" | | |
| 3670 | *J. Carlsson* 91–00 | 159 | | | | B20' H6*t* | | 13NH | | |
| JLKT | 1 *Dk* | 92 | | | | | | Lundby M.V. Gothenburg | | |
| 1258 | **Munster** Steel Twin Sc Sr | 2641 | | 1897 Laird Bros. Birkenhead | City of Dublin Stm. Packet Co. | 360·0 41·5 27·3 | Dublin British | T.3Cy.2(29")2(45")&4(48")–38" | | |
| 104078 | *R. H. Newton* –04 | 2459 | | | | | | 529NH | | |
| PVKL | 3 *Dks* | 747 | | | | | | Laird Bros., Birkenhead | | |
| 1259 | **Muntok** Steel Sc Sr | 407 | ✠100A1 Bat *g* | 1891 J Fullerton & Co. Paisley | Maats. Banka Transport | 157·0 23·2 11·2 | Batavia Dutch | T.3Cy.14"*f*.22"&35"–30" (*s*) | 11 | 11 |
| | ~~*R. F. Stockmayer* 93–95~~ *P. Williams* –04 | 297 | 12,02 ~~12,02~~ | | | Q81 B12' F25' | | 160lb *80lb* S 0.04 | | 9 |
| TGNF | (*ex* Scott Harley) *ss* Bat. No. 3–12,03 | 224 | *Nwc* LMC 1 | | | BK 6' | 4 *BH Cem* | 1SB, *3cf*, GS47, HS1178 | | |
| | *Well deck* 1 *Dk (Irn)* | | | *Lloyd's A & CP* | *WB = Dk* | *a* 88 *f* 19' 58*t* | *APT* 22*t* | W. Kemp, Glasgow | | |
| 1260 | **Muquy** Iron Sc Sr | 696 | ✠ Gls *k* | 1882 W. B. Thompson Glasgow | Empreza de Nav. Rio de Janeiro (J. de Souza Maciel, *Mgr.*) | 200·0 28·0 14·2 | R. Janeiro Brazilian | C.2Cy.30"&60–33" | | |
| | *D. de S. Cordia, jr.* –95 | 520 | 9,87 | | | P66' B46' F35' | | 172NH | | |
| | (*ex* Parahyba) 1 *Dk 2 tr b* | 378 | | | | *WB = APT* 26*t* | 4 *BH Cem* | W. B. Thompson, Dundee | | |
| 1261 | **Muraji** Steel Sc Sr | 3238 | 100A1 | 1904 Clyde SB. & E. Co. Ld. Pt. Glasgow | Elder, Dempster Shipping, Ld. | 350·1 48·5 19·7 | Liverpool British | T.3Cy.27",48"&72"–48" | 22 | |
| 1198 | *F. Riddick* –04 | 2078 | *Shelter dk* | | | P34' B112' F16' | | | 2 | 6 |
| *For full particulars See No. 3 in Supplement* | | 2016 | | | | | | | | |
| | | | *(Class Contemplated)* | | | | | Clyde S.B. & E. Co. Ld. Pt Gl. | | |
| 1262 | **Murcia** Steel Sc Sr | 2644 | ✠100A1 Npt *t* | 1895 J Readhead & Sons S. Shields | Eng. & Amer. Shpg. Co. Ld. (C. T. Bowring & Co. Ltd. *Mgrs*) | 303·0 41·5 19·1 | London British | T.3Cy.28",36"&61"–42" (*r* | 21 | 7 |
| 104852 | *G. J. Kirton* –02 *ss* Shl. No. 2–08 | 1992 | *pt Awng dk* ~~with freeboard~~ BS8,04 | A&CP | | P29' Q82' BK 10 | | 160lb *100lb* | 8 | 8½ |
| NSGR | 1 *Dk (pt Stl & pt Irn)* 2 *tr b* | 1694 | 1,00 ~~1,01~~ MC 8.03 | | *WB = Cell D Ba* 96 | *pt Awn dk* 192' | 5 *BH Cem* | 2SB, *6cf*, GS81, HS3958 | | |
| | *& pt Awng dk (Irn)* | | | | | *a E & B* 44' *f* 120' 580*t* | *APT* 30*t* | J. Readhead & Sons, S. Shl. | | |
| 1263 | **Murex** Nwc. No. 3–3,05 Steel Sc 3 Mst Sr | 3564 | ✠100A1 Sng *w* | 1892 W. Gray & Co. (Lim.) W Hartlepool | Shell Transport & Trading Co. Ld. (M. Samuel & Co. *Mgrs*.) | 338·0 43·0 26·4 | London British | T.3Cy.25½",40½"&67"–45" (*s* | 28 | 0 |
| 101899 | *A. E. Deacon* –04 ~~*Nwc. No. 2–00*~~ | 3066 | 8,00 10,01 *Nwc* | | | P219' F31' | | 160lb *100lb* NDB 05324 NH | 4 | 10 |
| MRBG | *Mchy. Aft* 2 *Dks (Stl)* *Web frames* | 2329 | *Carrying petroleum in bulk* | A&CP | | FK | 3 *BH Cem* | 3SB, *3rf*, GS103, HS5202 | | |
| | *Well deck* *Elec. light* | | *Fitted for liquid fuel* | | *WB = Cell D* | B64' 117*t* *F P T* 133*t* | *APT* 30*t* | Central Mar. E. Wks., W Hpl | | |
| | | | ~~LMC 1~~ | | | | | | | |
| 1264 | **Muri** Steel Twin Sc Sp | 297 | | 1893 Lobnitz & Co. Renfrew | Niger Co. Ld. | 126·5 26·4 8·9 | London British | C.4Cy.10"&20"–15" | | |
| 102782 | *E. Nelson* –93 1 *Dk* | 243 | | | | | | 33RH | | |
| | | 131 | | | | | | Lobnitz & Co., Renfrew | | |
| 1265 | **Muriel** Steel Sc Sr | 1831 | ✠100A1 Cff *r* | 1898 Grngemth Dockyard Co Grangmouth | Orders & Hand-ford S.S. Co. Ld. | 270·0 40·6 18·5 | Newport British | T.3Cy.20½",33"&53"–36" (*a*) | 20 | 6 |
| 106253 | *S. Thomas* –03 *ss* Cff. No. 1–03 | 1673 | 5.04 | 10mo | | P29' B54' F31' | | 160lb *80lb* | 3 | 1½ |
| QJTH | 1 *Dk (Stl)* & *deep framing* | 1144 | ~~Nwc~~ Yd. MC | A&CP | | FK | 4 *BH Cem* | 2SB, *4cf*, GS77, HS3008 | | |
| | | | ~~BS10,05~~ BS12,04 | | *WB = Cell D Ba* 88 | *a E & B* 36 *f* 104 485*t* | *APT* 24*t* | Hutson & Son, Glasgow | | |
| 1266 | — Iron Sc Sp | 137 | | 1876 J. Parks Chester | ~~W. H. & F. Hudson~~ P. Fenerty | 85·6 20·1 9·8 | Liverpool British | D.2Cy.15"–18" | | |
| 78788 | *J. Cross* 89–88 | 129 | | | | | | 30RH | | |
| | *Mchy. Aft* | 71 | | | | | | F. Galton, Manchester | | |
| 1267 | — Iron Sc Sk | 105 | ✠ Mel *a* | 1881 Hodgson & Soulsby Blyth | Adelaide SS. Co. Ld. | 91·5 18·4 7·3 | Adelaide British | C.2Cy.12½"&22"–18" | | |
| 79415 | *W. Lawson* *ss* Mel. No. 2–91 | 97 | 5.01 | 5mo | | | | 1SB. *1pf*, GS30 25RH | | |
| VTWR | 1 *Dk (Irn)* | 69 | *Nwc* 4 | | *WB = FP T* 6*t* BK 6' | | 3 *BH Cem* | R. & W. Hawthorn, Nwc. | | |
| 1268 | **Murillo** Steel Sc Sr | 2419 | | 1893 J. Priestman & Co. Sunderland | T. Wilson, Sons & Co. Ld. | 301·0 39·5 19·9 | Hull British | T.3Cy.22½",37"&61"–42" | 21 | 2 |
| 102927 | *C. M. Dobson* –03 | 1851 | | | | Q112' | | 242NH | | |
| NGCH | 1 *Dk* & *Web frames* & *pt Awng dk* | 1556 | | | | *pt Awng dk* 187' FK | *WB* | W. Allan & Co., Sunderland | | |
| 1269 | **Muristan** Steel Sc Sr | 2724 | ✠100A1 Cff *t* | 1899 Wood, Skinner & Co. Ld. Newcastle | Anglo-Algerian S.S. Co. (1896), Ld. (F. C. Strick & Co. Ld. *Mgrs*.) | 306·5 43·2 18·3 | Swansea British | T.3Cy.28",38"&61"–39" (*s*) | 20 | 10 |
| 109644 | *J. B. Moore* –02 *ss* Npt. No. 1–03 | 2025 | *pt Awng dk* Npt | | | P27' Q90' | | 160lb *100lb* | 8 | 8 |
| QVFH | 1 *Dk (pt Stl & pt Irn)* & *Web frames* & | 1736 | *with freeboard* | A&CP | | *pt Awng dk* 189' FK | 6 *BH Cem* | 2SB, *4pf*, GS72, HS2910 FK | | |
| | *pt Awng dk (Irn)* | | 1,05 ~~1,01~~ Yd. MC 8.02 | | *WB = Cell D Ba* 96 | *a E* 122 *f* 122' | 608*t* *APT* 32*t* | N.E. Marine Co. Ld. Nwc. | | |
| | | | ~~BS11,02~~ | | | | | | | |
| 1270 | **Muritai** Iron Sc Sr | 225 | ✠ Mel | 1884 J. McArthur & Co. Paisley | Northern SS Co. Ld. | 125·0 22·1 8·5 | Auckland British | C.2Cy.17"&32"–21" | 9 | 3 |
| 89319 | *A. F. Johnson* 82–08 (*ex* Bellinger) | 165 | 6.85 | 8mo | | Q64' B7' F15' | | 15RH | | |
| RLHT | *Well deck* 1 *Dk (Irn)* | 134 | | | *WB =* | *FP T* 9*t* *APT* 15*t* FK | 4 *BH Cem* | W. Kemp, Glasgow | | |
| 1271 | **Murray** Iron Sc Sr | 144 | | 1859 T. B. Seath & Co. Glasgow | ~~W. Pollock~~ P. C. Ashbury | 122·5 16·3 9·4 | Sydny NSW British | C.2Cy.12"&24"–15" | | |
| 92287 | *J. Duncan* –01 | 127 | | | | Q7*t* H10*t* | | 25RH | | |
| QDWV | 1 *Dk* | 90 | | | | | | Anchor Foundry Co. Nelson | | |
| 1272 | **Murrell** Iron Sc Tug | 311 | | 1890 J. H. Dialogue Camden, N.J. | Baltimore & Boston Barge Co. | 125·0 25·0 14·7 | Baltimore Utd. States | T.3Cy.16",24"&40"–28" | | |
| 130506 | | — | | | | | | 85NH | | |
| KHMV | (*ex* Norfolk & Western No. 1) 1 *Dk* | 156 | | | | | | J. H. Dialogue, Camden, NJ | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage — Under deck — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned or expired. Equilibrium Letters. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L.R. Dates of Refs. to Certs. | 15 Date when built or last rem. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1273 | **Murupy** | **IronScSr** | 420 | †100A1 | Rio | *g* | 1882 | Dobson& | Empreza deNav. | 155·6 | 26·1 | 10·5 | R.Janeiro | C.2Cy.21″&40″–30″ (*s*) | | | 1,04 |
| | *J.D.dosSantosBarda97–02* | | 299 | 1.01 | | | 1mo | Charles | Rio deJaneiro | Q60′B32′F24′ | | | Brazilian | 75lb *60lb* NDB92 69NHP | | | |
| | | *ssHul.No.3–7.92* | 244 | | | | | Grangem'th | (J.deSouza Maciel, | | FK | | | 1 *BHCem* | | | |
| | *erGomesIV.exStrath-* | *ssLis.No.2–00* | | | | | *Lloyd's A&CP* | | *Mgr.*) *WB* | *= DBa42 33t FPT* | | | 15t *APT8t* | 1SB,*3pf*,GS47,HS1170 | | | |
| | *Well deck carron)* | *1 Dk(Irn–ptwd)* | | | | | | | | | | | | W.Kemp,Glasgow | | | |
| 1274 | **Murvet** | **IronScBg** | *1360* | | | ... | 1869 | C.Mitchell | IdareiMassousieh | 240·0 | 32·4 | 24·2 | Constanpl | C.2Cy.29″&58″–38″ | 25 | 3 | |
| | | *(exBrazilian)* | 897 | | | | | &Co. | | B20 | | | Turkish | NB82 NE74 161NHP | | | |
| | | *2 Dks3trB* | 886 | | | | | Newcastle | | | | | *WB* | Thompson&Co.,Newcastle | | | |
| 1275 | **Musashino Maru** | **IronScSr** | 2978 | †~~100A1~~ | Yka | *u* | 1881 | Palmers' | OjiroKisenCoshi | 310·7 | 40·2 | 27·9 | Uraga | C.2Cy.38″&71″–48″ (*a*) | 23 | 2 | 8,02 |
| 70?205 | *K Kazima –01* | *ssMsl.No.3–1,94* | 2864 | *Awng dk* | | | 11mo | Co.Ld. | Kaisha | B44′ | BK10″ | | Japanese | 80lb NDB94 261NHP | s 9 | 7½ | |
| JMRN | *(exHindoustan)* | *ssYka.No.2–02* | 2131 | *with freeboard* | | | | Newcastle | | ptN.*Awngdk88′* | | | 6 *BHCem* | 2B,*8pf*,GS128,HS4095 | | | |
| | | *1 Dk(Irn)&Awngdk3trB* | | 8,03 | | | *Lloyd's A&CP* | | | *WB= Cell DB266′460t* | | | | Palmers'Co.Ld.Nwc. | | | |
| 1276 | **Musgrave** | **SteelTwinScSk** | 253 | | | ... | 1897 | Scott& | BelfastHarbour | 115·0 | 24·6 | 11·3 | Belfast | C.4Cy.18″&88″–24″ | 12 | 0 | |
| 106616 | *W.Madden04–04* | | 253 | | | | | Sons | Commissioners | | | | British | 147NHP | | | |
| | *(Tug)* | *1 Dk* | 3 | | | | | Bowling | | | BK7′ | | *WB* | MacColl&Co.(Lim.),Bel. | | | |
| 1277 | **Musician** | **SteelScSr** | 4764 | †100A1 | Liv | *y* | 1894 | C.S.Swan& | CharenteS.S.CoLd | 400·0 | 47·0 | 28·5 | Liverpool | T.3Cy.27″,44″&71″–51″ (*s*) | 31 | 6 | 7.02 |
| 102177 | ~~*M.McVea 04*~~ | *ssLiv.No.2–02* | 4349 | 4,05 | Npt | | 11mo | Hunter | (T.&J.Harrison, | P39′B100′F57′ | FK | | British | 180lb *90lb* 432NHP | s 7 | 1½ | |
| NPFV | *Elec light* | *2 Dks(1 Stl&1 Irn)3trB* | 3047 | | | | | Newcastle | *Mgrs.*) | | 4 *BHCem* | | | 2DB,*12cf*,GS210,HS7236 | | | |
| | *Wo./cradles* | | | | | | *Lloyd's A&CP* | | *WB=* | *Cell DBa123′aEg B* | | | 54′*f*171′961*t* | WllsndSlpwyCo(Lm)Nwc | | | |
| 1278 | **Muskoka** | **WoodSc** | 197 | | | | 1881 | ..... | Muskoka Lakes | 94·0 | 18·0 | 7·3 | Toronto | | | | |
| 88372 | *C.E.Jackson –92* | | — | | | | | Gravenhurst. | Nav.&HotelCo.Ld. | | | | British | 60RH | | | |
| | | | 134 | | | | | Ont. | | | | | | | | | |
| 1279 | **Musques** | **SteelScSr** | 1700 | †100A1 | Bbo | *p* | 1888 | W.Doxford | Cia.Anon.del | 250·0 | 36·0 | 17·1 | Bilbao | T.3Cy.18″,29″&48″–33″ (*a*) | 19 | 4 | ~~4,08~~ |
| | *M.Celaya01–01* | *ssBbo.No.3–10.00* | 1299 | 4,03 | | | 7mo | &Sons | VaporMusques | Q92′B102′F24′ | | | Spanish | 160lb *60lb* 132NHP | | | 5,05 |
| HVPR | *(exCallisto)* | *1Dk(Irn)2trB* | 1007 | | | | | Sunderland | (Sota y Aznar) | | FK 4 *BH* | | *pt Asp pt Cem* | 2SB,*4cf*,GS80 | | | |
| | *Well deck* | *Floors&Inner Bottom Iron* | | | | | A&CP | | *WB* | *= Cell DB200′264t* | | | *4PT46t* | W.Doxford&Sons,Sld. | | | |
| 1280 | **Mustapha Ben Ismail** | **IronScSr** | 556 | | | | 1880 | Scott&Co. | Cie.Générale | 183·0 | 25·6 | 9·3 | St. Nazaire | C.2Cy.25″&50″–30″ | | | V |
| | *Moyon98–00* | *1Dk&Awngdk* | 515 | | | | | Greenock | Transatlantique | | | 16·6 | French | NB95 114NH | | | |
| KJDC | | | 259 | | | | | | | | | | | Scott&Co.,Greenock | | | |
| 1281 | **Mutsu Maru** | **IronScSr** | 915 | † | Yka | *l* | 1884 | H.Murray | NipponYusen | 195·0 | 29·5 | 19·5 | Tokio | C.2Cy.25½″&47½″–33″ | 14 | 2 | |
| 913 | *N.Shimizu01–02* | *ssKob.No.3–8,96* | 877 | *Awng dk* | | | 4mo | &Co. | KabushikiKaisha | | | | Japanese | 106NH | | | |
| HFVJ | | *1Dk&Awngdk3trB* | 567 | *withfreeboard* | | | | Dumbarton | | | BK7½″ | | *1 BHCem* | 1SB,*3pf*,GS78,HS2252 | | | |
| | | | | 5,98 | | | | | | *WB=APT34t* | | | *MT16′103t* | Fleming&Ferguson,Psy. | | | |
| 1282 | **Muttra** | **SteelScSr** | 4644 | † | Mdb | *x* | 1891 | J.Laing | BritishIndiaStm. | 375·0 | 46·7 | 20·7 | Glasgow | T.3Cy.27″,44″&72″–48″ | 28 | 5 | |
| 98970 | *J.R.P.Alexander –03* | *1Dk(Stl)&* | 4207 | *Spar dk* | | | 7mo | Sunderland | Nav.Co.Ld. | P10′B90′F53′ | 28·6 | | British | 379NHP | | | |
| MGTF | *(exMinnaCraig)* | *Spardk(Stl–ws)3trB* | 2985 | 4,93 | | | | | | | BK8″ | | 6 *BHCem* | 2DB.*12rf*,GS188,HS5971 | | | |
| | *Elec.light* | | | | | | | | *WB=* | *CellDB312′689tFPT* | | | *88t APT38t* | G.Clark(Lim.),Sunderland | | | |
| 1283 | **Mutual** | **SteelScSr** | 2128 | †100A1 | Cff | *r* | 1892 | T.Turnbull | T.Smailes&~~Son~~ | 271·5 | 40·8 | 17·8 | Whitby | T.3Cy.21″,34″&56″–36″ (*s*) | 19 | 0 | 8,04 |
| 99144 | *R.Stevenson –03* | *ssCff.No.2–00* | 1556 | *pt Awng dk* | | | 9mo | &Son | Sons S.S.Co.,Ld. | P29′Q70′ | | | British | 160lb *70lb* 187NH | s 8 | 4 | |
| MSGN | | *1 Dk(Irn)&Webframes* | 1351 | *withfreeboard* | | | | Whitby | | *pt Awngdk173′* | FK | | 5 *BHCem* | 2SB,*4cf*,GS60,HS2780 | | | |
| | | *&pt Awngdk(Irn)* | | 2,04 | | | *Lloyd's A&CP* | | | *WB=DBa* | | | *82′f104′486t* | Blair&Co.(Lim.),Stockton | | | |
| 1284 | **Myee** | **SteelTwinScSr** | 145 | | | | 1903 | N.Coast | NorthCoastSteam | 100·0 | 20·1 | 6·4 | SydnyNSW | C.4Cy.8½″&17″–11″ | | | |
| 117603 | *J.Pughe –03* | | 111 | | | | | Stm Nav C.Ld | Nav.Co.Ld. | P28*t* | | | British | 24RH | | | |
| | *Elec.light* | *1Dk* | 86 | | | | | Sydney NSW | | | | | | Bow&McLachlan,Ld.Psy. | | | |
| 1285 | **Myles Standish** | **WoodPad** | 700 | | | | 1895 | ..... | NantasketBeach | 197·8 | 33·6 | 10·9 | Boston | | | | |
| 92656 | *S.B.Brown88–95* | | — | | | | | Chelsea,Mass | SteamBoatCo. | | | | Utd.States | | | | |
| KMHG | | | 340 | | | | | | | | | | | | | | |
| 1286 | **Myleta** | **SteelPad** | 198 | | | | 1891 | Samuda | S.Eastrn&Chathm | 150·0 | 18·6 | 8·2 | London | O.2Cy.30″–33″ | | | BT till 10,04 |
| 99015 | *C.King –03* | | 151 | | | | | Bros.(Lim.) | RlyCos.'Managing | Q46*t* | | | British | 60RH | | | |
| MKLQ | | | 108 | | | | | London | Committee | | | | | T.A.Young&Son,London | | | |
| 1287 | **Mylingen** | **SteelScSr** | 119 | | | | 1903 | Trndhjms | HammerfestKul | 92·8 | 17·0 | 10·0 | Hammrfst | T.3Cy.9½″,15″&24″–16″ | | | N |
| | *E.Angell –02* | | 104 | | | | | Mek.Værks. | Co.(P.Sellæg) | H7*t* | | | Norwegian | | | | |
| MBDC | | *1Dk* | 40 | | | | | Trondhjem | | | | | | TrondhjemsM.V. | | | |
| 1288 | **Myrmidon** | **SteelScSr** | 2556 | | | | 1890 | Scott&Co. | Nederl.Stoomv. | 336·1 | 38·5 | 27·0 | Amstrdam | C.2Cy.26½″&62″–60″ | | | D |
| | *J.Barends* | | 2281 | | | | | Greenock | Maats.Oceaan | P16′B50′F46′ | | | Dutch | FD 248NHP | | | |
| PMJO | | *2Dks* | 1601 | *Now "TatsuMaru," See No. 11 in Supplement* | | | | | | | | | | Scott&Co.,Greenock | | | |
| 1289 | **Myrtledene** | **SteelScSr** | 2571 | †100A1 | NNs | *t* | 1890 | Palmers' | J.T.Lunn&Co. | 312·5 | 40·4 | 24·6 | Newcastle | T.3Cy.23½″,38″&62″–42″ (*a*) | 27 | 5 | 1,02 |
| 98054 | *A.W.Yule98–98* | *ssCff.No.3–1,02* | 2388 | 2,04 | | | 3mo | Co.Ld. | | P29′B58′F40′ | BK10″ | | British | 150lb 253NHP | s 5 | 0½ | |
| LPVS | *(exHarewood)* | *2Dks(1Stl&1Irn)3trB* | 1620 | | | | | Newcastle | | | | | 5 *BHCem* | 2SB,*8pf*,GS127,HS4025 | | | |
| | | | | | | | A&CP | | *WB* | *= Cell DBa102′aE* | | | *20′f24′400t* | Palmers'Co.Ld.Nwc. | | | |
| 1290 | **Mystic** | **SteelSc4MstSr** | 3793 | | | | 1900 | C.S.Swan& | English&Ameri- | 351·0 | 46·1 | 27·7 | London | T.3Cy.23½″,39″&66″–48″ | | | C |
| 112799 | *A.Abbott –02* | | 3483 | | | | | Hunter.Ld. | canShppg.Co.Ld. | P72′B24′F32′ | | | British | 302NHP | | | |
| SDNV | *Mchy.Aft* | | 2432 | | | | | Newcastle | C.T.Bowring&Co | | | | *WB* | Wllsnd.Slpwy.Co.Ld.Nwc. | | | |
| | *Elec.light* | *1Dk* | | | | | | | Ld.*Mgrs.*) | | | | | | | | |
| 1291 | — | **SteelTwinScSr** | 726 | †100A1 | Bel | *m* | 1893 | Harland& | BelfastS.S.Co.Ld. | 220·8 | 29·1 | 14·6 | Belfast | T.6Cy.16″,26″&43″–28″ (*s*) | 15 | 7 | BT till ~~2,05~~ 2,04 |
| 99959 | *F.Howell –04* | *ssBel.No.2–02* | 602 | 2,05 ~~2,03~~ | | | 4mo | Wolff(Lim.) | | P33′B86′F28′ | | | British | 180lb 225NHP | s 2 | 1 | |
| NCKP | | *2Dks(Upt Stl)* | 170 | | | | | Belfast | | | BK7½″ | | 5 *BHCem* | 3SB,*6rf*,GS115,HS3630 | | | |
| | *Elec.light* | | | | | | *Lloyd's A&CP* | | *WB=* | *Cell DB89′93tFPT* | | | 11t *APT13t* | Harland&Wolff(Lim.)Bel. | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 | 5 Détails de la Classification. Cote. Surveillance | 6 Port de Visite. | 7 Terme assigné pour maintenant après Levée de Quille. | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, etc. Longueur. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Hélice. Nbre Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **N. A. S. M. V.** *W. Waardensburg* –03 | SteelSc | | ✝ A Rot | | | 1903 | Bonn& Mees | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) | 130·1 | 21·0 | 6·9 | Rottrdam Dutch | C.2Cy.12½″&25″–15″ (s) | 7 « 3 | |
| | *Mchy. Aft* | 1 *Dk(Stl)* | 256 | *Lighter* 1,05 ✝LMC 10,05 *For River purposes only* | | | 5mo | Rotterdam | | | | FK | *4 BH Cem* | 120lb 32NHP 1SB,*2cf*,gs25,hs680 Machinefabrick Kinderdijk | | |
| 2 | **N. F. Hoffding** *J.O.J. Ellekilde* | SteelScSr | 1437 1267 | | | | 1903 | Helsingörs Jernsk& Msk Elsinore | DampskibsSelsk. Vendila (Svendsen&Christensen, *Mgrs.*) | 249·0 | 37·0 | 15·8 | Copnhagn Danish | T.3Cy.18″,32″&58″–36″ | | V |
| | | 1 *Dk* | 885 | | | | | | | Q90′B108′F27′ | | | *WB* | 169NHP Helsingörs Jernsk.& Msk. | | |
| 3 | **N. G. Petersen** *P. Rasmussen* | SteelScSr | 1282 | ✝100A1 Nwc | *o* | | 1898 | Carmichael 10mo | Dpsksisk. Vendila (Svendsen&Christensen, *Mgrs.*) | 239·1 | 36·2 | 16·8 | Copnhagn Danish | T.3Cy.18″,30″&48″–33″ (s) | 19 « 0 | |
| NKDM | ssGmb.No.1–02 | 1 *Dk(Stl)* | 1161 803 | 4.04 BS1,05 | ✝LMC12,02 | | | | | P19′B58′F22′ | | FK | *4 BH Cem* | 160lb *80lb* 131NHP 1SB,*3cf*,gs59,hs1963 | | |
| | *Mchy. Aft* | *deep framing* | | | | | | | | *B34′f92′345t FPT* | | *WB = Cell DBa70′uE* | *35t APT 20t* | Muir&Houston,Ld.Gls. | | |
| 4 | **N. J. Fjord** *L.F. Meclenburg* | SteelScSr | 1425 798 | | | | 1896 | Lobnitz& Co.(Lim.) Renfrew | Forenede Dmpskib. Selskab | 260·3 | 34·0 | 13·6 21·4 | Esbjerg Danish | T.3Cy.24″,40″&64″–42″ | | |
| NHSJ | *Ref. Mchy. Elec. light* | 2 *Dks&Hurdk* | 653 | | | | | | | | | | *WB* | 265NHP Lobnitz&Co Ld., Renfrew | | |
| 5 | **N. S. de Gracia** *F. Tarnate* | | — — 89 | | | | | | Armstrong& Mackay | | | | Manila Utd. States | | | |
| 6 | **N. S. Del Boschetto** | IronScSr | 2221 | ✝ Sws | *s* | | 1875 | C. Mitchell &Co. Newcastle | S. Razeto fuM. | 295·9 | 36·4 | 26·1 | Genoa Italian | T.3Cy.20½″,38″&70″–45″ | | |
| 303 | *Casarego* ssGen.2nd No.3–5,99 | | 1304 | 3,05 | | | 12mo | | | P86′B68′F46′ | | | *4 BH Cem* | 160lb *80lb* NDN90 259NHP | | |
| QVCP | (*ex* Avanti, *ex* Drenthe) | 2 *Dks3trB* | 1401 | NB10,80 | | | | | | ptND85 lrp01 | BK10″ *WB =* | | *DB96′150t* | 2DB,*Spf*,gs72,hs3010 | | |
| | | | | | | | | | | | | | *Tpd85* | NE Marine Co Ld. Sld | | |
| 7 | **N. Verberckmoes** *V. Lemmens99–02* | SteelScSr | 1493 — | | | | 1890 | J Readhead and Sons S. Shields | Cie. des Bateaux à Vap. du Nord | 250·0 | 33·0 | 23·9 | Dunkirk French | T.3Cy.20″,38″&66″–39″ | | V |
| KLSB | | 2 *Dks&Spardk* | 749 | | | | | | | H39′ | | | *WB* | 189NHP J. Readhead&Sons, S.Shl. | | |
| 8 | **N. Ververiotis** *Vatzis* | SteelScSr | 2397 | ✝100A1 Msl | *t* | | 1894 | A. Stephen &Sons Glasgow | N.M. Ververiotis | 300·0 | 42·0 | 20·4 | Hydra Greek | T.3Cy.21″,34″&56″–42″ (s) | 23 « | |
| | *Vatzis* | ssPir.No.2–03 | 2124 | 5,01 | Cliff | | 11mo | | | P24′B116′F36′ | | FK | *5 BH Cem* | 175lb *90lb* NDN04 221NHP | 3 « 5½ | |
| HKSR | (*ex* Marthara) | 1 *Dk(Irn)* | 1557 | BS5,04 | ✝LMC | | | | | *B38′f76′528t FPT* | | *WB = Cell DBa86′uE* | *20t APT 85t* | 2SB,*Grf*,gs102,hs3460 A. Stephen &Sons, Glasgow | | |
| | | | | MS2,05 | | | | | | | | | | | | |
| 9 | **Naalso** *Moreau* (*Trawler*) | IronScK | *135* *126* | | | ... | 1891 | Earle's Co. (Lim.) Hull | Comte de Lusançay | 96·4 | 20·2 | 10·4 | Le Croisic French | T.3Cy.12″,18″&30″–18″ | 11 « 5 | V |
| KJGC | | 1 *Dk* | *54* | | | | | | | Q16′F19′ | | BK7½″ | | 43NHP Earle's Co.(Lim.), Hull | | |
| 10 | **Nachigawa Maru** | WoodScSr | 179 | | | | 1900 | Mayegawa Tomekichi Osaka | Osaka Shosen Kabushiki Kaisha | 112·0 | 16·0 | 12·9 | Osaka Japanese | C.2Cy.15″&29½″–18″ | | |
| 4525 | | 2 *Dks* | 158 | | | | | | | | | | | 30NHP | | |
| JCPQ | | | 97 | | | | | | | | | | | Ono Seikichi, Osaka | | |
| 11 | **Nachodka** *A. Katterfeld* –02 | SteelScSr | 335 | | | | 1888 | G. Howaldt Kiel | H. Steinau | 141·4 | 23·0 | 13·7 | Libau Russian | T.3Cy.11¾″,22½″&36½″–19½″ | | |
| HBFs | (*ex* Marstrand) | 1 *Dk* | 260 168 | | | | | | | | | | | 66NHP Gebr. Howaldt, Kiel | | |
| 12 | **Nachtigal** *Osten* –02 | SteelTwinScSr | 249 | | | | 1895 | Germania-Werft Kiel | German Government Colonial Dept. | 132·7 | 23·2 | 11·0 | Kamerun German | O.4Cy.11½″&21½″–11¾″ | | G |
| SBCK | | 1 *Dk* | 218 136 | | | | | | | P33′H29′F23 | | | *WB* | 27NHP A.G "Germania," Berlin | | |
| 13 | **Nacion** | Steel&IronScSr | 173 | | | | 1888 | Motala Co. Gothenburg | J. Mudd&Co. | 96·7 | 21·3 | 8·2 | Bns. Ayres Argentine | C.2Cy.11″&22″–16″ | | |
| | (*ex* Göta Kanal III.) | 1 *Dk* | 129 113 | | | | | | | P31′H5t F13′ | | | *WB* | 16NHP Motala Co., Gothenburg | | |
| 14 | **Nacoochee** *A.S. Haskins* | IronScSr | 2680 | | | | 1882 | J. Roach& Son Chester, Pa. | Ocean S.S. Co. | 280·0 | 40·7 | 15·8 24·7 | Savannah Utd. States | T.3Cy.22″,38″&72″–54″ | | S |
| 130249 | | | — | | | | | | | | | | | NB99 381NHP | | |
| JWVM | | 2 *Dks&Spardk* | 1905 | | | | | | | | | | *Tpd.99* | N. Riv. Irn. Wrks. Hbkn, NJ | | |
| 15 | **Naddodd** *G. Gundersen85–90* | WoodScSr | 285 | | | | 1890 | ..... Hardanger | Ole Puntervold | 123·0 | 22·8 | 12·8 | Egersund Norwegian | T.3Cy.10″,16″&26″–18″ | | N |
| JGVL | | 1 *Dk* | 217 162 | | | | | | | Q21t | B11t | H6t | | NE&B97 29NHP Trondhjems M.V. Dronthm | | |
| 16 | **Naderi** *J.G.B. Metcalfe* | SteelScSr | 1878 | ✝100A1 Bom | *r* | | 1891 | W. Dobson &Co. Newcastle | Bombay&Persia Stm.Nav.Co.Ld. | 263·5 | 36·1 | 15·0 | Bombay British | T.3Cy.20″,33″&54″–39″ (s) | 17 « 2 | |
| 97882 | | | 1674 | *Spar dk* | | | 9mo | | | P32′B94′F42′ | | 22·6 FK | 160 | 160lb *70lb* 199NHP | 6 « 0 | |
| MHSD | *W.H. Coates* | ssBom.No.3–3,03 | 1169 | 7,04 ~~8,08~~ | ✝LMC3,03 | | | | | | | | *4 BH Cem* | 2SB,*6pf*,gs104,hs3250 | | |
| | *Elec. light* | 1 *Dk(Stl)* | | Bs7,04 | | | | | *WB = Cell DBa71′uE* | | | | 15′f111′257t | N.E. Marine E.Co(Lm) Wkn. | | |
| 17 | **Nadeshda** *A. Artifekoff* –99 | IronSc3MstSr | 344 | | | ... | 1854 | Blackwood & Gordon Paisley | Russian Co. for Sea River & Land Insurance & Conveyance of Goods | 170·6 | 21·4 | 12·4 | Odessa Russian | O.2Cy.17″&28½″–24″ | | |
| 539 | | | 277 | | | | | | | len68 | | | | NE&B83 83NHP | | |
| HNMW | (*ex* Dunmurry, *ex* Irishman) | | 209 | | | | | | | | | | | Harland& Wolff, Belfast | | |
| | *Mchy. Aft* | | | | | | | | | | | | | | | |
| 18 | — | SteelPadSp | 281 | | | | 1898 | Armstrong Whitworth &Co.Ld Newcastle | St. Petersburg Co Nadeshda | 145·0 | 24·0 | 8·0 | Astrachan Russian | C.2Cy.20″&38″–42″ | | |
| | *J. Tupinsky* | | 207 | | | | | | | | | | *WB* | 78NHP Willand. Slpwy. Co. Ld. Nwc | | |
| | | 1 *Dk* | 173 | | | | | | | | | | | | | |
| 19 | **Nadeshnij** *T.V. Garde97–97* | SteelScSr | 1212 | ✝ | Cpn | *m* | 1897 | Burmeister &Wain Copenhagen | Russian Government | 183·8 | 42·9 | 16·7 23·4 | Vladvostk Russian | C.2Cy.40″&74″–42″ | 18 « 5 | |
| | *Elec. light* | 1 *Dk&Awng dk3trB* | 1795 258 | *Awng dk Ice Breaker with freeboard* 6,97 | | | 3mo | | | | | BK8½″ | 7 *BH Cem* | 397NHP | | |
| | | | | | | | | | *WB = DTa21′84t* | *DT f 15′ 150t* | | *FPT 84t* | *APT 82t* | SB,*12rf*,gs282,hs4200 Burmeister&Wain,Cpn. | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1 No. in Book. Official No. Signal Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 | 4 Registered Tonnage. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions Dock Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. ft. in | 15 Keyways in welded classed, if not in L. R. Date(s) of Tests. | 16 Date when hull classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>111798<br>TCLB | **Nadia**<br>*H.D.Williams* –02<br>1 *Dk(Stl)* | **SteelScSr**<br>ssBly.No.1–04<br>*&deep framing* | 2422<br>2241<br>1552 | ✠100A1<br>7-0[illegible] | Grk<br>Ely | *s* | 1901<br>12mo<br>*Lloyd's* | Grngem'th &Greenock Dockyard Co Greenock<br>*s&GCP* | FrumentumSS.Co. Ltd. (E.L.Weigall, *Mgr.*) | 300·1\|44·6\|20·0<br>P25′B60′F27′<br>FK<br>*WB=Cell D Ba 90′ u* | London<br>British<br>*5 BHCem* | T.8Cy.22″,36″&59″–39″ (*s*)<br>180lb *100lb* 228 NHP<br>2SB,*6cf*,GS115,HS4150<br>Greenock Foundry Co.Grk<br>*b&B38′f 122′640t APT 112t* | 22 ″ 1<br>s 3 ″ 8 | | 12.03<br>7,04 |
| 21<br>96396<br>LMKS | **Nadir**<br>~~Gentleman~~ –03<br>*2Dks(UStl-ws)&deep framing 3 Dk rule*<br>*Elec.light* | **SteelScSr**<br>ssCal.No.8–12.01 | 3142<br>2820<br>2041 | ✠100A1<br>6[illegible]<br>[illegible] | Cal | *v* | 1889<br>12mo<br>*Lloyd's* | Harland& Wolff(Lim.) Belfast<br>*s&GCP* | AsiaticStm.Nav. Co.Ld.<br>*WB=Cell D Ba 90′ 255t FPT* | 345·6\|42·2\|24·5<br>P48′B80′F52′<br>BK9″ | Liverpool<br>British<br>*6 BHCem* | T.3Cy.22″,36″&60″–48″ (*s*)<br>180lb *95lb* 271 NHP<br>2DB,*8rf*,GS115,HS4180<br>Harland&Wolff(Lim),Bel | 28 ″ 1 | | ~~10.03~~<br>6,04 |
| 22<br>JNGC | **Nador**<br>*C.Persaglia* –03<br>(*ex*Bidar,*ex*Castleerag)<br>*Elec.light* | **IronScSr**<br>ssMsl.No.3–3.96<br>1 *Dk(Irn)&Spardk&tr B* | 2863<br>2789<br>1800 | ✠100A1<br>*Spar dk*<br>[illegible] | Shl<br>Opl | *u* | 1884<br>1mo<br>*Lloyd's* | Wigham Richrdsn&Co Newcastle<br>*s&GCP* | Hungarian LevantS.S.Co.Ld.<br>*WB=DB a80′66t FPT56t A* | 330·0\|38·3\|27·7<br>B80′<br>FK<br>*PT25t MT f28′356t* | Fiume<br>Aust.-Hung.<br>*6 BHCem*<br>*bTa24′257t* | C.2Cy.31″&64″–48″ (*s*)<br>100lb *80lb* NDB99 285 NHP<br>2SB,*6pf*,GS110,HS3770<br>WghmRichardsn&Co.Nwc | 21 ″ 1<br>s 7 ~~-1½~~ | | ~~N10.04~~<br>6,04 |
| 23<br>9853<br>NBDW | [illegible]<br>*R.Wylie* –93<br>ssNpt.No.3–2,05<br>*&Webframes&pt Awng dk Irn)* | **SteelScSr**<br>~~ssNpt.No.3–00~~<br>1 *Dk(pt Stl pt Irn* | 2031<br>1622<br>1302 | ✠100A1<br>*pt Awng dk with freeboard*<br>6,05 [illegible] | Cff<br>Hpl | *r* | 1893<br>3mo<br>*Lloyd's* | W.Gray& Co.(Lim.) W Hartlepool<br>*s&GCP* | F.M.Burke<br>*WB=Cell D B 222′419t* | 265·5\|37·1\|19·0<br>P27′Q76′<br>*pt Awng dk 162′BK9″* | W.Hartlpl<br>British<br>*4 BHCem*<br>*APT 23t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb *80lb* 167 NHP<br>2SB,*4rf*,GS52,HS2480<br>CentralMar.E.Wks,WHpl | 21 ″ 3<br>s 8 ~~-6½~~ | | ~~N10.04~~<br>2,05 |
| 24<br>MBQS | **Nagadan**<br>*Brodie*<br>(*ex*CarrickCastle,*ex*CulzeanCastle, *ex*WindsorCastle) | **SteelPadSr**<br>ssP.Gl No.2–99<br>1 *Dk(pt Stl–ws)* | 599<br>456<br>165 | ✠<br>9.00 | P.Gl | *j* | 1891<br>12mo | Southmptn Nav Wrks.Ld Southampton | ChineseEastern RailwayCo.Ld. | 244·6\|28·3\|10·3<br>Q24′B142′F44′<br>FK | Pt.Arthur<br>Russian<br>*8 BHCem* | T.D.3Cy.26″,42″&65″–60″<br>384 NHP<br>1DB,*8rf*,GS156,HS5300 FD<br>Sou.NavalWorks,Ld.Sou. | 11 ″ 0 | | |
| 25<br>JCRH | **Nagahama Maru**<br>2 *Dks* | **WoodTwinScSr** | 141<br>127<br>87 | | | | 1893 | Kitagawa Tobei Otsu | TaikoKisen KabushikiKaisha | 104·4\|15·5\|11·0 | Otsu<br>Japanese | 2Cy.13½″–12″<br>9 NHP | | | |
| 26<br>108765 | **Nagama**<br>1 *Dk* | **SteelTwinSc** | 454<br>454<br>245 | | | | 1898 | W.Denny & Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 180·0\|34·1\|10·7 | Glasgow<br>British | C.2Cy.25″&45″–27″<br>66 RHP<br>Denny&Co.Dumbarton | | | |
| 27<br>211<br>HCGW | **Nagasaki Maru**<br>*ShijeatsuHirai*<br>2 *Dks* | **WoodScSr** | 378<br>354<br>234 | | | | 1879 | Nagasaki Iron Works Nagasaki | OakiKikusaburo | 143·5\|20·4\|16·5 | Shina-gawa<br>Japanese | C.4Cy.12¾″&20½″–18½″<br>NB97 30 NHP | | | |
| 28<br>6877<br>JCQV | **Nagata Maru No. 2**<br>2 *Dks* | **SteelScSr** | 1163<br>978<br>[illegible]61 | | | | *Completed 1900 by* | China | NagataSanjuro<br>Nagata Sanjuro,Osaka | 197·0\|33·0\|19·9 | Osaka<br>Japanese | C.2Cy.25″&47″–33″<br>106 NHP<br>NagataSanjuro,Osaka | | | |
| 29<br>6924<br>JCRW | **Nagata Maru No. 8**<br>2 *Dks* | **WoodScSr** | 360<br>322<br>223 | | | | 1900 | Nagata Sanjuro Osaka | NagataSanjuro | 145·0\|19·6\|15·7 | Osaka<br>Japanese | C.2Cy.17″&31″–22″<br>38 NHP<br>NagataSanjuro,Osaka | | | |
| 30<br>8356<br>JDBR | **Nagata Maru No. 11**<br>2 *Dks* | **WoodScSr** | 411<br>369<br>302 | | | | 1901 | Nagata Sanjuro, Osaka | NagataSanjuro | 154·3\|20·6\|15·9 | Osaka<br>Japanese | C.2Cy.14″&28″–16″<br>26 NHP<br>NagataSanjuro,Osaka | | | |
| 31<br>8386<br>JDCV | **Nagata Maru No. 12**<br>2 *Dks* | **WoodScSr** | 522<br>473<br>377 | | | | 1902 | S.Nagata Osaka | NagataSanjuro | 173·6\|21·9\|17·7 | Osaka<br>Japanese | T.3Cy.12″,20½″&32½″–22″<br>50 NHP | | | |
| 32<br>8803<br>JRFH | **Nagata Maru No. 13**<br>2 *Dks* | **WoodScSr** | 569<br>512<br>353 | | | | 1903 | S.Nagata Osaka | NagataSanjuro | 159·2\|24·5\|18·2 | Osaka<br>Japanese | C.2Cy.19″&36″–24″<br>53 NHP | | | |
| 33<br>948<br>HGBQ | **Nagato Maru**<br>*S.Muramatsu* 93–02<br>2 *Dks(UStl-ws)&Spardk* | **SteelScSr**<br>ssNag.No.3–5,97<br>ssKob.No.1–02 | 1884<br>1236<br>1168 | ✠100A1<br>*Spar dk*<br>11,03 [illegible] | Kob | *r* | 1884<br>9mo<br>*Lloyd's* | Napier, Shanks&Bell Glasgow<br>*s&GCP* | NipponYusen KabushikiKaisha<br>*WB=Cell D B 184′252t FPT* | 263·8\|34·5\|18·1<br>26·0<br>BK9″ | Tokio<br>Japanese<br>*5 BHCem*<br>*32t APT 11t* | C.2Cy.36″&68″–44″ (*a*)<br>90lb *60lb* 267 NHP<br>2DB.*8pf*,GS152,HS4700<br>J.Howden&Co.,Glasgow | 21 ″ 1<br>7 ″ 4 | | 1,02 |
| 34<br>[illegible] | **Nagd**<br>1 *Dk 2tr B* | **SteelScTug** | 129<br>—<br>64 | | | | 1897 | Soc. Esercizio Bacini Riva Trigoso | AhmedBachriBey | 98·4\|18·0\| 9·9 | Alexndria<br>Egyptian | C.2Cy.15¾″&30″–17¾″<br>Wilson&Maclaren, 31 NHP<br>Sampierdarena | | I | |
| 35<br>1198<br>HJCK | **Nagonoura Maru**<br>(*SUNK 2,04*)<br>*Sengoku Masakichi* (*ex*China) 2 *Dks* | **IronScSr** | 1085<br>1040<br>774 | | | | 1865 | Reiherst'g Schiffsw. Hamburg | Minamijima Kansaku | 223·5\|27·2\|24·9 | Shnmnato<br>Japanese | C.2Cy.20¾″&38½″–33″<br>NB96 71 NHP | | | |
| 36<br>JNGH | **Nagy Lajos**<br>~~(*Draccodor*~~ *A Balcsina* –01<br>2 *Dks(Stl–Uws)&Webframes* | **SteelScSr**<br>ssFiu.No.2–02 | 2253<br>2037<br>1401 | ✠100A1<br>2,05 [illegible]<br>MS2,05 [illegible]<br>BS [illegible] 8,05 | Tri | *s* | 1893<br>11mo<br>*Lloyd's* | Wigham Richrdsn&Co Newcastle<br>*A&CP* | Royl.Hungar'nSea Nav.Co.Adria,Ld.<br>*WB=Cell D B 232′422t* | 285·5\|38·2\|23·2<br>P34′B60′F33′<br>FK | Fiume<br>Aust.-Hung.<br>*5 BHCem*<br>*APT 49t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>165lb *80lb* 237 NHP<br>2SB,*6rf*,GS99,HS3808<br>WighamRchrdsn&Co.Nwc | 25 ″ 6<br>s 4 ″ 5½ | | ~~5,03~~<br>10,04 |
| 37<br>JQBC | **Nahimoff**<br>*M.Fortunof*<br>2 *Dks 3tr B* | **IronScBk** | 1737<br>1610<br>1013 | 8,78 | Lon | | 1865<br>4mo | Samuda Bros. London | RussianSteamNav &TradingCo. | 267·1\|36·1\|26·8 | Odessa<br>Russian<br>*5 BHCem* | 2Cy.50″–36″<br>231 NHP<br>J.Penn&Sons,London | | | |
| 38<br>101147 | **Naiad**<br>*R.Corbett* –96<br>1 *Dk* | **WoodScK** | 168<br>149<br>30 | | | | 1895 | R.Davis Brisbane-water,N.S.W. | T.Cordingley | 114·0\|24·6\| 8·0 | SydnyNSW<br>British | C.2Cy.12″&24″–18″<br>40 RHP<br>WallsendPontoonCo.,Cff. | | | |
| 39<br>96036 | **Naikban**<br>*H.Macnab* –89<br>*Elec.light*<br>1 *Dk* | **SteelTwinScSr** | 300<br>300<br>204 | | | | 1888 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 165·0\|27·1\| 9·2 | Glasgow<br>British | C.4Cy.21½″&38″–24″<br>43 RHP<br>Denny&Co.,Dumbarton | | | |
| 40<br>108793<br>QSHF | **Nairnshire**<br>*C.Olsen* –02<br>*Ref.Mchy.*<br>*Elec.light* | **SteelScSr**<br>ssLon.No.1–03<br>2 *Dks(Stl)&deep framing&Shelter dk* | 5828<br>5228<br>4289 | ✠100A1<br>2,05 [illegible]<br>[illegible]<br>[illegible] | Nwc<br>Gls | *a*† | 1899<br>2mo<br>*Lloyd's* | Clydebank E.&SB.Co.Ld Glasgow<br>*s&GCP* | EldersleSS.Co.Ld. (Turnbull,Martin &Co.*Mgrs.*)<br>*WB=Cell D Ba 105′ u E 30′ f 210′ 1083t* | 420·5\|54·7\|28·8<br>P50′B&F352′<br>FK | Glasgow<br>British<br>*7 BHCem*<br>*FPT 165t* | T.3Cy.30″,48″&78″–54″ (*r*)<br>160lb *160lb* 493 NHP<br>3SB,*9cf*,GS171,HS6480 FD<br>ClydebankE.&S.B.Co.Gls. | 32 ″ 0<br>s 6 ″ 4 | BT till 5,05 2,05 | 5,04 |
| 41<br>102051<br>MVLB | **Nairung**<br>*J.E.Sandilands* –04<br>*Elec.light*<br>2 *Dks(Stl–ws) 3tr B* | **SteelTwinScSr**<br>ssCal.No.2–01 | 4425<br>4098<br>2862 | ✠100A1<br>11,03 [illegible] | Cal | *y* | 1892<br>11mo<br>*Lloyd's* | Harland& Wolff(Lim.) Belfast<br>*s&GCP* | AsiaticStm.Nav. Co.Ld.<br>*WB=Cell D B 300′806t FPT* | 400·7\|45·2\|28·1<br>P39′B92′F47′<br>FK&BK2½<br>*67t APT 51t* | Liverpool<br>British<br>*7 BHCem* | T.6Cy.18½″,30″&50″–42″ (*s*)<br>180lb *90lb* 373 NHP<br>2DB.*12rf*,GS187,HS6060<br>Harland&Wolff(Lim.)Bel. | 31 ″ 3<br>s 7 ″ 6 | | ~~4,08~~<br>4,05 |

| 1 | 2 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Total Ponts Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Tours de Visite. | 7 Si forme assignation maintenant expire, Lettre d'Appel | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Domaine. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Immatriculation. Pavillon. | 13 Machines. Nbre & type des Cylindres.—Course Pression dans Chaudières. NHP = Puissance chevaux d'après les formules Soc. BHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Grosse Tonnage | 15 Propulsion Navire Machines | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **42 Najade** | **SteelPad** | 700 | | | | 1894 | F.Schichau Elbing | Norddeutscher Lloyd | 233·6 30·4 11·9 H121′ F52′ | Bremon German | T.3Cy.32½″,50½″&72½″–59″ NB61 406NH F.Schichau,Elbing | | G | |
| QFVR | | 1 *Dk* | 530 281 | | | | | | | | | | | | |
| | **43 Najaden** | **IronScSr** | 1586 | ✠100A1 Hbg | | *q* | 1883 | H.S.Edwards,Son&Craig,Howdn *Lloyd's SA&CP* | RederiAktieb. Neptunus (W. Wingard, *Mgr.*) *WB = DBa* | 260·0 36·2 18·7 P30′ Q72′ B66′ F32′ *Ea B56 302t FTT* | Elsingborg Swedish | C.2Cy.32″&60″–39″ (*a*) 80lb *80lb* NDB98 179NH 2SB.*6pf*,gs95 hs3011 N.MarineEng.Co.Gtshd. | 19 « 8 | | |
| JLPH | *(ex Merchan Prince)* 2 *Dks* | | 1233 | 5,05 | Rot | | | | | | | | | | |
| | *Well deck* | 1 *Dk(Irn)* 2 *trB* | 966 | | MC 4,02 | | | | | | | | | | |
| | **44** | **IronScSr** | 1448 | ✠100A1 | Clf | *p* | 1884 | Hall Russell & Co. Aberdeen A&CP | Dampskibsselsk. Vesterhavet (L. Lauritzen, *Mgr.*) | 251·9 34·3 16·0 P142′ F84′ BK9 *WB = DBa* | Esbjerg Danish | C.2Cy.30″&59″–36″ (*a*) 100lb *100lb* NDB94 159NH 2SB.*6pf*,gs106,hs2288 Hall,Russell&Co.Abm. | 18 « 9 | | |
| Sunk by ice 2,05 | | | 1088 | 7,01 | | | | | | | | | | | |
| NKPQ | *H.Jessen* –03 *(ex Ardmillie)* 2 *Dks* | ssShl.No.3–3,97 ssCpn.No.1–02 | 803 | | | | | | | | | | | | |
| | | 1 *Dk(Irn)* 2 *trB* | | | | | | | | | | | | | |
| | **45** | **Iron&SteelTwinScSr** | 457 | | | | 1886 | MotalaCo. Gothenburg | HallandsÅngb. Aktieb. (L.Kollberg) | 164·3 25·2 10·7 H25′ 17·5 | Halmstad Swedish *WB* | C.4Cy.16½″&33″–20″ 81NH MotalaCo.,Motala | | | |
| HSTC | *O.A.E.Lundin* 80–04 | 1 *Dk & Shelter dk* | 275 260 | | | | | | | | | | | | |
| | **46** | **SteelSc** | 124 | | | | 1896 | Bergsunds M.V.Aktieb Stockholm | Ångf.Aktieb. StockholmsSkärgard (A.F.C. Holmgren) | 87·0 17·6 7·6 P64′ H12′ | Stockholm Swedish | C.2Cy.16¾″&22½″–14½″ 16NH BergsundsAktieb.,Skm. | | | |
| 293b | *C.B.Pettersson* 00–00 | | 76 | | | | | | | | | | | | |
| JGQN | | | 83 | | | | | | | | | | | | |
| | **47 Nakagawa Maru** | **WoodTwinScSr** | 207 | | | | 1893 | Nishijima Keikichi Osaka | OsakaShosen KabushikiKaisha | 123·8 17·0 12·7 | Osaka Japanese | C.4Cy.11″&22″–18″ 34NH Osaka Iron Works,Osaka | | | |
| 1372 | *W.Takagi* 98–96 | | 189 | | | | | | | | | | | | |
| HJSV | | 2 *Dks* | 120 | | | | | | | | | | | | |
| | **48 Nakamura Maru** | **WoodScSr** | 102 | | | | 1891 | Murase Tamemasa Misato | OzakiFusataro | 95·8 12·9 11·6 | Tokio Japanese | C.2Cy.11¾″&21½″–14″ NB99 14NH OnoSeikichi,Osaka | | | |
| 1279 | *R.Hamasaki* | | 98 | | | | | | | | | | | | |
| HJLR | | 2 *Dks* | 63 | | | | | | | | | | | | |
| | **49 Nam-Ky** | **SteelScSr** | 334 | | | | 1898 | A.Dubigeon Nantes | MessageriesFluviales deCochinchine | 159·4 23·3 8·5 | Saigon French | T.3Cy.11¾″,19½″&31½″–20½″ Brissonneau 45NH files&A.Lotz,Nantes | | V | |
| | *Durier* –98 | | 208 | | | | | | | | | | | | |
| KJGH | | 1 *Dk & Awng Dk* | 130 | | | | | | | | | | | | |
| | **50 Nam Sang** | **SteelScSr** | 4035 | ✠100A1 Gls | | *x* | 1902 | Lon.&Gls. Co.Ltd. Glasgow *Lloyd's SA&CP* | Indo-ChinaSteam Nav.Co.Ltd. *WB = CellDBa* | 370·3 47·2 27·2 P53′ B108′ F43′ FK 101′ *u* E27′ *f* 163 *Gs* | London British *4 BHCem APT77t* | T.3Cy.29″,47″&76″–48″ (*a*) 170lb *90lb* 480NH 3SB.*9cf*,gs159,hs6594 Fd London&Glas.Co.Ltd.Gls. | 30 « 6 | | |
| 1157 H | *J.Young* 92–02 2 *Dks (Stl–Upt teaks)* | | 3675 | 8,02 | | | | | | | | | | | |
| THQN | *Elec.light* | *& deep framing* | 2591 | | LMC 4.02 | | | | | | | | | | |
| | **51 Nam Vian** | **IronScSr** | 757 | | | | 1876 | Forges&C. de la Médit. LaSeyne | MessageriesFluviales deCochinchine | 199·0 29·7 15·3 H61′ F25′ | Saigon French | C.2Cy.28½″&47½″–22″ 87NH Forges&C.delaMédit.,Mal. | 6 « 2½ | | |
| | *Avrard* 81–86 | | — | | | | | | | | | | | | |
| KJGL | | 1 *Dk* | 436 | | | | | | | | | | | | |
| | **52 Nam Yong** *Kinghorn* | **IronScSr** | 1512 | ✠90A1 Sng | | *r* | 1875 | R.Dixon& Co. Middlesbro' A&CP | LimHoPuah | 255·5 32·2 23·9 F36′ ND99 BK9 | Singapore British *1 BHCem* | T.3Cy.18″,30″&57″–33″ (*a*) 150lb *50lb* NDB88 187NH 1SB.*3rf*,gs63 *Tpd* 88T.Richardson&Sons Hartlepool | 25 « 1 | | |
| 70132 | | ssSng.2nd No.3–12,99 | 1435 | 4,05 | | | | | | | | | | | |
| NTPW | *(ex Norman Monarch, ex J.B.Walker)* 2 *Dks 3tr B* | ssSng.No.1–01 | 984 | BS1,05 | LMC 4.00 | | | | | | | | | | |
| | **53 Nambucca** | **WoodScSr** | 130 | 166 | | | 1898 | D.Drake Balmain, N.S.W. | MarlboroughS.S. Co.Ltd.(R.T. Priddle, *Mgr.*) | 101·0 24·4 7·4 | Wellingt'n N.Z. British | C.2Cy.12″&24″–18″ 24RH Cran&Co.Leith | | | |
| Wrecked 1,05 | *W.North* 03–03 | | 115 | 118 | | | | | | | | | | | |
| | | 1 *Dk* | 74 | 94 | | | | | | | | | | | |
| | **54 Nämdö** | **IronScSr** | 144 | | | | 1875 | Göteborgs M.V.Aktieb. Gothenburg | ÅngfAktiebStockholm–Ingarö–Nämdö (E.A. Kjellander, *Mgr.*) | 102·1 17·6 7·5 Q25′ B47′ H5/F18′ | Stockholm Swedish | C.2Cy.18″&28¾″–19½″ 31NH GöteborgsMV.Aktieb.Got. | | | |
| 3929 | *K.F.G.Dahlgren* –03 | | 75 | | | | | | | | | | | | |
| JMKH | *(ex Nystad)* | 1 *Dk* | 93 | | | | | | | | | | | | |
| | **55 Namoi** | **SteelPadSr** | 1414 | ✠ Lth | | *n* | 1883 | J.Key& Sons Kinghorn | Newcastle&HunterRiverS.S.Co.Ltd | 245·2 31·6 21·7 | SydnyNSW British *4 BHCem* | C.O.2Cy.50″&90″–72″ 578NH J.Key&Sons,Kirkcaldy | 14 « 6 | | |
| 89250 | *H.Warne* –01 | | 1279 | *Awng dk* | | | | | | | | | | | |
| RLHB | | 1 *Dk (pt Stl) & Awng dk* | 809 | *with freeboard* 1,84 | | | | | | | | | | | |
| | | | | *Coasting service, Sydney & Newc., NSW* | | | | | | | | | | | |
| | **56 Namsos** | **SteelSc** | 425 | | | | 1904 | Trndhjms Mek.Værks Trondhjem | IndherredsAktie Dampsskselsk. (A.Kleven, *Mgr.*) | 143·2 23·0 16·6 H37′ | Stenkjær Norwegian | T.3Cy.15″,25″&41″–26″ 86NH Trondhjems M.V.Trndhjm | | | |
| MBRD | *V.Hegstad* –04 | 2 *Dks* | 388 254 | | | | | | | | | | | | |
| | **57 Nanchang** | **SteelTwinScSr** | 1715 | | | | 1890 | Lon.&Gls. Co.(Lim.) Glasgow | ChinaNav.Co.Ltd. | 255·0 36·1 21·8 B56′ F29′ | London British | T.6Cy.14″,23″&37″–30″ 150NH Lon.&Gls.Co.(Lim.),Gls. | | | |
| 98058 | *E.M.French* –03 | | 1572 | | | | | | | | | | | | |
| LQFJ | | | 1063 | | | | | | | | | | | | |
| | **58 Nancy** | **SteelScSr** | 1311 | ✠100A1 Shl | | *o* | 1888 | S.P.Austin &Son Sunderland *Lloyd's SA&CP* | Dampskibsselsk. Vesterhavet (I. Lauritzen, *Mgr.*) *WB = CellDB* | 232·0 35·1 15·0 P28′ Q53′ B93′ F30′ FK 193′ *a* 367t *AP* | Esbjerg Danish *4 BHCem* | T.3Cy.19″,31″&51″–33″ (*a*) 160lb *60lb* 147NH 1SB.*3cf*,gs45,hs2180 N.E.MarineCo.Ltd.Sld. | 17 « 5 | | |
| | *T.Nielsen* | *Spar dk* | 897 | 5,04 | Cpn | | | | | | | | | | |
| NKJC | *(ex Carl Hirschberg)* 1 *Dk(Irn)* & *Web frames* | | 811 | BS6,04 | MC 10,01 | | | | | | | | | | |
| | **59 Nancy Lee** | **SteelScSr** | 2823 | ✠100A1 Sws | | *u* | 1898 | Short Bros. Sunderland A&CP | WoodpulpTransportCo.Ltd.(H. Tyrer&Co. *Mgrs.*) *WB = Cell I* | 316·0 42·1 17·0 P31′ B78 F31′ 24·1 FK *Ba* 100′ *u* E 21′ *f* 124 | Liverpool British *6 BHCem* | T.3Cy.28″,38″&62″–42″ (*a*) 160lb 256NHP 2SB.*6pf*,gs117,hs3950 J.Dickinson&Sons,Ld.Sld. | 19 « 9 | | |
| 108333 | *F.W.Raisin* –03 | ssCff.No.1–02 | 2647 | *Spar dk* | Liv | | | | | | | | | | |
| QCFV | *ex Minterne)* | *Spar dk (Irn) 2 tr B & deep framing* | 1802 | *with freeboard* 4,05 | LMC 3,02 | | | | | | | | | | |
| | **60 Nandu** | **IronScK** | 185 | | | ... | 1899 | Cochrane& Cooper,Ld. Selby | T.Baskcomb | 110·0 21·2 11·2 Q46′ F20′ BK7½ | Grimsby British | T.3Cy.12½″,19½″&32″–22½″ 50RH C.D.Holmes&Co.Hull | 12 « 0 | | |
| 110901 | *W.Kerrison* –99 | | 169 | | | | | | | | | | | | |
| | *(Trawler)* | 1 *Dk* | 68 | | | | | | | | | | | | |
| | **61 Nanette** | **SteelScSr** | 2142 | ✠100A1 Sws | | *s* | 1896 | W.Gray& Co.(Lim.) W.Hartlepool A&CP | PymanS.S.Co.Ltd. (G.Pyman&Co. *Mgrs.*) *WB = CellDB* | 295·0 42·0 19·3 P29′ B69′ F29′ FK *a* 5*u* E110′ *f* 120′ 607t | W.Hartlpl British *5 BHCem APT54t* | T.3Cy.22″,35″&59″–39″ (*a*) 160lb *80lb* 224NHP 2SB,*6rf*,gs78,hs3468 Cen.Mar.Eng.Wks.,W.Hpl | 21 « 3 | 3 « 7 | |
| 102730 | *A.P.Hunter* –01 | ssNpt.No.1–00 | 1975 | 4,03 | Gls | | | | | | | | | | |
| PFQW | | 1 *Dk(Irn)* & *Web frames* ssNpt.No.2–04 | 1368 | | LMC | | | | | | | | | | |
| | **62 Nankin** | **SteelScSr** | 3960 | | | ... | 1888 | Palmers' Co.Ld. Newcastle | P.&O.Sem.Nav.Co. Kawasaki | 380·0 45·3 27·4 P48′ B130′ F47′ | Liverpool British | T.3Cy.29″,47″&76″–51″ 425NH Palmers'Co.Ld.Nwc. | 30 « 5 | | |
| | *(ex Rufford Hall)* | | 3538 | | | | | | | | | | | | |
| | *Elec.light* | 2 *Dks 3tr B* | 2557 | | | | | | | | | | | | |
| | **63 Nanna** | **SteelScSr** | 1125 | | | | 1900 | Trondhjems M.V. Drontheim | JohanC.Giertsen | 231·4 34·4 13·6 Q125t B58t H19t F31t | Borgon Norwegian *WB* | T.3Cy.16″,26″&44″–30″ 106NH TrondhjemsMck.Verks. | | N | |
| JPLT | | 1 *Dk* | 896 700 | | | | | | | | | | | | |

*Now names "Kobuku Maru No.2," see No. 25*

| 1 No. in Book. Official No. — Signal Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Registered Tonnage. Gross — Under deck — Net | 4 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | Port of Survey. | Yearly or other special Survey applied. Equipment. | 5 Built. When. Ship. — Engines | by Whom. Where. | 6 Owners. | 7 Principal Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 8 Port of Registry. Flag. | 9 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 10 Moulded depth. Tonnage deduction. ft. in | 11 Regulators in which classed, if not in L. R. Register Book of Tonnage. | 12 Date when last built or last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 JRDG | **Nanna** *O.J Eriksen* 99–99 *Well deck* | Steel Sc Sr 455 374 [illegible] | | | | 1881 | Motala Co. Gothenburg | S. Larsen | 148·9 Q50 F16′ | 24·4 B31′ | 13·9 H6t | Haugesnd Norwegian WB | C.2Cy.174″&331″–20½″ 12NH Motala Co., Gothenburg | | N | |
| 65 LDSJ | **Nanning** *R.D. Thomas* 98–01 | Steel Pad 569 280 348 | | | | 1900 | G. Fenwick & Co. Ltd. Hong Kong | Hong Kong, Canton & Macao Stm. Coal Co. Ltd. | 147·0 | 31·0 | 7·2 | Hong Kong British | H.2Cy.18″&38″–72″ 60RHP G. Fenwick & Co. Ltd. HKg | | | |
| 66 KJGP | **Nansen** *L. Nadeau* 00 | Steel Twin Sc Sr 136 78 45 | | | | 1900 | A. Blasse Nantes | L. Nadeau | 82·0 P20′H25′F17′ | 17·6 | 6·9 | Nantes French WB | C.4Cy.8½″&14½″–10½″ 12NH A. Mancour, Nantes | | V | |
| 67 89782 KLCW | **Nanshan** *Stonell* (ex Robt Harrowing) 2 Dks (1 Stl & 1 pt Stl) 3 tr B | Steel Sc Sr 2070 1897 1299 | ✝100A1 HKg 2,05 ~~1,04~~ ~~Es2,05~~ ~~MC 10.08~~ ss Sld. No. 3–6.99 ss Hkg. No. 1–03 | | s | 1887 1 mo | J. L Thompson & Sons Sunderland A&CP | R. H. Hill (T. W. Richardson, Mgr.) WB = D | 282·0 P33 B70′F31′ ND99 BK9½ Ba84′f60′292t FPT | 36·6 | 24·3 | London British 6 BHAsp 2 DB. 8f. GS120 | T.3Cy.22″,37½″&60″–39″ (a) 145lb 80lb NDB99 225NH RHP T. Richardson & Sons, Hpl. | 25 ″ 9 s 4 – 3½ | | ~~1,03~~ 2,05 |
| 68 84177 WFDT | **Nant Francon** *T Lewis* –00 *Well deck* | Iron Sc Sr 586 512 354 | ✝100A1 Hul Shl ~~MC 6.02~~ ~~BS9,04~~ ss Liv. No. 3–12,93 ss Liv. No. 2–02 1 Dk (Irn) 2 tr B | | j | 1881 1 mo | J Readhead & Co. S. Shields Lloyd's A&CP | Nant Francon S.S. Co. Ltd. (R. & D. Jones, Ltd.) WB = DBa51′f48′ | 189·8 Q71′B40′F22′ BK7½ E&f B29′135t | 26·7 | 15·0 | Liverpool British 4 BHCem 70lb 70lb NDB93 75RH 1SB, 3pf. GS48, HS1405 J. Readhead & Co., S. Shields | C.2Cy.22½″&42″–30″ (i) 70lb 70lb NDB93 75RH 1SB, 3pf. GS48, HS1405 J. Readhead & Co., S. Shields | 15 ″ 8 s 1 ″ 7 | | ~~1,03~~ ~~10,04~~ |
| 69 130966 KRPN | **Nantasket** | Wood Pad 739 — 436 | | | | 1902 | ..... Chelsea, Mass. | Montauk Steamboat Co. | 188·9 | 34·0 | 10·7 | Sag Harbr, N.Y. Utd. States | | | | |
| 70 KJLH | **Nantes Lorient** *Morisseau* 01–01 *Mchy. Aft* | Steel Sc Sr 149 — 29 | | | | 1894 | J. Jones & Sons Liverpool | Cie. Franç. de Nav. et de Const. Nav. de Satre Réunis | 98·2 Q19′ | 20·1 F14′ | 8·0 | Nantes French WB | C.2Cy.14″&30″–20″ 31NHP J. Jones & Sons, Liverpool | | | |
| 71 130815 KPBJ | **Nantucket** *Marsh* –99 | Steel Sc Sr 2599 — 1767 | 3 Dks & Spardk | | | 1899 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Merchnts & Miners Transportation Co. | 274·0 | 42·0 | 26·0 | Baltimore Utd. States | T.3Cy.28″,45″&72″–54″ 381NHP Harlan & Hollingsworth Co Wilmington, Del | | R | |
| 72 130351 KDJN | **—** | Wood Pad 629 — 468 | | | | 1886 | ..... Camden, N.J. | N Bedford, Marthas Vineyard & Nantucket Steambt. Co. | 190·0 | 33·0 | 9·0 | N. Bedford, Mass. Utd. States | B.1Cy.48″–120″ NB95 195NHP Pusey & Jones Co. Wlmngtn | | | |
| 73 RJPK | **Nanyang** *E. Hass* 00–01 | Iron Sc Sr 1570 (ex Iphigenia) 2 Dks 1362 1060 | | | | 1883 | Act. Ges. "Vulcan" Stettin | Hanseatische Dampfer Co. (Menzell & Co. Mgrs) | 249·6 B76t | 33·1 F62t | 20·9 | Hamburg German | C.2Cy.33½″&63″–43″ 217NHP A.G. "Vulcan," Stettin | | V | |
| 74 1387 HJTV | **Nanyetsu Maru** *Kinugawa* (ex Pollux, ex Bremena) 1 Dk & Spardk 3 tr B | Iron Sc Sr 1332 1280 826 | | | | 1884 | J.C. Tecklenborg Geestemünde | Ukon Gonzayemon | 233·6 | 30·1 | 23·9 | Tsuruga Japanese WL | C.2Cy.26¾″&50½″–31½″ 119NH Maschinenfabrik Buckau, Magdeburg | | | |
| Wrecked 3.05 1573 HKQG | **Nanyo Maru** *K Snari* ss Kob. No. 3–3,98 ss Yka. No. 1–01 (ex River Indus) | Iron Twin Sc Bkn 3770 3412 2388 | ~~✝100A1~~ 3.03 Yka 2 Dks (Irn) 3 tr B | | w | 1884 10 mo | Workman, Clark & Co. Belfast Lloyd's A&CP | Ojiro Kisen Goshi Kaisha WB = DBa | 331·8 P10′B74′F39′ BK11′ 94′ & u E & B58′ 612t | 43·2 | 28·0 | Tokio Japanese 6 BHCem FPT 100t | C.4Cy.26″&52″–42″ (a) 70lb 60lb 262NH 2DB, 8cf. GS152, HS4108 Muir & Houston, Glasgow | 29 ″ 6 | | P3,02 84,03 |
| 76 80861 | **Naomi** *T. Trail* *Mchy. Aft* *Elec. light* (ex Wisconsin) | Iron Sc 1182 — 1020 | | | | 1881 | Detroit Dry Dock Co Wyandotte | Crosby Transportation Co. | 203·9 | 35·1 | 11·7 | Milwaukee Wis. Utd. States | C.2Cy.27″&44″–40″ NB99 102NH Detroit Dry Docks Eng. Wrks | | | |
| * 97610 LPNC | **Naparima** *T.S. Fyfe* –02 *Well deck* | Steel Sc Sr 1649 1237 1043 | ✝100A1 Gls 7,04 ~~2,03~~ Lon BS7,04 ~~MC4,05~~ ss Gls. No. 3–4,03 1 Dk (Irn) & Webframes Stringers & pt Beams Irn | | q | 1890 2 mo | Edwards' S.B. Co. Ltd. Newcastle A&CP | Crown S.S. Co. Ltd. (Prentice, Service & Henderson Mgs.) WB = Cell | 260·0 P29′Q66′B106′ F29′ FK | 36·2 | 16·8 | Glasgow British 1 BHCem D B214′342t | T.3Cy.20″,32½″&53″–36″ (s) 160lb 65lb 174NH 2SB, 6pf. GS84, HS2700 NE Marine Eng. Co (L) Nwc | 19 ″ 3 s 1 ″ 7 | | N3,01 |
| 78 108242 PTFB | **Napo** ~~Wilson –00~~ (ex Harmony) *Well deck* *Barnett* –04 | Steel Sc Sr 1091 816 663 | ✝100A1 Liv ~~6,01~~ ~~5,03~~ ~~LMC~~ ~~BS~~ ss Liv. No. 1–01 1 Dk (Irn) & Webframes | | n | 1897 8 mo | S.P. Austin & Son Ld. Sunderland A&CP | Red Cross Iquitos S. S. Co Ld (Booth S.S. Co. Ltd. Mgrs.) WB = Cell DBa52′u E& | 224·4 P25′Q50′B48′F26′ drp05 FK 835′f90′339t FPT | 33·4 | 13·8 | Liverpool British 1 BHCem 30t APT 48t | T.3Cy.19″,31″&51″–33″ (s) 160lb 110lb 156NH 1SB, 4pf. GS71, HS2450 J. Dickinson & Sons, Ld. Sld. | 16 ″ 7 s 1 ″ 6½ | | ~~10,03~~ ~~8,04~~ 8,05 |
| 79 NMJH | **Napoli** *J.M. Christensen* (ex Sylt) | Steel Sc Sr 775 650 461 | ✝100A1 Ham 6,04 ~~4,03~~ Shl ~~MC4,05~~ ~~BS4,05~~ ~~LMC~~ ss Ham. No. 3–7,00 1 Dk (Stl) & Webframes ss Shl. No. 1–04 | | k | 1888 9 mo | G. Howaldt Kiel Lloyd's A&CP | Dampskibsselsk. Vesterhavet (I. Lauritzen, Mgr.) | 195·0 B44′F29′ BK7½ WB = Cell | 30·0 | 13·8 | Esbjerg Danish 4 BHCem D B152′224t | T.3Cy.14½″,23½″&36½″–23½″ 156lb (k) 76NHP 2SB, 2cf, GS42, HS1328 Gebr. Howaldt, Kiel | 16 ″ 4 | | 1,03 |
| 80 41 QSRW | **—** (ex Cattaro) | Iron Pad Bg 729 598 446 | 2 Dks | | | 18[illegible] | Motala Co. Motala | Soc. Napoletana di Nav. a Vap. | 229·4 | 27·3 | 16·3 | Naples Italian | C.3Cy.(2)26″&(1)64½″–60″ 265NHP Gebr. Howaldt, Kiel | | | |
| 81 104 | **—** *A. Cutrera* | Iron Sc Sr 495 — 251 | 2 Dks | | | 1862 | Forges & C. de la Médit. La Seyne | Nav. Gen. Italiana | 195·5 H19t | 24·7 F13′ | 14·4 | Palermo Italian | C.4Cy.13¾″&34½″–24½″ *Cmp* 79 NB95 97NH Fonderia Orotea, Palermo | | I | |
| 82 114432 TQPB | **Napolitan Prince** *H.A. Engleton* –03 (ex Rei de Portugal) *Elec. light* | Steel Sc Sr 2900 2625 1575 | ✝100A1 N Yk ~~6,03~~ ~~4,04~~ Gen ~~1,00~~ ~~16.07~~ ~~LMC~~ ss Nwc. No. 3–10,02 2 Dks (Stl–ws) 3 tr B | | w | 1889 8 mo | Scott & Co. Greenock Lloyd's A&CP | Prince Line, Ld. (J. Knott, Mgr.) | 363·5 P44′B142′F51′ BK11′ WB = Cell | 42·2 | 25·3 | Newcastle British 6 BHCem D B222′426t | T.3Cy.31″,50″&80″–54″ 160lb 75lb 606NHP 2 D & 1 SB 15cf GS315 HS11119 Scott & Co. Greenock | 28 ″ 6 s 4 ″ 10 | | ~~2,04~~ 10,04 |
| 83 HNQD | **Napried** ~~Napried S.S. Co. Ltd.~~ ~~Hariprich~~ ~~G. Scrivanich –05~~ 1 Dk (pt Stl pt Irn) 2 tr B & pt Awng dk (Irn) | ~~Steel Sc Sr~~ 1671 1180 1021 | ✝100A1 Ms pt Awng dk with freeboard 12.04 ~~BS~~ ~~BS3,04~~ ~~LMC~~ ss Tri. No. 2–02 | | | 1894 4 mo | J. Blumer & Co. Sunderland A&CP | Napried S.S. Co. Ld. (M. Marinovic) | 255·0 P24′Q80′ pt Awng dk 151′ FK WB = Cell DB210 | 35·5 | 15·9 | Ragusa Aust.-Hung. 4 BHCem 373t APT 42t | T.3Cy.19″,31″&51″–33″ (r) 160lb 60lb 153NHP 1SB, 4pf. GS68, HS2350 G. Clark (Lim.), Sld. | 18 ″ 2 s 8 ″ 0 | | ~~4,02~~ 12,04 |
| Sunk 1.04 88139 JKNM | **Nar** *L. Hughes* 03–03 *Mchy. Aft* | Iron Sc 231 224 99 | ~~✝100A1~~ Lth 4.01 ~~1,04~~ 7,04 All ~~MC 6.04~~ ss Trn. No. 3–5,97 ss Liv. No. 1–02 1 Dk (Irn) | | e | 1884 3 mo | Scott & Co. Bowling Lloyd's A&CP | G. Webster & Co. | 145·0 Q45′B7′F20′ BK7′ WB = FPT50t | 22·3 | 10·5 | Glasgow British 4 BHCem 80lb NB93 refitted 02 55RHP 1SB. 2cf. GS44, HS1215 J. Gilmour & Co., Glasgow | C.2Cy.18″&36″–28″ (s) 80lb NB93 refitted 02 55RHP 1SB. 2cf. GS44, HS1215 J. Gilmour & Co., Glasgow | 11 ″ 1 ~~s 1 ″ 3~~ | | N1,04 |
| 85 87960 JKBN | **Naranja** *G.G. Gillard* –03 *Well deck* | Steel Sc Sr 975 768 593 | ✝100A1 Bkn 2,01 ~~1,03~~ 1,05 Liv–Shl ~~NB7,01~~ ~~LMC7,04~~ ss Off. 2nd No. 3–11,97 ss Liv. No. 1–01 1 Dk (pt Stl) & Webframes | | m | 1884 3 mo | Murdoch & Murray Pt. Glasgow A&CP | Naranja S.S. Co. Ltd. (Goodyear & Co.) WB = DBa29′f74′193t | 214·7 Q75′B64′F45′ BK8″ | 31·1 | 15·4 | Liverpool British 4 BHCem APT 15t | C.2Cy.22″&54″–36″ (a) 110lb 80lb NDB01 148NHP 1SB. 4pf. GS74, HS2697 J. Howden & Co., Glasgow | 16 ″ 4 s 1 ″ 3 | | ~~1,01~~ N7,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme ou maintenant. Lettres. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. et Dia. des Cylindres. Course. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. RHP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Coque: Quand. Matériaux. Pieds. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 86<br>108077 | **Narberth Castle**<br>*Capitaine.*<br>*Visites Périodiques.* | IronScK<br>168<br>150<br>66 | ✠100A1 Mil<br>*Stm Trawler* Sws<br>8,01 5,02<br>BSS,02 ✠LMC5,02 | 1898 Cook, Wel-<br>11mo ton & Gemmell<br>Hull<br>*Lloyd's SA&CP* | CastleS.Trwlrs.Ld<br>(C.Heron, *Mgr.*) | 110·0 20·7 11·0<br>BK7½ | Hull<br>British | T.3Cy.12½″,19½ &32″–22½″<br>170lb (*s*) 50RHP<br>1SB,*2ef*,gs27,hs876<br>C.D.Holmes&Co.Hull | 11 ″ 10 |
| 87<br>116064<br>VLGJ | **Narbonne**<br>~~*Parcell*~~<br>*Elec.light* | SteelScSr<br>1075<br>855<br>374 | ✠100A1 Irv<br>*Shelter dk* Liv<br>*with freeboard*<br>7,05 ✠LMC12,04 | 1903 Irvine S.B.<br>11mo & E.Co.(1902)<br>Ld. Irvine<br>*Lloyd's SA&CP* | MossS.S.Co.Ld.<br>*WB = Cell D* | 230·1 34·2 14·6<br>FK<br>*Ba*50′*f*99′268*t FPT* | Liverpool<br>British<br>27*t APT* 11*t* | T.3Cy.20½″,34″&56″–36″ (*s*)<br>180lb *90lb* 209NHP<br>1SB,*6cf*,gs104,hs3300<br>J.G.Kincaid&Co.Grk. | 17 ″ 1 |
| 88<br>112836<br>SGWP | **Narcissus**<br>*J.W.Rumsey* –01<br>*Well deck*<br>*Elec.light* | SteelScSr<br>815<br>603<br>412 | ✠100A1 Bkn *k*<br>11,04 Lon<br>✠LMC 1,01 | 1901 Mackie&<br>4mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | NarcissusSSCo.Ld<br>(Mead,Son&<br>Hussey)<br>*WB = Cell D* | 190·3 31·0 13·4<br>Q98′B15′F25′<br>1rp98 FK<br>*Ba*40′*f*79′184*t FPT* | London<br>British<br>45*t APT* 24*t* | T.3Cy.17″,28″&45″–33″ (*s*)<br>180lb *90lb* 180NHP<br>1SB,*3rf*,gs60,hs2040<br>Muir&Houston,Ld.Gls. | 14 ″ 6 |
| 89<br>115887<br>TPSB | **Nardoo**<br>*W.A.Butcher*90–02<br>*Elec.light* | SteelScSr<br>2907<br>2700<br>1884 | ✠100A1 Sld *n*<br>9,02<br>✠LMC9,02 | 1902 W.Pickers-<br>9mo gill&Sons<br>Sunderland<br>*Lloyd's SA&CP* | AdelaideS.S.Co.<br>Ld.<br>*WB = Cell D* | 324·0 47·1 21·7<br>P81′B96′F38′<br>FK<br>*Ba* 104′*uE* 20′*f* 132 | P.Adelaide<br>British<br>6*BHCem*<br>712*t APT*28*t* | T.3Cy.28″,38″&64″–42″ (*r*)<br>180lb *90lb* 277NHP<br>2SB *6pf*,gs125,hs4143<br>G.Clark,Ld.Sunderland | 24 ″ 1 |
| 90<br>90913<br>NJMP | **Narova**<br>*S.Wallace* –98 *ss*Lth.No.2–02<br>*Well deck*<br>*Elec.light* | SteelScSr<br>949<br>692<br>493 | ✠100A1 Lth *m*<br>1,05<br>✠LMC1,03 | 1894 Ramage&<br>4mo Ferguson,Ld<br>Leith<br>A&CP | NarovaS.S.Co.Ld.<br>(T.Cowan)<br>*WB = Cell D B* | 213·0 32·0 12·3<br>Q67′B60′F28′<br>FK<br>132′243*t* | Grngemth<br>British<br>4*BHCem*<br>*APT*27*t* | T.3Cy 17″,27″&44″–30″ (*s*)<br>180lb *80lb* NDn04 99RHP<br>1SB,*3rf*,gs60,hs1685<br>Ramage&Ferguson(L)Lth | 14 ″ 6 |
| 91<br>93554 | **Narrabeen**<br>*Williams* –87<br>1*Dk* | IronPad<br>239<br>214<br>151 | | 1886 Mort'sDk.<br>&Eng.Co.Ld.<br>Blmain,NSW | PortJacksonCo-<br>operativeSS.Co.Ld | 160·0 22·0 9·2<br>H25*t* | SydnyNSW<br>British | C.2Cy.20″&42″–60″<br>65RHP<br>Mort'sDk.Co.Ld.,Balmain | |
| * 92<br>117378<br>VBLH | **Narragansett**<br>*J.D.Scott* –03<br>2*Dks*(*Stl–Upt ws*)&*Web frames*<br>*Elec.light* *Shelter dk*(*Stl–pt Teaks*) | SteelScSr<br>9196<br>8517<br>5776 | ✠100A1 Grk *ft*<br>*Shelter dk* Lon<br>8,01 5,02 ✠LMC5,02<br>*Carrying petroleum in bulk* | 1903 Scott&Co.<br>5mo Greenock<br>*Lloyd's SA&CP*<br>W | Anglo-American<br>OilCo.Ld. (J.<br>McDonald, *Mgr.*)<br>*B = Cell D B uE*35′ | 512·0 63·4 32·6<br>FK<br>201′ *FP* tanks 799*t* | Greenock<br>British<br>8*BHCem*<br>*APT*435*t* | T.3Cy.31″,51″&85½″–60″ (*s*)<br>200lb *120lb* 790NHP<br>6SB,*18cf*,gs384,hs14016<br>Scott&Co.Greenock | 34 ″ 6 |
| * 93<br>105873<br>PLKR | **Narrung**<br>*W.C.Simmonds* –04 *ss*Lon.No.1–01<br>*Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)<br>*Elec.light* &*deep framing* | SteelScSr<br>5078<br>4203<br>3179 | ✠100A1 Lon *y*<br>*Spar dk*<br>9,01 ~~11,02~~ ✠LMC 1,01<br>~~LMC~~ RMC1,05 | 1896 Sunderl'nd<br>9mo S.B.Co.(Lim.)<br>Sunderland<br>A&CP *WB* | ~~W.Lund~~ Blue<br>Anchor Line Ld.<br>(W.Lund&Sons, *Mgrs*)<br>*= Cell D Ba* 112′*uB* | 400·0 47·6 20·2<br>P36′B186′F60′ 28·4<br>BK9″<br>20′*f* 180′ 609*t FPT* | London<br>British<br>6*BHCem*<br>85*t APT*21*t* | Q4Cy25½″,36½″,52″&78″–54″<br>200lb *200lb* (*s*) 516NHP<br>3SB,*9cf*,gs165,hs6404 FD<br>Wigm.Richrdsn&Co.,Nwc | 23 ″ 3 |
| 94<br>88157<br>JFHQ | **Narva**<br>*J.C.Collier* –00 4thSurvey,Hul.1,02<br>1*Dk*(*Irn*)2*tr B*<br>*Well deck* | IronScSr<br>1889<br>1448<br>1234 | ✠ A1 ✠1 Bkn Lv<br>4,04 | 1883 Earle'sCo.<br>11mo (Lim.)<br>Hull | T.Wilson,Sons&<br>Co.Ld. | 275·2 35·4 19·1<br>P357*t* H34*t* F50*t*<br>FK<br>*WB = Cell D B* | Hull<br>British<br>4*BH* 1RBH<br>2SB,*4pf*,gs80,hs2690<br>Earle'sCo.(Lim.),Hull | C.2Cy.32″&60″–42″<br>194NHP | 21 ″ 9 |
| KJMH | **Narval**<br>*L.Baudin*00–03<br>(*ex*Peeress) *ss*Bdx.No.2–04 1*Dk* | SteelScK<br>170<br>155<br>36 | ✠100A1 Abn<br>*Stm Trawler* Bdx<br>8,01 5,02<br>Bss,01 ✠LMC16,02 | 1894 J.T.Eltring-<br>10mo ham&Co.<br>S.Shields<br>A&CP | Soc.desPêcheries<br>duGolfe de<br>Gascogne<br>(J.Duvergier, *Mgr.*) | 104·0 21·0 11·7<br>BK7″ | Bordeaux<br>French<br>3*BHCem* | C.2Cy.17″&36″–24″ (*r*)<br>110lb 62NHP<br>1SB,*2pf*,gs38,hs1107<br>Clyne,Mitchell&Co.Abn. | 12 ″ 0 |
| 96<br>130269<br>KBHN | **Narwhal**<br>*G.B.Leavitt*<br>2*Dks* | WoodScBk<br>524<br>464<br>390 | | 1883 DickieBrs.<br>SanFrancisco | PacificSteam<br>WhalingCo. | 149·5 32·0 17·0 | S.Frncisco<br>Utd.States | C.2Cy.14″&28″–24″<br>32NHP<br>RisdonIronWks.,S.Frncsc. | |
| * 97<br>86262<br>WPRT | **Naseri**<br>~~*Lyle Mydelwinter*~~<br>*Kemp* –04<br>(*ex*Sculptor) | IronScBn<br>1454<br>1254<br>912 | ✠100A1 Bom<br>~~10,01~~ 12,04<br>✠LMC10,03 | 1882 R.Dixon&<br>10mo Co.<br>Middlesbro'<br>*Lloyd's SA&CP* | Bombay&Persia<br>Stm.Nav.Co.Ld. | 250·0 33·2 20·2<br>P81′B48′F35′<br>BK9″<br>*WB = APT*650*t* | Bombay<br>British<br>4*BHCem*<br>2SB,*6pf*,gs72,hs2820<br>Blair&Co.(Lim.),Stockton | C.2Cy.30″&55″–36″<br>80lb *45lb* 155NHP | |
| 98<br>130340 | **Nashua**<br>2*Dks* | WoodPad<br>2555<br>—<br>1801 | | 1884 Palmer&<br>Co.<br>Noank,Conn. | Providence&Ston-<br>ingtonS.S.Co (N.Y.<br>N.H.&H.R.R.Co.) | 291·6 43·0 16·1 | Providnce<br>Utd.States | C.2Cy.42″&78″–126″<br>569NHP<br>JohnRoach&Son,N.York | |
| 99<br>155326 | **Nassau**<br>*L.W.Blix*99–99 (*ex*OldGlory)<br>1*Dk* | WoodTwinSc<br>400<br>—<br>235 | | 1898 R.Palmer<br>&SonS.B.Co.<br>Noank, Conn. | LongIslandR.R.Co | 133·0 26·9 9·4 | Patchogue<br>N.Y.<br>Utd.States | T.6Cy.10″,15½″&26″–15″<br>52NHP<br>HydeWindlassCo.BathMe | |
| 100<br>RLWM | **Nassovia**<br>*G.Cantieney*00–03<br>2*Dks*(1*Stl&UIrn*)&*deep framing*<br>*Elec.light* | SteelScSr<br>3858<br>3607<br>2482 | ✠100A1 Hpl *w*<br>1,01<br>✠LMC1,01 | 1901 W.Gray&<br>1mo Co.Ld.<br>W Hartlepool<br>A&CP | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>Ham-Amr.Linie)<br>*WB = Cell D Ba* | 350·2 49·7 25·5<br>P27′B92′F40′<br>FK<br>116′*uE*24′*f* 148′886 | Hamburg<br>German<br>6*BHCem*<br>*APT*88*t* | Q.5Cy.17″,24″,34″&(2)42″–42″]268lb *80lb* (*s*) 274NHP<br>2SB,*6cf*,gs90,hs3010 FD<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 3 |
| 101<br>130173 | **Nat Strong**<br>— | WoodSc<br>161<br>—<br>111 | | 1880 .....<br>Kennebunk,<br>Me. | FisheriesCo. | 119·6 18·6 10·0 | Groenport<br>N.Y.<br>Utd.States | | |
| 102<br>KJNR | **Natal**<br>*Fabre*96–01<br>3*Dks* | IronScBk<br>4088<br>—<br>1985 | | 1882 Messagries<br>Maritimes<br>LaCiotat | MessageriesMariti-<br>mes | 413·9 39·7 32·8 | Marseilles<br>French | C.3Cy.43½″&(2)60½″–43½″<br>898NHP<br>Messgrs.Marit.,LaCiotat | |
| 103<br>119911<br>VHFD | —<br>*R.Staff*02–03<br>1*Dk* | SteelScK<br>208<br>186<br>68 | ✠100A1 Hul<br>*Stm Trawler* Gms<br>2,02 9,02 ✠LMC9,02 | 1903 Cochrane&<br>9mo Sons<br>Selby<br>*Lloyd's SA&CP* | Taylor,Staff&<br>Bernstein | 114·0 21·5 11·2<br>Q57′F20′<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,*2cf*,gs31,hs1090<br>C.D.Holmes&Co.Hull | 12 ″ 1 |
| 104<br>98715<br>MVFT | —<br>*ss*Hul.No.1–95<br>1*Dk* | IronScK<br>167<br>150<br>69 | ✠ Hul<br>*Stm Trawler*<br>2,95 ✠ | 1890 Cochrane,<br>12mo Coopr&Scho-<br>field Beverley | HullSteamFishing<br>andIceCo.Ld. | 105·6 21·0 11·0<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>50RHP<br>1SB,*2cf*,gs27,hs778<br>Amos&Smith,Hull | 11 ″ 10 |
| 105<br>96854<br>MPSH | —<br>*J.Borwick* –95<br>1*Dk* | SteelTwinScTug<br>158<br>150<br>59 | | 1892 W.Denny<br>&Brothers<br>Dumbarton | Union-CastleMail<br>S.S.Co.Ld. (D.<br>Currie&Co. *Mgrs.*) | 110·0 23·5 9·1<br>BK5½ | S'thamptn<br>British<br>*WB* | C.4Cy 11″&21″–21″<br>50RHP<br>Denny&Co.,Dumbarton | 10 ″ 0 |
| 106<br>87886 | —<br>1*Dk* | WoodScFlat<br>145<br>136<br>98 | | 1882 H.Gibson<br>Northwich | SaltUnion,Ld. | 90·0 20·7 9·9 | Liverpool<br>British | 2Cy.9½″–12″<br>18RHP<br>W.E.Bates,Northwich | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c | Register Tonnage: Under Deck / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Years Ass. remain. | Built. By Whom. / Where. / Engines | Owners. | Register'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No & Dia of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard. ft. in. | Extra Strength in wings of Holds. Ice Class. Date of last Docking. | Date when last Boiler Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 Natale L. | SteelScSr | 2131 | ✠100A1 | Gen | *s* | 1899 W.Gray& | G.Lavarello fuP. | 290·7\|42·2\|19·3 | Spezia | T.3Cy.21½".35"&58"–39"(*a*) | 21 " 9 | | 1,04 |
| *Pastorino* | *ss*Gen.No.1–04 | 1935 | 8,05 Actd | Cff | | 7mo Co.Ld. | | P27'B74'F29' | Italian | 160lb *80lb* 217NH | s 3 • 5½ | | |
| QSTM | *ex*Mavisbrook) 1 *Dk(Irn)&deep framing* | 1398 | ✠ MC 1,04 | | | W Hartlepool | *WB = Cell D Ba&u* | | FK | 2S B,*Grf*,GS82,HS8370 | | | |
| | | | | | | A&CP | | *E & K 126' f 120 654t* | *4 BH Cem* | Cen. Mar. Eng Wrks. W Hpl | | | |
| 108 Natalia | IronScBn | 1767 | | | | 1883 Palmers' | D.Heydemann | 258·3 36·2 17·3 | Riga | C.2Cy.31¾"&60"–39" | 19 " 5 | V | |
| *Mahlder* –03 | | 1340 | | | | Co.Ld. | | Q94'B60'F31' | Russian | 168NH | | | |
| *Well deck* (*ex*Crown Prince) | 1 *Dk2trB* | 977 | | | | Newcastle | | | *WB* | Palmers' Co.Ld.Nwc. | | | |
| 109 Nathan Hale | WoodScSr | 300 | | | | 1890 Thames | ThamesTowBoat | 121·8\|27·0 14·2 | N.LndnCn. | T.3Cy.16",24"&41"–30" | | | |
| 130479 *A.L.Huntley*85–98 | 1 *Dk* | — | | | | TowBoatCo. | Co. | H— | Utd. States | NB96 92NH | | | |
| KHPT | | 150 | | | | N.LondonCn. | | | *WB* | Neafie&Levy, Philadelphia | | | |
| 110 National | SteelScSr | 843 | | | | 1888 Rostocker | Paulsen&Ivers | 191·6\|29·2\|14·9 | Kiel | T.3Cy.14½",22½"&36½"–27½" | | G V | |
| *E.Sparmann*02–03 | | 581 | | | | Act.Ges. | | P&B108' F57' | German | NB00 71NH | | | |
| LCQM | 1 *Dk* | 532 | | | | Rostock | | | *WB* | Rostocker A.G., Rostock | | | |
| 111 — | WoodScFlat | 120 | | | | 1876 G.Deakin | SaltUnion.Ld. | 88·0\|20·8\| 8·6 | Liverpool | 2Cy.12"–14" | | | |
| 81345 | | 119 | | | | Winsford | | | British | 24RH | | | |
| | | 82 | | | | | | | | J.B.Deakin, Winsford | | | |
| 112 National City | WoodScSr | 310 | | | | 1888 A.Hay | UnionLumberCo. | 148·5\|33·8\|10·3 | S.Frncisco | T.4Cy.(2)10",22"&33"–24" | | | |
| 130403 *P.A.Johnson* | | — | | | | San Francisco | | | Utd. States | 53NH | | | |
| | 1 *Dk* | 221 | | | | | | | | Hinkley, Spiers&Hays SFo. | | | |
| 113 Natorigawa Maru | IronTwin ScSr | 149 | | | | 1888 Sayama | OsakaShosen | 107·3\|15·9\|12·3 | Osaka | C4.Cy.10½"&19½"–12" | | | |
| 1093 | | 102 | | | | Yoshitaro | KabushikiKaisha | | Japanese | 22NHP | | | |
| HGQJ (*ex*Kioritsu Maru) | 2 *Dks* | 92 | | | | Osaka | | | | Osaka Iron Works, Osaka | | | |
| 114 Natuna | SteelTwinScSr | 764 | ✠100A1 | Sng | *k* | 1898 Ramage& | Norddeutscher | 197·4\|32·1\|13·0 | Bremen | C.4Cy.15"&30"–21" (*s*) | 13 " 6 | | ~~12,02~~ |
| ~~*Hermelin*~~ | *ss*Sng.No.1–02 | 549 | 9,04 2,04 | | | 5mo Ferguson, Ld. | Lloyd | 271'B18'F30' | German | 120lb *80lb* 88NHP | | | ~~S4,05~~ |
| QHDT *Well deck* | 1 *Dk(pt Stl–teaks)* | 458 | ~~B 9,04~~ | ✠LMC 12,02 | | Leith | | FK | 1 *BH Cem* | 1SB.*3pf*,GS57,HS1638 | | | TS 4,05 |
| ~~*Wrasser* ~~ *Klimmek* | | | | | | *Lloyd's SA&CP* | *WB = Cell D* | *Ba58'f75'157t FPT* | 1 *St APT6t* | Ramage&Ferguson Ld. Lth | | | |
| 115 Nauma | SteelScSr | 160 | | | | 1891 Trndhjms | NamsosDamp- | 104·2\|17·8\| 7·9 | Namsos | T.3Cy.10½",16"&26"–18" | | N | |
| *C.Hermanstad*95–96 | | 86 | | | | Mek. Verks. | skibsselskab | P64*t* H5*t* F5*t* | Norwegian | NB01 29NHP | | | |
| JTCM | 1 *Dk* | 85 | | | | Drontheim | (A.Bjerkhoel) | | | Trondhjems M.V., Dronthm | | | |
| 116 Nauplia | SteelScSr | 4200 | | | | 1901 Act.Ges. | Hamburg-Amerik. | 339·1\|51·2\|24·2 | Hamburg | T.3Cy.25⅝"40½"&66½"–44½" | | G | |
| *C.A.H.Kräft*96–01 | | 3355 | | | | "Neptun" | Packetf.Act.Ges. | | German | 298NHP | | | |
| RMDK *Elec.light* | 2 *Dks* | 2698 | | | | Rostock | (Ham.-Amr.Linie) | P33'B123'F27' | *WB* | A.G. "Neptun," Rostock | | | |
| 117 Nauplion | IronScSr | 502 | ✠ | Cly | *i* | 1882 HM'Intyre | D.P.Goudis | 185·6\|26·2\|13·7 | Piræus | C.2Cy.24"&48"–33" | | | |
| 120 *Orloff*80–86 | | 441 | 6.82 | | | 5mo &Co.,Paisley | | B29' F24' | Greek | 110NHP | | | |
| HFDS | 1 *Dk* | 295 | | | | | | | *4 BH Cem* | Hutson&Corbett, Glasgow | | | |
| 118 Nauta | SteelScSr | 1137 | | | | 1903 Schömer& | J.H.Jensen | 217·5\|33·9\|13·8 | Flensburg | T.3Cy.15",24¾"&40½"–28" | | G | |
| *M.Petersen* –03 | | 833 | | | | Jensen | | P12'Q55'B61'F28' | German | 85NHP | | | |
| LMTH | 1 *Dk* | 708 | | | | Tönning | | | *WB* | Schömer&Jensen, Tönning | | | |
| 119 — | SteelScSr | 358 | ✠ | Abn | *f* | 1891 Howaldts- | Dampskbselskabet | 139·2\|23·2\|11·2 | Copnhagn | C.2Cy.15¾"&27½"–15¾" | 13 " 11 | V | |
| *A.Madsen* –99 | *ss*Cpn.No.1–95 | 296 | 5,99 | | | 2mo werke | Nauta (D.Torm) | B28'F17' | Danish | 30NHP | | | |
| NOSJ | 1 *Dk(Stl)* | 217 | | | | Kiel | | BK6" | *4 BH Cem* | 2SB,*2cf*,GS21,HS563 | | | |
| | | | | | | | | *WB = DBa33'25t&u* | *u E&B21'30t* | Howaldtswerke, Kiel | | | |
| 120 Nautik | SteelScSr | 1081 | ✠100A1 | Shl | *n* | 1897 C'rmichael | Dampsselsk. | 225·8\|34·1\|14·0 | Esbjerg | T.3Cy.17",27½"&44"–33"(*a*) | 16 " 0 | | ~~1,04~~ |
| 830 | ~~*N.T.Nielsen* –04~~ | ~~1,04~~ 1,05 | | | | 6mo Maclean&Co. | Vesterhavet (I. | Q81'B54'F27' | Danish | 160lb *100lb* NDB05 114NHP | | | ~~1,06~~ |
| NJDL *Well deck* | 1 *Dk(pt Irn pt Stl)*,&*Web frames* | 686 | ~~BS8,05~~ | ~~✠LMC 02~~ 1,03 | | Greenock | Lauritzen, *Mgr.*) | drp05 FK | 3 1t *APT16t* | 1SB,*3pf*,GS61,HS1756 | | | 5,05 |
| *Elec.light* | ssShl.No.2–05 | | | | | *Lloyd's SA&CP* W | *B = Cell D Ba56' u* | *E15' f 90'253t FPT* | | Hutson&Son, Glasgow | | | |
| 121 Nautilus | SteelTwinSc | 2034 | ✠ A1 | Rnf | | 1903 W.Simons | NatalGovernment | 281·0\|46·6\|17·4 | PortNatal | T.6Cy.18",28"&48"–27" (*s*) | 18 " 6 | | |
| 1819 | | 1050 | *Hopper Dredger* | | | 1mo &Co.Ld. | | Q97'F31'RFD68' | British | 160lb *100lb* 284NHP | | | |
| | 1 *Dk(Stl pt wss)* | | 1.03 | ✠LMC 1,06 | | Renfrew | | FK | 5 *BH Cem* | 3SB,*9cf*,GS170,HS4908 | | | |
| *Elec.light* | | | | | | *Lloyd's SA&CP* | | *WB = DTa6'42t* | | W. Simons&Co.Ld. Renfrw | | | |
| 122 — | IronScSr | 974 | A1,1 | Skm | Lv | 1872 Bergsunds | StockholmsÅngf. | 208·9\|29·7\|17·1 | Stockholm | C.2Cy.26"&52"–30" | | | |
| 2639 *G.A.Svinhufvud*74–76 | | 735 | 1.01 | | | 7mo Mek.Verkst | Rederiaktieb | P122'H13*t*F23' | Swedish | NB84 123NHP | | | |
| HJKP *Welldeck* 6thSurvey,Skm.3,92 | 1 *Dk2trB* | 583 | | | | Stockholm | | ND98 BK8" | | 2SB.*4pf*,GS61,HS1676 | | | |
| | 4thSurvey,Skm.4.04 | | | | | | | | | Bergsund Mek. Verks. Skm. | | | |
| 123 — | IronScSr | 718 | | | ... | 1874 GSGulston | GeneralStm.Nav. | 199·5\|28·0\|18·8 | London | C.2Cy.26"&47"–33" | 16 " 10 | | |
| 70681 *J.Dinneen* –04 | | 636 | | | | Sunderland | Co.Ld. | Q75' | British | NB85 95RHP | | | |
| NQBC | 1 *Dk* | 467 | | | | | | BK7½ | *WB* | G.Clark, Sunderland | | | |
| 124 — | SteelScSr | 360 | ✠100A1 | C.Tn | *d* | 1890 JM'Arthur | NautilusSyndi- | 130·0\|24·0\| 9·9 | Cape Town | C.2Cy.18"&35"–24" (*s*) | 9 " 6 | | 9,02 |
| 84610 *H.L.Scharmberg* –00 | | 339 | *Awng dk* | | | 1mo &Co. | cate,Ld. (Smith, | H19*t* 15·8 | British | 85lb *85lb* NDB03 50RHP | s 7 " 5 | | |
| WPDV | *ss*C.Tn.No.3–9,02 | 216 | *with freeboard* | | | Paisley | Webster&Co.) | BK7" | *4 BH Cem* | 1SB.*2pf*,GS39,HS956 | w7 " 6 | | |
| | 1 *Dk(Stl)*,&*Awng Dk* | | 9,02 | | | *Lloyd's SA&CP* | | *WB = FPT* | 15t *APT15t* | Bow, M'Lachlan&Co., Psy. | | | |
| | | | ~~BS11,03~~ | ✠LMC 9,01 | | | | | | | | | |
| 125 — | IronScCtr | 260 | | | | 1879 J.Walker | Townsville | 135·3\|23·1\|10·3 | Twnsville | C.2Cy.18"&33"–20" | | | |
| 94133 | | 260 | | | | &Co. | HarbourBoard | | British | 47RHP | | | |
| | 1 *Dk* | 177 | | | | Maryborough | | | | J.Walker&Co., Maryboro' | | | |
| 126 — | SteelScSr | 150 | | | | 1903 Sandvikns | FinnishBoardof | 89·8\|20·0\|11·8 | Helsingfrs | T.3Cy.11",17¾"&29⅞"–19¾" | | | |
| | | 129 | | | | Skeppd&MV | Fisheries | | Russian | 40NHP | | | |
| (*Trawler*) | 1 *Dk* | 85 | | | | Helsingfors | | | | Sandvikens Skeppsd.&MV | | | |
| 127 Navahoe | IronScSr | 1637 | | | ... | 1880 Reiherst'g | ClydeS.S.Co.(W.P. | 283·3\|32·4\|19·4 | New York | C.2Cy.34"&62"–42" | | R | |
| 130762 | | 1595 | | | | Schiffsw. | Clyde &Co., *Mgrs.*) | F30' | Utd. States | 208NHP | | | |
| KNGQ (*ex*Thuringia) | 2 *Dks*&*3trB* | 1114 | | | | Hamburg | | | *WB* | Reiherst. Maschinenf. Ham | | | |
| 128 Naval | IronScSr | 1338 | | | ... | 1876 W.Gray& | Paulsen&Ivers | 246·6\|32·3\|18·3 | Kiel | C.2Cy.27½"&56½"–33" | 19 " 3 | V | |
| *O.Andreis*99–00 | (*ex*Winston) | 1038 | | | | Co. | | Q78'B67'F37' | German | NB97 136NHP | | | |
| LBDQ *Well deck* | 1 *Dk2trB* | 888 | | | | W Hartlepool | | BK8½" | *WB* | T. Richardson&Sons, Hpl. | | | |
| 129 Naval Prince | SteelScK | 130 | | | ... | 1898 J.T.El- | R.Irvin | 96·0\|19·2\|10·7 | N.Shields | C.2Cy.16"&34"–22" | 11 " 0 | | |
| 105227 *J.Normandale* | (*Trawler*) | 121 | | | | tringham&Co | | BK7" | British | 47RHP | | | |
| | 1 *Dk* | 17 | | | | South Shields | | | | G.T.Grey, South Shields | | | |

| 1 Numéro d'Ordre — Numéro officiel — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Jauge — Total. Nombre de Ponts. Net | 5 Détails de la Classification. Cote. — Système Lloyd. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Navire. Mach. | Par qui. On. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur | Creux | 12 Port d'Armement — Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Hélices et Foyers. Nom du Constructeur des machines. | 14 Chevaux nominaux — Franc-bord au Pont de la Marque — pds. ps. | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 130 MBCL | **Navarra** SteelScSr<br>*Chr. Brekke*<br>1 *Dk* | | 1137<br>1019<br>705 | | | | 1908 | Nylands Værksted Christiania | | Dpskbinteresselsk Garonne (Fearnley & Eger, *Mgrs.*) | 231·6 35·2 17·3<br>H95/F51/ | | | Christiania Norwegian *WB* | T.3Cy.16½",27"&44"–32"<br>109NH<br>Nylands Værksted, Xania. | | | N | |
| 131 118076 VPFC | **Navarre** SteelScSr<br>*J.H.Jackson* –04<br>1 *Dk(Stl)* & *deep framing* & *Shelter dk(Irn)*<br>*Elec.light* | | 1089<br>850<br>897 | ✝100A1 Irv<br>*Shelter dk*<br>*with freeboard*<br>~~2,06~~ | *a*<br>Liv | | 1904<br>2mo | Irvine S.B.& E.Co.(1902) Ld Irvine<br>*Lloyd's SA&CP* | | Moss S.S.Co.Ld. | 230·1 34·2 14·6<br>FK | | | Liverpool British<br>4 *BHCem*<br>*APT* | T.3Cy.20½",34"&56"–36" (*s*)<br>180lb *90lb* 209NH<br>2SB,*Scf*,gs104,hs8300<br>J.G.Kincaid&Co. Greenock | 17 × 1<br>× 1 × 1 | | | |
| 132 13037 KDSH | **Navarro** WoodScSr<br>*H.Weber*<br>1 *Dk* | | 233<br>—<br>171 | | | | 1887 | A.Hay San Francisco | | California & Oregon Coast S.S. Co. | 126·0 32·0 10·4 | | | S.Francisco Utd. States | C.2Cy.12"&24"–20"<br>21NP<br>Hinkley Spiers & Hayes SF. | | | | |
| 133 93704 KJCQ | **Navigator** SteelScSr<br>~~*R.Maycock* –03~~ *ss*Liv.No.3–7,98<br>*Netherton* –04 *ss*Liv.No.1–02<br>1 *Dk(Stl)* & *Spar dk(Stl–ws)* 3 *tr B* | | 2571<br>2434<br>1649 | ✝100A1 Liv<br>*Spar dk*<br>1,05 ~~2,04~~<br>~~Additional~~ L | *t* | | 1886<br>9mo | J.Laing Sunderland A&CP | | Charente SS.Co.Ld (T.&J.Harrison, *Mgrs.*) | 301·0 37·7 20·0<br>B58′F39′ 27·8<br>BK10″ | | | Liverpool British<br>6 *BHCem* | T.3Cy.24",38"&62"–42" (*s*)<br>160lb *93lb* NDN99 273NH<br>2DB,*Scf*,gs122,hs4466<br>Blair&Co.(Lim.),Stk. | 21 × 7<br>8 × 1½ | DT c.01 6,04 | | 9,02 |
| 134 JHFM | — SteelScSr<br>*J.H.Jacobsen* 84–01<br>1 *Dk* 2 *tr B* | | 1273<br>1164<br>797 | | | | 1900 | Fevigs Jernskibsbyg Arendal | | Dampskibsacties. "Navigator" (Holdt&Isachsen) | 233·9 35·1 18·5<br>B60′H22/F23/ | | | Stavanger Norwegian *WB* | T.3Cy.17",27"&45"–33"<br>116NH<br>Richardsons, Westgarth & Co.Ld.Mdb. | | | N | |
| 135 130792 KNRT | — SteelScTug<br>1 *Dk* | | 414<br>—<br>281 | | | | 1898 | J.H.Dialogue & Son Camden, N.J. | | J.Scully | 134·3 26·0 16·0 | | | Prth Amby Utd. States | T.3Cy.18",27"&45"–32"<br>115NH<br>J.H.Dialogue&Sn.Cmdn N.J. | | | | |
| 136 96383 LKRV | **Nawab** SteelScSr<br>*J.P.Toms* 03–04 *ss*Cal.No.3–8,01<br>2 *Dks(U Stl–ws)* & *Deep framing* & *Dk rule*<br>*Elec.light* | | 3142<br>2820<br>2041 | ✝100A1 Cal<br>5,01<br>BS5,04 ~~3,04~~ | *v* | ✝LMC4,01 | 1889<br>11mo | Harland & Wolff (Lim.) Belfast<br>*Lloyd's SA&CP* *WB* | | Asiatic Stm.Nav. Co.Ld. | 345·6 42·2 24·5<br>P48′B80′F52′<br>BK9″<br>*= Cell D Ba 90′255t* | *& u E 12′44t F P T 68t* | | Liverpool British<br>6 *BHCem*<br>*APT* 48*t* | T.3Cy.22",36"&60"–48" (*s*)<br>180lb *90lb* 271NH<br>2DB,*Srf*,gs115,hs4180<br>Harland & Wolff (Lim.) Bel. | 28 × 1 | | | 9,03 |
| 137 6897 RJNB | **Naworth Castle** IronScSr<br>~~*T.Dunpalm* –04~~ *T.R.Jobling* –05<br>*ss*Nwc.2nd.No.3–3,04<br>2 *Dks(1 Irn)* 3 *tr B* | | 1713<br>1567<br>1076 | ✝100A1 Nwc<br>~~Spar dk~~<br>~~3,04~~ 3,05<br>~~BS3,04 & B7,02~~<br>MS1,03 | *q* | ~~LMC~~<br>~~B3 1,03~~ B8 2,04 | 1878<br>3mo | J.L.Thompson & Sons Sunderland<br>A&CP | | Angus Shipping Co. Ld (J.P.Bruce *Mgr*) | 260·5 34·0 23·8<br>F29′ ptND99&04<br>BK9½″<br>*WB=* | | | Dundee British<br>4 *BHCem*<br>*D Ba 84′f 44* | T.3Cy.20",32½"&58"–36" (*s*)<br>160lb *60lb* NDB92 170NH<br>2SB,*4rf*,gs72,hs2560<br>J.Dickinson, Sunderland | 25 × 3<br>4 × 2½ | | | |
| 138 QFVD | **Naxos** SteelScSr<br>*H.Kaempfer* –03 (*ex* Harzburg)<br>1 *Dk* & *Spar dk* & *Web frame*. | | 2209<br>1987<br>1304 | | | | 1894 | Flensburger Schiffsb. Ges Flensburg | | Deutsche Levante Linie | 279·4 39·6 14·6<br>P28′B72′F34′ 22·1<br>BK9″ | | | Hamburg German<br>*WB* | T.3Cy.22½",35"&60"–42"<br>251NH<br>Flensburger Schiffsb. Ges. | 16 × 11 | G | | |
| 139 | **Nazareno** Wood—Ctr<br>*E.Sison* –02<br>1 *Dk* | | 158<br>—<br>71 | | | | | ..... Hong Kong | | L.Hidalgo&Co. | 127·6 19·7 7·4 | | | Manila Utd. States | C | | | | |
| 140 | **Nazareth** SteelScSr<br>*J.E.Portella* –03 | | 170<br>136<br>104 | | | | 1902 | A.Rutherford&Co. Birkenhead | | P.F.Ramirez | 94·8 22·8 8·2 | | | Callao Peruvian | C.2Cy.12"&24"–16"<br>19NH<br>A.Rutherford&Co.Bkn. | | | | |
| 141 KJRD | **Ne-oblie** WoodScSr<br>*Leleizour* 02–02<br>1 *Dk* | | 222<br>205<br>151 | | | | 1878 | W.McCulloch Scotts Creek, N.S.W. | | Union Com.et de Nav.Calédonienne | 120·5 22·2 9·8<br>H17*t* | | | Noumea French | 1Cy.18"–16"<br>5NH<br>Plenty&Sons, Newbury | | | | |
| 142 | **Nea Omonoia** SteelSc<br>*J.Mitchell* 94–94<br>1 *Dk* | | *128*<br>*127*<br>*76* | | | | 1894 | J.Cran&Co Leith | | Aravandino& Caravia | 100·0 19·8 9·6<br>BK6½″ | | | Ithaca Greek<br>*WB* | T.3Cy.18",21"&34"–24"<br>65NH<br>J.Cran&Co., Leith | 10 × 0 | | | |
| 143 RGQH | **Neapel** IronScSr<br>*A.Wendt* 00–00 (*ex* Totmes)<br>*Elec.light* 2 *Dks* 3 *tr B* | | 1710<br>1581<br>1081 | | | | 1884 | Reiherst'g Schiffsw. Hamburg | | Rob.M.Sloman, jun. | 270·5 35·4 22·3<br>P44′ B80′ F32 | | | Hamburg German | C.2Cy.34"&62"–42"<br>208NH<br>Reiherst. Maschinenf. Ham | | G | | |
| Wrecked 1904 | **Neapolis** IronScSr<br>*P.Malandrakis* 98–98<br>(*ex* Città di Trapani, *ex* Wellingdorf) | | 919<br>—<br>602 | | | | 1882 | G.Howaldt Kiel | | Nav.àVap.Egée (P.M.Courtgi&Co. *Mgrs.*) | 217·5 28·3 20·8 | | | Constanpl Turkish | C.2Cy.28"&48"–30"<br>84NH<br>Howaldt Gebr., Kiel | | V | | |
| 145 130077 KRTF | **Nebraskan** SteelTwinScSr<br>*Weeden*<br>2 *Dks(Stl)* & *deep framing* &<br>*Elec.light* *Shelter dk(pt Stl–ws)*<br>*Ref. Mchy.* | | 4409<br>4218<br>2824 | ✝100A1 NYk<br>*Shelter dk*<br>*with freeboard*<br>9,04 ~~3,04~~<br>*Fitted* | *x* | LMC7,02<br>*for liquid fuel* 11.02 | 1902<br>7mo | New York S.B.Co. Camden, N.J.<br>A&CP | | American-Hawaiian S.S.Co. | 360·0 46·2 24·6<br>FK | | | New York Utd. States<br>8 *BHAsp* | T.6Cy.19",31"&54"–42" (*s*)<br>200lb *120lb* 465NH<br>2SB,*Scf*,gs156,hs6070 FK | 27 × 2<br>2 × 7½ | | | 9,04 |
| | | | | | | | | | | *WB= Cell D Ba 84′ u E & B 44′ f 110′ 653t* | | | | | New York S.B.Co. Camden NJ | | | | |
| | | | | | | | | | | *DTf 20′613t Tanks* | *at sides of tunnels* | | | | *between tunn* | *els 38′72t F P T 139t A P T 84t* | | | |
| 146 QHFT | **Neckar** SteelTwinSc<br>*A.Harrassowits* 90–01<br>*Elec.light* 3 *Dks* | | 9835<br>8491<br>6200 | | | | 1900 | J.C.Tecklenborg A.G. Geestemünde | | Norddeutscher Lloyd | 190·5 58·1 37·0<br>P71′B210′F86′ | | | Bremen German<br>*WB* | Q8Cy.28½",33½",48½"&71½"<br>–51½" 726NH<br>J.C.Tecklenborg A.G.Gst | | G | | |
| 147 QTNW | **Necken** IronSc<br>*K.J.I.Isakson* | | 122<br>—<br>105 | | | | 1877 | ..... Stockholm | | Helsingfors Kust Angf.Aktieb. | 107·2 18·5 8·4 | | | Helsingfrs Russian | NB02 | | | | |
| 148 1000 JDSK | — IronScSp<br>*F.W.Jönsson* –99<br>1 *Dk* | | 121<br>80<br>88 | | | | 1868 | Motala Co. Gothenburg | | Ångb.Aktieb. Necken (K.F.Andersson) | 96·7 18·5 7·9<br>Q88′B19′H4*t* F29′ | | | Trollhättan Swedish | C.2Cy.11¾"&23½"–14½"<br>NE86 17NH<br>Eriksbergs M.V., Gothenb. | | | | |
| 149 JVPG | **Nedenæs** SteelScSr<br>*J.Svenningsen*<br>1 *Dk* | | 1538<br>1396<br>974 | | | | 1899 | Short Bros. Sunderland | | Acties. Nedenæs (C.T.Boe) | 255·7 36·8 18·1<br>P7*t* H100*t* F85*t* | | | Arendal Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NH<br>W.Allan&Co.Ld.Sld. | | N | | |
| 150 PMKT | **Nederland** SteelScSr<br>~~*V.D.Vost* –03~~<br>*Spar dk(pt Irn & pt Stl)* 2 *tr B* &<br>*T.A.Rieck* 01–04 *deep framing* | | 3915<br>3721<br>2588 | ✝100A1 Nwc<br>*Spar dk*<br>~~3,04~~ 3,05<br>*with freeboard*<br>1,05 | *x* | LMC7,02 | 1902<br>7mo | Sir Raylton Dixon&Co Ld Middlesbro<br>*Lloyd's SA&CP* | | Stoomv.Maats. Nederl.Lloyd | 345·0 48·5 19·7<br>P& B222′F31′ 27·7<br>FK | | | Rotterdam Dutch<br>6 *BHCem* | T.3Cy.26,42"&70"–48" (*s*)<br>180lb *90lb* 393NH<br>2SB,*9pf*,gs164,hs6264<br>Richardsons, Westgarth& | 22 × 3<br>~~3 × 10~~<br>3 × 10 | | | |
| | | | | | | | | | | *WB= Cell D Ba 100′ u E 20′ f 156′ 708t P* | | | | | *T f 36′ 916t A* | *P T 60t* Co.Ld.Mdb. | | | | |
| 151 MBNJ | — IronSc<br>*Daddow* 03–03 *ss*Ant.2nd No.3–7,97<br>*ss*Ant.No.1–01<br>*Mchy. Aft* 3 *Dks* | | 2610<br>—<br>1900 | ✝100A1 Ant<br>1,03 | *u* | | 1873<br>6mo | Palmers' Co Newcastle<br>A&CP | | Soc. Anon. de Nav. Belge-Américaine | 329·2 38·6 30·5<br>BK10″ | | | Antwerp Belgian<br>6 *BHCem*<br>*W B= D B 262′* | C.2Cy.40"&80"–42" (*t*)<br>75lb *45lb* 852NH<br>2DB,*12pf*,gs ,hs6609<br>Palmers' Co., Newcastle | 31 × 10 | | | 1,04 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Dimensions. Length. Breadth. Depth. Deck Erections, &c. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Surface or Forced Draft. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Tonnage of Deck not to be measured. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152 | **Nederland** | **SteelPadSr** | 1660 | | | | 1887 | Fairfield Co.(Lim.) Glasgow | Stoomv.Maats. Zeeland | 286·5 \| 35·3 \| 16·6 22·9 FK | Amstrdam Dutch | C.O.2Cy.60″&101″–84″ 826NH | 17 ″ 0 | | |
| PMLB | *D.W.v.Boven –87* | *1 Dk& Awng Dk* | 1542 871 | | | | | | | | | FairfieldCo (Lim.) Gls. | | | |
| 153 | **Nedjef** | **SteelScSr** | 488 | | | | 1897 | Armstrong Whitworth & Co.(Lim.) Newcastle | MustaphaRasouloff | 146·9 \| 27·6 \| 12·6 Q17′B36′F21′ | Astrachan Russian | C.2Cy.18″&82″–21″ 39NH | | | |
| | *Mchy.Aft* | *1 Dk* | 389 359 | | | | | | | | | J.P.Rennoldson&Sns,SSh | | | |
| 154 | **Neebing** | **SteelSc3MstSr** | 1879 | | | | 1903 | Armstrong Whitworth &Co.Ld. Newcastle | G.T.Marks | 247·6 \| 42·0 \| 21·8 F41′ | Newcastle British | T.3Cy.19″,31″&52″–36″ 162NH | | C | |
| 118618 VFCJ | *W.H Thompson –03* *Mchy.Aft* | *1 Dk* | 1750 1187 | | | | | | | | *WB* | WllsndSlpwy.Co.Ld.Nwc | | | |
| 155 | **Needles** | **SteelScSr** | 4697 | | | | 1898 | Lon.&Gls. Co.Ld. Glasgow | ClydeShppg.Co.Ld (W.Cuthbert,*Mgr*) | 401·7 \| 49·2 \| 27·7 P40′B115′F40′ | Glasgow British | T.3Cy.27″,42″&69″–54″ 350NH | | C | |
| 108770 QKHR | *J.P.Turner –05* | *2 Dks* | 4489 2995 | | | | | | | | *WB* | Lon.&Gls.Co.Ld.Glasgow | | | |
| 156 | **Neembucu** | **SteelSc** | 103 | | | | 1885 | Janssen& Schimilinsky Hamburg | N.Mihanovich | 89·9 \| 19·0 \| 9·0 | Bns.Ayres Argentine | C.2Cy.14″&22″–18″ 17NH | | | |
| | | | 104 41 | | | | | | | | | Jnssn&Schmilnsky,Ham. | | | |
| 157 | **Neepawah** | **SteelScSr** | 1799 | | | | 1903 | Grngem'th &Greenock Dockyard Co. Greenock | NewOntarioSS.Co. Ld. (R.O.&A.B. Mackay, *Mgrs.*) | 244·5 \| 40·0 \| 21·8 F29′ | P.Glasgow British | T.3Cy.20½″,34″&56″–36″ 188NH | | C | |
| 102579 | *J.Baird 03* *Elec.light* | *2 Dks* | 1701 1190 | | | | | | | | *WB* | J.G.Kincaid&Co.Grk. | | | |
| 158 | **Neghileh** | **IronSc3MstSr** | 774 | † | | Cly | 1864 10mo | Barclay, Curle&Co. Glasgow | KhedivialMailS.S. & GravingDockCo. Ld. | 226·8 \| 28·0 \| 15·7 | London British *4 BH* | C.2Cy.26″&52″–36″ NE&B80 135NH | | V | |
| 51065 RFNT | *G.R.Sealy –04* *Mchy. Aft* | (*ex*Moray) *2 Dks&q Shade dk* | 658 442 | 10,64 | | | | | | | | Day,Summers&Co.,Sou. | | | |
| 159 | **Negroponte D.** | **Steel&IronTwinSc** | 360 | | | | 1889 | Stabilmnto Tecnico Trieste | F.Theofani& I.Frangopulo | 175·0 \| 28·0 \| 7·6 | Rostoff Russian | C.4Cy.11½″&21″–18″ 31NH | | | |
| | *G.Zizos.Metoxas –95* | | — 249 | | | | | | | | | StabilimentoTcnco.,Trste | | | |
| 160 | **Nehaj** | **IronSc** | 138 | | | | 1884 | Stabilmnto Tecnico Trieste | Soc.inAzioniUngaroCroata diNav. Maritt.aVap. | 124·0 \| 16·0 \| 6·1 | Fiume Aust.-Hung. | C.2Cy.15½″&27″–18″ 26NH | | | |
| 316 | *R.Lovrich* | | — 71 | | | | | | | | | | | | |
| 161 | **Neidenfels** | **SteelScSr** | 5384 | †100A1 | Ham | *z* | 1896 12mo | Wigham Richrdsn&Co. Newcastle | DeutscheDmpfsfahrts.Ges.Hansa | 416·0 \| 52·5 \| 21·0 P60′B94′F47′ 29·0 BK11′6 | Bremen German | Q.4Cy.24″,34″,51″&74″–54″ 210lb *120lb* (*s*) 481NH | 23 ″ 9 | | ~~5,04~~ 8,04 |
| | *D.Hartzog02–04* ~~ssHam.No.1–01~~ | | 5035 | *Spar dk* | ~~Bhg~~ | | | | | | | 3SB,*9cf*,GS146,HS6006 FD | | | |
| QGKC | 1 *Dk(Stl)*&*Spar dk(Stl–*teak s) | &*Web frames* | 3502 | ~~Hull~~ 3,05 | | | | | | A&CP | *WB* | 28′*f*170′876*t* | | | |
| 162 | **Neisei Maru** | **IronScSr** | 389 | | | | 1861 | ..... Holland | K.Nomura | 150·0 \| 20·2 \| 17·4 | Osaka Japanese | 2Cy.25″–22½″ 46NH | | | |
| 514 HDGS | *NagataSchichisaburo* (exBelter) | *2 Dks* | 306 241 | | | | | | | | | | | | |
| 163 | **Nejid** | **IronSc** | 600 | | | | 18 g3 | ..... Trieste (*Rebuilt*) | IdareiMassousieh | 211·6 \| 27·0 \| 16·0 | Constanpl Turkish | | | | |
| | | | — 400 | | | | | | | | | | | | |
| 164 | **Neko** | **SteelScSr** | 3648 | †100A1 | Ham | *w* | 1891 12mo | Armstrong Mitchell&Co. Ld.Newcastle | DeutscheDmpfsfahrts.Ges.Kosmos | 345·0 \| 43·7 \| 25·8 P&B205′F31′ FK | Hamburg German | T.3Cy.27″,43″&69″–48″ (*s* | 28 ″ 3 | | ~~8,03~~ 8,04 |
| RJND | *H.Rickmann00–03* *Well deck* | *ss*Ham.No.3–1,04 2 *Dks(Stl–Uwss)*&*Web frames* *Elec.light* | 2986 2358 | 8,01 ~~1,00~~ | | LMC 04 | A&CP | | *WB* | = *Cell D B* 304′602*t* | *APT* 12*t* | 160lb *100lb* 365NH 2DB.*12rf*,GS180,HS6000 Wllsnd SlpwyCo.,Ld.Nwc | | | |
| 165 | **Nelcebee** | **IronScCtr** | 144 | | | | 1883 | T.Cruickshank Pt.Adelaide | AdelaideStm.Tug Co.Ld. | 107·0 \| 18·8 \| 9·2 H10′ F4′ | Adelaide British | C.2Cy.17½″&34″–24″ 60RH | | | |
| 79347 QPJW | *G Benton98–98* | *1 Dk* | 130 98 | | | | | | | | | W.King&Co.,Glasgow | | | |
| 166 | **Nell** | **WoodScSp** | 208 | | | | 1887 | G.Williscroft Georgetn B.C. | GeorgetownSaw MillCo.Ld. | 103·0 \| 23·5 \| 8·1 | Vict'riaBC British | C.4Cy.10″&20″–20″ 50RH | | | |
| Lost by Fire 10,04 90789 | | | 117 125 | | | | | | | | | AlbionI.Wks.,Victoria,BC | | | |
| 167 | **Nell Jess** | **SteelSc3MstSr** | 496 | †100A1 | Hul | *h* | 1896 1mo | S.Mc Knight&Co. Ayr | Goole&W.Riding Stm.Shppg.Co.Ld. (Hunter&Ezard, *Mgrs.*) | 168·0 \| 26·6 \| 11·0 Q82′B14′F24′ ~~hp01~~ FK | Goole British | C.2Cy.21″&42″–30″ (*h* | 13 ″ 5 | | 5,04 |
| 104211 PRCS | *G.T.Earnshaw 03* *Well deck* *Mchy.Aft* | ~~ssHul No.1–00~~ *ss*Goo.No.2–04 1 *Dk(Irn)* | 368 181 | 5,04 ~~1,00~~ | Goo | ~~No.1 01 Ext MC 5,00~~ 04 | A&CP | | *WB* = *DBf* 88′100*t* | | *FPT* 45*t* | 110lb *80lb* 70RH 1SB,*3pf*,GS51,HS1456 Hutson&Son,Glasgow | *s* 1 ″ 0 | | |
| 168 | **Nellie** | **IronScSr** | 1900 | †100A1 | Npt | *r* | 1894 11mo | Furness, Withy&CoLd W Hartlepool | Burdick&Cook | 270·0 \| 36·6 \| 17·0 P27′Q72′B118′F31′ FK | London British | T.3Cy.21½″,35″&57″–36″ (*s*) | 19 ″ 3 | | N1,04 |
| 104814 NPGV | *F.J.Taylor –01* *Well deck* | *ss*Npt.No.2–04 1 *Dk(Irn)*&*Webframes* | 1397 1217 | 3,05 ~~1,01~~ | Bly | | A&CP | | *WB* = *Cell D Ba* 82 | = *Eq B* 44′*f* 94′ 392*t* | *APT* 15*t* | 160lb *70lb* 192NH 1DB,*4cf*,GS63,HS2850 Blair&Co.(Lim.),Stockton | *s* 1 ″ 5½ | | |
| 169 | — | **IronScK** | 183 | †100A1 | Ams | | 1899 2mo | Cochrane& Cooper,Ld Beverley | Naamlooze Vennootschap Visscherij-Maats deKotter | 115·0 \| 21·0 \| 11·2 Q47′ BK7½ | Ymuiden Dutch | T.3Cy.13″,21½″&35″–24″ (*s*) | 12 ″ 0 | | 8,05 |
| | *J.J.Zwarteveld02–05* (exPavonia) | *ss*Ams.No.1–03 1 *Dk* | 174 62 | *Stm Trawler* ~~2,03~~ 2,02 | | BS2,05 Ext MC | *Lloyd's* | A&CP | | | *4 BH Cem* | 180lb 67NHP 1–B.*2cf*,GS36,HS1057 J.Cran&Co.Leith | | | |
| 170 | — | **SteelScSr** | 109 | | | | 1898 | Hawthorn, Leslie&Co.Ld Newcastle | G.Stephenson | 93·7 \| 19·1 \| 9·7 | N.Shields British | C.2Cy.15″&31″–21″ 39RHP | | | |
| 105230 | *A.Lang –98* | | 101 17 | | | | | | | | | Hedley&Boyd,N.Shields | | | |
| 171 | — | **WoodScSp** | 109 | | | | 1895 | Robinson& Hill Belfast | ~~J.Shields~~ J.Sheils | 84·0 \| 21·4 \| 7·8 | Belfast British | C.2.Cy.12″&26″–16″ 30RHP | | | |
| 104460 | *R.Barnes –95* | | 99 48 | | | | | | | | | W.Kemp,Glasgow | | | |
| 172 | — | **SteelScSr** | 89 | | | | 1892 | J.H.Gilmour Irvine | J.W.McIntyre | 80·0 \| 19·1 \| 7·7 Q12′F14′ BK6 | Glasgow British | C.2Cy.12″&24″–18″ 25RH | 8 ″ 6 | | |
| 99338 | *J.W.McIntyre –03* *Mchy.Aft* | *1 Dk* | 74 34 | | | | | | | | | Muir&Houston,Glasgow | | | |
| 173 | | **SteelScK** | 79 | †100A1 | Abu | | 1902 4mo | Smith's Dock Co.Ld. North Shields | A.Smith | 80·0 \| 18·1 \| 8·2 BK6 | Inverness British | C.2Cy 10¾″&23″–16″ (*s*) | 9 ″ 0 | | |
| FJDP | *A.Smith02–02* | *1 Dk* | 75 33 | *For fishing purposes* 8,03 | | LMC 4,02 | *Lloyd's* | A&CP | | *WB* = *FPT* 2*t* | 3 *BH Cem* | 125lb 21RHP 1SB,*2pf*,GS17,HS476 MacColl&Pollock,Sld. | | | |

| 1 Numéro d'Ordre. Numéro | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Spécials. Date de la dernière Visite. | 6 Entretenant exprit. d'après Lloyd's | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Attache. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. IHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-Bord au navire. pds. | pc | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 174 | **Nellie Bruce** | SteelScSr | 192 | ✠100A1 | Gms | | 1898 | Dundee | CrampinSteam | 112·0 \| 21·1 \| 11·1 | Grimsby | T.3Cy.12″,19″&33″–22″ (s) | 12 ″ 1 | | | |
| 108495 | *M.A.Bruce98–98* | *ssGms.No.1–02* | 175 | *For fishing purposes* | | | 2mo | Shipbuilders' | FishingCo.Ld. | Q58′ | British | 2cr.lb 57RH | | | | |
| PWT2 | | 1 *Dk* | 80 | 1,03 | | LMC02 | | CoLd. Dundee | | BK7½′ | 3 *BHCem* | ISB.*2cf*,gs32,hs1034 | | | | |
| | | | | | | | | A&CP | | | | Cooper&Greig,Dundee | | | | |
| 175 | **Nellie Nutten** | SteelScK | 184 | ✠100A1 | Abn | | 1901 | Hall, Russell&Co.Ld | J.&W.Nutten | 108·4 \| 21·6 \| 11·5 | Aberdeen | T.3Cy.12½″,20″&33″–21″ (s) | 12 ″ 1 | | | |
| 114177 | *W.W.Nutten –01* | | 174 | *Stm Trawler* | | | 2mo | Aberdeen | | BK7½′ | British | 140lb 55RH | | | | |
| | | 1 *Dk* | 53 | 5,01 6,06 | | LMC02 | | *Lloyd's A&CP* | | | 3 *BHCem* | 1SB,*2pf*,gs36,hs992 | | | | |
| | | | | | | | | | | | | Hall, Russell&Co.Ld.Abn | | | | |
| 176 | **Nellie Wise** | IronScSr | 1017 | | | | 1872 | Denton, Gray&Co. | W.Cory&Son,Ld. | 229·8 \| 30·0 \| 16·9 | London | C.2Cy.27″&54″–33″ | | | | |
| 6758 | *W.Street –99* | | 793 | | | | | W Hartlepool | | P86*t* B88*t* F34*t* | British | NB93 134NH | | | | |
| LNMD | *Well deck* | 1 *Dk2trB* | 626 | | | | | | | BK8½′ | *WB* | Blair&Co.(Lim.),Stockton | | | | |
| 177 | **Nelson** | SteelScSr | 1842 | | | | 1898 | W.Doxford &Sons.Ld. | NelsonS.S.Co.Ld. (AW.Pickard&Co) | 280·0 \| 39·0 \| 18·1 | London British | T.3Cy.19″,32″&54″–36″ 175NH | | C | | |
| 11[illegible] | *R.H Harrison –00* | | 1533 | | | | | Sunderland | | | | W.Doxford&Sons,Ld.Sld. | | | | |
| QMCF | *Turret deck* | 1 *Dk* | 1173 | | | | | | | | | | | | | |
| 178 | — | IronPad | 190 | | | | 1875 | W.Allsup &Sons | ~~Mrs.B.Clare~~ A.Blackmore | 140·0 \| 19·8 \| 9·0 | Liverpool British | D.2Cy.30″–48″ NB84 80RH | | | | |
| To be Dismantled | | | 164 | | | | | Preston | | | | W.Allsup&Sons,Preston | | | | |
| [illegible] | *T.Dunn –02* | | 50 | | | | | | | | | | | | | |
| 179 | — | SteelScSp | 149 | ✠100A1 | Liv | | 1899 | J.Jones& Sons | AlexandraTowing Co.Ld. | 92·2 \| 20·7 \| 10·9 | Liverpool British | C.2Cy.16″&42½″–27″ (s) | 12 ″ 0 | | 2,08 | |
| 110561 | *T.Roberts* | *ssLiv.No.1–08* | 131 | *For Towing purposes* | | | 3mo | Liverpool | | BK6½′ | | 150lb 94RH | | | | |
| | | 1 *Dk(Irn)* | — | 4,04 | | LMC | | *Lloyd's A&CP* | | W | | 1SB.*3cf*,gs56,hs1490 | | | | |
| | | | | [illegible] | | MS.05 | | | | | | J.Jones&Sons,Liverpool | | | | |
| 180 | — | WoodScK | 146 | | | | 1900 | Niels Einerson Sydney NSW | HowardSmithCo. Ld. | 109·0 \| 25·0 \| 6·8 | Townsville British | C.2Cy.18″&26″–18″ 30RH | | | | |
| 112439 | *E.Campbell –00* | | 121 | | | | | | | | | Ross&Duncan,Glasgow | | | | |
| | | 1 *Dk* | 90 | | | | | | | | | | | | | |
| 181 | — | IronScK | 134 | | | | 1896 | Cochrane &Cooper Beverley | J.Grant | 93·8 \| 20·5 \| 10·7 | Grimsby British | T.3Cy.11″,17″&28″–21″ 40RH | 11 ″ 4 | | | |
| 105547 | *W.Watson –96* | | 125 | | | | | | | Q17′ | | C.D.Holmes&Co.,Hull | | | | |
| | | 1 *Dk* | 44 | | | | | | | BK7½′ | | | | | | |
| 182 | **Nemea** | SteelScSr | 3461 | ✠100A1 | N Yk | | 1902 | Russell& Co. | S.S.NemeaCo.Ld. (Wm.Thomson& Co.) | 341·0 \| 47·6 \| 23·4 | Liverpool British | T.3Cy.24″,40″&65″–45″ (s) | 26 ″ 1 | | 4,08 | |
| 115242 | *A.Shaw03–03* | | 3207 | [illegible]2,05 | | | 1mo | PortGlasgow | | P26′ B86′ F37′ | | 1801b *80lb* 304NH | 24·10½ | | | |
| TFDL | | 2 *Dks(Stl)&deep framing* | 2259 | | | LMC1,02 | | *Lloyd's A&CP* | *B = Cell DBa104′* | FK | 6 *BHCem* | 2SB,*8cf*,gs133,hs4700 | | | | |
| | | | | | | | | W | | *uE&B40′ f150′ 920t* | *APT105t* | J.G.Kincaid&Co.Greenock | | | | |
| 183 | **Nemesis** | IronScSr | 1393 | ✠[illegible]100A1 | Mel | | 1880 | T Turnbull &Son Whitby | Huddart,Parker& Co.Proprietary Ld. | 240·2 \| 34·0 \| 17·9 | Melbourne British | C.2Cy.30″&55″–36″ | | | | |
| Missing | [illegible] *P.&A.02–02* | *ssMel.No.3–5.96* | 1147 | 6.03 | | | 12mo | &Son Whitby | | Q88′ B46′ F38′ | | 80lb 151NH | | | | |
| QHRM | | *ssMel.No.1–01* | 886 | | | | | | | pt N D03 FK | 4 *BHCem* | 2SB | | | | |
| | *Well deck* | 1 *Dk(pt Irn)2trB* | | | | | | A&CP | | *WB = DBa65′ f94′* | *271t APT167t* | Blair&Co.(Lim.),Stockton | | | | |
| 184 | **Nemophila** | SteelScK | 183 | ✠100A1 | Cff | | 1899 | J.Duthie, Sons&Co. Aberdeen | Neale&West | 111·0 \| 20·8 \| 11·3 | Cardiff ~~Milford~~ British | T.3Cy.12″,19½″&32″–22″ (s) | 12 ″ 0 | | | |
| 118426 | *C.I.Wildridge –00* | *ssCff.No.1–03* | 164 | *Stm Trawler* | | | 2mo | | | Q23′ BK7½′ | | 180lb 60RH | | | | |
| | | 1 *Dk* | 84 | [illegible] 12,04 | | LMC06,02 | | *Lloyd's A&CP* | | | 3 *BHCem* | 1SB.*2pf*,gs32,hs1060 | | | | |
| | | | | | | | | | | | | Whyte&Mair,Dundee | | | | |
| 185 | **Nentmoor** | SteelScSr | 3535 | ✠100A1 | Brv | | 1903 | J Readhead &Sons | NorthMoor Steamships,Ld. (W.Runciman&Co. *Mgrs.*) | 341·0 \| 46·6 \| 25·9 | Newcastle British | T.3Cy.24″,40″&65″–45″ (s) | 27 ″ 4 | | | |
| 118220 | *J.Bass –04* | | 3333 | 0,05 [illegible] | | Shl | 9mo | S.Shields | | P29′ B82′ F32′ | | 1601b *80lb* 296NH | 5·1½ | | | |
| VFMS | | 1 *Dk(pt Irn&pt Stl)2trb &deep framing&Dk rule* | 2283 | | | LMC05,06 | | *Lloyd's A&CP* | *WB = Cell DBa* | FK | 6 *BHCem* | 2SB.*8cf*,gs88,hs1635 | | | | |
| | | | | | | | | | | 116′ *uE20′ f142′ 826t* | *APT229t* | J.Readhead&Sons,S.Shl. | | | | |
| 186 | **Nentwater** | SteelScSr | 2265 | ✠100A1 | Cff | | 1889 | Short Bros. Sunderland | J.A.Parker | 300·5 \| 39·1 \| 18·7 | S.Shields British | T.3Cy.17″,31″&54″–42″ | 21 ″ 2 | | | |
| 96158 | *D.J.Lloyd –03* | *ssNwc.No.3–1,02* | 1739 | 12,03 [illegible] | | Npt | 10mo | Sunderland | | P32′ Q80′ B118′ F30′ | | 2001b *70lb* (s) 225NH | 1 ·11 | | | |
| LJVQ | (*ex* Arabian Prince) | | 1443 | | | | | A&CP | | BK10′ | 6 *BHCem* | 3SB.*5cf,1rf*,gs102,hs3600 | | | | |
| | *Well deck* | 1 *Dk(Irn)&Web frames* | | | | LMC03,07 | | | *WB = Cell DBa* | | *90 f108′ 348t* | W.Allan&Co.Sunderland | | | | |
| 187 | **Nephrite** | SteelSc3MastSr | 673 | ✠100A1 | Bwg | | 1896 | Scott& Sons Bowling | W.Robertson | 185·0 \| 29·1 \| 10·8 | Glasgow British | T.3Cy.16″,26″&42″–33″ (s) | 12 ″ 11 | | | |
| [illegible] | *D.McKinnon –03* | *ssBwg.No.1–01* | 455 | ✠[illegible]13,05 | P.Gl | | 2mo | | | Q91′ B11′ F37′ | | 1801b *70lb* 90RH | 1 · 0 | | | |
| PFSK | *Mchy.Aft Well deck* | 1 *Dk(Irn)* | 204 | | | | | A&CP | | BK7½′ | 3 *BHCem* | 1SB,*3pf*,gs55,hs1550 | | | | |
| | *Elec.light* | *ssP.Gl.No.2–05* | | [illegible] | | LMC | | | *WB = Cell DBf* | 102′ | *149t FPT22t* | Muir&Houston(Lim.),Gls. | | | | |
| 188 | **Neptun** | IronScSr | 1902 | ✠100A1 | Fln | | 1889 | Wood, Skinner&Co Newcastle | ~~Schmidt & Hansen~~ H.Schmidt | 270·0 \| 37·0 \| 18·4 | Flensburg German | T.3Cy.29″,38″&54″–36″ (s) | 19 ″ 8 | | | |
| | *J.J.Brink –98* | *ssFln.No.3–4,01* | 1401 | [illegible] 1,04 | | | 2mo | | | Q96′ B116′ F29′ | | 160lb 175NH | 1 · 0½ | | | |
| LMPC | (*ex* County Antrim) | 1 *Dk(Irn)2trB* | 1221 | | | | | A&CP | | FK | 4 *BHCem* | 2SB.*6f*,gs74,hs2640 | | | | |
| | *Well deck* | | | [illegible] | | LMC06,00 | | | *WB = Dl* | *72′ f120′ 378t* | *68t APT42t* | N.E.MarineCo.Ld.Nwc. | | | | |
| 189 | — | SteelScSr | 959 | ✠ | Bhn | | 1890 | J.C.Teck- lenborg Geestemünde | Bergenske Dampskibsselskab | 198·3 \| 30·3 \| 13·2 | Bergen Norwegian | T.3Cy.22½″,36½″&57½″–35½″ | 15 ″ 4 | | | |
| 921 | *K.Jensen* | | 921 | *Awng dk* | | | 6mo | | | H38*t* 20·5 | 4 *BH* | 220NH | | | | |
| JVGR | | 1 *Dk&Awngdk* | 597 | *with freeboar* 6,90 | | | | | | BK7 | *DB146′ 132t* | 2SB.*6cf*,gs108,hs3660 | | | | |
| | | | | | | | | | | *WB = Cel* | | H.Paucksch,Landsberg | | | | |
| 190 | — | IronScSr | 734 | ✠90A1 | Lth | | 1872 | Withy, Alexander Hartlepool | Dampskibssel-skabet Vesterhavet (I.Lauritzen, *Mgr.*) | 193·6 \| 27·9 \| 14·4 | Esbjerg Danish | C.2Cy.27½″&50″–33″ (s) | 17 ″ 0 | | | |
| | *C.Knudsen –04* | *ssHpl.2ndNo.3–4,95* | 609 | [illegible] 3,05 | Aut | Shl | 7mo | | | Q73′ | | 70lb *55lb* NDN98 120NH | 1 · 6½ | | | |
| NWTM | | *ssShl.No.2–03* | 490 | | | | | A&CP | | drp03 BK7½′ | 4 *BHCem* | 1SB.*3pf*,gs53 NB82 | | | | |
| | (*ex* Saint Hilda) | 1 *Dk2trB* | | [illegible] | | MC | | | *WB = DBa57′ f62′* | | *139t APT22t* | T.Brassey&Co.Birkenhead | | | | |
| 191 | — | IronTwinScSr | 666 | | | | 1875 | MotalaCo. Gothenburg | Ångb.Aktieb. Verdandi (C.J.F.Dillberg) | 176·1 \| 26·1 \| 11·6 | Halmstad Swedish | C.4Cy.15″&29″–20″ | | V | | |
| 1241 | *H.E.Wulf –03* | | 388 | | | | | | | H9*t* 18·3 | | NB90 63NH | | | | |
| HMRD | | *2 Dks* | 393 | | | | | | | | | MotalaCo.,Gothenburg | | | | |
| 192 | — | IronScSr | 252 | | | | 1870 | MotalaCo. Gothenburg | Dampfschiffahrts Ges.Neptun | 112·8 \| 22·3 \| 11·7 | Bremen German | C.2Cy.12″&25″–19½″ NB79 23NH | | V | | |
| | *E.Meyer02–02* | | 202 | | | | | | | | | MotalaCo.,Gothenburg | | | | |
| KMBT | | 1 *Dk* | 141 | | | | | | | | | | | | | |
| 193 | — | IronScSr | 249 | | | | 1870 | W.Lind- bergsAktieb. Stockholm | Bergnings och Dy-keriaktieb. Neptun (J.Drakenberg, *Mgr.*) | 143·3 \| 23·7 \| 11·3 | Stockholm Swedish | C.2Cy.20″&40″–28½″ 64NH | | | | |
| 1573 | *J.O.N Calergren –01* | | 241 | | | | | | | H8*t* | | W.Lindberg,Stockholm | | | | |
| HFWH | | 1 *Dk* | 185 | | | | | | | | | | | | | |
| 194 | — | WoodScSr | 200 | | | | 1884 | P.Larsson Thorskog | T.Lofthus | 99·3 \| 22·7 \| 10·1 | Haugesnd Norwegian | C.2Cy.12″&25″–19½″ NE&B89 23NH | | | | |
| | *J.J.Kviteberg03–03* | | 170 | | | | | | | R25*t* H6*t* | | P.Larsson,Thorskog | | | | |
| HFWJ | (*ex* Lincoln, *ex* Svanto) | 1 *Dk* | 113 | | | | | | | | | | | | | |
| 195 | — | WoodScSr | 181 | | | | 1884 | S.Groth Sjötorp | J.Christiansson | 100·5 \| 22·1 \| 10·2 | Romelnda Swedish | C.2Cy.12½″&21½″–15½″ 11NH | | | | |
| 1678 | *J.Christiansson02–03* | 1 *Dk* | 159 | | | | | | | P16′ H5*t* | | [illegible]g–M V.Gothenburg | | | | |
| HTKM | *Mchy.Aft* | | 87 | | | | | | | | | | | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / † for Special Survey / Date of last Survey. | Port of Survey. | Years Added to Class. / Date of Original Equipment. / Engines. | When Built. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. | Tonnage in Poop, Bridge, Forecastle closed, if not in L. & D. Date of Trade Cert. | Date when tail shaft last [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 196 Neptun<br>S.Friede –03<br>KRGM | SteelScK<br>(*Trawler*)<br>1 *Dk* | 178<br>150<br>55 | | | | 1903 | HC Stülcken Sohn<br>Hamburg | J.von Eitzen | 113·6 F20′ | 21·6 | 9·5 | Altona<br>German<br>*WB* | T3Cy 11½″-19½″&32½″-19½<br>16NHP<br>H.C Stülcken Sohn, Ham. | | G | |
| 197 —<br>E.Fischer<br>KRGM | SteelSc<br>1 *Dk*<br>(*Trawler*) | 137<br>127<br>36 | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | J.Wieting | 106·6 | 20·7 | 9·7 | Gstemnde<br>German | T.3Cy.11″,17 7/16″&28 7/16″-21½″<br>87NHP<br>J.C.Tecklenborg, Gstmnde | | G | |
| 198 Neptune<br>1898801<br>*Elec.light Mchy.Aft* | SteelSc<br>1 *Dk 2 tr B* | 3717<br>—<br>2778 | | | | 1901 | American S.B.Co.<br>Lorain, O. | J.C.Gilchrist | 346·0 | 48·0 | 28·0 | Cleveland<br>Utd. States<br>London<br>*WB* | T.3Cy.22″,35″&58″-42″<br>218NHP<br>American S.B.Co Cleveland | | | |
| 199 —<br>104300<br>PJRH | SteelScSr<br>1 *Dk(Stl)* & *Spar dk(Stl)*<br>*deep framing* | 3376<br>3203<br>2154 | †100A1<br>*Spar d*<br>11.03<br>BS12·02 | Nwc<br>CF | *c* | 1896<br>7mo | C.S.Swan & Hunter (Lim)<br>Newcastle<br>A&CP | Venus S.Shpg Co Ltd<br>*Mgrs.* Cornhill SS Co Ltd (Harris & Dixon Ltd *Mgrs*)<br>*WB*= | 330·5<br>B38′F38′<br>*Cell D Ba* 106′ *u E & B* 38′ *f* 140′ 67*t* | 45·2<br>26·6<br>FK | 18·3 | Newcastle<br>British<br>5 *BHCem*<br>2 *AP* | T.3Cy.24″,40″&64″-42″ (*s*)<br>160lb *80lb* 289NHP<br>2SB,*3pf*,GS126,HS4700<br>N.E.Marine Co.(Lim.),Nwc | 20 ″ 6<br>6 ″ 9<br>5 ″ 10 | | 5,03 |
| 200 —<br>18998<br>HPCW | WoodScSr<br>2 *Dks*<br>*Nickerson –87* | 1723<br>—<br>1137 | | | | 1864 | .....<br>New York | Metropolitan S S Co | 228·0 | 40·0 | 18·0 | Boston<br>Utd. States | | | | |
| 201 —<br>60738<br>MJQV | WoodScSr<br>*Salted*†<br>*Blandford 85–85* | 684<br>616<br>465 | †<br>19.77 | Liv | 9 | 1872<br>12mo | A.Stephen & Sns<br>Dundee | Avalon S.S.Co.Ltd.<br>(Job Bros. *Mgrs.*) | 190·5<br>Q40′F33′<br>pt F & d 72 | 29·8 | 18·4 | St.John's<br>British | C.2Cy.28″&50″–30″<br>NB00 114NHP<br>Gourlay Bros.& Co.,Dun. | | | |
| 202 —<br>512<br>HKDQ | IronScSr<br>1 *Dk(Irn)*<br>*Well deck (ex Zodiac) ss Oda.No.3–5.96* | 648<br>549<br>460 | †<br>8.00 | Oda | *j* | 1884<br>10mo | Wigham, Richardsn & Co<br>Newcastle | Sch L.Karapatnitsky<br>*WB* = *DBa* 40′60*t FPT* | 185·5<br>Q62′B46′F18′ | 29·2<br>FK | 13·4<br>1 *BHCem*<br>26*t APT* 14*t* | Odessa<br>Russian | C.2Cy.25″&48″–33″<br>110NHP<br>1SB,*3pf*,GS19<br>Wigham Richrdsn & Co. Nwc | 14 ″ 1 | | |
| 203 —<br>99797 | SteelPadSk<br>1 *Dk*<br>*W.M.Smith –92* | 378<br>340<br>114 | | | | 1892 | Napier, Shanks & Bel<br>Glasgow | Glasgow & South Western Rlwy. Co. | 220·5<br>*Promenade dk* 168′ | 26·0 | 9·2 | Glasgow<br>British | C.2Cy.33″&62″–60″<br>248NHP<br>D.Rowan&Son, Glasgow | | BT till 5,06 | |
| 204 —<br>118738<br>*Mchy.Aft*<br>*Well deck* | SteelSc 3MstSr<br>1 *Dk(Stl)*<br>*R.Campbell 03–04* | 364<br>264<br>99 | †100A1<br>11.04 | Dun | *f* | 1904<br>3mo<br>*Lloyd's A&CP* | Gourlay Bros.&Co.<br>Dundee | ~~D.&J.Nicol~~<br>Nicol S.S.Co.Ltd.<br>(D.&J.Nicol, *Mgrs*) | 145·0<br>Q53′B14′F27′ | 24·0<br>FK<br>*WB* = *FPT* 32*t* | 10·5 | Dundee<br>British | T.3Cy.12″,20″&32″–22″ (*s*)<br>160lb 52RHP<br>1SB.*2pf*,GS35,HS1063<br>Gourlay Bros.& Co. Dundee | 11 ″ 7<br>s ″ 11½ | | |
| 205 —<br>(*Hopper Dredger*) | IronScCtr<br>1 *Dk* | 348<br>332<br>237 | | | | 1882 | Mort's Dck &Eng.Co.<br>Blmain. NSW | Government of New South Wales | 163·2<br>len 90 | 23·3 | 10·9 | Sydny NSW<br>British | C.2Cy.20″&36″–24″<br>70RHP<br>Mort's Dock & Eng Co. Blmn | | | |
| 206 —<br>~~103813~~<br>~~MPCW~~ | ~~SteelTwinScSk~~<br>*H.Cockell –96*<br>(*Tug*) 1 *Dk&Spt Shade dk* | 310<br>261 | †<br>5.96 | Gls | *e* | 1896<br>5mo | Barclay, Curle&Co.Ld<br>Glasgow | ~~Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ld~~<br>The Admiralty | 135·5<br>*pt Shade dk* 56′ BK7′<br>*WB*= | 25·0 | 11·3 | S'thamptn<br>British<br>4 *BHCem*<br>*DTa* 20′25*t* | C.4Cy.19″&38″–27″<br>162NHP<br>2SB.*6pf*,GS112,HS3132<br>Barclay,Curle&Co.Ld.Gls | 12 ″ 5<br>s 1 ″ 6 | BT till 8,04 | |
| 207 —<br>*A.Leive*<br>MBNK | Iron&SteelScK<br>1 *Dk*<br>*Irn framing&Stl plating* | 199<br>174<br>72 | †<br>*Stm Trawler* | | ... | 1901<br>8mo<br>*Lloyd's A&CP* | Cook, Welton&Gemmel<br>Hull | H.Aspeslagh& F.Zonnekeijn | 112·0<br>Q49′F21′ | 21·5<br>BK7½′<br>*WB*= *Cell* | 11·5 | Ostend<br>Belgian<br>3 *BHCem*<br>*DBf* 13′11*t* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb 66NHP<br>1SB.*2cf*,GS31,HS1068<br>C.D.Holmes&Co.Hull | 12 ″ 3 | | 5,03 |
| 208 —<br>200713<br>RSWF | SteelScTug<br>1 *Dk*<br>*O.S.Bromwell –04* | 188<br>—<br>127 | | | | 1904 | Spedden S.B.Co.<br>Baltimore | American Towing & Lightering Co. | 109·0 | 23·0 | 11·2 | Baltimore<br>Utd. States | C.2Cy.16″&32″–24″<br>42NHP<br>Spedden S.B.Co. Baltimore | | | |
| 209 —<br>110716<br>SDVR | SteelScYl<br>1 *Dk*<br>*ss Hul.No.1–03* | 172<br>159<br>52 | †100A1<br>*Stm Trawler*<br>11.03<br>MC5.03<br>NB10 | Hul | | 1899<br>4mo | Mackie& Thomson<br>Glasgow<br>A&CP | W.Widdowson | 110·0<br>Q22′ | 21·0<br>BK7½′ | 10·9 | Hull<br>British<br>4 *BHCem* | T.3Cy.12″,19½″&32″–22″ (*s*)<br>200lb 50RHP<br>1SB.*2pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12 ″ 0 | | 5,03 |
| 210 —<br>102585 | SteelScSpTug<br>1 *Dk*<br>*H.Cameron –96* | 165<br>141<br>5 | | | | 1893 | Barclay, Curle&Co.Ld<br>Glasgow | Steel&Bennie,Ld. | 100·0 | 21·1 | 10·8 | Glasgow<br>British | C.2Cy.18″&36″–27″<br>84RHP<br>Barclay.Curle&Co.Ld..Gls. | | | |
| 211 —<br>*Loisean*<br>KJRW (*ex* Spider) | (*SUNK 3.04*)<br>IronScSr<br>*ss Hul.No.2–97*<br>1 *Dk* | 148<br>120<br>27 | †<br>*Trawler* | Hul | | 1888<br>12mo | Scott&Co.<br>Bowling | E.Salmon&Co. | 97·0<br>ND01 | 20·6<br>BK6½′ | 9·5 | L'Orient<br>French<br>3 *BHCem* | C.2Cy.16″&32″–24″<br>49NHP<br>1SB.*2pf*,GS34,HS911<br>Muir&Houston,Glasgow | 11 ″ 0 | | |
| 212 —<br>93789 | IronTwinScSp<br>*J.Wilson*<br>*ss Liv.No.3–8,00*<br>*ss Liv.No.1–04* 1 *Dk(Irn)* | 138<br>137<br>9 | †100A1<br>10,04 7,08 | Liv | *b* | 1888<br>5mo<br>*Lloyd's A&CP* | R&J Evans &Co.<br>Liverpool | Mersey Docks& Harbour Board | 95·3<br>*WB*= *Cell* | 20·2 | 9·8<br>BK6½′ | Liverpool<br>British<br>4 *BHCem*<br>*DB* 67′32*t* | C.4Cy.15″&30″–20″ (*s*)<br>100lb 30RHP<br>1SB,*3pf*,GS55,HS1474<br>D.Rollo&Sons,Liverpool | | | P8,03<br>SN8,03 |
| 213 —<br>130801 | SteelSc | 117<br>—<br>80 | | | | 1898 | R.M.Spedden Co.<br>Baltimore | J.Iago | 94·0 | 20·1 | 10·5 | Tampa, Fla.<br>Utd. States | C.2Cy.15″&30″–20″<br>34NHP | | | |
| 214 Neptuno<br>*Elec.light* | IronScSr<br>1 *Dk&Spar dk* | 877<br>870<br>555 | | | ... | 1873<br>*Lloyd's A&CP* | Osbourne& Graham<br>Sunderland | Colombian Government | 222·0<br>*WB* | 27·3 | 14·4<br>20·6<br>BK7½″ | Colombian | C.2Cy.28½″&56½″–36″<br>139NHP<br>Blair&Co.(Lim.),Stockton | 14 ″ 10 | | |
| 215 —<br>*F.Hassenstein 99–99*<br>*Elec.light* | SteelTwinScSr<br>1 *Dk&Promenade dk* | 442<br>339<br>301 | | | ... | 1899 | Murdoch & Murray<br>Pt.Glasgow | J.A.Correa&Co. | 160·2<br>F16′ | 32·1 | 9·7<br>FK | Para<br>Brazilian | C.4Cy.16″&32″–24″<br>98NHP<br>Hall-Brwn,Buttery&C.Gls | 10 ″ 0 | | |
| 216 —<br>HVSC (*ex* Sempre Piemonte, *ex* Piemonte) | IronScSr<br>2 *Dks* | 367<br>256<br>212 | | | ... | 1863 | Palmer Brs.<br>Newcastle | E.Basart | 173·2<br>P59′H29′F24′ | 24·0 | 13·5 | Barcelona<br>Spanish | 2Cy.35½″–27½″<br>NE70 NB82 102NHP<br>Westerman Bros. Sestri Pnt | | A | |
| 217 Neptunus<br>3343<br>JKDR (*ex* Tibor) | IronScSr<br>1 *Dk(Irn)* 2 *tr B*<br>*Well deck*<br>*M.Anderson 02–02*<br>~~*w/o. North 6,00*~~<br>*ss Cpn.2nd No.3–4,05* | 1292<br>1044<br>782 | †100A1<br>4,05 2,00 | Bry<br>Cpn | *o* | 1882<br>4mo<br>*Lloyd's A&CP* | Burrell& Son<br>Dumbarton | Rederiaktieb. Neptunus (W.Wingårdh) | 245·4<br>Q77′B62′F30′<br>pt N D05<br>*WB*= *DBa* 57′*f* 96′ *f & u* | 35·1<br>BK8 | 16·9 | Hisingborg<br>Swedish<br>4 *BHCem*<br>*E & B* 16 310*t* | C.2Cy.30″&55″–36″ (*o*)<br>~~200lb~~ *90lb* NDB95 144NHP<br>2SB.*4pf*,GS74,HS2416<br>Paul&Co.Dumbarton | | | 12,00<br>4,05 |

| Numéro d'Ordre / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cotes. | Construit. Quand. Navire. Mach. | Par qui. — Où. | Armateurs. | Jauge d'après la Douane. Superstructures, &c. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. / Franc-bord au milieu du navire. pds. ps. | Registre Spécial de Classification. | Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 218 | **Néra** SteelScSr<br>*Baule –89*<br>KJTQ (ex La Plata) 3 *Dk& Spar dk* | 5824<br>—<br>2827 | | 1889 | Message. Maritimes La Ciotat | Messageries Maritimes | 452·6 45·9 32·5<br>H585t | Marseilles French<br>*WB* | T.8Cy.45½",62½"&85½"–51"<br>520NH<br>Message.Marit.La Ciotat | | | |
| 219 | **Nerbudda** SteelSc3MstSr<br>*H.B.C.Plommer –04*<br>HQDL 2 *Dks (1 Stl) & Web frames* | 3022<br>3689<br>1961 | Lon *p*<br>9,85 | 1882<br>12mo | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld.<br>*WB = Cell DB 284 6190* | 320·0 42·1 25·0<br>P52' B26' F38'<br>*WB = Cell DB 284 6190* | Glasgow British<br>*6 BHCem* | O.2Cy.41"&72"–51"<br>309NH<br>Denny&Co.,Dumbarton | | | |
| 220 | **Nereo** SteelScSt<br>~~La Seyne 03~~<br>HNVF *N.S.Luchetta* 1 *Dk (Stl) 3tr B & deep framing & Web frames* | 3739<br>3141<br>2417 | ✠100A1 Bry *c*<br>*Turret dk* Shf<br>~~7,043.03~~<br>8,05 ~~LMC 3.01~~<br>BS4,05 | 1901<br>3mo | W. Doxford & Sons, Ld. Sunderland<br>A&CP | Nereo S.S.Co.Ld. (T.Cossovich)<br>*WB = Cell DBa 92* | 342·5 46·6 24·9<br>F33'<br>*uE & B14' f156' 788t* | Trieste Aust.-Hung.<br>*6 BHCem*<br>*APT 54t* | T.3Cy.24½",40"&60½"–42"<br>180lb *90lb* (s) 301NH<br>2SB.*Gcf*,GS108,HS527<br>W. Doxford&Sons Ld.Sld. | 27 · 5<br>12 · 11 | | |
| 221 | **Nereus** SteelScSr<br>13 *G.Maugiarotti* ~~SCH.No.1–05~~<br>QFBC 1 *Dk (Stl) & Spar dk (Stl) 3tr B* | 4056<br>3646<br>2655 | ✠100A1 Cff *w*<br>*Spar dk*<br>~~8,04.05~~<br>3,05 ~~LMC 4.01~~ | 1901<br>6mo | N. Odero fu A. Sestri Ponente<br>A&CP | Soc. Commerciale Italiana di Nav.<br>*WB = Cell DBa 88' uE & B12' f 156' 730t MT 28' 720t* | 340·5 45·0 19·8<br>P25' B66' F41' 27·0<br>drp05 FK<br>*MT 28' 720t* | Genoa Italian<br>*6 BHCem*<br>*APT 55t* | 18Cy.22½",36½"&60½"–39½"<br>180lb *100lb* (s) 322NH<br>2SB.*Gcf*,GS151,HS1841 FD<br>N. Odero fu A. Sestri Ponente | 22 · 3<br>6 · 4 | | 4.04<br>4.04 |
| 222 | — SteelScSr<br>*J Burghardt*<br>PMQL 1 *Dk* | 782<br>602<br>474 | | 1898 | Rijkee & Co Rotterdam | Koninkl. Nederl. Stoomb. Maats. | 208·0 30·5 14·5<br>Q68' B46' F24' | Amstrdam Dutch<br>*WB* | T.8Cy.15",25"&40"–36"<br>96NH<br>Maats.de Maas Rotterdam | | V | |
| 223 | — SteelSc<br>*H.Schutte (Trawler)*<br>KRGD 1 *Dk* | 133<br>124<br>26 | | 1893 | J.C.Tecklenborg Geestemünde | J.Wieting | 105·6 20·8 9·7 | Gstemnde German<br>*WB* | T.8Cy.11",17½"&28½"–21½"<br>38NH<br>J.C.Tecklenborg,Gstmnde. | | G | |
| 224 | **Nerike** CompScSp<br>3464 *G.F.L.Carlsson 95–98* 1 *Dk*<br>JKFM *Mchy. Aft* | 177<br>152<br>87 | | 1898 | S.Gröth Sjötorp | Angf.Aktiebolaget Nerike (A.Svensson) | 99·7 21·7 9·9<br>B7' H16t | Gothenbrg Swedish | C.2Cy.9½"&21"–13½"<br>13NH<br>Lundbys M V.Gothenburg | | | |
| 225 | **Nerissa** IronScSr<br>*C.Vormeng 82–86*<br>RGKC 1 *Dk 2tr b* | 903<br>663<br>568 | | 1882 | Flensburger Schiffsb.Ges. Flensburg | Adolf Kirsten | 199·6 30·2 15·0<br>P & B122' F22' | Hamburg German<br>*WB* | C.2Cy.28"&51"–30"<br>119NH<br>FlensburgerSchiffsb.Ges. | | G | |
| 226 | **Nerma** SteelScSr<br>*K.M.Nielsen*<br>NGCJ *Elec.light Well deck* 1 *Dk* | 689<br>516<br>424 | | 1893 | Helsingörs Skibsbyggeri Elsinore | DampskibsSelsk. Vesterhavet (L. Lauritzen, *Mgr.*) | 188·1 29·8 10·9<br>Q105' B18' F28'<br>*WB* | Esbjerg Danish | C.2Cy.22"&42"–27"<br>76NH<br>Helsingors Maskinbyggeri | | V | |
| 227 | **Nero** IronScSr<br>60151 *H.Wilson –05*<br>HPTG *Well deck* | 1083<br>840<br>697 | … | 1868 | C & W Earle Hull | T.Wilson, Sons & Co.Ld. | 220·4 31·1 15·6<br>P120' F30t<br>FK | Hull British | T.3Cy.14",24"&40"–30"<br>NE & B92 79RH<br>Amos&Smith,Hull | | | |
| 228 — Wrecked 12.04 | — SteelScYawl<br>*C.Hansen 04–04* ss Gms.No.1–02<br>1 *Dk* | 150<br>136<br>39 | ~~✠100A1~~ Gms<br>*Stm Trawler*<br>10,04.04 ~~LMC 4.04~~ | 1898<br>6mo | Mackie & Thomson Glasgow<br>A&CP | Akties. Nero (H.Fredriksen) | 100·6 20·5 10·7<br>Q17' F18'<br>BK7½' | Sandefjrd Norwegian<br>*3 BHCem* | T.3Cy.11",17"&28"–20" (s)<br>170lb 41NH<br>1SB.*2pf*,GS81,HS694<br>Ross&Duncan,Glasgow | 11 · 7 | | |
| 229 | **Nerong** SteelTwinScSr<br>117630 *T.Nicholson 03–03*<br>1 *Dk* | 219<br>175<br>132 | | 1903 | N.Coast S.N.Co.Ld. Sydney, NSW | North Coast Steam Nav.Co.Ld. | 119·8 22·0 7·9<br>P26' F15' | Sydny NSW British | C.4Cy.9"&18"–12"<br>27RH<br>Bow&McLachlan,Ld.Pny. | | N | |
| 230 | **Nerva** CompScSr<br>425 *K.O.O.Husander –03*<br>HTJB *Mchy. Aft* 1 *Dk* | 182<br>150<br>88 | | 1888 | P. Larsson Thorskog | Angf.Aktieb.Trio (C.L.Larsson) | 99·1 22·1 9·6<br>P22' H9t | Gothenbrg Swedish | C.2Cy.11¾"&17½"–17½"<br>11NH<br>P.Larsson,Thorskog | | | |
| 231 | **Nervien** IronScK<br>*A.Benard –98*<br>MBNP (*Trawler*) 1 *Dk* | 164<br>159<br>60 | … | 1898 | Edwards Bros. North Shields | H.Aspeslagh & Co. | 110·6 21·1 11·3<br>Q19' F21'<br>BK7½' | Ostend Belgian | T.3Cy.18",21"&34"–24"<br>70NH<br>G.T.Grey,South Shields | 11 · 10 | V | |
| 232 | **Nervion** SteelScSr<br>*F.Evensen –98*<br>HFND 1 *Dk & pt Awngdk* | 1147<br>749<br>719 | | 1898 | Nylands Værksted Christiania | Dpskintsk Garonne (Fearnley&Eger, *Mgrs.*) | 219·6 32·9 13·0<br>Q71' B&F147'<br>*pt Awngdk 147* | Christiania Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NH<br>Nylands Værks Christiania | | N | |
| 233 — Now a Lighter | — IronPadSp<br>*R.Ayarza –99* (ex Sir Walter Raleigh)<br>HVTR | 174<br>147<br>137 | | 1876 | W. Allsup & Sons Preston | Cia. de Remol. del Cantabrico (E Aznar y Tutor, *Mgr.*) | 110·1 19·1 10·0 | Bilbao Spanish | D.2Cy.30"–54"<br>NB83 51NH<br>W.Allsup&Sons,Preston | | | |
| 234 | **Nesodden** SteelSc<br>*H.Tollefsen –03*<br>MBJF 1 *Dk* | 147<br>56<br>71 | | 1903 | Moss Jrnst. & Mek. Værk- Moss | Acties. Bundefjord (O.Sörby, *Mgr.*) | 96·0 18·4 6·0<br>P80t F10t | Christiania Norwegian | C.2Cy.12¼"&28"–16½"<br>27NH<br>Moss Jernst.&M.V.Moss | | N | |
| 235 | **Ness** SteelScSr<br>105788 *W.K.Peart –01* ~~wHKg.No.1–05~~<br>PFHN 1 *Dk (pt Stl, pt Iron) 2tr B & Web frames* ss Bry.No.2–05 *pt Awng dk (Iron)* | 3050<br>2323<br>1963 | ✠100A1 HKg *u*<br>*pt Awng dk* Bry<br>*with freeboard*<br>2,05 ~~LMC 4.04~~ | 1896 | J.L.Thompson&Sons, Ld. Sunderland<br>A&CP | Mercantile S.S.Co. Ld.<br>*WB – Cell DBa* | 322·0 41·5 21·4<br>P26' Q95'<br>*pt Awng dk 201'* FK<br>*106' f 130' uE & B37* | London British<br>*6 BHCem*<br>*586t APT 24t* | T.3Cy.24",39"&64"–42" (s)<br>160lb *100lb* 264NH<br>2SB.*6cf*,GS116,HS2950<br>J.Dickinson&Sons,Ld.,Sld | 24 · 6<br>9 · 1 | | |
| 236 | **Nessfield** SteelScSr<br>118074 *G.Watt 02–04*<br>VPJH 1 *Dk (pt Iron & pt Stl) 2tr B & deep framing*<br>3 *Dk rule*<br>*Floors & Tank top under Boilers Iron* | 3678<br>3462<br>2880 | ✠100A1 Sld *w*<br>9,019.04 Nwc<br>~~LMC 2.04~~ | 1904<br>2mo | J.L.Thompson&Sons, Ld. Sunderland<br>*Lloyd's* A&CP | Northfield SS Co. Ltd. (J.Brown&Son, *Mgrs.*)<br>*WB – Cell DBa 128' uE – B35' f 148'* | 356·0 48·5 24·6<br>P27' B90' F30'<br>FK | Liverpool British<br>*6 BHCem*<br>*469t L Ta 29' 624t APT 29t* | T.3Cy.26",42"&68"–45" (s)<br>180lb *115lb* 344NH<br>2SB.*Spf*,GS129,HS3400<br>J.Dickinson&Sons, Ld.Sld | 27 · 4<br>5 · 3 | | |
| 237 | **Nestor** SteelSc3MstSr<br>26667 *A.B.Pightling 04–04* (ex Queen of India, ex Sullamut)<br>LQWC 2 *Dks 3tr B* | 3803<br>3541<br>2366 | … | 1889 | Schlesinger, Davis&Co. Newcastle | Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs.*) | 370·5 42·2 27·2<br>P56' B98' F41'<br>*WB* | Liverpool British | T.3Cy.28",46"&75"–54"<br>418NH<br>Wilsn&Sipwy Co.Ld.,Nwc | 30 · 3 | BT cfd 3.05 | |
| 238 | — SteelScSr<br>*H.Klöfkorn 81–98* (ex Westfalen)<br>KRGT *Well deck* 1 *Dk & Web frames* | 1227<br>931<br>775 | … | 1894 | Grngemth Dockyard Co. Grang'mouth | Dampfschifffahrts Ges. Neptun | 225·0 33·7 14·2<br>Q78' B58' F27'<br>BK8 | Bremen German<br>*WB* | T.3Cy.17",27"&45"–33"<br>119NH<br>Hutson&Son,Glasgow | 16 · 9 | G | |
| 239 | — SteelScYawl<br>*M.Larsen 01–01* ss Gms.No.1–02<br>HMKD 1 *Dk* | 165<br>158<br>63 | ✠100A1 Gms<br>*Stm Trawler*<br>~~LMC 7.02~~<br>4,05 | 1898<br>8mo | Mackie & Thomson Glasgow<br>*Lloyd's* A&CP | ~~Akties. Nestor~~<br>~~(H.F. Reed)~~ | 110·0 21·0 10·3<br>Q19' F20'<br>BK7½' | Tonsberg Norwegian<br>*3 BHCem* | T.3Cy.12",19½"&32"–22" (s)<br>180lb 56RH<br>1SB.*2pf*,GS84,HS921<br>Ross&Duncan,Glasgow | 12 · 6 | | |

| No. in Official No. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. Code | Tonnage Gross / Deck / Net | Particulars of Classification. Character. + for Special Survey. Date of last Survey. Port. Year. | Built. When / Where. By Whom. Ship / Engines | Owners. | Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard. | Tonnage by Builder's measurement, if not by L. R. Deducted for Crew Accom. | Date when last dock. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 240 | **Nether Holme** Steel ScSr<br>*W. Gorley* 86–01 *ss* Sld. No. 3–1,01<br>KVDS *Well deck* 1 *Dk*( *Irn*) & *Webframes* | 1969<br>1492<br>1285 | + 100 A1 Liv *r*<br>2,05 Npt<br>LMC 6,01 | 1888 J. L. Thompson & Sons Sunderland<br>9mo A&CP | Hine Bros. | 277·0 \| 37·2 \| 19·5<br>P 29' Q 72' B 118'<br>F 30' BK 9½"<br>*WB DBa* 80' *f* 60' | Maryport<br>British<br>1 *BHCem*<br>280 *t APT* 11 t | T. 3 Cy. 21", 35" & 57½"–39" (*r*)<br>160 lb *80 lb* NDB 02 203 NH<br>2 SB. 6 *rf*, GS 116·2, HS 2296<br>G. Clark, Sunderland | 20 " 9<br>s 1 " 8 | | 2,05 |
| 241 | **Netherby** Iron ScSr<br>*D. Laugharne* 04–04 *ss* Shl. No. 3–6.[illegible]<br>VPKN (*ex* Sportsman) *ss* Sws. No. 2–02<br>2 *Dks*( *Irn U*–ws) 3 *tr B* | 1905<br>1798<br>1205 | + 100 A1 Cff *s*<br>1,05 Gls Shl | 1881 Palmers' Co. Ltd. Newcastle<br>1mo A&CP | Clydebank S.S. Co. Ld. (Robertson, Mackie & Co. *Mgrs*) | 281·0 \| 36·2 \| 23·0<br>P 26' B 14' F 29'<br>Irp 03 BK 9"<br>*WB = DBa* 88 | Glasgow<br>British<br>1 *BHCem*<br>*f* 64' 279 t | C. 2 Cy. 33"&64"–42" (*r*)<br>80 lb *80 lb* NDB 96 196 NH<br>2 SB. 6 *pf*, GS 86, HS 3012<br>Palmers' Co. Ld. Nwc. | 24 " 7<br>s 4 " 7 | | 3,03<br>N 1,07 |
| 242 | **Netherfield** Steel ScSr<br>*W. H. Alleyne* 91–96<br>PHRB *ss* Cff. No. 2–04 1 *Dk*( *pt St pt Irn*<br>2 *tr B & Webframes* 3 *Dk rule* | 3125<br>2875<br>2021 | + 100 A1 Cff *n*<br>*with freeboard*<br>9,04 | 1896 J. L. Thompson & Sons, Ld. Sunderland<br>5mo A&CP | Netherfield S.S. Co. Ld. (C. Radcliffe & Co.)<br>*WB = Cell D Ba* | 325·0 \| 45·4 \| 23·7<br>P 23' B 69' F 31'<br>FK<br>104 *u E* & *B* 37' *f* 131 t | Cardiff<br>British<br>5 *BHCem*<br>627 *t APT* 31 t | T. 3 Cy. 28", 38" & 62"–42" (*s*)<br>160 lb *90 lb* 257 NH<br>2 SB. 6 *pf*, GS 104, HS 3000<br>J. Dickinson & Sons, Ld., Sld | 26 " 4<br>s 5 " 1 | | 11,03<br>89,04 |
| 243 | **Nethergate** Steel ScSr<br>*E. M. Prosser* 95–96 *ss* Cff. No. 3–4,03<br>LEWB *Well deck* 1 *Dk*( *Sld*) 2 *tr Irn* | 2253<br>1749<br>1441 | + 100 A1 Cff *s*<br>11,04 Bry<br>LMC | 1890 T. Turnbull & Son Whitby<br>6mo *Lloyd's* A&CP | Turnbull, Scott & Co. | 289·4 \| 38·3 \| 19·6<br>Q 76' P 28' B 124'<br>F 32' FK<br>*WB = Cell* | London<br>British<br>6 *BHCem*<br>*DB* 244' 504 t | T. 3 Cy. 22", 36" & 59"–39" (*s*)<br>160 lb *70 lb* 219 NH<br>2 SB. 6 *cf*, GS 100, HS 3300<br>Blair & Co. ( Lim. ), Stockton | 22 " 2<br>s 3 " 1 | | 84,01 |
| 244 | **Nethershall** Steel ScSp<br>104680 *ss* Mpt. No. 1–03<br>1 *Dk* | 69<br>62<br>— | + 100 A1 Mpt<br>*For Towing purposes*<br>2,05<br>LMC 8,03 | 1898 Mordey, Carney & Co. Ld. Newport, Mon.<br>11mo *Lloyd's* A&CP | Maryport Harbour Commissioners | 76·3 \| 15·5 \| 9·0<br>BK 6" | Maryport<br>British<br>1 *BHCem* | C. 2 Cy. 16" & 30"–22" (*a*)<br>100 lb 50 RHP<br>1 SB. 2 *pf*, GS 36, HS 1000<br>Mordey, Carney & Co. Ld Cff | 9 " 5 | | 8,03 |
| 245 | **Nethermoor** Steel ScSr<br>94283 *C. Gowan* –03 *ss* Shl. No. 3–7,99<br>KNBG (*ex* Hopetoun) 1 *Dk*( *Sld*) 2 *tr B*<br>*Well deck* *ss* Hul. No. 1–04 | 2115<br>1644<br>1344 | + 100 A1 Shp *r*<br>10,04 Gls<br>LMC 3,04 | 1887 Palmers' Co. ( Lim. ) Newcastle<br>1mo *Lloyd's* A&CP | A. J. Hutchins | 275·2 \| 37·8 \| 19·0<br>P 29' Q 76' B 108' F 35'<br>BK 9½"<br>*WB = Cell* | S. Shields<br>British<br>1 *BHAsp*<br>*DB* 226' 416 t | T. 3 Cy. 22", 35" & 57"–39" (*a*)<br>150 lb *90 lb* NDB 99 179 NH<br>2 SB. 6 *cf*, GS 89, HS 2445<br>Palmers' Co. ( Lim. ), Nwc. | 21 " 8<br>s 1 " 11 | | 3,04 |
| 246 | **Neto** Iron ScBg<br>86255 *W. D. Jenkins* –97 *ss* Liv. No. 3–11,94<br>WPLR *ss* Bkn. No. 2–03<br>1 *Dk*( *Irn*) & *Awng dk* 3 *tr B* | 1696<br>1678<br>1078 | + 100 A1 Bkn<br>*Awng dk*<br>*with freeboard*<br>5,03 7,04 | 1882 Dobie & Co. 9mo Glasgow<br>*Lloyd's* A&CP | S.S. Neto Co. Ld. (Strong, Reid & Page) | 260·0 \| 34·1 \| 24·0<br>ND 99<br>Irp 03 BK 9"<br>*WB = Cell* | Liverpool<br>British<br>5 *BHCem*<br>*DB* 196' 277 t | C. 2 Cy. 20" & 50"–36" (*s*)<br>180 lb *80 lb* NDB 97 150 NH<br>1 SB. 3 *pf*, GS 49, HS 1720 FD<br>Smith Bros. & Co., Glasgow | 19 " 4<br>s 7 " 4½ | | 11,03 |
| 247 | **Nettleton** Steel ScSr<br>98910 *J. Crofts* –03 *ss* Cff. No. 3–6,03<br>MOJG (*ex* Ludgate) 1 *Dk*( *Irn*) & *Webframes*<br>& *pt Awng dk*( *Irn*) | 2413<br>1847<br>1535 | + 100 A1 Cff *s*<br>*pt Awng dk*<br>*with freeboard*<br>9,04 | 1891 Bartram. 3mo Haswell & Co. Sunderland<br>A&CP | Crosby, Magee & Co<br>*WB =* | 290·0 \| 39·1 \| 21·0<br>P 29' Q 78' BK 10"<br>*pt Awn dk* 188'<br>*DBa* 86' *f* 114' 349 t | London<br>British<br>6 *BHCem*<br>*APT* 32 t | T. 3 Cy. 22½", 36½" & 60"–39" (*s*)<br>160 lb *90 lb* 240 NH<br>2 SB. 6 *cf*, GS 89, HS 3826<br>Blair & Co. Ld Stockton | 22 " 3<br>s 8 · 10½ | | 9,04 |
| 248 | **Nettuno** Steel ScSr<br>23[illegible] *ss* Msl. No. 1–04<br>QTBD (*ex* Avondale) 1 *Dk*( *pt Irn & pt St*) & *deep framing*<br>*R. Montuori* | 2078<br>1951<br>1334 | + 100 A1 Gen *s*<br>5,01 7,01 Msl Mes<br>5,04 LMC | 1899 Short Bros. 9mo Sunderland<br>A&CP | P. Lorusso & Co.<br>*WB = Cell D Ba* | 286·0 \| 43·1 \| 19·8<br>P 23' B 72' F 27'<br>FK<br>90' *u E* 20' *f* 112' 673 t | Bari<br>Italian<br>5 *BHCem*<br>*APT* 68 t | T. 3 Cy. 21", 35" & 57½"–39" (*s*)<br>160 lb *80 lb* 210 NHP<br>2 SB. 6 *pf*, GS 99, HS 3221<br>G. Clark, Ld. Sunderland | 21 " 0<br>s 3 " 3 | | 7,01 |
| 249 | **Neuenfels** Steel ScSr<br>*J. Weseloh* 93–01<br>QHJR 1 *Dk*( *Sld*) & *Spar dk*( *Sld–pt* teak s)<br>*Elec. light* & *Webframes* | 5650<br>5284<br>3651 | + 100 A1 Ham *z*<br>*Spar dk*<br>3,05 | 1901 Wigham-Richrdsn & Co Ld Newcastle<br>5mo *Lloyd's* A&CP | Deutsche Dmpfsfahrts. Ges. Hansa<br>*WB = Cell D Ba* 142' *u* | 120·0 \| 55·2 \| 20·5<br>P 60' B 96' F 48' 28·7<br>BK 11"<br>*E* 27' *f* 177' 1115 *t* 'tween dk Tanks | Bremen<br>German<br>6 *BHCem* | Q. 4 Cy. 24", 34", 51" & 74"–54"<br>210 lb *120 lb* (*r*) 494 NHP<br>3 SB. 9 *cf*, GS 150, HS 6303 FD<br>Wghm Rchrdsn & C. Ld Nwc<br>*s* 50' 490 t *f* 46' 570 t *APT* 40 t | 23 " 2 | | |
| 250 | **Neufahrwasser** Steel ScCtr<br>*H. Schoon* –03 (*Tug*)<br>QHPD 1 *Dk* | 250<br>226<br>11 | | 1903 Bremer "Vulkan" Vegesack | Schleppschifff. Ges Unterweser | 116·7 \| 24·2 \| 13·1 | Bremen<br>German | T. 3 Cy. 16⅛", 26" & 41¼"–27⅝"<br>91 NHP<br>*WB* Bremer "Vulkan," Vegesck | | G | |
| 251 | **Neuse** Steel Twin Sc<br>130510 *P. Davis* 99–00<br>KHQR *Elec. light* 1 *Dk* & *Hurdk* | 720<br>—<br>487 | | 1890 Harlan & Hllngwrth Co Wilmington, Del. | Norfolk & Southern R.R. Co. | 200·0 \| 31·0 \| 11·0 | New York<br>Utd. States | T. 6 Cy. 12", 20" & 30"–20"<br>81 NHP<br>Harlan & Hollingsworth Co Wilmington, Del. | | R | |
| 252 | **Neustria** Iron ScBg<br>*Sagols*<br>KJTQ 3 *Dks* | 2932<br>2676<br>1612 | | 1883 Claparède & Co. Rouen | Cie. Française de Nav. à Vap. (C. Fabre & Co. *Mgrs.*) | 328·4 \| 40·0 \| 27·2<br>H— F 49' | Marseilles<br>French<br>*WB* | C. 2 Cy. 44" & 76½"–54"<br>NB 03 358 NHP<br>Claparède & Co., S. Denis | | V | |
| 253 | **Neutral** Iron ScSr<br>*C. Plambeck* 95–95<br>LOMG *Well deck* 1 *Dk* 2 *tr B* | 786<br>575<br>492 | | 1882 Germania-Werft Kiel | Paulsen & Ivers | 188·6 \| 29·0 \| 14·9<br>P 112' F 23' | Kiel<br>German | C. 2 Cy. 24½" & 42½"–27½"<br>NB 99 79 NHP<br>A. G. "Germania," Berlin | | V | |
| 254 | **Nev-Esser** Steel Pad<br>*Elec. light* 1 *Dk* | 375<br>256<br>262 | | 1903 Danubius Schoenichen Hartmann A. G. Budapest | Idarei Massousieh | 180·4 \| 22·0 \| 9·5 | Constanpl<br>Turkish | C. 2 Cy. 26⅞" & 42⅛"–48"<br>102 NHP<br>Danubius Schoenichen-Hartmann A. G. Budapest | | V | |
| 255 | — Steel Pad<br>1 *Dk* 2 *tr B* | 287<br>249<br>184 | | 1890 Thames I. 8mo Wks. & S. B. Co London | Chirket i Hairie (Bosphorus S N Co.) | 173·0 \| 21·3 \| 10·1 | Constanpl<br>Turkish | C. 2 Cy. 28" & 52"–42"<br>146 NHP<br>Maudslay, Sons & Field, Lon | 10 " 7 | | |
| 256 | **Neva** Iron ScSr<br>*A. Stousland* –02 *ss* Hpl. No. 3–1,97<br>HNWC (*ex* Hay Green) *ss* Hpl. No. 1–02<br>*Well deck* 1 *Dk*( *Irn*) 2 *tr B* | 1744<br>1394<br>1094 | + 100 A1 Npt *r*<br>12,04 Shl<br>LMC 0,0 | 1883 W. Gray & Co. W Hartlepool<br>9mo A&CP | Acties. Neva (A. Stousland) | 264·2 \| 35·6 \| 19·9<br>P 28' Q 68' B 70' F 35'<br>pt ND 02 BK 9½"<br>*WB = DBa* 80' | Frdrikstad<br>Norwegian<br>1 *BHCem*<br>*f* 102' 357 t | C. 2 Cy. 29" & 62"–39" (*b*)<br>80 lb *80 lb* NDB 00 181 NH<br>2 SB. 4 *cf*, GS 80, HS 2879<br>Blair & Co. ( Lim. ), Stockton | 21 " 6 | | 12,04 |
| 257 | — Iron ScSr<br>86975 *E. A. J. Blaglon* –95 *ss* Lon. No. 3–3,96<br>JBVQ (*ex* Western Star) *ss* Lon. No. 2–04<br>*Well deck* 1 *Dk*( *Irn*) 2 *tr B* | 1448<br>1145<br>903 | + 100 A1 Lon *p*<br>3,05<br>LMC 5,08 | 1883 S. P. Austin & Sons Sunderland<br>10mo A&CP | Paul & Shellshear | 245·0 \| 36·1 \| 17·6<br>Q 86' B 57' F 26'<br>BK 8"<br>*WB = DB* | London<br>British<br>4 *BHCem*<br>*a* 66' *f* 96' 450 t | C. 2 Cy. 31" & 58"–36" (*a*)<br>80 lb 169 NHP<br>2 SB. 4 *pf*, GS 81, HS 3014<br>N. E. Mar. E. Co. ( Lim. ) Nwc. | 18 " 11<br>s 1 " 11 | | 3,04 |
| 258 | — Iron ScSr<br>53268 *R. Inkster* –03 6th Survey, Liv. 4,89<br>HGLT 4th Survey Liv. 3,03<br>1 *Dk* 2 *tr B* | 925<br>753<br>577 | + A 1 Liv Lv<br>1,05 Bkn | 1865 T. R. Oswald & Co. Sunderland<br>9mo | Neva S.S. Co. Ld. (W. H. Stott & Co.) | 212·1 \| 29·6 \| 16·3<br>P 64' B 44' F 25'<br>ND 89 BK 7" | Liverpool<br>British<br>5 *BHCem* | T. 3 Cy. 15", 22" & 38"–30" (*s*)<br>150 lb *80 lb* NDB 99 90 RHP<br>1 SB. 3 *rf*, GS 49, HS 1420<br>*Tpd.* 89 D. Rollo & Sons, Liv. | 17 " 7<br>s " 3 | | 3,03 |
| 259 | — Steel Sc<br>*J. Dorega* –98<br>1 *Dk* | 248<br>—<br>156 | | 1896 G. Ansaldo & Co. Sestri Ponente | Cie. Maritime "Marmara" (A. Kanavalow, *Mgr.*) | 134·0 \| 22·2 \| 10·5 | Odessa<br>Russian | C. 2 Cy. 15¾" & 30"–22"<br>35 NHP<br>G. Ansaldo & Co., Smprdrna | | I | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 Tonnage Sous le Pont. Net. | 4 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port. Visite. Lettre Spéciale. | 5 Construit. Quand. Navire. Mach. | 6 Par qui. Où. | 7 Armateurs. | 8 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 9 Port d'Armement. Pavillon. | 10 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 11 Tonnage sur Quille. Tonnage brut au dessus du pont. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 260 | **Nevada** Steel Sc Sr<br>95225 *D. Wilson* –02 *ss* Lth. No. 3–2,03<br>LVGT 1 *Dk (Stl)* 4 *Awng dk* | 1257<br>1332<br>776 | ✠100A1 Lth *n*<br>*Awng dk*<br>*with freeboard*<br>12,03<br>BS10,03 ✠LMC2,03 | 1890<br>9mo | Ramage & Ferguson<br>Leith<br>A&CP | Leith, Hull & Ham. S.P.Co. Ld. (J. Currie & Co. *Mgrs.*)<br>*WB = MT* 30·4 *00t FPT* | 280·0 \| 34·1 \| 13·0<br>19·4<br>FK<br>*6 BH Asp*<br>*4 AP* 25*t* | Leith<br>British | T. 3 Cy. 17″, 27″ & 44″–30″ (*s*)<br>160 lb. *50 lb.* 99 RH<br>1 SB, *3 rf*, gs 50, hs 1661<br>Ramage & Ferguson, Leith | 13 · 6<br>37 · 10½ | |
| 261 | **Nevadan** Steel Twin Sc Sr<br>130061 ~~*J. Patterson* –02~~ *ss S. Greene* –01<br>KRNS *Elec light* 2 *Dks (Stl)* 4 *deep framing*<br>*Ref. Mchy.* 6 *Shltr dk (pt Stl–ws)* | 4409<br>1218<br>2824 | ✠100A1 S.Fo *r*<br>*Shelter dk*<br>~~*with freeboard*~~<br>~~4,05~~ ✠LMC4,02<br>*Fitted for liquid fuel* 7,02 | 1902<br>4mo | New York S.B.Co. Camden, N.J.<br>A&CP *WB* | American-Hawaiian S.S.Co.<br>*= Cell D Bo* 84′ *u* 4 *tunnels* 24 & 28′ 2 | 360·8 \| 46·2 \| 24·6<br>FK<br>*4 & B* 44′ *f* 110 65 3*t*<br>51 *& Tank between tunnels* 88′ 72*t* | New York<br>Utd. States | T. 6 Cy. 19″, 31″ & 54″–42″ (*s*)<br>200 lb. *120 lb.* 465 NH<br>2 SB, *8 cf*, gs 156, hs 6070 FT<br>*DT f* 20′ 613*t*<br>New York S.B.Co. Camden NJ<br>*FPT* 139*t APT* 84*t* | 27 · 0<br>2 · 7½ | |
| 262 | **Nevasa** Steel Sc 3 Mst Sr<br>89924 *E.B.Hirst* –04<br>JLKQ 2 *Dks (UStl–ws)* & *Web frames* | 2998<br>2682<br>1945 | ✠ Dmb<br>5,84 | 1884<br>4mo | W. Denny & Bros.<br>Dumbarton | British India Stm. Nav. Co. Ld.<br>*WB = Cell D Bo* 284′ 6 49*t* | 320·0 \| 42·1 \| 25·2<br>P 56′ B— F 42′<br>FK<br>*6 BH Cem* | Glasgow<br>British | C. 2 Cy. 41″ & 72″–51″<br>309 NH<br>Denny & Co., Dumbarton | 28 · 8 | |
| 263 | **Neves Ferreira** Iron Sc Yl<br>~~*B. Bandeira* –99~~ *ss Eds. No. 8* 6 47,99<br>HKDL (*ex* Argentine, *ex* Golden Hope)<br>*Mchy. Aft* 1 *Dk* | *131*<br>*leng*<br>34 | ✠100A– Lis<br>*al* 7,99<br>BS4 ✠LMC7,04 | 1889<br>5mo | Mackie & Thomson<br>Glasgow | Cia. da Ilha do Principe | 100·0 \| 20·5 \| 9·4<br>P 18′ on Q 20′ B 12′<br>F 15′ BK 7½′ | San Thomé<br>Portuguese | T. 3 Cy. 11″, 16½″ & 27″–22″ (*s*)<br>160 lb. *80 lb.* NDB 01 40 NH<br>1 SB, *2 pf*, gs 33, hs 686<br>Muir & Houston, Glasgow | 11 · 0 | |
| 264 | **Nevis** Iron Sc Sr<br>82321 *G. Buchanan* –97 *ss* Cly. No. 3–4,87<br>*ss* Cly. No. 1–91 1 *Dk* | 123<br>105<br>59 | ✠ Gls *a*<br>7,96 | 1880<br>5mo | R. Chambers, jun.<br>Dumbarton | J.G.Stewart | 97·0 \| 18·2 \| 8·4<br>Q 20′ F 10′<br>len 87<br>BK 6′<br>*WB = FPT* 10*t* | Glasgow<br>British | C. 2 Cy. 18″ & 28½″–18″<br>NB 01 25 RH<br>1 SH, *2 pf*, gs 19, hs 464<br>Ross & Duncan, Glasgow | | |
| 265 | **New Amsterdam** Iron Twin Sc Sr<br>89829 *H. Johnson* ~~*ss Dem. No. 3–2,96*~~<br>*ss Dem. 2 & 4 No. 3–2,00* ~~*ss Dem. No. 3–96*~~<br>1 *Dk* | 103<br>84<br>53 | ✠ A1 ~~Blt~~ Dem<br>*For River purposes only*<br>2,05<br>NBv2 L ~~MC2,05~~ | 1887<br>6mo<br>*Lloyd's* | C.S.Swan & Hunter<br>Newcastle<br>*A&CP* | Sproston's, Ld | 100·0 \| 19·1 \| 6·7<br>pt ND 96<br>BK 4½′ | Georget'n<br>British | C. 4 Cy. 9″ & 18″–12″ (*s*)<br>90 lb. NB *ftd* 01 25 RH<br>1 SB. *2 pf*, gs 12, hs 60<br>A. Wilson & Co., London | 7 · 0 | |
| 266 | **New Brunswick** Wood Pad<br>18322 *L.S.Cates* –02<br>HPDQ 1 *Dk* | 935<br>—<br>869 | | 1860 | .....<br>New York | Colonial Steamboat Co. | 220·4 \| 31·0 \| 8·7 | Boston<br>Utd. States | | | |
| 267 | **New Century** Steel Sc K<br>~~*Thos. Wood* –00~~<br>114639 ~~*Thos. Wood* –00~~<br>*Elec. light* *H. Gibson* 00–03 1 *Dk* | 143<br>134<br>34 | ✠100A1 Hpl<br>*Stm Trawler*<br>3,05<br>LMC 8.01 | 1901<br>8mo<br>*Lloyd's* | J.T.Eltringham & Co.<br>S. Shields<br>*A&CP* | Steam Trawler New Century, Ld. (W.S.Dawson) | 100·5 \| 20·1 \| 10·6<br>BK 7′ | Sundrland<br>British | T. 3 Cy. 11″, 18″ & 30″–21″<br>160 lb. 46 RH<br>1 SB, *2 pf*, gs 80, hs 888<br>G.T.Grey, South Shields | 11 · 0 | |
| 268 | **New England** Steel Sc<br>130759 *A. Freeman*<br>KNGD *Mchy. Aft* | 230<br>—<br>71 | | 1897 | J.H.Dialogue & Son<br>Camden, N.J. | E.A.Rich | 121·8 \| 23·8 \| 12·0 | Boston<br>Utd. States | T. 3 Cy. 14″, 22″ & 36″–24″<br>68 NH<br>J.H.Dialogue & Son | | |
| 269 | **New Enterprise** Steel Sc K<br>~~*Thos. Wood* –00~~<br>114635 ~~*Thos. Wood* –00~~ *J. Wray* 05–05<br>*Elec. light* 1 *Dk* | 143<br>134<br>34 | ✠100A1 Hpl<br>*Stm Trawler*<br>3,05<br>LMC 7.01 | 1901<br>7mo<br>*Lloyd's* | J.T.Eltringham & Co.<br>S. Shields<br>*A&CP* | Steam Trawler New Enterprise, Ld (W.S.Dawson) | 100·4 \| 20·2 \| 10·6<br>BK 7′ | Sundrland<br>British | T. 3 Cy. 11″, 18″ & 30″–21″<br>160 lb. 46 RH<br>1 SB, *2 pf*, gs 80, hs 888<br>G.T.Grey, South Shields | 11 · 0 | |
| 270 | **New Guinea** Iron Sc<br>89631 ~~*Stoddart* –00~~ *ss* Mel. No. 3–11,97<br>JRFT *Stoddart* *ss* Mel. No. 1–01<br>2 *Dks (Irn)* 3 *tr B* | 2674<br>2431<br>1700 | ✠100A1 Mel *t*<br>5,03<br>BS4,03 LMC 1,04 | 1884<br>10mo | W. Doxford & Sons<br>Sunderland<br>A&CP | McIlwraith, McEacharn & Co. Proprietary, Ld.<br>*WB = DB* | 300·0 \| 40·1 \| 24·5<br>P 28′ B 74′ F 32′<br>BK 10′<br>*a* 80′ *& u E & B* 50 285*t*<br>*MT* 28′ 836*t* | Melbourne<br>British | C. 2 Cy. 35″ & 70″–48″ (*a*)<br>80 lb. *80 lb.* NDB 00 274 NH<br>2 DB, *3 pf*, gs 128, hs 4715<br>W. Doxford & Sons, Sld | 25 · 3<br>4 · 6 | |
| 271 | **New Hampshire** Steel Sc<br>130581 1 *Dk*<br>KLFC | 2395<br>—<br>1505 | | 1892 | Harlan & Hollingsworth Co.<br>Wlmngtn Del | Providence & Stonington S.S.Co. (N.Y. N.H. & H.R.R.Co.) | 302·7 \| 44·0 \| 17·5 | Providnce,<br>R.I.<br>Utd. States | T. 4 Cy. 28″, 46″ & (2) 51″–42″<br>337 NH<br>Harlan & Hollingsworth Co., Wilmington, Del | | |
| 272 | **New Jersey** Wood Sc Sr<br>130995 *J. Phelam* 02–02<br>KSCW 2 *Dks* | 478<br>385<br>218 | | 1902 | A.C.Brown & Sons<br>Pottenville | United New York & New Jersey Sandy Hook Pilots' Assoc. | 148·7 \| 29·4 \| 17·3 | New York<br>Utd. States | C. 2 Cy. 21″ & 42″–28<br>77 NH<br>Brown & Miller, Jersey City | | |
| 273 | **New Londoner** Steel Sc 3 Mst Sr<br>10424 *J.W.N.Searle* –00 *ss* Nwc No. 2–02<br>NQCS *Well deck* 2 *Dks (UStl–ws)*<br>*Mchy. Aft* *Elec. light* | 1456<br>948<br>708 | ✠100A1 Nwc *q*<br>3,05<br>BS3,03 ✠LMC 8,02<br>BS4,03 | 1894<br>4mo | Wigham Richardson & Co<br>Newcastle<br>A&CP | Tyne-Tees Steam Shipping Co. Ld. | 270·0 \| 33·6 \| 15·5<br>P 178′ F 60′<br>BK 9′<br>*WB = Cell D* B 144′ | Newcastle<br>British | T. 3 Cy. 28½″, 46″ & 75″–42″ (*s*)<br>160 lb. *90 lb.* 390 NH<br>3 SB, *12 pf*, gs 156, hs 6231<br>Wigham Richardson & Co Nwc | 18 · 2<br>1 · 10½ | |
| 274 | **New Oporto** Steel Sc Sr<br>11514 *G.M.Harrison* 94–03<br>VCSH 1 *Dk* | 502<br>434<br>181 | | 1903 | Irvine's S.B. & D.D.Co. Ld.<br>W Hartlepool | Tyne-Tees Steam Shipping Co. Ld. | 180·2 \| 27·0 \| 13·6<br>P 24′ B 4′ F 19′<br>H 9*t* | W.Hartlpl<br>British | T. 3 Cy. 16½″, 26½″ & 45″–33″<br>116 NH<br>*WB* Richardsons, Westgarth & Co. Ld. Hpl | | |
| 275 | **New Orleans** Steel Sc Sr<br>114712 *R. Redman* 01–01<br>SMCT 1 *Dk (Stl)* 2 *tr B* 6 *deep framing*<br>3 *Dk rule* | 3515<br>3356<br>2262 | ✠100A1 Shl *w*<br>*with freeboard*<br>4,05 LMC 7,01 | 1901<br>7mo | Short Bros. Ld.<br>Sunderland<br>A&CP | S.S. New Orleans Co Ld (D.G.Pinkney & Co.)<br>*WB = Cell D Ba* | 340·5 \| 47·2 \| 24·8<br>P 31′ B 199′ F 31′<br>FK<br>111′ *u E* 24′ *f* 132′ 793*t* | London<br>British | T. 3 Cy. 24½″, 40″ & 66″–45″ (*s*)<br>180 lb. *80 lb.* 316 NH<br>2 SB *6 pf*, gs 138, hs 4870<br>G. Clark, Ld. Sunderland | 27 · 4<br>4 · 4 | |
| 276 | — Iron Sc 3 Mst Sr<br>18726<br>JLSC *Mchy. Aft* 2 *Dks* 3 *tr B* | 1564<br>—<br>1017 | | 1872 | The Pusey & Jones Co.<br>Wlmgtn. Del | Merchnts & Miners Transportation Co. | 249·0 \| 33·0 \| 24·4 | Baltimore<br>Utd. States | 1 Cy. 48″–60″<br>NB 91 137 NH<br>The Pusey & Jones Co | | |
| 277 | **New Pelton** Iron Sc Sr<br>51357 *G. Searle* –00<br>HGCN *Mchy. Aft* 1 *Dk* 2 *tr B* | 751<br>689<br>454 | | 1865 | Palmer Brs & Co.<br>Newcastle | W. Cory & Son, Ld. | 211·0 \| 28·1 \| 17·1<br>Q 18′<br>len 78 BK 7 | Newcastle<br>British | C. 2 Cy. 25″ & 48″–33″<br>NB 01 ~~NE & B 78~~ 99 RH<br>Palmers' Co. (Lim.), Nwc. | 17 · 11 | |
| 278 | **New Shoreham** Wood Sc Sr<br>13934<br>KRCH 1 *Dk* | 503<br>—<br>317 | | 1901 | .....<br>Boston | C.E.Champlin | 151·9 \| 28·1 \| 11·8 | Newprt, RI<br>Utd. States | | | |
| 279 | **New York** Steel Twin Sc 3 Mst Sr<br>130616 *Roberts* –04 *ss* Sou. No. 3–7,97<br>KLPB (*ex* City of New York) *ss* Phl. No. 1–08<br>1 *Dks (2 Stl–ws* & 1 *pt Stl–ws* 4 *Pt*<br>*Ref. Mchy.* *Elec. light* *dk (Stl–ws)* | 10798<br>8557<br>4643 | ✠100A1 Sou<br>12,00 1,05<br>NE & B 4,08<br>LMC 8,06 | 1888<br>7mo<br>*Lloyd's* | J. & G. Thomson<br>Glasgow<br>*A&CP* | International Mercantile Marine Co. | 517·0 \| 63·6 \| 22·0<br>P 75′ F 109′<br>dr p 04<br>FK<br>*WB = Cell D Ba* 105′ *u* | New York<br>Utd. States | T. 8 Cy. (2) 42″ (2) 66½″ & (4) 77″<br>–60″ (*s*) 175 lb. *175 lb.* 2747 NH<br>NDB 08 HS 4261<br>6 D & 4 SB. *64 cf*, gs 1144.<br>*E & B* 180 *f* 149 1627 *Tanks f* 147*t* W. Cramp & Sns S & E B Co Phl | 41 · 10<br>12 · 2 | |
| 280 | — Iron Sc Sr<br>130043<br>JRFG 8 *Dks* | 2590<br>—<br>2111 | | 1875 | Harlan & Hollingsworth Co<br>Wlmngtn. Del | Clyde S.S. Co.<br>(W.P.Clyde & Co. *Mgrs.*) | 281·0 \| 38·1 \| 20·2 | New York<br>Utd. States | T. 3 Cy. 17″, 27″ & 42″–30″<br>NE & B 92 97 NH<br>Morgan Iron Works, N.Yk. | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Port of Survey | Year Assigned / Last Special Survey | Built. When. / By Whom. / Where. | Owners. | Registered Dimensions. Length / Breadth / Depth | Port of Registry. Flag | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers / Engine Maker's Name | Moulded depth. Freeboard amidships | Date when last classed, if not in Lr. Ld. Defect of Bal. Tonnage | Date when built, if last item. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 281 / 130373 / KDTH | **New York** / *J. B. Briggs* / Steel Pad | 1974 / — / 1261 | | | | 1887 Harlan & Hollingsworth Co. Wlmgtn, Del. | Hudson River Day Line Co. | 335·0 × 40·4 × 11·2 len 96 74′ over all | New York Utd. States | B. 1 Cy. 75″–144″ 515 NH W. & A. Fletcher, New York | | | |
| 282 — / 130450 / KGNQ | *R. A. McGuire* –08 / 1 *Dk* & *Saloon dk* / *Elec. light* / Iron Sc | 785 / — / 498 | | | | 1889 Harlan & Hollingsworth Co. Wilmngtn, Del. | N. Yk. Philadelphia & Norfolk R. R. Co. | 207·5 × 31·1 × 11·4 | Philadlphia Utd. States | T. 3 Cy. 18½″, 27″ & 42″–24″ NB 92 86 NH Harlan & Hollingsworth Co., Wilmington, Del | | | |
| 283 — / 130736 / KNBM | *H. P. Kelsey* / Steel Sc | 541 / — / 301 | | | | 1897 Harlan & Hollings-worth Co. Wlmgtn, Del. | United New York Sandy Hook Pilot's Association | 155·0 × 28·1 × 19·9 | New York Utd. States | C. 2 Cy. 26″ & 48″–36″ 105 NH Harlan & Hollingsworth Co. Wilmington, Del | | | |
| 284 — / 116152 / KDRN | (*ex* Shrewsbury) / 1 *Dk* / *Elec. light* / Wood Pad | 294 / — / 181 | | | | 1887 ..... Bath, Me. | Thousand Isles Steamboat Co. | 161·5 × 26·5 × 7·3 | C. Vincent, N.Y. Utd. States | C. 2 Cy. 25″ & 44″–72″ 137 NH | | | |
| 285 New Zealand / 109760 / *H. Jameson* –00 / *ss* Hul. No. 1–02 / 1 *Dk* / *Well deck* / *Steel plating & Iron framing* | | 290 / 251 / 111 | ✝100 A1 | Hul | *e* | 1898 Cook, Wel-8mo ton & Gemmell Hull A&CP | Hull Steam Fishing & Ice Co. Ld. | 146·7 × 22·6 × 10·8 Q57′ F28′ BK8′ *WB = DBf* 14·9*t* | Hull British 1 *BH Cem* | T. 3 Cy. 18″, 22″ & 36″–27″ (*s*) 200 lb 65 RH 1 SB, *3rf*, GS 51, HS 1139 Amos & Smith, Hull | 11 | | N3,05 |
| 286 Newa / 130779 / PBGT | *W. Burmeister* 92–02 / *Well deck* / 1 *Dk* | 620 / 464 / 876 | ✝ | Nwc | | 1872 Reiherst'g 8mo Schiffsw. Hamburg | Hanseatische Dmpfsfahrts. Ges. | 190·2 × 25·1 × 13·3 P110′ F24′ FK *5 BH* | Lübeck German *WB* | C. 2 Cy. 21″ & 38″–26″ NB 92 61 NH Reiherst. Maschinenf. Ham | | G | |
| 287 — / RHBD | *A. Neckel* 94–94 / 1 *Dk* | 467 / 425 / 98 | | | | 1880 Rostocker Act. Ges. Rostock | Nordischer Bergungs-Verein | 160·6 × 26·1 × 14·4 B26′ | Hamburg German *WB* | C. 3 Cy. 31½″ & (2) 42″–24″ NB 93 141 NH Rostocker A.G., Rostock | | G | |
| 288 Newark / 130994 | (*Ferry*) / 1 *Dk* | 1308 / 731 / 890 | | | | 1902 T.S. Marvel & Co. Newburg, N.Y. | Pennsylvania Railroad Co. | 192·5 × 46·0 × 15·0 | New York Utd. States | C. 3 Cy. 22″, (2) 32″–24″ 84 NH W. & A. Fletcher Co. Hbkn N.J. | | | |
| 289 — / 110327 / RJFQ | *W. Rundle* –02 / *ss* Shl. No. 1–04 / 1 *Dk* (*Stl*) & *Web frames* | 1132 / 863 / 624 | ✝100 A1 | Shl | *n* | 1899 Nrthmber-10mo ind S.B. Co. Ld. Newcastle A&CP *WB* | Newcastle S.S. Co. Ld. (J. J. & C. M. Forster, *Mgrs.*) = *Cell D Ba* 69′ *u E & B* 38′ *f* 75′ 225*t FPT* 28*t APT* 55*t* | 220·0 × 32·5 × 15·1 Q92′ B48′ F23′ FK *4 BH Cem* | Newcastle British 180 lb 99 RH 2 SB, *4pf*, GS 76, HS 2496 J. P. Rennoldson & Sns. S Shl. | T. 3 Cy. 18½″, 30″ & 49″–33″ (*s*) 180 lb 99 RH 2 SB, *4pf*, GS 76, HS 2496 J. P. Rennoldson & Sns. S Shl. | 17 × 4 × 1 × 8 | | 1,04 |
| 290 Newark Castle / 116806 / THVG | *F. W. Bute* –04 / 2 *Dks* (*Stl–Upt w s*) & *deep framing* & *Shelter Ref. Mchy. Elec. light* | 6224 / 6074 / 4047 | ✝100 A1 *Shelter dk* | Sou Lon | *e* | 1902 Barclay, 4mo Curle & Co. Ld Glasgow *Lloyd's. Ag CP* | Union-Castle Mail S.S. Co. Ld. (D. Currie & Co. *Mgrs.*) *WB = Cell D Ba* 106′ | 414·1 × 51·2 × 28·0 FK & BK2′ *u E & B* 94′ *f* 154 939*t* | London British *7 BH Cem* *DTa* 33′ 786*t* | T. 6 Cy. 21½″, 35″ & 58″–48″ (*o* 200 lb 650 NH 1 SB, *12cf*, GS 240, HS 9232 FI Barclay, Curle & Co. Ld. Gls | 30 × 9 × 4 × 2 | BT till 3,05 | P10,04 |
| 291 Newberne / 130055 | *A. W. Gard* 01– | 482 / — / 344 | | | | 1875 ..... Chester, Pa. | Old Dominion S.S. Co | 178·5 × 24·9 × 9·0 | New York Utd. States | 1 Cy. 24″–36″ 27 NH | | | |
| 292 Newbiggin / 88758 / JCHM | *A. Hannah* –04 / *Well deck* / *ss* Shl. No. 3–8,95 / *ss* Nwc. No. 1–00 / 1 *Dk* (*Irn*) & *Web frames* | 902 / 711 / 557 | ✝100 A1 11.02 | Nwc | *m* | 1883 C. S. Swan & 10mo Hunter Newcastle A&CP | Chr. Salvesen & Co. | 215·0 × 30·7 × 13·8 Q74′ B48′ F23′ Irp 03 FK *WB = Cell DB* 170 | Newcastle British *4 BH Cem* 242*t APT* 18*t* | C. 2 Cy. 27″ & 50″–36″ (*a* 90 lb *60 lb* NDB 94 99 RH 1 SB, *3pf*, GS 56, HS 1975 N.E. Marine Co. (Lim.) Nwc | 16 × 10 × 1 × 8 | | N3,04 |
| *Now named "Olna," see No. 159* | | | | | | *in letter "O."* | | | | | | | |
| 293 Newbigging / 101897 / MQVW | *J. Clark* –02 / (*ex* Woodruff, *ex* Gertor) / 1 *Dk* (*Stl*) & *Web frames* | 2400 / 1551 | ✝100 A1 | Lth | *s* | 1892 Osbourne, 6mo Graham & Co Sunderland A&CP | New Line S.S. Co. Ld (R. Mackie & Co. *Mgrs.*) | 289·7 × 38·1 × 20·1 P28′ Q90′ B116′ F33′ Irp 03 FK *WB = Cell DB* 240′ 459*t* | Leith British *6 BH Cem* | T. 3 Cy. 21″, 35″ & 57½″–39″ (*s* 160 lb *60 lb* 203 NH 2 SB, *6pf*, GS 89, HS 3000 G. Clark, Ld. Sunderland | 22 × 6 × 2 × 1½ | | 11,03 |
| 294 Newburg / 130779 / KNMJ | *A. Andfensen* | 459 / 384 / 333 | | | | 1898 Fulton Eng & S.B. Works San Francisco | T. Pollard | 158·5 × 34·0 × 11·9 | S. Frncisco Utd. States | Fulton Eng. S.B. Works | | | |
| 295 Newburgh / 130350 / KDJQ | *3 Dks* | 1034 / — / 741 | | | | 1887 Neafie & Levy Philadelphia | Central Hudson Stmbt. Co. | 200·0 × 32·0 × 11·0 | New York Utd. States | C. 2 Cy. 26″ & 45″–36″ 101 NB Neafie & Levy, Philadelphia | | | |
| 296 — / 89836 / PVGR | ~~*J. Nowlin* 03~~ / *C. Minchin* –04 / *ss* Syd. No. 3–1,00 / 1 *Dk* / *ss* Syd. No. 1–04 | 78 / 78 / 1 | ✝100 A– *For Tug purposes* 10,01 ~~2,08~~ | Syd | | 1888 J T Eltring-8mo ham S. Shields | J. Fenwick & Co. | 86·0 × 16·6 × 9·7 BK6′ | Sydny NSW British *1 BH Cem* | C. 2 Cy. 17″ & 34″–22″ (*s*) 100 lb 50 RH 1 SB. *2pf*, GS 36, HS 945 J. P. Rennoldson & Sons, Shl | | | N3,03 |
| 297 Newburn | *For full particulars see* | 3556 | 100 A1 *(Class Contemplated)* | | | 1904 Swan, Hunter & Wigham Richardson Ld Newcastle | J. J. & C. M. Forster | 340·0 × 47·0 × 27·2 P24′ B108′ F34′ | Newcastle British | T. 3 Cy. 23½″, 39″ & 66″–45″ Wlsnd Slpwy. Co. Ld. Nwc | | | |
| 298 Newby / 97392 / LRBV | *E. S. Clarke* –02 / *Well deck* / *ss* Shl. No. 3–7,02 / 1 *Dk* (*Irn*) & *Web frames* | 2168 / 1621 / 1407 | ✝100 A1 1,05 ~~2,04~~ | Shl | *r* | 1890 Ropner & 4mo Son Stockton A&CP | R. Ropner & Co. | 272·3 × 38·9 × 18·6 P31′ Q82′ B106′ F30′ BK9′ *WB = Cell DB* 180 315*t* | W. Hartlpl British *4 BH Cem* | T. 3 Cy. 21″, 35″ & 57″–39″ (*s* 160 lb *100 lb* NDB 01 201 NH 2 SB, *4rf*, GS 74, HS 2990 Blair & Co. (Lim.), Stockton | 21 × 11 × 1 × 10½ | | 2,04 |
| 299 Newcastle / 110326 / QTFR | *J. Upson* –99 / 1 *Dk* (*Stl*) 2 *tr Bs* & *deep framing* / 3 *Dk rule* | 3403 / 3108 / 2215 | ✝100 A1 3,04 | Shl | *n* | 1899 C. S. Swan & 8mo Hunter Ld Newcastle A&CF | Newcastle S. S. Co. Ld. (J. J. & C. M. Forster, *Mgrs.*) | 330·5 × 48·0 × 23·6 P32′ B62′ F31′ FK *WB = Cell D B a* 104 *u E & B* 38 *f* 140′ 829*t D Ta* 24′ 493*t FPT* 60*t APT* 36*t* | Newcastle British *5 BH Cem* | T. 3 Cy. 24″, 40″ & 64″–42″ (*s* 170 lb *100 lb* 291 NH 2 SB, *3pf*, GS 127, HS 4660 N.E. Marine Co. Ld. Nwc. | 26 × 6 × 4 × 1 | | N3,04 |
| 300 — / 88978 / RLDC | *M. Thompson* 92–96 / *Elec. light* / 2 *Dks* (1 *Stl* & 1 *pt Stl*) & *Awng dk* | 1251 / 945 / 587 | ✝ 3,92 *Awng dk with freeboard Consisting* | Syd | *n* | 1884 J Key & Sns 8mo Kingborn | Newcastle & Hunter River S.S. Co. Ld | 264·6 × 32·9 × 15·9 *service e, Sydney to Newcastle* | Sydny NSW British *5 BH* | C. O. 2 Cy. 54″ & 100″–78″ 737 NH J. Key & Sons, Kirkcaldy | 16 × 6 | | |
| 301 Newchwang / 77054 / WVLT | *C. J. Shepherd* –03 | 895 / 880 / 558 | | | | 1877 Scott & Co. Greenock | China Nav. Co. Ld. | 220·2 × 28·5 × 18·8 | London British | C. 2 Cy. 23″ & 46″–36″ 99 RH Greenock Foundry Co., Grk | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Port de Visite. Terme assigné maintenant requis. | Construit. Quand. Navire / Machine | Par qui | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Armement | Machines. No. à Dia. des Cylindres. — Course. Pression des Chaudières. S.B. — Lorsque on obtenant l'après les formalités de la Société. B.H. — Tonnage obtenant l'après les papiers du navire. Détails des Chaudières & Divers. Nom du Constructeur des machines. | Charge en Quille. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 | **Newent** IronScSr | 994 / 833 / 613 | ✠ A1*1 2,04 6,04 | Shd Lv | 1882 6mo | Short Bros. Sunderland | J. Westoll | 216·0 \| 30·1 \| 16·5 Q 744 B 76 F 29 t 68 7 WB = DBa f | Sundrland British | C.2Cy.27″&51″–33″ 98RH 1SB.3p/ — 50,HS2050 J. Dickinson, Sunderland | | | |
| 303 | **Newfoundland** WoodScBn | 919 / 902 / 568 | | | 1872 | P. Baldwin Quebec | J. Harvey | 212·5 \| 29·5 \| 23·3 | S.JhnsNFL British | C.2Cy.39½″&57″–36″ 162NH Duseburn E. W. Co., Nwc. | | | |
| 304 | **Newhailes** IronScSr | 1423 / 1145 / 893 | ✠ 90A1 2,99 Bkhd Lth p Bs10,04 LMC8,01 | | 1876 6mo | M. Pearse & Co. Stockton | New Line SS. Co. Ltd. (R. Mackie & Co., Mgrs.) WB = DBa f | 250·6 \| 32·5 \| 18·5 Q 91 B 54 F 30 BK 8 | Leith British 4 BHCem E & B 88 390 t | C.2Cy.30″&55″–36″ (s) 75lb 100lb NDB01 136NHP 2SB.6pf,GS58,HS2181 Blair & Co. (Lim.), Stockton | 19 · 9 | 1 · 11½ | 300 |
| 305 | **Newhaven** SteelScYl | 161 / 148 / 55 | ✠ 100A1 Stm Trawler 4,05 Gms LMC Gms ,03 | | 1897 2mo | Mackie & Thomson Glasgow A&CP | Hogerup, Doughty & Co. Ld. | 104·2 \| 20·5 \| 10·7 Q 17 F 19 BK 7½ | Grimsby British 1 BHCem | T.3Cy.10″,16″&27″–20″ (s) 180lb 45RH 1SB,2pf,GS28,HS536 Muir & Houston (Lim.), Gls | 11 · 7 | | |
| 306 | **Newholm** SteelScSr | 3399 / 3110 / 2194 | ✠ 100A1 11,01 Cff Bry LMC7,03 | r | 1899 5mo | C.S. Swan & Hunter, Ld Newcastle WB = Cell D Ba 10 Lloyd's A & CP | Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, Mgrs.) f'u E & B 38 f 140'8 FK | 330·6 \| 48·0 \| 23·6 B 62 F 31 FK 24 123 f P T 60 t | Newcastle British 6 BHCem A P T 36 t | T.3Cy.24″,40″&64″–42″ (s) 170lb 293NHP 3SB,3pf,GS130,HS4720 N.E. Marine Co. Ld. Nwc | 26 · 6 | 4 · 11 | |
| 307 | **Newington** IronScSr | 1132 / 845 / 686 | ✠ 100A1 3,04 Lth m LMC8,04 | | 1883 5mo | Workman, Clark & Co. Belfast A&CP | New Line SS. Co. Ltd. (R. Mackie & Co., Mgrs.) WB = DBa 59 | 217·3 \| 31·9 \| 15·4 P 32 Q 46 B 63 F 29 FK f 84 d u E & B 31 274 t | Leith British 5 BHCem A P T 39 t | C.2Cy.26″&50½″–36″ (s) 85lb 100lb NDB04 99RHP 1SB,3pf,GS45,HS2062 V. Coates & Co. (Lim.), Bel. | 16 · 9 | 1 · 4½ | |
| 308 | — IronScK | 193 / 176 / 61 | ✠ 100A1 Stm Trawler 8,03 Hul LMC8,03 | | 1899 3mo | Cook, Welton & Gemmell Hull Lloyd's A & CP | City Stm. Fishing Co. Ld. | 115·3 \| 21·0 \| 11·5 Q 20 BK 7½ WB = | Hull British 3 BHCem DBf 19 12 t | T.3Cy.11½″,20″&33″–24″ (s) 200lb 58RH 1SB,2cf,GS27,HS1037 C. D. Holmes & Co. Hull | 12 · 4 | | |
| 309 | **Newland** SteelScK | 245 / 221 / 89 | ✠ 100A1 Stm Trawler 10,01 Hul LMC1,08 | | 1903 1mo | Cochrane & Sons Selby Lloyd's A & CP | City Steam Fishing Co. Ld. | 125·0 \| 21·5 \| 12·0 Q 19 BK 7 WB = | Hull British 4 BHCem DBf 13 9 t | T.3Cy.12½″,21½″&36″–24″ (s) 200lb 63RH 1SB,2cf,GS33,HS1120 C. D. Holmes & Co. Hull | 12 · 10 | | |
| 310 | **Newlands** SteelScSr | 3023 / 2818 / 1950 | ✠ 100A1 3,05 Cff Mch u LMC2,02 | | 1902 2mo | W. Gray & Co. Ld. W. Hartlepool Lloyd's A & CP | Wilson Shpg. Co. Ld. (J.F. Wilson & Co. Mgrs.) WB = Cell DB a u E 130 f 136'7 32 t | 325·0 \| 47·0 \| 22·5 P 27 B 88 F 30 FK | W. Hartlpl British 5 BHCem A P T 53 t | T.3Cy.24″,38″&64″–42″ (s) 160lb 80lb 257NHP 3SB,6pf,GS98,HS3738 Cen. Mar. Eng. Wrks. W. Hpl | 24 · 10 | 4 · 8 | |
| 311 | **Newlyn** SteelScSr | 2883 / 2219 / 1848 | ✠ 100A1 pt Awng dk with freeboard Bs 10,04 3,05 Shl Iron Bry LMC5,03 | l | 1894 11mo | C.S. Swan & Hunter Newcastle A&CP | Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, Mgrs.) WB = Cell DB | 312·4 \| 41·0 \| 20·6 P 24 Q 88 B 132 F 30 RFD 38 FK a 294 u E & B 40 f 180 | Newcastle British 6 BHCem 640 t A P T 65 t | T.3Cy.23″,38″&61″–39″ (s) 160lb 80lb 246NHP 2SB,6pf,GS106,HS3900 W Isnd Slpwy Co (Lim) Nwc | 23 · 1 | 9 · 0 | |
| 312 | **Newmount** SteelScSr | 1889 / 1171 / 1201 | | | 1903 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Farrar Transportation Co. Ld. (W. Carmichael, Mgr.) | 248·6 \| 42·0 \| 20·6 F 28 | Newcastle British WB | T.3Cy.20½″,33″&54″–36″ 175NH Wilsnd Slpwy Co. Ld. Nwc. | | | C |
| 313 | **Newport** IronScSr | 2735 / — / 1806 | | | 1880 | J. Roach & Son Chester, Pa. | Pacific Mail S.S. Co. | 326·0 \| 38·2 \| 23·9 | New York Utd. States | T.3Cy.25″,37″&62″–42″ NE & B 97 249NH Union Iron Works, S. Frs'co. | | | KS V |
| 314 | — IronScSr | 1219 / 964 / 757 | ✠ 100A1 1,01 Nwc o Bs 11,04 LMC M | | 1882 11mo | Kish, Boolds & Co. Sunderland A&CP | New Line S.S. Co. Ltd (R. Mackie & Co. Mgrs.) WB = Cell D B 195 355 t | 240·0 \| 34·1 \| 14·1 Q 90 B 48 F 26 FK | Leith British 1 BHCem A P T 29 t | C.2Cy.28″&54″–36″ (s) 80lb 80lb NDB02 138NHP 2SB.4pf,GS60,HS2300 W. Doxford & Sons, Sld | 16 · 6 | 8 · 9½ | |
| 315 | — WoodSc3MstSr | 331 / — / 206 | | | 1875 | ..... San Francisco | Pacific Packing & Navigation Co. | 133·5 \| 25·5 \| 9·9 | Seattle Utd. States | C.2Cy.12″&20″–20″ 15NH Risdon Iron Wks., S. Fo. | | | |
| 316 | **Newport News** SteelSc | 1535 / — / 1044 | | | 1895 | Nwprt Nws S.B. & D.D Co. Nwport News | Norfolk & Washington Stmboat Co. | 260·0 \| 46·0 \| 14·1 | Washngtn, D.C. Utd. States | | | | |
| 317 | **Newquay** SteelScSr | 2112 / 1641 / 1338 | ✠ 100A1 10,04 Nwc LMC7,— | r | 1889 8mo | C.S. Swan & Hunter Newcastle Lloyd's A & CP | Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, Mgrs.) WB = Cell D B 294 457 t | 280·0 \| 37·5 \| 19·3 Q 73 B 122 F 27 FK | Newcastle British 5 BHCem A P T 30 t | T.3Cy.20½″,36″&59″–39″ (s) 160lb 80lb NDB00 218NHP 2SB,6rf,GS104,HS3265 Black, Hawthorn & Co., Gts. | 21 · 8 | 1 · 11½ | |
| 318 | **Newry** IronSc3MstSr | 396 / 337 / 164 | ✠ 7,09 Liv | | 1866 8mo | Randolph, Elder & Co. Glasgow | Dundalk & Newry Stm. Packet Co. Ld. | 176·6 \| 24·0 \| 13·0 P 46 t F — | Newry British 5 BHCem | C.2Cy.24″&48″–30″ NE & B 82 80RH T. Brassey & Co. Birkenhead | | | |
| 319 | **Newsboy** WoodScSr | 208 / — / 150 | | | 1888 | G. Boole San Francisco | California & Oregon Coast S.S. Co. | 121·5 \| 31·0 \| 9·2 | S. Frncisco Utd States | C.2Cy.12″&20″–20″ 15NH Savage, Sons & Co., S. Fo | | | |
| 320 | **Newstead** SteelScSr | 2836 / 2092 / 1827 | ✠ 100A1 pt Awng dk with freeboard Bs 10,04 LMC | l | 1894 10mo | Palmers' Co. (Lim.) Newcastle A&CP | Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, Mgrs.) WB = | 315·0 \| 43·0 \| 20·2 F 29 Q 50 pt Awng dk 235 t FK Cell D Ba 100 f 126' | Newcastle British 6 BHCem 537 t A P T 24 t | T.3Cy.22½″,36½″&61″–42″ (s) 160lb 80lb 245NHP 2SB,6pf,GS81,HS3724 Palmers' Co. (Lim.), Nwc | 21 · 6 | 8 · 8 | |
| 321 | **Newton** SteelScSr | 2540 / 2344 / 1558 | | | 1888 | Hawthorn, Leslie & Co, Ld Newcastle | Liv Brazil & R Plate S.N. Co. Ld. (Lamport & Holt, Mgrs.) | 312·4 \| 39·2 \| 24·8 F — B — F — | Liverpool | T.3Cy.24″,38″&62″–42″ 249NH Hwthrn, Leslie & C. Ld. Nwc | | | |
| 322 | — SteelScSr | 541 / 411 / 361 | ✠ 100A1 1,05 Got Bry LMC | h | 1890 10mo | P. Larsson Thorskog Lloyd's A & CP | Aktieb. J.N. Sanne (J.N. Sanne) WB = | 167·1 \| 26·9 \| 13·2 Q 55 B 35 H 14 F 21 BK 7 | Uddevalla Swedish 1 BHCem 197 A P T 13 t | T.3Cy.12″,19″&32″–24″ (s) 160lb 80 NDB 03 80NHP 1SB,2cf,GS33,HS760 | 14 · 2 | 1 · 3 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 for Special Survey. Date of last Survey. | 7 Port of Survey. Freeboard assigned. Remarks. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Shelter deck. Bridge & midships. ft. in. | 15 Registers in which classed, if not in L.R. Dates of Rec. Trials & Cert. | 16 Date when tail-shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 110310 RHQW | **Newton Hall** *A.C.Hostler* –00 | **SteelScSr** ss Off.No.1–03 1 *Dk(Stl.&Spar)* | 4169 3953 2675 | ✠100A1 *Spar dk* 1,05 | Shl Bry | *x* *I* | 1899 9mo | J.L.Thompson&Sons,Ld. Sunderland A&CP | C.G.Dunn&Co.Ld. *WB=CellDBa* | 368·0 349·5 19·0 F29′B112′F45′ 27·6 116′*uE24′f162′849t* | Liverpool British FK | T.3Cy.26″,44″&72″–48″ 180lb 410NHP 3SB.*12pf*,GS181 HS8680 N.E.MarineCo.Ld.Nwc. | 21 ″ 6 s 6 ″ 5 | | 8,04 |
| 324 PMRB | **Newyork** *P.M.Peters* *Mchy.Aft Elec.light* | **SteelScSr** 2 *Dks* 1 *Stl.&Upt Trn&ptStl* 4 *Web frames* | 6859 5860 4463 | ✠100A1 *Carrying Petroleum in bulk* ✠LMC9,02 | Nwc | *a*† | 1902 9mo *Lloyd's A&CP* | Palmers' Co.Ld. Newcastle | AmericanPetroleumCo. *WB=CellDB* | 428·0 354·7 30·1 P252′F46′ FK *uE39′ 71t FPT77t* | Rotterdam Dutch 14 *BHCem APT51t* | T.3Cy.28″,46½″&77″–54″ 180lb *160lb* 564NHP 4SB,*12f*,GS268,HS9960 Palmers'Co.Ld Newcastle | 32 ″ 0 s 6 ″ 8½ | | 3,03 |
| 325 NTGC | **Nexos** *F.Basse* *Well deck* | **SteelScSr** 1 *Dk* | 1013 755 633 | | | | 1901 | Hellerup Skibsvog Msk Hellerup | Dampskibsk. Vesterhavet (I Lauritzen, *Mgr.*) | 222·5 31·6 13·0 Q73′B59′F24′ | Esbjerg Danish *WB* | T.3Cy.17″,27″&45″–33″ SirC.Furness, 116NHP Westgarth&Co.Ld.Mdb. | | V | |
| 326 87152 GWCB | **Ngan-Kin** *F.Newcomb* –02 | **SteelTwinScSp** | 2732 1966 2101 | | | | 1883 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 289·5 43·2 10·4 B302*t* 20·3 | London British | C.4Cy.22½″&45″–30″ 185NHP Scott&Co.,Greenock | | | |
| 327 109320 RSHB | **Ngapuhi** ~~*W.F.Norbury*~~ *Elec.light Steercusen* –04 | **SteelTwinScSr** s.No.1–04 1 *Dk(Teak)* | 691 486 299 | ✠100A1 *Awag dk* 110037,04 ✠LMC9,04 | Auk | *f* | 1900 6mo *Lloyd's A&CP* | Gourlay Bros.&Co. Dundee | NorthernSSCo.Ld. | 190·0 30·0 12·8 B90′F24′ *ptShade dk35′* FK *WB=FPT25t* | AuklndNZ British *5 BHCem Tank a16t* | T.6Cy.13″,21″&34″–24″ 180lb *80lb* 160NHP 1SB.3*cf*.GS62,HS2378 FD Gourlay Bros.&Co Dundee | 13 ″ 6 s 2 9½ | | 10.03 |
| 328 92325 | **Ngawoon** *Matthews* | **IronTwinSc** | 203 203 138 | | | | 1880 | W.Denny & Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 140·0 25·1 7·7 | Glasgow British | C.4Cy.15″&26″–15″ 50RHP Denny&Co.,Dumbarton | | | |
| 329 130098 JSHT | **Niagara** *E.J.O'Keefe* 99–01 *Elec.light* | **IronScBn** 2 *Dks* 3 *trB* | 2265 — 1608 | | | | 1877 | J.Roach& Son Chester,Pa. | NewYork&Cuba MailS.S.Co.(J.E. Ward&Co.*Mgrs.*) | 275·0 38·0 23·2 | NewYork Utd.States | C.2Cy.34″&60″–54″ NB02 220NHP J.Roach&Son,Chester,Pa. | | RS | |
| 330 130738 | *M.A.Budd* 00–99 *Mchy.Aft Elec.light* | **SteelSc** | 1952 — 1483 | | | | 1897 | F.W. Wheeler& Co W.Bay City | W.L.ScottCo. | 266·0 42·2 16·8 | Erie,Pa. Utd.States *WB* | T.3Cy.17″,29″&48″–36″ 138NHP F.W.Wheeler&Co. | | | |
| 331 53589 | *J.Cook* (*ex*Druid) | **IronPadSr** 1 *Dk* | 396 234 216 | | | | 1856 | Tod& McGregor Glasgow | ~~LakeOntarioNav. Co.Ld. (A.W. Hepburn, *Mgr.*)~~ *J.Tod*, Hepburn Mgrs. | 160·0 21·6 9·6 H18*t* | ~~Ottawa~~ British Picton,Ont. | 2Cy.44″–52″ 215NHP Tod&McGregor,Glasgow | | | |
| 332 | *G.M.Rassol* –99 | **SteelSc** | 112 — 39 | | | | 1899 | M.U. Martinolich Lussinpiccolo | Soc.diNav.aVap. Zaratina | 111·0 18·1 8·4 | Zara Aust.-Hung. | C.2Cy.13″&26″–15½″ 22NHP Greenham&Co.Trieste | | | |
| 333 WDFP | **Nicaragua** *L.N.Larsen* –01 | **SteelScSr** 1 *Dk* | 611 453 365 | | | | 1891 | Bergens Mek.Verks. Bergen | Acties.Dampsk Nicaragua (S.M. Kuhnle&Sön) | 180·0 26·2 12·8 Q38*t* B89′ H10′ F20*t* | Bergen Norwegian *WB* | T.3Cy.14″,22½″&37″–24″ 67NHP BergensMek.Verk.,Bergen | | N | |
| 334 99347 MNBV | **Nicaraguan** *J.James* –03 *Elec.light* | **SteelScSr** ss Liv.No.3–10,03 3 *Dks(2Stl)* | 3643 3389 2386 | ✠100A1 6,04 BS9,04 ✠LMC9,03 | Liv | *w* | 1891 12mo *Lloyd's A&CP* | Barclay, Curle&Co.Ld Glasgow | F.Leyland&Co. (1900)Ld. *WB=DBf54′6* | 370·0 43·0 25·9 P42′B112′F47′ BK9′7 *uE6 B74′462tFPT* | Liverpool British *7 BHCem 64t APT83t* | T.3Cy.25¾″,42″&71″–51″ 180lb *90lb* NDB03 401NHP 2DB,*12cf*,GS236,HS6338 BarclayCurle&Co(Lm)Gls | 30 ″ 0 s 6 ″ 2 | BT till 8,01 6,05 | N9,03 |
| 335 RMGC | **Nicaria** *W.Rubarth* 00–03 *Elec.light* | **SteelScSr** 2 *Dks* | 4211 3363 2705 | | | | 1901 | Act.Ges. "Neptun" Rostock | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 339·1 51·2 24·2 P33′B123′F27′ | Hamburg German | T3Cy25$\frac{3}{16}$″.40$\frac{1}{2}$″&66$\frac{7}{8}$″–44$\frac{7}{16}$″ 298NHP A.G."Neptun,"Rostock | | G | |
| 336 HVWD | **Niceto** ~~*Bonlogne*~~ *Azcareta* –04 | **IronSc** ss Liv.No.3–8,96 ss Liv.No.1–00 2 *Dks(Irn)3trB* | 2703 2536 1822 | ✠100A1 10 03 BS10,03 ✠LMC10,03 | Bry | *r* | 1884 2mo | W.Doxford &Sons Sunderland A&CP | Larrinaga&Co. | 340·0 37·0 25·9 P40′B80′F42′ ND97 BK11′5 *WB=DBa78′130t* | Bilbao Spanish *MT42′450t* | C.2Cy.38″&71″–48″ 80lb *80lb* NDB96 290NHP 2DB,*12pf*,GS188,HS5115 W.Doxford&Sons,Sld. | 27 ″ 2 | | ~~N7,00~~ 1,05 |
| 337 551 | **Nicolai** ~~*N.Andreeff* 91–00~~ *Elec.light* *A.Balli* –04 | **SteelScSr** ss Oda.No.3–6,01 1 *Dk(Irn)&Awag dk* ss Oda.No.1–04 | 1021 — 824 | ✠100A1 *Awag dk with freeboard* 3,04 BS12,03 ✠LMC6,01 | Oda | *m* | 1888 2mo *Lloyd's A&CP* | Wood, Skinner&Co. Newcastle | ~~RussianCo.for Gen.Rivers&Land Insurance&Conveyance of Goods.~~ RussianTransport &InsuranceCo. J.Burkow | 212·5 30·2 13·9 21·2 ptND01 FK *WB=DBa57′f73′180t* | Odessa Russian *5 BHCem* N.E.MarineE.Co(Ld)Nwc. | T.3Cy.17″,28″&47″–30″ 150lb *65lb* 125NHP 2SB,*4cf*,GS66,HS2002 | 14 ″ 11 s 8 ″ 0½ w8 ″ 2½ | | 3,04 |
| 338 | — *E.Fiedelitz* | **WoodSc3MstSr** (*ex*Ferm) 1 *Dk2trB* | 286 257 218 | | | | 1882 | P.Larsson Thorskog | | 128·2 24·2 12·4 B21′ | Archangel Russian | C.2Cy.12½″&19″–14½″ 11NHP P.Larsson.Thorskog | | | |
| 339 316 | — | **IronPadTug** 1 *Dk* | 140 — 83 | | | | 1870 | ..... Odessa | A.Kovalenko& R.Webster | 131·1 17·2 8·9 | Odessa Russian | | | | |
| 340 | — *Kips* 00–00 | **SteelScSr** 1 *Dk* | 124 124 49 | | | | 1895 | AkersMek Verksted Christiania | PacificWhaling& FisheryJointStock Co.of Graf Keyserling&Co. | 94·5 17·9 11·5 | Vladvostk Russian *WB* | T.3Cy.11″,18″&29″–20″ 38NHP Akers.Mek.Verk..Xia. | | | |
| 341 641 | — | **IronPadTug** 1 *Dk* | 108 — 41 | | | | 1879 | ..... South Shields | A.Kovalenko& R.Webster | 94·1 18·2 9·4 | Odessa Russian | | | | |
| 342 | Nicolai Gora | **SteelTwinSc** 1 *Dk* | 291 — 131 | | | | 1896 | ..... Rotterdam | RussianGovernment (Department ofRoads) | 152·0 28·2 11·1 | Kertoh Russian | | | | |
| 343 NWTS | Nicolai II. *A.Örum* *Well deck* | **SteelScSr** 2 *Dks* | 2567 1904 1646 | | | | 1895 | Lobnitz& Co. Renfrew | ForenedeDmpskib. Selskab | 296·0 40·1 19·8 P29′ Q86′ H120′ F31′ | Copnhagn Danish *WB* | T.3Cy.19½″,32″&51″–39″ 162NHP Lobnitz&Co..Renfrew | | | |
| 344 970 | Nicolaos | **IronTwinScSr** 1 *Dk* | 316 — 217 | | | | 1882 | ..... Trieste | K.Diamantidis | 176·0 27·6 7·4 | Rostoff Russian | | | | |
| 345 | — *J.Pittas* (*ex*Rhodos) | **IronScSr** 1 *Dk* | 150 102 102 | | | | 1865 | ..... | HadjiDaout Farkouh | 115·0 17·0 10·0 P—′B—′F— | Smyrna Turkish | C.2Cy.12″&22″–18″ NE&B91 17NHP McDowall&Barbour,Pir. | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Force nette maintenant après Entièrement | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Long. Larg. Prof. | Port. Fanion. | Machines. No & Nom du Constructeur. Nombre de Hélices. Nombre de Cylindres. Diamètre des Cylindres & Course des Pistons. Nombre de Chaudières & Pression de Service. | Tirant d'Eau. Pieds. Pouces. |
|---|---|---|---|---|---|---|---|---|---|---|
| 346 | **Nicolaos Castriotis** SteelScSr<br>*T.Begiotis*01–03 *ss*Shl.No.3–8,95<br>(*ex*Yarrowdale) ~~*ss*Shl.No.1–98~~<br>1 *Dk* (*Irn–ptwss*) *& Web fr.*<br>*ss*Syr.No.2–04 *& pt Awng dk* | 2353<br>2231<br>1884 | ✠100A1 Clf *u*<br>*pt Awng dk*<br>~~Npt~~ | 1892 W.Pickersgill & Sons Sunderland A&CP | C.N.Castriotti | 320·1 \| 41·4 \| 21·2<br>P29′ Q102′ BK 10½″<br>*pt Awng dk* 181′<br>*WB = Cel DB* 262′ | Piræus<br>Greek<br>*1 BHCem*<br>191 *t APT* 6 | T.3Cy.20″,33″&54″–39″<br>1601b 180lb 189NH<br>2SB.6pf,GS82,HS2940<br>N.E.MarineEng.CoLd.Sld. | 22 ″ 8<br>9 ″ 6 |
| 347 Wrecked 7.03 | **Nicolas** SteelScSr<br>*E.Lopategui* –04<br>1 *Dk* (*Stl*) *Web frames* | 1857<br>1679<br>1191 | ✠100A1 Stk *r*<br>2,01 | 1904 Craig, Taylor & Co. Stockton<br>*Lloyds SA&CP* | R.deMadariaga<br>*WB = Cell DBa* 82′ *uE* 20′ | 269·0 \| 40·6 \| 19·5<br>P26′ B69′ F26′<br>FK<br>*f* 100′ 416 *t FPT* 148 | M.Vidoo<br>Uruguayan<br>*1 BHCem*<br>*APT* 92 | T.3Cy.20″,33″&54″–39″<br>1601b 80lb 189NH<br>2SB.6pf,GS82,HS2940<br>N.E.MarineEng.CoLd.Sld. | 20 ″ 6 |
| 348 | **Nicolay H. Knudtzon** IronScSr<br>*S.Aasgaard* (*ex*Louis Palander)<br>JSBK 1 *Dk* | 15<br>60<br>108 | | 1884 MotalaCo. Oscarshamn | MöreSkjærgaards Dampskibsselskab | 93·2 \| 17·8 \| 8·2<br>Q8′ B6 *u* F6′ | Xiansund<br>Norwegian | C.2Cy.12½″&28″–16″<br>NE80 18NH<br>MotalaCo.,Oscarshamn | |
| 349 | **Nicolay Knudtzon** WoodScSr<br>*S.Lothe*98–02<br>HFGD 1 *Dk* | 226<br>164<br>127 | | 1871 ..... Drammen | MonsEgge | 103·2 \| 17·9 \| 7·1<br>Q17 *t* B89 *t* H5 *t* | Haugsund<br>Norwegian | | |
| 350 | **Nicomedia** SteelScSr<br>*M.Lorentzen*00–03<br>RMDB *Elec.light* 2 *Dks* (1 *Stl & U Irn*) *cell side tanks amidship, deep framing at end* | 4364<br>4052<br>2803 | ✠100A1 Hpl *x*<br>5,01<br>✠LMC5,01 | 1901 W.Gray & Co.Ld. W Hartlepool A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)<br>*WB = Cell DBa* 126′ *uE* 26′ *f* | 384·4 \| 52·1 \| 25·6<br>P41′ B145′ F40′<br>FK<br>172′ 1008 *t cell* | Hamburg<br>German<br>*1 BHCem*<br>*l side tanks* 217′ 850 *t APT* 55 *t* | T.3Cy.27″,48″&72″–45″<br>180lb 369NH<br>3SB,9cf,GS157,HS5592<br>Cen.Mar.Eng.Wrks.W.Hpl | 28 ″ 4<br>5 ″ 0 |
| 351 | **Nictheroy** IronScBn<br>*M.Miglievich*02–03 2 *Dks*<br>(*ex*Ibo,*ex*Comted'Eu,*ex*Powhatan) | 1533<br>1431<br>1060 | ... | 1878 T.Royden & Sons Liverpool | Empreza de Sal e Nav. | 265·4 \| 32·1 \| 22·1<br>P45′ F30′<br>BK 9½″ | R.Janeiro<br>Brazilian<br>*WB* | C.2Cy.28″&60″–39″ 208NH<br>NB89<br>Fawcett,Preston&Co.Liv. | |
| 352 | — WoodTwinSc | | | 1892 ..... RioJaneiro | Cia.Canteeira Barcas Ferry | ..... ..... ..... | R.Janeiro<br>Brazilian | | |
| 353 | **Nidaros** SteelScSr<br>*H.Bönnelykke*<br>NBSF *Elec.light Well deck* | 863<br>~~544~~<br>~~451~~ | 1024<br>692<br>631 | 1889 Lobnitz & Co. Renfrew | ForenedeDmpskib. Selskab | ~~180·8~~ \| 29·1 \| 15·4<br>219·4 \| len 04 | Copnhagn<br>Danish | T.3Cy.18″,30″&48″–36″<br>138NH<br>Lobnitz&Co.,Renfrew | |
| 354 | **Nidd** SteelScSr<br>104228 *W.Mason*90–00<br>RVML 1 *Dk* (*Irn–ptwss*) *& Web frames* | 996<br>842<br>457 | ✠100A1 Goo *n*<br>3,04<br>✠LMC8,00 | 1900 W.Dobson & Co. Newcastle A&CP | ~~CoalSteam~~ ~~ShippingCo.Ld.~~ Lancashire&YorkshireRly.Co. *WB = Cell DBa* 56′ *uE* 17′ | 235·0 \| 33·1 \| 15·7<br>P39′ B81′ F33′<br>BK 7′<br>*f* 64′ 207 *t* | Goole<br>British<br>*5 BHCem*<br>Wilsnd.Slpwy.Co.Ld.Nwc. | T.3Cy.19″,32″&52″–36″<br>180lb 185NH<br>2SB.6cf,GS112,HS2984 | 16 ″ 6<br>2 ″ 3 |
| 35 | — SteelScK<br>110780 *C.Johnson* –00 *ss*Hul.No.1–04<br>1 *Dk* | 168<br>155<br>60 | ✠100A1 Hul<br>*Stm Trawler*<br>~~Spd.9 kts~~<br>12,04 ✠LMC6,00 | 1900 Mackie & Thomson Glasgow<br>*Lloyds SA&CP* | J.Leyman & Co.Ld. | 105·6 \| 21·0 \| 10·7<br>Q18′ F17′<br>BK 7½″<br>*WB =* | Hull<br>British<br>*1 BHCem*<br>*DTf* 14′ 25 *t* | T.3Cy.10″,16″&27″–20″<br>200lb 45RH<br>1SB.2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 |
| 356 | **Niel Macleod** IronScSr<br>*J.Ugarte*97–03<br>(*ex*Salvadora) 1 *Dk & Awngdk & tr B* | 901<br>698<br>634 | ... | 1875 W.Doxford & Sons Sunderland | Cia.Maritima | 210·4 \| 31·0 \| 15·3<br>BK 8′ | Manila<br>Utd.States<br>*WB* | C.2Cy.27″&50″–36<br>NB84 106NH<br>G.Clark,Sunderland | 16 ″ 4 |
| 357 | **Niels Brock** Steel&IronScSr<br>*A.S.Severinsen*<br>NSTK 1 *Dk* | 433<br>302<br>210 | | 1881 Kockums Mek.Værks. Malmö | ForenedeDmpskib. Selskab | 164·5 \| 25·0 \| 11·5<br>P21 *t* B5 *t* H2 *t*<br>F35′ | Copnhagn<br>Danish<br>*WB* | C.2Cy.37½″&46½″–29½″<br>97NH<br>KockumsMek.Vrks,Mlmö. | |
| 358 | **Niels Ebbesen** SteelScSr<br>*H.F.Ishöj*<br>NKRD *Elec.light* 1 *Dk & Awng dk* | 869<br>573<br>384 | | 1899 Lobnitz & Co.Ld. Renfrew | ForenedeDmpskib. Selskab | 200·3 \| 31·2 \| 13·5<br>20·7 | Aarhus<br>Danish<br>*WB* | T.3Cy.19″,32″&57″–39″<br>203NH<br>Lobnitz&Co.Ld.Renfrew | V |
| 359 | **Niels R. Finsen** SteelScSr<br>*D.G.Matthiessen*73–03<br>1 *Dk* | 1839<br>1637<br>1138 | | 1904 J.Smit,Czn A.blasserdm | DpsksIskDanmark (Th.Sonne&Co. *Mgrs.*) | 274·0 \| 40·9 \| 20·0<br>P21′ B166′ F38′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.20½″,33″&54″–36″<br>175NH<br>Maats deSchelde,Flushing | V |
| 360 | **Nigaristan** SteelScSr<br>108279 *D.Edmunds* –04 *ss*Shl.No.1–02<br>PWHS (*ex*Harperley) 1 *Dk* (*pt Irupt Stl*) *& deep framing* | 2368<br>2182<br>1499 | ✠100A1 Nwc *l*<br>~~7.01~~ 1,03 1,05 Clf Npt<br>~~BS9,04~~ ✠LMC1,02<br>~~B 1,06~~ | 1897 R.Craggs & Sons Middlesbro' A&CP | Anglo-Algerian S.S.Co.(1896),Ld. (F.C.Strick&Co.Ld. *Mgrs.*) | 300·0 \| 43·0 \| 20·4<br>P28′ B58′ F34′<br>*WB = Cell* FK<br>*uE & B* 36′ *f* 120′ 625 *t*<br>*DBa* 92′ | Swansea<br>British<br>*5 BHCem*<br>*APT* 41 *t* | T.3Cy.28″,37½″&61½″–39″<br>160lb 120lb 243NH<br>2SB,6pf,GS98,HS3750<br>W.Allan&Co.Ld.Sld | 23 ″ 0<br>4 ″ 0 |
| 361 | **Nigel** SteelScSr<br>*J.Potts*89–03<br>PMVD *Elec.light* 2 *Dks* (*UStl–ptwss*) | 1392<br>1057<br>644 | ✠100A1 Lth<br>~~6.01 6.03~~ 5,05<br>✠LMC7,03 | 1903 Grngem'th & Greenock Dockyard Co. Grngemouth<br>*Lloyds SA&CP* | W.S.&J.M.Burger | 260·2 \| 34·2 \| 17·4<br>P32′ B90′ F41′<br>FK<br>*WB = Cell DBa* 46′ *uE* | Rottrdam<br>Dutch<br>*1 BHCem*<br>19 *f* 84′ 286 *t FPT* 80 *t APT* 18 *t* | T.3Cy.28″,38″&62″–42″<br>180lb 100lb 277NH<br>2SB.6cf,GS146,HS4332<br>S.&H.Morton&Co.Leith | 18 ″ 0<br>2 ″ 8 |
| 362 | **Niger** IronScBk<br>*Gregory*95–02<br>KJWD 8 *Dks* | 3726<br>—<br>1973 | | 1871 M'ssageries Marit. LaCiotat | MessageriesMaritimes | 394·3 \| 39·7 \| 30·2<br>H230 *t* F53′ | Marseilles<br>French | C.3Cy.48¼″&(2)60¾″–43¼″<br>398NH<br>Messag.Mar.,LaCiotat | |
| 363 | **Nigeria** SteelScSr<br>114747 ~~*W.Hamp[illegible]* –04~~ *Lo'd* –05<br>SNKV *Elec.light* 2 *Dks* (1 *pt Stl & U Stl–ws*) *& deep framing* | 3755<br>2813<br>2891 | ✠100A1 Liv *w*<br>~~Lloyd's~~ ~~Spec.~~<br>5,05 ✠LMC8,02 | 1901 Sir Raylton Dixon&Co Ld Middlesbro A&CP | AfricanS.S.Co. (Elder,Dempster& Co. *Mgrs.*)<br>*WB = Cell DBa* 80′ *uE & B* 42′ *f* 162′ 573 *t* | 351·9 \| 44·1 \| 23·5<br>~~B240′~~ F48′<br>FK<br>*f* 162′ 573 *t* | London<br>British<br>*3 BHCem*<br>*FPT* 91 *t* | T.3Cy.27″,43″&72″–48″<br>180lb 90lb 436NH<br>2SB,6cf,GS123,HS5897<br>[illegible]ons,Westgarth& Co.Ld.Hpl | 26 ″ 0<br>4 ″ 1 |
| 364 | — SteelTwinScSr<br>108218 *R.Johnson* –97<br>PRHQ 1 *Dk* | 334<br>285<br>166 | | 1897 D.J.Dunlop & Co. Pt.Glasgow | NigerCo.Ld. | 148·2 \| 26·4 \| 8·9<br>B20′ F17′ | London<br>British | C.4Cy.10″&20″–15″<br>86RH<br>D.J.Dunlop&Co.,Pt.Gls | |
| 365 | **Nightingale** SteelScSr<br>99644 ~~*J.Summers* –02~~ ~~*ss*Gls.No.2–04~~<br>*W.McFarlane* 1 *Dk*<br>*ss*Bwg.No.3–1,06 | 97<br>91<br>24 | ✠100A– Gls<br>*For fishing purposes*<br>1,05 ~~–08~~ Bwg<br>~~BS9,04~~ ~~LMC 4,01~~ 4,05 | 1892 Hall,Russell&Co. Aberdeen | J.Alexander& J.Myles | 86·0 \| 19·1 \| 9·2<br>BK 6′ | Aberdeen<br>British<br>*3 BHCem* | C.2Cy.18″&28″–18″<br>160lb 40RH<br>1SB.2pf,GS22,HS602<br>Hall,Russell&Co.,Abn. | 9 ″ 9 |
| 366 | **Nigretia** SteelScSr<br>93807 *S.Harrison* –02<br>KVWN 1 *Dk* (*Stl*) *2tr B*<br>*Well deck* | 2368<br>1850<br>1530 | ✠100A1 Npt *s*<br>10,03<br>~~BS10,05~~ ✠LMC1,06 | 1888 R.Dixon & Co. Middlesbro' A&CP | MacS.S.Co.Ld. (Allan&Co. *Mgrs.*) | 295·0 \| 38·1 \| 21·5<br>Q122′ B110′ F30′<br>BK 10′<br>*WB = DBa* 98′ *f* 110′ *& u* | Newcastle<br>British<br>*5 BHCem*<br>*E & B* 36′ 480 *t* | T.3Cy.22″,35″&59″–39″<br>160lt 50lb 217NH<br>2SB,6cf,GS103<br>T.Richardson&Sons,Hpl. | 22 ″ 9<br>[illegible] ″ 9 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Tonnage: Register / Under deck. / Net. | Particulars of Classification: Character. / Special Survey. Date of last Survey. | Port of Survey. | Built: When / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions: Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Seaway's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depths. / Freeboard amidship. | Engineers to be classed, if not in L.R. Desired by Owners. | Date when last built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 367 / 8780 / JRGB | **Niigata Maru** / *H.Sato* / 1 *Dk(pt Irn&pt Stl)deep framing &Web frames M dk(Stl)in forehold &(Irn)in Mchy space 3 Dk rnd.* | Steel Sc Sr / 2184 / 1811 / 1364 | ✠100A1 / 1,05 | Nag | 1903 / 7mo / *Lloyd* | Mitsu Bishi Dkyd&EWks Nagasaki / *sA&CP* | Nippon Yusen Kabushiki Kaisha / *WB=Cell* | 282·7 / 38·3 / 20·6 / *P26 B82 F32* / FK | | | Tokio / Japanese / *5 BNCem* | T.8Cy.21″ [illegible]–36″ (s) / 185lb *12oic* 245NH / 2SB.*8cf*,GS75,HS3270 FD / Mitsu Bishi D.&E.Wks.Nag. / *Ta*26′255*t FPT*770*t APT*32*t* | 23 ″ 3 / s 3 - 8 | | 1,05 |
| 368 / 09379 / KQCI | **Niihau** / *W.F.Thompson* / 1 *Dk(Stl)&wing dk* | Wood Sc Sr / 342 / — / 201 | | | 1897 | H.D. Bendixser Fairhavn. Cal | Inter Island Steam Nav.Co.Ld. | 148·2 / 33·6 / 11·2 | | | Honolulu / Utd. States | C.2Cy.12″&24″–20″ / 21NH / Fulton E.&S.B.Wks.S.Fo | | | |
| 369 / JRHF | **Nijni Novgorod** / *J.Lachmatoff* / 1 *Dk(Stl)&Spar dk(Irn–wood) &deep framing* | Steel Sc Sr / 336 / 2915 / 1892 | ✠ / *Spar dk* 2,91 ✠ | Nwc | 1891 / 2mo | Armstrong Mitchell&Co. Ld.Newcastle | Russian Volunteer Fleet Association | 324·5 / 40·6 / 19·3 / *B86′F37′* / FK / *WB=Cell DB270* | | | Odessa / Russian | T.3Cy.25″.41″&67″–42″ / NB00 NDB93 303NH / 2SB.*8pf*,GS144,HS4720 / NE Marine ECo.(Lim)Nwc | 22 ″ 0 | | |
| 370 / 3708 / JLNV | **Nike** / *A.E.Bengtson* –01 *ss*Gen.No.3–8,96 / (ex Mario,ex Caledonia *ss*Gen.No.1–00) / *Well deck* 1 *Dk(Irn 2tr)* | Iron Sc Sr / 1813 / 1479 / 1066 | ✠100A1 / 2,04 / BS8,08 / RS7,05 | Bly / *r* / LMC8,08 | 1883 / 12mo / *Lloyd* | Oswald, Mordaunt&Co. Southampton | Rederi Aktieb. Nike (W.R.B.Lundgren) | 270·4 / 38·0 / 18·6 / *Q91′B62′F30′* / ■K9½ / *WB=DBa* | | | Gothenbrg / Swedish | C.2Cy.32″&60″–42″ (*a*) / 80lb [illegible] 184NH / 4 *BHCem* / 72′*f*120′510*t* / Oswald,Mordaunt&Co.Sou | 20 ″ 0 / s 2 - 4 | | 87,02 |
| 371 / 9908 / JNFG | **Nikko Maru** / *E.W.Haswell*85–03 / 2 *Dks(Stl–U tonks)&Web frames lower dk(Stl)in No.1 hold&after part of Elec.light* / *after hold* | Steel Sc Sr / 5533 / 4138 / 3434 | ✠100A1 / 12,03 | Nag / *q*† / LMC12,03 | 1903 / 2mo / *Lloyd* | Mitsu Bishi Dkyd&EWks Nagasaki / *sA&CP* | Nippon Yusen Kabushiki Kaisha / *WB=Cell* | 428·1 / 48·8 / 26·7 / *P73′B177′F48′* / FK / *DBa 113′uE&B98′* | | | Tokio / Japanese / *6 BHCem* | T.3Cy.31″,51″&85″–54″ (*s*) / 185lb 785NH / 2D&2SB*18cf*GS379HS14841 / Mitsu Bishi D.&EWks.Nag. / *f*154′868*t* / *Ta*31′705*t FPT*47*t APT*24*t* | 30 ″ 6 | | |
| 372 / MBNL | **Nil** / *C.Luja*02–03 (ex Prince Philippe) / 1 *Dk&Spar dk 3tr B* | Steel Sc Bn / *1621* / *1579* / *1017* | | | 1887 | Société Cockerill Hoboken | Adolf Deppe | 267·3 / 32·8 / 16·4 / 24·1 | | | Antwerp / Belgian / *WL* | C.2Cy.33″&55″–39″ / 157NH / Soc.Cockerill,Seraing | | V | |
| 373 / 95785 / MTQS | **Nil Desperandum** / *S.Groth* –02 / 1 *Dk* | Iron Sc K | 148 / 140 / 58 | | 1889 | Cook, Welt'n&Gemmell Hull | Humber Steam Trawling Co.Ld. | 100·5 / 20·9 / 10·8 / BK7½ | | | Hull / British | C.2Cy.17″&33″–22″ / 45RH / Bailey&Leetham,Hull | 11 ″ 11 | | |
| 374 / 86192 | — | Wood Sc Flat | 122 / 116 / 83 | | 1870 | Ann Deakn Winsford | Salt Union,Ld. | 85·2 / 20·7 / 9·0 | | | Liverpool / British | 2Cy.12″–14″ / 24RH / J.Jack&Co.,Liverpool | | | |
| 375 / 102804 / NFDC | **Nile** / *J.D.Spooner* –02 / 4 *Dks(2 Stl–ws) Ref.Mchy. &Promenade dk Elec.light* | Steel Sc 3 Mst Sr | 5855 / 4952 / 3299 | ✠ / 9,02 ✠ | Gls | 1893 / 9mo | J.&G. Thomson,Ld Glasgow | Royal Mail Steam Packet Co. | 420·0 / 52·0 / 33·5 / P42′F73′ BK10″ / *Promenade dk*217′ | | | London / British / 10 *BHCem* | T.3Cy.38″,60″&94″–66″ / 934NH / 4DB,*32cf*,GS624,HS17292 / J.&G.Thomson(Lim.).Gls. | 35 ″ 5 | BT till 9,04, 11,05 | |
| 376 / 106079 / PRJN | — / *F.B.True* –02 / 1 *Dk(Irn)&deep framing* | Steel Sc Sr | 1994 / 1806 / 1257 | ✠100A1 / 11,03 / BS11,03 | Shl / *r* / LMC9,01 | 1897 / 6mo | R.Napier& Sons(Lim. Glasgow / A&CP | Glasgow Shipowners' Co.Ld. (Glen&Co.*Mgrs.*) / *WB=Cell Db* | 280·0 / 40·2 / 19·1 / P24′B62′F26′ / FK / *s88′uE&B36′f*111′ | | | Glasgow / British / 1 *BHCem* / 444*t APT*87*t* | T.3Cy.20″,31″&52″–36″ (*s*) / 160lb *80lb* 168NH / 1SB,*3cf*,GS69,HS2574 / Dunsmuir&Jackson,Gls. | 21 ″ 6 / s 3 ″ 6 | | 11,03 |
| 377 / 110696 | — / *ss*Hul No.1–03 / 1 *Dk* | Steel Sc Y | 196 / 174 / 48 | ✠100A1 / *Stm Trawler* / 2,05 [illegible] | Hul | 1899 / 3mo | Mackie& Thomson Glasgow / A&CP | Neptune Steam Fishing Co.Ld. | 116·7 / 21·0 / 10·5 / Q51′ / BK7½ | | | Hull / British / 4 *BHCem* | T.3Cy.12½″,21½″&35″–24″ / 200lb (*s*) 60RH / 1SB.*2cf*,GS34,HS1135 / Muir&Houston,Ld.Gls. | 12 ″ 0 | | 12,02 |
| 378 / 108497 / QBKT | — / ~~*E Lewis&Co*~~ *ss*Gms.No.1–02 / *J.H.Bentley* –04 / 1 *Dk* | Steel Sc K | 174 / 162 / 45 | ✠100A1 / *Stm Trawler* / 8,01 ~~12,03~~ / MS8,02 | Gms / Shl / LMC ~~12,03~~ 12,04 | 1898 / 3mo / *Lloyd* | Edwards Bros. N.Shields / *sA&CP* | J.Marr&Son,Ld. | 111·0 / 21·1 / 11·0 / Q49′F21′ / BK7½ | | | Grimsby / British / 3 *BHCem* | T.3Cy.12″,20″&32″–23″ (*s*) / 180lb 60RH / 1SB.*2pf*,GS35,HS1000 / MacColl&Pollock,Sld. | 11 ″ 10 | | ~~8,02~~ N8,04 |
| 379 / 79 / QTKB | **Nilo** / *P.Stabile* / (ex Rydal Hall) / *Elec.light* | Iron Sc 3 Mst Sr / 2840 / 2531 / 1508 | ✠ / 10,81 | Liv / *u* | 1878 / 2mo | London& Glasgow Co. Glasgow | Nav.Gen.Italiana | 362·1 / 37·0 / 26·4 / B36′ F28′ | | | Palermo / Italian / 5 *BHCem* | T.3Cy.27½″,44½″&73½″–54″ / *E Trpl.*97 NB97 393NH / G.Ansaldo&Co.,Sampierd. | | I | |
| 380 / 3530 / JKTR | **Nils** / *C.J.E.Johansson* –02 / 1 *Dk* | Comp Sc Sr | 160 / 132 / 84 | | 18 9 9 | Sixten Groth Sjötorp | C.Petterson | 94·2 / 22·3 / 8·3 / B20′H7*t* | | | Gothenbrg / Swedish | C.2Cy.9½″&16½″–14½″ / NE&B99 9NH / GöteborgsMV.Gothenburg | | | |
| 381 | **Nimet Huda** / *Muslahaddin* / (ex Mars) / 2 *Dks* | Iron Sc Sr | 1836 / — / 1183 | | 1868 | Lloyd Austro-Ungarico Trieste | Idarei Massousieh | 286·6 / 35·0 / 24·0 | | | Constanpl / Turkish | C.4Cy.29½″&54″–36″ / 292NH / Denny&Co.,Dumbarton | | | |
| 382 / 55047 / KWVT | **Nimrod** / *Mchy Aft* / 2 *Dks* | Wood Sc Bk | 334 / 334 / 227 | | 1866 | A.Stephen &Sons Dundee | Job Bros. | 136·0 / 26·9 / 16·0 | | | S John NFL / British | C.2Cy.16″&30″–22″ / NE&B89 60RH / Westray Copeland&Co Brw | | | |
| 383 / 335 / QTMB | **Nina** / *S.Vicari* –98 / (ex Romanul, ex Peter Jebsen) / 6th Survey,Liv.86 / 5th Survey,Msl,16,03 / 2 *Dks&Awngdk* | Iron Sc Sr | 1255 / 1224 / 791 | ✠ A1,1 / 12,04 ~~10,03~~ / ~~BS6,03~~ 9,04 MS10,08 / *Awng dk for Passengers and Cattle only* | Msl / LMC | Lv / 1872 / 2mo / *and C* | Backhouse &Dixon Middlesbro' | O.Conte | 232·0 / 30·3 / 16·9 / BK8′ | | | Genoa / Italian / 5 *BHCem* / *WB=D.&* | C.2Cy.29″&56″–30″ (*a*) / 80lb *75lb* NDB93 124NH / 2SB.*6pf*,GS68,HS1866 NB86 / Maudslay,Sons&Field,Lon. | 18 ″ 1 / s 1 ″ 7½ | | 11,03 |
| 384 / 112955 / RMDS | — / *J.Scott* –03 / *Well deck* 1 *Dk(Irn)&Web frames* | Steel Sc Sr | 1082 / 879 / 672 | ✠100A1 / 9,03 [illegible] | Sld / *n* / LMC1,00 | 1900 / 1mo | W.Dobson &Co. Newcastle / A&CP | W.France,Fenwick &Co.Ld. / *WB=Cell DBa53′uE&* | 212·4 / 35·0 / 14·0 / P18′Q44′B46′F21′ / Irp00 FK / *B27′f*99′311*t FPT* | | | London / British / 1 *BHCem* / 81*t APT*26*t* | T.3Cy.18½″,30″&49″–33″ (*s*) / 160lb *80lb* 118NH / 1SB.*4pf*,GS60,HS2364 / N.E.Marine Co.Ld.Nwc. | 16 ″ 5 / s 1 - 10 | | 9,03 |
| 385 / 114839 | — / 1 *Dk* | Steel Sc K | 83 / 76 / 16 | ✠100A1 / *For fishing purposes* / 1,04 ✠ | Shl / LMC12,03 | | 1904 / 1mo / *Lloyd* | Smith's Dock Co.Ld. North Shields / *sA&CP* | W.H.Leask | 82·2 / 18·5 / 8·3 / BK6′ / *WB=FPT40t* | | | Peterhead / British / 3 *BHCem* / 125lb | C.2Cy.12″&26″–16″ (*s*) / 28RH / 1SB.*2pf*,GS29,HS753 / W.V.V.Lidgerwood,Gls. | 9 ″ 0 | | |
| 386 / 114077 | **Nine** / *H.Walpole* –02 / 1 *Dk* | Steel Sc K | 77 / 72 / 24 | ✠100A1 / *For fishing purposes* / 8,01 ✠ | Abn / LMC5,01 | | 1901 / 5mo / *Lloyd* | Smith's Dock Co.Ld. North Shields / *sA&CP* | Smith's Dock Trust Co.Ld. | 80·0 / 18·0 / 8·2 / BK6′ / *WB=FPT2t* | | | Yarmouth / British / 3 *BHCem* / 125lb | C.2Cy.10¾″&23″–16″ (*s*) / 22RH / 1SL,*2pf*,GS19,HS476 / MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 387 / 111035 | **Nineteen** / *E E.Sharman* –02 / 1 *Dk* | Steel Sc K | 77 / 72 / 25 | ✠100A1 / *For fishing purposes* / 3,02 ✠ | Shl / LMC3,01 | | 1901 / 8mo / *Lloyd* | Smith's Dock Co.Ld. North Shields / *sA&CP* | Smith's Dock Trust Co.Ld. | 80·0 / 18·0 / 8·2 / BK6′ / *WB=* | | | Yarmouth / British / 3 *BHCem* / *FPT2t* | C.2Cy.10¾″&23″–16″ (*s*) / 22RH / 1SB.*2pf*,GS19,HS476 / MacColl&Pollock,Sld. | 9 ″ 0 | | |

| Numéro Officiel. / Nom du Navire. / Capitaine. / Visites Périodiques. | Matériaux. Gréement etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts | Tonnage Officiel. Total / Net. | Détails de la Classification. Cote. / Surveillance Société. / Date de la dernière Visite. / Port de Visite. | Construit. Quand / Par qui / Où. | Armateurs. | Dimensions d'après la Donne. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Moteurs. Nom du Constructeur des machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 388 **Nineveh** | StoolScBkn | 3808 | ✠100A1 Lon *n* | 1894 R. Napier& | G.Thompson&Co. | 365·0 45·1 20·4 | Aberdeen | T.3Cy.28½",42"&70"–54" *(s)* | 24 | 4 |
| 1904 A. Robb –03 | ssLon.No.2–02 | 3448 | *Spar dk* | 10mo Sons | | B80'F42' 28·6 | British | 160lb *160lb* 418NH | | 7 4 |
| NMTW 2 Dks(Stl–1wa)&Spar dk(Stl–teak s) | | 2410 | 3,05 ✠MC11,04 | Glasgow | | BK9 *WBHCem* | | 2DB,12rf,gs241,hs7146 | | |
| *Ref.Mchy. Elec.light* | | | BS10,04 | *Lloyd'sA&CP* | *WB=CellL* | *BuE&B72 f40'428t* | *APT100t* | R.Napier&Sons,Glasgow | | |
| 389 **Ningchow** | StoolTwinScSr | 881 | ✠100A1 Liv *p* † | 1902 D& W Hen- | ChinaMutualStm. | 480·6 58·3 32·6 | Liverpool | T6Cy.23",33½"&65½"&48" (3 | 35 | 10 |
| 116326 J. Liley –02 | | 721 | Bkn | 10mo dersn&Co.Ld | NavCo.Ld.(A.Holt | F&B338'F75' | British | 200lb *100lb* 870NH | | 7·10 |
| TRKH *Elec.light* 2 Dks(Stl)&deepframing | | 5716 | 10,02 | Glasgow | &Co. *Mgrs.*) | FK | 9 *BHCem* | 9DB.18rf,gs800hs1625 | | |
| | | | | *Lloyd'sA&CP* | *WB=CellDBa147'uE&B61 f204'1742t* | | *APT110t APT60t* | D&W.Hendersn&CoLd(G). | | |
| 390 **Ningpo** | StoolScSr | 1985 | | 1898 Scott&Co. | ChinaNav.Co.Ld. | 275·4 38·2 21·4 | London | T.3Cy.20",32"&52"–39" | | |
| 108390 *A W Saies* –00 | 2 Dks | 1717 | | Greenock | | P20'B70'F30' | British | 169NH | | |
| QFVM | | 1228 | | | | *WB* | | Scott&Co.Greenock | | |
| 391 **Ninguta** | StoolScSr | 990 | ✠100A1 Shi *o* | 1889 W.Gray& | ChineseEastern | 260·0 31·5 15·3 | Vladvstok | T.3Cy.25",40"&65"–42" (s | 16 | 0 |
| Sunk at Port Arthur *Rudolff* | *ssNag.No.3–2,01* | 838 | 3,05 | 8mo Co.Ld. | RailwayCo. | P44 B98'F85' | Russian | 160lb *100lb* SDB01 292NH | | 0 |
| HBFK (ex Empress) | 1 Dk(Stl–ws)&Web frames | 486 | | W Hartlepool | | BK8½ | 4 *BHCem* | 2DB,8rf,gs133,hs4650 | | |
| *Elec. light* | *pt Iron Framing* | | | A&CP | | *WB=DBa* | 57'f56'127t | Cen.Mar Eng.Wrks.W Hpl | | |
| 392 **Ninian Stuart** | IronSc | 1880 | ✠100A1 Cff *s* | 1883 W.Pickers- | EbbwvaleS.S.Co. | 270·2 40·3 18·6 | Cardiff | C.2Cy.30½"&62"–42" | 20 | 0 |
| 89164 ~~*Mossbeck*~~ –05 | ssCff.No.3–8,96 | 1588 | 3,05 7·00 | gill&Sons | Ltd. (Morel,Ld. | Q96'B64'F82' | British | 96lb *80lb* SDB96 198NH | 2 | 1 |
| JFHN ssCff.No.2–05 | ~~ssCff.No.1–00~~ | 1195 | ~~✠LMC5,00~~ | Sunderland | *Mgrs.*) | ptND05 FK | 5 *BHCem* | 2SB,4pf,gs75,hs3110 | | |
| *Well deck Lowe –05* | 1 Dk(Iru)2tr fb | | | A&CP | | *WB=DBa80'f108* | 474t *APT16t* | G.Clark,Sunderland | | |
| 393 **Niobe** | IronScSr | 1437 | ✠100A1 Shi *p* | 1883 Hall, | Dmpskselsk. | 250·1 34·2 17·7 | Esbjerg | C.2Cy.30"&59"–36" | 19 | 0 |
| *M.Mathiesen* –03 | ssShi.No.3–10,95 | 1088 | 6,01 1,05 Ant | 2mo Russell&Co | Vesterhavet (I. | P142'F34' | Danish | 100lb *90lb* NDB99 159NH | 2 | 0 |
| NKMR (ex Aberdour) | ssCpn.No.1–00 | 886 | ~~✠MC4,00~~ 6,04 | Aberdeen | Lauritzen, *Mgr.*) | BK9 | 4 *BHCem* | 2SB,6pf,gs106,hs2288 | | |
| *Well deck* ssCpn.No.2–01 | 1 Dk(Iru)2tr fb | | | *Lloyd'sA&CP* | | *WB=LBa* | 50'f68'260t | Hall.Russell&Co.,Abn. | | |
| 394 — | StoolScSr | 654 | | 1902 Rijkee& | Koninkl.Nederl. | 186·2 27·6 12·6 | Amstrdam | T.3Cy.15",25"&40"–36" | | V |
| *J.Mensink* | | 499 | | Co. | Stoomb.Maats. | Q60'B46'F21' | Dutch | 96NH | | |
| PMVF | 1 Dk | 387 | | Rotterdam | | | *WB* | Maats.Feyenoord,Rot. | | |
| 395 — | IronScSr | 505 | ⊞A1 Sws | 1863 A.&J. | J.&P.Hutchison | 212·8 25·2 12·2 | Glasgow | C.2Cy.24½"&44"–30" *(s* | 12 | 8 |
| 47819 *J.McNicol* –03 | ssGls.No.3–9,93 | 421 | 11,1 Gls | Inglis | | Q66'B50'F81' | British | 85lb *80lb* NDB03 85RH | 1 | 7½ |
| (ex Bordelais,ex Niobe, | ssGls.No.2–01 | 289 | NB5,04 LMC11,01 | Glasgow | | len69 BK6½ | 4 *BHCem* | 1SB,3pf,gs162hs1395NE69 | | |
| ex WalterStanhope,ex Laurel) | 1 Dk2tr fb | | Bss,00 105 | | | | | M.Samuelson&Co.,Hull | | |
| 396 — | StoolScYl | 150 | ✠100A1 Gms | 1898 Mackie& | Aktıes.Niobe | 100·6 20·5 10·7 | Tönsberg | T.3Cy.11",17"&28"–20" *(s* | 11 | 7 |
| *M.Iversen* 01–01 | ssGms.No.1–02 | 136 | *StmTrawler* | 4mo Thomson | (H.Fredriksen) | Q17'F18' | Norwegian | 170lb 41NH | | |
| WDPM | 1 Dk | 39 | 8,04 ✠LMC9,02 | Glasgow | | BK7½ | 3 *BHCem* | 1SB,2pf,gs31,hs694 | | |
| | | | BS8,04 | A&CP | | | | Ross&Duncan,Glasgow | | |
| 397 **Niord** | IronTwinScSr | 635 | | 18⅝ Motala Co. | LuleåÅngbåts | 175·1 27·2 11·8 | Luleå | C.4Cy.19"&37"–21" | | |
| 478 *G.H.Holmström* –95 | | 340 | | Norrköping | Aktieb. | P117' H52t F14 | Swedish | NB08 104NH | | |
| HPTB | 1 Dk | 457 | | | (F.Ekbäck) | | | W.LindbergsM.V.,Skm | | |
| 398 — | StoolScSr | 503 | | 1894 Helsingörs | Ångf.Aktieb.Nor- | 157·5 24·7 12·6 | Gothenbrg | T.3Cy.14½",23"&38½"–27" | | V |
| 1484 *A.T.Mattsson* –03 | 1 Dk | 343 | | Skibsbyggeri | man(T.Ahrenberg) | P98'H20t F16 | Swedish | 77NH | | |
| JCVG *Elec.light* | | 280 | | Elsinore | | | *WB* | HelsingörsJernsk.&Mskb | | |
| 399 **Nipigon** | WoodScSp | 604 | | 1874 A.Cantin | MichaelRyan | 143·0 26·0 10·4 | Montreal | 1Cy.26"–30" | | |
| 71608 | | 278 | | Montreal | | H119t | British | 75RH | | |
| | 2 Dks | 385 | | | | | | | | |
| 400 **Nipissing** | IronPad | 276 | | 1887 M.Simpson | MuskokaLakes | 125·0 21·0 7·6 | Toronto | 1Cy.26"–72" | | |
| 92443 *J.Henry* 74–92 | | 121 | | Gravenhurst | Nav.&HotelCo.Ld. | H&C154t | British | 23RH | | |
| | 2 Dks | 207 | | | | | | Davidson&DoranKingston | | |
| 401 **Nippon** | StoolScSr | 6317 | ½✠100A1 Tri *u* † | 1902 SirJ.Laing | LloydAustriaco | 442·4 50·3 27·7 | Trieste | T.3Cy.27",44½"&74"–54" *(s* | 30 | 6 |
| ~~*Mitsuraga*~~ | *Socich* | 4820 | *Shelter dk* | &Sons,Ld. | | | Aust.-Hung. | 180lb *80lb* 530NH | 5·10½ | |
| HPBW (ex Moreno) | 2 Dks(Stl)&Web frames | 3999 | 3,05 5,04 ~~✠MC~~ 3,05 | Sunderland | | FK | 6 *BHCem* | 8SB,9cf,gs181,hs7578 | | |
| *Elec.light* | *&Shelter dk(Stl–ws)* | | | *Lloyd'sA&CP* | | | 1226t *DTo* | G.Clark,Ld.Sunderland | | |
| | | | | | *WB=CellDBa* | *146'uE&B46'f181'* | | 87'989t *FPT105t APT84t* | | |
| 402 **Nippon Maru** | StoolTwinScSr | 6168 | ½✠100A1 HKg *a* † | 1898 SirJ.Laing | ToyoKisen | 431·0 50·7 29·7 | Tokio | T.6Cy.28½",46"&75"–48" *(s* | 32 | 6 |
| 2806 *W.W.Greene* 00–00 | ssH.Kg.No.1–02 | 4461 | 8,03 | 8mo Sunderland | KabushikiKaisha | P78'B221'F54' | Japanese | 180lb *80lb* 1058NH | 6 | 5 |
| HQSL | 2 Dks(Stl–Uteak s)&Web frames | 3442 | ✠LMC8,03 | A&CP | | FK&BK1½ | 7 *BHCem* | 4D&1SB27cf,gs648hs19295 | | |
| *Elec.light* | *lower dk (Stl) in No.1 hold* | | | | *WB=CellDBa98'uE&B* | *144'f119'751t FPT* | 89t *APT80t* | G.Clark,Ld Sunderland | | |
| 403 **Nishikigawa Maru** | WoodScSr | 313 | | 1890 J.Ellerton | OsakaShosen | 144·7 18·8 15·0 | Osaka | T.3Cy.11",17¼"&27½"–20" | | |
| Wrecked 12,7,05 *Fujii* 84–96 | | 286 | | Osaka | KabushikiKaisha | | Japanese | 34NH | | |
| HJBC | 2 Dks | 194 | | | | | | OsakaIronWorks,Osaka | | |
| 404 **Nishnij Novgorod** | StoolScSr | 1039 | | 1880 Burmeister | ForenedeDmpskib. | 226·8 30·1 15·9 | Copnhagn | C.4Cy.21"&42"–30" | | |
| *J.C.Harder* 76–80 | | 813 | | &Wain | Selskab | P128' H20t F28' | Danish | 161NH | | |
| NSJG *Well deck* | 1 Dk | 647 | | Copenhagen | | | *WB* | Burmeister&Wain,Cpn. | | |
| 405 **Nissan** | StoolScSr | 505 | ✠100A1 Got *q* | 1892 AilsaS.B. | HallandsÅngbåts | 164·7 26·1 11·5 | Halmstad | T.3Cy.14½",23½"&36"–27" | 12 | 1 |
| 3744 *J.F.O.Pålsson* 82–00 | ssBkn.No.2–00 | 344 | 5,01 | 5mo Co. | Aktiebolag | P12'Q78'B12'F22' | Swedish | 160lb *55lb (s)* 81NH | | |
| JLRF (ex Bass Rock) | 1 Dk(Iru) | 209 | ✠LMC5,04 | Troon | (L.Kollberg, *Mgr.*) | drp02 BK7 | 4 *BHCem* | 1SB,3pf,gs54,hs1425 | | |
| *Well deck* | | | | A&CP | *WB=DBa33'36t FPT* | | 22t *APT12t* | Dunsmuir&Jackson,Gls. | | |
| 406 **Nisshin Maru** | WoodScSr | 184 | | 1894 Sawamura | Y.Fujiyama | 115·2 16·2 12·9 | Otaru | C.2Cy.15½"&28½"–17" | | |
| 1457 | 2 Dks | 168 | | Tamekichi | | | Japanese | Kiyama 28NH | | |
| HKDP | | 106 | | Osaka | | | | Shigenosuke,Osaka | | |
| 407 **Nith** | StoolScSr | 2284 | ✠100A1 Nwc *s* | 1888 Withy&Co | Steel,Young&Co. | 290·0 38·1 19·2 | London | T.3Cy.21½",35"&59"–39" *(s* | 22 | 3 |
| 94393 *A.O.Richards* –03 | ssNwc.No.3–1,01 | 1721 | 9,01 8,03 Cff | 5mo W Hartlepool | | P29'Q83'B118'F31 | British | 160lb *80lb* NDB99 217NH | 2 | 0 |
| KRPT *Well deck* | 1 Dk(Stl)&Webframes | 1489 | ~~✠LMC~~ ✠LMC4,01 | A&CP | | BK8½ | 5 *BHCem* | 2SB,6cf,gs93 | | |
| | | | BS1,05 | | *WB=CellDB* | *248'455t APT85t* | | T.Richardson&Sons,Hpl. | | |
| 408 — | StoolScSr | 279 | | 1897 R.William- | ~~Cards&Co.ltd.~~ | 130·9 22·2 8·6 | Maryport | 0.2Cy.17"&34"–24" | 10 | 9 |
| 104686 *J.H.Monks* –04 | | 193 | | son&Son | J.Monks&Co.Ld. | Q44'B9'F20' | British | 48RH | | |
| *Well deck Mchy Aft* | 1 Dk | 55 | | Workington | | FK | *WB* | Ross&Duncan,Glasgow | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Year Assigned now expired. Equipment Letters. | 8 Built. When. Ship. Engines. | By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Engine-room amidships. ft. in. | 15 Expense in which classed. If not in R. Date of last Alt.-&-Cert. | 16 Date when tail-shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 409 113925 SCVQ | **Nithsdale** Steel Sc Sr. *R. I. Fairley* 01-04. *ss* Ant. No. 1-05. 1 *Dk*(*pt* Trnq *pt* Stl) 2*tr* I (*deep framing* 3 *Dk rule*) | 3478 3272 2234 | ✠100A1 11-02 Ant ✠LMC | N Yk | 1900 12mo | Tyne I.S.B. Co. Ltd. Newcastle A&CP | Mackill S.S. Co. Ltd. (R. Mackill & Co. *Mgrs.*) *WB* = *Cell D Ba* | 335·0 48·0 24·7 P 29′ B 100′ F 31′ FK 104′ *u E* 9′ *h* 10′ *f* 140′ | Glasgow British | T. 3 Cy. 24″, 39″ & 66″ – 45″ (*s*) 180 lb *90 lb* 350 NH 2 SB, 6 *cf*, GS 128, HS 4724 FD 6 *BHCem* 886 *t APT* 37 *t* N. E. Marine Co. Ld. Nwc. | 27 " 3 " 5 – 0 | | 11,04 |
| 410 PMNT | **Nitocris** Steel Sc Sr. ✠ *Woolfall* –02 *ss* Liv No 1–00. 1 *Dk*(*Stl*) 4 *Spar dk*(*Irn*) & *Web frames*. | 2669 2625 1714 | ✠100A1 *Spar dk* 6, BS1,04 ✠LMC1,01 | Cff Liv | 1896 11mo | Sir Raylton Dixon & Co. Middlesbro' A&CP | Moss S.S. Co. Ltd. (J. Moss & Co. *Mgs.*) *WB* = *Cell D Ba* 96′ *u E* 24′ *f* 118 | 308·0 43·3 14·8 P 31′ B 72′ F 35′ FK 104′ *u E* 9′ *h* 10′ *f* 140′ | Liverpool British 5 *BHCem* 508 *t APT* 41 *t* | T. 3 Cy. 28″, 36″ & 59″ – 42″ 180 lb *80 lb* 246 NH 2 SB, 4 *cf*, GS 71, HS 3064 FD N. E. Marine Co. (Lim.) Nwc. | 17 " 1 " 5 – 3 | | 6,04 |
| 411 | **Nitsushin Maru** Iron Sc Si (*ex* Wineland, *ex* California) 2 *Dks* (*Spar dk*) | 2606 1822 1668 | *Should be* "Nisshin Maru," *See A.* 32 *in Supplement.* | | | | | | | C. 2 Cy. 38″ & 74″ – 48″ 316 NH Wilsnd. Slpwy. Co. Ld. Nwc. | | V | |
| 412 5198 JGRW | **Nitto Maru** Iron Sc Sr (*ex* Bellerophon) 2 *Dks* | 2334 1993 1385 | | | 1880 | Scott & Co. Greenock | Mawatari Toshiro | 328·0 32·9 25·6 | Uraga Japanese | C. 2 Cy. 27 7/8″ & 56 1/2″ – 52″ 190 NH Scott & Co., Greenock | | | |
| 413 KJWV | **Nivernais** Iron Sc 3 Mst Sr (*ex* Sumatra) *Elec. light* 3 *Dks* | 2611 2208 1363 | | | 1882 | J. Elder & Co. Glasgow | Soc. Gén. de Transp. Mar. à Vap. | 325·5 37·1 25·5 P 103′ B 46′ F 46′ BK 10′ | Marseilles French | C. 2 Cy. 38″ & 70″ – 48″ 277 NH J. Elder & Co. Glasgow | 27 " 0 | V | |
| 414 91486 KBWD | **Nivingston** Steel Sc Sr. *T. Parrot* 88–98. (*ex* Newcastle) *Well deck* | 1343 1072 888 | ✠100A1 7-01 BS2,04 BS7,09 | Lth | 1885 7mo | C. S. Swan & Hunter Newcastle A&CP | London & Edinburgh Shppg Co. Ld. (Tyser & Co. *Mgrs.*) *WB* = *D Ba* 61′ *f* 74′ | 245·0 34·0 15·8 Q 80′ B 59′ F 25′ pt ND 95 FK & *u B* 17′ 25 *t F PT* | Leith British 5 *BHCem* 502 *t APT* 53 *t* | T. 3 Cy. 18½″, 30″ & 50″ – 36″ (*s*) 160 lb *80 lb* ND 800 147 NH 2 SB, *4 pf*, GS 138, HS 2160 N. E. Marine E. Co., Nwc. | 18 " 4 " 8 – 1 | | 10,02 |
| 415 114854 TGWL | **Niwaru** Steel Twin Sc Bn. *H. Hollis* –04. *Ref. Mchy.* 2 *Dks*(*Stl*) & *deep framings* *Elec. light* *Shelter dk*(*Stl*-ws) | 6444 6061 4170 | ✠100A1 *Shelter dk* 3,05 ✠LMC 8,02 | Bel Lon | 1902 3mo | Workman, Clark & Co. Ld. Belfast *Lloyd's* *SA&CP* | Tyser Line, Ld. (Tyser & Co. *Mgrs.*) *WB* = *Cell D Ba* 121′ *u* | 450·0 55·2 30·2 FK *E & B* 63′ *f* 204′ 1345 *t* | London British 7 *BHCem* *APT* 80 *t* | T. 6 Cy. 20″, 33½″ & 56″ – 45″ (*s*) 2001 b 583 NH 4 SB, *12 cf*, GS 208, HS 8266 FD Wrkman, Clark & Co. Ld Bel | 33 " 4 " 6 – 8½ | | P N 3,04 $10,03 |
| 416 QGSV | **Nixe** Steel Pad. *J. Dammann*. *Elec. light* 1 *Dk* | 843 587 209 | | | 1899 | G. Seebeck A.G. Bremerhaven | Norddeutscher Lloyd | 247·6 30·3 11·9 B 174′ F 53′ | Bremen German *WB* | T. 3 Cy. 32½″, 49½″ & 78″ – 63″ NB 04 483 NH G. Seebeck A.G. Bremerhvn. | | G | |
| 417 KRDC | — Iron Sc Trawler. *H. Brosin* 01-01. 1 *Dk* | 129 — 23 | | | 1889 | J. C. Tecklenborg Geestemünde | A. Christiansen | 103·7 20·2 9·7 | Gstemnde German | C. 2 Cy. 18″ & 33″ – 22″ 43 NH Maschinnfabrik Bcku. Mdg | | G | |
| 418 97753 LPFN | **Nizam** Steel Sc Sr. ~~*H. Hallett* 98–03~~ *ss* Cal. No. 3–9.02. 2 *Dks*(*US tl*-ws) & *deep framing* 3 *Dk rule*. *Elec. light* △ *H. Mackinnon* 01-04 | 3142 2820 2041 | ✠100A1 7-01 BS4,05 BS7,09 ✠LMC 4,02 | Cal | 1890 2mo | Harland & Wolff (Lim.) Belfast *Lloyd's* *SA&CP* | Asiatic Stm. Nav. Co. Ld. *WB* = *Cell D Ba* 90′ | 345·6 42·2 24·5 P 48′ B 80′ F 52′ BK 9′ 255 *t u E* 12′ 44 *t F PT* | Liverpool British 6 *BHCem* 68 *t APT* 43 *t* | T. 3 Cy. 22″, 36″ & 60″ – 48″ (*s*) 180 lb *95 lb* 271 NH 2 DB, *Srf*, GS 115, HS 4180 Harland & Wolff (Lim.) Bel | 28 " 1 " | | 6,08 |
| Broken up 1,05 | **Nigrd** Iron Sc Sr. ~~*H. Hallett* 98–03~~ 4th Survey, Cff. 8,99 (*ex* Vectis, *ex* East Anglia) 2 *Dks*(*Irn*) 3 *tr B* | 2211 2054 1391 | ✠ ~~100A1~~ 5,02 | Bgn Lv | 1882 12mo | Schlesinger, Davis & Co. Newcastle | ~~Joh. E. v. d. Ohe & Lund~~ Levin & Sons | 290·9 37·3 24·7 P 53 *t* B 32 *t* H 21 *t* F 23 *t* BK 9′ *WB* = *D Ba* & *f* | ~~Bergen~~ ~~Norwegian~~ 6 *BH* | C. 2 Cy. 31″ & 65″ – 42″ 228 NH 2 SB, *Gf* T. Clark & Co. Newcastle | 26 " 0 " 4 – 9 | | |
| 420 JVPD | — Wood Sc Bk. *J. Hansen*. 2 *Dks* | 522 460 254 | | | 1886 | Larsen Arendal | T. Thommesen & Søn | 152·7 30·5 17·2 Q 62 *t* | Arendal Norwegian | C. 2 Cy. 22½″ & 42″ – 26″ 75 NH Nylands Værks, Christiana | | | |
| 421 HFMD | **Nobel** Steel Sc Sr. *J. Örsland* –01. 1 *Dk* | 117 106 49 | | | 1901 | Akers Mek. Værks. Christiania | Nitroglycerin Co. | 90·7 17·0 9·7 H 11 *t* | Chrstiania Norwegian *WB* | T. 3 Cy. 8½″, 13″ & 21½″ – 15″ 15 NH Akers Mek. Værks. Xia. | | | |
| 422 116748 KQCD | **Noeau** Wood Sc Sr. *C. Pederson*. (*ex* Scray) 1 *Dk* | 294 — 221 | | | 1896 | Hall Bros. Pt. Blakely | Inter Island Steam Nav. Co. Ld. | 120·2 28·0 10·2 | Honolulu Utd. States | C. 2 Cy. 12″ & 24″ – 20″ 21 NH Fulton I. Works, S. Fr. | | | |
| 423 4242 JBRW | **Noge Maru** Wood Twin Sc. *Z. Okuma*. 1 *Dk* | 102 77 55 | | | 1899 | Yokohama Dock Co. Ld Yokohama | M. Asada | 91·1 17·1 7·7 | Yokohama Japanese | C. 4 Cy. 10″ & 19″ – 15″ 23 NH Yokohama Dock Co. Ld. | | | |
| 424 115375 VCBW | **Nolisement** Steel Sc Sr. *R. C. Young* –02. 1 *Dk*(*Irn*) 2*tr B* *deep framing* & *Web frames* 3 *Dk rule* | 3828 3594 2492 | ✠100A1 [illegible] 3,05 ✠LMC 10,02 | Bry | 1902 10mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's* *SA&CP* | Nolisement S.S. Co. Ld (W G Morel & Co.) *WB* = *Cell D Ba* & *u E* 88′ *f* 144′ | 340·0 49·7 25·8 P 28′ B 106′ F 35′ FK 912 *t APT* 56 *t* | Cardiff British 6 *BHCem* | T. 3 Cy. 25½″, 40½″ & 67″ – 45″ (*s*) 160 lb *80 lb* 304 NH 2 SB, *6 rf*, GS 112, HS 4616 Cen. Mar. Eng. Wrks. W Hpl | 28 " 3 " 5 – 5½ | | 3,07 $ 3,08 |
| 425 105532 PDKH | **Nomadic** Steel Sc K. *W. Pool* –95. *ss* Gms. No. 2–03. 1 *Dk* | 135 125 43 | ✠100A1 *Stm Trawler* 6,01 ~~6,03~~ ✠LMC 6,06 BS 7,04 | Gms | 1895 11mo | Earle's Co. (Lim.) Hull *Lloyd's* *SA&CP* | Grimsby Steam Fishing Co. Ld. | 94·5 20·5 10·4 Q 18′ BK 7½′ | Grimsby British 3 *BHCem* | T. 3 Cy. 11″, 17″ & 30″ – 21″ (*s*) 170 lb 45 RH 1 SB, *2 pf*, GS 28, HS 800 Earle's Co. (Lim.), Hull | 11 " 3 " | | 6,03 |
| 426 130859 KPVF | **Nome City** Wood Sc. *Z. S. Moore* –03. *Elec. light* 2 *Dks* | 1660 831 1295 | | | 1900 | H. D. Bendixsen, Eureka, Cal. | California & Oregon Coast S.S. Co. | 230·0 38·0 23·5 | S. Frncisco Utd. States | T. 3 Cy. 13″, 22½″ & 38″ – 30″ 79 NH United Eng. Works. S. Fo. | | | |
| Sunk 5,04 | **Nonni** Steel Twin Sc. *Jukovsky*. 1 *Dk*(*Stl* w) *Spar dk*(*Stl*-teak s) *Elec. light* | 2422 1866 1360 | ✠ ~~100A1~~ *Spar dk* 3,03 | Nag | 1901 4mo | Oderwerke Act. Ges. Stettin A&CP | Chinese Eastern Railway Co. Ld. *WB* = *Cell D Ba* 62′ *u E* & | 275·0 41·5 14·2 P 34′ B 108′ F 43′ 21·7 FK B 52′ *f* 102′ 358 *t F PT* | Vladvostk Russian 4 *BHCem* 70 *t APT* 39 *t* | T. 6 Cy. 19 11/16″, 31 3/16″ & 51 7/16″ – 35½″ ] 170 lb *170 lb* (*s*) 436 NHP 4 SB, *8 cf*, ~~44 NH~~ ~~Schnaer~~ FD Oderwerke Act. Ges. Stettin GS 100, HS 6555 | 16 " 6 " | | P N 3,03 $ 3,08 |
| 428 130274 KBQO | **Nonowantue** Wood Sc Sr. *Thompson* –03. 1 *Dk* | 220 — 136 | | | 1883 | Mather & Wood Pt. Jefferson | Thames Ferry Co. | 120·6 23·4 8·5 | N. London Utd. States | | | | |
| 429 PNBL | **Noord Holland** Steel Sc Sr. *B. Sandersfeld* –02. (*ex* Mayflower) 1 *Dk*(*Irn*) & *Web frames* *Well deck* | 1134 921 694 | ✠100A1 1-02 4,05 SC 4,06 ✠LMC 2,06 | Sld Rot | 1897 10mo | Ailsa S.B. Co. Troon A&CP | Scheepv. en Steenkolen Maats. *WB* = *Cell D Ba* 58′ *f* 88′ 240 | 230·0 34·0 16·2 Q 83′ B 55′ F 28′ Irp 03 FK *t F PT* 50 *t APT* 24 *t* | Rottrdam Dutch 4 *BHpt Asp pt Cem* | T. 3 Cy. 17″, 27½″ & 44″ – 33″ (*s*) 160 lb *100 lb* ND 800 124 NH 1 SB, *3 cf*, GS 59, HS 2040 Muir & Houston, Ld., Gls. | 17 " 3 " 1 – 8½ | | N 5,03 |
| 430 PMVL | **Noordam** Steel Twin Sc Sr. *F. H. Bonjer* 79–02. 3 *Dks*(*Stl U*-ws) & *Awng dk*(*Stl*-ws) *Ref. Mchy.* *Elec. light* | 12531 11395 7978 | ✠100A1 *Awng dk* *with freeboard* 7,04 ~~7,05~~ ✠LM | Ham | 1902 3mo | Harland & Wolff. Ld. Belfast *Lloyd's* *SA&CP* | Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *WB* = *Cell D Ba* 151′ *u E* & | 550·3 62·3 34·0 *B* 107′ *f* 191′ 1847 *t D* 42·0 *Promenade dk* 193′ FK & BK 8″ *T f* 56′ 1620 *t* | Rottrdam Dutch 10 *BHCem* | T 6 Cy. 28½″, 47½″ & 78″ – 57″ (*s*) 180 lb 1265 NHP 3 D & 3 SB 36 *cf* GS 639 HS 23199 Harland & Wolff, Ld. Bel. *FPT* 147 *t APT* 75 *t* | 37 " 2 " s 15 " 7 | | 7,04 |

| Numéro Officiel / Signaux | Nom du Navire, Capitaine. Visites Périodiques. | Tonnage Total / Nouv. Jauge / Net. | Détails de la Classification. Cote / Date de la dernière Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. Emplacement des Chaudières. Force en chevaux d'après les calculs de la Société. Force en chevaux d'après les papiers du navire. Emplacement des Chaudières & Foyers. Nom du Constructeur des machines. | Crew / Qualité | Freeboard au milieu d'navire. pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|
| 431 115355 TSWP | **Noordland** Steel Sc 4 Mst Sr<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>*Visites Périodiques. Nombres des Ponts* | 5129<br>4711<br>3250 | ✠100 A1 Liv z<br>Pt.02 1,05<br>✠LMC02,05 | 1888 Laird Bros. 11mo Birkenhead *Lloyd's* | International Nav. Co. Ltd. | 400·0 47·0 35·4<br>F77′ BK11 | Liverpool British *BHCem* | (2 Cy. 48″ & 35″–60″ (a)<br>80lb NDB97 460NH<br>DB 13pf & 5cf us822 us809<br>Laird Bros., Birkenhead | 37 » 0<br>» 11·9 | BT till 2,… |
| 432 PMVR | **Noordzee** Steel Sc Sr Tug<br>*C. Verschoor* 82–00<br>1 *Dk* | 225<br>223<br>— | | 1891 L. Smit & Zoon Kinderdijk | L. Smit & Co's Sleepdienst, Ld. (Murk, Leis & Zoon, *Mgrs.*) | 127·9 23·8 11·8<br>B.V. | Rotterdam Dutch | 1 8Cy. 17″, 28″ & 46″–27″<br>160lb 140 NH<br>Mnats. I. Scheldt, Flahing | | |
| 433 | **Noor-ul-Bahr** Steel Sc Sr<br>ex Richard Grech, ex Noor-ul-Bahr)<br>*Elec. light* 1 *Dk (Teak)* | 295<br>265<br>180 | ✠ Cpl e<br>3,00 ✠ | 1893 Gourlay 12mo Bros. & Co Dundee | Sultan of Muscat | 150·0 23·2 10·7<br>B8′ F21′ BK6<br>*WB = FPT* | Muscat Oman | T. 3Cy. 12½″, 20″ & 32″–24″<br>50 NH<br>1 *BH Cem*<br>1SB, 2*pf*, GS34, HS1029<br>Gourlay Bros. & Co. Dundee | 11 » 4 | |
| 434 Wrecked 7,04 | **Nor** Steel Sc Sr<br>A. Theisen 02–02<br>(ex Bramble) 1 *Dk (Iron) Tr B*<br>*Well deck* *Cell DB & Stringers Irn* | 1497<br>1211<br>935 | ✠100 A1 Ant g<br>1,03 | 1888 Cmpbltwn 10mo S.B. Co. Campbeltwn *A&CP* | Acties. Nor (C. Bech) | 260·0 37·1 16·9<br>Q92 B72 F31′ BK9<br>*WB = Cell DB 212* | Tvedstrand Norwegian | T. 3Cy. 18″, 29″ & 46″–36″ (a)<br>160lb *90lb* NDB90 142NH<br>1 DB, *6cf*, GS71, HS2060<br>Hutson & Corbett, Glasgow | 19 » 1 | |
| 435 JPQT | — Steel Sc Sr<br>*B. D. Olsen* 01–01<br>1 *Dk* | 1418<br>1236<br>878 | | 1901 Laxevaags Msk & Jrnskb Bergen | Harloff & Böe | 245·1 36·2 16·8<br>H121*t* F41*t* | Borgen Norwegian | T. 3Cy. 17½″, 29″ & 48″–33″<br>132NH<br>Laxevaags Msk & Jrns. Bgn | | N |
| 436 JWRN | — Wood Sc Sr<br>*O Olsen* 97–02<br>1 *Dk* | 592<br>453<br>345 | | 1897 E. K. Lindstol Risör | Acties. Nor (S. Borgesen) | 166·9 29·8 15·1<br>Q43*t* B72*t* H8*t* F23*t* | Stavanger Norwegian | T. 3Cy. 11½″, 17½″ & 30″–27″<br>47NH<br>Nylands M.V. Xia. | | N |
| 437 JSNW | — Iron Sc Sr<br>*A. Jarø*<br>2 *Dks* | 158<br>158<br>87 | | 1870 Throndhjems Mek. Drontheim | Nordenfjeldske Dampskibsselskab | 94·9 18·6 14·4 | Drontheim Norwegian | C. 2Cy. 10″ & 22″–18″<br>17NH<br>Throndhjems Mek. V. | | |
| 438 HBSR | **Nora** Iron Sc Sr<br>*L. E. Övergaard* *ss* Nwc. No. 3–1,97<br>(ex Wynnstay) *ss* Cpn. No. 2–01 1 *Dk (Irn) 2 tr B*<br>MS1,01 BS6,… | 1462<br>1302<br>911 | ✠100 A1 Bly q<br>4,05 4,04 Cpn Xia<br>✠LMC…01 | 1884 Palmers' 3mo Co. Ld. Newcastle *Lloyd's* | Acties. Nora (L. E. Övergaard) *for* | 260·0 36·4 16·3<br>Dry 04 BK9<br>*WB = DBa 80′ uE14′ f64* | Fredrikstad Norwegian | C. 2Cy. 28″ & 60″–39″ (a)<br>80lb *80lb* NDB94 168NH<br>2SB, 4*pf*, GS77, HS2687<br>Palmers' Co. Ld. Newcastle | 19 » 1<br>» 2 · 1 | |
| 439 JPSQ | — Steel Sc Sr<br>*L. Stabell* 99–02<br>1 *Dk* | 1131<br>901<br>699 | | 1901 Hasseldalens Jrnskbsb. Grimstad | D. Ellerhusen & Co. | 231·4 34·0 13·7<br>Q127*t* B52*t* H25*t*<br>F25*t* | Bergen Norwegian | T. 3Cy. 16″, 25″ & 42″–30″<br>97NH<br>Bergen Mek. Værks Bergen | | N |
| 440 NJQG | — Steel Sc Sr<br>*M. E. Jorgensen*<br>*Elec. light* 1 *Dk* | 858<br>623<br>522 | | 1898 Akties. Burmeister & Wain's M. & S. Copenhagen | Dmpskselsk. Vesterhavet (I. Lauritzen) | 209·6 31·6 11·8<br>Q69′ B47′ F21 | Esbjerg Danish<br>*WT* | 1 8Cy. 16½″, 27″ & 45″–33″<br>116NH<br>Akties Burmeister & Wain's | | V |
| 441 JWBQ | — Wood Sc Sr<br>*G. B. Weisser* (ex Anders Knape)<br>1 *Dk* | 424<br>331<br>257 | | 1873 J. Bang Gothenburg | Östlandske Kulkompagnie (H. Jensen, *Mgr.*) | 152·1 27·5 12·7<br>Q50*t* B29*t* F11*t* | Christiania Norwegian | [illegible] 15″ & 33½″–27½″<br>49NH<br>Motala Co., Gothenburg | | N |
| 442 116014 | — Steel Sc Sr<br>*J. A. Johnston* 02–02<br>1 *Dk* | 50<br>44<br>2 | ✠100 A1 Hul<br>*For Towing purposes*<br>10,02 ✠LMC10,02 | 1902 Cochrane & 10mo Sons Selby *Lloyd's* | Wilson, Sons & Co. Ld. | 62·8 14·9 7·4<br>BK6′ | London British<br>*BH Cem* | C. 2Cy. 12″ & 24″–18″ (s)<br>120lb 24RH<br>1SB, 2*pf*, GS24, HS590<br>Tindall, Earle & Hutchinson, Ld. Hul | 8 » 1<br>» 8 | |
| 443 187 JBFL | **Nora Bergslag** Comp Sc Sr<br>*G. Högberg*<br>(ex Express II) 1 *Dk* | 185<br>161<br>91 | | 1891 S. Groth Sjötorp | Nora Karlskoga Jernvägs Actieb. (O. Bärnheim, *Mgr.*) | 99·7 21·0 10·4<br>H24*t* | Nora Swedish | C. 2Cy. 11¾″ & 23¾″–14½″<br>17NH<br>Eriksbergs M.V. Got. | | |
| 444 78427 PBLG | **Norah Creina** Iron Pad Sr<br>*D. Lyons* –00 3rd Survey, Bel. 5,88<br>2 *Dks* | 894<br>796<br>363 | ✠ Bel La<br>5,88 | 1878 A. & J. 3mo Inglis Glasgow | Lancashire & Yorkshire Rlwy Co. | 251·0 29·3 15·6<br>Q35*t* H13*t* F35*t* | Drogheda British<br>*BH Cem* | C. D. 2Cy. 48″ & 84″–72″<br>NB94 490NH<br>A. & J. Inglis, Glasgow | | BT till 2,… |
| 445 HPDM | **Nord** Iron Sc Sr<br>*S. Gellulia* *ss* Cff. No. 3–9,97<br>(ex County of York) *ss* Msl. No. 1–01<br>2 *Dks (Irn) 4 Web frames* | 2330<br>1987<br>1405 | ✠100 A1 Cff s<br>1,01<br>NB3,04 ✠LMC1…04<br>BS2,04 | 1884 Barrow S. 9mo B. Co. Ld. Barrow *Lloyd's* | G. Ivancovich & Co. (E. Pollich & G. Jancovich, *Mgrs.*) | 285·2 38·3 24·2<br>P39′ B61′ F33′ BK10<br>*WB = DBa 48 uE & B60′ 302t FPT* | Trieste Aust.-Hung.<br>*BH Cem*<br>1SB, 3*cf*, GS55, HS2211<br>Barrow S.B. Co. Ld. Brw. | Q. 4Cy. 20″, 28½″, 40″ & 67″–42″<br>200lb *90lb* MDD9 (s) 207NH<br>1SB, 3*cf*, GS55, HS2211 FI<br>60t *APT 30t* | 25 » 8<br>» 4 · 7 | |
| 446 4230 JNPH | — Steel Sc Sr<br>*A. E. Sandberg* 03–03 *ss* Lgn. No. 3–2,03<br>(ex Maria Gorianova) 1 *Dk (Stl–ws)*<br>*Elec. light* *dbl deep framing* | 1830<br>1630<br>1075 | ✠100 A1 Lgn r<br>2,03 12,04 Ros Cff<br>✠LMC2,04 | 1900 Grngem'th 11mo & Greenock Dockyard Co. Greenock *A&CP* | Rederi Aktiebolaget (G. V. Beijer, *Mgr.*) | 269·4 42·2 17·5<br>B52′ F31′ FK<br>*WB = Cell DB a 74′ uE & B34′ f 104′ 465t* | Stockholm Swedish<br>*BH Cem*<br>2SB, 6*cf*, GS108, HS3576<br>Hutson & Sons, Ld. Glasgow | T. 3Cy. 20½″, 33″ & 53″–36″ (s)<br>160lb 204NH<br>*APT 20t* | 19 » 11 | |
| 447 HKJV | — Steel Sc Sr<br>*J. Enger* 98–00<br>1 *Dk & Spar dk* | 1160<br>1109<br>780 | | 1895 Nylands Værksted Christiania | Rederiselsk. Nord (And Jacobsen) | 222·0 32·0 19·3<br>H51*t* | Christiania Norwegian<br>*WB* | T. 3Cy. 15½″, 25″ & 40½″–30″<br>90NH<br>Nylands Værksted. Xia. | | N |
| 448 Wrecked 5,04 KLDT | — Iron Sc Bn<br>*E. Boulogne* 00–02 1 *Dk & Spar dk 3 tr B* | 1007<br>869<br>547 | | 1872 J. Readhead & Co. South Shields | Cie. des Bateaux à Vap. du Nord | 227·3 27·9 14·0<br>H34′ 20·4 | Dunkirk French<br>*WT* | C. 2Cy. 25″ & 49″–33″<br>NB83 115NH<br>J. Readhead & Co., S. Shields | | V |
| 449 KLDV | — Iron Twin Sc<br>*J. H. Levasseur* 93–99<br>1 *Dk* | 149<br>—<br>86 | | 1881 Chevalier & Grenier Paris | La Fluviale Cie. Française de Transp. par Eau | 129·2 20·0 7·2 | Rouen French | C. 4Cy. 12½″ & 22″–11½″<br>28NH<br>H. Satre, Lyons | | |
| 450 | — Steel Sc Lr<br>1 *Dk* | 129<br>129<br>67 | | 1904 Bremer "Vulkan" Vegesack | Bremr Vegesacker Fischerei Ges. | 90·9 21·3 9·8 | Bremen German | 2Cy. 9 5/16″ & 16½″–12 5/16″<br>8NH<br>Bremer "Vulkan," Vegesack | | |
| 451 113 QVBN | **Nord America** Iron Sc Sr<br>*R. Raffo* 98–03 (ex Stirling Castle.<br>ex Nord America, ex Stirling Castle)<br>*Elec. light* 2 *Dks 3 tr B* | 4986<br>4111<br>2482 | | 1882 J. Elder & Co. Glasgow | La Veloce Nav. Italiana | 418·6 50·0 30·8<br>P96′ B88′ F74′ FK | Genoa Italian | T. 3Cy. 38″, 55″ & …–66″<br>NB01 658NH<br>*Tpd* 01 Palmers' Co. Ld. Newc | | I |
| 452 KLFG | **Nord Ouest** Iron Twin Sc<br>*P. Macias* –00<br>1 *Dk* | 149<br>—<br>80 | | 1882 Chevalier & Grenier Paris | La Fluviale Cie. Française de Transp. par Eau | 129·2 20·0 7·2 | Rouen French | C. 4Cy. 12½″ & 22″–11½″<br>28NH<br>H. Satre, Lyons | | |

| No. in Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage: Under Deck. Net | Particulars of Classification. Character. † for Special Survey. Date of last Survey. Part of Survey. Year and Month when last Classed. | Built. When. Where. By Whom. | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Kind of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Coal Consumption. Tons per day. Ft. In. | Engines classed. If not in L.R. Date of Trade Certificate. | Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 453 | **Nord I.** Steel Sc Sr<br>*Wallenius*<br>*Elec. light* 1 Dk s Spar dk | 1362<br>1122<br>834 | | 1902 Sir Raylton Dixon & Co Ld Middlesbro' | Ångfartygs Aktieb. Nord | 239·7 \| 35·3 \| 20·7<br>P21 B.. F.. | Helsingfrs<br>.. | T.3Cy.22", 35" & 59"–39"<br>217 NH<br>.. Richardsons, Westgarth & Co. Ld. Mdb. | | V | |
| 454 | **Nord II.** Steel Sc Sr<br>*Elec. light* 1 Dk s Spar dk | 1364<br>720 | | 1902 Sir Raylton Dixon & Co Ld Middlesbro' | Ångfartygs Aktieb. Nord | 240·0 \| 35·2 \| 20·6<br>P24' B74' F40' | Helsingfrs<br>Russian<br>W B | T.3Cy.22", 35" & 59"–39"<br>217 NH<br>Richardsons, Westgarth & Co. Ld. Mdb. | | V | |
| 455 | **Nord III.** Steel Sc Sr<br>*Wilen*<br>*Elec. light* 1 Dk s Spar dk | 1366<br>1123<br>755 | | 1903 Sir Raylton Dixon & Co Ld Middlesbro | Ångfartygs Aktieb. Nord | 240·0 \| 35·2 \| 20·7<br>P24' B74' F40' | Helsingfrs<br>Russian<br>W B | T.3Cy.22", 35" & 59"–39"<br>217 NH<br>Richardsons, Westgarth & Co. Ld. Mdb. | | V | |
| 456 | **Nordboen** Steel Sc Sr<br>~~E. H. Andersen 97–05~~ ~~ex Brynhild~~<br>*P. Sonne* 1 Dk (Stl) 2 tr B<br>NHWC ss Nwc. No. 2–05 | 2417<br>2254 ~~3,05~~ 3,01<br>1547 ~~US8,04~~ ~~† LMC11,00~~ | † 100 A1 Shl Nwc | 1896 Richardsn. Duck & Co. Stockton 10mo<br>*Lloyd's* A & CP | Dpskselsk. Norden (P. Brown, *Mgr.*)<br>*WB = Cell D Ba* 104' *u E & B* 40' | 310·0 \| 44·0 \| 20·4<br>P31' ~~B64'~~ F32' B162'<br>FK<br>*f* 120' 702 *t APT* 71 *t* | Copnhagn<br>Danish<br>5 *B Hpt Asp pt Cem* | T.3Cy.22½", 37" & 61"–42" (*s*)<br>160 lb *90 lb* 246 NH<br>2SB, *6cf*, GS 113, HS 3755<br>Blair & Co. (Lim.). Stockton | 22 " 10<br>~~4~~ 3 " 4 | | ~~9,04~~<br>9,07 |
| 457 | **Nordby** Steel Sc Sr<br>Wrecked 5,04 *J. C. Bagger* 02–03 ss Nwc. No. 2–03<br>NKST (*ex* Annandale) 1 Dk (Stl) s Spar dk<br>(*pt Irapt Stl*) *2 tr B s deep framing* | 3816<br>3423<br>2476 | † 100 A1 Ham *w*<br>*Spar dk*<br>10,03 ~~† LMC8,06~~ | 1894 W. Hamilton & Co. Port Glasgow 6mo<br>*Lloyd's* A & CP B | Dmpsk. S. Norden (P. Brown, *Mgr.*)<br>*B = Cell D Ba* 116' *u E & B* 44' *f* 134' 819 *t* | 350·1 \| 43·2 \| 19·1<br>P33' B82' F37' 27·0<br>BK 11<br>*f* 134' 819 *t* | Copnhagn<br>Danish<br>6 *B H Cem*<br>*APT* 80 *t* | T.3Cy.24", 40" & 64"–45" (*s*)<br>160 lb *100 lb* 294 NH<br>2SB, *8rf*, GS 156, HS 4719<br>D. Rowan & Son, Glasgow | 21 " 9<br>~~3~~ 3 | | 10,08 |
| 458 | **Nordcap** Iron Sc Sr<br>*A. Larsen* 97–97 (*ex* Agnes, *ex* Tollens)<br>HDKW 1 Dk | 321<br>257<br>187 | | 1881 P. Smit, jun. Slikkerveer | H.M. Wrangell | 151·2 \| 22·2 \| 11·2<br>Q 44 *t* B 13 *t* H 6 *t* | Haugesnd<br>Norwegian<br>W B | C.2Cy.14½" & 30½"–21"<br>NB 03 35 NH<br>P. Smit, jun., Rotterdam | | N | |
| 459 | **Norddeich** Steel Pad Ctr<br>*S. Saathoff* –98 1 Dk<br>KHFN | 192<br>169<br>110 | | 1888 J. L. Meyer Papenburg | Dampfsch. Rhed. Norden | 150·9 \| 19·2 \| 7·7 | Norden<br>German | C.2Cy.20" & 35"–39"<br>64 NH<br>J. L. Meyer, Papenburg | | G | |
| 460 | **Norden** Steel Sc Sr<br>~~E. H. No. 1–01~~<br>*P. N. Schmidt*<br>NHRK 1 Dk (Stl) 2 tr B<br>ss Nwc. No. 2–04 | 2480<br>2235 ~~3,04~~ 3,03 ~~Nwc~~ Shl<br>1590 ~~BS0,06~~ ~~† LMC4,01~~<br>~~US2,04~~ ~~Hastings~~ ~~MS8,01~~ | † 100 A1 Cff *t* | 1896 Richardsn. Duck & Co. Stockton 5mo<br>*Lloyd's* A & CP | Dpskselsk. Norden (P. Brown, *Mgr.*)<br>*WB =*<br>*Cell D Ba* 104' *u E & B* 42' *f* 120' 607 *t FPT* | 309·8 \| 42·1 \| 20·5<br>P31' B60' F32'<br>FK<br>*B* 42 *f* 120' 607 *t FPT* | Copnhagn<br>Danish<br>5 *B H Cem*<br>45 *t APT* 91 *t* | T.3Cy.22½", 37" & 61"–42" (*s*)<br>160 lb *90 lb* 245 NH<br>2SB, *6cf*, GS 103, HS 3778<br>Blair & Co. (Lim.). Stockton | 23 " 1<br>s 4 " 1 | | ~~3,06~~<br>~~2,03~~<br>4,05 |
| 461 | — Iron Sc Sr<br>(*SUNK 2,03; RE-FLOATED*)<br>JPSL *W. Wilhelmsen* ss Shl. No. 3–2 96<br>*ex* Monte ss Shl. No. 1–00 4th Survey 5.00<br>Rosa) 1 Dk (Irn) & Spar dk (Irn) 3 tr B | 2388<br>2347<br>1496 | † Sws *s*<br>*Spar dk*<br>9,02 | 1883 N. of Eng. S. B. Co. Ld. Sunderland 2mo | S. M. Kuhnle & Son<br>*WB =* | 290·0 \| 38·1 \| 28·0<br>BK 10"<br>*DBa* 92' *f* 64' 296 *t* | Bergen<br>Norwegian<br>6 *B H Cem*<br>*Tpd.* 89 | T.3Cy.28½", 37" & 68"–42"<br>NDB 01 230 NH<br>2SB, *6pf*, GS 96, HS 3710<br>N.E. Marine Co. Ld. Nwc. | 22 " 3 | N | |
| 462 | — Steel & Iron Sc Sr<br>471 *J. F. Björnberg* 79–89 ss Got. No. 3–5.97<br>HSMF *Well deck* ss Got. No. 1–01<br>*Floors, Beams & Keelson Irn* 1 Dk 2 tr B | 702<br>461 ~~6,04~~ 7,02<br>382 ~~RS7,04~~ ~~† LMC7,01~~<br>~~BS6,04~~ | † 100 A1 Got *j* | 1885 Boolds, Sharer & Co Sunderland 9mo<br>A & CP | Förnyade Ångf. Aktieb. Svenska Lloyd (W. Frodi, *Mgr.*) *WB = I* | 180·5 \| 27·2 \| 14·5<br>P118' H34 *t* F21'<br>BK 7½"<br>*Ba* 37 *f* 24' 75 *t FPT* | Gothenbrg<br>Swedish<br>4 *B H Cem*<br>40 *t APT* 25 *t* | C.2Cy.27" & 50"–36" (*a*)<br>180 lb *110 lb* NDB 00 122 NH<br>1SB, *3pf*, GS 49, HS 2090<br>Carr & Co. (Lim.), Sld. | 15 " 3<br>s 1 " 3<br>w 1 " 4½ | | ~~1,02~~<br>6,04 |
| 463 | To be broken up 05 Iron Sc 3 Mst Sr<br>*L. A. Jensen* –99 ss Hul. No. 3–76<br>JGWH (*ex* Prospero) ss Shl. No. 1–79 1 Dk | 635<br>504<br>455 | Gms<br>~~S.80~~ | 1867 Earle's Co. Hull 3mo | Dpsksactieselsk. Fortuna (A. Meling) | 195·7 \| 26·0 \| 13·8<br>P 107 *t* H 12 *t* F 10 *t*<br>lrp 80 *WL* | Stavanger<br>Norwegian<br>3 *B H Cem* | C.4Cy.18" & 30"–26"<br>NB 85 76 NHP<br>*Cmp.* 76 Baltic E. W., Hull | | N | |
| 464 | — Iron Sc Sr<br>638 *E. Z. Strindberg* –03 1 Dk<br>JBVQ | 293<br>161<br>221 | | 1858/73 Motala Co. Norrköping | Rederi Aktieb. Norden (F. W. Forsman) | 121·2 \| 22·1 \| 10·6<br>P 72' H 13 *t* F 33' | Nrrköping<br>Swedish | C.2Cy.15½" & 31"–22"<br>38 NH<br>Motala Co., Motala | | | |
| 465 | — Steel Sc Sr<br>*F. A. Björkqvist* –89<br>QTMG | 184<br>—<br>123 | | 1885 W. Rosenlew & Co. Björneborg | W. Rosenlew & Co. | 109·9 \| 18·5 \| 8·0 | Björnebrg<br>Russian | C.2Cy.14½" & 26½"–20½"<br>26 NHP<br>W. Rosenlew & Co. | | | |
| 466 | **Norderney** Steel Sc Sr<br>~~E. Warner 03–06~~ ~~ex Bhn. No. 1–02~~<br>QGFD *ex* Elisabeth Rickmers) 2 Dks (1 Irn & Elec. light 1 Stl) & Web frames<br>*von der Decken* –04 ss Bhn. No. 2–04 | 5497<br>4496 ~~7,03~~ 7,02<br>3573 ~~† LMC7,06~~ | † 100 A1 Bhn *y* | 1896 Wigham Richrdsn & Co Newcastle 4mo<br>*Lloyd's* A & CP W | Norddeutscher Lloyd<br>*B = Cell D Ba* 129' *u E & B* 41' *f* 125' 1058 *t* | 410·0 \| 50·5 \| 27·1<br>P & B 263' F 48'<br>FK<br>*E & B* 81' *f* 125' 1058 *t* | Bremen<br>German<br>7 *B H Cem*<br>*APT* 101 *t* | Q.4Cy.22½", 32½", 47½" & 69"–48" 215 lb (*s*) 387 NH<br>1SB, *12rf*, GS 172, HS 5880<br>Wigham Richrdsn & Co. Nwc. | 30 " 0 | | ~~7,02~~<br>~~N 7,04~~ |
| 467 | — Steel Sc Sr<br>*E. Hackbarth* 88–02<br>RMNS *Elec. light* 1 Dk | 884<br>752<br>547 | | 1902 Act. Ges. "Neptun" Rostock | Nord-Ostsee-Rhed | 214·0 \| 30·6 \| 14·5<br>B 49' F 31' | Hamburg<br>German<br>W B | T.3Cy 16 7/16", 24 8/16" & 41 4/16"–28 4/16"<br>92 NHP<br>A.G. "Neptun," Rostock | | G | |
| 468 | — Steel Pad<br>*H. D. Grunhoff* 83–93 1 Dk<br>KHNR | 211<br>187<br>104 | | 1892 J. L. Meyer Papenburg | Dampfsch. Rhed. Norden | 160·7 \| 19·0 \| 7·8 | Norden<br>German | C.2Cy.20½" & 35½"–30½"<br>66 NHP<br>Stettiner A.G., Stettin | | G | |
| 469 | **Nordfarer** Steel Sc Sr<br>*F. Brännich* 86–98 ss Nwc. No. 1–03<br>NJST 1 Dk (Stl) & Spar dk (Irn) & deep framing | 3744<br>3473<br>2397 ~~3,00~~ 12,04 ~~† LMC8,98~~ | † 100 A1 Shl *w*<br>*Spar dk*<br>Cff<br>~~05~~ | 1898 Palm rs' Co. Ld. Newcastle 3mo<br>A & CP | Dpskselsk. Norden (P. Brown, *Mgr.*)<br>*WB = Cell D Ba* 120' *u E* 18' *f* 152' 901 *t* | 365·0 \| 47·2 \| 17·8<br>P 39' B 126' F 46' 25·7<br>drp 04 FK<br>*DTa* 26' 579 *t FPT* | Copnhagn<br>Danish<br>5 *B H Cem*<br>97 *t APT* 80 *t* | T.3Cy.25", 41" & 66"–45" (*s*)<br>180 lb *90 lb* 320 NHP<br>2SB, *6cf*, GS 141, HS 5000<br>Palmers' Co. Ld. Nwc. | 20 " 5<br>s 6 " 1½ | | ~~2,05~~<br>5,05 |
| 470 | **Nordfjord** Iron Sc Sr<br>*D. Andersen* 96–96 (*ex* Vesteraalen)<br>JRLD 1 Dk | 220<br>156<br>128 | | 1865 ..... Gothenburg | Vestenfjeldske Dmpskselsk. (Erik Rusten, *Mgr.*) | 113·7 \| 20·6 \| 11·7<br>B 21' H 5 *t* F 3 *t* | Bergen<br>Norwegian | C.2Cy.<br>NB 02 | | | |
| 471 | **Nordfriesland** Steel Twin Sc Sr<br>*J. B. Moart* 1 Dk<br>LMHV | 116<br>95<br>56 | | 1894 Schiffsw (v. J. & Sch.) A. G. Hamburg | Wyker Dampfsch. Rhed G. m. b. H. S. H Boetius & J. W. Volquardsen, *Mgrs.*) | 100·2 \| 20·1 \| 6·7<br>Q 47' | Wyk a Fohr<br>German | C.4Cy.7⅞" & 15"–10"<br>12 NHP<br>Schwft. (v J. & Sch.) A G Ham | | | |
| 472 | **Nordhavet** Steel Sc Sr<br>*W. A. Olsen* 98–98 ss Nwc. No. 1–02<br>NJQL *Spar dk (Stl) 2 tr B & deep framing* | 3357<br>3045<br>2159 | † 100 A1 Lon *v*<br>*Spar dk*<br>*with freeboard*<br>~~8,04~~ 8,01 ~~† LMC7,02~~<br>~~BS8,04~~ | 1898 W. Hamilton & Co. Port Glasgow 4mo<br>A & CP | Dpskselsk. Norden (P. Brown, *Mgr.*)<br>*WB =*<br>*Cell D Ba* & *u E* 114' *f* 144' 727 *t DTa* 22' | 330·0 \| 45·5 \| 16·2<br>P 31' B 118' F 39' 23·8<br>FK<br>*f* 144' 727 *t DTa* 22' | Copnhagn<br>Danish<br>6 *B H Cem*<br>438 *t APT* 77 *t* | T.3Cy.24", 40" & 65"–42" (*s*)<br>180 lb *90 lb* 302 NHP<br>2SB. *6cf*, GS 141, HS 4691<br>D. Rowan & Son, Glasgow | 18 " 6<br>s 5 " 8 | | 3,04 |
| 473 | **Nordhvalen** Steel Sc Sr<br>*L. Brinck* 90–98 ss Nwc. No. 2–03<br>NWVD 1 Dk (Stl) & Spar dk (Irn) & Web frames | 3297<br>3116<br>2121 | † 100 A1 Nwc *x*<br>*Spar dk*<br>Bal<br>3,0~~2,00~~ 3,05 ~~† LMC12,03~~ | 1895 Richardson Duck & Co. Stockton 5mo<br>*Lloyd's* A & CP | Dpskselsk. Norden (P. Brown. *Mgr.*)<br>*WB = Cell D Ba*<br>110' *u E & B* 40' *f* | 330·0 \| 43·0 \| 18·4<br>P 29' B 42' F 38' 26·3<br>FK<br>132' 598 *t MT* 22' 287 *t* | Copnhagn<br>Danish<br>5 *B H Cem*<br>*APT* 118 *t* | T.3Cy.24", 38" & 64"–42" (*s*)<br>160 lb *90 lb* 267 NHP<br>2SB. *6cf*, GS 95, HS 4016<br>T. Rchrdsn & Sn (Lm) W Hpl | 21 " 1<br>s 6 " 5½ | | ~~12,06~~<br>8,05 |

| 1 Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Lieu de Visite. | 7 Terme assigné. Mention spéciale. | 8 Construit. Quand. Navire. Machines. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Pieds. Pouces. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 474 | **Nordjylland** | IronScSr | 942 | | | | 1884 | D. Baxter & Co. Sunderland | Forenede Dmpskib. Selskab. | 209·0 | 28·4 | 14·6 | Copnhagn Danish | C.2Cy.26″&59″–33″ | | | |
| | *N. Kragh* | | 636 | | | | | | | H19t | | 208 | | 167NH | | | |
| NVKC | | 1 *Dk* ∮ *Awng is* | 587 | | | | | | *WB* | | | | | Hutson&Corbett, Glasgow | | | |
| 475 | **Nordkap** | SteelScSr | 3550 | ✠100A1 *Spar dk* | Nwc | *m* | 1896 | W. Dobson & Co Newcastle A&CP | Dpsksels. Norden (P. Brown, *Mgr.*) | 350·0 | 44·0 | 18·5 | Copnhagn Danish | T.3Cy.24″,40″&64″–45″ | 21 | 1 | |
| | *F. Rasmussen* 94–96 *ss* Nwc. No. 1–00 | | 3327 | 1·01 | | | 10mo | | | P25′B70′F41′ | | 264 | | 160lb *160lb* | 288NH | 8 | 5 |
| NHWB | | 1 *Dk (Stl)* ∮ *Spar dk (Irn)* 3 *tr B* | 2204 | | | | | | *WB = Cell D Ba* | | | PK | | 2SB, *Spf*, 68112, HS1500 | | | |
| | | | | 2St.Oc | ✠LMC0,66 | 2,04 | | | | 110′ *uE* ∮ *B* 88′ *f* 150′ | | | | 692t *APT* 13t | N.E. Marine Co. (Lim.), Nwc | | |
| 476 | — | SteelScSr | 2066 | | | … | 1888 | R. Dixon & Co. Middlesbro' | Harloff & Böe | 275·0 | 37·1 | 19·3 | Bergen Norwegian | T.3Cy.20″,33″&54″–39″ | 21 | 9 | N |
| | *O. Lind* –98 | | 1586 | | | | | | | P24′Q78′B118′ | | | | 185NH | | | |
| JVHF | *Well deck* | 1 *Dk* 2 *tr b* | 1329 | | | | | | *WB* | F28′ | | BK9½′ | | J. Dickinson, Sunderland | | | |
| 477 | **Nordkusten** | SteelScSr | 489 | | | | 1892 | O. A Brodin Gefle | Åbo Ångf. Aktieb. | 156·6 | 25·1 | 11·5 | Åbo Russian | T.3Cy.14⅝″,23⅝″&38″–25½″ | | | |
| | *G. E. Tegström* 92 | 1 *Dk* | 257 | | | | | | | P106′ | H12t | F17′ | | 73NH | | | |
| TFQC | | | 342 | | | | | | | | | | | Nya Aktieb. "Atlas," Skm | | | |
| 478 | **Nordkyn** | SteelScSr | 3244 | ✠100A1 *Spar dk* | NYk PNl | *n* | 1895 | Ropner & Son Stockton A&CP | Harloff & Böe | 325·0 | 48·0 | 18·0 | Bergen Norwegian | T.3Cy.23½″,39″&64″–42″ | 20 | 6 | |
| | *A. Beer* | *ss* Bly. No. 2–03 | 3088 | 10·01 | | | 10mo | | | B61′F82 | | 25·8 | | 160lb *80lb* | 272NH | 6 | 3 |
| JTVR | | 1 *Dk (Stl)* ∮ *Spar dk (Irn)* ∮ *Web frames* | 2104 | | | | | | *WB = Cell D Ba* | 110′ *uE* ∮ *B* | | PK | | 2SB, *6rf*, 68118, HS4190 | | | |
| | | | | | ✠LMC1,08 | | | | | 36′ *f* 126′ 617t | | | | Blair & Co. (Lim.), Stockton | | | |
| 479 | — | WoodScSr | 268 | | | | 1875 | ..... Bergen | J. E. Lohmkuhl | 129·4 | 22·5 | 11·5 | Bergen Norwegian | O.2Cy.15″&30″–18″ | | | N |
| | *A. Handeland* | 1 *Dk* 2 *tr b* | 197 | | | | | | | Q24t | B41t | F6t | | NB88 32NH | | | |
| JQLB | | | 157 | | | | | | | | | | | Bergens Mek. Verks., Bgn | | | |
| 480 | **Nordland** | SteelScSr | 1650 | | | | 1897 | Flensburgr Schiffsb. Ges. Flensburg | Dmpskselsk. Nordsöen (A. Christensen, *Mgr.*) | 250·4 | 36·0 | 14·2 | Copnhagn Danish | T.3Cy.18″,29″&48″–33″ | | | V |
| | *G. C. Petersen* | | 1072 | | | | | | | P14′Q70′ | | 21·1 | | 131NH | | | |
| NJCF | | 1 *Dk* ∮ *Awng tk* | 1042 | | | | | | | | | | | Flensburger Schiffsb. Ges. | | | |
| 481 | — | SteelScSr | 725 | | | | 1898 | Trondhjems M.V. Drontheim | Vesteraalens Dampskibsselskab | 175·9 | 27·6 | 17·8 | Bodö Norwegian | T.3Cy.18½″,28″&27″–27″ | | | N |
| | *M. Isaksen* 90–97 | | 695 | | | | | | | H30t | | | | 38NH | | | |
| JTOW | | 1 *Dk* ∮ *Awng tk* | 444 | | | | | | *WB* | | | | | Trondhjems M.V. Dronth'm | | | |
| 482 | **Nordlyset** | IronScSr | 474 | | Bgn | *h* | 1872 | Bergens M.V. Bergen | Dampskibet Nordlyset's Rederi (W. Hansen, *Mgr.*) | 155·5 | 23·8 | 15·4 | Bergen Norwegian | C.2Cy.19½″&37″–24″ | | | |
| | *F. Brock* 98–98 | *ss* Bgn. No. 3–5,85 | 387 | 4.94 | | | 11mo | | | B66′F17t | | | | 56NH | | | |
| JQHL | | *ss* Bgn. No. 1–89 1 *Dk* 2 *tr b* | 277 | | | | | | *WB = DBu E* ∮ *B* | | | | | 4 *BHCem* Bergens Mek. Verks., Bgn | | | |
| 483 | **Nordmöre** | SteelScSr | 180 | | | | 1890 | Christiansands Mk. Vrk Christiansand | Nordmör Dampskibsselskab | 118·0 | 18·1 | 9·6 | Xiansund Norwegian | C.2Cy.15½″&27½″–21″ | | | |
| | *A. Bothner* 95–03 | 1 *Dk* | 120 | | | | | | | Q19t | B28t | H8t F6t | | 29NH | | | |
| JSCR | | | 96 | | | | | | | | | | | Christiansands Mek. Vek | | | |
| 484 | **Nordpol** | SteelScSr | 3715 | ✠100A1 | Nwc | *w* | 1899 | Nrthmberland S.B. Co. Ltd. Newcastle A&CP | Harloff & Böe | 340·0 | 48·0 | 25·9 | Bergen Norwegian | T.3Cy.24″,39″&66″–45″ | 28 | 5 | |
| | *H. Stolt* 96–98 | *ss* Cff. No. 1–04 | 3498 | S.01 Sept. | Cff | | 6mo | | | P30′B84′F35′ | | FK | | 160lb *80lb* | 804NH | 8 | 6½ |
| JVTM | | 2 *Dks (Stl)* ∮ *deep framing* | 2428 | | ✠LMC2,04 | | | | *WB = Cell D Ba* | 104′ *uE* ∮ *B* | 40′ *f* | 146′ 878t | | 6 *BHCem* | T. Richardson & Sns Ld. Hpl | | 2,04 |
| 485 | — | IronScSr | 1427 | | | … | 1879 | Flensburgr Schiffsb. Ges. Flensburg | Dmpsk. Norden (P. Brown, *Mgr.*) | 248·1 | 32·6 | 15·3 | Copnhagn Danish | C.2Cy.30″&57″–33″ | | | V |
| | *O. Gundersen* | | 957 | | | | | | | | | 22·0 | | 156NH | | | |
| NSOW | | 1 *Dk* ∮ *Spar dk* 3 *tr b* | 890 | | | | | | | | | | | Flensburger Schiffsb. Ges. | | | |
| 486 | **Nordre Elf** | SteelScSr | 142 | | | | 1898 | P. Larsson Thorskog | Ångb. Aktieb. Inland (E. Zetterlöf *Mgr.*) | 98·2 | 18·6 | 9·3 | Kungelf Swedish | C.2Cy.13″&20″–16″ | | | |
| 3301 | *A. F. Knape* 04–04 | | 95 | | | | | | | B31′ | H16t | | | 13NH | | | |
| JKBN | | 1 *Dk* | 95 | | | | | | | | | | | P. Larsson, Thorskog | | | |
| 487 | **Nordsee** | SteelScSr | 366 | | | | 1895 | Schiffswerft von Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch Rhed. | 135·6 | 21·2 | 10·3 | Oldenburg German | C.2Cy.11½″&22″–15½″ | | | G |
| | *M. Nissen* | | — | | | | | | | Q39′B69′F16′ | | | | 16NH | | | |
| NGQR | | | 262 | | | | | | *WB* | | | | | Ottensen Masch. Fab., J.F. Ahrens | | | |
| 488 | — | SteelScSr | 151 | | | | 1895 | Act.Ges. "Neptun" Rostock | J. Nibbe | 109·0 | 20·9 | 10·2 | Altona German | C.2Cy.17″&33″–22″ | | | V |
| | *F. Wichmann* –03 (*Trawler*) | | 138 | | | | | | | H35′ | | | | 43NH | | | |
| LGON | | | 32 | | | | | | *WB* | | | | | A.G. "Neptun," Rostock | | | |
| 489 | — | SteelPad | 108 | | | | 1892 | Howaldtswerke Kiel | Sylter Dampfschifffahrt Ges. | 119·9 | 16·4 | 6·7 | Munkmarsch German | T.3Cy.11¾″,18¾″&29⅜″–23⅛″ | | | |
| | *P. Christiansen* –01 | 1 *Dk* | 91 | | | | | | | H— | | *WB* | | 43NH | | | |
| LMGV | | | 61 | | | | | | | | | | | Howaldtswerke, Kiel | | | |
| 490 | **Nordsjö** | IronScSp | 184 | | | | 1868 | Akers Mek. Verkst. Christiania | Skien Telemarkens Dpskastieselsk | 100·0 | 17·2 | 7·4 | Skien Norwegian | 1Cy.15″–17½″ | | | |
| | *E. Engebrethsen* | 1 *Dk* | 67 | | | | | | | P100t | H16t | | | | | | |
| HQMC | | | 107 | | | | | | | | | | | Akers Mek. V., Christiania | | | |
| 491 | **Nordsöen** | SteelScSr | 1055 | | | | 1901 | Burmeister & Wain Copenhagen | Dampskibselsk. Vesterhavet (L. Lauritzen) | 222·9 | 31·7 | 12·9 | Esbjerg Danish | T.3Cy.16½″,27″&45″–30″ | | | V |
| | *C. N. Gram* | | 790 | | | | | | | Q77′B59′F21′ | | | | 111NH | | | |
| NLGS | | 1 *Dk* | 665 | | | | | | *WB* | | | | | Burmeister & Wain, Cphg. | | | |
| 492 | — | SteelScSr | 125 | | | | 1898 | Helsingörs Jernsk & Msk. Elsinore | Danish Government (Lighthouse Department) | 88·0 | 19·5 | | Copnhagn Danish | T.3Cy.10½″,16½″&27″–15″ | | | |
| | *F. Cold* –98 | | 108 | | | | | | | Q29′F16′ | | | | 28NH | | | |
| | | 1 *Dk* | 39 | | | | | | *WB* | | | | | Helsingörs Jernsk. & Msk b. | | | |
| 493 | **Nordstern** | SteelSc | 261 | | | | 1903 | J.C. Tecklenborg, A.G. Geestemunde | F.W. Jacobs | 130·7 | 28·6 | 11·6 | Brmrhavn German | T 3Cy.13″,20¾″&34″–22″ | | | G |
| | *G. Wellin* –03 | | 223 | | | | | | | Q24′F22′ | | | | 54NH | | | |
| QHPT | (*Trawler*) | 1 *Dk* | 97 | | | | | | *WB* | | | | | J.C. Tecklenborg A.G. Gst. | | | |
| 494 | — | IronScSr | 149 | | | | 1865 | F. Schichau Elbing | W. Kunstmann | 140·7 | 17·1 | 8·6 | Stettin German | C.4Cy.9¼″&18¾″–16½″ | | | G |
| | *W. Ch. Maas* | | 136 | | | | | | | Q19′B15′ | | | | NB90 24NH | | | |
| HJBL | | 1 *Dk* | 73 | | | | | | | len76 | | | | F. Schichau, Elbing | | | |
| 495 | **Nordstjernan** | SteelScSr | 1204 | | | | 1899 | Howaldtswerke Kiel | Rederi Aktieb. Nordstjernan (A. Johnson & Co. *Mgs*) | 236·8 | 35·3 | 15·9 | Stockholm Swedish | T.3Cy.17″,27½″&43½″–24½″ | | | V |
| 3453 | *J.N. Hägwall* –99 | | 1017 | | | | | | | Q17′H97t F23′ | | | | 95NH | | | |
| JKPG | | 1 *Dk* | 647 | | | | | | *WB* | | | | | Howaldtswerke, Kiel | | | |
| 496 | — | IronScSr | 575 | | | | 1871 | Motala Co. Norrköping | Rederiaktieb. Sverige Kontinenten (G.O. Wallenberg, *Mgr.*) | 195·9 | 27·4 | 12·7 | Stockholm Swedish | T.3Cy.18½″,30″&48¾″–36″ | | | V |
| 1332 | *Thoft* | | — | | | | | | | H43t | | 19·7 | | NE&B89 140NH | | | |
| HMGF | | 1 *Dk* ∮ *Shelter dk* | 496 | | | | | | *WB* | | | | | Motala M. V., Motala | | | |
| 497 | — | IronScSr | 107 | | | | 1884 | Göteborgs Mek. Wrks Gothenburg | Angb. Aktieb. Byelfen (J. Carlsson, *Mgr.*) | 89·0 | 15·9 | 9·7 | Gillberga Swedish | C.2Cy.12½″&22″–16″ | | | |
| 2810 | *G. Sandelin* –02 | 1 *Dk* | 73 | | | | | | | B26t | H7t | | | 16NH | | | |
| JFHC | | | 71 | | | | | | *WB* | | | | | Gothenburg Mek. Werk. Got | | | |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now classed. Equipment. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registered in which Society's Register Book. Date when last classed. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 498 NMKJ | **Nordstjernen** *A.F. Larsen* 94–03 | **SteelScSr** 1 *Dk(Stl)deep framing* | 2130 1959 1338 | +100A1 3,05 Els Hul +LMC8,08 | *s* | 1905 8mo | Helsingors Jernsk.&M.k. Elsinore *Lloyd's SA&CP* | DampskibsSelskbt Norden (P.Brown) *WB=Cell DBa&aE* | 291·7 42·6 19·0 B472 F35 FK 112′ *f* 120′578*t FPT* | Copnhagn Danish | T.3Cy.21½″,36″&58½″–39″(*s*) 185lb *100lb* 238NHP 2SB,6*cf*,GS85,HS3705 HelsingörsJernsk.&Msk.b. | 21 ″ 10 2 ″ 7½ | | 10,04 |
| 499 | **IronScSr** *K. Horland* 1 *Dk&Awngdk3trB* | | 859 825 516 | + Ham *l* *Awng lk with load line* 11,88 | | 1882 6mo | Rostocker Act.Ges. Rostock | BergenskeDampskibsselskab. | 188·0 28·2 14·8 B34*t* 21·8 | Bergen Norwegian *1BHCem* | C.2Cy.31½″&59″–35½″ 173NHP A.Borsig,Berlin *WB=DBa53′f57′80t* | | | |
| 500 JMTP | — *K. Fiskaaen* –01 (*ex* Desi, *ex* Mavis, *ex* Point Pleasant) | **IronScSr** 1 *Dk* | 282 212 156 | … | | 1884 | T.&W. Toward&Co Newcastle | E.H.Kongshavn | 125·3 20·6 10·2 Q9*t* B40*t* F16*t* | Haugesnd Norwegian *WB* | C.2Cy.16″&30″–20″ Engines *made* 78 34NHP Blair&Co.(Lim.),Stockton | 11 ″ 0 | N | |
| 501 RJTV | **Nordstrand** *Fisher* –03 *W. Schumacher* 01–04 | **SteelScSr** *ss*Ham.No.2–01 1 *Dk(Stl)&Web frames* | 887 757 557 | +100A1 10,11 5,05 Ham BS5,08 BS10,— +LMC6,01 | *m* | 1893 8mo | Act.Ges. "Neptun" Rostock A&CP | J.Jürgens | 210·3 30·6 13·8 B52′F20′ BK67 *WB=Cell* | Hamburg German *4BHCem DB172′252t* | T.3Cy.13⅜″,22⅝″&36⅛″–27½″ 164lb *85lb* (*s*) 90NHP 1SB.2*cf*,GS42,HS1634 A.G. "Neptun," Rostock | 16 ″ 4 | | 5,03 |
| 502 NOKL | **Nordvest** *J.C. Hansen* *Elec.light* *Well deck* | **SteelScSr** 1 *Dk2trB* | 1749 1223 1098 | 1890 | | | Helsingörs Skibsbyggeri Elsinore | Dpsselsk.Norden (P.Brown, *Mgr.*) | 260·7 36·0 16·7 P154′ F25*t* | Copnhagn Danish *WB* | T.3Cy.19″,30½″&50″–35″ 148NHP Helsingörs Maskinbyggeri. | | V | |
| 503 HFKT | **Nore** *J.G. Soderberg* 86–86 | **IronScSr** 1 *Dk&Shelterdk* | 340 585 176 267 | 1857 68 | | | Motala Co. Motala | Ångf.Aktieb. SödraSverige (J.G.Setterwall) | 121·7 21·6 10·3 H7*t* | Stockholm Swedish | C.2Cy.19″&52″–20″ 161NHP MotalaCo.,Motala | | | |
| 504 MBCV | **Noreg** *Thv. Christiansen* 03–03 | **SteelScSr** 1 *Dk(Stl)&deep framing* | 1389 1236 866 | +100A1 1,01 Cff *p* +LMC8,03 | | 1903 3mo | Laxevaags Msk.&Jrnsk. Bergen *Lloyd's SA&CP* *WB* | Harloff&Bée *Cell DBa68′uE* | 245·4 36·3 16·7 P18′B64′F28′ FK 16′*f*104′323*t FPT* | Bergen Norwegian *1BHCem 4APT23t* | T.3Cy.17½″,29″&48″–33″ (*s*) 175lb *80lb* 145NHP 1SB.3*pf*,GS60,HS2285 LaxevaagsMsk.&Jrns. Bgn | 19 ″ 0 | | 8,04 |
| 505 RNLW | **Norfolk** *H.K. Hunter* –02 *Ref.Mchy.* *Elec.light* | **SteelSc4MstSr** *Corner* 2 *Dks(Stl)&deep framing* *ss*Lon.No.1–04 | 5310 5055 3405 | +100A1 *Shelter dk* 5,03 4,05 +LMC10,02 +LMC10,04 | *a* | 1900 1mo | Sunderlnd S.B.Co.Ltd. Sunderland A&CP | Birt,Trinder& Betholl *WB=Cell DBa106′uE31′* | 420·7 54·1 28·8 FK *f*190′942*t FPT*116*t* | London British *7BHCem APT37t* | T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* 505NHP 3SB.9*rf*,GS172,HS6765 FD N.E.MarineCo.Ltd.Nwc. | 32 ″ 0 6 ″ 4 | BT till 9,05 | N8,03 |
| 506 MBFH | — *C.W. Storm* –00 | **SteelScSr** *ss*Liv.No.3–9,92 *ss*Liv.No.1–97 2 *Dks(UStl–ws&pt Stl)3trB* | 1813 1722 1139 | + 7,01 Lds | *s* | 1880 7mo | Dobie&Co. Glasgow | Rederidpsselsk. Norfolk (Bugge& Co.) | 296·9 33·6 23·5 B71′ BK3½ *WB=DBa* 78′*f*28′241*t* | Mandal Norwegian *7BHCem* | C.2Cy.36″&60″–48″ NDB89 201NHP 2SB.6*pf*,GS99,HS3275 J.Jack&Co.,Liverpool | 25 ″ 1 | N | |
| 507 KJCV | — *Elec.light* | **IronSc** 1 *Dk* | 1249 — 697 | | | 1891 | Harlan& Hollings-worthCo. WlmingtnDl. | Norfolk&Wash-ington StmboatCo. | 246·0 46·0 15·5 | Washngtn D.C. Utd.States | T.3Cy.22″,36″&55″–28″ NB01 160NHP Harlan&Hollingsworth Co.,Wilmington,Del | | | |
| 508 RSBC | — *J.G.Gwilliam* –00 | **SteelPadSr** 1 *Dk* | 295 198 162 | | | 1900 | Gourlay Bros.&Co. Dundee | Gt.EasternRly.Co. | 184·0 24·1 7·0 *Promenade dk*142′ | Harwich British | C.D.2Cy.23½″&45″–45″ 86RHP Gourlay Bros.&Co.Dundee | | BT till 3,05 | |
| 509 KQVS | — *J.J.Owens* | **IronScTug** 1 *Dk* | 212 — 106 | | | 1885 | Harlan& Hollings-worthCo. WlmingtnDl. | N.Yk.Philadelphia &NorfolkR.R.Co. | 116·3 23·0 12·0 | Phildlphia Utd.States | C.2Cy.22″&40″–38″ NB03 82NHP Harlan&Hollingsworth Co.,Wilmington,Del | | | |
| Wrecked 6,04 NWVB | **Norge** *W. Gundel* (*ex* Pieter de Coninck) 2 *Dks&Awng dkAtrB* | **IronSc3MstSr** | 3318 2427 2121 | … | | 1881 | A.Stephen &Sons Glasgow | ForenedeDmpskib. Selskab | 337·6 40·8 22·7 30·2 BK11″ | Copnhagn Danish *WB* | C.2Cy.44½″&80″–48″ NB97 346NHP A.Stephen&Sons,Glasgow | 24 ″ 6 | V | |
| 511 JVBS | — *O. Boe.jr.* 00–00 | **SteelScSr** ~~*ss*Bgn.No.2–00~~ 1 *Dk(Irn)2trB&Webframes* *ss*Nag.No.3–8,04 *&pt Awngdk(Irn)* | 2979 2277 1924 | +100A1 *pt Awng dk with freeboard* 1,05 ~~BS5,08~~ Nwc Yka +LMC8,00 1,04 | *u* | 1891 10mo | Ropner& Son Stockton A&CP | DmpskibetNorge's Rederi (Akties. Chr.Michelsen& Co. *Mgrs.*) | 324·8 41·5 20·2 P29′Q112′ BK10½ *pt Awngdk*184′ *WB=Cell* | Bergen Norwegian *5BHCem DB266′585t* | T.3Cy.23″,37½ &61½″–39″(*s*) 160lb *70lb* 235NHP 2SB,6*cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | 23 ″ 8 8 ″ 0½ | | N11,02 |
| 512 HSGL | — *J.Unfeldt* –03 | **Iron&SteelScSr** 1 *Dk&Spar dk* | 1057 512 990 648 | | | 1885 | Tyne I.S.B. Co.(Lim.) Newcastle | FörnyadeÅngf. Aktieb.Svenska Lloyd(W.Frodi) | 215·9 30·0 21·6 B33′ H17*t* | Gothenbrg Swedish *WB* | C.2Cy.30″&58″–36″ 168NHP Wigham Rchrdsn&Co.Nwc | | V | |
| 513 JQDW | **Norheim** *P Bée,jr.* 02–02 *Elec.light* | **SteelScSr** 1 *Dk(Stl)&deep framing* | 1403 1236 874 | +100A1 10,02 Bgn +LMC10,02 | *p* | 1902 10mo | Laxevaags Msk.&Jrnsk. Bergen *Lloyd's SA&CP* *WB* | A.Harloff& A.Rodseth *=Cell DBa68′uE* | 245·3 36·3 16·7 P18′B64′F28′ FK 16′*f*104′323*t FPT* | Bergen Norwegian *1BHCem 5APT23t* | T.3Cy.17½″,29″&48″–33″ (*s*) 175lb *80lb* 145NHP 1SB,3*pf*,GS60,HS2285 LaxevaagsMsk&Jrns. Bgn | 19 ″ 0 | | |
| * 514 QHST | **Norkoowa** *T.Winslade* –01 *Well deck* 1 *Dk(Stl–ptws)2trB Floors&Beams Irn* | **SteelSc** *ss*Mel.No.3–2,98 *ss*Mel.No.1–02 | 1643 88937 1322 1074 | +100A1 8,04 ~~1,00~~ BS6,03 ~~1,00~~ +LMC4,02 | *p* | 1885 10mo | H.S.Ed-wards&Sons Newcastle A&CP | McIlwraith,Mc-Eacharn&Co. Proprietary.Ld. *WB=D* | 250·0 35·2 18·7 P28′Q60′B60′F28′ ptND96 BK9″ *Ba*74′*f*98′313*t FPT* | Melbourne British *4BHCem 7APT19t* | T.3Cy.20″,33″&53″–36″ (*a*) 145lb ~~*70lb*~~ 159NHP 2SB.4*cf*,GS56,HS2400 Black,Hawthorn&Co.,Gts. | 19 ″ 8 | | 5,02 |
| 515 JTGQ | **Norlænningen** *A.Aronsen* (*ex* Mabel) 1 *Dk* | **IronScSr** | 137 104 82 | | | 1882 | R.Smith Preston | Acties. Norlænningen (HansBerg) | 103·0 16·8 8·7 Q20*t* H8*t* F5*t* len93 | Bodö Norwegian | C.2Cy.17″&32″–20″ 38NHP R.Smith,Preston | | | |
| 516 JMQS | **Norland** *K.Mögster* 01–01 (*ex* Norden) | **WoodScSr** 1 *Dk* | 173 133 94 | | | 1870 | ..... G'mla Lödöse | Joh.Bugge | 100·3 22·9 10·3 Q6*t* B32*t* | Bergen Norwegian | C.2Cy.10″&17″–17″ NB89 10NHP KellersMek.V.Gothenbrg. | | | |
| 517 MBRF | **Norma** *S.W. Marcussen* 03–01 | **SteelScSr** *For full particulars See No. 1 in Supplement.* | 1422 898 | 100A1 (*Class Contemplated*) Schpw.v. Dzm. Alblasserdm | | 1904 | Schpw.v. Dzm. Alblasserdm | Acties.Norma (C.Bech&Co.) | 244·8 37·2 16·4 P18′Q72′B100′F27′ | Tvedstrnd Norwegian | T.3Cy.19″,31″&51″–33″ Maats.de Schelde,Flushing | 18 ″ 6 1 ″ 4½ | | |
| 518 LMCB | — *C.Hochreuter* 03–03 | **IronScSr** 1 *Dk2trB* | 844 637 523 | | | 1884 | Flensburg Schiffs.Ges. Flensburg | H.Schuldt | 199·1 30·0 13·9 Q66′ B53′ F21′ | Flensburg German | C.2Cy.27″&48″–30″ NB00 105NHP FlensburgerSchiffsb.Ges. | | G | |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Genre de navire. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Navire. Machines. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. IHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom des Constructeurs des machines. | Crews and Qualifications. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 519 | **Norma** IronScSr<br>*J.Esposito* ssNwc.No.3–1,91<br>(exMonopoli,exUrio ssFiu.No.2–99<br>*Well deck* exWiltshire) 1*Dk*(*pt Irn*) | 52<br>387<br>244 | Fiu *h* | 1876 E.Withy&<br>9mo Co.<br>Hartlepool | Chaber&Castanié | 161·0\|25·0\|13·7<br>Q58 B49 F22 | Oran<br>French<br>*WB* | C.2Cy.28"&43"–24"<br>NDD96 69NH<br>1SB.2*pf*,gs62,hs1158<br>T.Richardson&Sons,Hpl. | 14 | | |
| 520<br>104042<br>NMRJ | **Norman** SteelTwinScSr<br>*S.C.Broum* –02<br>*Ref.Mchy. Elec.light* 3*Dks* | 7537<br>6947<br>4005 | | 1894 Harland&<br>Wolff(Lim.)<br>Belfast | Union-CastleMail<br>S.S.Co.Ld. (D.<br>Currie&Co. *Mgrs.*) | 490·8\|53·2\|33·5<br>P59 F60 | Southampton<br>British<br>*WB* | T.6Cy.31½",52"&85"–57"<br>1090NH<br>Harland&Wolff(Lim.),Bel | | | |
| 521<br>4791<br>JNDQ | — SteelScSr<br>*J.O.Andersson*03–02<br>1*Dk*(*Stl*)*&deep framing* | 1946<br>1674<br>1194 | ✠100A1 Shl *r*<br>2,03 Upd | 1901 Osbourne,<br>8mo Graham&Co<br>Sunderland<br>A&CP | Aktieb.Hessler<br>&Co.(Hy.Stubler) | 275·0\|40·2\|17·8<br>P29 B66 F80 | Gothenburg<br>Swedish<br>*WB = Cell DBa86* | T.3Cy.20",32½"&58"–36" (s)<br>160lb *80lb* 180NH<br>2SB,*dpf*,gs61,hs2865<br>N.E.MarineEng.Co Ld.Sld | 20 | 2 | |
| 522<br>[illegible]<br>HPFG | — WoodSc3MstSr<br>*Chase*<br>3*Dks* | 1203<br>—<br>847 | | 1862 .....<br>Boston | Boston&Philadelphia S.S.Co. | 206·7\|35·5\|25·6 | Boston<br>Utd.States | C.2Cy.24"&50"–48"<br>144NH<br>AtlanticWks.,E Boston | 4 | 2 | 10 |
| 523<br>HMLN | — IronScSr<br>*T.Gearcovich*90–90<br>*Mchy.Aft* | 300<br>200<br>150 | | 1877 HM.Intyre<br>&Co.<br>Paisley | Cia.Sansinena de<br>Carnes Congeladas | 112·1\|18·2\|8·3<br>P46 B5 F11 | Bns.Ayres<br>Argentine | C.2Cy.13½"&28"–18"<br>19NH<br>W.King&Co.,Glasgow | | | |
| 524<br>116123<br>TSVK | — SteelScK<br>*W.Elliott*03–03<br>1*Dk* | 270<br>242<br>105 | ✠100A1 Hul<br>*StmTrawler*<br>4,01 | 1903 Cook,Wel-<br>tn&Gemmell<br>Beverley<br>*Lloyd'sA&CP* | Imperial Steam<br>FishingCo.Ld. | 150·0\|22·0\|12·1<br>P38 B87 | Hull<br>British<br>*WB* | T.3Cy.18",21½"&35"–24" (s)<br>200lb 78RH<br>1SB,2*cf*,gs37,hs1323<br>Amos&Smith,Hull | 12 | 1 | 6 |
| 525<br>104162 | — IronScK<br>*A.Bannister* –94<br>(*Trawler*)<br>1*Dk* | 119<br>110<br>88 | ... | 1894 Cook,Wel-<br>tn&Gemmell<br>Hull | OnwardStm<br>FishingCo.Ld. (T.<br>Robinson, *Mgr.*) | 90·1\|20·1\|10·7<br>Q18 B87½ | Grimsby<br>British | C.2Cy.16"&32"–22"<br>43RH<br>C.D.Holmes&Co.,Hull | 11 | 4 | |
| 526 | **Norman Isles** SteelScSr<br>*H.S.Horgan*<br>*Turret deck* 1*Dk2trB* | 3455<br>2917<br>2190 | | 1896 W Doxford<br>&Sons(Lim.)<br>Sunderland | Aktieselskabet<br>NormanIsles<br>(W.Wilhelmsen) | 341·2\|45·6\|24·7<br>H108*t*F42*t* | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.24½",40"&65"–42"<br>NB12.96 274NH<br>W.Doxford&Sons,Ld.,Sld | | | NV |
| 527<br>116382<br>RQKC | **Norman Prince** SteelScSr<br>*W.Gill* –02 ssNwc.No.1–04<br>1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&deep framing*<br>*Elec.light* | 3464<br>3278<br>2235 | ✠100A1 NYk *n*<br>*Spar dk*<br>5,05 | 1900 ShortBros.<br>5mo Sunderland<br>A&CP | PrinceLine,Ld.<br>(J.Knott, *Mgr.*)<br>*WB = Cell DBa* | 352·7\|45·1\|18·7<br>P35 B95 F40 26·7<br>111 *uE*24 *f*137 810*t* | Newcastle<br>British<br>*GBHCem*<br>*APT65t* | T.3Cy.24½",40"&66"–45" (s)<br>180lb *100lb* 313NH<br>2SB.8*pf*,gs125,hs4780<br>N.E.MarineCo.Ld.Sld | 19 | 9 | |
| 528<br>HFDQ | **Normand** SteelScSr<br>*S.Molvig*98–02<br>1*Dk*(*Irn*)*&deep framing* | 2097<br>1962<br>1350 | ✠100A1 Cff *s*<br>9,01 Mch | 1902 W.Gray&<br>9mo Co.Ld.<br>W Hartlepool<br>*Lloyd'sA&CP* | Akties.Dampskibs.<br>Normand (Jens<br>Pay)<br>*WB = Cell* | 294·0\|42·4\|19·2<br>P22 B78 F28<br>*DBa quE* 114 *f*124 | Christiania<br>Norwegian<br>627*t APT*88 | T.3Cy.22",35"&59"–39" (s)<br>160lb *90lb* 228NH<br>2SB,6*pf*,gs92,hs3576<br>Mar.Eng Wrks.WHpl | 21 | 9 | |
| 529<br>KLFS | — SteelSc3MstSr<br>*Solgrain*03–03 (exNorman)<br>*Well deck Mchy.Aft* 1*Dk* | 269<br>202<br>85 | .. | 1891 D.M'Gill&<br>Co.<br>Irvine | Neau&Porsain | 136·0\|22·1\|10·0<br>B7 Q73 F21 | LaFlotte<br>French<br>*WB* | T.3Cy.11",16½"&27"–22"<br>38NH<br>Muir&Houston,Glasgow | 10 | 8 | V |
| 530<br>94207<br>NHGW | — IronScK<br>*T.Kinley* –96 ssFal.No.3–3,94<br>ssBkn.No.2–02<br>*Mchy.Aft* 1*Dk* | 169<br>142<br>60 | ✠100A1 Liv *b*<br>12,02 | 1885 Maats.de<br>12mo Maas<br>Delfshaven<br>*Lloyd'sA&CP* | Whitehaven&I.of<br>ManS.S.Co.Ld.<br>(T.Wilson, *Mgr.*) | 116·0\|20·0\|8·4<br>Q35 B10 F16<br>*WB* | Whitehvn<br>British<br>*BHCem*<br>*APT*[illegible] | C.2Cy.13"&25"–18" (s)<br>[illegible]<br>1SB.2*pf*,[illegible]<br>Mtschppy de Maas Dlfshvn | | | |
| 531<br>HDJS | **Normandie** SteelScSr<br>*Simonsen* (exTruroCity)<br>*Well deck* 1*Dk*(*Webframes* | 998<br>686<br>620 | ... | 1889 Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | Acties.Normandie<br>(Bruusgaard,<br>Kjösterud&Co.) | 210·0\|30·1\|13·4<br>P48*t*Q 14*t*B176*t*<br>H24*t*F22*t* | Drammen<br>Norwegian<br>*WB* | T.3Cy.15½",25"&41"–27"<br>87NH<br>N.E.MarineCo.(Lim.)Nwc | 15 | 10 | N |
| 532 | — SteelTwinScSr<br>*J.J.Fernandes* ssHam.No.1–91<br>(exJeronymoRebello,exHarmonie,<br>exIndustrieII.) 1*Dk*(*Irn*) | 335<br>263<br>206 | ✠ Ham<br>2,91 | 1886 Kon.My.<br>3mo deSchelde<br>Flushing | Silva&Santos | 149·6\|24·9\|10·6 | R.Janeiro<br>Brazilian<br>*BHCem* | T.3Cy.10",16"&26"–16"<br>27NH<br>2SB 2*cf*,gs30<br>Maats.deScheldt.Fishng. | | | |
| 533<br>NMHT | **Normandiet** IronScSr<br>*H.Schmidt* –08 ssRou.2ndNo.3–4,03<br>(exRollon,exSicilian) 1*Dk2trB*<br>*Well deck* | 1198<br>1021<br>741 | ✠100A1 Lon *o*<br>8,03 | 1877 E.Withy&<br>11mo Co.<br>Hartlepool<br>A&CP | Aktieselsk.Det<br>Dansk-Franske<br>Dampskibs. (H.<br>W.Schmidt, *Mgr.*) | 243·5\|32·0\|18·2<br>284 B66 F31<br>*WB =* *DBa* | Copnhagn<br>Danish<br>*BHCem*<br>*EAPT* | C.2Cy.30"&57"–33" (s)<br>88lb *80lb* NDH88 156NH<br>1B,gs63<br>T.Richardson&Sons,Hpl. | 19 | 3 | 1-10 |
| 534<br>102186<br>NQHT | **Normandy** SteelScSr<br>W.E.Piercy ssLiv.No.2–02<br>*Kyle* 1*Dk*(*ptStl*&*ptIrn*)<br>§*Webframes*&*pt Awngdk*(*Irn*) | 2419<br>1798<br>1545 | ✠100A1 Liv *s*<br>*pt Awngdk*<br>*with freeboard*<br>2,02 MC<br>MS11,02 BS2,04 | 1895 Sir Raylton<br>1mo Dixon&Co<br>Middlesbro'<br>A&CP | D.MacIver,Sons&<br>Co.Ld. | 294·9\|41·3\|17·9<br>P27 Q82 drp30<br>*pt Awngdk*186 PR<br>*WB = Cell DBa*90 *uE* | Liverpool<br>British<br>*BHCem*<br>*APT* | T.3Cy.28",37"&61"–42" (s)<br>160lb *80lb* 246NH<br>2SB,6*cf*,gs104,hs3760<br>Blair&Co.(Lim.),Stockton | 20 | 3 | |
| 535<br>74178<br>WMDP | — SteelPadSr<br>*R.Fitzgerald* –02<br>2*Dks* | 605<br>449<br>262 | ✠ Gls<br>*with load line*<br>8,82<br>*For English Channel purposes* | 1882 J.Elder&<br>6mo Co.<br>Glasgow | J.R.Richards | 231·0\|27·7\|10·6<br>Q142 PR | Liverpool<br>British<br>*BHCem* | C.2Cy.46"&83½"–60"<br>NB93 447NH<br>J.Elder&Co.,Glasgow | | | |
| 536<br>NWQM | **Normannia** SteelScSr<br>*E.E.Eriksen*<br>1*Dk2trB* | 2598<br>2409<br>1660 | | 1897 Howaldts-<br>werke<br>Kiel | DmpskslskKjöben-<br>havn (P.L.Fisker) | 312·5\|45·0\|20·5<br>B58 F30 | Copnhagn<br>Danish<br>*WB* | T.3Cy.22",35"&57"–39½"<br>204NH<br>Howaldtswerke Kiel | | | V |
| 537<br>[illegible]<br>LHFC | **Norna** SteelScSr<br>*G.Ross* –02 ssGmb.No.3–3,02<br>1*Dk*(*Irn*)*&Webframes*<br>*Well deck* | 1144<br>862<br>700 | ✠100A1 Shl *n*<br>2,01 | 1889 S.&H.Mor-<br>8mo ton&Co.<br>Leith<br>A&CP | J.T.Salvesen&Co. | 224·0\|33·2\|14·5<br>P27 Q42 B61 F32<br>*WB =* *Cell DBa* | Grngsemth<br>British<br>*BHCem*<br>*APT* | T.3Cy.16½",27"&42"–33" (s)<br>160lb *70lb* 99RH<br>1SB,3*rf*,gs852,hs1675<br>S.&H.Morton&Co. Leith | 17 | 3 | |
| 538<br>762<br>HSNL | **Nornan** IronScSr<br>*A.R.Wijk*98–98<br>1*Dk* | 384<br>312<br>219 | | 1886 Göt.Mek.<br>Werk.<br>Gothenburg | Ångf.Aktieb.Nor-<br>nan(T.Ahrenberg) | 139·9\|23·4\|13·5<br>B43 H13 | Gothenbg<br>Swedish<br>*WB* | C.2Cy.18½"&32"–20<br>E *alt.*01 NB01 38NH<br>Göteborgs M V.,Gothenbg | | | V |
| 539 | **Norra Finland** SteelTwinScSr<br>*V.Marklund*98–99<br>1*Dk* | 625<br>375<br>340 | | 1885 MotalaCo.<br>Norrköping | FinskaAngfAktieb<br>(L.Krogius) | 170·4\|26·3\|12·5<br>P110 F38 | Helsingfors<br>Russian | C.4Cy.20"&34"–21"<br>88NH<br>MotalaCo.,Motala | | | |
| 540<br>455<br>HNBR | **Norra Sverige** IronTwinScSr<br>*J.Bergqvist*02–02<br>1*Dk* | 715<br>138<br>539 | | 1875 Brynäsvar-<br>fvet<br>Gefle | HaparandaÅngf.<br>Aktieb.(C.Edlund) | 188·9\|27·0\|12·9<br>P180 H64*t* F20 | Haparanda<br>Swedish<br>*WB* | C.4Cy.19"&36"–22"<br>101NH<br>Brynnasvarfvet,Gefle | | | |

| 1 No. in Book. / Official No. / Code | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 4 Gross. / Under deck. / Net | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey | 7 Year Assigned now Additional Equipment Letter | 8 Built. When. | By Whom. / Where. | 9 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Feet. in. | 15 Registers in which classed if not in L.R. Date of Transfer | 16 Date when last abstr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 541 Norrbotten<br>K.F.F.Wahlström98–98<br>HLCR 1 Dk 2tr b | CompScSr | 531<br>332<br>395 | | | | 1874 G.Tillberg<br>Oscarshamn | Angf.Aktieb.<br>Norrbotten<br>(J.A.Walgren) | | 119·5 23·5 12·3<br>P97 H38st F32 | | | Piteå<br>Swedish | C.2Cy.17¾"s 35½"–21"<br>18NH<br>OscarshamnMek Verksts | | | |
| 542 Norrfjell<br>4036 K.A.Krokstedt –02<br>JNBL 1 Dk | WoodScSr | 385<br>295<br>267 | | | | 1902 J.Anders-son<br>Vädd6 | C.Hedin | | 133·6 26·1 12·3<br>Q45'B31'H10tF11 | | | Stockholm<br>Swedish | C.2Cy.19"&38"–21"<br>55NHP<br>Oskarshamns M.V.Aktieb | | | |
| 543 Norrköping<br>697 P.W.Söderman95–95<br>JBVP 1 Dk | IronScSr | 27<br>139<br>197 | | | | 1874 MotalaCo.<br>Motala | Redoriaktieb.<br>Norden (F.W.<br>Forsman) | | 119·5 22·1 8·7<br>P68' H21t F34'<br>den86 | | | Nrrköping<br>Swedish | C.2Cy.16½"&29½"–20"<br>32NHP<br>MotalaCo.,Motala | | | |
| 544 Norrland<br>3 3 04 J.J.Nilsson92–99 ss Got.No.3–8,02<br>JKBL (ex Alhena) 1 Dk(Irn) ✠ Web frame<br>Well deck Lower bottom plating Irn | SteelScSr | 2336<br>1833<br>1461 | ~~100A1~~<br>7.03 | Hpl | s | 1889 R.Dixon<br>3mo &Co.<br>Middlesbro' | Angf.Aktieb.Tir-fing(A.Broström&<br>Son,Mgrs.)<br>A&CP WB = Cell | 295·0 38·2 20·2<br>Q122'B116'F32'<br>DBa98'uE16'f110 | | | | Gothenbrg<br>Swedish<br>BK10"<br>6BHCem<br>404t.APT42t | T.3Cy.22",35"&59"–39" (o)<br>160lb 80lb NDB00 217NH<br>2SB,6tf,6s99<br>T.Richardsons,Sons,Hpl. | 22 " 9 | | 7,04 |
| 545 —<br>52 J.V.Godin98–98<br>HTVC 1 Dk ✠ Shelter dk | SteelScSr | 425<br>201<br>286 | | | | 1888 Bergsunds<br>Mek.Verk.<br>Stockholm | Angf.Aktieb.<br>Norrland<br>(H.Ramström) | | 135·6 22·5 11·1<br>H52t 18·1 | | | Hernösand<br>Swedish | T.3Cy.12¾",19½"&31½"–23½"<br>47NH<br>BergsundsM.V.Stockholm | | | |
| 546 Norrona<br>H.Anderson<br>HPTR 1 Dk ✠ Spar dk | SteelScSr | 1291<br>1208<br>973 | | | | 1885 Martens,<br>Olsen&Co.<br>Bergen | J.C.Knudsen | | 231·9 33·2 19·4<br>H83t | | | Porsgrund<br>Norwegian<br>WB | T.3Cy.16",26"&42"–33"<br>NB89 101NH<br>AkersMek VerktChristiana | | N | |
| 547 —<br>R.Langeland00–00<br>JPMG 1 Dk 2tr b | WoodScSr | 579<br>447<br>353 | | | | 1900 Brunch'rst<br>&Dekke<br>Bergen | A.Halvorsen | | 165·5 27·1 15·1<br>Q39'B63tH7tF22t | | | Bergen<br>Norwegian | T.3Cy.12¾",20"&32"–26"<br>52NH<br>Laxevaags Msk&Jrns.Bgn | | N | |
| 548 —<br>C.Castberg –03<br>MBHC 1 Dk | SteelSc | 111<br>106<br>22 | | | | 1903 Nylands<br>Værksted<br>Christiania | NorrönaHvalfan-gerAktieselskab.<br>(P.Bogen,Mgr.) | | 91·9 17·9 10·8 | | | Sandefjord<br>Norwegian | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania | | | |
| 549 Norrtelje<br>3702 J.A.Godberg –00<br>JLNP 1 Dk | SteelScSp | 359<br>164<br>213 | | | | 1900 Lindbergs<br>Mek.Verks.<br>Stockholm | C.H.Backert | | 145·0 26·6 7·5<br>B68' H78t | | | Stockholm<br>Swedish | T.3Cy.15 5/16,25 5/16&41 3/8–25 3/8<br>86NHP<br>LindbergsMek.Verks.Skn | | | |
| 550 Norseman<br>110633 J.Evans –00 (ex Brasilia)<br>RMJF Elec.light 3 Dks ✠ Shelter dk<br>Ref.Mchy. | SteelTwinSc4MstSr | 9546<br>6678<br>6129 | | | | 1897 Harland&<br>Wolff.Ld.<br>Belfast | Brit.&N.Atlantic<br>S.N.Co.Ld. | | 500·7 62·3 33·9<br>B on Shelter dk110' | | | Liverpool<br>British<br>WB | Q.8Cy.21¼",32½",46"&66"–<br>48" 604NHP<br>Harland&Wolff,Ld.Bel. | | | |
| 551 —<br>101977 Cable Vessel<br>NBFC R.McNeil97–97 ss Lth.No.3–2.01<br>Elec.light 1 Dk ✠ Spar dk ✠ Web frames | SteelScSr | 1123<br>1076<br>568<br>3.01 | ✠100A1<br>Spar dk<br>with freeboard | Rio | o | 1893 Ramage&<br>Ferguson,Ld<br>Leith | Western<br>TelegraphCo.Ld. | | 236·8 31·2 14·6<br>22·2<br>BK8' | | | London<br>British<br>6BHCem | T.3Cy.22",37"&62"–39" (o)<br>180lb 100lb 230NH<br>1SB.3cf,6s75,HS2560 FD | 15 " 5<br>s 4 " 7 | | s2,01 |
| Unnamed Norse, See No. 15 in Supplement | | | ~~LMC2.01~~<br>~~DBS6,01~~ | | | | | | | | | 62tAPT21t | Ramage&Fergsn.Ld.Lth. | | | |
| 552 —<br>99113 W.Flaws03–04 ss Bel.No.3–10·03<br>NFKB (ex Minnie Hinde) 1 Dk(pt Stl–ws)<br>Elec.light Stl plating Irn framing | Iron&SteelScSr | 405<br>326<br>164 | ✠100A1<br>~~3.04~~ 3,05 | Bel | h | 1891 M'Ilwaine<br>3mo &M'Coll,Ld<br>Belfast | ShetlandIslands<br>Stm.Trading CoLd<br>(J.W.Robertson,<br>Mgr.) | 171·0 25·1 10·4<br>P28'B44'F35'<br>FK | | | | Lerwick<br>British 180<br>5BHCem | T.3Cy.14½",23"&39"–30" (s)<br>~~180lb~~ ~~Oo85~~ NDB05 75RHP | 12 " 8<br>s 1 " 2½ | BT till ~~3.04~~ 3,05 | ~~10,02~~<br>3,05 |
| | | | ~~BS2.04~~ ~~LMC~~ | | | | | | | | | | 1SB.~~2pf~~,~~s12,HS144~~2 85lb<br>M'Ilwaine&M'Coll,Ld.Bel | | | |
| 553 —<br>37735 J.Davies94–94 ss Brs.No.3–6.96<br>NHDS ss Brs.No. ~~1–00~~2–04<br>Mchy.Aft 1 Dk | IronScSr | 194<br>157<br>86 | ✠100A1<br>~~5.03~~ | Brs | c | 1883 J.Fullerton<br>11mo &Co.<br>Paisley | AberayronStm.<br>Packet Co.Ld.<br>(E.Williams,Mgr.) | 120·0 20·0 9·4<br>Q42'F17'<br>ND04 BK6' | | | | Abrystwth<br>British<br>4BHCem | C.2Cy.17"&30"–22" (s)<br>70lb 40RHP<br>1SB.2pf,GS27,HS455 | 10 " 0<br>s 1 " 3 | ~~3.04~~ | 10,04 |
| | | | ~~LMC3,00~~ | | | | | | | | | | W.King&Co.,Glasgow | | | |
| 554 —<br>H.Larsen –03 ss Gms.No.1–03<br>WDFB 1 Dk | SteelScK | 182<br>166<br>64 | ✠100A1<br>Stm Trawler<br>2,05~~7.03~~ | Gms | | 1899 Cochrane&<br>2mo Cooper,Ld<br>Beverley | Acties.Norseman<br>(H.Fredriksen) | 110·0 21·0 11·2<br>Q16'F20' | | | | Tönsberg<br>Norwegian<br>4BHCem | T.3Cy.12",20"&32"–23" (s)<br>180lb 55NH<br>1SB.2pf,GS30,HS877 | 12 " 0 | | 7,03 |
| | | | ~~LMC7,01~~ | | | | | BK7½ | | | | | Bailey&Leetham,Hull | | | |
| 555 —<br>113965 C.Smith –03<br>Mchy.Aft 1 Dk(Stl) | SteelScSr | 120<br>95<br>39 | ✠100A1<br>11.03 | Gls | a | 1901 J.Fullerton<br>10mo &Co.<br>Paisley | ~~MysoreBeefs&~~<br>~~GeneralExplora-~~<br>~~tionCo.Ld~~ CmRus<br>Lloyd's A&CP | ~~82·8~~ 19·1 8·6<br>~~Q12 F15'~~<br>BK6½<br>WB = FPT14t | | | | Glasgow<br>British<br>3BHCem | C.2Cy.12"&26"–18" (s)<br>130lb 80RH<br>1SB,2pf,GS21,HS515 | 9 " 4<br>s " 10½ | | 11.03 |
| | | | ~~LMC1~~ | | | | | | | | | | C.Houston&Co.Glasgow | | | |
| 556 Norte<br>1 Dk | SteelScSr | 290<br>232<br>207 | | | | 1891 Akers Mek.<br>Værkst.<br>Christiania | AlmeidaSobato&<br>Co. | 135·6 24·0 8·5<br>B22t H23t F12t | | | | Para<br>Brazilian<br>WB | C.2Cy.11½"&25½"–18"<br>23NH<br>AkersMek Værk Chrstiania | | | |
| 557 —<br>Wrecked 9,04 F.Zabalo –02<br>HWOF 1 Dk | IronScSr | 283<br>142 | | | | 1861 Tod&<br>M'Gregor<br>Glasgow | JoséPedros | 167·9 24·0 12·1 | | | | Bilbao<br>Spanish | C.2Cy.21"&39"–22"<br>59NH<br>Tod&M'Gregor.Glasgow | | | |
| 558 North<br>98323 | WoodPad | 289<br>183<br>182 | | | | 1886 G.T.Davie<br>Levis,Quebec | Quebec&Levis<br>FerryCo.Ld. | 132·4 25·2 9·3 | | | | Quebec<br>British | 1Cy.26"–96"<br>30RH<br>E.E.Gilbert,Montreal | | | |
| 559 North America<br>130057 E.Gibbons83–83<br>JWQT 2 Dks | IronScSrTug | 290<br>145 | | | | 1876 Dialogue<br>&Wood<br>Camden,N.J. | NorthAmerica<br>WreckingCo. | 130·0 28·2 14·0 | | | | Phildlphia<br>Utd.States | 1Cy.40"–42"<br>80NHP<br>Dialogue&Wood,Cmd.N.J. | | | |
| 560 North American<br>99657 R.Cook –00<br>1 Dk | SteelScK | 97<br>91<br>28 | | | | 1894 Hall,<br>Russell&Co.<br>Aberdeen | J.G.A.Stephen | 86·8 19·1 9·2<br>BK6" | | | | Aberdeen<br>British | C.2Cy.13"&28"–18"<br>10RHP<br>Hall,Russell&Co.,Abn. | 9 " 9 | | |
| 561 North Anglia<br>~~9[illegible]~~ ~~W.Williams~~ ~~–98~~ ss Shl.No.3–11.96<br>~~11·98~~ ss.Shl.No.1–02<br>2 Dks(1 Irn) 3 tr B | IronScBn | 2081<br>1953<br>1359 | ✠100A1<br>6.02 | Nwc | s | 1883 Palmers'<br>7mo Co.(Lim.)<br>Newcastle | ~~H.Roberts&Son~~ | 275·7 36·2 24·6<br>P28'B54 F28'<br>drp02 BK9½" | | | | ~~London~~<br>~~British~~<br>6BHCem | C.2Cy.33"&64"–42" (a<br>80lb 50lb 205NH<br>2SB,6pf,GS97,HS8332 | 25 " 10<br>s 4 " 6½ | | ~~11,00~~<br>N1,05 |
| | | | ~~BS6,01~~ ~~LMC11~~ | | | | | | | | | | Palmers'Co.(Lim.),Nwc. | | | |
| 562 North Breeze<br>98558 A.Kettle –99<br>(Trawler) 1 Dk | SteelScSr | 122<br>111<br>26 | | | | 1891 Hall,<br>Russell&Co.<br>Aberdeen | NorthLineSteam<br>FishingCo.Ld. (J.<br>A.Harrow,Mgr.) | 95·4 19·6 10·1<br>BK6½ | | | | 6BHCem<br>Japanese<br>Aberdeen<br>British | C.2Cy.17"&34"–24"<br>50RH<br>Hall,Russell&Co.,Abn. | 10 " 9 | | |
| 563 North Briton<br>98426 S.Davey –04 ss Cff.No.2–00<br>MVBC 1 Dk Stl ✠ Web frames ✠ pt Awng dk (Irn) | SteelScSr | 2170<br>1583<br>1410 | ✠100A1<br>pt Awng dk<br>with freeboard<br>6.01 ~~6.02~~ | Cff<br>Npt | r | 1892 Richard-<br>10mo son,Duck&Co<br>Stockton | Gibbs&Lee | 282·0 37·5 17·3<br>P27'Q86'<br>pt Awng dk169'<br>WB = Cell DB238' | | | | Cardiff<br>British<br>5BHCem<br>445t.APT21t | T.3Cy.21",35"&57"–39" (s)<br>160lb 80lb 201NH<br>2SB.5tf,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 20 " 4<br>s 7 " 11½ | | N5,04 |
| | | | ~~MS6,00~~ ~~BS~~ | | | | | | | | | | | | | |

| Nom du Navire. Maisons. Chantiers. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Numéros des Pontons. | Tonnage Brut | Détails de la Classification. Date. Cotes. | Construct. | Armateurs. | |
|---|---|---|---|---|---|
| **564 North Cape** SteelScSr<br>98546 *N. Cook* –96 (*Trawler*) 1 Dk | 135<br>33 | | 1890 J. Duthie | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |
| **565 North City** SteelScSr<br>94544 *W. Booth* –02 (*Trawler*) 1 Dk | 128<br>23 | | 1890 J. Duthie | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |
| **566 North Coast** SteelScSr<br>98554 *N. Cook* –96 (*Trawler*) 1 Dk | 122<br>26 | | 1890 Hall, | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |
| **567 North Cock** SteelScSp<br>118067 *H. W. Mooney* –05 (*Trgr*) 1 Dk | 149<br>— | +100A– Bkn | 1905 Laird Bros. Ltd | Liverpool Screw Towing & Lighterage Co. | |
| **568 North Flint** SteelScSr<br>95490 *G. Owens* –96 KWJV *Well deck* | 2171<br>1408 | ✠100A1 Grk | 1888 J. Readhead & Co. | H. Roberts & Son | |
| **569 North Fork** WoodScSr<br>130417 *J. Nelson* –02 KFHG 1 Dk | 323<br>244 | | 1888 Bendixen | C. Nelson Co. | |
| **570 North Gwalia** SteelScSr<br>95816 KWRQ *H. Roberts* –01 *Well deck* | 2233<br>1418 | ✠100A1 Shl | 1888 J. Readhead & Co. | H. Roberts & Son | |
| **571 North King** WoodPad<br>96911 *J. Jarrel* 85–92 | 873<br>499 | | 1868 J. A. Cantin Montreal | Lake Ontario & Bay of Quinte Steamb. Co. Ld. | |
| **572 North Land** SteelTwinSc<br>130690 *J. J. Hartman* 97–02 *Elec light* | 4244<br>2340 | | 1894 Globe Iron Works Cleveland O. | Northern S.S. Co. | |
| **573 North Point** SteelScSr<br>113435 SCTM *W. E. Robertson* –00 *Elec light* | 5216<br>3300 | ✠100A1 Lon | 1900 J. L. Thompson & Sons Ltd. Sunderland | Norfolk & N. Amer. Steam Shipg Co. Ld. (Simpson, Spence & Young, Mgrs.) | |
| **574 North Pole** SteelSc<br>94538 *W. H. Cressey* 96–99 (*Trawler*) 1 Dk | 121<br>23 | | 1889 Hall, | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |
| **575 North Sands** SteelScSr<br>106102 PBTN *A. J. Loan* –03 1 Dk (Std.) & Spar dk (Trg.) 3 Str. B; C.E. No. 2–00 | 3528<br>2253 | ✠100A1 Spar D Npt Oil | 1895 J. L. Thompson & Sons Ltd. Sunderland | J. H. Harrowing | |
| **576 North Sea** SteelScSr<br>110181 RHQN *R. McAulay* –04 1 Dk (Std.) & deep framing | 1711<br>1089 | ✠100A1 Shl Loa | 1899 Craig, | Sanders Wake Shipg Co. Ld. (Sanders, Wake & Co. Mgrs.) | |
| **577 North Star** SteelScSr<br>130924 KQVW *A. Bragg* 72–01 3 Dks | 3159<br>1999 | | 1901 Delaware S. & E. B. Co. | Maine S.S. Co. | |
| **578** — SteelSc3MstSr<br>130435 *W. C. Brown* 1 Dk & Spar dk *Elec light Mchy Aft* | 2476<br>1885 | | 1889 Globe Iron Works Cleveland O. | Mutual Transportation Co. | |
| **579** — IronSc3MstSr<br>54699 HPBW *R. Glasper* –05 1 Dk | 602<br>340 | ✠ ✠1 Lth | 1866 Henderson Row Foundry Leith | Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. Mgrs.) | |
| **580 North Tyne** SteelScK<br>1 Dk | 73<br>16 | ✠100A1 Shl *For Sailing particulars* | 1903 J. T. Eltringham & Co. | J. T. Eltringham & Co. | |
| **581 North Wall** SteelTwinScSr<br>Broke 94555 *J. Green* –03 | 931<br>226 | | 1883 R. Duncan & Co. Pembroke Dock | L. & N. W. Rlwy. Co. | |
| **582 North West** SteelTwinSc<br>130661 *G. A. Mitson* 95–96 *Elec light* 2 Dks & Spar dk | 4244<br>2340 | | 1894 Globe Iron Works Cleveland O. | Northern S.S. Co. | |
| **583** — SteelScSr<br>94549 *G. R. Insley* 99–99 (*Trawler*) 1 Dk | 135<br>25 | | 1890 Hall, | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |
| **584 North Wind** SteelSc3MstSr<br>130419 *E. B. Isbell* *Elec light Mchy Aft* 1 Dk & Spar dk | 2476<br>1885 | | 1888 Hall, | Mutual Transportation Co. | |
| **585** SteelScSr<br>*D. Sutherland* –02 (*Trawler*) 1 Dk | | | 1890 Hall, | North Line Steam Fishing Co. Ld. (J. A. Harrow, Mgr.) | |

| Nom du Navire. Maisons. Chantiers. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Numéros des Pontons. | Tonnage Brut | Détails de la Classification. Date. Cotes. | Construct. | Armateurs. | |
|---|---|---|---|---|---|
| **474 Nordjylland** IronScSr<br>*N. Kragh* 1 Dk | 942<br>534 | | | | |
| **475 Nordkap** SteelScSr<br>SHWB *F. Rasmussen* 94–96 1 Dk | 3550<br>2294 | ✠100A1 | | | |
| **476** — SteelScSr<br>JVHP *O. Lind* –98 *Well deck* 1 Dk & 2 Tr. B | 2066<br>1329 | | | | |
| **477 Nordkusten** SteelScSr<br>TFQS *G. E. Tegstrom* –97 1 Dk | 482<br>257 | | | | |
| **478 Nordkyn** SteelScSr<br>JTVB *A. Bee* 1 Dk (Std.) & Spar dk for 3 Web Frames | 3244<br>2104 | ✠100A1 Spar D | | | |
| **479** — WoodScSr<br>JQLT *A. Handelsmei* 1 Dk & 2 Tr. B | 268<br>157 | | | | |
| **480 Nordland** SteelScSr<br>NJCF *G. C. Petersen* 1 Dk & Awng dk | 1650<br>1042 | | | | |
| **481** — SteelScSr<br>JTDW *M. Isaksen* 90–97 1 Dk & Awng dk | 725<br>444 | | | | |
| **482 Nordlyset** IronScSr<br>JQHL *F. Brock* 98–98 ✠Bgn. No. 3–5, S. ✠Bgn. No. 1 '99 1 Dk & 2 Tr. B | 474<br>387<br>277 | | | | |
| **483 Nordmore** SteelScSr<br>JSCB *A. Bothner* 95–03 1 Dk | 180<br>120<br>96 | | | | |
| **484 Nordpol** SteelScSr<br>JVTM *H. Stub* 96–98 ✠C.E. No. 1–04 2 Dks (Std.) & deep framing | 3715<br>3498<br>2428 | ✠100A1 Nwc Oil | | | |
| **485** — IronScSr<br>NSCW *O. Gundersen* 1 Dk & Spar dk 1830 B. | 1427<br>957 | | | | |
| **486 Nordre Elf** SteelScSr<br>3301 JKBN *A. F. Knape* 04–04 1 Dk | 142<br>95<br>95 | | | | |
| **487 Nordsee** SteelScSr<br>NGQR *M. Nissen* | 366<br>— 262 | | | | |
| **488** — SteelScSr<br>LGCS *F. Wichmann* –03 (*Trawler*) | 151<br>138<br>32 | | | | |
| **489** — SteelPad<br>LMGV *P. Christiansen* –01 1 Dk | 108<br>91<br>61 | | | | |
| **490 Nordsjö** IronScSp<br>HQMC *E. Engebrethsen* 1 Dk | 184<br>107 | | | | |
| **491 Nordsoen** SteelScSr<br>NLGS *C. N. Gram* 1 Dk | 1055<br>796<br>665 | | | | |
| **492** — SteelScSr<br>*F. Cold* –98 1 Dk | 125<br>108<br>39 | | | | |
| **493 Nordstern** SteelSc<br>QHFT *G. Welin* –03 (*Trawler*) 1 Dk | 261<br>223<br>97 | | | | |
| **494** — IronScSr<br>HJBL *W. Ch. Maas* 1 Dk | 149<br>138<br>73 | | | | |
| **495 Nordstjernan** SteelScSr<br>3453 JKPS *J. N. Hogvall* –99 1 Dk | 1204<br>1013<br>847 | | | | |
| **496** — IronScSr<br>1382 HMGF *Theft* 1 Dk & Shelter D. | 575<br>— 498 | | | | |
| **497** — IronScSr<br>2330 JFHC *G. Sundelöw* –02 1 Dk | 107<br>73<br>71 | | | | |

| Material, Rig, &c. / No. of Decks, &c. | Gross / Under deck / Net | Character | Port | Built: When / By Whom / Where | Owners | Length | Breadth | Depth | Dimensions / Deck Erections | Port of Registry / Flag | Engines | Moulded depth / Freeboard | 15 | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SteelScS / 2trB&deep framing / Shelter dk(Irn) | 3552 / 2475 | ✠100A1 Shelter / 6,01 | Npt Cff w | 1902 3mo Richardsn, Duck&Co. Stockton / Lloyd's A&CP | NorthamS.S.Co.Ld (W.J.Tatem&Co.) WB=CellDBa | 340·0 | 48·1 | 25·9 | FF 108' uE&B40' f150 | Cardiff British 5BHCem 944tDT 25 | T.3Cy.26",42½"&69½"–45" 160lb 90lb 349NH 2SB,6cf,GS128,HS5620 Blair&Co Ld,Stockton 510tFPT180t,APT138t | 28 " 4 / s 4 " 1½ | | 6,01 |
| SteelScS: ssShl.No.2–01 / 1Dk(Irn)&Web frames | 1356 / 1010 / 843 | ✠100A1 6,01 / BS6,01 | Shl o | 1893 11mo S.P. Austin &Son Sunderland A&CP | J.Thompson (J.Fenwick&Son, Mgrs.) WB=DBa62' f94' | 240·0 | 36·1 | 14·8 | P26'Q59'B44'F27 uE&B32' 410t FT 7 | Newcastle British 4BHCem 29tAPT29t | T.3Cy.19",31"&51"–33" 160lb 90lb 155NH 1SB,4pf,GS60,HS2420 W. Allan&Co.,Sunderland | 17 " 7 / s 1 " 11 | | 6,01 |
| SteelScSr / 1Dk&Spar dk / fitted for liquid fuel | 2157 / — / 1496 | | | 1901 Chicago S.B.Co Chicago | Northwestern S.S Co. | 242·0 | 42·2 | 23·2 | | Fairport Utd.States WB | T.3Cy.20",33"&54"–40" 184NHP ChicagoS.B.Co | | V | |
| IronScSr / ssGms.No.3–6,98 / ssGms.No.1–02 / 1Dk(Irn-ws)2trB | 843 / 700 / 414 | ✠100A1 11,01 / 11,01 | Gms n | 1886 5mo C.S.Swan& Hunter Newcastle A&CP | GreatCentralRly. | 230·0 | 30·1 | 14·6 | P43'B76'F36' ptNDS02 BK8" WB=Cell DB 44' f 91' 115t | Grimsby British 5BHCem | T.3Cy.22½",35"&57"–39" (s) 150lb 70lb 210NH 2SB,6cf,GS60,HS3400 WallsndSlpwyC(Ld),Nwc | 16 " 11 / s 8 " 2½ | BT till 11,05 | N10,08 |
| SteelSc3MstSr / 1Dk&Spar dk | 2476 / — / 1885 | | | 1888 GlobeIron WorksCo. Cleveland,O. | MutualTrans-portationCo. | 299·5 | 40·8 | 21·6 | H—F36' | Buffalo Utd.States WB | T.3Cy.24",38"&61"–42" 241NH GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr / 1Dk&Spar dk | 2476 / — / 1885 | | | 1888 GlobeIron WorksCo. Cleveland,O. | MutualTrans-portationCo. | 299·5 | 40·8 | 21·6 | H—F36' | Buffalo Utd.States WB | T.3Cy.24",38"&61"–42" 241NH GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr / 1Dk&Spar dk | 2476 / — / 1885 | | | 1888 GlobeIron WorksCo. Cleveland,O. | MutualTrans-portationCo. | 299·5 | 40·8 | 21·6 | H—F36' | Buffalo Utd.States WB | T.3Cy.24",38"&61"–42" 241NHP GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr / 1Dk&Spar dk | 2476 / — / 1885 | | | 1889 GlobeIron WorksCo. Cleveland,O. | MutualTrans-portationCo. | 299·5 | 40·8 | 21·6 | H—F36' | Buffalo Utd.States WB | T.3Cy.24",38"&61"–42" 241NHP GlobeIrnWksCo.,Clevelnd | | S | |
| SteelScSr / Owen03-04 / (Stl)&deep framing | 2099 / 1938 / 1329 | ✠100A1 10,01 / LMC | Cff s | 1901 5mo TyneI.S.B. Co.Ld. Newcastle A&CP | FieldLine(Cardiff) Ld. (E.Jones&Co. Mgrs.) WB=CellDB | 288·5 | 43·0 | 18·9 | P27'B73'F30' FK a&uE110' f122' 551t | London British 5BHCem APT39t | T.3Cy.21",35"&57"–39" (s) 160lb 80lb 210NH 2SB,6pf,GS104,HS3300 N.E.MarineEng.CoLdNwc | 21 " 3 / s 3 " 4 | | 11,01 |
| SteelScSr / ssCff.No.1–04 / 2trB&deep framing / 3Dk rule | 2776 / 2557 / 1769 | ✠100A1 2,05 / LMC 10,04 | Cff l | 1900 1mo W.Gray& Co.Ld WHartlepool A&CP | NorthlandsS.S.Co. Ld.(Jones,Hallett &Co.) WB=CellDBa | 318·0 | 46·1 | 21·1 | P27'B70'F31' FK &uE128' f132' 684t | Cardiff British 5BHCem APT38t | T.3Cy.23",36½"&62"–39" (s) 160lb 80lb 242NH 2SB,6rf,GS96,HS3660 Cen.Mar.Eng.Wrks.WHpl | 23 " 6 / s 4 " 2 | | 3,04 |
| SteelScSr / 1Dk&Spar dk / fitted for liquid fuel | 2210 / — / 1306 | | | 1901 Chicago S.B.Co. Chicago | Northwestern S.S.Co. | 242·0 | 42·2 | 23·2 | | Cleveland Utd.States WB | T.3Cy.20",33"&54"–40" 184NHP ChicagoS.B.Co. | | V | |
| SteelScSr / 1Dk&Spar dk / fitted for liquid fuel | 2208 / — / 1297 | | | 1901 Chicago S.B.Co Chicago | Northwestern S.S.Co. | 242·0 | 42·2 | 23·2 | | Cleveland Utd.States WB | T.3Cy.20",33"&54"–40" 184NH ChicagoS.B.Co. | | V | |
| SteelTwinScSr / 1Dk | 1255 / 975 / 519 | | | 1891 Wigham Richrdsn&Co Newcastle | Charlottetown S.N.Co.Ld. | 220·0 | 33·1 | 20·4 | H171' | Charlotwn British | T.6Cy.17½",27½"&46"–33" 243NHP WighmRchardsn&Co.Nwc | | V | |
| SteelSc | 993 / — / 675 | | | 1900 Neafie& LevyCo. Philadelphia | WeemsS.S.Co. | 190·0 | 41·0 | 11·0 | | Baltimore Utd.States | T.3Cy. | | | |
| IronPad / 1Dk | 230 / 197 / 86 | | | 1895 Wood, Skinner&Co Newcastle | TyneImprovement Commissioners | 110·0 | 26·1 | 8·7 | H33t | N.Shields British | L.2Cy.30"–48" 60RH Baird&Barnsley,N Shields | | BT till 4,05 | |
| SteelScSr / ssCff.No.3–8,00 / (Stl)&Webframes | 2009 / 1509 / 1243 | ✠100A1 7,04 2,04 / MS8,00 BS5,02 / LMC 7,04 | Hul Off r | 1888 8mo J.L.Thmp-son&Sons Sunderland A&CP | InternationalLine S.S.Co.Ld. (C.Marwood Mgr.) WB=Cell D B212' 379t | 284·0 | 38·1 | 18·2 | P29'Q74'B126'F26' Irp00 FK | Whitby British 6BHCem APT22t | T.3Cy.21",35"&57"–39" (s) 160lb 90lb NDB00 201NH 2SB,4rf,GS74,HS2991 Blair&Co.(Lim.),Stockton | 20 " 9 / s 1 " 9½ | | ~~2,04~~ 7,04 |
| IronSc3MstSr / 1Dk2trB | 872 / 748 / 529 | | ... | 1869 Palmers' Co. Newcastle | W.Cory&Son,Ld. | 221·0 | 28·1 | 17·4 | Q70tF56t BK7" | London British WB | C.2Cy.25"&50"–33" NB99 116NH Palmers'Co.,Newcastle | 18 " 6 / s 3 " 0½ | | |
| SteelScSr / Ply.No.3–8,03 / 1Dk(Irn) | 100 / 85 / — | ✠100A1 For Towing purposes 7,04 | Ply | 1894 12mo Montrose S.B.&E.CoLd Montrose A&CP | SirJ.Jackson,Ld. | 85·0 | 18·2 | 8·2 | B15' BK6" WB=FPT 6t | London British 4BHCem APT6t | C.2Cy.15"&32"–24" (s) 130lb 53RHP 1SB,2pf,GS33,HS953 Hall-Brwn,Buttery&C,Gls | 8 " 6 | | ~~8,03~~ 7,04 |
| SteelScSr / Shl.No.1–02 / (Irn&pt Stl)2trB / framing3 Dkrule | 2472 / 2304 / 1552 | ✠100A1 with freeboard 3,05 3,04 / BS12,0 LMC | Nwc Shl l | 1897 5mo J Readhead &Sons South Shields A&CP | NorthvilleS.S.Co. Ld. (Balls& Stansfield) WB=CellDBa94' | 304·3 | 44·0 | 20·7 | P20'B80'F37' FK uE&B40' f122' 657t | N.Shields British 5BHCem APT22t | T.3Cy.23",37½"&61½"–39" 160lb 80lb (r) 240NH 2SB,6rf,GS84,HS3676 J.Readhead&Sons,S.Shl. | 23 " 1 / ~~s 4 " 3~~ / s 3 " 10½ | | N3,04 |
| IronScK / Hul.No.1–03 / 1Dk | 180 / 168 / 67 | ✠100A1 Stm Trawler 2,05 / LMC | Hul | 1899 4mo Cook,Wel-t'n&Gemmell Hull / Lloyd's A&CP | S.T.White &Co.Ld. | 110·2 | 21·0 | 11·3 | Q20' BK7½" WB=DB f17' 14t | Hull British 3BHCem | T.3Cy.11¾",20"&32"–23" (s) 180lb 55RHP 1SB,2rf,GS29,HS975 Tindall&Co.Hull | 12 " 1 | | 6,03 |
| SteelScSr / 1Dk&Spar dk / fitted for liquid fuel | 2207 / — / 1299 | | | 1901 Chicago S.B.Co. Chicago | Northwestern S.S.Co. | 242·0 | 42·2 | 23·2 | | Cleveland Utd.States WB | T.3Cy.20",33"&54"–40" 184NHP ChicagoS.B.Co. | | V | |

NOR LLOYD'S REGISTER. NAVIRES A VA

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Construit. | Armateurs | Machine. |
|---|---|---|---|---|---|---|
| 474 | **Nordjylland** — IronScSr | 942 | | | | |
| NVKC | *N.Kragh* — 1 *Dk*( *Awngdk* | 587 | | | | |
| 475 | **Nordkap** — SteelScSr | 3550 | ✠100A | | | |
| NHWB | *F.Rasmussen94–96* *ss*Nwc.No.1–00 — 1 *Dk*( *Stl*)&*Spar dk*( *Irn*)*Btr fd* | 2204 | | | | |
| 476 | — — SteelScSr | 2066 | | | | |
| JVHP | *O.Lind* –98 — *Well deck* — 1 *Dk*(*2tr fd* | 1320 | | | | |
| 477 | **Nordkusten** — SteelScSr | 482 | | | | |
| TFQG | *G.E.Tegström* –92 — 1 *Dk* | 257 / 342 | | | | |
| 478 | **Nordkyn** — SteelScSr | 3244 | ✠100A1 | | | |
| JTVR | *Beer* — *ss*Bly.No.2–03 — 1 *Dk*( *Stl*)&*Spar dk*( *Irn*)&*Web frames* | 3085 / 2104 | *Spar dk* | | | |
| 479 | — — WoodScSr | 268 | | | | |
| JQLI | *A.Haudeland* — 1 *Dk*(*2tr fd* | 197 / 157 | | | | |
| 480 | **Nordland** — SteelScSr | 1650 | | | | |
| NJCF | *G.C.Petersen* — 1 *Dk*( *Awng dk* | 1072 / 1042 | | | | |
| 481 | — — SteelScSr | 725 | | | | |
| JTCW | *M.Isaksen90–97* — 1 *Dk*( *Awng dk* | 695 / 444 | | | | |
| 482 | **Nordlyset** — IronScSr | 474 | | | | |
| JQHL | *F.Brock98–98* *ss*Bgn.No.3–5,8( *ss*Bgn.No.1–89 — 1 *Dk*(*2tr fd* | 387 / 277 | | | | |
| 483 | **Nordmøre** — SteelScSr | 180 | | | | |
| JSCR | *A.Bothner95–03* — 1 *Dk* | 120 / 96 | | | | |
| 484 | **Nordpol** — SteelScSr | 3715 | ✠100A1 | | | |
| JVTM | *H.Stolte96–98* *ss*Cff.No.1–01 — 2 *Dks*( *Stl*)&*deep framing* | 3428 / 2428 | | | | |
| 485 | — — IronScSr | 1427 | | | | |
| NSOW | *O.Gundersen* — 1 *Dk*( *Spar dk*&*tr fd* | 957 / 890 | | | | |
| 486 | **Nordre Elf** — SteelScSr | 142 | | | | |
| JKBN | 3301 *A.F.Knape04–04* — 1 *Dk* | 95 / 95 | | | | |
| 487 | **Nordsee** — SteelScSr | 366 | | | | |
| NGQR | *M.Nissen* | — / 282 | | | | |
| 488 | — — SteelScSr | 151 | | | | |
| LGCN | *F.Wichmann* –03 (*Trawler*) | 138 / 32 | | | | |
| 489 | — — SteelPad | 108 | | | | |
| LMGV | *P.Christiansen* –01 — 1 *Dk* | 91 / 61 | | | | |
| 490 | **Nordsjö** — IronScSp | 184 | | | | |
| HQMC | *E.Engebrethsen* — 1 *Dk* | 67 / 107 | | | | |
| 491 | **Nordsoen** — SteelScSr | 1055 | | | | |
| NLGS | *C.N.Gram* — 1 *Dk* | 790 / 665 | | | | |
| 492 | — — SteelScSr | 125 | | | | |
| | *F.Cold* –98 — 1 *Dk* | 108 / 89 | | | | |
| 493 | **Nordstern** — SteelSc | 261 | | | | |
| QHPT | *G.Wellin* –03 (*Trawler*) — 1 *Dk* | 223 / 97 | | | | |
| 494 | — — IronScSr | 142 | | | | |
| HJBL | *W.Ch.Maas* — 1 *Dk* | 136 / 73 | | | | |
| 495 | **Nordstjernan** — SteelScSr | 1204 | | | | |
| JKPG | 3463 *J.N.Haigwall* –99 — 1 *Dk* | 1037 / 647 | | | | |
| 496 | — — IronScSr | 575 | | | | |
| HMGF | 1332 *Thoft* — 1 *Dk*( *Shelter D* | — / 496 | | | | |
| 497 | — — IronScSr | 107 | | | | |
| JFHC | 3810 *G.Sandelin* –02 — 1 *Dk* | 73 / 71 | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Construit. | Armateurs | Machine. |
|---|---|---|---|---|---|---|
| 564 | **North Cape** — SteelScSr | 138 | | | | |
| 98546 | *N.Cook* –00 (*Trawler*) — 1 *Dk* | 33 | | | | |
| 565 | **North City** — SteelScSr | 128 | | | | |
| 94544 | *W.Booth* –02 (*Trawler*) — 1 *Dk* | 23 | | | | |
| 566 | **North Coast** — SteelScSr | 122 | | | | |
| | *N.Cook* –96 (*Trawler*) — 1 *Dk* | 26 | | | | |
| 567 | **North Cock** — SteelScSp | 149 | ✠100A– | Bkn | | |
| 118667 | *H.W.Mooney* –03 (*Tug*) — 1 *Dk* | 140 | | | | |
| 568 | **North Flint** — SteelScSr | 2171 | ✠100A1 | Grk | | *s* |
| 95499 | *G.Owens* –96 *ss*Shl.No.8–8,01 — 1 *Dk*( *Irn*)*2tr fd* | 1718 | 7,01 | Shp | | |
| KWJV | *Well deck* *Inner bottom pt Irn* | 1408 | | | | |
| 569 | **North Fork** — WoodScSr | 323 | | | | |
| 130417 | *J.Nelson* –02 | — | | | | |
| KFHG | 1 *Dk* | 244 | | | | |
| 570 | **North Gwalia** — SteelScSr | 2233 | ✠100A1 | Shl | | *s* |
| 95516 | *ss*Shl.No.8–7,01 | 1716 | 12/ | | | |
| KWRQ | *H.Roberts* –04 — 1 *Dk*( *Irn*)*2tr fd* | 1418 | | | | |
| | *Well deck* *Inner bottom pt Irn* | | | | | |
| 571 | **North King** — WoodPad | 873 | | | | |
| 96911 | *J.Jarrel85–92* | 697 / 499 | | | | |
| 572 | **North Land** — SteelTwinSc | 4244 | | | | |
| 130690 | *J.J.Hartman97–02* — 2 *Dks*&*Spar dk* | — | | | | |
| | *Elec.light* | 2340 | | | | |
| 573 | **North Point** — SteelScSr | 5216 | ✠100A1 | Lon | | *y* |
| 113438 | *W.E.Robertson* –00 *ss*Lon.No.1–01 | 4702 | | | | |
| SCTM | 2 *Dks*( *Stl*)*3tr B&Web frames,* | 3300 | | | | |
| | *Elec.light* *lower dk fore hold* | | | | | |
| 574 | **North Pole** — SteelSc | 121 | | | | |
| 94538 | *W.H.Cressy96–99* (*Trawler*) — 1 *Dk* | 111 / 23 | | | | |
| 575 | **North Sands** — SteelScSr | 3526 | ✠100A1 | Npt | | *w* |
| 106102 | *A.J.Lona* –03 | 3265 | *Spar dk* | Cff | | |
| PBTN | *Dk*( *Stl*)&*Spar dk*( *Irn*)*Btr B* — *ss*Cff.No.2–05 | 2253 | | | | |
| 576 | **North Sea** — SteelScSr | 1711 | ✠100A1 | Sld | | *r* |
| 110181 | *R.McAulay* –04 *ss*Shl.No.1–03 | 1599 | 9,01 | Lon. | | |
| RHQN | 1 *Dk*( *Stl*)&*deep framing* | 1089 | | | | |
| 577 | **North Star** — SteelScSr | 3159 | | | | |
| 130924 | *A.Bragg72–01* | — | | | | |
| KQVW | 3 *Dks* | 1999 | | | | |
| 578 | — — SteelSc3MstSr | 2476 | | | | |
| 130435 | *W.C.Brown* — *Elec light* *Mchy.Aft* — 1 *Dk*&*Spar dk* | — / 1885 | | | | |
| 579 | — — IronSc3MstSr | 60 | ✠ | | | |
| 54699 | *R.Glasper* –03 *ss*Lth.No.3–4,93 | 340 | | | | |
| HPBW | *ss*Lth.No.2–01 — 1 *Dk* | | | | | |
| 580 | **North Tyne** — SteelScK | 79 | ✠100A1 | Shl | | |
| | — 1 *Dk* | 16 | | | | |
| 581 | **North Wall** — SteelTwinScSr | 931 | | | | |
| | *Green* –83 | 226 | | | | |
| 582 | **North West** — SteelTwinSc | 4244 | | | | |
| 130661 | *G.A.Minart96–96* — *Elec.light* — 2 *Dks*( *Spar dk* | — / 2340 | | | | |
| 583 | — — SteelScSr | 123 | | | | |
| 94549 | *G.R.Beasley99–99* (*Trawler*) — 1 *Dk* | 25 | | | | |
| 584 | **North Wind** — SteelSc3MstSr | 2476 | | | | |
| 130419 | *E.B.Blair* — *Elec light* *Mchy.Aft* — 1 *Dk*&*Spar dk* | — / 1885 | | | | |
| 585 | — — SteelScSr | 1 | | | | |
| 98551 | *D.Sutherland* –02 (*Trawler*) — 1 *Dk* | 111 / 25 | | | | |

| Armateurs | Machine. | |
|---|---|---|
| NorthLineSteam FishingCo.Ltd. (J. A.Harrow, *Mgr.*) | 1890 | J.Duthie Sons&Co. Aberdeen |
| NorthLineSteam FishingCo.Ltd. (J. A.Harrow, *Mgr.*) | 1890 | J.Duthie Sons&Co. Aberdeen |
| NorthLineSteam FishingCo.Ld. (J. A.Harrow, *Mgr.*) | 1890 | Hall, Russell&Co. Aberdeen |
| LiverpoolScrew Tow.&LighterageCo. | 1903 | Laird Bros. Ltd. Birkenhead |
| H.Roberts&Son | 1888 | J.Readhead &Co. S.Shields |
| C.NelsonCo. | 1888 | Bendixen Fairhaven |
| H.Roberts&Son | 1888 | J.Readhead &Co. SouthShields |
| LakeOntario&Bay of QuinteSteambt. Co.Ld. | 1868 | J.A.Cantin Montreal |
| NorthernS.S.Co. | 1894 | Globe Iron WorksCo. Cleveland O |
| Norfolk&N.American S.Shpg Co.Ltd (Simpson,Spence &Young, *Mgrs.*) | 1900 | J.L.Thompson&Sons Ltd Sunderland |
| NorthLineSteam FishingCo.Ld. (J. A.Harrow, *Mgr.*) | 1889 | Hall, Russell&Co. Aberdeen |
| J.H.Harrowing | 1895 | J.L.Thompson&Sons,Ld. Sunderland |
| SandersWake Shpg.Co.Ld. (Sanders,Wake& Co. *Mgrs.*) | 1899 | Craig, Taylor&Co. Stockton |
| MaineS.S.Co. | 1901 | Delaware S.&E.B.Co. Chester |
| MutualTransportationCo. | 1889 | Globe Iron WorksCo. Cleveland,O |
| Leith,Hull&Ham. Stm.Pkt.Co.Ld (J. Currie&Co. *Mgrs.*) | 1866 | Henderson Coulborn&Co. Renfrew |
| J.T.Eltringham& Co. | 1903 | J.T.Eltringham &Co. |
| H.&N.W.Rlwy.Co. | 1883 | R.Duncan &Co. PortGlasgow |
| NorthernS.S.Co. | 1894 | Globe Iron WorksCo. Cleveland,O |
| NorthLineSteam FishingCo.Ld. (J. A.Harrow, *Mgr.*) | 1890 | Hall, Russell&Co. Aberdeen |
| MutualTransportationCo. | 1888 | Globe Iron WorksCo. Cleveland,O |
| NorthLineSteam FishingCo.Ld. (J. A.Harrow, *Mgr.*) | 1890 | Hall, Russell&Co. Aberdeen |

| Dimensions (fragment) | Port d'Armement / Pavillon | Machines (fragment) |
|---|---|---|
| 10·4 | Aberdeen<br>British<br>BK6½ | C.2Cy.17"&34"<br>BlaikieBros |
| 10·3 | Aberdeen<br>British<br>BK6½ | C.2Cy.15½"&..<br>BlaikieBros |
| 5 10·1 | Aberdeen<br>British<br>BK6½" | C.2Cy.15½"&..<br>Hall,Russell |
| 11·5 | Liverpool<br>British<br>4BHCem<br>BK7½ | C.2Cy.19"&42"<br>140lb<br>1SB,3cf,GS5..<br>LairdBros.L.. |
| ·0 18·8<br>118'<br>BK19"<br>lDB250' | London<br>British<br>6BHCem<br>600tAPT41t | T.3Cy.22",3..<br>160lb 70lb<br>2SB,3cf&3rf..<br>J.Readhead |
| ·7 10·5 | S.Frncisco<br>Utd.States | C.2Cy.16"&..<br>W.Deacon,S.. |
| ·0 18·8<br>B118'<br>BK10"<br>B250' 500t | London<br>British<br>6BHCem<br>APT40t | T.3Cy.22",3..<br>160lb 100lb<br>2SB,6rf,GS1..<br>J.Readheadd |
| 3·0 10·0<br>built91 | Kingston,<br>Ont.<br>British | 1Cy.36"-120"<br>Reblt91,Kin..<br>Fndry.Co.,Ki.. |
| 4·0 23·2 | Duluth,<br>Minn.<br>WB Utd. States | Q.8Cy.25",36..<br>GlbeIrnWk.. |
| 51·0 27·7<br>F320' | Liverpool<br>British<br>FK 5BHCem | T.3Cy.25",4..<br>200lb<br>3SB,6cf,GS..<br>J.Dickinson<br>1028tDT&.. |
| CellDBa123' uE29' f158'<br>19·6 10·1 | Aberdeen<br>British<br>BK6½ | C.2Cy.17"&..<br>Hall,Russell |
| 44·1 18·2<br>76'F40' 26·0<br>122'f144'613t | Whitby<br>British<br>FK 6BHCem<br>APT45t | T.3Cy.24½"<br>160lb 160lb<br>2SB,8pf,GS..<br>J.Dickinson |
| 40·7 19·4<br>368'F30' | London<br>British<br>FK 4BHCem | T.3Cy.21"<br>160lb 90lb<br>2SB,6cf,GS..<br>T.Richards.. |
| WB=CellDB a82' uE20' f | | 100'395t FP..<br>&c12pt |
| 8 46·0 17·5 | Portland,<br>Me.<br>Utd.States | T.3Cy.28"..<br>Delaware.. |
| ·5 40·8 21·6<br>F36' | Buffalo<br>Utd.States<br>WB | T.3Cy.24"..<br>GlobeIrn.. |
| 2·5 26·2 15·3<br>B36'F29' | Leith<br>British<br>BK7" 5BHCem | C.2Cy.27"..<br>65lb 50lb<br>1SB,3cf,G..<br>R.Napier.. |
| 0·0 18·1 8·5 | S.Shields<br>British<br>BK6" 3BHCem | C.2Cy.10..<br>125lb<br>1SB,2pf..<br>ShieldsE.. |
| 00·2 33·1 12·1<br>22t | Dublin<br>British | C.4Cy.2..<br>Rankin.. |
| 58·5 44·0 23·2 | Duluth,<br>Minn.<br>WB Utd. States | Q.8Cy.2..<br>GlobeIr.. |
| 95·2 19·7 10·1 | Aberdeen<br>British<br>BK6½" | C.2Cy.1..<br>Hall,Ru.. |
| 299·5 40·8 21·6<br>H—F36' | Buffalo<br>Utd.States<br>WB | T.3Cy.2..<br>Globel.. |
| 95·3 19·6 10·1 | Aberdeen<br>British<br>BK6½" | C.2Cy..<br>Hall,R.. |

| Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Regist'd Tonnage: Gross / Under Deck / Net | Character (✠ for Special Survey; Date of last Survey) | Port of Survey | | Built: When / Engines | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c. (Length, Breadth, Depth) | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke; Boiler Pressure; NHP=Horse power by Society's formula; RHP=power by Ship's Register; Particulars of Boilers & Furnaces; Engine Maker's Name) | Moulded depth / Freeboard amidships ft. in. | | Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SteelScSr<br>12ft B&deep framing & Shelter dk(Irn | [illegible]<br>3552<br>2475 | ✠100A1<br>Shelterdk<br>6,01<br>✠LMC..02 | Npt<br>Cff | w | 1902<br>3mo<br>Lloyd's A&CP | Richardsn,<br>Duck&Co.<br>Stockton | NorthamSS.Co.Ld.<br>(W.J.Tatem&Co.)<br>WB=CellDBa108' uE&B40' F150' | 340·0 48·1 25·9<br>FF<br>944tDT f25'<br>510t FP... 80t APT138t | Cardiff<br>British<br>6BHCem | T.3Cy.26",42½"&69½"-45"(s)<br>160lb 90lb 349NHP<br>2SB,6cf,GS128,HS5620<br>Blair&Co Ld Stockton | 28' 4"<br>s 4 1½ | | 6,01 |
| SteelScSr<br>-01 ssShl.No.2-01<br>1Dk(Irn)&Webframes | 1357<br>1010<br>843 | ✠100A1<br>6,04<br>BS6,01<br>✠LMC6,01 | Shl | | 1893<br>11mo | S.P. Austin<br>&Son<br>Sunderland<br>A&CP | J.Thompson<br>(J.Fenwick&Son,<br>Mgrs.)<br>WB=DBa62' f94' & | 240·0 36·1 14·8<br>P28' Q59' B44' F27'<br>uE&B32' 410t FPT | Newcastle<br>British<br>4BHCem<br>29tAPT29t | T.3Cy.19",31"&51"-33"<br>160lb 90lb 155NHP<br>1SB,4pf,GS60,HS2420<br>W.Allan&Co.,Sunderland | 17' 7"<br>s 1 1 | | 6,01 |
| SteelScSr<br>1Dk&Spar dk<br>fitted for liquid fuel | 2157<br>—<br>1496 | | | | 1901 | Chicago<br>S.B.Co<br>Chicago | Northwestern<br>S.S Co. | 242·0 42·2 23·2 | Fairport<br>Utd States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>ChicagoS.B.Co | | V | |
| IronScSr<br>ssGms.No.3-6,98<br>ssGms.No.1-02<br>1Dk(Irn-ws)2trB | 843<br>700<br>414 | ✠100A1<br>11,01<br>BS11,04<br>✠LMC9,02 | Gms | n | 1886<br>5mo | C.S.Swan&<br>Hunter<br>Newcastle<br>A&CP | GreatCentralRly. | 230·0 30·1 14·6<br>P43 B76' F36'<br>ptNDS02 BK8"<br>WB=Cell DB 44' f91' 115t | Grimsby<br>British<br>5BHCem | T.3Cy.22½",35"&57"-39"(s)<br>150lb 70lb 210NHP<br>2SB,6cf,GS60,HS3400<br>WallsndSlpwyC(Ld),Nwc | 16' 11"<br>s 2 2 | BT till 11,0? | N10,0? |
| SteelSc3MstSr<br>1Dk&Spar dk | 2476<br>—<br>1885 | | | | 1888 | GlobeIron<br>WorksCo.<br>Cleveland,O. | MutualTrans-<br>portationCo. | 299·5 40·8 21·6<br>H—F36' | Buffalo<br>Utd. States<br>WB | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr<br>1Dk&Spar dk | 2476<br>—<br>1885 | | | | 1888 | GlobeIron<br>WorksCo.<br>Cleveland,O. | MutualTrans-<br>portationCo. | 299·5 40·8 21·6<br>H—F36' | Buffalo<br>Utd. States<br>WB | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr<br>1Dk&Spar dk | 2476<br>—<br>1885 | | | | 1888 | GlobeIron<br>WorksCo.<br>Cleveland.O | MutualTrans-<br>portationCo. | 299·5 40·8 21·6<br>H—F36' | Buffalo<br>Utd. States<br>WB | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | S | |
| SteelSc3MstSr<br>1Dk&Spar dk | 2476<br>—<br>1885 | | | | 1889 | GlobeIron<br>WorksCo.<br>Cleveland.O. | MutualTrans-<br>portationCo. | 299·5 40·8 21·6<br>H—F36' | Buffalo<br>Utd. States<br>WB | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | S | |
| SteelScSr<br>Owen03-04<br>ptStl)&deepframing | 2099<br>1938<br>1329 | ✠100A1<br>10,04 ~~12,00~~<br>✠LMC.. | Cff | s | 1901<br>5mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>A&CP | FieldLine(Cardiff)<br>Ld. (E.Jones&Co.<br>Mgrs.)<br>WB=CellDB a&uE110' f122' 551t | 288·5 43·0 18·9<br>P27' B73' F30'<br>FK | London<br>British<br>5BHCem<br>APT39t | T.3Cy.21",35"&57"-39"(s)<br>160lb 80lb 210NHP<br>2SB,6pf,GS104,HS3300<br>N.E.MarineEng.CoLdNwc | 21' 3"<br>s 3 4 | | 11,01 |
| SteelScSr<br>ssCff.No.1-04<br>2trB&deep framing<br>3Dk rule | 2776<br>2557<br>1769 | ✠100A1<br>2,05 ~~04~~<br>✠LMC..04 | Cff | t | 1900<br>1mo | W.Gray&<br>Co.Ld<br>WHartlepool<br>A&CP | NorthlandsS.S.Co.<br>Ld.(Jones,Hallett<br>&Co.)<br>WB=CellDBa &uE128' f132' 684t | 318·0 46·1 21·1<br>P27' B70' F31'<br>FK | Cardiff<br>British<br>5BHCem<br>APT38t | T.3Cy.23",36½"&62"-39"(s)<br>160lb 80lb 242NHP<br>2SB,6rf,GS96,HS3660<br>Cen.Mar.Eng.Wrks.WHpl | 23' 6"<br>s 4 2 | | 3,04 |
| SteelScSr<br>1Dk&Spar dk<br>fitted for liquid fuel | 2210<br>—<br>1306 | | | | 1901 | Chicago<br>S.B.Co.<br>Chicago | Northwestern<br>S.S.Co. | 242·0 42·2 23·2 | Cleveland<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>ChicagoS.B.Co. | | V | |
| SteelScSr<br>1Dk&Spar dk<br>fitted for liquid fuel | 2208<br>—<br>1297 | | | | 1901 | Chicago<br>S.B.Co<br>Chicago | Northwestern<br>S.S.Co. | 242·0 42·2 23·2 | Cleveland<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>ChicagoS.B.Co. | | V | |
| SteelTwinScSr<br>1Dk | 1255<br>976<br>519 | | | | 1891 | Wigham<br>Richrdsn&Co<br>Newcastle | Charlottetown<br>S.N.Co.Ld. | 220·0 33·1 20·4<br>H171' | Charletwn<br>British | T.6Cy.17½",27½"&46"-33"<br>243NHP<br>WighmRchardsn&Co.Nwc | | V | |
| SteelSc | 993<br>—<br>675 | | | | 1900 | Neafie&<br>LevyCo.<br>Philadelphia | WeemsS.S.Co. | 190·0 41·0 11·0 | Baltimore<br>Utd. States | T.3Cy. | | | |
| IronPad<br>1Dk | 230<br>197<br>86 | | | | 1895 | Wood,<br>Skinner&Co.<br>Newcastle | TyneImprovement<br>Commissioners | 110·0 26·1 8·7<br>H33t | N.Shields<br>British | L.2Cy.30"-48"<br>60RHP<br>Baird&Barnsley,N Shields | | BT till 4,05 | |
| SteelScSr<br>ssCff.No.3-8,00<br>(Stl)&Webframes | 2009<br>1509<br>1243 | ✠100A1<br>7,04 ~~2,04~~<br>MS8,00 ✠LMC..<br>BS7,04 | Hul<br>Cff | r | 1888<br>8mo | J.L.Thmp-<br>son&Sons<br>Sunderland<br>A&CP | InternationalLine<br>S.S.Co.Ld.<br>(C.Marwood Mgr.)<br>WB=Cell D B212' 379t | 284·0 38·1 18·2<br>P29' Q74' B126' F26'<br>lrp00 FK | Whitby<br>British<br>6BHCem<br>APT22t | T.3Cy.21",35"&57"-39"(s)<br>160lb 90lb NDB00 201NHP<br>2SB,4rf,GS74,HS2991<br>Blair&Co.(Lim.),Stockton | 20' 9"<br>s 1 9½ | | ~~2,04~~<br>7,04 |
| IronSc3MstSr<br>1Dk2trB | 872<br>743<br>529 | | | ... | 1869 | Palmers'<br>Co.<br>Newcastle | W.Cory&Son,Ld. | 221·0 28·1 17·4<br>Q70t F56t<br>BK7" | London<br>British<br>WB | C.2Cy.25"&50"-33"<br>NB99 116NHP<br>Palmers'Co.,Newcastle | 18' 6"<br>s 3 0½ | | |
| SteelScSr<br>ssPly.No.3-8,03<br>1Dk(Irn) | 100<br>85<br>— | ✠100A1<br>For Towing purposes<br>7,04 ~~8,03~~<br>BS..<br>✠LMC.. | Ply | | 1894<br>12mo | Montrose<br>S.B.&E.CoLd<br>Montrose<br>A&CP | SirJ.Jackson,Ld. | 85·0 18·2 8·2<br>B15'<br>BK6"<br>WB=FPT 6t APT6t | London<br>British<br>4BHCem | C.2Cy.15"&32"-24"(s)<br>130lb 53RHP<br>1SB,2pf,GS33,HS953<br>Hall-Brwn,Buttery&C.Gls | 8' 6" | | ~~8,03~~<br>7,04 |
| SteelScSr<br>ssShl.No.1-02<br>ptIrn&ptStl)2trB<br>framing3Dkrule | 2472<br>2304<br>1552 | ✠100A1<br>withfreeboard<br>3,05 ~~3,04~~<br>BS12.03 ✠LMC1.. | Nwc<br>Shl | l | 1897<br>5mo | J Readhead<br>&Sons<br>South Shields<br>A&CP | NorthvilleS.S.Co.<br>Ld. (Balls&<br>Stansfield)<br>WB=CellDBa94' uE&B40' f122' 657t | 304·3 44·0 20·7<br>P29' B80' F37'<br>FK | N.Shields<br>British<br>5BHCem<br>APT22t | T.3Cy.23",37½"&61½"-39"<br>160lb 80lb -(r) 240NHP<br>2SB,6rf,GS84,HS3676<br>J.Readhead&Sons,S.Shl. | 23' 1"<br>~~4 3~~<br>s 3 10½ | | N3,04 |
| IronScK<br>Hul.No.1-03<br>1Dk | 180<br>168<br>67 | ✠100A1<br>StmTrawler<br>2.05 ~~..~~<br>✠LMC6.03 | Hul | | 1899<br>4mo<br>Lloyd's A&CP | Cook,Wel-<br>t'n&Gemmell<br>Hull | S.T.White&Co.Ld. | 110·2 21·0 11·3<br>Q20'<br>BK7½"<br>WB=DB f17' 14t | Hull<br>British<br>3BHCem | T.3Cy.11¾",20"&32"-23"(s)<br>180lb 55RHP<br>1SB,2rf,GS29,HS975<br>Tindall&Co.Hull | 12' 1" | | 6,03 |
| SteelScSr<br>1Dk&Spar dk<br>fitted for liquid fuel | 2207<br>—<br>1299 | | | | 1901 | Chicago<br>S.B.Co.<br>Chicago | Northwestern<br>S.S.Co. | 242·0 42·2 23·2 | Cleveland<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>ChicagoS.B.Co. | | V | |

| Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ports, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage | Cotes de la Classification. Cote. | Construit. Quand. Où. | Armateurs. | Dimensions en mètres. | Pont. |
|---|---|---|---|---|---|---|
| **564 North Cape** SteelScSr<br>98546 *N. Cook* –00<br>*(Trawler)* 1 *Dk* | 138<br>134<br>33 | ... | 1890 J. Duthie<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 97·0 \| 20·2 \| 10·4<br>29·64 | Aberdeen |
| **565 North City** SteelScSr<br>94514 *W. Smith* –02<br>*(Trawler)* 1 *Dk* | 128<br>115<br>28 | ... | 1890 J. Duthie<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 96·8 \| 19·9 \| 10·3<br>29·54 | Aberdeen |
| **566 North Coast** SteelScSr<br>98550 *N. Cook* –96<br>*(Trawler)* 1 *Dk* | 122<br>111<br>26 | ... | 1890 Hall,<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 95·3 \| 19·6 \| 10·1<br>29·04 | Aberdeen |
| **567 North Cock** SteelScSp<br>113667 *H. W. Mooney* –05<br>*(Tug)* 1 *Dk* | 149<br>145<br>— | ✠100A Bkn<br>12.98 | 1903 Laird Bros.<br>Ltd.<br>Birkenhead | Liverpool Screw Towing & Lighterage Co. | 94·2 \| 22·1 \| 11·3<br>28.65 | Liverpool |
| **568 North Flint** SteelScSr<br>95499 *G. Queen* –96 ss Shl. No. 3–3.01<br>KWJV 1 *Dk. Iron* 20 *B*<br>*Well deck* *Inner bottom plating* | 2171<br>1713<br>1408 | ✠100A1 Grk *s*<br>7.01 | 1885 J. Readhead<br>Hmc. & Co.<br>South Shields | H. Roberts & Son | 220·0 \| 32·0 \| 18·8<br>Lloyd's 100 A1 | London |
| **569 North Fork** WoodScSr<br>130417 *J. Nelson* –02<br>KFHG 1 *Dk* | 323<br>—<br>244 | | 1888 Bendixen<br>Falkenstein | C. Nelson Co. | 157·3 \| 33·7 \| 10·5 | S. Francisco |
| **570 North Gwalia** SteelScSr<br>95516 ~~*F. Williams* –00~~ ss Shl. No. 3–7.01<br>KWRQ *H. Evans* –04 1 *Dk. Iron* 20 *B*<br>*Well deck* *Inner bottom plating* | 2233<br>1718<br>1418 | ✠100A1 Shl *s*<br>12.[illegible] | 1888 J. Readhead<br>Hmc. & Co.<br>South Shields | H. Roberts & Son | 290·0 \| 39·0 \| 18·8<br>Lloyd's 100 A1 | London |
| **571 North King** WoodPad<br>98911 *J. Jarvell* 85–92 | 873<br>692<br>499 | | 1868 J. A. Cantin<br>Montreal | Lake Ontario & Bay of Quinte Steambt. Co. Ltd. | 175·0 \| 28·0 \| 10·0 | Kingston |
| **572 North Land** SteelTwinSc<br>130690 *J. J. Hartman* 97–02 2 *Dks & Spar dk*<br>*Elec light* | 4244<br>—<br>2340 | | 1894 Globe Iron Works Co.<br>Cleveland, O. | Northern S.S. Co. | 358·5 \| 44·0 \| 28·2<br>W.B. | Duluth, Minn |
| **573 North Point** SteelScSr<br>113438 *W. E. Robertson* –00 ss Lgr. No. 1–04<br>SCTM 2 *Dks. Std.* 3*rd B.* *Web frames,*<br>*Elec light* *lower dk fore hold* | 5216<br>4762<br>3300 | ✠100A1 Lgn *g*<br>8.05 | 1900 J. L. Thomp.<br>12mo. & Sons Ltd.<br>Sunderland | Norfolk & N. American S. Shpg Co. Ltd. (Simpson, Spence & Young, *Mgrs.*) | 139·0 \| 51·0 \| 27·7<br>W.B. | Liverpool |
| **574 North Pole** SteelSc<br>94538 *W. H. Cressy* 96–99<br>*(Trawler)* 1 *Dk* | 121<br>111<br>23 | ... | 1889 Hall,<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 95·2 \| 19·6 \| 10·1<br>28.89 | Aberdeen |
| **575 North Sands** SteelScSr<br>106102 *A. J. Lona* –05 ~~ss Shl. No. 1–05~~<br>PBTN *Dk. Std.* 3 *Spar dk* *Iron* 30 *B.*<br>65 *C.2 No. 2–05* | 3526<br>3265<br>2253 | ✠100A1 Npt *w*<br>*Spar dk* *C.2* | 1895 J. L. Thomp-<br>9mo. son & Sons Ltd.<br>Sunderland | H. Harrowing | 345·0 \| 44·1 \| 18·2<br>W.B. | Whitby |
| **576 North Sea** SteelScSr<br>110181 *R. McAulay* –04 ss Shl. No. 1–03<br>RHGN 1 *Dk. (Std.) deep framing* | 1711<br>1529<br>1089 | ✠100A1 Shl *r*<br>9.[illegible] Lgn | 1899 Craig,<br>8mo. Taylor & Co.<br>Stockton | Sanders Wake Shpg. Co. Ltd. (Sanders, Wake & Co. *Mgrs.*) | 269·0 \| 40·7 \| 19·4<br>W.B. | London |
| **577 North Star** SteelScSr<br>130924 *A. Bragg* 72–01<br>KQVW 3 *Dks* | 3159<br>—<br>1999 | | 1901 Delaware S. & E. B. Co.<br>Chester | Maine S.S. Co. | 238·8 \| 46·0 \| 17·5 | Portland, Me. |
| **578** — SteelSc3MstSr<br>130435 *W. C. Brown* 1 *Dk. Spar dk*<br>*Elec light* *Moby Aft* | 2476<br>—<br>1885 | | 1889 Globe Iron Works Co.<br>Cleveland, O. | Mutual Transportation Co. | 299·5 \| 40·8 \| 21·0<br>W—F.W. | Buffalo |
| **579** — IronSc3MstSr<br>54690 *B. Glasper* –03 ss Lth. No. 3–4.93<br>HPBW ss Lth. No. 2–01<br>1 *Dk* | 60[illegible]<br>515[illegible]<br>340 | ✠ ⩓ Lth | 1866 Henderson<br>8mo. Coulborn & Co.<br>Rochester | Leith, Hull & Ham. Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*) | 202·5 \| 26·2 \| 15·8<br>F.W. | Leith |
| **580 North Tyne** SteelScK<br>*Fire fishing purposes*<br>1 *Dk* | 79<br>64<br>16 | ✠100A1 Shl<br>[illegible] | 1903 J. T. Eltring<br>11mo. Eltringham & Co.<br>South Shields | J. T. Eltringham & Co. | 80·0 \| 18·1 \| 8·5 | S. Shields |
| **581 North Wall** SteelTwinScSr<br>Broken 1[illegible] *O'Brien* –83 | 931<br>891<br>226 | ... | 1883 R. Duncan<br>& Co.<br>Port Glasgow | L. & N.W. Rlwy. Co. | 220·2 \| 33·1 \| 12·1<br>F.W. | Dublin |
| **582 North West** SteelTwinSc<br>130661 *G. A. Mercer* 96–96 2 *Dks. Spar dk*<br>*Elec light* | 4244<br>—<br>2340 | | 1894 Globe Iron Works Co.<br>Cleveland, O. | Northern S.S. Co. | 358·5 \| 44·0 \| 28·2<br>W— | Duluth, Minn |
| **583** — SteelScSr<br>94549 *G. R. Beasley* 93–99<br>*(Trawler)* 1 *Dk* | 173<br>141<br>25 | ... | 1890 Hall,<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 95·2 \| 19·7 \| 10·1<br>29·04 | Aberdeen |
| **584 North Wind** SteelSc3MstSr<br>130429 *F. B. Bass* 1 *Dk. Spar dk*<br>*Elec light* *Moby Aft* | 2475<br>—<br>1885 | | 1888 Globe Iron Works Co.<br>Cleveland, O. | Mutual Transportation Co. | 299·5 \| 40·8 \| 21·0<br>W—F.W. | Buffalo |
| **585** — SteelScSr<br>98541 *D. Smith* –02<br>*(Trawler)* 1 *Dk* | 122<br>111<br>26 | ... | 1890 Hall,<br>Russell & Co.<br>Aberdeen | North Line Steam Fishing Co. Ltd. (J. A. Harrow, *Mgr.*) | 95·2 \| 19·6 \| 10·1<br>29·04 | Aberdeen |

| 3 Name. Material, Rig, &c. *Late Name if any.* | 4 Register's Gross Under deck. | 5 6 7 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey | Port of Survey | Years Assigned and when expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard in winter. ft. in. | 15 Date of last Special Survey. | 16 Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C.2Cy.17″&31″–24″ | | | | | | | | | | | | | | | |
| Steel Sc Sr | 384 | ✝100A1 | Npt | *w* | 1902 | Richardsn, | Northam SS Co. Ld. | 340·0 | 48·1 | 25·9 | Cardiff | T.3Cy.26″,42½″&69½″–45″ (*s*) | 28 ″ 4 | | 6.04 |
| Blaikie Bros., Abe… | 3552 | *Shelter dk* | Off | | 3mo | Duck & Co. | (W. J. Tatem & Co.) | | | | British | 160lb *90lb* 349NHP | s 4 ″ 1½ | | |
| 1·02–02 | 2475 | 6,01 | | | *Lloyd's* | Stockton | | | | | 6 *B H Cem* | 2SB *6cf*, GS128, HS5620 | | | |
| C.2Cy.15½″&34″–24″ | | *Dk (Stl) 2tr B & deep framing* | | | | *A4 CP* | | | | | | Blair & Co. Ld. Stockton | | | |
| *Web frames & Shelter dk (Iron)* | | | | | | | *W B = Cell D Ba* | 341 | *u E* 840 | *f* 150 | 911 *t* | *D T f* 25′ | 310 *t* | *F P T* 180 *t* | *A P T* 138 *t* |
| Blaikie Bros., Abe… | | | | | | | | | | | | | | | |
| C.2Cy.15½″&34″–24″ | | | | | | | | | | | | | | | |
| Steel Sc Sr | 1358 | ✝100A1 | Shl | *o* | 1893 | S. P. Austin | J. Thompson | 240·0 | 36·1 | 14·8 | Newcastle | T.3Cy.19″,31″&51″–… | 17 ″ 7 | | |
| –01 ss Shl. No. 2–01 | 1010 | 6,04 | | | 11mo | & Son | (J. Fenwick & Son. | P26′ | Q59′ | B44′ | British | 160lb *90lb* 155NHP | s 1 ″ 11 | | 6,04 |
| Hall, Russell & Co. | 843 | *Dk (Irn) & Web frames* | | | | Sunderland | *Mgrs.*) | F27′ | | | 6 *B H Cem* | 1SB. *4p*, GS60, HS2420 | | | |
| | | | | | | A&CP | *W B = D B a* 62′ | *f* 94′ | *u E & B* 324 | 410 *t* | 29 *t* | *A P T* 29 *t* | | W. Allan & Co., Sunderland | |
| C.2Cy.19″&42″–27″ | | | | | 1901 | Chicago | Northwestern | 242·0 | 42·2 | 23·2 | Fairport | T.3Cy.20″,33″&54″–40″ | | V | |
| Steel Sc Sr | 2157 | | | | | S.B.Co | S.S Co. | | | | Utd. States | 184NHP | | | |
| 140lb | — | | | | | Chicago | | | | | *W B* | Chicago S.B.Co. | | | |
| 1SB. *3cf*, GS52, HS2… | 1496 | *Mchy. Aft* | | 1 *Dk & Spar dk* | | | | | | | | | | | |
| Laird Bros. Ld. Bi… | | *Lge bulk—fitted for liquid fuel* | | | | | | | | | | | | | |
| T.3Cy.22″,36″&60″ | 843 | ✝100A1 | Gms | *n* | 1886 | C. S. Swan & | Great Central Rly. | 230·0 | 30·1 | 14·6 | Grimsby | T.3Cy.22½″,35″&57″–39″ (*s*) | 16 ″ 11 | BT till | N10,08 |
| Steel Sc Sr | 700 | 11.04 | | | 5mo | Hunter | | P43 | B76′ | F36′ | British | 150lb *70lb* 210NHP | s 2 ″ 2½ | 11,05 | |
| 160lb *100lb* NDB01 | 414 | | | | | Newcastle | | pt N | DS02 | BK8′ | 5 *B H Cem* | 2SB. *6cf*, GS60, HS3400 | | | |
| ss Gms. No. 3–6,98 | | | | | | A&CP | | *W B = Cell D B a* | | | 44′ *f* 91′ | 115 *t* | Wallsnd Slpwy C (Ld), Nwc | | |
| –03 ss Gms. No. 1–02 | | *Mc 9* | | | | | | | | | | | | | |
| 1 *Dk (Irn–ws) 2tr B* | | BS11.04 | | | | | | | | | | | | | |
| C.2Cy.16″&82″–24″ | 2476 | | | | 1888 | Glob·Iron | Mutual Trans- | 299·5 | 40·8 | 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| Steel Sc 3 Mst Sr | — | | | | | Works Co. | portation Co. | H—F36′ | | | Utd. States | 241NHP | | | |
| 1 *Dk & Spar dk* | 1885 | | | | | Cleveland, O. | | | | | *W B* | Globe Irn Wks Co., Cleveland | | | |
| T.3Cy.22″,36″&60″ | 2476 | | | | 1888 | Globe Iron | Mutual Trans- | 299·5 | 40·8 | 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| Steel Sc 3 Mst Sr | — | | | | | Works Co. | portation Co. | H—F36′ | | | Utd. States | 241NHP | | | |
| 160lb *100lb* NDB01 | 1885 | | | | | Cleveland, O. | | | | | *W B* | Globe Irn Wks Co., Cleveland | | | |
| 1 *Dk & Spar dk* | | | | | | | | | | | | | | | |
| 2SB. *6rf*, GS195, HS… | 2476 | | | | 1888 | Globe Iron | Mutual Trans- | 299·5 | 40·8 | 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| J. Readhead & Co.s | — | | | | | Works Co. | portation Co. | H—F36′ | | | Utd. States | 241NHP | | | |
| 1 *Dk & Spar dk* | 1885 | | | | | Cleveland, O. | | | | | *W B* | Globe Irn Wks Co., Cleveland | | | |
| 1 Cy. 36″–120″ | 2476 | | | | 1889 | Globe Iron | Mutual Trans- | 299·5 | 40·8 | 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| Steel Sc 3 Mst Sr | — | | | | | Works Co. | portation Co. | H—F36′ | | | Utd. States | 241NHP | | | |
| 1 *Dk & Spar dk* | 1885 | | | | | Cleveland, O. | | | | | *W B* | Globe Irn Wks Co., Cleveland | | | |
| Glbe Irn Wks Co. | 2099 | ✝100A1 | Cff | *s* | 1901 | Tyne I. S. B. | Field Line (Cardiff) | 288·5 | 45′0 | 18·9 | London | T.3Cy.21″,35″&57″–39″ (*s*) | 21 ″ 3 | | 11,01 |
| Steel Sc Sr | 1938 | 10,04 | | | 5mo | Co. Ld. | Ld. (E. Jones & Co. | P27′ | B73′ | F30′ | British | 160lb *80lb* 210NHP | s 3 ″ 4 | | |
| W. Owen 03–04 | 1329 | | | | | Newcastle | *Mgrs.*) | | | FK | 5 *B H Cem* | 2SB, *6pf*, GS104, HS3300 | | | |
| *Irn (pt Stl) & deep framing* | | | | | | A&CP | *W B = Cell D B a* | *a u E* 110 | *f* 122′ | 551 *t* | *A P T* 39 *t* | N.E. Marine Eng. Co Ld Nwc | | | |
| 200lb | | | | | | | | | | | | | | | |
| 3SB. *6cf*, GS132, HS… | | | | | | | | | | | | | | | |
| J. Dickinson & Son… | | | | | | | | | | | | | | | |
| Steel Sc Sr | 2776 | ✝100A1 | Cff | *t* | 1900 | W. Gray & | Northlands S.S. Co. | 318·0 | 46·1 | 21·1 | Cardiff | T.3Cy.23″,36½″&62″–39″ (*s*) | 23 ″ 6 | | 3.04 |
| –03 ss Cff. No. 1–04 | 2557 | 2,05 | | | 1mo | Co. Ld | Ld. (Jones, Hallett | P27′ | B70′ | F31′ | British | 160lb *80lb* 242NHP | s 4 ″ 2 | | |
| C.2Cy.17″&34″–24″ | 1769 | | | | | W Hartlepool | & Co.) | | | FK | 5 *B H Cem* | 2SB, *6rf*, GS96, HS3660 | | | |
| *Dk (Irn) 2tr B & deep framing* | | | | | | A&CP | *W B = Cell D B a* | *f u E* 128′ | *f* 132′ | 684 *t* | *A P T* 38 *t* | Cen. Mar. Eng. Wrks. W Hpl | | | |
| 3 *Dk rule* | | | | | | | | | | | | | | | |
| Hall, Russell & Co. | 2210 | | | | 1901 | Chicago | Northwestern | 242·6 | 42·2 | 23·2 | Cleveland | T.3Cy.20″,33″&54″–40″ | | V | |
| Steel Sc Sr | — | | | | | S.B.Co. | S.S.Co. | | | | Utd. States | 184NHP | | | |
| T.3Cy.24½″,40″&… | 1306 | | | | | Chicago | | | | | *W B* | Chicago S.B.Co. | | | |
| 160lb *160lb* | | *chy. Aft* | | 1 *Dk & Spar dk* | | | | | | | | | | | |
| 2SB, *8pf*, GS109, H… | | *bulk—fitted for liquid fuel* | | | | | | | | | | | | | |
| J. Dickinson & Sns | | | | | | | | | | | | | | | |
| Steel Sc Sr | 2208 | | | | 1901 | Chicago | Northwestern | 242·0 | 42·2 | 23·2 | Cleveland | T.3Cy.20″,33″&54″–40″ | | V | |
| T.3Cy.21″,35″&57″ | — | | | | | S.B.Co | S.S.Co. | | | | Utd. States | 184NHP | | | |
| *c. light* | 1297 | | | 1 *Dk & Spar dk* | | Chicago | | | | | *W B* | Chicago S.B.Co. | | | |
| 160lb *90lb* | | *bulk—fitted for liquid fuel* | | | | | | | | | | | | | |
| 2SB. *6cf*, GS82, HS… | | | | | | | | | | | | | | | |
| T. Richardson & … | | | | | 1891 | Wigham | Charlottetown | 220·0 | 33·1 | 20·4 | Charletwn | T.6Cy.17½″,27½″&46″–33″ | | V | |
| Steel Twin Sc Sr | 1255 | | | | | Richrdsn & Co | S.N.Co.Ld. | H171′ | | | British | 243NHP | | | |
| 100,395 *t F P T* 12… | 976 | | | | | Newcastle | | | | | | Wigham Richardsn & Co. Nwc | | | |
| *4cf—pf* | 519 | | | 1 *Dk* | | | | | | | | | | | |
| T.3Cy.28″,48″&7… | 993 | | | | 1900 | Neafie & | Weems S.S.Co. | 190·0 | 41·0 | 11·0 | Baltimore | T.3Cy. | | | |
| Steel Sc | — | | | | | Levy Co. | | | | | Utd. States | | | | |
| | 675 | | | | | Philadelphia | | | | | | | | | |
| Delaware S.& E… | | | | | | | | | | | | | | | |
| T.3Cy.24″,38″&6… | 230 | | | | 1895 | Wood, | Tyne Improvement | 110·0 | 26·1 | 8·7 | N. Shields | L.2Cy.30″–48″ | | BT till | |
| Iron Pad | 197 | | | 1 *Dk* | | Skinner & Co | Commissioners | H33′ | | | British | 60RH | | 4,05 | |
| | 86 | | | | | Newcastle | | | | | | Baird & Barnsley, N Shields | | | |
| C.2Cy.27″&47½″–… | 2009 | ✝100A1 | Hul | *y* | 1888 | J. L Thmp- | International Line | 284·0 | 38·1 | 18·2 | Whitby | T.3Cy.21″,35″&57″–39″ (*s*) | 20 ″ 9 | | 2.04 |
| Steel Sc Sr | 1509 | 7,04 | Off | | 8mo | son & Sons | S.S.Co.Ld. | P29′ | Q71′ | B126′ | F26′ | British | 160lb *90lb* NDB00 201NHP | s 1 ″ 9½ | 7,04 |
| 65lb *50lb* NDB… | 1243 | MS8,00 | | | | Sunderland | (C. Marwood *Mgr.*) | | | | FK | 6 *B H Cem* | 2SB, *4rf*, GS74, HS2991 | | |
| 1SB. *3cf*, GS43, H… | | | | 1 *Dk (Stl) or W'ebf frames* | | A&CP | *W B = Cell D B* | 212′ | 379 *t* | | *A P T* 22 *t* | Blair & Co. (Lim.), Stockton | | | |
| R. Napier & Sons | | | | | | | | | | | | | | | |
| C.2Cy.10½″&28″… | 872 | | | | 1869 | Palmers' | W. Cory & Son. Ld. | 221·0 | 28·1 | 17·4 | London | C.2Cy.25″&50″–33″ | 18 ″ 6 | | |
| Iron Sc 3 Mst Sr | 743 | | | | | Co. | | Q70 *t* | F56 *t* | | British | NB99 116NHP | s 3 ″ 0½ | | |
| 125lb | | | | | | Newcastle | | | | BK7′ | | Palmers' Co., Newcastle | | | |
| 1SB, *2pf*, GS23, H… | 529 | | | 1 *Dk 2tr B* | | | | | | | *W B* | | | | |
| Shields Eng. Co | | | | | | | | | | | | | | | |
| Steel Sc Sr | 100 | ✝100A1 | Ply | | 1894 | Montrose | Sir J. Jackson, Ld. | 85·0 | 18·2 | 8·2 | London | C.2Cy.15″&32″–24″ (*s*) | 8 ″ 6 | | 8.03 |
| C.4Cy.29″&58″… | 88 | *For Towing purposes* | | | 12mo | S.B.& E.Co Ld | | B15′ | | | British | 130lb 53RHP | | | 7,04 |
| ss Ply. No. 3–8.03 | — | 7,04 | | | | Montrose | | | | BK6′ | 4 *B H Cem* | 1SB. *2pf*, GS33, HS953 | | | |
| Rankin & Black… | | | | 1 *Dk (Irn)* | | A&CP | | | | *W B = F P T* | 6 *t A P T* 6 *t* | Hall-Brwn, Buttery & C, Gls | | | |
| Steel Sc Sr | 2472 | ✝100A1 | Nwc | *l* | 1897 | J. Readhead | North ville S.S. Co. | 304·3 | 44·0 | 20·7 | N. Shields | T.3Cy.28″,37½″&61½″–39″ | 23 ″ 1 | | N3.04 |
| Q.8Cy.25″,36″… | 2304 | *with freeboard* | Shl | | 5mo | & Sons | Ld. (Balls & | P29′ | B80′ | F37′ | British | 160lb *80lb* (r) 240NHP | s 4 ″ 3 | | |
| ss Shl. No. 1–02 | 1552 | 3,05 | | | | South Shields | Stansfield) | | | FK | 5 *B H Cem* | 2SB. *6rf*, GS84, HS3676 | s 3 ″ 10½ | | |
| Globe Irn Wk… | | | | 1 *Dk (pt Irn & pt Stl) 2tr B* | | A&CP | *W B = Cell D B a* | 94′ | *u E & B* 340 | *f* 122′ | 657 *t* | J. Readhead & Sons. S. Shl. | | | |
| C.2Cy.17″&34″… | | | | *& deep framing 3 Dk rule* | | | | | | | | | | | |
| Hall, Russell & … | | | | | | | | | | | | | | | |
| Iron Sc K | 180 | ✝100A1 | Hul | | 1899 | Cook, Wel- | S.T. White & Co. Ld. | 110·2 | 21·0 | 11·3 | Hull | T.3Cy.11¾″.20″&32″–23″ (*s*) | 12 ″ 1 | | 6,03 |
| ss Hul. No. 1–03 | 168 | *Stm Trawler* | | | 4mo | t'n & Gemmell | | Q20′ | | | British | 55RHP | | | |
| T.3Cy.24″,38… | 67 | 2.05 | | 1 *Dk* | | Hull | | | | BK7½′ | 3 *B H Cem* | 180lb | | | |
| | | | | | *Lloyd's* | *A4 CP* | | | | *W B* = | *D B f* 17′ | 1SB, *2rf*, GS29, HS975 | | | |
| Steel Sc Sr | 2207 | | | | 1901 | Chicago | Northwestern | 242·0 | 42·2 | 23·2 | Cleveland | Tindall & Co. Hull | | V | |
| C.2Cy.15″&34″… | — | | | | | S.B.Co. | S.S.Co. | | | | Utd. States | T.3Cy.20″,33″&54″–40″ | | | |
| NB01 | | | | | | Chicago | | | | | *W B* | 184NHP | | | |
| *light* | 1299 | | | 1 *Dk & Spar dl* | | | | | | | | Chicago S.B.Co. | | | |
| *dk—fitted for liquid fuel* | | | | | | | | | | | | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux — Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage Brut / Net | Détails de la Classification. Cote. Survol. Date de la | Construit. Quand / Par qui | Armateurs. | Dimensions d'après la Jauge. Longueur. Superstructures. | Port | Machines. Dia. Cylindres. Course. Pression des Chaudières. Force en chevaux d'après les formules. Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Constructeurs des machines. | |
|---|---|---|---|---|---|---|---|---|
| 564 North Cape — SteelScSr<br>98546 — N.Cook –00 — (Trawler) — 1 Dk | 138<br>124<br>33 | | 1890 — J.Duthie Sons&Co Aberdeen | NorthLineSteam FishingCo.Ld. (J. A.Harrow, Mgr.) | 117·0 20·2 10·4<br>BK6½ | Aberdeen | C.2Cy.17"&34"–24"<br>50RH<br>BlaikieBros.,Aberdeen | 10–10 |
| 565 North City — SteelScSr<br>94544 — W.Booth –02 — (Trawler) — 1 Dk | 128<br>118<br>23 | | 1890 — J.Duthie Sons&Co Aberdeen | NorthLineSteam FishingCo.Ld. (J. A Harrow, Mgr.) | 96·8 19·9 10·2<br>BK6½ | Aberdeen British | C.2Cy.15½"&34"–24"<br>50RH<br>BlaikieBros.,Aberdeen | 10–10 |
| 566 North Coast — SteelScSr<br>98550 — N.Cook –96 — (Trawler) — 1 Dk | 122<br>111<br>26 | | 1890 — Hall, Russell&Co Aberdeen | NorthLineSteam FishingCo.Ld (J. A Harrow, Mgr.) | 95·3 19·6 10·1<br>BK6½ | Aberdeen | C.2Cy.15½"&34"–24"<br>50RH<br>Hall,Russell&Co.,Abn | 10–9 |
| 567 North Cock — SteelScSp<br>118067 — H.W.Mooney –03 — (Trawler) — 1 Dk | 149<br>142<br>— | ✝100A — Bkn<br>12.03 | 1903 — Laird Bros. Ld Birkenhead | LiverpoolScrew Towing& LighterageCo. | 96·2 22·1 11·5<br>BK7½ | Liverpool | C.2Cy.19"&42"–27"<br>140lb 160NH<br>1SB,8cf,G852,HS2050<br>Laird Bros.Ld.Birkenhead | 12–9 |
| 568 North Flint — SteelScSr<br>95499 — G.Owens –96 — ssShl.No.3–3,01<br>KWJV — 1 Dk(Irn)2tr B<br>Well deck — Inner bottom pt Irn | 2171<br>1718<br>1408 | ✝100A1 Grk<br>7.0 | 1888 — J Readhead &Co. S.Shields | H.Roberts&Son | 290·0 39·0 18·8<br>P28'Q82'B118'<br>F33 BK10½<br>WB = Cell DB250' | London<br>British | T.3Cy.22",36"&60"–39"<br>160lb 100lb NDB01 223NH<br>2SB,8cf,6srf,G8195,HS3303<br>J.Readhead&Co.,S.Shields | 21–5<br>11–11½ |
| 569 North Fork — WoodScSr<br>130417 — J.Nelson 02 — 1 Dk<br>KFHG | 323<br>—<br>244 | | 1888 — Bendixen Fairhaven | C.NelsonCo. | 157·3 33·7 10·5 | S.Frncisco Utd.States | C.2Cy.16"&32"–24"<br>42NH<br>W.Deacon,San Francisco | |
| 570 North Gwalia — SteelScSr<br>95516 — ~~F.H.Glennie~~ — ssShl.No.3–7,01<br>KWRQ — H.Roberts –04 — 1 Dk(Irn)2tr B<br>Well deck — Inner bottom pt Irn | 2233<br>1719<br>1418 | ✝100A1 Shl<br>12,04 | 1888 — J Readhead &Co. SouthShields | H.Roberts&Son | 290·0 39·0 18·8<br>P28'Q82'B118<br>F33 BK10½ | London<br>British | T.3Cy.22",36"&60"–39"<br>160lb 100lb NDB01 223NH<br>2SB,6srf,G8195,HS3303<br>J.Readhead&Co.,S.Shields | 21–5<br>11–11½ |
| 571 North King — WoodPad<br>96911 — J.Jarrell85–92 | 873<br>699<br>499 | | 1868 — J.A.Cantin Montreal | LakeOntario&Bay of QuinteSteambt. Co.Ld. | 175·0 43·0 10·0<br>[271t reb'uilt]91 | Kingston, Ont. British | 1Cy.36"–120<br>Rebilt91,Kingston 109NH<br>Fndry.Co.,Kingston,Ont. | |
| 572 North Land — SteelTwinSc<br>130690 — J.J.Hartman97–02 — 2 Dks & Spar dk<br>Elec.light | 4244<br>—<br>2340 | | 1894 — Globe Iron Works Co. Cleveland.O | NorthernS.S.Co. | 358·5 44·0 23·2<br>WB | Duluth, Minn. Utd.States | Q.8Cy.28",86",51½"&74"–42"<br>710NH<br>Globe Irn Wks Co,Clevelnd.O | |
| 573 North Point — SteelScSr<br>113438 — W.E.Robertson –00 — ssLon.No.1–04<br>SOTM — 2 Dks(Stl)3tr B & Web frames,<br>Elec.light — lower dk fore hold | 5216<br>4749<br>3300 | ✝100A1 Lon<br>8,05 | 1900 — J L Thompson& Sons Ld Sunderland | Norfolk&N.AmericanS.Shpng.Co.Ld (Simpson,Spence &Young, Mgrs.) | 390·0 51·0 27·7<br>P30 B&F320<br>WB = Cell DB | Liverpool | T.3Cy.25",42"&74"–48"<br>200lb 150NH<br>3SB,6cf,G8182,HS5680<br>J.Dickinson&SonsLd.Sld | |
| 574 North Pole — SteelSc<br>94538 — W.H.Cressy96–99 — (Trawler) — 1 Dk | 121<br>111<br>23 | | 1889 — Hall, Russell&Co. Aberdeen | NorthLineSteam FishingCo.Ld. (J. A Harrow, Mgr.) | 95·2 19·6 10·1<br>BK6½ | Aberdeen British | C.2Cy.17"&34"–24"<br>50RH<br>Hall,Russell&Co.,Abn | 10–9 |
| 575 North Sands — SteelScSr<br>106102 — A.J.Lono –03 — ~~ssIre.No.1–03~~<br>PBTN — Dk(Stl)& Spar dk(Irn)3tr B<br>ssCff.No.2–05 | 3526<br>3265<br>2253 | ✝100A1 Npt<br>Spar dk<br>1,05 | 1895 — J L Thompson&Sons,Ld. Sunderland | J.H.Harrowing<br>WB = Cell D Ba | 345·0 44·1 18·2<br>P29'B76'E40' 26·0<br>FK | Whitby British | T.3Cy.24½",40"&64"–45"<br>160lb 160lb 291NH<br>2SB,Spf,G8109,HS4600<br>J.Dickinson&Sns(Lim),Sld | 20–10<br>6–5 |
| 576 North Sea — SteelScSr<br>110181 — R.McAulay –04 — ssShl.No.1–03<br>RHQN — 1 Dk(Stl)& deep framing | 1711<br>1599<br>1089 | ✝100A1 Shl<br>9,01 Lon | 1899 — Craig, Taylor&Co. Stockton | SandersWake Shpng.Co.Ld. (Sanders,Wake& Co. Mgrs.) | 269·0 40·7 19·4<br>P27 B68'F30'<br>WB = Cell D | London British | T.3Cy.21",35"&57"–39"<br>160lb 90lb 205NH<br>2SB,8cf,G82,HS3120<br>T.Richardson&Sns Ld Hp | 20–9<br>8–13 |
| 577 North Star — SteelScSr<br>130924 — A.Bragg72–01<br>KQVW — 3 Dks | 3159<br>—<br>1999 | | 1901 — Delaware S.&E.B.Co. Chester | MaineS.S.Co. | 298·8 46·0 17·5 | Portland, Me. U.S.States | T.3Cy.[illegible],48"&75"–54"<br>418NH<br>S.&E.B.Co | |
| 578 — — SteelSc3MstSr<br>130435 — W.C.Brown — 1 Dk & Spar dk<br>Elec.light Mchy.Aft | 2476<br>—<br>1885 | | 1889 — Globe Iron Works Co Cleveland.O | MutualTransportationCo. | 299·5 40·8 21·6<br>H—F36 | Buffalo Utd.States | T.3Cy.24",38"&61"–42"<br>241NH<br>WB | Globe Irn Wks Co ,Clevelnd |
| 579 — — IronSc3MstSr<br>54699 — R.Glasper –03 — ssLth.No.3–4,98<br>HPBW — ssLth.No.2–01<br>1 Dk | 602<br>514<br>340 | ✝ ✓1 Lth | 1866 — Henderson Coulborn&Co Renfrew | Leith,Hull&Ham. Stm.Pkt.Co.Ld (J. Currie&Co. Mgrs. | 202·5 26·2 15·3<br>P22 B36 F20<br>ND96 | Leith British | C.2Cy.27"&47½"–33"<br>65lb 50lb ND889<br>1SB,3cf,G843,HS1437<br>R.Napier&Sons,Glasgow | 16–4<br>2–8 |
| 580 North Tyne — SteelScK<br>— — — 1 Dk | 79<br>73<br>16 | ✝100A1 Shl<br>For fishing purposes<br>1,05 | 1903 — J T Eltringham Hmo | J.T.Eltringham& Co. | 80·0 18·1 8·5<br>BK6 | S.Shields British | C.2Cy.10½"&28"–16"<br>125lb<br>1SB,2pf,G823,HS181<br>ShieldsEng.Co.Ld.N Shl | 9–6 |
| 581 North Wall — SteelTwinScSr<br>Broken,1912,Ltd — Green –83 | 931<br>803<br>226 | | 1883 — R.Duncan &Co. PortGlasgow | L.&N.W.Rlwy.Co. | 300·2 33·1 12·1<br>F22 | Dublin British | C.4Cy.29"&58"–36"<br>336NH<br>Rankin&Blackmore,Grk | |
| 582 North West — SteelTwinSc<br>130661 — G.A.Minar96–96 — 2 Dks & Spar dk<br>Elec.light | 4244<br>—<br>2340 | | 1894 — Globe Iron Works Co. Cleveland.O | NorthernS.S.Co. | 358·5 44·0 23·2<br>H— | Duluth, Minn. U.S.States | Q.8Cy.28",86",51½"&74"–42"<br>710NH<br>Globe Irn Wks Co ,Clevelnd | |
| 583 — — SteelScSr<br>94849 — G.R.Beasley99–99 — (Trawler) — 1 Dk | 123<br>111<br>25 | | 1890 — Hall, Russell&Co. Aberdeen | NorthLineSteam FishingCo.Ld. (J. A.Harrow, Mgr.) | 95·2 19·7 10·1<br>BK6½ | Aberdeen British | C.2Cy.17"&34"–24"<br>50RH<br>Hall,Russell&Co.,Abn | 10–9 |
| 584 North Wind — SteelSc3MstSr<br>130419 — E.B.Blair — 1 Dk & Spar dk<br>Elec.light Mchy.Aft | 2476<br>—<br>1885 | | 1888 — Globe Iron Works Co Cleveland.O. | MutualTransportationCo. | 299·5 40·8 21·6<br>H—F36 | Buffalo Utd.States | T.3Cy.24",38"&61"–42"<br>241NH<br>WB | Globe Irn Wks Co ,Clevelnd |
| 585 — — SteelScSr<br>98561 — D.Sutherland –02 — (Trawler) — 1 Dk | 123<br>111<br>26 | | 1890 — Hall, Russell&Co. Aberdeen | NorthLineSteam FishingCo.Ld. (J. A Harrow, Mgr.) | 95·3 19·6 10·1<br>BK6½ | Aberdeen British | C.2Cy.15"&34"–24"<br>NB01 50RH<br>Hall,Russell&Co.,Abn | 10–9 |

| No. In Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey | Built. By Whom. / Where. | Owners. | Regist'd Dimensions—Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mast Load depth. / Freeboard amidships. ft. in. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 586 | **Northam** SteelScSr | 3842 | ✠100A1 Npt *w* | 1902 Richardsn, | NorthamSS.Co.Ld. | 340·0 48·1 25·9 | Cardiff | T.3Cy.26″,42½″&69½″–45″ *s* | 28 « 4 | | |
| 116569 | *D.Cantell02–02* | 3552 | *Shelter dk* Cff | 3m Duck & Co. | (W.J.Tatem&Co.) | | British | 160lb *90lb* 349NHP | 4 « 1 | | |
| TQMJ | 1 *Dk(Stl)2tr B&deep framing &Web frames&Shelter Dk Irn* | 2475 | 6,04 | Stockton | | | 6 *BH Cem* | 28B *Gcf* GS128,HS5620 | | | |
| | | | | *Lloyd's* | | | | Blair&Co Ld.Stockton | | | |
| | | | | | *WB=Cell D Ba* | *u E&B40′ f* 130 | 944 *tDT f* 25′ | 510 *EP* 180 *PT* 138 | | | |
| 587 | **Northdene** SteelScSr | 1356 | ✠100A1 Shl *n* | 1893 S.P. Austin | J.Thompson | 240·0 36·1 14·8 | Newcastle | T.3Cy.19″,31″&51″–33″ | 17 « 7 | | |
| 101847 | *S.Merriman –01 ssShl.No.2–01* | 1010 | | 11mo &Son | (J.Fenwick&Son, | P26′ Q59′ B44′ F27 | British | 160lb *90lb* 155NHP | s 1 « 1½ | | 6,04 |
| NFTJ | 1 *Dk(Irn)&Web frames* | 843 | | Sunderland | *Mgrs.*) | FK | 6 *BH Cem* | 18B,*4pf*,GS60,HS2420 | | | |
| | *Well deck* | | | A&CP | *WB=DBa 62′ f* 94′ | *u E&B* 832′ 416*t EPT* | 29*t APT* 29*t* | W.Allan&Co.,Sunderland | | | |
| 588 | **Northeastern** SteelScSr | 2157 | | 1901 Chicago | Northwestern | 242·0 42·2 23·2 | Fairport | T.3Cy.20″,33″&54″–40″ | | V | |
| | | — | | S.B.Co | S.S Co. | | Utd.States | 184NHP | | | |
| | | 1496 | | Chicago | | | *WB* | ChicagoS.B.Co. | | | |
| KQBG | *Elec.light Mchy.Aft 1 Dk&Spar dk* | | | | | | | | | | |
| | *Carrying oil in bulk—fitted for liquid fuel* | | | | | | | | | | |
| 589 | **Northenden** IronScSr | 843 | ✠100A1 Gms *n* | 1886 C.S.Swan& | GreatCentralRly. | 230·0 30·1 14·6 | Grimsby | T.3Cy.22″,35″&57″–39″ | 16 « 11 | BT till | |
| 92930 | | 700 | 11,01 | 5mo Hunter | | P43′ B76′ F36′ | British | 150lb *70lb* 210NHP | s 2 « 2½ | 11,03 | 8 19,03 |
| KGJD | *W.A.Morris –03 ssGms.No.1–02* | 414 | | Newcastle | | pt N 502 BK8′ | 5 *BH Cem* | 28B,*6cf*,GS60,HS3500 | | | |
| | 1 *Dk(Irn-ws)2tr B* | | | A&CP | *WB=Cell D Ba* | | 14′ *f* 91′ 115*t* | W.Allan&Co.Ld.,Newc | | | |
| 590 | **Northern King** SteelSc3MstSr | 2476 | | 1888 Glob·Iron | MutualTrans- | 299·5 40·8 21·6 | Buffalo | T.3Cy.21″,35″&61″–42″ | | S | |
| 130429 | *J.M.Saunders –98* 1 *Dk&Spar dk* | — | | WorksCo. | portationCo. | H—F36′ | Utd.States | 241NHP | | | |
| | *Elec.light Mchy.Aft* | 1885 | | Cleveland,O. | | | *WB* | GlobeIrnWksCo.,Clevelnd | | | |
| 591 | **Northern Light** SteelSc3MstSr | 2476 | | 1888 GlobeIron | MutualTrans- | 299·5 40·8 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| 130407 | *M.J.Haberer –91* 1 *Dk&Spar dk* | — | | WorksCo. | portationCo. | H—F36′ | Utd.States | 241NHP | | | |
| | *Elec.light Mchy.Aft* | 1885 | | Cleveland,O. | | | *WB* | GlobeIrnWksCo.,Clevelnd | | | |
| 592 | **Northern Queen** SteelSc3MstSr | 2476 | | 1888 GlobeIron | MutualTrans- | 299·5 40·8 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| 130436 | *W.A.Stevenson* 1 *Dk&Spar dk* | — | | WorksCo. | portationCo. | H—F36 | Utd.States | 241NHP | | | |
| | *Elec.light Mchy.Aft* | 1885 | | Cleveland,O. | | | *WB* | GlobeIrnWksCo.,Clevelnd | | | |
| 593 | **Northern Wave** SteelSc3MstSr | 2476 | | 1889 GlobeIron | MutualTrans- | 299·5 40·8 21·6 | Buffalo | T.3Cy.24″,38″&61″–42″ | | S | |
| 130437 | *M.S.Paterson –99* 1 *Dk&Spar dk* | — | | WorksCo. | portationCo. | H—F36 | Utd.States | 241NHP | | | |
| | *Elec.light Mchy.Aft* | 1885 | | Cleveland,O. | | | *WB* | GlobeIrnWksCo.,Clevelnd | | | |
| 594 | **Northfield** SteelScSr | 2099 | ✠100A1 Cff *s* | 1901 Tyne I.S.B. | FieldLine(Cardiff) | 288·5 43·0 18·9 | London | T.3Cy.21″,35″&57″–39″ *(s)* | 21 « 3 | | 11,01 |
| 114672 | *W.Gue 03 04* | 1938 | 10,01 12,01 | 5mo Co.Ld. | Ld. (E.Jones&Co. | P27′ B73′ F30′ | British | 160lb *80lb* 210NHP | s 3 « 4 | | |
| SHWP | 1 *Dk(pt Irn&pt Stl)&deep framing* | 1329 | | Newcastle | *Mgrs.*) | FK | 5 *BH Cem* | 2SB,*6pf*,GS104,HS3300 | | | |
| | | | | A&CP | *WB=Cell D B* | *a&u E*110′ *f* 122′ 551*t* | *APT* 39*t* | N.E.MarineEng.CoLdNwc | | | |
| 595 | **Northlands** SteelScSr | 2776 | ✠100A1 Cff *t* | 1900 W.Gray& | NorthlandsS.S.Co. | 318·0 46·1 21·1 | Cardiff | T.3Cy.25″,36½″&62″–39″ *(s)* | 23 « 6 | | 3,04 |
| 109790 | *E.L.Davies –03 ssCff.No.1–04* | 2557 | 2,05 | 1mo Co.Ld | Ld.(Jones,Hallett | P27′ B70′ F31′ | British | 160lb *80lb* 242NHP | s 4 « 2 | | |
| RLWB | 1 *Dk(Irn)2tr B&deep framing* | 1769 | | W Hartlepool | &Co. | FK | 5 *BH Cem* | 2SB,*6rf*,GS96,HS3660 | | | |
| | *3 Dk rule* | | | A&CP | *WB=Cell D Ba* | *a&u E*128′ *f* 132′ 684*t* | *APT* 38*t* | Cen.Mar.Eng.Wrks.WHpl | | | |
| 596 | **Northman** SteelScSr | 2210 | | 1901 Chicago | Northwestern | 242·0 42·2 23·2 | Cleveland | T.3Cy.20″,33″&54″–40″ | | V | |
| 130906 | | — | | S.B.Co | S.S.Co. | | Utd.States | 184NHP | | | |
| EQRH | *Elec.light Mchy.Aft* 1 *Dk&Spar dk* | 1306 | | Chicago | | | *WB* | ChicagoS.B.Co. | | | |
| | *Carrying oil in bulk—fitted for liquid fuel* | | | | | | | | | | |
| 597 | **Northtown** SteelScSr | 2208 | | 1901 Chicago | Northwestern | 242·0 42·2 23·2 | Cleveland | T.3Cy.20″,33″&54″–40″ | | V | |
| 130907 | | — | | S.B.Co | S.S.Co. | | Utd.States | 184NHP | | | |
| KQRJ | *Mchy.Aft Elec.light* 1 *Dk&Spar dk* | 1297 | | Chicago | | | *WB* | ChicagoS.B.Co. | | | |
| | *Carrying oil in bulk—fitted for liquid fuel* | | | | | | | | | | |
| 598 | **Northumberland** SteelTwinScSr | 1255 | | 1891 Wigham | Charlottetown | 220·0 33·1 20·4 | Charletwn | T.6Cy.17½″,27½″&46″–33″ | | V | |
| 98937 | *A.Cameron –95* | 976 | | Richrdsn&Co | S.N.Co.Ld. | H171′ | British | 243NHP | | | |
| TQNQ | 1 *Dk* | 519 | | Newcastle | | | | Wigham Richardsn&Co.Nwc | | | |
| 599 | — SteelSc | 993 | | 1900 Neafie& | WeemsS.S.Co. | 190·0 41·0 11·0 | Baltimore | T.3Cy. | | | |
| 130855 | | — | | Levy Co. | | | Utd.States | | | | |
| | | 675 | | Philadelphia | | | | | | | |
| 600 | — IronPad | 230 | | 1895 Wood, | TyneImprovement | 110·0 26·1 8·7 | N.Shields | L.2Cy.30″–48″ | | BT till 4,05 | |
| 105210 | 1 *Dk* | 197 | | Skinner&Co. | Commissioners | H33*t* | British | 60RH | | | |
| | | 86 | | Newcastle | | | | Baird&Barnsley,N Shields | | | |
| 601 | **Northumbria** SteelScSr | 2009 | ✠100A1 Hul *r* | 1888 J.L.Thmp- | InternationalLine | 284·0 38·1 18·2 | Whitby | T.3Cy.21″,35″&57″–39″ *(s)* | 20 « 9 | | 7,04 |
| 95863 | *D.Smith –03 ssCff.No.3–8,00* | 1509 | 7,04 2,04 | 8mo son&Sons | S.S.Co.Ld. | P29′ Q74′ B126′ F26′ | British | 160lb *90lb* NDB00 201NHP | s 1 « 9½ | | |
| KTNS | *Well deck* 1 *Dk(Stl)&Web frames* | 1243 | MS8,00 BS7,04 | Sunderland | (C.Marwood *Mgr.*) | Irp00 FK | 6 *BH Cem* | 2SB,*4rf*,GS74,HS2991 | | | |
| | | | | A&CP | *WB=Cell D B* | 212′ 379*t* | *APT* 22*t* | Blair&Co.(Lim.),Stockton | | | |
| 602 | — IronSc3MstSr | 872 | | 1869 Palmers' | W.Cory&Son,Ld. | 221·0 28·1 17·4 | London | C.2Cy.25″&50″–33″ | 18 « 6 | | |
| 62324 | *H.Norman –04* | 743 | | Co. | | Q70*t* F56*t* | British | NB99 116NHP | s 3 « 0½ | | |
| JFVC | *Mchy.Aft* 1 *Dk2tr B* | 529 | | Newcastle | | BK7′ | *WB* | Palmers'Co.,Newcastle | | | |
| 603 | — SteelScSr | 100 | ✠100A1 Ply | 1894 Montrose | SirJ.Jackson,Ld. | 85·0 18·2 8·2 | London | C.2Cy.15″&32″–24″ *(s)* | 8 « 6 | | 8,03 |
| 104826 | *L.E.Davis 04* | 85 | *For Towing pu* rposes | 12mo S.B.&E.Co Ld | | B15′ | British | 130lb 53RHP | | | 7,04 |
| | *F.T.Oliver –04* 1 *Dk(Irn)* | — | 7,04 | Montrose | | BK6′ | 4 *BH Cem* | 1SB,*2pf*,GS33,HS953 | | | |
| | | | | A&CP | | *WB=FPT* | 6*t APT* 6*t* | Hall-Brown,Buttery&C.Gls | | | |
| 604 | **Northville** SteelScSr | 2472 | ✠100A1 Nwc *l* | 1897 J.Readhead | NorthvilleS.S.Co. | 304·3 44·0 20·7 | N.Shields | T.3Cy.28″,37½″&61½″–39″ | 23 « 1 | | 8,04 |
| 105219 | *R.Murray –02 ssShl.No.1–02* | 2304 | *with freeboard* Shl | 5mo &Sons | Ld. (Balls& | P29′ B80′ F37′ | British | 160lb *80lb* –(r) 240NHP | 4 « 3 | | |
| PQTL | 1 *Dk(pt Irn&pt Stl)2tr B* | 1552 | 8,05 7,04 | South Shields | Stansfield) | FK | 5 *BH Cem* | 2SB,*6rf*,GS84,HS3676 | s 3 « 10½ | | |
| | *&deep framing 3 Dk rule* | | BS12,03 | A&CP | *WB=Cell D Ba* | *u E&B* 40′ *f* 122′ 657*t* | *APT* 32*t* | J.Readhead&Sons,S.Shl. | | | |
| 605 | **Northward Ho** IronScK | 180 | ✠100A1 Hul | 1899 Cook,Wel- | S.T.White &Co.Ld. | 110·2 21·0 11·3 | Hull | T.3Cy.11¾″,20″&32″–23″ *(s)* | 12 « 1 | | 6,03 |
| 110713 | *G.Jackson98–99 ssHul.No.1–03* | 168 | *Stm Trawler* | 4mo t'n&Gemmell | | Q20′ | British | 180lb 55RHP | | | |
| RDKG | 1 *Dk* | 67 | 2,05 | Hull | | BK7½′ | 3 *BH Cem* | 1SB,*2rf*,GS29,HS975 | | | |
| | | | | *Lloyd's A&CP* | *WB=* | | *DB f* 17′ 14*t* | Tindall&Co.Hull | | | |
| 606 | **Northwestern** SteelScSr | 2207 | | 1901 Chicago | Northwestern | 242·0 42·2 23·2 | Cleveland | T.3Cy.20″,33″&54″–40″ | | V | |
| 130908 | *O.A.Latimer03–03* | — | | S.B.Co | S.S.Co. | | Utd.States | 184NHP | | | |
| KQRL | *Mchy.Aft Elec.light* 1 *Dk&Spar dk* | 1299 | | Chicago | | | *WB* | ChicagoS.B.Co. | | | |
| | *Carrying oil in bulk—fitted for liquid fuel* | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire le titre (Établissement) | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres. Course. Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en tablier du navire. pds. pa | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 607 | Northwold | IronScK | 125 | ✠ | | | 1894 | Cochrane | Northwold Steam Fishing Co. Ltd. | 92·5 | 20·5 | 11·0 | Sandefjord | T.3Cy.10″,16″&25½″–20″ (s | 11 ″ 10 | | |
| 104170 | ~~Cardiff~~ | | 117 | *Stm Trawler* | | | 8mo | & Cooper | | Q17′ | | | Grimsby | 170lb 85RH | | | |
| MCDL | *Ocean Glen* –04 | 1 *Dk* | 37 | | | | | Beverley | Arthur Northwold (H.A Rood) | | | | British | 3 *BHCem* | | | |
| | | | | | | | *Lloyd's s.&CP* | | | | | | | 1SB.*2pf*,gs25,hs706 | | | |
| | | | | | | | | | | | | | Norwegian | Amos&Smith, Hull | | | |
| 608 | Northwood | SteelScSr | 764 | ✠100A1 Lon *k* | | | 1889 | Palmers' | W France, Fenwick & Co. Ld. | 205·5 | 31·2 | 11·0 | London | T.3Cy.18½″,31″&51″–36″ (s | 13 ″ 4 | | |
| 95515 | *A.Clarke* –03 | *ss*Sld.No.3–5,01 | 549 | 4,05 Sld | | | 1mo | Co.(Lim.) | | Q61′B44′F27′ | | | British | 150lb *70lb* 157NH | ″ 1 ″ 5 | | |
| KWSB | *Well deck* | 1 *Dk(Stl)* | 376 | | | | | Newcastle | | drp05 | | FK | | 1 *BHCem* | | | |
| | | *ss*Sld.No.2 05 | | | | | *Lloyd's* A&CP | | | *WB = CellDB168* | | | | 245t *APT7t* | | | |
| | | | | | | | | | | | | | | Palmers' S.B.Co.(Lm)Nwc | | | |
| 609 | Norumbega | WoodSc | 304 | | | | 1902 | Kelley, | Maine Central R.R. Co. | 146·0 | 28·6 | 10·1 | Prtlnd, Me. | T.3Cy 10″,15½″&26″–15″ | | | |
| 130979 | | | — | | | | | Spear&Co. | | | | | Utd. States | 26NH | | | |
| KRTV | | 1 *Dk* | 142 | | | | | Bath, Me. | | | | | | | | | |
| 610 | Norway | SteelScSr | 895 | | | | 1891 | Grngem'th | Dampskibsselskabet Fœrder (Fred. Olsen) | 202·7 | 30·1 | 20·0 | Chrstiania | T.3Cy.17½″,27″&46″–33″ | | | N |
| | *V.Heyerdahl*83–91 | | 870 | | | | | Dockyard Co. | | H25t | | | Norwegian | | | | |
| HDLM | | 1 *Dk(Irn)&Awng dk* | 574 | | | | | Gr'ngemouth | | | | | *WB* | 122NH | | | |
| | | | | | | | | | | | | | | Dunsmuir&Jackson, Gls. | | | |
| 611 | Norwich | IronTwinScSr | 1117 | | | | 1883 | Earle's Co. | ~~Gt. Eastern Ry. Co.~~ Channel Dry Dks. S.B.&Eng.Co. | 260·0 | 31·4 | 15·0 | Harwich | C.4Cy.30″&57″–36″ | | | |
| 84034 | *J.Redwood* –03 | | 816 | | | | | (Lim.) | | P68t | B126t | | British | NB97 325NH | | | |
| HVQL | | | 512 | | | | | Hull | | | | | | Earle's Co.(Lim.), Hull | | | |
| 612 | Norwood | SteelScSr | 2297 | ✠100A1 Hpl *s* | | | 1888 | W.Gray& | Doughty Shppg. Co Ld. (H.Doughty& Co. *Mgrs.*) | 290·0 | 38·2 | 20·3 | W.Hartlpl | T.3Cy 22½″,36½″&60″–39″ (s | 22 ″ 2 | | |
| 95881 | *W.Clarke* –01 | *ss*Shl.No.3–1,00 | 1766 | 4,04 | | | 12mo | Co. | | P27′Q94′B112′F30′ | | | British | 160lb *p70lb* FD 259NH | s 2 ″ 1 | | |
| KWHN | | 1 *Dk(Stl)&Webframes* | 1465 | LMC4,04 | | | | W Hartlepool | | ptND60 | | BK10″ | | 5 *BHCem* | | | |
| | *Well deck* | | | | | | *Lloyd's* A&CP | | | drp04 *WB = DBa* | | | | 96′f106′447t | | | |
| | | | | | | | | | | | | | | Blair&Co.(Lim.), Stockton | | | |
| 613 | — | SteelScSr | 798 | ✠100A1 Nwe *m* | | | 1895 | Hall, | Aberdn. Newcastle & Hull Stm. Co. Ld. | 220·8 | 30·2 | 15·1 | Aberdeen | T.3Cy.21″,34½″&56″–36″ (s | 15 ″ 10 | | BT till 5,05 |
| 104509 | *J.H.Clarke* –04 | *ss*Abn.No.2–03 | 630 | 5,04 Abn | | | 4mo | Russell&Co | | P48′B71′F38′ | | | British | 170lb *90lb* 205NHP | s 1 ″ 10½ | | |
| NWDL | *Elec.light* | 2 *Dks(Upt.Stl–ws)* | 848 | ~~BS5,04~~ LMC6,03 | | | | Aberdeen | | | | BK8″ | | 4 *BHCem* | | | |
| | | | | ~~B5,05~~ | | | *Lloyd's* A&CP | | | | | | | 2SB,*6cf*,gs108,hs8252 | | | |
| | | | | | | | | | | | | | | Hall, Russell&Co., Abn. | | | |
| 614 | — | SteelScSr | 200 | ✠100A1 Bwg *b* | | | 1902 | Scott& | Glasgow Steam Coasters Co. Ld. (Paton&Hendry, *Mgrs.*) | 105·0 | 20·2 | 9·2 | Glasgow | C.2Cy.12″&26″–21″ (s | 10 ″ 0 | | |
| 115700 | *J.McConaig* –04 | | 131 | 3,04 | | | 7mo | Sons | | Q42′F28′ | | | British | 130lb 10RH | s 6 ″ 7½ | | |
| TNHL | *Mchy.Aft* | 1 *Dk (Irn)* | 37 | LMC3,02 | | | *Lloyd's* A&CP | Bowling | | lrp04 | | FK | | 3 *BHCem* | | | |
| | *Well deck* | | | | | | | | | *WB = FPT* | | | | 1SB.*2pf*,gs29,hs824 | | | |
| | | | | | | | | | | | | | | Fisher&Co. Paisley | | | |
| 615 | Noto Maru | SteelScSr | 1316 | | | | 1889 | Flensburger | Chuyetsu Kisen Kabushiki Kaisha | 224·2 | 32·1 | 19·9 | Fushiki | T.3Cy.19½″,28″&51″–33″ | | | V |
| 7959 | *B.Nakano*95–04 | | 1148 | | | | 2mo | Schiffs.Ges. | | B76 | F28′ | | Japanese | 149NH | | | |
| JCHN | (*ex* Tai-Lee) | 1 *Dk&Spardk* | 816 | | | | | Flensburg | | | | | *WB* | Flensburger Schiffsb.Ges. | | | |
| 616 | Notre Dame D'Afrique | SteelScK | 242 | ✠ Bwg *c* | | | 1891 | Scott&Co. | D'Hauteville, Jobez, Mathieu&Co. | 120·0 | 20·1 | 10·0 | Algiers | C.2Cy.14″&28″–21″ | 10 ″ 6 | | |
| | *Virgilio* –04 | | 178 | 6,91 | | | 6mo | Bowling | | Q38½′B14′F17′ | | BK6½″ | French | 37NH | | | |
| KLHM | *Mchy.Aft* | 1 *Dk(Stl)* | 90 | | | | | | | | | *WB* | | 3 *BHCem* | | | |
| | | | | | | | | | | | | *= FPT39t* | | 1SB.*2pf*,gs24,hs738 | | | |
| | | | | | | | | | | | | | | Dunsmuir&Jackson, Gls. | | | |
| 617 | Notre Dame de Grâce | IronScSr | 174 | | | | 1858 | Nillus | Cie. Normande de Nav. à Vap. | 110·8 | 17·2 | 9·0 | Havre | 2Cy. | | | |
| | *Clément*91–91 | | — | | | | | Havre | | | | | French | | | | |
| | | 1 *Dk* | 44 | | | | | | | | | | | Iwens, Honfleur | | | |
| 618 | Notre Dame de Lourdes | SteelScSr | 186 | ✠100A1 Alg *c* | | | 1892 | J.Mc | Services Côtiers à Vap. (Les fils de G. Achaque) | 120·0 | 22·0 | 9·1 | Algiers | C.2Cy.18¾″&26″–18″ (s | 10 ″ 0 | | |
| | *P.Senen* –00 | *ss*Alg.No.3–4,04 | — | 4,04 | | | 2mo | Arthur&Co. | | Q37′B12′F25′ | | BK6½″ | French | 95lb 32NH | | | |
| KLJR | (*ex* Blythswood) | 1 *Dk(Stl)* | 87 | LMC4,04 | | | | Paisley | | | | *WB* | | 3 *BHCem* | | | |
| | *Mchy.Aft* | *Well deck* | | | | | *Lloyd's* A&CP | | | | | | | 1SB,*2pf*,gs26,hs605 | | | |
| | | | | | | | | | | | | | | Bow, McLachlan&Co. Psy. | | | |
| 619 | Nottingham | IronScSr | 1033 | ✠100A1 Gms *n* | | | 1891 | C.S.Swan& | Great Central Rly. | 240·2 | 32·0 | 15·2 | Grimsby | T.3Cy.22″,35″&57″–42″ (s | 17 ″ 8 | | BT till 5,05 |
| 96249 | *G.Osborne* | *ss*Gms.No.3–5,03 | 821 | 5,04 | | | 5mo | Hunter | | P55′B67′F32′ | | BK8″ | British | 170lb *90lb* 248NH | | | |
| MFBH | *Elec.light* | 2 *Dks(Utrn–ws)* | 492 | BS5,04 LMC5,03 | | | | Newcastle | | | | | | 2SB,*6cf*,gs96,hs4200 | | | |
| | | | | | | | *Lloyd's* A&CP | | | *WB = Cell D B185′218t* | | | | *APT25t* | | | |
| 620 | — | SteelScTug | 409 | | | | 1894 | J. Dialogue | Central R.R. Co. of New Jersey | 128·5 | 27·3 | 17·1 | New York | T.3Cy.16″,24″&42″–30″ | | | |
| 130672 | *C.L.Tingle*96–96 | | — | | | | | Camden, N.J. | | | | | Utd. States | 97NH | | | |
| KMBJ | | 1 *Dk* | 204 | | | | | | | | | | | J.H.Dialogue, Camden, N.J | | | |
| 621 | — | SteelScYl | 165 | ✠100A1 Gms | | | 1898 | Mackie& | Hagerup, Doughty & Co. Ld. | 104·2 | 21·0 | 10·7 | Grimsby | T.3Cy.10″,16″&27″–20″ (s | 11 ″ 7 | | |
| 109512 | *J.Howell* –98 | *ss*Gms.No.1–03 | 152 | *Stm Trawler* | | | 3mo | Thomson | | Q17′F18′ | | BK7½″ | British | 180lb 15RH | | | |
| | | 1 *Dk* | 51 | 4,04 LMC1,08 | | | | Glasgow | | | | | | 1SB,*2pf*,gs23,hs536 | | | |
| | | | | BS4,04 | | | | A&CP | | | | | | Muir&Houston, Ld. Gls. | | | |
| 622 | Notus | IronScK | 138 | | | | 1878 | Baltic Eng. | ~~Hewett&Co. Ld.~~ C.T.Pannell (J.Tidman, *Mgr.*) | 108·2 | 20·2 | 9·7 | London | T.3Cy.9″,14″&28″–18″ | | | |
| 79028 | *W.Boggis* –98 | | 138 | | | | | Works | | len91 | | | British | 27RH | | | |
| | | 1 *Dk* | 75 | | | | | Hull | | | | | | Stewart&Co., London | | | |
| 623 | Nouméa | WoodScSr | 129 | | | | 1877 | Romprey | L. Vidal | 123·5 | 20·2 | 7·2 | Nouméa | | | | |
| | *Vidal* –94 | | — | | | | | Macleay | | B15tH8t | | | French | | | | |
| KLNF | (*ex* Mary Cochrane) | 1 *Dk* | 97 | | | | | River, NSW | | | | | | | | | |
| 624 | Nouvelle Voldrogue | SteelScSr | *298* | ✠ Gmh *e* | | | 1887 | Grangmth | B. Riviere | 156·0 | 22·1 | 9·5 | P. au Prnce | C.2Cy.18″&34″–24″ | 10 ″ 0 | | |
| | *C.Francisco*87–89 | | *191* | 4,87 | | | 3mo | Dockyrd Co. | | Q&B91′ | F26′ | | Haytian | NB98 47NH | | | |
| | *Well deck* | *Elec.light* | *139* | | | | | Grangemth | | | | | *1 BHCem* | Dunsmuir&Jackson, Gls. | | | |
| 625 | Noviembre | SteelScSr | 3500 | ✠100A1 Rot *v* | | | 1895 | Tyne Iron | Cia Bilbaina de Nav (E Aznar y Tutor, *Mgr.*) | 345·0 | 44·0 | 18·8 | Bilbao | T.3Cy.24″,40″&64″–45″ (s | 20 ″ 11 | | |
| ~~J.Vinyeras~~ 87–00 | | ~~ss Bro.No.1–00~~ | 3257 | *Spar dk* | | | 6mo | S.B.Co.Ld. | | P28′B78′F33′ | | 26·0 | Spanish | 160lb *160lb* 287NH | s 6 ″ 3 | | |
| HWCM | | 1 *Dk(Stl)&Spar dk(Irn)* | 2165 | 7,04 LMC3,03 | | | | Newcastle | | | | FK | | 2SB,*3pf*,gs112,hs4500 | | | |
| | *M.Bilbao* –04 | *Str ft* | | ~~BS5,00~~ ~~LMC3,00~~ 7,04 | | | *Lloyd's* A&CP | | | *WB = Cell D Ba&u E122′f144* | | | | 652t *APT20t* | | | |
| | | | | | | | | | | | | | | J. Dickinson, Sunderland | | | |
| 626 | Novik | SteelScSr | *338* | ✠ Gls *f* | | | 1887 | Workman, | Chinese Eastern Railway Co. Ld. | 150·3 | 22·2 | 10·7 | Vladvostk | T.3Cy.15″,24″&40″–30″ (s | 11 ″ 3 | | |
| Sunk at Port Arthur | | | *226* | 1,89 | | | 3mo | Clark&Co. Ld | | Q46′ | B54′ | F24 | Russian | 88NH | | | |
| HPMN | *Well deck* | 1 *Dk* | *148* | | | | | Belfast | | *APT15t DT f12′15t* | | | *BHCem* | Hutson&Corbett, Glasgow | | | |
| | | | | | | | | | *WB = DBa26′21t* | | | | | | | | |
| 627 | Novington | SteelScSr | 2538 | ✠100A1 Shl *t* | | | 1899 | Richardsn, | Southdown S.S.Co. Ld. (Bell, Symondson Co., *Mgrs.*) | 313·0 | 44·5 | 20·6 | London | T.3Cy.28″,37½″&61½″–39″ (s | 23 ″ 1 | | |
| 110112 | *W.E.Nott*00–00 | *ss*Shl.No.1–03 | 2369 | ~~2002~~,05 Npt | | | 5mo | Duck&Co. | | P29′B60′F34′ | | | British | 160lb *90lb* 244NHP | s 4 ″ 1 | | |
| RCWM | | 1 *Dk(pt Irn&pt Stl)* | 1617 | LMC5,03 | | | | Stockton | | | | FK | | 2SB,*6cf*,gs100,hs3778 | | | |
| | | *&deep framing* | | | | | *Lloyd's* A&CP | | | *WB = CellD* | | | | 669t *APT41t* | | | |
| | | | | | | | | | | | | | | Blair&Co. Ld. Stockton | | | |
| 628 | Novo | SteelScSr | 1655 | | | | 1902 | R.Stephen- | T.Wilson, Sons& Co. Ld. | 280·4 | 37·1 | 17·6 | Hull | T.3Cy.20″,38″&56″–39″ | | | C |
| 113618 | *W.Magee* –02 | | 1270 | | | | | son&Co. Ld | | P&B173′F31′ | | | British | 196NH | | | |
| TKJW | *Ref.Mchy.* | 1 *Dk* | 1037 | | | | | Newcastle | | | | | *WB* | Richardsons, Westgarth& Co. Ld. Mdb. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under Deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey | 7 Year assigned now applied. Equipment Letter. | 8 Built. When. Ship. Engines. | 8 Built. By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Remarks in full of Class. Date when last Surveyed. | 16 Date when last Surveyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 629 | **Novo Triumpho** | — — III | | | | | ..... | S.U.deVillaMaria | ..... | S.L.de Cres Brazilian | | | | |
| 630 | **Novorossisk** *Akimovic* HDCM *Elec.light* | SteelTwinScSr — — 1 *Dk(Stl)&Spar dk* | 1360 — — | ✝ 4,02 *Spar dk with freeboard* | Oda | *v* | 1896 10mo | J.Laing Sunderland *WB=* | AzoffStm.Nav.Co. *(in liq.)* *CellDBa69'uE&b* | 236·0\|34·2\| 9·0 P&B151'F57' 164 FK *29'f60'141t MT17'* | Odessa Russian *7BHCem 229tAPT14* | T.6Cy.14½",28"&38"–27" 182NH *2SB.6rf,GS112,HS3234* G.Clark(Lim.),Sunderland | 11 " 0 | | |
| 631 | **Novoselsky** 244 | IronPad 1 *Dk* | 247 — 191 | | | | 1866 | ..... Linz | Don,Azoff&Black SeaS.N.Co. | 162·6\|22·0\| 7·4 | Odessa Russian | | | |
| 632 | **Nowshera** 87666 HQNJ | SteelSc3MstSr *F.D.C.Dewing* –03 2 *Dks(UStl-ws)&Webframes* *Elec.light* | 3024 2689 1961 | ✝ 3,86 | Cal | *t* | 1883 4mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ltd. *WB=* | 320·0\|42·1\|25·0 *=CellDB284'649t* | Glasgow British *6BHCem* | C.2Cy.41"&72"–51" 309NH Denny&Co.,Dumbarton | | |
| 633 | **Noyo** KFBP | WoodScSr *C.Ellefsen* 1 *Dk* | 316 — 229 | | | | 1887 | A.Hay SanFrancisco | DollarS.S.Co. | 150·0\|33·2\|10·5 | S.Frncisco Utd.States | T.4C.(2)10",22"&36"–24" 63NH Hinckley,Spiers&Co.,S.Fo | | |
| 634 | **Nubeena** 57630 | WoodScSr *J.Mas...* 1 *Dk* *Elec.light* | 138 138 98 | | | | 1890 | Wm.Bayes HobartTown | HuonChannel& PeninsulaSSCo.Ltd | 106·6\|21·0\| 9·6 | Hobart British | C.2Cy.13"&26"–18" 120RH Ross&Duncan,Glasgow | | |
| 635 | **Nubia** 102364 NQVP | SteelScSr *F.N.Tillard* –01 2 *Dks(1Stl–ws&UStl–teak s)3trH* *Elec.light* | 5914 5084 3824 | ✝ 8,97 | Lon | *at* | 1895 2mo | Caird&Co. (Lim.) Greenock *WB=* | P.&O.Stm.Nav.Co. *CellDBa113'uE&b* | 430·0\|49·3\|29·9 P86'B167'F85' BK9 *7BHCem 76'f160'995t* | Greenock British | T.3Cy.31",50"&82"–60" 662NH 4SB,*12cf*,GS205,HS9424 FD Caird&Co.(Lim.),Grk. | 33 " 0 | BT till 1,03 |
| 636 | — 86709 WPLS | IronScSr *T.G.Knox* –00 2 *Dks(Irn)3trH* | 3551 3326 2319 | | | | 1882 | D.&W. Hndrsn&Co. Glasgow | AnchorLine(Henderson Bros.)Ld. | 378·2\|40·2\|28·6 | Glasgow British | C.2Cy.33"&66"–60" 281NHP D.&W.Henderson&Co.,Gls | | C BT till ~~1,04~~ 1,05 |
| 637 | — *Hobel03–04* RLMN | SteelScSr 2 *Dks(1Stl&UIrn) CellSideTanks amidships &deep framing at ends* | 3494 3275 2234 | ✝ | | ... | 1900 2mo | W.Gray& Co.Ld. W Hartlepool A&CP | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) *WB=Cell DBa 104'uE 25'* | 337·6\|51·1\|24·4 P37'B130'F41' FK *f151'867t Cell Side Tanks 191'* | Hamburg German *6BHCem* | T3Cy.25½",40½"&67"–45"(*t*) 170lb 310NH 3SB,*9rf*,GS117,HS4680 Cen.Mar.Eng.Wks.W.Hp. *722tAPT61t* | 26 " 11 | 4,04 |
| 638 | — 104913 NWCV | SteelScSr *W.Waddell* –02 *ssLth.No.2–03* *Elec.light* 1 *Dk(Stl)&Webframes* | 1196 844 574 | ✝100A1 ~~11,02~~ 10,04 DS5,05 | Lth | *o* | 1895 7mo | Ramage& Ferguson,Ld. Leith *Lloyd's SA&CP* *WB=* | Leith.Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.* *CellDBuE&yB44'f* | 244·1\|33·1\|14·9 P24'Q73'B60'F27' FK *75'199t Tan* | Leith British ~~Limb.~~ *80lb* 160lb 205NH *6BHCem* *7a73'334tFPT59tAPT27t* | T.3Cy.21",34"&55"–36" (*s*) 180lb 205NH 1SB,*4rf*,GS101,HS3431 Ramage&Ferguson,Leith | 17 " 3 s 1 - 6 | 12,03 |
| 639 | — 113250 | SteelScK *G.Newman* –03 1 *Dk* | 196 177 62 | ✝100A1 *StmTrawler* 8,08 | Hul | | 1903 8mo | Cook,Wel-ton&Gemmell Hull *Lloyd's SA&CP* | Gt.Gms.&E.Coast Stm.FishingCo.Ld. *WB=* | 113·5\|20·8\|11·2 Q43'F19' BK7 *=DBf5'3t* | Grimsby British *3BHCem* | T.3Cy.11⅜",20"&33"–24" (*s*) 180lb 59RH 1SB,*2pf*,GS32,HS913 Amos&Smith,Hull | 12 " 1 | |
| 640 | — 28149 LVCM | IronScSr *J.Russell* –03 1 *Dk* | 102 98 18 | | | | 1890 | Westwood Baillie&Co. London | W.Watkins | 87·6\|18·6\|10·7 | London British | T.3Cy.12½",19"&32"–20" NB01 *fitted02* 70RH J.Stewart&Son,Blackwall | | |
| 641 | **Nubian** (*ex*Procida, 3 *Dks* *ex*ClanM'Leod,*ex*City of Mecca) | IronScSr | 2265 3246 1436 | | | ... | 1871 | C.Connell &Co. Glasgow | TheAdmiralty | 325·7\|36·2\|27·4 BK11 | British | C.2Cy.39"&68"–42" NB80 227NHP J.Howden&Co.Glasgow | 28 " 9 | |
| 642 | **Nuddea** 87694 HVQM | SteelSc3MstSr *C.Scott* –02 *ssCal.No.1–89* 2 *Dks(UStl-ws)&Webframes* | 3005 2682 1944 | ✝ 10,89 | Cal | *r* | 1883 7mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ltd. *WB=* | 320·0\|42·1\|25·2 P52' B26' F38' *=CellDB284'649t* | Glasgow British *6BHCem* | C.2Cy.41"&72"–51" 309NHP Denny&Co.,Dumbarton | 28 " 8 | |
| 643 | **Nueces** 130369 KDSM | IronScSr *G.B.Hix95–01* *3Dks&SparDk* | 3367 — 2465 | | | | 1887 | Delaware RiverCo. Chester,Pa. | NewYork&Texas S.S.Co. (C.H. Mallory&Co *Mgs.*) | 328·0\|44·2\|21·2 *WB* | NewYork Utd.States | C.2Cy.41"&82"–54" 412NHP DelawareRvrCo.,Chstr.Pa | | |
| 644 | **Nuen Tung** *A.Meyer* QHBN *Elec.light* | SteelTwinSc 2 *Dks* | 1341 1301 824 | | | | 1900 | G.Seebeck A.G. Bremerhaven | Norddeutscher Lloyd | 250·8\|34·1\|18·5 H41' *WL* | Bremen German | T.6Cy.14$\frac{3}{16}$",22$\frac{1}{16}$"&31$\frac{1}{16}$"–23⅝" 94NHP G.Seebeck A.G.Bhn | | G |
| 645 | **Nuestra Señora de Begoña** *A.deJauregui02–02* (*ex*Penguin) *Mchy.Aft* *Well deck* | SteelSc *ssMan.No.1–03* 1 *Dk(Irn)* | 445 323 180 | ✝100A1 1,01 BS4,04 | Man | *g* | 1899 3mo | J.Mc Arthur&Co Paisley Completed by Shal *Lloyd's SA&CP* | G.Urrutia&Co. marWorks,Ld.Cal | 146·0\|27·0\|10·2 Q84'F19' FK *WB=FPT51t* | Manila Utd.States *3BHCem* | T.3Cy.11",18"&31"–24" (*s*) 175lb *75lb* NDB02 60NH 1SB,*2cf*,GS31,HS1067 McKie&Baxter,Glasgow | 11 " 0 s " 10 | 8,03 |
| 646 | **Nuestra Señora del Carmen** *E.Orozco01–01* | IronScSr 1 *Dk&pt Shaded* | 389 245 235 | | | ... | 1890 | Workman, Clark&Co.Ld Belfast | Cia.Maritima | 147·8\|24·6\| 9·1 BK6' *WL* | Manila Utd.States | C.2Cy.20"&40"–30" 74NHP Muir&Houston,Glasgow | 11 " 0 | |
| 647 | **Nuestra Señora del Rosario** *S.Arana99–02* (*ex*Visayas,*ex*Appin) | IronScBn | 715 643 408 | | | | 1869 | W.Denny &Bros. Dumbarton | Cia.Maritima | 180·1\|27·0\|18·7 | Manila Utd.States | C.2Cy.25"&39½"–27" 68NH Denny&Co.,Dumbarton | | |
| 648 | **Nueva Villeta** (*ex*Mentana) | WoodSc | 219 — 137 | | | | ..... | UnitedKingdom | M.Adano | 142·8\|20·6\| 8·4 len90 | Bns.Ayres Argentine | | | |
| 649 | **Nuevo Mahones** *F.Cordona82–90* (*ex*Duero,*ex*Arabia) JBGF | IronScSr 1 *Dk* | 627 — 396 | | | | 1852 | ..... England | LaMaritimaCia. MahonesadeVap. | 195·5\|23·6\|16·0 | Mahon Spanish | 4Cy.24"–34" 103NHP Alexander Brs.,Barcelona | | |
| 650 | **Nuevo Valencia** *L.Marcenario* JBHR | IronScSr 2 *Dks&Awngdk* | 1011 674 737 | ✝ *Awng dk with load line* 5,79 | Nwc | *n* | 1879 4mo | A.Leslie& Co. Newcastle | Cia.Anon.deVap. Vinuesa | 210·6\|29·6\|15·0 225 FK *WB=DBa44'&uE &B38'FPT* | Seville Spanish *5BHCem* | C.2Cy.28"&54"–33" 140NHP Black,Hawthorn&Co.Nwc. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Jauge Brute. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux machines. Lettre d'équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Longueur du Pont de Gaillard. | 16 Longueur de la dunette ou du rouf. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 651<br>106925<br>PLDQ | Nugarea<br>*Dellinger* –89<br>*Sailing Schooner—See Sailing Ship Register* | WoodScSr<br>F&YM12,03<br>1 *Dk* | 143<br>122<br>100 | | | 1899 | D. Drake<br>Balmain, N.S.W | J.M.C.Forsayth | 107·1 | 23·9 | 8·5 | Sydney NSW<br>British | | | | |
| 652<br>98073<br>LMDP | Nugget<br>*H McKay* –04<br>*Mchy Aft Well deck ss* Bwg.No.3–03<br>1 *Dk (Irn) Irn framing Stl plating* | Steel&IronSc3MastSr<br>ss Bwg.No.2–03 | 405<br>137 | ✠100A1<br>11,07<br>B84,08 ✠LMC2,08 | Bwg | *f* | 1889<br>6mo | Scott&Co.<br>Bowling<br>A&CP | W.Robertson | 142·6<br>Q— B9' F24' | 25·1<br>BK7' | 11·1<br>B | Glasgow<br>British | T.3Cy.18",21½"&34"–27"<br>160lb 6of 30RH<br>3 *BH Cem*<br>1SB,*3pf*,GS49,HS1019<br>*B = FPT* 26' Muir&Houston,Glasgow | 12 " 0<br>8 - 10½ | | 2,03 |
| 653<br>JBKR | Numancia<br>*J.R.France* –00<br>1 *Dk* | IronScSr | 558<br>—<br>395 | | | | 1865 | A.Leslie&Co.<br>Newcastle | J.AcuñaGomez | 175·5 | 20·1 | 12·8 | Almeria<br>Spanish | 2Cy.30"&25"–24"<br>26NH<br>R.&W.Hawthorn&C.,Nwc | | | |
| 654<br>RMCP | Numantia<br>*H.Blass* 01–01<br>*Elec.light* | SteelScSr<br>2 *Dks* (1 *Stl&U Irn*)<br>*Cell sidetanks amidships, deep framing at ends* | 4371<br>4051<br>2806 | ✠100A1<br>4,01 | Hpl | *x* | 1901<br>4mo | W.Gray&Co.Ld.<br>W Hartlepool<br>A&CP | Hamburg-Amerik Packetf.Act.Ges (Ham.-Amr.Linie) | 384·5<br>P40' B145' F40'<br>*WB = Cell 1 Ba* 126' *u E* 26' *f* 172' | 52·1<br>FK | 25·6<br>100St *Cell sidetanks* 217'850t *APT* 55t | Hamburg<br>German<br>6 *BH Cem* | Γ.3Cy.27".43"&72"–48"<br>180lb 60RH<br>3SB,*9cf*,GS157,HS5692<br>Cen.Mar.Eng.Wrks.W Hpl<br>✠LMC4,01 | 28 " 4<br>8 " - 9 | | |
| 655<br>58551 | Number One<br>*A.Sutton* –01<br>*Mchy.Aft* | IronScSp | 317<br>317<br>216 | | | | 1868 | G.Robinsn&Co.<br>Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork<br>British | 2Cy.<br>50RH | | | |
| 656<br>74500 | —<br>*G.Peacock* 81–89<br>*Hopper Barge* | IronScSp<br>5thSurvey,Liv.8,97<br>1 *Dk* | 266<br>266<br>158 | Liv<br>*Special Service*<br>8,97 | Lv | | 1874 | Brassey&Co.<br>Birkenhead | ManchesterShip CanalCo. | 135·5<br>BK9' | 23·2 | ... | Manchestr<br>British<br>4 *BH* | 2Cy.26½"–24"<br>50RH<br>Brassey&Co.,Birkenhead | | | |
| 657<br>55246 | —<br>*J.Anthony* 67–67 | IronPad | 101<br>101<br>19 | | | | 1866 | .....<br>Drogheda | DublinPort&DocksBoard | 99·7 | 18·5 | 8·4 | Dublin<br>British | 2Cy.<br>50RH | | | |
| 658<br>74501 | No. 2<br>*J.Brierley* 77–<br>*Hopper Barge* | IronScSp<br>3rdSurvey,Liv.9,87<br>1 *Dk* | 274<br>274<br>153 | 12,91<br>*Special Service* | Liv | Lv | 1875 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 139·2 | 23·4 | ... | Liverpool<br>British<br>4 *BH* | 2Cy.28"–21"<br>56RH<br>W.Simons&Co.,Renfrew | | | |
| 659<br>58552 | Number Two<br>*Mchy.Aft* | IronScSp | 317<br>317<br>216 | | | | 1869 | G.Robinsn&Co.<br>Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork<br>British | 2Cy.<br>50RH | | | |
| 660<br>119002 | No. 3 | SteelScCtr | 516<br>477<br>207 | ✠100A1<br>*Hopper Barge*<br>4,04 ✠LMC4,04 | Nwc | | 1904<br>1mo<br>*Lloyd's A&CP* | R.Stephenson&Co.Ld.<br>Newcastle | CardiffRailwayCo. | 140·0<br>33·2<br>FK | 12·4 | | Cardiff<br>British<br>3 *BH Cem* | C.2Cy.21"&44"–30"<br>130lb 79RH<br>1SB,*3pf*,GS61,HS1772<br>McColl&Pollock,Ld.Sld. | 13 " 2<br>3 - 1½ | | |
| 661<br>74502 | —<br>*Hutchison* 6thSurvey,Liv.10,01<br>*Hopper Barge* 1 *Dk* | IronScSp | 274<br>274<br>153 | A1*1<br>*Special Service*<br>5,05 ~~3,04~~ | Liv | Lv | 1875 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 139·2 | 23·4 | ... | Liverpool<br>British<br>4 *BH* | 2Cy.28"–21"<br>56RH<br>1SB,*3pf*,GS45,HS1118<br>W.Simons&Co.,Renfrew | | | |
| 662<br>*For full particulars See No. 3 in Supplement* | No. 4<br>1 *Dk* | SteelSc | 515<br>478<br>208 | 100A1<br>*Hopper Barge*<br>(*Class Contemplated*) | | | 1904 | R.Stephenson&Co.Ld.<br>Newcastle | CardiffRailwayCo. | 140·0 | 33·2 | 12·4 | Cardiff<br>British | C.2Cy.21"&44"–30"<br>MacColl&Pollock,Ld.Sld. | 13 " 2 | | |
| 663<br>76488 | —<br>*E.Morris*<br>*Hopper Barge* 1 *Dk* | IronScSp | 366<br>366<br>156 | | | ... | 1877 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 150·2<br>BK6' | 25·2 | 12·3 | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>65RH<br>W.Simons&Co.,Renfrew | | | |
| 664<br>67241 | Number Four<br>*Mchy.Aft* | IronScSp | 265<br>264<br>179 | | | | 1871 | G.Robinsn&Co.<br>Cork | CorkHarbourCommissioners | 132·3 | 23·6 | 10·0 | Cork<br>British | 2Cy.22"–21"<br>NB05 35RH<br>M.Paul&Co.,Dumbarton | | | |
| 665<br>76489 | No. 5<br>*Manson*<br>*Hopper Barge* 1 *Dk* | IronScSp | 365<br>364<br>155 | | | ... | 1877 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 150·2<br>BK6' | 25·2 | 12·3 | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>NB91 65RH<br>W.Simons&Co.,Renfrew | | | |
| 666<br>78746 | No. 6<br>*Simpson* –00<br>*Hopper Barge* 1 *Dk* | IronScSp | 365<br>365<br>155 | | | ... | 1877 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 150·2<br>BK6' | 25·2 | 12·3 | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>65RH<br>W.Simons&Co.,Renfrew | | | |
| 667<br>95337 | Number Six | IronScHopper | 572<br>572<br>389 | | | | 1873 | T.Brassey&Co.<br>Birkenhead | DublinPort&DocksBoard | 155·6<br>Q13[illegible] | 33·1<br>F8[illegible] | 13·9 | Dublin<br>British | 2Cy.26½"–24"<br>NB[illegible] 55RH<br>T.Brassey&Co.,Birkenhd. | | | |
| 668<br>95175 | —<br>*Steam Hopper* | IronScSp | 427<br>389<br>248 | | | | 1877 | Wingate&Co.<br>Glasgow | ButeDocksCo. | 130·0<br>Q13[illegible] | 30·2<br>F8[illegible] | 12·8 | Cardiff<br>British | C.2Cy.21"&36"–24"<br>60RH<br>Wingate&Co.,Glasgow | | | |
| 669<br>95338 | No. 7<br>*Elec.light* | SteelSc<br>1 *Dk (Stl)* | 482<br>481<br>292 | ✠100A1<br>*Dredger*<br>4,02 ✠LMC4,01 | Rnf | | 1902<br>4mo<br>*Lloyd's A&CP* | W.Simons&Co.Ld.<br>Renfrew | TyneImprovementCommission | 160·0<br>FK | 34·1 | 11·3 | British<br>5 *BH Cem* | C.2Cy.20"&40"–24"<br>100lb 69RH<br>2SB,*4cf*,GS60,HS1784<br>W.Simons&Co.Ld.Rnf. | 12 " 0 | | |
| 670<br>78747 | —<br>*Moffatt*<br>*Hopper Barge* 1 *Dk* | IronScSp | 367<br>366<br>174 | | | ... | 1877 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 150·4<br>BK6' | 25·1 | 12·4 | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>65RH<br>W.Simons&Co.,Renfrew | | | |
| 671<br>95338 | Number Seven | IronScHopper | 572<br>572<br>389 | | | | 1873 | T.Brassey&Co.<br>Birkenhead | DublinPort&DocksBoard | 155·6<br>Q13[illegible] | 33·1<br>F8[illegible] | 13·9 | Dublin<br>British | 2Cy.26½"–24"<br>50RH<br>T.Brassey&Co.,Birkenhd. | | | |
| 672<br>78748 | No. 8<br>*Puzey*<br>*Hopper Barge* 1 *Dk* | IronScSp | 366<br>[illegible]<br>174 | | | ... | 1877 | W.Simons&Co.<br>Renfrew | MerseyDocks&HarbourBoard | 150·4<br>BK6' | 25·1 | 12·4 | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>65RH<br>W.Simons&Co.,Renfrew | | | |

| No. In Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage: Gross / Under Deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assig. now expired. In dipmnt. Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard/midship. ft. in. | Registers in which classed if not in L. Dates of Transfers | Mean draughts. Date when last laid bare. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 673 | Number Eight | IronScHopper | 572 | | | | 1873 | T.Brassey &Co. Birkenhead | London&Tilbury Lighterage Contracting& DredgingCo.Ld. | 155·6 | 33·1 | 13·9 | London British | T.8Cy.16½",26½"&45"–20" NE&B90 50RH Wstgrth,English&Co.Mdl | | | |
| 674 91161 | No. 9 *R.Smith* –01 6thSurvey Liv.4,05 | IronScSr 1*Dk* *Hopper Barge* | 662 662 346 | ✠ A1 *1 *Special Service* | Liv | *Lv* | 1884 6mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 185·4 | 33·1 | 14·0 BK6' | Liverpool British *6BH WB* | C.2Cy.26"&51"–35" 128NH 2SB,*4pf*,GS71,HS2063 W.Simons&Co.,Renfrew | | | 12·61 13·35 14·09 14·82 |
| 675 | No. 10 *E.Richards* –03 | IronSc 1*Dk* | 231 231 102 | | | | 1884 | Soc.John Cockerill Antwerp | MerseyDocks& HarbourBoard | 124·8 | 24·1 | 8·4 | Liverpool British | C.2Cy.20"&32½"–24" 45RH Soc.JohnCockerill,Ant. | | | |
| 676 102067 | No. 11 *C.Wooldridge* –03 | IronSc 1*Dk* | 231 231 102 | | | | 1884 | Soc.John Cockerill Antwerp | MerseyDocks& HarbourBoard | 124·8 | 24·1 | 8·4 | Liverpool British | C.2Cy.20"&32½"–24" 45RH Soc.JohnCockerill,Ant. | | | |
| 677 102109 | No. 12 *Hopper Barge* | IronScSp 1*Dk* | 338 306 156 | | | | 1893 | Exors.of the late T.A. Walker Sudbrook | MerseyDocks& HarbourBoard | 145·0 | 27·0 | 9·0 | Liverpool British | C.2Cy.16½"&33"–22" 60RH Newall&Co.(Lim.),Bristol | | | |
| 678 102123 | No. 13 *G.Braugh* –03 *Hopper Barge* | IronScSp 1*Dk* | 333 301 144 | | | | 1893 | Exors.of the late T.A Walker Sudbrook | MerseyDocks& HarbourBoard | 144·9 | 27·0 | 9·0 | Liverpool British | C.2Cy.16½"&33"–22" 65RH Newall&Co.,Bristol | | | |
| 679 106894 | No. 14 *J.Brown* –07 | SteelTwinSc ~~ssLiv.No.1–00~~ 1*Dk*(*Stl*–ws) ssLiv.No.2–04 | 982 909 455 | ✠ A1 *Hopper Grab Dredger* 2,05 ~~1,08~~ ✠2,05 | Liv | *l* | 1897 12mo | W.Simons &Co.Ld. Renfrew A&CP | MerseyDocks& HarbourBoard | 200·0 F24' | 35·1 | 15·6 FK *WB=* | Liverpool British 4*BHCem* *DTf*16'135*t* | T.6Cy.14½",28"&36"–24" (*s*) 160lb 156NH 2SB,*4rf*,GS88,HS2778 W.Simons&Co Ld.Renfrew | 16 " 3 | | 1,04 |
| 680 109405 | No. 15 *W.Evans* –99 | SteelTwinSc ssLiv.No.1–02 1*Dk*(*Stl*–ws) | 982 909 455 | ✠ A1 *Hopper Barge.* 1,03 | Liv | *l* | 1898 2mo 7,04 | W.Simons &Co.Ld. Renfrew A&CP | MerseyDocks& HarbourBoard | 200·0 F24' | 35·1 | 15·6 FK *WB=* | Liverpool British 4*BHCem* *DTf*16'135*t* | T.6Cy.14½",28"&36"–24" (*s* 160lb 156NH 2SB,*4rf*,GS88,HS2778 W.Simons&Co Ld.Renfrew | 16 " 3 | | ~~7,02~~ 7,04 |
| 681 113378 | No. 16 | SteelSc 1*Dk*(*Stl*–ws) | 648 646 284 | ✠100A1 *Hopper Barge* 8,03 | Liv | *j* | 1900 6mo | W.Simons &Co.Ld. Renfrew A&CP | MerseyDocks& HarbourBoard | 190·3 F20' | 30·1 | 14·0 FK | Liverpool British 4*BHCem* | T.3Cy.17",27"&43"–27" (*s* 160lb 95RH 2SB,*4rf*,GS71,HS2149 W.Simons&Co Ld.Renfrew | 15 " 0 | | ~~6,01~~ 11,04 |
| 682 113404 | No. 17 | SteelSc ssLiv.No.1–04 1*Dk*(*Stl*–ws) | 648 646 284 | ✠100A1 *Hopper Barge* 4,05 ~~10,09~~ | Liv | *j* | 1900 8mo 11,04 | W.Simons &Co.Ld. Renfrew A&CP | MerseyDocks& HarbourBoard | 190·0 F20' | 30·1 | 14·0 FK | Liverpool British 4*BHCem* | T.3Cy.17",27"&43"–27" (*s* 160lb 95RH 2SB,*4rf*,GS71,HS2149 W.Simons&Co Ld.Renfrew | 15 " 0 | | ~~10,09~~ 11,04 |
| 683 113416 | No. 18 *W.Wallace* –00 | SteelSc ssLiv.No.1–04 1*Dk*(*Stl*–ws) | 648 646 284 12,04 | ✠100A1 *Hopper Barge* 1 | Liv | *j* | 1900 9mo 1,05 | W.Simons &Co.Ld. Renfrew A&CP | MerseyDocks& HarbourBoard | 190·0 F20' | 30·1 | 14·0 FK | Liverpool British 4*BHCem* | T.3Cy.17",27"&43"–27" (*s* 160lb 95RH 2SB,*4rf*,GS71,HS2149 W.Simons&Co Ld.Renfrew | 15 " 0 | | ~~06,08~~ 6,04 |
| 684 113371 | No. 19 *R.Evans*92–02 | SteelScSp (*HopperBarge*) 1*Dk* | 436 431 181 | | | | 1900 | C H Walker &Co.Ld. Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool British | T.3Cy.13",22"&34"–22½" 65RH Plenty&Sons,Newbury | | | |
| 685 113492 | No. 20 *W.Wallace* –01 | SteelSc 1*Dk*(*Stl*–ws) | 703 664 300 | ✠100A1 *Hopper Barge* 8,04 ~~11,03~~ | Liv | *j* | 1901 8mo *Lloyd's A&CP* | Fleming& Ferguson,Ld. Paisley | MerseyDocks& HarbourBoard | 190·4 F21' | 30·1 | 14·2 FK | Liverpool British 6*BHCem* | T.3Cy.16½",26"&43"–27" (*s* 180lb 60RH 2SB,*4cf*,GS80,HS2446 Fleming& Fergusn,Ld.Psy | 15 " 0 | | ~~11,08~~ 8,04 |
| 686 115223 | No. 21 | SteelSc 1*Dk*(*Stl*–ws) | 702 664 305 | ✠100A1 *Hopper Barge* ~~6,04 10,08~~ ~~11~~ | Liv | *j* | 1901 10mo *Lloyd's A&CP* | Fleming& Ferguson,Ld. Paisley | MerseyDocks& HarbourBoard | 190·7 F21' | 30·2 | 14·2 FK | Liverpool British 6*BHCem* | T.3Cy.16½",26"&43"–27" (*s*) 180lb 93RH 2SB.*4cf*,GS81,HS2446 Fleming&FergusonLd.Psy | 15 " 0 | | ~~8,08~~ 6,04 |
| 687 115260 | No. 22 *W.J.Roberts* –02 | SteelSc 1*Dk*(*Stl*–ws) | 700 663 301 | ✠100A1 *Hopper Barge* 7,04 ~~6,02~~ | Liv | *j* | 1902 2mo *Lloyd's A&CP* | Fleming& Ferguson,Ld. Paisley | MerseyDocks& HarbourBoard | 190·2 F21' | 30·1 | 14·2 FK | Liverpool British 6*BHCem* | T.3Cy.16½",26"&43"–27" (*s*) 180lb 93RH 2SB,*4cf*,GS81,HS2446 Fleming&FergusonLd.Psy | 15 " 0 | | ~~6,03~~ 7,04 |
| 688 115301 | No. 23 *D.Jones* –02 | SteelSc 1*Dk*(*Stl*–ws) | 700 663 298 8,05 | ✠100A1 *Hopper Barge* ~~6,04 7,08~~ | Liv | *j* | 1902 6mo *Lloyd's A&CP* | Fleming& Ferguson,Ld. Paisley | MerseyDocks& HarbourBoard | 190·1 F21' | 30·1 | 14·2 FK | Liverpool British 6*BHCem* | T.3Cy.16½",26"&43"–27" (*s*) 180lb 92RH 2SB.*4cf*,GS81,HS2446 Fleming&Fergusn,Ld.Psy | 15 " 0 | | ~~7,08~~ 8,05 |
| 689 115253 | No. 24 *J.Robertson*96–02 | SteelScSp (*HopperBarge*) 1*Dk* | 434 413 186 | | | | 1901 | C H Walker &Co.Ld. Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool British | T.3Cy.13",22"&34"–22½" 60RH Plenty&Sons,Newbury | | | |
| 690 115254 | No. 25 *C.Roberts*97–03 | SteelScSp (*HopperBarge*) | 434 413 186 | | | | 1901 | C H Walker &Co.Ld. Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool British | T.3Cy.13",22"&34"–22½" 60RH Plenty&Sons,Newbury | | | |
| 691 RLQJ | Numidia *F.Nissen*01–02 2*Dks*(1*Stl&Ulrn*)&*deep framing* *Elec.light* | SteelScSr | 3044 2836 1942 | ✠100A1 6.00 ✠LMC6.00 | Hpl | *u* | 1900 6mo | W.Gray& Co.Ld. W Hartlepool A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) *WB=CellDBa* | 325·0 P29'B92'F51' 106'*uE*24'*f*136'781*t* | 47·1 | 22·4 FK | Hamburg German 5*BHCem* *APT*53*t* | T.3Cy.24",38"&64"–42" (*s*) 150lb *80lb* 260NHP 2SB,*6pf*,GS98,HS3984 Cen.Mar.Eng.Wrks.W Hpl | 24 " 10 | | |
| 692 | — | SteelTwinScSr 2*Dks* | 800 | | | | 1904 | Cie.Fran-çaise de Nav. Nantes | Cie.Franç.deNav. &deConst.Nav. | 257·9 | 29·5 | 16·2 | Nantes French | T.6Cy.19$\frac{11}{16}$",31½"&51$\frac{11}{16}$"–31½" 305NHP Cie.Franç.deNav.,Lyons | | | |
| 693 9965 MGNS | Numidian *W.S.Main* –99 *Elec.light* *Ref.Mchy.* | SteelScSr 2*Dks*&*Spar dk*&*deep framing* | 4836 4279 3107 | | | ... | 1891 | D&W Hen-derson&Co. Glasgow | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 400·0 P23'B144' F51' | 45·2 | 28·3 30·6 FK | Glasgow British *WB* | T.3Cy.80",50"&80"–60" 582NHP D&W.Henderson&Co.Gls. | 26 " 6 | O BT 1-11 ~~2-03~~ 1,05 | |

| Numéro d'Ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Surveillance Spéciale. Dates de la dernière Visite. | Port de Visite. | Construit. Quand. Navire. Machines. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.= Force en chevaux d'après les formules de la Société. I.P.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Poids au pouce au dessus du navire. | Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 694 | **Numitor** — *F.L.Zonnekeijn84–03* — SteelScK — MBNS — 1 *Dk* | 242 / 236 / 123 | ✠100A1 — *Stm Trawler* — 7,08 — ✠L.MC2.03 | Ant | 1903 — 2mo | Cochrane & Sons — Selby | H.Aspeslagh | 120·0 \| 22·0 \| 12·0 — 249′ F20′ — BK7″ — *WB = Dk* | Ostend — Belgian | T.3Cy.18″,21½″&35″–24″ (*s*) — 200lb — 71NHP — 1SB.*2cf*,GS85,HS1120 — C.D.Holmes&Co.Hull | 12 « 10 | |
| 695 | **Nunima** — *L.Thoren* –03 — 115152 — VPHF — 1 *Dk(Irn)* *Cell side tanks amidships deep framing&2tr Beams at ends* 3 *Dk rule* | 2933 / 2734 / 1881 | ✠100A1 — 1,03 — ✠L.M.C.03 | Hpl | *u* — 1903 — 9mo — 3,05 | W.Gray& Co.Ld. — W.Hartlepool | Trechmann S.S.Co. Ld. (Trechmann Bros. *Mgrs.*) | 325·0 \| 47·0 \| 22·4 — 227′ B30′ F34′ — FK — *WM = Cell DBa 98′ E* | W. Hartlpl — British | T.3Cy.25″,40″&65″–12′ (*s*) — 160lb *90lb* — 287NHP — 5 *BHCem* — 2SB.*6cf*,GS106,HS1518 — Cen.Mar.Eng.Wrks.W.Hpl | 24 « 10 | |
| 696 | **Nunthorpe** — *J.Cowell* — IronPad — 76117 | 122 / 122 / 11 | | | 1876 — | J.T.Eltringham — S.Shields | N.EasternRly.Co. | 105·4 \| 18·7 \| 9·7 — *side tanks* | Middlesbro' — British | L.2Cy.28″–60″ — NE&B84 — 59RHP — Rennoldson&Sn.,S.Shields | | |
| 697 | **Nurani** — ~~*M.M.Thomsen(1st)*~~ ~~*ss*Cal.No.2–01~~ — *B.H.Bullen* –05 — 2 *Dks(Stl–web)* *3tr ht* — *Elec.light* — *ss*Cal.No.3–04 — SteelTwinScSr — 99438 — NSOP | 4432 / 4098 / 2870 | ✠100A1 — 1,03 — ✠L.M.C.— | Cal | *y* — 1892 — 9mo — 3,05 | Harland& Wolff(Lim.) — Belfast | AsiaticStm.Nav. Co.Ld. | 400·7 \| 45·2 \| 28·1 — P39′ B92′ F47′ — FK&BK2½ — *WB = Cell D B800′806t FPT* | Liverpool — British | T.6Cy.18½″,30″&50″–42″ (*s*) — 180lb *90lb* — 873NHP — 7 *BHCem* — 2DB,*12cf*,GS187,HS6060 — Harland&Wolff(Lim.),Bel | 31 « 5 | |
| 698 | **Nurnberg** — *Ex-Imperial* "Senegambia," — *22 in Supplement* — SteelScSr — RKFT — *Elec.light* (*ex*Bellona) — 2 *Dks* 3*tr L* | 4150 / 3895 / 2663 | | | 1895 | Blohm& Voss — Hamburg | Hamburg-Amerik. Packetf.Act.Ges (Ham.-Amr.Linie) | 371·2 \| 44·2 \| 27·1 — P225′ F45′ — *WB* | Hamburg — German | T.3Cy.25⅝″,40″&66″–42½″ — 283NHP — Blohm&Voss,Hamburg | | G |
| 699 | — — *L.Reuter*02–02 — SteelSc — (*Trawler*) — QHLW — 1 *Dk* | 220 / 187 / 76 | | | 1902 | G.Seebeck — Bremerhaven | DeutscheDmpfis-chereiGes.Nordsee | 122·0 \| 22·8 \| 11·8 — 260′ F28′ | Bremen — German | T.3Cy.11½″,18½″& 30½″–22½″ — 43NHP — G.Seebeck A.G.Bremerhvn | | G |
| 700 | **Nushagak** — *A.L.Larsen*04–04 — SteelScSr — 200956 — KTOB — 1 *Dk(Stl)* — *Elec.light* | 739 / 584 / 479 | ✠100A1 — 5,04 — ✠L.M.Co.04 | S.Fo | *j* — 1904 — 5mo | United Eng. Work- — San Francisco | AlaskaPackers Association | 175·5 \| 34·0 \| 14·5 — P48′ F38′ — FK — *WB = Cell D* | S.Frncisco — Utd. States | T.3Cy.14″,22″&38″–30″ (*s*) — 180lb *120lb* — 118NHP — 2SB,*4cf*,GS60,HS2320 — United Eng. Works,S.Fo | | |
| 701 | **Nusret** — IronPad — — — 137 | | | | 1872 | R.&H. Green — London | Chirket i Hairie (BosphorusSN Co) | 160·0 \| 20·0 \| 9·6 — *A&CP* | Constanpl — Turkish | J.Penn&Sons,London | | |
| 702 | **Nutfield** — ~~*R.Pritchie* –04~~ — ~~*ss*Bly.No.3–8,03~~ — 1 *Dk(pt Stl,pt Irn)&Web frames&pt Awng dk(Irn)* — SteelScSr — 98943 — MFJC | 2566 / 1909 / 1673 | ~~✠100A1~~ — *pt Awng dk with freeboard* — 10,~~13~~,04 — [illegible] | Shl | *s* — 1891 — 6mo | Richardsn, Duck&Co. — Stockton | Woodfield S.Shpng Co.Ld (Woods Tylor &Brown, *Mgrs.*) | 297·0 \| 40·1 \| 19·1 — P31′ Q90′ — BK10″ — *pt Awng dk* 176′ — *WB = Cel* | London — British | T.3Cy.22″,36″&59″–39″ (*s*) — 160lb *65lb* — 221NHP — 2SB,*6cf*,GS85,HS3372 — T.Richardson&Sons,Hpl. | 21 « 9 | |
| 703 | **Nuttallia** — *G.R.Porter*89–99 — IronSoYl — 110019 — RLNH — 1 *Dk* | 229 / 218 / 115 | | | 1899 | Schofield, — Grimsby | N.EasternSteam FishingCo.Ld. | 121·5 \| 27·6 \| 11·5 — Q18′ F21′ — BK7½ | Grimsby — British | T.3Cy.18″,21″&34″–24″ — 59RHP — C.D.Holmes&Co.Hull | 12 « 4 | |
| 704 | **Nuzhetié** — *Bairam* — IronPad — — — 75 | | | | 1866 | A&J Inglis — Glasgow | Idarei Massousieh | 195·0 \| 22·0 \| 8·3 | Constanpl — Turkish | 2Cy. — A.&J.Inglis,Glasgow | | |
| 705 | **Nya Hållsviken** — *J.A.Holm*72–77 — IronSc — 1719 — JDKT — 1 *Dk* | 176 / 89 / 125 | | | 1877 | Oskrshmns M.V.Aktieb. — Oskarshamn | Handelsb. Wilhelm Kempe (W.von Hallwyl, *Mgr.*) | 108·0 \| 19·7 \| 8·4 — Q31′ B47′ H11*t* F10′ | Stockholm — Swedish | C.2Cy.14″&29″–21″ — 82NHP — OskarshamnsM.V.Aktieb. | | |
| 706 | **Nya Hillersjö** — *L.A.Olsson*89–01 — SteelSc — 3999 — JMGQ — 1 *Dk* | 174 / 84 / 120 | | | 1901 | Bergsunds M.V.Aktieb. — Stockholm | Nya Hillersjö Ang. Aktieb. (A.F. Andersson, *Mgr.*) | 103·5 \| 19·3 \| 8·9 — Q28′ B44′ H14*t* F10′ | Färingsön — Swedish | C.2Cy.18½″&26½″–17½″ — 24NHP — BergsundsM.V.Aktb.Skm. | | |
| 707 | **Nya Kinda** — *J.Rehnberg* –01 — SteelScSp — 2859 — JGLN — 1 *Dk* | 116 / 66 / 75 | | | 1895 | Mälarvarf-vets Aktieb. — Stockholm | J.Segersteen | 78·5 \| 15·2 \| 7·2 — P48′ H9*t* | Linköping — Swedish | C.2Cy.11″&19½″–14½″ — 10NHP — NyaAktieb."Atlas,"Skm. | | |
| 708 | **Nya Slottsbron** — *P.J.Guldbrand* –97 — WoodScSr — 3096 — JHFN — *Mchy.Aft* — 1 *Dk* | 186 / 150 / 113 | | | 1897 | S.Groth — Sjötorp | O.Esping | 100·2 \| 22·3 \| 9·9 — P22′ H5*t* F11′ | Grums — Swedish | C.2Cy.10″&22½″–15″ — 16NHP — LindholmenM.V.Got. | | |
| 709 | **Nya Söderhamn** — *E.Haglund*01–01 — IronScSr — 3471 — JKQD — (*ex*Finland) — 1 *Dk&pt Shelter dk* | 589 / 312 / 450 | | | 1876 | W.Crichton — Åbo | SöderhamnsÅngf. Aktieb. (G.Schöning) | 166·9 \| 25·6 \| 12·0 — H54*t* F45′ | Söderhmn — Swedish | T.3Cy.14½″,22⅝″&37½″–27½″ — NE&B02 — 73NHP — *WB* BergsundsMek.V.Skm. | | |
| 710 | **Nya Södertelje** — *J.C.Ramberg*87–93 (*ex*Hållsviken) — IronSc — 1626 — JDGR — 1 *Dk* | 117 / 57 / 82 | | | 1885/95 | Oscarshmn M.V. — Oscarshamn | Ångb.Aktieb.Vestra Södertörn (J Gustafsson *Mgr*) | 104·5 \| 17·3 \| 6·2 — Q30′ B40′ H8*t* | Södertörn — Swedish | C.2Cy.14½″&25½″–19½″ — 23NHP — BergsundsM.V.Stockholm | | |
| 711 | **Nya Svartsjölandet** — *A.F.Pettersson* –02 — SteelScSr — 4050 — JMTH — 1 *Dk* | 151 / 93 / 96 | | | 1900 | Motala Nya Co. — Motala | Ångf.Aktieb.Nya Svartsjölandet (F.W.Palmgren) | 103·0 \| 19·4 \| 8·6 — B38′ H13*t* | Svartsjö — Swedish | C.2Cy.13″&26½″–17½″ — 60NHP — MotalaNyaCo.Motala | | |
| 712 | **Nya Upsala** — *G.Settergren* –86 (*ex*Vesterås) — IronScSp — 2844 — JFQT — 1 *Dk* | 168 / 104 / 122 | | | 1855 | Motala Co. — Norrköping | Ångf.Aktieb. Garibaldi (H.W. Söderman) | 95·4 \| 21·8 \| 8·9 — Q29′ B28′ H8*t* F26 | Upsala — Swedish | C.2Cy.19″&32″–18″ — NB01 — 86NHP — BergsundsMek.Verks.Skm | | |
| 713 | **Nyanga** — *R.K.Pooley* –03 — SteelScSr — 113423 — SFBC — 1 *Dk(Stl)&Spar dk, Stl&deep framing* | 3066 / 2869 / 1967 | ✠100A1 — *Spar dk* — 5,01 ~~2,04~~ — ✠L.M.C.11,00 | Liv | *u* — 1900 — 11mo | W.Dobson & Co. — Newcastle | Elder,Dempster Shipping,Ld | 325·7 \| 45·2 \| 15·9 — P38′ B80′ F31′ — 28·8 — FK — *WB = Cell D Ba 98′* | Liverpool — British | T.3Cy.28″,37″&61″–42″ (*s*) — 160lb *90lb* — 252NHP — 5 *BHCem* — 2SB,*8cf*,GS106,HS3940 — N.E.MarineCo.Ld.Nwc | 18 « 3 | 2,05 |
| 714 | **Nyanza** — *D.Macaulay* –04 — ~~*ss*Clyde Vessel~~ — *ss*CE.No.2–05 — 2 *Dks U Irn&1 Stl&deep framing* — SteelScSr — 106057 — PNKB | 4053 / 3775 / 2642 | ✠100A1 — 1,05~~8,04~~ — [illegible] — ✠L.M.C.~~[illegible]~~ | Bkn | *w* — 1897 — 1mo — 5 | A.Stephen &Sons Glasgow — A&CP | S.S.NyanzaCo.Ld. (Maclay& McIntyre) | 370·0 \| 48·0 \| 24·7 — P12′ B100′ F87′ — FK — *WB = Cell D Ba 118′* | Glasgow — British | T.3Cy.25″,41″&67″–45 (*s*) — 175lb ~~[illegible]~~ 5 — 851NHP — 6 *BHCem* — 2SB,*6cf*,GS134,HS4664 — *APT160t* — A.Stephen&Sons,Glasgow | 27 « 6 | ~~4,00~~ |
| 715 — *Mahommet* — IronScBg | *2128* / *2065* / *1421* | | | | 1864 | Thames I.W.Co. — London | Government of Zanzibar | 327·3 \| 36·2 \| 27·6 | Zanzibar | C.2Cy.45″&78″–48″ — 851NHP — GourlayBros.&Co.,Limited | | |
| 716 — *C.Odell*94–94 — IronScK — 08711 | 153 / 141 / 48 | ✠100A1 — *Stm Trawler* — 2,04 — [illegible] | Hul | | 1890 — 12mo | Cochrane Coopr &Schofield Beverley | T.Hamling&Co.Ld | 100·5 \| 21·0 \| 10·8 — Q20′ — BK7½ | Hull — British | T.3Cy.12½″,19½″&31½″–22½″ — 160lb (*s*) — 50RHP — 3 *BHCem* — 1SB,*2cf*,GS29,HS780 — C.D.Holmes&Co.,Hull | 11 « 7 | |

Missing since 12.04

Broken up 6.04

ssHul No.3–9,99
ssHul No.1–03
1 *Dk*

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Net / Suez | Particulars of Classification. Character. / for Special Survey. / Date of last Survey | Port of Survey. | Built. When / By Whom. / Where. / Engines | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formula. / RHP=power by Ship's Register. / Particulars of Boilers & Furnaces. / Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in. | Remarks in which classed, if not in L.R. / Date of Bottom Survey. | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 717 / 115022 / TRQJ | **Nyasaland** Steel Sc Sr<br>*F.A.White* 02-02<br>(ex Diamante) 1 *Dk 2 tr B* | 383<br>289<br>208 | | | 1896 / J.C.Tecklenborg / Geestemünde | British Central Africa Co. Ld. | 148·0 / Q87' B15' F14' | 26·1 | 9·4 | London<br>British<br>*WB* | T.3Cy.11⅛", 17⅛" & 28⅛"-21½" 80 RH<br>J.C.Tecklenborg, Gstmnde | | V | |
| 718 / 108791 / QRPV | **Nyassa** Steel Sc Sr<br>*J.W Baker* -02 *ss* NYk. No.1-02<br>1 *Dk (Irn) 2 tr B & deep framing*<br>3 *Dk r w & e* | 2779<br>2602<br>1786 | ✠100 A1 Shl *u*<br>*with freeboard*<br>5.04<br>✠S 3.05 ✠LMC 6.02 | | 1899 / J. Reid & Co Ld. / Glasgow / *Lloyd's* | S.S. Nyassa Co. Ld. (Maclay & McIntyre) / *WB = Cell D Ba* | 320·0 / P28' B98' F34' / 100' *u* E20' *f* 136' 711*t* | 46·0 | 21·3<br>FK | Glasgow<br>British<br>*WB* | T.3Cy.22½", 36½" & 60"-39" (*s*)<br>160 lb *80 lb* 237 NH<br>5 *B H Cem*<br>2 SB, *Gcf*, Gs 105, Hs 3732<br>*APT* 130*t*<br>D. & W. Henderson & Co. Gls | 28 *m* 9<br>14 - 2 | | N5.04 |
| 719 / NTWT | **Nyborg** Iron & Steel Pad<br>*C.H. Axelsen* (*Ferry*)<br>1 *Dk* | 971<br>892<br>436 | | | 1883 / Kockums Mek. Vrkt. / Malmö | De Danske Statsbaner | 251·3 / 34·4 / 14·7 | | | Korsör<br>Danish | C.4Cy.38¾" & 63¾"-54"<br>190 NH<br>Kockums Mek. V., Malmö | | | |
| 720 / 1899 / JDNQ | **Nyköping** Iron Sc Sr<br>*J. & Hartzell* 78-78<br>1 *Dk* | 183<br>90<br>130 | | | 1861 / Nyköpings M.V. / Nyköping | Ångf. Aktieb. Nyköping (A. Ljungqvist) | 114·1 / Q39' B62' F34' | 19·6 | 8·5<br>H11*t* | Nyköping<br>Swedish | C.2Cy.17¾" & 33"-21"<br>42 NH<br>W. Lindbergs Aktieb., Skm. | | | |
| 721 / QGNF | **Nyland** Steel Sc Sr<br>*H. Jantzen*<br>1 *Dk & deep framing* | 1533<br>1438<br>959 | | ... | 1898 / R. Duncan & Co. Ld. / Port Glasgow | Dampfsch. Ges. Argo | 260·1 / P23' B62' F28' | 37·1 | 18·2<br>FK | Bremen<br>German<br>*WB* | T.3Cy.19", 30½" & 50"-36"<br>156 NH<br>Dunsmuir & Jackson, Gls. | 20 *m* 6 | G | |
| 722 / JDLN | — Iron Sc Sr<br>*J.C. Tönnesen*<br>1 *Dk & Awngdk* | 380<br>363<br>194 | | | 1873 / Nylands Værksted / Christiania | Christianssands Dmpskselsk. (N. Rosenkilde, *Mgr.*) | 153·6 / H18*t* | 21·3 | 17·0 | Xiansands<br>Norwegian | C.2Cy.29" & 46½"-26"<br>NB 84 93 NH<br>Nylands Værkst. Christiana | | N | |
| 723 / JBRD | — Iron Sc Sr<br>*J.A. Gerdin* -95<br>1 *Dk* | 163<br>80<br>104 | | | 1875 / W. Lindbergs Aktieb. / Stockholm | Ångfartygs Aktieb. Nyland (P.D.E. Sangberg. *Mgr.*) | 109·3 / Q30' B47' H12*t* F16' | 17·7 | 7·7 | Sundsvall<br>Swedish | C.2Cy.11" & 24"-21"<br>NB 95 22 NH<br>W. Lindbergs Aktieb., Skm. | | | |
| 724 / 64783 / QHRC | **Nymboida** Iron Sc Sr<br>*H. Jackson* -03<br>(ex Otway) 1 *Dk* | 563<br>381<br>352 | ✠ Cly<br>10.72 | | 1872 / Blackwood & Gordon / Pt. Glasgow | North Coast Steam Nav. Co. Ld. | 203·0 / P160*t* F17*t*<br>len 88 | 25·2 | 12·0 | Sydny NSW<br>British<br>5 *B H Cem* | C.2Cy.26" & 46"-33"<br>93 RH<br>Blackwood & Gordon, P.Gl. | | | |
| 725 / 84861 / WGFR | **Nymphæa** Iron Sc Sr<br>*R.H. Sutherland* -01 *ss* Shl. No.3-1,94<br>*ss* Shl. No.2-02<br>2 *Dks (Upt Irn-ws M Irn) 3 tr B* | 1969<br>1811<br>1249 | ✠100 A1 Shl *s*<br~~4,05~~ ~~4,04~~ Cff<br>~~RS 6,01~~ ✠LMC 8.02<br>~~BS 9.01~~ | | 1882 / Tyne I.S.B. Co. (Lim.) / Newcastle | Stag Line, Ld. (J. Robinson & Sons, *Mgrs.*) | 286·9 / P22' B28' F22' | 37·0 | 21·8<br>FK | N. Shields<br>British | C.2Cy.30" & 63"-39" (*i*)<br>80 lb *80 lb* NDB 93 187 NH<br>6 *B H Cem*<br>2 SB. *4pf*, Gs 75, Hs 2955<br>N.E. Marine E.C. (Lim.) Sld. | 24 *m* 6<br>14 - 4½ | | N4.04 |
| 726 / KRDF | **Nymphe** Iron Sc Trawler<br>*A. Zeplin* 02-02<br>1 *Dk* | 124<br>114<br>19 | | | 1889 / J.C. Tecklenborg / Geestemünde | A. Christiansen | 99·7 / WB = *Cell D Ba* 67 *u* B8' | 20·2 | 9·7<br>*f* 88' 217*t* *FPT* 27*t* | Gstemnde<br>German | C.2Cy.18" & 33"-22"<br>43 NH<br>Maschinenfab Buckau, Magdeburg | | G | |
| 727 / 115115 / VCHS | **Nyroca** Steel Sc Sr<br>*W.T. Shaw* 02-03<br>2 *Dks (Upt Irn & pt Stl)*<br>*Well deck* | 1295<br>1141<br>684 | ✠100 A1 Liv *p*<br>12.01 ~~1.04~~<br>✠LMC 8.03 | | 1903 / Wigham-Richrdsn & Co Ld / Newcastle | Cork S.S. Co Ld. | 255·4 / P144' F60' | 33·8 | 18·6<br>BK 9' | Cork<br>British | T.3Cy.21", 33½" & 54"-39" (*s*)<br>160 lb *80 lb* 195 NH<br>1 *B H Cem*<br>2 SB. *6pf*, Gs 97, Hs 3120<br>Wgham Rchrdsn & C. Ld Nwc | 19 *m* 9<br>s 2 - 4 | | |
| 728 | **Nystad** Iron Sc Sr | 132<br>—<br>76 | | | 1875 / ..... / Gothenburg | | 100·4 / *Lloyd's* *sA & CP* *WB* = *Cell D Ba* 67 *u* B8' *f* 88' 217*t* *FPT* 27*t* | 18·3 | 7·9 | | *APT* 17*t* | | | |
| 729 / 2388 / HRBT | **Nyttig** Iron Sc Sp<br>*J.P. Kullenberg*<br>1 *Dk* | 115<br>103<br>40 | | | 1868 / W. Lindbergs Aktieb. / Stockholm | Söderhamns Transport Aktieb. (L.R.G. Hillman) | 91·9 / H11*t* | 17·8 | 9·7 | Söderhmn<br>Swedish | C.2Cy.19" & 37"-21"<br>NB 87 52 NH<br>W. Lindbergs Aktieb., Skm. | | | |

***Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. No. & Dia. des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total. Sous le Pont. Net. | | Mach. | | | | | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **O. B. Suhr** *J. Jensen* | IronSc3MastSr | 1482 | | | | 1878 | Burmeister & Wain Copenhagen | Forenede Dampskib. Selskab | 250·8 32·1 17·0 H2 28·9 | Copnhagn Danish *WB* | C.4Cy.24"&48"–32" 217NHP | | | | | |
| NRMH | | *1 Dk, Spar dk* | 919 | | | | | | | | | Burmeister & Wain, Cpn | | | | | |
| 2 | **O. L. Halenbeck** | SteelScTug | 198 | | | | 1898 | Neafie & Levy Co. Philadelphia | P. Cahill | 103·3 22·6 12·6 | New York Utd. States | C.2Cy.20"&36"–26" 55NHP | | | | | |
| 155336 | *T. B. Dalborn* 98–98 | *1 Dk* | — | | | | | | | | | Neafie & Levy Co. Phl. | | | | | |
| KNSJ | | | 134 | | | | | | | | | | | | | | |
| 3 | **Oak Branch** | SteelScSr | 3268 | | | | 1895 | W. Doxford & Sons (Lim.) | Nautilus Stm Shpg. Co. Ld. (F. & W. Ritson, *Mgrs.*) | 340·0 45·5 24·0 H24 F | Sundrland British *WB* | T.3Cy.26",42"&69"–42" 300NHP | | | | | |
| PBRH | *H. D. W. Scheel* –95 | *1 Dk 2 tr 3 d* | 3175 | | | | | | | | | W. Doxford & Sns (Lim.) Sld. | | | | | |
| | *Turret deck* | | 2064 | | | | | | | | | | | | | | |
| 4 | **Oakby** | SteelSSr | 1976 | ✠100A1 | Cff | *r* | 1897 | Ropner & Son Stockton | R. Ropner & Co | 275·5 39·6 14·4 P27'Q82' | W. Hartlpl British | T.3Cy.17½",29½"&60"–36" 210lb *160lb* (*s*) 160NHP | | 17 | 6 | | |
| | D. Ad. Orsnes–97 | Shl. No. 1–04 | 1333 | *pt Awng dk* | Shl | | 2mo | | | *pt Awng dk* 166 FK | *1 BH Cem* | 2SB, *4rf*, *gs*78, *hs*2241 | | 8 | 4½ | | |
| PSNM | *1 Dk, pt Stl pt Irn) & deep framings* | | 1251 | | | | | | | *Cell D Ba* 94' *uE* | 20'*f*106'395*t* | Blair & Co. (Lim.), Stockton | | | | | |
| | *A. Laurie* –04 | *pt Awng dk (Irn)* | | | | | | | A&CP *WB* = | | | | | | | | |
| 5 | **Oakdale** | IronScSr | 1340 | ✠100A1 | Sws | *o* | 1878 | E. Withy & Co. Hartlepool | Steel, Young & Co. | 243·7 32·0 16·9 | London | C.2Cy.29½"&57"–33" (*s*) 156NHP | | 19 | 4 | | |
| 77091 | *O. Jones* –03 | *1 dk pl No. 3–3 dk* | 1026 | 8,04 4,03 | Qns | | 3mo | | | P18 B69 F30 | *1 BH Cem* | 68lb *80lb* NDB01 | | 1 | 7 | | |
| RKQC | *ss* Qns. 2nd No. 3–8,04 *ss* Nwc No. 2–00 | | 836 | | | | | | | *pt* 184 194 BK½ | 1 DB, *gs*68 NDB04 | | | | | | |
| | *Well deck* | *1 Dk 2 tr B* | | | | | | | A&CP *WB* = | | 311*t* | T. Richardson & Sons, Hpl. | | | | | |
| 6 | **Oaklands** | SteelScSr | 1948 | ✠100A1 | Shl | *r* | 1890 | W. Gray & Co. (Lim.) West Hartlepool | ~~Wilson Shipp. Co. Ld. (J. F. Wilson & Co., Mgrs.)~~ | 270·0 37·0 18·8 | ~~W. Hartlpl~~ British | T. 3Cy.29", 51½"&83"–3[illegible] | | 20 | 0 | | |
| ~~3946~~ | ~~Grantham~~ | *ss* Shl. No. 3–3,03 | 1432 | 11,04 | | | 1 mo | | | P29 Q72 B116' F31 | 160lb ~~80lb~~ NDB01 | 168NHP | | 1 | 8 | | |
| ~~LWQN~~ | *Well deck* | *1 Dk (Irn) & Web frames* | 1252 | | | | | | | FK | *1 BH Cem* | 2SB, *4rf*, *gs*65, *hs*2500 | | | | | |
| *Now named* | H. V. Fisher, *Sc. No. 29 in Suppl. Index* | | | | | | | | | *DBa* 84' *f* 194' 442*t* | *APT* 22*t* | Cntrl Marine E Wks W Hpl | | | | | |
| 7 | **Oakley** | SteelScSr | 3798 | ✠100A1 | Bry | *n* | 1901 | W. Gray & Co Ld. West Hartlepool | ~~W. R. Ree~~ | 340·0 49·5 25·6 | ~~Belfast~~ | T.3Cy.25½",40½"&67"–45" | | 28 | 3 | | |
| ~~113611~~ | ~~H. Wilson–00–01~~ | *ss* Liv. No. 3–11,01 | 3561 | 11, ~~12,03~~ | Liv | | 8mo | | | P28 B88 F31 | ~~Parsons~~ | 160lb *80lb* (*s*) 297NHP | | 3 | 7 | | |
| ~~GBVQ~~ | *1 Dk (Irn) 2 tr B deep framing &* | | 2456 | | | | | | | FK | *1 BH Cem* | 2SB, *6rf*, *gs*112, *hs*4404 | | | | | |
| | *Web frames 3 Dk rule* | | | | | | | | *WB* = *Cell D Ba* 110' *uE* & | 183' *f* 114' 912*t* | *APT* 11*t* | Cen. Mar. Eng. Wrks. W Hpl | | | | | |
| 8 | **Oakmore** | SteelScSr | 4547 | ✠100A1 | Bkn | *n* | 1897 | Richardsn. Duck & Co. Stockton | Oakmore S.S. Co. Ld (W. Johnston & Co. Ld.) | 400·3 47·1 28·4 P32 B156 F | Liverpool British | T.3Cy.25",41½"&71"–54" (*s*) 447NHP | | 31 | 6 | | |
| 106854 | *A. Moar* –04 | *ss* Liv. No. 1–01 | 4386 | 11, ~~12,04~~ | Ant | | 5mo | | | FK | *4 BH Cem* | 2-0lb *120lb* | | 7 | 1 | | |
| PRFH | *2 Dks (1 Irn 1 Stl) 3 tr B & Web frames* | | 2955 | ~~HS7,01~~ | | | | A&CP *WB* = | *Cell D Ba* 110' *uE* & | 866 *f* 172'980*t* | *FPT* 55*t* | *APT* 28*t* | 2DB, *12cf*, *gs*205, *hs*7200 | | | | |
| | *Elec. light* | | | | | | | | | | | Blair & Co. (Lim.), Stockton | | | | | |
| 9 | **Oakville** | IronScBn | 1355 | ✠100A1 | Bry | *o* | 1880 | W. Gray & Co. West Hartlepool | Ogmore S.S. (1899) Co. Ld. (G. Chitham, *Mgr.*) | 241·0 33·0 17·0 | Sundrland British | C.2Cy.29"&55"–3[illegible] | | 19 | 7 | | |
| 81467 | *D. Evans* –04 | *ss* Shl. 2nd No. 3–5,01 | 1078 | ~~1900~~ 3,05 | Cff | | 2mo | | | P96 B[illegible] F38 | *1 BH Cem* | 85lb *80lb* NDB95 | | 1 | 9½ | | |
| TDBM | *Well deck* | *1 Dk (Irn) 3 tr B* | 848 | | | | | | | BK[illegible] | 2SB, *4rf*, *gs*62 | | | | | | |
| | | | | ~~LMC B~~ 5,04 | | | | | *WB* = *Cell D Ba* 267*t* | | | T. Richardson & Sons, Hpl. | | | | | |
| | | | | 3,05 | | | | | | | | | | | | | |
| 10 | **Oakwell** | IronScSr | 248 | ✠100A1 | Shl | *s* | 1887 | Craig, Taylor & Co. Stockton | R. Candlish & Son, Ld. | 125·0 22·1 10·4 Q42'B8'F18' | Stockton British | C.2Cy.18"&36"–24" (*s*) | | 11 | 1 | | |
| 84649 | *T. Wollage* –04 | *ss* Shl. No. 3–3,00 | 206 | 6,04 ~~5,00~~ | | | 12mo | | | drp04 BK6½ | *3 BH Cem* | 85lb RHP | | 1 | 4 | | |
| KQDM | *Mchy. Aft* | *ss* Sld. No. 1–04 | 129 | | | | | | | *WB* = | *FPT* 21*t* | 4SB, *2pf*, *gs*26, *hs*294 | | | | | |
| | *Well deck* | *1 Dk (Irn)* | | | | | | | A&CP | | | Wstgrth, English & Co, Mdb. | | | | | |
| 11 | **Oakwold** | IronScK | 129 | | | | 1895 | Cochrane & Cooper Beverley | Northwold Steam Fishing Co. Ld. | 93·5 20·5 11·0 Q17 | Grimsby British | T.3Cy.10",16"&25½"–20" 85RHP | | 11 | 10 | | |
| 105533 | *T. Appleyard* –95 | (*Trawler*) | 113 | | | | | | | BK7½ | | Amos & Smith, Hull | | | | | |
| | | *1 Dk* | 43 | | | | | | | | | | | | | | |
| 12 | **Oakwood** | SteelScSr | 4271 | ✠100A1 | N Yk | *x* | 1903 | Nthmbld S.B. Co. Ld. Newcastle | ~~Ingham Tunbridge Trading Co. Ltd.~~ J. L. Jacobs & Co | 360·0 48·0 20·2 P30 B82 F32 | London British | T.3Cy.26",41"&69"–48" (*s*) 372NHP | | 22 | 10 | | |
| 115958 | *T. B. Lloyd* 03–03 | | 4119 | *Spar dk* | Hul | | 2mo | | | 28 | | 6SB, *9cf*, *gs*150, *hs*5940 | | 6 | 10 | | |
| TVDH | *Ref. Mchy.* | *1 Dk (Stl) & Spar dk (Stl) &* | 2792 | 1,05 5,04 | | | | | *Lloyd's* A&CP | FK | *3 BH Cem* | Richardsons, Westgarth & Co. Ld. Sld | | | | | |
| | *Elec. light* | *Web frames* | | | | | | | *WB* = *Cell D Ba* | 18' *uE* A B12 *f* 154 | 3-7*t* *APT* 7*t* | | | | | | |
| | | | | ~~RMC 1,05~~ 5,05 | | | | | | | | | | | | | |
| 13 | **Oanfa** | SteelTwinScSr | 7632 | ✠100A1 | Liv Bkn | *e* † | 1903 | D. & W. Henderson & Co. Ld. Glasgow | China Mutual Stm Nav Co. Ld. (A. Holt & Co., *Mgrs.*) | 480·0 58·3 32·7 P & B 338' F 75' | Liverpool | T.6Cy.28",38½"&65½"–48" (*s*) | | 35 | 10 | BT till | |
| 115851 | *Engines* –03 *Bartlett* –05 | SB | 7286 | 1,05 ~~6,04~~ | | | 1 mo | | | | | 850 NHP | | 7 | 10½ | 1,03 | |
| TSPJ | *Elec. light* | *1 Dk 4 St & deep framing* | ~~4807~~ 5870 | | | | | | *Lloyd's* A&CP *WB* – | *Cell D Ba* 147' *uE* | *B* 61' *f* 204 175*t* | *FPT* | | | | | |
| | | | | ~~LMC 12,02~~ | | | | | | | | | | | | | |
| 14 | **Oasis** | IronScBn | 1887 | | | | 1883 | Scott & Co. Greenock | Cie. de Nav. Mixte | 246·4 31·7 16·5 H37 | Marseilles | C.2Cy.34"&44"–41" | | | | V | |
| | *Castan* | | — | | | | | | | 23 | | NB95 220NHP | | | | | |
| KMDB | | *1 Dk 4 Spar dk* | 767 | | | | | | | *WB* | | Greenock Fndry. Co., Grk. | | | | | |
| 15 | **Oaxaca** | SteelScSr | 1393 | | | | 1903 | Frames Mek. Værks Sandefjord | Cia. Mexicana de Nav. S.A. | 231·9 35·2 20·5 H95*t* | Tabasco Mexican | T.3Cy.16½",27"&44"–33" 111NHP | | | | N | |
| | *V. Rebenack* –03 | | 1297 | | | | | | | | *WB* | Akers Mek. Værks. Xia. | | | | | |
| | ex Primula | *1 Dk 4 Spar dk* | 850 | | | | | | | | | | | | | | |
| 16 | **Oberburgermeister Haken** | | 1216 | | | | 1895 | Flensburger Schiffs. Ges. Flensburg | Neue Dampfer-Cie. A.-Ges. | 219·9 32·4 15·6 F14 T28 | Stettin German | T.3Cy.20",32"&52"–33" 155NHP | | | | G | |
| | *J. Meyer* 84–95 | | 884 | | | | | | | | *WB* | Flensburger Schiffs. Ges. | | | | | |
| JPHR | *Electric light* | *1 Dk 2 tr B* | 748 | | | | | | | | | | | | | | |
| 17 | **Oberelbe** | SteelDblTwinSc | 594 | ✠ | Lou | | 1888 | Steward & Latham London | Nordischer Bergungs-Verein | 120·0 40·0 18·2 FK | Hamburg German | C.4Cy.15"&28"–24" NB02 94NHP | | 10 | 11 | | |
| | (*Salvage Steamer*) | | — | 11 89 | | | 9mo | | | 7 | *BH* | Appleby Bros. London | | | | | |
| RMSJ | (ex Countess of Zetland) | *2 Dks* | 357 | | | | | | | | | | | | | | |
| 18 | **Oberon** | SteelScSr | 900 | | | | 1890 | Huijgens & van Gelder Amsterdam | Koninkl. Nederl. Stoomb. Maats. | 210·9 30·6 15·6 Q66'H45'F26' | Amstrdam Dutch | T.3Cy.15",26"&40"–30" 96NHP | | | | V | |
| | *C. Th. Poederbach* 89–02 | | 114 | | | | | | | | *WB* | Maats. de "Maas," Rot. | | | | | |
| FNGD | | | 584 | | | | | | | | | | | | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No of Decks, &c. | Register Tonnage: Gross. Under deck. Net. | Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Built. When | By Whom. Where | Owners. | Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | In which classed if not in L.R. Date when last docked. | Date when this shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Oberon<br>*Rohellec* ssHul No.3–8.00<br>EMDH (*ex*Ariel,*ex*Sailing) 1*Dk* | IronScSr | 12<br>117<br>18 | Hul<br>3.02<br>*Stm Trawler*<br>†NF&R7.98 | 1885 Cook, Wel-<br>8mo t'n&Gemmell<br>Hull | E.Salmon&Co. | 95·5\|20·5\| 9·8<br>len88<br>ND96 BK7½" | L'Orient<br>French<br>3*BHCem* | C.2Cy.16"&30"–22"<br>43NH<br>1SB.*2pf*,GS27,HS760<br>C.D.Holmes&Co.,Hull | 11 " 0 | V | |
| 20 Oberprasident Delbruck<br>*G.Peters* –02<br>HFWQ 1*Dk* | SteelScSr | 1119<br>686 | | 1902 Schömer&<br>Jensen<br>Tönning | F.G.Reinhold | 219·3\|34·3\|13·8<br>B62'Q75'F28'<br>*WB* | Danzig<br>German | T.3Cy.15",24"&10½"–28'<br>85NH<br>Schömer&Jensen,Tönning | | G | |
| 21 Obi<br>101939 *J.R.C.Davison* –03 ~~notch. Nov 2–01~~<br>MVBO ssShl.No.3–2,05 1*Dk*(*pt Stl pt Irn*)&<br>*Web frames&pt Awng dk*(*Irn*) | SteelScSr | 3046<br>2296<br>1951 | †100A1 Lon *u*<br>*pt Awng dk* Shl<br>*with freeboard*<br>2,05 ~~BS10,04~~<br>~~MS2,05~~ ~~LMC2,04~~ | 1892 J.L.Thomp-<br>10mo son&Sons<br>Sunderland<br>A&CP | MercantileS.S.Co. Ld.<br>*WB* | 322·0\|41·0\|21·5<br>P28'Q98 FK<br>*pt Awng dk*194'<br>= *Cell D B228·500t* | London<br>British<br>6*BHCem*<br>*APT30t* | T.3Cy.24",39"&64"–42" (*s*)<br>160lb ~~*Smith's*~~ NDB07 259NH<br>2SB,*6cf*,GS110,HS3800 *160lb*<br>J.Dickinson,Sunderland | 24 " 0<br>s 9 " 0 | | ~~1,03~~<br>~~10,04~~ |
| 22 Obidense<br>97841 *W.G.Murray* –02 ssLiv.No.3–7.03<br>MBVC 2*Dks*(*Stl–ws*)&*Dk rule*<br>*Elec.light* | SteelScSr | 2380<br>1998<br>1511<br>– | †100A1 Liv *t*<br>10,0 ~~10,05~~<br>~~MS6,08~~ ~~LMC~~<br>~~BS9,08~~ 11,01 | 1891 T.Royden<br>1mo &Sons<br>Liverpool<br>A&CP | BoothS.S.Co.Ld.<br>*WB* | 300·0\|37·1\|23·4<br>P46'B153'F37'<br>BK10"<br>= *Cell DB240'379t* | Liverpool<br>British<br>6*BHCem* | T.3Cy.29",46"&74 –48 (*s*)<br>175lb *90lb* NDB99 414NH<br>2DB,*16rf*,GS240,HS6500<br>Fawcett.,Prestn.&C.(L.),Liv | 26 " 0<br>s 4 " 2½ | BT till 9,04 10,05 | 1,04 |
| 23 Obidos<br>HKSP 1*Dk* | IronPad | —<br>—<br>200 | | 1868 Laird Bros.<br>Birkenhead | AmazonStm.Nav. Co.Ld. | 160·0\|24·0\|10·0<br>P48' | Para<br>Brazilian | 2Cy.39"–48'<br>162NH<br>LairdBros.,Birkenhead | | | |
| 24 Obra<br>104628 *T.Johnston* –03<br>NVMK 2*Dks*(*Stl*)&*Web frames* | SteelScSr | 5456<br>5232<br>3496 | † Sld *y*<br>6,95<br>† | 1895 J.Laing<br>6mo Sunderland | BritishIndiaStm. Nav.Co.Ld.<br>*WB = Cell DBa* 133' | 410·0\|50·7\|29·2<br>B86'F40'<br>FK<br>*u Eq B61'f* 166' 970t | Glasgow<br>British<br>6*BHCem*<br>1*PT147t* | T.3Cy.26",43"&70"–54"<br>403NH<br>2DB,*12cf*,GS230,HS6382<br>G.Clark(Lm.),Sunderland | 32 " 3 | | |
| 25 Obsidian<br>115705 *A.Leitch*86–02<br>TPQN *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing*<br>*Well deck Elec.light* | SteelSc3MstSr | 742<br>535<br>310 | †100A1 Gls *j*<br>12,04 ~~12,05~~ Lon<br>† ~~LMC8,02~~ | 1902 A.Rodger<br>8mo &Co.<br>Pt.Glasgow<br>*Lloyd's SA&CP* | W.Robertson<br>*WB = Cell DB a* 59'*f* 57' 170t *FPT* | 195·2\|30·1\|11·2<br>Q103'B11'F35'<br>BK7"<br>*u Eq B61'f* 166' 970t | Glasgow<br>British<br>3*BHCem*<br>75t*APT10t* | T.3Cy.17",27½"&44"–33" (*s*)<br>160lb *80lb* 99RH<br>1SB.*3pf*,GS61,HS1856<br>A.Rodger&Co.Glasgow | 13 " 6<br>s 1 " 1½ | | |
| 26 Ocamo<br>76947 *A.Fraser*01–01 ssGls.2nd No.3–6,00<br>QNMK (*ex*Tavmouth Castle)<br>*Elec.light* 2*Dks*(1*pt Irn*)3*tr Stl* | IronScSr | 1910<br>1790<br>1228 | †100A1 Hfx *s*<br>11,03<br>~~36,00~~ LMC~~8,00~~ | 1877 Barclay,<br>3mo Curle&Co.<br>Glasgow<br>A&CP | Pickford&Black S.S.Co.Ld.<br>(Pickford&Black, *Mgrs.*) | 300·1\|33·8\|25·0<br>B24'F43'<br>ND00 BK10" | London<br>British<br>5*BHCem* | C.2Cy.30⅜"&64"–39" (*s*)<br>80lb *80lb* NDB00 229NH<br>1DB,*3cf*,GS150,HS4330<br>Barclay,Curle&Co.Gls. | 26 " 5<br>s 5 " 5½ | | ~~11,03~~<br>~~10,04~~ |
| 27 Ocampo<br>~~*G.G.Graham* –01~~<br>~~LQMR~~ 3rdSurvey Ant.12.00<br>(*ex*Ettrickdale,*ex*Chancellor) 2*Dks*(*Iron*) | IronScBg | 2052<br>1854<br>1329 | † A1*1 Ant Liv<br>~~7,00~~<br>~~NB98 & 05 Antwerp~~<br>~~MS12,00~~ LMC | 1872 J.Laing<br>11mo Sunderland | PlateS.S.Co.Ld.<br>~~(Goliathy,Hankey &Co. *Mgrs.*)~~ | 310·4\|34·2\|23·9<br>P116t B30t F44t<br>BK9¼" | ~~Rochester~~<br>~~British~~<br>4*BHIPBR*<br>Japanese | C.2Cy.38"&70"–12" (*s*)<br>80lb *60lb* 223NH<br>3SB,*6pf*&*3cf*,GS152,HS3218<br>Thompson,Boyd&Co.,Nwc | 24 " 10<br>s 4 " 4½ | | N1,03 |

*Now named "Kyoyei Maru No.1," See No. 45 in Supplement.*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 Occident<br>*P.Thomsen*95–99<br>LMDV 1*Dk* | SteelScSr | 813<br>610<br>506 | | 1889 Flensburger<br>6mo Schiffsb.Ges.<br>Flensburg | H.A.Petersen | 191·3\|30·8\|13·2<br>Q64' B52' F26'<br>*WB* | Flensburg<br>German | T.3Cy.14",28"&40½"–27"<br>85NH<br>FlensburgerSchiffsb.Ges. | | G | |
| 29 Occidente<br>*A.F.Coelho* ssLiv.No.1–94<br>(*ex*Hippolyte Dumois) 1*Dk*&*Awng dk*<br>*Mchy.Aft* | SteelScSr | *681*<br>*633*<br>*422* | † Liv *h*<br>*Awng dk*<br>*with freeboard*<br>12,94 † | 1890 T.B.Seath<br>5mo &Co.<br>Glasgow | Cia.deNav.aVap. doMaranhao<br>*WB* | 175·0\|28·0\|11·1<br>18·3<br>BK7"<br>= *DB f* 64'64*t FPT* | Maranhao<br>Brazilian<br>3*BHCem*<br>54t*APT11t* | T.3Cy.15½",24"&40"–33"<br>NB99 99NH<br>1SB,*3cf*,GS60,HS1767<br>Hutson.&Corbett.Glasgow | 11 " 9 | | |
| 30 Oceaan<br>*C.Koenes*98–00<br>PNGJ 1*Dk* | SteelScSr | 388<br>371<br>47 | | 1894 L.Smit&<br>Zoon<br>Kinderdijk | LSmit&Co'sSleep-dienst,Ld. (Murk Lels&Zoon, *Mgrs.*) | 149·2\|29·5\|13·5<br>B46'F16' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.18",28"&16"–30"<br>160lb 16" ~~11~~ NH<br>Maats.de Schelde,Flushing<br>~~BS5,08~~ | | | |
| 31 Oceaan I.<br>~~*A.Boshsteiner*00–00~~ *T.Krijger* –05<br>ssAms.No.1–05 1*Dk* | SteelSc | 214<br>200<br>61 | †100A1 Ams<br>*Stm Trawler*<br>~~4,04~~ ~~10,05~~<br>4,05 ~~LMC3,04~~ | 1901 Nederl.<br>2mo Schps. Maats<br>Amsterdam<br>1.05 A&CP | Naamlooze Vennootschap Stoomvisscherij Oceaan (C.Planteijdt, *Mgr.*) | 120·7\|22·2\|10·8<br>BK7½"<br>*WB = Cel DBf* 14'15*t* | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12¼",21"&32"–22½"<br>200lb (*s*) 71NH<br>1SB,*2cf*,GS36,HS1300<br>NdrlndscheFab.v.Wk Ams | 12 " 0 | | 4,05 |
| 32 Oceaan II.<br>*A.von Croonenborg*00–00<br>ssAms.No.1–05 1*Dk* | SteelScK | 214<br>200<br>61 | †100A1 Ams<br>*Stm Trawler*<br>~~3,04~~ 2,05<br>~~LM~~ 2.05 | 1901 Nederl.<br>3mo Schps. Maats.<br>Amsterdam<br>A&CP | Naamlooze Vennootschap Stoomvisscherij Oceaan (C.Planteijdt, *Mgr.*) | 120·7\|22·2\|10·8<br>BK7½<br>*WB = Cel DBf* 14'15*t* | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",21"&32"–22½" (*s*)<br>200lb 71NH<br>1SB.*2cf*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 " 0 | | ~~11,03~~<br>2,05 |
| 33 Oceaan III.<br>*H.von Roon*00–00 ssAms.No.1–05<br>1*Dk* | SteelSc | 222<br>210<br>63 | †100A1 Ams<br>*Stm Trawler*<br>~~3,04~~ ~~1,04~~ 5,05<br>~~LMC4,01~~ | 1901 Nederl.<br>6mo Schps.Maats.<br>Amsterdam<br>A&CP | Naamlooze Vennootschap Stoomvisscherij Oceaan (C.Planteijdt, *Mgr.*) | 129·1\|22·3\| 8·4<br>BK7½<br>*WB = Cel DBf* 16'15*t* | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",21"&32"–22½" (*s*)<br>160lb 67NH<br>1SB.*2pf*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 " 0 | | ~~5,05~~ |
| 34 Ocean<br>*B.Boysen* –00 ssRot.No.3–4.00<br>PNGK *Mchy.Aft* ssRot.No.1–04<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames* | SteelSc3MstSr | 2560<br>2170<br>1636 | †100A1 Rot *u*<br>~~3,04~~ 1,05<br>*Carrying Petroleum in bulk.*<br>~~NB8,04~~ ~~LMC8,04~~ | 1888 Russell&<br>2mo Co.<br>Greenock<br>A&CP | American Petro-leum Co. | 310·7\|39·1\|25·2<br>P88'B20'F31'<br>FK<br>*WB = FPT* 147*t* | Rotterdm<br>Dutch<br>15*BHCem*<br>*APT110t* | T.3Cy.22",36"&58"–42" (*s*)<br>160lb *80lb* NDB97 258NH<br>2SB.*6cf*,GS124.HS4360<br>D.Stewart&Co.,Glasgow | 26 " 2<br>s 4 " 4<br>w5 " 1 | | ~~10,03~~<br>5,05 |
| 35 —<br>102858 *L.Hansen* –97 ssShl.No.2–02<br>NJFH *Well deck* 1*Dk*(*Irn*)&*Web frames* | SteelScSr | 1442<br>1097<br>890 | †100A1 Sld *p*<br>~~3,04~~ 5,05 Shl<br>~~MS7,05~~ ~~LMC8,05~~<br>~~BS5,05~~ | 1894 S.P.Austin<br>4mo &Son<br>Sunderland<br>A&CP *WB* | W.Cory&Son,Ld.<br>= *Cell D Ba* 67'*u E&* | 247·0\|35·3\|15·6<br>P28'Q63'B45'F27'<br>FK<br>*B32'f* 100'480t *FPT* | London<br>British<br>4*BHCem*<br>29t*APT41t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb ~~*80lb*~~ *75lb* 155NIP<br>1SB,*4pf*,GS63.HS2400<br>NE.Mar.EngCo.(Lim.)Sld. | 18 " 3<br>s 1 " 10 | | ~~3,03~~<br>5,05 |
| 36 —<br>~~*J.F.Trowell*88–96~~<br>*Mchy.Aft* 1*Dk*&*Spar dk* | WoodSc | 684<br>320<br>454 | | 1872 S.Andrews<br>&Sons<br>Pt.Dalhousie | WentworthNav. Co.Ld. | 137·0\|28·3\|11·7<br>H154t | S.Cthrines<br>Ont.<br>British | 1Cy.36"–30'<br>100RIP<br>G.N.Oille,St.Catharine's | | | |
| 37 —<br>102484 *D.T.Allen* –01 ssBrs.No 2–02<br>1*Dk*(*Irn*)<br>*Mchy.Aft* | SteelScSp | 140<br>110<br>71 | †100A1 Brs *a*<br>12,04 ~~11,03~~<br>*Bristol Channel Service*<br>~~BS13,04~~ ~~LMC4,02~~ | 1893 Exors.of<br>10mo T.A.Walker<br>Sudbrook<br>*Lloyd's SA&CP* | Osborn&Wallis<br>*WB* | 95·0\|19·1\| 7·9<br>Q32'<br>BK6½"<br>= *FPT* 7*t* | Bristol<br>British<br>3*BHCem* | C.2Cy.18½"&27"–18" (*s*)<br>100lb 45RIP<br>1SB,*2pf*,GS30,HS720<br>Newall&Co.(Lim.),Bristol | 8 " 10 | | ~~4,02~~<br>12,04 |
| 38 Ocean Bride<br>99659 *R.Scarborough* –01 ssAbn.No.2–02<br>1*Dk* | SteelScK | 175<br>155<br>71 | †100A1 Abn<br>*Stm Trawler*<br>3,05 ~~3,03~~<br>~~BS5,05~~ ~~LMC8,02~~<br>BS3,05 | 1894 Mackie&<br>5mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | AberdeenFish Supply Assoc.Ld. (W.Meff,jr. *Mgr.*) | 103·6\|21·0\|10·8<br>Q42'RFD18'<br>BK7½"<br>*WB = APT* 4*t MT* 17'25*t* | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16"&34"–22" (*s*)<br>125lb 46RIP<br>1SB,*2pf*,GS33,HS835<br>Muir&Houston,Glasgow | 12 " 0 | | ~~5,02~~<br>N3,05 |

Lost by fire 11.04

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme employé pour mat. Lettre | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Donnée. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Hélice. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 39<br>112910<br>KBHQ | **Ocean King** SteelScK<br>*M.Hunter* –00<br>1 *Dk* | 185<br>173<br>57 | ✠100A1 Abn<br>*Stm Trawler*<br>2,04 ✠LMC~~8,00~~ | 1900 Mackie&<br>5mo Thomson<br>~~8,04~~ Glasgow<br>*Lloyd's SA&CP* | AberdeenFish Supply Assoc.Ld. (W.Meff,jun.*Mgr*) | 114·5 21·6 11·5<br>BK 7½°<br>*WB=* | Aberdeen<br>British<br>3 *BHCem*<br>*DBf* 19′16*t* | 7.8Cy.11½″,19½″&32″–22″ (*s*)<br>180lb 50RH<br>1SB.2*pf*,gs85,hs1103<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 40<br>119145<br>VTJS | **Ocean Monarch** SteelScSr<br>*W.Murray* –04<br>2 *Dks* | ~~4304~~4511<br>~~2770~~ 156<br>~~2730~~ 315 | | 1904 Russell&<br>Co.<br>Pt.Glasgow | Raeburn&Vérel | ~~[illegible]~~<br>T 37′ B 104′ F 40′<br>~~384·7~~ 18·6 27·0<br>*WB* | Glasgow<br>British | T.3Cy.27″,48″&72″–48″<br>350NH<br>Dunsmuir&Jackson,Ld,Gls | | |
| 41<br>91496<br>KBHQ | **Ocean Prince** IronScSr<br>*R.Kirkwood* –03 *ss*Mch.No.3–8.98<br>*ss*Mch.No 1–02<br>1 *Dk*(*Irn*)2*tr B* | 1737<br>1499<br>1074 | ✠100A1 Mch *r*<br>~~1,04~~ 1,00<br>~~Boiler~~ ✠LMC~~8,01~~ | 1885 Short Bros.<br>7mo Sunderland<br>A&CP | Prince Line,Ld.<br>(J.Knott,*Mgr.*)<br>*WB=Cell D Ba* 66′*f* 98′ 262*t* | 260·0 37·1 20·0<br>Q 28′ B 56′ F 29′<br>BK 10°<br>4 *BHAes*<br>4 *PT* 28*t* | Newcastle<br>British<br>Dickinson,Sunderland | T.3Cy.20″,33″&54″–39″ (*s*)<br>150lb *80lb* 178NH<br>2SB,6*cf*,gs76,hs2725 | 22 ″ 2<br>8 ″ 8½ | |
| 42<br>116578 | — SteelScK<br>*J.G.Carey*00–02<br>1 *Dk* | 203<br>191<br>54 | ✠100A1 Gls<br>*Stm Trawler* Abn<br>~~4,00~~ ✠LMC10,03<br>2,05 BS6,04 | 1902 Mackie&<br>10mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | AberdeenFish Supply Assoc.Ld.<br>(W.Meff,jun.*Mgr*) | 115·7 21·5 12·0<br>BK 7½°<br>*WB=* | Aberdeen<br>British<br>3 *BHCem*<br>*DBf* 26′80*t* | T.3Cy.11″,19″&32″–22″ (*s*)<br>180lb 50RH<br>1SB,2*cf*,gs82,hs1195<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 43<br>118581 | **Ocean Princess** SteelScK<br>*J.Robertson*01–02<br>1 *Dk* | 203<br>191<br>53 | ✠100A1 Abn<br>*Stm Trawler*<br>4,04 ✠LMC11,~~04~~ | 1902 Mackie&<br>11mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | AberdeenFish Supply Assoc.Ld.<br>(W.Meff,jun.*Mgr*) | 115·8 21·5 12·0<br>BK 7½°<br>*WB=* | Aberdeen<br>British<br>3 *BHCem*<br>*DBf* 26′80*t* | T.3Cy.11″,19″&32″–22″ (*s*)<br>180lb 50RH<br>1SB,2*cf*,gs82,hs1195<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 44<br>118318<br>VFHM | **Ocean Queen** SteelScSr<br>*J.T.Jones* –03<br>1 *Dk*(*Stl*)<br>*Well deck* | 421<br>283<br>172 | ✠100A1 Lon *y*<br>4,04<br>✠LMC8,03 | 1903 J.Meijer<br>8mo Zalt-Bommel<br>*Lloyd's SA&CP* | London&Channel Islands S.S.Co.Ld.<br>(Cheeswright& Ford,*Mgrs.*) | 151·0 24·1 11·0<br>Q 79 B 114′ F 22′<br>*WB=* BK 7°<br>*Dbl* 80′ 27*t* *FT T*<br>3 *APT* 10*t* | London<br>British<br>1 *BHCem*<br>D.J.Bokslag Zwolle | T.3Cy.18″,21″&34″–24″ (*s*)<br>180lb *80lb* 80RH<br>1SB,2*pf*,gs82,hs1300 | 12 ″ 0<br>8 ″ 8½ | |
| 45<br>112911 | — SteelScK<br>*A.Reynolds* –03<br>1 *Dk* | 185<br>176<br>57 | ✠100A1 Abn<br>*Stm Trawler*<br>8,03 ✠LMC~~8,00~~ | 1900 Mackie&<br>5mo Thomson<br>~~8,04~~ Glasgow<br>*Lloyd's SA&CP* | AberdeenFish Supply Assoc.Ld.<br>(W.Meff,jun.*Mgr*) | 114·5 21·6 11·5<br>BK 7½°<br>*WB=* | Aberdeen<br>British<br>3 *BHCem*<br>*DBf* 19′16*t* | T.3Cy.11½″,19½″&32″–22″(*s*)<br>180lb 50RH<br>1SB.2*pf*,gs85,hs1103<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 46<br>(*STRANDED 12,02, NOW SAILING*) | **Ocean Racer** Steel&IronScSr<br>*ss*Abn.No.2–00<br>1 *Dk* *Irn framing&Steel plating* | 160<br>145<br>60 | ✠ Abn<br>*Stm Trawler*<br>11,02<br>✠ | 1892 Mackie&<br>2mo Thomson<br>Glasgow | Rosenberg Mek. Værks | 101·7 20·6 10·9<br>BK 7½°<br>*Now named "Harald,"* | Stavanger<br>Norwegian<br>3 *BHCem*<br>Muir&Houston,Glasgow | T.3Cy.12″,19″&31″–22″ | 11 ″ 11 | |
| 47<br>93170<br>KQJR | **Oceana** SteelSc4MstBk<br>*E.Street* –02<br>*Ref.Mchy.Elec.light* 2 *Dks*(1 *Stl*)<br>*Spar dk*(*Stl–ws*)4*tr B* | 6610<br>5897<br>3507 | ✠ Lon *c*†<br>*Spar dk*<br>3,88<br>✠ | 1888 Harland&<br>2mo Wolff<br>Belfast | P.&O.Stm.Nav.Co.<br>*WB=DBf* 45′ | 468·4 52·0 26·8<br>P 47′ F 91′ 34·6<br>73*t* *Cell DB* 101′ 190*t* | Belfast<br>British<br>8 *BHCem* | T.8Cy.40½″,63½″&102″–72″<br>883NH<br>Harland&Wolff,Belfast | 28 ″ 3 | BT till [illegible] |
| 48<br>93216<br>2287 | — SteelScSr<br>*K.G.Bjarke*04–04 *ss*Cff.No.2–03<br>2 *Dks*(1 *Irn* 1 *Stl*) *&deep framing* | 3577<br>~~9,04~~ ~~3,04~~<br>~~BS8,04~~ ✠LMC10,03 | ✠100A1 Ant *v* | 1895 A.Stephen<br>9mo &Sons<br>Glasgow<br>A&CP | Aktieb.S.African Trading Co.(Marc Wallenberg,*Mgr.*)<br>*B=Cell DBa* 108′ | 330·0 45·1 26·0<br>P 28′ B 68′ F 86′<br>FK<br>*uE&B* 38′ *f* 130′ 780*t* | Stockholm<br>Swedish<br>6 *BHCem*<br>*APT* 174*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>175lb *70lb* 304NH<br>2SB,6*cf*,gs226,hs4960<br>A.Stephen&Sons Glasgow | 28 ″ 9<br>s 5 ″ 7½ | |
| 49<br>RLTK | — SteelScSr<br>*F.Janke*01–01 (*ex*Harold)<br>*Well deck* 1 *Dk* | 711<br>500<br>416 | … | 1891 S.Mc<br>10mo Knight&Co<br>Ayr | Jaluit Gesellschaft | 187·0 27·0 14·2<br>Q 51′ B 60′ F 27′<br>*WB* | Hamburg<br>German | T.3Cy.15½″,24½″&40″–33″<br>92NH<br>Hutson& Corbett,Glasgow | 14 ″ 11 | G |
| 50<br>95849<br>LQPT | — SteelTwinScK<br>*C.Louis* –04 (*Tug*)<br>2 | 337<br>266<br>2 | | 1889 Gourlay<br>Bros.&Co.<br>Dundee | W.Watkins | 140·0 22·7 13·1<br>*WB* | London<br>British | C.4Cy.19″&36″–27″<br>112NH<br>Gourlay Bros.&Co.,Dundee | 14 ″ 0 | |
| 51<br>112926 | — SteelScK<br>*R.Muir* –00 *ss*Abn No.1–04<br>1 *Dk* | 204<br>188<br>~~48~~ | ✠100A1 Abn<br>*Stm Trawler* ~~Duke~~<br>~~2,03~~ ✠LMC~~2,03~~<br>~~3,03~~ ~~0,04~~ ~~BS8,04~~ | 1900 Mackie&<br>6mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | Ocean Trawling Co. Ld.(~~W.Grieve~~ *Mgr.*) (G.H. Carrington,*Mgr.*) | 120·0 21·5 11·4<br>BK 7½°<br>*WB=DBf* 19′16*t* | Aberdeen<br>British<br>3 *BHCem* | T.3Cy.11½″,19½″&32″–24″(*s*)<br>180lb 67RH<br>1SB,2*cf*,gs85,hs1218<br>Ross&Duncan,Glasgow | 12 ″ 6 | |
| 52<br>110596<br>RHDF | **Oceanic** SteelTwinSc3MstSr<br>*J.Cameron* –99<br>*Elec light* *Ref.Mchy.* 4 *Dks* | 17274<br>14731<br>6917 | | 1899 Harland&<br>Wolff,Ld.<br>Belfast | Oceanic Stm Nav Co Ld.(Ismay,Imrie& Co.*Mgrs.*) | 685·7 68·3 44·5<br>P 75′ F 130′<br>*WB* | Liverpool<br>British | T.8Cy.47½″,79″&(2)98″–72″<br>3014NH<br>Harland&Wolff,Ld.Bel. | | BT till [illegible] |
| 53<br>116149<br>VBSG | — SteelScSr<br>*T.Waterman* –03<br>1 *Dk*(*pt Irn pt Stl*) *&deep framing* | 2218<br>2068<br>1400 | ✠100A1 Hpl *t*<br>7,01 ~~5,03~~ Bry<br>✠LMC5,05 | 1903 Irvine's Sh<br>5mo &D.D.Co.Ld.<br>W Hartlepool<br>*Lloyd's SA&CP* | W.H.Cockerline& Co.<br>*WB=Cell DBa* 96′ | 300·0 45·4 18·1<br>P 21′ B 182′ F 83′<br>FK<br>*uE&B* 34′ *f* 126′ 668*t* | Hull<br>British<br>5 *BHCem*<br>*APT* 70*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *90lb* 228NH<br>2SB,6*cf*,gs85,hs3431<br>Richardsons,Westgarth& Co.Ld.Hpl. | 20 ″ 6<br>2 ″ 6 | |
| 54<br>109821<br>QGTK | — SteelScK<br>*T.B.Bryant* –98 *ss*Gms.No.1–02<br>1 *Dk* | 219<br>199<br>90 | ✠100A1 Gms<br>*Well Fishing Vessel*<br>~~12,~~ ~~0,04~~ 3,09<br>BS12,04 ✠LMC11,02 | 1898 Earle's Co.<br>9mo Ld.<br>Hull<br>*Lloyd's SA&CP* | Grimsby Steam Fishing Co.Ld. | 114·0 21·0 11·7<br>Q 44′ F 21′<br>BK 7½° | Grimsby<br>British<br>3 *BHCem* | T.3Cy.12″,20″&32″–28″ (*s*)<br>200lb 55RH<br>1SB,2*cf*,gs88,hs880<br>Earle's Co.Ld.Hull | 12 ″ 8 | |
| 55<br>105543 | — IronScK<br>*J.Reader* –96<br>1 *Dk* | 168<br>150<br>68 | … | 1895 T.Charlton<br>Grimsby | Kelsall Bros.& Beeching,Ld. (J.E. A.Kelsall,*Mgr.*) | 102·0 21·0 11·0<br>Q 50′ F 20′<br>BK 7½° | Hull<br>British | T.3Cy.12⅛″,20″&32″–22″<br>58RH<br>T.Charlton,Grimsby | 11 ″ 10 | |
| 56 Océanien<br>KMFD | *Guigues*01–02<br>3 *Dks* | 4260<br>—<br>2104 | | 1884 Messageries<br>Maritimes<br>La Ciotat | Messageries Maritimes | 416·7 41·7 30·9<br>H 215′ F 54′ | Marseilles<br>French<br>*Tpd.*96 | T.8Cy.46⅝″,65″&94½″–48½″<br>586NH<br>Messageries Mar., La Ciotat | | |
| 57 Oceano<br>111354<br>RPHS | **Oceano** SteelScSr<br>*F.B.Davies* –03 *ss*Bkn.No.1–03<br>*Elec light* 2 *Dks*(*Stl*) *&deep framing* | 4657<br>4265<br>3050 | ✠100A1 Bkn *x*<br>10,01 ~~12,03~~<br>~~Master~~ ~~12,03~~ ✠LMC~~[illegible]~~<br>03 Npt | 1900 Russell&<br>4mo Co.<br>Pt.Glasgow<br>A&CP | Ocean Nav.Co.Ld.<br>(A.Weir&Co.*Mgrs.*)<br>*WB=Cell DBa* 121′ *uE* 22′ *f* 156′ | 369·7 52·0 27·2<br>P 81′ B 106′ F 31′<br>FK<br>1023*t* *D T a* 28′ 588*t* | Glasgow<br>British<br>6 *BHCem*<br>*APT* 65*t* | T.3Cy.27″,48″&72″–48″ (*s*)<br>180lb *80lb* 403NHP<br>2SB,6*cf*,gs122,hs5121<br>Rankin&Blackmore,Grk. | 29 ″ 11<br>s 6 ″ 2½ | |
| 58<br>106521<br>PLWK | — SteelScSr<br>*D.A.Cave* –02 *ss*Ant.No.1–01<br>1 *Dk*(*Stl*) *&Spar dk*(*Irn*) *&Web frames* | 2715<br>2525<br>1739 | ✠100A1 Lon *t*<br>*Spar dk* Npt<br>9,04 ~~11,03~~<br>~~BS8,00~~ ✠LMC~~7,04~~<br>~~03~~ | 1896 Sir Raylton<br>10mo Dixon &Co<br>Middlesbro'<br>A&CP | Plate S.S.Co.Ld.<br>(Gellatly,Hankey &Co.,*Mgrs.*)<br>*WB=Cell DBa* 96′ *uE* 24′ | 308·0 43·3 14·8<br>P 31′ B 74′ F 85′ 22·7<br>FK<br>*f* 118′ 508*t* | Rochester<br>British<br>5 *BHCem* | T.3Cy.28″,36″&59″–42″ (*s*)<br>180lb *80lb* 246NH<br>2SB,4*cf*,gs71,hs3064<br>N.E.Marine Co.(Lim.) Nwc | 17 ″ 1<br>s 9 ″ 10 | |
| 59 Ockenfels<br>QGDN | — SteelScSr<br>*D.Hastewell*02–02 ~~ex Ham No.1–00~~<br>1 *Dk*(*Stl*) *&Spar dk*(*Stl–teak*) *&*<br>*ss*Ham No.2–03 *Web frames* | 3589<br>3394<br>2314 | ✠100A1 Ham *w*<br>*Spar dk* Bark<br>~~[illegible]~~ ~~[illegible]~~ ✠LMC<br>~~Steerage~~ ~~BS11,02~~<br>BS6,04 | 1895 Sir Raylton<br>6mo Dixon&Co<br>Middlesbro'<br>A&CP | Deutsche Dmpfs-fahrts.Ges.Hansa | 340·0 44·2 19·0<br>P 39′ B 70′ F 45′ 27·0<br>BK 9½°<br>*WB=Cell DBa* 102′ *u* [illegible] | Bremen<br>German<br>6 *BHCem*<br>12′ *f* 188′ 652*t* | T.8Cy.24½″,39″&67″–45″ (*s*)<br>180lb *100lb* 315NH<br>2SB,6*cf*,gs116,hs4716<br>T.Richardsen&Sns(L.),Hpl | 21 ″ 7 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage | Particulars of Classification. Character. / Special Survey. / Date of last Survey | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard & Bridge. ft. in. | Remarks in which classed, if not in R. Date of last Docking. | Mean draft. Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 / 155321 | Ocracoke / *H.S Hancock* 96– | Wood Sc / 421 / — / 303 | | 1898 / ..... / Tottenville, N.Y. | Old Dominion SS.Co | 151·3 \| 28·4 \| 8·8 | New York / United States | | | | |
| 61 / 91867 / KBQM | Octa / *J Newton* –99 4th Survey, Lon. 4,02 / 1 *Dk(Irn)2tr B* | Iron Sc Sr / 165 / 1679 / 1041 | ✠A1* 1 Lon Lr / 4,05 6,98 | 1885 / J.Laing / 6mo / Sunderland | Paul & Shellshear / A&CP | 268·5 \| 36·3 \| 20·4 / 352 F2s / BK8 / *WB=DBa@f* | London / British / 1 *BH Cem* / 1 PBH | C.2Cy.29½″&55″–36″ 151 NH / 2SB.*4pf*.HS2372 / G.Clark, Sunderland | 21 ″ 7 / s 3 ″ 8½ | | 17·20 / 18·31 / 19·42 / 20·52 |
| 62 / — / NVLF | *J.P.Jörgensen* / 1 *Dk§Awngdk* | Iron Sc Sr / 281 / 288 / 162 | | 1885 / Flensburger Schiffsb.Ges. Selskab. / Flensburg | Forenede Dmpskib / 17·6 | 129·5 \| 23·7 \| 11·1 / *WB* | Aalborg / Danish | C.2Cy.17½″&32″–21″ 39 NH / Flensburger Schiffsb.Ges. | | | |
| 63 / — / NVLF | Octave Pinnoy / *H.O.Grütter* –00 ex *Président Octave Pinnoy*) 1 *Dk* | Steel Sc Tug / 147 / 147 / — | | 1900 / Wed.A.van Duyvendijk Papendrecht | Soc.Anon.de Remorq.à hélice | 90·2 \| 19·0 \| 10·7 / *WB* | Antwerp / Belgian | T.3Cy.13″,22″&36″–16″ 52 NHP / Huiskens & vn Dijk, Drdrcht | | G | |
| 64 / Octubre / JBLV | *T.Larrazabal* –03 *ss* Bbo.No.3–9,01 / (ex Marquesa de Santurce) / *Well deck* 1 *Dk(Stl)2tr B* | Steel Sc Sr / 2184 / 1911 / 1255 | ✠100 A1 Bbo *s* / 10,03 / BS1,03 ✠LMC 9,01 / BS | 1888 / Palmers' Co.(Lim.) / 9mo / Newcastle | Cia Bilbaina de Nav (E.Aznar y Tutor, *Mgr.*) *WB=Cell DBa E@B* 10′11 5*t* | 290·0 \| 40·2 \| 18·2 / Q109 B64 F3s / FK / *MT* 30′448*t*@22·395*t* | Bilbao / Spanish / 6 *BH Cem* / *APT* 40*t* | T.3Cy.22″,35″&58″–42″ (*s*) 160 lb 239 NHP / 2SB.*6cf*.GS106.HS3896 / Palmers' Co.(Lim.), Nwc. | 21 ″ 4 | | 10,03 |
| 65 / Odd / JVBT | *T.Matland* –02 / (*ex* El-Djezair, *ex* Salisbury) 1 *Dk2tr B* | Iron Sc Sr / 737 / 631 / 444 | | 1866 / Mill wall S. / | B.Stolt-Nielsen | 187·4 \| 28·2 \| 16·9 / B72*t* H28*t* / BK8″ | Haugesnd / Norwegian / *WB* | C.2Cy.16″&36″–27″ NB82 56 NHP / *Cmp.*75 Earle's Co., Hull | 18 ″ 1 | N | |
| 66 / Oddbjörg / HFQD | *T.A.Lie* 00–02 / (*ex* Fairy) 1 *Dk* | Comp Sc Sr / 421 / 317 / 244 | | 1892 / P.Larsson / Thorskog | Acties.Oddbjörg (Geo.J.Brodersen) | 142·0 \| 25·6 \| 12·3 / Q37*t* B43*t* H13*t* F15*t* | Christiania / Norwegian | C.2Cy.15½″&24½″–17½″ NE99 21 NHP / Thorskogs M.V., Thorskog | | V | |
| 67 / Oden / 4234 / JNPF | *A.J.Johansson* –01 *ss* Shl.No.3–5,99 / *ex* Glenoran, *ex* *ss* Mmo.No.1–04 / *Well deck* Vascongada) 1 *Dk(Stl)2tr B* | Steel Sc Sr / 1508 / 1130 / 898 | ✠100 A1 Mmo *p* Shl / 4,05 4,04 / BS3,05 ✠LMC 6,04 | 1887 / A.Stephen & Sons / 9mo / Glasgow | Rederiaktieb. Oden (G.Sjöberg) / *Lloyd's* *SA&CP* | 250·0 \| 35·1 \| 15·9 / Q90′ B62′ F57′ / BK9″ / *WB=Cell DB* 200 | Malmö / Swedish / 1 *BH Cem* / 401*t APT* 21*t* | T.3Cy.17⅞″,29″&46″–39″ (*s* 160 lb *80 lb* NDB01 145 NH / 1SB,*3cf*,GS50,HS2375 / A.Stephen & Sons, Glasgow | 19 ″ 4 / s 1 ″ 10 | | 1,04 |
| 68 / — / 4007 / JMQN | *C.A.Olsson* 00–02 / *Mchy. Aft.* 1 *Dk* | Comp Sc Sr / 202 / 176 / 103 | | 1902 / S.Groth / Sjötorp | Ångf.Aktieb Oden (C.A.Svensson) | 100·0 \| 23·1 \| 10·7 / P18′ H7*t* | Gothenbrg / Swedish | C.2Cy.9½″&21″–13½″ 13 NHP / Akt Lundby Mek Vrks. Got | | | |
| 69 / Odessa / HBKG | *F.Classing* (*ex* Russia, *ex* Santa Barbara, / *Elec.light* *ex* Russia) 2 *Dks&Spar dk* | Steel Sc Sr / 4093 / 2616 / 2389 | | 1889 / Laird Bros. / Liverpool | Russian Stm.Nav. & Trading Co. | 373·0 \| 44·5 \| 22·2 / P53′ B11′ F56′ 30·1 | Odessa / Russian | T.3Cy.33″,52″&80″–60″ 496 NHP / Laird Bros. Birkenhead | | | |
| 70 / — / JQDS | Iron Pad Tug / 1 *Dk* | Iron Pad Tug / 202 / — / 87 | | 1880 ..... | Bros. Anatra | 129·1 \| 22·2 \| 10·3 | Odessa / Russian | | | | |
| 71 / Odin / JFQV | *R.Krull* 97–02 / *Elec.light* 2 *Dks3tr B* | Steel Twin Sc Sr / 1177 / 1074 / 388 | | 1902 / Oderwerke Act.Ges. / Stettin | Stettiner Dmpfsch. Ges. (J.F.Bräunlich, Ld. *Mgrs.*) | 236·5 \| 33·9 \| 20·8 / B97′ H97′ | Stettin / German / *WB* | T.6Cy.18″,28″&46″–28″ 224 NHP / Oderwerke Act.Ges. Stettin | | G | |
| 72 / — / JVRN | Steel Sc Sr / 1 *Dk* | Steel Sc Sr / 1045 / 834 / 645 | | 1898 / Bergens Mek.Verks / Bergen | Johan C.Giertsen | 225·2 \| 32·2 \| 13·3 / Q11*t* B55*t* H17*t* F28*t* | Bergen / Norwegian / *WB* | T.3Cy.15¾″,25″&42″–30″ 97 NHP / Bergens M.V. Bergen | | N | |
| 73 / — / JQDS | *P.S.Christensen* / 1 *Dk2tr B* | Iron Sc Sr / 688 / 493 / 427 | ✠ 3,70 Stk Lr | 1870 / Backhouse / 2mo / Dixon & Co / Middlesbro' | Dpskslsk.Norden (Olaf Rustad *Mgr*) | 181·3 \| 26·1 \| 14·6 / P165*t* H16*t* F25*t* / *WB=DB* | Christiania / Norwegian / 4 *BH* | C.2Cy.18″&44¾″–30½″ NB90 92 NHP / Blair & Co.(Lim.), Stockton | | N | |
| 74 / — / JNWV | *A.Sveen* / *Well deck* 1 *Dk2tr B* | Iron Sc Sr / 349 / 266 / 191 | | 1877 / W.B. Thompson / Dundee | C.Röthing | 150·2 \| 22·2 \| 11·7 / Q46*t* B18*t* H14*t* F5*t* | Haugesnd / Norwegian / *WB* | C.2Cy.20″&36″–24″ NB88 58 NHP / W.B.Thompson, Dundee | | N | |
| 75 / — / TDCJ | Comp Sc Sr / (*ex* Caprivi, *ex* Mariestad) 1 *Dk* | Comp Sc Sr / 227 / 206 / 135 | | 1872 / J.Bang / Eckerna | | 101·3 \| 21·9 \| 12·3 / B19′ H5*t* | Russian | C.2Cy.9¾″&21½″–17½″ 16 NHP / Göteborgs Mek.Verk.Got. | | | |
| 76 / Odissos / PNQG | *D.Partenopulo* 92–96 *ss* Lon.No.3–4,93 / (*ex* Liscard) *ss* Cpl.No.2–01 / 2 *Dks*(1 *Irn*&1 *pt Irn*)3*tr B* | Iron Sc Sr / *1895* / *1822* / *1241* | ✠100 A1 Cpl *s* / 12.01 / ~~06,04~~ ✠LMC 12,01 / BS2,0 | 1880 / T.& W. Smith / 7mo / N.Shields | Nav.à Vap.Egée (P.M.Courtgi&Co. *Mgrs.*) / *Lloyd's* *SA&CP* | 285·0 \| 35·0 \| 23·1 / P28′ B13′ F32′ / pt ND89 BK9½″ / *WB=Cell DBa* 84 | Constanpl / Turkish / 4 *BH Cem* / *f* 108′ 800*t* | C.2Cy.36″&68″–42″ (*s*) 30 lb *50 lb* NDB93 250 NHP / 2SB.*6pf*,GS114 / R.& W.Hawthorn, Nwc. | 25 ″ 9 / s 4 ″ 11 | | 12,01 |
| 77 / Odysseus / (ex Castlemoor) | *S.Syrmis* –03 ~~*ss* Rly. No. 2–00.~~ / 1 *Dk*(*pt Stl pt Irn*)2*tr B* / & *Web frames & pt Awngdk*(*Irn*) / *ss* Pir.No 3–4,05 | Steel Sc Sr / *2868* / *2191* / *1846* | ✠100 A1 Gcn / *pt Awng dk* Pir / *with freeboard* / 4,05 ~~4,04~~ / ~~Steel deck~~ ~~pt Stl~~ ~~1911~~ / 4,05 | 1892 / J.Read-head & Sons / 6mo / S.Shields | G.C.Dracoulis / A&CP | 306·0 \| 41·7 \| 21·2 / P29′ Q92′ B126′ / F31′ FK / *WB=Cell DBa* | Ithaca / Greek / 5 *BH Cem* / 98′ *f* 120′ 492*t* | T.3Cy.23″,37½″&61½″–42″ (*r*) 160 lb ~~300~~ ND805 250 NHP / 2SB,*6rf*,GS110,HS3718 *100 lb* / J.Readhead & Sons, S.Shl. | 24 ″ 4 / s 9 ″ 0½ | | ~~7,02~~ N4,05 |
| 78 / Oengaran / PNQG | *M.van de Putte* 91–99 (*ex* Samarang) / *Elec.light* 8 *Dks&pt Shade dk* | Iron Sc Bg / 2475 / 2129 / 1821 | | 1883 / R.Dixon & Co. / Middlesbro' | Rotterdamsche Lloyd (W.Ruys & Zonen, *Mgrs.*) | 323·8 \| 36·8 \| 25·3 / P166*t* H182*t* F38*t* / len 94 BK10″ | Rottrdam / Dutch / *WB* | Q.4Cy.21″,30″,48″&68″–36″ NE.&B94 238 NHP / Maats. De Schlde Flushing | | V | |
| 79 / Offenbach / RLVM | *H.Schütt* 99–00 / 2 *Dks*(*Stl*)3*tr B&Shelter dk*(*Stl*) | Steel Sc Sr / 5424 / 5295 / 3483 | ✠100 A1 Ham *y* / *Shelter dk* / 4,04 ✠LMC 8,02 / BS3,05 | 1900 / Wigham-Richrdsn & C. Ld / Newcastle | Deutsch-Austral. Dmpfsch.Ges. / A&CP | 390·0 \| 48·1 \| 27·1 / FK / *WB=Cell DBa* 102′ *u E&B* 65′ *f* 161′ 900*t* | Hamburg / German / 7 *BH Cem* / *FPT* 43*t* | Q.4Cy.24″,34″,51″&74″–54″ 210 lb (*r*) 508 NHP / 2S&2DB.*12cf*,GS237 HS8252 / Wgham Richrdsn & C. Ld Nwc | 29 ″ 9 / s 5 ″ 1 | | ~~9,00~~ 3,05 |
| 80 / Offerton / 9323 / JWLD | *R.Drakard* 76–85 1 *Dk*(*Irn*)*& Web frames*, / *Mchy. Aft* *Iron frame Stl plating* | Irn&Stl Sc 3 Mst Sr / 724 / 542 / 444 | ✠ 12,86 Sld *k* ✠ | 1885 / S.P.Austin & Son / 5mo / Sunderland | Lambton Collieries Ld. (E.T.Nisbet. *Mgr.*) | 190·0 \| 30·1 \| 12·9 / *WB=Cell DB* 156′ 287*t* | Sundrland / British / 4 *BH Cem* / *FPT* 43*t* | C.2Cy.27″&47″–33″ 98 RH / N.E.Marine E.C.(Lim.) Sld. | 15 ″ 10 | | |
| 81 / Ofoten / JTBH | *J.Henriksen* 97–97 / (*ex* Namsos, *ex* Katzjarloff) 1 *Dk&pt Awngdk* | Iron Sc Sr / 270 / 148 / 160 | | 1871 / Pattison & Atkinson / Newcastle | Dpskslsk.Salten | 125·4 \| 20·1 \| 10·2 / Q22*t* B63*t* H8*t* F29*t* / len 95 | Bodö / Norwegian / *WB* | C.2Cy.17″&31″–20″ NB95 86 NHP / Pattison & Atkinson, Nwc. | | | |
| 82 / Ogoño / JBNT | *P.Bosch* 01–01 *ss* Bbo.No.2–03 / (*ex* Cundall) 1 *Dk*(*pt Irn pt Stl*)*& Web frames & pt Awngdk*(*pt Irn pt Stl*) | Steel Sc Sr / 2416 / 1804 / 1487 | ✠100 A1 Bbo *s* / *pt Awng dk* / *with freeboard* / 7,01 ~~7,00~~ / ~~LMC~~ / MS4,01 BS~~6~~ BS12,04 | 1894 / Furness, Withy & Co Ld / 10mo / W Hartlepool | Cia. de Nav. Olazarri (Garteiz & Mendialdua, *Mgs.*) / *WB=Cell DBa* | 290·0 \| 40·5 \| 18·8 / Q109′ FK / *pt Awngdk* 181′ / 90′ *u E&B* 42′ *f* 106′ | Bilbao / Spanish / 6 *BH Cem* / 445*t APT* 38*t* | T.3Cy.22″,36″&59″–39″ (*s*) 160 lb *80 lb* 221 NHP / 2SB,*6cf*,GS89,HS3357 / T.Richardsn & Sns. Ld. Hpl. | 21 ″ 0 / s 8 ″ 3½ | | ~~4,03~~ N7,04 |

| 1 Numéro d'Ordre. Numéro. Signaux | 2 Nom du Navire. Matériaux, Gréement, &c. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage. Total. Shelter Deck. Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Double. superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. NHP=Force en chevaux fi après les formules de la Société. IHP=Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. | 14 Charge en Tonnes. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83<br>1553c<br>RKLP | Ogontz<br>*H.Collard*86–99<br>*Elec.light* | SteelScTug<br>1*Dk*<br>77 | | | | 1899 | Neafie&<br>Levy Co.<br>Philadelphia | ReadingCo. | 84·3 | 19·0 | 9·2 | Philadlphia<br>Utd.States | C.2Cy.15″&26″–22″<br>26NHP<br>Neafie&LevyCo.Phl. | | |
| 84<br>RKLP | Ogun<br>*E.Bradhering*02–02<br>*Elec.light* | SteelScSr<br>1*Dk*<br>208 | 349<br>245 | | | 1896 | Dundee<br>S.B.Co.(Lim.)<br>Dundee | WoermannLinie<br>KommanditGes. | 153·0<br>F22′ | 24·1 | 10·5 | Hamburg<br>German | T.3Cy.17½″,20½″&34″–22″<br>60NHP<br>*WB* J.&H.Whyte&Cooper,Dun | 11 | 2 |
| 85<br>94252<br>RKLP | Ohinemuri<br>*T.H.Richards*03–03<br>*Elec.light* | WoodScK<br>1*Dk*<br>78 | 114<br>81 | | | 1891 | W.Homes<br>Auckland | MacphelsonTimber<br>Co.Ltd. | 89·1<br>B15*t* | 18·4<br>H18*t* | 6·9 | AucklndNZ<br>British | C.2Cy.12″&24″–15′<br>30RHP<br>W.Fraser,Auckland,N.Z. | | |
| 86<br>109689<br>RGMS | Ohio<br>*T.Oliver* –01<br>1*Dk*(*Irn*)&*Spar dk*(*Stl–ws*)&*Elec.light* | SteelScSr<br>*ss*Shl.No.1–03<br>*deep framing* | 4006<br>3795<br>2575 | ✠100A1 Spar dk<br>5,05 | Rot<br>Shl<br>✠LMC11,05 | *x* | 1899<br>7mo | Bartram&<br>Sons<br>Sunderland<br>A&CP | NeptuneStm.Nav.<br>Co.Ld. (Bolam&<br>Swinhoe, *Mgrs.*) | 390·0<br>P10′B90′F44′<br>*WB* = *Cell DBa* 128′ *u E* | 46·5<br>26·9<br>*BHpt* | 18·9<br>*Asp* | Sundrland<br>British | T.3Cy.25½″,38″&73″–48″ (*s*)<br>160lb *85lb* 464NHP<br>SB.*2pf*.gs157,hs6424 FD<br>*B* 42′ *f* 150′ | 21 | 6<br>6 - 7½ |
| Wrecked 10,04<br>VLRP | —<br>*T.Abbott* –04<br>(*ex*Egyptian Monarch) | IronSc4MstBk | 396<br>3877<br>2557 | | | | 1880 | A.M'Millan<br>&Son<br>Dumbarton | ~~T.Wilson Sons&~~<br>~~Co.Ltd.~~<br>W.F.Mitchell | 360·0<br>82 | 43·1 | 24·8 | Hull<br>British | C.4Cy.22½″,32″,46″&64″–42″<br>NE&B95 265NHP<br>Earle'aCo.(Lim.),Hull | | |
| 88<br>19376<br>JLVS | —<br>*W.J.Boggs*86–98<br>2*Dks*&*Spar dk* | IronScSr | 3488<br>—<br>2072 | | | | 1873 | W.Cramp<br>&Sons<br>Philadelphia | International<br>Mercantile Marine<br>Co. | 343·0<br>B164′ F60*t* | 43·0 | 24·9<br>31·9<br>*WB* | NewYork<br>Utd.States | T.3Cy.31″,46″&72″–51′<br>NE&B87 370NHP<br>Jas.Howden&Co.,Glasgow | | RV |
| 89<br>1665<br>HLBM | Oigawa Maru<br>2*Dks* | SteelTwinScSr | 653<br>554<br>405 | | | | 1897 | Shirato<br>Takahisa<br>Osaka | OsakaShosen<br>KabushikiKaisha | 176·8 | 24·6 | 16·3 | Osaka<br>Japanese | T.6Cy.12″,18½″&31″–22″<br>90NHP<br>Osaka Iron Works,Osaka | | |
| 90<br>SQLW | Oihonna<br>*V.Norring*91–98<br>1*Dk*(*Stl–ws*)&*Awngdk*<br>*Elec.light* | SteelScSr<br>*ss*Skm.No.1–02<br>&*Web frames* | 1076<br>1002<br>636<br>6,04 11,03 | ✠100A1 Awng dk<br>*with freeboard*<br>✠LMC6,03<br>6,04 | Skm<br>Hfs | *l* | 1898<br>5mo | Gourlay,<br>Bros.&Co.<br>Dundee<br>*Lloyd's&CP* | FinskaÅngfAktiebl<br>(L.Krogius)<br>*WB* = *Cell DBu E&B* 63′ 64*t FP* | 200·0<br>BK6½<br>77*t APT* 85*t* | 31·2 | 13·6<br>21·1<br>5 *BHCem* | Helsingfrs<br>Russian<br>170lb (*s*) 240NHP<br>2SB,*6rf*,gs116,hs3688 FD<br>Gourlay Bros.&Co. Dundee | 15<br>8 | 1<br>6 |
| 91<br>104290<br>PJDW | Oilfield<br>*J.O'Neill* –00<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Mchy. Aft*<br>*Web frames* | SteelScSr<br>*ss*Sld.No.1–00 | 4005<br>3739<br>2564<br>12,03 | ✠100A1 Spar dk<br>BS12,03 ✠LMC4 | Shl<br>MS | *ic* | 1896<br>6mo | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd's&CP* | Hunting&Son<br>*WB* = *Cell DBa* 66′ 197*t FPT* 143*t* | 345·0<br>P93′B32′F46′<br>*Carrying Petroleum in bulk* | 47·2<br>28·9<br>FK | 21·9<br>15 *BHCem*<br>*APT* 29*t* | Newcastle<br>British<br>160lb 394NHP<br>8SB.*9rf*,gs170,hs6579<br>W.Ilsed&SlpwyCo.Ld.,Nwc. | 23<br>6 | 9<br>6 |
| 92<br>JBLR | Oiz<br>*H.Lauda*99–02<br>(*ex*Novocastria)<br>1*Dk*(*Irn*)&*deep framing*<br>3*Dk rule* | SteelScSr<br>*ss*Bbo.No.2–03 | 1922<br>1684<br>1077 | ✠100A1 Bbo<br>5,03<br>BS[illegible] ✠LMC6,06 | | *r* | 1894<br>1mo | Short Bros.<br>Sunderland<br>A&CP | CiaBilbainadeNav<br>(E.Aznar yTutor,<br>*Mgr.*)<br>*WB* = *Cell D* | 270·0<br>P32′B62′F36′<br>*B*202′ 44*7t APT* 150*t* | 38·2<br>FK | 19·3<br>*BHpt Asp*<br>*pt Cem* | Bilbao<br>Spanish<br>2SB.*6pf*,gs97,hs2988<br>Black,Hwthrn&Co.Ld.Gts | 21<br>3 | 7 8<br>3 - 2 |
| 93<br>10003<br>PDJH | Ojibway<br>*J.McSherry* –92<br>(*ex*A.J.Tyman) | WoodSc | 194<br>137<br>132 | | | | 1892 | G.Dickson<br>Toronto | G.T.Marks | 130·5 | 21·6 | 8·7 | Toronto<br>British | 1Cy.12$\frac{5}{16}$″–22″<br>18RHP<br>PolsonIronWrks,Toronto | | |
| 94<br>PDJH | Okara<br>*H.C.Fenwick* –03<br>2*Dks*(*Stl*)3*tr B*&*Web frames* | SteelScSr | 5291<br>3042<br>3439 | ✠ 11,05 | Dmb | *z* | 1895<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld. | 410·0<br>B77′F51′<br>*WB* = *DBa* 158′ *u E&B* 45′ | 50·7 | 28·9<br>FK<br>6 *BHCem*<br>*f* 158′ 1086*t* | Glasgow<br>British<br>354NHP<br>2SB.*6pf*.gs105.hs4714 FD<br>Denny&Co.,Dumbarton | 32 | 0 |
| 95<br>939<br>HGSB | Okawa Maru<br>2*Dks* | WoodScSr | 173<br>146<br>99 | | | | 1886 | Okawa<br>UnyuKaisha<br>Okawa | OkawaUnyu<br>KabushikiKaisha | 111·0 | 16·0 | 12·8 | Higashi<br>Japanese | C.2Cy.14″&28$\frac{3}{4}$″–16′<br>18NHP<br>MitsuBishiD.&E.Wks.,Nag | | |
| 96<br>104641<br>NVQG | Okhla<br>*E.H.W.Garland* –03<br>2*Dks*(*Stl*)8*tr B*&*Web frames* | SteelScSr | 5288<br>5039<br>3436 | ✠ 6,05 | Dmb | *z* | 1895<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB* = *DBa* 155′ *u E&B* 50′ *f* 155′ 1076*t* | 410·0<br>B77′F51′ | 50·7 | 21·0<br>28·9<br>FK<br>6 *BHCem*<br>*APT* 120*t* | Glasgow<br>British<br>354NHP<br>2SB,*6pf*,gs105,hs4714 FD<br>Denny&Co.,Dumbarton | 32 | 0 |
| 97<br>HBVK | Oki Maru<br>(*ex*FloraMcDonald)<br>1*Dk* | CompScSr | 121<br>82<br>68 | | | | 1878 | .....<br>WestPoint | ShimaneKenOki<br>ToshiHigashi<br>Bunsuke | 93·6 | 15·8 | 8·6 | Saigo,Oki<br>Japanese | C.2Cy.12$\frac{5}{8}$″&21$\frac{5}{8}$″–13$\frac{3}{4}$″<br>14NHP | | |
| 98<br>1528<br>HKMC | Oki Maru No. 2<br>2*Dks* | WoodScSr | 229<br>215<br>124 | | | | 1895 | Morita<br>Usaburo<br>Osaka | ShimaneKenOki<br>ToshiHigashi<br>Bunsuke | 127·5 | 18·3 | 13·9 | Saigo,Oki<br>Japanese | C.2Cy.17″&34″–22′<br>45NHP<br>OkamotoKisaburo,Osaka | | |
| 99<br>[illegible]<br>[illegible] | Oki Maru No. 3<br>2*Dks* | WoodScSp | 185<br>166<br>115 | | | | 1903 | H.Kataoka<br>Osaka | OkiKisenKabu-<br>shikiKaisha | 119·5 | 15·2 | 12·3 | Osaka<br>Japanese | C.2Cy.18$\frac{3}{4}$″&25$\frac{3}{4}$″–15′<br>*Emade*00 22NHP | | |
| 100<br>1601<br>HKSD | Okinawa Maru<br>*Cable Vessel* 1*Dk*&*Spar dk*&*Web frames*<br>*S.Kataoka*97–97 *Elec.light* | SteelTwinScSr | 2221<br>1980<br>1200 | | | | 1896 | Lobnitz&<br>Co.<br>Renfrew | JapaneseGovnmt.<br>(Department of<br>Communications) | 307·2<br>B94′ | 40·1 | 13·5<br>21·7<br>BK8 | Yokohama<br>Japanese<br>*WB* | T.6Cy.18″,30″&48″–36′<br>318NHP<br>Lobnitz&Co.,Renfrew | 16 | 8 |
| 101<br>8706<br>JRDQ | —<br>(*ex*Oslo)<br>1*Dk*&*Spardk*8*tr B* | IronScSr | 1371<br>1230<br>850 | | | | 1882 | Kockums<br>M.V.Actieb.<br>Malmö | KagoshimaKisen<br>KabushikiKaisha | 233·9<br>H19*t* | 30·5 | 15·2<br>22·5 | Osaka<br>Japanese<br>*WB* | T.3Cy.15″,25″&40″–30′<br>NE&B95 88NHP<br>W.Allan&Co.Sunderland | | |
| 102<br>82280 | Okpho<br>*Redman* | SteelPad | 244<br>244<br>154 | | | | 1879 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 160·4 | 26·0 | 7·6 | Glasgow<br>British | C.D.2Cy.25′&48″–42″<br>90RHP<br>Denny&Co.,Dumbarton | | |
| 103<br>HKGO | Okso<br>*L.Ramsland*<br>1*Dk* | SteelScSr | 164<br>150<br>66 | | | | 1899 | Xiansands<br>Mek.Værks.<br>Chrstiansand | NorskeStats<br>Fyrvæsen | 107·2<br>H10*t* | 20·1 | 10·9 | Christiania<br>Norwegian | C.2Cy.18″&27″–18½′<br>26NHP<br>XiansandsMek.Værks | | |
| 104<br>8352<br>JDBN | Okura Maru<br>2*Dks* | WoodScSr | 482<br>440<br>239 | | | | 1901 | U.Naka-<br>mura<br>Osaka | U.Nakamura | 159·6 | 21·9 | 18·0 | Osaka<br>Japanese | C.2Cy.17$\frac{11}{16}$″&31$\frac{11}{16}$″–21′<br>58NHP | | |
| 105<br>NWQS | Olaf<br>~~T.H.Peterson~~<br>1*Dk*(*Irn*)&*deep framing* | SteelScSr<br>~~ss Sld.No.1–02~~ | 1890<br>1719<br>1194 | ✠100A1 ~~10,99~~ 12,04<br>✠LMC[illegible] | Shl | *r* | 1897<br>8mo | W.Gray&<br>Co.(Lim.)<br>W.Hartlepool<br>A&CP | Aktiebs Dampsk.Carl<br>(L.H.Carl, *Mgr.*) | 280·5<br>P29′B69′F25′<br>*WB* = *Cell DB* | 39·7<br>FS<br>*u E* 108′ *f* 118′ 517*t* | 18·6<br>4 *BHCem*<br>*APT* 88*t* | Copnhagn<br>Danish<br>160lb *80lb* 198NHP<br>2SB,*4rf*,gs66,hs3110<br>Cen.Mar.Eng.Wks.,W.Hp | 21<br>3 | 3 |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Late Name if any / No. of Decks, &c. | Register Tonnage. Gross. / Under Deck / Net. | Particulars of Classification. Character. / + for Special Survey. Date of last survey. | Built. When / By Whom / Where | Owners. | Register Dimensions. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. N.P.=Horse power by Society's formula. I.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships | In which of 3 Load Lines | Tabular tail shafts. Date when last examined. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 / — / JTVN | **Olaf Kyrre** / *J. Kar[illegible]* '04 | Steel Sc Sr / ss Bry [illegible] / 1 Dk(p.St[illegible] pt Irn pt Awng dk (Irn) / 2tr B & deep framing | 3063 / 2367 / 1956 | ✠100A1 Npt *u* / *pt Awng dk with freeboard* / 6,00 [illegible] ✠LMC MS8,02 | 1895 Readhead & Sons South Shields A&CP W | Dmpskibct Olaf Kyrre's Rederi (Bergh & Helland) / *B = Cell D B a* 108 | 321·2 \| 41·5 \| 21·9 / P29′ Q94′ / *pt Awngdk* 198′ FK / *uE & S* 144′ *f* 123′ 69*t* | Bergen / Norwegian / *5 BHCem APT* 86*t* | T.3Cy.24″,40″&64″–42″ (*r*) / 160lb [illegible] 283NH / 2SB,6*cf*,GS93,HS4518 6552 / J. Readhead & Sons, S.Shl. | 21 ″ 1 / s 9 ″ 4½ | | [illegible] / [illegible] |
| 107 / — / JSPW | [illegible] / *M. Nass* / 1 Dk & *Awngdk & tr B* / *Awngdk beams & side plating of Irn* | Steel Sc / [illegible] Dgn *m* / *1 awng dk with freeboard* 7.86 ✠ | 928 / 881 / 571 | ✠ | 1886 Martens, 2mo Olsen & Co. Bergen W | Nordenfjeldske Dampskibsselskab / *B = D B a* 42′ *f* 60′ *S u* | 195·2 \| 29·2 \| 14·9 / H49*t* 22·2 BK 7½″ | Drontheim / Norwegian / *4 BHCem E & B* 42 118*t* | T.3Cy.20⅝″,33⅛″&55½″–36″ / 185NH / 2SB,4*cf*,GS66 / Martens, Olsen & Co., Bgn. | 15 ″ 9 | | |
| 108 — / PNRK | [illegible] / *G. H. Leffers* –91 / 2 *Dks* | Steel Sc Sr | 830 / 558 / 514 | | 1891 Nederland. Stoomb. Mats. Rotterdam | Naaml. Ven. Maats. Noorwegen (D Burger & Zoon, *Mgrs.*) | 205·0 \| 27·5 \| 14·8 / P143′ F25′ | Rottrdam / Dutch | T.3Cy.16″,25″&41″–27″ / 87NH / Nedrl. Stoombt. Maats, Rot | | V | |
| 109 Olaf Trygveson / JSNQ | *J. Koen* / 2 *Dks & Awngdk* | Iron Sc Sr | 663 / 646 / 398 | | 1876 Wigham Richrdsn & Co Newcastle | Nordenfjeldske Dampskibsselskab | 192·2 \| 25·2 \| 12·9 / H16*t* 19·8 | Drontheim / Norwegian | T.4Cy(2)11½″,26″&42⅜″–30″ / NB96 100NH / *Tpd.*02 Nylands Verk, Xia. | | | |
| 110 Oland / JMGH | [illegible] / *R. I. C.o. Mühlenfels* –95 / 1 *Dk* | Iron Sc Sp | 239 / 124 / 156 | | 1883 Bergsunds Mek. Verks Stockholm | Kongl Poststyrelsen | 100·4 \| 24·1 \| 9·3 / Q27′ B50′ H22*t* F25′ | Stockholm / Swedish | C.2Cy.19½″&34″–23½″ / 47NH / Bergsnds. Mk. Vrks., Skm. | | | |
| 111 Olanda / PNHQ | *C. Bruns* –02 / ss Rot. No.1–04 / 1 *Dk(Irn)* & *deep framing* | Steel Sc Sr | 2138 / 1895 12,04 [illegible] / 1364 | ✠100A1 Rot *s* / [illegible] ✠ | 1899 W. Gray & Co. Ltd. 9mo West Hartlepool A&CP | Stoomv. Maats. Nederl. Lloyd / *WB = Cell D Ba* | 290·0 \| 42·2 \| 19·3 / P25′ B69′ F29′ FK / *5 BHCem APT* 54*t* | Rotterdam / Dutch | T.3Cy.21½″,35″&58″–39″ (*s*) / 160lb *80lb* 217NH / 2SB,6*rf*,GS82,HS3370 / Cen. Mar. Eng. Wrks. W Hpl | 21 ″ 9 / s 3 ″ 6 | | 1,04 |
| 112 Olaus Olsson / JNGQ | [illegible] / *A. Rosborg* 02–02 / *Elec. light* / 1 *Dk* | Steel Sc Sr | 1152 / 977 / 647 | | 1902 Söderhmns Verks. Aktiel Söderhamn | Olaus Olssons Rederiaktieb. (Carl Schlyter, *Mgr.*) | 229·4 \| 34·5 \| 15·8 / P17′ H127*t* F22′ | Stockholm / Swedish / *WB* | T.3Cy.16½″,27″&44″–30″ / 106NH / Nylands Værksted, Xania | | V | |
| 113 Olazarri / JBNS | *V. Alegria* –03 / ss Nwc. No.3–9,97 / ss Bry. No.1–00 (ex Beechdene) / 1 *Dk(Irn)* 2 *tr B* & *pt Awng dk(Irn)* | Steel Sc Sr | 2586 / 1846 / 1669 | ✠100A1 Bbo *s* / *pt Awng dk with freeboard* 9.03 / [illegible] ✠ [illegible] 7,05 | 1890 Short Bros. 10mo Sunderland A&CP | Cia. de Nav. Olazarri (Garteiz & Mendialdua, *Mgs.*) / *WB = Cell DB* 218′ 504*t* *FPT* | 290·0 \| 40·0 \| 19·9 / P31′ Q82′ B116′ F33′ FK / *6 BHCem 65t APT* 47*t* | Bilbao / Spanish | T.3Cy.21″,32½″&57″–39″ (*s*) / 175lb *80lb* 221NH / 3SB,6*pf*,GS102,HS3260 / *Alt* 97 W. Allan & Co. Sld. | 22 ″ 3 / s 8 ″ 9½ | | [illegible] / N.,05 |
| 114 Olbia / KMGB | *Luciani* (ex Martaban) / *Elec. light* / 2 *Dks & Str B* | Iron Sc 3 Mst Sr | 2671 / 2482 / 1535 | | 1873 W. Denny & Bros. Dumbarton | Cie. Française de Nav. à Vap. (C. Fabre & Co. *Mgrs.*) | 350·6 \| 36·4 \| 27·2 | Marseilles / French | Q4Cy.21½″,32″,43″&62½″–42″ / NB88 248NH / *Qpd.*88 Denny & Co., Dmb. | 28 ″ 1 | | 8,01 |
| 114* Old Colony / KTCL | *J. T. Galiano* –03 / 1 *Dk* | Wood Pad | 741 / — / 434 | | 1903 J. K. Montgomery Chelsea Mass | Nantasket Beach Steamboat Co. | 184·2 \| 32·5 \| 11·3 | Boston / Utd. States | 1 Cy.50″–96″ / W. & A. Fletcher Co. N.Yk. | | | |
| 115 Old Dominion / JLKN | 19350 *Durkee* / 2 *Dks* | Iron Pad Sr | 2223 / — / 1776 | | 1872 Harlan & Hollingsworth Co. Wlmgtn, Del. | Joy S.S.Co. | 255·5 \| 42·5 \| 20·9 | New York / Utd. States | 1 Cy.75″–132″ / 497NHP / Harlan & Hollingswrth Co., Wilmington, Del. | | | |
| 116 Oldenburg / QFLT | *R. Troitzsch* / *Elec. light* / 1 *Dks* | Steel Sc Sr | 5006 / 4334 / 3167 | | 1890 Fairfield Co. (Lim.) Glasgow | Norddeutscher Lloyd | 413·5 \| 47·9 \| 29·8 / P62′ B180′ F76 | Bremen / German | T.3Cy.31″,52″&83″–54″ / NB02 506NHP / Fairfield Co (Lim), Glasgow | | G | |
| 117 — / NGWB | *H. Schönberg* / *Elec. light* / 1 *Dk & Spar dk* | Steel Sc Sr | 1316 / 1105 / 828 | | 1900 Schiffsw. v. H. Koch Lübeck | Oldenbrg-Portug. Dmpfsch. Rhed. | 226·6 \| 32·2 \| 18·7 / B71′ F24′ | Oldenburg / German / *WB* | T.3Cy.16¾″,28″&44½″–32½″ / 113NHP / J. F. Ahrens, Ottensen | | G | |
| 118 — / KRHD | *U. Rehbock* / (*Trawler*) / 1 *Dk* | Steel Sc | 137 / 128 / 32 | | 1896 J.C. Tecklenborg Geestemünde | J. Wieting | 105·7 \| 20·7 \| 9·7 | Gstemnde / German | T.3Cy.11[illegible]″,17[illegible]″&28[illegible]″–21[illegible]″ / 37NH / J.C. Tecklenborg, Gstmnde | | G | |
| 119 Olderfleet / 82338 | *J. McGavock* 85–85 / ss Gls. No.3–11,94 / ss Bwg. No.2–03 / *Mchy. Aft* / 1 *Dk(pt Irn)* | Iron Sc Sr | 247 / 180 / 70 | ✠100A1 Bwg *d* / 10,03 / [illegible] ✠LMC 10,03 | 1880 T.B. Seath & Co. 8mo Glasgow *Lloyd's* A&CP | Carnlough Lime Co. Ltd. | 134·3 \| 21·2 \| 9·7 / Q44′ B7′ F23′ / len. & pt ND 94 BK 6′ / *WB = FPT* 25*t* | Glasgow / British | C.2Cy.15″&32″–22″ (*s*) / 110lb 50RHP / 1SB,2*pf*,GS36,HS780 / W. King & Co., Glasgow | 10 ″ 1 | | 10,03 |
| 120 Oldham / LBDF | W. T. Lundie –04 / ss Gms. No.3–5,01 / 2 *Dks(Clrn–ws)* | Iron Sc Sr | 921 / 737 / 486 | ✠100A1 Gms *n* / 6,04 [illegible] / [illegible] ✠LMC 6,04 | 1889 Earle's Co. (Lim.) Hull A&CP | Great Central Rly. / *WB = Cell DBa* 45′ *uE & S* B47′ *f* | 240·0 \| 30·0 \| 14·6 / P54′ B78′ F36′ BK 8′ | Grimsby / British / *5 BHCem* 80′ 134*t* | T.3Cy.22″,35″&57″–42″ (*o*) / 150lb *75lb* 207NH / 2SB,4*cf*,GS86,HS3180 / Earle's Co. (Lim.), Hull | 16 ″ 10 / s 2 ″ 2½ | BT till [illegible] 6,05 | [illegible] / 6,04 |
| 121 — / 109513 | *C. Hughes* –98 / ss Gms. No.1–03 / 1 *Dk* | Steel Sc Yl | 165 / 152 / 51 | ✠100A1 Gms / *Stm Trawler* / 6,04 [illegible] / [illegible] ✠LMC 8,02 | 1898 Mackie & Thomson Glasgow A&CP | Hagerup, Doughty & Co. Ld. | 104·2 \| 21·0 \| 10·7 / Q17′ F18′ BK 7½″ | Grimsby / British / *4 BHCem* | T.3Cy.10″,16″&27″–20″ (*s*) / 180lb 45RHP / 1SB,2*pf*,GS23,HS586 / Muir & Houston, Ld. Gls. | 11 ″ 7 | | 4,03 |
| 122 Oldhamia / VQHG | 119534 *A. Stewart* –04 / 1 *Dk 2 tr B* | Steel Sc Sr | 3639 / 3389 / 2347 | | 1904 Furness, Withy & Co Ld W Hartlepool | Manchester & Salford S.S. Co. Ld. (Sivewright Bacon & Co. *Mgrs.*) | 352·5 \| 49·0 \| 24·9 / P40′ B112′ F41′ | Manchestr / British / *WB* | T.3Cy.24″,39″&66″–45″ / 292NHP / Richardsons, Westgarth & Co. Ld. Hpl. | | C | |
| 123 Ole Bull / JPRC | *N. O. Mathisen* 00–02 / 1 *Dk* | Steel Sc Sr | 1641 / 1503 / 1041 | | 1901 Wood Skinner & Co. Ld. Newcastle | C. Mathisen | 270·0 \| 38·5 \| 17·7 / P19′ H87*t* F31′ | Bergen / Norwegian / *WB* | T.3Cy.19″,31″&51″–33″ / 149NHP / N.E. Marine Eng Co Ld Nwc | | N | |
| 124 Olearia / RHDV | 110898 *G. W. Margarson* –99 / ss Gms. No.1–03 / 1 *Dk* | Iron Sc K | 209 / 191 / 76 | ✠100A1 Gms / *Stm Trawler* / 4.04 ✠LMC 9,03 | 1899 Cochrane & Cooper Ld. 8mo Selby *Lloyd's* A&CP | N. Eastern Steam Fishing Co. Ld. | 117·0 \| 21·5 \| 11·2 / Q48′ F20′ BK 7½″ | Grimsby / British / *3 BHCem* | T.3Cy.12½″,21″&34″–24″ (*s*) / 180lb 60RHP / 1SB,2*cf*,GS30,HS1037 / C.D. Holmes & Co. Hull | 12 ″ 0 | | 9,03 |
| 125 Oleg / JQBR | 11 / 2 *Dks* | Iron Sc Sr | 1140 / — / 770 | | 1859 R. Napier & Sons Glasgow | Russian Stm. Nav. & Trading Co. | 237·3 \| 32·0 \| 22·2 / B71′ H34′ F42′ | Odessa / Russian | C.2Cy.32″&62″–36″ / 192NHP / Maudslay & Co., London | | | |
| 126 — / HOBM | *H. Sergo* 01–03 (ex Tourcoing) / *Well deck* *Mchy. Aft* | Steel Sc Sr | 526 / 404 / 305 | ✠100A1 Rga *h* / 9,02 / ✠LMC 4,08 | 1892 Mackie & Thomson Glasgow *Lloyd's* A&CP | Petersbrg & Volga Steamboat & Shipping Co. / *WB = Cell DB* 228′ 284′ *FPT* | 170·0 \| 25·6 \| 12·0 / Q82′ B14′ F21′ BK 7″ | Libau / Russian / *4 BHCem* 18*t APT* 19*t* | T.3Cy.13½″,22″&34″–24″ (*s*) / 125lb *65lb* 66NHP / 1SB,2*rf*,GS42,HS1290 / Muir & Houston, Glasgow | 12 ″ 7 / s 1 ″ 0 | | [illegible] / N 9,02 |

| 1 Numéro. l'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total Tonnage de Jauge Net. | 5 Détails de la Classification. Cote. Spécialement Surveillance Dans le Système Métrique | 6 Construit. Quand Nouveau Mach. | 7 Par qui | 8 Armateurs. | 9 Dimensions d'après la Douane. Superstructures, &c. Longueur Largeur Creux | 10 Port d'Armement. Pavillon. | 11 Machines. No. & Dia. des Cylindres. Course. Chaudières. NIP = Force en chevaux d'après les formules. ou Surface. IHP = Force en chevaux d'après les papiers du navire. Pression de Vapeur & Espace sur la Construction des machines. | 12 Chevaux Effectifs. Tirant d'eau en charge. | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 108762 QHFR | **Olenda** SteelScSr<br>*M.M.Vickers* ssLiv No.1-02<br>2 *Dks*(1 pt *Stl*–ws) *U Stl*–ws)<br>*Elec.light Hughes deep framing* | 3171<br>2521<br>2035 | ✠100A1 Liv<br>3,55 | 1898 | Barclay, Curle&Co.Ld Glasgow<br>*Lloyd's 44 CP* | British&African S.N.Co. (1900)Ld. (Elder, Dempster& Co. *Mgrs.*) | 345·0 42·2 23·1<br>P36 B122 F41<br>*WB = Cell D Ba* | Liverpool British | T.3Cy.25″,38″&64″–45″<br>180lb *100lb* 800NH<br>2SB.8*rf*,GS188,HS4728<br>Barclay,Curle& Co.Ld.Gls<br>*f*152·6*t FPT*35*t APT*44*t* | 25 · 8 | BT |
| 128 JBPS | **Oleta** SteelScSr<br>*M.Balgla*00–01 ssBlo.No.2–04<br>(*ex*Benrath)<br>1 *Dk*(*Stl*) *Spar dk*(*Stl*) *Web frames* | 3159<br>2232 | Blo<br>*Spar dk*<br>2,94 | 1897 | Craig, Taylor&Co Stockton<br>*Cell D Ba* 104′ | Cia.de Nav Olazarri (Garteiz& Mendialdua, *Mgrs*<br>*WB = a E & B* 40 *f* 136′6*t* | 330·5 43·1 19·3<br>P25′B72′F35′ 27<br>rp04<br>*M T* 34′ 402*t FPT* | Bilbao Spanish | T.3Cy.22½″,38″&62″–42″<br>200lb *100lb* 262NH<br>2SB.6*cf*,GS90,HS3727<br>T.Richardson&Sns.Ld Hpl | 22 · 6 | |
| 129 JPBC | **Olga** SteelScSr<br>*P.P.Scipich* –03 ssFiu.No.1–04<br>1 *Dk*(*Stl*) *Spar dk*(*Stl*) *Web frames*<br>*deep framing* | 3123<br>2018<br>1952 | ✠100A1 Fiu<br>*Spar dk*<br>Bly<br>1,05 LMC4 04 | 1900 | R.Thompson&Sons Sunderland<br>A&CP | Soc.inAzioniUngaro-Croata per la Nav.Libera<br>*WB = Cell D Ba* | 340·2 45·0 15·3<br>P29′B74′F37 28<br>112′*a E* 22·2 *f* 136′7*t* 8*t*<br>*APT* 47*t* | Fiume Austro-Hung. | T.3Cy.24″,39″&64″–42″<br>160lb *80lb* 279NH<br>2SB,4*pf*,GS106,HS4410<br>N.E.MarineCo.Ld Sld. | 18 · 0<br>4 · 10 | |
| 130 HBFN | — IronScSr<br>*C.Stesser* –01<br>(*ex*Bellina)<br>*Well deck* 1 *Dk*(*Irn*) 2*tr B*<br>ssBly.2ndNo.3 | 1672<br>1348<br>977 | ✠100A1 Nwc<br>Bly<br>LMC 02 | 1880 | Short Bros. Sunderland<br>A&CP | Helmsing&Grimm | 269·0 36·0 18·2<br>P32′Q64′B60 F28<br>BK9½<br>*WB = Cell D Ba*76 | Riga Russian | C.2Cy.33″&62″–42″<br>80lb *90lb* NDN01 187NH<br>2SB,4*cf*,GS80,HS2940<br>J.Dickinson,Sunderland | 20 · 11 | |
| 131 — 80010 NRSV | — SteelScSr<br>2 *Dks* | 963<br>575<br>176 | | 1887 | Laird Bros. Birkenhead | L.&N.W.Rlwy.Co. | 301·5 33·0 13·6<br>P28 B78 F28<br>British | Dublin | T.6Cy.19″,30″&46½″–36″<br>259NH<br>Laird Bros., Birkenhead | | BT |
| 132 — NPCS | — IronScSr<br>*M.A.Koford*<br>2 *Dks*(*Hwd*) | 775<br>636<br>471 | | 1875 | Norddeut. Schiffb.A.G. Kiel | ForenedeDmpskib. Selskab | 210·5 28·5 14·7<br>P14*t* B111*t* 21·5<br>F21*t* | Esbjerg Danish | C.2Cy.30″&56″–36″<br>157NH<br>*WB* Schwaffel&Howaldt,Kiel | | |
| 133 — 404 HJGW | — SteelTwinScSr<br>*K.Monopolis* –90 (*ex*Tomsk)<br>*Mchy.Aft* 1 *Dk* | 327<br>—<br>229 | | 1880 | C.Mitchell &Co. Newcastle | J.Th.Sifneo | 185·0 28·7 7·2 | Taganrog Russian | C.4Cy.12½″&22″–18″<br>34NH<br>R.&W.Hawthorn,Nwc. | | N |
| 134 — HPBN | — WoodSc3MastSr<br>*H.N Augestad*<br>(*ex*Carl,*ex*Anna) 1 *Dk* | 293<br>259<br>171 | | 1893 2/91 | C.J.Pettersson Svanvik | DampskibsSelsk. Olga (Bugge& Olsen) | 140·3 23·5 12·3<br>B22′H6*t*<br>len91 | Laurvig Norwegian | C.2Cy.18¼″&26¾″–17½″<br>NF&B91 24NH<br>EriksbergsM.V.Got. | | N |
| 135 — | — SteelSc<br>1 *Dk* | 197<br>174<br>124 | | 1895 | G.Ansaldo &Co. Sestri Ponente | N.Vernici | 133·5 19·8 10·5<br>B19′F18′ | Piræus Greek | C.2Cy.15¾″&30″–22″<br>35NH<br>G.Ansaldo&Co.,Smprdrna | | I |
| 136 — 3238 JHSF | — WoodScSp<br>*N.Gustafsson* –00<br>*Mchy.Aft* 1 *Dk* | 153<br>130<br>102 | | 1898 | J.Johansson Arvika | J.A.Fridlund | 96·6 22·1 8·9<br>H23*t* | Glafva Swedish | | | |
| 137 — WGCT | — SteelScSr<br>*Hurum*02–03<br>1 *Dk* | 127<br>122<br>18 | | 1898 | AkersMek. Verks. Christiania | A.E.Hurum | 89·4 19·0 12·5 | Drammen Norwegian | T.3Cy.11″,18″&29″–20″<br>39NH<br>AkersMek.Verks Xia | | T |
| 138 — | — WoodPadTug<br>(*ex*Stefanos) ptIB 1 *Dk* | 111<br>111<br>53 | ✠ Shl<br>*For Tug purposes*<br>3,79 | 1879 | Wouldhave 1mo N.Shields | HadjiDaout Farkouh | 103·3 18·4 9·9<br>Cl | Smyrna Turkish | L.1Cy.35½″–54″<br>71NH<br>W Hepple&Co.S.Shields | | |
| 139 JBNP | **Olimpia** SteelScSr<br>*C.Vigil* –01 ssLon.No.2–01<br>*Well deck* 1 *Dk*(*Irn*) | 446<br>347<br>201 | ✠100A1 Ant<br>5,01<br>LMC 10 01<br>BS6,04 | 1893 | W.Harkess &Son Middlesbro' A&CP | M.Gutierrez yHerrero | 160·0 24·5 12·2<br>Q82′B14′F24′<br>BK7<br>*WB = D Ba* 31′ 28*t FPT* | Gijon Spanish | T.3Cy.18″,21″&34″–24″<br>160lb *90lb* 65NH<br>1SB,2*rf*,GS38,HS1086<br>Wstgrth,Englsh& Co.,Mdb | 12 · 9<br>1 · 0 | |
| 140 HPLG | **Olimpo** SteelScSr<br>*Hangzhou* ssTri.No.1–03<br>1 *Dk*(*Stl*) *Spar dk*(*Stl*) *deep framing*<br>*T.Cossovich* –05 | 3378<br>3195<br>2242 | ✠100A1 Tri<br>*Spar dk*<br>4,05 LMC 3 03<br>BS4.05 | 1898 | C.S.Swan& Hunter Ld Newcastle<br>A&CP | OlimpoS.S.Co.Ld. (T.Cossovich) | 330·0 45·3 18·1<br>B84′F38′ 26·4<br>FK<br>*WB = Cell D Ba* 106′*a E & B* | Trieste Aust.-Hung. | T.3Cy.24″,38″&64″–42″<br>180lb *80lb* 285NH<br>2SB,6*cf*,GS126,HS4352<br>SirC.Furness,Westgarth& Co.Ld.Mdb | 20 · 6<br>6 · 1 | |
| 141 | **Olinda** SteelScBn<br>*P.Hansen*00–97<br>*Elec.light* 2 *Dks* | 2376<br>2042<br>1492 | | 1887 | Armstrong Mitchell&Co Newcastle | Cia.Mar.Cubana (W.D.Munson, *Mgr.*) | 308·4 40·2 22·4<br>P86′ B76′ F48′<br>*WB* | Havana Cuban | T.3Cy.24″,39″&64″–42″<br>265NH<br>WilsndSlpwyCo.Ld.,Nwc | | G |
| 142 — | — SteelScSr<br>*J.M.Pessôa* –94<br>2 *Dks*(1 pt *Stl*–ws) *Shade dk*<br>*Elec.light* | 2020<br>1589<br>1240 | ✠ Gls<br>*Shade dk*<br>*with freeboard*<br>10,91<br>*Coasting Rio de Janeiro & Para* | 1891 | J.&G. Thomson,Ld. Glasgow | LloydBrazileiro | 282·0 38·1 20·7<br>F48′<br>BK7<br>*WB = Cell D Ba* 76 | R.Janeiro Brazilian | T.3Cy.27″,40½″&61″–45″<br>318NH<br>2DB.12*cf*,GS202,HS5986<br>J.&G.Thomson(Lim.),Gls | 22 · 6 | |
| 143 | **Olinde Rodrigues** IronScBg<br>*Gosselin* ssHav.No.3–8,91<br>(*ex*Franconia) ssHav.No.2–99<br>*Elec.light* 2 *Dks*(1 *Irn*) *Awng dk* 4*tr B* | 3188<br>3181<br>1676 | Hav<br>12,08<br>*Awng dk*<br>*load line* 20 *ft.* | 1873 | Caird&Co. Greenock | Cia.Générale Transatlantique | 350·0 39·0 23·0<br>31·0<br>BK10 | Havre French | C.2Cy.46″&72″–48″<br>NB11,92 NDB92 301NH<br>4SB,12*pf*,GS199,HS5559<br>Caird&Co.,Greenock | | V |
| 144 HFTN | **Oliva** SteelScSr<br>*C.Dickson* ssShl.No.3–12.97<br>*Well deck Becker* ssDnz.No.1–02<br>1 *Dk*(*Stl*) 2*tr B* | 1162<br>893<br>729 | ✠100A1 Dnz<br>4,05 | 1885 9mo | C.S.Swan &Hunter Newcastle<br>A&CP | Danziger Rhederei Act.Ges.(Th.Rodenacker, *Mgr.*)<br>Th.Rodenacker | 225·0 32·1 16·8<br>P126′F27′<br>BK8<br>*WB = FPT* 32*t APT* 96*t* | Danzig German | C.2Cy.29″&55″–36″<br>80lb *90lb* NDB99 143NH<br>1SB,3*pf*,GS56,HS2400<br>Black,Hawthorn&Co.,Gls | 17 · 6 | |
| 145 113535 SBMC | **Olive** SteelScSr<br>*H.Story*94–00<br>1 *Dk*(*Irn*) *Spar dk*(*Irn*)<br>*Web frames* | 3678<br>3452<br>2396 | ✠100A1 Bry<br>*Spar dk*<br>11,94 | 1900 | T.Turnbull &Son Whitby<br>A&CP | Turnbull Bros. | 351·5 44·0 20·6<br>P31′B104′F38′ 28<br>FK<br>*WB = D Ba* | Cardiff British | T.3Cy.24″,40″&65″–42″<br>160lb *90lb* 282NH<br>2SB,6*cf*,GS128,HS4345<br>Blair&Co.Ld.Stockton | 21 · 7<br>6 · 6 | |
| 146 87337 HNRF | — IronScSr<br>*A.Newton*88–88 ssSld.No.3–2,96<br>*Well deck* ssSld.No.2–03<br>1 *Dk*(*Irn*) 2*tr B* | 1300<br>1079<br>824 | ✠100A1 Sld<br>LMC 03 | 1883 1mo | W.Pickersgill&Sons Sunderland<br>A&CP | J.Hopper | 241·3 34·1 17·2<br>Q88′B47′F27′<br>Irp08 BK8½<br>*WB = D B* | Sundrland British | C.2Cy.31″&57″–36″<br>80lb *90lb* NDB00 99RH<br>2SB,4*pf*,GS81,HS2646<br>G.Clark,Sunderland | 18 · 2<br>1 · 10 | |
| 147 102818 NDVB | — SteelScSr<br>*H.McDougall*76–93 ssGls.No.2–02<br>2 *Dks*(*USt*–ws)<br>*Elec.light* | 1141<br>881<br>381 | ✠100A1 Gls<br>4,00 | 1893 8mo | D&W Henderson&Co. Glasgow<br>A&CP | Gls.Dub.& Lndndy S.P.Co.Ld. (A.A. Laird&Co. *Mgrs.*) | 260·0 33·1 15·8<br>P62 B92′F52<br>ptND08 BK8½ | Glasgow British | T.3Cy.26″,42″&68½″–45″<br>160lb *65lb* 368NH<br>2DB,12*rf*,GS324,HS6348<br>D.&W.Henderson&Co.Gls | 16 · 2<br>2 · 4 | BT 4.03 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 for Special Survey. | 7 Port of Survey. Year Assigned, now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Letters in which classed, if not in L.R. List of H.of Trade Cert. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 | **Olive** | Iron&SteelScSr | 455 | ✝100A1 | Lon | *h* | 1893 | W.Harkess &Son Middlesbro' | Burnett Bros.& Sons | 173·1 26·6 12·1 | London | T.3Cy.15½″,25″&41″–27″ (*s* | 12 ″ 9 | | 8,03 |
| 109702 | *F.M.Hutt* –01 | *ss*Lon.No.2–01 | 403 | 7.05 | | | | | | P23′F21′ | | 160lb 80RHP | s 1 ″ 10 | | |
| NGVS | | 1 *Dk*(*Irn*) | 259 | BS8,0 | ✝LMC10,01 | | | A&CP | | FK | | 1SB.*3cf*,GS49,HS1450 | | | |
| | | *fruframing Stlplating* | | | | | | | | *WB*=*FPT* | | Wstgrth,English&Co.,Mdl | | | |
| 149 | — | WoodSc | 151 | | | | 1875 | W.Omara Smith Falls, Ont. | Ottawa Forwarding Co.Ld. | 96·0 19·5 5·2 | Ottawa British | 1Cy.13″–12″ PoundMnfg.Co., Lockport, NewYork | | | |
| 71084 | *G.Depencier*95–02 | | 151 | | | | | | | | | | | | |
| | *Mchy.Aft* | | 108 | | | | | | | | | | | | |
| 150 | — | WoodScSr | 102 | | | | 1874 | H.L.Hansen Odense | W.&G.T.Pollexfen &Co. | 104·0 18·5 9·5 Q6*t* | Sligo British | C.2Cy.16½″&29″–18″ NB99 80RHP GebrüderHowaldt,Kiel | | | |
| [illegible] | *J.McGowan*91–91 (*ex*Enighed) | | 91 | | | | | | | | | | | | |
| | | | 42 | | | | | | | | | | | | |
| 151 | **Olive Branch** | SteelScSr | 2732 | ✝100A1 | Bku | *t* | 1887 | Bartram &Sons Sunderland A&CP | Nautilus Stm Shpg. Co.Ld. (F.&W. Ritson, *Mgrs.*) | 300·0 39·3 19·9 B60′F31′ 28·6 lrp03 BK10″ *WB*=*DBa86′f120′* | Sundrland British | T.3Cy.23½″,38″&62″–42″ (*s* 150lb *80lb* NDB00 212NHP 2SB,*6cf*,GS100,HS3675 J.Dickinson,Sunderland | 21 ″ 7 s 6 ″ 8½ | | 9,08 10,04 |
| 90546 | *T.E.Denbow* –03 | *ss*Npt.No.8–1,00 | 2606 | *Spar dk* | Shl | | | | | | | | | | |
| KNTH | | *ss*Liv.No.1–03 1 *Dk*(*Stl*)&*Spardk*(*pt Stl*)*3tr B* | 1767 | 4,05 4,04 | ✝LMC9,03 | | | | | *f*412*t APT*31*t* | | | | | |
| 152 | **Olivemoor** | SteelScSr | 3069 | ✝100A1 | Shl | *u* | 1897 | W.Gray& Co.(Lim.) W Hartlepool A&CP | Moor Line,Ld. (W.Runciman& Co. *Mgrs.*) | 325·0 47·1 22·3 P27′B82′F32′ FK *WB*=*Cell* | London British | T.3Cy.24″,38″&64″–42″ (*s* 160lb *80lb* 260NHP 2SB.*6rf*,GS85,HS3820 Cen.Mar.Eng.Wrks.W Hpl | 24 ″ 10 s 4 ″ 6 | | 12,08 11,04 |
| 108941 | *R.Taylor* –05 | *ss*Cff.No.1–02 | 2862 | 11,04 4,02 | Off | | | | | | | | | | |
| PTCG | 1 *Dk*(*Irn*)*2tr B*&*W*eb *frames*3 *Dk rule* | | 1970 | BS9,03 | ✝LMC7,01 | | | | | *DBa*&*u E130′f136′* | | 5 *BHCem* 731*t APT*53*t* | | | |
| 153 | **Oliver Cromwell** | IronScK | 222 | ✝100A1 | Hul | | 1900 | Cook, Welton&Gemmell Hull *Lloyd's SA&CP* | Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr.*) | 125·1 21·5 11·5 Q49′ BK7″ *WB*= | Hull British | T.3Cy.12¾″,21″&34″–24″ (*s* 200lb 60RHP | 12 ″ 4 | | 12,04 |
| 110767 | | *ss*Hul.No 1–04 | 202 | *Stm Trawlr* | | | 2mo | | | | | | | | |
| HMJV | | 1 *Dk* | 74 | 12,04 4,02 | ✝LMC 4,06 | | | | | *DBf* 18′15*t* | | 1SB.*2cf*,GS33,HS1117 C.D.Holmes&Co.Hull | | | |
| | | | | BS 4,04 | | | | | | | | | | | |
| 154 | **Olivette** | IronScSr | 1678 | | | | 1887 | W.Cramp &SonsCo. Philadelphia | Peninsular& Occidental S.S.Co. | 274·3 35·2 11·9 *WB* | Nw. Haven Con. Utd. States | T.3Cy.23″,36″&60″–36″ NB01 216NHP TheWm.Cramp&SonsCo. | | R | |
| 155138 | *J.B.Allen* | | — | | | | | | | | | | | | |
| KDQR | | 1 *Dk*&*Awngdk* | 1026 | | | | | | | | | | | | |
| 155 | **Olivia** | IronScSr | 904 | | | | 1884 | Flensburger Schiffsb Ges. Flensburg | A.Kirsten | 199·6 30·2 15·0 P119*t* F28′ | Hamburg German | C.2Cy.28″&51″–30″ 119NHP FlensburgerSchiffsb.Ges. | | G | |
| | *J.Ostermann*95–97 | | 663 | | | | | | | | | | | | |
| RGQN | | 2 *Dks* | 568 | | | | | | | *WB* | | | | | |
| 156 | — | IronScK | 242 | ✝100A1 | Fal | *t* | 1883 | Mordey, Carney&Co. Ld. Newport *Lloyd's SA&CP* | Bain,Sons&Co. | 121·0 22·2 9·8 Q36′ BK6½ *WB*=*AT* | Penzance British | C.2Cy.15″&30″–22″ (*s* 80lb 40RHP 1SB.*2pf*,GS30,HS925 Sheryn&Laurie,Newport | 10 ″ 1 s 1 ″ 3 | | 10,03 N6,04 |
| 86742 | *R.N.Merritt* –02 | *ss*Fal.No.3–6,95 | 199 | 1,04 | | | 1mo | | | | | | | | |
| | *Mchy.Aft* | *ss*Fal No 2–02 | 111 | N 1,02 | ✝LMC10,03 | | | | | *T11t FPT8t* | | 3 *BHCem* | | | |
| | | 1 *Dk*(*Irn*) | | | | | | | | | | | | | |
| 157 | **Olivine** | SteelSc3MstSr | 634 | ✝100A1 | Gls | *i* | 1902 | J.Shearer &Son Glasgow *Lloyd's SA&CP* | W.Robertson | 185·2 29·2 10·8 Q92′B13′F36′ BK7″ *WB*=*Cell* | Glasgow British | T.3Cy.15″,25″&40″–27″ (*s* 160lb *70lb* 91RHP 1SB,*3pf*,GS55,HS1500 Muir&Houston,Ld.Gls. | 13 ″ 0 s ″ 11½ | | |
| 114028 | *J.J.Tait* –02 | | 448 | 3,02 | | | 3mo | | | | | | | | |
| TGRW | *Mchy.Aft* | *Well deck* | 240 | | ✝LMC3,03 | | | | | *DBf* 108′ 156*t FPT* | | 3 *BHCem* 60*t APT*10*t* | | | |
| | *Elec.light* | 1 *Dk*(*Irn*) | | | | | | | | | | | | | |
| 158 | **Ollargan** | SteelScSr | 2240 | ✝100A1 | Bbo | *s* | 1891 | Richardsn, Duck&Co. Stockton A&CP | Cia.deNav.Olazarri (Garteiz& Mendialdua, *Mgs.* | 277·0 37·5 18·4 P27′Q74′ BK10″ *pt Awngdk*176′ *WB*=*Cell* | Bilbao Spanish | T.3Cy.21″,35″&57″–39″ (*s* 160lb *75lb* 201NHP 2SB.*4cf*,GS74,HS2990 Blair&Co.Ld.Stockton | 21 ″ 8 s 8 ″ 2 | | 5,05 N9,04 |
| | *J.de Vmas*02–02 | *ss*Cff.No.2–00 | 1639 | *pt Awng dk* | Bdx | | 7mo | | | | | | | | |
| JBPR | (*ex*WilliamAnning) | 1 *Dk*(*Irn*)&*Webframes*&*pt Awngdk*(*Irn*) *ss*Bbo.No.3–7,04 | 1490 | *with f'reeboard* 9,01 5,03 BS8,03 | ✝LMC1,06 7,04 | | | | | | | | | | |
| 159 | **Olna** | IronScSr | 902 | ✝100A1 | Nwc | *o* | 1883 | C.S.Swan& Hunter Newcastle A&CP | Chr.Salvesen&Co. | 215·0 30·7 13·8 Q74′B48′F23′ lrp03 FK *WB*=*Cell DB*170′ | Leith Newcastle British | C.2Cy.27″&50″–36″ (*a* 90lb *60lb* 80[illegible] 99RHP 1SB.*3pf*,GS56,HS1975 N.E.MarineEng.Co Ld Nwc | 16 ″ 10 s 1 ″ 8 | | N3,04 |
| Sunk 1,05 | *A.Hannah* –01 | *ss*Shl.No.3–8,95 | 711 | 5,01 4,08 | Lth | | 10mo | | | | | | | | |
| JCHM | (*ex*Newliggin) | *ss*Nwc.No.1–00 | 557 | MS7,00 | | | | | | | | *f*242*t APT*18*t* | | | |
| | *Well deck* | 1 *Dk*(*Irn*)&*Webframes* | | BS5,03 | | | | | | | | | | | |
| 160 | **Olof** | IronScSr | 1777 | ✝ A1* 1 | Skm | Lv | 1877 | Short Bros. Sunderland | E.Liljewalch | 273·6 31·7 23·8 B50′H56*t* | Stockholm Swedish | C.2Cy.33″&62″–39″ (*s* 85lb 193NHP 2SB,*6pf*,GS76,HS3228 J.Dickinson,Sunderland | | | 10,02 |
| 2601 | *P.G.R.Cederholm*00–04 | | 1644 | 10,02 | Shl | | 6mo | | | | | | | | |
| JFRP | (*ex*Clapeyron,*ex* Cotherstone) | 6th Survey Skm10.02 2 *Dks*(*Irn–Uws*)*3tr B* | 1111 | NB1,99 BS5,04 1,05 | LMC MS10,02 | | | | | *WB*=*DBa*&*u E*&*B* | | *4BHP APT* | | | |
| 161 | — | IronSc3MstSr | 442 | | | | 1882 | Göteborgs Mek.Verkst Gothenburg | Ångf.Aktieb. Labora (Ernst Odenius, *Mgr.*) | 149·6 24·5 15·2 B29′ | Gothenbrg Swedish | C.2Cy.12½″&28″–19½″ E.*alt*.01 NB01 29NHP GothnbrgMek.Wks,Gthbg | | V | |
| 1537 | *J.A.Christensson*94–94 | | 396 | | | | | | | | | | | | |
| HRFC | | 1 *Dk* | 328 | | | | | | | | | | | | |
| 162 | **Olof Trätälja** | IronScSp | 194 | | | | 1879 | P.Larsson Thorskog | G.H.Silvén | 100·9 21·7 9·4 Q16′B21′ H7*t* F11′ | Seffle Swedish | C.2Cy.10¾″&21½″–19½″ 17NHP P.Larsson,Thorskog | | | |
| 2386 | *A.G.Andersson*96–96 | | 159 | | | | | | | | | | | | |
| HTMS | *Mchy.Aft* | 1 *Dk* | 123 | | | | | | | | | | | | |
| 163 | **Olof Wijk** | SteelScSr | 792 | | | | 1891 | Bergsunds M.V. Stockholm | Förnyade Ångf. Aktieb.Götha (H.Sternhagen) | 194·5 28·2 14·6 Q56′B57′H23*t*F20′ | Gothenbrg Swedish | T.3Cy.18″,29″&46½″–30″ 118NHP BergsundsM.V.Stockholm | | V | |
| 1547 | *E.N.Sundström*84–98 | | 602 | | | | | | | | | | | | |
| HVRS | | 1 *Dk* | 474 | | | | | | | | | | | | |
| 164 | **Oluf Bager** | SteelScSr | 366 | | | | 1890 | Burmeister &Wain Copenhagen | Forenede Dmpskib. Selskab | 162·3 24·1 11·2 | Copnhagn Danish | T.3Cy.14¾″,22½″&36″–24″ 64NHP Burmeister&Wain,Cpn. | | | |
| | *C.Thaning* | | 256 | | | | | | | | | | | | |
| NCRS | *Elec.light* | | 186 | | | | | | | | | | | | |
| 165 | **Olympia** | SteelScSr | 5124 | | | | 1902 | D&W Hendersn&Co.Ld. Glasgow | Anchor Line(Henderson Bros.)Ld. | 400·0 49·2 27·8 P27′B132′F46′ | Glasgow British | T.3Cy.26″,43″&71″–48″ 350NHP D&W.Hendersn&Co Ld Gls | | BT till 10,04 11,05 | |
| 114029 | *C.F.Osborne* –02 | | 4409 | | | | | | | | | | | | |
| TGRV | *Ref.Mchy.* | 2 *Dks* | 3269 | | | | | | | | *WB* | | | | |
| 166 | — | IronScSr | 2837 | ✝100A1 | HKg | *u* | 1883 | Barclay, Curle&Co. Glasgow *Lloyd's SA&CP* | [illegible] Western S.S.Co.Ld. (J. Rosine, *Mgr.*) North Western SS Co | 335·0 38·2 27·2 B86′F40′ BK11″ *WB*=*Tank a*50′80*t* | Tacoma Seattle Utd. States | C.2Cy.36″&68″–48″ (*a* 80lb *80lb* NDB94 246NHP 2DB,*8cf*,GS136,HS3962 Barclay,Curle&Co.,Gls. | 28 ″ 2 s 5 ″ 10 | | 8,00 7,04 |
| 155339 | *A.Dixon* –01 | *ss*Tac.No 2–04 | 2506 | [illegible] 2,04 | Tac | | 8mo | | | | | | | | |
| KNSL | (*ex*DunbarCastle) | *ss*H.Kg.No.1–00 | 1730 | BS2,04 BS5,04 | ✝LMC3,05 5,01 | | | | | | | | | | |
| | *Elec.light* | 3 *Dks*(*Uirn–ws*) | | | | | | | | | | | | | |
| 167 | — | IronScSr | 1657 | | | | 1884 | T.Royden &Sons Liverpool | Belize Mail& Transport Co. | 280·9 34·1 22·9 P55*t* | Belize British | C.2Cy.28″&58″–48″ 194NHP G.Forrester&Co.,Liverpool | | R | |
| 91151 | *H.Gault* | | 1463 | | | | | | | | | | | | |
| JPMK | (*ex*Lanfranc) | | 1070 | | | | | | | | | | | | |
| 168 | — | SteelScSr | 480 | ✝ | Tri | *h* | 1888 | Schlesingr Davis&Co. Newcastle | Hadji Daout Farkouh | 170·0 26·1 12·6 P106′F21′ | Smyrna Turkish | T.3Cy.14″,23″&39″–27″ 87NHP | 13 ″ 4 | | |
| | *D.Pappas* (*ex*Marguerite) | *ss*Fiu.No.2–96 | 399 | 4.97 | | | 12mo | | | | | | | | |
| | *Well deck* | 1 *Dk*(*Stl*) | 261 | ✝ | | | | | | *WB*=*DBu E*&*B33′51tFPT* | | 4 *BHCem* 13*t APT*28*t* | | | |
| 169 | **Olympian** | Steel&IronPad | 1420 | | | | 1883 | Harlan& Hollings-worth Co. Wilmington | Oregon Railroad& Navigation Co. | 261·5 40·0 12·5 | Portlnd,Or Utd. States | 1Cy.70″–144″ 452NHP Harlan&Hollngsworth Co., Wilmington,Del. | | | |
| 155089 | | | — | | | | | | | | | | | | |
| | *Elec.light* | 1 *Dk* | 1083 | | | | | | | | | | | | |

| 1 | 2 Nom du Navire. Matériaux. Gréement, etc. / Capacité. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage. Total. / Sous le Pont. / Net. | 5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terminaison maintenant Lettres numéro. | 8 9 Construit. Quand. / Navire. / Mach. | Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. | 12 Fait d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170 | **Olympic** SteelScSr<br>Kerl –05<br>1 Dk (pt Iron pt Stl) & deep framing | 11875<br>VDMF | 3217<br>2064<br>1399 | ✠100A1 C'T<br>7,02 | | t | 1903 | Irvine's S.B. & D.D.Co. Ltd. W.Hartlepool | W.H.Geckerlmo. & Co. | 560·3 45·1 18·1<br>P21' B182' F34'<br>FK<br>WB = Cell D Ba 96' u E & B 64' f 126' 668t | Hull<br>British<br>BH Cem | 2 8Cy.22",36"&59"–39"<br>160lb 90lb 228NH<br>2SB,6cf,gs85,us8431<br>Richardsons, Westgarth & Co. Ltd. Hpl | 20 | |
| 171 | — WoodScSr<br>J.Hansen –02<br>1 Dk | 135437<br>KRPT | 682<br>—<br>454 | | | | 1901 | G.H.Hitchings<br>Hoquiam, Wash | E.K.Wood Lumber Co. | 185·7 38·0 13·4<br>APT 70t | S.Francisco<br>Utd. States | 1 8Cy.18",28"&40"–30"<br>8 NH<br>Fulton Eng. Wks. S Frisco | | |
| 172 | **Olympo** SteelPad<br>Elec light | | 1649<br>874<br>921 | | | | 1884 | A.&J. Inglis<br>Glasgow | N.Mihanovich | 286·1 34·2 12·1<br>P74' F83' | Bns.Ayres<br>Argentine | 2Cy.36"&66–120"<br>397NH<br>A.&J.Inglis, Glasgow | | |
| 173 | **Omapere** SteelScSr<br>W. Hoyle –03<br>1 Dk | 94477<br>WLSF | 425<br>—<br>340 | | | … | 1882 | W.Denny & Bros.<br>Dumbarton | KoeGuanCo. | 180·3 29·2 14·4<br>B36' F19'<br>FK<br>WB = | Penang<br>British | C.2Cy.24"&42"–30"<br>80RH<br>Denny & Co., Dumbarton | | |
| 174 | **Omba** SteelScSr<br>J.Williams –04 ss Sld. No.2–02<br>1 Dk (Irn) & Spar dk (Stl–ws) 3tr B | 102859<br>NHDB | 2950<br>2765<br>1905 | ✠100A1 Syd u<br>Spar dk Sng<br>5,04 | | | 1894 | J.Laing<br>Sunderland | Straits Steamship Co. (Wright Bros. & Co. Mgrs.) | 320·0 41·8 18·1<br>P9' B78' F34' 26·6<br>A&CP BK 10' | London<br>British<br>5 BH Cem | 1 8Cy.28"&38"&62"–42"<br>160lb 70lb 237NH<br>2SB,8pf,gs112,us8373 | 20 | 3 |
| *Now named "Ellerbek," See No. 44 in Supplement.* | | | | | | | | | | WB = Cell D Ba 98' u E 18' | | G.Clark (Lim.), Sunderland | 6 | 5 |
| 175 | **Omi Maru** IronScSr<br>K.Homma 00–01 ss Yka. No.3–2,96<br>ss Yka. No.2–03<br>1 Dk (Irn) & Spar dk 3tr B | 877<br>HFRV | 2501<br>1727<br>1551 | ✠100A1 Yka t<br>Spar dk<br>12,03 | | | 1884 | Armstrong Mitchell & Co.<br>Newcastle | Nippon Yusen Kabushiki Kaisha | 301·0 37·5 19·3<br>27·1<br>BK 10½ | Tokio<br>Japanese<br>5 BH Cem | C.2Cy.42"&78"–54"<br>85lb 85lb NDB96 369NH<br>1SB,12pf,us237,us7040 | 22 | |
| | | | | | | | *Lloyd's* | | | WB = Cell D B 238' 350t F P T 32t | | Wallsend Slipway Co., Nwc. | | |
| 176 | — WoodPad<br>1 Dk | 8470<br>JCTK | 143<br>41<br>82 | | | | 1894 | M.Hayashi<br>Fushimi | Y.Watanabe | 98·2 13·9 3·5 | Fushimi<br>Japanese | C.2Cy.10"&20"–14"<br>13NH<br>Osaka Iron Works, Osaka | | |
| 177 | **Omonia** IronSc<br>D.Cafadakis | HKLR | 504<br>—<br>317 | | | | 1858 | .....<br>Pt. Glasgow | New Hellenic Stm. Nav. Soc. | 184·3 24·9 15·0 | Syra<br>Greek | C.4Cy.24"&45"–30"<br>18NH | | |
| 178 | — WoodPad<br>1 Dk | 242 | 109<br>—<br>48 | | | | 1856 | .....<br>England | O.I.Dolgova | 95·0 16·0 9·0 | Odessa<br>Russian | | | |
| 179 | **Omrah** SteelTwinScSr<br>F.S.Symons –02 ss Lon. No.1–03<br>2 Dks (Stl–ws) & Spar dk (Stl–teak s)<br>Ref. Mchy. Elec. light & Web frames | 108782<br>QRGJ | 8282<br>6724<br>4584 | ✠100A1 Lon dt<br>Spar dk<br>2,05 | | | 1899 | Fairfield<br>Co. Ltd.<br>Glasgow | Orient S.Nav.Co Ltd. | 490·7 56·7 26·0<br>P77' B260' F66' 34·2<br>FK<br>WB = Cell D Ba 67' u E & B 144' f 181' 978t F P T 69t<br>A&CP | Glasgow<br>British<br>10 BH Cem | T.6Cy.33",54½"&89"–57"<br>180lb 120lb 1772NH<br>3SB,8pf,gs388,us2707<br>APT 135t Fairfield Co. Ltd Glasgow | 29 | 6 |
| 180 | **Omravati** SteelScSr<br>M.Dawood 04–04<br>1 Dk & Shade | 119132 | 253<br>193<br>61 | | | | 1904 | Grngem'th & Greenock Dockyard Co. Greenock | J.Jackson, Shepherd & Co. Hajee A'med Hassum | 149·4 26·1 8·8<br>WI | Glasgow<br>British<br>Bombay | T.3Cy.12",19"&31"–27"<br>49RH<br>Dunsmuir & Jackson, Gls. | | |
| 181 | **Omsk** IronScSr<br>F.Muller<br>2 Dks & Spar dk | NVJB | 1574<br>1037<br>992 | | | | 1884 | Burmeister & Wain<br>Copenhagen | Forenede Dmpskib. Selskab | 250·8 33·6 16·5<br>H62t 28·6 | Copnhagn<br>Danish | C.2Cy.33"&60"–36"<br>180NH<br>Burmeister & Wain, Cpn | | |
| 182 | **On Sang** SteelScSr<br>J.Young<br>1 Dk & Spar dk & deep framing | 105745<br>PCGF | 2802<br>2607<br>1787 | | | … | 1895 | Sir Raylton Dixon & Co<br>Middlesbro' | Indo-China Steam Nav.Co.Ld. | 310·0 40·6 17·6<br>P41' B42' F39' 25·6<br>FK<br>WB | London<br>British | T.3Cy.28",36"&59"–42"<br>244NH<br>N.E.Mar.Eng.Co. (Lim.) Sld | 19 | 11 |
| 183 | **Onda** SteelScSr<br>G.Brown –01<br>2 Dks (Stl) 3tr B & Web frames | 105967<br>PDHM | 5247<br>4973<br>3410 | ✠<br>2,96 | | Bom z | 1895 | A&J Inglis<br>Glasgow | British India Stm. Nav.Co.Ld. | 410·0 50·7 29·0<br>P72' F52'<br>FK<br>WB = Cell D Ba 120' u E & B 58' f 152' 1101t | Glasgow<br>British<br>6 BH Cem | T.3Cy.25",40"&65"–51"<br>345NH<br>2DB,Scf,gs160,us5841<br>A.&J.Inglis, Glasgow | 32 | 5 |
| 184 | **Ondo** SteelScK<br>M.Dethlefsen 02–02<br>Mchy. Aft Well deck | RMPV | 271<br>194<br>105 | ✠100A1 Liv c<br>7,02 | | | 1901 | Botje.<br>Ensing & Co.<br>Grouingen | Woermann Linie Kommandit Ges. | 120·0 22·2 9·2<br>Q46' F17'<br>FK<br>WB = | Hamburg<br>German<br>3 BH Cem | C.2Cy.18"&28"–20"<br>135lb 100lb 44NH<br>1SB,2pf,gs33,us860<br>F P T 85t Botje, Ensing & Co. Grongn | 9 | 10 |
| 185 | **One** SteelScK<br>J.Millar –02<br>1 Dk<br>Frames Iron | 111051 | 84<br>83<br>28 | ✠100A1 Abn<br>For fishing purposes<br>8,01 | | | 1900 | Smith's Dock Co. Ltd<br>North Shields | Smith's Dock Trust Co. Ltd. (R.Sutton, Mgr.) | 80·0 18·6 8·6<br>BK 6'<br>A&CP WB = F P T 4t | Yarmouth<br>British<br>3 BH Cem | C.2Cy.11½"&28"–16"<br>125lb 21RH<br>1SB,2pf,gs17,us417<br>G.T.Grey, S.Shields | 9 | 6 |
| 186 | **Onega** SteelScSr<br>J.Hill –98 ss Brs. No.2–03<br>1 Dk (Irn) 2tr B & Web frames | 102841<br>NHDL | 2017<br>1871<br>1288 | ✠100A1 Ant r<br>with freeboard Sld<br>7,01 | | | 1894 | J.Laing<br>Sunderland | Paul & Shellshear | 273·0 37·6 21·2<br>B56' F30'<br>FK<br>WB = Cell D B 222 | London<br>British<br>6 BH Cem | T.3Cy.20",32½"&53½"–36"<br>160lb 75lb 169NH<br>2SB,4pf,gs60,us2500<br>320t APT 26t N.E.Mar.E.Co. (Lim.), Sld. | 23 | 6 |
| 187 | **Oneida** IronScSr<br>ss N.Yk. No.3–3,94<br>1 Dk (Irn) & Awng dk | 155252<br>KLWC (ex El Callao) | 1323<br>—<br>1091 | ✠ N Yk m<br>Awng dk<br>with freeboard<br>7,97 | | | 1885 | Ramage & Ferguson<br>Leith | Clyde S.S.Co. (W.P.Clyde & Co. Mgrs.) | 210·2 31·2 12·0<br>B38'<br>FK<br>WB = F P T 17t A P T 8t | New York<br>Utd. States<br>4 BH Cem | C.2Cy.26"&50"–36"<br>106NH<br>1SB,3pf,gs54,us1583<br>M T 11' 118t Ramage & Ferguson Leith | 12 | 8 |
| 188 | **Onipenta** SteelScSr<br>F.R.G.Cunningham –01<br>2 Dks (Stl) 3tr B & Web frames | 106020<br>PKNG | 5294<br>5042<br>3420 | ✠<br>8,96 | | Dmb z | 1896 | W.Denny<br>& Bros.<br>Dumbarton | British India Stm. Nav.Co.Ld. | 410·0 50·7 28·9<br>B77' F51'<br>FK<br>WB = Cell D Ba 158' u E & B 45' f 158' 1098t | Glasgow<br>British<br>6 BH Cem | T.3Cy.26½"&42"&66½"–51"<br>354NH<br>2SB,8pf,gs104,us4714<br>Denny & Co., Dumbarton | 32 | 10 |
| 189 | **Onogawa Maru** WoodScSr<br>S.Nimuri 95–95<br>2 Dks | 1330<br>HJQC | 319<br>207<br>197 | | | | 1893 | Kawasaki<br>S.B.Yard<br>Kobe | Osaka Shosen Kabushiki Kaisha | 142·4 19·0 15·2 | Osaka<br>Japanese | T.3Cy.11",16"&26"–20"<br>30NH<br>Kawasaki S.B.Yard, Kobe | | |
| 190 | **Onoko** IronSc<br>W.H.Johnson 95–02<br>Mchy. Aft<br>1 Dk 2tr B | 155348<br>—<br>1933 | 2164<br>—<br>1933 | | | | 1882 | Globe Iron Works Co.<br>Cleveland, O. | Nicholas Transit Co (W. Gerlach, Mgr.) | 287·3 38·8 20·7 | Cleveland, Ohio<br>Utd. States | C.2Cy.30"&56"–48"<br>181NH<br>Globe Iron Wrks Co., Cld., O | | |
| 191 | **Onoura Maru** WoodScSr<br>Tomoi Fusazo P&YM 9.98<br>2 Dks | 7[illegible]<br>HF[illegible] | 185<br>184<br>100 | | | | 1885 | Kawasaki<br>Kiyemon<br>Maisaka | Tokiowan Kisen Kabushiki Kaisha | 123·6 16·9 12·0 | Tokio<br>Japanese | 2Cy.12½"&22½"–14"<br>Ishikawajima 15NH<br>S.B.&Eng.Co. Tokio | | |

| No. in Book. / Official No. / Signal Letters. | Steamer's Name. Material, Rig, &c / Master. / Special Surveys. | Tonnage: Under Deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Classed. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners | Register'd Dimensions, Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidship. | Registers to which classed. If not in L. R.: Date of last Trade Certificate. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 192 Onsala<br>T.Tellefsen02-02 (exCharkow.exMöwe)<br>MBDJ *Mchy. Aft* 1 *Dk* | Iron Sc 3 Mst Sr | 644<br>575<br>373 | | | ... | 1857 Palmer Bros.&Co. Newcastle | | Acties.Onsala (O.A.T.Skjelbred) | 202·1 26·2 15·5<br>Q59 B15 H35<br>Pen66 | Xiansand Norwegian | C.2Cy.26″&52″–36″ 135NH<br>PalmerBros.&Co.Nwc | | | |
| 193 Onslow<br>110047 ~~*J.Wiseman* 1900~~ ss Cff. No.1–03<br>QPRD *J.Bland* –04 1 *Dk(Irn)&deep framing* | Steel Sc Sr | 2722<br>2491<br>1716 | ✠100A1 Cff *l*<br>12,06 ~~Built Dry~~<br>~~Hull 03~~ LMC<br>BS7.03 MS12,04 | | | 1899 Barclay, Curle&Co.Ld Glasgow A&CP | 1mo | CenturyShppg.Co. Ld. (Harris& Dixon,Ld. *Mgrs.*)<br>*WB=CellDBa* | 312·0 45·9 20·5<br>P24 B82 F35<br>FK<br>*92 uE22 f130 627t* | London British<br>*5 BHCem*<br>*APT1030* | T.3Cy.22″,37½″&62″–42″ (*a*)<br>180lb *90lb* 268NH<br>2SB,*6pf*,GS126,HS1116<br>Barclay,Curle&Co.Ld Gls | 22 ″ 11<br>s 3 ″ 9 | | ~~1905~~<br>~~1908~~<br>~~1911~~<br>12,09 |
| 194 Ontaneda<br>~~*M.Nacklin* 1900~~ ss ~~Bwg No.1–03~~<br>JBPQ (exBenridge) 1 *Dk(Stl)&Spar dk(Stl)*<br>*V.Alegria*01–04 *&Web frames*<br>ss Bbo.No.2–03 | Steel Sc Sr | 3159<br>—<br>2232 | ✠100A1 Cff *p*<br>*Spar dk*<br>9,04 ~~Built~~ ✠LMC<br>BS1,05 | | | 1895 Craig, Taylor&Co. Stockton A&CP | 4mo | Cia.deNav.Ola-zarri (Garteiz& Mendialdua, *Mgrs.*)<br>*WB=Cell DBa104 uE&B140 f130 643t MT* | 330·5 43·1 19·3<br>P25 B72 F35 27·1<br>FK<br>*5 BHCem*<br>*94 402t FPT1490 APT380* | Bilbao Spanish | T.3Cy 22½″,38″&62″–42″ (*s*)<br>200lb *100lb* 262NH<br>2SB,*6cf*,GS90,HS3725<br>T.Richrds. &Sons,Ld.Hpl | 22 ″ 0<br>s 6 ″ 8 | | 7,04 |
| 195 Ontarian<br>111273 *J.T.Gambell* –00<br>RSMD 2 *Dks&Shade dk* | Steel Sc Sr | 4309<br>4078<br>2780 | | | | 1900 R.Duncan &Co.Ld. Pt.Glasgow | | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 385·2 48·8 26·9<br>P38 B104 F40 | Glasgow British<br>*WL* | T.3Cy.27″,43″&72″–48″ 359NH<br>Rankin& Blackmore,Grk. | | C | |
| 196 Ontario<br>4 *Dks* | Steel Sc Sr | 2800<br>1870 | | | | 1904 New York S.B.Co. Camden,N.J. | | Merchnts&Miners TransportationCo. | 298·5 42·2 24·0 | Baltimore Utd. States | T.3Cy.28″,45″&72″–54″ 381NHP<br>NewYorkS.B.Co.Cmdn,NJ | | | |
| 197 —<br>94885 | Steel Pad | 1615<br>1288<br>1018 | | | | 1890 Polsn.I.W.C (Lim.) Owen Snd Ont | | CanadianPacific RailwayCo. | 297·0 41·3 14·9 | Montreal British | 2Cy.50″–114″ 411NHP<br>PolsonI.W.C.(Lim.),Tto. | | | |
| 198 —<br>105064 *T.Wilkinson* –95<br>1 *Dk* | Iron Sc K | 139<br>133<br>58 | ✠ Hul<br>*Stm Trawler*<br>9.95 | | | 1895 Cochrane& Cooper Hull | 9mo | HullSteamFishing &IceCo.Ld. | 98·5 20·5 11·0<br>BK7½″<br>*WB=DT f17 15t* | Hull British<br>*3 BHCem* | T.3Cy.10″,16″&25½″–20″ 35RH | 11 ″ 10 | | |
| 199 Onton<br>~~*M.Pyrissiarespe* 1900~~ ss Bbo.No.2–03<br>JBNV (exWilderspool 1 *Dk(Stl)&deep framing*<br>*E.Navarzancona* –05 *&pt Awng dk(Stl)* | Steel Sc Sr | 2810<br>2116<br>1590 | ✠100A1 Rot *t*<br>*pt Awng dk*<br>*with freeboard*<br>5,05 ~~10.03~~ ✠LMC10.05 | | | 1894 W.Pickers-gill&Sons Sunderland A&CP | 10mo | Cia.deNav.Ola-zarri (Garteiz& Mendialdua, *Mgs.*)<br>*WB=CellDBa* | 310·0 42·9 19·2<br>Q77<br>*pt Awng dk233* FK<br>*96 uB20 f120 576t* | Bilbao Spanish<br>*3 BHCem*<br>*APT660* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb ~~*80lb*~~ *50lb* 249NHP<br>2SB,*6pf*,GS108,HS3857<br>G.Clark,Ld.Sunderland | 21 ″ 9<br>s 9 ″ 0 | | N10,03 |
| 200 Onuba<br>*J.S.Riol* –03 ss Bhn.No.2–00<br>(exDienstag) 1 *Dk* | Iron Sc Yl | 152<br>139<br>80 | ✠ ~~3,05~~ Bhn<br>*Stm Trawler*<br>✠ | | | 1892 Mackie& Thomson Glasgow A&CP | 2mo | ~~Sociedad de Pesca La Atlantica~~<br>P.Larrion | 100·5 20·5 10·7<br>Q19 F19<br>BK7½″ | Huelva Spanish<br>*3 BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 40NH<br>1SB.*2pf*,GS30<br>Muir&Houston,Glasgow | 11 ″ 11 | | 2.03 |
| 201 Onward<br>110114 *Mchy.Aft* 1 *Dk(Irn)* | Steel Sc Sp | 358<br>258<br>124 | ✠ Lon<br>*Coasting*<br>3,00 ✠ | | | 1899 T.Turnbull &Son Whitby | 5mo | J.Constant | 130·0 25·2 9·9<br>Q15 F24<br>FK<br>*WB=FPT* | London British<br>*2 BHCem*<br>*160 APT5t* | C.2Cy.15″&30″–22″ 70RH<br>1SB.*2pf*,GS38,HS774<br>J.G.Fay&Co.,Ld.Sou. | 10 ″ 11 | | |
| 202 —<br>83469 *H.Barnes* –03<br>LSKD (*Trawler*) 1 *Dk* | Iron Sc Sr | 177<br>177<br>94 | | | ... | 1880 Murdoch &Murray Pt.Glasgow | | Gt.NorthernS.S. FishingCo.Ld. | 130·5 21·0 10·8<br>BK6½″ | Hull British | C.2Cy.20″&40″–27″ NB87 65RH<br>Muir&Houston,Glasgow | | | |
| 203 Onyx<br>119063 *A.McPhail*00–03<br>VHKG *Elec.light Mchy.Aft* 1 *Dk(Stl)*<br>*Well deck* | Steel Sc Sr | 557<br>398<br>219 | ✠100A1 Bwg *h*<br>11.03<br>✠LMC 10.03 | | | 1903 Scott& Sons Bowling *Lloyd's* A&CP | 10mo | W.Robertson<br>*WB=DBf93 12 t FPT* | 170·7 27·1 10·5<br>Q91 B10 F26<br>BK7½<br>*43t APT5t* | Glasgow British<br>*3 BHCem* | T.3Cy.14″,22½″&37″–27″ (*s*)<br>160lb *75lb* 81RHP<br>1SB,*3pf*,GS49,HS1602<br>Ross&Duncan,Glasgow | 12 ″ 9<br>s ~~11~~ 11½ | | |
| 204 —<br>87733 *J.S.Burns*04–04 ss Mdb.No.3–7.96<br>JCRS (exStrathness) ss Hul.No.1–00<br>*Mchy.Aft* 1 *Dk(Irn)* | Iron Sc 3 Mst Sr | 395<br>306<br>195 | ✠100A1 Cff *g*<br>3,04<br>~~Hull~~ ✠ MC7.04<br>BS12.03 | | | 1883 Burrell&S. Dumbarton *Lloyd's* A&CP | | OnyxS.S.Co.Ld. (C.J.Eaglesfield& Co.) | 160·3 24·7 11·1<br>Q47 B7 F26<br>BK7<br>*WB=FPT* | Ipswich British<br>*3 BHCem*<br>*54t APT18t* | C.2Cy.19″&38″–30″ (*r*)<br>86lb *80lb* NDB94 70RHP<br>1SB.*2pf*.GS32,HS1040<br>Hutson&Corbett,Glasgow | 11 ″ 9<br>s 1 ″ 4½ | | N12.03 |
| 205 —<br>98744 ss Hul.No.3–5,03<br>MTKD 1 *Dk* | Iron Sc K | 157<br>145<br>63 | ✠100A1 Hul<br>*Stm Trawler*<br>~~2,015,03~~ ✠MC5.03<br>3,05 BS5.04 | | | 1891 Cochrane, Cooper&Schofield Beverley *Lloyd's* A&CP | 6mo | KingstonSteam TrawlingCo.Ld. | 101·4 20·6 11·0<br>Q19 F19<br>BK7½ | Hull British<br>*3 BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 15RH<br>1SB.*2pf*,GS30,HS881<br>Amos&Smith.Hull | 11 ″ 10 | | ~~5.03~~<br>4,05 |
| 206 —<br>84031 *J.G.Sims* –97<br>(exNorfolk) | Steel Pad | 114<br>111<br>72 | | | | 1882 Thames Iron Works London | | EasthamFerry PleasureGardens &HotelCo.Ld. | 140·0 17·5 6·7 | Harwich British | O.1Cy.30″–33″ 50RH<br>Young&Son,London | | | |
| 207 Oolobaria<br>106036 *A.S.Houstoun* –04 5295<br>PMCS 2 *Dks(Stl)3tr B&Web frames* | Steel Sc Sr | ~~5294~~<br>5042<br>~~2489~~<br>3437 | ✠ Dmb *z*<br>10,96 | | | 1896 W.Denny &Bros. Dumbarton | 10mo | BritishIndiaStm. Nav.Co.Ld. | 410·0 50·7 28·9<br>B77 F51<br>FK<br>*WB=CellDBa158 uE&B45 f158 1093t* | Glasgow British<br>*6 BHCem* | T.3Cy.26½″,42″&66½″–51″ 354NH<br>2SB,*6pf*,GS104,HS4714 FD<br>Denny&Co.,Dumbarton | 32 ″ 0 | | |
| 208 Oonah<br>57617 *H.A.G.Morrisby* –02 ss Syd No.1–92<br>QTVR 1 *Dk&Spar dk(Stl-ws)&Web frames*<br>*Elec.light* | Steel Sc Sr | 1757<br>1613<br>945 | ✠ Syd *s*<br>*Spar dk*<br>12,92 | | | 1888 A&J Inglis Glasgow | 2mo | UnionS.S.Co.of NewZealand,Ld. | 290·3 35·8 13·2<br>B100 F53 21<br>BK10″<br>*WB=Cell DB210 370t* | Hobart British<br>*6 BHCem* | T.3Cy.25″,40″&63″–48″ 298NHP<br>2DB,*12cf*.GS198.HS4826<br>A.&J.Inglis,Glasgow | 16 ″ 6 | | |
| 209 Oopack<br>104804 *J.Barber* –99 ss Npt.No.2–03<br>NMWQ 2 *Dks(1Irn&1Stl-teaks)&deep framing*<br>*Elec.light* 3 *Dk rule* | Steel Sc Sr | 3883<br>3618<br>2517 | ✠100A1 Bkn *w*<br>12,04 ~~2.04~~ ~~Built~~ ~~Glas~~ Liv<br>BS4.03 ✠LMC4.04<br>~~S.04~~ 12.04 | | | 1894 Workman, Clark&Co.Ld Belfast A&CP | 10mo | ChinaMutualStm. NavCo.Ld.(A.Holt &Co. *Mgrs.*)<br>*WB=Cell D Ba 116* | 370·0 45·3 27·0<br>P26 B73 F42<br>BK9<br>*uE&B30 f154 767t* | Liverpool British<br>*6 BHCem*<br>*APT53t* | T.3Cy.26″,42″&71″–48″ (*s*)<br>180lb *180lb* 398NH<br>2SB,*6cf*,GS124,HS5112 FD<br>Wrkman,Clark&Co(L)Bel | 29 ″ 9<br>s 6 ″ 4½ | BT till ~~1904~~ 1907<br>1908 V | 2.04 |
| 210 Oostzee<br>*VanRees* –03 (*Tug*)<br>1 *Dk* | Steel Sc Sr | 199<br>193<br>6 | | | | 1903 Schpw.v. JanSmit,Czn. Alblasserdm | | LSmit&Co'sSleep-dienst.Ld.(Murk Lels&Zoon, *Mgrs.*) | 113·9 21·1 12·3<br>B29 F12 | Rottrdam Dutch | T.3Cy.16″,24″&40″–24″<br>180lb 112 ~~78~~ NHP<br>Machinefabrik Kinderdijk HS2113 | | | |
| 211 Ootmarsum<br>*A.Potjer*97–00 ss Hfs.No.1–03<br>PNLB 1 *Dk(Stl)&pt Awng dk(Irn)*<br>*&deep framing* | Steel Sc Sr | 2313<br>2006<br>1466 | ✠100A1 Hfs *s*<br>*pt Awng dk*<br>*with freeboard*<br>~~7,04~~ 8,03 ~~Hpl~~ ✠MC8.03 | Amst | | 1900 W.Gray& Co.Ld. W Hartlepool A&CP | 7mo | Stoomv.Maats. Oostzee (Vinke& Co. *Mgrs.*)<br>*WB=Cell D Ba* | 281·5 42·6 16·5<br>P17 Q90 drp93<br>*pt Awng dk175* FK<br>*&uE114 f112 520t* | Amstrdam Dutch<br>*4 BHCem*<br>*APT66t* | T.3Cy.21″,33″&56″–36″ (*s*)<br>160lb *80lb* 191NH<br>2SB,*4rf*,GS71,HS3008<br>Cen.Mar.Eng Wrks.WHpl | 19 ″ 0<br>s 8 ″ 5 | | ~~3.06~~<br>7,04 |
| 212 Opal<br>92747 *A.S.Edward* –97 ss Lth.No.3–2,93<br>WCQD ss Shl.No.2–02<br>1 *Dk(Irn)&Awng dk3tr B* | Iron Sc Sr | 1124<br>1115<br>727 | ✠100A1 Shl *n*<br>*Awng dk*<br>*with freeboard*<br>11,04 ~~3,04~~ ~~Built~~ ✠MC11.04 | | | 1881 WBThmp-son Dundee A&CP | 9mo | DundeeGemLine S.S.Co.Ld. (P.M. Duncan&Sn *Mgrs*) | 218·0 30·2 21·0<br>BK8<br>*WB=CellDB184* | Dundee British<br>*4 BHCem*<br>*172t APT7t* | C.2Cy.25″&50″–42″ (*k*)<br>75lb *80lb* NDB98 98RHP<br>1SB,*3pf*,GS72,HS2116<br>W.B.Thompson,Dundee | 16 ″ 6<br>s 8 ″ 3 | | ~~7.00~~<br>N11,04 |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Où. Par qui. No. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les pages du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau. Pieds. Pouces. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 213 | Opal SteelScSmMstSr | 533 | ✠100A1 Mch | 1894 | Scott& | W.Robertson | 180·0 29·1 10·6 | Glasgow | T.3Cy.17",27½"&44"–30" (s) | 18 0 |
| 102660 | R.Williamson –04 ssBwg No.3–1,05 | 437 | 5,05 1,04 6,05 Gls Ayr | 2mo | Sons | | Q90 B11 F37 | British | 160lb 70lb 99RH | 1 0 |
| MQSM | Well deck 1 Dk(Iron) | 210 | Boy.04 ✠LMC1,05 | | Bowling | | BK7½' | 3 BHCem | 1SB.3pf.gs863,ns1650 | |
| | Mchy.Aft | | | W | A&CP | B = Cell DB 140t | FPT22t | | Muir&Houston,Glasgow | |
| 214 | Opawa CompScK | 110 | | 1897 | T.S.Dixon &Co. Wellington | T.Eckford | 90·0 16·0 7·9 | Wellington British | C.2Cy.10"&20"–12" 18RH | |
| 91800 | T.Eckford –97 | 73 | | | | | | | Anchor Fndry,Nelson,N Z | |
| | 1 Dk | 34 | | | | | | | | |
| 215 | Ophelia IronScSr | 520 | ✠100A1 Els q | 1881 | Bartram, | Helsingörske | 260·0 36·0 18·6 | Elsinore | C.2Cy.88 &62"–42" 1 | 20 2 |
| | ssShl.No.3–7,94 | 1 | 5,04 Hpl | 7mo | Haswell&Co | DampskibsSelskab | Q86 B58 F33' | Danish | 208NH | 2 4½ |
| NHCM | ex Palm Branch ssEls.No.2–04 | 1020 | MS7,05 ✠LMC | | Sunderland | | | 4 BHCem | 28B.2f.gs890 | |
| | Well deck Wilhelmsen 1 Dk Iron 2 tr B | | BS2,04 | | A&CP | B = DB 866 fbe 2400 | APT | | J.Dickinson,Sunderland | |
| 216 | — IronScSr | 786 | | 1879 | Reiherst'g Schiffsw. Hamburg | A.Kirsten | 191·0 28·5 15·8 | Hamburg German | C.2Cy.27"&48"–30" 105NH | 6 |
| | A.Bock92–92 | 570 | | | | | P47' F24' | | | |
| RFSP | 2 Dks | 461 | | | | | | W.B | Reiherst.Maschinenf.Ham | |
| 217 | — SteelScSp | 110 | | 1899 | Jönköpings Mek. Verks. Jönköping. | Klosters Aktieb. K A.Wallin, Mgr.) | 86·2 19·5 10·6 | Gallström Swedish | C.2Cy.17"&29½"–17½" 31NH | |
| 3710 | C.Pettersson –99 | 94 | | | | | H17t | | Jönköpings M.V.Jönköping | |
| | 1 Dk | 35 | | | | | | | | |
| 218 | Ophir SteelTwinScSr | 6814 | ✠100A1 Lon bt | 1891 | R.Napier& Sons Glasgow | Orient S.Nav.Co Ltd | 465·0 53·4 34·1 | Glasgow | T.6Cy.34",51½"&85"–54" (s) | 37 2 |
| 98673 | F.W.Kershaw–01 ssLou No.2–01 | 5712 | 7,04 7,03 2,05 | 10mo | | | P42 B252 F39' | British | 160lb 160lb 1398NH | |
| MJGD | Ref.Mchy. 4 Dks(2Stl—ws) | 2920 | ✠LMC1,03 | | | | FK | 5 D&2SB 36rf gs8756 ns26004 | | |
| | Elec.light ssLou No.3–11,03 | | BS11,01 | | | | | 7 C 19 70t | R.Napier&Sons,Glasgow | |
| 219 | — IronScSr | 307 | Sng | 1876 | Caird&Co. Greenock | Ong Eng Tocan | 150·0 25·0 10·4 | Palembang Dutch | C.2Cy.20"&36"–30" 59NH | |
| | McGill –02 ssSha.No.2–82 | 257 | For River purposes only | 2mo | | | Irp88 | 5 BHCem | Caird&Co.,Greenock | |
| HVK | 1 Dk | 205 | 5,83 | | | | | | | |
| 220 | — SteelScK | 230 | ✠100A1 Hul | 1903 | Cook,Wel- t'n&Gemmell Hull | Pickering&Haldane's StmTrawlingCo Ltd. | 125·0 21·7 12·0 | Hull British | T.3Cy.12½",21½"&35"–24" 200lb (s) 70RH | 12 10 |
| 116137 | J.Spours95–08 | 217 | Stm Trawler | 3mo | | | BK7' | 4 BHCem | 1SB,2cf,gs831,ns1090 | |
| | | 84 | 1 16,03 ✠LMC8,03 | | | | WB | = DB f8 5t | Amos&Smith,Hull) | |
| | | | 4,05 | Lloyd's s14CP | | | | | | |
| 221 | — IronTwinScTug | 194 | | 1883 | Hall,Russell&Co. Aberdeen | Cia.de Mozambique | 115·0 22·1 11·0 | Beira Portuguese | C.4Cy.19"&34"–24 94NH | |
| | M.de Couto –09 (ex Churchill) | 184 | | | | | B23' | | Hall,Russell&Co.Abn. | |
| MBSH | | 42 | | | | | | | | |
| 222 | Opland SteelScSr | 1344 | ✠100A1 Mdb p | 1903 | Fevigs Jernskibsbyg Arendal | Dpskactieselsk. Opland H.Fredriksen, | 285·7 35·0 12·8 | Sandefjrd Norwegian | T.3Cy.17½",27"&47"–33"(r) 175lb 160lb 138NHP | 15 0 |
| | T.W.Schlytter03–03 1 Dk(Stl)& | 1344 | Spar dk with freeboard | 7mo | | | | | | s 4 0 |
| MBHQ | Elec.light Spar dk(Stl)&deep framing | 843 | 7,03 | | | WB = Cell D Ba52 | f104 | 4 BHCem | 1SB,gs860,ns2142 | |
| | | 844 | Class Contemplated | Lloyd's s14CP | | | | s 16 APT 27t | Richardsons,Westgarth& Co.Ltd.Mdb | |
| 223 | Oporto SteelScSr | 739 | | 1888 | C.J.Bigger Londonderry | Ellerman Lines,Ld. F.Swift, Mgr.) | 212·0 27·1 16·8 | Liverpool British | C.2Cy.16"&48"–36" 80RH | 17 10 |
| 93786 | G.S.Roberts –02 | 682 | | | | | B59' F23' | | | |
| KSMN | 2 Dks | 460 | | | | | BK8' | | D.Rollo&Sons,Liverpool | |
| 224 | Optic SteelScSr | 980 | ✠ A1* 1 Bel Lv | 1885 | Harland& Wolff Belfast | Belfast S.S.Co.Ld. | 248·9 31·9 15·3 | Belfast British | C.2Cy.35"&70"–45" 274NH | 16 2 |
| 93151 | J.Paisley93–03 4th Survey,Bel.2.02 | 736 | 3,03 3,— | 11mo | | | P42 B92 F87' | | | |
| KDQH | 2 Dks(1pt Stl) | 377 | | | | | ptND98 | BK8' | 2DB,8cf,gs1865,ns1894 | |
| | Elec.light | | | Lloyd's s14CP | | | | 4 BHCem | Harland&Wolff,Belfast | |
| 225 | Opus SteelScFlat | 168 | | 1880 | H.E.Falk Winsford | Salt Union,Ld. | 89·0 21·0 10·6 | Liverpool British | 2Cy.10½"–14" NE&B86 4RH | |
| 84043 | (ex Sailing Vessel) | 158 | | | | | | | W.E.Bates,Northwich | |
| | | 114 | | | | | | | | |
| 226 | Oracabessa SteelScSr | 3459 | ✠100A1 Bry p | 1894 | W.Doxford &Sons,Ld. Sunderland A&CP | Elders&Fyffes (Shipping)Ld. | 345·0 41·2 18·7 | W.Hartlpl British | T.3Cy.28",44"&72"–48" (s) 160lb 92 NH | 21 2 |
| 102717 | W.Long –04 | 2899 | 3,05 Spar dk | 4mo | | | F38' 26 1 | | | 5 10 |
| NJBD | ex Carlisle City) 1 Dk(Stl) Spar dk Stl | 2228 | 7,01 1,02 Mid Ent | | | | FK | 6 BHCem | | |
| | Ref.Mchy. Elec.light ssWebframes | | BS2,03 3,04 | | | WB = Cell DB268' | | | W.Doxford&Sons,Ld.Sld | |
| | ssLiv.No.3–1,05 | | B | | | | | 2DB,&1 Aux. | 3BL,05,14cf,gs264,ns7353 | |
| 227 | Orange SteelScSr | 1574 | | 1896 | Fevigs Jernskibsbyg Arendal | Acties.Orange (T.Dannevig) | 251·4 37·6 19·8 | Christiania Norwegian | T.3Cy.19",31"&50"–30" 147NH | N |
| | J.Dannevig95–99 | 1497 | | | | | H77t | | | |
| HFRN | 1 Dk Spar dk | 1001 | | | | | | W.B | Aker Mek.Verks.,Xia. | |
| 228 | — SteelScTug | 130 | | 1903 | J.H.Dialogue&Son Camden,N.J. | Delaware,Lackawanna&Western R.R.Co. | 80·0 21·6 11·4 | New York Utd.States | C.2Cy.15"&30"–22" 35NH | |
| 155466 | | — | | | | | | | | |
| | 1 Dk | 88 | | | | | | | J.H.Dialogue&Son Camden | |
| 229 | Orange Branch SteelScSr | 3435 | | 1896 | W.Doxford &Sons,Ld. Sunderland | Nautilus StmShpg. Co.Ld. (F.&W. Ritson, Mgrs.) | 340·3 45·6 21·5 | Sundrland British | T.3Cy.24½",40"&66"–42" 274NH | CV |
| 106021 | J.MacClelland –02 (ex Bullionist) | 2949 | | | | | F40 | | | |
| PKNW | Turret deck Ref.Mchy. 1 Dk 2 tr B | 2196 | | | | | | W.B | W.Doxford&Sons,Ld.Sld | |
| 230 | Oranje SteelScSr | 4413 | ✠100A1 Ams y | 1903 | Maats. Feyenoord Rotterdam | Stoomv.Maats. Nederland | 397·6 45·7 26·7 | Amstrdam Dutch | Q.4Cy.27½",39",55"&82"–66" 210lb 210lb (s) 718NH | 29 9 |
| | D.Huber88–03 | 3446 | 1,04 1,04 1,04 | 5mo | | | Pa B252 F80' | 7 BHCem | BDB 18cf,gs253,ns8915 | |
| PNLQ | 3 Dks(2Stl—1ws&Uteaks) | 2793 | 3,05 ✠LMC5,03 | | | | FK&BK3 | | Maats.Feyenoord,Rot | |
| | Elec.light | | | Lloyd's s18CP | | WB = Cell | Lr1ns9 Vu E487' | 136t | 570t | |
| 231 | Oranje Nassau IronScSr | 1308 | ✠100A1 Ams p | 1883 | Kon.Fab. v.Stoomb. Amsterdam AP | Koninkl.West-Indische Maildienst | 235·5 33·3 19·3 | Amstrdam Dutch | C.2Cy.29"&55"–39" (s) 80lb 75lb NDN02 154NH | 20 7 |
| | ssAms.No.3–6,95 | 1085 | 5,05 1,05 | 11mo | | | P53' B53' F30' | 6 BHCem | 1DB,8cf,gs887,ns2660 | |
| PNLR | V.Koningstein09–05 ssAms.No.1–09 | 809 | ✠LMC5,05 | | | | BK95 | | Kon.Fab.v.Stm.Wrk.,Ams | |
| | ssAms.No.2–05 2 Dks | | | | | | | | | |
| 232 | Oranje Prince SteelScSr | 1931 | | 1889 | Armstrong Mitchell& Co.(Lim.) Newcastle | Prince Line,Ld. (J.Knott, Mgr.) | 260·0 36·0 25·7 | Newcastle British | T.3Cy.19",31"&51"–36" 156NH | V |
| 96166 | J.C.Young –02 | 1824 | | | | | B22' F29' | | | |
| LKWS | Mchy.Aft Carrying Petroleum in bulk | 1220 | | | | | | | WllsndSlpwyCo.Ld.,Nwc. | |
| | Elec.light | | | | | | | | | |
| 233 | Oratios Couppas SteelScS: | 2550 | ✠100A1 Msl t | 1895 | Gourlay Bros.&Co Dundee A&CP | N.Coupps | 309·0 39·9 18·7 | Argostoli Greek | T.3Cy.22½",36½"&60"–39" (s) 165lb 160lb 288NHP | 21 3 |
| | G.Carandinos98–98 ssMsl.No.2–04 | 1880 | pt Awng dk 6ft | | | | P28 Q84' | 6 BHCem | 2SB,6cf,gs816,ns3738 | 18 3 |
| | 1 Dk pt Stl pt Iron | 1654 | with freeboard BS6,05 | | | WB | p Awng dk195' FK | | Gourlay Bros &Co.,Dun. | |
| | & Web frames & pt Awngdk | | 5,05 ✠LMC1,04 | | | Cell D Ba 90 u E 24 | f126' 522t FPT 9t | APT 138t | | |
| 234 | Oravia SteelTwinScSr | 5321 | | 1897 | Harland& Wolff(Lim.) Belfast | Pacific Stm Nav Co. | 421·0 48·8 33·0 | Liverpool British | 1.6Cy.28½",88½"&64"–48" 566NH | PT till 6,05 |
| 103808 | G.Massey –97 | 5054 | | | | | H208t F59t | | | |
| PRMV | 4 Dks | 3318 | | | | | | W.B | Harland&Wolff(Lim.),Bel | |

| 1 No. in Book. Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 8 Built. When. By Whom. Where. | 9 Owners. | 11 Register Dimensions. Deck Erections, &c. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. ft. in. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|
| 235 **Orbo** SteelScSr<br>93815 *J. Burnett* –02<br>KVFQ *ssBkn.No.3–1,01*<br>*1 Dk(Std. 2tr B*<br>*Well deck* *ssLiv.No.1–04* | 1821<br>1412<br>1178 | ✠100A1 Bss<br>*Lt Bkn* | 1888 W. Hamilton&Co. PortGlasgow<br>*Lloyd's s.&CP* | S.S.Orbo Co.Ld. Strong,Reid& Paget) | 264·3 37·1 17·7<br>Q96'B100'F38'<br>FK<br>*WB = Cell* | Liverpool<br>British<br>*4BHCem* | T.3Cy.21",38"&54"–39"<br>160lb *160lb* 201NH<br>2SB.*6rf*,GS103,HS3387<br>W.Kemp,Glasgow | 19 ft 11 in<br>s 1 · 7½ | | |
| 236 **Orcadia** IronScSr<br>WJRS *J. Robertson* –03<br>*ssAbn.No.3–11,92*<br>*ssAbn.No.2–01*<br>*1 Dk* | 198<br>56 | ✠ 100A1 Abn<br>MC<br>NB11.92 BS7.00<br>MS8,01 | 1868 Readhead, Sefferley&Co South Shields<br>A&CP | Orkney Stm Nav. Co Ld. | 140·1 20·2 9·2<br>Q35'B25'<br>len84 BK6 | Kirkwall<br>British<br>*4BHCem* | C.2Cy.19"&36"–24"<br>80lb *80lb* NDB97 60RH<br>1SB.*3pf*,GS46,HS1037<br>Hall,Russell&Co.,Abn. | 9 – 6 | BT 1.05 | 7.03 |
| 237 **Orcadian** SteelScBkn<br>102644 *W. Imrie* –00<br>NFVC *(exOrmiston)*<br>*Elec.light*<br>*2 Dks&deep framing,*<br>*3 Dk rude* | 3546<br>3291<br>2252 | | 1893 Workman, Clark&Co Ld Belfast | Allan Line SS Co. Ld J.&A. Allan *Mgrs.)* | 361·0 44·4 26·2<br>P25'B76'F47'<br>BK10' | Glasgow<br>British<br>*WB* | T.3Cy.25",42"&68"–48"<br>328NH<br>Wrkman Clark&Co.Ld.Bel | 29 1 C | | |
| 238 **Orcana** SteelSc4MstSr<br>*Now "Allemannia," See No. 103* | 4805<br>3080 | | 1893 Harland& Wolff Belfast | Hamburg-Amerik Packet Akt.Ges. (Ham.-Amr.Linie) | 401·0 47·6 27·6<br>P57' B147' F41<br>BK10' | Liverpool<br>German<br>*WB* | T.3Cy.29",48"&79"–60"<br>483NH<br>Harland&Wolff(Lm.),Bel. | | BT 1.05 | 6.05 |
| 239 **Orchid** SteelPad<br>*G. Ayers* –92<br>*1 Dk* | 137<br>137<br>83 | | 1892 R.&H. Green London | Thames Stm. Bt. Co. (1897) Ld. | 125·0 20·0 6·9<br>BK10' | London<br>British | 0.2Cy.21½"–22"<br>24RH<br>J.Penn&Sons,London | | | |
| 240 **Orchis** IronScBg<br>63397 *C.S C.Cherry* –04<br>JTRP *6thSurvey,Ant.11,96*<br>*1stSurvey,Ant.4,01*<br>*2 Dks3tr B* | 1765<br>1712<br>1138 | ✠ A1* 1 Ant Lv | 1870 J.G. Lawrie 11mo Glasgow | Orchis S.S. Co. Ld. (Westcott& Laurance.Ld.) | 280·5 33·8 24·9<br>H58'<br>BK10' | Liverpool<br>British<br>*5 BH* | C.2Cy.34"&60"–39"<br>NB84 187NH<br>2DB.*8cf*,GS96,HS2712<br>J.Howden&Co.,Glasgow | 26 – 3<br>s 5 · 6½ | | |
| 241 **Orconera** IronScSr<br>LCDV *A.C.E. Bartels* –99<br>*ssRot.2nd No.3–5,98*<br>*ssRot.No.1–02*<br>*1 Dk2tr B* | 1361<br>1233<br>848 | ✠90A1 Rot *p*<br>LMC4.06 | 1874 M. Pearse& Co. Stockton<br>A&CP | Fried. Krupp Aktiengesellschaft Essen | 272·1 32·2 19·3<br>F24' len98<br>ND91 ptND98 FK<br>*WB = DBa72'* | Hamburg<br>German<br>*4BHCem* | Q4Cy16⅝",24⅛",32"&18"–36"<br>200lb *90lb* (s) 138NH<br>NDB91 *fitted98*<br>2SB,*4rf*,GS62,HS1860<br>Maats.de Schelde,Flushing | | | N4.05 |
| 242 **Ordovician** SteelScSr<br>113531 *W. Williams* –01<br>RTPG *Well deck*<br>*1 Dk(Irn) 3 deep framing* | 1112<br>820<br>701 | ✠100A1 Sws *n*<br>2.04<br>LMC8.00 | 1900 W. Harkess& Son Middlesbro' A&CP | S.S. Demetian& Ordovician Co. Ld (O.&W. Williams & Co. *Mgrs.*) | 225·4 34·1 14·3<br>P15 Q67 B57 F24'<br>FK<br>*WB = Cell DBa& uE79 uB 15* | Cardiff<br>British<br>*4BHCem* | T.3Cy.17",28½"&46"–33" (s)<br>80lb *90lb* 131NH<br>1SB,*3cf*,GS59,HS2025<br>MacColl&Pollock,Sld.<br>*f92'350t FPT39t APT28t* | 16 – 6<br>s 1 · 7 | | 2.04 |
| 243 **Örebro I.** IronScSp<br>2285 *J.A.H. Kallström84–02*<br>JFGK *1 Dk& Shelter dk* | 195<br>75<br>132 | | 1888 Motala Co. Motala | Örebro Nya Rederi-aktieb. (C.G. Gyllander. *Mgr.*) | 94·2 20·5 6·6<br>H16' 135 | Örebro<br>Swedish | C.2Cy.16"&32"–19½"<br>38NH<br>Motala Co.,Motala | | | |
| 244 **Örebro II.** IronScSp<br>2284 *J.H. Kjällström00–00 (exÖrebro)*<br>JPGL *1 Dk& 1wngdk* | 219<br>98<br>178 | | 1872 Motala Co. Motala | Örebro Nya Rederi-aktieb. (C.G. Gyllander. *Mgr.*) | 95·9 20·8 7·5<br>H14' F15 145 | Örebro<br>Swedish | C.2Cy14½"&29½"–19½"&20½"<br>32NH<br>Motala Co.,Motala | | | |
| 245 **Örebro III.** SteelScSp<br>3729 *F.O. Ringvall77–00*<br>JLQF *1 Dk& Shelter dk2tr B* | 242<br>89<br>175 | | 1899 Bergsunds M.V. Aktieb. Stockholm | Örebro Nya Rederi Aktieb. (C.G. Gyllander. *Mgr.*) | 95·8 21·5 7·3<br>H13' 142 | Örebro<br>Swedish | C.2Cy.13¾"&26¾"–17½"<br>21NH<br>Bergsunds M.V. Aktieb.Skn | | | |
| 246 **Oregon** IronScBn<br>19485 *Warner*<br>JSTQ *Elec.light*<br>*2 Dks& Spardk* | 2335<br>—<br>1642 | | 1877 J. Roach& Son Chester,Pa. | White Star S.S. Co. (F.A. Bell&Co. *Mgrs.*) | 283·0 37·1 23·4<br>BK7½ | Seattle<br>Utd. States | T.3Cy.<br>NB03 NH<br>*Tpd.03* | | RV | |
| 247 — IronScK<br>99597 *T. Kaywood*<br>*ssHul.No.2–01*<br>*1 Dk* | 163<br>151<br>62 | ✠100A1 Hul<br>*Stm Trawler* | 1893 Cochrane &Cooper Beverley<br>*Lloyd's s.&CP* | T. Hamling & Co. Ld | 108·0 21·0 11·0<br>BK7½ | Hull<br>British<br>*3BHCem* | T.3Cy.13",21"&34"–21"<br>160lb 59RH<br>1SB.*2cf*,GS29,HS909<br>C.D.Holmes&Co.,Hull | 11 ft 10 in | | N11.03 |
| 248 **Oregonian** SteelScSr<br>155408 *J.W. Carty* –01<br>KQSC *Elec.light*<br>*2 Dks(Stl)& deep framing lower beams in No.1 hold* | 5598<br>5089<br>3651 | ✠100A1 NYk *z*<br>LMC5.01 | 1901 Delaware 5mo River Co Chester,Pa.<br>A&CP *WB = Cell DBa131' uE& B* | American& Hawaiian S.S. Co. | 406·0 51·1 30·<br>P52' B100' F42'<br>FK<br>63' *f*161' 1060t *FPT* | New York<br>Utd. States<br>*6BHCem*<br>*102t APT63t* | T.3Cy.28",46"&75"–48" (s)<br>180lb *90lb* 470NH<br>1SB.*12cf*,GS288,HS8268<br>Delaware River Co. Chester | 33 ft 0 in | | 9.03 |
| 249 **Orel** SteelTwinSc3MstSr<br>62 *I. Skalsky*<br>HQTM *ssNwc.No 2–97*<br>*2 Dks(Stl-ws)& Spardk(1 Stl-teaks)& Web frames* | 5074<br>3253<br>2705 | ✠ Nwc *z*<br>*Spardk*<br>7.97 | 1890 Hawthorn, Leslie&Co.Ld Newcastle | Russian Volunteer Fleet Association<br>*WB = Cell DB320' 600t* | 432·0 48·0 24·1<br>P52' B112' F51' 32·1<br>NDS97 BK12'<br>*8BHCem*<br>*FPT26' 55t* | Odessa<br>Russian<br>*8BHCem*<br>*FPT26' 55t* | T.6Cy.34",54"&85"–51"<br>NDB97 1089NH<br>4DB.*24rf*,GS616,HS17204<br>Hwthrn.Leslie&C.Ld.Nwc | 27 ft 0 in | | |
| 250 **Orellana** SteelSc4MstSr<br>*Now "Allemannia" See No. 104* | 4821<br>3035 | | 1893 Harland& Wolff Belfast | Hamburg-Amerik Packet Akt. Ges. (Ham.-Amr. Linie) | 401·0 47·6 19·9<br>P57' B147' F41'<br>27 6<br>BK10' | Liverpool<br>German<br>*WB* | T.3Cy.29",48"&79"–60"<br>485NH<br>Harland&Wolff(Lim.),Bel | | BT 1.05 | 10.05 |
| 251 **Orénoque** IronSc<br>*Guionnet95–02*<br>KMJS *3 Dks* | 3810<br>—<br>2037 | | 1874 Messageries Maritimes La Ciotat | Messageries Maritimes | 393·7 39·7 30·9<br>H192' F50' | Marseilles<br>French | C.3Cy.43¼"&(2)60¼"–43¼"<br>398NH<br>Mess.Mar.,La Ciotat | | | |
| 252 **Orestes** SteelScSr<br>102174 *C.E. Day99–04*<br>NPDT *Ref. Mchy.* | 4653<br>3962<br>2992 | | 1894 Scott&Co. Greenock | Ocean S.S. Co. Ld. (A. Holt&Co *Mgrs.*) | 392·3 47·1 26·0<br>P32' B106' F49' | Liverpool<br>British<br>*WB* | T.3Cy.25½",43",&69"–54"<br>350NH<br>Scott&Co.,Greenock | | BT 1.05 | 5.05 |
| 253 — IronScSr<br>96125 *J. Walker* –03<br>KWJP *Well deck*<br>*3rd Survey,Ant.10,01*<br>*1 Dk(pt Irn) 2tr B* | 1710<br>1364<br>1066 | ✠ A1* 1 Ant Lv<br>Lon | 1888 Schlesinger, Davis&Co. Newcastle<br>*Lloyd's s.&CP* | Orestes S.S. Co. Ld (Westcott&Laurance.Ld. *Mgrs.*) | 260·0 36·3 19·3<br>P30' Q101' B50'<br>F32' BK9'<br>*WB = DBa& f Cem* | London<br>British<br>*4BH Cem* | C.2Cy.33"&63"–39"<br>207NH<br>2SB.*6pf*,GS68,HS3200<br>Black,Hawthorn&Co.,Gts. | 20 ft 6 in<br>s 2 · 4½ | | |
| 254 **Öresund** IronScSr<br>3256 *P. Nilsson98–98*<br>JHTF *(exCraiglands)*<br>*Well deck*<br>*ssShl.No.3–4,96*<br>*ssLth.No.2–03*<br>*1 Dk(Irn) 2tr B* | 1354<br>1053<br>821 | ✠100A1 Lth *o*<br>4,06 12,03<br>Bly<br>MS11,03 | 1883 Irvine&Co. 12mo W Hartlepool | Rederiaktieb. Sundet (T. Persson, *Mgr.*) | 245·2 33·3 15·9<br>Q90'B63'F65'<br>BK8½'<br>*WB = Cell DB201' 321t* | Hlsingborg<br>Swedish<br>*4BHCem* | C.2Cy.30"&57"–33"<br>80lb *90lb* NDB01 156NH<br>1DB.*4pf*,GS68<br>T.Richardson&Sons,Hpl. | 18 ft 11 in<br>s 1 · 7 | | 12.03 |
| 255 — IronScSr<br>*F.V. Nielsen*<br>NCKF *(Salvage Steamer)*<br>*1 Dk* | 195<br>192<br>79 | | 1865 Burmeister &Wain Copenhagen | Em. Z. Svitzer's Bjerg. Entreprise | 130·1 21·6 11·9<br>B7t | Copnhagn<br>Danish<br>*WB* | C.4Cy.15"&30"–20"<br>67NH<br>Burmeister&Wain,Cpn. | | | |

| No. d'Ordre / Nom du Navire. Matériaux. Gréement etc. / Tonnage / Détails de la Classification. Cote. / Construit. Quand / Par qui / Où | Armateurs. | Dimensions d'après la Jauge. Longueur / Largeur / Profondeur | Port d'Attache | Machines. No. & Dia. des Cylindres — Course — Pression des Chaudières. NHP — Force en chevaux d'après les dimensions de la Société. RHP — Force en chevaux d'après les pressions de service. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | |
|---|---|---|---|---|---|
| 256 Oreti IronSc3MstSr<br>752 W.H. Smith 1 Dk<br>sLFQ | 215<br>156<br>117 | 1877 Kincaid& McQueen Dunedin | Wellington& Wanganui Steam Packet Co. Ltd. | 135·5 18·3 8·6<br>Q25 H11 | Wellingtn, N.Z. British | C.2Cy.18½"&31"–21"<br>50RH<br>Kincaid&McQueen,Dundn. | |
| 257 Oreto IronScSr<br>86 F. Dun (ex Camoens) 2 Dks<br>RGQV | 1251<br>837<br>799 | 1871 A.Leslie& Co. Newcastle | Nav.Gen Italiana | 248·3 29·3 16·7<br>P Q17 | Palermo Italian | C.2Cy.28"&62"–36"<br>NB82 135NHP<br>R.Stephenson&Co.,Nwc. | I |
| 258 Oria SteelScSr<br>29225 G.J.Edwards 1 Dk(Stl)&Web frames&pt Awngdk(Irn)<br>LRFB | 2167<br>1414<br>1381 | 1890 R.Thompson&Sons Sunderland<br>3mo<br>Lloyd's SA&CP | T.Wilson,Sons& Co.Ld. | 258·5 38·9 18·3<br>P Q17<br>WB=Cell DBa | Hull | T.3Cy.21",35"&57½"–39" (s)<br>160lb 160lb NDB00 203NHP<br>2SB,Grf,gs101,hs2986<br>G.Clark(Lim.),Sunderland | 20 - 10<br>s 8 - 0 |
| 259 IronScSr<br>Sunk by Collision 1,05<br>JBQG (ex Elena) 1 Dk, | 623<br>391 | 1862 Richardson, Duck&Co Stockton | Linea de Vapores Serra | 179·1 27·2 15·6 | Bilbao | C.2Cy.23"&43"–24"<br>NB01 75NHP<br>Cmp82 Blckwd&Wood,Liv | V |
| 260 Oriana SteelScSr<br>115137 T.Sullivan –04<br>TPGK Ref Mchy 2 Dks(Stl) Web frames& Shelter dk(Stl) | 4419<br>2882 | 1902 Nthumbrld 8mo Lloyd's SA&CP | British Maritime Trust,Ltd. Newcastle | 382·0 48·1 28·10<br>FK<br>WB=Cell DBa | W.Hartlpl | T.3Cy.25",41"&69"–48" (s)<br>180lb 414NHP<br>3SB&1Aux.SB4,04,11cf, gs201,hs7191<br>Richardsons,Westgarth& Co.Ld.Sld | 31 - 0<br>s 5 - 5½ |
| 261 Orianda IronScSr<br>81266 C.A.Watson –03 6thSurvey,Bly.8,01<br>SMGJ 1 Dk(Irn)2tr B | 1501<br>939 | 1879 R.&J. Evans&Co. Liverpool<br>3mo | Oriandа S.S.Co.Ld. (E.Morgan&Co.) | 256·0 32·3 22·3<br>P51 F40<br>BK9<br>WB=DBa FPT | Liverpool | C.2Cy.28"&50"–30"<br>114NHP<br>2SB.Af,gs84,hs2734<br>DeWinton&Co.,Carnarvon | 23 - 4<br>s 3 - 8 |
| 262 Oriel SteelScSr<br>106346 G.Maddrill93–97 ssAnt.No.1–01<br>PQFJ ssShl.No.2–00 2 Dks(Stl) &deepframing3Dkrule | 3430<br>2175 | 1897 Palmers' Co.(Lim.) Newcastle<br>3mo<br>WB=Cell DBa | Oriel S.S.Co.Ld. (F.Zerega&Co.) | 350·0 45·1 25·8<br>P39' B76' F46<br>FK<br>122'0 E&B44 413/ | Liverpool | T.3Cy.24",40"&64"–45" (s)<br>180lb 90lb 307NHP<br>2SB.Gcf,gs88,hs1858<br>Palmers' Co.(Lim.),Nwc. | 28 - 6<br>s 5 - 9½ |
| 263 Orient IronSc4MstSr<br>82261 C.Nicholson –04 ssLon.2nd No.3–3,03<br>SQWH Ref Mchy. 4 Dks(2 Irn&1pt Irn-Uwss) Elec.light | 515<br>3434 | 1879 J.Elder& Co. Glasgow<br>6mo<br>A&CP | Orient S.Nav.Co Ld | 445·6 46·3 35·1<br>BK12<br>WB=DBa FPT | Glasgow | T.3Cy.40",66"&109"–60" (s)<br>180lb 100lb NDB98 1215NHP<br>6SB.18cf,gs371,hs17100 RD<br>N | 36 - 11<br>s 11 - 4 |
| 264 — IronSc<br>KMLF A.Carafini00–02 (ex Baronde Lambermont,ex Meandre) | 1060<br>574 | 1856 G.K.Stothert& Co. Bristol | E.Caillol-Duvillard | 226·7 27·7 15·2 | Marseilles French | C.2Cy.29½"&41½"–31½"<br>80NHP<br>Fraissinet&Co.,Marseilles | |
| 265 — IronScSr<br>22024 J.P.Sanderson –03<br>NJSF | 739<br>693<br>457 | 1859 Barclay, Curle&Co. Glasgow | Leith,Hull&Ham. S.P.Co. Ld. (J.Currie&Co. Mgrs.) | 226·7 27·7 15·2<br>P100 | Leith Britis | C.2Cy.24"&42"–30"<br>NE78 70RHP<br>J.Penn&Sons,London | 16 - 6<br>s 2 - 10 |
| 266 — WoodPad<br>96838 T.E.Burns (ex Hingham) | 471<br>331 | 1896 ..... Chelsea,Mass | Montauk Steamboat Co. | 167·6 25·0 9·2 | Sag Harbor N.Y. United States | | |
| 267 Oriental SteelSc3MstSr<br>03210 L.E.S.Spicer –03<br>LBFS 2 Dks(USt-ws)&Spardk(Stl-ws)4tr B Elec.light | 5234<br>4747<br>3085 | 1889 Caird&Co. (Lim.) Greenock<br>2mo<br>Spar dk 10,90 | P.&O.Stm.Nav.Co. | 410·5 48·0 26·0<br>BK9<br>WB=DBa FPT | Greenock | T.3Cy.38",59½"&96"–66"<br>749NHP<br>3[illegible] | 28 - 0 |
| 268 Oriente IronScK<br>J.F.da Silva –90 (ex SnoSebastião,ex WestwardHo) 1 Dk | 111<br>104<br>22 | 1890 JT Eltringham&Co. S.Shields<br>3mo<br>Stm Trawler 8,90 | Camnyrano y Cia. | 93·0 18·6 10·1<br>BK6 | R.Janeiro | C.2Cy.16"&32"–22"<br>42NHP<br>1SB.2pf,gs28,hs719<br>Baird&Barnsley,N.Shields | 10 - 8 |
| 269 Oriente G. IronPad<br>C.Vabuglia (ex Capitan,ex General Racedo,ex General Escobar) | 304<br>188 | 1869 Rowan& Co. Glasgow | F.Garbino (P. Garbino, Mgr.) | 160·0 19·0 9·0 | Bns.Ayres Argentine | Rowan&Co.,Glasgow | |
| 270 Oriflamme SteelSc3MstSr<br>110141 J.Harding –99<br>RFHC Mchy.Aft 2 Dks | 3764<br>3374<br>2424 | 1899 Armstrong Whitwrth&C. Ld.Newcastle | Oriflamme S.S.Co. Ld. (Lane&Macandrew) | 335·7 45·9 28·6<br>P82 B36 F42 | London British | T.3Cy.24",40"&64"–48"<br>281NHP | V |
| 271 Origen SteelScSr<br>S.Hegge –99 ssXia.No.3–1,03<br>HFBN (ex Gloamin) 1 Dk(Stl)&Spardk3tr B Elec.light | 1662<br>1059 | 1886 Hall,Russell&Co. Aberdeen<br>4mo<br>Lloyd's 16CP | Acties.Origen (H.Waage) | 250·6 34·6 22·7<br>B57 F86'<br>WB=Cell DBa | Christiania Norwegian | T.3Cy.[illegible]<br>170lb 90lb NDB03 145NHP<br>2SB.Gcf,gs90,hs2168<br>[illegible]&Co.,Abn. | 17 - 8<br>s 5 - 6 |
| 272 Orinoco SteelScSr<br>01972 H.D.Doughty –03 3Dks(1Stl)& KJFD Ref.Mchy. Elec.light Spardk(Stl-ws) | 4572<br>3165<br>2451 | 1886 Caird&Co. Greenock<br>9mo<br>Spar dk 11,86 | Royal Mail Steam Packet Co. | 409·7 45·0 25·4<br>33·4 | London British | T.3Cy.42",62"&96"–66"<br>749NHP<br>Caird&Co.,Greenock | 27 - 3 |
| 273 — SteelScSr<br>112804 T.Bale91–01 (ex Bromo)<br>SFBK Elec.light 3 Dks | 2486<br>2096<br>1550 | 1888 Kon.Maats de Schelde Flushing | Pickford&Black S.S Co Ld.( Pickford&Black, Mgrs. | 319·2 36·7 25·2<br>P26 B76 F42 | London | Q.4Cy.28",38",48"&68"–42"<br>NB[illegible] 2[illegible]NHP<br>WB Maats de Schelde,Flushing | V |
| 274 — IronScK<br>98746 J.Lynn91–96 ssHul.No.3–7,03 1 Dk | 154<br>143<br>60 | 1891 Cochrane, Coopr& Schofield Beverley<br>7mo<br>Lloyd's 16CP | T.Hamling&Co.Ld | 103·2 21·0 10·8<br>Q19'<br>BK7½ | Hull | T.3Cy.12½",19½"&31½"–22½"<br>160lb (s) 50RHP<br>1SB.2cf,gs29,hs780<br>C.D.Holmes&Co.,Hull | 11 - 7 |
| 275 Oriñon L.Boado –04 SteelScSr<br>Polacca 00– sold,Nov.1–00.<br>JBQE (ex Wolviston) 1 Dk(ptStl ptIrn)&Web frames&pt Awngdk(Irn) ssBbo.No.2–04 | 2571<br>1831<br>1542 | 1895 Ropner& Son Stockton<br>11mo<br>A&CP | Cia.de Nav.Olazarri (Garteiz& Mendialdua, Mgrs.) | 300·0 43·0 16·1<br>P29 Q16<br>WB=Cell DBa | Bilbao | T.3Cy.22½",36½"&60"–39"<br>160lb 80lb (s) 224NHP<br>2SB,Gcf,gs96,hs3858<br>Blair&Co.Ld.Stockton | 19 - 8<br>s 8 - 4½ |
| 276 Oriole SteelPadSr<br>95435 T.J.Freeman –02 | 484<br>[illegible]<br>207 | 1888 J.Scott& Co. Kinghorn | General Stm.Nav. Co.Ld. | 230·0 27·6 9·8<br>Q81 | London | C.D.2Cy.34"&62"–66"<br>NB99 260NHP<br>J.Scott&Co.,Kirkcaldy | |

| No. in Book. Official No. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c | Tonnage | Particulars of Classification. Character. | Built. When. Where. By Whom. | Owners. | Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard to uppermost complete deck. | Register Book. Class. | Date when last Master seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 277 | **Orion** | **SteelScSr** | 324 | ✠100A1 Liv *v* | 1889 | R.Dixon& | Charente S.S.Co.Ld | 350·0 \| 40·2 \| 20·2 | Liverpool | T.3Cy.24″,40″&66″–15″ | 21 ″ 5 | | ~~1904~~ |
| 90389 | ~~J.Anderson~~ | ~~ex Liv.No.3–11,01~~ | 3433 | *Spar dk* | 12mo | Co. | (T.&J.Harrison, | B76′F41′ 27·8 | British | 160lb *100lb* NDB02 284NH | 6-10 | | 11,01 |
| LMHP | | 1 *Dk(Irn & Spar dk(Stl-ws)3tr B* | 2057 | ~~1901~~ | | Middlesbro′ | *Mgrs.*) | BK11′ | 6 *BHCem* | 2DB,8*pf*,GS110,HS1125 | | | |
| | *Llewellyn* | | | | | A&CP | | *WB*= | *MT32′390t* | Blair&Co.(Lim.),Stockton | | | |
| 278 | — | **IronScSr** | 1787 | | 1887 | Harland& | Boston Tow Boat Co | 261·5 \| 38·0 \| 23·5 | Boston | C.2Cy.30″&56″–54″ 192NH | | R | |
| 155152 | *W.Smith* –89 | | — | | | Hllngswth Co | | | Utd. States | Harlan & Hollings- | NB99 | | |
| KFQD | | 1 *Dk 2tr B* | 1170 | | | Wlmngtn Dl. | | | *WB* | worth Co., Wilmington | | | |
| 279 | — | **SteelScSr** | 1623 | | 1901 | Schiffsw. v. | Schmidt&Hansen | 260·3 \| 38·3 \| 17·1 | Flensburg | T.3Cy.17½″,29½″&47½″–33½ | | G | |
| | *E.Wolf93–01* | | 1436 | | | Henry Koch | | P21′B162′F30′ | German | 129NH | | | |
| LMSB | | 1 *Dk* | 1016 | | | Lübeck | | | *WB* | J.F.Ahrens,Ottensen | | | |
| 280 | — | **IronScSr** | 1114 | ✠ Bly *m* | 1870 | A.Leslie& | Handelsb.Sölvers- | 222·5 \| 30·2 \| 17·3 | Sölvesborg | C.2Cy.26″&52½″–30″ | 18 ″ 5 | V | |
| 3337 | *J.Hall* –03 | *ss* Nwc.No.3–2,8 | 537 | 10.92 | 10mo | Co. | borgs Skeppsvarf | P126′H9′F36′ | Swedish | NB80 126NB | | | |
| JKDM | (*ex* Edgar) | *ss* Nwc.No.1–00 | 691 | | | Newcastle | (O.Banck, *Mgr.*) | | 5 *BHCem* | Thompson,Boyd& Co.,Nwc | | | |
| | *Well deck* | 1 *Dk 2tr B* | | | | | | | *WB*=*pt DL* | | | | |
| 281 | — | **SteelScSr** | 1068 | ✠100A1 Nwc *n* | 1884 | Bremer | Finska Ångf Aktieb | 210·0 \| 30·0 \| 14·6 | Helsingfrs | C.2Cy.25″&46″–33″ | 15 ″ 3 | | ~~1904~~ |
| ~~6814~~ | ~~*J.Eckstein*~~ | ~~*ss* Nwc.No.3–3,96~~ | 1037 | *Awng dk* | 5mo | Schiffsb.Ges | (L.Krogius, *Mgr.*) | | Russian | 85lb *90lb* NDB03 101NH | 8 ″ 6 | | 8,05 |
| | ~~2-45~~ | ~~*ss* Bss.No.1–01~~ | 691 | *with freeboard* | | Vegesack | | BK8″ | 4 *BHCem* | SB,3*cf*,GS56,HS1707 | | | |
| | 2-45 | 1 *Dk(Stl)& Awngdk3tr B* | | 8,05 ~~7,08~~ | *Lloyd's* | *SA&CP* | | *WB*=*Cel* | *DB178′235t* | GuteHffngshutte Strode | | | |
| | | | | ✠NB7,08 ✠LMC01 | | | | | | | | | |
| 282 | — | **CompScSr** | 846 | | 1872 | S.Andrews | Collin's Bay Raftng | 173·8 \| 29·5 \| 12·5 | Kngstn,On | 1Cy.30″–30″ | | | |
| ~~1899~~ | *A.Milligan* –91 | (*ex* Isaac May) | 527 | | | &Son | &Forwarding Co. | P23*t* | British | 30RH | | | |
| | | 2 *Dks* | 497 | | | Welland | | | | Doty Eng.Co.,Toronto | | | |
| 283 | — | **IronScSr** | 668 | | 1874 | H.Murray | Bergenske | 180·5 \| 26·2 \| 14·0 | Bergen | T.3Cy.16½″,27″&44″–30″ | | | |
| | (*CONDEMNED AFTER FIRE*) | | 643 | | | &Co. | Dampskibsselskab | H25*t* 20·9 | Norwegian | NE&B02 106NH | | | |
| ~~1904~~ | *L.Birch* | 1 *Dk& Awngdk3tr B* | 399 | | | Port Glasgow | | | *WA* | Luxevaags Msk&Jrns.Bgn | | | |
| 284 | — | **SteelScSr** | 628 | | 1896 | J.Laing | Koninkl.Nederl. | 185·0 \| 27·6 \| 12·3 | Amstrdam | T.3Cy.16½″,26½″&43½″–38″ | | V | |
| | *J.H.de Boer* | 1 *Dk 2tr B* | 454 | | | Sunderland | Stoomb.Maats. | Q64′H46′F26′ | Dutch | 117NH | | | |
| PNMS | | | 353 | | | | | | *WB* | G.Clark(Lim.),Sunderland | | | |
| 285 | — | **IronScSr** | 428 | | 1895/84 | Bergsunds | A.Miletin& | 168·1 \| 23·0 \| 10·0 | Odessa | C.2Cy.20″&41″–24″ | | | |
| | *T.Besserab* | | — | | | M.V.Aktieb | E.I.Kuman | P99 H20′F20′ | Russian | 69NH | | | |
| | (*ex* Graf Schuvaloff, *ex* Orion) | 1 *Dk* | 343 | | | Stockholm | | | | W Lindberg,Stockholm | | | |
| 286 | — | **WoodScSr** | 214 | | 1900 | H.Wood | ~~W.Holyman&Son~~ | 123·9 \| 21·5 \| 10·2 | Launceston | C.2Cy.15″&30″–21″ | | | |
| 101782 | | | 172 | | | W Devonport | W.Holyman&Sns | | Tas. | 40RH | | | |
| | | 1 *Dk* | 114 | | | Tas. | Ltd. | | British | Ross&Duncan,Glasgow | | | |
| 287 | — | **IronScTrawler** | 158 | | 1891 | F.W. | J.Wieting | 106·9 \| 21·8 \| 10·3 | Brmrhavn | C.2Cy.17½″&30½″–21½″ | | G V | |
| | *E.Gentz* | 1 *Dk* | 148 | | | Wencke | | H7 | German | 36NH | | | |
| QFNV | | | 27 | | | Bremerhaven | | | | Act.Ges.Pauksch,Lndsbr. | | | |
| 288 | — | **SteelScYl** | 150 | ✠100A1 Mil | 1898 | Mackie& | Orient Stm.Fishing | 100·6 \| 20·5 \| 10·7 | Grimsby | T.3Cy.11″,17″&28″–20″ (*s*) | 11 ″ 7 | | ~~1904~~ |
| 109522 | *R.S.Brown* –98 | *ss* Mil.No.1–02 | 136 | *Stm Trawler* Gms | 4mo | Thomson | Co.Ld. | Q18′F19′ | British | 170lb 41RH | | | 9,04 |
| | | 1 *Dk* | 39 | 9,01 ~~5,02~~ | | Glasgow | | BK7½′ | 3 *BHCem* | 1SB.2*pf*,GS31,HS694 | | | |
| | | | | ✠ES9,04 ✠LMC6,02 | | A&CP | | | | Ross&Duncan,Glasgow | | | |
| 289 | **Orion L.** | **IronScBk** | 2845 | ... | 1881 | Caird&Co. | Lloyd Austriaco | 340·4 \| 38·1 \| 28·0 | Trieste | C.2Cy.42″&80″–48″ | 29 ″ 6 | | |
| 144 | *Tornassevich* | | — | | | Greenock | | F38′ | Aust.-Hung. | 370NH | | | |
| HPNB | | 3 *Dks* | 1763 | | | | | | | Caird&Co.,Greenock | | | |
| 290 | **Orione** | **IronSc3MstSr** | 4161 | ... | 1883 | R.Napier | Nav.Gen.Italiana | 380·0 \| 42·1 \| 24·9 | Genoa | T.3Cy.37″,61″&98½″–60″ | | I | |
| 196 | *G.Picconi* | | 2664 | | | &Sons | | H190′ F34′ 32·6 | Italian | NE&B91 750NB | | | |
| RGHJ | *Elec.light* | 2 *Dks& Spar dk* | 2296 | | | Glasgow | | | *WB* | G.Ansaldo&Co.,Sampdrna | | | |
| 291 | **Orior** | **SteelScSr** | 284 | ✠100A1 Dub *e* | 1903 | J Fullerton | Carlingford Lough | 142·7 \| 21·3 \| 10·3 | Nowry | C.2Cy.16″&31″–24″ | 11 ″ 2 | | 5,03 |
| 108850 | ~~*M.Kinnear*~~ ~~01~~ | ~~*M.Atkinson*02–03~~ | 213 | 12,04 ~~7,06~~ | 3mo | &Co. | S.S.Co.Ld. | 146′B7′F25′ | British | 130lb 61RH | s 1 ″ 2½ | | |
| | *Mchy. Aft* | 1 *Dk(Stl)* | 75 | | | Paisley | | BK6′ | 3 *BHCem* | 1SB,2*pf*,GS39,HS1109 | | | |
| | *Well deck* | | | ✠LMC3,03 | *Lloyd's* | *SA&CP* | | *WB*= | *FPT34t* | A.Rodger&Co.Glasgow | | | |
| 292 | **Orissa** | **SteelScSr** | 5436 | ✠ Sld *z* | 1897 | Sir J.Laing | British India Stm. | 410·1 \| 50·7 \| 28·9 | Glasgow | T.3Cy.26½″,42″&66½″–51″ | 32 ″ 0 | | |
| 10610 | *F.W.Fry* –03 | | 5163 | 8.97 | 8mo | Sunderland | Nav.Co.Ld. | B90′F53′ | British | 369NH | | | |
| PTCJ | | 2 *Dks(Stl)3tr B& Web frames* | 3525 | | | | | FK | 6 *BHCem* | 2SB.6*pf*,GS117,HS5070 FD | | | |
| | | | | B | | | *B*=*Cell DBa153′u* | *Ea B45′f* 108′1236*t* | *APT113t* | G.Clark(Lim.),Sunderland | | | |
| 293 | — | **SteelTwinScSr** | 5326 | | 1895 | Harland& | Pacific Stm Nav Co. | 421·0 \| 48·8 \| 33·0 | Liverpool | T.6Cy.23½″,38½″&64″–48″ | | BT till 4,05 | |
| 102200 | *A.J.Cooper* –99 | | 5058 | | | Wolff(Lim.) | | F64′ | British | 568NHP | | | |
| NSHP | | 3 *Dks* | 3369 | | | Belfast | | | *WB* | Harland&Wolff(Lim.),Bel | | | |
| 294 | **Orita** | **SteelTwinScSr** | 9231 | ✠100A1 Bkn *ft* | 1903 | Harland& | Pacific Stm Nav Co. | 485·4 \| 58·2 \| 39·3 | Liverpool | Q.8Cy.24½″,35″,51″&72″–54″ | 42 ″ 8 | BT till 6,05 | |
| 113010 | *H.W.Hayes* –03 | | 8513 | ~~6,01~~ 2,01 ~~9,06~~ | 3mo | Wolff,Ld. | | F53′ | British | 210lb (*s*) 1148NHP | s 11 ″ 5 | | |
| TWGB | *Ref. Mchy. Elec.light* | 3 *Dks(Stl-2ws)* | 5786 | 4,05 ~~4,04~~ | | Belfast | | | 8 *BHCem* | 3D&3SB27*cf*GS540HS8208 | | | |
| | *Orlop beams aft Orlop Dk(Stl) forward* | | | ✠LMC3,03 | *Lloyd's* | *SA&CP* | | 108′*f*180·150*t*/*FPT* | 1350′*APT84t* | Harland&Wolff,Ld.Bel. | | | |
| Wrecked 2,02 | **Orizaba** | **SteelSc4MstSr** | 6300 | ✠ Lon *Lv* | 1886 | Barrow SB. | Pacific Stm Nav Co. | 460·0 \| 49·3 \| 19·4 | Liverpool | T.3Cy.40″,66″&100″–72″ | | BT till 5,05 | 27·75 29·40 31·04 32·86 |
| 94,02 | *R.Archer* –01 | 3 *Dks(2 Stl)* | 5688 | *Spar dk* | 5mo | Co.(Lim.) | | P85′ F47′ 35·5 | British | 849NHP | | | |
| KHLG | *Ref. Mchy. Elec.light* | *& Spar dk(Stl)* | 3326 | 3.89 | | Barrow | | *WB*=*Cell DB Cem* | 8 *BHCem* | Barrow S.B.Co.(Lim.) Brw. | | | |
| 296 | — | **Steel&IronScSr** | 3497 | | 1890 | Delaware | New York&Cuba | 336·2 \| 43·2 \| 22·0 | New York | T.3Cy.28″,44″&70″–48″ | | R S | |
| 155177 | *A.S.Johnstone* 01–02 | | — | | | River Co. | Mail S.S.Co.(J.E. | | Utd. States | 339NHP | | | |
| KGVM | | 2 *Dks& Hurdk* | 2334 | | | Chester,Pa. | Ward&Co. *Mgrs.*) | | | DelawareRiverCo.,Chester | | | |
| 297 | **Orjen** | **SteelScSr** | 2363 | ✠100A1 Gen *s* | 1900 | Stabilimnto | Orjen S.S.Co.Ld. | 290·0 \| 42·8 \| 19·6 | Ragusa | T.3Cy.20″,32″&54″–39″ (*s*) | 22 ″ 0 | | ~~1904~~ |
| | *G.Kastropil* –03 | | 2042 | 9.02 | 10mo | Tecnico | (G.Racic) | P33′B76′F35′ | Aust.-Hung. | 180lb *90lb* 200NHP | s 3 ″ 6 | | 6,03 |
| HPMR | | 1 *Dk(Stl)w deep framing* | 1459 | | | Trieste | | FK | 5 *BHCem* | 2SB,6*cf*,GS100,HS3121 | | | |
| | | | | ~~11,01~~ ✠LMC10,00 | *Lloyd's* | *SA&CP* | *WB*=*Cell DBa* | 84′*u E* 20′*f* 108′620*t* | *APT50t* | Stablimento Tecnico,Tri. | | | |
| | **Orkdal** | **SteelScSr** | 152 | | 1899 | Trondhjms | Orkedalske Actie- | 111·2 \| 18·0 \| 7·9 | Drontheim | C.2Cy.14″&31″–18″ | | | |
| | *M.Næss* | | 88 | | | Mek.Verks. | Dpsksisk.(M.F.H. | Q17*t* B33*t* H8*t* F4*t* | Norwegian | 34NH | | | |
| JSKB | | 1 *Dk* | 84 | | | Drontheim | Rambech, *Mgr.*) | | *WB* | Trondhjems M.V. | | | |
| 299 | **Orkla** | **SteelScSr** | 2070 | ✠100A1 Lth *r* | 1888 | S.P.Austin | C.Salvesen&Co. | 282·3 \| 38·1 \| 17·8 | Leith | T.3Cy.21″,35″&57″–39″ (*a*) | 20 ″ 5 | | ~~1904~~ |
| 95202 | *J.T.Sutherland* 82–88 | *ss* Lth.No.3–6,01 | 1538 | 7,04 ~~6,03~~ | 5mo | &Son | | P31′Q72′B124′ | British | 160lb *80lb* NDB01 204NHP | s 2 ″ 0½ | | 7,04 |
| KRPV | *Well deck* | 1 *Dk(Stl)& Web frames* | 1296 | | | Sunderland | | F29′ BK9½′ | 6 *BHpt Asp pt Cem* | 2SB,6*cf*,GS100,HS3090 | | | |
| | | | | BS6,03 ✠LMC8,00 | | | | | | G.Clark,Sunderland | | | |
| | | | | BS7,04 | *Lloyd's* | *SA&CP* | *WB*=*Cell DB* 244′ 529*t* | *FPT45t APT34t* | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 Tonnage. Total. / Sous le Pont. / Net. | 4 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 5 Port de Vis. | 6 Construit. Par qui. / Navire / Mach. | 7 Armateurs. | 8 Dimensions d'après Jauge Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 9 Port d'Armement. Pavillon. | 10 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 11 Creux sur Quille / Franc-bord au milieu du navire. pds. pa. | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 JSNT | **Orkla** — *O. Arntsen* — 1 *Dk* | Iron Sc Sr<br>10<br>64<br>02 | | | 18 94 ..... Trolla | Frosta Dampskibsselskab | 90·0 | 16·8 | 7·8 | Drontheim<br>Norwegian | C.2Cy.<br>N B90 | | |
| 301 JKTH | **Orlando** — *A. E. Kastman* 99–99 — *ex* Helmswood — *Well deck* — *ex* Helmsley) — 1 *Dk(Irn)* 2 *tr B* | Iron Sc Sr<br>1757<br>1363<br>1037 | ✠100 A1 Hbg *r*<br>6,01 5,05 Bly Shl<br>LMC<br>BS3,05 BS3,05 | | 1883 W. Gray & Co. West Hartlepool A&CP | Rederiaktieb Orlando (E. A. Enhörning) | 265·1 | 36·0 | 18·1<br>P28' Q68 B68 F63'<br>ptND03 BK9½'<br>*WB = DBa* | Sundsvall<br>Swedish | C.2Cy.88½"&62"–39" (s)<br>90lb *70lb* NDB94 181NHP<br>2SB.6*pf*,68*78*,HS2958<br>Blair & Co. Ld Stockton | 21 · 2<br>· 1 · 11 | |
| 302 JPVG | — — *Ol. Thelander* –04 — *Well deck* *Elec. light* | Iron Sc Sr<br>1610<br>1197<br>1047 | | | 1869 C. & W. Earle Hull | T. Wilson, Sons & Co. Ld. | 274·0 | 32·2 | 19·0<br>P172' F29'<br>len78 FK | Hull<br>British | T.3Cy.18½"*31"&58"–36"<br>NEA B97 280NHP<br>Amos & Smith, Hull | | BT<br>V |
| 303 RMLS | **Orléanais** — *Crouzet* — (*ex* Lombok, *ex* Prinses Wilhelmina) — *Elec. light* — 3 *Dks* | Iron Sc Bkn<br>2602<br>2185<br>1362 | | | 1882 J. Elder & Co. Glasgow | Soc. Gén. de Transp. Mar. à Vap. | 325·5 | 37·1 | 25·5<br>P103' B46' F46'<br>BK10' | Marseilles<br>French | C.2Cy.88"&70"–48"<br>276NHP<br>J. Elder & Co. Glasgow | 27 · 0 | V |
| 304 [illegible] | **Orleans** — 1 *Dk* | Steel Sc<br>269<br>185<br>183 | | | 1898 Carrier, Laine & Co Levis, Quebec | Compagnie Maritime & Industrielle de Levis | 118·0 | 28·0 | 9·2 | Quebec<br>British | C.2Cy.17"&34"–28"<br>52RHP<br>A. F. Beaulieu, Levis | | |
| 305 QFVJ | **Ormazan** — *T. G. Wilkin* –01 — *ss* Cff. No.1–02 — 1 *Dk(Stl)* & *Spar dk(Irn)* & *deep framing* | Steel Sc Sr<br>3238<br>2988<br>2056 | ✠100 A1 Shl *v*<br>*Spar dk* Ant<br>6,04 LMC5,02 | | 1898 R. Thompson & Sons Sunderland A&CP | Liverpool Shippg. Co. Ld. (H. Fernie & Sons, *Mgrs.*) *WB = Cell D Ba* | 340·2 | 45·0 | 15·3<br>P29' B70' F37' 23·6<br>FK<br>12' *uE* 22' *f* 136' 791*t* | Liverpool<br>British | T.3Cy.24",39"&64"–42" (s)<br>180lb *90lb* 286NHP<br>2SB.6*pf*,GS118,HS4112<br>S. Clark, Ld. Sunderland | 18 · 0<br>· 4 · 10½ | |
| 306 KHWL | **Ormerod** — *T. Beckerleg* –99 — *ss* Fal. No.3–7,97 — *ss* Pnz. No.1–01 — 1 *Dk(Irn)* | Iron Sc Sr<br>474<br>426<br>277 | ✠100 A1 Npt *h*<br>11,01<br>BS1,01 LMC5,01 | | 1885 Oswald, 6mo Mordaunt & C Southampton *Lloyd's SA&CP* | J. H. Bennetts | 171·0 | 25·1 | 11·6<br>B42' F24'<br>lrp01 BK7'<br>*WB = DBa* 35' *f* 68' | Penzance<br>British | C.2Cy.21"&42"–30" (a)<br>100lb 75RHP<br>1SB.*2cf*,GS39,HS1008<br>Oswald, Mordaunt & C., Sou. | 13 · 10<br>· 1 · 5½ | |
| 307 LNGH | **Ormesby** — *R. B. Whalley* –02 — *Well deck* — 1 *Dk(Irn)* 2 *tr B* — *ss* Shl. No.3–7,02 — *Webframes* | Steel Sc Sr<br>2813<br>2163<br>1828 | ✠100 A1 Shl *t*<br>6,01 11,04 Cff<br>LMC7,02 | | 1890 Ropner & Son Stockton A&CP | R. Ropner & Co. | 314·0 | 40·4 | 20·2<br>P33' Q100' B118'<br>F31' BK10'<br>*WB = Cell* | W. Hartlpl<br>British | T.3Cy.23",38"&62½"–42" (s)<br>160lb *100lb* NDB03 256NHP<br>2SB.*6rf*,GS94,HS3890<br>Blair & Co. (Lim.), Stockton | 23 · 7<br>· 2 · 5 | |
| 308 LHTM | **Ormesby Broad** — *A. Beckman* –04 — *Well deck* — 1 *Dk(Stl)* & *deep framing* | Steel Sc Sr<br>1277<br>963<br>809 | ✠100 A1 Sws *u*<br>1,03 LonNwc<br>LMC5,01 | | 1901 Murdoch & 5mo Murray Pt. Glasgow *Lloyd's SA&CP* | ~~R. J. Corbett~~ ~~G. H. Elder & Co.~~ (Apptd) G. R. Harty *WB = Cell D Ba* | 227·7 | 34·6 | 14·9<br>P16' Q65' B60' F26'<br>LDens, *Mgr*) FK<br>18' *uE* 19' *f* 100' 311*t* | London<br>British | T.3Cy.16½"*27½"&46"–33"<br>180lb *80lb* (s) 135NHP<br>1SB.*3cf*,GS64,HS2134<br>W. V. V. Lidgerwood, Gls | 17 · 0<br>· 1 · 6½ | |
| 309 NFBC | **Ormidale** — *J. Hamilton* –03 — *Elec. light* — 2 *Dks*(1 *Irn* & *UStl*–ws) & *deep framing*, 3 *Dk rule* | Steel Sc Sr<br>3560<br>3324<br>2305 | ✠100 A1 Cff *w*<br>8,01 Gls | | 1893 Workman, 9mo Clark & Co. Ld Belfast *Lloyd's SA&CP* | R. & C. Allan | 361·0 | 44·5 | 26·5<br>P25' B76' F17<br>BK10'<br>*WB = Cell D B* 290' | Glasgow<br>British | T.3Cy.25",42"&68"–48" (s)<br>180lb *70lb* 369NHP<br>2SB.*6pf*,GS115,HS4775 FD<br>Wrkman, Clark & Co. Ld Bel | 29 · 1 | |
| 310 RGTF | **Ormley** — *F. H. Tamblyn* –02 — *O. J. Olsen* — 011 *Dk(Stl)* & *Spar dk(Stl)* & *Webframes* | Steel Sc Sr<br>4158<br>3966<br>2730 | ✠100 A1 Hul *x*<br>*Spar dk* Bay<br>4,06 | | 1899 Craig, 8mo Taylor & Co. Stockton *Lloyd's SA&CP* | North of Ireland S.S. Co. Ld. (W. R. Rea, *Mgr.*) *WB = Cell D Ba* | 360·2 | 48·2 | 20·3<br>P31' B90' F38' 28·3<br>FK<br>118' *uE* 19' *f* 138' 838*t* | Belfast<br>British | T.3Cy.28½",86½"&68"–48"<br>200lb (s) 359NHP<br>3SB.*9rf*,GS141,HS5440<br>W. Allan & Co. Ld. Sld. | 22 · 11<br>· 7 · 0½ | |
| 311 JQV | **Ormuz** — *A. J. Coad* –03 — *Ref. Mchy.* — *Elec. light* — 4 *Dks*(2 *Stl* & 1 pt *Stl*–*Uws*) | Steel Sc 4 Mst Bk<br>6465<br>5463<br>3202 | ✠100 A1 Lon *c*†<br>12,04<br>BS12,04<br>,05 LMC12,02<br>LMC4,05 | | 1886 Fairfield 9mo Co. (Lim.) Glasgow *Lloyd's SA&CP* | Orient S. Nav. Co Ld *WB = Cell D B* betw | 465·5 | 52·1 | 19·1<br>P46' F74' 34·1<br>BK12'<br>een B15' *f* 115' 885*t* | Glasgow<br>British | T3Cy.45½",78"&112"–72" (s)<br>150lb *150lb* NDB01 1807NHP<br>3D & 1SB.3*cf*,GS899,HS24030<br>Fairfield Co. (Lim.), Gls. | 37 · 0 | BT<br>3.05<br>*cf*,2*rf* |
| 312 JPVL | **Orn** — *A. Mowinkel* — 1 *Dk* | Steel Sc Sr<br>1479<br>1318<br>921 | | | 1902 Laxevaags Msk & Jrnskb Bergen | P. Hamre | 257·6 | 36·3 | 17·0<br>H126' F32' | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½"*24"&48"–33"<br>132NHP<br>Laxevaags Msk & Jrns. Bgn. | | N |
| 313 KMPJ | **Orne** — *Le Tallec* –03 — *Elec. light* *Well deck* — 1 *Dk* | Steel Sc Sr<br>965<br>802<br>427 | | | 1903 De la Brosse & Fouché Nantes | Duval & Poirier | 212·1 | 30·4 | 11·9<br>Q & B113' F26' | Trouville<br>French<br>*WB* | T3Cy.16⅜"*27⅝"&39½"–31½"<br>87NHP<br>De la Brosse & Fouché, Nts | | V |
| 314 HVSP | **Ornen** — *A. Kähr* 02–02 — *ss* Shl. No.3–12,02 — 1 *Dk(Irn)* & *Webframes(pt Irn)* | Steel Sc Sr<br>1213<br>1050<br>745 | ✠100 A1 Shl *o*<br>7,01 Nwc<br>12,02<br>BS,05 | | 1891 J. Blumer 7mo & Co. Sunderland A&CP | Rederi Aktieb. Condor (B. A. F. Georgii, *Mgr.*) *WB = Cell D B* 194' 814*t* *FPT* | 236·4 | 34·1 | 16·6<br>B51' H32*t* F22'<br>FK<br>*A BH Cem* 64*t* *APT* 17*t* | Stockholm<br>Swedish | T.3Cy.18½",30"&49"–35"<br>160lb (s) 142NHP<br>2SB.4*rf*,GS88,HS2200<br>Eastern Mar. E. Co., Sld. | 19 · 0<br>· 2 · 9½ | |
| 315 JMHF | — — *P. A. Wounsch* 01–01 — *Mchy. Aft* — 1 *Dk* | Comp Sc Sr<br>191<br>161<br>82 | | | 1901 S. Groth Sjötorp | Ångf. Aktieb. Transport (A. H. Borgström) | 100·2 | 22·8 | 10·5<br>P23' H5*t* | Karlstad<br>Swedish | C.2Cy.9½"&21"–18½"<br>14NHP<br>Lundbys Mek. Verks. Got. | | N |
| 316 NHLV | — — *C. Simonsen* — 1 *Dk* | Iron Sc Sr<br>106<br>90<br>73 | | | 18 84 ..... Norrköping | Forenede Dmpskib. Selskab | 123·4 | 17·6 | 8·3<br>Q31' F38' | Nykjöbing<br>Danish | C.2Cy.12"&24"–17½"<br>20NHP<br>Motala Co., Gothenburg | | |
| 317 HNLR | — — — 1 *Dk* | Steel Sc Sr<br>103<br>97<br>13 | | | 1902 Frammæs Mek. Verk. Sandefjord | Acties. Örnen (Chr. Christensen) | 91·1 | 18·1 | 10·7 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–20"<br>38NHP<br>Akers Mek. Verk., Xania | | N |
| 318 RLWN | **Oro** — *Coleman* –02 — 1 *Dk(Stl)* & *Spar dk(pt Irn & pt Stl)* & *deep framing* | Steel Sc Sr<br>3353<br>3126<br>2147 | ✠100 A1 Ant *p*<br>*Spar dk*<br>10,04 | | 1900 Sir Raylton 1mo Dixon & Co Ld Middlesbro' A&CP | Plate S.S. Co. Ld. (Gellatly, Hankey & Co. *Mgrs.*) *WB =* | 340·0 | 47·1 | 15·4<br>P30 B78' F36' 28·4<br>FK<br>*Cell D Ba* 106' *uE* 20' | Rochester<br>British | T.3Cy.25",40"&66"–46" (s)<br>180lb *100lb* 337NHP<br>2SB.6*cf*,GS106,HS4378 FD<br>Sir C. Furness Westgarth & Co. Ld. Mdb | 17 · 9<br>· 5 · 3 | |
| 319 QKHP | **Oron** — *J. J. C. Mill's* –01 — *Elec. light* — 3 *Dks*(1 pt *Stl*–ws) *UStl*–ws) & *deep framing* | Steel Sc Sr<br>3171<br>2676<br>2015 | ✠100 A1 Liv *o*<br>11,04<br>BS3,04 LMC1,03 | | 1898 Barclay, 11mo Curle & Co. Ld Glasgow *Lloyd's SA&CP* | British & African S.N. Co. (1900). Ld (Elder, Dempster & Co. *Mgrs.*) | 345·0 | 42·2 | 23·0<br>P36' B122' F41'<br>FK<br>*WB = Cell D Ba* 70 | Liverpool<br>British | T.3Cy.28",38"&68"–46"<br>180lb *100lb* 300NHP<br>2SB.6*rf*,GS138,HS4728<br>Barclay, Curle & Co. Ld. Gls | 25 · 8<br>· 5 · 2 | BT<br>5.06 |
| 320 QKFH | **Oroño** — *A. C. Oswald* 30–98 — *ss* Hpl. No.1–03 — 1 *Dk(Stl)* & *Spar dk(pt Irn & pt Stl)* & *deep framing* | Steel Sc Sr<br>2891<br>2698<br>1850 | ✠100 A1 Hpl *u*<br>*Spar dk*<br>7,03<br>BS1,05 | | 1898 Sir Raylton 11mo Dixon & Co Ld Middlesbro' A&CP | Plate S.S. Co. Ld. (Gellatly, Hankey & Co. *Mgrs.*) *WB =* | 310·0 | 44·1 | 15·7<br>P30' B74' F34' 28·7<br>FK<br>*Cell D Ba* 92' *uE* 20' | Rochester<br>British | T.3Cy.28⅛",36"&59"–42" (s)<br>180lb *80lb* 258NH<br>2SB.*def*,GS71,HS3320 FD<br>T. Richardson & Sns. Ld. Hpl | 18 · 0<br>· 5 · 1½ | |

| No. | Steamer's Name. Material. Rig, &c. Master. Late Master. Special Surveys. No. of Decks, &c. | Tons Under deck. Net. | Particulars of Classification. Character. Special Survey. Date of last Survey. Part of Year Classed. | Built. When. By Whom. Where. | Owners. | Register Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. N.H.P. Horse power by Society's formula. R.H.P. power by Ship's measurement. Particulars and Builders. Engine Makers Name. | Moulded depth. Freeboard amidships. | Load Draft. | Draft Aft. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 321 | Oropsay Steel Sc Sr<br>1 Dk(Std)[1] Well frames | 5761<br>3445<br>2416 | ✠100A1 Cff<br>5,01 Lon | 1900 C.Connell & Co. Glasgow<br>Lloyd's | Western S.S.Co.Ld.<br>J.Gardiner&Co. Mgrs. | 354'0 45'0 25'7<br>P30 B100 F55<br>WB=Cell DBa 114'6 Ex B38'6 | Glasgow<br>British | T.3Cy.25",41"&66"-45"<br>170lb 160lb<br>2SB.6cf.gs24,hs2[illegible]<br>Dunsmuir&Jackson,Gls. | 28' 6" | 22' 6" | 24' 0" |
| 322 | Orontes Steel Twin Sc Sr<br>1 Dk Std Spar dk Fore & aft bridge Ref Mchy. | 9086<br>357<br>4622 | ✠100A1 Lon<br>5,00 | 1902 Fairfield<br>Glasgow<br>Lloyd's<br>WB= | Orient S.Nav.Co.Ld. | 513'7 58'2 34'4<br>P74 B267 F[illegible]<br>DBa[illegible] | Glasgow<br>British | Q.8Cy.[illegible]<br>215lb<br>2DB&4SB.32cf.gs571,<br>ED hs2641<br>Fairfield Co.Ld.Gls. | 38' 6" | 25' 6" | 27' 6" |
| 323 | — Iron Sc K<br>W.Hall & Sons Hull No 2 -03<br>1 Dk | 178<br>168<br>76 | ✠100A1 Hul<br>Stm Trawler | 1895 Cochrane & Cooper Beverley<br>Lloyd's | T.Hamling & Co.Ld | 111'5 21'0 11'5<br>Q30 887½ | Hull<br>British | T.3Cy.13",21"&33"-24"<br>170lb 60R<br>1SB.2cf.gs29,hs720<br>C.D.Holmes&Co.,Hull | 12' 3" | 10' 6" | 11' 6" |
| 324 | Oropesa Steel Twin Sc Sr<br>3 Dks | 5303<br>5054<br>3308 | | 1895 Harland & Wolff Lim. Belfast | Pacific Stm.Nav.Co | 421'0 48'8 33'0<br>P61 | Liverpool<br>British | T.6Cy.23½",38½"&64"-48"<br>568 NH<br>WB | | | |
| 325 | Orotava Steel Sc 4 Mst Sr<br>H.C.Hoyt -05<br>Ref.Mchy. Elec.light | 5851<br>5063<br>3347 | | 1889 Naval Con. & Arm.Co.Ld. Barrow | Pacific Stm.Nav.Co | 430'0 49'3 34'2<br>P48' F55' | Liverpool<br>British | T.3Cy.39",61"&97"-66"<br>764 NH<br>Naval Con.& A.Co.Ld., Brw | | 24' 1" | 25' 11" |
| 326 | — Steel Sc Sr<br>Ref.Mchy. Elec.light 1 Dk(Std) lower dk forward, bunkers only in after hold, 2 way dk | 1621<br>1559<br>1933 | ✠100A1 Lon<br>Awng dk<br>well freeboard<br>9,04 | 1897 W.Dobson & Co. Newcastle<br>A&CP | Mersey S.S.Co.Ld.<br>Leech, Harrison & Forwood. Mgrs.<br>WB= Cell DBa 50'n E | 242'5 35'3 16'7<br>212<br>BK9'<br>22'f 106'244 | Liverpool<br>British<br>4 BHCom | T.3Cy.19½",32½"&54"-39"<br>180lb 160lb (s) 208 NH<br>1SB.3cf.gs560,hs2700<br>J.Dickinson&Sons,Ld.,Std Solb | 19' 6" | 18' 9" | 20' 0" |
| 327 | Orova Steel Sc 4 Mst Sr<br>W.Hooks -02 3 Dks(2 Std)<br>KJRH Ref.Mchy. Elec.light 1 Spar dk(Std) | 6297<br>5688<br>3359 | ✠ Lon<br>Spar dk<br>11,89 | 1886 Barrow S.B. Co.(Lim.) Barrow | Pacific Stm.Nav.Co | 460'0 49'3 19'4<br>P35' F47' B53' | Liverpool<br>British<br>8 BH 3 HB Com | T.3Cy.40",66"&100"-72"<br>819 NH<br>Barrow S.B.Co.(Lim.) Brw<br>WB=Cell DB APT FPT | | 27' 7" till 1,05 | 27' 7" 29' 6" 31' 6" 32' 6" |
| 328 | Orozco Steel Sc Sr<br>F.Arrieta&Sons -02 ss Ply.No.3-1,01<br>J.R.M. ex Baron Dunboyne 3 Dks(1 Dk at Well frames only in No.2 hold | 2589<br>2312<br>1507 | ✠100A1 Blo<br>12,03 | 1888 Blackwood & Gordon Pt.Glasgow<br>Lloyd's | Cia.Cantabrica de Nav. | 302'3 40'2 23'5<br>F47 B68 F57<br>BK10'<br>WB= Cell DB 250' 42'4 | Bilbao<br>Spanish<br>6 BHCom APT72 | T.3Cy.22",35½"&57"-42" (a)<br>160lb Solb ND489 211 NH<br>2DB.8cf.gs110<br>Blackwood&Gordon, P.G. | 26' 0" | 24' 4" | |
| 329 | Orpheus Iron Sc Sr<br>J.C.D.S. 1 Dk | 307<br>—<br>162 | | 18½ Act.Ges. "Vulcan" Stettin | Neue Dampfer-Cie. Act.Ges. | 163'0 22'0 10'9 | Stettin<br>German | C.2Cy.20½"&35½"-24½"<br>52 NH<br>A.G."Vulcan," Stettin | | | |
| 330 | Orrik Iron Sc Sr<br>H.R.S. Mauck<br>N.V.K.W. 1 Dk(Awngdk) | 326<br>275<br>189 | | 1885 Jernsk.og. Mskinbygge Elsinore | Forenede Dmpskib. Selskab | 144'2 23'9 11'1<br>175<br>WB | Aarhus<br>Danish | C.2Cy.19"&35"-22"<br>48 NH<br>Elsingrs Jernsk.& Msknbg | | | |
| 331 | Ortégal Steel Sc<br>Depratz 95-05<br>S.M.O.N. 4 Dks | 3695<br>—<br>2108 | | 1884 Messageries Mar. LaCiotat | Messageries Mar. times | 328'5 45'3 32'4<br>H57 | Marseilles<br>French | C.2Cy.36"&54"-36"<br>146 NH<br>Messageries Mar., LaCiotat | | | |
| 332 | Orthia Steel Sc Sr<br>A.G.Coles 97-05 ss Gls.No.1-01<br>P.J.D.V. 1 Dk(Std) & Spar dk(Iron) 3 tr B<br>Web frames only in No.2 hold | 4225<br>3088<br>2694 | ✠100A1 Qus<br>Spar dk<br>3,04 | 1896 J.Laing Sunderland<br>A&CP | Donaldson Bros. | 377'0 46'6 19'0<br>P34' B81 F35' 269<br>BK10'<br>WB=Cell DBa 118'6 Ex B[illegible] | Glasgow<br>British<br>6 BHCom | T.3Cy.27",44"&72"-48"<br>160lb 90lb 404 NH<br>2SB.8cf.gs117,hs5407<br>G.Clark(Lim.),Sunderland | 21' 6" | 20' 6" | 3.01 |
| 333 | Ortolan Steel Sc Sr<br>Taylor<br>P.Q.K.B. Well deck Elec.light 2 Dks(1 Std) | 1717<br>1346<br>840 | ✠100A1 Lon<br>3,05 | 1902 Caledon S. B.& E.Co.Ld. Dundee<br>Lloyd's | General Stm.Nav. Co.Ld. | 275'3 40'2 17'2<br>P215' Upper B98<br>F35' BK9½'<br>WB=Cell DBa 60'n E26'f 112' | London<br>British<br>6 BHCom | T.3Cy.24½",39"&64"-45" (a)<br>170lb 100lb 328 NH<br>2SB.8cf.gs162,hs5590<br>Caledon SB&E.Co.Ld.Dun. | 19' 1" | 18' 11" | 3.06 |
| 334 | Ortona Steel Twin Sc Sr<br>R.Fletcher -05<br>R.J.Q.T. Ref.Mchy. Elec.light | 7945<br>6709<br>4115 | | 1899 Vickrs,Sns & Maxim.Ld. Barrow | Pacific Stm Nav Co. | 500'0 55'3 33'7<br>P118' F83' | Liverpool<br>British | T.6Cy.30",50"&83"-51"<br>506 NH<br>Vickrs Sns & Maxim Ld Brw | | BT till | 8.05 |
| 335 | Oruba Steel Sc 4 Mst Sr<br>F.E.Kite -05<br>L.D.W.H. Ref.Mchy. Elec.light | 5737<br>5063<br>3405 | | 1889 Naval Con. & Arm.Co. Ld. Barrow | Pacific Stm.Nav.Co | 430'0 49'3 34'2<br>F66 | Liverpool<br>British | T.3Cy.39",61"&97"-66"<br>764 NH<br>Naval Con.& A.Co.Ld., Brw | | BT till | 8.05 |
| 336 | Oruro Iron Sc Bg<br>C.W.Sechi 92-02<br>R.V.T.K. ex Durrat Castle, ex Adjutant, Electlight 3 Dks(1 Iron) | 1919<br>1799<br>1249 | ✠100A1 Gls<br>9,01<br>Bfs | 1878 Barclay, Curle & Co. Glasgow<br>A&CP | Pickford & Black SS.Co.Ld (Pickford & Black, Mgrs.) | 301'5 33'2 25'1<br>F42'<br>BK10' | London<br>British<br>5 BHCom | C.2Cy.34"&63"-45"<br>80lb 80lb ND1000 233 NH<br>1DB.8cf.gs150,hs1330<br>Barclay, Curle & Co.Gls. | | | 6.01 |
| 337 | Orvar Odd Comp Sc Sr<br>P.Gatthercl -04<br>H.G.M.F. 1 Dk | 203<br>185<br>140 | | 1871 Eckerna Warf Lodise | Rederiaktieb. Glückauf (H.R.Boleg. Mgrs.) | 101'6 22'6 12'7<br>B17' F5[illegible] | Krlskrona<br>Swedish | C.2Cy.9½"&26½"-8¼"<br>17 NH<br>J.Keiller, Gothenburg | | | |
| 338 | Orwell Steel Sc Sr<br>W.Fraser 01-01 ss Gls.No.1-02<br>P.F.S.C. 2 Dks(Std) & Web frames | 3789<br>3429<br>2446 | ✠100A1 Liv<br>9,07<br>Lon | 1897 C.Connell & Co. Glasgow<br>Lloyd's | Indian S.S.Co.,Ld. (J.Gardiner&Co., Mgrs.) | 354'0 45'0 25'7<br>P31 B101 F[illegible]<br>WB=Cell DBa 114'n Ex B38'f 152 | Glasgow<br>British<br>6 BHCom | T.3Cy.25",40"&66"-45"<br>170lb 160lb 354 NH<br>2SB.6cf.gs894,hs4900<br>Dunsmuir&Jackson,Gls. | 28' 6" | 25' 7" | 7.03 |
| 339 | Osborne Steel Sc Sr<br>T.E.Fregony -02<br>"African Monarch," Sold 01. | 4296<br>3801<br>2796 | | 1898 C.S.Swan & Hunter,Ld. Newcastle | S.S.Osborne Co.Ld. (Reburn & Verdi, Mgrs.) | 376'7 48'0 26'3<br>P37 B100' F40' | Glasgow<br>British | T.3Cy.26",42"&69"-48"<br>330 NH<br>Wilson&Sipwy.Co.Ld.Nwc | | | |
| 340 | — Iron Sc Sr<br>N.Sutherland -04 ss Lth.2nd No.3-6,98<br>V.B.J.G. ss Lth.No.1-03<br>1 Dk 2 tr b | 630<br>503<br>318 | ✠ A1 Lth<br>5,95 | 1863 Blackwood & Gordon Pt.Glasgow | G.Gibson&Co. | 211'6 27'1 14'1<br>P44' B57' F31'<br>pt ND72 pt88 BK6½'<br>pt ND98 | Leith<br>British<br>1 BHpt Com pt 4sp | C.2Cy.29"&51"-36"<br>70lb 40lb ND882 124 NHP<br>1DB.4pf.gs872,hs2400 NE72<br>Blackwood&Gordon,P.G. | 15' 2" | 13' 1" | 5,02 |
| 341 | — Iron Sc K<br>G.Morigon -04 ss Gms.No.1-01<br>D.P.W.F. Elec.light 1 Dk | 168<br>128<br>47 | ✠100A1 PEl<br>Stm Trawler<br>4,04 | 1897 Cochrane & Cooper Beverley<br>Lloyd's | Colonial Fisheries Co.Ld. | 94'0 20'5 10'7<br>Q20'<br>887½ | E.London<br>British<br>3 BHCom | T.3Cy.11",17"&28"-21"<br>165lb 40RHP<br>1SB.2cf.gs23,hs687<br>C.D.Holmes&Co.,Hull | 11' 3" | 10' 6" | 5,04 |
| 342 | Oscar Iron Sc Sr<br>383<br>Well deck (ex Hilda) | 537<br>—<br>438 | | 1872 Backhouse & Dixon Middlesbro' | L.I.Karapatnitski | 190'0 26'9 15'3<br>Q68' B55f F28 | Riga<br>Russian | C.2Cy.24"&47½"-30"<br>103 NHP<br>Blair&Co.(Lim.),Stockton | | | |

| Numéro Officiel | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Nous le Pont. / Net. | Details de la Classification. Cote. / Surveillance Si-etats. Date de la Dern. ère Visite. | Port de Visite. | Tonnage Actuel. Quille. Lettre. Entretien. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.—Force en chevaux d'après les Essais de la Société. R.H.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Tonnage Franc-bord au milieu du navire. pds. | Epreuve | Entretien |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 343 | **Oscar** — Steel 12.04 — **IronScSr** | 494 / 449 | | | | 1887 Rostocker Act.Ges. Rostock | L.F.Mathies&Co. | 164·9 25·6 15·6 / Q17 B13 | Hamburg German / WB | T.3Cy.11⅛",17¾"&30½"–19½" 12NH | | G | |
| MSHJ | *G.Kappe01–01* | 305 | *1 Dk* | | | | | | | Rostocker A.G., Rostock | | | |
| 344 | — | 162 | | | | 1888 G.Persson Nylandsö | S.Öström | 100·1 23·0 8·5 / B24 H5t | Gothenbrg Swedish | C.2Cy.11⅝"&23¼"–14½" 17NH | | | |
| GTKS | *J.E.Guldbrand –02* | 127 | *1 Dk* | | | | | | | Eriksbergs M.V., Gothnbg | | | |
| 345 | — | 106 | | | | 1888 ..... Christiania | Asker, Röken&Hurum Dpskslsk. (K. Kristensen, *Mgr.*) | 89·3 16·2 8·3 / P14t B23t H5t | Christiania Norwegian | T.3Cy.8½",13"&21½"–15" 18NH | | | |
| HDNC | *K.Ericksen99–99* | 84 / 55 | | | | | | | | | | | |
| 346 | — | 103 | | | | 1890 Akers Mek. Værksted Christiania | Tönsberg& OmegnsDpskslsk. | 85·2 16·9 8·4 / P34t H7t | Tönsberg Norwegian | T.3Cy. | | | |
| HMJR | *J.Johannesen08–08* | 58 | *1 Dk* | | | | | | | Akers Mek. Væk., Christiania | | | |
| 347 | **Oscar Dickson** — **SteelTwinScSr** | 391 / 319 | | | | 1880 T.Brassey &Co. Birkenhead | G.Johansson | 159·1 24·7 12·9 / H71t | Sundsvall Swedish | C.4Cy.26"&45"–30" NB00 184NH | | | |
| 3493 JKRM | *J.P.Sundberg –99* (*ex*GameCock) | 30 | | | | | | | | T.Brassey&Co. Birkenhead | | | |
| 348 | — | 294 | | | | 1876 MotalaCo. Gothenburg | Göteborg-Strömstads Förn. Ångf. Aktieb. (F.B. Wahlquist) | 141·4 21·4 9·7 / P83' H17t F32 / WB | Gothenbrg Swedish | C.2Cy.28"&40"–24" 65NH | | | |
| 623 HNRF | *A.B.Johansson87–89* | 156 / 168 | *1 Dk* | | | | | | | MotalaCo., Gothenburg | | | |
| 349 | **Oscar Fredrik** — **SteelScSr** | 4502 / 3764 | | | | 1899 Howaldtswerke Kiel | Rederiaktieb. Nordstjernan (A.Johnson) | 389·8 52·5 21·5 / P28' H150t F31' / WL | Stockholm Swedish | T.3Cy.26½",42"&69"–48" 312NH | | V | |
| 3693 JLDG | *V.G.Camp96–01* *Elec.light* *1 Dk & Trunk dk & Web frames* | 2767 | | | | | | | | Howaldtswerke, Kiel | | | |
| 350 | **Oscar G. Murray** — **SteelSc** | 165 / — / 112 | | | | 1900 Spedden S.B.Co. Baltimore | Baltimore&Ohio R.R.Co. | 100·0 22·0 11·8 | Baltimore Utd. States | 1Cy.22"–28" 20NH | | | |
| 155394 | *G.Francisco* | | | | | | | | | Spedden S.B.Co. Baltimore | | | |
| 351 | **Oscar II.** — **SteelTwinScSr** | 9970 / 6518 | | | | 1901 A.Stephen &Sons, Ld. Glasgow | Forenede Dmpskib. Selskab | 500·8 58·3 29·2 / P44' B176' F59' 37t | Copnhagn Danish / WL | T.6Cy.30",50"&30"–54" 940NH | | V | |
| NLTM | *W.A.Skjödt* *Ref.Mchy. Elec.light* *2 Dks & Awng dk* | 6093 | | | | | | | | A.Stephen&Sons, Ld. Gls | | | |
| 352 | — | 3549 | | | | 1896 J.Laing Sunderland | Rederiaktieb. Nordstjernan (A.Johnson) | 348·2 48·2 21·3 / H122t F33' / *Trunk* 280' | Stockholm Swedish / WL | T.3Cy.24½",40"&66"–45" 292NH | | V | |
| 2962 JGRL | *E.Petersson01–01* *Trunk deck* *Elec.light* | 3017 / 2247 | *1 Dk 2 tr b* | | | | | | | N.E.Marine Co.(Lim.), Sld | | | |
| 353 | — | 3060 / 2339 | ✠100A1 *pt Awng dk with freeboard* 22.01 & 03 3,05 | Kob HKg | *u* | 1893 W.Gray& Co.(Lim.) W Hartlepool | ~~J.Christensen~~ — | 316·7 41·1 21·4 / Q127' BK10' / *pt Awng dk* 190' / *WB = Cell DB* 256' 668t | ~~Bergen~~ ~~Norwegian~~ 5 *BHCem* *APT* 26t Japanese | T.3Cy.28",36½"&62"–39" (*s* 50RH 2SB.*6tf*,GS79,HS3580 Central Mar.E Wks. W.Hpl | 24 · 0 | | |
| ~~FTSL~~ | ~~*R.Aiken97–98*~~ *ss* Nwc.No.2–02 | 1999 | *1 Dk (Stl) 2 tr b* *& Webframes & pt Awng dk (Irn)* | | | 4mo A&CP | | | | | 8 · 9 · 3½ | | |
| 354 | — | 527 | | | | 1872 Bergsunds Mek. Verkst. Stockholm | Ångf. Aktieb. Södra Norrland (G. Holmström) | 163·1 25·1 11·6 / H37t 18·7 | Gefle Swedish | C.2Cy.19½",&38"–26½" NE&B95 62NH | | | |
| 2584 JFRH | *E.M.F.Rietz98–98* (*ex*Söderhamn) | 360 / 374 | *1 Dk & Shelter dk* | | | | | | | Aktieb. Gefle Verkst. Gefle | | | |
| 355 | **Oscarshal** — **SteelScSr** | 1188 / 943 | | | | 1890 WoodSkinner&Co. Newcastle | Actie.Dpskselsk. Oscarshal (Fearnley&Eger) | 230·5 33·1 15·7 / Q78 B65' H46t F25' FK | Chrstiania Norwegian / WL | T.3Cy.17",28"&46"–30" 122NH | 18 · 0 | N | |
| HFDG | *N.Sand* *Well deck* | 739 | *1 Dk 2 tr B* | | | | | | | N.E.Marine ECo(Lim) Nwc | | | |
| 356 | **Oscarshamn** — **CompScSr** | 102 / 50 | | | | 1875 Oskrshmns M.V.Aktieb Oskarshamn | GIdeström'sSterbhus (A.A. Björkroth, *Mgr.*) | 83·7 16·1 9·0 / Q26' B38' H3t F20 | Vestervik Swedish | C.2Cy.11½"&22½"–16" 17NH | | | |
| 635 JBSQ | *O.Gustrin –95* | 68 | *1 Dk* | | | | | | | Oskarshamns M.V.Aktieb. | | | |
| 357 | **Osceola** — **SteelSc4MastSr** | 3603 / 3438 | ✠100A1 8,03 | PGl | *w* | 1903 A.Rodger Co. Pt.Glasgow | Osceola S.S.Co.Ld. (T.L.Duff&Co.) | 337·0 51·1 24·0 / P40' B129' F37' FK | Glasgow British | T.3Cy.25",40"&67"–45" (*s* 50RH | 26 · 11 | | |
| 115778 VDMP | *L.McLean03–03* *Elec.light* *1 Dk (Stl) & deep framing* | 2318 | | | | 8mo *Lloyd's* A&CP | *WB = Cell DBa* 123' | *f* 152' 884t *FPT* 9·c | 6 *BHCem* *IPT* 226t | 170lb 324NH 3SB,*9cf*,GS156,HS5082 \.Rodger&Co. Glasgow | 4 · 7½ | | |
| 358 | — | 393 / 284 | ✠100A1 12,02 | Lon | *f* | 1897 D.J.Dunlop&Co. Pt.Glasgow | Anglo-American Oil Co.Ld. (J. McDonald, *Mgr.*) | 140·5 26·1 10·8 / Q56' B16' F15' FK | London British | T.3Cy.18",21"&34"–24" (*s* 60RH 160lb 62RH | 11 · 3 | | |
| 108276 PWOV | *B.I.Beckwith –02* *Well deck* | 123 | *ss* Lon.No.1–01 *1 Dk (pt Stl)* | | | 12mo A&CP | *Carrying Petroleum in b* | *WB = FPT* | *7 BHCem* *13t APT 85t* | 1SB,*3cf*,GS42,HS1367 D.J.Dunlop&Co.P.Gl. | 8 · 10½ | | |
| | *Mchy.Aft* *Elec.light* | | | | | | | | | | | | |
| 359 | **Oseto Maru** — **SteelTwinScFerry** | 189 / 141 | | | | 1901 Mitsu Bishi Dkyd&EWks. Nagasaki | SanyoRailwayCo. Ld. | 105·6 24·3 8·2 | Shimonoseki Japanese | T.6Cy.6¾",11"&18"–12" 22NH | | | |
| 6834 JKVC | *Midaguchi99–01* | 102 | *1 Dk* | | | | | | | Mitsu Bishi D&E.Wks. Nag | | | |
| 360 | **Oshima Maru** — **WoodScSr** | 139 / 130 | | | | 1885 Fukuzawa Tatsuzo Tokio | Itamura Sukeyemon | 103·2 13·7 12·9 | Hakodate Japanese | C.2Cy.10½"&18"–15" NB94 10NH | | | |
| 902 HPTN | *2 Dks* | 86 | | | | | | | | | | | |
| 361 | **Osiris** — **SteelSc** | 5952 / 4921 | | | | 1902 Blohm & Voss Hamburg | Deutsche-Dmpfsfahrts.Ges.Kosmos | 410·8 50·9 28·7 / P&B218' F58' | Hamburg German / WL | T.3Cy.25",41⅜"&72½"–54" 384NH | | G | |
| RMSF | *P.Beelendorf89–02* *Elec.light* | 3814 | *2 Dks* | | | | | | | Blohm&Voss, Hamburg | | | |
| 362 | — | 1858 / 1742 | ✠100A1 7,04 | Gls | | 1876 C.Mitchell &Co. Newcastle | Mossgiel SS Co.Ld. (J Bruce&Co. *Mgrs.*) | 290·1 34·0 24·7 / *WB = DBa* 84' *uE* & B31 | Glasgow British | C.2Cy.34½"&64"–42" 80lb 75lb NDB00 221NH 2SB | | | |
| 74514 PMHW | *D.Cameron –01* *ss* Gls.2nd No.3–11,02 | 1165 | *2 Dks (1 Irn & 1 pt Irn) 3 tr b* | | | 1mo *Lloyd's* A&CP | | | *4 BHCem* | Blair&Co.(Lim.), Stockton | | | |
| 363 | — | 1728 / 1097 | ✠ | Grk | *r* | 1898 Caird&Co. Ld. Greenock | P.&O.Stm.Nav.Co. | 300·4 37·1 17·5 / P59' F49' BK8' / *pt Awng dk* 176' / *WB = Cell DBf* 80 | Greenock British / *8 BHCem* / 92t *FPT* 12t | T.3Cy.(2)24½",(2)39"&(4) 42"–36" FD 755NH 2DB&2S *B18cf* GS365 HS1 97 | 18 · 6 | | |
| QGHK | *T.H.Hide –02* *Elec.light* | 123 | *2 Dks & 1 Stl–ws & 1 pt Stl–ws* *& pt Awng dk (Stl–ws)* | | | 8mo | *pt Awng dk with freeboard* 8,98 | | | Caird&Co. Ld. Greenock | | | |
| 364 | — | 173 / 155 | ✠100A1 *Stm Trawler* 6,08 | Gms | | 1898 Cook, Welt'n&Gemmell Hull | Roberts&Ruthven Ld | 108·8 21·0 11·0 / Q47 F19' BK7½ / *WB = DBf* 7 3t | Grimsby British / *7 BH* / *= Cell DB* | T.3Cy.12¼",19½"&32"–22½" 180lb (*s* 50RH 1SB,*2cf*,GS28,HS897 C.D.Holmes&Co. Hull | 11 · 10 | | |
| 109838 RDTJ | *R.Clarke99–98* *ss* Gms.No.1–03 | 62 | *1 Dk* | | | 12mo *Lloyd's* A&CP | | | | | | | |
| 365 | **Osmanli** — **IronScSr** | 2283 / 2163 | ✠ A1*1 Gls | Gls | *w* | 1880 C.Mitchell &Co. Newcastle | Mossgiel S.S.Co. Ld. (J.Bruce&Co. *Mgrs.*) | 330·5 35·0 23·6 / H78t F42t / *WB = Cell DB* | Glasgow British / *7 BH* | C.2Cy.35"&70"–48" NDB91 283NH | | | |
| 81382 TJWN | *A.Moir38–00* 5th Survey, Gls.3,02 | 1451 | *2 Dks (Irn-Uws)* | | | 5mo | | | | 2DB.*8pf*,GS147,HS4774 R.&W.Hawthorn, Nwc. | | | |

| 1 Official No. / Signal Letters | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 | 5 Particulars of Classification. Character. | 6 | 7 | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. | 15 Register in which classed. If an L.R. Date of last Trip Cert. | 16 Date when last shaft. last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 366 | **Osmo** | SteelScSr | 1517 | ✠100A1 | Ant | 1900 | Craig, Taylor&Co Stockton | Björneborgs Ångf. Aktieb. (O.Heine, *Mgr.*) | 245·0 | 37·3 | 15·6 | Bjorneborg Russian | T.3Cy.18½",30"&49"–33" (*s*) | 18 | | 7.04 |
| VGHK | *J.Pawlinson* ex Ant.No.1–03 | | 1138 | 7,0 | Gms | | | | Q97′B58′F36′ | | | | 160lb *80lb* 162NH | | | |
| | *A.W.Stock*r02–02 1 *Dk* (*Std*) & *Web frames* | | 808 | | | | | *WB=CellDB* | *a*7 *Vu*E14′ *f* 91′ 291*t* | | | | 2SB,4 *f*,GS68,HS2779 | | | |
| | *Well deck* | | | | | | | | | | | | *APT*91*t* | | | |
| 367 | **Osprey** | IronScSr | 1140 | | | 1877 | M.Pearse& Co. Stockton | General Stm.Nav. Co.Ld. | 240·2 | 31·1 | 17·0 | London British | T.3Cy.22",36"&58"–45" | | BT 1913 | |
| Lost | Collision, 6.04 –02 | | 884 | | | | | | P79′ F47 | | | | NE91 NB90 226NH | | | |
| WVFR | *Elec.light* 2 *Dks* | | 605 | | | | | | | | WB | | Gourlay Bros.&Co.,Dun. | | | |
| 368 | — | SteelPad | 219 | | | 1887 | Wm. Webster Auckland | Devonport Steam Ferry Co.Ld. | 135·7 | 21·3 | 6·0 | Auckland British | C.2Cy.18"&36"–42" | | | |
| | *T.Clark*73–90 | | 135 | | | | | | H83*t* | | | | 70RHP | | | |
| | 2 *Dks* | | 138 | | | | | | | | | | Bow,McLachlan&Co.Psy. | | | |
| 369 | — | SteelScSr | 208 | ✠ | Dun | 1885 | Pearce Bros. Dundee | Melb'rne Harbour Trust Commisionrs. | 125·3 | 22·1 | 12·5 | Melbourne British | C.2Cy.23½"&47"–27" | | | |
| | *W.Eaton*77–99 (ex Eagle) | | 204 | | *d* | | | | | | | | NB90 95RHP | | | |
| K.C.M. | 1 *Dk* | | 25 | | | | | | | | | | 4 *BHCem* | | | |
| | | | | | | | | | | | | | A.Shanks&Son,Arbroath | | | |
| 370 | — | IronScK | 151 | ✠100A1 | Hul | 1893 | Cook, Welton& Gemmell Hull | Pickering&Haldane's Stm.Trawling Co.Ld. | 101·5 | 20·6 | 11·0 | Hull British | T.3Cy.11½",18"&30"–22" (*s*) | 11 | 10 | 8.02 |
| 102934 | *W.Rust* –93 ss Hul.No 2–01 | | 140 | *Stm Trawler* | | | | | Q24′ | | | | 160lb 45RHP | | | |
| | 1 *Dk* | | 64 | 4,05 | | | | | | | BK7½ | | 1SB,*2cf*,GS25,HS646 | | | |
| | | | | | | *Lloyd's* SA&CP | | | | | | | C.D.Holmes&Co.,Hull | | | |
| 371 | — | SteelScYl | 141 | | | 1893 | Mackie& Thomson Glasgow | ~~Hewett&Co.Ld.~~ (T.T.P. ~~Powell~~ (J.Tidman, *Mgr.*) | 98·0 | 20·5 | 10·7 | London British | T.3Cy.10",16"&25½"–20" | 11 | 7 | |
| | *C.August* –98 | | 135 | | | | | | | | BK7½ | | 35RH | | | |
| | 1 *Dk* | | 54 | | | | | | | | | | Muir&Houston,Glasgow | | | |
| 372 | — | IronTwinScSk | 111 | | | 1872 | T.B.Seath &Co. Glasgow | Steel&Bennie.Ld. | 105·8 | 18·2 | 8·2 | Glasgow British | C.2Cy.13"&24"–20" | | BT till Aug. 2,05 | |
| 87974 | *D.Kennedy* –03 | | 100 | | | | | | | | | | NE&B91 40RHP | | | |
| | *Mchy.Aft* | | 32 | | | | | | | | | | Rankin&Blackmore,Grk. | | | |
| 373 | — | IronScSr | 106 | ✠ | Hpl | 1883 | J.T.Eltringham S.Shields | Irvin Stm.Fishing Co.Ld. (R.Irvin, *Mgr.*) | 95·0 | 19·1 | 10·2 | Scarboro' British | C.2Cy.17"&32"–22" | 10 | 6 | |
| 82964 | *R.Paynes*2–83 | | 106 | 5,86 | | 11mo | | | | | | | NB97 40RHP | | | |
| | (*Trawler*) 1 *Dk* | | 45 | | | | | | | | | | 4 *BHCem* | | | |
| | | | | | | | | | | | | | J.P.Rennoldson,S.Shields | | | |
| 374 | **Ossian** | IronScSr | 648 | ✠100A1 | Sws | 1881 | H.M'Intyre &Co. Paisley | Harries Bros.&Co. | 179·8 | 27·0 | 13·9 | Leith British | C.2Cy.23"&45"–33" (*s*) | 14 | 9 | |
| ~~1928~~ | *W.Bie* –03 ss Lth.No.3–3,94 | | 497 | 12,04 | | 9mo | | | P15′ Q58′ B25′ F25 | | | | 75lb ~~80lb~~ NDB95 85RHP | s | 1 | 7½ |
| WDQG | ss Sws.No.2–03 | | 298 | | | *Lloyd's* SA&CP | | | | | BK7½ | | 1SB,3*pf*,GS56,HS1666 *80lb* | | | 12,04 |
| | *Well deck* 1 *Dk* | | | | | | | *WB=DBa* | 11′81 | | | | *FPT*11*t* | | | |
| | | | | | | | | | | | | | Hutson&Corbett,Glasgow | | | |
| 375 | **Ossian Bedell** | SteelSc | 296 | | | 1901 | ..... Buffalo N.Y. | Ossian Bedell | 104·5 | 28·0 | 9·6 | Buffalo Utd. States | | | | |
| 13543 | 2 *Dks* | | 192 | | | | | | | | | | | | | |
| 376 | **Ossun** | IronTwinScSk | 231 | ✠ | PGl | 1890 | Scott&Co. Bowling | V.Crassus | 116·4 | 22·0 | 8·7 | La Guayra Venezuelan | C.4Cy.12"&23"–18" | 9 | 0 | |
| | *G.Montero*98–97 | | 148 | 8.97 | | 5mo | | | B40′F17′ | | | | 38NH | | | |
| | (*ex* Higuerote, *ex* Bute No.2) | | 80 | | | | | | | | BK7 | | 3 *BHCem* | | | |
| | 1 *Dk* | | | | | | | | | | W | | *B=FPT*12*t* | | | |
| 377 | **Ost** | SteelScSr | 842 | | | 1889 | Hnry Koch Lübeck | Rhed.G.Germania (Rabion&Stadtlander, *Mgrs.*) | 207·5 | 30·2 | 13·0 | Gstmünde German | W.Kemp,Glasgow | | | |
| | *C.J.F.Gehrels*89–89 | | 667 | | | 3mo | | | P29′ Q79′ B46′ F45 | | | | T.3Cy.16½",25½"&40½"–27½" | | G | |
| KRDG | *Elec.light* 1 *Dk* & *Web frames* | | 523 | | | | | | | | | | 86NH | | | |
| 378 | — | SteelScLr | 129 | | | 1904 | Bremer "Vulkan" Vegesack | Bremen-Vegesacker Fischerei Ges. | 90·9 | 21·3 | 9·8 | Bremen German | H.Paucksch,Landsberg | | | |
| | | | 129 | | | | | | | | | | C.2Cy.9 1/16"&16½"–12 5/16" | | | |
| | 1 *Dk* | | 67 | | | | | | | | | | 8NH | | | |
| | | | | | | | | | | | | | Bremer "Vulkan," Vegesck | | | |
| 379 | **Östana I.** | IronSc | 126 | | | 1875 | W.Lindbergs Aktieb. Stockholm | Ångf Aktieb Östana (H.A.Asplund) | 99·1 | 17·6 | 8·0 | Östana Swedish | C.2Cy.11¾"&24¾"–21" | | | |
| 1736 | *N.Hook*99–99 (ex Östana) | | 74 | | | | | | Q32′ B35′ H7*t* F13 | | | | 23NH | | | |
| JDLF | 1 *Dk* | | 82 | | | | | | | | | | W.Lindbergs M.V.,Skm. | | | |
| 380 | **Östana II.** | SteelS | 131 | | | 1886 | Motala Co. Motala | Ångf Aktieb Östana (H.A.Asplund) | 101·1 | 18·2 | 7·6 | Östana Swedish | C.2Cy.13½"&26½"–17" | | | |
| 1737 | *C.A.Spikh* –99 | | 84 | | | | | | B31′ H11*t* | | | | 24NH | | | |
| JDLG | 1 *Dk* | | 84 | | | | | | | | | | Motala Co.,Motala | | | |
| 381 | **Östana III.** | SteelScSr | 147 | | | 1900 | Motala Nya Co. Motala | Ångf Aktieb Östana (H.A.Asplund) | 104·3 | 19·0 | 8·2 | Östana Swedish | C.2Cy.13"&26¾"–17½" | | | |
| 3698 | *O.W.Fahlstrom*95–00 | | 88 | | | | | | B29′ F14′ H25*t* | | | | 24NH | | | |
| JLNG | 1 *Dk* | | 96 | | | | | | | | | | Motala Nya Co. Motala | | | |
| 382 | **Östergötland** | SteelScSr | 1097 | ✠100A1 | Kel | 1904 | Howaldts-werke Kiel | Red. Aktieb. Österrötland (Eriksson &Horndahl) | 225·0 | 34·6 | 15·9 | Nrrköping Swedish | T.3Cy.16⅞",27½"&43¾"–24¾" | 18 | 1 | |
| | *C.Andersson*03–04 | | 987 | 10,04 | *M* | 3mo | | | Q12′ B60′ F26′ | | FK | | 178lb (*s*) 117NH | | | |
| | 1 *Dk* (*Std*) *web frames* | | 674 | | | | | | | | | | 2SB,4*cf*,GS64,HS1785 | | | |
| *Now* | Dos de Abril, *See No. 49 in Supplement* | | | | | *Lloyd's* SA&CP | | *WB=CellDBa* | 57′*uE* 12′ *f* 100′ 320*t* | | | | Howaldtswerke,Kiel | | | |
| 383 | — | CompScSr | 169 | | | 1888 | S.Groth Sjötorp | Ångf.Aktieb. Halfdan Wahlquist) (F.B. | 99·6 | 22·0 | 9·2 | Gothenbrg Swedish | C.2Cy.11¾"&23¼"–14½" | | | |
| 788 | *C.J.Johansson*88–96 | | 143 | | | | | | P12′ H13*t* | | | | 17NH | | | |
| JCDS | *Mchy.Aft* 1 *Dk* | | 98 | | | | | | | | | | Eriksbergs M.V.,Got. | | | |
| 384 | **Östern** | IronTwinScSr | 252 | | | 1869 | Oskrshmns M.V.Aktieb. Oskarshamn | Nya Ångb.Aktieb. Östern (P.A. Scherini) | 118·6 | 22·4 | 7·4 | Nrrköping Swedish | C.4Cy.10½"&18"–22" | | | |
| 2314 | *A.G.Jonsson* –01 | | 105 | | | | | | P86′ H11*t* F32 | | | | 25NHP | | | |
| JFHM | 1 *Dk* | | 199 | | | | | | | | | | Oskarshamns M.V.Aktieb. | | | |
| 385 | **Ostero** | IronScK | 138 | ✠100A1 | Gms | 1897 | Edwards Bros. N.Shields | White Star Steam Fishing Co.Ld. | 101·0 | 20·6 | 10·8 | Grimsby British | T.3Cy.11",17"&30"–21" (*s*) | 11 | 8 | 4.03 |
| 10670 | *C.Besley* –97 ss Gms.No.1–01 | | 132 | *Stm Trawler* | | 1mo | | | Q17′ F19′ | | | | 160lb 44RHP | | | |
| | 1 *Dk* | | 45 | 0,04 | | *Lloyd's* SA&CP | | | | | BK7½ | | 1SB,*2pf*,GS24,HS820 | | | |
| | | | | | | | | | | | | | N.E.Marine Co.(Lim.),Sld. | | | |
| 386 | **Östersjöen** | IronScSr | 220 | | | 1871 | Göteborgs Mek.V. Gothenburg | N.J.Michelsen | 112·2 | 21·0 | 10·8 | Bergen Norwegian | C.2Cy.11½"&26"–18" | | | |
| | *C.J.Knudsen*86–86 | | 157 | | | | | | Q16*t* B40*t* | | | | NB81 24NHP | | | |
| JQGD | 1 *Dk* | | 125 | | | | | | | | WB | | Göteborgs Mek.Verks.,Got | | | |
| 387 | **Östersjön** | SteelScSr | 502 | | | 1886 | H.Koch Lübeck | Ångf.Aktieb. Södra Sverige (J.G.Settervall) | 146·4 | 24·5 | 11·6 | Stockholm Swedish | C.2Cy.17¾"&31½"–22" | | V | |
| 827 | *O.H.Sundell*98–98 | | 317 | | | | | | P95′ H23*t* F22 | | | | 38NHP | | | |
| HSQV | 1 *Dk* | | 375 | | | | | | | | WB | | Berliner Actien Ges.,Berlin | | | |
| 388 | **Östhammar I.** | IronScSr | 259 | | | 1858 | Motala Co. Motala | Ångf.Aktieb. Östhammar (M.Lundqvist) | 123·6 | 21·2 | 8·9 | Östhammr Swedish | C.2Cy.16"&30"–21" | | | |
| 2378 | *J.G.Lundin*00–00 | | 129 | | | | | | P67′ H19′ F32′ | | | | 34NHP | | | |
| HGNJ | 1 *Dk* & *Shelter dk* (ex Svanen, ex Amiral von Platen) | | 189 | | | | | | | | | | Motala Co.,Motala | | | |
| 389 | **Östhammar II.** | IronScSr | 169 | | | 1876 | ..... Stockholm | Ångf.Aktieb. Östhammar (M.Lundqvist) | 107·6 | 18·4 | 7·1 | Östhammr Swedish | | | | |
| 3514 | *C.Hallberg* –99 | | 72 | | | | | | P79′ H9′ F12′ | | | | | | | |
| JKSP | (ex Björneborg) 1 *Dk* | | 127 | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Numéro Officiel. Visites Périodiques. Nombres des Ponts. Signaux | 2 Tonnage Officiel. Total. Nombre de Ponts. Net. | 3 Détails de la Classification. Coque. | 4 Construit. Par qui. Où. | 5 Armateurs. | 6 Dimensions d'après la Jaugue Superstructures, &c. Longueur. Largeur. Creux. | 7 Port d'Armement. Pavillon. | 8 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Nbre de Force en chevaux d'après les formules de la Société. Force en chevaux d'après les essais de navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 9 Creux sur Quille. Franc-bord au milieu du navire. pds. po. | 10 |
|---|---|---|---|---|---|---|---|---|---|
| **390 Östkusten** SteelScSr<br>*J.M.Westermark* –02<br>JHTV 1 *Dk* | 25<br>175 | | 1898 Eriksbergs M.V.Akt.-b. Gothenburg | Angf.Aktieb. Ostkusten (KnutSjögren) | 117·5 22·1 8·7<br>B50 H33 *aF*18 | Vestervik Swedish | C.2Cy.14″&31½″–18″<br>31NH<br>*W B* Eriksberg M.V.Aktieb.Gor | | |
| **391 Ostpreussen** SteelScSr<br>*R.Böttcher*97–01<br>HDGN 1 *Dk&pt Awng dk* | 1755<br>1105 | | 1901 F.Schichau Danzig | M.Cohn&Sohn | 251·2 36·1 16·9<br>P21 Q70 B52′ | Königsbrg German | T.3Cy.19″,31″&46½″–29″<br>116NH<br>*WL* F.Schichau,Danzig | | G |
| **392 Ostrich** SteelScK<br>116141 *H.Pattison*96–03<br>TWPJ 1 *Dk* | 244<br>218<br>2,05 | ✠100A1 Hul<br>*Stm Trawler* | 1903 Cook,Wel-t'n&Gemmell Hull<br>*Lloyd's.16CP* | St.Andrews Steam Fishing Co.Ld. | 125·0 22·0 12·0<br>Q50′ BK7″<br>*WL = DBf*8′6*t* | Hull British<br>*4 BHCem* | T.3Cy.12⅝″,21½″&35″–24″<br>200lb *s* 63RH<br>1SB.*2cf*.*G*32,*H*1100<br>C.D.Holmes&Co Hull | 12 · 10 | |
| **393** — IronScK<br>95801 *R.Wilson* –03 *ss*Hul.No.3–9,97<br>1 *Dk* | 149<br>56 | ✠ —— Abm<br>8,01<br>*Stm Trawler* | 1889 Cook,Wel-t'n&Gemmell Hull | T.H.Peverell | 100·7 20·9 10·9<br>BK7½″ | Hartlpool British<br>*3 BHCem* | C.2Cy.17″&38″–22″<br>45RH<br>1SB.*2pf*,*G*829,*H*930<br>C.D.Holmes&Co.Hull | 11 · 10 | |
| **394** — IronScK<br>96246 *H.L.Taylor* –91 *ss*Gms.No.3–6,03<br>MJWD 1 *Dk* | 147<br>134<br>69 | ✠ ——<br>*Stm Trawler* | 1891 Cochrane, 4mo Coopr&Scho-field Beverley<br>*Lloyd's.16CP* | H.L.Taylor | 97·2 20·6 11·0<br>Q17 F17′ BK7½″ | Grimsby British<br>*3 BHCem* | T.3Cy.11½″,18″&30″–22″<br>160lb 45RH<br>1SB.*2cf*,*G*826,*H*711<br>C.D.Holmes&Co.,Hull | 11 · 10 | |
| **395 Ostsee** IronScSr<br>*T.Breidsprecher*61–81<br>JDTB *Elec.light* 1 *Dk2tr B* | 815<br>490 | | 1881 Act.Ges. "Vulcan" Stettin | OstseeDampf-schifffahrtsA.G. (HFKoepcke *Mgr*) | 199·5 28·3 15·0<br>P110′ B14′ F30′ | Stettin German | C.2Cy.27½″&61″–81½″<br>122NH<br>*WB* A.G."Vulcan,"Stettin | | V |
| **396** — SteelScSr<br>*B Schoon*00–00<br>NGVH *Mchy.Aft* 1 *Dk&Awng dk* | 333<br>194 | | 1900 Schiffsw.v. Henry Koch Lübeck | Oldenbrg.-Portug. Dmpfsch.Rhed. | 120·4 22·0 16·1<br>B15′ | Oldenburg German | C.2Cy.102″&22″–18″<br>15NH<br>*WB* F.Ahrens,Ottensen | | G |
| **397 Oswestry Grange** SteelTwinSc<br>114086 *R.Taylor* –02 4MstSr<br>TGMC 2 *Dks(Stl)&deep framings*<br>*Elec.light Ref.Mchy. Shelter dk(Iron)* | 6674<br>6145<br>4298<br>3,08 3,05<br>2,90 | ✠100A1 Syd *p* ✠<br>*Shelter dk* Npt<br>RMC3,08 LMC | 1902 Workman, 3mo Clark&Co.Ld Belfast<br>*Lloyd's.16CP* | OswestryGrange S.S.Co.Ld. (HoulderBros.& Co.Ld. *Mgrs.*) | 450·5 55·2 30·6<br>FK<br>*WB = Cell DBa* 108′ *u E&T*8′9″ *f* 202′1285*t FPT* | Greenock British<br>*7 BHCem* | T.6Cy.20″,33½″&56″–45″<br>190lb *sD* 662NH<br>3SB&1 AxSB,*15cf*,*G*8271,*H*10418<br>Wrkman,Clark&Co.Ld Bel | 33 · 5<br>s 6 · 9 | BT till 7.05 |
| **398 Oswin** SteelScSr<br>4166 *C.W.Wineck*03–03 *ss*Cff.No.3–7,02<br>JNHF 1 *Dk(Stl)2tr B*<br>*Well deck* | 1737<br>1044<br>1027<br>7,01 | ✠100A1 Cff *q*<br>Bly<br>MS2,02 LMC<br>BS2,06 | 1890 T.Turnbull &Son Whitby<br>*Lloyd's.16CP* | Rederiaktieb.Wal-hall(A.Pyk,*Mgr*) | 259·0 37·2 16·9<br>P28′Q60′B112′<br>F32′ ptND02 FK<br>*WB = Cell* | Hlsingborg Swedish<br>*4 BHCem* | T.3Cy.20″,33″&54″–36″<br>160lb *80lb* NDB02 172NH<br>2SB,*4cf*,*G*860,*H*2550<br>Blair&Co.(Lim.),Stockton | 19 · 4<br>s 1 · 0½ | |
| **399 Otagawa Maru** SteelScSr<br>1352 *B.Mori*87–98<br>HJRN 2 *Dks* | 409<br>384<br>253 | | 1893 Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 157·9 21·0 15·4 | Osaka Japanese | T.3Cy.18″,21″&34″–26″<br>59NH<br>OsakaIronWorks,Osaka | | |
| **400 Otaka Maru** WoodSc<br>7700<br>JQHD 1 *Dk* | 146<br>132<br>79 | | 1902 S.Ono Osaka | KochiKen | 105·7 15·7 11·0 | Ushioyo Japanese | T.3Cy.9¾″,15″&24½″–18″<br>25NH<br>S.Ono,Osaka | | |
| **401 Otanes** SteelScSr<br>*V.Alegria*00–00<br>JBQR (*ex*Riverdale) 2 *Dks* | 3041<br>2971<br>1872 | | 1895 C.Connell &Co. Glasgow | Cia.de Nav.Olazarri (Garteiz& Mendia'dua,*Mgrs*.) | 320·0 42·0 27·0 | Bilbao Spanish | T.3Cy.28″,38″&62″–42″<br>249NH<br>*WB* Dunsmuir&Jackson,Gls | | V |
| **402 Otarie** IronScTrawler<br>~~*Hannover*01–01~~ *ss*Bos.No.3–8,94<br>KMFR (*ex*Skirbeck) *ss*Bdx.No.2–02<br>*J.Courcoungnon* 1 *Dk* | 108<br>100<br>37<br>7,04 | ✠90A1 Bdx<br>NBs LMC | 1886 Earle'sCo. 2mo Hull<br>*Lloyd's.16CP* | Soc.desPêcheries duGolfe de Gascogne (J. Duvergier, *Mgr*.) | 85·0 20·0 9·9<br>F17 ND91<br>BK7½″ | Bordeaux French<br>*3 BHCem* | C.2Cy.12″&22″–20″<br>100lb 27NH<br>1SB.*2pf*,*G*822,*H*583<br>Earle'sCo.Ld.Hull | 10 · 10 | |
| **403 Otaru Maru** IronScSr<br>*Y.Yamanouchi*94–02 (*ex*Dardanus)<br>HJVD 2 *Dks* | 2547<br>2252<br>1579 | | 1886 Hawthorn, Leslie&Co,Ld Newcastle | NipponYusen KabushikiKaisha | 326·4 35·7 26·4 | Tokio Japanese | C.2Cy.27″&58″–60″<br>217NH<br>R.Stephenson&Co.,Nwc | | |
| **404** — WoodScSr<br>1419<br>HKHS 2 *Dks* | 167<br>156<br>97 | | 1894 Mayegawa Tomekichi Osaka | FujiyamaYokichi | 112·5 15·6 12·8 | Otaru, Shiribeshi Japanese | C.2Cy.18″&26″–15″<br>22NH<br>OnoSeikichi Osaka | | |
| **405 Otava** IronScSr<br>*A.Silfverberg*<br>RVLG *Elec.light* | 169<br>—<br>109 | | 1897 Paul Wahl &Co. Warkaus | WiborgsRederi-aktieb. | 98·4 21·9 4·7 | Wiborg Russian | C.2Cy.<br>PaulWahl&Co. | | |
| **406 Oteren** IronScSr<br>*P.R.Nielsen*00–03 *ss*Gls.No.3–9,99<br>MBQL (*ex*Lily,*ex*Godmunding) *ss*Xia.No.1–04<br>*Well deck* 1 *Dk(Iron)&Web frames* | 1185<br>11,04<br>958<br>741 | ✠100A1 Xia *o*<br>Lon<br>MC4,04 | 1888 BlythS.B. 2mo Co. Blyth<br>*Lloyd's.16CP* | Dampsk.Aktien. Oteren(Thv.B. Heistein) | 242·0 33·0 16·5<br>P87′B64′F27′ BK8<br>*WB = DBa*73′*f*57 239*t* | Xiansand Norwegian<br>*1 BHCem* | T.3Cy.18″,29″&48″–33″<br>130lb *50lb* 130NH<br>2SB.*4pf*,*G*866,*H*2072<br>N.E.MarineEng.Co.Ld Nwc | 17 · 2<br>s 1 · 9½ | |
| **407 Othello** SteelScSr<br>106732 *H.Bradley* –04<br>PNKH 2 *Dks* | 5059<br>3327 | | 1897 Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 420·0 48·2 28·8<br>P27′B115′F89′ | Hull British | T.3Cy.24½″,40″&70″–48″<br>339NH<br>*WB* Earle'sCo.(Lim.),Hull | | C |
| **408** — SteelScK<br>113619 *W.Just*87–01<br>SRTK 1 *Dk* | 240<br>214<br>88 | ✠100A1 Hul<br>*Stm Trawler*<br>10,01 LMC10,01 | 1901 Cook,Wel-t'n&Gemmell Hull<br>*Lloyd's.16CP* | Hellyer'sSteam FishingCo.Ld. | 125·0 21·5 11·5<br>Q49′ BK7″ | Hull British<br>*1 BHCem* | T.3Cy.12⅝″,21½″&35″–24″<br>200lb *s* 71RH<br>1SB.*2cf*,*G*835,*H*1220<br>Amos&Smith Hull | 12 · 4 | |
| **409 Othilia** SteelScSp<br>3733 *A.W.Oberg* –00<br>JLQM 1 *Dk* | 122<br>106<br>43 | | 1900 Jönköpings M.V.Aktieb. Jönköping | C.R.Lundberg | 86·2 19·5 11·8<br>B22′H5*t* | Stockholm Swedish | C.2Cy.17″&29″–17″<br>81NH<br>Jönköpings M.V.Aktieb. | | |
| **410 Othon Stathatos** SteelSc4MstSr<br>*E.A.Caravia*99–02<br>*Elec.light* 1 *Dk(pt Trnpt Stl)2tr B&deep framing&Dk rule* | 3022<br>2378<br>1946<br>11,03 | ✠100A1 Cff *r*<br>*with Freeboard*<br>LMC5,02 | 1902 J.Readhead &Sons S.Shields<br>*Lloyd's.16CP* | O.A.Stathatos | 326·0 46·1 23·5<br>P11′B150′F30′ FK6<br>*B = Cell DBa*110′ *u E&T*8′40″*f* 140′760*t* *D T* 40′ 426*t FPT* | Ithaca Greek<br>*6 BHCem*<br>*3pt APT* 290 | T.3Cy.24½″,40″&66″–45″<br>160lb *80lb* 310NH<br>2SB,*Grf*,*G*8121,*H*1940<br>J.Readhead&Sons,S.Shi | 26 · 6<br>s 7 · 8 | |
| **411 Othonna** SteelScK<br>108439 *H.Smith*92–99<br>(*Trawler*) 1 *Dk* | 180<br>161<br>84 | | 1899 J.Duthie, Sons&Co. Aberdeen | SouthernSteam TrawlingCo.Ld. (C.C.Morley *Mgr*.) | 110·8 20·8 11·1<br>Q23′ BK7½ | Milford British | T.3Cy.12″,19½″&32″<br>61RH<br>Whyte&Mair,Dundee | 12 · 10 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Tonnage Gross / Deduct Engine Room / Net | Particulars of Classification. Character. For Special Survey, Date of last Survey. | Port of Belong. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Register'd Dimensions of Deck Erections &c. Length. | Breadth. | Depth. | Port of Registry. Flag | Engines. No & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Builders & Furnace-Engine Makers Name. | Mean draft when classed. Date of last Dock Cert. | Register or Pitch. | Date when tailshaft last drawn |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 412 / 548 / HTSL | Otis<br>*I. Pedersen* 95–95 (ex Marie) | Iron Sc Sr<br>*ss* Got. No. 3–8.93<br>*ss* Got. No. 2–01<br>1 *Dk* (*Iru*) 2*tr b* | 1305<br>1043<br>770 | ✠100A1 Skm *p*<br>5,05 ~~2,04~~<br>~~BS1,04~~ ✠LMC2,01 | | 1880 12mo | Palmer's Co. Newcastle<br>*Lloyd's list* | Ångf. Aktieb. Ibis (K.O.F. Dalman, *Mgr.*)<br>*WB*—*Cell D B* 71 | 249·4 / 33·1 / 17·4<br>Q100 B48 H35*t*<br>F28′ BK8½′ | | | Gothenburg<br>Swedish | C.2Cy.28″&54″–36″ (s)<br>75lb *80lb* NPI 90 120 NH<br>1SB.4*pf*.Gs60, Hs1708<br>Palmer's Co. (Lim.), Nwc. | | | 2.04 |
| 413 / Otoyo / — / (ex Craigleith) | *F. de Arana* 99–01 | Steel Sc Sr<br>*ss* Rot. No 1–03<br>1 *Dk* (*Iru*) 2*tr b*<br>*s* deep framing 3 *Dk* rule | 3402<br>3191<br>2206 | ✠100A1 Rot *n*<br>~~5,04~~ ~~12,02~~ Cff<br>~~BS2,02~~ ✠LMC<br>~~MS12,03~~ | | 1899 2mo | W. Gray & Co Ltd. West Hartlepool | Cia. de Nav. Olazarri (Garteiz & Mendialdua, *Mgr.*)<br>*WB*—*Cell D B* | 330·0 / 47·1 / 24·7<br>P35 B91 F31<br>FK | | | M. Video<br>Uruguayan | T.3Cy.25″,40″&65″–42″ (s)<br>160lb *90lb* 275 NH<br>2SB.6*cf*.Gs96, Hs4174<br>Cen. Mar. Eng. Wrks. WHpl | 27 / 5 | | ~~2.03~~ |
| 414 / Otra / — / Joqb | *S. Larsen* –98 | Steel Sc Sr<br>*ss* Lth. No. 3–1.02<br>1 *Dk* (*Irn*) *s* Web frames<br>*Well deck* | 789<br>588<br>494 | ✠100A1 Lth *k*<br>~~1,05~~ ~~1,01~~<br>~~BS1,05~~ ✠LMC2,03 | | 1890 1mo | S. & H. Morton & Co. Leith | Acties. Otra (T. F. Andorsen)<br>*WB*—*Cell D B* 160′ 19′ 7″ *f* | 189·5 / 30·1 / 12·9<br>P30′ Q35′ B41 H20′<br>F26′ BK7½′ | | | Mandal<br>Norwegian | T.3Cy.14″,28″&37″–30″ (s)<br>160lb 70*lb* 78 NH<br>1SB.3*rf*, Gs43, Hs1207<br>S. & H. Morton & Co., Leith | 15 / 0<br>1 / 4 | | ~~1.03~~<br>1.05 |
| 415 / Otta / — / JVTH | *H. Linchausen* 02–02<br>1 *Dk* (*pt Irn*&*pt Stl*) 2*tr B&C*<br>*Well deck* | Steel Sc 3 Mast Sr<br>*ss* NYk. No. 1–04<br>*s* Web frames<br>3 *Dk* rule | 3251<br>3068<br>2088 | ✠100A1 NYk *r*<br>1,04<br>✠LMC1,04 | | 1899 6mo | J. Priestman & Co. Sunderland | L. W. Hansen<br>*WB*—*DBa* 110′ *f* 120′ 693*t* | 325·0 / 47·0 / 25·6<br>P31′ B90′ F35′<br>drp01 FK | | | Bergen<br>Norwegian | T.3Cy.25″,41″&67″–45″ (s)<br>160lb *80lb* 312 NH<br>2SB.*Spf*.Gs128, Hs1840<br>W. Allan & Co. Ld. Sld. | 26 / 10<br>4 / 11 | | 1.02 |
| 416 / Ottawa / 95480 / KVMN | *C. E. Harwood* –03<br>(ex Elbruz) *Carrying Petroleum in bulk*<br>*Mchy Aft* *Elec. light* | Steel Sc 3 Mast Sr | 2742<br>2700<br>2074 | | | 1888 | Armstrong Mitchell & Co. Ld. Newcastle | Anglo-American Oil Co. Ld. (J. McDonald, *Mgr.*) | 309·5 / 40·4 / 28·– | | | London<br>British | T.3Cy.28″,37″&60″–39″<br>FD 225 NH<br>Wllsnd Slpwy Co. Ld. Nwc. | | V | |
| 417 / — / 111413 | *Mchy. Aft* | Steel Sc Sr<br>2 *Dks* | 2431<br>1328<br>1344 | | | 1900 | Bertram E. Works Co. Ld Toronto | Canada Atlantic Transit Co. | 256·0 / 43·2 / 15·2 | | | Ottawa<br>British | T.3Cy.17″,28″&46″–32″<br>120 NH<br>Bertram E Wks. Co. Ld. Tto. | | | |
| 418 / Ottensen / — / — | *J. H. F. Bruhn* 90–04<br>*Elec. light* 1 *Dk* (*Stl*) *s Spr dk* (*Stl*) 3*tr B* | Steel Sc Sr | 4266<br>3074<br>2608 | ✠100A1 Nwe *y*<br>*Spar dk*<br>~~Class Cancelled~~ *Lloyd's* ~~1,04~~ *List*<br>~~MC10.04~~ | | 1904 10mo | Swan Hunter & Wigham Richardson Ld Newcastle | Deutsche-Austral. Dmpfsch. Ges.<br>*WB*—*Cell D B* 106′ *a E&B* 16′ *f* 172′ 925*t* | ~~2800~~ 49·7 ~~27·1~~<br>P&B 308 F46 19·1<br>378·8 FK 27·1 | | | Hamburg<br>German | Q.4Cy.28″,32″,48″&72″–54″<br>210lb (*r*) 492 NHP<br>3SB,9*cf*, Gs161, Hs6492, FD<br>Swan, Hunter & Wigham Richardson, Ld. Nwc. | 21 / 9 | | |
| 419 / Otter / 107832 | *D. Brown* 96–01 | Wood Sc Sr<br>2 *Dks* | 366<br>212<br>232 | | | 1900 | Canadian Pacific Nav Co. Ld. Victoria, B.C. | Canadian Pacific Railway Co. | 128·0 / 24·5 / 11·0 | | | Victoria, BC<br>British | C.2Cy.12″&24″–18″<br>E.*blt*.87, *alt*.&*fitted* 00 24 RH<br>T. Gowen. Victoria, B.C. | | | |
| 420 / — / 81390 | *Mchy. Aft* | Iron Sc Sk | 287<br>270<br>187 | | | 1880 | Blackwood & Gordon Pt. Glasgow | Cunard S.S. Co. Ld. | 142·2 / 23·2 / 10·2 | | | Liverpool<br>British | C.2Cy.14″&25″–21″<br>40 RH<br>Blackwood & Gordon, P. Gls | | | |
| 421 / — / 87323 | *A. Junner* | Steel Twin Sc Sr<br>1 *Dk* | 191<br>187<br>87 | | | 1884 | Ramage & Ferguson Leith | Government of Queensland | 128·6 / 21·2 / 10·2<br>B42′ | | | Brisbane<br>British | C.4Cy.15½″&30″–20″<br>99 RHP<br>Ramage & Ferguson, Leith | | | |
| 422 / — / 93487 | *J. W. Truefitt* –03<br>(*Trawler*) | Iron Sc Sr<br>1 *Dk* | 123<br>115<br>46 | ✠ Shi<br>3.94 | | 1888 12mo | J. T. Eltringham S. Shields | G. Alderson-Smith | 97·0 / 19·0 / 10·3 | | | Scarboro'<br>British | C.2Cy.17″&34″–22″<br>45 RHP<br>J. P. Rennoldson & Sns, S. Shl | 10 / 6 | | |
| 423 / Otterbacken / 1649 / HTCN | *T. J. H. Lagercrantz* 01–01<br>*Mchy. Aft* | Comp Sc Sp<br>(ex Amalia)<br>1 *Dk* | 192<br>162<br>115 | | | 1886 | S. Groth Sjötorp | Nora-Karlskoga Jernvägsaktieb. (O. Bärnheim) | 101·4 / 22·2 / 10·3<br>B18′ H7*t* | | | Nora<br>Swedish | 2Cy.12″&24″–16″<br>19 NHP<br>Eriksbergs M.V. Gothenburg | | | |
| 424 / Otterburn / — / MVNQ | *J. Lindblodt* –97<br>1 *Dk* (*Stl*) *s Web frames*<br>*Well deck* | Steel Sc Sr | 962<br>767<br>603 | ✠ Shl *m*<br>2,98 | | 1892 9mo | J. Laing Sunderland | A. G. Kolmaniantz & G A. Markariantz<br>*WB*—*Cell D* 167′ 200*t* *FPT* | 204·0 / 30·8 / 14·1<br>Q100′ B20′ F21′<br>lrp93 FK | | | Astrachan<br>Russian | T.3Cy.17″,28″&46″–30″<br>115 NHP<br>1SB.3*pf*, Gs50, Hs1700<br>W. Allan & Co., Sunderland | 16 / 7 | | |
| 425 / Otterhound / 95824 / MTQV | *R. Porter* –90 | Iron Sc K<br>1 *Dk* | 150<br>138<br>52 | | | 1890 | Cook, Welton & Gemmell Hull | Humber Steam Trawling Co. Ld. | 100·5 / 20·9 / 10·9<br>Q22′ F18′ BK7½′ | | | Hull<br>British | C.2Cy.17″&33″–22″<br>45 RHP<br>Bailey & Leetham, Hull | 11 / 11 | | |
| 426 / Otterspool / 105373 / PFWH | *J. J. Farnell* –03<br>1 *Dk* (*Stl*) *s pt Awng dk* (*Stl*) *s deep framing*<br>*ss* Bkn. No. 2–04 | Steel Sc Sr<br>~~*ss* Tug. No. 1–00~~ | 2878<br>2116<br>1840 | ✠100A1 Gls *t*<br>*pt Awng dk* Bkn<br>*with freeboard*<br>~~11,04~~ ~~11,08~~ ✠LMC11,04 | | 1896 3mo | W Pickersgill & Sons Sunderland | Hull Stm. Shpg. Co. Ld. (G.R. Sanderson & Co. *Mgrs.*)<br>*WB*—*Cell D B* 96 | 310·0 / 42·9 / 19·2<br>Q77′ dr 04<br>*pt Awng dk* 233′ FK<br>*a E&B* 44′ *f* 120′ 647*t* | | | Hull<br>British | T.3Cy.21½″,36″&60″–42″ (*r*)<br>180lb *80lb* 252 NH<br>2SB.6*pf*, Gs98, Hs3865<br>G. Clark (Lim.), Sunderland | 21 / 9<br>9 / 1 | | ~~11.04~~<br>11.04 |
| 427 / Otto / 109039 / QFPK | *F. B. Boyle* –98 | Steel Sc Sr<br>1 *Dk* | 836<br>596<br>272 | | | 1898 | Caledon SB. & E. Co Ld Dundee | T. Wilson, Sons & Co. Ld. | 225·0 / 32·1 / 12·0<br>Q61*t* B93*t* | | | Hull<br>British | T.3Cy.17″,30″&52″–36″<br>162 NH<br>Caledon S.B.&E.Co.Ld.Dun | | C<br>BT till 8.04 | |
| 428 / — / 1748 / JDLR | *W. Forssell* 00–00<br>(ex Sweden) | Iron Sc Sr<br>1 *Dk* 2*tr B* | 585<br>545<br>357 | | | 1869 | J. Laing Sunderland | Ångf. Aktieb. Kalmar (M. U. Petersson) | 190·4 / 27·7 / 15·2<br>Q29′ B37′ F19′<br>*WB* | | | Kalmar<br>Swedish | 2Cy.15″&41″–28″<br>NB93 74 NHP<br>G. Clark, Sunderland | 16 / 4 | G V | |
| 429 / — / 76 / HRJN | *C. J. Åberg* –02 | Iron Sc Sr<br>1 *Dk* | 341<br>299<br>180 | | | 1882 | P. Larsson Thorskog | Angf. Aktieb. Kalmar (M. U. Petersson) | 138·4 / 22·5 / 9·8<br>B28′ H5*t* | | | Gothenburg<br>Swedish | C.2Cy.11½″&25″–20″<br>NE99 NB99 23 NHP<br>Eriksberg M.V. Aktieb, Got | | G | |
| 430 / — / — / NFTS | *P. de Vries* 96–00<br>*Elec. light* | Iron Sc Sr<br>1 *Dk* | 152<br>130<br>88 | | | 1881 | F. Schichau Elbing | Sartori & Berger | 114·8 / 19·0 / 8·3<br>len 97 | | | Kiel<br>German | C.2Cy.9½″&17½″–10″<br>8 NHP<br>F. Schichau, Elbing | | G | |
| 431 / Otto Sverdrup / — / MBSR | *H. Michelsen* –04 | Steel Sc Sr<br>1 *Dk* 2*tr b* | 3526<br>3307<br>2291 | | | 1904 | J Readhead & Sons, Ld. South Shields | Bergh & Helland | 340·9 / 46·6 / 24·7<br>H174*t* F42′<br>*WB* | | | Bergen<br>Norwegian | T.3Cy.24″,40″&65″–45″<br>283 NHP<br>J. Readhead & Sons, S. Shl. | | | |
| 432 / — / — / JSWH | *O. Sörlie* 00–01 | Steel Sc Sr<br>1 *Dk* | 191<br>134<br>98 | | | 1898 | Trondhjms Mek. Verks. Dronthein | Indherreds Akties. Dmpskselskab (A. Kleven, *Mgr.*) | 121·1 / 19·2 / 9·0<br>B49*t* F6*t* | | | Stenkjær<br>Norwegian | T.3Cy.10¾″,17½″&28½″–18″<br>34 NHP<br>Trondhjems Mek. Verks. | | N | |
| 433 / Otto Woermann / — / RLDO | *L. Schuchhard* 02–04<br>*Elec. light* | Steel Sc Sr<br>(ex Borkum)<br>1 *Dk* | 1239<br>930<br>8 | | | 1898 | Act. Ges. "Neptun" Rostock | Woermann Linie Kommandit Ges. | 233·6 / 35·1 / 14·2<br>Q70′ B60′ F27′ | | | Hamburg<br>German | T.3Cy.16½″,25⅝″&41¾″–28″<br>92 NHP<br>*WB* A.G. "Neptun," Rostock | | G | |
| 434 / Ottokar / — / HDFT | *E. Rottschalk* 97–97<br>*Elec. light* | Iron Sc Sr<br>1 *Dk* & *Spar dk* & 3*tr B* | 957<br>704 | | | 1884 | F Schichau Elbing | Marcus Cohn & Son | 201·1 / 27·7 / 14·6<br>21·3 | | | Königsbrg<br>German | T.3Cy.16″,25″&39″–25″<br>NB95 76 NHP<br>*WB* F. Schichau, Elbing | | V | |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Voyages Particuliers. Nombre des Ponts. | Tonnage Officiel. Tonnage Brut. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière visite. Date de la prochaine visite. Machines. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse. Charbon. Consommation. |
|---|---|---|---|---|---|---|---|---|---|
| 435 | **Ottoman** SteelSc4MstSr<br>*T. Howell* –02 *ex*Liv.No.3–12,00<br>3 *Dks* (1 *Stl* & 1 pt *Stl-ws*) & *Spardk* (*Stl-ws*)<br>*Elec.light* & partial *Shelterdk* | 4800<br>4393<br>3010 | ✠100A1 Liv *z*<br>*Spar dk*<br>10,01<br>BS12,03 ✠LMC12,00 | 1890 Laird Bros.<br>11mo Birkenhead<br>A&CP | Brit.&N.Atlantic S.N.CoLd<br>*WB=* | 403·8 45·6 25·2<br>P49 B99 F49 32·5<br>FK<br>*Cell D B* 287 7 10*t* | Liverpool<br>British<br>6 *BHCem*<br>7 11 481*t* | 7.3Cy.31″,50″ &78″–60 *l*<br>150lb *80lb* 526NH<br>3DB.*18rf*,gs306,ns9040<br>Laird Bros., Birkenhead | 28 × 5<br>15·2½ |
| 436 | **Ottoman Empire** IronScK<br>*W.H.Morgan* –01 *ex*Hul.No.3–9,99<br>*J.Dk*<br>*ex*Hul.No.1–04 | 167<br>155<br>62 | ✠100A1 Hul<br>*Stm Trawler*<br>~~5,00~~ ✠LMC7,03<br>~~6,~~ BS6,04 | 1891 Cook, Welton&Gemmell<br>6mo Hull<br>*Lloyd's*A&CP | Cargill S.Trawling Co.Ld (E.B.Cargill & Co. *Mgrs.*) | 100·5 20·9 11·0<br>len99<br>drp04 BK7½ | Hull<br>British<br>1 *BHCem* | C.2Cy.16½″&30″–22″<br>100lb 44RH<br>1SB.*2pf*,gs829,ns938<br>C.D.Holmes&Co.Hull | 11 × 10 |
| 437 | **Otton** WoodSc<br>*1 Dk* | 120<br>—<br>63 | | 1895 .....<br>Piræus | E.A.Panagiotato | 99·0 19·6 9·0 | Kertsch<br>Russian | | |
| 438 | **Otvagny** SteelTwinSc<br>*1 Dk* | 151<br>—<br>106 | | 1893 .....<br>Rotterdam | Maria Mujaki | 142·2 17·2 8·2 | Odessa<br>Russian | | |
| 439 | **Ouady** IronTwinScCtr<br>*Mchy. Aft* 1 *Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 364<br>324<br>164 | | 1884 Lobnitz&Co.<br>Renfrew | Shell Transport&Trading Co Ld (M Samuel&Co. *Mgrs.*) | 134·7 25·4 13·1<br>*Wb* | Mocara Djawa<br>Dutch | C.4Cy.14″&28″–24″<br>64NH<br>Lobnitz&Co. Renfrew | |
| 440 | **Ouangondy** WoodPad<br>*F.Nwe*<br>*1 Dk* | 295<br>194<br>99 | | 1870 .....<br>St.John,N.B. | The Corporation of St.John,N.B. | 114·0 29·2 9·7<br>H99*t* | S.John,NB<br>British | 1 Cy.36″–96″<br>90RH | |
| 441 | **Oudalej** SteelSc<br>*1 Dk 2tr B* | 254<br>226<br>107 | | 1894 Kockums Mek.Verks<br>Malmö | Russian Government | 117·5 25·0 14·2<br>B13′ | Libau<br>Russian | C.2Cy.22″&44″–27½″<br>85NH<br>Motala Mek.Verks., Motala | |
| 442 | **Ouest** IronTwinSc<br>*Ch.H.Gilles* –03<br>*1 Dk* | 149<br>—<br>86 | | 1882 Chevalier &Grenier<br>Paris | La Fluviale Cie.Française de Transp.par Eau | 129·2 20·0 7·2 | Rouen<br>French | C.4Cy.12½″&22″–11½″<br>28NH<br>H.Satre, Lyons | |
| 443 | **Oulu** IronPadSp<br>*1 Dk* | 199<br>—<br>144 | | 1866 Bergsunds M.V.Aktieb.<br>Stockholm | E.Asplund | 117·9 17·6 7·7<br>H29*t* F14′ | Uleåborg<br>Russian | 2Cy.29¼″–29¼″<br>71NH<br>Bergsunds M.V.Aktb.Skm | |
| 444 | **Oura Maru** SteelScSr<br>*T.Miura* –01<br>*2 Dks* | 713<br>497<br>442 | ✠100A1 Nag *k*<br>~~Spar Lud~~ 3,00<br>✠LMC4,02 | 1902 Mitsu Bishi<br>4mo Dkyd&EWks Nagasaki<br>*Lloyd's*A&CP | Mitsu Bishi Goshi Kaisha<br>*WB=* | 184·1 29·0 16·1<br>Bs6 F35′<br>FK<br>*Cell D B u E&* B59 *t* | Nagasaki<br>Japanese<br>1 *BHCem* | T.3Cy.13″,22″&36″–27″ *l*<br>100lb 88NH<br>1SB,*3cf*,gs47,ns1558<br>Mitsu Bishi D.&E.Wks Nag<br>22′56*t* *FPT* 180 *APT* 17*t* 7*t* | 16 × 9 |
| 445 | **Ouraka** SteelScSr<br>*W.J.Ellis* –01<br>*Well deck* *1 Dk&Webframes* | 2637<br>2054<br>1709 | ... | 1890 Russell& Co.<br>Greenock | Adelaide S.S.Co.Ld | 300·3 41·2 19·6<br>P30 Q84 B123′<br>F26 FK | Adelaide<br>British<br>*Wb* | T.3Cy.22½″,35½″&58½″–39″<br>222NH<br>J.Howden&Co.,Glasgow | 22 × 8 |
| 446 | **Oural** Steel&IronSc3MstSr<br>*F.Huizer* –00 (*ex*Hans&Kurt) 1 *Dk*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy. Aft* | 2210<br>—<br>1549 | | 1887 Armstrong Mitchell& Co.(Lim.)<br>Newcastle | Soc.Anon.d'Armement,d'Industrie &de Commerce | 270·0 39·0 21·2<br>P157′ F34′ | Antwerp<br>Belgian | T.3Cy.20½″,34″&55″–36″<br>NB03 181NH<br>Wllsnd Slpwy Co.Ld.,Nwc | |
| 447 | **Ouse** SteelScSr<br>*T.F.Depledge* –03 *ss*Nwc.No.3–5,96<br>*ss*Nwc.No.1–00<br>*1 Dk(Irn)* | 763<br>601<br>432 | ✠100A1 Goo *m*<br>1,03<br>~~✠LMC~~ | 1884 W.Dobson &Co.<br>7mo Newcastle<br>*Lloyd's*A&CP | ~~Goole S. Strg. Co Ld~~<br>Lancashire~~&~~ ~~Somerset~~ Ly. Co. | 220·8 30·4 13·8<br>P29 B51′F28′<br>BK7<br>*WB=FPT* | Goole<br>British<br>5 *BHCem*<br>60*t* *APT* 61*t* | C.2Cy.28″&58″–38″ (s)<br>105lb *80lb* NDB02 168NH<br>1SB,*4pf*,gs80,ns2664<br>R.&W.Hawthorn, Nwc. | 14 × 7<br>s 2 · 0 |
| 448 — | — IronScSr<br>*H.Rahn* 01–02 *ss*Cff.2nd No.3–6,95<br>*ss*Cff.No.1–00<br>*1 Dk 2tr B* | 669<br>637<br>396 | ✠ ⚓ A1 Cff<br>3,01<br>✠NB6,94 LMC8,00<br>BS1,02 | 1869 Denton, Gray&Co.<br>4mo W Hartlepool<br>A&CP | J.T.Short&Co. | 202·2 29·0 17·1<br>Q21*t* F—<br>*WB=*<br>*DBa* 56 *t* 28′ | Cardiff<br>British<br>4 *BHCem*<br>*WB=* | C.2Cy.24″&45″–30″ *l*<br>85lb *85lb* NDB91 90RH<br>1SB,*3pf*,gs80,ns1300 NE76<br>G.Clark, Sunderland | 18 × 9<br>s 2 · 7½ |
| 449 — | — SteelScK<br>*ss*Hul.No.1–01<br>*1 Dk* | 167<br>152<br>58 | ✠100A1 Hul<br>*Stm Trawler*<br>~~5,01~~ ~~✠LMC~~ 8,04<br>1,05 | 1900 Mackie& Thomson<br>8mo Glasgow<br>*Lloyd's*A&CP | J.Leyman&Co.Ld. | 104·1 21·0 10·7<br>BK7½<br>*WB=*<br>*DT* 14′20*t* | Hull<br>British<br>1 *BHCem*<br>*WB=* | T.3Cy.10″,16″&27″–20″ *l*<br>200lb 52RH<br>1SB.*2pf*,gs26,ns542<br>Muir&Houston,Ld.Gls. | 11 × 7 |
| 450 | **Ouse Hopper No. 1** Irn&ptStlScSr<br>~~*R.F.James* 02~~ *ss*Ply.2nd No.3–5.01<br>*M.Whiteside* –04 *1 Dk(Irn)* | 516<br>469<br>231 | ✠ A1~ Liv *q*<br>*Stm Hopper*<br>2,04<br>~~Carpdk~~ ~~✠LMC~~ | 1885 W.Dobson &Co.<br>8mo Newcastle<br>*Lloyd's*A&CP | Sir J.Jackson,Ld. | 158·6 28·6 12·3<br>BK6 | London<br>British<br>7 *BHCem* | C.2Cy.22″&44″–30″ *l*<br>75lb 80RH<br>1SB.*3pf*,gs49,ns1720<br>NE Marine EC (Lim.),Nwc. | 13 × 1<br>s 1 · 10 |
| 451 | **Ouse Hopper No. 2** Irn&ptStlSc<br>*J.Gould* –03 *ss*Goo.No.3–8,95<br>*ss*Ply.No.2–01<br>*1 Dk(Irn)* | 516<br>468<br>233 | ✠ ... *Stm Hopper*<br>~~Carpdk~~ | 1885 W.Dobson &Co.<br>10mo Newcastle<br>*Lloyd's*A&CP | Sir J.Jackson,Ld. | 158·6 28·6 12·3<br>BK6 | London<br>British<br>7 *BHCem* | C.2Cy.22″&44″–30″ *l*<br>90lb 80RH<br>1SB,*3pf*,gs49,ns1720<br>NE Marine EC (Lim.),Nwc. | 13 × 1<br>s 1 · 10 |
| 452 | **Ouse Hopper No. 3** Irn&ptStlScSr<br>*J.Looby* –04 *ss*Sou.No.3–9,95<br>*ss*Goo.No.2–01<br>*1 Dk(Irn)* | 582<br>529<br>275 | ✠ A1 Bkn *h*<br>*Stm Hopper*<br>5,04 ~~7,00~~ ~~✠LMC~~<br>~~BS10,00~~ | 1886 W.Dobson &Co.<br>5mo Newcastle<br>*Lloyd's*A&CP | Trustees of the Aire&Calder Nav. Co.(W.H.Bartholomew. *Mgr.*) | 169·0 28·7 12·8<br>BK6 | Goole<br>British<br>7 *BHCem* | C.2Cy.22″&44″–30″ *l*<br>100lb 80RH<br>1SB.*3pf*,gs49,ns1720<br>NE Marine EC (Lim.),Nwc. | 13 × 6<br>s 1 · 11 |
| 453 | **Ouse Hopper No. 6** IronSc<br>*J.Simpson* –03 | 216<br>203<br>112 | | 1888 W.Dobson &Co.<br>Newcastle | Wick&Pulteney Hrb'r Trustees (D. W.Georgeson *Mgr.*) | 125·0 22·2 8·8 | Wick<br>British | C.2Cy.12″&24″–15″<br>24RH<br>N.Eastern Eng.Co.,Nwc | 9 × 4<br>s 1 · 4 |
| 454 | **Ousel** SteelScSr<br>*H.H.Gregory* –01<br>*Well deck* *2 Dks 1 pt Stl & pt Irn* | 1284<br>1140<br>648 | ✠100A1 Ant *p*<br>9,01 ~~2,02~~<br>✠LMC~~,00~~ 04 | 1901 Wigham-Richrdsn&Co Ld Newcastle<br>5mo A&CP | Cork S.S.Co.Ld.<br>*WB=Cell D* | 255·0 33·8 18·6<br>P&B143′F26<br>BK9<br>*Da* 67′*f* 96′ 217*t* *FPT* 27*t* *APT* 17*t* | Cork<br>British<br>5 *BHCem*<br>*WghmRchrdsn&C.Ld Nwc* | 1.8Cy.21″,38½″&54″–39″ *l*<br>160lb *80lb* 195NH<br>2SB.*6pf*,gs98,ns3120 | 19 × 9<br>s 2 · 4 |
| 455 | **Ouzou-Kalé** SteelSc | 319<br>311<br>195 | | 1900 Danubius Schoenicher Hartmann, Budapest | Russian Government | 151·5 29·5 13·0 | Nicolaieff<br>Russian<br>*WB* | C.2Cy.21″&32″–18″<br>36NH<br>Danubius Schoenichen Hartmann, Budap. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks &c | 3 Tonnage. Under Deck. Gross. Deduc. Net. | 4 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 5 Built. When. Where. By Whom. Ship. Engines. | 6 Owners. | 7 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 8 Port of Registry. Flag. | 9 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 10 Moulded depth. Freeboard amidships. ft. in. | 11 Registers in which classed, if not in L. R. Dates of Trade Cert. | 12 Date when last shaft last survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 456 HFVL TRDF | **Ovid** Steel Sc Sr<br>*L.Cubitt* 91-02<br>2 *Dks* (1 *St'l & Upt Irn & pt Stl*) *& Web frames* | 4159<br>3657<br>2686 | ✝100A1 HKg *u*<br>10,04 1,01 Yka<br>DMC10,02 | 1902<br>10mo<br>*Lloyd's* | J.L.Thompson & Sons, Ld. Sunderland<br>*A & CP* | 345·0 \| 48·5 \| 25·9<br>P37' B108' F30'<br>FK<br>116' *u* E20' *f* 148' 834 *t* | London<br>British<br>3 *BH Cem*<br>*APT* 133 *t* | T.3Cy.25″,40″ & 67″–45″ (*s*)<br>160 lb *160 lb* 330 NH<br>2SB.6*cf*, GS 102, HS 5381<br>Richardsons, Westgarth & Co. Ld. Hpl. | 28 ″ 5<br>s 5 ″ 3½ | | |
| 457 JHPL | **Ovidia** Steel Sc Sr<br>*V.Nordin* –99 *ss* Skm. No. 1–02<br>*Elec. light* 1 *Dk* (*Stl & deep framing & Web frames*) | 3028<br>2741<br>1820 | ✝100A1 Nwe *u*<br>~~3,08~~ 2,04 Cal<br>~~BS 10,08~~ ✝LMC 5,02 | 1897<br>6mo | J.L.Thompson & Sons Ld. Sunderland<br>*A & CP* | 325·0 \| 48·0 \| 21·6<br>P13' B82' F32'<br>FK<br>110' *u* E6' *B* 60' *f* 112' | Stockholm<br>Swedish<br>5 *BH Cem*<br>896 *t APT* 41 *t* | T.3Cy.24″,38″ & 64″–42″ (*s*)<br>160 lb ~~*150 lb*~~ 270 NHP<br>2SB.6*cf*, GS 115, HS 4085<br>J. Dickinson & Sons, Sld. | 24 ″ 2<br>s 4 ″ 5½ | | 10,03 |
| 458 JBQF | **Oviedo** ~~Steel Sc Bn~~<br>~~Abandoned after Collision 3.05~~ ~~*ss* Lbo. No. 3–8.02~~<br>(*ex* Realm)<br>*Well deck* 1 *Dk* (*Irn*) 2 *tr B* | ~~1712~~<br>1245<br>1091 | ✝~~100A1~~ Bly *q*<br>3,01 | 1889<br>10mo | Ramage & Ferguson Leith<br>A & CP | 265·1 \| 36·6 \| 15·9<br>P27' Q82' B110'<br>F24' BK 9″<br>*WB = Cell D B* 221' 365 *t* | Gijon<br>Spanish<br>1 *BH Cem*<br>*DB* 221' 365 *t* | T.3Cy.21″,34″ & 56″–36″ (*s*)<br>160 lb 192 NHP<br>2SB.6*cf*, GS 90, HS 2951<br>Ramage & Ferguson, Leith | 18 ″ 3<br>s 1 ″ 5½ | | N8,02 |
| 459 LPHS | **Ovingdean Grange** Steel Sc Sr<br>*H.H Lay* –04 *ss* Nwc. No. 3–3,02<br>*Ref. Mchy* 1 *Dk* (*Irn-pt w s*) & *Web frames* &<br>*Elec. light* *pt Awng dk* (*Irn-pt w s*) | 2348<br>1775<br>1465 | ✝100A1 Nwe *s*<br>*pt Awng dk with freeboard* Cff<br>5,01 2,03 ✝LMC 2,02 | 1890<br>3mo | R. Dixon & Co. Middlesbro'<br>A & CP | Houlder Line. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)<br>*WB = Cell D B* 234' 450 *t F PT* | London<br>British<br>3 *BH Cem*<br>401 *t APT* 18 *t* | T.3Cy.23″,37″ & 61″–42″ (*s*)<br>160 lb *40 lb* 315 NHP<br>3SB.9*cf*, GS 258, HS 5829<br>T. Richardson & Sons, Hpl. | 21 ″ 4<br>s 9 ″ 2½ | | 5,04 |
| 460 86271 | **Owain Tudur** Iron Sc 3 Mst Sr<br>*R.Ravenscroft* –04<br>*Well deck Mchy. Aft* 1 *Dk* | 234<br>171<br>79 | ~~RMC 4,03~~ | 1882 | Samuel Brs. Llanelly | *W.Rowland* 125·9 \| 20·1 \| 10·2<br>Q63' B7' F17'<br>BK 6½″<br>*WB* | Liverpool<br>British | C.2Cy.14″ & 32″–22″<br>NB 03 55 RHP<br>R. Nevill, Llanelly | 10 ″ 9 | | |
| 461 150813 | **Owana** Steel Pad<br>(*ex* Pennsylvania)<br>*Elec. light* 1 *Dk & Saloon dk* | 747<br>—<br>426 | | 1899 | Detroit Dry Dock Co. Wyndtte Mch | White Star Line (B.W. Parker *Mgr*) | 200·6 \| 32·0 \| 12·0 | Detroit<br>Utd. States | B.1Cy.48″–108″<br>*E. built* 64, *fitted* 99 184 NH | S | |
| 462 899 HFNB | **Owari Maru** Iron Sc Sr<br>*K.Shima* 02–02 *ss* Kob. No. 3–3.96<br>*ss* Yka. No. 2–04<br>2 *Dks* (1 *pt Irn*) & *pt Awng dk* | 1016<br>661<br>629 | ✝100A1 Yka *n*<br>*pt Awng dk with freeboard*<br>4,04 ✝LMC 4,04 | 1883<br>8mo | H. Murray & Co. Dumbarton<br>*Lloyd's* *A & CP* | Nippon Yusen Kabushiki Kaisha<br>*WB = D* | 216·4 \| 31·1 \| 15·5<br>Q73'<br>*pt Awng dk* 142' BK 8″<br>*Ba* 53' *f* 74' 187 *t F PT* | Tokio<br>Japanese<br>1 *BH Cem*<br>11 *t APT* 28 *t* | C.2Cy.28″ & 54″–36″ (*a*)<br>90 lb *50 lb* 138 NHP<br>1 DB. 4*pf*, GS 60, HS 2184<br>J. Howden & Co., Glasgow<br>*Freeboard to pt Awng dk* | 16 ″ 3<br>1 ″ 9<br>8 ″ 9½ | | 4,04 |
| 463 153153 | **Owego** Steel Sc<br>*J.Dugan* 95–01<br>*Elec. light* | 2612<br>—<br>1776 | | 1888 | Union Dry Dock Co. Buffalo, N.Y. | Erie R.R. Co. | 325·7 \| 41·2 \| 14·6<br>*WB* | Buffalo, NY<br>Utd. States | T.3Cy.28″, 42½″ & 72″–54″<br>381 NH<br>Quintard Iron Works, N.Yk | | | |
| 464 118799 | **Owl** Steel Sc K<br>*H.Ware* 99–04<br>1 *Dk* | 169<br>161<br>50 | ✝100A1 Goo<br>*Stm Trawler*<br>1,04 ✝LMC 1,04 | 1904<br>1mo | Gooles. B. & Repg Co. Ld. Goole<br>*Lloyd's* *A & CP* | Kelsall Bros. & Beeching, Ld. (J.E. A. Kelsall, *Mgr.*)<br>*WB = Deep tank.* | 110·3 \| 21·1 \| 11·2<br>BK 7½″ | Hull<br>British<br>3 *BH Cem*<br>/ 23' 41 *t* | T.3Cy.12″, 18″ & 30″–21″ (*s*)<br>160 lb 45 RHP<br>1 SB. 2*pf*, GS 26, HS 880<br>C.D. Holmes & Co. Hull | 12 ″ 0 | | |
| 465 105550 | — Steel & Iron Sc K<br>*G.E.Baker* –96 ~~*ss* Stm. No. 1–00~~<br>*Elec. light* *ss* Gms. No. 2–04 1 *Dk*<br>*Iron framing & Steel plating* | 117<br>112<br>33 | ✝100A1 Gms<br>*Stm Trawler*<br>5,01 ~~10,03~~ 04<br>~~BS 10,00~~ ✝LMC 6,00 | 1896<br>4mo<br>*Lloyd's* | Edwards Bros. North Shields<br>*A & CP* | Cleethorpes Steam Trawling Co. Ld. | 90·8 \| 20·1 \| 10·9<br>Q18' F18'<br>BK 7½″ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.9½″, 16″ & 25½″–19½″<br>200 lb (*s*) 30 RH<br>1 SB, 2*pf*, GS 26, HS 590<br>N.E. Marine Co. (Lim.), Sld | 11 ″ 7 | | N5,04 |
| 466 64924 JTBF | **Oxford** Iron Sc Sr<br>*G.H.Lee* –02 6th Survey, Hul. 8,96<br>1st Survey. Hul. 7.01<br>1 *Dk* (*Irn*) 2 *tr B* | 1282<br>1002<br>802 | ✝ A1 1 Lon<br>~~3,01~~ 1,01 Liv Lv | 1870<br>6mo | Humphrys & Pearson Hull | T. Wilson, Sons & Co. Ld. | 243·6 \| 31·7 \| 17·1<br>P129' F27'<br>drp 05 BK 12″ | Hull<br>British<br>5 *BH* | C.2Cy.21″ & 56″–33″<br>NE 79 NB 96 98 RH<br>1 DB, 4*cf*, GS 66, HS 1754<br>Bailey & Leetham, Hull | 18 ″ 4<br>s 2 ″ 3½ | | |
| 467 109450 | — Steel Sc Yl<br>*G.W.Jackson* –07 *ss* Gms. No. 1–01<br>1 *Dk* | 161<br>148<br>55 | ✝100A1 Gms<br>*Stm Trawler*<br>7,01 ~~11,00~~ 04<br>~~BS 10,00~~ MG 10,04 | 1897<br>2mo | Mackie & Thomson Glasgow<br>A & CP | Hagerup, Doughty & Co. Ld. | 104·2 \| 20·5 \| 10·7<br>Q17' F19'<br>BK 7½″ | Grimsby<br>British<br>4 *BH Cem* | T.3Cy.10″, 16″ & 27″–20″ (*s*)<br>180 lb 45 RH<br>1 SB. 2*pf*, GS 23, HS 536<br>Muir & Houston (Lim.), Gls | 11 ″ 7 | | ~~5,08~~<br>N7,04 |
| 468 QJLR | **Oxonian** Steel Sc 4 Mst Sr<br>~~*G.W.Colpitts* –03~~ *ss* Ant. No. 1–03<br>(*ex* Pinemore) 2 *Dks* (1 *Stl & U pt Irn*)<br>*Ref. Mchy.* *C.Shadlock* –05 *pt Stl*) 3 *tr B*<br>*Elec. light* | 6306<br>5995<br>4072 | ✝100A1 Ant *c*†<br>8,01 ~~8,03~~ Lon<br>BS 8,05 ✝LMC 7,00 | 1898<br>11mo<br>*Lloyd's* | C. Connell & Co. Glasgow<br>*A & CP* | F. Leyland & Co. (1900), Ld.<br>*WB = Cell D* *Ba* 132' *u* E5' *B* 61' *f* | 459·0 \| 52·5 \| 31·0<br>P56' B & F 338'<br>FK & BK 2½″<br>205' 1417 *t DT* | Liverpool<br>British<br>7 *BH Cem* | T.3Cy.28″, 47½″ & 78″–60″ (*s*)<br>200 lb 608 NH<br>'D' & 1SB *15cf* GS 312 HS 10261<br>D. Rowan & Son, Glasgow<br>*a* 35' 1150 *t F PT* 77 *t APT* 60 *t* | 34 ″ 1<br>7 ″ 3½ | | ~~*s* 11,02~~<br>8,04 |
| 469 81287 | **Oxton** Iron Twin Sc<br>*A.M'Dougall* *ss* Liv. No. 1–84<br>1 *Dk* | 452<br>431<br>84 | ✝ Liv *g*<br>*For Ferry purposes*<br>7.84 | 1879<br>6mo | W. Simons & Co. Renfrew | Municipal Corporation of Birkenh'd | 130·0 \| 45·2 \| 12·0 | Liverpool<br>British<br>4 *BH Cem* | C.4Cy.19″ & 34″–24″<br>NB 93 98 RH<br>W. Simons & Co., Renfrew | | BT till ~~1,00~~ 12,06 | |
| 470 KMRD | **Oxus** Iron Sc Bk<br>*Bourdon* 91–99<br>3 *Dks* | 3810<br>—<br>1856 | | 1879 | Messageries Maritimes La Ciotat | Messageries Maritimes | 394·6 \| 39·7 \| 32·8 | Marseilles<br>French | C.3Cy.43¼″ & (2) 60¼″–43¼″<br>NB 99 398 NHP<br>Messageries Mar., La Ciotat | | | |
| 471 98090 LNRC | — Steel Sc Sr<br>*S.P.Pope* –00 ~~*ss* Hkg. No. 2–98~~<br>1 *Dk* (*Iron*) & *Spar dk*<br>*Mchy. Aft* *ss* Npt. No. 3–1,04 | 912<br>861<br>569 | ✝100A1 Bal *k*<br>*Spar dk* ~~Npt~~<br>~~3,02~~ 3,05 Phl<br>1,04 | 1890<br>6mo | Strand Slip-way Co. Sunderland | Lombard S.S. Co. Ld. (J. White, *Mgr.*)<br>*WB = Cell D B* 128' 144 *t F PT* | 216·0 \| 28·1 \| 11·2<br>17·9<br>BK 7½ | London<br>British<br>3 *BH Cem*<br>30 *t APT* 12 *t* | T.3Cy.20″, 33″ & 54″–33″ (*s*)<br>160 lb *60 lb* 170 NHP<br>1 DB. 6*pf*, GS 72, HS 2580<br>N.E. Mar. E. Co. (Lim.), Sld. | 13 ″ 5<br>s 5 ″ 4½ | | ~~N4,04~~<br>3,05 |
| 472 HKWQ | **Oyapocá** Steel Pad Sr<br>1 *Dk* | 431<br>—<br>336 | | 1884 | A. Leslie & Co. Newcastle | Levy Ferreira & Co. | 177·0 \| 27·5 \| 8·2 | Para<br>Brazilian | C.2Cy.30″ & 54″–51″<br>174 NH<br>Black, Hawthorn & Co. Gtsd | | | |
| 473 RLTG | **Oyo** Steel Sc<br>*H.Richers* 01–02<br>1 *Dk* | 326<br>217<br>168 | | 1900 | Bremer "Vulkan" Vegesack | Woermann-Linie Kommanditt Ges. | 145·0 \| 26·2 \| 7·5<br>Q47' B22' | Hamburg<br>German | C.2Cy.14½″ & 26″–19¾″<br>25 NHP<br>Bremer "Vulkan," Vegesck | | CG | |
| 474 1427 HKBP (*ex* Bengloe) | **Oyo Maru** Iron Sc Sr<br>*ss* Lth. No. 3–2,91<br>2 *Dks* (1 *Irn*) 3 *tr B* | 1911<br>1794<br>1185 | ✝ Shi *s*<br>8.94 | 1878<br>9mo | Barclay, Curle & Co. Glasgow | Settsu Kogio Kabushiki Kaisha | 301·6 \| 32·2 \| 25·4<br>B16' F41'<br>BK 10″ | Kobé<br>Japanese<br>5 *BH Cem* | C.2Cy.36½″ & 61½″–45″<br>NDB 89 213 NHP<br>2DB. 8*pf*. GS 110, HS 3422<br>Barclay, Curle & Co., Gls. | 26 ″ 2 | | |
| 475 88947 | **Ozone** Steel Pad Sr<br>*A.E.Booth* –02<br>1 *Dk & Promenade dk* | 572<br>520<br>113 | | 1883 | Napier, Shanks & Bell Glasgow | Bay Excursion Co. Ld. | 260·0 \| 28·1 \| 10·6<br>H52' | Melbourne<br>British | C.2Cy.47″ & 85″–66″<br>489 NHP<br>Rankin & Blackmore, Grnck | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| Numéro d'Ordre | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage réduit | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.= Force en chevaux d'après les formules de la Société. RIP.= Force en chevaux d'après les registres du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | P. de Satrustegui SteelScSr<br>*A. Roldos* 9-98 ex Dmb. No. 3–7 1<br>JCHW (ex Tara) ss Cdz No. 2 98 2715<br>*Elec light* 3 *Dks* (2 *Std*–*Upper*) | 4716<br>4515<br>2715 | ✠ 100A1 Cdz *y*<br>Sus. Feb. 1901 Gen<br>10,03 LMC7 03 | 1890 A. & J. Inglis<br>1mo Glasgow<br>*Lloyd's 4/4 CP* | Cia. Trasatlantica<br>*WB=* | 410·0 46·1 29·5<br>P51 B162 F51<br>BK11 | Barcelona<br>Spanish<br>(*BH Cem*<br>B102 770 | T. 4 Cy. 38" 52" & 86"<br>170lb *130lb* 700 NH<br>3 DB, *18cf*, 6832, 8 8681 FD<br>A. & J. Inglis, Glasgow | 31 | 2 |
| 2 | P. Herfoll (*NOW A LIGHTER*)<br>HCQS (ex Saint Erik) 1 *Dk* | 417<br>315<br>298 | | 1872 S. G. Jenson<br>Stockholm | Framnæs Mek. Værksted | 150·3 25·8 13·7<br>Q28 B31 t H6 t F9 t | Sandefjord<br>Norwegian | C. 2 Cy. 18½" & 32½"–21"<br>NB 90 10 NH<br>Borgsunds M. V. Skm | | |
| 3 | P. P. Miller SteelScSr<br>*Mchy. Aft* 1 *Dk* 2 *tr B* | 2845<br>—<br>2858 | | 1903 Buffalo<br>D. D. Co.<br>Buffalo | Miller S.S. Co. | 354·0 48·0 28·0 | Cleveland<br>U'td. States | T. 3 Cy. 20", 33½" & 55"–40"<br>191 NH<br>American S.B. Co. Cleveland | | |
| 4 | Pachino IronScBn<br>114 *D. Pedone*<br>RGQL 2 *Dks* | 1049<br>370<br>684 | ✠ Sld *L* | 1872 W. Watson<br>11mo Sunderland | Nav. Gen. Italiana | 225·7 29·9 21·3<br>B240<br>*WB = DB* | Palermo<br>Italian<br>2 *BH* 3 *Cem* | C. 2 Cy. 32" & 60"–32½"<br>NB 87 175 NH<br>N.E. Marine E. Co. (Lm.) Sld. | | I |
| 5 | Pachtusoff SteelScSr<br>*A. Warneck* –98<br>*Well deck Elec. light* 1 *Dk* | 507<br>375<br>100 | ... | 1898 W. Harkess<br>& Sons<br>Middlesbro' | Russian Government | 160·1 26·1 12·3<br>Q82 B11 F22<br>BK | | T. 3 Cy. 12", 21" & 33"–24"<br>65 NH<br>Whyte & Mair, Dundee | 13 | 0 |
| 6 | Pachumba IronScSr<br>73804 *F. R. Cammack* –04<br>WTNG 2 *Dks* (*Shelter dk*) | 867<br>694<br>544 | ✠ Cly *n*<br>*Shelter dk*<br>12,75 | 1875 A. & J. Inglis<br>11 mo Glasgow | British India Stm. Nav. Co. Ld. | 230·7 28·3 16·4<br>B | Glasgow<br>British<br>*5 BH Cem* | C. 2 Cy. 32" & 54"–36"<br>146 NH<br>A. & J. Inglis, Glasgow | | |
| 7 | Pacific SteelScSr<br>104353 *T. E. Thompson* –01 ss Sld. No. 2–02<br>NVPS 1 *Dk* (*Std*) *Web frames* @ *pt Awng dk* (*Irn*) | 2919<br>2191<br>1869 | ✠ 100A1 Bry *t*<br>*pt Awng dk*<br>*with freeboard*<br>1,05 LMC<br>MS 5,02 | 1895 J. L. Thompson & Sons, Ld.<br>6mo Sunderland<br>A&CP<br>*WB* | Pacific Shippng. Ld | 312·0 41·0 20·6<br>P25 Q90<br>*pt Awng dk* B197<br>*Cell DB* 2124 7123 | Sundrland<br>British<br>*6 BH Cem*<br>*AP T52t* | T. 3 Cy. 22½", 36½", & 60"–42"<br>160lb *200lb* 217 NH<br>2 SB 6 *pf* 68 116 NS 3900<br>J. Dickinson, Sunderland | 23 | 1<br>8 8½ |
| 8 | — SteelScSr<br>102932 *F. W. Major* –03 ss Hul. No. 2–02<br>NHMF 1 *Dk* (*Std*) *Web frames* @ *pt Awng dk* (*Irn*) | 2622<br>1974<br>1691 | ✠ 100A1 Cff *t*<br>*pt Awng dk*<br>*with freeboard*<br>1,04<br>BS 7,02 LMC 02 | 1894 W. Gray & Co. (Lim.)<br>1mo West Hartlepool<br>A&CP | W. H. Cockerline & Co.<br>*B = Cell DB* (*not under Bkrs.*) | 300·0 42·0 18·3<br>P27 Q88<br>*pt Awng dk* 185<br>238 613 | Hull<br>British<br>5 *BH Cem*<br>*AP T52t* | T. 3 Cy. 24", 38" & 64"–42" (*s*)<br>160lb *80lb* 258 NH<br>2 SB. *Grf*, 0885, HS 3750<br>Cen. Mar. Eng. Wrks. W Hpl | 20 | 10<br>8 8 |
| 9 | — SteelTwinScSr<br>*Cable Vessel* 1 *Dk* @ *Spar dk*<br>*H. C. Petersen* –03 *Elec. light* | 1570<br>934<br>728 | | 1903 Akt. Burmeistr & Wain<br>Copenhagen | Store Nordiske Telegraf Selskab | 264·6 35·8 21·5 | Copnhagn<br>Danish<br>*WB* | T. 6 Cy. 16½", 27" & 45"–27"<br>210 NH<br>Akt Burmeistr & Wain, Cpn | | V |
| 10 | Wrecked 9.04 IronScK<br>*R. Smith* –02<br>SVMD 1 *Dk* | 252<br>250<br>149 | | 1884 J. Walker<br>& Co.<br>Maryboro' | J. D. Campbell | 134·0 20·2 10·2<br>P23 B48 F18 | Brisbane<br>British | C. 2 Cy. 18" & 38"–20"<br>47 RH<br>J. Walker & Co., Maryboro' | | |
| 11 | — SteelScK<br>103824 *J. W. Debnam* –98 ss Gms. No. 1 02<br>QHFJ 1 *Dk* | 219<br>199<br>90 | ✠ 100A1 Gms<br>*Well Fishing Vessel*<br>7,01 LMC 07<br>BS 7,04 | 1898 Earle's Co. Ld.<br>9mo Hull<br>*Lloyd's 4/4 CP* | Grimsby Steam Fishing Co. Ld. | 114·0 21·0 11·7<br>Q14 F21<br>BK7½ | Grimsby<br>British<br>3 *BH Cem* | T. 3 Cy. 12", 20" & 32"–28" (*s*)<br>200lb 55 RH<br>1 SB. *2cf*, 0833, HS 880<br>Earle's Co. Ld. Hull | 12 | 3 |
| 12 | Pacifico IronScK<br>*P. Ureta* 01–03<br>JBRM (ex Pacific) 1 *Dk* | *133*<br>*124*<br>*95* | | 1892 Anderson<br>& Laverick<br>Newcastle | Cia. del Vap. San Miguel (G. de Armona, *Mgr.*) | 103·0 20·2 10·6<br>BK6½ | Bilbao<br>Spanish | C. 2 Cy. 17" & 31"–24"<br>47 NH<br>Hodden & Ross, L.N.S. | 11 | 6 |
| 13 | Pacifique SteelScBn<br>*Bourge* 01–01<br>KMRN 3 *Dks* @ *Spar dk* | 1938<br>—<br>900 | | 1899 Message. Maritimes<br>La Ciotat | Messageries Maritimes | 292·0 35·6 25·3<br>B123 F85 | Marseilles<br>French | T. 3 Cy. 24", 37" & 55"–42"<br>199 NH<br>Forges & C. de la Medit. Msl | | |
| 14 | Paddington SteelScSr<br>105194 *R. H. Griffiths* –00 ss C.F. No. 1–02<br>QBSW 1 *Dk* (*Irn*) 2 *tr B* @ *Web frames* 3 *Dk rale* | 3903<br>3423<br>2502 | ✠ 100A1 Cff *w*<br>*Trunk dk*<br>*with Poop and*<br>3,03 | 1898 Ropner & Son, Stockton<br>1mo A&CP<br>*WB = Cell DB* (191 *s. E. J. B. S. F 65*) | Paddington S.S. Co. Ld. (E. Thomas, Radcliffe & Co.) | 336·5 46·5 25·6<br>P39 B71 F35<br>BK | Cardiff<br>British<br>3 *BH Cem*<br>*AP T 210* | T. 3 Cy. 24", 40" & 66"–45" (*s*)<br>160lb 200 NH<br>2 SB & 1 Ax S B *Grf* 32 *pf* 68 1<br>Blair & Co. Ld. Stk. HS 4160 | 27<br>4 7½ | 3 |
| 15 | Paddy SteelTwinScSr<br>2 *Dks*<br>*Carrying Petroleum in bulk* | *1200*<br>*Std* | | 1903 W. Dobson<br>& Co.<br>Newcastle | A. Suart & Co. | 248·0 32·0 17·5<br>P18 B34 F28 | Baku<br>Russian | C. 4 Cy. 20" & 41"–27"<br>146 NH<br>MacColl & Pollock, Sld | | |
| 16 | Padilla SteelScSr<br>ss Trn. No. 3–11, 00<br>(ex *Ivy*) 1 *Dk* (*pt Std*–*ss*)<br>*Elec light* | 587<br>451<br>184 | ✠ —— Bkn *j*<br>4,03 | 1888 C. J. Bigger<br>8mo Londonderry | Colombian Government | 190·0 28·2 13·3<br>P41 B66 F53<br>BK7½ | Colombian<br>*5 BH Cem* | T. 3 Cy. 17½", 29" & 47"–36"<br>125 NH<br>2 SB, *4cf*, 0870, HS 1770<br>Lees, Anderson & Co., Gls. | 14 | |
| 17 | Padmavati SteelScSr<br>103942 1 *Dk* @ *Shade dk* | 218 252<br>50 | | 1904 Grngem'th<br>& Greenock<br>Dockyard Co.<br>Greenock | Shepherd & Co. | 142·6 26·1 | Bombay<br>British | T. 3 Cy. 12", 19" & 31"–27"<br>4 RHP<br>Dunsmuir & Jackson, Gls | | BT till 1905 |
| 18 | Padoue IronScK<br>ss Hul. No. 2–98<br>KMRS (ex City of Wakefield) 1 *Dk* | 147<br>136<br>7 | ✠ Hul<br>*Non Freeboard*<br>8,00 | 1891 Cook, Welton & Gemmell<br>3mo Hull | Peberay | 99·0 20·9 11·0<br>BK7½ | Boulogne<br>French<br>3 *BH Cem* | C. 2 Cy. 17½" & 34"–24"<br>1 SB. *2pf*, 0841<br>Findall & Co. Hull | 11 | 10<br>47 NH |
| 19 | Paes de Carvalho SteelTwinScSr<br>*J. Darling* 96–96<br>*Elec. light* 1 *Dk* @ *Promenade dk* | *452*<br>*351*<br>*261* | | 1896 Gourlay<br>Bros. & Co.<br>Dundee | Amazon Stm. Nav. Co. Ld. | 172·0 33·2 8·6<br>P28 B11 F36 | Para<br>Brazilian | T. 6 Cy. 10", 16" & 26"–21"<br>81 NH<br>Gourlay Bros. & Co., Dundee | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| No. in Stock. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Built. When. — Ship. — Engines. / By Whom. Where. | Owners. | Register'd Dimensions Deck Erections &c. Length. Breadth. Depth. | Port of Register. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed if not in Lt. Distinct Load Line. | Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 JDBR | **Pagasarri** SteelScSr<br>*Lezama* 02-02 *ssBry. No.1-03*<br>*Master* *Late Name if any.*<br>*Special Surveys.* *No. of Decks, &c.* | 3287<br>3035<br>2021 | ✝100A1 Bry *c*<br>*Spar dk with freeboard* BS11,04<br>7,01 ✝LMC1,05<br>3,05 | 1898 W. Hamilton & Co. 10mo Pt. Glasgow A&CP | Cia. Naviera Vascongada (F. de Abasolo, *Mgr.*) | 329·9 45.5 16·2<br>P31'B118'F39 2S8 FK<br>*WB = Cell D Ba 4u E144' f 144 727t* | Bilbao Spanish | T.3Cy.24",40"&65"–42" (s<br>180lb 90lb 300NH<br>2SB.6cf,GS141,HS4671<br>D.Rowan&Son,Glasgow | 18 " 6<br>4 " 0½<br>24 " 7½ | | Lost<br>6,05 |
| 21 | **Pago** SteelPadLr<br>*Elec.light* | 674<br>874<br>250 | | 1887 W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co.Ld. | 250·0 35·1 9·8 | Glasgow British | C.D.2Cy.37½"&65"–72"<br>299NH<br>Denny&Co.,Dumbarton | | | |
| 22 | **Pak Kang** CompSc<br>*H.J.Shierhorst* -98<br>(ex Chun Wai) *2 Dks* | 434<br>378<br>289 | | 1888 Tam Mow Whampoa | ~~Kwang Wan Stmbt. Co.Ld.~~<br>Hu Shun Tsun | 148·0 21·0 10·0 | Hong Kong British | C.2Cy.20"&42"–27<br>72RH<br>Tam Mow, Whampoa | | | |
| 23 PBGD | **Pak Ling** *Podway* -04 SteelScSr<br>~~ss(G)Ls.No.1–10~~<br>*2 Dks(Stl-Uteak s) & Deep framing*<br>*Elec.light* *ssBkn.No 2–03 3 Dk rule* | 4447<br>4243<br>2875 | ✝100A1 Bkn *y*<br>~~6,11 LMC~~ 6,05 ~~11,04 Lon.Swr~~<br>MS12,03 ✝LMC<br>BS11,04 BS11,04 | 1895 Workman, 9mo Clark & Co.Ld Belfast *Lloyd's A&CP* | China Mutual Stm. Nav.Co.Ld. (A. Holt&Co., *Mgrs.*)<br>*WB = Cell D Ba 125' uE & B61' f 1* | 410·0 48·1 27·4<br>P15'B108'F47' BK9<br>*WB = Cell D Ba 112' uE26' f 140'* | Liverpool British 6 *BHCem* | T.3Cy.28",47"&77"–60" (s<br>180lb *90lb* 600NH<br>2DB,*12pf*,GS220,HS8493 FD<br>Wrkmn.Clark&Co.Ld.Bel<br>*a 25' 370t FPT75t APT50t* | 30 " 5<br>8 " 6 | BT till 14.06<br>10,06 | ~~6,03~~<br>6,04 |
| 24 PBFH | **Pakeha** SteelScSr<br>*W.B.Holmes* -03 *ssLon.No.3–4.03*<br>*Ref.Mchy. Elec.light* *2 Dks(Iron) 3 tr B* | 4331<br>3381<br>2842 | ✝100A1 Lon *w*<br>~~6,04 Lon~~ 1,05 Nwc<br>~~MS11,04~~ ✝LMC4,03<br>~~BS11,04~~ 6,04 Lt.RC2,05 | 1890 Ropner& 8mo Son Stockton A&CP | Shaw, Savill& Albion Co.Ld. | 364·8 47·0 26·9<br>P23'B88'F38' BK11<br>*WB = Cell D B 322' 784'* | S'thamptn British 6 *BHCem* | T.3Cy.28",46"&75"–48" (s<br>160lb *90lb* 415NH<br>2DB.*8cf*,GS164,HS6590<br>Blair&Co (Lim.),Stockton | 29 " 9<br>8 " 6½ | | ~~4,03~~<br>5,04 |
| 25 PBFH | **Pakhoi** SteelScSr<br>*R.E.Tuebben* -03 *2 Dks* | 1992<br>1783<br>1227 | | 1895 Scott & Co. Greenock | China Nav.Co.Ld. | 274·8 38·2 21·4<br>P9'B58'F31' *WB* | London British | T.3Cy.20",32"&52"–39"<br>169NH<br>Scott&Co.,Greenock | | | |
| 26 QHMP | **Paklat** SteelSc<br>(ex Maria Rickmers)<br>*Elec.light* *1 Dk & Spar dk* | 1657<br>1488<br>1018 | | 1902 Rickmers Act.Ges. Bremerhaven | Norddeutscher Lloyd | 253·0 37·4 19·6<br>P& B160'F26' | Bremen German *WB* | T.3Cy.18⅝",30½"&49⅝"<br>–31½" 135NH<br>Ottenser Maschf. Altona | | G | |
| 27 QHDK | **Paknam** SteelScSr<br>*A.Denker*<br>*Elec.light* *2 Dks* | 2004<br>1781<br>1283 | | 1900 Workman, Clark & Co.Ld Belfast | Norddeutscher Lloyd | 277·2 41·1 21·2<br>B74'F26' | Bremen German *WB* | T.3Cy.19",32"&52"–30"<br>148NH<br>Wrkman,Clark&Co.Ld Be | | | |
| 28 LQKP | **Palamcotta** SteelScSr<br>*A.J.Windebank* -01<br>*Elec.light* *3 Dks(1 Stl & 1 pt Stl–ws)* | 3413<br>3084<br>2208 | ✝ Gls *a*<br>5,99 | 1890 A&J Inglis 4mo Glasgow | British India Stm. Nav.Co.Ld.<br>*WB = Cell D B270' 467t* | 360·0 42·2 26·4<br>P68' B86' F48' BK11<br>*WB = Cell D B 322' 784'* | Glasgow British 6 *BHCem* | T.3Cy.27½",45"&70"–54"<br>2DB.*12cf*,GS220 360NH<br>A.&J.Inglis,Glasgow | 29 " 3 | | |
| 29 MBGW | **Palander** WoodScK<br>*J.Pilskog* -03<br>(ex Lark) *1 Dk* | 104<br>96<br>15 | | 1897 A. Marr Leith | Henr. Hoff | 90·0 20·0 10·2<br>H8*t* | Aalesund Norwegian | C.2Cy.13"&26"–22"<br>29NH<br>King&Sons,Glasgow | | | |
| 30 RKFB | **Palatia** SteelTwinSc4MstSr<br>*H.Magin* 86-02 *3 Dks & Shelter dk*<br>*Ref.Mchy Elec.light* *& Web frames* | 7326<br>—<br>4705 | | 1894 Act.Ges. "Vulcan" Stettin | Hamburg-Amerik. Packetf. Act.Ges. (Ham.-Amr.Linie) | 461·1 52·0 31·9<br>*Shelter dk 130'* | Hamburg German *WB* | T.6Cy.25",40½"&64⅞"–49½"<br>578NH<br>A.G."Vulcan," Stettin | | G | |
| 31 KWLQ | **Palatine** *ss*Gls.No.3 6,04 SteelScSr<br>*H.A.Ross* –92 ~~ss Nwc.No.3–10.02~~<br>*Well deck* ~~ss Bly.No.2–99~~<br>*Inner bottom plating Iron* *1 Dk(Stl) 2 tr B* | 2119<br>1636<br>1322 | ✝100A1 Tru *r*<br>6,04 ~~1,04~~ Gls<br>~~MS1,04~~ ✝LMC<br>MS1,04 BS6,04 | 1888 Palmers' 12mo Co.(Lim.) Newcastle *Lloyd's A&CP* | W.S.Miller&Co.<br>*WB = Cell D B 226' 416t* | 275·6 37·8 18·8<br>P28'Q76'B107'<br>F34' BK9½ | Glasgow British 4 *BHpt Aspt Cem* | T.3Cy.22",35"&58"–42" (s<br>160lb *60lb* 226NH<br>2SB.*6rf*,GS99,HS3523<br>Palmers' Co.(Lim.),Nwc. | 21 " 7<br>8 2 " 0 | | 1,04 |
| 32 | **Palatinia** SteelSc4MstSr<br>*C.S.Jackson* –04<br>*1 Dk* | 3620<br>3362<br>2332 | | 1898 Furness, Withy&Co Ld W Hartlepool | Manchester& Salford S.S.Co.Ld. (Sivewright Bacon &Co., *Mgrs.*) | 361·5 49·0 24·9<br>P40'B112 F37' | Manchestr British *WB* | T.3Cy.24",39"&66"–45"<br>292NH<br>T.Richardsn&Sns.Ld.Hpl. | | C | |
| 33 PBWV | **Palawan** SteelScSr<br>*J.D.Andrews* –02<br>*2 Dks(1 Stl–ws & 1 Stl–teak s) 3 tr B*<br>*Elec.light* | 4686<br>4107<br>2996 | ✝ Grk *y*<br>10.95 | 1895 Caird&Co. 10mo (Lim.) Greenock | P.&O.Stm.Nav.Co.<br>*WB = Cell D Ba 94' uE & B79' f 136' 732t* | 400·1 46·7 28·0<br>P48'B140'F86' BK9<br>*FPT59t APT58t* | Greenock British 7 *BHCem* | T.3Cy.28",46"&77"–54"<br>496NH<br>2DB.*8cf*,GS155,HS6682 FD<br>Caird&Co.(Lim.),Grk. | 31 " 1<br>8 " 5½ | BT till 6,03 | |
| 34 HCLF | **Palena** SteelSc3MstSr<br>*J.C.Moon* 85–95<br>*Elec.light* *2 Dks & Shade dk* | 2640<br>—<br>1581 | | 1896 J. Reid& Co.(Lim.) Glasgow | Companiа Sud Americana de Vap. | 350·0 42·1 19·5<br>F27' BK10½ | Valparaiso Chilian *WB* | T.3Cy.28",45"&74"–54"<br>500NH<br>Dunsmuir&Jackson,Gls. | 23 " 0 | | |
| 35 VCQW | **Palermo** SteelTwinScSr<br>*E.G.Andrews* –03<br>*Elec.light* *2 Dks 3 tr B* | 7597<br>7236<br>4909 | | 1903 Barclay, Curle&Co.Ld Glasgow | P.& O.Stm Nav.Co. | 479·5 57·2 32·5<br>P43'B98'F54' | Glasgow British *WB* | T.6Cy.22½",37"&60½"–48"<br>506NH<br>Barclay,Curle&Co.Ld.Gls | | C | |
| 36 — Broken up 04 JPKN | — IronScSr<br>*C.Petranich* 00 -00 | 1623<br>1619<br>987 | | 1871 Schlsinger Davis&Co. Newcastle | Flli. Gerbaz | 270·0 31·5 23·0<br>H15*t* FK | Fiume Aust.-Hung | C.2Cy.32"&60"–33"<br>NB81 172NH<br>M.Samuelson,Hull | | V | |
| 37 — RFHW | — IronScSr<br>*Asmus* 02–03 *ss Ham.2nd No.3–6.00*<br>*2 Dks(1 Iron)* | 1107<br>1016<br>686 | ✝ | 1876 C. Mitchell 11mo &Co. Newcastle A&CP | Rob. M. Sloman, Jun. | 240·0 31·2 18·2<br>B25'F28' BK8½ | Hamburg German 1 *BH Cem* | C.2Cy.29½"&55"–36" (s<br>74lb *75lb* NDB94 135NH<br>2SB.*6pf*,GS67,HS2181<br>Blair&Co.(Lim.),Stockton | | | 2,03 |
| 38 — RHBP | — IronScSr<br>40 *V.Bottone*<br>*2 Dks* | 536<br>453<br>340 | | 1863 Scott&Co. Greenock | Nav.Gen.Italiana | 184·3 25·7 15·0 | Palermo Italian | C.2Cy.27½"&55"–30"<br>NB88 138NH<br>Greenock Fndry Co.,Grk. | | I | |
| 39 RHCC | **Palestina** IronScSr<br>10 *S.LaCommare* (ex Skerryvore)<br>*2 Dks & Awngdk* | 967<br>946<br>629 | | 1871 W. Simons &Co. Renfrew | Nav.Gen.Italiana | 220·8 28·0 16·6 | Palermo Italian | C.2Cy.28¾"&52½"–36"<br>NB97 135NH<br>W.Simons&Co.,Renfrew | | I | |
| 40 QBPM | **Palestrina** SteelScSr<br>*J.McLean* –04 *ss Bry. No.1–02*<br>*1 Dk(Stl) & Spar dk(Iron) & deep framing* | 3489<br>3229<br>2209 | ✝100A1 Bry *r*<br>*Spar dk*<br>2,05 BS~~10,05~~<br>✝LMC7,0 | 1898 Bartram& 4mo Sons Sunderland A&CP | Jenneson Taylor& Co. | 350·0 46·5 16·2<br>P32'B68'F36' 2+3 BK8<br>*WB = Cell D Ba 112' uE26' f 140'* | Sundrland British 6 *BHCem* 71 *tAPT68t* | T.3Cy.24",39"&64"–42" (s<br>180lb *180lb* 288NH<br>2SB.*6rf*,GS118,HS4450<br>J.Dickinson & Sons,Ld.Shd | 18 " 8<br>6 " 0<br>5 " 4 | | ~~7,02~~<br>7,04 |
| 41 SFMN | **Paliki** SteelScSr<br>*B.Garvie* –02 *ss Clv. No.3–4.02*<br>*Well deck* *1 Dk(Iron) & Web frames* | 1578<br>1178<br>923 | ✝ Clv *a* | 1889 J. Blumer 10mo &Co. Sunderland A&CP | Algoma Central& Hudson Bay Rly. Co. (FH. Clergue, *Mgr.*)<br>*WB = Cell D B 198' 326t* | 240·0 36·0 17·1<br>Q89 B106'F29' FK | Sundrland British 1 *BH Cem* | T.3Cy.19⅛",30"&48"–36" (s<br>160lb *85lb* NDB99 139NH<br>2SB.*4rf*,GS77,HS2084<br>Alley & Maclellan,Glasgow | 19 " 5<br>1 " 5 | | 4,02 |
| 42 PBVS | **Palitana** SteelSc3MstSr<br>93321 *W.C.Lamerchand* –01<br>*Elec.light* *3 Dks(U Stl–ws)* | 2998<br>1861<br>1934 | ✝ Gls *a*<br>10,86 | 1886 A&J Inglis 1mo Glasgow | British India Stm. Nav.Co.Ld. | 325·0 40·2 18·8<br>P57'B76 F29' 26·7<br>*WB = D Ba 86 280t* | Glasgow British 6 *BH Cem* | T.3Cy.27½",44"&66"–54"<br>320NH<br>A.&J.Inglis,Glasgow | 28 " 0 | | |

| Numéro d'ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite | Construit. Quand. Où. | Armateurs. | Dimensions d'après la Donne. Superstructures, &c. | Port d'Armement | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Chevaux d'après les formules de la Société. RHP=Chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Quille. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 43 | **Pallada** Steel Sc Sr<br>*P. Okermann* 96–00<br>1 *Dk(Stl & Spar dk(Stl)*<br>*Elec. light* *& deep framing* | 3455<br>2118 | ✝100A1 Ham<br>*Spar dk*<br>5,00 | 1900 Howaldts-werke Kiel | Russian Stm. Nav. & Trading Co. | 345·0 46·0 16·4<br>P30′ B74′ F40′ 21[illegible]<br>FK<br>*B = Cell D Ba* [illegible] | Odessa<br>Russian<br>*BH Cem* | T. 3 Cy. 26½″, 42½″ & 69″–43½<br>160lb *160lb* (s) 332 NHP<br>2 S B. *6cf*, gs 103, hs 4379<br>18t *APT* 25t Howaldtswerke, Kiel | 18 « 10<br>« 5 · 7 | |
| 44 | **Pallanza** Steel Sc Sr<br>*New name of "Tukula." See No. 12 in Sup.*<br>2 *Dks(Stl)* 3tr *B & Shelter dk(Stl)* | [illegible]<br>[illegible]<br>4426 | ✝100A1 Gen<br>*Shelter dk with freeboard*<br>9,03 | 1904 Cant. Nav. di Muggiano Spezia<br>*Lloyd's s.t & CP* | Cant. Nav. di Muggiano (L. Capuccio, *Mgr.*)<br>*WB = Cell D Ba* 127′ | [illegible]<br>415·3 52·0 29·[illegible]<br>FK<br>*E & B* 70′ *f* 146 909 *t* *ZT* 229 810 *t* | Genoa<br>Italian<br>*6 BH Cem* | T. 3 Cy. 28″, 46″ & 77″–48″ (s)<br>180lb 493 NHP<br>4 S B. *12cf*, gs 187, hs 8259<br>Wkmn, Westgarth & Co Ltd Hpl<br>*f* 25′ 760 *t* *PT* 904 *APT* 35t | 32 « 1<br>« 6 · 0 | |
| 45 | — Steel Sc 3 Mat Sr<br>Ant No. 3–3,03<br>(*ex* Chancellor) 2 *Dk(Stl)* 3tr *B*<br>*A. Petersen* –97 2 *Dks(Stl–wa)* 3tr *B* | 4623<br>4258<br>2984 | ✝100A1 Ham *y*<br>4,05<br>MS 1,08 MC<br>1,5 | 1891 C. S. Swan & Hunter Newcastle | Dmpfschred Union A.G. | 400·0 47·0 28·7<br>P39′ B100′ F46′<br>BK 9″<br>*WB = Cell D B* 340′ 880 *t* | Hamburg<br>German<br>*6 BH Cem* | T. 3 Cy. 29″, 48″ & 77″–51″ (s)<br>160lb 161 NHP<br>2 D B. *16pf*, gs 235, hs 7500<br>Wilsnd & Stpwy. Co. Ld. Nwc | 31 « 6<br>« 7 · 2 | |
| 46 | **Pallas** Steel Sc Sr<br>*ss* Ham. No. 1–02<br>*F. Beyer* 1 *Dk(Stl)* & *Deep framing* & *pt Awng dk(Iron)* | 2052<br>1399<br>1332 | ✝100A1 Fln<br>*pt Awng dk with freeboard*<br>1,74<br>✝LMC | 1897 W. Gray & Co. Ltd. West Hartlepool | H. Schmidt<br>*WB = Cell D B* | 270·0 39·2 15·9<br>P 17 Q 6<br>*pt Awng dk* 167′ FK<br>*Awng E* 106 *f* 112′ 478 *t* | Flensburg<br>German<br>*1 BH Cem* | T. 3 Cy. 19″, 30½″ & 51″–36″ (s)<br>160lb 156 NHP<br>2 S B. *dr f*, gs 541, hs 2330<br>*1 PT* 691 Gen. Mar. Eng Wrks. W Hpl | 18 « 2<br>« 8 · 2 | |
| 47 | — Steel Sc Sr<br>*O. J. Brandstrom* 94–98 *ss* Nwc. No. 3–3,03<br>1 *Dk(Iron)* & *Web frames* & *pt Awng dk(Iron)*<br>*Elec. light* | 1202<br>1160<br>692 | ✝100A1 Lon *m*<br>*pt Awng dk with freeboard*<br>1,04 | 1890 Edwards' S.B.Co. Newcastle | Finska Ångf Aktieb (L. Krogius, *Mgr.*) | 212·0 32·0 13·8<br>P31′ Q41′ FK<br>*pt Awng Dk* 137<br>*WB = Cell D B* 174′ | Helsingfrs<br>Russian<br>*5 BH Cem* | T. 3 Cy. 16½″, 26½″ & 43½″–30″<br>160lb *80lb* NDB 01 (s) 106 NHP<br>1 S B. *3cf*, gs 50, hs 1597<br>286 *t* *APT* 8t G. Clark & Co. (Lim.), Sld. | 16 « 0<br>« 7 · 10½ | |
| 48 | — Iron & Steel Sc Sp<br>1885 *H. G. Hansson* 85–90<br>JDNV 1 *Dk & Shelter dk* | 252<br>94<br>165 | ✝NB 3,03 ✝LMC 8 | 1885 Motala Co. Motala | Ångf. Aktieb. Göta Kanal (A. Rönnow) | 96·0 22·0 8·2<br>H 42′ 15·0 | Stockholm<br>Swedish | C. 2 Cy. 18½″ & 30″–16″<br>30 NHP<br>Motala Co., Motala | | |
| 49 | **Palm** Steel Pad<br>99088 *G. Atkins* –92<br>1 *Dk* | 137<br>137<br>83 | | 1892 R. & H. Green London | Thames Stm. Bt. Co. (1897), Ld. | 125·0 20·0 6·9 | London<br>British | 1 C. 2 Cy. 21½″–22″<br>24 RH<br>J. Penn & Sons, London | | |
| 50 | **Palma** Steel Twin Sc Sr<br>116000 *G. W. Cockman* –03<br>VGLT *Elec. light* 2 *Dks* 3tr *B* & *deep framing* | 7632<br>7230<br>4913 | | 1903 Workman, Clark & Co. Ltd. Belfast | P. & O. Stm. Nav. Co. | 480·0 57·2 32·7<br>P45′ B98′ F52′<br>*B B* | Belfast<br>British | T. 6 Cy. 22½″, 36½″ & 61″–48″<br>516 NHP<br>Wrkman, Clark & Co. Ld Bel | | |
| 51 | — Iron Sc Sr<br>*J. Verd*<br>JBSM (*ex* Puerto Mahón, *ex* Ebro) 1 *Dk* | 495<br>450<br>223 | | 1853 Scott & Co. Greenock | B. Borras | 205·7 25·2 16·9<br>P67 Q52 B26′ F34′ | Palma, Maj<br>Spanish | C. 4 Cy. 24″ & 34″–24″<br>94 NHP<br>Alexander Bros. Barcelona | | |
| 52 | — Iron Sc K<br>*F. Carmona* *ss* Hul. No. 1–00<br>(*ex* Councillor) 1 *Dk* | 168<br>155<br>66 | ✝100A1 Hul<br>*Stm Trawler* Gib<br>7,04 | 1896 Cook, Welton & Gemmell Hull<br>*Lloyd's s.t & CP* | Soc. Anon de Pesca Algecireña | 105·0 20·5 11·0<br>Q24′<br>BK 7½ | Algeciras<br>Spanish<br>*3 BH Cem* | C. 2 Cy. 14½″ & 33″–22″ (s)<br>160lb 47 NHP<br>1 S B. *2pf*, gs 31, hs 812<br>Bailey & Leetham, Hull | 11 « 9 | |
| 53 | **Palmaria** Iron Sc Bn<br>117 *A. Gil di Borgia* 3rd Survey, 81<br>RHFD (*ex* Cassini) 1 *Dk* & *Spar dk* 3tr *B* | 1034<br>638<br>662 | Clf Lv<br>3,81 | 1866 A. Leslie & Co. Hebburn | Nav. Gen. Italiana | 219·8 28·0 16·1 | Genoa<br>Italian | C. 2 Cy. 17¾″ & 33½″–36″<br>NB 83 56 NHP<br>R. & W. Hawthorn, Nwc. | | |
| 54 | **Palmer** Steel Twin Sc Sr<br>89588 *A. J. Clark* 1 *Dk*<br>JMCB | 267<br>216<br>133 | ✝ Tns *e*<br>1,89 | 1884 J. Fullerton & Co. Paisley | Australas'n United Stm. Nav. Co. Ld. | 140·2 26·0 8·5<br>Q28′ B28′ F16<br>FK | Sydney NSW<br>British<br>*4 BH Cem* | C. 4 Cy. 15″ & 30″–18″<br>74 RH<br>Kincaid & Co., Greenock | 9 « 0 | |
| 55 | **Palmerston** Iron Sc Sr<br>78636 *D. Macaulay* (*ex* Rook)<br>1 *Dk* | 463<br>383<br>239 | | 1878 J. & G. Thomson Glasgow | Mount Pleasant Coal & Iron Mining Co. Ld. | 175·3 25·0 13·0<br>Q29′ B38′ F30 | Sydney NSW<br>British | C. 2 Cy. 20″ & 39″–28″<br>70 RH<br>J. & G. Thomson, Glasgow | | |
| 56 | — Iron Pad<br>44923 *J. Mason* 83–83 | 109<br>109<br>55 | | 1864 ..... London | Gt. Western Rly. Co | 96·5 18·5 9·4 | Milford<br>British | L. 2 Cy. 30″–18″<br>NB 96 60 RH<br>Simpson & Co., London | | |
| 57 | **Palmira** Iron Sc Sr<br>*G. Rendueles* (*ex* Maria Isasi)<br>JBTC *Mchy. Aft* | 165<br>—<br>94 | | 1869 J. Fullerton & Co. Paisley | Gonzalez y Olavarria, Soc. en Com. | 95·2 19·1 8·9 | Gijon<br>Spanish | 2 Cy. 20″–21″<br>28 NHP<br>W. King & Co., Glasgow | | |
| 58 | **Paloma** *F. D. Wright* 05–05 Steel Sc Sr<br>*ss* N. Yk. No. 2–02<br>(*ex* Arbutus) 1 *Dk(Stl)* & *Spar dk*<br>*Elec. light* (*Stl–teak s*) & *deep framing* | 2169<br>1916<br>1401 | ✝100A1 N Yk *s*<br>*Spar dk*<br>5,05 | 1894 Workman Clark & Co. Ltd. Belfast<br>*Lloyd's s.t & CP* | Cia. Maritima Cubana (W. D. Munson, N. Yk. *Mgr.*)<br>*WB = Cell D B* 220′ 318 *t* | 281·7 39·7 15·[illegible]<br>P23′ B50′ F36′ 22 5<br>FK | Havana<br>Cuban<br>*4 BH Cem* | T. 3 Cy. 22″, 36″ & 60″–42″ (s)<br>180lb 274 NHP<br>2 S B. [illegible] gs 378, hs 3380<br>*4 PT* 86t Wrkman, Clark & Co. Ld Bel | 17 « 9 | |
| 59 | **Palomares** Iron Sc Sr<br>*C. Sneyers* [illegible] *ss* Lth. No. 3–1,91<br>MBPS *Well deck* *ss* Shl. No. 2–03<br>1 *Dk(Iron)* 2tr *B* | 1390<br>1104<br>804 | ✝100A1 Ant *p*<br>12,04 3,01<br>BS 8,01 | 1881 Palmers' Co. Newcastle<br>*Lloyd's s & CP* | La Maritime Anversoise (F. Alexander, *Mgr.*) | 215·9 35·2 16·0<br>P92′ B54′ F28′<br>FK<br>*WB = Cell D B* 206′ 290 *t* | Antwerp<br>Belgian<br>*3 BH Cem* | C. 2 Cy. 30″ & 57″–39″ (a)<br>80lb *80lb* NDB 92 158 NHP<br>1 S B. *4pf*, gs 72, hs 2094<br>Palmers Co. (Lim.), Nwc. | 18 « 0<br>« 8 · 0½ | |
| 60 | **Palow** Steel Pad<br>82262 *Sommerville* | 244<br>244<br>154 | | 1879 Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 160·4 26·0 7·6 | Glasgow<br>British | C. D. 2 Cy. 25″ & 42″–42″<br>90 RH<br>Denny & Co., Dumbarton | | |
| 61 | **Pampa** Steel Sc Sr<br>*L. L. Lau* *ss* B As. No. 1–00<br>(*ex* Barcelona) 1 *Dk(Stl)* & *Spar dk*<br>*Elec. light* (*Stl–wa*) 3tr *B* | 4218<br>3958<br>2761 | ✝100A1 BAs *z*<br>*Spar dk*<br>11,01 MC 11 | 1895 C. Connell & Co. Glasgow | Argentine Government<br>*WB =* | 390·0 46·0 20·6<br>P36′ F48′ 28·7<br>BK 11 | Bns. Ayres<br>Argentine<br>*6 BH Cem* | T. 3 Cy. 30″, 48″ & 78″–54″ (s)<br>160lb *80lb* 501 NHP<br>2 D & 1 S B. *15cf*, gs 298, hs [illegible]<br>80′ *f* 142′ 660 *t* Dunsmuir & Jackson, Gls. | 23 « 6 | |
| 62 | — Iron Sc Bg<br>Toulouse<br>KMVW *Ref. Mchy.* 2 *Dks & Spar dk* | 3021<br>—<br>1779 | | 1878 Forges & C. de la Medit. La Seyne | Chargeurs Réunis | 329·7 39·4 22·0<br>H — F41′ 31·3 | Havre<br>French | C. 2 Cy. 85½″ & 71″–39½″<br>NB 90 261 NHP<br>Forges & C. de la Medit, Hav. | | |
| 63 | **Pan** Steel Sc Sr<br>2364 *A. J. Andersson* –95<br>HSPO 1 *Dk* 2tr *B* | 842<br>750<br>510 | | 1886 Aktiebol. Atlas Gefle | Rederi Aktieb. Union (G. O. Wallenberg) | 201·1 27·4 18·3<br>B48′ H15′ | Stockholm<br>Swedish<br>*H B* | C. 2 Cy. 26′ & 44½″–28½″<br>90 NH<br>Actiebol. Atlas, Stockholm | | |
| 64 | **Panaghi Vagliano** Steel Sc Sr<br>*Liverdato*<br>1 *Dk* 2tr *B* | 813<br>695<br>503 | | 1899 Smith's Dock Co. Ld. North Shields | C. Svorono & Sons | 224·4 32·0 12·0<br>B22 F19′ | Kertsch<br>Russian<br>*1 BH* | 1 C. 3 Cy. 15″, 25″ & 40″–27″<br>83 NH<br>McColl & Pollock, Sld. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage. Gross. Under deck. Net. | 4 5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. | 8 Years Assigned now expired. Equipment Letter. | 9 Built. When. Ships. Engines | By Whom. Where. | 10 Owners | 11 Registd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & kind of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Surveyors in which classed. If not in L.R. Date of L.R. Class Cert. | 16 Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | **Panama** | 5981 | | | | 1902 | Fairfield Co.Ld. Glasgow | Pacific StmNavCo | 401·2 | 52·3 | 33·7 | Liverpool British | T.6Cy.22½",38"&63"–48" 550NH | | | |
| | W.Styes 03 | 4160 | | | | | | | F63' | | | WB | FairfieldCo.Ld.Glasgow | | | |
| TJKP | Ref.Mchy Elec.light | 3507 | 2Dks&Shade dk& Promenade dk | | | | | | | | | | | | | |
| 66 | **Panay** | 3811 | | | | 1902 | ChicagoS. B.Co. Chicago | E.D.Carter | 356·0 | 50·0 | 24·0 | Cleveland Utd.States | T.3Cy.20",33½"&55"–40" 191NH | | V | |
| 150959 | C.H.Wilson –02 | 3697 | | | | | | | | | | WB | ChicagoS.B.Co.Chicago | | | |
| | Mchy.Aft Elec.light | 2778 | 1Dk2trB | | | | | | | | | | | | | |
| 67 | **Panderma** | 279 | | | | 1878 | H.McIntyre Paisley | IdareiMassousieh | 157·4 | 27·9 | 21·2 | Constanpl Turkish | C.2Cy.20"&35"–24" 50NH | | | |
| | Ali (exKymi,exTrocadero) | 278 | | | | | | | Q71'B14'F16' | | | BK7" | | | | |
| | | 192 | 1Dk | | | | | | | | | WB | Hutson&Corbett, Glasgow | | | |
| 68 | **Pandia A. Ralli** | 2282 | ✠100A1 12,03 | Bry | s | 1903 | W.Gray& Co.Ld. WHartlepool | Nav.àVapeur Panhellénique | 302·8 | 43·2 | 19·8 | Piræus Greek | T.3Cy.22",35"&59"–39" (s 160lb 80lb 222NH 2SB,6rf,GS85,HS3398 | 22 " 3 s 3 " 8½ | | |
| | E.Papaconstantopoulos93–03 | 2111 | | | | 3mo | | | P26'B72'F31' | | | FK | | | | |
| | 1Dk(Irn)&deep framing | 1451 | | | | *Lloyd's* | | WB=CellDBa100 | uE&B40'f120'668t | | | APT40t | Gen.Mar.Eng.Wrks.WHpl. | | | |
| | Elec.light | | | | | | | | | | | | | | | |
| 69 | **Pandia S.** | 298 | | | | 1871 | ..... Utd Kingdom | D.A.Negroponte | 179·6 | 27·8 | 6·4 | Taganrog Russian | | | | |
| | | — | 1Dk | | | | | | | | | | | | | |
| | | 204 | | | | | | | | | | | | | | |
| 70 | **Pandion** | 1279 | ✠100A1 3,05 | Nwc | p | 1904 | Swan,Hunter& Wigham Richardson, Ld Newcastle | CorkS.S.Co.Ld. | 255·4 | 33·7 | 18·6 | Cork British | T.3Cy.21",33½"&54"–39"(s 160lb 80lb 195NH 2SB,6pf,GS97,HS3120 Swan,Hunter&Wigham-Richardson,Ld.Nwc | 19 " 9 s 3 " 3 | | 3,05 |
| 115110 | W.R.Mace02–04 | 1123 | Mch | | | 5mo | | | P&B141'F60' | | | BK9" | | | | |
| VRWH | 1Dk(pt sldpt Irn)&lower dk in Nos.1,2&3 holds(forward Stl) | 592 | | | | *Lloyd's* | | WB=CellDBa67'6 | E19'f88'250t | | | FPT27tAPT17t | | | | |
| | Well deck Elec.light | | | | | | | | | | | | | | | |
| 71 | **Pandora** | 207 | ✠100A1 4,01 | Bng | c | 1893 | Schlsinger, Davis&Co. Newcastle | AngleseyShpg.Co. (O.T.Jones, *Mgr.*) | 116·0 | 23·1 | 7·9 | Beaumaris British | C.2Cy.13"&26"–16" (r 100lb 75lb 35RH 1SB.2pf,GS27,HS552 Hedley&Boyd,N.Shields | 8 " 7 s " 10½ | | 4,01 |
| 00948 | G.Griffith83–03 | 154 | BS12,03 | | | 1mo | | | Q46'B7'F14' | | | FK | | | | |
| FCQG | 1Dk(Irn) | 79 | | | | | A&CP | | | | | WB | =FPT16t | | | |
| 72 | **Pandosia** | 3326 | ✠100A1 Spar dk 7,03 | Mch | r | 1900 | Russell& Co. Pt.Glasgow A&CP | SS.PandosiaCo.Ld (Wm.Thomson& Co.) WB=CellDBa10 | 330·6 | 48·1 | 15·9 | Liverpool British | T.3Cy.24",40"&65"–42" (s 180lb 80lb 288NH 5BHCem | 18 " 4 s 5 " 4 | | 7.03 8,04 |
| 110649 | J.L.Crossley –04 | 3088 | | | | 4mo | | | P20'B74'F33' | | | FK | | | | |
| RPQV | 1Dk(Stl)&Spar dk (Stl)&deep framing | 2165 | | | | 8,04 | | | 2'uE&B40'f140'87 | | | 7tAPT110t | 2SB,6cf,GS135,HS1311 J.G.Kincaid&Co.Greenock | | | |
| 73 | **Panellenion** | 310 | | | | 1856 | ..... | NewHellenicSteam Nav.Soc. | 156·8 | 21·9 | 12·0 | Syra Greek | C.4Cy.15"&34"–24" 94NH | | | |
| | M.Mavros | — | | | | | | | | | | | | | | |
| HKLN | | 195 | | | | | | | | | | | | | | |
| 74 | **Panmure** | 321 | 100A1 12,04 6,08 | Fal Pnz | f | 1859 | J.& W. Dudgeon London A&CP | Bain,Sons&Co. | 148·2 | 22·0 | 12·0 | Penzance British | C.2Cy.22"&40"–27" (s 66lb E made 83 90RH 1SB,3pf,GS50,HS1350 Seaward&Co.London | 12 " 7 s 1 " 9 | | 3.03 12,04 |
| 96567 | W.J.Cock92–00 ssPnz.2ndNo.3–10.00 | 269 | | | | | | | Q53'F28' | | | BK7" | | | | |
| | (exH.M.S.LordPanmure) 1Dk | 129 | | | | 12.04 | | | | | | 4BHCem | | | | |
| | Mchy.Aft ssPnz.No.1–04 | | | | | | | | | | | | | | | |
| 75 | **Pannonia** | 9851 | ✠100A1 Shelter dk 11,04 5.01 | Gls | ft | 1903 | J.Brown &Co.Ld Glasgow | CunardS.S.Co.Ld. | 486·5 | 59·3 | 33·6 | Liverpool British | T.6Cy.25½",42"&70"–48" (s 190lb 811NH 2D&2SB,18rf,GS418, HS13235 | 36 " 0 s 7 " 11 | BT till 5,05 | |
| 118040 | ~~T.Potts96–01~~ | 7434 | | | | 3mo | | | P26'B74'F53' | | | FK | | | | |
| VPTN | D.Dow –04 2Dks(Stl–ws)3trBd& deep framing&Shelter dk(Stl–ws) | 6210 | | | | *Lloyd's* | | WB=CellDBa f196'1347tDTa32' | 126'uE&B81 102'at DT/f36' 1060t | | | 8BHCem APT94t | J.Brown&Co.Ld.Glasgow | | | |
| | Elec.light | | | | | | | | | | | | | | | |
| 76 | — | 779 | ✠100A1 with freeboard 4,0 6,06 11,04 | Fiu Tri | l | 1896 | Wigham Richrdsn&Co Newcastle | Soc.inAzioniUn-garoCroata diNav. Maritt.aVap. | 220·0 | 29·2 | 14·4 | Constanpl British Turkish | C.2Cy.21",42"–30" 88NH 2SB,6rf,GS116,HS3338 WighmRichrdsn&Co.Nwc | 15 " 1 s 3 " 7½ | | 4,04 |
| | ~~Lovrich92–02~~ ~~ssFin.No.1–00~~ | 529 | | | | 8mo | | | P140'F48' | | | BK7½ | | | | |
| | Well deck 1Dk(Stl–pt teak s)2trB | 361 | | | | *Lloyd's* | | WB=CellDBa | | | | FK | | | | |
| | Elec.light ssTri.No.2–04 | | | | | | | | | | | 5BHCem 37'f26'50t | | | | |
| 77 | **Panormos** | 255 | ✠ ~~A1~~ 1 | Cpl | Lv | 1882 | Murdoch & Murray Port Glasgow | Nav.àVap.Egèe (P.M.Courtgi&Co. *Mgrs.*) | 140·3 | 21·8 | 10·1 | Constanpl Turkish | C.2Cy.21"&42"–30" 88NH 82lb 80lb NDB01 NB10,01 1SB,3pf,GS45,HS1401 Dunsmuir&Jackson,Gls. | | | 5,04 |
| | H.Georgoulis86–99 | 218 | | | | 11mo | | | Q28'H5t'F4t | | | FK | | | | |
| | ~~5thSurveyCpl.12,03~~ ~~4thSurvey.Cpl.10,08~~ | 138 | | | | | | | ND01 | | | 4BH | | | | |
| | Mchy.Aft (exDevonia) 1Dk | | | | | | | | | | | WB=DBf | | | | |
| | *Now named "Sofia," See No. 111 in Supplement* | | | | | | | | | | | | | | | |
| 78 | **Pansy** | 555 | ✠100A1 3.04 | Liv | h | 1898 | Grangm'th Dockyard Co Grangmouth | ~~R.Hughes&Co.~~ Hughes&Hutson | 175·0 | 26·3 | 11·6 | Liverpool British | T.3Cy.13",21½"&34"–27" (a 160lb 80lb 60RH 1SB,2pf,GS36,HS1394 Muir&Houston,Ld.Gls. | 12 " 6 s " 9 | | 6,03 |
| 109433 | R.L.Morgan90–98 ssLiv.No.1–03 | 395 | | | | 6mo | | | Q90'B12'F33' | | | BK8" | | | | |
| QFHN | Well deck 1Dk(Stl) | 238 | ~~NE90~~ ~~BS11,04~~ | | | *Lloyd's* | | WB=FPT | | | | 3BHCem 45tAPT5t | | | | |
| | Mchy.Aft | | | | | | | | | | | | | | | |
| 79 | — | 333 | | | | 1896 | J.Scott& Co. Kinghorn | WallaseyLocal Board | 160·0 | 27·1 | 9·9 | Liverpool British | C.D.2Cy.30"&57"–57" 204NH | | BT till ~~10.04~~ 10,08 | |
| 106830 | T.Maxwell –96 | 313 | | | | | | | | | | | J.Scott&Co.,Kinghorn | | | |
| | 1Dk | 60 | | | | | | | | | | | | | | |
| 80 | **Pantanaw** | 140 | | | | 1874 | R.Duncan &Co. Pt.Glasgow | IrrawaddyFlotilla Co.Ld. | 119·2 | 20·2 | 6·6 | Glasgow British | C.4Cy.12"&21"–15" 70RH Rankin&Blackmore,Grk. | | | |
| 80475 | Grimshaw | 116 | | | | | | | | | | | | | | |
| | | 103 | | | | | | | | | | | | | | |
| 81 | **Panther** | 363 | | | | 1866 | R.Hutchings Miramchi NB | NewPantherS.S. Co.Ld. (A.Harvey &Co.*Mgrs.*) | 135·0 | 28·0 | 14·1 | S.JhnsNFL British | | 15 " 9 s 2 " 4 | | |
| 38718 | N.Kean03–03 | 327 | | | | | | | H35t | | | 64RH | | | | |
| HMWJ | 1Dk | 247 | | | | | | | | | | | | | | |
| 82 | — | 236 | | | | 1899 | Ramage& Ferguson,Ld Leith | AfricanBoating Co.Ld. | 110·0 | 23·1 | 10·9 | London British | T.6Cy.8½",14"&22"–20" 68RH Ramage&Fergusn,Ld.Lth. | | | |
| 112648 | A.Barret | 194 | | | | | | | | | | | | | | |
| | 1Dk | 27 | | | | | | | | | | | | | | |
| 83 | — | 150 | | | | 1884 | Elliot& Jeffery Cardiff | MerseyTowingCo. Ld(Canadn.Pacific Rly.Co.*Mgrs.*) | 105·2 | 19·8 | 10·7 | Liverpool British | C.2Cy.19"&35"–20" NB01 70RHP Elliot&Jeffery,Cardiff | | | |
| 89188 | D.Flattery –03 (exElliot&Jeffery) | 132 | | | | | | | | | | | | | | |
| | | 19 | | | | | | | | | | | | | | |
| 84 | — | 41 | ✠100A — For Towing purposes 1,04 | Lon | s | 1904 | Edwards& Co.Ld. London | AssociatedPort-landCementManu-facturers(1900), Ld. | 62·4 | 14·6 | 7·0 | London British | C.2Cy.12"&24"–18" (s 120lb 65RH 1SB,2pf,GS31,HS712 Vauxhall E.Works,Ld.Lon | 7 " 6 | | |
| 118374 | H.W.Austin –04 | 41 | | | | 1mo | | | | | | FK | | | | |
| | 1Dk | 2 | | | | | | | | | | 4BHCem | | | | |
| 85 | **Pantikopea** | 372 | | | | 1896 | Haarlem | RussianGovern-ment (Department ofRoads) | 152·3 | 26·0 | 12·0 | Kertch Russian | | | | |
| | 1Dk | — | | | | | | | | | | | | | | |
| | | 267 | | | | | | | | | | | | | | |
| 86 | | | | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Quand. Où. Par qui. | Armateurs. | Machines. Dimensions d'après les Données. | Machines. No. & Dia. des Cylindres. Course des Pistons. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. nhp Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Machines. |
|---|---|---|---|---|---|---|---|---|
| 87 | Panu | — | | 1879 ..... Warkkaus | G.Ranin Perilliset | 26·1 22·1 10·1 | Kneipo | |
| VRBW | | 117 | | | | | | |
| 88 | Panuco | 102 | | 1890 Neafie& Levy Philadelphia | Mexican Central Railway Co. | 75·0 18·0 7·3 | Tampico Mexican | C.2Cy.12½"&22"–18" 17NH |
| | (ex Juan J. Vina) | 57 | | | | | | Neafie&Levy, Philadelphia |
| 89 | Pao-hua | 665 | | 1885 S.C. Farnham&Co. Shanghai | B.A.Clarke | 191·8 22·3 8·5 | Shanghai British | C.2Cy.12"&21"–18" 40RH |
| 127 | O.P.Davis –96 | 317 | | | | | | S.C.Farnham&Co., Shanghi |
| | 1 Dk & Shade dk | 492 | | | | | | |
| 90 | Paoli | 331 | | 1895 C. Hillman S.E.&B.Co Philadelphia | Staples Coal Co. | 125·4 26·0 14·7 | Fall River, Mass. United States | T.3Cy.16",24"&40"–28" 85NH |
| 1907 | G. Cummings | — | | | | | | |
| KMLJ | | 225 | | | | | | |
| 91 | Paoting | 1742 | | 1891 Scott&Co. Greenock | China Nav. Co. Ld. | 260·0 36·8 21·6 | London British | T.3Cy.18",29"&47"–39" 138NH |
| 1903 | H.J.Wand –03 | 1603 | | | | | | Scott&Co., Greenock |
| MHBR | 2 Dks | 1078 | | | | | | |
| 92 | Papaloapam | 342 | | 1899 Lobnitz &Co.Ld. Renfrew | Vera Cruz (Mexico) Railways, Ld | 140·5 26·1 10·6 | Mexican | C.4Cy.10"&20"–15" 26NH |
| | 1 Dk | | | | | | | Lobnitz&Co.Ld. Renfrew |
| 93 | Papanui | 6582 | | 1898 W. Denny &Bros. Dumbarton | New Zealand Shipping Co. Ld. | 430·0 54·1 30·1 | Plymouth British W.I. | T.3Cy.32",52½"&85"–54" 530NH |
| 1898 | J.S.Weston –02 | 5548 | | | | | | Denny&Co. Dumbarton |
| QMJC | Ref. Mchy. Elec. light | 4242 | | | | | | |
| | 2 Dks & Shade dk | | | | | | | C |
| 94 | Paparoa | 6563 | | 1899 W. Denny &Bros. Dumbarton | New Zealand Shipping Co. Ld. | 430·0 54·2 30·1 | Plymouth British W.I. | T.6Cy.22",36½"&58"–48" 233NH |
| 1113 | 1 W. McKellar –04 | 5539 | | | | | | Denny&Co. Dumbarton |
| RJPD | Ref. Mchy. Elec. light | 4246 | | | | | | |
| | 2 Dks & Shade dk | | | | | | | BT dill 10,06 C BT dill 8,06 |
| 95 | Paquete de los Vilos Iron | 295 | | 1865 ..... Clyde | O. Sehring&Co. | 154·2 20·9 12·5 | Valparaiso Chilian | |
| Wrecked 4,04 | N.A.Svarrer 02–03 | — | | | | | | |
| HCFR | | 198 | | | | | | |
| 96 | Par | 436 | ✝100A1 Fal g | 1902 J Fullerton &Co. Paisley | Par(No.1)SS Co. Ld (Toyne, Carter& Co. Mgrs.) | 155·5 27·0 10·6 | Fowey British | C.2Cy.21"&42"–30" (s) 11 » 5 |
| 95739 | J. Hughes 00–02 | 293 | 7.0 12.08 3,03 Lyte | 3mo | | (85' B11' F25' | | 115lb 80lb 88RH's » 8 |
| | Mchy. Aft | 141 | ✝LM 3,02 | Lloyd's SA&CP | WB=D Ramid | 32' F12'7" FT | 4B H Cem 1P 73t | 1SB,3 s, GS63, HS1600 |
| TKRQ | Well deck | | | | | | | Ross&Duncan, Glasgow |
| | 1 Dk (Stl) | | | | | | | |
| 97 | Para | 479 | | 1883 Blackwood &Gordon Pt. Glasgow | Amazon Stm. Nav. Co. Ld. | 183·0 28·0 9·5 | Para Brazilian | C.2Cy.30"&52"–57" 170NH |
| | | — | | | | Erections 163t | | Blackwood&Gordon, P.Gls |
| HLDF | 1 Dk & Hurdl | 302 | | | | | | |
| 98 | Para & Amazonas | 430 | | 1884 A. Leslie& Co. Newcastle | J.M.Braga | 175·0 29·6 8·7 | Para Brazilian | C.2Cy.30"&54"–51" 174NHP |
| | | — | | | | | | Black, Hawthorn&Co.Gts. |
| HLDK | | 335 | | | | | | |
| 99 | Paradox Iron Sc | 594 | ✝ Bkn | 1883 Millwall 9mo Graving Dock Yard London | Lesourd | 172·0 28·0 14·8 Q80' B7' F22' BK 7½' WB=DB | 1 B H Cem a38' f36' 100 | C.2Cy.27"&47"–30" NDB85 94NHP 15 » 10 V |
| | (STRANDED 10,03 REFLOATED) | 490 | 5.02 | | | | | 1SB,3pf,GS63,HS1600 |
| | ss Bkn. 2nd No. 3–5,02 | 366 | ✝NB1,85 ✝ | | | | | Engines made 77, fitted 85 |
| | Well deck | | 1 Dk (Irn) 2tr B | | | | | N.E. Marine E. Co. (Lim.) |

Now named "Zelandia," See No. 4 in Supplement.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 100 | Paragon | 408 | ✝100A1 Npt g | 1889 Ailsa S.B. 12mo Co. (Lim.) Troon | J. Weatherill | 142·0 25·7 12·4 P12' Q51' B19' F19 BK 7 | Dublin British 3 B H Cem | T.3Cy.14",22½"&36"–27" (s) 12 » 11 |
| 95837 | K. M'Lean 89–89 | 301 | 6.04 9.02 | | | | | 160lb 50lb 70RHP's » 11½ |
| LTWH | ss Npt. No. 3–3,02 | 172 | ✝LMC 6,02 | Lloyd's SA&CP | WB= | Cell DB 26' 23t F T T | 27t APT 12t | 1SB,2rf,GS82,HS1120 |
| | 1 Dk (Irn) | | Notation BS 5,04 | | | | | W. Kemp, Glasgow |
| | Well deck | | | | | | | |
| 101 | — | 202 | ✝100A1 Hul | 1899 A. Hall& Co. Aberdeen | City Stm. Fishing Co. Ld. | 117·5 21·1 11·6 Q20' BK 7½' WB= | 1 B H Cem DB f 13'13t | T.3Cy.12",20"&33"–24" (s) 12 » 2 |
| 110707 | J. Grant 99–99 | 185 | Stm Trawler | 4mo | | | | 200lb 65RH |
| RGDK | ss Hul. No. 1–08 | 67 | 7.08 ✝LMC 7,08 | Lloyd's SA&CP | | | | 1SB,2rf,GS31,HS1062 |
| | 1 Dk | | | | | | | A. Hall&Co. Aberdeen |
| 102 | Paraguay | 3563 | | 1888 Atel.& Chant. Loire St. Nazaire | Chargeurs Réunis | 360·9 40·3 22·9 F45' H— 30·7 | Havre French | T.3Cy.27½",45½"&71½"–47½" NB99 352NHP |
| | Agan –03 | — | | | | | | Atelrs.&Chntirs.de la Loire |
| KNGS | 2 Dks & Spar dk | 1961 | | | | | | |
| 103 | — | 2201 | | 1900 American S.B.Co. Lorain, O. | Sun Oil Company | 242·0 42·0 26·5 | Phildlphia United States W.I. | Q.4Cy.15",28",35"&54"–36" 175NHP |
| 150880 | Carrying Petroleum in bulk | — | | | | | | American S.B.Co. Cleveland |
| KQLB | Mchy. Aft Elec. light | 1323 | | | | | | |
| | 1 Dk 2 tr B | | | | | | | |
| 104 | — | 1359 | | 1870 Barclay, Curle&Co. Glasgow | Nav. Gen. Italiana | 241·1 32·6 23·8 H64t | Genoa Italian | T.3Cy.21",33"&55"–36" NB90 185NHP |
| 118 | G. Tanca (ex Maria, ex Marina) | — | | | | | Tpd 90 | Contntl. Lead&Iron Co. Ld. |
| RHVQ | Elec. light | 777 | | | | | | |
| | 3 Dks | | | | | | | |
| 105 | — | 439 | | 1870 A.& J. Inglis Glasgow | E. Arana | 167·0 27·0 9·0 | Bns. Ayres Argentine | C.4Cy.22"&44"–26" 164NHP |
| | E. Porro (ex Zorro, ex Neptuno, ex Silex) | — | | | | | | |
| | | 294 | | | | | | |
| 106 | Parahyba | 2606 | ✝100A1 Hav t | 1889 W. Doxford 8mo &Sons Sunderland | Chargeurs Réunis Lonfranco | 310·0 38·5 18·1 F30' 25·4 FK | Bns Ayres Argentine | T.4Cy.15½",20",31"&54"–42" 20 » 5 |
| 2468 | ss Hav. No. 3–12,00 | 2468 | Spar dk BAs | A&CP | | WB=Cell DBa | 5 B H Cem | 200lb 160lb NDB90 226NHP |
| 1886 | Dk (Stl) & Spar dk | 1886 | Web frames | 1,05 | | | 95' f 119' 479t | 2SB,6rf,GS102,HS3597 (s) |
| | ss D.A. No. 1–05 | | ✝NB 12.00 ✝LMC | | | | | W. Allan&Co., Sunderland |
| 107 | Parana | 3676 | 100A1 | 1904 Workman, Clark&Co. Ld Belfast | Royal Mail Steam Packet Co. | 375·3 48·3 25·9 P45' B110' F99 | London British | T.3Cy.24",39"&61"–48" |
| | For full particulars See No. 3 in Supplement | | (Class Contem plated) | | | | | Wrkman, Clark&Co. Ld. Bel |
| 108 | — | 3035 | ✝100A1 Cff u | 1899 W. Gray& Co. Ld. West Hartlepool | Beignon S.S.Co. Ld. (Morel, Ld. Mgrs.) | 325·0 47·0 23·8 P29' B78' F34' FK | Cardiff British | T.3Cy.24",38"&64"–42" (s) 24 » 10 |
| 109784 | A. Ostervig 02–03 | 2458 | Cff 1,05 | A&CP | | | 5 B H Cem | 160lb 80lb 258NHP 4 - 6 |
| RGBK | ss C.J. No. 1–04 | 1962 | M 3,04 LMC | | WB=DBa | 108' 354t f 126' 418t | A P T 149t | 2SB,6rf,GS96,HS3784 |
| | 1 Dk (Irn) 2 tr B & Web frames | | BS 1,05 | | | | | Cen. Mar. Eng. Wrks. W Hpl |
| | Evans –04 | | | | | | | |
| | 3 Dk rule | | | | | | | |
| 109 | — | — | | ..... | T. do D'Acheno | ..... ..... ..... | Paraguay Paraguayan | |
| | Wood | — | | | | | | |
| HLFB | | 195 | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. (✠ for Special Survey) Date of last Survey. | Port of Survey | Years expiring Boiler Engine | Built. When / Where / By Whom / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length / Breadth / Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard. Amidships. ft. in | Rate of Classification. Date of Last Survey. | Date when last Measured. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 110 | **Paranaguá** | SteelScSr | 2836 | | | | 1895 Reiherst'g Schiffsw. Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 301·1 \| 39·4 \| 23·5 | Hamburg German | T.3Cy.22½″,36″&58″–42″ | | G | |
| | *A.Buuck* 95–02 | 1 *Dk* & *Spar dk* | 2413 | | | | | | P40′B93′F38′ | | 218NH | | | |
| BKGV | *Elec.light* | *3tr B* | 1813 | | | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 111 | **Paranagua** | SteelScSr | 2117 | | | | 1890 R.Dixon & Co. Middlesbro' | Chargeurs Réunis | 295·0 \| 38·2 \| 22·2 | Havre French | T.3Cy.28″,37″&61″–42″ | | V | |
| | *Maillard* | 2 *Dks* | — | | | | | | H93*t* | | 241NH | | | |
| KNHL | | | 1206 | | | | | | | *WB* | T.Richardson&Sons,Hpl. | | | |
| 112 | **Parastrine** | SteelSc | 130 | | | | 1900 W.I.Yarwood Northwich | Price's Patent Candle Co.Ld. (T.Dalziel, *Mgr.*) | 85·7 \| 20·7 \| 9·0 | London British. | C.2Cy.10½″–12″ | | | |
| 112702 | *Mchy.Aft* | 1 *Dk* | 121 | | | | | | | | 7RH | | | |
| | | | 88 | | | | | | | | W.I.Yarwood,Northwich | | | |
| 113 | **Pareora** | SteelScSr | 650 | ✠100A1 | Wln | *i* | 1896 Wood, Skinner&Co Newcastle A&CP | Blackball Coal Co. Ld. | 180·0 \| 29·2 \| 11·1 | Dundee British | T.3Cy.18½″,22″&36″–27″ (*r* | 13 ″ 6 | | |
| 104735 | *F.Black* (*ex* Breeze) | ~~ssWln.No.1–00~~ ssWln.No.2–01 1 *Dk*(*Iru*) | 469 | 9,04 ~~8,00~~ | | | 4 mo | | Q90′B16′F24′ | | 160lb *80lb* 71RH | s 1 ″ 0 | | |
| | *Well deck* | | 355 | ~~BS7,02~~ ✠LMC8, | | | | | FK | | 1SB,*2pf*,GS33,HS1145 | | | |
| | | | | | | | | *WB* = *Cell D* | *Ba35′uE&B28′f79* | 176*t APT18t* | G.Clark (Lim.),Sunderland | | | |
| 114 | **Paria** | CompPadSr | 120 | | | | 1892 J.S.White East Cowes, I.W. | Crown Agent for Colonies | 110·0 \| 19·0 \| 8·0 | British | C.2Cy.19″&35″–30″ | | | |
| | | | 110 | | | | | | B39′ | | 56NH | | | |
| | | | 60 | | | | | | | | J.S.White,E.Cowes,I.W. | | | |
| 115 | **Parika** | SteelTwinSc Ctr | 304 | ✠ A1 | Nwc | *d* | 1904 Swan, Hunter&Wigham Richardson. Ld Newcastle A&CP | Sprostons.Ld. | ~~110·0~~ 24·5 ~~41·0~~ | British | T.6Cy.9½″,15″&25″–18″ (*s*) | 9 ″ 0 | ~~BT~~ | ~~7,04~~ |
| 120466 | | | 220 | *with freeboard* | | | | | 111·0 8·6 | | 180lb 90RIP | s 2 ″ 4 | till | 7,09 |
| | | 1 *Dk* | 151 | (*Class Contem. plated*) | | | 10 mo | | B21′F25′ FK | *1BHCem* | 1SB,*2cf*,GS38,HS1291 | | 7,04 | |
| | | | | 10,04 | ✠LMC10,04 | | | | | | ~~J.S.Vaux,Sunderland~~ derliand | | | |
| | | | | *For British Guiana & its Rivers Lloyd's* | *SA&CP* | | | | *WB* = *FPT25t* | | J.S.Vaux,Sons&Co.Ld.,Sld. | | | |
| 116 | **Parima** | SteelSc3MstSr | 2990 | ✠100A1 | N Yk | *r* | 1889 Wigham Richardson & Co Newcastle A&CP | Quebec S.S.Co.Ld. | 335·0 \| 42·1 \| 24·0 | London British | T.3Cy.28″,45″&73″–48″ (*s* | 28 ″ 0 | | ~~10,04~~ |
| 96643 | *J.W.Carey* 03–92 | ss Lon.No.3–7,02 | 2761 | ~~Cell Deck~~ 12,04 | | | 9 mo | | P214′F41′ | | 150lb *80lb* NDB03 420NH | | | 7,04 |
| LJQN | ~~Engl.Mchy~~ | (*ex* Bungaree) | 1875 | ~~BS4,08~~ | ~~✠LMC~~ | | | | | 6 *BHCem* | 2DB,*12pf*,GS189,HS7340 | | | |
| | *Well deck* | 2 *Dks*(1 *Stld* & *Upt Stld*–ws) *3tr B* | | BS7,04 | ~~Cell Deck~~ 7,09 | | | *WB* = *DBu E&* *B&c.66′213t Tunn* | | *elTank96′88t FPT* | 65*t APT43t* | Wgham.Richardson&CNwc | | |
| 117 | **Parintino** | Wood | — | | | | | Co. Viaçao Ferrea e Fluvial do Tocantins e Araguaya | | Para Brazilian | | | | |
| | | | — | | | | | | | | | | | |
| HLFR | | | 331 | | | | | | | | | | | |
| 118 | **Paris** | SteelPad | *2000* | | | | 1896 A.&J. Inglis Glasgow | N.Mihanovich | 292·0 \| 36·0 \| 29·5 | M.Video Uruguayan | T.3Cy.30″,49″&75″–84″ | | | |
| | | 3 *Dks* | — | | | | | | *Hurricane dk*235′ | | 516NH | | | |
| | | | — | | | | | | | | A.&J.Inglis,Glasgow | | | |
| 119 | — | SteelScSr | 1192 | | | | 1894 Flensburger Schiffsb.Ges Flensburg | Dmpskselsk Vulcan (C.P.Jensen, *Mgr.*) | 232·1 \| 34·3 \| 13·7 | Copnhagn Danish | T.3Cy.16″,26″&43″–33″ | | V | |
| | *E.Roogh* | | 931 | | | | | | Q71′B107′F25′ | | 106NH | | | |
| NHCS | *Well deck* (*ex* Saturn) | 1 *Dk*2 *tr B* | 743 | | | | | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 120 | — | SteelScSr | 1229 | ✠100A1 | Bry | *o* | 1902 Wood Skinner&Co.Ld. Newcastle A&CP | London&Paris S.S. Co.Ld. (F.C.Strick &Co.Ld. *Mgrs.*) | 250·0 \| 32·2 \| 17·3 | Swansea British | T.3Cy.21″,34″&56″–36″ (*s* | 18 ″ 6 | | 12,03 |
| 113767 | *G.W.Young* 00–02 | | 1013 | ~~Cell 1,04~~ 9,04 | | | 5 mo | | B58′F25′ | | 160lb *80lb* 201NH | s ~~1~~ ″9½ | | |
| TKGL | | 1 *Dk*(*Stl*) & *deep framing* | 633 | | ✠LMC5,02 | | | | FK | *4BHCem* | 1SB,*3rf*,GS60,HS2564 | FI | | |
| | | | | | | | *Lloyd's SA&CP* | | *uE19′f86′251t FPT* | 79*t APT42t* | N.E.MarineEng.CoLdNwc | | | |
| | | | | | | | | *WB* = *Cell D Ba71′* | | | | | | |
| 121 | — | SteelScSr | *1080* | ✠100A1 | Bry | *n* | 1900 Wood Skinner&Co.Ld Newcastle A&CP | French Government | 230·0 \| 32·2 \| 17·4 | French | T.3Cy.21″,34″&56″–36″ (*s* | 18 ″ 6 | | |
| | | | *918* | 10,00 | | | 6 mo | | B10′F24′ | | 160lb *80lb* 202NH | s 2 ″ 11 | | |
| | | 1 *Dk*(*Irn*) & *deep framing* | *532* | | ✠LMC6,00 | | | *WB* = *Cell D Ba63′uE* | *19′f75′221t FP F41′* | *4BHCem* *APT35t* | 1SB,*3rf*,GS60,HS2600 FI N.E.MarineCo.Ld.Nwc. | | | |
| 122 | — | SteelPadSr | 804 | | | | 1888 Fairfield Co.(Lim.) Glasgow | London Brighton& S.Coast Railway Co. | 250·6 \| 29·1 \| 14·0 | Newhaven British | C.D.2Cy.46″&83″–72″ | 15 ″ 0 | BT till ~~7,07~~ 9,05 | |
| 96354 | *A.Hemmings* | | 710 | | | | | | B49′F80′ | | 487NH | | | |
| LBHN | *Elec.light* | 1 *Dk* | 365 | | | | | | *pt Shelter Dk*48′ FK | | FairfieldCo.(Lim.),Gls. | | | |
| 123 | — | SteelSc3MstSr | 599 | ✠100A1 | Gls | *i* | 1899 IrvineS.& E.Co.Ld. Irvine A&CP | J.&P.Hutchison | 180·0 \| 27·6 \| 11·6 | Glasgow British | T.3Cy.14″,23″&37″–27″ (*a* | 14 ″ 0 | | 4,03 |
| 111191 | *J.Gray* –08 | ss Gls.No.1–08 | 431 | 4,05 ~~4,08~~ | | | 6 mo | | P57′B58′F27′ | | 160lb *80lb* 86RH | s 1 ″ 1 | | |
| | *Mchy.Aft* | 1 *Dk*(*Stl*) | 122 | | ✠LMC4,08 | | | | FK | *3BHCem* | 1SB,*3pf*,GS49,HS1493 | | | |
| | *Well deck* | | | | | | | *WB* = *Cell* | *DB f97′130t FPT* | *65t APT7t* | Hutson&Sons,Ld.Glasgow | | | |
| 124 | — | SteelScSr | 116 | | | | 1896 D.J.Dunlop&Co. Pt.Glasgow | Cie.de Remorq.de Pilotage&de Sauvetage | 90·5 \| 19·0 \| 8·9 | Constanpl French | C.2Cy.14½″&30″–24″ | | | |
| | *J.Caradja* –02 | (*Tug*) | 103 | | | | | | | | 60RH | | | |
| | *Elec.light* | 1 *Dk* | 33 | | | | | | | *WB* | D.J.Dunlop&Co.,Pt.Gls | | | |
| 125 | **Parisian** | SteelSc4MstSr | 5395 | | | | 1881 R.Napier& Sons Glasgow | Allan Line SS Co.Ld (J.&A.Allan *Mgrs*) | 440·8 \| 46·2 \| 25·2 | Glasgow British | T.3Cy.36″,60″&98″ | | C | |
| 84294 | *A.G.Braes* –02 | | 5116 | | | | | | Q15*t* F13*t* 33·2 | *Tpd*95 | NB99 774NH | | BT till 8.05 | |
| VJSD | *Elec.light* | | 3385 | | | | | | | | Wrkman,Clark&Co.Ld Bel | | | |
| 126 | **Parisien** | SteelScSr | 696 | | | | 1889 Atel.& Chant.Loire Nantes | S.Gadschieff | 184·5 \| 22·8 \| 15·4 | Astrachan Russian | C.2Cy.19″&34½″–24½″ | | | |
| | | | 603 | | | | | | B50*t* H39*t* | | 49NH | | | |
| | | 1 *Dk* | 548 | | | | | | | *WB* | Atel.&Chant.Loire,Nts. | | | |
| 127 | **Parissis Roussos** | SteelScSr | *2342* | ✠100A1 | Gen | *s* | 1889 Palmers' Co.Ld. Newcastle A&CP | N.G.Roussos | 290·0 \| 40·2 \| 18·3 | Syra Greek | T.3Cy.22″,35″&58″–42″ (*s* | 21 ″ 4 | | 8,00 |
| | *G.T.Roussos* 01–01 | ss Sws.No 3–6,01 | *1915* | 3,04 | | | 2 mo | | Q109′B68′F36′ | | 160lb *80lb* NDB94 239NH | s 2 ″ 5½ | | |
| | (*ex* Apex, *ex* Duquesa de Vistahermosa) | | *1477* | ~~Cell~~ | ✠LMC | | | *WB* = *Cell DB* | | *5BHpt Asp* | 2SB,*6pf*,GS99,HS3896 | | | |
| | *Well deck* | 1 *Dk*(*Stl*) *2tr B* | | ~~BS8,01~~ BS1,05 | | | | *uE&B40′115t M* | *T30′448t&22′395t* | *pt Cem* | Palmers Co.Ld.Nwc. | | | |
| 128 | **Park City** | WoodSc | 391 | | | | 1898 Mather& Wood,Pt. Jefferson,NY | C.E.Tooker | 143·5 \| 28·0 \| 9·9 | Bridgeprt Utd.States | | | | |
| 150774 | *Tooker* –98 | | — | | | | | | | | | | | |
| | | | 208 | | | | | | | | | | | |
| 129 | **Parkgate** | SteelScSr | 2242 | ✠100A1 | Cff | *s* | 1889 T.Turnbull &Son Whitby A&CP | ~~Turnbull,Scott&~~ ~~Co~~ A.H.Bull&Co. | 289·5 \| 38·2 \| 19·6 | ~~London~~ ~~British~~ | T.3Cy.22″,36″&59″–39″ (*a* | 22 ″ 2 | | 5,04 |
| ~~LHFM~~ | ~~*J.H.Davison* 01~~ | | 1757 | 5,04 | | | 9 mo | | P28′Q76′B124′F32 | ~~Yell~~ NDB04 216NH | | s 2 ″ 1½ | | |
| LHFM | *Dalton* –04 | 1 *Dk*(*Stl*) *2tr B* | 1435 | ~~MS4,04~~ | ~~Cell M~~ | | | | lrp03 FK | *6BHCem* | 2SB,*6cf*,GS84,HS3280 *120lb* | | | |
| | *Well* | *Nave named "Carolyn," See No. 56 in Supplement.* | | | | | | *WB* = *Cell* | *DB241′504t* | | Blair&Co.(Lim.),Stockton | | | |
| 130 | **Parkmore** | IronScSr | 283 | ✠100A1 | Bel | *e* | 1880 M'Ilwaine &Lewis Belfast *Lloyd's SA&CP* | Antrim Iron Ore Co. Ld. | 157·5 \| 21·6 \| 10·8 | Utd.States Belfast British | C.2Cy.19¼″&32″–27″ | 11 ″ 5 | | ~~8,04~~ |
| 88926 | *J.Nickle* –03 | ss Bel.2nd No.3–11,03 | 244 | 2,05 ~~3,04~~ | | | 11 mo | | Q20′B29′F20′ | 70lb *80lb* NDB00 50RH | | s 1 ″ 4 | | |
| VKWQ | | 1 *Dk* | 122 | | ✠LMC11,03 | | | | ptND94 ND03 BK7 | *4BHCem* | 1SB,*2pf*,GS33,HS1021 | | | |
| | | | | BS3,05 | | | | | | *WB* = *APT3t* | M'Ilwaine&Lewis,Belfast | | | |
| 131 | **Parks Foster** | SteelSc3MstSr | 1730 | | | | 1889 Globe Iron Works Co. Cleveland.O. | J.G.Keith&Co. | 262·0 \| 39·0 \| 19·2 | M'Iwaukee Utd.States | C.2Cy.25″&50″–42″ | | | |
| 150478 | | 2 *Dks* | — | | | | | | H—F34′ | | 135NH | | | |
| | *Mchy.Aft* | | 1475 | | | | | | | *WB* | GlobeIrnWksCo.,Clevelnd | | | |
| 132 | **Parma** (*WRECKED 40,4*) | SteelScSr | 1749 | | | | 1891 Helsingörs Jernsk&Msk. Elsinore | Rob.M.Sloman,jun | 260·0 \| 37·0 \| 14·3 | Hamburg German | T.3Cy.22½″,35″&60″–42″ | 16 ″ 6 | G | |
| | *I.Mählmann* 89–03 | (*ex* Arensburg) | 1632 | | | | | | B72 F34 21·5 | | 286NH | | | |
| QFLN | | 1 *Dk*& *Spar dk*& *Web frames* | 1099 | | | | | | BK9 | *B B* | HelsingorsJ.ogM.Elsinore | | | |

| Numéro d'Ordre. Numéro Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Net. | Détails de la Classification. Cote. Spéciale. Date de la dernière Visite. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Chaudières. Force en chevaux d'après les formules. Soc. Reg. RF = Force en chevaux d'après les papiers du navire. Foyers. | Tonnage Brut. |
|---|---|---|---|---|---|---|---|---|---|
| 133 | **Parnahyba** SteelScSr<br>*J.A.da Silva Pedreira* 98–98<br>(ex Augusto Leal, ex Grangense) 1 *Dk(St')* | 42<br>223 | ✠ L(i) *y* | 1887 Europe S. B. Co. | Velhote, Silva e Cia. *WB=* | 180·0 26·2 10·4<br>P11 B17 F25 FK<br>*DBa* 13 *FPT* 28 t *BHCem* | Para<br>Brazilian | T. 8Cy. 17″,26½″ & 42″–24″<br>Barrow S.B.Co. Ld. Brw | 10·1 |
| 134 | **Paroo** SteelScSr<br>*A. Mills* –03<br>*Elec. light* 1 *Dk(Spar dk) deep frames* | 266<br>2240<br>1719 | | 1897 Russell & Co. Pt. Glasgow | West Australian S.N.Co. Ld (Bethel, Gwyn & Co. *Mgrs.*) | 315·6 40·1 14·6<br>B 22 FK 22 1<br>*Shade dk a* 2<br>*Shade dk f* 28′ | Fremantle<br>British *WB* | T. 8Cy. 25″,40″ & 64″–45″<br>Hutson & Son, Glasgow | 17 |
| 135 | **Paros** IronScSr<br>*R. Konow* 01–02 *ex* Ham 2nd No. 3–7.<br>QGBT (ex Buschir, ex Milanese)<br>2 *Dks* (1 *Iru*) *Str L* | 2398<br>2110<br>1514 | ✠100A1 Ham *f*<br>6.04 BS 11.04 | 1879 R. Thompson, jun. Sunderland A&CP | Deutsche Levante Linie | 310·8 36·0 25·7<br>P68 B52 F<br>BK 10<br>*WB= DBa* | Hamburg<br>German<br>6 *BHCem* | C. 2Cy. 37″ & 68″–42″<br>75lb *85lb* NDB 03 225 NH<br>2SB. 6*pf*, GS 96, HS 3650<br>N.E. Marine Co. (Lim.), Sld. | 27 |
| 136 | **Parramatta** IronScSr<br>*J. Watt* 91–91 | 168<br>46 | ✠ Shl<br>*Stm Trawler*<br>10.91 | 1891 Hepple & Co. N. Shields | Kelsall Bros. & Beeching, Ld. (J.E. & A. Kelsall, *Mgrs.*) | 20·6<br>10·8<br>*WB* BK 7 | Hull<br>British<br>3 *BHCem* | Hepple & Co., N. Shields | 11 |
| 137 | **Parran** SteelScSr<br>*M. Henriksen* *ss* Bgn. No. 3–6,01<br>JPQM (ex Alphonse Parran)<br>1 *Dk(Stl)* 2 *tr B&pt. Awngdk(Iron)* | 1377<br>1245 | ✠ Shl<br>*pt. Awngdk with freeboard* | 1889 W. Doxford & Sons Sunderland | Joh. E. v. d. Ohe & Lund | 270·0 37·0 17·4<br>Q 67′ FK<br>*pt. Awngdk* 174′<br>*WB= Cell DB* 218 | Bergen<br>Norwegian<br>4 *BHCem* | T. 8Cy. 21½″, 38″ & 54″–36″<br>167 NH<br>2SB, *4rf*, GS 70, HS 2400<br>W. Doxford & Sons, Sld. | 19 |
| 138 | **Pars** IronScSr<br>*Mirant* *ss* Lon. No. 3–10,85 1 *Dk 2 tr*<br>*Well deck* (ex Heracleé, ex Himalaya) | 808<br>511 | ✠ Cpl *k* | 1871 Withy, Alexander & Co. Hartlepool | Idarei Massousieh *WB= DBa* 59′ | 200·8 28·5 15·9<br>Q 72 B 73 F 24 FK<br>49′ 146 *APT* 22 t | Constantpl<br>Turkish<br>4 *BHCem* | C. 2Cy. 25″ & 48″–36″<br>NB 78 115 NH<br>J. Richardson & Sons, Hpl. | |
| 139 | **Partenope** IronSc<br>*A. Subattini* –02<br>RHVT (ex Lorraine) | 1017<br>656<br>641 | | 1866 Forges & C. de la Médit La Seyne | Soc. di Nav. La Mediterranea (M. Passalacqua, *Mgr.*) | 250·5 29·3 18·3 | Genoa<br>Italian | T. 8Cy. 19½″, 30½″ & 49½″–39½″<br>Forges N.E.A. B 91 152 NH<br>& Cie la Médit, La Seyne | |
| 140 | **Parthenia** SteelScSr<br>*W. Stitt* –04<br>SHMR | 5160<br>3310 | ✠100A1 Gls *z*<br>*Shelter dk* | 1901 Furness, Withy & Co. Ltd. W. Hartlepool A&CP | Parthenia SS Co. Ld (Donaldson Bros.) | 400·5 52·1 29·3<br>FK<br>*WB= Cell DBa* 127′ *u* | Glasgow<br>British<br>6 *BHCem* | T. 3Cy. 28″, 46″ & 77″–48″<br>180lb 480 NH<br>1SB. *12cf*, GS 208, HS 8140<br>Richardsons, Westgarth & Co. Ld. Hpl. | 32 |
| 141 | **Parthia** SteelScSr<br>*Schwamberger* 04–04<br>RKJV | 2727<br>1760 | | 1896 Richardsn, Duck & Co. Stockton | Hamburg-Amerik. Packett. Act. Ges. (Ham.-Amr. Linie) | 300·0 42·0 17·3<br>25·1<br>FK<br>*WB* | Hamburg<br>German | T. 3Cy. 22½″, 37″ & 61″–42″<br>246 NH<br>Blair & Co. (Lim.), Stockton | 20 |
| 142 — | **Wood Pad**<br>*D. Lefavre* –96 | 198<br>153<br>84 | | 1896 Calvin Co. Garden I., Ontario | Calvin Co. Ld. | 126·8 38·3 7·1 | Kingston, On<br>British | 1 Cy. 34″ –84″<br>47 RM<br>Wood & Co., Montreal | |
| 143 | **Parthian** IronScSr<br>KDVH | 2083<br>1406 | | 1887 Harland & Wolff Belfast | Boston & Philadelphia S.S. Co. | 267·8 38·0 16·5<br>len. 02 | Boston<br>Utd. States | C. 2Cy. 30″ & 56″–54″<br>192 NH<br>Harland & Wolff Belfast Co. | |
| 144 | **Partington** SteelScCtr<br>*E. Hankinson* 91–99<br>(*Tug*) 1 *Dk* | 103<br>92<br>— | | 1899 J.G. Fay & Co. Ld. Southampton | Manchester Ship Canal Co. | 80·3 19·0 9·9<br>8·6 | Manchestr<br>British | C. 2Cy. 17″ & 35″–24″<br>63 RM<br>J.G. Fay & Co. Ld. Sou | 10 |
| 145 | **Parua** WoodScSr<br>*J.A. Bruce* | 106<br>84<br>51 | | 1899 Riley, Hargreaves & Co Singapore | J. Hay | 87·0 18·0 8·2 | Sydney NSW<br>Townsville<br>British | C. 2Cy. 10″ & 20″–14″<br>McKie & Baxter, Glasgow | |
| 146 | **Pasadena** WoodScSr<br>*N.J. Rasmussen*<br>KDVS *Fitted for liquid fuel* 1 *Dk* | 300<br>236 | | 1887 A. Hay San Francisco | C.P. Doe | 141·0 31·1 10·4 | S. Frncisco<br>Utd. States | C. 2Cy. 14″ & 28″–20″<br>29 NH<br>Hinkley Spiers & Hayes SF | |
| 147 | **Pascha Dadascheff** SteelTwnScSr<br>*A.J. Müller* 94–94<br>*Elec. light* *Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* | 1137<br>665<br>676 | 2 *Dks* | 1894 Kockums M.V. Aktieb Malmö | A.A. Dadascheff | 245·2 27·7 18·8<br>B 48′ | Baku<br>Russian *WB* | C. 4Cy. 20½″ & 38″–25½″<br>116 NH<br>Motala M.V. Aktieb, Motala | |
| 148 | **Pasha** SteelScSr<br>*Lefevre* 86–04<br>TG *Elec. light* 2 *Dks* (*Stl U*–teak s) | 5930<br>3839 | ✠100A1 Cal *r*<br>*Awngdk* | 1902 C. Connell & Co. Glasgow *W* | Asiatic S.N.Co. Ld. *B= Cell DBa* 131′ *u*<br>*E & B* 61 *f* 196′ 1349 t<br>*Lloyd's SA&CP* | 438·1 51·2 29·6<br>P41 B139 F45′<br>FK<br>*DTa* 31′ 825 t *FPT* | Liverpool<br>British<br>4 *BHCem*<br>152 *APT* 37 t | T. 3Cy. 27½″, 46″ & 75″–51″<br>180lb *100lb* 497 NH<br>2 DB. *12cf* GS 252, HS 8524<br>Dunsmuir & Jackson Ld Gls | 32 |
| 149 | **Pasquale P.** SteelScSr<br>872<br>RJCP *Clipper* 1 *Dk(Stl)* *Awngdk(Stl)*<br>*ss* Gen. No. 1–05 *Web frames* | 2760<br>2617<br>1805 | ✠100A1 Gen *s*<br>*Awngdk*<br>*with freeboard* | 1899 N. Odero fu A. Sestri P'nente A&CP | O. Conte<br>*WB= Cell DBa* 94 | 299·9 40·1 18·2<br>2<br>FK<br>*uE & B* 44 *f* 116 508 t | Genoa<br>Italian<br>6 *BHCem*<br>*APT* 130 t | *100lb* (*s*)<br>2SB. *6pf*, GS 106, HS 3720<br>N. Odero fu A. Sestri P'nente | 20 |
| 150 | **Patagonia** SteelScBn<br>*Nickels* –01<br>RJDS *Elec. light* | 3016<br>2878<br>1903 | | 1890 Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik Packet. Act. Ges. (Ham.-Amr. Linie) | 327·3 41·6 29·2<br>H— F 54′<br>*WB* | Hamburg<br>German | T. 8Cy. 25½″, 41″ & 66″–48″<br>302 NH<br>Reiherst. Maschinenf. Ham | |
| 151 — | SteelScSr<br>*Mchy. Aft*<br>*Well deck* | 290<br>115 | ✠100A1 Shl *d*<br>*Awngdk* | 1903 Langerdijk 9mo | Braun & Blanchard | 130·5 22·1 9·9<br>Q 51 F 18′<br>FK<br>*WB= FPT* 27 t<br>*Lloyd's SA&CP* | Pnta Arnas<br>Chilian<br>3 *BHCem*<br>*APT* 11 t | C. 2Cy. 13½″ & 31″–21″<br>140lb 19 NH<br>1SB. *2pf*, GS 30, HS 888<br>MacColl & Pollock, Sld | 10 |
| 152 | **Patani** IronScSr<br>*O. Schwenke* –05<br>QGRH (ex Hecate) | 9[illegible]<br>671 | | 1885 W.H. Potter | Norddeutscher Lloyd | 237·4 34·2 15·4<br>F 39 t | Bremen<br>German | C. 2Cy. 23″ & 46″–36″<br>106 NH<br>Fawcett, Preston & Co. Liv | |
| 153 | **Pateena** SteelScSr<br>*J.V. Bentley*<br>QHSP *Elec. light* 1 *Dk(pt ... ) Spar dk*<br>5th Survey Mcl. 11 | 1212<br>550 | ✠ A1* 1 Mel Lv<br>*Spar dk* | 1883 A. & J. Inglis 7mo Glasgow | Union S.S. Co. of New Zealand, Ld. | 240·0 31·7 22·2<br>F 18 t<br>FK<br>W<br>*B= DB* | Launcestn<br>British<br>6 *BH*<br>*A. & J. Inglis*, Glasgow | C. 2Cy. 38″ & 76″–48″<br>300lb *60lb* 332 NH | |
| 154 | **Pathfinder** SteelScSr<br>*J.B. Parse* 99–01<br>KRJG | 2793<br>1800 | ✠100A1 NYk *r* | 1901 Harland & Hollingsworth Co. Wlmgtn, Del A&CP | United States & Porto Rico Nav. Co. | 310·5 45·0 20·6<br>P 22′ B 60 F 27′<br>FK<br>*WB= Cell DBa* 98′ *uE* | New York<br>Utd. States<br>5 *BHCem*<br>*APT* 18 t | T. 3Cy. 38″ & 62″–42″<br>170lb *100lb* 280 NH<br>2SB. *6f*, GS 180, HS 4564<br>Harland & Hollingsworth Co. Wilmington, Del. | 27 |

*Now named "Ikuta Maru" No. 2, Nov. '04. See No. 23 in Supplement.*

| 1 Official No. / Code Letters. | 2 Steamer's Name. Master / Special Surveys. | 3 Material, Rig, &c. Late Name if any. / No. of Decks, &c. | 4 Register Tonnage Gross / Under deck / Net | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Date of last Survey. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions & Deck Erections, &c. Length / Breadth / Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. ft. / in. | 15 Surveyors in which classed, if not in Lr. Date of last Special Survey. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 155 | **Pathfinder** | SteelSc | 2425 | | | | 1892 | American | HuronBargeCo. | 340·0 \| 42·0 \| 25·0 | Cleveland, | T.3Cy.23″,37″&62″–42″ | | S | |
| 150398 | *D.N.Mallory99–99* | 1 *Dk* | — | | | | | Stl.BargeCo. | (Pickands,Mather | | Ohio | 249NHP | | | |
| | *Whaleback Mchy Aft* | | 1762 | | | | | Superior,Wis | &Co. *Mgrs.*) | *WB* | Utd.States | FrontierIronWrks,Detroit | | | |
| 150 | — | IronPad | 377 | ✝ Shl | | | 1876 | J.Readhead | LiverpoolSteam | 161·4 \| 24·8 \| 12·7 | Liverpool | 1.2Cy.42¼″–66″ | | BT till 2-08 | |
| 76478 | *J.W.Foster –04* | *(exPilotFish)* | 322 | 2,77 | | | 12mo | &Co. | TugCo.Ld. | | British | NB95 223NHP | | | |
| KDVH | | 1 *Dk* | 109 | *For Tug purposes only* | | | | S.Shields | | | *Shld* | J.Readhead&Co.S.Shields | | 3,06 | |
| 157 | **Patience** | SteelScTug | 292 | | | | 1901 | J.H.Dialogue&Son | TiceTowing& | 122·3 \| 25·0 \| 14·0 | NewYork | T.3Cy.16″,24″&40″–28″ | | | |
| 150921 | *H.Calhoun –01* | | — | | | | | Camden,N.J. | Transp.Line | | Utd.States | 85NHP | | | |
| KRGW | | 1 *Dk* | 198 | | | | | | | | | | | | |
| 158 | **Patmos** | SteelScSr | 1907 | | | | 1902 | Act.Ges. | DeutscheLevante | 281·0 \| 40·6 \| 18·5 | Hamburg | T3Cy20⅞″,35$\frac{7}{16}$″&55⅛″–36$\frac{7}{16}$″ | | G | |
| | *P.Braren99–02* | | 1713 | | | | | "Neptun" | Linie | P23′B163′F22′ | German | 180NHP | | | |
| RMKL | *Elec.light* | 1 *Dk* | 1209 | | | | | Rostock | | *WB* | | A.G."Neptun," Rostock | | | |
| 159 | **Patria** | SteelScSr | 4437 | | | | 1882 | Act.Ges. | Soc.Italiana di | 362·5 \| 44·6 \| 22·5 | Naples | C.2Cy.49½″&88½″–48″ | | | |
| | *P.Gotuzzo –03* | *(exRugia)* | 3765 | | | | | "Vulcan" | Trnsp.Maritt. | | Italian | 452NHP | | | |
| | | 3 *Dks* | 2202 | | | | | Stettin | "LaPatria" | *WB* | | A.G."Vulcan," Stettin | | | |
| *160* | — | SteelScSr | 3162 | ✝100A1 NYk *m* | | | 1890 | J.L.Thompson&Sons | J.H.Andressen, | 361·6 \| 41·7 \| 24·5 | Oporto | T.3Cy.30″,47″&76″–48″ *(s)* | 27 *ft* 6 | | N4,03 |
| | | *ss*Upo.No.3–4.03 | 2883 | 5,01 ~~5,11~~ | | | 11mo | | Successors | P24′B100′F48′ | Portuguese | 160lb *100lb* NDB01 442NHP | *in* 5 10 | | |
| HGLJ | *(exPatria,exKocanum)* | | 1997 | ✝LMC4,03 | | | | Sunderland | | BK11″ | | 6 *BH Cem* | | | |
| | *A.Harberts –03* | 2 *Dks(Stl–Uws)3tr B* | | BS11,04 | | | | A&CP | | *WB= Cell* | | 2DB,*12rf*,GS210,HS7250 *DB292 555t* | | | |
| 161 | — | SteelScSr | 2886 | ✝100A1 Els *t* | | | 1892 | C.S.Swan& | Dampskibsselskbt | 312·0 \| 41·0 \| 20·6 | Copnhagn | T.3Cy.20″,38″&61″–39″ *(s)* | 23 *ft* 1 | | 2,04 |
| | *P.Petersen* | *ss*Shl.No.3–8,98 | 2204 | *pt Awng dk* | | | 10mo | Hunter | Ostersöen (Heck- | P24′RFD38′B126′ | Danish | 160lb *80lb* 248NHP | *in* 9 1 | | |
| NKRH | *(exOceanic)* | *ss*Shl.No.1–02 | 1854 | *with freeboard* | | | | Newcastle | scher&Sön, *Mgrs.*) | F30′ FK | | 2SB,*6pf*,GS108,HS3946 | | | |
| | | 1 *Dk(pt Stl pt Irn w)* | | 7,01 ~~7,11~~ BS3,05 | | | | A&CP | | *WB= Cell* | | *DB264′640t* N.E.MarineCo.Ld.Nwc. | | | |
| | | *Web frames(pt Awng dk(Irn)* | | ~~7,08 7,07~~ ✝LMC11,02 | | | | | | | | | | | |
| 162 | — | IronScSr | 838 | ✝100A1 Hul *l* | | | 1882 | Murdoch | WasaNordsjöÅngf | 205·8 \| 28·9 \| 15·1 | Wasa | C.2Cy.25″&46¾″–30″ *(s)* | | | N10,05 |
| | *G.Braxen98–99* | *ss*Hul.No.3–12,93 | 636 | ~~6,01 7,03~~ 1,05 Nwc | | | 1mo | &Murray | Aktieb.(A.Schau- | Q63′B56′F28′ | Russian | 80lb *75lb* NDB90 93NHP | | | 6,04 |
| QTNR | | *ss*Hul.No.2–01 | 541 | ✝NB4,98 ✝LMC5,02 | | | | Pt.Glasgow | man, *Mgr.*) | BK8″ | | 1SB,*3pf*,GS53,HS1630 | | | |
| | *Well deck* | 1 *Dk2tr B* | | ~~DB5,02~~ ~~BS5,04~~ | | | *Lloyd's* | *SA&CP* | | *WB=* | | *MT22′160t* Kincaid&Co.,Greenock | | | |
| | | | | ~~LS5,05~~ | | | | | | | | | | | |
| 163 | — | IronScSr | 465 | ✝ Grk *h* | | | 1877 | Bergens | Dampskibet | 161·4 \| 24·2 \| 12·9 | Bergen | C.2Cy.19½″&37″–24″ | | N | |
| | *N.v.d.Fehr92–92* | *ss*Got.No.1–83 | 358 | 1,84 | | | 8mo | Mek.Verk. | Patria'sRederi | Q39′ B38′ F24′ | Norwegian | NB96 56NHP | | | |
| JQPM | *Well deck* | 1 *Dk2tr B* | 280 | | | | | Bergen | (W.Hansen, *Mgr.*) | | 1 *BH* *WB* | BergnsMek.Verks.,Bergen | | | |
| 164 | **Patricia** | SteelTwinSc4MstSr | 13424 | | | | 1899 | Act.Ges. | Hamburg-Amerik. | 560·3 \| 62·3 \| 37·1 | Hamburg | Q8Cy.23″,33½″,48″&69½″–55″ | | | |
| | *G.M.Reesing86–03* | | 10386 | | | | | "Vulcan" | Packetf Act.Ges. | B160′ | German | 719NHP | | | |
| RLGQ | *Ref.Mchy. Elec.light* | 4 *Dks5tr B* | 8495 | | | | | Stettin | (Ham.-Amr Linie) | | *WB* | A.G."Vulcan,"Stettin | | | |
| 165 | — | SteelScSr | 843 | ✝100A1 Trn *l* | | | 1901 | Murdoch & | M.Murphy | 208·8 \| 30·1 \| 12·8 | Cardiff ~~Dublin~~ | T.3Cy.17″,27″&44″–33″ *(s)* | 15 *ft* 6 | | 8,04 |
| 111037 | *B.Smith –01* | | 619 | 8,01 ~~6,03~~ Dub | | | 12mo | Murray | (J.Holland, *Mgr.*) | Q68′B48′F29′ | British | 160lb *80lb* 114NHP | *in* 1 8½ | | |
| TFJB | | 1 *Dk(Irn)& Web frames* | 368 | ~~BS3,02~~ ✝LMC12,01 | | | *Lloyd's* | Pt.Glasgow *SA&CP* | *WB* | BK7½″ | | 1 *BH Cem* | | | |
| | *Well deck* | | | ~~BS8,04~~ | | | | | | *= Cell DBa 37′u E* | | 18′*f*90′188t *FPT*31*t* *APT*22*t* | | | |
| 166 | **Patrician** | Steel 4MstScSr | 7474 | ✝100A1 Liv *c* † | | | 1901 | C.S.Swan& | CharenteS.S.CoLd | 470·0 \| 56·2 \| 31·8 | Liverpool | T.3Cy.27½″,45½″&75″–60″ | 34 *ft* 10 | | 9,04 |
| 113459 | *T.A.Chandler –01* | | 6821 | 9,0412,02 | | | 4mo | Hunter,Ld. | (T.&J.Harrison, | P37′B162′F11′ | British | 180lb *180lb* (*s*) 592NHP | *in* 8 8½ | | |
| SGLV | | 2 *Dks(Stl &deep framing& Web frames* | 4859 | ~~LS4,05~~ ✝LMC4,01 | | | | Newcastle | *Mgrs.*) | FK | | 2D&1SB*18cf*GS315HS10787 | | | |
| | | *Elec.light* | | | | | *Lloyd's* | *SA&CP* | | 9 *BH Cem* | | Wllsnd Slpwy.Co.Ld.Nwc | | | |
| | | | | | | | | | *WB= Cell DBa* | *143′u E& B 61′f 20t* | 1544*t* *D T a* | 30′937*t FPT* 117*t APT* 30*t* | | | |
| 167 | **Patriot** | IronSc3MstSr | 166 | | | | 1855 | ..... | Aug.Prochnow | 135·0 \| 18·9 \| 8·7 | Rügen- | C.2Cy.15″&25¾″–12½″ | | G | |
| | *O.Lohrentz01–99* | | 141 | | | | | Glasgow | (J.F.Prochnow, | Q21′B14′H18′ | waldde | NE81,NB97 20NHP | | | |
| JBDN | *(exMemelPacket,exAlma)* | 1 *Dk* | 89 | | | | | | *Mgr.*) | len74 | German | Möller&Holberg,Stettin | | | |
| 168 | **Patroclus** | SteelScSr | 5509 | | | | 1896 | Workman, | OceanS.S.Co.Ld. | 422·0 \| 49·4 \| 28·6 | Liverpool | T.3Cy.29″,50″&82″–60″ | | BT till 6-04 | |
| 105395 | *E.G.Dickens –02* | | 4740 | | | | | Clark&Co Ld | (A.Holt&Co *Mgrs*) | P39′ B121′ F43′ | British | 520NHP | | | |
| PHVQ | | 2 *Dks* | 3548 | | | | | Belfast | | *WB* | | Wrkman,Clark&Co.Ld Bel | | 6,05 | |
| 169 | **Patrol** | SteelTwinScSr | 3132 | ✝100A1 Sng *v* | | | 1903 | Wigham- | EasternExtension | 357·0 \| 44·0 \| 21·0 | London | T.6Cy.23″,39″&64″–42″ *(s)* | 22 *ft* 4 | | 4,05 |
| 115948 | *CableVessel R.H.Dunmall –02* | | 2960 | *Spar dk* | | | 1mo | Richrdsn&Co | Australasian& | 29·0 | British | 180lb *180lb* 701NHP | *in* 7 7½ | | |
| TSMB | 1 *Dk(Stl–ws)& Spar dk(Stl Teaks)& Web* | | 1229 | ~~11,03 2,04~~ ✝LMC1,08 | | | | Ld Newcastle | ChinaTelegraph | BK10′ | | 1SB*12cf*,GS234,HS10016,FD | | | |
| | *Elec.light* | *frames,lower dk fore hold* | | | | | | | Co.Ld. | | | WghmRchrdsn&C.Ld Nwc | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | *WB=* | *Cell D Ba 70′u E 28* | *f*62′380t *FPT*69t *A* | *PT*86t | | | |
| 170 | **Paul** | SteelScSr | 1200 | | | | 1904 | Schömer& | H.C.Horn | 221·8 \| 33·5 \| 13·9 | Lübeck | T.3Cy17$\frac{2}{16}$″.28$\frac{3}{8}$″&46$\frac{1}{8}$″–31½″ | | | |
| *Should be "Paul Horn." See No. 1 in Supplement* | | | | | | | | Jensen | | P12′Q53′B60′F29′ | German | 122NHP | | | |
| | *Elec.light* | 1 *Dk& deep framing* | 700 | | | | | Tönning | | *WB* | | Schömer&Jensen, Tönning | | | |
| 171 | — | IronScSr | 721 | | | | 1882 | G.Howaldt | Sartori&Berger | 187·1 \| 24·7 \| 19·4 | Kiel | C.2Cy.28″&37½″–27″ | | G | |
| | *G.W.Krüger89–98* | | 704 | | | | | Kiel | | H49′ | German | NB97 61NHP | | | |
| LCMJ | *Elec.light* | 1 *Dk& Awng dk* | 447 | | | | | | | *WB* | | Gebr.Howaldt,Kiel | | | |
| 172 | — | IronTwinScSr | 275 | | | | 1879 | ..... | C.C.Mavrogordato | 176·0 \| 27·5 \| 7·1 | Rostoff | | | | |
| 934 | | | — | | | | | Trieste | | | Russian | | | | |
| | | 1 *Dk* | 178 | | | | | | | | | | | | |
| 173 | — | SteelSc | 153 | | | | 1894 | G.Seebeck | P.Aug.Wurth- | 110·0 \| 22·1 \| 11·0 | Gstemnde | T.3Cy.11½″,17¾″&80″–22″ | | G | |
| | *C.Ohmstede –97* | *(Trawler)* | 143 | | | | | Geestemünde | mann | | German | 42NHP | | | |
| KRGL | | 1 *Dk* | 28 | | | | | | | | | G.Seebeck,Geestemünde | | | |
| 174 | **Paul Beau** | SteelTwinSc | 1671 | | | | 1903 | Cie.Fran- | J.Trévoux&Co. | 222·2 \| 38·1 \| 12·3 | Canton | T.6Cy.18$\frac{13}{16}$″,21$\frac{13}{16}$″&35$\frac{7}{16}$″– | | V | |
| | *Frangeal –08* | | — | | | | | çaise de Nav. | | H— | French | 21$\frac{13}{16}$″ 118NHP | | | |
| KNPR | *Elec.light* | 2 *Dks& Awng dk* | 909 | | | | | Nantes | | | | CieFrançaise de Nav Lyons | | | |
| 175 | **Paul Jones** | WoodScSr | 945 | | | | 1903 | Thames | ThamesTowBoat | 189·3 \| 39·3 \| 20·1 | N.LndnCn | T.3Cy.21″,31″&55″–36″ | | | |
| 200272 | *A.L.Huntley* | | — | | | | | MarineRy.Co | Co. | | Utd.States | 182NHP | | | |
| KSQM | | 1 *Dk* | 545 | | | | | N.London,Ct. | | | | Neafie&LevyS&EBCo. Phl | | | |
| 176 | **Paul Kotzebue** | IronPadTug | 116 | | | | 1869 | ..... | Russian ExportCo. | 110·8 \| 18·8 \| 8·5 | Rostoff | | | | |
| 992 | | | — | | | | | London | | | Russian | | | | |
| | | 1 *Dk* | 41 | | | | | | | | | | | | |
| 177 | **Paul Podeus** | SteelScSr | 832 | | | | 1898 | R.Craggs | H.Podeus | 190·0 \| 30·0 \| 12·6 | Wismar | T.3Cy.15½″,25″&41″–27″ | 15 *ft* 1 | G | |
| | *A.Topp02–02* | 1 *Dk& deep framing&* | 537 | | | | | &Sons | | Q62′ | German | 97NHP | | | |
| MSJB | *(exFernhurst)* | *pt Awng dk* | 503 | | | | | Middlesbro' | | *pt Awng dk* 126′ FK | *WB* | Whyte&Mair,Dundee | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. — *Capitaine. Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. | Port de Visite. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Donneur. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres. Course. Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeur des machines. | Creux sur Quille. — Au bord au milieu du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 178 | **Paul Spoliansky** Iron Sc Sr<br>*J. Seeman* –01 *ss* Sld. No. 3–8,98<br>(*ex* Panama) *ss* Bdx. No. 2–02<br>2 *Dks* (*Irn*) 3 *tr M* | 2015<br>1920<br>1358 | ✠100A1 6.02<br>NB3,98 BS2,04 | Bdx | 1881<br>2mo | Osbourne, Graham & Co. Sunderland A&CP | P. Spoliansky<br>*WB = Cell DBa* | 281·0 × 36·0 × 24·7<br>B40′ F36′<br>BK 9½″<br>*Ba* 81′ *f* 47′ 235 *t* *FPT* | Batoum<br>Russian | C.2Cy. 34″ & 64″–42″ (*r*)<br>80lb *80lb* NDB93 211 NH<br>2SB, *6pf*, GS96, HS3500<br>150 *APT* 30 t | | | |
| 179 | **Paul Woermann** Steel Sc Sr<br>*H. Suhren* 02–02<br>RLCQ *Elec. light* 2 *Dks* | 2738<br>1416 | | | 1898 | Blohm & Voss Hamburg | Woermann Linie Kommandit Ges. | 290·4 × 38·2 × 23·6<br>B30′ F35′ | Hamburg<br>German<br>*WB* | T. 3Cy. 19″, 30″ & 50″–39½″<br>158 NH<br>Blohm & Voss, Hamburg | | G | |
| 180 | **Paula** Steel Sc 3 Mast Sr<br>*L. Hettmeyer* 98–98<br>RHKB *Mchy. Aft* 2 *Dks*<br>*Elec. light* *Carrying Petroleum in bulk* | 2703<br>1721 | | | 1888 | Armstrong Mitchell & Co. (Lim.) Newcastle | Deutsch-Amerik. Petroleum Ges. | 283·1 × 40·3 × 30·2<br>P51′ H–B16′ F37 | Hamburg<br>German<br>*WB* | T. 3Cy. 22″, 35″ & 58″–39″<br>NB92 FD 210 NH<br>Vflsnd Slpwy Co. Ld., Nwc | | GV | |
| 181 | — Steel Sc Sr<br>*F. Dionysius* –94<br>1 *Dk* | 655<br>384<br>356 | | | 1889 | Henry Koch Lübeck | Zerssen & Co. | 180·7 × 26·0 × 13·8<br>Q57′ B48′ F23′ | Rendsburg<br>German<br>*WB* | C.2Cy. 28″ & 59″–26″<br>65 NH<br>H. Paucksch, Lndsbrg a/W | | G | |
| 182 | **Paulina** Iron Sc<br>*Cirarda* (*ex* Puerto Riqueño)<br>JDRH 2 *Dks* 3 *tr M* | 2116<br>1890<br>1344 | | | 1881 | R. & J. Evans & Co. Liverpool | Linea de Vapores Serra | 279·7 × 35·8 × 24·7<br>P63 *t* B139 *t* F44 *t* | Bilbao<br>Spanish | C.2Cy. 26″ & 66″–42″<br>235 NH<br>D. Rollo & Sons, Liverpool | | V | |
| 183 | **Pauline** Steel Sc Sr<br>~~*W. Rogge* 02~~ *C.* –02<br>KNTC *Well deck* 1 *Dk* (*Stl*) | 327<br>285<br>141 | ✠100A1 2.02<br>LMC02 | Irv<br>Dnk | 1902<br>2mo | Irvine S.B. & E. Co. Ltd. Irvine *Lloyd's SA&CP* | R. Bigo<br>*WB = Cell DBa* | 150·6 × 24·1 × 11·4<br>Q74′ B16′ F32′<br>FK<br>*Ba* 28′ *f* 68′ 90 t *FPT* | Calais<br>French<br>*BHCem* | T. 3Cy. 18″, 20″ & 34″–24″ (*s*)<br>180lb *80lb* 70 NH<br>1SB, *2pf*, GS87, HS1210<br>McKie & Baxter, Glasgow | 12 × 0<br>– × 0 | | 2,0 |
| 184 | — Steel Sc Sr<br>*E. Kelterborn* 02–02<br>LMQN 1 *Dk* | 193<br>135<br>107 | | | 1900 | D. W. Kremer Sohn Elmshorn | Deutsch-Austral. Dmpfsch. Ges. | 110·8 × 20·0 × 8·2<br>Q & B64′ F10′ | Hamburg<br>German<br>*WB* | C.2Cy. 9½″ & 17¾″–11¾″<br>9 NH<br>Chr. Steen, sen. Elmshorn | | G | |
| 185 | — Iron & Steel Sc Sr<br>*A. Lurse*<br>NLBS 1 *Dk* | 165<br>137<br>93 | | | 1898 | D. W. Kremer Sohn Elmshorn | P. E. Petersen | 109·0 × 21·0 × 7·7<br>H28′ | Copnhagn<br>Danish<br>*WB* | C.2Cy. 10″ & 18½″–13½″<br>10 NH<br>Chr. Steen Sr. Elmshorn | | G | |
| 186 | — Steel Sc K<br>103098 *C. Martins* –03 *ss* Shl. No. 3–3,01<br>1 *Dk*<br>*Elec. light* | 133<br>124<br>28 | ✠ ...<br>*Stm Trawler* | | 1899<br>4mo | J. T. Eltringham & Co. South Shields *Lloyd's SA&CP* | Wear Stm. Fishing Co. Ld. | 96·3 × 19·3 × 10·9<br>BK 7′ | Sundrland<br>British<br>*BHCem* | C.2Cy. 16″ & 34″–22″ (*s*)<br>120lb 47 RH<br>1SB, *2pf*, GS31, HS955<br>G. T. Grey, South Shields | 11 × 0 | | |
| 187 | **Pauline H.** Iron Sc Bk<br>*Guily* –04 *ss* Hul. No. 3–6,87<br>KNSP (*ex* Parana, *ex* Rosina, *ex* Parana, *ex* Nora) *ss* Hul. No. 2–95<br>*Mchy. Aft* 2 *Dks* | 1238<br>—<br>795 | 12,99<br>NB3,98 | Lon | 1862<br>12mo | Palmers Co. Newcastle | Berry & Molard | 251·4 × 33·2 × 21·9<br>P43 *t*<br>ND 74 pt ND 92 | Algiers<br>French<br>*BHCem* | C.2Cy. 32″ & 54″–36″<br>125 NH<br>2SW, *4pf*, GS53, HS1899<br>*Cmp.* 74 Lon. & Gls. Co., Gls. | 23 × 1 | V | |
| 188 | **Pauline Haubuss** Steel Sc Sr<br>*F. Roggenetroch* –03<br>JFHL *Elec. light* 1 *Dk* | 412<br>334<br>239 | | | 1894 | Nüske & Co. Grabow | Pauline-Haubuss Act. Ges. (E. Haubuss, *Mgr.*) | 149·9 × 24·8 × 12·5<br>Q58′ B24′ F14′ | Stettin<br>German<br>*WB* | C.2Cy. 17¾″ & 30¾″–19½″<br>85 NH<br>Kette Schiffs., Uebigau Drs | | V | |
| 189 | **Pauxy**<br>HLVB | —<br>—<br>79 | | | | | Santos & Lages | ..... ..... ..... | Para<br>Brazilian | | | | |
| 190 | **Pavanna** Iron Sc Sr<br>*D. G. Levin* 01–01<br>*Well deck* (*ex* Beta) | 1437<br>1037<br>795 | ✠ ...1 | Oda | Lv | 1871<br>9mo | Humphrys & Pearson Hull | P. Spoliansky | 253·5 × 31·9 × 18·1<br>P157′ H17 *t* F26′<br>BK 9′ | Batoum<br>Russian | C.2Cy. 30″ & 56″–38″<br>NB80 150 NH<br>Humphreys & Co. Hull | | 19 × 1 | |
| 191 | **Pavia** Steel Sc Sr<br>105853 *C. Morrison* –04 *ss* Liv. No. 1–02<br>PTJN 1 *Dk* (*Stl*) & *Spar dk* (*Stl*)<br>*Elec. light* & *deep framing* | 2945<br>2733<br>1885 | ✠100A1<br>*Spar dk*<br>8,04 2,06<br>LMC01 | Liv | *u* | 1897<br>6mo | Workman, Clark & Co. Ld. Belfast A&CP | Cunard S.S. Co. Ld. | 352·1 × 45·7 × 15·0<br>P25′ B76′ F33′ 22·5<br>FK<br>*WB = Cell DBa* 106′ *u E* & B52′ *f* 108′ | Liverpool<br>British<br>*6 BHCem* | T. 3Cy. 24″, 40″ & 66″–45″ (*s*)<br>200lb *80lb* 354 NH<br>2SB, *6cf*, GS112, HS4604 FD<br>620 t *APT* 35 t | 17 × 6<br>5 × 0½ | | |
| 192 | **Pawel Andrejeff** Steel Sc Sr<br>*L. Tannebæk* *ss* Hpl. No. 3–12,99<br>NGSP (*ex* Elvaston) 1 *Dk* (*Irn*) & *Web frames*<br>*Well deck* *ss* Bly. No. 1–04 | 2063<br>1605<br>1325 | ✠100A1<br>5,03 4,01<br>LMC01 | Hul<br>Bly | *r* | 1887<br>10mo | J. Laing Sunderland *Lloyd's SA&CP* | Dansk Russiske Dmpskselsk (P. Mörch, *Mgr.*)<br>*WB = Cell DBa* 10 | 278·0 × 37·2 × 19·2<br>Q121′ B96′ F31′<br>BK 9½′<br>2 *u* E18′ *f* 84′ 347 t | Copnhagn<br>Danish<br>*4 BHpt Asp pt Cem* | T. 3Cy. 22″, 36½″ & 60″–42″ (*a*)<br>156lb *130lb* 233 NH<br>2SB, *6cf*, GS112<br>J. Clark, Sunderland | 21 × 11<br>2 × 0½ | | |
| 193 | **Pawnee** Iron Sc Sr<br>84151 *J. G. Cartwright* –99 *ss* Liv. No. 3–8,92<br>WOKP *ss* Bkn No. 2–00<br>2 *Dks* (1 *Irn*) 3 *tr B* | 1798<br>1617<br>1167 | ✠100A1<br>5,03<br>NB8,97 BS8,01<br>LMC03 | Bkn | *r* | 1881<br>7mo | Royden & Sons Liverpool *Lloyd's SA&CP* | ~~Mcdtc. & New York~~ S.S. Co. Ld. (Phelps Bros. *Mgrs.*) Watts, Watts & Co. | 277·5 × 34·6 × 22·8<br>B61′ F37′<br>BK 9½′<br>*WB = Cell* | Liverpool<br>British<br>*5 BHCem* | C.2Cy. 21½″ & 53″–39″ (*s*)<br>200lb *80lb* NDB97 197 NH<br>1SB, *3rf*, GS60, HS2378 FD<br>Fawcett, Preston & Co., Liv. | 25 × 6<br>4 × 5 | | |
| 194 | **Pax** Steel Sc Sr<br>*M. Ganzer* 99–02<br>QFSM 1 *Dk* | 513<br>385<br>301 | | | 1893 | Act. Ges. "Weser" Bremen | Dampfschiffahrts Ges. Neptun | 159·1 × 26·1 × 11·9<br>Q44′ B38′ F21′ | Bremen<br>German<br>*WB* | C.2Cy. 17¾″ & 31½″–21¾″<br>38 NH<br>A.G. "Weser," Bremen | | V | |
| 195 | **Peareth** Steel Sc Sr<br>110328 *J. Annison* –04 *ss* Shl. No. 1–04<br>RODP 1 *Dk* (*Irn*) & *deep framing* | 2838<br>2587<br>1831 | ✠100A1<br>12,01 4,04<br>LMC04 | Shl<br>Bry | *u* | 1899<br>4mo | Irvine's S.B. & Dry Docks Co. Ld. W Hartlepool A&CP | Peareth S.S. Co. Ld. (Beckingham & Co.)<br>*WB = Cell* | 320·5 × 45·3 × 20·4<br>P9′ B160′ F33′<br>FK<br>*DBa* & *u E* 124′ *f* 136 | Newcastle<br>British<br>*5 BHCem* | T. 3Cy. 24″, 38″ & 64″–42″ (*r*)<br>160lb *80lb* 278 NH<br>2SB, *4cf*, GS126, HS4352<br>Sir C. Furness Westgarth & Co. Ld. Mdb | 23 × 0<br>3 × 6 | | |
| 196 | **Pearl** Iron Sc Sr<br>81678 *J. Grieves* –04 *ss* Shl. No. 3–4,97<br>JGTK (*ex* Treloske) *ss* Shl. No 1–02<br>*Well deck* 1 *Dk* (*Irn*) 2 *tr B* | 1548<br>1229<br>950 | ✠100A1<br>9,01<br>LMC03<br>BS0,04 | Shl | *q* | 1884<br>2mo | J Readhead & Co. S. Shields *Lloyd's SA&CP* | G.P. Cutting & Co.<br>*WB = DBa* 78′ *f* 72′ 340 t | 259·0 × 36·1 × 17·6<br>Q99′ B64′ F28′<br>BK 9″ | S. Shields<br>British<br>*1 BHCem* | C.2Cy. 30″ & 58″–36″ (*i*)<br>80lb *80lb* NDB98 161 NH<br>2SB, *4pf*, GS65, HS2706<br>J. Readhead & Co. S. Shields | 18 × 11<br>1 × 10 | | |
| 197 | — Steel Sc 3 Mast Sr<br>106026 *P. Walsh* –02 ~~*ss* Bwg. No. 1–01~~<br>PLBW *Elec. light* *ss* Bwg. No. 3–4,05 1 *Dk* (*Stl*)<br>*Well deck* *Mchy. Aft* | 691<br>473<br>189 | ✠100A1<br>4,03 2,03<br>LMC05 | Gls<br>Bwg | *i* | 1896<br>8mo | J. Shearer & Son Glasgow A&CP | W. Robertson<br>*WB = Cell DBf* 108′ 153 t | 185·0 × 29·1 × 10·8<br>Q92′ B11′ F36′<br>BK 7½″ | Glasgow<br>British<br>*3 BHCem* | T. 3Cy. 16″, 26″ & 42″–33″ (*s*)<br>160lb *70lb* 90 RH<br>1SB, *3pf*, GS55, HS1550<br>Muir & Houston (Lim.), Gls | 13 × 0<br>1 × 0½ | | |
| 198 | — Iron Sc K<br>110920 *J. Dinnings* –99<br>RMQJ (*Trawler*) 1 *Dk* | 198<br>152<br>67 | | | ... | 1899 | Cochrane & Cooper, Ld. Beverley | T. C. & F. Moss | 115·7 × 21·0 × 11·5<br>447′<br>BK 7½″ | Grimsby<br>British | T. 8Cy. 12½″, 21″ & 34″–24″<br>60 RH<br>C. D. Holmes & Co. Hull | 12 × 3 | | |
| 199 | — Steel Pad<br>106855 *H. Kay* 7–97<br>1 *Dk* | 195<br>171<br>55 | | | | 1897 | J. Jones & Sons Liverpool | Eastham Ferry Pleasure Gardens & Hotel Co. Ld. | 130·0 × 22·0 × 8·0 | Liverpool<br>British | C. D. 2Cy. 20″ & 38″–12″<br>80 RH<br>J. Jones & Sons, Liverpool | | | |

| No in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Late Name if any. / Master / Special Surveys. No. of Decks, &c. | Registered Tonnage: Gross / Under deck. / Net | Particulars of Classification. Character. Date of last Survey. Port of Class. | Built. When. — Ship. — Engines. By Whom. — Where | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships ft. in | Registers in which classed, if not in L.R. Dated. No. of Trunks. Carc. | Date when tail shaft last ... |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 114994 | **Pearl** Steel Sc K<br>*W. Higgo 01*<br>*Well deck* 1 *Dk (Stl)*<br>*Mchy. Aft* | 191<br>135<br>73 | ✠100A1 Shl *h*<br>4.04<br>✠LMC 9.01 | 1901<br>9mo<br>*Lloyd's SA&CP* | J.P. Renoldson & Sns. South Shields | 110·8 \| 19·1 \| 9·0<br>Q37 B9 F17<br>FK<br>*WB =* | Lowestoft<br>British | C.2Cy. 14" & 29" – 20" (s)<br>120lb 80RH<br>1SB, *2pf*, GS22, HS624<br>J.P. Rennoldsn & Sns, S.Shl | 9 " 9<br>s " 8 | | 5,04 |
| 201 98755 MTKJ | **—** Iron Sc Y 1<br>*J.W. Addy 91–91* *ss* Hul. No. 3–9,02<br>1 *Dk* | 155<br>142<br>57 | ✠100A1 Hul<br>*Stm Trawler*<br>1,05 ✠LMC 7.04<br>MS8,02 | 1891<br>8mo<br>*Lloyd's SA&CP* | Mackie & Thomson Glasgow | 100·5 \| 20·5 \| 10·7<br>Q19 F19<br>ND02 | Hull<br>British<br>*3 BHCem* | C.2Cy. 16" & 32" – 22"<br>110lb 45RH<br>1SB, *2pf*, GS37, HS780<br>Muir & Houston, Glasgow | 11 " 11 | | 7,04 |
| 202 Pearlmoor Wrecked 1904 PW BQ | **Steel Sc Sr**<br>*R. Peterson –04*<br>*Turret deck* 1 *Dk 2tr B* | 3480<br>2990<br>2235 | | 1897<br>*Lloyd's* | W. Doxford & Sons, Ld. Sunderland | Moor Line, Ld. (W. Runciman & Co *Mgrs.*)<br>340·2 \| 45·5 \| 24·6<br>F35'<br>*WB =* | London<br>British | T. 3Cy. 26", 42" & 68" – 42"<br>300 NHP<br>W. Doxford & Sons, Ld., Sld. | | V | |
| 203 98580 LVRK | **Pebble** Steel & Iron Sc 3 Mst Sr<br>*A. Stewart –02* *ss* Bwg. No. 3–8,02<br>1 *Dk (pt Irn)*<br>*Mchy. Aft*<br>*Well deck* *Irn framing & Stl plating* | 477<br>330<br>176 | ✠100A1 Bwg *h*<br>7,03 1,05 P.Gl<br>BS7,08 ✠LMC 8,02<br>BS1,05 | 1890<br>9mo<br>*Lloyd's* | Scott & Co. Bowling A&CP | W. Robertson<br>165·2 \| 26·1 \| 10·9<br>Q81 B10 F27'<br>BK 7½'<br>*WB =* | Glasgow<br>British<br>*4 BHCem*<br>*FPT 48t* | T. 3Cy. 14", 23" & 36" – 27" (s)<br>160lb 80RH<br>1SB, *3pf*, GS51, HS1232<br>Muir & Houston, Glasgow | 12 " 2<br>s " 9½ | | 7,05 |
| 204 | **Pêcheries à Vapeur X.** Steel Sc<br>*A. Coopman –01* (*Trawler*) | 140<br>—<br>48 | | 1900<br>Forg. & Aciéries Bruges Bruges | Pêcheries à Vapeur (Soc. Anon.) | 106·6 \| 21·0 \| 11·5<br>*WB* | Ostend<br>Belgian | T. 3Cy. 11", 19" & 31" – 20"<br>43 NHP<br>Soc. Anon. de Marcinelle et Couillet, Couillet | | V | |
| 205 | **Pêcheries Ostendaises V.** Iron Sc K<br>*A. Bruneau 02–03* *ss* Ant. No. 1–02<br>*L. Klausing 02–04* 1 *Dk* | 150<br>145<br>61 | ✠100A1 Ams<br>*Stm Trawler*<br>10,04 8,04 ✠LMC 9,08<br>*Lloyd's* | 1898<br>5mo<br>*SA&CP* | Cochrane & Cooper, Ld. Beverley | A.F. Golder & Co.<br>A.T. Golder & Co.<br>102·0 \| 20·6 \| 11·0<br>Q18' F18'<br>BK 7½'<br>*WB = DBf 14' 9t* | Ostend<br>Belgian<br>*3 BHCem* | T. 3Cy. 12½", 19½" & 32" – 22½"<br>170lb (s) 52NH<br>1SB, *2cf*, GS28, HS820<br>C.D. Holmes & Co. Hull | 11 " 9 | | 6,02<br>N10,04 |
| 206 | **Pechili** Iron Sc Sr<br>*(ex Rio Grande do Sul, ex Newa)*<br>1 *Dk & Awng dk* | 1160<br>1133<br>881 | ✠ P.Gl<br>*Awng dk*<br>*with load line*<br>2,75 | 1874<br>11mo | W. Hamilton & Co. Pt. Glasgow | Indo-China Steam Nav. Co. Ld.<br>239·2 \| 33·1 \| 12·6<br>19·5<br>FK<br>*4 BHCem* | London<br>British<br>Russian | C. 2Cy. 28" & 54" – 33" (s)<br>140 NHP<br>Walker, Hendersn & Co., Gls | | | |
| 207 HPTM | **Pécine** Steel Sc Sr<br>*A. Sarjanovich 00–00*<br>1 *Dk (Stl) & deep framing* | 2296<br>1891<br>1463 | ✠100A1 Stk *s*<br>14.00 8,04 NYk<br>MS5,05 ✠LMC 11,00 | 1900<br>11mo | Craig, Taylor & Co. Stockton A&CP *WB = Cell D Ba 90' u E & B 20' f 114' 493t FPT* | B. Mimbelli & Co. (L. Cosulich, *Mgr.*)<br>289·0 \| 43·1 \| 20·2<br>P27' B74' F32'<br>FK<br>*5 BHCem*<br>*94t APT 42t* | Trieste<br>Aust.-Hung.<br>*DTf 50' 915t* | T. 3Cy. 21", 35" & 57" – 39" (r)<br>160lb *80lb* 203 NH<br>2SB, *6pf*, GS91, HS3046<br>Sir C. Furness, Westgarth & Co. Ld. Mdb. | 21 " 3<br>s 3 " 4 | | 5,05 |
| 208 WTJN | **Peconic** Iron Sc Bg<br>*C. H. Jones*<br>*ss* Liv. No. 3–9,94<br>*ss* Bkn. No. 2–03<br>2 *Dks* (1 *Irn*) *3tr B* | 1795<br>1617<br>1158 | ✠100A1 Bkn *r*<br>21,04 8,03 NYk<br>✠LMC 6,03<br>BS7,04 | 1881<br>10mo<br>*Lloyd's* | Royden & Sons Liverpool<br>Medit. & New York S.S. Co. Ld. (Phelps Bros. *Mgrs.*)<br>J.W. Elwell & Co<br>277·5 \| 34·6 \| 22·8<br>B64' F37'<br>BK 9½'<br>*WB = Cell* | New York<br>Utd. States<br>*5 BHCem*<br>*DB 224' 321t* | C. 2Cy. 21½" & 58" – 39" (s)<br>200lb *85lb* NDB94 197 NH<br>1SB. *3rf*, GS60, HS2378 FD<br>Fawcett, Preston & Co., Liv. | 25 " 6<br>s 4 " 5 | | 5,03 |
| 209 150160 | **—** Wood Sc | 127<br>—<br>80 | | 1879 | ..... Kennebunk, Me. | Fisheries Co.<br>105·2 \| 18·4 \| 9·4 | Greenport N.Y. Utd. States | | | | |
| 210 115900 TQKN | **Pectan** Steel Sc Sr<br>*W.P. Daniel –04*<br>*Mchy. Aft* 2 *Dks (Stl) & Web frames*<br>*Elec. light* *lower dk (Stl), fore hold* | 7291<br>6903<br>4752 | ✠100A1 Nwc *ct*<br>11,04 9,04<br>Lon<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel.*<br>✠LMC 10.02 | 1902<br>10mo<br>*bulk*<br>10,02<br>*Lloyd's* | W. Gray & Co. Ld. W Hartlepool | Shell Transport & Trading Co. Ld. (M. Samuel & Co. *Mgrs.*)<br>471·0 \| 55·0 \| 32·9<br>P123 B54' F63'<br>FK<br>*WB = Cell D B u E & B 80' 217t* | London<br>British<br>*10 BHCem*<br>*DTf 50' 915t* | T. 3Cy. 29½", 48" & 78" – 54" (s)<br>180lb *100lb* 581 NH<br>6SB, *18rf*, GS306, HS10260<br>Cen. Mar. Eng. Wrks W Hpl<br>*FPT 158t APT 49t* | 34 " 10<br>s 8 " 7 | | 2,04<br>N11,04 |
| 211 | **Pedro Luis Lacave** Steel Sc Sr<br>*J. Romero 03–03*<br>1 *Dk (Stl) & deep framing* | 2129<br>1774<br>1336 | ✠100A1 Cdz *r*<br>9,04 8,03<br>Lon<br>✠LMC 6,03 | 1903<br>6mo<br>*Lloyd's* | Const. Nav. Espanola Cadiz<br>*SA&CP* | Cia. Gaditana de Nav. de Vap.<br>281·4 \| 40·0 \| 19·1<br>P28' B54' F30'<br>FK<br>*WB = Cell D Ba 74' f 116' 324t* | Cadiz<br>Spanish<br>*4 BHCem*<br>*APT 87t* | T. 3Cy. 21", 33" & 53" – 36" (s)<br>165lb *80lb* 184 NH<br>2SB, *6rf*, GS71, HS2950<br>Cen. Mar. Eng. Wrks, W Hpl | 21 " 8<br>s 3 " 1½ | | |
| 212 Foundered 3.06 JCLT | **Pedro Menenez** Steel Sc Sr<br>*F. Perez –04* *ss* Bbo No. 1–02<br>(*ex* Thirlmere) 1 *Dk (Stl) & deep framing* | 1686<br>—<br>1108 | ✠100A1 Bbo *r*<br>5.02 | 1897<br>6mo<br>*Lloyd's* | R. Duncan & Co. Ld. Pt. Glasgow<br>*SA&CP* | Cia. Avilesina de Nav. (M. Carreño, *Mgr.*)<br>280·4 \| 40·0 \| 18·2<br>P31' B80' F36'<br>FK<br>*WB = Cell D Ba 86' u E 20' f 110'* | Gijon Aviles<br>Spanish<br>*4 BHCem*<br>*481t APT 72t* | T. 3Cy. 20", 31½" & 53" – 36" (s)<br>160lb *80lb* 182 NH<br>1SB, *3cf*, GS52, HS2352 FD<br>Hall-Brwn, Buttery & C Gls | 20 " 8<br>s " 0 | | 5,04 |
| 213 Sunk 4,05 JCLW | **Pedrosa** *R. Blanchard –05* Iron Sc Sr<br>*M. Antonio 02–02* *ss* Shl. No. 3–3,92<br>(*ex* Stanwick) *ss* Cdz. No. 2–01<br>*Well deck* 1 *Dk (Irn) 2tr B* | 1083<br>839<br>596 | ✠100A1 Bbo *n*<br>1,03<br>MS4,05 | 1889<br>7mo<br>*Lloyd's* | T. & W. Smith North Shields<br>*SA&CP* | Cia. Vasco Cantabrica de Nav.<br>(F. Pereda, *Mgr.*)<br>225·0 \| 32·6 \| 15·7<br>Q75' B62' F30'<br>BK 8'<br>*WB = DBa 59' f 90' 272t APT 8t* | Bilbao<br>Spanish<br>*1 BH pt Asp pt Cem* | T. 3Cy. 16½", 27" & 44" – 33" (s)<br>160lb *75lb* 98 RH<br>1SB, *3pf*, GS52, HS1704<br>J.P. Rennoldsn & Sns. S. Shl. | 16 " 8<br>s 1 " 5 | | 7,02<br>4,05 |
| 214 90333 KHSD | **Peeress** Iron Sc Sr<br>*R.H. Vincent –02* *ss* Sld. No. 3–10,99<br>1 *Dk (Irn) & Spar dk 3tr B*<br>*ss* Sld. No. 1–05 | 2323<br>2303<br>1504 | ✠100A1 Sws *s*<br>*Spar dk*<br>3,05 ✠LMC 7,01<br>BS5,06 | 1886<br>8mo | Short Bros. Sunderland A&CP | Taylor & Sanderman Steam Shipping Co. Ld. (Taylor & Sanderson, *Mgrs.*)<br>292·1 \| 38·1 \| 27·5<br>F18'<br>ND99<br>BK 9½'<br>*WB = DB a 82' f 48' 274t* | Sundrland<br>British<br>*6 BHCem*<br>*2SB 6pf* GS110, HS3558<br>G. Clark, Sunderland | C. 2Cy. 36" & 68" – 42" (i)<br>80lb 225 NH<br>2SB, *6pf*, GS110, HS3558<br>G. Clark, Sunderland | 21 " 7<br>s 6 " 10 | | N7,04 |
| 215 106647 QJND | **Peerless** Steel Sc Sr<br>*J. Thomas –01* *ss* Bry. No. 1–03<br>1 *Dk (Irn) 2tr B & Web frames 3 Dk rule* | 3112<br>2834<br>2011 | ✠100A1 Bry *v*<br>6,01 9,03<br>✠LMC 9,08 | 1898<br>10mo<br>*Lloyd's* | Richardsn, Duck & Co. Stockton<br>*SA&CP* W | Hall Bros. SS. Co. Ld<br>325·0 \| 45·5 \| 23·7<br>P31' B90' F33'<br>FK<br>*B = Cell D B a 108' u E & B 42' f 130' 754t* | Newcastle<br>British<br>*5 BHCem*<br>*APT 119t* | T. 3Cy. 23", 38" & 62½" – 42" (s)<br>160lb *90lb* 255 NH<br>2SB, *6rf*, GS106, HS3900<br>Blair & Co. Ld. Stockton | 26 " 4<br>s 4 " 10½ | | N12,02 |
| 216 150341 | **—** Wood Sc Tug | 102<br>—<br>69 | | 1900 | T. McCasker & Co. Baltimore | P. Dougherty & Co.<br>85·4 \| 21·2 \| 9·7 | Baltimore Utd. States | | | | |
| 217 150214 JVHK | **Pegasus** Iron Pad<br>*W.M. Pearce 86–86* | 848<br>—<br>579 | | 1881 | W. Cramp & Sons Philadelphia | Iron Steamboat Co.<br>211·6 \| 32·0 \| 10·6 | New York Utd. States | 1 Cy. 58" – 132"<br>248 NHP<br>W. Cramp & Sons, Phl. | | | |
| 218 99669 MQSG | **—** Iron Sc Y 1<br>*T. Robinson –92*<br>*Mchy. Aft* 1 *Dk* | 155<br>142<br>57 | | 1892 | Mackie & Thomson Glasgow | Grimsby & N. Sea Stm Trawling Co Ld<br>100·5 \| 20·5 \| 10·7<br>Q19' F19'<br>BK 7½'<br>*WB* | Grimsby<br>British | T. 3Cy. 11", 16½" & 27" – 22"<br>45RH<br>Muir & Houston, Glasgow | 11 " 11 | | |
| 219 111294 RVFD | **Pegu** Steel Sc Sr<br>*R. Leslie –03*<br>*Elec. light* 2 *Dks* | 3896<br>3464<br>2511 | | 1900 | W. Denny & Bros. Dumbarton | Burmah S.S. Co. Ld. (P. Henderson & Co. *Mgrs.*)<br>359·9 \| 45·0 \| 26·4<br>P37' Q33' B108'<br>*WB* | Glasgow<br>British | T. 3Cy. 26½", 42" & 66½" – 51"<br>315 NHP<br>Denny & Co. Dumbarton | | C BT till 8,04 | 7,05 |
| 220 52602 | **—** Iron Sc Sr<br>*J.H. Coysh*<br>Prins, (*ex* Vice President Peque)<br>2 *Dks* | 485<br>415<br>294 | | 1865 | L. Hill Pt. Glasgow | Ban Ho Hin S.S. Co. Ld.<br>176·0 \| 25·2 \| 14·2<br>H70t | Penang<br>British<br>*WB* | C. 2Cy. 22½" & 46½" – 30"<br>NE73 NB96 88RHP<br>J. Dickinson, Sld. | | | |

| 1 Numéro Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Total. Nous le Pont. Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Terre-pleins, Ballastage, Lettre d'Assignement. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la [illegible]. IHP = Force en chevaux d'après les papiers du navire, essais des [illegible] & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord en hiver du navire. pds. po. | 15 Les Mats sont-ils de bois ou d'acier? Pont en bois ou en acier? | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 221 | **Pehr Brahe** | IronScSr | 450 | | | | 1864 | Bergsunds Mek. Verkst Stockholm | Ångfartygs Aktieb. Poseidon | 157·8 24·7 14·3 | Åbo Russian | 2Cy.20″&39″–24″ NB01 62NH | | | |
| QWRD | *J.V. Wikström* 00–99 (*ex* Esparanda) | | — | | | | | | | | | | | | |
| | 1 *Dk* | | 324 | | | | | | | | | Bergsunds M.V., Skm. | | | |
| 222 | **Pehr Ennes** | IronScSr | 159 | | | | 1872 | Gustaf Tillberg Oskarshamn | A. Nordholm | 106·2 18·6 6·9 Q26′ 946 B 10′ F 35 | Fagervikn Swedish | C.2Cy.12½″&28″–16″ 18NH | | | |
| 484 | *J. Nordin* –08 (*ex* Arkösund, | | 77 | | | | | | | | | | | | |
| HQCF | *ex* Gamleby, *ex* Per Ennes, *ex* Norra Vike) | | 119 | | | | | | | | | G. Tillberg, Oskarshamn | | | |
| | 1 *Dk* | | | | | | | | | | | | | | |
| 223 | **Peik** | SteelScSr | 1168 | | | | 1896 | Nylands Værksted Christiania | And. Jacobsen | 221·1 33·7 12·3 Q66′ B25′ H59′ F27′ | Christiania Norwegian | T.3Cy.16½″,27″&44″–30″ 106NH | | | N |
| HFMC | *J. Lorentzen* 98–00 | | 744 | | | | | | | | *WB* | Nylands Værksted, Xia. | | | |
| | 1 *Dk* & *pt Awngdk* | | | | | | | | | | | | | | |
| 224 | **Pei-Ping** | | — | | | | | | Chinese Engineering & Mining Co. | ..... ..... ..... | Shanghai Chinese | | | | |
| | *A. McFaggart* 02–02 | | — | | | | | | | | | | | | |
| | | | 3200 | | | | | | | | | | | | |
| 225 | **Pekin** | SteelScSr | 3957 | | | | 1888 | Palmers' Co. Ld. Newcastle | P. & O. Stm. Nav. Co. | 380·0 45·3 27·4 P48′ B130′ F47′ FK | Liverpool British | T.3Cy.29″,47″&76″–51″ 425NH | 30 « 3 | | |
| 93758 | *W.W.W. Cooke* –04 | | 3541 | | | | | | | | *WH* | Palmers' Co. Ld. Nwc. | | | |
| KQDL | *Elec. light* (*ex* Locksley Hall) | 2 *Dks* 3 *tr h* | 2523 | | | | | | | | | | | | |
| 226 | — | IronPad | 3076 | | | | 1873 | A. & J. Inglis Glasgow | China Nav. Co. Ld. | 290·9 42·2 14·9 | London British | L.1Cy.68″–144″ 427NH | | | |
| 68409 | *W.H. Sparke* –03 | | 1295 | | | | | | | | | A. & J. Inglis, Glasgow | | | |
| LVGQ | | | 2232 | | | | | | | | | | | | |
| 227 | — | SteelPadLr | 574 | | | | 1886 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 250·0 35·1 9·8 | Glasgow British | Q.D.4Cy.28″35″46″&67″–72″ 381NH | | | |
| 93337 | | | 674 | | | | | | | | | Denny & Co., Dumbarton | | | |
| | *Elec. light* | | 250 | | | | | | | | | | | | |
| 228 | **Pelaw** | IronScSr | 824 | 95A1 Shl *l* | | | 1869 | J. Laing Sunderland | W. Cory & Son, Ld. | 204·7 29·0 16·8 P37 B45 F27′ BK7″ | London British | C.2Cy.29½″&54″–36″ (*s*) 80lb *80lb* NDB97 131NH | 18 « 1 | | |
| 63532 | *C.J. Shreeve* –99 *ss* Shl.2nd No.3–6,01 | | 694 | 5,01 | | | 10mo | | | | *4 BH Cem* | 1SB, *3pf*, GS59, HS2047 NE8s | « 2 « 3½ | | |
| JPBV | *ss* Shl.No.1–04 | 1 *Dk* 2 *tr b* | 510 | NB2,94 LM [illegible] | | | | | | | *WB* = *pt DB* | J. Readhead & Co., S. Shields | | | |
| 229 | **Pelayo** | IronScSr | 1755 | ✠ Ant Lv | | | 1872 | Bowdler, Chaffer & Co. Liverpool | G. McBain | 280·0 33·1 24·5 H72*t* BK9″ | Hong Kong British | C.2Cy.35″&68″–30″ 211NH | 18 « 5 | | |
| 70660 | *J.E. Farrell* –08 6th Survey Lon. 10,89 | | 1637 | 7,01 | | | 10mo | | | | *5 BH Cem* | | | | |
| PVNL | 3rd Survey Ant. 9,98 | | 1100 | | | | | | | | | 2DB, *8pf* | | | |
| | (*ex* Equatoria, *ex* Pelayo) | 3 *Dks* | | | | | | | | | | J. Taylor & Co. Birkenhead | | | |
| 230 | — | SteelScSr | *1536* | ✠100A1 Lon *q* | | | 1900 | W. Hamilton & Co. Pt. Glasgow | Cia. Maritima | 245·6 35·7 21·7 P35′ B64′ F53′ FK | Barcelona Spanish | T.3Cy.19″,31″&51″–33″ (*s*) 165lb *80lb* 155NH | 23 « 11 | | |
| | *F. Verdaguer* | | *1440* | 8,01 8,05 | | | 11mo | | | | *1 BH Cem* | 1SB, *4pf*, GS66, HS2413 | « 3 « 0 | | |
| JCMR | 2 *Dks* (1 *Stl–Uirn*) & *deep framing* | | *963* | ✠LMC 12,00 | | | | A&CP | *WB* = *Cell D Ba* 50′ | *n E & B* 34′ *f* 106′ 327*t* | *APT* 12*t* | D. Rowan & Co. Glasgow | | | |
| 231 | **Peleus** | SteelScSr | 7441 | | | | 1901 | Workman, Clark & Co. Ld. Belfast | Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs*) | 454·7 54·1 32·3 P55′ B160′ F57′ | Liverpool British | T.3Cy.29″,49½″&88″–60″ 533NH | | BT | |
| 113467 | *A.D. Baker* –04 | | 6045 | | | | | | | | *WB* | Wrkman, Clark & Co. Ld Bel | | | |
| SHJC | *Elec. light* | 2 *Dks* & *deep framing* | 4800 | | | | | | | | | | | | |
| 232 | **Pelican** | CompScBk | 632 | Cont. 13A1 Lon | | | 1877 | The Admiralty Devonport A&CP | Hudson's Bay Co. | 180·0 36·1 16·8 P32′ F33′ pt ND01 | London British *Cem* *Cmp.01* | C.H.2Cy.27″&54″–24″ (*s*) 90lb 122NH | 18 « 8 | | |
| 114081 | *A. Gray* | | 549 | *from* 6,01 Lon. | | | | | | | | 2SB, *4pf*, GS60, HS2058 | « 3 « 2½ | | |
| SJRF | | 1 *Dk* & *pt lower dk* | 290 | 6,04 1,05 | | | | | | | | Glengall Iron Wks. Milwall | | | |
| | CB | *Irn frame planked* | | Ba Mar.01 ✠ 36,01 | | | | | | | | | | | |
| | *Full rigged Sailing Bk*— | | *See* | *Sailing Ship Register* | | | | | | | | | | | |
| 233 | — | SteelTwinScTug | 222 | ✠100A1 Fre | | | 1898 | Fleming & Ferguson Paisley A&CP | Huddart, Parker & Co. Proprietary, Ld & McIlwraith, McEacharn & Co. Proprietary, Ld. | 115·0 22·1 10·0 Q41′ BK7″ | Fremantle British *4 BH Cem* | T.6Cy.10″,16½″&27″–22″ (*s*) 160lb 2SB, *2cf*, GS44, HS1113 | 10 « 6 | | |
| | *J. Roach* –01 | «s Fre.No.1–04 | 191 | *For Towing purposes* | | | 11mo | | | | | Fleming & Ferguson, Psy | | | |
| | | 1 *Dk* | 30 | 6,01 Mel | | | | | | | | | | | |
| | *Elec. light* | | | | | | | | | | | | | | |
| 234 | — | SteelTwinScTug | 162 | | | | 1900 | Fleming & Ferguson, Ld Paisley | ~~Queensland Government~~ A. Alison | 100·0 21·0 8·4 B11′ FK | Brisbane British | T.6Cy.9″,14″&24″–22″ 57RH | 9 « 0 | | |
| 94186 | | | 136 | | | | | | | | | Fleming & Ferguson, Ld, Psy | | | |
| | | 1 *Dk* | 1 | | | | | | | | | | | | |
| 235 | — | IronScK | 156 | ✠100A1 Hul | | | 1895 | Cook, Welton & Gemmell Hull | St. Andrew's Steam Fishing Co. Ld. (W.H. Putt, *Mgr.*) | 104·3 20·8 11·0 P20′ Q24′ BK7½″ | Hull British | T.3Cy.12½″,19½″&32″–22½″ 160lb (*s*) 50RH | 11 « 9 | | |
| 105044 | | *ss* Hul.No.2–03 | 144 | *Stm Trawler* | | | 6mo | | | | *3 BH Cem* | 1SB, *2cf*, GS25, HS876 | | | |
| | | 1 *Dk* | 63 | 2,04 4,04 5,05 | | | | | | | | C.D. Holmes & Co., Hull | | | |
| | | | | ✠ [illegible] | | | *Lloyd's Mag.* | | | | | | | | |
| 236 | — | IronScSk | 131 | | | | 1871 | T.B. Seath & Co. Rutherglen | Steel & Bennie, Ld. | 108·8 18·9 8·3 len 78 | Glasgow British | C.2Cy.14″–18″ 30RH | | | |
| 63858 | *D. McTavish* –94 | | 128 | | | | | | | | | A. Campbell & Co., Glasgow | | | |
| | *Mchy. Aft* | | 76 | | | | | | | | | | | | |
| 237 | **Pelion** | IronScBn | 1794 | ✠ Msl *r* | | | 1883 | A.M'Millan & Son Dumbarton | Cie. Marseillaise de Nav. à Vap. (Fraissinet & Co... *Mgrs.*) | 259·8 36·7 15·5 P24′ B28′ 23·0 F29′ BK8 | Marseilles French | C.2Cy.36½″&63″–40″ 2DB, *4pf*, GS168 229NH | 16 « 3 | V | |
| | *Loubatière* | *ss* Msl.No.3–5,95 | 1594 | *Spar dk* | | | 2mo | | | | *6 BH Cem* | Denny & Co., Dumbarton | | | |
| KPBL | | 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* | 1052 | 5,96 [illegible] | | | | | | | | | | | |
| 238 | **Pellworm** | IronScSr | 957 | | | | 1880 | W.B. Thompson Dundee | Nord-Ostsee Rhederei | 217·9 29·5 15·5 P120′ F29′ BK7½″ | Hamburg German | C.2Cy.21⅛″&46⅜″–33″ NB02 99NH | 16 « 6 | G | |
| | *H. Botsch* 00–02 | | 698 | | | | | | | | *WB* | W.B. Thompson, Dundee | | | |
| RLNF | *Well deck* (*ex* Garry) | 1 *Dk* 2 *tr B* | 595 | | | | | | | | | | | | |
| 239 | **Peloponessos** | IronScSr | *608* | | | | 1863 | Tod & [illegible] Glasgow | D.P. Goudis | 210·1 27·1 14·4 P61*t* | Piræus Greek | T.8Cy.19½″,31″&49″–33″ 188NH | | | |
| | *ex* Electric) | | *505* | | | | | | | | | A. & J. Inglis, Glasgow | | | |
| HMKB | | | 272 | | | | | | | | | | | | |
| 240 | **Pelops** | IronScSr | 973 | | | | 188[illegible] | T. Royden & Sons Liverpool | New Hellenic Stm. Nav. Soc | 230·8 30·2 15·5 | Syra Greek | C.2Cy.32″&62″–42″ 208NH | | | |
| | *N. Papp[illegible]gelig* | | — | | | | | | | | | J. Jack & Co., Liverpool | | | |
| HLDT | | 2 *Dks* | 613 | | | | | | | | | | | | |
| 241 | **Peloro** | IronScSr | 1963 | | | | 1874 | Wigham Richardson & Co. Newcastle | Nav. Gen. Italiana | 299·8 35·4 18·0 25·2 | Genoa Italian | C.2Cy.44″&74″–42″ NB94 295NH | | I | |
| 247 | *G.B. Dagnino* | | 1817 | | | | | | | | | Gourlay Bros. & Co., Dun. | | | |
| RJNK | | 1 *Dk* & *Spar dk* 3 *tr B* | 1194 | | | | | | | | | | | | |
| 242 | **Peluse** | IronTwinSc | 344 | | | | 1884 | Lobnitz & Co. Renfrew | Asiatic Petroleum Co. Ld. Manila | 133·7 25·2 10·8 no | ~~Singapore~~ ~~British~~ Dutch | C.4Cy.14″&28″–24″ 65RH | | | |
| ~~11[illegible]~~ | | | 305 | | | | | | | | | Lobnitz & Co. Renfrew | | | |
| ~~[illegible]~~ | | 1 *Dk* | 170 | | | | | | | | | | | | |
| 243 | **Pemaquid** | SteelSc | 409 | | | | 1893 | Neafie & Levy Co. Philadelphia | Maine Central R.R. Co. | 132·5 28·0 9·8 | Prtlnd, Me. Utd. States | C.2Cy.20″&40″–28″ 71NH | | | |
| 141270 | | | — | | | | | | | | | Neafie & Levy Co. Phl | | | |
| | (*ex* Long Island) | | 225 | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. Years Expired. | 6 Built. When | By Whom. Where. | 7 Owners. | 8 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 9 Port of Registry. Flag. | 10 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 11 Moulded Depth. Freeboard Amidships. ft. in. | 12 Tonnage. Under Deck. Gross. | 13 Draught of Water. Deepest Draught. Light. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 244<br>82973<br>HSNL | Pembroke<br>*J.S.Burnnand*<br>*2 Dks* | Steel Twin Sc Sr | 977<br>760<br>196 | | | | 1880 | Laird Bros.<br>Birkenhead | Gt. Western Rly. Co | 254·0 30·9 15·3<br>P71' B87' | Milford<br>British | T.6Cy.19",30"&46"–30"<br>NE&B96 262NHP<br>Laird Bros., Birkenhead | | | ~~BT~~<br>~~till~~<br>~~Nov~~<br>9,09 |
| 245<br>103434 | —<br>*O.Blondin89–89* | Steel Pad | 194<br>174<br>122 | | | | 1895 | Bertram<br>Eng. Wrk. Co.<br>Pembroke, Ont. | Upper Ottawa Improvement Co Ld | 104·5 28·2 6·6 | Ottawa<br>British | H.4Cy.16"–48"<br>30RHP<br>Bartley&Co., Montreal | | | |
| 246<br>87157<br>HWCQ | Pembroke Castle<br>*W.W.Verrall* –04<br>*Ref. Mchy. Electlight* | Steel Sc 4 Mast Bk<br>*ss* Gls. No.3–12.95<br>*ss* Lon. No.1–00<br>*3 Dks (2 Stl)* | 4045<br>3639<br>2541 | ✠100A1<br>10.03<br>BS4.03 ✠LMC7.00 | Lon | *w* | 1883<br>7mo | Barrow S.<br>B.Co. (Lim.)<br>Barrow<br>*Lloyd's A&CP* | Union-Castle Mail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 400·2 42·6 21·4<br>G169' F47'<br>BK9<br>*WB=* | London<br>British | C.2Cy.43"&86"–57"<br>90lb *90lb* NDB95 466NHP<br>2DB.*12cf.*GS258,HS7836<br>Barrow S.B.Co.(Lim.)Brwn. | 30 " 7 | | 4,08 |
| 247<br>108324 | —<br>*T.Wales* –08 | Iron Sc K<br>*ss* Mil. No.1–02<br>*1 Dk* | 153<br>118<br>48 | ✠100A1<br>*Stm Trawler*<br>~~2.04~~ ~~s.m.~~ ✠LMC8.02 | Mil<br>Sws | | 1898<br>3mo | Edwards<br>Bros.<br>N.Shields<br>*Lloyd's A&CP* | Castle S.Trwlrs.Ld<br>(G.Heron, *Mgr.*) | 105·5 20·8 10·9<br>Q19' 087½ | London<br>British | T.3Cy.12",19"&32"–22½" (*s*)<br>160lb *56RHP*<br>3 *BHCem*<br>1SB.*2pf*,GS25,HS890<br>N.E.MarineCo.(Lim.),Sld | 11 " 10 | | ~~4.09~~<br>~~2.06~~ |
| 248<br>~~2065~~ | Peña Angustina<br>*A.Piris99–99*<br>(*ex* Manuka) | Steel Sc Sr<br>*ss* Bbo. No.3–7.03<br>1 *Dk (Irn)* & *Web frames*<br>*pt Awng dk (Irn)* | 1806<br>1334<br>1092 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~6.04~~ ~~9.03~~<br>~~BS4.04~~ ~~MS7.03~~ ✠LMC<br>~~MS7,03~~ | Gls<br>Rot | *q* | 1890<br>5mo | Tyne Iron<br>S.B.Co.<br>Newcastle<br>*Lloyd's A&CP* | Cia. Santanderina de Nav. (~~Erhardt & Co. G.m.b.H. Mgrs.~~)<br>(A. Pardo, *Mgr.*) | 260·0 36·7 16·8<br>P29' Q88'<br>*pt Awng dk* 163' F8<br>*WB=Cell DB* 212 | Santander<br>Spanish<br>4 *BHCem*<br>398 *t APT* 190 | T.3Cy.20",34"&54"–36" (*s*)<br>180lb *55lb* 184NHP<br>2SB.*6pf*,GS90,HS2900<br>Wilsnd&Spwy Co. Ld. Nwc | 19 " 2<br>~~17 " 10~~ | | 6,03 |
| 249<br>JCMH | Peña Cabarga<br>~~*E.Cuisine99–99*~~<br>*A.Regato04–04* | Steel Sc Sr<br>~~*ss* Blue No.1–00~~<br>1 *Dk (Stl)* & *deep framing*<br>*ss* Bly. No.3–11,04 | 1701<br>1446<br>962 | ✠100A1<br>11.04 ~~Cliff~~ ~~spl. Bbo~~ Bly<br>~~Bbo~~ ~~Lloyd's~~ | Cff | *q* | 1897<br>10mo | A.M'Millan<br>& Son, Ld.<br>Dumbarton<br>*A&CP* | Cia. Santanderina de Nav. ~~Erhardt & Co. G.m.b.H. Mgrs.~~<br>(A. Pardo, *Mgr.*) | 260·0 37·0 18·2<br>B60' F27'<br>drp04 FK<br>*WB=Cell DB* & *uE88'* *f* 110 | Santander<br>Spanish<br>1 *BHCem*<br>402 *t APT* 63 *t* | T.3Cy.19",31"&51"–36" (*s*)<br>160lb *80lb* 161NHP<br>1SB.*3cf*,GS66,HS2567<br>Muir&Houston,Ld.,Gls. | 20 " 6<br>~~s 3 " 4½~~ | | ~~4.01~~<br>11,04 |
| 250<br>JCMK | Peña Castillo<br>*J.F.Vayas97–99*<br>1 *Dk (Stl)* & *deep framing* | Steel Sc Sr<br>*ss* Bbo. No.1–04 | 1718<br>1481<br>1002 | ✠100A1<br>12.04 ~~1.08~~<br>✠LM~~C 11.99~~ | Shl<br>Bbo | *q* | 1899<br>11mo | A. McMillan&Son, Ld<br>Dumbarton<br>A&CP | Cia. Santanderina de Nav. (~~Erhardt & Co. G.m.b.H. Mgrs.~~)<br>(A. Pardo, *Mgr.*) | 260·0 37·0 18·2<br>B60' F27'<br>FK<br>*WB=Cell DB* & *uE88'* *f* 110' 402 *t* | Santander<br>Spanish<br>1 *BHCem*<br>*APT* 103 *t* | T.3Cy.19",31"&51"–36" (*s*)<br>160lb *80lb* 160NHP<br>2SB.*6cf*,GS94,HS2460<br>Muir&Houston,Ld.,Gls. | 20 " 6<br>~~s 3 " 4½~~ | | 11,03 |
| 251<br>JCMB<br>~~Well deck~~ | Peña Rocias<br>~~*Home*~~<br>(*ex* Norlands)<br>*J.F.Vayas99–04* | Steel Sc Sr<br>*ss* Off. No.3–8.00<br>1 *Dk (Stl)* & *Web frames*<br>*ss* Bbo No1–04 | 1697<br>1366<br>996 | ✠100A1<br>~~4.04~~ 2.03 1.05 Hpl Bbo<br>~~Bbo~~ ~~4.04~~ ✠LMC~~8.00~~ | Ard | *q* | 1889<br>5mo | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | Cia. Santanderina de Nav. (~~Erhardt & Co. G.m.b.H. Mgrs.~~)<br>(A. Pardo, *Mgr.*) | 260·0 36·6 18·3<br>P27' Q80' B100' F25<br>drp01 FK<br>*WB=DBa* | Santander<br>Spanish 150<br>1 *BHCem*<br>82 *f* 100' 378 *t* | T.3Cy.19",30½"&51"–36" (*s*)<br>~~140lb~~ *80lb* NDB00 156NHP<br>2SB.*4cf*,GS66<br>Cen.Mar.Eng.Wrks.W Hpl | 19 " 5<br>~~s 1 " 5½~~ | | ~~N11,02~~<br>7,04 |
| 252<br>JOMN | Peña Sagra<br>*B.de Mazas* –02<br>1 *Dk (Stl)* & *deep framing* | Steel Sc Sr<br>*ss* Npt. No.1–03 | 1788<br>1494<br>1083 | ✠100A1<br>12.04 ~~11.08~~<br>✠LMC12,03 | Npt<br>Bbo | *q* | 1900<br>1mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>*Lloyd's A&CP* | Cia. Santanderina de Nav. (~~Erhardt & Co. G.m.b.H. Mgrs.~~)<br>(A. Pardo, *Mgr.*) | 259·9 37·2 18·1<br>P23' B62' F28'<br>FK<br>*WB=Cell DBa* 74' *f* 100' 366 *t* | Santander<br>Spanish<br>1 *BHCem*<br>*APT* 60 *t* | T.3Cy.19",30½"&50"–36" (*s*)<br>160lb *80lb* 158NHP<br>2SB.*4cf*,GS64,HS2500<br>Hall-Brwn,Buttery&C.Gls | 20 " 6<br>s 2 " 10½ | | ~~N12,03~~<br>10,04 |
| 253<br>82853<br>VKTJ | Penang<br>*Olsen*<br>1 *Dk & Shade dk* | Iron Sc Sr | 623<br>511<br>386 | | | | 1881 | Ramage&<br>Ferguson<br>Leith | Straits S.S.Co.Ld. | 201·0 27·1 13·9<br>P41' F35' | Singapore<br>British | C.2Cy.27"&50"–33"<br>120NHP<br>T.Richardson&Sons,Hpl. | | | |
| 254<br>109226<br>SBTH | Penare<br>*R.Fault* –03<br>1 *Dk (Irn)* 2 *tr B* & *Web frames*<br>3 *Dk rule* | Steel Sc Sr | 3078<br>2862<br>1978 | ✠100A1<br>*with freeboard*<br>9.04 ~~9.03~~ ✠LMC~~11.00~~<br>MS9.04 ~~BS12,04~~ | Cff<br>Bry | *u* | 1900<br>11mo | Ropner&<br>Son<br>Stockton<br>A&CP | Penare S.S.Co.Ld.<br>(R.B.Chellew) | 325·0 48·1 21·9<br>P29 B166' F36'<br>FK<br>*WB=Cell DB* | Falmouth<br>British<br>5 *BHCem*<br>*APT* 104 *t* | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *80lb* 273NHP<br>2SB.*6rf*,GS119,HS4200<br>Blair&Co.Ld.Stockton | 24 " 3<br>~~s 4 " 0½~~<br>s 3 " 7½ | | ~~11,03~~<br>N9,04 |
| 255<br>105177<br>PFBM | Penarth<br>~~*Lubner* –04~~<br>*Marychurch* –05 | Steel Sc Sr<br>~~*ss* ft Kg. No.1–04~~<br>1 *Dk (Stl)* 2 *tr B* & *Web frames*<br>*ss* Cff. No.2–05 | 3035<br>2876<br>1959 | ✠100A1<br>*with freeboard*<br>3.05 ~~3.00~~<br>~~Lloyd's~~ ~~1.MC~~ | Cff | *u* | 1896<br>1mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>A&CP | Labarrouere S.S.Co Ld. (Morel.Ld. *Mgrs.*)<br>*WB=* | 325·0 47·0 23·6<br>P27' B70' F32'<br>FK<br>*DBa* 108' *f* 126' 771 *t* | Cardiff<br>British<br>5 *BHCem*<br>*APT* 102 *t* | T.3Cy.24",38"&64"–42" (*s*)<br>160lb 266NHP<br>3SB.*6rf*,GS123,HS4009<br>Cen.Mar.Eng.Wks.,W.Hpl | 24 " 10<br>~~s 5 " 0~~<br>s 4 " 7 | | N4,04 |
| 256<br>95456<br>KWFM | Pencalenick<br>*J.Richards* –00<br>*Well deck* | Steel Sc Sr<br>*ss* Bry. No.3–4.01<br>(*ex* Chamois)<br>1 *Dk (Irn)* 2 *tr B* | 1877<br>1411<br>1177 | ✠100A1<br>1.05 ~~1.04~~<br>BS10.03 ✠LMC~~4.01~~<br>BS1,05 | Sws | *r* | 1888<br>8mo | W.Doxford&Sons<br>Sunderland<br>A&CP | Pencalenick SS.Co. Ld. (R.B.Chellew)<br>*WB=*<br>*Cell DB (Irn)* a 76 | 265·0 37·0 17·4<br>P28 Q66' B120'<br>F28 FK<br>*uE* & *B40' f* 106' 386 *t* | Falmouth<br>British<br>4 *BHCem*<br>*APT* 49 *t* | T.3Cy.19½",33"&54"–36" (*s*)<br>160lb *70lb* 175NHP<br>2SB.*4cf*,GS84<br>W.Doxford&Sons,Sld | 19 " 8<br>s 1 " 7½ | | ~~4.04~~<br>1,05 |
| 257<br>150768 | Pencoyd<br>*V.Stiles92–*<br>1 *Dk* | Steel Sc Tug | 120<br>—<br>82 | | | | 1897 | C.Hillman<br>S.&E.B.Co.<br>Philadelphia | Reading Co. | 88·2 19·0 10·6 | Philadelphia<br>Utd.States | C.2Cy.15"&26"–22"<br>26NHP<br>C.Hillman S.&E.B.Co.Phl | | | |
| 258<br>99158<br>MTWF | Pendarves<br>*G.G.Bickford* –03<br>1 *Dk (pt Stl pt Irn)* & *Web frames*<br>& *pt Awng dk (Irn)* | Steel Sc Sr<br>*ss* Cff. No.2–01 | 2669<br>2063<br>1706 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>5.04<br>~~BS5.04~~ ✠LL~~M~~ 2.01 ~~2.00~~ | Cff | *t* | 1892<br>9mo | Sir R Dixon<br>&Co.<br>Middlesbro'<br>A&CP | Pendarves S.S.Co. Ld. (R.B.Chellew)<br>*WB=* | 299·5 40·1 20·5<br>P27' Q84'<br>FK<br>*Cell D B* 234' 513 *t* | Falmouth<br>British<br>5 *BHCem*<br>*APT* 111 *t* | T.3Cy.23",37½"&61½"–39"<br>160lb ~~*80lb*~~ (*s*) 241NHP<br>2SB.*6cf*,GS91,HS3788 *100lb*<br>T.Richardson&Sons,Hpl.<br>NDB05 | 22 " 10<br>~~s 0 " 2~~<br>s 9 " 2 | | ~~5.04~~<br>2,05 |
| 259<br>109218<br>QTFJ | Pendeen<br>*J.Steer* –99<br>1 *Dk (Irn)* & *Web frames* | Steel Sc Sr<br>*ss* Cff. No.1–03 | 2108<br>1932<br>1342 | ✠100A1<br>5.04<br>✠LMC8.03 | Bry | *s* | 1899<br>2mo | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | Pendeen SS.Co.Ld. (R.B.Chellew)<br>*WB=Cell* | 290·0 42·0 19·2<br>P25' B69' F29'<br>FK<br>*DBa* & *uE* 110' *f* 120' | Falmouth<br>British<br>5 *BHCem*<br>607 *t APT* 54 *t* | T.3Cy.21½",35"&58"–39" (*s*)<br>160lb *80lb* 217NHP<br>2SB.*6rf*,GS82,HS3370<br>Cen.Mar.Eng.Wrks,W Hpl | 21 " 9<br>s 3 " 6 | | 8,03 |
| 260<br>108016<br>PQMC | Pendennis<br>*J.Hichens* –08<br>1 *Dk (Irn)* & *Web frames* | Steel Sc Sr<br>*ss* Cff. No.1–01 | 2123<br>1956<br>1348 | ✠100A1<br>1.05 ~~5.03~~ ~~3.01~~ Bry<br>~~Abs. Lloyds~~ ✠LMC3.01<br>BS12,04 | Cff | *s* | 1897<br>1mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>A&CP | Pendennis S.S.Co. Ld. (R.B.Chellew)<br>*WB=Ce* | 290·0 42·2 19·1<br>P25' B69' F29'<br>FK<br>*DBa* & *uE* 110' *f* 120' | Falmouth<br>British<br>5 *BHCem*<br>607 *t APT* 54 *t* | T.3Cy.21½",35"& 8"–39" (*s*)<br>160lb *80lb* 218NHP<br>2SB.*6rf*,GS73,HS3380<br>Cen.Mar.Eng.Wrks.W Hpl | 21 " 9<br>s 3 " 7 | | ~~10.03~~<br>~~8,04~~<br>1,05 |
| 261<br>105795<br>PFRC | Pendower<br>*J.J.Hall* –04<br>1 *Dk (Irn)* 2 *tr B* & *Web frames* | Steel Sc Sr<br>*ss* Cff. No.2–03 | 2679<br>2481<br>1709 | ✠100A1<br>*with freeboard*<br>1.05 ~~5.04~~<br>~~BS8.04~~ ~~2.04~~ ✠LMC<br>MS12,03 | Shl<br>Cff | *t* | 1896<br>2mo | Irvine&Co<br>W Hartlepool<br>A&CP | London&Northern S.S.Co.Ld. (Pyman Bros. Ld. *Mgrs.*)<br>*WB=Cell* | 314·0 44·0 20·7<br>P31' B72' F33'<br>FK<br>*DBa* & *uE* 134' *f* 118' | London<br>British<br>5 *BHCem*<br>597 *t APT* 81 *t* | T.3Cy.28",37½"&61½"–39"<br>160lb *80lb* (*s*) 240NHP<br>2SB.*6rf*,GS95,HS3648<br>Blair&Co. (Lim.).Stockton | 23 " 3<br>s 4 " 0 | | ~~12.03~~<br>1,05 |
| 262<br>~~2065~~ | Penedo<br>*A.Da Motta, Jun.*<br>1 *Dk (Stl—ws)* | Steel Sc Sr | 781<br>490<br>481 | ✠<br>11.91<br>*For Coastings & River purposes* | Gmh<br>✠ | *o* | 1891<br>11mo | Grngemth<br>Dockyrd Co<br>Grngemouth | A.Da Motta, Jun. | 200·3 30·1 12·3<br>P38' B61' F27'<br>BK7½<br>*WB=FPT* | Para<br>Brazilian<br>4 *BHCem*<br>15 *t APT* 15 *t* | T.3Cy.17½",27"&44"–30"<br>131NHP<br>1DB.*4rf*,GS78,HS2332<br>Hutson&Corbett.Glasgow | 13 " 0 | | |
| 263<br>99149<br>NSWL | Penelope<br>*J.W.Smith92–03*<br>1 *Dk (Irn)* &<br>*Web frames & pt Awng dk (Irn)* | Steel Sc Sr<br>*ss* Cff. No.2–03 | 2746<br>2115<br>1761 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3.05 ~~3.03~~ ✠LMC<br>MS3,03 ~~MS6.03~~ | Cff<br>Bry | *t* | 1895<br>4mo | T Turnbull<br>&Son<br>Whitby<br>A&CP | H.Baxter&Co.<br>*WB=* | 312·6 40·7 20·4<br>P28' Q92'<br>*pt Awng dk* 192 FK<br>*Cell DBa* 104' *uE* 22 | Whitby<br>British<br>5 *BHCem*<br>*f* 120' 602 *t* | T.3Cy.28",37½"&61½"–39"<br>160lb *80lb* (*s*) 236NHP<br>2SB,*6cf*,GS99,HS3528<br>Blair&Co.(Lim.),Stockton | 23 " 2<br>s 9 " 1 | | ~~5.03~~<br>11,04 |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Spéciale. / Port de Visite. / Terme assigné maintenant. / Dernière Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Donne. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement / Pavillon. | Machines. Nos & Sorte des Machines.—Course. Pression des Chaudières. N.B.—Force en chevaux d'après les formules de la Société. R.H.P.—Force en chevaux d'après les papiers de la marine. Numéro des Chaudières & Foyers. Nos des Cylindres des machines. | Tonnage Total. / Déduction pour Machines. / Net. | Tirant d'eau. pds. / pc. |
|---|---|---|---|---|---|---|---|---|---|---|
| 264<br>66360<br>KQNL | Penelope<br>*W.S.Ross* –98 6thSurvey Lth.4,96<br>*Ref.Mchy* 2ndSurvey,Gmh.1,04<br>1*Dk*(*Irn*)2*trB* | IronScSr<br>1202<br>1027<br>766 | ✝ A1* 1 Gmh Lv<br>2,05 1,00 Lth | 1871 Richardson<br>9mo Duck&Co.<br>Stockton | J.Cormack&Co. | 230·0 30·1 19·6<br>142*t* RFD25*t*<br>FK | Leith<br>British | C.2Cy.27″&61″–80″<br>NB80 119NHP<br>2SB,*4pf*,gs56<br>C.D.Holmes&Co.,Hull | | |
| 265<br>PNWQ | *Now named "Anita," See No 88 in Supplement.*<br>1*Dk*2*trB* | IronScSr<br>1175<br>718 | | 1872 Backhouse<br>&Dixon<br>Middlesbro' | M.S.Springer | 230·0 31·0 18·7<br>P139 F25′<br>FK | Amstrdam<br>Dutch | C.2Cy.28½″&57″–88″<br>156NHP<br>T.Richardson&Sons,Hpl. | | V |
| 266<br>105[illegible] | —<br>*Hull No.1*<br>*ssHul.No.3–3,99*<br>*ssHul.No.1–03* 1*Dk* | IronScK<br>149<br>141<br>59 | ✝100A1 Hul<br>*Stm Trawler*<br>12,01&6,01 ✝LMC8,03<br>[illegible] | 1895 Cook, Wel-<br>10mo t'n&Gemmell<br>Hull<br>*Lloyd's SA&CP* | Hellyer'sSteam<br>FishingCo.Ld. | 102·5 20·5 11·0<br>BK7½′ | Hull<br>British | T.3Cy.11½″,18″&80″–22″ (*s*)<br>160lb 45RHP<br>1SB,*2cf*,gs23,hs708<br>C.D.Holmes&Co.,Hull | 11 | 9 |
| 267<br>KPBS | Penfeld<br>*Ed.Kerjean*<br>*Well deck* 1*Dk* | IronScBn<br>835<br>—<br>459 | ✝ Stk *l*<br>1,86 | 1884 R.Dixon&<br>12mo Co.<br>Middlesbro' | ChevillotteFrères<br>*WB* | 195·0 30·1 13·8<br>Q68′ B51′ F25′<br>= *Cell DB*154′254*t* | Brest<br>French<br>4*BHCem* | C.2Cy.25½″&48″–88″<br>NB98 410NHP<br>Blair&Co.(Lim.),Stockton | 15 | 10 V |
| 268<br>47843<br>VQHT | Penguin<br>*J.D.Watson* –02 | IronScSr<br>824<br>583<br>517 | | 1864 Tod&<br>McGregor<br>Glasgow | UnionS.S.Co.of<br>NewZealand,Ld. | 220·5 28·5 14·4<br>P112*t* F39*t* | Dunedin<br>British | C.2Cy.38″&55″–86″<br>NE&B82 151NHP<br>R.Napier&Sons,Glasgow | | |
| 269<br>[illegible]<br>FQJB | —<br>*Thor Jensen* –04<br>1*Dk*(*Irn*)<br>*Mchy.Aft* | SteelScK<br>247<br>203<br>97 | ✝~~100A1~~ Liv *e*<br>3,01 | 1899 T.B.Seath<br>11mo &Co<br>Rutherglen<br>*Lloyd's SA&CP* | C.G.Smith | 118·0 22·0 10·4<br>FK<br>*WB* = *FPT*12*t* | Manchestr<br>British<br>3*BHCem* | C.2Cy.16″&33″–20″ (*s*)<br>120lb 45RHP<br>1SB,*3pf*,gs87,hs895<br>Fisher&Co.Paisley | 11 | 3 |
| 270<br>FQJB | —<br>*ssFre.No.1–01*<br>*Elec.light* 1*Dk*(*Stl*-ws) | SteelScKTug<br>208<br>205<br>60 | ✝100A1 Fre *d*<br>6.01<br>BS10,08 ✝LMC2.01 | 1897 Palmers'<br>3mo Co.(Lim.)<br>Newcastle<br>A&CP | Government of<br>Western Australia | 120·0 24·1 11·4<br>BK6′5<br>*WB* = *APT*45*t* | Newcastle<br>British<br>5*BHCem* | T.3Cy.11½″,18½″&80″–24″<br>160lb *80lb* (*s*)<br>1SB,*3pf*,gs55,hs1200<br>Palmers'Co.(Lim.),Nwc. | 12 | 1·5 |
| 271<br>114622 | —<br>*W.H.Sheldon*00–02<br>1*Dk* | SteelScK<br>190<br>176<br>58 | ✝100A1 Abn<br>*Stm Trawler* Ply<br>11,04 ~~11,02~~ ✝LMC11,02 | 1902 A.Hall&<br>11mo Co.<br>Aberdeen<br>*Lloyd's SA&CP* | Chant&Paddon | 112·4 21·1 11·6<br>Q21′<br>BK7½′<br>*WB* = *DTf*5′6*t* | Plymouth<br>British<br>3*BHCem* | T.3Cy.12″,19″&32½″–24″ (*s*)<br>185lb 63RHP<br>1SB,*2cf*,gs31,hs1096<br>A.Hall&Co.Aberdeen | 12 | 2 |
| 272<br>109227<br>TQJS | —<br>*Trevena* –08<br>1*Dk* | SteelScSp<br>187<br>187<br>25 | ✝100A1 Fal *e*<br>*For Towing purposes*<br>9,08 ✝LMC8,01 | 1901 Cox&Co.<br>4mo Falmouth<br>*Lloyd's SA&CP* | W.Rowe | 120·0 21·1 12·0<br>B36′<br>BK7′ | Falmouth<br>British<br>1*BHCem* | T.3Cy.15½″,25″&40″–26″ (*s*)<br>160lb 99RHP<br>2SB,*4cf*,gs68,hs1900<br>Cox&Co.Falmouth | 12 | 6 |
| 273<br>105012 | —<br>*W.Irish* –95 *ssHul.No.2–03*<br>1*Dk* | IronScK<br>151<br>149<br>65 | ✝100A1 Hul<br>*Stm Trawler*<br>~~7,02~~ ✝LMC7,03 | 1895 Cook, Wel-<br>5mo t'n&Gemmell<br>Hull<br>*Lloyd's SA&CP* | Pickering&Hal-<br>dane'sStm.Trawl-<br>ingCo.Ld. | 101·7 20·7 11·0<br>Q24′<br>BK7½′ | Hull<br>British<br>3*BHCem* | T.3Cy.11½″,18″&80″–22″ (*s*)<br>160lb 45RH<br>1SB,*2cf*,gs28,hs708<br>C.D.Holmes&Co.,Hull | 11 | 10 |
| 274<br>63849 | —<br>*D.Mathieson* –02<br>1*Dk* | IronSc<br>129<br>128<br>80 | | 1871 Lon.&Gls.<br>Co.Ld.<br>Glasgow | Steel&Bennie.Ld. | 107·6 18·7 8·5<br>len77 | Glasgow<br>British | 2Cy.18″–18″<br>15RHP<br>London&Glas.Co.Ld.Gls. | | |
| 275<br>110187<br>RHTM | —<br>~~Mariscopa 99~~<br>*J.Thompson* 1*Dk* | SteelTwinScSr<br>123<br>93<br>53 | ✝ A1 PEl<br>*Tender*<br>2,05 ~~2,03~~ ✝LMC2,03<br>DS2,08 | 1899 Cox&Co.<br>9mo Falmouth<br>*Lloyd's SA&CP* | UnionCastleMail<br>S.S.Co.Ld. (D.<br>Currie&Co.*Mgrs.*) | 90·2 19·3 7·4<br>Q18′<br>BK4<br>*WB* = *FPT*8*t* | London<br>British<br>1*BHCem* | C.4Cy.10½″&21″–16″ (*o*)<br>120lb 36RHP<br>1SB,*2cf*,gs32,hs772<br>Cox&Co.Falmouth | 8 | 1·4 |
| 276<br>68981<br>RLCW | Peninsula *J.B.May* –05 IronScSr<br>~~*Beaumaris* –03~~ *ssShl.2nd No.3–1,03*<br>(*exDoris*,*exPrudent*) 2*Dks*(1*Irn*)3*trB* | 1384<br>1334<br>874 | ✝100A1 Lon *f*<br>1,04<br>~~N&7,99~~ ✝LMC1,03<br>DBS3,04 | 1877 Bartram,<br>8mo Haswell&Co<br>Sunderland<br>A&CP | J.Hall,jun.&Co. | 240·2 33·2 23·1<br>B17′F18′<br>D602 BK9′<br>*WB* = *DBa*64′*f*36′ | London<br>British<br>1*BHCem*<br>2SB,*4pf*,gs66,hs2526 | C.2Cy.29″&60″–36″ (*s*)<br>80lb *55lb* WD083 162NHP<br>J.Dickinson,Sunderland<br>103″,62″&~~98″~~ | 24 | 7 |
| 277<br>E3208<br>KWCN | Peninsular<br>*A.G.Cubitt* –03<br>2*Dks*(1*Stl*-ws)&*Spar dk*(*Stl*-ws)4*trB*<br>*Elec.light* | SteelSc3MstSr<br>5294<br>4747<br>2920 | ✝ Grk *z*<br>*Spar dk*<br>11,88 | 1888 Caird&Co.<br>11mo Greenock | P.&O.Stm.Nav.Co. | 410·5 48·0 18·3<br>34·3<br>BK9′8<br>*WB* = *DBa*48′52*t* | Greenock<br>British<br>3*BHCem*<br>*FPT*26*t* | T.3Cy.~~[illegible]~~–66′<br>rebuilt05 749NHP<br>3D&2SB,*24cf*,gs460hs13413<br>Caird&Co.,Greenock | 28<br>s10 | 0<br>1 |
| 278<br>HBWM | —<br>~~[illegible]~~<br>*ssLis.No.3–1,00*<br>(*exMurrumbidgee*) *ssCff.No.1–03*<br>*Elec.light* 2*Dks*(1*Stl*-1*pt Stl*-ws)3*trB* | SteelSc3MstSr<br>2744<br>2594<br>1774 | ✝100A1 Lis *u*<br>9,0 fl.~~2,08~~ ✝LMC8,03<br>1,2,05 | 1887 J.L.Thomp-<br>10mo son&Sons<br>Sunderland<br>A&CP | EmprezaInsulana<br>deNavegacao<br>*WB* = *Cell D B*238′407*t* | 325·0 40·0 25·9<br>P37′B90′F41′<br>BK11′6<br>*FPT*31*t* | Lisbon<br>Portuguese<br>6*BHCem* | T.3Cy.27″,42″&70″–45″ (*o*)<br>150lb *80lb* 329NHP<br>3DB.*12pf*,gs174<br>T.Richardson&Sons,Hpl. | 29 | 5 8 |
| 279<br>109228<br>SJGW | Penlee<br>*T.Christopher* –08<br>1*Dk*(*Stl*)2*trB deep framing*&<br>*Web frames*&*Shelter dk*(*Irn*) | SteelScSr<br>3775<br>3562<br>2451 | ✝100A1 Cff *w*<br>*Shelter dk*<br>11,04 ~~8,03~~ ✝LMC8,01 | 1901 Ropner&<br>5mo Son<br>Stockton<br>A&CP *WB* = | PenleeS.S.Co.Ld.<br>(R.B.Chellew)<br>*Cell DBa*&*uE*128′ | 340·0 48·0 25·8<br>FK<br>*f*146′787*t*<br>*FPT*287*t* | Falmouth<br>British<br>6*BHCem*<br>*APT*282*t* | T.3Cy.26″,42½″&69½″–45′<br>160lb *90lb* 349NHP<br>2SB,*6cf*,gs128,hs5620<br>Blair&Co.Ld.Stockton | 28<br>4 | 4<br>1½ |
| 280<br>150900<br>KQVD | Penllyn<br>*J.Johnson*92–01<br>1*Dk* | SteelScTug<br>137<br>—<br>93 | | 1901 Neafie&<br>Levy Co.<br>Philadelphia | ReadingCo. | 86·3 20·6 9·6 | Phildlphia<br>Utd.States | C.2Cy.15″&30″–22′<br>85NHP<br>Neafie&Levy Co. | | |
| 281<br>109221<br>RMLF | Penmount<br>*M.E.Mitchell* –01 *ssBry.No.1–04*<br>1*Dk*(*Irn*)&*Web frames* | SteelScSr<br>2314<br>2136<br>1483 | ✝100A1 Bry *s*<br>~~Cff~~<br>~~3,04~~ 3,05 ✝LMC8,04 | 1900 W.Gray&<br>2mo Co.Ld.<br>W Hartlepool<br>A&CP | PenmountS.S.Co.<br>Ld. (R.B.Chellew)<br>*WB* = *Cell DB*<br>&*uE*120′*f*124′644*t* | 302·5 43·2 19·7<br>P25′B71′F29<br>FK<br>*FPT*40*t* | Falmouth<br>British<br>5*BHCem* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 218NHP<br>2SB,*6cf*,gs882,hs3303<br>Cen.Mar.Eng.Wrks.WHp | 22 | 8 9 |
| 282<br>200053 | Penn<br>1*Dk* | SteelSc<br>445<br>—<br>289 | | 1903 Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn, Del | Baltimore&Phila-<br>delphia Stm.Bt.Co. | 196·0 28·5 12·0 | Phildlphia<br>Utd.States | T.4Cy.21″,32″&(2)35″–24′<br>120NHP<br>Harlan&HollingsworthCo<br>Wilmington,Del | | |
| 283<br>101759<br>PTQH | Pennant<br>*R.J.Owens*95–97 *ssBng.No.1–02*<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft* | SteelSc3MstSr<br>677<br>415<br>235 | ✝100A1 Bng *i*<br>~~[illegible]~~ ~~3,06~~<br>~~32,02~~ ✝LMC<br>~~BS11,08~~ | 1897 Scott&<br>9mo Sons<br>Bowling<br>A&CP | Anglesey Shpg.Co.<br>(O.T.Jones,*Mgr.*)<br>*WB* = *Cell DBf*97′136*t* | 180·0 29·1 10·7<br>Q97′B16′F84<br>BK7½′<br>*FPT*21*t* | Beaumaris<br>British<br>3*BHCem* | T.3Cy 16″,27″&48″–33′<br>180lb *90lb* 94RH<br>1SB,*3cf*,gs59,hs1806<br>Barclay,Curle&Co.Ld.Gls | 13 | 11 |
| 284<br>114656<br>VGPL | Pennine Range<br>*J.W Blanchard*–03<br>1*Dk*(*pt Irn*&*pt Stl*)2*trB*<br>&*deep framing*3*Dk rule* | SteelScSr<br>3397<br>3221<br>2214 | ✝100A1 Cff *w*<br>3,04 ✝LMC10,03 | 1903 J.L.Thomp-<br>10mo son&Sons,Ld<br>Sunderland<br>*Lloyd's SA&CP* *WB* = | NeptuneStm.Nav.<br>Co.Ld. (Bolam&<br>Swinhoe,*Mgrs.*)<br>*Cell DBa*117′*uE*& | 345·0 47·1 24·9<br>P31′B198′F82′<br>FK<br>*B35′f*144′792*t* *FPT* | Sundrland<br>British<br>5*BHCem*<br>07*t APT*51*t* | T.3Cy.24½″,40″&66″–46′ (*s*)<br>180lb *150lb* 316NHP<br>2SB,*6pf*,gs138,hs4870<br>G.Clark,Ld.Sunderland | 27 | 4 7 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7 | 8 Built. When. / Ship. / Engines. | By Whom. / Where. | 9 | 10 Owners. | 11 Regist'd Dimensions—Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Register to which classed, if not in L. R. Dated of Roof Trade Cert. | 16 Date when tail shaft last renn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 285 / 112798 / SDPG | **Pennmanor** / *C. Homewood* 01–01 / 1 *Dk (Stl)* & *Spar dk (pt Stl pt Irn)* & *deep framing—lower dk in No. 1 hold* | **SteelScSr** / *ss* Rot. No. 1–05 / No. of Decks, &c. | 3809 / 3604 / 2493 | ✠100A1 *Spar dk* 9,01 2,00 5,09 | Rot | *w* | 1901 / 1mo | J. Blumer & Co. Sunderland A&CP | W | William Penn S.S. Co. Ltd. (Hill & Cassap, *Mgrs.*) | 350·0 / P30′ B110′ F85′ | 46·5 / 26·7 FK | 18·8 / *B = Cell D Ba* 108′ | London British | T.3Cy.25″,42″&68″–48″ 180lb *80lb* 346NHP 2SB,8*ft*,GS152,HS5100 J. Dickinson & Sons, Ld. Sld. | 21 ″ 7 / 5 - 10 | | ~~1908~~ N7,04 |
| 286 / RMSW | **Pennoil** / *N D Voss* 03–05 / 2 *Dks (Stl)* & *Web frames* / *Elec. light* | **SteelScSr** / ~~Lengthened~~ / *4434* / *4203* / *2819* | I 100A1 4,05 3,04 6,04 Hfc *Carrying Petroleum in bulk* LMC 1,08 | Rot | *x* | | 1903 / 1mo | Grngem'th & Greenock Dockyard Co. Greenock *Lloyd's A&CP* | | Pennsylvania Trading Co. | 363·8 / P28′ B78′ F39′ | 50·1 / *WB = Cell D Bu E* | 27·5 / FK | Hamburg German | T.3Cy.26″,42″&70″–48″ (*r*) 180lb *100lb* 126NHP 2SB,9*cf*,GS205,HS7365 D. Rowan & Co. Glasgow | 30 ″ 3 / 6 - 6 | | ~~1908~~ ~~6,07~~ N4,05 |
| 287 / BKPB | **Pennsylvania** / *H. Spliedt* 92–97 / *Elec. light* | **SteelTwinScSr** / 4 *Dks* | 13333 / 10621 / 8527 | | | | 1896 / Harland & Wolff (Lim.) Belfast | | | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 559·4 / B160′ | 62·2 | 30·0 / *WB* | Hamburg German | Q.8Cy.23″,33″,48″&69″–54″ 695NHP Harland & Wolff (Lim.) Bel. | | G | |
| 288 / 120498 / JMQL | — / *J. A. Broomhead* 96–99 / *Elec. light* | **IronScSr** / 2 *Dks* & *Spar dk* | 3343 / — / 2567 | | | | 1872 / Cramp & Sons Philadelphia | | | International Mercantile Marine Co. | 343·0 / 31·9 | 43·0 | 24·9 | New York Utd. States | T.3Cy.23″,36″&60″–36″ NE & B91 216NHP Cramp & Sns., Philadelphia | | RV | |
| 289 / 150849 | — / *A. Sadler* / 1 *Dk* & *Shade dk* | **SteelTwinSc** | 1352 / — / 857 | | | | 1899 / Delaware River Co. Chester, Pa. | | | New York, Philadelphia & Norfolk R.R. Co. | 244·3 | 40·0 | 14·8 | Phildlphia Utd. States | T.8Cy.18″,29″&(2)33″–28″ 230NHP Delaware River Co. Chester | | | |
| 290 / 150705 | **Penobscot** / *Mchy. Aft* *Elec. light* / 2 *Dks* | **SteelSc3MstSr** | 3502 / — / 2865 | | | | 1895 / F. W. Wheeler & Co W. Bay City, Mich. | | | Eddy-Shaw Transit Co. (Eddy Bros. & Co. *Mgrs.*) | 351·9 | 44·5 | 23·0 / *WB* | Pt. Huron, Mich. Utd. States | T.3Cy.22″,35½″&59″–44″ 231NHP F. W. Wheeler & Co., West Bay City, Mich. | | | |
| 291 / 150253 / JWDL | — / 2 *Dks* | **WoodPad** | 1414 / 1245 / 1245 | | | | 1882 / Smith & Townsend Boston | | | Eastern S.S. Co. | 255·0 | 38·0 | 13·0 | Bostn, Mas Utd. States | 1Cy.58″–144″ 310NHP Atlantic Works, Boston | | | |
| 292 / 95005 / MCBN | **Penpol** / *J. Mitchell* –08 / 1 *Dk (Stl)* & *Web frames* & *pt Awng dk (Irn)* | **SteelScSr** / *ss* Sws. No. 3–3,01 | 2061 / 1546 / 1300 | ✠100A1 *pt Awng dk with freeboard* 7,07 10,08 12,04 S12,03 LMC 8,01 | Bry Cff | *r* | 1891 / 2mo | Harvey & Co. (Lim.) Hayle *Lloyd's A&CP* | | Penpol S.S. Co. Ltd. (R. B. Chellew) | 276·0 / P29′ Q82′ B110′ F28′ | 36·9 / 26·0 BK9½′ *WB = Cell D B* 228′ | 19·0 / 361*t* | Falmouth British | T.3Cy.21½″,33″&56″–39″ (*s*) 160lb *80lb* 209NHP 2SB,6*rf*,GS117,HS3328 Harvey & Co (Lim.), Hayle | 21 ″ 3 / s 8 - 1½ | | 10,02 |
| 293 / 101755 / PDJR | **Penrhyn** / *J. Ellis* –96 / *Well deck* *Elec. light* / *ss* Bng. No. 2–04 1 *Dk (Stl)* / *Mchy. Aft* | **SteelScSr** / ~~*ss* Bng. No. 1–99~~ | 365 / 253 ~~5,02~~ 11,04 / 77 PS3,03 LMC ~~5,99~~ 04 | ✠100A1 Mdb | Bng | *f* | 1895 / 8mo | Scott & Sons Bowling A&CP | | Anglesey Shpg. Co. (O. T. Jones, *Mgr.*) | 145·0 / Q54′ B10′ F24′ | 24·0 / BK7′ *WB = Cell D Bf* 67′ | 9·0 / 72*t* | Beaumaris British | C.2Cy.18½″&40″–27″ (*s*) 120lb *50lb* 64RHP 3SB,2*pf*,GS38,HS1257 Ross & Duncan, Gls. | 11 ″ 2 / s ″ 11 | | ~~9,02~~ 11,04 |
| 294 / 110630 / RLSQ | **Penrith Castle** / *G. H. Lewis* 96–00 / *Elec. light* / 1 *Dk (Stl)* & *Spar dk (Irn)* & *deep framing* | **SteelScSr** / *ss* Ant. No. 1–03 | 3663 / 3395 / 2337 | ✠100A1 *Spar dk* 2,05 ~~1,01~~ | Ant Bry | *w* | 1900 / 1mo | W. Pickersgill & Sons Sunderland A&CP | | Lancashire Shpg. Co. Ltd (J. Chambers & Co. *Mgrs.*) | 361·0 / P31′ B198′ F38′ | 46·2 / 25·6 FK *WB = Cell D Ba* 114′ | 17·6 / *u E & B* 42′ | Liverpool British | T.3Cy.24″,40″&67″–45″ (*s*) 180lb *100lb* 344NHP 2SB,6*pf*,GS104,HS4464 FD G. Clark, Ld. Sunderland | 20 ″ 2 / s 4 - 11 | | 1,04 |
| 295 / 150711 / KMNC | **Pensacola** / *J. Leech* –01 / (*ex* New Borough) / *Well deck* | **SteelScSr** / *ss* Hpl. No. 1–93 | 1696 / 1395 / 1069 | ✠ 3,93 | Hpl | *q* | 1888 / 9mo | W. Gray & Co. W Hartlepool | | Gulf Transit Co. | 260·4 / Q107′ B104′ F25′ | 36·7 / *WB = D Ba* | 18·2 / FK 82′ | Pensacola Utd. States | T.3Cy.19″,30½″&51″–36″ 156NHP 2SB,4*rf*,GS66 Central Mar. E. Co., W Hpl. | 19 ″ 5 | R | |
| 296 / 98588 / LWKT | **Pentakota** / *A. J. Windebank* –02 / 3 *Dks (U Stl–ws* & *1 pt Stl–ws)* / *Elec. light* | **SteelScSr** | 3418 / 3088 / 2209 | ✠ 11,90 | Gls | *w* | 1890 / 11mo | A & J Inglis Glasgow | | British India Stm. Nav. Co. Ltd. | 360·0 / P68′ B86′ F48′ | 42·2 / BK11′ *WB = Cell D B* 270′ | 26·4 / 467*t* | Glasgow British | T.3Cy.27½″,45″&70″–54″ 382NHP 2DB,12*cf* 220,HS6000 A. & J. Inglis, Glasgow | 29 ″ 3 | | |
| 297 / RJPS | **Pentaur** / *P. Bartels* / (*ex* Volumnia) | **SteelScSr** / 2 *Dks* 3 *tr B* | 3060 / 2527 / 1958 | | | | 1892 / Flensburg Schiffsb. Ges. Flensburg | | | Deutsche-Dmpfs-fahrts Ges. Kosmos | 322·5 / P203′ F36′ | 40·3 | 24·4 | Hamburg German | T.3Cy.25″,41″&68″–45″ 310NHP Flensburger Schiffsb. Ges. | | G | |
| 298 / 95907 / LWND | **Penwith** / *R. G. A. Smith* –03 / 1 *Dk (Stl)* & *Web frames* / *Well deck* | **SteelScSr** / *ss* Cff. No. 3–8,02 | 1978 / 1498 / 1253 | ✠100A1 8,04 ~~5,03~~ BS2,04 LMC 8,02 | Cff | *r* | 1890 / 8mo | Harvey & Co. (Lim.) Hayle *Lloyd's A&CP* | | Penwith S.S. Co. Ltd. (R. B. Chellew) | 270·0 / P29′ Q80′ B106′ F27′ | 36·9 / BK9½′ *WB = Cell D B* 222′ | 18·9 / 355*t* | Falmouth British | T.3Cy.21½″,33″&56″–39″ (*s*) 160lb *80lb* 209NHP 2SB,6*rf*,GS117,HS3328 Harvey & Co. (Lim.), Hayle | 21 ″ 2 / s 1 - 10 | | N8,02 |
| 299 / 99415 | **Penwortham** / *A. De Gonzague* / *Mchy. Aft* | **IronSc3MstSr** / *ss* Dem. No. 1–98 / 1 *Dk (Irn)* | 427 / 374 / 227 | ✠ 11,02 | Dem | *g* | 1892 / 8mo | Exors. of the late T. A. Walker Sudbrook | | Sproston's Ld. | 163·1 / B9′ F17′ | 26·1 | 11·2 / BK7′ | Georget'n, Dem. British | Q.4Cy.12″,18″,28″&34″–24″ 68RHP 1SB,2*f*,GS42,HS1180 Fleming & Ferguson, Psy. | 12 ″ 1 | | |
| 300 / JCPH | **Pepin** *N. Bernabeu* 05 / ~~Isla Mercedes 03~~ / (*ex* Hollinside) / *Well deck* | **SteelScSr** / ~~*ss* Bbo. No. 1–03~~ / *ss* Bbo. No. 3–3,03 / 1 *Dk (Irn)* & *Web frames* | 1026 / 806 / 572 | ✠100A1 5,00 ~~5,03~~ B64,04 LMC 8,03 ~~B65,00~~ | Bbo | *m* | 1890 / 6mo | Edwards' S.B. Co. Ltd. Newcastle A&CP | | Cia. de Nav. Vasco-Asturiana | 225·2 / P28′ Q63′ B65′ F24′ | 31·5 / *WB = Cell* | 13·7 / FK 4 | Bilbao Spanish | T.3Cy.17½″,29″&47″–33″ (*r*) 160lb *100lb* NDB00 127NHP 1SB,3*rf*,GS60,HS1895 G. Clark, Ld. Sunderland | 16 ″ 1 / s 1 - 4½ | | ~~8,08~~ 5,05 |
| 301 / 24419 / HSBD | **Pequot** / (*ex* Thetis) / 2 *Dks* | **WoodSc** | 1360 / — / 947 | | | | 18 64/53 / ..... / New York | | | Providence & Stonington S.S. Co. (N.Y. N.H. & H.R.R. Co.) | 219·0 | 35·0 | 16·0 | Providnce, R.I. Utd. States | C.2Cy.28″&53″–48″ NB02 162NHP | | | |
| 302 / 1998 / JDSG | **Per Brahe** / *A. Hedlund* 99–03 | **IronScSp** / 1 *D* | 185 / 91 / 133 | | | | 1857 / Motala Co. Motala | | | Ångb. Aktieb. Jönköping-Stockholm (A. Andersson) | 98·8 / Q33′ B40′ H12*t* F31′ | 21·2 | 8·4 | Jönköping Swedish | C.2Cy.17″&34″–18″ 41NHP Brgsnds. Mek. Verket., Skm. | | | |
| 303 / 116002 / VCWL | **Pera** / *A. L. Valentine* –03 / *Elec. light* / 2 *Dks* 3 *tr B* & *deep framing* | **SteelTwinScSr** | 7635 / 7235 / 4916 | | | | 1903 / Workman, Clark & Co. Ld Belfast | | | P. & O. Stm. Nav. Co. | 480·0 / P44′ B98′ F58′ | 57·2 | 32·7 / *WB* | Belfast British | T.6Cy.22½″,36½″&61″–48″ 516NHP Wrkman, Clark & Co. Ld Bel | | C | |
| 304 / RHKF | — / *G. Starke* / *Elec. light* / 2 *Dks* | **SteelScSr** / (*ex* Porto Alegre) | 2499 / 2118 / 1568 | | | | 1888 / Blohm & Voss Hamburg | | | Deutsche Levante Linie | 323·1 / P89′ B78′ F54′ | 40·2 / *WB = DB* 324*t* | 22·2 | Hamburg German | T.3Cy.25″,40½″&65″–42″ 274NHP Blohm & Voss. Hamburg | | G | |
| 305 / 110736 / RLMW | — / *H. N. Jessen* 98–04 / 1 *Dk (Stl)* & *deep framing* / *Well deck* | **SteelScSr** / *ss* Lon. No. 1–04 | 1150 / 876 / 523 | ✠100A1 3,05 ~~4,04~~ LMC 12,03 | Lon Lth | *n* | 1899 / 9mo | Mackie & Thomson Glasgow *Lloyd's A&CP* | | Chr. Salvesen & Co. | 225·0 / Q83′ B59′ F27′ | 34·0 / *WB = Cell D Ba* 63′ | 14·4 / FK *f* 88′ 208*t* | Leith British | T.3Cy.17″,28″&45″–33″ (*s*) 170lb 120NHP 2SB,4*cf*,GS66,HS1840 Muir & Houston, Ld. Gls. | 16 ″ 6 / s 1 - 8 | | 4,04 |

| Numéro d'Ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. | Construit. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage de Douane, Superstructures, &c. Longueur. Largeur. Creux. | Port / Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux aux Quilles. Francs-bord au milieu du navire. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 306 / 89130 | **Perak** Steel Sc Sr<br>*Bell* –03<br>1 *Dk (Teak) & Promenade dk (Teak)* | 529<br>391<br>296 | ✠ 90 A1 Sng Pnr *h*<br>✠ NB7,03 BS MS7,03 | 1903 / 7mo | Riley, Hargreaves & Co. Ld. Singapore<br>*Lloyd's SA & CP* | KoeGuanCo | 164·0 25·0 12·6<br>P41′ F25′ BK7<br>*Promenade dk 68′*<br>*WB = FPT* | Penang<br>British<br>*5 BHCem*<br>*10t APT 16t* | C.2Cy.19″ & 34″–27″<br>80lb *80lb* NDB03 51RH<br>NE86 *re-fitted* 03<br>1SB.*2pf*, gs38, hs1298<br>Smith Bros. Glasgow | 14 · 0 | |
| 307 / 88516 | **Percy** Wood Sc Flat<br>*T. P. Wilson* –03<br>1 *Dk* | 104<br>—<br>36 | | 1887 | Bruntlett & Co. Runcorn | Penmaenmawr Shpg. Co. Ld. | 73·4 19·5 8·5 | Runcorn<br>British | C.2Cy.11″ & 22″–15″<br>NE & B 80RH<br>Plenty & Son, Newbury | | |
| 308 / 309611 | **Pere Marquette 14** Steel Sc<br>(*Car Ferry—Two Screws at each end*)<br>1 *Dk* | 2531<br>—<br>1655 | | 1904 | Detroit S. B. Co. Wyandotte | Eastern Equipmnt Co. | 327·6 52·1 21·0 | Milwaukee<br>Utd. States | C.4Cy.28″ & 52″–36″<br>279NH<br>Detroit S.B.Co. Detroit | | |
| 309 / 150740 | **Pere Marquette 15** (*Car Ferry*) Steel Twin Sc Sr<br>*Elec. light* 1 *Dk & Spar dk 3 tr B* | 2441<br>—<br>1634 | | 1896 | F. W. Wheeler & Co. W. Bay City | Flint & Pere Marquette R. R. Co. | 337·1 56·0 17·1<br>34·9 | Pt. Huron, Mich.<br>Utd. States | C.4Cy.27″ & 56″–36″<br>314NH<br>F.W. Wheeler & Co | | S |
| 310 / 116696 | **Pere Marquette 16** Comp<br>*G. L. Thompson* (*Car Ferry*) Twin Sc<br>(*ex* Muskegon, *ex* Shenango, No. 2) | 1938<br>—<br>1317 | | 1895 | Craig S. B. Co. Toledo, O. | Flint & Pere Marquette R. R. Co. | 282·6 53·0 19·4 | Muskegon<br>Utd. States | C.4Cy.28″ & 46″–36″<br>212NH<br>S.F. Hodge & Co. Detroit | | |
| 311 / 150906 | **Pere Marquette 17**<br>(*Car Ferry*) Steel Twin Sc Sr<br>*Elec. light* 1 *Dk & Shade dk 3 tr B* | 2775<br>2400<br>1685 | | 1901 | American S.B.Co. Cleveland | Flint & Pere Marquette R. R. Co. | 338·0 56·0 17·7<br>W B | Saginaw<br>Utd. States | T.6Cy.19″, 31″ & 52″–36″<br>324NH<br>American S.B.Co | | S |
| 312 / 150979 | **Pere Marquette 18**<br>*P. Kilty* –02<br>(*Car Ferry*) Steel Twin Sc<br>2 *Dks 3 tr B* | 2909<br>—<br>1722 | | 1902 | American S.B.Co. Cleveland, O. | Flint & Pere Marquette R. R. Co. | 338·0 56·0 19·5 | Pt. Huron<br>Utd. States | T.6Cy.22½″, 36″ & 59″–36″<br>418NH<br>American S B Co. Clevelnd O | | |
| 313 / 200460 | **Pere Marquette 19**<br>(*Car Ferry*) Steel Twin Sc Sr<br>2 *Dks* | 2626<br>—<br>1548 | | 1903 | American S.B.Co. Cleveland | Flint & Pere Marquette R. R. Co. | 338·0 56·0 19·5 | Cleveland<br>Utd. States | T.6Cy.19″, 31″ & 52″–36″<br>324NH<br>American S.B.Co. Cleveld. | | |
| 314 / 200531 | **Pere Marquette 20** Steel Twin<br>(*Car Ferry*) Sc Sr<br>2 *Dks* | 5409<br>—<br>3388 | | 1903 | American S.B.Co. Cleveland | Flint & Pere Marquette R. R. Co. | 338·0 56·0 19·5 | Cleveland<br>Utd. States | T.6Cy.19″, 31″ & 52″–36″<br>324NH<br>American S.B.Co. Cleveland | | |
| 315 / 89098 | **Peregrine** Iron Sc Sr<br>*G. Taylor* –98 *ss* Hpl. No. 3–7,03<br>1 *Dk (Irn—ws) 2 tr B*<br>*Elec. light* *Shell plating & floors pt St* | 1681<br>1166<br>780 | ✠ 100 A1 Lon *r*<br>2,05 ~~3,04~~<br>✠ NB7,03 ✠ LMC7,03 | 1892 / 6mo | W B Thmpson & Co., Lim. Dundee<br>*Lloyd's SA & CP* | General Stm. Nav. Co. Ld. | 280·0 37·7 16·2<br>P59 B139 F32′<br>BK9<br>*DBa34′ f80′ & u E80′*<br>*WB =* | London<br>British<br>*4 BHCem*<br>*165t FPT 21t* | T.3Cy.30″, 47″ & 75″–48″<br>170lb *80lb* NDB03 455NH<br>2SB.*3cf*, gs156, hs6269<br>W.B. Thmpsn & Co. Ld. Dun. | 17 · 2 | BT<br>s 2 · 4 |
| 316 / 98975 MHGC | — Iron Sc Sr<br>*R. F. Douton* –03 *ss* Mel. No. 3–8,03<br>2 *Dks (U Irn—ws)*<br>*Shell plating (pt Stl)* | 1660<br>1166<br>803 | ✠ 100 A1 Mel *r*<br>~~8,03~~ 8,04<br>✠ LMC8,03 ~~BS 8,01~~ | 1891 / 9mo | W B Thmpson & Co., Lim. Dundee<br>*Lloyd's SA & CP* | Howard Smith Co. Ld. | 280·0 37·7 16·2<br>P36′ B139′ F31′<br>BK9<br>*DBa27′ f42′ & u E31*<br>*WB =* | Melbourne<br>British<br>*4 BHCem*<br>*105t FPT* | T.3Cy.30″, 47″ & 75″–48″<br>165lb *80lb* NDB98 430NH<br>*DB.12rf*, gs190. hs6997<br>W.B. Thmpsn & Co. Ld. Dun | 17 · 0 | |
| 317 / JDBH | **Perez Galdos** Wood & Iron Sc Sr<br>*Gonzalez 95–97*<br>(*ex* Manuel Perez, *ex* Turia) 1 *Dk* | 329<br>—<br>148 | | 1857 | Heap Liverpool | Cia. de Vap. Correos Interinsulares Canarios | 165·3 24·3 11·8 | Las Palmas G. Canary<br>Spanish | C.2Cy.17½″ & 36½″–24″<br>54NH<br>J. Taylor, Birkenhead | | |
| 318 / RGFW | **Pergamon** Iron Sc Sr<br>*H. Holst 92–04*<br>(*ex* Petropolis) 2 *Dks 3 tr B* | 2002<br>1824<br>1272 | | 1882 | Reiherst'g Schiffsw. Hamburg | A.C. de Freitas & Co | 286·2 36·1 24·0<br>P24′ B26′ F72′ | Hamburg<br>German | C.2Cy.34″ & 62″–42″<br>208NH<br>Reiherst. Maschinenf. Ham | | G |
| 319 / 100470 | **Peribonca** Wood Pad<br>1 *Dk* | 179<br>113<br>113 | | 1892 | H. J. Beemer Roberval | E. F. Wurtele | 90·0 21·8 6·2 | Quebec<br>British | C.2Cy.18″ & 16″–32″ & 40″<br>28RH<br>Carrier, Laine & Co., Levis | | |
| 320 / HMJT | **Pericles** Iron Twin Sc Sr<br>1 *Dk* | 280<br>—<br>177 | | 1878 | Stabilimnto Tecnico Trieste | Th. A. Theofani | 176·0 27·6 7·1 | Rostoff<br>Russian | C.4Cy.10½″ & 21″ | | |
| 321 / 116142 VBGP | — Steel Sc K<br>*H. Porter 95–03*<br>1 *Dk* | 267<br>241<br>103 | ✠ 100 A1 Hul<br>*Stm Trawler*<br>5,0~~3,04~~ ✠ LMC5,03 | 1903 / 5mo | Cook, Welton & Gemmell Beverley<br>*Lloyd's SA & CP* | Hellyers' Steam Fishing Co. Ld. | 130·0 22·0 12·1<br>Q53′ BK7<br>*4 BHCem* | Hull<br>British<br>200lb | T.3Cy.18″, 21½″ & 35″–24″<br>78RH<br>1SB, *2cf*, gs87, hs1345<br>Amos & Smith, Hull | 12 · 10 | |
| 322 / 115216 SRLW | **Perico** Steel Twin Sc Sr<br>*S. G. Thompson* –02<br>1 *Dk & Shade dk* | 268<br>207<br>21 | | 1901 | J. Jones & Sons Birkenhead | Pacific Stm Nav Co. | 125·5 25·1 9·4 | Liverpool<br>British | C.4Cy.14″ & 28″–20″<br>65RIP<br>J. Jones & Sons, Liverpool | | |
| 323 / 97603 | **Peridot** Iron Sc Sr<br>*H. O'Kane* –04 *ss* Bwg. No. 3–8,98<br>*Well deck* *ss* Bwg. No. 2–01<br>*Mchy. Aft* 1 *Dk (Irn)* | 241<br>174<br>82 | ✠ 100 A1 Bwg *c*<br>2,05 ~~4,02~~ Gls<br>~~BS6,00~~ ✠ LMC~~4~~,01 | 1890 / 2mo | J. Fullerton & Co. Paisley<br>*Lloyd's SA & CP* | W. Robertson | 130·2 19·9 9·7<br>Q42 B7 F24′<br>BK6<br>*3 BHCem*<br>*WB = FPT 20t* | Glasgow<br>British<br>110lb | C.2Cy.16″ & 32″–22″<br>45RIP<br>1SB, *2p f*, gs83, hs878<br>Ross & Duncan, Glasgow | 10 · 5 | |
| 324 / 102934 NGVQ | — Iron Sc K<br>~~*H. Neville* 04~~ ~~*Block* 04~~<br>*M. Block* –05 1 *Dk*<br>*ss* Goo. No. 3 8,05 | 214<br>195<br>80 | ✠ 100 A1 Hul<br>~~*Well deck*~~ ~~*Mchy. Aft*~~ Goo<br>~~3,03~~ *Trawler* 3,05 ~~BS5,00~~<br>~~BS7,00~~ ✠ LMC~~5,03~~ | 1894 / 2mo | Earle's S.B. & E. Co (Lim.) Hull<br>*Lloyd's SA & CP* | Kingston Steam Trawling Co. Ld. | ~~111·8 20·5 11·3~~<br>~~Q47′ F20′ lon~~ 11·6<br>123·0 20·6 BK7½<br>Q46′ ND05 | Hull<br>British<br>160lb<br>*4 BHCem* | T.3Cy. ~~24″~~ 20″ & 32″–22″<br>55RIP<br>1SB.*2pf*, ~~*Well deck*~~<br>Earle's C~~o~~ Li~~m~~ H~~u~~<br>~~gs90~~, hs920 | 12 · 0 | |
| 325 / 76990 QPNB | **Perim** Iron Sc Sr<br>*A. Kemp* –00 *ss* Ant. 2nd No. 3–9,02<br>2 *Dks (1 Irn) 3 tr B* | 1348<br>1264<br>851 | ✠ 100 A1 Ant *o*<br>7,01 ~~11,03~~ Lon<br>BS2,04 LMC2,01 | 1877 / 4mo | Lon. & Gls. Co. Glasgow<br>A & CP | Perim S.S. Co. Ld. (Westcott & Laurance, Ld.)<br>*WB = FPT 81t deep tank* | 241·8 32·6 22·7<br>B24′ dd98<br>BK9<br>*6 BHCem*<br>*a22′ 149t* | London<br>British<br>65lb *80lb* NDB91 118NH<br>2SB.*4pf*, gs72, hs1860<br>Lon. & Gls. Co., Glasgow | C.2Cy.31″ & 54″–33″<br>24 · 2 | |
| 326 / 115624 | — Iron Sc K<br>1 *Dk* | 161<br>154<br>57 | ✠ Hul<br>*Stm Trawler*<br>6.99 | 1899 / 6mo | Cochrane & Cooper, Ld. Beverley | Hull Steam Fishing & Ice Co. Ld. | 107·0 21·2 11·0<br>BK7½<br>*WB = DT/14 23t* | Hull<br>British<br>*4 BHCem*<br>1SB, *2rf*, gs24, hs720<br>Amos & Smith, Hull | T.3Cy.10″, 17″ & 28″–21″<br>45RH | 11 · 0 | |
| 327 / LKTS | **Peritia** Iron Sc Sr<br>*M. Schu~~ltz~~ 03–03*<br>1 *Dk 2 tr B* | 550<br>419<br>337 | | 1880 | Flensburger Schiffsb. Ges. Flensburg | J. Jost | 167·5 24·7 13·8<br>Q50′ B42′ F21′<br>*WB =* | Flensburg<br>German | C.2Cy.20″ & 34½″–24″<br>NB00 49NH<br>Flensburger Schiffb. Ges. | | G |
| 328 / 1719 RPTQ | **Perla** Iron Sc Sr<br>*J. McGinty 98–02* *ss* H. Kg. 2nd No. 3–2,~~1~~<br>(*ex* Menmuir) *ss* H. Kg. No. 1–04<br>2 *Dks (1 Irn 3 tr B*<br>*Navarra*" "Oyama Maru," *See No. 10 in Supplement.* | 1980<br>1788<br>1287 | ✠ 100 A1 H Kg *s*<br>~~3,04~~<br>~~✠ LMC~~ LMC2,04 | 1878 / 4mo | W Doxford & Sons Sunderland<br>A & CP | China & Manila S.S. Co. Ld. | 285·3 35·0 24·0<br>P60′ B86′ F83′<br>ND89 BK9½<br>*WB =* | Hong Kong<br>British<br>*4 BHCem*<br>*Qpd.* 89 W. Doxford & S Sld. | Q.4Cy.19″, 27″, 38½″ & 54″–42″<br>180lb *80lb* NDB89 (*s*) 218N<br>2SB, *6rf*, gs105, hs3388 | | |

| No. in book. / Official No. / Code letters. | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | No. of Decks. &c. | Register Tonnage: Gross. / Under deck / Net | Particulars of Classification: Character. † for Special Survey. Date of last Survey. | Port of Survey | Built: When. / Where. | By Whom. | Owners. | Registered Dimensions. Deck Erections, &c.: Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Registered as Wing, closed in, or in L. R. Date of last Survey. | Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 329 | **Perm** | Steel Sc Sr | 1123 | | | 1883 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab | 235·8 | 30·1 | 14·9 | Copnhagn Danish | C.4Cy.24″&48″–32″ | | | |
| | *O. Christensen* | | 793 | | | | | | P25*t* | B31*t* | 21·7 | | 217NHP | | | |
| NTQF | *Well deck* | *2 Dks* | 696 | | | | | | F29*t* | | | *W.B* | Burmeister & Wain, Cpn. | | | |
| 330 | **Pernambuco** | Steel Sc Sr | 4788 | | | 1897 | Blohm & Voss Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 375·8 | 46·3 | 27·5 | Hamburg German | Q.4Cy 21½″,31½″,46½″&66″–18″ | | G | |
| | *J. Köhler* 11.00–04 | *2 Dks 3 tr B* | 3845 | | | | | | P & B 226′ | F 54′ | | | 301NHP | | | |
| RKQJ | *Elec light* | | 3105 | | | | | | | | | *W.B* | Blohm & Voss, Hamburg | | | |
| 331 | — | Iron Sc Bg | 1736 | † | Cly | 1875 | J. & G. Thomson Glasgow | Lloyd Brazileiro | 252·3 | 38·1 | 20·1 | R. Janeiro Brazilian | C.2Cy.46″&80″–42″ | | | |
| | *P. Dunarti* | | *1458* | *Shade dk* | | 7mo | | | F49′ | | | | 346NHP | | | |
| | | *2 Dks & Shade dk* | *1180* | 6.75 | | | | | | | | *4 BH Cem* | J. & G. Thomson, Glasgow | | | |
| 332 | — *Scott* | Iron Sc Sr | 997 | † 90 A1 | Nwc | 1872 | Withy, Alexander & Co Hartlepool | Pyman, Bell & Co. Ld. | 225·0 | 29·6 | 16·9 | Liverpool British | C.2Cy.27″&50″–33″ (*r* | 17 ″ 9 | | |
| 55906 | ~~Cancelled~~ | *ss Shl. 2nd No. 3–2,98* | 779 | ~~3,07~~ 1,00 | Shl Lon | 4mo | | | Q84′ | B88*t* | F29′ | | 80lb *65lb* NDB91 98RHP | s 1 ″ 9½ | | ~~11.02~~ |
| MGBL | *Well deck* | *ss Shl. No. 1–02* | 622 | NB4.87 | LMC | | | | drp95 | | BK8″ | | 1SB, *3pf*, GS50, HS1686 | | | 7 |
| | | *1 Dk 2 tr B* | | MS10.01 | ~~Class Bs 9.04~~ | | | | | | | *WB = DB a* | 69′ *f* 89′ 165*t* | T. Brassey & Co., Birkenhd. | | |
| 333 | **Perry G. Walker** | Steel Sc Sr | 4470 | | | 1903 | Chicago S.B.Co. Chicago | Gilchrist Transportation Co. (J.C. Gilchrist) | 416·0 | 50·3 | 24·0 | Cleveland Utd. States | T 3Cy.22″,35″&58″–40″ | | | |
| | *—* | | — | | | | | | | | | | 213NHP | | | |
| | *1 Dk 2 tr B* | | 3143 | | | | | | | | | | Chicago S.B.Co. Chicago | | | |
| 334 | **Perseo** | Iron Sc 3 Mst Sr | 4158 | † | Gen *r* | 1883 | R. Napier & Sons Glasgow | Nav. Gen. Italiana | 380·6 | 42·0 | 24·9 | Genoa Italian | T.3Cy.37″.61″&98½″–60″ | 26 ″ 1 | I | |
| 148 | *G.B. Gavino* | *2 Dks (1 pt Irn) & Spar dk (Irn-ws)* | 2664 | *Spar dk* | | 11mo | | | iI190*t* | F49′ | 32·5 | | NE&B91 750NHP | | | |
| RKDW | *Elec light* | | 2277 | 4.84 | | | | | *WB = DB a* | 42′ *f* 82′ | 312*t* | *5 BH Cem* | G. Ansaldo & Co., Sestri Pnt | | | |
| 335 | **Persepolis** | Steel Sc Sr | 1762 | | | 1889 | C.J. Bigger Londonderry | Messageries Maritimes | 271·0 | 35·2 | 19·7 | Marseilles French | T.3Cy.23″,37″&59″–42″ | 22 ″ 0 | | |
| | *Liparelli* 03–03 | *2 Dks* | — | | | | | | P60′ | B82′ | F48′ | | 235NH | | | |
| KPLS | *Elec light* (ex Brandenburg) | | 990 | | | | | | | | BK8″ | *WB* | D. Rollo & Sons, Liverpool | | | |
| 336 | **Perseus** | Iron Pad | 848 | | | 1881 | W. Cramp & Sons Philadelphia | Iron Steamboat Co. | 211·0 | 32·0 | 10·6 | New York Utd. States | 1Cy.53″–132″ | | | |
| 150213 | *W. Hulse* –93 | | — | | | | | | | | | | 248NHP | | | |
| JVGW | | | 579 | | | | | | | | | | W. Cramp & Sons, Phl. | | | |
| 337 | — | Iron Sc Yl | 155 | | … | 1892 | Mackie & Thomson Glasgow | Grimsby & N.Sea Stm Trawling Co Ld | 100·5 | 20·5 | 10·7 | Grimsby British | T.3Cy.11″,16½″&27″–22″ | 11 ″ 11 | | |
| 99870 | *W. Baker* –92 | *(Trawler)* | 142 | | | | | | Q19′ | F19′ | | | 45RHP | | | |
| MQTC | | *1 Dk* | 57 | | | | | | | | BK7½′ | *WB* | Muir & Houston, Glasgow | | | |
| 338 | **Perseverança** | Steel Twin Sc | *498* | | Liv | 1887 | Laird Bros. Birkenhead | Amazon Stm. Nav. Co. Ld. | 182·1 | 28·1 | 9·6 | Para Brazilian | T.6Cy.13″,19½″&33″–24″ | 10 ″ 2 | | |
| | *W. Boulton* –87 | | *363* | *For River purposes only* | | 10mo | | | F28′ | | | | 107NHP | | | |
| | | *1 Dk & Shaded dk & pt Shaded dk* | *338* | 10.87 | | | | | | | FK | *7 BH Cem* | Laird Bros., Birkenhead | | | |
| 339 | **Perseverance** | Iron Sc Sr | 1019 | † A1 1 | Sld Lv | 1881 | Short Bros. Sunderland | Freear & Dix Stm. Shpg Co Ld (Freear & Dix, *Mgrs.*) | 226·0 | 32·5 | 16·3 | Sundrland British | C.2Cy.25″&53″–33″ (*s* | 17 ″ 8 | | ~~7.02~~ |
| 81493 | *J.H. Nesbitt* –99 | *5th Survey Sld. 7,03* | 811 | ~~06.7.03~~ | | 4mo | | | Q75*t* | B109*t* | F25*t* | | 80lb ~~80lb~~ *50lb* 99RHP | s 1 ″ 7½ | | 4.05 |
| WBGF | | | 626 | NB1.0 | LMC7.03 | | | | | | BK7½″ | *3 BH* 1PBH | 2SB, *4pf*, GS68, HS2252 | | | |
| | *Well deck* | | | ~~NB1.00~~ DB~~S~~4.05 | | | | | | | | *WB = D* | *Ba & f A P T* | J. Dickinson, Sunderland | | |
| 340 | — | Iron Twin Sc Sp | 212 | | … | 1896 | Allsup & Co. (Lim.) Preston | Corporation of Preston | 120·8 | 22·7 | 10·3 | Preston British | C.4Cy.17″&34″–24″ | 11 ″ 0 | | |
| 109332 | *P. Pickeys* –97 | *(Tug)* | 189 | | | | | | | | | | 98RHP | | | |
| | | *1 Dk* | 23 | | | | | | | | BK7″ | *WB* | Allsup & Co. (Lim.), Preston | | | |
| 341 | — | Comp Sc Sr | 108 | | | 1903 | F. Palmer Ringaskiddy. co. Cork | F. Palmer | 86·7 | 21·0 | 7·8 | Boston British | C.2Cy.13″&24″–18″ | | | |
| 113743 | *W. Pearn* –03 | | 93 | | | | | | | | | | 32RHP | | | |
| | | *1 Dk* | 46 | | | | | | | | | | M. Pratt, Huddersfield | | | |
| 342 | **Persévérant** | Iron Sc | 102 | | … | 1885 | W.B. Thompson Dundee | Pêcheries Franç. d'Arcachon Soc. Anon. (A. Milhet. *Mgr.*) | 90·0 | 20·1 | 9·1 | Arcachon French | C.2Cy.15″&27″–16″ | | | |
| | *D. Mesple* | *(Trawler)* | 86 | | | | | | | | | | NB90 32NHP | | | |
| KPMQ | (ex Snowdrop) | *1 Dk* | 15 | | | | | | | | BK6″ | | W.B. Thompson, Dundee | | | |
| 343 | **Perseveranza** | Steel Sc Sr | 3512 | † 100 A1 | Bry *p* | 1901 | R. Thompson & Sons Sunderland A&CP | Consorzio Pir. A-U. Perseveranza | 335·3 | 46·2 | 17·8 | Lusinpiclo Aust.-Hung. | T.3Cy.24″,39″&64″–42″ (*s*) | 20 ″ 6 | | 8.04 |
| 3348 | *P.G. Straulino* –02 | | *Spar dk* | | Shl | 6mo | | | P29′ | B78′ | F36′ 25·7 | FK | 160lb *80lb* 285NHP | s 6 ″ 1 | | |
| HPWS | | *1 Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing* | 2244 | 8,01 ~~11.03~~ | LMC6.01 | | | | *W.B = Cell D Ba* | | | *6 BH Cem* | 2SB, *6pf*, GS122, HS4574 | | | |
| | | | | | | | | | 108′ *u* E22′ *f* 136′ 786*t* | | | *A P T* 48*t* | G. Clark, Ld. Sunderland | | | |
| 344 | **Persia** | Steel Sc Sr | 7951 | † 100 A1 | Grk *s* † | 1900 | Caird & Co. Greenock | P. & O. Stm. Nav. Co. | 499·8 | 54·3 | 24·5 | Greenock British | T4Cy.42″,67½″ & (2)74½″–72″ | 28 ″ 4 | | |
| 109258 | *W.A. Wheler* –00 | | 6459 | *Spar dk* | | 10mo | | | P46′ | B268′ | F78′ 32·9 | | 170lb *170lb* (*s*) FD 1355NHP | s 11 ″ 2 | | |
| RWLJ | | *2 Dks (U Stl–ws pt teak)* | 4198 | 10,00 | LMC10.00 | | | | | | FK & BK3″ | *9 BH Cem* | 3D & 3SB 27*cf* GS531 HS20864 | | | |
| | *Elec light* | *& Spar dk (Stl–teak s) 1 tr B* | | | | *Lloyd's A & CP* | | *WB = Cell D Ba* | 70′ *B* 130′ *f* 164′ 961*t* | *E & Deep Tanks* | | *nks a* 38′ 82*t* | Caird & Co. Ld. Greenock | | | |
| 345 | — | Steel Sc Sr | 5895 | † 100 A1 | Tri *d* † | 1903 | Wigham-Richrdsn & Co Ld Newcastle | Lloyd Austriaco | 424·0 | 52·5 | 21·3 | Trieste Aust.-Hung. | Q.4Cy.24″,34″,51″&74″–54″ | 23 ″ 10 | | 11.04 |
| 5417 | *P. Craglietto* 02–03 | | *Spar dk* | | | 4mo | | | P53′ | B117′ | F46′ 29·1 | FK | 210lb *165lb* (*r*) 533NHP | s 7 ″ 11 | | |
| HQBF | | *1 Dk (Stl) 2 tr B & Spar dk (Stl–pt ws)* | 3779 | 11.04 ~~1.04~~ | LMC4.03 | | | | *u* E33′ *f* 215′ | 1096*t* | | *7 BH Cem* | 3SB, *9cf*, GS177, HS7167 FD | | | |
| | *Elec light* | | | | | *Lloyd's A & CP* | *W* | *B = Cell D B a* | 129′ | | | *A P T* 55*t* | Wghm Rchrdsn & C. Ld Nwc | | | |
| 346 | — | Iron Sc Sr | 3596 | | … | 1883 | D & W Henderson & Co. Glasgow | Anchor Line (Henderson Bros.) Ld. | 378·2 | 40·2 | 28·6 | Glasgow British | C.2Cy.33″&66″–60″ | | C BT till 4.05 | |
| 37701 | *G. Mitchell* –00 | | 3326 | | | | | | | | | | 281NHP | | | |
| JCNT | | | 2331 | | | | | | P23*t* | F27*t* | | | D. & W. Henderson & Co., Gls | | | |
| 347 | — | Iron Sc 3 Mst Sr | 1346 | † | Gen | 1870 | Palmers' Co. Newcastle | Nav. Gen. Italiana | 258·8 | 31·4 | 16·8 | Genoa Italian | C.2Cy.30″&60″–33″ | | I | |
| 107 | *G.B. Chiocca* | *ss Gen. No. 2–79* | 821 | *Awng dk* | | 3mo | | | | | 24·5 | *5 BH Cem* | NB87 172NHP | | | |
| RKFD | *Elec light* | *2 Dks & Awng dk* | 858 | *with load line* 6.82 | | | | | drp82 | | | | Palmers' Co., Newcastle | | | |
| 348 | — | Wood Sc Flat | 225 | | | 1867 | W. O'Kell Northwich Rebuilt 88 | Salt Union, Ld. | 120·5 | 20·8 | 10·3 | Liverpool British | C.2Cy.12″&20″–16″ | | | |
| 87875 | | | 207 | | | | | | len 88 | | | | NB91 18RHP | | | |
| | | | 180 | | | | | | | | | | Salt Union, Ld. Winsford | | | |
| 349 | — | Steel Sc Tug | 146 | † 100 A1 | Lon | 1902 | Cochrane & Sons Selby | W. Watkins | 94·0 | 19·6 | 11·0 | London British | T.3Cy13″,21½″&34½″–24″ (*s*) | 11 ″ 6 | | 4.04 |
| 114832 | *C.W. Bromn* –02 | | 131 | *For Towing purposes* | | 2mo | | | B10′ | | BK6½″ | *4 BH Cem* | 160lb 99RHP | | | |
| TFSV | | *1 Dk Floors & Beams (Irn)* | 9 | 10.04 ~~9.04~~ | LMC1.09 | *Lloyd's A & CP* | | | | | | | 1SB, *2pf*, GS36, HS1055 | | | |
| | | | | | | | | | | | | | J. Stewart & Son, Ld. Lon. | | | |
| 350 | **Persian** | Steel Sc K | 171 | † 100 A1 | Gms | 1902 | Cook, Welt'n & Gemmell Hull | T. Robinson | 101·2 | 21·0 | 11·0 | Grimsby British | T.3Cy11½″,19½″&32″–23″ (*s*) | 11 ″ 10 | | 5.04 |
| 120225 | *T.W.L. Broughton* 02–02 | | 149 | *Stm Trawler* | | 7mo | | | Q54′ | F16′ | | | 180lb 55RHP | | | |
| | | *1 Dk* | 41 | 5,01 ~~1.05~~ | LMC7.02 | *Lloyd's A & CP* | | | | | BK7″ | *3 BH Cem* | 1SB, *2cf*, GS28, HS920 | | | |
| | | | | | | | | | | | | | C.D. Holmes & Co. Hull | | | |

| Numéro d'Ordre. / Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port. | Machines. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Profondeur. | Port d'Immatriculation. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression sur Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les registres du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord en millim. du navire. pds. | p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 351 | **Persian Empire** IronScK | 195 | ✝100A1 Hul | | 1899 | Cook, Wel- | CargillSteam | 115·5 21·0 11·2 | Hull | T.3Cy.12¾",21½"&35"-24" | 12 | 1 |
| 110743 | ssHul No 1 01 | 17 | *Stm Trawler* | | 10mo | t'n&Gemmell | TrawlingCo.Ld. | Q50' | British | 200lb (s) 68RH | | |
| RKLN | 1 *Dk* | 49 | 10,98 ✝LMC8,08 | | *Lloyd's* | Hull | | BK7½ | | 1SB,*2cf*,GS35,HS1035 | | |
| | | | 11,01 | | | *A&CP* | | *WB*= | *DBf* 10·5*t* | C.D.Holmes&Co Hull | | |
| 352 | **Persian Prince** IronScSr | 2196 | ✝100A1 Mch | *r* | 1888 | Craig, Tay- | PrinceLine,Ld. | 273·0 40·2 19·7 | Newcastle | T.3Cy.22",35"&57"-39" | 21 | 0 |
| 96128 | *W.Garbutt* -02 | 1683 | Lon 1,05 | | 11mo | lor&Co | (*J.Knott Mgr.*) | Q103'B108'F82' | British | 150lb *85lb* SDB02 194NH | s 2 | 0 |
| KWDB | *Well deck* | 1411 | | | | Stockton | | BK9½ | | 2SB,*4rf*,GS76,HS2902 | | |
| | ssMch.No.2-04 1 *Dk*(*Irn*)2*tr*/*b* | B3 | | | *Lloyd's* | *A&CP* | *WB*= *Ir* | 80'*f*114'380*t* *FPT* | | Wstgrth English.&C.,Mdb | | |
| 353 | **Persiana** SteelScSr | 4032 | ✝100A1 Bry | *tr* | 1902 | Irvine's SB | BritishMaritime | 345·5 47·9 19·4 | W.Hartlpl | T.3Cy.25".40"&67"-45" | 22 | 11 |
| 116139 | *W.E.Kidd*00-02 | 3758 | *Spar dk* | | 10mo | &D.D.Co.Ld | Trust,Ld. | P31'B100 F34' 27·3 | British | 165lb *90lb* 330NH | s 6 | 4 |
| TRDL | *Spar dk*(*pt Irn*&*pt Stl*)2*tr B&* | 2616 | *withfreeboard* | | | W Hartlepool | | | | 2SB,*6cf*,GS102,HS1630 | B 6 | 2 |
| | *deep framing* | | 11,01 ✝LMC10,02 | | *Lloyd's* | *A&CP* | *B* = *Cell DBa* 112' | *uE&B*86'*f*148'876*t* | | Richardsons,Westgarth& Co Ld.Hpl | | |
| 354 | **Persic** SteelTwinSc4MastSr | 11973 | | | 1899 | Harland& | OceanicStmNavCo | 550·2 63·3 39·9 | Liverpool | Q.3Cy.22",31½",46"&67"-51 | | |
| 110629 | *S.A.Anning* -08 | 11185 | RMCT,05 | | | Wolff,Ltd. | Ld.(Ismay,Imrie& | P57'B107 F55' | British | 641NH | | |
| RKGS | *Ref. Mchy. Elec.light* 3 *Dks* | 7820 | | | | Belfast | Co. *Mgrs.*) | | | Harland&Wolff,Ld.Bel | | |
| 355 | **Perth** *J.T.Wilson* SteelScSr | 1799 | ✝100A1 Syd | *r* | 1897 | S.P.Austin | MelbourneSSCoLd | 264·0 37·0 16·7 | Melbourne | T.3Cy.19½",31½"&51½"-36" | 19 | 0 |
| 106422 | ~~*Mole Rac*~~ ssMel.No.1-02 | 1331 | Mel | | 12mo | &Son,Ld. | | Q99'B112'F29' | British | 160lb *90lb* (*s*) 181NH | s 1 | 6 |
| PWNQ | *Well deck* 1 *Dk*(*Irn*)&*Web frames* | 1125 | LMC 05 | | | Sunderland | | BK7½ | | 2SB,*6pf*,GS91,HS3035 | | |
| | | | | | *Lloyd's* | A&CP | *B* = *Cell DBa* 74'*f* | *E*18'*f*108'420*t* *FPT* | | J.Dickinson&Sons,Ld.Sld | | |
| 356 | — SteelScSr | 1693 | ✝100A1 Dun | *r* | 1890 | WBThomp | Dundee,Perth& | 280·0 36·6 16·9 | Dundee | T.3Cy.30",47"&75"-48" | 19 | 8 |
| 96411 | *H.W.Rackow*99-00 ssDun.No.3-2,00 | 1257 | 10,13,01 | | 7mo | son&Co.(L) | LondonShppg.Co. | P61'B78'F61' | British | 165lb *80lb* NDB00 381NH | s 2 | 0 |
| LTCQ | 2 *Dks*(*Stl-Uws*) | 909 | | | | Dundee | | BK9½ | | 2DB,*12rf*,GS240,HS5521 | | |
| | *Elec.light* | | LMC 2,08 | | *Lloyd's* | *A&CP* | | *WB*= *Cell DB* 138 | | WBThompsn&C(Lim)Dun | | |
| 357 | — IronScSr | 653 | | | 1882 | Murdoch& | RankineLine,Ld. | 184·1 27·0 14·1 | Glasgow | C.2Cy.19"&34"-36" | 14 | 10 |
| 97613 | *A.M.Lindsay* -04 | 487 | | | | Murray | | Q62'B44'F25' | British | 80RH | s 1 | 6 |
| LSQJ | *Well deck* (*ex*Brinio) 1 *Dk* | 395 | | | | Pt.Glasgow | | | | M.Paul&Co.,Dumbarton | | |
| 358 | — IronScK | 155 | ✝ Hul | | 1898 | Cook, Wel- | HullSteamFishing | 105·0 20·6 11·0 | Hull | T.3Cy.9½",16"&26"-20" | 11 | 10 |
| 109070 | *B.Jewsbury* -98 | 148 | *Stm Trawler* | | 10mo | t'n&Gemmell | &IceCo.Ld. | | British | 35RH | | |
| | 1 *Dk* | 55 | 10,98 ✝ | | | Hull | | BK7½ | | 1SB,*2pf*,GS22,HS680 | | |
| | | | | | | | | *WB*= | *DTf* 18'32*t* | Amos&Smith,Hull | | |
| 359 | **Perthshire** SteelScSr | 5550 | ✝100A1 Lon | *a*† | 1893 | Hawthorn, | EldersleSS.Co.Ld. | 420·0 54·0 28·8 | Glasgow | T.3Cy.30",48"&78"-54" | 32 | 0 |
| 102638 | *E.T.Cremer* -03 ssLon.No.2-02 | 5195 | 4,05 | | 11mo | Leslie&Co.Ld | (Turnbull,Martin | P41'B262'F49' | British | 160lb *80lb* 466NH | s 8 | 9 |
| NFRL | *Ref. Mchy.* 2 *Dks*(*Stl-Uptwss*)& | 3623 | RS8,02 ✝LMC 7,02 | | | Newcastle | &Co. *Mgrs.*) | FK | | 2SB(FD)&1Aux 7,00, *Trf*& | | |
| | *Elec.light* *deep framing*&*Dk rule* | | RMC8,04 | | *Lloyd's* | A&CP | *WB*= *Cell* | *DB* 354'1150*t* *FPT* | | *2cf*,GS172,HS6083 | | |
| | | | | | | | | | 175t *APT* 75*t* | Hwthrn,Leslie&C.Ld.Nwc | | |
| 360 | **Pertusola** IronScSr | 608 | ✝ Dmb | *j* | 1881 | R.Cham- | SardiLardon&Co. | 175·4 26·6 16·6 | Spezia | C.2Cy.23½"&45⅝"-30¼" | | |
| | *A.Bertuccelli* 2 *Dks*(*Irn*) | 544 | 3,81 | | 1mo | bers,jun. | | B14' F15' | Italian | NB97 94NH | | |
| R | *New name "Nettuno," See No. 20 in Supplement.* | 334 | | | | Dumbarton | *WB*= *DBa* 41'*f*60'125*t* | | | M.Paul&Co.,Dumbarton | | |
| 361 | **Peru** SteelScSr | 3528 | | | 1892 | Union Iron | PacificMailS.S.Co. | 336·0 45·9 27·6 | New York | T.3Cy.28",44"&70"-48" | | |
| 150595 | *G.G.Trask* 2 *Dks*&*Spar dk* | — | | | | Works | | H— | Utd.States | 339NH | | |
| KLJD | | 2540 | | | | San Francisco | | | | Union Iron Works,S.Fo. | | |
| 362 | — SteelTwinScSr | 3225 | | | 1896 | Caird&Co. | PacificStmNavCo. | 350·0 43·1 19·4 | Liverpool | T.6Cy 19½",32"&52"-36" | 22 | |
| 108515 | *H.Hooker* -96 | 2300 | | | | (Lim.) | | *Promenade dk* 318' | British | 324NH | | |
| PMGN | 2 *Dks*&*Shade dk* | 1702 | | | | Greenock | | *Shade dk* 153' | | Caird&Co.(Lim),Greenock | | |
| 363 | **Perugia** SteelScSr | 4348 | | | 1901 | D&W Hen- | AnchorLine(Hen- | 375·1 47·2 27·6 | Glasgow | T.3Cy.30¾",50½"&84"-54" | | |
| 113971 | *J.Johnston* -01 | 3648 | | | | dersn&Co.Ld. | dersonBros.)Ld. | P33'B149'F47' | British | 518NH | | |
| SMNR | *Ref Mchy. Elec.light* 2 *Dks*&*deep frames* | 2566 | | | | Glasgow | | | | D&W.Hendersn&CoLdGls | | |
| 364 | **Peruvia** SteelScSr | 4040 | ✝100A1 Cff | *w* | 1894 | W.Gray& | W.Kunstmann | 365·0 47·0 27·1 | Stettin | T.3Cy.27",48"&72"-45" | 29 | 2 |
| | *C.Dresse*02-04 | 3801 | 2,05 3,04 Rot | | 8mo | Co.Ld. | | P31'B87'F36' | German | 170lb *100lb* 404NH | s 6 | 4 |
| | (*ex*Stratford) 2 *Dks*(*Irn*)&*deep framing* | 2599 | ✝LMC 4,05 | | | W Hartlepool | *WB*= *Cell* | FK | | 2SB,*6rf*,GS94,HS5415 FD | | |
| | *Elec. light* 3 *Dk rule* | | | | | A&CP | *DBa* 120 *uE*&*B* 46 | *f*148'948*t* *APT* 56*t* | | Cen.Mar.Eng.Wks.W Hpl | | |
| 365 | **Peruvian** IronScSr | 3262 | | | 1863 | R.Steele& | ~~AllanLineSSCo.Ld~~ | 373·1 38·6 32·0 | ~~Glasgow~~ | C.2Cy.29½"&73"-48" | | |
| Disman | ~~Wood & Iron~~ | 3006 | | | | Co. | ~~(J.&A.Allan *Mgrs.*)~~ | len 74 | ~~British~~ | NE&B91 308NH | | |
| | | 2021 | | | | Greenock | | | Italian | J.Howden&Co.,Glasgow | | |
| 366 | **Pervenche** IronScSr | 369 | | | 1883 | Stettiner | M.Renault | 137·2 22·9 11·5 | Fécamp | C.2Cy.17¾"&30⅜"-20½" | | |
| | *Paurret* -03 | 261 | | | | Act.Ges. | | Q29t B33t F17t | French | NB02 86NH | | |
| KPQL | *Elec.light* 1 *Dk* | 172 | | | | Stettin | | | | StettinerA.G.Stettin | | |
| 367 | **Pervoi** SteelPadTug | 264 | | | 1894 | Armstrong | RussianGovern- | 185·0 25·0 7·2 | Yeniseisk | C.4Cy.16"&30"-42" | | |
| | | 950 | | | | Mitchell& | ment | | Russian | 97NH | | |
| | 1 *Dk* | 117 | | | | Co.(Lim.) | | | | Bow,McLachlan&Co.,Psy | | |
| | | | | | | Newcastle | | | | | | |
| 368 | **Perwenetz** IronTwinSc | 260 | | | 1880 | Stabilimnto | I.S.Koschkine | 181·4 25·9 6·6 | Rostoff | C.4Cy.11"&22"-18" | | |
| | *A.E.Sitnikoff* -95 | — | | | | Tecnico | | | Russian | 84NH | | |
| | (*ex*Ecaterina) | 171 | | | | Trieste | | | | StabilimentoTecnico.Tri. | | |
| 369 | **Perwie** Iron&SteelScSr | 395 | | | 1883 | Kockums | Dpsksels k.Thore | 150·3 23·5 12·3 | Copnhagn | C.2Cy.20"&38"-20" | | |
| | *F.Schultz*00-02 | 314 | | | | Mk.Værks. | (Th.E.Tulinius, | Q48' B87' F18' | Danish | 41NH | | |
| NTVG | 1 *Dk* | 238 | | | | Malmö | *Mgr.*) | | | KockumsMk Værks Malmö | | |
| 370 | **Petchaburi** SteelScSr | 2191 | | | 1901 | G.Seebeck | Norddeutscher | 290·2 39·0 21·2 | Bremen | T.3Cy.20½",34½"-55½"-35½" | | |
| | *G.Hillmann* -01 | 1921 | | | | Act.Ges. | Lloyd | P18'B32'F43' | German | 181NH | | |
| QHJT | *Elec.light* 2 *Dks* | 1373 | | | | Bremerhaven | | | | G.Seebeck A.G.Bremerhvn | | |
| 371 | **Peter** SteelScSr | 989 | ✝100A1 Oda | *l* | 1887 | W.Dobson | ~~RussianCooler~~ | 210·0 30·2 13·8 | Odessa | T.3Cy.17",28"&46"-30" | 14 | 7 |
| 346 | *S.A.Artifeksoff* ssOda.No.3-5,99 | 985 | *Awng dk* | | 10mo | &Co | ~~S.a.Russ.d.Lend~~ | 20·8 | Russian | 125lb *65lb* 116NH | | |
| | ssOda.No.1-03 | 721 | *withfreeboard* | | | Newcastle | ~~Insurance&Com~~ | NDB08 FK | | 2B | | |
| | 1 *Dk*(*Stl*)&*Awng dk* | | 11,03 | | *Lloyd's* | *A&CP* | ~~Fabrique d'Acier~~ | *WB*= *DBa* 56' | 1 *BHCem* | N.E.MarineE.Co.,Nwc. | | |
| | | | ✝LMC 11 | | | | Russian Transport & Insurance Co. | | *f*84'158*t* | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material Rig, &c. *Master.* *Late Name if any.* Special Surveys. | 3 No. of Decks &c. | 4 Registered Tonnage Gross — Under dcck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Added. Year Engines Re-Entered. Year Boilers Entered. | 8 Built. When. — Ship. — Engines | 8 By Whom. — Where. | 9 Owners. | 10 | 11 Recist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Engineers in white classed, if not in L. R. Date of ent. of Pt.-Asst. | 16 Date when last shaft sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 372 | **Peter Benoit** *J.Schmidt*99–02 | SteelScSr 1 *Dk(Stl)&deep framing* | *1359* *1248* 8,01 ~~11,03~~ *859* | †100A1 | Hpl | *p* | 1902 5mo | Soc.Anon. Chant.Naval Anversois Hoboken *WB* | F.Alexander = *CellDBa70'uE6* | *Lloyd's SA&CP* | 253·2 \| 36·1 \| 16·3 B50'F26' drp03 FK *B36'f106'110tFPT* | | | Antwerp Belgian *4BHCem 45tAPT25t* | T.3Cy.19″,31″&51″–33″ (s) 160lb 158NHP 2SB,4cf,GS136,HS2510 N.E.MarineEng.CoLdNwc | 19 ″ 2 | | 11,03 |
| MBPW | | | | ~~LMC4,02~~ | | | | | | | | | | | | | | |
| 373 | **Peter Berg** *N.M.Petersen* (exAlmandine) | IronScBn ssHfs.No.3–5,98 ssBly.No.2–01 1 *Dk(Irn)2trB* | 1833 1544 8,05 ~~10,08~~ 1148 ~~BS2,02~~ BS5,04 | †100A1 | Sld Bly | *r* | 1883 9mo | M.Pearse &Co. Stockton | DanskRussiske Dmpskselsk. (P.Mörch, *Mgr.*) = *CellDBa78'f60'331t* | *Lloyd's SA&CP* | 260·3 \| 36·0 \| 21·0 P26'B64'F30' BK9½″ *WB=DB* | | | Copnhagn Danish *4BHCem APT38t* | C.2Cy.32″&60″–39″ (i 80lb *80lb* NDB93 167NHP 2SB,4pf,GS66,HS2580 Blair&Co.(Lim.),Stockton | 22 ″ 3 s 3 ″ 8½ | | ~~7,03~~ 8,05 |
| NGKP | | | | ~~LMC5,01~~ | | | | | | | | | | | | | | |
| 374 | **Peter Cahill** *M.Moran* –00 (exMajor,exOceanic) | WoodSc | 100 — 50 | | | | 1872 | ..... Camden,N.J. | MoranTowingCo. | | 93·5 \| 20·0 \| 8·3 | | | NewYork Utd.States | | | | |
| 90444 | | | | | | | | | | | | | | | | | | |
| 375 | **Peter Hamre** *S.Tönnesen*91–00 | SteelScSr 1 *Dk* | 1080 845 665 | | | | 1899 | Laxevaags Jernsk&Msk. Bergen | P.Hamre | | 234·3 \| 32·2 \| 13·6 Q124t B56t H22t F3.5t | | | Bergen Norwegian *WL* | T.3Cy.16″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn | | N | |
| JPGF | | | | | | | | | | | | | | | | | | |
| 376 | **Peter Jebsen** *N.Bentzen* –00 (exFerncliffe) | SteelScSr ssBgn.No.1–02 1 *Dk(ptIrn&ptStl)2tr B&deep framing* 3 *Dk rule* | 3525 3308 2274 | †100A1 *with freeboard* 4,05 ~~10,04~~ BS4,05 | XFl Bal | *e* | 1898 10mo | J.Readhead &Sons S.Shields A&CP | DampskibetPeter Jebsen'sRederi (Bergh&Helland) *WB=CellDBa114'uE20'f139'842t* | | 341·0 \| 46·6 \| 24·7 P29'B84'F33' FK | | | Bergen Norwegian *6BHCem APT38t* | T.3Cy.24″,40″&64″–42″ (r 160lb *80lb* 286NHP 2SB,6rf,GS90,HS4590 J.Readhead&Sons,S.Shl. | 27 ″ 4 s 5 ″ 6½ | | ~~5,04~~ N4,05 |
| JVRM | | | | ~~LMC12,08~~ | | | | | | | | | | | | | | |
| 377 | **Peter Johnstone** *J.Wright*02–02 ssDub.No.2–04 | SteelScSr ~~ssLiv.No.1–00~~ 1 *Dk* | 110 102 21 | †100A1 *For fishing purposes* 12,04 ~~13~~ | Dub | | 1896 1mo | J.Duthie, Sons&Co. Aberdeen *A&CP* | DublinSteam TrawlingCo. (A.Richardson *Mgr.*) | *Lloyd's SA&CP* | 91·6 \| 19·6 \| 10·0 BK6″ | | | Dublin British *4BHCem* | C.2Cy.13½″&30″–21″ (s 135lb 36RHP 1SB,2pf,GS31,HS811 Clyne,Mitchell&Co.,Abn. | 10 ″ 6 | | ~~12,08~~ N8,04 |
| 106531 | | | | ~~LMC~~ ~~LMS12,08~~ | | | | | | | | | | | | | | |
| 378 | **Peter Regier** *J.Merteus* –00 (exFerncliffe) | IronScSr ssGen.No.1–01 1 *Dk(Irn)2trB* | 1461 1232 818 | †100A1 1,08 BS1,03 | Gen | *q* | 1883 3mo | Palmers' Co.(Lim.) Newcastle *A&CP* | G.Feldman | *Lloyd's SA&CP* | 251·3 \| 37·8 \| 17·2 B52'F33' FK *WB=DBa80'f56'341tAPT18t* | | | Odessa Russian *4BHCem* | C.2Cy 31⅜″&60½″–39″ (a 80lb *72lb* NDB00 168NHP 2SB,4pf,GS77,HS2637 Palmers'Co.(Lim.),Nwc. | 18 ″ 6 s 2 ″ 8½ | | 1,08 |
| | | | | ~~LMC2,01~~ | | | | | | | | | | | | | | |
| 379 | **Peter Ross** *H.R.Nightingale* –08 | SteelScK 1 *Dk* | 215 201 56 | †100A1 *Stm Trawler* 10,04 ~~6,08~~ 3,06 | Abn | | 1903 3mo | Smith's Dock Co.Ld. North Shields *A&CP* | RossSteamTrawl FishingCo.Ld. | *Lloyd's SA&CP* | 115·5 \| 21·6 \| 12·0 BK7½″ *WB=DTf5'8t* | | | Aberdeen British *3BHCem* | T.3Cy.12″,20″&32″–28″ (r 180lb 52RHP 1SB.2cf,GS35,HS1145 MacColl&Pollock,Sld. | 12 ″ 10 | | |
| 115696 | | | | ~~LMC11,02~~ | | | | | | | | | | | | | | |
| 380 | **Peter Smith** (exLittleAda) | IronScTug 1 *Dk* | 161 — 109 | † 1,64 | Gls | 6 | 1863 12mo | W.Simons &Co. Renfrew (*Rebuilt* 99) | BoutellTransp.& TowingCo. | | 116·0 \| 18·0 \| 9·6 | | | Cleveland Utd.States | C.4Cy.15″&22″–22″ NB88 38NHP W.Simons&Co.Renfrew | | V | |
| 150133 | | | | | | | | | | | | | | | | | | |
| 381 | **Peter Wessels** *G.Sielmann* –03 | SteelScTug 1 *Dk* | 135 — — | | | | 1903 | Schiffsw(v. J.&Sch.)A.G Hamburg | P.W.Wessels Wwe. | | 88·6 \| 20·2 \| 12·9 | | | Emden German *WB* | C.2Cy.14⅜″&28″–20½″ 30NHP Schwft(v.J&Sch)AGHam | | | |
| KJLR | | | | | | | | | | | | | | | | | | |
| 382 | **Peter Willemoes** *M.Clausen* (exLundy) *Well deck* 1 *Dk(Stl)&Webframes Floors Irn* | SteelScSr ssCff.No.3–2,01 ssLth.No.1–04 | 1825 1423 1157 | †100A1 5,04 ~~10,04~~ MS5,04 | Lth | *q* | 1888 6mo | Richardsn, Duck&Co. Stockton *A&CP* | DmpskSelsk Fiona (Svendsen&Christensen, *Mgrs.*) = *CellDB216'412tAPT50t* | *Lloyd's* | 260·0 \| 37·1 \| 17·7 P&B147'F35' FK *4BHptAsp ptCem* | | | Copnhagn Danish | T.3Cy.21″,34″&56″–36″ (s 160lb *80lb* NDB01 185NHP 2SB,4cf,GS60,HS2844 Blair&Co.Ld.Stockton | 19 ″ 11 s 2 ″ 2½ | | 5,04 |
| NMCB | | | | ~~LMC~~ | | | | | | | | | | | | | | |
| 383 | **Peterboro** *J.Kerrison*–04 | IronTwinScSr (exRotterdam) 2 *Dks* | 847 749 427 | 11,64 | Lon | | 1864 8mo | Simpson& Co. London | Gt.Eastern Rly.Co. | | 215·1 \| 27·0 \| 17·6 B59t | | | Harwich British *4BH* | C.4Cy.22″&44″–27″ NE&B87 168NHP Earle's Co.(Lim.),Hull | | | |
| 50144 KPRT | | | | | | | | | | | | | | | | | | |
| 384 | **Peterborough** *T.Green*99–04 *Well deck* | IronScSr ssHam.2ndNo.3–8,01 1 *Dk* | 617 492 391 | †100A1 1,05 ~~5,04~~ BS10,03 ~~12,04~~ | Ham | *i* | 1876 11mo | R.Craggs& Son Middlesbro' A&CP | S.S. Peterborough. Ld. (W.F.Beaumont) | | 183·6 \| 27·6 \| 13·6 Q65'B40'F16' BK7½″ *WB=* | | | Boston British *5BHCem DBa33'f44'* | C.2Cy.24″&45½″–30″ (s 75lb *80lb* NDB91 80RHP 1SB,3pf,GS43,HS1460 Blair&Co.(Lim.),Stockton | 14 ″ 6 s 1 ″ 8 | | ~~5,04~~ 1,05 |
| 65115 QSPT | | | | ~~LMC8,01~~ ~~12,04~~ | | | | | | | | | | | | | | |
| 385 | — | SteelScYl 1 *Dk* | 161 148 55 | †100A1 *Stm Trawler* ~~1,01~~ 1,05 BS7,04 ~~BS6,03~~ | Gms | | 1897 2mo | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld. | | 104·2 \| 20·5 \| 10·7 Q17'F19' BK7½″ | | | Grimsby British *4BHCem* | T.3Cy.10″,16″&27″–20″ (s 180lb 45RHP 1SB,2pf,GS23,HS536 Muir&Houston(Lim.),Gls | 11 ″ 7 | | ~~4,04~~ 1,05 |
| 103451 | *O.Davis* –97 | ssGms.No.1–01 | | ~~LMC10,01~~ | | | | | | | | | | | | | | |
| 386 | — | WoodScK 1 *Dk* | 159 139 108 | | | | 1886 | AtlasEng. Co.(Lim.) Sydney,NSW | Shellharbour Stm. Nav.Co.Ld. | | 111·9 \| 20·7 \| 7·6 | | | SydnyNSW British | C.2Cy.15″&28″–20′ 35RHP AtlasEng.Co.(Lim.),Syd. | | | |
| 93520 | *W.Wilson*60–86 | F&YM11,01 | | | | | | | | | | | | | | | | |
| 387 | **Peterbourg** *B.Grewe* (exEsk) | IronScSr ssShl.No.3–82 1 *Dk2trB* | 702 650 492 | † 5.86 | Shl | | 1869 6mo | Denton, Gray&Co. W Hartlepool | A.S.Ananjin | | 201·5 \| 29·0 \| 16·9 Q21t *WB=DBa&f* | | | Archangel Russian *4BHCem* | C.2Cy.22½″&45½″–30″ NE76NB91 94NHP G.Clark,Sunderland | 17 ″ 9 | N | |
| 388 | **Peterhof** *YanKewitz*90–90 | IronPad 1 *Dk* | 208 — 127 | | | | 1890 | Lange& Son Riga | Peterhof Dampf-schifffahrtsGes. (A.F.Bender *Mgr.*) | | 165·0 \| 21·8 \| 7·8 | | | St.Petrsbg Russian | 2Cy. Lange&Son,Riga | | | |
| 515 HRCP | | | | | | | | | | | | | | | | | | |
| 389 | **Petersburg** *P.Ptashinsky* *Elec.light* | SteelTwinSc3MstSr 3 *Dks(Stl ws–Uteak s)* | 5432 4750 1796 | † 5,94 | Nwc | *a†* | 1894 5mo | R&W Haw-thorn,Leslie &Co.Ld. Newcastle | Russian Volunteer Fleet Association | | 439·0 \| 52·0 \| 31·6 P50'B65'F71' *WB=Cell* | | | Odessa Russian *9BHCem DB322'770t* | T.6Cy.34″,54″&85″–51″ 1149NHP 5D&2SB36cf GS790 HS19000 Hwthrn,Leslie&C.Ld.Nwc | 34 ″ 10 | | |
| HBLP | | | | | | | | | | | | | | | | | | |
| 390 | — | SteelScSr 1 *Dk(Irn)&Spardk(Irn)&Webframes* | 1713 1528 1090 | †100A1 *Spar dk* 4,05 ~~3,01~~ BS1,05 ~~BS1,04~~ | Cpn Lth | *q* | 1891 7mo | J.Laing Sunderland *Lloyd's SA&CP* | W.Thomson&Co. | | 245·0 \| 36·2 \| 14·0 B59'F30' 20·9 drp04 BK8½″ *WB=CellDB195'* | | | Leith British *4BHCem 247tAPT35t* | T.3Cy.19″,31″&50″–36″ (s) 160lb *75lb* 149NHP 2SB,4rf,GS66,HS2221 G.Clark(Lim.),Sunderland | 16 ″ 3 s 4 ″ 6 | | ~~3,04~~ 4,05 |
| 99222 MFVC | | | | ~~LMC4,03~~ | | | | | | | | | | | | | | |
| 391 | **Peterston** *J.W.Jones*01–03 ssCff.No.3–1,05 | SteelScSr ~~ssCff.No.2–01~~ 1 *Dk(Irn)&Webframes &ptAwngdk(Irn)* | 2768 2137 1791 | †100A1 *pt Awng dk with freeboard* 4,05 ~~10,00~~ | Cff | *l* | 1892 11mo | T Turnbull &Son Whitby A&CP | GlamorganS.S.Co. Ld. (D.&C.Radcliffe, *Mgrs.*) | | 312·5 \| 40·7 \| 21·9 P29'Q30' *ptAwngdk194'* FK *WB=DBa102'* | | | Cardiff British *6BHCem f122'574t* | T.3Cy.23″,37½″&61½″–39″ 160lb ~~80lb~~ (s) 235NHP 2SB,6cf,GS99,HS3520 ~~100lb~~ Blair&Co.(Lim.),Stockton ~~NDB05~~ | 23 ″ 2 s 9 ″ 1 | | ~~7,06~~ 4,05 |
| 98427 MVPK | | | | ~~LMC4,04~~ 4,05 | | | | | | | | | | | | | | |
| 392 | **Petka** *G.Critanich*90–97 *Well deck* *Elec.light* | SteelScSr ssGen.No.1–02 1 *Dk(Stl)* | 498 308 309 | † | Gen | | 1896 4mo | Howaldts-werke Kiel | Nav.aVap Ragusea (M. Marinovich, *Mgr.*) = *DBa40'f23'uECell* | | 174·1 \| 25·8 \| 11·5 P&B103'F42' BK7″ | | | Ragusa Aust.-Hung. *4BHCem DB16'69t* | T.3Cy.16½″,27½″&43½″–24½″ 118NHP 1SB,2cf,GS39,HS1630 FD Howaldtswerke,Kiel | 11 ″ 11 | | |
| HQDG | | | | | | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Tonnage Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux | Port d'Armement. Pavillon. | Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Brut Quille. Francbord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|
| 393 | **Petone** Steel Sc Sr | 709 | ✠100A1 Lyt *j* | 1900 Taylor & | Blackball Coal Co. | 185·4 29·2 11·8 | London | 1.3Cy.15″,25″&40″–27″ *x* | 11 p 6 |
| 112651 | *C. Christian* –01 *ss* Lyt.No.1–04 | 6,04 2nd | | 1mo Mitchel | Ltd. | Q61 B18 F26 | British | 160lb *80lb* 82RHP | 1 - 2½ |
| RMBT | (*ex* Gresham) 1 *Dk* (*Stl*) | 388 | | Greenock | | BK7½ | 4 *BHCem* | 1SB.*3pf*,*gs*56,*hs*1400 | |
| | *Well deck* | | | *Lloyd's SA&CP* | W | *B* = *Cell D Ba*48′*uE* | 15′/08″145*t* | McKie & Baxter, Glasgow | |
| 394 | **Petrarch** Iron Sc Sr | 1[illegible] | ✠100A1 HKg *r* | 1877 J. Read- | R. Wahl jun. & Co. | 276·0 34·2 22·6 | Cologne | C.2Cy.29½″&58½″–36″ | 24 x 0 |
| | *H. Uecker* –99 *ss* H.Kg.2nd No.3–2,02 | 1[illegible] | 11[illegible] | 9mo head & Co. | Rhed. & Hanlenger- | P118′F34′ ND990 | German | 70lb *80lb* ND888 158NHP | 3·10½ |
| HWBK | 2 *Dks* 3 *tr B* | 1[illegible] | | S. Shields | man S.S. | pt ND90 & 97 BK9½ | 2 SB.*4pf*,*gs*86,*hs*2750 | J. Readhead & Co., S. Shields | |
| | | | | A&CP | | *WB* = *DBa*59′*f*26″ | 12*ot FI T*66*t* | | |
| 395 | **Petrel** Iron Sc Sr | 73[illegible] | | 1876 Hall, Rus- | General Stm. Nav. | 216·3 28·3 18·8 | London | C.2Cy.26½″&48″–30″ | 16–16 |
| 73742 | *W. Drynan* –03 | [illegible] | | sell & Co. | Co. Ltd. | Q66 B45 F25 | British | 99RHP | |
| QKHJ | *Well deck* 1 *Dk*2 *tr B* | 462 | | Aberdeen | | BK8″ | *WB* | Hall, Russell & Co., Abn | |
| 396 | — Iron Sc | 34[illegible] | | 1892 Collins Bay | Collins Bay Raftng | 129·2 26·3 9·6 | Kingston, | 2Cy.18″–20 | |
| 96917 | *J. P. Angwore* –00 | 2[illegible] | | Rft. & For. Co. | & Forwarding Co. | H36*t* | Ont. | Collins Bay Raftg. 80RHP | |
| | *Mchy Aft* 2 *Dks* | 199 | | Collins Bay, O | | | British | & Forwarding Co., Ont | |
| 397 | — Iron Sc Sr | 3[illegible] | ✠ Sng *d* | 1873 Dodgin & C | Kos Guan Co. | 130·2 20·1 11·1 | Penang | C.2Cy.16″&30″–24″ | |
| 68459 | *J. Liddell* –04 *ss* Sng.No.2–81 | 2[illegible] | 12,8[illegible] | 5mo N. Shields | | P37*t* H13*t* | British | 40RHP | |
| | 1 *Dk* | 207 158 | | | | ND81 | 2 *BHCem* | W. & J. Almond, N. Shields | |
| | | 125 | | | | | | | |
| 398 | — *A. Reloer* 92–02 Iron Sc K | 209 | ✠100A1 Bdx *c* | 1885 R. Dixon & | Soc. Immobilière | 123·8 21·0 11·6 | Arcachon | C.2Cy.19″&36″–24″ | 12 x 1 |
| | [illegible] *ss* Bdx.No.3–7,97 | [illegible] | [illegible] 5,04 | 4mo Co. | du Moulleau et des | | French | 71lb 52NHP | |
| KPVN | (*ex* Courage) *ss* Bdx.No.1–01 | 38 | [illegible] ✠LMC7.01 | Middlesbro' | Pêch. de l'Océan | BK6½ | 4 *BHCem* | 1SB.2*pf*,*gs*24,*hs*952 | |
| | *Mchy Aft* 1 *Dk* | | | *Lloyd's SA&CP* | (M. Preller, *Mgr.*) | | | Blair & Co. (Lim.), Stockton | |
| 399 | — Steel Sc Sr | 193 | | 1892 Polson Iron | Canadian Govern- | 116·0 22·0 10·3 | Ottawa | C.2Cy.18″&36″–24″ | |
| 103040 | | 156 | | Wks Co (Lim.) | ment | | British | [illegible] | |
| | 1 *Dk* | 95 | | Owen Sound | | | | Polson I.W.Co (Lim.), Tto | |
| 400 | — Steel Sc K | 187 | ✠100A1 Abn | 1902 J. Duthie, | Salvage & Steam | 108·4 21·6 11·5 | Aberdeen | T.3Cy.12″,19½″&32″–22″ *r* | 12 – 2 |
| 115581 | *H. Smith* –02 | 175 | *Stm Trawler* | 2mo Sons & Co. | Trawling Co. Ltd. | | British | 150*l* 50RHP | |
| | 1 *Dk* | 56 | [illegible] 5,05 [illegible] | Aberdeen | (J. Nutten, *Mgr.*) | BK7½ | 3 *BHCem* | 1SB.2*cf*,*gs*10,*hs*125 | |
| | | | [illegible] ✠LMC2.02 | *Lloyd's SA&CP* | | *WB* | = *DBf*5′8″ | W. V. V. Lidgerwood, Gls. | |
| 401 | — Iron Pad K | 170 | | 1897 J. P. Ren- | N. British Stm. Pkt. | 110·5 20·2 10·0 | Glasgow | L.2Cy.30″–54″ | |
| 109061 | *R. Harris* –00 | 154 | | noldson & Sns | Co. (H. Grierson) | | British | 95RHP | |
| | (*Tug*) 1 *Dk* | 19 | | South Shields | | | | J. P. Rennoldsn & Sns, S. Shl | |
| 402 | — Iron Sc K | 151 | ✠100A1 Hul | 1893 Cook, Wel- | Pickering & Hal- | 101·5 20·6 11·0 | Hull | T.3Cy.11½″,18″&30″–22″ (s) | 11 – 10 |
| 102920 | *ss* Hul.No.2–01 | 140 | *Stm Trawler* | 9m10 t'n & Gemmel | dane's Stm. Trawl- | Q24 | British | 160lb 45RHP | |
| | 1 *Dk* | 64 | [illegible] | Hull | ing Co. Ltd. | BK7½ | 3 *BHCem* | 1SB.2*cf*,*gs*23,*hs*674 | |
| | | | [illegible] ✠LMC11.01 | *Lloyd's SA&CP* | | | | C.D Holmes & Co., Hull | |
| 403 | — Iron Sc Sr | 111 | | 1880 Reiherst'g | Messageries Fluvi- | 71·2 10·9 6·6 | Saigon | 2Cy.8″–10″ | |
| | *H. Deliale* | — | | Schiffsw. | ales de Cochinchine | P38′Q— | French | 2NHP | |
| | (*ex* Oriental) 1 *Dk* | 65 | | Hamburg | | | | Reiherst. Maschinenf. Ham | |
| 404 | **Petronella Neeltje** Steel Sc | 167 | | 1902 M. van der | H. van den Burg | 111·5 21·0 11·7 | Vlaardingen | T.3Cy.8½″,13½″&22″–16″ | |
| | *J. van der Ster* 02–02 | — | | Kuijl | | | Dutch | 19NHP | |
| | 1 *Dk* | 84 | | Slikkerveer | | *WB* | | Alblasserdamsche Mchnfb. | |
| 405 | **Petropolis** Steel Sc Sr | 4792 | | 1897 Reiherst'g | Hamburg-Süd- | 376·6 46·3 27·3 | Hamburg | Q.4Cy.21½″,31″,46″&66″–48″ | |
| | *J. E. Feldmann* 95–01 | 3858 | | Schiffsw. | Amerik Dampf- | P&B240′F50″ | German | 300NHP | |
| RKPN | *Elec. light* 2 *Dks* 3 *tr B* | 3093 | | Hamburg | schifffahrts Ges | | *B* | Reiherst. Maschinenf. Ham | |
| 406 | — Steel Pad Sk | 289 | | 1890 A M'Millan | Leopoldina | 210·6 23·1 8·0 | R. Janeiro | C.D.2Cy.31″&60″–60 | |
| | *N. V. da Silva* –91 | 259 | | & Son (Lim.) | Railway Co. | | Brazilian | 282NHP | |
| | | 59 | | Dumbarton | | | | D. Rowan & Son, Glasgow | |
| 407 | **Petrowsk** Steel Sc Sp | 152 | ✠ Npt *a* | 1894 Exors. of | Vladicaucase | 100·0 21·0 8·4 | Petrowsk | C.2Cy.16½″&32½″–20″ | 9 – 10 |
| | *N. Nicolaieff* 94–94 | 122 | *For Towing & Salvage purposes* | 6mo T. A. Walker | Railway Co. | | Russian | 56NHP | |
| | 1 *Dk* | — | 6,04 | Sudbrook | | FK | 5 *BHCem* | 1SB.2*cf*,*gs*33,*hs*1200 | |
| | | | | | *WB* = *DBa*14′*f*16″ | *qu E & B* 16 29 *FPT* | 2 *APT* 10*t* | Plenty & Son, Newbury | |
| 408 | **Petschora** Steel Sc Sr | 688 | | 1901 J. W. Kla- | Archangel-Mour- | 177·6 27·4 11·4 | Archangel | T.3Cy.13″,21½″&35½″–25½″ | |
| | *M. Louschkin* –01 | 391 | | witter | man Stm. Nav. Co. | Q72 P41′ | Russian | 68NHP | |
| | 1 *Dk* & *pt Awng dk* | 422 | | Danzig | | *Awng dk* 112 | *WB* | J. W. Klawitter, Danzig | |
| 409 | — Steel Pad | 135 | | 1899 Allsup & | Trävaru-Aktieb. | 110·0 20·0 6·5 | Sundsvall | C.2Cy.16½″&38″–26″ | |
| | *Sundberg* 99–99 | 103 | | Co. Ld. | Petschora | | Swedish | 72NHP | |
| | 1 *Dk* | 47 | | Preston | | | | Allsup & Co. Ld. Preston | |
| 410 | **Petunia** *Frankland* –04 Steel Sc Sr | 1691 | ✠100A1 Shl *q* | 1889 Blyth S.B. | J. Lilly & Co. | 260·3 36·6 16·9 | W. Hartlpl | T.3Cy.20″,33″&54″–36″ (s) | 19 – 3 |
| 95886 | [illegible] *ss* Npt No.3–10.98 | 1276 | [illegible] 11,04 | Co. (Lim.) | | P24 Q72 B108′F31 | British | 160lb *80lb* ND800 174NHP | 1 – 1 |
| LBKM | 1 *Dk Irn*) & *Web frames* (*Irn*) | 1093 | | Blyth | | [illegible] FK | 4 *BHCem* | 2SB.*4pf*,*gs*2,*hs*2600 | |
| | *Well deck ss* Shl.No.1–04 *Stringers Irn* | | | A&CP | *WB* = | *Cell D B* (*Irn*) 190′ | 853 *APT* 21*t* | Black, Hawthorn & Co., Gts. | |
| 411 | — Iron Sc K | 209 | ✠100A1 Gms | 1899 Cochrane & | N. Eastern Steam | 117·0 21·5 11·2 | Grimsby | T.3Cy.11½″,21″&24″–24″ (s) | 12 – 0 |
| 110910 | *G. Mudd* –99 *ss* Gms.No.1–08 | 191 | *Stm Trawler* | 9mo Cooper, Ld. | Fishing Co. Ltd. | Q48′F20′ | British | 180lb 60RHP | |
| RLNG | 1 *Dk* | 76 | 11,04 [illegible] ✠LMC8.02 | Selby | | BK7½ | 3 *BHCem* | 1SB.2*cf*,*gs*30,*hs*1037 | |
| | | | | *Lloyd's SA&CP* | | | | C.D. Holmes & Co. Hull | |
| 412 | — Steel Sc K | 190 | | 1899 J. Duthie, | Southern Steam | 110·3 20·8 11·1 | Milford | T.3Cy.12″,19½″&32″–22″ | 12 – 0 |
| 108437 | *J. W. Peters* –04 (*Trawler*) | 181 | | Sons & Co. | Trawling Co. Ltd. | [illegible] | British | 61RHP | |
| | 1 *Dk* | 34 | | Aberdeen | (C. C. Morley, *Mgr.*) | BK7½ | | Whyte & Mair Dundee | |
| 413 | **Peuceta** Iron Sc Sr | 433 | | 1873 J. Key | Soc. Anon. di Nav. a | 170·6 23·7 12·9 | Bari | C.2Cy.25″&42″–28″ | |
| 4 | *V. Travers* 01–01 | 388 | | Kingborn | Vap. Puglia | P38 F35 | Italian | NB96 78NHP | |
| RKHS | (*ex* Fifeshire) 1 *Dk* | 244 | | | | BK7″ | | J. & T. Dale, Kirkcaldy | |
| 414 | **Peveril** Steel Sc Sr | | 100A1 | 1904 Grngem'th | G. Gibson & Co. | 260·1 35·1 17·3 | Leith | T.3Cy.25″,38″&62″–42″ | 18 – 6 |
| | | 1468 | (*Class Contem plated*) | & Greenock | | P31 B90 F41′ | British | | |
| | *For full particulars* [illegible] | | | Dockyard Co. | | | | R. & H. Morton & Co. Leith | |
| | | | | Grngemouth | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed before expired. Repairs Lister | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. Nos. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. — Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. R. Date of last Trade Cert. | 16 Date when last shaft fitted. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 415 | **Peveril** | **SteelScSr** | 395 | ✝100A1 | Bwg | *e* | 1895 | Scott& | W.McLachlan&Co. | 135·0 | 23·1 | 10·3 | Glasgow | C.2Cy.17½″&40″–27″ (*s* | 11 ″ 0 | | 4,04 |
| 104642 | *D.Carmichael85–95* | *ss*Bwg.No.3–3,04 | 210 | 3,05 ~~3,04~~ | | | 8mo | Sons | | Q59′B10 F25′ | | | British | 150lb 63RH | | | |
| NWTM | *Well deck* | 1 *Dk* | 68 | ✝LMC4,04 | | | | Bowling | | | | BK7″ | | 3 *BHCem* | | | |
| | *Mchy. Aft* | *Floors & Stringers Iron* | | | | | | A&CP | | | | *WB = FPT16t* | | 1SB,*3pf*,GS51,HS1220 | | | |
| | | | | | | | | Where. | | | | | | Muir&Houston,Glasgow | | | |
| 416 | **Pfalz** | **SteelSoSr** | 4604 | *See Addenda for "Gertrud Woermann," Sc* | | | 1893 | Wigham | Norddeutscher | 417·3 | 43·3 | 26·1 | Bremen | T.3Cy.27″,44″&72″–48″ | 28 ″ 7 | G | |
| | *Nicolaus Ahrens* | | 3720 | *See 1903-04 20 in Supplement* | | | | Richrdsn&Co | Lloyd | P38′B92′F72′ | | | German | 392NH | | | |
| QFTN | *Elec.light* | 2 *Dks & Webframes* | 2922 | | | | | Newcastle | | len95 | | FK | | *WB* | | | |
| 417 | **Phadra** | **SteelSc** | 619 | | | | 1898 | G.Seebeck | Dampfschiffahrts | 170·6 | 27·1 | 16·4 | Bremen | T.3Cy.14¾″,17¾″&38½″–23½″ | | G | |
| | *M.Stahn95–00* | | 612 | | | | | Act.Ges. | Ges.Neptun | | | | German | 72NH | | | |
| | | 2 *Dks* | 372 | | | | | Bremerhaven | | | | | *WB* | G.Seebeck A.G.Bremerhvn | | | |
| QGNK | | | | | | | | | | | | | | | | | |
| 418 | **Phalarope** | **SteelScSr** | 124 | ✝100A– | Abn | | 1896 | A.Hall& | T.Davidson | 96·0 | 19·6 | 10·0 | Aberdeen | C.2Cy.13½″&30″–21″ (*s* | 10 ″ 7 | | ~~5,03~~ |
| 104518 | *A.Forbes98–96* | ~~ss Abn.No.1–00~~ | 117 | *For fishing purposes* | | | 2mo | Co. | | | | | British | 125lb 45RH | | | 12,04 |
| | | 1 *Dk* | 41 | ~~1,08 11,08~~ | | | | Aberdeen | | | | BK7½ | | 1SB,*2pf*,GS30,HS787 | | | |
| | | ss Abn.No.2–04 | | ~~Boiler03~~ ✝LMC~~03~~ | | | | | | | | | | A.Hall&Co.,Aberdeen | | | |
| 419 | **Pharos** | **IronScSr** | 2262 | ✝ A1 * 1 | Liv | Lv | 1880 | Aitken& | MossS.S.Co.Ld. | 331·0 | 35·0 | 23·0 | Liverpool | T.3Cy.22½″,36″&60″–48″ (*s* | | | |
| 81385 | *D.G.H.Neligan* | –99 5thSurvey,Liv.6.02 | 2093 | | | | 6mo | Mansel | | P16t F52t | | | British | 150lb 320NH | | | |
| TKFS | | | 1442 | | | | | Glasgow | | | | BK9½″ | | 6 *BH* | | | |
| | | | | | | | | | | | | *WB=* | | *Cell DB* | | | |
| 420 | — | **IronPadSr** | 574 | | | | 1874 | R.Napier& | Commissioners of | 204·5 | 26·7 | 15·3 | Leith | C.D.2Cy.33″&64″–54″ | | | |
| 65788 | *T.M.Ewing* | –00 | 550 | | | | | Sons | Northern Light- | | | | British | NE&B98 252NH | | | |
| SRQW | *Elec.light* | | 241 | | | | | Glasgow | houses | | | | | Gourlay Bros.&Co.Dun. | | | |
| 421 | — | **IronScK** | 197 | ✝100A1 | Gms | | 1901 | Cook,Wel- | Roberts&Ruthven | 113·7 | 21·0 | 11·2 | Grimsby | T.3Cy.12½″,19½″&32″–22½″ | 12 ″ 1 | | ~~6,03~~ |
| 113217 | *R.Clark* | –01 | 175 | *Stm Trawler* | | | 1mo | ton&Gemmell | Ltd. | Q50′F19′ | | | British | 180lb (*s*) 60RH | | | 2,05 |
| SDRM | | 1 *Dk* | 62 | 1,05 ~~6,03~~ | | | | Hull | | drp02 | | BK7½″ | | 3 *BHCem* | | | |
| | | | | | | | | A&CP | | | | | | 1SB.*2cf*,GS28,HS893 | | | |
| | | | | | | | | | | | | | | C.D.Holmes&Co.Hull | | | |
| 422 | **Pharsalia** | **SteelScSr** | 3502 | ✝ ~~100A1~~ | NYk | *w* | 1898 | Russell& | SSPharsaliaCo.Ld | 339·0 | 46·0 | 17·8 | Liverpool | T.3Cy.25″,40″&64″–45″ (*s* | 20 ″ 6 | | N12,05 |
| Stranded 5.09 | | | 3313 | *Spar dk* | | | 12mo | Co. | (Wm.Thomson& | P20′B72′F36′ | | 25·8 | British | 180lb *80lb* 301NH | s 6 ″ 1 | | |
| 110552 | *D.Foote* | –02 *ss*Liv.No.1–02 | 2281 | 9,01 ~~12,02~~ | | | | PortGlasgow | Co.) | | | FK | | 6 *BHCem* | | | |
| QMWR | | 1 *Dk(Stl)&Spar dk(Stl)* | | | | | | A&CP | *W B = Cell D Ba* 112′ | | | | | *APT133t* | | | |
| | | *&deep framing* | | | | | | | | *uE&B36′f* 146′85*t* | | | | Blackwood&Gordon P.Gl | | | |
| 423 | **Phidias** | **SteelScSr** | 2822 | | | | 1890 | Hawthorn, | LivBrazil&RPlate | 324·0 | 42·2 | 23·4 | Liverpool | T.3Cy.24″,38″&62″–45″ | | | |
| 97772 | *A.Allen* | –00 | 2579 | | | | | Leslie&Co.Ld | S.N.Co.Ld. (Lam- | P34′ B64′ | | F39′ | British | 258NH | | | |
| LRCT | | 2 *Dks* | 1786 | | | | | Newcastle | port&Holt, *Mgrs.*) | | | | | Hwthrn,Leslie&C.Ld.Nwc | | | |
| 424 | **Philadelphia** | **SteelTwinSc3MstSr** | 10786 | ✝100A1 | Sou | | 1889 | J.&G. | InternationalMer- | 527·6 | 63·2 | 22·0 | New York | Q8Cy38½″,54″,76″&106″–60 | 41 ″ 10 | | ~~9,04~~ |
| 150617 | *A.R.Mills99–01* | *ss*Bel.No.3–8,01 | 8566 | 2,04 ~~11~~ 12,04 | | | 3mo | Thomson | cantile Marine Co. | P75′F109′ | | 39·2 | Utd. States | 206lb *104lb* (*s*) 2675NH | | | ~~87,05~~ |
| KLPC | *ex* Paris, *ex* City of Paris) | | 4577 | ✝NE&B8,01 | | | | Glasgow | | | | FK | | 14 *BHpt.Asp* | | | ~~77,06~~ |
| | *Elec.light* | 4 *Dks(2Stl–ws&1ptStl–ws) &Promenade dk(Stl–ws)* | | | | | | *Lloyd's s.14CP* | | | | | | *pt Cem* | | | P12,04 |
| | | | | ✝LMC8,01 | | | | | *WB = Cell D Ba* 106′ *uE* | | | | | 6DB&4SB.*64cf*,GS1128, | | | 87,04 |
| | | | | | | | | | *&B* 179′ *f* 121′ 1553*t* | | | | | Harland&Wolff,Ld.Bel. | | | |
| | | | | | | | | | *DTf* 30′ 194*t* | | | | | | | | |
| 425 | — | **IronScBg** | 2520 | ✝100A– | NYk | *r* | 1885 | W.Cramp | Atlantic&Carib- | 300·0 | 35·0 | 20·6 | Wilmgton | C.2Cy.32″&61″–36″ (*a* | 22 ″ 1 | | 2,02 |
| 150344 | *M.Crockett* | *ss*NYk.No.3–9,98 | 1655 | *Shade dk* | | | 2mo | &SonsS.& | beanStm.Nav.Co. | len92 | | 28·1 | (Del.) | 90lb *87lb* 186NH | s 3 ″ 5 | | |
| KGWD | | *ss*NYk.No.1–03 | 1900 | *with freeboard* | | | | E.B.Co. | | | | BK9½″ | Utd. States | 2SB.*6f*,GS144 | | | |
| | *Elec.light* | 2 *Dks(1ptIrn)&Shade dk* | | ~~6,03 4,03~~ | | | | Philadelphia | | | | | 5 *BHCem* | W Cramp&SsS&EBCo.Phi | | | |
| | | | | ✝LMC~~03~~ | | | | | | | | | | *Freeboard to Shade dk* | 11 ″ 1 | | |
| | | | | MS10,01 BS~~03~~ 13 | | | | | | | | | | | | | |
| 426 | — | **SteelScSr** | 359 | | | | 1898 | Neafie& | DelawarePilots' | 135·8 | 26·0 | 15·2 | Phildlphia | C.2Cy.20″&40″–28″ | | RS | |
| | | | — | | | | | LevyCo. | Association | | | | Utd.States | 71NH | | | |
| | *Elec.light* | 2 *Dks* | 245 | | | | | Philadelphia | | | | | | Neafie&LevyCo. | | | |
| 427 | **Philadelphian** | **SteelSc4MstSr** | 5120 | ✝ | Liv | *a†* | 1891 | Harland& | F.Leyland&Co. | 442·5 | 45·2 | 31·0 | Liverpool | T.3Cy.25″,41½″&71″–60″ | 34 ″ 2 | | |
| 99330 | *W.J.Dickinson* | –03 *ss*Liv.No.1–95 | 4804 | *with freeboard* | | | 11mo | Wolff(Lim) | (1900)Ld. | P69′B143′F102′ | | | British | 151NH | | | |
| MJWT | *Elec.light* | 3 *Dks(Stl-Uws)* | 3322 | 12,98 | | | | Belfast | | | | BK9½″ | | 7 *BHCem* | | | |
| | *Ref.Mchy.* | | | | | | | | | *WB = Cell DB*~~28′~~ | | | | 3DB,*12cf*,GS180,HS6978 | | | |
| | | | | | | | | | | | | | | 6696*t APT*~~496~~ | | | |
| | | | | | | | | | | | | | | Harland&Wolff,Belfast | | | |
| 428 | **Philæ** | **SteelScSr** | 2769 | ✝100A1 | Liv | *n* | 1898 | J.Blumer | MossS.S.Co.Ld. | 319·5 | 46·1 | 20·9 | Liverpool | T.3Cy.23½″,38″&62″–42″ (*s* | 23 ″ 6 | | ~~8,10~~ |
| 109444 | *R.G.Muir* | –04 *ss*Liv.No.1–03 | 2568 | 10,01 ~~11,08~~ | | | 7mo | &Co. | (J.Moss&Co. | P28′B88′F35′ | | | British | 170lb *80lb* 274NH | s 3 ″ 11 | | 10,04 |
| QFJB | | 1 *Dk(ptIrnptStl)deep framing&Web frames lower dk(Irn)forehold* | 1777 | | | | | Sunderland | *Mgrs.*) | | | FK | | 2SB.*8pf*,GS116,HS4400 | | | |
| | | | | | | | | A&CP | *WB = Cell D* | *Ba* 106′ *uE* 20′ *f* 122 | | | | 683*t APT*~~73t~~ | | | |
| | | | | | | | | | | | | | | N.E.MarineCo.Ld.Sld. | | | |
| 429 | **Philip Maxsted** | **IronScK** | 148 | | | | 1889 | Cook,Wel- | HumberSteam | 100·6 | 20·9 | 10·8 | Hull | C.2Cy.17″&33″–22″ | 11 ″ 11 | | |
| 95793 | *T.Clifford89–* | (*Trawler*) | 140 | | | | | ton&Gemmell | TrawlingCo.Ld. | | | | British | 45RH | | | |
| MTQW | | 1 *Dk* | 58 | | | | | Hull | | | | BK7½″ | | Bailey&Leetham,Hull | | | |
| 430 | **Philippeville** | **SteelTwinScSr** | 4091 | ✝100A1 | Ant | *w* | 1899 | SirRaylton | Cie.BelgeMaritime | 370·1 | 46·2 | 22·8 | Antwerp | T.6Cy.21½″,34″&59″–42″ (*s* | 25 ″ 4 | | ~~25,01~~ |
| | *Wyatt* | –04 *ss*Nwc.No.1–03 | 2966 | 3,05 ~~5,04~~ | Rot | | 8mo | Dixon&CoLd | duCongo | P&B261′F42′ | | | Belgian | 180lb 584NH | s 3 ″ 11½ | | ~~re 5,04~~ |
| MBQL | | 2 *Dks(1Stl–pt ws&U Stl–ws)& deep framing* | 2814 | ✝LMC6,03 | | | | Middlesbro' | | | | FK | | 6 *BHCem* | | | 3,05 |
| | *Elec.light* | | | | | | | A&CP | *W B = Cell D Ba* 100′ *u* | *E*26′ *f* 144′ 532*t FPT* | | | | 47*t APT*264 | | | |
| 431 | **Philomel** | **SteelPadSr** | 564 | | | | 1889 | J.Scott& | GeneralStm.Nav. | 236·0 | 27·1 | 9·5 | London | C.D.2Cy.37″&69″–66″ | | BT till 10,04 | |
| 96606 | *W.Cotton* | –01 | 422 | | | | | Co. | Co.Ld. | Q24′ B146′ | | | British | NB60 327NHP | | | |
| LSJH | | | 313 | | | | | Kirkcaldy | | | | | | J.Scott&Co.,Kirkcaldy | | | |
| 432 | **Philorth** | **SteelScSr** | 148 | | | | 1892 | A.Hall& | StrathtaySteam | 102·4 | 20·7 | 10·7 | Dundee | C.2Cy.16″&34″–24″ | 11 ″ 3 | | |
| 91776 | *D.Wilson03* | 03 | 137 | | | | | Co. | TrawlingCo.Ld. | | | | British | 50RHP | | | |
| MVBK | | 1 *Dk* | 42 | | | | | Aberdeen | (G.Shallcross, | | | BK6½″ | | A.Hall&Co.,Aberdeen | | | |
| | | | | | | | | | *Mgr.*) | | | | | | | | |
| 433 | **Phocéen** | **SteelScSp** | 140 | ✝100A1 | Fal | | 1903 | Cox&Co. | Soc.Provencale | 100·8 | 19·0 | 10·8 | Marseilles | C.2Cy.20″&38″–24″ (*s*) | 11 ″ 0 | | |
| | *Maindru* | –03 | 133 | *For Tug purposes* | | | 7mo | Falmouth | deRemorquage | | | | French | 100lb 75NHP | s 2 ″ 1½ | | |
| KQFD | (*ex* Emperor) | 1 *Dk* | — | 7,03 | | | *Lloyd's s.A&CP* | | | | | BK6½″ | | 1 *BHCem* | | | |
| | | | | ✝LMC~~07~~,03 | | | | | | | | | | 1SB.*3pf*,GS54,HS1498 | | | |
| | | | | | | | | | | | | | | Cox&Co.Falmouth | | | |
| 434 | **Phœbe** | **SteelScSr** | 2754 | ✝100A1 | Bry | *t* | 1894 | T Turnbull | TurnbullBrothers | 312·4 | 40·6 | 21·8 | Cardiff | T.3Cy.23″,37½″&61½″–39″ | 23 ″ 2 | | ~~6,08~~ |
| 93449 | *T.B.Emmerson* | –02 *ss*Cff.No.2–08 | 2127 | *pt Awng dk* | Cff | | 12mo | &Son | | P29′Q90′ | | | British | 160lb *80lb* (*s*) 240NH | s 9 ″ 1 | | No.2 |
| NQHJ | | 1 *Dk(Irn)&Web frames* | 1755 | *with freeboard* | | BS~~09~~,04 | | Whitby | | *pt Awng dk*193′ | | FK | | 6 *BHCem* | | | |
| | | *&pt Awng dk(Irn)* | | 5,00 ~~5,04~~ | | LMC~~06~~,03 | | A&CP | | *WB = DBa*104′ | | | | 2SB.*6cf*,GS90,HS3664 | | | |
| | | | | | | | | | | | | | | *f* 120′ 574*t* | | | |
| | | | | | | | | | | | | | | T.Richrdsn&Sns(Lm),Hpl | | | |
| 435 | **Phoebus** | **SteelScSr** | 6268 | ✝100A1 | Ham | *a†* | 1903 | D.J.Dunlop | Deutsch-Amerik. | 420·0 | 53·2 | 29·1 | Hamburg | T.3Cy.29″,48″&78″–54″ (*s*) | 32 ″ 6 | | |
| | *B.Schierhorst88–03* | | 5586 | *Shelter dk* | | | 1mo | &Co. | Petroleum Ges. | | | | German | 170lb *170lb* 597NH | s 6 ″ 11 | | 3,05 |
| RMSP | | 2 *Dks(Stl–Upt ws)&Web frames* | 3638 | 3,05 ~~3,04~~ | | LMC~~03~~,03 | | Pt.Glasgow | | | | FK | | 3DB.*18cf*,GS315,HS11006 | | | |
| | *Elec.light* | *&Shelter dk(Stl–pt ws)* | | *Carrying Petroleum in bulk* | | | *Lloyd's s.A&CP* | | *WB = Cell D Bu E*42′ 24 | | *7t D If* 11′ 150*t FPT* | | | 87*t APT*150*t* | | | |
| | | | | | | | | | | | | | | J.J.Dunlop&Co.P.Gl | | | |

| No. | Nom du Navire. Matériaux. Gréement. etc | Tonnage | Détails de la Classification. | Construit. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement | Machines. | Coal | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Capitaine. Ex-nom, s'il y a lieu. | | Cote. | Quand. Où. Mois. | Par qui. Où. | Longueur. Largeur. Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les dimensions de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | | |
| | Visites Périodiques. Nombres des Ponts | | | | | | | | | | |
| | Signaux | Net. | | | | | | | | | |
| 436 | **Phoebus** *A.Matarazzo* 03-05 | 3142 | ✠100A1 Cff | 1891 Hawthorn | Soc.Commerciale | 324·5 42·1 19·6 | Genoa | T.3Cy.28½",39"&64"–42" (s | 22 | 4 | |
| 215 | ~~Builders' Name~~ ~~yd No.~~ | 2058 | *Spar dk* | 7mo Leslie&Co.Ld | Italiana di Nav. | 26 FK | Italian | 160lb ~~Steel~~ *75lb* 271NH | 6 | 5½ | |
| RKHV | (ex Armando R.) 1 *Dk(Stl)* & *Spar dk(Stl* | | *Lloyd's* | Newcastle | | *WB = Cell B* | *WH Cem* | 2SB.*6rf*,GS120,HS4138 | | | |
| | ~~Classed~~ ~~No.~~ 2-03 & *deep framing* | | *A&CP* | | | *f* | *75t APT75* | Hawthrn,Leslie&Co.Nwc. | | | |
| 437 | **Phoenicia** Steel Twin Sc 4 Mast Sr | 7412 | | 1894 Blohm& | Hamburg-Amerik | 461·2 52·3 31·9 | Hamburg | T.6Cy.25",39½"&67"–48" | | | G |
| | *H.Schmidt* 86-02 3 *Dk, Shelterdk* | 5112 | | Voss | Packetf.Act.Ges. | *Shelter dk* | German | 622NH | | | |
| RKDG | *Ref.Mchy. Elec.light* & *Webframes* | 4750 | | Hamburg | (Ham.-Amr.Linie) | | WT | Blohm& Voss,Hamburg | | | |
| 438 | **Phœnicia** Steel Sc Sr | 3100 | ✠100A1 Bry *u* | 1892 Ropner& | International Line | 322·0 41·5 20·6 | Whitby | T.3Cy.28½",39"&64"–42" (s | 24 | 6 | |
| 99230 | *A.W.H.Lillie* –99 ~~Builders' Name~~ ~~yd No.~~ | 2347 | *pt Awng dk* | Son | S.S.Co.Ld. | P29 Q116' BK10 | British | 160lb *80lb* NDB90 270NH | 9 | 1½ | |
| MPRD | (ex Glenloig) 1 *Dk(pt Stl pt Irn)* 2 *tr b* | 2018 | *with freeboard* | Stockton | (C.Marwood *Mgr.*) | *pt Awng dk* 183' | 5 *BH Cem* | 2SB.*6cf*,GS118,HS4127 | | | |
| | & *Webframes* & *pt Awng dk(Irn)* | | ~~3,05~~ LMC | A&CP | | *WB = Cell* | *DB250'55t* | Blair&Co.Ld.Stockton | | | |
| | ~~Classed~~ ~~No.~~ 3-8,04 | | ~~Built~~ | | | | | | | | |
| Broken up 12/04 | 439 **Phœnician** Iron Sc Sr | 2425 | | 1864 Barclay, | ~~Allan Line S S Co. Ld~~ | 334·9 34·3 28·6 | ~~Glasgow~~ | 2 4Cy.19½",27½",39"&55"–42 | | | C |
| | ~~Builders' Name~~ ~~yd No.~~ | 1722 | | Curle&Co. | (J.&A.Allan *Mgrs.*) | len73 | ~~British~~ | NE76 NB88 196NH | | | |
| | ~~When.~~ | 1532 | | Glasgow | | | Italian | *Upd.*88Denny&Co.,Dmb. | | | |
| 440 | **Phœnix** Iron Twin Sc | 364 | | 1882 Stbilimnto | F.A.Feofani | 176·0 27·1 8·6 | Rostoff o/D | C.4Cy. | | | |
| 434 | *Frougopoulo* | — | | Tecnico | | | Russian | | | | |
| HJML | | 275 | | Trieste | | | | | | | |
| 441 | — Iron Sc Sr | 279 | | 1860 ..... | Phœnix Co.Ld. | 141·4 21·9 11·6 | London | C.2Cy.20"&37"–27" | | | |
| 69285 | *R.Wiggins* | 260 | | Rouen | (*In liq.*) | len74 | British | NE&B76 60RH | | | |
| | | 190 | | | | | | Lees,Anderson&Co.,Gls. | | | |
| 442 | — Wood Sc Sr | 256 | | 1898 Hay& | C.P.Doe | 126·5 30·5 10·0 | S.Frncisco | | | | |
| 150929 | *J.O.Odland* –02 | 226 | | Wright. | | | Utd.States | Oakland | | | |
| ERLF | (ex Aloha) 1 *Dk* | 160 | | Alameda,Cal. | | | | Iron Works,Oakland,Cal. | | | |
| 443 | — Wood Sc Flat | 128 | | 1882 G.Deakin | Salt Union,Ld. | 88·2 20·8 9·0 | Liverpool | 2Cy.12"–14" | | | |
| 86223 | | 119 | | (Lim.) | | | British | 24RH | | | |
| | | 87 | | Winsford | | | | G.Deakin(Lim.),Winsford | | | |
| 444 | — Iron Sc K | 117 | ✠100A1 Gms | 1896 Edwards | F.W.Mackrill | 90·8 20·1 10·9 | Grimsby | T.3Cy.10",16"&25½"–19½" | 11 | 7 | |
| 105542 | *J.Croft* –96 ss Gms.No.1 ~~yd No.~~ 2-04 | 112 | *Stm Trawler* | 3mo Bros. | | | British | 170lb (*s*) 40RH | | | |
| | *Elec.light* 1 *Dk* | 82 | ~~3,03~~ 3,05 7·04 | N.Shields | | BK7½ | 3 *BH Cem* | 1SB.*2pf*,GS18,HS590 | | | |
| | | | ~~Classed~~ LMC | *Lloyd's* | | | | N.E.Marine Co.(Lim.),Sld | | | |
| 445 | **Phönix** Steel Sc Sr | 2168 | ✠100A1 N Yk *r* | 1889 W Doxford | Acties.Phœnix | 280·0 38·2 18·3 | Xiania | T.3Cy.21",35"&57"–39" (s | 21 | 6 | |
| | *M.Larsen* –97 ss Shl.No.3–7,99 | 1602 | 12,04 ~~3,04~~ 3,05 Sld | Imo & Sons | (C.Blumer Hof- | P29 Q70 B126' F28' | Norwegian | 160lb ~~Steel~~ NDB01 197NH | 8 | 1–10 | |
| HMNP | (ex Joseph John) ss Xia.No.1–03 | 1876 | ~~Classed~~ LMC 11·04 | Sunderland | gaard) | drp05 FK | 4 *BH Cem* | 2SB.*6cf*,GS90,HS2852 90·0 | | | |
| | *Well deck* 1 *Dk(Irn)* & *Webframes(Irn)* | | Built | A&CP | *WB =* | *Cell D Ba* 102' *f* 108' | 488t *APT60t* | W.Doxford&Sons,Sld. | | | |
| 446 | — Iron Twin Sc | 170 | | 1875 Meyer& | Ver.Flensburg- | 123·8 22·8 8·3 | Flensburg | C.4Cy.12½"&21½"–15½" | | | G |
| | *H.Baars* 86-00 | 144 | | Barth | Ekensunder&Son- | B72' | German | NB90 31NH | | | |
| LMQS | *Elec.light* (ex Ems) | 45 | | Papenburg | derburg Dampfs.G. | | *WB* | Meyer&Barth Papenburg | | | |
| 447 | **Phoque II.** Iron Sc K | 135 | 100A1 Bdx | 1885 Cook,Wel- | Soc.des Pêcheries | 96·7 20·4 10·0 | Bordeaux | C.2Cy.16"&30"–22" (s | 11 | 0 | |
| | *F.Le Duvéhat* –00 ss Hul.No.8–7,00 | 122 | *Trawler* | 3mo t'n&Geenmell | du Golfe de | len88 ND96 | French | 90lb 40NH | | | |
| | (ex Hermione 1 *Dk* | 9 | 9,03 ~~3,04~~ LMC 7,06 | Hull | Gascogne (J. | BK7 | 3 *BH Cem* | 1SB,*2pf*,GS27.HS760 | | | |
| | ex Bassanio—*Sailing*) | | ~~Classed~~ E & B 5,86 | *Lloyd's* | Duvergier. *Mgr.*) | | | D.Holmes&Co.Hull | | | |
| | | | ~~Built~~ B 5,04 | *A&CP* | | | | | | | |
| Lost | 448 **Phosphor** Steel Sc 3 Mast Sr | 2071 | | 1889 Armstrong | Lennard's Carry- | 270·0 37·7 25·9 | Liverpool | T.3Cy.20",34½"&55"–36" | | | V |
| 88347 | *G.T.Austin* –01 *Mchy. Aft* | 1982 | | Mitchell&Co. | ing Co Ld (J.M.Len- | B22' | British | FD 181NH | | | |
| LBRK | *Elec.light Carrying Petroleum in bulk* | 1317 | | Newcastle | nard&Ss.Ld. *Mgs.*) | | | Wllsnd Slpwy Co. Ld.,Nwc. | | | |
| 449 | **Photis** Steel Sc Sr | 2518 | ✠100A1 Cff *t* | 1898 A.Rodger | N.D.Lykiardo- | 314·2 44·0 20·7 | Cephlonia | T.3Cy.22½",37"&61"–42" (s | 23 | 3 | |
| | *T.Coiveilos* –02 ss Pir.No.1–03 | 2375 | *Spar dk* (~~Awng~~ Npt | &Co. | pulos | P29' B76' F29' | Greek | 160lb *80lb* 248NH | 8–11½ | | |
| HPQM | (ex Rutherglen) 1 *Dk(Stl)* 2 *tr B&* | 1614 | *with freeboard* | Port Glasgow | | FK | 5 *BH Cem* | 2SB.*6pf*,GS107,HS3816 | | | |
| | *deep framing* | | 3,05 ~~3,04~~ LMC 2,08 | *Lloyd's* | *WB = Cell D Ba* | 102' *a E & B* 36' *f* 130 | 684t *APT97t* | Hall-Brwn,Buttery&C.Gls | | | |
| | 450 **Phra Chom Klao** Steel Sc Sr | 1568 | | 1882 Caird&Co. | Norddeutscher | 264·7 35·1 20·7 | Bremen | C.2Cy.35"&68"–42" | 23 | 0 | |
| | *D.Reiners* 2 *Dks* | 1456 | | Greenock | Lloyd | F43' | German | 242NH | | | |
| Renamed | "KanjiMaru," *See No. 33 in Supplement* | | | | | FK | *WB* | Caird&Co.,Greenock | | | |
| | 451 **Phra Chula Chom Klao** Steel Sc Sr | 1568 | | 1883 Caird&Co. | Norddeutscher | 264·7 35·1 20·7 | Bremen | C.2Cy.35"&68"–42" | 23 | 0 | |
| | *J.Bohn* 2 *Dks* | 1456 | | Greenock | Lloyd | F43' | German | 242NH | | | |
| Renamed | "ManjuMaru," *See No. 67 in Supplement.* | | | | | FK | *WB* | Caird&Co.,Greenock | | | |
| | 452 **Phra Nang** Steel Sc Sr | 1603 | | 1890 Fairfield | Norddeutscher | 270·4 37·0 21·8 | Bremen | T.3Cy.22",36"&57"–42 | | | V |
| | *F.v.Mangelsdorff* –01 | 1472 | | S.B.Co.(Lim.) | Lloyd | P10' B20' F42' | German | 211NH | | | |
| QGVF | 2 *Dks* | 1021 | | Glasgow | | | | Fairfield S.B.Co.(Lim.)Gls | | | |
| 453 | **Phryné** Steel Sc Sr | 2896 | ✠100A1 Alg *u* | 1895 C.S.Swan& | A.C.Le Quellec | 320·4 42·0 14·1 | Algiers | T.3Cy.22",37½"&61½"–42"(s | 16 | 9 | |
| | *E.Berrest* 99–99 ss Alg.No.2–03 | 2610 | *Spar dk* Hay | 11mo Hunter,Ld. | &fils | P30 B52' F34' 24·8 | French 180 | ~~Steel~~ *80lb* 257NH | 8 | 0 | |
| KQFG | 1 *Dk(Stl)* & *Spar dk(Irn)* | 1724 | 12,04 ~~3,05~~ LMC | Newcastle | | FK | 5 *BH Cem* | 2SB.*6cf*,GS112,HS3830 | | | |
| | *deep framing* | | ~~Classed~~ MS8.05 | *Lloyd's* | *WB = Cell D B* | 106' *a E & B* 36' *f* 130' | 576t *APT25t* | N.E.Mar.E.Co.(Lim.)Nwc. | | | |
| | 454 **Phu-Yen** Steel Sc Sr | 2181 | | 1902 Craig, | Cie.Française de | 270·4 38·2 20·0 | Saigon | T.3Cy.20",35"&54"–39" | | | V |
| | *N.Thomas* –02 | 1611 | | Taylor&Co. | Cabotage des Mers | P29 H78' F34' | French | 182NH | | | |
| KQFM | 1 *Dk* & *Spar dk* 2 *tr b* | 1299 | | Stockton | de Chine | | *WB* | N.E.Marine Eng.Co Ld Sld | | | |
| | 455 **Phuoc Kien** Iron Sc Sr | 178 | | 1881 Scott& Co. | Messageries Fluvi- | 135·7 19·9 17·2 | Saigon | C.2Cy.15"&27"–15" | | | |
| | *Mouraillean* | — | | Greenock | ales de Cochinchine | *Erections*89t | French | 24NH | | | |
| KQFN | 2 *Dks* | 102 | | | | | | Scott&Co.,Greenock | | | |
| | 456 **Phyllis** Steel Sc Sr | 2429 | ✠100A1 Hpl *s* | 1891 Ropner&S. | J.S.Allison&Co. | 290·0 39·0 18·7 | W.Hartlpl | T.3Cy.19½",36"&59"–39" (s | 21 | 10 | BT 10·04 |
| 98511 | *G.Proctor* 99–99 ss Hpl.No.3–10,03 | 1849 | 10,03 | 6mo Stockton | | P29 Q88' B116' | British | 160lb ~~Steel~~ 221NH | 1–11 | | |
| MFHJ | 1 *Dk(Irn)* & *Webframes* | 1574 | ~~3,05~~ LMC 10,03 | *Lloyd's* | | F31' FK | 5 *BH Cem* | 2SB,*6cf*,GS85,HS3872 | | | |
| | *Well deck* | | | *A&CP* | | *WB = Cell* | *D B 238'35t* | T.Richardson&Sons,Hpl. | | | |
| | 457 **Pick Me Up** Steel Sc | 170 | ✠100A1 Psy *b* | 1902 Fleming& | L.& N.W.Rlwy.Co. | 100·2 22·6 9·0 | Dublin | C.2Cy.12"&24"–16" (s | 9 | 6 | |
| 117612 | | 161 | *Hopper Barge* | 10mo Ferguson,Ld | | | British | 110lb *75lb* 24RH | | | |
| | 1 *Dk(Stl)* | 65 | 10,02 ~~3,04~~ LMC 10,02 | Paisley | | FK | 1 *BH Cem* | 1SB.*2pf*,GS80,HS645 | | | |
| | | | | *Lloyd's* | | *WB = M Tanks* | 28'39t *f* 6t | Fleming& Ferguson,Ld.Psy. | | | |
| | | | | *A&CP* | | | | | | | |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Boats, Appliances, &c. | 8 Built. When. Ship. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NP=Horse power by Society's formula; IP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Registered in whole classed, if not in L.R. Especial Roof Certificate. | 16 Date when last above. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 458 88159 HNB | Picqua *T.F.Felkins* –00 | IronScSr ss Bkn.2nd.No.3–6.02 2 Dks(1 Irn)3 tr B | 1796 1617 1167 | ✝100A1 NB 05 DBoiler 05 | NYk Bka Shl | r | 1882 1mo | T.Royden &Sons Liverpool | ~~Mediterranean & New York S.S. Co. Ltd. (Phelps Bros. Mgrs.)~~ *Lloyd's SA&CP* | 277·5 34·6 22·8 B64′F37′ BK9½ *WB=Cell* | Liverpool British *WB* | C.2Cy.21½″&53″–39″ 200lb ~~180~~ NDB94 197NH 1SB,3*rf*,GS60,HS278 ~~80lb~~ Fawcett,Preston&Co.,Liv. | 25 ″ 6 ≈ 4 · 5 | | ~~1.02~~ 5,04 ~~1.00~~ |
| 459 118304 | Picton Castle *Dl* | SteelScK 1 *Dk* | 192 170 37 | ✝100A1 *Stm Trawler* ~~12.01.08~~ 5,05 | Shl Sws LMC 8.03 | | 1903 7mo | Smith's Dock Co. Ltd. North Shields *Lloyd's SA&CP* | Castle S.Trwlrs,Ld (C.Heron, *Mgr.*) | 110·0 21·0 11·2 Q48′ BK7½ | London British *WB H Cem* | C.3Cy.12″,19″&32″ 22½″ (*s*) 160lb 56RHP 1SB.2*pf*,GS32,HS908 N.E.MarineEng.Co.Ld.Sl. | 11 ″ 10 | | 5,05 |
| 460 150807 KNWJ | Piedmont *A.Sundberg* | SteelScSrTug 2 *Dks* | 391 — 214 | | | | 1899 | Columbian I.W.&D.D.Co Baltimore | ConsolidationCoal Co. | 141·0 27·0 15·4 | Baltimore Utd. States | T.3Cy.16″,24″&41″–30″ 92NH Columbian I.W.&D.D.Co. | | | |
| 461 RWSC | Pielinen | WoodScSr | 115 — 66 | | | | 1900 | ..... Pielisjärvi | J.Piironen | 88·9 23·0 7·8 | Wiborg Russian | | | | |
| 462 384 RKMB | Piemonte *O.Pescetto* *Electlight* (*ex*St.JohnCity) | SteelScSr 1 *Dk&Spar dk&deep framing* | 2491 1895 1620 | | | ... | 1895 | A.Stephen &Sons Glasgow | Nav.Gen.Italiana | 311·0 37·0 15·8 P&B196′F36′ 23·2 BK9½ | Genoa Italian *WB* | T.3Cy.25″,40″&66″–45″ 313NH A.Stephen&Sons,Glasgow | 18 ″ 3 | I | |
| 463 (*ex*Electra) | Pierre François *Genant* –03 | IronScK ss Hul.No.3–5.94 ss Hul.No.1–98 1 *Dk* | *102* *102* *54* | ✝ 12.01 *Trawler* | Hul | | 1886 5mo | Cook, Welton&Gemmell Hull | E.Douville | 90·0 20·4 10·6 ptN094 BK7½ | Dieppe French *WB H Cem* | C.2Cy.14″&26″–20″ 29NH 1SB.2*pf*,GS24,HS560 C.D.Holmes&Co.Hull | 11 ″ 1 | V | |
| 464 84617 WPFH | Pieter Faure *A.Turbyne* –02 | SteelScYl ss PEl.No.1–01 1 *Dk(Teak)* | 177 157 58 | ✝100A1 *Stm Trawler* 11,04 ~~f wd~~ ~~Steam~~ BS11,01 | PEl ~~MC5.0~~ | | 1897 5mo | Mackie& Thomson Glasgow A&CP | CapeGovernment | 110·0 22·1 10·4 Q21′F25′ BK7½ *WB=FPT* | CapeTown British *WB H Cem 9t APT4t* | T.3Cy.12″,19″&31″–22″ (*s*) 160lb 50RH 1SB.2*pf*,GS26,HS770 Muir& Houston(Lim.),Gls | 11 ″ 3 ≈ 1 ″ 1 | | 5,01 |
| 465 984 HJCQ | Pietro *Cacuris* | IronTwinSc 1 *Dk* | 338 — 214 | | | | 1883 | Stbilimnto Tecnico Trieste | C.C.Mavrogordato | 176·0 27·1 7·4 | Rostoff Russian | | | | |
| 466 103527 | Pigeon *J.R.Wayman* –97 | IronScK (*Trawler*) 1 *Dk* | 143 142 44 | | | ... | 1897 | Edwards Bros. N.Shields | KelsallBros.& Beeching,Ld. (J.E. A.Kelsall, *Mgr.*) | 106·0 20·6 10·9 BK7½ | Hull British *WB* | T.3Cy.12″,18″&30″–21″ 41RH N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | | |
| 467 115328 TRHB | Pilar de Larrinaga *J.A.Harrison* –02 | SteelScSr 2 *Dks(Stl)* *&deep framing&Shelter dk(Stl)* | 4136 3822 2691 | ✝100A1 *Shelter Dk* 6,04 ~~5,03~~ | Mch Cff | r | 1902 10mo | Russell& Co. Port Glasgow *Lloyd's SA&CP* | Miguel de Larrinaga S.S.C.Ld.(Larrinaga&Co. *Mgrs.*) *WB=CellDBa* | 369·9 50·1 25·3 FK 124′*uE&fB*46′*fT*54′ | Liverpool British *WH Cem* 971*t DTa*44′ | T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 431NH 2SB,6*cf*,GS202,HS6010 D.Rowan&Co.Glasgow 1000*t APT50t* | 28 ″ 1 ≈ 4 ″ 2 | | |
| 468 108686 PVDC | Pilbarra *H.W.Wigmore* –03 *Electlight* (*ex*CapeOtway) | SteelScSr 1 *Dk&Spar dk&deep framing* | 2664 2340 1718 | | | .. | 1897 | Russell& Co. Port Glasgow | Australas'n United Stm.Nav.Co.Ld. | 315·5 40·1 14·6 F35′ FK 22·1 P36′*Shade dk a*24′ B92′*Shade dk f*28′ | P.Adelaide British *WB* | T.3Cy.25″,40″&64″–45″ 291NH Hutson&Son,Glasgow | 17 ″ 0 | | |
| 469 (*ex*Fidelense,*ex*Pilcomayo) | Pilcomayo | SteelTwinScSr 1 *Dk* | *433* *401* *259* | | | ... | 1890 | Murdoch & Murray Pt Glasgow | Bossio&Camuyrano | 160·3 33·1 9·0 B26′ FK | Bns.Ayres Argentine *WJ* | T.4Cy.(2)9″,18″&32″–22″ 57NH Rankin&Blackmore.Grk. | 9 · 7 | | |
| 470 150280 KBDV | Pilgrim | IronPad 1 *Dk* | 3484 — 2513 | | | | 1882 | J.Roach& Son Chester,Pa. | Old Colony Steamboat Co.(N.Yk.N.H. &H.R.R.Co. *Mgrs.*) | 372·0 50·0 15·6 | Fall River Utd. States | 1Cy.110″–168″ 1206NH J.Roach&Son,Chester,Pa. | | S | |
| 471 88303 | Pilot *T.Rowlean76–84* | WoodSc 1 *Dk* | 427 287 269 | | | | 1884 | R.Sample Levis,Quebec | Quebec&Levis Ferry Co.Ld. | 109·0 32·5 13·7 H139t | Quebec British | C.2Cy.20″&38″–24″ 75RH J.McDougall,Montreal | | | |
| 472 — 107109 | *O.Scarf* | WoodScSr 1 *Dk* | 279 205 148 | | | | 1898 | T.Mc Donald Chmainus BC | R.Dunsmuir&Sons | 127·5 24·8 12·0 | Vict'ria BC British *Cmp.84* | C.2Cy.24″&46″–28″ E.*blt*.76-*fitted*98 90RH Albion I.W.Co.Ld.Vic.B.C | | | |
| 473 — 150948 KBQV | | SteelScSr 1 *Dk* | 193 — 131 | | | | 1880 | ..... Wlmngtn Del | Association of MarylandPilots | 115·1 23·6 13·3 | Baltimore Utd. States | | | | |
| 474 — 108643 | *G.H.Cunningham* –00 | SteelScSr 1 *Dk* | 117 114 43 | | | | 1898 | Ritchie, Graham& Milne Glasgow | PleasureSteamers of IrelandLd. | 113·9 18·5 7·0 | Newry British *WB* | C.2Cy.11″&22″–16″ 20RH Campbell&Calderw'd,Psy. | | BT till 9,04 | |
| 475 150345 | Pilot Boy *J.S.Foster* –99 | WoodPad | 288 — 187 | | | | 1885 | M.Marks Charleston, S.C | SouthernCoast& RiverNav.Co. | 134·4 25·5 7·6 | Chlstn,S.C Utd. States | 1Cy.32″–96″ 77NH | | | |
| 476 82865 | Pin Seng *J.Davidson* –99 (*ex*Labuan,*ex*Ranee) | IronScSr 1 *Dk&Shade dk* | 617 501 378 | | | ... | 1881 | Ramage& Ferguson Leith | Mrs.QuahSehQuan QuahBengKee, *Mgr.*) | 185·0 27·1 13·6 P41′F31′ | Penang British | C.2Cy.25″&48″–30″ 99RH T.Richardson&Sons,Hpl. | | | |
| 477 99338 MKTD | Pindari *A.Fell* –01 *Electlight Legge* –04 | SteelTwinSc4MstSr ss Bkn.No.3–9,03 2 *Dks(Stl)3tr B* | 5713 5340 3696 | ✝100A1 11,04 ~~5,04~~ ~~Steam~~ ~~Y1.MC10.03~~ | Bkn | at | 1891 12mo | Harland& Wolff(Lim.) Belfast *Lloyd's SA&CP* | T.&J.Brocklebank Ld. *WB=Cell DB330′1222t* | 446·0 49·2 30·0 P55′B98′F52′ FK&BK37 | Liverpool British *WB H Cem 7 APT50t* | T.6Cy.19″,31″&52″–42″ (*s*) 180lb 429NH 2DB&1SB.14*cf*,GS262 HS7270 Harland& Wolff (L.),Blfst | 33 ″ 8 ≈ 8 ″ 8½ | | 10.03 |
| 478 WCJH | Pine Branch *K.Knudsen94–95* *Well deck* | IronScSr ss Cff.No.3–4.95 ss Nwc.No.2–03 1 *Dk(Irn)2tr B* | 1633 1292 1022 | ✝100A1 3,05 ~~5.04~~ | Shl Nwc | q | 1883 3mo | Bartram, Haswell&Co. Sunderland A&CP | Akties Pine Branch (FrithjofOhlsen) *WB=D* | 258·0 36·1 18·6 P28′Q58′B68′F32′ BK9″ *Ba*66 *f*62′248*t FPT* | Frdrksvrn Norwegian *WB H Cem 6 APT20t* | C.2Cy.28″&62″–42″ 80lb ~~80lb~~ NDB92 197NH 2SB.6*pf*,GS100,HS3290 ~~80lb~~ J.Dickinson,Sunderland | 20 ″ 0 | | ~~5.02~~ 5,03 |
| 479 194560 NMCR | Pinedene *O.Jones* –01 (*ex*Strathisla) | SteelScSr ss Shl.No.2–02 1 *Dk(Stl)&Spardk(Irn)* *&deep framing* | 3206 3076 2064 | ✝100A1 *Spar dk* 9, ~~12.02~~ | Cff Bry | r | 1894 9mo | C.S.Swan& Hunter Newcastle *Lloyd's SA&CP* | Cambrian S.N.Co. Ld. (J.Mathias& Sons, *Mgrs.*) *WB=Cell DB* | 330·0 43·1 19·3 P28′B80′F28′ 26·3 *a*98′*uE*22′*fT*44′65*t* | Aberstwth British *WB H Cem 5 APT39t* | T.3Cy.24″,40″&64″–45″ (*s*) 170lb *100lb* 297NH 2SB,6*rf*,GS92,HS4660 Wllsnd Slipwy Co.Ld.Nwc. | 21 ″ 11 ≈ 6 ″ 3½ | | ≈ 12.03 |

Now named "Cliftonian," *See No. 70 in Supplement*

| 1 Numéro d'Ordre. Numero Official. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NHP—Force en chevaux d'après les formules de la Société. RHP—Force en chevaux d'après les papiers du navire. Détails des Machines. Foyers. Nom du constructeur des machines. | 14 Creux sur Quille. Franc-bord en nombres du navire. pieds. po | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | Pinewold | IronScK | 147 | ✝ 100A1 | Gms | | 1898 | Cochrane& | | North wold Steam | 97·5 | 20·6 | 11·0 | Grimsby | T.3Cy.11",17"&28"–21" (s) | 11 | 9 | |
| | | | 142 | Stm Trawler | | | 2mo | Cooper,Ld. | | Fishing Co.Ld. | | | | British | 170lb 10RHF | | | |
| MCBN | K.A.Christensen –04 | 1Dk | 135 | 8,05 | | | | Beverley | | (H. A. Rose) | Q17' | | BK 7½" | | 1BHCem | | | |
| | | | 55 | | | | Lloyd's s.A&CP | | | | | | | | Norwegian | | | |
| | | | | | | | | | | | | | | | 1SB,2pf,gs27,hs740 | | | |
| | | | | | | | | | | | | | | | Amos&Smith,Hull | | | |
| 481 | Pinewood | SteelScSr | 4696 | ✝100A1 | Bly | y | 1900 | J.L.Thomp- | | Bingham Timber& | 390·0 | 49·9 | 20·0 | London | T.3Cy.25",43"&78"–48" (s) | 22 | 8 | |
| 111304 | F.Stewart –04 | | 4493 | Spar dk | | | 1mo | son&Sons,Ld | | Trading Co.Ltd. | | | | British | 200lb 180lb 431NHP | | | |
| VCMS | (exMariposa) | 1Dk(Stl)&Spar dk(pt Irn) | 3057 | 1,05 | | | | Sunderland | | (J. Jacobs, Mgr.) | P33'B144'F86' | 28·0 | | | 6BHCem | | | |
| | &pt Stl 3tr Bq Web frames in lower holds | | | | | | | A&CP | | J.Herron&Co. | lrp03&04 | | FK | | 3SB,9rf,gs177,hs6758 | | | |
| | Elec.light Ref.Mchy. | | | | | | | | | WB=Cell DBa | 116'uEs'B 58'f 158' | | | | Blair&Co.Ld.Stockton | | | |
| 482 | Ping Ching | IronScSr | 819 | ✝ | HKg | m | 1880 | AM'Millan | | Chinese Govern- | 212·0 | 30·0 | 18·0 | Peking | 979t DTa 30 | 76t DT f 86'1020t APT 45t | | |
| | N.P.Andersen | ssH.Kg No.1–84 | 768 | 12.86 | | | 2mo | &Sons | | ment | F40' | | | Chinese | C.2Cy.29"&56"–36" | | | |
| | (exAmatista&JorgeJuan) | | 522 | | | | | Dumbarton | | WB=DBa | 40'f 21'59t FPT 12t | | | | 157NHP | | | |
| | | 2Dks(UIru–ws) | | | | | | | | | | | | | 4BHCem | | | |
| | | | | | | | | | | | | | | | D.Rowan,Glasgow | | | |
| 483 | Ping Suey | SteelScSr | 6453 | ✝100A1 | Gls | b† | 1899 | Workman, | | China Mutual Stm. | 450·0 | 53·2 | 30·9 | Liverpool | T.3Cy.28½",47"&77"–60" (r) | 33 | 10 | BT |
| 110143 | E.H.W.Warrall –01 | | 5887 | 10,01 | | | 6mo | Clark&Co.Ld | | Nav.Co.Ld. (A. | P36'B145'F45' | | | British | 180lb 90lb 620NHP | 8 | 8 | |
| RFLH | Elec.light | 2Dks(Stl)deep framing | 4150 | | | | | Belfast | | Holt&Co.,Mgrs.) | | | FK | | 2DB,12rf,gs231,hs8994 sc | | | |
| | | &Web frames | | | | | Lloyd's s.A&CP | | | | | | | | Wrkman,Clark&Co Ld.Bel | | | |
| | | | | | | | | | | WB=Cell DBa 134'u | Es'B 59'f 171' | 1865t | | | DTa 30'960t | | | |
| | | | | | | | | | | | | | | | FPT 105t APT 70t | | | |
| 484 | Pingo | IronPad | 138 | | | | 1879 | Aitken& | | N.Mihanovich | 98·0 | 20·0 | 6·0 | Bns.Ayres | C.2Cy.17"&34"–40" | | | |
| | Cullen | | — | | | | | Mansel | | | | | | Argentine | | | | |
| | | | 70 | | | | | Glasgow | | | | | | | 61NHP | | | |
| 485 | Pingouin | IronScSr | 127 | ✝90A1 | Bdx | a | 1877 | H.McIn- | | Soc.Immobilière | 99·7 | 17·6 | 8·5 | La Teste | C.2Cy.16"&28"–22" (i) | | | |
| | | ssBdx.No.3–6,93 | — | 10,01 | | | 5mo | tyre&Co. | | du Moulleau et des | Q43' | | | French | 75lb NB87 35NHP | | | |
| KQLP | (exWaverley) | ssBdx.No.2–01 | 60 | | | | | Paisley | | Pêch.de l'Océan | ND90 | | BK6" | | 1SB,2f,gs25,hs720 | | | |
| | Mchy.Aft T.Davigo –04 | 1Dk | | | | | | A&CP | | (L.Preller,Mgr.) | | | WB=FPT 18t | | King&Co.,Glasgow | | | |
| 486 | Pinin | IronScBkn | 2897 | ✝100A1 | Gen | v | 1883 | Richardsn, | | Flli.Sanguineti | 330·0 | 39·2 | 24·9 | Spezia | T.3Cy.22",36"&60"–48" (s) | 27 | 9 | |
| 41 | L.Guano89–99 | ssShl.No.3–1.96 | 2624 | 3,05 | Bry | | 1mo | Duck&Co. | | fuG. | P24'B78'F28' | | | Italian | 160lb 80lb NDB96 289NHP | 5 | 4½ | |
| RKTW | (exLisnacrieve) | ssGen.No.2–04 | 1905 | 1,09 | | | | Stockton | | | | | BK11' | | 5BHCem | | | |
| | Elec.light | 2Dks(Irn)Str Bk | | | | | Lloyd's s.A&CP | | | | | | WB=Cell | | DB276'522t | | | |
| | | | | | | | | | | | | | | | Tpd96 N.E.Mar.Co Ld.Nwc | | | |
| 487 | Pinios | IronScSr | 778 | | | | 1869 | J.&G. | | New Hellenic Stm. | 215·7 | 28·4 | 15·5 | Syra | C.2Cy.35"&61"–36" | | | |
| | T.Pappas | (exRaven) | 632 | | | | | Thomson | | Nav.Soc. | | | | Greek | | | | |
| HKMC | | | 493 | | | | | Glasgow | | | | | | | 186NHP | | | |
| | | | | | | | | | | | | | | | J.&G.Thomson,Glasgow | | | |
| 488 | Pink Rose | Steel&IronSc3MstSr | 334 | ✝100A1 | Liv | s | 1892 | J.Shearer | | R.Hughes&Co. | 140·0 | 22·1 | 10·2 | Liverpool | C.2Cy.19"&36"–27" (o) | 10 | 11 | |
| 99362 | G.Robinson –02 | | 228 | 2,05 | | | 1mo | &Son | | Hughes&Hutson | Q68'B10'F24' | | | British | 90lb 72RHP | 8 | 7½ | |
| MPJC | Well deck | ssLiv.No.3–2,05 1Dk(Irn) | 100 | | | | | Glasgow | | | | | BK7" | | 3BHCem | | | |
| | Mchy.Aft | Irn framing Stl plating | | | | | Lloyd's s.A&CP | | | | | | WB=FPT 47t | | 1SB,2pf,gs84,hs1162 | | | |
| | | | | | | | | | | | | | | | APT 20t | | | |
| | | | | | | | | | | | | | | | Hutson&Corbett,Glasgow | | | |
| 489 | Pinna | SteelSc3MstSr | 6288 | ✝100A1 | Nwc | a† | 1901 | Armstrong | | Shell Transport& | 420·8 | 52·1 | 32·2 | London | T.3Cy.28",46"&77"–48" (s) | 34 | 0 | |
| 112811 | Scott | | 5866 | 6,08 2,05 | Mdb | | 3mo | Whitworth | | Trading Co Ld. (M. | P100'B20'F56' | | | British | 180lb 100lb 556NHP | 8 | 4 | |
| SFHP | Elec.light | 2Dks(Stl)&Web frames | 4100 | Carrying Petroleum in bulk | | | | &Co Ld. | | Samuel&Co Mgrs) | | | FK | | 3SB,12rf,gs225,hs8070 | | | |
| | Mchy.Aft | | | Fitted for liquid fuel 3,01 | | | | Newcastle | | WB=Cell DB | uB87'112t FPT 219t | | | | APT 48t | | | |
| | | | | | | | | A&CP | | | | | | | N.E.Marine Eng Co Ld.Nwc | | | |
| 490 | Pino | IronSc3MstSr | 868 | ✝ ⊠ I | Msl | | 1870 | Blackwood | | A.Parodi fuB. | 200·5 | 28·4 | 13·5 | Genoa | C.2Cy.25"&44"–30" (c) | | | |
| 78 | F.Cerchini02–03 | ssGen.2ndNo.3–12,95 | 856 | Spar dk | Gen | | 6mo | &Gordon | | | | | 20·9 | Italian | 70lb 60lb NDB91 79NHP | | | |
| RKTV | (exJean Baptiste. | ssGen.No.1–00 2 01 | 548 | 1,05 | | | | Pt.Glasgow | | | ND01 | | BK7" | | 1BHCem | | | |
| | exEden,exMonteCristo,exRenfrewshire) | | | | | | | A&CP | | | | | | | 1SB,3pf,gs46,hs1300 | | | |
| | | 1Dk&Spar dk | | | | | | | | | | | | | Blackwood&Gordon.P.Gl. | | | |
| 491 | Pinta | SteelScSr | 1470 | ✝100A1 | Liv | p | 1898 | A.Rodger | | Pinta SS.Co.Ld.(R. | 245·0 | 34·1 | 21·1 | Glasgow | T.3Cy.19",31"&51"–33" (s) | 14 | 10 | |
| 108700 | Jefs.Bowden&Co. | ssLon.No.1–02 | 1381 | Spar dk | Lon | | 2mo | &Co. | | MacAndrew&Co.) | B57' | | BK8" | British | 160lb 80lb 155NHP | 4 | 1½ | |
| PWQL | Lambert | 1Dk(Stl)&Spar dk(Irn) | 916 | with freeboard | | | | Pt.Glasgow | | | | | | | 1SB,4pf,gs64,hs2420 | | | |
| | | &deep framing | | 9,17,03 | | | | A&CP | | WB=DB | 56'uEs'B 33'f 106' | | | | 258t APT 21t | | | |
| | | | | | | | | | | | | | | | Hall-Brwn,Buttry&Co.Gls | | | |
| 492 | Pinto | SteelTwinScSr | 433 | ✝ | Cly | | 1890 | Murdoch | | Cia.de Nav.S.João | 160·2 | 33·1 | 9·0 | R.Janeiro | T.4Cy.(2)9",18"&32"–22" | 9 | 7 | |
| | D.R.Pinto | (exRio Paraguay) | 401 | For River purposes only | | | 3mo | &Murray | | da Barra e Campos | B26'F17' | | | Brazilian | 1SB,2cf,gs38 hs1030 57NHP | | | |
| | | 1Dk(Irn) | 259 | 3,90 | | | | Pt.Glasgow | | | WB=APT 35t | | FK | | 4BHCem | | | |
| | | | | | | | | | | | | | | | Rankin&Blackmore,Grk. | | | |
| 493 | Pinzon | IronSc3MstSr | 833 | ✝100A1 | Ham | m | 1877 | A.Stephen | | Cia.Maritima | 208·7 | 28·2 | 17·2 | Barcelona | C.2Cy.26"&52"–30" (i) | 18 | 2 | |
| | F.Punti02–02 | | 702 | 7,01 | | | 6mo | &Sons | | | P63'F30' | | | Spanish | 80lb 60lb NDB88 119NHP | 2 | 9½ | |
| JDFQ | Mchy.Aft | ssHam.2ndNo.3–1.02 | 509 | | | | | Glasgow | | | D889 | | BK8" | | 1DB,4pf,gs66,hs2029 | | | |
| | | 2Dks | | | | | | A&CP | | | | | | | A.Stephen&Sons,Glasgow | | | |
| 494 | Pio IX. | SteelScBg | 3895 | ✝100A1 | Gen | w | 1887 | J.Dickinsn | | Pinillos,Izquierdo | 379·0 | 43·1 | 20·7 | Cadiz | T.3Cy.31",51"&88"–51" (s) | 23 | 1 | |
| | J.Subiño96–99 | ssGen.No.3–9,00 | 2446 | Spar dk | | | 3mo | Sunderland | | &Co. | P73'B96'F27' | | 28·7 | Spanish | 160lb 160lb NDB00 453NHP | | | |
| JDFR | | 3Dks(2Stl)&Spar dk(Stl) | 2658 | 2,03 | | | | A&CP | | | ptND897 | | BK11' | | 2DB,12cf,gs245,hs6204 | | | |
| | | | | | | | | | | | | | WB=Cell | | DB296'541t | | | |
| | | | | | | | | | | | | | | | J.Dickinson,Sunderland | | | |
| 495 | Pioneer | SteelSc | 1124 | | | | 1892 | Detroit | | Cleveland Cliffs | 226·5 | 35·2 | 14·2 | Mrquette, | T.3Cy.20",33"&54"–42" | | | |
| 150589 | G.B.Brock | | — | | | | | Dry Dock Co. | | Iron Co. | | | | Mich. | 189NHP | | | |
| | Mchy.Aft Elec.light | | 776 | | | | | Detroit,Mich. | | | | | WB | Utd.States | Dry Docks Eng Wks,Detroit | | | |
| 496 | — | IronScSr | 506 | ✝ A1 | Liv | Lv | 1879 | Schlesinger | | Co-operative | 173·6 | 26·1 | 13·7 | Manchestr | C.2Cy.22"&42"–30" (s) | 14 | 6 | |
| 78Sso | G.M.Green –03 | 6thSurvey,Liv.12.03 | 413 | | | | 2mo | Davis&Co. | | Wholesale Soc.Ld. | B40'F21' | | | British | 85lb 45lb NDB88 70RHP | 1 | 11½ | |
| TDJF | | 1Dk | 276 | | | | | Newcastle | | | | | FK | | 1BH | | | |
| | | | | | | | | | | | | | WB= | | DBa&f | | | |
| 497 | — | IronScSr | 161 | | | | 1878 | W.Cramp | | Puget Sound Tug | 107·0 | 21·0 | 13·0 | Seattle | C.2Cy.18"&31"–28" | | | |
| 150139 | T.Neilson | | — | | | | | &Sons | | Boat Co | | | | Utd.States | 42NHP | | | |
| | | | 80 | | | | | Philadelphia | | | | | | | W.Cramp&Sons,Pha. | | | |
| 498 | — | SteelScYl | 156 | | | | 1891 | W.Denny | | Corporation of the | 114·3 | 21·0 | 11·4 | London | C.2Cy.12½"&24"–15" | 12 | 3 | |
| 98971 | W.Hookham –92 | | 155 | | | | | &Bros. | | Trinity House | B6 | | BK6½" | British | 24RHP | | | |
| MHGF | | 1Dk | 82 | | | | | Dumbarton | | | | | | | M.Paul&Co.,Dumbarton | | | |
| 499 | — | SteelScSp | 121 | ✝100A1 | Goo | a | 1901 | H.Scarr | | Wetherall Steam | 96·5 | 17·6 | 7·5 | Goole | C.2Cy.11"&22"–16" (s) | 8 | 0 | |
| 114031 | C.Eastwood91–01 | | 95 | 5,01 | Hul | | 6mo | Hull | | Shipping Co.Ld. | Q32 | | | British | 120lb 25RHP | 1 | 0 | |
| SKBV | Mchy.Aft | 1Dk(Stl) | 53 | | | | Lloyd's s.A&CP | | | | | | FK | | 1SB,2pf,gs22,hs493 | | | |
| | | | | | | | | | | | | | WB=FPT 10t | | 3BHCem | | | |
| | | | | | | | | | | | | | | | Hedley&Boyd,N.Shields | | | |
| 500 | — | WoodSc | 105 | | | | 1901 | Kwong | | W.D.Lyon | 98·0 | 16·2 | 8·6 | Manila | C.2Cy.11"&22"–18" | | | |
| | | | — | | | | | Fook Chung | | | | | | Utd.States | 17NHP | | | |
| | (exFookseng) | 1Dk | 58 | | | | | Hong Kong | | | | | | | Kwong Sze Sing,H.Kg. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Year of Class. Class. | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of Build if not in L.R. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 501 93007 | **Pioneer** *G.Rose* 98–99 IB | **WoodScK** HTPet.98 1 *Dk* *Salted* *Roof* | 95 89 18 | ✠ 12.02 *For fishing purposes* | Abn | | 1893 9mo | Forbes& Birnie Peterhead | W.H.Leask | 87·7 19·3 9·3 | Peterhead British | C.2Cy.18″&28″–18″ 32RH 1SB.*2pf*,GS25,HS649 Hall,Russell&Co.,Abn. | 10 ″ 11 | | |
| 502 QDVM | **Pionier** *W.Wiese* 01–03 (*ex*Falkenburg) | **IronScSr** 1 *Dk&Spar dk* 3 *tr B* | 1571 1423 975 | *Now re-named "Choko Maru," See No. 32 in Supplement* | | | 1884 | F.Schichau Elbing | Hanseatische Dampfer.Co.(Menzell&Co.,*Mgrs.*) | 230·0 34·1 17·4 P38′B55′F20′ 24·6 | Hamburg German *WB* | T.3Cy.20½″,32½″&50″–33″ NB98 144NH F.Schichau,Elbing | | G | |
| 503 PBLW | — *J.Elfers* 03–03 | **SteelScSr** 1 *Dk* | 1261 1095 777 | | | | 1902 | Schiffsw.v. HenryKoch Lübeck | Hanseatischer Lloyd(H.Doehring *Mgr.*) | 245·9 35·6 15·0 P15′B&F20′ | Lübeck German *WB* | T.3Cy 16¾″.28″&44½″–32½″ 118NH J.T.Ahrens,Altona | | G | |
| 504 HDTJ | — *E.Schertau* 81–91 *Well deck* *Elec.light* | **IronScSr** 1 *Dk* | 433 328 249 | | | … | 1873 | Reiherst'g Schiffsw. Hamburg | R.Kleyenstüber &Co. | 160·4 23·0 13·0 Q80′B20′F24′ | Königsbrg German | C.2Cy.19″&34½″–26″ NB99 50NH Reiherst.Maschinenf.Ham | | G | |
| 505 | **Pir Bazar** *K.F.Zabelin* | **IronTwinScSr** *Spar dk* | 262 — 181 | | | | 1879 | Rostocker Act.Ges. Rostock | St.PetersburgCo. Nadeshda | 138·7 22·1 11·4 | Astrachan Russian *WB* | C.4Cy.16″&27″–18″ 51NH RostockerA.G.,Rostock | | | |
| 506 NWQD | **Piræus** *D.Botzis* –00 (*ex*Holly) | **IronScSr** 1 *Dk* | 398 324 195 | | | | 1875 | D.&W. Henderson Glasgow | A.Diakaki&Co. | 170·4 23·2 13·4 Q36′B51′F40′ | Piræus Greek | C.2Cy.22″&44″–30″ NB82 88NH T.Wingate&Co.Glasgow | 14 ″ 0 | | |
| 507 89938 NWQD | **Pirate** *D.Cameron* *Mchy.Aft* | **IronSc3MstSr** 1 *Dk* | 229 180 69 | | | … | 1884 | Scott&Co. Bowling | Argyll&Wigtown SteamshipCo.Ld. (J.Little&Co. *Mgrs.*) | 130·0 21·0 9·9 Q58′ BK7″ *WB* | Glasgow British | C.2Cy.20″&40″–27″ NB03 65RH Muir&Houston,Glasgow | 10 ″ 6 | C | |
| 508 | **Pirgos** *G.Dadico* –92 (*ex*Aida) | **WoodPadSr** 1 *Dk* | 135 — 74 | | | | 1875 | L.Polli Capo d'Istria | G.Policantriti& Co. | 115·2 16·6 11·2 | Syra Greek | C.2Cy.21″&35½″–30″ NB80 58NH J.Holt,Trieste | | | |
| 509 RKPV | **Pisa** *J.Fendt* 71–96 *Elec.light* | **SteelScSr** *ss*Ham.No.1–00 2 *Dks*(*Stl–Uws*)&*Web frames* | 4959 4011 3245 | ✠100A— 6.03 ✠LMC 5,04 | Ham *x* | | 1896 12mo | A.Stephen &Sons Glasgow | Dmpfschrhed UnionA.G. *WB*=*Cell DBa* | 390·0 46·2 27·7 P&B240′F50′ BK10′ 118′*uE*28′*f*146′709*t* | Hamburg German 6*BHCem* *APT*55*t* | T.3Cy.28″,47″&79″–51″ (*s*) 180lb *80lb* 538NH 2DB,*12cf*,GS247,HS9008 A.Stephen&Sons,Glasgow | 30 ″ 6 | | 5,04 |
| 510 HPMK | **Pisces** *H.Hansen* (*Trawler*) | **IronScYl** 1 *Dk* | 158 143 51 | | | … | 1890 | Mackie &Thomson Glasgow | Acties.Zodiac (C.Röe,*Mgr.*) | 100·5 20·5 10·7 Q19′F19′ BK7½″ | Brevig Norwegian | T.3Cy.11″,16½″&27″–22″ 34NH Muir&Houston,Glasgow | 11 ″ 11 | | |
| 511 RMPC | **Piteå** *W.Brauer* 95–02 | **SteelScSr** 1 *Dk* | 1159 778 727 | | | | 1902 | Helsingörs Jernsk & Msk. Elsinore | H.M.Gehrckens | 224·2 33·0 13·5 Q67′B108′F24′ | Hamburg German *WB* | T.3Cy.17″,27½″&47″–33″ 127NH HelsingörsJernskb.& Msk. | | G | |
| 512 HLGP | — 484 *C.R.Bergström* 84–96 | **IronScSr** 1 *Dk&Shelter dk* | 644 353 486 | | | | 1873 | Bergsunds Mek.Verks. Stockholm | Bottniska Ångf. Aktieb. (C.A.Carlsson) | 171·0 25·2 13·0 H47*t* 20·2 | Haparanda Swedish | C.2Cy.24⅜″&33½″–25½″ NE&B96 34NH W.LindbergsAktieb.,Skm. | | | |
| 513 QHGW | **Pitsanulok** *C.Fuchs* *Elec.light* | **SteelScSr** 2 *Dks* | 2019 1865 1267 | | | | 1901 | G.Seebeck Act.Ges. Bremerhaven | Norddeutscher Lloyd | 290·2 39·2 20·2 P13′B82′H31′F43′ *WB* | Bremen German | T 3Cy.20½″,34½″&55½″–35⅞″ 180NH G.Seebeck A.G.Bremerhvn | | G | |
| 514 31300 SRKG | **Pizarro** *J.Wallis* –01 | **SteelSc3MstSr** 2 *Dks*(1 *pt.Stl*)&*Shade dk* | 2160 1800 1357 | ✠ 9,79 | Gls *Lv* | | 1879 8mo | R.Napier& Sons Glasgow | PacificStmNav Co. | 320·0 40·2 20·6 F41*t* | Liverpool British 5*BH* *WB* | C.2Cy.42″&80″–48″ 870NH R.Napier&Sons,Glasgow | | | |
| 515 JDGB | — *P.Sistere* –01 *ss*Ham.No.2–04 | **IronSc3MstSr** *ss*Lon.No.3–5,96 ~~*ss*Ham.No.1–01~~ 1 *Dk*(*Irn*)&*Awngdk*3 *tr B* *Mchy.Aft* | *1034* *1010* *644* | ✠100A1 *Awng dk with freeboard* 8,0 ~~9,08~~ ~~✠LMC 04~~ | Ham *m* | | 1883 9mo *Lloyd's* | S.&H.Morton&Co. Leith *SA&CP* | Cia.Maritima | 211·0 28·6 13·9 21·2 BK7½″ | Barcelona Spanish 4*BH Cem* | C.2Cy.23″&46″–30″ (*i*) 90lb *80lb* NDB96 88NH 1DB,*4pf*,GS50,HS1321 S.&H.Morton&Co.,Leith *Freeboard to Awng deck* | 14 ″ 9 7 ″ 9 | | N9,08 |
| 516 96059 LDSF | **Pladda** *J.Henderson* –04 *Well deck* *Elec.light* | **IronScSr** 2 *Dks* | 1169 900 510 | | | … | 1889 | WBThmpson&Co.,Lim. Dundee | ClydeShppg.Co. Ld (W.Cuthbert, *Mgr.*) | 243·0 33·7 15·9 P144′ F50′ | Glasgow British *WB* | T.3Cy.23″,38″&61″–48″ 258NH WBThompsn&C(Lm) Dun | 16 ″ 11 | C BT till 2,06 | |
| 517 QDLC | **Planet** *C.Ferrière* 99–02 | **IronScSr** 1 *Dk2tr B* | 725 563 433 | | | | 1881 | Rostocker Act.Ges. Rostock | Dampfschifffahrts Ges.Neptun | 186·1 25·7 15·6 F26′B48′Q60′ *WB* | Bremen German *Tpd*98 | T.3Cy.12½″,21″&34½″–24″ NB98 58NH Hels.Jerns.&Mask.,Els. | | V | |
| 518 HDFR | — *J.Sprenger* –02 | **IronScGlt** 1 *Dk2tr B* | 686 629 478 | | | | 1883 | F.Schichau Elbing | Königsberger DampferCompagnieAct.Ges. | 187·3 26·5 17·1 B44′ F26′ | Königsbrg German *WB* | C.2Cy.20″&42½″–23½″ NB02 73NH F.Schichau,Elbing | | G | |
| 519 87025 HFSG | — *F.Gill* –02 | **IronScSr** | 438 384 243 | | | | 1856 | C.Mitchell &Co. Newcastle | D.Jones (W.Brooks,*Mgr.*) | 168·4 24·0 14·0 Q30*t* | London British | C.2Cy.22½″&35½″–28″ NB91 60RH Schweffel&Howaldt,Kiel | | | |
| 520 113368 RQNV | **Planet Mars** *W.E.Price* 01–01 | **SteelScSr** 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing* | 4327 4119 2838 | ✠100A1 *Spar dk* 11,01 ~~12.04~~ ~~✠LMC 02~~ | Bhn *x* Nwc | | 1900 6mo | Nthmblnd S.B.Co.Ld. Newcastle A&CP | LeylandShipping Co.Ld. (R.W.Leyland&Co.*Mgrs.*) *WB*=*Cell DBa* 94′*uE*&*B*42′*f*156′ | 360·0 48·0 20·2 P26′B90′F36′ 28·0 FK | Liverpool British 6*BHCem* | T.3Cy.23½″,39″&66″–48″ (*s*) 180lb 360NH 3SB,*6cf*,GS118,HS4794 FD Wllsnd Slpwy.Co.Ld.Nwc. 805*tDTa*30′480*tAPT*134*t* | 22 ″ 11 s 6 ″ 10 | | 2,04 |
| 521 113479 SMPQ | **Planet Neptune** *J.A.Bromley* –01 | **SteelScSr** 2 *Dks* | 4322 4037 2821 | | | | 1901 | Napier& Miller,Ld. Glasgow | LeylandShipping Co.Ld. (R.W.Leyland&Co.*Mgrs.*) | 385·1 48·7 27·0 P38′B154′F38′ | Liverpool British *WB* | T.3Cy.27″,43″&72″–48″ 359NH Dunsmuir&Jackson,Gls. | | C | |
| 522 110642 RNKP | **Planet Venus** *J.Kelly* –00 | **SteelScSr** 2 *Dks* | 4329 4059 2820 | | | | 1900 | Napier& Miller Glasgow | LeylandShippgCo. Ld.(R.W.Leyland &Co.*Mgrs.*) | 385·0 48·7 27·0 P38′B104′F38′ *WB* | Liverpool British *WB* | T.3Cy.27″,43″&72″–48″ 359NH Dunsmuir&Jackson,Gls. | | C | |
| 523 | **Planeta** *J.P.Machado* *Floors,Reverse frames,Beams,Keelsons*& *Elec.light* | **SteelTwinScSr** 2 *Dks*(*Upt Irn–ws*) *Stringers*(*Irn*) | *1400* *1331* *888* | ✠ 1,92 | PGl *p* | | 1890 3mo | A.McMilln &Son Dumbarton | LloydBrazileiro *WB*=*FPT*25*t* | 261·0 33·8 18·4 B56′ FK *APT*87*t after deep* | R.Janeiro Brazilian 4*BH Asp tank*52′78*t* | T.6Cy.15″,24″&40″–27″ 175NH 1DB,*6cf*,GS90,HS2741 M.Paul&Co.,Dumbarton | 19 ″ 8 | | |

| 1 Numéro d'Ordre. / Numéro officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnages Officiel. — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-plein maintenant en fer. Le tirant d'eau | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après le Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tirant sur Quille. — Franc-bord au milieu du navire. pds. | po | 15 Epaisseur de la dernière tôle du bordé. | 16 Epaisseur de la dernière tôle du pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 524 | **Planier** | **IronScSr** | 344 | ✠ | Bbo | *e* | 1890 | Fullerton& | **Cie.Marseillaise de** | 140·0 | 22·1 | 10·4 | **Marseilles** | C.2Cy.16″&32″–22″ | 11 | 2 | | |
| | *E.Lalaby93–98* | *ss*Bbo.No.1–95 | 223 | 5,96 | | | 8mo | Co. | **Nav.à Vap. (Fraissinet&Co.** | Q99′ | B11′ | F26′ | | 42NH | | | | |
| KQNB | *ex* Mechelin) | 1 *Dk* | 167 | | | | | Paisley | *Mgrs.*) | | | BK6′ | French | 1 *BH Cem* | | | | |
| | *Well deck* | | | | | | | | | | | *WB = FPT27* | | ISB.*2pf*,*gs*33,*hs*707 | | | | |
| | | | | | | | | | | | | | | Ross&Duncan,Glasgow | | | | |
| 525 | **Planter** | **WoodPad** | 499 | | | | 1876 | S.J.Pregnall | **M.Moses** | 155·0 | 32·8 | 9·1 | **Georget'n** | 2Cy.22″–72″ | | | | |
| 150101 | | | — | | | | | &Brother | | | | | Utd. States | | | | | |
| | | | 359 | | | | | CharlstonSC | | | | | | 68NH | | | | |
| 526 | **Planudes** | **SteelSc3MstSr** | 542 | ✠100A1 | Mdb | *h* | 1900 | R.William- | **C.V.Fowler&Co.** | 165·5 | 26·6 | 10·6 | **Middlsbro'** | C.2Cy.18″&40″–33″ (*s*) | 12 | 10 | | 12,03 |
| 109224 | *D.H.Atherton* –01 | | 317 | 12,03 | | | 10mo | son&Son | Planudes SSCoLd | Q91′ | B10′ | F20′ | British | 120lb *80lb* | | 10½ | | |
| HWSV | *Mchy.Aft* | 1 *Dk*(*Stl*) | 156 | | | | | Workington | (W.B.Peat&Co.,*Mgrs*) | | | BK7 | | 84RH | | | | |
| | *Well deck* | | | | | | | A&CP | | | | *WB = DBf80′106′* | | ISB.*3pf*,*gs*58,*hs*1685 | | | | |
| | | | | | | | | | | | | *APT38t* | | McKie& Baxter,Glasgow | | | | |
| 527 | **Plasma** | **SteelScSr** | 325 | ✠100A1 | Bwg | *e* | 1899 | Crmichael, | **W.Robertson** | 135·4 | 23·0 | 10·0 | **Glasgow** | C.2Cy.16″&32″–22″ (*s*) | 11 | 0 | | |
| 108792 | *D.B Lawson* –04 | *ss*Bwg.No.1–05 | 228 | 8,03 | | | 2mo | MacLean&Co | | Q46′ | B9′ | F22′ | British | 120lb 42RH | | | | |
| QRWJ | *Mchy.Aft* | 1 *Dk*(*Iru*) | 86 | | | | | Greenock | | | | BK8′ | | 3 *BH Cem* | | | | |
| | *Well deck* | | | | | | | A&CP | | | | *WB = FPT22t* | | ISB.*2pf*,*gs*32,*hs*860 | | | | |
| | | | | | | | | | | | | | | Muir&Houston,Ld.Gls | | | | |
| 528 | **Plassy** | **SteelTwinScSr** | 7405 | ✠100A1 | Son | *r* † | 1901 | Caird&Co. | **P.&O.Stm.Nav.Co.** | 450·3 | 54·2 | 31·6 | **Greenock** | T.6Cy.28½″,46″&76″–48″ (*s*) | 34 | 6 | BT | |
| 109259 | *W.H.Haughton* –03 | | 5305 | | | | 1mo | Ld. | | P28′ | B215′ | F91′ | British | 170lb FD 1055NH | s | 8 | 7 | |
| SDHR | *Elec light* | 3 *Dks*(*Stl*–*Iwss&Utenk s*) | 4412 | | | | | Greenock | | | | FK&BK3′ | | 3 *BH Cem* | | | | |
| | | | | | | | | A&CP | *WB = Cell D Bu 99′ u E&B* | | | *97′ f 169′ 1010t FPT* | | 75t *APT101t* | | | | |
| | | | | | | | | | *Lloyd's A&CP* | | | | | Caird&Co.Ld.Greenock | | | | |
| 529 | **Plata** | **IronSc3MstSr** | 1862 | | | | 1878 | BarrowS.B | **Nav.Gen.Italiana** | 300·0 | 34·0 | 24·0 | **Palermo** | T.3Cy.24½″,37½″&64½″–42″ | | | | 1 |
| 03 | *G.B.Krell* | | 1737 | | | | | Co. | | Q22t | H37t | F42t | Italian | NB91 270NH | | | | |
| RLBF | (*ex* Amedeo,*ex* Lascelles) | 2 *Dks*3*tr I*[illegible] | 1219 | | | | | Barrow | | | | | *WB Tpl*91 | Fonderia Orotea.Palermo | | | | |
| 530 | **Platea** | **SteelScSr** | 3169 | ✠100A1 | Cff | *n* | 1897 | Russell& | **S.S.PlateaCo.Ld.** | 324·6 | 48·0 | 15·6 | **Liverpool** | T.3Cy.25″,41″&66″–42″ (*s*) | 18 | 0 | | |
| 106879 | *W.W.Leary*03–03 | *ss*N.Yk.No.1–02 | 2936 | | | | 10mo | Co. | (Wm.Thomson& | P22′ | B68′ | F32′ | British | 160lb *90lb* 294NH | s | 5 | 1 | |
| PVFJ | | 1 *Dk*(*Stl*) *Spar dk* | 2044 | 6,04 | LMC | | | Pt.Glasgow | Co) | Irp02&03′ | | FK | | 5 *BH Cem* | | | | |
| | | (*Iron*) *Deep framing* | | MS1,00 | | | | A&CP | *WB = Cell D* | *e94′ u E&B40′ f141′* | | | | 3t *APT41t* | | | | |
| | | | | | | | | | | | | | | 2SB.*6rf*,*gs*130,*hs*4600 | | | | |
| | | | | | | | | | | | | | | J.G.Kincaid&Co Greenock | | | | |
| 531 | **Plato** | **SteelScYl** | 150 | ✠100A1 | Gms | | 1898 | Mackie& | **OrientStm.Fishing** | 100·6 | 20·5 | 10·7 | **Grimsby** | T.3Cy.11″,17″&28″–20″ (*s*) | 11 | 7 | | |
| 109543 | *E.Freer* –98 | *ss*Gms.No.1–02 | 139 | *Stm Trawler* | | | 6mo | Thomson | **Co.Ld.** | Q18′ | F19′ | | British | 170lb 41RH | | | | |
| | | 1 *Dk* | 39 | 7,04 ~~2,04~~ | LMC | 9,02 | | Glasgow | | | | BK7½′ | | 3 *BH Cem* | | | | |
| | | | | BS7,01 | | | | A&CP | | | | | | ISB.*2pf*,*gs*31,*hs*694 | | | | |
| | | | | | | | | | | | | | | Ross&Duncan,Glasgow | | | | |
| 532 | — | **SteelScTug** | 135 | ✠100A1 | Hul | | 1901 | Cook,Wel- | **T.Wilson,Sons&** | 90·0 | 22·1 | 9·5 | **Hull** | T.3Cy.12″,20″&33″–24″ (*s*) | 10 | 0 | BT | |
| 113625 | *F.Westcott* –03 | | 116 | *For Towing* | *urpose's* | | 11mo | t'n&Gemmell | **Co.Ld.** | B22′ | | BK6′ | British | 180lb 165RH | | | till | |
| | | 1 *Dk* | — | 11,01 | MC | 11,01 | | Hull | | | | | | 3 *BH Cem* | | | 2,03 | |
| | | | | | | | | | *Lloyd's A&CP* | | | | | ISB.*2cf*,*gs*83,*hs*1110 | | | | |
| | | | | | | | | | | | | | | Amos&Smith,Hull | | | | |
| 533 | **Platon** | **SteelScSr** | 1062 | ✠100A1 | Oda | *m* | 1887 | Wood, | **RussianTransport** | 212·5 | 30·2 | 21·2 | **Odessa** | T.3Cy.17″,28″&47″–30″ (*s*) | 14 | 11 | | 12,03 |
| 849 | *L.V.Vorobior* | *ss*Oda.No.3–6,00 | 1023 | *Awng dk* | | | 12mo | Skinner&Co. | **&InsuranceCo.** | B12′ | | | Russian | 150lb *100lb* NDB03 123NH | s | 9 | 0½ | |
| | *Elec.light* | 1 *Dk*(*Irn*)&*Awngdk* | 780 | *withfreeboard* | | | | Newcastle | | ptND98&01 | | FK | | 4 *BH Cem* | w | 8 | 2½ | |
| | | | | 9,01 | | MC12,02 | | | | *WB = DBa57′90t* | | | | 2SB.*4cf*,*gs*86,*hs*1960 | | | | |
| | | | | | | | *Lloyd's A&CP* | | | *f73′90t* | | | | N.E.Marine EC.(Lm.)Nwc. | | | | |
| 534 | **Player** | **SteelSc3MstSr** | 540 | ✠100A1 | Lon | *h* | 1899 | IrvineS.B. | **J.McDowall&Co.** | 172·0 | 27·7 | 10·3 | **Teignm'th** | C.2Cy.19″&42″–24″ (*s*) | 12 | 9 | | |
| 87560 | *J.McDowall* –03 | *ss*Sws.No.1–02 | 382 | 9,04 ~~8,08~~ | 12,01 | Sws | 2mo | &E.Co.Ld | | Q92′ | B13′ | F25′ | British | 130lb *65lb* 70RH | s | 1 | 1 | |
| QVKL | *Mchy.Aft* | 1 *Dk*(*Stl*) | 161 | | | | | Irvine | | | | BK7′ | | 3 *BH Cem* | | | | |
| | *Well deck* | | | | | | | A&CP | *WB = Cell* | *DBf92′ 140t* | | *FPT75t* | | *APT101t* | | | | |
| | | | | | | | | | | | | | | ISB.*2pf*,*gs*46,*hs*1362 | | | | |
| | | | | | | | | | | | | | | Campbell&Calderw'd,Pay | | | | |
| 535 | **Plaza Victoria** | **SteelScBn** | 392 | | | | 1895 | G.Ansaldo | **S.Lambruschini** | 167·5 | 35·6 | 8·8 | **Bns.Ayres** | C.4Cy.9″&17½″–9½″ | | | | |
| | | 1 *Dk* | — | | | | | &Co. | | | | | Argentine | 16NH | | | | |
| | (*ex* Esteban D.Risso,*ex* San Paolo) | | 305 | | | | | SestriP'nente | | | | | | G.Ansaldo&Co.Smprdrna | | | | |
| 536 | **Pleiades** | **SteelScSr** | 3753 | | | | 1899 | Maryland | **BostonTowBoatCo** | 331·5 | 47·0 | 25·0 | **Boston** | T.3Cy.21″,35″&56″–42″ | | | RS | |
| 150856 | *F.G.Purrington* | | — | | | | | SteelCo. | | | | | Utd. States | 203NH | | | | |
| KPSL | | 2 *Dks* | 2932 | | | | | Sparr'wsP'nt | | | | | *WB* | MarylandStlCo.Baltimore | | | | |
| 537 | **Plencia** | **SteelScSr** | 2516 | ✠100A1 | Bbo | *s* | 1898 | SirR Dixon | **Cia.Anon.del** | 289·5 | 42·0 | 17·9 | **Bilbao** | T.3Cy.22½″,36½″&60″–39″ (*s*) | 20 | 8 | | |
| | *A.Arocha*91–98 | *ss*Bbo.No.1–03 | 1801 | *ot Awng dk* | | | 5mo | &Co.Ld. | **VaporPlencia** | P24′ | Q88′ | FK | Spanish | 160lb *80lb* 224NH | s | 8 | 0 | |
| JDGQ | | 1 *Dk*(*pt Stl&pt Irn*) *Web frames&* | 1644 | *withfreeboard* | | | | Middlesbro' | (Sota y Aznar) | *pt Awng dk* 176′ | | | | 2 *BH Cem* | | | | |
| | | *pt Awng dk*(*Irn*) | | 8,05 ~~8,03~~ | LMC | 7,00 | | A&CP | *WB = Cell D Ba98′* | *u E&B34′ f106′530t* | | | | *APT69t* | | | | |
| | | | | | | | | | | | | | | | | | | |
| 538 | **Plevnah** | **IronScSr** | *352* | | | | 1857 | J.Barr | **IdareiMassousieh** | 189·7 | 22·1 | 11·5 | **Constanpl** | C.2Cy.28″&40″–30″ | | | | |
| | *Aziz* | | — | | | | | Glasgow | | Q28′ | B75′ | F57′ | Turkish | 73NH | | | | |
| | (*ex* Ionia,*ex* Percy,*ex* Sligo) | | *221* | | | | | | | | | | | A.&J.Inglis,Glasgow | | | | |
| 539 | **Plinio** | **IronScSr** | 407 | | Goo | | 1855 | Marshall | **Flh.Corsanego** | 179·0 | 22·1 | 11·0 | **Spezia** | C.4Cy.12″&24″–26″ | | | V | |
| 9 | *P.Corsanego* | *ss*Goo.No.3–78 | 266 | 7,82 | | | | Bros. | | P93′ | F30′ | | Italian | NE&B77 49NH | | | | |
| RLBM | (*ex* Unione,*ex* Vigilant) | 1 *Dk* | 229 | | | | | Shields | | en78 | | | *3 BH Cem* | BalticEng.Works,Hull | | | | |
| | *Well deck* | | | | | | | | | | | | | | | | | |
| 540 | **Plitvice** | **SteelScSr** | 3778 | ✠100A1 | NYk | *m* | 1902 | R.Thomp- | **Soc.inAzioniUn-** | 356·0 | 45·2 | 18·7 | **Fiume** | T.3Cy.24″,39″&64″–42″ (*s*) | 21 | 5 | | |
| | *C.Blesich* –03 | | 3629 | *Spar dk* | Sha | | 11mo | son&Sons | **garoCroata per la** | P29′ | B88′ | F37′ | Aust.-Hung | 160lb *80lb* 280NH | s | 6 | 0 | |
| JPTL | | 1 *Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl* | 2442 | *withfreeboard* | LMC | 11 | | Sunderland | **Nav.Libera** | | | FK | | 2SB.*6pf*,*gs*122,*hs*4420 | | | | |
| | | *&deep framin* | | 1,01 | | | *Lloyd's A&CP* | | *WB = Cell D Ba* | *118′ dE22′ f146′846* | | | | *APT58t* | | | | |
| | | | | | | | | | | | | | | N.E.Marine Eng.Co Ld.Sld | | | | |
| 541 | **Plover** | **IronSc3MstSr** | 908 | | | | 1875 | Mounsey& | **GeneralStm.Nav.** | 231·8 | 29·2 | 17·3 | **London** | C.2Cy.21½″&52″–33″ | 18 | 4 | | |
| 70720 | *A.E.Hutchings* –04 | 2 *Dks* | 792 | | | | | Foster | **Co.Ld.** | Q67′ | B33′ | F33′ | British | NB99 119NH | | | | |
| PQGT | *Mchy.Aft* | | 561 | | | | | Sunderland | | | | BK8′ | | *WB* | | | | |
| | | | | | | | | | | | | | | Gourlay Bros.&Co.,Dun. | | | | |
| 542 | — | **IronSc3MstSr** | 277 | ✠100A1 | Pnz | | 1888 | J.Fuller- | **Bain,Sons&Co.** | 140·0 | 22·1 | 10·5 | **Glasgow** | C.2Cy.19″&36″–24″ (*s*) | 11 | 2 | | |
| 96038 | *J.Prettyman* –02 | *ss*Pnz.No.3–2,03 | 234 | 4,06 ~~4,04~~ | | | 12mo | ton&Co. | | Q49′ | B7′ | F21′ | British | 90lb 55RH | | | | |
| LFVW | *Mchy Aft* | | 115 | | LMC | 2,03 | | Paisley | | | | | | 4 *BH Cem* | | | | |
| | | | | | | | | A&CP | | | | | | 1SB.*2pf*,*gs*36,*hs*1117 | | | | |
| | | | | | | | | | | | | | | Hutson&Corbett,Glasgow | | | | |
| 543 | — | **SteelScSr** | 212 | | | | 1904 | Scott& | **D.McBrayne** | ~~147′ 41′ 21′~~ | | 9′4 | **Glasgow** | C.2Cy.23″&42″–24″ | | | BT | |
| 110[illegible] | *D.McIntyre* –04 | | 154 | | | | | Sons | | P41′ | B10′ | F18′ | British | *Emaile*78,*fitted*04 77RH | | | till | |
| | | 1 *Dk* | 25[illegible] | | | | | Bowling | | 130′ s 21′ 1 | | | | Barrow S.B.Co Barrow | | | | |
| 544 | — | **SteelScK** | *181* | ✠100A1 | Gms | | 1898 | Earle'sCo. | **Aktieselsk Plover** | 105·0 | 21·0 | 11·5 | **Stavanger** | T.3Cy.12″,20″&32″–23″ (*s*) | 12 | 0 | | |
| | *H.Sorensen*04–04 | *ss*Gms.No.1–02 | *163* | *Stm Trawler* | Flt | | 5mo | Ld. | (Chr.Lindtner) | Q44′ | F18′ | | Norwegian | 20lb 57NH | | | | |
| WGJR | *Elec light* | 1 *Dk* | *47* | 9,01 ~~7,02~~ | | | | Hull | | | | BK7½′ | *3 BH Cem* | ISB.*2pf*,*gs*83,*hs*880 | | | | |
| | | | | | | | *Lloyd's A&CP* | | | | | | | Earle'sCo.Ld.Hull | | | | |

Gunby Collection 3.03

| No. in Book. / Official No. / Code Letters. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. (✝ for Special Survey. Date of last Survey.) | Port of Survey. | Trans. Assigned, now expired. Explanation. Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard (amidship). ft. in | Registers in w. cab classed, if not in L.R. Dated: B. of Trad. Cert. | Hole when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 545 / 118740 / — | **Plover** / *D.McTavish* –03 | **SteelSc** / 1 *Dk* | 155 / 111 / 60 | | | | 1902 | J.Fullerton&Co. Paisley | Steel&Bennie,Ld. | 105·0 / ß32′F14′ | 20·5 | 7·2 | Glasgow British *WB* | C.2Cy.11″&22″–16″ 22RH Ross&Duncan,Glasgow | | | |
| 546 / 116134 / TWDG | **Plutarch** / *W.Kennedy*00–03 | **SteelScK** / 1 *Dk* | 270 / 242 / 105 | ✝100A1 *Stm Trawler* 2,09 5,09 | Hul | | 1903 / 3mo / *Lloyd's* | Cook, Welton&Gemmell Beverley *A&CP* | Hellyer'sSteam FishingCo.Ld. | 130·0 / Q58′ | 22·0 | 12·1 BK7′ | Hull British *4BHCem* | T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 78RH 1SB.*2cf*,GS36,HS1323 Amos&Smith,Hull | 12 ″ 10 | | |
| 547 / 108543 / PWTB | **Pluto** / *J.R.Quinlan* –04 / ~~*J.Honeyford* –01~~ *Well deck* | **SteelScSr** / ~~*ss*Brs.No.1–01~~ 2 *Dks*(*U–Irn*) | 1266 / 993 / 772 | ✝100A1 1,02 12,04 Bris.01 BS11,01 | Clf Brs | *o* | 1897 / 6mo / *Lloyd's* | A.&J. Inglis Glasgow *A&CP* | BristolStm.Nav. Co.Ld. *WB=CellDBa* | 240·0 / Q86′B64′F24′ / 57′*f*86′309*t FPT*47*t* | 31·2 | 15·7 FK *APT*36*t* | Bristol British *4BHCem* | T.3Cy.19½″,32″&52″–36″ (*s*) 160lb *80lb* 155NH 1SB.*4rf*,GS80,HS2200 A.&J.Inglis,Glasgow | 18 ″ 9 / s 1 ″10 | | ~~5,08~~ 12,04 |
| 548 / 1199 / HVSK | — / *H.E.Wulff* –04 | **SteelScSr** / 1 *Dk* | 539 / 434 / 301 | | | | 1891 | Kockums M.V.Aktieb. Malmö | Ångb.Aktieb. Verdandi (C.J.F.Dillberg) | 167·9 / B38′ H24*t* F18′ | 25·5 | 14·2 *WL* | Halmstad Swedish | T.3Cy.13¾″,22½″&38″–28½″ 70NHP Kockums Aktieb.,Malmö | | V | |
| 549 / — / — | — / *P.Sergunich* | **IronScSr** / 1 *Dk* | 186 / 154 / 79 | ✝ 8,86 | Sld | *b* | 1886 / 7mo / | J.L.Thompson&Sons Sunderland | LloydAustriaco *WB=DB* | 111·5 / B10′F19′ 20′4*t FPT*7*t APT*6*t* | 21·2 | 11·2 | Trieste Aust.-Hung. *4BHCem* | T.3Cy.15½″,24½″&40″–24″ NB00 78NHP T.Richardson&Sons,Hpl. | 11 ″ 10 | | |
| 550 / KQPM / — | **Pluton** / ~~*Lejon Bryson*~~ (ex Activity) *Well deck* | **IronScSr** / *ss*Brs.2nd No.3–5,98 *ss*Rou.No.1–02 1 *Dk Irn*) 2 *trB* | 999 / 842 / 580 | ✝100A1 2,01 BS3,05 | Dnk | *n* | 1879 / 6mo / | J.Laing Sunderland *A&CP* | ~~G.Vallée~~ Cie Brestoise de Nav a Vap. *WB=DBa* | 225·5 / Q82′B42′F23′ 53′*f*8*t*′*f*91′ | 31·8 BK8″ | 16·2 | Rouen French *4BHCem FPTAPT* | C.2Cy.24½″&55″–36″ (*s*) 115lb *80lb* NDB98 144NHP 2SB,*4pf*,GS82,HS2156 J.Dickinson,Sunderland | 17 ″ 6 / s 1 ″10½ | | N12,02 |
| 551 / 113330 / — | **Plym** / *G.H.White* , –04 | **SteelScK** / 1 *Dk* | ~~190~~ 183 / ~~190~~ 183 / 70 | ✝100A1 *Stm. Trawler* 4,05 ~~plated~~ L.M.C.04 | Gls Hul | | 1904 / 9mo / | Mackie& Thomson Glasgow *Lloyd's A&CP* | ~~J.Layman&Co.Ld.~~ Gt.NorthernS.S. Fishg.Co.Ld. *WB=DT* | ~~110·0~~ 110·8 / *f*12′28*t* | ~~22·0~~ 10·8 | ~~11·0~~ BK7½″ | Hull British *4BHCem* | T.3Cy.11″,17″&28″–21″(*s*) 200lb 45RHP 1SB,*2pf*,GS24,HS788 W.V.V.Lidgerwood,Gls. | 11 ″ 7 | | 4,05 |
| 552 / 86505 / HLPV | **Plymothian** / *A.Nunn* –98 / *Well deck* | **IronScSr** / *ss*Ant.No.3–11,95 *ss*Ant.No.2 05 ~~*ss*Ant.No.1 00~~ 1 *Dk*(*Irn*) 2 *trB* | 1532 / 1256 / 953 | ✝100A1 1,05 ~~7,03~~ BS1,04 L.M.04 | Lon Ant | *q* | 1883 / 2mo / *Lloyd's* | C.S.Swan& Hunter Newcastle *A&CP* | PlymothianS.S. Co.Ld. (Westcott &Laurance,Ld.) *WB=DBa* | 260·5 / Q98′B52′F28′ 72′*f*44′240*t FPT*2*t* | 36·0 BK9″ 5 | 18·5 *BHpt.Asp ptCem* | London British | C.2Cy.33″&62″–42″ (*s*) 85lb *70lb* 198NHP 2SP,*6pf*,GS112,HS3250 WallsdSlipC.(Lim.),Nwc. | 19 ″ 6 / s 2 ″1½ | | ~~3,09~~ 1,05 |
| 553 / 150509 / KHQS | **Plymouth** / 1 *Dk*&*Saloons*&*Webframes* | **Steel&IronPad** | 3779 / — / 2280 | | | | 1890 | Delaware RiverCo. Chester,Pa. | OldColonySteamboatCo. (N.Y.N.H. &H.R.R.Co. *Mgrs*.) | 352·0 / Q131′ | 50·4 | 18·8 | FallRiver, Mass. Utd.States | T.4Cy47″&75″&(2)81½″–99″ 1320NHP W.&A.Fletcher,New York | | S | |
| 554 / 150604 / — | — / *L.Hand*00–00 *Elec.light* | **IronScTug** / 2 *Dks* | 373 / — / 187 | | | | 1892 | Neafie& Levy Co. Philadelphia | CentralRailroadCo ofNewJersey | 126·2 / 26·2 | 15·2 | New York Utd.States | T.3Cy.16″,24″&41″–30″ 92NHP Neafie&LevyS&EB.C.,Phl. | | S | |
| 555 / 109514 / — | — / *T.G.Cribb* –98 | **SteelScYl** / *ss*Gms.No.1–03 1 *Dk* | 165 / 152 / 51 | ✝100A1 *Stm Trawler* 7,01 ~~4,08~~ L.M.04 | Gms | | 1898 / 3mo / | Mackie& Thomson Glasgow *A&CP* | Hagerup, Doughty &Co.Ld. | 104·2 / Q17′F18′ | 21·0 BK7½ | 10·7 | Grimsby British *4BHCem* | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB.*2pf*,GS23,HS536 Muir&Houston.Ld.Gls. | 11 ″ 7 | | ~~4,02~~ 7,04 |
| 556 / 102766 / NCGK | **Plympton** / *W.R.Moon* –99 / ~~*ss*Hal.No.2–01~~ 1 *Dk*(*pt Stl pt Irn*) 2 *trB*&*Webframes*&*ss*Sld.No.3–1,05 *pt.Awngdk*(*pt Stl pt Irn*) | **SteelScSr** / ~~*ss*Hal.No.3–01~~ | 2869 / 2209 / 1850 | ✝100A1 *pt.Awng dk with freeboard* ~~5,04~~ 5,01 1,05 MC5,01 | Sld | *t* | 1893 / 5mo / | Furness, Withy&CoLtd. W Hartlepool A&CP | CommercialS S.Co. Ld. (~~Young,Ehlers &Co.~~ *Mgrs*.) (Lambert Bros.Ld *Mgrs*.) | 314·0 / Q131′ *pt.Awngdk*183′ *WB=CellDB*266′ | 40·5 FK | 21·3 | London British *6BHCem* 509*t APT*30*t* | T.3Cy.23″,38″&62½″–42″ (*a*) 160lb *80lb* 256NHP 2SB.*6rf*,GS105,HS3898 Blair&Co.(Lim.),Stockton | 23 ″ 10 / s 9 ″ 3 | | ~~5,04~~ ~~7,04~~ 1,05 |
| 557 / 257 / RLBT | **Po** / *E.Sivori* / *Elec light* | **IronScSm3MstSr** (*ex* Titania) 2 *Dks*3*trB* | 2334 / 2075 / 1532 | | | … | 1880 | D&W Henderson&Co. Glasgow | Nav.Gen.Italiana | 329·7 / B96′ F35′ | 36·8 | 25·1 | Genoa Italian *WB* | C.2Cy.36″&68″–54″ NB94 283NHP D.&W.Henderson&Co.Gls. | | I | |
| 558 / 96296 / LCRD | **Pocahontas** / *J.James*86–89 | **SteelScSr** / *ss*Bkn.No.3–10,01 2 *Dks*(*Stl U*–ws)3*trB* | 2675 / 2364 / 1721 | ✝100A1 5,05 ~~9,08~~ ~~Bkn.05~~ 10,05 | Bkn NYk | *t* | 1889 / 5mo / | R.Stephenson&Co.Ld. Newcastle | ~~Medit.&New York S.S.Co.Ld.(Phelps Bros. *Mgrs*.)~~ Watts,Watts&Co. | 300·0 / P40′B71′F39′ *WB=CellDB*152′ | 39·3 FK | 24·9 | Liverpool British *6BHCem* 275*t FPT*62*t* | T.3Cy.25″,39″&62″–42″ (*s*) 155lb *80lb* 264NHP 2SB.*3rf*,GS150,HS4258 R.Stephensn&Co.(L.)Nwc. | 27 ″ 6 / s 4 ″11 | | 9,03 |
| 559 / 96312 / LFGK | **Pocasset** / *L.Owen* –03 | **SteelScSr** / *ss*Liv.No.3–9,01 2 *Dks*(*Stl*)3*trB* | 2676 / 2364 / 1726 | ✝100A1 ~~9,04 5,01~~ 2,05 ~~Bkn.05~~ L.MC9,01 BS11,01 | Tri NYk | *t* | 1889 / 6mo / | R.Stephenson&Co(Ld) Newcastle *A&CP* | Medit.&New York S.S.Co.Ld. (Phelps Bros. *Mgrs*.) | 300·0 / P40′B71′F39′ *WB=CellDB*152′ | 39·2 | 25·0 | Liverpool British *6BHCem* 275*t FPT*62*t* | T.3Cy.25″,39″&62″–42″ (*s*) 145lb *80lb* 264NHP 2SB,*8rf*,GS150,HS4258 R.Stephensn&Co.(L.)Nwc. | 27 ″ 6 / s 4 ″11 | | 5,04 |
| 560 / 96393 / LMSD | **Pochard** / *G.W.W.Howlett* –02 | **IronScK** / *ss*Liv.No.3–5,02 1 *Dk* | 146 / 143 / 63 | ✝100A1 *Stm Trawler* 1,05 ~~4,04~~ L.M.C.04 BS8,01 | Liv | | 1889 / 12mo / *Lloyd's* | Cochrane, Coopr&Schofield Beverley *A&CP* | Harley&Miller,Ld | 101·4 / Q20′ | 20·3 BK7½″ | 11·0 | Liverpool British *3BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB.*2cf*,GS25,HS720 C.D.Holmes&Co.,Hull | 11 ″ 10 | | N6,03 |
| 561 / 97388 / LQDM | **Pocklington** / ~~*J.Garratt* –02~~ *Well deck* / *Whyte*05–05 | **SteelScSr** / *ss*Sws.No.3–6,02 1 *Dk*(*Irn*)&*Webframes* | 1390 / 1018 / 885 | ✝100A1 ~~11,04~~ 3,04 MS6,02 ~~BS8,01~~ L.M. BS11,04 | Liv Shl | *o* | 1890 / 3mo / *Lloyd's* | W.Gray& Co.(Lim.) W Hartlepool *A&CP* | "Pocklington" S.S Co.Ld. (J.Lilly&Co.) *WB=DBa* | 238·0 / Q96′B94′F26′ 71′*f*90′ 270*t* | 34·1 BK8½″ 4 | 16·5 *BHCem APT*32*t* | W.Hartlpl British | T.3Cy.18″,28½″&47½″–33″(*s*) 160lb *90lb* NDB01 133NHP 2SB.*4rf*,GS52,HS2040 Cen.Mar.E.Works,W.Hpl. | 17 ″ 6 / s 1 ″ 3 | | ~~10,09~~ 11,04 |
| 562 / 15516 / — | **Pocomoke** / *R.Heward* | **IronPad** | 657 / — / 493 | | | | 1891 | Harlan& HollingsworthCo Wilmngtn Dl. | BaltimoreChesapeake&Atlantic RailwayCo. | 170·0 | 33·0 | 9·6 | Baltimore Utd.States | 1Cy 32″–96″ 77NHP Harlan&HollingsworthCo. | | | |
| 563 / LBGD / — | **Podbielski** / *H.Lewerenz* | **SteelScSr** | 127 / — / 49 | | | | 1899 | Howaldtswerke Kiel | NeueDampfer-Cie. Act.Ges. | 98·2 | 21·0 | 8·8 | Kiel German *WB* | T.3Cy.9¼″,14¼″&24½″–12″ 20NHP Howaldtswerke,Kiel | | | |
| 564 / PQJT / — | **Poeldijk** / *W.Ponsen*98–02 | **SteelScSr** / 1 *Dk*(*Stl*)&*deep framing* | 2205 / 2018 / 1378 | ✝100A1 2,08 L.M.C. | Rot | *s* | 1902 / 7mo / *Lloyd's* | Schpw.v. JanSmitCzn Alblasserdm *A&CP* | Solleveld.van der Meer&T.H.van Hattum *WB=CellDB* | 293·0 / P20′B78′F32′ *a*77′ *u*E&*B*35′*f*125′ | 43·0 FK | 20·2 5 | Rottrdam Dutch *BHCem* 601*t APT*39*t* | T.3Cy.22½″,36½″&60″–39″(*s*) 160lb *100lb* 230NHP 2SB.*6rf*,GS96,HS3530 Blair&Co.Ld.Stockton | 22 ″ 9 / s 3 ″ 8½ | | 7,04 |
| 565 / 82588 / WCRD | **Poh Ann** / *Robertson* | **IronScSr** / *ss*Sng.No.3–10,94 *ss*Sng.No.2–03 2 *Dks* | 781 / 645 / 485 | ✝100A1 9,04 ~~7,03~~ B.C.03 L.M.C. | Sng | *m* | 1881 / 3mo / *Lloyd's* | Wigham Richrdsn&Co Newcastle *A&CP* | LimHoPuah | 211·2 / P48′B44′F26′ | 28·1 FK | 16·0 | Singapore British *4BHCem* | C.2Cy.27″&51″–33″ (*s*) 75lb *70lb* NB12.94 131NHP 1SB*2pf*GS60HS2498 NDH92 Wghm.Rchrdsn.&Co.,Nwc | 16 ″ 11 | | ~~1,08~~ 9,04½ |

| Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage officiel. Total. / Nets. | Détails de la Classification. Cote. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Long. / Larg. / Prof. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Machines. Nom du Constructeur des machines. | Vitesse. Essais. / Service. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 566 | **Poherua** SteelScSr<br>99961 F.W. Macbeth 91-91 (ex Croydon)<br>SLPH 1 Dk 3 Web frames 3 pt Awngdk | 1175<br>838<br>740 | ✠ 100 A1 Liv h<br>1.04<br>✠ LMC 2,01 | 1890 W Harkess & Son Middlesbro' | Union S.S.Co. of New Zealand, Ld. | 221·5 32·0 15·6<br>Q77′ BK8<br>pt Awngdk 144 | Dunedin British<br>WB | T 3Cy. 17″, 28″ & 47″–33″<br>127 NHP<br>A. Shanks & Son, Arbroath | 17 | |
| 567 | **Pohjola** SteelScSr<br>A. Hallén –91<br>VPBM | —<br>—<br>116 | | 1891 ..... Stockholm | Angf. Aktieb. Pohjola | 106·3 17·5 7·0 | Uleåborg Russian | | | |
| 568 | **Point Arena** WoodScSr<br>146402 1 Dk | 224<br>—<br>172 | | 1887 A. Hay San Francisco | Beadle Bros. | 115·0 30·0 9·0 | S. Francisco Unit. States | C.2Cy. 12″ & 24″–18″<br>20 NHP<br>Hinckly, Spiers & Hay, SF. | | |
| 569 | **Point Clear** Steel Sc 3 Mst Sr<br>113939 J. Bird –96 (See Vol. 1 04-05)<br>SFMC Mchy. Aft Well deck 1 Dk (Stl) | 507<br>306<br>180 | ✠ 100 A1 Liv h<br>1.04<br>✠ LMC 2,01 | 1901 Ritson & Co Maryport A&CP | Point Clear S.S. Co. Ld. (F.H. Powell & Co.) | 166·0 27·2 11·4<br>Q91′ B11′ F21<br>BK7½<br>WB= FPT 13t | Liverpool British<br>3 BHCem | T 3Cy. 14″, 23½″ & 37″–27″<br>160lb 75lb 523 RHP<br>1SB, 3pf, 6s49, Hs1350<br>Ross & Duncan, Glasgow | 12 | 4<br>10½ |
| 570 | **Pointer** SteelScSr<br>106001 M. Dunreath –02<br>PHQT 2 Dks | 1183<br>809<br>486 | | 1896 A. & J. Inglis Glasgow | G. & J. Burns, Ld. | 250·0 33·6 15·9<br>P66′ Q78′ B46 | Glasgow British<br>WB | T 3Cy. 24″, 39″ & 64″–42″<br>265 NHP<br>A. & J. Inglis, Glasgow | | |
| 571 — | **Iron Sc K**<br>113571 K.K. Paulsen –00<br>RTPH 1 Dk | 228<br>205<br>88 | ✠ 100 A1 Hul<br>Stm Trawler<br>7,01 ✠ LMC 6,00 | 1900 Cook, Welton & Gemmell Hull A&CP | Humber Steam Trawling Co. Ld. | 125·0 21·5 11·5<br>Q49′<br>drp05 BK7<br>WB= | Hull British<br>3 BHCem | T 3Cy. 15″, 24½″ & 39″–27″<br>180lb 52 RHP<br>1SB, 2ef, 6s33, Hs1081<br>Bailey & Leetham, Hull | 12 | 4 |
| 572 | **Pointz Castle** Iron Sc K<br>108383 W. Watson –98 ex Mil. No. 1–02<br>1 Dk | 162<br>50<br>52 | ✠ 100 A1 Mil<br>Stm Trawler<br>Swa<br>✠ LMC 02 | 1898 Cook, Welton & Gemmell Hull A&CP | Castle S. Trwlrs. Ld (C. Heron, Mgr.) | 105·2 20·7 11·0<br>Q20 BK7½<br>3 BHCem | London British<br>3 BHCem | T 3Cy. 12½″, 19½″ & 32″–22″<br>150lb 52 RHP<br>1SB, 2pf, 6s27, Hs176<br>C.D. Holmes & Co. Hull | 11 | 10 |
| 573 | **Poitou** Iron Sc Bk<br>M. Hermieu 00–03 3 Dks<br>KQPN Elec. light (ex Soembing, ex Batavia) | 2679<br>2127<br>1349 | | 1883 Maats. de Schelde Flushing | Soc. Gén. de Transp. Mar. à Vap. | 319·6 36·7 25·4<br>P92′ B102′ len93<br>Shade dk 80′ | Marseilles French<br>WB | C.4Cy. 21″, 30″, 48″ & 68″–36″<br>Qpd. 98 NB 93 238 NHP<br>Maats. de Schelde, Flushing | | V |
| 574 | **Pola** Steel Sc Sr<br>109967 R. Orchard –02 ex Npt. No. 3–3,03<br>QGVB 1 Dk (pt Stl. & pt Irn) 2 tr B. & deep framing<br>Elec. light 3 Dk rule | 3053<br>2883<br>1968 | ✠ 100 A1 Npt u<br>with freeboard<br>1,04 ✠ LMC a,03<br>B3 1,05 | 1898 J. Readhead & Sons South Shields A&CP W | Eng. & Amer. Shpg. Co. Ld. (C.T. Bowring & Co. Ld. Mgrs.)<br>B = Cell D Ba 106′ u E & B 40′ f 184′ 757t | 323·0 47·0 22·7<br>P29′ B82′ F32′<br>FK<br>E & B 40′ f 184′ 757t | London British<br>5 BHCem<br>APT 25t | T. 3Cy. 24″, 40″ & 64″–45″ (s)<br>160lb 100lb 288 NHP<br>2SB, 6rf, 6s116, Hs4557<br>J. Readhead & Sons, S. Shl. | 25 | 0<br>3 - 1 |
| 575 — | **Steel Sc Lr**<br>A. Schneider | 186<br>—<br>95 | | 1890 Stablimento Tecnico Trieste | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 134·0 18·6 10·6 | Fiume Aust.-Hung. | 2Cy. 18″ & 32″–21″<br>NB01 39 NHP<br>Stabilimento Tecnico, Tri. | | A |
| 576 | **Polamhall** Steel Sc Sr<br>112438 E.C.H. Mahn –02<br>SGJQ Spar dk (pt Irn & pt Stl) 2 tr B & deep framing | 4010<br>3753<br>2597 | ✠ 100 A1 Bry w<br>Spar dk<br>with freeboard<br>1,05 12,02 ✠ LMC 11 | 1901 Irvine's SB & D.D. Co. Ld W Hartlepool A&CP W | West Hartlepool Stm. Nav. Co. Ld. | 346·0 47·9 19·4<br>P31′ B100′ F34′ 27·6<br>FK<br>B = Cell D Ba 112′ u E & B 36′ f 144′ 872t | W. Hartlpl British<br>6 BHCem<br>APT 101t | T. 3Cy. 25″, 41″ & 67″–45″ (s)<br>165lb 100lb 313 NHP<br>2SB, 8pf, 6s124, Hs1840<br>Richardsons, Westgarth & Co. Ld. Sld | 22 | 11<br>6 - 4½<br>8 - 2 |
| 577 Broken up 8,04 | **Polaria** Iron Sc Sr<br>F. Giorsiglia –04<br>Well deck 2 Dks 3 tr B | 2673<br>2210<br>1976 | | 1882 C. Mitchell & Co. Newcastle | (Flli. Bruzzo) | 300·0 38·2 24·9<br>P200′ F43′ | Genoa Italian<br>WB | C.2Cy. 37″ & 70″–46″<br>274 NHP<br>Wallsend Slipway Co. Nwc. | | |
| 578 | **Polaris** Steel Sc Sr<br>E. Heile 96–99 ex Hul. No. 1–03<br>SQMK 1 Dk (Stl) & Spar dk (Stl–ptwd)<br>Ref. Mchy. Elec. light & Web frames | 2011<br>1610<br>1160 | ✠ 100 A1 Hul s<br>Spar dk<br>with freeboard<br>1.04 ✠ LMC 6,03 | 1899 Gourlay Bros. & Co. Dundee A&CP | Finska Ångf Aktieb (L. Krogius, Mgr.)<br>WB = Cell D Ba 136′ | 281·4 38·2 13·7<br>P41′ B102′ F62′ 21·1<br>BK8<br>u E & B 61′ f 94′ 227t | Helsingfrs Russian<br>4 BHCem<br>APT 17t | T. 3Cy. 29½″, 47″ & 75″–45″ (s)<br>170lb 535 NHP<br>2SB, 9rf, 6s180, Hs3145 FD<br>Gourlay Bros. & Co. Dundee | 15 | 11<br>4 - 10 |
| 579 — | **Wood Sc**<br>85759 1 Dk | 533<br>341<br>336 | | 1883 R. Sample Levis, Quebec | Quebec & Levis Ferry Co. Ld. | 118·5 31·4 16·5<br>H192t | Quebec British | C.2Cy. 25″ & 49½″–33″<br>117 NHP<br>Carrier, Laine & C., Lvs, Qbc. | | |
| 580 | **Polarstjernen** Steel Sc Sr<br>Bulow 03–03 ex Cff. No. 1–02<br>NJWT 1 Dk (Stl) & Spar dk (Stl) & deep framing | 3379<br>2183<br>2199 | ✠ 100 A1 Cff v<br>Shl<br>3,05<br>S1,04 ✠ LMC 11,02 | 1898 C.S. Swan & Hunter, Ld Newcastle A&CP | Dpsksk. Urania (A. Christensen, Mgr.)<br>WB = Cell D Ba 106′ u E & B 38′ f 140′ | 330·0 45·3 18·1<br>B82′ F88′ 26·3<br>FK<br>696t APT 46t | Copnhagn Danish<br>3 BHCem | T. 3Cy. 24″, 40″ & 64″–42″ (s)<br>170lb 90lb 293 NHP<br>2SB, 8pf, 6s126, Hs4700<br>N.E. Marine Co. Ld Nwc. | 20 | 6 |
| 581 | **Polcevera** Iron Sc Sr<br>66 A. Giglio<br>RLDB Elec. light 2 Dks 3 tr B | 2170<br>1981<br>1403 | | 1882 Blackwood & Gordon Pt. Glasgow | Nav. Gen. Italiana | 299·2 37·2 23·6<br>P30′ B54′ F19 | Palermo Italian<br>WB Tpd | T. 3Cy. 22″, 35½″ & 61½″–42″<br>NB96 248 NHP<br>96 Fonderia Orotea, Palrmo | | |
| 582 | **Poldhu** Steel Sc Sr<br>104880 J. Hambly 02–02<br>TFMR 1 Dk (pt Irn & pt Stl) deep framing & Web frames | 2793<br>2574<br>1791 | ✠ 100 A1 Cff u<br>8,01 9,04<br>✠ LMC 11,02 | 1902 J. Blumer & Co. Sunderland Lloyd's A&CP W | Poldhu S.S. Co. Ld. (W. Badcock)<br>B = Cell D Ba 114′ | 319·7 46·1 21·0<br>P28′ B72′ F32′<br>FK<br>u E & B 82′ f 122′ 698t | St. Ives British<br>5 BHCem<br>APT 79t | T. 3Cy. 28″, 38″ & 62″–42″ (s)<br>160lb 80lb 263 NHP<br>2SB, 6pf, 6s112, Hs4118<br>J. Dickinson & Sons, Ld. Sld | 23 | 6<br>4 - 0 |
| 583 | **Pole Star** Steel Twin Sc Sr<br>99236 J. Cadger –02 ~~Lth. No. 4 –06~~<br>NGQH Elec. light ex Lth. No. 8–9,04 2 Dks | 459<br>395<br>197 | ✠ ... | 1892 Fairfield Co. (Lim.) Glasgow Lloyd's A&CP | Commissioners of Northern Light-houses | 175·4 26·4 13·8<br>B50′ F28′<br>BK6½<br>WB= FPT 11t a 15t | Leith British<br>3 BHCem | T. 6Cy. 14½″, 24″ & 39″–24″ (s)<br>160lb 177 NHP<br>2SB, 6cf, 6s111, Hs3080<br>Fairfield SB & ECo (Lm) Gl. | 14 | 6 |
| 584 | **Polezny** Steel Sc Sr<br>549 R. Krione –87<br>HNPD 1 Dk 2 tr B | 356<br>312<br>138 | ✠ Nwc g<br>6,87 ✠ | 1887 Hawthorn, Leslie & Co. Ld Newcastle | Russian Stm. Nav. & Trading Co. | 151·0 26·1 12·5<br>B28′<br>WB= FPT 15t APT 10t | Odessa Russian<br>4 BHCem | T. 3Cy. 19″, 30″ & 50″–33″<br>144 NHP<br>Hwthrn, Leslie & C. Ld. Nwc. | 13 | 0 |
| 585 | **Polhem** Steel Sc Sr<br>1973 A. Snöbohm –99<br>JDRV 1 Dk & Shelter dk | 385<br>204<br>273 | | 1889 W. Lindbergs M.V. Stockholm | Ångf. Aktieb. Gotland (A. Ekman) | 117·8 24·2 11·4<br>H18t 18·1 | Visby Swedish | 2Cy. 20″ & 38″–25½″<br>61 NHP<br>W. Lindbergs M.V., Skm. | | |
| 586 | **Poliakoff** Iron Pad<br>29 (Tug)<br>1 Dk | 109<br>—<br>64 | | 1861 ..... Constantinpl | I.S. Jaga | 104·3 18·1 9·0 | Odessa Russian | | | |
| 587 | **Polino** Iron Sc Sr<br>62585 Z. Caron –08<br>JSMQ Well deck 1 Dk 2 tr B | 807<br>624<br>524 | ✠ Lv<br>3,71 | 1870 W. Pile & Co. Sunderland | A. Gagnon | 198·7 27·3 15·7<br>P161t F26t<br>WB= DB | Quebec British<br>4 BH | C.2Cy. 28″ & 48″–31″<br>98 RHP<br>Clark, Watson & Co., Gts. | | |

| 1 Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c. | 3 Register'd Tonnage: Gross / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Classed now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Regnrs. to grain in W. Dated 1st Tranche. | 16 Date when last mark. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 588 PQKF | **Polis Myteline** Iron Sc Sr<br>*G.Veliotis* 84–89 *ss* Cpl. No. 3–1,92<br>(ex Villa de Cette) *ss* Cpl. No 2–00<br>"Argostoli," *See No. 49 Supplement* | 1074<br>937<br>680 | ✠100A1<br>7.99<br>✠ NB4.98 ✠ MC7.00 | Cpl | *n* | 1880<br>9mo | Hodgson & Soulsby Blyth A&CP | Nav.àVap.Egèe (P.M.Courtgi &Co. *Mgrs.*) | 221·5 \| 31·3 \| 18·3<br>P36′ B52′ F29′<br>BK8″<br>*WB = FPT* | Constanpl Turkish<br>*4 BHCem* | C.2Cy.29½″&55″–36″ (*r*)<br>70lb *40lb* 141NHP<br>2SB.*4pf*,GS ,HS2590<br>Black, Hawthorn & Co., Gts. | | | 7.00 |
| 589 QPSW | **Politician** Steel Sc 4 Mst Sr<br>*H.Walton* –02 *ss* Liv. No. 1,08<br>2 *Dks*(*Stl*) &*deep framing*, *Web frames*<br>*Elec.light* | 7228<br>6690<br>4738 | ✠100A1<br>4.04<br>✠ LMC4.08 | Liv | *r* † | 1899<br>1mo | C.S.Swan & Hunter, Ld. Newcastle<br>*Lloyd's A&CP* | Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)<br>*WB = Cell D Ba* | 469·5 \| 56·4 \| 31·9<br>P37′ B165′ F38′<br>FK<br>137′ *uE* & *B* 63′ *f* 201′ | Liverpool British<br>*9 BH Cem*<br>1534 *t D T a* | T.3Cy.27½″,45½″&75″–60″<br>180lb (*s*) 571NHP<br>2D&1SB *15cf* GS308 HS10150<br>Wilsud Slipway Co. Ld. Nwc.<br>30′97*t FPT* 117*t APT* 30*t* | 34 ″ 10<br>s 8 ″ 8 | | 4.03 |
| 590 | **Polius** Steel Twin Sc Sr<br>*Francis* –97<br>1 *Dk* | 988<br>—<br>763 | | | | 1897 | Hawthorn, Leslie & Co. Ld Newcastle | Eastern Carrying Storage & Warrant Co. | 225·4 \| 32·0 \| 12·3<br>P28′ Q56′ B38′ F32′<br>*WB* | Astrachan Russian | T.6Cy.11½″,18″&30″–20″<br>81NHP<br>Ross & Duncan, Glasgow | | | |
| 591 HQFS | **Polluce** Iron Sc Sr<br>*M.Mareglia*<br>2 *Dks* | 2046<br>1904<br>1280 | | | | 1874 | Lloyd Austro-Ungarico Trieste | Lloyd Austriaco | 297·4 \| 35·2 \| 25·4 | Trieste Aust.-Hung. | C.2Cy.41″&70″–42″<br>265NHP<br>Arsenale Lloyd, Trieste | | | |
| 592 PQKF | **Pollux** Iron Sc Bg<br>*A.Regoort*<br>1 *Dk* & *Spar dk* | 1523<br>1052<br>943 | | | | 1870 | A.&J. Inglis Glasgow | Koninkl. Nederl. Stoomb. Maats. | 258·6 \| 33·5 \| 26·6 | Amstrdam Dutch | T.3Cy.18½″,29½″&47½″–86″<br>NE&B95 134NHP<br>Kon Fab. v Wk. & Spoor Am's | | V | |
| 593 SQMB | — Steel Sc Sr<br>*A.W.Sederstrom* 90–98 *ss* Lon. No. 1–03<br>1 *Dk*(*Stl*) &*deep framing*, *Elec.light* *pt Awng dk*(*Stl–pt* wd's) | 1281<br>1230<br>743<br>1,05 ~~1.03~~ | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>✠ LMC1,08 | Nwc<br>Npt | *n* | 1898<br>6mo | Campltwn S.B.Co. Campletown A&CP | Finska Ångf Aktieb (L.Krogius, *Mgr.*)<br>*WB = Cell D* | 230·2 \| 32·7 \| 15·0<br>Q79′<br>*pt Awng dk* 151′ FK<br>*Ba* 53′ *uE* & *B* 38′ *f* 91′ | Helsingfrs Russian<br>*4 BH Cem*<br>267*t APT* 80*t* | T.3Cy.17½″,27½″&45″–33″<br>160lb *80lb* (*a*) 114NHP<br>1SB,3*rf*,GS68,HS1668<br>J.G.Kincaid & Co. Greenock | 17 ″ 4<br>s 7 ″ 11½ | | 11.03 |
| 594 HRPL | — Steel Sc Sr<br>*A.L.Tegner* 77–01<br>2 *Dks* | 906<br>892<br>675 | | | | 1883 | Motala Co. Gothenburg | Rederiaktieb. Avena (C. Thorburn, *Mgr.*) | 196·5 \| 28·9 \| 21·7<br>H15′ | Uddevalla Swedish<br>*WB* | C.2Cy.24″&45″–25″<br>NB94 84NHP<br>Motala Co., Motala | | V | |
| 595 QGDV | — Steel Sc<br>*J.Blendermann* 98–02<br>1 *Dk* | 518<br>289<br>319 | | | | 1896 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 163·0 \| 24·1 \| 9·6<br>P133′ F16′ | Bremen German<br>*WB* | C 2Cy.16 5/16″&30 1/16″–20½″<br>36NHP<br>A.G. "Weser," Bremen | | G | |
| 596 | — Steel Pad<br>*Lefebre* | 282<br>282<br>231 | | | | 1883 | Atel.& Chant Loire Nantes | Vierci Hermanos | 123·7 \| 21·0 \| 13·1 | Paraguay'n | O.2Cy.16″&27½″–30¾″<br>35NHP<br>Atel.& Chant. Loire, Nts. | | | |
| 597 113139 | — Steel Sc K<br>*T.Brown* –00<br>1 *Dk* | 182<br>159<br>58 | ✠ ...<br>*Stm Trawler* | | ... | 1900<br>7mo | Mackie & Thomson Glasgow<br>*Lloyd's A&CP* | Grimsby & N.Sea Stm Trawling Co Ld | 108·9 \| 20·7 \| 10·7<br>Q49′ F19′<br>BK7½ | Grimsby British<br>*3 BH Cem* | T.3Cy.11½″,18½″&30″–21″(*s*)<br>180lb 45RHP<br>1SB.*2pf*,GS34,HS873<br>W.V.V. Lidgerwood, Glas. | 11 ″ 10 | | |
| 598 HKHN | **Polo** Steel Sc Sr<br>*W.Ford* –00 | 509<br>409<br>288 | | | | 1889 | Earle's S.B. & E.Co. (Lim.) Hull | T.Wilson, Sons & Co. Ld. | 160·0 \| 25·0 \| 14·0<br>Q82′ B12′ F9′ | Hull British | Q4Cy 12¾″, 18½″, 27″&39″–24″<br>95RHP<br>Earle's SB & ECo (Lim) Hull | | | |
| 599 RTVM | **Polurrian** Steel Sc Sr<br>*A.E.Hocker* –00<br>1 *Dk*(*pt Irn* &*pt Stl*) *deep framing* &<br>*Web frames* | 2801<br>2583<br>1807 | ✠100A1<br>11,03<br>✠ LMC3,08 | Cff | *u* | 1900<br>8mo | J.Blumer & Co. Sunderland<br>A&CP *W* | Polurrian S.S.Co. Ld. (W.Badcock)<br>*B = Cell D B a* 116′ | 319·7 \| 46·1 \| 21·0<br>P28′ B72′ F32′<br>FK<br>*uE* & *B* 34′ *f* 120′ 692*t* | St.Ives British<br>*5 BH Cem*<br>*APT* 90*t* | T.3Cy.23″,38″&62″–42″ (*r*)<br>160lb *80lb* 263NHP<br>2SB.6*pf*,GS111,HS4115<br>J.Dickinson & Sons Ld. Sld. | 23 ″ 6<br>s 4 ″ 0 | | ~~1.08~~<br>N1,05 |
| 600 105376 PGPS | **Polycarp** Steel Sc Sr<br>*R.O.James* –99 *ss* Liv. No ~~1~~ 99 2–01<br>1 *Dk*(*Stl*) &*Spar dk*(*Irn*)<br>*Elec.light* &*deep framing* | 2966<br>2884<br>1893<br>11,~~12~~ 2.01<br>~~MS12.99~~ | ✠100A1<br>*Spar dk*<br>✠ LMC<br>~~MS.01~~ BS~~7.98~~ | Liv | *u* | 1896<br>3mo | Barclay, Curle & Co. Ld Glasgow<br>A&CP | Booth S.S.Co. Ld.<br>*WB = Cell* | 322·0 \| 42·3 \| 16·9<br>25·6<br>FK<br>*D Ba* & *uE* 125′ *f* 138′ | Liverpool British<br>*5 BH Cem*<br>598*t APT* 40*t* | T.3Cy.23½″,39″&64″–42″(*s*)<br>160lb *80lb* 277NHP<br>2SB,6*cf*,GS126,HS4328<br>Barclay, Curle & Co. Ld. Gls. | 19 ″ 3<br>s 6 ″ 3 | | 2.04 |
| 601 | **Polymitis** Steel Sc<br>*P.Remandas* 01–01<br>*Turret deck* 2 *Dks* | *3431*<br>*2883*<br>*2192* | | | | 1898 | W.Doxford & Sons, Ld. Sunderland | O.A.Stathatos | 335·0 \| 46·1 \| 24·1<br>P37′ F35′ | Ithaka Greek<br>*WB* | T.3Cy.24½″,40″&66″–42″<br>282NHP<br>W.Doxford & Sons, Ld. Sld. | | V | |
| Wrecked 6 84 602 | **Polymnia Michalitsiano** Steel Sc Sr<br>*P.Copolos*<br>(ex Sidney Thomas) *ss* Sws. No. 2–99<br>1 *Dk*(*pt Stl* &*pt Irn*)<br>✠ *Web frames* &*pt Awng dk*(*Irn*) | *2557*<br>*1858*<br>*1646*<br>~~100A1~~<br>*pt Awng dk*<br>*with freeboard*<br>6.02<br>~~MS12.99~~ | ~~✠~~<br>✠ ~~LMC~~ | Cff | *s* | 1891<br>6mo | Richardson Duck & Co. Stockton<br>*Lloyd's A&CP* | Mango, Doresa & Co.<br>*WB = Cell D B* | 297·0 \| 40·1 \| 19·0<br>P29′ Q92′ BK10″<br>*pt Awng dk* 176′<br>248′ 549*t APT* 11*t* | Piræus Greek<br>*5 BH pt Asp pt Cem* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *90lb* NDB02 219NHP<br>2SB.6*cf*,GS84,HS3300<br>Blair & Co. Ld. Stockton | 21 ″ 9<br>s 8 ″ 6 | | N6,02 |
| 603 | **Polynesia** Iron Sc Sr<br>~~Kiruna 03–03~~ *ss* Gen. 2nd No. 3–12,04<br>~~MS13~~ *G.Schiaffino* 98–04 2 *Dks*(*Irn*) ~~3 Dk~~ *3tr B* | 2189<br>1946<br>1426 | ✠100A1<br>4,05<br>✠ LMC 12,04 | Gen | *s* | 1881<br>11mo | C.Mitchell & Co. Newcastle<br>*Lloyd's A&CP* | ~~Hennings~~<br>Flli. Degregori<br>*WB = Cell D B* | 298·7 \| 36·0 \| 23·2<br>P44′ B83′ F30′<br>242′ 312*t* | ~~Hamburg~~<br>~~German~~<br>Genoa<br>Italian 4 *B H Cem* | C.2Cy.35″&68″–45″ (*i*)<br>80lb *80lb* NDB99 258NHP<br>Wallsend Slipway Co., Nwc. | | G | 4,05 |
| 604 | **Polynésien** Steel Sc 3 Mst<br>*Chevalier* 91–97<br>1 *Dks* & *Spar dk* | 6569<br>—<br>2916 | | | | 1890 | Messagries Maritimes La Ciotat | Messageries Maritimes | 482·3 \| 49·2 \| 34·1 | Marseilles French<br>*WB* | T.3Cy.41″,67″&106″–53″<br>818NHP<br>Messageries Marit., La Ciot. | | | |
| 605 PQSJ | **Polyphemus** Steel Sc Sr<br>~~J.Young~~<br>~~Dec.Bwlr~~ ~~–04~~ | ~~2574~~ 2871<br>~~2298~~ 2603 | | | | 1890 | Scott & Co. Greenock | ~~Nederl.Stoomv.~~<br>~~Maats.Oceaan~~ | 336·1 \| 38·5 \| 27·0<br>P16′ B50′ F16′ | ~~Amstrdam~~<br>~~Dutch~~ Japanese<br>FD | C.2Cy.26½″&62″–60″<br>248NHP<br>Scott & Co., Greenock | | L | |
| Nov 03 606 | **Polyxeni** Steel Sc Sr<br>*G.Fagaros* *ss* Msl. No. 3–5,01<br>(ex Ethiope) 1 *Dk*(*Irn*)<br>&*pt Awng dk*(*Irn*) 2 *tr B* &*Web frames* | "Tatsu Maru No. 2," *See No. 22 Supplement*<br>2945<br>2870<br>1919 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>1,05 ~~1.02~~ | Cff<br>Shl | *u* | 1889<br>5mo | R.Dixon & Co. Middlesbro'<br>A&CP | Embiricos Bros. | 320·0 \| 40·2 \| 21·2<br>Q129′ BK11″<br>*pt Awng dk* 191′<br>*WB = Cell D B* 286′ 494*t* | Andros Greek 115<br>*5 BH Cem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>~~160~~lb *100lb* NDB02 265NHP<br>2DB,5*rf* &3*cf*,GS120<br>T.Richardson & Sons, Hpl. | 24 ″ 3<br>s 9 ″ 8½ | | ~~12.08~~<br>1,05 |
| 607 63014 LDVO | **Pomaron** Iron Sc 3 Mst Sr<br>*W.P.Stevenson* –01<br>(ex Charles W. Anderson)<br>1 *Dk* & *Spar dk* 3 *tr B* | 1442<br>1421<br>892 | | | ... | 1872 | Wigham Richardson & Co. Newcastle | Lindens S.S.Co. Ld. (Morel, Ld., *Mgrs.*) | 253·0 \| 33·2 \| 16·1<br>22·7<br>BK8½″ | Cardiff British<br>*WB* | C.2Cy.30″&57″–36″<br>NE80 re-fitted 94 147NHP<br>J.Dickinson, Sunderland | 17 ″ 3 | V | |
| 608 JFBD | **Pomerania** Steel Sc Sr<br>*A.Tesch*<br>*Elec.light* 1 *Dk* | 392<br>319<br>226 | | | | 1888<br>10mo | Stettiner Act.Ges. Stettin | Stettin-Stolper Dmpfsfahrts.Ges. (A.Stenzel & Rolke *Mgrs.*) | 169·0 \| 22·3 \| 10·9<br>B16′ F17′<br>len 98 | Stettin German<br>*WB* | C.2Cy.15″&26½″–18″<br>25NHP<br>Stettiner A.G., Stettin | | G | |
| 609 JRDL | — Steel Sc Sr<br>*G.Gottschowsky* 01–01<br>1 *Dk* | 189<br>164<br>108 | | | | 1891 | Stettiner Act.Ges. Stettin | C.E.Geiss | 121·4 \| 18·6 \| 9·4<br>P20′ F16′ | Solpm'nde German | C.2Cy.10¾″&20″–13¾″<br>12NHP<br>Stettiner A.G., Stettin | | G | |

| Numéro d'Ordre / Signal / Mach. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP= Force en chevaux d'après les dimensions de la Société. RHP= Force en chevaux d'après les papiers du navire. Métaux des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord en milles du navire. pds. ps. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 610 | **Pomeranian** IronScSr | 4207 | | 1882 Earle's Co. (Lim.) Hull | Allan Line S.S. Co. Ld. (J. & A. Allan *Mgrs.*) | 381·0 43·8 33·1 BK 11′ | Glasgow British | T.3Cy.26½″,42″&66″–51″ NE. & B01 316NH Denny & Co., Dumbarton | | C BT | |
| 8510 WMHQ | *J. Harrison* –04 (*ex* Grecian Monarch) 2 *Dks & Awng dk 4 tr B* | 3127 2706 | | | | | | | | | |
| 611 | **Pommern** IronScSr | 108 | | 1879 Stettiner Act. Ges. Stettin | C. Grädener | 101·9 16·9 7·9 len86 | Greifswld. German | C.2Cy.11″&22″–11½″ 14NH Stettiner A.G., Stettin | | V | |
| JHQM | *C. Braun* 64–79 | — 59 | | | | | | | | | |
| 612 | **Pommerscher Greif** IronTwinSc | 209 | | 1898 Kroll & Eulert Memel | Stettin-Gristower Portland Cement Fabrik A.G. | 141·7 19·8 8·2 | Cammin German | C.4Cy.10½″&18½″–11″ 19NH Kroll & Eulert, Memel | | V | |
| JFLN | *C. Lehnert* –98 | 180 123 | | | | | | | | | |
| 613 | **Pomo** WoodSc | 368 | | 1903 H. D. Bendixen S.B. Co Eureka | Swayne & Hoyt | 130·5 32·6 10·7 | S. Francisco Utd. States | T.3Cy.11″,18½″&32″–24″ 50NH Montague Iron Wks., Montague | | | |
| | *Ahlin* 02–03 *Elec. light* 1 *Dk* | — 235 | | | | | | | | | |
| 614 | **Pomona** SteelScSr | 1264 | | 1888 Union Iron Works San Francisco | Pacific Coast Co. (Pacific Coast S.S. Co. *Mgrs.*) | 225·0 33·5 16·0 | New York Utd. States | T.3Cy.28½″,34½″&56″–36″ NB00 188NH Union Iron Works, S. Fo. | | V | |
| 150444 KFHC | *J. J. Shea* –00 *Elec. light* 1 *Dk Spardk & Awngdk* | 867 952 | | | | | | | | | |
| 615 * | — SteelScSr | 868 | ✠100A1 B.As *l* *Awng dk with freeboard* 1,05~~12·08~~ NB12,01 ~~LMC13,01~~ | 1883 David J. Dunlop & Co. Port Glasgow *Lloyd's A & CP* | M. Mihanovich | 199·9 30·0 11·2 18·9 FK 1 *BH Cem* *W B = FPT 14t* | Bns. Ayres Argentine | C.2Cy.24½″&46″–30″ (*s*) 90lb *90lb* NDB01 90NH 1SB.3*pf*,GS54,HS1482 David J. Dunlop & Co. P. Gls. | 11·10 ·9 · 3 | | |
| 665 | *R. W. Rus* ss B.As. 2nd No. 3–12,01 1 *Dk & Awngdk* | 648 | | | | | | | | | |
| 616 | — SteelScSr | 789 | | 1896 Rijkee & Co Rotterdam | Koninkl. Nederl. Stoomb. Maats. | 200·0 30·0 15·5 Q65′ B40′ F20′ | Amstrdam Dutch *WB* | T.3Cy.15″,25″&40″–36″ 96NH Maats. de Maas, Rotterdam | | V | |
| PQKM | *J. Van Dijk Blok* 99–02 2 *Dks* | 608 476 | | | | | | | | | |
| 617 | — IronScK | 161 | ✠ Hul *Stm Trawler* 6.99 | 1899 Cochrane & Cooper, Ld. Beverley | Hull Steam Fishing & Ice Co. Ld. | 107·0 21·2 11·0 BK 7½ *W B = DT f 14′23t* | Hull British 1 *BH Cem* | T.3Cy.10″,17″&28″–21″ 45RH 1SB.2*rf*,GS24,HS720 Amos & Smith, Hull | 11 · 9 | | |
| 110721 | *T. Wilkinson* 89–99 1 *Dk* | 154 57 | | 6mo | | | | | | | |
| 618 Broken | Pompei IronScSr | 3504 | ~~✠100A1~~ Gen *Spar dk* 8,01 ~~7·08~~ | 1881 A. & J. Inglis Glasgow *Lloyd's A & CP* | ~~G. Lavarello~~ Fratelli Bruzzo | 351·1 40·7 23·0 Bs′ 30·0 BK 11 *WB = Cell D B260′ 93t APT 12t* | Spezia Italian 6 *BH Cem* | C.2Cy.10″&78½″–54″ (*s*) 85lb *85lb* 840NH 2SB.4*cf*,GS176,HS5236 A. & J. Inglis, Glasgow | — | | |
| RLDW | *P. Ferrari* –01 2 *Dks & Spardk & tr B* *Elec. light* (*ex* Pompeji, *ex* Bohemia) | 2540 2245 | | | | | | | | | |
| 619 | **Pompeiro** IronTwinScSr | 317 | Lon | 1865 Millwall I. Works London | | 159·9 23·0 10·8 Q33′ N D75 | Chilian 6 *BH Cem* | C.3Cy.13″&27″–20″ NB75 109NH *Cmp.*75 J. & W. Dudgeon, Lon | | V | |
| | *ss* Lon. No. 2–75 (*ex* Havre, *ex* Regalia, *ex* Rennes) 1 *Dk 2 tr B* | 254 99 | 6·75 | 11mo | | | | | | | |
| 620 | **Ponani** IronScSr | 908 | ✠100A1 Bom *j* *Awng dk with freeboard* 8,01 ~~8·08~~ ~~BS8,08~~ ~~LMC8,01~~ | 1889 Whitehavn S.B. Co (Lm.) Whitehaven A & CP | Bombay S. Nav. Co. (Shepherd & Co. *Mgrs.*) | 180·0 29·1 12·4 19·5 BK 7½ *WB = FPT 25t APT 34t* | Bombay British 6 *BH Cem* | T.3Cy.16″,26″&40″–30″ (*s*) 160lb 84RH 1SB.3*rf*,GS57,HS1591 FD Dunsmuir & Jackson, Gls. | 13 · 2 a 7 · 11 w 8 · 1 | | |
| 96051 LCHV | *Dawood Mahomed* 02–02 *ss* Bom. No. 3–9.01 1 *Dk & Awngdk* | 839 552 | | | | | | | | | |
| 621 | **Ponce** SteelScSr | 3503 | ✠100A1 N Yk *n* *Spar dk* 10,04 ~~8,08~~ ~~LMC9,09~~ 12,08 | 1899 Harlan & Hollingsworth Co. Wlmgtn, Del A & CP | United States & Porto Rico Nav. Co. | 317·0 42·0 20·1 P49′ B116′ F33′ 27 8 FK *= Cell D Ba86′ uEs* *W B* | New York Utd. States 6 *BH Cem* | T.3Cy.24″,38″&62″–42″ (*s*) 180lb *100lb* 303NH 2SB.*Gcf*,GS110,HS4102 FD Harlan & Hollingsworth Co. Wilmington, Del | 19 · 0 | | |
| 150831 KPJH | *T. J. Dalton* –02 1 *Dk & Spar dk (Stl–ws)* *Elec. light* *& Web frames* | 3061 2519 | | | | *B60′ f 121′ 543t FPT* | 128t *APT 68t* | | | | |
| 622 | **Pondo** SteelScSr | 2741 | ✠100A1 Shl *u* *Spar dk* 8,04 ~~7·07~~ ~~BS7,03~~ ~~LMC12,99~~ 12,04 | 1892 J. Laing Sunderland A & CP | Bucknall S.S. Lines Ld. (Bucknall Bros. *Mgrs.*) | 310·0 40·5 17·5 P30′ B34′ F36′ 25·5 BK 10 *W B = Cell D B260′ 530t APT* | London British 5 *B Hpt Asp* *pt Cem* | T.3Cy.24″,38″&64″–42″ (*r* 160lb *75lb* 284NH 2SB,*Grf*,GS135,HS4542 G. Clark (Lim.), Sunderland | 20 · 0 s 5·10½ | | |
| 101912 MRLW | *W. B. Renwicke* –02 1 *Dk (Stl) & Spardk (Irn) & Web frames* | 2560 1723 | | | | | | | | | |
| 623 | **Ponga** SteelSc | 161 | | 1901 Sandvikens M.V. Actieb. Helsingfors | Onega Wood Co. | 94·6 20·2 11·0 H17′ RFD15′ *WB* | Onega Russian | C.2Cy.13¾″&26″–13¾″ 21NH Sandvikens M.V. Actieb. Hls | | V | |
| | *G. Shabalin* –02 1 *Dk* | 133 85 | | | | | | | | | |
| 624 | **Pongola** IronScSr | 1449 | ✠100A1 Sld *o* *Awng dk with freeboard* ~~8·04~~ 3,05 ~~LMC3,04~~ | 1879 A M'Millan & Son Dumbarton A & CP | Bullard, King & Co | 250·2 32·9 16·1 FK *WB = FPT 37t APT 26t* | London British 1 DB, *Grf*, *MT* 21′ 190t | 0.2Cy.31″&68″–30″ (*s* 80lb *80lb* NDB03 170NH 1SB, *Grf*, GS90, HS2796 J. & J. Thomson, Glasgow | 16 · 10 s 8 · 4½ | | |
| 81575 SQGV | *C. E. Axelsson* –03 *ss* Sld. 2nd No. 3–1,00 *ss* Sld. No. 1–04 1 *Dk (Irn–ws) 2 tr B* | 971 934 | | | | | | | | | |
| 625 | **Pontiac** SteelScSr | 3345 | ✠100A1 Shl *Shelter dk* *with freeboard* 10,04 ~~2·04~~ ~~LMC10,03~~ | 1903 Napier & Miller, Ld. Glasgow *Lloyd's A & CP* | Pontiac S.S. Co. Ld. (J. W. Carmichael & Co., Ld.) | 352·0 48·2 22·4 FK *W B = Cell D Ba 108′ uEs & B 44′* | Glasgow British 6 *BH Cem* | T.3Cy.25½″,42″&68″–46″ (*s* 180lb *100lb* 342NH 3SB *Scf*.GS156,HS5895 Dunsmuir & Jackson Ld Gls | 25 · 0 s 3 · 1½ | | |
| 151780 VGNT | *R. Meikle* 74–03 2 *Dks (Stl) & deep framing & Shelter dk (Irn)* *Elec. light* | 3043 2072 | | | | | | | | | |
| 626 | — SteelScSr | 2298 | | 1889 Cleveland S.B. Co Cleveland, O. | Cleveland-Cliffs Iron Co. | 300·0 41·0 12·4 H— F31′ *WB* | Mrquette, Mich. Utd. States | *f* 154 913t *Ta* 44′ 810t *FPT* 67t *APT* 25t T.3Cy.24″,38″&61″–42″ 241NH Cleveland S.B. Co., Clevelnd | | | |
| 150476 | *J. M. Johnston* 99–01 1 *Dk & Spardk* *Mchy. Aft* *Elec. light* | — 1788 | | | | | | | | | |
| 627 | — IronScBg | 1698 | ✠ ... | 1879 T. Royden & Sons Liverpool A & CP | Atlantic & Eastern S.S. Co. Ld. (J. Glynn & Son, *Mgrs.*) | 267·6 33·4 24·1 B64′ F35′ BK 9½ *WB = DBa 66′ f 20* | Liverpool British 4 *BH Cem* | T.3Cy.20″,34″&56″–39″ (*s* 180lb *90lb* NDB92 197NH 2SB.*Grf*,GS115,HS2840 *Tpd* 92 Fwett Prstn & Co Liv | 25 · 5 4 · 6½ | | |
| 81278 SNDT | *M. Moffat* 94–03 *ss* Liv. No. 3–7,92 *ss* Bkn. No 2–00 2 *Dks (1 Irn) 3 tr B* | 1525 1076 | ~~NB7,95~~ | | | | | | | | |
| 628 | **Pontianak** IronScSr | 200 | | 1875 Lobnitz, Coulborn & Co Renfrew | ~~T. Sargeant~~ ~~T. M. Connelly~~, *Mgrs.* Kiong Chiu Lock | 125·2 20·4 8·0 | Singapore British | C.2Cy.16″&36″–18″ 52RH Lobnitz, Coulborn & Co Rnf | | | |
| 7350 | *L. Ainsworth* 04–04 (*ex* Kourier) 1 *Dk* | 138 97 | | | | | | | | | |
| 629 | **Pontic** SteelScSp | 395 | | 1894 Harland & Wolff (Lim.) Belfast | Oceanic Stm Nav Co Ld (Ismay, Imrie & Co. *Mgrs.*) | 150·5 26·1 11·1 Q22′ *WB* | Liverpool British | T.3Cy.18″,21″&34″–24″ 64RH Harlnd & Wolff, (Lim.), Bel | | | |
| 109143 NJFK | *Owen* 71–94 *Mchy. Aft* 1 *Dk* | 346 210 | | | | | | | | | |
| 630 | **Pontos** SteelScSr | 5679 | | 1900 J. Priestman & Co. Sunderland | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 432·0 54·0 28·0 B on *Shelter dk* 142′ FK *W B* | Hamburg German | T.3Cy.27″,44½″&78″–54″ 436NH Blair & Co. Ld. Stockton | 31 · 0 | G | |
| RLTC | *A. Ilgen* 00–00 *Elec. light* 2 *Dks & Web frames & Shelter dk* | 6355 3598 | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 4 Register Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Additional have visited Equipment Letter | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed if not in L.R. District if Trade Lgt. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 631 67480 JCLS | **Pontypridd** Iron Sc Bn<br>*J. Williamson* –99 *ss* Cff. No. 3–4.96<br>*ss* Cff. No. 2 [illegible] Cff. No. 1–01<br>*Well deck* 1 *Dk*(*Irn*) & *Webframes* | 1556<br>1275<br>[illegible] | ✠100A1<br>5,00 [illegible]<br>[illegible] LMC [illegible]<br>[illegible] [illegible] 05 | Cff | *q* | 1883<br>4mo | Blyth S.B. Co. (Lim.)<br>Blyth<br>A&CP | Pontypridd S.S. Co. Ld. (Morel, Ld.)<br>*WB* | 260·0 \| 36·2 \| 18·5<br>Q90' B66' F26'<br>FK<br>= *DBa*74' *f*102'435*t* | Cardiff<br>British | C.2Cy.28″&60″–42″ (*i*)<br>80lb *60lb* 99RH<br>2SB.*6pf*,GS78,HS2800<br>Black, Hawthorn & Co., Gts. | 19 ″ 8<br>s 1 ″ 11½ | | |
| 632 | **Poo-chi** Steel Twin Sc Sr<br>*G. Froberg* 89–<br>1 *Dk* & *Awng dk* | *1049*<br>*882*<br>*631* | | | | 1882 | Aitken & Mansel<br>Glasgow | China Merchants' Stm. Nav. Co. | 209·7 \| 35·4 \| 14·8<br>H147*t* | Shanghai<br>Chinese | T.6Cy.11″,17″&29″–36<br>*Tpd*03 NB03 101NHP<br>Lees, Anderson & Co. Glas. | | | |
| 633 PQKR | **Poolzee** Steel Sc Sr<br>*J. Eilts* 98–00<br>(*Tug*)<br>1 *Dk* | 304<br>291<br>12 | | | | 1900 | L. Smit & Zoon<br>Kinderdijk | L. Smit & Co.'s Sleepdienst. Ld. (Murk Lels & Zoon, *Mgrs.*) | 134·5 \| 27·6 \| 12·8<br>H147*t* | Rottrdam<br>Dutch | T.3Cy.17″,28″&46″–27″<br>160lb 144 440NH<br>Maats. de Schelde, Flushing<br>HS2596 | | | |
| 634 1161[illegible] | **Poonah** Steel Sc K<br>*F. Parkes* 97–03<br>1 *Dk* | 171<br>161<br>57 | ✠100A1<br>*Stm Trawler*<br>[illegible] LMC [illegible]<br>3,05 [illegible] 05 | Hul | | 1903<br>5mo | Cook, Welt'n & Gemmell<br>Beverley<br>*Lloyd's* SA&CP | Hull Steam Fishing & Ice Co. Ld. | 105·0 \| 21·2 \| 11·2<br>Q19'<br>BK7'<br>*WB* = *DT* tanks *f*13'27*t* | Hull<br>British | T.3Cy.10″,17″&28–21″ (*s*)<br>200lb 45RH<br>1SB.*3pf*,GS25,HS750<br>Amos & Smith, Hull | 12 ″ 1 | | 3,05 |
| 635 | **Pootoo** Steel Sc K<br>*Fi Hsi Fan*<br>(ex Prince Alfred)<br>1 *Dk* | *103*<br>*100*<br>*23* | | | | 1883 | Vulcan I.W. Co.<br>Hull | Chinese Government | 94·5 \| 19·3 \| 9·2<br>BK8″ | Nanking<br>Chinese | C.2Cy.17½″&34″–24″<br>17NH<br>Vulcan I.W. Co., Hull | | | |
| 636 [illegible] | **Poplar** Steel Sc Sr<br>*A.S. [illegible]* 89<br>*ss* Hpl. No. 3–4,99<br>*ss* Shl. No. 1–03<br>1 *Dk*(*Stl*) & *Webframes* | 830<br>715<br>520 | ✠100A1<br>3,04<br>[illegible] B11,01 ✠LMC [illegible] | Shl | *l* | 1886<br>5mo | W. Gray & Co.<br>W Hartlepool<br>A&CP | Commercial Gas Co | 180·0 \| 36·1 \| 15·2<br>P17' B39' F17'<br>ptND99&01 FK<br>drp05<br>*WB* = *DBa* 59' *f* 64' & *u* | London<br>British | C.2Cy.26″&55″–33″ (*s*)<br>90lb *80lb* NDB98 145NHP<br>1SB.*3pf*,GS20,HS2210<br>Central Marine E. Co. W Hpl | 16 ″ 4<br>s 1 ″ 11½ | | ~~4,00~~<br>N2,05 |
| 637 114642 THJu | **Poplar Branch** Steel Sc<br>*A. Anderson* –02 5 Twin Mats<br>*Turret deck Elec. light* 2 *Dks* 3 *tr B* | 5387<br>4526<br>3473 | | | | 1902 | W. Doxford & Sons Ld.<br>Sunderland | Nautilus Stm Shpg. Co. Ld. (F. & W. Ritson, *Mgrs.*) | 396·2 \| 56·2 \| 25·8<br>*WL* | Sunderlnd<br>British | T.3Cy.26″,44″&72″–48″<br>359NHP<br>W. Doxford & Sons Ld. Sld. | | C V | |
| 638 [illegible] | **Poppy** Steel Sc K<br>(ex Thirty Six)<br>1 *Dk* | 80<br>75<br>33 | ✠100A1<br>*For Fishing purposes*<br>8,02 ✠LMC 7,02 | Shl | | 1902<br>8mo<br>*Lloyd's* | Smith's Dock Co. Ld<br>North Shields<br>SA&CP | The Herring Fishing Co. Ld. (G. U. Roth, *Mgr.*) | 80·0 \| 18·1 \| 8·3<br>BK6'<br>*WB* = *FPT*2*t* | Gt Yarmth<br>British | C.2Cy.10¾″&23″–16″ (*s*)<br>125lb 22RHP<br>1SB.*2pf*,GS17,HS176<br>MacColl & Pollock, Sld | 9 ″ 0 | | |
| 639 [illegible] | **Porkala** Steel Sc<br>[illegible] LR | 111<br>—<br>63 | | | | 1897 | W. Rosenlew & Co.<br>Björneborg | M. Svensson | 93·5 \| 17·5 \| 6·9 | Helsingfrs<br>Russian | C.2Cy.11″&20½″–13″<br>13NHP<br>W. Rosenlew & Co. | | | |
| 640 115[illegible] VGPF | **Porpoise** Steel Sc Sr<br>*C.D. Godfrey* –04<br>1 *Dk*(*pt Irn & pt Stl*) 2 *tr R*<br>& *Webframes* 3 *Dk rudr* | 2911<br>2755<br>1885 | ✠100A1<br>~~2,04~~ 1,04 4,05 Bry<br>✠LMC 10,0 | Cff | *u* | 1903<br>10mo<br>*Lloyd's* | Furness, Withy & Co. Ld.<br>W Hartlepoo<br>SA&CP | Hessler Shippg. Co. Ld. (Jacob Hessler & Co. Ld. *Mgrs.*)<br>*WB* = *Cell DBa* | 324·7 \| 47·0 \| 22·3<br>P25' B94' F32'<br>FK<br>102' *u E* & B48' *f* 126' | W. Hartlpl<br>British | T.3Cy.23½″,38″&64″–42″ (*r*)<br>180lb *100lb* 301NHP<br>2SB.*6cf*,GS116,HS4815<br>Richardsons, Westgarth & Co. Ld. Hpl. | 24 ″ 10<br>s 4 ″ 3½ | | |
| 641 [illegible] | — Iron Sc K<br>*M. George* –03<br>~~ss Bos. No. 2–00~~<br>1 *Dk*<br>*ss* Bos. No. 3–6,04 | 159<br>145<br>62 | ✠100A1<br>*Stm Trawler*<br>6,04 ~~12,03~~<br>~~7[illegible]~~ ✠LMC ~~6,04~~ 6,04 | Bos | | 1892<br>2mo<br>*Lloyd's* | Earle's Co. (Lim.)<br>Hull<br>SA&CP | Boston Deep Sea Fishg. & Ice Co. Ld. | 101·5 \| 20·5 \| 11·0<br>Q18'<br>BK7½<br>*WB* = *Cell DBa* | Boston<br>British | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55RH<br>1SB.*2pf*,GS33,HS820<br>Earle's Co. (Lim.), Hull | 11 ″ 10 | | ~~12,03~~<br>6,04 |
| 642 [illegible] | — Iron Sc Sr<br>*Adrian*<br>1 *Dk* | 125<br>99<br>75 | | | | 1875 | Australas'n Stm. Nav. Co<br>Sydney | Australas'n United Stm. Nav. Co. Ld. | 103·8 \| 17·9 \| 6·9 | Brisbane<br>British | 1Cy.18″–12″<br>12RH<br>Australasian S.N. Co., Syd. | | | |
| 643 [illegible] PQWR | **Port Albert** Steel Sc Sr<br>*R. Whitehead* –03 *ss* Liv. No. 1–01<br>1 *Dk*(*Stl*) *Spar dk*(*Irn*)<br>& *deep framing* | 3514<br>3215<br>2250 | ✠100A1<br>*Spar dk*<br>8,01 ~~2,04~~<br>~~BS8,04~~ ✠LMC 10,01 | Lon<br>Nwc | *r* | 1897<br>6mo | Tyne I.S.B. Co. (Lim.)<br>Newcastle<br>A&CP | W. Milburn & Co.<br>*WB* = *Cell DBa* & *u E* 132' *f* 141' | 345·0 \| 46·0 \| 18·2<br>P27 B100' F36' 26·0<br>FK<br>662*t* | London<br>British | T.3Cy.24″,40″&64″–45″ (*s*)<br>180lb ~~200lb~~ *180lb* 297NH<br>2SB.*6cf*,GS105,HS4580<br>N.E. Marine Co. Ld. Nwc. | 19 ″ 3<br>s 5 ″ 9 | | N3,04 |
| 644 [illegible] SRKT | **Port Antonio** Steel Twin Sc Sr<br>*J.G. Parsons* –03<br>2 *Dks*(*U Stl–ptwss*) & *Awng dk*(*Stl–ws*)<br>*Elec. light*<br>*Ref. Mchy.* | 4458<br>3872<br>2482 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>8,04 ~~8,03~~ ✠L [illegible] 01 | Cff | *m* | 1901<br>7mo | Sir Raylton Dixon & Co. Ld.<br>Middlesbro'<br>A&CP | Impl. Dir't W. India Mail Service Co. Ld. (Elder, Dempster & Co. *Mgrs.*)<br>*WB* = *Cell DBa* | 370·0 \| 46·5 \| 22·0<br>845'<br>30·0<br>BK10' | Bristol<br>British | T.6Cy.24″,38″&64″–45″ (*r*)<br>180lb *100lb* 799NH<br>1SB.*12cf*,GS274,HS12084FD<br>Richardsons, Westgarth & Co. Ld. Mdb. | 24 ″ 8<br>s 10 ″ 5 | BT till 1,05 | 1,04 |
| 645 [illegible] JHSV | **Port Darwin** Iron Sc Sr<br>*T.B. Jones* –04 *ss* Shl. 2nd No. 3–10,01<br>2 *Dks*(1 *Irn*) & *Spar dk* | 2425<br>2304<br>1500 | ✠100A1<br>*Spar dk*<br>10,04 ~~9,03~~<br>~~BS10,03~~ ✠LMC 10,01<br>~~1S [illegible]~~ | Cff | *t* | 1884<br>2mo | A. Leslie & Co.<br>Newcastle<br>SA&CP | E. Morgan & Co.<br>*WB* = ~~*DBa*~~ | 300·1 \| 37·4 \| 27·1<br>B54'<br>ND96 BK10'<br>a80' *f* 68' 271*t* *FPT* | London<br>British | C.2Cy.33″&70″–45″ (*s*)<br>100lb *90lb* NDB04 274NHP<br>2SB.*6pf*,GS126,HS4414<br>R. & W. Hawthorn, Nwc. | 21 ″ 0 | | ~~9,00~~<br>10,04 |
| 646 [illegible] | **Port Denison** Steel Sc Sr<br>*W. Johnson* –04 *ss* Bly. No. 1–02<br>1 *Dk*(*Irn*) & *Spar dk*(*Stl*) & *deep framing* | 3435<br>3224<br>2188 | ✠100A1<br>*Spar dk*<br>1,04<br>BS12,02 ✠LMC [illegible] | Nwc | *r* | 1896<br>11mo | Tyne Iron S.B. Co. (Lim.)<br>Newcastle<br>*Lloyd's* SA&CP | W. Milburn & Co.<br>*WB* = *Cell DBa* | 345·0 \| 46·0 \| 17·0<br>P30' B98' F37' 24·7<br>FK<br>120' *f* 144' | London<br>British | T.3Cy.24″,40″&64″–45″ (*s*)<br>150 ~~180~~ lb *90lb* 311NHP<br>2SB.*6cf*,GS108,HS5000<br>J. Dickinson & Sons (Ld) Sld | 19 ″ 3<br>s 5 ″ 9 | | ~~12,00~~<br>8,05 |
| 647 [illegible] NHKP | **Port Elliot** Steel Sc Sr<br>*T.G. Hutchinson* –04 *ss* Bly. No. 2–02<br>1 *Dk*(*Stl*) & *Spar dk*(*Irn*) 3 *tr B* | 3556<br>3310<br>2295 | ✠100A1<br>*Spar dk*<br>3,05 ~~[illegible]~~<br>~~[illegible]~~ ✠LMC 9,0[illegible] | Nwc | *r* | 1894<br>3mo<br>*Lloyd's* | W. Dobson & Co.<br>Newcastle<br>SA&CP | Ang-Australasian S.N. Co. Ld (W. Milburn & Co. *Mgrs.*)<br>*WB* = *Cell DBa* & *u E* 120' *f* 148' | 345·5 \| 44·1 \| 19·7<br>P30' B60' F33 27·2<br>FK<br>606*t* | London<br>British | T.3Cy.22½″,40″&64″–45″ (*r*)<br>180lb *160lb* 305NHP<br>2SB.*6cf*,GS126,HS4800<br>Wallsend Slipwy C (L). Nwc. | 20 ″ 10<br>s 6 ″ 7 | | 3,04 |
| 648 [illegible] | **Port Jackson** Steel Sc K<br>*S. Knapman* –04<br>1 *Dk*<br>*For full particulars See No. 4 in Supplement* | 197<br>183<br>49 | 100A1<br>*Stm Trawler*<br>(*Class Contem plated*) | | | 1904 | J. Duthie, Sons & Co. Ld.<br>Aberdeen | J. M. Jackson<br>(T. F. Kelsall, *Mgr.*) | 115·7 \| 21·8 \| 11·8<br>BK7½″ | Fleetwood<br>British | T.3Cy.12″,19½″&32″–23″ | 12 ″ 6 | | |
| 649 [illegible] | — Iron Sc Sr<br>1 *Dk* | 108<br>101<br>53 | | | | 1883 | R.S. Sparrow & Co.<br>Dunedin, N.Z. | J. Brown | 103·9 \| 17·5 \| 7·7 | Sydny NSW<br>British | W. V. V. Lidgerwood, Gls.<br>C.2Cy.15″&30″–24″<br>N1901 38RH<br>R.S. Sparrow & C., Ddn., NZ. | | | |
| 65[illegible] 117716 WTWG | **Port Kingston** Steel Twin Sc Sr<br>*J.G. Parsons* –04 3 *Dks*(*Stl*) & *Spar dk*(*Stl–Tanks*)<br>*Orlop dk in Nos.* 1, 3 & 4 *holds*<br>*Ref. Mchy. Elec. light*(*Stl in Nos.* 3 & 4 *holds*) | 7200<br>7585<br>3841 | ✠100A1<br>*Spar dk*<br>8,04<br>(*Class Contem plated*)<br>✠LMC 04 | Gls<br>Cff | *d* † | 1904<br>8mo | A. Stephen & Sons, Ld.<br>Glasgow<br>*Lloyd's* SA&CP | Elder, Dempster & Co. Transatlantic Direct W. Indian Mail Service Co. Ld. (Elder, Dempster & Co. *Mgrs.*)<br>*WB* = *Cell DBa* 65 *u E* 3 | 460·0 \| 55·5 \| 23·0<br>P44' F62' F51' 24·4<br>FK 32·4<br>B175' *f* 134·11 1*tFT* | Bristol<br>British | T.6Cy.30″,50″&80″–54″ (*s*)<br>180lb 1443NHP<br>3D&3SB.27*cf*,GS557,HS[illegible]04FD<br>A. Stephen & Sons, Ld. Gls. | 28 ″ 0<br>s 9 ″ 4 | BT till 7,05 | |

| Numéro d'ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Navire Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Mode d'Armement. Pavillon. | Machines. Sys. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge nette Quantité. Francs par navire. poids. | pc |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 651 | **Port Maria** SteelScSr | 2910 | ✠100A1 Brs *t* | 1901 | Ramage& Ferguson,Ld Leith | Impl.Dir't W.India MailServiceCo.Ld. (Elder,Dempster& Co.*Mgrs.*) | 334·7 40·2 17·6 | Bristol British | T.3Cy.31″,50″&80″–48″ (*s*) |
| 111310 | *S.H.Simmons* –02 *ss*Brs.No.1-05 | 2626 | *Awng dk* | Bmo | | | B151 25·8 | 180lb 656NH | 4SB.*12cf*,gs300,hs10027 FD |
| SGCV | *Ref.Mchy.* 2*Dks*(*UStl*)& | 1449 | *with freeboard* 2,0 | *Lloyd's* | *sA&CP* | *WB=Cell DBa* 50′ *uE&B* | BK 10″ | 112′*f* 84′ 386*t* | Ramage&Ferguson,Ld.Lth |
| 652 | **Port Morant** SteelScSr | 2831 | ✠100A1 Brs *t* | 1901 | A.Stephen &Sons,Ld. Glasgow | Impl.Dir't W.India MailServiceCo.Ld. (Elder,Dempster& Co.*Mgrs.*) | 329·6 40·1 17·6 | Bristol British | T.3Cy.30″,50″&80″–45″ (*s*) |
| 111308 | *O.Jones* 04 *ss*Brs.No.1-05 | 2416 | *Awng dk* | 2mo | | | B128 25·8 | 180lb 754NH | 4SB.*12cf*,gs298,hs12488 FD |
| SFDN | 2*Dks*(*UStl*)& *Awng dk*(*ptStl*–ws) | 1822 | *with freeboa* 1,05 | *Lloyd's* | *sA&CP* | *WB=Cell DBa* 30′ *uE&B* | BK 10″ | *ss f* 114′ 831*t* | A.Stephen &Sons,Ld.Gls |
| | *Ref.Mchy. Elec.light* | | | | | | | | |
| | **Port Phillip** SteelScSr | 5180 | 100A1 | 1904 | Hawthorn, Leslie&Co.Ld Newcastle | W.Milburn&Co. | 420·0 54·0 28·7 | London British | T.3Cy.28″,47″&78″–54′ |
| | *(Class Contem plate* | | | | | | | | |
| 654 | **Port Royal** SteelTwinScSr | 4455 | ✠100A1 Cff *w* | 1901 | Sir Raylton Dixon &Co.Ld Middlesbro | Impl.Dir't W.India MailServiceCo.Ld (Elder,Dempster& Co.*Mgrs.*) | 370·2 46·5 22·0 | Bristol British | T.6Cy.24″,38″&64″–45″ (*s*) |
| 111309 | *W.R.Rowe* –03 | 3873 | *Awng dk* | 2mo | | | F45′ 30·0 | 180lb *100lb* 799NH | 4SB.*12cf*,gs274,hs12084 FD |
| SFKR | 2*Dks*(*UStl–ptws*)& *Awng dk*(*Stl–ws*) | 2487 | *with freeboard* 10,7 | | A&CP | *WB=Cell DBa* 88′ *uE&B* | BK 10″ | *B* 72′ *f* 142′ 641*t* *FPT* | Richardsons,Westgarth& Co.Ld.Mdb |
| | *Ref.Mchy. Elec.light* | | | | | | | 69*t*.*APT* 26*t* | |
| 655 | **Port Stephens** SteelScSr | 3554 | ✠100A1 Lon *w* | 1894 | J.L.Thomp- son&Sons Sunderland | Ang.-Australasian S.N.Co.Ld.(W.Mil- burn&Co.*Mgrs.*) | 345·0 44·1 18·2 | London British | T.3Cy.24″,40″&64″–45″ (*s*) |
| 102853 | *W.Gray* –00 *ss*Nwc.No.2-02 | 3285 | *Spar dk* Nwc | 4mo | | | P24′ B72′ F40′ 26·0 | 160lb *180lb* 287NH | 2SB,*8pf*,gs112,hs4500 |
| NHWL | 1*Dk*(*Stl*)& *Spar dk*(*Irn*)8*tr B* | 2278 | 2,05 | | A&CP | *WB=Cell D* | FK | 6*BHCem* | J.Dickinson,Sunderland |
| | | | | | | *Bap'ptu E* 122′ *f* 144′ | | 612*t APT* 45*t* | |
| 656 | **Port Tewfik** IronTwinSc | 310 | | 1883 | Lobnitz& Co. Renfrew | Asiatic Petroleum Co.Ld. | 134·0 25·6 | Colombo British | C.4Cy.14″&28″–24″ |
| 81090 | *H.Miles* | 307 | | | | | | | 74RH |
| | 1*Dk* | 140 | | | | | | | Lobnitz&Co. Renfrew |
| 657 | **Port Victoria** SteelScSr | 3378 | ✠100A1 Nwc *u* | 1897 | J.L.Thomp- son&Sons,Ld. Sunderland | Ang.-Australasian S.N.Co.Ld.(W.Mil- burn&Co.*Mgrs.*) | 354·0 48·5 23·8 | London British | T.3Cy.24″,40″&64″–45″ (*s*) |
| 108986 | *G.W.Jinman* –97 *ss*Lon.No.1-02 | 3220 | 11,04 | 11mo | | | P28′ B97′ F35′ | 180lb *180lb* 326NH | 2SB,*6rf*,gs112,hs4840 |
| PVQM | 2*Dks*(1*Stl*&1*ptStl* | 2195 | *Syd* | | A&CP | *WB=Cell D* | FK | 6*BHCem* | J.Dickinson&Sons,Ld. Sld |
| | *&Web frames* | | | | | *Ba* 119′ *uE* 22′ *f* 152′ | | 764*t APT* 38*t* | |
| 658 | **Portadown** SteelScSr | 291 | ✠100A1 Dub *e* | 1900 | J.Fullerton &Co. Paisley | Newry&Kilkeel S.S.Co.Ld. | 142·5 21·3 10·4 | Newry British | C.2Cy.16″&34″–24″ (*s*) |
| 108646 | *A.Atkinson* –03 *ss*Dub.No.1-01 | 217 | | 3mo | | | Q45′ B7′ F24′ | 130lb 61RH | 1SB.*2pf*,gs39,hs1109 |
| | *Mchy.Aft* 1*Dk*(*Stl*) | 78 | | | A&CP | | BK 6″ | 3*BHCem* | Hall-Brwn,Buttery&C.Gls |
| | *Well deck* | | | | | | | *WB=FPT* 34*t* | |
| 659 | **Portaferry** IronScSr | 236 | ✠100A1 Liv *e* | 1884 | Abercorn S.B.Co. Paisley | Bessen&Co. G.Couper — | 121·0 20·1 10·3 | Dublin British | C.2Cy.18″&36″–24″ (*s*) |
| 80934 | *D.C.Murray* –04 *ss*Bel.No.3-12,97 | 163 | 4,05 | 8mo | | | Q41′ B9′ F19′ | 85lb 55RH | 1SB,*2pf*,gs40,hs1106 |
| QFLN | (*ex*BenNevis) *ss*Grk.No.1-01 | 74 | | | A&CP | | ND97 BK 6½″ | 3*BHCem* | Hanna Donald&Co.Paisley |
| | *Well deck Mchy.Aft* 1*Dk*(*Teak*) | | | | | | *WB=DBf* 27′ | 22*t FPT* 7*t* | |
| 660 | **Portel** | — | | | | L.de M.Bittencourt | | Para Brazilian | |
| | *L.de M.Bittencourt* (*ex*Rio Xingú) | — | | | | | | | |
| HMDG | | 87 | | | | | | | |
| 661 | **Porthcawl** SteelScSr | 1507 | ✠100A1 Cff *q* | 1904 | J.Crown& Sons,Ld. Sunderland | Porthcawl S.S.Co. (Thomas& Stephens) | 258·2 36·6 17·5 | Cardiff British | T.3Cy.19″,31″&51″–36″ (*s*) |
| 116384 | *L.Williams*04–04 | 1374 | 5,04 | 2mo | | | B60′ F80′ | 160lb *80lb* 166NH | 2SB,*4pf*,gs74,hs2642 |
| VPDS | 1*Dk*(*Irn*)2*tr b* | 929 | | *Lloyd's* | *sA&CP* | *WB=Cell* | FK | 4*BHCem* | N.E.Marine Eng.Co Ld.Sld |
| | | | | | | *DBa & uE* 86′ *f* 110′ | | 446*t APT* 40*t* | |
| 662 | **Portia** IronScSr | 773 | | 1879 | Flensburger Schiffsb.Ges. Flensburg | A.Kirsten | 191·9 28·4 15·4 | Hamburg German | C.2Cy.27″&48″–30″ |
| | *F.Brörsen*79–99 | 569 | | | | | B166*t* | | 105NH |
| RFSN | 2*Dks* | 484 | | | | | | *WB* | Flensburger Schiffsb.Ges. |
| 663 | — IronScK | 178 | ✠100A1 Hul | 1895 | Cook, Wel- t'n&Gemmell Hull | Hellyer's Steam Fishing Co.Ld. (C. Hellyer&Co *Mgrs*) | 108·8 20·6 11·3 | Hull British | T.3Cy.12½″,19½″&32″–23″ |
| 105038 | *W.C.Platten*96–96 *ss*Hul.No.3–9,99 | 163 | *Stm Trawler* | 5mo | | | Q45′ | 170lb (*s*) 55RH | 1SB,*2cf*,gs25.hs897 |
| NTQW | *ss*Hul.No.1–03 1*Dk* | 76 | | *Lloyd's* | *sA&CP* | | BK 7½″ | 1*BHCem* | C.D.Holmes&Co(Lim)Hul |
| | | | | | | | | *WB=APT* 4*t* | |
| 664 | **Portimão** SteelScSr | 1489 | | 1899 | Schiffsw. v. H.Koch Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 245·9 35·2 18·4 | Oldenburg German | T.3Cy.16¾″,28″&44½″–32½″ |
| | *W.Niemann* –01 | — | | | | | B69′ F29′ | | 118NH |
| NGTV | 1*Dk*&*Spar dk* | 923 | | | | | | *WB* | J.F.Ahrens,Ottensen |
| 665 | **Portland** SteelScSr | 2793 | ✠100A1 Cff *u* | 1903 | J.Blumer& Co. Sunderland | Portland SS.Co.Ld (McNeil,Hinde& Co.) | 320·0 46·0 21·2 | Cardiff British | T.3Cy.28″,38″&62″–42″ (*s*) |
| 115378 | *P.P.Roberts*08–08 | 2619 | 11,03 2,05 Npt | 7mo | | | P28′ B90′ F32′ | 160lb *80lb* 258NH | 2SB,*6pf*,gs111,hs8967 |
| VDNJ | 1*Dk*(*ptIrn*&*ptStl*)*deep framing* | 1799 | | *Lloyd's* | *sA&CP* | *WB = Cell DBa* 110′ | FK | 5*BHCem* | J.Dickinson&Sons,Ld.Sld. |
| | *&Web frames* | | | | | *uE&B* 40′ *f* 124′ 802*t* | | *APT* 110*t* | |
| 666 | — WoodScBn | 1421 | | 1885 | New England S.B.Co. Bath,Me. | Alaska Commercial Co. | 191·5 36·1 20·2 | S.Frncisco Utd. States | C.2Cy.22″&44″–36″ |
| 95844 | *J.L.Clark* 2*Dks* | 1311 | | | | | | NB97 97NH | |
| KCWQ | *Elec.light* (*ex*Haytian Republic) | 966 | | | | | | | Goss Mar Irn Wks,Bath,Me. |
| 667 | — IronScSr | 1139 | | 1887 | W B Thmp- son&Co.,Lim. Dundee | Clyde Shpg Co.Ld. (W.Cuthbert *Mgr*) | 241·0 33·7 15·9 | Glasgow British | T.3Cy.22½″,39″&61″–48″ |
| 95092 | *J.McLachlan* –04 | 906 | | | | | P142′ F60′ | NB03 227NH | |
| KPRN | *Well deck Elec.light* 2*Dks* | 539 | | | | | BK 8½″ | *WB* | W.B.Thmpsn&Co.Ld.Dun |
| 668 | — WoodSc | 118 | | 1879 | ..... Kennebunk Me. | Fisheries Co. | 85·5 18·1 7·5 | Greenport N.Y. Utd. States | |
| 150167 | | — | | | | | | | |
| | | 21 | | | | | | | |
| 669 | **Portmarnock** SteelScSr | 3080 | ✠100A1 Cff *u* | 1895 | W.Gray& Co.Ld. W Hartlepool | J.Weatherill | 325·0 47·1 22·4 | Dublin British | T.3Cy.24″,38″&64″–42″ (*s*) |
| 105346 | *J.B.Weatherill*92–03 *ss*Cff.No.2–03 | 2894 | *with freeboard* | 10mo | | | B76′ F62′ | 160lb *80lb* 281NH | 2SB,*6rf*,gs90,hs4455 |
| BQJB | (*ex*Saint Ronald) | 1985 | 5,08 | | A&CP | *WB = Cell DBa* 108′ | FK | 5*BHCem* | Cen Mar.Eng.Wks.W Hpl |
| | 1*Dk*(*Irn*)2*tr B*&*Web frames* | | | | | *uE&B* 40′ *f* 130′ 776*t* | | *APT* 62*t* | |
| 670 | **Porto Alegre** SteelTwinScSr | *1490* | ✠ Nwc *p* | 1889 | Hawthorn, Leslie&Co.Ld Newcastle | Lloyd Brazileiro | 265·5 34·1 17·8 | R.Janeiro Brazilian | T.6Cy.18″,28″&44″–27″ |
| | *A.L.da Silva*87–91 *ss*Nwc.No.3–9,96 | *1325* | 9,95 | 11mo | | | BK 6″ | 4*BHCem* | 201NH |
| | *Elec.light* 2*Dks*(*Upt Stl–ws*) | *916* | | | | | *WB=DBa* 70′ 128*t* | | 2SB,*6cf*,gs108 |
| | | | | | | | | | Hwthrn,Leslie&C.Ld.Nwc |
| 671 | **Porto Novo** SteelScSr | 603 | | 1903 | D.J.Dunlop &Co. Pt.Glasgow | Elder Dempster Shipping,Ld. | 202·5 30·1 9·9 | Liverpool British | C.2Cy.22″&44″–27″ |
| 115 | *J.J.Doyle* –03 | 484 | | | | | F24 F26′ | 99RH | |
| VCSF | 1*Dk* | 328 | | | | | | | D.J.Dunlop&Co.Pt.Gls. |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey | Port of Survey. | Year Assigned / now carried. Equipment Letter. | When Built. / Ship. / Engines | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Refrigerating Machinery fitted. If not in L. R. Register of Tonnage. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 672 / [illegible] / KPLJ | **Porto Rico** Steel Sc Sr<br>*W. A. Harvey*<br>*Elec. light* | 1 *Dk & Hur. dk* | 1257<br>1076<br>854 | | | | 1899 | Craig S. B. Co. Toledo, O. | United States & Porto Rico Nav. Co. | 220·2 / 32·0 / 13·6<br>21·0 | | | New York Utd. States | T. 3 Cy. 18″, 27″ & 42″–28″<br>93 NHP<br>Riverside Irn Wrks. Detroit | | | |
| 673 / PBMH | **Portonia** Steel Sc Sr<br>*G. Rickmann* –03<br>*Elec. light* | 1 *Dk & Spar dk* | 2033<br>1875<br>1290 | | | | 1903 | Act. Ges. "Neptun" Rostock | Dampfschiffs Rhed. Horn Act. Ges. | 291·5 / 41·2 / 18·8 | | | Lübeck German *WB* | T. 3 Cy. 19½″, 35⅝″ & 55½″–35⅝″<br>180 NHP<br>Act. Ges. "Neptun," Rostock | | G | |
| 674 / | **Portorose** Iron Sc<br>*L. Rosso*<br>(*ex* Pelagosa, *ex* Lissa) | | 145<br>—<br>86 | | | | 1875 | Stabilmnto Tecnico Trieste | Soc. di Nav. a Vap. Istria-Trieste | 109·0 / 17·8 / 10·4 | | | Pirano Aust.-Hung. | | | | |
| 675 / 110854 | **Portsea** Steel Sc Sr<br>*Hagan* –04<br>*Mchy. Aft.* | 1 *Dk (Stl)* | 300<br>314<br>234<br>148 112 | ✝100 A1 Goo *e*<br>1,05 Wood<br>(1st Class Contem. plated.) | | | 1904<br>9mo | Goole S. B. & Rpng Co. Ld Goole | Portsea S. S. Co. Ld. Portsea Shipping Co. Ld. (McNeil, Hinde & Co) | 143·0 / 23·0 / 9·7<br>Q58′ B8′ F16′ 9·4<br>23·1 BK7′<br>*WB = FPT* 20 *t* | | | Cardiff British 3 *BH Cem* | C. 2 Cy. 16″ & 34″–22″ (*s*)<br>130 lb *80 lb* 56 RHP<br>1 SB, *2pf*, GS35, HS1002.<br>Shields Eng. Co. Ld. N. Shl. | 10 ″ 6<br>s 1 ″ 2 | | |
| 676 / 28457 / LJHV | **Portslade** Steel Sc Sr<br>*R. Scott* –02 *ss* Lou. No. 3–7,01<br>*Well deck*<br>*Mchy. Aft* | 1 *Dk (Stl)*<br>*ss* Shl. No. 1–05 | 594<br>473<br>324 | ✝100 A1 Lon *h*<br>3,05 1,04<br>Shl<br>LMC | | | 1888<br>8mo | R. Thompson & Sons Sunderland A&CP | S. Clarke & Co. | 161·7 / 29·9 / 11·9<br>Q51′ B16′ F21′<br>*Dkpts* 01 FK<br>Drp02– *WB = DB* | | | London British 4 *BH Cem* | C. 2 Cy. 24″ & 48″–30″ (*s*)<br>90 lb *80 lb* NDB01 90 RHP<br>1 SB, *3rf*, GS45, HS1600<br>N.E. Marine Co. (Lim.), Sld | 14 ″ 7<br>s 1 ″ ■ | | 4,04<br>3,05 |
| 677 / EQTS | **Portsmouth** Steel Twin Sc<br>*A. Letalle* 00–02 | 1 *Dk* | 452<br>—<br>238 | | | | 1902 | Forges & C. de la Médit Havre | Cie. des Chemins de Fer de l'Ouest (L. B. & S. C. R. Co. *Mgrs.*) | 204·0 / 26·0 / 15·0 | | | Dieppe French | T. 6 Cy. 11″, 17½″ & 25½″–18″<br>55 NHP<br>Forges & C. de la Médit. Hav. | | | |
| 678 – / 150375 | **Iron Sc Tug**<br>*G. S. Forrest* | 1 *Dk* | 214<br>—<br>107 | | | | 1886 | Harlan & Hllngswth Co Wlmngtn Del | N. Yrk. Philadlphia & Norfolk R. R. Co. | 116·3 / 23·0 / 12·0 | | | Phildlphia Utd. States | C. 2 Cy. 22″ & 40″–26″<br>NB03 68 NHP<br>Harlan & Hollingsworth Co. | | | |
| 679 – / 117700 | **Steel Sc K** | 1 *Dk* | 178<br>168<br>30 | ✝100 A1 Shl<br>*Stm Trawler* Mil<br>5,05 5,03 LMC | | | 1903<br>5mo<br>*Lloyd's SA&CP* | Smith's Dock Co. Ld. North Shields | Western Steam Trawling Co. Ld. (S. M. Price, *Mgr.*) | 110·0 / 21·0 / 11·6<br>BK7½″<br>*3 BH Cem* | | | Bristol British | T. 3 Cy. 12″, 19″ & 32″–22½″ (*s*)<br>160 lb 51 RHP<br>1 SB, *2pf*, GS32, HS976<br>MacColl & Pollock, Sld. | 12 ″ 6 | | |
| 680 / KRBW | **Portugal** Steel Sc 3 Mst Sr<br>*Broc* 02–02 | 3 *Dks & Spar dk* | 5549<br>—<br>2832 | | | | 1886 | M'sageries Maritimes La Ciotat | Messageries Maritimes | 442·9 / 45·9 / 36·1<br>*Erections* 564 *t* | | | Marseilles French *WB* | T. 3 Cy. 44″, 63″ & 94″–51″<br>630 NHP<br>Message. Marit., La Ciotat | | | |
| 681 – / HJQD | **Steel Sc Sr**<br>*J. do E. Rodrigues* –02 *ss* Lis. No. 1–04<br>1 *Dk (Stl–ws) & Spar dk (Stl–teak s) 3 tr Is*<br>*Elec. light* | | *3897*<br>*3555*<br>*2496* | ✝100 A1 Lis *u*<br>*Spar dk*<br>2.04 LMC2 | | | 1899<br>10mo | Sir Raylton Dixon & Co Ld Middlesbro' A&CP | Empreza Nacional de Nav. à Vapor<br>*WB = Cell D Ba* 96 | 365·0 / 45·7 / 19·0<br>B96′ F50′ 27·2<br>BK10′7″<br>*a E & B* 64′, *f* 130′ 65 *t* | | | Lisbon Portuguese 7 *BH Cem*<br>*DTa* 52′ 497 *t* | T. 3 Cy. 28″, 46″ & 77″–48″ (*s*)<br>180 lb *90 lb* 504 NHP<br>2 DB, *12cf*, GS222, HS8568<br>T. Richardsn & Sns, Ld. Hpl. | 21 ″ 9<br>s 6 ″ 9½ | | 2,04 |
| 682 – / NGJH | **Steel Sc Sr**<br>*G. Bergmann* –06<br>*Elec. light* | 1 *Dk & Spar dk* | 987<br>885<br>588 | | | | 1890 | Howaldts-werke Kiel | Oldenbrg-Portug. Dmpfsch. Rhed. | 199·1 / 29·3 / 18·3<br>B50′ | | | Oldenburg German *WB* | T. 3 Cy. 14″, 22½″ & 36½″–23½″<br>NB99 65 NHP<br>Howaldtswerke, Kiel | | G | |
| 683 / 113843 / SKBT | **Portugalete** Steel Sc Sr<br>*C. D. Pypes* –03<br>1 *Dk (Stl) 2 tr B & W eb frames*<br>*3 Dk rule* | | 3568<br>3393<br>2307 | ✝100 A1 Cff *r*<br>1,05 1,02 1,05 Bry<br>LMC 6.01 | | | 1901<br>6mo | J. Priestman & Co. Sunderland A&CP | Portugalete SS. Co. Ld. (Morel, Ld.)<br>*WB = DB a* 116′ *f* 132′ 91 *t* | 339·7 / 48·0 / 26·0<br>P31′ B92′ F34′<br>FK | | | Cardiff British 6 *BH Cem*<br>*APT* 118 *t* | T. 3 Cy. 24″, 38″ & 64″–42″ (*r*)<br>160 lb *80 lb* 276 NHP<br>2 SB, *6cf*, GS94, HS4307<br>Richardsons, Westgarth & Co. Ld Hpl | 27 ″ 4<br>s 5 ″ 2 | | 12,03 |
| 684 – / JDHG | **Steel Sc Sr**<br>*E. Larrauri* *ss* Bbo. No. 1–02<br>1 *Dk (pt Stl pt Irn) & W eb frames*<br>*& pt Awng dk (Irn)* | | 2023<br>—<br>1201 | ✝ 8,04 Bbo *r*<br>*pt Awng dk*<br>*with freeboard*<br>LMC 1901 | | | 1897<br>5mo | R. Craggs & Sons Middlesbro' A&CP | Cia. Anon. del Vapor Portugalete (Sota y Aznar)<br>*WB = Cell D Ba* 88 | 271·0 / 40·5 / 16·5<br>P26′ Q74′<br>*pt Awng dk* 171′ FK<br>*a E & B* 56′ *f* 102′ 477 *t* | | | Bilbao Spanish 4 *BH Cem*<br>*APT* 51 *t* | T. 3 Cy. 20″, 32½″ & 53″–36″ (*r*)<br>160 lb *80 lb* 176 NHP<br>2 SB, *4cf*, GS71, HS2762<br>Sir C. Furness, Westgarth & Co. (Lim.), Mdb. | 18 ″ 9<br>~~0 ″ 0~~ | | N10,02 |
| 685 Posadas | **Steel Pad Sp** | | 231<br>—<br>188 | | | | 1884 | Napier, Shanks & Bell Glasgow | L. Mascarello | 140·0 / 20·1 / 6·3<br>P48′ F22′ | | | Bns. Ayres Argentine | C. 2 Cy. 19″ & 34″–36″<br>58 NHP<br>D. Rowan, Glasgow | | | |
| 686 / | **Poseidon** Steel Sc Sr<br>*Hanos* *ss* Pir. No. 2–03<br>1 *Dk (pt Stl pt Irn)*<br>*& deep framing & pt Awng dk (Irn)* | | *2592*<br>*1870*<br>*1666* | ✝100 A1 Shl *s*<br>*pt Awng dk*<br>*with freeboard*<br>3,01 LMC 3,03 | | | 1895<br>3mo | J Readhead & Sons South Shields A&CP | Stathatos Bros.<br>*WB =*<br>*Cell D B a* 96′ *f* 116′ | 300·5 / 41·1 / 19·6<br>Q111′ F38′ RFD61<br>*pt Awng dk* 128′ FK<br>528 *t MT* 42′ 420 *t AP*<br>*T* 33 *t* | | | Ithaca Greek 6 *BH Cem* | T. 3 Cy. 23″, 37½″ & 61½″–42″<br>160 lb *80 lb* (*r*) 271 NHP<br>2 SB. 6 *rf*, GS93, HS4445<br>J. Readhead & Sons, S. Shl. | 20 ″ 10<br>s 8 ″ 7 | | 3,03 |
| 687 – / | **Steel Sc Sr**<br>*N. Nicoloudis* 03–03 *ss* Cff. No. 2–02<br>(*ex* Scarsdale) 1 *Dk (Stl) & W eb frames*<br>*& pt Awng dk (Irn)* | | *2589*<br>*1933*<br>*1657* | ✝100 A1 Sisi *s*<br>*pt Awng dk*<br>*with freeboard*<br>3,05 2.01<br>LMC 3,02 | Mes | | 1893<br>8mo<br>*Lloyd's SA&CP* | Richardsn Duck & Co. Stockton | N. P. Roussos & Co. | 297·0 / 40·1 / 19·1<br>P29′ B92′<br>*pt Awng dk* 176′ FK<br>*WB = Cell D B* 248 *t* | | | Syra Greek 5 *BH Cem*<br>517 *t APT* 23 *t* | T. 3 Cy. 22″, 36″ & 59″–39″ (*s*)<br>160 lb *90 lb* 219 NHP<br>2 SB, 6 *cf*, GS102, HS3300<br>Blair & Co. Ld. Stockton | 21 ″ 9<br>s 8 ″ 6 | | 2,04 |
| 688 – / | ~~A. G. Blaydes~~ Steel Sc Sr<br>~~S. G. Embleton~~ –03 *ss* Nwe. No. 1–03<br>*Sgebarth* 03–05 1 *Dk (Irn) & pt Awng dk*<br>RNKM *Elec. light* | | 836<br>455<br>478 | ✝100 A1 Abo *j*<br>*pt Awng dk*<br>*with freeboard*<br>9,01 11,03 LMC 9.0<br>1.05 | | | 1899<br>1mo<br>*Lloyd's SA&CP* | Graugmth Dockyard Co Gr'ngemouth | Hamburg Amerik. Packetfl. Act. Ges. (Ham-Amr. Linie)<br>*WB = Cell D Bu E & B* 46 | 180·0 / 28·6 / 12·0<br>P&B117′ F48′<br>drp05 BK7″<br>*3 BH Cem*<br>32 *t APT* 27 *t* | | | Hamburg German 4 *BH Cem* | T. 3 Cy. 15″, 25″ & 40″–30″ (*s*)<br>160 lb 101 NHP<br>2 SB, *4rf*, GS64, HS1705<br>Cooper & Greig, Dundee | 13 ″ 6<br>s ″ 9 | | ~~11.03~~<br>N1,05 |
| 689 – / JRCT | **Steel & Iron Twin Sc**<br>*Mchy. Aft* | 1 *Dk* | 798<br>—<br>553 | | | | 1882 | C. Mitchell & Co. Newcastle | Kousis & Theophylaetos | 213·3 / 27·8 / 15·7<br>H41 *t* F25 *t* | | | S. Petrsbrg Russian *WB* | C. 4 Cy. 19″ & 35″–20″<br>91 NHP<br>Wilsnd. Slpy. & Eng. C. Nwc | | | |
| 690 – / KRLG | **Steel Twin Sc Sr**<br>*A. Heinen* 02–02<br>*Elec. light* | 1 *Dk* | 481<br>389<br>153 | | | | 1902 | Bremer Vulkan Vegesack | Deutscher Seefischerei Verein | 150·5 / 29·8 / 11·9<br>H74 | | | Geeste-münde German | C. 4 Cy. 14⅜ & 26–19⅝<br>50 NHP<br>Bremer Vulkan, Vegesack | | G | |
| 691 – / 1732 / HJLD | **Iron Sc Sr**<br>*J. H. G. Edman* 99–99 | 1 *Dk* | 223<br>216<br>108 | | | | 1872 | W Lndbrgs Aktieb. Stockholm | Bergnings och Dykeriaktieb. Neptun (J. Drakenberg. *Mgr.*) | 125·1 / 24·7 / 12·0<br>H7 *t* | | | Stockholm Swedish | C. 2 Cy. 24″ & 48″–27″<br>100 NHP<br>W. Lindberg Mek V. Skm. | | | |
| 692 – / 3063 / JMNT | **Comp. Sc Sr**<br>*O. P. Larsson* –01<br>*Mchy. Aft* | 1 *Dk* | 193<br>160<br>118 | | | | 1901 | S. Groth Sjötorp | C. E. Hæger | 99·9 / 23·0 / 10·3<br>P23′ H7′ | | | Lilla Edet Swedish | | | | |
| 693 – / KRDN | **Iron Sc K**<br>*Schroder* 03–03 *ss* Grst. No. 3–5,00<br>(*ex* Staffa) 1 *Dk* | | 144<br>142<br>40 | ✝100 A1 Got<br>*Trawler*<br>4.01 12.04<br>Refrig. LMC 4.00 | | | 1888<br>9mo<br>*Lloyd's SA&CP* | Cochrane, Coopr & Schofield Beverley | Rhed. Boreas & Poseidon (J. v. Eitzen) | 100·8 / 20·5 / 11·6<br>Q20′<br>DNP02 BK7½″ | | | Altona German 3 *BH Cem* | C. 2 Cy. 17″ & 33″–22″ (*r*)<br>90 lb 49 NHP<br>1 SB. *2pf*, GS29, HS930<br>C. D. Holmes & Co., Hull | 11 ″ 11 | | 6,03 |

| Numéro d'Ordre / Numero officiel. / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Details de la Classification. Cote. Date de la dernière Visite | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement / Pavillon. | Machines. Si à Hélice Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Machines à Foyers Constructeurs des Machines. | Charge en Tonnes. | Prix. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 694 HBGD | **Pospeshnuj** Iron Pad<br>*1 Dk* | 275<br>—<br>220 | | 1873 | Russian SN & Trading Co Sebastopol | Russian Stm. Nav. & Trading Co. | 17·6 \| 9·2 \| 0·1 \| 8·1 | Odessa Russian | 2 Cy. 32¼"–33"<br>92 NHP<br>J. Penn & Sons, London | |
| 695 HMLT | **Possidon** Iron Sc 3 Mst Sr<br>*S. Dandouras* 95–99 *ss* Cly. No. 8–6,81<br>(*ex* Celt, *ex* Gothenburg) *ss* Brs. No. 1–85 | 604<br>456<br>303 | ✝ Sws | 1855 | C. Lungley London | McDowall & Barbour | 179·4 \| 25·4 \| 17·2<br>*WB = MT* 14'8" | Pirmus Greek | C. 2 Cy. 26" & 45"–30"<br>92 NHP<br>*1 BHCem*<br>D. Rowan, Glasgow | |
| 696 150708 | **Postmaster General** Wood Sc<br>*H.C. Butler* 95–98<br>YM 11,98 | 419<br>—<br>285 | | 1898 | R. Palmer & Son S.B. Co Noank, Ct. | H. Carroll | 182·5 \| 27·8 \| 10·7 | New York Utd. States | 2 Cy. 17 & 34"–25"<br>48 NHP<br>J.W Sullivan, New York | |
| 697 10270 NDPW | **Potomac** Steel Sc 3 Mst Sr<br>*D. Macdonald* –02 *ss* Shl. No 2–01<br>*Mchy. Aft* *1 Dk (Stl.) & Spar dk (Stl)*<br>*Elec. light* *& Web frames* | 3866<br>3487<br>2472 | ✝ 100 A1 *Spar dk* Bkn *w*<br>7,01 Nwc<br>*Carrying Petroleum in bulk* | 1893 | A. & J. Inglis Glasgow | Anglo-American Oil Co. Ltd. (J. McDonald, *Mgr.*)<br>*D Bu E & B* 60' 190 | 345·2 \| 14·2 \| 23·0<br>P 93' B 30' F 49' 30·1 FK<br>*FPT* 172 *t*. *IPT* 128 *t* | London British *6 BHCem* | T. 3 Cy. 27½", 45" & 70"–54" (*s*)<br>160 lb *100 lb* 411 NHP<br>2 DB. *12 rf*, GS 228, HS 6941<br>A. & J. Inglis, Glasgow | 24 · 3<br>6 · 8½ |
| 698 115127 TJDB | — Steel Sc Sr<br>*Richards* –02<br>*1 Dk (Stl) & Spar dk (Stl) & deep framing* | 3618<br>3431<br>2355 | ✝ 100 A1 *Spar dk* Clf Mch<br>10,[illegible] | 1902 | C. S. Swan & Hunter, Ld Newcastle | British Maritime Trust, Ltd. | 348·5 \| 45·3 \| 18·0<br>P 28' B 92' F 39' 26·1 FK<br>*Lloyd's A & CP* *WB = Cell* | W. Hartlpl British *3 BHCem* | T. 3 Cy. 28½", 39" & 66"–45" (*s*)<br>180 lb *90 lb* 315 NHP<br>2 SB. *6cf*, GS 183, HS 4840<br>Richardsons, Westgarth & Co. Ld. Sld | 20 · 6<br>5 · 8½ |
| 699 150672 KMBD | — Steel Sc<br>*W. Geoghegan* | 763<br>—<br>689 | | 1894 | Neafie & Levy Co. Philadelphia | Weems Steamboat Co. | 176·8 \| 35·8 \| 11·0 | Baltimore Utd. States | C. 2 Cy. 20" & 40"–24"<br>65 NHP<br>Neafie & Levy Co., Phl | |
| 700 150689 | — Wood Sc<br>*P. O'Connor* | 155<br>—<br>78 | | 1895 | W. Skinner & Sons Baltimore | Baltimore & Ohio R.R. Co. | 102·0 \| 30·5 \| 8·5 | Baltimore Utd. States | 1 Cy. 26"–26"<br>26 NHP | |
| 701 103942 | — Iron Sc K<br>*R. Jordan* 97–97 *ss* Hul. No. 2–02<br>*1 Dk* | 149<br>141<br>63 | ✝ 100 A1 *Stm Trawler*<br>12,04 | 1894 | Cochrane & Cooper Beverley | T. Hamling & Co. Ld | 104·8 \| 20·6 \| 11·1<br>Q 17'<br>len 97 BK 7½' | Hull British *4 BHCem* | C. 2 Cy. 16" & 32"–22" (*s*)<br>110 lb 43 RHP<br>1 SB. *2pf*, GS 27, HS 751<br>D. Holmes & Co., Hull | 11 · 10 |
| 702 150987 | — Wood Sc<br>*A. Anderson* –03<br>*1 Dk* | 135<br>—<br>82 | | 1903 | E. J. Tull Pocomoke City, Md. | Megill, McNeal & Co. | 114·0 \| 18·5 \| 8·0 | Tappahannock, Va. Utd. States | C. 2 Cy. 12" & 20"–20"<br>15 NHP<br>E. J. Codd Co. Baltimore | |
| 703 PQLF | **Potsdam** Steel Twin Sc Sr<br>*G. Stenger* *ss* Rot. No. 1–04<br>3 *Dks (Stl–2 ws) & Web frames & Elec. light* *Shelter dk (Stl–ws)* | 12522<br>11562<br>7975 | 100 A *Shelter dk with freeboard* Rot Ham<br>8,04 | 1900 | Blohm & Voss Hamburg | Nederl. Amerik. Stoomv. Maats. Holl. Amer. Lijn | 550·0 \| 62·0 \| 34·6<br>*Promenade dk* 195'<br>FK & BK 3<br>*WB = Cell DB* | Rottrdam Dutch | T. 6 Cy. 27¼", 46¼" & 80"–55½"<br>2061 lb (*s*) 1355 NHP<br>1 Dx 3 SB 33 *cf* GS 698 HS 24046<br>Blohm & Voss, Hamburg | 38 · 6<br>8 · 9 |
| 704 150000 JQMF | **Pottsville** Iron Sc Bn<br>*Townsend* 99–00<br>*1 Dk 2 tr E* | 1283<br>—<br>910 | | 1874 | W. Cramp & Sons Philadelphia | Reading Co. | 248·4 \| 37·1 \| 18·3<br>H— | Philadlphia Utd. States<br>*WB* | 1 Cy. 42"–42"<br>88 NHP<br>W. Cramp & Sons, Phl. | |
| 705 KRFN | **Pozzer Quertier** Iron Twin Sc Sr<br>*Vessel*<br>*Marion* *Elec. light* 3 *Dks* | 1385<br>1324<br>903 | | 1879 | C. Mitchell & Co. Newcastle | Cie. Française des Câbles Télégraphiques | 238·2 \| 35·9 \| 22·9<br>P 17' B 42' F 36'<br>FR | Brest French<br>*WB* | C. 4 Cy. 24" & 40"–30"<br>NB 91 146 NHP<br>T. Clark & Co., Newcastle | V |
| 706 [illegible] | **Poveña** Steel Sc Sr<br>*T. Gaztieca* –04 *ss* Bbo. No. 2–03<br>(*ex* South Gwalia) *1 Dk (Irn) & Web frames & pt Awng dk (Irn)* | 2116<br>1576<br>1306 | ✝ 100 A1 *pt Awng dk with freeboard*<br>7,03 | 1894 | W. Gray & Co. Ld. W Hartlepool | Cia. Anon. del Vapor Poveña (Sota y Aznar)<br>*WB = Cell D Ba* | 271·8 \| 38·1 \| 18·5<br>P 27' Q 76'<br>*pt Awng dk* 169' FK<br>86' *uE* 18' *f* 108' 433 *t* | Bilbao Spanish<br>*1 BHCem*<br>*1 PT* 29 *t* | T. 3 Cy. 20", 31½" & 53"–36" (*s*)<br>160 lb *80 lb* 188 NHP<br>2 SB. *4rf*, GS 56, HS 3110<br>Cen. Mar. Eng. Wrks, W Hpl | 20 · 8<br>8 · 7 |
| 707 68387 LFKF | **Pow An** Iron Sc Sr<br>*G.F. Morrison* 97–02 2 *Dks* | 2339<br>703<br>1843 | | 1872 | A. Stephen & Sons Glasgow | Hong Kong, Canton & Macao Stm. Boat Co. Ld. | 220·3 \| 34·0 \| 12·9<br>H 496 *t* 24·9 | Hong Kong British<br>*WB* | C. 2 Cy. 24" & 48"–36"<br>115 NHP<br>J. Howden & Co. Glasgow | |
| 708 [illegible] | **Powderham** Steel Sc Sr<br>~~*A.B. Jones*~~ ~~*ss Shl. No. 3*~~<br>*1 Dk (Stl) & Spar dk (Irn) & Web frames*<br>*ss* Nwc. No 3–3,04 | 3019<br>2838<br>1950 | ✝ 100 A1 *Spar dk* Gls Nwc *u*<br>8,01 | 1892 | Sir R Dixon & Co. Middlesbro' | ~~Powderham SS. Co. Ld.~~ (J. A. Bellamy & Son) | 315·0 \| 41·2 \| 18·5<br>P 31 B 36'<br>F 52 FK<br>*Cell DB* 244' 494 *t* | ~~Plymouth~~ ~~British~~<br>*6 BHCem*<br>*IPT* 79 *t*<br>Japanese | T. 3 Cy. 24", 38" & 64"–42" (*s*)<br>160 lb *100 lb* NDB 04 266 NHP<br>2 SB. *6cf*, GS 109, HS 4005<br>T. Richardson & Sons, Hpl. | 21 · 0 |
| 709 118034 VDPK | **Powerful** Steel Sc Sr<br>*J. Edwards* –03<br>*1 Dk (Stl) & deep framing*<br>*Elec. light* *lower dk (Stl) 28' in forehold* | 1612<br>1296<br>836 | ✝ 100 A1 Liv *r*<br>5,05 Bku | 1903 | Swan Hunter & Wigham Richrdsn, Ld. Newcastle | F. H. Powell & Co. | 270·4 \| 36·0 \| 19·3<br>P 161' F 74'<br>FK<br>*WB = Cell D Ba* 74' | Liverpool British<br>*1 BHCem*<br>*Best. IPT* 21 *t* | T. 3 Cy. 21½", 34" & 56"–42" (*s*)<br>160 lb *80 lb* 238 NHP<br>2 SB. *8pf*. GS 132, HS 4096<br>W ghm Rchrdsn & C Ld. Nwc | 20 · 0<br>2 · 8 |
| 710 116130 VNGK | — Steel Sc Sr<br>*F.A. Lockhart* –03<br>*1 Dk* | 195<br>174<br>6 | ✝ 100 A1 Hul *c*<br>2,03 | 1903 | Cochrane & Sons Selby | J.S. Darrell & J[illegible] | 114·0 \| 21·1 \| 12·0<br>B 12<br>BK 7'<br>*WB = DT* 14'3 *t* *APT* 5 *t* | Hamilton, Bermuda British<br>*1 BHCem* | T. 3 Cy. 14", 22" & 36"–24" (*s*)<br>165 lb *60 lb* 28 RHP<br>1 SB. *3cf*, GS 56, HS 1380<br>Tindall, Earle & Hutchinson, Ld. Hull | 12 · 10<br>2 · 3 |
| 711 78628 | — Iron Pad Sp<br>*J. Buchanan* –04<br>(*ex* Flying Huntress) | 182<br>165<br>3 | | 1878 | J T Eltringham S. Shields | Greenock Towing Co. | 122·5 \| 20·2 \| 10·6 | Greenock British | L. 1 Cy. 41"–60"<br>NB 93 98 RHP<br>J.P. Rennoldson & Sns. S. Shl | |
| 712 | — Steel Sc Tug<br>*Rogushin* 92–00<br>(*ex* Janet) *1 Dk* | 99<br>99<br>3 | | 1898 | J. Scarr Beverley | White Sea Saw Mills Co. Ld. (N. Russanoff Sons) | 85·1 \| 18·1 \| 9·0<br>BK 6' | Archangel Russian | T. 3 Cy. 11½", 18" & 30"–22"<br>NE 94 *fitted* 98 48 NHP<br>C. D. Holmes & Co. Hull | 10 · 0<br>1 · 11 |
| 713 118062 | — Steel Sc<br>*J. Ryan* –03 *ss* Qns. No. 3–11,03<br>(*ex* Tiger) *1 Dk* | 44<br>37<br>3 | ✝ 100 A1 Qns<br>*For towing purposes*<br>11.03 | 1902 | G. Brown & Co. Greenock | J. Ryan | 61·9 \| 13·6 \| 6·4<br>BK 6' | Liverpool British<br>*4 BHCem* | C. 2 Cy. 12" & 24"–18" (*s*)<br>20 lb 29 RHP<br>1 SB. *2pf*, GS 26, HS 565<br>W White & Son, Greenock | 7 · 0 |
| 714 112423 SCHV | **Powhatan** Steel Sc Sr<br>*E. Trinneck* –02 *ss* Lou. No. 1–05<br>*Spar dk (Stl) 1 pt Stl dk & Web frames* | 4262<br>4097<br>2789 | ✝ 100 A1 Lon *x*<br>*Spar dk*<br>2,05 | 1900 | Furness, Withy & Co Ld W Hartlepool | Chesapeake & Ohio S.S. Co. Ld. (W. Williamson, *Mgr.*)<br>*B = Cell D B a* 129 | 354·1 \| 50·3 \| 20·3<br>P 31 B 104' F 35' 28·2<br>FK<br>*uE & B* 52' *f* 126' 838 *t* | W. Hartlpl British<br>*4 BHCem*<br>*APT* 45 *t* | T. 3 Cy. 25", 40" & 68"–48" (*s*)<br>180 lb *80 lb*<br>1 SB. *2cf*, GS 148, HS 6800<br>Sir C Furness, Westgarth & Co Ld. Mdb | 22 · 11<br>6 · 9 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. | 6 Date of Survey. | 7 Class Assigned. By Lloyd's. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Tubes & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (midships). ft. in. | 15 Registers in which classed, if not in L. R. Date of last Bot. Trade Cert. | 16 Date when last dealt with. Last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 715 27600 KLVM | **Powhatan** *J.H.Dizer* –01 | **SteelScSr** (*ex* Rawlins, ex U.S.N. Resolute, ex Yorktown) *Elec light* | 2898 2853 2126 | | | | 1894 | Delaware River Co. Chester, Pa. | Merchnts & Miners Transportation Co. | 310·0 | 40·0 | 26·9 | Baltimore Utd. States | T.3Cy.22″,44½″&78″–60″ 413NHP Delaware River Co. Chester | | S | |
| 716 — 95691 KHPR | *F.Harnden* –99 | **SteelScSr** *ss*Bkn. No.3–5,98 *ss*Bkn. No.1–02 *2 Dks (Stl) Str B* | 2536 2312 1640 | ✠100A1 Tri *u* ~~12,04~~ BS1,02 BS1,05 | ~~5,05~~ | ~~BlueMdb~~ ✠LMC7,02 | 1886 6mo | Barrow S.B. Co. (Lim.) Barrow *Lloyd's SA&CP* | ~~Medit. & New York S.S. Co. Ltd. (Phelps Bros. Mgrs.)~~ Watts, Watts & Co. *WB = DB* | 310·3 P20′B68′F34′ 188′*f* 34′*d* 9*u* E6′B56 | 38·1 BK10½ | 25·2 *6 BH Cem* 682*t* FPT52*t* | Liverpool British | T.4Cy.18″(2)38″&60″–42″ (*s*) 1560lb *100lb* NDB02 254NHP 2DB, 8*cf*, GS168, HS1266 Barrow S.B. Co. (Lim.) Brw. | 26 ″ 8 to 5 ″ 1½ | | ~~6,98~~ 8,01 |
| 717 98165 LKTF | **Powis** *J.M.Lloyd* –03 (ex County) *Well deck* | **SteelScSr** *ss*Bry. No.3–10,02 *1 Dk (Stl) 26cB* | 2111 1650 1331 | ✠100A1 Bry *r* 12,04 ~~12,05~~ MS8,01 BS2,04 | | ✠LMC | 1889 11mo | Palmers' Co. Ld. Newcastle *Lloyd's SA&CP* | Powis S.S. Co. Ltd. ~~J. [illegible] & Co.~~ Jenkins Bros.) ~~& Co.~~ *WB = Cell DB226′416t* | 275·2 P29′Q76′B107′ F31′ BK9½ | 37·9 | 19·0 *4 B Hpt Asp pt Cem* | Cardiff British | T.3Cy.18½″,35″&54″–42″ 200lb *80lb* NDB00 205NHP 2SB.6*cf*, GS93, HS3006 Palmers' Co. Ld. Nwc. | 21 ″ 8 to 11 ″ 11½ | | 2,04 |
| 718 98976 MHFF | **Poyang** *B.Phillips* –03 | **SteelTwinScSp** *3 Dks* | 2551 1899 1892 | | | | 1891 | Scott & Co. Greenock | China Nav. Co. Ld. | 287·7 H652*t* | 43·0 | 27·9 | London British *WB* | T.6Cy.14″,23″&37″–30″ 150NHP Scott & Co., Greenock | | | |
| 719 JQHN | **Præsident Christie** *N.Graarud* | **IronScSr** *1 Dk & Awngdk* | 611 596 361 | | | | 1873 | Bergens. Mek. Verks. Bergen | Nordenfjeldske Dampskibsselskab | 166·6 H13*t* | 24·8 | 20·3 | Drontheim Norwegian | C.2Cy.24″&45″–24″ 88NHP Bergens Mek. Verks., Bgn. | | | |
| 720 65779 WRGV | **Prague** *T.Jeffrey* –91 | **IronScSr** *ss*Lth. 2nd No.3–8,96 *ss*Lth. No.1–00 2–01 *2 Dks Str B* | 1087 1055 677 | ✠100A1 Lth *n* ~~2,04~~ 5,05 ~~BS4,02~~ BS4,6– BS5,01 | ~~MC~~ | | 1872 8mo | Barclay, Curle & Co. Glasgow A&CP | Leith, Hull & Ham. S.P. Co. Ld. (J. Currie & Co. *Mgrs.*) | 244·3 ND96 | 28·0 BK8½ | 20·7 *5 BH Cem* | Leith British | C.2Cy.31″&54″–39″ (*s*) 60lb *60lb* NDB95 152NHP 2SB, 6*cf*, GS94 Barclay, Curle & Co., Gls. | 21 ″ 10 to 4 ″ 6½ | BT till ~~8,04~~ 5,05 | ~~6,03~~ 6,04 |
| 721 110548 QVKN | **Prah** *H.E.Millsom* –01 | **SteelScSr** *ss*Cit. No.1–03 *2 Dks (Stl)* | 2520 2349 1593 | ✠100A1 Bry *u* ~~2,02~~ 10,04 ~~BS8,03~~ ✠LMC | | ~~SWS~~ | 1899 3mo | W. Dobson & Co. Newcastle A&CP | British & African S.N. Co. (1900), Ld (Elder, Dempster & Co. *Mgs.*) *WB = Cell* | 325·0 P33′B224′F38′ *DB*c12′*u*E22′*f*112′ | 45·2 FK | 19·5 *5 BH Cem* 656*t* APT26*t* | Liverpool British | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *160lb* 254NHP 2SB.6*cf*, GS106, HS4008 Wilsnd. Slpwy. Co. Ld. Nwc. | 22 ″ 2 to 2 ″ 6 | | ~~N4,02~~ ~~[illegible]~~ |
| 722 89679 JTRK | **Prairie Cock** *Crimp* –02 (ex Condor, ex Prairie King) | **IronScSp** *1 Dk* | 125 124 8 | ✠ 3,90 *For Towing purposes* | | Npt | 1884 | S. & H. Morton & Co. Leith | W.B. Hill | 90·7 | 19·1 | 11·2 | Liverpool British *3 BH Cem* | C.2Cy.20½″&40″–24″ NB02 90RHP A. Shanks & Son, Arbroath | 11 ″ 10 | | |
| 723 KRLQ | **Prangenhof** *G.Kohnert* | **SteelSc** (*Trawler*) *1 Dk* | 215 188 64 | | | | 1902 | J.C. Tecklenborg A.G. Geestemünde | J. Wieting | 117·8 | 22·6 | 11·4 | Gstemnde German | T.3Cy.11″,17½″&29½″–21½″ 39NHP J.C. Tecklenborg A.G. Gst. | | G | |
| 724 108784 QRHS | **Prase** *A.McPhail* –04 *Mchy. Aft* *Well deck* | **Iron&SteelScSr** *ss*Bwg. No.1–03 *1 Dk (Irn)* *Iron framing, Steel plating* | 285 196 72 | ✠100A1 Bwg 12,03 | | ✠LMC | 1899 1mo | Crmichael, MacLean & Co. Greenock A&CP | W. Robertson | 135·1 Q46′B8 F22′ | 21·1 BK8½ *WB = FPT* | 9·4 | Glasgow British | C.2Cy.16″&32″–22″ (*s*) 120lb 12RHP 1SB.2*pf*, GS32, HS860 Muir & Houston, Ld. Gls. | 10 6 | | 12,03 |
| 725 RMBW | **Prasident** *G.F.Fiedler* 00–02 *Elec light* | **SteelScSr** *2 Dks* | 3310 2599 2069 | | | | 1900 | Blohm & Voss Hamburg | Deutsche Ost-Afrika Linie | 320·9 P&B217′F40′ | 40·3 | 24·9 | Hamburg German *WB* | T.3Cy.23⅞″,38″&63¾″–42½″ 264NHP Blohm & Voss, Hamburg | | G | |
| 726 KRLS | **Prasident Herwig** *H.G.Torner* | **SteelSc** (*Trawler*) *1 Dk* | 185 162 59 | | | | 1902 | G. Seebeck Act. Ges. Bremerhaven | F. Busse | 120·2 H13′F20′ | 22·7 | 10·7 | Gstemnde German | T.3Cy.11⅛″,18″&30⅝″–22″ 43NHP G. Seebeck A.G. Bremerhvn | | G | |
| 727 LBGW | **Prasident Koch** *C.Kruse* 01–01 | **SteelScSr** *1 Dk* | 116 101 36 | | | | 1896 | Howaldtswerke Kiel | Neue Dampfer-Cie. Act. Ges. | 94·7 P8′Q34′F13′ | 21·4 | 9·3 | Kiel German | T.3Cy.9½″,14⅜″&24½″–13½″ NB98 22NHP Howaldtswerke, Kiel | | G | |
| 728 QGHV | **Prasident von Mühlenfels** *J.Bürgeleit* 02–02 | (*Trawler*) **SteelSc** *1 Dk* | 158 148 43 | | | | 1896 | Bremer "Vulkan" Vegesack | Deutsche Dmpfis-chereiGes. Nordsee | 105·9 B34′ | 21·0 | 10·2 | Bremen German *WB* | C.2Cy.14⅛″&26″–19⅜″ 25NHP Bremer "Vulkan," Vegesack | | G | |
| 729 HQGS | **Prazattus** ~~*E.Arnerich* –00~~ (ex Oakley) *S.Golubovic* | ~~ss[illegible] No.2~~ *1 Dk (Irn) & Web frames & pt Awng dk (Irn)* *ss*Tri. No.3–4,05 | 2623 1941 1648 | ✠100A1 Cff Tri *pt Awng dk with Freeboard* 4,05 ~~5,04~~ | | ✠LMC | 1892 12mo | Craig, Taylor & Co. Stockton *Lloyd's SA&CP* | Prazattus S.S. Co. Ld (M. Marinovic) *WB = Cell* | 300·0 Q82′F29′ *pt Awngdk* 189′ *DB* 258 553*t* | 40·2 FK | 19·3 *5 BH Cem* 801*t* APT25*t* | Ragusa Aust.-Hung. | T.3Cy.22″,35″&57″–39″ (*s*) 160lb *80lb* NDB05 204NHP 2SB, 4*rf*, GS68, HS3078 Wstgrth, Englsh & Co. Mdb | 22 ″ 0 to 8 ″ 10 | | ~~2,03~~ 4,05 |
| 730 | **Preciada** | **SteelScSr** *1 Dk & Promenade dk* | 142 83 49 | | | | 1900 | Ritchie Graham & Milne Glasgow | Pinto Bros. & Co. | 95·0 F14′ | 20·0 | 6·9 | Pará Brazilian | C.2Cy.12″&24″–18″ 20NHP Campbll & Calderwood, Psy | | | |
| 731 NBMK | **Pregel** *H.Olsen* *Well deck* | **SteelScSr** *1 Dk* | 977 724 607 | | | | 1889 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab. | 220·8 len97 | 28·2 | 14·8 | Copnhagn Danish *WB* | T.3Cy.14½″,23″&36″–24″ 63NHP Burmeister & Wain, Cpn. | | | |
| 732 — | *W.Seeger* 99–03 (Ice Breaker) | **SteelScSr** *2 Dks* | 500 | | | | 1903 | Act. Ges. "Vulcan" Stettin | Kaufmannschaft Königsberg | 127·6 | 36·7 | 17·4 | Königsbrg German *WB* | T.3Cy.20″,31″&51″–31″ 144NHP A.G. "Vulcan," Stettin | | | |
| 733 | **Premier** *O.Pedersen* | **SteelScSr** *1 Dk* | 545 422 318 | | | | 1897 | Frdrikstad Mek. Verks Fredrikstad | Akties. Premier (Westergaard & Co.) | 160·5 Q38*t* B53*t* H10*t* | 28·7 | 10·4 F21*t* | Chrstiania Norwegian *WB* | T.3Cy.12¼″,19½″&31″–24″ 47NHP Fredrikstad M.V. Frdrkstd. | | N | |
| 734 — | *A.McDonald* –99 | **SteelScSr** *1 Dk* | 374 238 188 | | | | 1891 | S. Mc Knight & Co. Ayr | | 155·0 Q37′B73 F25′ | 23·1 BK7′ | 10·0 | London British *WB* | C.2Cy.22″&44″–30″ 80RHP W. Kemp, Glasgow | 10 ″ 8 | | |
| 735 — 104194 NTDC | *J.Raynor* –95 | **IronScK** *ss*Gms. No.3–1,04 *1 Dk* | 181 164 81 | ✠100A1 Gms *Stm Trawler* 1,04 BS1,05 BS1,04 | | ✠LMC1,0 | 1895 3mo | Cochrane, & Cooper Beverley *Lloyd's SA&CP* | Anchor Stm. Fishg. Co. Ld. | 107·3 Q44′F19′ | 21·0 BK7½ | 11·5 | Grimsby British *3 BH Cem* | T.3Cy.12½″,19½″&32″–22½″ 160lb (*s*) 50RH 1SB.2*cf*, GS28, HS836 C.D. Holmes & Co., Hull | 12 ″ 0 | | 1,04 |
| 736 — 113082 SPJN | *J.Young* –02 *M.Telford* | **SteelScK** *1 Dk* | 169 161 53 | ✠100A1 Abn *Stm Trawler* [illegible] | | ✠LMC | 1901 2mo | A. Hall & Co. Aberdeen *Lloyd's SA&CP* | The "Dodds" Steam Fishing Co. Ld. (W. H. Dodds, *Mgr.*) | 106·2 | 21·2 BK7½ | 11·4 | N. Shields British *3 BH Cem* | T.3Cy.11½″,18″&31″–21″ (*s*) 160lb 52RH 1SB, 2*pf*, GS30, HS880 A. Hall & Co. Aberdeen | 12 ″ 0 | | N6,04 |

| 1 Numero | 2 Nom du Navire. Materiaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures. Longueur. | Largeur. | Creux. | 12 Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH—Force en chevaux d'après les Inspecteurs de la Société. IHP—Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Jusque bord en milieu du navire. pieds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 737 | **Premier** | **IronScK** | 162 | | | | 1890 | Hawthorns & Co. Leith | Shepherd&Co. | 100·2 F11′ | 21·1 | 10·4 BK7″ | Bombay British | C.2Cy.17″&34″–22″ 48RH | 11 · 6 | |
| GPNB | *Moosa Ismail96–03* | | 138 | | | | | | | | | | *WB* | Hawthorns&Co.,Leith | | |
| MFND | *Mchy.Aft* | 1 *Dk* | 51 | | | | | | | | | | | | | |
| 738 | — | **IronPadSr** | 129 | | | | 1846 | W.Denny & Bros. Dumbarton | Cosens&Co.Ld. | 148·5 len78 | 17·3 | 6·7 | Weymouth British | O.2Cy.20″–33″ NE78 NB85 50RH | | BT 101 |
| 9387 | *A.Cox –98* | | 115 | | | | | | | | | | | J.Penn&Sons,Greenwich | | |
| JNPS | | | 49 | | | | | | | | | | | | | |
| 739 | **Prensa** | **Steel&IronScSr** | 187 | | | | 1889 | MotalaCo. Motala | J.Mudd&Co. | 98·3 P34′H6t F18′ | 21·2 | 9·1 | Bns.Ayres Argentine | C.2Cy.11″&22″–16″ 16NH | | |
| | (*ex*GötaKanal V.) | 1 *Dk* | 148 | | | | | | | | | | | MotalaCo.,Motala | | |
| | | | 124 | | | | | | | | | | | | | |
| 740 | **Prentiss** | **WoodScSr** | 406 | | | | 1901 | W.A.Boole & Son Oakland,Cal. | California& OregonCoastS.S. Co. | 144·0 | 34·5 | 11·5 | S.Frncisco Utd.States | C.2Cy.14″&32″–24″ 42NH | | |
| 130938 | *E.G.Ahlstrom –02* | | 367 | | | | | | | | | | | FultonE.&S.B.Wks.S.Fo. | | |
| KRPD | | 1 *Dk* | 267 | | | | | | | | | | | | | |
| 741 | **President** | **WoodScSr** | 564 | | | | 1895 | FultonEng &S.B.Works SanFrancisco | AlaskaPackers' Association | 135·0 | 27·7 | 14·0 | S.Frncisco Utd.States | T.3Cy.13″,21″&24″– | | |
| 130717 | *A.Anderson* | | — | | | | | | | | | | *WB* | FultonE.&S.B.Co. | | |
| KMQN | | 2 *Dks* | 425 | | | | | | | | | | | | | |
| 742 | — | **IronPadTug** | 130 | ✝ | | Shl | 1876 | J.Read-head&Co. S.Shields | G.Brown | 100·0 | 20·0 | 9·9 | S.Shields British *BH Cem* | 2Cy.30″–52″ NB89 70RH | | |
| 86652 | *W.Newcastle –91* | 1 *Dk* | 130 | *For Tug purposes* | | | 8mo | | | | | | | J.Readhead&Co.,S.Shields | | |
| | | | 26 | 10,76 | | | | | | | | | | | | |
| 743 | **Président LeRoyLallier** | **IrnScBn** | 1430 | | | | 1881 | J.Readhead &Co. S.Shields | Cie.des Bateaux à Vap.du Nord | 250·9 H41′ F16′ | 33·1 | 15·1 23·0 | Dunkirk French | C.2Cy.32″&61″–36″ NB01 186NH | | V |
| | *A.Chandler97–02* | | 1159 | | | | | | | | | | *WB* | J.Readhead&Co.,S.Shields | | |
| KRGN | | 1 *Dk*‡*Spardk*3*tr B* | 701 | | | | | | | | | | | | | |
| 744 | **President Ludwig** | **IronScTug** | 165 | | | | 1892 | Cook,Welt'n&Gemmell Hull | Soc.Anon.de Remorq.à hélice | 116·0 | 22·0 | 11·4 BK6½″ | Antwerp Belgian | T.3Cy.15″,24½″&39″–24″ 68NH | 12 · 8 | G |
| | *K.Mommaas76–93* | | — | | | | | | | | | | | C.D.Holmes&Co.,Hull | | |
| | | 1 *Dk* | 55 | | | | | | | | | | | | | |
| 745 | **Presidente Aceval** | **IronScSr** | 179 | | | | 1881 | E.Finch& Co. Chepstow | J.A.Loretto | 106·0 | 19·0 | 9·1 | Bns.Ayres Argentine | | | |
| | (*ex*PampaCentral, *ex*RioChubut,*ex*JamesPerry) | | — | | | | | | | | | | | AvonsideEng.Co.,Bristol | | |
| | | | 106 | | | | | | | | | | | | | |
| 746 | **Presidente-Mitre** | **Steel&IronScSr** | 130 | | | | 1887 | Soc.Gén. Forges Atel. St.Denis | N.Mihanovich | 96·8 P34′ | 18·5 | 8·9 | Bns.Ayres Argentine | C.3Cy.17⅞″&30½″–18½″ 34NH | | |
| | *Giobata –88* | 1 *Dk* | 107 | | | | | | | | | | | Soc.Con.Batignolles,Paris | | |
| | | | 59 | | | | | | | | | | | | | |
| 747 | **Presidente-Roca** | **Steel&IronScSr** | 130 | | | | 1887 | Soc.Gén. Forges Atel. St.Denis | N.Mihanovich | 96·8 P34′ | 18·5 | 8·9 | Bns.Ayres Argentine | C.2Cy.17⅞″&30½″–18½″ 34NH | | |
| | *Muller* | 1 *Dk* | 107 | | | | | | | | | | | Soc.Con.Batignolles,Paris | | |
| | | | 59 | | | | | | | | | | | | | |
| 748 | **Presjednik Becher** | **SteelScSr** | 2319 | ✝100A1 | | Npt *s* | 1900 | Craig, Taylor&Co Stockton | PresjednikBecher S.S.Co.Ld. (M.Marinovic) | 289·2 P27′B76′F33′ | 43·2 | 20·1 FK5 | Ragusa Aust.-Hung. | T.3Cy.21″,35″&57″–39″ *(s)* 160lb *80lb* 206NH | 21 · 3 | |
| 1924 | *L.Sazic –01* | *ss*Tri.No.1–01 | 1445 | | | | 7mo | | *WB = Cell DBa* | | | *BH Cem* | | 2SB,6*cf*,GS92,HS3150 | s 3 · 4½ | |
| HQGV | | 1 *Dk*(*Stl*)‡*deep framing* | | | | | | | | | | *APT42t* | | B.Jair&Co.Ld.Stockton | | |
| 749 | **Presnitz** | **IronScSr** | 1639 | ✝90A1 | | Shl *q* | 1873 | A.Leslie& Co. Newcastle | J.T.Eltringham& Co. | 273·6 | 30·9 | 18·0 24·1 | S.Shields British | C.2Cy.28″&56″–30″ *(s)* 90lb *90lb* NDB94 132NH | 18 · 6 | |
| 47731 | *J.Foreman –95* | *ss*Shl.2nd No.3–2,97 | 1585 | *Spar dk* | | Nwc | 10mo | | | | | | 5*BH Cem* | 1SB,3*pf*,GS43,HS2047 | s 6 · 1 | |
| PFRN | | *ss*Shl.No.1–01 | 1067 | 7 | 11,04 | HS10,05 | 04 | A&CP | | ND88 | | | *E&B* 45′208*t* | MaudslaySons&Field,Lon. | | |
| | | 2 *Dks*‡*Spardk* | | NB11,94 | | LMC6,01 | | | *WB = DBa* | | | | | | | |
| 750 | **Presque Isle** | **SteelScSr** | 4578 | | | | 1898 | Cleveland S.B.Co. Lorain,O. | PresqueIsleTrans-portationCo. (ClevelandCliffs IronCo. *Mgrs.*) | 407·0 | 50·0 | 24·7 | Cleveland, Ohio Utd.States | Q.4Cy.17″,25½″,39″&60″–40″ 228NH | | |
| 150786 | *J.F.Lowe89–99* | | — | | | | | | | | | | | ClevelandS.B.Co.Clev. | | |
| | *Elec.light* | 1 *Dk*2*tr B* | 3570 | | | | | | *WB* | | | | | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | |
| 751 | **Presto** | **IronScSr** | 1058 | | | | 1875 | Bergsunds Mek.Vrks. Stockholm | StockholmsÅngf. Rederiaktieb | 217·2 P128′ | 29·8 H11′ | 17·7 F29 | Stockholm Swedish | C.2Cy.25½″&45″–26½″ 86NH | | |
| 2562 | *O.Abenius72–75* | 1 *Dk*2*tr B* | 802 | | | | | | | | | | | BergsundsActieb.,Skm. | | |
| HMRF | | | 635 | | | | | | | | | | | | | |
| 752 | — | **IronScSr** | 910 | ✝~~90A1~~ | | Nwc *m* | 1879 | C.Mitchel &Co. Newcastle | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay. *Mgrs.*) | 215·0 P26′ B14′F27′ | 31·1 | 16·2 BK6 | Newcastle British | C.2Cy.29″&56″–33″ *(s)* 80lb *80lb* NDB90 141NH | 17 · 0 | |
| 86349 | *D.Abelins* | *ss*Nwc.2nd No.3–4,04 | 757 | 1,04 | | | 7mo | A&CP | | | | *WB = DB185′* | *4BH Cem* | 1SB,3*pf*,GS60,HS2030 | — 2 — | |
| SQCR | | 1 *Dk*(*Iron*) | 563 | NB5,00 | | | | | | | | | | WallsendSlipwy.Co.,Nwc. | | |
| Sunk by Collision 7.04 | | | | | | | | | | | | | | | | |
| 753 | — | **IronPadSk** | 155 | | | | 1893 | J.T.Eltringham&Co Co.Ld. South Shields | T.Wilson,Sons& Co.Ld. | 107·0 | 19·6 | 10·0 | Hull British | 2Cy.28½″–50″ 60RH | | |
| 102033 | *J.Harrison –95* | 1 *Dk* | 139 | | | | | | | | | | | Baird&Barnsley,N.Shl. | | |
| | (*ex*Triumph) | | 27 | | | | | | | | | | | | | |
| 754 | **Preston** | **IronScSr** | 2099 | | | | 1885 | M.Pearse& Co. Stockton | GeneralStm.Nav. Co.Ld. | 275·4 P28′Q82′B106′F30′ | 37·2 | 19·9 BK9½″ | London British | T.3Cy.21″,35½″&57″–39″ 201NH | 21 · 10 | |
| 92904 | *W.Manning –99* | | 1625 | | | | | | | | | | *WB* | Blair&Co.(Lim.),Stockton | | |
| KDHG | *Well deck* | 1 *Dk* | 1327 | | | | | | | | | | | | | |
| 755 | — | **SteelScSr** | 1444 | | | | 1902 | Bergen Mek.Værks Bergen | O.&A.Irgens | 252·4 H140′ | 33·2 | 20·4 | Bergen Norwegian | T.3Cy.21″,34″&56″–36″ 188NH | | N |
| | *S.C.Halvorsen* | | 1304 | | | | | | | | | | *WB* | BergenMek Værks.Bergen | | |
| | | 1 *Dks*‡*Spardk* | 908 | | | | | | | | | | | | | |
| JQDG | | | | | | | | | | | | | | | | |
| 756 | **Prestonian** | **SteelScSr** | 1152 | ✝100A1 | | Liv *n* | 1901 | AilsaS.B. Co. Troon | S.S.Prestonian (1902)Co.Ld. (H.Tyrer&Co.) | 223·7 P16′Q56′B68′F57′ | 33·2 | 14·4 dr 05 FK&BK17 | Preston British | T.3Cy.16″,27″&44″–33″ *(s)* 180lb *100lb* 126NH | 17 · 0 | |
| 112616 | *W.Kerr01–01* | | 833 | | 1,05 | | 10mo | | | | | *4BH Cem* | | 1SB.3*pf*,GS58,HS2020 | s 1 · 6 | |
| SRLB | *Well deck* | 1 *Dk*(*Stl*)‡*deep framing* | 588 | | LMC10,01 | | | *Lloyd's* A&CP | *WB = Cell DBa52* | *E17′f96′282t FPT* | | *APT 26t* | | Muir&HoustonLd.Gls | | |
| 757 | — | **SteelSc3MstSr** | 804 | ✝100A1 | | Liv *l* | 1899 | Dundee Shipbuilders' CoLd.Dundee A&CP | J.Bacon,Ld. | 198·1 Q98′B18′F28 | 30·2 | 13·1 FK | Liverpool British | T.3Cy.16″,26″&40″–30″ *(s)* 180lb *80lb* 98RH | 15 · 4 | |
| 105238 | *T.Berry –04* | *ss*Liv.No.1–03 | 611 | | 1,04 | | 8mo | | | | | *3BH Cem* | | 1SB,3*pf*,GS52,HS1786 | s 1 · 7 | |
| RHCD | *Mchy.Aft* | 1 *Dk*(*Iron*)‡*deep framing* | 385 | | LMC10,03 | | | | *WB = Cell DB* | *f134′205t* | | *FPT 80t* | | Cooper&Greig,Dundee | | |
| | *Well deck Elec.light* | | | | | | | | | | | | | | | |
| 758 | **Pretoria** | **SteelTwinScSr** | 13234 | | | | 1897 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 561·0 B168 | 62·2 | 37·9 | Hamburg German | 4 8Cy.28″,38″,48″&69½″–54″ 1000NH | | G |
| 10562 | *G.Schrötter88–04* | 4 *Dks* | 8415 | | | | | | | | | | *WB* | Blohm&Voss,Hamburg | | |
| RKTS | *Elec.light* | | | | | | | | | | | | | | | |
| 759 | — | **SteelScSr** | 3700 | ✝100A1 | | Off *o* | 1900 | J.L.Thompson&Sons,Ld Sunderland A&CP | International Line S.S.Co.Ld. (C.Marwood *Mgr.*) | 381·3 P29′B102′F31′ | 45·9 | 25·6 FK | Whitby British | T.3Cy.24″,40½″&58″–45″ *(s)* 180lb *180lb* 356NH | 28 · 5 | |
| 126114 | *Corney –02* | *ss*Off.No.1–04 | 2409 | Cpt.Trad | 3,04 | Shl | 8mo | | | | | *3BH Cem* | | 2SB.3*pf*,GS150,HS5183 | s 10 | |
| RTCS | | 2 *Dks*‡(*Stl*&*Cpt Trad pt Stl*) ‡*deep framing* | | B31,04 | | LMC Trans MS9,05 | | | *WB = Cell DBa* | *116 uE24′f160′802t* | | *APT 181t* | | G.Clark,Ld.Sunderland | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of Survey. | 6 Port of Survey. Year assigned and now applied. Equipment Letter. | 7 | 8 Built. When. Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula: RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L. R. Date of First Class Cert. | 16 Date when hull built last recon. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 760 Pretoria 74844 H McKenzie SDQF Elec light | | Iron ScSr ssN.Yk.2nd No.3–6,02 2Dks (1 Irn) & Spar dk | 3303 2291 1984 | ✝100A1 Spar dk 1,05 | NYk | u | 1878 8mo | W. Denny & Bros. Dumbarton A&CP | Quebec S.S.Co.Ld. H | 350·0 40·2 23·4 31·1 BK11 B = DBa 82' & btwn | | | S'thamptn British 1 BHCem E & B 28'30t | T.3Cy.33",52½"&86"–54" (s 160lb 80lb 548NH 2DB.12cf,GS240 Tpd.88 J.&J.Thomson,Gls. | 25 " 0 | | 1-04 9,04 |
| 761 — 116104 J. Rumble 96–02 | | Steel ScK 1 Dk | 180 169 64 | ✝100A1 Stm Trawler 5,05 2-04 | Hul | | 1902 11mo | Cook, Welt'n & Gemmell Beverley Lloyd's A&CP | Hull Steam Fishing & Ice Co. Ld. | 109·0 21·5 11·0 Q19' BK7' WB = Deep Tanks, | | | Hull British 1 BHCem f 13'30t | T.3Cy.10",17"&28"–21" (s 200lb 45RH 1SB,2pf,GS25,HS750 Amos & Smith,Hull | 12 " 1 | | 2,01 |
| 762 — 112507 C. J. Harris –03 | | Wood ScK 1 Dk | 165 154 104 | | | | 1900 | R. Davis Brisbane Water. NSW | ~~A. Davis~~ J. Clark | 108·1 25·7 8·8 | | | Sydny NSW British | C.2Cy.12"&22"–14" 24RH Bow & McLaughlin,Psy. | | | |
| 763 — 113070 B. Grimmar –02 | | Steel ScK 1 Dk | 159 148 33 | ✝100A1 Stm Trawler 3,02 | Abn | | 1900 7mo | Hall, Russell & Co. Ld Aberdeen Lloyd's A&CP | Irvin Stm. Fishing Co. Ld. (R. Irvin, Mgr.) | 103·3 20·6 11·3 BK7½ | | | N. Shields British 3 BHCem | T.3Cy.11½",18"&31"–21" (s 160lb 56RH 1SB,2pf,GS32,HS1019 Hall, Russell & Co. Ld. Abn. | 11 " 10 | | 8,02 |
| 764 Pretorian 113989 J. M. Johnston –01 SMKV 2 Dks (Stl–M ptws) Ref. Mchy. 3tr B & Shelter dk (Stl–ptws) Elec light | | Steel ScSr | 6436 5475 4073 | ✝100A1 Shelter dk 3,04 | Liv | b† | 1901 6mo | Furness, Withy & Co Ld W Hartlepool A&CP | Allan Line SS Co. Ld (J. & A. Allan) WB = Cell D Ba 135'u E & B 81' | 436·9 53·1 29·7 B on Shelter dk 144' FK f 163'1117t DT a 29 | | | Glasgow British 7 BHCem 868t APT 31t | T.3Cy.32",56"&88"–54" (r 180lb 800NH 4SB,12cf,GS274,HS11896 FD Richardsons, Westgarth & Co. Ld. Mdb | 32 " 8 s 6 " 4½ | BT till 3,05 | N 4,02 |
| 765 Preussen QFBN Elec light | E. Prehn | Steel ScBg 3 Dks | 5295 4820 3278 | | | | 1886 | Act. Ges. "Vulcan" Stettin | Nordd eutscher Lloyd | 457·3 45·1 30·5 P79' B250' F56' len95 WB | | | Bremen German | T.3Cy.36",57"&91"–59" NB94 636NHP A.G. "Vulcan," Stettin | | G | |
| 766 — | H. Buss 00–05 | Steel Sc (Trawler) 1 Dk | 253 211 77 | | | | 1903 | G. Seebeck Act. Ges. Bremerhaven | Deutsche Dmpfis-chereiGes. Nordsee | 135·3 22·5 9·8 Q66' F23' | | | Bremen German WB | T.3Cy.12",19 5/16"&31½"–23⅝" 48NHP G. Seebeck A.G. Bremerhvn | | G | |
| 767 Priam 118143 HRLV Elec light | | Steel ScSr 2 Dks | 4543 4031 2905 | | | | 1904 | R. & W. Hawthorn, Leslie & Co. Ld Newcastle | Ocean S.S. Co. Ld. (A. Holt & Co. Mgrs.) | ~~380·0 47·0 31·2~~ P39' B117' F42' 28·2 382·7 47·2 | | | Liverpool British WB | T.3Cy.24",41"&69"–54" 350NHP N.E. Marine Eng. Co Ld Nwc | | BT till 10,05 | |
| 768 Pride of the Humber 102930 G. Barnett | | Iron ScK ssHul.No.2–02 1 Dk | 150 140 58 | ✝100A1 Stm Trawler 11,04 4,04 | Cff | | 1894 1mo | Cook, Welt'n & Gemmell Hull Lloyd's A&CP | Neale & West | 101·1 20·8 11·0 Q22' BK7½ | | | ~~Hull~~ British 3 BHCem Cardiff | C.2Cy.16"&33"–22 (s 100lb 45RH 1SB,2pf,GS26,HS812 Bailey & Leetham,Hull | 11 " 10 | | 11,03 |
| 769 Pride o'th' Weaver 110530 J. A. Barton –03 | | Steel ScFlat 1 Dk | 178 169 78 | | | | 1898 | W. I. Yarwood Northwich | Weaver S.S. Co. Ld. (H. Seddon, Mgr.) | 100·0 21·5 9·9 | | | Liverpool British | C.2Cy.13"&26"–18" 45RH W. E. Bates, Northwich | | | |
| 770 Priestfield 114404 ~~W. B. Curtis 01–01~~ J. Day TBFV –04 | | Steel ScSr Spar dk (pt Irn & pt Stl) 2tr B & deep framing | 4033 3766 2612 | ✝100A1 Spar dk with freeboard 12,04 3,02 | Bos NYk | w | 1901 5mo | Irvine's SB & D. D. Co. Ld W Hartlepool A&CP | Priestfield S.S. Co. Ld. (Beckingham & Co.) B = Cell D B a 112' W | 345·4 47·9 19·4 P31' B100' F31' 27' FK u E & B 36' f 141' 873t | | | Newcastle British 3 BHCem APT 101t | T.3Cy.25",41"&67"–45' (s 165lb 90lb 314NHP 2SB,8pf,GS124,HS4840 Richardsons, Westgarth & Co. Ld. Sld. | 22 " 11 s 6 " 2 | | 5-04 12,04 |
| 771 Prima LMRT P. Lassen 93–01 | | Steel ScSr 1 Dk | 1756 1244 1110 | | | | 1901 | Schiffsw. v. Henry Koch Lübeck | Flensburger Dampfschifffahrt Ges. v. 1869 | 250·9 36·7 16·0 P14' Q62' B114' F30' | | | Flensburg German WB | T3Cy.17+1⅛",29½"&47¼"–33½" 129NHP J.F. Ahrens, Ottensen | | G | |
| 772 — HPBD | B. A. Meyer –99 | Steel ScSr 1 Dk | 1233 1087 761 | | | | 1899 | Framnes Mek. Værks Sandefjord | Acties. Prima (Chr. Nielsen & Co) | 241·2 35·2 14·9 P52' B57' F60' WB | | | Laurvig Norwegian | T.3Cy.16½",27"&44"–33" 111NH Akers Mek. Værkstad, Xia. | | N | |
| 773 — JSKM | T. D. Syrdahl | Iron ScSr 1 Dk | 619 565 383 | | | | 1885 | J. L. Meyer Papenburg | Acties. Dampskib. Prima (A. W. Selmer) | 164·9 26·1 17·2 B34t H12t F8t | | | Drontheim Norwegian | C.2Cy.19"&31½"–24" 41NH J. L. Meyer, Papenburg | | V | |
| 774 Primate 89764 Well deck | | Iron ScBn ssMdb.No.3–8,95 ssShl.No.1–99 1 Dk (Irn) 2tr B | 1712 1875 1084 | ✝100A1 8,03 | Hpl | r | 1883 1mo | R. Dixon & Co. Middlesbro' Lloyd's A&CP | Primate S.S. Co. Ld. (E. Harris & Co.) | 260·2 35·7 19·8 P28' Q60' B72' F33 BK9½ WB = DBa | | | Middlsbro' British 5 BHCem 72'f62'344t | C.2Cy.33"&61"–33" (h 75lb 80lb NDB90 178NHP 1DB,4pf,GS75 T. Richardson & Sons, Hpl. | 21 " 2 s 2 " 2½ | | ~~12-01~~ 3,05 |
| 775 Primavera | v. Duivenvoorde 01–03 (ex Holland V., ex Drumblade) | Steel ScSr ssAms.No.3–7,02 1 Dk | 155 154 77 | ✝100A– For Fishing purposes 8,04 | Ams | | 1896 8mo | J. Duthie Sons & Co. Aberdeen | Naam. Ven. Visscherij Pesca | 121·1 19·7 10·6 ND02 len02 BK6½ WB = Ce | | | Ymuiden Dutch 3 BHCem 1 DB 20'11t | C.2Cy.12½"&32"–21" (s 180lb 51NH 1SB,2pf,GS82,HS938 A. Hall & Co. Aberdeen | 11 " 1 | | 7-02 8,04 |
| 776 — | J. Röfer –99 | Steel Twin Sc Tug 1 Dk | 124 103 14 | | | | 1898 | G. Seebeck Act. Ges. Bremerhaven | Telles & Co. (Hamb.-Amr. Linie Mgrs.) | 96·7 18·0 9·0 | | | Rio Grande do Sul Brazilian | C.4Cy.10½"&20 1/16"–13½" 30NH G. Seebeck Act. Ges. Bhn. | | V | |
| 777 Primero JDKT | J. de la Vega (ex Corso) | Steel ScSr ssBry.No 1–98 1 Dk (Stl) & Web frames & pt Awng dk (Stl) | 1252 907 777 | ✝ pt Awng dk with freeboard 8,00 | Cff | | 1893 11mo | Campbeltown S.B. Co. Campbltown | Melton Gonzalez y Cia. WB | 230·0 32·7 16·4 Q79' FK pt Awng dk 150' = Cell D B 146'200t | | | Gijon Spanish 4 BHCem APT 80t | T.3Cy.17½",27½"&45"–33" 114NHP 1SB,3rf,GS68,HS1665 Kincaid & Co. Ld. Grk. | 17 " 4 | | |
| 778 Primo 106048 QLCM | J. Sturry 88–98 Well deck | Steel ScSr ssNwc.No.1–03 1 Dk (Stl) & deep framing | 1372 1108 855 | ✝100A1 1,05 2-01 BS1,05 | Shl | p | 1898 12mo | Craig, Taylor & Co Stockton A&CP | Pelton S.S. Co. Ld. (R.S. Gardiner & J. Reay, Mgrs.) WB = Cell L Ba 74 | 245·0 37·1 15·6 Q97' B56' F26' FK u E & B 30' f 91' 322t | | | Newcastle British 4 BHCem APT 91t | T.3Cy.18½",30"&49"–33" (s 160lb 80lb 162NHP 2SB.4pf.GS71,HS2786 MacColl & Pollock. Sld. | 18 " 0 s 1 " 8½ | | ~~11-08~~ 1,05 |
| 779 — HPJB | J. Petterse 02–02 (ex Pelican) | Iron ScK 1 Dk | 364 324 208 | ✝ 5,84 | Hul | d | 1884 4mo | Earle's Co. Ld Hull | Acties. Primo (C. Röe) | 161·5 21·7 12·5 B24t H10t F6t len02 | | | Brovig Norwegian 4 BHCem | C.2Cy.21"&40"–24" 65NH Earle's Co. Ld Hull | 12 " 0 | N | |
| 780 Primrose 81236 | C. Johnson 80–88 | Iron Pad | 292 285 66 | | | | 1879 7mo | T. B. Seath & Co. Glasgow | Wallasey Urban District Council | 150·2 25·3 10·3 | | | Liverpool British | D.2Cy.36"–66" NB82 80RHP D. Rowan, Glasgow | | BT till 8,05 | |

| No. | Nom du Navire, Matériaux, Gréement, etc. / Capitaine / Ex-nom / Visites Périodiques, Nombres des Ponts | Tonn. Brut / Net | Cote | Port | Construit (Quand / Par qui) | Armateurs | Dimensions | Port d'Armement | Machines | Vitesse |
|---|---|---|---|---|---|---|---|---|---|---|
| 781 | **Primrose** IronScSr<br>[illegible] —97 ssLiv.No.2-03<br>Wel.[illegible] 1Dk(Iron)<br>[illegible] | 272<br>184<br>79 | ✠<br>1,07 | Liv | 1885 H.M'Intyre<br>&Co.<br>Paisley | Primrose SS.Co.Ld<br>~~R.Hughes&Co.~~<br>(Hughes&[illegible]) | 135'0 20'1 9'8 | Liverpool<br>British | [illegible] | 10 · 6 |
| 782 | — SteelScSr<br>[illegible] (Trawler) 1Dk | 151<br>[illegible]<br>27 | | | 1892 A.Hall&Co<br>Aberdeen | W.J.Guy | 102'4 20'7 10'7 | Cardiff<br>British | A.Hall&Co.Aberdeen | 11 · 3 |
| 783 | — IronScK<br>L.H[illegible] —99<br>1Dk | 136<br>121<br>27 | ✠<br>StmTrawler<br>7,[illegible] | Abe | 1891 J.T.El-<br>[illegible]&Co<br>SouthShields | DundeeFishingCo.<br>Ld. (Cameron&<br>McFarlane, Mgrs.) | 100'0 20'0 10'3 | Dundee<br>British | C.2Cy.17"&36"-21" | 11 · 0 |
| 784 | — IronScSr<br>[illegible] (Trawler)<br>ex[illegible] 1Dk | 126<br>114<br>20 | | | 1883 J.Duthie<br>[illegible]&Co<br>Aberdeen | FlorenceTugboat<br>&SalvageCo.Ld<br>(B.O.Davies, Mgr.) | 101'4 19'0 10'2 | Cardiff<br>British | C.2Cy.19"&38"-27" | 10 · 10 |
| 785 | — SteelScK<br>1Dk | 91<br>84<br>19 | ✠100A1<br>For fishing purposes<br>3,04 | Gls | 1904 Mackie&<br>Thomson<br>Glasgow<br>Lloyd's | ScottishSteam<br>HerringFishing<br>Co.Ld. | 82'5 18'0 8'8 | Peterhead<br>British | T.3Cy.12"&20"-18" | 9 · 6 |
| 786 | **Primula** SteelScSr<br>Th.Thomsen —96 2Dks&Spar dk<br>Ref.Mchy Elec.light | 1524<br>878<br>691 | | | 1896 Lobnitz&<br>Co.(Lim.)<br>Renfrew | ForenedeDmpskib.<br>Selskab. | 270'9 34'1 15'9 | Copnhagn<br>Danish | T.3Cy.25",40"&65"-42"<br>Lobnitz&Co.Renfrew | |
| 787 | — SteelScSr<br>B.Ny[illegible]04-04<br>1Dk | 750 | | | 1904 W.Lind-<br>bergsAktieb.<br>Stockholm | HelsingforsAngf.<br>Aktieb. | | Helsingfrs<br>Russian | T.3Cy.[illegible]<br>W.LindbergsAktieb.Stm. | |
| 788 | **Primus** IronScSr<br>E.F.Hellberg —99 1Dk&Shelterdk<br>M.hy.Aft | 226<br>191<br>160 | | | 1876 MotalaCo.<br>Motala | Angb.Aktieb.Jon<br>köping-Stockholm<br>(A.Andersson) | 95'9 21'8 9'3 | Jonkoping<br>Swedish | C.2Cy.17½"&32½"-21½"<br>MotalaCo.,Motala | |
| 789 | — CompScSp<br>A.J.Christiansson97-97<br>exSkoghall) 1Dk | 162<br>137<br>105 | | | 18 C.J.Berg-<br>lund<br>Carlstad | Alex.Carlsson | 99'3 21'4 9'1 | Gothenbrg<br>Swedish | 2Cy. | |
| 790 | **Prince** IronScK<br>~~[illegible]~~ ssGms.No.~~1-02~~-04<br>1Dk | 141<br>131<br>50 | ✠100A1<br>StmTrawler<br>~~[illegible]~~ | Gms | 1896 Cochrane<br>&Cooper<br>Beverley<br>Lloyd's | ~~AnchorStm.Fishg.~~<br>~~Co.Ld(W.S.Lotten,~~<br>~~Mgr.)~~ L.Garcia | 93'4 20'5 11'0 | ~~Grimsby~~<br>~~British~~<br>Vigo.Spanish | T.3Cy.11",17"&30"-21"<br>Earle'sCo.(Lim.),Hull | 11 · 10 |
| 791 | **Prince Abbas** SteelScSr<br>D.L.Dalziel91-92<br>Elec.light 2Dks&Spar dk | 2030<br>1761<br>851 | | | 1892 R.Napier<br>&Sons<br>Glasgow | KhedivialMailS.S.<br>&Grav.Dk.Co.Ld. | 300'0 37'5 15'8 | London<br>British | T.3Cy.30",45½"&79"-54"<br>R.Napier&Sons,Glasgow | 18 · 6 |
| 792 | **Prince Albert** SteelScSr<br>D.Dra[illegible]04-04<br>1Dk(Stl)&deepframing&<br>Shelterdk(Irn-ws) | 1810<br>1688<br>1234 | ✠100A1<br>Shelter dk<br>with freeboard<br>10,04 | Ant | 1904 TyneIron<br>S.B.Co.Ld<br>Newcastle<br>Lloyd's | OcéanSoc.Anon.<br>Belge d'Armement<br>&deNav. (L.Dens<br>&Co., Mgrs.) | 280'0 42'0 18'2 | Antwerp<br>Belgian | T.3Cy.[illegible] | 20 · 7 |
| 793 | — SteelPadSr<br>2Dks | 861<br>775<br>451 | | | 1886 Soc.Cock-<br>erill<br>Antwerp | BelgianGovern-<br>ment | 271'8 29'0 15'6 | Ostend<br>Belgian | C.2Cy.[illegible]<br>Soc.Cockerill,Seraing | |
| 794 | **Prince Arthur** SteelTwinScSr<br>E.Kinney —99 ssBos.No.1-03<br>Elec.light 2Dks(UptStl-ws,lowerdk<br>Stl-wsaft)&Awngdk | 2041<br>1791<br>700 | ✠ A1<br>Awng dk<br>with freeboard<br>7,03<br>Coasting New York, Yarmouth &St.John,N.B. | Bos | 1899 Earle'sCo.<br>Ld.<br>Hull | DominionAtlantic<br>RailwayCo. (R.L.<br>Campbell, Mgr.) | 290'5 38'0 16'5 | London<br>British | T.3Cy.[illegible]<br>Earle'sCo.Ld.Hull | 17 · 4 |
| 795 | **Prince Charles** SteelScK<br>P.Titz[illegible]98-01<br>1Dk | 245<br>216<br>120 | ✠100A1<br>StmTrawler<br>2,05 | Hul | 1904 Cook,Wel-<br>ton&Gemmell<br>Beverley<br>Lloyd's | ~~A.T.Golder&Co.~~<br>A.[illegible]<br>&Co. | 120'0 22'0 12'0 | Ostend<br>Belgian | T.3Cy.[illegible]<br>C.D.Holmes&Co.Hull | 12 · 9 |
| 796 | **Prince Consort** IronScK<br>G.Rickells —90 ssHul.No.3-9,02<br>1Dk | 154<br>144<br>55 | ✠100A1<br>StmTrawler<br>7,01 | Hul | 1890 Cook,Wel-<br>ton&Gemmell<br>Hull<br>Lloyd's | Pickering&Hal-<br>dane'sStm.Trawl-<br>ingCo.Ld. | 104'0 20'3 11'0 | Hull<br>British | T.3Cy.[illegible]<br>C.D.Holmes&Co.,Hull | 11 · 10 |
| 797 | **Prince Edward** SteelTwinScSr<br>W.E.Lockhart —99 ssBos.No.1-00<br>Elec.light 2Dks(1Stl-ws)&Shadedk | 1414<br>1234<br>727 | ✠ A1<br>Shade dk<br>with freeboard<br>12,00<br>Coasting, Bay of Fundy | Hfx | 1897 Earle'sCo.<br>(Lim.)<br>Hull<br>Lloyd's | DominionAtlantic<br>RailwayCo. (R.L.<br>Campbell, Mgr.) | 268'4 33'2 12'4 | London<br>British | T.3Cy.[illegible]<br>Earle'sCo.(Lim.),Hull | 13 · 0 |
| 798 | **Prince George** SteelTwinScSr<br>J.W.McKinnon —99 ssBos.No.1-02<br>2Dks(UptStl-ws,lower dk Stl-wsaft)<br>Elec.light &Awng dk | 2040<br>1791<br>714 | ✠ A1<br>Awng dk<br>with freeboard<br>7,02<br>Coasting New York, Yarmouth &St.John,N.B. | Bos | 1898 Earle'sCo.<br>Ld<br>Hull<br>Lloyd's | DominionAtlantic<br>RailwayCo. (R.L.<br>Campbell, Mgr.) | 290'5 38'0 16'5 | London<br>British | [illegible]<br>Earle'sCo.Ld.Hull | 17 · 4 |
| 799 | — SteelScSr<br>G.N[illegible] ssLon.No.1-95<br>(exR[illegible]) 1Dk(Iron)<br>[illegible] | 448<br>316<br>252 | ✠ | Lon | 1891 Southmptn<br>NavlWks.Ld<br>Southampton | NewHellenicStm.<br>Nav.Soc. | 160'0 24'0 11'0 | Syra<br>Greek | T.3Cy.[illegible]<br>SouthamptonNavalWorks,Ld.Sou. | 11 · 9 |
| 800 | **Prince Leopold** IronPadSk<br>H.Bartlett —98 | 196<br>182<br>114 | | | 1876 Barclay,<br>Curle&Co.<br>Glasgow | Sou.I.of Wight&<br>S.of Eng.Royal<br>MailStmPktCo.Ld | 165'6 20'1 7'9 | S'thamptn<br>British | [illegible]<br>Barclay,Curle&Co.Glasgow | |
| 801 | **Prince Oldenbourgsky** IronScSr<br>(WRECKED 10,03)<br>[illegible] —02 (exV[illegible]) | 582<br>478<br>224 | | | 1867 Macnab&<br>Co.<br>Greenock | V.Tolstopjat | 209'4 26'7 14'3 | Kertsch<br>Russian | [illegible] | |
| 802 | **Prince Potemkin** SteelScSr<br>[illegible] —87 2Dks | 770<br>486<br>451 | ✠<br>2,81<br>For Channel purposes | Nwc | 1887 Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianStm.Nav.<br>&TradingCo. | 233'5 26'6 15'3 | Odessa<br>Russian | [illegible]<br>Hawthorn,Leslie&Co.Ld.Nwc | 14 · 0 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tons (Tonnage) Gross. Under Deck. Net. | 5 Particulars of Classification. Character. | 6 ✝ for Special Survey. Date of last Survey. | 7 Port and Survey. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Registers in which classed. If not in L.R. Date of cl. of Trade Cert. | 16 Date when tail shaft last exam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 803 104788 RMHB | **Prince Rupert** *E.Kinney* –04 | SteelPadSr *3 Dks* | 1158 1048 620 | | | | 1894 | W.Denny & Bros. Dumbarton | Dominion Atlantic Railway Co (R.L. Campbell, *Mgr.*) | 260·0 | 32·2 | 11·5 19·3 | Digby, N.S. British *WB* | T.3Cy.31½″,47″&68″–72″ 392NHP W.Denny&Co.,Dumbarton | | | |
| 804 93381 PKDB | **Prince of Wales** *T.Roberts* –01 | SteelPadSr | 1657 1252 470 | | | | 1887 4mo | Fairfield Co.(Lim.) Glasgow | Isle of Man Steam Packet Co.Ld. | 330·5 P71′ | 39·1 F158′ | 15·2 | Douglas IM British | C.D.2Cy.61″&112″–78″ 925NHP Fairfield Co.(Lim.),Gls. | | BT till 11.04 | |
| 805 484 LFMN | — *W.Cumming* | WoodTwinScBk | 536 475 487 | | | | 1850 | Money & T.L.Wigram Northam | Nelson Bros. Ld. | 135·0 | 28·5 | 18·0 | London British | C.4Cy.10″&18″–12″ NB86 NE89 30RHP J.B.Oake,London | | | |
| 806 98850 | — *T.W.Gandy* –00 | SteelPadSp | 280 198 111 | | | | 1891 | Southmptn Nav.Wks Ld. Southampton | Sou.I.of Wight & S.of Eng.Royal Mail Stm Pkt Co.Ld | 185·5 H43′ | 22·2 | 7·5 | S'thamptn British | C.D.2Cy.21¾″&38″–60″ 119RHP Sou.Nav.Wks.(Lim.),Sou. | | BT till 12.05 | |
| 807 98733 MCSP | — *R.Connell* –91 *ss*Hul.No.3–8.03 *1 Dk* | IronScK | 158 146 59 | ✝100A1 *Stm Trawler* 11,04 BS8,04 | Hul ✝LMC8.03 | | 1891 4mo | Cook, Welton & Gemmell Hull | Pickering & Haldane's Stm. Trawling Co. Ld. | 106·0 Q24′F19′ pt N D03 | 20·5 BK7½ | 11·0 | Hull British *3 BH Cem* | T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 50RHP 1SB,*2cf*,GS829,HS780 C.D.Holmes&Co.,Hull | 11 ″ 10 | 12.05 | 8,03 |
| 808 93747 | — | IronPad | 142 140 89 | | | | 1858 | L.Hill & Co. Pt.Glasgow | J.Carvill | 153·8 | 18·6 | 7·7 | Glasgow British | D.2Cy.34″–42″ NB77 75RHP Scott&Sinclair,Greenock | | | |
| 809 94646 | — | IronPad | 114 114 25 | | | | 1884 | Hepple & Co. N.Shields | Tees Conservancy Commissioners | 101·0 | 18·4 | 9·0 | Stockton British | L.1Cy.35″–54″ 40RHP Hepple&Co.,North Shields | | | |
| 810 103596 | **Princess** *A.McLean* –96 *ss*PEI.No.1–01 *1 Dk(Irn–ptws)&Awng dk* | SteelScSr | 542 498 252 | ✝100A1 *Awng dk with freeboard* 6,04 | PEI *q* | | 1896 10mo | Grangemouth A&CP | Charlottetown Stm.Nav.Co.Ld. *WB DBf30′42f* | 165·0 *FPT17tAPT18t* | 26·0 BK7 | 10·2 17·7 British *4 BH Cem* | Chrlottetn P.E.I. | T.3Cy.16″.26″&42″–30″ (*s*) 160lb 90RHP 1SB,*3cf*,GS65,HS1650 Muir&Houston(Lim.),Gls | 10 ″ 9 s 8 ″ 1 | | 6,03 |
| 811 — | *W.F.Halon* | WoodPad *1 Dk2trB* | — — 331 | | | | 1872 | Girard Carillon Quebec | Ottawa Riv.Nav.Co | 145·0 | 23·0 | 7·0 | Montreal British | 1Cy.32″–96″ NB97 77NHP G.Brush,Montreal | | | |
| 812 — | ~~*Ordinderson* –01~~ (ex Jessie) | SteelSc3MstSr *Mchy.Aft Well deck* | 348 ~~339~~ 113 | ✝ ~~100A1~~ | ... ~~Lon~~ | *No. 46 in Supplement.* | 1890 | Grngem'th Dock Co Grangemouth A&CP | H. Tyror&Co. A.K.Ternström *Lloyd's A&CP* | 150·0 Q79′B11′F24′ drp03 *WB = FPT* | 23·1 BK7 | 9·5 *46t APT14t* | Karlshamn Swedish *3 BH Cem* | C.2Cy.20″&40″–30″ (*s*) 90lb 75RHP 1SB,*2pf*,GS36,HS1173 Hutson&Corbett,Glasgow | 10 ″ 7 s ″ 8½ | ~~1.05~~ | 10,04 |
| 813 20677 SCFL | **Princess Alexandra** *G.Masson* –96 *ss*Gls.No.3–1,93 *ss*Gls.No.2–01 *1 Dk2trB* | IronScSr | 646 576 319 | ✝ ~~100A1~~ 3,05 | Sws ~~LMC10.01~~ | | 1863 7mo | Blackwood & Gordon Pt.Glasgow | J.&P.Hutchison | 212·5 P52tF— pt N D01 | 27·5 BK8 | 15·3 *5 BH Cem* | Glasgow British | C.2Cy.28½″&49″–36″ (*f*) 63lb *80lb* NDB95 104NHP 2SB,*4pf*,GS68,HS1696 NE73 D.Rowan,Glasgow | 16 ″ 1 s 1 ″ 11½ | ~~10.04~~ | 12,04 |
| 814 48883 VFWL | ~~Set up 05~~ *R.Deane* –92 | IronPad | 396 383 250 | | | | 1863 | ..... London | J.Frame | 201·5 | 24·0 | 13·5 | Dublin British | O.2Cy.52½″–48″ 294NHP J.Penn&Son,London | | | |
| 815 150756 KNBV | **Princess Anne** *I.W.Tapley* 96– *Elec.light* | SteelScSr *3 Dks* | 3079 — 2017 | | | | 1897 | Delaware Riv.I.Wrks. Chester,Pa. | Old Dominion S.S. Co. | 304·0 H— | 42·0 | 27·0 | New York Utd.States | T.3Cy.27¼″,44½″&73″–54″ 392NHP Del.Riv.Works,Chester,Pa | | 08 | |
| 816 103509 | **Princess Beara** *W.O'Halloran* –01 | SteelScSr *1 Dk* | 212 164 84 | ✝100A1 7,04 ~~6.03~~ | Qns *o* ~~LMC7.01~~ | | 1901 7mo | G. Brown & Co. Greenock A&CP | Bantry Bay S.S. Co. Ld. | 115·2 Q28′ *WB = APT19t* | 21·2 BK7 | 10·2 *5 BH Cem* | Cork British | C.2Cy.17½″&35″–24″ (*s*) 120lb 70RHP 1SB,*3pf*,GS55,HS1400 J.G.Kincaid&Co.Greenock | 10 ″ 9 s 1 ″ 3½ | BT till ~~7.06~~ 7.05 | |
| 817 116493 | **Princess Beatrice** *P.J.Hickey* –03 GIB *Salted*† *1 Dk& Awng dk Elec.light* | WoodScSr | 1290 1008 635 | ✝10A *Awng dk with freeboard* 12.03 | Ver ~~LMC~~ | | 1903 9mo | B Columbia Mar.Ry.Co. Victoria,B.C | Canadian Pacific Railway Co. | 193·4 | 37·4 | 15·2 | Vict'ria BC British *4 BH* | T.3Cy.18½″,30″&50″–36″ (*s*) 180lb 163NHP 2SB,*6cf*,GS90,HS2512 Bow,McLachln&Co Ld Psy | 16 ″ 8 | | |
| 818 93988 NBSC | — *P.Johnstone* –01 *ss*Liv.No.2–01 ~~04~~ *Elec.light Well deck* | SteelScSr *2 Dks(Stl-ws)* | 1158 820 | ✝100A1 5,05 ~~6.03~~ | Liv *n* ~~LMC1.04~~ ~~LMC1.04~~ | | 1893 5mo | D & W Henderson & Co. Glasgow | M.Langlands & Sons *Lloyd's A&CP* | 236·0 P&B142′F49′ *WB = DBa* | 34·1 FK *52f 44′ 155t* | 14·8 *5 BH Cem* | Glasgow British | *Freeboard to Main dk* *Awng dk* T.3Cy.20″,32″&52″–39″ (*o*) 160lb *80lb* 179NHP 1SB,*2rf,1cf*,GS62,HS2269 FD D & W.Henderson&Co.,Gls | 2 ″ 6½ 10 ″ 3½ 15 ″ 10 | BT till 11.04 | N3.04 |
| 819 47194 | ~~Broken 07 9,04~~ | IronPadSr | 556 486 257 | | | | 1875 | Harland & Wolff Belfast | P'patrick & Wigtns Rlys Jnt Committee (J.Thomson, *Mgr.*) | 234·6 Q79′ | 24·0 B71′ | 12·6 F62′ | Stranraer British | C.D.2Cy.39″&71″–60″ NB83 325NHP *Cmp.*83D.Rowan,Glasgow | | | |
| 820 82408 | — *J.Vaughan* –00 | IronPadSk | 253 189 100 | | | | 1880 | Barclay & Co. Glasgow | Sou.I.of Wight & S.of Eng.Royal Mail Stm Pkt Co.Ld | 175·7 | 20·1 | 8·2 | S'thamptn British | C.D.2Cy.25″&45″–54″ NB93 90RHP Barclay&Co.,Glasgow | | BT till ~~2.05~~ 2.05 | |
| 821 117353 | — *1 Dk* | SteelScK | 202 189 54 | ✝100A1 *Stm Trawler* 12.03 | Abn ~~LMC10.03~~ | | 1903 10mo | Smith's Dock Co.Ld. North Shields *Lloyd's A&CP* | The "Dodds" Steam Fishing Co. Ld.(W. H.Dodds, *Mgr.*) *WB = Deep* | 115·3 BK7½ | 21·5 *3 BH Cem Tank f4′8t* | 11·9 | N.Shields British | T.3Cy.12″,20″&33″–23″ (*rt*) 180lb 54RHP 1SB,*3pf*,GS847,HS1120 W.V.V.Lidgerwood,Gls. | 12 ″ 10 | | |
| 822 108725 QFLW | **Princess Ena** *D.Kerr* –02 *1 Dk* | SteelScSr | 636 516 143 | | | | 1898 | Caledon SB.&E.Co.Ld. Dundee | M.Langlands & Sons | 200·0 P&B126′F32′ | 29·1 | 13·5 | Glasgow British *WB* | T.3Cy.17″,28″&45″–33″ 116NHP Caledon SB.&E.Co.Ld.Dun | | C | |
| 823 | **Princess Eugenie of Oldenburg** *A.Dinné* –03 *2 Dks(Stl)&Awng dk(Teak) Elec.light* | SteelScSr | 1798 1696 1103 | ✝100A1 *Awng dk with freeboard* 6,03 | Kel *r* ~~LMC6.03~~ | | 1903 6mo | Howaldts-werke Kiel *Lloyd's A&CP* | Russian Stm.Nav. & Trading Co. *WB = Cell D* | 266·0 *Ba78′aE&B61′f94′* | 56·0 FK | 15·3 22·8 *5 BH Cem 341t APT75t* | Odessa Russian | T.3Cy.22⅜″,34½″&56⅜″–39½″ 178lb *100lb* (*s*) 245NHP 2SB,*6cf*,GS130.,HS4192 Howaldtswerke,Kiel | 17 ″ 7 s 9 ″ 0½ | | |
| 824 88341 | **Princess Helena** *W.Hewlett* –04 | IronPadSk | 246 187 98 | | | | 1883 6mo | Barclay & Co. Glasgow | Sou.I.of Wight & S.of Eng.Royal Mail Stm Pkt Co.Ld | 175·4 | 20·2 | 8·3 | S'thamptn British | C.D.2Cy.25″&44″–54″ NB95 118NHP Barclay&Co.,Glasgow | | BT till 10.05 | |

| Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port d'attache | Terminaison maillet. | Construit. Quand. / Navire. / Mach. | Par qui. / Ob. | Armateurs. | Dimensions d'après le Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Type. Nom du Constructeur des | Tirant d'eau. Chargement. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 825 | **Princess Irene** SteelScSr | 76 | ✠100A1 Liv | | 1891 | WBThmp- | M.Langlands& | 209·0 30·1 14·0 | Glasgow | T.3Cy.15" 25"&40"–33" (s) | 14 ▫ 9 | |
| 95859 | *W.Collister* –00 *ssLiv.No.2–00* | 374 | *withfreeboar* Cff | | 1mo | son&Co.Lim. | Sons | L B29'F33' | British | 1 *BHCem* | | |
| PTBK | 1 *Dk(Irn–wa)2tr f* | 352 | 8,04 | | | Dundee | | FK | | 18" *GS58,HS1500* | 2 ▫ 0 | |
| | *ssLiv.No.3–1,03* | | | | | *Lloyd'sA4CP* | | *WB=FPT15t* | | WB.Thmpsn.&C.(L.)Dun. | | |
| 826 | **Princess Louise** WoodPadSr | | | | 1869 | J.Inglis | CanadianPacific | 180·0 30·0 13·0 | Vict'ria BC | 1Cy.46"–132" | | |
| 72682 | *E.McCoskrie98–01* (*ex*Olympia) | 34 | | | | New York | RailwayCo. | H180t | British | 75RH | | |
| | 2 *Dks* | 514 | | | | | | | | J.Roach&Sons,New York | | |
| 827 | — SteelScSr | 878 | ✠100A1 Liv *m* | | 1888 | D&WHen- | M.Langlands& | 226·0 32·1 14·1 | Glasgow | T.3Cy.17",28"&45"–33" (s) | 15 ▫ 1 | BT |
| 95050 | *A.Reid* –01 *ssLiv.No.3–5,00* | 716 | 5,04 | | 4mo | derson&Co. | Sons | P46'B88'F48' | British | 160lb *80lb* NDN02 136NH | 1 ▫ 8 | |
| PSMJ | *Well deck* 1 *Dk(pt Stl–wa)2tr b* | 1[illegible] | | | | Glasgow | | BK8 | | 1SB.*1rf,GS70,HS2328* | | |
| | *Elec.light* | | | | | *Lloyd'sA4CP* | | *WB=FPT42t* | | ClydeSB.&E.Co.Ld.P.Gls | | |
| 828 | — SteelScSr | 106 | ✠100A1 Gls *a* | | 1898 | Ritchie, | A.Paterson | 95·1 17·1 8·2 | Glasgow | 2.2Cy.13"&26"–18" | 8 ▫ 0 | |
| 108750 | *A.Paterson* –98 *ssGls.No.1–02* | 82 | 3,01 | | 7mo | Graham& | | Q25' | British | 120lb 30RH | | |
| | 1 *Dk* | 17 | | | A&CP | Milne | | BK6 | | 1SB.*2pf,GS26,HS720* | | |
| | | | | | | Glasgow | | | | Campbell&Calderwd,Psy. | | |
| 829 | **Princess Margaret** SteelPadSp | 260 | | | 1893 | Scott&Co. | L.&S.W.Rlwy.Co. | 170·6 22·1 8·5 | Portsmth | D.2Cy.28"&54"–54" | | BT |
| 98468 | 1 *Dk* | 224 | | | | Greenock | &L.B.&S.C.Rly.Co | | British | 178NH | | |
| | | 106 | | | | | | | | Scott&Co.,Greenock | | |
| 830 | **Princess Mary** SteelScSr | 657 | ✠100A1 Bkn / | | 1894 | R.Napier& | M.Langlands& | 201·0 30·1 14·0 | Glasgow | T.3Cy.17",28"&45"–33" (s) | 14 ▫ 9 | |
| 102642 | *J.Collister* –01 *ssCff.No.2–02* | 539 | 4,05 | | 4mo | Sons | Sons | Q&B123' | British | 160lb *80lb* 122NH | | |
| NMDJ | *Well deck* 1 *Dk(Stl)* | 199 | | | | Glasgow | | BK7½ | | 1SB.*3rf,GS63,HS1921* | | |
| | | | | | | *Lloyd'sA4CP* | | *WB=DBa* | | R.Napier&Sons,Glasgow | | |
| 831 | **Princess Maud** SteelScSr | 1746 | | | 1904 | W.Denny | P'patrick&Wigtns | 310·6 40·1 15·8 | Stranraer | 3 Steam Turbines 470RH | | BT |
| 98332 | *J.P.Cumming* 3 *ScShafts* | 1168 | | | | &Bros. | RlysJntCommittee | P35'B130'F57' | British | ParsonsMar.S.Turbine | | |
| | *Elec.light* 2 *Dks* | 570 | | | | Dumbarton | (J.Thomson, *Mgr.*) | | | Co.Ld.Nwc | | |
| 832 | — SteelSpSr | 1461 | 1483 | | 1902 | Napier& | M.Langlands& | 256·5 36·7 16·4 | Glasgow | T.3Cy.21",34"&56"–42" | | C |
| 114008 | *J.McNeill* –02 | 1025 | 1025 | | | Miller,Ld. | Sons | P164'F44' | British | 202NH | | BT |
| TFCB | 2 *Dks* | 662 | 662 | | | Glasgow | | *WB* | | Dunsmuir&Jackson,LdGls | | |
| 833 | **Princess May** SteelTwinScSr | 1394 | | | 1888 | Hawthorn, | CanadianPacific | 249·0 33·2 17·7 | Vancvr.BC | T.6Cy.19",30"&56"–33" (s) | 19 ▫ 0 | |
| 102850 | *J.Gosse92–01* *ssH.Kg.No.3–10.98* | 1015 | *pt Shade dk* | | 6mo | Leslie&Co.Ld | New Co.Ld. | F46' | British | 160lb *60lb* 287NH | | |
| PVNQ | *ssVcr.No.1–01* | 697 | *withfreeboard* | | | Newcastle | Railway Co. | | | 2DB.*10pf,2cf,GS198* | | |
| | (*ex*Hating,*ex*Ningchow,*ex*Cass,*ex* | | | | | *Lloyd'sA4CP* | | | | Hwthrn,Leslie&C.Ld.Nwc | | |
| | *Elec.light* Arthur,*ex*Cass) 2 *Dks*(1 *pt Stl*) | | | | | | | | | | | |
| 834 | — SteelPadSr | 1123 | | | 1892 | W.Denny | P'patrick&Wigtns | 280·5 35·6 13·4 | Stranraer | C.D.2Cy.52"&90"–66" | | BT |
| 98331 | | 771 | | | | &Bros. | RlysJntCommittee | P74' B109' F75' | British | 548NH | | |
| | | 368 | | | | Dumbarton | (J.Thomson, *Mgr.*) | | | Denny&Co.,Dumbarton | | |
| 835 | — SteelScK | 209 | ✠100A1 Abn | | 1902 | Smith's | The "Dodds" Steam | 113·0 21·6 12·0 | N.Shields | T.3Cy.12",20"&32"–28" (s) | 12 ▫ 10 | |
| 114538 | | 196 | *StmTrawler* | | 11mo | Dock Co.Ld | FishingCo.Ld. | | British | 180lb 52RH | | |
| | 1 *Dk* | 62 | 12,01 9,04 | | | NorthShields | (W.H.Dodds, *Mgr*) | BK7½ | | 1SB.*2rf,GS35,HS1352* | | |
| | | | | | | *Lloyd'sA4CP* | | *WB=DTfs8t* | | MacColl&Pollock,Sld. | | |
| 836 | **Princess Melita** SteelScK | 120 | | | 1893 | J.Scott& | G.P.Sammut&Co. | 112·8 18·1 8·3 | Malta | C.2Cy.16"&32"–18" | | |
| 101546 | *G.B.Carachi02–03* 1 *Dk* | 100 | | | | Co. | | H11t | British | 50RH | | |
| RLFB | | 51 | | | | Kinghorn | | *WB* | | J.Scott&Co.,Kinghorn | | |
| 837 | **Princess Melton** SteelScK | 224 | ✠100A1 Abn | | 1901 | J.Duthie, | AberdeenIcelandic | 120·3 22·0 11·8 | Aberdeen | T.3Cy.11½",20"&33"–22" (s) | 12 ▫ 6 | |
| 114192 | *H.Ellis01–01* *ssAbn.No.3–9,02* | 211 | *StmTrawler* | | 9mo | Sons&Co. | Stm.Fishing CoLd. | Q19' | British | 180lb 50RH | | |
| GPTF | 1 *Dk* | 89 | 12,01 4,03 | | | Aberdeen | (~~J.A.Gordon, Mgr.~~) | BK7½ | | 1SB.*2pf,GS30,HS1075* | | |
| | | | | | | *Lloyd'sA4OP* | (T.Lauder, *Mgr.*) | | | J.S.Vaux&Co.Ld.Sld. | | |
| 838 | **Princess Olga** SteelScSr | 998 | | | 1901 | ClydeSB.& | M.Langlands& | 236·8 32·2 15·5 | Glasgow | T.3Cy.17",28"&45"–33" | | C |
| 113637 | *N.McNicol* –01 | 860 | | | | E.Co.Ld. | Sons | P&B142 F36' | British | 116NH | | |
| SJKL | 2 *Dks* | 438 | | | | Pt.Glasgow | | *WB* | | ClydeSB&E.Co Ld Pt.Gls | | |
| 839 | **Princess Patricia** SteelScSr | 837 | | | 1903 | CaledonS. | M.Langlands& | 225·2 32·1 14·9 | Glasgow | T.3Cy.20",32½"&52½"–36" | | C |
| 119070 | *J.H.R.Rendall* –03 | 715 | | | | B.&E.Co.Ld | Sons | P132'F82' | British | 165NH | | BT |
| VKNC | *Elec.light* 1 *Dk* | 275 | | | | Dundee | | *WB* | | CaledonS.B.&E.CoLd.Dun | | |
| 840 | **Princess Royal** SteelPadSp | 105 | | | 1888 | Wiloughby | Saltash,Three | 117·6 16·6 4·7 | Plymouth | C.O.2Cy.17"&32"–30" | | |
| 98134 | *W.Moyse* –95 | 105 | | | | Bros. | Twns&c.SBtCo.Ld | Q14t | British | 45RH | | |
| | | 56 | | | | Plymouth | (W.Dusting, *Mgr.*) | | | Willoughby Bros.Ply. | | |
| 841 | **Princess Sophia** SteelScSr | 2293 | ✠100A1 Shl *s* | | 1889 | Palmers' | A.N.Theophilatos | 290·0 40·2 21·2 | Ithaca | T.3Cy.22".35"&58"–42" (s) | 23 ▫ 9 | |
| | *S.Callimaris02–02* *ssPir.No.3–5,02* | 2078 | 8,02 | | 12mo | Co.(Lim.) | | B62'F85' | Greek | 160lb *90lb* NDN02 239NH | 4 ▫ 0 | |
| HMKG | 1 *Dk(Irn)2tr B&S Webframes* | 1491 | | | | Newcastle | | FK | | 2SB.*Grf,GS101,HS3908* | | |
| | | | | | | A&CP | | *WB=CellDB142* | | Palmers' Co.(Lim.),Nwc. | | |
| 842 | — Iron&SteelSc3MstSr | 502 | ✠100A1 Cff *h* | | 1891 | Scott&Co. | M.Langlands& | 175·2 26·7 10·7 | Glasgow | T.3Cy.14",28"&46"–27" (s) | 13 ▫ 0 | |
| 98681 | *J.Cubbin* –04 *ssOff.No.3–4,04* | 374 | 6,05 | | 12mo | Bowling | Sons | Q86'B10'F25' | British | 160lb *70lb* 75RH | 1 ▫ 0 | |
| MKJG | *Mchy.Aft* (*ex*Topaz) 1 *Dk(pt Irn)* | 198 | | | | A&CP | | BK7½ | | 1SB.*3pf,GS51,HS1234* | | |
| | *Well deck* *Irn framing&Stl plating* | | | | | | | *WB=Cell D B* | | Muir&Houston,Glasgow | | |
| 848 | **Princess Thyra** SteelSc3MstSr | 602 | ✠100A1 Cff *i* | | 1894 | Scott& | ~~M.Langlands&~~ | 180·0 29·1 10·6 | Glasgow | T.3Cy.17",27½"&44"–30" (s) | 13 ▫ 0 | |
| 102687 | ~~*D.McLaren03–03*~~ *ssOff.No.2–02* | 434 | 7,05 | | 4mo | Sons | ~~Sons~~ W.Robertson | Q90'B11'F37 | British | 160lb *70lb* 108NH | 1 ▫ 9 | |
| NJQD | *Well deck* (*ex*Citrine) 1 *Dk(Irn)* | 199 | | | | Glasgow | | *WB=Cell D B135* | | 1SB.*3pf,GS63,HS1650* | | |
| | *Mchy.Aft* *Campbell* –04 | | | | | A&CP | | *WB=FPT22t* | | Muir&Houston,Glasgow | | |
| 844 | **Princess Victoria** SteelTwinScSr | 1943 | | | 1902 | C.S.Swan& | CanadianPacific | 300·0 40·5 15·4 | London | T.8Cy.(2 26"&2 40"&1 48½" | | C |
| 115953 | *A.O.Cooper* –03 | 1194 | | | | Hunter,Ld. | RailwayCo | | British | -33" 434NH | | |
| TSJJ | 1 *Dk&Promenadedk* | 428 | | | | Newcastle | | | | Hwthrn,Leslie&C.Ld.Nwc | | |
| 845 | — SteelPadSr | 1096 | | | 1890 | W.Denny | P'patrick&Wigtns | 280·5 35·6 13·4 | Stranraer | C.D.2Cy.51"&96"–66" | | BT |
| 47125 | *J.McCracken* –92 | 769 | | | | &Bros. | RlysJntCommittee | P74' B109' F75' | British | 624NH | | |
| | *Elec.light* 2 *Dks* | 389 | | | | Dumbarton | (J.Thomson, *Mgr.*) | | | Denny&Co.,Dumbarton | | |
| 846 | — SteelScSr | 1095 | ✠100A1 Liv *o* | | 1894 | WBThmp- | M.Langlands& | 245·0 35·1 15·2 | Glasgow | T.3Cy.22".35"&57"–39" (s) | 16 ▫ 2 | |
| 102665 | *J.McPherson* –03 *ssLiv.No.2–02* | 529 | | | 3mo | son&Co.,Lim | Sons | P154'B16'F49 | British | 160lb *80lb* 201NH | | |
| PSML | *Elec.light* 2 *Dks*(*Stl–Liv's*) | 391 | | | | Dundee | | FK&BK2 | | 2SB.*Grf,GS105,HS2088* | | |
| | *Web deck* | | | | | *Lloyd'sA4CP* | | *WB=DB* | | WBThmpsn&Co(Lm)Dun | | |

*Normanna*, "Bronzite," *See N°. 40 in Supplement.*

| 1 No. in Book. Official No. Sig. Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year entered. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula, RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Date when classed ✠ and when last classed ✠ in Transport. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 847 118769 VFWN | **Princess Victoria** *J.C.Turner* 98–03 1 *Dk* | 272 242 84 | ✠100A1 3,05 ~~Awng~~ ✠LMC9,03 | Hul | *d* | 1903 9mo | Cook, Welton&Gemmell Hull *Lloyd's* S&CP | Armitage'sSteam TrawlingCo.Ld (G. T.Armitage, *Mgr.*) | 128·3 Q52′ | 22·4 F19′ | 12·0 BK7 | Hull British | T.3Cy.13″,22″&37″–27″ (*s*) 200lb 75RH 1SB.2*cf*,GS36,HS1288 C.D.Holmes&Co. Hull | 12 ″ 10 | | |
| 848 — 117938 | | 202 189 54 | ✠100A1 *StmTrawler* ~~Hull 1,01~~ ✠LMC10,08 1,05 | Abn | | 1903 10mo | Smith's Dock Co.Ld. North Shields *Lloyd's* S&CP | The "Dodds" Steam Fishing Co. Ld. (W. H. Dodds, *Mgr.*) | 115·3 | 21·5 | 11·9 BK7½ *WB=Deep* | N.Shields British 3 *BHCem* *Tank f* 4′8*t* | T.3Cy.12″,20″&37″–23″ (*s*) 180lb 54RH 1SB,3*pf*,GS47,HS1120 W.V.V.Lidgerwood,Gls. | 12 ″ 10 | | |
| 849 109981 QHKP | **Princess of Wales** *H.Harrold* –99 2 *Dks* | 1000 812 237 | | | | 1898 | Laird Bros. Birkenhead | S.Eastrn&Chathm RlyCos. Managing Committee | 270·0 | 32·2 | 14·7 | London British | C.3Cy.47″&(2)66″–72″ 740NHP Laird Bros. Birkenhead | | BT till 9,03 7,06 | |
| 850 — 106516 | *I.Rawlinson* –96 1 *Dk* | 163 132 75 | | | | 1896 | R.Craggs & Sons Middlesbro' | MedwayStm.Pkt. Co.Ld. | 139·6 | 18·1 | 7·5 | Rochester British | C.D.2Cy.21″&39″–30″ 65RIP Jameson&MacColl,Sld. | | BT till 5,05 | |
| 851 0QFR *Elec.light* | **Princesse Clémentine** 2 *Dks3trR* | 1474 1195 770 | | | | 1896 | Soc.J. Cockerill Hoboken | BelgianGovernment | 341·3 | 37·8 | 14·2 | Ostend Belgian | C.2Cy.60″&108″–84″ 891NH Soc.J.Cockerill,Seraing | | | |
| 852 MBQT | **Princesse Elisabeth** *Rein* 92–03 1 *Dk* | 2455 2365 1736 | | | | 1902 | Soc.Anon. Jhn.Cockerill Hoboken | Soc.Anon.John Cockerill | 288·1 B24′F33′ | 45·0 | 21·6 *WB* | Antwerp Belgian | T.3Cy.22½″,36″&57½″–43½″ 211NH SocAn J.Cockerill,Seraing | | V | |
| 853 0QFV *Elec.light* | **Princesse Henriette** | 1094 [illegible] 541 | | | | 1888 | W.Denny & Bros. Dumbarton | BelgianGovernment | 300·0 | 38·0 | 13·6 | Ostend Belgian | C.2Cy.58″&104″–72″ 765NH Denny&Co.,Dumbarton | | | |
| 854 0QFW *Elec.light* | **Princesse Joséphine** | 1107 871 530 | | | | 1888 | W.Denny & Bros. Dumbarton | BelgianGovernment | 300·0 | 38·0 | 13·6 | Ostend Belgian | C.2Cy.58″&104″–72″ 765NH Denny&Co.,Dumbarton | | | |
| 855 164976 | **Princeton** *M.A.Boyce* 01–02 *Mchy.Aft Elec.light* 1 *Dk2tcB* | 5125 — 3820 | | | | 1900 | American S.B.Co. Lorain | Pittsburgh S.S.Co. | 454·0 | 50·0 | 28·5 *WB* | Duluth, Minn. Utd. States | Q.4Cy.18″,26½″,41″&63″–42″ 257NH American SB.Co.Cleveland | | | |
| 856 | **Princeza Isabel** 1 *Dk&Hardk* | 480 — 332 | | | | 1883 | Blackwood & Gordon Pt.Glasgow | AmazonStm.Nav. Co.Ld. | 200·0 *Erections* 97*t* | 28·0 | 9·5 | Para Brazilian | C.4Cy.22″&39″–27″ 132NH Blackwood&Gordon,P.Gls | | | |
| 857 HJGF | **Principe** ~~*Ldr&Other*~~ *ss* Loanda No.1–03 *L.Spencer* 00–04 1 *Dk(Teak)* | 192 148 85 | ✠ | | | 1898 11mo | Sir Raylton Dixon&Co.Ld Middlesbro' A&CP | EmprezaNacional deNav.àVapor | 110·0 B12′F17′ | 20·5 BK6½ | 8·7 | Lisbon Portuguese 4 *BHCem* | T.3Cy.10″,16″&25½″–19½″(*s*) 180lb *80lb* 36NHP 1SB,2*pf*,GS18,HS600 N.E.MarineCo.Ld.Sld. | 9 ″ 3 ~~1 ″ 6~~ | | ~~2,08~~ 9,04 |
| 858 5 RLTB | **Principe Amedeo** *A.DiMacco* 2 *Dks&Awngdk* | 1240 — 745 | | | | 1864 | W.Simons & Co. Renfrew | Nav.Gen.Italiana | 255·2 | 29·3 | 23·8 | Palermo Italian | C.O.2Cy.31″&52″–60″ NB94 174NHP *Cmp.*72 W.Simons&Co.Rnf | | I | |
| 859 | **Principe de Grao Para** | 520 | | | | | ..... | LloydBrazileiro | ..... | ..... | ..... | Bahia Brazilian | | | | |
| 860 248 RLWB | **Principe Oddone** *E.Bacigalupo* 2 *Dks&Awngdk* | 1239 757 743 | | | | 1864 | W.Simons & Co. Renfrew | Nav.Gen.Italiana | 254·2 | 28·9 | 16·4 | Genoa Italian | C.O.2Cy.31″&52″–60″ NB89 174NHP *Cmp.*72 W.Simons&Co.Rnf | | I | |
| 861 HBQK | **Principesa Maria** *Jorgulescu* (*ex* Ignazio Florio) *Elec.light* 2 *Dks* | 1605 1261 635 | | | | 1896 | Flli. Orlando Leghorn | RoumanianState Railways | 289·0 P35′B72′F41′ | 34·5 | 20·1 | Constanza Roumanian *WB* | T.6Cy.23¾″,37½″&59″–36″ 417NHP Flli.Orlando.Leghorn | | I V | |
| 862 HQJC | **Principessa Cristiana** ~~*Muscardin* 02~~ *ss* Lth.No.1–00 1 *Dk(pt Stl pt Irn)&Web frames &pt Awng dk(Irn)* *C.Catarinich* | 2351 2201 1770 | ✠100A1 *pt Awng dk withfreeboard* 1,01 ✠LMC ~~3,05~~ ~~MB10,00~~ | Shl | *t* | 1896 7mo | Osbourne, Graham&Co. Sunderland A&CP | DittaEredi C.Cav. Gerolimich&Co. *WB=Cell D Ba* | 308·5 P29′Q94′ *pt Awng dk* 183′ 104′*uE&B* 44′*f* 110′ | 42·1 FK | 20·2 5 *BHCem* 583*t APT* 60*t* | Lusinpiclo Aust.-Hung. | T.3Cy.22″,37″&61″–42″ (*i*) 160lb *80lb* 244NHP 2SB,6*pf*,GS108,HS3695 G.Clark(Lim.) Sunderland | 22 ″ 9 s 8–10½ | | ~~6,02~~ N9,04 |
| 863 89 RMBS | **Principessa Jolanda** *A.Capellini* 88–03 1 *Dk(Stl)&Web frames& Awng dk(Stl)* | 2968 2611 1949 | ✠100A1 *Awng dk withfreeboard* 7,08 ✠LMC5,03 | Msl | *t* | 1903 5mo | Off.e.Cant. Ligur.Ancon Ancona *Lloyd's* S&CP | Flli.Capellini diG. *WB=Cell D Ba* 82′ | 296·6 B70′F33′ *uE&B* 40′*f* 110′ | 42·0 25·3 FK | 18·0 6 *BHCem* *D Ta* 24′48·4*t* | Genoa Italian *APT* 61*t* | T.3Cy.23¾″,38½″&61″–39″ 171lb *100lb* (*s*) 244NHP 2SB,6*cf*,GS126,HS3736 Off.e.Cant Lig.-Anconit. Ancona | 20 ″ 6 s 7 ″ 7 | | |
| 864 10 RLST | — *L.Gargiulo* –02 (*ex* Princess May) 1 *Dk* | 290 233 168 | | | | 1893 | Barclay, Curle&Co.Ld Glasgow | Soc.diNav.aVap. dellaPenisola Sorrentina | 160·0 *pt Shaded* 106′ | 21·6 | 8·5 | Cstllmare Italian | C.D.2Cy.22″&42–42″ 95NHP Barclay,Curle&Co.Ld.Gls. | | | 8,04 |
| 865 79 RMBT | **Principessa Lætitia** *A.Montanari* –03 1 *Dk(Stl)2trB&deep framing* 3 *Dk rule&Shelter dk(Stl–ws)* | 4205 4005 2747 | ✠100A1 *Shelter dk withfreeboard* 8,0[illegible] ~~12,03~~ ✠LMC3,03 | Gen | *p* | 1903 3mo | Cant.Nav. di Muggiano Spezia *Lloyd's* S&CP | L.Capuccio&Co. *WB=Cell D Ba* 92 | 336·0 *uE&B* 42′*f* 134′ | 48·0 FK | 24·0 6 *BHCem* *APT* 51*t* | Genoa Italian | T.3Cy.24″,40″&66″–48″ (*s*) 400lb *100lb* 356NHP 2SB,6*cf*,GS114,HS4707 FD Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 3 s 2 ″ 10½ | | |
| 866 17 RMCD | **Principessa Mafalda** *A.D'Ottone* –03 1 *Dk* | 477 330 302 | | | | 1903 | C.&T.T. Pattison Naples | Soc.Napoletana di Nav.aVap. | 167·7 | 25·4 | 13·2 | Naples Italian | T.3Cy.20½″,26 9/16″&48″–27½″ 121NH C.&T.T.Pattison,Naples | | I | |
| 867 — 12 RMBW | *B.Damoro* –03 | 307 221 146 | | Iron Pad Sk (*ex* Scotia) | | 1880 | H.M'Intyre & Co. Paisley | Soc.diNav.aVap. dellaPenisola Sorrentina | 208·3 Q17*t* | 22·0 | 8·2 | Cstllmare Italian | 2Cy.45″–48″ alt.85 NB92 216NH W.King&Co.Glasgow | | | |
| 868 HKBQ | **Princyp** *G.Konowaloff* –97 | 687 — 445 | | Steel Twin Sc | | 1897 | Stabilmnto Tecnico Trieste | I.Koschkine | 210·0 | 31·0 | 11·0 *WB* | Rostoff Russian | C.4Cy.13″&28″–20″ 58NH Stabil.Tecnico,Trieste | | | |
| 869 | **Prinkipos** *C.Pappalas* (*ex* Philomene, *ex* Jason) 3 *Dks* | 1674 1293 657 | | Iron Sc Sr | | 1866 | A.&J.Inglis Glasgow | Foscolo,Mango & Co.(E.J.Olivier& Co.*Mgrs.*) | 247·5 len 71 | 32·4 | 27·0 | Piræus Greek | C.2Cy.33″&62″–45″ NE&B81 215NH Konink.Fab.Amsterdam | | | |

| Numéro officiel | Nom du Navire, Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. | Constructeurs. Par qui. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. | Port d'Armement. Pavillon. | Machines. No. & Dia. Cylindres. — Course. Pression Chaudières. NHP = Force en chevaux d'après les formules. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Constructeur des machines. | Crew | |
|---|---|---|---|---|---|---|---|---|---|---|
| 870 1944 JCMQ | **Prins Bernadotte** IronScSr<br>*C. J. Svensson* 94–94 (ex Öregrund)<br>1 *Dk* | 142 | | 1887 Motala Co. Oscarshamn | Ostra Sveriges Ångb. Aktieb. (L. W. Pettersson) | 105·7 \| 18·5 \| 8·4 | Stockholm Swedish | NB 94 31 NH<br>Oscarshamn | | |
| 871 3257 JHTG | **Prins Carl** IronScSr<br>*C. A. Malmgren* –03<br>1 *Dk* | 137 | | 1897 Ekensberg Varf Stockholm | Stockholms Transp. och Borgs. Aktieb. (A. G. Forselius, *Mgr.*) | 114·8 \| 18·8 \| 8·3<br>B31' B42' H11' F13' | Stockholm Swedish | C.2Cy. 12½" & 27½" – 19½"<br>*Ebuilt in* 78 28 NH<br>Lindahl & Runer, Gefle | | |
| 872 NMLH | **Prins Christian** Steel Twin Sc<br>(*Ferry*)<br>*Elec. light* 1 *Dk 2 tr l* | 1824<br>1534<br>686 | | 1902 Helsingors Jernsk. & Mek. | De Danske Statsbaner | 285·0 \| 44·9 \| 21·1 | Gjedsor Danish | T. 6Cy. 19", 31½" & 52" – 28"<br>286 NH<br>*WB* Helsingörs Jernsk. & Mekk. | | |
| 873 PQMT | **Prins der Nederlanden** SteelScSr<br>*M. P. van der Est* 91–02<br>2 *Dks* (1 *Stl–ws*) & *Shade dk* (*Teak*)<br>*Elec. light* | 1923<br>1527<br>1202 | ✠100A1 Ams *t*<br>*Shade dk*<br>*with freeboard*<br>12,[illegible] ✠LMC8,02 | 1902 Blohm & Voss Hamburg A&CP | Koninkl. West-Indische Maildienst | 290·0 \| 38·0 \| 18·8<br>*WB* | Amsterdm Dutch | T. 3Cy. 22", 37" & 59" – 39" (s)<br>180lb *80lb* 206 NHP<br>2SB, *6cf*, gs 135, hs 4605<br>36 *f* 116·26*ot*<br>Blohm & Voss, Hamburg | 21 | 2 · 11 |
| 874 | **Prins Frederik Hendrik** SteelScSr<br>*A. Sibbles* 89–04 2 *Dks* (*Stl–Mws*) &<br>*Elec. light* *Shade dk* (*Upt Stl–Teak s*) | 7[illegible]<br>1734<br>1366 | ✠100A1 Ams *t*<br>*Shade dk* *t'gallant and*<br>*with freeboard*<br>2,05 ✠LMC | 1904 Nederl. Schps. Maats Amsterdam | Koninkl. West-Indische Maildienst | [illegible]<br>317 · 40 · 18·5<br>FK & BK 2½ | Amstrdam Dutch | T. 3Cy. 22", 37" & 59" – 39" (s)<br>180lb *80lb* 206 NHP<br>2SB, *6cf*, gs 130, hs 4510<br>Nederl. Fab. v. Wrk. & Spoor. Am.<br>*WB* = *Cell D B E* 68' *f* 110 4*35t* | 21 | 3<br>s 3 · 1 |
| 875 3362 JHTM | **Prins Gustaf** SteelSc<br>*H. L. Hamnstedt* –02<br>1 *Dk* | 138<br>82<br>83 | | 1898 Motala M. V. Aktieb. Motala | Vaxholms Nya Ångf. Aktieb. (C. H. Backert, *Mgr.*) | 100·4 \| 19·0 \| 7·9<br>B38 H11 F12 | Vaxholm | C.2Cy. 13⅜" & 26½" – 17½"<br>24 NH<br>Motala M. V. Aktieb, Motala | | |
| 876 2133 JDVR | — Iron & SteelScSp<br>*J. P. Nordlander* 81–81<br>1 *Dk* | 116<br>57<br>62 | | 1855 Motala Co. Motala | Ångf. Aktieb. Svartviken (J. Chr. Barth, *Mgr.*) | 89·1 \| 17·5 \| 7·7<br>Q27 B31' H8' F19' | Njurunda Swedish | C.2Cy. 16" & 32" – 24½"<br>39 NH<br>Motala Co., Motala | | |
| 877 PQNG | **Prins Hendrik** SteelSc3MastSr<br>*W. R. Uterm[illegible]hlen* ss Ams. No. 3–2, 03<br>*Elec. light* 3 *Dks* (*U Stl–ws* & 1 *pt Stl–ws*) | 3528<br>2931<br>2260 | ✠100A1 Ams *u*<br>*Shade dk*<br>5,05 ✠LMC6,02 | 1890 Caird & Co. (Lim.) Greenock *Lloyd's SA&CP* | Stoomv. Maats. Nederland | 360·1 \| 43·1 \| 27·7<br>P & B246' F50' | Amstrdam Dutch | T. 3Cy. 27", 43" & 70" – 54"<br>170lb *170lb* 410 NHP<br>2DB, *10rf 2cf*, gs 234, hs 8778<br>Caird & Co. (Lim.) Greenock | 29 | 1 |
| 878 PQNF | — SteelPadSr<br>*A. Buskop* 92 –<br>*Elec. light* 2 *Dks* & *Awngdk*<br>ss Rot. No. 3–12,04 | 1887<br>1797<br>724 | ✠ A1 Rot *r*<br>*Awng dk*<br>*with freeboard*<br>12,04<br>*For Channel service* ✠LMC | 1895 Fairfield Co. (Lim.) Glasgow *Lloyd's SA&CP* | Stoomv. Maats. Zeeland | 320·0 \| 35·8 \| 16·0<br>23·6<br>FK | Amstrdam Dutch | T. 3Cy. 51", 75" & 112" – 78"<br>170lb 1305<br>6SB, *24cf* gs 581, hs 18714<br>Fairfield Co. (Lim.) Gls.<br>gs 896, hs 17658 | 16 | 3<br>s 10 · 10 |
| 879 PQNC | — IronScSr<br>*F. R. Range* 90–98 ss Rot. No. 3–9,86<br>1 *Dk* | 264<br>229<br>195 | ✠ Rot *c*<br>9,86<br>✠NB 9,86 | 1879 C. Mitchell & Co. Newcastle | Nieuwe Afrikaansche Handels-Vennootschap | 130·0 \| 21·0 \| 10·3<br>F17<br>*WB* = *FPT* FK | Rottrdam Dutch<br>4 *BH Cem* | C.2Cy. 18" & 32" – 24"<br>42 NH<br>N.E. Marine E.C. (Lim.) Sld. | | |
| 880 PQRG | **Prins Maurits** SteelScSr<br>ss Ams. No. 1–05<br>*Elec. light* 2 *Dks* (1 *Stl–teak s*)<br>*J. A. B. Venckers* & *Shade dk* (*Teak*) | 1777<br>1384<br>1110 | ✠100A1 Ams *s*<br>*Shade dk*<br>*with freeboard*<br>3,05 ✠LMC8,00 | 1900 Blohm & Voss Hamburg *Lloyd's SA&CP* | Koninkl. West-Indische Maildienst | 284·0 \| 38·0 \| 19·8<br>BK 10<br>*WB* = *Cell D Bo* 24 *u E* | Amstrdam Dutch<br>5 *BH Cem* | T. 3Cy. 27", 43" & 70" – 54"<br>170lb *80lb* 266 NHP<br>2SB, *6cf*, gs 130, hs 4508<br>Blohm & Voss, Hamburg | 21<br>s 2 · 1 | |
| 881 HCQR | **Prins Oscar** IronScSr<br>*P. H. Andersson* – *Dec.* ss Got. No. 3–8,94<br>*L. N. Johnson* 01–04 ss Got. No. 1–98<br>ss Hug. No. 2–05 1 *Dk* & *Awngdk* & *Str B* | 1445<br>788<br>498 | ✠90A1 Got *n*<br>*Awng dk*<br>*with freeboard*<br>2,05 ✠NB | 1868 Schlesnger, Davis & Co. Newcastle *Lloyd's SA&CP* | Angf. Aktieb. Tirfing (A. Broström & Son, *Mgrs.*)<br>Rederiaktiebolaget Transport (J. E. Olson, *Mgr.*) | 233·0 \| 28·5 \| 16·2<br>len 79' drg<br>*WB* = *MT* 30 | Gothenbrg Swedish<br>5 *BH Cem*<br>300*t* *Tpd* 06 | T. 3Cy. 16½", 26" & 50" – 33"<br>150lb *150lb* ND 00 NE 79<br>Lindholmens M.V. Co.<br>1SB, 2 *Cf* gs 41,<br>C.2Cy. 18" & 36" – 20" | 16 | 11<br>17<br>s 2 · 4 |
| 882 HTCK | **Prins Oskar** IronScSr<br>*F. A. E. Boive* 01–04 1 *Dk* & *Shltr dk*<br>*Elec. light* (ex Färdig) | 1201<br>102<br>77 | | 1873 Motala Co. Motala | Rederiaktieb. Höfding (E. A. Enhörning) | 99·1 \| 19·6 \| 9·0<br>H31' F11'<br>len 88 15·9 | Kubikenborg Swedish | NE & B 96 46 NH<br>W. Lindbergs Aktieb. Stkn | | |
| 883 NMRC | **Prins Valdemar** SteelScSr<br>*L. Koch*<br>2 *Dks* (*Stl*) & *Web frames* &<br>*Elec. light* *Shelter dk* (*Stl* teak s) | 5549<br>5297<br>3614 | ✠100A1 Cpn *y*<br>*Shelter dk*<br>*with freeboard*<br>12,04 ✠MC 7,02<br>*Fitted for liquid fuel* 7,02 | 1902 Flensburger Schiffsb. Ges. Flensburg *Lloyd's SA&CP* | Aktien. det Östasiatiske Kom. (H. N. Andersen, *Mgr.*) | 390·0 \| 49·0 \| 25·3<br>32·7<br>Bon Shelter dk 92' FK<br>Irp 03<br>*WB* = *Cell D Ba* 126 | Copnhagn Danish<br>6 *BH Cem* | T. 3Cy. 27½", 45¾" & 75" – 48"<br>175lb 477 NHP<br>2SB, *9cf*, gs 175, hs 8203<br>Flensburger Schiffsb. Ges<br>4 *DTf* 24' 485*t* *AIPT* 10*t* | 28<br>s 4 · 4 | 5 |
| 884 PQRW | **Prins Willem I.** SteelScSr<br>*A. R. Nijboer*<br>2 *Dks* (*U Stl–ws*) & *Shade dk* (*Teak*)<br>*Elec. light* | 1765<br>1373<br>1104 | ✠100A1 Ams *s*<br>*Shade dk*<br>11,01 ✠LMC 9,01 | 1901 Nederl. Schps. Maats Amsterdam *Lloyd's SA&CP* | Koninkl. West-Indische Maildienst | 284·2 \| 38·0 \| 19·7<br>BK 10<br>*WB* = *Cell D Ba* [illegible] *f* 34' 162*t* | Amstrdam Dutch<br>5 *BH Cem* | T. 3Cy. 22", 37" & 59" – 39"<br>180lb *80lb* 268 NHP<br>2SB, *6cf*, gs 130, hs 4508<br>Ned Fabr. v. Wrk & Spr. Am. | 21<br>2 · 1 | 0 |
| 885 PQRV | **Prins Willem II.** SteelScSr<br>[illegible] ss Ams. No. 3–10,02<br>*G. D. Nieman* 2 *Dks* (*Upt Stl–ws*) & *Shade dk*<br>*Elec. light* | 1621<br>1309<br>1015 | ✠100A1 Ams *r*<br>*Shade dk*<br>*with freeboard*<br>[illegible] ✠LMC<br>10,02 | 1890 Kon. Fab. v Stoom. en Andre Werk Amsterdam A&CP | Koninkl. West-Indische Maildienst | 264·0 \| 36·0 \| 20·7<br>28·4 | Amstrdam Dutch<br>3 *BH Cem* | T. 3Cy. 22", 34" & 56" – 40"<br>160lb *80lb* [illegible] NH<br>2SB, *6rf*, gs 104, hs 3800<br>Kon. Fab. v. Stm. Wrk. Ams | 22<br>s 3 · 1 | |
| 886 PQRT | **Prins Willem III.** SteelScSr<br>[illegible] *Sibbles* –08 ss Ams. No. 3–7,02<br>*J. A. Jansen* 2 *Dks* (1 *pt Stl*) & *Shade dk*<br>*Elec. light* | 1664<br>1338<br>1042 | ✠100A1 Ams *r*<br>*Shade dk*<br>*with freeboard*<br>[illegible] ✠LMC 3,02 | 1890 Nedrlndsch Stoom. Maats Rotterdam A&CP | Koninkl. West-Indische Maildienst | 265·4 \| 35·6 \| 20·9<br>BK 9½ | Amstrdam Dutch<br>4 *BH Cem* | T. 3Cy. 22", 34" & 56" – 40"<br>160lb *80lb* ND 800 248 NHP<br>2SB, *4rf* & *2cf*, gs 104, hs 4318<br>Neder Stoom. Maats., Rot. | 22<br>s 3 · 2 | |
| 887 PQSB | **Prins Willem IV.** SteelScSr<br>*v.d. Goot* ss Ams. No. 2–02<br>2 *Dks* (*U Irn–tenk s*) & *pt Shade dk*<br>*Elec. light* Floors Iron | 1713<br>1410<br>1085 | ✠100A1 Ams *r*<br>[illegible] 2,03<br>MC<br>4,05 | 1894 Richardsn, Duck & Co. Stockton *Lloyd's SA&CP* | Koninkl. West-Indische Maildienst | 270·0 \| 36·2 \| 21·0<br>B165' F43' BK 9½'<br>*pt Shade dk* 62'<br>*WB* = | Amstrdam Dutch<br>5 *BH Cem*<br>*DB f* 80' 70*t* | T. 3Cy. 22", 35" & 59" – 39"<br>160lb *80lb* NDB 01 240 NHP<br>2SB, *6cf*, gs 111, hs 3954<br>T. Richardson & Sons, Hpl | 22<br>s 3 · 1 | |
| 888 PQSC | **Prins Willem V.** SteelSc<br>[illegible] ss Ams. No. 1–01<br>2 *Dks* (*U Stl–teak s*) & *Shade dk*<br>*Elec. light* *D. Haasnoot* –04 | 1777<br>1429<br>1119 | ✠100A1 Ams *r*<br>*Shade dk*<br>BS 3,05<br>11,04 ✠LMC 12,01 | 1897 Ndrlndsch. Schps. Maats Amsterdam *Lloyd's SA&CP* | Koninkl. West-Indische Maildienst | 272·1 \| 36·7 \| 20·3<br>P 70' B80' F38'<br>*Shade dk* 84' BK 10'<br>*WB* = *Cell D Bu E* 32 *f* 82' 160*t* | Amstrdam Dutch<br>6 *BH Cem* | T. 3Cy. 22", 35" & 59" – 39"<br>160lb *80lb* 260 NH<br>2SB, *6cf*, gs 138, hs 4556<br>Ned Fabr. v. Wrk & Spr. Am. | 21<br>s 3 · 3 | 9 |
| 889 PQND | **Prinses Amalia** IronSc3MastSr<br>*Elec. light* ss Ams. 2nd No. 3–7,00<br>2 *Dks* (1 *Irn*) & *Spar dk* | 3495<br>3300<br>2222 | ✠100A1 Ams *w*<br>*Spar dk*<br>1,07<br>NE & B 1,92 BS 1,04<br>MS 6,99 | 1874 J. Elder & Co Glasgow A&CP | Stoomv. Maats. Nederland | 371·5 \| 39·9 \| 22·2<br>B81' 30·1<br>BK 11' | Amstrdam Dutch<br>5 *BH Cem* | T. 3Cy. 28", 46" & 75" – 45"<br>155lb *80lb* NDB 92 378 NH<br>2DB, *12cf*, gs 202, hs 5788<br>Kon Maats de Schlde, Flshng | 23<br>s 4 · 4 | |

| No. in Book. / Official No. / Code Numbers. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regist. Tonnage. Gross / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. Yrs Annl. | Built. When — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships. ft. in | Register in which classed. Date of last survey. | Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 890 | **Prinses Sophie** | SteelSc3MstSr | 3510 | ✠100A1 | Ams | *w* | 1890 | Caird&Co. | Stoomv.Maats. | 360·1 | 43·1 | 27·7 | Amstrdam | T.3Cy.27″,35″&70″–51″ (*s*) | 29 ″ 1 | | |
| | | *ssAms No.3–2,03* | 2906 | Cable 5,05 | | | 8mo | (Lim.) | Nederland | P&B246′F50′ | | | Dutch | 170lb *170lb* NDB02 410NHP | | | |
| PQRD | *Well Deck* | *3Dks(1Stl&1ptStl–ws)* | 2250 | Mast 5,05 | | | *Lloyd's*A&CP | Greenock | | | BK11′ | | 7*BHCem* | 2DB,*12rf*,GS234,HS6778 | | | |
| | *Elec.light* | *V Stobbe* | | HS 5,05 | | | | | | | *WB=Cell* | | *DB*150′260′ | Caird&Co.(Lim.),Grk. | | | |
| 891 | **Prinsessan Ingeborg** | SteelTwin Sc | 187 | | | | 1899 | Bergsunds M.V. Stockholm | Ångf.Aktieb. StockholmsSkärgård(A.F.Cavalli Holmgren) | 102·8 | 18·5 | 8·1 | Stockholm Swedish | C.4Cy.10½″&22½″–14½″ 16NHP | | | |
| 3527 | *B.C.F.vonSchewen00–00* | | 100 | | | | | | | P69′H15*t* | | | | | | | |
| JKTN | | *1Dk* | 123 | | | | | | | | | | | BergsundsM.V.Skm | | | |
| 892 | **Prinsesse Alexandrine** | SteelPadSr | 1449 | | | | 1903 | F.Schichau Elbing | DeDanske Statsbaner | 285·0 | 36·1 | 18·7 | Giedser Danish | T.3Cy.31½″,52″&82½″ 63″ 442NHP | | | |
| | *R.Andersen* | *(Ferry)* | 1289 | | | | | | | | | | | F.Schichau,Elbing | | | |
| SMPF | *Elec.light* | *1Dk* | 576 | | | | | | | | | | | | | | |
| 893 | **Prinsesse Marie** | SteelScSr | 5416 | ✠100A1 | Ant | *g* | 1902 | Howaldtswerke Kiel | Akties.detÖstasiatiskeKom. ~~(H.N. Andersen, *Mgr.*)~~ | 400·0 | 49·2 | 24·8 | Copnhagn Danish | T.3Cy.27⅝″&44½″&72½″–47½″ | 27 ″ 8 | | N10,04 |
| | *N.P.A.Berentzen98–02* | | 3911 | *Awng dk* | Cope | | 8mo | | | B96′ | 32·2 | | | 178lb *178lb* (*s*) 441NHP | s 10 ″ 5 | | |
| NMB | | *2Dks(Stl)&deep framing&* | 3518 | *with freeboard* | | | *Lloyd's*A&CP | | | | FK | | *3BHCem* | 3SB,*9cf*,GS223,HS7462 | | | |
| | *Elec.light* | *Awng dk (Stl–teak s)* | | 10,04,01 ✠LMC8,02 | | | | | *WB Cell D* | *Ba*120 *aE*25′F13′ | | | *DB*158′*DTf* | Howaldtswerke,Kiel | | | |
| | | | | 5,05 *Fitted for liquid fuel* 5,02 | | | | | | | | | | 21′10S′/*PP*799′*APT*44*t* | | | |
| 894 | **Printemps** | SteelScK | 186 | ✠100A1 | Sws | | 1901 | J.Duthie, Sons&Co. Aberdeen | F.Rimbert&Co. | 109·2 | 20·6 | 11·2 | Dieppe French | T.3Cy.10½″,17½″&28″–20″ (*s*) | 11 ″ 9 | | |
| | *Carel –03* | | 163 | *Stm Trawler* | | | 8mo | | | Q36′ | | | | 180lb 52NHP | | | |
| | (ex Sea Horse) | *1Dk* | 55 | 6,02 ✠LMC7,01 | | | *Lloyd's*A&CP | | | | BK7′ | | *3BHCem* | 1SB,*2pf*,GS32,HS1092 | | | |
| | | | | | | | | | | | | | | J.S.Vaux&Co.Ltd.Sld. | | | |
| 895 | **Prinz Adalbert** | SteelTwinSc | 6030 | | | | 1902 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. PacketfAct.Ges (Ham.-Amr.Linie) | 403·3 | 49·2 | 27·1 | Hamburg German | Q8Cy.18½″,26½″&38½″&55½″ –41½″ 402NHP | | G | |
| | *C.Schaarschmidt94–04* | | 4337 | | | | | | | P&B278′F64′ | | | | | | | |
| RMSN | *Elec.light* | *3Dks* | 3797 | | | | | | | | | | *WB* | Bremer"Vulkan,"Vegesck | | | |
| 896 | — | SteelTwinScSr | 699 | | | | 1895 | Howaldtswerke Kiel | Sartori&Berger | 205·7 | 28·7 | 12·2 | Kiel German | T.6Cy.15½″,23″&37½″–21½″ 133NHP | | G | |
| | *H.Holtz87–98* | *2Dks* | 396 | | | | | | | B121′F56′ | | | *WB* | Howaldtswerke,Kiel | | | |
| LBQN | *Elec.light* | | 238 | | | | | | | | | | | | | | |
| 897 | **Prinz AugustWilhelm** | SteelScSr | 4733 | | | | 1902 | Flensburger Schiffsb.Ges Flensburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr. Linie) | 372·0 | 45·3 | 25·2 | Hamburg German | Q.4Cy.23¼″,33¾″49¼″&72″– 54″ 381NHP | | G | |
| | *J.R.Rüsch –03* | | 3376 | | | | | | | P244′BonP152′ | | | | | | | |
| RMVB | *Elec.light* | *2Dks&Web frames* | 2975 | | | | | | | F50′ | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 898 | **Prinz Eitel Friedrich** | SteelScSr | 4650 | | | | 1901 | Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 371·0 | 45·3 | 26·8 | Hamburg German | Q.4Cy.22½″,32¼″.47½″&68″– 47½″ 184NHP | | G | |
| | *Brunswig* | | 3609 | | | | | | | P&B244′F50′ | | | | | | | |
| RMLJ | *Ref.Mchy. Elec.light* | *2Dks* | 2921 | | | | | | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 899 | **Prinz Heinrich** | SteelTwinSc | 6263 | | | | 1894 | F.Schichau Danzig | Norddeutscher Lloyd | 455·3 | 51·3 | 29·8 | Bremen German | T.6Cy.28½″,46″&71″–47½″ NB02 694NHP | | G | |
| | *R.Heintze –00* | | 5196 | | | | | | | P128′B179′F99′ | | | | | | | |
| QFWP | *Elec.light* | *3Dks&Web frames* | 3902 | | | | | | | | | | *WB* | F.Schichau, Elbing | | | |
| 900 | **Prinz Joachim** | SteelScSr | 4760 | | | | 1903 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr. Linie) | 370·9 | 45·2 | 25·3 | Hamburg German | Q4Cy23¾″33¾″49¼″&72″–54″ 381NHP | | G | |
| | *Th. Brambeer –03* | | 3356 | | | | | | | P241′BonP152′ | | | | | | | |
| RNBJ | *Ref.Mchy. Elec.light* | *2Dks&Web frames* | 2981 | | | | | | | F50′ | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 901 | **Prinz Oskar** | SteelTwinScSr | 6141 | | | | 1902 | Bremer "Vulkan" Vegesack | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie | 403·4 | 49·2 | 27·1 | Hamburg German | Q8Cy.18½″,26½″&38½″&55½″ –41½″ 402NHP | | G | |
| | *M.Dukke –03* | | 4350 | | | | | | | P&B278′F64′ | | | | | | | |
| RMVL | *Ref.Mchy. Elec.light* | *3Dks* | 3377 | | | | | | | | | | *WB* | Bremer"Vulkan,"Vegesck | | | |
| 902 | **Prinz Regent Luitpold** | SteelTwinScSr | 6288 | | | | 1894 | F.Schichau Danzig | Norddeutscher Lloyd | 455·4 | 51·3 | 29·8 | Bremen German | T.6Cy.28½″,46″&71″–47½″ NB03 694NHP | | G | |
| | *E.Oesselmann –01* | | 5189 | | | | | | | P128′B179′F99′ | | | | | | | |
| QFWB | *Elec.light* | *3Dks&Web frames* | 3920 | | | | | | | | | | *WB* | F.Schichau,Elbing | | | |
| 903 | **Prinz Sigismund** | SteelScSr | 4689 | | | | 1902 | Act.Ges. "Neptun," Rostock | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 370·2 | 45·3 | 26·8 | Hamburg German | Q4Cy.22 7/16″,32¼″,47¼″&68 7/16″ –47½″ 318NHP | | G | |
| | *L.Bussmann –03* | | 3602 | | | | | | | P258′F50′ | | | | | | | |
| BMVQ | *Ref.Mchy. Elec.light* | *2Dks* | 2942 | | | | | | | | | | *WB* | A.G."Neptun,"Rostock | | | |
| 904 | — | SteelTwinSc | 3302 | | | | 1903 | Act.Ges. Weser Bremen | Norddeutscher Lloyd | 327·1 | 42·2 | 24·3 | Bremen German | T.6Cy.18 11/16″,31½″50 3/16″–34 7/16″ 298NHP | | G | |
| | *D.Lenz –03* | | 2568 | | | | | | | P74′B120′F57′ | | | | | | | |
| QHPM | *Elec.light* | *2Dks* | 1844 | | | | | | | | | | *WB* | Act.Ges.Weser,Bremen | | | |
| 905 | — | SteelTwinScSr | 697 | | | | 1899 | Howaldtswerke Kiel | Sartori&Berger | 205·4 | 28·6 | 12·4 | Kiel German | T.6Cy.15½″,23⅝″&37½″–21½″ 66NHP | | G | |
| | *M.Rohlff77–98* | | 398 | | | | | | | B120′H18′F56′ | | | *WB* | Howaldtswerke,Kiel | | | |
| LBFS | *Elec.light* | *2Dks* | 205 | | | | | | | | | | | | | | |
| 906 | **Prinz Waldemar** | SteelScSr | 4659 | | | | 1902 | Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 371·2 | 45·3 | 26·8 | Hamburg German | Q.4Cy.22½″.32¼″,47½″&68″– 47½″ 318NHP | | G | |
| | *C.Finckbein99–03* | | 3604 | | | | | | | P&B244′F50′ | | | | | | | |
| RMQK | *Ref.Mchy. Elec.light* | *2Dks3trB* | 2926 | | | | | | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| 907 | — | SteelTwinScSr | 3227 | | | | 1903 | G.Seebeck Act.Ges. Bremerhaven | Norddeutscher Lloyd | 326·0 | 41·8 | 24·4 | Bremen German | T.6Cy.19¼″,32¼″&52″–35½″ 322NHP | | G | |
| | *C.Woltemas –03* | | 2502 | | | | | | | P&B220′F52′ | | | *WB* | G.Seebeck A.G.Bremerhvn | | | |
| QHPF | *Elec.light* | *2Dks&Prom.dk* | 1737 | | | | | | | | | | | | | | |
| 908 | — | SteelTwinScSr | 668 | | | | 1893 | Howaldtswerke Kiel | Sartori&Berger | 204·1 | 27·8 | 12·1 | Kiel German | T.6Cy.15½″,23″&36⅝″–19 1/16″ NB01 119NHP | | G | |
| | *F.Petersen* | | 398 | | | | | | | B102′ F58′ H18′ | | | | Howaldtswerke,Kiel | | | |
| LQVK | *Elec.light* | *1Dk* | 284 | | | | | | | | | | | | | | |
| 909 | **Prinz Wilhelm** | IronScSr | 1223 | ✠100A1 | Ham | *o* | 1878 | Short Bros. Sunderland A&CP | P.W.L.Stechmann | 237·4 | 35·0 | 17·8 | Hamburg German | C.2Cy.31″&57″–36″ (*i*) 75lb NDB91 158NHP | | | ~~16,06~~ 5,05 |
| | *Schacht03–03* | *ssHam.2nd No.3–10,03* | 979 | 9,04 ~~5,05~~ | | | 4mo | | | Q92′B44′F26′BK8½′ | | | 4*BHCem* | 2SB,*4pf*,GS65,HS2780 | | | |
| RFMQ | *Well deck* | *1Dk(Ira)2trB* | 774 | ✠NB2,91 LMC | | | | | *WB=DB* | *a*71 *f* 96′&*uE*&*B*29′ | | | 320*tFPT*18*t* | J.Dickinson,Sunderland | | | |
| | | | | BS 5,05 ~~5,05~~ M 10,08 | | | | | | | | | | | | | |
| 910 | **Prinzess Alice** | SteelTwinScSr | 10911 | | | | 1900 | Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 523·5 | 60·1 | 34·7 | Bremen German | Q.8.Cy.27½″,40″.57½″&82¾″– 55″ 1016NHP | | G | |
| | *J.Behrens –03* | (*ex* Kiautschou) | 8573 | | | | | | | P110′B242′F85′ | | | *WB* | A.G."Vulcan,"Stettin. | | | |
| RLVN | *Elec.light.* | *4Dks* | 6721 | | | | | | | | | | | | | | |
| 911 | **Prinzess Irene** | SteelTwinScSr | 10881 | | | | 1900 | Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 523·5 | 60·2 | 34·7 | Bremen German | Q.8Cy.27½″,40″.57⅞″&82¾″– 55″ 1016NHP | | G | |
| | *G.Dannemann –01* | *4Dks* | 8542 | | | | | | | P110′B242′F79′ | | | *WB* | A.G."Vulcan,"Stettin | | | |
| QHCJ | *Elec.light* | | 6687 | | | | | | | | | | | | | | |
| 912 | **Prinzessin Heinrich** | SteelPadSr | 919 | | | | 1896 | Blohm& Voss Hamburg | NordseeLinie Dampfsch.Ges. m.b.H. | 250·3 | 27·2 | 13·2 | Hamburg German | T.3Cy.29″,44″&73¾″–60″ 416NHP | | G | |
| | *H.Paulsen99–01* | | 632 | | | | | | | F25′ | | | | Blohm&Voss,Hamburg | | | |
| RKLJ | *Elec.light* | *2Dks3trB* | 322 | | | | | | | | | | | | | | |
| 913 | **Prinzessin Victoria Luise** | Steel TwinScSr | 4419 | | | | 1900 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 407·5 | 47·2 | 27·0 | Hamburg German | Q8Cy19″,27⅝″39½″&57″–36½″ 391NHP | | G | |
| | *Ruser03–03* | | 3875 | | | | | | | | | | *WB* | Blohm&Voss,Hamburg | | | |
| RLVT | *Elec.light* | *2Dks&Spar dk* | 2259 | | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. | Construit. Quand. / Par qui. | Armateurs. | Dimensions. Longueur. / Largeur. / Creux. | Machines. Nbre & Type. Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les règlements RR de la Société. | Chauffe. Quand construit. / Navire. | Machines. Quand construites. / Navire. |
|---|---|---|---|---|---|---|---|---|---|
| 914 | **Prinzregent** SteelTwinScSr<br>*L.Doherr* –03<br>RMTP *Elec light* 2 *Dks & Webframes* | 6341<br>4[illegible]<br>3742 | | 1903 Blohm& Voss Hamburg | DeutscheOst-AfrikaLinie | 416·1 50·4 28·1<br>P&B272 F86' | [illegible] WB | | G |
| 915 | **Priscilla** SteelPad<br>160000<br>KLWJ 2 *Dks & Webframes* | 5292<br>—<br>2673 | | 1893 Delaware RiverCo. Chester,Pa. | OldColonySteam-boatCo. (N.Y.N.H. &H.R.R.Co. *Mgrs.*) | 425·8 52·3 18·[illegible] | Fall River, Mass 1727NH<br>Ott Syst WAE [illegible] & Co. Hob'k | | S |
| 916 — | SteelScSr<br>88914 *D.Atherton* –03 *ss*Trn.No.1–00<br>VPCN *Well deck* 1 *Dk(pt Silpt Teak)*<br>*Mchy. Aft* | 243<br>196<br>[illegible] | ✠100A1 Trn *d*<br>11·00<br>BS6·03 LMC1 | 1896 AilsaS.B. 10mo Co. Troon A&CP | ZillahShipping& CarryingCo.Ld(W. A.Savage, *Mgr.*) | 120·0 22·5 10·3<br>Q42 F18'<br>WB = FPT 98,7 BHCem 18 APTst | Liverpool Patent 2 BHCem 180lb 1SB,*2pf*,gs82,ns92½ Muir&Houston(Liv.),Gls | 11 · 3 | |
| 917 — | WoodSc<br>78799 | 111<br>106<br>72 | | 1877 Hulse Chester | SaltUnion,Ld. | 84·8 20·4 8·2 | Liverpool British 21RH J.Stewart,Leigh | | |
| 918 Privateer | SteelScK<br>108307 *G.R.A.Mastin* –03<br>QBJD 1 *Dk(Irn)* | 108<br>98<br>5 | ✠ Lon<br>*For Towing purposes*<br>4,00 ✠ | 1898 Willo'ghby 3mo Bros.Ld. Plymouth | G.Etheredge | 85·2 18·0 10·5<br>310'<br>BK6 | London Patent 2 BHCem 1SB,*2pf*,gs38,ns1372 Willoughby Bros.Ld.Ply. | 11 · 1 | |
| 919 — | IronPadSp<br>78447 *J.Woods* –00 | 104<br>104<br>80 | | 1883 T.&W. Toward Newcastle | BostonStmTugCo. Ld. (A.H.Read, *Mgr.*) | 96·5 18·3 9·2 | Boston Detroit NB02 65RH G.P.Heppie,N.Shields | | B7 [illegible] [illegible] |
| 920 Pro Patria | IronScSr<br>*J.Teenama* 6thSurvey,Shl.6,90<br>PQSH *ex*Columba) 2ndSurvey,Blt.12,97<br>*Well deck* 1 *Dk2trB* | 1034<br>787<br>775 | ✠ Ham Lv<br>1,00 | 1872 J.Laing 4mo Sunderland | Hollandsche Stoomb.Maats. | 221·4 29·5 16·8<br>P219 F29'<br>BK?<br>WB = DBa[illegible] | Amstrdam Dutch NB80 115NH 1SB,*4pf*,gs47,hs1568 T.Clarke&Co.Newcastle | 18 · 1 | |
| 921 — | SteelScSr<br>*J.Henry*03–97<br>KRNB 1 *Dk & Awng dk 2trB* | 759<br>658<br>380 | | 1893 J.Scott& Co. Kinghorn | S.M.Legasse, Neveu&Co. | 185·5 27·2 19·5 | StPierreMq French WB | | V |
| 922 Probus | IronScSr<br>3847 *J.K.Johansson*02–02 *ss*Liv.No 3–3,97<br>JMCT (*ex*TudorPrince) *ss*Liv.No 1–01<br>*Well deck* 1 *Dk(Irn.Qws) & Webframes* | 1394<br>1121<br>834 | ✠100A1 Got *o*<br>2,01 [illegible] 5,05 Nwc<br>[illegible] LMC 5,05 | 1884 J.L.Thomp-10.mo son&Sons Sunderland A&CP | Angf.Actieb. Probus(G.Lavén) WB = DBa69'f54'238t | 245·2 35·0 17·6<br>P23' Q69' B59' F27'<br>FK<br>FPT61 APT21[illegible] | Stockholm Swedish 4 BHpr 4 cp pl Cem 1DB,*4pf*,gs80,hs2811 J.Dickinson,Sunderland | 18 · 8<br>[illegible] | — |
| 923 Procida | SteelScSr<br>84 *G.Ronchi*<br>RMCB *ex*Isola di Procida) 1 *Dk & Spar dk 3trB*<br>*Elec.light* | 4148<br>3504<br>2723 | | 1901 Soc. Eser-cizioBaccini RivaTrigoso | Nav.Gen.Italiana | 359·5 45·2 18·0<br>P82' B100' F88' 26·4<br>FK | Genoa Italian WB | 20 · 8<br>*e6* · 6 | |
| 924 Professor | IronSc3MstSr<br>[illegible] *ss*Liv.No.3–3,95<br>RMDB *ss*Gen.No.2–03<br>2 *Dks(Irn–Uws)3trB* | 2577<br>2387<br>1684 | ✠100A1 Gen *u*<br>3.04 | 1881 Scott&Co. 10mo Greenock *Lloyd's A&CP* | LuigiPittaluga WB = DBa E3 B32' 163' | 352·3 37·1 25·5<br>P16'<br>6 BHCem | Genoa Italian 80lb *90lb* NDB99 344NH 2DB,*12cf*,gs209 Greenock Foundry Co.,Grk | | |
| 925 Professor Buys | SteelScSr<br>*A.Ribbens* –01<br>PQSG 1 *Dk2trB* | 751<br>—<br>377 | | 1891 W.Dobson &Co. Newcastle | Hollandsche Scheepv.Maats. | 205·7 29·2 14·5<br>P36' B53' F27'<br>BK? | Amstrdam Dutch WB | 17 · 0 | |
| 926 Profit | SteelScSr<br>*E.Olsen* –04<br>2 *Dks* | 1100<br>1123<br>718 | | 1904 Nylands Værksted Christiania | HansKiær&Co. | 225·0 33·5 19·2<br>19·5 | Drammen Norwegian WB | | |
| 927 Progrès | IronPadSp<br>*Agnidray*00–01<br>KRLG 1 *Dk* | 171<br>—<br>82 | | 1875 Claparède &Co. St.Denis | Soc.Dunkerquoise de Remorq. | 102·1 21·0 10·4 | Dunkirk French | | |
| 928 Progreso | IronScSr<br>*T.Olivares*78–79<br>JDMV | 208<br>114 | *Name Retained* "Maria Pilar," *See No. 75 of this Vol.* | 1875 W.B. Thompson Dundee | T.H.deMaruri | 127·9 19·2 10·0 | Bilbao Spanish W.B.Thompson,Dundee | | |
| 929 — | | 138<br>—<br>86 | | 1869 Kincaid& Co. Greenock | N.Mihanovich | 100·0 17·0 7·0 | Bns.Ayres Argentine | | |
| 930 Progress | SteelScSr<br>*M.Steen* –00<br>MBGF (*ex*Regina) 1 *Dk & Spar dk 3trB* | 2602<br>2364<br>1641 | | 1890 Short Bros. Sunderland | Dampskibs.Pro-gress(HansKiær &Co.) | 293·1 40·1 18·5<br>H46' B114' 26·2<br>F48' BK10' | Drammen Norwegian NB98 231NH *Alt98* NE Mar.E Co.Ld.Sld | 20 · 10 | N |
| 931 — | IronScSr<br>*G.Scarich* –98 *ss*Oda.No.3–2,95<br>*ss*Gen.No.1–00<br>(*ex*Nutford) 1 *Dk(Irn)2trB* | 1173<br>1013<br>669 | ✠ Oda *o*<br>4,05<br>[illegible] | 1882 J.L.Thmp-4mo son&Sons Sunderland A&CP | E.Ostroffsky WB = DBa77 f16 2s13 | 240·0 35·0 15·0<br>P23 B44 F21'<br>FK<br>APT14t | Odessa Russian 4 BHCem 2SB,*4pf*,gs70,hs2416 J.Dickinson,Sunderland | 16 · 8 | |
| 932 — | SteelScSr<br>*F.Bremer*02–02<br>LGBC 1 *Dk & Spar dk* | 1098<br>965<br>799 | | 1892 Flensburg Schiffsb.Ges. Flensburg | MatthiasStruve | 205·3 30·5 18·7<br>B58' F26' | Blankenese German WB | | V |
| 933 — | SteelScSr<br>*L.W.Möller*03–03<br>1 *Dk* | 878<br>707<br>619 | | 1890 Schlesingr Davis&Co. Newcastle | N.Bryner | 196·3 30·7 14·8<br>Q68' B87' H16' F2[illegible] | Vladvostk Russian WB | | N |
| 934 — | SteelScSr<br>*A.Ehrmann* –03<br>PBMD *Mchy. Aft* *Elec.light* 1 *Dk & deep framing* | 766<br>[illegible]<br>453 | | 1903 Schömer& Jensen Tönning | Hanseatischer Lloyd(H. Doehring, *Mgr.*) | 206·3 31·2 13·0<br>P&B157' F27' | Lübeck German WB | | G |
| 935 — | SteelScSr<br>67649 ~~W.S.Rennoldson~~ 04<br>JTVM *Well deck* *ss*Hul.No 1–00<br>*H.Thomas*04–04 1 *Dk* | 40<br>311<br>228 | ✠100A1 Sld *g*<br>~~11,04~~ 11,04 Sws<br>~~B 11,04~~ LMC10.09 | 1884 J.M'Arthur 10mo &Co. Paisley A&CP | ProgressS.S.Co. (~~W.S.Rennoldson~~ (T.M. [illegible] *Mgr.*) | 157·0 23·1 11·6<br>Q77 B[illegible] F18'<br>BK7?<br>WB = DBa81 | Sundrland British 2 BHCem 80lb ~~80lb~~ 70RH 1SB,*2pf*,gs38,hs1021 Bow,M'Lachlan&Co.,Psy | 12 · 3<br>s 1 · 2 | |
| 936 — | SteelScK<br>110742 *S Artis* –01 *ss*Hul.No.1–04<br>1 *Dk* | 273<br>238<br>[illegible] | ✠100A1 Hul<br>*For fishing purposes*<br>[illegible] LMC 7.04<br>2,05 | 1899 Hawthorns 10mo &Co.Ld. Leith | Gt.NorthernS.S. FishingCo.Ld. | 140·0 22·3 10·5<br>Q58' B7' F23'<br>BK7? | Hull British 2 BHCem 200lb 82RH 1SB,*3pf*,gs47,hs1270 Hawthorns&Co.Ld.Leith | 11 · 8 | |

Damaged by ice in 1904. Kept P.

| 1 No. in Book. Official Numbers. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Built. Rebuilt. Lengthened. Re-measurement. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP = Horse power by Society's formula; RHP = power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. R. Date of Last Transl. Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 937 | **Progress** *J.Quirk* –01 *Mchy.Aft* | Iron Sc Sr 1 *Dk* | 203 179 69 | ✠ 9,01 | Hul | *c* | 1880 3mo | Murdoch & Murray Pt.Glasgow | T.Byrne Progress SS Co Ltd (T.Byrne) | 130·4 | 21·0 | 10·8 | London British 5 *BH Cem* | C.2Cy.20″&40″–27″ NB05 *fitted* 97 65 RHP Muir & Houston, Glasgow | | | |
| 938 | **Prome** *F.McKay* –01 2 *Dks* (*Stl–t teak s 3tr B* | Steel Sc Sr ss Npt. No. 2–03 | 3580 3304 2299 | ✠ 100A1 12,04 ~~B3d.02~~ ~~BS0,01~~ | Liv | *w* | 1893 12mo | W. Denny & Bros. Dumbarton *Lloyd's A & CP* | Ellerman Lines, Ld (R. Alexander & Co. *Mgrs.*) | 345·0 P36′B80′F43′ | 44·1 FK *WB = Cell* | 27·3 6 *BH Cem* *DB* 296′691*t* | Glasgow British 160lb NDB04 (*s*) 329 NHP 2SB, 6*pf*, GS 116, HS 5284 100% Denny & Co. Dumbarton | 30 ″ 0 | BT till 6,04 | N 6,03 |
| 939 | — *J.Dier* –97 (*Trawler*) *Elec.light* | Iron Sc K 1 *Dk* | 141 140 44 | | | … | 1897 | Edwards Bros. Newcastle | Kelsall Bros. & Beeching, Ld. (J.E. A. Kelsall, *Mgr.*) | 105·0 BK 7½″ | 20·5 | 11·0 *WB* | Hull British | T.3Cy.12″,18″&30″–21″ 60 RH N.E. Marine Co. (Lim.), Sld. | 11 ″ 10 | | |
| 940 | **Prometheus** *G. Moir* 03–03 2 *Dks* | Steel Sc Sr | 5570 4761 3588 | | | | 1896 | Scott & Co. Greenock | Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*) | 422·0 P38′B115′F46′ | 49·0 | 28·3 *WB* | Liverpool British | T.3Cy.29″.50″&82″–60″ 520 NH Scott & Co., Greenock | | BT till 21,05 | |
| 941 | — *H.Lersbryggen* 97–02 1 *Dk* & *Spar Dk* | Steel Sc Sr | 1673 1523 1024 | | | | 1902 | J. Crown Sunderland | Dpskactieselsk. Prometheus (H. Kiær & Co.) | 259·4 H112*t* F35*t* | 36·8 | 20·0 *WB* | Drammen Norwegian | T.3Cy.19″,31″&51″–32″ 147 NHP N.E. Marine Eng. Co Ld. Sld. | | N | |
| 942 | **Promise** *E.Thorstensen* –04 2 *Dks* | Steel Sc Sr ~~1100~~ 1095 1012 993 | | | | | 1904 | Nylands Værksteds Christiania | Hans Kiær & Co. | 225·0 | 33·5 | 12·2 19·5 | Drammen Norwegian *WB* | T.3Cy.16½″.27″&44″–32″ 119 NB Nylands Værksted, Xania | | | |
| 943 | **Prompt** *M.J.Roca* 99–99 *Mchy.Aft* | Steel Sc Sp 1 *Dk* | 135 122 68 | | | | 1895 | W. Dobson & Co. Newcastle | Cia. de Explotacion y Salvamento | 100·3 | 21·0 | 7·1 | German | T.3Cy.8″.13″&21″–15″ 35 RHP N.E. Mar. E. Co. (Lim.). Nwc | | | |
| 944 | — *N.Handley* –96 *Mchy.Aft* | Steel Sc K 1 *Dk* (*Irn*) | 127 115 68 | ✠ 10,99 ~~NB8,9c~~ | Sld | *a* | 1896 3mo | S'th Hylton SB & Rep'g Co Sunderland | A.R. Alves | 95·0 F13′ | 20·0 FK *WB = FPT* 15*t* | 7·3 | Para Brazilian 3 *BH Cem* | T.3Cy.10″,15½″&24″–14″ *E. made* 92 21 NHP 1SB, 2*pf*, GS 22, HS 455 Butler, Belfast | 7 ″ 11 | | |
| 945 | **Pronto** *T.Seeberg* 99–99 *Mchy.Aft* | Steel Sc Sr 1 *Dk* & *Spar dk* | 1363 1264 837 | | | | 1896 | Helsingörs Jernsk & Msk Elsinore | Acties. Dampsk. Pronto (Hans Kiær & Co.) | 239·3 H99*t* | 34·3 | 20·1 *WB* | Drammen Norwegian | T.3Cy.17″,27½″&47″–33″ 127 NHP Helsingörs Jernsk. & Mskb. | | N | |
| 946 | — *H.Grandt* 98–99 *Mchy.Aft* | Steel Sc Sr 1 *Dk* & *Spar dk* | 1012 907 719 | | | | 1891 | Flensburger Schiffsb. Ges. Flensburg | Matthias Struve | 202·5 B58′ | 30·3 | 18·6 *WB* | Blankenese German | T.3Cy.15″,27½″&43″–27″ 96 NHP Flensburger Schiffsb. Ges. | | V | |
| 947 | **Propontis** *For River purposes only* 11,90 | Steel Sc Sp Tug 1 *Dk* (*Irn*) | 125 125 4 | ✠ | Shl | | 1890 11mo | J.P. Rennoldson & Ss. S.Shields | Stathatos Bros. | 100·0 | 18·2 BK 6″ | 9·8 4 *BH Cem* | Ithaca Greek | T.3Cy.12″,20″&32″–22″ 1SB, 2*pf*, GS 27, HS 984 57 NHP J.P. Rennoldson & Ss, S.Shl. | 10 ″ 0 | | |
| 948 | — | Wood Pad Tug | 118 — 71 | | | | 1877 | ..... North Shields | P. Stefanovich di G. (P. Cosmetto, *Mgr*) | 95·2 | 16·4 | 10·2 | Leghorn Italian | L.1Cy.37″–32″ 60 NHP | | | |
| 949 | **Prorok Jona** *G.Franovich* –96 | Steel Twin Sc | 472 — 314 | | | | 1896 | Stabilmnto Tecnico Trieste | Beimusch Idelerwitsch & A. Tschernikow | 186·0 | 31·0 | 8·9 | Rostoff Russian | C.4Cy.13″&24″–20″ 43 NHP Stabilimento Tecnico. Tri. | | | |
| 950 | **Prosper** *J.Christiansen* 00–00 1 *Dk* & *deep framing* & *pt Awng dk* | Steel Sc Sr | 1290 921 788 | | | … | 1895 | Campbeltown S.B. Co. Campbeltwn | Dampskibsacties. Prosper (Hans Kiær & Co.) | 230·7 Q79′ *pt Awng dk* 151′ | 32·6 FK | 16·4 | Drammen Norwegian *WB* | T.3Cy.17½″.27½″&45″–33″ 115 NHP Kincaid & Co. (Lim.). Grk. | 17 ″ 4 | N | |
| 951 | — *Mchy.Aft* | Steel Sc Sr 1 *Dk* & *deep framing* | 750 600 480 | | | | 1904 | Schömer & Jensen Tönning | Hanseatischer Lloyd (H. Doehring *Mgr.*) | 204·0 P157′F27′ | 30·9 | 13·0 *WB* | Lübeck German | T.3Cy.18″,24¾″&47½″–28″ 118 NHP Schömer & Jensen, Tönning | | | |
| 952 | — *E.May* | Wood Sc | 168 — 85 | | | | 1898 | ..... Pt. Townsend Wash. | Puget Sound Nav. Co. | 84·1 | 18·6 | 9·6 | P. Twnsnd Wash. Utd. States | C.2Cy.11″&24″–20″ 21 NHP | | | |
| 953 | **Prospero** *A.Stendahl* *Well deck* (*ex* Prima) | Iron Sc Sr 1 *Dk* 2 *tr B* | 678 462 414 | | | … | 1869 | Denton, Gray & Co. W Hartlepool | Östlandske Lloyd | 179·6 P168*t* | 27·7 H13*t* | 14·1 F34*t* | Christiania Norwegian *WB* | C.2Cy.23″&44¾″–30″ NE 79 & NB 89 91 NHP Flensburg S.B.C. Flensburg | | N | |
| 954 | — *Vde Marinis* –04 | Wood Sc YM 1,03 1 *Dk* | 179 143 118 | | | | 1903 | M. Della Rocca Naples | Flli. Valanzano | 102·1 | 20·3 | 12·2 | Naples Italian | C.2Cy.15″&27″–18½″ 25 NHP Fonderia Fratte, Salerno | | I | |
| 955 | **Prosum** *B.Syvertsen* 97–97 (ex Bergamo) *Well deck* | Iron Sc Sr 1 *Dk* & *Web frames* | 1084 878 684 | | | … | 1883 | W. Pickersgill & Son Sunderland | Acties. Dampsk. Bonheur (Fred Olsen, *Mgr.*) | 225·2 Q83′B46′F22′ | 32·2 FK | 16·3 *WB* | Drammen Norwegian | C.2Cy.28″&52″–36″ 135 NHP N.E. Marine Co (Lim.), Gts. | 17 ″ 3 | | |
| 956 | **Protector** *J.T.Reid* | Iron Sc Tug 1 *Dk* | 277 — 144 | | | | 1875 | Harlan & Hollingswrth Wlmngtn Del | J. Reid | 117·6 | 23·0 | 9·7 | Detroit, Mich. Utd. States | C.2Cy.22⅜″&40″–28″ NB 89 71 NHP Harlan & Hollngswrth, Wmn | | | |
| 957 | — *W.Waples* 99–04 *Elec.light* | Steel Sc Sr 1 *Dk* | 161 139 21 | ✠ 100A1 3,04 | Grk | *h* | 1904 3mo | G. Brown & Co. Greenock *Lloyd's A & CP* | Eastern Sea Fisheries Joint Committee | 108·8 | 21·1 BK 7″ *WB = FPT* | 9·4 5 *BH Cem* 3t *APT* 3t | Boston British 180lb | T.3Cy.12″,20″&32½″–24″ (*r* 70 RHP 1SB, 2*cf*, GS 35, HS 490 Muir & Houston, Ld. Gls. | 10 ″ 0 | | |
| 958 | — *H.J.Bruun* –99 (*Salvage Steamer*) | Steel Sc Sr | 149 137 86 | | | | 1900 | Aktb. Sandvikens M.V. Helsingfors | Finska Bergnings-aktieb. Neptun (J. Svensson, *Mgr.*) | 91·5 B22′F18′ | 21·7 | 10·5 *WB* | Helsingfrs Russian | C.2Cy.16½″&33″–19¾″ 41 NHP Sandvikens Mek. Verkst. | | | |
| 959 | — *P.Courupos* 98–01 (ex Annandale) | Iron Pad K (*Tug*) 1 *Dk* | 133 119 48 | | | | 1893 | J.P. Rennoldson & Sns S.Shields | P. Regier | 100·3 | 18·3 | 9·4 | Mariupol Russian | L.1Cy.31″–54″ 65 NHP J.P. Rennoldsn & Sns, S.Shl. | | | |
| 960 | — | Steel Sc K 1 *Dk* | 45 45 — | ✠ *For Tug & Fishing pur* | … | | 1899 *poses* 9mo | R. Thompson & Sons Sunderland A&CP | Eastrn Sea Fisheries Joint Committee J. W. … | 66·0 | 14·0 BK 6′ | 7·7 3 *BH Cem* | Boston British 120lb | C.2Cy.12″&24″–18″ (*o*) 25 RHP 1SB, 2*pf*, GS 26, HS 426 Hedley & Boyd, N. Shields | 8 ″ 5 | | 5.04 |

| Numéro d'ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant pour Visite. Lettres d'Equipement. | Construit. Quand. Navire. Par qui. Où. | Armateurs. | Dimensions d'après Domne. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Armement. | Machines. Nbre & Genre des Machines. Chaudières. NHP = Force en chevaux d'après formules de la Société. RHP = Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Hauteur au bord en milieu de navire. pds. pc | |
|---|---|---|---|---|---|---|---|---|---|---|
| 961 HQKC | **Proteo** SteelScSr<br>*A.G.Ivancich* –08<br>1 *Dk(Stl)&Spar dk(Stl)&deep framing* | 3813<br>3351<br>2141 | ✠100A1 Cff *w*<br>*Spar dk*<br>3,01 ✠LMC10,00 | 1900 C.S.Swan&<br>10mo Hunter,Ld<br>Newcastle<br>A&CP | **Proteo S.S.Co.Ld.**<br>(T.Cossovich)<br>*B = Cell DBa 116* | 348·0\|45·3\|17·8<br>P28' B92' F38' 25·0<br>FK<br>*aE&B38 f148'813t* | Trieste<br>Aust.-Hung. | T.3Cy.24",39"&66"–15" (s) 20 ″ 6<br>180lb *80lb* 340NH 6 - 1½<br>2SB,*6cf*,gs102,hs1687<br>T.Richardson&Sns,Ld.Hpl | |
| 962 150864 KPTR | **Proteus** SteelScSr<br>*E.V.Gager*<br>*Elec.light* 2 *Dks&Awng dk* | 4836<br>—<br>3000 | | 1899 Newport<br>NewsS.B.Co.<br>Newprt New | **Southern Pacific Co.** | 390·8\|48·3\|29·9 | New York<br>Utd. States | T.3Cy.33",62"&84"–54"<br>518NH<br>Newprt NewsS.B.&D.D.Co. | | R |
| 963 HGDF | — SteelScSr<br>*C.Moller96–02*<br>1 *Dk&Spar dk* | 1678<br>1532<br>1024 | | | **Dpskselsk.Proteus** (H.Kiær&Co.) | 260·0\|36·8\|20·0<br>H108t F37t | Drammen<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–33"<br>149NH<br>N.E.Marine Eng.Co.Ltd.Sld | | N |
| 964 RWJN | — SteelSc<br>*H.Leihs* –99 (*Trawler*)<br>1 *Dk* | 163<br>151<br>44 | | 1895 B.Wencke<br>Söhne<br>Hamburg | **Rhed.Triton-Proteus** (Joh. Cohrs, *Mgr.*) | 100·0\|20·7\| 8·3 | Altona<br>German<br>*WB* | T.3Cy.11",17⅞"&29½"–21½"<br>40NH<br>B.Wencke Söhne,Hamburg | | G |
| 965 114437 TSPQ | **Provan** SteelScSr<br>*A.B.W.Sheppard99–01*<br>1 *Dk(Stl)&Spar dk(Stl)&deep framing* | 3975<br>3648<br>2660 | ✠100A1 N Yk *w*<br>*Spar dk*<br>3,01 ✠LMC10,00 | 1903 Russell&<br>1mo Co.<br>Pt.Glasgow | **Prince Line Ld.**<br>(J.Knott, *Mgr.*)<br>*WB = Cell DBa 112 aE& B40* | 345·2\|49·9\|17·9<br>P26' B202 F37 25·1<br>FK<br>*f146' 899t DTa 36'* | Newcastle<br>British<br>*WB* | T.3Cy.25",41"&67"–45" (s) 20 ″ 5<br>180lb *90lb* 340NH 4 - 10<br>2SB,*8pf*,gs142,hs5438<br>Rankin&Blackmore,Grk. | | |
| 966 KRSD | **Provence** Steel&IronSc3MstSr<br>*F.Fabre91–01*<br>2 *Dks&Spar dk* | 4076<br>—<br>2130 | | 1884 Forges&C.<br>de la Medit.<br>La Seyne | **Soc Gén.de Transp. Mar.àVap.** | 387·1\|42·3\|22·6<br>H— F34' 30·1 | Marseilles<br>French | O.2Cy.48"&78½"–49½"<br>NB01 362NH<br>Forges&C.de la Médit,Mal. | | V |
| 967 MBDQ | **Providence** SteelScSr<br>*C.Corneliussen89–03*<br>1 *Dk(Stl)&Spar dk&deep framing*<br>*Elec.light* | 1096<br>1013<br>693 | ✠100A1 Mdb *n*<br>*Spar dk*<br>*with freeboard*<br>4,03 ✠LMC4,08 | 1903 Fevigs<br>3mo Jernskibsbyg<br>Fevig<br>*Lloyd's SA&CP* | **Dpskacties.Providence** (Hans Kiær&Co.) | 225·8\|33·6\|10·0<br>17·2<br>FK<br>*WB = Cell DBa 61 f102* | Drammen<br>Norwegian | T.3Cy.17",27"&46"–33" (r) 12 ″ 3<br>175lb *100lb* 131NH 5 - 0<br>1SB,*3pf*,gs60,hs2023<br>Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 968 | — SteelScSr<br>*Biotchina*<br>1 *Dk* | 748<br>694<br>438 | | 1899 J.P.Ren-<br>noldson&Sns<br>South Shields | **C.Svorono&Sons** | 224·5\|32·0\|10·8<br>B22' F18' | Kertsch<br>Russian<br>*WB* | T.3Cy.15",25"&40"–24"<br>78NO<br>J.P.Rennoldson&Sns.SShl | | V |
| 969 PBMJ | **Providentia** SteelScSr<br>*M.Scharsich* –03<br>*Elec.light* 1 *Dk&Spar dk* | 2192<br>2044<br>1392 | | 1903 Act.Ges.<br>Neptun<br>Rostock | **Dampfschiffs Rhed "Horn," Act.Ges.** | 301·4\|43·2\|18·9 | Lübeck<br>German<br>*WB* | T.3Cy.19½",35⅝"&55½"–35⅝"<br>180NH<br>Act.Ges.Neptun,Rostock | | G |
| 970 KSBH | **Provincia** SteelScSr<br>*Razibert* –03<br>1 *Dk&Spar dk3trB* | 3586<br>2719<br>2290 | | 1902 Chnt&Atel<br>de Provence<br>Port de Bouc | **Cie.Française de Nav.àVap (C. Fabre&Co. *Mgrs.*)** | 316·0\|44·0\|22·9<br>P211' H— F36' | Marseilles<br>French<br>*WB* | T.3Cy.23⅝"&36⅞"&59½"–43⅜"<br>235NH<br>Ch.&Atel.de Provence,Msl | | V |
| 971 HBGF | **Provorni** SteelPad<br>1 *Dk* | 516<br>—<br>350 | | 1892 .....<br>Sebastopol | **Russian Stm.Nav. &Trading Co.** | 210·0\|28·2\| 8·1 | Odessa<br>Russian | O.2Cy.31"&61"–48"<br>215NH | | |
| 972 | ~~Proyda~~ ~~SteelSc~~<br>~~Glasgow~~ ~~Steamboat Co~~<br>(*Tug*)<br>*S.P.Kalashnikoff* –04 1 *Dk* | 56<br>56<br>4 | ✠100A1 Gls<br>*For Towing purposes*<br>4,01 ✠LMC3,04 | 1904 P.Mc<br>4mo Gregor&Sons<br>Kirkintilloch<br>*Lloyd's SA&CP* | ~~R.Carson~~<br>J.Caruana | 66·0\|16·5\| 8·8<br>BK6<br>*WB =* | ~~Glasgow~~<br>Russian | C.2Cy.14½"&8½"–20" (r) 9 ″ 6<br>125lb 50RH 1 - 6<br>1SB,*2pf*,gs33,hs864<br>Gauldie&Gillespie,Gls. | | |
| 973 150895 KQMR | **Prudence** SteelScSr<br>*J.J.Derrickson* –00<br>1 *Dk* | 292<br>—<br>198 | | 1900 J.H.Dia-<br>logue&Son<br>Camden,N.J. | **Tice Towing& Transport Line** | 122·3\|25·0\|14·0 | New York<br>Utd. States | T.3Cy.16",24"&40"–28"<br>85NH | | |
| 974 | **Prudente de Moraes** SteelTwin ScSr<br>*L.Lemelle* –98 1 *Dk&Shade dk2trB* | 780<br>613<br>497 | | 1896 Craig,<br>Taylor&Co<br>Stockton | **Lloyd Brazileiro** | 223·0\|33·0\|12·5 | Bahia<br>Brazilian | T.6Cy.12½",20"&33"–24"<br>107NHP<br>N.E.Marine Co.(Lim.),Sld | | |
| 975 | — SteelTwin ScSr<br>*A.Jackson96–96*<br>1 *Dk(Teak)&Promenade dk(Teak)*<br>*Elec.light* | 472<br>360<br>321 | ✠ P.Gl<br>*For River purposes only*<br>3,96 ✠ | 1896 Russell&<br>3mo Co.<br>Pt.Glasgow | **Amazon Stm.Nav. Co.Ld.** | 172·6\|33·2\| 8·6<br>F23' FK | Para<br>Brazilian | T.6Cy.10",16"&26"–21"<br>81NHP<br>1SB,*2cf*,gs40,hs1509<br>Rankin&Blackmore,Grk | 8 ″ 9 | |
| 976 96611 LGMQ | **Prudentia** SteelSc3MstSr<br>*P.Horne* –02 *ss*Mdb.No.3–3,02<br>1 *Dk(Iron)&Spardk(Stl)&Web frames*<br>*Mchy.Aft* *Elec.light* | 2781<br>2709<br>1770<br>11,04 | ✠100A1 Hpl *f*<br>*Spar dk*<br>*Carrying Petroleum in bulk*<br>BS10, ✠LMC3, | 1889 Palmers'<br>7mo Co.(Lim.)<br>Newcastle<br>*Lloyd's SA&CP* | **Lennard's Carrying Co Ld. (J M Lennard&Ss.Ld. *Mgs*)** | 312·0\|40·2\|19·8<br>27·0<br>drp04 FK<br>*WB = Db Eq B4 FPT* | Middlsbro'<br>British | T.3Cy.24",38"&62"–42" (s) 21 ″ 2<br>150lb *90lb* NB98 269NH 6 - 1½<br>2SB,*4rf&4pf*,gs132,hs1490<br>Palmers' Co.(Lim.),Nwc. | | — |
| 977 53483 HLNV | **Prudhoe Castle** IronSc3MstSr<br>*J.Drew* –00 *ss*Bly.2nd No.3–5,97<br>*ss*Shl.No.2–04 *ss*Nwc.No.1–00<br>1 *Dk2trB* | 813<br>703<br>481 | ✠ ⩓1 Shl<br>6,04 3,03<br>✠NB3,03 LMC3,00 | 1866 Palmers'<br>7mo Co.<br>Newcastle<br>A&CP | **J.Ridley,Son& Tully** | 211·6\|28·1\|17·4<br>Q58' B16' F88'<br>BK7<br>*WB –* | N.Shields<br>British | C.2Cy.25"&48"–30" (r) 18 ″ 7<br>80lb 90RH 3 - 2½<br>1SB,*3pf*,gs55,hs1696<br>*Cmp.*73J Shaw&Co.,Nwc. | | — |
| 978 JFQP | **Prussia** SteelTwinScSr<br>*R.Kundt01–01*<br>*Elec.light* 1 *Dk* | 965<br>838<br>598 | | 1901 Oderwerke<br>Act.Ges.<br>Stettin | **Stettin-Stolper Dmpfsfahrts.Ges. (A.Stenzel&Rolke *Mgrs.*)** | 228·5\|34·2\|12·5<br>B46' F21' | Stettin<br>German<br>*WB* | T.6Cy.12",20"&30½"–21½"<br>48NH<br>Oderwerke Act.Ges.Stettin | | G |
| 979 MDRS | — IronScSr<br>*Grunwald* 1 *Dk2trB*<br>*ex* "Intrepido," *See No. 14 in Supplement.* | 700<br>638<br>[illegible] | | 1883 F.Schichau<br>Elbing | **Edward&George Hay** | 185·5\|26·2\|13·9<br>B44' F26' | Königsbrg<br>German<br>*WB* | C.2Cy.22"&42"–28"<br>NB02 70NH<br>F.Schichau,Elbing | | V |
| 980 331 JQWP | **Prut** IronScSr<br>1 *Dk*<br>*Mchy.Aft* | 546<br>—<br>411 | | 1871 Samuda<br>London | **Russian Stm.Nav. &Trading Co.** | 210·4\|29·2\|11·0 | Odessa<br>Russian | C.2Cy.28"&41"–24"<br>69NH<br>J.Penn&Sons,London | | |
| 981 98908 MCLV | **Ptarmigan** Iron&SteelSc3MstSr<br>*W.Botwright* –99<br>*Well deck* *Mchy.Aft* 1 *Dk* | 780<br>672<br>476 | | 1891 Gourlay<br>Bros.&Co.<br>Dundee | **General Stm.Nav. Co.Ld.** | 220·0\|30·6\|13·0<br>P152' F30<br>BK7 | London<br>British<br>*WB* | T.3Cy.17",27½"&45"–36"<br>121NH<br>Gen.Steam Nav.Co.,Lon. | 15 ″ 6 | |
| 982 HBST | **Pudeto** IronSc<br>*F.Cratchley–01* 1 *Dk(Iron)*<br>*Well deck* *Now named "Paquete," See No. 20 in Supplement.* | 298<br>—<br>203 | ✠ Sld *d*<br>✠ | 1884 J.Knox&<br>5mo Co.<br>Sunderland | **Compania Sud Americana de Vap.** | 125·0\|21·2\|10·3<br>Q41 B17' F22'<br>*WB = FPT 40t APT 15t* | Valparaiso<br>Chilian<br>*WB* | C.2Cy.16"&30"–20"<br>34NH<br>R.H.Pearson&Co.,Gls | 11 ″ 0 | |
| 983 | **Puebla** SteelScSr<br>*H.N.Bull* (*ex* Sanystad)<br>1 *Dk&Spar dk* | 1393<br>1298<br>861 | | 1902 Framnæs<br>Mek.Værks<br>Sandefjord | **Cia.Mexicana de Nav.** | 231·9\|35·2\|14·8<br>H95t 20·5 | Vera Cruz<br>Mexican<br>*WB* | T.3Cy.16½",27"&44"–33"<br>111NB<br>Akers Mek.Værks.Xia. | | N |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 | 8 | 9 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Registered in each class. If not in L.R. Date of last Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 984 | **Puerto Rico** | IronSc | 2678 | ✠100A1 | Bel | *u* | 1880 | W.Doxford | A.Folchy Ca. | 330·0 | 36·5 | 26·0 | Barcelona | T.3Cy.24½",34"&68"–45" (*o*) | | | 8.2.01 |
| | *M.Pelegri* –95 *ss* | Bcl.2nd No.3–3,01 | 2515 | 5.09 | | | 5mo | &Sons | | P27'B50'F23' | | | Spanish | 150lb *75lb* NDB96 310NH | | | |
| JDRM | *Elec.light* | 2 *Dks*(*Irn*)3tr *B* | 1742 | ✠NE&B1,88 ✠LMC | | | | Sunderland | | | | BK11' | *BH Cem* | 2DB,*Scf*,GS116 | | | |
| | (*ex* Cristobal Colon, *ex* Rossmore) | | | MS11,01 Boilers D 10,04 | | | | A&CP | *WB*= *DBa E&B* | 50'207*t* *FPT* 77*t* *M* | | | 732'367*t* | W.Doxford&Sons,Sld. | | | |
| 985 | **Pueyrredon** | SteelTwinScSr | 402 | | | | 1889 | Act.Ges. "Weser" Bremen | L.Mascarello | 163·0 | 23·6 | 10·2 | Bns.Ayres Argentine | T.6Cy.8",12½"&21"–14" NB00 33NH | | | |
| | (*ex* José Gibert) | | 300 | | | | | | | | | | | A.G."Weser," Bremen | | | |
| | | | 282 | | | | | | | | | | | | | | |
| 986 | **Puffin** | SteelScSr | 404 | ✠100A1 | Bkn | *g* | 1900 | AilsaS.B. Co. Troon A&CP | PuffinS.S.Co.Ld. (Brundrit&CoLd) *WB*= | 150·0 | 25·0 | 9·9 | Liverpool British | C.2Cy.19"&43½"–30" (*s* | 12 *m* 6 | | |
| 111863 | *G.P.Hursley*87–00 *ss* | Trn.No.1–04 | 283 | 8.04 Lengthd 1904 | Trn | | 5mo | | | Q57'B11'T27' | | | | 140lb 93RH | | | 8.04 |
| | *Well deck* | 1 *Dk*(*pt Irn pt Stl–pt* teak *s* | 59 | ✠LMC 05.00 | | | | | | *DB f* 72' 105*t* *FPT* | | BK7' | 15*c* *APT* 5*t* | 1SB,3*cf*,GS56,HS1750 | | | |
| | *Wchy Aft* | *Elec.light* | | | | | | | | | | | Liverpool | Dunsmuir&Jackson,Gls. | | | |
| 987 | — | SteelScCtr | 248 | ✠100A1 | Liv | *c* | 1899 | T.B.Seath & Co. Glasgow | W.B.Meadows&Co. Ltd.(British&Africa Stm.Nav.Co Ltd. Elder,Dempster&Co.,*Mgrs.*) | 118·0 | 22·0 | 10·4 | Manchester British | C.2Cy.16"&33"–20" (*s* | 11 *m* 3 | | |
| 108845 | Intended — 05 | *Day* –04 | 203 | 7.00 | | | 12mo | &Co. | | | | | | 120lb 45RH | | s 1 *m* 5½ | |
| GTBV | *Wchy Aft* | 1 *Dk*(*Irn*) | 111 | ✠LMC1,001 | | | | Glasgow | | | | FK | *BH Cem* | 1SB,2*pf*,GS37,HS895 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | *WB*= | | 15*c* *APT* 5*t* | Fisher&Co.Paisley | | | |
| 988 | **Pukaki** | SteelScSr | 1444 | | | | 1887 | W.Denny & Bros. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 230·0 | 36·2 | 17·5 | DunedinNZ British | Q.4Cy.16".24".32"&47"–36" | | | |
| 84491 | *C.F.Post* –96 | 1 *Dk* | 1138 | | | | | | | | | | | 132NH | | | |
| SLPC | | | 917 | | | | | | | | | | | Denny&Co.,Dumbarton | | | |
| 989 | **Pulo Riman** | IronSc | 453 | | | ... | 1882 | H M'Intyre & Co. Paisley | A.Huttenbach | 170·2 | 26·1 | 11·2 | Penang British | C.2Cy.20"&40"–30" | | | |
| 94[illegible] | *J.C.Nielsen* –03 | | 356 | | | | | | | Q84'F19' | | | | 70RH | | | |
| WJSV | (*ex* Orawaiti) | 1 *Dk* | 283 | | | | | | | | | | *WB* | Fleming&Ferguson,Psy. | | | |
| 990 | **Pulp** | SteelScSr | 107 | | | | 1897 | Fredrikstd Mek.Værks. (H.Helland) Fredriksstad | TheKellner PartingtonPaper PulpCo.Ld. | 84·2 | 18·1 | 8·4 | Sarpsborg Norwegian | C.2Cy.10⅜"&23"–14" | | N | |
| | *H.Kristiansen* –99 | | 84 | | | | | | | B22*t* | | | | 16NH | | | |
| HCKF | (*ex* Fredriksstad) | 1 *Dk* | 53 | | | | | | | | | | | Fredriksstad M.V.,Frstad | | | |
| 991 | **Punch** | IronPadSp | 117 | | | | 1854 | ..... London | UnitedTowingCo. Ld.(J.R.Thompson &Co.*Mgrs.*) | 101·7 | 18·1 | 9·9 | N.Shields British | 2Cy.30"–52" | | | |
| 19766 | *T.Whale* –99 | | 115 | | | | | | | | | | | 60RH | | | |
| LDFK | | | — | | | | | | | | | | | | | | |
| 992 | **Pundit** | SteelScSr | 5917 | ✠100A1 | Cal | *a*+ | 1902 | C.Connell & Co. Glasgow | AsiaticStm.Nav. Co.Ld. | 438·0 | 51·3 | 29·7 | Liverpool British | T.3Cy.27½",46"&75"–51" (*s* | 32 *m* 9 | | 3.05 |
| 115331 | *W.J Crebbin*91–02 | | 5609 | 6.08 Boilers | | | 10mo | | | P41'B144'F45' | | | | 180lb *100lb* 497NH | s 7 *m* 7½ | | |
| TRPC | 2 *Dks*(*Stl–U* teak *s*)&*Web frames* | | 3832 | 3.05 ✠LMC10.02 | | | | | | | | FK | *BH Cem* | 2DB,*12cf*,GS252,HS8524 | | | |
| | *Elec.light* | | | | | | *Lloyd's* | *SA&CP* | | | | | | Dunsmuir&Jackson,Gls. | | | |
| | | | | | | | | | *WB*= *Cell DBa* 131'*u* | *E&B* 61'*f* 196' 1349*t* | | | *DTa* 31' 825*t* | *FPT* 152*t* *APT* 37*t* | | | |
| 993 | **Pundua** | SteelScSr | 3305 | ✠ | Gls | *w* | 1888 | A.&J. Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 350·1 | 42·2 | 26·5 | Glasgow British | T.3Cy.27½",45"&70"–54" | 29 *m* 3 | | |
| 96008 | *C.Willis* –02 | 3 *Dks*(*U Stl–ws*) | 2978 | 10,88 | ✠ | | 10mo | | | P62' B86' F44' | | | 6 *BH Cem* | 360NH | | | |
| KVLM | *Elec.light* | *Inner bottom Irn* | 2126 | | | | | | *WB*= | *Cell DB* 270'487*t* | | | | A.&J.Inglis,Glasgow | | | |
| 994 | **Puno** | SteelSc3MstSr | 2398 | ✠ | Gls | *Lv* | 1881 | R.Napier & Sons Glasgow | PacificStmNavCo. | 320·0 | 40·2 | 22·5 | Liverpool British | C.2Cy.42"&80"–48" | | | |
| 84088 | *P.J.Donovan* –02 | | 1985 | 4.81 | | | 1mo | | | F46*t* | | | 4 *BH* 2 *RBH* | 370NH | | | |
| VLQC | | 2 *Dks*(1 *Stl*)&*Shaded dk* | 1504 | | | | | | | *WB*= *DBf* | | | | R.Napier&Sons,Glasgow | | | |
| 995 | **Puri** | SteelTwinScSr | 926 | 1303 | | | 1895 | Gourlay Bros.&Co Dundee | Shepherd&Co. | 260·0 | 34·0 | 15·3 | Bombay British | T.6Cy.21",33"&52"–30" | | S | |
| 98340 | *G.Ahmed* –01 | | 733 | 833 | | | | | | | | | | 296NH | | | |
| WCXT | | 2 *Dks*&*Shade dk* 3tr *B* | 667 | 643 | | | | | *WB* | | | | | Gourlay Bros.&Co.,Dundee | | | |
| 996 | **Puritan** | Steel&IronPad | 4593 | | | | 1889 | Delaware River Co. Chester,Pa. | OldColonySteam-boatCo. (N.York, N.H.&H.R.R.Co. *Mgrs.*) | 403·5 | 52·5 | 18·1 | FallRiver, Mass. Utd.States | B.C.2Cy.75"–108"&110"– | | S | |
| 150471 | | 1 *Dk*3tr *B* | — | | | | | | | | | | | 168" 1311NH | | | |
| KGJQ | | | 3075 | | | | | | | | | | | W.&A.Fletcher&Co.,NYk | | | |
| 997 | — | SteelScSr | 4042 | ✠100A1 | Npt | *w* | 1897 | Craig, Taylor&Co. Stockton A&CP | PuritanSteamship Co.Ld.(Papayanni, Stewart&Co.,Ld.) *WB*= *Cell* | 356·0 | 45·2 | 20·0 | Liverpool British | T.3Cy.25",40"&67"–45" (*s* | 22 *m* 9 | | 8.03 |
| 106875 | *J.M.James* –01 *ss* | Nwc.No.1–01 | 3770 | *Spar dk* | Bry | | 9mo | | | P25'B84'F37' | 27·9 | | 160lb *80lb* | 325NH | ~~9 m 11~~ | | N3.05 |
| PVOK | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | | 2628 | 3.05 1.01 B38.03 ✠LMC3,01 | | | | | | *DBa* 118'*u E&B* 38'*f* 144'772*t* *FPT* | | FK | 6 *BH Cem* | 2SB,8*pf*,GS138,HS5340 | 6 8 9½ | | |
| | | | | | | | | | | | | A&CP | 192*t* *APT* 30*t* | W.Allan&Co.,Ld.,Sld. | | | |
| 998 | — | SteelSc | 1547 | | | | 1901 | CraigS.B. Co. Toledo,O. | Graham&Merton Transp.Co. | 233·0 | 40·5 | 21·9 | Chicago Utd.States | T.3Cy.21",35"&58"–40" | | V | |
| 150898 | *W.A.Boswell* | | — | | | | | | | | | | | 213NH | | | |
| | *Elec.light* | 2 *Dks*&*Awngdk* | 1052 | | | | | | | | | | | CraigS.B.Co.,Toledo | | | |
| 999 | **Purnea** | SteelScSr | 3306 | ✠ | Gls | *w* | 1888 | A.&J. Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 350·0 | 42·2 | 26·5 | Glasgow British | T.3Cy.27½",45"&70"–54" | 29 *m* 3 | | |
| 96033 | *J.B.Pearson* –04 | | 2979 | 12,88 | ✠ | | 12mo | | | P62' B86' F44' | | | 6 *BH Cem* | 360NH | | | |
| KWNB | *Elec.light* | 3 *Dks*(*U Stl–ws*) | 2127 | | | | | | *WB*= | *Cell DB* 270'487*t* | | | | A.&J.Inglis,Glasgow | | | |
| 1030 | **Pursuit** | SteelScK | 79 | ✠100A1 | Shl | | 1903 | Smith's Dock Co.Ld. North Shields *Lloyd's* | W.H.Leask | 80·0 | 18·1 | 8·3 | Peterhead British | C.2Cy.10½"&23"–16" (*r* | 9 *m* 0 | | |
| 114893 | | | 74 | *For fishing purposes* | | | 8mo | | | | | BK6' | 3 *BH Cem* | 125lb 23RH | | | |
| | | 1 *Dk* | 23 | 8.03 ✠LMC7.03 | | | | | | | | *WB*= | *FPT* 3*t* | 1SB,2*pf*,GS25,HS481 | | | |
| | | | | | | | | *SA&CP* | | | | | | Shields Eng Co.Ld.N.Shl. | | | |
| 1001 | **Puschkin** | SteelScSr | 1463 | ✠ | Nwc | *q* | 1881 | A.Leslie& Co. Newcastle | RussianStm.Nav. &TradingCo. | 273·5 | 34·2 | 15·6 | Odessa Russian | C.2Cy.38"&70"–48" | | | |
| 466 | *Gerard* | | 912 | *Awng dk* | | | 5mo | | | | | 23·5 | 5 *BH Cem* | 283NH | | | |
| HKBW | | 2 *Dks*(*Upr Stl–ws*)&*Awng dk* | 970 | *with load line* | | | | | | | | | | Maudslay,Sns&Field,Lon. | | | |
| | | | | 6.81 ✠ | | | | | | | | | | | | | |
| 1002 | — | SteelTwinScSr | 1062 | | | | 1893 | Kockums M.V.Aktieb. Malmö | M.M.Berne&Co. | 245·3 | 27·7 | 17·3 | Libau Russian | C.4Cy.20⅞"&38"–23⅝" | | | |
| | | 2 *Dks* | 954 | | | | | | | B47' | | | | 116NH | | | |
| | *Carrying Petroleum in bulk* | | 865 | | | | | | | | | | | Motala Verk.Nya Aktieb. | | | |
| 1003 | **Pushkar** | SteelScCtr | *159* | ✠ | Shl | *b* | 1896 | S.C.Farnham&Co.,Ld. Shanghai | RussianGovernment | 107·5 | 20·3 | 9·6 | Vladivostk Russian | C.2Cy.16"&32"–24" | 10 *m* 4 | | |
| | *Nikitchenks* –96 | | *134* | *For towing purposes* | | | 5mo | | | F14' | | BK6' | 5 *BH Cem* | 55NH | | | |
| | | 1 *Dk*(*Teak*) | *14* | 5.96 | | | | | | | | *WB*= | *FPT* 3*t* *APT* 2*t* | 1SB,2*pf*,GS41,HS1172 | | | |
| | | | | | | | | | | | | | | S.C.Farnham&Co.,Ld.,Shl. | | | |
| 1004 | **Putiala** | SteelSc3MstSr | 2998 | ✠ | Gls | *r* | 1885 | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 335·0 | 40·2 | 18·8 | Glasgow British | T.3Cy.27½",44"&66"–54" | 28 *m* 0 | | |
| 93328 | *C.H.Sharp* –04 | 3 *Dks*(1 *Stl*) | 1861 | 11,86 | ✠ | | 9mo | | | P57'B76'F29' | 26·7 | | 6 *BH Cem* | 320NH | | | |
| KJCM | *Elec.light* | | 1929 | | | | | | *WB*= | *DBa* 40'*d* 46'280*t* | | | 3*t* *APT* 2*t* | A.&J.Inglis,Glasgow | | | |
| 1005 | **Putney Bridge** | SteelScSr | 3329 | ✠100A1 | Cff | | 1901 | W.Gray& Co.Ld. West Hartlepool *Lloyd's* | VauxhallStmships Ld.(Moore,Innes& Co.*Mgrs.*) | 331·1 | 47·2 | 24·8 | London British | T3Cy.25⅛",40½"&67"–45" (*s* | 27 *m* 4 | | 12.03 |
| 114898 | *E.R.Robinson* –02 | | 3155 | 2.05 12.00 | | | 12mo | | | P27'B171'F30' | | FK | 5 *BH Cem* | 180lb *100lb* 312NHP | s 4 *m* 6½ | | 2.05 |
| TCVK | | 1 *Dk*(*Irn*)2*tr B*&*deep framing* | 2147 | ✠LMC12.01 | | | | | *WB*= *Cell* | *DBa*&*uE* 132'*f* 136' | | | 7*25t* *APT* 7*7t* | 2SB,6*rf*,GS112,HS4616 | | | |
| | | 3 *Dk rule* | | | | | | | | | | | | Cen.Mar.Eng.Wrks.WHpl | | | |
| 1006 | **Putzig** | IronScSr | 111 | | | | 1880 | J.W.Klawitter Danzig | Weichsel-Danziger Dampfschiff. &SeebadA.G. | 99·3 | 18·5 | 7·4 | Danzig German | C.2Cy.12"&21"–12" | | G | |
| | *H.Ehlert*79–85 | | 88 | | | | | | | H10'F13' | | | | NB93 13NHP | | | |
| HPSP | | 1 *Dk* | 60 | | | | | | | | | | | F.Schichau,Elbing | | | |

| Numéro d'Ordre. / Numéro Officiel. / Sig.=Aux | Nom du Navire. Matériaux. Gréement. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Brut. / Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Fermé assujetti maintenant en prof. d'Eau | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Jauge Danoise. Superstructures, &c. Longueur. | Largeur. | Creux. | Pays d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Force en chevaux d'après les Constructeurs de la Société. IHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge Brute. / Charge Nette. pds. | pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1007 / 110632 / RMCL | **Pydna** SteelScSr<br>*J.H.Crossley00–00* *ssCtf.No.1–03*<br>1 *Dk(Stl)* *Spar dk(Stl)* *deep framing* | 2855<br>2636<br>1865 | ✝100A1 Ctf *u*<br>*Spar dk* | | | 1900<br>1mo<br>Mach. | Russell& Co.<br>Pt.Glasgow<br>A&CP | S.S.PydnaCo.Ld.<br>Wm.Thomson&<br>(to.)<br>*WB=Cell DBa88* | 309·6 P20′ *p*93<br>B74′ *E&B*88′ | 44·5<br>FR | 15·6<br>22·5<br>*f*186′ | Liverpool<br>British | T.3Cy.22½″,37″&62″–42″ *(a)*<br>180lb *80lb* 241NHP<br>2SB,*6cf*,gs115,hs3302<br>J.G.Kincaid&Co.Greenock | 18 " 6<br>s 5 " 0 | | |
| 1008 / 95407 / VFTB | **Pylades** SteelSc3MstSr<br>*J.M.Hennessy00–03*<br>*Well deck* 1 *Dk(Stl)* | 681<br>498<br>222 | ✝100A1 Qm *f*<br>7,04 LMC 9,08 | | | 1903<br>9mo<br>*Lloyd's*A&CP* | R.William-son&Son<br>Workington | City of Cork Steam Packet Co.Ld. | 182·8<br>BR7 | 27·9<br>*WB=DBf*95′ | 12·3<br>134t *FPT*50t | Cork<br>British | T.3Cy.15″,25½″&41″–30″ *(a)*<br>160lb *90lb* 85RHP<br>1SB,*3pf*,gs57,hs1889<br>Ross&Duncan,Glasgow | 1 1 " 7<br>s 1 " 2 | | |
| 1009 | **Pylaros** IronTwinScSr<br>*Ferentino –99 (ex Carmen Sylva, Elec.light ex Hermod)* 1 *Dk* | 319<br>—<br>121 | | | | 1864 | Baumgarten &Burmeister<br>Copenhagen | N.M.Athanassulis | 181·9<br>H26t | 20·1 | 10·4 | Argostoli<br>Greek | T.6Cy.12″,19″&30″–16″<br>NE&B95 72NHP<br>Howaldtswerke,Kiel | | V | |
| 1010 / RLTB | **Pylos** *y / Menessen00–02* SteelScSr<br>*Mod.Homewood* *Mod.Isherwood*<br>*(ex Rodney)* 1 *Dk(pt Awng dk)* *Spt Awng dk(Irn)* *Web frames* *ssAnt.No.2–04* | 251<br>1784<br>159 | ✝100A1 Ham *s*<br>*pt Awng dk* Ant<br>*with freeboard*<br>7,04 LMC<br>MB 9,07 | | | 1896<br>1mo<br>*Lloyd's*A&CP* | Richardson, Duck&Co.<br>Stockton | Deutsche Levante Linie<br>*WB=Cell DBa96′ uE&B40′ f*116 | 300·0<br>P31′ Q44′<br>*pt Awng dk*225′ | 43·0<br>FR | 16·5<br>German<br>*5BHCem*<br>558t *APT*64t | Hamburg<br>1601b *90lb* 246NHP<br>2SB,*6cf*,gs104,hs3760<br>Blair&Co.Ld.Stockton | T.3Cy.23″,37″&61″–42″ *(a)*<br>19 " 8<br>s 7 " 0 | | |
| 1011 / RKVD | **Pyrgos** Iron&SteelScSr<br>*J.M.Boysen01–01* *ssHull No.3–3.99*<br>*(ex Altona, ex Oroño)* *ssCtf.No.1–03*<br>1 *Dk(Irn)* *Spar dk(Irn)* *Web frames* *Steel plating Iron framing* | 1927<br>1845<br>1215 | ✝100A1 Ant *s*<br>*Spar dk* Ham<br>2,05<br>3,00 | | | 1887<br>1mo<br>Sunderland<br>A&CP | J.Laing | Deutsche Levante Linie<br>*WB=DBa* | 272·0<br>B64′ | 35·5<br>25·8<br>BK9″ | 18·1<br>German<br>*4f*44′282t<br>*4BHpt* | Hamburg<br>1501b *60lb*<br>2SB *6cf*,gs90,hs2828<br>G.Clark,Sunderland | T.3Cy.21″,34″&56″–42″ *(a)*<br>19 " 4<br>*Asp* | | |
| 1012 / 112558 | **Pyrmont** WoodSc<br>*F.R.H.Innes –04*<br>1 *Dk* | 213<br>144<br>80 | | | | 1902 | D.Sullivan Cooper nook, N.S.W. | North Coast Steam Nav.Co.Ld. | 122·6<br>F21′ | 25·0 | 8·1 | Sydny NSW<br>British | C.2Cy.14″&28″–21″<br>100RHP<br>Campbell&Calderwood Pty | | | |
| 1013 / 98592 / MBCF | **Pyrope** Steel&IronSc3MstSr<br>*A.McLean –98* *ssBwg.No.3–9.00*<br>*Mchy.Aft* *ssCtf.No.1–05* 1 *Dk(pt Irn)*<br>*Well deck* *Iron framing* *Steel plating* | 453<br>330<br>167 | ✝100A1 Bwg *h*<br>1,06 Ctf | | | 1890<br>12mo<br>A&CP | Scott&Co. Bowling | W.Robertson | 165·2<br>Q81′ B10′ F27′<br>drp05 | 26·1<br>BR7½ | 10·9<br>4*BHCem*<br>*WB=FPT*82t | Glasgow<br>British | T.3Cy.14″,23″&36″–27″ *(a)*<br>160lb 60RHP<br>1SB,*3pf*,gs60,hs1282<br>Muir&Houston,Glasgow | 12 " 2<br>s " 11 | | |
| 1014 / 99460 / MVGR | **Pyrrhus** SteelScSr<br>*J.Chrimes00–03* 2 *Dks* | 3621<br>3221<br>2282 | | | | 1892 | Scott&Co. Greenock | Ocean S.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 354·9<br>P32′ | 42·8<br>B92′ | 26·7<br>F50′ | Liverpool<br>British | T.3Cy.28″,38″&62″–54″<br>FD 282NHP<br>Scott&Co.,Greenock | | BT till | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Signal Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Class first assigned. Date last changed. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines to be classed, if not already classed, with the Lloyd's Register Class. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 **Quadra** 96809 | *J.T.Walbran* 91–91 | SteelScSr 1 *Dk* | 573 436 265 | | | | 1891 | Fleming & Ferguson Paisley | Canadian Government | 174·5 P14′ 31·1 B28′ 13·6 F31′ BK 7½ | Ottawa British *WB* | Q.4Cy.15″,23″,30″ & 15″–33″ 140NHP Fleming & Ferguson, Psy. | 14 ″ 5 | | |
| 2 **Quail** 105851 | *A.J.Rust* –97 | IronScK (*Trawler*) 1 *Dk* | 144 143 42 | | | | 1897 | Edwards Bros. N.Shields | Kelsall Bros. & Beeching, Ld. (J.E.A.Kelsall, *Mgr.*) | 106·0 20·6 11·0 BK 7½ | Hull British *WB* | T.3Cy.12″,18″ & 30″–21″ 11RH N.E.Marine Co. (Lim.), Sld | 11 ″ 10 | | |
| 3 **Quair** 118929 | *Wharton* –04 | SteelScK 1 *Dk* | 190 193 193 70 | ✠100A1 Gls *Stm Trawler* Hul 4,05 ✠LMC9,04 | | | 1904 9mo | Mackie & Thomson Glasgow *Lloyd SA & CP* | ~~J. Leyland & Co. Ltd.~~ Gt. North'n S.S. Fishg. Co. Ltd. | ~~110′ 0″~~ 110·8 22·0 ~~11·0~~ 10·8 BK 7½″ *WB*= | Hull British *4 BHCem* 200lb 45RHP W.V.V. Lidgerwood, Gls. | T.3Cy.11″,17″ & 28″–21″ (*s*) 4,6lb *DT* 12′ 8t 45RHP 3SB.3*pf*, GS24, HS788 | 11 ″ 7 | | 4,05 |
| 4 **Quang Nam** RSDH | *P.Martino* –02 *Elec.light* | SteelScSr 1 *Dk & Spar dk* | 1431 1128 711 | | | | 1902 | Mackie & Thomson Glasgow | Cie. Française de Cabotage des Mers de Chine | 230·0 P23′ 34·5 B52′ 10·1 F34′ 17·6 | Saigon French *WB* | T.3Cy.18″,30″ & 48″–33″ 182NH Hutson & Sons, Glasgow | | V | |
| 5 **Quarnero** HQKS | *N.Suttora* –03 | SteelScSr ssTri.No.1–03 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3237 3039 2068 | ✠100A1 Tri *v* *Spar dk* Bhn 12,04 ~~3,03~~ ~~LMC8,03~~ | | | 1899 12mo | Russell & Co. Port Glasgow | Eredi C. Cav. Gerolimich & Co. A&CP *WB = Cell D Ba* | 330·4 P20′ 48·0 B72′ 15·9 F32′ 23·5 FK 102′ *uE & f B* 140′ | Lusinpiclo Aust.-Hung. *5 BHCem* 877t *APT* 63t | T.3Cy.24″,40″ & 65″–42″ (*s*) 180lb *80lb* 291NH 2SB.6*cf*, GS130, HS4400 J.G. Kincaid & Co. Grk. | 18 ″ 4 s 5 ″ 4 | | 3,03 |
| 6 **Quarta** LMJW | *H.Johannsen* 90–96 | SteelScSr 1 *Dk & Spar dk 2 tr B* | 1824 1673 1146 | | | | 1896 | Flensburger Schiffsb. Ges. Flensburg | Flensburger Dampfschiffahrt Ges. v. 1869 | 258·9 P26′ 38·2 B64′ 20·4 F29′ | Flensburg German *WB* | T.3Cy.21″,35″ & 56″–39″ 196NH Flensburger Schiffsb. Ges. | | G | |
| 7 **Quassia** 110938 RMQG | *R.Stokes* 95–00 | IronScYl (*Trawler*) 1 *Dk* | 207 195 98 | | | | 1900 | Schofield, Hagerup & Doughty, Ld. Grimsby | N.Eastern Steam Fishing Co. Ld. | 116·2 Q48′ 21·5 F20′ 11·2 BK 7½″ | Grimsby British | T.3Cy.11¾″,21″ & 34″–24″ 58RH C.D. Holmes & Co. Hull | 12 ″ 1 | | |
| 8 **Quebec** ~~110051~~ ~~Quebec~~ (ex Ebro) | *LeBerre* 02–05 ~~*H.M.Walker & Sons*~~ 2 *Dks* (1 pt *Stl*–wk & *US tl*–teak) *Ref. Mchy. Elec. light* | SteelScSr ssNwc.No.2–04 s13*tr B* | 3377 2939 2120 | ✠100A1 Nwc *r* ~~7,03~~ 1,05 Bel. ~~LMC5,05~~ | | | 1896 12mo | R. Napier & Sons. Ld. Glasgow | ~~W. P. Symington~~ Petersburg bd. Mgrs. Cie Gen Transatlantique *Lloyd's SA & CP WB = Cell D Ba & u E & B* | 345·7 P30′ 44·1 B96′ 24·6 F42′ BK 9″ V 140′ 560t *FPT* | ~~Havre~~ ~~Newcastle~~ ~~British~~ *5 BHCem* 18t *APT* 14t French | T.3Cy.26″,42″ & 70″–54″ (*s*) 180lb *180lb* 441NH 3SB,9*cf*, GS173, HS6000 FD R. Napier & Sons, Ld. Gls. | 27 ″ 3 | BT till 5,08 | 1,05 |
| 9— 99079 | | IronScK 1 *Dk* | 132 126 57 | ✠ Hul *Stm Trawler* 2.96 ✠ | | | 1892 6mo | Cook, Welton & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 95·6 Q68′ 20·5 B40′ 10·8 F19′ BK 7½″ *WB*= | Hull British *3 BHCem* *FPT* 17t | T.3Cy.10″,16″ & 25½″–20″ 35RHP 1SB.2*pf*, GS22, HS590 Amos & Smith, Hull | 11 ″ 7 | | |
| 10— 96916 | *J.B.McMillan* –01 | WoodSc 1 *Dk* | 108 95 60 | | | | 1867 | W A Gorrell Bedford Mills Ont. | Cumming & McMillan | 110·2 H14′ 23·4 5·1 | Kingston, Ont. British | 1Cy.14″–14″ 45RH J. King, Oswego, U.S. | | | |
| 11 **Quebracho** (ex Francisco Vidiella) | | SteelScSr 1 *Dk (Irn)* | 454 343 269 | ✠ Cly *For River purposes only* 3,90 ✠ | | | 1890 3mo | D J Dunlop & Co. Pt. Glasgow | P. Risso e Hijos | 162·2 P20′ 28·6 B14′ 9·8 F21′ FK | M. Video Uruguayan *4 BHCem* | T.3Cy.14½″,22½″ & 37″–24″ 67NHP 1SB,3*rf*, GS41, HS1083 D.J. Dunlop & Co., P.Gls. | 10 ″ 0 | | |
| 12 **Quebracho Argentino** (ex Rio) | *P.Dimitri* | IronScSr 1 *Dk* | 512 383 370 | | | | 1889 | O A Brodin Gefle | F. & S. Gotusso | 179·8 Q63′ 26·2 B40′ H6′ F19′ 10·5 | Ens. Ayres Argentine *WB* | C.2Cy.17½″ & 31¼″–21½″ 38NH J. & C.G. Bolinders M V Skm | | | |
| 13 **Queen** 20687 JVWG | *N.E.Cousins* (ex Queen of the Pacific) *Elec. light* | IronScBn 2 *Dks & Awngdk* | 2728 1974 1672 | | | | 1882 | W. Cramp & Sons Philadelphia | Pacific Coast S.S. Co | 331·2 38·5 12·5 21·2 | S. Francsco Utd. States *WB* | T.3Cy.27½″,43″ & 68″–48″ NE & B97 319NH Union Iron Wrks. S Frncsco | | | |
| 14— 97336 HFQP | *J.Crisp* –03 4th Survey, Nwc.5,00 *Well deck* | IronScSr 1 *Dk (Irn)* 2*tr B* | 1785 1431 1116 | ✠ A1 ~~1~~ Sld Lv 2.03 ~~LMC6,03~~ | | | 1882 12mo | Short Bros. Sunderland | Taylor & Sanderson Steam Shipping Co. Ld. (Taylor & Sanderson, *Mgrs.*) | 282·5 P75′ Q86′ B143′ H35′ 37·1 F49′ 20·3 BK 9″ *WB = DB* | Sundrland British *5 BHTPRH* *a* 188*tf* 174*t* | C.2Cy.33″ & 62″–42″ 180lb 208NH 2SB.6*f* J.W. & F. Wilson, Sld. | 21 ″ 9 s 2 ″ 7 | | 5,04 |
| 15— 43666 TPKQ | *T.Tait* –01 ss Abn.3rd No.3–2,02 *Well deck* | IronScSr 1 *Dk* | 430 363 206 | ✠90A1 Abn *h* 1,03 ~~3,04~~ ~~LMC 2,02~~ BS1,03 | | | 1861 9mo | Smith & Rodger Glasgow | N. of Scotland, Orkney & Shetland Stm Nav. Co. | 180·8 Q56′ B53′ F18′ ND 89 drp 05 26·0 BK 6½″ 13·2 | Aberdeen British *4 BH* | C.2Cy.28″ & 48″–33″ (*s*) 65lb *65lb* NE & B75 99RHP 1SB.3*f*, GS54, HS1870 NDE87 J. Howden & Co., Glasgow | 13 ″ 8 s 1 ″ 9 | BT till ~~2,05~~ 12,05 | 2,04 |
| 16— 114667 | *W.Dennis* –02 | SteelPadSp 1 *Dk & Promenade dk* | 345 267 106 | | | | 1902 | J. Reid & Co Ld. Glasgow | Sou. I. of Wight & S. of Eng. Royal Mail Stm. Pkt Co Ld | 200·3 | 24·1 | 8·3 | S'thamptn British | C.2Cy.27″ & 55″–54″ 185NHP Barclay, Curle & Co. Ld. Gls | | BT till 1,05 | |
| 17— 99385 | *G.Chamberland* 76–86 | WoodSc 1 *Dk* | 367 204 249 | | | | 1886 | Etienne Samson Levis, P.Q. | Quebec & Levis Ferry Co. Ld. | 117·0 | 31·6 | 14·8 | Quebec British | C.2Cy.22″ & 42″–30″ NE89 75RHP Carrier, Laine & Cie., Levis | | | |
| 18— 99580 MFPC | | IronScSr 1 *Dk* | 190 182 67 | | | | 1892 | Earle's Co. (Lim.) Hull | Corporation of the Trinity House, Hull | 125·4 H30′ | 22·0 | 10·5 | Hull British | T.3Cy.12¾″,20″ & 32″–22″ NB02 60RHP Earle's Co. (Lim.), Hull | | | |
| 19— 73208 | *J.Wavish* –00 (ex Natone) | IronPadSr 1 *Dk* | 187 134 118 | | | | 1884 | Mort's Dck & Eng. Co. Ld. Balmain | M. Walsh | 125·7 | 20·3 | 6·7 | Melbourne British | C.2Cy.16½″ & 32″–48″ 45RHP Mort's Dk. & E. Co. Balmain | | | |

While the Committee take all means possible to obtain correct information concerning the vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro d'Ordre / Numéro / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tons | Détails de la Classification. Cote. | Construit. Par qui — Où. | Armateurs. | Dimensions d'après le Donnant. Superstructures, &c. Longueur. Largeur. Creux. | | Machines. | |
|---|---|---|---|---|---|---|---|---|---|
| 20 | **Queen** IronPadSp | 162 | | 1883 L.Smit& Zoon Holland | Cosens&Co.Ld. | 110·2 19·7 8·3 | Wymouth British | L.2Cy.26"–48" 70RH | |
| 88126 HNTD | *C.W.E.Read* –00 | 143 71 | | | | | | VulcanI.W.C.(Lim.)Hull | |
| 21 | — IronScK | 161 | | 1900 Cook, Wel-t'n&Gemmell Hull | QueenStm.Fishing Co.Ld. | 100·0 21·0 11·0 Q45'F17' BK7½ | Grimsby British | T.3Cy.12½",19½"&32"–22½" 50RH | 11 · 10 |
| 113203 | *T.Broughton* –00 *1 Dk* | 144 46 | | | | | | C.D.Holmes&Co.Hull | |
| 22 | **Queen Adelaide** SteelScSr | 2832 | ✠100A1 Cff *t* | 1891 Bartram, Haswell&Co Sunderland A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DB256'5116* | 310·0 41·1 23·6 P40'B72'F38' BK10" | Glasgow British | T.3Cy 28½",38"&62"–42" *s* 160lb *Soft* 251NH *5 BHCem* | 26 · 3 |
| 98542 MFNT | *R.McKay* –04 *ss*Nwc.No.3–5,03 *2 Dks(U-Irn&Stl)&deepframing3 Dkr* | 2432 1855 | 1,04 ✠LMC9,04 BS11,[illegible] | | | | | 2SB,6rf,GS110,HS3785 J.Dickinson,Sunderland | 4 · 7 |
| 23 | **Queen Alexandra** SteelScSr | 4264 | ✠100A1 Bry | 1901 Nthmblnd S.B.Co.Ld. Newcastle A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DB114* | 360·0 48·0 20·2 P32'B90'F33' PK | Glasgow British | T.3Cy.24½",40"&68"–48" *s* 180lb 356NH *6 BHCem* | 22 · 10 |
| 113970 SMKW | *G.R.Harris*82–01 *1 Dk(Stl)&Spar dk(Stl) &Web frames* | 4132 2788 | *Spar dk* 1,05 ✠LMC7,01 | | | | | 2SB,9cf,GS174,HS5630 N.E.MarineEngCoLd.Nwc | 6 · 10 |
| 24 | — SteelScK | 665 | ✠100A1 Lth | 1902 Hawthorns &Co.Ld. Leith *Lloyd's SA&CP* | RoyalNational Mission toDeep SeaFishermen | 135·0 22·5 13·8 Q29'F21' BK7½ *WB = DTanks 65* | London British | T.3Cy.13",21"&34"–24" *s* 180lb 65RH *4 BHCem* | 14 · 6 |
| 115685 | *A.Keith* –02 *3 Sc shafts 3 Dks* | 558 52 | *Stm Trawler* 2,02 ✠LMC2,02 | | | | | 1SB,2cf,GS36,HS1040 Hawthorns&Co.Ld.Leith | |
| 25 | — SteelScK | 267 | ✠100A1 Lth | 1901 Cook, Wel-t'n&Gemmell Hull *Lloyd's SA&CP* | Armitage'sSteam TrawlingCoLd.(G. T.Armitage, *Mgr.*) | 121·7 21·5 12·0 BK7 | Hull British | T.3Cy.12½",21½"&36"–24" *s* 200lb 63RH *4 BHCem* | 12 · 10 |
| 114849 TGHS | *T.White* –03 *1 Dk Elec.light* | 249 85 | *Stm Trawler* 2,02 ✠LMC2,02 | | | | | 1SB,2cf,GS32,HS1056 C.D.Holmes&Co.Hull | |
| 26 | — Iron&SteelScK | 231 | ✠100A1 Hul | 1901 Cook, Wel-t'n&Gemmell Hull *Lloyd's SA&CP* | Armitage'sSteam TrawlingCoLd.(G. T.Armitage, *Mgr.*) | 121·7 21·5 12·0 BK7 | Hull British | T.3Cy.12½",21½"&36"–24" *s* 200lb 63RH *4 BHCem* | 12 · 10 |
| 113614 SNFP | *J.C.Turner* –98 *1 Dk Irn frames&Stl plating* | 217 93 | *Stm Trawler* 1,05 ✠LMC8,01 | | | | | 1SB,2cf,GS32,HS1056 C.D.Holmes&Co.Hull | |
| 27 | — SteelScK | 208 | ✠100A1 Abn | 1902 Smith's DockCo.Ld. NorthShields *Lloyd's SA&CP* | DoddsSteam FishingCo.Ld. W.H.Dodds, *Mgr.* | 113·0 21·6 12·0 drp03 BK7½ *WB = DT5'8t* | N.Shields British | T.3Cy.12",20"&32"–23" *s* 180lb 52RH *3 BHCem* | 12 · 10 |
| 114526 | *J.G.Carsey* –03 *1 Dk* | 196 58 | *Stm Trawler* 6,05 ✠LMC11,02 | | | | | 1SB,3rf,GS85,HS1852 MacColl&Pollock,Sld. | |
| 28 | — SteelScSr | 112 | | 1904 Nylands Værksted Christiania | Hvalfanger Actieselsk Alexandra(E.Lund) | 91·7 17·9 10·8 Hvl | Christiania Norwegian | T.3Cy.10½",17"&28½"–20" | |
| NBQN | *A.Stökken* –04 | 100 24 | | | | | | NylandsVærksted,Xania | |
| 29 | **Queen Anne** SteelPad | 651 | | 1899 C.Reeder &Sons Baltimore | QueenAnneFerry &EquipmentCo. | 203·3 52·0 8·6 | Baltimore Utd. States | B.1Cy.46"–120" 178NH | |
| 20624 | *W.Story* –99 *3 Dks* | — 410 | | | | | | | |
| 30 | **Queen Caroline** SteelSc | 641 | | 1902 Baltimore S.B.&D.D.Co Baltimore | QueenAnne'sFerry &EquipmentCo. | 193·0 30·1 11·2 | Baltimore Utd. States | T.3Cy.16",25"&42"–36" 106NH | |
| 20637 KRSH | *1 Dk* | — 436 | | | | | | | |
| 31 | **Queen City** SteelSc | 3980 | | 1896 Cleveland S.B.Co., Cleveland | PittsburghS.S.Co. | 401·4 48·0 23·7 *WB* | Duluth Utd. States | T.3Cy.23",38"&68"–40" 251NH | |
| 20612 | *W.H.Campan*01–03 *1 Dk2trB Elec.light Mchy.Aft* | — 3198 | | | | | | ClevelandS.B.Co.,Clevelnd | |
| 32 | — WoodScSr | 391 | | 1894 R.Brown Vancouver, B.C. | CanadianPacific Nav.Co.Ld. | 116·0 27·0 10·0 | Vict'riaBC British | 2Cy.11"&30"–22" NE&B98 34RH | |
| 103482 | *T.S.Guns*92–01 (*ex*Sailing Vessel) *2 Dks* | 334 244 | | | | | | Albion I.W.Co.Ld.Victoria | |
| 33 | **Queen Cristina** SteelScSr | 4268 | ✠100A1 NYk *x* | 1901 Nthmblnd S.B.Co.Ld. Newcastle A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DB a 116* | 360·0 48·0 20·2 P26'B90'F32' PK | Glasgow British | T.3Cy.23½",39"&66"–48" *s* 180lb 341NH *6 BHCem* | 22 · 10 |
| 113966 SMBW | *J.Breaks* –04 *1 Dk(Stl)&Spar dk(Stl) &Web frames* | 4117 2804 | *Spar dk* 10,04 MC7,01 | | | | | 3SB,9cf,GS156,HS5430 N.E.MarineEng.CoLd.Nwc | 6 · 10 |
| 34 | **Queen Eleanor** SteelScSr | 3574 | ✠100A1 NYk *w* | 1896 Bartram& Sons Sunderland A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DBa* | 344·0 45·0 18·2 P30'B76'F36' PK | Glasgow British | T.3Cy.24½",40"&66"–45" *s* 160lb *Soft* 289NH *6 BHCem* | 20 · 9 |
| 106019 PKMW | *A.T.H.Currie*98–03 *ss*NYk.No.1–00 *1 Dk(Stl)&Spar dk(Irn) ss*Cff.No.2–05 *&deep framing* | 3336 2270 | *Spar dk* Cff 1,05 MS1,04 &LMC [illegible] | | | | | 2SB,6rf,GS104,HS4300 J.Dickinson&Sons,Ld.,Sld. | 6 · 1 |
| 35 | **Queen Elizabeth** SteelPad | 141 | | 1895 Edwards& Co. London | Queens of the River S.S.Co.Ld. (L.W. Matthews, *Mgr.*) | 159·3 15·5 6·5 | London British | C.2Cy.20"–21" 25RH | |
| 105705 | *G.Brooks* –95 *1 Dk* | 141 109 | | | | | | Wilson&Co.(Lim.),Lon. | |
| 36 | **Queen Helena** SteelScSr | 4990 | ✠100A1 Nwc *x* | 1904 Nthmblnd 7mo S.B.Co.Ld. Newcastle (T *Mgr.*) *WB = Cell DBa* | T. [illegible] & Sons DunlopS.S.Co.Ld. Dunlop&Sons *Mgrs.*) | 360·0 48·0 28·0 P32'B92'E26' 20·9 PK 28·4 | Glasgow British | T.3Cy.24½",40"&68"–48" (*s*) 180lb 366NH *6 BHCem* | 22 · 10 6 · 10 |
| 119147 VTLN | *E.Ritson*93–04 *1 Dk(Stl)&Spr dk* (*pt Stl,pt Irn*) *&deep framing* | 4224 2780 2755 | *Spar dk* 7,04 LMC7,04 *Class Cert not yet plated.* | *Lloyd's SA&CP* | | 116'*uE&B*42' *f*154'8 | | 3SB,9cf,GS155 HS5715 N.E.MarineEng.CoLd.Nwc | |
| 37 | **Queen Louise** SteelScSr | 3385 | ✠100A1 Cff *n* | 1893 Bartram, Haswell&Co Sunderland A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DB278' 47t* | 330·0 42·5 19·6 P30'B61'F36' 27·2 BK8½ | Glasgow British | T.3Cy.24",39½"&66"–42" *s* 160lb *Soft* 276NH *6 BHCem* | 22 · 7 6 · 4 |
| 102620 NDRL | *W.A.Nicoll* –04 *ss*N.Yk.No.2–02 *1 Dk(Stl)&Spar dk(Irn) 3 tr B* | 3150 2170 | *Spar dk* Bry 10,04 2,04 BS2,04 LMC9,04 | | | | | 2SB,6rf,GS105,HS1180 J.Dickinson,Sunderland | |
| 38 | **Queen Mary** SteelScSr | 3564 | ✠100A1 NYk *w* | 1897 Bartram& Sons Sunderland A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DBa* | 344·0 45·0 18·3 P30'B82'F36' PK | Glasgow British | T.3Cy.24½",40"&66"–45" *s* 180lb *Soft* 331NH *6 BHCem* | 20 · 9 6 · 1 |
| 106064 PQKL | [illegible] –04 *1 Dk(Stl)&Spar dk(Irn) &deep framing* | 3354 2262 | *Spar dk* 1,03 BS11,[illegible] LMC10,01 | | | | | 2SB,6rf,GS112,HS4250 J.Dickinson&Sons,Ld.,Sld. | |
| 39 | **Queen Olga** SteelScSr | 4171 | ✠ Grk *w* | 1894 W.Denny &Bros. Dumbarton | RussianStm.Nav. &TradingCo. | 371·2 45·1 27·5 P36'B152'F40' PK | Odessa Russian | T.3Cy.28½",47½"&76"–54" A.Cy.21" 501NH *7 BHCem* | 30 · 1 |
| HBDJ | *F.Classing*84–94 *3 Dks(1 Stl–teak s&1 pt Stl–ws) Elec.light* | 3289 2479 | 1,94 ✠ | | | | | *WB = Cell DB300'* [illegible]y&Co.,Dumbarton | |
| 40 | — SteelScSr | 3347 | ✠100A1 NNs *p* | 1894 Bartram, Haswell&Co Sunderland A&CP | DunlopS.S.Co.Ld. (T.Dunlop&Sons, *Mgrs.*) *WB = Cell DB* | 330·4 42·6 19·6 [illegible] 27·1 BK8½ | Glasgow British | T. [illegible] &65"–42" *s* 70lb 282NH *6 BHCem* | 22 · 6 |
| 104562 NMFJ | *R.J.Macmahon*98–01 *ss*Sng.No.2–02 *1 Dk Stl)&Spar dk(Irn) 3 tr B* | 3139 2146 | *Spar dk* NYk 1,05 BS1,05 LMC11,02 | | | | | 2SB,6rf,GS112,HS1360 J.Dickinson,Sunderland | |
| 41 | **Queen Olga Constantine** Steel | 811 | ✠ Bgn | 1896 W.Dobson &Co. Newcastle | ArchangelMour-manStm.Nav.Co. | 206·5 28·0 13·3 208 PK | Archangel Russian | T.6Cy.12½",20"&33"–24" 122NH *4 BHCem* | 14 · 6 |
| 113 | *M.Louschkin*81–96 TwinScSr | 784 | *Awng dk* | | | | | 2SB,4cf,GS70,HS2060 | |
| HKBP | *Elec.light* *1 Dk(pt Stl)&Awng dk* | 480 | *with freeboard* 3,96 ✠ | | | *WB = Cell DBa&uE61 f62'* | | N.E.MarineCo.(Lim.)Nwc | |

| 1 No. in book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & kind of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Date of L.R. or Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 93379 PKCS | **Queen Victoria** *A.Reid* –02 | **SteelPadSr** 1 *Dk* | 1657 1452 470 | ✠100A1 1,01 | Liv | *d* | 1887 3mo | Fairfield Co.(Lim.) Glasgow | Isle of Man Steam Packet Co. Ltd. | 330·5 P71′ \| 39·1 F158′ \| 15·2 | Douglas IM British | C.D.2Cy.61″&112″–78″ 925NHP Fairfield Co.(Lim.),Gls. | | BT till 4,05 | |
| 43 109416 | — *N.Morgan* –02 *Elec.light* | **SteelScSr** ssLiv.No.1–02 1 *Dk* | 275 240 90 | ✠100A1 1,01 BS8,04 | Liv ✠LMC6,02 | *d* | 1898 4mo | Murdoch & Murray Port Glasgow A&CP | Mersey Docks & Harbour Board | 128·4 B11′ \| 24·1 \| 11·7 BK7½′ | Liverpool British 4 *BHCem* | T.3Cy.12″,18″&30″–22″ (*s*) 180lb 53RHP ISB.2*rf*,GS34,HS927 D.Rowan&Son,Glasgow | 13 ″ 0 | | 3,04 |
| 44 103695 QJTD | **Queen Wilhelmina** *P.F.Husband* –00 *Elec.light* | **SteelScSr** ssShl.No.1–03 1 *Dk*(*Irn*)&*Spar dk*(*Stl–ws*)& *Web frames* | 3590 3388 2307 | ✠100A1 *Spar dk* 3,05 3,01 BS1,05 | Rot ✠LMC8,08 | *m* | 1898 10mo | Sir J. Laing Sunderland A&CP | Neptune Stm.Nav. Co.Ld. (Bolam& Swinhoe *Mgrs.*) | 363·5 P10′B86′F41′ \| 46·2 \| 18·8 FK W *B* = *Cell DBa* 112′ *uE&B* 40′*f* 138′687*t* | Sundrland British 6 *BHCem* *APT52t* Hamburg ~~London~~ ~~British~~ | T.3Cy.26″,43″&71″–45″ (*s*) 180lb *80lb* 387NHP 2SB.6*pf*,GS117.HS5000 FD G.Clark,Ld.Sunderland | 21 ″ 4 s 0 ″ 7 | | ~~3,05~~ ~~0,04~~ N4,05 |
| 45 ~~Queen Wout~~ Queenwood ~~Queen~~ ~~Queen~~ | **SteelScSr** *Dk*(*Stl*)&*deep framing* *Well deck* *A.Brusch*05–05 | 1015 791 615 | ✠100A1 *(Classed as spar deck)* ✠LMC~~5~~,04 | Shl | *m* | 1904 7mo | A.Vuijk Capelle a d Ysel *Lloyd's A&CP* | Heyne & Hessenmüller | 215·0 215·6 Q71′ B71′F21′ FK *WB* = *Cell DBa* 117′ *uE&B* 40′*f* 138′687*t* | 32·0 32·4 15·3 4 *BHCem* *APT* 152*t* German ~~British~~ | T.3Cy.17″,28½″&46″–30″(*s*) 160lb *100lb* 133NHP *SB.4pf*,GS511 S2152 T.G Grey,3,Shields | 16 ″ 3 s 1 ″ 5½ | | |
| 46 18723 | **Queen of the Mersey** *W.Peck* –04 | **IronPad** | 190 171 3 | | | | 1877 | H. Harrison Birkenhead | Manchester Ship Canal Co. | 110·6 \| 21·1 \| 8·1 | Manchestr British | C.4Cy.16″&34″–42″ NB91 80RH *Cmp.*91 D.Rollo&Sons,Liv. | | | |
| Broken up 8,04 | | | | | | | | | | | | | | | |
| 47 101238 | **Queen of the North** *J.Harry* –95 | **SteelPad** 2 *Dks* | 590 401 243 | | | | 1895 | Laird Bros. Birkenhead | Blackpool Passenger Stm.Bt.Co.Ld. | 221·6 B101′ \| 26·0 \| 11·2 | Fleetwood British | O.4Cy.28½″&50″–60″ 323NHP Laird Bros.,Birkenhead | | BT till ~~7,04~~ 10,04 | |
| 48 74793 | **Queen of the South** *W.Manley* –99 | **IronSc3MstSr** 1 *Dk* | 198 — 121 | | | | 1877 | H. McIntyre & Co. Paisley | Levin & Co. Ld. | 126·2 P14′ \| 22·1 \| 7·8 F13′ | Wlngtn NZ British *WJ* | C.2Cy.15″&28″–24″ 40RHP Muir&Houston,Glasgow | | | |
| 49 118678 FQCS | **Queenborough** *R.W.Padgett* –03 | **SteelScSr** 1 *Dk*(*Irn*)*2tr B&deep framing* 3 *Dk rule* | 2961 2793 1891 | ✠100A1 ~~0,04~~ 1,05 ~~NYk~~ Bry ✠LMC10,03 | Bom | *c* | 1903 10mo | W. Gray & Co. Ld. W Hartlepool *Lloyd's A&CP* | Hull Stm.Shpg.Co. Ld. (G.R.Sanderson&Co. *Mgrs.*) *WB* = *Cell DBa* 106′ *uE24′f* 136′ | 325·2 P27′B196′F34′ \| 47·0 \| 22·4 FK | Hull British 5 *BHCem* 394 *APT* 143*t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 270NHP 28SB,6*cf*,GS102,HS4128 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10 s 3 ″ 6½ | | 1,05 |
| 50 100528 | — *A.Cook* –98 | **SteelScYl** ssGms.No.1–03 1 *Dk* | 165 152 51 | ✠100A1 *Stm Trawler* 5,04 ~~5,03~~ BS5,04 | Gms ✠LMC5,03 | | 1898 4mo | Mackie & Thomson Glasgow A&CP | Hagerup, Doughty & Co. Ld. | 104·2 Q17′F18′ \| 21·0 \| 10·7 BK7½′ | Grimsby British 4 *BHCem* | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB.2*pf*,GS23,HS536 Muir&Houston,Ld.Gls. | 11 ″ 7 | | 5,04 |
| 51 102130 NHJT | **Queen's Channel** *J.H.Farlam* –03 *Mchy.Aft* *Well deck* | **Irn&StlSc3MstSr** ssBkn.No.2–02 1 *Dk*(*Irn*) *Iron framing Steel plating* | 370 273 128 | ✠100A1 ~~3,04~~ 3,05 Bkn ✠LMC10,03 | Liv BS8,01 | *f* | 1894 2mo | R. Williamson&Son Workington *Lloyd's A&CP* | Queen's Channel SS Co.Ld. (J.Edwards &Co. | 153·2 086′B10′F20′ drp04 \| 23·6 \| 9·0 BK7′ *WB* = *DBf* 79′ | Liverpool British 3 *BHCem* 94 *FPT* 23*t* | C.2Cy.19″&38″–27″ (*s*) 110lb *80lb* 60RHP 1SB.3*pf*,GS45,HS1373 Dunsmuir&Jackson,Gls. | 11 ″ 3 s ″ 10 | | ~~10,03~~ 8,04 |
| 52 97530 LSTB | **Queensland** *Gray* –01 | **SteelScSr** ssShl.No.3–5,01 2 *Dks*(*Irn*)&*Web frames* 3 *Dk rule* | 3892 3505 2475 | ✠100A1 11,0 ~~11,04~~ Qns BS8,04 ~~BS1,04~~ ✠LMC5,01 | Lon | *e* | 1890 7mo | J.L.Thompson&Sons Sunderland A&CP | R.M.Hudson&Sons | 360·0 P29′B80′F42′ \| 48·0 \| 24·7 BK11′ *WB* = *Cell DBa* 104′*f* 130′ | Sundrland British 6 *BHCem* 571*t* *APT* 46*t* | T.3Cy.26″,43″&70″–45″ (*s*) 160lb *160lb* NDB01 *fitted*04 2DB,~~12ff~~,GS170.HS6550 J.Dickinson,Sunderland *4pf 8rf* | 27 ″ 3 s 5 ″ 9 | | ~~2,04~~ 11,04 |
| 53 99249 | — *W.McKinnon* –95 *Well deck* | **SteelScSr** 1 *Dk*(*Irn*) | 461 332 232 | ✠ 7,94 | Lth | *g* | 1894 7mo | J. Scott & Co. Kinghorn | R. Hart | 160·0 Q74′B14′F20′ *WB* = *DBa* 30′*f* 94′ | 25·6 \| 11·2 FK *FPT* 27*t* *APT* 16*t* | Leith British 4 *BHCem* T.3Cy.14″,22″&36″–27″ 70RHP 1SB,3*pf*,GS55,HS1500 J.Scott&Co.,Kinghorn | 11 ″ 9 | | |
| 54 99996 | — | **IronScK** 1 *Dk* | 139 133 63 | ✠ *Stm Trawler* 6,94 | Hul | | 1893 5mo | Cook, Welton&Gemmell Hull | Hull Steam Fishing &Ice Co. Ld. | 99·0 *FPT* 17*t* *WB* = | 20·5 \| 11·0 BK7½′ | Hull British 3 *BHCem* T.3Cy.10″,16″&25½″–20″ 1SB,2*pf*,GS21,HS577 35RHP Earle's SB.&E.Co.(L.)Hull | 11 ″ 10 | | |
| 55 99494 | **Queenstown** *W.Fellows* –97 | **SteelScYl** ssGms.No.1–01 1 *Dk* | 161 148 55 | ✠100A1 *Stm Trawler* 5,03 ~~BS7,03~~ | Gms BS5,04 ✠LMC5,01 | | 1897 3mo | Mackie & Thomson Glasgow A&CP | Hagerup, Doughty & Co. Ld. | 104·2 Q17′F19′ BK7½′ | 20·5 \| 10·7 Grimsby British 4 *BHCem* | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB.2*pf*,GS23,HS536 Muir&Houston(Lim.),Gls. | 11 ″ 7 | | 7,03 |
| 56 98700 PTWL | **Queenswood** *R.H.Neville* –03 | **SteelSc** ssNwc.No.1–01 1 *Dk*(*Irn*)&*Web frames* | 2701 2238 1694 | ✠100A1 *Trunk dk* ~~6,04~~ ~~1,05~~ 1,05 ~~Ba 10,03~~ | Shl Liv BS1,05 ✠LMC1,01 | *t* | 1897 9mo | Ropner & Son Stockton A&CP | Constantine& Pickering S.S.Co. *WB* = *Cell* | 300·0 P29′B60′F31′ *Ba* 102′ *uE24′f* 114′ | 45·0 \| 20·4 FK 5 *BHCem* 600*t* *APT* 66*t* | Middlsbro' British T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *80lb* 235NHP 2SB.6*rf*,GS99,HS3525 Blair&Co.Ld.Stockton | 22 ″ 2 s 3 ″ 2½ | | 5,04 |
| 57 | **Queguay** *F.Rodriguez*86–90 | **SteelScSr** 1 *Dk* | *157* *148* *101* | ✠ *For River purposes only* 2,85 | Cly | *b* | 1884 12mo | M'Intyre &Co. Paisley | Hufnagel, Plottier &Co. | 110·0 *WB* = *FPT* 20*t* | 23·0 \| 8·3 FK | Paysandu Uruguayan 3 *BHCem* | C.2Cy.15″&30″–20″ 34NHP Fisher&Co.,Paisley | 8 ″ 10 | | |
| 58 ~~29233~~ MQVB | **Quentin** *R.Meikle* –99 ex Durward) *Elec.light* | **SteelScSr** ~~s.bkt. No.2~~ 2 *Dks*(1 *Stl*) ssLtb.No.3–4,05 | 1274 1032 648 | ✠100A1 ~~5,04~~ ~~11,03~~ 4,05 ~~BS8,03~~ BS5,05 | Lth ~~I MC4,03~~ | *p* | 1892 7mo | A. Stephen &Sons Glasgow A&CP | G. Gibson&Co. | 260·0 P50′B65′F50′ *WB* = | 32·5 \| 16·2 BK9′ *MT* 23′202*t* | Leith British 6 *BHCem* T.3Cy.23″,37″&59″–42″ (*s*) 170lb *50lb* 261NHP 2SB,6*cf*,GS147,HS1352 A.Stephen&Sons,Glasgow | 17 ″ 5 s 2 ″ 4 | BT till ~~6,04~~ 8,05 | ~~6,02~~ 8,04 |
| 59 100401 | **Quernmore** *D.Richardson* –00 *Ref.Mchy.* | **SteelSc4MstSr** 3 *Dks*4*tr B* | 7302 6982 4783 | | | | 1898 | Workman, Clark&Co.Ld Belfast | SS Queensmore Ld. (W.Johnston&Co. *Mgrs.*) | 480·0 P28 B95′F41′ | 52·3 \| 27·0 34·7 | Liverpool British *WB* | T.3Cy.29½″.50″&82″–60″ 521NHP Wrkman,Clark&Co.Ld Bel | | C | |
| 60 93293 LBQP | **Quickstep** *J.E.Blake*02–02 *Well deck* | **Iron&SteelScSr** ssSld.No.3–10,02 1 *Dk*(*Irn*)*2tr B* *Stl plating&Irn framing* | 909 728 556 | ✠100A1 ~~11,04~~ ~~10,03~~ 3,05 Sld ~~BS1,04~~ BS11,04 | Shl ✠LMC10,02 | *m* | 1889 1mo | J. Priestman&Co. Sunderland A&CP | John George Hill Stm Shpg.Co.Ld. (Witherington& Everett, *Mgrs.*) | 210·3 Q76′B45′F24′ *WB* = *DB* | 31·0 \| 15·4 BK8′ *a*55′*f*55′1890 | Sundrland British 4 *BHCem* | T.3Cy.17″,28″&46″–30″ (*s*) 150lb *80lb* NDB99 112NHP 1SB,3*rf*,GS813,HS1680 N.E.Mar.E.C.(L.),Sndrlnd | 16 ″ 4 s 1 ″ 8 | | ~~10,02~~ 11,04 |
| 61 — 29581 | | **WoodSc** | 214 — 87 | | | | 1879 | ..... Noank,Conn. | Fisheries Co. | 139·5 | 19·2 \| 11·2 | Greenport N.Y. Utd. States | | | |
| 62 | **Quieto** *A.Fonda* –91 | **IronScSr** 1 *Dk* | 189 — 88 | | | | 1887 | G. Howaldt Kiel | Soc.di Nav.a Vap. Istria-Trieste | 137·8 P82′ | 19·0 \| 13·9 | Trieste Aust.-Hung. | T.3Cy.14″,24″&36″–20″ 58NHP Gebr.Howaldt,Kiel | | | |
| 63 ~~96~~ HNPS | **Quinto** *A.Capellino* –00 (ex Othon Stathatos) *Well deck* | **SteelScSr** ssGen.No.3–7,99 ssGen.No.1–03 1 *Dk*(*Stl*)*2tr B* *Floors Irn&inner bottom plating pt Irn* | 1801 1360 1175 | ✠100A1 4,05 ~~4,06~~ B ~~4,04~~ | Gen ✠LMC9,02 | *r* | 1888 6mo | J. Readhead &Co. S.Shields *Lloyd's A&CP* | Flli. Capellino di G. *WB* = | 280·5 P34′Q68′B110′ F31′ *Cell DB* 232′ 164*t* | 36·9 \| 17·6 BK9′ | Genoa Italian 7 *BHCem* *APT* 35*t* | T.3Cy.21″,35″&57″–39″ (*r* 160lb *90lb* NDB98 205NHP 2SB,6*cf*,GS91,HS3107 J.Readhead&Co.,S.Shields | 19 ″ 11 s 1 ″ 8 w 1 ″ 11 | | ~~15,02~~ 4,05 |

| Numero d'Ordre. / Numero Official. | Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total / Net | Détails de la Classification. Cote. / Date de la dernière Visite. / Port de Visite. | Construit. Quand / Navire / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Jauge. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machines. No & Dia. des Cylindres. Course. Pression des Chaudières. Si Pas Forcé en tirage, ou après les dernières de la Société. Si Pas Forcé en tirage d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines. | Cream ou Quille. Fraisure au dessus de la Quille. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | **Quito** | 5,[illegible] | ✠100A1 Bry *r* | 1900 | W. Hamilton&Co | OceanNav.Co.Ld. | 330·7 | 45·7 | 16·2 | Glasgow | T.3Cy.24″,40″&65″–42″ (s) | 18 × 6 | | |
| 111236 | *S.Shelton* –01 | 3,[illegible] | *Spar dk* | Imo | Pt.Glasgow | A.Weir&Co. *Mgrs* | P31 B118 F38 | 239 | | British | 180lb *Smith* 300NH | 4 · 9½ | | |
| RNMV | *Spar Dk Stl 2tr Bdkeep framing* | 3,[illegible] | *with freeboar* | | A&CP | | | | | | 2SB,6cf,gs126,ns1620 | | | |
| | *Elec.light* | | 5,08 | | | *WB = Cell D Ba* | *yuE* 114′ *f* 114 | 727 | | *APT77* | Dunsmuir&Jackson,Gls. | | | |
| 65 | — | 1089 | ✠LMC1,06 1,04 | 1888 | Laird Bros. | Pacific StmNavCo. | 216·0 | 35·2 | 14·9 | Liverpool | T.3Cy.17″,27″&42″–36″ | | | |
| 93786 | *T.E.Sperauza* –03 | 658 | | | Birkenhead | | P24*t* | F51*t* | | | 93RH | | | |
| KSMP | | 652 | | | | | | | | | Laird Bros.,Birkenhead | | | |
| 66 | **Quixotic** | 197 | ✠100A1 Flt | 1898 | Earle'sCo. | GrimsbySteam | 115·6 | 21·0 | 11·2 | Grimsby | T.3Cy.12″,20″&32″–28″ (s) | 12 × 6 | | |
| 109837 | *J.Johnson* –03 | 146 | *Stm Trawler* | 11mo | Ld | FishingCo.Ld. | Q44′F20′ | | | 1911 | 200lb 55RH | | | |
| | 1 *Dk* | 66 | 7,02 | | Hull | | | 887 | | *CBH Cem* | 1SB,9cf,gs38,ns880 | | | |
| | | | ✠LMC7,08 BS1,05 | | *Lloyd's 346 Cr* | | | | | | Earle'sCo Ld Hull | | | |
| 67 | **Quorra** | 176 | ✠ Lon *b* | 1883 | Forrestt& | ~~C.Gancloser~~ | 125·0 | 20·2 | 7·0 | Singapore | T.4Cy.12″&24″–16″ | 7 × 6 | | |
| 87959 | | 148 | 4,86 | 12mo | Son | J.Prentice | | | | British | 54RH | | | |
| | *Fitted for liquid fuel* | 120 | | | London | | | | | *CBH Cem* | Forrestt&Son,London | | | |
| 68 | **Qvarntorp** | 163 | | 18$_{75}$ | P.Larsson | CarlPettersson | 92·3 | 22·8 | 10·9 | Gothenbrg | C.2Cy.8½″&17″–11½″ | | | |
| | *F.Lackstrém*03–03 | 156 | | | Thorskog | | H12*t* | | | Swedish | NE&B95 sNH | | | |
| JFTQ | (*ex*Minnet) | 120 | | | | | | | | | Eriksbergs MV Aktieb,Got | | | |
| | 1 *Dk* | | | | | | | | | | | | | |

***Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage or from other causes, rests with the Owners, Masters, or Agents.

| 1 | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 8 9 Built. When. Ship. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. R. Date of Roof Ct. | 16 Date when tail shaft last worn. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | R. B. Little<br>*W.W.Miner*<br>WoodSc | 100<br>—<br>68 | | 1896 .....<br>Pt.Richmond<br>N.Y. | TiceTowing&<br>Transport.Line | 78·6 21·1 9·9 | NewYork<br>Utd.States | | | | |
| 2 | R. C. Veit<br>*C.Nurstead97–99*<br>WoodScTug | 192<br>—<br>96 | | 1891 .....<br>Athens,N.Y. | MoranTowingCo. | 106·2 23·8 12·2 | N.Orleans<br>Utd.States | T.3Cy.14″.21″&36″–26″<br>66NHP | | | |
| 3 | R. E. Schuck<br>1*Dk*<br>SteelScSr | 4713<br>—<br>3384 | | 1903 American<br>S.B.Co.<br>Lorain,O. | GilchristTrans-<br>portationCo.<br>(J.C.Gilchrist) | 416·0 50·0 28·0 | Cleveland<br>Utd.States | T.3Cy.22″,35″&58″–40″<br>213NHP<br>AmericanSB.Co.Cleveland | | | |
| 4 | R. F. Berg<br>*O.Pehrsson98–98*<br>1*Dk*<br>SteelScSr | 363<br>292<br>209 | | 1888 G.Howaldt<br>Kiel | Limhamns Rederi-<br>aktieb. (Edw.<br>Persson, *Mgr.*) | 142·9 23·0 11·0<br>B30′H24tF15′ | Malmö<br>Swedish<br>*WB* | C.2Cy.15″&27″–15″<br>24NHP<br>Geb.Howaldt,Kiel | | G | |
| 5 | R. H. B. Thomson<br>*D.Greenwood –03*<br>1*Dk*<br>SteelScY1 | 222<br>198<br>81 | ✠100A1 Hul<br>*StmTrawler*<br>11.04 ~~4.04~~<br>BS4.04 | 1898 Mackie&<br>5mo Thomson<br>Glasgow<br>A&CP | J.Leyman | ~~115·0~~ 21·0 10·5<br>Q21′1en04<br>131·0 BK7½<br>*4BHCem* | Hull<br>British<br>200lb<br>1SB.*2pf*.GS32,HS1135<br>Muir&Houston,Ld.Gls. | T.3Cy.12½″ 21½″&35″–24″(*s*)<br>60RHP | 12 ″ 0 | | ~~2.08~~<br>11.04 |
| 6 | R. L. Ireland<br>1*Dk2trB*<br>SteelScSr | 4470<br>—<br>3143 | | 1903 Chicago<br>S.B.Co.<br>Chicago | GilchristTrans-<br>portationCo.<br>(J.C.Gilchrist) | 416·0 50·3 24·0 | Cleveland<br>Utd.States | T.3Cy.22″.35″&58″–40″<br>213NHP<br>ChicagoS.B.Co. | | | |
| 7 | R. L. Myers<br>*W.A.Parvin74–*<br>WoodSc | 128<br>—<br>82 | | 1885 .....<br>Washington,<br>N.C. | OldDominionSS.Co | 118·6 24·8 4·1 | NewYork<br>Utd.States | | | | |
| 8 | R. M. Waterman<br>*A.N.Whipple99–02*<br>WoodScTug | 175<br>—<br>74 | | 1896 .....<br>NewLondon.<br>Conn. | ThamesTowBoat<br>Co. | 91·0 23·5 10·8 | N.Lndn.Cn<br>Utd.States | | | | |
| 9 | R. No. 1<br>*Nadort –03*<br>1*Dk*<br>SteelTwinScTug | 110<br>—<br>11 | | 1903 A.F.Smul-<br>ders<br>Slikkerveer | H.Hersent&Sons | 90·3 18·0 | Rosario<br>Argentine<br>*WB* | C.4Cy.8″&18″–12″<br>18NHP<br>A.F.Smulders,Utrecht | | | |
| 10 | R. No. 2<br>*Moars –03*<br>1*Dk*<br>SteelTwinScTug | 110<br>—<br>11 | | 1903 A.F.Smul-<br>ders<br>Slikkerveer | H.Hersent&Sons | 90·3 18·0 | Rosario<br>Argentine<br>*WB* | C.4Cy.8″&18″–12″<br>18NHP<br>A.F.Smulders,Utrecht | | | |
| 11 | R. T. C. No. 1<br>SteelSc | 239<br>239<br>139 | | 1862 .....<br>Newcastle | TyneImprovement<br>Commissioners | 99·6 28·0 11·3 | Newcastle<br>British | 22RHP | | | |
| 12 | R. T. C. No. 14<br>1*Dk*(*Stl*)<br>SteelSc | 327<br>320<br>185 | ✠100A1 Nwc *e*<br>*Hopper Barge*<br>7.02 | 1902 R.Stephen-<br>7mo son&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | TyneImprovement<br>Commissioners | 120·6 28·2 11·6<br>FK | Newcastle<br>British<br>100lb<br>1SB,*2pf*.GS37.HS1000<br>Hedley&Boyd,N.Shields | C.2Cy.15″&30″–24″ (*s*)<br>36RHP | 12 ″ 6 | | |
| 13 | R. T. C. No. 15<br>1*Dk*(*Stl*)<br>SteelSc | 326<br>320<br>185 | ✠100A1 Nwc *e*<br>*Hopper Barge*<br>9.02 | 1902 R.Stephen-<br>9mo son&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | TyneImprovement<br>Commissioners | 120·0 28·2 11·6<br>FK | Newcastle<br>British<br>100lb<br>1SB,*2pf*,GS37.HS1000<br>Hedley&Boyd,N.Shields | C.2Cy.15″&30″–24″ (*s*)<br>36RHP | 12 ″ 6<br>s 1 ″ 5½ | | |
| 14 | R. T. C. No. 16<br>*G.Sims02–02*<br>1*Dk*(*Stl*)<br>SteelSc | 327<br>320<br>185 | ✠100A1 Nwc *e*<br>*Hopper Barge*<br>10.02 | 1902 R.Stephen-<br>10mo son&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | TyneImprovement<br>Commissioners | 120·0 28·2 11·6<br>FK | Newcastle<br>British<br>100lb<br>1SB,*2pf*.GS37,HS1000<br>Hedley&Boyd,N.Shields | C.2Cy.15″&30″–24″ (*s*)<br>36RHP | 12 ″ 6 | | |
| 15 | R. T. C. No. 17<br>1*Dk*(*Stl*)<br>SteelSc | 327<br>320<br>185 | ✠100A1 Nwc *e*<br>*Hopper Barge*<br>10.02 | 1902 R.Stephen-<br>10mo son&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | TyneImprovement<br>Commissioners | 120·0 28·2 11·6<br>FK | Newcastle<br>British<br>100lb<br>1SB,*2pf*.GS37,HS1000<br>Hedley&Boyd,N.Shields | C.2Cy.15″&30″–24″ (*s*)<br>36RHP | 12 ″ 6<br>s 1 ″ 5½ | | |
| 16 | R. W. England<br>SteelSc | 4000 | | 1904 Gt.Lakes<br>Eng.Works<br>Detroit | SeitherTransitCo. | 366·0 50·0 28·0 | Detroit<br>Utd.States | T.4Cy.18″,28″&(2)36″–32″<br>147NHP<br>*Emade74Tpd89fitted04*<br>S.F.Hodge&Co.Detroit | | | |
| 17 | R. W. Wilmot<br>*C.Mott85–98*<br>*Elec.light*<br>1*Dk2trB*<br>SteelScSrTug | 569<br>—<br>279 | | 1898 GlobeIron<br>WorksCo.<br>Cleveland,O. | W.G.Wilmot&Co. | 142·0 31·5 18·6 | Pittsburg<br>Utd.States | T.3Cy.21″,33½″&55½″–42″<br>200NHP<br>GlobeIron WorksCo. | | | |
| 18 | Rabat<br>(*ex*Pasages)<br>2*Dks*<br>IronScSr | 869<br>697<br>514 | ✠ Lon<br>8.72 | 1872 J.&W.<br>5mo Dudgeon<br>London | Cia.Trasatlantica | 229·9 27·1 16·5<br>P58′ F33′ | Barcelona<br>Spanish<br>*4BHCem* | C.2Cy.35″&61″–32″<br>175NHP<br>J.&W.Dudgeon,London | | | |
| 19 | Rabenfels<br>*R.L.Krippner02–03*<br>*Elec.light*<br>2*Dks*(*Stl–U*teak s)<br>&*Web frames*<br>SteelScSr | 4749<br>4388<br>3014 | ✠100A1 Nwc *y*<br>~~8.02~~ 12.02 5.05 Ham<br>LMC12.05 | 1903 Swan,Hun-<br>12mo ter&Wigham<br>Richardson,<br>Ld Newcastle<br>*Lloyd'sA&CP* | DeutscheDmpfs-<br>fahrts.Ges.Hansa<br>*WB=CellDBa*<br>*Tweendktanks42′* | 390·4 51·5 27·5<br>P50′B123′F53′<br>BK10″<br>119′*uE*25′*f*175′8854<br>390*t f* 42*t* 450*t FPT* | Bremen<br>German<br>*7BHCem*<br>*75tAPT50t* | Q.4Cy.23″,32″,48″&72″–54″<br>213lb *120lb* (*r*) 492NHP<br>3SB,*9rf*,GS154,HS6462 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc. | 30 ″ 3<br>s 6 ″ 4 | | |
| 20 | Rabenstein<br>*H.W.deBoer01–01*<br>1*Dk*<br>SteelScSr | 1507<br>1050<br>962 | | 1899 Howaldts-<br>werke<br>Kiel | Dmpfsfahrts.Ges.<br>Triton,A.G. | 244·5 35·3 15·2<br>Q86′B112′F28′ | Bremen<br>German<br>*WB* | T.3Cy.17½″,27⅝″&43¾″–27⅝″<br>98NHP<br>Howaldtswerke,Kiel | | G | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Construit. Quand. Par qui. | Armateurs. | Dimensions d'après le Domino. Superstructures, &c. | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les pesées du navire. Détails des Chaudières & Foyers. Nom du Constructeur des Machines. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | **Rabotnik** IronScSr<br>*Tekka* –02<br>HNQB *ex Iris, ex Wilhelm)* 1 *Dk* | 191<br>—<br>105 | | 1878 G. Howaldt Kiel | N. Rosenfeld | 95·5 \| 20·8 \| 12·0<br>Cyls F11" | Odessa<br>Russian | C.2Cy.18"&20½"–14"<br>NHP 18NH<br>G. Howaldt, Kiel | | V | |
| 22 | **Race Fisher** SteelScSr<br>*J. Poole* –96<br>NHKD 1 *Dk (Stl)*<br>*Well deck* *ss* Dun. No. 3–10,04 | 494<br>381<br>184 | ✠100A1 Bkn *h*<br>Dun | 1892 M'Ilwaine & M'Coll Ltd. Belfast<br>Yard No. 437 *WB* = | J. Fisher & Sons | 173·5 \| 26·1 \| 12·4<br>Cyls F11"<br>BK7" *Cell DB* 37·64t *FPI* 38t *APT* 88t | Barrow<br>British<br>*BHCem* | C.3Cy.15⅝" 23½ &39"–30"<br>160lb 76RHP<br>1SB, *2pf*, GS40, HS1810<br>M'Ilwaine & M'Coll (L), Bel. | 13 ▫ 7<br>1 ▫ 1 | | |
| 23 | **Racer** SteelScTug<br>*D. Pearson* 1 *Dk*<br>KFVR | 185<br>142<br>3 | | 1886 Bowdis, Storey & Co Sunderland | Melbourne S.S. Co. Ld. | 120·0 \| 20·1 \| 12·3 | Melbourne<br>British | T.3Cy.15", 23" & 40"–27"<br>NB9T 78RH<br>Clarke & Co. (Lim.), Sld. | 13 ▫ 1 | | |
| 24 | **Racine** IronScSr<br>*Le Grac* 99–99 *ss* Bry. 2nd No. 8–11,98<br>KBJG *Well deck* *ss* Bry. No. 1–08<br>1 *Dk (Irn)* 2*tr B* | 1440<br>1220<br>1020 | ✠100A1 Bry *b*<br>2,04 9,08 11,04<br>1,06 PGH | 1883 Palmers' 9mo Co. (Lim.) Newcastle<br>*Lloyd's* AACP | Soc Gen. de Houilles et Agglomérés | 250·0 \| 35·2 \| 18·0<br>Cyls B14" F21"<br>BK9 *WB* = *DBa* 72 *f* 62' 266t *APT* 24t | Nantes<br>French<br>*BHCem* | .2Cy.28½"&58"–36" (a)<br>120lb *80lb* NDB97 99RHP<br>1SB, *3pf*, GS71, HS2828<br>Palmers' Co. (Lim.), Nwc. | 12 ▫ 1<br>1 ▫ 10½ | | |
| 25 | **Racoon** IronPadSr<br>*G. S. Harris* –98<br>WBVN | 831<br>743<br>479 | | 1868 J. & G. Thomson Glasgow | Corporation of the City of London | 252·3 \| 27·8 \| 14·2<br>London | London<br>British | 486NHP<br>J. & G. Thomson, Glasgow | | | |
| 26 | **Radames** SteelScSr<br>*H. B. Danielsen* –01<br>RMGL *Elec. light* 2 *Dks* | 4756<br>3378<br>3082 | | 1901 Blohm & Voss Hamburg | Deutsche-Dmpfs-fahrts. Ges. Kosmos | 380·8 \| 47·0 \| 26·9<br>BA P226' F44'<br>*WB* | Hamburg<br>German | T.3Cy.24", 40"&70½"–48"<br>340NHP<br>Blohm & Voss, Hamburg | | G | |
| 27 | **Radium** SteelScSr<br>*G. Bogie* –04<br>VQKB *Well deck* 1 *Dk (Stl)*<br>*Mchy. Aft.* | 210<br>140<br>47 | ✠100A1 Bwg *c*<br>1,05 PGH | 1904 Scott & 4mo Sons Bowling<br>*Lloyd's* AACP | British Coasting S.S. Co. Ld. (Young & Gillespie *Mgrs.*) | 112·0 21·0 8·6<br>Q39' B7' F18'<br>BK7 H *FPI* 9t | Glasgow<br>British<br>*BHCem* | C.2Cy.14"&30"–21"<br>1SB, *2pf*, GS30, HS870<br>J. Houston & Co. Glasgow | 9 ▫ 6<br>▫ ▫ 9 | | |
| 28 | **Radji Kerim** IronSc3MstSr<br>*Mihali Dimitrion*<br>(*ex* Fenice, *ex* Florimel) 2 *Dks* | 639<br>—<br>412 | | 1857 J. D'A. Saunders London | Saadalla Bey Hallabo | 195·3 \| 25·8 \| 15·7 | Alexndria<br>Egyptian | C.4Cy.20½"&40"–18"<br>118NH | | | |
| 29 | **Radley** SteelScSr<br>*E. W. Cuckney* –03 *ss* Cff. No. 1–00<br>PGQB 1 *Dk (Irn)* 2*tr B* & *deep framing*<br>3 *Dk Rule* | 3100<br>2854<br>1984 | ✠100A1 Sng *u*<br>3,04<br>*with freeboard* | 1896 J. Priestman & Co. Sunderland<br>AACP | Austin Friars Stm. Shpg. Co. Ld. (Galbraith, Pembroke & Co. *Mgrs.*) | 315·0 \| 45·5 \| 24·8<br>Cyls B21" F32"<br>BK8 *WB* = *DBa* 108' *f* 12t | London<br>British<br>*BHCem* | T.3Cy.24", 40"&66"–45" (*s*)<br>160lb *100lb* NDB03 300NHP<br>2SB, *6cf*, GS122, HS4636<br>Blair & Co. (Lim.), Stockton | 26 ▫ 1<br>5 ▫ 8<br>4 ▫ 10 | | |
| 30 | **Radnor** IronScSr<br>*W. J. Rees* –99<br>HLVR *Well deck* *ss* Trn. No. 3–03<br>*ss* Trn. 2nd No. 3–3,03 1 *Dk (Irn)* 2*tr B* | 1193<br>985<br>750 | ✠100A1 Trn *o*<br>3,03 | 1879 Palmers' 3mo Co. (Lim.) Newcastle<br>AACP | J. Cory & Sons. Ld. | 235·0 \| 32·2 \| 17·8<br>Cyls B34' F25'<br>BK8½ *WB* = *DBa* 77' *f* | Cardiff<br>British<br>*BHCem* | C.2Cy.28"&54"–36"<br>80lb NDB90 130NHP<br>1SB, *4pf*, GS71, HS2030<br>Palmers' Co. (Lim.), Nwc. | 18 ▫ 8<br>1 ▫ 11 | | |
| 31 | **Radnorshire** SteelScSr<br>*C. H. Burch* –03 *ss* Lon. No. 3–2,03<br>LVFP *Elec. light* 1 *Dk (Stl)* & *Webframes*<br>& *pt Awngdk (Irn)* | 2898<br>2201<br>1889 | ✠100A1 Ham *t*<br>*pt Awng dk*<br>*with freeboard* | 1890 C. S. Swan & Hunter Newcastle<br>AACP | Jenkins & Co. Ld. | 312·0 \| 41·0 \| 20·5<br>P24' Q94' B126'<br>RFD 2 F<br>*WB* = *Cell DB* 264' 640t | London<br>British<br>*BHCem* | T.3Cy.28", 38"&61"–39" (*s*)<br>160lb *100lb* NDB03 247NHP<br>2SB, *6rf*, GS114, HS3920<br>Wallsend Slpwy Co (L) Nwc | 23 ▫ 1<br>9 ▫ 0½ | | |
| 32 | **Rado** IronScK<br>*J. Barker* –08<br>1 *Dk* | 182<br>163<br>55 | ✠100A1 Hul<br>*Stm Trawler*<br>4,05 7,08 Gms | 1903 Cook, Welton & Gemmell Hull<br>*Lloyd's* AACP | G. F. Sleight | 105·0 \| 21·0 \| 11·0<br>Cyls F18<br>BK7½ | Grimsby<br>British<br>*BHCem* | T.3Cy.11½", 19½"&32"–26"<br>180lb 55RHP<br>1SB, *2pf*, GS30, HS510<br>C. D. Holmes & Co. Hull | 11 ▫ 10 | | |
| 33 | **Radu Negru** SteelTwinSc | 160<br>129<br>91 | | 1899 Danubius Schoenichen Hartmann Budapest | Nav. Fluviale Roumaine | 118·1 \| 20·5 \| 8·4<br>*WB* | Giurgevo<br>Roumanian | C.4Cy.16"&25"–16"<br>Danubius 42NHP<br>Schoenichen Hartmann | | V | |
| 34 | **Radyr** IronScSr<br>*W. Berman* –99 *ss* Cff. No. 3–12,96<br>JOVF *Well deck* *ss* Ayr No. 1–01<br>1 *Dk (Irn)* 2*tr B* | 1042<br>823<br>649 | ✠100A1 Cff *n*<br>1,01 9,02<br>LMC 12,01 | 1883 E. Finch & Co. Chepstow<br>*Lloyd's* AACP | Radyr S.S. Co. Ld. (J. Cory & Sons Ld.) | 225·0 \| 31·0 \| 16·0<br>Q78' B50' F24'<br>FR *WB* = *DBa* 67' *f* 86' 269t | Cardiff<br>British<br>*BHCem* | C.2Cy.26"&52"–36" (*a*)<br>180lb 99RHP<br>1SB, *4pf*, GS94<br>Day, Summers & Co., Sou. | 16 ▫ 10<br>1 ▫ 10 | | |
| 35 | **Raeburn** SteelScSr<br>*T. Heenan* –00<br>RQKJ *Elec. light* 2 *Dks* & *Shade dk* | 5183<br>4792<br>3232 | | 1900 D. & W. Henderson & Co Glasgow | Liv. Brazil & R. Plate S.N. Co. Ld. (Lamport & Holt, *Mgrs.*) | 405·4 \| 52·2 \| 28·3<br>*WB* | Liverpool<br>British | T.3Cy.29½", 47"&78"–54"<br>447NHP<br>D. & W. Henderson & Co. Gls. | | G | |
| 36 | **Raffaele Rubattino** IronScBn<br>*M. Saporiti*<br>RPGV *Elec. light* 2 *Dks (UIrn–ws)* & *Spardk* | 4580<br>3112<br>3044 | ✠ Nwc *y*<br>*Spar dk*<br>8,85 | 1882 Palmers' 6mo Co. (Lim.) Newcastle | Nav. Gen. Italiana<br>*WB* = *D* | 399·3 \| 44·0 \| 31·4<br>B102 H274 *aF52*<br>*Ba* 116' *duB* 58' 480t | Genoa<br>Italian<br>*bHCem* | C.2Cy.54"&96"–60"<br>NB84 595NHP<br>Palmers' Co. (Lim.), Nwc. | | I | |
| 37 | **Raftsund** IronScSr<br>*Fr. Hegre* (*ex* Kong Magnus)<br>HDVB 1 *Dk* & *Awngdk* | 689<br>426<br>422 | ✠ Cly<br>3,73 | 1872 J. Reid & Co 11mo Pt. Glasgow | Vesteraalens Dampskibsselskab | 189·6 \| 26·3 \| 14·0<br>H9t | Stockmarknæs<br>Norwegian | C.2Cy.24"&42"–30"<br>NB84 81NHP<br>Walker, Henderson & Co Gls | | N | |
| 38 | **Raglan** IronScSr<br>*J. R. Green* –02<br>JQSN *Well deck* *ss* Cff. No. 3–2,97<br>*ss* Bkn. No. 1–02<br>1 *Dk (Irn)* 2*tr B* | 1027<br>813<br>649 | ✠100A1 Cff *n*<br>12.02 | 1883 Palmers' 10mo Co. (Lim.) Newcastle<br>*Lloyd's* AACP | S.S. Raglan Co. Ld. (A. Rowland & Co.) | 220·5 \| 31·7 \| 15·5<br>Q88' B44' F22'<br>FR *WB* = *DBa* 71' *f* 52' 245t *APT* 17t | Liverpool<br>British<br>*BHCem* | C.2Cy.28½"&62"–38" (*s*)<br>99RHP<br>1SB, *4pf*<br>Palmers' Co (Lim.) Nwc. | 16 ▫ 6<br>1 ▫ 8 | | 12.06 |
| 39 | **Raglan Castle** SteelScSr<br>*C. E. Robinson* –03<br>*Ref. Mchy.*<br>*Elec. light* *ss* Lon. No. 1–02<br>2 *Dks* (1 *Stl*–ws) & *Spar dk* (*Stl*–teak s) | 4324<br>3855<br>2748 | ✠100A1 Lon *x*<br>*Spar dk*<br>4,04 4,04 | 1897 Barclay, Curle & Co. Ld. Glasgow<br>AACP | Union Castle Mail S.S. Co. Ld. (Currie & Co. *Mgrs.*)<br>Liverpool Co. Ld. *WB* = *Cell DBa* 92 *u E&* B7 | 383·5 \| 46·3 \| 20·0<br>P19 B112 F47 27<br>FR & BK 3" 7t | London<br>British<br>*BHCem* | T.3Cy.26½ 41"&70 –48" (*s*)<br>419NHP<br>3SB, *11rf*, GS199, HS7161<br>Barclay, Curle & Co. Ld. Gls. | 22 ▫ 6<br>7 ▫ 2 | BT<br>4.00 | |
| 40 | **Ragna** SteelScSr<br>*P. Sonberg*<br>JBSD *Well deck* 1 *Dk. Ice* 2*tr B*<br>*ss* Xia. No. 3–7,04 | 1747<br>1110 | ✠100A– Cff *y*<br>7,04 11,08 3,05 | 1892 Wood, Skinner & Co Newcastle | Acties. Dmpsk. Ragna (H. Isachsen) | 260·0 \| 36·6 \| 17·0<br>Q95' B116' F31'<br>drp 04 BK9<br>*WB* = *Cell DB* 210 845t | Drammen<br>Norwegian<br>*BHCem* | T.3Cy.19", 31½"&51½"–36" (*s*)<br>160lb *100lb* NDB03 158NHP<br>2SB, *4pf*, GS69, HS2860<br>N. E. Mar. E. Co. (Lim.) Nwc. | 19 ▫ 3 | | |
| 41 | **Ragnar** SteelScSr<br>*L. C. P. Holst*<br>NLCJ 1 *Dk (Stl)* & *Web frames*<br>& *pt Awng dk (Irn)* | 2123<br>1635<br>1340 | ✠100A1 Lon *z*<br>*pt Awng dk*<br>*with freeboard* | 1896 W. Gray & Co. (Lim.) West Hartlepool<br>AACP | Dampskibs. Skjold (L. H. Carl, *Mgr.*) | 275·0 \| 39·7 \| 16·8<br>P27' Q<br>dk 166' FR<br>*WB* = *Cell DBa* | Copnhagn<br>Danish<br>*BHCem* | T.3Cy.21", 35"&56"–36" (*s*)<br>160lb 198NHP<br>2SB, *4rf*, GS68, HS3110<br>Mar. Eng. Wrks. WHpl | 19 ▫ 0<br>8 ▫ 4 | | |

New Name, "St. Domingo," See No. 95 in Supplement

| 1 Official No. / Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. Year Assigned or last renewed. Equipment Letter. | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power to Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register Special Class and Date of last Trade Cert. | 16 Date when last built, last rem. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Ragnar** | Steel Sc Sr | 1923 | ✠100A1 | Shi | *r* | 1898 | Fevigs | Acties. Dampskibet | 267·1 \| 38·1 \| 16·0 | Frdrkshld | T.3Cy.19″,32″&53″–36″ (*r* | 18 ″ 5 | | ~~5.02~~ |
| | *H. Nielsen* –98 | *ss* Shi. No.1–02 | 1326 | *pt Awng dk* | | | 3mo | Jernskibsbyg | Ragnar (Wiel& | P22′Q72′ | Norwegian | 160lb *80lb* 176NH | s 1 ″ 5½ | | 3,05 |
| HRQ | 1 *Dk (pt Stl pt Irn) deep framing* | | 1220 | *with freeboard* | BS1,04 | | | Arendal | Amundsen) | *pt Awng dk* 171′ FK | 1 *BHCem* | 2SB,*4pf*,GS70,HS2760 | | | |
| | *forward hold beams aft & pt Awng dk (Irn)* | | ~~2,01 7,0~~ | | ✠LMC4,04 | | | A&CP | *WB = Cell* | *DBa* 78′ *u E* 20′ *f* 101′ | 425*t APT* 40*t* | Sir C. Furness, Westgartha Co. Ld. Mdb | | | |
| 43 | — | Comp Sc Sp | 168 | | | | 1897 | P. Larsson | A.P. Björklund | 98·1 \| 21·9 \| 9·1 | Karlstad | C.2Cy.11″&18″–16″ | | | |
| | *J. O. Winberg* –03 | | 134 | | | | | Thorskog | | B21′ H84′ F9′ | Swedish | 11 NH | | | |
| JGWT | *Mchy. Aft* | 1 *Dk* | 106 | | | | | | | | | P. Larsson, Thorskog | | | |
| 44 | — | Steel Sc Sr | 100 | | | | 1890 | Akers Mek. | Hindö Dmpskselsk. | 95·4 \| 17·1 \| 8·4 | Bodö | T.3Cy.10″,15″&24″–16″ | | | |
| | *J. Simonsen* | 1 *Dk* | 84 | | | | | Værksted | (J.N.A. Ellingsen) | Q9*t* | Norwegian | 23 NH | | | |
| JTKS | | | 59 | | | | | Christiania | | | | Akers. Mek. Værksted, Xia | | | |
| 45 | **Ragnhild** *ss* Xia 2nd No.3–5,04 | Iron Sc Sr | 1356 | ✠100A1 | Xia | *o* | 1883 | T. & W. | Dmpskibacties. | 243·7 \| 34·3 \| 17·5 | Chrstiania | C.2Cy.25½″&58″–36″ (*s* | 18 ″ 5 | | 5,04 |
| | *A. Gundersen* | ~~*ss* Lon. No.6–0,02~~ | 1048 | 2,05 ~~3,04~~ | Bly | | 11mo | Smith | Ragnhild | P&B146′ F28′ | Norwegian | 80lb *80lb* NDB00 168NH | s 1 ″ 9 | | |
| HDNK | (*ex* M'Garel) | ~~*ss* Xia. No.2–04~~ | 840 | | ✠LMC5,04 | | | N. Shields | (E. Lund) | ptND04 BK8½′ | 4 *BHCem* | 2SB,*4pf*,GS72,HS2980 | | | |
| | *Well deck* | 1 *Dk (Irn)* & *Web frames* | | | | | | A&CP | | *WB = DBa* 67′ *f* 94′ 206*t* | | Wllsnd Slpwy Co. Ld., Nwc | | | |
| 46 | — | Steel Sc | 208 | | | | 1885 | Aktiebol. | Söderteljе Rederiaktieb. | 111·0 \| 21·3 \| 9·8 | Södertelje | C.2Cy.19¾″&39⅝″–23⅝″ | | | |
| 1592 | *C. A. Olsson* 00–00 | 1 *Dk* | 100 | | | | | Atlas | (G.A. Ekdahl) | B58′ H31*t* | Swedish | 63 NH | | | |
| JDFK | | | 120 | | | | | Gefle | | | | Aktiebol. Atlas, Stockholm | | | |
| 47 | **Ragni** | Iron Sc Sr | 973 | ✠100A1 | Bly | *m* | 1879 | Hall, Rus- | Dmpskibacties. | 220·4 \| 29·7 \| 16·7 | Chrstiania | C.2Cy.26½″&48″–30″ (*r* | 17 ″ 7 | | ~~7,02~~ |
| | *W.E. Steinert* 95–95 | *ss* Xia. 2nd No.3–2,97 | 747 | ~~6,04 4,02~~ 5,05 | Xia | | 10mo | sell & Co. | Ragni | Pf12′ F28′ | Norwegian | 80lb *90lb* NDB01 98NH | | | ~~6,04~~ |
| HDNS | *Well deck* | *ss* Xia. No.1–~~04~~ 2–05 | 597 | ✠NB12,94 | LMC ~~4,04~~ | | | Aberdeen | | BK7′ | 5 *BHCem* | 1SB,*3pf*,GS57,HS1608 | | | N8,04 |
| | (*ex* Kate Forster, *ex* Ballogie) | 1 *Dk 2tr B* | | ~~Boilers~~ | 5,05 | | | A&CP | | *WB = DBa* 34′ *f* 54′ 155*t* | | Hall, Russell & Co., Abn. | | | |
| 48 | **Ragnvald Jarl** | Steel Sc Sr | 1084 | ✠ | Nwc | *n* | 1890 | Wigham | Nordenfjeldske | 225·0 \| 30·2 \| 14·4 | Drontheim | T.3Cy.21″,33″&54″–36″ | 16 ″ 7 | | |
| | *F. Thane* | | 1057 | *Awng dk* | | | 5mo | Richrdsn & Co. | Dampskibsselskab | H31*t* 21·6 | Norwegian | NB02 182 NHP | | | |
| JSQK | *Elec. light* | 1 *Dk (pt Stl)* & *Awng dk 3tr B* | 687 | *with freeboard* 5,90 | | | | Newcastle | | BK8′ | 5 *BHCem* | 2SB,*6cf*,GS105,HS2948 | | | |
| | | | | | | | | | | *WB = Cell DB* 180′ 150*t* | | Wigham Richrdsn & Co. Nwc | | | |
| 49 | **Ragusa** | Iron Sc Sr | 1765 | | | | 1886 | Flensburger | Rob. M. Sloman, | 259·3 \| 35·4 \| 22·8 | Hamburg | T.3Cy.22″,34″&58″–42″ | | G | |
| | *C.L. Jensen* 95–02 | 1 *Dk* & *Spardk 3tr B* | 1646 | | | | | Schiffsb. Ges | Jun. | | German | 218 NH | | | |
| RHCQ | (*ex* Bianca) | | 1106 | | | | | Flensburg | | | *WB* | Flensburger Schiffsb. Ges. | | | |
| 50 | — | Iron Sc Sr | 1363 | ✠100A1 | Sws | *p* | 1883 | Tyne I.S.B. | Ragusa S.S. Co. Ld. | 260·0 \| 35·1 \| 15·5 | Cardiff | C.2Cy.28½″&60″–42″ (*s*) | 18 ″ 0 | | ~~5.04~~ |
| ~~8737~~ | *W. Williams* –03 | *ss* Rly. No.3–3,96 | 1170 | 3,05 ~~5,04~~ | | | 6mo | Co. (Lim.) | (M Thomas & Son) | Q89′ B60′ F29′ | British | 100lb *90lb* NDB03 99RH | s 2 ″ 6 | | 3,05 |
| HVLG | *Well deck* | *ss* Sws. No.2–04 | 805 | | ✠LMC | | | Newcastle | | FK | 1 *BHCem* | 1SB,*3cf*,GS60,HS2512 | | | |
| | | 1 *Dk (Irn) 2tr B* | | MS4,08 | | | *Lloyd's* | *SA&CP* | | *WB = Cell DB* 70′ *f* 106′ 274*t FPT* 19*t APT* 10*t* | | Hawks Crawshay & Sns. Gts | | | |
| | | | | ✠NB96 *re-fitted* 03 | | | | | | | | | | | |
| | | | | BS5,04 | | | | | | | | | | | |
| 51 | **Rainbow** | Iron Pad Sp | 125 | | | | 1864 | I. Ash & Co., | Anchor Stm. Tug Co | 90·0 \| 18·5 \| 9·9 | N. Shields | L.2Cy.30″–42″ | | | |
| 50063 | *G. Minto* | | 112 | | | | | Cubitt Town | Ld. (A.B. Atkinson, | | British | NB78 60 RIP | | | |
| | | | 3 | | | | | | *Mgr.*) | | | J. Stewart, London | | | |
| 52 | **Rainier** | Wood Sc | 800 | | | | 1900 | G.H. | T. Pollard | 204·9 \| 38·0 \| 13·6 | S. Frncisco | | | | |
| 111268 | *L. Hansen* | | — | | | | | Hutchings | | | Utd. States | | | | |
| KPRS | | 1 *Dk* | 519 | | | | | Hoquiam Wsh | | | | | | | |
| 53 | **Raithmoor** | Steel Sc Sr | 3112 | ✠100A1 | Shl | *n* | 1899 | J. Read- | North Moor Steam- | 323·0 \| 47·1 \| 22·6 | London | T.3Cy.24″,40″&64″–42″ (*r* | 25 ″ 0 | | ~~N9,03~~ |
| 110097 | *W. Evans* –03 | *ss* Sld. No.1–04 | 2903 | *with freeboard* | Oil | | 4mo | head & Sons | ships, Ld. (W. Run- | P29′ B80′ F32′ | British | 160lb *80lb* 278NH | ~~4 ″ 6~~ | | 6,04 |
| RCFS | | 1 *Dk (pt Irn & pt Stl) 2tr B & deep framing 3 Dk rule* | 1990 | 8,04 ~~11,04~~ | | | | South Shields | ciman & Co. *Mgrs.*) | FK | 5 *BHCem* | 2SB,*6rf*,GS88,HS4366 | s 4 ″ 4 | | |
| | | | | ~~BS5,02~~ | ✠LMC ~~4,99~~ | | | A&CP | *WB = Cell DBa* | 106′ *u E* 20′ *f* 132′ 726*t* | *APT* 30*t* | J. Readhead & Sons, S. Shl | | | |
| 54 | **Raithwaite** | Steel Sc Sr | 3027 | ✠100A1 | Shl | *u* | 1899 | W. Gray & | Pyman S S Co Ld (G. | 329·0 \| 47·1 \| 22·4 | W. Hartlpl | T.3Cy.24″,38″&64″–42″ (*s*) | 24 ″ 10 | | 4,03 |
| 106905 | *E.A. Porter* –02 | *ss* Shl. No.1–04 | 2845 | ~~1,04~~ 12,04 | Nwc | | 3mo | Co. Ld. | Pyman & Co. *Mgrs.*) | P27′ B80′ F32′ | British | 160lb *100lb* 258NH | s 4 ″ 6 | | |
| QTVD | | 1 *Dk (Irn) 2tr B & deep framing 3 Dk rule* | 1964 | | ✠LMC1,04 | | | W Hartlepool | | FK | 5 *BHCem* | 2SB,*6rf*,GS94,HS3784 | | | |
| | | | | | | | | A&CP | | *WB = Cell DBa* & *u E* 130′ *f* 136′ | 715*t APT* 51*t* | Cen. Mar. Eng. Wrks. W Hpl | | | |
| 55 | **Raithwaite Hall** | Iron Sc 3 Mst Sr | 726 | ✠ ⊞ I | Nwc | | 1868 | Denton. | Pyman, Bell & Co. | 200·3 \| 28·8 \| 16·9 | W. Hartlpl | C.2Cy.25″&47″–30″ (*s*) | 17 ″ 10 | | 10,01 |
| 54573 | *J. Edgar* 77–77 | *ss* Shl. No.3–6,94 | 644 | 10,01 | | | 6mo | Gray & Co. | Ld. | Q27′ F— | British | 70lb *70lb* NDB94 96RH | s 2 ″ 5 | | |
| HDLS | | *ss* Nwc. No.1–98 | 443 | | | | | Hartlepool | | ND83 BK8′ | 4 *BHCem* | 1SB,*3pf*,GS41,HS1670 NE74 | | | |
| | | 1 *Dk 2tr B* | | ✠NB6,04 | MS9,98 | | | A&CP | | *WB = pt DBa* | | T. Richardson & Sons, Hpl. | | | |
| | | | | | BS10,01 | | | | | | | | | | |
| 56 | **Rajaburi** | Steel Sc | 1904 | | | | 1900 | J.C. Teck- | Norddeutscher | 290·5 \| 39·3 \| 20·1 | Bremen | T.3Cy.20½″,34¼″&55″–35½″ | | G | |
| | *F. Wendig* | | 1723 | | | | | lenborg A.G | Lloyd | P10′ B31′ F43′ | German | 180 NH | | | |
| QHDS | *Elec. light* | 2 *Dks* | 1189 | | | | | Geestemünde | | | *WB* | J.C. Tecklenborg A.G. Gst. | | | |
| 57 | **Rajah** | Steel Sc Sr | 5662 | ✠100A1 | Yka | *z* | 1899 | C. Connell | Asiatic Stm. Nav. | 420·0 \| 51·2 \| 29·5 | Liverpool | T.3Cy.26″,43″&71″–48″ (*s* | 32 ″ 6 | | 8,03 |
| 110598 | *J. Clingan* 99–03 | *ss* Cal. No.1–04 | 5231 | 10,04 ~~8,98~~ | Cal | | 8mo | & Co. | Co. Ld. | P38′ B90′ F47′ | British | 180lb *100lb* 406NH | s 7 ″ 11½ | | |
| RHCG | | 2 *Dks (Stl–U* teak s) & *Web frames* | 3634 | | | | | Glasgow | | FK | 7 *BHCem* | 2DB,*12cf*,GS231,HS6618 | | | |
| | *Elec. light* | | | | ✠LMC1,04 | | *Lloyd's* | *SA&CP* | | | | Dunsmuir & Jackson, Gls. | | | |
| | | | | | | | | | | *WB = Cell DBa* | 122′ *u E* & *B* 56′ *f* 193′ | 1281*t D Ta* | | | |
| | | | | | | | | | | | | 29′ 880*t FPT* 114*t APT* 38*t* | | | |
| 58 | — | Iron Sc K | 172 | | | | 1899 | Cochrane & | E. Sleight | 100·0 \| 21·0 \| 11·0 | Grimsby | T.3Cy.12¼″,19½″&32″–22½″ | 11 ″ 9 | | |
| 110874 | *J.G. Bowering* –99 | | 154 | | | | | Cooper, Ld | | Q45′ F17′ | British | 50 RHP | | | |
| | (*Trawler*) | 1 *Dk* | 62 | | | | | Beverley | | BK7½′ | | C.D. Holmes & Co. Hull | | | |
| 59 | **Rajah of Sarawak** | Steel Sc Sr | *1452* | ✠100A1 | Sng | *n* | 1901 | Ramage & | Sarawak & Singa- | 230·0 \| 34·1 \| 14·8 | Kuching | T.3Cy.19″,31″&50″–36″ (*s*) | 15 ″ 10 | | 3,04 |
| ~~Builder~~ | *E.T. Moxon* | | *897* | *Shade dk* | | | 10mo | Ferguson, Ld. | pore S.S. Co. Ld. | | Sarawak | 170lb *80lb* 175NHP | s 1 ″ 9 | | |
| SRLP | | 1 *Dk (Stl–ws)* & *Web frames* & | 892 | 2,05 ~~3,03~~ | ✠LMC10,01 | | | Leith | | FK | 1 *BHCem* | 2SB,*4cf*,GS90,HS2931 | | | |
| | *Elec. light* | *Shade dk (Teak)* | | | | | *Lloyd's* | *SA&CP* | | *WB = APT* 6*t* | | Ramage & Ferguson, Ld. Lth. | | | |
| 60 | **Rajapuri** | Steel Sc Sr | 236 | | | | 1887 | Grangmth | Bombay S. Nav. Co. | 155·3 \| 26·0 \| 9·5 | Bombay | T.3Cy.14″,22″&38″–27″ | | | |
| 93371 | *Mahomed Badrudeen* 86–02 | | 210 | | | | 2mo | Dockyard Co. | (Shepherd & Co. | | British | 70 RHP | | | |
| KLNW | *Elec. light* | 1 *Dk* | 84 | | | | | Grangem'uth | *Mgrs.*) | | | Dunsmuir & Jackson, Gls. | | | |
| 61 | **Rajput** | Steel Sc Sr | 5628 | ✠100A1 | Cal | *z* | 1900 | C. Connell | Asiatic Stm. Nav. | 419·5 \| 51·2 \| 29·3 | Liverpool | T.3Cy.26″,43″&71″–48″ (*s*) | 32 ″ 6 | | 6,03 |
| 113421 | *G. Craig* 87–03 | *ss* Cal. No.1–04 | 5175 | 8,04 ~~8,04~~ | | | 11mo | & Co. | Co. Ld. | P37′ B90′ F46′ | British | 180lb *100lb* 406NHP | s 7 ″ 11½ | | |
| SBKD | | 2 *Dks (Stl–U* teak s) | 3615 | | ✠LMC ~~11,03~~ | | | Glasgow | | FK | 7 *BHCem* | 2DB,*12cf*,GS231,HS6618 | | | |
| | *Elec. light* | & *Web frames* | | | | | | A&CP | | | | Dunsmuir & Jackson, Gls. | | | |
| | | | | | | | | | | *WB = Cell DBa* | 122′ *u E* & *B* 56′ *f* 193′ | 1281*t DTa* | | | |
| | | | | | | | | | | | | 29′ 760*t FPT* 90*t APT* 33*t* | | | |
| 62 | **Rakaia** *ss* Lon. No.2–04 | Steel Sc Sr | 5628 | ✠100A1 | Lon | *q*† | 1895 | Hawthorn, | New Zealand | 420·0 \| 54·0 \| 28·7 | Plymouth | T.3Cy.30″,48″&78″–54″ (*s*) | 32 ″ 0 | | ~~5.02~~ |
| 105262 | *E.T. Smith* –01 | ~~*ss* Lon. No.1–00~~ | 5212 | ~~7,04 5,00~~ 12,04 | | | 6mo | Leslie & Co. Ld | Shipping Co. Ld. | P46′ B266′ F49′ | British | 160lb ~~*80lb*~~ FD 491NHP | s 6 ″ 2 | | N7,04 |
| NVRP | *Ref. Mchy.* | 2 *Dks (Stl–Uptws)* & | | | | | | Newcastle | *WB = Cell* | FK | 7 *BHCem* | 3SB,*9cf*,GS174,HS6415 ~~*250*~~ | | | |
| | *Elec. light* | *deep framing 3 Dk rule* | 3660 | BS1,05 | ✠LMC12,03 | | | A&CP | *DBa* 104′ *u E* & *B* 69′ | *f* 186′ 1150*t APT* 75*t* | ~~*FPT 176t*~~ | Hwthrn, Leslie & C. Ld. Nwc | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Builder's Measurement. Total. / Sous le Pont. / Net. | Détails de la Classification. Coto. Surveillance. Date de la dernière Visite. | Port de Visite. | Fréquence des visites. Lettres d'Appel. Local. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.: Forces en chevaux d'après les tonnages de la Société. RHP.: Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Machines. Nom du Constructeur des machines. | Creux sur Quille. Augmentation au millier du navire. | Coté. | Navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 / 101477 / SLPV | **Rakanoa** Steel Sc Str<br>*G. McDonald* –99<br>1 *Dk(pt Stl pt Irn)* 3 *pt Awng dk(Irn)* 3 *tr* | 2246<br>1673<br>1393 | ✝ Nwc<br>*pt Awng dk with freeboard*<br>4,96 | | | 1896<br>1mo | W. Dobson & Co. Newcastle | Union S.S. Co. of New Zealand. Ld. | 280·0 38·2 19·7<br>P29 Q74<br>*pt Awng dk* 176 FK<br>*f* 116 53 *lt A P T* 136<br>*B* = *Cell D B* a 110 | Dunedin British | T. 3 Cy. 21" 35" & 57" – 39"<br>206 NHP<br>2 S B. *6 rf*, GS88, HS3130<br>Blair & Co. (Lim.), Stockton | 20 v 11 | | |
| 64 / JQML | **Rákóczy** Steel Sc Sr<br>[redacted] *ss* Fiu. No. 2–01<br>1 *Dk(Stl)* 3 *Spar dk(Irn)* 3 *Web frames*<br>*P. Bassich* 90–04 | 1554<br>1387<br>948 | ✝ 100 A1 Tri<br>*Spar dk with freeboard*<br>11,04 [redacted] BS1<br>[redacted] ✝ LMC | | *p* | 1892<br>11mo | Wigham Richrdsn & Co. Newcastle A & CP | Roy. Hungarian Sea Nav. Co. Adria, Ld. | 240·0 34·0 14·0<br>P28 B55 F81 21·2<br>FK<br>*WB* = *Cell D B* 199 304 *t* | Fiume Aust.-Hung. | T. 3 Cy. 20", 32" & 53" – 36"<br>165 lb *80 lb* 181 NHP<br>2 S B. *4 rf*, GS80, HS2865<br>Wgham Richardson & Co. Nwc. | 16 v 3<br>8 · 0 | | |
| 65 / 110031 | **Raleigh** Wood Sc<br>*Towcester* | 260<br>—<br>205 | | | | 1872 | ..... Portsmouth, Va. | North River Steamboat Co. | 119·1 23·2 8·2 | New York Utd. States | 1 Cy. 24" – 24"<br>22 NHP | | | |
| 66 / 108027 / QKRT | **Raloo** Steel Sc Sr<br>*H. McConnell* –08 *ss* Trn. No. 1–03<br>*Well deck* 1 *Dk(Irn)* 3 *deep framing* | 1059<br>775<br>366 | ✝ 100 A1 Trn<br>9,01 [redacted]<br>BS9,01 ✝ LMC 2,08 | | *n* | 1898<br>9mo | Ailsa Shipbuilding Co. Troon A & CP | Shamrock Shpg. Co. Ld.<br>(T. Jack, *Mgr.*)<br>*WB* = *Cell D B* a 80 | 224·0 33·1 15·6<br>P28 Q52 B53 F26<br>FK & BK 1<br>*u E* 17 *f* 83 286 *t F P T* 641 | Belfast British | T. 3 Cy. 17½", 27½" & 44" – 33"<br>160 lb *80 lb* (*s*) 96 RH<br>1 *B H Cem*<br>1 SB. *3 cf*, GS59, HS2040<br>Muir & Houston Ld. Gls. | 16 v 6<br>1 · 7 | | |
| 67 / 104479 | **Ralph Brocklebank** Steel Twin Sc Sp<br>*G. Howard* –03<br>1 *Dk* | 173<br>162<br>12 | ✝ A 1 Bkn<br>*For Rivers purposes Liv*<br>11,04 [redacted] ✝ LMC 10,03 | | | 1903<br>10mo | Trannere Bay Development Co. Ld. Birkenhead *Lloyd's* A & CP | Shropshire Union Rlwy. & Canal Co. | 105·1 22·7 10·0<br>FK<br>*WB* = *F P T* | Chester British | C. 4 Cy. 14" & 30" – 20"<br>120 lb<br>83 RH<br>1 *B H Cem*<br>1 SB *3 cf*, GS57, HS1488<br>J. Jones & Sons, Liverpool | 11 v 0 | | |
| 68 / 6783 / SQGD | **Ralph Creyke** Iron Sc Sr<br>*T. B. Lister* –04 *ss* Goo. 2nd No. 3–3, 03<br>1 *Dk(Irn)* | 635<br>579<br>397 | ✝ 100 A1 Goo<br>1,05 [redacted]<br>WB 8,00 LMC 8,03 | | *l* | 1879<br>7mo | Short Bros. Sunderland A & CP | Goole S. Shg. Co. Ld.<br>Lancashire & Yorkshire Rly. Co. | 207·7 30·0 13·4<br>P38 B12 F24<br>Jen 85 BK 7½<br>*WB* = *D Ba* 54 | Goole British | C. 2 Cy. 26" & 48" – 30"<br>80 lb *80 lb* ND 801 90 RH<br>1 *B H Cem*<br>1 SB. *3 cf*, GS66, HS2000<br>G. V. Pattison & Co., Nwc. | 14 v 5<br>1 · 10 | | |
| 69 / 111123 | **Ramapo** Steel Sc<br>*J. H. McDonald* 96–97<br>*Elec. light* 1 *Dk* 4 *Spar dk* | 3314<br>—<br>2499 | | | | 1896 | Union Dry Dock Co. Buffalo | Erie R. R. Co. | 319·5 44·0 27·8 | Buffalo NY Utd. States | T. 3 Cy. 29", 47" & 70" – 78"<br>433 NHP<br>King Iron Works, Buffalo | | | |
| 70 / 93?88 / KMQH | **Ramapoora** Steel Pad Sr<br>*A. Houghton* –02<br>*Elec. light* 2 *Dks* | 910<br>707<br>365 | | | | 1887<br>3mo | A & J Inglis Glasgow | British India Stm. Nav. Co. Ld. | 256·0 31·0 13·2<br>F32 | Glasgow British | T. 3 Cy. 29", 47" & 70" – 78"<br>433 NHP<br>A. & J. Inglis, Glasgow | | | |
| 71 / [redacted] / [redacted] | **Ramazan** Steel Sc Sr<br>[redacted] *ss* Clf. No. 2–03<br>1 *Dk* 1 *pt Stl pt Irn* 1 *Web frames*<br>*pt Awng dk* | 285<br>2145<br>1807<br>1 | ✝ 100 A1 Clf<br>*pt Awng dk with freeboard*<br>[redacted] BS 11,04<br>[redacted] LMC 9,08 | | *t* | 1894<br>10mo | R. Thompson & Sons Sunderland A & CP | [redacted] Shpg. Co. Ld.<br>[redacted] H. Fernie & Sons, *Mgrs.*<br>Heyne *WB* = *Cell* [redacted] | 310·4 42·5 19·0<br>P28 Q48<br>FK<br>*pt Awng dk* 232<br>*Ba* 100 *u E* 22 *f* 124 | Liverpool [redacted] | T. 3 Cy. 22½", 37" & 61" – 42"<br>160 lb *80 lb*<br>249 NHP<br>2 S B. *6 pf*, GS108, HS3857<br>G. Clark (Lim.), Sunderland | 21 v 8<br>8 · 7½ | | |
| *Now named "Robert Reyne"* | | | | | | | | | | | | | | |
| 72 / 109034 | **Rambler** Iron Sc K<br>*G. Richmond* –03<br>1 *Dk* | 163<br>150<br>55 | ✝ 100 A1 Liv<br>*Stm Trawler*<br>1,03 [redacted] ✝ LMC 7,02 | | | 1898<br>6mo | Cook, Welton & Gemmell Hull *Lloyd's* A & CP | J. Duncan, Sons & Co. | 105·4 20·7 11·0<br>Q26<br>BK 7½ | Hull British | T. 3 Cy. 12½", 19½" & 32" – 22½"<br>170 lb (*s*) 50 RH<br>1 SB. *2 cf*, GS25, HS896<br>C. D. Holmes & Co. Hull | 11 v 10 | | |
| 73 / 103[redacted] / NDQM | **Rameses** Steel Sc Sr<br>*J. G. Browne* –02 *ss* Liv. No. 2–02<br>*Elec. light* 2 *Dks(Irn–Uws)* 3 *Deep framing*, 3 *Dk rnle* | 2490<br>2115<br>1585 | ✝ 100 A1 Liv<br>[redacted] 1,05<br>MS 12,01 ✝ LMC<br>[redacted] 11,01 | | *t* | 1893<br>9mo | R. Napier & Sons Glasgow *Lloyd's* A & CP | Moss S. S. Co. Ld. | 320·5 38·2 23·1<br>P33 B116 F87<br>BK 10<br>*WB* = *Cell D B* 44 124 *t P T* 760 *A P T* 20 *t M T* 42 100 *t* | Liverpool British | T. 3 Cy. 22½", 38" & 64" – 48" (*s*)<br>200 lb *90 lb*<br>307 NHP<br>6 *B H Cem*<br>2 SB, *3 cf*, GS150, HS4500<br>R. Napier & Sons, Glasgow | 24 v 7<br>4 · 5 | | |
| 74 / 104189 | — Iron Sc K<br>*R. Clark* –94 *ss* Gms. No. 2–03<br>1 *Dk* | 155<br>140<br>66 | ✝ 100 A1 Gms<br>*Stm Trawler*<br>1,05 [redacted] ✝ LMC 5,03<br>[redacted] | | | 1894<br>10mo | Cook, Welton & Gemmell Hull *Lloyd's* A & CP | Roberts & Ruthven Ld. | 102·2 20·7 11·0<br>Q20 F19<br>BK 7½ | Grimsby British | T. 3 Cy. 11½", 18" & 30" – 22" (*s*)<br>160 lb<br>48 RH<br>3 *B H Cem*<br>1 SB. *2 cf*, GS24, HS715<br>C. D. Holmes & Co., Hull | 11 v 10 | | |
| 75 / 9842[redacted] / MTBP | **Ramillies** Steel Sc Sr<br>*G. Spray* –00 *ss* Clf. No. 2–99<br>1 *Dk(Irn)* 3 *Web frames* 3 *pt Awng dk(Irn)* | 2935<br>2290<br>1904 | ✝ 100 A1 Clf<br>*pt Awng dk with freeboard*<br>5,04 ✝ LMC 5,04 | | *t* | 1892<br>10mo | W. Gray & Co. (Lim.) W Hartlepool A & CP | Ramillies S. S. Co. Ld.<br>J. Cory & Sons Ld. | 314·9 40·6 22·4<br>P29 Q100 drp 01<br>*pt Awng dk* 185 FK<br>*D Ba* 104 *f* 120 551 *t*<br>*WB* = | Cardiff British | T. 3 Cy. 24", 38" & 64" – 42" (*s*)<br>160 lb<br>260 NHP<br>5 *B H Cem*<br>*A P T* 290 | 23 v 8<br>9 · 2 | | |
| 76 / 97888 / MGS | **Ramleh** Steel Sc Sr<br>*J. Kerr* –04 *ss* Liv. No. 3–5, 97<br>*ss* Lth. No. 2–03 [redacted] Dk. No. 1–03<br>1 *Dk(Irn)* 3 *Web frames* 3 *pt Awng dk(Irn)* | 2660<br>1965<br>1683 | ✝ 100 A1 Bel<br>*pt Awng dk with freeboard*<br>2,[redacted] ✝ LMC | | *s* | 1891<br>8mo | Harvey & Co. (Lim.) Hayle *Lloyd's* A & CP | Chr. Salvesen & Co. | 294·0 40·0 19·3<br>P29 Q82<br>BK 10<br>*pt Awng dk* 183<br>*T D B* 252 631 *t F P T*<br>*WB* = *C* | Liverpool British | T. 3 Cy. 29", 37½" & 61½" – 42"<br>170 lb *50 lb* (*s*) 260 NHP<br>6 *B H Cem*<br>2 SB. *6 rf*, GS130, HS4020<br>Harvey & Co. (Lim.), Hayle | 22 v 5<br>8 · 9 | | |
| 77 / JFBK | **Ramon de Larrinaga** Steel Sc Sr<br>*Uribarri* *ss* Liv. No. 3–5, 01<br>2 *Dks(Irn)* 3 *tr*<br>*Inner bottom plating Irn* | 3058<br>2775<br>1984 | ✝ 100 A1 Mch<br>12,04 [redacted]<br>MS 5,01 ✝ LMC<br>[redacted] | | *e* | 1889<br>2mo | C. Connell & Co. Glasgow *Lloyd's* A & CP | Larrinaga & Co. | 350·0 40·0 25·4<br>P48 B88 F40<br>BK 11<br>*WB* = *Cell* [redacted]<br>*B* 236 891 *t* | Bilbao Spanish | T. 3 Cy. 26", 42" & 68" – 48" (*s*)<br>150 lb *80 lb*<br>314 NHP<br>4 DB. *8 cf*, GS168, HS1794<br>J. & J. Thomson, Glasgow | 28 v 3 | | |
| 78 / 11142[redacted] / KRWF | **Ramona** Wood Sc Sr<br>*C. Gielow* –02<br>*Elec. light* 8 *Dks* | 1061<br>611<br>671 | | | | 1902 | J. W. Dickie Alameda, Cal | Pacific Coast Co. (Pacific Coast S. S. Co. *Mgrs.*) | 195·0 32·0 15·7 | New York Utd. States | T. 3 Cy. 16", 26½" & 44" – 33"<br>111 NHP<br>Risdon Iron Works, S. Frisco | | | V |
| 79 / 99144 / MOPD | **Ramore Head** Steel Sc Sr<br>*E. Suffern* –03 *ss* Bry. No. 3–6, 03<br>*Elec. light* 2 *Dks(Stl)* 3 *tr B* | 4444<br>4183<br>2913 | ✝ 100 A1 Sws<br>8,05 [redacted]<br>[redacted] ✝ LMC 8,08 | | *r* | 1891<br>4mo | Workman, Clark & Co. Ld. Belfast *Lloyd's* A & CP | Ulster S. S. Co. Ld.<br>(G. Heyn & Ss., *Mgrs.*)<br>*WB* = *Cell L* | 402·1 44·7 27·8<br>B100 F49<br>BK 10<br>*B* 316 838 *t D T a* 20 | Belfast British | T. 3 Cy. 26½", 44" & 72" – 51" (*s*)<br>170 lb *90 lb*<br>473 NHP<br>6 *B H Cem*<br>2 DB, *12 rf*, GS220, HS6788 FL<br>J. & J. Thomson, Glasgow | 30 v 8<br>7 · 0 | | |
| 80 / 112868 | **Ramornie** Steel Twin Sc Sr<br>*B. Alley* 98–02<br>*Elec. light* 1 *Dk(pt Stl* | 546<br>363<br>291 | ✝ A 1 Gls<br>4,02<br>✝ LMC 5,02<br>*New South Wales Rly. Co.* | | *h* | 1902<br>1mo | A & J. Inglis Glasgow *Lloyd's* A & CP<br>*Coast Service* | North Coast Steam Nav. Co. Ld. | 184·2 28·1 9·6<br>P & B 75 F 34<br>FK<br>*WB* = *D Ba* 48 144 *t C e*<br>*l D Bu E* 12 191 *t F P T* | Sydney NSW British | T. 6 Cy. 9", 14" & 23" – 22"<br>170 lb *95 lb*<br>80 RHP<br>1 SB, *3 cf*, GS54, HS1612<br>A. & J. Inglis, Glasgow | 10 v [redacted]<br>8 · 4½ | | |
| 81 / [redacted] / [redacted] | **Ramsay** Steel Sc Sr<br>*A. Callaghan* –02<br>2 *Dks* [redacted] *Upt Irn* 3 *pt Stl)*<br>3 *Web frames* | 4318<br>3721<br>2768 | ✝ 100 A1 Bry<br>10,04 [redacted]<br>[redacted] ✝ LMC 5,02 | | | 1902<br>5mo | J. L. Thompson & Sons, Ld. Sunderland *Lloyd's* A & CP | Bolton Stm. Shpg. Co. Ld. (F. Bolton & Co., *Mgrs.*)<br>*WB* = *Cell D B* [redacted] | 351·5 49·3 25·8<br>P37 B106 F35<br>FK<br>118 *u E* 20 *f* 152 877 *t* | London British | T. 3 Cy. 25", 40" & 67" – 45"<br>160 lb *160 lb*<br>330 NHP<br>6 *B H Cem*<br>2 SB, *6 cf*, GS102, HS3381<br>Richardsons, Westgarth & Co. Ld. Hpl. | 28 v [redacted]<br>10 · 04 | | |
| 82 / [redacted] / RJVP | **Ramses** Steel Sc Sr<br>*W. Bielenberg* 98–98 *ss* Ham. No. 2–01<br>*Well deck* 2 *Dks(Stl–Upt Irn)*<br>*Elec. light* *Web frame* | 3582<br>2956<br>2304 | ✝ 100 A1 Ham<br>12,04 [redacted]<br>[redacted] ✝ LMC 4,02 | | *c* | 1893<br>11mo | Wigham Richrdsn & Co. Newcastle *Lloyd's* A & CP | Deutsche Dmpfs-fahrts. Ges. Kosmos | 340·0 43·1 25·2<br>P[redacted] 6 F 16<br>*WB* = *Cell D* [redacted] | Hamburg German | Q 4 Cy. 20½" 29½" 43½" & 68" – 42"<br>200 lb *90 lb* (*s*) 286 NHP<br>6 *B H Cem*<br>3 SB, *9 rf*, GS131, HS4299<br>Wgham Richrdsn & Co. Nwc. | 27 v 11[redacted] | | |

| No. in Book. / Official No. / Code letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register's tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. for Special Survey Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment | When Built. | By Whom Where | Owners. | Register'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power By Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | In which classed not in R. Dated Keel Trade cert. | Date when last built. last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | **Ran** Steel Sc Sr<br>*P. Hansen* 99–99 ss Bgn. No. 1–03<br>*1 Dk (Iron) 2 tr B & deep framing*<br>*3 Dk rudr* | 3022<br>2808<br>1946 | ✝100 A1<br>Qtr. Deck 1,05<br>BS2,05 ✝LMC 8,03 | Bgn | *u*<br>Skm. Rest | 1899<br>1mo | W. Gray & Co. Ld.<br>W Hartlepool<br>A&CP | Jacob R. Olsen<br>*WB — Cell D Ba 140' u E 27' 485t* | 325·0 47·0 22·4<br>P 27' B 82' F 30'<br>FK<br>*MT 88' 632t FPT 88t* | Bergen<br>Norwegian<br>*6 BHCem*<br>*APT 53t* | T. 3 Cy. 24", 38" & 64"–42" (*s*)<br>160 lb *80 lb* 256 NH<br>2 SB. *6 rf*, GS 85, HS 3710<br>Cen. Mar. E. W. Ld. W Hpl. | 24 ″ 10<br>s 4 ″ 6 | | ~~7,03~~<br>~~6,06~~<br>2,05 |
| 84 | — Iron Sc Sr<br>*C. Petterssen* 03–01 ss Cff. No. 3–1.96<br>(ex Mulgrave) ss Cff. No. 1–00<br>*Well deck* *1 Dk (Irn) 2 tr B* | 1592<br>1315<br>970 | ✝100 A1<br>1.04<br>MS 8,00 MC<br>BS 8,04 5,05 | Hul | *q* | 1883<br>11mo | J. L. Thompson & Sons<br>Sunderland<br>A&CP | Trelleborgs Ångf. Nya Aktieb.<br>(F. Malmros, *Mgr.*)<br>*WB = D Ba 76' f 58' 268t FPT* | 260·0 36·0 18·6<br>Q 100' B 58' F 26<br>FK<br>*33 APT 26t*<br>*4 BHCem* | Trelleborg<br>Swedish<br>*6 BHCem*<br>*80 lb* ND 105 | C. 2 Cy. 29½" & 60"–39 (*s*)<br>75 lb ~~660~~ ~~Nmm~~ 180 NH<br>2 SB. *6 pf*, GS 96, HS 3066<br>J. Dickinson, Sunderland | 19 ″ 8<br>s 1 ″ 11½ | | 8,02 |
| 85 | — Steel Sc Sr<br>*C. Johnsen* *1 Dk* | 557<br>424<br>333 | | | | 1893 | R. Craggs & Sons<br>Middlesbro' | Acties. Dpsk. Ran<br>(D. S. Meier) | 169·8 26·9 12·7<br>Q 61*t* B 38*t* H 14*t*<br>F 18*t* | Christiania<br>Norwegian<br>*Wb* | T. 3 Cy. 13", 21" & 34"–27"<br>60 NH<br>Wstgrth, English & Co. Mdl | | N | |
| 86 | — Comp Sc Sr<br>*B. C. Johansson* 92–98<br>*Mchy. Aft* *1 Dk* | 183<br>154<br>86 | | | | 1898 | S. Groth<br>Sjötorp | Ångf. Aktieb. Ran<br>(T. F. Almén) | 97·6 22·2 9·8<br>P 20' H 6*t* | Jönköping<br>Swedish | | | | |
| 87 | Rancagua Steel Sc 4 Mst Sr<br>(ex Idaho) 3 Dks (2 Stl.) & Shelter dk (Stl.)<br>*Elec. light* | 6210<br>5784<br>3802 | ✝<br>1.02<br>✝ | Bkn | *c*† | 1898<br>4mo | C. S. Swan & Hunter. Ld.<br>Newcastle | Cia. Sud Americana de Nav.<br>*WB = Cell D Ba 117' u Ex B 70'* | 460·0 50·1 31·6<br>FK<br>*f 192' 1072t DT a 30'* | Valparaiso<br>Chilian<br>*6 BHCem*<br>*91t APT 75t* | T. 3 Cy. 31", 52" & 91"–60"<br>FD 874 NH<br>2 D & 2 SB *18 cf* GS 324 HS 1227 8<br>Wilsnd Slpwy. Co. Ld. Nwc. | 34 ″ 11 | | ~~6,05~~<br>3,05 |
| 88 | Rander Reunion Iron Sc Sr<br>*T. W. Carr* –01 ss Bom. 2nd No. 3–2.03<br>(ex Clan Stuart)<br>*2 Dks (Utl Irn–ss) 3 tr B* | 2115<br>1911<br>1329 | ✝100 A1<br>5,01~~7,02~~<br>✝NB 10,89 LMC 2.03<br>BS 3,05 | Bom | *s* | 1879<br>2mo | A. M. Millan & Son<br>Dumbarton<br>A&CP | Hajee Goolam Mahomed Ajam | 305·4 34·8 24·4<br>P 13' F 36'<br>pt ND 89 BK 10'<br>*WB = MT f 10' 170t* | Bombay<br>British<br>*6 BHCem*<br>*a 20' 207t* | T. 3 Cy. 22", 36" & 59"–42" (*s*)<br>160 lb *75 lb* NDB 00 214 NH<br>1 SB. *3 cf*, GS 60, HS 2435 FD<br>*Tpd* 89 A. Stephen & Son, Gls | 25 ″ 6 | | ~~6,03~~<br>3,05 |
| 89 | Randers Iron Sc Sr<br>*J. P. Larsen* *1 Dk*<br>(ex Pavo) | 113<br>99<br>64 | | | | 1856/76 | .....<br>Dundee | C. Wienbergs Steenhuggerier | 107·4 16·4 8·2<br>Q 37' B 5*t*<br>len 76 | Aalborg<br>Danish | C. 2 Cy. 15" & 35"–15"<br>40 NH<br>Burmeister & Wain, Cpn. | | | |
| 90 | Randolph S. Warner Steel Sc Sr<br>*Elec. light* *Mchy. Aft* *1 Dk 2 tr B* | 3062<br>—<br>2128 | | | | 1901 | Superior S.B. Co.<br>W. Superior | D. R. Hanna | 332·0 42·0 22·7 | Cleveland<br>Utd. States<br>*Wb* | T. 3 Cy. 20", 33" & 54"–40"<br>184 NHP<br>Superior S.B. Co. | | | |
| 91 | Ranee Steel Sc Sr<br>*W. S. Corran* –02<br>*2 Dks (Stl–Uteaks) & Web frames*<br>*Elec. light* | 5660<br>5231<br>3634 | ✝100 A1<br>9.02<br>BS 1,04 ✝LMC 10,99 | Cal | *z* | 1899<br>10mo | C. Connell & Co.<br>Glasgow<br>A&CP | Asiatic Stm. Nav. Co. Ld.<br>*WB = Cell D Ba f 193' 1281t DT* | 420·0 51·2 29·5<br>P 38' B 90' F 47'<br>122' *u E & B 56'* FK<br>*a 29' 880t FPT 114t*<br>*APT 38t* | Liverpool<br>British<br>*7 BHCem* | T. 3 Cy. 26", 43" & 71"–48" (*s*)<br>180 lb *100 lb* 406 NHP<br>2 DB. *12 cf*, GS 231, HS 6618<br>Dunsmuir & Jackson, Gls. | 32 ″ 6<br>s 7 ″ 11½ | | ~~4,02~~<br>12,04 |
| 92 | — Steel Sc K<br>*J. G. Bowering* –00 ss Gm. No. 1–04<br>*1 Dk* | 194<br>174<br>74 | ✝100 A1<br>*Stm Trawler*<br>~~6,00~~<br>✝LMC ~~4,00~~<br>11,04 | Gms | | 1900<br>4mo<br>6,04<br>*Lloyd's A&CP* | Earle's Co. Ld.<br>Hull | E. Sleight | 110·4 21·1 11·2<br>Q 46' F 18'<br>BK 7½' | Grimsby<br>British<br>*3 BHCem* | T. 3 Cy. 11", 17" & 32"–23" (*s*)<br>180 lb 52 RH<br>1 SB. *2 cf*, GS 34, HS 1050<br>Earle's Co. Ld. Hull | 12 ″ 0 | | ~~6,00~~<br>6,04 |
| 93 | Rangatira Steel Sc Sr<br>~~P. Nicoll~~ –99 ss Lon. No. 3–3.03<br>*Ref. Mchy.* *2 Dks (Irn) & Web frames*<br>*Elec. light* *Chudley* | 4045<br>3848<br>2642 | ✝100 A1<br>~~24,04~~ ~~6,00~~ 5,05<br>~~BM 11,04~~<br>✝LMC ~~11,04~~<br>~~MS 8,04~~ | Lon | *w* | 1890<br>8mo<br>*Lloyd's A&CP* | W. Gray & Co. (Lim.)<br>W Hartlepool | Shaw Savill & Albion Co. Ld. | 365·0 47·1 26·5<br>P 31' B 88' F 38'<br>BK 11"<br>*WB = Cell D B 314' 872t* | S'thamptn<br>British<br>*6 BHCem* | T. 3 Cy. 27", 43" & 72"–45" (*s*)<br>160 lb 411 NHP<br>3 DB. *12 rf*, GS 225, HS 7140<br>Centrl Mar Eng Wks W Hpl | 29 ″ 4<br>s ~~8~~ ″ 4½ | | 4,04 |
| 94 | Ranger Wood Sc Bk<br>*Mchy. Aft* *2 Dks* | 520<br>493<br>354 | | | | 1871 | A. Stephen & Son<br>Dundee | J. S. Pitts | 161·1 28·7 18·0<br>F 27*t* | S Jhns NFL<br>British | 2 Cy.<br>70 RH | | | |
| 95 | — Comp Sc Sr<br>*J. Ellis* –99 *2 Dks* | 409<br>400<br>34 | | | | 1880 | J. Elder & Co.<br>Glasgow | Liv Assn. for Protection of Com. Interests as respects Wrecked & Damaged Property | 157·5 29·5 14·4 | Liverpool<br>British<br>*WB* | T. 3 Cy. 16½", 27", & 45"–27"<br>NE & B 02 105 NHP<br>Wrkman. Clark & Co. Ld Bel | | | |
| 96 | — Wood Sc | 160<br>—<br>88 | | | | 1882 | .....<br>Mystic, Conn. | Fisheries Co. | 121·0 20·2 10·2 | Greenport N.Y.<br>Utd. States | | | | |
| 97 | Rangoon Steel Sc Sr<br>*W. Duguid* –00<br>*2 Dks & Deep frames* | 3891<br>3502<br>2523 | | | | 1897 | W. Denny & Bros.<br>Dumbarton | British & Burmese S.N. Co. Ld. (P Henderson & Co., *Mgrs.*) | 360·0 45·1 26·4<br>P 36' B 108' F 34' | Glasgow<br>British<br>*WB* | T. 3 Cy. 26½", 42" & 66½"–51"<br>316 NHP<br>Denny & Co., Dumbarton | | C<br>BT till 10/04 | |
| 98 | — Iron Pad Sr<br>*T. Costello* –03 | 547<br>490<br>215 | | | | 1875 | R. Scott<br>Greenock | British India Stm. Nav. Co. Ld. | 231·8 26·1 12·4<br>F 30*t* | Glasgow<br>British | C. D. 2 Cy. 42" & 80"–60"<br>413 NH<br>Scott & Co., Greenock | | | |
| 99 | — Iron Sc Yl<br>*C. Double* –88 *1 Dk*<br>*Trawler* | 129<br>129<br>54 | ✝<br>*For fishing purposes*<br>6,88 | Hul | | 1888<br>6mo | Cook, Welton & Gemmell<br>Hull | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 100·4 20·1 10·4 | Hull<br>British<br>*3 BHCem* | C. 2 Cy. 17" & 33"–22"<br>45 RHP<br>C. D. Holmes & Co., Hull | 11 ″ 4 | | |
| 100 | Ranmoor Iron Sc Bn<br>~~W. J. Will~~ ~~07–04~~ ss Nwc. No. 3–9,96<br>ss Bly No. 1–01<br>*2 Dks (1 Irn) & Web frames* | 2155<br>2007<br>1894 | ✝100 A1<br>5,04<br>~~Stamnell~~ "Sumanra Maru,"<br>✝LMC 5,04 | Nwc | *s* | 1883<br>7mo<br>*Lloyd's A&CP* | E. Withy & Co. No. 80<br>W Hartlepool | ~~Steel. Young & Co~~ | 285·0 36·1 24·1<br>P 28' B 72' F 32'<br>BK 9½'<br>*WB = D Ba* | ~~London~~<br>British<br>*5 BHCem* | C. 2 Cy. 36" & 67"–36" (*b*)<br>75 lb *80 lb* NDB 96 224 NH<br>1 DB. *6 pf*, GS 90<br>*8 f 102' 316t*<br>Japanese | 25 ″ 3<br>s 4 ″ 5 | | 5,04 |
| 101 | Ransom B. Fuller Wood Pad<br>*1 Dk* | 1862<br>—<br>1023 | | | | 1902 | New England Co.<br>Bath. Me. | Eastern S.S. Co. | 277·5 40·1 14·0 | Prtlnd. Me.<br>Utd. States | B. 1 Cy. 63"–182"<br>331 NHP<br>W. & A. Fletcher, New York | | | |
| 102 | Ranza Steel Sc Sr<br>*G. H. Arnot* –00 ss Cff. No. 2–08<br>*2 Dks (Stl) & tr B & Web frames* | 5272<br>5047<br>3434 | ½100 A1<br>~~3,01~~ ~~1,04~~ 1,05<br>~~MS 1,05~~<br>~~BS 1,05~~<br>✝LMC 12,03<br>BS 1,05 | Cff | *z* | 1894<br>9mo<br>*Lloyd's A&CP* | Palmers' Co. (Lim.)<br>Newcastle | Caledonia SS. Co Ld<br>*WB = Cell D Ba 140' u E 27' 485t* | 410·0 49·3 32·1<br>P 38' B 89' F 44'<br>FK<br>*MT 88' 632t FPT 88t* | Liverpool<br>British<br>*6 BHCem*<br>*APT 97t* | T. 3 Cy. 27", 44½" & 78"–48" (*s*)<br>180 lb *90 lb* 832 NHP<br>2 SB. *6 cf*, GS 128, HS 4178<br>Palmers' Co. (Lim.), Nwc. | 34 ″ 0<br>s ~~8~~ ″ 3 | | ~~7,08~~<br>NS 04 |
| 103 | — Steel Sc Sr<br>*J. S. Bailie* –02<br>*1 Dk (Irn) & deep framing* | 2320<br>2110<br>1468 | ✝100 A1<br>3,04<br>✝LMC 4,02 | Trn | *s* | 1902<br>4mo<br>*Lloyd's A&CP* | W. Gray & Co. Ld.<br>W Hartlepool | W. Christie & Co. Ld. | 303·0 43·2 20·0<br>P 26' B 75' F 30'<br>FK<br>*WB = Cell D Ba* | London<br>British<br>*5 BHCem* | T. 3 Cy. 22", 35" & 59"–39" (*s*)<br>180 lb *80 lb* 226 NHP<br>2 SB. *6 pf*, GS 88, HS 3346<br>Cen. Mar. Eng. Wrks. W Hpl | 22 ″ 3<br>s 3 ″ 8 | | ~~7,08~~<br>4,05 |
| 104 | Ranzani Iron Sc Sr<br>*R. J. Everett* –04 ss Nwc. 2nd No. 3–2,04<br>(ex Achuri, ex Ranzani) *1 Dk 2 tr B* | 1336<br>1278<br>810 | ✝100 A1<br>3,04<br>✝LMC ~~3,96~~ LMC 2,04 | Shl | *q* | 1879<br>2mo | Tyne I.S.B. Co.<br>Newcastle<br>A&CP | Tyneside Line Ld.<br>(J. Ridley, Son & Tully, *Mgrs.*) | 258·0 32·0 21·2<br>B 48'<br>ND 04 BK 9'<br>*WB = D Ba* | N. Shields<br>British<br>*4 BH Cem*<br>*82' f 42' 168t* | C. 2 Cy. 25" & 55"–36" (*o*)<br>100 lb *80 lb* NDB 96 188 NHP<br>1 SB. *4 pf*, GS 62, HS 1960<br>J. Dickinson, Sunderland | 22 ″ 3<br>s 3 ″ 7 | | 2,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonn. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. Navire. Mach. | Par qui. Ch. | Arrangements. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers de navire. Détails des Chaudières & Tuyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu de navire. pds. pc. | Coque est double au milieu Cent. Cent. | Machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 MBDH | **Rap** — *N.O.Rustad* 04–04 (ex *Lucero*) — *Well deck* | **IronScSr** — *ss* Bbo. No. 3–1,95 — *ss* Xia. No. 2–08 — 1 *Dk (Irn)* 2 *tr B* | 1416 1137 889 | ✝100A1 Bly *p* Xia — BS 1,05 — ✝LMC 8,03 | 1882 5mo | Osbourne, Graham Sunderland A&CP | Actieselsk. Rap (Henr. Hansen) — *W B = D* | 252·0 × 35·1 × 17·8 — 225′ Q58′ B58′ F33′ — BK 9 — *Ba 64′ f 58′ 255t FPT* | Lillesand Norwegian — 2SB. 4*pf*. *gs* 76 — 150t *APT* 20t | C.2Cy. 32″ & 60″ – 39″ — 70lb *50lb* 187 NH — J.W. & F. Wilson, Sld. | | |
| 106 HSWT | **—** — *A. Gram* –02 — 1 *Dk* | **SteelScSr** | 706 581 405 | | 1900 | Nylands Verks. Christiania | Actien.Rap. (Pedersen & Co.) | 181·4 × 30·1 × 14·4 — H 10 5*t* F 21*t* | Christiania Norwegian — *WB* | T.3Cy. 14½″, 24″ & 39″ – 27″ — 79 NH — Nylands V. Christiania | | N |
| 107 WBRQ | **Rapallo** — ~~*Hospitalschiff*~~ — *E. C. Light* — *R. J. Hey* –04 | **SteelScSr** — 2 *Dks (Stl)* 3 *tr* — & *Shelter dk (Stl)* | 5141 4910 3815 | ✝100A1 Ham *z* Shelter 2 Dk — ✝LMC 6,04 | 1902 5mo | Furness, Withy & Co. Ltd. W Hartlepool | ~~Rob. M. Sloman & Co.~~ — ~~Gulf Line~~ Ltd — *Lloyd's A&CP* — *WB = Cell D Ba* 127 | 400·5 × 52·1 × 29·3 — FK — *6 BHCem* — *st DTa* 29′ 869*t DT* — 25′ 790*t FT* | W. Hrtlpl. British — Hamburg — Steamship | T.3Cy. 28″, 46″ & 77″ – 48″ — 180lb 489 NH — SB. *12cf*. *gs* 216, *hs* 8140 — Richardsons, Westgarth & Co. Ld. Hpl. | 32 × 1 — 5 – 11 | |
| 108 QKMB | **Raphael** — *W. Carnan* –02 — *2 Dks* | **SteelScSr** | 4699 4282 2899 | | 1898 | D & W Henderson & Co Glasgow | Liv Brazil & R Plate S.N. Co. Ltd. (Lamport & Holt, *Mgrs.*) | 380·0 × 50·2 × 27·8 — P 46′ B 98′ F 47′ | Liverpool British — *WB* | T.3Cy. 27½″, 46″ & 74″ – 48″ — 879 NH — D & W Henderson & Co. Gls. | | C |
| 109 KBHR | **—** — *W. H. Davis* 02–02 — *Well deck* | **IronScSr** — *ss* Bry. No. 3–7,97 — *ss* Bry. No. 1–01 — 1 *Dk (Irn)* 2 *tr B* | 1860 1491 1177 | ✝100A1 Bry *r* Bly — 9,04 9,03 — BS 11,04 — ✝LMC 6,01 | 1885 6mo | J. L. Thompson & Sons Sunderland A&CP | Bolton Stm. Shppg. Co. Ld. (F. Bolton & Co. *Mgrs.*) | 271·4 × 36·1 × 20·5 — P 28′ Q 68′ B 68′ F 30′ — BK 9½ — *WB = DBa* 76′ *f* 62′ | London British — *6 BHCem* — 17 *APT* 28t | C.2Cy. 34″ & 63″ – 36″ (*b*) — 75lb *80lb* NDB 96 198 NH — 2SB. *4pf*. *gs* 84 — T. Richardson & Sons, Hpl. | 21 × 9 — 5 × 2 – 7 | |
| 110 — | **Iron Pad Tug** — *S. Lichiardopulos* 81–81 | | 168 111 87 | | 1879 | Stbilimnto Tecnico Trieste | L. Mendl & Co. | 125·0 × 21·0 × 10·0 | Aust.-Hung | C.2Cy. 25″ & 39″ – 42″ — NB 6 — 82 NH — Stabilimento Tecnico, Tri. | | |
| 111 JGPC | **Rapid** — *T. J. Parnell* –99 — *Well deck* | **IronScSr** — *ss* Cff. No. 8–7,00 — 1 *Dk (Irn)* 2 *tr B* | 1042 812 657 | ✝100A1 Sws *n* Cff — 7,04 7,02 — MS 7,99 — BS 8,04 — ✝LMC | 1883 10mo | Palmers' Co. (Lim.) Newcastle A&CP | J. Cory & Sons. Ld. — *WB = DBa* 71′ *f* 52′ | 220·0 × 31·7 × 15·5 — Q 88′ B 44′ F 22′ — FK — *1 BHCem* — 24*t APT* 7t | Cardiff British — *WB* | C.2Cy. 28″ & 52″ – 38″ (*a*) — 70lb *70lb* NDB 94 99 RH — 18SB. *4pf*. *gs* 31, *hs* 1373 — Palmers' Co. (Lim.), Nwc. | 16 × 6 — 1 × 8½ | |
| 112 JMPL | **—** — *H. Waage* — 1 *Dk* | **IronScSr** | 297 249 171 | | 1883 | Göteborgs M.V. Aktieb Gothenburg | O. Waage | 122·3 × 21·7 × 12·6 — B 43*t* H 5*t* | Kopervik Norwegian — *WB* | C.2Cy. 19½″ & 32½″ – 20″ — 30 NH — Göteborgs MV Aktieb. Got | | N |
| 113 93012 | **—** — *J. Reid* –03 — 1 *Dk* | **SteelScYl** — *ss* Abn. No. 1–04 | 185 166 59 | ✝100A1 Abn *Stm Trawler* — ~~7,03~~ 5,05 — ✝LMC | 1899 12mo | Irvine S.B. & E.Co.Ld. Irvine A&CP | Peterhead Trawling Co. Ld. (J.G. Adam, *Mgr.*) — *WB = DBf* 16′ 16*t FPT* | 117·3 × 21·0 × 10·5 — Q 52′ — BK 7 | Peterhead British — *1 BHCem* — 15*t APT* 4t | T.3Cy. 12″, 19½″ & 32″ – 22″ (*s*) — 180lb 50 RH — 1SB. *2pf*. *gs* 87, *hs* 1081 — W.V. & T. Lidgerwood, Gls. | 11 × 9 | |
| 114 GQDT | **Rapide** — 2 *Dks* & *tr B* | **SteelPadSr** | 1195 904 634 | | 1895 | Société Cockerill Hoboken | Belgian Government | 300·0 × 38·0 × 13·6 | Ostend Belgian | C.2Cy. 60″ & 108″ – 72″ — 825 NH — Soc. John Cockerill, Seraing | | |
| 115 KSMV | **—** — *Rehel* 91–91 — 1 *Dk* | **SteelPadSr** | 163 155 35 | | 1881 | A Normand Havre | Cie. Normande de Nav. à Vap. | 151·5 × 20·4 × 9·6 | Havre French | C.2Cy. 29½″ & 47″ – 38″ — 118 NH — A. Normand, Havre | | |
| * 116 JFCI | **Rápido** — *J. R. Menchaca* –04 — *ex Tryg. ex Jowitt)* — 1 *Dk (Irn)* & *Web frames* & *pt Awng dk (Irn)* | **SteelScSr** — *ss* Liv. No. 3–1,03 | 1688 1232 953 | ✝100A1 Bbo *p* *pt Awng dk* with freeboard — 2,05 ~~1,03~~ — BS 4,04 — ✝LMC ~~6,05~~ | 1891 7mo | J. Priestman & Co. Sunderland A&CP | Cia. Anon. Marit. La Actividad — *WB = DBa* 73′ *f* 86′ & *u* 8′ | 250·0 × 35·2 × 16·7 — P 24′ Q 65′ drp 05 — *pt Awng dk* 160′ — FK — *4 BHCem* — *B* 44′ 885*t* | Bilbao Spanish — 1SB. *4pf*. *gs* 60, *hs* 2108 — G. Clark, Ld. Sunderland | T.3Cy. 18½″, 30″ & 49″ – 33″ (*s*) — 160lb *70lb* 189 NH — 2SB. *4pf*. *gs* 60, *hs* 2108 — G. Clark, Ld. Sunderland | 19 × 4 — × 4 | |
| 117 HLVC | **Rapido** — | **IronPad** | — — 480 | | 1878 | H. Murray Pt. Glasgow | Lloyd Brazileiro | 200·0 × 24·0 × 8·5 | R. Janeiro Brazilian | | | |
| 118 102100 NDGC | **Rappahannock** — *G. Buckingham* –02 — *Elec. light* | **SteelScSr** — *ss* Hpl. No. 3–1,02 — 2 *Dks (Stl)* 3 *tr B* | 3884 3670 2490 | ✝100A1 Liv *x* — 2,05 ~~3,04~~ — BS 2,05 — ✝LMC 11,02 | 1893 8mo | A. Stephen & Sons Glasgow *Lloyd's A&CP* | Chesapeake & Ohio S.S. Co. Ld. | 370·0 × 44·0 × 28·6 — P 48′ B 128′ F 56′ — *pt Shelter dk* 80′ — FK — *WB = Cel.* | Liverpool British — *6 BHCem* — *DB* 280′ 616*t* | T.3Cy. 28″, 46″ & 75″ – 54″ (*s*) — 160lb *80lb* 485 NH — 2DB. *12cf*. *gs* 270, *hs* 8356 — A. Stephen & Sons, Glasgow | 31 × 6 — 6 – 11 | 11.62 |
| 119 111446 | **—** — *C. F. Williams* –03 — 1 *Dk* | **WoodSc** | 136 — 88 | | 1903 | E. J. Tull Pocomoke City, Md. | Megill, McNeal & Co. | 114·0 × 18·0 × 8·0 | Tappahannock, Va Utd. States | C.2Cy. 12″ & 20″ – 20″ — 15 NH — E. J. Codd Co. Baltimore | | |
| 120 115207 | **Rarawa** — ~~*J.C. Brassington*~~ — *W.F. Norbury* 04 — 1 *Dk (Stl–wa)* & *Awng dk (Teak)* — *Elec. light* | **SteelTwinScSr** | 1077 984 451 | ✝100A1 Dun *m* *Awng dk* with freeboard — 7,03 — ✝LMC 7,03 | 1903 7mo | Gourlay Bros. & Co. Dundee *Lloyd's A&CP* | Northern SS. Co Ld. | 210·3 × 31·1 × 13·3 — 21·0 — FK — *WB = DTa* 13′ | Auklnd NZ British — *5 BHCem* — 22*t FPT* 16t | T.6Cy. 14″, 23″ & 37″ – 24″ (*s*) — 180lb 198 NH — 2SB. *6cf*. *gs* 113, *hs* 3029 — Gourlay Bros. & Co. Dundee | 14 × 0 — 10 × 7 | BT 2dk 6.04 |
| 121 112840 SHCG | **Ras Bera** — *A. G. Morris* 02–08 — 1 *Dk (Stl)* & *Spar dk (pt Stl* & *pt Irn)* & *deep framing* | **SteelScSr** | 3837 3640 2500 | ✝100A1 Bry *v* Spar dk Kob — 12,04 ~~11,03~~ — ✝LMC 4,01 | 1901 4mo | J. Blumer & Co. Sunderland A&CP | Ras Stm. Shppg. Co. Ld. (Grahams & Co. *Mgrs.*) — *WB = Cell D Ba* | 350·0 × 46·5 × 18·8 — P 30′ B 100′ F 38′ 26·7 — FK — *6 BHCem* — 108′ *u* E 24′ *f* 148′ 863*t* | London British — *4 PT* 82*t* | T.3Cy. 25″, 42″ & 68″ – 48″ (*s*) — 180lb *80lb* 350 NH — 2SB. *8pf*. *gs* 142, *hs* 5400 — J. Dickinson & Sons, Ld. Sld | 21 × 7 — 5 × 10 | 11.66 |
| 122 112715 RSBL | **Ras Dara** — *J. McCambridge* –01 — 1 *Dk (Stl)* & *Spar dk (pt Irn* & *pt Stl)* & *deep framing* | **SteelScSr** | 3822 3599 2495 | ✝100A1 Bry *w* Spar dk — 3,04 — ✝LMC ~~4,03~~ 4,04 | 1900 6mo | Osbourne, Graham & Co. Sunderland A&CP | Ras Stm. Shppg. Co. Ld. (Grahams & Co. *Mgrs.*) — *WB = Cell D Ba* | 339·0 × 48·0 × 19·4 — P 29′ B 86′ F 34′ 27·8 — FK — *6 BHCem* — 108′ *u* E 22′ *f* 140′ | London British — 789*t APT* 78t | T.3Cy. 25″, 42″ & 68″ – 48″ (*s*) — 180lb *80lb* 349 NH — 2SB. *6cf*. *gs* 119, *hs* 5410 — J. Dickinson & Sons, Ld. Sld | 20 × 5 — 6 – 2 | |
| 123 105760 PDGF | **Ras Elba** — *H. P. Green* –02 — ~~ex Ida. No. 1. 00~~ — 1 *Dk (pt Irn pt Stl)* 2 *tr B* & *Web frames* & *pt Awng dk (pt Irn pt Stl)* — *ss* Bry. No. 2–04 | **SteelScSr** | 2735 2169 1769 | ✝100A1 Nwc *t* *pt Awng dk* Bry — *with freeboard* — ~~7,08~~ — BSS 04 — ~~Hongkong~~ — ✝LMC 7,02 | 1895 11mo | Furness, Withy & Co Ld W Hartlepool A&CP | Ras Stm. Shppg. Co. Ld. (Grahams & Co. *Mgrs.*) — *WB = Cell D B* | 314·0 × 40·5 × 21·3 — Q 123′ — ~~Spar dk~~ — *pt Awng dk* 191′ — FK — 96′ *u* E & B 46′ *f* 110′ | London British — *6 BHCem* — 150t *APT* 730t | T.3Cy. 28″, 37½″ & 61½″ – 39″ (*s*) — 160lb *80lb* 240 NH — 2SB. *6cf*. *gs* 87, *hs* 3664 — T. Richardson & Sons (L.), Hpl. | 23 × 10 — 9 – 0 | 7.04 |
| 124 115863 TLRJ | **Ras Issa** — *R. Porrett* –04 — 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing* | **SteelScSr** | 3774 3601 2442 | ✝100A1 Nwc *w* *Spar dk* — 2,04 — ✝LMC 6,04 | 1902 6mo | Osbourne, Graham & Co Sunderland *Lloyd's A&CP* | Ras Stm. Shppg. Co. Ld. (Grahams & Co. *Mgrs.*) — *WB = Cell D* | 339·0 × 48·0 × 19·4 — P 34′ B 204′ F 36′ 27·8 — FK — *6 BHCem* — *Ba* 102′ *u* E 24′ *f* 142′ | London British — 728*t APT* 83t | T.3Cy. 25″, 42″ & 68″ – 48″ (*s*) — 160lb *100lb* 348 NH — 2SB. *8cf*. *gs* 159, *hs* 5898 — G. Clark, Ld. Sunderland | 20 × 5 — 5 – 7 | 2.04 |
| 125 110134 | **Ras Mora** — *R. G. Kennedy* –01 — 1 *Dk (Irn)* 2 *tr B* & *deep framing* — & *Dk* | *ss* Npt. No. 1–04 | 3372 3125 2163 | ✝100A1 Nwc *r* ~~Tyne~~ 2,04 — ✝Lnt | 1899 6mo | W. Gray & Co. Ld. W Hartlepool A&CP | Ras Stm. Shppg. Co. Ld. (Grahams & Co. *Mgrs.*) — *WB = Cell D Ba* 112′ *u* | 330·0 × 47·0 × 24·8 — P 25′ B 83′ F 31′ — FK — *6 BHCem* — *E & B* 44′ *f* 180′ 784 | London British — *4 PT* 170t | T.3Cy. 25″, 40″ & 65″ – 42″ (*s*) — 160lb *80lb* 276 NH — 2SB. *8rf*. *gs* 101, *hs* 4174 — Fen. Mar. Eng. Wrks. W Hpl | 27 × 4 — × 2 | |

| No. in Table / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Register'd Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. / Date of last Survey. | Built. When. / By Whom. / Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L. R. Date of last Trade Cert. | Date when tail shaft last oped. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 126 Ras Rowa<br>108850 F.Bennett –03 ssNwc.No.2–03<br>NSBK 1Dk(ptIrnptStl)2tr B&Webframes(ptAwngdk(ptStlptIrn) | Steel Sc Sr | 2840<br>2189<br>1868 | ✠100A1 Nwc<br>pt Awng dk<br>with freeboard<br>1,05 3,05<br>Ant<br>BS1,05<br>✠LMC5,03 | 1895 Furness,<br>Withy & Co. Ltd.<br>West Hartlepool<br>A&CP | RasStm.Shppg.Co. Ltd. (Grahams&Co. Mgrs.)<br>WB=CellDBa104 | 314·2 40·5 21·3<br>Q128′<br>ptAwngdk191′ FK<br>uE&B46′f110′196t | London<br>British<br>6BHCem<br>APT30t | T.3Cy.23″,37½″&61½″–39″<br>160lb 80lb (s) 236NHP<br>2SB.6cf,GS104,HS3528<br>Blair&Co.(Lim.),Stockton | 23 ″ 10<br>s 9 ″ 2½ | | 5,03<br>1,05 |
| 127 Rask<br>E.Lea –01<br>1Dk | Steel Sc Sr | 1011<br>786<br>617 | | 1898 Laxevaags Msk.Jrnskb. Bergen | B.StoltNielsen | 224·9 32·1 13·3<br>Q122t B54t H17t<br>F32t | Haugesnd<br>Norwegian<br>WB | T.3Cy.15¾″,25″&42″–30″<br>97NH<br>Laxevaags Msk.&Jrns.Bgn | | N | |
| 128 Rasmara<br>97619 E.M.Barrett –02<br>LQKF Elec.light | Steel Pad Sr | 892<br>671<br>307 | | 1890 A&J Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 256·3 31·1 13·2<br>P39t | Glasgow<br>British | T.3Cy.29″,47″&70″–78″<br>433RH<br>A.&J.Inglis,Glasgow | | | |
| 129 Rasoul<br>2Dks<br>Carrying Petroleum in bulk<br>Fitted for Liquid Fuel | Steel Twin Sc Sr | 1020<br>819<br>768 | | 1897 Sir W.G. Armstrong, Whitworth &Co.(Lim.) Newcastle | M.Rasouloff | 218·0 31·8 14·8 | Astrachan<br>Russian | C.4Cy.19″&36″–24″<br>106NHP<br>WllsndSlpwyCo. Ld.,Nwc | | | |
| 130 Ratcliff<br>101952 R.Lowey03–03 ssShl.No.2–02<br>GWB 1Dk(Irn)&Webframes<br>Well deck | Steel Sc Sr | 802<br>684<br>498 | ✠100A1 Lon k<br>9,05<br>MS7,00 ✠LMC<br>BS4,05 BS7,04 | 1892 Short Bros. Sunderland<br>12mo A&CP | WFrance.Fenwick &Co.Ld.<br>WB=CellDB126′355tFPT | 170·0 36·0 13·7<br>Q63′B8′F14′<br>FK<br>4BHCem<br>86tAPT45t | London<br>British<br>T.3Cy.18″,29″&47″–33″ (s)<br>160lb 55lb 130NHP<br>1SB.3pf,GS50,HS2000<br>J.Dickinson,Sunderland | 16 ″ 0<br>s 2 ″ 1½ | | 4,03 |
| 131 Rathlin Head<br>110310 D.Smith –03 ssBel.No.1–04<br>RKYF 2Dks(Stl)3trB&Web frames<br>Elec.light | Steel Twin Sc Sr | 6754<br>6461<br>4368 | ✠100A1 Bry c†<br>2,08 5,05<br>✠LMC1[illegible] | 1899 Workman, Clark &Co.Ld Belfast<br>12mo Lloyd's A&CP | UlsterS.S.Co.Ld. (G.Heyn&Ss. Mgs)<br>WB=CellDBa 153′uE&B75′f 158′1270t FPT125t | 469·0 53·4 32·3<br>P54′B135′F55′<br>FK&BK3′<br>8BHCem<br>APT180t | Belfast<br>British<br>T.6Cy.19″,32″&54″–45″ (s)<br>200lb 200lb 520NHP<br>3SB.9rf,GS177,HS7180 FD<br>Wrkman,Clark&Co.Ld Bel | 35 ″ 5<br>s 8 ″ 9 | | 5,03<br>5,05 |
| 132 Ratho<br>99339 J.Thomson –02 ssBry.No.2–00<br>MNGJ ssLiv.No.3–1,05 2Dks(UIrn&Stl)3trB | Steel Sc Sr | 4246<br>3978<br>2747 | ✠100A1 Cff x<br>1,05 5,03<br>Liv<br>HS1,05 ✠LMC<br>BS2,04 MS5,04 | 1891 Palmers' Co.(Lim.) Newcastle<br>12mo A&CP | CaledoniaSS.CoLd<br>WB=CellDB 180′455t FPT96t | 380·8 45·2 27·8<br>P31′B82′F39′<br>FK<br>APT33tMT34′643t | Liverpool<br>British<br>6BHpt Asp pt Cem | T.3Cy.26″,43″&69″–45″ (s<br>160lb 90lb NDB05 371NHP<br>2DB.12rf,GS162,HS6330<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 10<br>s 6 ″ 10½ | | 6,00<br>1,05 |
| 133 Rattler<br>98735 J.Wignall -02 ssFlt.No.3–7,03<br>1Dk | Iron Sc Yl | 149<br>142<br>48 | ✠100A1 Flt<br>Stm Trawler<br>7,03<br>✠LMC7,03 | 1891 Mackie& Thomson Glasgow<br>5mo Lloyd's A&CP | J.Marr&Son.Ld. | 100·5 20·5 10·7<br>Q19′F19′<br>ptND03 BK7½ | Fleetwood<br>British<br>3BHCem | C.2Cy.16″&32″–22″ (s)<br>110lb 45RHP<br>1SB.2pf,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 11 | | 7,03 |
| 134 Rattray<br>110660 R.Wombell –03<br>SDML 1Dk | Steel Sc K | 182<br>171<br>58 | ✠100A– Abn<br>Stm Trawler<br>8,04 2,04<br>✠LMC12,00 | 1900 Hall, Russell&Co.Ld. Aberdeen<br>12mo A&CP | Fraserburgh&N. of ScotlandSteam TrawlingCo.Ld. (R.Laing, Mgr.) | 110·2 21·2 11·4<br>BK7½ | Fraserbro'<br>British<br>3BHCem | T.3Cy.11½″,19″&33″–22″ (s)<br>180lb 59RHP<br>1SB,2pf,GS32,HS969<br>Hall.Russell&Co.Ld.Abn. | 12 ″ 1 | | 1,03 |
| 135 Rauenthaler<br>F.Bremme02–02 ssHam.No.3–11.01<br>QFJD 1Dk(Irn)&Spardk&Webframes<br>Now named "Tsimo," See No 51 in Supplement | Steel Sc Sr | 2829<br>2630<br>1813 | ✠100A1 Ham u<br>Spar dk<br>2,04 | 1889 Sunderlnd S.B.Co.(L) Sunderland<br>11mo A&CP | DeutscheDampfs-chrts.Ges.Hansa H.Diederichsen | 323·0 41·0 18·6<br>B66′F41′ 26·0<br>BK8″<br>WB=CellDBa80′uE | Bremen<br>German<br>5BHCem<br>32tf126′426t | T.3Cy.23½″,39″&64″–42″ (s)<br>160lb 100lb NDB02 281NHP<br>2SB.6rf,GS128,HS4440<br>N.E.MarineCo.(Lim.)Sld. | 21 ″ 2 | | 2,04 |
| 136 Raum<br>Dedekam<br>HKGQ 1Dk | Steel Sc Sr | 1245<br>1099<br>775 | | 1899 Framnes Mek Verksted Sandefjord | And.Jacobsen | 240·8 35·3 14·8<br>P15tH108t F32t | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½″,27″&44″–33″<br>111NHP<br>AkersMek.Verks.Xia. | | N | |
| 137 Rauma<br>J.Mortensen –98 ssBgn.No.2–04<br>JTVP 1Dk(Stl)&Spar dk(Irn)&Webframes | Steel Sc Sr | 3047<br>2877<br>1951 | ✠100A1 Bgn u<br>Spar dk<br>Off<br>10,04 5,04<br>✠LMC5,04 | 1895 Sir Raylton Dixon&Co. Middlesbro'<br>9mo A&CP | Andr.Olsen<br>WB=CellDBa | 320·0 42·7 17·9<br>P31′B42′F39′ 25·7<br>FK<br>98′uE20′f128′576t | Bergen<br>Norwegian<br>5BHCem<br>APT52t | T.3Cy.24″,38″&64″–42″ (s)<br>160lb 80lb 268NHP<br>2SB,6cf,GS104,HS4064<br>T.Richardsn&Sns(L.),Hpl | 20 ″ 4<br>s 6 ″ 2 | | 5,04 |
| 138 —<br>L.Aarø<br>JRQV 1Dk | Steel&Iron Sc Sr | 120<br>95<br>67 | | 1889 Akers Mek. Verkst Christiania | RomsdalsDpskslsk (U.Möller) | 96·9 16·1 10·0<br>B18t H7t | Molde<br>Norwegian | T.3Cy.8½″.13″&21½″–15″<br>18NHP<br>Akers Mek.Verks.,Xia. | | N | |
| 139 Raven<br>87144 T.W.Dyer –04<br>HVBT Well deck 1Dk2trB | Iron Sc Sr | 1965<br>1420<br>1270 | ... | 1883 M.Pearse& Co Stockton | GeneralStm.Nav. Co.Ld. | 281·4 35·1 17·2<br>P190′F39′<br>len92 BK9′<br>WB | London<br>British | C.2Cy.34½″&64″–42″<br>205NHP<br>Blair&Co.(Lim.),Stockton | 20 ″ 3 | | |
| 140 —<br>108453 R.J.Royall96–97 ssGms.No.1–01<br>Elec.light 1Dk | Steel Sc K | 131<br>126<br>43 | ✠100A1 Gms<br>Stm Trawler<br>11.04<br>Hul | 1897 Sir Raylton Dixon&Co. Middlesbro'<br>3mo A&CP | Cleethorpes Steam Trawling Co.Ld. | 95·9 20·4 10·8<br>Q19′F17′<br>BK7½ | Grimsby<br>British<br>3BHCem | T.3Cy.10″,17½″&30″–21″ (s)<br>200lb 40RHP<br>1SB.2pf.GS21,HS20<br>N.E.MarineCo.(Lim.),Sld.<br>GS27,HS900 | 11 ″ 8 | | N6,03 |
| 141 Ravenna<br>16 L.Colavolpe –01<br>RPKC Elec.light 2Dks&Spar dk | Steel Sc Sr | 4252<br>3411<br>2748 | 1901 N.Odero& Co. Genoa | Soc.diNav.aVap. Italia | 363·2 43·5 19·2<br>P63′B128′F54<br>WB | Genoa<br>Italian | T.3Cy.25¾″,42½″&67¾″–51½″<br>325NHP<br>N.Odero&Co.Genoa | | I | |
| 142 —<br>99206 J.Whitehead –04 ssLth.No.3–2.01<br>KTRP 2Dks(1Irn)<br>ssLth.No.1–05 | Steel Sc 3 Mst Sr | 1243<br>1073<br>778 | ✠100A1 Lth o<br>4,05<br>Lloyd's A&CP | 1888 Ramage& Ferguson Leith<br>8mo | Leith,Hull&Ham. SPCo.Ld(J.Currie &Co. Mgrs.) | 248·9 33·2 17·0<br>P23′B40′F28′<br>BK9″<br>WB=FPT30t | Leith<br>British<br>6BHCem<br>MT38′340t | T.3Cy 18″,30″&48″–36″<br>150lb 55lb 134NHP<br>1SB,3rf,GS62,HS2032<br>Ramage&Ferguson,Leith | 18 ″ 4<br>s ″10 | | 2,03<br>1,05 |
| 143 —<br>6 T.Bendazzi84–01<br>RPKD (exPsyche) 1Dk | Iron Sc Sr | 380<br>—<br>193 | | 1883 Stabilmnto Tecnico Trieste | S.Forli | 171·6 23·1 10·8 | Rimini<br>Italian | C.2Cy.22″&39¾″–24″<br>65NHP<br>StabilimentoTecnico,Tri. | | A | |
| 144 Ravensberg<br>J.Büschen04–04<br>QDNK (exRolandseck) 1Dk2trB | Iron Sc Sr | 742<br>631<br>539 | 1882 J.W.Klawitter Danzig | Wischhusen& Kimme | 193·9 30·2 13·2<br>B48′ F22′<br>WB | Bremen<br>German | C.2Cy.20½″&41″–21½″<br>NB88 65NHP<br>F.Schichau,Elbing | | G | |
| 145 Ravenscraig<br>111284 G.E.Atkinson 03<br>KPSW Mchy.Aft Elec.light 1Dk&Spardk | Steel Sc | 2280<br>—<br>1938 | 1900 Jenks S.B. Co. Port Huron | Ravenscraig TransitCo.(R.J. Dunham) | 243·5 43·2 24·0<br>WB | Duluth<br>Utd.States | T.3Cy.17½″,28″&47″–40″<br>140NHP<br>Jenks S.B.Co. | | V | |
| 146 —<br>107633 J.Mackay03–03 ssHul.No.1–04<br>RLSD Mchy.Aft 1Dk(Irn)<br>Well deck | Steel Sc Sr | 350<br>258<br>99 | ✠100A1 Hul e<br>3,05 | 1899 Dundee Shipbuilders' CoLd Dundee<br>11mo Lloyd's A&CP | KirkcaldySS.CoLd (W.H.H.Hutchinson&W.Williamson, Mgrs.) | 135·0 23·1 11·0<br>Q48′B10′F15′<br>BK6″<br>WB=FPT<br>32tAPT2t | Kirkcaldy<br>British<br>3BHCem | C.2Cy.13½″&34″–27″ (s)<br>120lb 80lb 50RHP<br>1SB,2pf.GS35.HS1089<br>Cooper&Greig,Dundee | 11 ″ 10<br>s 1 ″ 2 | | 1,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date III S. Assistant Visite. | Construit. Quand. Navire. Ma'. | Par qui. Où. | Armateurs. | Dimensions d'après Superstructures, &c. Long. Larg. Creux. | Port / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Nombre des Hélices. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse Nombre de milles parcourus par heure. pleine | pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 147 | **Ravensheugh** Iron Sc Sr<br>~~Steamer~~ ss Shl. No. 3–1,94<br>*J. Frost* –04 ss Shl. No. 2–02<br>2 *Dks* (1 *Irn*) 3 *tr B* | 1781<br>1642<br>1116 | ✠100A1 Shl<br>9,04 Lth<br>BS12,03 LMC8,05 | 1881 | Palmers' Co<br>2mo Newcastle<br>*Lloyd's A&CP* | Ravensheugh S.S. Co. Ld.<br>(Tellet & Willcock)<br>R. P. Tellet & Co.) | 263·0 35·2 22·4<br>P27 B17 F35'<br>BK9<br>*WB = Cell D B180'* | Newcastle<br>British<br>*4 BH Cem*<br>*260t A P T3t* | C.2Cy.32" &60"–42" (i)<br>80lb *80lb* NDB94 178 NH<br>2SB, *6pf*, GS96, HS2854<br>Palmers' Co., Newcastle | 24 « 11<br>« 4 - 5 | |
| 148 | **Ravenshoe** Steel Sc Sr<br>*W. Bute* –99 ss Bry. No 1–03<br>1 *Dk pt Irn pt Stl* 2 *tr B deep* | 3592<br>3395<br>2351 | ✠100A1 Cff Bry<br>9,01 LMC4,99 | 1899 | Nrthumbr-<br>lands B. Co Ld<br>Newcastle<br>A&CP | Seville & U. Kingdom Carrying Co Ld<br>(J. Cory & Sons. Ld.<br>*Mgrs.*) | 340·0 48·1 24·8<br>P33' B91' F3[illegible]<br>*Cell D Ba104' f146'7*<br>*WB =* | Cardiff<br>British<br>*6 BH Cem*<br>*400t A P T142t* | T. 3Cy. 24", 39" & 66"–45" (s)<br>160lb *80lb* 301 NH<br>2SB, *6pf*, GS101, HS4664<br>T. Richardsn & Sns. Ld. Hpl. | 27 « 4<br>« 5 - 0 | |
| 149 | **Ravenswood** Steel Sc Sr<br>~~Wood~~ ss Shl. No. 3–7,08<br>1 *Dk* (*Irn*) *Web frames & pt Awngdk* (*Irn*) | 2396<br>1823<br>1530 | ~~✠100A1~~ Bry Shl<br>*pt Awng dk with freeboard*<br>8,01 | 1891 | T. Turnbull<br>4mo Whitby | ~~T. Smailes & Sons~~<br>~~Sons S.S. Co., Ltd.~~<br>~~D., S.B. & E. Co.~~ | 289·6 38·2 19·8<br>P28' Q78'<br>*pt Awngdk 182* FK<br>*WB = Cell* | Whitby<br>British<br>*6 BH Cem*<br>*D B244' 504t* | T. 3Cy. 22", 36" & 59"–36" (s)<br>160lb ~~90lb~~ NDB94 219 NH<br>2SB, *6cf*, GS84, HS3300 *100lb*<br>Blair & Co. (Lim.), Stockton | 22 « 2 | |
| 150 | — Steel Pad Sk<br>*H. Chidgey* –02 | 391<br>317<br>74 | | 1891 | S. McKnght<br>& Co.<br>Ayr | P. & A. Campbell Ld | 215·0 24·1 8·5<br>12<br>*Saloon dk 153'* | Bristol<br>British | D. 1Cy. 66"–72"<br>205 NH<br>Hutson & Corbett, Glasgow | | BT<br>till<br>10·0 |
| 151 | **Ravensworth** Iron Sc Sr<br>*W. Phillips* –00 ss Shl. No. 3–4,96<br>*Well deck* ss Sws. No. 2–04<br>1 *Dk 2 tr B* | 801<br>639<br>480 | ✠100A1 Sws<br>4,05 MC2,04 | 1883<br>9mo | J. Priestman<br>& Co.<br>Sunderland<br>A&CP | Harries Bros. & Co. | 195·0 30·3 14·3<br>Q101 B20' F24'<br>BK7½<br>*WB = DBa46' f58' 140t* | Newcastle<br>British<br>*4 BH pt Cem*<br>*pt Stl* | C.2Cy. 26" & 48"–30" (i)<br>80lb NDB93 90 RH<br>1SB, *3pf*, GS49, HS1600<br>N.E. Marine Co. (Lim.) Nwc | 14 « 11<br>« 1 - 5 | |
| 152 | **Ravn** Steel Sc Sr<br>*A. Dedekam* –04<br>1 *Dk* (*Stl*) *& deep framing*<br>*Elec. light* | 1260<br>1114<br>796 | ✠100A1 Xia<br>5,04 MC5,04 | 1904<br>5mo | Fredrkstd<br>Mek. Vmrks.<br>Fredrikstad<br>*Lloyd's A&CP* | ~~A. Jacobsen~~<br>Aktie Ravn<br>(And. Jacobsen)<br>*WB = Cell D Ba58'* | 241·5 35·7 17·7<br>P30' B67' F23'<br>FK<br>*u E24' f 96' 289t F P7* | Christiania<br>Norwegian<br>*4 BH Cem*<br>*600t A P T51t* | T. 3Cy. 18", 29" & 48"–33" (s)<br>175lb *90lb* 166 NH<br>2SB, *6cf*, GS83, HS2906<br>Fredrikstad M.V. Frdstad | 18 « 9 | |
| 153 | — Steel Sc Sr<br>*For full particulars See No. 2 in Supplement* | 750<br>659 | 100A1<br>(*Class Contem plated*) | 1904 | Fevigs<br>Jernskibsbyg<br>Fevig | Brödrene<br>Biörnstad | 200·5 32·0 14·6 | Christiania<br>Norwegian | T. 3Cy. 15", 26" & 42"–30"<br>Richardsons, Westgarth & Co. Ld. Mdb. | | |
| 154 | **Raylton Dixon** Iron Sc Sr<br>*J. Kvæle* –02<br>2 *Dks 3 tr B* | 1771<br>1612<br>1111 | … | 1883 | R. Dixon &<br>Co.<br>Middlesbro' | Valentinsen &<br>Kirsebom | 260·4 35·7 24·0<br>P88 B24' F84'<br>BK9½<br>*WB* | Haugesnd<br>Norwegian | C.2Cy. 84" & 68"–36"<br>198 NH<br>T. Richardson & Sons, Hpl. | | N |
| 155 | **Re Umberto** Steel Sc<br>*P. Porcella* 97–02 1 *Dk & Spardk 3 tr B* | 3164<br>2682<br>2066 | | 1892 | G. Ansaldo<br>& Co.<br>Sestri-Ponente | Ligure Brasiliana<br>Soc. Anon. di Nav | 331·5 40·2 18·4<br>P40' B92' F55' 26·2 | Genoa<br>Italian | T. 3Cy. 22½", 37½" & 61½"–43½"<br>250 NH<br>G. Ansaldo & Co., Smpirdrna | | I |
| 156 | **Reading** Iron Sc Sr<br>~~*T. W. Wadman* –04~~ ~~ss New No. 8–12,88~~<br>*Williams* –05 ~~ss Cff No. 2–03~~<br>ss Cff. No. 3–2,05 2 *Dks* (*Irn*) *3 tr B* | 2043<br>1872<br>1297 | ✠100A1 Cff<br>2,05 MC2,05 | 1883<br>10mo | Palmer's<br>Co. (Lim.)<br>Newcastle<br>J. Cory & Sons Ld. | ~~Reading S.S. Co. Ld~~<br>~~J. Cory & Sons. Ld.~~<br>J. Cory & Sons Ld.<br>*Lloyd's A&CP* | 286·0 36·2 22·4<br>P28' B52' F33'<br>BK9½<br>*WB = DBa* | Cardiff<br>British<br>~~*6 BH Cem*~~<br>90' f66' 286t | C.2Cy. 32" & 64"–42" (a)<br>80lb *40lb* 248 NH<br>2SB, *6pf*, GS97, HS3820<br>Palmers' Co. (Lim.), Nwc. | 25 « 1<br>« 4 - 2 | |
| 157 | — Iron Sc Sr<br>*T. W. Wadman* 01–02 1 *Dk 2 tr B* | 1283<br>—<br>910 | | 1873 | W. Cramp<br>& Sons<br>Philadelphia | Reading Co. | 248·4 37·1 18·3<br>H– | Philadelphia<br>Utd. States<br>*WB* | 1Cy. 42"–42"<br>88 NH<br>W. Cramp & Sons, Phl. | | |
| 158 | **Ready** ~~Steel & Iron Sc K~~<br>~~Iron~~ ss Lon. No. 1–01<br>*Mchy. Aft* *P. Campbell* –04 1 *Dk* (*Irn*)<br>*Frames & Beams Iron* | 251<br>201<br>153 | ✠100A— CTn<br>*Coasting*<br>9,08 LMC10,01 | 1896<br>12mo | R. Craggs &<br>Sons<br>Middlesbro' | Bucknall S. S Lines.<br>Ld. (Bucknall Bros.<br>*Mgrs.*) | 119·6 25·1 8·2<br>Q87' F14'<br>Irp03<br>BK6¾<br>*WB* | London<br>British<br>*3 BH Cem*<br>*= F P T21t* | C.2Cy. 14" & 30"–22" (s)<br>140lb 65 RH<br>1SB, *2pf*, GS36, HS980<br>J. Stewart & Sons (Lim.) Lon | 8 « 2<br>« 1 - 0 | |
| 159 | — Steel Twin Sc Sp<br>1 *Dk* (*Teak*) | 193<br>162<br>32 | … | 1899<br>7mo | Lobnitz &<br>Co. Ld.<br>Renfrew<br>A&CP | Ceylon Govern-<br>ment | 108·5 22·1 8·1<br>BK5½ | Colombo<br>British<br>*5 BH Cem* | C.4Cy. 10" & 22"–18" (s)<br>120lb<br>1SB, *2rf*, GS36, HS770<br>Lobnitz & Co. Ld. Renfrew | 9 « 0 | |
| 160 | — Iron Twin Sc Sr<br>*Nankinal* 1 *Dk*<br>*Mchy. Aft* | 119<br>119<br>61 | Cff<br>9,85 | 1883<br>9mo | T. B. Seath<br>& Co.<br>Glasgow | Corporation of the<br>Trinity House | 100·0 18·1 9·9 | London<br>British<br>*1 BH Cem* | C.4Cy. 12" & 24"–18"<br>50 RH<br>A. Campbell & Son, Glasgow | 10 « 0 | |
| 161 | **Reael** Iron Sc Sr<br>*C. A. E. van Rhee*<br>*Elec. light* 2 *Dks & Shade dk* | 1333<br>—<br>825 | | 1890 | Kon. Maats<br>"de Schelde"<br>Flushing | Koninkl. Paketv.<br>Maats. | 258·5 34·4 16·8 | Batavia<br>Dutch | T. 3Cy. 20", 31" & 51"–42"<br>169 NH<br>Kon. Maats. de Schlde Flsng | | V |
| 162 | **Real** Iron Sc Sr<br>*W. Strübing* 99–00 ss Bdx. No. 3–10,93<br>(*ex* Aquitaine) ss Fln. No. 2–02<br>1 *Dk* (*Irn*) *2 tr B* | 1598<br>1409<br>1016 | ✠100A1 Cff<br>8,03<br>NB10,98 LMC2,0<br>BS4,04 | 1883<br>1mo | J. Blumer<br>& Co.<br>Sunderland<br>A&CP | Paulsen & Ivers | 260·1 38·1 17·2<br>P29' B52' F26'<br>BK9½<br>*WB = Cell D Ba70'* | Kiel<br>German<br>*4 BH Cem*<br>*f 108' 380t* | C.2Cy. 31" & 60"–39" (c)<br>80lb 177 NH<br>2SB, *6pf*, GS87, HS2948<br>T. Clark & Co. Newcastle | 19 « 10<br>« 3 - 4 | |
| 163 | **Reaper** Iron Pad Sp<br>*J. Hennessey* –01<br>(*ex* Spindrift) | 188<br>171<br>25 | | 1869 | J. & W.<br>Dudgeon<br>London | Liverpool Steam<br>Tug Co. Ld. | 121·0 20·1 10·5 | Liverpool<br>British | C.2Cy. 32"–57"<br>NB[illegible] 70 RH<br>J. Dudgeon, London | | BT<br>till<br>0·05 |
| 164 | **Réaumur** Steel Sc Sr<br>*Moyon*<br>1 *Dk* (*Irn*) *& Web frames & pt Awngdk* (*Irn*) | 1520<br>1093<br>994 | ✠ Sld<br>*pt Awng dk with freeboard*<br>6,92 | 1890<br>6mo | W. Doxford<br>& Sons<br>Sunderland | A. D'Orbigny,<br>Faustin & Co.<br>*WB = Cell D* | 249·5 35·0 16·2<br>P29' Q59'<br>*pt Awngdk 160'* FK<br>*B209' 876t F P T68t* | La Rochlle<br>French<br>*4 BH Cem*<br>*A P T82t* | T. 3Cy. 21", 38" & 54"–36"<br>175 NHP<br>W. Doxford & Sons, Sld. | 18 « 0 | |
| 165 | **Rebecca** Steel Sc 3 Mst Sr<br>*D. Roberts* 86–95<br>*Well deck* *Mchy. Aft* 1 *Dk* | 332<br>213<br>79 | … | 1895 | J. Fullerton<br>& Co.<br>Paisley | Carnarvonshire &<br>Merionethshire<br>S.S. Co. Ld. | 140·3 23·1 10·0<br>Q72' B14' F25'<br>BK6' | Carnarvon<br>British<br>*WB* | C.2Cy. 18" & 36"–24"<br>54 RH<br>Ross & Duncan, Glasgow | 10 « 8 | |
| 166 | **Rebekka** Iron Sc<br>*A. Aasgaard* ss Msl. No. 3–9,96<br>~~ss Nwc No. 2–04~~ ~~ss Xia No. 1–09~~<br>(*ex* Quarnero *ex* Welsh Prince *ex* Tyneside)<br>*Well deck* 1 *Dk* (*Irn*) *1 Web frames* | 897<br>713<br>551 | ✠100A1 Xia<br>~~3,04~~ ~~4,05~~ 5,05 Nwc Bkn<br>BS[illegible] LMC8,04 | 1883<br>7mo | C.S. Swan<br>& Hunter<br>Newcastle<br>A&CP | Akties. Dampskib.<br>Rebekka (A.W.<br>Selmer<br>*WB = Cell D B170' 242t* | 215·2 30·8 13·9<br>Q78' B48' F23'<br>~~1908~~ FK | Drontheim<br>Norwegian<br>*4 BH Cem*<br>*A P T18t* | C.2Cy. 27" & 50"–36" (s)<br>80lb ~~Coll~~ NDB97 120 NHP<br>1SB, 3[illegible], GS56, HS1975 75lb<br>N.E Marine E. Co. Ld. Nwc | 16 « 10<br>« 1 - 8<br>w 1 - 10 | |
| 167 | **Recife** Steel Sc 3 Mst Sr<br>*A. A. Pinto* –02 (*ex* Jupiter)<br>*Mchy. Aft* 1 *Dk 2 tr B* | *1124*<br>*894*<br>*684* | | 1892 | Armstrong<br>Mitchell & Co<br>Ld. Newcastle | Cia. Paraense de<br>Navegação a Vapor | 245·0 33·1 14·9<br>P39' B88 F41' | Para<br>Brazilian | T. 3Cy. 19", 31" & 60"–38"<br>144 NHP<br>N.E. Marine Co (Lim.), Nwc | | |

Strand. d 10 04 & re-floated

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Master / Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net. | 5 6 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 7 Port of Survey. Years Classed. By whom last. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Engines in which classed, if not in L. R. Date of Trade Cert. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168 Recina 10NS | SteelScSr D.Randich99–02 ssCff.No.1–03 1Dk(Stl)2tr B&deep framing | 2535 — 1604 | ✝100A1 Spar dk withfreeboard 4,01 ✝LMC7,03 | Cff | t | 1899 4mo | A.Rodger &Co. Pt.Glasgow Lloyd'sA&CP | S.Copaitich&Co. WB=Cell | 314·5 P29′B79′F29′ | 43·9 | 20·7 FK | Fiume Aust.-Hung. British | T.3Cy.22½″,37″&61″–42″ (s) 160lb 80lb 250NHP 2SB.6pf.GS92.HS3162 Hall-Brwn.Buttery&C.Gls | 23 ″ 3 s 3 ″ 11½ | | 8·5,03 |
| 169 Recorder 91879 KCWB | SteelScSr Cable Vessel A Neagle ssSng.No.3–12,97 ssSng.No.1–03 Elec.light 2Dks(1pt Stl)&Awngdk | 1201 771 677 | ✝100A1 Awng dk withfreeboard 2,05 ✝LMC1,08 | Sng | o | 1885 9mo | R.Napier& Sons Glasgow A&CP | Eastern Extension, Australasia& China Tel.Co.Ld. WB= | 236·8 DBa42′ | 32·0 aE21′ | 16·5 23·7 BK7½ 166t | London British | C.2Cy.32″&64″–42″ (s) 90lb 60lb 224NHP 2SB,6cf.GS128.HS3834 R.Napier&Sons,Glasgow | 17 ″ 7 s ″ 5 | | |
| 170 — 113090 | SteelScSr W.Stewart98–01 1Dk | 149 139 45 | ✝100A1 StmTrawler 9,01 ✝LMC8,01 | Nwc | | 1901 3mo | WoodSkinner&Co.Ld Newcastle A&CP | ReaverFishing Co.Ld. (W.Purdy, Mgr.) | 104·0 | 20·7 | 10·9 BK7½ | N.Shields British | T.3Cy.11″,18″&30″–22″ (s) 160lb 55RHP 1SB,2pf.GS18.HS1015 ShieldsEng.Co.Ld.N.Shl. | 11 ″ 10 | | |
| 171 Recordia 106744 | IronScK J.T.White –97 ssHul.No.1–01 1Dk | 173 156 66 | ✝100A1 StmTrawler 5,05 ✝LMC8,01 | Hul | | 1897 5mo | Cook,Welt'n&Gemmell Hull A&CP | Hellyer'sSteam FishingCo.Ld. (C. Hellyer&Co.Ld. Mgrs.) | 108·4 Q47′ | 20·6 | 11·0 BK7½″ WB — MT 10′5t | Hull British | T.3Cy.12″,20″&33″–24″ (s) 180lb 58RHP 1SB,2cf.GS27.HS898 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 8.03 |
| 172 Recta 4131 WHVR | IronScSr B.Taylor –97 Browne –04 ssShl.No.3–2,95 ssShl.No.2–04 1Dk(Irn)&Spardk(Irn)3trB | 2851 2784 1823 | ✝100A1 Spar dk 12,04 5,05 | Shl Nwc Cff | t | 1882 2mo | J.L.Thompson&Sons Sunderland A&CP | GordonStm.Shpg. Co.Ld. WB=DBa | 313·0 ptND01 100′ | 40·1 | 29·4 BK10′ 6BHCem 45tAPT40t | London British | T.3Cy.21″,35″&58″–45″ (s) 180lb 70lb NDB93 236NHP 2SB,6pf.GS96.HS3518 Tpd93GourlayBrs&C.Dun | 23 ″ 5 s 6 ″ 10 | | S4.03 |
| 173 Recto 118928 | IronScK J.Barker –04 1Dk | 182 177 159 155 54 | ✝100A1 For fishing purposes 1,05 StmTrawler Gms (Class Contem' plated) | Hul | | 1904 7mo | Cook,Welt'n&Gemmell Beverley Lloyd'sA&CP | G.F.Sleight | 105·0 Q46′F18′ | 21·0 | 11·0 FK 4BHCem | Grimsby British | T.3Cy.11½″,19½″&32″–23″ (s) 180lb 55RHP 1SB,2cf.GS29.HS950 C.D.Holmes&Co.Hull | 11 ″ 10 | | |
| 174 Rector 96940 MJWG | IronScK W.Lambert –01 W.Mitchell04–04 1Dk ssGms No.3–11,04 | 112 107 38 | ✝100A1 StmTrawler 11,04 BS11,04 ✝LMC8,— | Gms | | 1891 3mo | Earle'sCo. (Lim.) Hull Lloyd'sA&CP | W.Lambert H.F.Eastick Now named "Cecil Rhodes," | 88·0 D.p1r&S.04 | 20·1 | 10·7 BK7½″ 3BHCem | Grimsby British | C.2Cy.17″&32″–21″ (s) 90lb 44RHP 1SB,2pf.GS27.HS760 Earle'sCo.(Lim.),Hull | 11 ″ 3 | | 9.01 N11,04 |
| 175 Red Bank 111411 | SteelSc T.Wood –02 2Dks | 1016 — 501 | | | | 1902 | Harlan& Hollingsworth Co. Wlmgtn,Del. | Pennsylvania R.R. Co. | 200·0 | 44·0 | 17·3 | New York Utd.States | T.3Cy.19″,30″&35″–30″ 67NHP | | | |
| 176 Red Cross 96555 LVHC | SteelScSr A.D.Milner –01 ssCff.No.3–1,03 1Dk(pt Stl&pt Irn) 2trB&Webframes&pt Awngdk(Irn) | 2877 2172 1832 | ✝100A1 pt Awng dk withfreeboard 5,05 ✝LMC BS5,08 MS5,08 | Cff | t | 1890 9mo | J.L.Thompson&Sons Sunderland A&CP | Rowland&Marwood'sS.S.Co.Ld. (C.Marwood, Mgr) WB= | 316·0 P29′Q88′ | 40·6 | 20·8 BK10″ pt Awng dk 198′ Cell DB224′453t | Whitby British | T.3Cy.23″,38″&62½″–42″ (s) 160lb 80lb NDB04 256NHP 2SB,6rf.GS106.HS4898 90lb Blair&Co.(Lim.),Stockton | 23 ″ 5 s 9 ″ 1½ | | 5,05 |
| 177 — 114845 | SteelPadSp C.Digby –01 1Dk | 162 153 101 | | | | 1901 | Mordey, Carney,Ld. Southampton | Managers of the Metropolitan Asylum District | 136·0 Break7t | 18·6 | 8·4 | London British | C.2Cy.24″&40″–36″ 72RHP Mordey,Carney,Ld.Sou. | | | |
| 178 Red Jacket 98418 MKLD | SteelScSr A.Harley00–00 Barber 1Dk(Stl)&Webframes &pt Awng dk(Irn) | 2088 1504 1327 | ✝100A1 pt Awng dk withfreeboard 5,05 ✝LMC8,04 | Cff | r | 1891 11mo | J.L.Thompson&Sons Sunderland A&CP | G.Hallett WB=Cell | 280·0 Q78′P&B170′F32′ | 38·2 | 17·4 FK DB181′288t FPT | Cardiff British 6BHCem 68tAPT25t | T.3Cy.20½″,34″&56″–39″ (s) 160lb 80lb 196NHP 2SB,6rf.GS89.HS2940 J.Dickinson,Sunderland | 19 ″ 9 s 8 ″ 2 | | N5,05 |
| 179 Red Rose 97854 MFBQ | Steel&IronScSr R.Williams –98 Well deck ssLiv.No.3–1,05 Mchy.Aft 1Dk(Irn) Stlplating&Irnframing | 423 285 147 | ✝100A1 1,05 ✝LMC1,05 | Liv | q | 1891 4mo | J Fullerton &Co. Paisley Lloyd's A&CP | RedRoseSS.Co.Ld. (R.Hughes&Co.) (Hughes&Hutson) | 160·3 Q85′B10′F25′ | 23·1 | 10·0 BK6″ WB=FPT | Liverpool British 3BHCem 34tAPT13t | C.2Cy.22″&44″–30″ (a) 100lb 80RHP 1SB.3pf.GS50.HS1524 Hutson&Corbett,Glasgow | 11 ″ 0 | | N1,05 |
| 180 — 108838 NTWQ | — Joonmakinde01–04 G.W.Lockes –99 (exRevenge) 1Dk(Irn) | 117 105 2 | ✝ Tug 5,95 ✝ | Lth | | 1895 5mo | Hawthorns &Co. Leith | G.W.Lockes So'Anon de Remorquage LaNavale | 86·0 | 18·0 | 10·0 BK6″ 4BHCem French | Dunkirk London British | C.2Cy.15″&32″–24″ 95RHP 1SB,2pf.GS36.HS922 Hawthorns&Co.Leith | 10 ″ 8 | | |
| 181 Redang | SteelScSr F.Bönnelycke97–01 Mchy.Aft 1Dk(Stl) | 500 389 298 | ✝100A1 9,01 Fitted for liquid fuel ✝LMC9,01 | Cpn | h | 1901 9mo 9,01 | Kjöbnhvns Flydk.&Skbs. Copenhagen A&CP | Akties.detÖstasiatiskeKompagni | 165·0 P59′F23′ | 27·9 | 11·9 FK WB= FPT20t | Bangkok Siamese 3BHCem APT40t | T3Cy.13″,20½″&33½″–21″(s) 170lb 100lb 61NHP 1SB,2cf.GS36.HS1030 KjbnhavnsFlydk.&Skbsv | 12 ″ 6 | | 1,04 |
| 182 Redcap 106526 PDLB | SteelScK W.Dawson –95 ssAbn.No.2–03 1Dk | 135 125 43 | ✝100A1 StmTrawler 5,05 ✝LMC9,02 | Abn | | 1895 11mo | Earle'sCo. (Lim.) Hull Lloyd'sA&CP | DeeStm.Fshg.Co. Ld. (J.Harrow, Mgr.) | 94·5 Q18′ | 20·5 | 10·4 BK7½″ 3BHCem | Aberdeen British 155 | T.3Cy.11″,17″&30″–21″ (s) 170lb 45RHP 1SB,2pf.GS28.HS800 Earle'sCo.(Lim.).Hull | 11 ″ 3 | | 8.03 |
| 183 Redgauntlet 104823 | SteelPadSk D.MacNeill –08 1Dk | 277 255 107 | | | | 1895 | Barclay, Curle&Co.Ld Glasgow | NorthBritishRailwayCo. | 215·0 H22t | 22·1 | 7·4 | Glasgow British | D.1Cy.53″–72″ 183NHP Barclay,Curle&C(Lim)Gls | | BT till 5,05 | |
| 184 Redhall 118589 | SteelScSr P.Ross –02 1Dk(Stl)&deep framing Well deck | 841 625 345 | ✝100A1 12,04 LMC1,04 | Abn | l | 1902 1mo | Mackie& Thomson Glasgow Lloyd'sA&CP | AberdeenCoalCo. Ld. WB=CellDBa53′f75′161t FPT50t APT50t | 205·1 Q113′B18′F23′ | 30·5 | 14·6 FK 4BHCem | Aberdeen British | T.3Cy.16½″,27″&44″–30″ (a) 160lb 80lb 98RHP 1SB,3pf.GS87.HS2366 McKie&Baxter,Glasgow | 15 ″ 4 s 1 ″ 4½ | | 4.04 No,04 |
| 185 Redhill 114738 93NHB | SteelScSr H.E.Dowall –03 Elec.light 2Dks(Stl)&Webframes | 3889 3713 2504 | ✝100A1 11,01 Nwc NYk LMC8,01 | Lon | w | 1901 8mo | Palmers' Co.Ld. Newcastle A&CP WB= | SurreyS.S.Co.Ld. CellDBa126′uE26′ | 365·0 B78′F41′ | 48·2 | 25·4 FK f148′819t DTa 28′ | London British 6BHCem 66tAPT34t | T.3Cy 24½″,41½″&70″–45″(s) 200lb HS6527 FD 459NHP 2SB,1Aux.SB.9cf.GS171 Palmers'Co.Ld.Newcastle | 28 ″ 4 s 6 ″ 0½ | | |
| 186 Redondo 93405 KRPW | SteelScSr C.N.Krog –02 Fitted for liquid fuel Mchy.Aft Elec.light 1Dk | 679 462 586 | | | | 1902 | CraigS.B. Co. Toledo,O. | Swayne&Hoyt WB | 188·0 | 38·0 | 11·5 | S.Frncisco Utd.States | T.3Cy.15½″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo | | V | |
| 187 Redruth 98177 LDNW | SteelScSr J.H.Braddon –98 Well deck ssShl.No.3–9,01 1Dk(Stl)2trB | 2374 1887 1504 | ✝100A1 5,05 BS4,08 BS8,04 ✝LMC8,01 | Cff Bry | s | 1889 5mo | Palmers' Co.(Lim.) Newcastle Lloyd'sA&CP | RedruthS.S.Co.Ld. (J.Cory&SonsLd.) WB = DBa 86′f114′ | 285·3 P29′Q74′B118′ F30′ | 39·0 | 21·6 FK 494t FPT62t APT 60t | Cardiff British 5BHCem | T.3Cy.22″,35″&58″–42″ (r) 150lb 70lb 218NHP 2SB,6rf,GS102 Palmers'Co.(Lim.),Nwc. | 23 ″ 0 s 2 ″ 4 | | 10,03 |

| Numéro Officiel. Signaux | Nom du Navire. Capitaine. Visites Périodiques. | Détails de la Classification. Cote | Construit. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. | Vitesse sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|
| 188 | **Redstart** IronScSr<br>*C.S.Johnson* –00<br>*Well deck* 2*Dks* | 904<br>—<br>553 | 1880 M.Pearse &Co. Stockton | GeneralStm.Nav. Co.Ld. | 225·5\|31·0\|16·5<br>P142′F42′ BK8′ | London<br>British<br>*WB* | C.2Cy.28½″&58″–33″ 130NHP<br>Blair&Co.(Lim.),Stockton | 17 « 6 |
| 189 | **Reducindo Melliza** WoodSc<br>1*Dk* | 185<br>—<br>88 | 1889 ..... Donzol | Melliza Hermanos | 128·3\|21·7\| 9·0 | Manila<br>Utd. States | | |
| 190 | **Redwing** SteelScSr<br>~~Hawthorn~~ ssAbn.No.1–01<br>*G.Mair* 1*Dk* | 119<br>116<br>80 | ✝100A1 Abn<br>*For fishing purposes*<br>7.03 BS1,00<br>~~✝LMC1,01~~ | 1896 Mackie& Thomson Glasgow<br>8mo<br>*Lloyd'sA&CP* | SteamHerring FleetLd. (A.Robertson, *Mgr.*)<br>95·0\|19·9\| 9·8<br>BK7½″ | Aberdeen<br>British<br>*WB* | C.2Cy.18½″&80″–21″ (*s*) 10 « 9<br>185lb 40RHP<br>1SB,*2pf*,gs27,hs700<br>Muir&Houston Glasgow | |
| 191 | **Redwood** SteelScSr<br>*W.J.Parkes*98–03<br>1*Dk*(*pt Irn&pt Stl*)&*deep framing*<br>*Well deck* | 1197<br>954<br>712 | ✝100A1 Nwc *n*<br>11,04 12,04<br>✝LMC10,03 | 1903 BlythS.B. Co.Ld Blyth<br>10mo<br>*Lloyd'sA&CP* | TynesideLine,Ld. (J.Ridley,Son& Tully)<br>230·8\|33·5\|14·9<br>Q120′B10′F21′ FK<br>*WB* = *Cell DBa* 63′ *uE* ; *B37 f94′889 FPT* | N.Shields<br>British<br>*WB* | T.3Cy.19″,31″&51″–36″ (*s*) 17 « 4<br>180lb *80lb* 166NHP 1 - 10<br>1SB,*4pf*,gs70,hs2506<br>N.E.MarineEng.CoLdNwc | |
| 192 | **Refino** IronScK<br>*C.Mumby* –03<br>1*Dk* | 182<br>163<br>55 | ✝100A1 Gms<br>*StmTrawler*<br>10,0 ~~10,03~~<br>✝LMC7,03 | 1903 Cook, Wel- ton&Gemmell Hull<br>7mo<br>*Lloyd'sA&CP* | G.F.Sleight<br>105·0\|21·0\|11·0<br>Q46′F18′ BK7½″ | Grimsby<br>British | T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 55RHP<br>1SB,*2cf*,gs30,hs950<br>C.D.Holmes&Co.Hull | 11 « 10 |
| 193 | **Reform** IronSc<br>(*Trawler*) 1*Dk* | 102<br>97<br>17 | 1869 Reiherst'g Schiffsw. Hamburg | S.Thalberg | 90·5\|18·6\|10·3 | Aalesund<br>Norwegian | C.2Cy.17½″&28½″–24″ NB86 33NHP<br>Reiherst.Maschinenf.Ham | |
| 194 | **Reformer** SteelTwinScSp<br>*B.J.Ramsay*01–01 ssB.As.No.1–04<br>*Ref.Mchy. Elec.light*<br>*Mchy. Aft* 1*Dk*(*Stl*) | 1086<br>977<br>541 | ✝ A1 BAs<br>*For river purposes only*<br>0,01 7,02 M 1,04<br>~~✝LMC8,04~~ | 1901 A.Rodger &Co Pt.Glasgow<br>6mo<br>A&CP | RiverPlateFresh MeatCo.Ld.<br>230·2\|42·0\|11·5<br>FK<br>*WB* = *Cell DBf* 138′ 296*t* | London<br>British<br>2SB,*6pf*,gs98,hs2760<br>Ross&Duncan,Glasgow | T.6Cy.11″,17″&28″–21″ (*s*) 13 « 6<br>175lb 180NHP<br>*BH Asp FPT* 78*t* | |
| 195 | **Refugio** SteelScSr<br>*J.M.Evans* –03 ssCff.No.2–02<br>~~Swansea~~ 1*Dk*(*Stl*)&*Web frames*&<br>*Now named "Emma Minlos," See Supplement* | 1272<br>922<br>791 | ✝100A1 Cff *n*<br>*pt Awng dk* Npt<br>*withfreeboard*<br>~~to C12,04~~ 12,04 BS9,04 | 1894 Campbel- townSB.Co Campbeltwn<br>12mo<br>*Lloyd'sA&CP* | Orders&Handford S.S.Co.Ld.<br>230·0\|32·6\|16·4<br>Q79′ drp08<br>*WB* = *Cell DBa* 54′ *f* 94′ 204*t* | Newport<br>British<br>*WB* | T.3Cy.17½″,27½″&45″–33″ 160lb *80lb* (*s*) 115NHP<br>1SB,*3rf*,gs68,hs1709<br>Kincaid&Co.(Lim.),Grk. | 17 « 4<br>s 7 - 11 |
| 196 | **Regaleira** WoodSc<br>—<br>155 | —<br>—<br>155 | ~~✝LMC7,02~~ | 1886 ..... S.Joao da Barra | F.J.daCosta Almeida<br>..... | S.Joao da Barra<br>Brazilian | | |
| 197 | **Regele Carol I.** SteelTwinScSr<br>*C.Perietzeanu* –98<br>*Elec.light* 2*Dks*&*Shaded*3*tr B* | *2369*<br>*1790*<br>*839* | | 1898 Fairfield Co.Ld. Glasgow | RoumanianState Railways<br>350·0\|42·0\|18·5 | Constantza<br>Roumanian<br>*WB* | T.6Cy.28″,88½″&61″–36″ 446NHP<br>FairfieldCo.Ld.Glasgow | V |
| 198 | **Regenstein** SteelScSr<br>*J.Stricker*<br>1*Dk* | 1506<br>1049<br>960 | 1899 Howaldts- werke Kiel | Dmpfsfahrts.Ges. Triton,A.G. | 244·8\|35·3\|15·2<br>,86′B112′F28′ | Bremen<br>German<br>*WB* | T.3Cy.17½″,27½″&43½″–27½″ 98NHP<br>Howaldtswerke,Kiel | G |
| 199 | **Regent** SteelScSr<br>*W.Cook* –03<br>*Elec.light* 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule* | 3281<br>3072<br>2104 | ✝100A1 Bry *v*<br>2,05 ~~3,01~~ Cff<br>✝LMC1,03 | 1903 Bartram &Sons Sunderland<br>1mo<br>*Lloyd'sA&CP* | J.Westoll<br>325·1\|46·9\|24·2<br>P29′B90′F85′ FK<br>*WB* = *Cell DBa* 104′ *uE&B* 16′*f* 136′ 766*t FPT* | Sunderland<br>British<br>6*BHCem*<br>72*t APT* 124*t* | T.3Cy.24″,40″&65″–42″ (*s*) 26 « 10<br>180lb *90lb* 294NHP s 4 - 9½<br>2SB,*6pf*,gs123,hs1466<br>J.Dickinson&Sons,Ld.Sld | |
| 200 | **Reggio** SteelScSr<br>~~Schooner~~ ~~00~~ *Woolcock*<br>1*Dk*(*pt Irn&pt Stl*)& *deep framing* | 1396<br>1277<br>876 | ✝100A1 Cff *n*<br>7,01 2,04 11,04<br>~~✝LMC3,03~~ | 1903 R.Thomp- son&Sons Sunderland<br>5mo<br>*Lloyd'sA&CP* | Orders&Handford S.S.Co.Ld.<br>247·0\|36·5\|16·8<br>B61′F28 FK<br>*WB* = *Cell DBa* 66′ *uE&B* 30′ *f* 100′ | Newport<br>British<br>4*BHCem*<br>396*t APT* 142*t* | T.3Cy.19″,31″&51″–36″ (*s*) 19 « 1<br>160lb *80lb* 164NHP s 2-10½<br>2SB,*4pf*,gs71,hs2579<br>N.E.MarineEng.CoLd.Sld | |
| 201 | **Regimen** SteelScSr<br>*W.Evans* –01 ~~ss Ant. No.3–00~~<br>1*Dk*(*Irn*)&*Web frames*<br>ssSld.No.3–10,04 *pt Awng dk*(*Irn*) | 1942<br>1383<br>1248 | ✝100A1 Sld *r*<br>*pt Awng dk*<br>*withfreeboard*<br>~~to C14,04~~ 12,04<br>~~MS2,06~~ ~~BS2,01~~ | 1891 Sunderlnd Shipbuilding Co.(Lim.) Sunderland<br>9mo<br>A&CP | R.Conaway&Co.<br>265·2\|38·2\|17·2<br>P23′Q84′<br>*pt Awng dk* 158′ FK<br>*WB* = *Cell DB* 218′ 390*t* | Liverpool<br>British<br>6*BHCem*<br>*A* | T.3Cy.21″,34″&56″–36″ (*s*) 19 « 6<br>160lb *120lb* NDB04 192NHP s 8 - 8½<br>2SB,*6cf*,gs90,hs2928<br>N.E.Mar.E.Co.(Lim.) Nwc | |
| 202 | **Regina** SteelScSr<br>*Now named "Vega," See No. 10 in Supplement*<br>*Well deck Mchy. Aft* 1*Dk* | *244*<br>*187*<br>*72* | 1898 Carmichael Macleam&Co. Greenock | J.Huret | 130·6\|23·0\| 9·8<br>Q58′F24′ BK7½ | French<br>*WB* | T.3Cy.18″,22″&35″–27″ 64NHP<br>Bow,McLachlan&Co.Pay. | 11 « 0 |
| 203 | — IronScK<br>(*Trawler*)<br>1*Dk* | 125<br>115<br>48 | 1891 Earle'sCo. (Lim.) Hull | ~~W.F.Stroud~~<br>J Ballard | 92·0\|20·1\|10·6<br>Q18′ BK7½″ | Grimsby<br>British | C.2Cy.17″&32″–21″ 44RHP<br>Earle'sCo.(Lim.),Hull | 11 « 3 |
| 204 | — SteelScSr<br>*C.Amundsen* –08<br>1*Dk* | 112<br>106<br>25 | 1903 Nylands Værksted Christiania | HvalfangerActies. Rex(E.Lund.*Mgr*) | 91·7\|17·9\|10·8<br>H6*t* | Christiania<br>Norwegian | T.3Cy.10½″,17″&28½″–20″ 36NHP<br>Nylands Værksted,Xania | V |
| 205 | **Regina Elena** SteelScSr<br>*G.Rizzo*90–02<br>2*Dks*(*Stl–Upt*ws)& *Web frames*<br>*Elec.light* | 4036<br>3449<br>2643 | ✝100A1 Bry *w*<br>8,03<br>✝LMC2,02 | 1902 Off.e.Cant. Ligur.Ancon. Ancona<br>2mo<br>A&CP | CuginiBonanno<br>335·0\|44·5\|26·7<br>P30′B104′F39′ FK<br>*WB* = *Cell DB* a80′ *uE&B* 44′ *f* 152′ | Messina<br>Italian<br>7*BHCem*<br>705*t DT* 82′ | T.3Cy.24½″,39⅜″&65″–47½″ 185lb *100lb* (*s*) 321NHP s 5 - 7½<br>2SB,*8cf*,gs155,hs4952<br>Off.eCant.Lig.-Anconit. 740*t APT* 80′ Ancona | 29 « 7 |
| 206 | — SteelScSr<br>*A.Ventre*01–01 ssDun.No.3–2,01<br>ssSikh) 3*Dks*(1*Stl&Upt Stl–teak s*)<br>*Elec.light* 3*tr B* | 2811<br>2249<br>1853 | ✝100A1 Gen *u*<br>3,04<br>MS1,01<br>BS3,04 ✝LM | 1889 Wigham Richrdsn&Co Newcastle<br>3mo<br>A&CP | Soc.Anon.diNav.a Vap.Puglia<br>335·0\|40·2\|25·8<br>P38′B83′F47′<br>*Now named "Georgia," See No. 29 in Supplement*<br>CBK9½″ *WB* = *Cell DB* 62′ *uE&B* | Bari<br>Italian<br>*WB* | T.3Cy.29″,44″&74″–54″ (*s*) 27 « 2<br>160lb *80lb* 402NHP 5 - 5½<br>2DB,*12rf*,gs235<br>Wigham Richrdsn&Co. Nwc | |
| 207 | — SteelSc<br>*S.Mancini* –03<br>1*Dk* | 477<br>330<br>302 | 1903 C.&T.T. Pattison Naples<br>12 | Soc.Napoletana diNav.aVap. | 167·8\|25·4\|13·2 | Naples<br>Italian | T.3Cy.20½″&32½″&48″–27½″ 121NHP<br>C.&T.T.Pattison,Naples | I |
| 208 | **Regina Margherita** IronScBn<br>*G.Parodi* 3*Dks*(2*Irn–Uws*)<br>*Elec.light* | 3820<br>—<br>2127 | ✝ Dmb *x*<br>10,84<br>✝ | 1884 A.M.Millan &Son Dumbarton<br>7mo | Nav.Gen.Italiana<br>396·0\|42·0\|28·3<br>B150′ F56′ | Genoa<br>Italian<br>6*BHCem* | T.3Cy.37″,58½″&95½″–60″ *Tpd*96 NB96 703NHP<br>F.Ansaldo&Co SPD'Arena | 23 « 6 |
| 209 | — IronScSr<br>*M.Chiodo* 1*Dk*<br>(*ex*Lochaber) | 282<br>195<br>189 | 1880 Dobson& Charles Grangmouth | Soc.Napol.diNav.a Vap. (A.Manzo& Co.,*Mgrs.*) | 133·8\|22·3\|10·2<br>,82′ B28′ F26′ | Naples<br>Italian | C.2Cy.28″&38″–30″ NE94 66NHP<br>D.Rollo&Sons,Liverpool | |

| No. in Book. / Official No. / Code letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey / Date of last Survey. | Port of Survey. | Tons Deadweight. | Tons Displacement. | Engines. | Built. When. / Where. / By Whom. / Where. / Engines. | Owners. | Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | Moulded depth. Freeboard amidship. | Registers in which classed, if not in L.R. Date of R.of Trad. Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 210 | **Reginald** | 930 | | | | ... | 1878 | Lon.&Gls. Co. Glasgow | WaterfordSS CoLd | 240·2 | 32·2 | 15·7 | Waterford British | C.2Cy.23″&60″–45″ NE&B94 201NHP | | BT till 3.05 | |
| 93877 | *J.Steele* –99 | 763 | | | | | | | | | | | *WB* | D.Rollo&Sons,Liverpool | | | |
| RSQH | *Mchy.Aft* | 486 | | | | | | | | | | | | | | | |
| 211 | — | 191 | ✠100A1 Ply | | | | 1899 | Cochrane& Cooper,Ld. Selby | Luxton&Kent | 110·7 | 21·0 | 11·2 | Plymouth British | T.3Cy.12½″,19½″&32″-23″(*s*) 180lb 55RHP | 12 ″ 0 | | 9,08 |
| 113453 | ~~*W.Hood* –04~~ | 175 | *StmTrawler* | | | | 11mo | | | Q46′ | | | | 1SB,*2cf*,GS28,HS920 | | | |
| | *T.G.Phipps* –04 | 73 | 10,04 ~~9,03~~ | | | | | | | | | BK7½ | *3BHCem* | C.D.Holmes&Co.Hull | | | |
| | | | Bs10,04 | ✠LMC9,03 | | | *Lloyd'sA&CP* | | | | | | | | | | |
| 212 | — | 186 | | | | | 1894 | ..... GardenIsl. Ont. | ~~A.A.Wright~~ Victoria Lumber Co Ld. | 120·6 | 20·0 | 9·7 | Sarnia Ont British | | | | |
| 100654 | *D.Burke*01–02 | — | | | | | | | | | | | | | | | |
| | | 13 | | | | | | | | | | | | | | | |
| 213 | **Regla** | 334 | | | | | 1889 | Newburgh, NewYork | FerroCarriles Unidos de la Habana | 111·0 | 27·3 | 11·5 | Havana Cuban | NB03 | | | |
| | | — | | | | | | | | | | | | | | | |
| | (*ex*John H.Brinckerhoff) | 225 | | | | | | | | | | | | | | | |
| 214 | **Regnant** | 1943 | ✠100A1 Bkn *r* | | | | 1891 | Sunderlnd | R.Conaway&Co. | 265·2 | 38·2 | 17·2 | Liverpool British | T.3Cy.21″,34″&56″–36″ (*s*) 160lb *120lb* NDB04 192NHP | 19 ″ 6 | | 8,02 |
| 99003 | ~~*Hughes* –04~~ | 1383 | *pt Awng dk* ~~Bkn~~ | | | | 8mo | S.B.Co.(Lim) Sunderland | | P23′Q84′ | | | *6BHCem* | 2SB,*6cf*,GS90,HS2928 | s 8 ″ 3½ | | |
| MGPB | 1*Dk(Stl)&Web frames&pt Awngdk(Stl)* | 1245 | *withfreeboard* ~~Cpt~~ | | | | A&CP | | | *ptAwngdk*158′ | | FK | *APT49t* | NEMarineECo.(Lim.)Nwc | | | |
| | *J.Nelson* –05 | | 6,0 ~~12,04~~ 3,05 | ✠MC2,04 | | | | | *WB* | *=Cell DB*218′ | | 390*t* | | | | | |
| 215 | **Rego** | 176 | ✠100A1 Gms | | | | 1903 | G.Cooper Hull | G.F.Sleight | 102·5 | 21·0 | 11·1 | Grimsby British | T3Cy.11½″,19½″&32″–23″(*s*) 180lb 55RHP | 11 ″ 10 | | 5,05 |
| 113939 | *C.Mumby*95–03 | 158 | *StmTrawler* | | | | 1mo | | | Q16′F19′ | | | | 1SB,*2cf*,GS29,HS970 | | | |
| | | 48 | 6,05 ~~5,04~~ | ✠LMC1,03 | | | *Lloyd'sA&CP* | | | | | BK7½ | *3BHCem* | C D Holmes&Co Hull | | | |
| 216 | **Regona** | 343 | ✠100A1 Cpn *f* | | | | 1884 | G.Howaldt | Acties.Dampsk. | 138·0 | 23·3 | 13·9 | Frdrkstad Norwegian | C.2Cy.15⅞″&27⅝″–15¾″ | | | ~~1,03~~ |
| | *E.Haagensen*98–03 | 294 | ~~1,03~~ 3,05 | Xia | | | 3mo | Kiel | Regona | B26′ | | | | 86lb 28NHP | | | ~~5,04~~ |
| MBPG | (*ex*Rönne) | 199 | ~~B5,03~~ | ✠LMC ~~1,03~~ | | | *Lloyd'sA&CP* | | (K.Andersen&Co.) | | | BK7½ | *4BHCem* | 2SB,*2cf*,GS21,HS520 | | | 3,05 |
| | ~~*ss*Bls.No.1–06~~ | | | | | | | | | | | *WB=DBa*17′*f* | *uE&B*23′51*t* | Gebr.Howaldt,Kiel | | | |
| | *ss*Xia.No.2–04 1*Dk(Irn)* | | | | | | | | | | | | | | | | |
| 217 | **Regulus** | 1367 | ✠100A1 NFL *q* | | | | 1878 | TyneI.S.B. Co.(Lim.) Newcastle | RegulusS.S.Co.Ld. (Harvey&Co.) | 258·0 | 32·0 | 19·2 | SJhnsNFL British | C.2Cy.29″&55″–36″ (*s*) 180lb 157NHP | 22 ″ 4 | | ~~5,01~~ |
| 90531 | *C.Couch*99–00 | 1267 | 4,05 ~~4,03~~ | | | | 10mo | | | B48′ | | | *5BHCem* | 2SB,*4rf*,GS77,HS2900 | s 3 ″ 6½ | | ~~2,04~~ |
| WVRK | ~~*ss*Shl.No.6–8,97~~ | 859 | NB ~~1,03~~ | ~~LMC12,99~~ | | | | | | ptND99&00 | | BK9″ | | J.Dickinson,Sunderland | | | N4,05 |
| | *ss*N.F.L.2ndNo.3–1,05 ~~*ss*NFL.No.2–99~~ | | ~~Bs99,02~~ | ~~LMC9,02~~ | | | | | | | | | *DBa*82′*f*42′ | | | | |
| | 1*Dk2trB* | | | | | | | | | | | *WB=* | | | | | |
| 218 | — | 1137 | ✠~~100A1~~ Nwc *m* | | | | 1889 | Osbourne, | FinskaÅngfAktieb | 209·5 | 30·6 | 13·3 | Helsngfors | T.3Cy.17½″,28″&47″–33″ (*s*) | 14 ″ 0 | | N2,04 |
| Wrecked 3,05 | *A.Ekbom*93–96 | 998 | *Spar dk* | | | | 5mo | Graham&Co. Sunderland | (L.Krogius,*Mgr.*) | B57′F15′ | | 20·6 | Russian | 160lb 126NHP | s 5 ″ 4½ | | |
| 8QDG | *ss*Skm.No.3–4,99 | 649 | *withfreeboard* | | | | | | | | | BK7½ | *4BHCem* | 2SB,*4rf*,GS62,HS1875 | | | |
| | *ss*Nwc.No.1–04 | | 1,05 ~~1,04~~ | ~~LMC1,04~~ | | | A&CP | | | | | | *APT6t* | N.E.MarineE.Co.(Ld.)Sld. | | | |
| | 1*Dk(Irn)&Spar dk* | | | | | | | | *WB=DBa* | 46′*f*60′*duE*16′190*t* | | | | | | | |
| 219 | **Rehber** | 287 | | | | | 1890 | ThamesI. Wrks&SBCo. London | Chirketi Hairie (BosphorusSNCo.) | 173·0 | 21·3 | 10·1 | Constanpl Turkish | C.2Cy.28″&52″–42″ 146NHP | 10 ″ 7 | | |
| | | 248 | | | | | 9mo | | | | | | | Maudslay,Sns&Field,Lon. | | | |
| | | 184 | | | | | | | | | | | | | | | |
| 220 | **Reichenfels** | 4712 | ✠100A1 Nwc *y* | | | | 1903 | Swan,Hun- ter&Wigham Richardson, Ld Newcastle | DeutscheDmpfs- fahrts.Ges.Hansa | 390·0 | 51·5 | 27·5 | Bremen German | Q4Cy.23″,32″,48″&72″-54″ 213lb *120lb* (*r*) 492NHP | 30 ″ 3 | | |
| | *G.Kenneweg*90–03 | 4396 | 10,03 | | | | 10mo | | | P50′B123′F53′ | | | | 3SB,*9rf*,GS154,HS6462 FD | s 6 ″ 4 | | |
| | 2*Dks(Stl–U* teak s)& | 2982 | | ✠LMC10,03 | | | | | | | | BK10″ | *3BHCem* | Swan,Hunter&Wigham- | | | |
| | *Elec.light* *Web frames* | | | | | | *Lloyd sA&CP* | | *WB=CellDBa* *Tween deck tanks* | 119′*uE*25′*f*175′885*t* a42′390*t*f42′450*tF* | | | *PT75t APT* 50*t* | Richardson,Ld.Nwc | | | |
| 221 | **Reichstag** | 2098 | | | | | 1889 | Blohm& Voss Hamburg | DeutscheOst- AfrikaLinie | 311·1 | 38·2 | 20·6 | Hamburg German | T.3Cy.24″,38″&63″–42″ 257NHP | | G | |
| | *M.Oswald*02–02 (*ex*Eduard-Bohlen) | 1771 | | | | | | | | P79′ | B88′ | F38′ | *WB* | Blohm&Voss,Hamburg | | | |
| RHQN | *Elec.light* 1*Dk&Spar dk* | 1319 | | | | | | | | | | | | | | | |
| 222 | **Reidar** | 3574 | | | | | 1903 | W.Doxford &Sons.Ld. Sunderland | ActieslskDamp- skibReidar(Wiel& Amundsen) | 340·0 | 50·2 | 22·7 | Frdrkshld Norwegian | T.3Cy.26″,42″&68″–42″ 300NHP | | N | |
| | *C.Stangebye* –03 | 3417 | | | | | | | | H103′F51′ | | | | W.Doxford&Sons,Ld.Sld. | | | |
| MBNG | *Turret deck* 1*Dk* | 2276 | | | | | | | | | | | | | | | |
| 223 | — | 1353 | ✠100A1 Xia *o* | | | | 1883 | T.Turnbull &Son Whitby | DmpsactiesReidar (E.Lund) | 243·0 | 34·0 | 17·8 | Chrstiania Norwegian | C.2Cy.31″&58″–36″ (*b*) 180lb *70lb* NDB99 155NHP | 19 ″ 3 | | 3,04 |
| | *B.A.Sanne*97–97 | 1079 | 2,05 ~~2,04~~ | Sld | | | 9mo | | | P24′Q63′B54′F31′ | | FK | *4BHCem* | 2SB,*4pf*,GS63,HS2517 | s 2 ″ 2 | | |
| HDWN | (*ex*Albany) *ss*Xia.No.2–04 | 849 | | ✠LMC3,04 | | | A&CP | | | | | | *3BHCem* | Blair&Co.(Lim.),Stockton | | | |
| | *Well deck* 1*Dk(pt Irn)2trB* | | *BS1,05* | | | | | | *WB=DBa* | 65′*f*92′197*t* | | | | | | | |
| 224 | **Reigate** | 3893 | ✠100A1 Bry *w* | | | | 1901 | Palmers' Co.Ld. Newcastle | SurreyS.S.Co.Ld. | 365·0 | 48·2 | 25·4 | London British | T.3Cy.24½″,41½″&70″-45″(*s*) 200lb HS6527 459NHP | 28 ″ 4 | | 11,04 |
| 114789 | *F.R.Ross*01–01 | 3714 | 11,04 ~~11,03~~ | | | | 11mo | | | B78′F41′ | | FK | *6BHCem* | 2SB,1AuxSB,*9cf*,GS171, FD | s 6 ″ 0½ | | |
| SWNM | *Elec.light* 2*Dks(Stl)&Web frames* | 2504 | | ✠LMC11,01 | | | A&CP | | *WB=CellDB* | | | | *APT34t* | Palmers'Co.Ld.Newcastle | | | |
| | | | | | | | | | *a*126′*uE*26′*f*148′ | 819*t D Ta*28′ 664*t* | | | | | | | |
| 225 | **Reihefahrer** | 106 | | | | | 1878 | Möller& Hollberg Grabow | F.BöttcherNchfl. | 111·9 | 16·3 | 8·6 | Stralsund German | C.2Cy.15″&25½″–12½″ 18NHP | | G | |
| | *A.Zeptin*97–97 | — | | | | | | | | Q14′B10′ | | | | Möller&Hollberg,Stettin | | | |
| JPKS | 1*Dk* | 56 | | | | | | | | len98 | | | | | | | |
| 226 | **Reiher** | 875 | | | | ... | 1870 | C.&W. Earle Hull | Dampfsch.Ges. Argo | 221·4 | 28·0 | 17·0 | Bremen German | C.2Cy.33″&55″–36″ NB97 151NHP | | G | |
| | *J.Ulbrand* 2*Dks* | 736 | | | | | | | | P42′ | B41′ | F28′ | | *Comp*83Nordd.Lloyd | | | |
| QCKS | (*ex*Heron) | 542 | | | | | | | | | | | | | | | |
| 227 | — | 132 | | | | | 1891 | C.Jürgens &Co. Hamburg | Nordischer Bergungs-Verein | 87·. | 19·2 | 11·0 | Hamburg German | C.2Cy.16½″&31″–20½″ NE03 36NHP | | | |
| | *H.Behnke*96–98 | 123 | | | | | | | | | | | | C.Jürgens&Co.,Hamburg | | | |
| RJKS | 1*Dk* | — | | | | | | | | | | | | | | | |
| 228 | **Reijniersz** | 642 | | | | | 1890 | Maatschap "deMaas" Rotterdam | Koninkl.Paketv. Maats. | 196·3 | 27·7 | 17·4 | Batavia Dutch | T.3Cy.16½″,26½″&45″–33″ 116NHP | | V | |
| | *B.Klasens* 1*Dk&Shadedk* | — | | | | | | | | | | | *WB* | T.Richardson&Sons.,Hpl. | | | |
| THGL | *Elec light* | 388 | | | | | | | | | | | | | | | |
| 229 | **Reijnst** | 1359 | | | | | 1895 | Maats. "deMaas" Rotterdam | Koninkl.Paketv. Maats. | 251·2 | 35·0 | 15·0 | Batavia Dutch | T.3Cy.19″,29″&48″–36″ 138NHP | | V | |
| | *A.J.deBlinde* 2*Dks* | — | | | | | | | | | | | *WB* | Maatschappij DeMaas,Rot. | | | |
| THJD | *Elec.light* *Fitted for Liquid Fuel* | 831 | | | | | | | | | | | | | | | |
| 230 | **Rein** | 1175 | | | | | 1900 | Framnes Mek.Værks. Sandefjord | Acties.Rein (A.Jacobsen) | 241·2 | 35·3 | 14·7 | Chrstiania Norwegian | T.3Cy.16½″,27″&44″–33″ 111NHP | | N | |
| | *H.Olsen* –00 | 1032 | | | | | | | | P15*t* | H96*t* | F32*t* | *WB* | AkersMek.Verks.Xia. | | | |
| HDPD | 1*Dk* | 725 | | | | | | | | | | | | | | | |
| 231 | — | 131 | | | | | 1892 | Trond- hjemsM.V. Drontheim | FosensAktie Dpsselsk. | 102·7 | 17·0 | 7·7 | Drontheim Norwegian | T.3Cy.10½″.16″&26″–18″ 29NHP | | N | |
| | *P.A.Quitzau* –97 | 77 | | | | | | | | Q14*t* | B29*t* | F5*t* | | TrondhjemsMek.Verksted | | | |
| JSNC | 1*Dk* | 84 | | | | | | | | | | | | | | | |

| Numéro officiel. Signaux. | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terme assigné maintenant à l'intervalle de visite. | Construit. Quand. Navire. Machines. | Par qui. Où. | Armateurs. | Dimensions d'après le Bureau de Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fours. Nom du Constructeur des machines. | Vitesse. Navire. Machines. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 | **Reina Cristina** IronScSr 1 Dk | 140 — 111 | | | 1883 | Sons of T. Haynes Cadiz | Cia Gaditana de Tesca | 101·7 16·4 9·5 P28' | Cadiz Spanish | C.2Cy.12"&24"–16" 19NH Sons of T. Haynes, Cadiz | | |
| 233 | **Reina de los Angeles** SteelTwin ScSr 2 Dks | 1334 — 966 | | | 1896 | Neafie & Levy Co. Philadelphia | Menendez & Co. | 232·0 35·0 20·4 H | Havana Cuban WB | T.6Cy.14,"21"&36"–26" 132NH Neafie & Levy Co., Phil | | S |
| 234 JFHR | **Reina Maria Cristina** SteelSc 4MstSr G. Amezaga 94–02 *Elec.light* 8 Dks | 4818 3762 2480 | | | 1888 | W. Denny & Bros. Dumbarton | Cia. Trasatlantica | 408·5 48·0 32·2 P20' H34 | Barcelona Spanish WB | T.3Cy.34",57"&91"–60" 641NH Denny & Co., Dumbarton | | V |
| 235 105818 PJSQ | **Reindeer** SteelScSr *R.S. Osbon 66–96* ssCff. No.1–01 1 Dk (pt Stl pt Irn) & *Webframes & pt Awngdk (Irn)* | 2412 1764 1522 | ✠100A1 *pt Awng dk with freeboard* 10.03 | Cff s MS11,04 BS1,04 ✠LMC2,07 | 1896 7mo | J. Priestman & Co. Sunderland A&CP | Reindeer S.S. Co. Ld (Jackson Bros & Cory) W.B = | 294·0 43·1 17·2 P33' Q76' *Awngdk* 181' FK *Cell DB a & u E* 110 | London British 6 BHCem *f* 110'461t | T.3Cy 22",35"&59"–39" (s) 160lb *80lb* 217IP 2SB, *dcf*, gs76, us8264 T. Richardson & Sns. Ld., Hpl | 19 « 9 « 8 - 5 | 11,04 |
| 236 103424 PSJV | — SteelTwinScSr *J. Le Feuvre* *Elec.light* 2 Dks | 1193 811 309 | | | 1897 | Naval Con. & Arm Co. Ld. Barrow | Gt. Western Rly. Co | 280·0 34·5 16·8 P57' B&F209' BK7" | Milford British WB | T.6Cy.28",86"&56"–33" 643NH Naval Con. & A. Co. Ld. Brw | 15 « 6 | BT 400 |
| 237 118236 | — SteelScK *W. Hett –02* 1 Dk | 192 167 52 | ✠100A1 *Stm Trawler* 10.03 | Gms ✠LMC11 | 1902 11mo | Cook, Welton & Beverley *Lloyd's SA&CP* | Richard & Morse Mossley & Fleet | 112·7 21·5 11·5 Q56' F20' BK8" | Grimsby British 4 BHCem | T.3Cy.11½",20"&38"–24" (s) 180lb 62RH 1SB, *2pf*, gs33, us1000 Amos & Smith, Hull | 12 « 4 | |
| 238 LCMT | **Reinfeld** IronScSr *J. Hoh 02–02* (ex Elsa) 1 Dk & *Awngdk* | 736 698 453 | | | 1883 | G. Howaldt Kiel | Continentale Rhed. Act. Ges. | 195·8 24·6 17·1 | Hamburg German WB | C.2Cy.28"&37½"–27" NB95 61NH Gebr. Howaldt, Kiel | | G |
| 239 | **Relay** SteelTwinScSr (*Cable Vessel*) ssCallaoNo.3–1,03 *A. Taylor –97* *Mchy. Aft* 2 Dks (1 Irn-pt wds) & *Awngdk* | *1198* *1182* *742* | ✠100A1 *Awng dk with freeboard* 1.03 | Callao n BS6,04 ✠LMC2,08 | 1890 3mo | R. Thompson & Sons Sunderland A&CP | Central & S American Tel. Co. | 240·0 32·2 14·2 21·5 BK8" *DB = Cell* | 5 BHCem *DB* 174'280t | T.6Cy.16½",2[illegible]½"&48½"–30" 160lb *60lb* (s) 215NHP 2SB, *5rf*, gs101, us3349 G. Clark (Lim.), Sld. | 17 « 7 « 8 - 5 « 8 - 7½ | |
| 240 9711 | **Reliance** CompSc 1 Dk | 311 — 182 | | | 1892 | Collingwood Dry Dock Co. Collingwood | Midland Towing & Wrecking Co. Ld. | 124·0 23·0 11·6 | Collingwood, Ont. British | | | |
| 241 200023 KSNR | — WoodSc *C. Bolton* 1 Dk | 251 — 122 | | | 1903 | Kelley, Spear & Co. Bath, Me. | N. Maxwell | 109·8 30·5 10·1 | Prtlnd. Me. Utd. States | Q.4Cy.8",12",16"&24"–18" 24NH | | |
| 242 85281 | — WoodSc *J. Dougherty* | 239 197 169 | | | 1881 | H. B. Rathbun & Son Deseronto, On | The Rathbun Co. | 120·0 23·5 9·0 | Deseronto, Ont. British | 1Cy.13"–15" NB99 134RH HB Rathbun & S, Desrnto On | | |
| 243 118916 | — SteelScK *T. Brown –03* 1 Dk | 188 168 55 | ✠100A1 *Stm Trawler* 11.03 | Hul ✠LMC11,03 | 1903 11mo | Cochrane & Sons Selby *Lloyd's SA&CP* | J. G. Cayley | 110·0 21·1 11·0 Q47' F22' BK7½" | Grimsby British 3 BHCem | T.3Cy.11½",18½"&30½"–22" 180lb (s) 45RH 1SB, *2pf*, gs30, us1098 Gt. Central Co-op Eng. & Ship Repairing Co. Ld. Gms. | 11 « 10 | |
| 244 84842 | **Relief** WoodSc *J.B. Masson –98* 2 Dks | 381 371 193 | | | 1865 | ..... Mystic, U.S. | A. Gagnon | 116·0 30·0 15·3 | Quebec British | 1Cy.26"–26" 90RH Neafie & Levy, Philadelphia | | |
| 245 110880 | — IronSc | 220 — 112 | | | 1890 | Neafie & Levy Philadelphia | Virginia Pilots' Association | 112·7 23·0 12·1 | Norfolk, Va. Utd. States | C.2Cy.22"&40"–26" 68NHP Neafie & Levy, Philadelphia | | |
| 246 110655 KGSM | — IronScTug *J. Silovich –00* 1 Dk | 204 — 102 | | | 1884 | W. Cramp & Sons Philadelphia | J. D. Spreckels & Bros. Co. | 112·0 22·5 12·6 | S. Frncisco Utd. States | C.2Cy.22"&40"–30" 73NHP W. Cramp & Sons, Phl. | | |
| 247 110571 RDGV | **Rembrandt** SteelScSr *W. Royce –03* 3 Dks | 4667 4279 2904 | | | 1899 | D. & W. Henderson & Co Glasgow | Liv Brazil & R Plate S.N. Co. Ld. (Lamport & Holt, *Mgrs.*) WB | 380·0 50·2 27·8 P45' B100' F46' | Liverpool British WB | T.3Cy.27½",46"&74"–48" 379NH D. & W. Henderson & Co. Gls | | C |
| 248 90335 KHST | — IronScSr *A. Callaghan –03* ssCff. No.3–2,99 *Well deck* ssSws. No.1 –02 1 Dk (*Irn*) 2tr *B* | 1828 1468 1152 | ✠100A1 4,00 2nd 7,6 BS9,04 | Cff r Npt ✠LMC8,02 | 1886 8mo | J. L. Thompson & Sons Sunderland A&CP | Bolton Stm. Shppg Co. Ld. (F. Bolton & Co. *Mgrs.*) WB | 271·4 35·9 20·5 P28' Q68' B68' F32' BK9½" *DB a* 76' *f* 62' 276t | London British 6 BHCem *APT* 24t | T.3Cy.21",34½"&55½"–36" (s) 150lb *100lb* NDB01 185NHP 2SB, *4cf*, us83 T. Richardson & Sons, Hpl. | 22 « 0 « 2 - 7½ | |
| 249 86009 WNDC | **Remembrance** IronScSr *R. Dunn –04* *Well deck* 1 Dk (*Irn*) 2tr *B* | 1668 1342 1060 | ✠ A1 *1 2,0* NB1,00 | Sld L 4thSurvey Sld. 1,00 5thSurvey Sld. 2,05 LMC1,00 3,00 | 1882 4mo | Short Bros. Sunderland | Freear & Dix Stm. Shpg Co Ld (Freear & Dix, *Mgrs.*) | 272·0 36·1 20·1 P67t Q87t B137t H34t F81t BK9" *WB = D* | Sundrland British 6 BHCem *Ba & f* | C.2Cy.27"&68"–39" (s) 112lb *80lb* NDB00 190NHP 2SB, *dpf*, gs79, us2584 N.E. Marine Co. (Lim.), Sld. | 21 « 11 « 2 - 7½ | |
| 250 113212 | **Remo** IronScK *F.W. Young –00* ssGms. No.1–04 1 Dk | 169 152 59 | ✠100A1 *Stm Trawler* 6,0 11.03 | Gms ✠LMC11,03 | 1900 11mo | Cochrane & Cooper, Ld Selby *Lloyd's SA&CP* | G.F. Sleight | 101·0 21·0 11·0 Q45' F18' BK7½" | Grimsby British 3 BHCem | T.3Cy.11½",19½"&32"–28" 180lb 11½ (s) 55RH 1SB, *2cf*, gs80, us1037 J.D. Holmes & Co. Hull | 11 « 9 | |
| 251 86261 | **Remus** SteelScK *E. Donkin –00* 1 Dk | 219 178 113 | | | 1888 | Oswald, Mordaunt & Co Southampton | Kelsall Bros. & Beeching Ld. (J.E. & A. Kelsall, *Mgrs.*) | 126·1 20·6 10·7 Q59' F19' BK6½" | Hull British London | T.3Cy.12½",19"&31½"–24" 50RH Oswald, Mordaunt & Co. Sou | 11 « 3 | |
| | *Now named "Capitanata," See 1164 in Supplement.* | | | | | | | | | | | |
| 252 MBKI | **Ren** SteelScSr *J Svendsen 03–03* 1 Dk | 996 778 620 | | | 1903 | Fredrikstad Mek. Værks Fredrikstad | Actieselsk. Dpsk. Ren (Thorvald Hansen) | 217·4 33·1 13·1 Q56t B43t H90t F29t | Risör Norwegian WB | T.3Cy.16",26"&46"–30" 101NHP Fredrikstad M. V. Frdstad | | N |
| 253 JDRP | **Renata** IronScSr *H. Zielke –92* *Elec.light* 1 Dk 2tr *B* | 726 548 435 | | | 1879 | Act. Ges. "Vulcan" Stettin | Renata Dmpfsch. Ges. Th Gribel (Rud Christ Gribel, *Mgr.*) | 199·4 27·5 13·1 P107' F26' | Stettin German WB | C.2Cy.25"&48"–27½" NB93 81NHP A.G. "Vulcan," Stettin | | G |
| 254 | **Renown** Steel&IronScSp *F. Wilkinson –98* 1 Dk | 120 107 80 | | | 1898 | H. Scarr Hessle | F. Wilkinson | 92·7 17·4 7·6 F10' | Grimsby British | C.2Cy.10"&20"–12" 17RHP F.T. Harker, Stockton | | |

| 1 No. in Book. Official No. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under Deck / Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned. Equipment now expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Feet. Inches. | 15 Registered to which Class Deck. | 16 Date when tail shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255 111902 | **Rensselaer** *W.E.Chilson* 01-02 *Mchy.Aft Elec.light* | **SteelScSr** 1 *Dk 2tr B* | 5129 — 3827 | | | | 1900 | American S B Co. Cleveland | **Pittsburgh S.S.Co.** | 454·0 50·0 28·5 *WB* | **Duluth, Minn. Utd. States** | Q.4Cy.18″,26¾″,41″&63″–42″ 257NH Chicago S.B.Co., Chicago | | | |
| 256 97054 MBGR | **Renwick** *(STRANDED & RE-FLOATED 3,03)* *C.Nelson* –02 *Well deck* | **SteelScSr** *ss* Mch. No.2–98 1 *Dk (Irn)* | 664 510 402 | ✠ 7,02 | Cff | *l* | 1890 12mo | Tyne I.S.B. Co.(Lim.) Newcastle | **Sir John Gunn** *WB = D* | 180·0 28·1 13·7 Q94′ B29′ F20′ BK 7½″ *Ba 42′ f 46′ 123t FPT* | **Newcastle** British | T.3Cy.13½″,22½″&36″–27″ NDB02 70RH 1 *BHCem* 27t *APT* 6t | 14 ″ 6 s 1 ″ 1 | | |
| 257 MBPF | **Réocin** *J.Fernandez* 78–78 | **IronScSr** 1 *Dk* | 285 245 201 | | | | 1873 | Cunliffe & Dunlop Pt.Glasgow | **Cie.Royale Asturienne des Mines** | 134·8 23·0 11·5 Q21′ | **Antwerp** Belgian | C.2Cy.20″&35″–24″ 50NH Cunliffe & Dunlop, Pt.Gls. | | | |
| 258 102838 NHBP | **Repton** *Peacock* –02 1 *Dk (pt Stl & pt Irn) & Web frames & pt A wng dk (Irn)* | **SteelScSr** *ss* Hpl. No.2–02 | 2881 2218 1852 | ✠ 100A1 *pt A wng dk with 2 inboard* 2,05 | Bry Shl | *t* | 1894 2mo | C.S.Swan & Hunter Newcastle | **Austin Friars Stm. Shpg. Co. Ld. (Galbraith, Pembroke & Co. *Mgrs.*)** | 312·5 41·0 20·6 P24′ Q94′ F30′ FK 126′ RFD 38 *WB = Cell* | **London** British | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 245NHP 2SB.6*rf*,GS83,HS3760 CenMarEWks(Lim) Hpl | 23 ″ 1 s 9 ″ 1 | | 2,04 ~~2,04~~ N2,05 |
| 259 116043 VPFK | **Republic** *J.McAuley* –03 *Elec.light Ref.Mchy.* | **SteelTwinSc4MstSr** (*ex* Columbus) 5 *Dks* | 15378 11301 9742 | | | | 1903 | Harland & Wolff, Ld. Belfast | **Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*)** | 570·0 67·8 24·0 *WB* | **Liverpool** British | Q.8Cy.29″,41½″,61″&87″–60″ 1180NHP Harland & Wolff, Ld. Bel. | | BT till 8,03 | |
| 260 — 110865 | **—** *W.Megarvey* –99 *Mchy.Aft Elec.light* | **SteelSc3MstSr** 2 *Dks* | 2316 2184 1878 | | | | 1890 | Globe Iron Works Co. Cleveland, O. | **Republic Iron Co. (M.A.Hanna & Co.)** | 291·8 40·2 21·2 H—F31′ *WB* | **Mrquette, Mich. Utd. States** | T.3Cy.24″,38″&61″–42″ 241NHP Globe Irn Wks Co., Clevelnd | | | |
| 261 | **Republica** *J.Brock* 93–93 | **SteelTwinSc** | 281 218 161 | | | | 1893 | W.H. Potter & Sons Liverpool | **R.Gillies** | 134·3 27·1 8·1 F14*t* | **Para** Brazilian | C.4Cy.12″&24″–18″ 41NHP Dunlop, Bell & Co., Liv. | | | |
| 262 109022 QDCB | **Keresby** *E.Owen* –04 ~~*C.W.McMullen* –04~~ 1 *Dk (Stl) 2tr B & deep framing* 3 *Dk rule* | **SteelScSr** *ss* Shl. No.1–02 | 2961 2737 1882 | ✠ 100A1 10,04 | Cff | *v* | 1898 4mo | C.S.Swan & Hunter Ld Newcastle *Lloyd's SA&CP* | **Birkdale S.S.Co. Ld. (C.Radcliffe & Co. *Mgrs.*)** *WB = Cell DBa* | 325·4 47·2 21·5 P30′ B60′ F33′ FK 100′ *uEs* 38′ *f* 138′ | **Cardiff** British | T.3Cy.24″,38″&64″–42″ (*r*) 170lb 276NHP 3SB,6*pf*,GS103,HS4215 Sir C.Furness, Westgarth & Co.Ld. Mdb. | 24 ″ 0 s 4 ″ 3½ | | L.04 N16,04 |
| 263 104219 RVSB | **Rescue** *A.Broadhead* –04 *Well deck Elec.light* | **SteelScSr** *ss* Nwc. No.1–05 1 *Dk (Stl)* | 711 541 426 | ✠ 100A1 5,05 | Nwc | *j* | 1900 9mo | J.P.Rennoldson & Sns South Shields A&CP | **Wetherall SS. Co Ld (J.H.Wetherall, *Mgr.*)** *WB = Cell DBa 38′ uEs* | 189·2 30·2 11·1 Q92′ B14′ F23′ FK *B29′ f 84′ 231t FPT* | **Goole** British | T.3Cy.15½″,25″&41″–27″ (*s*) 160lb *80lb* 90NHP 1SB.3*pf*,GS45,HS1485 J.P.Rennoldsn & Sns. S.Shl | 13 ″ 6 s 1 ″ 2 | | 2,03 ~~5,04~~ 5,05 |
| 264 98717 KLJN | **—** *T.Stone* 97–97 | **IronTwinScTug** 1 *Dk 2tr B* | 630 532 89 | | | ... | 1887 | W.H. Potter & Sons Liverpool | **Calcutta Port Commissioners** | 200·6 27·3 14·0 F25′ BK 12″ *WB* | **Calcutta** British | C.4Cy.24″&46½″–36″ 259NHP Fawcett, Preston & Co., Liv. | 14 ″ 9 | | |
| 265 111215 KPBN | **—** *A.B.LeCato* 85–99 | **WoodScSr** 1 *Dk* | 538 — 284 | | | | 1899 | A.C.Brown & Sons Tottnville NY | **Merritt & Chapman Derrick & Wrecking Co.** | 160·3 32·2 16·8 | **New York** Utd. States | T.3Cy.16½″,26½″&42½″–28″ Lake Erie 96NHP Boiler Works, Buffalo, N.Y. | | | |
| 266 — | **—** (*Salvage Steamer & Tug*) | **SteelScSr** | | 100A1 *For towing purposes* (*Class Contemplated*) | | | 1904 | J.P.Rennoldson & Sns South Shields | **Bland & Co. Ld.** | 150·0 26·0 14·0 | **Gibraltar** British | C.2Cy.23½″&49″–33″ J.P.Rennoldsn & Sns. S.Shl. | | | |
| 267 110228 | **—** *Fitted for liquid fuel* | **WoodScTug** | 172 — 86 | | | | 1875 | ..... San Francisco | **Shipowners & Merchants' Tug Boat Co** | 104·0 26·0 12·1 | **S. Frncisco** Utd. States | C.2Cy.20″&30″–30″ NB96 41NHP Fulton Iron Works, S.Fo. | | | |
| 268 — | **—** F&YM 12.01 | **WoodScTug** | 152 152 91 | | | | 1864 | Penn & Co. Philadelphia, Pa. | **Ellis Grell & Co.** | 103·5 20·0 12·0 F10*t* | Venezuelan | 1Cy.30″–30″ 38NHP Penn & Co. Philadelphia | | | |
| 269 94794 | **—** *J.Swift* –03 1 *Dk* | **IronPadTugSp** | 144 144 76 | ✠ *For Tug purposes only* 3.74 | Shl | | 1873 12mo | J.T.Eltringham S.Shields | **A.Fenwick** | 113·4 19·3 9·6 | **Melbourne** British | 2Cy.28″&48″ 60RHP 4 *BHCem* W.&J.Almond, S.Shields | | | |
| 270 — 88610 | **—** *J.T.Jobling* –95 | **IronPadSp** | 142 126 16 | | | | 1869 | Hepple Brs. N.Shields | **Anchor Stm.Tug Co.Ld. (A.B.Atkinson, *Mgr.*)** | 107·2 18·5 9·8 | **N. Shields** British | 2Cy.28½″–54″ NB92 60RHP | | BT till 9,04 | |
| 271 — 99017 | **—** *Elec.light* | **SteelPadLr** | 135 135 65 | | | | 1887 | W.Denny & Bros. Dumbarton | **Irrawaddy Flotilla Co.Ld.** | 120·0 22·1 6·8 | **Glasgow** British | C.D.2Cy.15″&26″–42″ 30RHP Denny & Co., Dumbarton | | | |
| 272 — 99573 | **—** (*ex* H.M.S.Charger) | **WoodScSr** | 124 113 84 | | | | ..... | | **W.McFatridge** | 104·0 21·8 7·5 | **Halifax** British | C.2Cy.16″&29″–18″ 30RHP Maudslay, Sons & Field, Lon. | | | |
| 273 — 74269 | **—** *J.Lihou* –96 | **IronPadSp** | 104 104 10 | | | | 1878 | J.T.Eltringham S.Shields | **J.Murray** | 101·4 18·0 9·3 | **S.Shields** British | L.1Cy.35½″–54″ 75RHP Hepple & Co., S.Shields | | | |
| 274 *For full particulars See No. 4 in Supplement* | **Research** 1 *Dk* | **SteelScK** | 81 | 100A1 *For fishing purposes* (*Class Contemplated*) | | | 1904 | J.Duthie, Torry, N.B. | **J.Falconer & Sons** | 81·5 18·1 8·8 | **Banff** British | C.2Cy.11¾″&25″–16″ W.V.V.Lidgerwood Gls. | | | |
| 275 3857 JMDN | **Reserv** ~~*(STRANDED 4,03)*~~ *J.A.Andersson* 99–04 (*ex* Merkur, *ex* Bestevaer, *ex* Wellfield) *Well deck* 1 *Dk (Irn) 2tr B* | **IronScSr** ~~*ss* Shl. No.1–99~~ *ss* Shl. No.2–04 | 1827 1435 1112 | ✠ ~~100A1~~ 1,05 Ant | Ham | *r* | 1882 8mo | E.Withy & Co. W.Hartlepool *Lloyd's SA&CP* | **Rederi Aktieb Nordstjernan (A.Johnson, *Mgr.*)** *WB = DBa* | 275·0 35·6 19·5 P30 Q82 B66 F31 ptN D04 durp04 BK 9½ *84′ f 96′ 287t APT 15t* | **Stockholm** Swedish | C.2Cy.~~35″~~&65″–36″ (*b*) 2 ~~coll~~ 50*lb* 33″ NDB95 211NHP 4 *BHCem* *DTa* 14′ 184*t* T.Richardson & Sons. Hpl. | 21 ″ 2 | | 4,04 |
| 276 97810 | **Resident Halewyn** *Hoosain* | **WoodScSr** 1 *Dk* | ~~160~~ 105 95 47 | ~~*ss* 2nd No.3–04~~ | | | 1889 | J.M.Lyon & Co. Singapore | **KoeGuanCo.** | 104·8 16·2 7·8 | **Penang** British | C.2Cy.12″&24″–15″ 25RHP Ross & Duncan, Glasgow | | | |
| 277 THGW | **Resident Schiff Baroe** *Sulong* –02 | **Sc** | 135 — 68 | | | | 1885 | ..... Singapore | **OeiTiangTjai** | 119·8 16·1 ... | **Tandjong Pinang** Dutch | | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote / Date de la dernière Visite. | Construit. Quand. Navire. Machine. / Par qui. Où. | Armateurs. | Dimensions d'après le Dounage. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les dimensions de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Inscrs. Nom du Constructeur des machines. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 278 | **Resie** Steel Sc | 155 | | 1891 F.W. Wencke Bremerhaven | F.Busse | 104·5 20·7 10·3 | Gstomndo German | C.2Cy.17¾"&30¾"–21½" 37NHP | | G |
| QFNJ | *H.Breckwold* 02–08 (*Trawler*) 1 *Dk* | 143 33 | | | | | | H.Pauksch, Landsbrgn. W. | | |
| 279 | **Resolut** Steel Sc 3 Mst Sr | 1407 | ... | 1882 Blackwood &Gordon Pt.Glasgow | Bugge&Co. | 244·5 34·2 17·2 Q88 B59 F86 BK8½ | Mandal Norwegian WL | C.2Cy.30"&54"–36" NB98 FD 125NHP Blackwood & Gordon, P.Gl | 18 – 4 | N |
| JFMT | *M.Jörgensen* –99 *Well deck* (*ex* Ardancorrach) 1 *Dk* 2 *tr E* | 1089 865 | | | | | | | | |
| 280 | **Resolute** Iron Sc Sr | 1980 | ✠ A1*1 Shl Lv | 1883 Short Bros. 10mo Sunderland | Anderson, Horan& Co. | 283·0 37·3 20·2 P76t Q87t B46t F45t BK9' WB = DB | Sundland British | C.2Cy.36"&62"–42" 90lb 196NHP 2SB,6*sf*,GS100,HS5260 | 21 – 8 | |
| 87263 | *A.E.Dobbing* –03 4th Survey, Sld. 1,01 | 1587 | 8,04 | | | | | | 2 – 8 | |
| JDKW | *Well deck* 1 *Dk* (*Irn*) 2 *tr E* | 1280 | BS10,04 LMC1,01 | | | a82'f44'278t | J.Dickinson, Sunderland | | | |
| 281 | — Wood Sc | 372 | | 1883 Evans Deseronto, Ont. | The Rathbun Co. | 136·6 27·8 10·3 | Deseronto, Ont. British | 230RH | | |
| 89241 | *J.Gowan* | — 202 | | | | | | | | |
| 282 | — Wood Sc Sr | 211 | | 1883 H.Niccol& D.Gawk Auckland | J.McSweeney | 131·0 23·3 9·9 | Sydny NSW British | C.2Cy.16"&28"–18" 45RH | | |
| 83890 | *C.Johnson* –00 1 *Dk* F&YM 9,02 | 211 144 | | | | | | J.Watt&Co., Birmingham | | |
| 283 | — Iron Sc K | 195 | ✠100A1 Lth *c* | 1884 M.Pearse &Co. Stockton *Lloyd's A&CP* | T.Aitken | 120·0 21·0 10·0 Q52 F22 FK | Leith British | C.2Cy.22"&41"–26" (*s*) 80lb 74RHP | 10 – 7 | |
| LDST | *Mchy. Aft ss* Lth. No. 2–05 ~~*ss* Lth. No. 1–05~~ 1 *Dk* | 163 76 | 8,05 Gal Rec 1,02 LMC 4,04 | | | 3 *BHCem* | | 1SB,*2pf*,GS83,HS1349 Blair&Co. (Lim.), Stockton | 1 – 1 | |
| 284 | — Wood Pad Sp | 133 | | 1858 ..... London | Townsville Harbour Board | 102·3 18·7 10·0 | Townsvlle British | 2Cy. 60RH | | |
| 92170 | 1 *Dk* | 121 24 | | | | | | | | |
| 285 | — Iron Sc K | 125 | ... | 1891 Earle's Co. (Lim.) Hull | G.F.Sleight | 92·0 20·1 10·6 Q18' BK7½ | Grimsby British | C.2Cy.17"&32"–21" 44RHP | 11 – 3 | |
| 99183 | | 116 | | | | | | Earle's Co. (Lim.), Hull | | |
| MJWK | (*Trawler*) 1 *Dk* | 49 | | | | | | | | |
| 286 | **Resolution** Steel Sc Sr | 1979 | ✠100A1 Cff *r* | 1888 J.L.Thomp- 5mo son&Sons Sunderland A&CP | Rowland&Mar- wood's S.S.Co.Ltd. (C.Marwood, *Mgr*.) | 284·0 38·1 18·1 P29'Q74'B126' F26' FK WB = *Cell D B* 212'370 | Whitby British | T.3Cy.21",35"&58"–36" (*s*) 160lb *80lb* SDB60 202NHP 2SB,*4rf*,GS88 | 20 – 9 | |
| 89788 | *G.Emmerson* 04–04 *ss* Cff. No. 8–5,00 | 1502 | 2,04 | | | | | | 1 – 9½ | |
| KRNF | *Well deck* 1 *Dk* (*Stl*) *Webframes* | 1238 | MS11,00 I MC BS10,03 MS6,04 | | | *6 BHCem APT 22t* | | T.Richardson&Sons, Hpl. | | |
| 287 | **Ressan** Steel Pad Sr | 240 | | 1895 R.&H. Green, Ld. London | Chirket i Hairie (Bosphorus SN Co.) | 165·0 21·1 9·5 B81' | Constanpl Turkish | O.2Cy.37"–36" 126NH | | |
| | (*ex* Bosphorus No. 45) 1 *Dk* | — 150 | | | | | | J.Penn&Sons, Ld. London | | |
| 288 | **Ressanet** Steel Pad Sr | *230* | ✠ Gls *d* | 1892 Napier, 7mo Shanks& Bell Glasgow | Chirket i Hairie (Bosphorus SN Co.) | 160·0 20·1 9·0 BK6' | Constanpl Turkish | O.2Cy.35"–36" 96NHP | 9 – 6 | |
| | (*ex* Bosphorus No. 42) 1 *Dk* | *202 with freeboard* *123* | 7,92 *Coasting Service, Bosphorus & Sea of Marmora* | | | *3 BHCem* | | 1SB,*3pf*,GS56,HS1377 D.Rowan&Son, Glasgow | | |
| 289 | **Restigouche** Iron Sc 3 Mst Sr | 945 | ... | 1877 Blackwood &Gordon Pt.Glasgow | ~~M.Connelly~~ N.American Trans- portation Co. Ltd. | 229·7 31·0 16·1 P66'F45' | Quebec British WL | C.2Cy.26"&52"–57 NB88 170NHP Blackwood&Gordon, P.Gl | | C |
| 78554 | *J.Davidson* –03 | 739 | | | | | | | | |
| RCHW | (*ex* Rathlin) 2 *Dks* | 463 | | | | | | | | |
| 290 | **Restitution** Steel Sc Sr | 3290 | ✠100A1 Shl *c* | 1885 Wigham 9mo Richrdsn&Co. Newcastle *Lloyd's A&CP* | ~~R.Cunaway&Co.~~ ~~(J.Bates & Sons)~~ S S Restitution Co. Ld. (J.J.Jacobs&Co.) | 340·0 43·4 23·4 P84'B80'F40' ND98 BK9½ | Liverpool British | T.3Cy.29",44"&74"–48" (*s*) 190lb ~~*80lb*~~ 352NHP 2DB,*12cf*,GS144,HS6100 Wgm. Richardson&C. Nwc. | 19 – 8 | |
| 91282 | *J.T.Evans* –99 *ss* Ant. No. 3–11.97 | 3023 | *Spar dk* Rot | | | | | | 5 10½ | |
| KDMW | *ss* Bry. No. 1–02 1 *Dk* (*Irn*) & *Spar dk* (*pt Irn*) 3 *tr B* | 2171 | 2,05 ~~2,01~~ ~~2,04~~ LMC 4,02 BS2,01 | | | *WB = DB a56'124t Cell DBu* | | *E&BA pt Main Hold* 66' 227t FP T60t *APT 33t* | | |
| 291 | **Restless** Iron Sc K | 125 | ... | 1891 Earle's Co. (Lim.) Hull | G.F.Sleight | 92·0 20·1 10·6 Q18' BK7½ | Grimsby British | C.2Cy.16½"&32"–21" 44RHP | 11 – 3 | |
| 99182 | *W.H.Smith* –91 | 115 | | | | | | Earle's Co. (Lim.), Hull | | |
| MKBF | (*Trawler*) 1 *Dk* | 49 | | | | | | | | |
| 292 | **Resto** Iron Sc K | 169 | ✠100A1 Gms | 1900 Cochrane& 12mo Cooper, Ld. Selby *Lloyd's A&CP* | G.F.Sleight | 101·0 21·0 11·0 Q45'F18 BK7½ | Grimsby British | T.3Cy.11½",19½"&32"–28" (*s*) 180lb 55RHP | 11 – 3 | |
| 113216 | *C.Mumby* –01 *ss* Gms No. 1–05 1 *Dk* | 152 59 | *Stm Trawler* 3,05 ~~3,04~~ LMC ~~1,04~~ | | | 3 *BHCem* | | 1SB,*2cf*,GS80,HS1037 C.D.Holmes&Co. Hull | | |
| 293 | **Restorer** Steel Twin Sc Sr | 3180 | ✠100A1 Mcl *p* | 1903 Armstrong 1mo Whitworth &Co.Ld. Newcastle *Lloyd's A&CP* | ~~Eastern Extension Australasian & China Telegraph Co. Ltd.~~ C.G. Ward | 358·4 44·0 20·8 28·8 BK10' *WB Cell L Ba 68'aE28* | London British | T.6Cy.23",39"&64"–42" (*s*) 180lb *180lb* 706NHP 2SB,*12cf*,GS240 HS10112 FP | 22 – 0 | |
| 115047 | *Cable Vessel* | 2905 | *Spur dk* Sng | | | | | | 7 – 9 | |
| TSLW | *W.G.H.Morrell* –03 1 *Dk* (*Stl*–ws) & *Spar dk* (*Stl*–teak s) & *Web frames* | 1284 | ~~3,04~~ ~~4,05~~ 2,05 LMC 1,05 | | | | | Willand Slpwy. Co. Ld Nwc | | |
| | *Elec. light* *lower deck fore hold* | | | | | | | *f62'362t FPT 77t APT 75t* | | |
| 294 | **Restormel** Steel Sc Sr | 2118 | ✠100A1 Cff *s* | 1901 Grngem'th 1mo &Greenock Dockyard Co. Greenock A&CP | New Restormel S.S. Co. Ltd. (J.Cory & Sons, Ltd. *Mgrs*.) | 286·2 43·1 20·1 P25' B58' F28' FK WB = *Cell D Ba* 88'*f* 110'482t | Cardiff British | T.3Cy.21",35"&57"–39" (*s*) 180lb *80lb* 210NHP 2SB,*6pf*,GS101,HS2940 | 20 – 11 | |
| 113538 | *Jones* –00 *ss* Bry. No. 1–04 | 1946 | 10,04 ~~10,03~~ Bry | | | *5 BHCem APT 120t* | | Muir&Houston, Ld. Gls. | 3 – 5 | |
| SDNM | 1 *Dk* (*Stl*–pt ws) & *deep framing* | 1349 | LMC ~~1,00~~ MS10,04 BS1,05 | | | | | | | |
| 295 | **Resurreccion** Iron Sc Sr | 168 | | 1876 Day& Summers Southampton | J.Rodriguez | 118·5 22·1 10·2 | Manila Utd States *WB* | C.2Cy.20"&40"–24" 65NHP | | |
| | *F.Ayerdy* | 168 | | | | | | Day&Summers, Sou | | |
| | (*ex* Cape Clear) 1 *Dk* | 99 | | | | | | | | |
| 296 | **Retford** Iron Twin Sc Sr | 951 | ... | 1883 Earle's Co. (Lim.) Hull | Great Central Rly. | 230·6 32·0 12·9 P180'F86' FK | Grimsby British *B S* | C.4Cy.28"&48"–27" 158NHP Earle's Co. (Lim.), Hull | 13 – 11 | |
| 86450 | *J.Cripsey* –01 | 661 | | | | | | | | |
| HJFC | *Well deck* 1 *Dk* | 611 | | | | | | | | |
| 297 | **Retriever** Iron Twin Sc Sk Tug | 799 | ... | 1888 W.B.Thmp- son&Co., Lim. Dundee | Indian Govern- ment | 212·0 30·2 15·8 F25' BK8' | British *W B* | T.6Cy.19",33"&54"–33" 319NHP W.B.Thmpsn&Co. (L) Dnd | 16 – 0 | |
| | 2 *Dks* | 581 54 | | | | | | | | |
| 298 | — Iron Sc Sr | 624 | ✠ A1*1 Callao Lv | 1878 Cunliffe& 8mo Dunlop Pt.Glasgow | W.Coast of America Telegraph Co. Ld. | 180·0 30·3 15·1 | London British *5 BH1 PDB* | C.2Cy.24"&46"–30" NB95 95RHP 1SB,*3cf*,GS51,HS1391 | 20 – 11 | |
| 77114 | *Cable Vessel* ~~Mch Survey, Callao 10,00~~ | 591 | 2,00 ~~2,03~~ Vpo | | | | | | 3 – 5 | |
| RPKN | *W.Quiggin* –01 6th Survey, Callao 3,04 2 *Dks* | 380 | | | | | | Cunliffe&Dunlop, Pt.Gls. | | |
| 299 | — Steel Sc Sr | 151 | ... | 1891 Hall, Russell&Co. Aberdeen | J.A.McGlashan | 103·0 21·7 10·9 BK6½ | Aberdeen British | C.2Cy.15½"&36"–24" 60RHP | 11 – 8 | |
| 99631 | *J.McInnes* –03 | 144 | | | | | | | | |
| NCLJ | (*Trawler*) 1 *Dk* | 36 | | | | | | Hall, Russell&Co., Abn | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross Under deck. Net. | 5 6 7 Particulars of Classification. Character. Special Survey. Date of last Survey. Port of Survey. Freeboard assigned. Engines. | 8 9 Built. When — Ship. — Engines. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 16 Registers in which classed, if not in L. R. Date of R.of Trade Cert. Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 QDWH | **Retter** Iron Sc Sp<br>*G. Ahlers* 2 *Dks* | 392<br>352<br>28 | | 1885 J.C. Tecklenborg Geestemünde | Norddeutscher Lloyd | 152·5 \| 24·6 \| 15·1 | Bremen German | C.2Cy.31″&57½″–31½″<br>Maschinen- NB99 154NH<br>fab. Buckau Magdeburg | | |
| 301 | **Réunion** Twin Sc<br>*V. Mussard* –01 | 112<br>—<br>50 | | 1881 Claparède & Co. St. Denis | Comp. du Chemin de Fer et du Port de La Réunion | 90·9 \| 18·0 \| 9·1 | St. Denis French | C.4Cy.13″&23″–18″<br>37NH<br>Claparède & Co., St. Denis | | |
| 302 10238S QLBF | **Reval** Steel Sc Sr<br>*A. L. Reid* 00–00 *ss* Lth. No. 1–02<br>*Elec. light* 1 *Dk (Stl) & Spar dk (Irn) & deep framing* | 1682<br>1476<br>1056 | ✠100A1 Lth *q*<br>*Spar dk*<br>*with freeboard*<br>11,04 ~~10,03~~ ✠LMC15,04<br>BS9,04 | 1898 Ramage & Ferguson, Ld. Leith<br>8mo<br>*Lloyd's* | W. Thomson & Co.<br>*WB = Cell D Ba 59* | 246·2 \| 37·6 \| 13·6<br>B60′ F30′ 20·5 FK<br>*u E & B 35′ f 100′ 357t* | Leith British<br>*1 BHCem*<br>*APT 22t* | T.3Cy.19″,31″&50″–36″ (*s*)<br>175lb *90lb* 154NH<br>2SB, *4cf*, GS80, HS2272<br>Ramage & Ferguson, Ld. Lth. | 15 ″ 9<br>s 3 ″ 10 | ~~10,02~~<br>11,04 |
| 303 JDLR | — Iron Sc Sr<br>*R. Schwerdtfeger* 86–86 1 *Dk 2tr B*<br>*Elec. light* | 695<br>562<br>425 | | 1874 Rostocker Act. Ges. Rostock | Neue Dampfer-Cie. Act. Ges. | 199·8 \| 27·5 \| 13·8<br>P103′ F31′ | Stettin German | C.2Cy.23½″&47″–27½″<br>NB89 97NH<br>Rostocker A.G., Rostock | G | |
| 304 8514Q VFRN | **Reveil** Iron Sc 3 Mst Sr<br>*T. Humphreys* –04 *ss* Sws. No. 1–82<br>*Mchy. Aft* 1 *Dk* | 415<br>319<br>211 | ✠ Cff *g*<br>8,85 | 1878 A. Leslie & Co. Newcastle<br>3mo | Reveil S.S. Co. Ld. (F. R. Dadley) | 159·5 \| 25·0 \| 10·0<br>Q91′ F20′<br>*WB = DBf 89′ FPT* | London British<br>*3 BHCem* | C.2Cy.20″&37″–27″<br>NB89 60RH<br>Black, Hawthorn & Co., Gts. | V | |
| 305 11893T | **Reverto** Iron Sc K<br>*C. Mumby* –04<br>1 *Dk* | ~~182~~ 177<br>T63<br>~~155~~ 150<br>54 | ✠100A1 Hul<br>~~*For fishing purposes*~~<br>~~*s m Trawler* 7,04~~ ✠LMC<br>*(Class Contemplated)* | 1904 Cook, Welton & Gemmell Beverley<br>7mo<br>*Lloyd's* | G. F. Sleight | 105·0 \| ~~21·0~~ 21·1 \| 11·0<br>Q46′ F18′ BK 7½″ | Grimsby British<br>*4 BHCem* | T.3Cy.11½″,19½″&32″–23″<br>180lb (*s*) 55RHP<br>1SB, *2cf*, GS29, HS950<br>C.D. Holmes & Co. Hull | 11 ″ 10 | |
| 306 10415J | **Revesby** Iron Sc K<br>*W. Parker* –03 *ss* Bos. No. 1–03<br>1 *Dk* | 194<br>163<br>33 | ✠100A1 Bos<br>*Stm Trawler*<br>9,03 ✠LMC10,08<br>BS~~9,04~~ | 1898 J. Jones & Sons Liverpool<br>12mo<br>*Lloyd's* | Boston Deep Sea Fishg. & Ice Co. Ld. | 110·0 \| 20·9 \| 10·8<br>Q49′ F19′ BK 7½″ | Boston British<br>*3 BHCem* | T.3Cy.12″,20″&33″–24″ (*s*)<br>~~Limb~~ 180lb 80RH<br>1SB, *2cf*, GS34, HS1056<br>J. Jones & Sons, Liverpool | 11 ″ 9 | 10,03 |
| 307 5894S WKVM | **Rewa** Steel Sc Bg<br>*H. P. Jones* –00<br>*Elec. light* 3 *Dks* (1 *Stl* & 1 *pt Stl–Uws*) | 3900<br>3452<br>2431 | ✠ Lon *x*<br>3,86 ✠ | 1882 A. & J. Inglis Glasgow<br>4mo | British India Stm. Nav. Co. Ld. | 390·0 \| 43·6 \| 27·6<br>B152′ F50′ | Glasgow British<br>*6 BHCem* | C.2Cy.48″&87″–54″<br>463NH<br>A. & J. Inglis, Glasgow | 29 ″ 0 | BT till 5,05 |
| 308 2597 HPCV | **Rex** Iron Sc Bn<br>*G. Ekstrom* 81–02<br>1 *Dk 2tr B* | 1013<br>760<br>712 | | 1877 Motala Co. Norrköping | Stockholms Ångf. Rederiaktieb. | 206·9 \| 29·8 \| 17·0<br>P119′ H21′ F23′ | Stockholm Swedish | T.3Cy.16½″,25½″&43¾″–33″<br>NB89 110NHP<br>*Tpd.* 89 Motala Co., Norrkpg | V | |
| 309 MBLG | — Steel Sc Sr<br>*P. Hvoslef* –03<br>1 *Dk 2tr B* | 677<br>542<br>416 | | 1903 Framnes Mek. Værks Sandefjord | Acties. Rex (A.O. Lindvig) | 181·7 \| 28·2 \| 13·2<br>Q44*t* B55*t* H19*t* F16*t* | Kragerö Norwegian<br>*WB* | T.3Cy.13″,21″&33″–27″<br>56NH<br>Akers Mek. Værks. Xia. | N | |
| 310 1747 JDLS | — Steel Sc Sp<br>*B. C. Holmborg* 00–00<br>(*ex* Eskilstuna) 1 *Dk* | 200<br>92<br>138 | | 1891 W. Lindbergs Aktieb. Stockholm | Ångf. Aktieb. Östersjön (O. A. Grip) | 108·9 \| 19·2 \| 9·2<br>P71′ H28*t* F12′ | Norrtelje Swedish | C.2Cy.17″&30½″–20½″<br>34NHP<br>W. Lindbergs Aktieb. Skm. | | |
| 311 HKGW | — Steel Sc Ctr<br>*F. Olsen* –02<br>1 *Dk* | 112<br>106<br>24 | | 1902 Nylands Værksted Christiania | Hvalfanger Acties. Rex (Erling Lund) | 91·9 \| 17·9 \| 10·8<br>H6*t* | Christiania Norwegian | T.3Cy.10½″,17″&28½″–20″<br>36NHP<br>Nylands Værksted, Xiania | V | |
| 312 HMCT | **Reykjavik** Iron Sc Sr<br>*B. Tobiesen*<br>(*ex* Tönsberg) 1 *Dk* | 141<br>67<br>82 | | 1874 ..... Oscarshamn | Fredriksen & Co. | 89·4 \| 17·7 \| 7·0<br>P63′ F9′ | Mandal Norwegian | C.2Cy.11″&22″–15½″<br>16NH<br>Oscarshamn | | |
| 313 10334C QCKM | **Reynolds** Steel Sc Sr<br>~~*J. A. Eide Vinevard* 97–02~~<br>*T. A. French* –05 *pt Dk (Stl) & Webframes & Awng dk (Irn)* | 3264<br>3101<br>2083 | ✠100A1 Cff *u*<br>~~Bry~~<br>*Awng dk*<br>*with freeboard*<br>~~10,05~~ ✠LMC8,02<br>3,05 BS9,04 | 1898 J. L. Thompson & Sons, Ld. Sunderland<br>4mo<br>A&CP | Bolton Stm. Shppg. Co. Ld. (F. Bolton & Co. *Mgrs.*)<br>*WB = Cell D Ba* | 325·0 \| 44·5 \| 19·7<br>26·5 FK<br>*106′ u E & B 39′ f 132* | London British<br>*6 BHCem*<br>*637t APT 34t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* 271NH<br>2SB. *6cf*, GS93, HS4149<br>T. Richardson & Sns, Ld. Hpl | 22 ″ 2<br>s 7 ″ 1½ | ~~10,06~~<br>~~1,04~~<br>3,05 |
| 314 THJF | **Rhamses** Iron Twin Sc Sp<br>*Carrying Petroleum in bulk*<br>*Mchy. Aft* *Elec. light* 1 *Dk* | 365<br>344<br>164 | | 1884 Lobnitz & Co. Renfrew | Shell Transport & Trading Co. Ld. (M. Samuel & Co. *Mgrs.*) | 134·1 \| 25·0 \| 11·1 | Balik-Papan Dutch | C.4.Cy.14″&28″–24″<br>64NH<br>Lobnitz & Co. Renfrew | | |
| 315 SQFB | **Rhea** Steel Sc Sr<br>*I. Wuoti* 96–96 *ss* Nwc. No. 3–2,95<br>(*ex* Isla) *ss* Nwc. No. 2–03<br>1 *Dk (Stl) & Spar dk 3tr B* | 1145<br>1096<br>670 | ✠100A1 Nwc *n*<br>*Spar dk*<br>4,05 ~~3,04~~<br>~~B 3,04~~ ✠LMC6,03 | 1883 Gourlay Bros. & Co. Dundee<br>6mo<br>*Lloyd's* | Finska Ångf Aktieb (L. Krogius, *Mgr.*)<br>*WB = DBa 40′ f 46′ & u E 13* | 218·0 \| 29·7 \| 22·6<br>BK 7½″<br>*161t FPT 20t* | Helsingfrs Russian<br>*5 BHCem* | C.2Cy.26″&48″–33″ (*s*)<br>85lb *90lb* NDB02 110NH<br>1SB, *3pf*, GS56, HS1891<br>Gourlay Brs. & Co., Dundee | 16 ″ 6<br>s 5 ″ 6 | ~~6,03~~<br>4,05 |
| 316 HSEF | — Iron Sc Sr<br>843 *A. G. Ohlson* 95–95 1 *Dk & Shelter dk*<br>(*ex* Transit No. 6) | 581<br>318<br>407 | | 1884 Motala Co. Norrköping | Ångf. Aktieb. Södra Sverige (J. G. Setterwall) | 165·9 \| 25·5 \| 12·3<br>H27*t* 19·2 | Stockholm Swedish | T.3Cy.14⅛″,27⅜″&37½″–27½″<br>NE&B04 60NHP<br>Bergsunds M.V. Aktb. Skm. | | |
| 317 QFPN | — Steel Sc Sr<br>*W. Teigeler* 1 *Dk* | 491<br>369<br>293 | | 1892 H. Koch Lübeck | Dampfschifffahrts Ges. Neptun | 159·1 \| 24·2 \| 11·9<br>Q40′ B38′ F21′ | Bremen German<br>*WB* | C.2Cy.19¼″&31½″–21⅝″<br>38NHP<br>C. Daevel, Kiel | V | |
| 318 QGTP | **Rhein** Steel Twin Sc Sr<br>*G. Rott*<br>*Ref. Mchy.* *Elec. light* 4 *Dks* | 10058<br>8707<br>6398 | | 1899 Blohm & Voss Hamburg | Norddeutscher Lloyd | 501·0 \| 58·1 \| 36·7<br>P92′ B214′ F80′ | Bremen German | Q.8Cy.23⅝″,33⅛″,48″&68⅝″–51⅜″ 679NH<br>Blohm & Voss, Hamburg | G | |
| 319 PBJH | — Iron Sc Sr<br>*R. Hoppe*<br>*Elec. light* 1 *Dk & Spar dk 3tr B* | 1024<br>—<br>625 | | 1882 G. Howaldt Kiel | Neue Dampfer-Cie. Act. Ges. | 219·2 \| 28·4 \| 21·2 | Stettin German<br>*WB* | C.2Cy.23″&43″–35½″<br>NB00 92NH<br>Gebr. Howaldt, Kiel | G | |
| 320 BKSB | — Steel Sc Sr<br>*Schoone* –01<br>1 *Dk* | 669<br>475<br>418 | | 1897 J.C. Tecklenborg A.G. Geestemünde | A. Kirsten | 184·5 \| 26·1 \| 12·0<br>P110′ F23′ | Hamburg German<br>*WB* | C.2Cy.19″&37″–26¾″<br>59NHP<br>J.C. Tecklenborg A.G., Gst. | G | |
| 321 QFHD | **Rheinfels** Steel Sc Sr<br>*Oellerich* *ss* Ham. No. 3–5,02<br>1 *Dk (Irn) & Spar dk & Webframes* | 2824<br>2631<br>1814 | ✠100A1 Bhn *u*<br>*Spar dk*<br>5,04 | 1889 Sunderland S.B. Co. (Ld.) Sunderland<br>7mo<br>A&CP | ~~Deutsche Dampfschiffahrts Ges. Hansa~~<br>H. Diederichsen | 323·0 \| 41·0 \| 26·0<br>B66′ F41′ BK 8″<br>*WB = Cell DB 256′ 449t* | Bremen German<br>*6 BHCem*<br>2SB. *6cf*, GS120, HS4420 | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *100lb* NDB04 280NHP<br>N.E. Marine Eng Co. Ld. Sld. | 21 ″ 2 | N5,04 |
| 322 NGOR | **Rheinland** Iron Sc Sr<br>*R. Lokewitz* –01 2 *Dks* | 757<br>687<br>464 | | 1885 H. Hespe Brake | Rabien & Stadtlander | 179·6 \| 27·1 \| 15·1<br>Q58′ B48′ F22′ | Brake German<br>*WB* | C.2Cy.19¾″&34¾″–27″<br>52NHP<br>Gutehoffnungshte, Oberhn | V | |

The name "Forsteck," See No. 29 in Supplement.

| Numéro Officiel | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Brut | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Ins. des Hélices. Course. Pression des Chaudières. NHP. Puissance nominale d'après les formules de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom de l'Constructeur des machines. | Charge nette. Passagers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | **Rhenania** SteelScSr<br>*R.Wulff*<br>JFPB 1 *Dk* | 1483<br>916 | | 1899 Oderwerke A.G. Grabow | Stettin-Stolper Dampfsfahrts.Ges. (*A.Stenzel&Rolke Mgrs.*) | 237·8 35·8 16·2<br>P15 C61 B58 F28 | Stettin German W.B. | T.3Cy.17",27½"&43½"–31½" 105NH<br>OderwerkeA.G.Grabow | | 0 | |
| 324 | — SteelScSr<br>*D.de Witt* ss Rot.No.3–5.95<br>PRHG *Well deck* ss Rot.No.2–04<br>1 *Dk(Irn)2tr B* | 1277<br>1098<br>788 | ✠100A1 Rot *p*<br>4,05 | 1882 Dobie&Co. 10mo Glasgow *Lloyd's SA&CP* | W.H.Müller&Co's Rhein&SeeSchiffMaats.(W.H.Müller&Co. *Mgrs.*) | 260·0 34·2 14·4<br>*WB=Cell DB212 325t* | Rottrdam Dutch 1 *BH(Irn) Cem* | C.2Cy.31"&57"–39" (*s*)<br>80lb *80lb* NBM95 152NH<br>1DB.6*pf*,GS108,HS395<br>Muir&Houston,Glasgow | | | |
| 325 | — SteelScSr<br>*Lucas* 1 *Dk*<br>HWBG *Elec.light* | 700<br>480 | | 1894 Flensburgr Schiffsb.Ges. Flensburg | Rhein&SeeSchiffahrtsGes. | 204·2 33·5 12·9<br>Q18 B44 F21 | Cologne German W.B. | T.3Cy.14",23"&37½"–24" 69NH<br>FlensburgerSchiffsb.Ges. | | V | |
| 326 | **Rheno** IronScK<br>105524 *J.Barker* –95 ss Gms.No.2,03<br>1 *Dk* | 110 | ✠100A1 Gms<br>*Stm Trawler*<br>2,05 | 1895 Cochrane& 7mo Cooper Beverley *Lloyd's SA&CP* | G.F.Sleight | 89·8 20·1 10·8<br>Q17 BK7½ | Grimsby British 3 *BHCem* | T.3Cy.11",17"&28"–21" (*s*)<br>160lb 40RH<br>1SB,*2cf*,GS24,HS408<br>C.D.Holmes&Co.,Hull | 11 · 4 | | |
| 327 | **Rhine** IronScK<br>99702 *J.Bannister* –93 ss Gms.No.2–01<br>1 *Dk* | 117<br>109<br>36 | ✠100A1 Gms<br>*Stm Trawler*<br>2,05 | 1893 Cochrane& 7mo Cooper Beverley *Lloyd's SA&CP* | G.F.Sleight | 88·4 20·1 10·7<br>Q17 BK7½ | Grimsby British 3 *BHCem* | C.2Cy.17"&32"–21" (*s*)<br>90lb 44RH<br>1SB,*2pf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 · 4 | | |
| 328 | **Rhineland** SteelScSr<br>118016 *J.Jenkins*79–03<br>VBHF 1 *Dk(Stl &Spar dk(Stl)3tr B*<br>*with freeboard in fore holds deep framing aft*<br>*Elec.light* | 1501<br>1366<br>864 | ✠100A1 Liv *r*<br>*Spar dk*<br>10,11<br>5,05 | 1903 Barclay, 5mo Curle&Co.Ld Glasgow *Lloyd's SA&CP* | Liverpool&HamburgS.S.Co. (D.Currie&Co.) | 254·6 35·0 13·6<br>B70 F35 21·1<br>FK & BK2 | Liverpool British 5 *BHCem* | T.3Cy.20½",34"&55"–42" (*s*)<br>180lb *85lb* 217NH<br>2SB.6*cf*,GS102,HS400<br>Barclay,Curle&Co.Ld.Gls. | 16 · 4 · 4 | | |
| 329 | **Rhio** SteelScSr<br>115176 *T.Davies* –04<br>VHJW 1 *Dk(pt Irn&pt Stl) &deep framing* | 2365<br>2228<br>1505 | ✠100A1 Cff *l*<br>1,05 Npt | 1903 R.Thompson&Sons Sunderland *Lloyd's SA&CP* | Orders&Handford S.S.Co.Ld. | 299·0 44·5 19·8<br>B74 F30<br>FK 5 *BHCem* | Newport British 2SB,6*pf*,GS98,HS3546<br>N.E.Marine Eng.Co.Ld Sld | T.3Cy.21½",36"&59"–39" (*s*)<br>180lb *80lb* 233NH<br>*APT62t* | 22 · 3 · 9 | | |
| 330 | **Rhipeus** SteelScSr<br>*B.Husband*04–04<br>PRHM (*ex* Oanfa) 2 *Dks3tr B* | 3113<br>2899<br>1958 | | 1888 Aitken& Mansel Glasgow | Nederl.Stoomv. Maats.Oceaan | 355·0 41·5 25·7<br>P23 B98 F18<br>BK11 | Amstrdam Dutch W.B. | T.3Cy.32",49"&77"–48"<br>475NH<br>J.&J.Thomson,Glasgow | 28 · 3 | 15 | |
| 331 | **Rhodanthe** SteelScSr<br>115803 *W.Hodgson* –02<br>THQJ 1 *Dk(pt Irn&pt Stl)2tr B& deep framing 3 Dk rule* | 3061<br>2820<br>1950 | ✠100A1 Cff *u*<br>1,05 Shl | 1902 W.Gray& Co.Ld. 4mo W Hartlepool *Lloyd's SA&CP* | LondonMarineS.S. Co.Ld. *WB=Cell DBa 106 uE&B40* | 325·5 47·2 22·5<br>P26 B94 F31<br>FK 5 *BHCem* | London British *APT102t* | T.3Cy.24",38"&61"–42" (*s*)<br>180lb *90lb* 293NH<br>2SB.5*cf*,GS108,HS4608<br>CenMar.Eng.Wrks.WHpl | 24 · 10 · 4 | | |
| 332 | **Rhode Island** WoodPad<br>110519 | 2888<br>—<br>2386 | | 1882 ..... Noank,Conn. | Providence&StoningtonSS.Co.(N.Y. N.H.&H.R.R.Co) | 332·2 46·2 16·4 | Providence, R.I. Utd.States | | | | |
| 333 | **Rhodesia** SteelScSr<br>113529 *M.Bate* –03<br>RTJL 1 *Dk(Stl)&Spar dk(Stl &deep framing* | 4313<br>4130<br>2826 | ✠100A1 Bly *x*<br>*Spar dk*<br>12,02 | 1900 Nthmblnd 8mo S.B.Co.Ld. Newcastle A&CP | Seville&U.KingdomCarryingCoLd J.Cory&Sons,Ld. *Mgrs.* | 360·0 48·0 20·2<br>P26 B90 F32<br>FK 6 *BHCem* | Cardiff British 2SB.8*cf*,GS129,HS4960<br>N.E.MarineCo.Ld.Newc. | T.3Cy.28",38½"&65"–48" (*s*)<br>180lb *80lb* 319NH<br>*APT100t* | 22 · 10 · 6 · 10 | | |
| 334 | — IronScK<br>110934 *R.Staff*99–99<br>1 *Dk* | 193<br>175<br>64 | ✠<br>*Stm Trawler* | 1899 Cochrane& 12mo Cooper,Ld. Selby *Lloyd's SA&CP* | *WB=Cell DBa 116'* Staff&Taylor (H.L.Taylor, *Mgr*) | *uE&B40 f154' 811t*<br>112·7 21·0 11·2<br>Q48 F20<br>BK7½ | Grimsby British 3 *BHCem* | T.3Cy.13",21"&34"–21" (*s*)<br>180lb 60RH<br>1SB,*2cf*,GS32,HS1037<br>C.D.Holmes&Co.Hull | 12 · 10 | | |
| 335 | — IronScK<br>110881 *G.Davidson*96–99<br>1 *Dk* | 155<br>148<br>55 | ✠ Hul<br>*Stm Trawler*<br>9,99 | 1899 Cook, Welton&Gemmell Hull | HullSteamFishing &IceCo.Ld. | 105·0 20·6 11·0<br>BK7½<br>*WB=DT f 18·32t* | Hull British 3 *BHCem* | T.3Cy.9½",16"&26"–20"<br>40RHP<br>1SB,*2pf*,GS22,HS680<br>Amos&Smith,Hull | | | |
| 336 | — SteelScSr<br>109892 *E.Cook* –98 (*Trawler*)<br>1 *Dk* | 110<br>101<br>16 | | 1898 Hawthorn, Leslie&Co.Ld Newcastle | IrvinStm.Fishing Co.Ld. | 93·6 18·6 9·7<br>BK7½ | N.Shields British | C.2Cy.14"&30"–21"<br>33RHP<br>Baird&Barnsley, N.Shields | 10 · 6 | | |
| 337 | **Rhodesian** SteelScSr<br>96168 *Pickthorn* ss Lon.No.3–4.02<br>LMWC (*ex* Matatua) 1 *Dk(Irn)&Spar dk(Irn)*<br>*Ref. Mchy.* 3tr *I* | 3393<br>2928<br>2173 | ✠100A1 Lon *r*<br>*Spar dk*<br>5,04<br>BS7.03 ✠LMC4.02 | 1899 R.Stephenson&Co.Ld. 1mo Newcastle *Lloyd's SA&CP* | Austr'l-Rhodesian S.S.Co.Ld. | 330·0 41·3 18·9<br>P48 B100 F42 26·3<br>BK10<br>*WB=Cell DB280 395t* | S'thamptn British 6 *BHCem* | T.3Cy.25",40"&68"–42" (*s*)<br>160lb *80lb* 329NH<br>2DB,*5cf*,GS160,HS5366<br>F.Richardson&Sons,Hpl. | 21 · 3 · 6 · 7½ | | |
| 338 | **Rhodos** SteelScSr<br>*Falck* –04<br>RJMQ 1 *Dk2tr B* | 1925<br>1899<br>1220 | | 1890 Flensburgr Schiffsb.Ges. Flensburg | DeutscheLevante Linie | 260·7 36·0 25·3<br>P158' F30' | Hamburg German W.B. | T.3Cy.19½",29"&52"–33"<br>155NH<br>FlensburgerSchiffsb.Ges. | | 0 | |
| 339 | **Rhona** SteelTwinScSp<br>(*Tug*)<br>HJMQ 1 *Dk* | 142<br>142<br>3 | | 1897 J.P.Rennolds'n&Sons S.Shields | Mason&Barry,Ld. | 105·4 21·6 8·6<br>BK5 | Villareal Portuguese | C.2Cy.15"&30"–21"<br>83NH<br>J.P.Rennoldson&Sons,SSh | 0 · 6 | | |
| 340 | **Rhone** IronScSr<br>*G.Cafiero*97–04<br>1 *Dk&Spardk3tr b* | 1306<br>893<br>958 | | 1868 W.Pile& Co. Sunderland | G.Lauro | 249·6 30·1 17·6<br>Gen71 24·1<br>BK8 | Naples Italian W.B. | C.2Cy.29"&54"–34"<br>NE71 NB86 142NH<br>MillwallDock E.W London | 18 · 5 | | |
| 341 | — IronScK<br>99704 *E.Grant* –93 ss Gms.No.2–01<br>1 *Dk* | 117<br>109<br>36 | ✠100A1 Gms<br>*Stm Trawler*<br>11,04 | 1893 Cochrane& 8mo Cooper Beverley *Lloyd's SA&CP* | G.F.Sleight | 88·4 20·1 10·7<br>Q17 BK7½ | Grimsby British 3 *BHCem* | C.2Cy.15½"&32"–21" (*s*)<br>90lb 44RH<br>1SB,*2pf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 · 4 | | |
| 342 | **Rhône** SteelScSr<br>*A.Guisolphe*94–00<br>KTMJ *Elec.light* | 1514<br>—<br>818 | ✠LMC11.01 | 1889 Wigham Rchrdsn&Co. Newcastle | Cie.de Nav.Mixte | 251·5 32·2 17·0<br>B38 24<br>W.B. | Marseilles French | T.3Cy.25",38½"&65"–42"<br>NB01 274NH<br>Wigham Rchrdsn&C.Nwc | | 7 | |
| 343 | — IronTwinScK<br>*J.Caradja*95–03 (*ex* FlyingCoot<br>(*Tug*) 1 *Dk* | *216*<br>*181*<br>*33* | | 1895 J.P.Rennoldson&Sns. SouthShields | Cie.de Remorquage de Pilotage et de Sauvetage | 120·8 21·2 10·7 | Marseilles French | T.6Cy.10½",17½"&28"–21"<br>72NH<br>J.P.Rennoldson&Sns.S Shl | | | |
| 344 | — IronScCtr<br>*L.M.Lartisien* –79<br>KTMN 1 *Dk* | —<br>—<br>106 | | 1879 Soc.Anon. des Const.Nav. Havre | La Fluviale Cie.Française de Transp.par Eau | 131·2 18·4 7·5 | Rouen French | C.2Cy.16½"&27½"–19½"<br>Soc.Anon.des Const.Nav.,Havre | | 28 NH | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded Depth. Freeboard amidships. ft. in. | 15 Registers in which classed. If not in L.R. Dates of Trade Cert. | 16 Date when last class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 345 KTMS | **Rhône et Saône** *Paoli* 98–98 (ex Fano, ex Strauss) | **IronScSr** 2 *Dks* | 963 — 454 | | | ... | 1872 | M. Pearse & Co. Stockton | **Prosper Durand** | 224·0 P45′ | 28·2 B41′ | 14·8 F30′ | **Algiers** French *WB* | C.2Cy.28″&56½″–36″ 160 NHP Blair & Co. Ld. Stockton | | | |
| 346 | **Rhos Colwyn** *J. Lee* –01 (ex Sussex Belle, ex Tantallon Castle) | **SteelPadSp** 1 *Dk* | 393 3[illegible] 89 | | | | 1899 | J. Scott & Co. Kinghorn | **Colwyn Bay & Liv. S.S. Co.** (*W. Horton, Mgr.*) | 210·1 Q18′ | 25·1 B144′ | 8·4 | **Liverpool** British | C.2Cy.27″&58″–54″ 206 NHP J. Scott & Co. Kinghorn | | BT till 10,04 | |
| 347 MBNV | **Rhynland** *T. G. Barman* 01–03 *ss* Ant. 2nd No. 3–7.03 3 *Dks* (2 *Irn*) 4 *tr B* | **IronScBk** 3430 2599 | 3678 | ✝100 A1 Ant *x* | | | 1879 3mo | Barrow S. B. Co. Barrow A&CP | **Soc. Anon. de Nav. Belge Américaine** | 402·8 | 40·2 BK 10″ | 30·6 | **Antwerp** Belgian 7 *BHCem* | C.2Cy.52″&90″–54″ 80lb NDB92 144 NHP 3 DB *12pf* & *12cf*, GS 280, HS 921 Barrow S. B. C. (Lim.), Brw. | 32 ″ 5 s 5 ″ 7½ | | ~~12,02~~ 6,04 |
| 348 108477 | **Rialto** *J. Barker* –97 *Electlight* | **IronScK** *ss* Gms. No. 1–01 1 *Dk* | 139 130 35 | ✝100 A1 *Stm Trawler* | Gms | | 1897 7mo | Cochrane & Cooper Beverley *Lloyd's A&CP* | **G. F. Sleight** | 95·0 Q17′ | 20·6 BK 7½″ | 11·0 3 *BHCem* | **Grimsby** British | T.3Cy.11″,17″&28″–21″ (*s*) 170lb 40 RHP 1 SB, *2cf*, GS 22, HS 687 C. D. Holmes & Co., Hull | 11 ″ 7 | | 10,03 |
| 349 LGTB | **Ribago** *A. Gaerke* –89 | **SteelPadSr** 1 *Dk* | 441 394 313 | | | | 1889 | David J. Dunlop & Co. Pt. Glasgow | **Niger Co. Ld.** | 192·3 | 29·2 | 9·1 | **London** British | C.L.4Cy.19″&30″–48″&58″ NB 92 114 NHP D. J. Dunlop & Co., P. Gl. | | | |
| 350 113166 | **Ribble** *A. Kennington* –00 | **IronScK** 1 *Dk* | 197 180 71 | ✝100 A1 *Stm Trawler* 1,02 | Gms | | 1900 3mo | J. Duthie & Co. Montrose A&CP | **Palatine Stm. Fishing Co. Ld.** (*A. Jeffs, Mgr.*) | 111·6 Q50′ F23′ | 21·3 BK 7½″ | 11·5 3 *BHCem* | **Grimsby** British | T.3Cy.10¾″,20″&32″–23″ (*s*) 180lb 55 RHP 1 SB, *2cf*, GS 32, HS 975 Tindall & Co. Hull | 12 ″ 4 | | ~~8,02~~ 8,04 |
| 351 11883 | — *S. Feltham* –04 | **SteelScK** 1 *Dk* | ~~100~~ 193 [illegible] 183 70 | ✝100 A1 *Stm Trawler Hull Class Contemplated* 4,05 | Gls | | 1904 9mo | Mackie & Thomson Glasgow *Lloyd's A&CP* | J. Leyman & Co. Ld. (Ge[illegible] & Co. Ld. Sc[illegible] | ~~100~~ 110·8 | 22·0 10·8 BK 7½″ *WB* = *UT f* 12′ 28 *t* | 11·0 4 *BHCem* | **Hull** British | T.3Cy.11″,17″&28″–21″ (*s*) 200lb 45 RHP 1 SB, *2cf*, GS 24, HS 788 W. V. V. Lidgerwood, Gls. | 11 ″ 7 | | 4,05 |
| 352 109677 BCVT | — *E. Tomlinson* –03 | **SteelScK** *ss* Flt. No. 1–05 1 *Dk* | 182 179 71 | ✝100 A1 *Stm Trawler* 5,05 | Flt | | 1900 12mo | Smith's Dock Co. Ld. N. Shields *Lloyd's A&CP* | **Wyre Steam Trawling Co. Ld.** (*J. N. Ward & Sons, Mgrs.*) | 115·5 [illegible] | 21·1 BK 7½″ | 11·4 3 *BHCem* | **Fleetwood** British | T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52 RHP 1 SB, *2pf*, GS 29, HS 1066 N. E. Marine Co. Ld. Sld. | 12 ″ 6 | | 5,04 |
| 353 HBDR | **Ribera** *R. Hurford* –04 *2tr B deep framing* & *Web frames* | **SteelScSr** 1 *Dk* (*Irn*) 3500 3091 | ~~3592~~ ~~3440~~ ~~2806~~ 2252 | ✝100 A1 *Spar dk* 1,05 [illegible] (*Class Contemplated*) | Sld | *v* | 1904 9mo | J. L. Thompson & Sons. Ld. Sunderland *Lloyd's A&CP* | F. Bolton & Co. ~~Bolton S.S. Co. Ld.~~ (F. Bolton & Co. *Mgrs.*) *WB* = *Cell D Ba* 112′ *u D* | 336·0 P23′ B90′ F33′ 49·3 *WB* = *Cell DB* 266′ 696 *t* | ~~19·2~~ 22·3 22·6 FK *f* 141′ 835 *t FP T* | ~~22·4~~ 22·3 6 *BHCem* 97 *t APT* 86 *t* | **London** British | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 290 NHP 2 SB, *8pf*, GS 151, HS 4614 J. Dickinson & Sons. Ld. Sld. | 24 ″ 11 s 4 ″ 4 | | |
| 354 NPCQ | **Riberhuus** *J. F. Söeberg* | **IronScSr** 2 *Dks* & *Awngdk* | 627 507 340 | ✝ *Awng dk* 4,77 | Lon | | 1875 5mo | Gourlay Bros. Dundee | **Forenede Dmpskib. Selskab.** | 198·8 H24 *t* | 27·2 20·2 | 13·6 5 *BHCem* | **Esbjerg** Danish | C.2Cy.27″&50″–36″ NE & B 83 125 NHP Lobnitz & Co., Renfrew | | | |
| 355 102837 NGWR | **Ribston** *P. O. Arkley* –00 | **SteelScSr** *ss* Npt. No. 2–02 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) & *Web frames* | 3372 3118 2185 | ✝100 A1 *Spar dk* [illegible] | Shl Bry | *r* | 1894 2mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | **London & Northern S.S. Co. Ld.** (*Pyman Bros. Ld. Mgrs.*) | 330·0 P29′ B98′ F37′ 49·3 *WB* = *Cell DB* 266′ 696 *t* | 43·0 26·4 FK | 18·7 6 *BHCem* *APT* 32 *t* | **London** British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 260 NHP 2 SB, *6rf*, GS 96, HS 3820 Cen. Mar. E. Works, W. Hpl. | 21 ″ 3 s 6 ″ 4 | | ~~4,03~~ ~~6,04~~ 10,04 |
| 356 24882 | **Richard** *E. W. Hickey* | **WoodScBarge** 1 *Dk* | 466 428 279 | | | | 1890 | D. Richard Sorel, P.Q. | **Richard SS. Co. Ld.** (C. & W. Hackett) | 148·6 [illegible] | 28·3 | 12·4 | **Montreal** British | C.2Cy.15″&28″–22″ 33 RHP Cie La Pontibrand, Sorel PQ | | | |
| 357 110385 JSPL | **Richard Holyoke** *F. H. Clinger* | **WoodScSr** 1 *Dk* | 182 — 91 | | | | 1877 | ..... Seabeck, Wsh | **Puget Sound Tug Boat Co.** | 115·6 | 24·3 | 11·8 | **Seattle Wash.** Utd. States | C.2Cy.20″&36″–24″ 53 NHP | | | |
| 358 89810 KBNP | **Richard Kelsall** *H. Burgess* –01 *Well deck* | **IronScSr** *ss* Shl. No. 3–9.97 *ss* Cpn. No. 1–00 1 *Dk* (*Irn*) 2 *tr B* | 1639 1300 1042 | ✝100 A1 4,06 [illegible] | Shl | *q* | 1885 8mo | J. Readhead & Co. S. Shields *Lloyd's A&CP* | **W. D. C. Balls & Son** *WB* = *D Ba* 78′ *f* 82′ 370 *t* | 259·0 Q106′ B64′ F28′ drp 00&03 | 37·2 BK 9″ | 18·0 4 *BHCem* *APT* 17 *t* | **N. Shields** British | C.2Cy.26½″&58″–36″ (*r*) 85lb *80lb* NDB 01 162 NHP 2 SB, *4pf*, GS 68, HS 2701 J. Readhead & Co., S. Shields | 18 ″ 11 s 1 ″ 8½ | | ~~10,08~~ 4,05 |
| 359 99303 MGKJ | **Richard King** *A. Trim* 95–02 *Electlight* | **IronTwinScSr** 1 *Dk* | 327 316 17 | ✝ [illegible] | Dun | *y* | 1891 8mo | Gourlay Bros. & Co. Dundee | **Natal Government** *WB* = *D Ba* 24′ *f* 34′ 78 *t FP T* | 150·0 B50′ | 26·7 FK | 12·9 4 *BHCem* 10 *t APT* 7 *t* | **Port Natal** British | T.6Cy.15″,25″&40″–27″ 177 NHP 2 SB, *4rf*, GS 91, HS 2805 Gourlay Bros. & Co., Dundee | 13 ″ 9 | | |
| 360 110971 KLGF | **Richard Peck** *Electlight* | **Steel&IronTwinSc** 1819 | 2906 — 1819 | | | | 1892 | Harlan & Hollingsworth Wlmngtn Del | **New York, New Haven & Hartford R.R. Co.** | 303·3 | 48·0 | 17·8 | **New Haven Con.** Utd. States | T.6Cy.24″,38″&60″–30″ 394 NHP Harlan & Hollingsworth Co. | | S | |
| 361 KTNM | **Richelieu** *P. Lawlard* 82– (ex Porto Alegre) | **IronScSr** *ss* Bdx. 2nd No. 3–12.01 1 *Dk* & *y Awngdk* | 1176 1129 839 | ✝100 A1 *Awngdk* *load line* 13*ft* [illegible] 10,04 [illegible] | Bdx | | 1875 2mo | W. Hamilton & Co. Pt. Glasgow A&CP | **Maurel & H. Prom** | 239·1 Q96′ B64′ F28′ drp 00&03 | 33·1 19·5 ND 90 drp 03 FK | 12·6 4 *BHCem* | **Bordeaux** French | C.2Cy.28″&54″–33″ 82lb *64lb* NDB 90 140 NHP 2 SB, *4pf*, GS 86 NB 7.90 Walker, Henderson & Co. Gls. | | | 8,03 |
| 362 110086 JMRW | **Richmond** *E. T. Page* 90– | **IronScSr** 2 *Dks* | 1438 — 1102 | | | | 1872 | Tredegar Iron Works Richmond Va | **Old Dominion S.S. Co.** | 206·0 | 33·0 | 13·0 21·6 | **New York** Utd. States | 1 Cy.50″–60″ Harlan & Hollingsworth Co., Wilmington, Del. | | S | |
| 363 11128 KPQH | — *J. N. Snow* | **SteelScTug** 1 *Dk* | 401 — 196 | | | | 1899 | Neafie & Levy Co. Philadelphia | **Coastwise S.S. Co.** | 135·0 | 27·5 | 15·7 | **New York** Utd. States *WB* | T.3Cy.16½″,24″&42″–30″ 97 NHP Neafie & Levy Co. Phl. | | | |
| 364 101908 MWBP | — (ex H.M.S. Griffon) | **CompScSr** 2 *Dks* | 397 395 175 | | | | 1876 | Laird & Sons Birkenhead | **Board of Trade** | 158·0 | 29·6 | 14·4 | **London** British | C.2Cy.31½″&54″–24″ 119 NHP Laird & Sons, Birkenhead | | | |
| 365 108455 | — *W. Hool* –97 | **SteelScYl** ~~ss Gms. No. 1–02~~ *ss* Gms. No. 2–05 1 *Dk* | 161 148 55 | ✝100 A1 *Stm Trawler* 4,05 [illegible] | Gms | | 1897 3mo | Mackie & Thomson Glasgow A&CP | **Hagerup, Doughty & Co. Ld.** | 104·2 Q17′ F19′ | 20·5 BK 7½″ | 10·7 4 *BHCem* | **Grimsby** British | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45 RHP 1 SB, *2pf*, GS 23, HS 536 Muir & Houston (Lim.), Gls. | 11 ″ 7 | | 9,03 |
| 366 111283 | — *W. A. Rasmusen* –00 *Fitted for liquid fuel* | **WoodScTug** 1 *Dk* | 135 — 77 | | | | 1900 | Fulton E. & S. B. Works San Francisco | **Santa Fé Terminal Co.** | 99·5 | 23·5 | 11·5 | **S. Frncisco** Utd. States | C.2Cy.20″&42″–24″ 72 NHP Fulton E. & S. B. Works, S. Fo | | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. | Construit. Quand. Où. Par qui. | Armateurs. | Dimensions d'après le Donnage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Immatriculation. Pavillon. | Machines. No. & Lits. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Francs-bords au dessus du pont de navire. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 367<br>109153<br>QGMV | **Richmond Castle** SteelScSr<br>*F.McDowell* –02 *ss*Shl.No.1–02<br>1 *Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*&<br>*Elec.light* | 3605<br>3341<br>2298 | ✠100A1 *Spar dk*<br>1,04 ~~1,04~~<br>✠LMC8.02<br>BS 10.04 | 1898 W.Pickersgill&Sons Sunderland<br>A&CP | Lancashire Shpg. Co.Ltd(J.Chambers &Co.*Mgrs.*)<br>*WB = Cell D Ba* 110 | 350·0 46·2 17·6<br>P31′B102′F88′ 25·6<br>*s.E&B42′,f*144′852*t* | Liverpool<br>British | T.8Cy.28½″,40″&66″–45″ (*s*)<br>180lb *80lb* 314NH<br>3SB,6*pf*,GS102,HS3839<br>J.Clark,Ld.Sunderland | 20 · 7 | |
| 368<br>99237<br>JLWF | **Richmond Crawford** SteelTwin<br>~~*Airlie*~~ ~~*ss*Krh.No.3–10,01~~ SoSp<br>~~*Morrison*~~ ~~*ss*Krh.No.2–01~~<br>*J.* 1 *Dk* | 258<br>231<br>2?? | ✠100A1<br>~~10,01~~<br>~~2?~~<br>~~S32,02~~<br>✠LMC~~?,01~~ | 1892 Hawthorns &Co.<br>10mo Leith<br>*Lloyd's*A&CP | Karachi Port Trust<br>*WB* = | 125·5 24·0 11·5<br>BK7′<br>*WB* = | Leith<br>British | C.4Cy.20″&40″–24″ (*s*)<br>100lb 66RH<br>1DB,4*cf*,GS81,HS2682<br>Hawthorns&Co.,Leith | 12 · 10 | |
| 369<br>9602<br>MBGT | **Rideau King** WoodSc<br>*E.Fleming* –00<br>(*ex*James Swift) 2 *Dks* | 266<br>183<br>197 | | 1893 M.R.Davis<br>Kingston, Ont | Rideau Lakes Nav. Co.Ld. (D.Noonan, *Mgr.*) | 107·0 23·4 6·0 | Kingston, Ont<br>British | C.2Cy.9″&16″–12″<br>12RH<br>D.McEwen&Son,Kingston | | |
| 370<br>98146<br>LWCK | **Riftswood** SteelScSr<br>*A.Horland* –04 *ss*Nwc.No.3–3,03<br>(*ex*Sam Handford) 1 *Dk*(*pt Irn pt Stl*)<br>2 *tr B*&*pt Awng dk*(*Irn*) | 1832<br>1334<br>1166 | ✠100A1 *pt Awng dk*<br>*with freeboard*<br>8,04 ~~8,04~~<br>~~S35,0~~<br>✠LMC<br>~~BS1,04~~ | 1890 R.Craggs &Sons<br>8mo Middlesbro'<br>A&CP | Constantine& Pickering S.S.Co.<br>*WB* = | 260·0 36·6 16·6<br>P25′Q82′ BK9″<br>*pt Awng dk*153′<br>*Cell D Ba* 86′*u E* 14′*f*90′351*t* | Middlesbro'<br>British | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *80lb* NDB03 174NH<br>2SB,4*rf*,GS112,HS2602<br>Westgarth English&Co Mdb | 19 · 0<br>8 · 1½ | |
| 371<br>MDBC | **Riga** IronScSr<br>*C.Schleper*03–03 *ss*Ros.2nd No.3–5,0?<br>*ss*Ros.No.1–04<br>*Well deck* 1 *Dk*2 *tr B* | 646<br>488<br>384 | ✠90A1<br>4,05 ~~4,04~~<br>~~NB5,00~~<br>~~BS8,04~~ | Ham *j*<br>Brs<br>~~M~~ ~~04~~ | 1875 Act.Ges. "Hansa" Rostock<br>6mo A&CP | Dmpfsfahrts.A.G. (FW Fischer *Mgr.*)<br>*WB* = *M1a*21 | Rostock<br>German | C.2Cy.24″&40″–27″<br>71lb *85lb* NDB00 76NH<br>1SB,2*pf*,GS45,HS1441<br>A.G."Hansa," Rostock | | |
| 372<br>MBGJ | — IronSc<br>*L.Schmidt* –80 *ss*No.1–67 1 *Dk*<br>(*ex* ~~Arc~~ *ex* ~~Lucerne~~,*ex*Princess Dagmar)<br>*Elec.light* *Mchy.Aft* | 462<br>—<br>280 | ✠<br>3,67 | Lon | 1863 Henderson Coulborn&Co<br>6mo Renfrew | Rigaer Dampf-schiffahrt Ges. | 196·0 24·5 12·0<br>P92′ | Riga<br>Russian<br>4 *BH* | C.2Cy.24″&36″–24″<br>NE&B83 53NH<br>Felser&Co.,Rign | V |
| 373<br>1687<br>HLCV | **Rijiri Maru** WoodScSr<br>(*ex*Urado Maru No.1) 2 *Dks* | 303<br>274<br>188 | | 1897 Nakamura Ushitaro<br>Osaka | Fujiyama Yokichi | 136·8 18·5 14·6 | Otaru<br>Japanese | C.2Cy.16½″&31″–20″<br>86NH<br>Ono Seikichi,Osaka | | |
| 374<br>PRNB | **Rijndam** SteelTwinScSr<br>*H.C.Vander Zee*85–00<br>3 *Dks*(*Stl–U ws*)&*Awng dk*(*Stl–ws*)<br>*Ref.Mchy.* *Elec.light* | 12527<br>11396<br>7976 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>7,01 ~~7,01~~<br>✠LMC10,01 | Rot *ht*<br>Ham | 1901 Harland& Wolff,Ld. Belfast<br>10mo<br>*Lloyd's*A&CP | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*WB* = *Cell D Ba* | Rotterdam<br>Dutch | T.6Cy.28½″,47½″&78″–57″<br>180lb (*s*) 1265NH<br>1DA&3SB36*cf*,GS639,HS28199<br>Harland&Wolff Ld.Belfast | 37 · 2<br>15 · 7½ | 7.00 |
| 375<br>3920<br>2710<br>HFWS | **Rijnland** SteelScSr<br>*D.H.Doeksen* –00<br>2 *Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shade dk*(*pt Stl–teak s*) | 4155<br>3920<br>2710 | ✠100A1<br>*Shade dk*<br>7,01 ~~7,01~~<br>✠LMC12,00<br>BS11,04 | Ams *y*<br>Shade dk | 1900 Russell& Co.<br>11mo Pt.Glasgow<br>*Lloyd's*A&CP | Zuid Amerika Lijn<br>*WB* = *Cell D Ba*<br>118′*u E*&*B*44′ | 389·4 51·2 25·2<br>FK<br>*f*168′908*t FPT*74*t* | Amstrdam<br>Dutch<br>6 *BH Cem*<br>*APT*116*t* | T.3Cy.27″,42″&69″–54″<br>180lb *80lb* 449NH<br>3SB,9*cf*,GS150,HS6296 FD<br>Dunsmuir&Jackson,Gls | 28 · 0 | 1.00 |
| 376<br>PRND | **Rijnstroom** SteelScSr<br>*T.Visser*96–00<br>1 *Dk* | 855<br>644<br>444 | | 1896 R.Thompson&Sons Sunderland | Hollandsche Stoomb.Maats. | 247·5 31·2 14·1<br>Q78′B65′F82′<br>len99 | Amstrdam<br>Dutch | T.3Cy.20″,33″&55″–36″<br>181NH<br>G.Clark(Lim.) Sunderland | | V |
| 377<br>JPRK | **Rikard Nordraak** SteelScSr<br>*J.D.Holck*<br>1 *Dk* | 1123<br>804<br>698 | | 1901 Hasseldalens Jernsk. Grimstad | V.Torkildsen | 231·0 34·0 13·5<br>Q128*t*B25*t*H19′<br>F25*t* | Bergen<br>Norwegian | T.3Cy.16″,25″&42″–30″<br>97NH<br>Bergen Mek.Værks.Berger | | N |
| 378<br>HFWS | **Rilda** IronSc3MstSr<br>*P.Christoffersen*98–98 (*ex*Solway King)<br>*Well deck* *Mchy.Aft* 1 *Dk* | 313<br>225<br>146 | ... | 1883 R.Smith Preston | E.Ellingsen | 145·0 23·1 10·2<br>Q81′B10′F22′<br>BK7″ | Drammen<br>Norwegian | C.2Cy.17″&34″–24″<br>NB04 59NH<br>R.Smith,Preston | 10 · 8 | N |
| 379<br>105236<br>PRTB | **Rimu** SteelTwinScSr<br>*G.W.Marks*99–99 *ss*Ddn.No.1–0?<br>*Well deck* 1 *Dk*(*pt Irn pt Teak*) | 358<br>231<br>144 | ✠100A1<br>5,04 ~~5,03~~<br>✠LMC?,03 | Ddn *e*<br>Lloyd's | 1898 Allsup&Co Ld.<br>12mo Preston<br>*Lloyd's*A&CP | Keith Ramsay<br>*WB* = *D* | 142·6 24·0 9·6<br>Q75′B21′F15′<br>FK<br>*Ba*23′*f*14′31*t FPT* | Dunedin<br>British<br>4 *BH Cem*<br>11*t APT*18*t* | T.6Cy.10¾″,16″&28″–22″ (*s*)<br>200lb 95RH<br>2SB,4*cf*,GS54,HS1600<br>Allsup&Co.Ld Preston | 10 · 2<br>· 7½ | |
| 380<br>111355<br>SDJL | **Rimutaka** SteelTwinScSr<br>*H.E.Greenstreet* –01<br>*Elec.light* *Ref.Mchy.* 2 *Dks*&*Shelter dk* | 7765<br>6439<br>4983 | | 1900 W.Denny &Bros. Dumbarton | New Zealand Shipping Co.Ld. | 457·7 58·2 30·8 | Plymouth<br>British | T.6Cy.24″,39″&68″–48″<br>550NH<br>Denny&Co.Dumbarton | | C<br>BT<br>till |
| 381<br>PRTB | **Rina** IronSc4MstSr<br>(*BROKEN UP 7,03*)<br>*Ref.Mchy* (*ex*Duke of Argyll) 3 *Dks* | *3232*<br>*2931*<br>*2060* | ... | 1873 R.Duncan &Co Port Glasgow | P.Lagorara | 379·8 38·3 28·5 | Genoa<br>Italian | T.3Cy.25″,42″&68½″–48″<br>NE&B91 325NH<br>J.Howden&Co.Glasgow | | |
| 382<br>68243<br>LHSC | **Rinaldo** IronScBg<br>*W.J.Norton*–03<br>*Well deck* | 1663<br>1295<br>1287 | ... | 1872 Earle's Co. Hull | T.Wilson,Sons& Co.Ld. | 279·0 32·1 18·7<br>P173′ F35′<br>FK | Hull<br>British | C.2Cy.32″&60″–38″<br>NB82 172NH<br>Earle's Co.,Hull | | till<br>11.00 |
| 383<br>113205 | — IronScK<br>*T.Johnson* –00 *ss*Gms.No.1–04<br>1 *Dk* | 166<br>149<br>58 | ✠100A1<br>*Stm Trawler*<br>7,04 ~~7,03~~<br>✠ MC~~?~~ | Gms | 1900 Cochrane& Cooper,Ld. Beverley<br>Lloyd's | G.F.Sleight | 101·0 21·0 11·0<br>Q45′F17′<br>BK7½″ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.11½″,19½″&32″–28″ (*s*)<br>180lb 55RH<br>1SB,2*cf*,GS30,HS1037<br>C.D.Holmes&Co.Hull | 11 · 0 | |
| 384<br>3590<br>JLDE | **Ring** SteelScSr<br>~~*H.B.Hyde*~~ *ss*Grk.No.3–2,00<br>(*ex*Lord Rosebery) 1 *Dk*(*Irn*) 2 *tr B*<br>*Well deck* *V.H.Lorqvist*02–04 | 1182<br>887<br>710 | ✠100A1<br>11,03<br>✠L~~M~~<br>~~BS0,04~~ MS1,04 | Got *n* | 1888 Russell& Co. Pt.Glasgow<br>8mo<br>*Lloyd's*A&CP | Ångf.Aktieb.Thule (O.Melin)<br>*WB* = *DBa*56′ | 231·3 33·0 17·0<br>P185′F31′<br>BK8″<br>*f*84′245*t FPT*44*t* | Gothenbrg<br>Swedish<br>4 *BH*(*Irn*)<br>*Cem* | T.3Cy.17″,28″&45″–36″ (*s*)<br>150lb *80lb* NDB03 109NH<br>1SB,3*rf*,GS54,HS1517<br>Kincaid&Co.Greenock | 18 · 0<br>1 · 9 | |
| 385<br>HDGS | — SteelScSr<br>*G.Jensen* –01<br>1 *Dk* | 998<br>905<br>626 | | 1897 Nylands Værkstad Christiania | And.Jacobsen | 229·2 32·7 14·5<br>H66*t*F25*t* | Christiania<br>Norwegian | T.3Cy.16″,27″&44″–30″<br>106NH<br>Nylands Værkstad,Xia | | N |
| 386<br>1711<br>JDKN | — CompScSp<br>*A.Olofsson* –03<br>*Mchy.Aft* 1 *Dk* | 190<br>155<br>122 | | 1890 P.Larsson Thorskog | Andersson&Lindberg | 99·0 22·5 9·7<br>P22′ H7*t* F11′ | Gothenbrg<br>Swedish | P.Larsson,Thorskog | | |
| 387<br>JHCP | **Ringsfond** WoodScSr<br>*S.Svensen*01–01<br>1 *Dk* | 626<br>494<br>361 | | 1901 J.Hauge, Storöen Hardanger | Acties.Ringfond (S.Bergesen) | 170·7 28·1 15·8<br>Q36*t*B70*t*H5*t*F19*t* | Stavanger<br>Norwegian | T.3Cy.12¼″,20″&32″–26″<br>32NH<br>Stavanger Stob.&Dok Stvs | | N |
| 388 | **Ringhorn** SteelSc<br>*O.Neuwejaar* –04 | 1714<br>1530<br>1080 | | 1904 Laxevaags Msk.&Jrns Bergen | J.C.Gjertsen | 267·5 38·8 17·5<br>P20′B70′F26′ | Bergen<br>Norwegian | T.3Cy.19″,31″&51″–33″<br>149NH<br>Laxevaags Msk.&Jrns.Bgn | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed. If not in L. R. Date of L. R. Part. | 16 Date when tail shaft last made. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 339 Ringwood 46672 LMCS | *G.Wright* | Steel Sc Sr ss Lon.No.3–6.94 ss Nwc.No.2–02 | 905 699 541 | ✠100 A1 Stm 3,05 NB7,02 LMC7,02 | Nwc | / | 1889 12mo Lloyd's | Palmers' Co.(Lim.) Newcastle | Broomhill Collieries,Ld.(M.F. Maclean, *Mgr.*) | 210·0 Q65′ | 32·1 B44′ | 12·2 F26′ | London British | T.3Cy.18½″,31″&51″–36″ (*s*) 150lb *100lb* NDB02 155NH 1SB,*4pf*,GS80,HS2400 Palmers' Co.(Lim.),Nwc. | 14 ″ 6 8 ″ 7½ | | 3.04 |
| 340 Rinto 110943 | *C.Mumby* –00 | Iron Sc K ss Gms.No.1–04 | 169 152 51 | ✠100 A1 Stm Trawler 3,04 LMC2,00 | Gms | | 1900 2mo Lloyd's | Cochrane & Cooper,Ld Selby | G.F.Sleight | 101·0 Q45′ | 21·0 F17′ | 11·0 BK7½′ | Grimsby British | T.3Cy.12″,19½″&32″–23″ (*s*) 180lb 55RH 1SB,*2cf*,GS30,HS1037 C.D.Holmes & Co. Hull | 11 ″ 9 | | 3.04 |
| 391 Rio | *P.Jacobsen* –00 | Steel Twin Sc Sr | 691 589 420 | | | | 1896 | Bergens Mek.Verkstd Bergen | H.L.Lorentzen | 190·8 P28′ | 33·1 B29′ | 10·9 H25′ F20′ | R.Janeiro Brazilian WB | T.3Cy.16″,15″&25″–18″ 27NH Bergens Mek.Verkstd,Bgn | | N | |
| 392 — 104173 | *J.Barker* | Iron Sc K ss Gms.No.2–02 | 117 110 36 | ✠100 A1 Stm Trawler 5,05 BS5,05 LMC6,01 | Gms | | 1894 6mo Lloyd's | Cochrane & Cooper Beverley | G.F.Sleight | 88·5 Q17′ | 20·1 | 10·7 BK7½′ | Grimsby British | C.2Cy.17″&32″–21″ (*s*) 90lb 44RH 1SB,*2pf*,GS27,HS780 C.D.Holmes & Co.,Hull | 11 ″ 5 | | 5.04 |
| 393 Rio Acre | *J.Chrisostomo* (*ex* Sepetiba) | Steel Twin Sc | 100 — 62 | | | | 1885 | Act.Ges. "Vulcan" Stettin | Newtel,Newton, Maia & Co. | 105·0 | 19·5 | 9·0 | Para Brazilian | C.4Cy.12″&21″–14″ 27NH A.G."Vulcan," Stettin | | | |
| 394 Rio Affua | *Elec.light* | Steel Twin Sc Sr 1 Dk & Promenade dk | 460 354 313 | | | | 1896 | Russell & Co Pt.Glasgow | A.Berneaud & Co. | 160·4 F16′ | 32·0 | 9·8 FK | Para Brazilian | T.6Cy.10″,16″&26″–21″ 80NH J.C.Kincaid & Co. Greenock | 10 ″ 0 | | |
| 395 Rio Amazonas 348 RQHP | *M.Tiscornia*96–02 (*ex* Rio,*ex* Maranhao,*ex* Giulio Cesare) *Elec.light* | Steel Sc Sr (*ex* Maranhao, *ex* Maranhao,*ex* Giulio Cesare) 1 Dk & Spar dk & Tr B | 3171 2680 2053 | | | | 1891 | G.Ansaldo & Co. Sestri Ponente | Ligure Brasiliana Soc.Anon di Nav. | 331·4 | 40·1 | 18·5 | Genoa Italian | T.3Cy.22½″,37½″&61½″–43½″ 248NH G.Ansaldo & Co.,Sampdrna | | IV | |
| 396 Rio Aquiry | *Elec.light* | Steel Twin Sc Sr 1 Dk & Promenade dk | 410 333 278 | | | | 1894 | Murdoch & Murray Port Glasgow | A.F.Berneaud | 150·4 F16′ | 33·0 | 9·8 FK | Para Brazilian | T.6Cy.10″,16″&26″–21″ 78NH D.Rowan & Son,Glasgow | 10 ″ 0 | | |
| 397 Rio Branco | *W.Boulton*87–88 | Steel Twin Sc Sr 1 Dk & Shade dk | 556 415 378 | ✠ For River purposes only 12,88 | Cly | | 1888 12mo | Russell & Co. Port Glasgow | Amazon Stm.Nav. Co.Ld. | 200·6 F28′ | 34·3 | 9·7 FK WB | Para Brazilian | T.6Cy.13″,20″&32″–24″ 100NH 1DB,*4cf*,GS75 Rankin & Blackmore,Grk. | 10 ″ 1 | | |
| 398 Rio Formoso | *F.Arana*01–03 | Iron Sc Sr 1 Dk | 169 133 75 | | | | 1870 | Bowdler, Chaffer & Co Liverpool | L.Maruri | 120·2 P32*t* | 20·1 F6*t* | 8·3 = *APT*5*t* | Bilbao Spanish | C.2Cy.16″&32″–18″ NB83 36NH J.Taylor & Co.,Birkenhead | 8 ″ 10 | | |
| 399 Rio Formozo HLDF | *A.A.Pinto* | Steel Twin Sc Sr 1 Dk(*Irn*) Coasting Rio | 758 — 415 | ✠ *with freeboard* 2,91 *Grande do Sul & Ceara* | Nwc | *j* | 1891 2mo | Wigham Richrdsn & Co Newcastle | Cia Pernambucana de Nav. | 210·7 B70′ F26′ | 31·2 | 11·2 FK WB = | Prnmbuco Brazilian | T.6Cy.11½″,19″&32″–24″ 102NH 1SB,*3cf*,GS60,HS1618 Wigham Richrdsn & Co. Nwc | 11 ″ 9 | | |
| 400 Rio Gallegos | *H.Köhler*96–01 *Elec.light* | Steel Sc Sr (*ex* Amazonas) 2 Dks & Hurd k | 2987 2078 1892 | *New name* "Amazonas," *See No. 86* | | | 1890 *Possil* | Blohm &. *Supp email* Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. | 326·9 B82′ H–F52′ | 41·7 | 21·4 | Bns.Ayres Argentine | T.3Cy.25″,40″&66″–48″ 302NH Blohm & Voss,Hamburg | | G | |
| 401 Rio Grande 110303 JSDV | *E.D.Johnstone*00–00 | Iron Sc Sr 2 Dks | 2556 — 2048 | | | | 1876 | J.Roach & Son Chester,Pa. | New York & Texas S.S.Co. (C.H.Mallory & Co.. *Mgrs.*) | 289·5 | 39·2 | 21·6 | New York Utd.States | C.2Cy.34″&60″–54″ NB91 220NH J.Roach & Son,Chester,Pa. | | | |
| 402 Rio Gualeguay | *M.Cabo de Vila* | Iron Sc | 209 — 138 | | | | 1873 | ..... Havre | M.Cabo de Vila (Ross & Tobal, *Mgrs.*) | 135·3 | 21·9 | 7·1 | Bns.Ayres Argentine | | | | |
| 403 Rio Ituhy | *A.McIntyre*00–00 *Elec.light* | Steel Twin Sc Sr ss Pra.No.1–03 1 Dk(*Teak*) & Promenade dk(*Teak*) | 474 374 323 | ✠ A1 *For River purposes only* 6,03 LMC6,03 | Pra | | 1900 3mo | Murdoch & Murray Pt.Glasgow A&CP | J.M.Monteiro | 170·1 F16′ | 33·1 | 9·8 FK 5 BHCem | Pará Brazilian | T.6Cy.10″,16½″&26½″–21″ (*s*) 175lb *80lb* 91NH 1SB,*3rf*,GS61,HS1430 D.Rowan & Son,Glasgow | 10 ″ 0 | | 6.03 |
| 404 Rio Ituxy | *Well deck Mchy.Aft* | Steel Sc K 1 Dk | 196 147 115 | | | | 1893 | J.Mulder Vierverlaten | S.F.di Mello & Cia. | 110·8 Q33′ B15′ F17′ | 20·1 | 8·5 BK6½′ WB | Manaos Brazilian | C.2Cy.13″&26″–15″ 26NH N.E.Mar.E.Co.(Lim.),Sld. | 9 ″ 7 | | |
| 405 Rio Machados | *Elec.light* | Steel Twin Sc Sr 1 Dk & Promenade dk | 414 333 281 | | | | 1894 | Murdoch & Murray Pt.Glasgow | J.M.Leite | 149·6 F16′ | 33·0 | 9·8 FK | Para Brazilian | T.6Cy.10″,16″&26″–21″ 78NH D.Rowan & Son,Glasgow | 10 ″ 0 | | |
| 406 Rio Negro | *Elec.light* | Iron Sc Bn 2 Dks & Spar dk | 3443 — 1790 | | | | 1883 | Atel.& Chant Loire St.Nazaire | Chargeurs Réunis | 347·8 Q60′ B88′ | 40·3 F50′ | 21·8 31·0 | Havre French | T.3Cy.24″,40″&64″–42″ NE&B97 266NH Lobnitz & Co.Ld. Renfrew | | V | |
| 407 Rio Pardo | *E.de P. Seixas* *Elec.light* | Steel Pad 1 Dk & Awng dk | 1509 1404 1029 | ✠ *Awng dk with load line* 5,83 *Coasting Rio Janeiro and Monte Video* | Grk | | 1883 3mo | Caird & Co. Greenock | Lloyd Brazileiro | 270·9 | 34·0 | 11·7 19·1 FK 5 BHCem | R.Janeiro Brazilian | C.O.2Cy.45″&80″–60″ 413NH Caird & Co.,Greenock | | | |
| 408 Rio Pauhiny | ss Pra.No.1–99 1 Dk(*Teak*) & Promenade dk(*Teak*) *Elec.light* | Steel Twin Sc Sr | 460 369 313 | ✠ 11,08 *For River purposes only* | Pra | | 1895 9mo | Murdoch & Murray Pt.Glasgow | Martins,Ribas & Ca | 160·2 F16′ | 33·0 | 9·8 FK 5 BHCem | Para Brazilian | T.6Cy.10″,16½″&26½″–21″ 79NH 1SB,*3rf*,GS60,HS1369 D.Rowan & Son,Glasgow | 10 ″ 0 | | |
| 409 Rio Purus | *J.B.Mendes* –05 *Mchy.Aft Elec.light* | Steel Twin Sc Sp 1 Dk & Promenade dk | 429 325 291 | | | | 1893 | Murdoch & Murray Pt.Glasgow | Theophile,Mendonça & Co. | 170·1 F16′ | 30·0 | 8·4 FK WB | Para Brazilian | T.6Cy.9″,14″&22″–18″ 62NH D.Rowan & Son,Glasgow | 9 ″ 0 | | |
| 410 Rio Real | | Wood | — — 186 | | | | 1884 | ..... Rio de Janeiro | Associação Sergipense | ..... | ..... | ..... | Aracati Brazilian | | | | |

| Numéro d'Ordre. / Numéro / Visites Périodiques. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Nombres des Ponts. | Tonnage Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Tonnage assignement des Lettres | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon | Machines. No & Dia. des Cylindres.—Course. Tression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge sur ligne de flottaison. Franc-bord au milieu du navire. pds. pr. | Lettres de classe. | Lettres de classe. | Lettres de classe. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 411 | **Rio Tapajos** Steel Twin Sc Sr | 414 | | | | 1895 | Murdoch & Murray Pt. Glasgow | Amazon Stm. Nav. Co. Ld. | 150·0 | 33·0 | 9·8 | Para Brazilian | T. 6Cy. 10", 16" & 26" – 21" 78 N H | 10 ″ 0 | | | |
| | *Elec. light* | 335 | | | | | | | F16' | | | | D. Rowan & Son, Glasgow | | | | |
| | | 281 | | | | | | | | | | | | | | | |
| 412 | **Rio Tinto** Steel Sc Sr | 2165 | ✠100 A1 Sld | | | 1888 | Short Bros. 5mo Sunderland | J. Tully | 281·0 | 39·5 | 19·8 | Sundrland British | T. 3Cy. 21", 35" & 58" – 42" (s) 150lb *160lb* NDB02 211 N H | 22 ″ 3 | | | |
| 35284 | *J. Leslie* –00 | 1836 | 3,01 | | | | | | P28' B65' F85' | | | | 2 S B, *Grf*, GS84, HS8195 | 3 ″ 4 | | | |
| K R P G | 1 *Dk (Irn)* 2 *tr B* | 1360 | | | | | | | | | | | J. Dickinson, Sunderland | | | | |
| | *Inner bottom plating Iron* | | | | | | | | *WB* = 286' 182*t* | | | | | | | | |
| 413 | **Rio Victoria** Steel Sc Sr | 251 | | | | 1889 | A. Roncallo Sampierdrna | M. Marquez | 119·7 | 22·8 | 10·0 | Bns. Ayros Argentine | C. 2Cy. 18½" & 33½" – 20" 42 N H | | | | |
| | *F. Solari* (*ex* Operaio) | 202 | | | | | | | H18*t* F16' | | | | A. Roncallo, Sampierdarena | | | | |
| | 1 *Dk* | 149 | | | | | | | | | | | | | | | |
| 414 | **Rio Xapury** Steel Twin Sc Sr | 250 | | | | 1895 | Murdoch & Murray Pt. Glasgow | A. F. Berneaud | 130·2 | 27·1 | 8·0 | Para Brazilian | C. 4Cy. 12" & 24" – 18" 55 N H | 8 ″ 4 | | | |
| | | 194 | | | | | | | F16' | | | | Lees, Anderson & Co., Gls. | | | | |
| | 1 *Dk & Poop* | 170 | | | | | | | | | | | | | | | |
| 415 | **Rioha Maru** Wood Sc Sr | 126 | | | | 1878 | Sudzuki Kichizo Kobe | Tokiowan Kisen Kabushiki Kaisha | 90·7 | 14·9 | 11·6 | Shinagawa Japanese | C. 2Cy. 10½" & 19½" – 13" 11 N H | | | | |
| 41 | *Kato Tokichi* | 107 | | | | | | | | | | | | | | | |
| H B Q N | 2 *Dks* | 78 | | | | | | | | | | | | | | | |
| 416 | **Rioha Maru No. 1** Wood Sc Sr | 177 | | | | 1895 | Mayegawa Tomekich Osaka | Asari Yeizo | 113·0 | 15·8 | 12·3 | Otaru Japanese | C. 2Cy. 14½" & 28" – 18" 28 N H | | | | |
| 1514 | *K. Jinroku* | 158 | | | | | | | | | | | Ono Seikichi, Osaka | | | | |
| H K L J | (*ex* Rioha Maru) 2 *Dks* | 109 | | | | | | | | | | | | | | | |
| 417 | **Rioha Maru No. 2** Wood Sc Sr | 181 | | | | 1898 | Mayegawa Tomekichi Osaka | Asari Yeizo | 113·5 | 15·9 | 12·8 | Otaru Japanese | C. 2Cy. 15" & 29½" – 18" 31 N H | | | | |
| 1833 | *S. Suyekichi* | 165 | | | | | | | | | | | Ono Seikichi, Osaka | | | | |
| H L R P | 2 *Dks* | 98 | | | | | | | | | | | | | | | |
| 418 | **Rioja** Iron Sc 3 Mast Sr | 795 | | | | 1872 | Bowdler, Chaffer & Co. Liverpool | La Betica Soc. Anon de Nav. à Vap. | 190·0 | 28·2 | 16·9 | Seville Spanish | C. 2Cy. 28" & 46" – 24" NB 92 86 N H | | | | |
| | *F. Echevarria* –08 | 632 | | | | | | | P60' | B10' | F27 | | J. Taylor & Co., Birkenhead | | | | |
| J F N H | *Mchy. Aft* (*ex* Juan Cunningham) 2 *Dks* | 616 | | | | | | | | | | | | | | | |
| 419 | **Riojano** Iron Sc 4 Mast Sr | 5048 | ✠100 A1 Bkn | | *y* | 1884 | Barrow Co. Ld. Barrow | M. M. de Arrotegui | 400·0 | 44·2 | 23·7 | Bilbao Spanish | Q. 4Cy. 22", 33", 50" & 73" – 60" 2100lb *90lb* NDB97 (*s*) 477 N H | 26 ″ 11 | | | |
| | *J. Guerrica* 88–97 *ss* Liv. No. 3–9, 97 | 3417 | *Spar dk* Liv | | | 1mo | | | P20' B104' F47' 31·3 | | | | 8 S B, *9 rf*, GS153, HS5430 FD | 9 ″ 4 | | | |
| J F N G | (*ex* Borderer) *ss* Bkn. No. 1–02 | 3556 | 9,01 7,08 | | | | | | BK 11'6 | | | | *Qpd.* 97 D. Rollo & Sons, Liv. | | | | |
| | 2 *Dks (Irn)* & *Spar dk (Irn)* | | | | | | | | *WB* = *DB*y 88' *u E* & *B* 104' 518*t* | | | | *MT* 32' 412*t* | | | | |
| 420 | **Riojun Maru** Steel Sc Bn | 4806 | ✠100 A1 HKg | | *x* | 1892 | Hawthorn, Leslie & Co. Ld. Newcastle | Nippon Yusen Kabushiki Kaisha | 360·4 | 48·0 | 26·2 | Tokio Japanese | T. 3Cy. 30", 48" & 78" – 54" (*s*) 1600lb 529 N H | 29 ″ 0 | | | |
| 1444 | *N. Ohno* 90–01 | 3587 | *Awng dk* Kob | | | 12mo | | | 34·1 | | | | 2 D & 2 S B, *19 pf* GS255 HS9152 | 11 ″ 4 | | | |
| H K C R | (*ex* Port Hunter) *ss* Yka. No. 3–5, 01 | 2980 | *with freeboard* 10,01 1,01 | | | | | | BK 9'7 | | | | Hwthrn, Leslie & C (L), Nwc | | | | |
| | 2 *Dks (Irn–Uws)* & *Web frames* & *Awng dk (Irn–ws)* | | | | | | | | *WB* = *Cell DB* 90' *u E* 38' *f* 135' 645*t* | | | | *APT* 60*t* | | | | |
| | | | 10,01 LMC 10,02 | | | | | | | | | | | | | | |
| 421 | — Wood Sc Sr | 171 | | | | 1897 | Mayeda Unosuke Osaka | Osaka Shosen Kabushiki Kaisha | 108·2 | 17·3 | 11·6 | Osaka Japanese | C. 2Cy. 14½" & 28½" – 18" 28 N H | | | | |
| 1763 | | 151 | | | | | | | | | | | Tamonaga Gensaburo, Osaka | | | | |
| H L K W | 2 *Dks* | 99 | | | | | | | | | | | | | | | |
| 422 | **Rion** Steel Sc Sr | 2186 | ✠100 A1 Shl | | *s* | 1889 | Palmers' Co. (Lim.) Newcastle | Rion S.S. Co. Ld. (Stephens, Sutton & Stephens) | 279·0 | 37·7 | 19·1 | Newcastle British | T. 3Cy. 22", 35" & 58" – 39" (*s*) 1500lb *1000lb* 216 N H | 20 ″ 4 | | | |
| 96150 | *W. E. Dingle* –02 *ss* Npt. No. 3–8, 01 | 2153 | *Spar dk* Nwc Bly | | | 8mo | | | F24' | | 25·2 | | B, *Gpf*, GS110, HS3464, NDB02 | 5 ″ 4 | | | |
| L H B F | 1 *Dk (Irn)* & *Spar dk (Irn)* & *Web frames* | 1419 | 1,01 1,00 BS3,04 | | | | | | FK 10 | | | | Palmers' Co. (Lim.), Nwc. | | | | |
| | *Mchy. Aft* *Elec. light* | | *Carrying Petroleum in bulk* | | | | | | *BH pt Cem* 28 | | | | | | | | |
| | | | LMC 8,02 MS4,05 | | | | | | *WB* = *FPT* 18*t* | | | | *APT* 58*t* | | | | |
| 423 | **Ripa** Iron Sc Sr | 429 | ✠ ⚓ 1 Bbo | | | 1861 | Tod & M'Gregor Glasgow | Viuda de H. Lundyy Clausen | 168·8 | 25·1 | 11·5 | Bergen Norwegian | C. 2Cy. 20⅜" & 39½" – 20" 60lb 58 N H | | | | |
| | *J. Jaeger* 94–94 *ss* Bbo. 2nd No. 3–4, 02 | 293 | 10,01 4,00 | | | | | | P48' B45' F28' | | | | 1 S B, *2pf*, GS32, HS1135 | | | | |
| J S B T | (*ex* Vicenta, *ex* Vasco Andaluz) 1 *Dk 2 tr B* | 249 | MS4,02 | | | | | | | | | | *1000lb* SD 994 | | | | |
| | | | BS 10,04 | | | | | | | | | | | | | | |
| 424 | **Ripley** Steel Sc Sr | 3889 | ✠100 A1 Xwc | | *w* | 1902 | Palmers' Co. Ld. Newcastle | Surrey S.S. Co. Ld. | 365·0 | 48·2 | 25·4 | London British | T. 3Cy. 24½", 41½" & 70" – 45" (*s*) 2001b 459 N H | 28 ″ 4 | | | |
| 115825 | *J. D. Leitch* 02–02 | 3708 | 1,05 1,00 | | | 5mo | | | B78' F41' | | | | 2 S B, 1 Aux S B, *9 cf*, GS171, | 6 ″ 0½ | | | |
| T J S R | 2 *Dks (Stl)* & *Web frames* | 2508 | LMC 5,02 | | | | | | | | | | HS6527 FD | | | | |
| | *Elec. light* | | | | | | | | *WB* = *Cell DB* a 126' *u E* 26' *f* 148' 819*t* *DT* a 28' 664*t* | | | | *APT* 34*t* | | | | Palmers' Co. Ld. Newcastle |
| 425 | **Riplingham** Steel Sc Sr | 2570 | ✠100 A1 Cff | | *t* | 1898 | R. Thompson & Sons Sunderland | E. Yorkshire SS. Co. Ld (A. Meek & Sons. *Mgrs.*) | 313·0 | 44·2 | 20·6 | Goole British | T. 3Cy. 22", 36½" & 60" – 42" (*s*) 180lb *80lb* 251 N H | 23 ″ 0 | | | |
| 104221 | *A. Cox* –03 | 2401 | 9,04 5,08 Gms | | | 10mo | | | P29' B91' F31' | | | | 2 S B, *Gpf*, GS97, HS8832 | 8 ″ 7½ | | | |
| Q J C L | *Johnson* –04 1 *Dk (Irn)* & *deep framing* | 1649 | MS —/— LMC 5,03 | | | | | | FK | | | | N.E. Marine Co. Ld. Sld | | | | |
| | | | | | | | | | *WB* = *Cell DB* a 98' *u E* 22' *f* 128' 662*t* | | | | 5 *B H Cem* *APT* 55*t* | | | | |
| 426 | **Riposto** Iron Sc Sr | 606 | ✠100 A1 Tri | | *i* | 1881 | Murdoch & Murray Port Glasgow | A. Fragalà & Flli. | 180·1 | 26·1 | 14·1 | Catania Italian | C. 2Cy. 22" & 44" – 33" (*s*) 80lb ~~*80lb*~~ NDB95 86 N H | 15 ″ 3 | | | |
| 24 | *A. Arcidiacono* 99–00 *ss* Liv. No. 3–5, 98 | 468 | 1.03 | | | 12mo | | | P23' Q67' F23' | | | | 1 S B, *3pf*, GS47, HS1398 | 1 ″ 7 | | | |
| R Q H V | (*ex* Rydal Fell) *ss* Fiu. No. 2–01 | 394 | ~~NB 5,02~~ LMC 8,01 | | | | | | pt NDB02 BK 7½ | | | | 4 *B H Cem* | | | | |
| | 1 *Dk (Irn)* 2 *tr B* | 5388 | ~~DBS 1,05~~ 01,05 | | | | | | *WB* = *D Ba* 38' 58*t* | | | | *APT* 18*t* | | | | |
| 427 | **Rippingham Grange** Steel Sc Sr | 5804 | ✠100 A1 Npt | | *at* | 1898 | Workman, Clark & Co. Ld. Belfast | Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*) | 420·0 | 54·2 | 29·5 | London British | T. 3Cy. 27", 44½" & 74" – 54" (*s*) 180lb *180lb* 513 N H | 32 ″ 5 | BT till 1.05 | | |
| 109983 | *A. H. Angel* –02 | 5440 | 3,04 | | | 10mo | | | P33' B197' F78' | | | | 6 S B, *9 cf*, GS169, HS7176 FD | 6 ″ 10 | | | |
| Q J B G | 2 *Dks (Stl)* & *deep framing* | 3906 | PS 1,05 LMC 1,03 | | | | | | FK | | | | Wrkman, Clark & Co. Ld Bel. | | | | |
| | *Ref. Mchy. Elec. light* | 8852 | RMC 1,05 | | | | | | *WB* = *Cell DB* a 115' *u E* & *B* 72' *f* 150' 1215*t* | | | | *FPT* 150*t* *APT* 80*t* | | | | |
| 428 | **Ripple** Wood Sc K | 129 | | | | 1899 | Lamb Reckless & Dunn Berry's Bay, N.S.W. | J. Wood | 103·3 | 23·0 | 7·2 | Sydny NSW British | C. 2Cy. 10" & 20" – 16" 30 R H | | | | |
| 112482 | *H. Carson* –03 | 99 | | | | | | | B21' | | | | W. Wilson & Co. Glasgow | | | | |
| | 1 *Dk* | 73 | | | | | | | | | | | | | | | |
| 429 | **Risak** Iron Pad | 178 | | | | 1888 | ..... Rostoff | Don. Azoff & Black Sea Steam Nav. Co. | 135·0 | 20·5 | 8·0 | Rostoff Russian | | | | | |
| 1035 | | — | | | | | | | | | | | | | | | |
| | 1 *Dk* | 117 | | | | | | | | | | | | | | | |
| 430 | **Risano** Iron Sc Sr | 188 | | | | 1887 | G. Howaldt Kiel | Soc. di Nav. a Vap. Istria-Trieste | 135·8 | 18·5 | 9·7 | Trieste Aust.-Hung. | T. 3Cy. 14½", 23½" & 39½" – 19½" 50 N H | | | | |
| | *G. Rismondo* | — | | | | | | | *82* F18 | | | | Gebrüder Howaldt., Kiel | | | | |
| | 1 *Dk* | 87 | | | | | | | | | | | | | | | |
| 431 | **Riso** Iron Sc 3 Mast Sr | 354 | | | | 1857 | Denny & Rankin Dumbarton | A. Halleland | 163·4 | 24·2 | 11·4 | Haugesnd Norwegian | C. 2Cy. 23" & 39½" – 23½" NB 91 NE 77 63 N H | | | N | |
| | *O. Haagenvik* –99 | 292 | | | | | | | P45*t* B16' | | | | Aron & Gollnow, Stettin | | | | |
| J N Q M | (*ex* Saint Petersburg) 1 *Dk* | 193 | | | | | | | | | | | | | | | |
| 432 | **Risorto** Iron Sc Sr | 110 | | | | 1886 | M. U. Martinolich Lussapiccolo | Soc. di Nav. a Vap. Pio Negri & Co. | 99·4 | 14·6 | 9·2 | Sebenico Aust.-Hung. | C. 2Cy. 18" & 28" – 15" 17 N H | | | | |
| | *G. Pavic* –02 | — | | | | | | | | | | | Bartlett & Greenham, Trste. | | | | |
| | (*ex* Flink) | | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now applied. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard, shelterdeck ships | 15 Registers in which classed. If not in L.R. Date of L.R. Trade Cert. | 16 Date when last dealt with |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | ft. in. | |
| 433 | **Risosund** Steel Sc Sr<br>*Martinussen* –04<br>Steel Sc Sr | 200<br>120 | | | | 1904 | Xiansands Mek. Verks Xiansands | Vesteraalens Dampskibsselskab | 108·0 | 19·0 | 9·0 | Bodö Norwegian | T.3Cy.10¼″,16″&26″-18″ 29NHP<br>Xiansands M.V. Xiansand | | | |
| 434<br>118113<br>TRDV | **Rissa** Steel Sc Sr<br>*J.Y.Dunn*80–02<br>*Well deck* 2 *Dks*(*Stl*) | 1612<br>1390<br>829 | ✝100A1 Mch Liv<br>~~2,07 4,03~~ 4,03<br>~~MS10,01~~ ✝LMC | | *l* | 1902<br>9mo | Wigham-Richrdsn&Co Ld Newcastle<br>*Lloyd's* | Cork S.S.Co.Ld.<br>*WB=Cell DBa 68′* | 270·0<br>P158′F61′ | 35·8<br>BK87′ | 19·5<br>*f* 102′ 255*t* *FPT* 50*t* | Cork British<br>4 *BHCem*<br>*APT* 25*t* | T.3Cy.21″,33½″&54″-39″ (*s*)<br>160lb *80lb* 209NHP<br>2SB,*6pf*,GS106,HS3554<br>Wgham Rchrdsn&C.Ld Nwc | 20 ″ 8<br>s 2 ″ 7 | | 4,05 |
| 435<br>JFNP | **Rita** Steel Sc Sr<br>*T.Aspurn* –01<br>1 *Dk*(*Stl–ptws*) *&deep framing*(*pt Awng dk*(*Stl–ptws*) *lower dk after hold* | 1238<br>909<br>784 | ✝100A1 Liv<br>*pt Awng dk with freeboard*<br>1,05 ~~1,08~~<br>MS9,01 ✝LMC2,01 | | *n* | 1901<br>2mo | Cmpbltwn S.B.Co. Campbeltwn<br>*Lloyd's* | Serra S.S.Co. (W.L.Nickels& G.Ross, *Mgrs.*) | 230·0<br>Q79′ drp01<br>*pt Awng dk* 151′ FK<br>*WB=Cell DBa* 51′ *f* 94′ | 32·8<br>BK5 | 16·3<br>*f* 205*t* *APT* 80*t* | Bilbao Spanish<br>1 *BHCem*<br>*WB* | T.3Cy.18″,27½″&45″-33″ (*a*)<br>160lb *80lb* 120NHP<br>1SB,*3rf*,GS65,HS1871<br>Hutson&Sons,Ld.Glasgow | 17 ″ 4<br>s 8 ″ 1 | | 10,03 |
| 436 | — Iron Sc Sr<br>*B.Banduso* –97<br>(*ex* Adela) *Well deck* 2 *Dks* | 622<br>—<br>382 | | | | 1878 | J.Roach& Son Chester,Pa. | A.del Callado&Co. | 156·5 | 28·4 | 13·1 | Havana Cuban | C.2Cy.18″&34″-30″ 53NH<br>J.Roach&Son,Chester,Pa. | | | |
| 437<br>NFMT | — Steel Sc Sr<br>*C.Meldahl*<br>*Elec light* | 530<br>395<br>322 | | | | 1892 | Helsingörs skibsbyggeri Elsinore | Forenede Dmpskib. Selskab. | 173·5<br>Q82′ B18′ F22 | 27·1 | 11·7 | Copnhagn Danish | C.2Cy.18½″&34″-20″ 43NHP<br>Helsingörs Maskinbyggeri | | V | |
| 438<br>HKLQ | — Steel Twin Sc Sp<br>*D.A.do Santos Machado* 1 *Dk* | *142*<br>—<br>*129* | | | … | 1892 | J.P.Rennoldson&Son S.Shields | Mason&Barry,Ld. | 95·0<br>BK5 | 20·7 | 8·9 | Villareal Portuguese | C.4Cy.13″&26″-20″ 54NH<br>J.P.Rennoldson&Sn.,S.Sh. | 9 ″ 0 | | |
| 439<br>1692<br>HLDG | **Riumon Maru No. 1** Wood Sc Sr<br>2 *Dks* | 232<br>210<br>144 | | | | 1897 | Y.Fukui Osaka | Yamada Keisuke | 124·0 | 16·2 | 13·4 | Osaka Japanese | C.2Cy.14½″&29″-18″ 30NH | | | |
| 440<br>1563<br>HKPQ | **Riusei Maru** Iron Sc Sr<br>(*ex* Vladimer.*ex* Sin Nauzing) 2 *Dks* | 1230<br>1153<br>763 | | | … | 1875 | J.Elder& Co. Glasgow | Y.Fujiyama | 226·5 | 29·8 | 22·9 | Otaru Japanese | C.2Cy.32½″&60″-36″ NB85 180NH<br>J.Elder&Co.Glasgow | | | |
| 441<br>92<br>RQNK | **Riva** Steel Sc Sr<br>*G.E.Rebuffo* –03<br>2 *Dks*(*Stl*) | 2736<br>2266<br>1779 | ✝100A1 Gen<br>12,04 ~~13,01~~<br>✝LMC9,03 | | *s* | 1903<br>9mo | Soc. Esercizio Bacini Riva Trigoso<br>*Lloyd's* | C.Pastorino fuP. (A.Chiappara, *Mgr.*)<br>*WB=Cell DBa* 86′ | 312·1<br>P33′B74′F27′<br>*n E&B* 38′ *f* 108′ 708*t* | 41·9<br>FK | 20·5<br>6 *BHCem*<br>*APT* 75*t* | Genoa Italian | T.3Cy.21½″,33½″&59½″-39½″<br>180lb *74lb* (*s*) 232NHP<br>2SB,*6pf*,GS114,HS3638<br>Soc.Esercizio Bacini,Genoa | 22 ″ 11<br>s 3 ″ 7½ | | 12,04 |
| 442 | **Rivadavia** Steel Pad | 1106<br>—<br>760 | | | | 1884 | D.Rowan Glasgow | N.Mihanovich& Co. | 238·2 | 30·0 | 11·0 | Bns.Ayres Argentine | D.Rowan,Glasgow | | | |
| 443<br>LCPR | **Rival** Steel Sc Sr<br>*W.Mathiesen*91–93 1 *Dk* | 570<br>418<br>353 | | | | 1887 | Rostock S.&E.Co. Rostock | Paulsen&Ivers | 173·2<br>Q&B104′ F18′ | 26·2 | 11·1 | Kiel German | T.3Cy.11⅝″,17¾″&30¼″-19¾″<br>NB99 42NHP<br>Rostock S.&E.Co.,Rostock | | V | |
| 444<br>110792 | — Wood Sc<br>*J.G.Walvig* | 266<br>—<br>203 | | | | 1888 | G.Boole San Francisco | R.Dollar | 139·0 | 32·0 | 10·2 | S.Frncisco Utd.States | C.2Cy.14″&28″-24″ 32NHP<br>Fulton Irn Wks,S.Frncisco | | | |
| 445<br>JFPN | **Rivas** Steel Sc Sr<br>*T.Amorrosta*83–94 *ss* Lon.No.3–2,96<br>*ss* Bbo.No.1–00<br>1 *Dk*(*Stl*) *&Spar dk*(*pt Stl*) 3 *trB* | 2740<br>2585<br>1815 | ✝100A1 Bbo<br>*Spar dk*<br>3,03<br>~~HS4,01~~ ✝LMC | | *u* | 1884<br>9mo<br>~~5,05~~<br>*Lloyd's* | A.Stephen &Sons Glasgow | Soc.Anon.del Vap. Rivas (J.Martinez de la Rivas) | 300·3<br>B72′<br>*WB=Cell DB* | 42·1<br>BK10′ | 25·3<br>5 *BHCem*<br>232′ 555*t* | Bilbao Spanish 70<br>~~lb~~ *80lb* NDB96 269NHP<br>2DB,*12f*,GS130,HS4685<br>A.Stephen&Sons,Glasgow | C.2Cy.31″&68″-48″ (*s*)<br>s 2 ″ 7 | 20 ″ 8 | | ~~2,03~~<br>5,05 |
| 446<br>KTPF | **Rive de Gier** Iron Sc Sr<br>*Aoustin* *ss* La R.No.1–86<br>*Well deck* 1 *Dk*(*Irn*) 2 *tr B* | 1011<br>947<br>644 | ✝ Npt<br>12,87 | | *o* | 1882<br>8mo | Palmers' Co.(Lim.) Newcastle | A.D'Orbigny, Faustin&Co.<br>*WB=DBa* 73′ *f* 78′ | 238·8<br>P27′ Q93′ B16′ F28′<br>276*t* *APT* 17*t* | 33·0<br>FK | 16·0<br>4 *BHCem* | La Rochlle French | C.2Cy.30″&57″-36″ NB92 162NHP<br>Palmers' Co.(Lim.),Nwc. | | V | |
| 447<br>39947<br>RHLM | **River Fisher** Steel Sc 3 Mst Sr<br>*J.Davies* –01<br>*Mchy.Aft*<br>*Well deck* *ss* Bkn.No.1–03<br>1 *Dk*(*Irn*) | 457<br>311<br>168 | ✝100A1 Bkn<br>7,03<br>✝LMC7,03 | | *k* | 1899<br>8mo | J.Fullerton &Co. Paisley | J.Fisher&Sons | 168·0<br>Q93′B10′F25′<br>*WB=DB f* 89′ 119*t* | 25·1<br>BK6′ | 9·7<br>*f* 30*t* | Barrow British | C.2Cy.21″&42″-30″ (*s*)<br>115lb *80lb* 88RHP<br>1SB,*3pf*,GS53,HS1447<br>Ross&Duncan,Glasgow | 12 ″ 5<br>s ″ 10 | | 7,03 |
| 448<br>85048<br>HDPF | **River Lagan** Iron Sc Sr<br>*T.Delahoyd* –03 *ss* Lon.No.3–7,94<br>*Elec light* *ss* Lon.No.2–02<br>1 *Dk*(*Irn*) 2 *tr B* | 803<br>669<br>505 | ✝100A1 Lon<br>3,05 ~~3,04~~<br>✝NB4,02 ✝LMC4,02 | | *l* | 1882<br>6mo | R.Duncan &Co. Pt.Glasgow<br>*Lloyd's* | Little&Johnston | 207·8<br>Q114′F27′<br>drp04<br>*WB=DBa* 59′ 131*t* *FPT* | 28·9<br>BK7′ | 14·0<br>4 *BHCem*<br>42*t* *APT* 16*t* | Glasgow British | C.2Cy.24″&48″-36″ (*a*)<br>90lb *80lb* NDB99 96RHP<br>1SB,*3pf*,GS49,HS1521<br>Hutson&Corbett,Glasgow | 14 ″ 9 | | 2,01 |
| 449<br>21455<br>HQJS | **River Queen** Wood Pad | 573<br>—<br>426 | | | | 1864 | ..... Keyport,N.J. | Independent Steamboat&Barge Co. | 181·0 | 28·5 | 9·0 | Washngtn. D.C. Utd.States | | | | |
| 450<br>115306<br>VGWH | **River Tay** Steel Sc Sr<br>*J.Kinley* –03<br>*Well deck*<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Now named "West Coast," See No. 7 in Supplement* | 467<br>325<br>195 | ✝100A1 Liv<br>5,01 ~~5,00~~<br>~~MS10,01~~ ✝LMC | | | 1902<br>7mo | Ardrossan D.D.&S.B.Co Ld Ardrossan<br>*Lloyd's* | SS.River Tay Co Ld (F.H.Powell&Co.) | 165·8<br>Q91′B10′F19′ | 25·6<br>FK | 10·4<br>3 *BHCem*<br>*WB=FPT* 50*t* *APT* 5*t* | Liverpool British | C.2Cy.18″&40″-30″ (*a*)<br>140lb *90lb* 88RHP<br>1SB,*3pf*,GS55,HS1453<br>Hutson&Sons,Ld.Gls. | 11 ″ 3<br>s ″ 9 | | 5,04 |
| 451<br>111300<br>RWKD | **Riverdale** Steel Sc Sr<br>*G.G.Hay*97–00 *ss* Shl.No.1–04<br>1 *Dk*(*Stl*) *&Spar dk*(*Stl*) *&deep framing* | 4206<br>4073<br>2752 | ✝100A1 Shl<br>*Spar dk* Bom<br>~~7,01~~ ~~7,00~~<br>4,05<br>~~LMC10,00~~ 7,04 | | *x* | 1900<br>10mo | Sunderlnd S.B.Co.Ld. Sunderland<br>A&CP | Riverdale S.S.Co. Ld.(J.Little&Co.) | 360·0<br>P26′B90′F36′<br>*WB=Cell DB a* 116′ | 48·1<br>FK<br>*n E&B* 34′ *f* 154′ 902*t* | 20·5<br>28·3<br>6 *BHCem*<br>*APT* 80*t* | Glasgow British | T.3Cy.26″,42½″&69½″-45″ (*s*)<br>180lb 351NHP<br>3SB,*9cf*,GS154,HS5406<br>N.E.Marine Co.Ld.Sld. | 23 ″ 0<br>s 6 ″ 10 | | ~~2,08~~<br>7,04 |
| 452<br>109869 | **Riversdale** Iron Sc K<br>*H.Tidswell* –99 *ss* Gns.No.1–03<br>1 *Dk* | 169<br>151<br>62 | ✝ ~~1,00~~<br>*Stm Trawler* | | … | 1899<br>2mo | Earle's Co. Ld. Hull<br>*Lloyd's* | Sovereign Steam Fishing Co.Ld. | 102·0<br>Q44′F19′ | 20·6<br>BK7½″ | 11·0<br>3 *BHCem* | Grimsby British | T.3Cy.11″,17″&30″-21″ (*s*)<br>160lb 45RHP<br>1SB,*2pf*,GS28,HS800<br>Earle's Co.Ld.Hull | 11 ″ 9 | | 12.03 |
| 453<br>110513 | **Riverside** Steel Sc Yl<br>*W.Ferguson* –03<br>*Mchy.Aft* 1 *Dk* | 154<br>112<br>51 | | | | 1899 | Larne S.B. Co. Larne | Riverside SS.Co Ld (J.Sheils) | 91·5 | 18·9 | 8·4 | Belfast British | C.2Cy.10½″&24″-18″ 24RH<br>MacColl&Co.Ld.Belfast | | | |
| 454<br>110339<br>RHFS | **Riverton** Steel Sc Sr<br>*G.Higginbotham* –03 *ss* Cff.No.1–03<br>1 *Dk*(*Stl*) *&Awng dk*(*Irn*) 3 *tr B* *&Web frame* | 3438<br>3387<br>2236 | ✝100A1 Cff<br>*Awng dk* Shl<br>*with freeboard*<br>6,02 ~~10,03~~ 11,01<br>~~MS8,03~~ ~~BS10,03~~ ✝LMC | | *r* | 1899<br>8mo | Ropner& Son Stockton<br>A&CP | R.Chapman&Son<br>*WB=Cell DBa* 88′ *n E & B* 36′ | 325·0<br>*f* 140′ 702*t* | 46·0<br>BK12″ | 21·6<br>28·9<br>7 *BHCem*<br>4 *PT* 48*t* | Newcastle British | T.3Cy.24″,40″&66″-45″ (*s*)<br>180lb *80lb* 314NHP<br>2SB,*6rf*,GS131,HS4825<br>Blair&Co.Ld.Stockton | 25 ″ 3<br>s 9 ″ 4 | | ~~2,03~~<br>6,04 |

| Numéro d'Ordre / Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage — Total / Sous le Pont — Net. | Détails de la Classification. — Cote. — Surveyor's name. Special. Date de la dernière Visite. | Port de Visite. | Construit. — Quand. Navire. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. — Longueur. Largeur. Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. MP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse. Consommation. Capacité des Soutes. Autonomie. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 455<br>103336<br>HFMB | **Riviere du Loup**<br>*Well deck*<br>*1 Dk* | IronPad<br>199<br>106<br>130 | | | 1873<br>*re-blt* | J. Matte<br>Rich. & Ont. Nav. Co. Sorel | ~~J. Aylair~~<br>~~P. A. Allard~~ | 104·8 22·7 4·6<br>Q17t B31t F6t | Montreal<br>British | 1 Cy. 24"–18"<br>Richelieu & Ontario Nav. Co., Montreal | | |
| 456<br>8710<br>JRFB | **Riyei Maru**<br>(ex Riyei Go)<br>*2 Dks* | WoodScSp<br>153<br>134<br>87 | | | | ..... | K. Shose | 108·5 15·0 12·4<br>B226 825t A P T18t | Osaka<br>Japanese | 2 Cy. 11½"&23"–14"<br>16 NH | | |
| 457<br>HFMB | **Rjukan**<br>~~*O. B. Linnes*~~<br>(ex Samuel Tvzack)<br>*Well deck*<br>*1 Dk (Irn) 1 Web frms*<br>*Stl plating & Irn framing* | Steel & IronScSr<br>1745<br>1330<br>1107 | ✠100A1<br>5,05 ~~12,04~~<br>~~Special Survey~~<br>BS2,05 ✠LMC4,02 | Shl *r* | 1886<br>10mo | J. L. Thompson & Sons Sunderland<br>A&CP | Dampskibsselsk. Hekla (M. W. & Holby, *Mgrs.*)<br>*W B = Cell D* | 275·0 36·5 17·2<br>P25 Q76 B112 F28<br>FK<br>B226 825t A P T18t | Christiania<br>Norwegian | T. 3 Cy. 19½", 32"&53"–36" (*s*)<br>140lb *80lb* NDB98 160 NH<br>2 SB, *4pf*, gs56 hs2870<br>N.E. Marine Co. (Lim.), Sld. | 19 " 8<br>1 - 8 | |
| 458<br>JPLF | **—**<br>*C. Lande* 00–02<br>*1 Dk* | WoodScSr<br>253<br>195<br>145 | | | 1873 | P. Kaaven<br>Bergen | H. M. Wrangell | 126·6 21·4 10·6<br>Q17t B31t F6t | Haugesnd<br>Norwegian | C. 2 Cy. 15"&30"–18"<br>NB86 82 NH<br>Laxevaags Værkst., Bergen | | |
| 459<br>HFRT | **Roald**<br>*O. Jacobsen*<br>(ex Staincliffe)<br>*Well deck*<br>*1 Dk (Irn) 2tr B* | IronScSr<br>1282<br>996<br>782 | ✠100A1<br>1,05 ~~5,04~~<br>✠NB0,98<br>BS1,05 | Xia *o*<br>Ham<br>LMC1,02 | 1877<br>6mo | M. Pearse & Co.<br>Stockton<br>A&CP | Dpskacties. Roald (E. Lund)<br>*W B = D Ba* | 244·0 32·0 18·2<br>Q94 B60 F85<br>BK8½<br>73' *f* 92' 803t | Chrstiania<br>Norwegian | C. 2 Cy. 29"&56"–33" (*s*)<br>75lb *80lb* NDB98 132 NH<br>2 SB, *4pf*, gs52 hs2155<br>T. Richardson & Sons, Hpl. | 19 " 6<br>1 " 8½ | 2,03 |
| 460<br>110515<br>JVTS | **Roanoke**<br>*H. P. Weaver*<br>*Elec. light*<br>*3 Dks* | IronScSr<br>2354<br>—<br>1655 | | | 1882 | J. Roach & Son<br>Chester, Pa. | North American Transportation & Trading Co. | 267·0 40·5 26·9 | Chicago<br>Utd. States | C. 2 Cy. 38"&74"–54<br>336 NH<br>J. Roach & Sons, Chester, Pa. | | S |
| 461<br>21980 | **—**<br>(*Barge*)<br>*1 Dk & Hurricane dk* | Iron & SteelSc<br>546<br>—<br>331 | | | 1871 | Harlan & Holngswth C. Wilmngtn, Dl | J. McKay | 164·6 27·4 9·3 | Tampa, Fla.<br>Utd. States | 1 Cy. 34"–34"<br>52 NH<br>Harlan & Hollingsworth Co | | |
| 462<br>115363<br>STMJ | **Roath**<br>*S. C. Harding* 89–01<br>*1 Dk (Stl) & Spar dk (pt Irn & pt Stl)*<br>*& Web frames* | SteelScSr<br>4306<br>4146<br>2814 | ✠100A1<br>*Spar dk*<br>12,04 ~~8,08~~<br>MS6,03 ✠LMC10,01 | Cff *x* | 1901<br>10mo | N thmbld S.B. Co. Ld.<br>Newcastle<br>*Lloyd 'sA&CP* | New Ruperra Stm. Shipping Co. Ld. (J. Cory & Sons, Ld. *Mgrs.*)<br>*W B = Cell D Ba* | 360·0 48·1 20·2<br>P82 B91 F40 28·1<br>FK<br>114' *u* | Cardiff<br>British | T. 3 Cy. 24½", 40"&68"–48" (*s*)<br>180lb 356 NH<br>1 SB, *9cf*, gs174, hs5610<br>N.E. Marine Eng. Co. Ld. Newc<br>*E* 24' *f* 160' 803t *A P T* 265t | 22 " 10<br>6 " 10 | |
| 463<br>109840<br>LJQH | **Rob Roy**<br>*M. Cullum* –98<br>*1 Dk* | SteelScK<br>153<br>135<br>44 | ✠100A1<br>*Stm Trawler*<br>9,01 ~~7,02~~ | Gms<br>ss Gms. No. 1–08 | 1898<br>12mo | Hawthorns & Co. Ld.<br>Leith<br>*Lloyd 'sA&CP* | Ellis, Spence & Co. Ld. | 106·3 20·5 10·4<br>Q21' F20'<br>BK7½ | Grimsby<br>British | T. 3 Cy. 11½", 18"&30"–21" (*s*)<br>170lb 50 RH<br>1 SB, *2rf*, gs33, hs1090<br>Hawthorns & Co. Ld. Leith | 11 " 3 | |
| 464<br>95810<br>LJQH | **—**<br>*G. Noel* –01<br>*1 Dk* | IronScK<br>149<br>149<br>71 | ✠100A1<br>*Stm Trawler*<br>~~9,04~~ 10,04<br>BS2,04 ✠LMC1,03 | Hul<br>ss Hul. No. 3–3,03 | 1889<br>10mo | Cochrane, Coopr & Schofield Beverley<br>*Lloyd 'sA&CP* | Pickering & Haldane's Stm. Trawling Co. Ld. | 105·7 20·3 10·9<br>Q21' F20'<br>ptND00 BK7½ | Hull<br>British | C. 2 Cy. 17"&33"–22" (*r*)<br>90lb 45 RH<br>1 SB. *2pf*, gs29, hs930<br>C. D. Holmes & Co., Hull | 11 " 11 | |
| 465<br>106015<br>PJRK | **—**<br>*D. McLean* 96–96<br>*Well deck*<br>*Mchy. Aft* | SteelScSr<br>130<br>97<br>24 | ✠100A1<br>7,04 ~~4,01~~<br>~~BS4,03~~<br>~~D 7,03~~ | Gls *a*<br>Bwg<br>ss Gls. No. 1–01<br>*1 Dk*<br>✠LMC3,01 | 1896<br>7mo | Ailsa S.B. Co.<br>Troon<br>*Lloyd 'sA&CP* | W. McLachlan & Co | 100·0 18·1 8·6<br>Q13' F17'<br>BK6'<br>*W B = F P T* 15t | Glasgow<br>British | C. 2 Cy. 14"&30"–21"<br>135lb 36 RH<br>1 SB. *2pf*, gs27, hs700<br>Muir & Houston (Lim.), Gls. | 9 " 2 | |
| 466<br>104358<br>PBWM | **Robert Adamson**<br>*J. G. Saville* –02<br>*Spar dk (Stl) 2tr B &*<br>*deep framing* | SteelScSr<br>2992<br>2773<br>1932 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>9,01 ~~2,01~~<br>MS3,03 ✠LMC<br>BS2,04 | Cff *u*<br>Sng<br>ss Shl. No. 3–11,02 | 1895<br>9mo | Short Bros.<br>Sunderland<br>A&CP | Adamson & Mail<br>*W B = Cell D Ba* | 335·1 42·1 17·5<br>P29' B74' F32' 25·4<br>FK<br>100' *u* E 24' *f* 122' 886t | Sundrland<br>British | T. 3 Cy. 24", 40"&65"–42" (*s*)<br>160lb *80lb* 277 NH<br>2 SB. *8pf*, gs124, hs4218<br>W. Clark (Lim.), Sld. | 20 " 2<br>8 " 11 | |
| 467<br>26063<br>PDKT | **Robert Burns**<br>*W. Eastwood* –04<br>*Mchy. Aft*<br>*1 Dk* | IronSc3MstSr<br>130<br>111<br>54 | 9,81 | Bel<br>ss Bel. No. 1–76 | 1857 | T. B. Seath & Co.<br>Glasgow | Liverpool & Cornwall S.S. Co. Ld. (J. K. Morris, *Mgr.*) | 106·0 18·5 8·2<br>ND72 | Newry<br>British | 2 Cy. 14"–20"<br>NB91 13 RH<br>A. & J. Inglis, Glasgow | | |
| 468<br>109875 | **Robert Cooke**<br>*S. McIsaac* 97–03<br>*1 Dk* | SteelTwinScTug<br>368<br>358<br>218 | | | 1902 | Hong Kong & Whampoa Dock Co. Ld.<br>Hong Kong | Hong Kong & Whampoa Dock Co. Ld. | 150·0 27·1 13·6 | Hong Kong<br>British | T. 6 Cy. 13", 22"&35"–30"<br>134 NH<br>Hong Kong & Whampoa Dock Co. Ld | | |
| 469<br>*Now named "Fumi Maru," See No. 3 in Supplement* | **Robert Dickinson**<br>*Elec. light*<br>2 Dks (Irn) 3tr B | IronSc3MstSr<br>*2100*<br>*1688*<br>*1331* | ✠100A1<br>12,03<br>*Carrying Petroleum in*<br>*Fitted for liquid fuel* 4,99 | Sng *r*<br>ss Mdb. No. 8–9,92<br>ss Nwc. No. 2–01 | 1881<br>4mo<br>*bulk* | A. Leslie & Co.<br>Newcastle<br>A&CP | *W B = D* | 278·7 35·4 22·5<br>P176' F86'<br>lrp02 BK9½<br>*Ba* 12' *f* 16' 65t *F P T* | Japanese | C. 2 Cy. 36"&68"–42" (*e*)<br>75lb *80lb* NDB92 240 NH<br>2 SB. *6pf*, gs96, hs4195<br>J. Dickinson, Sunderland | 23 " 6<br>2 " 6 | |
| 470<br>111262<br>KPQJ | **Robert Dollar**<br>*G. Johnson*<br>*1 Dk* | WoodSc<br>798<br>—<br>533 | | | 1900 | G. H. Hutchings, Hoquiam, Wash. | R. Dollar | 199·0 38·0 13·1 | S. Frncisco<br>Utd. States | T. 3 Cy. 13", 20½"&36"–24"<br>64 NH | | |
| 471<br>85320 | **Robert Dunsmuir**<br>*W. Hewson* 90–90<br>*1 Dk* | WoodTwinSc<br>232<br>—<br>146 | | | 1883 | H. Maloney<br>New Westminster, B.C | W. Rogers & Co. | 105·0 17·5 6·7 | N. Wstmtr, B.C.<br>British | C. 4 Cy. 9"&16"–14"<br>75 RH | | |
| 472<br>97523<br>LQBD | **Robert Eggleton**<br>*T. S. Taylor* –04<br>*1 Dk (Irn) 2tr B & Web frames* | SteelScSr<br>2308<br>1926<br>1447 | ✠100A1<br>9,01 ~~2,03~~<br>BS2,04 ✠LMC' ,03 | Shl *s*<br>ss Shl. No. 3–2,03 | 1890<br>8mo | Short Bros.<br>Sunderland<br>A&CP | J. Westoll<br>*W B = Cell D B* | 290·2 39·1 21·7<br>P82 B78 F84'<br>BK10'<br>210 | Sundrland<br>British | T. 3 Cy. 21", 36"&58"–36" (*s*)<br>150lb *80lb* 196 NH<br>1 DB, *6cf*, gs90, hs2984<br>T. Richardson & Sons, Hpl. | 24 " 3<br>7 " 7½ | |
| 473<br>111129 | **Robert Fulton**<br>*S. C. Allen* 01–01<br>*Mchy. Aft* *Elec. light*<br>*1 Dk 2tr B* | SteelSc<br>4220<br>—<br>3182 | | | 1896 | Detroit Dry Dock Co.<br>Wyandotte | Pittsburgh S.S. Co. | 424·6 45·8 27·8<br>*W* | Duluth<br>Utd. States | T. 3 Cy. 24", 38"&64"–42"<br>206 NH<br>Dry Dock E. Works, Detroit | | S |
| 474<br>*Now named "Sayre," See No. 112 in Supplement*<br>KGML | **Robert H. Sayre**<br>*1 Dk* | WoodScSr<br>140<br>—<br>76 | | | 1889 | Crane & Sons, Brooklyn N.Y. | Easton & Amboy R.R. Co. | 95·9 22·6 11·3 | Perth Amboy, N.J.<br>Utd. States | C. 2 Cy. 19"&38"–26"<br>61 NH<br>J. W. Sullivan, New York | | |
| 475<br>JFKD | **Robert Koppen**<br>*J. Spiegel* –02<br>(ex Derwentdale)<br>*Well deck*<br>*1 Dk (Irn) 2tr B* | IronScSr<br>1486<br>1215<br>908 | ✠100A1<br>~~Spar dk~~ 1,..<br>✠LMC5,04 | Stn *q*<br>Lon<br>ss Stn. No. 3–1,96<br>ss Stn. No. 2–04 | 1883<br>2mo | J. Readhead & Co.<br>S. Shields<br>*Lloyd 'sA&CP* | R. Köppen | 259·5 36·0 17·5<br>Q100' B52' F82'<br>lrp08 BK9'<br>*W B = D Ba* | Stettin<br>German | C. 2 Cy. 25"&58"–36" (*i*)<br>90lb 161 NH<br>2 SB. *4pf*, gs85, hs2706<br>J. Readhead & Co., S. Shields | 18 " 6<br>2 " 0 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years assigned now expired. Equipment Letter. | Built. When | By Whom / Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L. R. Dated first Port. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 476 107419 | **Robert Mackay** Steel Sc<br>1 Dk | 129<br>94<br>87 | | | | 1899 | Carrier, Laine & Co. Levis | Harbour Commissioners of Montreal | 79·2 | 17·6 | 11·9 | Montreal British | C.2Cy.16″&32″–24″<br>143 RH<br>Carrier, Laine & Co. Levis | | | |
| 477 110260 | **Robert S. Bradley** Iron Sc Tug<br>*T. J. McCarthy* 97–97 | 121<br>—<br>61 | | | | 1892 | ..... Camden, N.J. | American Agricultural Chemical Co. | 83·0 | 20·0 | 10·4 | Boston Utd. States | | | | |
| 478 726 ICBS | **Robert Thorburn** Iron Sc Sr<br>*C. O. Olsson* –99<br>1 Dk | 174<br>92<br>116 | | | | 1883 | Bergsund's Mk. Vrks. Stockholm | Angb. Aktieb. Bohuslänska Kusten (C.O.S. Posse) | 108·9<br>Q34′ B45′ H11t<br>F31′ | 19·4 | 8·6 | Uddevalla Swedish | C.2Cy.17½″&31½″–19½″<br>36 NH<br>Bergsnd's Mek. Vrks., Skm. | | | |
| 479 111299 | **Robert W. E. Bunsen** Steel Sc<br>*D. P. Wright* 01–02<br>*Mchy. Aft Elec. light* 1 Dk 2tr B | 5181<br>—<br>4012 | | | | 1900 | Chicago S. B. Co. Chicago | Pittsburgh S.S. Co. | 439·0 | 50·2 | 25·3 | Duluth Utd. States WB | Q.4Cy.20½″,30″,43½″&63″–42<br>257 NH<br>Chicago S.B. Co. Chicago | | | |
| 480 111466 | **Robert Wallace** Steel Sc Sr<br>*R. W. Gledson* –03<br>*Mchy. Aft Elec. light* 1 Dk | 1640<br>—<br>944 | | | | 1903 | Buffalo Dry Dock Co. Buffalo, N.Y. | Gt. Lakes & St. Lawrence Transportation Co. | 238·7<br>Q88′ F36′ | 41·0 | 19·2 | Duluth Utd. States WB | T.3Cy.15″,25″&42″–30″<br>97 NH<br>Detroit S.B. Co. Detroit | | | |
| 481 3711 JLPC | **Robertsfors** Steel Sc Sp<br>*E. Bylund* 02–02<br>1 Dk | 124<br>108<br>44 | | | | 1900 | Jönköpngs M.V. Aktieb. Jönköping | Aktieb Robertsfors (S.M. Kempe) | 86·2<br>H16t | 19·5 | 11·8 | Sikeå Swedish | C.2Cy.17″&29¾″–17½″<br>31 NH<br>Jönköpings M.V. Aktieb. | | | |
| 482 118799 | **Robin** Steel Sc K<br>*J. Brooke* 97–04<br>1 Dk | 169<br>161<br>50 | ✠100A1 Goo<br>*Stm Trawler*<br>1,04 ~~1,04~~ LMC1,04 | | | 1904<br>1mo | Goole S.B. & Repg. Co. Ltd. Goole | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 110·3<br>*Lloyd's SA&CP* | 21·1 | 11·2<br>BK7½″<br>*WB = Deep tanks* | Hull British | T.3Cy.12″,18″&30″–21″ (s)<br>160 lb 45 RH<br>1SB, *2pf*, GS26, HS880<br>C.D. Holmes & Co. Hull | 12 ″ 0 | | |
| 483 119326 SNGV | — Steel Sc K<br>~~*R. Sutherland* –03~~<br>*W. Carnie* –04<br>1 Dk | 147<br>138<br>30 | ✠100A– Abn<br>*Stm Trawler*<br>10,04 ~~12,03~~<br>~~NB11,00~~ ~~LMC11,00~~ | | | 1900<br>11mo | J. Duthie & Co. Montrose | ~~J. Lewis~~<br>Lyle & Carnie (W. Carnie, *Mgr.*) | 100·4<br>*Lloyd's SA&CP* | 20·1 | 10·7<br>BK7½″ | ~~Aberdeen~~ British<br>*3 BHCem*<br>Granton | C.2Cy.15½″&34″–24″ (s)<br>112 lb 50 RH<br>*Emade* 91, *re-fitted* 00<br>1SB, *2pf*, GS34, HS909<br>Baird & Barnsley, N. Shields | 11 ″ 8 | | 8,02 |
| 484 104199 PDLC | — Steel Sc K<br>*W. Dawson* –95 *ss* Gms. No 2–03<br>1 Dk | 135<br>124<br>~~44~~ | ✠100A1 Gms<br>*Stm Trawler*<br>~~3,03 5,04~~ 12,04<br>~~BS8,04~~ ~~LMC6,03~~ | | | 1895<br>5mo | Earle's Co. (Lim.) Hull | Pioneer Steam Fishing Co. Ld. | 94·0<br>Q18′ | 20·7 | 10·4<br>BK7½″ | Grimsby British | T.3Cy.11″,17″&30″–21″ (s)<br>160 lb 45 RH<br>1SB, *3pf*, GS28, HS800<br>Earle's Co. (Lim.), Hull | 11 ″ 3 | | 5,01 |
| 485 118174 | **Robina** Steel Sc K<br>*W. Warman* 03–03<br>1 Dk | 177<br>153<br>~~34~~ | ✠100A1 Abn<br>*Stm Trawler*<br>6,04 ~~12,03~~<br>~~LMC9,03~~ | | | 1903<br>9mo | Scott (of Kinghorn) Ld. Kinghorn | R. Brown | 108·2<br>Q57′ | 21·1 | 11·3<br>BK6″<br>*WB = DB f* 20′ 15t | Aberdeen British | T.3Cy.11″,18″&32″–22″ (s)<br>180 lb 67 RH<br>1SB, *2pf*, GS37, HS1180<br>Scott (of Kinghorn), Ld. | 12 ″ 0 | | |
| 486 HQPK | **Robinia** Steel Sc Sr<br>*G. M. Nicolich* –02 *ss* Shl. No. 1–01<br>*Spar dk (Stl) 2tr B & deep framing* | 2485<br>2379<br>1582 | ✠100A1 Npt *t*<br>*Spar dk*<br>*with freeboard* Bry<br>~~6,04 11,03~~ 4,05 ~~LMC 5,03~~ | | | 1900<br>8mo | A. Rodger & Co. Pt. Glasgow | Soc. di Nav. a Vap. Eredi Matteo Premuda | 313·8<br>P2,0′ B78′ F30′ | 44·0 | 12·4<br>20·7<br>FK<br>*WB = Cell DB* | Lusinpiclo Aust.-Hung. | T.3Cy.22½″,37″&61″–42″ (s)<br>160 lb *80 lb* 249 NH<br>2SB, *6pf*, GS92, HS3862<br>A. Rodger & Co. Glasgow | 23 ″ 3<br>s 3 ″ 11½ | | ~~May 04~~<br>4,05 |
| 487 — | — Iron Sc Sr<br>~~*Geldams* –04~~ *ss* Nwc. No. 3–2,97<br>~~*G. Maggiolo* –05~~ *ss* Shl. No. 1–01<br>2 Dks (1 Irn) 3tr B | 2058<br>1825<br>1308 | ✠100A1 Shl *s*<br>8,04 ~~8,04~~<br>~~LMC8,01~~ | | | 1884<br>8mo | Tyne I.S.B. Co. (Lim.) Newcastle | ~~Straker, Ld.~~<br>~~J. Robinson & Sons, *Mgrs.*~~<br>D. Bozzo di Nicolo | 287·0<br>P28′ B54′ F21′<br>*WB = Cell DB* | 37·0 | 22·1<br>FK<br>236′ 403t | ~~N. Shields~~ British<br>*7 BHCem*<br>Genoa Italian | C.2Cy.30″&63″–39″ (s)<br>90 lb *80 lb* NDB97 191 NHP<br>2SB, *6pf*, GS90, HS2960<br>N.E. Marine E.Co., Nwc. | 24 ″ 7<br>s 4 ″ 3 | | ~~Nov 03~~<br>5,05 |
| 488 110944 RNBC | — Iron Sc Yl<br>*W. G. Flett* 93–00<br>(*Trawler*) 1 Dk | 208<br>195<br>97 | | | | 1900 | Schofield, Hagerup & Doughty, Ld Grimsby | N. Eastern Steam Fishing Co. Ld. | 116·3<br>Q48′ F20′ | 21·5 | 11·2<br>BK7½ | Grimsby British | T.3Cy.11¾″.21″&34″–24″<br>58 RH<br>C.D. Holmes & Co. Hull | 12 ″ 1 | | 6,02 |
| 489 | **Robuste** Steel Sc Tug<br>*V. Barone* 85–02<br>1 Dk | 245<br>—<br>96 | | | | 1890 | Forges & C. de la Medit. Havre | Cie. Universelle du Canal Maritime de Suez | 131·3 | 23·0 | 15·6 | Port Said Egyptian | C.2Cy.28″&52″–26″<br>115 NHP<br>Forges & C. de la Médit., Hav. | | | |
| 490 108964 | **Roche Castle** Iron Sc K<br>*W. Ellis* –03<br>1 Dk | 168<br>156<br>60 | ✠100A1 Mil<br>*Stm Trawler*<br>11.02<br>~~12,03~~ ~~LMC11,02~~ | | | 1898<br>10mo | Cook, Welton & Gemmell Hull | Castle S. Trwlrs, Ld (C. Heron, *Mgr.*) | 110·0<br>Q20′ | 20·7 | 11·0<br>BK7½ | Hull British | T.3Cy.12¾″,19½″&32″–22½″<br>170 lb (s) 50 RHP<br>1SB, *2cf*, GS27, HS876<br>C.D. Holmes & Co. Hull | 11 ″ 10 | | ~~11,02~~<br>2,05 |
| 491 KTRN | **Rochebonne** Iron Sc Sr<br>*Guignard*<br>(ex Lelleynaud) 1 Dk | 101<br>—<br>50 | | | | 1880 | Jollet & Babin Nantes | Administration des Ponts et Chaussées | 70·5 | 14·3 | 7·9 | La Rochlle French | C.2Cy.11¾″&19″–15¼″<br>12 NHP<br>Jollet & Babin. Nantes | | | |
| 492 79382 BSGH | **Rochefort** Iron Sc Sr<br>*S. H. Mulholland* –01<br>*ss* Trn. 2nd No. 3–2,03<br>1 Dk (*Irn*) 2tr B | 881<br>759<br>443 | ✠100A1 Trn *m*<br>~~11,04~~<br>~~NB11,02~~ ~~LMC2,03~~<br>~~BS4,04~~ | | | 1878<br>6mo | Palmers' Co. (Lim.) Newcastle | Shamrock Shppg Co Ld. (T. Jack, *Mgr.*) | 220·0<br>Q23′ B49′ F26′ | 31·2 | 15·5<br>BK8″<br>*WB = DBa* 70′ f52′ | Belfast British | C.2Cy.22½″&52″–33″ (s)<br>120 lb *85 lb* NDB92 122 NHP<br>1SB, *3pf*, GS63, HS1656<br>Palmers' Co. (Lim.), Nwc. | 16 ″ 4<br>s 2 ″ 2 | | 2,04 |
| 493 106529 | **Rochester** Steel Sc Yl<br>*J. B. Margarson* –98 *ss* Gms. No. 1–03<br>1 Dk | 165<br>152<br>51 | ✠100A1 Gms<br>*Stm Trawler*<br>4,05 ~~4,04~~ 1,00<br>~~BS4,03~~ ~~LMC5,03~~ | | | 1898<br>4mo | Mackie & Thomson Glasgow | Hagerup. Doughty & Co. Ld. | 104·2<br>Q17′ F18′ | 21·0 | 10·7<br>BK7½ | Grimsby British | T.3Cy.10″,16″&27″–20″ (s)<br>180 lb 45 RH<br>1SB, *2pf*, GS23, HS536<br>Muir & Houston, Ld. Gls. | 11 ″ 7 | | ~~4,04~~<br>4,05 |
| 494 | **Rochussen** Steel Sc<br>*C. A. Seepers* –03<br>*Elec. light* 2 Dks & Awngdk | 2680<br>—<br>1263 | | | | 1903 | Nederl. Schps. Maats Amsterdam | Koninkl. Paketv. Maats. | 317·0 | 41·4 | 21·8 | Amstrdam Dutch WB | T.3Cy.28⅝″,37″&63″–43⅝″<br>261 NHP<br>Ned Fb. v Wrk & Spoor, Ams | | V | |
| 495 58883 NSPW | **Rocio** Steel Sc Sr<br>*J. Davies* –03 *ss* Cff. No. 2–03<br>1 Dk & *Webframes* | 1282<br>989<br>803 | ✠100A1 Cff *o*<br>3,04<br>BS11,04 ~~LMC7,03~~ | | | 1895<br>4mo | W. Gray & Co. (Lim.) W Hartlepool | Rocio S.S. Co. Ld. (Orders & Hand-ford) | 232·1<br>Q85′ B61′ F28′ | 34·6 | 16·3<br>FK<br>*WB = DBa* 69′ f88t | Newport British | T.3Cy.18″,28½″&47½″–33″<br>160 lb *80 lb* (s) 127 NHP<br>1SB, *3rf*, GS42, HS1875<br>Cen. Mar. E. Wrks., W. Hpl | 17 ″ 3<br>s 1 ″ 6½ | | 8,04 |
| 496 98548 LFDS | **Rock Light** Steel Sc 3 Mst Sr<br>~~*J. T. Wild* –03~~<br>*Mchy. Aft* 1 Dk (*Irn*) & *Spar dk 3tr B*<br>*Elec. light Beams Stringers & pt Keelson Irn*<br>*E. Parry* –05 | 3284<br>3187<br>2133 | ✠100A1 Ham *u*<br>*Spar dk* Iron Sng<br>3,05 ~~3,04~~<br>*Carrying Petroleum in Fitted for Liquid Fuel.*<br>MS5,03 BS1,04 | | | 1889<br>4mo | Oswald. Mordaunt & Co Southampton | Shell Transport & Trading Co. Ld. ) M Samuel & Co. *Mgs.* ) | 312·0<br>B28′<br>*WB = DBu E & B* 56′ 101t<br>*bulk* 3,00<br>*Lloyd's SA&CP* | 40·4 | 21·1<br>28·9<br>FK<br>*FPT* | London British | T.3Cy.22½″,37″&61″–39″ (s)<br>165 lb *80 lb* 271 NHP<br>3SB, *6rf*, GS126, HS4602<br>Oswld, Mordaunt & Co., Sou. | 22 ″ 6<br>s 7 ″ 4 | | ~~Nov 03~~ |

| Nom du Navire / Capitaine / Lettres Particulières | Détails de la Classification: Cote / Surveillance Spéciale / Date de la dernière Visite | Tonnage: Total. / Sous le Pont. / Net. | Construit: Quand / Par qui / Où | Armateurs. | Dimensions d'après la Douane: Superstructures &c: Longueur / Largeur / Creux | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers des navires. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Port d'Attache / Pavillon | Tonnage: Brut / Net / Déduction pour Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| **497 Rockabill** SteelScSt<br>98156 *R.C.Appleton* –03 *ss*Nwc.No.8–8,03<br>LVHQ 1 *Dk*(*pt Stl*&*pt Irn*) & *Webframes*&*pt Awngdk*(*Irn*) | ✠100A1 Nwc *s*<br>*pt Awng dk* Npt Off<br>*Shelterdeck* freeboard Bs10.04<br>2,05 MC9,03 | 2455<br>1832<br>1611 | 1890 R.Dixon &Co. Middlesbro' A&CP | FargroveStmNav. Co.Ld.(Farrar, Groves&Co. *Mgrs*.) | 297·2 \| 39·9 \| 18·8<br>P27′Q78′<br>*pt Awng dk* 192′ FK<br>*WB*=*Cell DB* 244 196*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *Stlb* NDB03 219NH<br>2SB,*6ef*,gs84,hs3300<br>Blair&Co.(Lim.),Stockton | | 18 ″ 8<br>s 8-11½ | |
| **498 Rockcliff** *ss*Cff.No.1–04 SteelScSr<br>93013 *T.Scantlebury* –99 *ss*Bly.No.3–7,99<br>KLBD *Well deck* 1 *Dk*(*pt Stl*&*pt Irn*) & *Webframes* | ✠100A1 Npt *s*<br>Bry<br>MS1,04 | 2288<br>1721<br>1497 | 1887 E.Withy& Co. W Hartlepool A&CP | Horsley Line Ld (M. H. Horsley, *Mgr*.) | 289·5 \| 38·1 \| 19·0<br>P31′Q88′B114′F31<br>BK8″<br>*WB*=*Cell B* 248 452 *APT* 83*t* | W.Hartlpl British<br>3 *BHCem*<br>2SB,*6ef*,gs892<br>T.Richardson&Sons,Hpl. | | 22 ″ 3<br>s 1-11½ | |
| **499 Rockland** WoodSc<br>110891 | 130<br>79<br>79 | | 1883 Smith& Townsend Boston,Mass | Portland,Blue Hill &Ellsworth S.B.Co | 98·9 \| 16·5 \| 6·7 | Rockland<br>Ltd. | | | |
| **500 Rocklands** IronScSr<br>*C.Kahle*03–03 *ss*Hpl.No.3–12,92<br>LMJN *Well deck* *ss*Fln.No.2–01<br>1 *Dk*(*Irn*)2*tr B* | 952<br>711<br>586 | ✠100A1 Bly *m*<br>2,09 Ams<br>LMC 4,05 | 1881 Irvine & Co<br>9mo W Hartlepool<br>*Lloyd's A&CP* | Gebr.Petersen | 224·3 \| 31·5 \| 12·3<br>Q90′B50′F26′<br>Irp02 FK<br>*WB*=*Cell DB* 189 285*t* | Flensburg<br>4 *BHCem*<br>1SB,*3pf*,gs55,hs1709<br>T.Richardson&Sons,Hpl | C.2Cy.27″&50″–33″ (*s*)<br>75lb *95lb* NDB99 105NH | 15 ″ 0<br>s 1 - 5 | |
| **501 Rockton** IronScSr<br>83722 *W.H.McLellan* –02<br>QHVB 1 *Dk*(*pt Irn*) *Nowna* | 1903 Bly<br>Kanko Maru," *See No. 52* | | 1882 Napier, Shanks&Bell Dumbarton *Lloyd's A&CP* | Australas'n United Stm.Nav.Co.Ld. | 270·3 \| 37·2 \| 22·7<br>P62′ B62′ F62′<br>*WB*=*MT* 16′2600 | SydneyNSW<br>British<br>1 *BHCem* | C.2Cy.41″&78″–54″<br>373NH<br>J.&J.Thomson,Glasgow | | *Lengthening & Lowering* |
| **502 Roda** SteelScSr<br>10828 *C.Swansen* –01 *ss*Shl.No.1–02<br>PWJT 1 *Dk*(*Stl*)2*tr B*&*deep framing* | 2616<br>2318<br>1687 | ✠100A1 Cff *t*<br>3,05 Npt<br>✠LMC12,02<br>BS3,07 | 1897 A.McMillan&Son,Ld 12mo Dumbarton *Lloyd's A&CP* | English&American Shppg.Co.Ld.(C.T Bowring&Co.Ld. *Mgrs*.) | 315·0 \| 44·0 \| 20·7<br>P31′B66′F34<br>*WB*=*Cell DB* 96′*u E* 84′*f* 130<br>FK | London<br>British<br>5 *BHCem*<br>660*t APT* 50*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *100lb* 263NH<br>2SB,*6rf*,gs105,hs4298<br>D.Rowan&Son,Glasgow | 23 ″ 3<br>s 4 - 0 | |
| **503 Rodas** SteelTwinScTug<br>*S.Barturen*88–95 1 *Dk*<br>JFQM | 194<br>157<br>56 | | 1890 R.Smith &Co. Lytham | Remolcadores Bilbainos (F.M.Rodas, *Mgr*.) | 111·0 \| 19·0 \| 11·0<br>BK6½″ | Bilbao<br>*WB* | C.4Cy.16″&32″–21″<br>87NH | 11 ″ 7 | |
| **504 Roddam** SteelScSr<br>94327 *C.F.Stevenson* –03 *ss*Bly.No.3–7,98<br>KNWC *Well deck* *ss*Shl.No.1–03<br>1 *Dk*(*Stl*) & *Webframes* | 2378<br>1794<br>1506 | ✠100A1 Shl *s*<br>9,01 Npt<br>BS5,04 ✠LMC5,03 | 1887 E.Withy& Co. W Hartlepool *Lloyd's A&CP* | Steel,Young&Co. | 289·6 \| 38·1 \| 19·0<br>P29′Q88′B114′<br>F31′ BK8″<br>*WB*=*Cell DB* 248 385*t APT* 39*t* | London<br>British<br>5 *BHCem*<br>2SB,*6rf*,gs92<br>T.Richardson&Sons,Hpl | T.3Cy.22″,36″&58″–39″ (*s*)<br>150lb *90lb* NDB95 210NH | 22 ″ 3<br>s 2 - 0 | |
| **505 Rodney** SteelScSr<br>112809 *A.C.Aikman* –01<br>MFBW 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *Web frames* | 3472<br>3255<br>2239 | ✠100A1 Npt *t*<br>*Spar dk*<br>1 04<br>✠LMC2,01<br>MS5,05 | 1901 W.Dobson &Co. Newcastle *Lloyd's A&CP* | S.S.Trafalgar Co. Ld. (Nye,Clare& Co.*Mgrs*.) *WB*=*Cell DB* 114′*u E* | 345·0 \| 46·2 \| 16·3<br>P25 B82′F38′ 24·4<br>FK<br>24′*f* 142′6 18*t DT* a 24′ | London<br>British<br>6 *BHCem*<br>182*t APT* 39*t* | T.3Cy.24″,40″&64″–42″ (*s*)<br>180lb *90lb* 287NH<br>2SB,*6rf*,gs140,hs4430<br>N.E.MarineCo.Ld.Nwc. | 18 ″ 9<br>s 5 - 8½ | |
| **506** — IronScK<br>96243 (*Trawler*)<br>MKBQ 1 *Dk* | 112<br>107<br>38 | | 1891 Earle'sCo. (Lim.) Hull | W.Grant | 88·0 \| 20·1 \| 10·7 | Grimsby<br>British | C.2Cy.17″&32″–21″<br>44RH<br>Earle'sCo.(Lim.),Hull | 11 ″ 4 | |
| **507 Rodolphe** WoodPad<br>92642 1 *Dk* | 116<br>75<br>72 | | 1885 J.T.Matton Sorel,P.Q. | L.Tourville | 100·7 \| 29·4 \| 5·2 | Montreal<br>British | 1Cy.28″–42″<br>26RH<br>E.E.Gilbert,Montreal | | |
| **508 Rodrigo** IronScK<br>113214 *C.Mungleson* –00 *ss*Gms.No.1–04<br>1 *Dk* | 169<br>152<br>60 | ✠100A1 Gms<br>*Stm Trawler*<br>7,04 ✠LMC | 1900 Cochrane& Cooper,Ld. Selby *Lloyd's A&CP* | G.F.Sleight | 101·0 \| 21·0 \| 11·0<br>Q45′F18′<br>BK7½″ | Grimsby<br>British<br>3 *BHCem* | T.3Cy.11½″,19½″&32″–28″ (*s*)<br>180lb 55RH<br>1SB,*2cf*,gs30,hs1037<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| **509 Rodrigues Alves** SteelSc<br>118383 *J.Webster* –04<br>*Elec.light* 1 *Dk*(*Stl*) | 335<br>305<br>121 | ✠ A1 Liv *f*<br>*Dredger*<br>3,04 ✠LMC2,04 | 1904 Fleming& Ferguson,Ld. Paisley *Lloyd's A&CP* | C.H.Walker&Co. Ld. | 142·0 \| 30·1 \| 10·0<br>FK | London<br>British<br>6 *BHCem* | C.2Cy.20″&40″–24″ (*s*)<br>120lb 67RH<br>1SB,*3pf*,gs56,hs1540<br>Fleming&Ferguson,Ld.Pa'y | 10 ″ 6 | |
| **510 Roebuck** SteelTwinScSr<br>108422 *J.Vine*<br>PRLK *Elec.light* 2 *Dks* | 1186<br>811<br>303 | | 1897 Naval Con. & Arm.Co.Ld. Barrow | Gt.Western Rly.Co. | 280·0 \| 34·5 \| 16·8<br>P57′B&F209′<br>BK7″ | Milford<br>British<br>*WB* | T.6Cy.28″,36″&56″–38″<br>643NH | 15 ″ 6 | BT cfd 4,05 |
| **511 Roehampton** IronScBn<br>85168 *R.H.Jackson* –02 *ss*Shl.No.3–8,95<br>WKRN *ss*Nwc.No.2–02<br>2 *Dks*(1 *Irn*) | 2143<br>2004<br>1391 | ✠100A1 Nwc *s*<br>5,04<br>BS5,04 ✠LMC<br>MS9,05 | 1882 E.Withy& Co. *Lloyd's A&CP* | Steel,Young&Co. | 285·6 \| 36·0 \| 24·2<br>P28′B52′F32′<br>*WB*=*DBa* 504 102 *APT* 44*t* | London<br>British<br>1 *DB*,6*pf*,gs890<br>T.Richardson&Sons,Hpl. | C.2Cy.36″&67″–36″ (*s*)<br>75lb *70lb* NDB95 224NH | 25 ″ 2<br>s 4 - 6 | |
| **512 Rogaland** IronScSr<br>*T.M.Wiig*74–95<br>JWNQ 1 *Dk*&*Spardk*&*tr B* | 995<br>982<br>613 | | 1882 Flensburger Schiffsb.Ges. Flensburg | Actien.Rogaland (Ths.S.Falck) | 212·2 \| 29·9 \| 15·0<br>B50′H13*t* 21·5<br>BK7 | Stavanger<br>Norwegian<br>*WB* | C.2Cy.26″&46″–30″<br>96NH<br>FlensburgerSchiffsb.Ges. | | N |
| **513** — IronScSt<br>*J.Nielsen* 1 *Dk*<br>JWGT | 127<br>90<br>62 | | 1878 Kockums Mk.Wrks. Malmö | Stavangerske Dampskibsselskab | 97·4 \| 18·7 \| 9·3<br>Q15*t* H14*t* F8*t* | Stavanger<br>Norwegian | C.2Cy.18½″&32½″–17½″<br>36NH<br>KockumsMk.Wrk.,Malmö | | |
| **514 Rohilla Maru** IronSc3MstSr<br>6509 *E.P.Bishop*02–02 (*ex*Rohilla)<br>JBRF *Elec.light* 3 *Dks* | 3869<br>3065<br>2399 | | 1880 Caird&Co. Greenock | Toyo Kisen Kabushiki Kaisha | 386·9 \| 39·4 \| 26·7<br>P260′ F48′ | Tokio<br>Japanese | C.2Cy.54½″&94½″–60″<br>578NH<br>Caird&Co.,Greenock | 28 ″ 2 | |
| **515 Roi des Belges** SteelScSr<br>*Declercq* –04<br>(*Trawler*) 1 *Dk* | 216<br>—<br>97 | | 1904 Soc.Anon. Jhn.Cockerill Hoboken | Soc.Anon.des Pêcheries à Vap.(John Bauwens, *Mgr*.) | 124·6 \| 22·0 \| 12·8 | Ostend<br>Belgian | T.3Cy.13″,20½″&33½″–23½″<br>55NH<br>SocAn.J.Cockerill,Seraing | | V |
| **516 Roitelet** SteelScSr<br>*Royer* | 106<br>—<br>72 | | 1888 Canada Works Birkenhead | De la Brosse& Fouché | 90·2 \| 18·0 \| 7·7<br>P12′ F12′ | Nantes<br>French | C.2Cy.12″&26″–16″<br>NB01 23NH<br>Canada Wks.Co.Ld.,Brknhd | | V |
| **517 Rokeby** SteelScSr<br>112405 *H.Wheatley* –04 *ss*Nwc.No.1–02<br>RHVB 1 *Dk*(*Irn*)2*tr B*&*deep framing* & *Web frames*3 *Dk rule* | 3788<br>3568<br>2455 | ✠100A1 Nwc *w*<br>2,05 Hpl<br>✠LMC8,02 | 1899 Ropner& Son Stockton A&CP | Pyman S.S.Co.Ld. (G.Pyman&Co. *Mgrs*.) *WB*=*Cell DBa* | 347·8 \| 49·5 \| 25·5<br>P30′B75 139′<br>FK<br>98′*u E* 44′*f* 135′ 746*t* | W.Hartlpl<br>British<br>6 *BHCem*<br>*APT* 67*t* | T.3Cy.25″,41″&67″–46″ (*s*)<br>180lb *100lb* 340NH<br>2SB,*6rf*,gs134,hs5438<br>Blair&Co.Ld.Stockton | 28 ″ 3<br>s 5 - 7 | |
| **518 Roker** SteelScSr<br>108424 *A.J.Wilson* –03 *ss*Sld.No.1–02<br>QBLC 1 *Dk*(*Stl*)2*tr B*&*deep framing*3 *Dk rule* | 3499<br>3306<br>2263 | ✠100A1 Cff *t*<br>*with freeboard* Bry<br>9,04 ✠LMC8,02 | 1898 Short Bros. Sunderland A&CP | J.Westoll *WB*=*Cell Ba* 110′*u E* 24′*f* 139 | 360·0 \| 47·2 \| 24·7<br>P31′B84′F87′<br>FK | Sandrland<br>British<br>6 *BHCem*<br>346*t APT* 64*t* | T.3Cy.25″,40″&67″–45″ (*s*)<br>160lb *160lb* 310NH<br>2SB,*6rf*,gs124,hs4790<br>W.Allan&Co.Ld.Sld. | 27 ″ 1<br>s 5 - 4½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Gross Tonnage — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ fo. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yrs Assigned Rpr. Instruct. Rpr. Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registers in which classed. If not in L. Date of cl. of Trade cert. | 16 Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 519 QFTJ | **Roland** ~~Sunderland 04~~ *(Rawdenman ~~03~~ ex Elton No.2-11)* *2 Dks (Stl & Upr Stl-ws) & Web frames* *Well deck Elec.light* *G.Hellmers* | **SteelScSr** ~~ssElton No.2-11~~ ssBhn.No.3-5,05 | 3603 2940 2290 | ✠100A1 ~~15,04~~ 5,05 ~~Feb'05~~ ~~Bhn~~ ~~LMC 9.02~~ ~~Bhn~~ ~~05~~ | Bhn | *w* | 1893 8mo | Armstrong Mitchell & Co. Ld. Newcastle *Lloyd's SA & CP* | Norddeutscher Lloyd | 345·0 P213′ F50 WB = Cell D B284′ | 43·8 | 25·8 FK | Bremen German 647t | T.3Cy.27″,43″&69″–48″ (s) 160lb 160lb 365NHP 2DB.12cf,GS180,HS6000 Wilsand Slpwy Co.Ld.,Nwc | 28 ″ 4 | | ~~N.0.98~~ 5,05 |
| 520 RBCS | — 7,04 *C.Clausen –02* | **IronScSr** 1 Dk 2 tr B (ex Propeller) | 645 525 362 | | | .. | 1855 | T.D.Marshall Shields | A.Kirsten | 187·2 P50′ B46′ | 29·0 F52′ | 16·3 | Hamburg German | C.2Cy.26″&48″–30″ NB81 105NHP Humphrys & Pearson, Hull | | | |
| 521 RMTN | — *R.Zeplien –03 (Salvage Steamer)* *Elec.light* | **SteelTwinScTug** 1 Dk | 611 531 147 | | | | 1903 | Schömer & Jensen | Verein.Bugs.& FrachtschiffrtsGes | 168·5 B20′ | 30·0 | 16·5 WB | Hamburg German | T.6Cy.15¾″,26″&41⅛″–25½″ 174NHP Schömer & Jensen, Tönning | | G | |
| | *Now named "Rus," See No. 26 in Supplement* | | | | | | | | | | | | | | | | |
| 522 103609 | — *W.C.Olley –99* | **SteelScK** ss Abn.No.1-03 1 Dk | 159 151 34 | ✠100A1 *Stm Trawler* 4,05 ~~5,05~~ ~~Abn~~ ~~LMC 8.03~~ BS12,04 | Abn | | 1899 1mo | J.T.Eltringham & Co. South Shields A&CP | G.Fyfe | 104·5 Q17′ | 21·3 | 11·2 BK 7′ | Aberdeen British 3 BHCem | T.3Cy.11″,18″&30″–22″ (s) 170lb 58RHP 1SB.2pf,GS29,HS1118 Clyne, Mitchell & Co. Abn. | 12 ″ 0 | | 8,03 |
| 523 QGOK | — *G.Frenz (Trawler)* | **SteelSc** 1 Dk | 149 138 41 | | | | 1895 | G.Seebeck Geestemünde | H.Hohnholz | 105·8 | 21·0 | 10·3 | Brmrhavn German | C.2Cy.16⅛″&32¾″–22″ 42NH G.Seebeck, Geestemünde | | G | |
| 524 106555 | **Rolando** *G.Lamming –96* | **IronScK** ss Gms.No.2-04 1 Dk | 120 111 33 | ✠100A1 *Stm Trawler* 5,04 ~~Gms~~ ~~LMC 5,04~~ | Gms | | 1896 6mo | Cochrane & Cooper Beverley *Lloyd's SA & CP* | G.F.Sleight | 89·4 Q17′ | 20·1 | 10·8 BK 7½′ | Grimsby British 3 BHCem | T.3Cy.11″,17″&28″–21″ (s) 165lb 40RHP 1SB.2cf,GS24,HS687 C.D.Holmes & Co., Hull | 11 ″ 4 | | 5,04 |
| 525 NMDS | **Rolf** *D.G.Matthiessen –02* | **SteelScSr** 1 Dk | 1916 1688 1202 | | | | 1902 | Helsingörs Jernsk & Msk. Elsinore | Dpsksk Danmark (Ths.Sonne & Co.) | 280·2 P17′ B166′ F32′ | 40·3 | 18·0 WB | Copnhagn Danish | T.3Cy.19″,32″&53″–36″ 169NHP Helsingörs Jernsk & Mskb | | V | |
| 526 JNPH | — *Ö.Lande,jun.96–96* | **CompScSr** 1 Dk | 210 165 122 | | | | 1887 | Kustens Varf. Gothenburg | Gjerdsjö & Bakkevig | 100·3 Q13t | 22·4 B28t | 10·8 | Haugesnd Norwegian | C.2Cy.12¼″&24½″–17″ 21NHP Eriksbergs M V, Gothenbrg | | | |
| 527 JTBR | **Rollaug** *S.Christiansen 92–02* | **SteelScSr** 1 Dk & Awng dk | 219 206 132 | | | | 1902 | Xiansands Mek. Værks Xiansand | Namdalens Aktie. Dampskibsselskab (C.Hustad) | 109·2 H12t | 20·0 | 14·7 WB | Namsos Norwegian | T.3Cy.10½″,16″&25″–18″ 26NHP Xiansands M.V. Xiansand | | N | |
| 528 60203 JWVF | **Rollo** *A.Williams –98* *Elec.light Well deck* | **IronScSr** | 1610 1217 1032 | | | .. | 1870 | C.& W. Earle Hull | T.Wilson, Sons & Co.Ld. | 274·7 P172′ F29′ len 79 | 32·3 | 19·0 FK | Hull British | Q.4Cy.19″,26½″,38″&57″–36″ NB98 195NHP Qpd 98 Earle's Co., Ld. Hull | | BT till 3.04 ~~Trd~~ | |
| 529 110807 | — *J.Barker 92–99* | **IronScK** ss Gms.No.1-03 1 Dk | 167 150 49 | ✠100A1 *Stm Trawler* 7.03 ~~Gms~~ ~~LMC 7,03~~ | Gms | | 1899 8mo | Cochrane & Cooper, Ld. Beverley *Lloyd's SA & CP* | G.F.Sleight | 101·0 Q45′ F17′ | 21·0 | 11·0 BK 7½′ | Grimsby British 3 BHCem | T.3Cy.12¼″,19½″&32″–23″ 180lb (s) 55RHP 1SB.2cf,GS30,HS1037 C.D.Holmes & Co. Hull | 11 ″ 9 | 6,05 | 7.03 |
| 530 KTVG | **Roma** *Sagols* *Elec.light* | **SteelScSr** 2 Dks & Spar dk | 5428 4433 2215 | | | | 1901 | Forges & C. de la Médit. La Seyne | Cie. Française de Nav. à Vap. (C. Fabre & Co. *Mgrs.*) | 411·0 P58′ H—F63′ | 46·1 | 28·6 WB | Marseilles French | T.3Cy.39″,59″&90½″–51½″ 588NHP Forges & C. de la Médit. Msl. | | V | |
| 531 113739 SNPL | — ~~W.T.Hodgson 04~~ *Storm –04* | **SteelScSr** 1 Dk (Irn) 2 tr B | 3634 3439 2363 | ✠100A1 1,05 ~~1,04~~ ~~LMC 3,01~~ | Cff | *u* | 1901 8mo | J.L.Thompson & Sons, Ld. Sunderland A&CP | Rowland & Marwood's S.S.Co.Ld. (C.Marwood, *Mgr*) WB = Cell D Ba | 342·0 P29′ B100′ F32′ 104′ u E23′ f 150′ 832t | 49·5 FK | 25·0 6 BHCem APT55t | Whitby British | T.3Cy.24½″,40″&66″–45″ (s) 160lb 299NHP 3SB.9pf,GS135,HS4580 J.Dickinson & Sons, Ld. Sld | 27 ″ 6 s 5 ″ 2½ | | |
| | *Deep framing & Web frames* | | | | | | | | | | | | | | | | |
| 532 111417 KRTC | — ~~C.Cameron~~ *Elec.light* | **SteelScSr** ss NYk.No.3-7,02 1 Dk (pt Irn pt Stl) 2 tr B | 2939 — 2164 | ✠100A1 *pt Awng dk with freeboard* 1,03 ~~4,04~~ ~~LMC 7,02~~ | NYk | *t* | 1889 9mo | J.L.Thompson & Sons Sunderland A&CP | Michigan S.S.Co. (J.Jerome, *Mgr.*) | 316·0 P29′ Q88′ pt Awng dk 199′ | 40·6 | 20·8 BK 10′ WB | New York Utd. States | T.3Cy.23½″,38″&62″–42″ (s) 160lb 90lb 261NHP 2SB.6rf,GS126,HS4100 J.Dickinson, Sunderland | 23 ″ 5 s ■ ″ 7½ | | 1,05 |
| | *Ecans –05 & Web frames & pt Awng dk (Irn)* | | | *Carrying Petroleum in bulk* | | | | | | *Fitted for liquid fuel 7,02* | | | | | | | |
| 533 RJQF | — *Th.Komus 03–08 (ex Theodorich)* *1 Dk (Stl) & Awng dk & Web frames* | **SteelScSr** | 1619 1588 1027 | ✠ *Awng dk with freeboard* | Hpl | *o* | 1889 6mo | W.Gray & Co. (Lim.) W Hartlepool | A.C.de Freitas & Co. WB | 245·4 — Cell D B205′ 309t | 35·1 | 14·9 22·0 | Hamburg German 4 BHCem | T.3Cy.19″,30½″&51″–36″ 156NHP Centrl Mar Eng Wks. W Hpl | 17 ″ 2 | G | |
| | *now named "Fagundes Varella," See No. 14 in Supplement* | | | | | | | | | | | | | | | | |
| 534 JVBO | — *J.T.Farsjö 98–00* | **WoodScSr** 1 Dk 2 tr B | 573 449 344 | | | | 1891 | ..... Bergen | Acties. Roma (A.O.Lindvig) | 163·3 Q40t B59t H7t | 25·7 F16t | 15·6 | Kragerö Norwegian | T.3Cy.12″,20″&32″–26″ 52NHP Akers Mek Værk Christiania | | N | |
| 535 3421 JKML | — ~~D.Smitherberg 98~~ *(ex Humber)* *Mchy. Aft* | **SteelSc3MstSr** ss Osc.No.1-01 *V.Malm 05–05* 1 Dk (Stl) *Well deck* | 301 196 101 | ✠100A1 4,05 ~~5,01~~ Osc Skm ~~LMC 6,01~~ BS1,05 | Osc | *d* | 1897 11mo | Grngem'th Dockyard Co. Grangem'th A&CP | ~~Ang f. Aktieb. Gotland (A. Ekman, Mgr.)~~ Aktieb K.A. Malmberg & Co | 130·0 Q&B79′ F19′ | 22·3 FK | 9·3 WB = FPT20t | Visby Swedish 3 BHCem | C.2Cy.14″&29″–21″ (s) 120lb 80lb 41NHP 1SB.2pf,GS27,HS758 Walker, Henderson & C. Gls | 9 ″ 11 | | ~~6,01~~ 4,05 |
| 536 110007 | — *J Mullen –03* | **SteelScYl** 1 Dk | 158 114 49 | | | | 1903 | Larne S.B.Co. Larne | W.J.R.Harbinson & C.L.MacKean | 95·0 P32′ B5′ F15′ | 18·9 | 8·5 WB | Belfast British | C.2Cy.12″&24″–18″ 32RHP Muir & Houston, Ld. Gls. | | | |
| 537 91164 JQLG | **Roman** ~~A.Evans 04~~ *Kerraish. –04* | **IronSc4MstBk** ss Liv.No.3-12,96 ss Liv.No.1-01 3 Dks (2 Irn & 1 pt Irn) & Awng dk | 4572 2333 2848 | ✠100A1 *Awng dk with freeboard* 9,04 ~~10.03~~ MS12,00 ~~LMC BS2,03~~ | Ant Liv | *y* | 1884 9mo | Laird Bros. Birkenhead *Lloyd's SA & CP* | Brit. & N. Atlantic S.N.Co.Ld. WB = | 405·0 B106′ F46′ Cell D Ba84′ f 148′ u | 43·6 | 17·7 BK 11′ | Liverpool British 6 BHCem | C.2Cy.48″&85″–60″ 80lb 90lb NDB96 479NHP 3DB.18pf,GS351,HS8712 Laird Bros., Birkenhead | 29 ″ 2 s 11 ″ 4 | | N 10.03 |
| 538 110932 | — *H.Kerr 01–03* *Mchy. Aft* | **SteelSc** 1 Dk & Spar dk | 2348 — 1875 | | | | 1891 | Globe Iron Works Co. Cleveland, O. | Pittsburgh S.S.Co. | 296·2 F36′ H— | 40·4 | 21·1 WB | Duluth Minn. Utd. States | T.3Cy.24″,38″&61″–42″ 241NHP Globe Iron Wks Co., Clevelnd | | | |
| 539 112778 SCRP | — *W.M Campbell –01* *Well deck* | **SteelScSr** ss Nwc.No.1-04 1 Dk (Stl) & deep framing | 1216 897 750 | ✠100A1 ~~1,04~~ ~~1,03~~ 2,05 ~~Nwc~~ Cff ~~LMC 12,00~~ | Nwc Cff | *n* | 1900 12mo | Mackie & Thomson Glasgow A&CP | ~~F.J.Coxhead (G.H.Elder & Co. Mgrs.)~~ GR Hardy WB = Cell D Ba | 228·0 P15′ Q67′ B60 F29′ L Dens, *Mgr*) 63′ f 94′ 238t | 34·5 FK | 14·4 4 BHCem APT27t | London British | T.3Cy.17″,27½″&46″–33″ (s) 180lb 100lb 135NHP 1SB,3cf,GS64,HS2143 W.V.V.Lidgerwood, Gls. | 16 ″ 7 s 1 ″ 6 | | 5,04 |
| 540 102082 QMFS | **Roman Empire** *H.Lytton –98* | **IronScK** ss Hul.No.1-03 1 Dk | 182 169 63 | ✠100A1 *Stm Trawler* 4,04 ~~Hul~~ ~~LMC 6,03~~ BS7,01 | Hul | | 1898 11mo | Cook, Welt'n & Gemmell Hull *Lloyd's SA & CP* | Cargill S. Trawling Co.Ld. (E.B Cargill & Co. *Mgrs.*) | 110·0 Q20′ | 21·0 BK 7½′ WB | 11·3 3 BHCem = DB/17′8t | Hull British | T.3Cy.13″,21″&34″–24″ (s) 180lb 60RHP 1SB,2cf,GS29,HS1037 C.D.Holmes & Co. Hull | 12 ″ 1 | | 6,03 |

| Numéro d'Ordre. Numéro officiel. Signaux | Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Jauge Brute. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Où. Matériaux. | Armateurs. | Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP. = Force en chevaux d'après les formules de la Société. IHP. = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Consommation par jour. Charbon. Pétrole. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|
| 541 KNGW | **Roman Prince** SteelScSr<br>*H.G.V.Smith* –03 *ss*N.Yk.No.8–1,00<br>*Well deck* 1 *Dk*( *Stl*)2*tr B*<br>*ss*NYk.No.1–04 | 1934<br>1539<br>1221 | ✠100A1 Mch *r*<br>5.04 Nwc<br>~~MS1,99~~ ✠LMC3,04<br>~~BS2,05~~ BS3,05 | 1887 Short Bros.<br>8mo Sunderland<br>A&CP | PrinceLine,Ld.<br>J.Knott, *Mgr.*)<br>*WB = Cell D Ba*80·107*f* 110 | 290·0 38·8 17·6<br>P33 Q68 B70 F27<br>BK10 | Newcastle<br>British<br>1 *B H Cem* | T.3Cy.21″,31″&56″–42″ *s*<br>150lb *100lb* ND302 198NH<br>2SB,*6cf*,gs116,hs3019<br>G.Clark,Sunderland | 20 · 0 · 0<br>· · 2½ | |
| 542 RSBC | **Romania**<br>*A.Pierallini*<br>*Elec.light* 2 *Dk*&*Alt.tr B* | 2548<br>2065<br>1628 | | 1898 G.Ansaldo &Co. Sestri Ponente | Nav.Gen.Italiana | 321·2 39·2 22·5<br>J42 B114 F37 | Venice<br>Italian<br>*WB* G.Ansaldo&Co.Sampierd. | T.3Cy.22½″,37″&59″–40″<br>220NH | | I |
| 543 QDST | **Romanic** SteelTwinSc3MstSr<br>*A.E.Sherwin* –03 (*ex*New England)<br>*Ref.Mchy. Elec.light* 3 *Dks* | 11394<br>9110<br>7416 | | 1898 Harland & Wolff,Ld Belfast | Oceanic StmNav Co Ld. (Ismay,Imrie& Co. *Mgrs.*) | 550·3 59·3 35·9<br>P92 B318 F70 | Liverpool<br>British<br>*WB* | T.8Cy.42″80″(2150″)&4158″ 54″]<br>965NH<br>Harland&Wolff,Ld Bel | | BT till 10.05 |
| 544 113210 | **Romanoff** IronScK<br>*J.W.Freeman* –00<br>1 *Dk* | 178<br>160<br>63 | ✠100A1 Gms<br>*Stm Trawler*<br>5.04 ✠LMC11,00 | 1900 Cook, Welton&Gemmell Hull<br>*Lloyd's SA&CP* | A.Black | 108·7 21·0 11·2<br>Q56 F19<br>BK7½ | Grimsby<br>British<br>3 *B H Cem* | T.8Cy.11½″,19½″&32″–28″<br>180lb (*s*) 55RH<br>1SB,*2cf*,gs29,hs920<br>C.D.Holmes&Co.Hull | 11 · 11 | |
| 545 109839 QWJS | **Romantic** SteelScK<br>*H.Rook* –98 *ss*Gms.No.1–03<br>1 *Dk* | 197<br>180<br>60 | ✠100A1 Gms<br>*Stm Trawler*<br>8,05 ~~11,00~~ ✠LMC3,03<br>BS3,05 | 1898 Earle'sCo. (Lim.) Hull<br>*Lloyd's SA&CP* | GrimsbySteam FishingCo.Ld | 115·6 21·0 11·2<br>Q44 F20<br>BK7½ | Grimsby<br>British<br>3 *B H Cem* | T.8Cy.10¾″,20″&32″–28″ (*s*)<br>185lb 55RH<br>1SB,*2cf*,gs83,hs880<br>Earle'sCo Ld.Hull | 12 · 0 | |
| 546 82494 VLWS | **Romeo** IronSc3MstSr<br>*R.Smith* –04<br>*Ref.Mchy. Well deck Elec.light* | ~~1855~~ 1730<br>1396<br>~~1167~~ 932 | | 1881 Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 275·0 34·6 19·9<br>P370 F41<br>FK | Hull<br>British | C.2Cy.88″&76″–48″<br>333NH<br>Earle'sCo.(Lim.),Hull | | BT till 2.06 |
| 547 116127 TVFG | — SteelScK<br>*J.White*88–03<br>1 *Dk* | 270<br>242<br>105 | ✠100A1 Hul<br>*Stm Trawler*<br>9,01~~9,00~~ ✠LMC2,03 | 1903 Cook, Welton&Gemmell Beverley<br>*Lloyd's SA&CP* | Hellyer'sSteam FishingCo.Ld | 130·0 22·0 12·1<br>Q58<br>BK7 | Hull<br>British<br>1 *B H Cem* | T.3Cy.13″,21½″&35″–24″ (*s*)<br>200lb 78RH<br>1SB,*2cf*,gs36,hs1323<br>Amos&Smith,Hull | 12 · 10 | |
| 548 99677 | — IronScK<br>*ss*Gms.No.2–00<br>1 *Dk* | 114<br>108<br>53 | ✠ ···<br>*Stm Trawler*<br>~~Comm~~ ~~Chief~~ | 1892 Cochrane, Coopr&Schofield Beverley<br>*Lloyd's SA&CP* | G.F.Sleight | 88·0 20·1 10·7<br>BK7½ | Grimsby<br>British<br>3 *B H Cem* | C.2Cy.17″&32″–21″ (*s*)<br>90lb 40RH<br>1SB,*2pf*,gs27,hs780<br>C.D.Holmes&Co.,Hull | 11 · 4 | |
| 549 103400 QGRD | **Romford** SteelScSr<br>*H.Gow* –99 *ss*Bom.No.1–03<br>1 *Dk*(*Irn*)2*tr B*&*F*.*Webframes*<br>3 *Dk rule* | 3035<br>2835<br>1930 | ✠100A1 Bry *u*<br>*with freeboard*<br>1.04<br>MS6,01 ✠LMC8,03<br>BS8,05 | 1898 Ropner& Son Stockton<br>A&CP | BritainS.S.Co.Ld. Watts,Watts&Co *Mgrs.*)<br>*WB = Cell D Ba* | 325·0 48·1 21·8<br>P29 B74 F38<br>lrp93 FK<br>104*u* E24*f* 140 723 | London<br>British<br>5 *B H Cem*<br>*APT* 60*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 273NH<br>2SB,*6rf*,gs118,hs4200<br>Blair&Co.Ld.Stockton | 24 · 3<br>· 4 · 7 | |
| 550 110532 QRCS | **Romney** SteelScSr<br>*R.W.Trenaman* –99<br>2 *Dks*&*Shelter d*&*3tr B* | 4501<br>4178<br>2816 | | 1898 Sir Raylton Dixon&Co Ld Middlesbro' | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*) | 380·0 50·2 27·7<br>P43 F12 | Liverpool<br>British<br>*WB* | T.3Cy.27½″,44″&75″–48″<br>390NH<br>R.Richardsn&Sns.Ld Hpl | | C |
| 551 102787 NCVK | — SteelScSr<br>~~*R.Hawthorn&Co.Ld.*~~<br>*J.Isdale* –01 *ss*Sld.No.2–01<br>1 *Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Webframes* | 2806<br>2558<br>1763 | ✠100A1 Bry *u*<br>*Spar dk*<br>~~Shd~~<br>3,05~~4,00~~ Npt<br>~~BS3,06~~ ~~✠LMC~~3,01 | 1893 J.L.Thompson&Sons Sunderland<br>A&CP | BoltonS.Shpg.Co. Ld. (F.Bolton&Co. *Mgrs.*)<br>*WB = Cell DB* 238 | 316·0 42·0 17·1<br>P28 B70 F36 24·2<br>FK<br>5186 | London<br>British<br>6 *B H Cem*<br>*APT* 35*t* | T.3Cy.23½″,38″&62″–42″ (*s*)<br>160lb *100lb* 248NH<br>2SB,*6cf*,gs116,hs3700<br>J.Dickinson,Sunderland | 19 · 8<br>· 5 · 5 | |
| 552 JQKW | **Romny** IronSc3MstSr<br>*K.Zihrul*02–02 (*ex*Adler)<br>*Mchy.Aft* 2 *Dks* | 654<br>588<br>851 | | 1857 PalmerBrs. &Co. Newcastle | N.Schnobel | 198·2 25·8 15·7<br>Q45*t* B49*t* | Libau<br>Russian | C.2Cy.26″&52″–36″<br>NE&B81 135NH<br>Day&Summers,Sou | | V |
| 553 97375 LJSN | **Romola** SteelScSr<br>*G.T.Pressant* –00 *ss*Bry.No.3–4,02<br>1 *Dk*(*Irn*)&*Webframes*<br>*Well deck* | 2201<br>1646<br>1889 | ✠100A1 Cff *r*<br>7,04~~11,03~~ Hpl<br>~~BS8,03~~ ✠LMC4,03<br>BS7,04 | 1889 Ropner & Son Stockton<br>A&CP | Herskind&Co. | 272·3 38·8 18·6<br>P27 Q86 B106<br>F29 BK9<br>*WB = Cell* | W.Hartlpl<br>British<br>1 *B H Cem*<br>*DB* 218 426*t* | T.3Cy.21½″,35½″&58½″–39″<br>160lb *90lb* ND800(*s*)212NH<br>2SB,*def*,gs56,hs3150<br>Blair&Co.(Lim.),Stockton | 21 · 11<br>· 1 · 10 | |
| 554 1695 JRTS | **Romsdal** SteelScSr<br>*O.A.Hirsch* –01<br>1 *Dk* | 1869<br>1695<br>1177 | | 1901 WoodSkinner&Co.Ld Newcastle | Acties.Dpsk. Romsdal (G.C.Volckmar) | 280·0 39·6 18·5<br>H122*t* F51*t* | Xtansund<br>Norwegian<br>*WB* | T.3Cy.21″,34″&56″–36″<br>188NH<br>N.E.MarineEng.CoLtdNwc | | N |
| 555 JRWC | — IronScSr<br>*T.Lindö* –02 3rdSurveyNwc.3.86<br>(*ex*Maharajah)<br>*Well deck* 1 *Dk*(*Irn–ws*)2*tr B* | 1504<br>1150<br>936 | ✠ Lon Lv<br>10.89 | 1871 C.Mitchell &Co. Newcastle | Acties.Romsdal (T.H.Skogland) | 259·3 34·0 18·8<br>P290*t* H13*t* F44*t*<br>lrp87,88&89<br>*WB = D Ba*&*c E* | Haugesnd<br>Norwegian<br>1 *B H Cem*<br>*DB* 218*t* | T.3Cy.19″,30″&51″–26″<br>NE&B93 156NH<br>Westgarth,English&Co.,<br>Middlesbro | 20 · 0 | N |
| 556 JRPN | — SteelScSr<br>*K.Rönneberg* 1 *Dk* | 138<br>88<br>77 | | 1889 AkersMek. Verks. Christiania | Söndmöre Dampskibsselskab | 117·5 17·1 7·7<br>Q10*t* B24*t* H6*t* F10*t* | Aalesund<br>Norwegian | C.3Cy.10″,15″&24″–16″<br>28NH<br>AkrsMek Verks, Christiania | | |
| 557 102729 NTGL | **Romsdalen** SteelScSr<br>*E.Witten* –04 *ss*Bry.No.2–03<br>1 *Dk*(*Irn*)&*Web frames*&*pt Awngdk*(*Irn*) | 2548<br>1894<br>1632 | ✠100A1 Cff *s*<br>*pt Awngdk* Shd<br>*with freeboard*<br>9,01~~1,04~~ ✠LMC9,03 | 1895 W.Gray &Co.(Lim) W Hartlepool<br>A&CP | G.B.Harland&Co. | 300·0 40·0 18·5<br>P27 Q90<br>*pt Awngdk* 183 FK<br>*Ba* 100*u* E 20*f* 118<br>*WB = Cell D* | W.Hartlpl<br>British<br>5 *B H Cem*<br>610*t A P* 73*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *75lb* 224NH<br>2SB,*6rf*,gs78,hs3168<br>Central Mar.E.Wks.W.Hpl | 20 · 10<br>· 8 · 7 | |
| 558 RHQM | **Romulus** SteelScSr<br>*G.Grevenitz* *ss*Ham.No.2–98<br>*Well deck* 1 *Dk*(*Stl*)&*Webframes* | *2630*<br>*2033*<br>*1729* | ✠ Cal | 1889 W.Gray& Co.(Lim.) W Hartlepool | C.Andersen | 300·0 41·6 19·6<br>P27 Q98 B112 F29<br>ptND02 BK10<br>*WB = Cel* | Hamburg<br>German<br>5 *B H Cem*<br>*DB* 254 624*t* | T.3Cy.28″,36½″&62″–39″<br>2NDB02 242NH<br>2SB,*4rf*,*2cf*,gs98,hs3650<br>Central Marine EWks W Hpl | 28 · 12 | G |
| 559 — | — IronScSr<br>*J.Madarieta*99–02<br>*Mchy.Aft Well deck* 1 *Dk*2*tr B* | 830<br>688<br>531 | | 1879 HM'Intyre &Co. Paisley | Cia.Maritima | 210·0 29·2 15·3<br>P138 F16<br>BK8 | Manila<br>Utd.States<br>*WB* | C.2Cy.28″&50″–33″<br>NB93 114NH<br>Hutson&Corbett,Glasgow | | |
| 560 93008 LGVF | — IronScTrawler<br>*C.H.Barnsdale* –94 *ss*Hul.No.3–3,94<br>*ss*Hul.No.2–01<br>1 *Dk* | 159<br>142<br>76 | ✠100A1 Hul<br>*Trawler*<br>7,04~~8,00~~<br>~~BP12,01~~ ✠LMC12,01 | 1885 Cochrane &Co. Beverley<br>*Lloyd's SA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 109·0 20·2 10·6<br>Q20 F18<br>ND97 BK7½ | Hull<br>British<br>3 *B H Cem* | C.2Cy.17½″&33″–22″ (*s*)<br>45RH<br>1SB,*2pf*,gs26,hs840<br>C.D.Holmes&Co.,Hull | 11 · 7 | |
| 561 KJHF | — SteelScSr<br>*W.Lauc* (*Trawler*)<br>1 *Dk* | 151<br>147<br>78 | | 1902 J.S.Fiegel Vlaardingen | EmderHeringsfischereiAct.Ges. | 106·3 22·0 11·2<br>H24 | Emden<br>German<br>*WB* | T.3Cy.9½″,15″&22″–16″<br>19NH<br>Elliot&GarroodLd Beccles | | G |
| 562 JLPW | **Rona** SteelScSr<br>*R.Parker* –98 *ss*Lth.No.3–4,96<br>*Ref.Mchy.* *ss*Lth.No.2–01<br>2 *Dks*(*Ulrn–ptws*)3*tr B* | 1312<br>79<br>827 | ✠100A1 Lth *p*<br>*Awng dk*<br>*with freeboar*<br>3,05~~4,00~~ ✠LMC4<br>BS3,05 | 1884 Barclay, Curle & Co. Glasgow<br>*Lloyd's SA&CP* | Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.*) | 240·5 32·1 15·4<br>B54 22·5<br>ND04 BK8<br>*WB* | Leith<br>British<br>6 *B H Cem*<br>*MT* 40 273*t* | C.2Cy.33″&60″–42″<br>360lb *40lb* 165NH<br>2SB,*6cf*,gs84,hs2694<br>Barclay,Curle&Co.,Gls. | 16 · 0<br>· 8 · 4 | BT till 1.06 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register'd Tonnage: Gross. / Under deck. / Net | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned. / Additional Equipment Letters. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. | in. | Registers in which classed. If not in Lr. R. Date of Last Trade Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 563 QBJH | **Ronan** Steel Sc Sr<br>*A.T.M.Waddell* 96–98 *ss* Lth. No. 1–02<br>*Elec. light* 2 *Dks* (*UStl*) | 1198<br>997<br>506 | ✠100A1<br>4,05 ~~4,06~~<br>~~BS8,04~~<br>~~BS7,05~~ | Lth | *p* | 1898<br>3mo | Ramage & Ferguson, Ld<br>Leith<br>*Lloyd's SA&CP* *WB* | G. Gibson & Co. | 259·0 P30′ B66′ F37′<br>= *DBa* 72′ *f* 80′ 331*t* | 33·9 | 17·6 FK | Leith<br>British<br>4 *BHCem* | T. 3Cy. 21″, 33″ & 54″–42″ (*s*)<br>170lb *100lb* 232 NH<br>2SB, 6*cf*, GS 130, HS 4027<br>*APT* 30*t*<br>Ramage & Ferguson, Ld. Lth | 18 ″ 9<br>s 2 ″ 8 | BT till 3,05 | ~~4,02~~<br>3,04 |
| 564 LHWV | **Ronda** Steel Sc Sr<br>59479 *G.R.Mellor* –02 *ss* Nwc. No. 3–3.02<br>(*ex* Rydal Holme)<br>1 *Dk* (*Irn*) & (*pt Awng dk Irn*) & *Web frames* | 1941<br>1428<br>1226 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>5,04 ~~5,07~~<br>~~BS7,04~~<br>~~LMC~~ | Nwc<br>Hul | *r* | 1889<br>9mo | J. Blumer & Co.<br>Sunderland<br>A&CP *WB* | T. Wilson, Sons & Co Ld. | 274·0 P29′ Q74′<br>*pt Awng dk* 169′<br>*DBa* 82′ *f* 58′ 275*t* | 36·6 BK 9½ | 19·0 | Hull<br>British<br>4 *BHCem*<br>*APT* 30*t* | T. 3Cy. 21″, 38″ & 54″–39″ (*s*)<br>160lb *60lb* 196 NH<br>2SB. 6*pf*, GS 84, HS 3156<br>Amos & Smith, Hull | 20 ″ 2<br>s 8 ″ 8 | | ~~N~~4,02 |
| 565 HDKQ | **Rondane** Iron Sc Sr<br>*C.Paulsen* –99 *ss* Xia. 2nd No. 3–3.04<br>(*ex* Southwood) 1 *Dk* (*Irn*) 2 *tr B*<br>*Well deck* | 1177<br>940<br>789 | ✠100A1<br>~~3,11~~ 3,05<br>~~BS3,05~~<br>~~LMC~~ | Xia<br>Bly | *o* | 1880<br>7mo | Richardsn, Duck & Co.<br>Stockton<br>*Lloyd's SA&CP* | Dampskibselsk. Rondane (Erling Lund) | 240·0 Q79′ B63′ F28′<br>pt ND 04<br>*WB* = *DB* | 35·0 BK 8½ | 16·0 | Christiania<br>Norwegian<br>5 *BHCem* | C. 2Cy. 27½″ & 55½″–36″ (*s*)<br>90lb *80lb* NDB 97 145 NH<br>2SB, 4*pf*, GS 140, HS 2322<br>Blair & Co. Ld. Stockton | 16 ″ 11 | | 3,04 |
| 566 LMDS | **Rondo** Steel Sc Sr<br>96157 *T.W.Purvis* –04 *ss* Sld. No. 3–3.02<br>*Well deck* 1 *Dk* (*Irn*) & *Web frames* | 1199<br>869<br>744 | ✠100A1<br>~~12,99~~ ~~13,02~~ ~~13,01~~<br>~~BS3,04~~<br>~~LMC~~ | Shl | *a* | 1889<br>10mo | T. & W. Smith<br>N. Shields<br>*Lloyd's SA&CP* | Pelton S.S. Co. Ld. (R.S. Gardiner & J. Reay, *Mgrs.*)<br>*WB* = *DBa* 59′ | 225·2 P32′ Q75′ B104′ F28′<br>*f* 90′ 272*t* | 32·6 BK 8″ | 15·7 | Newcastle<br>British 160<br>4 *BHCem* | T. 3Cy. 16½″, 27″ & 44″–33″ (*s*)<br>~~160lb~~ *80lb* 98 RH<br>1SB. 3*pf*, GS 52, HS 1704<br>J.P. Rennoldsn & Sns, S. Shl | 16 ″ 8<br>s 1 ″ 2 | | ~~10,03~~<br>10,04 |
| 567 — | — Iron Sc K<br>99707 *T.Pottinger* –94 *ss* Gms. No. 2–01<br>1 *Dk* | 117<br>109<br>36 | ✠100A1<br>*Stm Trawler*<br>6,01 ~~7,00~~<br>~~BS12,08~~<br>~~BS6,04~~<br>~~LMC~~ | Gms | | 1893<br>8mo | Cochrane & Cooper<br>Beverley<br>*Lloyd's SA&CP* | G. F. Sleight | 88·4 Q17 | 20·1 BK 7½ | 10·7 | Grimsby<br>British<br>3 *BHCem* | C. 2Cy. 17″ & 32″–21″ (*s*)<br>90lb 44 RH<br>1SB, 2*pf*, GS 27. HS 780<br>C.D. Holmes & Co., Hull | 11 ″ 4 | | N1,08 |
| 568 JBMV | **Ronneby** Steel Sc Sr<br>439 *N.J.Lundström* –99 1 *Dk* | 250<br>122<br>144 | | | | 1890 | Bergsunds M. Verk.<br>Stockholm | Blekinge Angb. Aktieb. (E. Lindgren, *Mgr.*) | 117·8 Q35′ B59′ H19′ F31′ | 21·5 | 8·7 | Karlshamn<br>Swedish | C. 2Cy. 17½″ & 31½″–19½″<br>36 NH<br>Bergsunds Mk. Vek., Skm. | | | |
| 569 LVHF | **Rook** Steel Sc 3 Mst Sr<br>96153 *H.S.Carter* –99 *ss* Bkn. No. 3–10.03<br>*Mchy. Aft* 1 *Dk* (*pt Irn*) | 370<br>273<br>167 | ✠100A1<br>3,04<br>~~LMC~~ | Hul | *e* | 1890<br>9mo | R Thomson<br>London<br>*Lloyd's SA&CP* | J. Carter | 143·0 Q73′ B7′ F20′ | 22·7 BK 7′ *WB* = *FPT* 45*t* | 11·0 | London<br>British<br>3 *BHCem* | T. 3Cy. 12″, 18″ & 30″–21″ (*s*)<br>160lb *80lb* 60 RH<br>1SB. 2*pf*, GS 30, HS 800<br>Gourlay Bros. & Co., Dundee | 11 ″ 10<br>s ″ 11 | | 3,04 |
| 570 PKWB | **Rookwood** Steel Sc Sr<br>105860 *J.Scott* *ss* Lon. No. 1–00<br>1 *Dk* (*Irn*) & *Web frames* | 1143<br>948<br>677 | ✠100A1<br>9,08<br>~~BS3,03~~<br>~~BS7,04~~<br>~~LMC~~ | Shl | *n* | 1896<br>8mo | J. Blumer & Co.<br>Sunderland<br>A&CP *WB* = *Cell D Ba* 35 | W France, Fenwick & Co. Ld. | 236·0 Q18′ B74′ F26′<br>drp 04<br>*a E* & *B* 38′ *f* 121′ 453*t* | 32·0 FK | 14·9 | London<br>British<br>4 *BHCem*<br>*APT* 16*t* | T. 3Cy. 20″, 32½″ & 53″–36″ (*s*)<br>160lb *80lb* 180 NH<br>2SB, 6*pf*, GS 90. HS 2870<br>J Dickinson & Sons (Ld), Sld | 18 ″ 3<br>s 2 ″ 6 | | ~~9,03~~<br>N9,04 |
| 571 QHNM | **Roon** Steel Twin Sc<br>*G.Meiners* –02<br>3 *Dks* & *pt lower dk* | 8022<br>7048<br>4961 | | | | 1902 | J.C. Tecklenborg A.G<br>Geestemünde | Norddeutscher Lloyd | 453·9 P79′ B186′ F88′ | 55·8 | 36·0 | Bremen<br>German<br>*WB* | T 6Cy 24⅛″ 41⅜″ 69⅝″–51⅛″<br>690 NH<br>J.C. Tecklenborg A.G. Gst. | | G | |
| 572 JHCR | **Roquelle** Steel Sc Sr<br>99910 *A.Beith* –04 4th Survey. Liv. 11,01<br>2 *Dks* (*UStl*–*ws*) | 2082<br>1845<br>1337 | ✠ A1 ✠1<br>~~1,04~~ 10,01<br>~~BS~~ | Liv<br>Ham | Lv | 1884<br>3mo | Barclay, Curle & Co.<br>Glasgow | British & African S.N. Co. (1900), Ld. (Elder, Dempster & Co. *Mgrs.*) | 320·0 P37′ B107′ H40*t*<br>F52′ | 36·1 BK 8″ | 21·3 | Liverpool<br>British<br>9 *BH* 1 *PBH* | C. 2Cy. 34″ & 68″–42″<br>250 NH<br>2SB, 6*pf*, GS 92, HS 2240<br>Barclay, Curle & Co., Gls. | 22 ″ 9<br>s 4 ″ 9½ | BT till 6,01 | 17·13<br>18·25<br>19·36<br>20·47 |
| 573 JNKT | **Ros** Steel Sc Sr<br>4198 *A.G.Johansson* 86–03 *ss* Bkn. No. 2–03<br>(*ex* Alagonia)<br>1 *Dk* (*Stl*) & *deep framing* & *pt Awng dk* (*Stl*) | 2688<br>2003<br>1631 | 100A1<br>*pt Awng dk*<br>*with freeboard*<br>6,04 ~~6,08~~<br>~~BS4,04~~<br>~~LMC~~ | Bkn<br>Cff | *t* | 1895<br>1mo | W Hamiltn & Co.<br>Pt. Glasgow<br>*Lloyd's SA&CP* | Rederiaktieb Union (G.O. Wallenberg)<br>*WB* = | 309·7 *q* 7*s pt Awng dk* 232<br>*Cell D B a* 90′ *f* 120′ | 42·6 FK | 20·5 | Stockholm<br>Swedish<br>6 *BHCem*<br>440*t*. *APT* 46*t* | T. 3Cy. 22½″, 37″ & 61″–42″ (*s*)<br>160lb *80lb* 241 NH<br>2SB. 6*pf*, GS 120, HS 3621<br>Rankin & Blackmore, Grk | 21 ″ 9<br>s 8 ″ 5 | | 3,03 |
| 574 JDCL | **Rosa** Iron Sc Sr<br>1568 *A.Nilsson* –95 6th Survey Nwc. 1,91<br>*Well deck* 1 *Dk* 2 *tr B* | 938<br>736<br>580 | ✠<br>11,91 | Bly | Lv | 1870<br>10mo | Denton, Gray & Co.<br>Hartlepool | Handelsb. Sölvesborgs Skeppsvarf (O. Banck, *Mgr.*) | 219·4 Q82′ B42′ H17*t* F26′ | 29·3 BK 8″ *WB* = *DBa* & *f* | 16·1 | Sölvesborg<br>Swedish<br>4 *BHCem* | C. 2Cy. 27″ & 50″–36″<br>NB 79 *fitted* 81 125 NHP<br>T. Richardson & Sons, Hpl. | 17 ″ 2 | V | |
| 575 PJBH | — Iron Sc Sr<br>67816 *W.H.Kirby* –03<br>*ss* Goo. 2nd No. 3–6,00 | 462<br>396<br>276 | ✠90A1<br>2,02<br>~~2,02 2,06~~<br>~~BS3,03~~ ~~LMC~~ ~~BS5,04~~ ~~MS~~ | Goo | *h* | 1875<br>5mo | Goole S. Co.<br>Goole<br>A&CP | ~~Goole~~ S. Shpg Co. Ld<br>Lancashire & Yorkshire Rly. Co. | 180·5 P96′ F22′<br>drp 05 | 26·0 BK 7″ | 11·5 | Goole<br>British<br>5 *BHCem* | C. 2Cy. 23½″ & 42″–28″ (*s*)<br>80lb 80 RH<br>1SB. 3*pf*, GS 54, HS 1400<br>Goole Eng. Co., Goole | 12 ″ 1<br>s 1 ″ 5 | | ~~2,00~~<br>10,04 |
| 576 — | — Iron Pad<br>63728 *L.Hall* 84–84 | 166<br>151<br>60 | | | | 1884 | J.T. Eltringham<br>South Shields | J. Johnston & Sons | 116·0 | 19·6 | 10·3 | Montrose<br>British | L. 1Cy. 38″–56″<br>18 RH<br>J.P. Rennoldson, S. Shields | | | |
| 577 — | — Iron Pad Tug<br>639<br>1 *Dk* | 160<br>—<br>94 | | | | 1875 | .....<br>Newcastle | D. Ratner | 129·5 | 24·0 | 8·2 | Nicolaieff<br>Russian | | | | |
| 578 | **Rosa P.** Iron Sc Sp<br>247 *A.Nossardi* –94<br>1 *Dk* (*Irn*) | 126<br>114<br>30 | ✠<br>9,94<br>*For River purposes only*<br>~~LNB 9,94~~ | Gen | | 1894<br>5mo | J.P. Rennoldson & Sons<br>S. Shields | R. Peirano di E. | 92·3 | 20·1 FK *WB* = *APT* 7*t* | 8·9 | Genoa<br>Italian<br>4 *BHCem* | T. 3Cy. 12″, 20″ & 32″–22″<br>56 NHP<br>1SB. 2*pf*, GS 30, HS 930<br>J.P. Rennldsn & Sns, S. Shlds | 9 ″ 0 | | |
| 579 JBSW | **Rosabelle** Steel Sc K<br>102697 *W.O'Neill* –04 *ss* Bel. No. 2–01<br>(*ex* Rhanbuoy)<br>*Mchy. Aft* 1 *Dk* (*Stl*) | 271<br>179<br>92 | ✠100A1<br>~~1,04~~ 1,05 Bkn<br>~~MS1,01~~ ~~LMC~~<br>~~BS1,05~~ | Ayr | *d* | 1893<br>6mo | R. Kent & Co.<br>Carrickfrgus<br>*Lloyd's SA&CP* | R. Neill & Sons | 129·0 Q44′ B9′ F23 | 22·3 BK 7″ *WB* = *FPT* 29*t* | 9·0 | Belfast<br>British<br>3 *BHCem* | T. 3Cy. 11″, 16½″ & 27″–22″ (*s*)<br>160lb 15 RHP<br>1SB, 2*pf*, GS 36. HS 870<br>Muir & Houston, Glasgow | 9 ″ 11<br>s ″ 8½ | | 9,02 |
| 580 RSQF | **Rosalba** Steel Sc Sr<br>29 *G.B.Gazzolo* –03 *ss* Gen. No. 3–3,03<br>(*ex* Orfordness)<br>1 *Dk* (*Irn*) & *Web frames* & *pt Awng dk* (*Irn*) | 1860<br>1822<br>1200 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,03<br>~~BS12~~ ~~BS11~~<br>~~LMC~~ ~~MS3,03~~ | Gen | *r* | 1890<br>10mo | Richardsn Duck & Co.<br>Stockton<br>*Lloyd's SA&CP* *WB* = *Cell D B* | Flli. Sanguineti fu G. | 270·0 Q105′<br>*pt Awng dk* 165′<br>226′ 428*t* | 37·1 FK<br>*APT* 30*t* | 17·0 | Spezia<br>Italian<br>4 *BHpt Asp*<br>*pt Cem* | T. 3Cy. 21″, 34″ & 56″–36″ (*s*)<br>160lb 75*lb* 187 NHP<br>2SB. 4*cf*, GS 60, HS 2800<br>Blair & Co. (Lim), Stockton | 19 ″ 6<br>s 8 ″ 1 | | ~~9,01~~<br>12,04 |
| 581 | **Rosalia** Steel Sc Sr<br>Extended 5,04<br>*A.Carbonini* –04 *ss* Bry. No. 2–01<br>(*ex* Polana) 1 *Dk* (*Stl*) 2 *tr B* & *Web frames* & *pt Awng dk* (*Irn*) | 2903<br>2669<br>1916 | ✠~~100A1~~<br>*pt Awng dk*<br>*with freeboard*<br>5,04 | Gen | *t* | 1892<br>9mo | Richrdson, Duck & Co.<br>Stockton<br>*Lloyd's SA&CP* | Flli. Sorrentino | 307·0 P29′ Q94′<br>*pt Awng dk* 184′<br>*WB* = 258′ 515*t* | 41·1 FK | 20·7 | Genoa<br>Italian<br>5 *BHCem*<br>*APT* 24*t* | T. 3Cy. 22½″, 37″ & 61″–42″ (*s*)<br>160lb *50lb* 245 NHP<br>2SB. 6*cf*, GS 104. HS 3743<br>Blair & Co. Ld. Stockton | 23 ″ 7<br>~~s 0 ″ 1~~ | | 3,04 |
| 582 | — Steel Sc Sr<br>*Casariego*<br>(*ex* Ivo Bosch, *ex* Jean Dupuis) | 135<br>—<br>87 | | | | 1890 | H. Satre<br>Arles | Viuda de Ochoa | 96·1 | 17·2 | 9·2 | Bilbao<br>Spanish | C. 2Cy. 13″ & 24″–14″<br>18 NHP<br>H. Satre, Lyons | | | |

| 1 Numéro | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Brut — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Long. Larg. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Charge en tonnes de 2240 lbs. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 583 109791 RMPC | **Rosalie** *J. Couch* –00 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | **SteelScSr** *ss* Cff. No. 1–01 | 4303 2821 | ✝100 A1 Cff *Spar dk* Rot 2,05 1,05 ✝LMC 1,04 | *r* | | 1900 1mo | Nthmblnd S.B. Co. Ltd. Newcastle A&CP | British S.S. Co. Ltd. (J. Cory & Sons, Ltd. *Mgrs.*) *WB = Cell D Ba 116' u E & f* | 360·0 \| 48·0 \| 20·3 P 26' B 90' F 36' 28·2 FK | Cardiff British 180lb *80lb* 320 NH 2 SB, *6cf*, gs 120, hs 4970 | T. 3 Cy. 28", 38½" & 65"–48" (*s*) 6 *BH Cem* *DB* 240' *f* 154' 81*lt* | 22 + 11 = 6 + 16 | | |
| 584 126376 KDMB | — (*ex* City of Bridgeport) | **WoodSr** 1 *Dk & light dk* | 500 — 340 | | | | 1886 | Bayles & Sn Pt. Jefferson, L.I. | Joy S.S. Co. | 144·8 \| 28·4 \| 10·0 | Bridgeprt Utd. States | C. 2 Cy. 20" & 34"–26" 49 NH Neafie & Levy, Philadelphia | | | |
| 585 111022 KLQF | — *H. Carter* 1 *Dk* | **WoodScSr** | 319 237 227 | | | | 1893 | Chas. G. White Alameda, Cal. | Puget Sound Nav. Co. | 136·5 \| 27·0 \| 10·0 | P. Twnsend Wash. Utd. States | O. 2 Cy. 15" & 34"–24" 47 NH W. Deacon, San Francisco | | | |
| 586 115274 | **Rosalind** *J. Clark* 02–05 (*ex* Admiral, *ex* Tosari) *Elec. light* | **SteelScSr** *ss* Shl. No. 3–5,02 2 *Dks* (1 *Stl*) 3 *tr B* | 2568 2013 1634 | ✝100 A1 NYk NFL ~~BS 7,03~~ BS 7,04 ✝LMC 6,02 | *l* | 1,05 | 1890 12mo | C. S. Swan & Hunter Newcastle *Lloyd's* A&CP | New York, Newfoundlnd & Halifax S.S. Co. Ltd. (C. T. Bowring & Co. Ltd. *Mgrs.*) | 300·4 \| 41·1 \| 21·6 P 42' B 82' H 71' F 41' BK 8½ *WB = Cel* | Liverpool British 6 *BH Cem* *DB* 248' 430*t* | T. 3 Cy. 26", 42" & 69"–45" (*s*) 160lb *160lb* 319 NH | 24 + 1 = 4 + 3½ | | |
| 587 80548 SPVN | — *A. Matthews* –03 *Well deck* | **IronScSr** *ss* Lon. 2nd No. 3–6,99 *ss* Nwc. No. 1–03 1 *Dk 2 tr B* | 885 684 546 | ✝100 A1 Shl ~~Spd 10,01~~ Nwc Hull LMC 4,03 BS 8,04 | *m* | | 1879 6mo | Tyne Ship B. Co. Newcastle A&CP | Rosalind SS. Co. Ltd. (~~A. P. Harrison & Co.~~ (Austin, Elliot & Co.) | 220·0 \| 30·7 \| 15·0 Q 77' B 46' F 22' t PK *WB = D* | Newcastle British 4 *BH Cem* *Ba* 53' *f* 110' | C. 2 Cy. 28" & 52"–36" 80lb *65lb* ND 891 98 RH 2 SB, *4pf*, gs 65, hs 2200 R. & W. Hawthorn, Nwc. | 15 + 11 = 11 + 7½ | | |
| 588 110764 | — *ss* Hul. No 1–04 1 *Dk* | **IronScK** | 198 175 59 | ✝100 A1 Hul *Stm Trawler* ~~Spd 10,02~~ 1,05 ✝LMC ~~1,00~~ | | | 1900 1mo | Cook, Welt'n & Gemmell Hull A&CP | Hellyer's Steam Fishing Co. Ltd. | 117·0 \| 21·0 \| 11·2 Q 49' BK 7½ *WB =* | Hull British 4 *BH Cem* *DB f* 17' 11*t* | T. 3 Cy. 12", 20" & 33"–24" (*s*) 200lb 55 RH 1 SB, *2cf*, gs 32, hs 1000 Amos & Smith, Hull | 12 + 1 = — | | |
| 589 89594 JWNS | **Rosamond** *J. Ryan* 88–93 *Well deck* | **IronScSr** 1 *Dk* | 721 552 462 | | | | 1884 | Nederlandsche S.M. Rotterdam | Union S.S. Co. of New Zealand, Ltd. | 179·4 \| 27·7 \| 13·5 Q 80' B 41' F 23' *WB* | Dunedin British | C. 2 Cy. 28" & 48"–30" 90 RH Stomboot Mtschppy., Rot. | 14 + 3 = | | |
| 590 113233 | **Rosareno** *J. Parker* 92–02 1 *Dk* *Irn framing & Stl plating* | **Iron & SteelScK** | 166 148 49 | ✝100 A1 Gms *Stm Trawler* 7,01 ~~10,02~~ ✝LMC 10,02 | | | 1902 10mo | Cook, Welt'n & Gemmell Beverley *Lloyd's* A&CP | G. F. Sleight | 101·0 \| 21·0 \| 11·0 Q 55' F 17' BK 7½ | Grimsby British 3 *BH Cem* | T. 3 Cy. 11½", 19½" & 32"–23" (*s*) 180lb 55 RH 1 SB, *2cf*, gs 29, hs 970 C. D. Holmes & Co. Hull | 11 + 10 = | | |
| 591 95012 KPDG | **Rosarian** *A. Rennie* –02 *Ref. Mchy.* | **SteelScSr** | 2951 2721 1860 | | | | 1887 | D. & W. Henderson & Co. Glasgow | J. & A. Allan | 330·0 \| 42·1 \| 24·7 P 36' B 70' F 41 | Glasgow British | T. 3 Cy. 22½", 36" & 61"–18" 258 NH D. & W. Henderson & Co., Gls | 28 + 3 = | C | |
| 592 RJSP | **Rosario** 1 *Schuls* 95–02 1 *Dk & Spar dk 3 tr B* | **SteelScSr** | 3184 2863 2056 | | | | 1893 | Blohm & Voss Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 315·8 \| 40·2 \| 19·1 P 46' B 76' 27·0 F 35' *WB* | Hamburg German | T. 3 Cy. 28", 38" & 61"–45" 250 NH Blohm & Voss, Hamburg | | G | |
| 593 JFTW | — (*ex* Kendal Castle) *Elec. light* | **SteelScSr** *ss* Cff. No. 2–05 *ss* ~~Ant. No. 1–01~~ 1 *Dk (Stl) & deep framing & pt Awng dk (Stl)* | 2888 2115 1747 | ✝100 A1 Bry Cff *pt Awng dk with freeboard* 4,05 ~~5,02~~ ~~Dry Dk~~ LS 2,06 ✝LMC 2,04 | *l* | | 1896 5mo | W. Pickersgill & Sons Sunderland A&CP | Cia. Nav. Aurrera (G. de Yandiola, *Mgr.*) *WB = Cell D B* | 310·0 \| 42·9 \| 19·2 P 27' Q 42' ~~Awng dk~~ *pt Awng dk* 241' FK 96' *u E & f* B 44' *t* 120' | Bilbao Spanish 6 *BH Cem* 647*t* *APT* 38*t* | T. 3 Cy. 21½", 36" & 60"–42" (*s*) 180lb *80lb* 245 NH 2 SB, *6pf*, gs 98, hs 3865 G. Clark, Ld. Sunderland | 21 + 9 = | | |
| 594 88148 JOBV | — *C. James* –04 *Well deck* | **SteelSc3MastSr** | 1862 1403 1222 | | | | 1883 | Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 275·3 \| 34·3 \| 19·2 P 176' F 29*t* | Hull British | T. 3 Cy. 20½", 38" & 58"–36" 202 NH Earle's Co. (Lim.), Hull | 21 + 1 = | | |
| 595 108259 RMHL | — *D. Davies* –01 1 *Dk (Irn) & deep framing* | **SteelScSr** *ss* Cff. No. 1–01 | 1821 1696 1164 | ✝100 A1 Cff ~~7,01~~ ~~1,01~~ 1,05 ✝LMC 1,04 | *r* | | 1900 3mo | Blyth S.B. Co. Ld. Blyth A&CP | Orders & Handford S.S. Co. Ld. (Orders & Handford, *Mgrs.*) *WB = Cell D Ba & u B* | 274·0 \| 40·7 \| 18·2 B 70' F 30' FK 104' *u B & f* 124' 590*t* | Newport British 4 *BH Cem* *APT* 45*t* | T. 3 Cy. 20", 33" & 54"–39" (*s*) 160lb *90lb* 192 NH 2 SB, *2pf*, gs 86, hs 3030 J. Dickinson & Sons, Ld. Sld | 20 + 6 = 3 + 1½ | | |
| 596 KVBJ | — | **IronSc** | 197 — 118 | | | | 1869 | A. Leslie & Co. Newcastle | A. Terrin | 120·7 \| 22·1 \| 11·1 | Marseilles French | C. 2 Cy. 20" & 36"–24" 53 NH Thompson, Boyd & Co., Nwc | | | |
| 597 JFTV | — *C. Garcia* –02 *Mchy. Aft* | **SteelScK** 1 *Dk* | 119 79 74 | ✝ Stk 1.01 | | | 1895 8mo | Craig, Taylor & Co. Stockton | Blanco Hermanos & Co., S. en C. | 80·0 \| 19·1 \| 6·9 F 14' *WB = FPT* 20*t* FK | Bilbao Spanish 3 *BH Cem* | C. 2 Cy. 12" & 24"–18" 1 SB, *2pf*, gs 20, hs 470 25 NH Fisher & Co., Paisley | 7 + 6 = | | |
| 598 113232 | **Rosco** *C. Mumby* 97–02 1 *Dk* *Irn framing & Stl plating* | **Iron & SteelScK** | 166 148 50 1197 | ✝100 A1 Gms *Stm Trawler* ~~6,01~~ ~~10,02~~ 11,01 ✝LMC 9,03 | | | 1902 9mo | Cook, Welt'n & Gemmell Beverley *Lloyd's* A&CP | G. F. Sleight | 101·0 \| 21·0 \| 11·0 Q 55' F 17' BK 7½ | Grimsby British 3 *BH Cem* | T. 3 Cy. 11½", 19½" & 32"–23" (*s*) 180lb 55 RH 1 SB, *2cf*, gs 29, hs 970 C. D. Holmes & Co. Hull | 11 + 10 = | | |
| 599 113692 TQKP | **Rose** *P. Kerr* 84–02 *Elec. light* | **SteelScSr** ~~110~~ 2 *Dks* (*Stl- Upt wks*) | ~~1151~~ 807 414 | ✝100 A1 Gls ~~3,11~~ ~~10,00~~ 1,05 ✝LMC 6,02 | *p* | | 1902 6mo | A. & J. Inglis Glasgow *Lloyd's* A&CP | Gls. Dub. & Lndndy S.P. Co. Ltd. (A. A. Laird & Co. *Mgrs.*) | 250·5 \| 36·1 \| 15·2 P 43' B 121' F 39' *Shltr dk f* 17' BK 8½ *WB = FPT* 28*t* | Glasgow British 5 *BH Cem* | T. 3 Cy. 26", 42" & 65"–42" (*s*) 165lb *100lb* 330 NH 2 DB, *12cf*, gs 191, hs 5790 A. & J. Inglis, Glasgow | 16 + 0 = 2 + 0 | | |
| 600 113422 | — *J. Maxwell* –00 *Elec. light* | **SteelTwinSc** (*Ferry*) 1 *Dk* | 514 ~~508~~ 90 | | | | 1900 | J. Jones & Sons Birkenhead | Wallasey Urban District Council | 155·6 \| 42·1 \| 11·0 FK | Liverpool British *WB* | T. 8 Cy. (2) 19" (2) 26" & (4) 31" 21"] 242 NH J. Jones & Sons, Liverpool | 11 + 0 = | | |
| 601 118085 | — *T. Millinger* –04 1 *Dk* | **SteelScSr** | 321 ~~228~~ 69 | | | | 1904 | Scott & Sons Bowling | J. Monks & Co. Ld. | 130·2 \| 23·1 \| 10·9 Q 46' B 9' F 22' | Liverpool British *WB* | O. 2 Cy. 16" & 36"–24" 52 RH Fisher & Co. Paisley | | | |
| 602 109946 TBWQ | — *W. B. Harding* 04–04 *Elec. light* | **SteelSc** 1 *Dk (Teak)* | ~~302~~ ~~0~~ ~~304~~ 6 | ✝100 A1 Abn *For Towing purposes* ~~Spd 8,04~~ ~~Glass bottom observ.~~ | *g* | | 1904 5mo | Hall, Russell & Co. Ld. Aberdeen *Lloyd's* A&CP | Bombay Port Trust | ~~140·0 26·1 13·1~~ F 14' 26·1 140·1 BK 7' *WB = D B* 28 30*t* *f* 1 *APT* 19*t* | Bombay British 4 *BH Cem* | T. 3 Cy. 18½", 22½" & 36"–25" ~~165"~~ 151 NH 2 SB, *6cf*, gs 102 Hall, Russell & Co. Ld. Abn. | 14 + 0 = s 1 + 8½ | | |
| 603 112843 | — | **SteelTwinSc** (*Ferry*) | 253 ~~187~~ 176 | | | | 1901 | A. W. Robertson London | London, Tilbury & Southend Rlwy Co. | 124·7 \| 24·7 \| 7·8 | London British | C. 4 Cy. 12" & 24"–18" 100 RH A. W. Robertson, London | | | |
| 604 80453 MKFC | **Rose Ann** *A. E. Shimmin* –00 *Mchy. Aft* | **IronScSr** 1 *Dk* | 131 ~~101~~ 40 | | | | 1879 | H. M'Intyre & Co. Paisley | R. Knox | 100·5 \| 19·0 \| 8·8 Q 44' F 12' | Douglas IM British *WB* | C. 2 Cy. 17" & 31"–24" 47 RH Hutson & Corbett, Glasgow | 9 + 4 = | | |

Wrecked 2,05

*No. 23 in Supplement*

*Name changed from Erich Woermann,*

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage. Gross. / Under decks. / Net | Particulars of Classification. Character. ✠ for Special Survey / Date of last Survey. | Port of Survey. | Years Assigned / now expired. Equipment Letter. | When Built. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dis. of Cylinders.—Stroke / Boiler Pressure. NP=Horse power by Society's formula; / RP=power by Ship's Register. / Particulars of Boilers & Furnaces. / Engine Maker's Name. | Moulded depth. / Freeboard amidships | Registers in which classed. If not in L. R. Dates of Bot Trade Cert. | Date when tail shaft last ... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 605 / — / — | **Rose Casey** / *H. McGilvray* 03–03 | **Iron Sc** / ss Auk. No. 1–83 1 *Dk* | 128 / 114 / 81 | Auk / 12,85 / *For River purposes* | | | 1878 / 12mo | Fraser & Tinne / Auckland | **South Island Steam Shipping Co. Ltd.** / (H. L. Tapley *Mgr.*) | 102·5 \| 17·1 \| 9·5 FK | | | **Dunedin** / ~~Auckland~~ / British | C.2Cy. 13″ & 24″–18″ / NB85 109RHP / 4 *BH* / Fraser & Tinne, Auckland | | |
| 606 / 115008 / TBQC | **Rose Lea** / *W. Hewson* 04–04 | **Steel Sc Sr** / 1 *Dk* (*pt Irn & pt Stl*) *deep framing & Web frames* | 2830 / 2614 / 1817 | ✠100A1 Hul / 1,05 ~~8,04~~ Shl / ✠LMC 8,02 | *u* | | 1902 / 8mo / *Lloyd's* | J. Blumer & Co. / Sunderland / *W* | **Sylvia S.S. Co. Ltd.** (H. Lloyd & Co. *Mgrs.*) / *B = Cell D Ba* 108′ | 319·5 \| 46·0 \| 21·2 P 28′ B 90′ F 32′ FK / *u E & B* 42′ *f* 124′ 802*t* | | | **Liverpool** / British | T. 3 Cy. 23″, 38″ & 63–42″ (*s*) / 180 lb *80 lb* 276 NHP / 2 SB, 8 *cf*, GS 117, HS 4190 / J. Dickinson & Sons, Ld. Sld. | 23 ″ 9 / s 3 ″ 11½ | | |
| 607 / 115438 / SRFC | **Rosebank** / *J. Needham* 70–01 | **Steel Sc Sr** / 1 *Dk* (*Irn*) 2 *tr B deep framing & Web frames* 3 *Dk rule* | 3837 / 3597 / 2470 | ✠100A1 Cff / 10,03 / ✠LMC 6,01 | *w* | | 1901 / 6mo | W. Gray & Co. Ld. / W Hartlepool | **Pyman S.S. Co. Ltd.** (G. Pyman & Co. *Mgrs.*) / *W B = Cell D Ba* | 346′7 \| 49′7 \| 25′6 P 28′ B 88′ F 31′ FK / *u E* 133′ *f* 144′ 912*t* | | | **W. Hartlpl** / British | T. 3 Cy. 25½″, 40½″ & 67″–45″ / 180 lb *100 lb* (*s*) 319 NHP / 2 SB, *Grf*, GS 119, HS 1884 / Cen. Mar. Eng. Wks. W. Hpl | 28 ″ 3 / s 5 ″ 7 | | S 11,03 |
| 608 / — / — | **Rosebery** / *J. Henry* –96 | **Iron Sc Dandy** | 103 / 101 / 36 | … | | | 1883 | Hawthorns & Co. / Leith | **General Steam Fishing Co. Ltd.** | 92·5 \| 18·0 \| 9·4 F 12′ | | | **Granton** / British | C. 2 Cy. 15″ & 27″–21″ / 32 RH / Hawthorns & Co., Leith | | | |
| 609 / 117602 / TSDJ | **Rosecraig** / *A. Porter* 02–02 | **Steel Sc Sr** / *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* | 241 / 162 / 80 | ✠100A1 Shl / 10,04 ~~9,06~~ / ✠LMC 10,02 | *e* | | 1902 / 11mo | Montrose S.B. Co. / Montrose | **Banffshire Steam Shipping Co. Ltd.** / *Lloyd's* | 116·0 \| 21·7 \| 8·7 Q 40′ B 10′ F 17′ BK 6′ / *W b* = *FPT* 33*t* | | | **Banff** / British | C. 2 Cy. 13½″ & 33″–22″ (*a*) / 140 lb 56 RHP / 1 SB, *2pf*, GS 38, HS 973 / Clyne, Mitchell & Co Ld Abn | 9 ″ 6 / s ″ 10 | | 10,04 |
| 610 / 127310 / KNTC | **Rosecrans** / *P. Johnson* 95–03 ss S. Fo. 2nd No. 3–6,03 (ex Columbia, ex Methven Castle) / *Ref. Mchy.* 2 *Dks* (1 *Stl* & *U Irn*–ws) 3 *tr B* / *Elec. Light* | **Iron Sc Bg** | *2681* / *2506* / *1719* | ✠100A1 SFo / 10,04 ~~6,03~~ / *Carrying Petroleum in bulk* / *Fitted for liquid fuel* 6,03 / BS 8,05 / ✠LMC 6,03 | *u* | | 1883 | Barclay, Curle & Co. / Glasgow | **Matson Nav. Co.** / *Lloyd's* | 335·0 \| 38·2 \| 27·2 B 86′ F 40′ BK 11′ / *W B* = *DBa* 50′ 80*t* | | | **S. Frncisco** / Utd. States | C. 2 Cy. 36″ & 68″–48″ (*a*) / 80 lb *80 lb* NDB 95 246 NHP / 2 DB, 8 *cf*, GS 136, HS 3962 / Barclay, Curle & Co. Gls. | 28 ″ 5 | | 6,03 |
| 611 / 99265 / KRTN | **Rosedale** / *J. Ewart* 78–88 | **Steel & Iron Sc 3 Mst Sr** / 1 *Dk* (*Irn*) & *Awng dk* & *Web frames* *Beams, Keelsons & Cell D B Irn* | 1507 / 978 / 977 | ✠ Sld / *Awng dk* / *with freeboard* / 3,01 ✠ | *l* | | 1888 / 5mo | Sunderland S.B. Co. (Lim) Sunderland | **St. Lawrence & Chicago S.N. Co. Ltd.** | 246·1 \| 35·0 \| 14·7 21·1 len 91 FK / *W B* = *Cell D b* | | | **Toronto** / British | T. 3 Cy. 17″, 28″ & 46″–30″ / 116 NH / NE. Marine Co. (Lim.). Sld. | 16 ″ 9 | | |
| 612 / 110329 / — | — / — | **Wood Pad** | 938 / — / 677 | | | | 1877 | ..... / Norfolk, Va. | **New York, New Haven & Hartford R.R. Co.** | 216·0 \| 34·2 \| 10·0 | | | **Bridgeprt** / Utd. States | | | | |
| 613 / 74672 / VSWN | — / *J. O. Anderson* 97–01 | **Iron Twin Sc Sr** / 1 *Dk* | 274 / 232 / 164 | ✠ Dun / 6,77 | *e* | | 1877 / 5mo | W. B. Thompson / Dundee | **North Coast Steam Nav. Co. Ld.** | 140·1 \| 26·1 \| 8·5 Q 30′ B 35′ F 16′ FK | | | **Sydney NSW** / British | C. 4 Cy. 15″ & 27″–16″ / 65 RB / W. B. Thompson, Dundee | | | |
| 614 / 109831 / — | — / *W. I. Brusey* –98 | **Iron Sc K** / ss Gms. No. 1–02 1 *Dk* | 169 / 151 / ~~92~~ | ✠ … / *Stm Trawler* | | | 1898 / 11mo | Earle's Co. Ld. / Hull | **Sovereign Steam Fishing Co. Ld.** / *Lloyd's* | 102·0 \| 20·6 \| 11·0 Q 44′ F 19′ BK 7½ | | | **Grimsby** / British | T. 3 Cy. 11″, 17″ & 30″–21″ (*s*) / 160 lb 15 RH / 1 SB, *2pf*, GS 28, HS 800 / Earle's Co. Ld. Hull | 11 ″ 9 | | 7,02 |
| 615 / 105911 / PGJR | **Rosefield** / *J. Blackmore* –04 | **Steel Sc Sr** / 1 *Dk* (*Stl*) 2 *tr B & W b frames* ss Bly. No. 2–04 | 3089 / 2860 / 1959 | ✠100A1 Cff / *with freeboard* Bly / 12,02 ~~12,03~~ / ~~BS 8,04~~ / ~~2,04~~ | *u* | | 1896 / 3mo | J. Priestman & Co. / Sunderland | **Woodfield S. Shpng Co Ld (Woods Tylor & Brown,** *Mgrs.*) / *W B* = *DBa* 110′ *f* 120′ 776*t* | 325·0 \| 47·0 \| 23·6 P 31′ B 88′ F 36′ FK / *1 PT* 100*t* | | | **London** / British | T. 3 Cy. 24″, 40″ & 66″–45″ (*r*) / 160 lb *80 lb* 301 NHP / 2 SB, *6cf*, GS 124, HS 4650 / Blair & Co. (Lim.), Stockton | 24 ″ 10 / ~~s 4 ″ 10½~~ / s 4 ″ 5½ | | ~~S 11,00~~ / 12,04 |
| 616 / 118289 / VCLT | **Rosegrove** / *W. Pearman* –04 | **Steel Sc Sr** / 1 *Dk* (*Stl*) 2 *tr B & deep framing* 3 *Dk rule* | 2690 / 2538 / 1729 | ✠100A1 Bry / 9,04 ~~1,04~~ Nwc / ✠LMC 6,03 | *l* | | 1903 / 6mo | Wigham-Richrdsn & Co Ld. Newcastle | **Wingrove S.S. Co. Ld.** (P. Wigham-Richardson & Co. *Mgrs.*) / *Lloyd's* | 314·5 \| 46·2 \| 21·2 P 32′ B 78′ F 32′ FK / *W B* = *Cell D B a* 98′ *u E* 22′ | | | **London** / British | T. 3 Cy. 22″, 36½″ & 60″–42″ (*r*) / 160 lb *80 lb* 249 NHP / 2 SB, *6cf*, GS 102, HS 3972 / Wghm Rchrdsn & C. Ld Nwc / *FPT* 96*t* *APT* 45*t* | 23 ″ 3 / s 4 ″ ( | | |
| 617 / 89773 / JGSB | **Rosehill** / *E. H. Gregory* 82–03 ss Hul. No. 3–9,96 / *Well decks* ss Npt. No. 2–05 ~~ss Hul. No. 1–00~~ 1 *Dk* (*Irn*) 2 *tr B* | **Iron Sc Sr** | 1602 / 1319 / 992 | ✠100A1 Npt / 3,05 ~~1,04~~ / ~~BS 5,03~~ ✠LMC 7,00 / BS 11,04 ~~9,05~~ | *q* | | 1884 / 2mo | J. L. Thompson & Sons / Sunderland | **Earl of Chester S.S. Co. Ld.** (Martin & Marquand, *Mgrs.*) / *W B* = *L Ba* 76′ *f* 58′ 268*t* ~~*f* 47′ 12~~ | 259·8 \| 36·0 \| 18·6 Q 100′ B 58′ F 26′ FK / *APT* 26*t* | | | **Whitby** / British | C. 2 Cy. 32″ & 59″–33″ (*b*) / 80 lb *80 lb* NDB 00 167 NHP / 2 SB, *4pf*, GS 94 / T. Richardson & Sons, Hpl. | 19 ″ 8 / s 2 ″ 0½ | | ~~S 4,04~~ / 3,05 |
| 618 / ~~93117~~ / ~~RHC~~ | **Roseley** / ~~*D. M. Roberts* 02–02~~ | **Steel Sc Sr** / 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 4370 / 4206 / 2833 | ✠100A1 Cff / *Spar dk* / 11,04 ~~1,04~~ Bry / MS 1,04 ✠LMC 4,02 | *x* | | 1902 / 4mo | R. Duncan & Co. Ld. / Pt. Glasgow | ~~W. R. Roe~~ / *Lloyd's* / *W B* = *Cell D Ba* | 374·7 \| 48·1 \| 20·2 P 31′ B 90′ F 38′ 27·9 FK / *u E & B* 42′ *f* 156′ 112′ | | | ~~Belfast~~ / British ~~Japanese~~ | T. 3 Cy. 25″, 41″ & 67″–45″ (*s*) / 180 lb 309 NHP / 3 SB, 9 *cf*, GS 154, HS 4548 / Muir & Houston Ld. Gls | 22 ″ 11 / s 7 ″ 0 | | 1,04 |
| 619 / 89867 / VPKR | **Rosella** / ~~*N. Nieuwe* 01~~ / *J. Hansen* –04 / *Well deck* | **Iron Sc Sr** / ss Gls. No. 3–12,92 / ss Bry. No. 2–01 1 *Dk* (*pt Irn*) 2 *tr B* | 1305 / 1089 / 780 | ✠100A1 Npt / ~~9,04~~ 9,04 Cff / ~~BS 4,03~~ ✠LMC 9,01 / BS 8,04 | *p* | | 1881 / 4mo | J. L. Thompson & Sons / Sunderland | **Rosella S.S. Co. Ld.** (Elvidge & Morgan) / *W B* = *DBa* 62′ *f* 100′ 223*t* | 242′8 \| 34′1 \| 18′3 P 24′ Q 62′ B 46′ F 27′ BK 9′ / *APT* 15*t* | | | **Cardiff** / British | C. 2 Cy. 31″ & 57″–36″ (*i*) / 80 lb *80 lb* NDB 99 159 NHP / 2 SB, *4pf*, GS 64, HS 2774 / J. Dickinson, Sunderland | 19 ″ 7 / s 2 ″ 3 | | 6,03 |
| 620 / 111453 / KSHV | **Roselle** | **Steel Sc Tug** / 1 *Dk* | 220 / — / 149 | | | | 1903 | Neafie & Levy Co. / Philadelphia | **Central Railroad Co. of New Jersey** | 98·0 \| 24·5 \| 13·8 | | | **New York** / Utd. States | C. 2 Cy. 18½″ & 40″–28″ / 71 NH / Neafie & Levy S & E B Co. Phi | | | |
| 621 / 103855 / — | **Rosemount** / *A. Millikan* | **Steel Sc 3 Mst Sr** / ss Mtl. No. 1–02 1 *Dk* (*Irn*) & *Web frames* | 1580 / 1489 / 989 | ✠ … / ~~✠~~ | | | 1896 / 7mo | Wood, Skinner & Co / Newcastle | **Montreal Trans-portation Co.** / *W B* = *Cell D Ba* 38′ *u E & B* 28′ | 245·0 \| 41·0 \| 18·4 Q 31′ F 34′ FK / *f* 122′ 521*t* *FPT* 130*t* | | | **Montreal** / British | T. 3 Cy. 20½″, 34″ & 57″–39″ (*s*) / 180 lb *80 lb* 210 NHP / 2 SB, *Grf*, GS 94, HS 3040 / N.E. Marine Eng. Co., Nwc. | 21 ″ 4 / ~~3 ″ 7½~~ | | 3,02 |
| 622 / 109878 / NBCR | **Rosenborg** / *A. E. M. Schultz* –99 / *Well deck* | **Steel Sc Sr** / ss Cpn. No. 3–2,02 1 *Dk* (*Stl*) 2 *tr B* | 1566 / 1173 / 987 | ✠100A1 Cpn / 3,05 ~~1,04~~ / ~~BS 2,02~~ ✠LMC 2,02 / BS 8,04 | *p* | | 1889 / 5mo | Burmeister & Wain / Copenhagen | **Dampskibs Selsk. Dannebrog (C. K. Hansen,** *Mgr.*) / *W B* = *DBa* 56′ | 250·8 \| 34·7 \| 16·2 *f* 140′ F 58′ BK 9′ / *f* 98′ *u E & B* 48′ 369*t* | | | **Copnhagn** / Danish | T. 3 Cy. 18½″, 30″ & 48″–36″ (*s*) / 150 lb *90 lb* 145 NHP / 2 SB, *4cf*, GS 71, HS 2356 / Burmeister & Wain, Cpn. | 19 ″ 0 / s 1 ″ 8 | | ~~3,04~~ / N 3,05 |
| 623 / 6499 / JBQR | **Rosetta Maru** / *N. Tate* 99–00 (ex Rosetta) | **Iron Sc 3 Mst Sr** / 3 *Dks* | 3876 / — / 2402 | … | | | 1880 | Harland & Wolff / Belfast | **Toyo Kisen Kabushiki Kaisha** | 384·0 \| 39·4 \| 26·8 P 261′ F 47′ | | | **Tokio** / Japanese | C. 2 Cy. 54½″ & 94½″–60″ / 573 NHP / J. Howden & Co., Glasgow | 28 ″ 1 | | |
| 624 / 88317 / LBRQ | **Rosewood** / *R. C. Oliver* 04–04 ~~*D. Morrison* 97–01~~ (ex Blakemoor) / *Well deck* / *Inner bottom plating pt Irn* | **Steel Sc Sr** / ss Gls. No. 3–5,01 1 *Dk* (*Irn*) 2 *tr B* | 1757 / 1324 / 1104 | ✠100A1 Hpl / 1,01 / ~~BS 6,00~~ ✠LMC 6,01 ~~7,04~~ | *q* | | 1889 / 1mo | J. Read-head & Sons / S. Shields | **Constantine & Pickering S.S. Co.** / *Lloyd's* | 259·0 \| 36·0 \| 17·9 P 28′ Q 70′ B 108′ F 33′ drp 04 BK 9½′ / *W B* = *Cell D Ba* 76′ *u E* | | | **S. Shields** / British | T. 3 Cy. 20½″, 33½″ & 55″–36″ (*r*) / 160 lb *70 lb* NDB 95 181 NHP / 2 SB, *4rf*, GS 71, HS 2701 / J. Readhead & Sons, S. Shl. | 20 ″ 6 / s 1 ″ 7½ | | ~~S 4,04~~ / ~~L 4,04~~ / 3,05 |
| 625 / — / HCLP | **Rosina** / *Ph. Loukissas* 04–04 / *Elec. light* | **Steel Sc Sr** / 1 *Dk* (*Stl*) 2 *tr B & W b frames* 3 *Dk rule* | 2572 / 2412 / 1600 | ✠100A1 Ant / ~~M 11,04~~ Cff / 5,05 ✠LMC 2,04 | *u* | | 1904 / 2mo | Chant. Nav. Anversois / Hoboken | **A. Embiricos** / *Lloyd's* / *W B* = *Cell D Ba* 92′ *u E & B* 38′ *f* 142′ 810*t* | 318·0 \| 14·6 \| 20·7 P 35′ B 200′ F 37′ FK / *D Ta* 28′ 510*t* *FPT* | | | **Andros** / Greek | T. 3 Cy. 23″, 38″ & 64″–42″ (*s*) / 180 lb *90 lb* 287 NHP / 2 SB, *6cf*, GS 126, HS 4417 / N.E. Marine Eng. Co. Ld. Sld | 23 ″ 6 / s 3 ″ 0 | | 11.04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Force | 7 | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Déplacement d'après le Donnage. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. N.P.= Force en chevaux d'après les formules de la Société. H.P.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | 14 Vitesse aux essais | 15 Charbon | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 626 | **Rosina** | **IronScSr** | 169 | ✠ A1*1 | Mdb | Lv | 1871 | T.Royden | Vaccaro,Bros.S.S.Co.Ltd. | 270·2 | 33·0 | 23·9 | Liverpool | C.3Cy.[illegible] | | | |
| 65861 | [illegible] 6thSurvey Liv.8,94 | | 987 | [illegible] | NOe | G | 5mo | &Sons | W.A.Portelli | P122 | H37 | | British | 18[illegible] | | 4 | 5½ |
| KLFR | (ex Paracuse) 2ndSurvey Mdb.6,02 | | 1094 | [illegible] | L | MC4,05 | | Liverpool | (S.D'Antoni, *Mgr*) | BK9 | | | *BH Cem* | [illegible] | | | |
| | [illegible] *Elec.light* | | | | | | | | | | | | | Westray Copeland & Co. | | | |
| 627 | **Roskva** | **WoodScSr** | 529 | | | | 1891 | ..... | E.Giertsen | 159·6 | 26·0 | 14·3 | Bergen | 2SB.6 *f* (gs 15, hs 170 | | | |
| Lost by Fire 3.08 | [illegible] | | 413 | | | | | Bergen | | Q30 *t* | B59 *t* | H7 *t* | Norwegian | T.3Cy.11½,18 *&* 29½"–24" | | | N |
| JVBG | | *1 Dk 2 tr B* | 325 | | | | | | | F18 *t* | | | | 13 NH | | | |
| | | | | | | | | | | | | | | Laxevaags M.V., Bergen | | | |
| 628 | **Roslin** | **SteelScSr** | 128 | ✠ 100A — | Abn | | 1899 | J.Duthie& | J.Lewis | 95·5 | 20·0 | 10·5 | Aberdeen | C.2Cy.13½" *&* 31"–21" | | 11 | 2 |
| 109864 | *Powdrell* –03 | *ss* Abn.No.1–03 | 122 | *Stm Trawler* | | | 2mo | Co. | | | | | British | [illegible] E.& B *made* 96, *fitted* 99 | | | |
| | | *1 Dk* | 36 | [illegible] | ✠LMC | 11,03 | | Montrose | | | | BK7½ | *1 BH Cem* | [illegible] B.2 *pf*, GS 27, HS 7[illegible] 35 RH | | | |
| | | | | 10,04 | | | | | | | | | | Hall, Russell & Co. Abn. | | | |
| 629 | **Roslin Castle** | **IronScBk** | 448 | ✠ 100A1 | Lon | *y* | 1883 | Barclay, | Union-Castle Mail | 392·8 | 48·3 | 31·4 | London | T.3Cy.36",60" *&* 96"–60" | *to* | 32 | 9 |
| [illegible] | [illegible] | [illegible] | 412 | 3,99 | | | 1mo | Curle & Co. | S.S.Co.Ltd.—D. | B102 | F56' | | British | 160lb *160lb* | 777 NH | | |
| [illegible] | *Mchy.* | *3 Dks* | 2830 | [illegible] | [illegible] | C2,01 | | Glasgow | Currie & Co. [illegible] | len88 | | BK11' | *7 BH Cem* | 3D & 1SB. 18 *cf* 82 *rf*, GS 326 | | | |
| *Now named "Regina," See No. 39 in Supplement.* | | | | [illegible] | | | *Lloyd's* | *S.A.&C.P.* | M.Jebson | *WB = MT* 20' | 180 | | [illegible] | *Tpd.* 88 T. Rchrdsn & Sns, Hpl | | | |
| 630 | **Rosneath** | **SteelScSr** | 1779 | ✠ 100A1 | Phl | *q* | 1890 | Murdoch& | Rosneath S.S.Co Ld | 260·0 | 37·1 | 17·2 | Glasgow | T.3Cy.19",32" *&* 52"–39" | | 19 | 6 |
| 97609 | *R.Findlay* –03 | *ss* Nwc.No.3–8,02 | 1317 | [illegible] | Shl | Gls | 2mo | Murray | (Gow, Harrison & | P25' | Q66' | B112' | British | 160lb *80lb* | ND 804 182 NH | 1 | 6½ |
| LPFD | *Well deck* | *1 Dk (Irn) & Web frames* | 1123 | [illegible] | [illegible] | | | Pt.Glasgow | Co.) | | | BK9½' | *1 BH Cem* | 2SB.6 *cf*, GS 90, HS 2940 | | | |
| | | | | [illegible] | ✠LMC | | *Lloyd's* | *S.A.&C.P.* | *WB* | = *Cell D* | B216' | 880 *t* | *APT* 58 *t* | W.Kemp, Glasgow | | | |
| 631 | **Ross** | **IronScSr** | 1384 | ✠ 100A1 | Shl | *a* | 1881 | Palmers' | Ross S.S.Co.Ld. | 240·0 | 33·2 | 18·2 | Cardiff | C.2Cy.28" *&* 54"–36" | (i | 19 | 5 |
| 84687 | *S.Kendrick* –98 | | 1053 | 9,84 | Cff | | 6mo | Co.(Lim.) | (J.Cory & Sons Ld.) | B19' | F26' | | British | 70lb *60lb* | ND 889 99 RH | 2 | 1½ |
| H.L.S.J. | | *ss* Shl.2nd No.8–11,02 | 801 | [illegible] | [illegible] | | | Newcastle | | | | FK | *1 BH Cem* | 1SB, *4pf*, GS 66 HS 1708 | | | |
| | *Well deck* | *1 Dk (Irn) 2 tr B* | | [illegible] | [illegible] | | *Lloyd* | *S.A.&C.P.* | *WB* | = *D Ba* 74' | f61' | 225 *t* | *APT* 15 *t* | Palmers' Co.(Lim.), Nwc | | | |
| 632 | **Rossall** | **SteelScSr** | 2739 | ✠ 100A1 | Cff | *l* | 1895 | W.Gray& | Austin Friars Stm. | 312·2 | 42·1 | 24·8 | London | T.3Cy.28",36½" *&* 62"–39" | (s | 26 | 10 |
| 104848 | *C.Glanfield* –96 | [illegible] | 2588 | *with freeboar* | | | 3mo | Co.(Lim.) | Shpg.Co.Ld. (Gal- | P27' | B68' | F31' | British | 160lb *80lb* | 245 NH | 5 | 6½ |
| NSVT | | *1 Dk (Irn) 2 tr B & Web frames* | 1751 | 9,04 | [illegible] | | | W.Hartlepool | braith, Pembroke & | | | FK | *5 BH Cem* | 2SB.6 *rf*, GS 83, HS 3760 | | | |
| | | *ss* Cff.No.2–04 | | [illegible] | [illegible] | | | A.&C.P. | Co. *Mgrs.*) | *B = D Ba* 100' | *f* | 124 | 675 *t* | *APT* 64 *t* | Cen.Mar.Eng Wrks, W Hpl | | |
| 633 | — | **IronTwinScSk** | 192 | | | | 1881 | Barrow | Lancashire & York- | 111·8 | 23·2 | 7·8 | Fleetwood | C.4Cy.10" *&* 20"–18" | | | |
| 73766 | *J.Blundell* –03 | | 169 | | | | | S.B.Co. | shire Railway Co. | (230 | | | British | | 85 RH | | |
| | *Mchy. Aft* | | 91 | | | | | Barrow | | | | | | Barrow S.B.Co., Barrow | | | |
| 634 | **Rossbank** | **SteelSc3MstSr** | 602 | ✠ 100A1 | PGl | *i* | 1904 | Murdoch& | Rossbank SS.Co Ld. | 180·3 | 27·0 | 10·7 | Glasgow | C.2Cy.20½" *&* 44"–30" | (s | 15 | 5 |
| 119103 | *J.McNeill* 04–04 | | 409 | 3,04 | | | 3mo | Murray | (Murray, McNab & | | | | British | 180lb *80lb* | 80 RH | [illegible] | 11 |
| VPQN | *Well deck* | *1 Dk (Stl-ptwsl)* | 287 | [illegible] | ✠LMC | 8.04 | | Pt.Glasgow | Co.) | FK & BK | | | *6 BH Cem* | 1SB, *3pf*, GS 62, HS 1543 | | | |
| | *Mchy. Aft* | | | | | | *Lloyd's* | *S.A.&C.P.* | *WB =* | *DB f* 96' | 148 *t* | *FPT* | 56 *t* | *APT* 9 *t* | Muir & Houston Ld. Glg | | |
| 635 | **Rossetti** | **SteelScSr** | 6508 | | | | 1900 | D.& W Hen- | Liv.Brazil & R Plate | 405·4 | 52·2 | 36·3 | Liverpool | T.3Cy.29½",47" *&* 78"–54" | | | C |
| 113401 | *P.Combes* –00 | | 6290 | | | | | derson & Co Ld | S.N.Co.Ld. (Lam | | | | British | | 417 NH | | |
| RTVQ | *Elec.light* | *3 Dks* | 4120 | | | | | Glasgow | port & Holt, *Mgrs.*) | | | | | *WB* | D.& W Henderson & Co.Gls | | |
| 636 | — | **SteelScSr** | 2080 | ✠ 100A1 | Hul | *r* | 1894 | J.L.Thomp- | Bolton Stm.Shpg. | 280·0 | 39·0 | 17·3 | London | T.3Cy.21½",35" *&* 68"–39" | (s | 19 | 8 |
| 109898 | [illegible] | *ss* Brs.No.2–02 | 1501 | *pt Awng dk* | | | 8mo | son & Sons, Ld | Co.Ld. (F.Bolton | P21' | Q80' | | British | 160lb *80lb* | ND 98 220 NH | 8 | 6 |
| NLGH | *Davies* | *1 Dk (pt Stl pt Irn) & Web frames* | 1307 | *with freeboard* | Lon | | | Sunderland | & Co. *Mgrs.*) | *pt Awng dk* | 174' | FK | *6 BH Cem* | 2SB.6 *rf*, GS 108, HS 3143 | | | |
| | | *& pt Awng dk (Irn)* | | [illegible] | 3,04 | ✠LMC | | A.&C.P. | *WB = Cell D Ba* | 84' | *f* | 108' | 327 *t* | *APT* 20 *t* | J.Dickinson, Sunderland | | |
| | | | | MS 10,02 | | BS4,04 | | | | | | | | | | | |
| 637 | **Rossija** | **SteelScSr** | 3952 | ✠ 100A1 | Ham | | 1902 | Armstrong | Deutsch Russische | 350·0 | 47·0 | 27·6 | Hamburg | T.3Cy.25",42" *&* 68"–45" | (s | 29 | 9 |
| | *A.Otto* 02–02 | | 3600 | 2,05 | 2,04 | | 4mo | Whitworth & | Naphta Import Ges | P85' | B24' | F37 | German | 160lb *100lb* | 346 NH | 6 | 6 |
| RMLS | (ex Romany) | *2 Dks (1 Stl U Irn)* | 2501 | *Carrying Petroleum in* | | | *bulk* | Co.Ld | | | | FK | *12 BH Cem* | 2SB.6 *cf*, GS 114, HS 5550 | | | |
| | *Mchy. Aft* *Elec.light* | *& Web frames* | | | ✠LMC | 4,02 | *Lloyd's* | *S.A.&C.P.* | *WB = Cell D I* | *n Eq B* | 48' | 88 *t* | *FPT* | 94 *t* | *APT* 25 *t* | Wilsnd Slpwy. Co. Ld. Nwc | | |
| 638 | — | **SteelScSr** | 2044 | ✠ 100A1 | Kob | *s* | 1897 | J.Priest- | A.Morducovitch & | 290·0 | 42·3 | 20·4 | S.Petrsbrg | T.3Cy.22",36" *&* 59"–39" | (s | 21 | 7 |
| | *Grunberg* | *ss* Shl.No.1–02 | 1934 | 12,08 | | | 9mo | man & Co. | Co. | P27' | B56' | F28' | Russian | 160lb *80lb* | 220 NH | 3 | 8 |
| | (ex Wiltshire) | *1 Dk (Stl) & Web frames* | 1501 | | ✠LMC | 12 | | Sunderland | | | | FK | *5 BH Cem* | 2SB.6 *pf*, GS 89, HS 3350 | | | |
| | | | | | | | | A.&C.P. | | *WB = DBa* | 98 | | *f* 102' | 601 *t* | W. Allan & Co Ld. Sld. | | |
| 639 | — | **SteelScSr** | 1865 | ✠ 100A1 | Shl | *r* | 1901 | Osbourne, | Dampfsch.Act. | 275·0 | 40·2 | 17·8 | Libau | T.3Cy.20",32½" *&* 58"–36" | (s | 20 | 7 |
| | *F.Baeberow* 99–01 | *ss* Cff.No.1–05 | 1681 | 3,05 11,03 | Cff | | 10mo | Graham & Co | Ges.Rossija | P29' | B66' | F30' | Russian | 160lb *80lb* | 180 NH | 2 | 10 |
| | | *1 Dk (Stl) & deep framing* | 1154 | [illegible] | ✠LMC | [illegible] | 3,05 | Sunderland | (H.Steinau, *Mgr.*) | *n Eq B* | 84' | *f* 108' | 491 *t* | *APT* 45 *t* | 2SB, *4pf*, GS 61, HS 2865 | | |
| | | | | | | | | A.&C.P. | *WB = Cell D Ba* | 86 | | | | | N.E. Marine Eng Co Ld. Sld | | |
| 640 | — | **SteelScSr** | 1318 | ✠ 100A1 | Oda | *n* | 1896 | W.Dobson | [illegible] Co for | 239·6 | 32·1 | 13·0 | Odessa | T.3Cy.18½,30" *&* 49"–36" | (i | 15 | 4 |
| | *A.Grott* 90–96 | *ss* Oda.No.1–01 | 1173 | *Awng dk* | | | 7mo | &Co. | Sea Risks & Loss | B53' | F37 | 20·1 | Russian | 150lb *80lb* | 156 NH | 8 | 8 |
| | | *1 Dk (Stl) & Web frames & Awng dk* | 910 | *with freeboard* | | | | Newcastle | Insurance & Con- | *WB =* | | FK | *5 BH Cem* | 2SB, *4pf*, GS 80, HS 2600 | | | |
| | *Elec.light* | | | 2,02 | | | *Lloyd's* | *S.A.&C.P.* | veyance of Goods— | *Cell D Ba* | 59' | *n Eq B* | 33' | *f* 94' | 238 *t* | Wilsn & Slpwy Co. Ld. Nwc | | |
| | | | | BS2,04 | ✠LMC | 4,01 | | | Russian Transport | | | | | | | | |
| 641 | **Rossini** | **IronScSr** | 1321 | ✠ 100A1 | Shl | *p* | 1878 | Bartram, | & Insurance Co. | 245·5 | 33·7 | 18·0 | London | T.3Cy.16",31½" *&* 50"–36" | (s | 19 | 6 |
| Foundered 7.04 | [illegible] | | 1106 | 7,01 5,02 | [illegible] | | 8mo | Haswell & Co | Gordon Stm.Shpg. | Q90' | B51' | F26' | British | 150lb *80lb* | ND 802 155 NH | [illegible] | 10 |
| RWTQ | | *1 Dk (Irn) 2 tr B* | 827 | [illegible] | [illegible] | | | Sunderland | Co.Ld. | [illegible] | | BK9' | *4 BH Cem* | [illegible] | 80 RH | | |
| | | | | [illegible] | | | | A.&C.P. | | *Ba* 74' | *f* 58' | 239 *t* | *FPT* | [illegible] | *APT* 13 *t* | Coast Eng Co S.Shl | | |
| 642 | **Rosslyn** | **SteelScSr** | 3679 | ✠ 100A1 | Cff | *o* | 1902 | Nthmblnd | James Tucker S.S. | 340·0 | 48·0 | 24·2 | Cardiff | T.3Cy.24",39" *&* 66"–45" | | 27 | 3 |
| 115373 | [illegible] *Eastleigh* –05 | | 3405 | 1,05 2,05 | | | 9mo | S.B.Co.Ld. | Co.Ld. (J.Cory & | P32' | B194' | F36 | British | [illegible] | 312 NH | 4 | 4 |
| TPRQ | | *1 Dk (pt Irn & pt Stl) 2 tr B & Web frames* | 2395 | [illegible] | ✠LMC | 9,05 | | Newcastle | Sons, Ld. *Mgrs.*) | | | FK | *6 BH Cem* | 2SB.6 *rf*, GS 128, HS 4808 | | | |
| | | *3 Dk rule* | | | | | *Lloyd's* | *S.A.&C.P.* | *WB = Cell D Ba* | 116 | *n Eq B* | 36' | *f* 150' | *APT* 140 *t* | N.E. Marine Eng Co Ld Nwc | | |
| 643 | — | **SteelSc3MstSr** | 603 | ✠ 100A1 | Sws | *i* | 1904 | Murdoch & | Rosslyn S.S.Co.Ld | 180·3 | 27·1 | 10·7 | Glasgow | C.2Cy.20½" *&* 44"–30" | (s | 13 | 5 |
| 119091 | *W.Leitch* –04 | | 419 | 3,04 | | | 2mo | Murray | (Murray, McNab & | Q101 | B9' | F33 | British | 180lb *80lb* | 80 RH | [illegible] | 11 |
| VNH | *Well deck* | *1 Dk (Irn-ptwsl)* | 238 | [illegible] | ✠LMC | 2,04 | | Pt.Glasgow | Co.) | | | FK & BK | *3 BH Cem* | 1SB, *3pf*, GS 62, HS 1543 | | | |
| | *Mchy. Aft* | | | | | | *Lloyd's* | *S.A.&C.P.* | *WB = D I* | *f* 96' | 148 *t* | *FPT* | 56 *t* | *APT* 9 *t* | Muir & Houston, Ld. Gls. | | |
| 644 | — | **IronScSr** | 121 | | | | 1892 | Hepple & | Dundee Stm Trawl- | 100·8 | 20·4 | 10·4 | Leith | C.2Cy.17" *&* 34"–24" | | | |
| 39239 | *J.Knight* –02 | *1 Dk* | 113 | | | | | Co. | ing Co.Ld. | | | | British | | 18 RH | | |
| | | | 8 | | | | | N.Shields | (W.High, *Mgr.*) | | | | | Hepple & Co. N.Shields | | | |
| 645 | **Rosslyn Castle** | **IronScK** | 184 | ✠ 100A1 | Hul | | 1897 | Hawthorns | [illegible] | 112·5 | 21·1 | 11·1 | [illegible] | [illegible] | | | |
| 106740 | *J.Ingle* 97–97 | *ss* Hul.No.1–01 | 172 | *Stm Trawler* | | | 1mo | & Co. (Lim.) | Trawling Co. Ld. | | | | Havn | T.3Cy.13",21" *&* 34"–24" | | 12 | 2 |
| QBVF | | *1 Dk* | 54 | 8.01 [illegible] | [illegible] | | | Leith | [illegible] | | | BK7½ | British | 160lb | 80 RH | | |
| | | | | [illegible] | ✠LMC | 7,01 | *Lloyd's* | *S.A.&C.P.* | W.J.Parkes | | | | *4 BH Cem* | 1SB, *2cf*, GS 36, HS 1072 | | | |
| | | | | 5,04 | | | | | | | | | | Hawthorns & Co. (Lim.) Ld | | | |

| No. in book. / Official No. / Code Letters. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Register'd Tonnage Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of Last Survey. | Port of Survey. | Time Allowed for Periodical Examination. | When Built. Ship. Rivetted. | By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. From keel to sundship. ft. in. | Registers in which classed, if not in L.R. Dates of Re-Registry. | Date when last shaft fitted. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 646<br>104664<br>NTQS | **Rosstrevor**<br>*R.Thomas* –05 | Steel Twin Sc Sr<br>2 *Dks* | 1065<br>728<br>287 | | | | 1895 | W.Denny & Bros. Dumbarton | L.&N.W.Rly.Co. | 272·1 \| 35·1 \| 14·2<br>P58′ B119′ F61′ | Dublin<br>British<br>*WB* | T.6Cy.19″,29″&44″–30″<br>212NH<br>Denny&Co.,Dumbarton | | BT<br>till<br>~~1905~~<br>2,06 | |
| 647<br>JTDV | **Rost**<br>*M.R.Jentoft* | Steel Sc Sr<br>1 *Dk&y Awngdk* | 290<br>276<br>168 | | | | 1898 | Trndhjems Mek. Værkst. Trondhjem | Vesteraalens Dampskibsselskab | 131·6 \| 21·0 \| 15·4<br>H11*t* | Svolvær<br>Norwegian<br>*WB* | T.3Cy.12½″,20½″&33″–21″<br>50NH<br>Trondhjems M.V.Trndjhn | | N | |
| 648<br>RMJK | **Rostock**<br>*N.Trulsen*89–01 | Steel Sc Sr<br>2 *Dks*(1 *Stl&1pt Stl&Spar dk*(*Stl*) | 4972<br>4468<br>2884<br>2879 | ✠100A1 *Spar dk*<br>12,03 | Ham *y*<br>~~LMC12,01~~ | | 1901<br>12mo | Flensburger Schiffsb.Ges. Flensburg<br>*Lloyd's A&CP* | Deutsch-Austral. Dmpfsch.Ges.<br>*WB*=*Cell DBa*98′*uE&B*66′ | 391·0 \| 47·8 \| 21·6<br>P&B260′ F46′ 29·2 FK<br>6 *BHCem*<br>*f*170′972*t* | Hamburg<br>German<br>(*s*) 810NHP<br>8SB.*18sf*,GS256,HS12726<br>Flensburger Schiffsb.Ges. | Q.4Cy.26″,37½ 55″&80″–60″<br>2130lb (*s*) 810NHP<br>8SB.*18sf*,GS256,HS12726<br>Flensburger Schiffsb.Ges. | 24 *n* 4 | | N1,01 |
| 649<br>31<br>JQRH | **Rostoff**<br>*ss* Lon. No.2–73<br>1 *Dk*2*tr B* | Iron Sc Sr<br>7.75 | 1280<br>1149<br>728 | ✠ | Lon | | 1867<br>8mo | C.Mitchell & Co. Newcastle | Russian Stm.Nav. & Trading Co. | 258·0 \| 33·0 \| 21·9<br>P51*t* F— FK<br>*WB*=*DBa*90′*f*90*t* | Odessa<br>Russian<br>*BHCem* | C.4Cy.21″&46½″–36″<br>NB73 216NHP<br>Maudslay,Sons & Field,Lon | | | |
| 650<br>1150 | —<br>1 *Dk* | Iron Pad | 103<br>—<br>57 | | | | 1896 | ..... Rostoff | Don River Mouth Commission | 100·0 \| 15·3 \| 7·3 | Rostoff<br>Russian | | | | |
| 651<br>JQRH | **Rostrevor**<br>*J.Cowan* –03<br>*Mchy.Aft*<br>*Well deck* | Steel Sc Sr<br>*ss* Dub. No.1–04<br>1 *Dk*(*Stl*) | 298<br>223<br>82 | ✠100A1<br>3,01<br>~~LMC8,04~~ | Dub *r* | | 1899<br>10mo | J.Fullerton & Co. Paisley<br>*A&CP* | Newry&Kilkeel S.S.Co Ld(J.Fisher &Sons, *Mgrs.*)<br>*WB*=*FPT*31*t* | 142·5 \| 21·3 \| 10·4<br>Q15′ B7′ F24′<br>BK6′ | Newry<br>British<br>3 *BHCem*<br>1SB.*2pf*,GS39,HS1109 | C.2Cy.16″&34″–21″ (*s*) 130lb 61RHP<br>1SB.*2pf*,GS39,HS1109<br>Hall-Brwn,Buttery&C.Gls | 11 *n* 2<br>8 1 *n* 2½ | | 3,04 |
| 652<br>118734<br>VNGM | **Rosyth**<br>*J.Small*99–03<br>*Well deck*<br>*Mchy.Aft* | Steel Sc Sr<br>1 *Dk*(*pt Stl–pt ws*) | 419<br>303<br>66 | ✠100A1<br>~~1,12,03~~ 5,03<br>~~LMC12,03~~ | Dun *g*<br>Hul | | 1903<br>12mo | Dundee Shipbuilders Co Ld Dundee<br>*Lloyd's A&CP* | Kirkcaldy SS.Co Ld (W.H.H.Hutchinson&W.Williamson, *Mgrs.*)<br>*WB*=*DBf*33′50*t FPT* | 165·0 \| 25·1 \| 11·7<br>Q67′ B11′ F23′<br>FK<br>3 *BHCem*<br>21*t APT*4*t* | Kirkcaldy<br>British<br>3 *BHCem*<br>21*t APT*4*t* | T.3Cy.15½″.25½″&41″–33″ (*s*)<br>1805lb *80lb* 86RHP<br>1SB.*3sf*,GS61,HS2122<br>Cooper&Greig,Dundee | 12 *n* 8<br>8 1 *n* 0½ | | 5,05 |
| 653<br>LMCJ | **Rota**<br>*P.Brag*90–96 | Iron Sc Sr | 107<br>—<br>43 | | | | 1885 | Flensburger Schiffsb.Ges. Flensburg | Ver Flensburg-Ekensunder&Sonderburger Dampfs.G. | 93·9 \| 18·2 \| 8·3<br>Q30′ B26′ | Sonderbrg<br>German | C.2Cy.15½″&28½″–18″<br>29NHP<br>Flensburger Schiffsb.Ges. | | | |
| 654<br>66808<br>KGTN | **Rothbury**<br>*G.Cook* –03<br>*Mchy.Aft* | Iron Sc 3 Mst Sr<br>6th Survey,Shl.10,00<br>4th Survey,Shl.10,03<br>2 *Dks*(1 *Irn*) | 916<br>809<br>568 | ✠ A 1<br>~~10,03~~ 3,03<br>~~NB10,00~~ BS10,04 | Shl *Lv*<br>~~LMC8,02~~ | | 1871<br>3mo | A.Leslie& Co. Newcastle | J.T.Eltringham (G.P.Cutting &Co. *Mgrs.*) | 210·0 \| 28·5 \| 18·9<br>Q57*t*<br>ND90 pt NB03<br>*WB*=*DBf* | S.Shields<br>British<br>1 *BHP RHP*<br>C.A.Day&Co.,Sou | C.2Cy.25″&50″–30″ (*r*)<br>71lb *70lb* NDB90 100NHP<br>1SB.*3pf*,GS56,HS1577<br>C.A.Day&Co.,Sou | 20 *n* 2<br>s 3 *n* 2 | | ~~8,03~~<br>3,05 |
| 655<br>QFVJ | **Rothenfels**<br>*C.Vollers*01–03<br>1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*teak s*) | Steel Sc Sr<br>*ss* Ham No.2–02 | 2935<br>2693<br>1864 | ✠100A1<br>*Spar dk*<br>10,03 | Ham *w*<br>~~BS10,03~~ ~~LMC8,01~~ | | 1893<br>12mo | Sir R Dixon & Co. Middlesbro'<br>*A&CP* | Deutsche Dmpfs-fahrts.Ges.Hansa<br>*WB*=*Cell DB* | 315·0 \| 41·8 \| 18·0<br>P31′ B76′ F43′ 26·0<br>BK10′<br>5 *BHCem*<br>242′521*t* | Bremen<br>German<br>160lb *100lb* 278NHP<br>2SB.*6cf*,GS103,HS4220<br>T.Richardson&Son,W.Hpl | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* 278NHP<br>2SB.*6cf*,GS103,HS4220<br>T.Richardson&Son,W.Hpl | 20 *n* 6 | | 10,03 |
| 656<br>96689<br>LKFR | **Rotherfield**<br>~~*J.E.Chandler* –02~~<br>*Well deck* 1 *Dk*(*Irn*)<br>*F.G.Farrant* –04 | Steel Sc Sr<br>*ss* Lon. No.3–10,01<br>2*tr B*&*Web frames* | 2831<br>2157<br>1843 | ✠100A1<br>~~0,04 5,03 10,04~~<br>5,05<br>~~LMC10,01~~ | Sws *w* | | 1889<br>10mo | E.Withy& Co. W Hartlepool<br>*A&CP* | Woolfield S.Shpg. Co Ld(Woods.Taylor &Brown, *Mgrs.*)<br>*WB*=*Cell DB* | 320·0 \| 40·1 \| 21·6<br>P35′ Q98′ B132′ F31<br>lrp02 pt ND01 FK<br>270′578*t APT*29*t* | London<br>British<br>5 *BHpt Asp pt Cem*<br>T.Richardson&Sons.Hpl | C.2Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* NDB01 270NHP<br>2DB,*8rf*,GS120,HS4105<br>T.Richardson&Sons.Hpl | 24 *n* 3<br>s 2 *n* 7½ | | ~~3,05~~<br>3,05 |
| 657<br>KJFH | **Rothersand**<br>~~*A.deBoer*00–00~~<br>1 *Dk*<br>*Mchy.Aft* | Steel Sc Sr | 238<br>190<br>138 | ✠100A1<br>1,04<br>BS1,04 | Bhn *f*<br>~~LMC10,01~~ | | 1900<br>8mo | J.Mulder Groningen<br>*A&CP* | ~~J.D.Schrieken~~ Shipping Investments Ld (C.H.Pile *Mgr.*)<br>*WB*=*DBf*19′44*t FPT* | 117·5 \| 22·8 \| 8·9<br>BK7′<br>3 *BHCem*<br>10*t APT*10*t* | ~~Nordenham~~<br>~~German~~ | C.2Cy.10″&20″–15″ (*s*)<br>150lb 22NHP<br>1SB.*1pf*,GS16,HS455<br>W.M.Escreet,Burton-Stather | 9 *n* 5 | | ~~1,05~~<br>4,04 |
| 658<br>88412<br>MNWV | **Rothesay**<br>~~*C.H.Burnard* –00~~<br>*Well deck* 1 *Dk*(*Irn*)&*Webframes*<br>*C.H.Burnard*98–01 | Steel Sc Sr<br>*ss* Cff. No.3–9,03 | 2007<br>1508<br>1293 | ✠100A1<br>~~0,04 2,04 5,05~~<br>~~BS10,03~~ ~~LMC~~<br>~~MS9,03~~ BS6,04 | Cff *r* | | 1891<br>5mo | W.Gray& Co.(Lim.) W Hartlepool<br>*A&CP* | Rothesay SS.Co.Ld (J.Cory&Sons,Ld.) | 280·4 \| 38·1 \| 18·0<br>P29′ Q81′ B112′<br>F27′ FK<br>*WB*=*DBa*88′*f*108 | Cardiff<br>British<br>160lb ~~*160lb*~~ 188NHP<br>2SB.*4rf*,GS70,HS3110<br>Central Marine EW.,W.Hpl | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb ~~*160lb*~~ 188NHP<br>2SB.*4rf*,GS70,HS3110<br>Central Marine EW.,W.Hpl | 19 *n* 2<br>s 1 *n* 6 | | ~~2,05~~<br>~~2,05~~<br>N5,05 |
| 659<br>105038 | **Rothesay Bay**<br>*J.Walker*01–03<br>1 *Dk* | Wood Sc K | 101<br>94<br>16 | | | | 1897 | W.Jarvis Anstruther | T.Davidson | 91·8 \| 19·1 \| 10·0 | Aberdeen<br>British | C.2Cy.14″&29″–20″<br>38RHP<br>J.Cran&Co.,Leith | | | |
| 660<br>101481<br>PRSQ | **Rotoiti**<br>*J.Roberts*<br>1 *Dk* | Steel Twin Sc Sr | 1159<br>659<br>630 | | | | 1898 | W.Denny & Bros. Dumbarton | Union S.S.Co.of New Zealand,Ld. | 220·0 \| 33·1 \| 13·2<br>P146′ F44′ | Dunedin<br>British<br>*WB* | T.6Cy.13½″.20½″&31½″–27″<br>103NHP<br>Denny&Co.,Dumbarton | | C | |
| 661<br>84499<br>SLPG | **Rotokino**<br>*R.M.Farmer* –03<br>1 *Dk*(*Stl*)&*Webframes*<br>&*pt Awngdk* | Steel Sc Sr<br>*ss* Ddn. No.1–95 | 2064<br>1521<br>1304 | ✠<br>*pt Awng dk*<br>*with freeboard*<br>1,00 | Ddn *r* | | 1890<br>5mo | W.Denny & Bros. Dumbarton | Union S.S.Co.of New Zealand,Ld.<br>*WB*=*Cell* | 270·0 \| 37·7 \| 18·7<br>P33′ Q64′<br>*pt Awngdk*173′ FK<br>*DB*226′ 486*t FPT* | Dunedin<br>British<br>5 *BHCem*<br>17*t APT*69*t* | Q.4Cy.18″,27½″.36″&53″–39″<br>178NHP<br>2SB.*6cf*,GS94,HS2587<br>Denny&Co.,Dumbarton | 21 *n* 9 | | |
| 662<br>75224<br>WLJV | **Rotomahana**<br>*J.Gibb*87–96<br>*Elec.light* | Steel Sc Sr<br>*ss* Ddn. No.3–10,02<br>2 *Dks*(1 *Stl*)3 *Dk rule* | 1777<br>1605<br>915 | ✠100A1<br>10,02<br>~~LMC~~<br>~~MS11,02~~ | Ddn *s* | | 1879<br>6mo | W.Denny & Bros. Dumbarton<br>*A&CP* | Union S.S.Co.of New Zealand,Ld. | 298·2 \| 35·2 \| 23·7<br>H71*t* F52′<br>pt ND91&01 FK<br>*WB*=*DBa*18′ | Dunedin<br>British<br>4 *BHCem*<br>&*uE*40′ 140*t* | C.2Cy.42″&82″–48″ (*s*)<br>90lb 380NHP<br>1SB.*12pf*,GS228,HS6302<br>Denny&Co.,Dumbarton | | | 10,02 |
| 663<br>75119 | —<br>*R.H.Gibbons*96–97 | Iron Sc 3 Mst Sr | 183<br>116<br>139 | | | | 1876 | Fraser& Tinne Auckland | Northern SS.Co.Ld | 126·7 \| 17·5 \| 7·5<br>P24*t* H43*t* | Auckland<br>British | 2Cy.26″–15″<br>45RHP<br>Fraser&Tinne,Auckland | | | |
| 664<br>75214<br>WLJR | **Rotorua**<br>*J.Brown* –03<br>3 *Dks* | Iron Sc Sr | 931<br>909<br>555 | | | | 1876 | W.Denny & Bros. Dumbarton | Koe Guan Co. | 226·0 \| 27·2 \| 20·4 | Penang<br>British | C.2Cy.34″&60″–39″<br>187NHP<br>Denny&Co.,Dumbarton | | | |
| 665<br>PRMQ | **Rotterdam**<br>*A.Roggeveen*<br>*Elec.light* | Steel Twin Sc Sr<br>*ss* Rot. No.1–01<br>3 *Dks*(*Stl U-ws*)<br>&*Awng dk*(*pt Stl–ws*) | 8139<br>7385<br>5160 | 100A<br>*Awng dk*<br>*with freeboard*<br>7,04 ~~11,03~~<br>~~LMC~~<br>~~BS10,03~~ | Ham | | 1897<br>7mo | Harland& Wolff (Lim.) Belfast<br>*WB*=*Cell DB* | Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*Ba*116′ *uE&B*116′ | 470·3 \| 53·2 \| 22·3<br>FK&BK3″ 382<br>*Promenade dk*189′<br>*f*139′ 1058*t MT*48′<br>1050*t FPT* | Rottrdam<br>British<br>8 *BHCem* | T.6Cy.26½″.43½″&72″–51″<br>180lb (*s*) 954NHP<br>3D&2SB24*cf*,GS426,HS16750<br>Harland&Wolff (Lim.) Bel.<br>96*t APT*73*t* | 33 *n* 5<br>s 5 *n* 10 | | 11,02 |
| 666<br>PRMS | —<br>*L.Jeufs*<br>*Mchy.Aft*<br>*Elec.light* | Steel Sc 3 Mst Sr<br>Rot. No.2–04<br>2 *Dks*(*Stl*)&*Webframes* | 4140<br>3434<br>2635 | ✠100A1<br>2,05 ~~4,04~~<br>*Carrying Petroleum in bulk*<br>~~LMC4,04~~ | Rot *r* | | 1895<br>6mo<br>*Lloyd's A&CP* | Palmers' Co.(Lim.) Newcastle | American Petroleum Co.<br>*WB*=*DBuE* | 360·0 \| 46·7 \| 27·7<br>P218′ F41′<br>FK<br>&*B*72′ 250*t FPT*107 | Rottrdam<br>Dutch<br>14 *BHCem*<br>*t APT*86*t* | T.3Cy.28½″.46 &75″–48″ (*s*)<br>160lb *100lb* 457NHP<br>1SB,*12rf*,GS259,HS7860<br>Palmers' Co.(Lim.),Nwc. | 29 *n* 3<br>s 5 *n* 2 | | 4,04 |

Now at Jamalpur, *See No. 29 in Supplement.*

| Numéro d'Ordre. Numero Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Tonnes Brut. Net | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Date de la Visite. Remorquage autorisé. Lettres distinctives. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. IHP. Force en chevaux d'après les pressions du navire. Coulis des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Q. Franc-bord au |
|---|---|---|---|---|---|---|---|---|---|
| 667 106032 PLJE | **Rotterdam** SteelScSr<br>*J.Scobbie* –04<br>2 *Dks* | 1032<br>845<br>490 | | 1896 Gourlay Bros.&Co Dundee | RankineLine,Ld. | 250·0 32·0 15·9<br>P44′B77′F58′ | Glasgow British<br>*WB* | T.3Cy.21½″,34″&56″–42″<br>203NH<br>Gourlay Bros.&Co.,Dundee | C<br>ET |
| 668 110035 | — SteelSc<br>*D.Thomas* –04<br>1 *Dk* | 512<br>383<br>340 | | 1889 J.K.Smit Kinderdijk | SirJ.Jackson,Ld. | 171·0 29·8 11·1 | London British<br>*WB* | C.2Cy.30″&40″–22″<br>70RH<br>DiepversenTel&Smit,Kdk. | |
| 669 | — SteelScK<br>*B.vonder Plas*<br>(*ex*CanadianPrince) 1 *Dk* | *159*<br>*148*<br>*38* | ✝100A1 Shl Aus<br>*Stm Trawler*<br>6,05 5,08<br>✝LMC2,08<br>*Lloyd's s.a.&CP* | 1903 J.T.Eltring-ham&Co. S.Shields | Steamtrawler Maats.Rotterdam | 104·0 20·2 11·4<br>BK7″ | Ymuiden Dutch<br>170lb 50lb 59NH<br>3 *BH Cem* | T.8Cy.11″,18″&32″–22″ (*s*)<br>1SB,*3pf*,GS32,HS1015<br>ShieldsEng.Co.Ld.N.Shl | 12 · 0 |
| 670 101942 MWSF | **Roubaix** SteelScSr<br>*E.J.Phillips* –03<br>*Well deck* *ss*Fal.No.3–4,05 1 *Dk*(*Irn*) | 548<br>404<br>209 | ✝100A1 Shl *h*<br>4,05 3,01 Fal<br>BS2,04 ✝LMC | 1892 Mackie& 10mo Thomson Glasgow<br>*Lloyd's s.a.&CP* | RoubaixS.S.Co.Ld. (Mead,Son& Hussey)<br>*WB* = *Cell* | 170·0 25·6 12·0<br>Q82′B14′F21<br>BK7″<br>*DBa*28′28½*FPT*18*t* | London British<br>160lb *80lb* 60RH<br>4 *BH Cem*<br>*APT*19*t* | T.8Cy.18½″,22″&34″–24″ (*s*)<br>1SB,*3rf*,GS42,HS1290<br>Muir&Houston,Glasgow | 12 · 7<br>1 · 0 |
| 671 | **Rouhdjan** SteelPadSr<br>(*ex*BosphorusNo.46) 1 *Dk* | 240<br>—<br>150 | | 1895 R.&H. Green,Ld. London | Chirketi Hairie (BosphorusSNCo.) | 165·0 21·1 9·5<br>B31′ | Constanpl Turkish | O.2Cy.37″–36″<br>126NH<br>J.Penn&Sons,Ld.London | |
| 672 HPRW | **Roumania** IronPadSp<br>*L.Kiriako* | 185<br>151<br>84 | | 1889 J.Jones& Sons Liverpool | RussianDanube Stm.Nav.Co. | 144·0 20·1 7·3 | Reni Russian | C.D.4Cy.14½″&28″–42″<br>85NH<br>J.Jones&Sons,Liverpool | |
| * 673 MBRT | **Roumanie** SteelScSr<br>*J Coppens* –99 *ss*Ant.No.3–3,04<br>(*ex*Lucina) 1 *Dk*(*Stl*)*&Web frames&pt Awng dk*(*Irn*) | 2593<br>1927<br>*1674* | ✝100A1 Ant *s*<br>*pt Awng dk*<br>*withfreeboard*<br>1,05<br>BS3,04 ✝LMC6,08 | 1892 Richardsn, 1mo Duck&Co. Stockton<br>*Lloyd's s.a.&CP* | Cie.Nationale Belge deTrans-portsMaritimes (A.Deppe,*Mgr.*) | 297·0 40·1 19·1<br>P31′Q90′<br>*pt Awng dk*176′ FK<br>*WB* = *Cell DB*248 | Antwerp Belgian<br>160lb *85lb* 219NH<br>5 *BH Cem*<br>*APT*23*t* | T.3Cy.22″,36″&59″–39″<br>2SB,*6cf*,GS84,HS3300<br>Blair&Co.Ld.Stockton | 21 · 9<br>8 · 6 |
| 674 HLDN | **Roumeli** IronScSr<br>*Tracharopolas* | 297<br>—<br>193 | | 1881 T.B.Seath &Co. Glasgow | Nav.Orientale (P.Pantaleon) | 155·0 21·7 11·1 | Syra Greek | C.2Cy.21″&38″–30″<br>66NH<br>Scott Bros.,Glasgow | |
| 675 QPGM | **Roumelia** IronScBn<br>*P.Lancaster* –02 | 2207<br>2103<br>1418 | | 1877 T.Royden &Sons Liverpool | ~~EllermanLines Ld (Papayanni&Co. *Mgrs.*)~~ Parr's Bank Ld<br>~~J.Weir&Sons~~ | 320·7 35·4 25·5 | Liverpool British | O.4Cy.28″&56″–42″<br>339NH<br>G.Forrester&Co. Liverpool | |
| 676 HBKN | **Roumiantzeff** SteelPadSr<br>*G.Treuer*94–94<br>*Elec.light* | 778<br>584<br>495 | ✝ Nwc<br>3,94<br>*Coasting—Odessa & Cherson* | 1894 Hawthorn, 3mo Leslie&Co,Ld Newcastle | RussianStm.Nav. &TradingCo.<br>*WB* | 212·0 28·0 14·1<br>P57′B61′F36′<br>= *APT*17*t* FK | Odessa Russian<br>1 *BH Cem* | C.2Cy.32″&61″–51″ 219NHP<br>2SB,*6pf*,GS111,HS3255<br>Hwthrn,Leslie&C.Ld.Nwc | 14 · 6 |
| 677 NHDP | **Rounton** SteelScSr<br>*A.Stewart* –04 *ss*Cff.No.2–02<br>1 *Dk*(*Irn*)*&Webframes&pt Awngdk*(*Irn*) | 2650<br>1972<br>1701 | ✝100A1 Cff *l*<br>*pt Awng dk* ~~Shl~~<br>*withfreeboard* Bay<br>~~Load 2,04~~ 2,05<br>✝LMC10,01 | 1894 W.Gray& 3mo Co.(Lim.) W Hartlepool<br>A&CP | London&Northern S.S.Co.Ld.(Pyman Bros.Ld. *Mgrs.*)<br>*WB* | 304·5 42·0 18·3<br>P29′Q88′<br>*pt Awng dk*183′ FK<br>= *Cell DB*238′643*t* | London British<br>160lb *80lb* 239NHP<br>5 *BH Cem*<br>*APT*32*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>2SB,*6rf*,GS88,HS3580<br>Cen.Mar.Eng.Wks.,WHpl. | 20 · 10<br>8 · 7½ |
| 678 HCBP | **Rourik** SteelScSr<br>*T.Karlson*01–03 *ss*Rga.No.1–03<br>1 *Dk*(*Stl*) | 509<br>429<br>274 | ✝100A1 Rga *h*<br>8,04 5,00<br>✝LMC 8,04 | 1900 A.McMil-lan&Son,Ld. Dumbarton<br>A&CP | Petersbrg&Volga Steamboat&Ship-pingCo. | 170·0 26·0 13·3<br>B53′F23′<br>BK5<br>*WB* = *FPT* | Libau Russian<br>160lb *70lb* 102NHP<br>4 *BH Cem*<br>62*t APT*38*t* | T.3Cy.15″,25″&40″–27″ (*s*)<br>1SB,*3pf*,GS63,HS1800<br>McKie&Baxter,Glasgow | 14 · 0<br>1 · 7 |
| 679 106081 | **Rover** IronPadCtr<br>*N.Darroch* –97<br>1 *Dk* | 152<br>134<br>15 | | 1897 J.T.Eltring-ham&Co. South Shields | Steel&Bennie,Ld. | 108·0 18·8 9·9 | Glasgow British | L.1Cy.36½″–54″<br>99RH<br>Hepple&Co.,SouthShields | |
| 680 SBOH | **Rovuma** SteelScSr<br>1 *Dk* | 115<br>98<br>55 | | 1894 Germania-werft Kiel | GermanGovern-ment(Colon.Dept.) | 94·0 17·8 9·2 | Dar-es-Salâm German | C.2Cy.13½″&24½″ 12½″<br>18NH<br>A.G.“Germania,”Berlin | |
| 681 113375 RSLB | **Rowanmore** SteelSc4MstSr<br>*I.Jones* –04 *ss*Liv.No.1–04<br>2 *Dks*(*Stl*)*&Spar dk*(*pt Irn&pt Stl*)*4trB&Web frames*<br>*Elec.light* | 9456<br>8996<br>6158 | ✝100A1 Liv *ft*<br>*Spar dk*<br>2,05<br>~~Bridge~~<br>✝LMC 8,04 | 1900 C.Connell 7mo &Co. Glasgow<br>*Lloyd's s.a.&CP* | RowanmoreS.S.Co. Ld. (W.Johnston& Co.Ld.)<br>*WB* = *Cell DBa* | 521·0 59·2 29·3<br>P30′B145′F51′37·0<br>FK&BK2½<br>135′*uE*&B80′*f*240 | Liverpool British<br>200lb 867NH<br>7 *BH Cem*<br>1785*t DTa* | T.3Cy.31″,52″&86″–66″ (*s*)<br>3DB,*24cf*,GS447,HS15711<br>D.Rowan&Co.Glasgow<br>38′1185*t FPT*70*t APT*35*t* | 32 · 9<br>10 · 9 |
| 682 112401 RHKJ | **Rowena** SteelScSr<br>*W.Phippen*74–99 *ss*Bry.No.1–03<br>1 *Dk*(*Irn*)2*trB&deep framing*<br>3 *Dk rule* | 3017<br>2812<br>1942 | ✝100A1 Cff *u*<br>5,05<br>Npt<br>✝LMC12,08 | 1899 W.Gray& 9mo Co.Ld. W Hartlepool<br>A&CP | Herskind&Co. | 325·0 47·0 22·4<br>P27′B82′F30′<br>FK<br>*WB* = *Cell DBa* | W.Hartlpl British<br>160lb *80lb* 258NH<br>5 *BH Cem*<br>*APT*53*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>2SB,*6cf*,GS96,HS3784<br>Cen.Mar.Eng.Wrks.WHpl | 24 · 10<br>4 · 6 |
| 683 | — IronScSr<br>*K.Torkildsen*98–02 *ss*Gmh.No.3–3,96<br>(*ex*Cairngorm) *ss*Cff.No.2–04<br>*Well deck* 1 *Dk*(*pt Irn–ws*2*trB* | 1117<br>941<br>687 | ✝100A1 Cff *a*<br>3,05<br>Bgn<br>✝LMC 12,01 | 1883 Dobie&Co. 6mo Glasgow<br>*Lloyd's s.a.&CP* | Actieselsk.Rowena (A.W.Selmer) | 240·6 32·9 15·6<br>Q63′B52′F30′<br>FK<br>*WB* = *MT*29 | Drontheim Norwegian<br>*80lb* NDH98 130NH<br>1 *BH Cem*<br>219*t APT*40* | C.2Cy.28″&54″–36″<br>1SB,*3pf*,GS62,HS2030<br>W.Kemp,Glasgow | 16 · 10<br>2 · 2 |
| 684 | — IronScK<br>*W.J.Staff* –98<br>(*Trawler*) 1 *Dk* | 190<br>175<br>67 | | 1898 Cochrane& Cooper,Ld. Beverley | UnitedStmFishing Co.Ld | 112·4 21·0 11·6<br>Q27′<br>BK7½ | Grimsby British | T.3Cy.11½″,20″&32″–28″<br>50RH<br>Bailey&Leetham,Hull | 12 · 3 |
| 685 98983 MHKD | **Rowtor** SteelScSr<br>*J.Davies* –04 *ss*Bry.No.3–1,04<br>1 *Dk*(*pt Irn&pt Stl*)*&Webframes*<br>*Well deck* | 2351<br>1769<br>1511 | ✝100A1 Bry *s*<br>12,04 ~~Shl~~<br>~~Anchors~~ ✝LMC<br>MS2,04 BS2,04 | 1891 E.Withy 9mo &Co. W Hartlepool<br>A&CP | ~~Jenkins,Williams &Co. Vendita,Bevan~~ RowtorS.S.Co.Ld (Jenkins,Brs.) | 288·0 40·0 18·3<br>P29′Q82′B122′<br>F31′ FK<br>*WB* = *Cell DB*244′474*t* | London British<br>160lb *100lb* NDH02 201NH<br>5 *BH Cem*<br>*APT*35*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>2SB,*4rf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 20 · 8<br>4 · 10½ |
| Lost 6.10.1904 | **Roxby** SteelScSr<br>*P.L.Shield*93–98 *ss*Shl.No.2–02<br>1 *Dk*(*pt Stl pt Irn*)2*trB&Web frames&pt Awng dk*(*Irn*) | 3043<br>2278<br>1964 | ✝ ~~100A1~~ Shl *l*<br>*pt Awng dk*<br>*withfreeboard*<br>~~Load~~<br>~~Bridge~~ | 1893 Ropner& 12mo Son Stockton<br>A&CP | R.Ropner&Co. | 315·0 40·5 20·3<br>P29′Q102′ BK10<br>*pt Awng dk*184′<br>*WB* = *Cell DB* | Stockton British<br>160lb *160lb* 216NH<br>5 *BH Cem*<br>250 180 | T.3Cy.22½″,37″&61″–42″ (*s*)<br>2SB,*6rf*,GS104,HS3760<br>Blair&Co (Lim.),Stockton | 28 · 7<br>9 · 3 |
| * | **Royal** SteelScSr<br>*T.Williams*95–02<br>2 *Dks*(*Stl*)*&deep framing*<br>*Elec.light* | 3833<br>3443<br>2497 | ✝100A1 Sws *r*<br>9,04<br>✝LMC 2,[illegible] | 1902 Palmers' 9mo Co.Ld Newcastle<br>*Lloyd's s.a.&CP* | WilliamThomas Liverpool S.S.Co. Ld. (W. Thomas& ~~Co.Mgrs.~~ (W [illegible] Sons&Co.,Ld.,*Mgrs.*) | 365·0 48·3 25·4<br>P40′B118′F32′<br>FK<br>*WB* = *Cell DBa* | Liverpool British<br>200lb *120lb* 414NH<br>5 *BH Cem*<br>120′*uE* 26′ | T.3Cy.24½″,41½″&70″–4[illegible]<br>2SB,*6cf*,GS121,HS5496<br>Palmers'Co.Ld Newcastle<br>146′852*t FPT*168* *APT*148* | 28 · 4<br>5 · 9 |

| 2 No. in Book. Official No. Wireless Letters. | 3 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 8 By Whom. Where. | 9 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in water, classed, if not in R. Date of last Survey. | 16 Mean draft. Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 688 LOVE | **Royal** *C. Rowe* | **SteelScSr** 1 *Dk* ✠ *Spar dk* | 1446<br>1379<br>911 | | | | 1892 | Act. Ges. "Neptun" Rostock | Paulsen&Ivers | 240·5 \| 36·1 \| 19·8<br>P&B188′ F26′ | Kiel<br>German *WB* | T.3Cy.16½″,25⅝″&41¾″–31½″<br>98NHP<br>A.G. "Neptun" Rostock | | V | |
| 689 PBJF | **Royal Dane** *J.R.Bell* –03 *Well deck Elec.light Mchy. Aft* | **IronSc3MstSr** 2 *Dks* | 1246<br>901<br>777 | | | ... | 1875 | Wigham Richrdsn&Co Newcastle | Tyne-TeesSteam ShippingCo.Ld. | 250·0 \| 31·3 \| 18·7<br>P292*t*F16*t* BK8½′ *WB* | Newcastle<br>British | C.2Cy.35″&75″–42″<br>NB94 304NHP<br>J.Shaw&Co.,Newcastle | 19 ″ 9 | BT till 2·05 | |
| 690 Broken up 04 | **Royal Duke** *G.Austwick* –95 (ex Flying Tempest) | **IronPadSp** | 107<br>107<br>6 | | | | 1873 | J.T.Eltringham S.Shields | J.Murray | 107·4 \| 17·6 \| 9·1 | Sundrland<br>British | L.1Cy.36″–54″<br>60RHP<br>J.P.Rennoldson,S.Shields | | | |
| 691 QGJL | **Royal Exchange** *W.O'Driscoll* –03 *ssCff.No.1–03* *1 Dk(pt Irn&pt Stl)&deep framing* | **SteelScSr** | 2108<br>1945<br>1320 | ✠100A1 Cff *s*<br>2,05 NYk<br>B89,01 RLM' 5 | | | 1898 | R.Craggs &Sons Middlesbro' A&CP | LondonExchange S.S.Co.Ld.(A.Low, Son&Co.*Mgrs.*) *WB=Cell DBa88′* | 292·0 \| 43·2 \| 18·9<br>P27′B56′F33′ FK<br>*uE&B36′f114′607t* | London<br>British<br>*1 BHCem*<br>*APT48t* | T3Cy.21½″,36″&58½″–39″(*a*)<br>160lb *80lb* 233NHP<br>2SB.*6pf*.GS112.HS3786<br>SirC.Furness,Westgarth& Co.Ld.Mdb. | 21 ″ 4<br>s 9 · 7 | | 12,03 |
| 692 94332 | **Royal Norman** *H.Denham* –94 | **IronPadSk** | 133<br>133<br>16 | | | | 1881 | J.T.Eltringham S.Shields | D.Wilson&Son | 108·0 \| 18·6 \| 9·8 | Bo'ness<br>British | L.1Cy.37″–54″<br>70RHP<br>J.P.Rennoldson,S.Shields | | BT till 11,03 5,05 | |
| 693 JTVH | **Royal Prince** ~~*P.Livingstone* –04~~ *Cline* 4thSurvey,Mch.1,02 *Well deck* | **IronScSr** 1 *Dk(Irn)2tr B* | 1776<br>1406<br>1115 | ✠ A1* 1 Mch Lv<br>~~2,04~~<br>MS11,01 LM~~C~~'<br>~~BS8,03~~ BS3,04 | | | 1885 | Short Bros. 1mo Sunderland | PrinceLine,Ld. (J.Knott,*Mgr.*) | 260·0 \| 36·1 \| 20·0<br>P76*t*Q82*t*B132*t*<br>H41*t*F38*t* BK9′<br>*WB=DBa&f* | Newcastle<br>British<br>*6 BHCem*<br>2SB,*6cf*,GS72<br>J.Dickinson,Sunderland | T.3Cy.20″,33″&54″–39″ (*s*)<br>150lb ~~*90lb*~~ NDB04 182NHP<br>s 2 = 6½ | 21 ″ 8 | | 17·88<br>18·08<br>20·07<br>21·15<br>~~0·04~~<br>5,05 |
| 694 — 9438 | — *J.Potter,jun.95–95* | **IronScSr** 1 *Dk* | 103<br>103<br>41 | | | ... | 1889 | J.T.Eltringham S.Shields | W.H.Storey | 93·0 \| 18·6 \| 10·1<br>BK6″ | N.Shields<br>British | C.2Cy.16″&32″–22″<br>40RHP<br>Baird&Barnsley,N.Shields | 10 ″ 3 | | |
| 695 102763 | **Royal Sovereign** *E.J.Holland* –98 | **SteelPadSp** 2 *Dks* | 891<br>727<br>190 | | | | 1893 | Fairfield Co.(Lim.) Glasgow | FairfieldS.B.&E. Co.Ld.(W.M. Rhodes,*Mgr.*) | 300·2 \| 33·1 \| 10·6<br>H71*t* 18·1 | London<br>British | C.D.2Cy.45″&83″–66″<br>444NHP<br>FairfieldCo.(Lim.),Gls. | | BT till 11,04 | |
| 696 KNMQ | **Royal Standard** *A.M.Ferguson* –02 *Well deck* | **IronScSr** *ssSld.2nd No.3–5,96* *ssSld.No.1–01* 1 *Dk2tr B* | 1264<br>1050<br>790 | 90A1 Sld *m*<br>3,03<br>BS11,03 LMC4,01 | | | 1871<br>7mo | W.Pile& Co. Sunderland A&CP | WelfareShpg.Co. Ld(V.T.Thompson &Co. *Mgrs.*) | 240·0 \| 30·7 \| 19·7<br>Q&B132′F26′<br>BK8′<br>*WB=DBa60′f34* | Sundrland<br>British<br>*1 BHCem*<br>2SB,*4pf*,GS46,HS1994<br>Gilbert&Cooper,Hull | C.2Cy.25½″&53½–33″<br>70lb NE&B78 121NHP<br>s 3 · 1 | 21 ″ 0 | | 3,03 |
| 697 NRMF | **Royalist** *W.J.H.Bland* –03 *Turret deck* | **SteelSc3MstSr** 2 *Dks* | 3188<br>2844<br>2024 | | | | 1895 | W.Doxford &Sons(Lim.) Sunderland | T.V.S.Angier | 340·0 \| 45·5 \| 23·5 | London<br>British *WB* | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons(Lm)Sld | | CV | |
| 698 RGPS | — *F.Chard98–01* | **IronScK** *ssFlt.No.1–02* 1 *Dk* | 183<br>171<br>66 | ✠100A1 Dub<br>*Stm Trawler*<br>1,05 ~~5,01~~<br>BS1,05 ~~MC10,02~~ | | | 1898<br>10mo | Cook,Welt'n&Gemmell Hull *Lloyd's&CP* | DublinSteam TrawlingCo.Ld. (A.Richardson. *Mgr.*) | 111·7 \| 21·0 \| 11·3<br>Q20′<br>BK7½′<br>*WB=DBf17′10t* | Dublin<br>British<br>*1 BHCem*<br>1SB,*2cf*,GS27,HS940<br>C.D.Holmes&Co.Hull | T.3Cy.12″,20″&33″–24″ (*s*)<br>180lb 58RHP | 12 ″ 1 | | ~~10,03~~<br>1,05 |
| 699 SDWT | **Royallieu** *C.Moore* –00 | **IronScK** 1 *Dk* | 205<br>184<br>67 | ✠100A1 Gms<br>*Stm Trawler*<br>5,03 ~~5,04~~ LMC8,00 | | | 1900<br>9mo | Cook,Welt'n&Gemmell Hull *Lloyd's&CP* | A.Black | 113·8 \| 21·5 \| 11·5<br>Q50′F19′<br>BK7½′ | Grimsby<br>British<br>*3 BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,*2cf*,GS30,HS1090<br>C.D.Holmes&Co.Hull | 12 ″ 3 | | 5,03 |
| 700 | **Royston Grange** ~~*A.Murrison* –98~~ *ssLiv.No.1–02* 1 *Dk(Stl)&Spar dk(Stl)* *Elec.light Williams* –04 *&deep framing* | **SteelScSr** | 4036<br>3721<br>2619 | ✠100A1 Liv *x*<br>*Spar dk* Npt<br>9,04 ~~7,08~~ ~~22,05~~ 11,05<br>~~BS~~ ~~5~~ LMC8,02<br>~~B~~ ~~R~~ | | | 1897<br>12mo | Workman, Clark&Co.Ld Belfast A&CP | HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*) *Cell DBa102′uE&* *WB=* | 370·0 \| 47·6 \| 19·0<br>P37′B174′F79′ 27·3<br>FK<br>*B62′f130′747t FPT* | London<br>British<br>*6 BHCem*<br>138*t APT30t* | T.3Cy.26″,43″&72″–48″ (*s*)<br>190lb *90lb* 415NHP<br>2SB,*6cf*,GS125,HS5253 FD<br>Wrkman,Clark&Co.Ld Bel | 21 ″ 6<br>s 5 · 11½ | | ~~7,03~~<br>~~N,04~~ |
| 701 MLHW | **Ruabon** *W.G.Renouf* –99 *Well deck* | **SteelScSr** ~~*ssCff.No.2–00*~~ 1 *Dk(Irn)&Webframes* *ssCff.No.3–12,04* | 2004<br>1556<br>1285 | ✠100A1 Cff *r*<br>~~12,04~~ ~~1,03~~ 2,05<br>~~BS12,00~~ ~~LM~~ ~~Trans~~<br>MS12,04 ~~BS11,01~~ | | | 1891<br>11mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | Ruabon S.S.Co.Ld. (J.Cory&Sons.Ld) *WB=DBa88′f108′438t* | 280·4 \| 38·1 \| 18·0<br>P29′Q84′B112′<br>F27′ FK<br>*APT20t* | Cardiff<br>British<br>*5 BHCem* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb *80lb* 188NHP<br>2SB,*4rf*,GS70,HS3110<br>Cen.Mar.F.Works,W.Hpl. | 19 ″ 2<br>s 1 · 6 | | ~~11,06~~<br>~~N~~12,04 |
| 702 111357 SHBP | **Ruapehu** *J.Brown* –01 *Elec.light* (ex Australasian. ex Ruapehu) *Ref. Mchy. 2 Dks&Shelter dk* | **SteelTwinScSr** | 7801<br>6376<br>5035 | | | | 1901 | W.Denny &Bros. Dumbarton | NewZealand ShippingCo.Ld. | 457·3 \| 58·2 \| 30·8 | Plymouth<br>British *WB* | T.6Cy.24″,39″&63″–48″<br>550NHP<br>Denny&Co.Dumbarton | | C<br>BT till 3,06 | |
| 703 KNGQ | **Rubens** *J.Isdale95–98* *ssSld.No.3–5,99* *ssCff.No.1–03* *Well deck* 1 *Dk(Stl)&Webframes* | **SteelScSr** | 2077<br>1606<br>1291 | ✠100A1 Cff *r*<br>3,05 ~~3,04~~<br>~~BS12,00~~ LMC<br>MS7,03 ~~BS7,04~~ 5,05 | | | 1887<br>7mo | J.L.Thmpson&Sons Sunderland A&CP | BoltonStm.Shpg. Co.Ld. (F.Bolton& Co.*Mgrs.*) *WB=DBa80′f60′281t* | 275·0 \| 38·2 \| 20·7<br>P29′Q72′B110′<br>F34′ BK9½′<br>*APT35t* | London<br>British<br>*6 BHCem* | T.3Cy.22″,36″&58″–39″ (*o*)<br>150lb *80lb* NDB00 210NHP<br>2SB,*6cf*,GS92<br>T.Richardson&Sns.WHpl. | 22 ″ 1<br>s 2 ″ 0 | | ~~2,03~~<br>3,05 |
| 704 — 65990 WRPK | — *W.Cave* –96 *Ref.Mchy.* | **IronScSr** | 1671<br>1604<br>1033 | | | ... | 1872 | Iliff,Mounsey&Co. Sunderland | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt.*Mgrs.*) | 270·0 \| 32·5 \| 23·8<br>Q19′ B56′ F– | Liverpool<br>British | C.2Cy.19″&51″–42″<br>NB87 140NHP<br>*Cmp.87*J.Jones&Sons,Liv. | | | |
| 705 114776 SRVJ | **Rubi** *R.W.Almond95–01* *Elec.light* 1 *Dk&Spar dk(Stl–teak s) &Webframes* | **SteelScSr** | 2540<br>2129<br>1612 | ✠100A1 HKg *t*<br>*Spar dk*<br>2,04 ~~3,08~~<br>LMC10,01 | | | 1901<br>10mo | DJ.Dunlop &Co. PortGlasgow *Lloyd's&CP* *WB* | China&Manila S.S.Co.Ld. *=Cell DBa64′uE* | 294·8 \| 40·8 \| 15·3<br>P23′B121′F41′ 22·7<br>FK<br>22′*f*138′350*t FPT* | HongKong<br>British<br>*5 BHCem*<br>*s5t APT25t* | T.3Cy.22½″,37″&60″–45″ (*s*)<br>180lb *110lb* 340NHP<br>2SB,*6cf*,GS141,HS5049 FD<br>D.J.Dunlop&Co.Pt.Gls. | 17 ″ 7<br>s 4 · 10 | | |
| 706 MBPC | **Rubis** *VanGlabbeke* –03 | **SteelTwinSc** | 633<br>528<br>389 | | | | 1897 | Société John Cock'rill Hoboken | Soc.Anon.John Cockerill | 213·8 \| 27·9 \| 13·2<br>Q64′H8′F30′ | Antwerp<br>Belgian | T.6Cy.16½″,24⅝″&37⅞″–25⅝″<br>142NHP<br>Société J.Cockerill,Seraing | | V | |
| 707 — | — *Claude* | **SteelScSr** | 104<br>95<br>81 | | | | 1892 | A.Dubigeon Nantes | L.Girard&Co. | 125·3 \| 16·5 \| 8·6 | St.Pierre, Mart. French | T.3Cy.11″,18″&28″–21″<br>36NHP<br>Ch.Faivreainé&fils,Nantes | | | |
| 708 118177 | **Rubislaw** *B.Rivett03–03* | **SteelScK** 1 *Dk* | 204<br>189<br>49 | ✠100A1 Abn<br>*Stm Trawler*<br>~~5,03~~ 12,04<br>~~BS~~ MC9,02 | | | 1903<br>9mo | Hall,Russell&Co.Ld. Aberdeen *Lloyd's&CP* | RubislawSteam FishingCo.Ld. (W.Anderson) *WB=* | 115·5 \| 21·6 \| 12·0<br>BK7½′<br>*DT f5′7t* | Aberdeen<br>British<br>*3 BHCem* | T.3Cy.12″,20″&33″–22″ (*r*)<br>180lb 69RHP<br>1SB.*3cf* GS43.HS1266<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 10 | | |
| 709 98378 HWTB | **Ruby** *H.Rattray91–95* ~~*ssDun.No.3–4,96*~~ ~~*ssShl.No.2–04 Is Now No. 1–00*~~ 1 *Dk(Stl)&Spar dk(Stl-ws)3tr B* | **SteelScSr** | 1239<br>1207<br>780 | ✠100A1 Shl *o*<br>*Spar dk* Lon<br>~~5,03~~ 1,05<br>~~BS5,03~~ ~~LMC7,00~~<br>~~BS8,01~~ ~~M~~ 5,05 | | | 1883<br>8mo | W.B. Thompson Dundee *Lloyd's&CP* | DundeeGemLine S.S.Co.Ld. (P.M. Duncan&Sn *Mgrs*) *WB=DBa44′f48′* | 235·0 \| 31·7 \| 22·4<br>ptND598 BK8″<br>ptND03<br>*½uE16′162t FPT* | Dundee<br>British<br>*5 BHCem*<br>*22t APT19t* | C.2Cy.25″&50″–42″ (*s*)<br>100lb *70lb* 99RHP<br>NDB90,*fitted* 99<br>1SB,3*pf*,GS75,HS2100<br>W.B.Thompson,Dundee | 15 ″ 10<br>s 5 ″ 7 | | ~~12,00~~<br>2,05 |

| Numéro d'Ordre / Numero / Signal | Nom du Navire. Matériaux. Gréement. etc. — Capitaine — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage — Total. — Sous le Pont. — Net. | Détails de la Classification. — Cotes. — Machines. — Ponts. — Mâts. | Construit. — Quand. — Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. — Longueur. — Largeur. — Creux. | Port d'Armement. — Pavillon. | Machines. — No. à Dia. des Cylindres.—Course. — Pression des Chaudières. — NH.—Force en chevaux d'après formules de la Société — IH.—Force en chevaux d'après les papiers du navire. — Nombre des Chaudières & Foyers. — Nom du Constructeur des machines | Creux sur Quille. — Francs-bords d'après navire. — pds. pr. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 710 | **Ruby** — *J. Milliken* –03 — *ss* Ayr No. 8–9,00 — *ss* Lth. No. 1–05 — 1 *Dk* (*Irn*) — *Mchy. Aft* — *Well deck* | IronScSr — 481 — 352 — 192 | ✠100A1 — Sld — *h* — 7,00 3,05 — NB | 1888 — 5mo — Scott&Co. Bowling — A&CP — W | A. Weir&Co. — *B* = *Cell D B* 94′ 152*t* | 175·0 \| 26·6 \| 10·5 — Q86′ B10′ F29′ — BK 7½ | Glasgow — *B H Cem* — *FPT* 26*t* | T. 3Cy. 15½″, 24″ & 40½″–33″ (*s*) — 160*lb* — 80 RH — 1 SB, 3*pf*, GS 53, HS 1628 — W. King & Co., Glasgow | 13 ″ 0 — s 1 ″ 0 | | |
| 711 | — — *J. Bain* –04 — *Well deck* — *Mchy. Aft* *Elec. light* — 1 *Dk* (*Stl*) | SteelSc3MstSr — 406 — 287 — 127 | ✠100A1 — Bwg — *g* — 3,04 — MCB | 1904 — 3mo — Scott& Sons Bowling — *Lloyd's* *A&CP* — W | W. Robertson — *B* = | 142·5 \| 26·1 \| 10·5 — Q70′ B9′ F26′ — BK 7½ — *WB* = | Glasgow — *FPT* | C. 2Cy. 18″ & 40″–27″ (*s*) — 130*lb* *70lb* — 91 RH — 1 SB, 3*pf*, GS 53, HS 1680 — Muir & Houston, Ld. Gls. | 12 ″ 1 — ″ 0 | | |
| 712 | — — *H. Smith* (*ex* James Taylor) — 1 *Dk* | IronScSr — 245 — 199 — 149 | | 1873 — J. Softley& Co. South Shields | Lim. Chwee Chian | 130·2 \| 20·0 \| 11·1 — Q68′ — *WB* | Singapore — British | C. 2Cy. 16″ & 30″–24″ — 40 RH | | | |
| 713 | — — *R. Soang* — 1 *Dk* | IronScSr — 234 — 171 — 93 | ✠100A1 — Lth — *d* — 3,03 — BS 3,03 — MCB, 03 — DS 3,03 | 1882 — 9mo — J. Fullerton &Co. Paisley — *Lloyd's* *A&CP* — W | Mitchell&Rae — *B* = *DBa* 16′ 80′ 46*t* | 124·0 \| 22·1 \| 9·2 — Q61′ F17′ — BK 8½ | Aberdeen — *B H Cem* — *APT* 12*t* | C. 2Cy. 17″ & 32″–27″ (*s*) — 80*lb* *80lb* NDB 93 — 56 RH — 1 SB, 2*pf*, GS 35, HS 1109 — Lees, Anderson & Co., Gls. | 9 ″ 8 — s ″ 11 | | |
| 714 | — — *R. S. Brown* –99 — (*Trawler*) — 1 *Dk* | IronScK — 198 — 182 — 67 | | 1899 — Cochrane& Cooper, Ld. Beverley | T. C. & F. Moss | 115·7 \| 21·0 \| 11·7 — Q47′ — BK 7½ | Grimsby — British | T. 3Cy. 12½″, 21″ & 34″–24″ — 60 RH — C. D. Holmes & Co. Hull | 12 ″ 0 | | |
| 715 | — — *J. Kay* 97–97 — 1 *Dk* | SteelPad — 195 — 174 — 55 | | 1897 — J. Jones& Sons Liverpool | Fastham Ferry Pleasure Gardens & Hotel Co. Ld. | 124·0 \| 22·0 \| 8·0 | Liverpool — British | C. D. 20½″, 30″ & 48″–42″ — 80 RH — J. Jones & Sons, Liverpool | | BT — | |
| 716 | — — *W. Stockton* 91–91 — *ss* Hul. No. 3–7,99 — *ss* Hul. No. 1–03 — 1 *Dk* | IronScYl — 155 — 142 — 57 | ✠100A1 — Hul — *Stm Trawler* — 12,04 ~~13,00~~ — MCB, 03 — BS 12,04 BS 3,05 | 1891 — 6mo — Mackie& Thomson Glasgow — *Lloyd's* *A&CP* | Kingston Steam Trawling Co. Ld. | 100·5 \| 20·5 \| 10·7 — Q19′ F19′ — BK 7½ | Hull — British | C. 2Cy. 16″ & 32″–22″ (*s*) — 110*lb* — 45 RH — 1 SB, 2*pf*, GS 30, HS 690 — Muir & Houston, Glasgow | 11 ″ 11 | | |
| 717 | **Rudelsburg** — *A. Ziegenmeyer* — QGDL — 1 *Dk* & *Spar dk* & *Web frames* | SteelScSr — 2489 — 2334 — 1589 | | 1896 — Sir Raylton Dixon&Co Middlesbro' | Deutsche Dmpfs-fahrts Ges. Hansa | 312·2 \| 42·7 \| 14·7 — P19′ B80′ F37′ — 22·7 BK 8 | Bremen — German — *WB* | T. 3Cy. 22½″, 38″ & 62″–42″ — 274 NH — T. Richrdsn & Sns (Lim), Hpl | 17 ″ 6 | G | |
| 718 | **Rudesheimer** — *Steinert* — QFHS — 1 *Dk* (*Irn*) & *Spar dk* & *Web frames* | SteelScSr — 2800 — 2605 — 1795 | ✠100A1 — *Spar dk* — 7,04 ~~8,01~~ — BS 7,04 — MCH, 04 | 1889 — 10mo — Sunderlnd S.B.Co. Sunderland A&CP | ~~Deutsche Dmpfs-fahrts Ges. Hansa~~ H. D. Nielsen — *B* = *Cell D Ba* 80′ *u E* | 323·0 \| 41·0 \| 18·6 — B66′ F41′ — 26·0 BK 8 | Bremen — German | T. 3Cy. 23½″, 39″ & 64″–42″ (*s*) — 160*lb* *190lb* NDB 04 — 281 NH — 2 SB, 6*rf*, GS 128, HS 4440 — N.E. Marine Eng. Co., Sld. | 21 ″ 2 — s 6 ″ 7 | | |
| *Now named "Hansa, See No. 67 in Supplement.* | | | | | | | | | | | |
| 719 | **Rudolf** — *C. Vierow* –01 — JFBR — 1 *Dk* — *Elec. light* *Mchy. Aft* | SteelSc3MstSr — 266 — 216 — 157 | | 1889 — Howaldts-werke Kiel | Rud. Christ. Gribel | 132·9 \| 22·7 \| 10·6 — P23′ F19′ — *WB* | Stettin — German | C. 2Cy. 15¾″ & 27½″–15½″ — 25 NH — Howaldtswerke, Kiel | | G | |
| 720 | **Ruff** — *T. Carr* 87–04 — 1 *Dk* | SteelScK — 169 — 161 — 50 | ✠100A1 — Goo — *Stm Trawler* — 2,04 — MG 2,0 | 1904 — 2mo — Goole S.B. &Repg.Co.Ld Goole — *Lloyd's* *A&CP* | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 110·3 \| 21·1 \| 11·2 — BK 7½ — *WB* = *Deep* | Hull — British — *B H Cem* — *Tanks* 28′ 41′ | T. 3Cy. 12″, 18″ & 30″–21″ (*s*) — 160*lb* — 45 RH — 1 SB, 2*pf*, GS 26, HS 880 — C. D. Holmes & Co. Hull | 12 ″ 0 | | |
| 721 | **Rufiyi** — SBOJ — 1 *Dk* | SteelScSr — 115 — 98 — 55 | | 1894 — Germania-werft Kiel | German Government (Colon. Dept.) | 94·0 \| 17·8 \| 9·2 | Dar-es-Salam — German | C. 2Cy. 13½″ & 24½″–12½″ — 18 NH — A. G. "Germania," Berlin | | | |
| 722 | **Rugby** — *B. S. Sheppard* ~~00~~ — 108195 — PQLD — 1 *Dk* (*Irn*) 2*tr B* & *Web frames* 3 *Dk rule* — *W. Brown* 03–03 | SteelScSr — 3286 — 3101 — 2110 | ✠100A1 — Yka — *v* — 11,04 ~~13,00~~ — BS 10,04 — MCB, 00 | 1897 — 4mo — J. Priest-man&Co. Sunderland A&CP | Austin Friars Stm. Shppg. Co. Ld. (Galbraith, Pembroke& Co.) — *WB* = | 325·0 \| 47·0 \| 25·6 — P31′ B84′ F35′ — FK — *DBa* 110′ *f* 120′ 70*t* | London — British — *B H Cem* — *APT* 12*t* | T. 3Cy. 24″, 40″ & 66″–45″ (*s*) — 160*lb* *80lb* — 300 NH — 2 SB, ~~6*rf*~~, GS 122, HS 4640 — Blair & Co. (Lim.), Stockton — *4rf* & 2*pf* | 26 ″ 10 — s 4 ″ 11 | — | |
| 723 | — — *J. H. Fish* 99–00 — 1 *Dk* | IronScK — 205 — 184 — 67 | ✠100A1 — Gms — *Stm Trawler* — 5,01 ~~12,03~~ — MC | 1900 — 7mo — Cook, Wel-t'n & Gemmell Hull — *Lloyd's* *A&CP* | W. Grant | 113·8 \| 21·5 \| 11·5 — Q50′ F19′ — BK 7½ | Grimsby — British | T. 3Cy. 12″, 21″ & 34″–24″ (*s*) — 180*lb* — 60 RH — 1 SB, 2*cf*, GS 80, HS 1090 — C. D. Holmes & Co. Hull | 12 ″ 3 | | |
| 724 | — — *W. Grant* –89 — MJKP — 1 *Dk* | IronScK — 107 — 107 — 42 | | 1889 — Earle's Co. (Lim.) Hull | J. C. Graham | 88·0 \| 20·1 \| 10·7 — BK 7½ | Hartlepool — British | C. 2Cy. 17″ & 32″–21″ — 44 RH — Earle's Co. (Lim.), Hull | 11 ″ 3 | | |
| 725 | **Rügen** — *H. Peters* 02–87 — (*Salvage Steamer*) — JHQT — *Elec. light* — 1 *Dk* | SteelScSr — 221 — 203 — 101 | | 1885 — Stettiner Act. Ges. Stettin | Heinr. Spruth | 130·6 \| 22·4 \| 10·1 — B26′ — len 94 — *WB* | Greifswald — German | C. 2Cy. 15″ & 31½″–20½″ — NB 94 — 37 NH — J. Kessler, Greifswald | | G | |
| 726 | **Ruhrort** — *B. Baade* 01–01 — RKMS — *Mchy. Aft* — 1 *Dk* | SteelScBarge — 389 — 363 — 232 | | 1896 — I. H. N. Wichhorst Hamburg | Dampfschifffahrts Ges. Hamburg m. b. H. | 152·2 \| 25·5 \| 11·0 — B8′ | Hamburg — German | C. 2Cy. 18½″ & 24½″–15½″ — Ottensener — 20 NH — Masch. & Eisenwk, Altona | | G | |
| 727 | **Rui Perez** *A. A. Diez* –04 — ~~*R. del Valle*~~ — JGFK — (*ex* River Derwent, *ex* Katherine Clark) — *ss* Lon. No. 3–4,95 — *ss* Sws. No. 2–03 — 1 *Dk* (*Irn*) 2*tr B* | IronScSr — 784 — 650 — 484 | ✠100A1 — Sws — *l* — ~~4,03~~ 9,04 — C ~~M~~ — ~~MC~~ 1. MC — ~~VBS 0,03~~ VBS 0,04 | 1882 — 4mo — R. Duncan &Co. Pt. Glasgow — *Lloyd's* *A&CP* | Cia. Avilesina de Nav. (M. Carreño, *Mgr.*) | 207·8 \| 28·9 \| 13·9 — Q114′ F27′ — BK 7 — *WB* = *DBa* 59′ 131*t* | Gijon — Spanish — 7 — *4 B H Cem* — 12*t* *APT* 16*t* | C. 2Cy. 24″ & 48″–36″ (*s*) — 7 — 80*lb* NDB 96 — 106 NH — 1 SB, 3*pf*, GS 54, HS 1714 — Kincaid & Co. Greenock | 14 ″ 9 | — | |
| 728 | **Rukmavati** — 109941 — 1 *Dk* & *Shade dk* ~~*Flds*~~ | SteelScSr — ~~218~~ 266 — 201 203 — 71 | | 1904 — Grngem'th &Greenock Dockyard Co. Greenock | Shepherd&Co. | 150·0 \| 26·1 \| 9·0 — *WB* | Bombay — British | T. 3Cy. 12″, 19″ & 31″–27″ — 70 RHP — Dunsmuir & Jackson, Gls. | | BT — 10 — 2 S | |
| 729 | **Rumina** *ss* Got. 2nd No. 8 5.04 — *G. B. V. Fägersköld* 99–01 — JHDB — (*ex* River Ettrick) — ~~*ss* Bre. No. 2 5.02~~ — *ss* Bre. No. 2–00 — 1 *Dk* (*Irn*) 2*tr B* | IronScSr — ~~1415~~ — 1186 — ~~841~~ | ✠100A1 — Sws — *p* — 5,04 ~~11,03~~ — Got — MC — NB 01 | 1883 — 8mo — Workman, Clark&Co. Belfast — *Lloyd's* *A&CP* | Reder i Aktieb. Concordia (J. A. Waller, *Mgr.*) — *WB* = | 250·0 \| 35·2 \| 18·0 — P34′ Q112′ F33′ — BK 9 — *DBa* 70′ 160*t* *FPT* | Gothenburg — Swedish — *B H Cem* — *FPT* | C. 2Cy. 17½″ & 33″–48″ (*s*) — 125*lb* *80lb* NDB 97 — 93 NHP — 2 SB, 6*rf*, GS 54, HS 1485 — . Rowan & Sons (Lim.), Bel | | | |
| 730 | **Runa** — 1529 — *A. Backmann* 90–01 — HTSQ — 1 *Dk* | SteelScSr — 336 — 285 — 187 | | 1889 — Göteborgs Mek. Verks. Gothenburg | Angf. Aktieb. Godhem (T. Ahrenberg) | 130·1 \| 22·4 \| 13·7 — B31′ H10*t* | Göteborg — Swedish — *W* | C. 2Cy. 15½″ & 28½″–19½″ — 29 NH — Göteborgs Mek. Vks., Göt. | | V | |
| 731 | **Runar** — 2633 — *A. P. Eriksson* 01–01 — JFSN — (*ex* Vittösund, *ex* Nya Hillersjö) — 1 *Dk* | IronSc — 101 — NB — 69 | | 1885 — Bergsunds M.V. Aktieb Stockholm | Aktieb. Sylfid (P. E. Eriksson, *Mgr.*) | 91·2 \| 16·7 \| 7·2 — (80′ B28′ H6*t* F12′ | Norrtelje — Swedish | C. 2Cy. 13½″ & 23½″–17½″ — 19 NH — Bergsunds M.V. Aktb. Sbg. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard (amidships). | 15 Registers in which classed. If not in L.R. Date of B.of Trad. Cert. | 16 Mean draft. Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 732 | **Rundo** *J.Olsen* 03–03 | **SteelSc** 1 *Dk* | 1100 | | | | 1903 | Trndhjms Mek. Værks. Trondhjem | **P.A.Musæus** | 229·0 P19′ | 35·0 B56′ | 16·9 F24′ | **Aalesund** Norwegian | T.3Cy.16″,26″&44″–30″ 106NHP TrondhjemsMVTrondhjm | | | |
| 786 | **Runic** *Thomas* –05 | **SteelTwinSc4MstSr** 3 *Dks* | 12482 8097 | | | | 1900 | Harland& Wolff,Ld. Belfast | **OceanicStm NavCo Ld.(Ismay,Imrie& Co.** *Mgrs.*) | 550·2 | 63·3 | 39·9 | **Liverpool** British *WB* | Q.8Cy.22″,31½″,46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel. | | BT till 11,05 | |
| 734 | **Runo** *T.Evans* 87–00 *Elec.light* | **SteelScSr** 1 *Dk*(*Irn*)&*Spar dk*(*Stl–ws*) *ss*Sbl.No 1–04 &*Web frames* | 4016 3817 2589 | ✝100A1 *Spar dk* 2,05 | Rot | *x* | 1900 1mo | Sir J. Laing &Sons,Ld. Sunderland | **NeptuneStm.Nav. Co.Ld. (Bolam& Swinhoe,** *Mgrs.*) | 391·0 P10′ B92′F42′ 26·9 | 46·8 | 19·0 | **Sunderlnd** British | T.3Cy.27″,43″&72″–48″ (*s*) 180lb *85lb* 464NHP 3SB,9*cf*,GS156,HS6536 FD T.Richardsn&Sns.Ld.Hpl. | 21 ″ 8 × 6 ″ 9 | | 5,11 2,05 |
| 735 | — *J.Kendrick* –03 *Ref.Mchy.* | **SteelScSr** 1 *Dk* | 1654 1291 1044 | | | | 1902 | Caledon S. B.&E.Co.Ld. Dundee | **T.Wilson,Sons& Co.Ld.** | 280·0 P175′ | 37·2 F38′ | 17·4 | **Hull** British *WB* | T.3Cy.20″,33″&56″–39″ 196NHP CaledonS.B.&E.Co.Ld.Dun | | C BT till 6,03 | |
| 736 | **Runswick** *P.Arkley* –04 | **SteelScSr** 1 *Dk*(*Irn*)&*deep framing* | 3059 2888 1940 | ✝100A1 5,05 (*Class Contemplated*) | Hpl Hul | *v* | 1904 8mo | W.Gray& Co.Ld. W.Hartlepool | **London&Northern S.S.Co.Ld.(Pyman Bros.** *Mgrs.*) | 340·0 P25′ | 49·1 B18′6 F31′ | 22·0 | **London** British *WB* | T.3Cy.24″,38″&64″–42″ (*s*) 180lb *[illegible]lb* 299NHP 2SB,6*rf*,GS114,HS4760 Cen.Mar.Eng.Wrks W Hpl. | 24 ″ 6 × 3 ″ 8 | | 5,05 |
| 737 | **Rupanco** *E.G.Cole* –01 | **SteelTwinScSr** 2 *Dks* | 818 789 457 | | | | 1895 | Howaldts-werke Kiel | **PacificStmNavCo.** | 182·0 B46′ | 32·0 | 17·5 | **Liverpool** British *WB* | C.4Cy.16″&32″–22″ *E.made*90 80NHP Ross&Duncan,Glasgow | | | |
| 738 | **Rupel** *J.Degive* (*ex*LadyClive) | **IronScSr** *ss*Cff.No.3–11,93 *ss*Ant.No.2–01 1 *Dk*(*Irn*)2*trB* | 905 780 659 | 90A1 1,04 | Ant | *n* | 1869 9mo | J.Laing Sunderland | **Soc.Anon.Belge de Nav.àVapSchaldis (VanHemelryck& Geurts,** *Mgrs.*) | 234·5 len81 ptND01 BK7′ | 28·9 | 16·7 *WB=DB* | **Antwerp** Belgian | C.2Cy.27″&50″–30″ (*i*) 75lb *80lb* NB81 114NHP 1SB,3*pf*,GS51HS1936NDB93 G.Clark,Sunderland | 18 ″ 0 × 8 ″ 7½ | | 1,04 |
| 739 | **Ruperra** *Pengelly* –04 | **SteelScSr** | 4232 3720 2693 | 100A1 (*Class Contemplated*) | | | 1904 | Short Bros. Ld. Sunderland | **New Ruperra S.S. Co.Ld.(J.Cory& Sons,Ld.)** | 345·4 | 51·1 | 24·9 | **Cardiff** British | T.3Cy.25″,42″&68″–45″ J.Dickinson&Sons,Ld.Sld. | | | |
| | *To full particulars See No. 3 in Supplement* | | | | | | | | | | | | | | | | |
| 740 | **Rupert** | **IronScK** *ss*Gms.No.2–00 1 *Dk* | 114 108 33 | ✝ *Stm Trawler* | | … | 1892 8mo | Cochrane, Coopr&Scho-field Beverley *Lloyd's SA&CP* | **G.F.Sleight** | 88·0 BK7½ | 20·1 | 10·7 | **Grimsby** British | C.2Cy.17″&32″–21″ (*s*) 90lb 40RHP 1SB,2*pf*,GS27,HS780 C.D.Holmes&Co.,Hull | 11 ″ 4 | | 7,02 |
| 741 | **Rurik** (*ex*Vera,*ex*Bothnia) *Well deck* | **IronScSr** 1 *Dk*(*Irn*)2*trB* | 899 706 625 | ✝ 2,82 | Cly | *m* | 1881 11mo | Campbel-town S.B.Co. Campbeltwn | **RussianStm.Nav. &TradingCo.** *WB=D* | 214·6 Q98′ *Ba*48′120*t* | 31·1 B18′ *FPT*30*t* | 14·4 F25′ | **Odessa** Russian 4*BHCem* | C.2Cy.26″&50″–33″ 120NHP Kincaid,Donald&Co.,Grk. | | | |
| 742 | — *J.Anton* | **IronSc** (*ex*PeterStahle) 1 *Dk* | 698 — 373 | ✝ 7,74 | Sld | | 1873 6mo | Davison& Co. Sunderland | **S.Aschkenazy&Co** *WB* | 170·0 Q54′ B44′F27′len79 | 27·1 *=DBa*33′*f*57′100*t* | 13·7 | **Odessa** Russian 4*BHCem* | T.4Cy.(2)10½″,22″&38″–33″ *Tpd*88 NB88 83NHP Ousebrn.Eng.Wrks.,Nwc. | | V | |
| 743 | — *J.E.O.Ekström* 99–99 | **SteelScSr** 1 *Dk*&*Awngdk* | 450 235 224 | | | | 1886 | O.A.Brodin Gefle | **Ångb.AktiebRurik (C.G.Thulin)** | 145·1 H22*t* len92 | 22·2 | 8·1 15·2 | **Stockholm** Swedish | C.2Cy.17⅞″&37½″–23½″ 57NHP AtlasMek.Verks.,Skm. | | V | |
| 744 | **Rus** *N.Suprunenko* (*ex*Benedict) *Well deck* | **IronScSr** 1 *Dk*(*Irn*)2*trB* | 1202 782 875 | ✝ 12,80 | Liv | Lv | 1880 11mo | W.H.Pottr &Son Liverpool | **Sch.L.Karapat-nitsky** *WB=MT APT FPT* | 203·0 Q94*t* B96*t* F45*t* | 32·4 | 14·3 FK 3*BH* 3PBH | **S.Petrsbrg** Russian | C.2Cy.23″&46″–33″ NB96 101NHP J.Jones&Sons,Liverpool | | | 12·60 13·42 14·22 15·06 |
| 745 | — *A.Gouravleff* | **SteelSc** | 734 — 389 | | | | 1886 | Stab.Tec-nico Trieste | **RussianDanube Stm.Nav.Co.** | 201·0 | 26·0 | 12·7 | **Odessa** Russian | C.2Cy.27″&50″–24″ 102NHP | | | |
| 746 | — | **SteelPad** 1 *Dk* | 348 — 213 | | | | 1899 | ..... Antwerp | **Cronstadt-Oranienbaum Dampfsch.Ges.** | 175·0 | 25·6 | 8·2 | **Cronstadt** Russian | | | | |
| 747 | **Rusalka** | **IronPad** 1 *Dk* | 246 — 119 | | | | 1880 | ..... Linz | **A.Kovalenka& R.Webster** | 172·8 | 19·8 | 8·6 | **Nicolaieff** Russian | | | | |
| 748 | **Rushlight** *Mchy.Aft* | **SteelScSk** 1 *Dk* | 118 95 56 | | | | 1902 | Ross& Marshall Greenock | **Ross&Marshall** | 84·1 | 18·8 | 8·4 | **Greenock** British *WB* | C.2Cy.11″&24½″–14″ 35RHP Ross&Marshall,Greenock | | | |
| 749 | **Ruskin** *D.D.Lacey* –98 *ss*Bry.No.1–04 | **SteelScSr** 1 *Dk*(*pt Stl pt Irn*)&*Webframes* &*pt Awngdk*(*Irn*) | 2392 1766 1552 | ✝100A1 *pt Awng dk with freeboard* 4,04 2,08 2,5 | Bry | *s* | 1890 5mo | Sir Raylton Dixon&Co. Middlesbro' | **DarwinS.S.Co.Ld. (A.Holland&Co.** *Mgrs.*) | 297·5 P27′Q78′ *pt Awngdk*192′ *WB=CellDb* drp04 | 40·1 | 18·7 FK | **London** British 5*BHCem* 248′496*t* | T.3Cy.22⅝″,35″&59″–39″(*s*) 160lb ~~*65lb60lb*~~ 228NHP 2SB,6*rf*,GS102,HS3592 T.Richardson&Sons,Hpl. | 21 ″ 4 × 8 ″ 9½ | | 4,04 |
| 750 | **Rusland** *J.H.Möller* *Well deck* | **SteelScSr** *ss*Fln.No.3–5,03 1 *Dk*(*Stl*)2*trB* | 854 668 529 | ✝100A1 1,05 | Els | *k* | 1890 7mo | Burmeister &Wain Copenhagen | **Dmpskselsk. Nordsöen (A. Christensen,** *Mgr.*) *WB=DBuE* | 200·8 Q63′ B50′F30′ 11′*FPT*27*t* | 28·7 | 14·4 BK7½ *APT*18*t* | **Copnhagn** Danish 5*BHCem* | C.2Cy.25″&44″–27″ 75lb *90lb* NDB03 80NHP 1SB,3*pf*,GS52,HS1375 Burmeister&Wain,Cpn. | 15 ″ 4 | | ~~5,08~~ 1,05 |
| 751 | **Russ** *R.F.C.Rasmussen* | **SteelScSr** 1 *Dk* | 2458 2319 1577 | | | | 1897 | Sir Raylton Dixon&Co. Middlesbro' | **DanskRussiske Dmpskselsk. (P.Mörch,** *Mgr.*) | 314·3 P25′B84′F30′ | 43·0 | 20·5 | **Copnhagn** Danish *WB* | T.3Cy.22″,36½″&60″–42″ 233NHP G.Clark(Lim.),Sunderland | | C | |
| 752 | **Russia** *Markakoff* 66–78 | **IronScBk** *ss*Nwc.No.3–5,87 3 *Dks*(1 *Irn*) | 2313 2123 1480 | ✝ 5,87 | Nwc | | 1872 1mo | A.Leslie& Co. Newcastle | **RussianStm.Nav. &TradingCo.** | 321·0 F45′ | 37·2 | 25·7 | **Odessa** Russian 5*BHCem* | T.3Cy.26″,41″&70″–45″ 329NHP Hwthrn,Leslie&C.Ld.Nwc | | | |
| 753 | — *P.Poulsen* *Well deck* | **SteelScSr** 2 *Dks*3*trB* | 1617 1228 1022 | | | | 1889 | Helsingörs Jernsk.& Msk Elsinore | **DmpskslskKjöben-havn(P.L.Fisker)** | 260·6 P144′ | 35·9 F24′ | 16·7 *WB* | **Copnhagn** Danish | T.3Cy.19½″,31½″&51½″–36″ 159NHP HelsingörsMaskinbyggeri | | V | |
| 754 | — *J.D.Greene* –02 | **IronTwinSc** 1 *Dk*&*Spar dk* | 1502 — 1335 | | | | 1872 | King Iron Works Buffalo,N.Y. | **LakeTransitCo.** | 231·7 | 35·7 | 13·3 | **Duluth,** Minn. Utd.States | C.4Cy.20″&40″–36″ 160NHP HG.Trout&Co,Buffalo NY | | | |

| Numéro d'Ordre / Numéro officiel / Signaux | Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Machines maintenues sous surveillance spéciale. Lettres explicatives. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Grues sur Quille. Nombre. Force à bord en tonnes de navire. | Epaisseur des bordages en centièmes de pouce. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 755 / 93320 | **Russia** WoodScFlat | 124 / 118 / 86 | | 1873 | C.Gibson Northwich | SaltUnion,Ld. | 85·4 20·6 8·7 | Liverpool British | C.2Cy.14″&24″–12″ NE&B85 28RH F.Friedenstral&Co.,Pre. | | | |
| 756 / 96126 / KVSH | **Russian Prince** SteelSc3MastSr *G.H.Davison –98* *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft* | 2716 / 2703 / 2102 | | 1888 | Armstrong Mitchell&Co (Lim.) Newcastle (J.Knott, *Mgr.*) | PrinceLine,Ld. | 310·0 40·4 28·3 | Newcastle British | T.3Cy.23″,37″&60″–39″ 225NH WllsndSlpwyCo.Ld.,Nwc. | | | V |
| 757 / KVJC | **Russie** SteelScSr *Calisti* *Elec.light* 2*Dks&Spar dk* | 2015 / — / 623 | | 1897 | Sunderlnd S.B.Co.(Lim) Sunderland | Soc.Gén.deTransp. Mar.àVap. | 281·5 37·0 25·7 P50′B84′F40′ WB | Marseilles French | T.3Cy.27″,46″&75″–45″ 847NHP NE.MarineCo.(Lim.),Nwc | | | V |
| 758 / KVJC | **Russland** IronScSr ssCff.No.2–82 *Well deck* (*ex*KingErmyn) 1*Dk2trB* | 1019 / 736 / 626 | ✠ Cff *n* 12,86 | 1872 / 12mo | M.Pearse& Co. Stockton | Aktieb.A. Pettersson&Co WB=*DBa* | 226·0 30·7 16·9 P139′F28′ 73′*f*75′219*t* 4*PT*12*t* | Oscrshmn Swedish | C.2Cy.26″&52″–36″ NB96 135NH 1*BHCem* Day,Summers&Co.,Sou | 17 | 8 | G |
| 759 / 108238 / PVGQ | **Rustington** SteelScS- *T.Nicholson –02* ssNpt.No.1–02 1*Dk(ptIrn ptStl) &deep framing* | 2185 / 2019 / 1377 | ✠100A1 Npt *s* ~~4,05 9,04~~ Bat ~~MS8,01~~ ✠LMC ~~B01,04~~ 7,05 | 1897 / 10mo | Osbourne, Graham&Co. Sunderland A&CP | Southdown S.S.Co. Ld. (Bell,Symond-son&Co. *Mgrs.*) WB=*CellDBa* | 288·0 42·0 19·6 P29′B72′F35′ Irp02 FK 100 *u E&B*100*f* 100′ | London British | T.3Cy.22″,35″&57½″–39″ (*s*) 160lb *80lb* 208NHP 2SB.6*pf*,gs96,hs3147 J.Clark,Ld.,Sunderland | 22 | 6 | |
| 760 / KHWL | **Rüstringen** SteelScSr *J.Bohlen –02* *(Trawler)* 1*Dk* | 169 / 158 / 85 | | 1897 | Act.Ges. "Neptun" Rostock | FischereiGes.Wil-helmshaven m b H | 110·8 20·9 10·5 1138′ WB | Wilhlmhvn German | C.2Cy.17¾″&33½″–22″ 44NHP A.G."Neptun."Rostock | | | G |
| 761 / HDNQ | **Ruth** SteelScSr *T.Hilliesen –00* 1*Dk(Stl)2trB&S deepframing3Dk rule* | 3449 / 3231 / 2239 | ✠100A1 Syd *v* 9,03 ~~MS11,04~~ ✠LMC ~~12,00~~ | 1900 / 4mo | C.S.Swan& Hunter,Ld. Newcastle *Lloyd's&CP* | H.Waage WB=*CellDBa* | 330·0 48·0 24·7 P24′B70′F34′ FK 106′*u E&B*36′*f* 140′ | Chrstiania Norwegian | T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *80lb* 275NHP 2SB.6*cf*,gs92,hs4048 T.Richardsen&Sns.Ld.Hpl. | 27 | 5 | |
| 762 / 2946 / JGQS | — SteelScSr *J.E.Carlsson97–01* (*ex*Ethel) 1*Dk2trH* | 839 / 708 / 475 | | 1878 | C.Mitchell &Co. Newcastle | Angf.Aktieb.Trio (C.L Larsson *Mgr.*) | 207·7 29·9 16·3 P31′B42′H18*t*F24′ FK WB | Gothenbrg Swedish | C.2Cy.26″&52″–30″ NB00 113NHP WallsendSlpwy.Co.,Nwc. | 17 | 5 | |
| 763 / 111184 | — (*WRECKED 11,03*) WoodSc *F.D.Jacobs* | 377 / — / 237 | | 1898 | Fulton E.& S.B.Works S.Francisco | California&Oregon CoastS.S.Co. | 151·0 33·5 10·7 | S.Frncisco Utd.States | FultonEngineWorks.S.Fo. | | | |
| 764 / 1586 / HTLS | — SteelScSr *A.G.Blomgren –04* 1*Dk2trB* | 357 / 277 / 193 | | 1889 | MotalaCo. Gothenburg | Angf.Aktieb.Falk-en(G.E.Falck) | 133·0 23·6 12·7 Q46′ B35′ H12*t* WB | Gothenbrg Swedish | T.3Cy.11¼″,18½″&29½″–19½″ 38NHP MotalaCo.,Motala | | | V |
| 765 / 111181 | **Ruth B. Lute** WoodSc *E.M.Sanford* | 148 / — / 91 | | 1898 | ..... Wlmgtn.Del | DyerTransporta-tionLine | 95·0 21·8 7·6 | Providnce, R.I. Utd.States | C.2Cy.10½″&18″–18″ 11NH | | | |
| 766 / 19903 / HPTB | **Rutherford** WoodPad *J.M.Cherry* (*ex*Pavonia) 1*Dk* | 865 / — / 673 | | 1861 | ..... Brooklyn | ErieR.R.Co. | 192·4 34·5 13·1 | NewYork Utd.States | | | | |
| 767 / 102110 / NDRJ | **Rutland** SteelScSr *J.E.Harben –98* ssLiv.No.2–01 *Elec.light* 1*Dk(Stl)&Spar dk3trB* | 1424 / 1371 / 884 | ✠100A1 Liv *q* *Spar dk* ~~4,00~~ 5,05 ✠LMC ~~MS9,01~~ | 1893 / 9mo | Barclay, Curle&Co.Ld. Glasgow A&CP | Liverpool&Ham-burgS.S.Co. (D Currie&Co.) WB=*Cell* | 255·0 34·1 14·2 B26′F29′ 21·8 FK *DB*211′260*t FPT* | Liverpool British | T.3Cy.20″,33″&54″–42″ (*s*) 160lb *85lb* 193NHP 1SB.4*rf*,gs82,hs2967 BarclayCurle&Co(Lm)Gls | 16 | 6 | |
| 768 / HJWD | — IronScSr *Joh.Mathisen* 1*Dk* (*ex*Motala Verkstad,*ex*Södern) | 156 / 140 / 84 | | 18$\frac{67}{89}$ | MotalaCo. Motala | Dpskacts. Rutland (J.Chr.Olsen) | 99·8 22·0 10·6 H16*t* | Moss Norwegian | C.2Cy.10¾″&21½″–15½″ 15NHP MotalaCo.,Motala | | | |
| 769 / 95460 / KTRV | **Ruysdael** SteelScSr *T.A.P.French –03* ssSld.No.3–9,00 *Well deck* 1*Dk(Stl)&Web frames* ssCff.No.1–04 | 2095 / 1605 / 1307 | ✠100A1 Cff *r* Sws ~~8,04~~ BS8,04 ✠LMC ~~MS8,04~~ | 1888 / 9mo | J.L.Thmp-son&Sons Sunderland A&CP | BoltonStm.Shpg. Co.Ld.(F.Bolton& Co.*Mgrs.*) WB | 275·0 38·2 20·6 P29′Q72′B116′ F33′ BK9½″ =*DBa*80′*f*58′276*t* | London British | T.3Cy.22″,37″&60″–39″ (*s*) 160lb *100lb* NDB00 221NHP 2SB.6*cf*,gs90,hs3270 J.Dickinson,Sunderland | 22 | 9 | |
| 770 / 96395 / LMSJ | **Rydal Hall** SteelScSr *F.Curtis01–01* ss Liv.No.3–8,02 2*Dks(Stl-Uws)3trB* | 3314 / 3021 / 2139 | ✠100A1 Mch *m* 9,01 ~~12,00~~ MS2 ✠L BS ~~12,00~~ 12,04 | 1889 / 12mo | Caird&Co. (Lim.) Greenock *Lloyd's&CP* | HallLine,Ld. (R.Alexander&Co. *Mgrs.*) WB=*Cell* | 349·5 42·1 26·7 P37′B76′F17′ FK NDS02 *DB*290 623*t FPT* | Liverpool British | T.3Cy.24″,40″&63″–54″ (*s*) 160lb *60lb* 307NHP 2DB.8*cf*,gs159,hs4830 Caird&Co.(Lim.),Grk. | 29 | 9 | |
| 771 / JWQT | **Ryfylke** SteelScSr *O.C.Skjælaas96–99* *Elec.light* 1*Dk&Awngdk3trB* | 527 / 270 / 318 | | 1891 | Kockums M.V.Aktieb Malmö | Stavangerske Dampskibsselskab | 156·6 23·1 11·6 B35′H31*t*F31′ len94 WB | Stavanger Norwegian | T.3Cy.18⅜″,21$\frac{13}{16}$″&38″–23⅜″ NB03 70NHP KockumsAktieb.,Malmö | 14 | 2 | N |
| 772 / HFGP | **Ryvingen** SteelScSr *Chr.Hermansen –08* 1*Dk* *Elec.light* | 538 / 349 / 296 | | 1891 | Grangm'th Dkyrd Co. Alloa | Th.Johnsen&Co. | 165·2 25·4 11·3 P146′ H12*t* F24′ WB | Chrstiania Norwegian | T.3Cy.14″,22″&38″–27″ 75NHP Hutson&Corbett,Glasgow | | | N |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidship. ft. in. | Hawsers in which classed. If not ✠ L. R. Dated ✠ of Trade Cert. | Date when tail shaft last dried. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1S. Anargyros<br>A.G.Lazaru –02<br>(exVeva) | SteelScSr<br>1 Dk(Irn)2tr B & W b frames<br>ssPir.No.2-04 | 2553<br>2393<br>1630 | ✠100A1 Cff t<br>with freeboard Mos.<br>BS7,04 | | | 1896<br>5mo | Ropner & Son<br>Stockton<br>A&CP | S.Anargyros<br>WB=Cell | 322·0 44·0 20·7<br>P29'B68'F37'<br>DBa & uE128'f126 | FK | Piræus<br>Greek<br>5BHCem<br>622t APT48t | T.3Cy.23"37½"&61½"–39" (c<br>160lb 80lb 245NHP<br>2SB,6rf,GS95,HS3806<br>Blair&Co.Ld.Stockton | 23 " 3<br>s 4 " 4<br>s 3 11½ | | |
| 2S. C. Reynolds<br>116340 C.T.Hewes89-98<br>Elec.light Mchy.Aft | SteelSc<br>1 Dk & Spar dk | 1896<br>—<br>1604 | | | | 1890 | Union Dry Dock Co.<br>Buffalo,N.Y. | LakeErieTransp. Co. | 255·0 40·1 21·5 | | Detroit, Mich.<br>Utd.States | T.3Cy.18",30"&48"–42"<br>149NHP | | | |
| 3S. C. Schenck<br>116386 | SteelScTug<br>1 Dk | 127<br>—<br>63 | | | | 1890 | Union Dry Dock Co.<br>Buffalo,N.Y. | Hand&Johnson Tug Line | 90·6 21·0 10·9 | | Buffalo<br>Utd.States | C.2Cy.20"&40"–30"<br>73NHP<br>King Iron Works,Buffalo | | | |
| 4S. Gottardo<br>98 E.Pazzolo03–03<br>SBWC Elec.light | IronScSr<br>ssGen.No 3–10.96<br>ssGen.No.1–01<br>2Dks(Irn)3tr B<br>Now named "Kabafuto Maru," See No. 31 in Supplement. | 2590<br>2251<br>1631 | ✠100A1 Gen u<br>5,01<br>✠NB10,96 ✠LMC 6,01<br>Emade 1880 fitted 1884 | | | 1884<br>5mo | G. Ansaldo & Co.<br>Sampierdrna<br>A&CP | ~~L.Brazo~~ | 344·5 38·1 24·5<br>P40'B22'F46'<br>BK6<br>WB=CellDB232 | | Genoa<br>Italian<br>6BHCem<br>390t Tpl | T.3Cy.25",40"&68"–45" (s<br>160lb 80lb 294NHP<br>NDB92 re-fitted03<br>2SB.6pf,GS112,HS4171<br>96D.Torriani&Co.,Sprdna | | | 6.01 |
| 5 'sGravenhage<br>(exHighland Prince) | SteelScK<br>1 Dk | 159<br>148<br>40 | ✠100A1 Abn<br>Stm Trawler<br>12,02 | | | 1902<br>9mo | J T Eltringham&Co.<br>S.Shields<br>Lloyd's A&CP | Steamtrawler Maats.'sGravenhage | 104·0 20·2 11·4<br>BK7 | | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11",18"&32"–22" (s<br>170lb 59NHP<br>1SB.2pf,GS32,HS1031<br>Shields Eng.Co.Ld.N.Shl. | 12 " 6 | | |
| 6S. João da Barra<br>(exItaya) | SteelTwinScSr<br>1 Dk | 665<br>586<br>452 | | | | 1896 | Scott&Co.<br>Greenock | Cia.deNav.S.João da Barra e Campos | 181·5 35·0 10·6<br>B26'F25' | | R.Janeiro<br>Brazilian | T.6Cy.9",15"&25" 21"<br>57NHP<br>Scott&Co.Greenock | | | |
| 7S. L'Hommedieu<br>116849 | WoodScTug<br>1 Dk | 100<br>—<br>68 | | | | 1898 | R. Palmer & Son S.B.Co.<br>Noank,Ct. | S.L'Hommedieu | 74·0 20·6 9·5 | | New York<br>Utd.States | 2Cy.18"&21"<br>New York | | | |
| 8S. Luiz<br>(exAstronomer) | IronScSr | 3075<br>2915<br>1978 | | | | 1883 | Aitken & Mansel<br>Glasgow | Empreza Maritima Brazileira | 365·2 40·0 26·6<br>P25'B112'F42' | | R.Janeiro<br>Brazilian | C.2Cy.38"&75"–54"<br>344NHP<br>J.&J.Thomson,Glasgow | 28 " 1 | | |
| 9—<br>M.A.P.Guimarães<br>Elec.light | SteelTwinScSr<br>ssPra.No.1–03<br>1 Dk(Teak) & Promenade dk(Teak) | 372<br>270<br>253 | ✠ A1 Pra<br>For River purposes only<br>11,03 | | | 1900<br>6mo | Murdoch & Murray<br>Pt.Glasgow<br>A&CP | Gomes,Pereira &Co. | 150·0 35·0 8·2<br>F16'<br>FK | | Para<br>Brazilian<br>5BHCem | C.4Cy.16"&32"–21" (s<br>120lb 120lb 106NHP<br>1SB.3pf,GS58,HS2060<br>Lees.Anderson&Co.Gls. | 8 " 4 | | 11,03 |
| 10S. M. Fischer<br>116717<br>Elec.light | SteelScTug<br>1 Dk & Spar dk | 629<br>—<br>428 | | | | 1896 | Craig S.B. Co.<br>Toledo,O. | Lake Michigan Car Transp.Co. | 139·5 31·0 21·0<br>WB | | Mlwaukee<br>Wis.<br>Utd.States | T.3Cy.18",30"&50"–36"<br>160NHP<br>Hodge&Co.,Detroit | | | |
| 11S. Malfidano<br>4 S.Vigo80–90<br>SCFB | SteelScSr<br>1 Dk | 135<br>—<br>85 | | | | 1891 | E. Cravero & Co.<br>Genoa | Soc.Anon.delle Minieredi Malfidno (R.Jacomy, Mgr.) | 93·2 18·4 10·9 | | Cagliari<br>Italian | T.3Cy.10¾",17½"&28"–15¾"<br>NB02 31NHP<br>E.Cravero&Co.Genoa | | V | |
| 12S. N. Parent<br>117240<br>KSJQ Mchy.Aft Elec.light | SteelScSr<br>1 Dk | 1640<br>—<br>987 | | | | 1903 | Detroit S.B Co.<br>Wyandotte | Great Lakes&St. Lawrence Trans-portation Co. | 241·0 41·1 18·8<br>Q88'F36' | | Duluth<br>Utd.States<br>WB | T.3Cy.15",25"&42"–30"<br>97NHP<br>Detroit S.B.Co.Detroit | | | |
| 13S. O. Co. No. 2<br>130795 S.A.Lennan98–00<br>KNSF (exNational) | SteelScTug<br>1 Dk | 157<br>—<br>84 | | | | 1898 | C. Hillman S.B & E.Co<br>Philadelphia | Standard Oil Co. | 98·1 22·0 10·1 | | New York<br>Utd.States | T.3Cy.14",22"&36"–24"<br>64NHP<br>C.Hillman S.&E.B.Co.Phl. | | | |
| 14S. O. Co. No. 12<br>117224<br>KSGH | SteelScTug<br>1 Dk | 158<br>—<br>107 | | | | 1902 | J. H. Dialogue&Son<br>Camden,N.J. | Standard Oil Co. | 90·0 20·5 11·0 | | New York<br>Utd.States | C.2Cy.15"&30"–22"<br>35NHP<br>J H Dialogue&Sn,Cmdn NJ | | | |
| 15S. O. Co. No. 14<br>117219 J.McGoldrick02–02<br>KSFL | SteelScTug<br>1 Dk | 164<br>—<br>111 | | | | 1902 | Neafie & Levy Co.<br>Philadelphia | Standard Oil Co. | 91·0 22·0 9·4 | | Phildlphia<br>Utd.States | C.2Cy.16"&32"–24"<br>42NHP<br>Neafie&Levy S&EB Co.Phl. | | | |
| 16S. O. Co. No. 15<br>117220 I.J.Johnson93–03<br>RSFM | SteelScTug<br>1 Dk | 164<br>—<br>111 | | | | 1902 | Neafie & Levy Co.<br>Philadelphia | Standard Oil Co. | 91·0 22·0 9·4 | | Phildlphia<br>Utd.States | C.2Cy.16"&32"–24"<br>42NHP<br>Neafie&Levy S&EB Co.Phl | | | |
| 17S. Oteri<br>116644 V.deLucca –99<br>KMCD | IronScSr<br>ssN.Yk.No.2–89<br>1 Dk2tr B | 1043<br>—<br>600 | ✠ NOs n<br>4,92 | | | 1881<br>11mo | R. Dixon & Co.<br>Middlesbro' | Belize Royal Mail& Central American S.S.Co. | 224·8 31·3 15·8<br>P14'F21'<br>BK8'<br>WB=MT36'63t | | New York<br>Utd.States<br>4BHCem | C.2Cy.35"&68"–45"<br>248NHP<br>2SB.6pf,GS116,HS4012<br>R.&W.Hawthorn,Nwc. | | R | |
| 18S. R. Kirby<br>116325 J.F.Jones96–98<br>Elec.light Mchy.Aft | CompSc<br>1 Dk2tr B | 2339<br>—<br>1823 | | | | 1890 | Detroit Dry Dock Co.<br>Wyandotte | North Western Transportation Co | 294·0 42·0 21·0<br>WB | | Detroit, Mich.<br>Utd.States | T.3Cy.21",38"&56'–42"<br>203NHP<br>Dry Dock Eng.Wks.Detroit | | | |
| 19S. S. Curry<br>116558 C.M.Saph<br>Elec.light | SteelScSr<br>2Dks | 3260<br>—<br>2608 | | | | 1893 | F.W. Wheeler&Co<br>W.Bay City | Hawgood&Avery Transit Co. | 360·0 45·0 20·8<br>F34'<br>WB | | Cleveland, Ohio<br>Utd.States | T.3Cy.23",37½"&63"–44"<br>263NHP<br>F.W.Wheeler,W.Bay City | | | |
| 20Saba<br>105713 H.E.Holliday –03<br>NWHK 1Dk(Stl) & Spar dk(Stl) & deep framing | SteelScSr<br>ssShl.No.2–04 | 2504<br>2270<br>1608 | ✠100A1 Shl t<br>Spar dk<br>10,04 8,04<br>BS5,05 | Lon | ✠LMC 04 | 1895<br>7mo | J. Read-head&Sons<br>S.Shields<br>A&CP | Scrutton,Sons& Co.<br>WD=CellDBa96'uE & B12'f120' | 306·2 41·1 14·9<br>P65'B88'F37' 23·2<br>FK | | London<br>British<br>5BHCem<br>571t APT10t | T.3Cy.25",40"&65"–42" (r<br>160lb 80lb 262NHP<br>1SB,3rf,GS72.HS3001 FD<br>J.Readhead&Sons,S.Shl. | 17 " 2<br>s 5 " 5 | | 3,04 |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1 Numéro d'Ordre — Numéro — Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Jauge Tonnage Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. — Par qui. — Où. | 9 | 10 Armateurs. | 11 Dimensions d'après le Jaugeage. Superstructures, &c. | 12 Port d'Armement. Pavillon. | 13 Machines. Dia. & Dia. des Cylindres.—Course. Pression des Chaudières. Nombre des Chaudières & Foyers. | 14 Quille. Poupe. Pont. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | **Sabagawa Maru** | **WoodScSr** | 313 | | | | 1890 | J.Ellerton Kobe | OsakaShosen KabushikiKaisha | 144·7 \| 18·8 \| 15·2 | Osaka Japanese | T.3Cy.11″,17½″&27½″–20″ 34NH Osaka Iron Works, Osaka | | | |
| 11[illegible] HJCL | *I.Shiozachi87–98* | *2Dks* | 287 194 | | | | | | | | | | | | |
| 22 | **Sabang Baai** | **SteelScTug** | 201 | | | | 1903 | Kon. Maats deSchelde Flushing | NaamloozeVennootschapZeehaven&Kolenstation | 100·0 \| 20·0 \| 11·0 Q30′B40′ | Sabang Dutch *WB* | 2Cy.16″&32″–18″ 36NH Maats de Schelde, Flushing | | | V |
| | *H.Cassens –03* | *1Dk* | 136 80 | | | | | | | | | | | | |
| 23 | **Sabarmati** | **SteelScSr** | 1015 | ✠100A1 Bom *m* | | | 1891 | AilsaS BCo | Shepherd&Co. | 210·0 \| 31·0 \| 13·0 20·2 BK7½ | Bombay British | T.3Cy.18″,29″&48″–30″ (s) 180lb 154NH 2SB,*6ṛf*,gs104,hs2619 | 13 | 7 | |
| 98245 MHDB | *I.Ahmed92–02* *Elec.light* | *ssBom.No.3–8,03* *1Dk&Spardk& deep framing* | 943 523 | *Spar dk with freeboard* 8,01 3,03 | | | 9mo | Troon A&CP | | *WB=FPT* | *28t APT22t* | Dunsmuir&Jackson, Gls. | 5 | 3½ | |
| 24 | **Sabia** | **SteelScSr** | 2807 | ✠100A1 Rio *u* | | | 1903 | R.Stephenson&Co.Ld. Newcastle | FrumentumS.S.Co Ld. (E.L.Weigall, *Mgr.*) | 314·6 \| 46·8 \| 13·7 P29′B84′F35′ 20·8 FK | London British | T.3Cy.23½″,38″&64″–42″ (s) 180lb *100lb* 291NH 2SB,*6pf*,gs104,hs4540 | 16 | 3 | |
| 118331 VGHJ | *H.W.Edwards –03* *Spar dk(μIrn)pt Stl)2trB& Web frames* | | 2593 1767 | *Spar dk with freeboard* 1,04 ✠ 9,03 | | | 10mo | Newcastle *Lloyd'sA&CP* | | *WB = Cell DBa 92′uE* | *22′f140′704t* | 5*BHCem* *APT129t* Richardsons, Westgarth& Co.Ld.Hpl | 4 | 4 | |
| 25 | **Sabine** | **SteelScSr** | 3805 | ✠100A1 NYk *w* | | | 1895 | Harland& Wolff,Ld. Belfast | Union-CastleMail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*) | 371·0 \| 43·2 \| 27·5 P35′B82′F40′ BK9½ | S'thamptn British | T.3Cy.24″,40″&66″–42″ (s) 160lb *85lb* 268NH 2SB,*6cf*,gs124,hs8800 | 30 | 7 | |
| 104456 NRLG | *E.Taylor –03* (*ex*Marino) | *ssNYk.No.2–03* *2Dks(Stl)3trB* | 3557 2992 | 0,01 LMC6,03 | | | 2mo | Belfast *Lloyd'sA&CP* | | *WB = Cell DBa 114′uE&B42′f158′713t* | *6BHCem* *APT65t* | Muir&Houston, Glasgow | 6 | 11 | |
| 26 | — | **SteelScSr** | 3328 | | | | 1889 | Delaware RiverCo. Chester,Pa. | NewYork&Texas S.S.Co. (C.H.Mallory&Co. *Mgrs.*) | 314·0 \| 46·2 \| 20·3 | NewYork Utd.States | T.3Cy.28″,44″&70″–48″ NB99 839NH | | | S |
| 141027 KGNS | *F.A.Young97–02* (*ex*Leona) | *2Dks&Saloon dk* | — 2478 | | | | | | | | | DelawareRiverC.Chst.,Pa. | | | |
| 27 | **Sabine Rickmers** | **SteelScSr** | 1026 | | | | 1894 | Rickmers Act. Ges. Geestemünde | AsiaticPetroleum Co.Ld. | 200·0 \| 30·6 \| 20·9 | HongKong British *WB* | T.3Cy.17½″,28″&44½″–27½″ 104NH H.Pauksch, Landsberg | | | V |
| 107024 PVNC | *J.R.Nisbet –98* *Elec.light* | *2Dks* *Carrying Petroleum in bulk Fitted for liquid fuel* | 949 690 | | | | | | | | | | | | |
| 28 | **Sabrina** | **IronSc3MstSrBarge** | 335 | | | ... | 1890 | T.A. Walker Sudbrook | C.H.Walker&Co. Ld. | 150·1 \| 26·3 \| 8·3 Q38′B9′F24′ FK | London British *WB* | Q.4Cy.9″,12″,16″&25″–21½″ 48RH Fleming&Ferguson, Psy. | 8 | 5 | |
| 98184 LWPG | *P.W.Heiwel –01* *Mchy.Aft* | *1Dk* | 270 198 | | | | | | | | | | | | |
| 29 | — | **IronScK** | 158 | ✠100A1 Hul | | | 1897 | Cook, Welt'n&Gemmell Hull | Hellyer'sStm. FishingCo.Ld. | 105·5 \| 20·5 \| 10·8 BK7½ | Hull British | T.3Cy.12″,19½″&32″–28″ (s) 180lb 55RH | 11 | 8 | |
| 106734 | *J.T.White –97* | *ssHul.No.1–01* *1Dk* | 151 61 | *Stm Trawler* 8,0 1,03 388,01 Bs2,03 ✠LMC6,01 | | | 2mo | A&CP | | *WB= DBf10′6t* | *3BHCem* | 1SB,*2cf*,gs25,hs876 Earle'sCo.(Lim.),Hull | | | |
| 30 | **Sacasa** | **WoodTwinScSp** | 158 | | | | 1887 | E.C.Belden RockyHill,Ct | Hoadley,Ingalls &Co. | 102·0 \| 28·2 \| 8·5 | Grey town Nicaraguan | 2Cy. | | | |
| | *Thompson –92* | (*ex*Herbert) *1Dk* | — 113 | | | | | | | | | M'Neill&M'Lghlan Brklyn | | | |
| 31 | **Sachem** | **SteelSc4MstSr** | 5204 | ✠100A1 Liv *a*† | | | 1893 | Harland& Wolff(Lim.) Belfast | White DiamondSS. Co.Ld. (G.Warren &Co. *Mgrs.*) | 445·5 \| 46·2 \| 31·1 P77′B122′F94′ FK | Liverpool British | T.3Cy.31″,49″&79″–60″ (s) 160lb 591NH 2D&1SB,*15cf*gs274,hs10477 | 34 | 4 | |
| 102114 NFKJ | *A.W.Murdoch98–98* *Elec.light* | *ssLiv.No.2–02* *3Dks(Stl)* | 4864 3337 | 3,05 M 2,02 BS2,05 | | | 10mo | Belfast *Lloyd'sA&CP* | | *WB= Cell DB388′802t F* | *6BHCem* *PT 87t APT* | Harland&Wolff(Lim),Bel *50t MT36′714t DTa34′689t* | 7 | 8 | |
| 32 | — | **SteelScTug** | 195 | | | | 1900 | Columbian Iron Works Baltimore | Hartford&New YorkTranspn.Co. | 110·3 \| 24·0 \| 10·0 | Hartford, Conn. Utd. States | C.2Cy.20″&40″–28″ 71NH | | | |
| 116994 | *Elec.light* | *1Dk* | — 132 | | | | | | | | | | | | |
| 33 | **Sachsen** | **SteelScBg** | 5026 | | | | 1886 | Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 440·1 \| 45·4 \| 30·5 B146′ F60′ len93 | Bremen German *WB* | T.3Cy.36″,57″&91″–59″ NB93 636NH A.G."Vulcan," Stettin | | | G |
| QFBV | *R.Pesch* *Elec.light* | *3Dks* | 4606 3119 | | | | | | | | | | | | |
| 34 | — | **SteelSc** | 254 | | | | 1903 | G.Seebeck Act.Ges. Bremerhaven | DeutscheDmpfsch. Ges.Nordsee | 135·3 \| 22·5 \| 9·8 Q66′F23′ | Bremen German *WB* | T.3Cy.12″,19½″&31½″–23½″ 48NH Seebeck A.G.Bremerhvn | | | G |
| | | (*Trawler*) *1Dk* | 211 78 | | | | | | | | | | | | |
| 35 | **Sado Maru** | **SteelTwinScSr** | 6227 | ✠100A1 Yka *a*† | | | 1898 | Workman, Clark & Co.Ld Belfast | NipponYusen KabushikiKaisha | 445·0 \| 49·7 \| 30·4 P60′B111′F57′ FK&BK1½ | Tokio Japanese | T.6Cy.20″,33½″&56″–48″ (s) 200lb 554NHP 2D&2SB*18cf*,gs313,hs9271 | 33 | 5 | |
| 2475 HPKL | *(ex Anderson 99–02* *2Dks(Stl–Uteak s)&deep framing* | *ssYka.No.1–01* *ssNag No.3–12,04* | 5459 3860 | 12,04 11,02 LMC 12,04 | | | 2mo | A&OP | | *WB= Cell DBa 135′uE&B53′f* | *7BHCem* | Wrkman,Clark&Co.Ld Belfast | 8 | 3½ | |
| | *Elec.light* | *R.Takeda –04* | | | | | | | | | *200′ 1150t D* | *Ta28′480t FPT95t APT45t* | | | |
| 36 | **Sadokuni Maru** | **IronSc3MstSr** | 1278 | ✠ Shi *o* | | | 1872 | Iliff, Mounsey&Co. Sunderland | TasakaHatsutaro | 255·8 \| 31·9 \| 17·0 P28′F29′ ND91 | Tokio Japanese | C.2Cy.31½″&57½″–45″ NE&B76 NDB81 182NH | 20 | 4 | |
| 1230 HJML | *TasakaHatsutaro* (*ex*Ashington, *ex*HarryS.Edwards) | *ssNwc.No.3–3,85* *ssH.Kg.No.1–88* *1Dk(Irn)2trB* | 1112 793 | 3,92 | | | 3mo | | | ND(*Irn*)85 *WB=* | FK *5BHCem* *DBa84′f64t* | 2SB,*6pf*,gs104 R.Steele&Co.,Greenock | | | |
| 37 | **Safari** | **SteelScSr** | 1433 | | | | 1892 | Blohm& Voss Hamburg | DeutscheOst-AfrikaLinie | 244·9 \| 31·9 \| 19·4 P55′ H— F41′ | Hamburg German *WB* | T.3Cy.19″,30⅝″&50″–39⅜″ 157NH Blohm&Voss, Hamburg | | | G |
| | *v.Pettersson00–04* | | 1161 | | | | | | | | | | | | |
| RJLS | *Elec.light* | *2Dks* | 993 | | | | | | | | | | | | |
| 38 | **Saga** | **SteelScSr** | 1130 | | | | 1901 | Akt.Burmeistr&Wain Copenhagen | Acties.Saga (H.Waage) | 231·3 \| 34·3 \| 13·6 Q133t H62t H16t F31t | Christiania Norwegian *WB* | T.3Cy.16″,26″&45″–30″ 111NH Akt.Burmeistr&Wain,Cpn | | | N |
| | *E.Natvig –01* | | 897 | | | | | | | | | | | | |
| HDKN | | *1Dk* | 699 | | | | | | | | | | | | |
| 39 | — | **IronScSr** | 442 | | | ... | 1868 | Wigham Richrdsn&Co Newcastle | J.M.Hauge | 150·0 \| 24·0 \| 14·7 Q34′B86′F23′ BK6½ | Haugesnd [illegible] *WB* | T.3Cy.11½″,18″&29½″–24″ NE&B93 51NH Laxevaags Maskinbygr, Bgn | | | N |
| | *J.Amundsen –99* | | 356 | | | | | | | | | | | | |
| JPFV | *Well deck* | *1Dk2trB* | 259 | | | | | | | | | | | | |
| 40 | **Saga Maru** | **WoodScSr** | 678 | | | | 1898 | Okawa UnyuKaisha Okawa | OkawaUnyu KabushikiKaisha | 191·7 \| 23·4 \| 18·9 | Higashi Japanese | C.2Cy.28½″&48″–32″ Okawa 87NH UnyuKaisha, Okawa | | | |
| 2660 HQDS | | *2Dks* | 631 421 | | | | | | | | | | | | |
| 41 | **Sagami** | **SteelScSr** | 4212 | ✠100A1 NYk *x* | | | 1902 | Short Bros. Ld. Sunderland | HindustanStm. Shppg.CoLd.(J.W. Squance&Co. *Mgrs.*) | 370·2 \| 48·8 \| 18·9 P89′B&F80′ 28·8 FK | Sundrland British | T.3Cy.26″,43″&71″–51″ (s) 180lb *100lb* 376NH 2SB,*9pf*,gs153,hs5565 | 21 | 6 | |
| 114647 TRMG | *Mch.Appointed 02 Littlehailes* | *1Dk(Stl)&Spar dk(Stl)* *deep framing* | 3994 2668 | *Spar dk* 1,03 MC10,02 | | | 10mo | Sunderland *Lloyd'sA&CP* | | *WB = Cell DBa114′uE&B24′f154′969t FPT* | *6BHCem* *104t APT82t* | T.Dickinson&Sons,Ld.Sld. | 5 | 6 | |
| Sunk 5/04 | **Sagami Maru** | **IronScSr** | 1927 | ✠100A1 Yka *r* | | | 1884 | Armstrong Mitchell&Co. Ld.Newcastle | NipponYusen KabushikiKaisha | 270·0 \| 36·8 \| 15·4 B54′F22′ 22·8 BK9 | Tokio Japanese | C.2Cy.34″&66″–42″ (s) 180lb *90lb* NDB96 230NH 2SB,*6pf*,gs116,hs3800 | 18 | 0 | |
| 875 HFRS | *Y.Tamuko97–03* | *ssNag.No.3–10,96* *ssYka.No.1–01* *1Dk(Irn)&Spardk3trB* | 1764 1195 | *Spar dk* 1,04 | | | | | | *WB= Cell DB224′289t FT* | *T25t APT8t* | WallsendS.&E.Co.,Nwc. | | | |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Remarks. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registered in w. I. R. class. If not in L. R. Date of last Cert. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | **Sagamore** | SteelSc4MstSr | 5036 | ✝100A1 | Liv | *a* | 1892 | Harland& | WhiteDiamondSS. | 430·4 \| 46·2 \| 31·0 | Liverpool | T.3Cy.31″,49″&79″–60″ (*s*) | 34 ″ 4 | BT | 10,05 |
| 102089 | *A.Fenton* –93 | *ss*Liv.No.2–01 | 4713 | ~~10,03~~ | | | 11mo | Wolff(Lim.) | Co.Ld.(G.Warren | P76′B120′F94′ | British | 160lb 592NHP | s 7 ″ 5 | till | |
| QVQR | *Elec.light* | 3*Dks*(*Stl*) | 3280 | | | | | Belfast *WB*= | &Co.*Mgrs.*) | FK&BK2½″ | 6*BHCem* | 2D&1SB*15cf*,GS274,HS10500 | | ~~10,04~~ | |
| | | | | | | | *Lloyd's*SA&CP | *Cell* | *DB*356′1062*t FPT* | 10*t APT*49*t MTa*32′ | 553*tf*32′598*t* | Harland&Wolff(Lim),Bel. | | 5,05 | |
| 44 | — | SteelScSr | 2140 | | | | 1893 | W.Doxford | Belgian Mar.Trad. | 311·0 \| 38·2 \| 25·2 | Antwerp | T.3Cy.28″,37″&60″–42″ | | V | |
| | *Voss* | | 2024 | | | | | &Sons(Lim.) | Co.(Soc.Anon.) | | Belgian | 233NHP | | | |
| MBSG | *Whaleback* | 1*Dk2trB* | 1601 | | | | | Sunderland | (W.Johnston&Co. | | | W.Doxford&Sns(Lm),Sld. | | | |
| | | | | | | | | | Ld.Liv.*Mgrs.*) | | | | | | |
| 45 | — | SteelSc | 458 | | | | 1901 | ..... | LongIslandR.R. | 155·5 \| 32·0 \| 7·4 | NewYork | C.2Cy.12″&26″–12″ | | | |
| 137534 | | | — | | | | | Philadelphia | Co. | | Utd.States | 20NHP | | | |
| | (*ex*City of Trenton) | | 311 | | | | | | | | | | | | |
| 46 | — | WoodSc | 173 | | | | 1900 | Reed Bros. | DyerTransp.Line | 110·0 \| 25·0 \| 12·0 | Providnce | | | | |
| 117031 | *C.P.Dyer* | | — | | | | | FallRiver | | | Utd.States | MorrisMachineWorks, | | | |
| | | | 62 | | | | | | | | | Baldwinsville,N.Y. | | | |
| 47 | — | WoodSc | 104 | | | | 1898 | NewEng- | F.Jones | 82·4 \| 20·2 \| 8·6 | Portsmth, | C.2Cy. | | | |
| 116891 | | | — | | | | | landS.B.Co. | | | N.H. | | | | |
| | | | 58 | | | | | Bath,Me. | | | Utd.States | NewEnglndSBCo.BathMe | | | |
| 48 | **Saghalien** | IronScBk | 4058 | | | | 1881 | Messageris | MessageriesMari- | 413·9 \| 39·7 \| 32·8 | Marseilles | C.3Cy.43¼″&(2)60¼″–43¼″ | | | |
| | *Charbonnel*99–03 | | — | | | | | Maritimes | times | | French | 398NHP | | | |
| KVLJ | | 3*Dks* | 2055 | | | | | LaCiotat | | | | Messags.Marit.,LaCiotat | | | |
| 49 | **Sagittarius** | IronScK | 149 | | | ... | 1887 | Earle's | Acties.Zodiac | 101·6 \| 20·5 \| 10·6 | Brevig | T.3Cy.11½″,17″&30″–18″ | 11 ″ 7 | | |
| | *A.Falk* –00 | | 137 | | | | | Co.(Lim.) | (C.Röe,*Mgr.*) | Q17′F22′ | Norwegian | NB03 38NHP | | | |
| HPMD | (*Trawler*) | 1*Dk* | 67 | | | | | Hull | | BK7½″ | | Earle'sS.B.Co.(Lim.),Hull | | | |
| 50 | **Saguenay** | WoodPad | 992 | | | | 1891 | E.Auger | Montreal& | 219·0 \| 28·4 \| 11·0 | Quebec | 1Cy.45″–120″ | | | |
| 100356 | | | 840 | | | | | Sorel | DepositCo. | | British | *Emade*66*Bmade*88 170NHP | | | |
| | | 2*Dks* | 598 | *Now named* "Chicoutimi," | | | *See No.112 in Supplement.* | | | | | G.Brush,Montreal | | | |
| 51 | **Sagunto** | IronSc | 962 | ✝ | Msl | | 1875 | J Readhead | Cia.Valenciana de | 205·6 \| 29·0 \| 16·9 | Valencia | C.2Cy.28″&50″–33″ | | V | |
| | *J.Perez* | *ss*Msl.No.3–6,89 | 693 | 2,94 | | | 8mo | &Co. | Nav. | P126′F30′ | Spanish | NB02 NDB91 120NHP | | | |
| JGHQ | *Elec.light* | *ss*Msl.No.1–94 | 600 | | | | | S.Shields | | BK8″ | | 2SB.*4pf* | | | |
| | | 1*Dk2trB* | | | | | | | | | *WB*=*APT* | J.Readhead&Co.,S Shields | | | |
| 52 | **Sahadet** | IronScBg | *1690* | | | | 1865 | Jones, | IdareiMassousieh | 259·5 \| 32·1 \| 28·9 | Constanpl | C.4Cy.21″&46″–42″ | | | |
| | (*ex*Venezuelan) | | *1682* | | | | | Quiggin&Co. | | | Turkish | NE&B74 228NHP | | | |
| | | | *1091* | | | | | Liverpool | | | | J.Jack&Co.,Liverpool | | | |
| 53 | **Sahara** | SteelSc | 5750 | | | | 1904 | American | G.A.Tomlinson | 484·0 \| 52·0 \| 29·0 | Duluth | T.3Cy.22½″,36″&60″–42″ | | | |
| | | | | | | | | S.B.Co. | | | Utd.States | 233NHP | | | |
| | *Elec.light* | *Mchy.Aft* | | | | | | Lorain,O. | | | *WB* | | | | |
| 54 | — | SteelScSr | 4089 | ✝100A1 | Cff | *w* | 1897 | A.Stephen | GlasgowNav.Co. | 370·0 \| 48·0 \| 24·7 | Glasgow | T.3Cy.25″,41″&67″–45″ (*s*) | 27 ″ 6 | | ~~9,03~~ |
| 100065 | *R.Fair* –03 | *ss*Gls.No.1–01 | 3775 | ~~11,08~~ 8,05 | Sws Grk | | 3mo | &Sons | Ld. (Maclay& | P24′B100′F37′ | British | 175lb *80lb* 351NHP | s 5 ″ 5½ | | ~~9,04~~ |
| PQBH | 2*Dks*(*UIrn&1Stl*)&*deep framing* | | 2665 | ~~Launched~~ | LMC~~8/04~~ | 4,05 | | Glasgow | McIntyre.*Mgrs.*) | P24′B100′F37′ | 2SB,*6cf*,GS184,HS4664 | FD | | 5,05 | |
| | | | | Lengthened | | | A&CP | *WB*=*CellDBa* 118′*u* | | *E&B*40′*f*156′1014*t* | *APT*160*t* | A.Stephen&Sons,Glasgow | | | |
| 55 | **Sahel** | SteelScSr | 2194 | | | ... | 1889 | W.Doxford | Delmas frères | 280·0 \| 38·3 \| 18·3 | La Rochlle | T.3Cy.21″,35″&57″–39″ | 21 ″ 0 | V | |
| | *M.Trehan*96–00 | | 1580 | | | | | &Sons | | P29′Q70*t* FK | French | 197NHP | | | |
| KVLR | (*ex*Foyle) | 1*Dk&Web frames* | 1286 | | | | | Sunderland | | *pt Awngdk*181′ | *WB* | W.Doxford&Sons,Sld. | | | |
| 56 | **Sahilbend** | IronPadFerry | — | | | | 1871 | Maudslay, | Chirket i Hairie | 150·0 \| 28·0 \| 11·7 | Constanpl | 1Cy. | | | |
| | | | — | | | | | Sons&Field | (BosphorusSNCo.) | | Turkish | | | | |
| | | | 311 | | | | | Greenwich | | | | Maudslay,Sons&Field,Lon | | | |
| 57 | **Said** | IronTwinSc | 344 | | | | 1884 | Lobnitz& | ~~Asiatic Petroleum~~ | 133·7 \| 25·2 \| 10·3 | ~~Colombo~~ | C.4Cy.14″&18″–24″ | | | |
| | ~~Lond~~ | *A.S.Busk* –99 | 305 | | | | | Co. | ~~Co.Ld.~~NedIndische | | ~~British~~ | 66RHP | | | |
| | *Carrying Petroleum in bulk* | 1*Dk* | 170 | | | | | Renfrew | Industrieen | | Amsterdam | Lobnitz&Co.Renfrew | | | |
| 58 | **Sajdie** | SteelPadSr | 276 | | | | 1898 | Union Iron | Handelsmaats | 150·0 \| 30·0 \| 8·0 | Dutch | C.2Cy.16″&32″–60″ | | | |
| Wrecked 9.04 | 116837 | | — | | | | | Works | AlaskaCommercial | | S.Frncisco | | | | |
| | | 1*Dk* | 145 | | | | | SanFrancisco | Co. | | Utd.States | 66NHP | | | |
| | | | | | | | | | | | | UnionIrn.Wrks.SFrncisco | | | |
| 59 | **Saigawa Maru** | WoodScSr | 165 | | | | 1892 | Niikuma | OsakaShosen | 111·1 \| 15·7 \| 12·3 | Osaka | C.2Cy.15½″&28¾″–17″ | | | |
| 1324 | (*ex*KioritsuMaru,No.5) | | 152 | | | | | Masajiro | KabushikiKaisha | | Japanese | 28NHP | | | |
| HJPR | | 2*Dks* | 89 | | | | | Osaka | | | | Niikuma Masajiro,Osaka | | | |
| 60 | **Saikai Maru** | WoodScSr | 122 | | | | 1901 | K.Nikon | HigoKisen | 93·3 \| 14·4 \| 11·6 | Mitsumi | C.2Cy.11½″&22½″–14″ | | | |
| 5442 | | | 109 | | | | | Osaka | KabushikiKaisha | | Japanese | 15NHP | | | |
| JHSC | | 2*Dks* | 72 | | | | | | | | | S.Isomura,Osaka | | | |
| 61 | **Saikio Maru** | SteelScSr | 2904 | ✝100A1 | Nag | *u* | 1888 | Lon.&Gls. | NipponYusen | 325·0 \| 41·2 \| 18·9 | Tokio | T.3Cy.33½″,54″&87″–54″ (*s*) | 21 ″ 6 | | N6,02 |
| 1099 | *C.Young*85–01 | *ss*Yka.No.3–5,01 | 1789 | *Spar dk* | | | 6mo | S&ECo(Ld) | KabushikiKaisha | F38′ BK10″ 26·5 | Japanese | 160lb 563NHP | | | |
| HGQF | *Elec.light* | 2*Dks*(*Stl-Uws*)&*Spar dk* | 1645 | *load line 20ft* | | | | Glasgow | | | *6BHCem* | 2D&2SB,*18cf*,GS280HS8557 | | | |
| | | | | 4,03 | | | A&CP | *WB* | *=CellDB*246′447*t* | *FPT*42*t APT*12*t* | | Lon.&Gls S&ECo(Lim)Gls | | | |
| | | | | ~~NB6.02~~ | LMC6/02 | | *BHd extends to Main deck only in Fore Hold* | | | | | | | | |
| 62 | **Sailor Prince** | SteelScSr | 3119 | ✝100A1 | N Yk | *v* | 1901 | W.Dobson | PrinceLine,Ld. | 331·5 \| 44·3 \| 17·4 | Newcastle | T.3Cy.25″,42″&69″–45″ (*s*) | 18 ″ 6 | | 9,04 |
| 114412 | *J.Jones* –01 | | 2937 | *Spar dk* | Nwc | | 9mo | &Co. | (J.Knott,*Mgr.*) | P39′B110′F38′ 26·2 | British | 180lb *100lb* 361NHP | s 5 ″ 7½ | | |
| SPKJ | *Elec.light* | 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt ws*) | 2030 | 9,01 ~~8,03~~ | LMC9/01 | | | Newcastle | | FK | *6BHCem* | 2SB,*8cf*,GS147,HS5760 | - | | |
| | | &*deep framing* | | | | | *Lloyd's*SA&CP | *WB*=*CellDBa* 100′*uE* | | 20′*f*140′514*t FPT* | *80t APT*37*t* | Blair&Co.Ld.Stockton | | | |
| 63 | — | SteelScK | 155 | ✝ | | ... | 1900 | J T Eltring- | ~~R.Irwin~~ Prince | 102·1 \| 20·3 \| 11·2 | N.Shields | T.3Cy.11″,18″&30″–22″ (*s*) | 11 ″ 6 | | |
| 113080 | *A.Fyall*90–00 | | 146 | *Stm Trawler* | | | 12mo | ham&Co. | Fishing Co.Ld(R.Irwin | | British | 170lb 46RHP | | | |
| | | 1*Dk* | 35 | | | | | S.Shields | &J W Simpson,*Mgrs.*) | | | 1SB,*2pf*,GS31,HS1098 | | | |
| | | | | | | | A&CP | | | BK7″ | *3BHCem* | G.T.Grey,S.Shields | | | |
| | | | | | | | | | | | *WB*=*DBf*97*t* | | | | |
| 64 | **Sainam** | SteelPad | 588 | | | | 1900 | G.Fenwick | HongKong,Canton | 147·0 \| 31·0 \| 7·2 | HongKong | 2Cy.18″&38″–72″ | | | |
| 109859 | *A.W.Dixon*95–01 | | 280 | | | | | &Co.Ld. | &MacaoStm.Boat | | British | 60RHP | | | |
| | | 2*Dks* | 367 | | | | | HongKong | Co.Ld. | | | G.Fenwick&Co.Ld.HKg. | | | |
| 65 | **St. Agnes** | SteelScSr | 1195 | ✝100A1 | Sld | *n* | 1903 | S.P. Austin | StephensonClarke | 227·8 \| 35·1 \| 14·6 | London | T.3Cy.19″,31″&51″–36″ (*s*) | 16 ″ 9 | | |
| 118316 | ~~J.Scott 03~~ | *Hooper* | 942 | ~~8,01 3,04~~ | 3,04 Shl | | 8mo | &Son,Ld. | &Co. | Q85′B50′F26′ | British | 165lb *90lb* 167NHP | s 1 ″ 6½ | | |
| VDSF | 1*Dk*(*pt Irn&pt Stl*)&*Web frames* | | 740 | | | | | Sunderland | | FK | *4BHCem* | 1SB,*4pf*,GS74,HS2648 | | | |
| | *Well deck* | | | | LMC8/03 | | *Lloyd's*SA&CP | | *WB*=*CellDBa*67′*uE*17′*f*90′293*t* | | *APT*80*t* | N.E.MarineEng.CoLd.Sld. | | | |

| 2 Numéro d'Ordre / Numéro Officiel / Signaux | 3 Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 | 8 Construit. Quand. Par qui. Mach. | 9 | 10 Armateurs. | 11 Dimensions d'après le Tonnage Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. RHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Constructeurs des machines. | 7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 66 | **Saint André** SteelScSr<br>*J.B.Esnol* –04<br>*Well deck* 1 *Dk(Stl)* & *Web frame* | 1173<br>807<br>474 | ✝100A1 Sws *n*<br>5,04<br>✝LMC11 | | 1903 Craig, Taylor&Co. Stockton<br>*Lloyd's* A&CP *WB* | L.Larue | 230·0 \| 32·6 \| 13·8<br>Q81 B63 F24′<br>*B35 f 96′27t FPT* | | | | Caen<br>French<br>*1 BHCem* | T.8Cy.17″,28½″&46″–33′ (*s*)<br>180lb 150NHP<br>2SB,*4pf*,gs75,hs2547<br>*28t APT25t* | 16 ″ 0<br>8 ″ 5½ | | |
| 67 | — IronScSr<br>*L.Dieumegarde* –98 1 *Dk* & *Awng Dk*<br>KVMP | 550<br>—<br>314 | | | 1885 Craig, Taylor&Co. Stockton | Cie. Brestoise de Nav. à Vap. | 170·6 \| 24·0 \| 12·0<br>18·3<br>*WB* | | | | Brest<br>French | 3 Cy.20″&39″–27″<br>66NHP<br>Westgarth,English&C.Mdl. | | V | |
| 68 | **Saint Andrew** SteelTwinSc4MstSr<br>110302 *E.D Fitzgerral* 171–99 *ss* Nwc.No.1–02<br>RBQF 2 *10ks(Stl)* 3 *tr B* & *deep framing*<br>*Elec.light* & *Shelter dk(Stl)* | 6900<br>6638<br>4451 | ✝100A1 Ant *dt*<br>*Shelter dk*<br>12,04 NYk<br>✝LMC11,02 | | 1899 C.S.Swan& Hunter,Ld Newcastle<br>3mo A&CP<br>*WB = Cell DBa* 139′ *u Ed* | British&Foreign S.S.Co.Ld(Rankin, Gilmour&Co. *Mgs*) | 469·4 \| 56·2 \| 31·9<br>FK<br>*B63′f 185′1428t DT* | | | | Liverpool<br>British<br>*6 BHCem* | T.6Cy.22″,37″&61″–48″ (*s*)<br>180lb 670NHP<br>3SB,*12cf*,gs220,hs2501 FD<br>Wlland Slpwy.Co.Ld.Nwc<br>*a 33′850t FPT 116t APT 85t* | 34 *a* 10 | | 11,02 |
| 69 | **St. Andrew** SteelScSr<br>3126 *O.C.Nordfelt* –97 *ss* Got.No.2–02<br>JHKT (*ex* Maria) 1 *Dk(Irn)* & *Web frames*<br>& *pt Awng dk(Irn)* | 2508<br>1818<br>1596 | ✝100A1 Sld *s*<br>*pt Awng dk*<br>*with freeboard*<br>5,05 B 5,05<br>✝LMC2,02 | | 1894 Ropner& Son Stockton<br>2mo A&CP | Angf.Aktieb. St.George (A.O. Wilson, *Mgr.*)<br>*WB* | 295·0 \| 40·4 \| 17·9<br>P29′Q86′<br>*pt Awng dk* 180′ FK<br>*= Cell DB* 242′ 466*t*<br>*APT 80t* | | | | Gothenbrg<br>Swedish<br>*5 BHCem* | T.3Cy.23″,36½″&61½″–39″<br>160lb *80lb* (*s*) NHP<br>2SB,*Grf*,gs99,hs3528<br>Blair&Co.,Ld.,Stockton | 21 ″ 0<br>8 ″ 5 | | |
| 70 | **Saint Andrew** SteelScSr<br>99633 *T.Elliott* –03 (*Trawler*)<br>1 *Dk* | 150<br>137<br>44 | | | 1892 A.Hall& Co. Aberdeen | D.Guy | 102·4 \| 20·7 \| 10·7<br>BK6½′ | | | | Aberdeen<br>British | C.2Cy.18″&34″–24″<br>50RHP<br>A.Hall&Co.,Aberdeen | 11 ″ 3 | | |
| 71 | **St. Andrews** SteelScSr<br>*O.Dahl* 98–03 *ss* Hpl.No.3–1,04<br>HMNW *Well deck* 1 *Dk(Irn)* 2 *tr B* & *Web frames* | 3065<br>2359<br>1980 | ✝100A1 Hpl *u*<br>*pt Awng dk*<br>*with freeboard*<br>2,05 LMC | | 1891 W.Gray& Co.(Lim.) W Hartlepool<br>10mo A&CP<br>*WB = DBa* 110′ *f* 124′ | Dmpskibsacties. St.Andrews (W.Wilhelmsen)<br>*WB* | 325·2 \| 41·5 \| 22·8<br>Q129′<br>*pt Awng dk* 196′ FK<br>*B = DBa* 110′ *f* 124′ | | | | Tönsberg<br>Norwegian<br>*5 BHCem* | T.3Cy.24⅞″,38″&64″–42″ (*s*)<br>160lb NDB05 260NHP<br>2SB,*Grf*,gs86,hs3820 *80lb*<br>Cntrl.Mar.E.Wrks,W.Hpl. | 24 ″ 0<br>9 ″ 4 | | |
| 72 | **Saint Anthony** SteelScSk<br>109248 *H.Savage* –99 *ss* Grk.No.1 03<br>1 *Dk(Stl)* | 115<br>86<br>49 | ✝100A1 Grk *a*<br>*Boy p*<br>7,04 Bel<br>LMC 2,03 | | 1899 Taylor& Mitchell Greenock<br>5mo<br>*Lloyd's* A&CP | J.McCausland | 80·4 \| 19·6 \| 7·5<br>Q25′F15′<br>BK6<br>*WB = FPT 16t* | | | | Greenock<br>British<br>*3 BHCem* | C.2Cy.10″&20″–16″ (*s*)<br>120lb *Emde93fitted99* 30RHP<br>1SB.*1cf*,gs14,hs490<br>Walker, Henderson&C.Gls. | 8 ″ 0 | | |
| 73 | **Saint Antoine** IronScSr<br>*Candelot* 98–02 *ss* Liv.No.3–1,03<br>KVMR (*ex* Maranhense, *ss* Dnk.No.2–01<br>*Well deck* *ex* Bloidwen) 1 *Dk(Irn)* 2 *tr B* | 1367<br>1070<br>821 | ✝100A1 Nts *p*<br>11,02<br>MC10,01 | | 1880 Sunderlnd S.B.Co. Sunderland<br>11mo A&CP | L.Flornoy&fils | 251·2 \| 33·5 \| 18·4<br>P25′Q68′B68′F34′<br>BK9<br>*WB = DB* 84′ *f* 64′ 330*t* | | | | Nantes<br>French<br>*5 BHCem* | C.2Cy.32″&60″–36″<br>71lb 172NHP<br>2SB,*4pf*,gs68,hs2916<br>J.Dickinson,Sunderland | 20 ″ 0<br>12 ″ 2 - 0 | | |
| 74 | **Saint-Antoine** SteelScSr<br>*R.Scotte* 02–00 *ss* Syd.No.2–99<br>(*ex* Norseman) 1 *Dk(pt Irn–ws)* 2 *tr B*<br>*Well deck* *Elec.light* | 807<br>675<br>504 | | | 1890 Day,Summers&Co. Southampton<br>7mo *Lloyd's* A&CP | Union Commerciale et de Nav. Calédonienne | 230·1 \| 30·0 \| 12·4<br>P123′F37′<br>BK8<br>*WB = DBa* 21′ *f* 54′ | | | | Noumea<br>French<br>*5 BHCem* | T.8Cy.16½″,26″&44″–36″ (*s*)<br>160lb *85lb* 125NHP<br>2SB,*4cf*,gs66,hs2004<br>Day,Summers&Co.,Sou | 15 ″ 10 | | |
| 75 | **St. Antoine de Padoue** IronSc<br>*A.Martin* –99 *ss* Bos.No.3–8,98<br>KVMQ (*ex* Fishtoft) (*Trawler*) 1 *Dk* | 109<br>100<br>57 | ✝ Bos<br>8,98 | | 1886 Earle'sCo. Ld. Hull<br>2mo | Mme.C.Mainguy | 85·0 \| 20·0 \| 9·9<br>F17′<br>ND94 BK7½′ | | | | St. Nazaire<br>French<br>*3 BHCem* | C.2Cy.12″&22″–20″ (*s*)<br>24NHP<br>Earle'sCo.Ld.Hull | 10 ″ 10 | | |
| 76 | **St. Aubin** IronScSr<br>72511 *J.Gibson* –02 *ss* Lon.2nd No.3–10,02<br>NWDH *Well deck* 1 *Dk(Irn)* & *Web frames* | 1181<br>980<br>701 | ✝90A1 Lon *o*<br>1,05 Shl<br>MC | | 1875 Schlesinger, Davis&Co. Newcastle<br>4mo A&CP | T.&C.Nichols | 235·3 \| 32·3 \| 18·2<br>Q91′B48′F28′<br>BK8½′ | | | | London<br>British<br>*4 BHCem* | C.2Cy.27″&54″–38″<br>90lb *50lb* NDB88 127NHP<br>1SB.*3pf*,gs74,hs1910<br>Hawks,Crwshy&Sons,Gts. | 19 ″ 2<br>12 ″ 0 | | 1184 |
| 77 | **Saint-Augustin** IronScBn<br>*Poggi* 94–00 2 *Dks* & *Spar dk*<br>KVMT *Elec.light* | 1854<br>1654<br>794 | | | 1880 John Elder &Co. Glasgow | Cie. Générale Transatlantique | 314·0 \| 33·8 \| 16·5<br>H175*t* F46′ 24·5 | | | | Marseilles<br>French | T.3Cy.31″,51″&80″–48″<br>*Tpd.*92 NB04 443NHP<br>Cie.Gen.Trans.,Penhoët | | V | |
| 78 | **St. Barnabé** IronScSr<br>*Boisselier* 97–02 1 *Dk2tr B*<br>KVMW *Well deck* (*ex* Algérie, *ex* Berbice) | 1262<br>948<br>712 | | | 1883 Whitehavn S.B.Co.Ld. Whitehaven | Soc.Navale de l'Ouest | 221·6 \| 33·3 \| 15·8<br>Q112*t* B123*t* F89*t*<br>FK | | | | Havre<br>French<br>*WB* | C.2Cy.28″&46″–42″<br>NB95 148NHP<br>J.Jones&Sons,Liverpool | | V | |
| 79 | **Saint Barthelemy** SteelScSr<br>*Magdelaine* 97–02<br>KVNF (*ex* Sahel, *ex* Karthago, *ex* Geiserich)<br>1 *Dk(Stl)* & *Awng dk* & *Web frames* | 1562<br>—<br>911 | ✝ Hpl *o*<br>*Awng dk*<br>*with freeboard*<br>8,89 | | 1889 W.Gray& Co.Ld. W Hartlepool<br>7mo | Soc.Navale de l'Ouest | 245·5 \| 35·1 \| 14·9<br>21·9<br>*WB = Cell DB* 205′ 309*t* | | | | Havre<br>French<br>*1 BHCem* | T.3Cy.19″,30½″&51″–36″<br>156NHP<br>Cen.Mar.Eng.Wrks.W Hpl. | 17 ″ 3 | V | |
| 80 | **Saint Bede** SteelScSr<br>110558 *J.W.Hartley* 97–02 *ss* NYk.No.1–03<br>*W.H.Clements* 95–04 1 *Dk(Stl)* & *Spar dk(Stl)*<br>& *deep framing* | 3575<br>3325<br>2288 | ✝100A1 Yka *n*<br>*Spar dk*<br>9,04 Cff<br>LMC 11/03<br>RS 6/03 | | 1899 W.Pickersgill&Sons Sunderland<br>3mo A&CP | British&Foreign S.S.Co.Ld(Rankin Gilmour&Co. *Mgs*)<br>*WB = Cell DBa* 110′ | 350·0 \| 46·2 \| 17·6<br>P31′B100′F35′ 25·6<br>FK<br>*a Ex B38′ f 144′ 815t* | | | | Liverpool<br>British<br>*6 BHCem* | T.3Cy.23½″,39″&66″–45″ (*s*)<br>180lb *120lb* 320NHP<br>2SB,*Gcf*,gs97,hs3998 FD<br>G Clark,Ld.Sunderland | 20 ″ 2<br>15 ″ 7 | | |
| 81 | **Saint Bernard** IronScSr<br>81047 *J.Morgan* –02 *ss* Hpl.2nd No.3–6,98<br>TPGW *ss* Cff.No.1–02<br>2 *Dks(Irn)* 8 *tr B* | 2282<br>2082<br>1412 | ✝100A1 Shl *t*<br>3,04<br>LMC6,02 | | 1880 T.Royden &Sons Liverpool<br>9mo<br>*Lloyd's* A&CP | G.B.Harland&Co. | 321·0 \| 35·8 \| 24·0<br>P58*t* F45*t*<br>BK9<br>*WB = DBa B30′ 88t* | | | | W.Hartlpl<br>British<br>*6 BHCem* | C.2Cy.28″&61″–48″ (*s*)<br>110lb 299NHP<br>2DB.*12cf*,gs172,hs4906<br>J.Jack&Co.,Liverpool | 25 ″ 11<br>14 ″ 11 | | 1,03 |
| 82 | — Iron&SteelScK<br>113184 *T.Brown* –04 *ss* Lth.No.3–10,03<br>VMNE (*ex* Silanion) 1 *Dk* | 186<br>175<br>78 | ✝100A1 Gms<br>*Stm Trawler*<br>1,05 LMC9,03 | | 1900 Cook, Welton&Gemmell Hull<br>6mo<br>*Lloyd's* A&CP | Grimsby Victor Stm.Fishing Co. Ld. | 113·6 \| 21·0 \| 11·2<br>Q49′F19′<br>Irp03 BK7½′<br>*WB = DBa* 56′ | | | | Grimsby<br>British<br>*3 BHCem* | T.3Cy.11⅞″,20″&32″–24″ (*s*)<br>180lb 55RHP<br>1SB,*2cf*,gs31,hs925<br>Amos&Smith,Hull | 12 ″ 1 | | 1,04 |
| 83 | — SteelScK<br>*J.Gorham* –96 (*Trawler*)<br>1 *Dk* | 166<br>152<br>24 | | | 1893 Grangmth Dockyard Co Grangem'th<br>Ld. (W.G. Muirhead, *Mgr.*) | Muirhead's Trwlrs | 112·0 \| 21·0 \| 10·3<br>F14<br>BK6½′ | | | | Granton<br>British<br>*WB* | C.2Cy.21″&42″–24″<br>80RHP<br>Hutson&Son,Glasgow | 11 ″ 3 | | |
| 84 | **St. Brieuc** SteelScSr<br>*Rossi* –04<br>KVNH 2 *Dks* | 390<br>—<br>100 | | | 1894 J.Jones& Sons Liverpool | P.Normant | 158·0 \| 24·4 \| 11·7<br>P39′ H45′ F25′<br>*WB = DBa B30′ 88t* | | | | Bizerta<br>French<br>*WB* | T.3Cy.14″,22&36″–24″<br>68NHP<br>J.Jones&Co.,Liverpool | | V | |
| 85 | **Saint Clair** IronScSr<br>56613 *J.Esson* –01 *ss* Abn.3rd No.3–7,95<br>*ss* Abn.No.2–03<br>*Elec.light* 1 *Dk2tr B* | 621<br>481<br>349 | ✝ * ⩓ 1 Abn<br>Spar dk<br>LMC5,03<br>BS4,03 | | 1868 Randolph, Elder&Co. Glasgow<br>2mo A&CP | N.of Scotland,Orkney&Shetland Stm Nav.Co. | 205·6 \| 26·6 \| 14·1<br>P50′B57′F17′<br>ND85&95 BK7½′ | | | | Aberdeen<br>British<br>*4 BHCem* | C.2Cy.33½″&67½″–38″ (*s*)<br>160lb *75lb* NDB99 219NHP<br>1DB.*6pf*,gs87<br>Randolph,Elder&Co.,Gls. | 15 ″ 0<br>9 ″ 11½ | BT till 3,05 | 4,04 |
| 86 | — SteelScK<br>118797 *J.E.Hamling* 94–03<br>VNBD 1 *Dk* | 255<br>232<br>94 | ✝100A1 Hul<br>*Stm Trawler*<br>12,04 LMC1,04 | | 1904 Cook, Welton&Gemmell Hull<br>1mo<br>*Lloyd's* A&CP | T.Hamling&Co. Ld | 128·3 \| 22·2 \| 12·0<br>Q51′<br>BK7½′ | | | | Hull<br>British<br>*4 BHCem* | T.3Cy.13″,22″&37″–24″ (*s*)<br>200lb 70RHP<br>1SB,*2cf*,gs86,hs1200<br>C.D.Holmes&Co.Hull | 12 ″ 10 | | |

Foundered 04

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material. Rig. &c. Master. Late Name if any. Special Surveys. No. of Decks. &c. | 3 Register Tonnage Gross — Under deck. — Net. | 4 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. Date expired. Machinery. | 5 Built. When. — Ship. — Engines. | By Whom. — Where. | 6 Owners. | 7 Rezist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 8 Port of Registry. Flag. | 9 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 10 Moulded depth. Freeboard (amidship). ft. in. | 11 Registers in which classed. If not in L. R. Date of Trade Cert. | 12 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87 | **Saint Clement** | 180 | | | | 1885 | Hall, Russell & Co. Aberdeen | Sterling Boiler Co. Ltd (A. Gillies, *Mgr.*) | 115·2 | 21·0 | 11·1 | Barrow Aberdeen British | C.2Cy.19″&38″–27″ | 11 " 10 | | |
| SSBG | *J. Ross* –95 | 164 | | | | | | VickersSons&Maxim Ltd | | | | | 62RHP | | | |
| JTCQ | 1 *Dk* | 48 | | | | | | | | | | | Hall, Russell & Co. Abn. | | | |
| 88 | **St. Croix** | 3343 | ✝100A1 Cpn | | *w* | 1904 | Flensburg Schiffsb. Ges. Flensburg | Dansk Vestindisk Kompagni | 355·0 | 45·0 | 24·5 | Copenhagn Danish | T.3Cy.27″,45″&75″–48″ (*s*) | 27 " 0 | | 5,04 |
| | *H.P. Berg* 99–04 | 2999 | 5,05 | | | 1mo | | A. Riebellen, *Mgr.* | P&B288′F40′ | | | | 480 NH | | | |
| NMPD | *Elec. light* 2 *Dks* (*Stl–Uteak s*) & *Web frames* | 2136 | LMC1,04 | | | | | det Ostas. at Sekrom. | | | FK | 6 *BHCem* | 1SB, *12cf*, GS162, HS8209 | | | |
| | | *Fitted for liquid fuel* 1,04 | | | | *Lloyd's A&CP* | Aktie | | *WB = Cell DBa* 110′ *uE* 22′ *f* | | | 138′677*t DT* | Flensburger Schiffsb. Ges. | | | |
| | | | | | | | | | | | | | *f* 32′498*t FPT* 45*t APT* 18*t* | | | |
| 89 | — | 1994 | | | | 1895 | ..... Bath, Me. | Eastern S.S. Co. | 240·7 | 40·4 | 25·9 | Portland, Me. Utd. States | T.3Cy.26″,40″&67″–36″ | | | |
| 116698 | | — | | | | | | | | | | | 269NHP | | | |
| KMNG | 2 *Dks* | 1064 | | | | | | | | | | | Portland Co., Portland, Me. | | | |
| 90 | **Saint Cuthbert** | 4954 | ✝100A1 Nwc | | *a*† | 1904 | Armstrong Whitworth & Co. Ltd. Newcastle | British&Foreign SS. Co. Ld (Rankin, Gilmour & Co. *Mgs*) | 410·0 | 51·5 | 28·1 | Liverpool British | T.3Cy.28″,48″&78″–54″ (*r*) | 31 " 0 | | |
| 116986 | *J. Lewis* 95–04 | 4764 | *Shelter dk* | | | 3mo | | | | | | | 190lb *170lb* 590NHP | | | |
| VQDG | 2 *Dks* (*Stl*) & *Web frames* | 3166 | *with freeboard* | | | | | | | | FK | 7 *BHCem* | 3SB, *9cf*, GS216, HS8270 FD | | | |
| | *Elec. light* & *Shelter dk* (*Stl*) | | 10,04 8,04 | | LMC3,04 | *Lloyd's A&CP* | | *WB = Cell DBa* 133′ *uE* & *B67′ f* 150′ 989*t DTa* | | | | 29′682*t FPT* | Wllsnd Slpwy. Co. Ld. Nwc. | | | |
| | | | | | | | | | | | | | 118*t APT* 37*t* | | | |
| 91 | **Saint Decumans** | 137 | Bdg | | 8 | 1873 | Gough Bridgwater | W H Le G Chambers | 101·4 | 22·5 | 9·0 | Cardiff British | 1Cy.22″–18″ | | | |
| 68145 | *C. Bussey* –03 | 131 | 11,73 | | | 7mo | | | | | | | 30RHP | | | |
| WTPC | | 78 | | | | | | | | | | | J. Payne, Bristol | | | |
| 92 | **St. Denis** | 516 | ✝100A1 SFo | | *g* | 1895 | J. L. Thompson & Sons. Ld. Sunderland | Lower California Development Co Ld | 161·0 | 25·5 | 12·7 | Liverpool British | T.3Cy.15½″,25″&41″–27″ (*s*) | 13 " 5 | | 6,03 |
| 105330 | *W. M. Colburn* –99 *ss* S. Fo. No. 2–03 | 410 | 6,03 | | | 8mo | | | F25′ | | | | 155lb *80lb* 95RHP | | | |
| PCPK | (*ex* General Mena, *ex* St. Denis) 1 *Dk* (*Iron*) | 302 | | | LMC6,03 | | | | | | FK | 4 *BHCem* | 1SB, *3pf*, GS52, HS1870 | | | |
| | *Elec. light* | | | | | *Lloyd's A&CP* | | *WB = DTa* 24′ 75*t FP* | | | | *T*9*t APT* 7*t* | J P Rennoldson & Sons, S Shl | | | |
| 93 | **Saint Domingue** | 1048 | | | ... | 1879 | Forges & C. de la Médit. Havre | Cie. Générale Transatlantique | 228·6 | 29·8 | 12·9 | Fort de France French | C.2Cy.27½″&55″–35½″ | | V | |
| | *Paoletti* 02–02 | — | | | | | | | 20·1 | | | | NB98 150NHP | | | |
| KVQN | 1 *Dk* & *Awngdk* | 483 | | | | | | | | | | | F. & C. de la Médit., Havre | | | |
| 94 | **Saint Dunstan** | 4229 | ✝100A1 Cff | | *x* | 1900 | C. S. Swan & Hunter. Ld. Newcastle A&CP | British&Foreign S. S. Co. Ld (Rankin Gilmour & Co. *Mgs*) | 380·0 | 46·4 | 20·2 | Liverpool British | T.3Cy.24½″,41″&68″–48″ (*s*) | 23 " 0 | | 9,03 |
| 116629 | *J. Fortay* 84–00 *ss* Cff. No. 1–03 | 4020 | *Spar dk* | | Liv | 1mo | | | P42′B96′F44′ | 28·2 | | | 180lb *120lb* 359NHP | | | |
| RLSN | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) | 2756 | 1,05 8,03 | | LMC9,03 | | | | | | FK | 6 *BHCem* | 2SB, *6cf*, GS113, HS4560 FD | | | |
| | *Elec. light* & *deep framing* | | | | | | | *WB = Cell DBa* 132′ *uE* & *B* 40′ *f* | | | | 160′869*t DT* | Wallsnd Slpwy Co. Ld. Nwc. | | | |
| | | | | | | | | | | | | *a*24′597*t FPT* 77*t APT* 24*t* 18*t* | | | | |
| 95 | — | 931 | ✝100A1 Lon | | *m* | 1892 | S. P. Austin & Son Sunderland A&CP | S. Clarke & Co. | 220·0 | 31·0 | 14·0 | London British | T.3Cy.18½″,30″&49″–33″ (*s*) | 16 " 6 | | 6,01 |
| 101037 | *R. T. Ling* –04 ~~ss Shl. No. 2–04~~ | 733 | 5,03 4,05 Shl | | | 10mo | | | Q75′B46′F27′ | | | | 160lb *80lb* 137NHP | | | N5,05 |
| MTGW | *Well deck* 1 *Dk* (*pt Irn*) & *Web frames* | 546 | BS5,03 | | LMC2,03 | | | | | | FK | 4 *BHCem* | 1SB, *3pf*, GS50, HS2040 | | | |
| | *ss* Shl. No. 3–4,05 | | Rec'd | | | *Lloyd's A&CP* | | *WB = Cell DB* 174′ 279*t FPT* | | | | 21*t APT* 16*t* | N. E. Mar. E. Co. (Lim.), Sld. | | | |
| 96 | **Saint Egbert** | 3749 | ✝100A1 Sld | | *x* | 1904 | W. Pickersgill & Sons Sunderland A&CP | British&Foreign SS. Co. Ld (Rankin Gilmour & Co. *Mgs*) | 361·0 | 46·2 | 17·6 | Liverpool British | T.3Cy.24″,40″&67″–45″ (*s*) | 20 " 2 | | |
| 116672 | *O. E. Cafferata* 94–04 | 3493 | *Spar dk* | | | 2mo | | | P31′B198′F38′ | 25·6 | | | 180lb *110lb* 343NHP | | | |
| VNDQ | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2394 | 2,04 | | LMC1,04 | | | | | | FK | 6 *BHCem* | 2SB, *6pf*, GS111, HS4399 FD | | | |
| | | | | | | *Lloyd's A&CP* | | *WB = Cell DBa* 114′ *uE* & *B* 40′ *f* | | | | 154′839*t DT* | G. Clark, Ld. Sunderland | | | |
| | | | | | | | | | | | | *a*24′510*t FPT* 103*t APT* 46*t* | | | | |
| 97 | **St. Elvies** | 567 | | | | 1896 | Fairfield Co. (Lim.) Glasgow | Liverpool&North Wales S. S. Co. Ld. | 240·6 | 28·3 | 10·2 | Liverpool British | C.D.2Cy.37½″&72″–60″ | | BT till 9,04 | |
| 105320 | *J. Dodd* –04 | 423 | | | | | | | *Promenade dk* 240′ | | | | 335NHP | | | |
| | 2 *Dks* & *Shelter dk* | 149 | | | | | | | | | | | Fairfield Co. (Lim.), Gls. | | | |
| 98 | **St. Erik (Sanct Erik)** | 1393 | ✝100A1 Hbg | | *p* | 1876 | T Turnbull & Son Whitby A&CP | Rederiaktieb. Sanct Erik (G.L. Ahlström) | 253·6 | 33·6 | 19·2 | Stockholm Swedish | C.2Cy.27″&58″–36″ (*s*) | 20 " 3 | | 11,02 |
| 3230 | *L.P. Knafve* 00–00 *ss* Skm. 2nd No. 3–5,02 | 1101 | 10,03 | | | 9mo | | | Q88′B58′F35′ | | | | 100lb *80lb* NDB98 161NHP | | | |
| JHRQ | (*ex* Shildon) | 818 | NB5,98 | | LMC3,0 | | | | pt ND89 | | BK9″ | 5 *BHCem* | 2SB, *4pf*, GS59, HS2460 | | | |
| | *Well deck* 1 *Dk* 2 *tr B* | | BS11,04 | | | | | *WB = DBa* 72′ *f* 100′ *qu* | | | | *E*9*t B*36′306*t* | Blair & Co. Ld. Stockton | | | |
| 99 | — | 198 | | | | 1880 | Motala Co. Gothenburg | Marstrands Nya Angf. Actieb. (R. O. Berger, *Mgr.*) | 122·7 | 19·5 | 8·8 | Marstrand Swedish | C.2Cy.16″&29″–21″ | | | |
| 1176 | *O. Olsson* 90–96 | 117 | | | | | | | Q38′ | B41′ | F41′ | | NB90 32NHP | | | |
| JCKT | 1 *Dk* | 153 | | | | | | | | | | | Motala Co., Gothenburg | | | |
| 100 | **Saint Fillans** | 3620 | ✝100A1 Yka | | *w* | 1900 | W. Pickersgill & Sons Sunderland A&CP | British&Foreign SS. Co. Ld (Rankin Gilmour & Co. *Mgs*) | 361·0 | 46·2 | 17·6 | Liverpool British | T.3Cy.24″,40″&67″–45″ (*s*) | 20 " 2 | | 11,03 |
| 113394 | ~~*J. W. Dalgleish* 80–04~~ *ss* Yka. No. 1–03 | 3411 | *Spar dk* | | NYk | 8mo | | | P30′B198′F38′ | 25·6 | | | 180lb *120lb* 341NHP | | | |
| RTJG | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2307 | 11,98 10,04 | | LMC8,00 | | | | | | FK | 6 *BHCem* | 2SB, *6cf*, GS109, HS4349 FD | | | |
| | *Elec. light* *A. McPherson* 67–04 | | | | | *Lloyd's A&CP* | | *WB = Cell DBa* 114′ *uE* & *B* 38′ *f* | | | | 150′834*t DT* | G. Clark, Ld. Sunderland | | | |
| | | | | | | | | | | | | *a*24′513*t FPT* 103*t APT* 35*t* | | | | |
| 101 | **St. Georg** | 142 | ✝100A1 Ham | | | 1900 | Smith's Dock Co. Ld. North Shields | H. Köser | 95·0 | 20·7 | 10·8 | Hamburg German | T.3Cy.11½″,18″&30″–21″ (*s*) | 11 " 8 | | ~~4,04~~ |
| | *H. Breckwoldt* 04–04 *ss* Ham. No. 1–04 | 123 | *Stm Trawler* | | | 4mo | | | Q46′F19′ | | BK7½″ | 3 *BHCem* | 180lb 49NHP | | | N5,05 |
| RMSB | (*ex* Northmoor) 1 *Dk* | 39 | 5,05 ~~4,04~~ | | LMC1,04 | *Lloyd's A&CP* | | | | | | | 1SB, *2pf*, GS26, HS816 | | | |
| | | | | | | | | | | | | | N. E. Marine Eng. Co. Ld. Sld. | | | |
| 102 | **Saint George** | 4149 | ✝100A1 N Yk | | *x* | 1900 | Sunderlnd S. B. Co. Ld. Sunderland A&CP | British&Foreign S. S. Co. Ld (Rankin Gilmour & Co. *Mgs*) | 365·4 | 48·2 | 20·3 | Liverpool British | T.3Cy.26″,42½″&69½″–45″ (*s*) | 23 " 0 | | 6,02 |
| 113429 | ~~*W. Pugh* 80–00~~ *H. B. Sadler* 96–05 | 3974 | *Spar dk* | | Nwc | 12mo | | | P39′B92′F46′ | 28·3 | | | 180lb *120lb* 351NHP | | | |
| SDBM | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2673 | 9,04 ~~4,04~~ | | LMC12,00 BS3,05 | | | *WB = Cell DBa* | 116′ *uE* & *B* 34′ *f* 15*8* | | FK | 6 *BHCem* | 3SB, *9pf*, GS161, HS5406 | | | |
| | *Elec. light* | | | | | *Lloyd's A&CP* | | | | | | 802*t APT* 52*t* | N. E. Marine Co. Ld. Sld. | | | |
| 103 | **St. George** | 1655 | ✝ Sws | | Lv | 1871 | Richardson Duck & Co. Stockton | Angt. Aktieb. St. George (A. O Wilson, *Mgr.*) | 256·5 | 33·8 | 21·8 | Gothenbrg Swedish | C.2Cy.32″&60″–33″ | 21 " 6 | | |
| 210 | *A. R. B. Nordén* 98–98 5th Survey, Liv. 2,88 | 1427 | 12,91 | | | 11mo | | | Q133′H21′F33′ | | | 5 *BHCem* | NB79 NDB88 172NHP | | | |
| JBGF | 1 *Dk* (*pt Irn*) 3 *tr B* | 1016 | | | | | | | irp 91 | | | | C. D. Holmes & Co., Hull | | | |
| 104 | **Saint George** | 515 | | | ... | 1895 | J. L. Thompson & Sons, Ld. Sunderland | North Coast S. N. Co. Ld. | 161·0 | 25·5 | 12·7 | Sydny NSW British | T.3Cy.15½″,25″&41″–27″ | 13 " 5 | | |
| 103360 | *H. Wood* –04 | 410 | | | | | | | F25′ | | FK | *WL* | 95RHP | | | |
| PFDG | *Elec. light* 1 *Dk* | 288 | | | | | | | | | | | J. P. Rennoldsn & Sns, S. Shl. | | | |
| 105 | — | 278 | | | | 1897 | J. B. Snowball Chatham, NB | J. B. Snowball Co. Ld. | 114·6 | 25·1 | 12·3 | Chthm, NB British | C.2Cy.18″&32″–60″ | | | |
| 103937 | *A. McLean* –99 | 237 | | | | | | | H41*t* | | | | Eng. made 80&81 44RHP | | | |
| | 1 *Dk* | 175 | | | | | | | | | | | J. Hains & Co., St. John; & Eagle Foundry Co., Mtreal. | | | |
| 106 | **Saint Georges** | 165 | ✝ Gms | | | 1889 | Mackie & Thomson Glasgow | P. Geffroy | 103·3 | 20·6 | 11·4 | Boulogne French | T.3Cy.11″,16½″&27″–22″ | 12 " 0 | | |
| | *ss* Gms. No. 2–97 | 154 | *Well fishing vessel* | | | 8mo | | | Q44′F21′ | | BK7½″ | 3 *BHCem* | NB02 37NHP | | | |
| KVWS | (*ex* Capricornus) 1 *Dk* | 45 | 10,97 | | | | | | | | | | 1SB, *2pf*, GS33, HS600 | | | |
| | | | | | | | | | | | | | Muir & Houston, Glasgow | | | |
| 107 | **Saint Germain** | 3641 | | | ... | 1874 | J. & G. Thomson Glasgow | Cie. Générale Transatlantique | 377·4 | 40·3 | 25·9 | St. Nazaire French | C.2Cy.52″&104″–54″ | | V | |
| | *Giron* –03 | 3452 | (*ex* Klopstock) | | | | | | 33·4 | | | | NB96 663NHP | | | |
| KVWQ | *Elec. light* 2 *Dks* & *Spar dk* | 1873 | | | | | | | | | | | J. & G. Thomson, Glasgow | | | |

| 1 Numéro d'Ordre. Numéro de Tél. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Brut. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | Port de Visite. Service radio. | 6 Construit. Quand. Navire. Mach. | Par qui. Où. | 7 | 8 Armateurs. | 9 Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | 10 Port d'Armement. Pavillon | 11 Machines. No. & Dia. des Cylindres.—Course des Pistons. des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 12 Creux sur Quille. Tirant d'eau en arrière du navire. pds. pc. | 13 Pont. Dist. des cloisons étanches. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 108 | **Saint Giles** | SteelScSr | 597 | ✠100A1 | Abn | k | 1903 | Hall, Russ- | N. of Scotland, Ork- | 190·4 \| 28·2 \| 13·3 | Aberdeen | T.3Cy.17½",28"&47"–36" (s) | 14 • 1 | BT | |
| 118164 | *J.Scott* –03 | | 288 | *Shelter dk with freeboard* | | 6mo | sell & Co. Ld. | noy & Shetland Stm | | British | 1901b *100lb* 164NHP | 1 • 5 | 111 | 11.04 |
| | *Elec.light* 1 *Dk(Stl–ws)* ⚓ *Shelter dk* | | 11,01 | | | | Aberdeen | Nav. Co. | drp 04 nk 7' | | 1 *BH Cem* | | 1 • | |
| | | | | | | *Lloyd's* s.4 *CP* | | *WB = Cell* | *DBa* 33' *uE* 18' *f* 62' | | 101 *t FPT* 19 *t* | | | |
| 109 | **St. Gothard** | SteelScSr | 2788 | ✠100A1 | Npt | u | 1903 | J. Blumer & | Clydebank S.S.Co. | 319·8 \| 45·9 \| 21·3 | Glasgow | T.3Cy.23",38"&62"–12" (s) | 23 • 3 | | |
| 115748 | *E.Smith* 02–03 | | 2666 | | Ltd | | 3mo | Co. | Ld. (Robertson, | P28' B88' F32' | British | 1601b *80lb* 257NHP | 4 • 0 | | |
| TWHP | 1 *Dk(pt Irn & pt Stl), deep framing & Web frames* | | 1790 | | MC 8.03 | | | Sunderland | Mackie & Co. *Mgrs*) | FK | 5 *BH Cem* | 2SB, *6pf*, GS111, HS3957 | | | |
| | | | | | | *Lloyd's* s.4 *CP* | | *B = Cell DBa* 112' | *uE & B* 38' *f* 124' 802 *t* | | *APT* 110 *t* | J. Dickinson & Sons, Ld. Sld. | | | |
| 110 | — | SteelScK | 156 | | | ... | 1894 | H. Mc | Muirhead's Trwlrs. | 112·2 \| 21·1 \| 10·3 | Granton | T.3Cy.12",20"&32"–14" | 11 • 3 | | |
| | *C.Emerson* –99 (*Trawler*) | | 142 | | | | | Intyre & Co | Ld. (W.G. | F 14' | British | 50RHP | | | |
| | 1 *Dk* | | 33 | | | | | Alloa | Muirhead, *Mgr.*) | BK 7' | *WB* | Hutson & Son, Glasgow | | | |
| 111 | **Saint Gothard** | SteelScK | 135 | | | ... | 1900 | J.T. Eltring | R. Hastie | 100·5 \| 20·1 \| 10·4 | N. Shields | T.3Cy.11",17"&30"–21" | 11 • 0 | | |
| 109209 | *A.Hastie* –00 (*Trawler*) | | 130 | | | | | ham & Co. | | | British | 40RHP | | | |
| | 1 *Dk* | | 32 | | | | | S. Shields | | BK 7' | | Baird & Barnsley, N. Shields | | | |
| 112 | **St. Helens** | SteelScSr | 1038 | ✠100A1 | Mtl | m | 1902 | A. Vuijk | ~~R.R. Phillips~~ | 215·2 \| 32·1 \| 15·3 | London | T.3Cy.17",28½"&46"–30" (s) | 16 • 3 | | |
| 114835 | ~~Blackburn~~ *F.G. Radcliffe* 05–05 | | 765 | 7,08 | | | 1mo | Capelle a/d | Stewart & Harkness | P32' Q86' B14' F26' | British | 180lb 132NHP | | | |
| TFVB | 1 *Dk(Stl)* ⚓ *Web frames* | | 592 | | LMCT 1.01 | | | Ysel | | FK | 4 *BH Cem* | 1SB, *3pf*, GS50, HS2186 | | | |
| | *Well deck* | | | | | A&CP | | | *WB = D* | *Ba* 54 *f* 88' 284 *t FFt* | 52 *t APT* 15 *t* | J.T. Grey, South Shields | | | |
| 113 | **St. Hilda** | SteelTwinSc | 499 | ✠ A1 | Hpl | | 1902 | W. Simons | Hartlepool | 170·0 \| 30·1 \| 13·4 | Hartlepool | C.4Cy.16½"&33"–21" (s) | 14 • 0 | | |
| | | | 155 | *Hopper Dredger* | | | 6mo | & Co. Ld. | Harbour Board | | British | 120lb | | | |
| | 1 *Dk(Irn)* | | 297 | 4.03 | | | | Renfrew | | FK | 4 *BH Cem* | 2SB, *4cf*, GS63, HS1838 | | | |
| | | | | | | *Lloyd's* s.4 *CP* | | | | | | W. Simons & Co. Ld. Renfrew | | | |
| 114 | **Saint Hubert** | SteelScSr | 3046 | ✠100A1 | N Yk | r | 1890 | J. Laing | St. Hubert S.S.Co. | 320·5 \| 41·1 \| 19·5 | ~~Liverpool~~ | T.3Cy.24",39"&64" 42" (s) | 22 • 2 | | 204 |
| ~~99029~~ | ~~J.W. Wardale 00~~ *ss* Shl. No.3–9,02 | | 2962 | *Spar dk* | | | 1 mo | Sunderland | Ld. (R. Whitfield) | P29' B82' F31' 27·2 | ~~British~~ | 1621b *50lb* 283NHP | 6 • 5 | | |
| ~~LFVR~~ | 1 *Dk(Irn)* ⚓ *Spar dk(Irn) Str fr* | | 1962 | 2,04 | | | | | | FK | *Cem* | 2DB, *8rf*, GS140, HS4520 | | | |
| | | | | BS 3.04 | LMC 10.03 | | | | *WB = C* | *Cell DB* 261' 482 *t FFt* 7 | 52 *t APT* 45 *t* | J. Dickinson, Sunderland | | | |
| | | | | | | | | *Now named "Yedo Maru," See No. 9 in Supplement* | | | Japanese | | | | |
| 115 | **Saint Hugo** | SteelScSr | 3590 | ✠100A1 | Liv | w | 1901 | W. Pickers- | British & Foreign | 361·0 \| 46·2 \| 17·6 | Liverpool | T.3Cy.25",42"&69"–45" | 20 • 2 | | |
| 113466 | *J.P.Stabb* 97–01 | | 3464 | *Spar dk* | Nwq | | 5mo | gill & Sons | S.S.Co.Ld (Rankin, | P31' B198' F38' 25·6 | British | 180lb *120lb* 375NHP | 4 • 11 | | |
| SHJL | 1 *Dk(Stl)* ⚓ *Spar dk(Stl)* | | 2290 | 6,04 | LMC 1.01 | | | Sunderland | Gilmour & Co. *Mgs*) | FK | 6 *BH Cem* | 2SB, *6cf*, GS123, HS4948 | | | |
| | *Elec.light* ⚓ *deep framing* | | | | BS 1.05 | A&CP | | | | | | G. Clark, Ld. Sunderland | | | |
| | | | | | | | | | *WB = Cell* | *DBa* 114' *uE* ⚓ *B* 40' *f* | 148' 823 *t DT* | *a* 24' 510 *t FPT* 103 *t APT* 35 *t* | | | |
| 116 | **Saint Irene** | SteelScSr | 3877 | ✠100A1 | Liv | w | 1894 | J. Laing | | 357·0 \| 45·5 \| 19·0 | | T.3Cy.24½",41"&67"–15" (r) | 21 • 6 | | 233 |
| | *ss* Bry. No.2–02 | | 3720 | *Spar dk* | | | 5mo | Sunderland | | P35' B78' F35' 26·7 | Japanese | 180lb 325NHP | 6 • 5½ | | |
| | 1 *Dk Irn)* | | 2474 | 1,04 | | A&CP | | | | FK | 6 *BH Cem* | 3SB, *9rf*, GS180, HS4988 | | | |
| | ⚓ *Spar dk(Irn)* ⚓ *Web frames* | | | BS 6.03 | | | | | *WB = Cell D* | *Ba* 130' *uE* ⚓ *B* 30' *f* | 462 *t APT* 50 *t* | G. Clark (Lim.), Sunderland | | | |
| | | | | | | | | *Now named "Tenshin Maru," See No. 236 in Italy* | | | | | | | |
| 117 | **St. Isidore** | WoodPad | 142 | | | | 1895 | J.B. Snow- | J.B. Snowball Co. | 96·2 \| 23·1 \| 5·5 | Chatham, | C.2Cy.15"&28"–24" | | | |
| 103296 | *E.D.Chase* –01 | | 111 | | | | | ball | Ld. | | N.B. | 31RHP | | | |
| | 1 *Dk* | | 89 | | | | | Chatham, NB | | | British | J.B. Snowball & C. Chthm NB | | | |
| 118 | **Saint Jacques** | SteelScSr | 1562 | ✠ | Hpl | o | 1889 | W. Gray & | Soc. Navale de | 245·5 \| 35·1 \| 14·9 | Havre | T.3Cy.19",30½"&51"–36" | 17 • 2 | | |
| | *Folange* 96–01 | | — | *Awng dk* | | | 8mo | Co. Ld. | l'Ouest | 21·9 | French | 156NHP | | | |
| KWCH | (*ex* Dahra, *ex* Troja, *ex* Ermanarich) | | 911 | *with freeboard* | | | | W Hartlepool | | | 4 *BH Cem* | Cen. Mar. Eng. Wrks. W Hpl | | | |
| | 1 *Dk(Stl)* ⚓ *Awng dk* ⚓ *Web frames* | | | 1,92 | | | | | *WB = Cell* | *DBa* 205' 303 *t* | | | | | |
| 119 | — | SteelScSr | 101 | | | | 1895 | Lobnitz & | J. Légal | 82·2 \| 19·0 \| 10·1 | Dieppe | C.2Cy.13"&24"–18" | | | |
| | *Damois* –03 (*Trawler*) | | 96 | | | | | Co. | | | French | 20NHP | | | |
| KWOG | | | 30 | | | | | Renfrew | | | | Lobnitz & Co. Renfrew | | | |
| 120 | **St. Jan** | SteelScSr | 3343 | ✠100A1 | Fln | w | 1904 | Flensburger | ~~Dansk Vestindiske~~ | 355·0 \| 45·0 \| 24·5 | Copnhagn | T.3Cy.27",45"&75"–48" (s) | 27 • 0 | | |
| | *R.Rambusch* 04–04 | | 2999 | 2,04 | | | 2mo | Schiffsb. Ges. | ~~Kompagni (A.~~ | | Danish | 180lb 480NHP | | | |
| NMPH | 2 *Dks(Stl–U teak s)* ⚓ *Web frames* | | 2136 | *Fitted for liquid fuel* | | | 2,04 | Flensburg | Richelieu, *Mgrs*) | P & B 288' F 40' | 6 *BH Cem* | 4SB, *12cf*, GS162, HS8209 | | | |
| | *Elec.light* | | | LMC 2.04 | | *Lloyd's* s.4 *CP* | | Aktien | Det Ostasiatiske Kom | FK | | Flensburger Schiffsb. Ges. | | | |
| | | | | | | | | | *WB = Cell D* | *Ba* 110' *uE* 22' *f* 138' | 677 *t DTf* 32 | 498 *t FPT* 45 *t APT* 18 *t* | | | |
| 121 | **Saint Jean** | IronScSr | 412 | | Dnk | | 1864 | J. Scott | Cie Brestoise de | 154·0 \| 21·4 \| 13·1 | Brest | C.2Cy.18"&36"–24" | | | |
| | *Buléon* –97 *ss* Dnk. 2nd No.3–7,01 | | 300 | 3,03 | | | 10mo | Invrkeithing | Nav. à Vap. | Q40' B33' | French | NDB 98 52NHP | | | |
| KWDP | (*ex* Fusilier) 1 *Dk* | | 244 | NE & B 6 | | | | | | | 4 *BH* | 1SB, *2pf*, GS28, HS898 | | | |
| | | | | | | | | | | *WB = APT* 10 *t* | | Wstgarth English & Co., Md. | | | |
| 122 | **St. Joe** | WoodSc | 118 | | | | 1902 | J. Servais | North Shore | 70·0 \| 24·5 \| 7·0 | Pt. Arthur, | 2Cy.12"–12" | | | |
| 112007 | *J.Servais* | | 103 | | | | | Pt. Arthur, | Reduction Co. Ld. | | Ont. | Woodside 10RHP | | | |
| | 1 *Dk* | | 80 | | | | | Ont | | | British | Bros., Pt. Arthur, Ont. | | | |
| 123 | **St. John** | SteelScSr | 2657 | ✠100A1 | Bry | l | 1895 | Tyne Iron | Ångf. Aktieb. St. | 306·0 \| 42·0 \| 18·8 | Gothenbrg | T.3Cy.23",38"&62"–42" (s) | 21 • 4 | | |
| 3281 | *G.E.Blomberg* 97–02 *ss* Sld. No.2–03 | | 1946 | *pt Awng dk* | Sld | | 10mo | S.B. Co. Ld. | George (A.O. | P29' Q90' | Swedish | 160lb *80lb* 257NHP | 8 • 10 | | |
| JHVL | (*ex* W.D. Cruddas) 1 *Dk(pt Stl pt Irn)* ⚓ | | 1660 | *with freeboard* | Bs 10.04 | | | Newcastle | Wilson, *Mgr.*) | *pt Awng dk* 187' FK | 6 *BH Cem* | 2SB, *6pf*, GS110, HS3998 | | | |
| | *Deep framing* ⚓ *pt Awng dk(Irn)* | | | | LMC 10.03 | A&CP | | | *WB = Cell D Ba* ⚓ | *pt uE* 120' *f* 120' 615 *t* | 1 *PT* 19 *t* | Wllsnd Slpwy Co. Ld. Nwc. | | | |
| 124 | **St. John City** | SteelScSr | 2265 | ✠100A1 | Lon | s | 1891 | A. Stephen | Furness, Withy & | 305·0 \| 39·0 \| 23·3 | W. Hartlpl | T.3Cy 22',37"&62'–42" (s) | 24 • 9 | | |
| 98645 | *J.H.Bovey* –03 *ss* Hpl. No.3–2,03 | | 2053 | 4,05 | | | 6mo | & Sons | Co. Ld. | P28' B72' F37' | British | 180lb *100lb* 306NHP | | | |
| MFNV | (*ex* Clan Macnab) | | 1412 | | LMC 3.03 | | | Glasgow | | BK 10' | 6 *BH Cem* | 2SB, *6rf*, GS100, HS4180 | | | |
| | *Elec.light* 2 *Dks(1 Stl–U Irn–ws) Str fr* | | | | | *Lloyd's* s.4 *CP* | | | *WB = MT a* 28' | | 302 *t* 18' 330 *t* | A. Stephen & Sons, Glasgow | | | |
| 125 | **St. Johns** | IronPad | 1098 | | | | 1878 | Harlan & | Central R.R. Co. of | 250·0 \| 38·0 \| 12·0 | New York | 1 Cy. 66"–144" | | | |
| 115623 | *J.L.Braisted* | | — | | | | | Hollings- | New Jersey | | Utd. States | 402NHP | | | |
| JTDQ | 1 *Dk* | | 667 | | | | | worth Co. | | | | | | | |
| | | | | | | | | Wlmgtn, Del. | | | | | | | |
| 126 | **St. Joseph** | IronScK | 142 | | | ... | 1892 | Cook, Wel- | Silhouette frères | 100·5 \| 20·8 \| 11·0 | St. Jean de | T.3Cy.12½",19½"&31½"–22½" | 11 • 11 | | |
| | *J.Laborda* –03 (*Trawler*) | | — | | | | | t'n & Gemmell | | Q20' | Luz, | 50NHP | | | |
| KWFK | (*ex* Picton Castle) 1 *Dk* | | 16 | | | | | Hull | | BK 7½' | French | C.D. Holmes & Co. Hull | | | |
| 127 | — | WoodScSr | 118 | | | | 1883 | Curet fils | Ch. Schiaffino, | 91·5 \| 18·2 \| 10·4 | Philippville | C.2Cy.13"&26"–12½" | | | |
| | *Demiglio* –99 1 *Dk* | | — | | | | | La Seyne | Jouvet & Co. | | French | 20NHP | | | |
| KWJQ | | | 66 | | | | | | | | | Labarre, Marseilles | | | |
| 128 | **Saint Kevin** | SteelScSr | 679 | ✠100A1 | Bwg | j | 1900 | J Fullerton | T. Heiton & Co. Ld. | 185·0 \| 28·1 \| 11·6 | Dublin | C.2Cy.21"&46"–35" (s) | 14 • 6 | | |
| 111631 | *D.Wilkie* –03 *ss* Bwg. No.1–04 | | 443 | 12,04 | Gls | | 3mo | & Co. | | Q100' B9' F27' | British | 130lb *75lb* 131NHP | 1 • 6 | | 12.03 |
| SCLL | *Well deck* 1 *Dk(Stl)* | | 238 | | LMC 3.04 | | | Paisley | | BK 7' | 3 *BH Cem* | 1SB, *3pf*, GS69, HS2838 | | | |
| | *Mchy. Aft* | | | | | A&CP | | | *WB = DBf* 99 119 *t FFt* | | 44 *t APT* 9 *t* | Hall-Brwn, Buttery & C. Gls | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard (amidship). ft. in. | Registers in which classed, if not in L. R. Date of Cert. of Trade Cert. | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129 / 31446 / HWKJ | **Saint Kevin** / *J.Fee* –03 | **IronScSr** / *ssGoo.No.3–12,94* *ssLiv.No.2–03* / 1*Dk(Irn)* | 477 / 411 / 247 | ✝100A1 / 9,03 | Liv | *h* | 1883 / 6mo / *Lloyd's* | M'Ilwne, Lewis&Co. Belfast / *SA&CP* | G.Postlethwaite | 178·9 / Q28′ | 26·2 / B32′ | 12·8 / F26′ BK7′ | Newcastle British / *WB=APT20t* | C.2Cy.22″&40″–30″ (*s*) 90lb 75RHP 1SB,*3pf*,GS46,HS1380 M'Ilwne,Lewis&C.Lm.Bel. | 13 ″ 6 / s 1 ″ 7 | | 9,03 |
| 130 / 110547 / QHDV | **Saint Kilda** / *W.Jones*94–03 | **SteelScSr** / *ssAnt.No.1–03* 1*Dk(Stl)&Spar dk(Stl)&deep framing* | 3518 / 3313 / 2269 | ✝100A1 / *Spar dk* 10,04 BS10,04 | Bry / Cff | *w* | 1899 / 1mo | A.McMillan&Son,Ld. Dumbarton / A&CP | British&Foreign S.S.Co.Ld(Rankin Gilmour&Co.*Mgrs*) *WB=Cell l* | 340·0 / P30′ / *Ba* 108′ *u* | 45·0 / B88′ F36′ / *E* 24′ *f* | 17·9 / 26·1 FK / 144′ | Liverpool British 6*BHCem* 715t*APT*91t | T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 301NHP 2SB,*6rf*,GS129,HS4691 D.Rowan&Son,Glasgow | 20 ″ 6 / s 6 ″ 1 | | 12,02 N10,04 |
| 131 / 78459 / 4PQN / 5d10,04 | **St. Lawrence** / *O.E.Bernier* –04 (ex Dour) | **IronScSr** / ~~ssBrc.No.3–10,04~~ ~~ssBrs.No.2–00~~ Qbc 2nd No.3 4,04 | 432 / 254 / 211 | ✝90A1 / *Awng dk* *withfreeboard* 4,04 5,01 NB6,00 | Brs / Qbc | *g* | 1879 / 2mo | G.K.Stothert&Co. Bristol / A&CP | J.T.Ross T.D.Ross (S.S.Lester, *Mgr.*) | 171·3 / drp04 / ND00 | 20·1 / 17·1 BK7′ | 11·1 | Quebec British 4*BHCem* | C.2Cy.20″&38″–24″ 80lb *55lb* NDB90 65RHP 1SB,*2pf*,GS40,HS1330 G.K.Stothert&Co.Bristol | 11 ″ 9 / ~~7 6~~ | | |
| 132 / 110998 / BLNK | — / *J.W.Forester*99–99 | **SteelScK** / *ssGms.No.1–03* 1*Dk* | 196 / 173 / 69 | ✝100A1 / *Stm Trawler* ~~4,04 5,03~~ 11,04 | Gms / LMC8,03 | | 1899 / 11mo | Earle's Co. Ld. Hull / *SA&CP* | Grimsby Victor Stm. Fishing Co. Ld | 111·0 / Q46′ | 21·0 / F20′ BK7½′ | 11·0 | Grimsby British 3*BHCem* | T.3Cy.11½″,20″&32″–22″ (*s*) 180lb 52RHP 1SB,*2pf*,GS31,HS1015 Earle's Co.Ld.Hull | 11 ″ 8 | | ~~N8,03~~ 11,04 |
| 133 / 106702 | — / *W.Agerskow* –96 | **IronScK** / ~~ssHul.No.1–00~~ 1*Dk* *ssHul.No.2–04* | 178 / 166 / 74 | ✝100A1 / *Stm Trawler* ~~5,04 3,04~~ 3,05 | Hul / 7,04 LMC~~04~~ | | 1896 / 6mo | Cochrane& Cooper Beverley / *SA&CP* | T.Hamling&Co.Ld | 110·0 / Q12′ | 21·0 / B K7½′ | 11·1 | Hull British 3*BHCem* | T.3Cy.~~13″~~,21½″&35″–24″ (*s*) 180lb 12½″ 60RHP 1SB,*2cf*,GS29,HS899 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 5,02 7,04 |
| 134 / 117395 | **Saint Lawrence** / *C.Nielsen* –03 | **SteelScSr** / 1*Dk* | 111 / 106 / 24 | | | | 1903 | Nylands Værksted Christiania | Rissmüller | 93·2 | 16·9 | 10·6 | SJhnsNFL British | T.3Cy.10½″,17″&28½″–20″ 50RHP Nylands Værksted,Xania | | | |
| 135 / 106893 / PWGJ | **Saint Leonards** / *F.E.Hill*98–04 | **SteelScSr** / ~~ssAnt.No.1–02~~ 1*Dk(Stl)&Spar dk(Stl)&deep framing* | 4256 / 4057 / 2763 | ✝100A1 / *Spar dk* ~~11,04 3,04~~ 3,05 BS3,04 | Nwc / ~~Lit~~ Han / LMC2,02 | *x* | 1897 / 12mo | C.S.Swan& Hunter,Ld. Newcastle / *SA&CP* | British&Foreign S.S.Co.Ld(Rankin, Gilmour&Co.*Mgrs*) *WB=Cell DBa* | 380·0 / P42′ / 130′ *uE&B* | 46·3 / B92′ F44′ / 42′ *f* | 20·1 / 28·4 FK / 160′ | Liverpool British 6*BHCem* 807t*APT*23t | T.3Cy.24½″,40″&68″–48″ (*s*) 180lb ~~4500~~ 358NHP 2SB,*6cf*,GS110,HS4527 FD Wllsnd Slpwy Co.Ld.Nwc. | 22 ″ 9 / s 6 ″ 9 | | N3,04 |
| 136 / 116669 / HSPT | **St. Louis** / *J.C.Jameson* –03 *Ref.Mchy. Elec.light* | **SteelTwinScSr** / *ssPhl.No.3–8,03* 4*Dks*(2*Stl&pptStl–ws*)&*Promenade dk*(*Stl-ws*)&*Web frames* | 11629 / 6724 / 5894 | ✝100A1 / ~~11,04 12,01 6,04~~ NB8,03 MS12,04 DB8,04 | Sou / Bel / LMC8,03 | | 1895 / 5mo | W.Cramp &SonsS.& E.B.Co. Philadelphia / A&CP | International Mercantile Marine Co. *WB = Cell D B a f*148′1335t*AP* | 535·5 / P104′ F150′ / 104′ *uE&B*176′ | 63·0 / 37·5 FK / *T*157t*FPT*56t*DTa* | 26·8 / 9*BHAsp* / 107t*DTf*41t | New York Utd. States | Q.12Cy(4)28½″(2)55″(6)77″ –60″] 200lb *100lb* (*s*) 6D&4SB,*64cf*, 2764NHP GS1158,HS41154 FD W.Cramp&SnS&EBCoPhl | 42 ″ 0 | | ~~P2,04~~ ~~S8,03~~ ~~S7,04~~ P10,04 S7,04 |
| 137 / KWQB | — / *Proux*02–00 (ex Baron Fife) | **SteelScSr** / *ssSyd.No.3–2,03* 1*Dk(Stl)&Spar dk&Web frames* | 1352 / 1259 / 762 | ✝100A1 / *Spar dk* 2,05 ~~3,03~~ 0S7,04 | Syd / LMC~~03~~ | *o* | 1890 / 2mo | R.Duncan &Co. Pt.Glasgow / *SA&CP* | Union Commerciale et de Nav. Calédonienne *WB=Cell I* | 230·0 / B19′ / *Ba*73′ *f*84′227*t* | 33·1 / 20·5 FK | 13·7 | Noumea French 4*BHptCem ptAsp* | T.3Cy.17½″,27½″&46″–36″(*s*) 160lb *45lb* 134NHP 2SB,*4rf*,GS71,HS2110 D.Stewart&Co.,Glasgow | 15 ″ 10 / s 5 ″ 2½ | | ~~N3,00~~ 2,05 |
| 138 / 110798 | — | **IronScK** / *ssHul.No.1–04* 1*Dk* | 233 / 211 / 83 | ✝100A1 / *Stm Trawler* ~~6,04 2,04~~ 2,05 BS6,04 | Hul / MS6,04 LMC~~04~~ | | 1900 / 5mo | Cochrane& Cooper,Ld. Beverley / *SA&CP* | T.Hamling&Co.Ld | 126·0 / Q50′ | 21·5 / B K7½′ | 11·8 | Hull British 4*BHCem* | T.3Cy.12½″,22″&36″–24″ (*s*) 200lb 70RHP 1SB,*2cf*,GS34.HS1114 C.D.Holmes&Co.Hull | 12 ″ 3 | | ~~6,03~~ 6,04 |
| 139 / 110866 / QVDW | — / *J.W.Forester*99–99 | **SteelScK** / *ssGms.No.1–03* 1*Dk* | 195 / 172 / 71 | ✝100A1 / *Stm Trawler* 1,05 ~~7,03~~ | Gms / LMC7,03 | | 1899 / 2mo | Earle's Co. Ld. Hull / *SA&CP* | Grimsby Victor Stm Fishing Co. Ld. | 108·9 / Q46′ F20′ | 21·0 / B K7½′ | 10·9 | Grimsby British 3*BHCem* | T.3Cy.11½″,20″&32″–22″ (*s*) 180lb 50RHP 1SB,*2pf*,GS31,HS1015 Earle's Co.Ld.Hull | 11 ″ 8 | | ~~7,03~~ N1,05 |
| 140 / 113076 | — / *R.Stenhouse* –00 | **SteelScK** / 1*Dk* | 139 / 131 / 33 | ✝100A1 / *Stm Trawler* 3,01 | Shl / LMC9,00 | | 1900 / 9mo | J T Eltringham&Co. S.Shields / A&CP | R.Hastie&Son | 100·1 | 20·1 | 10·4 BK7″ | N.Shields British 3*BHCem* | T.3Cy.11½″,18″&30″–21″ (*s*) 160lb 43RHP 1SB,*2pf*,GS27,HS862 Baird Bros. North Shields | 11 ″ 0 | | |
| 141 / 115555 | **St. Machar** / *A.McKenzie* | **SteelScK** / 1*Dk* | 208 / 195 / 57 | ✝100A1 / *Stm Trawler* 3,05 ~~12,03~~ | Abn / LMC12,01 | | 1901 / 12mo | J.Duthie, Sons&Co. Aberdeen / *SA&CP* | Granite City Steam Fishing Co.Ld. | 115·6 / *W* | 21·7 / *B* BK7½″ | 11·8 / *D* = *T*f8t | Aberdeen British 3*BHCem* 1SB,*2cf*,GS40,HS1125 W.V.V.Lidgerwood,Gls. | T.3Cy.12″,19½″&32″–22″ (*r*) 180lb 50RHP | 12 ″ 6 | | 12,03 |
| 142 / 51287 / JDST | **Saint Malo** / *L.S.Coombs* –03 | **IronScSr** / 1*Dk2trB* | 318 / 270 / 137 | ✝ 9,65 | Cly | | 1865 / 8mo | Aitken& Mansel Glasgow | L.&S.W.Rlwy.Co. | 161·0 / Q— | 22·2 | 12·1 | S'thamptn British 4*BH* | C.2Cy.25″&50″–30″ NE73 NB85 90RHP Day,Summers&Co Northm | | | |
| 143 / KWRQ | **Saint Marc** / *F.Ramade*92–98 | **IronScSr** / 2*Dks* | 601 / — / 322 | | | | 1869 | Fraissinet &Co. Marseilles | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co. *Mgrs.*) | 185·0 / P45′ F32′ | 25·6 | 15·7 | Marseilles French | C.2Cy.24½″&42½″–21½″ 70NHP Fraissinet&Co.,Marseilles | | | |
| 144 / 96050 / LGFS | **Saint Margaret** / *R.G.Rennie* –04 *Well deck* *Mchy.Aft* | **SteelSc3MstSr** / *ssBwg.No.3–9,01* 1*Dk(Stl)* | 478 / 349 / 178 | ✝100A1 / ~~11,04 12,04~~ BS8,01 | Bwg / Gls / LMC9,01 | *h* | 1889 / 3mo | Scott&Co. Bowling / A&CP | T.Heiton&Co.Ld. (R.Harper, *Mgr.*) | 175·0 / Q86′ B10′ F29′ *WB=Cell D* | 26·6 / B94″ | 10·5 BK7½″ | Dublin British 3*BHCem* 152t*FPT*26t | T.3Cy.15¾″,24″&40″–33″ (*s*) 160lb 80RHP 1SB,*3pf*,GS54,HS1637 W.King&Co.,Glasgow | 13 ″ 0 / s 1 ″ 0 | | N3,03 |
| 145 / 106899 / PNDK | **Saint Mary** / ~~*A.Souter*~~ *E.Bennett*95–04 | **SteelScSr** / *ssBry.No.1–00* 1*Dk*(*pt Stl pt Irn*)&*deep framing* &*pt Awng dk*(*Irn*) | 3011 / 2330 / 1939 | ✝100A1 / *pt Awng dk* *withfreeboard* 7,04 ~~8,03~~ | Cff / LMC~~03~~ | *u* | 1896 / 12mo | C.S.Swan& Hunter(Lim) Newcastle / *SA&CP* | British&Foreign S.S.Co.Ld(Rankin, Gilmour&Co.*Mgs*) *WB=Cell DB* | 312·0 / P24′ Q88′ B132′ F30′ RFD38′ / *a*96′ *u E&B*38′ *f* 130′ | 42·5 / FK | 20·5 | Liverpool British 5*BHCem* 479t*APT*64t | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *80lb* 250NHP 2SB,*6pf*,GS108,HS3930 N.E.Marine Co.(Lim.) Nwc | 23 ″ 1 / s 9 ″ 1½ | | ~~N8,00~~ N7,04 |
| 146 / KWSB | **Saint Mathieu** / *Léon*97–02 | **Steel&IronScBn** / 1*Dk2trB* | 933 / — / 554 | | | | 1882 | Société J. Cockerill Antwerp | Soc.Navale de l'Ouest | 228·6 / Q67′ B59′ | 28·1 | 16·4 | Havre French / *WB* | C.2Cy.27″&45″–33″ NB94 97NHP Soc.J.Cockerill,Seraing | | V | |
| 147 / 116121 | **Saint Maurice** / ~~*C.A.Pitcher* –03~~ *W.Zoller* –05 | **SteelScK** / 1*Dk* | 251 / 224 / 76 | ✝100A1 / *Stm Trawler* 2,05 ~~7,03~~ | Hul / Abn / LMC~~03~~ | | 1903 / 1mo | Mackie& Thomson Glasgow / *SA&CP* | T.Hamling&Co.Ld | 130·7 / Q54′ | 22·0 / B K7½″ | 11·0 | Hull British 4*BHCem* | T.3Cy.13″,22″&36″–27″ (*r*) 180lb 65RHP 1SB,*2cf*,GS37,HS1300 Muir&Houston,Ld.Gls. | 12 ″ 6 | | 2,05 |
| 148 / 116629 | **Saint Michaels** | **WoodSc** | 283 / — / 284 | | | | 1894 | W.E. Woodall&Co. Baltimore | F.G.Edwards | 118·0 | 22·5 | 8·1 | New York Utd. States | C.2Cy.12″&24″–20″ 21NHP R.M.Speddn Co.Baltimore | | | |

| Numéro d'ordre. / Numéro Officiel. / Signaux. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. / Largeur. / Profondeur. | Port. / Particulars. | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP. Force en chevaux d'après les Dimensions de la Société. IHP. Force en chevaux d'après les pressions des vapeurs. Particulars of Engines & Boilers. | Charge aux Lignes de Charge. Tirant d'eau en charge. Draught when loaded. | Vitesse. Speed. |
|---|---|---|---|---|---|---|---|---|---|---|
| 149<br>104548<br>NLMV | **Saint Mirren** SteelSc3MstSr<br>*A.Harrigain* –01 *ss*Liv.No.2–03<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 557<br>398<br>199 | ✠100A1 Gls *i*<br>5,04<br>BS5,04 ✠LMC2 | 1894 J.Fullerton&Co. Paisley A&CP | T.Heiton&Co.Ld.<br>R.Harper, *Mgr.* | 178·0\|27·1\|10·7<br>Q96 B10 F33<br>BK7<br>*WB* = *Cell* *DBy*21 | Dundee<br>Britannia<br>1*BH*Com<br>1*APT*1*Tw* | 1 – 17,27 – 40 – 4<br>160lb 75lb 114NH<br>1SB,3*rf*,gs55,hs1708<br>Ross&Duncan,Glasgow | 13 – 1<br>– –10½ | |
| 150<br>113498<br>SPQV | **Saint Nicholas** SteelScSr<br>*W.Barr*88–04<br>1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&*<br>*Elec.light* *deep framing* | 3583<br>3405<br>2284 | ✠100A1 Cff *w*<br>*Spar dk* Bry<br>21,04 | 1901 W.Pickersgill&Sons Sunderland A&CP | British&Foreign S S Co.Ld(Rankin Gilmour&Co. *Mgs*)<br>*WB* = *Cell* | 361·0\|46·2\|17·6<br>F31 B198 F38<br>BK8 | Liverpool<br>British<br>1*BH*Com | T.3Cy.25″,42″&69″–45″<br>180lb 120lb 375NH<br>2SB,6*cf*,gs123,hs4948<br>J.Clark,Ld Sunderland | 20 – 7<br>1 – 11 | |
| 151<br>85080 | — IronScSr<br>*R.Nisbet* –01 *ss*Abn.3rdNo.3–12,02<br>*Elec.light* 2*Dks*(*UIrn*-ws) | 782<br>597<br>452 | ✠100A1 Abn *k*<br>3,05<br>11,03 | 1871 J.G Lawrie & Co Glasgow A&CP | N.ofScotland,Orkney&ShetlandStm Nav.Co. | 227·5\|27·2\|14·6<br>F17<br>BK8 | Aberdeen<br>1*BH*Com | T.3Cy.21″,35″&60″–39″ 7s<br>180lb 70lb NDB91 175NH<br>1SB,3*rf*,gs50<br>Hall,Russell&Co.,Abn. | 15 – 4<br>2 – 0 | |
| 152<br>116553 | — SteelScK<br>*A.Herd*01–01<br>1*Dk* | 207<br>194<br>57 | ✠100A1 Abn<br>*Stm Trawler*<br>10,04 | 1901 J.Duthie, Sons&Co Aberdeen<br>*Lloyd's*A&CP | Granite CitySteam FishingCo.Ld. | 115·5\|21·6\|11·9<br>BK7½<br>*WB* | Aberdeen<br>1*BH*Com | T.3Cy.17″,27½″&52″–22″ 7s<br>180lb 50RH<br>1SB,2*cf*,gs40,hs1125<br>W.V.V.Lidgerwood,Gls. | 12 – 6 | |
| 153<br>KWSR | **St. Nicolas** SteelScSr<br>*H.Gadnis*96–96 *ss*Msl.No.3–3,03<br>(*ex*MatteoPremuda) 1*Dk*(*Irn*)2*tr B*<br>*Well deck* *Floors&Beams Iron* | 1151<br>826<br>638 | ✠100A1 Msl *m*<br>1,05<br>RLMC3 | 1890 BlythS.B. Co.Ld. Blyth A&CP | Daher&Cie. | 220·0\|32·0\|15·6<br>Q78 B63 F25<br>BK8<br>*WB* = *DB* | Marseilles<br>French<br>1*BH*Com | T.3Cy.16½″,26½″&43½″–33″<br>140lb 60lb (*s*) 105NH<br>1SB,3*rf*,gs48,hs1582<br>N.E.MarineCo.Ld.Nwc | 16 – 4 | |
| 154<br>104545<br>NLHC | **Saint Ninian** SteelScSr<br>*R.F Ramsay* –99 *ss*Bry.No.2–02<br>2*Dks*(*Stl*)*&deep framing*3*Dk rule* | 3026<br>2732<br>1938 | ✠100A1 Npt *n*<br>8,04<br>BS11,04 | 1894 D&W Henderson&Co. Glasgow<br>*Lloyd's*A&CP *WB* | SaintNinianS.S.Co Ld. (A.Mackay& Co.)<br>*Cell* *DBy*26 *f*26 | 320·0\|42·0\|23·6<br>P15 B64 F32<br>Irp93<br>*WB* = *DB* | Glasgow<br>1*BH*Com<br>1*APT*1*Tw* | T.3Cy.23½″,36″&62″–42″ 7s<br>160lb 258NH<br>3*cf*,gs121,hs4010<br>D.& W.Henderson&Co.,Gls | 27 – 0 | |
| 155<br>104508 | — SteelScSr<br>*W.Nicholson* –96 *ss*Abn.No.2–03<br>*Well deck* 2*Dks*(*UStl*–ws)<br>*Elec.light* | 717<br>544<br>262 | ✠100A1 Abn *l*<br>3,05 | 1895 Ramage& Ferguson,Ld Leith<br>*Lloyd's*A&CP | N.ofScotland,Orkney&Shetland Stm Nav.Co. | 205·0\|28·6\|14·9<br>P& B136 F33<br>BK8<br>*WB* = *DB* | Aberdeen<br>British<br>1*BH*Com | T.3Cy.19″,30″&50″–36″<br>180lb 174NH<br>2SB,6*cf*,gs121,hs4010<br>Ramage&Ferguson Leith,Ltd. | 15 – 10<br>– 1 – 7½ | |
| 156<br>99637<br>NKOW | **Saint Ola** SteelScSr<br>*R.Robertson*72–92<br>*Well deck* 1*Dk*<br>*ss*Abn.No.3–5,04 | 258<br>164<br>10 | ✠100A1 Abn *d*<br>1,09 | 1892 Hall,Russell&Co. Aberdeen<br>*Lloyd's*A&CP | N.ofScotland,Orkney&ShetlandStm Nav.Co | 135·5\|22·1\|11·0<br>P82 F38<br>BK7<br>*WB* = *DB* | Aberdeen<br>British<br>1*BH*Com | T.3Cy.16″,26″&43″–27″ (*s*)<br>160lb 80lb 105NH<br>1SB,3*rf*,gs55,hs1712<br>Hall,Russell&Co.,Abn. | 11 – 6 | |
| 157<br>HCND | **St. Olaf** SteelSc3MstSr<br>*H Egenæs*<br>*Mchy.Aft* 1*Dk* | 762<br>584<br>278 | | 1901 Framnæs Mek Verksted Sandefjord | Dampskibsacties. St.Olaf (Brd. Björnstad) | 200·5\|30·1\|12·2<br>P114 *c* H62 *c*<br>BK7 | Christiania<br>Norwegian<br>*WB* | T.3Cy.14″,21½″&36½″–27″<br>71NH<br>Akers M.V.Christiania | | N |
| 158<br>91290<br>KFCQ | **Saint Oswald** SteelScSr<br>*F.D.Tindall* –00 *ss*Shl.No.3–9,97<br>*ss*Bly.No.1–02<br>1*Dk*(*Stl*)*&Spardk&trB* | 2819<br>2730<br>1757 | ✠100A1 Cff *u*<br>*Spar dk* Bry<br>1,01 12,04<br>LMC2,02 | 1886 Armstrong Mitchell&Co Ld.Newcastle<br>*Lloyd's*A&CP | Lunn&Maccoy<br>*WB* = *Cell* | 310·5\|39·0\|26·9<br>B71 F27<br>ND97<br>*DB* 272 42*c* *FPT* | Newcastle<br>British<br>1*BH*Cem<br>1*APT*1*Tw* | T.3Cy.21″,30″&54″–42″ (*s*)<br>150lb 90lb NDB01 284NH<br>2DB,8*cf*,gs150,hs4720<br>Wallsend Slipway Co Ld.,Nwc | 22 – 0<br>– 6 – 10 | |
| 159<br>117515<br>VFPJ | **Saint Patrick** SteelSc3MstSr<br>*N.McKinley*93–03<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 648<br>446<br>245 | ✠100A1 Trn *j*<br>3,05 9,03<br>BS3,05 LMC3,03 | 1903 J.Fullerton &Co. Paisley A&CP | T.Heiton&Co.Ld. | 189·8\|28·1\|10·4<br>Q105 B9 F36<br>BK7<br>*WB* = *Cell* *DBy* 103 18*d* *FPT* | Dublin<br>British<br>1*BH*Cem<br>1*APT*1*Tw* | T.3Cy.17″,27½″&41″–32″ 7s<br>160lb 75lb 117NH<br>1SB,3*rf*,gs60,hs1826<br>Ross&Duncan,Glasgow | 13 – 4<br>8 1 – 0 | |
| 160<br>116693<br>HPTS | **St. Paul** *PMP* SteelTwinScSr<br>*Ref.Mchy.ss*Sou No.2–04 4*Dks*(2*Stl*&1*pt Stl*–ws)*&Promenade dk*(*Stl*–ws)*&Web frames*<br>*Elec.light* | 11629<br>6724<br>5874 | ✠100A1 Sou<br>7,04 | 1895 W.Cramp & Sons S.& E.B.Co. Philadelphia A&CP | International Mercantile Marine Co.<br>*WB* = *Cell* *DBy* 104 *c* | 535·5\|63·0\|26·8<br>P80 F150<br>87 *c*<br>BK | New York<br>United States<br>1*BH*Cem | 2-12Cy(4)28½″(2)55″(6)77″ 60″] 200lb 160lb (*s*)<br>ED 1887NH<br>WCramp&SnS&EBCo,Phl<br>*APT* 1,5*c* *DBy* 18,0 *DBy* 21,0 | 42 – 0 | |
| 161<br>116826<br>KNLQ | — SteelScSr<br>*Elec.light* 2*Dks*&*Awngdk* | 2440<br>—<br>1866 | | 1898 Union Iron Works San Francisco | Alaska Commercial Co. | 280·0\|38·1\|19·6<br>H104 | S.Francisco<br>United States<br>*WB* | T.3Cy.28″,36″&60″–36″<br>216NH<br>Union Iron Wks.,S.Fsco. | | |
| 162<br>116762 | — SteelScSr<br>*P.Thompson*<br>*Mchy.Aft* *Elec.light* 1*Dk*&*Spardk* | 2029<br>—<br>1222 | | 1897 Chicago S.B.Co. Chicago | Lower Lake S.S.Co. (R.R.Rhodes *Mgr.*) | 238·0\|42·2\|22·2<br>*WB* | Cleveland, Ohio<br>United States | T.3Cy.17″,29″&47″–36″<br>182NH<br>Cleveland S.B.Co.,Cleveland | | |
| 163<br>110870<br>QWRP | — SteelScK<br>*C.E.Moore* –99 *ss*Gms.No.1–03<br>1*Dk* | 195<br>172<br>71 | ✠100A1 Gms<br>*Stm Trawler*<br>7,01,02 LMC7,02 | 1899 Earle's Co. Ld. Hull<br>*Lloyd's*A&CP | Grimsby Victor Stm FishingCo.Ld. | 108·9\|21·0\|10·9<br>Q46 F20<br>BK7½ | Grimsby<br>British<br>1*BH*Cem | T.3Cy.14½″,20″&32″–22″ 7s<br>180lb 50RH<br>1SB,2*pf*,gs31,hs1015<br>Co.Ld.Hull | 11 – 8 | |
| 164<br>RMHW | **St. Pauli** SteelScSr<br>*F.Schneider*02–02 *ss*Ham.No.1–04<br>(*ex*GuidingStar) 1*Dk* | 127<br>118<br>23 | ✠100A– Ham<br>*Stm Trawler*<br>5,04<br>BS5,04 ✠LMC6,03 | 1899 J.Duthie &Co. Montrose | H.Këser | 100·7\|20·0\|10·3<br>BK7½ | Hamburg<br>German<br>1*BH*Cem | T.3Cy.16″&35″–24″ (*s*)<br>120lb 38NH<br>E&B*made*95,*re-fitted*99<br>1SB.2*pf*,gs30,hs899<br>G.T.Grey,SouthShields | 11 – 1 | |
| 165<br>JFPL | **St. Petersburg** SteelScSr<br>*W.Buchholz* –00<br>*Elec.light* 1*Dk*&*pt Awng dk* | 3157<br>2249<br>2020 | | 1900 Act.Ges. "Neptun" Rostock<br>1887 Stablimento Tecnico Trieste | Neue Dampfer-Cie Act.Ges.<br>Don,Azoff&Black Sea S.Nav.Co. | 325·8\|44·2\|18·8<br>P18 Q127<br>*pt.Awng dk*198<br>198·0\|25·6\|10·2<br>Q47 *c* B17 *c* H10 *c*<br>F28 *t* | Stettin<br>German<br>Rostoff s D<br>Russian | T.3Cy.24″,41½″&61″–39½″<br>236NH<br>A.G."Neptun,"Rostock<br>T.2Cy.26½″&47″–50″<br>130NH<br>Stabilimento Tecnico,Tri. | | |
| 166<br>1031<br>HNPG | — SteelPadSr<br>*B.Allegretti*87–87<br>1*Dk* | 470<br>—<br>306 | | | | | | | | |
| 167<br>LBGD | **St. Philippe** IronScSr<br>*Vallette*82–97 (*ex*Sphynx,*ex*Swansea)<br>*Well deck* 1*Dk*2*tr B* | 1493<br>—<br>891 | | 1883 BlythS.B. Co. Blyth | Soc.Navale de l'Ouest | 261·2\|36·4\|18·2<br>Q92 B66 F38<br>FS | Havre<br>French<br>*WB* | C.2Cy.32″&62″–42″<br>189NH<br>R.&W.Hawthorn,Nwc | | V |
| 168<br>LBIC | **Saint Pierre** IronScSr<br>*Berquin*02–02<br>1*Dk*2*tr B* | 936<br>787<br>571 | | 1880 Forges&C. de la Méditerranée Havre | Soc Anon.des Hauts Fourn Forg&Ac.de Denain&d'Anzin | 218·8\|29·7\|15·7<br>Q110 | Dunkirk<br>French<br>*WB* | C.2Cy.25″&48″–27½″<br>NB99 81NH<br>Forges&C.de la Méditerranée,Havre | | V |
| 169<br>LBDV | — Steel&IronScSr<br>*G.Terrasson*02–99 (*ex*Balder)<br>*Elec.light* 1*Dk* | 731<br>—<br>355 | | 1895 J.W. Klawitter Danzig | Union Commerciale et de Nav. Calédonienne | 177·0\|27·0\|12·9<br>P115 F39 | Noumea<br>French<br>*WB* | T.3Cy.13¾″,21¾″&36½″–25½″<br>NB03 64NH<br>J.W.Klawitter,Danzig | | V |

| No. in Book. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Rgstr'd Tonnage Gross / Under deck. / Net | Particulars of Classification. Character. for Special Survey. Date of last Survey. | Port of Survey. | Years in which Special Survey to be held. Equipment. | Built. When. Ship. / Engines | By Whom. Where. | Owners. | Rgstr'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not in L.R. Date of R.of Trade Cert. | Date when hull shafts last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170 | **Saint Quentin** SteelScSr<br>*E.Bennett* 93–01 *ssCft.No.1–02*<br>1 *Dk(Stl)* 2 *tr B & deep framing*<br>3 *Dk rule & Shelter dk(Stl)* | 3365<br>3231<br>2170 | ✠100A1 NYk *m*<br>*Shelter dk*<br>1,03 ✠LMCS,02<br>B | | | 1898 10mo A&CP | C.S.Swan & Hunter.Ld Newcastle | British & Foreign S.S.Co.Ld (Rankin Gilmour & Co. *Mgrs*) | 335·0 48·0 24·5<br>*B = Cell D Ba* 104′ *uE & B* 40′ *f* 140′ 785*t M* | | FK | Liverpool<br>British<br>*6 B H Cem* | T.3Cy.23½″,38½″ & 66″–45″ (*s*)<br>180lb *180lb* 320 NHP<br>2SB,*6cf*,GS132,HS5000<br>W Ilsnd Slpwy Co.Ld.Nwc. | 26 ″ 10<br>s 3 ″ 10½ | | 8,02 |
| 171 | **Saint Regulus** SteelScSr<br>*C.F.Borg* –02 *ssLiv.No.3–2,98*<br>*ssLon.No.1–03*<br>2 *Dks(1 Stl 1 Irn) 3 tr B* | 3131<br>3042<br>1999 | ✠100A1 Rot *m*<br>MS5,03 MC<br>BS4,04 BS3,05 | Bry Cal | | 1886 8mo | T.Royden & Sons Liverpool | St.Regulus S.S.Co. Ld. (SR Ruston & Co) | 336·4 42·2 27·8<br>P31′ B73′ F42′<br>BK10<br>54′ *f uE & B* 50′ 397*t* | | | Liverpool<br>British<br>*6 B H Cem* | T.3Cy.25″,41⅛″ & 67″–48″ (*s*)<br>160lb *80lb* NDB01 310 NHP<br>2DB,*8cf*,GS120,HS4645<br>J.Jack & Co.,Liverpool | 29 ″ 3<br>s 6 ″ 0½ | | 2,04 |
| 172 | **Saint Remi** SteelSc<br>*Delahaye* –02<br>*Elec.light* (*Trawler*) 1 *Dk* | 161<br>17 | | | | 1902 | Amblard & Cie. Dieppe | J.Legal | 103·0 20·0 12·0<br>H36′ | | | Dieppe<br>French<br>*WB* | T.3Cy.12″,18½″ & 29½″–17½″<br>37 NHP<br>Amblard & Cie.Dieppe | | V | |
| 173 | **Saint Remy** SteelScSr<br>~~*Lebanese*~~ *ssNwc.No.3–4,02*<br>(*ex* Angelus) 1 *Dk(Irn) 2 tr B*<br>*Well deck* *J.Bloch* –05 | 845<br>594<br>463 | ✠100A1 Shl *l*<br>2,07 ~~4,03~~<br>MC2,02<br>BS3,04 | | | 1889 11mo | Wood, Skinner & Co. Newcastle A&CP | L.Larue<br>*WB = Cell D* | 195·0 30·1 13·5<br>Q95′ B11′ F21′<br>BK7″<br>B152′ 232*t A P T* 15*t* | | | Caen<br>French<br>*4 B H pt Cem* | T.3Cy.16″,26″ & 43″–30″ (*s*)<br>150lb ~~*180lb*~~ NDB98 101 NHP<br>1SB,*3pf*,GS56,HS1570 *70lb*<br>N.E.Marine Eng Co Ld.Nwc | 16 ″ 0<br>s 1 ″ 7 | | 2,05 |
| 174 | **St. Rognvald** SteelScSr<br>*J.Angus* –01 *ssAbn.No.1–05* 1069<br>*Well deck* 2 *Dks(U Stl–ws)*<br>*Elec.light* | ~~920~~<br>701<br>~~1[illegible]~~<br>531 | ✠100A1 Abn *n*<br>5,05 ~~7,06~~<br>✠LMC5,05 | | | 1901 5mo | Hall, Russell & Co. Ld. Aberdeen | N.of Scotland, Orkney & Shetland Stm Nav.Co.<br>*WB = Cell D Ba* 56′ *f* 77′ | 230·1 31·2 15·5<br>P152′ F65′<br>~~Dupli~~ BK7″<br>88*t F P T* 13*t* | | | Aberdeen<br>British<br>*4 B H Cem* | T.3Cy.22″,36″ & 59″–36″ (*a*)<br>190lb *190lb* 225 NHP<br>2SB,*6cf*,GS110,HS3370<br>Hall, Russell & Co. Ld.Abn. | 16 ″ 3<br>s 1 ″ 9½ | BT till 4,05 | ~~2,03~~<br>5,05 |
| 175 | **Saint Seiriol** IronScSr<br>*H.Parry* –94 *ssLiv.No.3–2,99*<br>*Mchy.Aft* *ssBng.No.1–02*<br>1 *Dk(Irn)* | 142<br>109<br>65 | ✠100A1 Bng *a*<br>1,05 ~~2,03~~<br>~~MS5,02~~ ✠LMC5,02 | | | 1886 5mo | C.S.Swan & Hunter Newcastle | ~~T.Lewis & Co.~~<br>Reavley, Ld | 95·0 20·0 7·9<br>Q34′ B7′ F13′<br>BK6″<br>*WB = F P T* 12*t* | | | Beaumaris<br>British<br>*3 B H Cem* | C.2Cy.14″ & 26″–20″ (*r*)<br>80lb 30 RHP<br>1SB,*2pf*,GS17,HS637<br>J.P.Rennoldson & Sns.SShl | 8 ″ 6 | | ~~5,02~~<br>~~4,05~~<br>4,05 |
| 176 | **St. Sergy** SteelPadTug<br>36<br>1 *Dk* | 269<br>108 | | | | 1899 | ..... Linz | Russian-Danube S.N.Co. | 186·9 23·2 7·5 | | | Reni<br>Russian | | | | |
| 177 | **Saint Simon** IronScBg<br>*LeBarrier* *ssHav.No.3–5,91*<br>(*ex* Rhenania) *ssHav.No.2–99*<br>*Elec.light* 2 *Dks(1 Irn) & Awngdk 4 tr B* | 3137<br>3006<br>1628 | ——<br>12,03<br>*Awng dk*<br>*load line 20 ft.* | | Hav | 1874 3mo | Caird & Co. Greenock | Cie. Générale Transatlantique | 350·0 39·2 22·9<br>31·0<br>ptND92 BK10″ | | | Havre<br>French<br>*9 B H Cem* | C.2Cy.46″ & 72″–48″<br>NDB00 NB92 305 NHP<br>4SB.*12pf*,GS199,HS5559<br>Caird & Co.,Greenock | | V | |
| 178 | — IronScBn<br>*Talva* 81–98<br>(*ex* Glen Tanar) 1 *Dk & Spar dk 3 tr B* | 1549<br>1489<br>881 | | | … | 1884 | A.Hall & Co Aberdeen | Soc.Navale de l'Ouest | 250·7 33·1 17·7<br>24·8<br>BK9′ | | | Havre<br>French<br>*WB* | C.2Cy.30″ & 57″–36″<br>153 NHP<br>Hall, Russell & Co.Abn. | 18 ″ 9 | V | |
| 179 | **Saint Sunniva** SteelScSr<br>*J.Scott* –02 *ssAbn.No.3–5,99*<br>*Elec.light* *ssAbn.No.1–03*<br>2 *Dks(1 pt Stl) & Awngdk* | 978<br>946<br>438 | ✠100A1 Abn *m*<br>*Awng dk*<br>*with freeboard* BS5,04<br>5,04 ~~5,08~~ ✠LMC5,03 | | | 1887 3mo | Hall, Russell & Co. Aberdeen | N.of Scotland, Orkney & Shetland Stm Nav.Co. | 235·7 29·8 14·7<br>22·0<br>BK8″ | | | Aberdeen<br>British<br>*4 B H Cem* | T.3Cy.24″,36″ & 63″–36″ (*s*)<br>160lb *80lb* 265 NHP<br>2DB,*8cf*,GS148,HS4378<br>Hall, Russell & Co.,Abn. | 15 ″ 7<br>s 9 ″ 4 | BT till 5,05 | 5,03 |
| 180 | **St. Thomas** SteelScSr<br>~~5126~~<br>*For full particulars see No. 6 in Supplement*<br>(*Class Contem plated*) | 4250 | 100A1 | | | 1904 | Akt. Burmeistr & Wain Copenhagen | Vestindiske Kompagni | 355·0 45·0<br>P289′ F38′ | | | Copenhgn<br>Danish | T.3Cy.27″,43″ & 75″–48″<br>Akt.Burmeistr & Wain,Cpn | | | |
| 181 | — IronScSr<br>*Menier* 89–97<br>(*ex* Stuart Prince, *ex* Falloden) 1 *Dk 2 tr B*<br>*Well deck* | 1671<br>1298<br>929 | | | … | 1883 | T.& W. Smith N.Shields | Soc.Navale de l'Ouest | 260·0 36·2 18·4<br>P28′ Q72′ B53′ H34*t*<br>F30′ BK9″ | | | Havre<br>French<br>*WB* | C.2Cy.32″ & 62″–40″<br>203 NHP<br>R.& W.Hawthorn,Nwc. | 19 ″ 7 | V | |
| 182 | **Saint Trifon** SteelScSr<br>*M.Wesmin* 96–96<br>1 *Dk* | 230<br>181<br>154 | ✠ Bgn *d*<br>3,96 | | | 1896 2mo | W.Dobson & Co. Newcastle | Archangel Mourman Stm.Nav.Co. | 125·5 21·0 10·3<br>Q32′ B28′ F28′<br>FK<br>*WB = F P T* 10*t A P T* 19*t* | | | Archangel<br>Russian<br>*4 B H Cem* | C.2Cy.18″ & 34″–20″<br>52 NHP<br>1SB.*2pf*,GS33,HS1000<br>N.E.Marine Co.(Lim.) Nwc | 11 ″ 0 | | |
| 183 | **Saint Tudno** SteelPadSr<br>97861 *W.Smart* –00 | 794<br>597<br>96 | | | | 1891 | Fairfield Co (Lim.) Glasgow | Liverpool & North Wales S.S.Co.Ld. | 265·4 32·6 11·4<br>H58*t* | | | Liverpool<br>British | C.D.2Cy.51½″ & 93″–66″<br>585 NHP<br>Fairfield Co.(Lim.),Gls. | | BT till 4,05 | |
| 184 | **St. Tudwal** SteelScSr<br>101786 *J.Thomas* 95–95 ~~ss Liv.No.1–00~~<br>PCGH *Mchy.Aft* *ssBng.No.2–04* 1 *Dk(Irn)*<br>*Well deck* | 204<br>158<br>99 | ✠100A1 Bng *c*<br>4,04 ~~8,03~~<br>BS3 ~~[illegible]~~ LMC 4,04<br>MS4,04 | | | 1895 9mo | C.S.Swan & Hunter Newcastle A&CP | T.Lewis & Co.<br>*Lloyd's* *WB =* | 115·0 20·5 8·8<br>Q35′ B13′ F15′<br>FK<br>*F P T* 21*t* | | | Beaumaris<br>British<br>*3 B H Cem* | C.2Cy.14″ & 28″–20″ (*s*)<br>100lb 35 RHP<br>1SB.*2pf*,GS22,HS625<br>J.P.Rennoldson & Son,SShl | 9 ″ 6<br>s ″ 11½ | | 4,04 |
| 185 | **St. Vincent** SteelScSr<br>105993 *P.Smith* –04 ~~ss Shl.No.1–00~~<br>PGNF 1 *Dk(Irn) & deep framing*<br>*ss Shl.No.2–04* | 1578<br>1467<br>1008 | ✠100A1 Shl *g*<br>9,04 ~~11,08~~<br>MC ~~[illegible]~~<br>MS2,05 BS3,04 | | | 1896 4mo | Napier & Sons (Lim.) Glasgow A&CP | Glasgow Shipowners Co.Ld. (Glen & Co. *Mgrs.*)<br>*WB = Cell D B* | 260·0 37·2 18·3<br>B60′ F22′<br>FK<br>a 78′ *uE & B* 36′ *f* 106 | | | Glasgow<br>British<br>*4 B H Cem* | T.3Cy.19″,30½″ & 50″–36″ (*s*)<br>160lb *80lb* 156 NHP<br>1SB.*3cf*,GS67,HS2435<br>Dunsmuir & Jackson,Gls. | 20 ″ 6<br>s 3 ″ 6 | | ~~7,08~~<br>N9,04 |
| 186 | — SteelScK<br>108495 *J.Kilby* –03 *ssGms.No.1–02*<br>1 *Dk* | 173<br>162<br>47 | ✠100A1 Gms<br>*Stm Trawler*<br>9,02 ✠LMC9,02<br>BS3,01 | | | 1898 3mo | Edwards Bros. North Shields | Milford Haven Stm. Trawling Co.Ld. (G.Sheard, *Mgr.*) | 110·6 21·1 11·0<br>Q49′ F21′<br>BK7½″ | | | Grimsby<br>British<br>*3 B H Cem* | T.3Cy.11″,20″ & 32″–23″ (*s*)<br>180lb 60 RHP<br>1SB.*2pf*,GS35,HS1000<br>MacColl & Pollock,Sld. | 11 ″ 10 | | ~~9,02~~<br>8,04 |
| 187 | — IronScSp<br>94092 *H.Allen* –01 | 141<br>115<br>78 | | | | 1866 | J Batchelor Cardiff | Osborn & Wallis | 99·3 19·0 7·5 | | | Cardiff<br>British | 40 RHP<br>G.K.Stothert & Co.,Bristol | | | |
| 188 | — SteelScK<br>109910 *J Collett* 00–00<br>1 *Dk* | 137<br>129<br>34 | ✠ …<br>*Stm Trawler*<br>✠LMC12,00 | | | 1900 1mo | J.T.Eltringham & Co S.Shields A&CP | R.Hastie & Son | 100·5 20·1 10·4<br>BK7″ | | | N.Shields<br>British<br>*3 B H Cem* | T.3Cy.11″,17″ & 30″–21″ (*s*)<br>160lb 40 RHP<br>1SB,*2pf*,GS26,HS862<br>Baird & Barnsley,N.Shields | 11 ″ 0 | | |
| 189 | **Saint Wandrille** IronScSr<br>~~Barcelona~~ ~~ss~~<br>LBKD *J.B.Boyle* –04 *ssShl.No.3–2,95*<br>(*ex* North Cambria) *ssDnk.No.2–03*<br>2 *Dks(1 Irn) 3 tr B* | 2052<br>1840<br>1273 | ✠100A1 Dnk *s*<br>1,04<br>LMC12,03<br>BS ,05 | | | 1881 12mo | Palmers' Co. Newcastle A&CP | ~~F. Hulin~~<br>A.Artaud<br>*Lloyd's* *WB = Cell* | 270·4 36·2 23·4<br>P28′ B50′ F28′<br>BK9½″<br>*D Ba* 78′ *f* 108′ 248*t* | | | Marseilles<br>~~Rouen~~<br>French<br>*5 B H Cem*<br>*4 P T* 10*t* | C.2Cy.28″ & 64″–42″ (*a*)<br>80lb *80lb* NDB99 196 NHP<br>2SB,*6pf*,GS90,HS3011<br>Palmers' Co.Ld.Newcastle | 25 ″ 9<br>s 4 ″ 5½ | | 1,04 |
| 190 | **Saint Winifred** IronPad<br>93272 *S.Edwards* –99 | 144<br>132<br>7 | | | | 1870 | W.C.Miller Liverpool | Manchester Ship Canal Co. | 125·0 18·4 7·7 | | | Manchestr<br>British | O.2Cy.30″–36″<br>NB99 60 RHP<br>Fawcett, Preston & Co.,Liv. | | | |

| Numéro d'Ordre / Numéro Officiel | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Construit. Quand. Nombre. Mois. | Par qui. Où. | Armateurs. | Dimensions Principales en Pieds. Longueur. Largeur. Profondeur. | Port d'Attache | Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. SHP. Pression d'après les Certificats de la Société. RHP. Pression d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau en arrière du navire. pieds. pc. | Date de la Visite |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 LBMC | **Sainte Anne** — *G.Etienne* — 1 *Dk* | 165 / 145 / 28 | | | 1899 | DelaBrosse & Fonché Nantes | Soc.Nouvelle des Pêcheries à Vap. | 105·8 29·5 10·4 | Arcachon French | 2Cy.17¾"&30½"–20½" 36NHP W.B. DelaBrosse&Fonché,Nts. | | V |
| 192 LBQD | **Ste. Isabelle** — *F.Rio*81–99 — 1 *Dk* | — / — / 72 | | | 1867 | Nillus Havre | LaFlavisle Cie.Française de Transp.parEau | 111·2 18·4 6·6 | Rosen French | 2Cy.19"–13½" 20NHP LeCreusot | | |
| 193 116574 | **Sainte Marie** — *L.R.Boynton* –93 | 1357 / — / 679 | | | 1893 | ..... Wyandotte Mich. | MakinacTransp. Co. | 288·0 53·0 19·6 W.B. | Detroit, Mich U.S.States | | | |
| 194 LBQV | — — *Ph.Lemaire* (*Trawler*) | 108 / 100 / — | | | 1895 | Chantiers de Normandie Rouen | A.Gelée | 85·6 18·9 9·8 | Dieppe French | C.2Cy.16"&28"–18" 82NHP A.LeMarchand,Rouen | | V |
| 195 7054 JCDK | **Saiyo Maru** — (*ex*TobaMaruNo.3) — 2 *Dks* | 280 / 257 / 163 | | | 1901 | Toba Tekko Goshi Kaisha Toba | NipponShosen KabushikiKaisha | 125·8 19·3 15·3 | Tokio Japanese | C.2Cy.16"&32"–20" 38NHP TobaTekkoGoshiKaisha | | |
| 196 7644 JMGC | **Sajima Maru** — — 1 *Dk* | 140 / 122 / 70 | | | 1901 | Osaka Iron Works Osaka | KochiKen | 102·3 22·2 7·9 | Urado Japanese | C.2Cy.12"&24"–15" 19NHP OsakaIronWorks,Osaka | | |
| 197 — JCDH | **Sajonia** — *Calvino* –93 — (*ex*RodolfoI) | 317 / 271 / 218 | | | 1890 | C.Jurgens & Co. Hamburg | H.Kropf | 155·8 23·2 8·5 | Rosario Argentine W.B. | C.4Cy.12"&28"–15" 34NHP C.Jurgens&Co.,Hamburg | | |
| 198 — | **Sakariah** — *Hakki* — (*ex*FoulaziOsmani,*ex*Corinthian,*ex*GiuseppeGaribaldi,*ex*Damascus,*ex*G.Lanza) | 1307 / — / 1159 | | | 1856 | Denny& Bros. Dumbarton | IdareiMussousieh | 280·5 31·2 22·1 len70 | Constanpl Turkish | C.2Cy.33½"&66"–36" 218NHP Greenock FoundryCo.Grk | | |
| 199 1051 HGMN | **Sakata Maru** — *S.Yamamoto*99–01 — (*ex*KiushiuMaru) | 1963 / 1769 / 1487 | ✝100A1 1,04 | Yka *r* | 1887 1mo *Lloyd's SA&CP* | Hawthorn, Leslie&Co.Ld Newcastle | NipponYusen KabushikiKaisha *WB = DBa64'f56'* | 267·0 35·3 23·9 P28'B50'F38' ptND96 BK94½ 229t*APT*26t | Tokio Japanese 6 *BHCem* | C.2Cy.32"&62"–39" (*s*) 25 " 1 80lb *50lb* 200NHP 2SB.*4pf*,GS83 N.E.MarineCo.(Lim.)Nwc | | |
| 200 1305 HJNQ | **Sakatagawa Maru** — (*ex*Masayoshi Maru, No. 2) | 349 / 325 / 217 | | | 1892 | Sora Ikutaro Osaka | YasudaShoji GomeiKaisha | 142·9 20·6 15·6 | Osaka Japanese | C.2Cy.17½"&30½"–20" 36NHP NagataOsaburo,Osaka | | |
| 201 3548 HTSW | **Sakihana Maru No. 1** — — 1 *Dk* | 142 / 112 / 77 | | | 1898 | Fukui Yoshimatsu Osaka | City of Osaka | 102·0 19·4 8·4 | Osaka Japanese | C.2Cy.17½"&34"–24" 47NHP OkamotoKisaburo,Osaka | | |
| 202 3549 HTVB | **Sakihana Maru No. 2** — — 1 *Dk* | 142 / 112 / 77 | | | 1898 | Fukui Yoshimatsu Osaka | City of Osaka | 102·0 19·4 8·4 | Osaka Japanese | C.2Cy.17½"&34"–24" 47NHP OkamotoKisaburo,Osaka | | |
| 203 4518 JCPG | **Sakihana Maru No. 3** — — 1 *Dk* | 154 / 126 / 78 | | | 1900 | Kawasaki Dkyd.Co.Ld. Kobe | City of Osaka | 101·3 20·5 8·4 | Osaka Japanese | T.3Cy.12½",20"&33"–21" 50NHP KawasakiDkyd.CoLdKobe | | |
| 204 7048 HJVM | **Sakura Maru** — *S.Watanabe*00–02 — (*ex*Mogul) — 2 *Dks* (1 *Stl & Upt Stl*–ws) 3 *tr B* | 2979 / 2658 / 1847 | ✝~~100A1~~ 2,03 | Kob *u* | 1887 10mo *WB = DBa42'f42'* | Aitken& Mansel Glasgow | NipponYusen KabushikiKaisha | 335·0 40·0 26·0 P41 B84'F46' BK94½ 6 *BHCem* *APT*110t | Tokio Japanese | T.3Cy.27",43"&70"–54" (*s*) 27 " 2 150lb *50lb* 371NHP 2DB,*12cf*,GS212,HS5962 J.&J.Thomson,Glasgow | ~~5~~ 5½ | |
| 205 108747 QFMC | **Salacia** — *J.Mitchell*96–98 — (*ex*Manila) — *Elec.light* | 4134 / 3958 / 2636 | ✝100A1 *Spar dk* 4,03 | Gls *x* | 1895 8mo *Lloyd's SA&CP* | C.Connell & Co. Glasgow | DonaldsonBros. *WB = Cell D Ba*100'*f*170'*u* | 390·0 46·0 20·6 P36'F48' BK11" *E&F*B48'660t | Glasgow British | T.3Cy.30",48"&78"–54" (*s*) 23 " 6 160lb *80lb* 501NHP 2D&1SB,*15cf*,GS298,HS8328 Dunsmuir&Jackson,Gls. | " 7 " 10 | |
| 206 97796 LSMF | **Saladin** — *H.A.Johnsen* — *Now named "Kolbin Maru No.3," See No. 44 in Supplement.* — 2 *Dks & Spardk* | 1874 / 1140 | | | 1890 | T.Royden & Sons Liverpool | OceanS.S.Co. | 254·6 38·2 24·0 F20t | Fremantle W.A. British | C.2Cy.22½"&55"–40" 159NHP Fawcett,Preston&Co.,Liv. | | |
| 207 THKB | **Salahadji** — *L.V.vanRossem* — (*ex*Astral) — *Mchy.* — *Elec.light* | *2280* / *2221* / *1471* | ✝100A1 *Spar dk* ~~10,02~~ 3,05 *Carrying Petroleum in bulk* *Fitted for liquid fuel* 7,00 | Sng Rot *s* | 1889 5mo *Lloyd's* | Palmers' Co.Ld. Newcastle | Kon.Nederl.Maats tot Exploitatie van Petroleum Bronnen in Nederl.Indie *WB = DB* | 281·0 38·2 18·3 F38' 25·3 FK *E&F*B42'66t *APT*90t | Pangkalan Berandan Dutch 12 *BHCem* | T.3Cy.21",34"&57"–39" (*r*) 19 " 6 160lb ~~*75lb ND800*~~ 219NHP 2SB,*6rf*,GS99,HS3523 Palmers'Co.Ld.Nwc. | " 5 " 11 | |
| 208 PRQB | **Salak** — *N.Sharp* — 4 *Dks* | 2519 / 2167 / 1584 | | | 1891 | Kon.Maats de Schelde Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) | 324·3 37·7 25·4 P& B226 F52 | Rottrdam Dutch | Q.4Cy.21",36",48"&75"–42" 365NHP Maats.deSchelde,Flushing | | V |
| 209 ~~WLNS~~ | **Salamanca** — ~~*J.S.Bolson* 00~~ — *Well deck* — 1 *Dk* (*Iron*) 2 *tr B* | 1385 / 1076 / 883 | ✝ — 3,04 | HKg *p* | 1882 6mo *Now named "Nichibei Maru," See No. 29 in Supplement.* | J.L.Thompson & Sons Sunderland | ~~Lombard SS.Co.Ld~~ ~~J.White, Mgrs.~~ | 250·0 36·5 14·1 P28'Q68'B48'F27' frp92 FK *Ba*72'*a E&F*B34'*f*96' | ~~Newcastle~~ British ~~Japanese~~ | C.2Cy.32"&60"–39" cs9 176NHP 2SB.*4pf*,GS80,HS2916 J.Dickinson,Sunderland | 16 " 9 | |
| 210 HDNW | — — *H.Henriksen* –99 — 1 *Dk & pt Awng dk* | 950 / 693 / 590 | | | 1897 | Akers Mek. Verksted Christiania | Dpskactslsk.Otto Thoresens Linie (O.Thoresen, *Mgr* | 201·2 30·2 12·5 *Ba*62'*a B33'H37t pt Awng dk* 132' | Chrstiania Norwegian | T.3Cy.16½",25"&40½"–30" 90NHP Aker Mek.Verks.,Xia. | | N |
| 211 108866 | **Salamis** — *A.H.H.G.Douglas*97–99 — *Ref.Mchy.* — *Elec.light* — 2 *Dks* (*Stl–Uwss*) & *Spar dk* — 6 *Lbts* (*Stl*–tank s) | 4508 / 3890 / 2868 | ✝100A1 *Spar dk* 4,05 ~~[illegible]~~ | Lon *y* | 1899 7mo *Lloyd's SA&CP* | Hall, Russell&Co. Aberdeen | G.Thompson&Co. *WB = DBa E46'f*48'289t | 392·7 47·2 21·5 P60'B150'F48' 29·3 BK97" 7 *BHCem* *APT*65t | Aberdeen British | T.3Cy.30",50"&80½"–54" (*s*) 24 " 2 200lb *100lb* 643NHP 2DB,*12cf*,GS231,HS9018 Hall,Russell&Co.Abn. | " 7 " 8 | BT bill 5.05 |
| 212 — LBTG | **Salazie** — *Aubert*90–01 — 3 *Dks* | 4255 / — / 2089 | | | 1885 | Messageries Maritimes | Messageries Maritimes | 413·9 41·7 32·8 | Marseilles French *Tpd.*95 | T.3Cy.46½",68"&94½"–42½" 586NHP Messageries Mar.,LaCiotat | | |
| 213 ~~Sardinia & Sdk 2.05~~ | **Saldanha Da Gama** — *F.R.Nascimento*00–01 — *Elec.light* — 1 *Dk* | 487 / 444 / 293 | ✝~~100A1~~ 6,02 | Dun *h* | 1899 6mo | Dundee Shpbldrs.Co. Ld. Dundee | Cia.Protectora da Industria Pastoril (P.G.Chermont de Miranda, *Mgr.*) *WB = FPT*33t | 170·0 26·7 12·0 B65'F20' BK *APT*28t | Pará Brazilian | T.3Cy.14",28"&38"–27" (*s*) 12 " 6 180lb *100lb* 97NHP 1SB.*3pf*,GS47,HS1717 N.E.MarineCo.Ld.Sld. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of Special Survey. | 6 Port of Survey. | 7 Years Assigned and last expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registered in which Classed, if not in L. R. Date of Ch. of Class Cert. | 16 Date when till dbaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 214 HMFJ | **Salerno** IronScSr<br>*G.E.Olsen* –02 *ss*Nwc.2nd No.3–1.01<br>(*ex*Chicago,*ex*LincolnCity) 2*Dks*(*Irn*)3*trB* | 2672<br>2068<br>1683 | ✠100A1<br>1,05 ~~1,05~~ | Gls | *l*<br>*Nwc* | 1884<br>3mo | W.Gray&Co.<br>W Hartlepool<br>A&CP | **Akties.Salerno (W.Wilhelmsen)** | 301·0\|40·0\|22·6<br>P199′F75′<br>drp02 BK10″ | **Tonsberg**<br>Norwegian | C.2Cy.38″&70″–39″ (*b*)<br>80lb 255NHP<br>2SB,*6pf*,GS112<br>T.Richardson&Sons,Hpl. | 23 ″ 10 | | ~~7,03~~<br>5,05 |
| 215 RHPW | **—** SteelScSr<br>*W.J.Böse*98–99 *ss*Ham.No.3–6,01<br>2*Dks*(*Stl*)3*Dkrule* | 2037<br>1748<br>1285 | ✠100A1<br>~~3,07 1,05~~ | Ham | *s* | 1889<br>9mo | A.Stephen&Sons<br>Glasgow<br>A&CP | **Rob.M.Sloman, Jun.** | 285·0\|37·0\|21·2<br>P36′B60′F36′<br>BK9½″<br>*WB — Cell* | **Hamburg**<br>German | T.3Cy.21″,33″&54″–42″<br>160lb *70lb* 207NHP<br>NDB88,*fitted*98<br>2SB,*4rf*,GS73,HS3370<br>A.Stephen&Sons,Glasgow | 23 ″ 8 | | ~~6,02~~<br>~~N~~,04 |
| 216 | **Salford** SteelTwinScSr<br>103604 *M.Dean* –97 *ss*Mch.No.2–03<br>(*Sludge vessel*) 2*Dks*(*Stl*) | 618<br>546<br>287 | ✠100A— | Mch | *h* | 1895<br>2mo | W.Simons&Co.<br>Renfrew | **Salford Corporation** | 165·0\|32·1\|13·0<br>F28′<br>FK<br>*WB*=*MT*39′230*t*<br>*DTf*20′80*t* | **Manchestr**<br>British | T.6Cy.12″,18½″&30″–24″ (*o*)<br>160lb 110NHP<br>2SB,*4rf*,GS71,HS1962<br>W.Simons&Co.,Renfrew | 13 ″ 9 | | ~~7,03~~<br>3,05 |
| 217 QKGS | **Salfordia** SteelSc4MstSr<br>103836 *E.W.Crisp*86–98 *ss*HKg.No.1–04<br>1*Dk*(*pt Irn pt Stl*)1*pt Dk*(*Stl*),*deep framing* | 3666<br>3441<br>2365 | ✠100A1<br>~~1,05~~ 2,05 | HKg<br>Shi | *w* | 1898<br>11mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>A&CP | **Manchester& SalfordS.S.Co.Ld. (Sivewright, Bacon&Co.*Mgrs.*)** | 353·4\|51·0\|24·9<br>P45′B115′F34′<br>drp04 FK<br>*WB*= *Cell DBa* | **Manchestr**<br>British | T.3Cy.24½″,40″&67″–45″ (*s*)<br>180lb 329NHP<br>3SB,*9pf*,GS150,HS5137<br>G.Clark,Ld.Sunderland | 27 ″ 4<br>s 4 ″ 11½ | | ~~3,04~~<br>2,05 |
| 218 | **Salinas** IronScSr<br>*W.Jorge* –02 (*ex*Basil,*ex*Mirfield)<br>2*Dks*3*trB* | *1185*<br>*809*<br>*724* | 4,78 | Lon | ...<br>Lv | 1871<br>12mo | Scott&Co.<br>Greenock | **EmprezaNavegacaoGramPara (F. Gomes&Co.*Mgrs.*)** | 221·4\|30·4\|17·6<br>24·4<br>*WB*=*DBa MT* | **Para**<br>Brazilian | C.2Cy.27″&55″–39″<br>NE&B85 157NHP<br>D.Rollo&Sons,Liverpool | | | |
| 219 RVBW | **Salisbury** IronScSr<br>~~Lsharp —07~~ *ss*Nwc.2nd No.3–8,02<br>*R.L.S...Clure* 2*Dks*(1*Irn*)3*trB* | 1921<br>1817<br>1212 | ✠100A1<br>~~3,04~~ 1,05 | Lon<br>Gls | *s* | 1878<br>7mo | Tynel.S.B. Co.(Lim.)<br>Newcastle<br>A&CP | **(J.Bruce&Co.*Mgrs.*) IberianS.S.Co.Ld. (J.H.Wackerbarth &Co., *Mgrs.*)** | 287·0\|34·5\|24·6<br>Q48′B14′<br>BK9″<br>*WB*<br>=*DB*178′ | **Glasgow**<br>British | C.2Cy.34″&64″–42″ (*i*)<br>75lb *65lb* NDB95 202NHP<br>2SB,*6pf*,GS102,HS3310<br>N.E.MarineCo.(Lim.),Sld. | 25 ″ 11<br>s 5 ″ 0 | | ~~N~~,02<br>1,05 |
| 220 KPVC | **—** SteelScSr<br>1078 (*ex*AbramMinis)<br>1*Dk* | 284<br>—<br>164 | | | | 1900 | J.H.Dialogne&Son<br>Camden,N.J. | **NewYork,Philadelphia&Norfolk R.R.Co.** | 123·9\|25·0\|12·6 | **Phildlphia**<br>Utd.States | T.3Cy.17″,24″&41″–30″<br>93NHP | | | |
| 221 PWSD | **Sallust** SteelScSr<br>106391 *J.Davies* –03 *ss*Liv.No.1–02<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk* (*Iron*)&*Webframes* | 3628<br>3347<br>2308 | ✠100A1<br>*Spardk*<br>~~10,03 1,04~~ | Liv | *w* | 1898<br>2mo | SirRaylton Dixon&Co.<br>Middlesbro'<br>*Lloyd's*&*CP* | **LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*)** | 354·6\|47·1\|17·5<br>P33′B90′F40′ 25·1<br>FK<br>*WB*=<br>*Cell DBa* 106′*uE*&<br>B48′*f*142′702*tFPT* | **Liverpool**<br>British | T.3Cy.26″,43″&71″–48″ (*s*)<br>*180lb 100lb* 431NHP<br>2SB,*6cf*,GS132,HS5910,FD<br>N.E.MarineCo.(Lim.)Nwc. | 20 ″ 0<br>s 5 ″ 10½ | | N11,02 |
| 222 RPCN | **Salmo** SteelScSr<br>110787 *F.R.Soulsby* –01<br>2*Dks* | 1721<br>1575<br>1095 | | | | 1900 | Caledon SB.&E.Co.Ld<br>Dundee | **T.Wilson,Sons& Co.Ld.** | 265·0\|35·2\|16·2 | **Hull**<br>British<br>*WB* | T.3Cy.21½″,36″&62″–36″<br>231NHP<br>CaledonSB.&E.Co.Ld.Dun | | C<br>BT<br>till<br>1,06 | |
| 223 | **Salmon** IronScK<br>99490 *W.Young* –03 *ss*Bos.No.2–02<br>1*Dk* | 137<br>128<br>48 | ✠100A1<br>*Stm Trawler*<br>6,02 | Bos | | 1894<br>8mo<br>A&CP | J.P.Rennoldson&Sons<br>S.Shields | **BostonDeepSea Fishg.&IceCo.Ld.** | 95·6\|20·5\|10·2<br>BK7″ | **Boston**<br>British | C.2Cy.16″&32″–21″ (*r*)<br>90lb 40RHP<br>1SB,*2pf*,GS26,HS845<br>J.P.Rennoldson&Sns,SShl | 10 ″ 9 | | N6,02 |
| 224 TFGL | **Salo** IronScSr<br>*M.A.Nyström* | 131<br>—<br>75 | | | | 1875 | .....<br>Gothenburg | **ÅboLänsKust Ångf.Aktieb.** | 100·4\|18·0\| 8·4 | **Åbo**<br>Russian | | | | |
| 225 | **Salt** SteelPadSp<br>97374 | 114<br>114<br>16 | | | | 1889 | J.T.Eltringham&C.<br>South Shields | **N.EasternRly.Co.** | 95·0\|19·2\| 9·9 | **W.Hartlpl**<br>British | L.2Cy.28″–50″<br>75RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | | |
| 226 RBLQ | **Saltees** SteelScSr<br>111176 *J.McInnes* –04<br>2*Dks* | 1245<br>941<br>486 | | | | 1899 | CaledonSB &Eng.Co.Ld.<br>Dundee | **ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)** | 250·0\|35·1\|16·3<br>P&B160′F50′ | **Glasgow**<br>British<br>*WB* | T.3Cy.25″,40″&65″–48″<br>293NHP<br>CaledonSB.&E.Co.Ld.Dun | | C<br>BT<br>till<br>2,06 | |
| 227 NTFQ | **Saltholm** IronScSr<br>*E.L.Holst* 1*Dk* | 219<br>157<br>95 | | | | 1882 | MotalaCo.<br>Gothenburg | **DampskibsSelskabetÖresund (F.D.Krogh, *Mgr.*)** | 135·5\|22·4\| 8·9<br>Q23′B14*t*F5*t* | **Copnhagn**<br>Danish | C.2Cy.23½″&42¾″–23½″<br>74NHP<br>MotalaCo.,Gothenburg | | V | |
| 228 JGHS | **Saltillo** SteelScSr<br>*L.Agco* –02 ~~ss Nwc.No.1–03~~<br>(*ex*Tottenham,*ex*Dacia) 1*Dk*(*Stl*)2*trB*<br>*ss*Bbo.No.2–04 | *2137*<br>*1986*<br>*1353* | ✠100A1<br>11,04 ~~1,05~~ | Bbo | *s* | 1896<br>2mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | **Cia.Anon. MaritimaRodas (F.M.Rodas, *Mgr.*)** *WB*=*Cell DBa* | 290·0\|42·0\|19·5<br>P29′B60′F33′<br>~~drp01~~ FK<br>a98′*f*110′*uE*&B38′ | **Bilbao**<br>Spanish | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *100lb* 219NHP<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.Ld.Stockton | 22 ″ 0<br>s 3 ″ 7½ | | ~~N~~,03<br>11,04 |
| 229 | **Salto** SteelPadSr<br>1*Dk* | *259*<br>*164*<br>*199* | | | | 1889 | AilsaShipbuildingCo.<br>Troon | **N.Mihanovich** | 150·0\|21·1\| 7·1<br>P36′F44′ | **M.Video**<br>Uruguayan | C.H.2Cy.20″&39″–48″<br>88NHP<br>D.Rowan&Son,Glasgow | | | |
| 230 SDMT | **Saltom** SteelScSr<br>113131 *J.Gorry* –03<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Stl*) | 293<br>210<br>72 | ✠100A1<br>12,02 | Trn | *d* | 1900<br>12mo | AilsaS.B. Co.<br>Troon<br>A&CP | **R.Simpson** | 137·2\|22·6\| 9·7<br>Q43′B10′F23′<br>Irp02 BK6½″<br>*WB*=*FPT* | **Whitehvn**<br>British | C.2Cy.14″&36″–24″ (*s*)<br>130lb 55RHP<br>1SB,*2pf*,GS36,HS1160<br>Muir&Houston,Ld.Gls. | 10 ″ 6 | | 12,02 |
| 231 JNHQ | **Saltvik I.** SteelScSp<br>4173 *P.O.Lajström* –03 (*ex*Styrbjörn)<br>1*Dk* | 126<br>110<br>50 | | | | 1902 | Jönköpings M.V. Jönköping | **Saltviks.Trävaruaktieb.(H.Calissendorff, *Mgr.*)** | 87·1\|19·0\|11·4<br>H16*t* | **Hudiksvll**<br>Swedish<br>*WB* | C.2Cy.14 7/16″&29 3/16″–17½″<br>32NHP<br>JönköpingsM.V.Aktieb. | | V | |
| 232 HVBK | **Saltwell** SteelScSr<br>240358 *T.Robertson*03–03 *ss*Nwc.No.1–04<br>1*Dk*(*pt Stl pt Irn &deep framing* | 2294<br>2135<br>1454 | ✠100A1<br>8,04 ~~1,05~~ | Nwc | *s* | 1900<br>9mo | ShortBros. Ld.<br>Sunderland<br>A&CP | **NorthernSSCo.Ld. (G.N.Patterson& Co.*Mgrs.*)** *WB*=*Cell DBa*92′*uE*20′*f*120′ | 299·0\|43·0\|19·5<br>P27′B68′F32′<br>FK<br>658*tAPT*56*t* | **Newcastle**<br>British | T.3Cy.21½″,35″&59″–39″ (*s*)<br>160lb *80lb* 219NHP<br>2SB,*6pf*,GS96,HS3290<br>J.Dickinson&Sons,Ld.Sld. | 22 ″ 0<br>s 3 ″ 5½ | | ~~N~~,03<br>8,04 |
| 233 WNCP | **Saltwick** IronScSr<br>86636 *F.Saw* –95 *ss*Cff.No.3–9,95<br>*ss*Cff.No.~~4~~ 2–05<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1618<br>1278<br>1027 | ✠100A1<br>1,05 ~~1,04~~ | Cff | *q* | 1882<br>8mo | J.L.Thompson&Sons<br>Sunderland<br>A&CP | **SaltwickS.S.Co.Ld (Osborn&Wallis)** *WB*=*DBa*76′*f*102′354*t* | 260·5\|36·0\|18·5<br>P28′Q72′B58′F26′<br>~~drp01~~ FK<br>*APT*12*t* | **Whitby**<br>British | C.2Cy.32″&60″–39″ (*i*)<br>80lb *80lb* NDB96 181NHP<br>2SB,*6pf*,GS84,HS3097<br>J.Dickinson,Sunderland | 19 ″ 10<br>s 2 ″ 4 | | N3,04 |
| 234 JMTV | **Salus** IronScSr<br>*H.K.Olsen* –03 *ss*Pir.No.3–3.94<br>*ss*Pir.No.2–00<br>(*ex*Parnassis,*ex*Glensannox) 1*Dk*2*trB* | ~~972~~<br>~~888~~<br>~~582~~<br>930<br>819<br>563 | ✠ | | ... | 1877<br>6mo | BarrowSB. Co.<br>Barrow<br>A&CP | **E.Lindöe** *WB*=*DTa*15′110*tAPT* | 220·0\|28·0\|18·5<br>F31′<br>drp01 BK6½″<br>12*tFPT*15*t* | **Haugesnd**<br>Norwegian | C.2Cy.27″&50″–30″<br>75lb *60lb* NDB94 108NHP<br>1SB,*3pf*,GS55,HS1844<br>BarrowS.B.Co.Ld.Barrow | | | 1,03 |

Your named "Andalusia," *See No. 100 in Supplement.*

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Port de Visite. | Tirant d'eau correspondant à l'enfoncement. | 6 Construit. Quand. Navire. Mach. | Par qui. | 7 Armateurs. | 8 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 9 Port d'Armement. Pavillon. | 10 Machines. No. et Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières et Foyers. Nom du Constructeur des machines. | 11 Creux sur Quille. Franc-bord en hiver du navire. pds. ps | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 235 | **Salvador** | IronScSr | 1056 | ✝ | Msl | *m* | 1879 | Forges&C. | Cie.Générale | 228·6 | 29·5 | 12·9 | Fort de | C.2Cy.27½″&55″–35½″ | | | V |
| | *Dumont* 02–02 | *ssNts.No.2–87* | — | *Awng dk* | | | 1mo | de la Medit | Transatlantique | | | 2·4 | France | NB96 150NH | | | |
| LBTM | *Elec.light* | 1 *Dk&Awngdk* | 407 | *with load line* 11,88 | | | | Havre | | drp88 | | | French | F.&C.de la Médit., Havre | | | |
| | | | | | | | | | | | | | *5BHCem* | | | | |
| 236 | — | IronScSr | 131 | | | | 1882 | J.Fullerton | Cia.Arrendataria | 124·5 | 16·7 | 7·8 | Malaga | C.2Cy.14″&28″–22″ | | | |
| | *J.Cespedes* 90–90 | (*exGaviota*) | — | | | | | &Co | deTabacos | | | | Spanish | NB94 81NH | | | |
| JGLQ | | | 59 | | | | | Paisley | | | | | | T.Reid&Sons, Paisley | | | |
| 237 | — | IronSc | 110 | | | | 1879 | Soc. | A.Millan | 100·0 | 15·6 | 9·6 | Cadiz | C.2Cy.14″&30″–19″ | | | |
| | *J.Sanchez* | (*exMatagorda, exInmaculadaConcepcion*) | — | | | | | Cockerill | | | | | Spanish | 26NH | | | |
| JGKQ | *Mchy.Aft* | | 61 | | | | | Antwerp | | | | | | Soc.J Cockerill, Antwerp | | | |
| 238 | **Salvator** | SteelScSr | 333 | | | … | 1895 | Scott& | Nordischer | 140·0 | 24·0 | 10·6 | Hamburg | 1.8Cy.15″,25½″&41″–27″ | 11 | 1 | |
| | *J.Lambert*–02 | (*exThetis*) | 235 | | | | | Sons | Bergungs-Verein | Q73′B8′F20′ | | | German | NB96 94NH | | | |
| RLMF | *Wall decks M.Aft Elec.light* | 1 *Dk* | 68 | | | | | Bowling | | | | BK7′ | *WB* | Ross&Duncan, Glasgow | | | |
| 239 | **Salvatore Di Giorgio** | SteelScSr | 1249 | | | | 1903 | Akers | Acties.Salvatore | 227·0 | 31·6 | 22·1 | Christiania | T.8Cy.20″,32″&52″–33″ | | | N |
| | *Chr.Biering* 99–03 | | 1148 | | | | | Mek.Værks | DiGiorgio (J.P. | H101′ | | | Norwegian | 155NH | | | |
| MBFL | | 1 *Dk&Awng dk3trB* | 801 | | | | | Christiania | Pedersen&Son) | | | | *WB* | AkersMek.Værks.Xia. | | | |
| 240 | **Salvia** | IronScYl | 207 | | | … | 1900 | Schofield, | N.EasternSteam | 116·2 | 21·5 | 11·2 | Grimsby | T.8Cy.11¾″,21″&34″–24″ | 12 | 1 | |
| 113171 | *J.T.Swinburne* 98–00 | (*Trawler*) | 195 | | | | | Hagerup& | FishingCo.Ld. | Q48′F20′ | | | British | 58RH | | | |
| RPLF | | 1 *Dk* | 106 | | | | | Doughty, Ld | | | | BK7½ | | C.D.Holmes&Co.Hull | | | |
| | | | | | | | | Grimsby | | | | | | | | | |
| 241 | **Salvo** | SteelTwinScCtr | 267 | | | … | 1899 | J.T.El- | TheAdmiralty | 121·0 | 24·1 | 11·4 | | T.6Cy.10½″,17½″&30″–22″ | 11 | 9 | |
| | (*Tug*) | | 235 | | | | | tringham&Co | | B44′ | | | British | 88RH | | | |
| | *Elec.light* | 1 *Dk* | 24 | | | | | S.Shields | | | | BK7 | *WB* | G.T.Grey, SouthShields | | | |
| 242 | **Salvor** | SteelScK | 163 | ✝100A1 | Gen | | 1900 | Smith's | AncoraSoc.Anon. | ~~115·0~~ | ~~20·7~~ | ~~10·8~~ | Genoa | T.8Cy.11½″,18″&30″–21″ (*s*) | 11 | 8 | |
| 78 | ~~Fleetwood~~ | *G.Antonini* | 139 | *For Salvage &* | | | 3mo | Dock Co.Ld | diSalvataggi | Q46′F19′ | 20 | 0.11 *v* | Italian | 180lb 72NH | *s* 1 | 1½ | |
| RVJP | (*exSouthmoor*) | 1 *Dk* | 83 | *Towing purposes* | BS 1.05 | | | NorthShields | Marittimi | 90′ | | BK7½ | *3BHCem* | 8SB,*2pf*,*gs*26,*hs*16 | | | |
| | *Elec.light* | | | 8,03 | ✝LMC8,04 | | *Lloyd's* | *s.&CP* | | | | | | N.E.MarineEng.Co.Ld.Sld | | | |
| 243 | **Salween** | SteelTwinSc | 128 | | | | 1896 | W.Denny | IrrawaddyFlotilla | 100·0 | 22·0 | 8·7 | Glasgow | C.4Cy.20″&38″–24″ | | | |
| 106052 | | | 128 | | | | | &Bros | Co.Ld. | | | | British | 41RH | | | |
| | | 1 *Dk* | 45 | | | | | Dumbarton | | | | | | Denny&Co., Dumbarton | | | |
| 244 | **Salybia** | SteelScSr | 3352 | ✝100A1 | Shl | *w* | 1904 | J.Read- | Scrutton,Sons&Co | 342·1 | 46·2 | 14·8 | London | T.8Cy.26″,43″&71″–48″ (*r*) | 17 | 2 | |
| 118380 | *G.Norris* 81–04 | | 3083 | *Spar dk* | Lon | | 2mo | head&Sons | | P79′B112′F37′ | | 24·7 | British | 180lb *80lb* 400NH | *s* 4 | 3 | |
| VNMW | | 1 *Dk(Stl)&Spar dk(Irn)* | 2131 | ~~9,01 3,01~~ | ✝LMC2,04 | | *Lloyd's* | *s.&CP* | *WB=CellDBa* | 108′ *uE&B* 12′ *f* 146′ | | FK | *6BHCem* | 2SB,*6cf*,*gs*115,*hs*155 | FD | | |
| | | *&deep framing* | | 12,04 | | | | | | | | | *751tAPT14t* | I.Readhead&Sons, S.Shl | | | |
| 245 | **Salzburg** | SteelScSr | 3226 | ✝100A1 | Tri | *u* | 1902 | Stabilimento | LloydAustriaco | 324·0 | 42·9 | 13·6 | Trieste | T.8Cy.24″,40½″&68″–45″ (*s*) | 17 | 7 | |
| | *E.Radeglia* | | 2591 | *Spar dk* | | | 11mo | Tecnico | | P88′B90′F66′ | | 26·4 | Aust.-Hung. | 200lb *165lb* 393NH | *s* 5 | 2½ | |
| HQWV | *Elec.light* | 1 *Dk(Stl)&Spar dk(Stl–ws) &deep framing* | 1969 | ~~9,01 1,09~~ | ✝LMC ~~1902~~ | 9.01 | *Lloyd's* | *s.&CP* | *WB=Cell DBa* 102′ *uE* 26′ | | | FK | *6BHCem* | 2SB,*6cf*,*gs*128,*hs*5246 | FD | | |
| | | | | | | | | | | *f* 128′ 520*t* | | *FPT* 13*t* | *1PT13t* | StabilimentoTecnico, Tri. | | | |
| 246 | **Sam Shui** | SteelTwinSc | 269 | | | | 1899 | HongKong | S.C.Farnham, | 133·6 | 23·0 | 9·2 | Shanghai | C.4Cy.14″&30″–18″ | | | |
| 109852 | *P.A.Crosby* –02 | | 192 | | | | | &Whampoa | Boyd&Co.Ld. | | | | British | 75RH | | | |
| | | 1 *Dk* | 162 | | | | | Dock Co.Ld. | | | | | | HongKong&Whampoa | | | |
| | | | | | | | | HongKong | | | | | | Dock Co.Ld.HongKong | | | |
| 247 | **Samara** | SteelScSr | 2831 | ✝100A1 | Cff | *t* | 1889 | W.Gray | CullumStm Shpg. | 314·5 | 40·6 | 22·1 | Glasgow | T.8Cy.28″,36½″&62″–39″ (*s*) | 23 | 8 | |
| 95882 | *W.Lewis* –03 | *ssNpt.No.3–10,97* | 2228 | ~~Lwd 1,08~~ | 1,05 Yka | | 4mo | &Co.Ld. | Co.Ld.(Mussenden | P29′Q102′B118′ | | | British | 160lb *80lb* ND801 240NH | *s* 2 | 6 | |
| LQJS | (*exAriel*) | *ssGls.No.1–01* | 1790 | ~~12810.01~~ | LMC | MS4,05 | | W Hartlepool | &Co. *Mgrs.*) | F35′ | | BK10′7 | *5BHCem* | 2SB,*6cf*,*gs*98 | | | |
| | *Well deck* | 1 *Dk(Irn)2trB&Webframes* | | ~~Ls 13,00~~ | BS8,04 | | | A&CP | *WB=DBa* 106′ | | | | *f* 120′ 562*t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| 248 | **Samarkand** | SteelTwinScSr | *1157* | | | | 1897 | Armstrong | A.A.Dadascheff | 217·8 | 32·0 | 16·0 | Astrachan | C.4Cy.20″&36″–24″ | | | |
| | | 2 *Dks* | — | | | | | Whitworth | | | | | Russian | 106NH | | | |
| | | *Carrying Petroleum in bulk* | *738* | | | | | &Co.Ld. | | | | | | WilsndSlpwyCo.,Ld.,Nwc | | | |
| | *Mchy.Aft* | *Fitted for Liquid Fuel* | | | | | | Newcastle | | | | | | | | | |
| 249 | **Sambas** | SteelTwinScSr | 505 | | | | 1901 | J.C.Teck- | Norddeutscher | 167·6 | 28·2 | 10·2 | Bremen | T.6Cy.10⅛″,16½″&26¾″–18¼″ | | | G |
| | *H.Winne* | | 379 | | | | | lenborg A.G. | Lloyd | B61′F29′ | | | German | 59NH | | | |
| QHJF | *Elec.light* | 1 *Dk* | 248 | | | | | Geestemünde | | | | | *WB* | J.C.Tecklenborg A.G.Gst. | | | |
| 250 | **Sambia** | SteelScSr | 5623 | | | | 1899 | Flensburger | Hamburg-Amerik. | 400·7 | 49·5 | 27·5 | Hamburg | T.8Cy.26½″,44″&72″–48″ | | | G |
| | *H.Laning* 02–04 | | 4444 | | | | | Schiffsb.Ges. | Packetf.Act.Ges. | P&B254′F46′ | | | German | 359NH | | | |
| RLMT | *Elec.light* | 2 *Dks&deep framing* | 3623 | | | | | Flensburg | (Ham.-Amr.Linie) | | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 251 | **Sambre** | SteelScSr | *1937* | ✝100A1 | Ant | *r* | 1889 | Murdoch& | A.Deppe | 259·8 | 37·0 | 15·0 | Antwerp | T.8Cy.20″,33″&53″–36″ (*s*) | 17 | 2 | |
| | *Tornkwist* | *ssGrk.No.3–5,97* | *1736* | *Spar dk* | | | 10mo | Murray | | B20′F31′ | | 22·4 | Belgian | 160lb 181NH | | | |
| MBSK | (*exRannoch*) | *ssAnt.No.1–01* | *1234* | 2,05 ~~1,09~~ | | BS4,04 | | Pt.Glasgow | | | | BK9′ | *4BHCem* | 2SB,*6cf*,*gs*94,*hs*293 | | | |
| | | 1 *Dk(Irn)&Spar dk&Webframes* | | ~~Bwkhds~~ | ✝LMC8,01 | | *Lloyd's* | *s.&CP* | *WB=Cell DB* 218′ 365′ | | | | *APT26t* | D.Rowan&Son, Glasgow | | | |
| 252 | **Samed Aga** | SteelScSr | 1500 | | | | 1903 | Lindhol- | AsimIskenderoff | 222·6 | 31·0 | 18·0 | Astrachan | C.2Cy.21″&43″–27″ | | | |
| | | | | | | | | mens M.V. | | B55′Q35′F29′ | | | Russian | 80NH | | | |
| | *Carrying Petroleum in bulk* | 1 *Dk2trB* | | | | | | Gothenburg | | | | | | LindholmensM.V.Got. | | | |
| 253 | **Sami** | IronScSr | *298* | ✝100A1 | Nwc | *e* | 1882 | J.Fullerton | IonianS.S.Naviga- | 140·2 | 21·8 | 11·1 | Piræus | C.2Cy.18″&34″–28″ (*r*) | 11 | 8 | |
| | *G.Courendi* –02 | *ssNwc.No.3–6,94* | *325* | 9,02 | | | 3mo | &Co. | tion(Destouni& | Q49′B26′F32′ | | | Greek | 80lb *80lb* NB800 | *s* 1 | 1 | |
| | (*exEastAnglian*) | *ssNwc.No.2–02* | *149* | ~~NB 02~~ | ✝LMC 7,04 | | | Paisley | Yannoulatos, *Mgs*) | | | BK6′7 | *4BHCem* | 1SB,*2pf*,*gs*336,*hs*900 | | | |
| | *Well deck* | 1 *Dk* | | BS8,04 | | | | | | *WB=FPT* | | | *15tAPT8t* | J.&T.Young, Ayr | | | |
| 254 | **Samland** | IronScSr | 545 | ✝ | Liv | Lv | 18$\frac{55}{82}$ | Cato, Miller | Storrer&Scott | 185·3 | 24·5 | 14·5 | Königsbrg | C.2Cy.20½″&41″–21½″ | | | V |
| | *F.Schwarz* 99–99 | (*exSaladin*) | 469 | 7,72 | | | | &Co. | | Q60′B88′F35′ | | | German | NE82 NB98 65NH | | | |
| HDOR | *Well deck* | 1 *Dk2trB* | 326 | | | | | Liverpool | | | | | *5BH* | F.Schichau, Elbing | | | |
| 255 | **Samoa** | WoodScSr | 377 | | | | 1898 | Fulton E.& | Caspar LumberCo. | 151·0 | 33·5 | 10·7 | S.Frncisco | C.2Cy.14″&30″–24″ | | | |
| 116890 | *M.J.Madsen* | | 315 | | | | | S.B.Works | | | | | Utd.States | 87NH | | | |
| KNGF | | 1 *Dk* | 237 | | | | | SanFrancisco | | | | | | FultonE.&S.B.Works | | | |
| 256 | **Samos** | SteelScSr | 1923 | | | | 1890 | Flensburger | DeutscheLevante | 260·4 | 36·0 | 25·1 | Hamburg | T.8Cy.19¾″,29″&52″–38″ | | | G |
| | *Pieper* –04 | | 1893 | | | | | Schiffsb.Ges. | Linie | P158′ | F30′ | | German | 155NH | | | |
| RJOW | | 1 *Dk2trIs* | 1219 | | | | | Flensburg | | | | | *WB* | FlensburgerSchiffsb.Ges. | | | |
| 257 | — | IronSc3MstSr | 1246 | ✝ | Liv | *o* | 1872 | R.Napier | Nav.àVapeur | 250·6 | 30·2 | 21·5 | Piræus | C.2Cy.30″&54″–36″ | | | |
| | *D.Calamidas* 83–00 | *ssLon.No.2–80* | 1226 | 8,82 | | | 5mo | &Sons | Panhellénique | | | | Greek | NE99 146NH | | | |
| HPTQ | (*exAthens, exEliz.Martin*) | 2 *Dks3trB* | 870 | ~~NB82~~ | | | | Glasgow | | *WB=MT* 18 | | | *6BHCem* | McDowall&Barbour, Pir. | | | |

| 1 Official No. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Year & Month when Additional Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registered in which classed, if new in L.R. Date of R. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 258 | **Samos** (ex Iolkos) — HFGS | Iron Sc 100 — 63 | | | | 1879 England | ..... | Nav. Orientale (P. Pantaleon) | ..... | ..... | ..... | Piræus Greek | | | | |
| 259 | **Sampiero** L. Marcel 02–03 — LBTV | Iron Sc 3 Mst Sr 635 — 336 2 Dks | | | | 1868 | Scott & Co. Greenock | E. Caillol-Duvillard | 184·0 H71′ | 26·5 | 15·9 | Marseilles French | C. 2 Cy. 29½″ & 51⅛″–31½″ 122 NH Greenock Foundry Co. Grk. | | | |
| 260 | **Sampo** L. Melan 98–98 — QHNF | Steel Sc 3 Mst Sr 1339 2 Dks 1335 (Ice Breaker) 91 (Double screw arranged fore & aft.) Elec. light 1 Dk | | | | 1898 | Armstrong Whitworth & Co. Ld. Newcastle | Finska Lotstyrelsen | 201·8 | 42·9 | 18·2 | Helsingfrs Russian WB | T. 6 Cy. 19½″, 31″ & 52″–36″ & 21½″, 34″ & 57″–36″ 357 NHP Wllsnd Slpway Co. Ld. Nwc. | | | |
| 261 | — — STBK | Iron Sc — — 150 | | | | 1896 | ..... Warkaus | Norra Karelens Ångb. Akt. (P. Parviainen & Co. Mgs.) | 94·5 | 21·3 | 10·5 | Joensuu Russian | | | | |
| 262 | **Samsen** (ex Ellen Rickmers) — QHNF | Steel Sc 1632 1508 1 Dk & Spar dk 998 Elec. light | | | | 1902 | Rickmers Act. Ges. Bremerhaven | Norddeutscher Lloyd | 253·1 P & B 161′ F 26′ | 37·4 | 19·6 | Bremen German WB | T 3 Cy 18⅞″ 30 11/16″ & 49 3/16″–33 7/16′ 140 NHP Ottenser Masch. Ottensen | | G | |
| 263 | **Samsö** Z. Th. Nielsen — NGDH | Iron Sc Sr 102 81 1 Dk 51 | | | | 1893 | Eriksberg M.V. Gothenburg | Aarhus Bugtens Dampskibsselskab (J. P. Petersen) | 90·9 | 17·2 | 8·5 | Aarhus Danish | C. 2 Cy. Eriksberg M.V., Got. | | | |
| 264 | **Samson** 94187 (Dredger) Mchy. Aft — | Steel Twin Sc 1293 1213 1 Dk 352 | | | | 1900 | Armstrong Whitworth & Co. Ld. Newcastle | Government of Queensland | 240·0 H 79′ | 51·3 | 13·5 | Brisbane British WB | T. 6 Cy. 12″, 21″ & 36″–27″ 135 NHP Wllsnd Slpwy. Co. Ld. Nwc. | | V | |
| 265 | — L. Endresen — HVQP | Wood Sc Bk 506 443 2 Dks 3 tr B 254 | | | | 1885 | Larsen Arendal | T. Thommesen & Søn | 147·9 Q 63′ | 31·1 | 17·1 | Arendal Norwegian | C. 2 Cy. 22″ & 42″–26″ 75 NHP Nylands Verksted, Xia. | | | |
| 266 | — 127241 H. Penfield –03 — HSJW | Wood Sc Sr 328 — 223 1 Dk | | | | 1903 | King & Winge West Seattle | Puget Sound Nav. Co. | 116·0 | 32·5 | 7·5 | Seattle, Wash. Utd. States | C. 2 Cy. 10″ & 16″–16″ Emade 83, fitted 03 9 NHP Moran Bros. Co. Seattle | | | |
| 267 | — — — | Steel Twin Sc Tug 310 — 1 Dk | | | | 1902 | Bow, Mac Lachlan & Co Ld. Paisley | Crown Agents for the Colonies | 115·0 | 26·1 | 12·2 | Colombo British WB | C. 4 Cy 20″ & 42″–24″ Bow. McLachln & Co Ld Psy | | | |
| 268 | — 115840 S. B. Randall –02 (Tug) — | Wood Sc 279 221 1 Dk 189 | | | | 1898 | Wolff & Zwicker Portland, Or. | Adams & Mills | 110·4 | 25·4 | 15·6 | Portlnd, Or Utd. States | C. 2 Cy. 20″ & 40″–28″ 219 NHP Wolff & Zwicker, Pld. Or. | 15 ″ 6 | | |
| 269 | — 79823 Anderson — | Iron Sc Tug 232 183 59 1 Dk | | | | 1892 | Boyd & Co. (Lim.) Shanghai | ~~Shanghai Tug & Lighter Co. Ld.~~ ~~J. Burkill.~~ T. C. R. J. Ward | 120·0 H 21′ | 21·1 | 10·9 | Shanghai British | C. 2 Cy. 18″ & 38″–27″ 65 RHP Boyd & Co. (Lim.) Shanghai | | | |
| 270 | — 99267 W. Taylor –92 — | Steel Pad Sk 166 150 33 1 Dk | | | | 1886 | D & W Henderson & Co. Glasgow | Steel & Bennie Ld. | 115·6 | 19·2 | 10·0 | Glasgow British | 1 Cy. 38½″–57″ 50 RHP D. & W. Henderson & Co., Gls | | BT till 5,05 | |
| 271 | — 115791 JVSH — | Iron Sc Tug 159 — 79 1 Dk | | | | 1881 | ..... Camden, N.J. | Sarphy Oil Transportation Co. | 108·0 | 22·0 | 10·6 | Galveston Utd. States | C. 2 Cy. 20″ & 36″–28″ 57 NHP | | | |
| 272 | — 926 — | Iron Pad 134 — 76 1 Dk | | | | 1870 | ..... Constntinopl | D. A. Negroponte | 113·8 | 19·7 | 9·5 | Taganrog Russian | | | | |
| 273 | — 93134 Thomas — KRWM | Iron Sc Tug 97 ss Hul. No. 3–4,00 95 Tug 32 1 Dk | ✠ 100 A1 4,00 | Hul | | 1888 4mo Lloyd's S & CP | Earle's Co. (Lim.) Hull | Falkland Islands Co. | 94·9 Len 89 | 17·7 | 8·7 BK 7½′ | Hull British 3 B H Cem | T. 3 Cy. 12½″, 18½″ & 32″–21″ (s) 125 lb 60 RHP 1 SB. 2 pf. GS 24, HS 730 Earle's Co. (Lim.), Hull | 9 ″ 6 s ″ 11½ | | 4,00 |
| 274 | **Samsoun** Osman — | Steel Twin Sc Sr 275 (ex Knight of St. John) 262 48 | | | | 1884 | W. A. Stevens Birkenhead | Idarei Massousieh | 147·2 | 22·6 | 12·3 | Constanpl Turkish | C. 4 Cy. 18″ & 36″–24″ 106 NHP W. A. Stevens, Birkenhead | | | |
| 275 | **Samuel F. B. Morse** 116841 E. M. Smith 01–01 Mchy. Aft Elec. light | Steel Sc Sr 4936 — 4301 1 Dk 2 tr B | | | | 1898 | F. W. Wheeler & Co. W. Bay City | Pittsburgh S.S. Co. | 456·0 | 50·0 | 24·0 | Duluth Utd. States WB | Q 4 Cy 26½″, 37″, 54½″ & 30″–42″ NB 03 415 NHP F. W. Wheeler & Co. | | | |
| 276 | **Samuel Gustaf Hermelin** 482 C. R. Samsia 88–88 — HNMD | Iron Sc Sr 715 419 513 1 Dk & Awngdk | | | | 1876 | Motala Co. Norrköping | Luleå Ångb. Aktieb (F. Ekbäck) | 174·4 H 42′ | 25·5 | 14·4 21·6 | Luleå Swedish | 2 Cy. 27¾″ & 49½″–29¼″ 110 NHP Motala Co., Motala | | | |
| 277 | **Samuel J. Pentz** 29097 A. Richards 92–98 HQML (ex Long Island) | Wood Pad 546 — 416 | | | | 1859 | ..... Greenport, N.Y. | E. S. Randall | 188·2 | 29·0 | 9·0 | Washngtn Utd. States | 1 Cy. 48″–84″ 162 NHP | | | |
| 278 | **Samuel Mather** 116484 J. H. Buchanan 01–03 Whaleback Mchy. Aft Elec. light 1 Dk 2 tr B | Steel Sc 1713 — 1318 | | | | 1892 | American Stl Barge Co. Superior, Wis | Pittsburgh S.S. Co. | 308·0 | 38·0 | 24·0 | Duluth Utd. States WB | T. 3 Cy. 20″, 32″, & 54″–42″ 189 NHP Frontier Irn Works. Detroit | | | |
| 279 | **Samuel Mitchell** 116496 J. H. Babbitt 98–02 2 Dks Mchy. Aft Elec. light | Steel Sc 3 Mst Sr 2278 — 1871 | | | | 1892 | Globe Iron Works Co. Cleveland, O. | Wm. Chisholm | 292·8 H—F 32′ | 40·4 | 20·1 WB | Cleveland, Ohio Utd. States | T. 3 Cy. 20″, 32″ & 52″–42″ 175 NHP Globe Irn Wks Co., Clevelnd | | | |
| 280 | **Samuel S. Brown** 118649 | Wood Sc 141 — 71 | | | | 1879 | ..... Mystic, Conn. | Fisheries Co. | 108·5 | 20·0 | 8·2 | Greenport N.Y. Utd. States | | | | |
| 281 | **San Cheung** 109870 A. Murphy 02–03 | Wood Twin Sc ~~952~~ 711 ~~770~~ 1 Dk & Shade 2 Dks | 602 312 359 | | | 1902 | Kwang Tuk Cheong Hong Kong | Cheung On Steamboat Co. Ld. | 189·8 | 33·2 | 9·1 | Hong Kong British | C. 4 Cy. 14″ & 28″–17″ 66 RHP Tin Hing & Co. Hong Kong | | | |

| 1 Numéro Officiel. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Ports d'enregistres. Nombres des Ponts | 3 | 4 Tonnage (Jauge) Total / Sous le Pont | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand / Matériaux | 9 Par qui / Où | 10 Armateurs. | 11 Déplacement d'après la Douane. Superstructures, &c. | 12 Port d'Armement | 13 Machines. Nbre & Type des Cylindres. Pression des Chaudières. NHP, Force en chevaux d'après les formules de la Société. IHP, Force en chevaux d'après les expériences du navire. Installation des Chaudières & Forges. Nom du Constructeur des machines. | 14 Grues and Mâts / Voiles | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 282 | **San Clemente** | **IronScSr** | 765 | | | | 1875 | Lloyd Austro Ungarico Trieste | C. Colineau fu G. | 210·8 \| 27·2 \| 17·5 | Genoa Italian | 2Cy. 19½" & 36½" – 33" B made 87, fitted — 63 NH Lloyd Austro-Ungarico Tri | | | V |
| | 38 *Tarantini* –03 (*Salvage vessel*) | | 700 | | | | | | | | | | | | |
| RVNP | (ex Rennanin, ex Ricordo, ex Falkenhayn, ex Tritone) | 1 *Dk* | 500 | | | | | | | | | | | | |
| 283 | **San Fernando** | **IronSc** | 961 | ✠ | | Sld | 1880 | R. Thompson, jun. Sunderland | Cia. Sevillana de Nav. a Vap. | 210·4 \| 29·5 \| 16·1 P&B 112' F 40' FK | Seville Spanish | 2Cy. 26" & 51" – 33" 125 NH | | | |
| | *H. Mendiluce* | | 713 | 9,80 | | *m* | 3mo | | *WB = DB a* 45' *f u E &* B 42' 162 | | *BH Cem* | J. Dickinson, Sunderland | | | |
| JHNS | *Well deck* | 1 *Dk 2 tr B* | 605 | | | | | | | | | | | | |
| 284 | **San Francisco** *F. Haras* –04 | **IronScSr** | 2527 | ✠ 100 A1 | | Cdz | 1882 | Wigham Richrdsn & Co Newcastle | Cia. Trasatlantica | 325·0 \| 38·2 \| 26·8 B 66' ND 00 BK 9' | Barcelona Spanish | C. 2Cy. 40" & 74" – 48" (*s*) 30" 45*lb* 313 NH | 20 | 9 | 3 |
| | ~~Cia. Asturiana de Nav. a Vap.~~ *ss* Cdz. No. 3–2.00 | | 2332 | *Spar dk* | | *t* | 9mo | | | | | 2 DB, 8*cf*, GS 126, HS 5490 | | | |
| JHQB | (ex Turia, ex Landsdown Tower) | | 1672 | 9,01 | | | *Lloyd's* 4 *CP* | | *WB = DB a* 100 *uE* 18' 120*t FPT* 40 | | *5 BH Cem APT* 22 | Wigham Richrdsn & Co., Nwc | | | |
| | ~~ss~~ Cdz. No. 1–04 | 1 *Dk (Irn) & Spar dk 3 tr B* | | | | | | | | | | | | | |
| 285 | — | **IronTwinSc** | 600 | ✠ | | Liv | 1883 | Murdoch & Murray Pt. Glasgow | Cia. Pernambucana de Nav. | 201·7 \| 28·4 \| 10·6 P 55' B 53' F 66' FK | Pernambuco Brazilian | C. 4Cy. 20" & 38" – 27" 125 NH | | | |
| | *H. M. Guimarães* | ss Liv. No. 3–4,91 | — | 4,91 | | *j* | 3mo | | | | *4 BH Cem* | 1 DB, 4*pf*, GS 70, HS 2200 | | | |
| HLBW | | 1 *Dk (Irn-ws)* | 328 | B 4.91 | | | | | *WB = FPT* | | *45t APT* 30*t* | D. Rowan, Glasgow | | | |
| 286 | — | **WoodSc** | 356 | | | | 1902 | Kwong Yak Cheong Hong Kong | F. Aquado | 138·0 \| 20·2 \| 8·2 | Manila Utd. States | 2Cy. 13½" & 26" – 18" 24 NH | | | |
| | | | 146 | | | | | | | | | Yung Hing Loong, Hng Kg | | | |
| | (ex Fook Wo) | 1 *Dk & Awng dk* | 304 | | | | | | | | | | | | |
| 287 | **San Fulgencio** | **SteelScSr** | *1558* | ✠ 100 A1 | | Shl | 1901 | Grngem'th & Greenock Dockyard Co. Grngemouth | Cia. Cartagenera de Nav. | 244·9 \| 36·2 \| 16·6 Q 87' B 62' F 27' FK | Carthagena Spanish | T. 3Cy. 18", 30" & 50" – 33" (*s*) 30" 180 lb *90 lb* 151 NH | 18 | 8 | |
| | *Maristany* | | *1219* | 2,05 | | *p* | 9mo | | | | *4 BH Cem* | 1 SB, 3*cf*, GS 61, HS 2251 | *s* 1 | 9½ | |
| JHQW | *Well deck* | 1 *Dk (Stl) 2 tr B* | *983* | | | | *Lloyd's* 4 *CP* | | *WB = Cell D B a* 56' *u E &* B 36' *f* 102' | | *375t APT* 40*t* | Cooper & Greig, Dundee | | | |
| 288 | **San Gabriel** | **WoodScSr** | 484 | | | | 1903 | United Eng. Works S. Francisco | Kerckhoff-Cuzner Mill & Lumber Co. | 158·0 \| 33·6 \| 11·0 | L s Angeles Utd. States | C. 2Cy. 14" & 32" – 24" 42 NH | | | |
| 200129 | | 1 *Dk* | — | | | | | | | | | United Eng. Works | | | |
| KSPG | *Fitted for liquid fuel* | | 312 | | | | | | | | | | | | |
| 289 | **San Giorgio** | **IronScSr** | 2817 | | | ... | 1886 | Oswald, Mordaunt & Co Southampton | Nav. Gen. Italiana | 307·4 \| 41·2 \| 21·2 P & B 182' F 48' | Palermo Italian | C. 2Cy. 33" & 66" – 42" 235 NH | 22 | 10 | I |
| 106 | *M. Mattina* | (ex Shakespeare) | 2292 | | | | | | | | *WB* | Oswld, Mordaunt & Co., Sou | | | |
| SBLD | *Well deck* | 1 *Dk & Web frames* | 1861 | | | | | | | | | | | | |
| 290 | **San Giusto** | **IronScSr** | 536 | | | | 1854 | Max Clark Greenock | G. Fazio (C. Napoli, *Mgr.*) | 184·5 \| 26·4 \| 14·5 H 47*t* | Catania Italian | C. 2Cy. 26" & 49" – 30" NB 92 110 NH | | | V |
| 10 | *F. D'Arrigo* –01 | | — | | | | | | | | | Fraissinet & Co., Marseilles | | | |
| SBVW | (ex Silvestro D., ex Citta di Ventimiglia, ex Ville de Marseille, ex Stromboli) | | 337 | | | | | | | | | | | | |
| 291 | — | **SteelSc** | 119 | | | | 1898 | Stabilmnto Tecnico Trieste | S. Derin | 124·2 \| 17·2 \| 8·8 | Trieste Aust.-Hung. | T. 3Cy. 11½", 18" & 30" – 17½" 37 NH Stabilimento Tecnico, Tri. | | | |
| | *G. Ferrari* | | — | | | | | | | | | | | | |
| | | | 49 | | | | | | | | | | | | |
| 292 | **San Ignacio de Loyola** | **IronScBn** | 3228 | ✠ 100 A1 | | Liv | 1867 | Palmers' Co. (Lim.) Newcastle | Cia. Trasatlantica | 335·4 \| 42·5 \| 27·8 P 185' F 47' ND 91 FK | Barcelona Spanish | C. 2Cy. 44" & 78" – 54" 55*lb* *65 lb* NE & B 75 373 NH ND B 90 | 30 | 1 | |
| | ~~ss~~ Cdz. 2nd No. 3–4,98 | | 2658 | 2,01 | | | 2mo | | | | *6 BH Cem* | J. Jack, Rollo & Co., Liv. | | | |
| JHRF | (ex Vinuelas, ex Minnesota) | | 2299 | | | | | | | | | | | | |
| | *Elec. light* | 3 *Dks* | | | | | | | | | | | | | |
| 293 | **San Isidoro** | **SteelScSr** | *1537* | ✠ 100 A1 | | Shl | 1902 | Grngem'th & Greenock Dockyard Co. Grngemouth | Cia. Cartagenera de Nav. | 245·3 \| 36·1 \| 16·7 Q 87' B 62' F 26' FK | Cartagena Spanish | T. 3Cy. 18", 30" & 50" – 33" (*s*) 30" 180 lb *90 lb* 165 NH | 18 | 8 | |
| | *P. Nogueroles* 02–02 | | *1219* | 5,05 | | *p* | 11mo | | | | *4 BH Cem* | 2 SB, 8*cf*, GS 74, HS 2656 | *s* | 9½ | |
| | *Well deck* | 1 *Dk (Stl) 2 tr B* | *974* | | | | *Lloyd's* 4 *CP* | | *WB = Cell D B a* 56' *u E &* B 36' *f* 102' | | *375t APT* 40*t* | Cooper & Greig, Dundee | | | |
| 294 | **San Jacinto** | **SteelTwinScSr** | 6069 | | | | 1908 | Delaware River Co. Chester, Pa. | C. H. Mallory & Co. | 380·0 \| 53·0 \| 24·7 | New York Utd. States | T. 6Cy. 27½", 44½" & 70" – 42" 635 NH Delaware River Co. Chester | | | |
| 200468 | | | — | | | | | | | | | | | | |
| KSRV | | 3 *Dks* | 3870 | | | | | | | | | | | | |
| 295 | **San Joaquin** | **SteelScSr** | 523 | ✠ 100 A1 | | HKg | 1891 | Edwrds SB Co. (Lim.) Newcastle A & CP | ~~F. Logasqu (Sp. Ginnaco Co. *Mgrs.*)~~ ~~R. L. Barretto~~ L. P. Sy. Juiliong | 159·0 \| 24·7 \| 9·7 ND 03 16·6 FK | Manila Utd. States | T. 3Cy. 18½", 29" & 36" – 27" (*s*) 10" 155 lb *45 lb* 74 NH | 10 | 4 | |
| | *J. Galdiz* | ss H. Kg. No. 3–7,03 | 503 | *Shelter dk with freeboard* | | *g* | 4mo | | | | *1 BH Cem* | 1 SB, 3*pf*, GS 39, HS 1197 | *s* 7 | 9 | |
| | (ex San Antonio) | | 337 | 7,03 | | | | | *WB = DB a* 30' *f* 81' | | *65t APT* 15*t* | G. Clark (Lim.), Sld. | | | |
| | | 1 *Dk & Shelter dk* | | *Coasting Philippine Islands* | | | | | | | | | | | |
| 296 | **San Jorge** | **WoodScSr** | 106 | | | | 1882 | ..... Singapore | M. Pelaez | 124·0 \| 19·5 \| 10·5 | Cebu, P.I. Utd. States | C. 2Cy. | | | |
| | (ex Srie Samarinda) | | — | | | | | | | | | | | | |
| | | 1 *Dk & Shade dk* | 61 | | | | | | | | | | | | |
| 297 | **San José** | **SteelScSr** | 3296 | | | | 1904 | Workman, Clark & Co. Ld Belfast | Tropical Fruit S.S. Co. Ld. | 330·0 ~~44·2~~ 44·6 \| 31·6 | Glasgow British *WT* | T. 3Cy. 25", 41" & 68" – 48" 320 NH Wrkman, Clark & Co. Ld Bel | | | |
| 119116 | | | 1845 | | | | | | | | | | | | |
| WDHK | | 3 *Dks & Shelter dk 4 tr B* | 2107 | | | | | | | | | | | | |
| 298 | — | **IronScBn** | 2081 | | | | 1882 | J. Roach & Son Chester, Pa. | Pacific Mail S.S. Co. | 283·0 \| 37·0 \| 21·0 | New York Utd. States | C. 2Cy. 34" & 62" – 54" NB 99 235 NH J. Roach & Son, Chester, Pa. | | | RV |
| 115845 | *G. W. Brown* | 2 *Dks* | — | | | | | | | | | | | | |
| JWDV | *Elec. light* | | 1538 | | | | | | | | | | | | |
| 299 | — | **IronScSr** | 1265 | ✠ | | Rot | 1876 | T Turnbull & Son Whitby | Cia. Sevillana de Nav. a Vap. | 247·2 \| 33·0 \| 17·3 24·0 BK 8½' | Seville Spanish | C. 2Cy. 31" & 58" – 36" NB 02 147 NH | 18 | 5 | |
| | *F. Gomez* | ss Off. No. 3–4,89 | 1376 | 6,02 | | | 3mo | | | | *4 BH Cem* | | | | |
| JHTW | (ex Nellie) | ss Lon. No. 2–96 | 563 | *Spar dk* | | | | | *WB = D Ba* 65' *f* 96' | | | Blair & Co. Ld. Stockton | | | |
| | | 1 *Dk (Irn) & Spar dk 3 tr B* | | | | | | | | | | | | | |
| 300 | **San Juan** | **SteelScSr** | 3503 | ✠ 100 A1 | | NOs | 1900 | Harlan & Hollingsworth Co. Wlmgtn, Del A & CP | United States & Porto Rico Nav. Co. | 317·0 \| 42·0 \| 20·1 P 49' B 116' F 38' 27·8 FK | New York Utd. States | T. 3Cy. 24", 38" & 62" – 42" (*s*) 30" 180 lb *100 lb* 308 NH | 19 | 0 | |
| 116936 | ~~Spanish-American Iron Co.~~ *J. O. Foss* –04 | | 3051 | *Spar dk* | | | 1mo | | *WB = Cell D B a* 86' *u E &* B 60' *f* 124' 543*t FPT* | | *6 BH Cem* | 2 SB, 6*cf*, GS 110, HS 4102 | | | |
| KPNW | | 1 *Dk & Spar dk (Stl–ws) & Web frames* | 2519 | 10,04 | | | | | | | *T* 128*t APT* | Harlan & Hollingsworth Co | | | |
| | *Elec. light* | ss N. Os No. 1–04 | | | | | | | | | 68*t* | Wilmington, Del | | | |
| 301 | — | **IronScBn** | 2076 | | | | 1882 | J. Roach & Son Chester, Pa. | Pacific Mail S.S. Co. | 283·0 \| 37·0 \| 21·0 | New York Utd. States | C. 2Cy. 34" & 62" – 54" NB 97 235 NH J. Roach & Son, Chester, Pa. | | | R |
| 115863 | *A. Urry* | 2 *Dks* | — | | | | | | | | | | | | |
| JWHL | | | 1496 | | | | | | | | | | | | |
| 302 | — | **IronScSr** | 838 | ✠ | | Cly | 1879 | Murdoch & Murray Pt. Glasgow | Sobrinos de Herrera S. en C. | 201·0 \| 27·2 \| 12·2 P 52' F 27' | Havana Cuban | C. 2Cy. 32" & 58" – 36" 168 NH | | | |
| | *M. Ginesta* 88–00 | 1 *Dk & Shade dk* | 476 | *Shade dk with load line* | | | 1mo | | | | *4 BH Cem* | Kincaid, Donald & Co., Grk. | | | |
| | | | 519 | 3,79 | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now Assigned. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed, if not in L. R. Date of Roll Transfer. | 16 Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 303 | **San Juan** (*ex* Cebu, *ex* Julieta) | **Iron Sc** | — — 312 | | | | 1880 | Glasgow | Pasig Steamer & Lighter Co. (Warner, Barnes & Co. Ld. *Mgrs*) | 159·9 | 25·3 | 16·4 | **Manila** Utd. States | | | |
| 304 | **San Lorenzo** *A. Massone* –03 | **Steel Sc Sr** 1 *Dk* (*Stl*) & *Awng dk* *Elec. light* | 935 858 495 | ✝ 100 A1 *Awng dk with freeboard* 12.03 | Stk | *k* | 1903 12mo | Craig, Taylor & Co. Stockton | **L. Carsoglio & Co.** *Lloyd's* *WB = Cell DB* | 200·4 | 30·0 | 10·8 17·8 FK | **Bns. Ayres** Argentine | T. 3 Cy. 18″, 30″ & 48″–33″ (*s*) 180 lb *100 lb* 158 NHP 2 SB, 4 *pf*, GS 78, HS 2644 *A P T* 24 *t* | 13 ″ 0 s 5 ″ 0½ | | |
| 305 | **San Marco** *A. Giachin* –01 | **Steel Sc** 1 *Dk* | 125 — 73 | | | | 1897 | M. U. Martinolich Lussnpiccole | **Soc. di Nav. a Vap. Istria-Trieste** | 123·3 | 17·4 | 9·1 | **Trieste** Aust.-Hung. | T. 3 Cy. 12½″, 18½″ & 30¾″–16½″ 38 NHP Wilson & Maclaren, Smprdn | | | |
| 306 115813 JVSF | **San Marcos** *F. G. Avery* 98–02 | **Iron Sc Sr** 2 *Dks* | 2839 — 2188 | | | | 1881 | J. Roach & Son Chester, Pa. | **New York & Texas S.S. Co.** (C. H. Mallory & Co *Mgrs*) | 317·8 | 39·5 | 21·4 | **New York** Utd. States | C. 2 Cy. 38″ & 70″–54″ NB 01 300 NHP J. Roach & Son, Chester, Pa. | | RS | |
| 307 LBWD | **San Martin** *A. Levigoureux* 99–02 | **Iron Sc Bn** 1 *Dk* & *Spar dk* 3 *tr B* | 1301 1130 726 | | | | 1882 | Forges & C. de la Médit. Havre | **Soc. Anon. des Hauts Fourn., Forges & Aciér. de Denain & d'Anzin** | 332·0 | 33·1 | 14·9 21·6 | **Dunkirk** French *WB* | C. 2 Cy. 31½″ & 55″–35″ NB 02 149 NHP Forges & C. de la Méd., Havre | | V | |
| 308 | — *Elec. light* | **Steel Pad Sr** | 1212 — 803 | | | | 1884 | Napier, Shanks & Bell Glasgow | **N. Mihanovich** | 240·0 | 34·2 | 10·6 | **Bns. Ayres** Argentine | C. 2 Cy. 36″ & 70″–66″ B blt 99, fitted 02 332 NHP D. Rowan, Glasgow | | | |
| 309 116972 KQCJ | **San Mateo** *ss* SFo. No. 1–04 *J. N. Ross* 02–02 (*ex* Charters Tower) *Elec. light* | **Steel Sc Sr** *ss* S. Fo. No. 3–7,00 2 *Dks* (1 *Stl* & 1 *Irn*) 3 *tr B* *pt inner bottom Irn* | 2927 2535 1926 | ✝ 100 A1 12,04 ~~1,00~~ | S. Fo | *u* | 1888 4mo | J. Read-head & Co. South Shields | **Pacific Improvement Co.** *Lloyd's* | 317·5 P51′ | 40·2 B80′ | 24·1 F38′ BK 10″ *WB = Cell* | **S. Frncisco** Utd. States | T. 3 Cy. 23″, 37½″ & 60″–39″ (*r*) 160 lb *70 lb* 206 NHP 2 SB, *6cf*, GS 104, HS 2813 *D B* 270′ 601 *t* J. Readhead & Co., S. Shields | 26 ″ 10 | | ~~0,00~~ 12,04 |
| 310 JLRK *P. Uzielli* | **San Miguel** ~~*R. Carrasco* –02~~ (*ex* Ruperra) –03 | **Iron Sc Bn** *ss* Got. No. 3–7,95 ~~*ss* Sbl. No. 1–00~~ *ss* Bbo. No. 2–01 2 *Dks* (*Irn*) 3 *tr B* | *2042* *1860* ~~7,04~~ *1292* | ✝ 100 A1 ~~9,02~~ 4,05 | Cff Bbo | *s* | 1883 7mo | Palmers' Co. Newcastle | **Cia. Naviera La Blanca** *Lloyd's* *WB* | 286·2 P28′ B52′ F33′ | 36·4 | 22·2 BK 9½″ *= DB a* 90′ *f* 66′ 225 *t* | **Bilbao** Spanish | C. 2 Cy. 32″ & 64″–42″ (*a*) 65 lb *60 lb* 205 NHP 2 SB, *6pf*, GS 97, HS 3332 Palmers' Co. Newcastle | 25 ″ 1 s 4 ″ 4½ | | ~~12,03~~ 4,05 |
| 311 JLRH | — *S. Barturen* 01–03 *Mchy. Aft* | **Iron Sc Sr** (*ex* Norman) | 118 — 69 | | | | 1873 | J. & R. Swan Dumbarton | **Cia. del Vapor San Miguel** (G. de Armona, *Mgr.*) | 98·4 | 18·2 | 11·7 | **Bilbao** Spanish | 1 Cy. 15″–16″ NB 94 7 NHP W. King & Co., Glasgow | | | |
| 312 BNST | **San Nicolas** *W. Häveker* 95–02 *Elec. light* | **Steel Sc Sr** 2 *Dks* 3 *tr B* | 4739 3845 3041 | | | | 1897 | Blohm & Voss Hamburg | **Hamburg-Süd-Amerik. Dampfschiffahrts Ges.** | 375·8 P & B 226′ F54′ | 46·3 | 27·5 | **Hamburg** German *WB* | Q. 4 Cy. 21½″, 31½″, 46″ & 66½″–50¾″] 314 NHP Blohm & Voss, Hamburg | | G | |
| 313 | — *D. J. Galarza* –02 | **Wood Sc** | — — 390 | | | | 1897 | ..... Manila | **Mendezona & Co.** (*In liq.*) | 148·0 | 25·0 | 12·0 | **Manila** Utd. States | C. 2 Cy. 16″ & 32″–24″ 42 NHP Ross & Duncan, Glas. | | V | |
| 314 116996 KPFC | **San Pedro** *H. P. Hansen* 03–03 *Elec. light* | **Wood Sc Sr** 1 *Dk* | 456 — 359 | | | | 1899 | J. Lind-strom Abrdeen Wsh | **J. R. Hanify & Co.** | 163·1 | 34·0 | 11·7 | **S. Frncisco** Utd. States | C. 2 Cy. 14″ & 32″–24″ 42 NHP Fulton E. & S.B. Works, S. Fo | | | |
| 315 | — | **Iron Sc K** *ss* Man. No. 1–95 1 *Dk* | 153 119 69 | ✝ 4.01 *Stm Trawler* | Man | | 1890 10mo | Cook, Welton & Gemmell Hull | **Atlantic Gulf & Pacific Improvement Co.** | 93·0 | 20·7 | 11·0 BK 7½″ | **Manila** Utd. States | T. 3 Cy. 11½″, 18″ & 30″–22″ 1 SB, *2cf*, GS 25, HS 680 44 NHP C. D. Holmes & Co., Hull | 11 ″ 10 | | |
| 316 | **San Rafael II.** *M. Tesalona* | | — — 129 | | | | ..... | Japan | **J. Verchi & J. Beltram** | 95·9 | 16·1 | 6·7 | **Manila** Utd. States | | | | |
| 317 | **San Salvador** *G. Waddington* –91 *Elec. light* | **Steel Sc Sr** 2 *Dks* (*Upt Stl*–ws) & *Shade dk* | *2020* *1582* *1240* | ✝ *Shade dk with freeboard* 9.91 *Coasting, Rio de Janeiro & Para* | Gls | *s* | 1891 9mo | J. & G. Thomson, Ld Glasgow | **Lloyd Brazileiro** *WB = Cell DB* | 282·0 F48′ | 38·1 | 20·7 BK 7″ 76′ 124 *t* | **R. Janeiro** Brazilian *A P T* 23 *t* | T. 3 Cy. 27″, 40½″ & 61″–45″ 318 NHP 2 DB, *12cf*, GS 202, HS 5986 J. & G. Thomson (Lim.), Gls. | 22 ″ 0 | | |
| 318 JPFD | — *E. Guisarola* –99 | **Steel Sc Sr** 1 *Dk* (*Stl*) & *deep framing* & *pt Awng dk* (*Stl*–*pt* ws) *ss* Npt. No. 1–03 | 1348 992 884 | ✝ 100 A1 *pt Awng dk with freeboard* 11.03 ~~10,03~~ | Npt Rot | *o* | 1899 5mo | Russell & Co. Pt. Glasgow | **Cia. Montanesa Nav. (M. Pineiro Bezanilla, *Mgr.*)** *WB = Cell DB* | 237·0 Q84′ *pt Awng dk* 153′ FK *u E & B* 35′ *f* 102′ 355 *t* | 34·4 | 15·3 4 *BHCem* *A P T* 53 *t* | **Santander** Spanish | T. 3 Cy. 17½″, 28½″ & 46½″–33″ 160 lb *90 lb* (*s*) 120 NHP 1 SB, *3cf*, GS 70, HS 1722 J. G. Kincaid & Co. Greenock | 17 ″ 7 s 8 ″ 0½ | | ~~11,03~~ 11,04 |
| 319 SCWF | **San Severo** *F. Spampinato* –98 2 *Dks* | **Iron Sc Sr** (*ex* Anjou) | 664 566 421 | | | | 1868 | Forges & C. de la Médit. La Seyne | **G. Fazio** (C. Napoli. *Mgr.*) | 214·9 | 27·9 | 18·6 | **Catania** Italian | C. 2 Cy. 22″ & 44″–31½″ NE 73 NB 83 91 NHP Fraissinet & Co. Marseilles | | V | |
| 319* | **San Ui** *H. Braeter* –04 | **Steel Sc** | ~~513~~ ~~427~~ ~~300~~ | 322 211 195 | | | 1904 | Kwong Sing Loong Hong Kong | **Hong Kong, Canton & Macao Stm Boat Co. Ld.** | 130·0 | 24·0 | 8·6 | **Hong Kong** British | C. 2 Cy. 14″ & 28″–20″ 33 RHP Lon. & Gls. SB & E. Co. Ld Gls | | | |
| 320 JRDM | **Sand** *A. Mortensen* 91–99 *Well deck* | **Steel Sc Sr** 1 *Dk* (*ex* Statsraad Haugland) | 223 117 107 | | | | 1898 | Fevigs Jrn-skibsbyggeri Arendal | **Stavangerske Dmpskbslsk.** | 120·0 P75 *t* | 20·6 H11 *t* | 8·8 F20 *t* BK 7″ | **Stavanger** Norwegian | T. 3 Cy. 13″, 20″ & 32″–20″ 55 NHP Sir C. Furness, Westgarth & Co. Ld. Mdb | 9 ″ 6 | | |
| 321 ~~6744~~ ~~EHVB~~ | **Sanda** ~~*E. Ramsey* –02~~ (*ex* Henriette H.) | **Iron Sc Sr** ~~*ss* Cff. No. 3–7,99~~ 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) 3 *tr B* | 2192 2159 1405 | ✝ ~~10.94~~ *Spar dk* | N Yk | *s* | 1886 7mo | J. Laing Sunderland A&CP | ~~**Red "S" S.S. Co. Ld.** (M. J. de Hart, *Mgr.*) **H. Bowe**~~ | 280·0 F16′ | 38·3 | 26·7 BK 9½″ | ~~**Newcastle**~~ British | T. 3 Cy. 21″, 33″ & 56″–42″ (*a*) 150 lb 190 NHP 4 *BHpt Cem* *pt Asp* | 20 ″ 6 ~~s 8 ″ 5~~ | | N3,04 |
| 322 99795 MNKJ | — *L. Leyman* –04 *Well deck* | **Iron Sc Sr** 2 *Dks* (*U Irn*-ws) | 1154 888 480 | ✝ 3,95 | Gls | *o* | 1892 3mo | WB Thmpson & Co. Ld. Dundee | **Clyde Shppg. Co. Ld** (W. Cuthbert *Mgr*) | 243·0 P & B 148′ F51′ | 33·7 | 15·9 BK 8½″ *WB = DB* | **Glasgow** British *A* 48′ *f* 46′ 183 *t* | Japanese T. 3 Cy. 23″, 38″ & 61″–48″ NB 04 254 NHP 2 SB, *6cf*, GS 90, HS 3896 WB Thmpsn & Co. (Ld) Dun | 16 ″ 11 | C BT till ~~1906~~ 20,05 | |
| 323 81517 PTOS | **Sandal** ~~*ss* Sbl. 2nd No. 3–2,05~~ *Well deck* ~~*J. Taylor* 05–05~~ | **Iron Sc Bn** ~~*ss* Cff. No. 3–9,02~~ ~~*ss* Nwc. No. 2–01~~ 1 *Dk* (*Irn*) 2 *tr B* | 1679 1309 1061 | ✝ 100 A1 2,05 ~~3,05~~ ~~NB 5,01~~ ~~Holland~~ ~~B 88,03~~ | Nwc Shl | *q* | 1880 8mo | W. Gray & Co. W Hartlepool A&CP | ~~**T. S. Blues & Co. Ld.**~~ G. P. Cutting & Co | 256·5 P28′ Q68′ B148 *t* F33′ | 34·6 | 19·7 BK 9″ *WB = D Ba* | **S. Shields** British | C. 2 Cy. 29″ & 61″–33″ (*s*) 100 lb *80 lb* NDB 96 171 NHP 1 SB, *3pf*, GS 58, HS 2607 T. Richardson & Sons, Hpl. | 20 ″ 11 s 2 ″ 0 | | ~~0,02~~ 2,05 |

| Numéro d'Ordre. Numéro Officiel | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.=Force en chevaux d'après les épreuves de la Société. RH.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Charge pour Franc-bord d'hiver. pds. ps. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 324 | **Sandbeck** Steel Twin Sc Dandy | 293 | | 1896 Lobnitz & Co. (Lim.) Renfrew | Niger Co. Ld. | 140·0 26·3 8·9 F17′ | London British | 1 4Cy. 10″ & 20″–15″ 33 RH | | | |
| 106944 | | 267 | | | | | | | | | |
| PJPV | 1 Dk | 169 | | | | | | Lobnitz & Co. Lim., Renfrew | | | |
| 325 | **Sandeid** Steel Sc Sr | 187 | | 1892 Stavanger Stöberi & Dok Stavanger | Stavangerske Dampskibsselskab | 106·6 20·0 9·7 B32t H19t F13t | Stavanger Norwegian | C.2Cy. 14″ & 28″–18″ 28 NH | | N | |
| | *N. Johnsen* 1 Dk | 120 | | | | | | | | | |
| JWNG | (ex Sandnæs) | 93 | | | | | | Stavanger Stöberi & Dok. | | | |
| 326 | **Sandfield** Steel Sc Sr | 2009 | ✠100 A1 Sws Bly | 1890 E. Withy & Co. W Hartlepool A&CP | Sandfield S.S. Co. Ld. (Woods, Tylor & Bright) | 275·0 36·5 19·5 P85′ Q74 B112′ F36′ FK | London British | T.8Cy. 21″, 35″ & 57″–36″ 160 lb 160 lb 193 NH | 21 | | |
| LNQL | *W. T. Williams* –03 ss Bly. No. 3–11, 02 | 1498 | 2,05 | | | | | | | | |
| | *Well deck* 1 Dk (pt Iron pt Stl) & Web frames | 1291 | BS11,08 ✠LMC11 | | *WB = Cell D Ba 82′ 88′ f APT 17t* | | 5 B Hpt Asp pt Cem | 1 D B, 4cf, GS68, HS2860 | | 1 · 11 | |
| | | | | | | | | Blair & Co. (Lim.), Stockton | | | |
| 327 | **Sandnæs** Steel Sc Sr | 375 | | 1903 Stavanger Stöberi & Dok Stavanger | Sandnæs Dampskibsselskab (A. O. Olsen) | 143·1 23·5 8·3 P96t B34t H20t F32t | Sandnæs Norwegian | 1 3Cy. 14½″, 26″ & 38″–26″ 74 NH | | N | |
| | *J. Sivertsen* 99–03 | 372 | | | | | | | | | |
| MBGV | 2 Dks | 241 | | | | | | Stavanger Stöberi & Dok | | | |
| 328 | **Sando** Iron Sc Sr | 834 | | 1879 Strand Slipway Co. Sunderland | Acties. Sandö (Hjalmar Röed) | 200·5 30·2 16·2 Q27t B89t H 10t F28t | Tönsberg Norwegian | T.8Cy. 15″, 25″ & 39½″–27″ NE & B96 82 NH | 16 | 11 | N |
| | *A. Haag* (ex La Senera, | 684 | | | | | | | | | |
| HMJN | ex Ferdinand Corvilian) 1 Dk 2 tr B | 522 | | | | | | Akers Mek. Verks., Xin. | | | |
| 329 | **Sando** Iron Sc K | 188 | | 1889 Earle's Co. (Lim.) Hull | Acties. Sando (Chr. Lindtner) | 116·0 20·5 11·4 Q37′ F20′ len 99 BK 7½ | Stavanger Norwegian | T.3Cy. 12¾″, 20″ & 32″–22″ 48 NH | 12 | 0 | |
| | *Thorkildsen* –04 | 171 | | | | | | | | | |
| MBQG | 1 Dk | 84 | | | | | | Earle's Co. (Lim.), Hull | | | |
| 330 | **Sandon** Steel Sc Sp | 126 | ✠100 A1 Liv | 1902 Dundee Shipbuilders' Co. Ld. Dundee | Alexandra Towing Co. Ld. | 92·0 20·2 10·7 B28′ BK 6½ | Liverpool British | C.2Cy. 16″ & 42½″–27″ 150 lb 98 RH | 12 | 0 | |
| 115999 | *T. Roberts* –02 | 12 | *For Towing purposes* 4,04 | | | | 4 B H Cem | | | | |
| | 1 Dk (Stl) | 9 | ~~BS5,05~~ ✠LMC6,0 BS10,01 | *Lloyd's S & CP* | | *WB = 1PT2t* | | 1 SB, 3cf, GS66, HS1593 J. Cran & Co. Leith | | | |
| 331 | **Sandow** Comp Sc Tug | 112 | | 18 03 05 Harlan & Hollingsworth Wlmgtn. Del | American Towing & Lightering Co. | 86·4 19·8 11·2 | Baltimore Utd. States | C.2Cy. 15″ & 30″–26″ 38 NH | | | |
| 1996 | *R. E. L. Freeburger* 98–03 | — | | | | | | | | | |
| | (ex Commodore S. F. Dupont) 1 Dk | 76 | | | | | | Spedden S.B. Co. Baltimore | | | |
| 332 | **Sandrail** Steel Sc | 487 | | 1894 J. & K. Smit Kinderdijk | River Wear Commissioners | 160·9 30·0 11·2 Q61′ FK | Sunderland British | T.3Cy. 11½″, 17″ & 24″–18″ 60 RH | 11 | 6 | |
| 106411 | *W. Barker* –98 | 412 | | | | | | | | | |
| | (*Hopper Dredger*) 1 Dk | 288 | | | | | | Diepeveen, Lels & Smit, Kdk | | | |
| 333 | **Sandsend** Steel Sc Sr | 3814 | ✠100 A1 Cff | 1899 W. Gray & Co. Ld. W Hartlepool A&CP | Pyman S.S. Co. Ld. (G. Pyman & Co. *Mgrs.*) | 346·5 49·5 25·6 P28′ B87′ F31′ FK | W. Hartlpl British | T.3Cy. 25½″, 40½″ & 67″–45″ 180 lb 100 lb 321 NH | 28 | 5 | |
| 112413 | *J. W. Clark* 81–93 ss Shl. No. 1–04 | 3589 | 4,05 Shd | | | | 6 B H Cem. | | | 7 | |
| RKSB | 1 Dk (Iron) 2 tr B Deep framing & Web frames | 2480 | ✠LMC 04 | | *WB = Cell D Ba 133′ f 144′ 911t* | | *APT 56t* | 2 SB, 6yf, GS119, HS4884 Cen. Mar. Eng. Wrks. W Hpl | | | |
| 334 | — Iron Sc Sr | 732 | ✠ ⚓1 Sld | 1869 Denton, Gray & Co. Hartlepool A&CP | East Steel SS. Co. Ld (C. Wilkinson *Mgr.*) | 199·0 29·1 16·0 Q75′ B40′ F23′ pt ND 85 & 87 BK 8 | Sundrland British | C.2Cy. 24½″ & 47½″–30″ 75 lb 80 lb NDB 97 86 RH | 16 | 9 | |
| 54575 | *J. G. Hart* –02 ss Lon. No. 3–2, 91 | 595 | 10,0 ~~6,04~~ | | | | 4 B H Cem | 1 SB, 3pf, GS44, HS1340 | 8 | 1 · 9½ | |
| HQNP | ss Shl. No. 2–02 | 447 | ~~B6,87~~ MS2,02 ~~BS4,02~~ | | | | *WB = pt D L* | T. Richardson & Sons, Hpl. | | | |
| | *Well deck* 1 Dk 2 tr B | | | | | | | | | | |
| 335 | — Steel Sc Sr | 606 | | 1890 Bergen Mek. Værks Bergen | Ångf. Aktieb. Sandsend (Göta Österberg) | 175·9 26·3 12·6 Q18′ B50′ H11t F21′ BK 7½ | Trelleborg Swedish | T.3Cy. 14″, 22½″ & 37″–24″ 67 NH | 13 | 8 | N |
| 4085 | *O. W. Grönberg* 02–02 | 446 | | | | | | | | | |
| JNBM | *Well deck* (ex Washington) 1 Dk | 361 | | | | | *WB* | Bergen Mek. Værks. Bergen | | | |
| 336 | **Sandy Hook** Iron Twin Sc | 1559 | | 1889 Harlan & Hollingsworth Co. Wlmgtn, Del. | Central Railroad Co. of New Jersey | 260·5 37·1 14·3 | New York Utd. States | T.6Cy. 22″, 36″ & 55″–28″ 320 NH | | | |
| 116264 | 1 Dk & Harr. dk | — | | | | | | | | | |
| | | 987 | | | | | | Harlan & Hollingsworth Co. | | | |
| 337 | **Sandyford** Steel Sc Sr | 3207 | ✠100 A1 Sld | 1904 J. Priestman & Co. Sunderland *Lloyd's S & CP* | Sandyford S.S. Co. Ld (Sandy, Simpson & Co.) | 325·0 48·0 16·9 P & B 213′ F 36′ 24·2 FK | Newcastle British | T. 3 Cy. 25″, 41″ & 67″–45″ 160 lb 80 lb 312 NH | 18 | 0 | |
| 118427 | *W. Stephen* 94–04 | 3024 | *Spar dk (Stl) with freeboard* 12,04 ~~5,00~~ | | | | 5 B H Cem | 2 SB, 3pf, GS128, HS4840 | 8 | 3 · 9½ | |
| VMJQ | *Spar dk (Stl)* 2 tr B & *Web frames* | 2053 | ✠LMC | | *WB = D Ba 98′ f 136′* | | 759t *APT 94t* | Richardsons, Westgarth & Co. Ld. Sld | | | |
| 338 | **Sangara** Steel Sc Sr | 2497 | ✠100 A1 Nwc *u* | 1900 Tyne Iron S.B. Co. Ld. Newcastle A&CP | British & African S.N Co. (1900), Ld. (Elder, Dempster & Co. *Mgrs.*) | 325·0 45·0 19·6 P33′ B223′ F38 FK | Liverpool British | T.3Cy. 28″, 37″ & 61″–42″ 160 lb 160 lb 254 NH | 22 | 2 | |
| 113362 | *T. Stephen* –03 | 2337 | 5,04 | | | | 5 B H Cem | 2 SB, 6cf, GS106, HS4000 | 8 | 2 · 6 | |
| RQHC | 2 Dks (Stl) | 1563 | ✠LMC ~~6,00~~ 2,04 | | | *WB – Cel* | *D Ba 92′ u E & B38′ f 146′ 787t* | N.E. Marine Co. Ld. Nwc. | | | |
| | | | | | | | | *APT 18t* | | | |
| 339 | **Sangola** Steel Sc Sr | 5184 | ✠100 A1 Lon *z* | 1901 W. Denny & Bros. Dumbarton A&CP | British India Stm. Nav Co Ld | 410·8 50·7 29·1 B90′ F57′ FK | Glasgow British | T.8Cy. 26½″, 42″ & 66½″–51″ 160 lb 80 lb (*s*) 383 NH | 32 | | |
| 113974 | *W. H. Jacobs* –03 | 4895 | 12,01 | | | | 6 B H Cem | 2 SB, 6cf, GS122, HS5391 | 7 | 7 · 11 | |
| SNCG | 2 Dks (Stl–Uteak s) 3 tr B & | 3349 | ✠LMC8,01 | | | | | Denny & Co. Dumbarton | | | |
| | *Electlight* *Web frames* | | | | *WB = Cell D Ba 123′ u E & B50′ f 188* | | 1118t *MT80* | 917t *FPT 207t APT 117t* | | | |
| 340 | **Sangstad** Steel Sc Sr | 3005 | | 1904 R. Thompsons & Sons Sunderland | Acties. Sangstad (A. F. Klaveness & Co.) | 325·2 48·6 21·6 H77′ F46′ | Sandefjrd Norwegian | T.3Cy. 24″, 39″ & 65″–42″ 274 NH | | | |
| | *M. A. Andressen* –04 1 Dk 2 tr B | 2823 | | | | | *WB* | N.E. Marine Eng Co. Ld. Sld. | | | |
| MBST | | 1916 | | | | | | | | | |
| 341 | **Sanitwongse** Wood Sc Sr | *134* | | 1889 Cheang Wo Hong Kong | Bok Sin | 101·9 17·2 7·4 H27t F10t | Rioux Dutch | C.2Cy. 12″ & 24″–15″ 24 RH | | | |
| | 1 Dk | 97 | | | | | | | | | |
| | | 77 | | | | | | Kuang Nam Ting, Hng Kng | | | |
| 342 | **Sankwo Maru No. 2** Wood Twin Sc Sr | 161 | | 1883 Nagata Sanjuro, Osaka | S. Tsuchiya | 114·0 16·3 12·7 | Onomichi Japanese | 2Cy. 14″–14″ 11 NH | | | |
| | | 154 | | | | | | | | | |
| HFLS | 2 Dks | 100 | | | | | | Nagata Sanjuro, Osaka | | | |
| 343 | **Sanna** Steel Sc Sr | 3384 | ✠100 A1 Hpl *v* | 1898 W. Gray & Co. Ld. W Hartlepool A&CP | Jacob Christensen | 330·0 47·1 24·8 P25′ B79′ F31′ FK | Bergen Norwegian | T.3Cy. 24″, 38″ & 64″–42″ 180 lb 80 lb 292 NH | 27 | 4 | |
| | *J. Christensen* –01 ss Hpl. No. 1–02 | 3213 | 2,05 ~~04~~ Cff | | | | 5 B H Cem | 2 SB, 4tf, GS71, HS3650 | 8 | 3 · 8 | |
| MBLQ | 1 Dk (Iron) 2 tr B & deep framing 3 Dk rud. | 2198 | BS10,04 ✠LMC11,02 | | *WB = Cell D B a 96′ E & B134′ f 151′* | | 786t *APT 77t* | Cen. Mar. Eng Wrks. W Hpl | | | |
| 344 | **Sansei Maru No. 2** Wood Sc Sr | 104 | | 1886 Yokosuka Zosensho Tokio | Miura Kioritsu Unyu Kabushiki Kaisha | 83·4 15·0 10·7 | Misaki Japanese | 2Cy. 9″ & 17″–12″ NE & B92 8 NH | | | |
| 666 | (ex Yokosuka Maru) 2 Dks | 64 | | | | | | Hara Shigeyuki, Tokio | | | |
| HDTV | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yrs Assigned now Fitted. Equipment. Letters. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships | 15 Registers in which classed, if not in L. R. Date of Transfer to Port | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 345 3968 HRLG | **Sansei Maru No. 3** | **WoodScSr** 2 *Dks* | 135 127 73 | | | | 1898 | Yamaguchi Yasugoro Tokio | Miura Kioritsu Unyu Kabushiki Kaisha | 98·9 | 15·5 | 12·0 | **Misaki** Japanese | C.2Cy 18⅞″&33⅞″–15½″ 38NH Iida Kiuzo, Tokio | | | |
| 346 JPKN | **Sanson** *A. Lanbarri* 82–90 (*ex* Macgregor) | **IronPad** 1 *Dk* | 172 — 38 | | | | 1864 | Bainbridge Newcastle | Remolcadores Bilbainos (F.M. Rodas, *Mgr.*) | 104·0 | 19·7 | 12·5 | **Bilbao** Spanish | 2Cy.30″–48′ 96NH J.P. Almond, North Shields | | | |
| 347 113499 SQDR | **Sansu** *G.W. Hoyle* –03 | **SteelScSr** 1 *Dk (Stl)* & pt lower *dk (Stl)* & *Shelter dk (Stl–ws)* | 2495 2341 1556 | ✠100A1 *Shelter dk* 2,05 ~~1,01~~ | Sws | *u* H.m ✠LMC 9,01 | 1901 9mo | Tyne I.S.B. Newcastle A&CP | British & African S.N Co. (1900), Ld. (Elder, Dempster & Co. *Mgrs.*) | 325·0 F38′ | 45·1 FK | 19·6 | **Liverpool** British | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *160lb* 252NHP 2SB, *6cf*, GS106, HS3938 Wilsnd Slpwy. Co. Ld. Nwc. | 22 ″ 2 s 2 ″ 5½ | | 8,08 |
| 348 | **Sant'Antonio** *L. Scarlatto* –96 | **SteelScBn** 1 *Dk* | 314 254 173 | | | | 1896 | F. Barachini. Smpierdarna | A. Quartino | 131·2 | 23·8 | 9·8 | **M. Video** Uruguayan | C.2Cy.17¾″&33½″–19¾″ Wilson & Maclaren, Smpierdarena 42NHP | | I | |
| 349 JPRC | **Santa Ana** *J. Diaz* (*ex* Siegfried, *ex* Memphis) | **IronScSr** 1 *Dk & Spar dk 3tr B* | 1555 1452 771 | | | | 1872 | Withy, Alexandr & C. Hartlepool | Cia. Sevillana de Nav. à Vap. | 250·3 | 33·0 | 17·0 23·9 | **Seville** Spanish *WB* | C.2Cy.33″&61″–33″ NB84 178NH T. Richardson & Sons, Hpl. | | V | |
| 350 116941 KPRF | **Santa Anna** *L.J. Schage* *Elec light* | **WoodScSr** 2 *Dks* | 1250 541 814 | | | | 1900 | H.R. Reed & Son Coos Bay, Or. | C. Nelson Co. | 182·4 | 36·2 | 23·8 | **S. Frncisco** Utd. States | T.3Cy.18″,22½″&38″–30″ 79NHP United Eng. Co. S. Francisco | | | |
| 351 JPRV | **Santa Barbara** ~~(Advanced–09)~~ (*ex* Eastlands) *P. Lopez* 01–04 | **SteelScSr** ~~ssShl. No.1–04~~ 1 *Dk (pt Stl pt Irn)* & *pt Awng dk (Irn)* & *Web frames* *ss* Bbo. No. 2–05 | 2362 1757 1421 | ✠100A1 *pt Awng dk with freeboard* 2,05 ~~1,00~~ ~~2,10~~ ✠LMC 5,02 | Shl Bbo | *s* | 1896 1mo | Ropner & Son Stockton A&CP | Cia. ...eNav. Vasco-Asturiana *WB = Cell D Ba* | 290·1 P29′Q88′ *pt Awng dk* 173′ FK 100′*n* E24′*f* 106′477*t* | 43·0 | 16·5 | **Bilbao** Spanish 5 *B H Cem* *APT* 63*t* | T.3Cy.21½″,35½″&58½″–33″ 160lb ~~180~~ (*r*) 217NHP 2SB, *6cf*, GS90, HS3288 *75lb* Blair & Co. Ld. Stockton | 19 ″ 9 s 8 ″ 6½ | | ~~3,01~~ 2,05 |
| 352 117003 KQJW | — *F.B. Zaddart* 97–01 | **WoodScSr** 1 *Dk* | 695 612 527 | | | | 1900 | W.F. Stone San Francisco | J.R. Hanify & Co. | 183·5 | 37·5 | 13·5 | **S. Frncisco** Utd. States | | | | |
| 353 23663 | **Santa Cruz** *A. Nicolson* | **WoodScSr** 2 *Dks* | 511 254 361 | | | | 1868 | J. Ringat San Francisco | Pacific Coast S.S. Co | 133·0 | 31·2 | 10·4 | **S. Frncisco** Utd. States | C.2Cy.18″&34″–28″ 51NHP Risdon Irn Wrks, S. Frncsco | | | |
| 354 RMKG | **Santa Fé** *H. Evers* 92–01 *Elec light* | **SteelScSr** 1 *Dk & Spar dk 2tr B* | 4494 4127 2818 | | | | 1901 | C.S. Swan & Hunter, Ld. Newcastle | Hamburg-Süd Amerik. Dampf.-schifffahrt Ges. | 388·5 P37′ B238′ F48′ | 47·8 | 18·8 27·2 | **Hamburg** German *WB* | T.3Cy.25½″,43″&74″–48″ 379HP Wllsnd Slipwy. Co. Ld. Nwc | | G | |
| 355 LBWT | — *Le Calvez* –04 | **SteelScBn** 2 *Dks & Spar dk* | 2798 2694 1604 | | | | 1887 | Atel. & Chant. Loire St. Nazaire | Chargeurs Réunis | 320·1 H92′ F45′ | 40·0 | 28·5 | **Havre** French *WB* | T.3Cy.25″,42″&66″–45″ NB94 292NHP Atel. & Chant. Loire, Nts. | | V | |
| 356 | — *F. Decia* 03–03 *Mchy. aft* *Well deck* | **SteelSc3MstSr** (*ex* Hurlford) 1 *Dk (Stl)* | *344* *232* *102* | ✠100A1 9,03 | Cff | *e* ✠LMC 9,03 | 1901 6mo | Ardrossan DD & SB Co. Ld. Ardrossan *Lloyd's SA & CP* | Cia. Francesca de los Ferro Carriles de la Provincia de Santa Fé | 140·9 Q77′ B9′ F30′ *WB = FPT* | 23·1 FK | 10·0 | **Bns. Ayres** Argentine | C.2Cy.18½″&38″–27″ (*o*) 120lb 73NHP 1SB, *3pf*, GS50, HS1253 Ardrossn DD & SB Co. Ld Gls | 10 ″ 9 s ″ 7½ | | 9,03 |
| 357 | **Santa Fecina** *Margetich* | **IronPad** | 261 — 137 | | | | 1882 | Fader & Peña Buenos Ayres | C. Suarez | 130·0 | 22·0 | 7·0 | **Bns. Ayres** Argentine | Fader & Peña, Buenos Ayres | | | |
| 358 JPSM | **Santa Florentina** *Heredia* *Well deck* | **SteelScSr** 1 *Dk (Stl)* 2 *tr B* | *1553* *1220* *982* | ✠100A1 ~~1,02~~ 3,05 ✠ MC 11,01 | Shl | *p* | 1901 11mo | Grnge'mth & Greenock Dockyard Co. Grngemouth *Lloyd's SA & CP* | Cia. Cartagenera de Navegacion *WB = Cell D Ba* | 245·3 Q87′ B62′ F27′ 56′ *u E & B* 36′ *f* 102′ 375*t* | 36·2 FK | 16·6 | **Carthagna** Spanish 4 *B H Cem* *APT* 40*t* | T.3Cy.18″,30″&50″–33″ (*s*) 180lb *90lb* 151NHP 1SB, *3cf*, GS61, HS2251 Cooper & Greig, Dundee | 18 ″ 8 s 1 ″ 9½ | | 8,05 |
| 359 | **Santa Maria** *L.J. Ramos* (*ex* Caminha, *ex* Calderon, *ex* Arlindo) | **IronScSr** 2 *Dks* | *1054* *967* *660* | ✠ 4.71 | Nwc | Lv | 1871 2mo | A. Leslie & Co. Newcastle | Barcellos & Moura | 249·2 H87*t* | 29·3 | 16·9 | **R. Janeiro** Brazilian 4 *B H I* PRH | C.2Cy.27″&52″–36″ 135NHP R. Stephenson & Co., Nwc. | | | |
| 360 117115 KRLT | **Santa Monica** *L.E. Olsen* 00–02 | **WoodScSr** 1 *Dk* | 497 452 318 | | | | 1902 | W.F. Stone S. Francisco | J.R. Hanify & Co. | 166·0 | 34·0 | 12·0 | **S. Frncisco** Utd. States | Fulton E. & S.B. Wrks. S. Fo. | | | |
| 361 115979 KODN | **Santa Rosa** *E. Alexander* *Elec light* | **IronSc3MstSr** 2 *Dks & Shaded k* | 2417 2013 1336 | | | | 1884 | J. Roach & Son Philadelphia | Pacific Coast S.S. Co | 326·5 | 40·9 | 20·7 | **S. Frncisco** Utd. States *WB* | C.2Cy.45½″&86½″–54″ 455NHP J. Roach & Son, Chester, Pa. | | R | |
| 362 | **Santander** *N. Zabala* –03 (*ex* Gunong) F&Y M 99 | **WoodSc** HT Man. 97 pt IB 2 *Dks* | 816 570 527 | ✠ 1.99 ✠ | Man | 9 | 1891 10mo | L. Durante Varazze | Gutierrez Hermanos | 171·1 | 34·1 | 15·1 | **Manila** Utd. States | C.2Cy.19″&34″–20″ 48NHP 1SB, *2pf*, GS36 A. Roncallo, Smpierdarena | | | |
| 363 JPSQ | **Santanderino** *J. de Egurrola* –96 *ss* Liv. No. 3–11, 02 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing* | **SteelScSr** | 3082 2775 1814 | ✠100A1 *Spar dk* 10,04 ~~1,00~~ ~~8,08~~ ✠LMC 8,01 | Liv | *v* B87,04 | 1890 1mo | D & W Henderson & Co. Glasgow A&CP | M.M. de Arrotegui | 335·0 P17′ B91′ F43′ | 40·1 FK | 18·8 26·6 | **Bilbao** Spanish 6 *B H Cem* *DB* 246′444*t* | T.3Cy.28″,44″&71½″–48″ (*s*) 170lb *80lb* 397NHP 2DB, *12rf*, GS242, HS6482 D. & W. Henderson & Co., Gls | 20 ″ 9 | | ~~7,08~~ 7,04 |
| 364 | **Santarem** | **IronTwinScSr** 1 *Dk & Hurdk* | 426 — 290 | | | | 1880 | Blackwood & Gordon Port Glasgow | Amazon Stm. Nav. Co. Ld. | 180·0 H76*t* | 28·0 | 9·5 | **Para** Brazilian | C.4Cy.21″&38″–27″ 125NHP Blackwood & Gordon, Pt Gls | | | |
| 365 PRQS | **Santduo** ~~*H. Kierkwogt* –02~~ (*ex* Kingsland) *Well deck K. Ree* –05 | **SteelScSr** ~~ssHpl. No.3–5,00~~ 1 *Dk (Irn)* & *Web frames* ~~ssRod No.1–05~~ | 2009 1536 1261 | ✠100A1 1,05 ~~1,00~~ ~~2,02~~ ✠LMC ~~1,03~~ 1,05 | Rot | *r* | 1890 7mo *Lloyd's* | W. Gray & Co. Ld. W Hartlepool *SA & CP* | Van Santen & Co. *WB = Cell* | 270·0 P29′ Q80′ B106′ F31′ | 36·6 BK | 19·0 10″ | **Rottrdam** Dutch 4 *B H Cem* *DB* 226′405*t* | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *120lb* NDB04 168NHP 2SB, *4rf*, GS65, HS2500 Cen. Mar. Eng. Wrks. W Hpl | 21 ″ 6 s 1 ″ 11 | | ~~N12.02~~ N1,05 |
| 366 113955 STWC | **Santhia** *R. Phillips* –03 *Elec light* | **SteelScSr** 2 *Dks (Stl–U teak s) 3tr B* & *Web frames* | 5192 4897 3353 | ✠100A1 11,01 ✠LMC 11,01 | Dmb | *z* | 1901 11mo | W. Denny & Bros. Dumbarton *Lloyd's SA & CP* | British India Stm. Nav. Co. Ld. *WB = Cell D Ba* | 411·0 B90′ F57′ 123′ *u E & B* 50′ *f* 188′ | 50·7 FK | 29·1 | **Glasgow** British 6 *B H Cem* 1118*t D T f* | T.3Cy.26½″,42″&66½″–51″ (*s*) 160lb *80lb* 383NHP 2SB, *6cf*, GS122, HS5391 FD Denny & Co. Dumbarton 30′ 917*t* *FPT* 207*t* *APT* 117*t* | 32 ″ 0 s 7 ″ 11 | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net | 5 Détails de la Classification. | 6 | 7 | 8 Construit. Quand. Navire / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon | 13 Machines. Nbre & Type des Cylindres.—Compound, Triple ou Quadruple Expansion des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | 14 Epaisseur des Bordés. Franc-bord au milieu du navire. pouces | pieds | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 367 | **Santiago** | **SteelSc4MstSr** | 2955 | | | | 1889 | NavalCon. & ArmCo.Ld. Barrow | PacificStmNav.Co. | 350·0 | 45·2 | 22·5 | Liverpool British | T.8Cy.31″,49″&78″–60″ 471NHP NavalCon.&A.Co.Ld.,Brw | | | |
| LJSD | *W. Reid* –00 | | 2436 | | | | | | | P28′ | F72′ | | | | | | |
| | | | 1366 | | | | | | | | | | | | | | |
| 368 | — | **IronScSr** | 2359 | | | | 1879 | J.Roach& Son Chester,Pa. | NewYork&Cuba MailS.S.Co. (J.E. Ward&Co., *Mgrs.*) | 269·0 | 39·1 | 22·4 | NewYork Utd.States | C.2Cy.38″&68″–54″ NB00 288NHP J.Roach&Son,Chester,Pa. | | | RS |
| JTKL | *R.H.Hathaway* –02 | | 1695 | | | | | | | P29′Q70′B126′ | | | | | | | |
| | | *3 Dks* | 1696 | | | | | | | | | | | | | | |
| 369 | — | **SteelScSr** | *2138* | ✠100A1 | Bbo | *r* | 1888 | W.Dox- ford&Sons Sunderland | Cia.NavieraLa Blanca | 280·0 | 38·2 | 18·4 | Bilbao Spanish | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* 197NHP 2SB,*6cf*,GS90,HS2852 W.Doxford&Sons,Sld | 21 | 6 | |
| JPSW | ~~*J.Sobrequres*~~ *ex*Daniel) | *ss*Lth.No.3–12,97 *ss*Bbo.No.1–03 | *1579* | | | | | | | P29′Q70′B126′ | | | | | | | |
| | *Well deck* | *1 Dk(Irn)&Webframes(Irn)* | *1367* | | | | *Lloyd's A&CP* | | *WB = Cell DB( Irn)* | *228′* | | FK | *1 BHCem* | *538t APT60′* | | | |
| 370 | — | **SteelScSr** | 1383 | | | | 1903 | Fredrkstad Mek.Værks Fredrikstad | Aktieselsk bet OttoThoresen's SpanskeLinie | 231·7 | 34·2 | 19·9 | Christiania Norwegian | T.3Cy.17″,30″&49″–38″ 138NHP Fredrikstad M.V.Frdstad. | | | N |
| MBFJ | *H.L.Bache* –08 | *1 Dks&Spar dk* | 1262 | | | | | | | H60′B30′ | | | | | | | |
| | | | 881 | | | | | | *WB* | | | | | | | | |
| 371 | **Santiago de Cuba** | **IronSc3MstSr** | 1112 | ✠ | NYk | *o* | 1878 | M.Pearse &Co. Stockton | NewYork&Cuba MailS.S.Co. (J.E.Ward&Co. *Mgrs.*) | 240·2 | 32·0 | 16·7 | Cienfuego's Cuban | C.2Cy.28½″&58″–38″ NDB89 118NHP | 17 | 6 | R |
| | *E.B.Lambert01–01* | *ss*Liv.No.3–8,90 | — | 4,99 | | | | | | P154′F81′ | | | | 2SB,*6pf*,GS60,HS1815 | | | |
| | (*ex*Amethyst) | *ss*Liv.No.1–95 | 792 | | | | | | | | | BK8″ | *1 BHCem* | Blair&Co.(Lim.),Stockton | | | |
| | *Well deck* | *1 Dk(Irn)2trB* | | | | | | | *WB = DBa69′108t* | | | | | | | | |
| 372 | **Santo Antonio** | **SteelTwinScSr** | *360* | ✠ A1 | Pra | | 1895 | Lytham 11mo | S.B.&E.Co. Lytham A&CP | 151·0 | 28·1 | 7·6 | Manaos Brazilian | T.6Cy.11″,17″&27½″–20″ (*s*) 160lb 79NHP 1SB,*2rf*,GS40,HS1854 LythamS.B.&E.Co.,Lytham | 8 | 0 | |
| | *J.DuarteSanto* –99 | *ss*Pra.No.2–03 | — | *For River purposes* | | | | | Deffner,Correia& Co. | F28′ | | FK | *7 BHCem* | | | | |
| | *1 Dk(Teak)&Promenade dk(Teak)* | | *230* | 9,03 | | | | | | | | | | | | | |
| | *Elec.light* | | | | | | | | | | | | | | | | |
| 373 | **Santo Maru** *S.Ishikawa* –04 | **SteelScSr** | 2071 | ✠100A1 | Yka | *r* | 1899 | Hall,Rus- sell&Co. Aberdeen | NipponYusen KabushikiKaisha | 260·3 | 37·2 | 17·3 | Tokio Japanese | T.3Cy.22″,35″&58″–39″ (*s*) 165lb *90lb* 257NHP 2SB,*6rf*,GS94,HS3600 RP Hall,Russell&Co.Abn. | 18 | 4 | |
| ~~SPSC~~ | ~~*Kawasaki*~~ | *ss*H.Kg.No.1–03 | 1719 | *Spar dk* | Nag | | 1mo | | | B62′F46′ | | 24·7 | *1 BHCem* | | 5 | 8 | |
| JRBD | (*ex*Diamante) | *1 Dk(Stl–ws)&Spar dk* | 1300 | 12,04 ~~4,03~~ | | | | | | | | FK | *6 tAPT31t* | | | | |
| | *Elec.light* | (*Stl*–teak s)&*Webframes* | | | | | *Lloyd's A&CP* | | *WB = Cell DBa 68′ f 64′ 249t FPT* | | | | | | | | |
| 374 | **Santorio** | **IronScSr** | 133 | | | | 1888 | Stablimnto Tecnico Trieste | S.Derin | 126·3 | 17·0 | 9·3 | Capo d'Istria Aust.-Hung. | C.2Cy.18″&32″–21″ 39NHP StabilimentoTecnico,Tri. | | | |
| | *N.Suttora* –01 | | — | | | | | | | | | | | | | | |
| | | | 66 | | | | | | | | | | | | | | |
| 375 | **Santos** | **SteelScSr** | 4855 | | | | 1898 | Reiherst'g Schiffsw. Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 375·6 | 46·6 | 27·4 | Hamburg German | Q.4Cy.21¾″32″46½″&66″–51″ 311NHP Reiherst.Maschinenf.Ham | | | G |
| | *W.Havecker95–04* | | 3838 | | | | | | | P&B259′F48′ | | | *WB* | | | | |
| RLFQ | *Elec.light* | *2 Dks* | 3114 | | | | | | | | | | | | | | |
| 376 | — | **SteelTwinScSr** | *1654* | ✠ | Nwc | *o* | 1891 | Hawthorn, Leslie&Co.Ld Newcastle | LloydBrazileiro | 275·0 | 34·7 | 11·9 | R.Janeiro Brazilian | T.6Cy.18″,28″&46″–30″ 273NHP 2DB,*12rf*,GS178,HS1734 Hwthrn,Leslie&C.Ld.Nwc. | 12 | 6 | |
| | | | *1448* | *Awng dk* | | | | | | | | 19·5 | | | | | |
| | | *1 Dk&Awng dk(Stl–ws)* | *966* | *withfreeboard* | | | | | | | | FK | *4 BHCem* | | | | |
| | *Elec.light* | | | 8,91 | | | | | | | | *WB =* | *DBa58′80t* | | | | |
| | | | | *Coasting RioJaneiro and BuenosAyres* | | | | | | | | | | | | | |
| 377 | **Santunus** | **SteelScSr** | 1675 | ✠100A1 | Rot | *q* | 1889 | W.Gray& Co.Ld. WHartlepool | VanSanten&Co. | 264·5 | 37·0 | 17·8 | Rottrdam Dutch | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *70lb* 168NHP 2SB,*4rf*,GS72,HS2500 Cen.Mar.Eng.Wrks.WHpl | 18 | 11 | |
| PRQT | (*ex*Marmion) | *1 Dk(Irn)&Webframes* | 1228 | 2,05 ~~2,04~~ | | | 10mo | | | P29′Q70′B112′F26′ | | BK9″ | *4 BHCem* | | 1 | 6½ | |
| | *Well deck* | | 1047 | | | | *Lloyd's A&CP* | | *WB = DBa80′f100* | | | | *398t APT17t* | | | | |
| 378 | **Santurce** | **SteelScSr** | 1836 | ✠100A1 | NYk | | 1898 | Harlan& Hollings- worthCo. Wlmgtn,Del. A&CP | UnitedStates& PortoRicoNav.Co. | 255·0 | 41·0 | 21·2 | NewYork Utd.States | T.3Cy.20″,33″&50″–36″ (*s*) 165lb 12½″ 186NHP 2SB,*6cf*,GS116,HS3320 Harlan&HollingsworthCo. Wilmington Del. | 21 | 2 | |
| 11682 | ~~*J.Frederiksen*~~ | ~~*ss*Bal.No.1–03~~ | 1653 | ~~Spar dk~~ | | | | | | B52′F27′ | | FK | *4 BHCem* | | | | |
| KNRW | (*ex*S.T.Morgan) | *2 Dks(U–Stl)* | 1122 | ~~1,00~~ | | | | | *WB = Cell DBa 72′ a E&B 44′ f 104′ 378t FPT* | | | | *22t APT47t* | | | | |
| | *Elec.light* | *B.J.McCaulder* | | | | | | | | | | | | | | | |
| 379 | — | **IronSc** | 1291 | ✠100A1 | Bbo | *o* | 1884 | Kish, Boolds&Co. Sunderland A&CP | Cia.Anon.del VaporSanturce (Sota y Aznar) | 250·0 | 36·5 | 13·3 | Bilbao Spanish | C.2Cy.32″&60″–39″ (*s*) 80lb *60lb* 180NHP 2SB,*6pf*,GS96,HS3066 J.Dickinson,Sunderland | 16 | 5 | |
| | ~~*A.Echaniz*~~ –04 | | ~~*Matxitxako*~~ | 9,03 | | | 9mo | | | P25′Q75′B51′F28′ | | FK | *1 BHCem* | | 1 | 8 | |
| JQWL | ~~*Matxitxako*~~ | ~~*ss*Shl.No.3–6,03~~ | 1008 | | | | | | | | | | | | | | |
| | (*ex*Norberto,*ex*SouthernCalifornia, | | 785 | | | | | | *WB = Cell DB 210′* | | | | *460t APT40t* | | | | |
| | *Well deck* | *ex*Emilius) *1 Dk(Irn)* | | | | | | | | | | | | | | | |
| 380 | **Sanuki Maru** | **SteelTwinSc4MstSr** | 6111 | ✠100A1 | Yka | *a*† | 1897 | Napier, Shanks&Bell Glasgow | NipponYusen KabushikiKaisha | 445·0 | 49·4 | 30·5 | Tokio Japanese | T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 544NHP 2D&2SB,*18cf*,GS306HS9000 Dunsmuir&Jackson,Gls. | 33 | 6 | 9.06 |
| 1890 | *W.Townsend96–97* | *ss*Yka.No.1–01 | 5444 | 1,04 | | | 6mo | | | P36′B97′F55′ | | PK&BK 1½″ | *8 BHCem* | | 8 | 7 | 1.10 |
| RLDR | *Elec.light* | *2 Dks(Stl–U teak s) &deep framing* | 3789 | | | | *Lloyd's A&CP* | | *WB = Cell DBa 148′ a E&B 65′ f 180′ 1149t* | | | | *DTo 25′ 460t FPT* | *88t APT51t* | | | |
| 381 | — | **WoodScSr** | 131 | | | | 1878 | Kirby&Co Kobe | YamadaKiku | 103·2 | 14·7 | 11·8 | Osaka Japanese | C.2Cy.10″&17″–18″ 10NHP | | | |
| 224 | | *2 Dks* | 110 | | | | | | | | | | | | | | |
| HCJS | | | 81 | | | | | | | | | | | | | | |
| 382 | **Sanyo Maru** | **WoodScSr** | 151 | | | | 1887 | Sora Ikutaro Osaka | N.Yatoji | 103·2 | 15·3 | 13·1 | Osaka Japanese | C.2Cy.12¾″&22¾″–18″ 19NHP | | | |
| 1942 | | *2 Dks* | 141 | | | | | | | | | | | | | | |
| HGLV | | | 94 | | | | | | | | | | | | | | |
| 383 | **Sanyu Maru** | **IronScSr** | 612 | | | | 1884 | Flensburgr Schiffsb.Ges. Flensburg | IguchiHambei | 172·4 | 24·7 | 13·8 | Kamesaki Japanese | C.2Cy.21½″&38½″–27″ 64NHP FlensburgerSchiffsb.Ges. | | | |
| 1412 | *S.Yasutaro* | (*ex*Cito) *1 Dk2trB* | 447 | | | | | | | Q48′B47′F20′ | | | *WB* | | | | |
| HJWN | | | 380 | | | | | | | | | | | | | | |
| 384 | **Sao Felix** | **IronPad** | 337 | | | | 1881 | H.Murray &Co. Pt.Glasgow | LloydBrazileiro | 180·0 | 28·0 | 8·0 | Bahia Brazilian | C.2Cy.28″&60″–60″ 161NHP Kincaid&Co.,Greenock | | | |
| | *W.Guedes* | | — | | | | | | | | | | | | | | |
| HMQB | | | 194 | | | | | | | | | | | | | | |
| 385 | **São Goncalo** | **SteelScTug** | 119 | | | | 1900 | Schiffsw(v. J.&Sch.)A.G. Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 77·3 | 19·3 | 10·9 | RioGrande doSul Brazilian | C.2Cy.12¾″&25″–18½″ 22NHP Schwft.(vJ&Sch)AG Ham | | | |
| | *Th.Klemme* | | 106 | | | | | | | | | | | | | | |
| | | *1 Dk* | — | | | | | | | | | | | | | | |
| 386 | **Sao Miguel** | | — | | | | | ..... | **M.J.P.Guimaraes** | ..... | ..... | ..... | Para Brazilian | | | | |
| | | | — | | | | | | | | | | | | | | |
| HMVF | | | 53 | | | | | | | | | | | | | | |
| 387 | **São Paulo** | **SteelScSr** | 4724 | | | | 1896 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 376·1 | 46·1 | 27·2 | Hamburg German | Q.4Cy.21¾″,31½″,44″&66″–48″ 302NHP Blohm&Voss,Hamburg | | | G |
| | *J.G.Ketels* 99–00 | | 3824 | | | | | | | P&B226′F54′ | | | *WB* | | | | |
| RKNC | *Elec.light* | *1 Dk&Spar dk&Webframes* | 3065 | | | | | | | | | | | | | | |
| 388 | **São Pedro** | **SteelTwinScTug** | 125 | | | | 1893 | Schiffsw(v. J.&Sch.)A.G Hamburg | P.Stooss&Co. | 85·0 | 19·0 | 9·7 | RioGrande doSul Brazilian | C.4Cy.11″&20″–18″ NB97 22NHP Schwft.(vJ&Sch)AG.Ham | | | |
| | *H.Ossenbrück97–98* | | 110 | | | | | | | | | | | | | | |
| | | | 46 | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 ✝ for Special Survey. Date of last Survey. | 7 Port of Survey. Year Assigned or Renewed. Equipment Letter. | 8 Built. When | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships ft. in. | 15 Registers in which Vessel is in Lt. Dues List. Date when Cert. Lost. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 389 Wrecked 11.04 | **Sao Thomé** *A.F.de Miranda* | **IronScSr** ssLiv.No.3–4,96 | 2255 2239 1456 | ✝ *Spar dk* | | ... | 1883 6mo | Earle's Co. (Lim.) Hull | **Empreza Nacional de Nav. a Vapor** | 310·2 37·1 26·0 WB=DBf88'190t | **Lisbon** Portuguese | C.2Cy.40½″&74″–48″ (s) 80lb 40lb 296NIP 2DB,8pf,GS146,HS4900 MT34'250t Earle's Co.(Lim.),Hull | | | 11,00 |
| HGWD | *Electlight* | *Dk&Spardk(Irn)3trB* | | | | | *Lloyd's* | | | | | | | | |
| 390 | **Saphir** *N.O.Fagerland* –01 | **SteelScSr** 1 *Dk* | 1378 1225 854 | | | | 1901 | Laxevaags Msk.&Jrnskl Bergen | **E.Lindöe** | 245·3 36·3 16·9 H118t F34t WB | **Haugesnd** Norwegian | T.3Cy.17½″,29″&48″–33″ 132NIP Laxevaags Msk.&Jrns.Bgn | | N | |
| JMSV | | | | | | | | | | | | | | | |
| 391 | — *Deherdt* –00 | **SteelTwinScSr** | 633 528 389 | | | | 1897 | Soc.J. Cockerill Hoboken | **Soc.Anon.John Cockerill** | 213·2 27·9 14·4 Q61' H8' F30' | **Antwerp** Belgian | T.6Cy.16½″,24½″&37½″–25½′ 139NIP Soc.John Cockerill,Seraing | | V | |
| MBSH | | | | | | | | | | | | | | | |
| 392 | **Sapphire** *J.S.Tonkin98–98* | **IronScSr** ssSws.No.3–4,93 | 2127 1642 1389 | ✝100A1 *pt Awng dk* *with freeboard* 6,01 ~~7,04~~ | Syd Cff ✝LM | *s* | 1888 5mo | Richardson Duck&Co. Stockton | **Christie&Co.** | 277·0 37·4 18·6 BK7½″ WB=Cell | **London** British | T.3Cy.21½″,36″&58″–36″ (o) 160lb 75lb NDB93 202NIP 2SB,4cf,GS51 T.Richardson&Sons,Hpl. | 21 ″ 9 s H ″ 3½ | | ~~11,06~~ 6,04 |
| FBGW | | ssCff.No.2–01 | | | | | *Lloyd's* | | | | | | | | |
| KRSF | | 1 *Dk(Irn)&Webframes&pt Awng dk* | | | | | | | | | | | | | |
| 393 | — *W.Luke* –96 | **IronScSr** ssDun.2ndNo.3–9,96 | 821 617 513 | ✝100A1 7,04 ~~9,06~~ NB9,96 ~~B8,02~~ | Cff Bly LMC3,01 | *l* | 1878 5mo | R Thompsn jun. Sunderland | **Dundee Gem Line S.S.Co.Ltd. (P.M. Duncan & Sn. Mgrs)** | 201·0 28·4 15·3 Q68' B44' F18' BK7½″ WB=DBa46′f46′ | **Dundee** British | C.2Cy.24″&47″–30″ (s) 80lb ~~90lb~~ 80lb NDB05 90RIP 1SB,3pf,GS54,HS1584 N.E.MarineCo.(Lim.),Sld. | 16 ″ 3 s 1 ″ 7½ | | ~~8,08~~ 5,05 |
| RMKV | *Well deck* | ssNwc.No.1–01 1 *Dk(Irn)2trH* | | ~~B8,02~~ B8,04 | | | *Lloyd's* | | A&CP | | 139t APT10t | | | | |
| 394 | — *G.Bannatyne* –04 | **IronSc3MstSr** ssBwg.No.3–9,95 | 384 281 165 | ✝100A1 11,04 ~~6,09~~ | Gls Bwg LMC ~~4,09~~ 11,04 | *g* | 1881 11mo | J.Fullerton & Co. Paisley | **W.Robertson** | 160·0 23·2 10·9 Q85' B7' F25' ~~Depot 1,00~~ BK6″ WB=FPT33t | **Glasgow** British | C.2Cy.20″&36″–24″ (b) 70lb 56RIP 1SB.2pf,GS32,HS1036 W.King&Co.,Glasgow | 11 ″ 7 s ~~9½~~ 10½ | | ~~4,02~~ N11,04 |
| ssBSG | | ssBwg No.2–01 ~~ssBwg No.1–97~~ | | ~~B5,00~~ | | | *Lloyd's* | | | | | | | | |
| | *Mchy.Aft* | 1 *Dk(pt Irn)* | | | | | | | | | | | | | |
| 395 | — | **SteelPad** | 223 194 69 | | | | 1898 | J.Jones& Sons,Ld. Liverpool | **Eastham Ferry Pleasure Gardens & Hotel Co.Ld.** | 140·0 24·1 8·1 F52t | **Liverpool** British | C.2Cy.21″&39″–42″ 65RIP J.Jones&Sons,Ld.,Liverpl | | BT till 5,06 | |
| 396 | — *J.Walker* –03 | **SteelScK** 1 *Dk* | 156 146 36 | ✝100A– *For Fishing purposes* 4,05 ~~5,04~~ | Abn LMC4,08 | *s* | 1903 4mo | Hall, Russell&Co.Ld. Aberdeen | **Walker.Craig& Wood** | 103·1 21·1 11·0 BK7½″ | **Aberdeen** British | T.3Cy.11½″,18″&31″–21″ (r) 170lb 60RIP 1SB,3pf,GS37,HS1109 Hall,Russell&Co.Ld.Abn. | 11 ″ 7 | | |
| 397 | — *J.Gant91–91* | **IronScYl** ssHul.No.3–8,02 1 *Dk* | 155 142 57 | ✝100A1 *Stm Trawler* 7,04 ~~9,02~~ | Hul BS7,04 LMC8,02 | | 1891 9mo | Mackie& Thomson Glasgow | **Kingston Steam Trawling Co.Ld.** | 100·5 20·5 10·7 Q19' F19' ND02 BK7½″ | **Hull** British | C.2Cy.16″&32″–22″ (s) 110lb 45RIP 1SB,2pf,GS37,HS780 Muir&Houston,Glasgow | 11 ″ 11 | | ~~8,02~~ 7,04 |
| MTKP | | | | | | | *Lloyd's* | | | | | | | | |
| 398 | **Sappho** *N.Mylonas90–03* (ex Anna Goich, ex San Giusto) | **SteelScSr** ssPir.No.3–8,99 ssPir.No.1–04 1 *Dk(Stl)&Webframes&Awng dk* | 2087 1372 1259 | ✝100A1 *Awng dk* *with freeboard* 3,04 | Pir LMC1,04 | *r* | 1891 1mo | Stabilmnto Tecnico Trieste | **Nav.à Vapeur Panhellénique** | 261·2 34·8 18·0 FK WB=Cell | **Piræus** Greek | T.3Cy.20½″,33″&54″–36″ (s) 120 ~~140~~lt s 65lb 194NIP 2SB,6cf,GS108,HS3200 Stabilimento Tecnico, Tri. ~~FNDB04–90lb~~ | 20 ″ 8 s 8 ″ 8½ | | |
| | | | | | | | *Lloyd's* | | | | | | | | |
| 399 | — *F.W.Horncastle* –04 | **SteelScSr** 1 *Dk* 104 ~~1045~~ | 1694 1559 | | | | 1903 | Earle's Co. Ld. Hull | **T.Wilson,Sons& Co.Ld.** | 282·0 40·0 18·5 P&B180'F33' WB | **Hull** British | T.3Cy.15″,25½″&45″–33″ 116NHP Amos&Smith,Hull | | C | |
| TWBR | | | | | | | | | | | | | | | |
| 400 | — *C.Weir* –04 | **SteelScSr** ssBrs.No.1–04 1 *Dk(Stl)&deep framing &pt Awng dk(Stl)* | 1275 935 806 | ✝100A1 *pt Awng dk* *with freeboard* 5,04 | Ant LMC2,04 | *n* | 1900 2mo | Ramage& Ferguson.Ld. Leith | **Bristol Steam Nav. Co.Ld.** *WB= Cell DBa50'uE&* | 230·1 33·1 15·1 Q79′ *pt Awng dk151′* FK *B35′ f90′ 288t FPT* | **Bristol** British | T.3Cy.18″,27½″&45″–33″ (s) 160lb 80lb 120NIP 1SB,3rf,GS68,HS1855 Ramage&Fergusn,Ld.Lth. | 17 ″ 5 s 8 ″ 0½ | | 5,04 |
| 111305 | | | | | | | *Lloyd's* | | | | | | | | |
| RMWK | | | | | | | | | | | | | | | |
| 401 | — *Turner* | **IronScSr** | 532 433 328 | | | | 1887 10mo | Scott&Co. Greenock | **Straits S.S.Co.Ld.** | 190·0 30·6 11·6 P31′ F26′ | **Singapore** British | C.2Cy.19½″&38″–30″ 90RHP Scott&Co.,Greenock | | | |
| 93764 | | | | | | | | | | | | | | | |
| KPNQ | | | | | | | | | | | | | | | |
| 402 | — | **WoodSc** 1 *Dk* | 276 193 138 | | | | 1886 | N England S.B.Co. Bath,Me. | **Maine Central R.R. Co.** | 149·8 28·8 9·5 | **Prtlnd.Me.** Utd. States | T.3Cy.15″,24″&37½″–30″ 77NHP | | | |
| 116098 | | | | | | | | | | | | | | | |
| KDJF | | | | | | | | | | | | | | | |
| 403 | **Sapporo Maru** (ex Vulcan. ex Ville de Santos) | **IronSc3MstSr** 2 *Dks3trB* | 1598 1429 1140 | | | | 1873 | Forges&C. de la Médit. La Seyne | **H.Hattori** | 279·1 31·1 22·5 | **Hakodate** Japanese | C.2Cy.29½″&63″–33″ 190NHP Forges&C.de la Médit.Msl. | | | |
| 1600 | | | | | | | | | | | | | | | |
| HLDC | | | | | | | | | | | | | | | |
| 404 | **Sapucaia** *Hawkins96–96* | **SteelTwinScSr** 1 *Dk&ptshadedk* | 398 374 270 | | | ... | 1896 | A.Rodger & Co. Pt.Glasgow | **Amazon Stm.Nav. Co.Ld.** | 170·6 28·1 10·2 F22′ FK | **Para** Brazilian | T.6Cy.9″,14″&22″–18″ 65NHP Hall-Brwn,Buttery&C.Gls | 10 ″ 6 | | |
| 405 | **Sara** *Warning* –04 | **SteelScSr** 1 *Dk&Spar dk* | 1600 1480 950 | | | | 1904 | Howaldts-werke Kiel | **D.Torm** | 240·0 36·0 13·2 B49'F29' WB | **Copnhagn** Danish | T.3Cy.17½″,27½″&45½″–27½″ 117NHP Howaldtswerke,Kiel | | | |
| 406 | — *J.M.Solgaard88–03* (ex Ant) *Well deck* | **IronScSr** ssShl.No.3–3,97 ssLiv.No.1–02 1 *Dk2trB* | 1033 769 624 | ✝100A1 2,04 BS2,04 | Xia LMC5,02 | *m* | 1883 8mo | W.Gray& Co. W Hartlepool | **Aktieselsk.Sara (H.Skougaard)** | 225·0 31·5 14·9 P27'Q52'B58'F31' BK8″ WB=DBa63′f88′236t | **Langesund** Norwegian | C.2Cy.27″&50½″–33″ (b) 80lb 52lb 113NHP NDB94,fitted02 1SB,3pf,GS47,HS1841 Blair&Co.Ld.Stockton | 16 ″ 1 s 1 ″ 4½ | | 9,02 |
| MBPG | | | | | | | *Lloyd's* | A&CP | | | 4BHCem APT10t | | | | |
| 407 | **Saragossa** *H.N.Goulden* –03 | **IronScBg** | 2166 1319 1391 | | | | 1874 | J.&G. Thomson Glasgow | **Cunard S.S.Co.Ld.** | 316·3 35·3 17·7 P172t F79t | **Liverpool** British | C.2Cy.40″&71″–45″ 282NHP J.&G.Thomson,Glasgow | 26 ″ 3 s 5 ″ 5½ | | |
| 68098 | | | | | | | | | | | | | | | |
| MVKC | | | | | | | | | | | | | | | |
| 408 | **Sarah Blanche** *E.Elliott* –02 *Mchy.Aft Well deck* | **IronScSr** ssBkn.No.3–4,05 1 *Dk (Irn)* | 255 185 99 | ✝100A1 1,05 | Bkn LMC1,05 | *d* | 1891 9mo | J Fullerton & Co. Paisley | **A.Knowles&Sons, Ld.(H.Thornley, Mgr.)** | 130·0 21·1 9·7 Q48'B7'F23' Grp05 BK6″ WB=FPT74t | **Douglas IM** British | C.2Cy.19″&36″–24″ (s) 90lb 55RHP Ross&Duncan,Glasgow 1SB,2pf,GS35,HS910 | 10 ″ 4 | | N1,05 |
| 95756 | | | | | | | *Lloyd's* | A&CP | | | 3BHCem | | | | |
| 409 | **Sarah Brough** *J.Ashton* –04 *Mchy.Aft Well deck* | **SteelScSr** ssLiv.No.1–02 1 *Dk(pt Stl,pt Teak)* | 299 222 66 | ✝100A1 1,05 ~~1,09~~ BS1,05 | Bkn LMC9,02 | *e* | 1898 4mo | Ailsa S.B. Co. Troon | **Zillah Shipping & Carrying Co.Ld. (WA.Savage, Mgr)** | 132·0 23·2 10·7 Q42'B9'F21' BK7″ WB=FPTanks | **Liverpool** British | C.2Cy.17″&35″–24″ (s) 130lb 50RHP 1SB,2pf,GS35,HS1036 Ross&Duncan,Glasgow | 11 ″ 6 | | ~~12,02~~ 1,05 |
| 88915 | | | | | | | | A&CP | | | 4BHCem 38t APT5t | | | | |
| VPBJ | | | | | | | | | | | | | | | |
| 410 | **Sarah Jolliffe** *W.H.Steen* –00 | **IronScK** 1 *Dk* | ~~333~~ 277 ~~437~~ | | | | 1890 | J Readhead & Sons S.Shields | **W.&T.Jolliffe** | 138·0 25·6 13·5 B61′ | **Liverpool** British | T.3Cy.17″,28″&48″–30″ NB90 126NHP J Readhead&Sons S Shields | | | |
| 97815 | | | | | | | | | | | | | | | |
| LVMR | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage. Total. Sous le pont | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Navire | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Marque. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Machines. Foyers. Nom du Constructeur des machines. | 14 Creux par Quille. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 411 95178 LFVP | **Sarah Radcliffe** *B.T.Morris* –04 *Well deck* | **SteelScSr** *ss*Bry.No.3–7,02 1 *Dk*(*Irn*) | 2251 168 1410 | ✝100A1 Cff *r* Npt LMC7.02 BS..05 | | | 1889 6mo | Ropner& Son Stockton A&CP | SarahRadcliffeSS. Co.Ltd. (E.Thomas Radcliffe&Co.) | 272·2 38·8 18·6 P27'Q78'B114' F29' BK9' *WB = CellDB218' 426t APT91t* | | | Cardiff British 4 *BHCem* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *95lb* NDN02 206NHP 2SB,*4cf*,gs74,hs3123 Blair&Co.(Lim.),Stockton | 21 ″ 11 ″ 1–11½ | | |
| 412 HRDF | **Sarajevo** *G.Machiella-Serko* –01 | **SteelScSr** *ss*Tri.No.1–05 1 *Dk*(*Stl*) | 655 494 393 | ✝100A1 Tri *f* 1,05 LMC10,03 | | | 1899 9mo | Stablimnto Tecnico Trieste *Lloyd's SA&CP* | SarajevoSS.Co.Ltd. (D.Tripcovich) *WB = CellDB* | 184·6 30·0 10·1 Q104 B16'F27 FK *a* 30′ *f* 77′129*t FPT* | | | Trieste Aust.-Hung. 1 *BHCem* *24t APT16t* | T.3Cy.18″,20½″&34½″–20½″ 156lb *100lb* (*s*) 78NHP 1SB,*2cf*,gs42,hs1410 Stabilimento Tecnico,Tri. | 13 ″ 0 | | |
| 413 116318 | **Saranac** *C.A.Potter* *Elec.light* | **SteelSc4MstSr** 2 *Dks*3*tr B* | 2669 — 1989 | | | | 1889 | Globe Iron Works Co. Cleveland,O. | LehighValley TransportationCo. | 290·0 40·8 13·6 H— F86' | | | Buffalo NY Utd. States *WB* | T.3Cy.24″,38″&61″–42″ 241NHP Globe Irn Wks Co.,Cleveland | | S | |
| 414 115630 JTDP | **Saratoga** *C.C.Oakes*99–02 | **IronScSr** 2 *Dks*3*tr B* | 2820 — 1973 | | | | 1878 | J.Roach& Son Chester,Pa. | New York&Cuba Mail S.S.Co. (J.E. Ward&Co.,*Mgrs.*) | 298·0 38·6 23·5 | | | New York Utd. States | C.2Cy.40″&70″–54″ NB97 300NHP J.Roach&Son,Chester,Pa. | | RS | |
| 415 HBOL | **Saratov** *A.Sheikh-Ashiri* *Elec.light* | **SteelTwinSc3MstSr** 3 *Dks*(2 *Stl*–ws)4*tr B* | 5427 4885 2068 | ✝ 12,91 Nwe *at* | 1891 12mo | Hawthorn, Leslie&Co.Ld. Newcastle | Russian Volunteer Fleet Association | 439·0 50·0 32·1 P41'B52'F76' BK12″ *WB = Cell M B332'670t* | Odessa Russian 8 *BHCem* | T.6Cy.34″,54″&85″–51″ 1127NHP 5D&2SB*36rf*gs702hs1832*t* Hwthrn,Leslie&C(L.),Nwc. | | | |
| 416 | **Saratovskaia Pereprava** *Fitted for Liquid Fuel* | **Steel TwinSc** 1 *Dk* | *1417* *1416* *1051* | | 1895 | Armstrong Mitchell& Co.(Lim.) Newcastle | Riazan-Ouaresk RailroadCo. | 243·0 55·6 12·8 | Saratov Russian *WB* | O.4Cy.26″&50″–30″ 228NHP Wilsand Slpwy Co.Ld.,Nwc | | | |
| 417 | **Saratovski Ledokol** (*Ice Breaker*) *Elec light* *Fitted for Liquid Fuel* | **SteelTwinSc** 1 *Dk* | *569* *486* *42* | | 1895 | Armstrong Mitchell& Co.(Lim.) Newcastle | Riazan-Ouraesk RailroadCo. | 140·0 35·8 15·7 | Saratov Russian | O.4Cy.26″&50″–30″ 228NHP Wilsand Slpwy Co.Ld.,Nwc | | | |
| 418 97595 LNCD | **Sard** *A.Campbell* –04 *Mchy.Aft* *Well deck* | **Steel&IronSc3MstSr** *ss*Bwg.No.3–2,02 1 *Dk*(*pt Irn*) *Irn framing& Stl plating* | 480 334 173 | ✝100A1 Bwg *h* 1,05 *PGI* LMC2,02 | 1889 12mo | Scott&Co. Bowling A&CP | W.Robertson | 165·2 26·1 10·9 Q81'B10'F27' drp02 BK7½″ *WB = FPT48t* | Glasgow British 3 *BHCem* | T.3Cy.18″,21½″&34″–27″ (*s*) 160lb 60RHP 1SB,*3pf*,gs49,hs1019 Muir&Houston,Glasgow | 12 ″ 2 | | |
| 419 37 SGJB | **Sardegna** *D.Costa* *Elec.light* | **SteelScSr** 3 *Dks* | 5603 — 3594 | | 1901 | Soc. Esercizio Bacini Riva Trigoso | Nav.Gen.Italiana | 418·4 47·3 27·6 P55'B155'F48' | Genoa Italian *WB* | T.3Cy.29½″,47½″&77½″–53½″ 439NHP N.Odero&Co.Genoa | | I | |
| 420 JQWP | **Sardinero** *F.Esterellas*02–02 | **SteelScSr** *ss*Bbo.No.1–04 1 *Dk*(*Stl*) *Sleep framing* | 2096 1784 1274 | ✝100A1 Bbo *r* 1,05 LMC6,04 | 1899 11mo | Cmpbltwn S.B.Co. Campbeltwn A&CP | Cia.VascoCantabrica deNav. (F.Pereda,*Mgr.*) *WB = Cell DBa76′ f 116′366t* | 282·0 40·1 19·2 P29'B54'F31' FK | Bilbao Spanish 7 *BHCem* *4PT89t* | T.3Cy.21″,33″&58″–36″ (*a*) 165lb *80lb* 174NHP 2SB,*6rf*,gs109,hs2642 Hutson&Sons,Ld.Glasgow | 21 ″ 8 | | |
| 421 115696 TMHJ | **Sardinia** *C.C.Talbot* 03 *Ref.Mchy.* *Elec.light* | **SteelTwinScSr** 3 *Dks*(2 *Stl*–1 ws *Uteak s*) | 6574 5683 4126 | ✝100A1 Lon *bt* 5,05 LMC7,0 | 1902 7mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* | P.&O.Stm.Nav.Co. | 450·2 52·2 30·6 P84'B174'F90' FK&BK3″ *WB = Cell DBa102 f 132'793t* | Glasgow British 7 *BHCem* | T.6Cy.22½″,37½″&60″–48″ (*s*) 170lb *100lb* 670NHP 2DB,*12cf*,gs236,hs10044FD Barclay,Curle&Co.Ld.Gla | 33 ″ 6 | 7 - 8 | |
| 422 RKWD | — *O.Rantzau*00–02 *Elec.light* | **SteelScSr** 2 *Dks*1 *Webframes* | 3601 3156 2264 | | 1898 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 345·6 43·7 25·8 P34'B102'F45' | Hamburg German *WB* | Q.4Cy.20½″,30½″,44½″&64½–44¾″] 276NHP Blohm&Voss,Hamburg | | G | |
| 423 93204 TQPM | — *V.C.Lazzolo*92–02 (*ex* Paolo V.,*ex* Gulf of Corcovado) *Elec.light* | **SteelScSr** *ss*Gen.No.3–1,02 2 *Dks*(*Stl*)3*tr B* | 2474 2186 1516 | ✝100A1 Liv *t* 3,05 MS2,01 BS 6,01 LMC | 1888 8mo | Hawthorn, Leslie&Co.Ld Newcastle A&CP | Ellerman Lines,Ld (Graham Smith, *Mgr.*) *WB = Cell DH244'390t FPT* | 310·0 40·3 22·6 P82'B78'F83' BK10″ | Liverpool British 1 *BHCem* *20t APT84t* | T.3Cy.26″,42″&69″–48″ (*s*) 170lb *150lb* 361NHP 2SB,*9cf*,gs195,hs5740 Blair&Co.Ld.Stockton | 25 ″ 1 | | 8,00 |
| 424 HFQL | — *C.Corneliussen* | **SteelScSr** 1 *Dk*2*tr B*&*pt A wngdk* | 1142 1024 711 | | 1898 | Fevigs Jernskibsbyg Arendal | Dpskactslsk.Otto ThoresensLinie (O.Thoreson) | 216·4 31·9 20·7 Q74'B65*t* H53*t* | Christiania Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ 105NHP Laxevaags Mek.Verks.Bgn | | N | |
| 425 104916 NWSM | — *R.Clark* –02 | **SteelScSr** *ss*Lth.No.2–03 2 *Dks*(*U Stl*) | 1118 865 575 | ✝100A1 Lth *n* 3,05 LMC5,03 BS 5,0 | 1895 8mo | Gourlay Bros.&Co. Dundee *Lloyd's SA&CP* | Leith,Hull&Ham. S.P.Co.Ld(J.Currie &Co.,*Mgrs.*) *WB = Cell DBa52′ u E 6 B40′ f 94′228t FPT* | 230·0 32·2 15·0 P27'B55'F28' FK | Leith British 5 *BHCem* *27t APT18t* | T.3Cy.19″,31″&50″–36″ (*a*) 165lb *85lb* 169NHP 1SB,*4rf*,gs892,hs2806 Gourlay Bros.&Co.,Dundee | 17 ″ 4 | 2 - 2½ | |
| 426 71695 NQHV | **Sardinian** *T.Moar* –02 | **IronScBk** | 4349 4324 2788 | | 1875 | R.Steele& Co. Greenock | AllanLineSSCo.Ltd (J.&A.Allan *Mgrs*) | 400·0 42·3 34·6 | Glasgow British | T.3Cy.26½″,42″&66½″–51″ NE&B97 816NHP W.Denny&Bros.Dmb | | C BT till 3,00 | |
| 427 4693 JDNT | — *J.S.Liddle* –95 *Mchy.Aft* | **IronSc3MstSr** | 510 464 297 | | 1855 | Palmer Brs &Co. Newcastle | N.Wood&Co. | 171·5 26·8 13·6 Q48' B5' F16' | London British *WB* | C.2Cy.22½″&42″–30″ NB..95 NE74 70RHP G.Clark,Sunderland | 16 ″ 8 | | |
| 428 110937 | **Sardius** *G.M.Smith* –00 | **IronScK** (*Trawler*) 1 *Dk* | 206 187 70 | | 1900 | Cochrane& Cooper, Ld. Selby | ArcticSteamFishingCo.Ld. (E.Bacon,*Mgr.*) | 116·2 21·0 11·5 Q48'F22' BK7½″ | Grimsby British | T.3Cy.12″,20″&33″–24″ 53RHP C.D.Holmes&Co.Hull | 12 ″ 3 | | |
| 429 99571 MSGC | — *J.H.Groth* –01 | **IronScK** *ss*Hul.No.3–11,04 1 *Dk* | 184 165 98 | ✝100A1 Gms *Well fishing vessel* Hul *Stm Trawler* LMC..04 | 1892 6mo | Earle's S.B. &E.Co.Ld. Hull *Lloyd's SA&CP* | KingstonSteam TrawlingCo.Ld. | 110·3 20·5 11·5 Q14'F20' 20·3 11·4 125·3 Jen04 BK7½″ ND04 | Hull British 3 *BHCem* | T.3Cy.12½″,20″&32″–22″ (*s*) 160lb 180lb 52 55RHP 1SB,*2pf*,gs39,hs800 Earle's S.B.&E.C.(L.),Hull *2cf*,gs38 | 12 ″ 0 | | |
| 430 87117 HRTW | **Sargasso** *W.C.Royden* –08 | **IronScSr** *ss*Lon.No.3–12,95 *ss*Liv.No.2–0 2 *Dks*(1 *Irn*) | 1441 1309 927 | ✝100A1 Lon *r* 6,05 LMC3,00 | 1883 5mo | J.&G. Thomson Glasgow *Lloyd's SA&CP* | Sargasso S.S.Co. (1903)Ld. (M. Isaacs&Sons,Ld.) | 275·0 33·1 19·0 P38'B68'F82' FK *WB* | London British 4 *BHCem* *APT33t* | C.2Cy.28½″&56″–36″ (*s*) 90lb *100lb* NDN96 164NHP 1DB,6*pf*,gs95,hs2915 J.&G.Thomson,Glasgow | 20 ″ 6 | | |
| 431 108464 | **Sargon** *Gladdingworth* –98 | **IronScK** *ss*Gms.No.1–01 1 *Dk* | 167 154 68 | ✝100A1 Gms *Stm Trawler* 6,04 LMC6,01 BS6,04 | 1897 4mo | Cook, Welton& Gemmell Hull *Lloyd's SA&CP* | StandardSteam FishingCo.Ld. | 108·7 20·7 11·0 Q24'F19' BK7½″ | Grimsby British 3 *BHCem* | T.3Cy.12½″,19½″&32″–22½″ 170lb (*s*) 50RHP 1SB,*2cf*,gs27,hs896 C.D.Holmes&Co.,Hull | 11 ″ 10 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material. Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Gross. Under Deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. Engines. Boilers. | 8 Built. When. Where. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & kind of Cylinders. Surface Boiler Pressure. N.H.P. Horse-power by Society's formula. I.H.P. power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard (Load Draught). ft. in. | 15 Registered tonnage. Deduction for Spaces. Tonnage of Crew & Effects. Underwood Tonnage. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 432 | **Sarie Borneo** *J.H.Wester* | **SteelScSr** 1 Dk (Stl) | 741 583 356 | ✠100A1 4.04 | | Sng | 1897 1mo | Riley, Hargreaves & Co Singapore | Ang Lim Peng | 195·0 29·0 13·7 F27' | | | Banjarmasin Dutch | T.3Cy.17",27"&43"–33" 160lb 108NHP 1SB.12'6"×11'6", HS1652 Ross & Duncan, Glasgow | 14 ft 7 | | 4.04 |
| 433 | **Sark** 1 Dk (Stl) 2 tr B deep framed | **SteelScSr** Web frames 2 Dk rule | 3560 3353 2304 | ✠100A1 Lloyd's rule 4.06 | | Hpl Bay | 1903 9mo | Sunderlnd S.B.Co.Ltd. Sunderland Lloyd's SA&CP | Akties. Sark (W. Wilhelmsen) | 340·0 48·0 25·4 P27' B98 F33' WB = Cell DB Ba 101' uE 21' f 152' | | | Tönsberg Norwegian | T.3Cy.21½",36"&65"–42" (s) 180lb 297NHP 2SB.6cf, GS119, HS575 N.E. Marine Eng. Co. Ltd. Sld. 800t FP 186t AP 104t | 28 ft 1 s 5 ft 5½ | | 4.04 |
| 434 | — | **Iron&SteelScYl** 1 Dk Steel framing Iron plating | 152 145 52 | ✠ Stm Trawler 5.25 | | Hul | 1895 3mo | Mackie & Thomson Glasgow | Hull Steam Fishing & Ice Co. Ltd. | 98·0 20·5 11·2 BK 7½ WB = | | | Hull British | C.2Cy.11"&33"–20" 45RHP 1SB.2pf, GS27, HS585 Muir & Houston, Glasgow | 11 ft 10 | | |
| 435 | **Sarmatia** *P.C.M.Pedersen* –01 | **SteelScSr** 1 Dk (Iron) deep framing | 2275 2122 1438 | ✠100A1 6.01 Cff Cpt | | Cff | 1901 3mo | W.Gray & Co.Ltd. West Hartlepool | Dmpskselsk. Union (P.L.Fisker, Mgr.) | 303·0 43·2 19·8 P27' B75' F31' WB = Cell DB 152' uE 120' f 124' 621t | | | Copnhagn Danish | T.3Cy.22",35"&59"–39" (s) 160lb 80lb 221NHP 2SB.6pf, GS84, HS3383 Cen. Mar. Eng. Works, W.Hpl. | 22 ft 3 s 3 ft 8½ | | 8,04 |
| 436 | — | **SteelScSr** 1 Dk (Iron) pt Awng dk (Iron) & Web frames (Iron) | 2155 1577 1343 | ✠100A1 pt Awng dk with freeboard 1.05 | | Cff Bay | 1889 10mo | W.Doxford & Sons Sunderland | Rowland & Marwood's S.S.Co.Ltd. (C.Marwood, Mgr.) | 280·0 38·3 18·3 P29' Q76' WB = Cell DB 152' 438t | | | Whitby British | T.3Cy.19½",35"&57"–39" (s) 160lb 90lb ND804 193NHP 2SB.6cf, GS90, HS2754 W. Doxford & Sons, Sld. | 21 ft 0 s 8 ft 6 | | 12,03 |
| 437 | **Sarmatian** *E.Pitts* –01 | **IronScBk** | 3920 2941 2431 | | | | 1871 | R.Steele & Co. Greenock | Allan Line S.S.Co.Ltd. (J.&A.Allan Mgrs) | 370·9 42·2 35·6 | | | Glasgow British | T.3Cy.25",42"&68½"–48" (s) NE&B90 NDB90 325NHP J. Howden & Co., Glasgow | | C BT Cill 2.06 | |
| 438 | **Sarmiento** *J.D.McPherson* –03 | **SteelScSr** 2 Dks 3 tr B | 3603 2356 2332 | | | | 1893 | Harland & Wolff (Lim.) Belfast | Pacific Stm. Nav Co | 361·0 43·2 19·5 P40' B96' F42' WB = | | | Liverpool British | T.3Cy.24",39½"&66"–48" 302NHP Harland & Wolff, Lim., Bel | | | |
| 439 | **Sarnia** *A.Schmidt* –04 | **SteelScSr** Ref. Mchy. Elec. light | 3206 2933 2168 | | | | 1892 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 350·8 42·1 25·9 P54' B80' F44 WB = | | | Hamburg German | T.3Cy.25½",40"&66"–42½" 283NHP Blohm & Voss, Hamburg | | G | |
| 440 | **Saro** *B.Z.Strandberg* –92 (ex Lilla Edet) | **IronScSr** 1 Dk | 128 70 95 | | | | 18[illegible] | Göteborgs, M.V. Gothenburg | Nya Ångb. Aktieb. Lilla Edet (S.Olsson) | 95·7 18·2 8·0 Q34 B33 H7t F10' | | | Lilla Edet Swedish | T.3Cy.–10½"&22½"–16½" NE&B92 20NHP Thorskog M.V., Thorskog | | | |
| 441 | **Sarp** *C.Johansen* | **SteelScSr** 1 Dk | 606 476 373 | | | | 1896 | Akers Mek. Værks Christiania | Dampskibs Acties. Sarp (Brödrene Björnstad) | 175·6 27·6 12·3 Q42' B52' H19' F17' WB = | | | Christiania Norwegian | T.3Cy.12",20"&32"–27" 53NHP Akers Mek. Værks., Xia. | | N | |
| 442 | **Sarpedon** ~~*R.S.Thompson* –04~~ *Ref. Mchy. Crier* –04 | **SteelScSr** 2 Dks | 4663 3961 3023 | | | | 1894 | Workman, Clark & Co. Ltd Belfast | Ocean S.S.Co.Ltd. (A. Holt & Co. Mgrs) | 391·5 47·2 26·1 P34' B103' F45' WB = | | | Liverpool British | T.3Cy.25",42"&68½"–54" 345NHP Wrkman, Clark & Co. Ltd. Bel | | BT Cill ~~6,04~~ 5,05 | |
| 443 | — | **IronScK** 1 Dk | 167 148 53 | ✠100A1 Stm Trawler 5.03 | | Gns | 1898 5mo | Cook, Welton & Gemmell Hull Lloyd's SA&CP | Standard Steam Fishing Co. Ltd. | 101·8 20·8 11·0 Q47' F19' BK 7½ WB = DB f 73t | | | Grimsby British | T.3Cy.11½",18"&30"–22" (s) 170lb 45RHP 1SB.2cf, GS24, HS836 C.D. Holmes & Co. Hull | 11 ft 10 | | 5,04 |
| 444 | **Sars** *Barachino* –04 *Elec. light* | **SteelScSr** 1 Dk (Stl–ws) | 430 365 152 | ✠100A1 For Towing and Salvage purposes 1.04 | | Gen | 1904 1mo | Soc. Anon. Co-op. di Produzione Sampierdarena Lloyd's SA&CP | Soc. Anon. per Ricuperi Sotto-marini | 149·5 26·7 13·9 BK 6¾ WB = | | | Genoa Italian | T.3Cy.18½",29½"&50"–29½" 150lb 115lb (s) 115NHP 2SB.4cf, GS95, HS1556 Soc. Anon. Co-op. di Prod. Smp | 14 ft 3 s 1 ft 7½ | | |
| 445 | **Sarstoon** *G.F.Golden* –03 | **SteelScSr** 1 Dk (Stl) & Spar dk (Iron) & deep framing | 2929 2689 1852 | ✠100A1 Spar dk Nwc Lon 3,05 | | | 1902 5mo | J.Readhead & Sons S.Shields Lloyd's SA&CP | Scrutton Sons & Co | 321·1 43·2 14·7 P77 B100 F36' WB = Cell DB a 100' uE 95' B 44' f 132' | | | London British | T.3Cy.25½",42"&68"–45" (s) 180lb 80lb 316NHP 2SB.6cf, GS85, HS3679 FD J. Readhead & Sons, S.Shl. | 17 ft 1 s 5 ft 3½ | | 14,03 5,05 |
| 446 | **Saruchan** *J.Ch.Atajew* –98 *Elec. light* Mchy. Aft | **SteelTwinSc** 2 Dks Carrying Petroleum in bulk Fitted for Liquid Fuel | 661 — 518 | | | | 1898 | G. Seebeck A.G. Bremerhaven | R. Saruchkanoff | 183·3 27·0 12·2 Q14' B41' F27' | | | Baku Russian WB | C.4Cy.12"&20"–16" 27NHP G. Seebeck A.G. Bhn. | | | |
| 447 | **Sassnitz** *Armbrust* 03–03 (ex Grossherzog Friedrich Franz) *Elec. light* | **SteelPadSr** 1 Dk | 246 231 87 | *Now named "Anuta," See No. 25 in Supplement* | | | 1885 | F. Schichau Elbing | F.W.C.Suhr | 169·4 20·2 11·3 B29' F36' | | | Altona German | C.2Cy.30"&55"–43¼" 166NHP F. Schichau, Elbing | | G | |
| 448 | **Satanicle** *Guignan* 01–03 (ex Niagara) | **IronScK** 1 Dk | 182 179 43 | ✠100A1 Stm Trawler 9.02 | | Hul | 1894 10mo | Cochrane & Cooper Beverley Lloyd's SA&CP | A.H.Peigné | 122·0 21·0 11·0 Q20' len 100' BK 7½ | | | Nantes French | T.3Cy.13",21"&34"–24" (s) 175lb 60NHP 1SB.2cf, GS28, HS920 C.D. Holmes & Co. Hull | 11 ft 10 | | ~~11,00~~ |
| 449 | **Satara** *S.R.Hartley* –04 *Elec. light* | **SteelScSr** 2 Dks (Stl–U teak s) 3 tr B & Web frames | ~~5166~~ 5272 4902 ~~3327~~ 3408 | ✠100A1 12.01 | | Dmb | 1901 12mo | W. Denny & Bros. Dumbarton Lloyd's SA&CP | British India Stm. Nav. Co. Ltd. | 410·8 50·7 29·1 B30' F57' WB = Cell DB a 123' uE & B 50' f 188' | | | Glasgow British | T3Cy.26½",42"&66½"–51"(s) 160lb 80lb 383NHP 2SB, 6cf, GS122, HS5391 FD Denny & Co. Dumbarton 917t FPT 207t APT 117t | 32 ft 0 s 7 ft 11 | | |
| 450 | **Satellite** | **SteelTwinScSr** 2 Dks (Upt Stl–ws) | 1412 1347 892 | ✠ 9,90 | | Cly | 1890 9mo | Blackwood & Gordon P. Glasgow | Lloyd Brazileiro | 259·7 34·0 18·5 B58' WB = APT 400t | | | R. Janeiro Brazilian | T.6Cy.15½",25"&40"–27" 191NHP 1DB.6rf, GS110, HS3230 Blackwood & Gordon, P.Gl. | 19 ft 8 | | |
| 451 | — | **SteelTwinScSr** 1 Dk 2 tr B | 242 239 72 | ✠ 5,86 | | Grk | 1886 4mo | David J. Dunlop & Co. Pt. Glasgow | Corporation of the Trinity House | 141·2 22·1 11·4 | | | London British | T.6Cy.10½",16"&26"–22" 70RHP David J. Dunlop & Co. P.Gl. | 12 ft 0 | | |
| 452 | **Satra** *F.E.Johansson* –01 *Mchy. Aft* | **CompScSr** 1 Dk | 185 149 77 | | | | 1898 | P. Larsson Thorskog | Ångf. Aktieb. Sätra (S. Wollert) | 97·8 21·7 9·8 B29' H7t F10' | | | Sätra Swedish | C.2Cy.11"&18"–16" 11NHP P. Larsson. Thorskog | | | |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Brut — Sous le Pont. — Net. | Détails de la Classification. Cotes. Surveillance spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement / Pavillon. | Machines. Nbre & Dia. des Cylindres.—Course. Nbre des Chaudières. NIP.= Force en chevaux d'après les formules de la Société. RIP.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nbre des Hélices. Matériel des machines. | Tirant d'eau Charge Lège | |
|---|---|---|---|---|---|---|---|---|---|---|
| 453 MVQS | **Satrunji** SteelScSr<br>*E.Ahmed* 97–99 *ss*Bom.No.2–01<br>1 *Dk* & *Spar dk* (*pt Stl–ws*)<br>*Elec.light* *& deep framing* | 1192<br>1098<br>547 | ✠100A1 Bom *n*<br>*Spar dk*<br>*with freeboat*<br>8,04 ~~4,08~~ Bom.<br>~~8,04 4,08~~ ✠LMC7,01 | 1892 AilsaS.B. Co. Troon | BombayS.Nav.Co. (Shepherd&Co. *Mgrs.*) | 227·0 \| 32·8 \| 13·5<br>20′<br>BK8′<br>*WB = FPT* | Bombay British<br>6 *BHCem*<br>28t *APT* 39t | T.3Cy.20″,33″&55″–33″ (s)<br>160lb 180lb 246NH<br>2DB,12*f*,gs206,hs4414<br>Dunsmuir&Jackson,Gls. | 14 • 1<br>15 • 6 | |
| 454 SJWN | **Satsuma** SteelScSr<br>*W.Chubb* 01–01 *ss*NYk.No.3–5,03<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*<br>*Elec.light* | 4204<br>3998<br>2690 | ✠100A1 NYk *x*<br>*Spar dk*<br>1,04 ✠LMC5,03 | 1901 Short Bros. Ltd. Sunderland A&CP | New York & Oriental S.S.Co.Ld. (Barber&Co. *Mgrs.*)<br>*Cell DBa* 114′ *uE* 24′ *f* 154′ 969t *FPT* | 370·3 \| 48·7 \| 19·0<br>1′39″ B&F302′ 28·9<br>FK<br>*WB* | Liverpool British<br>6 *BHCem* 104t *APT* 66t | T.3Cy.26″,48″&71″–48″ (s)<br>160lb 379NH<br>3SB,9*pf*,gs153,hs6100<br>Richardsons,Westgarth & Co.Ld.Sld | 21 • 6<br>25 • 0 | |
| 455 HFSN | **Satsuma Maru** SteelScSr<br>~~*K.Ishi* 82–01~~<br>*T.Irisawa* *ss*Yka.No.3–4,98<br>*Elec.light* *ss*Yka.No.1–02<br>2 *Dks* (1 *Stl–ws*) & *Spar dk* (*Teak*) | 1939<br>1245<br>1202 | ✠100A1 Kob *r*<br>*Spar dk*<br>3,03 ✠LMC3,03 | 1884 Napier, Shanks&Bel Glasgow | Nippon Yusen Kabushiki Kaisha<br>*Lloyd's A&CP* | 265·5 \| 35·7 \| 18·4<br>ptND98 26′<br>BK9½′<br>*WB = Cell DB* 184′ 252t *FPT* | Tokio Japanese<br>5 *BHCem* 32t *APT* 47t | C.2Cy.36″&68″–44″ (a)<br>Salb *Salb* 267NH<br>2DB,8*pf*,gs152,hs4700<br>J.Howden&Co.,Glasgow | 21 • 6<br>27 • 4 | |
| 456 HKPF | — SteelScSr<br>(*ex* Peik) 1 *Dk* | 1035<br>617<br>774 | | 1892 Nylands Værksted Christiania | Kagoshima Kisen Kabushiki Kaisha | 200·2 \| 29·7 \| 12·3<br>Q96′ B29′ F28′<br>*WB* | Kagoshma Japanese | T.3Cy.14½″,24″&39″–27″<br>79NH<br>Nylands Værksted,Xia. | | |
| 457 117023 | **Saturn** SteelSc<br>*Mchy. Aft*<br>*Elec.light* 1 *Dk* 2 *trB* | 3717<br>—<br>2772 | | 1901 American S.B.Co. Lorain,O. | J.C.Gilchrist | 346·0 \| 48·0 \| 28·0<br>*WB* | Cleveland Utd. States | T.3Cy.22″,35″&58″–42″<br>218NH<br>American S.B.Co Cleveland | | |
| 458 QFMG | — SteelScSr<br>*J.Klöfkorn* 98–01 1 *Dk* | 467<br>338<br>267 | | 1891 H.Koch Lübeck | Dampfschifffahrts Ges.Neptun | 159·1 \| 25·7 \| 11·0<br>Q10′ B36′ F21′<br>*WB* | Bremen German | C.2Cy.17½″&32½″–22½″<br>Maschinenfabrik 42NH<br>Buckau,Magdeburg | | V |
| 459 111997 | — SteelScK<br>*J.Trevor* –00 (*Trawler*)<br>1 *Dk* | 183<br>158<br>57 | | 1900 Mackie& Thomson Glasgow | Grimsby&N.Sea Stm Trawling Co Ld | 108·5 \| 20·7 \| 10·7<br>Q49′ F19′<br>BK7½′<br>*WB* | Grimsby British | T.3Cy.11½″,18½″&30″–21″<br>45RH<br>W.V.V.Lidgerwood,Gls. | 11 • 10 | |
| 460 QFNC | — IronScTrawler<br>*D.Böse* 1 *Dk* | 156<br>146<br>23 | | 1891 F.W. Wencke Bremerhaven | F.Busse | 104·5 \| 21·1 \| 10·8<br>H23′ | Gestemnde German | C.2Cy.17¾″&30¾″–21½″<br>37NH<br>H.Paucksch,Landsberg | | V |
| 461 QFTH | — IronSc<br>*C.M.Arendt* 1 *Dk* | 120<br>111<br>10 | | 1893 G.Seebeck Geestemünde | Norddeutscher Lloyd | 96·3 \| 18·6 \| 10·9<br>*WB* | Bremen German | C.2Cy.17¾″&32¾″–22″<br>42NH<br>G.Seebeck,Geestemünde | | G |
| 462 JRBK | **Saturnina** IronScSr<br>*Lazarraga* *ss*Liv.No.3–4,97<br>*ss*Liv.No.1–01<br>2 *Dks* (*Irn*) 3 *trB* | 2666<br>2532<br>1786 | ✠100A1 Liv *v*<br>2,04<br>MS7,01 ✠LMC<br>~~BS3,03~~ BS6,04 | 1884 Doxford& Sons Sunderland A&CP | Larrinaga&Co. | 340·0 \| 37·0 \| 25·9<br>P41′ B80′ F42′<br>BK11′<br>*WB = DBa* 78′ 130t *M* | Bilbao Spanish<br>5 *BHCem* *DT* 42′ 450t | C.2Cy.33″&71″–48″ (a)<br>80lb *80lb* NDN96 290NH<br>2DB,12*pf*,gs188,hs5115<br>W.Doxford&Sons,Sld. | 27 • 2 | |
| 463 HRDT | **Saturno** IronScSr<br>17 *M.Braticevich* 2 *Dks* | 1812<br>—<br>1115 | | 1868 W.Denny & Bros. Dumbarton | Lloyd Austriaco | 274·5 \| 34·0 \| 26·0<br>*WB* | Trieste Aust.-Hung. | C.4Cy.29½″&54″–36″<br>291NH<br>Denny&Co.,Dumbarton | | |
| 464 | — SteelPad<br>*Elec.light* | 1649<br>874<br>921 | | 1884 A&J Inglis Glasgow | N.Mihanovich | 286·1 \| 34·2 \| 12·1<br>P73′ F88′ | Bns. Ayres Argentine | C.2.Cy.36″&66″–120″<br>397NH<br>A.&J.Inglis,Glasgow | | |
| 465 PRTV | **Saturnus** SteelScSr<br>*H.Munneke* 2 *Dks*<br>*Well deck* | 876<br>697<br>537 | | 1883 Maats de Maas (Lim.) Delfshaven | Koninkl.Nederl. Stoomb. Maats. | 209·9 \| 30·6 \| 15·1<br>Q67′ B47′ F22′ | Amstrdam Dutch<br>*WB* | C.2Cy.27″&50″–36″<br>125NH<br>Maats de Maas,Delfshaven | | V |
| 466 JQSK | — IronScSr<br>*J.Gill* 1 *Dk* | 577<br>382<br>412 | | 1874 ..... Malmö | Bergenske Dampskibsselskab | 155·9 \| 26·7 \| 12·9<br>Q80t H6t F15 8t | Bergen Norwegian | C.2Cy.20″&40″–24″<br>65NH | | |
| 467 | — SteelSc<br>*F.Woensdrecht* 01–01<br>1 *Dk* | 174<br>—<br>89 | | 1901 M.van der Kuijl Slikkerveer | Joost.Pot | 109·1 \| 22·0 \| 11·1<br>*WB* | Vlaerdngn Dutch | T.3Cy.<br>Elliott&Garrood,Beccles | | |
| 468 | **Satyrion** IronScK<br>~~*T.Roberts* –99~~ *ss*Gms.No.1–03<br>1 *Dk* | 198<br>178<br>62 | ✠~~100A1~~ Gms<br>*Stm Trawler*<br>~~6,04 4,03~~ ✠~~LMC~~<br>12,04 | 1899 Cook, Welton&Gemmell Hull<br>*Lloyd's A&CP* | Standard Steam Fishing Co.Ld. | 114·0 \| 21·0 \| 11·3<br>Q49′ F19′<br>BK7½′<br>*WB = DBf* 5′ 3t | Grimsby British<br>3 *BHCem*<br>1SB,2*cf*,gs31,hs925<br>Amos&Smith,Hull | T.3Cy.11⅜″,20″&32″–24″ (s)<br>180lb 50RH | 12 • 1 | |
| 469 | **Sauternes** SteelScSr<br>*L.Lesquel* 00–02<br>2 *Dks* | 1012<br>—<br>530 | | 1900 W.Dobson & Co. Newcastle | Worms&Co. | 210·0 \| 30·0 \| 17·2<br>P24′ B46′ F26′<br>*WB* | Havre French | C.2Cy.24″&48″–27″<br>100NH<br>Wilsn&Slpwy.Co.Ld Nwc | | V |
| 470 | **Sava** SteelSc<br>*G.Turcich* | 159<br>—<br>84 | | 1898 Lloyd Austriaco Trieste | Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap. | 130·7 \| 17·4 \| 6·6 | Fiume Aust.-Hung | T.3Cy.10½″,16½″&27½″–20″<br>34NH<br>Plenty&Son,Ld.Newbury | | A |
| 471 116929 KPNM | **Savage** SteelScTug<br>*S.Hand* 1 *Dk* | 410<br>—<br>279 | | 1899 Columbian Dry Dock Co. Baltimore | Consolidation Coal Co. | 142·8 \| 27·0 \| 15·6 | Baltimore Utd. States | T.3Cy.16″,24″&41″–30″<br>92NH<br>Columbian Dry Dk.Co.Bal. | | |
| 472 PMDR | **Savan** SteelScSr<br>105889 *D.W.Hunter* –01 *ss*Lon.No.1–01<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 2585<br>2332<br>1668 | ✠100A1 Lon *l*<br>*Spar dk*<br>1,04<br>BS4,04 ✠LMC1,01 | 1896 J.Readhead & Sons South Shields A&CP | Scrutton,Sons&Co.<br>*WB = Cell DBa* 98′ *uE* & *f* 87′ *B* 42′ *f* 126′ 587t | 312·6 \| 41·2 \| 14·9<br>P65′ B90′ F38′ 23·2<br>FK | London British<br>5 *BHCem* *APT* 10t | T.3Cy.25″,40″&65″–42″ (r)<br>160lb *80lb* 260NH<br>1SB,3*rf*,gs72,hs3001<br>J.Readhead&Sons,S.Shl. | 17 • 3<br>15 • 5 | |
| 473 TVWF | **Savitri** IronScSr<br>*Moosaji Nanormia* 00–00<br>1 *Dk* | 227<br>155<br>72 | | 1880 Dobson& Charles Grangemth | Bombay S.Nav.Co. (Shepherd&Co. *Mgrs.*) | 149·2 \| 26·1 \| 8·2<br>F15t | Bombay British | T.3Cy.9½″,19″&32″–24″<br>49RH<br>Dunsmuir&Jackson,Gls. | | |
| 474 SGMB | **Savoia** SteelTwinScSr<br>311 *G.Burlando* 88–01<br>*Elec.light* 3 *Dks* | 5279<br>4011<br>3361 | | 1897 N.Odero & Co. Foce,Genoa | La Veloce Nav. Italiana | 162·0 \| 45·3 \| 28·5<br>P72′ H64 5t F88′<br>len00 | Genoa Italian<br>*WB* | T.6Cy.26″,42½″&68″–47½″<br>638NH<br>N.Odero&Co.,Foce. | | I |
| 475 RHWD | — SteelScSr<br>*Deinat* (*ex* Kriemhild)<br>*Elec.light* 2 *Dks* 3 *trB* | 2595<br>2339<br>1622 | | 1889 C.S.Swan & Hunter Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 323·5 \| 39·0 \| 23·0<br>P59′ B84′ F45<br>BK10′ | Hamburg German<br>*WB* | T.3Cy.27½″,44″&71″–48″<br>361NH<br>Wilsn&Slpwy Co.Ld.Nwc | 25 • 9 | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c Late Name if any. No. of Decks, &c | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now classed. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registered in which classed, if not in L. R. Date of Reg. Transf. cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 476 | **Savoie** | **SteelScSr** | 2021 | | | | 1889 | Wigham Richrdsn&Co Newcastle | Soc.Gén.deTransp. Mar.àVap. | 300·0 \| 35·3 \| 17·2 P48′F24′ 25·6 | Marseilles French | T.3Cy.27½″,43½″&71″–48″ NB03 349NHP WighamRichdsn&C.Nwc. | 18 ″ 3 | IV | |
| | *Eyraud* –03 | (*ex*Città diGenova) | 1678 | | | | | | | | | | | | |
| LQFK | *Elec light* | 2*Dks&Awngdk* | 1047 | | | | | | | | | | | | |
| 477 | **Savona** | **IronScSr** | 1519 | | | | 1875 | T.Turnbull &Son Whitby | Rob.M.Sloman,jr. | 274·0 \| 33·7 \| 17·5 24·4 BK10″ | Hamburg German *WB* | T.3Cy.20″,33″&54″–39″ NB87 182NHP *Tpd87*Blair&Co.Ld.Stk. | 18 ″ 7 | | |
| | *G.Lemm*96–00 | | 1503 | | | | | | | | | | | | |
| RLJP | (*ex*Cosmopolitan) | 1*Dk&Spardk3trB* | 949 | | | | | | | | | | | | |
| 478 | — | **SteelSc3MstSr** | 1180 | ✠100A1 | Lth | *o* | 1881 | R.Steele& Co. Greenock | Leith,Hull&Ham. S.P.CoLd (JCurrie &Co. *Mgrs.*) | 248·5 \| 33·2 \| 17·0 P19′F29′ BK8½″ *WB*= | Leith British | C.2Cy.30″&52″–36″ (*a*) 60lb *55lb* NDB90 135NHP 6*BHCem* 1SB.*3cf*,GS60 R.Steele&Co.,Greenock | 18 ″ 3 s 3 ▪ 0 | | 6,03 3,05 |
| 84925 | *G.H.Nelson* –02 | ~~ssLth.No.1–3,03~~ | 1060 | 3,05 ~~3,10~~ | | | 6mo | | | | | | | | |
| WBGL | ssLth.2nd No 3 3,05 | ~~ssLth.No.2–04~~ | 721 | | | | 05 | | *Lloyd'sA&CP* | | | | | | |
| | | 2*Dks*(1*Irn*) | | | | | | | | *MT34′350t* | | | | | |
| 479 | **Savoy** | **SteelScSr** | 348 | ✠100A1 | Qbc | *a* | 1895 | Montrose | ~~S.S.Savoy,Ld.~~ ~~H.Menier,~~ Cie Marit.et Comm du BasSt.Laurent,Ld | 129·9 \| 25·2 \| 11·5 F15′ BK7″ *WB*=*DBf72′* | London British | C.2Cy.15″&32″–24″ (*s*) 130lb 53RHP 3*BHCem* 1SB,*2pf*,GS33,HS930 Hall-Brwn,Buttery&C.Gls | 13 ″ 11 s 1 ▪ 8½ | | ~~5,03~~ N4,05 |
| 104987 | *J.B.Belanger* | ssQbc.No.2–03 | 313 | 4 03 | | | 3mo | S.B.&E.Co., Ld. Montrose | | | | | | | |
| | *Mchy.Aft* | 1*Dk*(*Stl*) | 184 | ~~Steel~~ ~~LMC~~ BS1,0 | | | A&CP | | | | | | | | |
| 480 | **Saxo** | **IronScSr** | 155 | | | | 1866 | Burmeister &Wain Copenhagen | ForenedeDmpskib. Selskab. | 134·2 \| 18·7 \| 9·1 Q14*t* B5*t* F11*t* | Nakskov Danish | C.4Cy.15″&30″–20″ 67NHP Burmeister&Wain,Cpn. | | | |
| | *J.Rasmussen* | 1*Dk* | 123 | | | | | | | | | | | | |
| NPRF | | | 98 | | | | | | | | | | | | |
| 481 | **Saxoleine** | **SteelSc3MstSr** | 3757 | | | | 1899 | Armstrong Whitworth &Co.Ld. Newcastle | SaxoleineS.S.Co. Ld. (Hunting& Son) | 335·7 \| 45·0 \| 28·5 P82′B23′F41′ | N castle British *WB* | T.3Cy.24″,40″&64″–48″ 275NHP WllsndSlpwyCo.Ld.Nwc. | | V | |
| 110345 | *J.P.Crosby* –03 | 2*Dks* | 3371 | | | | | | | | | | | | |
| RJSD | *Elec.light* *Carrying Petroleum in bulk* | | 2426 | | | | | | | | | | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | |
| 482 | **Saxon** | **SteelTwinScSr** | 12385 | | | | 1900 | Harland& Wolff,Ld. Belfast | Union-CastleMail S.S.Co.Ld. (D. Currie&Co. *Mgrs.*) | 570·5 \| 64·4 \| 38·6 P83′F63′ | London British *WB* | Q.8Cy.32″,46″,66″&95″–60″ 1396NHP Harland&Wolff,Ld.Bel. | | BT till ~~1,05~~ 1,06 | |
| 112713 | *R.Reynolds* –04 | | 10377 | | | | | | | | | | | | |
| RQNT | *Ref.Mchy.* *Elec.light* | 4*Dks* | 6336 | | | | | | | | | | | | |
| 483 | — | **SteelSc** | 2348 | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | PittsburghS.S.Co. | 296·2 \| 40·4 \| 21·1 *WB* | Duluth, Minn. Utd.States | T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd | | | |
| 116376 | *W.A.Reed*01–03 | | — | | | | | | | | | | | | |
| | *Mchy.Aft* | 1*Dk&Spar dk* | 1875 | | | | | | | | | | | | |
| 484 | — | **IronScSr** | 1595 | ✠100A1 3.04 | Gls | *q* | 1881 | T.Turnbull &Son Whitby | GlasgowNav.CoLd (Maclay&McIntyre, *Mgrs.*) | 264·0 \| 34·6 \| 18·0 P26′Q74′B60′F35′ ND01 BK9″ *WB*=*DBa* | Glasgow British | C.2Cy.32″&60″–39″ (*i*) 80lb *90lb* NDB95 170NHP 2SB,*6pf*,GS70,HS2702 Blair&Co.(Lim.),Stockton | 19 ″ 6 s 2 ▪ 2½ | | N4,04 |
| 88672 | *H.Holmes* –04 | *ss*Cff.No.3–7,94 | 1239 | ~~3SS,02~~ | | | 11mo | | | | | | | | |
| WFJR | | *ss*Trn.No.2–02 | 997 | ✠LMC8,02 | | | A&CP | | | | | | | | |
| | *Well deck* | 1*Dk2trB* | | BS3,04 | | | | | | | | | | | |
| 485 | — | **SteelScSr** | 495 | ✠100A1 3,03 | Bkn | *h* | 1898 | W.Harkess &Son Middlesbro' | WestofEnglandS.S Co.Ld. (Hannan, Bennett&Co. *Mgs*) | 163·2 \| 26·0 \| 12·2 Q82′B14′F20′ FK *WB*=*DBa32′35t FPT* | Fowey British | T.3Cy.12″,21½″&33″–24″ (*s*) 180lb *100lb* 80RHP 1SB.*2rf*.GS40,HS1033 Whyte&Mair,Dundee | 13 ″ 0 ″ 11½ | | 3,03 |
| 110006 | *A.Turner* –01 | *ss*Bkn.No.1–03 | 376 | | | | 11mo | | | | | | | | |
| QKLN | *Well deck* | 1*Dk*(*Stl*) | 252 | ✠LMC3,03 | | | A&CP | | | | | | | | |
| 486 | — | **SteelScK** | 242 | ✠100A1 *Stm Trawler* | Hul | | 1902 | Cook, Welt'n&Gemmell Hull | ImperialSteam FishingCo.Ld. | 125·0 \| 21·5 \| 11·5 Q49′ BK7″ | Hull British | T.3Cy.12¾″,21½″&35″–24″ 200lb (*s*) 74RHP 1SB,*2cf*,GS35,HS1220 Amos&Smith,Hull | 12 ″ 4 | | |
| 113634 | *J.Toliday*02–02 | | 215 | | | | 2mo | | | | | | | | |
| TGDW | | 1*Dk* | 88 | 2,05 ~~2,08~~ ✠LMC2,02 | | | *Lloyd'sA&CP* | | | | | | | | |
| 487 | — | **IronScK** | 119 | | | | 1894 | Cook, Welt'n&Gemmell Hull | OnwardStm.Fishing Co.Ld. (T.Robinson, *Mgr*) | 88·5 \| 20·1 \| 10·7 Q18′ BK7½ | Grimsby British | C.2Cy.16″&32″–22″ 43RHP C.D.Holmes&Co.,Hull | 11 ″ 4 | | |
| 104190 | *A.Bannister* -94 | (*Trawler*) | 109 | | | | | | | | | | | | |
| | | 1*Dk* | 37 | | | | | | | | | | | | |
| 488 | **Saxon Briton** | **IronScSr** | 1337 | ✠100A1 2.04 | Npt | *p* | 1883 | TyneI.S.B. Co. Newcastle | Gibbs&Lee | 250·1 \| 35·0 \| 17·0 Q&B140′F29′ FK | Cardiff British | C.2Cy.30″&57″–39″ (*i*) 80lb *80lb* NDB93 99RHP 1SB,*4pf*,GS70,HS2600 Black,Hawthorn&Co.,Gts. | 18 ″ 0 ▪ 2 ″ 0½ | | 2,04 |
| 87493 | *S.W.Pipe* –00 | *ss*Cff.No.3–1,97 | 1117 | | | | 8mo | | | | | | | | |
| JLSH | | *ss*Cff.No.1–01 | 832 | MS3,01 ✠LMC | | | *Lloyd'sA&CP* | *WB*=*DBa70′f104′&* | | *uE&B36′418t FPT* | | | | | |
| | *Well deck* | 1*Dk*(*frn*)2*trB* | | B~~S~~ ~~3,05~~ | | | | | | | | | | | |
| 489 | **Saxon Prince** | **SteelScSr** | 3471 | ✠100A1 *Spar dk* | Mch | *w* | 1899 | ShortBros. Sunderland A&CP | PrinceLine,Ld. (J.Knott, *Mgr.*) | 352·6 \| 45·1 \| 18·7 P35′B95′F40′ 26·6 FK | Newcastle British | T.3Cy.24″,39″&66″–45″ (*s*) 180lb *100lb* 312NHP 2SB,*6cf*,GS113,HS4735 T.Richardsn&Sns,Ld.Hpl. | 19 ″ 9 s 5 ″ 3 | | ~~6,03~~ 11,04 |
| 110330 | *W.S.Jamieson* –99 | *ss*Mch.No.1–04 | 3289 | *Spar dk* Nwc | | | 7mo | | | | | | | | |
| RFTS | | 1*Dk*(*Stl*)&*Spar dk*(*Stl*) | 2236 | 1,04 ~~3,04~~ ✠LMC6,98 | | | | | *WB*=*CellDBa* | *111′uE24′f137′810t* | | | | | |
| | *Elec.light* | &*deep framing* | | | | | | | | | | | | | |
| 490 | **Saxona** | **SteelScSr** | 4716 | | | | 1903 | American S.B.Co. ClevelndOhio | ZenithS.S.Co. G. A.Tomlinson, *Mgr*) | 416·0 \| 50·0 \| 28·0 F48′ *WB* | Duluth, Minn. Utd.States | T.3Cy.20″,33½″&55″–40″ American 191NHP S.B.Co.,Cleveland,Ohio | | | |
| 200036 | | 1*Dk2trB* | — | | | | | | | | | | | | |
| | *Mchy.Aft* *Elec.light* | | 3441 | | | | | | | | | | | | |
| 491 | **Saxonia** | **SteelTwinSc4MstSr** | 14281 | ✠100A1 *Shelter dk* | Liv Bkn | *k*† | 1900 | J.Brown& Co.Ld. Glasgow | CunardS.S.Co.Ld. | 580·0 \| 64·2 \| 38·4 B *onShelter dk*275′ FK | Liverpool British | Q.8Cy.29″,41½″,59″&84″–54″ 210lb *100lb* (*s*) 1700NHP 9SB,*27cf*,GS570,HS25803 FD J.Brown&Co.Ld.Glasgow | 41 ″ 7 s 10 ″ 6 | BT till ~~11,04~~ 5,05 | ~~2,04~~ ~~N12,04~~ P4,05 ~~N12,04~~ |
| 116648 | *W.B.Cresson* ~~-04~~ | ~~*Spar dk*~~ ~~-04~~ *Barr* | 11277 | 4,05 ~~2,04~~ ✠LMC3,04 | | | 4mo | | | | | | | | |
| RPNQ | 3*Dks*(*Stl–Mpt* ws–*U* ws)&*Webframes*, | | 9100 | | | | *Lloyd'sA&CP* | | | *DTanks a33′ 1200t* | | *DTanksf50′* | | | |
| | *Orlopdk*(*Stl*)*forward&Orlopbeamsaft&* | | | | | | *WB* | | *=CellDBa170′uE&B125′f186′1762t* | | | 1400*t FPT*200*t APT*184*t* | | | |
| | *Ref.Mchy.Elec.light* *Shelter dk*(*Stl–ws*) | | | | | | | | | | | | | | |
| | | *ssLiv.No.1–04* | | | | | | | | | | | | | |
| 492 | — | **SteelScSr** | 5176 | | | | 1899 | Flensburgr Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 400·2 \| 46·1 \| 27·3 P&B243′F45′ | Hamburg German *WB* | T.3Cy.26½″,44″&72″–48″ 359NHP FlensburgerSchiffsb.Ges. | | G | |
| | *J.Brehmer*01–03 | | 4135 | | | | | | | | | | | | |
| RLHT | *Elec.light* | 2*Dks* | 3316 | | | | | | | | | | | | |
| 493 | — | **SteelScSr** | 979 | | | | 1898 | J.W. Klawitter Danzig | Stettin-Stolper Dmpfsfahrts.Ges. (A.Stenzel&Rolke *Mgrs.*) | 220·6 \| 32·2 \| 12·9 Q60′B52′F28′ | Stettin German *WB* | T.3Cy.17½″,28″&43″–27½″ 97NHP J.W.Klawitter,Danzig | | G | |
| | *C.Heidenreich* –02 | | 723 | | | | | | | | | | | | |
| JFMT | | 1*Dk* | 594 | | | | | | | | | | | | |
| 494 | **Saxony** | **SteelScSr** | 2430 | ✠100A1 *pt Awng dk with freeboard* | Liv | *s* | 1894 | SirR Dixon &Co. Middlesbro' A&CP | D.MacIver,Sons& Co.Ld. | 294·9 \| 41·3 \| 17·9 P27′Q82′ *ptAwng dk*186′ FK *WB*=*CellDBa90′uE* drp04 | Liverpool British | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *80lb* 246NHP 5*BHCem* 2SB,*6cf*,GS104,HS3760 Blair&Co.(Lim.) Stockton | 20 ″ 3 s 8 ″ 9 | | N1,03 |
| 102180 | *J.Herbert* –03 | *ss*Liv.No.2–03 | 1799 | | | | 12mo | | | | | | | | |
| NQCR | | 1*Dk*(*ptStl&ptIrn*)&*Webframes*& | 1553 | 9,01 ~~3,03~~ ✠LMC | | | | | | | | | | | |
| | | *ptAwng dk*(*Irn*) | | MS9,02 | | | | | | | | | | | |
| 495 | **Sayad** | **IronScSr** | 61 | | | | 1878 | Ramage& Ferguson Leith | Régie co-Intéressées desTabacs de l'EmpireOttoman | 89·0 \| 14·0 \| 8·3 ND01 BK6″ | Constanpl Turkish | C.2Cy.10½″&22″–18″ (*a*) 90lb 32NHP 1SB,*2cf*,GS33,HS794 Ramage&Ferguson,Lth. | 8 ″ 8 | | 1,04 |
| | *N.Garofalo*90–02 | *ss*Cpl.2nd No.3–1,01 | 61 | *For Coasting purposes* | | | | | | | | *4BHCem* | | | |
| | (*ex*YachtClairette) | *ss*Cpl.No.1–04 | 41 | *Levant & Sea of Marmora* | | | | | | | | | | | |
| | | 1*Dk* | | | | | | | | | | | | | |
| 496 | **Scalpa** | **SteelScSr** | 1010 | ✠100A1 | Lth | *n* | 1902 | Ramage& Ferguson,Ld. Leith | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*) | 220·3 \| 30·4 \| 14·8 P27′Q46′B48′F68′ FK&BK1¾ | Leith British | T.3Cy.18½″,30″&49″–33″ (*o*) 165lb *85lb* 146NHP 1SB,*4pf*,GS71,HS2290 Ramage&Ferguson,LdLth | 17 ″ 0 s 1 ″ 4½ | | 4,05 |
| 115656 | *T.Moir*81–02 | | 754 | 4,05 ~~2,11~~ | | | 7mo | | | | | | | | |
| TLVJ | | 2*Dks*(*U Irn*) | 558 | ✠LMC7,02 | | | *Lloyd'sA&CP* | *WB* | *=Cell DBa49′ uE&B45′f85′261t FPT* | | | *31t APT39t* | | | |
| | *Well deck* | | | | | | | | | | | | | | |

| Numéro officiel | Nom du Navire. Signaux. Distinctive. Port d'attache. Nombres des Ponts | Tonnage | Détails de la Classification. Code. | Construit. | Armateurs. | Dimensions d'après le Tonnage. Longueur. Largeur. Creux. | Port d'Attache. | Machines. | Poids en tonnes |
|---|---|---|---|---|---|---|---|---|---|
| 497 | **Scandinavia** SteelScSr<br>*J Ludwig* 03 ss Nor. No.1–03<br>1 Dk \| Steel \| Runner & Forecastle deep, Cruiser stern | 1530<br>1041<br>923 | ✠100A1 Skm | 1903 Earle's Co. Hull | Forenede Dampskib. Selskab, Kjobenhavn | 220·7 \| 32·0 \| 15·5 | Gothenburg | C.4cy. 19" 30" 48" | 17 · 9 |
| 498 | **Scandinavien** IronScSr<br>*E Rickmers* 03–03 ss Sca. No.2–03<br>HKHM *ex Ymma* *Well deck* 1 Dk \| Iron \| 2 or 3 D | 1338<br>847 | ✠100A1 Hpl | 1877 W. Gray & Co. West Hartlepool | Aktien Dampsk. Scandinavien (O. M. Larsen) | 247·0 \| 32·1 \| 18·3 | Christiania | C.2cy. 25" 43½" 48" | 19 · 3 |
| 499 | **Scaramanga** IronScSr<br>*E* ss Nav. No.3–03<br>HFNB 2 Fcr. No.2–03<br>*Well deck* 1 Dk \| Iron \| 2 or 3 D | 1371<br>1274<br>1181 | ✠100A1 Tri | 1882 C. S. Swan & Hunter Newcastle | Nav. a Vapeur Panselénique | 256·0 \| 35·0 \| 18·0 | Piraeus | C.2cy. 31" 50" 58" | 19 · 3<br>1 · 11½ |
| 500 — | IronTwinScSr | 281<br>—<br>192 | | 1869 Glasgow | N. Moussouri | 176·6 \| 27·1 \| 9·3 | Rostoff | | |
| 501 | **Scarborough** SteelScY1<br>*B Wood* 97 ss Hum. No.3–01<br>1 Dk | 161<br>148<br>55 | ✠100A1 Gms<br>*Stm Trawler*<br>3·04 | 1897 Mackie & Thomson Glasgow | Hagerup, Doughty & Co. Ltd. | 104·2 \| 20·5 \| 10·7 | Grimsby | T.3Cy. 16" 26" 40" | 11 · 7 |
| 502 — | IronPadSr | 142<br>141<br>88 | | 1866 Lewis & Stockwell London | Gainsbro' United Stm. Packet Co. Ld. | 149·8 \| 18·0 \| 7·4 | Grimsby | C.2Cy. 30" 54" | |
| 503 | **Scarsdale** SteelScSr<br>*C Mac Dermid* 03–03<br>VCSH 1 Dk \| Iron & deep framing | 2099<br>1931<br>1345 | ✠100A1 Sws | 1903 Richardson, Duck & Co. Stockton | Dale S.S. Co. Ld. Lucas & Co. *Mgrs.* | 299·5 \| 42·1 \| 19·7 | Stockton | T.3Cy. 31½" 53½" 84" | 22 · 3<br>3 · 6 |
| 504 | **Scarthoe** SteelScSr<br>~~*W Hutt* —03~~<br>QJWC *Cr* —03 ss Clif. No.1–03<br>1 Dk \| Iron \| 2 or 3 D<br>3 Web frames 3 Dk rds | 3925<br>3461<br>2530 | ✠100A1 Clf<br>*Trunk dk*<br>*Freshwater*<br>4,03 | 1898 Ropner & Sons Stockton | Bennetts & Co. | 336·5 \| 46·6 \| 25·7 | Grimsby | T.3Cy. 34½" 60½" 86½" | 27 · 3<br>~~4 · 10~~<br>2 · 4 |
| 505 | **Scaw Fell** (*WRECKED 4.04*) IronScSr<br>80252 *A. R. Smith* 04–04 ss Nwc. No.3–04<br>WPQC ss Bry. No.1–03<br>2 Dks \| Iron \| 3 or 4 D | 2163<br>1931<br>1379 | ✠ Bry<br>3·02 | 1882 Palmers' Co. Newcastle | Simpson SS. Co. Ld. (W. Simpson, *Mgr.*) | 286·4 \| 37·5 \| 24·3 | London | C.2Cy. 30" 56" | 26 · 4<br>~~4 · 6~~ |
| 506 | **Sceptre** SteelScSr<br>146021 *J. Williams* —00 ss Bry. No.1–02<br>PTFQ 1 Dk \| Iron \| 2 or 3 D \| Web frames 3 Dk rds | 2579<br>2396<br>1643 | ✠100A1 Bry<br>6,01<br>3,03 | 1897 W. Gray & Co. West Hartlepool | Hall Bros. SS. Co. Ld. (Hall Bros. *Mgrs.*) | 314·0 \| 44·1 \| 20·7 | Newcastle | T.3Cy. 25" 36½" 62" | 23 · 3<br>4 · 0 |
| 507 — | SteelScK | 21<br>19<br>71 | ✠100A1 Hul<br>*Stm Trawler*<br>3·03 | 1903 J. Cooper Hull | Crown Steam Fishing Co. Ld. (Moodys & Kelly, *Mgrs.*) | 118·2 \| 21·5 \| 11·2 | Grimsby | T.3Cy. 12" 21" 35" | 12 · 1 |
| 508 — | SteelScK | 147<br>139<br>33 | ✠100A1 Abn<br>*Stm Trawler*<br>4,03 | 1902 A. Hall & Co. Aberdeen | W. Buthlay | 99·7 \| 20·6 \| 11·0 | Aberdeen | T.3Cy. 11½" 18" 31" | 11 · 10 |
| 509 | **Schaldis** IronScSr<br>~~Rotterdam~~ ss Ant. 2nd No.3–7,03<br>MBSP (ex Wilfrid) *Well deck* 1 Dk \| Iron \| 2 or 3 D | 1241<br>934<br>873 | ✠100A1 Ant<br>Stm | 1878 T. Turnbull & Son Whitby | Soc. Anon. Belge de Nav. à Vap. Schaldis (Van Hemelryck & Geurts. *Mgrs.*) | 238·1 \| 32·0 \| 18·0 | Antwerp | C.3Cy. 30" 55" | 13 · 8 |
| 510 | **Scharlachberger** SteelScSr<br>*H Sander* ss Ham. No.3–11.02<br>QFKH 1 Dk \| Iron \| 2 Spar dk \| Web frames | 2822<br>2611<br>1810 | ✠100A1 Bkn<br>*Spar dk*<br>10,03 | 1890 Sunderland S.B. Co. Ltd. Sunderland | ~~Deutsche Dampfs. fahrts Ges. Hansa~~ H. D. | 323·0 \| 41·0 \| 18·6 | Bremen | T.3Cy. 28½" 50" 64½" | 21 · 2 |
| *Now named "Wik," See No. 25 in Supplement.* | | | | | | | | | |
| 511 | **Scharnhorst** SteelTwinSc<br>*Grose* —04<br>4 Dks | | | 1904 J. C. Terkelsenberg & Co. Geestemünde | Norddeutscher Lloyd | | Bremen German | T.6Cy. 24½" 41" | |
| 512 | **Scharzfels** SteelScSr<br>*G. Bathmann* 97–02<br>QHJB 1 Dk \| Steel \| Spar dk \| Steel pr teak s \| Elec light \| Web frames | 5649<br>5290<br>3651 | ✠100A1 Ham<br>*Spar dk*<br>7,03 | 1901 Wigham-Richardson & Co. Ld. Newcastle | Deutsche Dmpfs-Fahrts Ges. Hansa | 420·0 \| 55·1 \| 20·5 | Bremen German | Q.4Cy. 24" 34" 51" | 23 · 2<br>7 · 7½ |
| 513 | **Schaumburg** SteelScSr<br>*W. Schaumburg* 01–03 *Elec light*<br>RNBT *Ref. Mchy.* ex Gulf of Siam 2 Decks & P | 3389<br>3025<br>2107 | | 1892 Caird & Co. Ld. Greenock | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr Linie) | 350·0 \| 42·1 \| 26·8 | Hamburg German | T.3Cy. 28" 46" | 23 · 3 |
| 514 | **Scheldestad** SteelScSr<br>*P Lamb* 03–03<br>MBSQ 1 Dk \| Steel \| deep framing<br>*Well deck* | 1240<br>1095<br>883 | ✠100A1 Gls<br>Awn | 1903 Temple Iron Co. S. B. Co. Canvey Island | Soc. Gén. Marit. Belge | 230·4 \| 34·5 \| 17·· | Antwerp Belgian | T.3Cy. 18" 37½" 62" | 18 · 5<br>1 · 8 |
| 515 | **Scheldestroom** SteelScSt<br>*S. Krumbegl*<br>PRVL *Elec light* 1 Dk | 1188<br>952<br>723 | | 1903 Rijkee & Co Rotterdam | Hollandsche Stoomb. Maats. | 230·0 \| 33·0 \| 17·6 | Amstrdam Dutch | T.3Cy. 19½" 29" 48" | V |
| 516 | **Scheveningen** IronScTug<br>*J Kurvers* —01<br>PYNM (ex Stad ex Wester Schelde) 1 Dk | 105<br>—<br>23 | | 1885 P. Smit, jr. Slikkerveer | Steepdienst "Hoek van Holland" | 89·4 \| 20·3 \| 9·5 | Rottrdam Dutch | C.2Cy. 14½" 25½" | |
| 517 | **Schiehallion** SteelScK<br>*J. Ramsay* 02–03<br>VGRH 1 Dk | 198<br>188<br>48 | ✠100A1 Abn<br>*Stm Trawler* | 1903 J. Duthie Sons & Co. Ld. Aberdeen | Grampian Steam Fishing Co. Ld. | 116·0 \| 21·7 \| 11·9 | Aberdeen | T.3Cy. 12" 19½" | 12 · 6 |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | Register'd Tonnage: Gross / Under deck. / Net | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Tons Ass'd and Regist'd Builtment Vector | Built. When. Ship. Engines | By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. feet / inches. | Registers in which classed, if not in L. Date of it's Transfer. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 518 | **Schiffsbau** IronScSp<br>*E.Wacker* 01–01 (*Salvage Steamer*)<br>(*ex* Kastrup, *ex* Starkad) 1 *Dk* | 105<br>100<br>26 | | | | 1874 | Kockums M.V.Aktieb Malmö | Flensburger SchiffsbauGes. | 91·2 \| 18·4 \| 10·6 | | | Flensburg German | C.2Cy.18″&30″–22″ 35NHP<br>KockumsM.V.Akt.Malmö | | | |
| 519<br>MK 04 | **Schilka** SteelTwinSc<br>*W.Lindblad* 00–00<br>1 *Dk(Stl)&Spar dk(Stl–teak s)*<br>*Elec.light* | 2422<br>1859<br>1360 | ✠~~100A1~~ Nag<br>*Spar dk*<br>9,03 | | | 1901 | Oderwerke 2mo Act.Ges. Grabow | ChineseEastern RailwayCo.Ld. | 275·0 \| 41·5 \| 14·0<br>P34 B108′F43′ 21·7 FK<br>*Lloyd's* 4.4 *CP* *WB=Cell D Ba* 62′ *u E&B* 52′ *f* 102′ 358*t FPT* 70*t APT* 39*t* | Vladvostk Russian | T 6Cy 19¹⁵⁄₁₆″&31½″&51¹³⁄₁₆″–35½″ 16 ″ 6<br>170lb *170lb* (*s*) 435NHP<br>4SB,8*cf*,GS160, ~~HS5550~~ FD<br>OderwerkeA.G.Grabow HS6555 | | | PN<br>9,03<br>89,03 |
| 520 | **Schillig** SteelSc<br>*P.deVries* 00–02 (*Trawler*)<br>1 *Dk* | 169<br>157<br>35 | | | | 1897 | Act.Ges. "Neptun" Rostock | FischereiGes. Wilhelmshaven m.b.H. | 110·7 \| 20·9 \| 10·4<br>H36′ *WB* | Wilhelms-haven German | C.2Cy.17¾″&33½″–22″ 44NHP<br>A.G."Neptun."Rostock | | G | |
| KHWM 521 | **Schillig Hörn** SteelSc<br>*H.Bönninksen* 99–99 (*Trawler*)<br>1 *Dk* | 150<br>140<br>40 | | | | 1896 | G.Seebeck A.G. Geestemünde | W.Gärtner | 105·9 \| 21·0 \| 10·2 | Hamburg German | C.2Cy.17⅞″&32⅛″–22″ 42NHP<br>G.SeebeckA.G.,Gstemnde. | | V | |
| RMNC 522 | **Schlei** SteelScSr<br>*M.Heeckt* (*ex* Portel, *ex* Agersösund) 1 *Dk&Hur dk* | 114<br>78<br>45 | | | | 1884 | G.Howaldt Kiel | A.Leonhardt | 114·8 \| 18·4 \| 5·7<br>H9′ len85 *WB* | Hamburg German | C.2Cy.16½″&28½″–15¾″ 27NHP<br>Gebr.Howaldt,Kiel | | G | |
| QHDS 523 | **Schleswig** SteelTwinScSr<br>*A.Traue* –02<br>*Elec.light* 3 *Dks* | 6955<br>5608<br>4329 | | | | 1902 | Act. Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 449·2 \| 52·3 \| 30·4<br>P83′B208′F85′ *WB* | Bremen German | T.6Cy.21⅛″,35½″&61½″–49½″ 535NHP<br>A.G."Vulcan,"Stettin | | G | |
| 524 | — SteelSc<br>(*Trawler*)<br>1 *Dk* | | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | DeutscheDmpfis-chereiGes.Nordsee | | Bremen German | T.3Cy.12″,19¼″&31½″–23⅝″ 48NHP<br>G.Seebeck A.G.Bremerhvn | | | |
| 525<br>04131 | **Schnapper** IronScCtr<br>1 *Dk* | 260<br>260<br>177 | | | | 1877 | J.Walker& Co. Maryborough | Government of Queensland | 135·3 \| 23·1 \| 10·3 | Brisbane British | C.2Cy.18″&33″–20″ 47RHP<br>J.Walker&Co.,Maryboro' | | | |
| 526<br>33670<br>KGFJ | **Scholar** SteelScBn<br>*A.Andrea* –04 *ss*Liv.No.3–5,98<br>*ss*Liv.No.1–02<br>1 *Dk(Stl)&Spar dk(Stl)&Web frames* | 1635<br>1526<br>1031 | ✠100A1 Liv *q*<br>*Spar dk*<br>1,01 ~~2,11,0~~<br>~~2,3,0~~ ✠LMC5,02 | | | 1886 | R.Dixon& Co. 5mo Middlesbro' | Atlantic & Eastern S.S.Co.Ld. (J. Glynn&Son *Mgrs.*) | 250·2 \| 34·1 \| 15·1<br>B22′F33′ 22·8<br>BK8′<br>*Lloyd's* 4.4 *CP* | Liverpool British | T.3Cy.20″,33″&54″–36″ (*s*) 15 ″ 9<br>160lb *75lb* 170NHP s 5 ″ 0<br>2SB,4*cf*,GS66,HS2483<br>Blair&Co.(Lim.),Stockton | | | 8,02 |
| 527<br>QGCJ | **Schönebeck** SteelSc<br>*H.Lübben* 02–02 (*Trawler*)<br>1 *Dk* | 141<br>130<br>32 | | | | 1895 | Bremer "Vulkan" Vegesack | DeutscheDmpfis-chereiGes.Nordsee | 102·3 \| 20·6 \| 9·9<br>B34′ *WB* | Bremen German | C.2Cy.15¾″&26¾″–17¹¹⁄₁₆″ 24NHP<br>Bremer"Vulkan,"Vegesck | | G | |
| 528<br>QHEJ | **Schönfels** SteelScSr<br>*E.Groot* 88–02<br>1 *Dk(Stl)&Webframes&Spar dk*<br>*Elec.light* (*Stl–pt* teak s) | 5734<br>5341<br>3709 | ✠100A1 Ham *qt*<br>*Spar dk* NYk<br>3,04 ~~11,8~~ ✠LMC2,02 | | | 1902 | Flensburg 2mo Schiffsb.Ges Flensburg | DeutscheDmpfs-fahrts.Ges.Hansa<br>*WB=Cell D Ba* 144′ *u E* 25′ *f* 181′ 1235*t* BK9 | 427·0 \| 53·0 \| 21·2<br>P58′B101′F48′ 29·1<br>*DTa* 31′ 350*t FPT* 115*t APT* 25*t* | Bremen German | Q.4Cy.24″,34″,51″&74″–54″ 24 ″ 0<br>2131b *121lb* (*r*) 506NHP<br>3SB,9*cf*,GS145,HS6500 FD<br>FlensburgerSchiffsb.Ges. | | | 5,03 |
| 529<br>RMJT | **Schulau** SteelScSr<br>*O.Blaue* –02 (*Tug*)<br>*Elec.light* 1 *Dk* | 269<br>239<br>20 | | | | 1901 | Oderwerke Act.Ges. Stettin | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 115·0 \| 23·9 \| 12·8<br>H40′ *WB* | Hamburg German | C.2Cy.21½″&39¼″–25½″ 78NHP<br>OderwerkeAct.Ges.Stettin | | G | |
| 530 | **Schütting** SteelSc<br>*E.Bischoff* 02–04 (*Trawler*)<br>1 *Dk* | 194<br>171<br>58 | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | H.Hohnholz | 120·4 \| 22·6 \| 11·1<br>F20′ *WB* | Brmrhavn German | T3Cy.11⅜″,18½″&30⅝″–22″ 43NHP<br>G.Seebeck A.G.Bremerhvn | | G | |
| 531<br>116290<br>VCMH | **Schuylkili** SteelScSr<br>*R.Nicholas* –03<br>2 *Dks(Stl)&deep framing*<br>*&Shelter dk(Stl)* | 5176<br>4811<br>3344 | ✠100A1 Kob *at*<br>*Shelter dk* NYk<br>*with freeboard*<br>10,04 ~~11,6~~ ✠LMC6,03 | | | 1903 | Russell& Co. 6mo Pt.Glasgow | Anglo-American OilCo.Ld. (J. McDonald, *Mgr.*) | 411·8 \| 52·3 \| 27·6<br>FK<br>*Lloyd's* 4.4 *CP*<br>*WB=Cell D Ba* 146′ *u E* 23′ *f* 171′ 1210*t D T a* | London British | T.3Cy.27″,43″&72″–48″ (*s*) 30 ″ 6<br>180lb 418NHP s 5 ″ 4½<br>3SB,9*cf*,GS184,HS6850<br>Rankin&Blackmore,Grk.<br>12′1089*t FPT* 82*t APT* 45*t* | | | |
| 532<br>116526 | — SteelScSr<br>1 *Dk&Spar dk*<br>*Mchy. 1ft* | 2206<br>—<br>1820 | | | | 1892 | Globe Iron Works Co. Cleveland,O. | Erie&Western TransportationCo. | 274·8 \| 40·4 \| 13·3<br>H— F32′ *WB* | Erie,Pa. Utd. States | T.3Cy.20″,32″&52″–42″ 175NHP<br>GlobeIrnWksCo.,Clevelnd | | | |
| 533<br>QGMK | **Schwalbe** SteelSc<br>*B.Jacheus* –00 1 *Dk2trB*<br>*Elec.light* | 1178<br>1019<br>760 | | | | 1898 | Bremer "Vulkan" Vegesack | Dampfsch.Ges. Argo | 235·4 \| 31·0 \| 17·6<br>P46′F26′ *WB* | Bremen German | T.3Cy.19″,30¹³⁄₁₆″&49⅜″–31½″ 135NHP<br>Bremer"Vulkan,"Vegesck | | G | |
| 534<br>QDTM | **Schwan** IronScSr<br>*H.Hashagen* –02 2 *Dks&Spar dk* | 1198<br>1197<br>753 | | | | 1884 | J.C.Teck-lenborg Geestemünde | Dampfsch.Ges. Argo | 225·4 \| 29·9 \| 23·2<br>B55′H19′ | Bremen German | C.2Cy.26¾″&50½″–31½″ 122NHP<br>J.C.Tecklenborg,Gstmnde | | G | |
| 535<br>RNDG | **Schwarzburg** SteelScSr<br>*A.Schmidt* 03–04 *ss*Gls.No.2–99<br>(*ex* Gulf of Bothnia) 2 *Dks*(1 *Irn*)<br>*Ref.Mchy. Elec.light* *USStl–ws*)3*trB* | 3299<br>3044<br>2060 | ✠ ... | | | 1891 | Caird&Co. 6mo Ld. Greenock | Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie) | 350·0 \| 42·1 \| 26·8<br>B95′F45′ BK9″<br>*WB=Cell DB* 268′ 557*t FPT* 70*t APT* 50*t* | Hamburg German | T.3Cy.28″,46″&75″–48″ (*s*) 29 ″ 3<br>170lb *170lb* 398NHP s 5 ~~″ 10½~~<br>2DB,12*rf*,GS207,HS5925<br>Caird&Co.Ld.Greenock | | | 10,00 |
| QGWV | **Schwarzenfels** SteelScSr<br>*A.Volkmann* *ss*Ham.No 1–01<br>1 *Dk(Stl)&Spar dk*<br>*Elec.light* (*Stl*–teak s)&*Webframes* | 3920<br>3644<br>2516 | ✠100A1 Ham *w*<br>*Spar dk*<br>3,04 ~~3,03~~ ✠LMC3,04 | | | 1900 | Wigham-_ 2mo Richrdsn&Co Ld Newcastle | DeutscheDmpfs-fahrts.Ges.Hansa<br>*WB=Cell D Ba* 108′ *u E* 26′ | 358·0 \| 46·1 \| 19·5<br>P46′B98′F45′ 27·4<br>BK10′<br>*f* 146′ 615*t* | Bremen German | Q.4Cy.23″,31½″,48″&71″–45″ 22 ″ 0<br>210lb *120lb* (*r*) 418NHP s 6 ″ 8<br>2SB,6*rf*,GS121,HS5364 FD<br>WghmRchrdsn&C.LdNwc | | | N3,04 |
| 537 | **Schweigaard** IronScSr<br>*O.Jörgensen*<br>*Well deck* 1 *Dk* | 572<br>398<br>336 | ✠ Bgn *h*<br>7,85 | | | 1883 | Bergens Mek. Vrk. Bergen | TalknaHvalstation (E.Lindöe)<br>*WB=DB f* 40′ 60*t* | 173·5 \| 25·2 \| 11·2<br>P141′ F29*t* drp85<br>*FPT* 18*t APT* 15*t* | Haugesnd Norwegian | C.2Cy.20½″&39″–27″ 66NHP<br>BergensMek.Vrk.,Bergen | | N | |
| 538 | **Schwennau** SteelScSr<br>*H.Petersen* 01–04<br>1 *Dk* | 1385<br>1150<br>869 | | | | 1904 | Act.Ges. "Neptun" Rostock | Gebr.Petersen | 256·5 \| 35·9 \| 15·2<br>P14′Q69′B110′F29′ *WB* | Flens burg German | T3Cy.17⅛″,26¼″&44⅞″–33¹⁵⁄₁₆″ 115NHP<br>A.G."Neptun,"Rostock | | G | |
| 539<br>93<br>SGPC | **Scilla** IronScBn<br>*G.LoBianco* 2 *Dks*<br>*Elec.light* | 1214<br>—<br>667 | ✠ Cly<br>12,66 | | | 1866 | Macnab& Co. 11mo Greenock | Nav.Gen.Italiana | 268·3 \| 30·4 \| 18·2<br>P127*t*<br>len80 | Palermo Italian | T.3Cy.24″,37⅝″&61½″–35⅝″ NE&B93 228NHP<br>Hawthorn&Guppy,Naples | | I | |
| 540<br>30<br>SGPF | — SteelPad<br>*F.Bellantonio* (*Ferry*)<br>*Elec.light* 1 *Dk* | 412<br>—<br>184 | | | | 1896 | N.Odero fu A. Sestri P'nente | Soc.ItalianaStrade Ferrate della Sicilia | 177·1 \| 26·9 \| 11·5 | Messina Italian | C.2Cy.31″&58½″–43⅜″ 187NHP<br>N.Odero,Sestri | | I | |

| Numéro d'Ordre. / Numéro Officiel. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombre des Ponts. | Tonnage: Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Temps assigné maintenant. Lettre d'enlèvement. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Immatriculation. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. pieds pc. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 541<br>113917<br>SBJL | Scindia<br>*S.Abrey* –00<br>*Elec.light* 2 *Dks* | SteelScSr<br>5106<br>4470<br>3253 | | 1900 D.&W.Hen-<br>derson&Co.<br>Glasgow | Anchor Line (Henderson Bros.) Ltd. | 400·7 \| 49·2 \| 27·8<br>P19′B128′F47′ | Glasgow<br>British<br>*WB* | T.3Cy.26″,43″&71″–48″<br>319NHP<br>D.&W.Henderson&Co.Gls | | C<br>BT<br>Mid |
| 542<br>9330<br>SMKT | —<br>*J.E.T.Butler* –03<br>2 *Dks*(*Uirn*–ws)3 *Dkrud* | IronSc3MastSr<br>2729<br>2453<br>2050 | ✠ Cal *u*<br>9,84 | 1879 W.Denny<br>4mo &Bros.<br>Dumbarton | British India Stm.<br>Nav.Co.Ld.<br>*WB* | 310·2 \| 39·1 \| 24·9<br>P48′ F32′<br>= *Cell DB* 250′489*t* | Glasgow<br>British<br>5 *BH Cem* | C.2Cy.38″&68″–48″<br>267NHP<br>Denny&Co.,Dumbarton | | |
| 543<br>105030<br>NSCK | Scipio<br>*G.B.Sturdy* 00–05<br>1 *Dk* | SteelScSr<br>1735<br>1633<br>1117 | | 1895 Furness,<br>Withy&Co.Ld<br>W.Hartlepool | T.Wilson,Sons&<br>Co.Ld. | 270·2 \| 38·1 \| 19·0<br>P10′B78′F80′<br>*WB* | Hull<br>British<br>*WB* | T.3Cy.18″,30″&48″–33″<br>132NHP<br>Amos&Smith,Hull | | C |
| 544<br>58706<br>WRPN | Scoresby<br>*J.Lamb* –98<br>*Well deck* ss Shl.No.1–01<br>2 *Dks* | IronScSr<br>998<br>788<br>630 | ✠ 90A1 Shl *n*<br>11.03<br>MS1.01 BS12.01 | 1872 T.Turnbull<br>11mo &Son<br>Whitby<br>A&CP | C.Wilkinson | 225·6 \| 30·0 \| 16·7<br>Q84′B48′F29′<br>BK8″<br>*WB* = *DBa* 61′*f*88′196*t* | Sundrland<br>British<br>4 *BH Cem* | C.2Cy.25½″&52½″–33″ (*t*)<br>65lb NDN89 99RHP<br>1SB,4*pf*,gs55, H=10·24<br>Blair&Co.(Lim.),Stockton | 17 ″ 9<br>to 1 ″ 11 | |
| 545<br>HPMF | Scorpio<br>*O.Sanne* (*Trawler*)<br>1 *Dk* | IronScK<br>149<br>137<br>66 | … | 1887 Earle's S.B.<br>Co.(Lim.)<br>Hull | Acties.Zodiac<br>(C.Rée, *Mgr.*) | 101·6 \| 20·5 \| 10·6<br>Q17′F22′<br>BK7½″ | Brevig<br>Norwegian | T.3Cy.11½″,17″&30″–18″<br>NB03 38NHP<br>Earle's S.B.Co.(Lim.),Hull | 11 ″ 7 | |
| 546<br>98764 | Scorpion<br>*J.Fairbrass* –91<br>1 *Dk* | IronScYl<br>155<br>142<br>87 | ✠ 100A1 Hul<br>*Stm Trawler*<br>5,01 8.02<br>BS5.01 ✠LMC8.02 | 1891 Mackie&<br>9mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | British Stm Trawling Co.Ld. | 100·5 \| 20·5 \| 10·7<br>Q19′F19′<br>BK7½″ | Hull<br>British<br>3 *BH Cem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45RHP<br>1SB,2*pf*,gs30,hs690<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 547<br>98845<br>MFNL | Scot<br>*T.J.Bremner* –00<br>*Ref.Mchy. Elec.light* 3 *Dks*&*Spardk* | SteelTwinScSr<br>7815<br>6530<br>4278 | … | 1891 W.Denny<br>&Brothers<br>Dumbarton | Union Castle Mail<br>S.S.Co.Ld. (D.<br>Currie&Co. *Mgrs.*) | 531·0 \| 54·8 \| 17·9<br>P60′F60′len96 33·7<br>*Promnde dk*256′ FK | S'thamptn<br>British<br>*WB* | T.6Cy.34½″,57½″&92″–60″<br>1440NHP<br>Denny&Co.,Dumbarton | 29 ″ 1<br>to 30 ″ 6 | |
| 548<br>115104 | —<br>1 *Dk* | SteelScK<br>79<br>74<br>18 | ✠ 100A1 Shl<br>*For fishing purposes*<br>6.03<br>✠LMC8.03 | 1903 Smith's<br>6mo Dock Co.Ld.<br>North Shields<br>*Lloyd's SA&CP* | G.&D.Cormack | 80·0 \| 18·1 \| 8·3<br>BK6½<br>*WB* | Wick<br>British<br>3 *BH Cem*<br>= *FPT* 3*t* | C.2Cy.10¾″&28″–16″ (*s*)<br>125lb 22RHP<br>1SB,2*pf*,gs17,hs476<br>MacColl&Pollock.Sld. | 9 ″ 0 | |
| 549<br>43711<br>TQDB | Scotia<br>*Cable Vessel* (*WRECKED 3,04*)<br>*Elec.light* *G.D.Rushton* –03 | IronTwinScBg<br>4676<br>4660<br>2776 | | 1862 R.Napier&<br>Sons<br>Glasgow | G.G.Ward | 379·0 \| 47·8 \| 37·7<br>*WB* | London<br>British<br>*WB* | C.4Cy.38″&66″–45″<br>NE&B79 487NHP<br>Laird Bros.,Birkenhead | 32 ″ 1<br>to 12·4 | |
| 550<br>RJBH | —<br>*H.Brock* 01–03<br>(*ex* Grimm) 2 *Dks* 3*tr B* | SteelScSr<br>2558<br>2362<br>1629 | … | 1890 C.Connell<br>&Co.<br>Glasgow | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 320·0 \| 40·1 \| 23·8<br>P12′B76′F38<br>*WB* | Hamburg<br>German<br>*WB* | T.3Cy.23½″,37½″&60″–42″<br>233NHP<br>J.&J.Thomson,Glasgow | 26 ″ 6 | G |
| 551<br>111038<br>THVK | —<br>*Elec.light* 2 *Dks*&*Awngdk* | SteelTwinScSr<br>1872<br>1207<br>319 | | 1902 W.Denny<br>&Bros.<br>Dumbarton | L.&N.W.Rlwy.Co. | 330·2 \| 39·1 \| 15·7<br>*WB* | Dublin<br>British<br>*WB* | T.3Cy(2)26″,(2)40″&(4)42″<br>–33″<br>425NHP<br>Denny&Co.Dumbarton | | BT<br>Mid<br>Aft |
| 552<br>111865 | —<br>*G.C.Ascough* –01<br>*Elec.light* 1 *Dk*(*Stl*)&*Web frames* | SteelFore&AfterScFerry<br>1461<br>1446<br>324 | ✠ 100A1 Hfx *p*<br>3.02<br>✠LMC8.01 | 1901 Armstrong<br>8mo Whitworth<br>&Co.Ld.<br>Newcastle<br>A&CP | Canadian Government | 254·0 \| 46·7 \| 16·5<br>FK<br>7 *BH Cem* | Ottawa<br>British | T.6Cy.17½″,28″&45″–27″ (*s*)<br>160lb 292NHP<br>1SB,12*cf*,gs234,hs5606<br>Wllsnd Slpwy.Co.Ld.Nwc. | 18 ″ 0<br>to 4 ″ 6 | |
| 553<br>HDFP | —<br>*R.Gronwald* –01<br>1 *Dk*2*tr B* | IronScSr<br>629<br>—<br>554 | | 1882 F.Schichau<br>Elbing | Edw.&George Hay | 179·9 \| 25·6 \| 14·4<br>P98′B12′F20′<br>*WB* | Königsbrg<br>German<br>*WB* | C.2Cy.20″&41″–22″<br>NB93 66NHP<br>F.Schichau,Elbing | | V |
| 554<br>115721<br>TRHD | —<br>*T.Robertson* 02–02 (*ex* Hekla) (*Yacht*)<br>pt F&s over G1 B02 7&12yrs.Mat.pt IB<br>2 *Dks*<br>*Sailing Bark—See Sailing Ship Register.* | WoodScBk<br>357<br>309<br>239 | Rest. 6 A1 Trn<br>*from* 12,02 Trn<br>9,04 10,02<br>✠ MC10.02<br>✠ NER-B10.02 | 1872 Johansen&<br>Holman<br>Drammen<br>*Lloyd's SA&CP* | J.Coste,jun.(Scottish National Antarctic Expedition)<br>R.Krones | 139·6 \| 29·0 \| 15·8<br>Q33′<br>1m.rb.02 2nDks | Glasgow<br>British<br>Dundee | C.2Cy.15″&32″–24″ (*s*)<br>120lb 55RHP<br>1SB,2*pf*,gs32,hs900<br>Muir&Houston,Ld.Gls. | 18 ″ 6 | |
| 555<br>70610 | —<br>*J.Lawson* –00<br>(*ex* Surcouf,*ex* Scotia) | IronPadSr<br>263<br>232<br>9 | | 1874 Westwood<br>&Baillie<br>London | G.Petrie | 139·2 \| 21·1 \| 12·4 | Middlsbro'<br>British | L.2Cy.34″–60″<br>138NHP<br>J.Stewart,London | | |
| 556<br>116230 | —<br>*J.D.Jacobs* –99<br>1 *Dk* | WoodScSr<br>182<br>—<br>133 | | 1888 A.Hay<br>San Francisco | Russell&Rogers<br>Co. | 122·0 \| 30·6 \| 9·5 | S.Frncisco<br>Utd.States | C.2Cy.12″&24″–20″<br>21NHP<br>Fulton Iron Works,S.Fo. | | |
| 557<br>96245<br>MKCG | —<br>*L.Glanesford* –01 (*Trawler*)<br>1 *Dk* | IronScYl<br>149<br>142<br>48 | … | 1891 Mackie&<br>Thomson<br>Glasgow | Mather&Co.Ld. | 100·5 \| 20·5 \| 10·7<br>Q19′F19′<br>BK7½″ | Grimsby<br>British | T.3Cy.11″,16½″&27″–22″<br>45RHP<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 558<br>102862<br>NKCP | —<br>*W.J.Anning* –98<br>1 *Dk* | SteelScK<br>136<br>124<br>5 | … | 1893 Anderson,<br>Laverick&<br>Co.(Lim.)<br>Newcastle | W.Watkins | 97·5 \| 19·5 \| 11·2<br>B12′<br>BK6½″ | London<br>British<br>4 *BH Cem* | T.3Cy.18″,21″&34″–24″<br>99RHP<br>J.Stewart&Sns(Lim),Lon | 12 ″ 0 | |
| 559<br>114696<br>SKWL | Scotian<br>*R.A.P.Willcock* –02<br>*Well deck* 1 *Dk*(*Stl*)&*deep framing* | SteelScSr<br>1219<br>912<br>761 | ✠ 100A1 Nwc *n*<br>12,04 01<br>MS12.04 ✠LMC7.01 | 1901 Mackie&<br>7mo Thomson<br>Glasgow<br>*Lloyd's SA&CP* | G.H.Elder&Co.<br>(*in liq*)<br>*WB* = *Cell I* | 227·9 \| 34·5 \| 14·4<br>P16′Q67′B59′F30′<br>FK<br>*Ba*63′*f*94′270*t* *FPT* 50*t* *APT* 26*t* | London<br>British<br>4 *BH Cem* | T.3Cy.17″,27½″&46″–33″ (*s*)<br>180lb *100lb* 135NHP<br>1SB,3*cf*,gs64,hs2134<br>W.V.V.Lidgerwood,Gls. | 16 ″ 7<br>to 1 ″ 0 | |
| 560<br>2 *Dks* | Scotland | SteelScSr | | 1904 Grngemt'h<br>&Greenock<br>Dockyard Co.<br>Grngemouth | Dmpskibsselsk.<br>Færder(Fred.<br>Olsen) | 215·0 \| 32·0 \| 22·0 | Christiania<br>Norwegian | T.3Cy.18½″,30″&49″–33″<br>138NHP<br>Dunsmuir&Jackson,Gls. | | |
| 561<br>105739 | —<br>*W.H.Rowbottom* –97<br>1 *Dk* | IronScK<br>152<br>145<br>63 | ✠ Hul<br>*Stm Trawler*<br>4.97 ✠ | 1897 Cook,Wel-<br>4mo t'n&Gemmell<br>Hull | Hull Steam Fishing<br>&Ice Co.Ld. | 101·8 \| 20·6 \| 11·0<br>BK6½″<br>*WB* = | Hull<br>British<br>3 *BH Cem*<br>*DTf* 17·80*t* | T.3Cy.9½″,16″&25½″–20″<br>85RHP<br>1SB,2*pf*,gs22,hs578<br>Amos&Smith,Hull | 11 ″ 10 | |
| 562<br>[illegible]<br>[illegible] | Scotsman<br>[illegible] 96 *ss* Lth.No.3–9,98<br>(*ex* Tunis,*ex* Scotsman) *ss* Bty.No.2–08<br>2 *Dks*(1 *Irn* | IronScSr<br>1679<br>1598<br>1065 | ✠ 100A1 HKg *r*<br>[illegible] 8,04 Kob<br>[illegible] M.C.02<br>BS7.01 | 1880 E.Withy&<br>11mo Co.<br>W.Hartlepool<br>*Lloyd's SA&CP* | Lombard S.S.Co.<br>(Lord. White, *Mgr*)<br>*WB* | 260·5 \| 34·1 \| 21·7<br>B57′F38′<br>ND93 DK9″<br>= *Cell DB* 202′833*t* | London<br>Portsmth<br>4 *BH Cem*<br>*APT* 27*t*<br>Japanese | C.2Cy.33″&61″–33″ (*s*)<br>70lb 70*lb* NDN93 178NHP<br>1DB,4*pf*,gs75<br>T.Richardson&Sons,Hpl. | 23 ″ 11<br>to 3 ″ 11 | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c. | Registered Tonnage: Gross / Deduction for Engine-room / Net. | Particulars of Classification. Character. / † for Special Survey. / Date of last Survey. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard. Amidships. ft. in. | Register Classed / Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 563 116331 | **Scotsman** WoodSc / 2 *Dks* | 265 / 109 / 114 | | 1903 | N. Tessier Ottawa & Hull | Ottawa Forwarding Co. Ltd. | 108·0 \| 23·6 \| 7·0 | Ottawa British | C.2Cy.11″&20″–16″ 16RHP J.&R.Weir, Montreal | | |
| 564 100544 MWDJ | — / *A. Campbell* –04 / *Well deck* *Mchy. Aft* | 181 / 141 / 70 | ✝100A1 Ard / ~~L102~~ 4,05 Gls | 1894 / 7mo | J.H. Gilmour Irvine / Lloyd's SA&CP | Young & Gillespie | 110·0 \| 20·1 \| 8·2 Q37 B7 F17′ drp05 BK6 WB | Glasgow British | C.2Cy.14″&28″–20″ (s) 120lb 25RHP 1SB,2pf,GS29,HS620 Muir&Houston,Glasgow | 9 ″ 0 s -10½ | N4,03 |
| 565 SMKQ | — / 1 *Dk* | 172 / 156 / | ✝100A1 Hul / *For Towing purposes* 10,01 | 1901 / 5mo | Cook, Welt'n&Gemmell Hull A&CP | H.M.Government | 110·0 \| 20·0 \| 11·3 B24′ BK7″ WB=DTf15′ | British | T.3Cy.13½″,22″&36″–24″ (s) 200lb 75RHP 1SB,2rf,GS34,HS1125 Crabtree&Co.Ld.Gt Yrmth | 12 ″ 0 | 10,01 |
| 566 116114 | — / *A. Dines* 88–03 / 1 *Dk* | 141 / 122 / 12 | ✝100A1 Hul / *For Towing purposes* 1,04 ~~1,03~~ ✝LMC1,03 | 1903 / 1mo | Cook, Welt'n&Gemmell Hull / Lloyd's SA&CP | T. Gray & Co. Ld. | 98·0 \| 19·0 \| 9·7 B24′ BK6″ WB=APT8t | Hull British | T.3Cy.11½″,20″&33″–24″ (s) 200lb 60RHP 1SB,2cf,GS32,HS915 Amos&Smith,Hull | 10 ″ 6 s 1 ″ 1 | 10,04 |
| 567 114836 | **Scott** SteelTwinScTug / 1 *Dk (Stl)* | 152 / 144 / — | ✝100A1 Prs / *For Towing purposes* 2,02 *Water tube boilers* ~~B&S2,05~~ ~~B&S2,03~~ ✝LMC2,05 | 1902 / 2mo | Allsup & Co. Ld. Preston / Lloyd's SA&CP | Lon. & India Docks Co. | 90·4 \| 21·1 \| 11·4 BK6½″ WB=FPT7t | London British | C.4Cy.19″&40″–24″ (s) 200lb&120lb 201NHP 2B,GS73,HS3380 Allsup&Co.Ld. Preston | 12 ″ 0 | |
| 568 98547 | **Scottish Belle** SteelScSr / *W. Warman* 83–90 / (*Trawler*) 1 *Dk* | 145 / 139 / 47 | | 1890 | J. Scott & Co. Kinghorn | R. Brown & Co. | 101·8 \| 20·1 \| 11·5 BK6½″ | Aberdeen British | T.3Cy.11″,17″&30″–20″ 50RHP J. Scott&Co.,Kirkcaldy | 11 ″ 10 | |
| 569 110715 NWPD | **Scottish Hero** SteelScSr / *A.D. Muir* –04 / 1 *Dk (Iron)* 2 *tr B* *ss* Sld. No. 1–99 *Web frames* | 2202 / 1974 / 1386 | ✝100A1 Nwc / *Turret dk* 5,03 *Water Tube Boilers* ~~B&S3,03~~ ✝LMC5,03 | 1895 / 8mo | W Doxford & Sons, Ld Sunderland A&CP | Canadian Ocean & Inland Nav. Co. Ld. (W. Jacks & Co. *Mgrs.*) WB=Cell DBa88′ | 297·0 \| 40·0 \| 21·5 f140′ u E♀ B38′ 592t FK | Newcastle British | Q4Cy19½″,27½″,39″&55″–42″ 200lb 285NHP 3B,5f,GS162,HS5186 W. Doxford&Sons (L.),Sld. | 24 ″ 1 | ~~x5,00~~ 1,05 |
| 570 119108 VPTQ | **Scottish Monarch** SteelScSr / *F.R. Patey* –04 / 2 *Dks* | 4240 / 4056 / 2748 | | 1904 | Napier & Miller, Ld. Glasgow | Monarch SS. Co. Ld. | 385·9 \| 48·8 \| 27·1 P37 B104′ F38′ WB | Glasgow British | T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&Jackson Ld. Gls | | C |
| 571 98234 KQFT | **Scottish Prince** SteelScSr / *C. Evans* –01 / *Well deck* 1 *Dk (Stl–ptws)* 2 *tr B* *ss* Shl. No 1–04 | 1958 / 1541 / 1235 | ✝100A1 Mch / ~~Inst~~ 8,04 Shl ~~M82,00~~ ✝LMC8,04 ~~S11,03~~ | 1888 / 1mo | Short Bros. Sunderland A&CP | Prince Line, Ld. (J. Knott *Mgr.*) | 290·0 \| 38·8 \| 17·7 P35′ Q68′ B72′ F27′ BK10′ WB=Cell DB206′300t APT23t | Newcastle British | T.3Cy.21½″,35″&58″–39″ (s) 150lb 80lb NDB00 205NHP 2SB,6cf,GS90,HS3125 J. Dickinson,Sunderland | 20 ″ 0 s 2 ″ 3 | N1,04 |
| 572 109905 | — / *J. Morris* –99 / (*Trawler*) 1 *Dk* | 131 / 121 / 20 | | 1899 | J.T. Eltringham & Co. S. Shields | ~~R. Irvin~~ Prince Fishing Co. Ld. (R. Irvin & J.W. Simpson, *Mgrs.*) | 96·4 \| 19·3 \| 10·9 BK7″ | N. Shields British | C.2Cy.16″&34″–22″ 47RHP G.T. Grey,S. Shields | 11 ″ 0 | |
| 573 94639 | **Scottish Queen** SteelScSr / *N. Denoon* –02 / (*Trawler*) *ss* Abn. No. 3–10,02 1 *Dk* | 125 / 125 / 40 | ✝100A1 Abn / 6,04 ~~Inst~~ | 1889 / 10mo | J. Scott & Co. Kinghorn / Lloyd's SA&CP | R. Brown & Co. | 100·3 \| 20·1 \| 10·7 BK6½′ | Aberdeen British | T.3Cy.10¾″,17″&30″–20″ (s) 180lb 50RHP 1SB,2cf,GS33,HS740 J. Scott&Co.,Kirkcaldy | 11 ″ 1 | 11,02 |
| 574 112386 | **Scout** WoodSc / 1 *Dk* | 176 / 144 / 70 | | 1900 | J.R. Miller Cardinal, Ont. | Canadian Government | 103·6 \| 25·6 \| 9·2 | Ottawa British | C.2Cy.9″&18″–14″ Selby 12RHP &Youldin,Kingston,Ont. | | |
| 575 116335 KJPN | **Scranton** SteelScSr / *J.H. Greene* –02 / *Elec. light* *Mchy. Aft* 1 *Dk* ♀ *Spar dk* | 2016 / 1854 / 1595 | | 1888 | Cleveland S.B. Co. Cleveland, O. | Lake Transit Co. | 260·0 \| 39·2 \| 21·6 H—F29′ WB | Duluth Utd. States | T.3Cy.19″,30″&52″–40″ 171NHP Cleveland S.B. Co. Clevelnd. | | |
| 576 116300 | — / *G.O. Rence* 97–01 | 300 / — / 150 | | 1892 | J.H. Dialogue & Son Camden, N.J. | Delaware, Lackawanna & Western Railroad Co. | 125·0 \| 26·0 \| 14·4 | New York Utd. States | T.3Cy.16″,24″&40″–28″ NB03 85NHP J.H. Dialogue & Sn,Cmdn NJ | | |
| 577 67 SQGF | **Scrivia** IronScSr / *A. Giuliano* / 2 *Dks* (1 *Irn* ♀ 1 *pt Irn*) 3 *tr B* | 2557 / 2213 / 1667 | ✝ Cff / 4,85 | 1882 / 5mo | R. Dixon & Co. Middlesbro' | Nav. Gen. Italiana WB=DBa | 300·2 \| 40·3 \| 25·2 P35′ B74′ F42′ 82 f58′ ♀ u B52′ 369t | Palermo Italian | C.2Cy.40″&73″–41″ NB94 284NHP T. Richardson&Sons,Hpl. | | I |
| 578 | **Scythian** SteelScSr / (*ex* Yacht) / *ss* N.Yk. No. 3–4,96 *ss* N.Yk. No. 1–00 1 *Dk* *Deck Stringers Irn* | 302 / 168 / 171 | ✝100A1 Bos / *pt Awng dk* *with freeboard* 1,01 ~~S10,03~~ ✝LMC1,03 | 1885 / 3mo | Murdoch & Murray Glasgow | Haytian Government | 130·6 \| 21·1 \| 9·7 RQD37′ ND96 *pt Awng dk* 93′ BK6½″ WB=DBa21′ | Haytian | C.2Cy.20″&38″–24″ 85lb 81lb NDB01 59NHP 1SB,3cf,GS47 W. King&Co. Glasgow | 10 ″ 7 s 8 ″ 9½ | |
| 579 96287 | **Sea Cock** IronScSp / *J. Sumner* –97 / (*ex* Bismarck) | 101 / 101 / 20 | | 1877 | H. Schmidt Hamburg | W.B. Hill | 76·9 \| 16·8 \| 10·6 | Liverpool British | C.2Cy.16½″&33″–18″ NB97 60RHP H. Schmidt,Hamburg | | |
| 580 53992 JCPS | **Sea Fisher** IronScSr / *W. Denman* –98 / *ss* Brw. No. 3–5,95 *ss* Dun. No. 2–03 1 *Dk (Iron)* | 297 / 255 / 125 | ✝100A1 Dun / 9,04 ~~Inst~~ | 1883 / 9mo | M'Ilwaine, Lewis&Co. Belfast / Lloyd's SA&CP | SS. Sea Fisher Co Ld (J. Fisher&Sons) | 155·0 \| 21·7 \| 11·1 Q21′ B30′ F27′ drp03 BK7″ WB=FPT6t APT8t | Barrow British | C.2Cy.19″&32″–27″ (s) 80lb NDB95 50RHP 1SB,2pf,GS33,HS1030 M'Ilwain,Lewis&Co.,Bel. | 11 ″ 9 s 1 ″ 2 | 10,03 |
| 581 71748 HDWJ | **Sea Flower** IronScK / ~~J. McClure 00~~ / ~~Busby 01~~ *J. Busby* –04 | 158 / 116 / 67 | ✝100A1 Bel / 7,03 | 1875 / 6mo | J. Reid & Co. Pt. Glasgow A&CP | H. Foster&Co. | 110·4 \| 19·4 \| 8·0 Q45′ BK6½″ | Cardigan British | C.2Cy. ~~15″~~ &30″–21″ (i) 75lb 13½″ 35RHP 1SB,2pf,GS29,HS680 Rait&Lindsay,Glasgow | | 7,03 |
| | *ss* Brs. 2nd No. 3–9,99 | | | | | | | | | | |
| | Now named "Ayamantino," *See No. 118 in Supplement.* | | | | | | | | | | |
| 582 LCHD | **Sea Foam** SteelScSr / *Ch. Brunet* 00–03 / 1 *Dk* | 170 / 154 / 41 | ✝ Abn / *Stm Trawler* 3,98 | 1898 / 3mo | J. Duthie, Sons&Co. Aberdeen | P. Dumont | 108·4 \| 20·8 \| 11·1 Q23′ BK7½″ | Brest French | T.3Cy.11¾″,20″&33″–21″ 1SB,2pf,GS28,HS895 50NHP Hall,Russell&Co.Abn. | 11 ″ 9 | V |
| 583 112642 RMFQ | **Sea Gull** SteelScSr / *H. Giles* –04 / *ss* Lon. No. 1–04 1 *Dk (Stl)* *lower dk forward* *Web frames aft* ♀ *pt Awng dk (Stl–ptws)* | 976 / 798 / 409 | ✝100A1 Lon / *pt Awng dk* *with freeboard* 7,04 ~~Inst~~ | 1899 / 12mo | Mackie & Thomson Glasgow A&CP | Leach&Co.Ld. WB=Co | 225·0 \| 33·0 \| 14·3 P55′ *pt Awng dk* 149′ BK8″ *ll DBa* 50′ *f* 100′ 182t | London British | T.3Cy.19″,31″&51″–33″ (s) 160lb 80lb 184NHP 2SB,6pf,GS93,HS3300 N.E. Marine Co. Ld. Sld. | 16 ″ 6 s 1 ″ 8 | ~~1,03~~ 7,04 |
| 584 99569 MPRW | — / *J.A. Carmichael* –02 / *Well deck* ~~*ss* Hul. No. 2–00~~ 1 *Dk (pt Irn* ♀ *pt Stl–ptws)* *ss* Hul. No 3–3,04 | 817 / 631 / 319 | ✝100A1 Hul / 6,01 ~~Inst~~ | 1892 / 5mo | Murdoch & Murray Pt. Glasgow A&CP | Hull & Netherlands S.S. Co. Ld (J.H.N. Ringrose, *Mgr.*) | 225·8 \| 32·5 \| 14·0 Q79′ B53′ F28′ BK8″ WB=DBa42′ | Hull British | T.3Cy.23″,38″&62″–33″ (s) 160lb 80lb 258NHP 2SB,6cf,GS135,HS4326 Kincaid&Co.(Lim.),Grk. | 14 ″ 9 | BT till ~~10,04~~ 9,05 ~~x5,02~~ 10,04 |

| Numero d'Ordre / Numero Officiel | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel: Total / Sous Pont / Net | Détails de la Classification: Cote / Date de la dernière Visite | Port de Visite | Construit: Quand / Navire / Mach. | Par qui / Où | Armateurs | Dimensions d'après la Douane: Longueur, Largeur, Creux; Superstructures, &c. | Port d'Armement / Pavillon | Machines |
|---|---|---|---|---|---|---|---|---|---|---|
| 585<br>104113 | Sea Gull SteelScK<br>G.Masters -98 ssMil.No.2-03<br>1 Dk | 147<br>147<br>44 | ✠100A1<br>Stm Trawler<br>10,03<br>✠LMC10,03 | Mil | 1894<br>9mo | TROswald<br>Milford Haven<br>Lloyd's A&CP | T.R.Oswald | 104·0 21·1 9·9<br>BK6½' | Milford<br>British<br>3BHCem | C.2Cy.14½"&34"-22"<br>120lb 50RH<br>1SB,2pf,GS34,HS878<br>Ross&Duncan,Glasgow |
| 586<br>97... | —  SteelScSr<br>W.Howlett -93 ssIps.No.2-01<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 144<br>103<br>47 | ✠ ——<br>1,03<br>✠ | Ips a | 1893<br>6mo | J Fullerton &Co.<br>Paisley | R.&W.Paul,Ld. | 100·0 20·0 6·9<br>Q87'B7'F16<br>BK6'<br>WB=FPT20t | Ipswich<br>British | C.2Cy.12"&24"-18"<br>24RH<br>1SB,2pf,GS26,HS847<br>Ross&Duncan,Glasgow |
| 587<br>108498 | Sea Hawk SteelScSr<br>Johnson ssMil.No.1-02<br>1Dk | 169<br>164<br>44 | ✠100A1<br>Stm Trawler<br>11,01 5,03<br>✠LMC5,03 BS11,01 | Sws<br>Mil | 1898<br>1mo | J.Duthie, Sons&Co.<br>Aberdeen<br>Lloyd's A&CP | SwanseaTrawling &IceSyndicate | 108·4 20·8 11·1<br>Q28'<br>BK7½' | Swansea<br>British<br>3BHCem | C.2Cy.13½"&28½"-21"<br>140lb 52RH<br>1SB,2pf,GS28,HS891<br>Hall,Russell&Co.,Abn |
| 588<br>113621<br>TFCW | Sea Horse SteelScK<br>S.Nielsen97-01<br>1Dk | 229<br>216<br>92 | ✠100A1<br>Stm Trawler<br>10,01 12,04<br>✠LMC10,01 | Hul | 1901<br>10mo | Cook, Wel-t'n&Gemmell<br>Hull<br>Lloyd's A&CP | Pickering&Haldane'sStm.TrawlingCo.Ld. | 120·0 21·8 12·0<br>BK7'<br>WB=DBf8'5t | Hull<br>British<br>4BHCem | T.3Cy.12½",21½"&35"-24"<br>200lb 70RH<br>1SB,2rf,GS35,HS1090<br>Amos&Smith,Hull |
| 589<br>114775<br>SRLF | Sea Hound SteelScSr<br>W.Philps -03<br>1Dk(Stl)&WebFrames &pt Awng dk(Stl) | 1090<br>900<br>514 | ✠100A1<br>pt Awng dk with freeboard<br>8,02<br>✠LMC10,01 | Lon o | 1901<br>10mo | Mackie& Thomson<br>Glasgow<br>Lloyd's A&CP | Leach&Co.Ld. | 228·4 34·0 14·3<br>P54'B&F153'<br>FK<br>54'aE15'f104'276t<br>WB=CellDBa | London<br>British<br>4BHCem<br>FPT36t | T.3Cy.18",30"&48"-33"<br>160lb 80lb 167NH<br>2SB,6pf,GS108,HS3056<br>W.V.V.Lidgerwood,Gls |
| 590<br>113630<br>TGCS | Sea King SteelScK<br>E.Johnson<br>1Dk | 228<br>215<br>92 | ✠100A1<br>Stm Trawler<br>4,03 1,04<br>✠LMC1,02 | Hul | 1902<br>1mo | Cook, Wel-t'n&Gemmell<br>Hull<br>Lloyd's A&CP | J.H.Robins&Co.Ld. | 120·0 21·5 12·0<br>drp03<br>BK7'<br>WB=DBf10'6t | Hull<br>British<br>4BHCem | T3Cy.12½",21½"&35"-24"<br>200lb 63RH<br>1SB,2rf,GS35,HS1055<br>C.D.Holmes&Co.Hull |
| 591<br>50271<br>WHLJ | —  IronPadSp<br>W.Jones -01 | 207<br>191<br>72 | | | 1864 | .........<br>Newcastle | ~~H.J.Wood&Co.~~<br>~~J.W.White~~<br>A.Blackmore&Co. | 133·3 19·9 11·2 | Liverpool<br>British | L.2Cy.36"-60"<br>NB90 96RH<br>W.Scott,NorthShields |
| 592<br><br>QBRH | —  IronScK<br>R.Imrie -97 ssGms.No.3-5,99<br>ssGms.No.1-03<br>1Dk | 185<br>170<br>75 | ✠100A1<br>Stm Trawler<br>1,03 6,01 5,03<br>BS5,03 LMC6,03 | Gms | 1897<br>5mo | Cochrane& Cooper<br>Beverley<br>Lloyd's A&CP | Anchor Stm.Fishg.Co.Ld. | 110·0 21·0 11·3<br>Q17'F19'<br>BK7½' | Grimsby<br>British<br>4BHCem | T.3Cy.12",20"&32"-23"<br>180lb 11½" 50RH<br>1SB,2cf,GS33,HS860<br>Amos&Smith,Hull |
| 593<br>115023 | —  WoodScTug | 181<br>—<br>91 | | | 1883 | Fulton E.&S.B.Co<br>SanFrancisco | Shipowners& Merchants'Tug BoatCo | 119·0 26·1 11·5 | S.Frncisco<br>Utd.States | C.2Cy.22"&44"-36"<br>97NH<br>FultonIronWorks,S.Fco |
| 594<br>99241 | —  SteelScK<br>S.Hall03-03<br>(Trawler) 1Dk | 175<br>159<br>28 | | ... | 1893 | Cumming &Ellis<br>Inverkeithng | A.Kay | 112·0 21·1 10·1<br>BK6½'<br>WB | Leith<br>British | T.3Cy.14",23"&36"-27"<br>75RH<br>Muir&Houston,Glasgow |
| 595<br>66960 | —  WoodScSp<br>M.Belyer -93 (exWilliamStroud)<br>1Dk | 129<br>83<br>87 | | | 1862 | .........<br>E.Haddam U.S. | TapleyBros | 88·0 20·4 8·5<br>H48t | St.JohnNB<br>British | 1Cy.26"-24"<br>23RH<br>J.Harris,St.John,N.B |
| 596<br>109042<br>QPLV | Sea Lark IronScK<br>C.H.Double98-98 ssHul.No.1-02<br>(exForward) 1Dk | 182<br>169<br>62 | ✠100A1<br>Stm Trawler<br>6,01 10,05<br>BS6,01<br>✠LMC7,02 | Hul | 1898<br>7mo | Cook, Wel-t'n&Gemmell<br>Hull<br>Lloyd's A&CP | Pickering& Haldane'sSteam TrawlingCo.Ld. | 110·0 21·0 11·3<br>Q20'<br>BK7½'<br>WB=DBf17'8t | Hull<br>British<br>3BHCem | T.3Cy.13",21"&34"-24"<br>170lb 60RH<br>1SB,2cf,GS29,HS1037<br>C.D.Holmes&Co.Hull |
| 597<br>63310<br>KFGD | Sea Lion Barnes -05 IronScSr<br>~~E.Elliott -03~~ 6thSurvey3,93<br>ssLon.No.2-02 ssLiv.No.3-3,93<br>2ndSurvey4,02 (exRallus) 2Dks | 1040<br>1018<br>638 | ✠100A1<br>A1*1<br>1,05 12,03<br>✠NB2,93<br>LMC4,02 DBS... | Lon o<br>Lv | 1870<br>7mo | T.Royden &Sons<br>Liverpool<br>A&CP | Leach&Co.Ld. | 250·0 28·7 21·3<br>ND93<br>BK9'<br>WB=DB58'100t | Cork<br>British<br>4BHCem | T.3Cy.18",25½"&44"-30"<br>160lb 60lb ND B92 123NH<br>1SB,3rf,GS60,HS2100<br>Tpd.93 D.Rollo&Sons,Liv |
| 598<br>113635<br>TGRL | —  SteelScK<br>J.Spours95-02<br>1Dk | 231<br>218<br>93 | ✠100A1<br>Stm Trawler<br>8,02<br>✠LMC3,0[illegible] | Hul | 1902<br>8mo | Cook, Wel-t'n&Gemmell<br>Hull<br>Lloyd's A&CP | Pickering&Haldane'sStm.TrawlingCo.Ld. | 121·0 21·8 12·0<br>BK7'<br>WB=DBf8'5t | Hull<br>British<br>4BHCem | T3Cy.12½",21½"&35"-24"<br>200lb 70RH<br>1SB,2rf,GS35,HS1090<br>Amos&Smith,Hull |
| 599<br>116013<br>KCRH | —  IronSc | 186<br>—<br>93 | | | 1884 | J.H.Dia-logue<br>Camden,N.J. | Shipowners&Merchants'TugBoatCo | 107·0 22·0 13·0 | S.Frncisco<br>Utd.States | C.2Cy.22"&44"-36"<br>97NH<br>J.H.Dialogue,Camden,N.J |
| 600<br>77332<br>WVPH | Sea Nymph IronSc3MstSr<br>J.Towler81-86 ssNwc.2ndNo.3-7,03<br>Mchy.Aft 1Dk | 227<br>170<br>130 | ✠90A1<br>6,01 7,03<br>BS9,04 LMC7,04 | Nwc c<br>Hul | 1878<br>10mo | A.Leslie& Co.<br>Newcastle<br>A&CP | E.CoastS.S.Co.Ld. | 120·3 20·7 9·7<br>Q56'F13'<br>BK6½' | Lynn<br>British<br>4BHCem<br>WB=FPT | C.2Cy.18"&32"-24"<br>80lb 60lb NB86 50RH<br>1SB,2pf,GS13,HS790 NDBS8<br>N.E.MarineECo.(Lim.)Sld |
| 601<br>116951 | Sea Queen WoodScTug | 111<br>—<br>56 | | | 1888 | Fulton E.&S.B Co<br>SanFrancisco | Shipowners'& Merch.TugB.Co. | 100·5 22·0 11·8 | S.Frncisco<br>Utd.States | C.2Cy.19"&38"-30"<br>66NH<br>FultonIronWorks,S.Fco |
| 602<br>117184<br>KSBH | Sea Rover SteelScTug<br>D.C.Thomson -02<br>1Dk | 199<br>—<br>116 | | | 1902 | Fulton E.&S.B.Co<br>SanFrancisco | Shipowners'& Merch.TugB.Co. | 121·0 24·5 15·0 | S. Frncisco<br>Utd.States | C.2Cy.17"&41"-28"<br>74NH<br>FultonE.&S.B.Co.S.Fco |
| 603<br>110095<br>QPDB | Sea Serpent SteelScSr<br>H.Giles -99 ssLon.No.1-02<br>1Dk(Stl-ws)lower dk forehold &pt Awng dk(Stl-pt ws) | 902<br>781<br>391 | ✠100A1<br>pt Awng dk with freeboard<br>1,04<br>BS2,03<br>✠LMC9,02 | Lon m | 1898<br>11mo | A.McMil-lan&Son.Ld.<br>Dumbarton<br>A&CP | Leach&Co.Ld. | 225·5 33·0 12·2<br>P54'B&F150'<br>FK<br>WB=CellDBa&E70'f99 | London<br>British<br>4BHCem<br>217tFPT52t | T.3Cy.19",31"&51"-36"<br>160lb 80lb 187NH<br>2SB,6pf,GS117,HS8294<br>D.Rowan&Son,Glasgow |
| 604<br>89508<br>JSMV | Sea Spray IronScSr<br>H.McKinnon -04 ssBwg.No.3-1,96<br>(exVegesack) ssArd No.2,04<br>Well deck 1Dk(Irn) | 560<br>414<br>221 | ✠100A1<br>2,04<br>✠LMC2,04 | Ard h | 1883<br>10mo | H.F. Ulrichs<br>Vegesack<br>A&CP | SeaSprayS.S.Co. Ld.(AFBlackater) | 171·2 26·9 12·9<br>Q82'B7'F20'<br>BK7'<br>WB=DBa45'f31'100t | Glasgow<br>British<br>4BHCem | C.2Cy.21"&40"-30"<br>80lb 40lb 70RH<br>1SB,3pf,GS36<br>W.G.Lochhead&Co.,Gls. |
| 605<br>107046 | Sea Swallow SteelScSr<br>W.Thomas96-96 ~~ssMil.No.1-01~~<br>1Dk<br>ssSws.No.2-04 | 154<br>142<br>36 | ✠100A1<br>Stm Trawler<br>1,05<br>11,04 | Mil<br>Sws | 1896<br>10mo | J.Duthie Sons&Co.<br>Aberdeen<br>Lloyd's A&CP | T.R.Oswald | 103·3 20·7 10·9<br>BK7½' | Milford<br>British<br>3BHCem | C.2Cy.13½"&32"-21"<br>140lb 45RH<br>1SB,2pf,GS28,HS866<br>Hall,Russell&Co.,Abn. |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | No. of Decks, &c. | Register Tonnage: Gross / Under deck. / Nets. | Particulars of Classification. Character. / for Special Survey. Date of last Survey | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register's Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not in L. R. / Date of last Trade Cert. | Date when hull classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 606 / 115348 / JQRK | **Seaboard** / *Kirby* / *(ex Tredgar)* | **IronScSr** / 2 *Dks* | 662 / — / 563 | | | | 1874 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Joy S.S.Co. | 184·5 \| 28·7 \| 12·3 | | | New York / Utd. States | 1 Cy. 34″–42″ / NB 98 58 NHP / Harlan & Hollingsworth Co. | | | |
| 607 / 115532 | **Seacombe** / *R. Potter* –01 / *Elec. light* | **Steel Twin Sc Ferry** / 1 *Dk* | 589 / 548 / 65 | ✠100A– / *For Ferry purposes* 12,01 ~~12,01~~ | Gls | 1901 / 12mo | Cochran & Co. Annan, Ld. Annan | Wallasey Urban District Council | 140·0 \| 50·3 \| 12·0 / FK | Liverpool / British / 3 *BH Cem* | T. 6 Cy. 13″, 22″ & 34″–22½″ (s) / 180lb 172 NHP / 3 SB, 6*cf*, GS 103, HS 3390 / Cochrn & Co Annan Ld. Ann | 12 ″ 8 | BT till ~~7.03~~ 12,00 | 12,04 |
| 608 / 116700 | **Seaconnet** | **WoodSc** | 188 / — / 127 | | | | 1880 | ..... Boothbay. Me | Fisheries Co. | 130·4 \| 21·4 \| 11·0 | | | Greenport N.Y. Utd. States | | | | |
| 609 / 49348 / WCNB | **Seagull** / 1 *Dk (pt Stl) pt Shade dk* | **Steel Pad Sr** | 710 / 650 / 421 | ✠ / 5,85 | Abn | *k* | 1885 / 3mo | Hall, Russell & Co. Aberdeen | India General Nav. & Rly. Co. Ld. | 228·7 \| 30·6 \| 12·9 / FK | Calcutta / British / 4 *BH Cem* | TD 4 Cy (2) 19″, 40″ & 60½″–72″ / 310 NHP / Hall, Russell & Co., Abn. | | | |
| 610 / 113576 | ~~*J. Watson* –03~~ *Patrickson* –05 / *Well deck* *Mchy. Aft* | **Steel Sc 3 Mst Sr** / 1 *Dk (Stl)* | 658 / 464 / 228 | ✠100A1 / ~~5,01 3,03~~ 3,05 | Nwc | *i* | 1902 / 12mo | R. William-son & Son Workington | Shoreham Shppg. Co. Ld. | 182·9 \| 27·8 \| 11·5 / Q103′ B11′ F22′ BK 7″ / *WB = DB f 96′ 134 t* | Shoreham / British / 3 *BH Cem* / *FPT 50 t* / Liverpool | T. 3 Cy. 14″, 22½″ & 37″–27″ (s) / 160lb *90lb* 69 RHP / 1 SB, 3*pf*, GS 56, HS 1826 / Ross & Duncan, Glasgow | 13 ″ 11 | ~~1 ″ 0½~~ | 7,04 |
| 611 / 108838 | — / *E. Jones* –03 / *Mchy. Aft* | **Steel Sc Ctr** / *ss* Brs. No. 1–03 / 1 *Dk (Iron)* | 241 / 203 / 109 | ✠100A1 / 2,05 3,03 | Cff / Liv | *c* | 1899 / 8mo | T. B. Seath & Co. Rutherglen | ~~Manchester & Liverpool Transport Co. Ld.~~ / Ridder, Dempster & Co. | 118·0 \| 22·0 \| 10·4 / FK / *WB = FPT 12 t* | ~~Manchester~~ / British / 3 *BH Cem* / 1 SB, 2*pf*, GS 37, HS 895 / Fisher & Co. Paisley | C. 2 Cy. 16″ & 33″–20″ (s) / 120lb 45 RHP | 11 ″ 3 / s 1 ″ 5½ | ~~3,00~~ 1,05 | |
| 612 / 110775 / RNCV | — / *ss* Hul. No. 1–04 / 1 *Dk* | **Iron Sc K** | 225 / 202 / 77 | ✠100A1 / *Stm Trawler* 7,04 ~~7,08~~ | Hul | | 1900 / 2mo | Cook, Welton & Gemmell Hull | Pickering & Haldane's Stm. Trawling Co. Ld. | 125·1 \| 21·5 \| 11·5 / Q19′ BK 7″ / *WB = DB f 18′ 15 t* | Hull / British / 4 *BH Cem* / 1 SB, 2*cf*, GS 33, HS 1117 / C. D. Holmes & Co. Hull | T. 3 Cy. 12½″, 21″ & 34″–24″ (s) / 200lb 60 RHP | 12 ″ 4 | | 7,04 |
| 613 / 51479 / TVND | **Seaham Harbour** / *M. Adamson* –03 / *Well deck* | **Iron Sc Sr** / *ss* Sld. No. 3–~~4~~,03 *ss* Sld. No. 2–02 / 1 *Dk (Irn) 2 tr B* | 1904 / 1470 / 1242 | ✠100A1 / ~~Q 11′ 00 1,05~~ 2,05 / NB 7,02 | Sld / ~~Lon~~ Hul | *r* | 1880 / 10mo | E. Withy & Co. W Hartlepool | Marquess of Londonderry (S.J. Ditchfield, *Mgr.*) | 275·5 \| 38·1 \| 17·0 / P&B 164′ F31′ BK 9½″ / *WB = Cell DB 228′ 434 t* | Sundrland / British / 4 *BH Cem* / 2 SB, 4*pf*, GS 66, HS 2846 / T. Richardson & Sons, Hpl. | C. 2 Cy. 35″ & 65″–36″ (s) / 70lb *80lb* NDB 02 182 NHP | 19 ″ 5 / s 2 ″ 2½ | ~~0.08~~ N3,05 | |
| 614 / 77165 / WHR | **Seal** / *A. Fraser* –02 / *Elec. light* | **Iron Sc Sr** / (*ex* North Eastern) | 679 / 525 / 289 | | | … | 1877 | A & J Inglis Glasgow | G. & J. Burns, Ld | 210·7 \| 28·4 \| 14·4 / P58′ B59′ F46′ BK 7½″ | Glasgow / British | C. 2 Cy. 36″ & 64″–36″ / NB 90 205 NHP / A. & J. Inglis, Glasgow | | BT till ~~6.07~~ 9,05 | |
| 615 / 93488 | — / *W. Yarborough* –02 | **Iron Sc K** / *ss* Bos. No. 2–00 / 1 *Dk* | 159 / 145 / 62 | ✠100A1 / *Stm Trawler* 12,03 | Bos | | 1892 / 9mo | Earle's Co. (Lim.) Hull | Boston Deep Sea Fishg. & Ice Co. Ld. | 101·4 \| 20·5 \| 11·0 / Q18′ BK 7½″ | Boston / British / 3 *BH Cem* | T. 3 Cy. 12¾″, 20″ & 32″–22″ (s) / 150lb 55 RHP / 1 SB, 2*pf*, GS 33, HS 820 / Earle's Co. (Lim.), Hull | 11 ″ 9 | | N 12,03 |
| 616 / 93489 | — / *C. Winters* –92 | **Iron Sc K** / 1 *Dk* | 135 / 135 / 39 | ✠ / *Stm Trawler* 6,92 | Gms | | 1890 / 11mo | R. Dixon & Co. Middlesbro' | G. Alderson-Smith | 101·0 \| 20·5 \| 11·0 / BK 7½″ | Scarboro' / British / 3 *BH Cem* | C. 2 Cy. 17½″ & 34″–24″ / 1 SB, 2*pf*, GS 44, HS 980 45 RHP / Vulcan Irn Wks C. (L), Hull | 11 ″ 11 | | |
| 617 / 104118 | **Sealark** / *Elliott* | **Steel Sc Sr** / *ss* Mil. No. 1–00 / 1 *Dk* | 154 / 145 / 40 | ✠100A1 / *Stm Trawler* 9,03 | Sws | | 1896 / 5mo | J. Duthie, Sons & Co. Aberdeen | Swansea Trawling & Ice Syndicate | 101·9 \| 20·5 \| 11·0 / BK 7½″ | Swansea / British / 3 *BH Cem* | C. 2 Cy. 14½″ & 34″–22″ / 140lb 45 RHP / 1 SB, 2*pf*, GS 35, HS 948 / Clyne, Mitchell & Co. Abn. | 11 ″ 6 | | ~~11,02~~ 8,04 |
| 618 / 114027 / TGND | **Sealda** / *J. M. Tyrrell* –03 / *Elec. light* | **Steel Sc Sr** / 2 *Dks (Stl)* & *Web frames* & *Shelter dk (Stl* teak s) | 5382 / 5023 / 3438 | ✠100A1 / *Shelter dk* 3,02 | Sld | *a*† | 1902 / 3mo | Sir J. Laing & Sons, Ld. Sunderland | British India Stm. Nav. Co. Ld. | 411·0 \| 50·8 \| 29·0 / FK / *WB = Cell D B a 123′ & u E & B 42′ f 196′ 125 6 t* | Glasgow / British / 6 *BH Cem* / 2 SB, 6*cf*, GS 123, HS 5695 / G. Clark. Ld. Sunderland | T. 3 Cy. 26½″, 42″ & 66½″–51″ (s) / 160lb *80lb* 395 NHP / *DT f 27′ 816 t* / *FPT 141 t APT 137 t* | 32 ″ 0 / s 5 ″ 11½ | | |
| 619 / 98446 / RTNJ | **Seamew** / *G. Wright* –99 / *Well deck* *Elec. light* | **Steel Sc Sr** / *ss* Dun. No. 3–8,99 / 2 *Dks (1 Stl)* | 1543 / 1060 / 695 | ✠ | | … | 1888 / 7mo | Palmers' Co. (Lim.) Newcastle | General Stm. Nav. Co. Ld. | 260·0 \| 36·7 \| 17·3 / P133′ F62′ BK 9″ / *WB = Cell D B a 62′ u E* | London / British / 4 *BHAsp* / 2 DB, 12*cf*, GS 250, HS 6734 / Palmers' Co. (Lim.), Nwc. | T. 3 Cy. 31″, 50″ & 76″–45″ (o) / 160lb *80lb* NDB 01 419 NHP | 19 ″ 8 | BT till ~~2.06~~ 12,05 | 4,02 |
| 620 / 104116 | — / *Bennett* / ~~*ss* Mil. No. 1–99~~ *ss* Mil. No. 2–04 | **Steel Sc K** / 1 *Dk* | 152 / 152 / 63 | ✠100A1 / *Stm Trawler* ~~Cff~~ Mil ~~10,03 3,03~~ 8,04 | Sws | | 1895 / 11mo | T. R. Oswald Milf'rd Haven | Swansea Trawling & Ice Syndicate | 107·6 \| 21·1 \| 10·1 / BK 7½″ | Swansea / British / 3 *BH Cem* | C. 2 Cy. 14½″ & 34″–22″ / 135lb 45 RHP / 1 SB, 2*pf*, GS 40, HS 863 / Ross & Duncan, Glasgow | 11 ″ 8 | | ~~2.08~~ 8,04 |
| 621 / 108642 / SDLJ | **Seapoint** / *T. Kidd* 87–99 / *Mchy. Aft* *Well deck* | **Steel Sc 3 Mst Sr** / *ss* Dub. No. 1–02 / 1 *Dk (Stl)* | 593 / 409 / 205 | ✠100A1 / 2,04 | Dub | *h* | 1899 / 4mo | S. Mc Knight & Co Ayr [Ld. A&CP | Frontier Town S.S. Co. Ld. (J. Fisher & Sons, *Mgrs.*) | 175·0 \| 26·6 \| 10·6 / Q97′ B9′ F26′ drp 04 BK 7″ / *WB = Cell D B f 103′ 135 t* | Newry / British / 3 *BH Cem* / 1 SB, 3*pf*, GS 63, HS 1730 / McKie & Baxter, Glasgow | C. 2 Cy. 19″ & 44″–30″ (s) / 130lb 104 NHP | 13 ″ 0 / s ″ 11 | | 2,04 |
| 622 / 3167 / JHTS | **Seaton** / *C. J. Clase* 03–03 / *Well deck* | **Iron Sc Sr** / *ss* Hpl. No. 3–1,84 / 1 *Dk (Irn) 2 tr B* | 931 / 734 / 566 | | Npt | *l* | 1871 / 4mo | Denton, Gray & Co. W Hartlepool | Rederiaktieb. Orion (O. Wingren, *Mgr.*) | 217·0 \| 29·6 \| 14·4 / Q77′ B44′ H41 t F22′ / *WB = pt DB* | Oscrshamn / Swedish / 4 *BH Cem* | T. 3 Cy. 15⅜″, 25½″ & 40½″–33″ / NB 91 94 NHP / *Tpd.* 91 Nylands M.V., Xia. | | V | |
| 623 / 112496 | — / *J. Gordon* –99 / (*Tug*) | **Steel Twin Sc Sp** / 1 *Dk* | 149 / 148 / 2 | | | … | 1899 | J. P. Rennoldson & Sns. S. Shields | N. Eastern Rly. Co. | 105·4 \| 22·1 \| 9·6 / BK 7″ | W. Hartlpl / British | C. 4 Cy. 16″ & 32″–21″ / 98 RHP / J. P. Rennoldson & Sns. S Shl | 10 ″ 6 | | |
| 624 / HRFK | **Sebenico** / *G. Blasich* –01 / 1 *Dk* | **Steel Sc** | 297 / — / 169 | | | | 1898 | M. U. Martinolich Luss'npiccolo | Soc. di Nav. a Vap. Pio Negri & Co. | 134·0 \| 21·9 \| 12·4 | Sebenico / Aust.-Hung. | C. 2 Cy. 18″ & 30¾″–18″ / Wilson & McLaren, Sampierdarena | | A | |
| 625 / LMPH | **Secunda** / *P. Cornelsen* 91–99 / 1 *Dk* & *pt Awng dk* | **Steel Sc Sr** | 2026 / 1373 / 1309 | | | | 1899 | Flensburger Schiffsb. Ges Flensburg | Flensburger Dampfschiffahrt Ges. v. 1869 | 268·9 \| 39·2 \| 15·9 / P16′ Q84′ B168′ / *WB* | Flensburg / German | T. 3 Cy. 19″, 31½″ & 51″–36″ / 156 NHP / Flensburger Schiffsb. Ges. | | G | |
| 626 / LJVH | — / *W. Fouché* 02–02 / 1 *Dk* | **Iron Sc Sr** | 712 / 573 / 435 | | | … | 1870 | Denton, Gray & Co. W Hartlepool | Ernst Russ | 197·5 \| 28·4 \| 15·1 / Q54 t BK 7½″ | Hamburg / German / *WB* | C. 2 Cy. 27″ & 48″–30″ / NE & B 81 100 NHP / Flensburger Schiffsb. Ges. | 15 ″ 6 | G | |

| Numéro d'Ordre / Official / Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | | | Construit. Quand. Par qui. Où. | Armateurs. | Longueur. | Largeur. | Creux. | Pavillon. | Machines. No. & Dia. des Cylindres. NIP= Force en chevaux d'après les formules RIP= Force en chevaux d'après les papiers du navire. | Charge sur Quille. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 627 | **Secunder** IronSc3MstSr<br>*C.W.Brebner* 95–02 *ss*Gla.No.3–9.93<br>(*ex*Ardangorm) *ss*Bom.No.2–02<br>*Well deck* 1 *Dk2tr* | 1673<br>1073 | ✠100A1 | Bom | *q* | 1881 Rumage& Co. Ltd. Ferguson Leith<br>10mo<br>*Lloyd's* | RajeeSaboo Seedick&Co.<br>*WB=Cell DB164'205t FP* | 260·2 \| 35·3 \| 17·9<br>Q115' B52' F35' BK9½ | Bombay<br>British | 2Cy.27"&60"–39" (*s*)<br>*Loyds 80lb* NDB02 200NH<br>2SB,*6pf*,GS94,HS456<br>Walker,Henderson& Co.Glas. | | |
| 628 | **Secundra** Wrecked 7–04 SteelSc3MstSr<br>*A.Fausset* –04 3 *Dks* (*UStl*–ws)<br>JDTQ | 2511<br>1675 | ✠ | | Cal | *u* 1883 A&J Inglis<br>11mo Glasgow | BritishIndiaStm. Nav.Co.Ltd.<br>*WB=Cell DB254'485t* | 310·0 \| 39·2 \| 25·0<br>P52' B64' F30' | Glasgow<br>British | 2Cy.33"&66"–54"<br>267NH<br>*6BHCem*<br>A.&J.Inglis,Glasgow | 27 | 7 |
| 629 | **Sedina** SteelScSr<br>*E.Pfeiffer* –99<br>JFNH *Elec.light* 1 *Dk* | 1082<br>607 | | | | 189? Act.Ges. "Neptun" Rostock | Stettin-Riguer Dampfsch Ges. Th.Gribel( Rud. Chr.Gribel, *Mgr.*) | 226·9 \| 31·4 \| 15·0<br>P&B138' F26' | Stettin<br>German | T.3Cy.20",32½"&52"–36"<br>155NH<br>*WB*<br>A.G."Neptun,"Rostock | | G |
| 630 | **Seeadler** SteelTwinSc<br>*W.Seggeling* –01<br>QGMC | 532<br>114 | | | | 1897 G.Seebeck Act.Ges. Geestemünde | Norddeutscher Lloyd | 164·2 \| 26·2 \| 14·2<br>B65' F16' | Bremen<br>German | T.6Cy.18⅝",21⅛"&35½"–23½"<br>120NH<br>G.Seebeck A.G.,Gstmnde. | | G |
| 631 | — SteelScTug<br>*J.Nielsen* 91–99 1 *Dk*<br>RJQT | 215<br>33 | | | | 1893 Schiffsw(v. J&Sch.)A.G Hamburg | Nordischer Bergungs-Verein | 110·4 \| 21·2 \| 13·6 | Hamburg<br>German | C.2Cy.20"&36"–25"<br>54NH<br>Schwft.(vJ&Sch)AGHam | | |
| 632 | **Seefahrt** SteelScK<br>*A.Alm* (*Trawler*)<br>QHLD 1 *Dk* | 185<br>142<br>58 | | | | 1902 G.Seebeck Act.Ges. Bremerhaven | H.Hohnholz | 120·1 \| 22·5 \| 10·7<br>H18' F20' | Brmrhavn<br>German | T.3Cy.11⅜",18½"&30⅝"–<br>44NH<br>*WB*<br>A.G.B | | G |
| 633 | **Seehund** SteelSc<br>*G.v.Hülsen* 08–08 (*Trawler*)<br>QCDB 1 *Dk* | 135<br>127<br>35 | | | | 1896 J.C.Tecklenborg Geestemünde | F.W.Jacobs | 105·9 \| 20·8 \| 9·7<br>H18' | Brmrhavn<br>German | C.2Cy.17¾"&32⅜"–22"<br>42NH<br>*WB*<br>J.C.Tecklenborg,Gstmnde | | G |
| 634 | **Seestern** SteelTwinScSr<br>*C.Möller* –08<br>*Elec.light* 1 *Dk* | 589<br>417<br>154 | | | | 1903 Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 172·5 \| 28·8 \| 14·2<br>P38' | Bremen<br>German | T.6Cy.12",20"&32"–20"<br>92NH<br>*WB*<br>Act.Ges."Vulcan," Stettin | | G |
| 635 | — IronScK<br>*C.Tietz* –99 *ss*Gst.No.3–10,08<br>KRFP 1 *Dk* | *130*<br>*122*<br>*54* | ✠100A1<br>*Stm Trawler*<br>7,04 10,08 | Gst | | 1891 Cochrane, Cooper&Scho field Beverley<br>8mo<br>*Lloyd's* | H.Eissfeldt | 100·9 \| 20·5 \| 10·5<br>BK6½ | Geestemnde<br>German | C.2Cy.16½"&33"–22"<br>100lb<br>1SB,*2pf*,GS29,HS826<br>C.D.Holmes&Co.,Hull | 11 | 4 |
| 636 | **Segesta** IronScBn<br>*E.Arcidiacono* 1 *Dk&Spardk3tr B*<br>SGVH | 1782<br>1745<br>1157 | ✠ | Sld | Lv | 1872 W.Watson<br>1mo Sunderland | Nav.Gen.Italiana | 261·8 \| 32·5 \| 26·2<br>B15'<br>*WB=DBa&f* | Palermo<br>Italian | C.2Cy.31½"&58"–33"<br>NB37 161NH<br>*ABH*<br>N.E.MarineEng.Co.(Lim.) | | |
| 637 | **Segontian** SteelScSr<br>*D.Evans* –02<br>SJPQ 1 *Dk(pt Irnpt Stl)&deep framing* | 1171<br>1045<br>737 | ✠100A1<br>1,05 10,08<br>MS1,0 | Sws | *n* | 1901 W.Harkess &Son Middlesbro' | SegontianSS.CoLd (O.&W.Williams)<br>*WB=DB a&fuE79'uB15'f92'* | 224·6 \| 34·0 \| 17·8<br>Q82'B56'RFD85'<br>F21' FK | Cardiff<br>British | T.3Cy.17",28½"&46"–33" (*s*)<br>180lb *90lb* 131NH<br>*1BHCem*<br>1SB,*3cf*,GS59,HS2026<br>MacColl&Pollock,Sld. | 16 | 6 |
| 638 | **Segovia** SteelScSr<br>*Th.Foerck* 98–01 2 *Dks*<br>RLWJ *Elec.light* *Fitted for liquid fuel* | 5872<br>4656<br>3796 | | | | 1900 Blohm& Voss Hamburg | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) | 400·8 \| 53·3 \| 27·3<br>P271'F48' | Hamburg<br>German | T.3Cy.27",45½"&75½"–47½"<br>387NH<br>*WB*<br>Blohm&Voss,Hamburg | | |
| 639 | — SteelScSr<br>*G.H.Torgersen* 90–03<br>MBHQ 1 *Dk&Spardk* | 1394<br>1272<br>873 | | | | 1903 Fredrkstad Mek.Værks. Fredrikstad | Dpskactslsk.Otto ThoresensLinie (O.Thoresen) | 231·6 \| 34·1 \| 14·9<br>B64*t*H58*t* | Christiania<br>Norwegian | T.3Cy.17",30"&49"–33"<br>138NH<br>*WB*<br>Fredrikstad M.V.Frdstd. | | N |
| 640 | — IronSc<br>*E.Heredice* *ss*Nwc.No.3–10,72<br>JRBV (*ex*Clothilda) 1 *Dk2tr B* | 832<br>—<br>396 | ✠ | Nwc | | 1863 C.Mitchell &Co. Newcastle | Cia.Sevillana de Nav.a Vap. | 214·1 \| 28·0 \| 16·4<br>Q&F— | Seville<br>Spanish | C.2Cy.25"&50"–33"<br>NE&B70 120NH<br>*1BHCem*<br>Palmers'Co.,Newcastle | | |
| 641 | **Seguin** SteelSc<br>*J.B.Symes* 90–90<br>*Wchy.Aft* | 818<br>601<br>556 | | | | 1890 Polson Iron Works Owen Sound | J.B.Miller | 207·0 \| 34·2 \| 13·0 | Owen S'nd, Ont, British | T.3Cy.17",28"&46"–30"<br>116NH<br>Polson I.Wks.,Toronto | | |
| 642 | **Segundo** SteelScSr<br>*J.del Castro* *ss*Lth.No.1–99<br>JRFD (*ex*Verma,*ex*Heather Bell) 1 *Dk(Stl)&deep framing&pt Awng dk(Stl)* | 1253<br>908<br>786 | ✠<br>*pt Awng dk with freeboard* | | | 1896 Campbel- town S.B.Co. Cmpbeltown<br>5mo<br>*Lloyd's* | MelitonGonzalez &Co. (Rodriguez y Cerra (S en C.) *Mgrs.*)<br>*WB=Cell DB a54'f94'204t* | 230·6 \| 32·8 \| 16·3<br>Q79'<br>*pt Awng dk* 151' FK<br>*APT80t* | Gijon<br>Spanish | T.3Cy.17½",27½"&45"–33" (*s*)<br>160lb *80lb* 114NH<br>1SB,*3rf*,GS68,HS1709<br>J.G.Kincaid&Co.Grk. | 17 | 4<br>7·10 |
| 643 | **Seguranca** Steel&IronScBn<br>*C.P.Leighton* –01<br>KHLT *Elec.light* 3 *Dks&Hurdk* | 4033<br>—<br>2806 | | | | 1890 Delaware River Co. Chester,Pa. | New York&Cuba Mail S.S.Co. (J.E. Ward&Co., *Mgrs.*) | 321·3 \| 45·3 \| 26·5 | New York<br>Utd. States | T.3Cy.28",44"&70"–48"<br>339NH<br>*WB*<br>DelawareRiv.CoChestr,Pa | | |
| 644 | **Sehome** WoodPad<br>*J.Clancey*<br>116301 | 692<br>—<br>615 | | | | 1889 ..... Portland,Or. | Pacific Coast Co. (Pacific Coast S.S. Co. *Mgrs.*) | 192·4 \| 32·2 \| 10·5 | New York<br>Utd. States | | | |
| 645 | **Sei-un Maru,** Should be "Selun Maru," *See Vol.* Steel Sc Sr<br>(*ex*Firth of Beauly,*ex*Domira) 1 *Dk Stl*<br>*Well deck* 2 *Dk rule* | 1825<br>1232<br>1168 | ✠100A1<br>12,03 | Mel | *q* | 1888 A.Stephen &Sons Glasgow<br>4mo | J.Harada | 260·0 \| 36·8 \| 16·6<br>Q60'B140'F32'<br>FK<br>*WB=Cell DB208* | Osaka<br>Japanese | T.3Cy.18",29"&46"–39" (*s*)<br>160lb *90lb* NDB03 149NH<br>1SB,*3cf*,GS54,HS2488<br>A.Stephen& Sons,Glasgow | 19 | 1<br>1 · 6 |
| 646 | **Seiko Maru** IronScSr<br>1585 (*ex*Donau)<br>HKRC *Well deck* 2 *Dks* | 1513<br>1130<br>935 | | | | 1882 R.Thomp- son&Sons Sunderland | Settsu Kogio Kabushiki Kaisha | 241·7 \| 34·9 \| 17·4<br>H11*t*F28*t*<br>FK | Kobe<br>Japanese | C.2Cy.31⅛"&58⅜"–36"<br>NB91 169NH<br>*Wh*<br>T.Dickinson,Sunderland | | |
| 647 | **Seine** IronScBk<br>28736 *Cable Vessel* *F.H.Price* –04<br>QBRF *Elec.light* 4 *Dks* | 3553<br>2538<br>1978 | | | | 1859 Thames S.B.Co. London | Telegraph Const.& Maintenance Co Ltd Forth Ship breaking Co Ltd | 338·3 \| 44·1 \| 33·9<br>F54'<br>BK12' | London<br>British | C.4Cy.32"&64"–48"<br>NE&B85 483NH<br>*WB*<br>Laird Bros.,Birkenhead | 35 | 5 |
| 648 | — SteelScSr<br>1 *Dk&Awng 2d*<br>LCKM *Elec.light* | 1482<br>1015<br>765 | | | | 1899 W.Dobson &Co. Newcastle | Cie.Franc.de Bat. a Vap France-Baltique<br>*WB* | 236·3 \| 34·3 \| 16·0<br>Q88'H68'F26' | Dunkirk<br>French | T.3Cy.19½",32½"&54"–36"<br>175NH<br>N.E.MarineCo Ld Nwc. | | V |
| 649 | — SteelTwinScSr<br>*A.de Mersseman* 1 *Dk&Shade 2d*<br>LOKN | 809<br>—<br>82 | | | | 1891 Forges&C. de la Médit. Havre | Cie.des Chemins de Fer de l'Ouest( LB. &S.C.R.Co. *Mgrs.*) | 268·9 \| 29·7 \| 15·6<br>B125' F69' | Dieppe<br>French | T.6Cy.24",36"&55"–25½"<br>307NH<br>Forges&C.de la Médit.,Hav | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships ft. in. | Registers in which classed, if not Lloyd's | Date when last |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 650 LCKS | **Seine** *N.Inkartaglia* | Iron—Sr 1 *Dk & Spar dk* | 162 — 95 | | | | 1880 | Ross& Duncan Glasgow | P.Durand | 114·0 19·6 12·0 | Algiers French | C. | | | |
| 651 JRFH | **Seirak Bat** *C.Martinez* *Well deck* (*ex*Tandil) 1 *Dk* (*pt Stl & pt Irn*) & *Web frames* | SteelScSr *ss*Liv.No.3–10.96 *ss*Bbo.No.1–02 | 2188 1641 1233 | ✝100A1 11,03 | Bbo | *s* | 1890 6mo | R.Dixon& Co. Middlesbro' A&CP | Cia.deNav.Bat. (C.Hoppe y Ca. *Mgrs.*) *WB = DBa*76′ | 277·0 39·0 18·2 P27′Q66′B126′F31′ FK *f*86′ & *uE* & *B*36′483*t* | Bilbao Spanish | T.3Cy.21″,35 5/16″ & 57″–39″ (*s*) 160lb *55lb* 202NH 2SB,*6pf*,GS90,HS3020 *MT*30′391*t* | 21 ″ 3 s 1 ″ 10 | | | 4,04 |
| 652 HBQD | **Seirio Maru** (*ex*Coquette) | CompScSr F&YM4,97 1 *Dk* & *Awng dk* | 638 607 471 | | | | 1867 | Hendersn, Coulborn&Co Renfrew | TsurugaBoyeki KisenKabushiki Kaisha | 166·5 24·1 13·8 21·1 | Tsuruga Japanese | C.4Cy.18½″ & 34½″–33″ 115NH Hendrsn,Coulbrn&Co.Rnf | | | |
| 653 HGVL | **Seiriu Maru** | WoodScSr 1 *Dk* | 183 180 99 | | | | 1889 | Ishikawa Takejiro Tokio | S.Yoshida | 108·0 15·4 15·3 | Niigata Japanese | C.2Cy.15½″ & 28⅝″–15″ 26NH TanakaZosensho,Tokio | | | |
| 654 HNLS | **Seirstad** *M.Larsen* –99 | SteelScSr 1 *Dk* | 995 887 617 | | | | 1899 | Nylands Værksted Christiania | Acties.Seierstad (A.F.Klaveness& Co.) | 229·0 32·4 16·0 H70*t* F24*t* | Sandefjord Norwegian *WB* | T.3Cy.15″,26″ & 43″–30″ Nylands 101NH Værks.Christiania | | N | |
| 655 HNFM | **Seishi Maru** *H.Kitaro* | WoodScSr 2 *Dks* | 310 285 192 | | | | 1898 | Sawamura Tamekichi Osaka | S.Sawaguchi | 140·4 18·5 15·6 | Hakodate Japanese | C.2Cy.18″ & 34⅜″–23″ 47NH KiyamaShigenosuke,Osk. | | | |
| 656 HKOS | **Seitoku Maru** *T.Iwamoto* (*ex*Nanshan) | IronScSr 2 *Dks* | 1427 1228 884 | | | … | 1883 | C.Connell &Co. Glasgow | TakataShokwai (TakataShinzo, *Mgr.*) | 260·3 36·1 16·5 B30′F38′ FK | Tokio Japanese *WB* | C.2Cy.34″ & 60″–36″ 182NH J.Howden&Co.,Glasgow | 17 ″ 9 | | |
| 657 HFMQ | — (*ex*KanoMaru,*ex*IkiMaru) | WoodScSr 2 *Dks* | 379 362 235 | | | | 1883 | Nagasaki S.B.Co. Nagasaki | AkitaKisen KabushikiKaisha | 137·6 20·1 12·3 | Hakodate Japanese | C.2Cy.22⅝″ & 42 3/16″–18″ 63NH | | | |
| 658 HMJB | **Seiun Maru** | WoodScSr 2 *Dks* | 148 133 91 | | | | 1898 | Sawamura Tamekichi Osaka | HigoKisen KabushikiKaisha | 105·4 15·1 12·5 | Misumi Japanese | C.2Cy.15″ & 26″–16″ 23NH NiikumaMasajiro,Osaka | | | |
| 659 HDPN | **Sekkai Maru** (*ex*TsusaiMaru,*ex*Sakura) | CompScSr 2 *Dks* | 902 874 645 | | | | 1868 | Hendersn, Coulborn&Co Renfrew | SettsuKogio KabushikiKaisha | 198·5 27·0 21·7 | Kobé Japanese | C.2Cy.22″ & 44″–36″ 97NH | | | |
| 660 SQPH | **Sekondi** *H.G.Harrison* –02 (*ex*Léopoldville) *Well deck* 2 *Dks* (1 *pt Stl* –ws & *U Stl* –ws) & *Elec.light* *deep framing* | SteelScSr *ss*Liv.No.1–01 | 3768 2854 2410 | ✝100A1 7,05 ~~4,04~~ | Liv | *w* | 1897 1mo | Sir Raylton Dixon&Co Middlesbro' A&CP | AfricanS.S.Co. (Elder,Dempster& Co. *Mgrs.*) *WB = CellD Ba*80′ *uE* | 352·0 44·2 23·4 P&B239′F45′ FK 6 *BHCem* 22′ *f*162′575*t* | London British | T.3Cy.27″,43″ & 72″–48″ (*s*) 180lb *180lb* 419NH 2SB,*6cf*,GS116,HS5504 FD T.Richardsn& Sns,Ld.Hpl. | 26 ″ 0 s 4 ″ 1½ | BT till 4,05 | 3,08 |
| 661 | **Selamet** *Rifat* | IronScSr (*ex*Kangaroo) | *1692* *1646* *1099* | | | | 1853 | L.Hill&Co. Pt.Glasgow | IdareiMassousieh | 257·4 36·2 27·0 F36*t* | Constanpl Turkish | C.2Cy.36″ & 60″–39″ NE70 NB78 187NH LairdBros.,Birkenhead | | | |
| 662 WDHQ | **Selangor** *J.M Daly*84–03 1 *Dk* (*Stl* –ws) & *Shade dk* (*Teak*) *Elec.light* | SteelScSr | 1019 690 445 | ✝100A1 11,03 | Dun | *n* | 1903 11mo | CaledonSB & E.Co.Ld. Dundee *Lloyd's SA&CP* | StraitsS.S.Co.Ld. | 225·0 34·1 13·2 P30′B59′F37′ BK7″ *WB = FPT*24*t* | Singapore British | T.3Cy.20″,33″ & 54″–36″ (*s*) 185lb *100lb* 215NH 2SB,*6cf*,GS108,HS3608 CaledonS.B.&E.CoLd.Dun | 14 ″ 6 s 1 ″ 11½ | BT till 9,04 | |
| 663 | **Selanik** (*ex*Sevastopol) 1 *Dk* | IronSc3MstSr | 662 — 497 | | | | 1872 | Rostocker Act.Ges. Rostock | IdareiMassousieh | 228·6 26·5 11·4 | Constanpl Turkish | C.2Cy.25½″ & 51″–31½″ 122NH | | | |
| 664 NSLT | **Selby** *A.J.Gerity* –04 1 *Dk* (*pt Stl pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*) | SteelScSr *ss*Bly.No.2–03 | 2137 1501 1364 | ✝100A1 *pt Awng dk with freeboard* 7,04 ~~11,03~~ | Shl Bly | *r* | 1895 4mo | Ropner& Son Stockton A&CP | R.Ropner&Co. *WB = Cell* | 280·0 40·0 15·6 P27′Q84′ *pt Awng dk* 169′ FK *DBa*94′ *uE*20′ *f*108′ | Stockton British | T.3Cy.21″,34″ & 56″–36″ (*r*) 160lb *140lb* 187NHP 2SB,*4rf*,GS60,HS2780 397*t APT*57*t* Blair&Co.(Lim.),Stockton | 18 ″ 6 s 8 ″ 3½ | | ~~8,03~~ 7,04 |
| 665 | — 1 *Dk* | SteelScK | 75 72 32 | ✝100A1 *For fishing purposes* 8,03 | Hul | | 1903 8mo | Cochrane& Sons Selby *Lloyd's SA&CP* | Cochrane&Sons& Tindall,Earle& Hutchinson,Ld. | 78·9 18·0 8·2 BK6″ | Lowestoft British | C.2Cy.10″ & 20″–15″ (*s*) 125lb 20RHP 1SB,*2pf*,GS23,HS502 Tindall,Earle&Hutchinson,Ld.Hull | 9 ″ 0 | | |
| 666 SGWF | **Selene** ~~*S.Victoria*80–08~~ *A.Reberra* –04 1 *Dk* (*Stl*) 2*tr B* & *Web frames* 3 *Dk rule* | SteelScSr | 4014 3438 2647 | ✝100A1 ~~6,08~~ 7,08 12,04 | Anc Cdf | *w* | 1903 7mo | Off.e.Cant. Ligur.Ancon. Ancona *Lloyd's SA&CP* | Soc.Commerciale Italiana di Navigazione *WB = CellD Ba*80′ *uE* & *B*44′ *f*152′ | 335·0 44·5 26·7 P30′B104′F39′ FK 6 *BHCem* 784*t DT f*32′ | Genoa Italian | T.3Cy.24½″,39⅜″ & 65″–47½″ 185lb *100lb* (*s*) 363NHP 2SB,*8cf*,GS155,HS4952 Off.e.Cant.Lig.-Anconit. 740*t APT*30*t* Ancona | 29 ″ 7 s 5 ″ 8½ | | N6,04 |
| 667 HRGK | — | IronScSr 2 *Dks* | 1344 — 813 | | | | 1881 | LloydAus-tro-Ungarico Trieste | LloydAustriaco | 255·7 31·5 21·7 | Trieste Aust.-Hung. | C.2Cy.31″ & 56″–36″ 157NH ArsenaleLloyd,Trieste | | | |
| 668 SGWX | **Selinunte** *G.Luna* | IronScSr 2 *Dks* | 1300 1234 863 | ✝ 3,72 | Dun | Lv | 1872 1mo | Gourlay Bros.&Co. Dundee | Nav.Gen.Italiana | 250·0 31·1 21·7 *WB = DBa* & *f* | Palermo Italian | C.2Cy.35½″ & 59″–36″ NB91 174NH 4*BH* Gourlay Bros.& Co.,Dundee | | I | |
| 669 | **Selkirk** *A.Bissett* –98 1 *Dk* | WoodScSp | 142 101 86 | | | | 1898 | R.Bennett Victoria, B.C | W.Grant | 95·6 24·0 7·0 | Vict'riaBC British | C.2Cy.12½″ & 16½″–12″ 12RHP J.Spratt,Victoria,B.C. | | | |
| 670 SNVR | **Sellasia** *G.N.Purdy*99–01 2 *Dks* (*Stl*) & *deep framing* | SteelScSr | 3474 3213 2263 | ✝100A1 6,01 ~~8,03~~ | Liv NYk | *v* | 1901 9mo | Russell& Co. PortGlasgow A&CP | S.S.SellasiaCo.Ld. (Wm.Thomson& Co.) *WB = Cell D B a* 104′ | 340·7 47·6 23·5 P26′B76′F30′ FK *u E* & *B* 40′ *f* 150′920*t* | Liverpool British | T.3Cy.24″,40″ & 65″–45″ (*s*) 180lb *80lb* 304NHP 2SB,*6cf*,GS132,HS4700 J.G.Kincaid& Co.Greenock | 26 ″ 1 s 4 ″ 11 | | 8,03 |
| 671 PGKD | **Selma** *T.Walsh* –01 *Turret deck* | SteelScSr 1 *Dk* 2*tr B* | 3480 3315 2233 | | | | 1896 | W Doxford &Sons(Lim.) Sunderland | HorsleyLineLd(M. H.Horsley, *Mgr.*) *WB* | 340·0 45·5 24·5 H62*t* F36*t* | W.Hartlpl British | T.3Cy.24″,40″ & 66″–45″ 292NHP T.Richardsn&Sns.Ld.Hpl | | C V | |

| Numéro Officiel. | Nom du Navire. Matériaux. Grément. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Port de Visite. Terme assigné ou maintenant. Date de la dernière Visite. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP. Tonnage chevaux d'après les papiers du navire. IHP. Tonnage chevaux d'après les certains des Chaudières & Foyers. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 672 | **Selsdon** Steel Sc Sr | 3811 | ✠100 A1 Shl | 1901 W. Gray & | Mitre Shppg. Co. Ld | 339·6 49·6 25·6 | London | T. 3 Cy. 25", 40½" & 67"–42" | 28 | |
| 114716 | *Brauna n 05–05* | 3568 | 8,05 NYk | 7mo Co. Ld. | (Houlder, Middle- | P30' B104' F31' | British | 160 lb *80 lb* (s) 297 NHP | 5 | |
| SMLN | 1 *Dk (Irn) 2 tr B deep framing* | 2451 | ✠LMC 7 02 | W Hartlepool | ton & Co. *Mgrs.*) | FK | 6 *BHCem* | 28 S.B. *6 rf*, GS 112, HS 4401 | | |
| | *Elec. light* | | | A & CP | *WB = Cell D B a f u E 133' f 144' 9 11 t* | | *APT 71 t* | Gen. Mar. Eng. Wks. W Hpl. | | |
| 673 | **Selun** Steel Sc Sr | 1383 | | 1901 Nylands | Acties. Selun | 231·3 35·1 20·4 | Christiania | T. 3 Cy. 16½", 27" & 44"–32" | | N |
| | *E. Fingalsen* | | | Værksted | (C. Eitzen & Co.) | | Norwegian | 1 Cr. NHP | | |
| HFGJ | 1 *Dk f Spar dk* | 865 | | Christiania | | H 86 t | *WB* | Nylands Værksted Yard in | | |
| 674 | **Selvik** Steel Sc Sp | 10 | | 1902 Akers | Hvalfangerselsk. | 91·8 17·5 10·6 | Christiania | T. 3 Cy. 10½", 15" & 24"–17" | | |
| | *P. Michelsen –02* | 9 | | Mek. Værks. | Norddeble (Andor- | | Norwegian | 24 NHP | | |
| HFQN | 1 *Dk* | 21 | | Christiania | sen & Neumann, *Mgrs.*) | | | Akers Mek. Værks. Xia | | |
| 675 | **Selwyn Eddy** Steel Sc Sr | 2846 | | 1893 Detroit | Eddy-Shaw Tran- | 343·0 42·2 21·6 | Pt Huron, | T. 3 Cy. 22", 35" & 56"–44" | | |
| 116555 | *W. Greening 02–02* | — | | Dry Dock Co. | sit Co. (Eddy Bros. | H– F 36' | Mich. | 208 NHP | | |
| | 1 *Dk f Spar dk* | 2164 | | Wyandotte | & Co *Mgrs.*) | *WB* | Utd. States | Detroit Dry Dock Co., Det | | |
| 676 | **Semantha** Steel Sc Sr | 2847 | ✠100 A1 Off | 1899 S. P. Austin | Haws SS. Co Ld (J. R. | 323·6 46·9 21·4 | Liverpool | T. 3 Cy. 28", 38" & 62"–42" (s) | 23 | 9 |
| 119563 | *J. F. Robinson –03* | 2635 | *with freeboard* Bkn | &Son, Ld. | Haws & Co *Mgrs.*) | P 33' B 88 F 37' | British | 160 lb *110 lb* 265 NHP | 4 | 6 |
| RBDC | 1 *Dk (Irn) 2 tr B* | 1811 | 12,04 ✠LMC 6,08 | Sunderland | — | FK | 5 *BHCem* | 28 S.B. *6 pf*, GS 117, HS 4180 | 13 | |
| | *f deep framing 3 Dk rule* | | | A & CP *WB =* | *Cell D Ba 100' u E f* | *B 40' f 126' 7 49 t FP f* | 106 *APT 51 t* | J. Dickinson & Sons, Ld. Shd | | |
| 677 | **Seminole** Steel Sc Sr | 6060 | 100 A1 | 1904 Furness, | Anglo American | | Newcastle | T. 3 Cy. 28", 46" & 77"–45" | 32 | 1 |
| *For full particulars See No. 10 in Supplement* | | | *Shelter dk* | Withy & Co Ld | Oil Co. Ld. | | British | | 16 | 6½ |
| | *Mchy. Aft* | | (*Class Contem plated*) | W Hartlepool | (J. McDonald, *Mgr.*) | | | Richardsons, Westgarth & Co. Ld. Hpl. | | |
| 678 | — Iron Sc Sr | 2557 | | 1886 W. Cramp | Clyde S.S. Co. (W. P. | 264·0 43·0 18·0 | New York | T. 3 Cy. 21", 34" & 56"–36" | | R |
| 16132 | *J. Staples* | — | | & Sons Co. | Clyde & Co. *Mgrs.*) | 28·5 | Utd. States | 188 NHP | | |
| KDNS | 2 *Dks f Shelter dk* | 1967 | | Philadelphia | | | *WB* | W. Cramp & Sons Co., Phl. | | |
| 679 | **Semiramis** Steel Sc Sr | 3981 | ✠100 A1 Tri | 1895 W. Denny | Lloyd Austriaco | 377·0 44·9 20·3 | Trieste | T. 3 Cy 35½", 57" & 92"–54" (s) | 22 | 7 |
| | *G. Burgasteller ss Tri. No. 3–1,04* | 3385 | *Spar dk* | 3mo & Bros. | | P 78' B 95' F 85' 28·2 | Aust.-Hung. | 165 lb *165 lb* 778 NHP | | |
| HRGN | 2 *Dks (U Stl–ws) f Spar dk (Stl–teak s)* | 2444 | 1,01 ✠LMC 1,04 | Dumbarton | | FK | 5 S.B. *20 rf*, GS 430, HS 13900 | | | |
| | *Ref. Mchy. Elec. light* | | BS 1,04 | *Lloyd's A & CP* | *WB = Cell D Ba 66' u E f S f* | | 106' *f* 74' 552 *t* | Denny & Co., Dumbarton | | |
| 680 | **Senator** Steel Sc Sr | 4689 | ✠100 A1 Liv | 1893 Workman, | Charente S.S. Co Ld | 400·3 45·8 29·8 | Liverpool | T. 3 Cy. 25", 41" & 68"–54" (s) | 31 | 3 |
| 102078 | *H. H. Pyle –03 ss Liv. No 2–01* | 4322 | 5,04 | 2mo Clark & Co. Ld | (T. & J. Harrison, | P 59' B 107' F 49' | British | 180 lb *165 lb* 430 NHP | | |
| MWNK | 2 *Dks (Stl–Uws) 3 tr B* | 3049 | BS 11,02 ✠LMC 4,01 | Belfast | *Mgrs.*) | FK | 6 *BHCem* | 2 D.B. *12 cf*, GS 220, HS 7477 | | |
| | *Elec. light* | | BS 1,05 | *Lloyd's A & CP* | *WB = Cell D B 115' 2780* | | *MT 33' 622 t* | Workman, Clrk & C. (L.) Bel | | |
| 681 | — Steel Sc | 4049 | | 1896 Detroit | Wolverine S.S. Co. | 410·0 45·4 23·9 | Detroit | T. 3 Cy. 22", 36" & 58"–44" | | S |
| 116725 | *W. A. Irvine 01–03* | — | | Dry Dock Co. | (A. McVittie, *Mgr*) | | Utd. States | 223 NHP | | |
| | *Mchy. Aft Elec. light* | 3179 | | Wyandotte | | | *WB* | Dry Dock E. Works, Detroit | | |
| 682 | — Steel Sc Sr | 2410 | | 1898 Union Iron | Pacific Coast Co. | 280·0 38·1 19·6 | New York | T. 3 Cy. 22½", 36" & 60"–36" | | V |
| 116811 | *J. B. Patterson –98* | — | | Works | (Pacific Coast S.S. | | Utd. States | 216 NHP | | |
| KNJF | *Elec. light* 2 *Dks f Awng dk* | 1836 | | S. Francisco | Co. *Mgrs.*) | H 104' | *WB* | Union I. Wks, S. Francisco | | |
| 683 | — Iron Sc Sr | 553 | | 1884 Pearce Bros | Acties. Senator | 172·0 26·2 13·4 | Langesnd | C. 2 Cy. 20" & 40"–30" | 14 | 4 |
| | *H. Thorbjornsen* | — | | Dundee | (H. Skougaard) | Q 76 t B 19 t H 14 t F 24 t | Norwegian | 73 NHP | | N |
| HPMV | *Well deck* 1 *Dk* | 328 | | | | | *WB* | Pearce Bros., Dundee | | |
| 684 | **Senator Hollesen** Steel Sc Sr | 1545 | | 1902 Schömer & | Zerssen & Co. | 246·4 35·7 15·1 | Rendsbrg | T. 3 Cy. 16", 27" & 44"–31½" | | G |
| | *A. Lange 94–02* | — | | Jensen | | P 14' Q 58' B 112' F 27' | German | 109 NHP | | |
| LWBD | 2 *Dks* | 976 | | Tönning | | | *WB* | Schömer & Jensen, Tönning | | |
| 685 | **Senator Krüger** Steel Sc Sr | 409 | | 1900 Schömer & | Carl Tiede | 141·9 24·7 13·2 | Wismar | C. 2 Cy. 16½" & 30"–22" | | G |
| | *R. Schultz 01–01* | — | | Jensen | | B 30' F 19' | German | 35 NHP | | |
| MSJG | 1 *Dk* | 236 | | Tönning | | | *WB* | Schömer & Jensen, Tö ning | | |
| 686 | **Seneca** Steel Sc Sr | 4848 | ✠100 A1 NYk | 1901 Russell & | Anglo-American | 390·0 52·1 27·0 | London | T. 3 Cy. 26½", 43" & 72"–48" (s) | 29 | 11 |
| 114733 | *W. Grimes –04* | 4515 | 5,05 | 3mo Co. | Oil Co. Ld. (J. | P 32' B 113' F 40' | British | 180 lb 403 NHP | 8 | 5 |
| SNDM | 2 *Dks (Stl) f deep framing* | 3171 | ✠LMC 8,01 | Pt. Glasgow | McDonald, *Mgr.*) | FK | 6 *BHCem* | 3 S.B. *9 cf*, GS 185, HS 6890 | | |
| | | | | *Lloyd's A & CP* | *B = Cell D Ba 131' u E f B 42' f 167' 12440* | | *APT 56 t* | Rankin & Blackmore, Grk. | | |
| 687 | — Iron Sc Sr | 2729 | | 1884 J. Roach & | New York & Cuba | 271·5 40·0 16·4 | New York | C. 2 Cy. 42" & 82"–54" | | KS |
| 116029 | *F W. Irvine 01–02* | — | | Son | Mail S.S. Co. (J. E. | 26 0 | Utd. States | 412 NHP | | |
| KQVD | 2 *Dks f Spar dk* | 1912 | | Chester, Pa. | Ward & Co. *Mgrs.*) | | | J. Roach & Son, Chester, Pa. | | |
| 688 | — Steel Sc 4 Mst Sr | 2669 | | 1889 Globe Iron | Lehigh Valley | 290·0 40·8 13·6 | Buffalo NY | T. 3 Cy. 24", 38" & 61"–42" | | S |
| 116277 | *J. A. Whiteside* 2 *Dks 3 tr B* | — | | Works Co. | Transportation Co. | | Utd. States | 241 NHP | | |
| | *Elec. Light* | 1939 | | Cleveland, O. | | | *WB* | Globe Irn Wks Co., Clevelnd | | |
| 689 | **Sénégal** Iron Sc Bk | 3717 | | 1872 Messageris | Messageries Mari- | 392·4 40·0 30·2 | Marseilles | C. 3 Cy. 43¼" & (2) 60¼"–43½" | | |
| | *Oliver 95–03* 3 *Dks* | — | | Marit. | times | H 244 t F 11' | French | 398 NHP | | |
| LCMH | | 1951 | | La Ciotat | | | | Messag. Mar., La Ciotat | | |
| 690 | **Sénégambie** Steel Sc Sr | 1676 | | 1902 Dela Brosse | P. Buhan & Co. | 247·5 35·1 20·5 | Bordeaux | T. 3 Cy. 18½", 29½" & 47½"–35 7/8" | | V |
| | *Guibert –02* | — | | & Fouché | | F 31' H— | French | 133 NHP | | |
| LCMJ | 2 *Dks* | 976 | | Nantes | | | *WB* | De la Brosse & Fouché, Nts | | |
| 691 | **Senga Maru** Wood Sc Sr | 150 | | 1899 Teraoka | Mitsuyama | 107·9 15·8 12·8 | Tokitsu | C. 2 Cy. 10¾" & 21½"–15" | | |
| 4108 | | 138 | | Hisamatsu | Kinroku | | Japanese | 15 NHP | | |
| JBGK | 2 *Dks* | 85 | | Tokitsu | | | | Kubo Kamechiro, Tokitsu | | |
| 692 | **Senior** Iron Sc Sr | 1246 | ✠100 A — Rot | 1879 R. Dixon & | W. Ruys & Zonen | 265·0 33·0 16·0 | Rottrdam | C. 2 Cy. 30" & 55"–36" (s) | 16 | 10 |
| (*Mchy. —ft*) | *H. M. L. Oudendijk* ss Rot. 2nd No. 3–12,03 | 936 | [illegible] | 3mo Co. | | Q 79' B 84' F 28' | Dutch | 160 lb *100 lb* SDun 04 141 NHP | | |
| PSBC | 1 *Dk (Irn) 2 tr B* | 774 | [illegible] | Middlesbro' | | len 87 | *WB = D Ba* | I.S.D. [illegible] | | |
| | | | | | | | 60' *f* 124' 207 | Blair & Co. (Lim.), Stockton | | |
| 693 | — Steel Sc Sr | 967 | | 1890 Howaldts- | H. Diederichsen | 199·3 29·3 17·8 | Kiel | T. 3 Cy. 14¼", 22¼" & 36½"–19¾" | | G |
| | *P. Lemcke* 1 *Dk f Spar dk* | 556 | | werke | | B 16' F 26' | German | 60 NHP | | |
| LCTB | | 597 | | Kiel | | | *WB* | Howaldtswerke, Kiel | | |
| 694 | — Steel Sc Sr | 302 | | 1899 Oderwerke | Pommerscher In- | 159·4 25·8 8·6 | Stettin | C. 2 Cy. 10¾" & 20½"–13" | | |
| | *C. Heuer* | 255 | | Grabow | dustrie Verein Act. | | German | 12 NHP | | |
| JFND | 1 *Dk* | 187 | | | Ges. | | *WB* | Oderwerke, Grabow | | |

| 1 No. in Book. Official No. Call Signals. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross Under deck. Net | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Class assigned. Date of present Letter. | 8 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders – Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Registers in which classed, if not Sec. 1. Date of Transfer. | 15 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 695 | **Senj** | **WoodScSr** | 125 | | | | 1876 | A.Schiavoni Trieste | Soc.inAzioniUngaroCroatadiNav.Maritt.aVap. | 118·1 | 16·0 | 11·1 | **Fiume** Aust.-Hung. | C.2Cy.16⅝″&28⅛″ Barlett&Co.,Trieste | | | |
| 57 | *G.Tomasich* | (*ex*Intrepido) | — 50 | | | | | | | | | | | | | | |
| 696 | **Senjen** | **SteelScSr** | 273 262 | | | | 1897 | Drntheims Mek. Værks Drontheim | TromsöAmts Dampskibsselskab | 127·8 H11*t* | 21·4 | 15·2 | **Tromsö** Norwegian *WB* | T.3Cy.11¼″,18½″&30″–20″ 40NHP Drntheim'sM.Vrk.Trndjm | | | N |
| JTMN | *J.Bottolfsen*91–00 | 1 *Dk*&*Awng dk* | 154 | | | | | | | | | | | | | | |
| 697 | **Senlac** | **WoodScSr** | 1011 | | | | 1904 | D.Lynch St.John,N.B | S.S.SenlacCo.Ld. (Wm.Thomson &Co) | 182·4 H404*t* | 33·0 | 16·1 | **S.John,NB** British | C.2Cy.20″&40″–30″ 66RHP J.Fleming,St.John,N.B. | | | V |
| 113239 TQLS | *A.Crowell* –04 *Elec.light* | 2 *Dks* | 615 | | | | | | | | | | | | | | |
| 698 | **Sentis** | **SteelScSr** | 1388 1305 | | | | 1902 | Nylands Værksted Christiania | Acties.Sentis (C.Eitzen&Co.) | 231·5 H83*t* | 35·0 | 20·4 | **Chrstiania** Norwegian *WL* | T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Xania | | | N |
| HFDJ | *E.Koren*00–02 | 1 *Dk*&*Spar dk* | 867 | | | | | | | | | | | | | | |
| 699 | **Séphora Worms** | **SteelScSr** | 1633 — | | | | 1891 | Lobnitz& Co. Renfrew | Worms&Cie. | 255·4 P46′ | 35·6 B68′ | 21·2 F40 | **Havre** French *WB* | T.3Cy.20″,34″&54″–42″ 189NHP Lobnitz&Co.,Renfrew | | | V |
| LCNK | *G.Basroger*87–98 | 2 *Dks* | 873 | | | | | | | | | | | | | | |
| 700 | **Sequoia** | **WoodScSr** | 411 — | | | | 1898 | A.Reed FortBragg, Cal. | DollarS.S.Co. | 151·0 | 33·7 | 12·0 | **S.Frncisco** Utd. States | C.2Cy.14″&32″–24″ 42NH Oakland I.Wks.Oaklnd.Ca | | | |
| 116236 | *G.Winkel* *Elec.light* | 1 *Dk* | 258 | | | | | | | | | | | | | | |
| 701 | **Serafin Ballesteros** | **SteelScSr** | 2922 2149 | ✠100A1 8,04 — | Cff Ant | / | 1891 4mo | Palmers' Co.Ld. Newcastle | Soc.AnonMaritima Ballesteros | 313·0 T259′F32′ | 41·2 drp04 FK | 20·6 | **Aviles** Spanish | T.3Cy.23½″,38″&62″–42″ (*a*) 160lb 260NHP 2SB,*6cf*,GS115,HS1052 Palmers'Co.Ld.Newcastle | 23 ″ 2 ~~8 5~~ s 2 ″ 5½ | | 8,04 |
| JRGC | (*ex*Feliciana) *Well deck* | 1 *Dk*(*Irn*)&*Webframes* ssAnt.No.3–8,04 | 1941 | | | | *Lloyd's*&*CP* | | | *WB*=*Cell* | | | *5BHCem* *DB262′553t* | | | | |
| 702 | **Serantes** | **SteelScSr** | 2156 1553 | ✠100A1 *pt Awng dk with freeboar* 1·04 MS6,08 | Shl | *r* | 1891 9mo | Craig, Taylor&Co. Stockton | SocMar.deVizcaya (F.deAbasolo *Mgr*) | 283·0 Q107′ *pt Awngdk*176′ *DB*232′ 412*t* | 37·1 FK *FPT* | 17·7 | **Bilbao** Spanish | T.3Cy.21″,35″&57″–39″ (*a*) 160lb *70lb* 201NHP 2SB,*4cf*,GS74,HS2991 Blair&Co (Lim.),Stockton | 20 ″ 3 s 8 ″ 7 | | 4,04 |
| JRGM | (*ex*Etruria,*ex*Ortyga) | 1 *Dk*(*Irn*) &*Webframes*&*pt Awngdk*(*Irn*) | 1289 | | | | *Lloyd's*&*CP* | | | *WB*=*Cell* | | | *5BHCem* *50tAPT24t* | | | | |
| 703 | — | **IronScSr** | 138 99 | | | .. | 1881 | Campbell& Co. Paisley | GutierrezHnos. | 90·2 Q33′ | 20·2 B21′ | 7·7 F13 | **Manila** Utd. States | C.2Cy.12″&22″–20″ 18NHP Hutson&Corbett,Glasgow | | | |
| | *J.Alberdi* –02 *Mchy. Aft* | 1 *Dk* | 76 | | | | | | | | | | | | | | |
| 704 | **Serapion** | **IronScK** | 195 175 | ✠100A1 *Stm Trawler* | Gms | | 1900 3mo | Cook, Welt'n&Gemmell Hull | StandardSteam FishingCo.Ld. | 113·6 Q49′F19′ | 21·0 BK7½ | 11·2 | **Grimsby** British | T.3Cy.11¾″,20″&32″–24″ (*s*) 180lb 55RHP 1SB,2*cf*,GS31,HS925 Amos&Smith,Hull | 12 ″ 1 | | 4,03 6,04 |
| 113161 | *W.Wright* –00 | ss Gms.No 1–04 1 *Dk* | 64 | 6,04 3,05 | LMC | | *Lloyd's*&*CP* | | | | | | *3BHCem* ~~*WB*=*Cell*~~ | | | | |
| 705 | **Serapis** *P.Bartels*02–04 ~~*W.Parker*~~ | **SteelScSr** ss Ham.No.3–10,02 | 2516 2238 | ✠100A1 10,01 | Ham | *u* | 1890 8mo | Blohm& Voss Hamburg | DeutscheDmpfsfahrts.Ges.Kosmos | 321·1 P29′ B106′F34′ | 40·2 BK 10 | 23·4 | **Hamburg** German | T.3Cy.23¾″,38″&63″–42″ (*a*) 165lb *92lb* NDB01 261NHP 2SB.*6cf*,GS130,HS3920 Blohm&Voss,Hamburg | 26 ″ 2 | | ~~5,03~~ 11,04 |
| RJBW | *Elec.light* | 2 *Dks*(*Stl–Uws*)3*trIb* | 1629 | | | | *Lloyd's*&*CP* | | | *WB*=*Cell* | | | *3BHCem* *DB268′450t* | | | | |
| 706 | — | **IronScSr** | 1964 1821 | ✠100A1 1·04 BS1,04 | Shl | *s* | 1877 3mo | R.Dixon& Co. Middlesbro' | ~~C.E.Macarthy~~ (L.Macarthy *Mgr.*) EasternNav.Co.,Ltd. (Whimster&Co *Mgrs*) | 286·2 P33′F32′ ptND01 | 34·8 BK9½ | 23·0 | **Newcastle** British | C.2Cy.34½″&64″–42″ (*i*) 78lb *90lb* NDB98 192NHP 2SB,*8pf*,GS76,HS2925 Blair&Co.(Lim.),Stockton | 25 ″ 10 | | ~~1,04~~ 1,05 |
| 7620 RBWM | *W.McPhee* –00 | ss Shl.No.3–12,96 ss Shl.No.1–01 2 *Dks*(1*Irn*)3*trIb* | 1271 | LMC2,01 | | | A&CP | | | *WB*=*DB*172′ | | | *5BHCem* | | | | |
| 707 | **Serapium** | **IronTwinSc** | 368 | | | | 1884 | Lobnitz& Co. Renfrew | ShellTransport&TradingCo.Ld. (M.Samuel&Co. *Mgrs*) | 134·8 | 25·2 | 13·1 | **Balik-Papan** Dutch *WL* | C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Renfrew | | | |
| | *Carrying Petroleum in bulk* | | 323 | | | | | | | | | | | | | | |
| THMW | *Mchy.Aft* *Elec.light* | 1 *Dk* | 166 | | | | | | | | | | | | | | |
| 708 | **Serbia** *Rebbelmund* | **SteelScSr** (*ex*Erato) | 3694 3142 | | | | 1894 | Flensburger Schiffsb.Ges Flensburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 354·8 P216′F44′ | 42·0 | 26·2 | **Hamburg** German *WL* | T.3Cy.25½″,41″&66″–42″ 282NHP FlensburgerSchiffsb.Ges. | | G | |
| RKCP | *Elec.light* | 2 *Dks*3*trIb* | 2377 | | | | | | | | | | | | | | |
| 709 | — | **SteelScSr** | 2548 2065 | | | | 1898 | G.Ansaldo &Co. SestriPnente | Nav.Gen.Italiana | 321·3 Q42′B114′F37′ | 39·2 | 22·5 | **Venice** Italian *WB* | T.3Cy.22½″,37″&59″–40″ 220NHP G.Ansaldo&Co.Sampierd. | | I | |
| 28 SHDL | *E.Bottone* *Elec.light* | 2 *Dks*3*trIb* | 1628 | | | | | | | | | | | | | | |
| 710 | — | **IronPadTug** | 141 — | | | | 1869 | ..... Bremen | Russian-Danube S.N.Co. | 158·5 | 16·5 | 8·7 | **Odessa** Russian | | | | |
| 572 | | 1 *Dk* | 63 | | | | | | | | | | | | | | |
| 711 | **Serbistan** | **SteelScSr** | 2934 2753 | ✠100A1 *withfreeboard* 10,04 | Bry Cff | *u* | 1896 12mo | S.P.Austin &Son Sunderland | Anglo-Algerian S.S.Co.(1896),Ld. (F.C.Strick&CoLd. *Mgrs.*) | 312·0 Q35′B62′F36′ *WB*=*Cell DBa* 100′*uE*&*B*38′*f*120 | 43·2 FK | 24·3 | **Swansea** British | T.3Cy.23″,38″&62″–42″ (*r* 160lb *160lb* 260NHP 2SB.*8pf*,GS118,HS4059 G.Clark,Ld.Sunderland | 26 ″ 10 ~~5 2½~~ s 4 ″ 0½ | | 10,03 |
| 108155 PMTL | *H.L.Davies* –04 (*ex*Harpenden) | ss Bry.No.1–01 1 *Dk*(*Irn*)3*trIb* 3 *Dkrule* | 1851 | ~~BS2,03~~ BS5,04 | LMC2,01 | | | | | | | | | | | | |
| 712 | **Seresia** | **SteelScSr** | 2380 2308 | | | | 1900 | Soc.Anon. JohnCockerill Hoboken | Soc.Anon.John Cockerill | 288·3 H24′F31′ | 44·0 | 21·7 | **Antwerp** Belgian *WB* | T.3Cy.22⅝″,35⅛″&57½″–43¾″ Soc.Anon. JohnCockerill.Seraing | | V | |
| MBSR | *Kruger*99–01 | 1 *Dk*&*Spar dk* | 1708 | | | | | | | | | | | | | | |
| 713 | **Sergei** ss Lon.No.1–04 | **SteelScSr** | ~~1320~~ 955 | ✠100A1 6,04 ~~3,99~~ | Hul Lon | *p* | 1899 6mo | Earle'sCo. Ld. Hull | RigaerSchnelldampferGes. (Helsingsfors& Grimm,*Mgrs.*) | 262·5 P163′F31′ | 33·5 FK | 15·8 | **Riga** Russian | T.3Cy.19″,33″&56″–36″ (*s*) 200lb 246NHP 2SB.*6cf*,GS135,HS4200 Earle'sCo.Ld.Hull | 18 ″ 2 s 1 ″ 9 | | 5,04 |
| HKGF | 1 *Dk*(*pt Irn*&*pt Stl–pt ws*)&*Webframes* *Well deck* *Elec.light* *Ref.Mchy.* | lower dk forehold | 1389 830 858 | | | | *Lloyd's*&*CP* | | | *WB*=*Cell DBa*37′*uE* | | | *5BHCem* 16′*f*132′159′ | | | | |
| 714 | — | **IronTwinSc3MstSr** | 500 — | | | | 1866 | Laird Bros. Birkenhead | Benetato,Stankevitch&Co. | 204·0 P26′H—F26′ | 26·5 | 12·7 | **Odessa** Russian | C.4Cy.16″&30″–22″ NE00 NB97 70NHP McDowall&Barbour,Pir. | | V | |
| | *P.Mihaliciano*00–00 (*ex*Cardiff,*ex*Poseidon,*ex*Tor) | 2 *Dks* | 352 | | | | | | | | | | | | | | |
| 715 | **Sergii Witte** | **SteelScSr** | 729 683 | ✠ — 1·99 | Nwc | *i* | 1898 8mo | Wigham Richrdsn&Co. Newcastle | ArchangelMourmanStm.Nav.Co. | 196·8 | 27·8 | 10·9 18·4 FK | **Archangel** Russian | T.3Cy.16″,25″&42″–30″ 112NHP 1SB.3*cf*,GS66,HS1920 Wigham Richrdsn&Co.Nwc | 12 ″ 0 | | |
| | *F.Popoff* 82–98 *Elec.light* | 1 *Dk*(*pt Stl–ws*)&*Awng d'k* | 414 | *Awng dk with freeboard* | | | | | | *WB*=*Cell DBa* | | | *4BHCem* 40′*f*26′71*t* | | | | |
| 716 | — | **SteelTwinSc** | 348 — | | | | 1890 | Edwards& Symes London | LouisDreyfus&Co. | 182·7 | 27·5 | 7·2 | **Rostoff** Russian | C.4Cy.12″&24″–16″ 38NHP Wilson&Co.,London | | | |
| | *W.Stolbnikoff* *Elec.light* | | 225 | | | | | | | | | | | | | | |
| 717 | **Seriphos** | **SteelScSr** | 3185 2796 | | | .. | 1892 | Edwards' S.B.Co.Ld. Newcastle | DeutscheLevante Linie | 331·0 P46′B76′F35′ | 40·2 | 19·1 26·7 | **Hamburg** German *WB* | T.3Cy.23″,38″&61″–45″ 274NHP WilsndSlpwy.Co.Ld.Nwc | 21 ″ 9 | G | |
| RJNL | *J.Hille*02–02 (*ex*Rio,*ex*Branksome Tower) | 1 *Dk*&*Spar dk*3*trIb* | 2034 | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Brut. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Tonnage approx. pour Light Dues. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Diam. des Cylindres. Course. Pression des Chaudières. N.H.= Force en chevaux d'après les formules de la Société. I.H.P. Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | 14 Franc-bord en milieu du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 718 2354 HJGV | **Serla** *C.A.Hallongren* –08 | **IronScSr** (exSiri) 1*Dk* | 257 241 164 | | | | 18½ | Motala Co. Motala | Ångf.Aktieb.Trio (C.L.Larsson) | 119·3 B27 | 22·9 H8*t* | 11·9 | Gothenburg Swedish | 2Cy.12″&26¾″–17½″ NE&B01 25NH Eriksberg M.V.Actieb,Got. | | V | |
| 719 3154 JHLG | — *C.A.Berndtson* –99 *Mchy.Aft* | **CompScSp** 1*Dk* | 184 154 129 | | | | 1897 | P.Larsson Thorskog | J.A.Svensson | 99·7 B24′H80*t* | 22·5 | 10·3 | Gothenburg Swedish | C.2Cy.10″&16″–12″ 6NH P.Larsson,Thorskog | | | |
| 720 2938 JGQM | — *J.A.Österman* –96 (exUpsala, exEngsö,exKungsör,exNya Engsö) 1*Dk* | **IronScSp** | 163 115 | | | | 18½ | Bergsunds M.V.Aktieb Stockholm | Vaxholms Ångf Aktieb.(C.H.Backert) | 108·5 Q19′B58′H19*t* | 17·8 F12′ | 6·4 | Vaxholm Swedish | C.2Cy.13¾″&27½″–17¾″ NE&B96 26NH NyaAktieb.Atlas,Skm. | | | |
| 721 JRGL | **Serra** *F.Calzada* –97 2*Dks*3*tr H* | **IronScSr** | 2294 2204 1457 | | | | 1879 | London& Glasgow Co. Glasgow | Linea de Vapores Serra | 330·0 B82′F80′ | 35·8 BK10′ | 25·6 | Bilbao Spanish | C.2Cy.88″&71″–48″ 285NH Lon.&Glas.Co.,Glasgow | | | |
| 722 RKTD | **Sesostris** *A.Brandenburg*00–03 *ss*Ham.No.1–01 *Elec light Hold beams aft lower rk forward Well deck* (exOctavia) 2*Dks*(*Stl–Upr*) | **SteelScSr** | 4718 3893 3026 | ✝100A1 12,04 Steel 11,01 MC 2,04 | Ham | *x* | 1897 11mo | Flensburger Schiffsb.Ges. Flensburg *Lloyd's SA&CP* | Deutsche Dmpfs-fahrts.Ges.Kosmos *WB* | 378·0 P&B232′F40′ = *Cell DB a*110′ *u E* | 48·0 FK | 26·4 6 *BHCem* | Hamburg German | T.3Cy.26½″,44″&72″–48″ (*o*) 165lb 426NH 3SB,9*cf*,gs138,hs7309 18′*f*172′800*t* FlensburgerSchiffsb.Ges. | 29 ″ 0 | | |
| Lost by Collision 5.04 723 JRGP | **Sestao** *M.Troitsarrope*00–00 *ss*Bbo.No.3–4,03 *Well deck* 1*Dk*(*Irn*)*& Web frames* | **SteelScSr** | 1447 1077 832 | ✝~~100A1~~ 4,03 | Bbo | *p* | 1890 6mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | Cia.Anon.del Vapor Sestao (Sota y Aznar) *WB = C* | 245·0 Q98′B100′F24′ *dl DB*203 707*t* | 35·5 BK9″ *FPT* | 15·2 | Bilbao Spanish 4 *BHCem* | T.3Cy.20″,31½″&53″–36″ (*s*) 154lb 76*lb* 165NH 2SB,4*rf*,gs71,hs2500 73*t APT*30*t* CentralMar.E.W.,W.Hpl. | 18 ″ 10 | | |
| 724 477 | **Sestra** 1*Dk* | **IronSc** | 282 — 190 | | | | 1882 | Mayer Linz | Russian Stm.Nav. & Trading Co. | 171·8 | 25·0 | 8·7 | Odessa Russian | C.2Cy.24″&36″–42″ 70NH Escher,Wyss&Co. | | | |
| 725 192 | **Sestrorietzk** 1*Dk* | **SteelScSr** | 153 — 104 | | | | 1895 | ..... Sweden | St.Petersburg-Sestrorietzk Railway Co. | 101·4 | 21·9 | 8·5 | Cronstadt Russian | | | | |
| 726 1642 HKVT | **Setagawa Maru** 2*Dks* | **WoodScSr** | 308 274 191 | | | | 1897 | Nakamara Ushitaro Osaka | Y.Nagano | 137·1 | 18·6 | 17·8 | Hakodate Japanese | C.2Cy.16²⁵⁄₃₂″&31″–20″ 86NH OnoSeikichi,Osaka | | | |
| 727 113174 | **Sethon** *H.North* –00 *ss*Gms.No.1–05 1*Dk* | **IronScK** | 195 175 64 | ✝100A1 *Stm Trawler* 4,05 7,03 | Gms | | 1900 5mo 01 *Lloyd's SA&CP* | Cook, Welt'n& Gemmell Hull | Standard Stm. Fishing Co.Ld. | 113·6 Q49′F19′ *WB =* | 21·0 BK7½″ | 11·2 3 *BHCem* *DBf*5′3*t* | Grimsby British 55RH | T.3Cy.11¾″,20″&32″–24″ (*s*) 180lb 1SB,2*cf*,gs31,hs925 Amos&Smith,Hull | 12 ″ 1 | | |
| 728 116319 TQKC | **Seti** *J.H.Thomas* –02 *Elec.light* 2*Dks* | **SteelScSr** | 3099 2621 1994 | | | | 1902 | Sir Raylton Dixon&Co Ld Middlesbro' | Moss S.S.Co.Ld.(J. Moss&Co. *Mgrs.*) | 330·1 P35′B124′F35′ | 43·2 *WB* | 24·5 | Liverpool British | T.3Cy.25″,42″&70″–48″ 339NH N.E.Marine Eng.Co Ld.Sld | | C BT | |
| 729 106659 | — *R.Clark* –96 ~~*ss*Gms.No.1–00~~ *ss*Gms.No.2–04 1*Dk* | **IronScK** | 160 145 60 | ✝100A1 *Stm Trawler* 8,04 7,03 | Gms | | 1896 7mo *Lloyd's SA&CP* | Cook, Welt'n& Gemmell Hull | Roberts&Ruthven Ld. | 101·8 Q24′F19′ | 20·8 BK7½″ | 11·0 3 *BHCem* | Grimsby British 100 lb 45RH | T.3Cy.11½″,18″&30″–22″ (*s*) 1SB,2*cf*,gs24,hs836 C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 730 JRGS | **Setiembre** *C.Biguren* –05 ~~*ss*de Castaiza–01~~ 1*Dk*(*Stl*)*& Spar dk*(*Stl*)*tr b* | **SteelScSr** | 2171 2076 1239 | ✝100A1 *Spar dk* 4,03 LMC MS11,02 | Rot | *s* | 1889 9mo *Lloyd's SA&CP* | W Doxford &Sons Sunderland A&CP | Cia Bilbaina de Nav (E.Aznar y Tutor, *Mgr.*) *WB = Ce* | 275·0 B27′F28′ *'l DB*225′ 476*t* | 39·5 FK *FPT* | 16·2 23·2 *APT*48*t* | Bilbao Spanish 4 *BHCem* 76*t* | T.3Cy 21½″,36″&59″–39″ (*s*) 160lb *60lb* 189NH 2SB,6*rf*,gs60,hs2400 W.Doxford& Sons,Sld. | 18 ″ 11 | | |
| 731 1319 HJDR | **Setsuyo Maru** *S.Sumimoto* (exKiel) 2*Dks* | **IronScSr** | 1099 1043 682 | | | | 1885 | G.Howaldt Kiel | Makino Kōreo | 220·5 | 29·7 *WB* | 21·0 | Kobé Japanese | C.2Cy.26″&43¾″–30″ 85NH Geb.Howaldt,Kiel | | | |
| 732 108679 | **Setter** *H.Girdlestone* –99 *ss*Abn No.1–04 1*Dk* | **SteelScK** | 181 171 51 | ✝100A1 *Stm Trawler* 8,04 2,03 | Abn | | 1899 12mo 01 *Lloyd's SA&CP* | Hall, Russell&Co. Aberdeen | W.H.Burn | 106·5 | 21·6 BK7½″ | 11·6 3 *BHCem* | Aberdeen British 68RH | T.3Cy.12½″,20″&33″–21″ (*s*) 160lb 1SB,2*rf*,gs32,hs1036 Hall,Russell&Co.Abn. | 12 ″ 3 | | |
| 733 98761 MTSD | — *ss*Hul.No.1–95 1*Dk* | **IronScK** | 150 139 58 | ✝ *Stm Trawler* 1,96 | Hul | | 1891 9mo | Cook, Welt'n& Gemmell Hull | Humber Steam Trawling Co.Ld. | 100·6 Q20′ | 20·9 BK7½″ | 10·9 3 *BHCem* | Hull British | C.2Cy.17″&36″–22″ 45RH 1SB,2*pf*,gs30,hs810 Bailey&Leetham,Hull | 11 ″ 11 | | |
| 734 6980 JCTB | **Settsu Maru** 1*Dk* | **WoodPad** | 151 46 86 | | | | 1895 | M.Hayashi Fushimi | Y.Watanabe | 99·0 | 15·2 | 8·7 | Fushimi Japanese | C.2Cy.10″&20″–14″ 13NH Osaka Iron Works,Osaka | | | |
| 735 HFSQ | **Setubal** *O.Wilhelmsen* 2*Dks*&*pt A wngdk* | **SteelScSr** | 1201 1090 753 | | | | 1898 | Nylands Værksted Christiania | Dpskactsisk.Otto Thoresens Linie (O.Thoreson, *Mgr*) | 215·8 B57*t*H54*t* *pt A wngdk* | 32·1 *WB* | 18·5 141′ | Christiania Norwegian | T.3Cy.16½″,27″&44″–30″ 106NH Nylands Vmrks.Xia | | N | |
| 736 | **Sevan** *J.A.Bjelogorsky* –99 1*Dk*(*Irn*) | **SteelTwinScSr** | 483 390 331 | ✝ 5,86 *Carrying Petroleum in* | Sld | *j* | 1886 4mo *Tanks* | Boolds, Sharer&Co. Sunderland | St.Petersburg Co.Nadeshda | 148·0 P22′ B28′ | 27·1 FK | 12·2 F26′ 7 *BHCem* | Astrachan Russian | T.6Cy.10½″,16½″&27″–18″ 62NH N.E.MarineCo.(Lim.),Sld. | 18 ″ 6 | | |
| 737 HDCO | **Sevastopol** *Voronoff* –96 *Elec.light* 1*Dk*(*Stl*)*& Spar dk* | **SteelTwinScSr** | 1354 878 869 | ✝ — 4,02 *Spar dk with freeboard* | Sld | *o* | 1896 8mo | J.Laing Sunderland | Azoff Stm.Nav.Co. (*in liq.*) *WB = Cell DBa*60′ *u Es* | 236·0 P&B151′F37′ *B29′f*60′141*t MT*17 | 34·2 FK | 8·9 16·4 7 *BHCem* 229*t APT*14*t* | Odessa Russian | T.6Cy.14½″,28″&36″–27″ 182NH 2SB,6*rf*,gs112,hs3284 G.Clark(Lim.),Sld. | 11 ″ 0 | | |
| 738 111076 | **Seven** *J.Hall* –02 1*Dk* | **SteelScK** | 77 72 25 | ✝100A1 *For fishing purposes* 5,01 | Shl | | 1901 5mo *Lloyd's SA&CP* | Smith's Dock Co.Ld. North Shields | Smith's Dock Trust Co.Ld. | 80·0 BK6″ *WB* | 18·0 = *FPT*2*t* | 8·2 | Yarmouth British 3 *BHCem* | C.2Cy.10¾″&23″–16″ (*s*) 125lb 21RH 1SB,2*pf*,gs19,hs476 MacColl&Pollock,Sld. | 9 ″ 6 | | |
| 739 111091 | **Seventeen** *G.Broom* –01 1*Dk* | **SteelScK** | 77 72 26 | ✝100A1 *For fishing purposes* 5,05 3,02 | Abn | | 1901 8mo *Lloyd's SA&CP* | Smith's Dock Co.Ld. North Shields | Smith's Dock Trust Co.Ld. | 80·0 BK6″ *WB* | 18·0 = *FPT*2*t* | 8·3 | Yarmouth British 3 *BHCem* | C.2Cy.10¾″&23″–16″ (*s*) 125lb 22RH 1SB,2*pf*,gs19,hs476 MacColl&Pollock,Sld. | 9 ″ 6 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Com'n Assigned now employed. Equipment Letter. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard (amidships). ft. in | Registers in which classed, if not in L.R. Dates if Tmstl. Cert. | Date when last ship's last posit. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 740 | **Sever** Steel Twin Sc Sr<br>*Francis* –94<br>*Elec.light* | | 755<br>626<br>516 | | | | 1894 | Hawthorn, Leslie & Co, Ld Newcastle | Eastern S.S.Co. | 210·0 \| 27·7 \| 14·4<br>Q73′B34′F28′ | | | Astrachan<br>Russian<br>*WB* | C.4Cy.18″&34″–20″<br>86NH<br>Ross&Duncan,Glasgow | | | |
| 741<br>109986<br>QKDB | **Severn** Steel Sc Sr<br>*W.J.Dagnall* –04 *ss*Son.No.1–03<br>2*Dks*(*U Stl*–ws *pt* teak & *pt Stl*–ws)<br>*Ref.Mchy. lower dk forehold, Web frames*<br>*Elec.light* *main hold 3tr B aft* | | 3760<br>3000<br>2125 | ✠100A1<br>8,04 1,04<br>LMC 8,03 | Sou<br>Hul | *w* | 1898<br>10mo | Sir Raylton Dixon & Co Ld Middlesbro′ | Royal Mail Steam Packet Co. | 350·0 \| 45·4 \| 25·3<br>P214′F46′<br>FK<br>*Lloyd's A&CP* *WB = Cell D Ba 74′ u E &* | Middlesbro′<br>British<br>6 *BHCem*<br>*B70′f136′541t FPT* | T.3Cy.28″,46″&77″–18″ (*s*<br>180lb *180lb* 542NH<br>1SB,*12cf*,GS195,HS7742 FD<br>69*t APT*31*t* | 28 ″ 1<br>s 4 ″ 9½ | BT till 12,04 | 1,04 |
| 742 | **Severnaya Zvezda** Iron Sc Sr<br>*A.G.Resting* *ss*Gen.2nd No.3–7,97<br>(*ex*Alberto.*ex*Fratelli Dandria, *ex*Mauritania) 1 *Dk*2*tr b* | | 835<br>678<br>477 | ✠ ——<br>10,01<br>NB 7,01 | Gen | *k* | 1871<br>2mo | Denton, Gray & Co. W Hartlepool | Rosenfeld & Grageroff | 200·1 \| 28·8 \| 16·3<br>Q80′B41′<br>BK8″ | Odessa<br>Russian<br>4 *BHCem*<br>*WB = pt D B* | C.2Cy.25½″&47½″–33″<br>NDB88 107NH<br>1SB.*3pf*,GS56,HS1780<br>Blair&Co.Ld.Stockton | | A | |
| 743 | **Severus** Steel Sc Sr<br>~~*W.Hamilton* 94~~ *ss*Liv.No.2–03<br>~~*Cowper*~~ 2*Dks*(1 *Irn*–1 *Stl*) & *Web frames*<br>*Ref.Mchy.* | | 3307<br>2976<br>2133 | ✠100A1<br>*with freeboard*<br>7,04 ~~11,03~~<br>~~MS1,03~~ | Liv | *u* | 1894<br>11mo | W.Gray & Co.(Lim.) W Hartlepool | C.Anderson<br>A&CP<br>*WB = Cell D Ba* | 330·0 \| 44·0 \| 24·5<br>P27′B70′F33′<br>FK<br>110′*u* E24′*f*134′752*t* | ~~Hamburg~~<br>~~German~~<br>5 *BHCem*<br>*APT*65*t*<br>~~Japanese~~ | T.3Cy.24″,38″&64″–42″ (*s*<br>160lb 295NH<br>3SB,*8rf*,GS111,HS4870<br>Cen.Mar.Eng.Wks.,W.Hpl | 27 ″ 2<br>s 5 ″ 10 | | ~~1,03~~ 7,04 |
| 744<br>RLNQ | **Sevilla** Steel Sc Sr<br>*J.Schade*00–03<br>*Elec.light* 2 *Dks* & *Web frames* & *Shelter dk* | | 5135<br>4851<br>3257 | | | … | 1900 | J.Priest-man & Co. Sunderland | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) | 397·0 \| 52·2 \| 28·0<br>FK<br>*Bon Shelter dk* 102′ | Hamburg<br>German<br>*WB* | T.3Cy.27″,43″&72″–48″<br>436NH<br>T.Richardsn&Sns.Ld.Hpl | 30 ″ 10 | G | |
| 745<br>JRHB | — Iron Sc Sr<br>*M.Esuedero* *ss*Nwc.2nd No.3–9,98<br>(*ex*Città de Venezia, *ex*Caradoc)<br>1 *Dk* & *Spar dk* 3 *tr b* | | 1335<br>——<br>753 | ✠ ——<br>8,01<br>*Spar dk*<br>NB 8,01 | Sws | *p* | 1872<br>12mo | A.Leslie& Co. Newcastle | Cia.Sevillana de Nav.à Vap. | 240·4 \| 30·8 \| 17·6<br>24·4<br>*WB =* *DBa* & *f* 115′ | Seville<br>Spanish<br>5 *BHCem* | C.2Cy.26″&54″–33″<br>NDB95 134NH<br>2SB,*4pf*,GS71,HS2390<br>Thompson,Boyd&Co.Nwc | 18 ″ 6 | | |
| 746<br>HDNV | — Steel Sc Sr<br>*C.A.Cornelliussen* –98<br>1 *Dk* & *pt Awng dk* | | 963<br>615<br>597 | | | | 1895 | Nylands Værksted Christiania | Dpskactslsk.Otto Thoresens Linie (O.Thoresen, *Mgr*) | 200·6 \| 30·1 \| 12·5<br>Q67*t*H65*t*<br>*pt Awng dk* 132′ | Christiania<br>Norwegian<br>*WB* | T.3Cy.15¼″,25″&40½″–30″<br>90NH<br>Nylands Værks Christiania | | N | |
| 747<br>JRHC | — Iron<br>*O.Bach*88–88 (*ex* Vinuesa) | | 615<br>427<br>427 | | | | 1867 | A.Leslie& Co. Newcastle | Soc.de Nav.é Industria | 186·6 \| 26·0 \| 14·5 | Barcelona<br>Spanish | | | | |
| 748<br>136129 | **Sevona** Steel Sc<br>*D.S.McDonald*96–98 2 *Dks*<br>*Mchy.Aft* *Elec.light* (*ex* Emily P. Weed) | | 2363<br>——<br>1900 | | | | 1890 | F.W. Wheeler & Co W.Bay City | J.McBrier | 300·0 \| 41·0 \| 21·2 | Erie, Pa. Utd.States<br>*WB* | T.3Cy.23″,37″&62″–42″<br>249NH<br>S.F.Hodge&Co.Detroit | | | |
| 749<br>LKPG | **Sexta** Iron Sc Sr<br>*P.Petersen*<br>1 *Dk* | | 222<br>195<br>117 | | | … | 1874 | W Gray & C. W Hartlepool | Flensburg-Stettiner Dampf-schifffahrt Ges. | 111·8 \| 20·1 \| 12·8<br>Q39′ B10′<br>len82 | Flensburg<br>German<br>*WB* | C.2Cy.17¾″&31½″–17¾″<br>NE82NB01 35NH<br>Möller&Holberg,Stettin | | V | |
| 750<br>HDNV | **Seyar** Iron Sc Sr<br>*T Davianos* *ss*Gls.No.3–3,94<br>(*ex*Severn) *ss*Cpl.No.2–01<br>2 *Dks* | | 789<br>653<br>442 | ✠100A1<br>1,04<br>NB 8,01<br>BS 1,01 | Cpl<br>MC 10,03 | *l* | 1874<br>9mo | D.& W. Henderson Glasgow<br>A&CP | J.Gumuchdgian | 211·0 \| 28·2 \| 15·5<br>P36′F34′<br>BK8″ | Constanpl<br>Turkish<br>5 *BHCem* | C.2Cy.25″&52⅛″–36″ (*j*<br>65lb *80lb* NDB97 127NH<br>2SB,*4pf*,GS74,HS2209<br>D&W Henderson&Co.Gls. | 16 ″ 5 | | 1,04 |
| 751<br>JRHC | — Wood Pad<br>1 *Dk* | | ——<br>——<br>109 | | | | 1869 | Money Wigram London | Chirket i Hairie (Bosphorus SN Co.) | 150·0 \| 19·0 \| 10·0 | Constanpl<br>Turkish | 2Cy.<br>Maudslay,Sons&Field,Lon | | | |
| 752<br>QHNW | **Seydlitz** Steel Twin Sc<br>*C.Dewers* –03<br>*Elec.light* 3 *Dks* | | 7942<br>6978<br>4971 | | | | 1902 | F.Schichau Danzig | Norddeutscher Lloyd | 450·1 \| 55·5 \| 35·9<br>P61′B186′F89′ | Bremen<br>German<br>*WB* | T.6Cy25½″,43½″&70⅞″–47¼″<br>690NH<br>F.Schichau,Elbing | | G | |
| 753<br>115906<br>VCQH | **Shad Thames** Steel Sc 3 Mst Sr<br>*J.Morgan* –02<br>*Mchy.Aft* 1 *Dk*(*Stl*)<br>*Well deck* | | 549<br>373<br>206 | ✠100A1<br>9,04 1,04<br>LMC 10,02 | Goo<br>Sld | *h* | 1902<br>10mo | R.William-son & Son Workington | M.A.Ray&Sons | 165·0 \| 26·5 \| 10·9<br>Q95′B11′F21′<br>BK7″<br>*WB = DBf* 89′ | London<br>British<br>3 *BHCem*<br>118*t FPT*88*t* | C.2Cy.21″&42″–30″ (*s*<br>120lb *100lb* 73RH<br>1SB,*3pf*,GS56,HS1685<br>Ross&Duncan,Glasgow | 13 ″ 2<br>s ″10½ | | ~~10,03~~ 3,04 |
| 754<br>114659<br>VLSP | **Shadwell** Steel Sc Sr<br>*J.Tointon*04–04<br>1 *Dk*(*Stl*) & *Spar dk* (*pt Irn* & *pt Stl*) & *deep framing* | | 4091<br>3855<br>2593 | ✠100A1<br>*Spar dk*<br>8,04 ~~9,04~~<br>LMC 1,04 | Sld | *x* | 1904<br>1mo | J.L.Thomp-son & Sons, Ld Sunderland<br>*Lloyd's A&CP* | Tyzack & Branfoot Stm.Shppg.Co. Ld. (Tyzack&Bran-foot, *Mgrs.*)<br>*WB = Cell* | 368·0 \| 49·6 \| 19·0<br>P30′B108′F44′ 27·1<br>FK<br>*D Ba* 119′ *u* E & B 40′ *f* 156′ 914*t DT* | Sundrland<br>British<br>6 *BHCem* | T.3Cy.26″,44″&72″–48″ (*s*<br>180lb *180lb* 417NH<br>3SB,*3cf*,GS181,HS6789<br>N.E.Marine Eng.Co.Ld.Sld<br>a31′76*t FPT*101*t APT*48*t* | 21 ″ 7<br>s 6 ″ 0 | | |
| 755<br>78839<br>SPVG | **Shahjehan** Iron Sc 3 Mst Sr<br>*R.White*00–03<br>*ss*Cal.No.3–5,91<br>*ss*Cal.No.2–99<br>2 *Dks*(1 *Irn*) | | 1692<br>1537<br>1065 | ✠ ——<br>6,04<br>~~NB 6,01~~<br>~~BMC 2,03~~ | Cal | *r* | 1878<br>12mo | Harland& Wolff Belfast<br>A&CP | Asiatic Stm.Nav. Co.Ld.<br>*WB =* | 305·8 \| 31·7 \| 22·2<br>F48′<br>BK9″<br>*MT f* 26′ *a* 28′ *FP* 7 | Liverpool<br>British<br>6 *BHCem*<br>19*t APT*6*t* | C.2Cy.34″&61″–45″ (*s*<br>80lb *50lb* NDB89 211NH<br>2DB,*8cf*,GS160,HS3812<br>D.Rowan,Glasgow | 23 ″ 10 | | 8,03 |
| 756<br>94345<br>WCJV | **Shahnoor** Steel Sc 3 Mst Sr<br>*J.E.Davison* –03<br>(*ex*Clyde) 2 *Dks*(*Stl*–*Uws*) & *Spar dk* | | 4099<br>2901<br>2198 | ✠<br>*Spar dk*<br>11,82 | Lon | *x* | 1881<br>6mo | W.Denny & Bros. Dumbarton | ~~Essaf u Tajbhoy Boreh~~<br>Essajee Tajbhoy | 390·0 \| 42·1 \| 24·5<br>B136′ 32·4 | Bombay<br>British<br>7 *BHCem* | C.2Cy.58″&100″–63″<br>661NH<br>Denny&Co.Dumbarton | 26 ″ 2 | | |
| 757<br>100842<br>PNTV | **Shahristan** Steel Sc Sr<br>*C.D.Sadler* –03 *ss*Cff.No.1–01<br>(*ex*Heronspool) 1 *Dk*(*Stl*) & *deep framing* & *pt Awng dk*(*Stl*) | | 2893<br>2116<br>1860 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>11,04 ~~12,03~~<br>~~BS 8,04~~<br>~~LMC 1,04~~ | Npt<br>Arch | *t* | 1897<br>3mo | W.Pickers-gill & Sons Sunderland<br>A&CP | Anglo-Algerian S.S.Co.(1896), Ld. (F.C.Strick&Co Ld *Mgs*) | 310·0 \| 42·9 \| 19·2<br>P27′Q42′<br>*pt Awng dk* 241′ FK<br>*WB = Cell D L a* 96′ *u* E & B 44′ *f* 120′ | Swansea<br>British<br>6 *BHCem*<br>647*t APT*38*t* | T.3Cy.21½″,36″&60″–42″ (*r*<br>180lb *80lb* 251NH<br>2SB,6*pf*.GS100,HS3940<br>G.Clark.Ld.Sunderland | 21 ″ 9<br>s 9 ″ 1 | | 12,03 |
| 758<br>116079<br>VQFL | **Shahzada** Steel Sc Sr<br>*J.C.dlier*01–04<br>*Elec.light* 2 *Dks*(*U Stl*–teak s) & *deep framing* | | 2246<br>1926<br>1404 | ✠100A1<br>10,04 ~~2,04~~<br>LMC 2,04 | Gls<br>Cal | *t* | 1904<br>2mo | C.Connell & Co.Ld. Glasgow<br>*Lloyd's A&CP* *WB =* | Asiatic Steam Nav. Co.Ld.<br>*Cell D Ba* 82′ *u* E & *b* | 300·3 \| 40·6 \| 22·4<br>P79′B93′F44′<br>FK<br>40′ *f* 124′ 436*t FPT* | Liverpool<br>British<br>5 *BHCem*<br>15*t APT*16*t* | T.3Cy.22½″,38″&62″–42″ (*s*<br>190lb *100lb* 277NH<br>2SB.6*cf*,GS121,HS4272<br>Dunsmuir&Jackson Ld Gls | 24 ″ 8<br>s 3 ″ 2½ | | |
| 759<br>~~Cross~~<br>SJND | — Iron Sc 3 Mst Sr<br>~~*W.C.Bird* 03~~<br>~~*J.Hutchinson*~~<br>*ss*Cal.No.3–1,91<br>*ss*Cal.No.2–00<br>2 *Dks*(1 *Irn*) | | 1666<br>1537<br>1049 | ✠ ——<br>6,04<br>~~NJ 9,01~~<br>~~BS 6,00~~ | Cal | *r* | 1879<br>1mo | Harland& Wolff Belfast<br>A&CP | ~~Asiatic Stm.Nav. Co.Ld.~~ ~~J.F.C.Jebsen~~ ~~Un.Lai Chuan~~<br>*WB = FPT* 19*t*<br>~~*APT*6*t* *MT f* 26′ 203*t*~~<br>~~U.K. Cal. Limited~~ | ~~Liverpool~~<br>~~British~~<br>~~6 *BHCem*~~<br>*MT a* 28′ 187*t*<br>~~German~~ | C.2Cy.34″&61″–45″ (*i*<br>70lb *70lb* NDB91 206NH<br>2DB,*8cf*,GS143,HS3812<br>D.Rowan,Glasgow | | BT till 3,05 | 4,02 |
| 760<br>5199<br>JGSB | **Shakano Maru** Iron Sc Bkn<br>*B.Mizuno* –04 *ss*Lon.No.3–5,94<br>(*ex*Energia) *ss*Yka.No.2–02<br>2 *Dks*(1 *Irn* & 1 *pt Irn*) 3 *tr B* | | 3330<br>2980<br>2064 | ✠100A1<br>2,03<br>BS 2,03<br>LMC 2,02 | Yka | *v* | 1883<br>1mo | Tyne I.S.B. Co.Ld. Newcastle<br>*Lloyd's A&CP* | Kishimoto Gohei<br>*WB = Cell D B* 240′ | 337·0 \| 41·2 \| 26·5<br>P41′B82′F45′<br>BK11″<br>427*t FPT* 17*t APT*8*t* | Moji Osaka<br>Japanese<br>6 *BHCem* | C.2Cy.40″&74″–54″ (*i*<br>90lb *50lb* 347NH<br>2DB.*12pf*,GS160,HS6055<br>N.E.Marine Eng.Co Ld.Sld | 29 ″ 1<br>s 5 ″ 11 | | 2,02 |

| 1 Numéro d'Ordre. Numéro de Sûreté. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Force assignée matériaux, etc. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-Bord au milieu du navire. pds. ps | 15 Tête de Cyl. Bas. | 16 Tête de Cyl. Bas. | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 761 91869 KHSJ | **Shakespear** — H *R.Williams* –01 *Well deck* | **IronScSr** ssCtl.No.3–12,96 ssShl.No.2 05 1 *Dk(Irn)* 2 *trunks* | 1851 1451 1168 | ✠100A1 3,05 Shl Dec.[illegible] ✠LMC[illegible] D[illegible] | Shl | *r* | 1885 8mo | J.L.Thomp son&Sons Sunderland | ShakespearShppg. Co.Ltd. (Glover Bros. *Mgrs.*) | 271·3 Ba76 | 36·1 f62·2 | 20·5 77 *FPT* | London British 6 *BHCem* 41t *APT* | T.3Cy.21″,34½″&55½″–36″ 115lb *80lb* NDB98 (*a*) 28 H *dcf*, 6s83 T.Richardson&Sons,Hpl | 21 ″ 9 | | |
| 762 109041 | **Shakespeare** — W *Leighton* 97 98 | **IronScK** ssHul.No.1–02 1 *Dk* | 182 162 60 | ✠100A1 *Stm Trawler* 5,05 [illegible] ✠MC8,02 | Hul | | 1898 7mo | Cook, Welt'n&Gemmell Hull *Lloyd's* | NationalSteam TrawlingCo.Ld. | 110·0 Q20′ | 21·0 BK7½ *WB* | 11·3 *DBf* | Hull British 3 *BHCem* | T.3Cy.[illegible]″,20″&32″–22″ (*s*) 180lb 55RH 1SB,*2cf*,6s29,H8975 Tindall&Co.Hull | 12 ″ 1 | | |
| 763 — | **Shaloon** — C *Melivanoff* 92–96 (*ex*Atlantic) | **IronScSr** ssShl.No.1–96 1 *Dk* | 120 108 56 | ✠ Shl For fishing purposes 5,96 ✠ | | | 1891 1mo | Hepple& Co. N.Shields | J.Sokoloff | 96·8 B8′ | 19·1 BK6½ | 10·2 | Odessa Russian 1 *BHCem* | C.2Cy.17″&31″–24″ 1SB,*2pf*,6s34,H8964 58NH Hedley&Boyd,N.Shields | 10 ″ 6 | | |
| 764 RMSH | **Shamrock** — *E.Perts* 02–02 *Elec light* | **SteelScSr** 1 *Dk* | 1638 1225 1040 | | | | 1902 | Act.Ges. "Neptun" Rostock | B.Blumenfeld | 261·6 Q94′ | 37·2 B69′ | 15·9 F25′ | Hamburg German *WB* | T.3Cy.19½″,37⅞″&55″–35½″ 167NH A.G "Neptun," Rostock | | | G |
| 765 — 80165 MBQK | — — *G.Robinson* 03 | **IronScSr** | 865 698 260 | | | | 1879 | A& J Inglis Glasgow | Gls.Dub.& Lndndy S.P.Co.Ld. (A.A. Laird&Co. *Mgrs.*) | 231·2 P53′ | 31·3 B84′ | 15·5 F40 | Glasgow British | C.2Cy.31½″&70″–45″ NB91 274NH A.&J.Inglis,Glasgow | 16 ″ 0 | BT till 3,03 | |
| 766 — 107497 | — — *Sauvajean* –98 | **WoodSc** 1 *Dk* | 237 185 161 | | | | 1898 | J.C.Kaine Quebec | CanadianGovernment | 117·3 | 25·0 | 9·7 | Quebec British | C.2Cy.19″&30″–20″ 61RH *E.blt.80 fitted*98 *B.blt.*82 Carrier,Lainé&Co.Levis | | | |
| 767 — | — — (*Trawler*) | **SteelScK** 1 *Dk* | *200* *182* *48* | | | | 1904 | Smith's Dock Co.Ld N.Shields | G.Conor | 120·0 Q51′ | 21·5 | 13·6 *WB* | LaRochlle French | T.3Cy.12½″,20″&34″–24″ 57NH Shlds.Eng.Co.Ld.So.Shls | | | |
| 768 — 116758 RLSJ | — — *W.G.Eagle* –04 *Elec light* | **IronScK** ssLiv.No.1–04 1 *Dk* | 184 172 65 | ✠100A1 *Stm Trawler* 11,01 ✠LMC 1,03 | Liv | | 1900 1mo | Cook, Welt'n&Gemmell Hull *Lloyd's* | J.Duncan,Sons& Co. | 110·2 Q20′ | 21·1 BK7½ | 11·2 | Hull British 3 *BHCem* | T.3Cy.12″,19½″&32″–22½″ (*s*) 180lb 50RH 1SB,*2cf*,6s26,H8897 C.D Holmes&Co.Hull | 12 ″ 1 | | |
| 769 — 116936 | — — *C.Baker* –00 | **IronScK** (*Trawler*) 1 *Dk* | 173 154 54 | | | | 1900 | Cochrane& Cooper,Ld. Beverley | A.&R.Osborne | 100·9 Q45′ | 21·0 F17′ BK7½ | 11·0 | Grimsby British | T.3Cy.12¾″,19½″&32″–22½″ 59RH C.D.Holmes&Co.Hull | 11 ″ 9 | | |
| 770 — 119107 | — — *W.Liston* 00–04 | **SteelScK** 1 *Dk* | 170 159 46 | ✠100A1 *Stm Trawler* 3,04 ✠LMC 3,04 | Abu | | 1904 3mo | A.Hall& Co. Aberdeen *Lloyd's* | J.S.Boyle | 105·1 | 21·1 BK7½ *WB* | 11·3 | Glasgow British 3 *BHCem* | T.3Cy.11½″,18″&31″–22″ (*s*) 180lb 55RH 1SB,*2cf*,6s31,H81096 A.Hall&Co.Aberdeen | 12 ″ 0 | | |
| 771 — 114510 | — — *J.Lang* 00–01 | **SteelScK** 1 *Dk* | 157 149 34 | ✠100A1 *Stm Trawler* 10,01 ✠MC 10,01 | Shl | | 1901 10mo | J.T.Eltring ham&Co. S.Shields *Lloyd's* | PurdyStm Fishing Co.Ld. (W.Purdy, jun. *Mgr.*) | 105·0 | 20·5 BK7½ | 11·5 | N.Shields British 3 *BHCem* | T.3Cy.11″,18″&30″–22″ (*s*) 160lb 50RH 1SB,*2pf*,6s38,H8974 Shields Eng.Co.N.Shields | 11 ″ 10 | | |
| 772 — 63748 | — — *D.Edwards* 04–04 (*ex*Albion,*ex*Princess of Wales) | **IronPadSp** | 137 113 26 | | | | 1866 | Aitken& Mansel Glasgow | G.Martin | 142·6 | 16·7 | 6·8 | Dundee British | C.2Cy.30″–12″ NB04 60RH J.Aitkin&Co.Glasgow | | BT till 3,03 | |
| 773 — Broken up | — — *P.Stranger* ptIB | **WoodPadTug** HTBel.75 | 108 108 13 | ✠ Bel For River purposes only 2,75 | | 7 | 1870 7mo | Stewart N.Shields | J.Reed | 97·9 Cl | 18·6 | 9·7 | N.Shields British | L.1Cy.35⅝″–50″ 51RH J.P.Almond,N.Shields | | | |
| 774 98048 | **Shan** — *Elec light* | **SteelPadLr** | 674 674 250 | | | | 1888 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 250·0 | 35·1 | 9·8 | Glasgow British | C.2Cy.37½″&65″–72″ 299NH Denny&Co.,Dumbarton | | | |
| 775 109783 | **Shandon** — *H.V.Adams* –04 *W.Brooks* –04 *deep framing* | **SteelScSr** ssNpt.No.1–03 1 *Dk(Irn)* 2 *trunks* 3 *Dk rule* | 3850 3477 2467 | ✠100A1 5,05 Off ✠LMC 5,03 | Npt | *w* | 1899 6mo | Richardsn, Duck&Co. Stockton *WB=* | ShandonSS.Co.Ld. (W.J.Tatem&Co.) *Cell D Ba* 110′ *u E* 24′ | 340·0 P33′ *f* 144′ | 48·1 B186′ 892 *t* | 25·8 F34′ FK *FPT* 169 *t* | Cardiff British 6 *BHCem* *APT* 101 *t* | T.3Cy.25″,42″&68″–45″ (*s*) 160lb *90lb* 335NH 2SB,6s7,6s124,H85400 Blair&Co.Ld.Stockton *4ft,2cf* | 28 ″ 4 | | |
| 776 104454 PGFH | **Shanes Castle** — *G.Green* –03 *Well deck* *Mchy Aft* | **SteelScSr** ssBwg.No.3–5,01 1 *Dk(Irn)* | 187 136 68 | ✠100A1 6,01 Gls PGl ✠LMC 10,03 | Gls | *b* | 1894 4mo | J.Shearer &Son Glasgow *Lloyd's* | Glas.Stm.Coasters Co.Ld. (Paton &Hendry, *Mgrs.*) | 110·0 Q37′ drp03 | 20·0 B7′ BK6½ *WB* | 8·3 F18′ — *FPT* 13 *t* | Glasgow British 3 *BHCem* | C.2Cy.14″&28″–20″ (*s*) 110lb 33RH 1SB,*2pf*,6s29,H8675 Ross&Duncan,Glasgow | 9 ″ 0 | | |
| 777 86009 | **Shannon** — *R.Cotter* | **IronPadSp** 1 *Dk* | 267 180 158 | | | | 1892 | McIlwaine &McColl,Ld. Belfast | Waterford SSCoLd | 160·0 | 21·1 | 8·0 | Waterford British | C.O.2Cy.21½″&45″–39″ 83RH M'Ilwaine&McColl,Ld,Bel | | BT till [illegible] | |
| 778 — | — — | **IronDoubleSc** ssDub.2ndNo.3–6,02 1 *Dk* | | A– *Barge* *For River purposes only* 9,04 [illegible] MS8,08 [illegible] L 9,04 | Dub | | 1883 | W.Allsup &Sons Preston | A.Guinness,Son& Co.Ld. | ..... | ..... | ..... FK *WB=FPT* 8 *t* | Dublin British 4 *BHCem* *APT* 8 *t* | 2Cy.10½″–14″ (*k*) 106lb NB90 6NH 1B, 6s13,H8465 | 6 ″ 1 | | |
| 779 108399 QGHM | **Shansi** — *J.G.Carnaghan* –99 | **SteelScSr** 2 *Dks* | 1984 1777 1228 | | | | 1898 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·4 P20′ | 38·2 B70′ | 21·4 F30′ | London British *WB* | T.3Cy.20″,32″&52″–39″ 169NH Scott&Co Greenock | | | |
| 780 99039 MLGN | **Shantung** — *A.W.Saies* –99 *Elec light* 1 *Dk* & *Spar dks* & *Web frames* | **SteelScSr** | 2807 2675 1835 | | | | 1892 | W.Gray& Co.(Lim.) W Hartlepool | TaikooSugarRefiningCoLd (J.Swire &Sons, *Mgrs.*) | 304·4 F35′ | 41·1 26·1 | 19·1 | London British *WB* | T.3Cy.28″,36½″&62″–39″ 240NH CentralMar.E.Wks.,W Hpl | 21 ″ 7 | | |
| 781 — Q3TS | — — *M Engelhart* –02 *Elec light* 1 *Dk(Stl)* & *Spar dk(Stl)* ss H Kg.No.1–04 & *deep framing* | **SteelSc** | 1687 1522 1000 | ✠100A1 *Spar dk* *with freeboard* 11,04 & 11,04 [illegible] ✠LMC [illegible] *Fitted for Liquid Fuel* 2,0 0 | HKg | *q* | 1900 2mo | Rickmers Act.Ges. Bremerhaven *Lloyd's* | Norddeutscher Lloyd *WB=Cell D Ba* 68 | 253·1 B64′ *u E* 34 | 37·4 F27′ *f* 86′ | 12·1 19·6 FK 322 *t* *FPT* | Bremen German 4 *BHCem* 59 *t* *APT* | T.3Cy.18⅛″,30⅛″&49½″–31½″ 185lb (*s*) 180NH 2SB,*6pf*,6s91,H8208 Bremer "Vulkan," Vegesck | 14 ″ 6 | | |
| 782 114767 SPJB | **Shaohsing** — *J.B Harris* –02 | **SteelTwinScSr** 2 *Dks* | 2123 1908 1307 | | | | 1901 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 290·0 B78′ | 40·2 F32′ | 20·0 | London British *WB* | T.6Cy.18½″,22″&36½″–30″ 146NH Scott&Co Greenock | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers ‖ Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Date of Class. | 16 Date de la dernière Visite de barème pour chaque. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 783 | **Shark** | **IronSc3MstSr** | 1334 | | | ... | 1869 | T.Royden &Sons Liverpool | IdareiMassousieh | 269·3\|30·5\|16·9 25·1 | Constanpl Turkish | C.2Cy.33″&64″–27½″ NB94 179NHP Fawcett,Preston&Co.Liv. | | | |
| | *Mustafa* | 3*Dks* | 1264 | | | | | | | | | | | | |
| | (*ex*Europa,*ex*Camilla,*ex*Maranhense) | | 863 | | | | | | | | | | | | |
| 784 | — | **IronScK** | 159 | ✠100A1 | Bos | | 1891 | GtGms.Co-op.Box&Fish Carrg Co.Ltd Gt.Grimsby | BostonDeepSea Fishg.&IceCo.Ld. | 103·0\|20·7\|10·7 Q18′F21′ | Boston British | T.3Cy.11½″,18½″&30″–22″(*s*) 160lb 45RHP | 11 ″ 3 | | 1,02 |
| 99294 | *A.Woodvett* –03 | ~~*ssCom.No.3–04*~~ | 148 | *StmTrawler* | | | 10mo | | | ptDS04 BK7½′ | British | 1SB,*2pf*,GS82,HS787 | | | N9,04 |
| | *ssBos.No.3–9,04* | 1*Dk* | 79 | 9,04 ~~1,00~~ | | | | | | 3*BHCem* | | Gt.GrimsbyCo-op.Co.Ld. | | | |
| | | | | ~~Bos.~~ ✠LMC~~04~~ | | | 9,04 | | *Lloyd'sA&CP* | | | | | | |
| 785 | **Sharon** | **IronScBn** | 1382 | ✠100A1 | Gls | *o* | 1881 | T.Turnbull &Son Whitby | GlasgowNav.Co. Ld.(Maclay& McIntyre,*Mgrs.*) | 242·7\|34·0\|17·9 P25′Q63′ B50′ F33′ | Glasgow British | C.2Cy.30″&57″–33″ (*i*) 75lb 156NHP | 19 ″ 5 | | 4,04 |
| 99670 | *J.McWilliam* –01 | *ss*Shl.No.3–1,94 | 1077 | 1.04 | | | 7mo | | | ND02 FK | | 2SB,*4pf*,GS66 | s 2 ″ 2 | | |
| WBKV | | *ss*Trn.No.2–02 | 857 | MS2,02 ✠LM~~04~~ | | | | A&CP | | *WB=DBa*68′*f*98′271*t* | | T.Richardson&Sons,Hpl. | | | |
| | *Well deck* | 1*Dk*(*pt Irn*)2*trB* | | BS~~10,00~~ 11,04 | | | | | | | | | | | |
| 786 | **Shasi** | **SteelTwinScSp** | 1090 | | | | 1891 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 186·1\|35·2\|16·4 B166*t* H34*t* | London British | T.6Cy.10¼″,16″&25″–18″ 90RHP | | | |
| 98984 | *C.W.Puckett* –03 | | 811 | | | | | | | | | | | | |
| MHKT | | 2*Dks* | 811 | | | | | | | | | Scott&Co.,Greenock | | | |
| 787 | **Shasta** | **WoodScSr** | 722 | | | | 1903 | G.H.Hitchings Hoquiam Wash | E.K.Wood LumberCo. | 199·6\|37·8\|14·2 | S.Frncisco UtdStates | T3Cy.13½″,23″&40″–30″ 88NHP | | | |
| 200714 | | 1*Dk* | — | | | | | | | | | | | | |
| KSWG | | *Fitted for liquid fuel* | 473 | | | | | | | | | FultonE&S.B.Wrks.,S.Fo. | | | |
| 788 | **Shastri** | **IronScSr** | 263 | | | | 1884 | Dobson& Charles Grangemth | BombayS.Nav.Co. (Shepherd&Co. *Mgrs.*) | 157·5\|26·1\| 8·9 H26*t* | Bombay British | T.3Cy.12″&20″–34″–27 NE&B95 48RHP | | | |
| 89913 | *NizamoodinEbrahim*88–02 | | 213 | | | | | | | | | Dunsmuir&Jackson,Gls. | | | |
| JHVW | | 1*Dk* | 61 | | | | | | | | | | | | |
| 789 | **Shawmut** | **SteelTwinScSr** | 9606 | | | | 1901 | Maryland SteelCo. Sparro Pt Md | BostonS.S.Co. | 489·5\|58·0\|28·9 B178′ | Bostn, Mas Utd.States | T.6Cy.23½″,39¼″&63″–45″ 533NHP | | C R | |
| 117125 | *W.M Smith*02–02 | | 6623 | | | | | | | | *WB* | MarylandSteelCo.Sparr.Pt | | | |
| KNVL | | 3*Dks* | 6195 | | | | | | | | | | | | |
| 790 | — | **IronScSr** | 1625 | ✠100A1 | Phl | *q* | 1879 | Short Bros. Sunderland | SouthernS.S.Co. | 259·0\|36·0\|18·8 P32′F27′ | Philidlphia Utd.States | C.2Cy.32″&60″–39″ (*o*) 75lb 75*lb* NDB02 168NHP NB6,00 | 20 ″ 3 | | 7,03 |
| 116137 | ~~*H.L.Thompson*~~ ~~03~~ *J.R Risk* –04 | | 1312 | 7,01 ~~1,01~~ | | | 11mo | | | BK9″ | | 2SB,*4pf*,GS92,HS2660 | | | |
| KDPJ | (*ex*Enchantress) | *ss*Bos.2nd No.3–6,99 | 1100 | | LMC7,03 | | | A&CP | | 4*BHCem* | | J.Dickinson,Sunderland | | | |
| | | *ss*Phl.No.1–03 | | | | | | | *WB=D* | *Ba*80′*f*42′211*t* *FPT* 40*t* *APT*20*t* | | | | | |
| | | 1*Dk*(*Irn*)2*trB* | | | | | | | | | | | | | |
| 791 | **Sheerness** | **SteelScSr** | 1274 | | | | 1903 | CaledonS. B.&E.Co.Ld Dundee | ClydeShppg.Co.Ld (W.Cuthbert*Mgr*) | 250·0\|35·2\|16·6 P'&B160′F50′ | Glasgow British | T.3Cy.25″,40″&65″–18″ 293NHP | | C BT till 4,05 | |
| 115770 | *W.A McPhail* –03 | | 962 | | | | | | | | | | | | |
| VDFK | | 2*Dks* | 527 | | | | | | | | | CaledonSB&E.Co.Ld.Dun | | | |
| 792 | **Sheffield** | **IronScSr** | 647 | | | ... | 1877 | J.Elder&C. Glasgow | GreatCentralRly. | 201·0\|27·1\|15·1 P45′F30′ | Grimsby British | T3Cy.17¼″,28″&45½″–30″ NB89 95RHP | 15 ″ 9 | BT till 2,04 | |
| 76678 | *G.H.Morris* –03 | | 524 | | | | | | | BK7½″ | | *Tpd*89Earle'sCo.(Lim)Hul | | 2,05 | |
| QMDG | *Elec.light* | 1*Dk*2*trB* | 407 | | | | | | | | | | | | |
| 793 | **Sheikh** | **SteelScSr** | 4369 | ✠100A1 | Cff | *x* | 1892 | Palmers' Co.(Lim.) Newcastle | BedouinS.N.Co.Ld (W.&R.Thomson, *Mgrs.*) | 388·0\|46·0\|28·5 P38′B83′F39′ | Liverpool British | T.3Cy.26″,43″&70″–45″ (*a*) 180lb *90lb* 490NHP | 31 ″ 3 | | ~~3,02~~ 2,05 |
| 103056 | *C.Jones* –98 | ~~*ssBry.No.2–01*~~ | 4114 | 6,04 ~~3,03~~ 2,05 | Ykn | Bkn | 12mo | | | FK | | 2DB,*8rf*,GS152,HS9400 | | | |
| MVPB | | *ss*Bkn.No.3–2,05 2*Dks*(*Irn*)3*trB* | 2828 | ~~Bry.No.~~ ✠LMC~~04~~ | | | | A&CP | *WB=CellD* | *B*331′819*t* *FPT*104*t* *APT*46*t* | | Palmers'Co.(Lim.),Nwc. | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 794 | **Sheikh Berkhud** | **SteelScSr** | 327 | | | ... | 1891 | Scott&Co. Greenock | PerimCoalCo.Ld. (Hinton,Spalding &Co.*Mgrs.*) | 150·4\|23·1\|11·5 P18′F25′ | Greenock British | T.3Cy.14″,23″&37″–27″ 95RHP | 12 ″ 0 | | |
| 98302 | *E.Wilkinson* –98 | | 259 | | | | | | | BK7″ | *WB* | | | | |
| MCKJ | *Elec.light* | 1*Dk*&*Shelterdk* | 158 | | | | | | | | | Scott&Co.,Greenock | | | |
| 795 | **Sheila** | **SteelScSr** | 3565 | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | LionLine,Ld. (Weddel,Turner& Co.*Mgrs.*) | 340·1\|50·2\|22·6 | London British | T.3Cy.26″,42″&68″–42″ 300NHP | | V | |
| 118356 | *J.White*03–03 | | 3029 | | | | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| VKPC | *Turret deck* *Elec.light* | 1*Dk* | 2237 | | | | | | | | | | | | |
| 796 | — | **SteelScSp** | 280 | | | | 1904 | A&J Inglis Glasgow | D.MacBrayne | 150·2\|23·1\|10·5 Q55′B40′F42′ | Glasgow British | T.3Cy.13½″,23½″&36″–27″ 76RHP | | BT till 2,05 | |
| 119104 | *C.Cameron* –04 | | 166 | | | | | | | | *WB* | | | 9,05 | |
| | *Elec.light* | 2*Dks* | 77 | | | | | | | | | A.&J.Inglis,Glasgow | | | |
| 797 | **Sheldrake** | **SteelScSr** | 2697 | ✠100A1 | Shl | *t* | 1894 | Osbourne, Graham&Co Sunderland | GeneralStm.Nav. Co.Ld. | 300·0\|42·1\|19·5 P28′Q92′ | London British | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *70lb* 242NHP | 22 ″ 1 | | N,304 |
| 104558 | *J.E.Green* | *ss*Brs.No.2–03 | 2068 | *ptAwng dk* | Hpl | | 8mo | | | *ptAwng dk*178′ FK | | 2SB,*6pf*,GS94,HS3650 | s 8 ″ 7½ | | |
| SLWP | (*ex*Kelvingrove) | 1*Dk*(*pt Stl pt Irn*)& | 1714 | *withfreeboard* | | | | A&CP | *WB=* | *CellDBa*100′*uE*22′ *f*104′506*t* | | W.Allan&Co.Ld.Sld. | | | |
| | | *Webframes&ptAwngdk*(*Irn*) | | 10,04 ~~2,04~~ ✠LMC9,03 | | | | | | | | | | | |
| 798 | **Shelley** *T.McWilliams* | **IronScSr** | 1998 | ✠100A1 | Cff | *s* | 1881 | W.Gray&C Hartlepool | ShakespearShppg Co.Ld. (Glover Bros.*Mgrs.*) | 285·0\|35·4\|24·5 P27′B57′F25′ | London British | C.2Cy.34″&64″–40″ (*i*) 75lb ~~70lb~~ ~~NDB02~~ 193NHP | 25 ″ 11 | | ~~5,02~~ 2,~~11~~ |
| 95038 | *R.Wallace* –99 | *ss*Cpu.No.3–7,02 | 1799 | 1.03 ~~2.04~~ 5,05 | Gls | Shl | 5mo | | | ND98 BK9½′ | | 2SB,*6pf*,GS90,HS3100 *100lb* | s 4 ″ 9½ | | 5,05 |
| WBCQ | | *ss*Shl.2nd No.3–5,05 | 1267 | ~~BS9,02~~ ✠LMC~~5,02~~ | | | *Lloyd'sA&CP* | | *WB=DBa* | 88′*f*64′283*t* | | Black,Hawthorn&Co.,Nwc | | | |
| | | 2*Dks*(1*Irn*)3*trB* | | BS7,05 MS5,05 | | | | | | | | NDB05 | | | |
| 799 | **Shenandoah** | **SteelScSr** | 3886 | ✠100A1 | Liv | *x* | 1893 | A.Stephen &Sons Glasgow | Chesapeake&Ohio S.S.Co.Ld. | 370·0\|44·0\|28·6 P48′B128′F56′ | Liverpool British | T.3Cy.28″,46″&75″–54″ (*s*) 160lb *110lb* NDB01 491NHP | 31 ″ 6 | | ~~2,02~~ 6,04 |
| 102111 | *J.H.Trinick* –98 | ~~*ssLiv.No.2–01*~~ | 3670 | ~~3,01~~ ~~2,02~~ 1,05 | | | 10mo | | | *ptShltr dk*80′BK11″ | | 2DB,*12cf*,GS270,HS8520 | s 6 ″ 11 | | |
| NFQV | | 2*Dks*(*Stl*)3*trB* | 2492 | BS5,04 ✠LMC2,01 | | | | A&CP | *WB=Cell* | *DB*280′616*t* | | A.Stephen&Sons,Glasgow | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 800 | **Shengking** | **SteelScSr** | 1650 | | | | 1895 | Napier, Shanks&Bell Glasgow | ChinaNav.Co.Ld. | 260·0\|38·2\|17·5 P30′B54′F28′ | London British | T.3Cy.21″,33″&55″–36″ 181NHP | | | |
| 104863 | *J.Dewar* –03 | 2*Dks*&*Shade dk* | 1315 | | | | | | | | | | | | |
| NSPH | | | 1034 | | | | | | | | | D.Rowan&Son,Glasgow | | | |
| 801 | **Shepperton** | **SteelScSr** | 2681 | ✠100A1 | Bry | *t* | 1892 | SirR. Dixon&Co. Middlesbro' | SheppertonS.S.Co. Ld. (J.Sunley&Co) | 299·5\|40·1\|20·5 P27′Q84′ | London British | T.3Cy.22″,36½″&60″–42″ (*s*) 160lb ~~built~~ *70lb* 230NHP | 22 ″ 10 | | ~~7,03~~ ~~6,04~~ 5,05 |
| 99967 | *D.J.Jenkins* –04 | ~~*ssShl.No.1–99*~~ | 2067 | *ptAwng dk* | Cff | | 12mo | | | FK | | 2SB,*6pf*,GS94,HS3400 | s 9 ″ 4 | | 2,05 |
| MVQN | (*ex*Cotehele) | *ss*Cff.No.2–04 1*Dk*(*pt Stl&pt Irn*) | 1715 | *withfreeboard* ~~4,01~~ ~~7,02~~ 2,05 | | | | A&CP | *WB=Cell D B*234′ 513*t* | | | N.E MarineCo.Ld.Sld. | | | |
| | | *&Webframes&ptAwngdk*(*Irn*) | | ~~BS6,02~~ ✠LM~~C04~~ | | | | | | | | | | | |
| 802 | **Sheppy Allison** | **SteelScSr** | 2285 | ✠100A1 | Bry | *s* | 1899 | W.Gray& Co Ld. W Hartlepool | J.S.Allison&Co. | 302·2\|43·1\|19·8 P27′B69′F29′ | W. Hartlpl British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 223NHP | 22 ″ 3 | | ~~10,03~~ 10,04 |
| 112408 | *J.H.Williams*99–99 | *ss*Bry.No.1–03 | 2117 | 9,0 ~~10,03~~ | Hpl | | 10mo | | | FK | | 2SB,*6rf*,GS82,HS3445 | s 3 ″ 9 | | |
| RJMN | | 1*Dk*(*Irn*)&*deep framing* | 1462 | ✠LMC10,03 | | | | A&CP | *WB=CellDBa* | &*uE*120′*f*124′643*t* | | Cen.Mar.Eng.Wrks.WHpl | | | |
| | | | | | | | | | | *APT*40*t* | | | | | |
| 803 | **Sherard Osborn** | **IronTwinScSr** | 1429 | ✠90A1 | Sng | *q* | 1878 | Scott&Co. Greenock | Eastern Telegraph Co.Ld. | 274·7\|32·2\|21·0 F62′ | London British | C.4Cy.(2)21″,42½″&44″–30″ 75lb *80lb* NB86 (*a*) 177NHP | 22 ″ 4 | | 6,03 |
| 77104 | *Cable Vessel* | *ss*Sng.2nd No.3–5,03 | 1354 | 5.03 | | | 4mo | | | ND91 FK | | 3SB,*6cf*,GS112 NDB96 | s 4 ″ 3½ | | |
| RSCN | *Frost* | | 875 | BS2,04 | LMC~~04~~ | | | A&CP | *WB=DBa*70′*f*72′ | *APT FPT* | | GreenockFoundryCo.,Grk. | | | |
| | | 2*Dks*(*UIrn*-teak s) | | | | | | | | | | | | | |

| Numéro d'Ordre. / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terme auquel maintenant classifié. Lettre d'équipement. | Construit. Quand. / Navire. / Mois. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Machines. Chaudières. Pression des Chaudières. NIP= Force en chevaux d'après les registres de la Douane. RIP= Force en chevaux d'après les papiers des machines. Détails des Machines & Foyers. Nom et lieu de construction des machines. | Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 804 WJBH | **Sherbro** SteelScSr<br>*J.M.Draper* –01<br>6thSurvey,Nwc.9,01<br>2*Dks*(*UptStl*–*wa*) | 1650<br>1455<br>1062 | ✠ ~~A1~~ 1<br>~~[illegible]~~ | Ham Lv | 1882<br>2mo | J.Elder&C.<br>Glasgow | British&African S.N.Co.(1900),Ltd. (Elder,Dempster& Co.,*Mgrs.*) | 279·9 P58 | 36·2 B100 | 19·7 F37 | Liverpool<br>~~[illegible]~~ | C.2Cy.33″&63″–36″<br>198NH<br>~~[illegible]~~ 120,HS3116<br>~~[illegible]~~ & Co., Glasgow | 21 ″ 0<br>4 ″ 6½ |
| 805 HNBW | **Sherburn** IronScSr<br>*K.Andersson* –03<br>1*Dk*2*tr*/*s* | 654<br>602<br>396 | 6,86<br>~~NB11,03~~ | Sld *k* | 1866<br>7mo | J.Lait<br>Sunderland | G.Lindsay,jun. | 187·0 | 28·9 | 16·7 | ~~[illegible]~~<br>~~[illegible]~~ | C.4Cy.20″&36″–26″<br>80RH<br>*Cmp.*72W.Pile&Co.,Sld. | 17 ″ 11 |
| 806 | **Sheref** IronScBg<br>(*ex*Rita,*ex*Barenquer)<br>2*Dks* | 1354<br>879 | | | 1857 | Caird&Co.<br>Greenock | IdareiMassousieh | 272·3 | 40·8 | 21·5 | Constanza<br>Turkish | C.2Cy.32″&44½″–36″<br>99NH<br>J.Jack,Rollo&Co.,Liv. | |
| 807 | **Sheref Ressan** IronSc<br>*Ibrahim* | 1116 | | | 1864 | Oswald&C.<br>Sunderland | IdareiMassousieh | 227·0 | 26·0 | 25·0 | Constanza<br>Turkish | G.Clark,Sunderland | |
| 808 VMHB | **Sherwood** SteelScSr<br>*J.Lumsden*83–04<br>*Well deck* 1*Dk*(*Stl*)*&deep framing* | 1353<br>1049<br>864 | ✠100A1<br>7,04 1,04<br>~~LMC 1,04~~ | Sld *o* | 1904<br>1mo | Sunderlnd<br>S.B.Co.Ld<br>Sunderland<br>*Lloyd's SA&CP* | WFrance,Fenwick &Co.Ld.<br>*WB = Cell DB* | 230·0 | 36·1 | 15·0 | London<br>~~[illegible]~~<br>*WB = Cell DBa* | T.3Cy.19″,31″&51″–36″ (*s*)<br>160lb *90lb* 159NH<br>1SB.*3pf*,GS66,HS2436<br>S.B.MarineEng.CoLd.Sld | 17 ″ 2<br>1 ″ 6½ |
| 809 | **Shetland** IronScK<br>*J.McCue*91–98<br>1*Dk* | 145<br>138<br>50 | ✠<br>*StmTrawler*<br>4,98 ✠ | Goo | 1898<br>4mo | T.Scott&<br>Co.<br>Goole | HullSteamFishing &IceCo.Ld. | 98·0 | 20·6 | 10·9 | Hull<br>BK2<br>*WB = DTa* | T.3Cy.9½″,16″&26″–20″<br>35RH<br>1SB.*2pf*,GS22,HS578<br>Amos&Smith,Hull | 11 ″ 10 |
| 810 HJWK | **Shibata Maru** SteelScSr<br>*M.Nakao*93–95 *ss*Lon.No.1–91<br>(*ex*Moyune) 2*Dks*(*Stl*–*Uws*)3*tr B*<br>*Elec light* | 2784<br>2385<br>1726 | ✠<br>7,94 | Lon *e* | 1886<br>12mo | J.L.Thompson&Sons Sunderland | JapaneseGovernment (Lighthouse Office) | 346·9 P53 | 41·2 B78 | 25·5 F47 | Yokohama<br>Japanese<br>BK11 | T.3Cy.31½″,49″&78″–51″<br>434NH<br>2DB.*12cf*,GS269<br>T.Richardson&Son,Hpl. | 28 ″ 3 |
| 811 RJDL | **Shie'drake** SteelScSr<br>*A.Hall*[illegible] –01<br>*Well deck* 2*Dks*(*UStl*) | 1406<br>1209<br>690 | ✠~~100A1~~<br>5,04 | Mch *q* | 1899<br>9mo | Wigham-<br>Richrdsn&Co Ld.Newcastle<br>*Lloyd's SA&CP* | CorkS.S.Co.Ld.<br>*WB = Cell DB* | 260·0 P&B152 | 34·7 F63 | 18·7 | Cork<br>British<br>BK8 | T.3Cy.21″,33½″&54″–39″ (*s*)<br>160lb *60lb* 195NH<br>2SB,*6pf*,GS98,HS3120<br>WghmRchrdsn&C.LdNwc | 19 ″ 9<br>2 ″ 4 |
| 812 113612 | **Shields** SteelScK<br>*G.Smith* –02<br>1*Dk* | 72<br>68<br>34 | ✠100A1<br>*For fishing purposes*<br>1,05~~6,03~~<br>~~LMC6,01~~ | Abn<br>Yar | 1901<br>6mo | Cook,Welton&Gemmell Hull<br>*Lloyd's SA&CP* | BritishCoastStm. FishingCo.Ld. | 76·0 | 18·1 | 8·1<br>BK6 | Hull<br>British<br>3*BHCem* | C.2Cy.10″&20″–12″ (*s*)<br>120lb 17RH<br>1SB,*2pf*,GS19,HS400<br>Crabtree&Co.Ld.Gt.Ymth | 8 ″ 9 |
| 813 HKFM | **Shiganoura Maru** IronScSr<br>(*ex*Patroclus) 2*Dks* | 2212<br>1993<br>1616 | | | 1871 | A.Leslie&<br>Co.<br>Newcastle | Minamijima Kansaku | 328·6 | 32·6 | 25·3 | Shinminato<br>Japanese | C.2Cy.28½″&61″–47½″<br>NB82 214NH<br>R.Stephenson&Co.,Nwc. | |
| 814 6833 JKVB | **Shimonoseki Maru** SteelTwinScFerry<br>*Otsuji*01–01<br>1*Dk* | 189<br>141<br>102 | | | 1901 | Mitsu Bishi Dykd&EWks Nagasaki | SanyoRailwayCo. Ld. | 105·6 | 24·3 | 8·2 | Shimonoseki<br>Japanese | T.6Cy.6¾″,11″&18″–12″<br>22NH<br>MitsuBishiD&E.Wks.Nag. | |
| 815 115240 TDNH | **Shimosa** SteelScSr<br>~~Hamilton 02~~ *E.A.Chaplin*01–02<br>1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&deep framing*<br>*Elec light* | 4221<br>4016<br>2690 | ✠100A1<br>*Spar dk*<br>~~1,04~~<br>12,01<br>~~LMC 1,02~~ | NYk *f* | 1902<br>1mo | Short Bros.<br>Ld.<br>Sunderland<br>*Lloyd's SA&CP* | NewYork& OrientalS.S.Co.Ld (Barber &Co.,*Mgrs.*)<br>*WB = CellDBa* | 370·6 P39′B&F303′ | 48·7 | 18·9 | Liverpool<br>British<br>3*BHCem*<br>*nE* 24′ *f* 154 | T.3Cy.26″,43″&71″–51″ (*s*)<br>180lb *100lb* 375NH<br>3SB,*9pf*,GS153,HS5565<br>J.Dickinson&Sons,Ld.Sld<br>96*t FPT*104*t APT*32*t* | 21 ″ 6 |
| 816 1348 HJVP | **Shin-denshinMaru** IronTwin ScSr<br>2*Dks* | 169<br>153<br>96 | | | 1894 | Mayeda<br>Unosuke<br>Osaka | Amagasaki Isaburo | 105·8 | 16·8 | 12·5 | Osaka<br>Japanese | 2Cy.16½″–14½″<br>16NH<br>TomonagaGenzaburo,Osk. | |
| 817 1627 HKTV | **Shin-i Maru** SteelSc3MstSr<br>*K.Nakagawa*02–02 *ss*Gls.No.3–10,92<br>(*ex*KobeMaru, *ex*Bonnington) 2*Dks*(1*Stl*&*UptStl* *pt Irn*–*pt wa*)3*tr B* | 2240<br>2026<br>1389 | ✠<br>10,94 | Cff *t* | 1883<br>3mo | R.Duncan<br>&Co.<br>Pt.Glasgow | KishimotoGohei | 292·9 B72′F39′ 4dp94 | 37·7 | 23·3<br>BK10<br>*WB = Cel* | Tsuruga<br>Japanese<br>*DB*224′378*t* | C.2Cy.36½″&68″–45″<br>259NH<br>1DB,*6pf*,GS107,HS3816<br>Dunsmuir&Jackson,Gls. | |
| 818 1127 HGSN | **Shin-kagoshima Maru** WoodScSr<br>2*Dks* | 171<br>158<br>99 | | | 1889 | OsakaIron Works Osaka | HaradaBin | 111·6 | 15·8 | 13·2 | Kagoshima<br>Japanese | C.2Cy.14½″&26½″–15″<br>22NH<br>OsakaIronWorks,Osaka | |
| 819 7381 JCWQ | **Shin-keishin Maru** WoodScSr<br>2*Dks* | 492<br>449<br>305 | | | 1901 | T.Nakashima<br>Osaka | Amagasaki Isaburo | 156·0 | 22·9 | 17·3 | Osaka<br>Japanese | C.2Cy.17⅞″&34½″–24″<br>49NH<br>G.Tomonaga,Osaka | |
| 820 1428 HKTW | **Shin-kochi Maru** SteelScSr<br>*ss*Dun.No.2–96<br>(*ex*Romulus) 1*Dk*<br>*Floors,Beams,Keelsons&Stringers*(*Irn*) | 473<br>309<br>293 | ✠<br>5,98 | Dun *e* | 1888<br>3mo | Oswald,<br>Mordaunt&C<br>Southampton | TosaShosen KabushikiKaisha | 166·0 Q100′F19′ | 21·4 | 11·1<br>BK7 | Kochi<br>Japanese<br>*CBHCem* | T.3Cy.12½″,19″&31½″–24″<br>60NH<br>1SB.*2cf*,GS48,HS1078<br>OswaldMordaunt&Co.Sou. | 12 ″ 0 |
| 821 1276 HJLG | **Shin-sokei Maru** WoodTwinScSr<br>*HamanaTinkicki*<br>2*Dks* | 180<br>164<br>112 | | | 1891 | Mayeda<br>Unosuke<br>Osaka | Amagasaki Isaburo | 117·2 | 17·1 | 11·9 | Osaka<br>Japanese | C.4Cy.9″&16½″–14½″<br>Tomonaga 18NH<br>Genzaburo,Osaka | |
| 822 1121 HDSD | **Shin-unyu Maru** WoodScSr<br>*ArataniKitijotaro*<br>2*Dks* | 175<br>155<br>108 | | | 1881 | Niikuma<br>Masajiro<br>Osaka | Amagasaki Isaburo | 106·0 | 15·0 | 14·1 | Osaka<br>Japanese | C.2Cy.12″&22″–15″<br>NB02 16NH<br>NiikumaMasajiro,Osaka | |
| 823 555 HDLN | **Shin-wakanoura Maru** WoodTwinScSr<br>*K.Muramatsu*84–03<br>2*Dks* | 141<br>127<br>87 | | | 1881 | E.C.Kirby<br>&Co.<br>Kobé | Amagasaki Isaburo | 103·8 | 15·6 | 12·3 | Osaka<br>Japanese | 2Cy.18″–12″<br>9NH<br>E.C.Kirby&Co.Kobé | |
| 824 489 HBFD | **Shinagawa Maru** IronScSr<br>(*WRECKED 12,03*)<br>*M.Nishihara*98–02 (*ex*CharlesAlbert)<br>3*Dks* | 1344<br>973<br>1007 | | | 1872 | J.Blumer&<br>Co.<br>Sunderland | NipponYusen KabushikiKaisha | 230·3 | 29·3 | 17·3 | Tokio<br>Japanese<br>*WB* | C.2Cy.28″&58½″–38″<br>136NH<br>Gilbert&Cooper,Hull | |
| 825 6487 JMQH | **Shinano Maru** SteelTwinScSr<br>~~[illegible]~~ *E.Leslie*[illegible] –04<br>2*Dks* *Stl–Uteak s*)*&deep framing*<br>*Ref. Mchy. T.Murai*95–05 *ss*Yka.No.1–05<br>*Elec.light* | 6388<br>5491<br>3960 | ✠100A1<br>~~4,03~~1,05<br>~~[illegible]~~ | HKg *a*† Yka | 1900<br>4mo | D&W Henderson&Co. Glasgow<br>*Lloyd's SA&CP* | NipponYusen KabushikiKaisha<br>*WB = Cell DBa* | 445·3 P51′B120′F58 | 49·6 | 30·4<br>142′*u E&B*53′ *f*200 | Tokio<br>Japanese<br>1169*t D T a* | T.6Cy.20″,33½″&56″–18″ (*s*)<br>200lb 580NH<br>2Da2SB*JScf*,GS322,HS10000<br>D.&W.Henderson&Co.Gla<br>28′490*t FPT*100*t APT*32*t* | 38 ″ 6<br>3 ″ 1 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years since built. Now applied Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L. R. Date of ✠ of 7-4 Shaft. | 16 Date when tail shaft last survd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 826 1955 HJKC | **Shinanogawa Maru** *T. Mizokuchi* 94–96 | SteelScSr 2 *Dks* | 708 699 439 | | | | 1891 | Mitsu Bishi Dkyd & E Wks Nagasaki | Osaka Shosen Kabushiki Kaisha | 176·0 \| 26·9 \| 17·9 | Osaka Japanese | T.3Cy.15″,23″&39″–30″ 83NHP Mitsu Bishi D.&E.Wks.Nag | | | |
| 827 3802 JRFG | **Shingu Maru** (*ex* Priam) | SteelScSr 2 *Dks* | 3002 2648 1861 | | | | 1890 | Scott & Co. Greenock | K. Kishimoto | 344·7 \| 37·7 \| 26·3 | Osaka Japanese | C.2Cy.26¾″&62⅛″–60″ FD 248NHP Scott & Co. Greenock | | D | |
| 828 116712 | **Shinnecock** *J. W. Burns* | SteelPad | 1205 — 707 | | | | 1896 | Harlan & Hollingsworth Co. Wlmgtn, Del. | Montauk Steam Boat Co. | 260·0 \| 35·0 \| 14·3 | Sag Harbor N.Y. Utd. States | C.2Cy.28″&56″–102″ 261NHP Harlan & Hollingsworth Co., Wilmington, Del | | | |
| 829 14 KBOV | **Shinonome Go** 1 *Dk* | WoodScSr | 126 102 68 | | | | 1897 | K. I. Macdonald Hong Kong | Anpin Custom House | 125·0 \| 20·0 \| 8·6 | Anpin, Formosa Japanese | C.2Cy.13″&26″–18″ 24NHP | | | |
| Wrecked 4.04 | **Shinshu Maru** (*ex* Gwalior) | IronSc3MstSr 3 *Dks* | 2905 1834 1640 | | | | 1873 | W. Denny & Bros. Dumbarton | Kishimoto Gohei | 345·0 \| 38·0 \| 20·4 F48′ | Tsuruga Japanese | C.2Cy.49½″&87″–54″ NB83 464NHP Denny & Co., Dumbarton | | | |
| 831 1451 HKDF | **Shinso Maru No. 2** 2 *Dks* | WoodScSr | 184 169 99 | | | | 1894 | Hinouye Takitaro Nishihama | N. Iida | 113·5 \| 16·5 \| 13·0 | Hakodate Japanese | C.2Cy.14½″&28¾″–22″ 32NHP Okuyama Ichiro, Osaka | | | |
| 832 8714 JRDQ | **Shinyu Maru** 2 *Dks* | WoodScSp | 414 370 257 | | | | 1903 | G. Kishimoto Osaka | Y. Kishimoto | 154·4 \| 20·7 \| 16·4 | Kishiwada Japanese | C.2Cy.18½″&31½″–23″ 40NHP | | | |
| 833 1095 HGQL | **Shirakawa Maru** *J. Nakamura* 94–96 (*ex* Foyle) 2 *Dks* | SteelScSr | 567 543 351 | | | ... | 1887 | C. J. Bigger Londonderry | Osaka Shosen Kabushiki Kaisha | 165·3 \| 22·9 \| 18·7 P24′ B17′ F22′ | Osaka Japanese *WB* | T.3Cy.15½″,22″&38″–27″ 75NHP Dunsmuir & Jackson, Gls. | 12 ″ 9 | | |
| 834 113978 SQLB | **Shirala** *R. H. Brown* –03 2 *Dks* (*Stl–U* teak s) 3 *tr B&* *Elec. light* *Web frames* | SteelScSr | 5306 4897 3400 | ✠100A1 10,01 ✠LMC10 | Gls | *z* | 1901 10mo *Lloyd's* | A. & J. Inglis Glasgow *SA&CP* | British India Stm. Nav. Co. Ltd. | 410·0 \| 50·7 \| 28·8 B95′ F62′ FK 6 *BH Cem* *WB = Cell D Ba* 123′ *uE&B* 43′ *f* 195 | Glasgow British 1208 *t D T f* | T.3Cy.26½″,42″&66½″–51″ 160lb *80lb* (*s*) 387NHP 2SB, *6cf*, GS123, HS5500 FD A. & J. Inglis, Glasgow 30′922 *t FPT* 184 *t APT* 112 *t* | 32 ″ 0 s 5 ″ 0½ | | 4,05 |
| 835 1943 HJGK | **Shiribeshi Maru** 2 *Dks* | WoodScSr | 156 144 97 | | | | 1891 | Niikuma Masajiro Osaka | Ryoto Kisen Kabushiki Kaisha | 107·9 \| 15·3 \| 13·1 | Otaru Japanese | C.2Cy.14⅝″&25⅜″–16″ 21NHP Niikuma Masajiro, Osaka | | | |
| 836 112668 RMKB | **Shirley** *G. R. Satchell* 00–00 1 *Dk* (*Irn*) 2 *tr B&* *deep framing* 3 *Dk rule* | SteelScSr ss Bom. No. 1–03 | 3403 3180 2198 | ✠100A1 ~~12,02 13,09~~ Bry 4,05 ~~10,04~~ | Bom | *t* | 1900 2mo | W. Gray & Co. Ld. W Hartlepool *A&CP* | Mitre Shppg. Co. Ld (Houlder, Middleton & Co. *Mgrs.*) *WB = Cell* | 331·4 \| 47·1 \| 24·7 P27′ B82′ F30′ FK *D Ba&u E* 134′ *f* 134′ 736 *t APT* 77 *t* | London British 5 *BH Cem* | T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* 268NHP 2SB, *6rf*, GS96, HS3957 Cen. Mar. Eng. Wrks. WHp. | 27 ″ 4 s 5 ″ 3 | ~~11,00~~ ~~N 10,06~~ | 4,05 |
| 837 117017 QLDW | **Shrewsbury** *G. A. Brown* –02 *Spar dk* *with freeboard* 1,04 ✠ *ss* Hpl. No. 1–03 *Spar dk* (*Stl*) 2 *tr B&* *deep framing* | SteelScSr | 3223 3029 2079 | ✠~~100A1~~ *Spar dk* *with freeboard* 1,04 ✠ | Bry | *t* | 1898 12mo *Lloyd's* | W. Hamilton & Co. Pt. Glasgow *SA&CP* | Austin Friars Stm. Shp. Co. Ld. (Galbraith Pembroke & Co *Mgs*) *WB = Cell* | 329·7 \| 45·5 \| 16·1 P31′ B118′ F39′ 23·8 FK *D Ba&u E* 114 *f* 144′ 7 | London British 6 *BH Cem* 27 *t APT* 77 *t* | T.3Cy.24″.40″&65″–42″ (*s*) 180lb *90lb* 301NHP 2SB, *6cf*, GS141, HS4691 D. Rowan & Son, Glasgow | 18 ″ 6 ~~4 0½~~ ~~4 2 1~~ | | 7,03 |
| 838 99319 MHNW | **Shropshire** ~~*G. B. Milton* –02~~ *Elec. light* Humphreys –04 | SteelTwinSc4MstSr ~~ss Bkn. No. 2–00~~ 3 *Dks* (*Stl–U* ws) ss Liv. No. 3 10,04 | 5799 5086 3732 | ✠100A1 10,04 ~~9,03~~ ✠LMC | Bkn | *u*† | 1891 10mo *Lloyd's* | Harland & Wolff (Lim.) Belfast *SA&CP* | Bibby S.S. Co. Ld. (Bibby Bros. & Co. *Mgrs.*) *WB = Cell* | 445·5 \| 49·1 \| 29·7 P56′ B145′ F55′ FK & BK 3 *DB* 330′ 976 *t FPT* | Liverpool British 7 *BH Cem* 60 *t APT* 50 *t* | T.6Cy.23″,37″&64″–48″ (*s*) 176lb 650NHP 2D & 2SB *18rf*, GS336 HS10580 Harland & Wolff (Lim.) Bel. | 33 ″ 6 s 8 ″ 3½ | BT till ~~9,04~~ 7,05 | P12,03 SN 5,02 |
| 839 ~~85776~~ WRGT | **Shuna** *R. T. Roberston* –03 (*ex* Lapland) ~~Liv. No. 1–01~~ ss Liv. 2nd No. 3–1,96 ss Gls. No. 2–05 2 *Dks* 3 *tr B* | IronSc3MstSr | 1316 1250 804 | ✠100A1 2,05 ~~1,04~~ ~~BS 1,04~~ ~~BS 3,05~~ | Gls | *o* | 1872 9mo | Barclay, Curle & Co. Glasgow *A&CP* | Glen & Co. | 250·3 \| 30·0 \| 21·7 BK 8½′ *WB* = | Glasgow British 4 *BH Cem* *M T* 38′ 235 *t* | C.2Cy.31″&54″–39″ (*a*) 60lb *35lb* NDB83 130NHP 2SB, *6cf*, GS90, HS2143 Barclay, Curle & Co. Gls. | 22 ″ 10 s 4 ″ 10½ | | N 1,04 |
| 840 THPG | **Siak** *G. Schuur* –00 | SteelPad | 397 — 240 | | | | 1881 | A & J Inglis Glasgow | Maats. tot Mijn- & Bosch Exploitatie in Langkat | 152·0 \| 25·0 \| 10·0 P49 *t* H16 *t* F41 *t* | Tandjong Poera Dutch | C.2Cy.18″&36″–48″ NB00 75NHP A. & J. Inglis, Glasgow | | | |
| 841 NJMB | **Siam** *C. Jensen* –03 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* teak s) 3 *tr B* *Elec. light* | SteelScSr ss Els. No. 1–02 | 3875 3570 2489 | ✠100A1 *Spar dk* Cpn 10,04 ~~1,04~~ ✠LMC | Lon | *x* | 1898 2mo *Lloyd's* | Flensburger Schiffsb. Ges. Flensburg *SA&CP* | Akties. det Östasiatiske Kompagni *WB = Cell D Ba* | 368·0 \| 45·8 \| 18·2 P30′ B158′ F39′ 26·2 FK 122′ *uE&B* 40′ *f* 152′ | Copnhagn Danish 6 *BH Cem* 775 *t APT* 35 *t* | T.3Cy.24½″,41″&67″–48″ (*s*) 165lb 369NHP 3SB, *9cf*, GS128, HS6335 Flensburger Schiffsb. Ges. | 20 ″ 8 | | ~~N 10,03~~ 10,04 |
| 842 — ~~Kings~~ ~~Athlone~~ (*ex* Resolve) | | SteelScSr ss Rot. No. 2–01 1 *Dk* (*Stl*) & *Spar dk* 3 *tr B* | 3160 2948 1991 ~~2,04~~ ~~10–03~~ 11,01 ~~2,04~~ ✠LMC | ✠100A1 *Spar dk* ~~Yole~~ Cff | Shl | *u* | 1893 2mo *Lloyd's* | R. Stephenson & Co., Ld. Newcastle *A&CP* | Soc. Anon. Ungherese di Armamento Maritt. Oriente *WB = Cell DB* 222′ 510 *t FPT* | 324·7 \| 42·2 \| 18·4 P36′ B14′ F34′ 26·4 BK 10″ 7 *BH Cem* 73 *t APT* 55 *t* | ~~Fiume~~ Aust.-Hung. Japanese | T.3Cy.23½″,39″&64″–42″ (*s*) 170lb *80lb* 273NHP 2SB, *6cf*, GS136, HS4125 Blair & Co. (Lim.), Stockton | 21 ″ 3 | | 10,03 |
| 843 — 97481 SLGR | | SteelScSr 1 *Dk* (*Irn–ws*) & *Awng dk* | 1577 1526 992 | ✠100A1 *Awng dk* *with freeboard* 12,04 ~~03~~ ✠MC *Fitted for liquid fuel* | Shi | *o* | 1890 5mo 11,01 | J. Priestman & Co. Sunderland *A&CP* | G. McBain *WB = D Ba* 71 | 258·0 \| 36·1 \| 14·8 21·8 FK | London British 1 *BH Cem* 123 *t APT* 39 *t* | T.3Cy.20″,32½″&53″–36″ (*a*) 160lb *50lb* 168NHP 2SB, *4rf*, GS72, HS2504 Hutson & Corbett, Glasgow | 15 ″ 10 s 7 ″ 1½ | | ~~8,02~~ 8,04 |
| 844 — 119093 | | SteelScBarge Pad 1 *Dk* | 1319 1319 ~~831 913~~ | | | | 1903 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 328·5 \| 46·1 \| 10·7 | Glasgow British | T.3Cy.28″,41½″&60″–66″ 292NHP Denny & Co. Dumbarton | | | |
| 845 8894 JRKQ | **Siang Kiang Maru** 1 *Dk* | SteelTwinScSp | 935 405 579 | | | | 1903 | Osaka Iron Works Osaka | Konan Kisen Kabushiki Kaisha | 202·6 \| 37·4 \| 6·5 | Tokio Japanese | T.6Cy.10″,16″&28″–15″ 61NHP Osaka Iron Works, Osaka | | | |
| 846 RMPQ | **Siar** *A. Knoth* 02–02 1 *Dk* | SteelScSr | 325 215 157 | | | | 1902 | Bremer "Vulkan" Vegesack | Neu-Guinea Co. | 124·3 \| 22·4 \| 9·0 B79′ F20′ | Hamburg German *WB* | C.2Cy.15″&27 9/16″–21⅝″ 29NHP Bremer "Vulkan," Vegesack | | G | |
| 847 117179 KRWG | **Siberia** *J. T. Smith* –02 *Elec. light* 3 *Dks & Awng dk* | SteelTwinSc | 11284 — 5655 | | | | 1901 | Nwport News S.B.&D.D.Co. Newport News | Pacific Mail S.S. Co. | 551·7 \| 63·2 \| 21·8 P112′ B245′ F72′ | New York Utd. States *WB* | Q.8 Cy.35″,50″,70″&100″–66″ 1625NHP Newport News SB&DD Co. | | RV | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel — Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — I. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. — Navire. — Acier. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom des Constructeurs des machines. | 14 Creux sur Quille. pieds pc. | 15 Registre 30 sept. 1904 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 848<br>8948<br>JPBW | Siberian<br>*E. Outram* –00 | SteelSc3MastSr | 3846<br>3629<br>2454 | | | ... | 1884 | GovanS.B. Co. Glasgow | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 372·0 B134′ | 45·2 F39′ | 28·7 | Glasgow British | C.2Cy.48″&87″–54′<br>E.*made*80 163NHP<br>J.&J.Thomson,Glasgow | 30 | 3 | C<br>BT<br>LMI |
| 849<br>RJWS | Sibiria<br>*Th.Brambeer* (*ex*Hertha)<br>*Ref.Mchy. Elec.light* 2*Dks*3*tr B* | SteelScSr | 3347<br>3054<br>2240 | | | | 1894 | Blohm& Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 357·6 P66′ | 42·1 B101′ | 26·5 F44′ | Hamburg German | T.3Cy.25½″,40″&66″–42½′<br>283NHP<br>*WB* Blohm& Voss,Hamburg | | | G |
| 850<br>101980<br>NBDV | Sibun<br>*J.Shekyls* –00 *ss*Lon.No2–01<br>1*Dk*(*pt*Stl*pt*Irn)<br>*&Webframes&pt Awng dk*(*Irn*) | SteelScSr | 1796<br>1317<br>1137 | ✠100A1 Lon *y*<br>*pt Awng dk with freeboard* 3,01<br>BS9,03 ✠LMC4,01 | | | 1893 | J.Blumer &Co. Sunderland | SibunS.S.Co.Ld. (Scrutton,Sons& Co.) | 260·0 P31′Q76′ *pt Awng dk*154′ FK *WB= Cell* | 37·1 | 16·7 | London British *1BH Cem DB*194′345*t* | T.3Cy.22″,36″&59″–36″ (*s*)<br>160lb *80lb* 216NHP<br>2SB,*Gpf*,GS896,HS3346<br>G.Clark(Lim.),Sunderland | 19 | 0 | |
| 851<br>SHLB | Sicania<br>~~*V.Martini* –01~~ *F.Bianchi*<br>2*Dks*(*Stl*)3*tr B*&*Webframes*&*Shelterdk* | SteelScSr | 4435<br>4249<br>2028 | ✠100A1 Lgn *u*<br>*Shelter dk* Gen<br>*with freeboard* 1,05 ~~4,06~~ LMC4,05 | | | 1903 | Fratelli 5mo Orlando Leghorn | PeirceBros.<br>*WB= Cell DBa* 84′*uE&B*44′*f*144 | 338·9 P69′ *DTf* 28′650*t* | 46·2 FK 32·1 *A* | 24·9 | Messina Italian *1BH Cem* 1′170*t* | T.3Cy28½″,31½″&63″–39½″(*s*)<br>180lb *100lb* 302NHP<br>2SB,*Scf*,GS155,HS5080<br>Flli.Orlando,Leghorn | 27 | 5 | |
| 852<br>113933<br>SFCV | Sicilia<br>*G.H.C.Weston* –03<br>*Ref.Mchy.* 3*Dks*(2*St*–1*ws*&*Uteaks*)<br>*Elec.light* | SteelTwinScSr | 6696<br>5772<br>4174 | ✠100A1 Son<br>9,03 ✠LMC2,01 | | | 1901 | Barclay, 2mo Curle&Co.Ld. Glasgow | P.&O.Stm.Nav.Co. | 450·3 P84′B177′F90′ FK&BK3′ *WB= Cell DBa*102′ | 52·3 | 30·4 | Glasgow British *7BH Cem f*182′851*t* | T.6Cy.22½″,37½″&60″–48″<br>170lb *100lb* (*s*) 670NHP<br>2DB*12cf*,GS236HS10044 FD<br>Barclay,Curle&Co.Ld.Gls | 33 | 6 | BT LMI 4.05 |
| 853<br>18<br>SHLN | —<br>*G.Sartorio*<br>*Elec.light* 3*Dks* | SteelSc | 5603<br>4270<br>3594 | | | ... | 1900 | Soc.Esercizio Bacini Riva Trigoso | Nav.Gen.Italiana | 418·3 P57′B160′F48′ | 47·8 | 27·6 | Genoa Italian *WB* | T.3Cy.29½″,47⅝″&77½″–53⅝″<br>439NHP<br>N.Odero&Co Genoa | | | I |
| 854<br>37<br>SHLM | —<br>*V.Toscanino* *ss*Gen.No.1–03<br>2*Dks*(1*Stl*&*Upt Irn*&*pt Stl*&*Shelterdk*&*Webframes*) | SteelScSr | 4538<br>4333<br>2944 | ✠100A1 Gen *w*<br>*Shelter dk with freeboard* 2,05 ~~2,06~~ ✠LMC6,05 | | | 1899 | Hofer, 7mo Manaira&Co Spezia | W.F.Becker<br>*WB= DBa*100 | 342·8 *uE&B*36′*f*140′958*t* | 47·7 FK 31·2 *A* | 23·5 | Messina Italian *7BH Cem APT*60*t* | T.3Cy.24″,40″&66″–48″ (*s*)<br>180lb *100lb* 357NHP<br>2SB,*Grf*,GS114,HS4640 FD<br>N.E.MarineCo.Ld.Nwc | 25 | 10 | |
| 855<br>RJOS | —<br>*G.Bachmann*00–00<br>*Elec.light* (*ex*Stubbenhuk) 2*Dks*3*tr B* | SteelScSr | 2922<br>2724<br>1864 | | | ... | 1890 | C.Connell &Co. Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 329·0 P12′B76′F42′ | 41·5 | 25·8 | Hamburg German *WB* | T.3Cy.24″,39″&64″–42″<br>265NHP<br>D.Rowan&Son,Glasgow | 28 | 6 | G |
| 856<br>SQMG | —<br>*F.D.Sjöman*91–99 *ss*Nwc.No.3–5,01<br>*Well deck* 1*Dk*(*Irn*)2*tr B* | SteelScSr | 1794<br>1663<br>1162 | ✠100A1 Cff *r*<br>5,05 2,01 Bry<br>~~4,08~~ ✠LMC5,01 | | | 1889 | W.Pickersgill&Sons Sunderland | VictorEk<br>*WB= Cell DB* 222′323*t* | 270·0 P29′Q80′B100′F32′ FK 4 *BH Cem APT*45*t* | 37·2 | 17·0 | Helsingfrs Russian | T.3Cy.21″,34″&56″–39″ (*s*)<br>160lb *90lb* NDB03 198NHP<br>2SB,*Gcf*,GS100,HS2990<br>G.Clark(Lim.),Sunderland | 19 | 8 | |
| 857<br>HFTQ | —<br>*Sofus Olsen*<br>1*Dk*&*pt Awngdk* | SteelScSr | 1147<br>1036<br>722 | | | | 1898 | Fevigs Jernskibsbyg Arendal | Dpskactsk.Otto ThoresensLinie (O.Thoresen,*Mgr*) | 217·4 B57′H54′ *pt Awngdk*142′ | 31·9 | 20·7 | Christiania Norwegian *WB* | T.3Cy.16½″,27″&44″–30″<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb. | | | N |
| 858<br>111225<br>RKBG | Sicilian<br>*J.A.Fairfull* –01<br>*Ref.Mchy.* 3*Dks* | SteelScSr | 6224<br>5157<br>3964 | | | | 1899 | Workman, Clark &Co.Ld Belfast | AllanLineSS.CoLd (J.&A.Allan *Mgrs*) | 430·0 | 54·2 | 28·2 | Glasgow British *WB* | T.3Cy.27″,46″&78″–54′<br>447NHP<br>Wrkman,Clark&Co.Ld Bel | | | C |
| 859<br>115845<br>TLQM | Sicilian Prince<br>~~*Wm.Anderson* –97~~ *ss*Nwc.No.3–8,02<br>(*ex*AlvaresCabral,*ex*Moçambique)<br>*Elec.light* 2*Dks*(*Stl*–*ws*)3*tr B*<br>~~*H.Hamilty* –98 *H.Clarke* –01~~ | SteelScSr | 2784<br>2625<br>1708 | ✠100A1 Gen *w*<br>3,05 ~~3,04~~ ~~3,05~~ ~~Mch~~<br>~~Brk1,04~~ ✠LMC ~~Mch~~<br>~~Aux1,03~~ NYk ~~1,07~~ | | | 1889 | Scott&Co. 11mo Greenock | PrinceLine,Ld. (J.Knott,*Mgr.*) | 363·5 P44′B142′F51′ BK 11′6 *WB= Cell* | 42·2 | 25·3 | Newcastle British *6BH Cem DB*222′426*t* | T.3Cy.31″,50″&80″–54″ (*s*)<br>160lb *75lb* 570NHP<br>2D&1SB*15cf*GS315HS11119<br>Scott&Co.Greenock | 28 | 6 | |
| 860<br>3<br>SHLR | Siciliano<br>*G.Rizzo* –02 ~~*Wm.Mc.*–00~~<br>(*ex*Romsdal) 1*Dk*(*pt*Stl*pt*Irn)2*tr B*<br>*Well deck* *ss*M~~c~~.No.3–7,01 | SteelScSr | 2063<br>1512<br>~~1869~~<br>1340 | ✠100A1 Cff *r*<br>7,04 ~~1,02~~<br>~~Lengthd~~ ✠LMC4,09 | Mcs | | 1891 | J.Readhead&Sons S.Shields | F.Greco fu S.<br>*WB= Cell* | 285·7 P29′Q78′B120′F30′ BK 9½′5 *BH Cem DB*240′450*t* | 39·0 | 16·8 | Messina Italian *WB* | T.3Cy.20½″,33½″&55″–36″(*r*)<br>160lb *50lb* 181NHP<br>2DB,*Arf*,GS69,HS2701<br>J.Readhead&Sons,S.Shields | 19 | 5 | |
| 861<br>115166<br>VPWB | Sicily<br>*R.C.Keys* –04<br>(*ex*Rhenania) 2*Dks*3*tr B* | IronScSr | 1818<br>1706<br>1131 | | | ... | 1881 | Dobie&Co. Glasgow | Gulf Line,Ld. | 286·0 B13′F28′ | 34·4 | 23·8 | W.Hartlpl British | C.2Cy.34″&62″–42′<br>208NHP<br>J.Howden&Co.Glasgow | | | G |
| 862<br>~~9064~~ | —<br>*E.B.Page* –01<br>*Mchy.Aft* | IronTwinScSk | 404<br>393<br>203 | | | | 1892 | W.Simons &Co. Renfrew | Waterford Harbour Commissioners | 146·1 F15′ | 32·1 | 11·1 | London British | C.4Cy.15″&80″–21″<br>90RHP<br>W.Simons&Co.,Renfrew | | | |
| 863<br>115381<br>VHLG | Sidmouth<br>*J.West*98–03<br>1*Dk*(*Irn*)2*tr B deep framing*&*Webframes*3*Dk rulr* | SteelScSr | 4045<br>3581<br>2605 | ✠100A1 Stk *w*<br>~~Lengthd~~ ~~1,03~~ 1,05 Cff<br>~~Mch~~ ✠LMC10,03 | | | 1903 | Richards n, 10mo Duck&Co. Stockton | Anning S.S.Co.Ld. (Anning Bros.*Mgrs*)<br>*WB= Cell DBa*117′*uE*25′<br>*Lloyd'sA&CP* | 338·0 P32′B181′F32′ FK 6 *BH Cem f*138′972*t FPT*122*t* | 51·0 | 24·7 | Cardiff British *5BH Cem APT*191*t* | T.3Cy.25″,42″&68″–45″ (*s*)<br>180lb *90lb* 348NHP<br>2SB,*Grf*,GS124,HS5400<br>Blair&Co.Ld.Stockton | 27 | 0 | |
| 864<br>LQRB | Sidon<br>*Malaval*96–03 (*ex*Sparte)<br>*Elec.light* 3*Dks* | SteelScSr | 2575<br>2103<br>1472 | | | ... | 1892 | Gourlay Bros.&Co. Dundee | MessageriesMaritimes | 317·6 P62′B78′F58′ BK 9′ | 39·2 | 23·6 | Marseilles French *WB* | T.3Cy.25″,40″&65″–45″<br>307NHP<br>Gourlay Bros.&Co.,Dundee | 26 | 5 | |
| 865<br>98538<br>NBKF | Sidra<br>*G.A.Freeman* *ss*Hpl.No.2–01<br>1*Dk*(*Irn*)2*tr B*&*Webframes*&*pt Awngdk*(*Irn*) | SteelScSr | 3145<br>2380<br>2033 | ✠100A1 Hpl *u*<br>*pt Awng dk with freeboard* 10,01 ~~4,06~~<br>BS1,04 ✠LMC8,01 | | | 1893 | Irvine&Co 4mo W.Hartlepool | T.Appleby&Co. | 322·0 P31′Q106′ *pt Awngdk*185′ *WB= Cell DB*274′ | 41·7 BK 10′ | 21·2 | W.Hartlpl British *5BH Cem* 612*t APT*38*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *65lb* 270NHP<br>2SB,*Grf*,GS99,HS4127<br>Blair&Co.(Lim.),Stockton | 24 | 0 | |
| 866<br>RLQB | Siegfried<br>*J.Möller*<br>*Elec.light* 1*Dk* | SteelScSr | 1504<br>1056<br>950 | | | | 1900 | Act.Ges. "Neptun" Rostock | Dmpfschrhed UnionA.G. | 245·7 P14′Q58′B112′F26′ | 35·3 | 15·2 | Hamburg German *WB* | T.3Cy.17½″,27½″&46½″–33″<br>126NHP<br>A.G "Neptun," Rostock | | | G |
| 867<br>JFQK | —<br>*C.Wilke* –01<br>*Elec.light* 1*Dk* | SteelScSr | 563<br>410<br>329 | | | | 1901 | Oderwerke Act.Ges Stettin | RenataDmpfsch. Ges.ThGribel (Rud ChristGribel,*Mgr*) | 172·3 Q50′B41′F15′ | 26·6 | 11·1 | Stettin German *WB* | T.3Cy.18½″,21½″&35½″–25<br>63NHP<br>OderwerkeAct.Ges Stettin | | | G |
| 868<br>JFQW | —<br>*A.Vogel*72–93<br>1*Dk* | SteelSc | 170<br>—<br>99 | | | | 1893 | Act.Ges. "Vulcan" Stettin | PommerscherIndustrieVerein auf Act. | 132·5 | 19·2 | 8·3 | Stettin German | C.2Cy.11½″&22⅝″–12′<br>E&B*built*77 *fitted*93 14NHP<br>Möller&Holberg,Grabow | | | |
| 869<br>RLPH | Sieglinde<br>*F.Niemann*00–01<br>*Elec.light* 1*Dk* | SteelScSr | 1518<br>1058<br>~~967~~ | | | | 1899 | Act.Ges. "Neptun" Rostock | Dmpfschrhed UnionA.G. | 245·7 P14′Q58′B112′F26′ | 35·3 | 15·2 | Hamburg German *WB* | T.3Cy.17½″,27½″&46½″–33″<br>125NHP<br>A.G "Neptun," Rostock | | | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Part of Survey. | 7 Years Limited and not required. Extension. Lettered. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships. ft. in. | 15 Registers in which classed, if not in L. R. Date when last docked. | 16 Mean draft aft. Mean draft forward. Date when last mea. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 870 RLDP | **Siegmund** *P.Langhinrichs00–00* *Elec.light* | **SteelScSr** 1 *Dk* | 1517 1056 966 | ✠100A1 *Spar dk* | SFo | *z* | 1898 | Act.Ges. "Neptun" Rostock | Dmpfschrhed Union A.G. | 245·7 P15 | 35·4 Q58 | 15·2 B112 F29′ | Hamburg German *WB* | T.3Cy.17⅛″,27½″&46⅜″–33″ 126NH A.G. "Neptun," Rostock | | G | |
| 871 KQHV | **Sierra** *H.C.Howdlette85–00* *Ref.Mchy* *Elec.light* | **SteelTwinScSr** 3 *Dks(Stl–Uws)&* *Spar dk(Stl–ptws)* | 5989 5370 3757 | ✠100A1 *Spar dk* 7,04 3,04 | SFo | *z* LMC10,00 | 1900 10mo | W.Cramp &SonsCo. Philadelphia A&CP | OceanicS.S.Co. *WB=CellDBa82 uE&B&Bnkrs148* | 400·0 *f74′ 885t FPT121t* | 50·2 34·0 FK | 25·9 | S.Frncisco Utd.States *6BHCem APT134t* | T.6Cy.28″,46″&75″–48″ (*s*) 175lb *175lb* 1036NH 8SB,*24cf*,GS408,HS15000 FD W Cramp&Ss.SE&DCoPhl | 28 ″ 2 | | P S 3,04 ~~3,07~~ 87,04 |
| 872 YLSQ | **Sierra Morena** *C.Hannah03–03* *Elec.light* | **SteelScSr** 1 *Dk(Stl)&Spar dk(Stl)* *&deep framing* | 3536 3346 2283 ~~3,05~~ 3,04 4,05 | ✠100A1 *Spar dk* | Clf Shl | *x* LMC16,~~03~~ | 1903 10mo | C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP* | SierraShppg.CoLd (Thompson,Anderson&Co. *Mgrs.*) *WB=CellDBa120′uE24′ f146′729tIP T.a24′540tFPT99tAPT42t* | 361·0 P31′B200′F40′ | 46·2 FK | 17·7 25·6 | Liverpool British *6BHCem* | T.3Cy.24″,40″&67″–45″ (*s*) 185lb *120lb* 364NHP 2SB,*6cf*,GS118,HS4856 FD D.Rowan&Co.Glasgow | 20 ″ 2 ~~4 · 9½~~ | | |
| 873 JPVK | **Sif** *A.M.Hermansen96–02* *Elec.light* | **SteelScSr** 1 *Dk(Irn)2trB&deep framing* 3 *Dk rule* | 3029 2815 1959 | ✠100A1 11,01 ~~11,01~~ | NYk | *u* LMC8,02 | 1902 3mo | Ropner& Son Stockton *Lloyd'sA&CP* | JacobR.Olsen *WB=Cell DBa&uE130′ f136′* | 325·0 P27′B82′F38′ | 47·1 FK | 22·5 | Bergen Norwegian *5BHCem* | T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 281NHP 2SB,*6rf*,GS119,HS4325 Blair&Co.Ld.Stockton | 24 ″ 10 ~~4 ″ 5½~~ | | 4,04 |
| 874 NKMQ | — *C.Christensen* | **IronScSr** 1 *Dk2trB* | 715 563 425 | | | | 1872 | A.Simey& Co. Sunderland | B.Stolt-Nielsen | 210·5 Q34′B47′F28′ | 28·7 BK7½″ | 13·6 | Haugesnd Norwegian *WB* | C.2Cy.25″&48″–30″ NB86 111NHP J.Stewart,London | | N | |
| 875 NKMQ | — *C.Larsen* | **SteelScSr** | 105 74 27 | | | | 1899 | Kjb.Fly-ded.&Skibsv. Copenhagen | Sydfynske Dmpsk-selsk. | 96·0 Q34′ | 18·6 | 7·5 | Nakskov Danish *WB* | C.2Cy.14⅜″&28½″–18″ Acts.Kjbh.Flyde-dok&Skibsv.Copenhagen 30NHP | | V | |
| 876 QLFV | **Sifka** *A.T.Anderson –04 ss*Gmb.No.1–02 *Well deck* | **SteelScSr** 1 *Dk(Irn)&Web frames* | 1103 849 667 | ✠100A1 12,03 BS1,05 | Gls | *n* LMC12,02 | 1898 11mo | Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP* | J.T.Salvesen&Co. *WB= CellDBa46′uE&f B36′f96′244t FPT* | 224·0 P28′Q42′B59′F30′ | 33·1 FK | 15·0 | Grngemth British *4BHCem 39tAPT39t* | T.3Cy.17″,27″&44″–30″ (*s*) 160lb *75lb* 99RHP 1SB,*3rf*,GS57,HS1757 Ramage&Ferguson Ld.Lth | 17 ″ 3 ~~1 ″ 6~~ | | 12,03 |
| 877 LMTW | **Signal** *A.Bendixen* *Elec.light* | **SteelScSr** 1 *Dk&Spar dk* | 1449 1276 907 | | | | 1903 | Howaldts-werke Kiel | M.Jebsen | 250·7 P24′B73′F34′ | 36·1 | 17·9 | Apenrade German *WB* | T.3Cy.18⅛″,29½″&47½″–31½″ 126NH Howaldtswerke,Kiel | | G | |
| 878 LBPM | — *C.Steffenhagen95–98* *Well deck* | **IronScSr** (*ex*Rennie) 1 *Dk2trB* | 1276 1026 785 | | | | 1882 | TyneI.S. B.Co.Ld. Newcastle | Paulsen&Ivers | 250·0 Q86′B55′F28′ | 35·0 FK | 14·4 | Kiel German *WB* | C.2Cy.30″&58″–36″ NB03 167NHP WallsndSlpwyCo.Ld.Nwc | 17 ″ 0 | V | |
| 879 GDST | — *M.Bendegard* | **WoodSc** 1 *Dk* | 476 — 392 | | | | 1887 | ..... Nth.Bend,Or. | SimpsonLumber Co. | 150·0 | 34·4 | 13·8 | S.Frncisco Utd.States | C. | | | |
| 880 HJTG | **Signe** 1864 *C.J.Swahn –02* *Mchy.Aft* | **WoodScSr** 1 *Dk* | 153 132 107 | | | | 1872/86 | E.Jansson Liljedal | Ångf.AktiebTrafik (G.F.Ahlberg) | 97·5 Q4′B8′H11tF10′ | 22·5 | 9·0 | Gothenbrg Swedish | C.2Cy.7½″&17¼″–12″ 9NHP EriksbergsM.V.,Got. | | | |
| 881 JFQM | **Signhild** 2653 *A.Larsson86–88* | **WoodScSp** 1 *Dk* | 160 138 105 | | | | 1871/88 | ..... Spången | L.J.Hultberg | 96·9 P17′ | 22·5 Q5′ | 10·1 | Hassle Swedish | 2Cy.9¾″&14½″–11¾″ 6NHP P.Larsson,Thorskog | | | |
| 882 YBFP | **Sigrid** *J.Michelsen –02 ss*Els.No.1–03 | **SteelScSr** 1 *Dk(Irn)&deep framing* | 2194 1933 1272 | ✠100A1 2,05 ~~3,04~~ | Bly Off | *s* LM ~~3,08~~ | 1898 11mo | BlythS.B. Co.Ld. Blyth *Lloyd'sA&CP* | RussischBaltische Dampfsch.Ges. (Helmsing& Grimm,*Mgrs.*) *WB=CellDBa E112′f&uB130′589t* | 287·5 P24′B68′F32′ | 43·0 FK | 18·9 | Riga Russian *5BHCem APT45t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 218NHP 2SB,*6rf*,GS91,HS3300 Blair&Co.Ld.Stockton | 21 ″ 3 ~~3 ″ 3~~ | | ~~4,02~~ ~~3,03~~ 3,05 |
| 883 HVRL | — *A.J.Eriksson –03* | **CompScSr** 1 *Dk* | 177 150 89 | | | | 1889 | J.A.Svens-son SödraGarn | Rederiaktieb. Unda (J.A. Waller,*Mgr.*) | 99·7 P20′ | 23·0 H6*t* | 9·7 | Gothenbrg Swedish | C.2Cy.11⅞″&23½″–14½″ NB98 18NHP EriksbergsM.V.,Got. | | | |
| 884 JNLR | — *J.F.Frisk –02* (*ex*Gunboat) | **CompScSr** 1 *Dk* | 110 101 50 | | | | 1862 | Nyköpings M.V. Nyköping | S.Olschanski | 99·9 H9*t* | 22·6 | 8·6 | Oscrshmn Swedish | Nyköpings,M.V. | | | |
| 885 JFKG | **Sigtuna** 2346 *J.V.Rickander01–01* | **IronSc** (*ex*Albrektsund) 1 *Dk* | 135 70 94 | | | | 1869 | Oscrshmns M.V. Oscarshamn | Angf.Aktieb.Gam-laSvartsjölandet (A.G.Forselius, *Mgr.*) | 106·3 Q34′B38′H12tF12′ | 17·1 | 6·9 | Stockholm Swedish | 1Cy.14″–22″ 7NHP Oscarshmns M V,Oscrshmn | | | |
| 886 NHRB | **Sigurd** *J.P.Jörgensen –03 ss*Shl.No.1–01 | **SteelScSr** 1 *Dk(Stl)&Web frames* *&pt Awng dk(Irn)* | 2121 1536 1348 | ✠100A1 *pt Awng dk with freeboard* 7.03 BS7,03 | Shl | *r* LMC6,04 ~~LM 5,03~~ | 1896 5mo | W.Gray& Co.(Lim.) W Hartlepool A&CP | Dmpselsk.Gorm (L.H.Carl,*Mgr.*) *WB=CellDBa92* | 275·0 P27′Q82′ *pt Awng dk160′ uE20′F106′479tAPT* | 39·7 Jrp03 FK | 16·8 | Copnhagn Danish *4BHCem T63t* | T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 198NHP 2SB,*4rf*,GS63,HS3110 Cen.Mar.Eng.Wrks.WHpl | 19 ″ 0 ~~8 ″ 4~~ | | ~~7,02~~ 10,04 |
| 887 HVGR | — *H.Dahlqvist98–98* (*ex*Benevolent) *Well deck* | **IronScSr** 6thSurvey,Gfl.5,03 1 *Dk(Irn)2trB* | 1247 945 732 | ✠ A1* 1 5,04 ~~6,03~~ BS4,04 | Gfl Hul | L LMC5,03 | 1883 5mo | Whn.SBC. (Lim.) Whitehaven | Rederiaktieb. Sigurd (O.S. Hedberg) | 221·6 Q92′B55′H47tF27′ *WB=MT* | 33·3 FK | 15·8 | Malmö Swedish *3BH*I 2PRH *APT FPT* | C.2Cy.23¼ ~~23½~~ &46″–42″ 110lb *60lb* NDB93 121NHP 1DB,*4cf*,GS65,HS1968 J.Jones&Sons,Liverpool | | | 13·81 14·57 15·66 16·57 |
| 888 JSHC | **Sigurd Jarl** *P.Schetlie* | **SteelScSr** 1 *Dk&Awngdk3trB* | 884 847 547 | | | | 1894 | AkersMek. Verksted Christiania | Nordenfjeldske Dampskibsselskab | 198·4 H36*t* | 29·1 | 22·2 | Drontheim Norwegian *WB* | T.3Cy.20″,32″&52″–30″ 148NHP Akers Mek. Verksted, Xia. | | | 2,03 |
| 889 JHLD | **Sigyn** 3132 *K.E.Forsberg96–97 ss*Skm.No 1–02 *Elec.light* | **SteelScSr** 1 *Dk(Stl)&deep framing* | 2018 1781 1215 | ✠100A1 3,05 ~~3,03~~ BS3,01 | Skm Shl | *r* LMC5,02 | 1897 11mo | Campbel-townS.B.Co. Campbeltwn *Lloyd'sA&CP* | WicandersRederi Aktiebolag (Hjalmar Wicander,*Mgr.*) *WB=DBa80′f116′* | 282·2 P29′B51′F31′ | 40·2 FK | 19·2 | Stockholm Swedish *4BHCem 366tAPT87t* | T.3Cy.21″,33″&53″–36″ (*a*) 165lb *80lb* 174NHP 2SB,*6rf*,GS109,HS2642 Hutson&Son,Glasgow | 21 ″ 8 | | ~~5,09~~ 3,05 |
| 890 HDQW | — *A.Olsen* *Well deck* | **IronScSr** (*ex*MinnieIrvine) 1 *Dk2trB* | 1041 789 652 | | | | 1872 | R.Irvine& Co. W Hartlepool | Acties.Dpsk.Sigyn (D.S.Meier) | 223·2 Q94′B102tF28′ | 31·0 BK8½″ | 16·3 | Chrstiania Norwegian *WB* | C.2Cy.26½″&55¾″–33″ NB82 127NHP Blair&Co.(Lim.),Stockton | 17 ″ 1 | N | |
| 891 109520 | **Sihon** *J.Forester98–98* | **IronScK** *ss*Gms.No.1–02 1 *Dk* | 172 154 62 | ✠100A1 *Stm Trawler* 1,05 ~~1,02~~ | Gms | LMC4,02 | 1898 4mo | Cook,Wel-ton&Gemmell Hull *Lloyd'sA&CP* | StandardSteam FishingCo.Ld. | 108·7 Q47′F19′ *WB=DBf73t* | 20·7 BK7½″ | 11·0 | Grimsby British *3BHCem* | T.3Cy.12½″,19½″&32″–22½″ 170lb (*s*) 50RHP 1SB,*2cf*,GS29,HS896 C.D.Holmes&Co.Hull | 11 ″ 10 | | ~~10,01~~ N6,04 |

| Numéro d'Officiel. / Signaux | Nom du Navire. Matériaux. Gréement. etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Quand construit. Quant. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon | Machines. No & Dia. des Cylindres. Course. Pression des Chaudières. Nbre. Surface de Chauffe. Grille. Hélice. RHP = Force en chevaux d'après les pesées des navires. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Coque. Machines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 892 / 113715 / TSKB | **Sikh** SteelScSr<br>*J.Rowley* –08<br>2 *Dks*(*Stl–C pt teak s*)&*Spar dk*<br>*Elec.light* *deep framing* | 502<br>414<br>321 | ✝100A1 NYk *y*<br>1,05 H.Kg | 1903<br>1mo | Napier&<br>Miller,Ld.<br>Glasgow<br>*Lloyd's*A&CP | Mogul S.S.Co.Ld.<br>(Gellatly,Hankey<br>&Co. *Mgrs.*)<br>*W B = Cel* | 400·5 49·2 26·9<br>P39 B240 F58<br>FK<br>*D Ba* 117 *u E&* B59 | Rochester<br>British<br>175 1178 *t* | T.3Cy.27½",44"&75"–48" (*s*)<br>180lb 471NH<br>4SB,*12cf*,GS248,HS7960<br>Dunsmuir&Jackson,Gls.<br>*Ta* 12·95 *t FPT* 66 *t APT* 80 *t* | |
| 893 | **Silach** SteelScSr<br>*Beketemicheff* –90<br>1 *Dk* | 495<br>414<br>224 | ✝ Got *h* | 1890<br>10mo | Motala Mek<br>Wrks.<br>Motala<br>*W B = D Ba* 14' *f* | Russian Government | 161·9 26·1 14·8<br>B44 F31'<br>BK 7½<br>87' *f u E&* B88' 11 | S.Petrsbrg<br>Russian<br>190NH<br>*f FPT* 17 *t APT* 18 *t* | T.3Cy.19½",32"&52"–33"<br>2SB,*3rf*,GS47,HS3860<br>*anka* 31 *t f* 37 *t* Motala Mek Werks,Motala | 15 = 8 | |
| 894 / 11891* | **Silanion** SteelScK<br>*A.Smith* –03<br>1 *Dk* | 19<br>17<br>62 | ✝100A1 Hul<br>Gms | 1903<br>11mo | Cook, Wel-<br>c'n&Gemmell<br>Hull<br>*Lloyd's*A&CP | Standard Steam Fishing Co.Ld. | 115·0 21·5 11·1<br>Q49 F19'<br>BK 7'<br>*W B =*<br>*D B f* 5'8*t* | Grimsby<br>British<br>180lb<br>3 *B H Cem*<br>1SB,*2pf*,GS32,HS918<br>Amos&Smith,Hull | T.3Cy.11½",20"&33"–24" (*s*)<br>50RH | 12 = 1 | |
| 895 / 1032 | **Silatch** IronPadTug<br>1 *Dk* | 151<br>60 | | 1879 | .....<br>S.Shields | A.Kovalenko&<br>R.Webster | 105·1 19·6 10·2 | Odessa<br>Russian | | | |
| 896 | — SteelScTug<br>(*ex* Kentauros) 1 *Dk* | 122<br>51 | | 1895 | Howaldts-<br>werke<br>Kiel | Russian Co. for Sea, River & Land Insurance & Conveyance of Goods | 95·9 21·3 8·4<br>*W B* | Odessa<br>Russian | T.3Cy.11⅛",18⅛"&29½"<br>–15½" 35NH<br>Howaldtswerke,Kiel | | |
| 897 / JROS | **Silden** CompScSr<br>*K.Rogde* 91–00<br>(*ex* Hahnstad) 1 *Dk* | 230<br>194<br>135 | | 1871 | Motala Co.<br>Norrköping | Döscher&Co. | 112·9 23·5 10·9<br>B30*t* | Bergen<br>Norwegian | 2Cy.<br>Motala Co. | | |
| 898 / HRKB | **Silesia** SteelScSr<br>*C.Stabile* *ss* Tri.No.1–02<br>1 *Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)<br>*Elec.light* &*Web frames* | 5159<br>4584<br>3340 | ✝100A1 Tri *y*<br>*Spar dk* | 1899<br>2mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | Lloyd Austriaco | 400·0 49·0 19·9<br>P40 B103 F44' 27·7<br>FK<br>*W B = Cell D B a* 128' *u E* | Trieste<br>Aust.-Hung.<br>6 *B H Cem*<br>2SB,*9cf*,GS141,HS5427<br>82' *f* 166'95*t* | Q.4Cy.23",31½",48"&71"–45"<br>210lb *120lb* (*r*) 421NH<br>FD<br>Wigham Richrdsn&Co.Nwc | 22 = 4<br>s 7 = 4 | |
| 899 / RKNW | — SteelScSr<br>*Schlüter* 03–04 (*ex* Wally)<br>*Well deck* *Elec.light* 2 *Dks* 3 *tr B* | 4861<br>4103<br>3138 | | 1897 | Blohm&<br>Voss<br>Hamburg | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 400·0 46·3 27·4<br>P&B 264 F44'<br>BK 11' | Hamburg<br>German<br>430NH<br>*W B* | T.3Cy.26¾",43"&71½"–48"<br>Blohm&Voss,Hamburg | 30 = 3 | G |
| 900 / JFQR | — SteelSc<br>*C.Heyden* 97–02<br>(*ex* Hendrika) 2 *Dks* | 3404<br>3082<br>2189 | | 1898 | J.Smit,Czn<br>Alblasserdm | W.Kunstmann | 330·8 46·0 24·1<br>P30 H84 F40' | Stettin<br>German<br>216NH<br>*W B* | T.3Cy.23",36"&60"–36"<br>P.Smit,jun.,Rotterdam | | V |
| 901 / HCPW | **Siljord** SteelScSk<br>*O.Johannesen* –02<br>1 *Dk* | 104<br>79<br>55 | | 1902 | Akers<br>Mek.Værks.<br>Christiania | Tinn Dampskibs-<br>selskab | 82·3 17·1 7·4<br>P18*t* | Frederiks-<br>værn<br>Norwegian<br>9NH | C.2Cy.9"&18"–12"<br>Akers Mek.Værks.Xia | | |
| 902 / NKWP | **Silkeborg** *N Petersen* –00 SteelScSr<br>~~Nyborg-sen 00~~ *ss* N.Yk.No.3–6,95<br>(*ex* Aros) *ss* Els.No.2–04<br>*Well deck* 1 *Dk*(*Irn*)&*Web frames* | 1785<br>1325<br>1144 | ✝100A1 Els *q*<br>3,05 Cpn | 1890<br>6mo | J.Laing<br>Sunderland<br>A&CP | Dmpsk.Selsk.af<br>1896 (C.K.Hansen,<br>*Mgr.*)<br>*W B = Cell D Ba* 88' *u E* | 265·5 35·6 16·5<br>Q112' B100' F31'<br>drp04 FK | Copnhagn<br>Danish<br>160lb ~~built 00~~ *60lb* 155NH<br>4 *B H Cem*<br>2SB,*4rf*,GS60,HS2395<br>16' *f* 100' 338*t* | T.3Cy.19",31"&51"–33" (*s*)<br>N.E.Marine Co.Ld.Sld. | 18 = 8<br>- 1 - 6½ | — |
| 903 / 105200 / QHDL | **Silurian** SteelScSr<br>*R.Pritchard* –03 *ss* Cff.No.1–03<br>1 *Dk*(*pt Irn&pt Stl*)<br>&*deep framing* | 940<br>722<br>450 | ✝100A1 Cff *m*<br>10,24 Swss | 1898<br>9mo | R.Craggs&<br>Sons<br>Middlesbro'<br>*Lloyd's*A&CP | Silurian S.S.Co.Ld.<br>(O.&W.Williams)<br>*W B = D B* | 220·0 32·5 15·2<br>P17 B50 F25<br>FK<br>*a* 69' *f* 78' 221*t FP* 1 | Cardiff<br>British<br>160lb *80lb*<br>4 *B H Cem*<br>33*t APT* 16*t* | T.3Cy.16",26"&43"–30" (*s*)<br>90RH<br>1SB,*3pf*,GS56,HS1877<br>McColl&Pollock,Sld. | 16 = 1<br>- 2 - 3 | — |
| 904 / LDCQ | **Silva Americano** IronPadSr<br>*F.C.Milhomens* 1 *Dk* | 179<br>146<br>149 | | 1877 | Edwards&<br>Symes<br>London | Nova Cia.de Nav.<br>no Quanza | 139·7 18·0 6·3<br>H33*t* | Loanda<br>Portuguese<br>49NH | O.2Cy.24½"–28"<br>J.Penn&Sons,London | | |
| 905 | **Silva Cunha** SteelTwinScSr<br>*ss* Pra.No 1–04<br>*Elec.light* 1 *Dk*&*Promenade dk*(*Teak*) | 201<br>165<br>87 | ✝ A1 Bkn<br>*For River purposes only*<br>3,01 Pra | 1901<br>3mo | J.Jones<br>&Sons<br>Birkenhead<br>*Lloyd's*A&CP | ~~Souza, Braga&Co.~~<br>T Vue Silva Santos | 139·1 27·0 8·0<br>FK | Para<br>Brazilian<br>120lb<br>5 *B H Cem*<br>1SB,*2pf*,GS28,HS1168<br>J.Jones&Sons,Liverpool | C.4Cy.12"&24"–18" (*s*)<br>58NH | 8 = 4 | |
| 906 / RKQC | **Silvana** SteelTwinScSr<br>*B.D.Jensen*<br>*Elec.light* 1 *Dk*&*Awng dk* | 804<br>466<br>283 | | 1897 | Howaldts-<br>werke<br>Kiel | Nordsee Linie<br>Dmpfsch.Ges.<br>m.b.H. | 205·6 29·5 19·3<br>*W B* | Hamburg<br>German<br>133NH<br>Howaldtswerke,Kiel | T.6Cy.14¾",23"&37½"–21½" | | G |
| 907 / 114186 | **Silver City** SteelScSr<br>*W.G.Ross* 86–01 *ss* Abn.No.1–05<br>*Mchy.Aft* 1 *Dk*<br>*Well deck* | 313<br>227<br>103 | ✝100A1 Lth *e*<br>~~Spar dk~~ 2,05 Aba | 1901<br>5mo | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan<br>A&CP | Abn.Lth.&Moray<br>Firth S.Shg.Co.Ld.<br>(J.Crombie, *Mgr.*) | 134·8 23·1 10·0<br>Q70 B14 F20'<br>FK<br>*W B = FPT* | Aberdeen<br>British<br>110lb *80lb*<br>3 *B H Cem*<br>31*t APT* 4*t* | C.2Cy.18"&36"–27"<br>55RH<br>1SB,*3pf*,GS48,HS1204<br>Ardrossn DD&SB Co.Ld Gls | 10 = 9<br>- 3 - 10 | — |
| 908 / 101832 / NOTJ | **Silverdale** SteelScSr<br>*A.James* –03 *ss* Nwc.No.2–01<br>1 *Dk*(*Stl*)&*Spar dk*<br>(*Irn*)&*Web frames* | 2716<br>2507<br>1711 | ✝100A1 Shl *t*<br>*Spar dk*<br>7,03 | 1893<br>7mo | Short Bros.<br>Sunderland<br>A&CP | Milburn Bros. | 300·0 40·6 16·6<br>P32 B74 F38' 24·1<br>FK<br>*W B = Cell D B* 230 | Newcastle<br>British<br>160lb *75lb*<br>5 *B H Cem*<br>600*t APT* 45*t* | T.3Cy.22½",37"&61"–42" (*s*)<br>236NH<br>2SB,*6pf*,GS100,HS3450<br>W.Allan&Co.,Sunderland | 19 = 0<br>- 5 - 3 | |
| 909 / 103841 | — IronScK<br>*W.Poole* –98 *ss* Gms.No.1–03<br>1 *Dk* | 169<br>151<br>62 | ✝ *Stm fram* | 1898<br>12mo | Earle's Co.<br>Ld.<br>Hull<br>*Lloyd's*A&CP | Sovereign Steam<br>Fishing Co.Ld. | 102·0 20·6 11·0<br>Q44 F19'<br>BK 7½ | Grimsby<br>British<br>160lb<br>3 *B H Cem*<br>1SB,*2pf*,GS28,HS800<br>Earle's Co Ld.Hull | T.3Cy.11",17"&30"–21" (*s*)<br>45RH | 11 = 2 | |
| 910 | **Silverio Nery** IronScSi<br>*L.de Souza*<br>(*ex* Krageröe,*ex* Fredrikstad) 1 *Dk* | 111<br>77<br>62 | | 1867 | .....<br>Bergen | Armindo&Teixeira | 109·2 16·1 8·9<br>Q11*t* H23*t* | Manaos<br>Brazilian<br>13NH<br>Bergen | C.2Cy.11⅝"&19¼"–17½" | | V |
| 911 / VGJD | **Silverlip** SteelSc3MstSi<br>*N.Hocken* –04<br>*Mchy.Aft* 2 *Dks*(*Stl*)&*Web frames*<br>*Elec.light* | 7492<br>7155<br>4904 | ✝100A1 Nwc *cf*<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 3,08 | 1903<br>3mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*Lloyd's*A&CP | Shell Transport&<br>Trading Co.Ld. (M.<br>Samuel&Co. *Mgrs.*)<br>*W B = Cell D Bu E* 80' &*u B* | 470·0 55·2 33·1<br>P127' B87' F61'<br>FK<br>43' 196*t DT* | London<br>British<br>180lb *100lb*<br>15 *B H Cem*<br>2SB,*18rf*,GS337,HS10225<br>Wilson&Sipway Co.Ld Nwc<br>54' 1086*t FPT* 170*t APT* 31*t* | T.3Cy.29½",48"&78"–54" (*s*)<br>579NH<br>2SB,*18rf*,GS337,HS10225<br>Wilson&Sipway Co.Ld Nwc | 35 = 0<br>- 8 - 7½ | 1904 |
| 912 / MDGK | **Silverton** SteelScSr<br>*S.P.Lister* –04 *ss* Lth.No.3–1,04<br>(*ex* Lincolnshire)<br>*Well deck* 1 *Dk*(*Stl*)&*Web frames* 2 *tr B* | 2682<br>2446<br>1723 | ✝100A1 Lth *t*<br>3,04 Lth | 1891<br>4mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>*Lloyd's*A&CP | D.Cairns | 300·0 40·1 22·7<br>P29 Q83 B120 F31<br>BK 10'<br>*W B = D Ba* 109' | Leith<br>British<br>160lb *55lb* *110lb*<br>5 *B H Cem*<br>2SB,*6rf*,GS105,HS1940<br>*f* 112' 518*t* | T.3Cy.23",36½"&62"–39" (*s*)<br>251NH<br>Central Mar.E.Wks.W.Hpl | 24 = 0<br>- 2 - 5½ | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Register'd Tonnage Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Year when built. How Classed. Equipment Letter | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registry in which classed if not in L. R. Dates of last Trade Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 913 VWVF | **Silvertown** *Cable Vessel* *D. Morton* –95 *Elec. light* | IronSc3MstSr ssSld.2nd No.3–5,00 (ex Hooper) 4 Dks & pt Shade dk | 4935 4913 3724 | ✠100A1 *pt Shade dk with freeboard* 8.03 NB80 BMC10.06 | Lon *r* | 1873 3mo | C. Mitchell & Co. Newcastle A&CP | India Rub. Gutta Percha & Telegrph. Works Co. Ltd. | 338·2 \| 55·0 \| 34·6 BK 11″ *WB = DB a* 54′ *f* 56′ 600*t* | London British 6 *BH Cem* | C.2Cy. 52″ & 92″–48″ 80lb *80lb* NDB80 466 NH 4SB, *12pf*, GS252, HS7850 T. Clark & Co., Newcastle | 35 ″ 10 s 8 ″ 10½ | | 10.03 |
| 914 HRDL | **Silvia** *F. Jaeger* 98– *Elec. light* | SteelScSr 2 Dks | 6506 5278 4212 | | | 1900 | Flensburg Schiffsb. Ges. Flensburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 420·6 \| 56·3 \| 27·8 P & B 272′ F 50′ *WB* | Hamburg German 102 NH | Q.4Cy. 24″, 34″, 51″ & 74″–54″ FlensburgerSchiffsb. Ges. | | G | |
| 915 HRDL | — *E. Skelton* 04–04 1 *Dk (Stl) & deep framing* | SteelScSr | 2035 1918 1295 | ✠100A1 1,05 ~~1,11~~ NYk *Class Continue plated* LMC8,04 | P. Gl *s* | 1904 9mo | Clyde S.B. & E. Co. Ltd. Pt. Glasgow | Silvia (of Glasgow) SS Co Ltd (J. Neil & Co.) | 288·3 \| 42′0 \| 19·6 ~~P 28′ B 30′ F 32′~~ P 29′ B 30′ F 33′ FK *Lloyd's SA & CP* *WB = Cell D Ba* 86 *u E* 32 *f* 126′ 556*t A PT* 27*t* | Glasgow British 5 *BH Cem* | T.3Cy. 21″, 33″ & 57″–36″ (*s*) 160lb *90lb* 202 NIP 2SB, *6cf*, GS108, HS3150 Clyde S.B. & E. Co. Ltd. P. Gls. | 22 ″ 0 s 3 ″ 5½ | | |
| 916 SHPK | — *I. Giacopini* –97 (ex Ripon City) | IronScSr ssP. Gl. No.3–4.97 ssGen. No.1–02 2 Dks (1 *Irn*) 3 *tr B* | 1986 1814 1270 | ✠100A1 ~~3,03~~ 9,04 Gen ~~BS9,01~~ ~~L MC~~ ~~BS12,01~~ BS9,04 | Ham *s* | 1883 11mo | W. Gray & Co. W Hartlepool A&CP | P. Viale G.B. | 285·5 \| 36·0 \| 24·4 P 26′ B 62′ F 31′ ptND 97 BK 9½′ *WB = DB a* 90 | Genoa Italian 5 *BH Cem* | C.2Cy. 36½″ & 68″–42″ (*b*) 80lb *60lb* 223 NH 2SB, *6pf*, GS92, HS3464 Blair & Co. (Lim.), Stockton | 25 ″ 3 s 4 ″ 4½ | | ~~9,02~~ 9,04 |
| 917 NDCM | — *W. J. Farrell* –02 (ex Baghdadi) *Elec. light* | IronScSr ssNwc. No.3–2.98 ssNYk. No.1–02 1 *Dk (Irn) & Spar dk* 3 *tr B* | 1708 1565 1086 | ✠100A1 *Spar dk* 6,04 ~~6,02~~ ~~NB2,98~~ ~~L MC2,02~~ ~~BS6,01~~ | NYk *r* | 1885 6mo | Wigham Richardson & Co. Newcastle A&CP | N. Yk., Nwfoundlnd & Halifax S.S. Co Ltd. (C.T. Bowring & Co. Ltd. *Mgrs.*) *WB = DB a* 70′ *f* *uE & B* 52′ 175*t F PT* | 255·0 \| 35·1 \| 17·0 P 66′ 24·3 BK 9′ 28*t A PT* 17*t* | Liverpool British 4 *BH Cem* | T.3Cy. 21½″, 33″ & 55″–39″ (*r*) 150lb *80lb* NDB96 198 NH 2SB. *6pf*, GS88, HS3250 Wigham Rchrdsn & Co. Nwc | 18 ″ 0 s 6 ″ 0 | | ~~8,01~~ N6,04 |
| 918 RGVP | — *J. W. A. Linicke* 82–00 | IronScSr 1 *Dk 2 tr B* | 890 660 555 | | | 1886 | Reiherst'g Schiffsw. Hamburg | A. Kirsten | 200·1 \| 29·8 \| 14·9 P 117′ F 24′ *WL* | Hamburg German 107 NH | C.2Cy. 25″ & 47′–33″ Reiherst. Maschinenf. Han. | | G | |
| 919 LMOV | — *J. Lindner* *Elec. light* | SteelScSr 1 *Dk* | 267 225 150 | | | 1886 | Flensburg Schiffsb. Ges Flensburg | Flensburg-Stettiner Dampfschifffahrt Ges. | 127·8 \| 22·1 \| 11·1 H 23′ F 15′ *WB* | Flensburg German 42 NH | C.2Cy. 17¾″ & 33″–21″ Flensburger Schiffsb. Ges. | | V | |
| 920 TVLP | **Silvio** *C. Cramp* –04 | IronScSr | 1193 1054 787 | | | 1880 | Earle's Co. Hull | T. Wilson, Sons & Co. Ld. | 239·0 \| 32·1 \| 16·8 P 79*t* H 28*t* F 32*t* FK | Hull British | C.2Cy. 24½″ & 53″–36″ 98 RH Earle's Co., Hull | | | |
| 921 SHQL | **Simeto** *A. Ageno* 2 *Dks 3 tr B* | IronScBn | 1691 1591 1098 | ✠ 3,73 | Dub | 1872 12mo | A M'Millan & Sons Dumbarton | Nav. Gen. Italiana *WB = DT* | 275·9 \| 32·5 \| 24·5 *a* 44′ 168*t D T f* 40′ 92*t* | Palermo Italian 4 *BH Cem* | C.2Cy. 36″ & 64½″–36″ NB86 206 NH J. & J. Thomson, Glasgow | | I | |
| 922 NQCT | **Simla** *F. R. Summers* –03 2 *Dks* (1 *Stl*–ws & *U Stl*–teak s) 3 *tr B* *Elec. light* | SteelScSr | 5884 5084 3828 | ✠ 10.95 | Lon *a*† | 1894 12mo | Caird & Co. (Lim.) Greenock *WB =* | P. & O. Stm. Nav. Co. *Cell D Ba* 113′ *u E &* | 430·0 \| 49·3 \| 29·9 P 86′ B 167′ F 85′ BK 9′ *B* 76′ *f* 160′ 995*t F PT* | Greenock British 7 *BH Cem* 69*t A PT* 70*t* | T.3Cy. 31″, 50″ & 82″–60″ 662 NH 4SB, *12cf*, GS205, HS9424 FD Caird & Co. (Lim.), Grk. | 33 ″ 0 | BT till 7,04 | |
| 923 | — *A. H. Malone* | CompScSp 2 *Dks* | 1490 948 973 | | | 1903 | Calvin Co. Garden Islnd Ont. | Calvin Co. Ld. | 225·6 \| 34·8 \| 15·0 | Kingston, Ont. British | T.3Cy. 17″, 28″ & 46″–36″ 127 NH Polson I.W. Co. Ld. Toronto | | | |
| 924 QCMT | — *G. W. Ross* –04 (*Tug*) | SteelScSr 1 *Dk* | 144 141 3 | | | 1898 | Lobnitz & Co. Ld. Renfrew | W. Watkins | 100·4 \| 20·1 \| 11·3 | London British | T.3Cy. 13″, 22″ & 35″–27″ NB03 99 RH Lobnitz & Co. Renfrew | | | |
| 925 | **Simon** ~~*J. A. Ritchie* 89–00~~ *Ex Strien* | IronScK ssAms. No.1–02 1 *Dk* | 153 — 69 | ✠100A1 *Stm Trawler* ~~5,04~~ ~~3,08~~ 6,05 ~~5,04~~ | Ams | 1898 8mo | Edwards Bros. North Shields *Lloyd's SA & CP* | Maats Hoek van Holland (G. Du Ry van Beest Holle & A. J. van der Paauw *Mgrs.*) | 106·0 \| 20·9 \| 10·9 Q 19′ F 21′ BK 7½′ | s'Gravenzande Dutch 3 *BH Cem* | T.3Cy. 12″, 18″ & 30″–21″ (*s*) 180lb 53 NH 1SB. *2pf*, GS29, HS935 Baird & Barnsley, N. Shields | 11 ″ 10 | | ~~8,03~~ 9,04 |
| 926 YTSB | **Simon Dumois** *W Nieuwejaar* *Mchy. Aft* | SteelSc3MstSr 1 *Dk & Spar Dk* | 707 667 427 | | | 1890 | Grngemth Dckyrd. Co Grangemth. | Dampskibet Simon Dumois Rederi (Bergh & Helland) | 174·9 \| 28·0 \| 19·0 H 50*t* | Bergen Norwegian *WL* | T.3Cy. 16″, 26″ & 40″–30″ 88 NH Hutson & Corbett, Glasgow | | N | |
| 927 | **Simon J. Murphy** *W. H. Moody* 03–03 *Elec. light* *Mchy. Aft* | SteelScSr 1 *Dk 2 tr B* | 4869 — 3770 | | | 1900 | Detroit S.B. Co. Wyandotte | Pittsburgh S.S. Co. | 435·5 \| 51·5 \| 28·0 *WL* | Duluth, Minn. Utd. States | T.3Cy. 22″, 35″ & 58″–42″ 218 NIP Detroit S.B. Co. Detroit | | V | |
| 928 | **Simon von Utrecht** *Merkens* –99 | SteelScSr 1 *Dk* | 265 — — | | | 1897 | H. Brandenburg Hamburg | Hamburger Staat | 121·0 \| 23·0 \| 13·5 Q 46′ B 10′ | Hamburg German | T.3Cy. 12″, 18¼″ & 30″–22½″ 43 NH H. Brandenburg, Hamburg | | | |
| 929 | **Simone** *B. C. Jorgensen* 97–04 1 *Dk (Irn) & deep framing* | SteelScSr | *1176* *1043* *723* | ✠100A1 8,04 ~~5,04~~ Nwc Sbl LMC5,04 | *o* | 1904 5mo | Wood Skinner & Co. Ld Newcastle *Lloyd's SA & CP* | M. Carl | 232·0 \| 35·0 \| 16·6 P 22′ B 59′ F 29′ FK *WB = Cell D Ba & u E* 86 | Copnhagn Danish *Will Cem* 4 *BH Cem* | T.3Cy. 17½″, 29″ & 48″–33′ (*s*) 180lb *80lb* 138 NH 1SB, 3*cf*, GS51, HS2067 N.E. Marine Eng. Co Ld Nwc *f* 90′ 359*t F PT* 62*t A PT* 25*t* | 18 ″ 10 s 2 ″ 6 | | |
| 930 THPS | **Simongan** ~~*J. Hubert* 02–09~~ (ex Bucephalus) *Verteigh* –04 | IronScSr ssH. Kg. No.3–7,01 2 *Dks (Irn)* | *1818* *1697* *1192* | ✠100A1 6,04 ~~10,03~~ ~~NB10,99~~ ~~L MC7,01~~ | Sba *r* | 1884 2mo | Palmers' Co. Ld. Newcastle *Lloyd's SA & CP* | Handel Maats. Kian Gwan | 276·0 \| 36·2 \| 21·9 P 28′ F 36′ BK 10′ *WB = DB a* 24′ *f* *u B* 16′ 89*t* | Samarang Dutch 4 *BH Cem* | C.2Cy. 25″ & 54″–42″ (*s*) 145lb *90lb* NDB89 195 NIP 2SB, *6rf*, GS107, HS3014 *Tpd* 92 Blckwd & Grdon P. Gl | 23 ″ 2 s 4 ″ 3 | | 4,03 |
| *931* | **Simonne** | SteelTwinSc 1 *Dk & Awng dk* | 123 98 51 | | | 1899 | Claparède frères Argenteuil | M. Davila & Hno. | 78·1 \| 15·8 \| 11·8 | Iquitos Peruvian | C.4Cy. 8″ & 14″–8″ 9 NHP Claparède frères, Argentl. | | | |
| 932 PKTL | **Simonside** *C. Robson* –04 1 *Dk (Stl) 2 tr B & Web frames* ssHpl. No.1–05 | SteelScSr ssHpl. No.3–6,00 | 3033 2865 1956 | ✠100A1 ~~1,05~~ ~~3,01~~ 5,00 Hpl ~~L MC 1,05~~ | Bry *u* Npt | 1896 6mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | J. & E. Kish *WB =* | 325·0 \| 47·1 \| 23·8 P 27′ B 70′ F 32′ FK *DBa* 108′ *f* 126′ 771*t* | Sundrland British 5 *BH Cem* *APT* 102*t* | T.3Cy. 24″, 38″ & 64″–42″ (*s*) 160lb 266 NHP 3SB, *6rf*, GS82, HS4009 Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 10 s 4 ″ 7 | ~~1,02~~ ~~1,05~~ 5,05 | |
| 933 TVDG | **Simoom** *R. E. Collins* 03–03 *Elec. light* | SteelScSr 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 3737 3491 2379 | ✠100A1 *Spar dk* ~~6,04~~ ~~2,04~~ 2,05 LMC | Bry *u* Cff | 1903 2mo | W. Pickersgill & Sons Sunderland *Lloyd's SA & CP* | Bedouin Stm. Nav. Co. Ld. (W. & R. Thomson, *Mgrs.*) *WB = Cell D Ba* | 361·0 \| 46·2 \| 17·6 P 31′ B 194′ F 42′ 25·6 FK 114′ *u E & B* 44′ *f* 150′ 838*t DT a* 24′ | Liverpool British 6 *BH Cem* | T.3Cy. 24″, 40″ & 67″–45″ (*a*) 180lb *100lb* 345 NHP 2SB *6cf*, GS104, HS1488 FD Geo. Clark, Ld. Sunderland 510*t F PT* 103*t A PT* 46*t* | 20 ″ 2 s 4 ″ 9 | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Brut. Total. / Sous le Pont. / Net. | 5 Details de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Lettre d'Intérêt. | 8 Construit. Quand. / Navire. / Mach. | Par qui. / Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. Franc-bord au point de marque du navire. pds. pc. | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 934 108590 | **Simplon** *J.Robb* –98 | SteelScK 1 *Dk* | 184 159 22 | | | | 1898 | Cumming & Ellis Inverkeithing | Muirhead's Trwlrs Ld (W.G Muirhead, *Mgr.*) | 109·0 | 21·1 | 10·4 | Granton British *WB* | C.2Cy.21″&42″–24″ 75RHP Hutson&Son,Gls | | | |
| 935 PSCQ | **Simson** *P.van Vliet* –77 *ss*Ams.No.3–6,90 | IronPad 1 *Dk* | 218 — 62 | ✠ 6,90 | Ams | *f* | 1877 12mo | C.Mitchell & Co. Newcastle | Amsterdam Tug& Salvage Co. (A.D. ZurMühlen, *Mgr.*) | 130·0 | 21·1 | 11·1 | Amstrdam Dutch *4BHCem* | L.2Cy.34″–60″ 138NHP Thompson&Co.,Newcastle | | | |
| 936 363 HKLF | — | IronPad 1 *Dk* | 216 — 80 | | | | 1878 | Lange& Skuje Riga | Rigaer Börsen Comité | 115·2 | 22·0 | 12·6 | Riga Russian | C.4Cy.20½″&40¾″–44″ NB94 183NHP Lange&Skuje,Riga | | | |
| 937 RJQC | — *B.Köhler*76–92 | SteelScTug 1 *Dk* | 213 203 14 | | | | 1892 | B.Wencke Söhne Hamburg | Verein.Bugs.-& FrachtschfhrtGes. | 107·4 | 21·5 | 13·6 | Hamburg German *WB* | C.2Cy.20″&38″–26″ 61NHP B.WenckeSöhne,Ham. | | | |
| 938 72908 | **Sin Fu Yun** *H.Andersen* –01 | SteelSc 1 *Dk* | 148 122 19 | | | | 1901 | Osaka Iron Works Osaka | Shanghai Tug& Lighter Co.Ld. | 92·0 | 18·0 | 10·7 | Shanghai British | C.2Cy.15½″&34½″–24″ 48RHP Osaka Iron Works,Osaka | | | |
| 939 LORF | **Sinai** *Lacarrière*94–02 | SteelTwinSc 3 *Dks* | 4856 — 2785 | | | | 1898 | Forges&C. de la Médit. LaSeyne | Messageries Maritimes | 393·7 | 43·6 | 33·5 Q&B139′F89′ | Marseilles French *WB* | T.6Cy.28¼″,40½″&62½″–39½″ 485NHP Forges&C de la Médit.Msl | | | |
| 940 88688 TQHF | **Sinainn** *W.J.McNamee* –02 *Well deck* 1 *Dk*(*Irn*)*&deep framing* *Elec.light* | SteelScSr 2*trB* | 971 713 361 | ✠100A1 1,05 ~~8,04~~ ✠LMC11,01 | Liv | *m* | 1901 11mo | Ailsa S.B. Co. Troon A&CP | Limerick SS.Co.Ld *WB=Cell D Ba*50′ | 216·1 P18′Q62′B62′F26′ FK&BK1″ *uE*17′*f*84′26*t FPT* | 32·0 | 15·4 *APT*32*t* | Limerick British *4BHCem* 5*t* | T.3Cy.16″,27″&44″–33″ (*s*) 180lb *90lb* 98RHP 1SB,3*pf*,GS58,HS1982 Muir&Houston,Ld.Gls. | 16 « 3 « 1 « 6 | | 3,00 |
| 941 117248 | **Sinaloa** *Mchy.Aft Elec.light* | SteelScSr 1 *Dk*2*trB* | 4539 — 3503 | | | | 1903 | West Bay City S.B.Co. W.Bay City, Mich. | Superior S.S.Co. (G.A.Tomlinson, *Mgr.*) | 416·0 F18′ | 50·0 | 24·0 | Duluth Utd.States *WB* | T.3Cy.20″,33½″&55″–42″ 196NHP Detroit S.B.Co.Detroit | | | |
| 942 | **Sinassos** *T.Nicolaïdes* (*ex*Enossis) | WoodScSr 1 *Dk* | — — 57 | | | | 1891 | McDowall & Barbour Piræus | P.Pingopoulo | 92·0 | 18·6 | 10·0 | Constanpl Turkish | C.2Cy.13¼″&26½″–18″ 25NHP McDowall&Barbour,Pir. | | | |
| 943 100725 | **Sincennes** 1 *Dk* | SteelPad | 228 179 129 | | | | 1893 | J.&R.Weir Montreal | Sincennes Mc-Naughton Line,Ld. | 142·2 | 24·4 | 8·4 | Montreal British | 1Cy.32″–96″ 34RHP J.&R.Weir,Montreal | | | |
| 944 369 SHRT | **Sincerità** *G.Canepa* –03 *ss*Gen.2nd No.3–9,02 (*ex*Racilia) 2 *Dks*(1 *Irn*)3*trB* | IronScSr | 1789 1677 1168 | ✠100A1 8,03 ~~NB2,94~~ LMC9,02 ~~BS12,08~~ 2,04 | Npt | *r* | 1877 12mo | Bartram, Haswell&Co. Sunderland A&CP | ~~Devoto e Beraldo~~ Beraldo&Devoto *WB=D Ba*80′*f*28′138*t APT* | 265·5 B66′F24′ ptND91 | 34·0 BK9½″ | 24·2 | Genoa Italian *4BHCem* 12*t* *Tpd*94 | T.3Cy.18″,30″&48″–36″ (*s*) 160lb *90lb* NDB94 133NHP 1SB,3*rf*,GS48,HS1916 J.P.Rennoldson&Sns.SShi | 25 « 9 « 4 « 4½ | | 13,01 |
| 945 88739 HVML | **Sindbad** *W.J.Pelton* –97 *ss*Bly.No.3–2,96 ~~*ss*Sws.No.1–00~~ *Well deck* *ss*Nwc No.2–01 1 *Dk*(*Irn*)2*trB* | IronScSr | 897 723 539 | ✠100A1 ~~8,04~~ 4,05 ~~BS1,04~~ ✠LMC2,00 ~~BS1,04~~ | Nwc | *m* | 1883 6mo | Campbell, Mackintosh & Bowstead Newcastle *Lloyd's*A&CP | Sharp&Co. *WB=Cell D B*176′238*t FPT* | 216·2 P24′Q44′B42′F24′ FK | 31·2 | 13·5 | Newcastle British *4BHCem* 33*t* | C.2Cy.27″&54″–33″ (*s*) 75lb *80lb* NDB94 99RHP 1SB,3*pf*,GS57,HS2200 WlsndSlpwyCo(Lim)Nwc | 16 « 2 « 1 « 9 | | 1,09 3,04 |
| 946 PSFR | **Sindoro** *N.Guthrie*86–02 *Elec.light* 3 *Dks* | SteelTwinSc | 5468 4203 3476 | | | | 1899 | Kon.Maats de Schelde Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) | 408·3 P80′B160′F85′ | 49·9 | 28·6 | Rottrdam Dutch *WB* | Q8Cy.19½″,28″,41″&62″–45″ 429NHP Maats.deSchelde,Flushing | | V | |
| 947 NGQD | **Sines** *J.Giering* –00 1 *Dk*&*Spar dk* | SteelScSr | 1294 1143 934 | | | | 1894 | H.Kock Lübeck | Oldenbrg.-Portug. Dmpfsch.Rhed. | 227·5 B57′F24′ | 32·2 | 18·3 | Oldenburg German *WB* | T.3Cy.15¾″,25½″&40″–27½″ 84NHP H.Pauksch,Landsberga/w | | G | |
| 948 503 HKDN | **Sineus** *Pavloff* 2 *Dks* | Steel&IronScSr | 1083 1059 727 | | | | 1884 | H.S.Ed-wards&Sons Howden | Russian Stm.Nav. &Trading Co. | 215·9 | 30·5 | 21·1 | Odessa Russian *WB* | C.2Cy.27″&50″–33″ 120NHP N.E.Marine E.Co.,Ld.,Sld. | | | |
| 949 98036 LNSM | **Singan** *F.Jamieson* –08 | SteelScSr | 1654 1479 1047 | | | | 1890 | Scott&Co. Greenock | China Nav.Co.Ld. | 256·0 B56′F29′ | 36·2 | 21·5 | London British | T.3Cy.18″,29″&47″–39″ 138NHP Scott&Co.,Greenock | | | |
| 950 114 SHTK | **Singapore** *L.Cossovich* *ss*Nwc.No.3–10,03 *Elec.light* (*ex*St.Osyth) | IronScBk 2 *Dks* | 3685 3158 2432 | ✠ 8,85 | Nwc | *w* | 1874 3mo | C.Mitchell & Co. Newcastle | Nav.Gen.Italiana | 389·5 P96′H101*t*F52′ | 42·1 | 28·9 | Genoa Italian *4BHCem* | C.2Cy.52″&96″–51″ NB94 548NHP R.&W.Hawthorn,Nwc. | 30 « 2 | I | |
| 951 88067 SLGQ | — *Robinson* –02 *Mchy.Aft Elec.light* | SteelScSr 1 *Dk*2*trB* | 1167 977 748 | | | | 1889 | Fleming& Ferguson Paisley | Nah Kim Seng | 263·0 P27′B70′F25′ FK | 36·1 | 14·8 | Singapore British *WB* | C.2Cy.24″&56″–36″ NE97 192NHP J.G.Kincaid&Co.Greenock | 15 « 7 | | |
| 952 113559 | — 1 *Dk* | IronScK | 159 153 58 | ✠100A1 *Stm Trawler* 5,00 BS8,00 ✠LMC6,00 | Hul | | 1900 5mo | Cook, Wel-t'n&Gemmell Hull A&CP | Hull Steam Fishing &Ice Co.Ld. | 106·8 F16*t* | 21·0 BK7½″ *WB=DTf*13′24*t* | 11·0 | Hull British *4BHCem* | T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,2*pf*,GS24,HS720 Amos&Smith,Hull | 11 « 10 | | |
| 953 PHPW | **Singkep** *Daud* –94 (*ex*Sissie) 1 *Dk* | IronScSr | 115 99 95 | | | | 1880 | H.McIn-tyre&Co. Paisley | Singkep Tin Maats. | 96·8 F16*t* | 18·1 | 7·5 | Rtouw Dutch *WB* | C.2Cy.13″&25″–20″ 23NHP Fisher&Co.,Paisley | | | |
| 954 QGRC | **Singora** *C.Ehlert* (*ex*Oerberns) 2 *Dks* | SteelScSr | *1754* *1646* *1123* | | | | 1894 | Workman, Clark&Co.Ld Belfast | Norddeutscher Lloyd | 257·3 B26′F24′ | 41·1 | 20·9 | Bremen German *WB* | T.3Cy.19″,32″&52″–30″ 148NHP Wrkman,Clark&Co.Ld Bel | | | |
| 955 95339 VQNB | **Singu** *G.W.Currie* –08 *Mchy.Aft* 1 *Dk*(*Stl*)*&Spar dk*(*Stl*) *Elec.light* *&Web frames* | SteelSc3MastSr | 3037 2836 1912 | ✠100A1 *Spar dk* 11,01 ~~8,04~~ ✠LMC12,03 *Carrying Petroleum in bulk* *Fitted for liquid fuel* 12,03 | Cal | *u* | 1903 12mo *bulk* *Lloyd's*A&CP | Armstrong Whitworth &Co.Ld. Newcastle | Burmah Oil Co.Ld. *WB=Cell D B*32 48*t FPT* 146*t* | 309·5 P29′B24′F36′ FK | 41·5 27·6 | 20·5 | Rangoon British *11BHCem* *APT*20*t* | T.3Cy.22′,37″&61″–42″ (*r*) 180lb *120lb* 265NHP 2SB,6*cf*,GS128,HS4130 W'llandSlipwy.Co.Ld.Nwc. | 21 « 8 « 5 « 9 | | |
| 956 | **Siniossoglu** *G.Couvellos* –00 (*ex*Lavagna,*ex*Fides,*ex*Ashfield) 2 *Dks*(*Irn*) | IronScSr | 1573 1476 1038 | ✠ A1* 1 2.04 | Cpl | Lv | 1878 7mo | Richardson, Duck&Co. Stockton | S.Siniossoglu | 250·0 B38′F28′ | 33·0 BK9 | 23·5 | Constanpl Turkish *WB* | C.2Cy.31½″&59″–36″ 174NHP 2SB,6*pf*,GS73,HS2447 Blair&Co.,Ld.,Stockton | 24 « 9 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last survey. | 6 Port of Survey. Town Assigned from Builder's Plate. Builder's Ledger. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registered in which classed, if not in L.R. Date of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 957 WYTR | **Sinloo** *Master* *A.P.Hanson* –00 *Well deck* | **SteelScSr** *ss*Shl.No.3–12,98 *ss*Nwc.No.2–02 1 *Dk*(*Irn*) 2 *tr B* | 1133 904 690 | ✝ ~~100A1~~ ~~7.0.[illegible]~~ 1,05 ✝ NB12,93 ✝ | Shl Nwc | 1882 10mo *Lloyd's* | W.Hamilton&Co. Pt.Glasgow | **Pelton S.S.Co.Ltd.** (R.S.Gardiner& J.Reay, *Mgrs.*) | 241·0 33·4 13·9 Q88′B61′F36′ BK8″ *WB*=*Cell* | **Newcastle** British 4 *BHCem* *DB*193′305*t* | C.2Cy.25″&55″–39″ (*s*) 100lb *90lb* NDB93 139NHP 1SB,*4pf*,GS64,HS1900 Fleming&Fergusn,Paisley | 16 ″ 6 | | ~~11.00~~ 1,05 |
| 958 JBBS | **Sinok** (*ex*Dniepre) | **IronPad** 1 *Dk* | 214 — 101 | | | 1872 | Ruston Florisdorf | **N.J.Spozito** | 163·5 19·1 8·0 | **Odessa** Russian | 1Cy.37″–80″ 94NHP Ruston,Florisdorf | | | |
| 959 HRKG | **Sipan** *G.Heller*00–01 (*ex*Islander) *Well deck* | **SteelScSr** *ss*Brs.No.1–99 1 *Dk*(*Irn*) | 399 283 159 | ✝ 10.02 ✝ | Tri | 1896 3mo | R.Thompson&Sons Sunderland | **Nav.aVapRagusea** (M.Marinovic, *Mgr.*) | 150·0 24·1 10·8 Q83′B16′F15′ FK *WB*=*DB* *a*26′ *f*56′90*t* *FPT*9*t* | **Ragusa** Aust.-Hung. 4 *BHCem* *APT*5*t* | C.2Cy.19″&40″–27″ 78NHP 1SB,*2pf*,GS44,HS1308 Jameson&MacColl,Sld. | 11 ″ 10 | A | |
| 960 MTVD | **Sir Albert Rollit** *A.Ward* –02 (*Trawler*) | **IronScK** 1 *Dk* | 135 135 57 | | | 1888 | Cook,Welt'n&Gemmell Hull | **HumberSteam TrawlingCo.Ld.** | 95·3 20·8 11·0 BK7½ | **Hull** British | C.2Cy.17″&33″–22″ 45RHP Bailey&Leetham,Hull | 11 ″ 10 | | |
| 961 SDKB | **Sir Beavis** *A.Harley*02–03 (*ex*Corsair) *Well deck* | **SteelScCtr** 1 *Dk*(*Stl*) | 52 52 17 | ✝ 100A1 *Tug* 1.03 ✝ LMC10,05 | Sou | 1903 1mo *Lloyd's* | G.Napier & Sons,Ld. Southampton A&CP | **Haddon&Beavis** | 63·7 14·7 7·9 BK5″ *WB*=*DBa* 33′ *f*38′55*t* | **S'thamptn** British 4 *BHCem* | C.2Cy.12″&24″–16″ (*s*) 125lb 35RHP 1SB,*1cf*,GS22,HS643 G.Napier&Sons,Sou. | 8 ″ 0 | | |
| 962 SDKB | **Sir Célicourt Antelme** *A.Adam* –01 (*ex*Corsair) *Well deck* | **IronScSr** *ss*Mau.2nd.No.3–10,01 1 *Dk* | 376 285 183 | ✝ ~~100A1~~ 10.01 ✝ NB[illegible] | Mau | 1876 9mo *Lloyd's* | J.Blumer Co. Sunderland A&CP | **L.Souchon** | 160·8 23·2 12·6 Q84′B18′F18′ BK7′ *WB*=*DBa* 33′ *f*38′55*t* | **Glasgow** British 4 *BHCem* | C.2Cy.20″&38″–24″ (*s*) 80lb 65RHP 1SB,*3pf*,GS45,HS1173 G.Clark,Sunderland | 13 ″ 0 | | 9.03 |
| 963 VSKT | **Sir Charles Elliott** *A.P.Johnsen*97–02 1 *Dk*(*Teak*) | **StlTwinSc** | 328 292 [illegible] | ✝ 100A1 *Tug* 4.02 ✝ LMC4,0 | Psy | 1902 4mo *Lloyd's* | Fleming& Ferguson,Ld. Paisley *sA&CP* *WB*=*CellDBuE*16′20*t* | **Table BayHarbour Board** | 119·4 25·1 13·5 BK7 *DTa*14′ 10*t* *DTf*23′ 50*t* | **CapeTown** British 6 *BHCem* *APT*15*t* | C.4Cy.19″&39″–28″ (*s*) 120lb 184NHP 2SB,*6cf*,GS127,HS3608 Fleming&Fergusn,Ld.Psy | 14 ″ 3 s [illegible] ″ 4 | | |
| 964 NKBP | **Sir Charles Tennant** *W.Harlan* –02 1 *Dk*(*Stl*) *Well deck* | **SteelScSr** *ss*Nwc.No.2–02 *&deep framing* | 2415 1946 1555 | ✝ 100A1 ~~6.01~~ 7.03 3,05 BS7,04 ✝ LMC5,05 | Lon Shl Nwc | 1894 5mo *Lloyd's* | Hawthorn, Leslie&Co,Ld Newcastle *sA&CP* | **ScottBros.Ld**(Lt.-Col.C.E Parker-Jervis, *Mgr.*) *WB*=*CellDB* | 294·4 41·7 19·2 P28′Q78′B70′F34′ drp03 FK 246′ 580*t* *FPT* 116*t* | **Newcastle** British 6 *BHAsp* *APT*94*t* | T.3Cy.22½″,38″&62″–42″ (*o*) 160lb *100lb* NDB02 296NHP 2SB,*6pf*,GS79,HS4111 FD Hwthrn,Leslie&C.Ld. Nwc | 21 ″ 8 s 2 ″ 6 | | 5,03 |
| 965 VBPN | **Sir Francis Drake** *W.Pearce*99–03 | **SteelScK** 1 *Dk* | 256 232 93 | ✝ 100A1 *Stm Trawler* 1,05 ~~2.03~~ ✝ LMC2,0[illegible] | Hul | 1903 2mo *Lloyd's* | Cook,Welt'n&Gemmell Hull *sA&CP* | **NationalSteam TrawlingCo.Ld.** | 128·4 22·0 12·0 Q51′ BK7″ *WB*=*DBf* 10′7*t* | **Hull** British 4 *BHCem* | T.3Cy.18″,22″&37″–27″ (*s*) 200lb 75RHP 1SB,*2cf*,GS36,HS1288 C.D.Holmes&Co.Hull | 12 ″ 10 | | 1,05 |
| 966 WRPB | — *S.G.Stokes* –02 | **IronPadSp** | 173 171 59 | | | 1873 | W.Allsup Preston | **Gt.Western Rly.Co** | 131·3 20·1 10·0 | **Plymouth** British | D.2Cy.30″–48″ NB96 80RHP W.Allsup,Preston | | BT till ~~June~~ 2.06 | |
| 967 | **Sir Frederick** *J.Coull* –02 | **CompScCtr** 1 *Dk* | 134 134 4 | | | 1893 | Cox&Co. Falmouth | **PortElizabeth HarbourBoard** | 97·7 20·2 10·7 | **P.Elizbeth** British | T.3Cy.12″,19½″&32″–27″ 50RHP Cox&Co.,Falmouth | | | |
| 968 WSPL | **Sir Galahad** *D.Richardson* –99 *ss*Lon.2nd No.3–7,97 *ss*Lon.No.1–01 *Well deck* | **IronScSr** 1 *Dk*2 *tr B* | 981 775 599 | ✝ 90A1 ~~11.04 7.03~~ 5,05 ✝ NB10,90 MS12,01 | Shl Delivered BS5,05 | 1874 10mo *Lloyd's* | T Turnbull &Sons Whitby A&CP | **W.Cory&Son,Ld.** | 224·4 30·0 16·9 Q84′B48′F28′ BK8″ *WB*=*DBa* 61′ *f*88′ | **London** British 4 *BHCem* | C.2Cy.27″&50½″–33″ (*s*) 70lb *80lb* NDB98 99RHP 1SB,*3pf*,GS50,HS1728 Blair&Co.(Lim.),Stockton | 18 ″ 0 s 1 ″ 9½ | | 5.04 |
| 969 WPQT | — *T.Kew* –99 | **SteelScK** *ss*Gms.No.1–03 1 *Dk* | 156 150 58 | ✝ 100A1 *Stm Trawler* 3.05 ~~4.03~~ BS3,05 ✝ LMC6,03 | Ams Gms | 1899 2mo *Lloyd's* | Edwards Bros. N.Shields *sA&CP* | **ExcaliburSteam FishingCo.Ld.** | 106·0 20·7 10·9 Q18′F19′ BK7½″ | **Grimsby** British 3 *BHCem* | T.3Cy.12″,18″&30″–21″ (*s*) 180lb 45RHP 1SB,*2pf*,GS29,HS935 Baird&Barnsley,N.Shields | 11 ″ 10 | | ~~11.03~~ 3,05 |
| 970 WPQT | **Sir Garnet Wolseley** *J.W.Burgess*04–04 | **IronScSr** *ss*Cff.No.3–5,94 *ss*Nwc.No.2–04 1 *Dk*(*pt Irn*) 3 *tr B* | 2239 2104 1477 | ✝ 100A1 1,04 MS9,02 BS1,04 | Nwc LMC | 1882 10mo *Lloyd's* | Palmers' Co.(Lim.) Newcastle *sA&CP* | **GarnetShpg.Co. Ld.**(W.Coupland& Co.,*Mgrs.*) *WB*=*CellDBa* | 292·0 37·7 23·5 P26′B52′F30′ BK10″ 92′ *f*116′ | **Newcastle** British 70 5 *BHCem* 288*t* *APT*51*t* | C.2Cy.31″&68″–45″ (*a*) ~~100lb~~ *80lb* NDB92 225NHP 2SB,*6pf*,GS122,HS3404 Palmers' Co.(Lim.),Nwc. | 26 ″ 1 s 5 ″ 0 | | 9,02 |
| 971 | **Sir Harry Bullard** | **SteelTwinScK** 1 *Dk*(*Stl*) | 498 469 231 | ✝ A1 *Hopper Dredger* 5.04 ✝ LMC5,04 | P.Gl | 1904 5mo *Lloyd's* | Ferguson Bros. Pt.Glasgow *sA&CP* | **Gt.YarmouthPort &HavenCommissioners** | 160·0 31·1 12·4 F18′ FK | **Gt Yarmth** British 4 *BHCem* | C.4Cy.15″&30″–21″ (*s*) 120lb 90RHP 2SB,*4cf*,GS76,HS1700 Ferguson Bros. Pt.Glasgow | 13 ″ 0 | | |
| 972 | **Sir Henry Bessemer** *J.A.Walsh*01–02 *Mchy.Aft* *Elec.light* | **SteelSc** 1 *Dk*2 *tr B* | 4321 — 3293 | | | 1896 | Globe Iron Works Co. Cleveland,O. | **PittsburghS.S.Co.** | 413·2 48·0 24·0 *WB* | **Duluth, Minn.** Utd. States | T.3Cy.25″,41″&66″–42″ 282NHP GlobeIW.Co.,Cleveland,O | | | |
| 973 | **Sir Howard Elphinstone** (*ex*NewZealand) | **IronScK** 1 *Dk* | 191 179 102 | | | 1886 | Cochrane, Cooper& Schofield Beverley | **HisMajesty's Government** | 117·0 22·1 11·3 Q20′ F20′ *WB* | British | T.3Cy.13½″,19″&32″–24″ 50RHP C.D.Holmes&Co.,Hull | 12 ″ 4 | | |
| 974 | **Sir John** *G.J.Thompson*92–02 *Elec.light* (*Tug*) | **Iron&SteelTwinScSr** 1 *Dk* | 411 348 4 | | | 1897 | Gourlay Bros.&Co. Dundee | **NatalGovernment** | 156·0 26·6 13·6 B33′ FK | **PortNatal** British *WB* | T.6Cy.16″,26½″&42″–27″ 202NHP GourlayBros.& Co.,Dundee | 14 ″ 7 | | |
| 975 | **Sir Joseph Pease** (*Tug*) | **IronPadSp** 1 *Dk* | 180 180 24 | | | 1896 | J.P.Rennoldsn&Sons SouthShields | **TeesConservancy Commissioners** | 115·0 21·1 11·0 | **Stockton** British | 2Cy.32″–54″ 95RHP J.P.Rennoldsn&Sns.S.Shl. | | | |
| 976 | **Sir Percivale** *H.Spindler* –99 | **SteelScK** *ss*Gms.No.1–03 1 *Dk* | 156 150 59 | ✝ 100A1 *Stm Trawler* 3.04 ✝ LMC6,03 | Gms | 1899 3mo *Lloyd's* | Edwards Bros. NorthShields *sA&CP* | **ExcaliburSteam FishingCo.Ld.** | 106·0 20·7 11·0 Q18′F19′ BK7½″ | **Grimsby** British 3 *BHCem* | T.3Cy.12″,18″&30″–21″ (*s*) 180lb 45RHP 1SB,*2pf*,GS29,HS935 Baird&Barnsley,N.Shields | 11 ″ 10 | | 6,03 |
| 977 MVNJ | **Sir Richard Grenville** *D.Jones*95–00 1 *Dk*(*Stl*) & *Web frames* & *pt Awng dk*(*Irn*) | **SteelScSr** *ss*Npt.No.2–01 | 2715 2082 1745 | ✝ 100A1 *pt Awng dk with freeboard* 6,04 ~~3.03~~ BS8,03 ✝ LMC4,01 | Shl Cff | 1892 11mo | J.Priestman&Co. Sunderland A&CP | **SirRichardGrenvilleS.S.Co.Ld.** (Pearse&Haswell) | 302·2 40·2 21·8 P33′Q88′ *pt Awndk* 181′ BK10″ *WB*=*Cell DB* 214′ 708 | **Plymouth** British 6 *BHCem* *APT*90*t* | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *70lb* 253NHP 2SB,*6pf*,GS114,HS3850 W.Allan&Co.,Sunderland | 23 ″ 0 s 9 ″ 0 | | 8,03 |

| 1 Numéro d'Ordre / Numéro Distinct. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Jauge. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armements. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Profond. | 12 Port d'Attache. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | 14 Tonn. sur Quille. Franc-bord au milieu du navire. pds. | pu | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 978 97475 MKDN | **Sir Richard Grenville** Iron<br>*J.Collings* –91 TwinScSp<br>1 *Dk* | | 420<br>321<br>98 | | | ... | 1891 | Laird Bros. Birkenhead | **Gt.Western Rly.Co** | 182·0 \| 30·1 \| 12·6<br>*Promenade dk95'* BK6 | | | Plymouth<br>British *WB* | 4Cy.17½"&38"–24"<br>118NHP<br>Laird Bros., Birkenhead | 14 ″ 0 | BT | |
| 979 91859 KBJW | **Sir Robert Peel** IronScSr<br>*J.Daines* –97 *ss*Lon.No.3–9.97<br>*ss*Lon.No.1–01<br>1 *Dk(Irn)* | | 376<br>281<br>229 | ✝100A1<br>12,01<br>BS1,04 ✝ | Lon | *f* | 1885<br>7mo | R.Craggs &Sons Middlesbro' A&CP | **B.P.Carey**<br>J. Gaggero<br>*Now named "Gibel Hadid," See No. 3 in Supplement* | 145·7 \| 23·6 \| 11·6<br>*P40'B26'F21* BK7 | | | London<br>British<br>*4 BHCem* | C.2Cy.18"&36"–24" (*r*)<br>80lb *80lb* NDB00 54RHP<br>1SB,2*pf*,GS138,HS807<br>Wm.Smith&Co.Ld.Northern Engine Wks.Newcastle | 12 ″ 4 | | 1.8 |
| 980 109771 QHCL | **Sir W. T. Lewis** SteelScSr<br>*J.M.Kelly* –03 *ss*Cff.No.1–02<br>1 *Dk(Irn)2tr B&*<br>*Webframes&Dk rule* | | 3517<br>3945<br>2267 | ✝100A1<br>3,06<br>BS4,04 | Cff<br>Npt | *v* | 1898<br>9mo | Richardsn, Duck&Co. Stockton A&CP | **Sir W.T.Lewis S.S. Co.Ld.(W.J.Tatem &Co.)** *WB=Cell DBa110' u E22' f146'810t FPT167t* | 339·0 \| 46·0 \| 24·6<br>*P33'B91'F82* FK | | | Cardiff<br>British<br>*6 BHCem APT165t* | T.3Cy.24",40"&66"–45" (*s*)<br>160lb *90lb* NDB94 306NHP<br>2SB,*6rf*,GS132,HS1800<br>Blair&Co.Ld Stockton | 27 ″ 3<br>s 8 · 1 | | |
| 981 79147 SOMG | **Sir Walter** IronScSr<br>*J.Cox* *ss*Opo.2nd No.3–2,01<br>1 *Dk* | | 492<br>384<br>297 | ✝100A1<br>10,04 10,08<br>BS4,01 | Brs<br>Sws | *h* | 1878<br>6mo | J.&G. Thomson (Glasgow A&CP | **Sir Walter S.S.Co. Ld.(Turner, Edwards&Co.)** *WB=aT23'fT24' DBa80 f114'365t FPT66t APT21t* | 175·4 \| 25·1 \| 13·0<br>*Q29'B38'F30'*<br>ND91 BK7<br>Irp01 | | | London<br>British<br>*4 BHCem pt Asp* | C.2Cy.20"&38"–28" (*s*)<br>80lb *80lb* NDB94 178RHP<br>1SB,2*rf*,GS40,HS1048<br>J.&G.Thomson,Glasgow | 13 ″ 9<br>s 1 · 7 | | |
| 982 95144 LMDB | **Sir Walter Raleigh** IronScSr<br>*G.E.Woodward* –02 *ss*Cff.No.3–11.02<br>*Well deck* 1 *Dk(Irn)2tr B* | | 1870<br>1416<br>1192 | ✝100A1<br>12,04 12,08<br>BS4,01 | Cff<br>Lon | *r* | 1889<br>12mo | Craig, Taylor&Co. Stockton A&CP | **Sir Walter Raleigh S.S.Co.Ld. (Pearse &Haswell)** *WB=DBa80 f114'365t* | 269·8 \| 37·2 \| 18·3<br>*Q103'B106'F31'* FK | | | Plymouth<br>British<br>*4 BHpt Cem pt Asp* | T.3Cy.20",38"&54"–36" (*s*)<br>160lb *80lb* NDB00 175NHP<br>2SB,6*rf*,GS72<br>M.Pratt,Huddersfield | 19 ″ 8<br>s 1 · 9 | | |
| 983 — Brok. Loop PCQW | IronPad<br>*W.Henderson84–84* (*ex*Tilbury) | | 180<br>180<br>130 | | | | 1855 | J. Henderson&Sons Renfrew | **London,Tilbury& Southend Rlwy.Co.** | 128·9 \| 20·0 \| 8·1 | | | London<br>British | O.2Cy.26½"–38"<br>NB92 50RHP<br>Henderson,Colbrn&Co Rn | | | |
| 984 116736 | **Sir William Fairbairn** SteelSc<br>*F.J.Crowley01–01*<br>*Mchy.Aft Elec.light* 1 *Dk2tr B* | | 4220<br>—<br>3182 | | | | 1896 | Detroit Dry Dock Co. Wyandotte | **Pittsburgh S.S.Co.** | 424·6 \| 45·8 \| 27·8 | | | Duluth<br>Utd.States *WB* | T.3Cy.24",38"&64"–42"<br>266NHP<br>Dry Dock E.Works,Detroit | | S | |
| 985 116732 | **Sir Wm. Siemens** SteelSc<br>*F.W.Stenton01–03*<br>*Mchy.Aft Elec.light* 1 *Dk2tr B* | | 4344<br>—<br>3293 | | | | 1896 | Globe Iron Works Co. Cleveland,O. | **Pittsburgh S.S.Co.** | 413·2 \| 48·0 \| 24·0<br>*WB* | | | Duluth, Minn.<br>Utd.States | T.3Cy.25",41"&66"–42"<br>282NHP<br>Globe I W.Co.,Cleveland,O | | | |
| 986 — | **Siraly** SteelSc<br>*Akacic* –00<br>*Mchy.Aft* | | 125<br>—<br>59 | | | | 1900 | M.U.Martinolich Lussinpccolo | **Soc.inAzioni Ungaro-Croata di Nav Maritt a Vap.** | 111·7 \| 18·4 \| 7·8 | | | Fiume<br>Aust.-Hung. | T.3Cy.9½",16½"&26½"–13"<br>25NHP<br>Wilsn&Maclaren,Smprdna | | V | |
| 987 110325 QRBC | **Sirdar** SteelScSr<br>*F.H.Swaffin* –03 *ss*Npt.No.1–04<br>1 *Dk(pt Irn&pt Stl)2tr B&deep framing*<br>3 *Dk rule* | | 3519<br>3263<br>2264 | ✝100A1<br>2,05 5,04<br>BS2,05 | Npt<br>Nwc | *v* | 1899<br>1mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | **Red "R" S.S.Co.Ld. (Stephens, Sutton &Stephens,** *Mgrs.*) *WB=Cell DBa108' u E&B40' f136'744t* | 335·0 \| 48·1 \| 24·8<br>*P29'B76'F31'* FK | | | Newcastle<br>British<br>*6 BHCem APT37t* | T.3Cy.24",39"&66"–45" (*s*)<br>180lb *80lb* 304NHP<br>2SB,*8pf*,GS180,HS4520<br>Wilsnd Slpwy.Co.Ld Nwc | 27 ″ 3<br>s 5 · 2 | | |
| 988 — 106256 RFWK | SteelScSr<br>*D.Davies92–99* *ss*Cff.No.1–03<br>1 *Dk(Stl)&deep framing* | | 1315<br>1197<br>825 | ✝100A1<br>7,01,04 11,04 | Cff | *o* | 1899<br>7mo | Grngemth Dockyard Co. Grangemth. A&CP | **Orders&Handford S.S.Co.Ld.** *WB=Cell DBa58' u E&B34' f94'379t* | 240·3 \| 36·7 \| 16·5<br>*B60'F26'* FK | | | Newport<br>British<br>*4 BHCem APT75t* | T.3Cy.19",30½"&50"–36" (*s*)<br>160lb *80lb* 157NHP<br>1SB,3*pf*,GS67,HS2455<br>Dunsmuir&Jackson,Gls. | 18 ″ 5<br>s 2 · 8½ | | |
| 989 — ~~110371~~ RDTL | **Iron&SteelScK**<br>~~*J.Hawthorn&Co.99*~~ *ss*Gms.No.1–03<br>1 *Dk Iron framing&Steel plating* | | 186<br>169<br>68 | ✝100A1<br>*Well fishing vessel*<br>5,05 | Gms<br>North Shields *Lloyd's A&CP* | | 1899<br>3mo | Edwards Bros. | **Crampin Steam Fishing Co.Ld.** Soc. de Pesca y Salvamento No. 1 (no) | 114·5 \| 21·1 \| 10·8<br>*Q56'F21'* BK7½ | | | ~~Grimsby~~<br>~~British~~ Vigo<br>*3 BHCem*<br>Spanish | T.3Cy.12¾",19½"&32"–22½"<br>180lb (*s*) 52RHP<br>1SB,2*pf*,GS34,HS1060<br>G.T.Grey,SouthShields | 11 ″ 10 | | |
| 990 — 115967 | **SteelTwinScTug**<br>1 *Dk* | | 143<br>135<br>— | | | ... | 1899 | R.&H. Green,Ld. Blackwall | **Lon.&India Docks Co.** | 90·3 \| 21·1 \| 11·6 | | | London<br>British | C.4Cy.19"&40"–24"<br>131NHP<br>T.A.Young&Son,Blckwall | | | |
| 991 80448 SKTG | **Sirdhana** IronSc3MstSr<br>*E.R.Robinson* –03 *ss*Cal.No.1–03<br>2 *Dks(U Irn-ws)3 Dk rule* | | 2729<br>2453<br>2074 | ✝<br>4,86 | Cal | *u* | 1879<br>3mo | W.Denny &Bros. Dumbarton | **British India Stm. Nav.Co.Ld.** *WB=Cell DB250'489t* | 310·2 \| 39·1 \| 24·9<br>*P48' F32'* | | | Glasgow<br>British<br>*6 BHCem* | C.2Cy.38"&68"–48"<br>267NHP<br>Denny&Co.,Dumbarton | | | |
| 992 81579 KBJM | **Siren** IronScSr<br>2 *Dks* | | 421<br>399<br>219 | ✝<br>9,81 | Lon | *h* | 1878<br>1mo | Palmers' Co Newcastle | **Corporation of the Trinity House** | 175·5 \| 25·2 \| 14·0 | | | London<br>British<br>*4 BHCem* | C.2Cy.28"&56"–36"<br>157NHP<br>Palmers' Co.(Lim.),Nwc. | | | |
| 993 — 98423 PHDG | **IronPadSp**<br>(*ex*Eneo,*ex*Lynton) 1 *Dk* | | 261<br>217<br>79 | | | | 1892 | Tyneside E.Co.(Lim) Cardiff | **Tyne General Ferry Co.** | 154·8 \| 21·1 \| 8·6 | | | Newcastle<br>British | C.D.O.4Cy.15½"&28"–36"<br>90RHP<br>Tyneside E.Wks Co.Ld.,Cff | | BT | |
| 994 123 SHWM | **Sirio** IronSc3MstSr<br>*E.Pizzarello*<br>*Elec.light* 2 *Dks& Spar dk* | | 4141<br>2664<br>2275 | | | ... | 1883 | R.Napier& Sons Glasgow | **Nav.Gen.Italiana** | 380·0 \| 42·1 \| 24·9<br>H190t F84' | | | Genoa<br>Italian *WB* | T.3Cy.37",61"&98½"–60"<br>NE&B91 750NHP<br>G.Ansaldo&Co S.P.d'Arena | | I | |
| 995 LQVN | **Sirius** SteelScSr<br>*Debourdeaux* *ss*Msl.No.1–04<br>1 *Dk(Stl)w Spar dk(Stl)&deep framing*<br>*Elec.light* | | 3443<br>3042<br>2028 | ✝100A1<br>*Spar dk*<br>8,04 8,08 | Msl | *v* | 1900<br>3mo | Russell& Co. Pt.Glasgow A&CP | **Cie.des Vapeurs de Charge Français** *WB=Cell DBa102' u E&B40 f140 877t* | 330·0 \| 48·0 \| 15·9<br>*P20'B72'F33'* 23·5<br>FK | | | Marseilles<br>French<br>*6 BHCem APT63t* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *80lb* 291NHP<br>2SB,6*cf*,GS128,HS1406<br>J.G.Kincaid&Co.Greenock | 18 ″ 4<br>s 5 · 4 | | |
| 996 4158 JNGL | SteelScSr<br>*P.E.Rolf04–04*<br>1 *Dk(Stl)&Web frames*<br>*Well deck* | | 1375<br>1013<br>814 | ✝100A1<br>2,05 ~~4,04~~ | Got<br>Bly | *o* | 1903<br>8mo | Irvine's SB &D.D.Co.Ld W Hartlepool *Lloyd's A&CP* | **Angf. Aktieb Sirius (W R.Lundgren)** *WB=Cell DBa67' u E=B31,04 FPT* | 230·5 \| 36·1 \| 14·8<br>*P22'Q65'B52'F25'*<br>drp05 FK | | | Gothenbrg<br>Swedish<br>*4 BHCem APT16t* | T.3Cy.19",31"&51"–36" (*s*)<br>~~420lb~~ *80lb* 160lb 160NHP<br>1SB,3*pf*,GS55,HS2462<br>Richardsons,Westgarth& Co.Ld.Hpl | 17 ″ 2<br>s 1 · 7 | | |
| 997 — QRVW | SteelScSr<br>*I.Stenius96–00* *ss*Hfs.No.3–9.96<br>*ss*Nwc No.2–~~00~~ *ss*Nwc.No.1–99<br>1 *Dk(Stl)w Awngd&tr B* | | 1004<br>592<br>664 | ✝100A1<br>*Awng dk with freeboard*<br>3,05 | Nwc<br>~~Hul~~ | *n* | 1884<br>3mo | Bremer Schiffsb.Ges. Vegesack *Lloyd's A&CP* | **Finska Angf Aktieb (L.Krogius,** *Mgr.*) | 210·0 \| 30·0 \| 14·5<br>BK8<br>*WB=Cell D* | | | Helsingfrs<br>Russian<br>*4 BHCem B170'f235t* | C.2Cy.25'&46"–33" (*s*)<br>~~55lb~~ *55lb* NDB95 99NHP<br>1SB,3*rf*,GS56,HS1707<br>Gute Hoffnungshütte, Strkrde. | 15 ″ 3<br>s 8 · 6 | | |
| 998 — 115774 | IronPad<br>*I.A.Bunn* | | 993<br>—<br>712 | | | | 1881 | J.Roach& Son Chester,Pa. | **Iron Steamboat Co.** | 229·0 \| 32·5 \| 11·1 | | | New York<br>Utd.States | 1Cy.53"–144"<br>259NHP<br>A.&W.Fletcher,New York | | | |
| 999 — JVTL | IronScSr<br>*M.Björnstad* 2 *Dks& Awng dk* | | 877<br>846<br>536 | ✝<br>*Awng dk with freeboard*<br>4,85 | Ham | *m* | 1885<br>2mo | Flensburg Schiffsb. Flensburg | **Bergenske Dampskibsselskab** *WB=Cell DB154'150t* | 191·2 \| 28·8 \| 14·8<br>H31t 20 | | | Bergen<br>Norwegian<br>*4 BHCem* | C.2Cy.31"&57"–36"<br>156NHP<br>Flensburger Schiffsb.Ges. | 15 ″ 4 | | |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned new or replcd. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registry in which classed, if not in L.R. Date of Trad. Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 QFLJ | **Sirius** *R.Duis* 95–99 *Well deck* | **IronScSr** 1 *Dk & Webframes* | 742 602 455 | | | ... | 1889 | Blyth S.B. Co. (Lim.) Blyth | **Dampfschifffahrts Ges. Neptun** | 206·8 Q92′ len98 | 26·0 B18′ | 14·6 F19′ BK7½′ | **Bremen** German *WB* | T.3Cy.14″,23″&39″–27″ 83NHP M.Paul&Co.,Dumbarton | 15 ″ 5 | G | |
| 1001 | — *H.Munneke* 02–02 *Mchy.Aft* | **IronSc3MstSr** 1 *Dk2trB* | 597 502 358 | | | | 1871 | Scott&Co. Greenock | **Koninkl.Nederl. Stoomb.Maats.** | 201·5 | 24·0 | 14·1 | **Amstrdam** Dutch | C.2Cy.21″&42″–36″ NB79 88NHP Scott&Co.,Greenock | | V | |
| 1002 HJBS | — *E.Dowig* | **IronScSr** 1 *Dk* | 336 285 182 | | | | 1868 | F.Schichau Elbing | **R.Kleyenstüber& Co.** | 162·8 Q28′ | 22·2 B24′ | 12·0 F23′ | **Königsbrg** German | C.2Cy.18″&30¾″–20″ NE88 NB94 35NHP Möller&Holberg,Stettin | | V | |
| 1003 | — ss Ams.No.1–99 (ex Baronde Nève de Roden) | **IronScK** 1 *Dk* | 191 141 61 | ✠ —— 9,02 *Stm Trawler* ✠ | Ams | | 1895 5mo | Cochrane& Cooper Beverley | **J.Huret** | 102·0 Q18′ F18′ | 20·6 | 11·0 BK7½′ *WB* | **Boulogne** French | T.3Cy.12½″,19½″&32″–22½″ 51NHP 1SB,*2cf*,GS27,HS795 C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 1004 JGDN | — *F.H.Lundqvist* –00 | **SteelSc** 1 *Dk* | 183 106 107 | | | | 1884 | MotalaCo. Gothenburg | **SödertelјeRederi-aktiеb (G.A. Ekdahl,** *Mgr.*) | 109·1 B46′ | 21·5 H14′ | 8·6 | **Södertelje** Swedish | C.2Cy.20″&34½″–21″ 45NHP MotalaCo.,Gothenburg | | | |
| 1005 VFQC | **Sirocco** *G.Williamson* 03–03 *Electlight* | **SteelScSr** 1 *Dk(Stl)&Spar dk(ptIrn&ptStl)* *&deep framing* | 3747 3492 2349 | ✠100A1 *Spar dk* 11,04 ~~4,04~~ ✠LMC9,03 | Bry | *u* | 1903 9mo | W.Pickers-gill&Sons Sunderland *Lloyd'sA&CP* | **BedouinS.N.Co.Ld (W.&R.Thomson,** *Mgrs.*) *WB=Cell* | 361·0 P31′B194′F42′ FK *DBa* 114′ | 46·2 B194′F42′ *u E & B* | 17·6 25·6 *f* 150′ 838*t* | **Liverpool** British *6BHCem* *DTa* 24′510*t FPT* | T.3Cy.24″,40″&67″–45″ (*a* 180lb *100lb* 349NHP 2SB *6pf*,GS105,HS4550 FD G.Clark,Ld.Sunderland 103*t APT*46*t* | 20 ″ 2 ~ 4 ″ 9 | | |
| 1006 JGQS | **Sirsa** *A.G.Abbott* –03 | **SteelSc3MstSr** 3 *Dks(UStl–ws)* | 2610 2351 1675 | ✠ 3,86 | Cal | *u* | 1883 10mo | A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.Ld.** *WB* | 310·0 P52′ B64′ F30′ *=CellDB*254′435*t* | 39·2 | 25·0 | **Glasgow** British *6BHCem* | C.2Cy.33″&66″–54″ 267NHP A.&J.Inglis,Glasgow | 27 ″ 7 | | |
| 1007 JNPM | **Sishan** *Houlten* (ex Thane) | **SteelScSr** ss H.Kg.No.3–8,01 1 *Dk(Stl)&Spar dk(Stl–ws)3trB* | 1351 1290 845 | ✠100A1 *Spar dk* 7,04 ~~7,08~~ ~~B8,08~~ | HKg | *p* | 1883 11mo | A.Stephen &Sons Dundee A&CP | **C.W.Richardson** S.Spitzel *WB=DBa*48′*f* | 245·0 | 33·2 | 20·6 BK8″ 104′ *&uE*15′208*t FPT* | **London** British *5BHCem* | C.2Cy.27″&54″–42″ (*s*) 100lb *50lb* 160NHP 2SB,*6cf*,GS90,HS2624 PearceBros.,Dundee | 15 ″ 10 s 5 ″ 6 w 5 ″ 8½ | | N8,03 |
| 1008 JRHG | **Sitges Hermanos** *Rebasa* 97–00 (ex Africa, ex Faithful) | **IronScSr** ss Liv.2nd No.3–5,95 ss Alg.No.2–04 1 *Dk2trB* | *818* *688* 492 | ✠100A1 1,04 ✠NB86 BS7,04 | Alg | *m* | 1871 8mo | Dobie&Co. Glasgow A&CP | **J.J.Sitges frères** *WB=DBa*70′145*t* | 230·1 P54′B46′F41′ ptND88 | 28·7 | 16·1 | **Alicante** Spanish *5BHCem* *FPT*15*t* | C.2Cy.20″&40″–33″ (*i*) 85lb *60lb* NDB85 154NHP 2SB,*4cf*,GS82,HS2696 Rankin&Blackmore,Gnk. | | | 1,04 |
| 1009 RMBH | **Sithonia** *Th.Hildebrandt* 98–02 *Electlight* | **SteelScSr** 2 *Dks* *Fitted for liquid fuel* | 6569 5266 4239 | | | | 1900 | Flensburgr Schiffsb.Ges. Flensburg | **Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)** | 421·4 P271′F51′ | 56·2 | 27·8 | **Hamburg** German *WB* | Q.4Cy.24″,34″,51″&74″–54″ 402NHP FlensburgerSchiffsb.Ges. | | G | |
| 1010 HCJM | **Sitona** *Chr.Næss* 97–97 *Well deck* | **IronScSr** ss Xia.2nd No.3–5,98 ss Xia.No.1–02 1 *Dk(Trn)2trB* | 927 662 569 | ✠100A1 6,03 ~~B8,08~~ BS5,04 | Xia | *m* | 1885 3mo | Wigham Richardson &Co. Newcastle | **Acties.Sitona (K.Andersen)** *WB=Tanka*47′ | 210·0 P&B124′H15*t*F57′ 38*t FPT*25*t APT*45*t* | 30·1 | 14·9 BK8″ | **Frdrkstad** Norwegian *4BHCem* *MT*35′254*t* | C.2Cy.30″&58″–36″ (*s*) 80lb 162NHP 2SB,*4pf*,GS70,HS2747 Wigh.Richrdsn&Co.,Nwc. | 15 ″ 9 | | 6,03 |
| 1011 TQBW | **Siva** *J.Pole* 77–02 *Electlight* | **SteelScSr** 1 *Dk(Stl)&deep framing* | 1740 1493 912 | ✠100A1 8,04 ~~8,11~~ | Hpl | *r* | 1902 9mo | Grngem'th &Greenock Dockyard Co. Grngemouth *Lloyd'sA&CP* | **J.T.Salvesen&Co.** *WB=CellDBa*66′ | 270·3 P31′B78′F30′ | 37·0 | 18·5 FK *uE&B*38′*f*112′402*t* | **Grngemth** British *4BHCem* *APT*68*t* | T.3Cy.21″,35″&57″–39″ (*s* 180lb *80lb* 234NHP 2SB,*6cf*,GS116,HS4049 S.&H.Morton&Co.Leith | 20 ″ 6 ~ 2 ″ 11½ | | |
| 1012 JTKD | **Sivert Nielsen** *N.Olsen* 98–00 | **SteelScSr** 1 *Dk&Awngdk* | 239 231 139 | | | | 1896 | Trondhjms Mek.Verk. Trondhjem | **SaltenDamp-skibsselskab** | 120·2 H8′ | 20·3 | 15·0 | **Bodö** Norwegian *WB* | T.3Cy.11¼″,18½″&30″–20″ 40NHP Trondhjems M.V.Trndhjm | | | |
| 1013 TSVH | **Siward** *A.J.Wilds* –03 *Turret deck* | **SteelScSr** 1 *Dk2trB* | 3753 3154 2409 | | | | 1902 | W.Doxford &Sons,Ld. Sunderland | **NovocastrianShpg Co.Ld. (W.J.Step-hens&Co.** *Mgrs.*) | 342·9 F37′ | 46·6 | 24·8 | **Newcastle** British *WB* | T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons Ld.Sld | | V | |
| 1014 | **Six** *E.Manship* –02 | **SteelScK** 1 *Dk* | 77 72 25 | ✠100A1 *For fishing purposes* 4,01 ✠LMC4,01 | Shl | | 1901 4mo | Smith's Dock Co.Ld. North Shields *Lloyd'sA&CP* | **Smith's Dock Trust Co.Ld.** | 80·0 | 18·0 | 8·2 BK6″ *WB=FPT*2*t* | **Yarmouth** British *3BHCem* | C.2Cy.10¾″&23″–16″ (*s*) 125lb 22RHP 1SB,*2pf*,GS19,HS476 MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 1015 | **Sixteen** *A.Burgess* –02 | **SteelScK** 1 *Dk* | 78 72 26 | ✠100A1 *For fishing purposes* 8,01 ✠LMC4,01 | Shl | | 1901 8mo | Smith's Dock Co.Ld. North Shields *Lloyd'sA&CP* | **Smith'sDock Trust Co.Ld.** | 80·0 | 18·0 | 8·3 BK6″ *WB=FPT*2*t* | **Yarmouth** British *3BHCem* | C.2Cy.10¾″&23″–16″ (*s*) 125lb 22RHP 1SB,*2pf*,GS19,HS476 MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 1016 JBKP | **Sixto Camara** *Anasagasti* 90–94 (ex Strathavon, ex Palmero) | **IronSc3MstSr** 5th Survey,84 1 *Dk* | 237 223 152 | ✠ 10,86 | Gls | Lv | 1867 6mo | Swan Bros. Glasgow | **M.Camara** | 137·8 Q45′ drp86 | 19·7 F16′ | 11·8 | **S.Sebast'n** Spanish *3BHCem* | C.2Cy.17″&31″–24″ NE80 NB95 39NHP Walker,Hendersn&Co.Gls. | | | |
| 1017 KPGT | **Sixty-Six** *W.Truefitt* 65–71 | **IronScSr** 6th Survey,Mdb.12,91 3rd Survey,Mdb.10,01 1 *Dk* | 214 193 133 | ✠ A1.1 4,04 | Mdb | Lv | 1871 7mo | Backhouse &Dixon Middlesbro' | **Cochrane&Co.Ld. (J.W.Lister,** *Mgr.*) | 127·0 Q21*t* ND88 | 20·0 | 10·8 | **Middlsbro'** British *3BH* *WB=DBf* | C.2Cy.17½″&32″–20″ NB91 40RHP 1SB,*2pf*,GS25,HS533 Blair&Co.(Lim.),Stockton | 11 ″ 1 ~ 1 ″ 0½ | | |
| 1018 NJLB | **Sjælland** *J.A.Sönnichsen* 97–97 ss Ham.2nd No.3–10,98 ss Kel.No.1–03 2 *Dks3trB* | **IronSc3MstSr** | 1406 961 880 | 90A1 ~~10,04~~ ~~8,08~~ ✠NB10,98 ~~MS6,03~~ | Dnk Bly | *p* | 1872 8mo | Norddeut. Schiffb.A.G. Kiel | **Dmpsk.S.Sjælland (D.Torm)** *WB=MT*34′270 | 232·9 ND98 | 32·3 | 24·5 BK8″ | **Copnhagn** Danish *5BH* *&DB*34′80*t* | C.2Cy.32″&54″–36″ (*s* 65lb ~~85lb~~ NDB93 125NHP 1SB,*3cf*,GS65,HS2012 *30lb* Schweffel&Co.,Kiel | | | N6,03 |
| 1019 SWHR | — *L.B.Poulsen* 88–88 *Electlight* | **SteelPad** (*Ferry*) 2 *Dks* | 958 897 367 | | | | 1887 | Burmeister &Wain Copenhagen | **DeDanskeStats-baner** | 250·0 | 34·1 | 14·8 | **Korsör** Danish | C.4Cy.34″&62″–54″ 471NHP Burmeister&Wain,Cpn. | | | |
| 1020 JPTK | **Sjofna** *Well deck* | **IronScSr** 1 *Dk2trB* | 525 386 306 | ✠ 4,85 | Sld | *h* | 1881 5mo | Bergens Mek.Verks. Bergen | **JohanC.Giertsen** *WB=* | 169·8 Q35*t* *MT*12′64*t APT*24*t* | 24·2 B75*t* | 13·0 F27*t* | **Bergen** Norwegian *5BHCem* | C.2Cy.20½″&39″–24″ 62NHP Bergens Mek.Vrks.,Bergen | | N | |
| 1021 JFNH | **Sjöfröken** *L.F.Englund* | **IronSc** 1 *Dk* | 101 43 64 | | | | 1880 | Bergsunds Mek.Verkst. Stockholm | **ÅngbAktiebDrott-ningholm-Fittja (C.H.Backert)** | 88·3 B43′ | 15·7 H10*t* | 7·0 F14′ | **Stockholm** Swedish | C.2Cy.14½″&25½″–19½″ 24NHP Bergsunds Mek.Verks.,Stk. | | | |

| Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Machines. Foyers. Nom du Constructeur des machines. | Hauteur sur Quille. Franc-bord en hiver du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1022 | **Sjögutten** Wood Sc Sr | 607 | | | 1891 R.O. Hørem Stavanger | Dmpk. Sjöguttens Rederi (Sigval Borgesen) | 164·9 \| 26·3 \| 16·2 Q43*t* B64*t* H6*t* F19*t* | Stavanger Norwegian | T. 3 Cy. 12″, 20″ & 32″–26″ 52 NHP Akers Mek. Verk., Xia | | V |
| JWQM | *O. Børresen* 1 *Dk* | 470 372 | | | | | | | | | |
| 1023 | **Skaato** Iron Sc 3 Mst Sr | 547 | | | 1855 C. Mitchell & Co. Newcastle | Akties. S.S. Skaato (N. Chr. Sörensen) | 169·0 \| 27·9 \| 16·6 Q12*t* H21*t* | Stavanger Norwegian | 2 Cy. 34½″–26″ NB92 47 NHP T. Richardson & Sons, Hpl | 16 ″ 10 | |
| HRKL | *A. Evensen* 90–99 (*ex* Killingworth) *Mchy. Aft* 1 *Dk* | 483 327 | | | | | | | | | |
| 1024 | **Skald** Iron Sc Sr | 1210 | ✠100 A1 Npt | *o* | 1882 Burrell & Son 12mo Dumbarton *Lloyd's* | Fredriksen & Co. | 240·0 \| 35·1 \| 15·5 B62′ F25′ FK *WB = Cell* | Mandal Norwegian 5 *BHCem* *DB* 209′ 317*t* | C. 2 Cy. 26″ & 51″–36″ (*s*) 120 lb *80 lb* NDB96 134 NHP 1 SB, *3p f*, Gs68, Hs2024 M. Paul & Co. Dumbarton | 18 ″ 2 | |
| JPMS | *Chr. Christiansen* 97–98 *ss* Nwc. No. 3–8, 95 (*ex* Saint Helier) *ss* Npt. No. 2–04 1 *Dk* (*Irn*) 2 *tr B* | 1032 751 | Off | | | | | | | | |
| 1025 | **Skålholt** Steel Sc Sr | 524 | | | 1891 Nylands Værks. Christiania | Forenede Dmpskib. Selskab | 161·3 \| 25·8 \| 12·7 P143*t* H10*t* F24*t* | Copnhagn Danish *WB* | T. 3 Cy. 11¼″, 17½″ & 30″–24″ 44 NHP Nylands Værks. Xia | | |
| NJLV | *B. M. R. Örstet* (*ex* Vardö) 1 *Dk* | 355 306 | | | | | | | | | |
| 1026 | **Skallagrim** Iron Sc Bn | 2602 | ✠100 A1 Bry | *t* | 1883 Richardsn, 10mo Duck & Co. Stockton *Lloyd's* | ~~Acties. Skallagrim~~ (~~Fredriksen & Co, *Mgrs.*~~) | 300·0 \| 39·0 \| 25·5 P28′ B68′ F38′ BK 10″ *WB = DBu E 4 B50′ 141t* | ~~Mandal~~ ~~Norwegian~~ 5 *BHCem* *JT* 24′ 300*t* Japanese | C. 2 Cy. 38″ & 71″–45″ (*b*) 80 lb *90 lb* NDB02 272 NHP 2 DB, *8p f*, Gs96, Hs4648 Blair & Co. Ld. Stockton | 26 ″ 9 | |
| ~~Wrecked~~ | ~~*R. Christensen* 98~~ (*ex* Highfield) *ss* Shl. No. 1–02 | 3387 1642 | | | | | | | | | |
| 1027 | **Skallagrin** Steel Sc Sr | 102 | | | 1896 Fredrikstads M.V. Fredrikstad | P. E. A. Herlofson | 88·0 \| 17·8 \| 10·4 | Dvorgastn Danish | T. 3 Cy. | | |
| LBQF | *H. Eliasen* | 102 17 | | | | | | | | | |
| 1028 | **Skanderborg** Steel Sc | 1890 | ✠100 A1 Gls | *r* | 1897 Helsingörs 4mo Jernsk & Msk. Elsinore | Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 279·6 \| 40·5 \| 18·0 Q16′ B68′ F34′ FK *B36′ f 110′ 530t F P T* | Copnhagn Danish 4 *BHCem* 46*t A P T* 84*t* | T. 3 Cy. 20″, 31″ & 53″–36″ (*s*) 175 lb *90 lb* 187 NHP 2 SB, *4 rf*, Gs68, Hs2984 Helsingörs Jernsk. & Msk b. | 20 ″ 7 | |
| NVLK | *C. A. Jensen* *ss* Shl. No. 1–01 1 *Dk* (*Stl*) *deep framing* | 1697 1195 | 3,05 3,04 Brg | | A&CP *WB = Cell D B a 88′ u E 5* | | | | | | |
| 1029 | **Skandia** Steel Sc 5 Twin Masts | 4336 | | | 1899 W Doxford & Sons, Ld. Sunderland | W.H. Müller & Co.'s Algemeene Sheepv. Maats. (W.H. Müller & Co. *Mgrs.*) | 403·6 \| 50·0 \| 28·5 P32′ F44′ | Rottrdam Dutch *WB* | T. 3 Cy. 25″, 43″ & 70″–45″ 329 NHP W. Doxford & Sons, Ld. Sld. | | V |
| PSGR | *B. Meyer, Jzn.* 1 *Dk* 2 *tr B* *Mchy. Aft* *Turret deck* *Elec. light* | 3598 2805 | | | | | | | | | |
| 1030 | — Iron Sc Sr | 1386 | ✠100 A1 Ayr | *o* | 1882 T Turnbull 6mo & Son Whitby A&CP | Rederi aktieb. Höganäs E. Johnsson, *Mgr.*) | 243·0 \| 34·0 \| 17·9 P25′ Q63′ B59′ F33′ FK *WB = DBa* | Hoganas Swedish 4 *BHCem* 65′ *f* 92′ 264*t* | C. 2 Cy. 31″ & 58″–36″ (*b*) 80 lb *80 lb* NDB96 155 NHP 2 SB, *4p f*, Gs63, Hs2508 Blair & Co. Ld. Stockton | 19 ″ 5 | |
| 4187 | *C. P. Norrthon* 02–03 | 1104 | 7.03 | | | | | | | 2 ″ 1½ | |
| JNKG | (*ex* B. Granger) *ss* Gls. No. 2–02 *Well deck* 1 *Dk* 2 *tr B* | 800 | | | | | | | | | |
| 1031 | — Iron Sc Sr | 628 | | | 1872 Bergsunds Mek. Verkst. Stockholm | Ångf. Aktieb. Södra Sverige (J.G. Setterwall) | 164·5 \| 25·0 \| 12·9 H40*t* 20·1 | Stockholm Swedish | T. 3 Cy. 13⅜″, 21½″ & 35½″–25½″ NE & B02 65 NHP Qvillebäckens M.V. Goth. | | |
| 4119 | *E. T. Lengqvist* 97–97 2 *Dks* & *Shelter dk* | 351 | | | | | | | | | |
| JNDP | | 452 | | | | | | | | | |
| 1032 | — Iron Sc Sr | 351 | | | 1883 P. Larsson Gothenburg | Fredriksen & Co. | 139·6 \| 21·6 \| 12·9 B58*t* H5*t* len 90 | Mandal Norwegian *WB* | C. 2 Cy. 13½″ & 24½″–17½″ 21 NHP Motala Co., Motala | | N |
| ~~Wrecked~~ | ~~2,05~~ *J. Gundersen* 1 *Dk* | 285 259 | | | | | | | | | |
| HFDW | | | | | | | | | | | |
| 1033 | — Iron Sc Sr | 200 | | | 1866 Burmeister & Wain Copenhagen | Rederiaktieb. Teutonia (E. Roberg, *Mgr.*) | 123·5 \| 19·2 \| 10·1 Q50′ B29′ H11*t* F17′ | Gothenbrg Swedish | C. 4 Cy. 15″ & 30″–20″ 67 NHP Burmeister & Wain, Cpn. | | |
| 3637 | 1 *Dk* | 132 98 | | | | | | | | | |
| JLSQ | | | | | | | | | | | |
| 1034 | **Skandinavien** Iron Sc Sr | 485 | | | 1872 Motala Co. Gothenburg | Ångb. Aktieb. Ferm (A. Broström & Son, *Mgrs.*) | 152·9 \| 24·8 \| 14·6 Q45′ B32′ H8*t* | Krstnhmn Swedish *WB* | C. 2 Cy. 16″ & 34″–28″ NB83 51 NHP Motala Co., Gothenburg | | V |
| 2008 | *C. A. Andersson* 83–98 1 *Dk* | 401 274 | | | | | | | | | |
| HJNV | | | | | | | | | | | |
| 1035 | — Iron Sc Sr | 139 | | | 1858 Motala Co. Gothenburg | Em. Z. Svitzer's Bjerg. Entreprise | 99·9 \| 21·5 \| 11·5 B7*t* | Copnhagn Danish | C. 4 Cy. 15″ & 30″–20″ 67 NHP Burmeister & Wain, Cpn. | | |
| | *H. Larsen* 1 *Dk* | 132 | | | | | | | | | |
| NCMQ | (*Salvage Steamer*) | 74 | | | | | | | | | |
| 1036 | **Skåne** Iron Sc Sr | 1668 | ✠100 A1 Bly | *q* | 1884 W. Gray & Co. W Hartlepool A&OP | Rederiaktiebol. Helsingborg (N.C. Corfitzon) | 258·0 \| 35·8 \| 19·0 P29′ Q68′ B67′ F35′ BK 9″ *WB = DBa* | Hlsngborg Swedish 4 *BHCem* 80′ *f* 94′ 316*t* | C. 2 Cy. 29½″ & 60″–39″ (*s*) 80 lb *90 lb* NDB03 173 NHP 2 SB, *6p f*, Gs80, Hs2800 Black, Hawthorn & Co. Gts. | 20 ″ 1 | |
| 3704 | *H. L. Corfitzon* –00 *ss* Hpl. No. 3–5, 97 (*ex* Dauntless) ~~*ss* Hbg. No. 1–01~~ *Well deck* *ss* Hbg. No. 2–05 1 *Dk* (*Irn*) 2 *tr B* | 1324 999 | 4.04 | | | | | | | 1 ″ 10½ | |
| JLNR | | | | | | | | | | | |
| 1037 | **Skargården** Steel Sc Sp | 233 | | | 1903 Bergsunds M.V. Aktieb. Stockholm | Ångf. Aktieb. Skärgården (F. Blom) | 118·0 \| 22·4 \| 9·2 H36*t* B40′ F10′ | Norköping Swedish *WB* | C. 2 Cy. 16⅜″ & 34½″–19½″ 13 NHP Bergsunds M.V. Aktb. Skm | | |
| 4170 | *A. Johansson* 93–03 | 139 | | | | | | | | | |
| JNHL | 1 *Dk* | 151 | | | | | | | | | |
| 1038 | — Iron Sc Sp | 151 | | | 1884 Motala Co. Norrköping | Ångb. Aktieb. Skärgården (F.E. Blom) | 100·1 \| 17·0 \| 9·2 Q30′ B27′ H10*t* F10′ | Nrrköping Swedish | C. 2 Cy. 13⅜″ & 24⅜″–17½″ NB99 21 NHP Motala Co., Norrköping | | |
| 2707 | 1 *Dk* | 105 | | | | | | | | | |
| JGBL | | 100 | | | | | | | | | |
| 1039 | **Skarp** Iron Sc Sr | 1498 | ✠100 A1 Bly | *n* | 1881 Schlesnger, 3mo Davis & Co. Newcastle *Lloyd's* | Acties. Dampsk. Skarp (Fredriksen & Co.) | 261·0 \| 35·3 \| 20·7 B50′ F26′ BK 7½″ *WB = DBa 76′ f 98′* | Mandal Norwegian 4 *BHCem* 292*t A P T* 43*t* | T. 3 Cy. 20″, 32½″ & 52″–36″ (*s*) 140 lb *75 lb* NDB93 168 NHP 2 SB, *4p f*, Gs72, Hs2525 N.E. Marine Eng. Co. Ld Sld | 22 ″ 0 | |
| MBNF | *T. Simonsen* 77–02 (*ex* Jeanne A., *ex* Saint Donats) *ss* Fal. No. 3–5, 93 *ss* Ron. No. 2–01 1 *Dk* (*Irn*) 2 *tr B* | 1389 955 | 4.04 | | | | | | | 3 ″ 9 | |
| 1040 | **Skarpsno** Steel Sc Sr | 1766 | | | 1889 Wood, Skinner & Co. Newcastle | Damps. Actieselsk. Skarpsno (Fearnley & Eger) | 281·2 \| 37·1 \| 17·7 P38*t* Q147*t* B163*t* H28*t* BK 9′ | Christiania Norwegian *WB* | T. 3 Cy. 21″, 35″ & 58″–39″ 205 NHP N.E. Marine E.C (Lim.) Nwc | 20 ″ 0 | N |
| | *N. Sand* 1 *Dk* 2 *tr B* | 1408 1114 | | | | | | | | | |
| HFKV | *Well deck* | | | | | | | | | | |
| 1041 | **Skattkarr** Comp Sc Sr | 191 | | | 1900 Sixten Groth Sjötorp | Ångf. Aktieb Skattkärr (J.F. Österman) | 99·9 \| 23·0 \| 10·4 P22′ H6′ | Wilhelmsborg Swedish | C. 2 Cy. 11⅝″ & 19½″–11⅝″ 11 NHP Wilhelmsberg M.V. Goth. | | |
| 3765 | *G.E. Ericsson* –00 | 160 | | | | | | | | | |
| JLSF | *Mchy. Aft* 1 *Dk* | 100 | | | | | | | | | |
| 1042 | **Skeldon** Steel Sc Sr | 1337 | ✠100 A1 Trn | *o* | 1903 Ailsa S.B. 10mo Co. Ld. Troon *Lloyd's* | Shamrock Shippg. Co. Ld. (T. Jack, *Mgr.*) | 250·4 \| 34·0 \| 17·2 P22′ Q69′ B56′ F27′ FK & BK 1½ *WB = Cell D Ba 71 u E 21 f 92 396t F P T* | Belfast British 5 *BHCem* 55*t A P T* 52*t* | T. 3 Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb 181 NHP 2 SB, *4cf*, Gs80, Hs3126 Muir & Houston, Ld. Gls. | 18 ″ 6 | |
| 116008 | *H. Mulholland* 94–03 | 1092 | 8.01 4.04 1.05 | | | | | | | 1 ″ 11 | |
| VGWM | *Well deck* 1 *Dk* (*pt Irn*, *pt Stl*) *deep framing* *Elec. light* | 583 | | | | | | | | | |
| 1043 | **Skellefteå** Steel Sc Sr | 810 | | | 1902 Akt. Burmeistr & Wain Copenhagen | H.M. Gehrckens | 201·2 \| 31·1 \| 13·2 Q68′ B53′ F25′ | Hamburg German *WB* | T. 3 Cy. 16″, 26″ & 45″–30″ 111 NHP Akt. Burmeistr & Wain, Cpn | | G |
| RMKT | *Chr. Hahn* 02–02 1 *Dk* | 626 490 | | | | | | | | | |
| 1044 | **Skerryvore** Steel Sc Sr | 3371 | ✠100 A1 Npt | *s* | 1892 Richardson 6mo Duck & Co. Stockton *Lloyd's* | Fargrove Stm. Nav. Co. Ld. (Farrar, Groves & Co. *Mgrs.*) | 340·5 \| 42·1 \| 19·2 P35′ F35′ 27·1 BK 10″ *WB = Cell D B 288′ 566t F P T 85t A P T 38t* | London British 5 *BHptCem* *ptAsp* | T. 3 Cy 24″, 40″ & 66″–45″ (*s*) 160 lb *100 lb* 300 NHP 2 SB, *6cf*, Gs816, Hs4626 Blair & Co. (Lim.), Stockton | 21 ″ 7 | |
| MPVT | *S.W.H. Jeffery* –04 *Elec. light* 1 *Dk* (*Stl*) & *Spardk* (*Irn*) & *Webframes* | 3226 2200 | *Spar dk* 2.03 | | | | | | | 6 ″ 9½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Powers Expired. Subsequent Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register in which classed, if not in L. R. Date of L. or Trade-sect. | 16 When tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1045 | **Skerryvore** | **SteelScSr** | 1226 | | | | 1898 | Caledon SB.& E.Co.Ltd Dundee | Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*) | 250·0 | 33·6 | 16·3 | Glasgow British *WB* | T.3Cy.25″,40″&65″–48″ 293NHP | | C BT till 2,06 | |
| 108708 QBFH | *D.Macphail* –03 | 2 *Dks* | 913 520 | | | | | | | P&B160′F50′ | | | | CaledonSB.&E.Co.Ld.Dun | | | |
| 1046 | **Skidby** | **SteelScSr** | 3703 2785 2421 | ✝100A1 ~~100A1~~ *pt Awng dk with freeboard* 1,05 ~~1,04~~ | Hpl Shl | *r* | 1892 11mo | Ropner& Son Stockton A&CP | R.Ropner&Co. | 343·0 P43′Q104′ *pt Awng dk* ~~drp03~~ | 45·1 BK11″ 196′ *WB = Cell* | 20·1 | W. Hartlpl British 6 *BHCem* *DB*268′717*t* | T.3Cy.24½″,40½″&66½″–42″ 160lb *160lb* (*s*) 295NHP 2SB,*6cf*,GS122,HS1535 Blair&Co.(Lim.),Stockton | 23 ″ 7 ~~0 – 4½~~ ~~0 – 3½~~ | | ~~3,04~~ 1,05 |
| MVGT | *Pearson* –04 | 1 *Dk*(*pt Stl pt Irn*)*2tr B* & *Webframes*/*pt Awng dk*(*Irn*) *ss*Shl.No.3–1,05 | | | | | | | | | | | | | | | |
| 1047 | **Skien** | **IronScSr** | 209 196 118 | | | | 1875 | Nylands Værks. Christiania | Dmpskselsk.Skien (Chr.Folkman) | 118·4 H13*t* | 18·7 | 13·6 | Skien Norwegian | T.4Cy.9″(2)18½″&32½″–24½″ NB88 52NHP *Tpd*88AkersMek.Verk,Xia | | | |
| HQMF | *P.Johannesen* | 2 *Dks* | | | | | | | | | | | | | | | |
| 1048 | **Skinningrove** | **SteelScSr** | 516 369 165 | ✝100A1 2,05 ~~2,07~~ BS1 | Sld Gmb | *g* | 1895 7mo | J.L.Thompson&Sons,Ld Sunderland A&CP | Skinningrove Iron Co.Ld. *WB* = *D Ba*38′46*t FPT* | 155·0 P16′Q84′F19′ | 26·8 FK 4 *BHCem* 81*t APT*22*t* | 11·7 | Middlsbro' British 60RHP | T.3Cy.13″,21″&34″–24″ (*s*) 160lb 60RHP 1SB,*2pf*,GS36,HS1085 J.Dickinson,Sunderland | 12 ″ 3 s ″ 10½ | | ~~10,03~~ 1,05 |
| 1049 | **Skipsea** | **SteelScSr** | 2993 2812 1934 | ✝100A1 ~~3,04~~ ~~3,03~~ 3,04 Bly ✝LMC ~~3,04~~ | Npt Shl | *u* | 1900 3mo | W.Gray& Co.Ld. W Hartlepool A&CP | Sea S.S.Co.Ld. (Brown,Atkinson &Co.Ld. *Mgrs.*) *WB* = *Cell DB* | 325·3 P29′B82′F30′ | 47·1 FK 5 *BHCem* *APT*53*t* | 22·4 | Hull British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb 264NHP 3SB,*6rf*,GS96,HS3963 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10 s 4 ″ 5½ | | ~~5,03~~ 8,01 |
| 110776 RNBL | *J.C.Blenkarn*00–00 | *ss*Bly.No.1–01 1 *Dk*(*Irn*)*2tr B*&*deep framing* 3 *Dk rule* | | | | | | | | | | | | | | | |
| 1050 | **Skirbeck** | **IronScK** | 171 168 ~~111~~ | ✝100A1 *Stm Trawler* 1,05 ~~7,03~~ BS1,05 | Bos ✝LMC7,05 | | 1898 12mo | Edwards Bros. North Shields *Lloyd's SA&CP* | Boston Deep Sea Fishg.&Ice Co.Ld. | 110·0 Q20′ | 21·0 BK7½″ | 11·2 3 *BHCem* | Boston British | T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS32,HS1000 MacColl&Pollock,Sld. | 11 ″ 10 | | 7,03 |
| 103561 | *A.Cutting*87–00 (*ex*FlucieFloss) | *ss*Bos.No.1–03 1 *Dk* | | | | | | | | | | | | | | | |
| 1051 | **Skirmisher** | **SteelTwinScSr** | 607 490 224 | | | | 1884 | J.&G. Thomson Glasgow | Cunard S.S.Co.Ld. | 165·0 B98′ | 32·2 | 15·0 | Liverpool British | C.4Cy.21″&42″–32½″ 168NHP J.&G.Thomson,Glasgow | | BT till 3,05 | |
| 97990 | *J.Houghton* | | | | | | | | | | | | | | | | |
| 1052 | **Skirner** | **IronPadSr** | 559 347 314 | | | | 1879 | Burmeister &Wain Copenhagen | DeDanskeStatsbaner | 200·6 P175*t* | 24·1 H31*t* | 11·5 | Korsör Danish | C.4Cy.26″&58″–48″ 388NHP Burmeister&Wain,Cpn. | | | |
| NSBK | *A.U.Heise* | 1 *Dk* | | | | | | | | | | | | | | | |
| 1053 | **Skjalm Hvide** | **IronScSr** | 603 435 353 | | | | 1884 | Burmeister &Wain Copenhagen | Dpskselsk.Skjalm Hvide (Holm& Wonsild, *Mgr.*) | 170·6 | 25·9 | 13·5 | Copnhagn Danish *WB* | C.2Cy.25″&44″–27″ 84NHP Burmeister&Wain,Cpn. | | V | |
| NVJF | *F.Bjarnarsson* | 1 *Dk* | | | | | | | | | | | | | | | |
| 1054 | **Skjerstad** | **IronScSr** | 234 143 140 | | | | 1868 | Bergens Mek.Verks. Bergen | Saltens Dampskibsselskab | 119·7 Q17*t* B56*t* H5*t* F13*t* | 19·7 | 10·2 | Bodö Norwegian | C.2Cy.14″&30″–22″ NE&B94 35NHP TrondhjemsMek.Verkst. | | | |
| 1055 | **Skjold** | **SteelScSr** | *1299* *1171* *802* | 100A1 (*Class Contemplated*) | | | 1904 | Sunderlnd S.B.Co.Ld. Sunderland | Actieselskabet Skjold (L.H.Carl) | 240·0 P19′B64′F27′ | 36·5 FK | 16·8 | Copnhagn Danish | T.3Cy.18″,29″&48″–33″ N.E.MarineEng.Co.Ld.Sld | 19 ″ 0 s 2 ″ 7 | | |
| *Full particulars See No. 2 in Supplement* | | | | | | | | | | | | | | | | | |
| 1056 | — | **IronScSr** | 497 435 302 | | | | 1882 | Eriksbergs M.V. Gothenburg | Acties.Skjold (SigvalBergesen) | 145·4 B54*t* | 24·5 | 15·5 | Stavanger Norwegian *WB* | 2Cy.15¾″&31½″–18½″ NB97 36NHP EriksbergsM.V.,Got. | | N | |
| JWPT | *J.Gabrielsen*96–99 (*ex*Commerce) | 1 *Dk2tr B* | | | | | | | | | | | | | | | |
| 1057 | **Skobeleff** | **SteelTwinScSr** | *869* *658* *536* | | | | 1901 | Soc.Anon. J.Cockerill Hoboken | Soc.Caucase et Mercure | 230·0 P50′B47′F46′ | 28·0 | 16·0 | Astrachan Russian *WB* | T.6Cy.16⅞″,24⅛″&37⅜″–25⅝″ 141NHP SocAn.J.Cockerill,Seraing | | V | |
| | *Danielsen* –01 *Elec.light* | 2 *Dks* | | | | | | | | | | | | | | | |
| 1058 | **Skodra** | **SteelScSr** | 249 — 141 | | | | 1904 | M.U. Martinolich Lussinpiccolo | Soc.inAzioniUngaroCroata diNav. Maritt.aVap. | 119·9 | 22·0 | 10·2 | Fiume Aust.-Hung. | C.2Cy.15½″&23⅜″–19¾″ 21NHP M.F.Nicholson,Budapest | | A | |
| | *M.Pavletich* –04 *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 1059 | **Skodsborg** | **SteelScSr** | 1697 1547 1066 | | | | 1902 | Akt.Burmeistr&Wain Copenhagen | Dmpsk.Selsk.Af. 1896 (C.K.Hansen, *Mgr.*) | 270·3 P15′B70′F34′ | 38·0 | 18·6 | Copnhagn Danish *WB* | T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&Wain,Cpn | | V | |
| NWRL | *W.Schultz*83–02 | 1 *Dk* | | | | | | | | | | | | | | | |
| 1060 | **Skokloster** | **IronSc** | 126 61 93 | | | | 1868 | Oskrshmns M.V.Aktieb. Oskarshamn | Ångf.Aktieb. Sigtuna-Sko (S. Rundbeck, *Mgr.*) | 95·8 Q23′ B43′ | 17·8 | 6·8 F11′ | Sigtuna Swedish | 1Cy.13½″–18″ 6NHP OskarshamnsM.V.Aktieb. | | | |
| 2190 JFBM | *Bergström*00–00 (*ex*Östhammar,*ex*Enköping) | 1 *Dk* | | | | | | | | | | | | | | | |
| 1061 | **Skomer** | **IronScSr** | 151 142 46 | ✝100A1 *Stm Trawler* 10.03 ~~Hpl~~ BS7,04 ~~✝LMC~~ | Cff | | 1896 3mo | J.Duthie, Sons&Co. Aberdeen *Lloyd's SA&CP* | Neale&West | 101·9 Q23′ | 20·5 BK7″ | 11·1 4 *BHCem* | Cardiff British | C.2Cy.16″&34″–24″ (*s*) 120lb 47RHP 1SB,*2pf*,GS37,HS980 Clyne,Mitchell&Co.,Abn. | 11 ″ 6 | | N6,01 |
| 105179 | *J.Martin* | *ss*Cff.No.1–00 1 *Dk* | | | | | | | | | | | | | | | |
| 1062 | **Skory** | **IronPad** | 408 — 300 | | | | 1880 | Mayer Linz | RussianStm.Nav. &TradingCo. | 190·0 | 23·5 | 9·0 | Odessa Russian | C.2Cy.31″&51″–48″ 150NHP Escher,Wyss&Co.,Zurich | | | |
| 456 | | 1 *Dk* | | | | | | | | | | | | | | | |
| 1063 | **Skreien** | **IronScSr** | 415 307 250 | | | | 1869 | H.Murray &Co. Pt.Glasgow | VestlandskeLloyd (ErikRusten) | 161·8 Q47*t* B37*t* H7*t* F16*t* | 23·7 | 12·0 | Bergen Norwegian | C.2Cy.18″&33″–24″ NE70 NB91 44NHP Blackwood&Gordon,PGls | | N | |
| | *P.Johnsen*96–02 | | | | | | | | | | | | | | | | |
| JSCQ | (*ex*Leonor,*ex*Fiona) | 1 *Dk2tr B* | | | | | | | | | | | | | | | |
| 1064 | **Skrim** | **SteelSc3MstSr** | 761 543 276 | | | | 1898 | Akers Mek. Værkst. Christiania | Acties.Skrim (J.A.Larsen) | 210·0 P72′Q94*t* B20*t* H104*t* F56′ | 31·1 | 10·6 | Skien Norwegian *WB* | T.3Cy.15½″,25″&42″–30″ 97NHP AkersMek.Værkst.Xia. | 13 ″ 0 s 1 ″ 0½ | N | |
| | *O.T.Abrahamsen* –00 | | | | | | | | | | | | | | | | |
| HQNM | *Mchy.Aft* | 1 *Dk* | | | | | | | | | | | | | | | |
| 1065 | **Skude** | **IronScSr** | 279 251 158 | | | | 18 5/12 | Motala Co. Gothenburg | S.Staalesen | 121·7 B19*t* F5*t* | 22·5 | 13·5 | Haugesnd Norwegian | C.2Cy. ChristinehmsM.V.Chstmn. | | | |
| | *O.Jensen* | | | | | | | | | | | | | | | | |
| JWQK | (*ex*Skjöld,*ex*Trs.nsit,No.2) | 1 *Dk* | | | | | | | | | | | | | | | |
| 1066 | **Skuld** | **SteelScSr** | 2725 2451 1742 | ✝100A1 7,04 ~~4,04~~ BS5,03 ✝LMC5,05 | N Yk Shl | *t* | 1888 9mo | A.Stephen &Sons Glasgow *Lloyd's SA&CP* | Acties.Dmpsk. Skuld (E.Berentsen) | 310·0 P29′B60′F37′ drp02 *WB* = *Cell* | 40·1 BK10″ 5 *BHCem* *DB*252′517*t* | 24·8 | Stavanger Norwegian | T.3Cy.23″,37″&59″–42″ (*s*) 160lb *65lb* 234NHP 2SB,*6cf*,GS104,HS3626 A.Stephen&Sons,Glasgow | 27 ″ 3 s 4 ″ 9½ | | 5,02 |
| MBGS | *H.Hansen*98–02 (*ex*AugusteLegembre, *ex*Amaranth) | *ss*Cff.No.3–5,01 2 *Dks*(1 *Stl*&1 *Irn*) 3 *Dk rule* | | | | | | | | | | | | | | | |
| 1067 | — | **SteelScSr** | 1439 1035 1182 | | | | 1892 | Wood, Skinner&Co. Newcastle | Akties.Dampsk. Skuld (OttoThoresen) | 250·0 Q91*t* B22*t* F32*t* | 35·0 H55*t* | 15·3 | Christiania Norwegian *WB* | T.3Cy.18½″,30″&49″–33″ 138NHP N.E.Mar.E.Co.(Lim.)Nwc. | | N | |
| HMJT | *H.Hansen* | 1 *Dk2tr B* | | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Forme de la maîtresse. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Hauteur sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1068 | **Skulda** | **IronScSr** | 1177 | ✝100A1 3.04 | Gmh | *n* | 1882 | S.& H. | J.T.Salvesen&Co. | 227·0 | 33·0 | 14·8 | Grngemth | C.2Cy.23″&53″–36″ (*s*) | 17 | 4 | |
| 81131 | *G.Gray* –94 | *ss*Lth.No.3–4,95 | 880 | ✝NB100,98 ✝MC2,03 | | | 9mo | Morton&Co. | | P27 Q42 B65 F85′ | | | British | 180lb *90lb* NDB99 99RHP | s | 1 | 8 |
| WPLT | | *ss*Gmh.No.2–08 | 720 | B56,02 | | | Leith | | | *dr*pp3 | | | *5 BHCem* | 1SB.*6tf*,gs62,hs168 | | | |
| | *Well deck* | 1*Dk*(*Irn*)&*Webframes* | | | | | *Lloyd's A&CP* | | *WB = Cell* | *DB*190′2*50t FPT9t* | | | *APT28t* | S.&H.Morton&Co.,Leith | | | |
| 1069 | — | **SteelScSr** | 523 | | | | 1899 | Stavanger | Angfartygs Actieb. | 151·2 | 25·8 | 13·5 | Gothenbrg | T.3Cy.18½″,22″&34″–27″ | | | V |
| 3555 | *G.Johansson*81–99 | | 363 | | | | | Stöberi & Dok | Nornan (T.Ahrenberg) | Q44 B17 H28*t* | | F20′ | Swedish | 60NHP | | | |
| JLBF | | 1*Dk* | 294 | | | | | Stavanger | | | | | *WB* | LaxevaagsMsk&Jrns.Bgn | | | |
| 1070 | **Skyros** | **SteelScSr** | 2634 | | | .. | 1896 | Furness, | Deutsche Levante | 300·0 | 43·1 | 17·6 | Hamburg | T.3Cy.22″,35″&59″–39″ | 19 | 10 | |
| | *W.Keil*03–03 | (*ex*Leonis) | 1862 | | | | | Withy&Co.Ld | Linie | Q75′ | | FK | German | 226NHP | | | |
| RLQM | | 1*Dk*&*Webframes*&*pt Awng dk* | 1688 | | | | | W.Hartlepool | | *pt Awng dk* 225′ | | | *WB* | F.Richardsn&Sns,Ld.Hpl. | | | |
| 1071 | **Slaney** | **SteelScSk** | 264 | | | | 1896 | W.Simons | Wexford Harbour | 120·0 | 28·0 | 10·0 | Wexford | T.3Cy.10½″,16½″&26½″–21″ | | | |
| 113721 | | | 254 | | | | | &Co.Ld. | Commissioners | | | | British | 35RHP | | | |
| | *Mchy.Aft* | 1*Dk* | 96 | | | | | Renfrew | | | | | | W.Simon&Co.Ld. Renfrew | | | |
| 1072 | — | **IronTwinSc** | 57 | A– | Dub | | 1892 | Ross& | A.Guinness,Son& | ..... ..... ..... | | | Dublin | 2Cy.10″–14″ (*s*) | 6 | 5 | |
| | | *ss*Dub.No.3–6,02 | — | *Barge* | | | | Walpole | Co.Ld. | | | | British | 100lb 6NHP | | | |
| | | 1*Dk* | — | *For River purposes only* | | | | Dublin | | N1002 | | FK | *2 BHCem* | 1SB,*1tf*,gs38,hs107 | | | |
| | | | | 3.01 | | | | | | | | | *WB* = *FPT9t* | Ross&Walpole,Dublin | | | |
| | | | | BS3,01 M86,02 | | | | | | | | | | | | | |
| 1073 | **Slateford** | **SteelSc3MastSr** | 355 | ✝100A1 | Gls | *e* | 1903 | R.William- | Mann.Macneal& | 136·5 | 24·0 | 9·9 | Glasgow | C.2Cy.18″&36″–24″ (*s*) | 10 | 9 | |
| 119067 | *J.Clements*01–04 | | 231 | 11.01 5.0 | Ard | | 11mo | son&Son | Co. | Q78 B9 F25′ | | | British | 125lb 54RHP | s | 7 | |
| VNRL | *Mchy.Aft* | 1*Dk*(*Stl*) | 89 | ✝MC11,03 | | | | Workington | | | | FK | *3 BHCem* | 1SB.*3tf*,gs40,hs1300 | | | |
| | *Well deck* | | | | | | *Lloyd's A&CP* | | | | | | *WB* = *FPT31t* | Ross&Duncan,Glasgow | | | |
| 1074 | **Slatteskar** | **WoodScSr** | 163 | | | | 1855 | ..... | Göteborg Mur- | 98·1 | 22·6 | 10·0 | Gothenbrg | C.2Cy.13½″&28½″–15½″ | | | |
| Sunk by Coll (S.P.) 7.04 | | 1*Dk* | 136 | | | | | Norrköping | bruks och Sand Aktieb (C.A.Lundahl) | P20′ H18*t* | | | Swedish | 18NHP | | | |
| HSRQ | (*ex*Hellekis,*ex*Sjötorp,*ex*Småland) | | 99 | | | | | | | | | | | BrgsndsMk.Vrkst.Stkhlm. | | | |
| 1075 | **Slavonia** | **SteelTwinScSr** | 10606 | ✝100A1 | Sld | *g*† | 1903 | Sir J.Laing | Cunard S.S.Co.Ld. | 510·0 | 59·5 | 22·3 | Liverpool | T.6Cy.24″,40″&70″–48″ (*s*) | 33 | 4 | BT till 1.06 |
| 115761 | *J.T.W.Charles* | (*ex*Yamuna) | 7460 | *Shelter dk* | NYK | | 5mo | &Sons,Ld. | | Bon *Shelter dk* 184′ | | | British | 200lb *100lb* 929NHP | s | 7 | 5 |
| VBLN | | 3*Dks*(*Stl–Upr Mws*)&*Web frame* | 6725 | 3.01 3.01 ✝MC5,03 | | | | Sunderland | *WB* = *Cell DBa* | 156′*u* | | FK | 8 *BHCem* | 8SB,*18cf*,gs354,hs13072 Fr | | | |
| | *Elec light* | &*Shelter dk*(*Stl*-teaks) | | 3,05 | | | *Lloyd's A&CP* | | *E&B85′f* 217′2013*t* | *DTf* 28′ 1040*t FPT* | | | 145*t APT80t* | Wllsnd.Slpwy.Co.Ld.Nwc | | | |
| 1076 | **Sleipner** | **SteelScSr** | 1387 | | | | 1901 | Laxevaags | J.E.v.d.Ohe&Lund | 246·1 | 35·9 | 16·8 | Bergen | T.3Cy.17½″,29″&48″–33″ | | | N |
| | *D.Rödseth*01–01 | | 1235 | | | | | Msk.&Jrnsk b | | H112*t* F40′ | | | Norwegian | 132NHP | | | |
| JPNR | | 1*Dk* | 860 | | | | | Bergen | | | | | *WB* | LaxevaagsMsk.&Jrns.Bgn | | | |
| 1077 | — | **SteelScSr** | 1000 | | | | 1896 | Act.S.Bur- | Kjöbenhavns | 165·2 | 40·3 | 17·0 | Copnhagn | C.2Cy.40″&74″–36″ | | | |
| | *H.W.Petersen* | | 620 | | | | | m'str&Wain- | Havnevæsen | | | 24·6 | Danish | 329NHP | | | |
| NWQC | (*Icebreaker*) | 1*Dk*&*Awngdk* | 176 | | | | | Mas.ogSkibs. | | | | | *WB* | Acties.Burmeister&Wains | | | |
| | | | | | | | | Copenhagen | | | | | | Maskin ogSkibsbyg.Cpn. | | | |
| 1078 | **Slesvig** | **IronScSr** | 997 | | | | 1883 | Kish, | Dansk-Fransk | 220·1 | 31·6 | 13·4 | Copnhagn | C.2Cy.25″&49″–36″ | | | V |
| | *H.Svarrer* | | 780 | | | | | Boolds&Co | Dmpskselsk.(N.W. | Q75′ B18′ F23′ | | | Danish | NB99 120NHP | | | |
| NMCV | (*ex*SaintJoseph) | 1*Dk*2*trBs* | 623 | | | | | Sunderland | Schmidt,*Mgr.*) | | | | *WJ* | Carr&Co.Ld.Sunderland | | | |
| 1079 | **Slieve Bearnagh** | **SteelPadSk** | 383 | | | | 1894 | J&G Thom | Belfast&County | 225·6 | 26·1 | 8·6 | Belfast | C.D.2Cy.25½″&54″–54″ | | | |
| 104462 | *A.McCorquodale* –98 | 1*Dk* | 309 | | | | | son(Lim.) | Down Railway Co. | *Promenade dk* 212′ | | | British | 178NHP | | | |
| | | | 99 | | | | | Glasgow | | | | | | J.&G.Thomson (Lim.),Gls. | | | |
| 1080 | **Slievemore** | **SteelTwinScSr** | [illegible] | | | | 1904 | Harland& | L.&N.W.Rlwy.Co. | ~~300·0~~ 8,37 43·1 17·0 | | | Dublin | T8Cy.(2)19″(2)29½″&(4)33″ | | | |
| 117519 | | | [illegible] | | | | | Wolff,Ld. | | P91′B79′F91′ | | | British | -30″ 239NHP | | | |
| | | 2*Dks* | 2[illegible] | | | | | Belfast | | 299′8,37′2,15′7 | | | *WB* | Harland&Wolff,Ld Belfast | | | |
| 1081 | **Sligo** | **IronScSr** | 477 | | | | 1882 | Barclay, | Sligo Stm.Nav.Co. | 199·5 | 25·2 | 13·0 | Sligo | C.2Cy.25″&48″–36″ | | | |
| 86713 | *J.Devancy* –99 | (*ex*Limpet) | 416 | | | | | Curle&Co. | Ld. | Q29*t* F26′ | | | British | 115NHP | | | |
| WPQG | | | 248 | | | | | Glasgow | | | | | | Barclay,Curle&Co.,Gls. | | | |
| 1082 | **Slingsby** | *Dyschough* **SteelScSr** | 3231 | ✝100A1 | Cff | *u* | 1892 | Ropner& | R.Ropner&Co. | 322·0 | 41·5 | 20·6 | W.Hartlpl | T.3Cy.23½″,39″&64″–42″ (*s*) | 24 | 0 | |
| 98528 | *G.Ropner*99 | ~~withH.No.2–01~~ | 2425 | *pt Awng dk* | ~~Hmd~~ | | 7mo | Son | | P43 Q46′ | BK10′ | | British | 160lb *110lb* 270NHP | s | 9 | 4 |
| MRBC | | *ss*Shl.No.3–7,04 1*Dk*(*pt Stl pt Irn*) | 2094 | *with Freeboard* | | | | Stockton | | *pt Awng dk* 183′ | | | *5 BHCem* | 2SB,*6cf*,gs118,hs4127 | | | |
| | | 2*tr B Webframes*&*pt Awngdk*(*Irn*) | | ~~1,03~~ | | | | A&CP | | | | | *WB* = *Cell* | Blair&Co.(Lim.),Stk. | | | |
| | | | | ~~3.06~~ ✝MC~~,04~~ | | | | | | | | | *DB* 254′581*t* | | | | |
| 1083 | **Sloterdijk** | **SteelScSr** | 6424 | ✝100A1 | NNs | *z* | 1902 | Furness, | Nederl.-Amerik. | 401·0 | 52·1 | 29·3 | Rottrdam | T.3Cy.28″,46″&77″–48″ (*s*) | 32 | 1 | |
| | *J.Baron*02–02 | | 6287 | *Shelter dk* | Rot. | | 3mo | Withy&Co.Ld | Stoomv.Maats. | | | 37.2 | Dutch | 180lb 489NHP | s | 5 | 10 |
| PSJB | | 2*Dks*(*Stl*)3*tr B*&*Shelter dk*(*Stl*) | 4231 | 11.04 3.05 | ✝LMC3,02 | | | W.Hartlepool | (Holland-Amerika | | | FK | 4SB,*12cf*,gs216,hs8140 | | | | 11,08 |
| | *Elec light* | | | | | | *Lloyd's A&CP* | | Lijn) | | | | *6 BHCem* | Richardsons,Westgarth& | | | |
| | | | | | | | *WB* = *Cell DBa* | | 127′*u E&B69′f* 148′ | 907*t DTa* 868*t DTf* | | | 790*t FPT77t* | *APT46t* Co.Ld.Hpl. | | | |
| 1084 | **Slottsbron** | **WoodScSp** | 181 | | | | 1883 | P.Larsson | Jössefors Aktieb. | 98·4 | 21·2 | 9·7 | Jössefors | C.2Cy.11½″&21½″–19½″ | | | |
| 1469 | *C.A.Zachrisson*00–00 | 1*Dk* | 147 | | | | | Thorskog | (G.E.Bennich) | H31*t* F10′ | | | Swedish | 17NHP | | | |
| HSDF | *Mchy.Aft* | (*ex*Arvika II.) | 128 | | | | | | | | | | | P.Larsson,Thorskog | | | |
| 1085 | **Småland** | **SteelScSr** | 934 | ✝100A1 | Hul | *m* | 1893 | Wood, | Angf.Aktb.Tirfing | 206·0 | 32·3 | 14·4 | Gothenbrg | T.3Cy.16½″,28½″&47″–33″ (*s*) | 16 | 7 | |
| 3434 | *B.H.N.Willquist*00–01 | *ss*Got.No.2–02 | 732 | 8.02 | Shl | | 4mo | Skinner&Co. | (A.Broström&Son, | Q100′ B21′ F23′ | | FK | Swedish | 160lb *80lb* NDB98 127NHP | s | 1 | 6 |
| JMCD | (*ex*Skeffington) | 1*Dk*(*Irn*)2*tr fs* | 539 | ~~3.04~~ ✝MC3,02 | | | | Newcastle | *Mgrs.*) | | | | *4 BHCem* | 1SB.*3pf*,gs56,hs1900 | | | |
| | *Well deck* | | | | | | | A&CP | *WB* = *Cell DBa* | *B* 178′254*t FPT41t* | | | *APT22t* | N.E.MarineEng.CoLdNwc | | | |
| 1036 | — | **CompScSp** | 177 | | | | 1887 | S.Groth | Angf.Aktieb.Ran | 99·4 | 22·3 | 10·6 | Jönköping | 2Cy.10½″&18½″–15½″ | | | |
| 1709 | *S.S.Bolling*84–92 | 1*Dk* | 157 | | | | | Sjötorp | (T.F.Almén) | P9′ H20*t* | | | Swedish | 11NHP | | | |
| JDKL | *Mchy.Aft* | | 106 | | | | | | | | | | | MotalaCo.,Gothenburg | | | |
| 1037 | **Smaragda** | **SteelScSr** | 627 | | | | 1901 | M.Marti- | A.J.Cosmas (S. | 180·4 | 29·5 | 13·4 | Syra | C.2Cy.17½″&35″–20½″ | | | V |
| | *A.J.Cosmas* 01 | | 578 | | | | | nolich | Vafiadakis,*Mgr.*) | | | | Greek | Soc.Co- 46NHP | | | |
| | | | 384 | | | | | Lussnpiccolo | | | | | *WB* | operative,Sampier Iarena | | | |
| 1088 | **Smeaton** | **IronTwinScSp** | 369 | | | | 1883 | W.Allsup | Gt.Western Rly.Co | 125·2 | 35·1 | 11·1 | Plymouth | C.4Cy.17″&34″–24″ | | | |
| 86510 | *R.Buckingham* –02 | | 318 | | | | | &Sons | | | | | British | NB97 98RHP | | | |
| NFSH | | | 200 | | | | | Preston | | | | | | W.Allsup&Sons,Preston | | | |
| 1089 | **Smely** | **SteelScSp** | 229 | | | | 1895 | Lindholmn | Russian Stm.Nav. | 117·0 | 24·0 | 11·2 | Odessa | T.3Cy.14″,22½″&38″–26″ | 11 | 6 | |
| | *P.Akerman* –95 | | 209 | | | | | Verkstads | &Trading Co. | B35′F20′ | | FK | Russian | 90NHP | | | |
| HBGN | | 1*Dk* | 111 | | | | | Aktiebolag | | | | | *WB* | MotalaNyaAktieb,Motala | | | |
| | | | | | | | | Gothenburg | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now Expired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed if not in L.R. Date of R.of C. added cert. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1090 | **Smiling Morn** SteelScSr<br>106535 *B.Trufit* –03<br>1 *Dk* | 126<br>119<br>29 | | | … | 1896 | Hall, Russell&Co. Aberdeen | **F.W.Mason** | 95·2 | 19·6 | 10·5<br>BK7½″ | Aberdeen British | C.2Cy.12½″&33″–21″ 48RH<br>Hall, Russell&Co., Abn. | 11 ″ 0 | | |
| 1091 | **Smiril** *H.Debes* SteelSc<br>~~*C.Clausen* –95 *ssLth.No.1–00~~<br>KBQP *Well deck* *ssCpn.No.2–04* 1 *Dk* | 166<br>151<br>90 | ✠100A1<br>~~6·08~~ 6,05<br>~~Bs6,06~~ | Mmo<br>Cpn | *b* | 1895<br>12mo<br>6,04 | Kockums M.V.Aktieb. Malmö<br>A&CP | **J.Mortensens Efterfölgere** | 100·0<br>Q35′B22′F18′<br>RFD24′ BK6½″<br>*WB=APT3t* | 19·5<br>9·4<br>*BHCem* | | Trngsvaag Faroe Island<br>Danish | C.2Cy.12½″&23½″–17¾″ (*s*)<br>120lb 29NHP<br>1SB,*2cf*,GS20,HS610<br>Kockums Aktieb, Malmö | 10 ″ 1 | | ~~N6,08~~<br>6,04 |
| 1092 | **Smojen** CompScSr<br>133 *J.O.Horberg* –03 1 *Dk*<br>HQDV (*ex*Mathilde Jädee *ex* Wanhem *ex* Vanhem) | 324<br>278<br>189 | | | | 1880 | G.Persson Rättare-gården | **J.P.Hörberg** | 136·6<br>B29′ | 23·7 | 12·8 | Karlshmn Swedish | C.2Cy.15½″&30″–21½″ NB95 35NHP<br>Motala Co. Gothenburg | | | |
| 1093 | **Smyrne** IronScSr<br>*D.Caralis*86–93 ~~*ssCpl.No.3–12,00*~~<br>~~Cpl.2nd No.3–6,03 *ssCpl.No.3–00*~~<br>(*ex*Navidad) 1 *Dk*(*Irn–ws*)2*tr B* | 660<br>578<br>415 | 100A1<br>5,04 ~~4·99~~ | Cpl | | 1879<br>1mo | H.M'Intyre&Co. Paisley<br>A&CP | **Nav.àVap.Egée (P.M.Courtgi&Co.** *Mgrs.*) | 190·1<br>P22′F19′ | 28·7<br>BK7½″ | 14·6<br>*BHCem*<br>*B=D Ba*40′ | Constantpl Turkish | C.2Cy.23″&45″–33″ (*s*)<br>80lb ~~80lb~~ 100lb NDB0194NHP<br>1SB,*3pf*,GS53,HS1617<br>W.King&Co., Glasgow | | | 5,04 |
| 1094 | **Snaefell** IronPadSr<br>67389 *J.Bredson* –02<br>QWSP | 849<br>687<br>383 | | | | 1876 | Caird&Co. Greenock | **Isle of Man Steam Packet Co.** | 251·3<br>F15*t* | 29·3 | 14·1 | Douglas IM British | O.2Cy.63″–78″ NB95 540NHP<br>Caird&Co., Greenock | | BT till ~~6.05~~ 10,04 | |
| 1095 | **Snefond** SteelScSr<br>*S.Lindtner* –98<br>JWPQ 1 *Dk* | 369<br>266<br>216 | | | | 1898 | Stavanger Stöberi&Dok Stavanger | **S.Bergesen** | 144·6<br>Q68′B21′F18′ | 23·1 | 11·1<br>*WB* | Stavanger Norwegian | T.3Cy.10″,16″&26″–18″ 29NHP<br>Stavanger Stöberi&Dok. | | N | |
| 1096 | **Snel** SteelScSr<br>~~T.Bjergsten~~ *B.E.Eliasen*97–92<br>PSJD *Well deck* 1 *Dk*(*Stl*)*&deep framing* | 1320<br>1092<br>814 | ✠100A1<br>~~9·04~~ 1,05 ~~Cpl~~ Bs1 | Rot | *o* | 1902<br>7mo<br>*Lloyd's* | Bonn& Mees Rotterdam<br>*sA&CP* | **Stoombootreed. Baltic (A.P. Nielsen,** *Mgr.*) | 236·0<br>Q83′B58′F25′<br>drp03 FK<br>*WB=Cell DBa*<br>60′*uE*17′*f*104′350*t* | 36·2 | 15·6<br>*BHCem*<br>*APT*50*t* | Amstrdam Dutch | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *80lb* 148NHP<br>1SB,*3cf*,GS53,HS2120<br>Cen.Mar.Eng.Wrks. WHpl | 18 ″ 0<br>s 1 ″ 10 | | ~~6,08~~<br>12,04 |
| 1097 | **Sneppe** SteelScSr<br>*A.Tollefsen*02–02<br>HNKB 1 *Dk* | 1412<br>1301<br>885 | | | | 1902 | Wood Skinner&Co. Ltd. Newcastle | **Acties. Dpskselsk. Sneppe (A.F. Klaveness&Co.)** | 255·0<br>H80′F29′ | 36·6 | 17·3<br>*WB* | Sandefjrd Norwegian | T.3Cy.18½″,30″&49″–33″ 138NHP<br>N.E.Marine Eng.Co Ld Nwc | | N | |
| 1098 | **Sneyd** IronScK<br>62940 *J.Hughes* –03 *ssSon.No.2–81*<br>PTQM (*ex*Itchen) *Mchy.Aft* | 204<br>191<br>112 | ✠<br>6,81 | Sou | *b* | 1872<br>11mo | Day,Summers&Co. Northam | **Osborn&Wallis** | 106·1<br>*WB=FPT*20*t* | 22·3 | 10·8<br>*BHCem* | S'thamptn British | C.2Cy.10″&20″–18″ NB93 20RHP<br>Day,Summers&Co.,Sou. | 11 ″ 11 | | |
| 1099 | **Snilesworth** SteelScSr<br>95280 *D.Sinclair* –94 *ssShl.No.3–12,01*<br>LBOG 1 *Dk*(*Irn*)2*tr B* | 2220<br>1862<br>1417 | ✠100A1<br>~~11,04~~ ~~1·07~~<br>~~Ms4,04~~ ~~Cpl~~<br>~~Bs4,04~~ Bs4,04 | Shl | *r* | 1889<br>1mo | Short Bros. Sunderland<br>A&CP | **J.Tully** | 281·0<br>P32′B66′F32′<br>*WB=Cell DBa*88′*uE*22′*f*106 | 40·0<br>FK | 19·8<br>*BHCem*<br>400*t APT*77*t* | Sundrland British | T.3Cy.21″,35″&58″–42″ (*s*)<br>~~160lb~~ 150lb *160lb* NDB03 209NHP<br>2SB,*6rf*,GS84,HS3125<br>J.Dickinson, Sunderland | 22 ″ 3<br>s 3 ″ 4½ | | ~~3,08~~<br>8 11,04 |
| 1100 | **Snipe** IronScSr<br>88927 *J.Davies* –95 1 *Dk*(*Irn*)<br>JLPK *Mchy.Aft* | 319<br>252<br>128 | ✠<br>1,87 | Cly | *e* | 1884<br>4mo | Campbeltown S.B.Co. Campbeltwn | **R.Burton&Son, Ld.** | 142·0<br>Q45′F20′drp84&85<br>*WB=FPT*28*t APT*11*t* | 23·2 | 11·0<br>*BHCem* | Glasgow British | C.2Cy.19″&36″–27″ NB94 55RHP<br>Dunsmuir&Jackson, Gls. | 11 ″ 9 | | |
| 1101 | — IronScK<br>108324 *L.J.Larsen* –97 (*Trawler*)<br>1 *Dk* | 143<br>141<br>43 | | | … | 1897 | Edwards Bros. North Shields | **Kelsall Bros.& Beeching, Ld. (J.E. A.Kelsall,** *Mgr.*) | 106·0<br>BK7½″ | 20·5 | 11·0<br>*WB* | Hull British | T.3Cy.12″,18″&30″–21″ 41RHP<br>N.E.Marine Co.Ld.Sld. | 11 ″ 10 | | |
| 1102 | **Snorre** IronScSr<br>*G.Stray*98–04 *ssHav.No.3–11,95*<br>WGKB (*ex*Général Chanzy) *ssNts.No.2–04*<br>*Well deck* 1 *Dk*(*Irn*)2*tr B* | 1424<br>1180<br>864 | ✠100A1<br>~~2·04~~ 12,04<br>~~NB~~ ~~MC~~<br>~~DBS0~~ | Nts<br>Lth | *p* | 1883<br>11mo<br>*Lloyd's* | Palmers' Co.Ld. Newcastle<br>*sA&CP* | **Akties. Dmpsk. Snorre (S.O.Stray)** | 250·8<br>Q96′B44′F27′<br>*WB=Cell DB*210′ | 35·3 | 16·2<br>FK<br>325*t APT*33*t* | Xiansand Norwegian | C.2Cy.31″&58″–36″ (*s*)<br>85lb *85lb* NDB93 159NHP<br>2SB,*6pf*,GS88,HS2600<br>Palmers' Co.Ld.Nwc. | 18 ″ 2 | | ~~9,04~~<br>12,04 |
| 1103 | **Snowdon** SteelTwinScSr<br>111039 *T.Lenfestey* –02<br>TMVL 2 *Dks* | 1110<br>966<br>195 | | | | 1902 | Laird Bros. Ld. Birkenhead | **L.&N.W.Rlwy.Co.** | 299·9<br>H5*t* | 36·6 | 14·0<br>*WB* | Dublin British | T8Cy(2)19″,(2)29½″&(4)33″ –30″ 238NHP<br>Laird Bros. Ld. Birkenhead | | BT till ~~4,04~~ 7,05 | |
| 1104 | — SteelPad<br>99404 *W.Williams* –04 2 *Dks* | 338<br>294<br>97 | | | | 1892 | Laird Bros. Birkenhead | **Liverpool&North Wales S.S.Co.Ld.** | 167·9<br>H5*t* | 24·6 | 10·7 | Liverpool British | C.D.2Cy.30″&54″–51″ 174NHP<br>Laird Bros., Birkenhead | | BT till 4,05 | |
| 1105 | — IronPadSk<br>80242 *Jones*62–85 | 106<br>106<br>11 | | | | 1885 | Lawson& Eltringham S.Shields | **J.Dry** | 96·0<br>H5*t* | 18·7 | 9·5 | S.Shields British | L.2Cy.27″–48″ 50RHP<br>Baird&Barnsley, N.Shields | | | |
| 1106 | **Snowdrop** SteelTwinSc<br>91186 *J.Potter*56–85 | 300<br>300<br>36 | | | … | 1884 | W.Allsup &Sons Preston | **Wallasey Urban District Council** | 130·9<br>H5*t* | 35·2 | 10·6 | Liverpool British | C.4Cy.18″&37″–24″ 112NHP<br>W.Allsup&Sons, Preston | 11 ″ 0 | BT till 5,05 | |
| 1107 | — SteelScK<br>115676 *R.Tindall*<br>Now named "Star of the East," *1Dk* | 208<br>196<br>69 | ✠100A1<br>*Stm.Trawler*<br>~~Bs6,05~~ | Abn | | 1902<br>10mo<br>*Lloyd's* | Smith's Dock Co.Ld. North Shields<br>*sA&CP* | **Union Stm. Fishing Co.Ld. (J.H.Irvin,** *Mgr.*) | 113·0<br>BK7½″ | 21·6 | 12·0<br>*WB=DTf*5′8*t* | Aberdeen British | T.3Cy.12″,19½″&34″–23″ (*s*)<br>180lb 60RHP<br>1SB,*2pf*,GS36,HS1235<br>Shields Eng.Co.Ld.N.Shl. | 12 ″ 10 | | |
| 1108 | **Snowflake** SteelSc3MstSr<br>102128 *R.Hopwood* –99 *ssNpt.No.2–02*<br>NGRV *Mchy.Aft* 1 *Dk*(*Stl*)*&Spar dk*(*Irn*)*&* *Elec.light* *Web frames* | 2710<br>2392<br>1726 | ✠100A1<br>*Spar dk*<br>~~Spar~~ ~~3,01~~ 12,04<br>*Carrying Petroleum in bulk*<br>~~Bs6,04~~ | Hul | *t* | 1893<br>12mo<br>*bulk* | Armstrong Mitchell&Co. Ld Newcastle<br>A&CP | **Bearcr'kOil&Shpg Co.Ld.(C.T.Bowring&Co.Ld.** *Mgrs.*) | 294·0<br>P79′B22′F38′<br>*WB=Cell DB*30′ | 39·6<br>26·7<br>FK<br>92*t FPT*64*t APT*25*t* | 19·8<br>*BHCem*<br>*DTf*22′201*t* | Liverpool British | T.3Cy.23″,37″&60″–42″ (*s*)<br>160lb *100lb* 247NHP<br>2SB,*6rf*,GS104,HS3920<br>Wilsnd Slpwy Co.Ld., Nwc. | 20 ″ 10<br>s 5 ″ 5 | | ~~4,08~~<br>6,04 |
| 1109 | **Sobo** *Yardley* –04 SteelScSr<br>110056 ~~*J.T.Sato* –04~~ *ssLiv.No.1–04*<br>QRGH *Ref.Mchy.* 1 *Dk*(*pt Stl*)*&Spar dk*(*Stl–ws*)*&* *Elec.light* *deep framing* | 3652<br>2751<br>2313 | ✠100A1<br>*Spar dk*<br>~~3,01~~ ~~2,02~~<br>~~12,04~~ ~~6,04~~ 3,05 | Liv | *v* | 1899<br>1mo | Barclay, Curle&Co. Ld Glasgow<br>A&CP | **African S.S.Co. (Elder, Dempster& Co.** *Mgrs.*) | 345·0<br>P&B226′F41′<br>*WB=Cell DB a* 76′*u* | 44·0<br>23·2<br>FK<br>*E*24′*f*158′539*t FPT* | 14·3<br>*BHCem*<br>76*t APT*44*t* | London British | T.3Cy.25″,41″&67″–48″ (*s*)<br>180lb 370NHP<br>3SB,*11cf*,GS212,HS6190<br>Barclay, Curle&Co. Ld. Gls. | 16 ″ 9<br>s 5 ″ 0 | BT till 1,05 | ~~8,03~~<br>~~2,04~~<br>4,05 |
| 1110 | **Söborg** SteelScSr<br>*H.C.Fischer*95–99 *ssGls.No.1–04*<br>SKJB 1 *Dk*(*Irn*)*&deep framing* | 2108<br>1948<br>1333 | ✠100A1<br>3,05~~,04~~ | Gls<br>Bly | *s* | 1899<br>3mo | Short Bros. Sunderland<br>A&CP | **Dampskibs Selsk. Dannebrog (C.K. Hansen,** *Mgr.*) | 286·0<br>P23′B72′F27′<br>*WB=Cell DBa*<br>90′*uE*20′*f*116′713*t* | 43·1<br>FK | 19·8<br>*BHCem*<br>*APT*100*t* | Copnhagn Danish | T.3Cy.21″,35″&57½″–39″ (*s*)<br>160lb *80lb* 210NHP<br>2SB,*6pf*,GS98,HS3221<br>G.Clark, Ld. Sunderland | 21 ″ 0<br>s 3 ″ 11 | | ~~1,04~~<br>M3,05 |
| 1111 | **Sobral** SteelTwinScSr<br>*F.Hassenstein*99–99<br>1 *Dk*&*Promenade dk*(*Teak*)<br>*Elec.light* *Mchy.Aft* | 311<br>222<br>212 | ✠<br>*For River purposes only*<br>1,99 | PGl | | 1899<br>1mo | Murdoch & Murray Pt.Glasgow | **Oliveira Andrade& Co.** | 140·0<br>F16′ | 30·0 | 8·0<br>FK<br>*WB=FPT*22*t* | Pará Brazilian | C.4Cy.12″&24″–18″ 54NHP<br>1SB,*2pf*,GS39,HS1040<br>Lees, Anderson&Co. Gls. | 8 ″ 5 | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Jauge brute. Sous le Pont. — Net. | Détails de la Classification. Cotes. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. Nos. & Dia. des Cylindres. — Course. Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge sur Quille. Franc-bord en hiver. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1112 | **Sobralense** Iron Sc Sr | 1982 | ✝ — Liv Lv | 1884 Barrow S. | Barrow S. B. Co. | [illegible] | 275·1 \| 34·2 \| 23·5 | Hong Kong Liverpool | T.4Cy.(2) 17", 38" & 60"–42" 24 " 9 |
| 91156 | [illegible] | 1686 | | 8mo | | | P156t H94t F41d | British | 238 NHP 4 " 3 |
| JRDL | *J. Merlin* 4th Survey Liv. 12,99 | 1282 | | | | | DK 9½ | 5 BH | 2DB, 8cf, GS168, HS1405 |
| | 2 Dks (1 pt Iron) | | | | | | WB = D Ba 6 u E & B F T | | Barrow S. B. Co. (Lim.) Brw |
| 1113 | **Sobraon** Steel Sc Sr | 2385 | ✝100A1 Shl s | 1889 W. Pickers- | Gordon Stm. Shpg. | 286·3 \| 41·0 \| 19·3 | London | T.3Cy.21", 39" & 64"–42" (s) 20 " 7 |
| [illegible] | *J. McGilvray* –01 | 2343 | 2.05 Spar dk | 10mo | gill & Sons | Co. Ld. | F22' 26·4 | British | 160 lb 80th 50 lb 278 NHP 5 " 6½ |
| LJDN | 1 Dk (Irn) & Spar dk (Irn) & Web frames | 1541 | [illegible] | | Sunderland | | drp 04 BK 9½ | 6 BH Cem | 2SB, 8pf, GS125, HS4360 |
| | | | | | A & CP | | WB = Cell D B 184' 311t | APT 26t | Black, Hawthorn & Co., Gts |
| 1114 | **Social** Steel Sc | 108 | | 1894 Lytham | Lever Bros. Ld. | 76·5 \| 19·8 \| 8·1 | Liverpool | 2Cy. 10"–14" |
| 102149 | | 99 | | S. B. & E. Co | | | British | NB 04 20 RHP |
| | *Mchy. Aft* 1 Dk | 64 | | Lytham | | | | Lytham S. B. & E. Co., Lytham |
| Now a Lighter | **Socorro** Iron Pad | 112 | | 1863 ..... | Remolcadores Bilbainos (F. M. Rodas, *Mgr.*) | 88·9 \| 17·5 \| 9·2 | Bilbao | 2Cy. 27½"–45" |
| | *R. Mendieta* 88–90 | — | | Bristol | | | Spanish | 78 NHP |
| JRLN | (*ex* Relief) | — | | | | | | Stothert, Bristol |
| 1116 | **Socotra** Steel Twin Sc Sr | 6009 | ✝ Lon b† | 1897 Palmers' | P. & O. Stm. Nav. Co. | 450·0 \| 52·2 \| 30·5 | Newcastle | T.6Cy. 22½", 36½" & 60"–48" 33 " 6 |
| 106612 | *C. J. Benton* –02 | 5736 | 2.01 | 2mo | Co. (Lim.) | P46' B98' F61' | British | FD 680 NHP |
| PNMW | *Elec. light* 2 Dks (Stl) 3 tr B | 3896 | | | Newcastle | FR & BK 87 | 7 BH Cem | 2DB, 12cf, GS227, HS10140 |
| | | | | | W | E & B 69' f 187' 1154t | APT 96t | Palmers' Co. (Lim.), Nwc |
| 1117 | **Söderhamn** Steel Sc Sr | 1499 | | 1899 Helsingörs | H. M. Gehrckens | 240·8 \| 34·1 \| 15·1 | Hamburg | T.3Cy. 17", 27½" & 47"–33" |
| | *H. Schade* 96–02 | 980 | | Maskbyggeri | | Q80' | German | 127 NHP |
| RLKF | *Elec. light* 1 Dk & pt Awng dk | 945 | | Elsinore | | pt Awng dk 164' | WB | Helsingörs Jernsk. & Mskb. |
| 1118 | — Iron Sc Sr | 352 | | 18⅝ | Motala Co. | Ångf. Aktieb. Pehr | Stockholm | C.2Cy. 17½" & 34"–19½" |
| 525 | *E. N. Pira* –03 | 174 | | Motala | | Ennes (P. A. | Swedish | 43 NHP |
| HDCK | (*ex* Transit No. 8) 1 Dk & Shelter dk | 259 | | | | Beckius, *Mgr.*) | | Bergsunds M. V. Stockholm |
| 1119 | **Södermanland** Iron Sc Sr | 179 | | 1885 Motala Co. | Ångf. Aktieb. | 105·6 \| 19·3 \| 8·6 | Nyköping | 2Cy. 15" & 29"–19½" |
| 1596 | *D. J. W. Bolin* –86 1 Dk | 106 | | Oscarshamn | Södermanland | Q82' B88' H13t F28' | Swedish | 31 NHP |
| JDFL | | 132 | | | (C. A. Winblad) | | | Motala Co., Oscarshamn |
| 1120 | **Södern** Steel Sc Sr | 295 | | 1882 Motala Co. | Blekinge Ångb. | 118·7 \| 22·0 \| 9·3 | Karlshmn | C.2Cy. 19½" & 33½"–20½" |
| 1494 | *A. O. Carlslund* –03 1 Dk | 153 | | Norrköping | Aktieb. | P69' H15t F36' | Swedish | NB 94 43 NHP |
| HRJQ | | 224 | | | (E. Lindgren, *Mgr.*) | | | Motala Co., Norrköping |
| 1121 | — Steel Sc Sr | 186 | | 1887 W. Rosen- | W. Rosenlew & Co. | 109·8 \| 18·5 \| 8·1 | Björneborg | C.2Cy. 14½" & 26½"–20½" |
| | *A. Grandell* | — | | lew & Co. | | | Russian | 26 NHP |
| VGBH | | 128 | | Björneborg | | | | W. Rosenlew & Co. |
| 1122 | **Södertörn** Steel Sc | 224 | | 1901 Mälarvarf- | Ångbåtsaktieb. | 108·7 \| 22·6 \| 8·1 | Ösmo | C.2Cy. 14½" & 31½"–19½" |
| 4010 | *A. G. Olsson* –03 | 126 | | vets Aktieb | Södertörn | B89' H41t | Swedish | 35 NHP |
| JMQS | 1 Dk | 136 | | Stockholm | (Torkel Blixt, *Mgr.*) | | | Bergsunds M. V. Aktb. Skm. |
| 1123 | **Sodium** Steel Sc Yl | 141 | ✝100A1 Nwc b | 1887 Wood, | United Alkali Co. | 100·0 \| 20·1 \| 8·1 | Newcastle | C.2Cy. 14" & 25"–18" (r) 8 " 8 |
| 92861 | *J. Cartwright* 87–87 | 118 | 7.03 | 4mo | Ld. | Q81' B7' F17' | British | 80 lb 45 RHP 5 " 0 |
| KMTF | *ss* Nwc. No. 3–3,98 | 83 | NB 7.03 LMC 7.06 | Skinner & Co. | | | FK | 1SB, 2pf, GS25, HS590 |
| | *ss* Nwc. No. 1–03 | | | Newcastle | | | 3 BH Cem | Wilsnd Slpwy & Eng. C Nwc |
| | *Mchy. Aft* 1 Dk (Stl) | | | *Lloyd's* 4 CP | | | WB = FPT 20t | |
| 1124 | **Södra Sverige** Iron Sc Sr | 733 | | 1871 Bergsunds | Ångf. Aktieb. | 184·1 \| 25·1 \| 13·0 | Stockholm | C.2Cy. 24" & 48"–27" |
| 541 | *P. Ysberg* 87–02 | 402 | | Mek Verkst | Södra Sverige | H56t 20·4 | Swedish | 100 NHP |
| HJNK | 2 Dks & Shelter dk | 517 | | Stockholm | (J. G. Setterwall) | | | Bergsunds Mek. Vks., Stk. |
| 1125 | **Södra Vettern** Steel Sc Sp | 118 | | 1891 Jönköping | Vista Ångb. Aktieb. | 82·4 \| 16·7 \| 7·3 | Visingsö | C.2Cy. 18½" & 28½"–17½" |
| 1153 | *J. W. Lamberg* –03 | 54 | | M. V. Aktieb. | (A. Andersson, | Q24' B41' H10t F20' | Swedish | 19 NHP |
| JCKG | (*ex* Guldkroken) 1 Dk | 85 | | Jönköping | *Mgr.*) | | | Bergsunds Aktieb., Skm. |
| 1126 | **Soembawa** Steel Sc Sr | 3375 | | 1899 Nederl. | Stoomv. Maats. | 322·0 \| 44·0 \| 23·0 | Amstrdam | T.3Cy. 24", 36" & 60"–42" DV |
| | *S. Fenenga* –99 | 3301 | | Schps. Maats. | Nederland | B78' F40' | Dutch | 238 NHP |
| PSJH | *Elec. light* 1 Dk & Spar dk 3 tr B | 2590 | | Amsterdam | | | WB | Ned. Fab. v. Wrk. & Spr. Ams |
| 1127 | **Soengei Rawa** Iron Sc Ctr | *180* | | 1891 Cochrane & | F. Kehding | 105·6 \| 22·0 \| 9·2 | Medan, | C.2Cy. 10" & 20"–15" |
| | *Awang* –96 | *163* | | Co. | | | Deli | 13 NHP |
| THRD | | *140* | | Birkenhead | | | Dutch | Cochrane & Co., Birkenhead |
| 1128 | **Soerabaja** Iron Sc Sr | 2441 | ... | 1883 Kon. My. de | Rotterdamsche | 323·6 \| 37·0 \| 25·3 | Rottrdam | Q.4Cy. 21", 30", 43" & 63"–36" 27 " 0 V |
| | *M. Gantvoort* 3 Dks | 1427 | | Schelde | Lloyd (W. Ruys & | P92' B102' | Dutch | NE & B 95 238 NHP |
| PSKG | *Elec. light* (*ex* Smeroe, *ex* Soerabaja) | 1804 | | Flushing | Zonen, *Mgrs.*) | len 95 BK 10" | WB | Kon. My. de Schelde Flshing |
| 1129 | **Soestdijk** Steel Sc Sr | 6445 | ✝100A1 Rot z | 1901 Furness, | Nederl. Amerik. | 400·4 \| 52·1 \| 29·3 | Rottrdam | T.3Cy. 28", 46" & 77"–48" (s) 32 " 1 |
| | *B. G. Bruinsma* 90–01 | 6304 | *Shelter dk* | 8mo | Withy & Co Ld | Stoomv. Maats. | Dutch | 180 lb 489 NHP 5 " 10 |
| PSKL | 2 Dks (Stl) 3 tr B & Shelter dk (Stl) | 4231 | [illegible] 2.05 | | W Hartlepool | (Holland-Amerika | FK | 1SB, 12cf, GS208, HS8140 |
| | *Elec. light* | | [illegible] | | A & CP | Lijn) | 6 BH Cem | Richardsons, Westgarth & |
| | | | | | WB = Cell D Ba 127' u | E & B 69' f 148' 907t | DT a 29' 868t DT f 25' 790t | FPT 77t APT 46t | Co. Ld. Hpl |
| 1130 | **Sofala** Steel Sc Sr | 5381 | ✝100A1 Bom a† | 1902 Sir J. Laing | British India Stm. | 411·0 \| 50·8 \| 29·0 | Glasgow | T.3Cy. 26½", 42" & 66½"–51" (s) 32 " 0 |
| 115680 | *G. A. Shepherd* –08 | 5023 | *Shelter dk* | 6mo | & Sons, Ld. | Nav. Co. Ld. | British | 160 lb 80lb 395 NHP 5 " 11½ |
| TKPR | *Elec. light* 2 Dks (Stl) & Web frames | 3436 | 4.04 | Sunderland | | | FK | 2SB, 6cf, GS128, HS6695 FD |
| | & Shelter dk (Stl-teak s) | | LMC 6.02 | | | | 6 BH Cem | G. Clark, Ld. Sunderland |
| | | | | *Lloyd's* 4 CP | | WB = Cell D Ba 128' u E & B 42' f 196' | 1256t DT f 27' 816t | FPT 141t APT 137t |
| 1131 | **Sofia** Steel Sc Sr | *696* | ... | 1894 Ramage & | Hadji Daout | 210·0 \| 29·1 \| 13·9 | Smyrna | T.3Cy. 15", 24" & 39"–30" 16 " 0 |
| | *S. Marratos* 99–99 | *557* | | Ferguson, Ld. | Farkouh | P50' B62' F46' | Turkish | 99 NHP |
| | *Elec. light* 1 Dk 2 tr B | *429* | | Leith | | BK 7⅛ | WB | Ramage & Ferguson (L) Lth |
| 1132 | — Iron Sc Sr | 222 | | 1864 Motala Co. | Åland Kommuni- | 129·8 \| 21·6 \| 11·9 | Marioham | 2Cy. 17½"–29½" |
| | *A. Ljungvist* 2 Dks | 188 | | Motala | kations Aktieb. | H28t | Russian | 25 NHP |
| TNKS | | 136 | | | | | | Bergsunds M. V., Skm. |
| 1133 | — Comp Sc Sr | 180 | | 1895 J. O. | Ångf. Aktieb. St. | 100·1 \| 22·9 \| 9·7 | Gothenbrg | C 2Cy. 11½" & 19½"–11½" |
| 2849 | *C. W. Magnusson* –99 | 148 | | Johansson | George (A. O. | P21' H6t | Swedish | 11 NHP |
| JGKV | 1 Dk | 98 | | Eckerna | Wilson, *Mgr.*) | | | Wilhelmsbergs M. V., Got. |
| 1134 | — Iron Sc Sr | — | | 1882 J. H. Dia- | Cia. Mexicana de | 85·0 \| 18·0 \| 7·0 | Frontera | C.2Cy. 12" & 24"–18" |
| | *V. Cardona* | — | | logue & Son | Nav. | | Mexican | J. H. Dialogue 20 NHP |
| | 1 Dk | 49 | | Camden, N.J. | | | | & Son, Camden, N.J. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines in which classed, if not in Hull. Date of last Survey. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1135 HRMK | **Sofia Brailli** *R.Gherglich92–98* (*ex*Port Adelaide) | **IronScBg** *ss*Lon.No.3–7.96 *ss*Clf.No.1–01 1 *Dk*(*Irn*)& *Spar dk*3 *tr B* | 2694 2556 1717 | ✠100A1 *Spar dk* 5,01 ~~5,01~~ ~~B5,02~~ BS3,05 | Cff | *t* | 1884 3mo | A.Leslie& Co. Newcastle *Lloyd's* | **G.Brailli** *WB*= *DB* | 332·0 B56′ pt ND96 *Lloyd's* | 38·1 25·6 BK10′ *A&CP* | 18·0 *n88′f74′284t FPT* | Orebich Aust.-Hung. 6 *BH Cem* 36*t APT* 23*t* | C.2Cy.36½″&75″–48″ (*s*) 90lb *60lb* NDB93 309NHP 2SB.*6pf*,GS130,HS4934 Wghm Rchrdson & Co. Nwc | 21 ″ 1 s 6 · 3½ | | ~~1,02~~ 3,04 |
| 1136 1097 HQNS | **Sofia Postovojtowa** *M.E.Michaliziano* –91 *Mchy.Aft* | **SteelTwin ScSr** | 395 — 319 | | | | 1891 | Stabil.Tecnico Triestino Trieste | **G.Graviloff Postovojtoff** | 180·0 | 30·2 | 8·6 | Rostoff Russian | C.4Cy.13″&24″–20″ 43NHP Stab.Tecnico,Trieste | | | |
| 1137 HQNS | **Soglasie** (*ex*G.M.B.) *Mchy.Aft* | **SteelSc3MastSr** *ss*Lth.2nd No.3–12,97 *ss*Ant.No.1–02 1 *Dk2tr B* | 597 485 368 | ✠100A1 2,04 ~~2,04~~ LMC4,02 BS3,05 | Sld | *i* | 1878 6mo | R.Dixon& Co. Middlesbro' | **F.C.Svorono** *WB*= *D* | 175·4 P61′F25′ drp03 *A&CP* | 25·7 FK | 14·6 *Bf*102′146*t* | Marinpol Russian 3 *BH Cem* 1B,GS47 | C.2Cy.25″&48″–30″ (*r*) 80lb *56lb* NDB84 105NHP T.Richardson&Sons,Hpl. | 15 ″ 4 s 1 · 6½ | | 2,03 |
| 1138 HEGV | **Sogn** *N.A.Gabrielsen* (*ex*Saga) | **CompScSr** 1 *Dk2tr B* | 653 520 469 | | | | 1874 | A.Brodin Gefle | **R.R.Astrup** | 173·9 Q45*t* B63*t* H7*t* | 27·0 F18*t* | 16·0 | Chrstiania Norwegian | C.2Cy.20″&40″–28½″ NB83 65NHP G.Tillberg,Oscarshamn | | V | |
| 1139 JPBT | — *H.Ottesen72–99* | **IronScSr** 1 *Dk2tr B* | 356 230 217 | | | | 1875 | C.S.Swan &Co. Newcastle | **NordreBergenhus AmtsDmpskselsk.** | 158·2 P58*t* H35*t* | 22·0 F34*t* | 11·4 | Bergen Norwegian *WB* | C.2Cy.21½″&40″–24″ 65NHP Thompson&Co.,Nwc. | | | |
| 1140 1316 HJPD | **Sokaku Maru** | **CompScSr** 2 *Dks* | 285 268 160 | | | | 1892 | Oaki Kikusaburo Shinagawa | **J.Saito** | 127·6 | 19·7 | 15·8 | Hakodate Japanese | C.2Cy.19″&33½″–24″ Oaki 46NHP Kikusaburo,Shinagawa | | | |
| 1141 1395 HJPS | **Sokei Maru No. 2** (*ex*GeorgeMary) | **IronTwinScSr** 2 *Dks* | 522 493 324 | | | | | ..... | **Amagasaki Isaburo** | 170·0 | 23·7 | 16·4 | Osaka Japanese | C.4Cy.16½″&30″–20″ F&B*blt*.92 67NHP Tomonaga Genzaburo,Osk | | | |
| 1142 1494 HKJB | **Sokei Maru No. 3** | **WoodScSr** 2 *Dks* | 348 329 216 | | | | 1895 | Mayeda Unosuke Osaka | **Amagasaki Isaburo** | 139·7 | 22·0 | 15·4 | Osaka Japanese | C.2Cy 16″&32″–22″ 40NHP Tomonaga Genzaburo,Osk. | | | |
| 1143 7660 JRCQ | **Soko Go** | **WoodScSr** 2 *Dks* | 363 288 170 | | | | | ..... | **HyogoKen** | 162·1 | 26·0 | 12·7 | Kobé Japanese | C.2Cy.22⅜″&36⅜″–26⅜″ 56NHP | | | |
| 1144 268 | **Sokol** | **IronTwinScTug** 1 *Dk* | 238 — 183 | | | | 1868 | ..... Newcastle | **RussianS.N.& TradingCo.** | 128·8 | 29·2 | 8·9 | Sebastopl Russian | | | | |
| 1145 111177 BBQG | **Sokoto** *A.L.Wintham* –01 2 *Dks*(1 *Stl*–ws&1 *pt Stl*–ws)& *Web frames* *Elec.light* *Loco* –05 | **SteelScSr** *ss*Liv.No.1–03 | 3092 2623 1969 | ✠100A1 ~~3,01~~ 3,01 ~~3,04~~ 4,05 ~~4,05~~ BS1,05 | Liv | *r* | 1899 4mo | Vickers Sns &Maxim,Ld. Barrow *Lloyd's* | **British&African S.N.Co.(1900),Ld. (Elder,Dempster& Co.*Mgrs.*)** *WB*= *Cell D Ba*72′ *u E*5 | 345·0 P37′B122′F42′ *B36′f152′667t FPT* | 42·2 FK | 23·0 *57t APT* 36*t* | Liverpool British 6 *BH Cem* | T.3Cy.23″,38″&63″–45″ (*s*) 180lb *100lb* 296NHP 2SB,*6cf*,GS150,HS4584 Vickers Ss.& Maxim Ld Brw | 25 ″ 8 s 5 · 3 | BT till 12.04 1,06 | 9,03 |
| 1146 108943 PTFS | **Sola** *J.L.Burn* –02 (*ex*Port Phillip) | **SteelScSr** *ss*Npt.No.1–01 1 *Dk*(*Irn*)2 *tr B* & *deep framing* 3 *Dk rule* | 3103 2842 1971 | ✠100A1 4,05 ~~4,05~~ BS11,03 | Npt | *u* | 1897 8mo | Tyne I.S.B. Co.Ld. Newcastle *Lloyd's* | **B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&Co.*Mgrs.*)** *WB*= *Cell D B* | 324·8 P28′B98′F33′ *n&u E118′f140′706t* | 48·5 FK | 22·8 *APT* 40*t* | London British 6 *BH Cem* | T.3Cy.23″,38½″&64″–45″ (*s*) 180lb *180lb* 279NHP 2SB,*6rf*,GS105,HS4060 N.E.Marine Co.Ld.Nwc. | 24 ″ 0 s 4 ″ 2½ | | ~~4,04~~ 4,05 |
| 1147 [illegible] | **Solano** *J.Vigil* –00 | **SteelScSr** *ss*Bry.No.1–99 1 *Dk*(*Irn*)2 *tr B*& *Web frames* | 2377 2193 1353 | ~~✠100A1~~ 7,03 | Bry | *s* | 1895 11mo | Richardsn, Duck&Co. Stockton *Lloyd's* | **Cia.Nav.Aurrera (G.deYandiola, *Mgr.*)** *WB*= *Cell D Ba* | 300·0 P31′B58′F35′ 104′*u E*24′*f*116′550*t* | 43·1 FK | 20·3 *5 B H Cem APT* 81*t* | Bilbao Spanish | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *80lb* 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton | 22 ″ 9 ~~4 ″ 0~~ | | N9,00 |
| 1148 114417 TCKJ | **Soldier Prince** *J.W.Dunn89–01* *Elec.light* | **SteelScSr** 1 *Dk*(*Stl*)& *Spar dk*(*Stl–pt ws*) & *deep framing* | 3118 2934 2029 | ✠100A1 *Spar dk* 7,01 ~~11,08~~ LMC12,01 | NYk | *r* | 1901 12mo | W.Dobson &Co. Newcastle *Lloyd's* | **PrinceLine,Ld. (J.Knott, *Mgr.*)** *WB*= *Cell D Ba*100′ *u E* | 331·5 P39′B110′F38′ *A&CP* 20′*f* 140′ 514*t FPT* | 44·3 26·2 FK | 17·4 | Newcastle British 6 *BH Cem* 80*t APT* 37*t* | T.3Cy.25″,42″&69″–45″ (*s*) 180lb *100lb* 361NH 2SB.*8cf*,GS147,HS5760 Blair&Co.Ld.Stockton | 18 ″ 6 s 5 ″ 7½ | | ~~11,03~~ 7,04 |
| 1149 113081 | — *J.Potter94–00* | **SteelScK** 1 *Dk* | 156 147 35 | ✠ *Stm Trawler* | | ... | 1900 12mo | J T Eltringham&Co. S.Shields A&CP | **R.Irwin** Prince Fishing Co.Ld.(R Irwin & J W Simpson, *Mgrs.*) *WB*= *DB f* 9′7*t* | 102·1 BK7′ | 20·3 | 11·2 | N.Shields British 3 *BH Cem* 1SB.*2pf*,GS31,HS1098 G.T.Grey,S.Shields | T.3Cy.11″,18″&30″–22″ (*s*) 170lb 46RHP | 11 ″ 6 | | |
| 1150 79657 WVSN | **Solent** *A.P.Dix* –02 *Elec.light* | **IronScSr** 2 *Dks*(1 *Irn*)& *Spar dk* | 1915 1214 1204 | ✠ *Spar dk* 6,88 | Sou | *t* | 1878 9mo | Oswald, Mordaunt&C Southampton | **RoyalMailSteam PacketCo.** | 321·4 B54′ | 35·0 23·9 | 16·6 | Glasgow British 7 *BH Cem* | C.2Cy.37″&70″–48″ NB92 283NHP Oswald,Mordaunt&Co Sou | | | |
| 1151 92221 JQFO | — *H.Coombs78–81* | **IronScSr** 1 *Dk2tr B* | 680 633 407 | | | ... | 1870 | J.Laing Sunderland | **J.L.Hill** | 198·4 Q32′F23′ | 29·3 BK7″ | 16·6 *WB* | S'thamptn British | C.2Cy.25″&50″–30″ NB97 104NHP *Cmp*78 Day,Smrs.&Co.Sou | 17 ″ 8 | | |
| 1152 114551 THCL | — *E.T.Seymour* –02 | **SteelScSp** 1 *Dk* | 161 127 38 | | | | 1902 | Mordey, Carney,Ld. Southampton | **L.&S.W.Rlwy.Co.** | 135·5 | 20·2 | 7·7 | S'thamptn British | C.2Cy.17″&32″–42″ 67RHP Mordey,Carney,Ld.Sou. | | BT till 3,05 | |
| 1153 97201 | **Solent Queen** *J.S.Beazley* –00 | **IronPadSk** | 324 285 184 | | | | 1889 | Barclay, Curle&Co.Ld Glasgow | **Sou.I.of Wight& S.of Eng.Royal MailStmPkt Co.Ld** | 215·6 | 21·1 | 8·2 | S'thamptn British | C.D.2Cy.29″&58″–60″ NB02 217NHP Barclay,Curle&Co.Ld.Gls | | BT till 3,05 | |
| 1154 5 SJFN | **Solferino** *S.Corrao* | **IronSc3MastSr** (*ex*Carlton Tower) 1 *Dk*& *Spar dk*3 *tr B* | 2206 2201 1463 | | | ... | 1881 | Wigham Richrdsn&Co Newcastle | **Nav.Gen.Italiana** | 290·0 | 37·1 | 27·5 | Palermo Italian *WB* | T.3Cy.21½″,33½″&59½″–39⅜″ NE&B03 222NHP Soc.Esercizio Baccini,Gen. | | I | |
| 1155 HDPM | — *J.Jacobsen* | **SteelScSr** 1 *Dk*& *Spar dk* | 1155 1048 727 | | | | 1900 | Fevigs Jernskibs. Arendal | **Dmpskibsacties. OttoThoresens Linie (OttoThoresen, *Mgr.*)** | 215·9 B57*t* | 32·0 H50*t* | 21·2 | Chrstiania Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ SirC.Furness, 106NH Westgarth&Co.Ld.Mdb | | N | |
| 1156 JWQF | **Solfond** *C.Haave* –02 *Well deck* | **IronScSr** (*ex*Hassia) 2 *Dks* | 1839 1607 1164 | | | | 1883 | H F Ulrichs Vegesack | **Acties.Solfond (SigvalBergesen)** | 264·1 Q63*t* B145*t* F43*t* | 35·4 H8*t* | 21·9 | Stavanger Norwegian *WB* | T.3Cy.17″,29″&47″–33″ NE&B02 127NH Akers,M.V.,Christiania | | N | |
| 1157 HTBW | **Solheim** *K.Johnsen* –01 | **SteelScSr** 1 *Dk* | 667 580 404 | | | | 1901 | Nylands Værksted Christiania | **Acties.Solheim (L.Lydersen)** | 181·2 P5′B53′F23′ | 30·1 | 14·2 | Tvedstrnd Norwegian *WB* | T.3Cy.14½″,24″&39″–27″ 79NHP Nylands Værksted,Xania. | | N | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 Capitaine / Visites Périodiques. | 4 Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Temps auquel le Navire a subi le dernier Levage de Quille. | 8 Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières et Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au dessus du navire. pds. pc | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1158 | **Solheiro Motta** Steel Twin Sc Sr | *J de S. Moreira* –03 *ss* Pra. No 2–05 | *302* | ✝ A1 Pra | | 1896 | Murdoch& | Solheiro, Motta & | 140·3 28·0 8·0 | Para | T 6Cy. 8″, 12½″ & 20″–18″ (*s*) | 8 ″ 4 | | |
| | | *(ex* Rio Munco) 1 *Dk* (*Teak*) | *220* | *For River purposes only* | | 11mo | Murray | Cia. | F16″ | Brazilian | 175lb 51NHP | | | |
| | | *Elec. light* *Promenade dk* (*Teak*) | *205* | 7 08 ✝LMC7,08 | | | Port Glasgow | | FK | | 18B, *2pf*, GS36, HS1001 | | | |
| | | | | | | | A&CP | | *WB H Cem* | | Lees, Anderson & Co. Gls. | | | |
| 1159 | **Solid** Wood Sc Sr | *R. Aasbo* –02 | 196 | | | 1870 | ..... | Rudolf Olsen | 98·5 22·5 10·4 | Bergen | C.2Cy. 10¾″ & 22″–14½″ | | | |
| | | 1 *Dk* | 146 | | | | Gothenburg | | 421t B25t F6t | Norwegian | NB84 15NHP | | | |
| JWNH | (*ex* Halfring) | | 137 | | | | | | | | Lindholmens Verks., Got | | | |
| 1160 | **Solide** Iron Sc Sr | | 363 | | | 1879 | Motala Co. | Rederiaktieb. Vega | 144·1 20·5 13·3 | Gothenbrg | C.2Cy. 17″ & 31″–21″ | | V | |
| 2433 | *C. Holtz* –02 | 1 *Dk* | 295 | | | | Norrköping | (G. Wilkens, *Mgr*.) | B48′ H8t | Swedish | NE & B95 37NHP | | | |
| HFNM | | | 238 | | | | | | len75 | | W. Lindberg Mek V., Skm | | | |
| 1161 | — Steel Sc | | 110 | | | 1892 | G. Seebeck | Bugsirges. Union | 90·6 18·0 10·5 | Bremen | C.2Cy. 17″ & 31½″–22″ | | G | |
| | *H. Haack* 93–99 | 1 *Dk* | 106 | | | | Geestemünde | | | German | 39NHP | | | |
| QFPL | | | 49 | | | | | | | | G. Seebeck, Geestemünde | | | |
| 1162 | **Solingen** Steel Sc Sr | | 2844 | ✝ ~~100 A1~~ Ham *u* | | 1889 | Reiherst'g | Deutsch-Austral. | 323·3 37·6 23·3 | Hamburg | T.3Cy. 28½″, 37½″ & 60″–42″ | 26 ″ 2 | | |
| | *F. Parras* 98–02 *ss* Ham. No. 3–5, 01 | | 2284 | 1 01 | | 10mo | Schiffaw. | Dmpfsch. Ges. | P188′ F49′ | German | 165lb *85lb* NDB02 (*s*) 257NHP | | | |
| RHQB | *Well deck* | 2 *Dks* (*Stl*) *3tr B* | 1820 | ~~Ham~~ ~~LMC~~ | | | Hamburg | | BK 10″ | | 2SB, *6cf*, GS133, HS4176 | | | |
| | *Elec. light* | | | | | *Lloyd's* | *A&CP* | | *WB = Cell* | | 7 *BH Cem* *DB* 268′ 450t | | | Reiherst. Maschinenf. Ham |
| 1163 | **Solis** Iron Sc 3 Mst Sr | | 835 | ✝ 100 A1 Lon *m* | | 1877 | A. Stephen | Cia. Maritima | 208·7 28·2 17·2 | Barcelona | C.2Cy. 26″ & 52″–30″ (*i*) | 18 ″ 6 | | |
| | *E. Martí* | *ss* Ham. 2nd No. 3–8, 01 | *703* | 6,05 ~~7,02~~ Ham | | 8mo | & Sons | | P68′ F30′ | Spanish | 80lb *60lb* NDB91 119NHP | s 2 ″ 9 | | |
| JRPM | *Mchy. Aft* | 2 *Dks* | *518* | ~~BS 6,03~~ LMC7,01 | | | Glasgow | | BK 8″ | | 1 DB, *4pf*, GS66, HS2029 | | | |
| | | | | ~~Bs 6,04~~ | | | A&CP | | *WB = APT* 30t | | A. Stephen & Sons, Glasgow | | | |
| 1164 | **Sollube** Steel Sc Sr | | 2692 | ✝ 100 A1 Bbo *t* | | 1891 | Irvine & Co | Cia Bilbaina de Nav | 314·0 40·6 20·9 | Bilbao | T.3Cy. 28″, 37½″ & 61½″–39″ (*s*) | 23 ″ 8 | | |
| | ~~*A. Zaldumbide* 00–02~~ | ~~*ss* Bay. No. 3–00~~ | 2244 | ~~5,11~~ 2,05 Shl | | 7mo | W Hartlepool | E. Aznar y Tutor, | P31′ Q96 B130′ F33′ | Spanish | 160lb *65lb* NDB98 248NHP | s 2 ·5 | | |
| JRPL | (*ex* Inchdune) | 1 *Dk* (*pt Stl upr Irn*) *3* | 1622 | ~~Hull 3,08~~ ✝LMC 3,08 | | | A&CP | *Mgr*.) | BK 10″ | | 2SB, *6cf*, GS85, HS3925 | | | |
| | *Well deck* *J. Eusabe* –04 | *Web frames 2tr B* | | | | | | | *WB = Cell DB* 268 | | 5 18t *APT* 20t | | | T. Richardson & Sons, Hpl. |
| | | *ss* Bbo. No. 3–5, 01 | | | | | | | | | | | | |
| 1165 | **Solo** Steel Sc Sr | | 3553 | | | 1899 | Wigham | Rotterdamsche | 332·9 44·1 28·1 | Rottrdam | T.3Cy. 22″, 37″ & 62″–42″ | | V | |
| | *W. Engelsman* | | 3334 | | | | Richrdsn & Co | Lloyd (W. Ruys & | B81′ F52′ | Dutch | 265NHP | | | |
| PSML | *Elec. light* | 2 *Dks* *Spar dk* *3tr B* | 2275 | | | | Newcastle | Zonen, *Mgrs*.) | | *WB* | Wigham Richrdsn & Co. Nwc | | | |
| 1166 | **Solombola** Iron Sc Sr | | 445 | | | 1877 | Oskrshmns | Russian Governmt | 160·1 22·3 11·7 | Archangel | | | | |
| | | (*ex* Express) | 432 | | | | M. V. Aktieb. | (White Sea Pilots & | | Russian | | | | |
| | | | 255 | | | | Oskarshamn | Lighthouses Dept) | | | | | | |
| 1167 | **Solon** Iron Sc Sr | | 1376 | ✝ 100 A1 Gls *o* | | 1880 | T Turnbull | Glasgow Nav. Co. | 240·0 34·0 17·9 | Glasgow | C.2Cy. 30″ & 55″–36″ (*i*) | 19 ″ 4 | | |
| 82665 | *J. Tasker* –03 *ss* Trn. 2nd No. 3–11, 03 | | 1114 | 3,04 | | 9mo | & Son | Ltd. (Maclay & | Q88′ B50′ F33′ | British | 80lb *80lb* NDB93 143NHP | s 2 ·2½ | | |
| TNWQ | *Well deck* | 1 *Dk* *2tr B* | 843 | ~~Hull 3,04~~ ✝LMC 11,06 | | | Whitby | McIntyre, *Mgrs*.) | ptND93 FK | | 4 *BH Cem* | | | |
| | | | | | | | A&CP | | *WB = DBa* | | 66′ *f* 95′ 271t | | | Blair & Co. (Lim.), Stockton |
| 1168 | — Iron Sc K | | 158 | ✝ 100 A1 Gms | | 1897 | Cook, Wel- | Standard Steam | 101·8 20·8 11·0 | Grimsby | T.3Cy. 11½″, 18″ & 30″–22″ (*s*) | 11 ″ 10 | | |
| 108469 | *W. Olney* –97 | *ss* Gms. No. 1–01 | 145 | *Stm Trawler* | | 5mo | t'n & Gemmel | Fishing Co. Ld. | Q25′ F19′ | British | 170lb 45RHP | | | |
| | | 1 *Dk* | 85 | ~~6,11~~ 1,6 | | | Hull | | BK 7½″ | | 1 SB. *2cf*, GS23, HS836 | | | |
| | | | | ~~Hull 3,04~~ ✝LMC 4,01 | | *Lloyd's* | *A&CP* | | | | 3 *BH Cem* | | | C. D. Holmes & Co., Hull |
| | | | | ~~BS 6,04~~ | | | | | | | | | | |
| 1169 | **Solovetsky** Iron Sc Sr | | 374 | | | 1881 | W Crichton | Couvent de | 154·0 23·0 14·0 | Archangel | C.2Cy. 26″ & 46″–27″ | | | |
| 637 | *Halleen* | | — | | | | & Co. | Solovets | P48t F52t | Russian | 88NHP | | | |
| HCGR | | | 224 | | | | Åbo | | | | Crichton & Co., Åbo | | | |
| 1170 | **Solstrand** Steel Sc Sr | | 186 | | | 1899 | Trondhjms | Det Midthordland- | 111·0 20·3 8·5 | Bergen | C.2Cy. 13½″ & 30″–20″ | | | |
| | *L. Rösseland* 90–99 | | 110 | | | | Mek. Verks. | ske Dampskselsk. | Q20t B35t H8t F12t | Norwegian | 34NHP | | | |
| JVBL | | 1 *Dk* | 96 | | | | Drontheim | (J. Tvedt) | | | Trondhjems MV. Dronth'm | | | |
| 1171 | **Solunto** Iron Sc Bn | | 1908 | ✝ Sld Lv | | 1872 | W. Watson | Nav. Gen. Italiana | 280·1 34·4 25·2 | Palermo | C.2Cy. 41″ & 78″–39″ | | | |
| 11 | *A. Messina* | 2 *Dks* *3tr B* | 1767 | 11,72 | | 8mo | Sunderland | | B49t H24t | Italian | NB83 277NHP | | | |
| SJHW | | | 1242 | | | | | | *WB = DBa* | *f* | 3 *BH* 1 PSH | | | N.E. Marine E. Co. (Ld.) Sld. |
| 1172 | **Solva** Steel Sc Sr | | 1032 | | | 1904 | Nylands | Akties. Dampskibs | 226·3 33·2 15·8 | Grimst. | T.3Cy. 16½″, 27″ & 44″–30″ | | | |
| | *Braastad* –04 | | 925 | | | | Værksted | Solva (A. Isachsen) | H74t F32t | Norwegian | 106NHP | | | |
| MBRP | | 1 *Dk* | 641 | | | | Christiania | | | *WA* | Nylands Værksted, Xia. | | | |
| 1173 | **Sölve** Iron Sc Sr | | 482 | | | 1884 | Göteborgs | Ångf. Aktieb. Sölve | 149·9 24·6 15·4 | Gothenbrg | C.2Cy. 13½″ & 32″–20″ | | V | |
| 1426 | *F. W. Balkenhausen* 84–84 | 1 *Dk* | 410 | | | | Mek. Verkst. | (T. Ahrenberg) | B37 H13t F14′ | Swedish | Ealt01 NB01 38NHP | | | |
| HSDC | | | 263 | | | | Gothenburg | | | | Göteborgs Mek. Vrks., Got. | | | |
| 1174 | **Solveig** Steel Sc Sr | | *4434* | ✝ 100 A1 Cff *r* | | 1901 | R. Duncan | Dpsk. Solveigs | 365·3 48·1 20·2 | Bergen | T.3Cy. 25″, 41″ & 67″–45″ (*s*) | 22 ″ 11 | | |
| | *H. Kjerland* 02–03 *ss* Nyd. No. 1–05 | | *4201* | *Spar dk* Nyd | | 1mo | & Co. Ld. | Rederi (Acties. Chr | P31′ B86′ F39′ 28·1 | Norwegian | 180lb 336NHP | s 6 ·11 | | |
| WGCS | (*ex* Afton) | 1 *Dk* (*Stl*) *Spar dk* (*Stl*) *3* | *2862* | 8,05 ~~2,04~~ ✝LMC ~~1,05~~ | | | Pt. Glasgow | Michelsn & Co. *Mgrs*) | FK | | 2SB, *9cf*, GS145, HS5316 | | | |
| | | *deep framing* | | | | | A&CP | *WB = Cell DBa* 116′ | *uE & B* 88′ *f* 156′ 960t | | *APT* 57t | | | Rankin & Blackmore, Grk |
| 1175 | **Solway** Iron Sc Sr | | 836 | | | 1881 | Barclay, | W. Sloan & Co. | 220·2 30·1 15·2 | Glasgow | C.2Cy. 26″ & 52″–48″ | 16 ″ 6 | | |
| 85860 | *A. McCallum* –04 | | 663 | | | | Curle & Co. | | P&B129′ F29′ | British | NB99 162NHP | | | |
| LNVJ | *Well deck* | 2 *Dks* | 427 | | | | Glasgow | | | *WB* | Alt99 A. & J. Inglis, Glasgow | | | |
| 1176 | — Iron Pad Sp Tug | | 103 | | | 1886 | Ramage & | C. Copeland | 90·3 17·1 9·0 | Grimsby | C.D.1Cy. 34″–54″ | | | |
| 55224 | *R. Irving* 62–86 | 1 *Dk* | 102 | | | 4mo | Ferguson | | | British | 70RHP | | | |
| | | | 24 | | | | Leith | | | | Ramage & Ferguson, Leith | | | |
| 1177 | **Selway Prince** Iron Sc 3 Mst Sr | | 349 | ✝ ~~100 A1~~ Liv *e* | | 1890 | Penarth | Manchester. | 145·3 23·2 9·0 | Whitehvn | C.2Cy. 18″ & 36″–24″ (*s*) | 11 ″ 0 | | |
| 94034 | *O. Williams* 96–02 | *ss* Liv. No. 3–11, 96 | 252 | ~~7,04~~ 12,04 Bkn | | 8mo | *S.B. Co. | Liverp'l & N. Wales | Q79′ B10′ F18 | British | 100lb 55RHP | s ·9 | | |
| PVMD | *Well deck* | *ss* Liv. No. 2–03 | 90 | ~~Hull 3,05~~ ✝LMC ~~3,05~~ | | | Penarth | S.S. Co. Ld. | BR 7″ | | 1 SB, *2pf*, GS35, HS1010 | | | |
| | *Mchy. Aft* | 1 *Dk* (*Irn*) | | | | *Lloyd's* | *A&CP* | (R. R. Clark, *Mgr*.) | *WB =* | | *FPT* 25t | | | Penarth S. B. Co., Penarth |
| 1178 | **Solway Queen** Iron Sc 3 Mst Sr | | 307 | ✝ 100 A1 Shl *e* | | 1883 | R. Smith | N.E. Shipping Co. | 145·0 23·1 10·2 | Aberdeen | C.2Cy. 15″ & 34″–24″ (*s*) | 10 ″ 7 | | |
| 84635 | *J. C. Paterson* –04 | ~~*ss* Cff. No. 3–7, 01~~ | 224 | ~~A 6,03~~ Sld | | 8mo | Preston | Ltd. (G. Elsmie & | Q81′ B11′ F22′ | British | 100lb 70RHP | s ·8 | | |
| JMNP | *Well deck* | ~~*ss* A. bn. No. 3–04~~ | 118 | ~~Hull 3,07~~ ✝LMC 3,08 | | *Lloyd's* | | Sons, *Mgrs*.) | ~~4,02 3,02 3,04~~ BR 7″ | | 3 *BH Cem* | | | |
| | *Mchy. Aft* | *ss* Shl 2nd No. 3–5, 04 1 *Dk* (*Irn*) | | ~~Dk 3,04~~ | | | *A&CP* | | dr 3·01 *WB = DBa* | | 39′ *f* 89′ 80t | | | R. Smith, Preston |
| 1179 | **Somali** Steel Twin Sc Sr | | 6708 | ✝ 100 A1 Lon *b†* | | 1901 | Caird & Co. | P. & O. Stm. Nav. Co. | 450·3 52·4 30·5 | Greenock | T.6Cy. 22½″, 36½″ & 60″–48″ | 33 ″ 6 | | |
| 114036 | *C. T. Denny* –01 | | 5753 | 2,01 2,02 | | 6mo | Ld. | | P86′ B171′ F90′ | Britisb | 170lb *170lb* (*s*) 642NHP | s 7 ·8 | | |
| SJWO | | 2 *Dks* (*Stl*–1 wsd *U* teak s) *3tr B* | 4225 | ✝ LMC 6,04 | | | Greenock | | FK & BR 3″ | | 8 *BH Cem* | | | |
| | *Ref. Mchy. Elec. light* | | | | | *Lloyd's* | *A&CP* | | *WB = Cell* | | *APT* 64t | | | 2DB, *12cf*, GS289, [illegible] FL |
| | | | | | | | | | *DBa* 95′ *f* 180′ 757t | | | | | Caird & Co. Ld. Greenock |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned or last Continued. Additional Letters. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions. Dock Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Registers in which classed. If not in L.R. Date of Transfer. | Mean draft. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1180 / 9624 / RHSP | **Somali** Steel Sc Sr<br>*J.E.Birch* 01-01<br>(*ex* Osiris) 2 *Dks 3 tr B*<br>*Elec. light* | 2532<br>2239<br>1623 | ✠100A1 | | ... | 1890 | Blohm & Voss<br>Hamburg | Deutsche Ost-Afrika Linie | 321·2 \| 40·0 \| 23·3<br>P 36′ B 109′ F 34′<br>BK 10′ | | | Hamburg<br>German<br>*WB* | T.3Cy. 23½″, 38″ & 63″–42″<br>261 NH<br>Blohm & Voss, Hamburg | 26 ″ 2 | G | | |
| 1181 / 10070 / BGVM | **Somerford** Steel Sc Sr<br>*J. Henry* –04 *ss* Nwc. No. 1–03<br>1 *Dk (Irn) & deep framing* | 1824<br>1694<br>1172 | ✠100A1 Cff<br>11,00 12,03 Strng<br>✠LMC 1 04 | | *r* | 1899<br>8mo | Blyth S.B. Co. Ld.<br>Blyth<br>A&CP | Speeding & Marshall S. Shpg. Co. Ld (Speeding, Marshall & Co. *Mgrs.*) | 274·2 \| 40·7 \| 18·2<br>B 70′ F 31′ FK<br>*WB = Cell D Ba & uE 104′ uB & f 124* | | | Sundrland<br>British<br>*4 BH Cem 590t APT 45t* | T.3Cy. 20½″, 33″ & 54″–36″ (*s*)<br>170 lb *90 lb* 190 NH<br>2 SB, *4 pf*, GS 87, HS 3073<br>MacColl & Pollock, Sld. | 20 ″ 6<br>s 3 ″ 2 | | | 1,04 |
| 1182 / 9436 / GQFJ | **Somerhill** Steel Sc Sr<br>*A.S.Smith* –04 *ss* N.Ns. No. 3–11.00<br>*Well deck* 1 *Dk (Stl) & Web frames* | 2285<br>1746<br>1479 | ✠100A1<br>2,04<br>B6,03 ✠LMC 11,00<br>B5,04 B8,00 | Sws | *s* | 1888<br>1mo | Richardson Duck & Co.<br>Stockton<br>*Lloyd's* A&CP | Woodfield S. Shpg Co Ld (Woods Tylor & Brown, *Mgrs.*)<br>*WB = Cell D Ba 236′ 466t APT 14t* | 282·0 \| 37·0 \| 19·3<br>P 30′ Q 82′ B 114′<br>F 30′ BK 10′ | | | London<br>British<br>*5 BH pt Asp pt Cem* | T.3Cy. 21½″, 35½″ & 58½″–39″<br>160 lb *80 lb* (*s*) 217 NHP<br>2 SB. *6 cf*, GS 85, HS 3301 NDB 01<br>Blair & Co. (Lim.), Stockton | 22 ″ 1<br>s 1 ″ 11½ | | | 2,04 |
| 1183 / 11899 / VCLR | **Somerset** Steel Twin Sc 4 Mst Sr<br>*B.G.Hayward* –04<br>2 *Dks (Stl) & deep framing &*<br>*Elec. light Ref. Mchy. Shelter dk (Stl–ws)* | 7010<br>6557<br>4481 | ✠100A1<br>*Shelter dk*<br>11,01 12,04 ✠LMC 6,03<br>✠RMC 2,04 11,04 | Lon<br>Gls | d† | 1903<br>6mo | J. Brown & Co. Ld.<br>Glasgow<br>*Lloyd's* A&CP | Federal S. N. Co. Ld<br>*WB = Cell D Ba 113 uE & f 163′ f 225′ 1418t FPT* | 460·5 \| 58·2 \| 31·0<br>FK | | | London<br>British<br>*7 BH Cem 124t APT 70t* | T.6Cy. 25″, 42″ & 69″–48″ (*r*)<br>180 lb 918 NHP<br>5 SB, *15 rf*, GS 295, HS 13560 FD<br>J. Brown & Co. Ld. Glasgow | 34 ″ 7<br>s 7 ″ 4 | BT till 2,05<br>11.05 | | |
| 1184 / 9624 / MJLF | **Somerville** Iron Sc Yl<br>*G.Elliott* –01<br>(*Trawler*)<br>1 *Dk* | 149<br>142<br>48 | | | ... | 1891 | Mackie & Thomson<br>Glasgow | Mather & Co. Ld. | 100·5 \| 20·5 \| 10·7<br>Q 19′ F 19′<br>BK 7½′ | | | Grimsby<br>British | T.3Cy. 11″, 16½″ & 27″–22″<br>45 RH<br>Muir & Houston, Glasgow | 11 ″ 11 | | | |
| 1185 / 9436 / RJBG | **Sommerfeld** Steel Sc Sr<br>*J.Orgel* 02–02 *ss* Ham. No. 3–7,01<br>2 *Dks (Stl–Uws) & deep framing* 3 *Dk rule*<br>*Well deck* *Elec. light* | 2606<br>2133<br>1671 | ✠100A1<br>12.03<br>BS 12,03 ✠LMC 7,01 | Ham | *u* | 1889<br>12mo | C. Connell & Co.<br>Glasgow<br>A&CP | Deutsch-Austral. Dmpfsch. Ges. | 320·0 \| 39·1 \| 22·5<br>P & B 186′ F 41′<br>BK 10′<br>*WB = Cell D 1* | | | Hamburg<br>German<br>*6 BH Cem 254′ 467t* | T.3Cy. 22½″, 37″ & 60″–42″ (*s*)<br>160 lb *85 lb* NDB 02 247 NHP<br>2 SB, *8 cf*, GS 146, HS 3925<br>D. Rowan & Son, Glasgow | 25 ″ 2 | | | 6,03 |
| 1186 / 11673 / KNTW | **Sommers N. Smith** Steel Sc Tug<br>*W.J.Minford* 00–00<br>*Elec. light* 1 *Dk* | 211<br>—<br>80 | | | | 1896 | Newport News S. & D. D. Co<br>Newport News | F.L.Neall | 105·0 \| 21·1 \| 14·2 | | | Phildlphia<br>Utd. States | C.2Cy. 16″ & 32″–26″<br>44 NH<br>Newport News S. & D. D. Co.,<br>Newport News | | | | |
| 1187 / 9436 / JRPT | **Somorrostro** Iron Sc Sr<br>*L.Aguirre* 94–97<br>(*ex* Arrow) 4th Survey, Bbo. 5,01<br>*Well deck* 1 *Dk (Irn) 2 tr B* | 1815<br>1504<br>980 | ✠ A1* 1<br>2,03 12,04<br>BS 6,03 LMC 5,01<br>B 8,04 | Bbo | Lv | 1884<br>1mo | E. Finch & Co. (Lim.)<br>Chepstow | Cia. Anon. del Vapor Somorrostro (Sota y Aznar) | 250·4 \| 36·2 \| 20·4<br>Q 89′ B 72′ F 54′<br>BK 9′<br>*WB = D Bf & uE & B* | | | Bilbao<br>Spanish<br>*4 BH APT FPT* | C.2Cy. 30″ & 60″–36″ (*i*)<br>75 lb *70 lb* 180 NHP<br>1 DB, *4 p & 2 rf*, GS 76<br>Westray, Copelnd & Co Brw | 21 ″ 10<br>s 2 ″ 4½ | | | 17·01<br>18·18<br>19·35<br>20·51<br>12,04 |
| 1188 / 9436 / JPBR | **Söndhordland** Iron Sc Sr<br>*I.Jaunsen*<br>1 *Dk* | 138<br>101<br>80 | | | | 1872 | P. Johanesen<br>Bergen | Hardanger Söndhordlanske Dampskibsselskab | 116·0 \| 17·4 \| 8·0<br>Q 17t B 56t H 5t F 11t | | | Bergen<br>Norwegian | C.2Cy. 15″ & 30″–18″<br>32 NH | | | | |
| 1189 / 9436 / JRLT | **Söndmör** Steel Sc Sr<br>*Ed.Evensen*<br>1 *Dk* | 104<br>62<br>50 | | | | 1889 | Christnsnd Mek. Værk<br>Christians'nd | Söndmöre Dampskibsselskab | 89·0 \| 16·0 \| 7·7<br>Q 8t B 22t F 8t | | | Aalesund<br>Norwegian | C.2Cy. 12½″ & 21½″–18″<br>NB 97 16 NHP<br>Christiansand Mek. Værks. | | | | |
| 1190 / 9436 / QHLC | **Soneck** Steel Sc Sr<br>*C.Steinert* 02–02<br>1 *Dk (Stl) & deep framing*<br>*& Shelter dk (Stl–pt ws)* | 1121<br>894<br>595 | ✠100A1<br>*Shelter dk*<br>5,03 ✠LMC 4,02 | Ham | *o* | 1902<br>4mo | Wigham-Richrdsn & Co Ld Newcastle<br>*Lloyd's* A&CP | Deutsche Dmpfs-fahrts. Ges. Hansa | 235·0 \| 33·6 \| 15·4<br>BK 8″<br>*WB = Cell D Ba 50′ uE* | | | Bremen<br>German<br>*5 BH Cem 19′ f 109′ 231t* | T.3Cy. 18½″, 31″ & 52″–39″ (*s*)<br>180 lb *120 lb* 190 NHP<br>1 SB, *3 rf*, GS 60, HS 2423 FD<br>Wghm Rchrdsn & C. Ld Nwc | 17 ″ 8<br>s 1 ″ 8½ | | | |
| 1191 / 9436 / JPQV | **Songa** Steel Sc Sr<br>*R.Mejlander* 98–98 *ss* N.Yk. No. 3–12,00<br>(*ex* Myrtledene) 1 *Dk (Stl) & Web frames*<br>*& pt Awng dk (Irn)* | 2891<br>2280<br>1850 | ✠<br>*pt Awng dk*<br>*with freeboard* | | ... | 1892<br>11mo | Short Bros.<br>Sunderland<br>A&CP | L.W.Hansen<br>*WB = Cell D B 252′ 750t FPT* | 320·1 \| 40·5 \| 21·1<br>P 33′ Q 96′ B 128′ F 33<br>RFD 30′ FK | | | Bergen<br>Norwegian<br>*6 BH Cem 82t APT 55t* | T.3Cy. 23″, 38″ & 62″–42″ (*r*)<br>160 lb *80 lb* 250 NHP<br>2 SB, *6 pf*, GS 112, HS 3774<br>G. Clark, Ld. Sunderland | 23 ″ 7<br>s 0 | | | N 12.03 |
| 1192 / 9436 / QGHS | **Sonne** Steel Sc<br>*E.Harder* (*Trawler*)<br>1 *Dk* | 137<br>127<br>28 | | | | 1896 | J.C.Tecklenborg<br>Geestemünde | F.W.Jacobs | 105·8 \| 20·8 \| 9·7<br>H 18′ | | | Brmrhavn<br>German<br>*WB* | T.3Cy. 11″, 17 5/16″ & 28 5/16″–21½″<br>37 NHP<br>J.C.Tecklenborg, Gstmnde | | G | | |
| 1193 / 9436 / BKDC | **Sonneberg** Steel Sc Sr<br>*C.Madsen* 02–02 *ss* Ham. No. 2–03<br>*J.Renz* 03–04 1 *Dk (Irn) & Spar dk (Irn) &*<br>*Web frames* | 4499<br>3683<br>2929 | ✠100A1<br>*Spar dk*<br>2,04 2,05 B 8,01<br>BS 8,03 ✠LMC 5,02 | Ham | *w* | 1894<br>12mo | J. Laing<br>Sunderland<br>A&CP | Deutsch-Austral. Dmpfsch. Ges. | 357·0 \| 45·5 \| 19·0<br>P & B 206′ F 38′ 26·7<br>BK 9′<br>*WB = Cell D Ba 110′ uE & B 48′ f 142′ 662t* | | | Hamburg<br>German<br>*6 BH Cem APT 50t* | T.3Cy. 27″, 44″ & 72″–48″ (*r*)<br>160 lb 394 NHP<br>3 SB, *9 cf*, GS 300, HS 6433<br>G. Clark (Lim.), Sunderland | 21 ″ 6 | | | 12,02<br>N 8,04 |
| 1194 / 9436 / QSFJ | **Sonnenburg** Steel Sc Sr<br>*G.D.Dirks* 88–00<br>1 *Dk & Spar dk & Web frames* | 2477<br>2326<br>1578 | | | ... | 1896 | Wigham Richrdsn & Co Newcastle | Deutsche Dmpfs-fahrts. Ges. Hansa | 315·0 \| 42·0 \| 14·7<br>P 18′ B 82′ F 38′ 22·6<br>BK 9″ | | | Bremen<br>German<br>*WB* | Q.4Cy. 19½″, 28″, 42″ & 61″–42″<br>267 NHP<br>Wghm Rchrdsn & Co. Nwc. | 17 ″ 1 | G | | |
| 1195 / 9436 / RJPG | **Sonntag** Iron Sc Yl<br>*O.Hähnel* 01–01 *ss* Bhn. No. 3–6,03<br>(*ex* Rover) 1 *Dk* | 156<br>—<br>38 | ✠100A1<br>*Stm Trawler*<br>6,03 ✠LMC 6,03<br>B 11.04 | Bhn | | 1891<br>4mo | Mackie & Thomson<br>Glasgow<br>*Lloyd's* A&CP | A. Christiansen | 100·5 \| 20·5 \| 10·7<br>Q 19′ F 19′<br>BK 7½″ | | | Gstmünde<br>German<br>*3 BH Cem* | C.2Cy. 16″ & 32″–22″ (*s*)<br>110 lb 42 NHP<br>1 SB, *2 pf*, GS 30, HS 690<br>Muir & Houston, Glasgow | 11 ″ 11 | | | N 6,03 |
| 1196 / 11700 / KQLV | **Sonoma** Steel Twin Sc Sr<br>*C.F.Herriman* –03<br>*Elec. light* 3 *Dks (Stl & Mws)*<br>*Ref. Mchy.* *& Spar dk (Stl–pt ws)* | 6253<br>5634<br>3936 | ✠100A1<br>*Spar dk*<br>7,01 8,04 ✠LMC 11 06 12,04<br>B 11,04 | S. Fo | *z* | 1900<br>11mo | W. Cramp & Sons Co.<br>Philadelphia<br>A&CP | Oceanic S.S. Co. | 400·0 \| 50·2 \| 26·0<br>37·2<br>FK<br>*WB = Cell D Ba 82′ uE B & Bunkrs 148′ f 74′ 885t FPT 121t* | | | S. Frncisco<br>Utd. States<br>*6 BH Cem APT 134t* | T.6Cy. 28″, 46″ & 75″–48″ (*s*)<br>~~165 lb~~ *175 lb* 175 lb 1036 NHP<br>8 SB. *24 cf*, GS 408, HS 15000 FD<br>W. Cramp & Sons Co. Phl. | 28 ″ 3 | | P 2,05<br>~~12,02~~<br>82,05 | |
| 1197 — / 11728 | — Steel Sc Sr<br>1 *Dk 2 tr B*<br>*Mchy. Aft* *Elec. light* | 4539<br>—<br>3503 | | | | 1903 | West Bay City S.B. Co.<br>W. Bay City | Duluth S.S. Co. (G.A.Tomlinson, *Mgr.*) | 416·0 \| 50·0 \| 24·0<br>F 44′ | | | Pt. Huron<br>Utd. States<br>*WB* | T.3Cy. 20″, 33½″ & 55″–42″<br>196 NHP<br>Detroit S.B. Co. Detroit | | | | |
| 1198 / 11168 | **Sonora** Steel Sc Sr<br>*F.A.Fick* –02<br>*Mchy. Aft* *Elec. light* 1 *Dk 2 tr B* | 3914<br>—<br>2850 | | | | 1902 | Superior S.B. Co.<br>W Superior | Superior S.S. Co. (G.A.Tomlinson, *Mgr.*) | 353·2 \| 48·0 \| 24·0 | | | Duluth<br>Utd. States<br>*WB* | T.3Cy. 20″, 33″ & 54″–40″<br>185 NHP<br>Superior S.B. Co. | | V | | |
| 1199 | **Sooghoodlee** Iron Sc 3 Mst Sr<br>*ss* Cpl. No. 3–9,88<br>(*ex* Gloucester, *ex* City of Santiago)<br>2 *Dks 3 tr B* | *2044*<br>*1787*<br>*1304* | ✠<br>9.88 | Cpl | *s* | 1875<br>11mo | R. Steele & Co.<br>Greenock | Idarei Massousieh<br>*WB = D Ba 68′ f 54′ & uE & B 60′* | 279·7 \| 38·1 \| 24·0<br>P 71′ F 38′ | | | Constanpl<br>Turkish<br>*5 BH Cem* | C.2Cy. 40″ & 66″–42″<br>235 NHP<br>R. Steele & Co., Greenock | 25 ″ 5 | | | |
| 1200 / 9624 / BJDT | **Soperga** Steel Sc Sr<br>*N.Gustavino* 01–02<br>1 *Dk (Stl) 2 tr B & deep framing*<br>3 *Dk rule & Shelter dk (Stl–ws)* | 4204<br>4003<br>2737 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,05 ~~5,02~~ ✠LMC 8,02 | Bhn<br>Gen | *v* | 1902<br>8mo | Cant. Nav. di Muggiano<br>Spezia<br>*Lloyd's* A&CP | Luigi Capuccio & Co | 339·0 \| 47·6 \| 24·0<br>FK<br>*WB = Cell D Ba 92′ uE & B 42′ f 134′ 822t* | | | Genoa<br>Italian<br>*6 BH Cem APT 51t* | T.3Cy. 24″, 40″ & 66″–48″ (*s*)<br>180 lb *100 lb* 356 NHP<br>2 SB, *6 cf*, GS 114, HS 4707 FD<br>Richardsons, Westgarth & Co. Ld. Hpl. | 24 ″ 3<br>s 2 ″ 10½ | | 3,05 | |

| Numéro d'Ordre. | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Jauge Brute — Nette. | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. Largeur. Creux. Superstructures, &c. | Port d'Immatriculation. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du constructeur des machines. | Franc-bord au tableau. pds. p. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1201 | **Sophia** SteelTwinScSr<br>*G.Garbi* 94–99 1 *Dk*<br>*Mchy. Aft* (*ex* Omsk) | 326<br>—<br>228 | | 1880 C.Mitchell & Co. Newcastle | Louis Dreyfus & Co. | 185·0 × 28·9 × 7·2 | Rostoff<br>Russian | C.4Cy.12½" & 22" – 18"<br>34NH<br>R.& W.Hawthorn, Nwc. | | | |
| 1202 | — IronPadTug<br>1 *Dk* | 172<br>—<br>85 | | 1883 ..... Linz | D.Ratner | 124·0 × 23·6 × 10·0 | Odessa<br>Russian | | | | |
| 1203 | **Sophia Ann** WoodScSr<br>*G.D.Boyd* –04 1 *Dk*<br>(*ex* Samoa, *ex* Sophia Ann) | 165<br>125<br>91 | | 1883 W.Peat Tomakin, N.S.W. | J.Weston | 121·3 × 21·6 × 8·0<br>Q15*t* H25*t* | Sydney NSW<br>British | O.2Cy.14" & 28" – 18"<br>35RH<br>R.& J.Morrison & Bearby, Onebygamba, N.S.W. | | | |
| 1204 | **Sophia Couppa** SteelScSr<br>*C.Moussouris* 00–00 *ss* Msl. No.3–1,03<br>*Well deck* 1 *Dk* (*Irn*) & *Webframes* | *2044*<br>*1571*<br>*1350* | ✠100A1 Msl *r*<br>8,04 ~~tpdw~~<br>~~BS4,04~~ ✠LMC ~~L~~<br>~~MS8,01~~ | 1891 Craig, Taylor & Co. Stockton<br>*Lloyd's* | N.Couppa<br>*B* = *DBa* 88′ *f* 114′ & | 282·8 × 37·1 × 17·5<br>Q106′ B114 F80′<br>FK<br>*u E* & *B* 36′ 469*t FPT* | Argostoli<br>Greek<br>W | T.8Cy.21", 35" & 57" – 39" (*s*) 20 " 3<br>160lb ~~180lb~~ *120lb* 201NHP 1-10½<br>2SB, *dcf*, GS74, HS2990 NDB0<br>30*t APT* 102*t* | | | — |
| 1205 | — SteelTwinScSr<br>185 *G.Diacroussis*<br>HQPR | 375<br>—<br>236 | | 1890 Stab Tecnico Triestino Trieste | D.N.Curcumellis | 186·0 × 28·1 × 8·0 | Berdiansk<br>Russian | O.4Cy.13" & 24" – 20"<br>42NH<br>Stab. Tecnico Triestino, Tri. | | | |
| 1206 | **Sophie** SteelScSr<br>*Manzke* 02–02 2 *Dks*<br>*Mchy. Aft* *Carrying Petroleum in bulk*<br>*Elec. light* *Fitted for liquid fuel* | 1671<br>1349<br>1114 | | 1888 Armstrong Mitchell & Co. Newcastle | Act.Ges.Atlantic ~~PWedekind, Mgr.~~ Soc.Italo-Americana pel Petrolio, *Mgrs.*) | 235·0 × 33·2 × 23·0<br>P35 H— | Bremen<br>German | T.8Cy.17½", 28" & 46" – 30"<br>116NH<br>WallsendSlipway Co., Nwc. | " | | V |
| 1207 | — IronScSr<br>*M.Mews* –96 1 *Dk* 2 *tr B* | 609<br>496<br>360 | | 1883 J.W. Klawitter Danzig | F.G.Reinhold | 182·4 × 26·2 × 13·9<br>Q50′ B42′ F22′<br>*W B* | Danzig<br>German | C.2Cy.20⅝" & 41" – 21¾"<br>NB01 65NH<br>F.Schichau, Elbing | | | G |
| 1208 | — IronScSr<br>48 *J.Spångberg* 1 *Dk* | 303<br>221<br>183 | | 1872 Motala Warf Norrköping | Ångf.Aktieb.Trio (C.L.Larsson, *Mgr.*) | 122·9 × 21·7 × 11·1<br>P55′ F15′<br>len77 | Gothenburg<br>Swedish | C.2Cy.15" & 30" – 21"<br>NB91 34NH<br>Motala Co., Motala | | | V |
| 1209 | — IronScSr<br>*F Baudeck* 1 *Dk* | 182<br>173<br>52 | | 1889 F.W. Wencke Bremerhaven | F.Busse | 117·7 × 21·7 × 11·5<br>H7′ | Gstemnde<br>German | C.2Cy.18" & 32" – 22"<br>40NH<br>H.Paucksch, Landsberg | | | V |
| 1210 | — IronSc<br>*Ertaud*<br>LDGB *Mchy. Aft* 1 *Dk* | 158<br>—<br>71 | | 1857 Lacoste & Bruneau Chantenay | Cie Mar. L'Armoricaine (A.Legal & D. deKersabiec, *Mgs*) | 128·7 × 18·9 × 7·6 | Nantes<br>French | | | | |
| 1211 | **Sophie Rickmers** SteelScSr<br>*H.Pape* 95–01<br>QHJD *Elec. light* 2 *Dks* | 3548<br>3278<br>2262 | | 1901 Rickmers Act.Ges. Bremerhaven | Rickmers Reismühlen, Rhed. & Schffb. Act. Ges. | 353·2 × 45·1 × 26·2<br>P32′ B89′ F44′<br>*W B* | Brmrhavn<br>German | T.8Cy.23¾", 37¾" & 64½" – 41¾"<br>265NH<br>Masch. Buckau AG, Buckau | | | G |
| 1212 | **Sophocles** SteelScSr<br>86299 ~~1 & 2 S.Walker~~ ~~04~~ *Schiel man* 04<br>HKDB (*ex* Ionic) 3rd Survey Lon. 10,00<br>*Ref. Mchy. Elec. light* 3 *Dks* (2 *Stl*) | 4673<br>3066<br>2937 | ✠ A1 *1<br>~~5,04~~ ~~Lon~~ ~~Lv~~<br>~~BS12,03~~ ~~LMC10,00~~ 12,03<br>~~LMC5,01~~ ~~RMC~~ ~~10,04~~ | 1883 Harland & Wolff Belfast | G.Thompson & Co. | 439·9 × 44·2 × 28·9<br>*WB* = 128′ 502*t* | Aberdeen<br>British<br>7 *BH* 2 PRH<br>3 D & 1 SB *14cf* GS269 HS9562<br>*Qpd* 94 Hrlnd & Wolff Ld. Bel | Q.4Cy.28", 40", 56½" & 80" – 60"<br>200lb NB94 (*s*) 595NH<br>3 D & 1 SB *14cf* GS269 HS9562<br>*Qpd* 94 Hrlnd & Wolff Ld. Bel | 33 " 5<br>~ 9 - 3½ | | |
| 1213 | **Sophron** SteelScK<br>113244 *W.Wright* –08<br>1 *Dk* | 195<br>175<br>62 | ✠100A1 Gms<br>*Stm Trawler*<br>5,04 ✠LMC6,08 | 1903 Cook, Welton & Gemmell Hull<br>*Lloyd's* | Standard Steam Fishing Co. Ld. | 113·6 × 21·0 × 11·2<br>Q49′ F19′<br>BK7′<br>*WB* = | Grimsby<br>British<br>3 *BH Cem*<br>1 SB, *2pf*, GS32, HS925<br>Amos & Smith, Hull | T.3Cy.11¾", 20" & 33" – 24" (*s*)<br>180lb 55RH | 12 " 1 | | |
| 1214 | **Sophus Danneskjold Samsö** IronPadSr<br>*H.G.Amundsen*<br>NQLT | 537<br>350<br>301 | | 1876 Burmeister & Wain Copenhagen | De Danske Statsbaner | 200·6 × 23·1 × 11·5<br>P158*t* H30*t* | Korsör<br>Danish | C.O.4Cy.26" & 58" – 48"<br>388NH<br>Burmeister & Wain, Cpn. | | | |
| 1215 | **Sorachi Maru** IronScSr<br>1168 *M.Ikeyama*<br>HGWJ *ss* Yka. No.2–91<br>(*ex* Wyvern) 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* | 1780<br>1705<br>1108 | ✠ Yka *q*<br>*Spar dk*<br>1,98 | 1883 Richardsn, Duck & Co. Stockton | Hokkaido Tanko Tetsudo Kabushiki Kaisha | 257·8 × 36·5 × 20·9<br>*Shade dk* 32′ BK8½′<br>*WB* = *DBa* 78′ & *u* | Tokio<br>Japanese<br>6 *BH Cem*<br>*E* & *B* 38′ 242*t* | C.2Cy.29½" & 60½" – 39"<br>NB97 188NH<br>Blair & Co. (Lim.), Stockton | | | |
| 1216 | **Sorata** SteelScSr<br>106849 *J.Beale* –04 3 *Dks*<br>PQLV | 4581<br>4415<br>2943 | | 1897 C.S.Swan & Hunter (Lim) Newcastle | Pacific Stm Nav Co. | 390·0 × 47·3 × 30·0<br>F51′ | Liverpool<br>British<br>*WB* | T.3Cy.24", 40" & 66" – 51"<br>311NH<br>Wllsnd Slpwy Co. Ld., Nwc | | | |
| 1217 | **Sorsogon** *P.Berracierta* IronScSr<br>~~Antonuevo~~ *ss* Sng. No.3–8,96<br>(*ex* Vyner, *ex* Moorcock) *ss* Man. No.1–01<br>*Well deck* 1 *Dk* (*Irn pt* teak s) | 666<br>488<br>406 | ✠100A1 Man *i*<br>10.03<br>~~BS10,03~~ ✠LMC8,02<br>~~LS~~ 03 | 1884 Kon. Maats Inchausti & Co. 8mo deSchelde. Flushing<br>*Lloyd's* | Inchausti & Co. | 177·4 × 27·3 × 12·3<br>Q53*t* B87*t* F21*t*<br>*Shade dk* 32′ BK7½′<br>*WB* = *DBa* 37′ 56*t FPT* | Manila<br>Utd. States<br>4 *BH Cem*<br>40*t APT* 17*t* | C.2Cy.22" & 41" – 30" (*r*)<br>75lb *40lb* 78NH<br>1SB, *3pf*, GS55, HS1388<br>Konink l. Maats. deSchelde | 13 " 1 | | |
| 1218 | **Soto** IronSc3MastSr<br>*Casale* –08 ~~GS No.3–6,00~~<br>JRQC *Mchy. Aft* ~~Bkn. No.2–00~~<br>~~Bkn.2nd No.3–5,05~~ 1 *Dk* & *Awng dk* (*pt* ws) | *1049*<br>*1028*<br>*648* | 90A1 Liv *m*<br>*Awng dk* Bkn<br>*with freeboard*<br>5,05 ~~2nd~~<br>~~BS10,00~~ ✠LMC9,06 | 1880 Napier, Shanks & Bell Glasgow<br>*Lloyd's* | Cia. Maritima | 212·8 × 28·8 × 13·9<br>B7′ 20·9<br>pt ND00 BK7½′ | Barcelona<br>Spanish<br>4 *BH Cem* | O.2Cy.28" & 46" – 30" (*i*)<br>80lb *80lb* NDB02 87NH<br>1 DB, *4pf*, GS54, HS1859<br>Dunsmuir & Jackson, Gls. | 14 " 9<br>~ 8 - 8½<br>w 8·10½ | | |
| 1219 | **Sotra** SteelScSr<br>MBKG *L.Nordstrand* (*Fishing*)<br>1 *Dk* | 103<br>97<br>40 | | 1903 Mjellem & Karlsen Bergen | Bergens Havfiskeselskab (L.Devold, *Mgr.*) | 91·2 × 19·1 × 8·9<br>H5*t* | Bergen<br>Norwegian | C.2Cy.9" & 20" – 17"<br>14NH<br>Mjellem & Karlsen, Bergen | | | N |
| 1220 | **Soudan** SteelTwinScSr<br>114052 *G.C.Henning* –08<br>SGWK *Elec. light* 2 *Dks* (*Stl* – 1 ws & *U* teak s)<br>*Ref. Mchy.* 3 *tr B* | 6680<br>5753<br>4207 | ✠100A1 Lon *b*<br>8,01<br>✠LMC4,01 | 1901 Caird & Co. Ld. Greenock<br>*Lloyd's* | P. & O. Stm. Nav. Co. | 450·0 × 52·4 × 30·5<br>P85′ B171′ F90′<br>FK & BK3′<br>*WB* = *C* | Greenock<br>British<br>8 *BH Cem*<br>*APT* 64*t* | T.6Cy.22½", 36½" & 60" – 48"<br>170lb *170lb* (*s*) 612NH<br>1 DB, *12cf*, GS289, HS9230<br>Caird & Co. Ld. Greenock | 33 " 6<br>~ 7 - 8 | | |
| 1221 | — IronSc<br>*S.Simoni* 98–00 2 *Dks*<br>LDGV | 932<br>—<br>501 | | 1876 F. & C. de la Médit. La Seyne | Cia. de Nav. Mixte | 221·4 × 28·9 × 17·5<br>P42′ B24′ F29′ | Marseilles<br>French | C.2Cy.27½" & 52¾" – 27½"<br>121NH<br>Forges & C. de la Médit, Msl. | | | |
| 1222 | — SteelTwinScSp<br>112837 *H.Tranmer* 96–00<br>SHBC 1 *Dk* | 152<br>126<br>90 | | 1901 T.Scott & Co. Ld. Goole | Niger Co. Ld. | 120·6 × 19·3 × 6·3<br>P15′ F17′ | London<br>British<br>*WB* | C.4Cy.8¾" & 15" – 18"<br>20RH<br>Plenty & Sons, Newbury | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now altered. Equipment letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships ft. in. | 15 Registers in which classed, if not in L.R. Date of Rep. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1223 | **Souhoulet** | **Iron Pad** (*Ferry*) | 555 — 275 | | | | 1870 | Maudslay, Sons & Co. London | Chirketi Hairie (Bosphorus S N Co.) | 150·0 \| 28·0 \| 10·0 | Constanpl Turkish | 2 Cy. 43″–48″ 197 NHP Maudslay, Sons & Co., Lon. | | | |
| 1224 | **Sound Fisher** 98940 NLVT | **Steel Sc 3 Mst Sr** *W. H. A. Bee* 91–98 *Mchy. Aft* *Well deck* | 463 324 131 | ✠100A1 5,03 | Npt | *h* | 1894 9mo *Lloyd's* | Ailsa Shipbuilding Co. Troon *A&CP* | J. Fisher & Sons *WB = D* | 168·0 \| 25·1 \| 9·5 Q93′ B12′ F25′ BK 7″ *Bf* 88′ 122*t* *FPT* 25*t* | Barrow British *3 BH Cem* *APT* 8*t* | C. 2 Cy. 21″ & 42″–30″ (*s*) 115 lb 73 RHP 1 SB, *3pf*, GS 56, HS 1534 Dunsmuir & Jackson, Gls. | 12 ″ 5 s ″ 9½ | | 5,08 |
| 1225 | **South** 88314 | **Wood Pad** *E. Barras* 76–85 1 *Dk* | 349 250 220 | | | | 1885 | A. Russell Levis, Quebec | Quebec & Levis Ferry Co. Ltd. | 130·3 \| 25·2 \| 9·5 H 99*t* | Quebec British | 1 Cy. 26″–96″ 80 RHP E. E. Gilbert, Montreal | | | |
| 1226 | **South America** 119738 RTDF | **Steel Sc Sr** *Watson* –03 1 *Dk (Stl)* *Elec. light* | 4197 4004 2701 | ✠100A1 *Spar dk* ~~6,01~~ 5,05 | Shl | *x* | 1900 8mo | Short Bros. Sunderland A&CP | Southern Stm Shpg Co. Ltd. (Lawther, Latta & Co. *Mgrs.*) *WB = Cell D Ba* 114′ *u E* | 370·3 \| 48·7 \| 18·9 P 39′ B .. F 302′ 27·4 FK 6 *BH Cem* 24′ *f* 154′ 969*t* *FPT* 104*t* *APT* 66*t* | London British 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb 408 NHP 3 SB, *9rf*, GS 143, HS 5500 FD Blair & Co. Ld. Stockton | 21 ″ 6 s 5 ″ 0 | | 6,04 |
| 1227 | **South Australia** 110177 RHDJ | **Steel Sc Sr** *C. W. Hullah* –01 1 *Dk (Stl)* *Elec. light* | 4014 3847 2580 | ✠100A1 *Spar dk* ~~7,04~~ 2,05 | Shl | *x* | 1899 8mo | Short Bros. Sunderland A&CP | Southern Stm Shpg Co. Ld. (Lawther, Latta & Co. *Mgrs.*) *WB = Cell D Ba* 106′ *u E* | 370·3 \| 48·1 \| 20·3 P 35′ B 214′ F 37′ 28·9 FK 6 *BH Cem* 24′ *f* 152′ 900*t* *FPT* 69*t* *APT* 78*t* | London British 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb 366 NHP 3 SB, *9rf*, GS 159, HS 5600 Blair & Co. Ld. Stockton | 21 ″ 6 s 5 ″ 5½ | | ~~8,03~~ ~~7,04~~ 2,05 |
| 1228 | **South Australian** 74778 QPHS | **Iron Sc Sr** *T. Hunter* –04 1 *Dk (pt Irn)* | 716 508 412 | ✠ 9,76 | Cly | | 1876 8mo | D. & W. Henderson Glasgow | ~~A. Sneddon~~ ~~Mutual Shppg Co., Ld.~~ | 226·1 \| 26·4 \| 13·5 P 71′ B 66′ F 37′ | Sydny N S W British 5 *BH Cem* | C. 2 Cy. 37″ & 67″–36″ NE 88 224 NHP *Alt* 96 D & W Hndrsn & Co Gls. | | | |
| 1229 | **South Bay** 117097 KRHM | **Wood Sc Sr** *O. Johnson* *Fitted for liquid fuel* 1 *Dk* | 438 — 279 | | | | 1901 | Tacoma S.B. Co. Tacoma, Wsh. | E. J. Dodge | 155·5 \| 35·5 \| 11·3 | S. Frncisco Utd. States | C. Fulton E. & S. B. Wrks. S. Fo. | | | |
| 1230 | **South Coast** 78856 SFMK | **Iron Sc Sr** *O. E. Owens* –03 (*ex* Mary Monica) 6th Survey, Liv. 8,03 1 *Dk* | 421 375 221 | ✠ A1* 1 8,03 ~~B8,08~~ ~~MS8,~~ | Liv | Lv | 1879 9mo | Murdoch & Murray Pt. Glasgow | F. H. Powell & Co. | 170·2 \| 23·1 \| 13·2 H 9*t* F 18*t* BK 6″ | Liverpool British *3 BH* 1 PBH | C. 2 Cy. 22″ & 40″–30″ 70 lb 70 RHP 1 SB, *3pf*, GS 48, HS 1133 J. & T. Young, Ayr | 14 ″ 1 s 2 ″ 1 | | N 8,03 |
| 1231 | — 116173 | **Wood Sc Sr** *C. Olsen* 1 *Dk* | 302 252 225 | | | | 1887 | C. G. White S. Francisco | Caspar Lumber Co. | 131·5 \| 32·2 \| 10·5 | S. Frncisco Utd. States | C. 2 Cy. 14″ & 28″–20″ 29 NHP Hinckly Spiers & Hayes S Fo. | | | |
| 1232 | **South Cock** 118068 | **Steel Sc Sp** *E. Miller* –04 (*Tug*) 1 *Dk* | 149 149 — | ✠100A~ 12,01 ~~12,04~~ ~~LMC~~ 1,04 | Bkn | | 1904 2mo | Laird Bros. Ld. Birkenhead | Liverpool Sc. Towing & Lighterage Co. | 96·4 \| 22·1 \| 11·5 Trp 04 BK 7½″ | Liverpool British 4 *BH Cem* | C. 2 Cy. 19″ & 42″–27″ (*s*) 140 lb 109 NHP 1 SB, *3cf*, GS 52, HS 2050 Laird Bros. Ld. Birkenhead | 12 ″ 0 | | 12,04 |
| 1233 | **South Moor** 77056 ROTP | **Iron Sc Sr** *F. Thompson* –03 *ss* Shl. 2nd No. 3–9,01 1 *Dk* 2 tr *B* | 910 769 ~~562~~ | ✠100A1 11,04 ~~2,04~~ ~~NB9,01~~ ~~DBS~~ ~~LMC9,01~~ ~~1,04~~ | Shl | *m* | 1877 11mo | Palmers' Co. (Lim.) Newcastle *A&CP* | ~~Trading S.S. Co. Ld.~~ (*Sailing*) ~~J. D. Charlton (Jas. Trading S.S. Co. Ld.~~ (Falconer, Ross & Co. *Mgrs.*) | 209·0 \| 30·2 \| 16·5 Q 23′ B 36′ F 27′ BK 8″ *WB =* | ~~Sunderland~~ Newcastle ~~London~~ British *4 BH Cem* *D Ba* 58′ *f* 49′ | C. 2 Cy. 27″ & 51″–33″ (*s*) 80 lb *80 lb* NDB 91 98 RHP 1 SB, *4pf*, GS 60, HS 1976 Palmers' Co. (Lim.), Nwc. | 17 ″ 7 s 2 ″ 4 | | ~~2,04~~ 17,04 |
| 1234 | **South Stack** 111034 SBKR | **Steel Twin Sc Sr** *J. Mahood* –00 2 *Dks* | 1066 925 122 | | | | 1900 | Laird Bros. Ld. Birkenhead | L. & N. W. Rlwy. Co. | 299·5 \| 36·0 \| 13·5 | Dublin British *WB* | T. 8 Cy. (2) 19″ (2) 27½″ & (4) 33″–30″ 238 NHP Laird Bros. Ld. Birkenhead | | BT till ~~9,04~~ 9,05 | |
| 1235 | **South Tyne** | **Steel Sc K** 1 *Dk* | 79 74 15 | ✠100A1 *For fishing purposes* 1,05 ~~3,04~~ ~~LMC3,04~~ | Shl | | 1903 11mo *Lloyd's* | J. T. Eltringham & Co. S. Shields *A&CP* | J. T. Eltringham & Co. | 80·0 \| 18·1 \| 8·5 BK 6″ | S. Shields British *3 BH Cem* | C. 2 Cy. 10¾″ & 23″–16″ (*r*) 125 lb 1 SB, *2pf*, GS 23, HS 481 Shields Eng. Co. Ld. N. Shl. | 9 ″ 0 | | |
| 1236 | **South Western** 72341 NRCK | **Iron Sc Sr** *H. Nicholls* | 702 540 269 | | | | 1874 9mo | J. & W. Dudgeon London | L. & S. W. Rlwy. Co. | 222·3 \| 27·1 \| 13·5 Q 82*t* F 23*t* | S'thamptn British | T. 3 Cy. 22″, 35½″ & 60″–39″ (*s*) NE & B 90 225 NHP Earle's Co. (Lim.), Hull | | BT till ~~9,04~~ 10,05 | |
| 1237 | **Southampton** 69236 | **Iron Pad Sr** *A. Cox* –03 | 203 172 100 | | | | 1872 | Barclay, Curle & Co. Glasgow | R. R. Collard | 150·1 \| 20·1 \| 8·7 | S'thamptn British | C. D. 2 Cy. 24″ & 44″–54″ NB 82 84 RHP Barclay, Curle & Co., Gls. | | BT till 6,05 | |
| 1238 | **Southcoates** 113626 TCKP | **Steel Sc K** *J. Grant* 99–01 1 *Dk* | 232 219 92 | ✠100A1 *Stm Trawler* 11,01 | Hul | | 1901 11mo *Lloyd's* | Cook, Welton & Gemmell Hull *A&CP* | City Steam Fishing Co. Ld. | 125·0 \| 21·5 \| 12·0 BK 7″ *WB =* | Hull British *4 BH Cem* *DB* 78′ 5*t* | T. 3 Cy. 12½″, 21½″ & 35″–24″ (*s*) 200 lb 63 RHP 1 SB, *2cf*, GS 33, HS 1110 C. D. Holmes & Co. Hull | 12 ″ 10 | | |
| 1239 | **Southella** 73167 PRHF | **Iron Sc** *E. Pindar* 87–87 *ss* Hul. 2nd No. 3–4,01 1 *Dk (Irn)* 2 tr *B* | 1281 1139 834 | ✠90A1 1,01 ~~B4,05~~ ~~LMC4,01~~ ~~BS4,04~~ | Hul | *o* | 1875 11mo *Lloyd's* | J. Blumer & Co. Sunderland *A&CP* | Jackson Beaumont & Co. | 241·8 \| 30·0 \| 19·9 Q 19′ B 61*t* F 18*t* BK 8½″ | Hull British *6 BH Cem* | C. 2 Cy. 25″ & 53″–33″ (*i*) 95 lb 115 NHP 2 SB, *4pf*, GS 61, HS 1700 C. D. Holmes & Co., Hull | 21 ″ 3 s 3 ″ 6 | | 4,04 |
| 1240 | **Southend Belle** 105824 PHNT | **Steel Pad Sk** *E. A. Holland* –01 2 *Dks* | 570 480 266 | | | | 1896 | W. Denny & Bros. Dumbarton | Coast Development Co. Ld. (*in liq.*) | 249·0 \| 30·0 \| 10·0 *Promenade dk* 145′ | London British | T. 3 Cy. 28″, 41½″ & 60″–60″ 279 NHP Denny & Co., Dumbarton | | BT till 11,04 | |
| 1241 | **Southern Cross** 101916 MSPG | **Steel Sc Bn** ~~*R. Phipps* –97~~ *Ref. Mchy. Elec. light Turrets* | 5137 4732 3348 | ✠100A1 3,04 ~~MSC,03~~ ~~LMC 3,05~~ ~~BS9,04~~ ~~LMC~~ ~~3,04~~ ~~6,04~~ ~~LMC~~ ~~6,04~~ | Liv | *y* | 1892 9mo *Lloyd's* | Workman, Clark & Co. Ld. Belfast *A&CP* | Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*) *WB = Cell DB* 319′ 904*t* *FPT* 88*t* *APT* 116*t* | 400·4 \| 48·1 \| 29·6 P 49′ B 109′ F 88′ FK 6 *BH Cem* | London British 4 Cy. 29½″, 46″ & 75″–54″ (*s*) 170 lb *170 lb* 511 NHP 3 DB & 1 Aux. SB 10,00, *12rf* 3*cf*, GS 330, HS 10249 Workmn, Clark & C. (L.) Bel | 32 ″ 7 s 7 ″ 2 | BT till 3,05 | 3,04 |
| 1242 | — 106954 QGKT | **Wood Sc Bk** *J. Glass* –01 (*ex* Pollux) 2 *Dks* | 537 471 325 | | | | 1886 | ..... Arendal | D. Murray & Son | 146·5 \| 30·7 \| 17·6 Q 39*t* | Glasgow British | T. 3 Cy. 12¾″, 19½″ & 31″–25½″ 90 RHP Jensen & Dahl, Fredrikstad | | | |
| | *(Full Rigged Sailing Bk.—See Sailing Ship Register.)* | | | | | | | | | | | | | | |
| 1243 | — 170189 WLBP | **Iron Sc 3 Mst Sr** 1 *Dk* (*ex* Croix du Sud, *ex* Southern Cross) | 296 199 175 | | | ... | 1873 | J. T. Eltringham South Shields | Union S.S. Co. of New Zealand, Ld. | 135·2 \| 23·7 \| 9·0 Q 36′ B 22′ | Dunedin British *WB* | C. 2 Cy. 18½″ & 36″–24″ 50 RHP Pattison & Atkinson, Nwc. | | | |
| 1244 | **Southgarth** 96824 MPRQ | **Steel Sc Sr** *W. Golding* –04 *ss* Shl. No. 3–9,03 *Well deck* 1 *Dk (Irn)* 2 tr *B* | 2434 1804 1555 | ✠100A1 11,04 ~~BS6,03~~ ~~MS9,04~~ ~~MC~~ ~~,04~~ | Shl | *s* | 1891 6mo | J. Readhead & Sons S. Shields *A&CP* | W. D. C. Ralls & Son | 299·5 \| 41·1 \| 18·0 P 29′ Q 78′ B 130′ F 35′ BK 10″ *WB = Cell D B* 254′ | N. Shields British *6 BH Cem* 549*t* *APT* 40*t* | T. 3 Cy. 23″ 37½″ & 61½″–39″ (*r*) 160 lb *80 lb* NDB 04 234 NHP 2 SB, *6rf*, GS 104, HS 3491 J. Readhead & Sns, S. Shields | 20 ″ 5 s 1 ″ 10 | | 9,03 |

| 1 Numéro d'Ordre. Numéro d'Offic. Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Pontée. Machine. Chaudière. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après formules de la Société. RH Force en chevaux d'après le papiers du navire. Détails des Chaudières E Foyers Noms des Constructeurs des machines | 14 Creux sur Quille. Franc-bord au-dessus du navire. pds. pc. | 15 Registre dans le L. R. si en cet état dans le Port de Visite | 16 Date de la dernière Visite à flot. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1245 112846 RLNQ | **Southgate** SteelScSr<br>*G.Thompson*85–99 *ss*Bry.No.1–04<br>1 *Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames* | | 3661<br>3465<br>2378 | ✠100A1 Bry Cff<br>*Spar dk*<br>11,01[illegible] ✠LMC4,[illegible] | *w* | | 1899 12mo | T.Turnbull &Son Whitby A&CP | Turnbull,Scott& Co.<br>*WB = D* | 351·5\|43·2\|20·6<br>P30′B101′F32′ 28·3<br>FK<br>*Ba*120′*uE*24′*f*140 | London British<br>1 *BH Cem*<br>810*t APT*40*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *80lb* 282NH<br>2SB,*6cf*,GS128,HS4845<br>Blair&Co.Ld.Stockton | 21 " 9 | | 10.03 |
| 1246 95767 MGDR | **Southgrove** SteelScSr<br>~~Hellenic~~ *ss*Brs.No.3–11,03<br>(*ex*Hero) *D.D.Galbraith* 1 *Dk*(*Irn*)<br>*Well deck* | | 797<br>588<br>478 | ✠100A1 CTn<br>11,03<br>BS8,02 ✠LMC11,03 | *k* | | 1890 9mo | R.Dixon& Co. Middlesbro' A&CP | GroveSteam Shppg. Co Ld (S Furneaux & Co.,*Mgrs.*)<br>*WB = DBa* 49′ 97*t C*… | 200·0\|30·1\|13·4<br>Q72′B58′F25′<br>FK<br>*DB f* 22′ 29*t FPT* | London<br>1 *BH Cem*<br>29*t APT*15*t* | T.3Cy.16½″,27″&44″–30″ (*s*)<br>160lb ~~80lb~~ 97RH<br>1SB,*3rf*,GS50,HS1560<br>Blair&Co.Ld.Stockton | 14 " 3 | | 11.03 |
| 1247 113546 SNCR | **Southlands** SteelScSr<br>*T.Evans* –03<br>1 *Dk*(*Irn*)2*tr B*&*deep framing*<br>*Elec.light* 3 *Dk rule* | | 2985<br>2800<br>1921 | ✠100A1 Cff<br>11,03<br>✠LMC8,01 | *u* | | 1901 8mo | W.Gray& Co.Ld. W Hartlepool A&CP | SouthlandsS.S.Co. Ld. (Jones,Hallett &Co.)<br>*WB = Cell D* | 324·5\|47·1\|22·5<br>P29′B92′F30′<br>FK<br>*Ba* 106′*uB*44′*f*182 | Cardiff<br>British<br>5 *BH Cem*<br>747*t APT*49*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 269NH<br>2SB,*3cf*,GS106,HS4100<br>Cen.Mar.Eng Wrks.W Hpl | 24 " 10 | | |
| 1248 109800 RQHF | **Southport** SteelScSr<br>*S.G.Morgan* –02 *ss*Npt.No.1–04<br>1 *Dk*(*Stl*)3*tr B*&*Web frames*<br>3 *Dk rule*&*Shelterdk*(*Irn*) | | 3583<br>3231<br>2305 | ✠100A1 Npt<br>*Shelter dk* ~~Cff~~ Bry<br>~~[illegible]~~ 4,05 ✠LMC2,04<br>MS4,03 | *u* | | 1900 6mo | Richardsn, Duck&Co. Stockton A&CP | SouthportS.S.Co. Ld.(W.J.Tatem& Co.) *WB = Cell*<br>*DBa*110′*uE*&*f*126′ | 339·2\|46·1\|24·9<br>FK<br>*f*142′810*t FPT*128*t* | Cardiff<br>British<br>6 *BH Cem*<br>*APT*168*t* | T.3Cy.25″,42″&68″–45″ (*s*)<br>160lb *90lb* 335NH<br>2SB,*6cf*,GS126,HS5400<br>Blair&Co.Ld.Stockton | 27 " 3 | | 4.11 |
| 1249 115388 | **Southwaite** SteelScSr<br>*W.E.Staveley*04–04<br>1 *Dk*(*Irn*)2*tr B*&*deep framing*<br>3 *Dk rule* | | 3618<br>3424<br>2333 | ✠100A1 Hpl<br>~~[illegible]~~ 1,05 ~~Cff~~ Shl<br>✠LMC5,04 | *w* | | 1904 5mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP* | J.W.Pyman<br>*WB = Cell DBa*111 | 343·0\|49·7\|24·7<br>P27′B92′F33<br>FK<br>*uE*&*f*B40′*f*148 948*t* | Cardiff<br>British<br>6 *BH Cem*<br>*APT*89*t* | T.3Cy.25″,40½″&67″–45″ (*s*)<br>180lb *80lb* 325NH<br>2SB,*3rf*,GS134,HS4975<br>Cen.Mar.Eng.Wrks.W Hpl | 27 " 5 | | 1.05 |
| 1250 110714 RDKH | **Southward Ho** IronScK<br>*W.Parish*98–99 *ss*Hul.No.1–03<br>1 *Dk* | | 169<br>157<br>54 | 100A1 Hul<br>*Stm Trawler*<br>3,04 ✠LMC7,0[illegible] | | | 1899 5mo | Doig& Broadley Hull *Complete* | S.T.White&Co.Ld.<br>*lby*HumberShipw… | 108·1\|20·7\|11·2<br>Q20′<br>rightCo.Ld. BK7½<br>*WB =* | Hull<br>British<br>1 *BH Cem*<br>*DBf*12′10*t* | T.3Cy.11¾″,20″&32″–23″ (*s*)<br>180lb 55RH<br>1SB,*3rf*,GS29,HS975<br>Tindall&Co.Hull | 12 " 1 | | 4.04 |
| 1251 102121 NGDT | **Southwark** SteelTwinSc4MstSr<br>*J.O.Williams* –04 *ss*Ant.No.2–02<br>3 *Dks*(*Stl*–2ws)4*tr B*&*Web frames*<br>*Ref.Mchy.*<br>*Elec.light* | | 8607<br>7908<br>5642 | ✠100A1 Liv<br>5,05 ~~[illegible]~~<br>~~[illegible]~~,02 ✠LM[illegible] | *d*† | | 1893 12mo | W.Denny &Bros. Dumbarton *Lloyd's SA&CP* | International Nav. Co.Ld. | 480·0\|57·2\|37·1<br>P36′B137′F67′<br>FK<br>*WB = Cell D*5 | Liverpool<br>British<br>8 *BH Asp*<br>428′1255*t* | Q.8Cy.25½″,37½″,52½″&74″–54″ ]200lb~~[illegible]~~ (*s*) 1237NH<br>2D&1SB,*20rf*,GS382, ~~[illegible]~~ HS18549<br>Denny&Co.,Dumbarton | 40 " 0 | BT till 3,[illegible] | [illegible] |
| * 1252 95526 LJWC | — SteelSc3MstSr<br>*S.J.Harrison*91–91 *ss*Sld.No.3–5,94<br>*Well deck* *ss*Goo.No.2–02<br>*Mchy.Aft* 1 *Dk*(*pt Stl*) | | 558<br>460<br>337 | ✠100A1 Goo Shl<br>2,05 ~~[illegible]~~<br>~~[illegible]~~ ✠LMC12,03<br>BS5,04 ~~[illegible]~~ B2,0[illegible] | *i* | | 1889 2mo | Schlesingr, Davis&Co. Newcastle A&CP | M.A.Ray&Sons<br>*WB = Cell D B*106 | 167·8\|30·2\|11·7<br>Q48′B13′F22′<br>FK | London<br>British<br>3 *BH Cem*<br>168*t FPT*17*t* | T.3Cy.14″,23″&39″–27″ (*s*)<br>160lb *100lb* NDB00 75RH<br>1SB,*3pf*,GS45,HS1440<br>E.Scott&Co.,Newcastle GS50,HS1396 | 14 " 0 | | [illegible] 10.04 |
| 1253 112717 RSDK | **Southwold Belle** SteelPad<br>*J.Hall* –01<br>2 *Dks* | | 535<br>416<br>202 | | | | 1900 | W.Denny &Bros. Dumbarton | Coast Development Co.Ld. (*in liq.*) | 245·3\|28·0\|9·3 | London<br>British | T.3Cy.20½″,30″&48″–30″<br>Denny&Co.Dumbarton | | BT till 11.0 | |
| * 1254 112618 RKFN | **Southwood** SteelScSr<br>*C.W.Cocks* –03 *ss*Shl No.1–04<br>*Well deck* 1 *Dk*(*Irn*)&*Web frames* | | 1095<br>884<br>680 | ✠100A1 Shl<br>~~[illegible]~~ 5,05<br>✠LMC4,01 | *n* | | 1899 11mo | W.Dobson &Co. Newcastle A&CP | W.Cory&Son,Ld.<br>*WB = Cell D Ba*50′*uE*&*f*B27′*f*100′311*t FPT* | 212·3\|35·0\|14·3<br>P18′Q44′B46′F24′<br>FK | London<br>British<br>1 *BH Cem*<br>81*t APT*26*t* | T.3Cy.18½″,30″&49″–33″ (*r*)<br>160lb *90lb* 148NH<br>1SB *4pf*,GS60,HS2364<br>N.E.MarineCo.Ld.Nwc. | 16 " 5 | | [illegible] 8.05 |
| 1255 MBKD | **Sovereign** SteelScSr<br>*L.A Riis* –02 (*ex*Graceful,*ex*African)<br>*Elec.light* 1 *Dk*&*Awng dk* | | 1392<br>1339<br>875 | | | | 1886 | R.Dixon& Co. Middlesbro' | ÖstlandskeLloyd | 244·2\|33·3\|16·3<br>F29′ 23·6<br>BK8 | Christiania<br>Norwegian | T.3Cy.21″,34½″&55½″–36″<br>185NH<br>T.Richardson&Sons,Hpl. | 17 " 2 | N | |
| 1256 94887 | — SteelPad<br>*H.W.Shepherd*54–89<br>1 *Dk* | | 636<br>312<br>323 | | | | 1890 | W.C.White Montreal | Ottawa Riv.Nav.Co | 162·4\|25·5\|7·4<br>H289*t*F35*t* | Montreal<br>British | 1Cy.34″–96″<br>400RH<br>G.Brush,Montreal | | | |
| 1257 | — IronScSp<br>*W.Kirby* –95 | | *110*<br>*110*<br>*50* | | | | 1870 | Day,Sum-mers&Co. Southampton | E.Constanza | 106·0\|18·9\|9·2 | Turkish | C.2Cy.16″&32″–24″<br>NB79 42NH<br>C.A.Day&Co.,Sou. | | | |
| 1258 35[illegible] HTVC | **Soya Maru** WoodScSr<br>2 *Dks* | | 548<br>503<br>340 | | | | 1898 | Mayegawa Tomekichi Osaka | Fujiyama Yokichi | 171·6\|22·4\|17·6 | Otaru<br>Japanese | T.3Cy.13¼″,21¼″&34½″–24″<br>57NH<br>OnoSeikichi,Osaka | | | |
| 1259 104611 NTDL | **Spaniel** SteelScSr<br>*J.McGilvray* –02 2 *Dks* | | 1174<br>873<br>491 | | | | 1895 | A.&J. Inglis Glasgow | G.&J.Burns,Ld. | 250·0\|33·6\|15·9<br>P66′B78′F46′<br>*WB* | Glasgow<br>British | T.3Cy.24″,39″&64″–42″<br>265NH<br>A.&J.Inglis,Glasgow | | C | |
| 1260 RLMC | **Sparta** SteelScSr<br>*O.Rubarth*00–02<br>1 *Dk*&*Spar dk*&*Web frames* | | 2832<br>2624<br>1880 | | | | 1899 | Richardsn, Duck&Co. Stockton | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 300·0\|42·1\|17·2<br>F34′ 25·4<br>FK<br>*WB* | Hamburg<br>German | T.3Cy.24″,40″&65″–42″<br>279NH<br>Blair&Co.Ld.Stockton | 20 " 0 | G | |
| 1261 | — IronScSr<br>*R.Kaellander*99–99 (*ex*Luxor)<br>1 *Dk*&*Awngdk*&*tr B* | | 1236<br>1230<br>778 | | | | 1873 | Denton, Gray&Co. W Hartlepool | M.Cohn&Sohn | 233·8\|32·0\|16·0<br>23·1 | Königsberg<br>German | C.2Cy.29½″&59″–36″<br>NB00 174NH<br>Blair&Co.(Lim.),Stockton | | V | |
| 1262 98737 MSFP | — IronScK<br>*Gilliard* *ss*Hul.No.3–10,03<br>1 *Dk* | | 146<br>138<br>56 | ✠100A1 Hul<br>*Stm Trawler*<br>1,05[illegible] ✠LMC10,0[illegible]<br>BS[illegible] | | | 1891 5mo | Cook,Wel-t'n&Gemmell Hull A&CP | Hellyer's Steam Fishing Co.Ld. | 101·3\|20·3\|10·9<br>F18<br>ND03 BK7½ | Hull<br>British<br>3 *BH Cem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RH<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 " 10 | | [illegible] 4.08 |
| Wre[illegible] 1263 [illegible] KBRJ | **Spartan** IronScSr<br>3 *Dks* | | 1596<br>—<br>1194 | | | | 1883 | Harlan& Hollingswth Wilmngtn Del | Boston&Philadel-phia S.S.Co | 222·5\|37·9\|16·5 | Boston<br>Utd.States | C.2Cy.30″&56″–54″<br>192NH<br>Harlan&Hollingsworth | | | |
| 1264 [illegible] | — IronScK<br>*A.Bannister* –98<br>(*Trawler*) 1 *Dk* | | 120<br>110<br>40 | | | | 1893 | Cook,Wel-t'n&Gemmell Hull | Onward Steam Fishing Co.Ld. (T. Robinson, *Mgr.*) | 88·5\|20·1\|10·7<br>Q18′<br>BK7½ | Grimsby<br>British | C.2Cy.16″&32″–22″<br>45RH<br>C.D.Holmes&Co.,Hull | 11 " 4 | | |
| 1265 106627 PWFV | **Spartan Prince** SteelScSr<br>*A.W.C.Jackman* –03 *ss*Nwc.No.3–6,01<br>*Elec.light* 1 *Dk*(*Stl*)&*Spar dk*<br>(*Stl*–ws)&*deep framing* | | 3299<br>2977<br>2127 | ✠100A1 Mch<br>*Spar dk*<br>2,05 ~~[illegible]~~<br>BS12,00 ✠LMC6,01 | *p* | | 1897 12mo | Short Bros. Sunderland A&CP | Prince Line,Ld. (J.Knott, *Mgr.*)<br>*WB = Cell D Ba*90′*uE*&*f*B46′*f*140′584*t FPT* | 351·0\|44·5\|17·8<br>P40′B104′F35′ 25·7<br>FK | Newcastle<br>British<br>6 *BH Cem*<br>42*t APT*36*t* | T.3Cy.28″,46″&75″–48″ (*s*)<br>180lb *100lb* 431NH<br>2SB,*6cf*,GS120,HS5420<br>Blair&Co.Ld.Stockton | 20 " 3 | | 2.06 |
| 1266 | **Sparte** WoodScSr<br>(*ex*Edith,*ex*Atromitos) 1 *Dk* | | 123<br>—<br>84 | | | | 1884 | ..... Trieste | J.D.Benecos | 107·0\|16·0\|9·0 | Piræus<br>Greek | C.2Cy.14½″&25½″–15½″<br>NB00 22NH<br>A.Nerlicovich,Trieste | | V | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Applied. New Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed. If not in L.R. Date of Ch. of Trade Cert. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1267 | **Sparti** | **SteelScSr** | *2540* | †100A1 | Gen | *s* | 1892 | R.Thompson&Sons | P.Foustanos&Co. | 295·0\|41·0\|18·5 | Syra | T.3Cy.23″,37½″&61½″–39″ | 21 ″ 0 | | ~~1,04~~ |
| | *N.Thomasos* | ~~2 Npt.No.3–00~~ | *1915* | *pt Awng dk* | Mes | | 5mo | Sunderland | | P29′Q82′ | Greek | 160lb *55lb* (r) 238NHP | s ■ 7½ | | 1,05 |
| | (*ex* Grangewood) | 1 *Dk(pt Stl pt Irn)&* | *1631* | *with freeboard* | | | A&CP | | | *pt Awng dk* 184′ FK | 6 *BHCem* | 2SB,*6pf*,GS108,HS3590 | | | |
| | | *Web frames&pt Awng dk(Irn)* | | 1,05 ~~3,01~~ | | | | | | *WB = Cell DB* 242′481*t* | *APT* 51*t* | G.Clark,Ld.Sunderland | | | |
| | | *ss* Syr.No.3–4,04 | | LMC4,04 | | | | | | | | | | | |
| 1268 | **Specialist** | **SteelScSr** | 2844 | †100A1 | Nwc | *t* | 1890 | StrandSlipway Co.(Ld.) Sunderland A&CP | AlstonS.S.Co.Ld. (Pickering,Wallis &Co. *Mgrs.*) | 302·3\|40·7\|18·5 | London | T.3Cy.23½″,39″&64″–42″ (*s*) | 21 ″ 0 | | 3,03 |
| 26682 | *J.W.Eno* –04 | *ss* Shl.No.3–8,02 | 2643 | *Spar dk* | | | 1mo | | | B64′F33′ 26·0 | British | 160lb *80lb* 272NHP | s 6 ■ 4 | | |
| LNCH | | 1 *Dk(Irn)* | 1844 | 3,03 | | | | | | BK 10″ | 5 *BHCem* | 2SB,*6rf*,GS128,HS4180 | | | |
| | | *&Spar dk(pt Irn–ws)& Web frames* | | BS9.08 LMC7,02 | | | | | | *WB = Cell DB* 252′589*t FPT* | 60*t APT* 24*t* | NEMarineEngC(Lim.)Sld. | | | |
| 1269 | **Speedwell** | **IronScSr** | 974 | †100A1 | Bry | *n* | 1880 | Hodgson &Soulsby Blyth A&CP | E.Handcock&Co. | 220·0\|30·1\|17·0 | Falmouth | T.3Cy.17″,25½″&45″–30″ (*s*) | 17 ″ 9 | | ~~10,02~~ |
| 19851 | *R.Leddra* –01 | *ss* Cff.No.3–9,03 | 791 | ~~11,03~~ 1,05 | Cff | | 6mo | | | Q82′B14′F28′ | British | 160lb *80lb* NDB93 99RHP | s 1 ■ 7½ | | 1,05 |
| TKVG | *Well deck* | *ss* Bry.No.2–01 | 579 | NE& B12.98 DS1,05 | | | | | | drp02 FK | 4 *BHCem* | 1SB,*3pf*,GS56,HS1767 | | | |
| | | 1 *Dk(Irn)2tr B* | | LMC9,01 | | | | | | *WB = DBa* 63*f*48′ | 147*t APT* 8*t* | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 1270 | — | **SteelScK** | 273 | †100A1 | Hul | | 1899 | Hawthorns &Co.Ld. Leith | Gt.NorthernS.S. FishingCo.Ld. | 140·0\|22·3\|10·5 | Hull | T.3Cy.13″,22″&37″–27″ (*s*) | 11 ″ 8 | | N8,03 |
| 110765 | *J.Butcher* –03 | *ss* Hul.No.1–03 | 238 | *For fishing purposes* | | | 11mo | | | Q53′B7′F23′ | British | 200lb 82RHP | | | |
| | | 1 *Dk* | 78 ~~111,03~~ 1,05 | LMC8,03 | | | *Lloyd's* | | | BK 7″ | 3 *BHCem* | 1SB,*3pf*,GS47,HS1270 | | | |
| | | | | | | | | | | | | Hawthorns&Co.Ld.Leith | | | |
| 1271 | — | **SteelScSr** | 135 | † | Ips | *a* | 1891 | J Fullerton &Co. Paisley | R.A.Hayes | 95·0\|20·0\| 7·0 | Ipswich | C.2Cy.12″&24″–18″ | 7 ″ 7 | | |
| 27679 | *R.A.Hayes* –02 | *ss* Ips.No.1–06 | 95 | 9,99 | | | 6mo | | | Q36′B7′F16′ | British | 30RHP | | | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | 41 | | | | | | | BK 6″ | 3 *BHCem* | 1SB,*2pf*,GS18,HS469 | | | |
| | *Well deck* | | | | | | | | | *WB = FPT* 20*t* | | Bow,McLachlan&Co.,Psy. | | | |
| 1272 | — | **SteelScK** | 79 | †100A1 | Shl | | 1903 | Smith's Dock Co.Ld. North Shields | W.H.Leask | 80·0\|18·1\| 8·3 | Peterhead | C.2Cy.10¾″&23″–16″ (*r*) | 9 ″ 0 | | |
| 114895 | | | 74 | *For fishing purposes* | | | 9mo | | | | British | 125lb 23RHP | | | |
| | | 1 *Dk* | 22 | 9,03 | | | | | | BK 6″ | 3 *BHCem* | 1SB,*2pf*,GS25,HS531 | | | |
| | | | | LMC9,03 | | | *Lloyd's* | *SA&CP* | | *WB = FPT* 3*t* | | ShieldsEng.Co.Ld.N.Shl. | | | |
| 1273 | **Speedy** | **SteelScSr** | 397 | †100A1 | Dub | *f* | 1901 | J.Meijer Zalt Bommel A&CP | Clanrye S.S.Co.Ld. (W.T.Ferris&Co. *Mgrs.*) | 146·3\|23·1\| 9·8 | Newry | T.3Cy.12¼″,20″&32″–23″ (*s*) | 10 ″ 6 | | 4,04 |
| 108848 | *H.Gorman* –01 | | 253 | 4,04 | | | 6mo | | | Q84′B11′F22′ | British | 180lb *100lb* 70RHP | s ″ 8 | | |
| | *Mchy.Aft* | 1 *Dk(Stl)* | 119 | | | | | | | drp02&04 | 3 *BHCem* | 1SB,*2pf*,GS36,HS1175 | | | |
| | *Well deck* | | | | | | | | | *WB =* | *FPT* 47*t* | G.T.Grey,SouthShields | | | |
| 1274 | **Speelman** | **SteelScSr** | 1063 | | | | 1890 | Koninklijke Fabrick Amsterdam | Koninkl.Paketv. Maats. | 219·8\|31·3\|15·6 | Batavia Dutch | T.3Cy.17″,26″&43″–39″ | | V | |
| | *H.E.Sexauer* | 2 *Dks&Shade dk* | | | | | | | | | | 115NHP | | | |
| THRV | *Elec.light* | | 639 | | | | | | | | | KoninklijkeFabrick,Ams. | | | |
| 1275 | **Speranza** *P.Schiaffino*03–04 | **IronScSr** | 2952 | †100A1 | Bry | *u* | 1882 | J.Blumer &Co. Sunderland A&CP | Becchi&Calcagno | 320·0\|40·2\|28·0 | Savona Italian | T.3Cy.23½″,38″&62″–45″ (*s*) | 22 ″ 2 | | N12,02 |
| 19 | ~~*P.Marimaldi*–03~~ *ss* Lgn.2nd No.3–9,03 | | 2116 | *Spar dk* | | | 7mo | | | B75′ | | 160lb *80lb* NDB90 295NHP | s 6 ■ 11½ | | |
| SJMT | (*ex* Montauk,*ex* Inchlonga,*ex* Madagascar) | 2 *Dks(Irn)& Spar dk(Irn)* | 1909 | 5,04 LMC9,03 NE&B10,99 BS12,00 | | | | | | BK 10″ *WB = DBa* 96′*f* 78′365*t* | | 2SB,*6cf*,GS126,HS5000 WllsndSlpwyCo.Ld.Nwc. | | | |
| 1276 | **Sperber** | **SteelScSr** | 1265 | | | | 1899 | Bremer "Vulkan" Vegesack | Dampfsch.Ges. Argo | 235·5\|31·1\|19·4 | Bremen German | T3Cy.18½″,30¾″&49¼″–31½″ | | G | |
| | *F.Scholtz* | | 1036 | | | | | | | P33′B71′F25′ | | 136NHP | | | |
| QSCJ | *Elec.light* | 1 *Dk& Spar dk* | 798 | | | | | | | | *WB* | Bremer"Vulkan,"Vegesck | | | |
| 1277 | — | **IronScSr** | 1021 | | | | 1869 | Oswald& Co. Sunderland | J.H.Bögel (H.Bögel, *Mgr.*) | 219·5\|30·3\|17·4 | Hamburg German | C.2Cy.30″&60″–36″ | | V | |
| | *E.Stoll*01–01 | | 787 | | | | | | | Q67′B55′F26′ | | NE83 NB93 180NHP | | | |
| RMCL | (*ex* Commandant Franchetti) | 1 *Dk2tr B* | 594 | | | | | | | | *WB* | Lobnitz&Co..Renfrew | | | |
| 1278 | **Spero** | **SteelScSr** | 1199 | †100A1 | Nwc | *n* | 1899 | S.P.Austin &Son,Ld. Sunderland A&CP | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay, *Mgrs.*) | 235·0\|34·3\|14·5 | Newcastle British | T.3Cy.19″,31″&51″–33″ (*s*) | 17 ″ 3 | | ~~11,03~~ |
| 110346 | *J.Souter* –02 | *ss* Sld.No.3–7,01 | 912 | ~~11,03 11,08 12,04~~ | Shl | | 11mo | | | P26′Q55′B49′F26′ | | 160lb *90lb* 156NHP | s 1 ■ 9 | | 10,04 |
| BRNM | *Well deck* | 1 *Dk(Irn)& Web frames* | 726 | 3,05 LMC7,01 | | | | | | FK | 4 *BHCem* | 1SB,*3pf*,GS69,HS2450 | | | |
| | | | | | | | | | | *WB = Cell DB* 58′*uF&* | *B31′f* 100′366*t FPT* | G.Clark,Ld.Sunderland | | | |
| 1279 | — | **SteelScSr** | 1132 | | | | 1896 | A.McMillan&Son Dumbarton | T.Wilson,Sons& Co.Ld. | 250·5\|30·1\|15·6 | Hull British | T.3Cy.18″,31″&52″–36″ | | C | |
| 106706 | *R.W.Massam* –01 | 2 *Dks* | 839 | | | | | | | P150′F27′ | | 162NHP | | BT till 5,05 | |
| PJHW | | | 724 | | | | | | | | *WB* | Muir&Houston,Ld.,Gls. | | | |
| 1280 | — | **SteelScSr** | 932 | | | | 1891 | Nylands Værks Christiania | ArendalsDampskibsselskab | 216·2\|32·6\|13·8 | Arendal Norwegian | T.3Cy.15½″,25″&40½″–30″ | | N | |
| | *C.Lönn*95–95 | 1 *Dk* | 694 | | | | | | | Q68*t* B116*t* H29*t* | | 90NHP | | | |
| JVPK | | | 524 | | | | | | | F33*t* | *WB* | NylandsVærks,Christiania | | | |
| 1281 | — | **WoodScSr** | 704 | | | | 1900 | Lindstöl Grimstad | Acties.Dmpsk. Spero (J.W. Prebensen) | 177·6\|31·2\|15·3 | Risor Norwegian | T.3Cy.12″,20″&32″–27″ | | N | |
| | *T.Gundersen* –00 | | 556 | | | | | | | | | 53NHP | | | |
| HADR | | 1 *Dk* | 423 | | | | | | | | | AkersMek.Verks.Xia. | | | |
| 1282 | **Spes** | **IronScSr** | 1292 | †90A1 | Hav | *o* | 1870 | W.Pile& Co. Sunderland A&CP | A.Parodi fu B. | 230·7\|30·9\|23·6 | Genoa Italian | T.3Cy.17″,28⅝″&46″–30″ (*s*) | | | N12,02 |
| | *F.Cignoni* –04 | *ss* Hav.2nd No.3–9,99 | 1254 | 6,01 ~~11,01~~ | Gen | | 8mo | | | B17′ | | 160lb *80lb* NDB98 116NHP | | | |
| | (*ex* Ville de Messine,*ex* Ariadne) | | 832 | | | | | | | ND04 BK 8½″ | 5 *BHCem* | 2SB,*4pf*,GS52,HS1750 | | | |
| | | *ss* Hav.No.1–04 2 *Dks3tr B* | | NE& B~~12.99~~ LMC | | | | | | *WB =* | *DBa* 62′182*t* | N.E.MarineEng.Co.Ld.Sld | | | |
| 1283 | **Spey** | **SteelScSr** | 470 | † | Ayr | *h* | 1892 | S.Mc Knight&Co. Ayr | RoyalMailSteam PacketCo. | 167·0\|26·0\|11·7 | London British | T.3Cy.14″,23″&36″–27″ | 12 ″ 3 | | |
| 101876 | *R.L.Daniel* –01 | 1 *Dk(pt Irn)* | 336 | 2,93 | | | 11mo | | | Q84′B14′F27′ | | 75RHP | | | |
| NBTV | *Well deck* | | 224 | | | | | | | BK 7″ | 4 *BHCem* | 1SB,*3pf*,GS58,HS1377 | | | |
| | | | | | | | | | | *WB = DBa* 38′33*t FP* | *T27t APT* 7*t* | Muir&Houston,Glasgow | | | |
| 1284 | **Spezia** | **IronScBn** | 1738 | | | | 1879 | Caird&Co. Greenock | Rob.M.Sloman, Jun. | 268·4\|33·7\|23·6 | Hamburg German | C.2Cy.34″&62″–42″ | | | |
| | *T.Schütz*99–99 | | 1586 | | | | | | | P46′F32′ | | NB92 208NHP | | | |
| RFQS | (*ex* Teutonia) | 2 *Dks3tr B* | 1090 | | | | | | | | | Caird&Co.,Greenock | | | |
| 1285 | **Spezzia** | **WoodPad** | — | | | | 1867 | ..... Italy | D.P.Goudis | 131·2\|20·0\| ... | Piræus Greek | | | | |
| 68 | *Kyriakos*84–84 | | — | | | | | | | | | | | | |
| HFGM | | | 110 | | | | | | | | | | | | |
| 1286 | **Sphene** | **SteelSc3MstSr** | 740 | †100A1 | P.Gl | *j* | 1902 | A.Rodger &Co. Pt.Glasgow | W.Robertson | 195·4\|30·1\|11·1 | Glasgow British | T.3Cy.17″,27½″&44″–33″ (*s*) | 13 ″ 6 | | |
| 118710 | *H.McGavock*01–02 | | 534 | 12,01 ~~9,02~~ | Gls | | 9mo | | | Q103′B11′F35′ | | 160lb *80lb* 99RHP | s 1 ■ 1½ | | |
| TQEF | *Well deck* | 1 *Dk(Stl)&deep framing* | 309 | | | | | | | BK 7″ | 3 *BHCem* | 1SB,*3pf*,GS61,HS1856 | | | |
| | *Mchy.Aft* | *Elec.light* | | LMC9,02 | | | *Lloyd's* | *SA&CP* | *WB = Cell DB* | *59′f* 57′ 170*t FPT* | 75*t APT* 10*t* | A.Rodger&Co.Glasgow | | | |
| 1287 | — | **SteelSc3MstSr** | 411 | †100A1 | Syd | *f* | 1895 | Scott& Sons Bowling A&CP | B.Byrnes ,Ld. | 142·5\|25·1\|10·7 | Sydney British | C.2Cy.20″&40″–27″ (*s*) | 12 ″ 1 | | 10,03 |
| 105564 | *D.Crowley* –02 | *ss* Syd.No.2–03 | 274 | 11,04 ~~11,04~~ | | | 11mo | | | Q68′B9′F24′ | | 110lb *70lb* 65RHP | s ■ 8½ | | |
| PDFJ | *Elec.light* *Iron Floors* | 1 *Dk(Irn)* | 95 | | | | | | | BK 7″ | 3 *BHCem* | 1SB,*2pf*,GS40,HS1270 | | | |
| | *Well deck* *Mchy.Aft* | | | BS11,04 LMC10,03 | | | | | | *WB =* | *FPT* 18*t* | Muir&Houston,Glasgow | | | |

| 1 Numéro d'Ordre / Numéro | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage / Total. / Nombre de Ponts. / Net. | 5 Détails de la Classification. Cote. / Date de la dernière Visite. | 6 | 7 | 8 Construit. Tonnage / Lieu. / Mach. | 9 Par qui. / Ch. | 10 Armateurs. | 11 Dimensions d'après le Domaine. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers de navire. Détails des Chaudières & Propr. Nom de Constructeur des machines. | 14 Tonnage / Tonnage net / Machines | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1283<br>22028<br>MKVN | **Spheroid**<br>*W. Campbell* –02<br>1 *Dk(Stl)* ‡ *Spar dk(Irn)* ‡ *Webframes*<br>*ssShl.No.3–5,01* | **SteelScSr** | 1969<br>1787<br>1268 | ✠100A1 Lon *r*<br>*Spar dk*<br>~~6.02~~ 11.04<br>~~BS10.03~~ ✠LMC~~9.03~~ | | | 1891<br>12mo | W.Gray&Co.(Lim.)<br>W Hartlepool<br>A&CP | Scrutton,Sons&Co. | 276·3 \| 36·0 \| 14·1<br>P5'B64'F27' 22·6<br>*WB = CellDB226'* | FK<br>*4 BHCem*<br>*372t APT390* | London<br>British | T.3Cy.22″,36″&60″–39″ (*s*)<br>160lb *80lb* 212NHP<br>1SB.*3cf*,GS28,HS2390 FD<br>Cen.Mar.Eng Wrks.W Hpl | 16 " 5<br>5 " 0 | | |
| 1289<br>QGBP | **Spiekeroog**<br>*R.Hähnel04–04*<br>(*Trawler*) 1 *Dk* | **SteelSc** | 142<br>131<br>39 | | | | 1895 | Rickmers Act.Ges. Geestemünde | Grundmann& Gröschel | 110·2 \| 20·0 \| 9·9<br>H28'<br>len01 | | | Brmrhavn<br>German | T.3Cy.10½″,16½″&26½″–20½″<br>32NHP<br>G.Seebeck,Geestemünde | | V | |
| 1290<br>HDTB | **Spind**<br>*J.B.Christoffersen*<br>*Well deck* (*exRosebud*) 1 *Dk2trB* | **IronScSr** | 1029<br>880<br>623 | | | | 1883 | C.S.Swan& Hunter Newcastle | Acties.Spind (Hj.Siegwarth) | 230·5 \| 32·1 \| 15·5<br>Q82'B48'F27'<br>BK8 | | | Christiania<br>Norwegian<br>*WB* | C.2Cy.28″&54″–36″<br>140NHP<br>N.E.Marine Co (Lim.),Nwc | 16 " 7 | N | |
| 1291<br>NBQR | **Spinel**<br>*A.Black* –02<br>*Well deck*<br>*Mchy.Aft* | **Steel&IronSc3MstSr**<br>*ssBwg.No.3–12,01*<br>1 *Dk(Irn)*<br>*Irn framing* ‡ *Stl plating* | 509<br>373<br>198 | ✠100A1 Ard *h*<br>4,05~~1.01~~ Glas<br>BS4.04 ✠LMC12.03 | | | 1893<br>4mo | Scott& Sons Bowling A&CP | W.Robertson | 175·0 \| 26·6 \| 10·7<br>Q86'B10'F25'<br>BK7½<br>*WB = CellDB96'* | | Glasgow<br>British | T.3Cy.14″,23″&36″–27″ (*s*)<br>160lb 68RHP<br>1SB.*3pf*,GS52,HS1282<br>Muir&Houston,Glasgow | 13 " 0<br>1 " 0 | | |
| 1292<br>QVKH | **Spithead**<br>*J.Stewart* –02 | **SteelScSr**<br>2 *Dks* | 4697<br>4489<br>2993 | | | | 1899 | Lon.&Gls. Co.Ld. Glasgow | ClydeShppg.Co.Ld (W.Cuthbert, *Mgr.*) | 401·7 \| 49·2 \| 27·7<br>P40'B115'F40' | | | Glasgow<br>British<br>*WB* | T.3Cy.27″,42″&69″–54″<br>350NHP<br>Lon.&Gls.Co.Ld.Glasgow | | C | |
| 1293<br>JPFL | **Spitsbergen**<br>*Ö.Olsen* –95 | **IronScSr**<br>1 *Dk* | 148<br>111<br>79 | | | | 1870 | Wigham Richrdsn&Co. Newcastle | C.Ege&Co. | 105·3 \| 16·9 \| 8·5<br>Q10*t*B22*t*<br>len75 | | | Bergen<br>Norwegian | C.2Cy.18″&28″–14″<br>NB81 16NHP<br>Wigham Rchrdsn&Co Nwc | | N | |
| 1294<br>NDCQ | **Spodsbjerg**<br>*P.G.Clausen80–89* | **IronScSr**<br>1 *Dk* | 114<br>97<br>47 | | | | 1869 | Burmeister &Wain Copenhagen | ForenedeDampsk. Selsk.paaLange-land ogLolland | 120·8 \| 15·8 \| 8·9<br>Q42' B16' F16' | | | Rudkjbng<br>Danish | C.4Cy.14″&28″–18″<br>NB96 55NHP<br>Burmeister&Wain,Cpn. | | | |
| 1295<br>118104 | **Spokane**<br>*J.Higgins98–02*<br>*Mchy.Aft* | **SteelSc**<br>1 *Dk* ‡ *Spar dk* | 2357<br>—<br>1976 | | | | 1886 | Globe Iron Works Co. Cleveland,O. | WilsonTransitCo. | 311·8 \| 38·2 \| 20·8 | | | Cleveland, Ohio Utd.States | C.2Cy.27″&50″–36″<br>NB96 125NHP<br>GlobeIron Works Co. | | | |
| 1296<br>117116<br>KRLV | —<br>*Elec.light* | **SteelScSr**<br>2 *Dks* ‡ *Hur dk* | 2036<br>1181<br>1289 | | | | 1901 | Union Iron Works San Francisco | PacificCoastCo. (PacificCoastS.S. Co.,*Mgrs.*) | 270·1 \| 40·1 \| 17·3 | | | New York<br>Utd.States<br>*WB* | T.3Cy.25½″,40″&66″–42″<br>284NHP<br>UnionIron Works | | RV | |
| 1297<br>118311<br>VDPC | **Spondilus**<br>*G.M.Falck97–03*<br>*Mchy.Aft* 2 *Dks(Stl)* ‡ *Web frames*<br>*Elec.light* *lower dk(Stl) forehold* | **SteelScSr** | 7291<br>6903<br>4752 | ✠100A1 Nwc *c* †<br>~~12,03~~ 3,00 Ram Ros<br>*Carrying Petroleum in Bulk*<br>*Fitted for liquid fuel*<br>✠LMC12.03 | | | 1903<br>5mo<br>12,03 | W.Gray& Co.Ld. W Hartlepool<br>*Lloyd's A&CP* | ShellTransport& TradingCo.Ld. (M. Samuel&Co.,*Mgrs.*) | 471·0 \| 55·0 \| 32·9<br>P123'B54'F63'<br>FK<br>*WB = CellDBuE6* | | | London<br>British<br>10 *BHCem*<br>*B80'217tDT* | T.3Cy.29½″,48″&78″–54″ (*s*)<br>180lb *100lb* 581NHP<br>6SB.*18cf*,GS306,HS10260<br>Cen.Mar.Eng Wks.W Hpl<br>*f50'915t FPT158t APT49t* | 34 " 10<br>8 " 7 | | |
| 1298<br>HDRM | **Sport**<br>*G.Knoph* –99 | **SteelSc** | 110<br>66<br>57 | | | | 1899 | Akers Mek. Værks. Christiania | Sport's nye Acties. (J.Næser) | 91·1 \| 16·1 \| 8·2<br>P64' F23' | | | Christiania<br>Norwegian<br>*WB* | T.3Cy.10″,15″&27″–16″<br>29NHP<br>Akers.Mek.Værks.Xia. | | | |
| 1299<br>67528<br>LFNB | **Spray**<br>~~*C.Lawrence97–01*~~ *ssAbn.2ndNo.3–7,96*<br>*D.Laugharne* –04 *ssAbn.No.1–96–2–04*<br>1 *Dk* | **IronScSr** | 632<br>506<br>375 | ✠90A1 Abn *j*<br>8,03 12,04<br>✠NB7.~~90~~ LMC1.03<br>~~BS2.00~~ ~~BS6.00~~ | | | 1872<br>6mo | Hall,Russell&Co. Aberdeen A&CP | Ellis&M'Hardy | 181·1 \| 28·0 \| 14·5<br>Q65'<br>~~Lloyd's~~ BK7½<br>*WB =* | | | Aberdeen<br>British<br>*4 BHCem*<br>*DBu37'70t* | C.2Cy.28″&45½″–30″ (*s*)<br>80lb *100lb* NDB01 90RHP<br>1SB.*3pf*,GS60,HS1359<br>Hall,Russell&Co.,Abn. | 15 " 4<br>1 " 8½ | | |
| 1300<br>99229<br>MPGD | —<br>*A.B.Guthrie97–97*<br>*Well deck*<br>*Mchy.Aft* | **SteelScK**<br>*ssAbn.No.3–3,97*<br>*ssLth.No.1–01*<br>1 *Dk(Irn)* | 151<br>110<br>55 | ✠100A1 Lth *a*<br>8,04~~.03~~<br>~~BS0.03~~ ✠LMC5.01<br>BS8.04 | | | 1892<br>4mo | Cumming &Ellis Inverkeithng *Lloyd's A&CP* | Ward&Tupman | 92·0 \| 19·2 \| 8·0<br>Q82'B7'F17'<br>BK7½<br>*W* | | | Leith<br>British<br>*3 BHCem*<br>*B = FPT162t* | C.2Cy.14″&28″–20″ (*s*)<br>~~160lb~~ 90lb 34RHP<br>1SB.*2pf*,GS33,HS604<br>J.Cran&Co.,Leith | 9 " 3<br>" " 8½ | | |
| 1301<br>100727 | —<br>1 *Dk* | **SteelSc** | 107<br>93<br>60 | | | | 1893 | J.&R.Weir Montreal | Sincennes McNaughtonLine, Ld. | 100·1 \| 17·0 \| 10·4 | | | Montreal<br>British | C.2Cy.15″&26″–22″<br>30RHP<br>D.McKewon&Son,Kingstn | | | |
| 1302<br>104386<br>NKCM | **Sprightly**<br>*R.Newman* –03<br>*Well deck* 1 *Dk(Irn)* ‡ *Webframes* | **SteelScSr**<br>*ssSld.No.2–02* | 823<br>651<br>479 | ✠100A1 Sld *l*<br>7,04~~.03~~ Nwc<br>MS4.02 ✠LMC<br>BS6.~~03~~ 7.01 | | | 1894<br>6mo | Sunderlnd S.BCo.(Lim.) Sunderland A&CP | JohnGeorgeHill Stm.Shpg.Co.Ld (Witherington& Everett,*Mgrs.*) | 197·3 \| 30·1 \| 14·1<br>Q68'B40'F22'<br>*WB = CellDB* FK<br>*a46'f81'149t FPT* | | | Sundrland<br>British<br>*4 BHCem*<br>*18t APT42t* | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *70lb* 116NHP<br>1SB,*3pf*,GS47,HS1758<br>N E Mar.E.Co.(Lim.),Sld | 16 " 8<br>1 " 6 | | |
| 1303<br>64807 | —<br>1 *Dk* | **IronScSp** | 109<br>89<br>68 | | | | 1875 | J.C.Johnson. Melb'rne *Reblt.98* Robison Bros.Ld. | HowardSmithCo. Ld. | 96·2 \| 17·1 \| 8·3 | | | Melbourne<br>British | C.2Cy.15″&22″–18″<br>35RHP<br>J.&H.Gwynne,London | | | |
| 1304<br>HFSN | **Spring**<br>*C.J.Andersen* –02<br>(*exIsle of Elba*)<br>*Well deck* 1 *Dk(Irn)* ‡ *Webframes* | **IronScBn**<br>*ssShl.No.3–3,95*<br>*ssShl.No.1–99* | 903<br>696<br>562 | ✠ Npt *m*<br>6,00 | | | 1883<br>7mo | T.&W. Smith N.Shields | Aktieselsk.Spring (H.Siegwarth) | 210·9 \| 32·4 16·0<br>Q73*t*H30*t*B96*t*F31*t*<br>BK8<br>*WB = DBa50'f79'242t FP* | | | Christiania<br>Norwegian<br>*4 BHCem*<br>*13t APT27t* | C.2Cy.25″&50″–33″<br>NDB97 120NHP<br>1SB.*3pf*,GS55,HS1925<br>WllsndSlpwy Co.,Ld.,Nwc | 15 " 7 | N | |
| 1305<br>86544<br>JCQL | **Springbok**<br>*W.Lawrence* –01<br>(*exMaria A.Hinde*)<br>*ssSws.No.1–03* | **IronScSr**<br>*ssLly.2ndNo.3–8,98*<br>1 *Dk(Irn)* | 830<br>677<br>350 | ✠100A1 Liv *i*<br>6,01 ~~Lon~~<br>✠NB3.00 ✠LMC~~9.98~~<br>~~DBS~~ ~~✠LMS8.03~~ | | | 1888<br>9mo<br>3 | Workman, Clark&Co. Belfast<br>*Lloyd's A&CP* | SpringbokS.S.Co. Ld.(W.Samuel) | 208·0 \| 29·4 \| 14·1<br>Q114'F27'<br>~~Lloyd's~~ BK7½<br>*WB = DBa53'* | | | Llanelly<br>British<br>*4 BHCem*<br>*120t FPT63t* | C.2Cy.24″&48″–36″ (*s*)<br>160lb&80lb ~~80RHP~~ 96RHP<br>1SB.*3cf*,GS50 HS1576 NDB94<br>V.Coates&Co.(Lim.),Bel. | 14 " 11<br>1 " 7 | | |
| 1306<br>~~Lothair~~ | **Springfield**<br>~~*H.Ellis 01–03*~~<br>*ssHul No.2–02*<br>1 *Dk* | **IronScK** | 150<br>142<br>58 | ✠100A1 Hul<br>*Stm Trawler*<br>6~~Passengers~~ 5,05 ~~1.04~~<br>~~Trawler~~ ✠LMC6.02 | | | 1893<br>11mo | Cook,Welton&Gemmell Hull<br>*Lloyd's A&CP* | ~~Hellyer's Steam Fishing Co.Ld.~~ S.Howcroft Fyres | 103·0 \| 20·5 \| 11·0<br>BK7½ | | | ~~Hull~~<br>~~Liverpool~~<br>*3 BHCem*<br>Barrowne<br>French | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45RHP<br>1SB.*2cf*,GS23,HS646<br>C.D.Holmes&Co.,Hull | 11 " 10 | | |
| 1307<br>101842<br>KDNG | **Springhill**<br>*G.Harrison* –01<br>(*exMancunium*)<br>*Name unclear* "Coloniale," *See No. 8C* | **SteelScSr**<br>*ssNwc.No.2–01*<br>1 *Dk(Irn)* | 671<br>517<br>404 | ✠100A1 Nwc *y*<br>10.03<br>*Application* | | | 1893<br>10mo | Tyne I.S.B. Co.(Lim.) Newcastle<br>*Lloyd's A&CP* | ScrewSteamer SpringHill,Ld. (Fisher, ~~Renwick&~~ Co. *Mgrs.*) *WB =* | 180·0 \| 28·2 \| 13·7<br>Q94'B20'F22<br>BK7½<br>*DBa42'f46'128t FP* | | | Newcastle<br>British<br>*4 BHCem*<br>*T27t APT6t* | T.3Cy.13½″,22½″&36″–27″<br>160lb *65lb* (*s*) 65RHP<br>1SB.*3pf*,GS43,HS1330<br>WallsendSlipway Co.,Nwc | 14 " 6<br>1 " 1 | | |
| 1308<br>104041 | —<br>*H.S.Chambers* –01 | **WoodScSr**<br>1 *Dk* | 189<br>135<br>96 | | | | 1893 | E.McGuigin,jr. St John N.B | Cumberland Rlwy. &CoalCo. | 101·7 \| 23·7 \| 10·1<br>H55*t* | | | Parrsbro<br>British | C.2Cy.20″&38″–30″<br>66NHP<br>J.Fleming,St.John,N.B. | | V | |
| 1309<br>97845<br>MJHG | **Springwell**<br>*J.Chisholm* –96<br>1 *Dk(Stl)* ‡ *Webframes* ‡ *pt Awngdk(Irn)* | **SteelScSr**<br>*ssSld.No.3–3,04* | 3030<br>2296<br>1948 | ✠100A1 Sld *u*<br>*pt Awng dk*<br>*Smith free board*<br>~~1.03~~ ~~13.03~~<br>✠LMC3.04 | | | 1891<br>11mo | J.L.Thompson&Sons,Ld. Sunderland A&CP | Tyzack&Branfoot Stm.Shppg.Co.Ld | 322·0 \| 41·5 \| 21·5<br>P29'Q100'<br>*pt Awng dk192'* FK<br>*WB = CellDBa100* | | | Sundrland<br>British<br>*6 BHCem*<br>*f184'500t* | T.3Cy.23½″,38″&62″–42″ (*s*)<br>160lb *120lb* 253NHP<br>2SB.*6pf*,GS103,HS3852<br>John Dickinson,Sld. | 24 " 0<br>9 " 6 | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net | 5 Particulars of Classification. Character. | 6 ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. Year of Last Survey. | 8 Built. When. Ship. Rivetted. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registers in which classed. If not in L. R. Date of first Class. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1310 HDWB | **Sprite** *J.Jowsey* –04 | IronScSr | 826 / 698 / 520 | | | ... | 1870 | C.&W. Earle Hull | WestHartlepool SteamNav.Co.Ltd. | 225·2 Q79′ | 28·7 | 15·9 | WHartlepl British | C.2Cy.34″&64″–30″ NB88 187NH *Alt83* Earle's Co., Hull | ft. in. | | |
| 1311 | **Sproston Wood** *S.Porter* ss Dem.2nd No.3–7,97 ss Dem.No.2–03 1 *Dk* | IronPad | 109 / 87 / 68 | ✠ A1 7,03 *For River purposes only* NB7,03 LMC'02 | | Dem | 1881 6mo | R.& H. Green London *Lloyd's SA&CP* | Sproston's,Ld. | 115·0 H22t ND97 | 16·0 | 7·0 | GrgetwnD British | O.2Cy.24½″–28″ (a) 35lb 30RH 1SB,*2pf*,GS15,HS665 J.Penn&Son,Greenwich | | | |
| 1312 | **Spurt** *T.P.Lundegaard*02–02 (*ex* Primula) 1 *Dk2trB* | IronScSr | 1072 / 845 / 655 | | | .... | 1885 | J.Blumer &Co. Sunderland | Acties.Spurt (N.A.P.Staubo) | 230·0 Q89′B54′F22′ BK8″ *WB* | 32·0 | 15·2 | Tvdestrnd Norwegian | C.2Cy.27″&50″–36″ 125NHP T.Clark&Co.Newcastle | 16 ″ 5 | N | |
| 1313 | **Spyros Vallianos** ~~Wycombe—02~~ *N.F.Focas* –04 2 *Dks(Stl)&deep framing* | SteelScSr | *4573* / *4271* / *2997* | ✠100A1 6,04 ~~6,05~~ LMC'04 | | Cff | *x* 1902 6mo | Russell& Co. Pt.Glasgow *Lloyd's SA&CP* | M.S.Vagliano | 370·0 P31′B107′F41′ *WB = Cell DBa* 121′*uE&B42′f*158′ | 52·1 | 27·1 FK *6 BHCem* | Cephlonia Greek *6 BHCem* | T.3Cy.26″,42″&70″–48″ (s) 180lb 375NHP 3SB,*9cf*,GS174,HS916 D.Rowan&Co.Glasgow 1099*t DTa*40′1000*t APT65t* | 29 ″ 11 – 6 ″ 3 | | |
| 1314 HDWJ | **Sri Muar** *J.Hudson*03–04 1 *Dk(Teak)* | SteelScSr | 212 / 172 / 123 | ✠100A1 1,05 ~~2,04~~ LMC'04 | | Sng | *c* 1904 2mo | Tanjong PagarDkCLd Singapore *Lloyd's SA&CP* | SoonKeckCo.Ld. | 126·0 B42′F25′ *ptShade dk*45′ *WB = FPT*11*t* | 21·0 FK | 8·8 *4 BHCem* | Singapore British *4 BHCem* | C.2Cy.17″&34″–21″ (s) 120lb *120lb* 48RHP 1SB,*2rf*,GS31,HS997 TanjongPagarD.CoLdSng. | 9 ″ 6 | | |
| 1315 THWD | **Sri Tringanu** *Abas* –01 1 *Dk* | WoodScSr | *159* / *139* / *81* | | | | 1890 | Singapore SlpwyCo.Ld. Singapore | WeeKimCheng | 117·0 | 19·0 | 8·0 | Rioux Dutch | C.2Cy.17″&34″–20″ 43NHP Ross&Duncan,Glasgow | | | |
| 1316 THWM | **Srie Wang Sie** *Soedin* –03 1 *Dk* | WoodScSr | 260 / — / 92 | | | | 1889 | ..... HongKong | OeiTekLeng | 98·9 H36*t* | 18·7 | | Tandjong, Pinang Dutch | HongKong | | | |
| 1317 NPMQ | **St. Knud** *H.P.Madsen* 1 *Dk* | IronScSr | 189 / 158 / 97 | | | | 1865 | Burmeister &Wain Copenhagen | ForenedeDmpskib Selskab | 131·6 Q10*t*B14*t* len76 | 18·5 | 10·6 | Rudkjbing Danish | C.4Cy.14″&28″–18″ 55NHP Burmeister&Wain,Cpn. | | | |
| 1318 NJVH | **St. St. Blicher** *F.J.vanDeurs* ss Els.No.1–03 *Well deck* 1 *Dk(Stl)&deep framing* | SteelScSr | 1098 / 840 / 678 | ✠100A1 2,04 BS2.0 LMC'04 | | Cpn | *n* 1898 7mo | Grange-mouth Dock-yard Co. Grngemouth *Lloyd's SA&CP* | Dampfs.Cimbria (Svendsen&Christensen, *Mgrs.*) *WB = Cell DBa&u* | 225·2 Q81′B54′F24′ *E75′uB15′f*90′321*t* | 34·2 FK | 14·0 *4 BHCem* *FPT57tA* | Copnhagn Danish | T.3Cy.16½″,26″&41″–33″ (a) 160lb *80lb* 104NHP 1SB,*3cf*,GS65,HS1665 Hutson&Son.Glasgow *PT30t* | 16 ″ 1 s 1 ″ 5 | | ~~3,04~~ 6,04 |
| 1319 JWRB | **Stabil** *P.Lindtner*78–98 1 *Dk* | WoodScSr | 537 / 416 / 324 | | | | 1899 | KnutSkaa-luren Bergen | Acties.Stabil (T.Meling) | 163·2 Q31*t*B65*t*H9*t*F16*t* | 27·4 | 14·2 | Stavanger Norwegian | T.3Cy.11½″,18″&29½″–24″ 43NHP LaxevaagsMsk&Jrns.Bgn | | N | |
| 1320 RKTV | **Stade** *H.Neuenburg* –02 1 *Dk* | SteelScTug | 229 / 192 / 14 | | | | 1897 | J.W.Kla-witter Danzig | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 115·3 H32′ | 22·4 | 14·0 *WB* | Hamburg German | C.2Cy.20″&39″–25½″ 77NHP J.W.Klawitter,Danzig | | G | |
| 1321 PBJQ | **Stadt Lübeck** *C.Klingenberg*03–03 1 *Dk* | IronScSr | 355 / 306 / 220 | | | | 1884 | H.Koch Lübeck | Lübeck-Bremer Dmpfsfahrts.Ges. | 128·2 B30′ F15′ len95 | 23·4 | 13·0 | Lübeck German | C.2Cy.16″&29″–18″ 30NHP F.Schichau,Elbing | | G | |
| 1322 JFGT | **Stadt Memel** *H.Miersch* –93 1 *Dk* | SteelScSr | 293 / 236 / 200 | | | | 1893 | Nüske &Co Stettin | E.Haubuss | 145·4 Q29′B20′F11′ len03 | 21·3 | 10·1 | Stettin German *WB* | C.2Cy.15″&27″–16″ E.*made*82 NB04 24NHP Aron&Gollnow,Stettin | | G | |
| 1323 | **Stadt Oldenburg** 1 *Dk* | SteelSc | 281 / 241 / 153 | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | J.Kettler | 118·9 | 23·1 | 12·1 *WB* | Oldenburg German | C.2Cy.10¾″&20″–15¾″ 13NHP G.Seebeck A.G.Bremerhvn | | | |
| 1324 | **Stadt Reval** (*Ice breaker*) *Elec.light* 2 *Dks* | SteelScSr | 576 / — / 43 | | | | 1895 | Act.Ges. "Vulcan" Stettin | Revaler BörsenComité | 148·7 P14′B60′ | 38·9 | 18·6 *WB* | Reval Russian | C.2Cy.29″&61½″–39½″ 198NHP A.G."Vulcan," Stettin | | V | |
| 1325 LBKS | **Stadt Schleswig** *P.Suhr*02–02 *Elec.light* 1 *Dk* | SteelScSr | 1103 / 817 / 677 | | | | 1902 | Schömer& Jensen Tönning | H.C.Horn | 219·4 P12′Q56′B60′F25′ | 33·3 | 13·7 *WB* | Schleswig German | T.3Cy.16½″,27″&44″–28¾″ 103NHP Schömer&Jensen,Tönning | | G | |
| 1326 JDVC | **Stadt Stolp** *O.Gäth*02–02 *Elec.light* 1 *Dk* | IronScSr | 283 / 217 / 147 | | | | 1882 | Aron& Gollnow Stettin | Stettin-Stolper Dmpfsfahrts.Ges. (A.Stenzel&Rolke. *Mgrs.*) | 127·7 P50′ | 20·6 F21′ | 11·4 | Stettin German | C.2Cy.15¾″&27½″–23½″ NB00 31NHP Aron&Gollnow,Stettin | | | |
| 1327 JDWG | **Stadt Stralsund** *E.Schröder* 1 *Dk* | IronScSr | 217 / 178 / 120 | | | | 1885 | G.Howaldt Kiel | W.Lüdke&Co. | 125·8 B26′ F14′ len93 | 19·9 | 10·4 *WB* | Stettin German | C.2Cy.15″&26″–13″ NB98 20NHP Gebr.Howaldt,Kiel | | G | |
| 1328 KGVQ | **Stadt Witten** *F.Buse*84– *Mchy. Aft* 1 *Dk* | IronSc3MastSr | 269 / 198 / 154 | | | | 1884 | Stettiner Act.Ges. Stettin | Friedr.Halbach G.m.b.H. | 137·4 Q56′ B16′ H18′ len85 | 19·2 | 10·4 *WB* | Leer German | C.2Cy.15″&27″–18″ NB89 26NHP Stettiner A.G.,Stettin | | G | |
| 1329 | **Stadthaupt Kerkovius** *Kampe* –99 | SteelSc | 113 / — / 76 | | | | 1899 | Bolderaaer Maschinenfb. Riga | A.Augsburg | 85·5 | 17·5 | 12·2 | Riga Russian | C.2Cy.10″&20″–12″ DavisEngin.& LaunchBldg.Co.Ld.Lon. 12NHP | | | |
| 1330 NTVP | **Stærkodder** *C.G.Rasmussen* 1 *Dk* | Iron&SteelTwinScSr | 553 / 360 / 252 | | | | 1883 | Burmeister &Wain Copenhagen | DeDanskeStats-baner | 150·6 | 27·9 | 12·2 *WB* | Korsör Danish | C.4Cy.25″&44″–27″ 168NHP Burmeister&Wain,Cpn. | | | |
| 1331 JSPM | — *C.Wold* –99 (*Salvage Steamer*) 1 *Dk* | WoodScSr | 116 / 83 / 63 | | | | 1882 | Throndh-jems Mk.V. Drontheim | Nordenfjeldske Dykkerselskab | 88·6 Q19′ B22 | 17·4 F22′ | 8·6 | Drontheim Norwegian | C.2Cy.14½″&26″–16″ NE90 NB91 22NHP A.L.Thune,Christiania | | | |
| 1332 TPQJ | **Staffa** *W.S.Cromarty*77–02 *Well deck* 2 *Dks(U Irn)* | SteelScSr | 1008 / 753 / 560 | ✠100A1 4,05 ~~5,05~~ LMC'02 | | Lth. | *n* 1902 8mo | Ramage& Ferguson,Ld. Leith *Lloyd's SA&CP* | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*) *WB = Cell DBa*49′*uE&B45′f*83′261*t FPT* | 220·3 P27′Q46′B48′F68′ *B45′f*83′261*t FPT* | 30·4 FK&BK1⅝″ | 14·7 *5 BHCem* 31*t APT39t* | Leith British | T.3Cy.18½″,30″&49″–33″ (o) 165lb *85lb* 146NHP 1SB,*4pf*,GS71,HS2290 Ramage&Fergusn,Ld.Lth. | 17 ″ 0 s 1 ″ 4½ | | 4,05 |

| Numéro d'Ordre / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage: Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Navire. Mach. Où. | Armateurs. | Dimensions d'après la Donne. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom des Constructeurs des machines. | Charge: Pieds. Pouces. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1333 | **Staffa** IronScSr | 197 | | 1861 W.Simons & Co. Renfrew | D.MacBrayne | 134·5 \| 19·1 \| 10·0 | Glasgow | C.2Cy.16½″&32½″–24″ | | |
| 86153 | *C.Cameron* –03 | 165 | | | | P19t F11t | British | NE70 NB84 60RH | | |
| | (*ex*Adola) | 114 | | | | | | Portilla White&Co., Sevilla | | |
| 1334 | **Staffordshire** SteelTwinSc4MstSr | 5951 | ✝100A1 Bkn *q* | 1894 Harland& Wolff(Lim.) Belfast | BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*) | 445·5 \| 49·1 \| 29·9 | Liverpool | T.6Cy.23″,38″&64″–48″ (*s*) | 33 « 7 | |
| 102138 | *J.Humphreys* –04 ssBkn.No.2–02 | 5084 | 2,00 Liv | | | P55′B145′F56′ | British | 180lb 70lb NDB93 708NHP | s 8 « 3½ | |
| NHRV | *Millson* –00 3*Dks*(*Stl–Uwss*) | 3818 | LMC6/02 | | | FK | 7*BHCem* | 2D&2SB24*rf*,GS378,HS12175 | | |
| | *Elec.light* | | B 5,03 | | WB=Ce | *DB859′ 990t FPT* | 55t*APT*37t | Harland&Wolff(Lim.)Bel. | | |
| 1335 | **Stag** IronScSr | 2052 | ✝100A1 Bry *s* | 1884 TyneI.S.B. Co.(Lim.) Newcastle | StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) | 287·0 \| 37·0 \| 22·0 | N.Shields | C.2Cy.30″&68″–39″ (*a*) | 24 « 7 | |
| 84599 | *G.Bulman* –02 ssNwc.No.3–6,96 | 1815 | 3,04 Shl | | | P28′B54′F21 | British | 70lb 80lb NDB96 191NHP | s 4 « 3½ | |
| JKPR | ssShl.No.2–05 ssNwc.No.1–01 | 1302 | | | | | 7*BHCem* | 2SB,6*pf*,GS90,HS2960 | | |
| | 2*Dks*(1*Irn*)3*trB* | | | | WB– | *Cell DB236′ 408t FP* | *T*18t*APT*6t | N.E.MarineE.Co.,Nwc. | | |
| 1336 | — IronScSr | 970 | ✝90A1 Nwc *m* | 1878 A.Simey& Co. Sunderland | J.Ridley,Son& Tully | 221·3 \| 29·9 \| 17·0 | Liverpool | C.2Cy.27″&54″–33″ (*r*) | 17 « 10 | |
| 67418 | *T.McKeith*96–01 ssAyr2ndNo.3–2,01 | 757 | 1,05 Shl | | | Q77′B58′F27′ | British | 38lb 45lb NDB99 127NHP | s 1 « 9½ | |
| WBGC | *Well deck* 1*Dk*(*Irn*)2*trB* | 471 | | | | BK8′ | 4*BHCem* | 1SB.3*pf*,GS55,HS1987 | | |
| | | | | | | *WB= DBa63′ f79* | | Blair&Co.(Lim.),Stockton | | |
| 1337 | — WoodPadSk | 123 | | 1885 J.R.Maxwell South Shields | R.L.Cook | 100·0 \| 19·5 \| 10·5 | Sundrland British | L.1Cy.36¾″–52″ | | |
| 89815 | *R.C.Baister* –00 (*Tug*) | 117 | | | | | | 45RH | | |
| | | 9 | | | | | | Baird&Barnsley,S.Shields | | |
| 1338 | **Staghound** SteelSc3MstSr | 496 | ✝100A1 Gls *h* | 1894 AilsaS.B. Co. Troon | J.Hay | 170·0 \| 25·6 \| 11·6 | Glasgow | C.2.Cy.21″&42″–30″ (*s*) | 12 « 7 | |
| [illegible] | *D.McLennan* –02 ssGls.No 2–02 | 360 | 7,04 [illegible] | | | Q98′B10′F27′ | British | 110lb 70lb 69RH | « 10 | |
| NJFG | *Well deck* 1*Dk*(*Irn*) | 152 | [illegible] | | | BK7′ | 3*BHCem* | 1SB,3*pf*,GS83,HS1360 | | |
| | *Mchy.Aft* | | BS7,04 | | WB= *DBf*10′ 18t *FPT* | | 48t*APT*10t | Muir&Houston,Glasgow | | |
| 1339 | **Stahleck** SteelScSr | 1127 | ✝100A1 Ham *o* | 1902 Wigham-Richrdsn&Co Ld Newcastle | DeutscheDampfs. Ges.Hansa | 235·0 \| 33·7 \| 15·4 | Bremen | T.3Cy.18½″,31″&52″–39″ (*s*) | 17 « « | |
| | *C.Beyersdorff*89–02 | 901 | *Shelter dk* | | | | German | 180lb 120lb 190NHP | « 1 « 8½ | |
| QHKV | 1*Dk*(*Stl*)*&deep framing&* | 600 | 5,04 LMC5/0 | | | BK8′ | 5*BHCem* | 1SB.3*rf*,GS60,HS2423 FD | | |
| | *Shelter dk*(*Stl-ptws*) | | | | WB= *Cell DBa50′ uE1* | | 9′*f* 109′231t | WghmRchrdsn&C.LdNwc | | |
| 1340 | **Stainburn** SteelSc3MstSr | 405 | ✝100A1 Bkn *f* | 1904 R.Williamson&Son Workington | StainburnS.S.Co. Ld.(Murphy& Sandwith) | 141·5 \| 24·0 \| 10·9 | Workington | C.2Cy.19″&38″–27″ (*s*) | 11 « 9 | |
| 95408 | *T.Little* –04 | 268 | 3,04 | | | Q79′B11′F20′ | British | 125lb 60RH | « « 9 | |
| VNBC | *Well deck* 1*Dk*(*Stl*) | 109 | MC1/04 | | | FK | 3*BHCem* | 1SB,3*pf*,GS47,HS1499 | | |
| | *Mchy.Aft* | | | | WB= *FPT*80t | | | Ross&Duncan,Glasgow | | |
| 1341 | **Staintondale** SteelScSr | 2479 | ✝100A1 Bry *t* | 1896 J.Readhead& Sons South Shields | StaintondaleSS.Co Ld(P.Hick,jr&Co) | 304·3 \| 44·0 \| 20·7 | Scarboro' | T.3Cy.23″,37½″&61½″–39″ | 23 « 1 | |
| 105641 | *J.W.Hick*65–96 ssBry.No.1–00 | 2281 | *with freeboard* Shl | | | P29′B80′F37′ | British | 160lb 80lb (*r*) 240NHP | « « 2½ | |
| PKNV | 1*Dk*(*pt Irn,pt Stl*)2*trB* | 1577 | 8,01 Mss.04 | | | FK | 5*BHCem* | 2SB,6*rf*,GS85,HS3676 | s 3 « 10 | |
| *Now named* | "Sörland," *See Vol. I.* 2*Dks*(*Stl*)*&deep framing&* | | LMC | | WB= *Cell DBa94′ uE&B40′ f122′657t* | | 5*APT*21t | J.Readhead&Sons,S.Shl. | | |
| 1342 | **Staithes** IronTwinScSr | 336 | ✝90A–A1* 1 Nwc *f* | 1883 D.Baxter & Co. Sunderland | Palmers'Co.Ld. | 145·0 \| 26·2 \| 10·0 | Newcastle | C.4Cy.14″&26″–21″ (*s*) | 11 « 0 | |
| 86104 | *J.Dennis* –95 ssNwc.No.3–2,95 | 314 | Liv | | | Q17′ | British | 100lb 50RH | | |
| PDTQ | ssNwc.No.2–03 | 215 | 2,04 LMC | | | len84 FK | 3*BHCem* | 1SB,2*pf*,GS88,HS1148 | | |
| | *Mchy.Aft* 5thSurvey,11,03 | | BS6, NB3,98 | | WB= *Ba88′f*30′105t*FPT* | | 25t*APT*10t | Palmers'Co.(Lim.),Nwc. | | |
| | 1*Dk*(*Irn*) | | IS10,03 | | | | | | | |
| 1343 | **Stakesby** IronScSr | 1370 | ✝100A1 Trn *p* | 1880 J.L.Thompson&Sons Sunderland | StakesbyS.S.CoLd (Osborn&Wallis) | 243·0 \| 34·2 \| 18·2 | Whitby | C.2Cy.31″&57″–36″ (*s*) | 19 « 6 | |
| 81215 | *C.F.Wallis* –04 ssTrn.2ndNo.3–2,04 | 1088 | 2,04 | | | P24′Q62′B46′ | British | 65lb 75lb NDB93 154NHP | « 2 « 1½ | |
| SWTJ | *Well deck* 1*Dk*(*Irn*)2*trB* | 873 | MC2/04 | | | F27′ BK9′ | 4*BHCem* | 2SB,4*pf*,GS59,HS2648 | | |
| | | | | | WB= *DBa62* | | *f*100′*APT* | J.Dickinson,Sunderland | | |
| 1344 | **Stalheim** SteelScSr | 2166 | ✝100A1 Shl *s* | 1890 J.Priestman&Co. Sunderland | Andr.Olsen | 299·9 \| 39·2 \| 19·6 | Bergen | T.3Cy.20½″,36″&59″–39″ (*o*) | 21 « 4 | |
| | *B.Hilt* –96 ssBgn.No.3–8,00 | 1641 | 10, 3,04 Brs | | | P25′Q88′B116′ | Norwegian | 160lb 55lb 196NHP | | |
| JVON | ssBrs.No.1–04 1*Dk*(*Irn*)2*trB* | 1358 | LM 5,01 | | | F81′ BK10′ | 6*BHCem* | 2SB,6*pf*,GS104,HS2622 | | |
| | *Well deck* *Floors pt Irn* | | | | WB= *DBa* | | 90′*f*114′540t | Hutson&Corbett,Glasgow | | |
| 1345 | **Stamboul** IronScBn | 2297 | ✝ Msl *t* | 1881 A.M'Millan & Sons Dumbarton | Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.*Mgrs.*) | 300·2 \| 36·4 \| 25·4 | Marseilles | C.2Cy.25½″&68″–45″ | | V |
| | *LaHaye* ssMsl.No.3–5,96 | 1996 | 5,96 | | | P50′B34′F30′ | French | NB5,96 249NHP | | |
| LDNJ | 3*Dks*(1*Irn*) | 1212 | *Water tube boilers* | | | BK10′ | 4*BHCem* | 4B,4*f*,GS155,HS4736 NDB96 | | |
| | *Elec.light* | | | | | | | Denny&Co.,Dumbarton | | |
| 1346 | — WoodScTug | 114 | | 1895 F.Parodi | Cie.deRemorquage dePilotage et deSauvetage | 90·0 \| 19·6 \| 11·4 | Constanpl | C.2Cy.14½″&30″–22″ | | I |
| | *J.Agostini* –02 | — | | SestriP'nente | | | French | Wilson& Maclaren,Sampierd. | | |
| LDNK | | 32 | | | | | | | | |
| 1347 | **Stambul** SteelScSr | 2506 | | 1889 Blohm& Voss Hamburg | DeutscheLevante Linie | 322·6 \| 40·0 \| 22·0 | Hamburg | T.3Cy.25¼″,40″&66″–42″ | | G |
| | *E.Frosch*96–02 | 2125 | | | | P93′B76′F52′ | German | 282NHP | | |
| RHNK | *Elec.light* (*ex*Cintra) 2*Dks* | 1572 | | | | | *WB* | Blohm&Voss,Hamburg | | |
| 1348 | **Stamfordham** SteelScSr | 921 | ✝100A1 Shl *m* | 1898 Wood, Skinner& Co.Ld. Newcastle | ~~T.&W.Smith~~ StamfordhamS.S. Ld.(T.&W.Smith) | 210·0 \| 30·1 \| 13·7 | Newcastle | T.3Cy.17″,28″&46″–30″ (*s*) | 16 « 0 | |
| 106650 | *J.Sapp* –02 ssShl.No.1–03 | 697 | 2,05 Nwc | | | Q103′B9′F25′ | British | 160lb 90RH | « 1 « 6 | |
| QRJN | 1*Dk*(*Irn*)*&Web frames* | 523 | BS8,04 LMC5/0 | | | FK | 4*BHCem* | 1SB,3*pf*,GS51,HS1760 | | |
| | *Well deck* | | | | *Cell DBa50′ u E&* | *B35′ f92′253t FPT* | 34t*APT*12t | N.E.MarineCo.Ld.Nwc. | | |
| 1349 | **Standard** SteelSc3MstSr | 2730 | | 1890 Armstrong Mitchell& Co. Newcastle | Deutsch-Amerik. PetroleumGes. | 308·7 \| 40·2 \| 28·3 | Gstemnde | T.3Cy.25″,37″&60″–39″ | | GV |
| | *G.Sluiter*02–02 1*Dk&Spardk* | 2660 | | | | B20′ H— F28′ | German | NB98 226NHP | | |
| KRDV | *Mchy.Aft* *Carrying Petroleum in bulk* | 1748 | | | | | *WB* | Wlland SlpwyCo.Ld.,Nwc. | | |
| | *Elec.light* | | | | | | | | | |
| 1350 | — SteelScSr | 1414 | | 1903 Framnes Mek.Værks Sandefjord | Acties.Standard (Bull&Gjersten) | 231·8 \| 35·2 \| 20·5 | Tönsberg | T.3Cy.16½″,27″&44″–33″ | | N |
| MBPR | *A.Hansen* | 1298 | | | | H116t | Norwegian | 111NHP | | |
| | 1*Dk&Spardk* | 908 | | | | | | Akers.Mek.Værks,Xia. | | |
| 1351 | — SteelScSr | 374 | | 1901 BurleeD.D. Co.Pt.Richmond,N.Y. | StandardOilCo. | 140·5 \| 26·0 \| 15·5 | NewYork | | | |
| 117[illegible] | *T.C.Johnson*98–03 | — | | | | | Utd.States | | | |
| KQTN | 1*Dk* | 254 | | | | | | | | |
| 1352 | — SteelScK | 162 | ✝100A1 Liv | 1899 Edwards Bros. NorthShields | J.Duncan,Sons& Co. | 109·6 \| 21·1 \| 11·0 | Hull | T.3Cy.12½″,19½″&32″–22½″ | 11 « 1 | |
| 114[illegible] | *J.Bird* –99 ssLiv.No.1–03 | 159 | *Stm Trawler* | 6mo | | Q18′ | British | 180lb (*s*) 52RH | | |
| | 1*Dk* | 56 | 3,05 2,04 MC | | | BK7½′ | 3*BHCem* | 1SB,2*pf*,GS31,HS1048 | | |
| | | | | *Lloyd's*s16*CP* | | | | G.T.Grey,SouthShields | | |
| 1353 | — WoodScFlat | 138 | | 1865 R.G.Cross Winsford | SaltUnion,Ld. | 90·6 \| 20·6 \| 9·6 | Liverpool | 2Cy.9″–12″ | | |
| 96332 | | 127 | | | | len60 | British | NB84 18RH | | |
| | | 94 | | | | | | W.Galton,Manchester | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned / now expired. | Equipment Letter | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidship. ft. in | Register to expire with classed, if not in L.R. Date of last Trial or Inspection. | Date when hull classed last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1354 Stanfield 110346 QSWR | Steel Sc Sr<br>*D.Hamblin* –01 *ss* Shl. No. 1–03<br>1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing*<br>3 *Dk rule* | 3370<br>3120<br>2192 | ✝100A1<br>9,03<br>BS3,05 ✝LMC6,03 | Sld | *e* | | 1899<br>2mo | J.L. Thompson & Sons, Ld.<br>Sunderland | North field S.S. Co. Ld. (J. Brown & Son. *Mgrs.*)<br>*B = Cell D Ba* 106′ | 330·5 \| 48·0 \| 24·6<br>P 23′ B 89′ F 32′<br>FK | Liverpool<br>British<br>6 *B H Cem*<br>*A P T* 32*t* | T. 3 Cy. 24″, 40″ & 65″–42″ (*s*<br>160 lb *115 lb* NDB 01 291 NH<br>2 SB, *8 pf*, GS 112, HS 4615<br>J. Dickinson & Sons, Ld. Sld | 27 ″ 0<br>s 5 ″ 0½ | | 9,03 |
| 1355 Stanhope 109938 BSTC | Steel Sc Sr<br>~~*R. Hall* –02~~<br>*ss* Shl. No. 1–04<br>1 *Dk* (*Irn*) 2 *tr B & Web frames*<br>*Waller* 86-00 3 *Dk rule* | 2828<br>2691<br>1810 | ✝100A1<br>~~Lloyd's 7,08~~ 12,04<br>✝LMC 8,04 | Ham<br>Shl Hpl | *e* | | 1900<br>7mo | Ropner & Son<br>Stockton | English S.S. Co. Ld. (English & Co. *Mgrs.*)<br>*W B = Cell D Ba* | 333·0 \| 46·0 \| 22·2<br>P 28′ B 172′ F 36′<br>FK<br>112′ *u* E 22′ *f* 128′ 576*t* | Middlesbro'<br>British<br>6 *B H Cem*<br>*A P T* 60*t* | T. 3 Cy. 22″, 38″ & 63″–42″ (*s*<br>210 lb *80 lb* 275 NH<br>2 SB, *6 rf* GS 105, HS 3880<br>Blair & Co. Ld. Stockton | 24 ″ 9<br>s 3 ″ 7½ | ~~11,01~~<br>~~6,04~~<br>N 12,04 | |
| 1356 Stanley 94680 | Steel Sc Sr<br>*A. Brown* –89<br>2 *Dks* | 914<br>764<br>395 | | | … | | 1888 | Fairfield Co. (Lim.)<br>Glasgow | Canadian Government | 207·8 \| 32·0 \| 17·9<br>FK | Ottawa<br>British<br>*W L* | T. 3 Cy. 24″, 40″ & 63″–42″<br>257 NH<br>Fairfield Co. (Lim.), Gls. | 20 ″ 3 | | |
| 1357 — | Iron & Steel Sc Sr | 368<br>340<br>250 | | | | | 1880 | Napier & Sons<br>Glasgow | The Admiralty | 160·8 \| 24·0 \| 12·6<br>Q 19*t* | British | C. 2 Cy. 22″ & 40″–27″<br>50 RH<br>Napier & Sons, Glasgow | | | |
| 1358 — | Steel Pad K<br>*J. Armstrong* 96–00<br>1 *Dk* | 164<br>133<br>34 | | | | | 1900 | J.T. Eltringham & Co.<br>S. Shields | Dent & Co. | 108·3 \| 18·8 \| 10·0 | Blyth<br>British | C.D. 2 Cy. 19″ & 38″–48″<br>60 RH<br>Hepple & Co. Ld. S. Shields | | | |
| 1359 ~~6,04~~ | Iron Sc K<br>*Jacobsen* *ss* Xia. No. 3–2,03<br>1 *Dk* | 156<br>142<br>60 | ✝~~100A1~~<br>*Stm Trawler*<br>2,03 | Xia | | | 1890<br>9mo | Cochrane<br>Coopr & Schofield Beverley | K.O. Bang | 101·4 \| 20·6 \| 11·0<br>Q 20′ F 20′<br>BK 7½ | Moss<br>Norwegian<br>3 *B H Cem* | T. 3 Cy. 11½″, 18″ & 30″–22″ (*s*<br>160 lb 44 NH<br>1 SB, *2 cf*, GS 25, HS 680<br>C.D. Holmes & Co., Hull | 11 ″ 10 | | 2,03 |
| 1360 Stanley Africanus 96228 MKGS | Iron Sc K<br>1 *Dk* | 175<br>160<br>76 | | | … | | 1890 | T. Charlton<br>Grimsby | F.J. Brown | 108·6 \| 20·8 \| 11·5<br>Q 50′ F 22′<br>BK 8′ | Grimsby<br>British | C. 2 Cy. 17″ & 32″–20″<br>45 RH<br>T. Charlton, Grimsby | 11 ″ 11 | | |
| 1361 Stanley Force 94032 LQCH | Mtl & Irn Sc 3 Mst Sr<br>*J. Russell* –03 *ss* Liv. No. 3–11,95<br>*Well deck* *ss* Liv. No. 2–03 1 *Dk* (*Irn*)<br>*Mchy. Aft* *Stl plating & Irn framing* | 373<br>285<br>136 | ✝100A1<br>11,03<br>BS 4,03 ✝LMC<br>✝NB 11,03 | Gls | *f* | | 1890<br>3mo | R. William-son & Son<br>Workington | ~~Stanley Force S.S. Co. Ld. (W.S. Kennaugh & Co.,~~ West Coast Shipping Co. Ld. W.S. Kennaugh & Co. *Mgrs.*) | 152·0 \| 23·7 \| 9·7<br>Q 84′ B 10′ F 20′<br>BK 7<br>*W B = F P T* 25*t* | Whitehvn<br>British<br>3 *B H* (*Irn*)<br>*Cem* | T. 3 Cy. 13½″, 20″ & 33″–24″ (*a*<br>160 lb ~~60 lb~~ 60 RH<br>1 SB, *2 pf*, GS 25, HS 846<br>Dunsmuir & Jackson, Gls. | 11 ″ 3<br>s ″ 10 | | N 8,03 |
| 1362 Stanley Hall 94538 NHTD | Steel Sc Sr<br>~~*W.W. Wood* –01~~<br>*ss* Brv. No. 2–02<br>*Nuttall* –04 2 *Dks* (*Stl-Uws*) 3 *tr B* | 4104<br>3924<br>2660 | ✝100A1<br>~~6,01 10,03~~ 11,04 ~~Bct. Gls~~<br>~~Lloyd's 11,03~~ ✝LMC 6,02<br>BS 11,04 Npt | Bkn | *x* | | 1894<br>3mo | Palmers' Co. (Lim.)<br>Newcastle | Hall Line, Ld. (R. Alexander & Co. *Mgrs.*) | 378·0 \| 45·3 \| 27·9<br>P 34′ B 76′ F 36′<br>FK<br>*W B = Cell D B* 324 | Liverpool<br>British<br>6 *B H Cem*<br>872 *t A P T* 46*t* | T. 3 Cy. 26″, 43″ & 70″–45″ (*s*<br>180 lb *90 lb* 365 NH<br>2 DB, *8 cf*, GS 260, HS 5751<br>Palmers' Co. (Lim.), Nwc. | 30 ″ 9<br>s 7 ″ 0 | ~~6,02~~<br>11,04 | |
| 1363 Stanton 110168 RGQL | Steel Sc Sr<br>*J. Coates* –03 *ss* Sld. No. 1–03<br>*Well deck* 1 *Dk* (*Irn*) & *Web frames* | 1097<br>870<br>682 | ✝100A1<br>9,03<br>✝LMC 7,03 | Goo | *m* | | 1899<br>8mo | Strand Slipway Co.<br>Sunderland | W. France, Fenwick & Co. Ld. | 212·0 \| 35·1 \| 14·8<br>P 17′ Q 44′ B 46′ F 23′<br>drp 03 FK<br>*W B = Cell D Ba* 42′ *u E &* | London<br>British<br>4 *B H Cem*<br>55*t A P T* 23*t* | T. 3 Cy. 17½″, 28″ & 47″–33″ (*a*<br>180 lb *80 lb* 140 NH<br>1 SB, *4 pf*, GS 57, HS 2210<br>N.E. Marine Co. Ld. Sld. | 16 ″ 5<br>s 1 ″ 9½ | | 9,03 |
| 1364 — 30 HVQB | Iron Sc Sr<br>*G.L. Carlsson* 00–03 6th Survey Got. 5,97<br>*A.B. Irvidson* –05 2nd Survey Got. 3,04<br>1 *Dk* 2 *tr B* | 799<br>709<br>460 | ✝ A1. 1<br>~~3,03~~ ~~3,04~~<br>✝NB 5,97 ✝LMC<br>BS ~~10,03~~ 3,05 ~~MS 8,04~~ | Got<br>Stn | Lv | | 1870<br>7mo | W. Doxford & Sons<br>Sunderland | Ångf. Aktieb. Tirfing (A. Broström & Son, *Mgrs.*) | 219·8 \| 28·7 \| 17·0<br>Q 40′ B 36′ H 14′<br>ND 97<br>*W B = Dl* | Gothenbrg<br>Swedish<br>3 *B H* 1 PBH<br>*a* 48′ *f* 36′ 160*t* | C. 2 Cy. 17″ & 42″–33″ (*s*<br>150 lb *60 lb* NDB 97 108 NH<br>1 SB, *2 pf*, GS 43, HS 1807<br>G. Clark, Sunderland | | | 3,04 |
| 1365 Staperayder 85085 JOSP | Iron Sc Sr<br>*E.T. Storry* –02 *ss* Lon. No. 3–8,87<br>1 *Dk* 2 *tr B* | 253<br>221<br>96 | ✝<br>8,87 | Lon | | | 1866<br>3mo | Henderson Coulborn & C.<br>Renfrew | W.T. Rogers | 131·3 \| 22·2 \| 12·2<br>Q & F —<br>len 74 ND 87 | London<br>British<br>4 *B H Cem* | 2 Cy. 17″ & 34″–22″<br>*Comp.* 1900 NB 95 50 RH<br>J. Abernethy & Co., Abn. | | | |
| 1366 Star | Steel Sc Sr<br>*T. Torgersen* –04<br>1 *Dk* | 600 | | | | | 1904 | Porsgrund Mek. Værks<br>Porsgrund | B.J. Grefstad & Co. | 170·0 \| 28·3 \| 13·5<br>Q 99′ B 38′ F 21′ | Xiansand<br>Norwegian<br>*W B* | C. 2 Cy. 13 3/16″ & 29 1/16″–28 1/16″<br>35 NHP<br>Porsgrund M.V. Porsgrund | | | |
| 1367 — 3175 HSPP | Iron Pad Sr<br>1 *Dk* | 192<br>181<br>109 | | | | | 1849 | Tod & McGregor<br>Glasgow | Herman Decker | 149·9 \| 18·5 \| 8·5 | Nassau, NP<br>British | 1 Cy.<br>100 RHP | | | |
| 1368 Star of Australia 110307 HJCV | Steel Sc Bn<br>*F.W. Ulyatt* –02 *ss* Lon. No. 1–03<br>2 *Dks* (*Stl*) & *deep framing* & *Shelter dk*<br>*Ref. Mchy. Elec. light* (*Stl–pt ws*) | 6825<br>5843<br>4415 | ✝100A1<br>*Shelter dk*<br>~~4,04 8,04~~<br>4,05 | Lon | *h* † | | 1899<br>9mo | Workman, Clark & Co. Ld.<br>Belfast | Star Line, Ld. (J.P. Corry & Co. *Mgrs.*)<br>*B = Cell D Ba* 106′ *u* | 440·0 \| 55·1 \| 29·7<br>FK<br>*E & B* 65′ *f* 204′ 1285*t* | Belfast<br>British<br>7 *B H Cem*<br>*A P T* 95*t* | T. 3 Cy. 27″, 46″ & 78″–54″ (*s*<br>200 lb 579 NHP<br>4 SB, *12 cf*, GS 194, HS 7849 FD<br>Wrkman, Clark & Co. Ld Bel | 33 ″ 1<br>s 6 ″ 5½ | ~~1,03~~<br>8,04 | |
| 1369 Star of England 93160 LCFN | Steel Sc Bn<br>~~*Griffiths* –02~~<br>*ss* Lon. No. 3–4,01<br>*Ref. Mchy.* 2 *Dks* (*Stl-Uws*) 3 *Dk rule*<br>*Hilder* –04 | 3584<br>3431<br>2271 | ✝100A1<br>~~8,01 10,02 3,05~~ ~~Bmc~~<br>~~Lloyd's~~ ~~MC~~<br>~~BS 11,04~~ | Lon | *w* | | 1889<br>3mo | Workman, Clark & Co. Ld.<br>Belfast | Star Line, Ld. (J.P. Corry & Co. *Mgrs.*) | 371·8 \| 44·2 \| 27·2<br>B 94′ F 109′<br>BK 10<br>*W B = Cell D B* 276 700*t* | Belfast<br>British<br>6 *B H Cem*<br>*D Ta* 20′ 120*t* | T. 3 Cy. 26½″, 44″ & 72″–48″ (*s*<br>160 lb *100 lb* NDB 03 361 NH<br>2 DB, *12 rf*, GS 190, HS 5430<br>J. & J. Thomson, Glasgow | 30 ″ 0<br>s 6 ″ 5 | ~~10,03~~<br>N 3,05 | |
| 1370 Star of Hope 93748 | Steel Sc Sr<br>*G. Murray* 96–96<br>1 *Dk* | 124<br>117<br>33 | | | … | | 1896 | A. Hall & Co.<br>Aberdeen | ~~T. Walker~~<br>A. Walker | 96·3 \| 19·6 \| 10·0<br>BK 7½′ | Aberdeen<br>British | C. 2 Cy. 13″ & 31″–21″<br>45 RHP<br>A. Hall & Co., Aberdeen | 10 ″ 11 | | |
| 1371 Star of Ireland 116006 VDPS | Steel Sc Sr<br>*F.J. Kearney* 02–03<br>2 *Dks* (*Stl–Up tws*) & *deep framing*<br>*Ref. Mchy. Elec. light* | 4331<br>4083<br>2743 | ✝100A1<br>11,04 ~~1,04~~<br>✝LMC 8,03 | Lon<br>Bry | *y* | | 1903<br>8mo | Workman, Clark & Co. Ld.<br>Belfast | Star Line, Ld. (J.P. Corry & Co. *Mgrs.*)<br>*Lloyd's* *A & C P* *W B = Cell D Ba* 108′ *u E &* | 380·0 \| 48·7 \| 28·3<br>P 35′ B 116′ F 107′<br>FK<br>*B* 46′ *f* 169′ 925*t* *F P T* | Belfast<br>British<br>6 *B H Cem*<br>55*t A P T* 60*t* | T. 3 Cy. 25″, 43″ & 72″–48″ (*s*<br>200 lb 452 NHP<br>3 SB, *9 cf*, GS 150, HS 6000 FD<br>Wrkman, Clark & Co. Ld Bel | 31 ″ 3<br>s 6 ″ 1½ | | |
| 1372 Star of New Zealand 104459 NSRW | Steel Sc Bn<br>*E.D. Beck* –04 *ss* Lon. No. 2–03 ~~441~~<br>2 *Dks* (*Stl U–ws*) & *deep framing* 3 *Dk rule*<br>*Ref. Mchy.* | 4417<br>~~Lloyd's 12,03~~ 4128<br>2838 | ✝100A1<br>11,04<br>~~S 12,03~~ ✝LMC<br>BS 6,04 | Lon<br>Bry | *y* | | 1895<br>3mo | Workman, Clark & Co. Ld.<br>Belfast | Star Line, Ld. (J.P. Corry & Co. *Mgrs.*)<br>*Lloyd's* *A & C P* *W B =* | 393·5 \| 46·8 \| 28·0<br>P 42′ B & F 259′<br>FK & BK 3<br>*Cell D Ba* 110′ *u E & B* | Belfast<br>British<br>6 *B H Cem*<br>46′ *f* 164′ 874*t* | T. 3 Cy. 26½″, 44″ & 73″–48″ (*s*<br>180 lb 457 NHP<br>3 SB, *9 cf*, GS 152, HS 6270 FD<br>Wrkmn, Clrk & Co (Lm), Bel | 31 ″ 1<br>s 6 ″ 3 | | 12,03 |
| 1373 Star of Peace 84624 WSKW | Steel Sc K<br>*S. Grimmer* –03<br>1 *Dk* | 211<br>199<br>57 | ✝100A1<br>*Stm Trawler*<br>10,03<br>✝LMC 10,03 | Shl | | | 1903<br>10mo | Smith's Dock Co. Ld.<br>North Shields | S. African Fishing Co. Ld. | 115·2 \| 21·5 \| 11·9<br>BK 7½<br>*W B = D T* 75′ 9*t* | Cape Town<br>British<br>3 *B H Cem* | T. 3 Cy. 12″, 19½″ & 34″–23″ (*s*<br>180 lb 65 RH<br>1 SB, *2 pf*, GS 35, HS 1213<br>Shields Eng. Co. Ld. N. Shl. | 12 ″ 10<br>s 1 ″ 6 | | |
| 1374 — 112939 | Steel Sc K<br>*S. Caie* –00<br>1 *Dk* | 180<br>172<br>63 | ✝100A1<br>*Stm Trawler*<br>7,03<br>✝LMC 7,03 | Abn | | | 1900<br>12mo | A. Hall & Co.<br>Aberdeen | Walker Steam Trwl Fishing Co. Ld.<br>(T. Walker, *Mgr.*) | 110·4 \| 21·2 \| 11·5<br>drp 03 BK 7½′ | Aberdeen<br>British<br>3 *B H Cem* | T. 3 Cy. 11½″, 18″ & 31″–22″ (*s*<br>180 lb 55 RH<br>1 SB, *2 cf*, GS 30, HS 936<br>A. Hall & Co. Aberdeen | 12 ″ 0 | | 7,03 |

| No. d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, &c. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Code. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. / Largeur. / Profondeur. | Port d'Armement. / Pavillon. | Machines. No. & Cylindres.—Course / Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers | Vitesse. |
|---|---|---|---|---|---|---|---|---|---|
| 1375 | **Star of Scotland** Steel Sc Bn | 627 | ✠100A1 Lon *b* | 1904 Workman, | J.P.Corry&Co. | 440·0 55·0 30·5 | Belfast | T.3Cy.27″,46″&78″–54″ (s) | 13 |
| 120709 | *J.M.Hart92–04* 2 *Dk* (*Stl&Iron Gvng*) Bn | 586 | 5,05 *Bdy rdd with freeboard* | 11mo Clark&Co.Ld | StarLineLtd. | 440 · 355 · 8 | British | 200*lb* 579NHP | 10 |
| | *Elec.light Ref.Mchy.* *s Shelter dk* (*Stl–aft*) | 400 | *Awng dk* | Belfast | (J.P.Corry&Co *Mgrs.*) | RF | 7 *BHCem* | ISB,12*cf*,gs194,hs7849 FD | |
| | | | 10,01 LMC1 | *Lloyd's* &A&CP | *WB* = *Cell D Ba* | 1′*aEq B*53′*f*159′ 3 | 0t *APT*60*t* | Workman,Clark&Co.Ld Be | |
| 1376 | **Star of Victoria** Steel Sc Bn | 3291 | ✠100A1 Lon *a* | 1887 Workman, | StarLine,Ld. | 361·7 42·7 26·4 | Belfast | T.3Cy.25½″,43″&67½″–48″ (s) | 29 |
| 93104 | *C.T.T.Hilder* –04 *ss* Lon.No.3–4,99 | 3085 | 12,03 1,06 | 1mo Clark&Co. | (J.P.Corry&Co. | B92′F104′ | British | 160*lb* *100lb* 825NHP | 6 – 2 |
| KLMF | *Ref.Mchy.* *ss* Lon.No.1–03 | 2099 | | Belfast | *Mgrs.*) | BK9″ | 7 *BHCem* | NDB12,08 | |
| | 2 *Dks* (*Irn-Uwa*) 3 *Dk rud* | | LMC4 | *Lloyd's* &A&CP | *WB* = *Cell D B*268′ 637 | | *DTa*20′116*t* | 2 DB,12*cf*,gs188,hs5027 | |
| | | | | | | | | C.&J.Thomson,Glasgow | |
| 1377 | **Star of the East** Steel Sc K | 182 | ✠100A1 Abn | 1901 A.Hall&Co | WalkerStm.Trwl. | 110·3 21·2 11·4 | Aberdeen | T.3Cy.11½″,18″&31″–22″ (s | 12 |
| 114187 | *A.Caie98–01* | 173 | *Stm Trawler* | 8mo Aberdeen | Fishing Co Ld | | British | 180*lb* 55RHP | |
| | 1 *Dk* | 62 | 2,05 | *Lloyd's* &A&CP | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,2*cf*,gs30,hs936 | |
| | | | LMC8,01 | | | | | A.Hall&Co Aberdeen | |
| 1378 | **Star of the Isles** Steel Sc K | 197 | ✠100A1 Abn | 1902 A.Hall& | Walker Stm.Trawl | 112·4 21·6 11·8 | Aberdeen | T.3Cy.12½″,20″&33″–22″ (s | 12 |
| 115574 | *T.Allan97–02* | 187 | *Stm Trawler* | 9mo Co. | Fishing Co.Ld. | | British | 180*lb* 61RH | |
| | 1 *Dk* | 63 | 12,04 | Aberdeen | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,3*cf*,gs48,hs1020 | |
| | | | LMC 3,02 | *Lloyd's* &A&CP | | *WB* = *DTf*5′9*t* | | A. Hall&Co. Aberdeen | |
| 1379 | **Star of the North** Steel Sc K | 192 | ✠100A1 Abn | 1903 Hall, Rus- | Walker Stm. Trawl | 112·2 21·6 11·9 | Aberdeen | T.3Cy.12¼″,20″&33″–22″ (s) | 12 |
| 115589 | *S.Caie97–03* | 182 | *Stm Trawler* | 1mo sell&Co.Ld. | Fishing Co.Ld. | | British | 180*lb* 67RH | |
| | 1 *Dk* | 46 | 1,03 | Aberdeen | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,2*cf*,gs39,hs1207 | |
| | | | LMC1,03 | *Lloyd's* &A&CP | | *WB* = *DTf*5′8*t* | | Hall,Russell&Co.Ld.Abn. | |
| 1380 | **Star of the Ocean** Steel Sc K | 203 | ✠100A1 Abn | 1903 Hall, Rus- | Walker Stm. Trawl | 115·1 21·8 12·1 | Aberdeen | T.3Cy.12″,20″&33″–22″ (r | 13 |
| 118172 | *A.Caie95–03* | 192 | *Stm Trawler* | 9mo sell&Co.Ld. | Fishing Co, Ld. | | British | 180*lb* 69RH | |
| | 1 *Dk* | 61 | 5,05 3,05 | Aberdeen | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,3*cf*,gs39,hs1266 | |
| | | | LMC9,03 | *Lloyd's* &A&CP | | *WB* = *DTf*5′7*t* | | Hall, Russell&Co.Ld.Abn. | |
| 1381 | **Star of the Sea** Steel Sc K | 197 | ✠100A1 Abn | 1902 A.Hall& | Walker Stm.Trawl | 113·1 21·6 11·8 | Aberdeen | T.3Cy.12¼″,20″&33″–22″ (s | 12 |
| 115567 | *J.Caie98–02* | 188 | *Stm Trawler* | 6mo Co. | Fishing Co.Ld. | | British | 180*lb* 62RH | |
| | 1 *Dk* | 64 | 1,03 2,00 | Aberdeen | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,3*cf*,gs48,hs1040 | |
| | | | LMC6,02 | *Lloyd's* &A&CP | | *WB* = *DTf*5′9*t* | | A.Hall&Co.Aberdeen | |
| 1382 | **Star of the South** Steel Sc K | 211 | ✠100A1 Shl | 1903 Smith's | S.African Fishing | 115·2 21·5 11·10 | Cape Town | T.3Cy.12″,19½″&34″–23″ (s | 12 – 10 |
| 84625 | *J.Collett* –03 | 199 | *Stm Trawler* | 11mo Dock Co.Ld. | Co.Ld. | | British | 180*lb* 61RH | 11 – 0 |
| VSLB | 1 *Dk* | 58 | 11,03 | North Shields | | BK7½″ | 3 *BHCem* | ISB,2*pf*,gs35,hs1213 | |
| | | | LMC10,03 | *Lloyd's* &A&CP | | *WB* = | *DTf*5′9*t* | Shields Eng.Co.Ld.N.Shl. | |
| 1383 | — Steel Sc K | 193 | ✠100A1 Abn | 1903 Hall, Rus- | Walker Stm. Trawl | 112·1 21·6 12·0 | Aberdeen | T.3Cy.12¼″,20″&33″–22″ (s) | 12 |
| 115588 | *A.Caie96–03* | 182 | *Stm Trawler* | 1mo sell&Co.Ld | Fishing Co.Ld. | | British | 180*lb* 67RH | |
| | 1 *Dk* | 47 | 4,04 | Aberdeen | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,2*cf*,gs39,hs1207 | |
| | | | LMC1,03 | *Lloyd's* &A&CP | | *WB* = | *DTf*5′8*t* | Hall,Russell&Co.Ld.Abn. | |
| 1384 | **Star of the Wave** Steel Sc K | 205 | ✠100A1 Abn | 1904 A.Hall&Co | Walker Stm.Trawl | 115·8 21·9 12·3 | Aberdeen | T.3Cy.12″,20″&33″–22″ (r | 13 |
| 118186 | *S.Caie97–04* | 196 | *Stm Trawler* | 1mo Aberdeen | Fishing Co.Ld. | | British | 180*lb* 61RH | |
| | 1 *Dk* | 60 | 1,04 | *Lloyd's* &A&CP | (T.Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,2*cf*,gs49,hs1052 | |
| | | | LMC1,04 | | | *WB* = | *DTf*5′12*t* | A.Hall&Co.Aberdeen | |
| 1385 | **Star of the West** Steel Sc K | 197 | ✠100A1 Abn | 1902 A.Hall& | Walker Stm.Trawl | 113·0 21·6 11·8 | Aberdeen | T.3Cy.12½″,20″&33″–22″ (r | 12 |
| 115570 | *A.Caie98–02* | 188 | *Stm Trawler* | 8mo Co. | Fishing Co.Ld. | | British | 180*lb* 61RH | |
| | 1 *Dk* | 64 | 10,01 1,03 | Aberdeen | (T. Walker, *Mgr.*) | BK7½″ | 3 *BHCem* | ISB,3*cf*,gs48,hs1020 | |
| | | | LMC8,02 | *Lloyd's* &A&CP | | *WB* = | *DTf*5′9*t* | A.Hall&Co.Aberdeen | |
| 1386 | **Starcross** Steel Sc Sr | 2823 | ✠100A1 Cff *l* | 1894 Richardsn. | Starcross S.S.Co. | 307·0 41·0 20·4 | Cardiff | T.3C.22½″,37″&61″–42″ (s | 23 – 7 |
| 98448 | *Milburn* –01 *ss* Cff.No.2–03 | 2142 | *pt Awng dk* | 11mo Duck&Co. | Ld. (J.Hoggarth& | P27′Q115′ | British | 160*lb* *90lb* 216NHP | 8 – 6 |
| NSQK | 1 *Dk* (*pt Stl pt Irn*) 2 *tr B* & *Web frames* | 1822 | *with freeboard* | Stockton | Co. *Mgrs.*) | *pt Awng dk* 192′ FR | 5 *BHCem* | 2SB,6*cf*,gs104,hs3760 | |
| | & *pt Awng dk* (*Irn*) | | 3,04 | A&CP | *WB* = *Cell D Ba*98′ | *aE*&*B*40′*f*124′525*t* | *APT*44*t* | Blair&Co.(Lim.),Stockton | |
| | | | LMC11,03 | | | | | | |
| 1387 | **Starleyhall** Iron Sc Sr | 623 | ✠90A1 Lth *i* | 1880 Ramage& | London& Edin- | 179·7 27·1 14·1 | Leith | C.2Cy.18″&39″–33″ | 14 – 10 |
| 82012 | *G.Thomson* –97 ~~*ss* Lth. No.3–11,02~~ | 468 | 1,05 ~~Awng~~ | 8mo Ferguson | burgh Shipping Co. | Q60′B46′F26′ | British | 116*lb* ~~Awng dk~~ 88NHP | 9 – 3 |
| TNWP | *Well deck* ~~*ss* Lth. No.3–11,02~~ | 877 | | Leith | | ND92 BK7½″ | 5 *BHCem* | 18B,3*cf*,gs45,hs1271 | |
| | *ss* Lth.2nd No.3–1,06 1 *Dk* | | NMC1,03 LMC | *Lloyd's* &A&CP | | *WB* = *DBa*37 | 53*t FPT*10*t* | Fleming&Ferguson,Psy. | |
| | | | | | | | | ~~ND92~~ | |
| 1388 | **Starlight** Steel Sc Sr | 2956 | ✠100A1 Shl *t* | 1892 Irvine&Co | J.Wood&Co. | 314·2 40·6 21·0 | W.Hartlpl | T.3Cy.28″,37½″&41½″–39″ (s) | 23 – 10 |
| 98527 | *H Lindemann* –01 *ss* Hpl No.3–5,01 | 2254 | 3,04 | 4mo W Hartlepool | | Q133′B126′F33 | British | 160*lb* *90lb* 249NHP | 2 – 6 |
| MNTK | 1 *Dk* (*Irn*) 2 *tr B* & *Web frames* | 1916 | ~~1,02 1,06~~ | A&CP | | BK10″ | 5 *BHCem* | 2SB,6*cf*,gs95,hs3925 | |
| | *Well deck* | | LMC6,01 | | *WB* = *Cell D B*264′530*t* | | *APT*20*t* | T.Richardson&Sons,Hpl. | |
| 1389 | — Iron Sc Sr | 1481 | ✠100A1 Liv *q* | 1884 Whitehavn | Starlight S.S.Co Ld | 255·5 34·3 20·8 | Liverpool | C.2Cy.30″&60″–39″ (s | 22 – 1 |
| 87942 | *W.Parkin* –03 *ss* Liv.No.3–3,96 | 1296 | 7,03 1,03 | 1mo S.B.C.(Lim.) | (W.H.Stott& Co.) | P48′B46′F32′ | British | 80*lb* *90lb* NDB96 178NHP | 8 – 2½ |
| JFTD | (*ex* Max Morris) ~~*ss* Mch. No.1–00~~ | 927 | | Whitehaven | | BK9½″ | 5 *BHCem* | 2SB,6*pf*,gs85,hs3000 | |
| | *ss* Liv.No.2–04 1 *Dk* (*Irn*) 2 *tr B* | | LMC6,04 | *Lloyd's* &A&CP | *WB* = *D Ba* 70′*f*64′238*t* | | *APT*24*t* | C.Forrester&Co. Liverpool | |
| 1390 | **Starling** Steel Sc Sr | 804 | ... | 1887 Palmers' | General Stm.Nav. | 210·0 30·1 12·9 | London | T.3Cy.18″,29″&47″–33″ | 15 – 10 |
| 94307 | *W.N.Hughes* –02 | 671 | | Co.(Lim.) | Co.Ld. | P160′F28′ | British | 128NHP | |
| KNDW | *Well deck* 1 *Dk* 2 *tr B* | 454 | | Newcastle | | BK8″ | *WB* | Palmers'Co.(Lim.),Nwc. | |
| 1391 | **Starrucca** Steel Sc | 3398 | | 1897 Union D.D. | Erie R.R.Co. | 326·5 44·0 14·9 | Buffalo N.Y. | T.3Cy.22″,38½″&64″–42″ | |
| 116786 | *W.Robinson71–97* | — | | Co. | | 29·3 | Utd. States | 265NHP | |
| | *Mchy. Aft Elec.light* 1 *Dk* 6 *Spar dk* | 2067 | | Buffalo | | | *WB* | King Iron Works,Buffalo | |
| 1392 | **Start** Steel Sc Sr | 2419 | ✠100A1 Cff *s* | 1889 Richardson | Fargrove Stm.Nav | 296·8 40·0 19·0 | London | T.3Cy.22½″,37″&61″–42″ (s | 21 – 8 |
| 95521 | *W.Weatherill* *ss* Cff.No.3–3,01 | 2177 | *pt Awng dk* | 1mo Duck&Co. | Co.Ld.(Farrar, | P28′Q92 | British | 160*lb* *80lb* NDB92 215NHP | 8 – 6½ |
| LBFW | 1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Irn*) | 1554 | *with freeboard* | Stockton | Groves&Co. *Mgrs.*) | BK10″ | 5 *BHCem* | *pt Asppt Cem* | |
| | *Floors Irn* | | 10,03 1,02 | *Lloyd's* &A&CP | | *WB* = *Cell* | *D B*248′552*t* | 2SB,6*cf*,gs94,hs3744 | |
| | | | LMC | | | | | Blair&Co.(Lim.),Stockton | |
| | | | MS11,02 | | | | | | |
| 1393 | — Iron Sc Sr | 1649 | ✠ Hul Lv | 1882 Short Bros. | Oxelösunds Rederi- | 260·0 36·1 20·2 | Oxelösund | C.2Cy.33″&62″–42″ | 21 – 0 |
| 3633 | *J.Mchm*04–04 | 1318 | | 6mo Sunderland | aktieb (P.Tham, | P75′*t*Q79′*t*B182′*t* | Swedish | 80*lb* NDB94 208NHP | |
| JHSH | (*ex* Horton) 5th Survey,Nwc.7,03 | 980 | | | *Mgr.*) | H40′*t*F32′*t* BK9″ | 6 *BHCem* | SB,6*pf*,gs97,hs2[illegible] | |
| | *Well deck* 1 *Dk* (*Irn*) 2 *tr B* | | | | | *WB* = *DBa* | 80′*f*100′318*t* | J.Dickinson,Sunderland | |
| 1394 | — Steel Sc 3 Mst Sr | 728 | ... | 1896 Scott& | Acties.Start | 203·8 29·1 10·7 | Skien | T.3Cy.15″,25½″&41″–27″ | 13 – 0 |
| | *O.P.Christophersen* –00 | 523 | | Sons | (J.A.Larsen) | Q108′*t*B20′*t*H76′*t* | Norwegian | 98NHP | |
| HQNP | *Well deck* 1 *Dk* | 841 | | Bowling | | len02 BK7½″ | *WB* | Duncan,Glasgow | |

Missing since 1.05

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Registd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Forward / Amidships. *ft. in.* | 15 Registers in which classed. If Foil in L. R. Distrd. B. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1395 115130 NVFD | **Startforth** *W. Shields* –03 *ex* Dhu Heartach) | **IronTwinScSr** 1 *Dk* | 167 149 76 | | | | 1868 | Wigham Richrdsn&Co Newcastle | ~~A. Stewart~~ Forth S.S.Co. Ltd. (A Stewart, *Mgr.*) | 125·5 \| 18·0 \| 9·8 | Glasgow British | C.4Cy.10″&18″–12″ NB72 NE91 80RH Dunlop&Bell, Liverpool | | C | |
| 1396 LD | **Stassfurt** *J. Jurgensen* 01–03 2 *Dks* (*Stl U*–ws) & *Web frames* *Elec. light* | **SteelScSr** *ss* Ham. No. 3–10.03 | 3231 2607 2083 | ✝100 A1 5.05 ~~B&I 04~~ BS7 04 | Ham | *e* | 1891 11mo | Blohm& Voss Hamburg *Lloyd's* | Deutsch-Austral. Dmpfsch. Ges. | 341·1 \| 41·9 \| 24·1 P204′F50′ BK11″ *WB* = *Cell* | Hamburg German | T.3Cy 24½″,40″&66″–42½″ (*s*) 161lb *90lb* 329NHP 2SB,*8cf*,GS176,HS5612 Blohm& Voss, Hamburg | 26 ″ 10 | | ~~10.03~~ 5,05 |
| 1397 IRGF | **Stat** *L. Martinussen* 91–99 *Well deck* *Elec. light* | **SteelScSr** 1 *Dk* | 490 356 214 | | | | 1899 | W. Harkess &Son Middlesbro' | C.E. Rönneberg& Sönner | 160·0 \| 25·1 \| 12·0 Q75′B21′F22′ FK | Aalesund Norwegian *WB* | T.3Cy.14″,22½″&37″–27″ 84NHP Sir C. Furness, Westgarth& Co. Ld. Mdb. | 13 ″ 0 | N | |
| 1398 115645 JTGP | **State of California** *H.C. Thomas* –01 *Elec. light* | **IronScBn** *ss* S.Fo. No. 3–1,93 *ss* S.Fo. No. 2–01 3 *Dks* (1 *Irn*) | 2266 1907 1260 | ✝100 A1 11.04 ~~Cpt'd on~~ LMC ~~03~~ 03 | SFo | *f* | 1878 12mo | Cramp& Co. Philadelphia | PacificCoastS.S.Co | 306·6 \| 38·6 \| 24·4 F73*t* FK | S. Frncisco Utd. States | C.2Cy.42″&78″–51″ (*i*) 95lb *90lb* NDB95 103NHP NB85 2DB,*12cf*,GS272,HS8183 W. Cramp&Sons S& E.C. Phl | | | ~~12,02~~ 11,04 |
| 1399 115856 JWGK | **State of Maine** | **WoodPad** 1 *Dk* | 1410 — 819 | | | | 1881 | Goss, Sawyr &Packard Bath, Me. | EasternS.S.Co. | 241·0 \| 37·1 \| 14·6 | Prtlnd. Me. Utd. States | B.1Cy.60″–144″ 332NHP Portland Co., Portland, Me. | | | |
| 1400 106159 KCBQ | **State of New York** *S.O. Robinson* 99–99 *Elec. light* (*ex* City of Mackinoc) | **IronPad** 1 *Dk* | 808 — 565 | | | | 1883 | Detroit Dry Dock Co. Wyandotte | Cleveland& BuffaloTransitCo. (Detroit&Cleve-landNavCo. *Mgrs.*) | 203·0 \| 32·4 \| 10·5 | Cleveland, Ohio Utd. States | B.C.2Cy.36″&44″–78″&120″ 177NHP W.&A. Fletcher&Co., NYk. | | | |
| 1401 125808 JTQC | **State of Ohio** *A.H. McLachlan* 99–99 (*ex* City of Alpena, *ex* Cleveland) | **IronPad** 1 *Dk* | 1222 — 917 | | | | 1880 | Detroit Dry Dock Co. Wyandotte | Cleveland& BuffaloTransit Co. (Detroit&Cleve-landNavCo. *Mgrs.*) | 225·2 \| 32·4 \| 13·3 | Cleveland, Ohio Utd. States | B.1Cy.50″–132″ 221NHP Detroit D.D.Co., Detroit | | | |
| 1402 115228 JNWS | **State of Texas** | **IronScSr** 2 *Dks* | 1736 — 1328 | | | | 1873 | J. Roach& Son Chester, Pa. | Merchants& Miners' Transport Co. | 243·5 \| 36·0 \| 20·7 | Baltimore Utd. States | C.2Cy.30″&56″–54″ 192NHP J. Roach&Son, Chester, Pa. | | | |
| 1403 PTBL | **Statendam** *W. Bakker* 88–92 *Elec. light* | **SteelTwinScSr** *ss* Rot. No. 1–03 3 *Dks* (*Stl U*-ws) & *Awng dk* (*pt Stl*-ws) | 10491 9574 6701 | 100 A — *Awng dk* with *freeboard* 7,04 ~~5.02~~ 10.04 | Ham | | 1898 8mo | Harland& Wolff, Ld. Belfast | Nederl. Amerik. Stoomv. Maats. (Holland-Amerika Lijn) *WB* = *Cell D Ba* 142′ | 515·3 \| 59·8 \| 23·8 *Prom. dk* 190′ 39·6 FK&BK3″ *u E & B* 150′ *f* 119′ | Rottrdam Dutch British 9 *BHpt Asp pt Cem* 1471*t MT* 56′ | T6Cy.27½″,45½″&75½″–54″ 180lb (*s*) 1126NHP 3D&3SB33*cf* GS589 HS20328 Harland& Wolff, Ld. Bel. 1500*t FPT* 143*t APT* 66*t* | 34 ″ 8 s 6 ″ 5 | | ~~1,08~~ P8,04 ~~S8,04~~ S8,03 |
| 1404 105029 NWBQ | **Statesman** *E.L. Whidborne* –01 *Elec. light* | **SteelSc4MstSr** *ss* Liv. No. 2–03 2 *Dks* (*Stl*) 3 *tr B* & *deep framing* | 6153 5740 4003 | ✝100 A1 5.04 BS11.01 | Liv | *b*† | 1895 7mo | Workman, Clark& Co. Ld. Belfast *Lloyd's* | CharenteS.S.Co Ld (T.&J. Harrison, *Mgrs.*) *WB* = *Cell D Ba* 134′ *u E & B* 63′ | 450·0 \| 52·5 \| 30·6 P36′B146′F37′ FK *f* 173′ 1288*t APT* 37*t* | Liverpool British 9 *BHCem* 2D&1SB *15cf* GS309 HS10135 Wrkmn, Clark& Co. (L), Bel | T.3Cy.28½″,47″&77–60″ (*s*) 180lb 582NHP 2D&1SB *15cf* GS309 HS10135 Wrkmn, Clark& Co. (L), Bel | 33 ″ 8 s 8 ″ 2½ | BT till 7,04 | 7,03 |
| 1405 115847 TLCR | **Statia** *W.H. Hinds* 95–02 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* | **SteelScSr** | 2947 2699 1872 | ✝100 A1 *Spar dk* 9,01 ~~9.03~~ LMC 6.02 | Lon Shl | *u* | 1902 6mo | J. Readhead &Sons South Shields *Lloyd's* | Scrutton, Sons& Co *WB* – *Cell D Ba* 100′ *u E & B* 44′ *f* 132′ 639*t* | 321·0 \| 43·2 \| 14·7 P77′B100′F36′ 24·7 FK | London British 5 *BHCem* *APT* 12*t* | T.3Cy.25½″,42″&68″–45″ (*r*) 180lb *80lb* 316NHP 2SB,*6cf*,GS85,HS3679 FD J. Readhead&Sons, S. Shl. | 17 ″ 1 s 5 ″ 3½ | | |
| 1406 JSGC | **Statsraad Riddervold** *O. Kvande* 95–03 | **IronScSr** 1 *Dk* | 201 119 108 | | | | 1877 | Bergens Mek. Verks Bergen | Dmpskselsk. Nordmör | 130·4 \| 18·1 \| 9·0 Q28*t* B88*t* H12*t* | Xiansund Norwegian | C.2Cy.19½″&37″–24″ NB93 56NHP Bergens Mek. Verkst., Brgn | | | |
| 1407 JWRM | **Stavanger** *P. Lange* | **SteelScSr** 1 *Dk* & *Awng dk* | 331 143 195 | | | | 1897 | Stavanger Stöberi& Dok Stavanger | Stavangerske Dampskibsselskab | 130·4 \| 21·7 \| 9·6 H24*t* 16·8 | Stavanger Norwegian *WB* | T.3Cy.13½″,22″&34″–25″ 58NHP Laxevaags Msk.& Jrns. Bgn | | N | |
| 1408 99173 MGNP | **Staveley** *J. Whiting* –03 ~~*H. Peterson* –03~~ *Elec. light* | **IronScSr** ~~*ss* Grns. No. 2–99~~ 2 *Dks* (*U Irn*-ws) *ss* Grns. No 3–7,03 | 1034 823 494 | ✝100 A1 7.01 ~~7.02~~ B ~~.04~~ LMC 7.03 | Grns | *n* | 1891 7mo | C.S. Swan& Hunter Newcastle *Lloyd's* | GreatCentralRly. *WB* = *Cell D B* 185′ 213*t* | 240·2 \| 32·0 \| 15·2 P55′B67′F32′ BK8″ | Grimsby British 5 *BHCem* *APT* 25*t* | T.3Cy.22″,35″&57″–42″ (*o*) 170lb *90lb* 244NHP 2SB,*6rf*,GS120,HS4060 Wstgrth. Englsh& Co. Mdb. | 17 ″ 8 | BT till ~~7.04~~ 6,05 | ~~N6.04~~ 7,04 |
| 1409 | **Stavenæs** | **SteelScSr** 1 *Dk* | 228 134 | | | | 1904 | Bergens Mek. Værks. Bergen | Nordre Bergenhus Amts Dmpskselsk. | 105·0 \| 20·1 \| 10·5 Q28′B28′F30′ | Bergen Norwegian | T.3Cy.11″,18″&29″–20″ 38NHP Bergens Mek Værks. Bergen | | | |
| 1410 97386 | **Steel** | **SteelPadSk** | 118 118 15 | | | | 1890 | J.T. Eltringham& Co S. Shields | N. Eastern Rly. Co. | 95·3 \| 19·1 \| 9·8 | W. Hartlpl British | L.2Cy.28″–50″ 75RHP J.P. Rennoldson&Sons, S Shl | | | |
| 1411 117134 | **Steel King** *Elec. light* *Mchy. Aft* | **SteelScSr** 1 *Dk* 2 *tr B* | 4308 — 3366 | | | | 1902 | American S.B.Co. Lorain, C. | J.C. Gilchrist | 380·0 \| 50·0 \| 28·0 | Fairprt, O. Utd. States *WB* | T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co. Clevelnd | | | |
| 1412 JRSN | **Stefania** *Merlaro* ~~*Lubecz* 02–03~~ 2 *Dks* (*Stl*–*U*ws) & *Deep framing* | **SteelScSr** –04 *ss* Fiu. No. 2–02 3 *Dk rule* | 2321 2035 1457 | ✝100 A1 8,01 ~~4.02~~ ~~BS8.02~~ BS10.03 | Npt Tri | *s* | 1894 1mo | Wigham Richrdsn&Co Newcastle A&CP | Royl. Hungar'n Sea Nav. Co. Adria Ld. | 293·0 \| 39·9 \| 20·6 P34′B80′F33′ drp03 FK *WB* = *Cell D B* 244′ | Fiume Aust.-Hung. 5 *BHCem* 559*t APT* 38*t* | T.3Cy.22½″,36″&60″–39″ (*s*) 165lb *80lb* 241NHP 2SB,*6rf*,GS100,HS3808 Wigham Rchrdsn&Co. Nwc | 24 ″ 4 s4 ″ 2½ | | N11,03 |
| 1413 99004 KDML | **Stefano Dandria** ~~*M. Wandless* –02~~ (*ex* Coot) ~~*ex* Cpl. No. 1–0~~ *Well deck* *Elec. light* | **SteelScSr** ~~*ss* Cpl. No. 3–8,96~~ *ss* Cpl. No. 2–05 2 *Dks* (1 *Stl* 1 *pt Irn*) *A. Constopandelis* | 1876 1401 1202 | ✝100 A1 4,05 ~~7.02~~ ~~LMC 02~~ 12,04 ~~BS12.04~~ | Cpl | *r* | 1885 11mo | W. Gray& Co. W Hartlepool A&CP | Stefano Dandria S.S.Co. Ld. (Flli. Dandria) | 270·8 \| 37·0 \| 18·5 P29′Q80′B109′F31′ drp03 BK9½″ *WB* = *D Ba* 84′ *f* 104′ | Malta British 4 *BHCem* 406*t APT* 9*t* | T.3Cy.19½″,32½″&53″–36″ (*s*) 150lb *80lb* NDB98 175NHP 2SB,*4rf*,GS76,HS2822 Central Marine Eng. Co. Hpl | 19 ″ 11 s1 ″ 7½ | | ~~S9.02~~ 12,04 |
| 1414 | **Stefanos** *E. Pittas* 02–02 (*ex* Elphinstone) | **IronScSr** *ss* Grk. 2nd No. 3–7,97 *ss* Cpl. No. 1–01 2 *Dks* 3 *tr B* | *1776* *1771* *1146* | ✝90 A1 5.01 ~~NB5.84~~ ~~B&I 00~~ LMC 5.01 BS2.05 | Cpl | *r* | 1874 3mo | Palmers' Co. Ld. Newcastle A&CP | L. Zarifi (Z. Fitilis &Co. *Mgrs.*) *WB* = *D Ba* 78′ *f* 50′ *& u* | 280·5 \| 33·5 \| 24·9 F32′ pt ND97 BK9½″ | Piræus Greek 5 *BHCem* *E & B* 48′ 280*t* | C.2Cy.30″&60″–33″ (*b*) 75lb *60lb* NDB84 157NHP 2SB,*4pf*,GS66,HS2580 Palmers' Co. Ld. Nwc. | 26 ″ 4 | | ~~5,01~~ 10,04 |
| 1415 NJGB | **Stege** *N.E. Nielsen* | **SteelScSr** (*Ice breaker*) 1 *Dk* | 152 99 58 | | | | 1897 | Arentz& Rosenfeldt Copenhagen | Möens Dampskibs Selskab. (J.W. Christensen, *Mgr*) | 87·9 \| 20·5 \| 8·5 | Stege Danish *WB* | T.3Cy.11¾″,18″&30″–16″ 36NHP Helsingörs Jernsk.& Mskb. | | | |

| Numéro d'Ordre / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. | Sous le Pont. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Visite | Construit. Quand. Navire. Machine. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NR = Force en chevaux d'après les formules de la Société. RM = Force en chevaux d'après les papiers du navire. Détails des Machines. Nom de la Machine. | Vitesse. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1416 MBCK | Steinar<br>*H. Henriksen* 03–03<br>*ex* Friedrich Fischer, *ex* Hela) | Steel Sc Sr<br>1 *Dk* | 365<br>171 | | | 1890 | J. W. Klawitter<br>Danzig | Kr. Hugh-Hervig | 129·2 \| 21·4 \| 12·1<br>Q17*t* B48*t* H8*t* F12*t* | | | Haugesund<br>Norwegian<br>*WB* | C.2Cy.17″&32″–20″<br>3 S N H<br>J. W. Klawitter, Danzig | | | 4 N |
| 1417 QGBS | Steinberger<br>~~Rickmers Trg Co~~ *ss* Ham. No.2–03<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*–tanks)<br>*Gronau* –04 & *Webframes* | Steel Sc Sr<br>3583<br>3138<br>2311 | | +100A1 Spar dk 4.05 3.05 LMC 7 04 | Ham | *w* | 1895 Sir Raylton Dixon & Co. Middlesbro' | Deutsche Dampfs-fahrts Ges. Hansa | 340·0 \| 44·2 \| 19·0<br>P39′ B70′ F13′ 26·9<br>BK 94′6 *BH Cem*<br>*Cell D Ba* 108′ *uE* | | | Bremen<br>German<br>22′*f* 138′651*t* | T.3Cy.24½″,39″&67″–45″ (*s*)<br>180lb *100lb* 316 N H<br>2SB, *Gcf*, GS114, HS1716<br>T. Richardson & Sns (L.), Hpl | 21 | 7 | |
| 1418 KQVS | Stella<br>*C. A. Knudsen* –01<br>*Well deck*<br>1 *Dk* (*Stl*–*ptwss*) & *Webframes* | Steel Sc Sr<br>2430<br>1545 | | +100A1 2.04 BS2,04 LMC 11 01 | Bry | *s* | 1885 E. Withy & Co. W Hartlepool | Herskind & Co. | 302·1 \| 38·1 \| 20·2<br>P27 Q97′ B67′ F31′<br>FK<br>*WB* = *Cel* | | | W. Hartlpl<br>British | T.3Cy.22″37½″&60″–39″ (*a*)<br>143lb *90lb* NDB99 225 N H<br>*BH Cem*<br>2SB, *Bpf*, GS66<br>T. Richardson & Sons, Hpl. | 22 | 11 | |
| 1419 PTBQ | —<br>*De Vries*<br>1 *Dk* & *Spar dk* | Iron Sc 3 Mst Sr<br>1503<br>1055<br>929 | | | | | 1871 Kon. Fab. v. Stoom Amsterdam | Koninkl. Nederl. Stoomb Maats. | 253·2 \| 33·1 \| 19·5<br>21·4 | | | Amsterdam<br>Dutch | T.3Cy.18½″,29½″&47½″–36″<br>NE & B96 134 N H P<br>Kon. Fab. v Stm. Wrk., Ams. | | | V |
| 1420 QGBC | —<br>*H. Brehme* –03<br>1 *Dk* | Steel Sc Sr<br>472<br>294 | | | | | 1895 Act. Ges. "Weser" Bremen | Dampfschifffahrts Ges. Neptun | 150·3 \| 24·0 \| 16·3<br>Q88′ B& F112′<br>*WB* | | | Bremen<br>German | C.2Cy.16½″&30½″–20½″<br>36 N H P<br>A. G. "Weser," Bremen | | | G |
| 1421 LMFC | —<br>*C. Kahle*<br>*Elec. light*<br>1 *Dk* | Steel Sc Sr<br>469<br>349<br>277 | | | | | 1889 Flensburgr Schiffsb. Ges. Flensburg | Flensburg-Stettiner Dampf-schifffahrt Ges. | 154·9 \| 25·6 \| 11·0<br>Q44′ B42′ F18′ | | | Flensburg<br>German | C.2Cy.21½″&39½″–24″<br>64 N H P<br>Flensburger Schiffsb. Ges. | | | G |
| 1422 72115 | —<br>*C. Harris* 89–90<br>(*ex* Paul)<br>1 *Dk* | Iron Pad Sr<br>361<br>361<br>62 | | | | | 1881 Laird Bros. Birkenhead | Government of Mauritius | 130·8 \| 26·1 \| 15·2 | | | Port Louis<br>British | C.4Cy.28½″&47″–60″<br>NB97 285 N H P<br>Laird Bros., Birkenhead | | | |
| 1423 SBPG | —<br>*A. McKenzie* –98<br>2 *Dks* | Iron Sc Sr<br>269<br>241<br>157 | | | | | 1876 Scott & Co. Greenock | Leyland-O'Brien Timber Co. Ld. | 158·3 \| 21·1 \| 12·2<br>B25′ H27*t* | | | Auckland<br>British<br>*WB* | C.2Cy.22″&40″–30″<br>90 R H P<br>Greenock Foundry Co., Grk | | | |
| 1424 RMKG | —<br>*W. S. Pascoe*<br>*Mchy. Aft* | Iron Sc Sr<br>176<br>176<br>109 | | | | | 1875 T. B. Seath & Co. Glasgow | Corporation of the Trinity House | 125·8 \| 20·1 \| 10·6 | | | London<br>British | C.2Cy.20″&34″–20″<br>50 R H P<br>A. Campbell & Sons, Gls. | | | |
| 1425 JFSB | —<br>*P. Stomberg* 90–95<br>*Mchy. Aft* | Comp Sc Sp<br>165<br>135<br>115 | | | | | 1895 P. Larsson Thorskog | J. Carlsson | 98·3 \| 22·2 \| 9·2<br>P18′ H7*t* F9 | | | Hällsbäck<br>Swedish | | | | |
| 1426 TFBK | —<br>*G. W. Grönroos* 03–03 | Iron Sc Sr<br>105<br>—<br>71 | | | | | 1869 ..... Stockholm | G. Rosenberg | 93·8 \| 18·0 \| 8·0 | | | Salo<br>Russian | | | | |
| 1427 Surv. by Cormack 1.05 | Stella Maris<br>*W. G. Kaa* 02–03<br>*Mchy. Aft*<br>*Well deck*<br>1 *Dk* (*Irn*) | Steel Sc Sr<br>266<br>181<br>52 | | ~~+100A1~~ 10.03 | Gls | *s* | 1901 J. Shearer & Son Glasgow | R. Kay & Sons | 124·0 \| 22·1 \| 9·1<br>Q44′ B8′ F20′<br>BK 7<br>*WB* = *FPT* 12*t* | | | Glasgow<br>British<br>*3 BH Cem*<br>*APT* 8*t* | C.2Cy.16″&34″–24″ (*s*)<br>125lb 47 R H P<br>1SB, *2pf*, GS85, HS1028<br>Shanks, Anderson & Co. Gls. | 10 | 8 | |
| 1428 QBDH | Stelling<br>*J. Lowrie* –97 | Iron Sc Sr<br>799<br>699<br>492 | | | | ... | 1876 Palmers' Co. Newcastle | J. Fenwick & Son | 215·5 \| 30·2 \| 13·7<br>Q22′ F27′<br>BK 8 | | | London<br>British<br>*WB* | C.2Cy.26″&51″–36″<br>118 N H P<br>Palmers' Co., Newcastle | 16 | 2 | |
| 1429 HPRS | Sten Sture<br>*K. Kalin* 01–01 | Wood Sc Sp<br>131<br>114<br>86 | | | | | 1865 J. Olsson Åmål | Handelsbolaget N. & A. Jansson (*N. Jansson, Mgr.*) | 92·3 \| 21·1 \| 9·4<br>P17′ Q5′ | | | Högerud<br>Swedish | 1Cy.10¾″–10¾″<br>NB95 8 N H P<br>Motala Co., Gothenburg | | | |
| 1430 JSWB | Stenkjær<br>*J. Hottran* 00–01 | Iron Sc Sr<br>163<br>97<br>90 | | | | | 1878 ..... Christiania | Indherreds Actie-dampskibsselskab. (*A. Kleven, Mgr.*) | 115·4 \| 17·6 \| 7·6<br>Q16*t* B34*t* H10*t* F5*t* | | | Stenkjær<br>Norwegian | T.3Cy. | | | |
| 1431 RDLV | Stentor<br>*C. Jackson* –99<br>*Elec. light*<br>2 *Dks* | Steel Sc Sr<br>6773<br>5322<br>4308 | | | | | 1898 Workman, Clark & Co. Ld. Belfast | Ocean S.S. Co. Ld. (*A. Holt & Co. Mgrs.*) | 442·4 \| 52·8 \| 30·6<br>P49′ B156′ F55′ | | | Liverpool<br>British<br>*WB* | T.3Cy.29″,50″&82″–60″<br>521 N H P<br>D. Rollo & Sons, Liverpool | | | BT till 11.05 |
| 1432 NJGM | Stephan<br>*Cable Vessel*<br>*Gerstung* 02–02 | Steel Twin Sc Sr<br>4600<br>—<br>2467 | | | | | 1902 Act. Ges. "Vulcan" Stettin | Norddeutsche Seekabelwerke Act. Ges. | 391·8 \| 48·3 \| 29·8 | | | Nordnham<br>German<br>*WB* | T.6Cy.20″,31″&51″–39″<br>325 N H P<br>A. G. "Vulcan," Stettin | | | G |
| 1433 110203 | —<br>1 *Dk* | Iron Twin Sc Sr<br>128<br>89<br>47 | | | | | 1881 G. Howaldt Kiel | Towkay Loke Yen | 130·7 \| 19·1 \| 9·0 | | | Singapore<br>British | C.4Cy.15¾″&27½″–15¾″<br>NB00 68 R H P<br>Gebrüder Howaldt, Kiel | | | G |
| 1434 | Stephanie<br>*E. Giliam*<br>*Mchy. Aft*<br>1 *Dk* | Steel<br>101<br>70<br>65 | | | | | 1893 Howaldts-werke Kiel | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 95·0 \| 19·0 \| 6·9 | | | Fiume<br>Aust.-Hung. | T.3Cy.9½″,14¾″&24½″–12″<br>21 N H P<br>Howaldtswerke, Kiel | | | |
| 1435 VRNK | Stephanotis<br>*G. Howse* 88–04<br>(*pt Irn pt Stl*) & *deep framing* | Steel Sc Sr<br>4060<br>3607<br>2584 | | +100A1 Spar dk 11.04 6.04 LMC 04 | Nwc | *w* | 1904 Tyne I.S.B. Co. Ld. Newcastle | Stag Line, Ld. (*J. Robinson & Sons, Mgrs.*) | 350·0 \| 48·0 \| 17·9<br>P32′ B92′ F35′ 25·0<br>FK<br>*Cell D Ba* 112′ *uE* | | | N. Shields<br>British<br>*3 BH Cem*<br>*3 st. APT* 40*t* | T.3Cy.24½″,41″&68″–48″ (*s*)<br>180lb 372 N H P<br>3SB, *9cf*, GS171, HS6084<br>N.E. Marine Eng. Co. Ld. Nwc | 28 | 5 | |
| 1436 82536 | Stephen Gray<br>*G. Carter* –00 | Iron Pad Sk<br>107<br>107<br>17 | | | | | 1882 E. Wales Hull | T. Gray & Co. Ld. (*W. H. Tulley, Mgr.*) | 88·5 \| 18·1 \| 9·8 | | | Hull<br>British | L.2Cy.26″–50″<br>55 R H<br>E. Wales, Hull | | | |
| 1437 89820 | Stephenson<br>*R. Watson* 96–96 | Iron Pad Sp<br>123<br>112<br>38 | | | | | 1886 Hepple & Co. N. Shields | J. Murray | 97·9 \| 18·4 \| 9·2 | | | N. Shields<br>British | 1Cy.34½″–52″<br>38 R H P<br>Hepple & Co., N. Shields | | | |
| 1438 KHGM | Stepney<br>*W. E. Jones* –08<br>1 *Dk* (*Irn*) & *Webframes* | Iron Sc Sr<br>689<br>577<br>442 | | +100A1 2.05 11.03 LMC 03 05 CS 2.05 | Lon | *j* | 1886 W. Gray & Co. W Hartlepool | ~~W. France, Fenwick & Co. Ld.~~ FVL (G. H. Swan, Mgr.) | 160·0 \| 35·0 \| 14·6<br>BK 7½<br>*WB* = *DBa* 18′*f* 49′ 179*t* *APT* 28*t* | | | London<br>British<br>*4 BH pt Asp pt Cem* | C.2Cy.27″&50″–38″ (*s*)<br>75lb *80lb* NDB98 120 N H P<br>1SB, *2pf*, GS48<br>Central Mnr. Eng. Co. W Hpl | 15 | 10 | 11.05 1.06 |
| 1439 HFQT | Sterling<br>*F. Aamodt*<br>1 *Dk* & *Awngdk* | Steel Sc Sr<br>1034<br>943<br>623 | | | | | 1890 S. & H. Morton & Co. Leith | Ostlandske Lloyd | 210·0 \| 30·1 \| 20·2<br>H93*t* | | | Christiania<br>Norwegian<br>*WB* | T.3Cy.18″,29″&47″–36″<br>127 N H P<br>S. & H. Morton & Co., Leith | | | N |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Built. When. Where. | 7 By Whom. Where. | 8 Owners. | 9 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Freeboard amidships ft. in. | 13 Registers in which classed (Lloyd's, B. of T., Liverpool, Dundee). | 14 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1440 ~~Stepney~~ Sterling<br>1156417 | | WoodSc | 127<br>—<br>89 | | 1879 | | FisheriesCo. East Deering, Me. | 110·0 | 18·1 | 8·8 | Greenport N.Y. Utd. States | | | | |
| 1441 Sternö<br>JMKL | *L.E.Tornström* –08<br>(*ex*Julie) | SteelScSr<br>1*Dk* | 181<br>136<br>85 | | 1898 | D.W.Kremer Sohn Elmshorn | A.K.Fernström | 112·5<br>B28′H15′ | 20·8<br>35·5 | 7·7 | Asarum Swedish | C.2Cy.10″&18½″–13⅝″ 11NHP Chr.Steen.sr.Elmshorn | | G | |
| 1442 Stettin<br>114073 | ~~*W.R.Farrell* –04~~<br>*Elec light* | SteelScSr ~~SteelScBc~~<br>2*Dks3trB*<br>*Fitted for liquid fuel* | 2230<br>1928<br>1396 | | 1886 | Act.Ges. "Vulcan" Stettin | ~~G.McBain~~<br>R.S.Freeman | 315·3<br>P33′ B125′ F40′<br>len95 | ~~354~~ 351<br>21·4<br>WB | | Shanghai British | T.3Cy.~~24″~~ 23½″,39″&63″–49″ NB95 278NHP A.G."Vulcan,"Stettin | | | |
| 1443 —<br>51088<br>HPJL | *J.E.Farrell* –04<br>*J.Halcrow* –04 | IronScSr<br>2*Dks* | 876<br>857<br>528 | ✝ ⊛A1 Lth<br>6,01 ~~5,00~~<br>NB12,88 LMC2 ~~Dec.06~~ BS3,01 | 1864 | Barclay, Curle&Co. Glasgow | Leith,Hull&Ham. S.P.Co.Ld(J.Currie &Co. *Mgrs.*) | 222·0<br>P92′F103′<br>BK8″ | 29·1<br>WB= | 15·0<br>*MT37′230t* | Leith British | T.3Cy.16½″,27″&43″–33″ (*s*) 150lb *50lb* NDB89 98RHP 1SB,*3cf*,GS45,HS1599 NE76 *Tpd.*89,Hawthrns&Co.Lth. | 15 ″ 10<br>s 2 ″ 5½ | | ~~5,08~~<br>6,04 |
| 1444 —<br>JTQD | *L.Olsen*<br>(*ex*Hydra) | IronScSr<br>1*Dk* | 412<br>366<br>245 | | 1873 | E.Lindsay Newcastle | VestlandskeLloyd (ErikRusten) | 154·0<br>P42′B33′ | 23·8<br>BK6″ | 13·8<br>WB | Bergen Norwegian | C.2Cy.18½″&36″–24″ NB98 52NHP Pattison&Atkinson,Nwc. | 14 ″ 8 | N | |
| 1445 Stiklestad<br>HNLQ | *A.Andresen*<br>*Turret deck* | SteelScSr<br>(*ex*Forest Abbey)<br>1*Dk* | 1777<br>1558<br>1116 | | 1895 | W.Doxford &Sons,Ld. Sunderland | Acties.Stiklestad (A.F.Klaveness& Co.) | 280·0<br>H41′F28′ | 38·0<br>WB | 19·2 | Sndefjord Norwegian | T.3Cy.21″,35″&57″–39″ 203NHP W.Doxford&Sons,Ld.Sld. | | N | |
| *1446* Stilbé<br>LDQM | *J.Baudet*97–98<br>1*Dk*(*Stl*)&*Spar dk*(*pt Irn pt Stl*)<br>*&deep framing* | SteelScSr<br>*ss*Sld.No.1–02 | 3274<br>3009<br>1989 | ✝100A1 Sld *c*<br>*Spar dk* Alg<br>9,04 ~~10,02~~ LMC10,02<br>BS9,04 | 1898 | J.Blumer& Co. Sunderland | A.C.LeQuellec& fils<br>*WB= Cell DBa* 104′*uE* 22′ | 330·0<br>P30′B54′F40′<br>FK | 46·0<br>6*BHCem* | 24·7<br>*f*134′ 634*t DTa* 36′ | Algiers French | T.3Cy.22″,37½″&62½″–45″(*s*) 200lb *80lb* 280NHP 1SB,*4cf*,GS77,HS3245 FD 568*t APT*48*t* J.Dickinson&Sons,Ld.Sld. | 16 ″ 7<br>s 5 ″ 6 | | ~~10,01~~<br>N9,04 |
| 1447 Stillwater<br>KHNM | *E.Thompson*99–01<br>(*ex*Stroma) | SteelScSr<br>*ss*N.Os.No.3–11,96<br>*ss*Bos.No.1–00<br>1*Dk*&*Awngdk*&*trB* | 1020<br>—<br>510 | ✝ ⊛ ...<br>*Awng dk with freeboard* | 1883 | Napier, Shanks& Bell Glasgow | BelizeRoyalMail& CentralAmerican S.S.Co. | 200·5<br>7mo<br>*Lloyd's SA&CP* | 30·1<br>BK7½″<br>WB= *FPT* | 22·0<br>5*BHCem*<br>60*t APT*42*t* | New York Utd. States | C.2Cy.27″&52″–39″ (*s*) 85lb *30lb* 129NHP 2SB,*6pf*,GS96,HS2036 Turnbull,Grant&Jack,Glas. *Freeboard to Awngdk* | 15 ″ 10<br>~~1 ″ 9~~<br>8 ″ 3 | | 4,02 |
| 1448 Stirling<br>109801 | *J.Reveller* –98 | SteelScYl<br>*ss*Gms.No.1–02<br>1*Dk* | 165<br>152<br>51 | ✝100A1 Gms<br>*Stm Trawler*<br>4,04<br>BS4,04 LMC4,02 | 1898<br>6mo | Mackie& Thomson Glasgow A&CP | Hagerup, Doughty &Co.Ld | 104·2<br>Q17′F18′ | 21·0<br>BK7½″ | 10·7<br>4*BHCem* | Grimsby British | T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS23,HS536 Muir&Houston,Ld.Gls. | 11 ″ 7 | | N4,04 |
| 1449 Stirling Castle<br>103600<br>RLWP | | SteelPadSp<br>1*Dk* | 271<br>200<br>47 | | 1899 | J.Scott &Co. Kinghorn | GallowaySaloon Stm.PacketCo. | 170·0<br>Q14′B116′ | 24·2 | 7·6 | Leith British | C.D.2Cy.22″&48″–54″ 141NHP J.Scott&Co.Kinghorn | | BT till 9.04 | |
| 1450 —<br>113086 | *W.Tavener*94–01 | SteelScSr<br>1*Dk* | 150<br>140<br>46 | ✝100A1 Abn<br>*Stm Trawler*<br>4,03 LMC2,01 | 1901<br>1mo | WoodSkinner&Co.Ld. Newcastle A&CP | CastleTrawl&Line FishingCo.Ld. (R.Irvin, *Mgr.*) | 104·0<br>BK7½″ | 20·7 | 11·0<br>3*BHCem* | N.Shields British | T.3Cy.11″,18″&30″–22″ (*s*) 160lb 55RHP 1SB,*2pf*,GS18,HS1015 Shields Eng.Co.Ld.N.Shl. | 11 ″ 10 | | |
| 1451 Stjerneborg<br>NKRT | *P.C.Lundgren*<br>(*ex*Rosario)<br>*Well deck* | SteelScSr<br>*ss*Cpn.No.3–1,01<br>1*Dk*(*Stl*)&*Web frames*<br>*Floors Iron* | 1195<br>998<br>~~930~~<br>723 | ✝100A1 Cpn *n*<br>3,04<br>~~DS7,00~~ LMC1,01<br>BS12,04 | 1888<br>6mo<br>*Lloyd's SA&CP* | Richardson, Duck&Co. Stockton | Dampskibs.Selsk. Dannebrog (C.K. Hansen, *Mgr.*) | 232·0<br>P27′Q59′B49′F28′<br>pt ND03<br>WB= *Cell DB* 194′ | 33·3<br>BK8½″ | 15·1<br>4*BHCem*<br>319*t APT*7*t* | Copnhagn Danish | T3Cy.17″,28½″&46½″–33″ (*s*) 160lb *80lb* NDB98 122NHP 1SB.*3cf*,GS57,HS1812 N.E.MarineCo.Ld.Nwc. | 17 ″ 6<br>s 1 ″ 7½ | | ~~4,03~~<br>N2,05 |
| 1452 Stockholm<br>3625<br>HGMP | *H.G.Lindhé*02–02 | IronScSr<br>1*Dk2trB* | 819<br>617<br>480 | | 1871 | Bergsunds Mek.Verkst Stockholm | StockholmsÅngf. Rederiaktieb. | 191·2<br>P106′ H7*t* | 29·2<br>F24′ | 16·2 | Stockholm Swedish | C.2Cy.25⅝″&49¾″–26″ NB96 105NHP LindbergsMek.Verk.,Skm. | | V | |
| 1453 —<br>JDQH | *O.Dieckow* | IronScSr<br>1*Dk2trB* | 806<br>604<br>478 | | 1878 | Rostocker Act.Ges. Rostock | Neue Dampfer-Cie. Act.Ges. | 200·8<br>P104′ F31′ | 27·4 | 14·7 | Stettin German | C.2Cy.23¾″&47½″–27½″ NB04 98NHP RostockerA.G.,Rostock | | G | |
| 1454 —<br>RGTF | *C.Hitzwebel*88–02<br>*Well deck* | IronScSr<br>1*Dk* | 618<br>443<br>340 | ... | 1885 | Reiherst'g Schiffsw. Hamburg | H.M.Gehrckens | 181·1<br>Q56′ B50′ | 19·7<br>F25′ | 8·2 | Hamburg German | C.2Cy.25″&47″–33″ 106NHP Reiherst.Maschinenf.Ham | | G | |
| 1455 Stockton<br>16293<br>LWNK | *T.E.Davies* –99<br>*Mchy.Aft* | IronSc3MstSr<br>*ss*Pnz.3rdNo.3–3,96<br>*ss*Liv.No.1–00<br>1*Dk2trB* | 407<br>392<br>226 | ✝* ⊛A1 Liv<br>10,03<br>NB11,99 LMC10,00<br>BS10,03 | 1856 | M.Pearse &Co. Stockton | Fowey S.S.Co.Ld. (C.L.Toyne, *Mgr.*) | 158·3<br>BK6½″ | 25·8 | 13·4 | Fowey British | C.2Cy.23¼″&46″–30″ 83lb NE73 80RHP 1SB,*3pf*,GS48,HS1447 Blair&Co.(Lim.),Stockton | 14 ″ 5<br>s 2 ″ 0 | | N10,00 |
| 1456 Stoic<br>109846 | *A.Sumner* –03 | SteelScK<br>*ss*Gms.No.1–03<br>1*Dk* | 200<br>182<br>69 | ✝100A1 Gms<br>*Stm Trawler*<br>7,03<br>NB1,99 LMC7,03 | 1899<br>1mo<br>*Lloyd's SA&CP* | Earle'sCo. Ld. Hull | GrimsbySteam FishingCo.Ld. | 115·1<br>Q46′F19′ | 21·5<br>BK7½″ | 11·2<br>3*BHCem* | Grimsby British | C.2Cy.12½″,21″&36″–22″ (*s*) 200lb *Emade*94/*td*99 63RHP 1SB.*2cf*,GS33,HS880 Earle'sCo.Ld.Hull | 12 ″ 0 | | 7,03 |
| 1457 Stokesley<br>87246<br>HQKT | *J.T.Baudains* –03<br>*Well deck* | IronScSr<br>*ss*Bly.No.3–11,94<br>*ss*Cff.No.2–03<br>1*Dk*(*Irn*)2*trB* | 1047<br>802<br>449 | ✝100A1 Bry *n*<br>~~Spar dk~~ 7,04 Cff<br>BS3,04 LMC3,00 | 1883<br>2mo | R.Craggs& Sons Middlesbro' A&CP | StokesleySS.Co.Ld (J.T.Duncan&Co.) *WB= Cell D* | 226·6<br>Q88′B60′F28′<br>*B* 196′293*t FPT*40*t* | 32·0<br>BK8″ | 13·5<br>4*BHCem*<br>*APT*48*t* | Cardiff British | C.2Cy.26″&48″–36″ (*b*) 80lb *80lb* NDB98 98RHP 1SB,*3pf*,GS48,HS1734 Wstgrth,Englsh&Co,Mdb. | 16 ″ 0<br>s 1 ″ 5 | | ~~3,04~~<br>7,01 |
| 1458 Stolberg<br>BHTK | *H.Kirchner* –03<br>(*ex*Oceana)<br>*Now named "Oceana," see No. 1* | SteelScSr<br>*ss*Bhn.No.3–6,02<br>2*Dks*(*Stl–Uws*)3*trB*<br>*in Supplement.* | 2480<br>2209<br>1553 | ✝100A1 Bhn *u*<br>9,03<br>BS9,03 LMC6,02 | 1890<br>2mo | Reihrst'g Schiffsw. Hamburg A&CP | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 322·7<br>P60′B89′F44′<br>WB= *Cell* | 39·9<br>BK10″ | 22·7<br>8*BHCem*<br>*DB*268′450*t* | Hamburg German | T.3Cy.24″,39″&62″–42″ (*s*) 165lb 290NHP 4SB,*8cf*,GS152,HS4912 Reiherst.Maschinenf.Ham | 25 ″ 5 | | 6,02 |
| 1459 Stolp<br>JOMT | *R.Perleberg* –01 | IronScSr<br>1*Dk* | 267<br>177<br>147 | | 1856 | Blackwood &Gordon Paisley | Rud.ChristGribel | 145·5<br>P81*t*F13*t*<br>len84 | 19·0 | 9·3 | Stettin German | C.2Cy.15″&26″–12¾″ NE84 NB04 20NHP Möller&Holberg,Stettin | | G | |
| 1460 Stolzenfels<br>QFTG | *W.Luhde*<br>*Named "America," see No. 70* | SteelScSr<br>*ss*Ham.No.2–01<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*)&*Web frames* | 3022<br>2792<br>1933 | ✝100A1 Ham *u*<br>*Spar dk* Bhn<br>9,01 ~~11,03~~ BS9,04<br>~~BS9,03~~ LMC6,01 | 1893<br>7mo<br>*Lloyd's SA&CP* | SirR. Dixon&Co. Middlesbro' | DeutscheDmpfs-fahrts.Ges.Hansa | 314·9<br>P31′B70′F42′ | 41·1<br>FK<br>WB= *Cell* | 18·5<br>26·4<br>5*BHCem*<br>*DB*244′495*t* | Bremen German | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 273NHP 2SB,*6cf*,GS103,HS4220 T.Richardson&Sons,Hpl. | 21 ″ 0 | | ~~7,02~~<br>9,04 |
| 1461 Stor Erik<br>599<br>JBRK | *C.Svensson* –02 | SteelScSp<br>1*Dk* | 110<br>97<br>50 | | 1893 | Jönköpngs Mek.Verkst. Jönköping | Gideå-Husum Aktieb. (S.M. Kempe, *Mgr.*) | 85·9<br>H13*t* | 19·0<br>F8′ | 10·1 | Husum Swedish | C.2Cy.17″&29¾″–17½″ 31NHP Jönköpings Mek.Verkst. | | | |

| 1 Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Grement. Capitaine. Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Brut. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Par qui. Navire. Mach. Où. | 9 Armateurs. | 10 Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | 11 Port d'Enregistrement. Pavillon. | 12 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP—Forces en chevaux d'après les formules de la Société. RHP—Forces en chevaux d'après les pouvoirs du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Creux sur Quille. Franc-bord au milieu. Immersion. pds. ps | 14 Registre. Navire construit sous la surveillance du Bureau. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1462 | **Stord** | **WoodScSr** | 648 | | | | 1900 | T. Hauge Stord, near Bergen | WhitefriarsS.S.Co Ld. (P.d'Aigneaux, *Mgr.*) | 167·0 28·0 15·7 Q83*t* B72*t* H7*t* F15*t* | London British | T.3Cy.12½",20"&32"–26" 52RHP Laxevangs Mek.&Jrns Bgn | N |
| 118276 | *W. Berry* –04 | | 508 | | | | | | | | | | |
| VBLM | | 1 *Dk* | 372 | | | | | | | | | | |
| 1463 | **Store-Bælt** | **SteelPad** | 1114 | | | | 1900 | Burmeister & Wain Copenhagen | DeDanskeStats-baner | 274·7 34·7 15·2 | Korsör Danish | C.4Cy.34"&62"–54" 470NHP Burmeister&Wain,Cpn | V |
| | *Jansen* | (*Ferry*) | 1413 | | | | | | | | | | |
| NLDK | *Elec light* | | 431 | | | | | | | | | | |
| 1464 | **Store Nordiske** | **IronScSr** | 832 | | | | 1880 | Burmeister & Wain Copenhagen | StoreNordiske TelegraphSelskab | 192·0 29·1 13·5 20·4 | Copnhagn Danish *WB* | C.4Cy.21"&42"–30" 161NHP Burmeister&Wain,Cpn | |
| | *Cable Vessel* | | 489 | | | | | | | | | | |
| NSLJ | *E. Suenson* 76–80 | 1 *Dk*&*Hur dk* | 621 | | | | | | | | | | |
| 1465 | **Storebelt** | **IronScSr** | 599 | | | | 1880 | Lobnitz, Coulborn&Co Renfrew | ForenedeDmpskib. Selskab. | 189·8 27·1 14·1 P42*t* F83*t* 20·9 | Nakskov Danish *WB* | C.2Cy.32"&60"–36" 180NHP Lobnitz,Coulborn&Co. Rnf | |
| | *V. A. Jörgensen* | 2 *Dks*&*Hur dk* | 499 | | | | | | | | | | |
| NSGP | | | 292 | | | | | | | | | | |
| 1466 | **Storegut** | **SteelSc** | 168 | | | | 1903 | Trndhjms Mek. Værks. Drontheim | Langesundsfjor-densBugserdmpk. | 91·7 20·0 12·6 H22*t* | Porsgrund Norwegian | T.8Cy.12",19"&32"–26" 52NHP Trondhjems M.V.Trndhjm | N |
| MBLJ | *H. P. Hansen* –03 (*Tug*&*Icebreaker*) | 1 *Dk* | 140 | | | | | | | | | | |
| 1467 | — | **IronScSp** | 132 | | | | 1877 | Rostocker Act.Ges. Rostock | DunderlandIron OreCo.Ld. | 83·9 20·2 13·3 | | T.3Cy.12½,"19½"&32½"–24" NB88 52NHP RostockerActGes.Rostock | |
| | *A. Hansen* 02–02 | 1 *Dk* | 130 | | | | | | | | | | |
| | | | 43 | | | | | | | | | | |
| 1468 | **Storfjord** | **IronScSr** | 387 | | | ... | 1856 | ..... Pt.Glasgow | SöndmöreDamp-skibsselsk | 149·7 21·2 11·5 P108*t* H14*t* F40*t* | Aalesund Norwegian | C.2Cy.19"&36"–27" NB97 NE79 56NHP D.Rollo&Sons,Liverpool | |
| | *M. C. Wisslöff* 90–96 | | 242 | | | | | | | | | | |
| JRFL | (*ex* Silloth) | | 225 | | | | | | | | | | |
| 1469 | **Storfond** | **SteelScSr** | 3482 | ✠100A1 *Spar dk* | Shl *m* NwG | | 1898 | Russell& Co. Pt.Glasgow | Damps.Storfonds Acties. (Sigval Bergesen) A&CP *WB* = *Cell DBa* 110 | 339·0 45·9 17·8 P20'B72'F36' 25·8 FK *wEsB*36' *f*142'792*t* | Stavanger Norwegian | T.3Cy.24",39"&65"–45" 80*lb* 180lb 301NHP 2SB,*Brf*,GS152,HS135 RD Rankin&Blackmore,Grk. GS118,HS4320 | 20 0 6 6 - 1 |
| | *E. Helliesen* –02 | *ss*Npt.No.1–03 | 3291 | *Spar dk* | NwG | | | | | | | | |
| JKLF | | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | 2256 | 8,05 ~~4.01~~ | | | | | | | | | |
| | | | | Bs ~~4.05~~ | | | | | | | | | |
| 1470 | **Storfursten** | **IronScSr** | 556 | | | ... | 1875 | R. Dixon& Co. Middlesbro' | HelsingforsÅngf. Aktieb. | 170·6 24·9 13·0 P104'F25*t* BK7' | Helsingfrs Russian | C.2Cy.25"&48"–30" NB85 103NHP Black,Hawthorn&Co.,Gts | |
| | *L. U. Favorin* 96–96 | | 374 | | | | | | | | | | |
| QTVM | *Well deck* | | 343 | | | | | | | | | | |
| 1471 | **Stork** | **SteelScSr** | ~~2050~~ | ✠100A1 *pt Awng dk with freeboard* | Stk *r* Lon | | 1904 | Ropner& Son Stockton | GeneralStm.Nav. Co.Ld. | 270·0 38·2 17·7 P27'Q66' *pt Awng dk* 177 FK | London British | T.8Cy.22",35"&69"–39" (*T*) 170lb *160lb* 257*lb* HP 6BHCem 4PT28' Richardsons,Westgarth& Co.Ld.Mdb. | 20 0 20 0 - 1 |
| 118473 | *T. W. Dyer* 92–04 | 1 *Dk*(*pt Stl*)&*pt Trn*)& | 2128 | | | | | | | | | | |
| WFBM | *lower dk*(*pt Stl*) *Web frms aft*)&*pt awng dk* | (*Trn–pt ws*) | 1466 1231 | 2,05 ~~4.04~~ (*Class Continued, plated*) | | | | | *WB* = *Cell DBa* 74'*uE* 338'*f*110'408*t FPT* | | | | |
| | | | | ~~LMC 3.04~~ | | | | | | | | | |
| 1472 | — | **IronScK** | 219 | ✠100A1 *Stm Trawler* | Hul | | 1900 | Cook, Wel-t'n&Gemmell Hull A&CP | St.AndrewsSteam FishingCo.Ld. (W.H.Putt, *Mgr.*) | 120·0 21·5 11·5 Q50' BK7½' *WB* = *DBf* 10·6*t* | Hull British | T.3Cy.12½",21"&34"–24" (*T*) 200lb 60RHP 1SB,*2cf*,GS33,HS1117 C.D.Holmes&Co.Hull | 12 0 4 |
| 110788 | *ss* Hul.No.1–04 | 1 *Dk* | 196 69 | 2,05 ~~4.04~~ | | MC4 | | | | | 4BHCem | | |
| 1473 | — | **IronScK** | 151 | | | ... | 1893 | Cook, Wel-t'n&Gemmell Hull A&CP | DundeeFishingCo. Ld.(Cameron& McFarlane, *Mgrs.*) | 102·6 20·8 11·0 Q22' BK7½' | Dundee British | C.2Cy.17"&34"–22" 48RHP Bailey&Leetham,Hull | 11 0 10 |
| 99308 | *J. Mackay* –03 | (*Trawler*) | 141 | | | | | | | | | | |
| NFCG | | 1 *Dk* | 60 | | | | | | | | | | |
| 1474 | **Storm** | **SteelScSr** | 405 | ✠100A1 | Sld *f* | | 1904 | Langeveld & Van Vliet Hardinxveld Holland | ~~Shipping Investments Ld.~~ (~~C.W.Pole, Mgr.~~) ~~J.J.S.Davidson~~ ~~A.H.Tamboulie&Co~~ | 140·0 24·8 11·0 Q70'B14'F19' FK | ~~Liverpool~~ British | C.2Cy.18"&36"–24" 100lb *100lb* 70RHP 1SB,*2pf*,GS86,HS1117 MacColl&Pollock,Ld.Sld | 11 0 9 8 - 8½ |
| 118097 | *J. Kinley* –04 | | 284 | 12,~~0~~1.~~0~~ | Trin Lyt | | | | | | | | |
| | *Well deck* | 1 *Dk*(*Stl*) | 186 | | | | *Lloyd's SA&CP* | | *WB* = *FPT* 56 | | 4BHCem 4PT27*t* | | |
| 1475 | **Storm Bird** | **IronScSr** | 217 | | | | 1854 | ..... Glasgow | Canterbury Stmship.Co Ld. Wellington& WanganuiSteam PacketCo.Ld. | 130·3 19·6 8·8 Q7*t* B52*t* | Wellingtn British | C.2Cy.16"&32"–18" 40RHP Robertson&Co.,Wellingtn | |
| 31760 | *N. Wood* 98–99 | | 157 | | | | | | | | | | |
| QSHG | | 1 *Dk* | 129 | | | | | | | | | | |
| 1476 | **Storm Cock** | **IronScSr** | 215 | | | ... | 1885 | E. Finch& Co.Ld. Chepstow | LiverpoolScrew Towing& LighterageCo. | 115·5 22·0 12·0 BK6½' | Liverpool British | C.2Cy.28"&44"–30" 99RHP Pearson&Co.Glasgow | |
| 85197 | *J. Sumner* –03 | | 182 | | | | | | | | | | |
| KGPQ | (*ex* Red Rose) | 1 *Dk* | 11 | | | | | | | | | | |
| 1477 | — | **IronScK** | 151 | | | ... | 1892 | Cook, Wel-t'n&Gemmell Hull | G.R.Nicholson | 104·0 20·6 11·0 Q24' BK7½' | Liverpool British | T.3Cy.12½",19½"&31½"–22½" 50RHP C.D.Holmes&Co.,Hull | 11 0 10 |
| 99589 | *G. Beckells* –92 | | 140 | | | | | | | | | | |
| MVPF | | (*Trawler*) 1 *Dk* | 63 | | | | | | | | | | |
| 1478 | — | **WoodScSp** | 148 | | | | 1885 | Callen Bros Stockton, N.S.W. | J.&A.Brown | 130·6 20·8 10·2 | Newcastle N.S.W. British | C.2Cy.28"&46"–33" 90RHP Hall,Russell&Co.,Aberdeen | |
| 88585 | *McNab* –99 | 1 *Dk* | 148 | | | | | | | | | | |
| RLDH | | | 101 | | | | | | | | | | |
| 1479 | **Storm King** | **IronSc** | 182 | | | | 1882 | ..... Philadelphia | BostonTowBoatCo | 109·6 21·0 11·8 | Boston Utd.States | C.2Cy.20"&34"–28" 51NHP | |
| 114822 | *J. Howes* | | — | | | | | | | | | | |
| | | | 91 | | | | | | | | | | |
| 1480 | — | **WoodScTug** | 108 | | St.J 10 | | 1885 | A.L.Rud-dock Portland,N.B | CanadianGovern-ment | 83·4 20·2 9·2 H22*t* | Chthm N.B British | C.2Cy.18"&30"–24" 41RHP Allan Bros.,St.John | |
| 88683 | *H. D. Farris* –01 of *Salted* | 1 *Dk* | 86 | 4,85 | | | 2mo | | | | | | |
| | | | 73 | | | | | | | | | | |
| 1481 | **Stormlight** | **SteelScSr** | 118 | | | | 1888 | Scott&Co. Greenock | Ross&Marshall | 86·3 18·4 8·2 len91 | Greenock British | 2Cy.10"&19"–16" 16RHP Kincaid&Co.,Greenock | |
| 93205 | | | 84 | | | | | | | | | | |
| | *Mchy. AP* | 1 *Dk* | 49 | | | | | | | | | | |
| 1482 | **Stour** | **IronPadSp** | 112 | | | | 1878 | Thames Irn Works London | ThamesStm.Bt.Co (1897),Ld. | 125·0 17·6 6·8 | London British | O.2Cy.28½"–27" 80RHP T.A.Young&Son,London | |
| 78075 | *H. P. Leverton* –01 | | 109 | | | | | | | | | | |
| | | | 71 | | | | | | | | | | |
| 1483 | **Strabo** | **IronScSr** | 1959 | | | | 1881 | Barrow S.B.Co. Barrow | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*) | 290·0 35·3 24·0 | Liverpool British | C.2Cy.26"&60"–45" 201NHP Barrow S.B.Co.(Lim.),Brw | |
| [illegible] | [illegible] –02 | | 1839 | | | | | | | | | | |
| VMQL | | | 1273 | | | | | | | | | | |
| 1484 | **Straits of Dover** | **SteelScSr** | 2931 | ✠100A1 | NYk *f* NwG | | 1892 | Irvine&Co. W Hartlepool A&CP | Straits of Dover S.S.Co.Ld.(Bell Bros.&McLelland) *WB* = *Cell DB* 270'580*t* | 314·0 40·7 21·0 Q133'B126'F33' FK | Glasgow British | T.8Cy.28",37½"&61½"–39"(*s*) 160lb *60lb* 244NHP 2SB,*Bcf*,GS96,HS978 T.Richardson&Sons,Hpl. | 23 0 10 |
| 99402 | *T. Walker* –01 | ~~SGTS.No.2–01~~ | 2353 | 12,01 ~~3.00~~ | | LMC 4.01 | | | | | | | |
| MSBK | | 1 *Dk*(*pt Trnpt Stl*) 2*tr H* | 1904 | | | | | | | | | | |
| | *Well deck* | *ss*Nwc.No 3–12,04 *Webframes* | | | | | | | | | | | |

Brokerage Supply

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross — Under deck. — Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Comm'ds Assigned. How oxpplied. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L. R. Date of R. of C. | 16 Date when tail shaft last scen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1485 104556 N L W P | **Straits of Menai** *D.Jenkins* –04 | **SteelScSr** *ss*Bry.No.2–03 1 *Dk(t Stl)2tr Bg Web frames (pt Awng dk(pt Irn pt Stl)* | 2870 2185 1849 | ✠100A1 *pt Awng dk with Freeboard* 11,04 ~~11,04~~ BS2,04 | Cff Bry | *t* | 1894 9mo | Furness, Withy&Co Ld W Hartlepool A&CP | **Straits of Menai** S. S. Co. Ltd. (W J Williams&Co) *W B = Cell D Ba* | 314·0 Q131′ *pt Awng dk* 183′ 106′ *u E & B 50′ f* 112 | 40·5 FK *6 B H Cem* | 21·3 496 *t A P T 30 t* | Glasgow British *WB* | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* NDB01 246NHP 2SB.*6pf*,GS94,HS3650 W.Allan&Co.(Lim.),Sld. | 23 ″ 10 ″ 9 ″ 3 | | 2,01 11,04 |
| 1486 HDLC | **Stralsund** *S.Jacobsen* *Well deck* | **SteelScSr** 1 *Dk* (*ex* Helgoland) | 510 385 298 | | … | | 1890 | R.Craggs &Sons Stockton | Dpsk.Akties.Otto ThoresensLinie (OThoresen,*Mgr.*) | 165·0 Q86′B17′F24′ | 26·0 BK7 | 12·2 *WB* | Christiania Norwegian | T.3Cy.13″,21″&34″–24″ 63NHP M.Pratt,Huddersfield | 12 ″ 11 | N | |
| 1487 JDVW | **Stralsund I.** *A.Moritz* –01 | **IronScSr** 1 *Dk* | 166 123 92 | | | | 1884 | Stettiner A. G.(v.M.&H.) Stettin | W.Lüdke&Co. | 120·5 | 18·2 | 7·9 | Stettin German | C.2Cy.15″&25¾″–12½″ 20NHP A.G.″Vulcan.″Stettin | | | |
| 1488 51508 TDWH | **Stranton** *J.Craig* –04 *Well deck* | **IronScBn** *ss*Hpl.No.3–7,92 *ss*Nwc.No.2–00 1 *Dk(Irn)2tr B* | 1678 1309 1057 | ✠100A1 12,03 ~~NB7,00~~ BS12,03 | Nwc ~~LMC7,00~~ | *q* | 1880 3mo | W.Gray& Co. W Hartlepool A&CP | AngusShpg.Co.Ld (J.P.Bruce,*Mgr.*) | 256·5 P28′Q68′B66′F33′ | 34·6 BK9′ *WB=* | 19·7 *4 B H Cem* *D B a 80′ f* 91 | Dundee British | T.3Cy.20″,31″&56″–33″ (*s*) 170lb *90lb* NDB92 187NHP 2SB,*4cf*,GS59,HS2844 *Tpl*92T.Rchrdsn&SnsHpl. | 20 ″ 10 ″ 2 ″ 0½ | | N4,02 |
| 1489 — 107 | — *R.T.Wilkinson*99–99 (*Tug*) | **SteelTwinScSp** 1 *Dk* | 148 148 2 | | … | | 1899 | J.P.Rennoldson&Sns SouthShields | N.EasternRly.Co. | 105·4 BK7″ | 22·1 | 9·7 | W.Hartlpl British | C.4Cy.16″&32″–21″ 98RHP J.P.Rennoldson&SonsS Shl | 10 ″ 6 | | |
| QHBP | Name to be "Slavonia," *See No. 23 in Supplement* *Elec.light* | 2 *Dks* | 5066 3206 | | | | 1900 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie) | 402·3 P250 F49′ | 47·1 | 27·4 *WB* | Hamburg German | T.3 Cy.26¾″,43¼″&70½″–47¼″ 338NHP Bremer″ Vulkan.″Vegesck | | G | |
| 1491 — QHMC | — *J.Pauls*96–02 | **SteelScSr** (*Trawler*) 1 *Dk* | 223 190 73 | | | | 1902 | G.Seebeck Act.Ges. Bremerhaven | DeutscheDmpfischerei Ges.Nordsee | 122·1 Q60′F20′ | 22·8 | 11·8 *WB* | Bremen German | T.3Cy.12″,19½″&31½″–23½″ 48NHP G.Seebeck A.G.Bremerhvn | | G | |
| 1492 108678 | **Strath Bran** *F.Slater* –02 | **SteelScK** *ss*Abn.No.1–04 1 *Dk* | 163 152 41 | ✠100A1 *StmTrawler* ~~7,04 13,03~~ 5,05 | Abn ~~LMC13,03~~ | | 1899 12mo 7,04 *Lloyd's* | Hall, Russell&Co.Ld. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 102·7 | 21·7 | 11·0 BK6½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,19″&31″–21″ (*s*) 140lb 50RHP 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.Ld.Abn. | 11 ″ 7 | | 9,02 7,04 |
| 1493 112924 | **Strathallan** *J.Nutten* –00 | **SteelScK** *ss*Abn No.1–04 1 *Dk* | 185 175 50 | ✠100A1 *StmTrawler* 1,05 ~~12,03~~ | Abn ~~LMC8,03~~ | | 1900 5mo 01 *Lloyd's* | Hall, Russell&Co.Ld. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 108·1 | 21·6 | 11·5 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 55RHP 1SB,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | 1,05 |
| 1494 | **Strathavon** *S.Groen*04–04 (*ex* Curlew) | **Steel&IronScYl** *ss*Ams.No.3–3,04 1 *Dk* *Irn framing,Stl plating* | 155 142 57 | ✠100A1 *StmTrawler* 1,05 ~~3,04~~ | Ams ~~LMC3,04~~ | | 1892 1mo *Lloyd's* | Mackie & Thomson Glasgow *SA&CP* | NaamVennStoomviss.Gelderland(C. Planteijdt,*Mgr.*) | 100·5 Q19′F19′ | 20·5 BK7½ | 10·7 *3 B H Cem* | Ymuiden Dutch | T.3Cy.12″,19″&31″–22″ (*s*) 160lb 48NHP 1SB,*2pf*,GS34,HS750 Muir&Houston,Glasgow | 11 ″ 11 | | 3,04 |
| 1495 114190 | **Strathblane** *G.Slater* | **SteelScK** 1 *Dk* | 186 175 56 | ✠100A1 *StmTrawler* 2,05 ~~6,04~~ | Abn ~~LMC8,04~~ | | 1901 8mo *Lloyd's* | Hall, Russell&Co.Ld. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 108·8 | 21·8 | 11·5 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 56RHP 1SB,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | 2,05 |
| 1496 | **Strathbogie** *J.Rechsteiner*98–04 (*ex* Kestrel) | **Steel&IronScYl** *ss*Ams.No.3–3,04 1 *Dk* *Irn framing,Stl plating* | 155 142 57 | ✠100A1 *StmTrawler* 9,04 ~~3,04~~ 12,04 | Ams ~~LMC3,04~~ | | 1892 1mo *Lloyd's* | Mackie& Thomson Glasgow *SA&CP* | NaamVennStoomviss.Gelderland(C. Planteijdt,*Mgr.*) | 100·5 Q19′F19′ drp04 | 20·5 BK7½ | 10·7 *3 B H Cem* | Ymuiden Dutch | T.3Cy.10″,19″&31″–22″ (*s*) 160lb 48NHP 1SB,*2pf*.GS34,HS750 Muir&Houston,Glasgow | 11 ″ 11 | | 3,04 |
| 1497 118169 | **Strathcarron** *T.Mack*99–03 | **SteelScK** 1 *Dk* | 196 184 51 | ✠100A1 *StmTrawler* ~~6,04 12,03~~ 12,04 | Abn ~~LMC8,03~~ | | 1903 8mo *Lloyd's* | Hall, Russell&Co.Ld. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 110·7 | 21·8 | 12·0 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12″,20″&33″–22″ (*r*) 160lb 64RHP 1SB,*2cf*,GS37,HS1150 Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | | |
| 1498 114173 | **Strathclyde** *T.Mack* –01 | **SteelScK** 1 *Dk* | 186 174 56 | ✠100A1 *StmTrawler* 11,04 ~~11,03~~ | Abn ~~LMC1,04~~ | | 1901 1mo *Lloyd's* | Hall, Russell&Co.Ld Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 108·2 | 21·6 | 11·4 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 55RHP 1SB,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | 11,03 |
| 1499 110354 RTDC | **Strathcona** *J.A.Irving*00–02 *Mchy.Aft* | **SteelScSr** 1 *Dk2tr B* | 1881 1751 1465 | | | | 1900 | CaledonS. &E.Co.Ld. Dundee | Hamilton&Fort WilliamNav.Co.Ld (R.O.&A.B. Mackay,*Mgrs.*) | 249·0 F43′ | 41·9 | 21·0 | Newcastle British *WB* | T.3Cy.18″,30″&50″–36″ 150NHP CaledonS.&E.Co.Ld.Dun. | | C | |
| 1500 — 118276 | — *H.Reid*03–03 | **WoodScSr** 1 *Dk* | 284 174 172 | | | | 1903 | Mary E. Harlow PortClydeNS | Halifax&Canso S.S.Co.Ld. | 128·5 H100*t* F6*t* | 26·0 | 9·6 | Halifax NS British | C.2Cy.17½″&35″–24″ 52RHP W.&A.Moir,Halifax,N.S. | | R | |
| 1501 — 112923 | — *J.Abby* –02 | **SteelScK** 1 *Dk* | 186 175 53 | ✠100A1 *StmTrawler* 11,03 ~~LMC8,00~~ | Abn 04 *Lloyd's* | | 1900 5mo | Hall, Russell&Co.Ld. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 108·1 | 21·6 | 11·5 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 55RHP 1SB.*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | | ~~11,03~~ 9,04 |
| 1502 | **Strathdee** *VanDijk* | **SteelScSr** *ss*Ams.No.3–3,04 1 *Dk* | 139 139 43 | ✠100A1 *StmTrawler* 4,05 ~~3,04~~ | Ams ~~LMC8,04~~ | | 1890 10mo *Lloyd's* | J Scott&Co Kinghorn *SA&CP* | NaamVennStoomviss.Gelderland(C. Planteijdt,*Mgr.*) | 100·0 | 20·1 | 10·6 BK6½ | Ymuiden Dutch *4 B H Cem* | T.3Cy.11″,17″&30″–20″ (*s*) 150lb 46NHP 1SB,*2pf*,GS35,HS798 J.Scott&Co.,Kirkcaldy | 11 ″ 1 | | 3,04 |
| 1503 98867 | **Strathdon** *J.Start* –02 | **SteelScSr** *ss*Abn.No.2–00 1 *Dk* | 155 140 42 | ✠ *StmTrawler* | … ~~LMC8,00~~ | | 1891 11mo *Lloyd's* | Hall, Russell&Co. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 102·8 Q21′F17′ | 20·2 BK7½ | 10·6 *3 B H Cem* | Aberdeen British | T.3Cy.13″,19″&30″–20″ (*s*) 125lb 60RHP 1SB.*2pf*,GS28,HS818 Hall,Russell&C.,Aberdeen | 11 ″ 2 | | N6,03 |
| 1504 108858 | **Strathearn** *W.Hutton* –02 | **SteelScK** *ss*Abn.No.1–03 1 *Dk* | 161 152 39 | ✠100A1 *StmTrawler* 8,04 ~~8,03~~ | Abn ~~LMC8,03~~ | | 1898 9mo *Lloyd's* | Hall, Russell&Co. Aberdeen *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 102·1 | 21·6 | 10·9 BK6½ | Aberdeen British *3 B H Cem* | T.3Cy.12½″,19″&31″–21″ (*s*) 140lb 49RHP 1SB.*2pf*,GS31,HS868 Hall,Russell&Co.Abn. | 11 ″ 7 | | 8,03 |
| 1505 115571 | **Stratheden** *R.Sadler* –02 | **SteelScK** 1 *Dk* | 195 182 58 | ✠100A1 *StmTrawler* ~~12,03 04~~ 6,05 | Abn ~~LMC8,02~~ | | 1902 8mo *Lloyd's* | Mackie& Thomson Glasgow *SA&CP* | Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*) | 110·5 | 21·7 | 11·6 BK7½ | Aberdeen British *3 B H Cem* | T.3Cy.12″,18″&31″–22″ (*s*) 160lb 48RHP 1SB.*2pf*,GS43,HS1306 McKie&Baxter,Glasgow | 12 ″ 3 | | 6,05 |

| 1 Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Details de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port Visité. | 7 Machines Auxiliaires. Chaudière. Boilers. | 8 Construit. Quand. Navires. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Superstructures, &c. | 12 Port d'Immatriculation. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des Machines. | 14 Franc-bord d'été au dessus de la Ligne de Charge. pds. pr. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1506 | **Stratherrick** | **SteelScK** | 161 | ✠100A1 Abn | 1898 | Hall, Russ- | Abn.Stm.Trawling | 102·1 21·6 10·9 | Aberdeen | T.3Cy.12½",19"&31"–21" | 11 " 7 | | |
| 108657 | *R.Limerick* –02 *ss*Abn.No.1–08 | | 152 | *Stm Trawler* | 9mo | sell&Co. | &Fishing Co.Ld. | | British | 1401b 49RH | | | |
| | | 1 *Dk* | 39 | 11,04 ✠LMC8,03 BS11,04 | | Aberdeen | (J.Brown, *Mgr.*) | BK6½" | 3 *BHCem* | 1SB.*2pf*,gs31,hs868 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Hall, Russell&Co.Abn | | | |
| 1507 | **Strathisla** | **SteelScK** | 163 | ✠100A1 Abn | 1894 | Hall, Russ- | ~~Abn.Stm.Trawling~~ | 102·5 21·6 10·9 | Aberdeen | T.3Cy.18",19"&30"–21" (*s*) | 11 " 7 | | |
| 104503 | *F.Slater* –02 *ss*Abn.No.2–08 | | 154 | *Stm Trawler* | 9mo | sell&Co. | ~~&Fishing Co.Ld.~~ | | British | 125lb ~~52RH~~ | | | |
| | | 1 *Dk* | 46 | 8,04 BS8,04 | | Aberdeen | ~~(J.Brown, *Mgr.*)~~ | BK6½" | 3 *BHCem* | 1SB,*2pf*,gs31,hs868 | | | |
| | | | | | *Lloyd's A&CP* | | W.Forbus | | | Hall, Russell&Co.,Abn. | | | |
| 1508 | **Strathleven** | **SteelScK** | 187 | ✠100A1 Abn | 1901 | Hall, Rus- | Abn.Stm.Trawling | 108·7 21·8 11·5 | Aberdeen | T.3Cy.12½",20"&33"–21" (*s* | 12 " 1 | | |
| 114189 | *W.Murray* | | 176 | *Stm Trawler* | 8mo | sell&Co.Ld. | &Fishing Co.Ld. | | British | 140lb 56RH | | | |
| | | 1 *Dk* | 56 | 2,05 ✠LMC8,01 | | Aberdeen | (J Brown, *Mgr.*) | 1rp02 BK7½" | 3 *BHCem* | 1SB.*3pf*,gs36,hs992 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Hall, Russell&Co.Ld.Abn | | | |
| 1509 | **Strathmartin** | **SteelScK** | 195 | ✠100A1 Abn | 1903 | Hall, Rus- | Abn.Stm.Trawling | 110·5 21·8 12·0 | Aberdeen | T.3Cy.12",20"&33"–22" (*s* | 12 " 7 | | |
| 118170 | *W.Wetherly*03–08 | | 184 | *Stm Trawler* | 8mo | sell&Co.Ld. | &Fishing Co.Ld. | | British | 160lb 64RH | | | |
| | | 1 *Dk* | 55 | 11,[illegible] ✠LMC8,03 | | Aberdeen | (J.Brown, *Mgr.*) | BK7½" | 3 *BHCem* | 1SB,*2cf*,gs37,hs1150 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Hall, Russell&Co.Ld.Abn. | | | |
| 1510 | **Strathmore** | **SteelScSr** | 3583 | ✠100A1 4 ff *m* | 1894 | TyneI.S.B. | W.R.Corfield&Co. | 350·0 43·1 19·3 | Glasgow | T.3Cy.24",40"&66"–45" (*s* | 22 " 0 | | |
| 104524 | *H.King* –04 *ss*Nwc.No.2–02 | | 3416 | *Spar dk* Oal | 6mo | Co.(Lim.) | | P31'B78'F33' 27·2 | British | 170lb ~~Ausbl 85lb~~ 840NHP | s 6-10½ | | |
| NKJW | 1 *Dk*(*Stl*)♢*Spar dk*(*Irn*)♢ | | 2296 | 11,04 BS11,03 ✠LMC8,02 | | Newcastle | | | 6 *BHpt Asp* | 2SB,*6rf*,gs92,hs4550 FD | | | |
| | *deep framing* | | | | *Lloyd's A&CP* | W | *B* = *Cell D Ba* 114'*f* | 142'587*t APT* 10*t* | *pt Cem* | N.E.Mar.E.Co.(Lim.)Nwc. | | | |
| 1511 | — | **SteelPadSp** | 316 | | 1897 | Russell& | J.Williamson | 200·5 24·1 7·7 | Glasgow | C.2Cy.23½"&47"–51" | | MT | |
| 106065 | *A.McDougall* –03 | | 261 | | | Co. | | | British | 93RHP | | | |
| | | | 80 | | | Pt.Glasgow | | | | Rankin&Blackmore,Grk. | | | |
| 1512 | — | **SteelScK** | 163 | ✠ ... | 1899 | Hall, Rus- | Abn.Stm.Trawling | 102·7 21·7 11·0 | Aberdeen | T.3Cy.12½",19"&31"–21" (*s*) | 11 " 7 | | |
| 108677 | *T.Booth* –08 | | 152 | *Stm Trawler* | 12mo | sell&Co.Ld. | &Fishing Co.Ld. | | British | 140lb 50RH | | | |
| | | 1 *Dk* | 47 | ✠ [illegible] | | Aberdeen | (J.Brown, *Mgr.*) | BK6½ | 3 *BHCem* | 1SB,*2pf*,gs31,hs868 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Hall, Russell&Co.Ld.Abn. | | | |
| 1513 | **Strathnaver** | **SteelScK** | 195 | ✠100A1 Abn | 1902 | Mackie& | Abn.Stm Trawling | 110·7 21·7 11·6 | Aberdeen | T.3Cy.12",18"&31"–22" (*s*) | 12 " 3 | | |
| 115572 | *W.Wetherley* –02 | | 183 | *Stm Trawler* | 8mo | Thomson | &Fishing Co.Ld. | | British | 160lb 48RH | | | |
| | | 1 *Dk* | 58 | 1,03 ✠LMC8,02 | | Glasgow | (J.Brown, *Mgr.*) | BK7½" | 3 *BHCem* | 1SB,*2pf*,gs43,hs1306 | | | |
| | | | | | *Lloyd's A&CP* | | | | | McKie&Baxter,Glasgow | | | |
| 1514 | **Strathnevis** | **SteelScSr** | 3574 | ✠100A1 Bly *m* | 1894 | TyneIron | J.Mackay | 350·0 43·1 19·3 | Glasgow | T.3Cy.24",40"&66"–45" (*s*) | 22 " 0 | | |
| 104552 | *J.Buchanan* –04 *ss*Bly.No.2–03 | | 3414 | *Spar dk* Npt | 8mo | S.B.Co. | Macbeth&Co.Ld. | P31'B78'F33' 27·2 | British | 170lb *100lb* 802NHP | s 6-10½ | | |
| NLQJ | 1 *Dk*(*Stl*)♢*Spar dk*(*Irn*)♢*deep framing* | | 2308 | 1,05 11,03 ✠LMC11,03 BS11,05 | | Newcastle | (*Mgrs.*) | FK | 6 *BHpt Cem* | 2SB,*6rf*,gs92,hs4550 | | | |
| | | | | | *Lloyd's A&CP* | W | *B* = *Cell D Ba* 114' | *f* 142'587*t APT* 40*t* | *pt Asp* | N.E.Mar.E.Co.(Lim.),Nwc | | | |
| 1515 | **Strathspey** | **SteelScK** | 163 | ✠100A1 Abn | 1894 | Hall, Russ- | ~~Abn.Stm.Trawling~~ | 102·5 21·6 10·9 | Granton ~~Aberdeen~~ | T.3Cy.18",19"&30"–21" (*s*) | 11 " 7 | | |
| 104502 | *C.Wetherley* –02 *ss*Abn.No.2–03 | | 154 | *Stm Trawler* | 9mo | sell&Co. | ~~&Fishing Co.Ld.~~ | | British | 125lb 52RH | | | |
| | | 1 *Dk* | 46 | 11,04 ~~8,00~~ ✠LMC4,03 BS8,02 | | Aberdeen | ~~(J.Brown, *Mgr.*)~~ | ~~BK6½"~~ | 3 *BHCem* | 1SB,*2pf*,gs31,hs868 | | | |
| | | | | | *Lloyd's A&CP* | | D.H.Mills (A.Forbes, *Mgr.*) | | | Hall, Russell&Co.,Abn. | | | |
| 1516 | **Strathtay** | **SteelScK** | 185 | ✠100A1 Abn | 1901 | Hall, Russ- | Abn.Stm.Trawling | 108·1 21·6 11·4 | Aberdeen | T.3Cy.12½",20"&33"–21" (*s*) | 12 " 1 | | |
| 114172 | *W.Weatherley* –02 | | 174 | *Stm Trawler* | 1mo | sell&Co.Ld. | &Fishing Co.Ld. | | British | 140lb 55RH | | | |
| | | 1 *Dk* | 56 | 4,04 ✠LMC1,01 | | Aberdeen | (J.Brown, *Mgr.*) | BK7½" | 3 *BHCem* | 1SB,*2pf*,gs[illegible],hs992 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Hall, Russell&Co.Ld.Abn. | | | |
| 1517 | **Straton** | **IronScK** | 198 | ✠100A1 Gms | 1899 | CookWel- | StandardSteam | 114·0 21·0 11·3 | Grimsby | T.3Cy.11⅞",20"&32"–24" (*s* | 12 " 1 | | |
| 110891 | *W.Wright* –99 *ss*Gms.No.1,03 | | 178 | *Stm Trawler* | 7mo | t'n&Gemmell | FishingCo.Ld. | Q49'F19' | British | 180lb 50RH | | | |
| | | 1 *Dk* | 67 | 2,0[illegible] ✠LMC6,03 | | Hull | | BK7½" | 3 *BHCem* | 1SB,*2cf*,gs31,hs925 | | | |
| | | | | | *Lloyd's A&CP* | | | *WB* = *DB f* 5'8*t* | | Amos&Smith,Hull | | | |
| 1518 | **Stratton** | **SteelScSp** | 383 | ✠100A1 Npt *f* | 1902 | C.H.Wal- | IpswichDock | 153·5 26·5 10·2 | Ipswich | C.2Cy.18"&36"–22" (*s* | 11 " 0 | | |
| 113762 | *A.W.Bateley* –02 | | 364 | *Hopper Barge* | 3mo | ker&Co.Ld. | Commissioners | | British | 110lb 60RH | | | |
| | | 1 *Dk*(*pt Stl*) | 150 | 3,02 ✠LMC 3,02 | | Sudbrook | | FK | 6 *BHCem* | 1SB,*2pf*,gs34,hs1310 | | | |
| | | | | | *Lloyd's A&CP* | | | | | Plenty&Son,Ld.Newbury | | | |
| 1519 | **Strauss** | **SteelScSr** | 903 | | 1899 | Bremer | Dampfsch.Ges. | 185·5 29·4 17·7 | Bremen | T.3Cy.16⅞",26½"&41⅜"–27½" | | G | |
| | *G.Rabien* | | 736 | | | "Vulkan" | Argo | P24'B53'F17' | German | 91NHP | | | |
| QGST | *Elec.light* | 1 *Dk*♢*Spar dk* | 563 | | | Vegesack | | | *WB* | Bremer"Vulkan,"Vegesack | | | |
| 1520 | **Stream Fisher** | **Iron&SteelScSr** | 479 | ✠100A1 Bkn *h* | 1891 | McIlwaine | J.Fisher&Sons | 173·0 26·0 12·3 | Barrow | T.3Cy.15",23½"&39"–30" (*s*) | 13 " 7 | | |
| 93422 | ~~*J.Bannerman*~~ ~~*Mp*~~ | ~~*ss*Bkn.No.3–8,03~~ | 393 | 1[illegible]0 8,03 | 5mo | &McColl,Ld. | | Q19'B88'F19' | British | 160lb *50lb* 80RHP | s 1-8½ | | |
| NHKC | *J.J.Ashcroft* –04 | 1 *Dk*(*Irn*) | 188 | ✠LMC9,01 | | Belfast | | BK7" | 4 *BHCem* | 1SB,*2cf*,gs40,hs1219 | | | |
| | *Stl plating*♢*Irn framing* | | | | *Lloyd's A&CP* | | *WB* = *Cell DB* | *E*♢*B*28'61*t F PT* | 19*t APT* 30*t* | McIlwine&McColl(L),Bel | | | |
| 1521 | **Strengnas** | **IronSc** | 153 | | 1868 | Oscarhmns | StrengnäsNya | 105·8 17·7 6·5 | Strengnäs | C.2Cy.12½"&22"–15" | | | |
| 2634 | *C.A.Carlsson* –94 | 1 *Dk* | 67 | | | M.V. | Rederiaktieb | B67 H14*t* F11' | Swedish | 16NHP | | | |
| JFSP | | | 113 | | | Oscarshamn | (I.A.Kjellgren) | | | NyaAktieb"Atlas,"Skm | | | |
| 1522 | **Strephon** | **IronScK** | 162 | ✠100A1 Gms | 1898 | Cook, Wel- | StandardSteam | 101·8 20·8 11·0 | Grimsby | T.3Cy.11⅛",18"&30"–22" (*s*) | 11 " 10 | | |
| 109820 | *W.Olney* –98 *ss*Gms.No.1–02 | | 145 | *Stm Trawler* | 1mo | t'n&Gemmell | FishingCo.Ld. | Q47'F19' | British | 170lb 45RH | | | |
| | | 1 *Dk* | 52 | 7,04[illegible] ✠LMC7,0[illegible] BS7,04 | | Hull | | BK7½" | 3 *BHCem* | 1SB,*2cf*,gs24,hs836 | | | |
| | | | | | *Lloyd's A&CP* | | | | | C.D Holmes&Co.Hull | | | |
| 1523 | **Strib** | **SteelPad** | 393 | | 1901 | Helsingörs | DeDanske | 166·0 26·6 11·9 | Fredericia | C.2Cy.29"–45" | | V | |
| | *L.S.Jespersen* | (*Ferry*) | 377 | | | Jernsk&Msk | Statsbaner | | Danish | 86NHP | | | |
| NLPC | *Elec.light* | 1 *Dk* | 136 | | | Elsinore | | | | HelsingörsJernsk.& Mskb | | | |
| 1524 | **Stromboli** | **SteelScSr** | 1317 | | 1902 | Fredrkstad | Dpsk.Acties.Otto | 230·9 33·3 14·0 | Ohrstiania | T.3Cy.15",26"&48"–30" | | N | |
| | *G.H.Torgersen* | 1 *Dk* | 864 | | | Mek.Værks. | Thoresen'sLinie | P30*t* H48*t* B258*t* | Norwegian | 101NHP | | | |
| HFRQ | | | 824 | | | Fredrikstad | (O.Thoresen,*Mgr.*) | F121*t* | *WB* | Fredrikstad M.V.Frdstad | | | |
| 1525 | — | **IronScBg** | 1158 | ✠ A1* 1 Gls Lo | 1870 | Laird Bros. | ~~Mossgiel S.S.Co.Ld~~ | 258·2 29·7 20·0 | ~~Glasgow~~ | C.2Cy.30"&56"–36" 158NHP | 21 " 1 | | |
| | ~~*Mchy.Aft*~~ ~~*Mp*~~ | 6thSurvey,Ard.9,95 | 1011 | 8[illegible] Grk | 11mo | Birkenhead | (J.Bruce&Co.,*Mgrs.*) | en71 NDpt96pt97 | British | 30lb ~~*Soft*~~ NE&B83 NDpt | s 3 - 4½ | | |
| WQKS | (*ex* Brunswick) | 2ndSurvey,Gls.10,03 | 720 | [illegible] | | | Cie Hellenique | drp05 | 4 *BHCem* | 1DB *2pf*,gs[illegible],hs282460 | | | |
| *Nov* | *namal* "Magda," *See No. 91* | *Supplement* | [illegible] | [illegible] | | | de Nav.à Vap. | | | Laird Bros.,Birkenhead | | | |
| 1526 | **Strombus** | **SteelSc3MatSr** | 6030 | ✠100A1 Lon *z* | 1900 | Armstrong | La Phocéenne | 110·0 52·1 32·2 | London | T.3Cy.28",46"&77"–48" (*s* | 34 " 0 | | |
| 112650 | *W.J.Stock* –02 *ss*Nwc.No.1–05 | | 5703 | 8,035,05 Nwc | 1mo | Whitworth& | Shell Transport& | P100'B20'F56' | British | 180lb *100lb* 486NHP | s 8 - 2½ | | |
| RLSJ | 2 *Dks*(*Stl*)♢*Web frames* | | 3928 | *Carrying Petroleum in bulk* | | Co.Ld | Trading Co.Ld (M | PK | 16 *BHCem* | 2SB,*12cf*,gs225,hs8070 | | | |
| | *Mchy.Aft* | | | *Fitted for Liquid Fuel* | 1,00 | Newcastle | Samuel&Co.,*Mgrs*) | | *APT* 43*t* | N.E.MarineCo.Ld.Nwc. | | | |
| | *Elec.light* | | | ✠LMC1,04 | A&CP | | *WB* = *DB* | *B* 37'112*t F PT* 219*t* | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Register Tonnage Gross — Under deck. — Net. | 4 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Year Added. Date cancelled. Reason cancelled. Equipment Letter. | 7 Built. When. Ship. — Engines. | 8 By Whom. — Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines in which classed, if not in L. R. Dates of Build & Trade Cert. | 16 Date when tail shaft last [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1527 456 JBNG | **Strömkarlen** Iron Twin Sc<br>*E.A.Norén* 83–92<br>1 *Dk* | 166<br>94<br>92 | | | | 1879 | W.Lindbergs Aktieb. Stockholm | Hernösand Sollefteå Ång.b. Aktieb. (C.I.Isakson) | 107·4 H72*t* | 21·7 | 5·8 | Hernösand Swedish | C.4Cy.10½″&22½″-18″&16″ NE&B93 34NHP<br>W.Lindbergs Mek.V.,Skm. | | | |
| 1528 2486 JPNP | **Strömma Kanal** Iron Sc<br>*G.E.Tillman*<br>1 *Dk* | 123<br>74<br>82 | | | | 1884 | W.Lindbergs Aktieb. Stockholm | Ångf.Aktieb. Strömma Kanal (C.H.Backert) | 96·1 Q87′ | 16·8 B36′ | 6·6 H7*t* | Stockholm Swedish | C.2Cy.11¼″&19″-15½″ NB96 12NHP<br>W.Lindbergs Mek.V.,Skm. | | | |
| 1529 MBQH | **Stromo** Steel Sc K<br>*K.Holm* –04<br>(*Trawler*)<br>1 *Dk* | 145<br>133<br>53 | | | | 1892 | W.Hamilton&Co. Pt.Glasgow | Acties.Stromo (Chr.Lindtner) | 100·2 Q19′F18′ | 20·5 | 10·6 BK7½″ | Stavanger Norwegian | T.3Cy.11″,17″&27″-22″ NB04 34NHP<br>D.Rowan&Son,Glasgow | 11 ″ 11 | | |
| 1530 110915 | **Strymon** Iron Sc K<br>*A.Leonard* –99 ss Gms.No.1–03<br>1 *Dk* | 198<br>178<br>67 | ✠100A1 Gms<br>*Stm Trawler*<br>~~6.01~~ 7.03 ✠LMC7.03<br>9.04 | | | 1899<br>10mo | Cook,Welt'n&Gemmell Hull<br>*Lloyd's SA&CP* | Standard Steam Fishing Co.Ld. | 114·0 Q19′F19′ | 21·0 | 11·3 BK7½″ *WB*= | Grimsby British | T.3Cy.11¾″,20″&32″-24″ (*s*) 180lb 55RHP<br>1SB,2*cf*,GS31,HS925<br>Amos&Smith,Hull | 12 ″ 1 | | 7.03 |
| 1531 109147 NJMQ | **Stuart** Steel Sc Sr<br>~~*W.E.Storey* –04~~<br>*J.Higgins* –02 ss Liv.No.2–02<br>1 *Dk*(*pt Irnpt Stl*) & *Webframes*<br>*Well deck* | 1212<br>880<br>760 | ✠100A1 Liv *n*<br>~~Spt'd 1.08~~ 1.05 ~~Sus.~~ Nwc<br>~~4.89.03~~ ✠LMC7.02<br>BS1.05 | | | 1894<br>5mo | Irvine& Co. W Hartlepool<br>A&CP | J.Bacon,Ld.<br>*WB*=*Cell* | 230·0 P139′F34′<br>*DB* 186′ 224*t* *FPT* 40*t* *APT* 14*t* | 33·0 | 14·8 FK<br>*BHCem* | Liverpool British | T.3Cy.19″,30½″&51″-36″ (*s*) 160lb ~~Nwc~~ 146NHP<br>1SB,3*rf*,GS45,HS2035<br>Cen.Mar.E.Wks.,W.Hpl. | 17 ″ 2<br>s 1 ″ 7½ | | ~~7.02~~ 7.04 |
| 1532 SKHF | **Stura** Iron Sc Bn<br>*L.Marino*<br>*Elec.light*<br>2 *Dks* 3 *tr B* | 2180<br>—<br>1454 | | | | 1883 | Blackwood &Gordon Pt.Glasgow | Nav.Gen.Italiana | 299·2 P30′ | 37·2 B54′ | 23·6 F49′ | Palermo Italian<br>*WB Tpd.*97 | T.3Cy.22″,35½″&62½″-42″ NB97 254NHP<br>Fonderia Orotea,Palermo | | I | |
| 1533 98391 | **Sturgeon** Iron Sc K<br>*W.Kavanagh* –02 ~~ss Bos.No.2–99~~<br>1 *Dk*<br>ss Bos.No.3–6.04 | 139<br>133<br>45 | ✠100A— Bos<br>*Stm Trawler*<br>6.04 ~~6.02~~<br>~~4.99~~ ✠LMC~~4.99~~6.04 | | | 1891<br>6mo | J.P.Rennoldson&Sns S.Shields | Boston Deep Sea Fishg.&Ice Co.Ld. | 95·0 P139′F34′ | 20·3 | 10·5 BK7″ | Boston British | C.2Cy.16½″&32½″-21″ (*r*) 90lb 40RHP<br>1SB,2*pf*,GS26,HS790<br>J.P.Rennoldsn&Sns.,S.Shl. | 10 ″ 9 | | ~~10.01~~ N6.04 |
| 1534 | **Sturman** Iron Sc Sr<br>*Galtchenko* (*ex* Juno,<br>*ex* Abercorn,*ex* Peloro)<br>2 *Dks* 3 *tr B* | 1042<br>985<br>649 | ✠ Cly Lv<br>6.73 | | | 1872<br>11mo | Hanna, Donald&Co. Paisley | P.P.Gourgy<br>*WB*=*DB* | 218·4 | 28·3 | 22·0 | Batoum Russian | C.2Cy.34″&60″-36″ NB79 180NHP<br>Hanna,Donald&Co.Paisly. | | V | |
| 1535 106748 PRLG | **Sturton** Steel Sc Sr<br>*O.Bowen* –04 ss Npt.No.1–02<br>1 *Dk*(*Irn*) & *Webframes*<br>*Elec.light* | 2128<br>1953<br>1362 | ✠100A1 Nwc *s*<br>11,04~~8.02~~ Npt | | | 1897<br>6mo | W.Gray& Co.(Lim.) W Hartlepool<br>A&CP | Sturton S.S.Co. Ld. (H.Samman&Co.)<br>*WB*=*Cell* | 290·0 P25′B69′F29′<br>*DB* a *u* E 110′ *f* 120′ | 42·1 FK | 19·1<br>*BHCem* 607*t* *APT* 54*t* | Hull British | T.3Cy.21½″,35″&58″-39″ (*s*) 170lb *80lb* 220NHP<br>2SB,6*rf*,GS73,HS3380<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 9<br>s 3 ″ 7 | | —<br>11,04 |
| 1536 QBJL | **Stuttgart** Steel Sc Sr<br>*A.Koenemann*<br>*Elec.light* | 5048<br>3137<br>3199 | | | | 1889 | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 411·7 P62′ | 47·6 B180′ | 30·9 F76′ | Bremen German | T.3Cy.31″,52″&83″-54″ 506NHP<br>FairfieldCo.(Lim.),Gls. | | G | |
| 1537 QGJK | — Steel Sc<br>*A.Wellm* 02–02<br>(*Trawler*)<br>1 *Dk* | 159<br>—<br>44 | | | | 1896 | Bremer "Vulkan" Vegesack | Deutsche Dmpfischerei Ges.Nordsee | 105·9 B33′ | 21·0 | 10·2 | Bremen German<br>*WB* | C.2Cy.14½″&26″-19⅔″ 25NHP<br>Bremer "Vulkan," Vegesck | | V | |
| 1538 HRSW | **Styria** Steel Sc<br>*N.Chersich*<br>(*ex* Styria Lloyd)<br>1 *Dk* & *Spardk* | 2771<br>—<br>1710 | | | | 1900 | Lloyd Austriaco Trieste | Lloyd Austriaco | 315·4 B— | 40·8 | 14·0 21·8 | Trieste Aust.-Hung.<br>*WB* | T.3Cy.23½″,39″&65½″-45″ 287NHP<br>Lloyd Austriaco,Trieste | | A | |
| 1539 | **Styrsö I.** Steel Sc<br>1 *Dk* | 200 | | | | 1904 | W.Lindbergs Aktieb. Stockholm | Styrsö Nya Badhusaktieb. | | | | Gothenbrg Swedish | C.2Cy.14⅔″&26¾″-17½″ 24NHP<br>W.Lindbergs Aktieb.Skm. | | | |
| 1540 | **Styrsö II.** Steel Sc<br>1 *Dk* | 125 | | | | 1904 | Eriksbergs M.V.Aktieb. Gothenburg | Styrsö Nya Badhusakteb | 98·5 B33′ | 20·4 | 8·0 | Gothenbrg Swedish | C.2Cy.13″&27″-18″ 26NHP<br>Eriksberg M.V.Aktieb,Got | | | |
| 1541 | **Sual** Iron Sc Sr<br>*Scott* 83–80 (*ex* Cebu,*ex* Sual)<br>2 *Dks* | *1037*<br>*462*<br>*782* | | | | 1873 | J.Riach Hong Kong | Nippon Yusen Kabushiki Kaisha | 211·0 H172*t* | 27·5 len— | 10·8 18·8 | Tokio Japanese | C.2Cy.28″&48″-24″ 60RHP<br>Gourlay Bros.,Dundee | | | |
| 1542 118685 | **Succeed** Steel Sc K<br>1 *Dk* | 77<br>72<br>19 | ✠100A1 Shl<br>*For fishing purposes*<br>12.03 ✠LMC12.03 | | | 1903<br>12mo | Smith's Dock Co.Ld. North Shields<br>*Lloyd's SA&CP* | J.Smith<br>*WB*<br>= *FPT* 3*t* | 80·0 | 18·1 | 8·3 BK6″ | Banff British | C.2Cy.10¾″&23″-16″ (*s*) 125lb 22RHP<br>1SB,2*pf*,GS20,HS539<br>MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 1543 90138 | **Success** Steel Sc Sr<br>ss PEl.No.1–03<br>*Elec.light* 1 *Dk* | 312<br>295<br>139 | ✠ A1 PEl<br>*Dredger*<br>9.03 ✠LMC3.03 | | | 1900<br>3mo | W.Simons &Co.Ld. Renfrew<br>*Lloyd's SA&CP* | East London Harbour Board | 147·0 F14′ | 27·6 | 9·8 FK<br>4 *BHCem* | E.London British | T.3Cy.12″,18½″&30″-24″ (*s*) 160lb 46RHP<br>1SB,2*cf*,GS36,HS970<br>W.Simons&Co Ld.Renfrew | 10 ″ 3<br>s 2 ″ 0 | | 9.03 |
| 1544 HRTD | **Sud** Steel Sc Sr<br>*N.Jancovich* –02<br>1 *Dk*(*pt Irn* & *pt Stl*) 2 *tr B* &<br>*deep framing* 3 *Dk rule* | ~~2571~~ 2520<br>2354<br>~~1641~~<br>1606 | ✠100A1 Cff *t*<br>1.05 ~~Lmc~~ Shl<br>✠LMC12.01 | | | 1901<br>12mo | A.Rodger &Co. Pt.Glasgow<br>*Lloyd's SA&CP* | Sud.S.S.Co.Ld. (E.Pollich&G. Jancovich)<br>*WB*=*Cell DBa* & *u E* 120′ *f* 136′ 638*t* | 314·4 P29′B94′F30′ | 44·0 | 20·8 FK<br>5 *BHCem* *APT* 86*t* | Trieste Aust.-Hung. | T.3Cy.22½″,37″&61″-42″ (*s*) 160lb *90lb* 249NHP<br>2SB,6*cf*,GS105,HS3866<br>A.Rodger&Co.Glasgow | 23 ″ 3<br>s 3 ″ 8½ | | ~~8.08~~<br>1.05 |
| Wrecked 1.05 | 1545 — Iron Sc Bn<br>*Vucassovich* 00–02 3rd Survey,82<br>(*ex* Muriel) 2 *Dks* | *1232*<br>*1084*<br>*808* | ✠ N Yk Lv<br>10.82 | | | 1872<br>7mo | A.Stephen &Sons Glasgow | M.Mihanovich<br>*WB* | 250·3 | 30·4 | 20·1 | Bns.Ayres Argentine | C.2Cy.29″&58″-30″ NB85 154NH<br>W.King&Co.Glasgow | | V | |
| 1546 LDQR | — Iron Sc Sr<br>*M.Rossi* –99 ss Abn.No.3–2.96<br>(*ex* Gipsy) ss Mlt.No.1–01<br>(*Trawler*) 1 *Dk*(*Irn*) | 178<br>156<br>45 | ✠ Mlt *c*<br>~~5.94~~ ✠ | | | 1883<br>8mo | J.Duthie & Sons Aberdeen | J.A.Deiss Demange frères&Cie. | 126·5 len25′87 | 19·3 | 10·1 BK6½″ | Marseilles French | C.2Cy.19″&38″-27″ 61NHP<br>1SB,3*pf*,GS48,HS939<br>Hall,Russell&Co.Abn. | 10 ″ 9<br>s 1 ″ 4½ | | |
| 1547 LDQP | — Iron Twin Sc<br>*J.M.Tattevin* 00–02<br>1 *Dk* | 149<br>—<br>86 | | | | 1882 | Chevalier &Grenier Paris | La Fluviale Cie.Française de Transp.par Eau | 129·2 | 20·0 | 7·2 | Rouen French | C.4Cy.12½″&22″-11¾″ 28NHP<br>H.Satre,Lyons | | | |
| 1548 | **Süd** Steel Sc Lr<br>1 *Dk* | 129<br>129<br>67 | | | | 1904 | Bremer "Vulkan" Vegesack | Bremen-Vegesacker Fischerei Ges. | 90·9 | 21·3 | 9·8 | Bremen German | C.2Cy.9 5/16″&16½″-12 9/16″ 8NHP<br>Bremer "Vulkan," Vegesck | | | |
| 1549 HNKJ | **Suderö** Steel Sc Sr<br>*A.Sörlie* –02<br>1 *Dk* | 114<br>105<br>24 | | | | 1902 | Framnes Mek.Værks. Sandefjord | Hvalfanger Acties. Suderö (P.Bogen) | 91·0 H8*t* | 18·0 — | 10·7 | Sandefjrd Norwegian<br>*WB* | T.3Cy.11″,18″&29″-20″ 38NHP<br>Akers Mek.Værks,Xia. | | N | |

| 1 Numéro d'ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après le Domaine. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Diamètre des Cylindres.—Course. Nombre des Hélices. NHP—Forces en chevaux de service d'après les Inscriptions sur le Certificat. RHP—Forces en chevaux d'après les Inscriptions sur le Certificat. Chaudières & Foyers. Nombre des Chaudières & Foyers. Pression de service des chaudières. | 14 Canaux par Corinthe. Panama. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1550 | **Sue H. Elmore** | **WoodScSr** | 23 | | | | 1900 | J.Supple | PacificNav.Co. | 90·7 | 23·8 | 8·0 | Astoria | C.2Cy.10"&20"–20" | | B |
| 114667 | *P. Schrader* 93–00 | *1 Dk* | — | | | | *Portland Or.* | | | | | | Or. | 14NHP | | |
| KQHW | | | 131 | | | | | | | | | | United States | | | |
| 1551 | **Suecia** | **IronScSr** | 523 | ✠100A1 | Gfl | *h* | 1884 | H.M'Intyre& Co. | Ångf.Aktieb. Fredrik(C.W. Akerson, *Mgr.*) | 168·6 | 28·2 | 11·4 | Gefle | C.[illegible]y.30"&58"–[illegible] | | |
| 431 | *G.F.Carlsson* 96–99 | *ssCont.No.6–3,00* | 380 | 4.04 | | | *Partly* | | | Q88 B17 | | | [illegible] | 80lb *60lb* NDB63 64NHP | 12 × 8 | |
| HKM | *ex Mexico* | *ssGtl.No.2–01* | 310 | | | | *Lloyd's s&GCP* | | | | ss.7 | | 4 *BHCem* | 13B,*Epf*,gs140 | | |
| | *Well deck* | *1 Dk(Iron)* | | | | | | | | | *DBa6.7* | | 60t *FPT*40t | W.G.Lochhead&Co.Gls. | | |
| 1552 | **Suevia** | **SteelScSr** | 4149 | | | | 1896 | Blohm& Voss | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 371·2 | 44·2 | 27·1 | Hamburg | T.3Cy.25½",40"&66"–42" | | G |
| | *H.Barrick* 01–01 | *2 Dks* | 3525 | | | | | | | P225 F45 | | | German | 282NHP | | |
| RKJS | *Elec.light* (ex Cuzco) | | 2063 | | | | | | | | | | *WB* | Blohm&Voss,Hamburg | | |
| 1553 | **Suevic** | **SteelTwinSc4MstSr** | 12500 | | | | 1900 | Harland& Wolff,Ld. Belfast | OceanicStmNavCo Ld.(Ismay,Imrie& Co. *Mgrs.*) | 550·2 | 63·3 | 39·9 | Liverpool | Q8Cy22",31½"46"&67"–51" | | |
| 113456 | *T.J.Jones* –03 | | 11182 | | | | | | | | | | 1211 R.H. | 641NHP | | |
| GFWR | *Ref.Mchy Elec.light* | *8 Dks* | 8108 | | | | | | | | | | *WB* | Harland& Wolff,Ld.Bel. | | |
| 1554 | **Suez** | **SteelScSr** | 2064 | ✠100A1 | Shl | *r* | 1885 | W.Gray& Co. | T.Appleby&Co. Harris&Dixon,Ld | 276·6 | 37·2 | 19·9 | London | T.3Cy.21",35"&57"–39" (s) | 21 × 8 | |
| 89475 | [illegible] | ssHpl.No.3–2,00 | 1575 | [illegible] | Hpl | | 8mo | | | P28'Q76'B108' | | | British | 160lb *80lb* NDB98 201NHP | 21 × 11½ | |
| KBWT | *Well deck* | *1 Dk(Stl)2tr B* | 1805 | | | | | W Hartlepool A&CP | | F26' | BK9½' | | 4 *BHCem* | 28SB,*Acf*,gs74,hs2994 | | |
| | *A.G.[illegible]* | [illegible] | | | | | | | | | *WB=DBa* | | 83'*f*102'477t | Blair&Co.(Lim.),Stockton | | |
| 1555 | — | **IronTwinScSp** | 365 | | | | 1884 | Lobnitz& Co. Renfrew | ShellTransport& TradingCo.Ld.(M. Samuel&Co. *Mgrs*) | 134·1 | 25·0 | 11·1 | Batik | C.4Cy.14"&28"–24" | | |
| | *Tunnel* | | 344 | | | | | | | | | | Papan | 64NHP | | |
| THWP | *Mchy Aft* | *1 Dk* | 164 | | | | | | | | | | Dutch | Lobnitz&Co.Renfrew | | |
| | *Elec.light* | *Carrying Petroleum in bulk* | | | | | | | | | | | | | | |
| 1556 | **Suffolk** | **SteelTwinSc4MstSr** | 7317 | ✠100A1 | N Yk | *l†* | 1902 | J.Brown& Co.Ld. Clydebank | Birt,Trinder& Bethell *WB=Cell* | 460·0 | 58·2 | 31·2 | London | T.6Cy.25",42"&69"–48" (s) | 34 × 3 | BT till 4,05 |
| 115859 | *T.Priske* 95–02 | 7083 | 6565 | *Shelter dk* | Gls | | 7mo | Glasgow | *DBa*113'*u*E&B | | | | 1803 R.H. | 915NHP | 7 × 5 | |
| TMHQ | *Ref.Mchy* | *2 Dks(Stl)3 deep framings* | 4880 | 4.01 4.04 4,05 | | | *Lloyd* | *s&GCP* | 63'*f*225'1418t*FPT* | | | | 7 *BHCem* | 5SB,*15cf*,gs295,hs18560 | | |
| | *Elec.light* | *Shelter dk(Stl–ws)* | 4654 | | | | | | | | | | 124t*APT*70t | John Brown&Co.Ld.Gls. | | |
| 1557 | — | **SteelPadSr** | 245 | | | | 1895 | Earle'sCo. (Lim.) Hull | Gt.Eastern Rly.Co. | 165·3 | 21·2 | 7·0 | Harwich | C.2Cy 24"&46"–42" | | BT till 4,05 |
| 106419 | *J.G.Gwilliam* | *1 Dk* | 155 | | | | | | | | | | British | 90NHP | | |
| PDSR | | | 81 | | | | | | | | | | | Earle'sCo.(Lim.),Hull | | |
| 1558 | **Sui-An** | **SteelTwinScSr** | 1651 | | | | 1899 | S.C.Farnham&Co.Ld. Shanghai | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 247·7 | 30·0 | 11·9 | Hamburg | T.6Cy.11",18"&30"–21" | | |
| | *D.F.Fuhlers* 01–01 | | 719 | | | | | | | | | | German | 82NHP | | |
| QHFB | | | 1145 | | | | | | | | | | | S.C.Farnham&Co.Ld.Shi. | | |
| 1559 | **Sui Sang** | **SteelScSr** | 2790 | | | | 1895 | Sir Raylton Dixon&Co. Middlesbro' | Indo-ChinaSteam Nav.Co.Ld. | 309·9 | 41·1 | 17·2 | London | T.3Cy.28",36"&59"–42" (s) | 19 × 6 | |
| 105772 | *T.R.Galsworthy* 89–95 | | 2589 | | | | | | | P41'B64'F35' | 25·2 | | British | 278NHP | 6 × 0 | |
| PDVF | *Elec.light* | *1 Dk&Spar dk&deep framing* | 1776 | | | | | | | | | FK | *WB* | N.E.Mar.E.Co.(Lim.),Sld. | | |
| 1560 | **Sui-Tai** | **SteelTwinScSr** | 1651 | | | | 1899 | S.C.Farnham&Co.Ld. Shanghai | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 247·7 | 30·0 | 11·9 | Hamburg | T.6Cy.11",18"&30"–21" | | |
| | *A.Voge* 01–01 | | 719 | | | | | | | | | | German | 82NHP | | |
| QHFC | | | 1145 | | | | | | | | | | | S.C.Farnham&Co.Ld.Shi. | | |
| 1561 | **Sui-Wo** | **SteelTwinScSk** | 2672 | | | | 1896 | Lon.&Gls. Co.(Lim.) Glasgow | Indo-ChinaSteam Nav.Co.Ld. | 290·0 | 43·1 | 11·8 | London | T.6Cy.14",28"&37"–30" | | |
| 105852 | *H.W.Hogg* 02 | | 1106 | | | | | | | B233'F43' | | | British | 156NHP | | |
| PLTV | | *1 Dks&2 Shade dks* | 1931 | | | | | | | | | | | Lon.&Gls.Co.(Lim.),Gls. | | |
| 1562 | **Suir** | **IronTwinSc** | 57 | A– | Dub | | 1892 | Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | ..... | ..... | ..... | Dublin | 2Cy.10"–14" (s) | 6 × 5 | |
| | | *ssDub.No.3–8,02* | — | *Barge* | | | 8mo | | | | | FK | British | 160lb 6NHP | | |
| | | *1 Dk* | — | *For River purposes only* | | | | | | | | | 2 *BHCem* | 18B,*Inf*,gs8,hs107 | | |
| | | | | 4.04 | | | | | | | | | *WB=FPT*9t | Ross&Walpole,Dublin | | |
| 1563 | **Sul America** | **SteelScTug** | 101 | | | | 1902 | Ritchie, Graham& Milne Glasgow | J.SchubachSöhne | 85·2 | 18·0 | 8·7 | Hamburg | C.2Cy.14"&28"–21" | | V |
| | *Gudde* –02 | | 85 | | | | | | | | | | German | 30NHP | | |
| | | *1 Dk* | 31 | | | | | | | | | | *WB* | Campbll&Calderwood,Psy | | |
| 1564 | **Sulan** | **WoodScSr** | 119 | | | | 1902 | Gausvig Hardanger | K.Hjalmarsson | 96·5 | 19·3 | 9·6 | Mjóafirdi (Iceland) | C.2Cy.8"&17½"–12" | | N |
| | *E.Ebenezerson* | | 111 | | | | | | | | | | Danish | 5NHP | | |
| | | *1 Dk* | 61 | | | | | | | | | | | RosenbergsMV.Stavanger | | |
| 1565 | **Suldal** | **SteelScSr** | 439 | | | | 1890 | Stavanger Stöberi&Dok Stavanger | Acties.Suldal (Madsen&Jespersen) | 146·1 | 25·4 | 11·1 | Stavanger | T.3Cy.11",18"&29"–24" | | N |
| | *H.M.Ellingsen* | *1 Dk* | 322 | | | | | | | Q34t B59t H9t F15t | | | Norwegian | 41NHP | | |
| JWQF | | | 265 | | | | | | | | | | *WB* | Plenty&Son,Newbury | | |
| 1566 | **Suleiman Ousejnoff** | **SteelTwinSc** | 1656 | | | | 1899 | Lindholmens M.V. Gothenburg | M.B.H.S.O.Ousejnoff | 285·2 | 32·0 | 17·8 | Astrachan | C.4Cy.20"&40"–24" | | |
| | *Carrying Petroleum in bulk* | Sr | — | | | | | | | Q81'B75'F31' | | | Russian | 131NHP | | |
| | | *2 Dks* | 1220 | | | | | | | | | | *WB* | Lindholmens M.V.Got | | |
| 1567 | **Sulina** | **SteelPad&ScTug** | 195 | | | | 1886 | Ateliers& C.de la Loire Nantes | RoumanianState Railways | 118·1 | 19·0 | 10·5 | Constanza | C.2Cy.82"&60"–47" | | |
| | *M.Jonescu* 99 | *(Salvage Vessel)* | 164 | | | | | | | B40' | | | Roumanian | 145NHP | | |
| | (ex Constanza) | | 108 | | | | | | | | | | | Ateliers&C.de la Loire Paris | | |
| 1568 | **Sulitjelma** | **IronScSr** | 1065 | | | | 1879 | M.Pearse &Co. Stockton | Dmpskibsacties. OttoThoresens Linie (OttoThoresen, *Mgr.*) | 215·0 | 32·0 | 16·3 | Christiania | T.3Cy.15",24½"&39"–30" | 17 × 4 | N |
| | *W.Simpson* | (ex Coleridge) | 815 | | | | | | | Q71'B57'F31' | | FK | Norwegian | NE&B92 98NHP | | |
| HMJS | *Well deck* | *1 Dk2tr B* | 652 | | | | | | | | | | *WB* | S.&H.Morton&Co.,Leith | | |
| 1569 | **Sullberg** | **SteelScSr** | 1260 | | | | 1896 | Henry Koch Lübeck | MatthiasStruve | 226·1 | 32·8 | 17·9 | Blanken'se | T.3Cy.16",28"&44"–28" | | V |
| | *H.Meyer* 01–02 | *1 Dk&Spr dk* | 1981 | | | | | | | B56 F25 | | | German | 148NHP | | |
| LGDJ | | | 782 | | | | | | | | | | | H.Paucksch,Landsbrg a.w | | |
| 1570 | **Sultan** | **SteelScSr** | 2816 | | | | 1891 | Blohm& Voss Hamburg | DeutscheOst.-Afrika Linie | 320·8 | 40·0 | 23·4 | Hamburg | T.3Cy.25½",40"&66"–42" | | G |
| | *H.Ulrich* 01–03 | | 2280 | | | | | | | P&B202 F41' | | | German | 282NHP | | |
| RJKG | (ex Virginia) | *2 Dk3tr B* | 1781 | | | | | | | | | | *WB* | Blohm&Voss,Hamburg | | |
| 1571 | — | **SteelScSr** | 2063 | | | | 1894 | Workman, Clark&Co Ld Belfast | OceanS.S.Co. | 258·5 | 38·0 | 13·9 | Fremantle | T.3Cy.19",32"&62"–40" | 16 × 8 | |
| 108146 | *F.Pattes* [illegible] | | 1650 | | | | | | | P57 B52' | | 21 S | British | 206NHP | | |
| NJCR | *Elec.light* | *1 Dk2tr Spr dk3tr B* | 1270 | | | | | | | | | | *WB* | Wrkmn,Clrk&Co(Lm)Bel | | |
| 1572 | — | **IronScSr** | 1041 | ✠90A1 | Hul | *m* | 1867 | C.&W. Earle Hull | T.Wilson,Sons& Co.Ld. | 239·2 | 31·4 | 14·7 | Hull | T.3Cy.17½",29½"&48"–30" (s) | | |
| 88918 | *J.Neale* 02–02 | ssHul.No.3–6,02 | 741 | 4.04 | | | 4mo | | | P127' | P25' | | British | 150lb *60lb* NDB90 110NHP | | |
| HVQK | *Well deck* | ssHul.No.2–02 | 661 | [illegible] | | | | | | [illegible] | | BK7' | 1 *BHCem* | 1SB,*3trf*,gs54,hs1490 | | |
| | | *1 Dk2tr B* | | | | | | A&CP | | [illegible] | | | | *Tpd*90 Baily&Leetham,Hul | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck — Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now omitted. Explanation. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Patent R. of Trade over. | 16 Date when tail shaft last ~ewn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1573 | **Sultan** IronScSr<br>*P.Leva* 1 *Dk*<br>HRTP | 752<br>—<br>444 | | | | 1864 | Act.Ges. "Vulcan" Stettin | LloydAustriaco | 197·6 \| 27·7 \| 19·2 | Trieste Aust.-Hung. | T.3Cy.16½″,26″&43″–30″ NE&B92 101NHP WllsndSlpwy.Co.Ld.Nwc. | | | |
| 1574 | — WoodScSr<br>*Del'cruz* –02 | 157<br>143<br>102 | | | | 1894 | R.Hargreaves&Co. Singapore | SoonKeckCo.,Ld. | 111·3 \| 17·9 \| 8·2 | Singapore British | C.2Cy.14″&28″–18″ Bow,MacLachlan&Co.Psy. | | | |
| 1575 | **Sultan van Koetei** SteelSc3<br>*C.P.Noorden*1894–04<br>*Elec.light Mchy.Aft* 1 *Dk*(*pt Irn&pt Stl*) *&Web frame Trunk Dk Stl*) | 1850<br>1850<br>1141<br>1061 | ✠100A1<br>*Trunk deck*<br>2,04 *Moulded*<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 12,04 ✠LMC12,04 | Ams | *q* | 1904<br>12mo | Nederl. Schps.Maats. Amsterdam<br>*Lloyd'sA&CP* | Kon.Nederl.Maats. totExploitatie v. Petr'leumBronnen inNederl.Indie | 230·2 \| 12·0 \| 10·9<br>P68′F43′41·9 \| 18·7<br>241·0 \| FK<br>*WB=CellDBulk* | Pangkalan Berandan Dutch<br>11*BHCem* | T.3Cy.20½″,32½″&55½″–35½″ 180lb *100lb* (*s*) 237NHP<br>2SB,*6cf*,GS96,HS3379 FD<br>NedFb.v.Wrk&Spoor,Ams<br>*B*16·7 *WFT*103 *APT*37t | 19 ″ 11 | | |
| 1576 | **Sultan van Langkat** SteelSc3Mst<br>*C.F.Bremner* *ssDun.No.3–2.03* Sr<br>*Stege* –04 1 *Dk*(*Stl*)*&Spar dk*(*Stl*)<br>*Mchy.Aft* *&Web frames*<br>*Elec.light* | 3035<br>2433<br>2308 | ✠100A1<br>*Spar dk*<br>~~9,04~~ ~~1,01~~ 1,05<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 4,98 | Sng | *u* | 1898<br>4mo | Sir J.Laing Sunderland<br>A&CP | Kon.Nederl.Maats. totExploitatie v. PetroleumBronnen inNederl.Indie | 335·0 \| 39·5 \| 15·5<br>P79′B28′F29′ 22·7<br>len03 FK<br>*WB=CellD*<br>*BuE&B*54′ 114t *D*<br>*Tf*20′273t *FPT*84t<br>*APT*58t | Pangkalan Berandan Dutch<br>10*BHCem* | T.3Cy.22″,34″&57″–42″ (*s*) 160lb *100lb* 303NHP<br>2SB,*6cf*,GS150,HS5129<br>G.Clark,Ld.Sunderland | 16 ″ 5<br>s 3 ″ 9 | | ~~12,03~~<br>9,04 |
| 1577 | **Sultan van Lingga** SteelScSr<br>*Dous* 1 *Dk*(*Teak*) | ~~B~~ ~~Sultan~~ ~~Lingga~~ ✠LMC12,0<br>147<br>121<br>54 | ✠90A1<br>4,03<br>✠LMC | Sng | *b* | 1902<br>8mo | A.Vuyk Capelle a/d Yssel<br>*Lloyd'sA&CP* | SingkepTinMaats. | 106·0 \| 18·0 \| 8·8<br>B29′F14′<br>FK | Riouw Dutch<br>4*BHCem* | C.2Cy.12½″&24″–18″ (*s*) 120lb 33NHP<br>1SB,*2cf*,GS29,HS710<br>Löhnis&Co.Rotterdam | 9 ″ 6<br>s 1 ″ 3½ | | |
| 1578 | **Sultana** SteelScSr<br>117194 *J.H.Driscoll* –03<br>*Mchy.Aft*<br>*Elec.light* 1 *Dk2trB* | 3914<br>—<br>2850 | | | | 1902 | Superior S.B.Co. W.Superior, Wis. | ZenithS.S.Co. (G.A.Tomlinson, *Mgr.*) | 362·0 \| 48·0 \| 24·0<br>F44′<br>*WB* | Duluth, Minn. Utd.States | T.3Cy.20″,33″&54″–40″ 184NHP<br>SuperiorS.B.Co. | | V | |
| 1579 | — IronScSr<br>93144 ~~*T.W.Leighton*70–xx~~ *ssHul.No.3–5,01*<br>KTDC *R.T.Robertson* –05 2 *Dks*(*Irn*)*3trB* | 1920<br>1618<br>1207 | ✠100A1<br>~~2,04~~2,05<br>~~BS8,03~~ ✠LMC5,01 | Hul<br>Lon | *r* | 1888<br>5mo | BlythS.B. Co.(Lim.) Blyth<br>*Lloyd'sA&CP* | ~~T.Wilson,Sons&Co.Ld.~~<br>*WB=DBa78′&uE&B*60′333t *FPT* | 265·0 \| 36·1 \| 23·0<br>P30′B76′F30′<br>BK9½″<br>19t *APT*19t | Hull British<br>6*BHCem* | T.3Cy.23″,36″&60″–36″ (*s*) 150lb *160lb* 188NHP<br>2SB,*4cf*,GS82,HS2522NDB98<br>Bailey&Leetham,Hull | 24 ″ 3<br>s 3 ″ 7 | | 1,03 |
| 1580 | 1,05 IronSc3MstSr<br>*H.Zenzefili*01– *ssGls.No.3–3,83*<br>(*ex*Ricordo,*ex*SanMun, *ssGls.No.2–89*<br>*ex*Algérien,*ex*Iberia)<br>1 *Dk*(*Irn–ws*)*&Spar dk* | 1097<br>1076<br>701 | ✠<br>7,96<br>*Spar dk*<br>B5,8 | Gls | *m* | 1871<br>4mo | Black wood &Gordon Pt.Glasgow | S.A.Siderides | 230·0 \| 30·1 \| 21·6<br>drp93<br>BK6½″ | Syra Greek<br>6*BHCem* | C.2Cy.28″&48″–36″ NDB95 115NHP<br>1DB,*4pf*,GS79<br>Blackwood&Gordon,P.Gl. | 15 ″ 8 | V | |
| 1581 | — IronPadSp<br>*173*<br>*157*<br>*45* | | | | | 1868 | Robertson Greenock | M.Clavel | 188·1 \| 18·3 \| 7·3 | Cherbourg French | D.1Cy.49″–54″ NB86 136NHP<br>W.King&Co.,Glasgow | | | |
| 1582 | **Suma Maru** SteelScSr<br>1484 *S.Harai* *ssKob.No~~1–xx~~2–05*<br>HKGL 1 *Dk*(*Stl*)*&Web frames*<br>*&Spar dk* | 1561<br>1348<br>1132 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>2,05 ~~1,02~~<br>2,05 ✠LMC | Kob | *p* | 1895<br>4mo | Nagasaki Dockyard& EngineWks Nagasaki<br>*Lloyd'sA&CP* | OsakaShosen KabushikiKaisha<br>*WB=CellDBa53′uE&B*44′*f*93′ 254t *FPT* | 250·7 \| 33·0 \| 13·5<br>P17′B52′F29′ 20·0<br>BK8″<br>65t *APT*27t | Osaka Japanese<br>6*BHCem* | T.3Cy.18½″,30″&49½″–36″ 150lb *60lb* (*s*) 160NHP<br>2SB,*6cf*,GS87,HS2701<br>NgsakiDkyd&E.Wks,Nag | 15 ″ 9<br>s 5 ″ 8½ | | ~~12,00~~<br>2,05 |
| 1583 | **Sumatra** SteelScSr<br>106638 *W.Hayward* –03<br>NWMQ 2 *Dks*(1 *Stl–ws*)*&UStl-teak s*)*3trB*<br>*Elec.light* | 4607<br>4070<br>2976 | ✠<br>11,95 | Lon | *y* | 1895<br>8mo | A.Stephen &Sons Glasgow | P.&O.Stm.Nav.Co.<br>*WB=CellDBa88′uE&B*75′ *f*142′ 786t *FPT* | 400·0 \| 46·7 \| 27·7<br>P42′B140′F84′<br>BK9″<br>60t *APT*45t | Glasgow British<br>7*BHCem* | T.3Cy.28″,46″&77″–54″ 498NHP<br>2DB,*8cf*,GS154,HS6720 FD<br>A.Stephen&Sons, Glasgow | 31 ″ 0<br>s 6 ″ 7½ | BT till 2,05 | |
| 1584 | — IronScBg<br>252 *D.Scotti* 2ndSurvey,80<br>SKJP (*ex*Humboldt) *Elec.light* 2 *Dks&Spar dk* | 1880<br>—<br>1228 | ✠<br>7,80 | Gen | Lv | 1871<br>4mo | TROswald &Co. Sunderland | Nav.Gen.Italiana | 282·1 \| 36·1 \| 26·1<br>H50t | Genoa Italian | 2Cy.35″&66″–36″ NB95 218NHP<br>*Cmp.*80Odero&Ferro,Sesti | | I | |
| 1585 | — SteelScSr<br>*E.Klimmet* 1 *Dk*<br>QFGM | 584<br>413<br>407 | | | | 1889 | G.Howaldt Kiel | Norddeutscher Lloyd | 171·4 \| 27·7 \| 12·1<br>P16′F30′ | Bremen German | T.3Cy.14″,22″&37″–20″ 61NHP<br>GebrüderHowaldt,Kiel | | G | |
| 1586 | **Sumidagawa Maru** IronScSr<br>1170 *K.Taiyo*87–94 1 *Dk*(*Irn*)*&Awng dk*<br>HGWL (*ex*Herongate) | 747<br>723<br>463 | ✠<br>3,90 | Lon | *h* | 1887<br>4mo | ShortBros. Sunderland | OsakaShosen KabushikiKaisha | 186·0 \| 25·1 \| 19·3<br>BK7″ | Osaka Japanese<br>4*BHCem* | T.3Cy.15″,25″&40″–27″ 1SB,*3cf*,GS50 83NHP<br>J.Dickinson,Sunderland | 13 ″ 3 | | |
| 1587 | **Suminoye Maru** IronScSr<br>488 *I.Noma*00–02 *ssLiv.No.1–76*<br>HDGL (*ex*Duna) 2 *Dks3trB* | 1425<br>1321<br>884 | ✠<br>12,76 | Liv | | 1871<br>3mo | Aitken& Mansel Glasgow | NipponYusen KabushikiKaisha | 264·0 \| 30·4 \| 23·7 | Tokio Japanese<br>5*BHCem* | C.2Cy.30″&53″–30″ 128NHP<br>Tennant&Co.(Lim.),Leith | | | |
| 1588 | **Sumiyoshi Maru** SteelScSr<br>1935 *W.Aikawa* *ssSld.No.3–7,87*<br>HKMS (*ex*Pakshan, *ssH.Kg.No.1–91*<br>*ex*Delphus) 1 *Dk*(*Stl*)*2trB&pt Awng dk* | 1348<br>1191<br>836 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>10,97 | HKg | | 1883<br>11mo | BarrowS.B Co.(Lim.) Barrow | NipponShosen KabushikiKaisha<br>*WB=CellDB*203′300t | 240·6 \| 33·9 \| 17·8<br>Q92′<br>*ptAwng dk*147′ FK<br>*FPT*14t *APT*7t | Shinagawa Japanese<br>4*BHCem* | C.2Cy.31″&58″–36″ 163NHP<br>2SB,*6pf*,GS86,HS2800<br>WestrayCopelnd&Co. Brw | 16 ″ 6 | | |
| 1589 | **Sumus** IronScSr<br>58003 *B.Biggs* –03<br>KBVS *Mchy.Aft* | 223<br>~~190~~<br>~~102~~ 141 | | | | 1871 | Backhouse &Dixon Middlesbro' | Hogg&Henderson | 133·4 \| 20·2 \| 11·3<br>Q19t | Middlsbro' British | C.2Cy.18½″&34″–20″ 45RHP<br>Blair&Co.(Lim.),Stockton | 11 ″ 0<br>s 1 ″ 5½ | | |
| 1590 | **Sun Ning** WoodScSr<br>114370 *Leong Tai* 1 *Dk* | 134<br>112<br>85 | | | | 1903 | Yu Hing Leong HongKong | ~~G.J.White~~ A.R.Burkill&Sns | 114·0 \| 17·4 \| 8·1 | Shanghai British | C.2Cy.13½″&27″–17″ 30RHP<br>KwongSingLoong,H.Kg. | | | |
| 1591 | **Sunbeam** IronScBn<br>79455 *F.Lewis* –04 ~~ssHal.No.3–6,01~~<br>SDVW ~~ssGls.No.2–00~~<br>*ss*Gls.2ndNo.3–10,03 2 *Dks*(1 *Irn*)*3trB* | 1784<br>~~1764~~<br>1154 | ✠100A1<br>~~2,01~~ 12,04<br>✠NB10,03 DBS12,04 | Lth<br>Gls | *r* | 1878<br>9mo | Richrdson, Duck&Co. Stockton<br>A&CP | W.S.Miller&Co. | 270·4 \| 35·2 \| 24·3<br>B12′F25′<br>ptND03 BK9½″ | Glasgow British<br>5*BHCem* | C.2Cy.30″&62″–39″ (*s*) 90lb *80lb* NDB95 193NHP<br>2SB,*6pf*,GS102,HS3136<br>C.D.Holmes&Co.,Hull | 25 ″ 10<br>s 5 ″ 1 | | N10,03 |
| 1592 | — WoodSc<br>116942 ~~Y~~M10,10<br>KPQV (*ex*ShoeCity) 1 *Dk* | 547<br>—<br>403 | *Now named "Morning Star," See No. 83 in Sup'ement* | | | 1900 | James& Tarbox Essex,Mass. | ThePeople's SteamboatCo. | 140·0 \| 35·0 \| 10·0 | N.LndnCn Utd.States | C.2Cy.16″&36″–22″ 51NHP | | R | |
| 1593 | — SteelScSr<br>29 *G.W.Bowles* –00<br>(*Trawler*) 1 *Dk* | 166<br>155<br>48 | | | | 1892 | J.Duthie, Sons&Co. Aberdeen | Johnstone& Sherrit | 102·0 \| 20·7 \| 11·3<br>BK6½″ | Aberdeen British | C.2Cy.15″&34″–24″ 50RHP<br>Hall,Russell&Co.,Abn. | 11 ″ 7 | | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 8 Construit. Quand. Navire. No. | 9 Par qui. Lieu. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Long. Larg. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Epaisseur du bordé au maître du navire. pds. pc. | 15 Date de la dernière entrée dans la Liste et du Certificat. Durée. | 16 Date de la dernière Visite. Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1594 | **Sunbeam** | IronScK | 133 | | 1891 | Hawthorns & Co. Leith | D.J.McKinnon & Son | 100·0 20·1 10·1 F12′ BK7 | Dundee British WB | C.2Cy.17″&34″-22″ 48RH | 11 0 | | |
| 97554 | *F.Powdrell* –99 | (*Trawler*) | 125 | | | | | | | Hawthorns&Co.,Leith | | | |
| | | 1 *Dk* | 48 | | | | | | | | | | |
| 1595 | — | SteelScK | 79 | ✝100A1 Shl | 1903 | Smith's | A.Bremner | 80·0 18·1 8·3 | Wick | C.2Cy 10½″&28″-16″ (*r* | 9 0 | | |
| 116106 | | | 74 | *For fishing purposes* | 8mo | Dock Co.Ld. North Shields | | BK6″ | British | 125lb 23RH | | | |
| | | 1 *Dk* | 17 | 8.03 ✝LMC8.03 | *Lloyd's s.a.&CP* | | | *WB = FPT 8t* | 3 *BH Cem* | 1SB,2*pf*,GS25,HS581 | | | |
| | | | | | | | | | | Shields Eng.Co.Ld.N.Shl. | | | |
| 1596 | **Sunda** | SteelScSr | 4674 | ✝ Grk *g* | 1895 | Caird&Co. | P.&O.Stm.Nav.Co. | 400·1 46·7 28·0 | Greenock | T.3Cy.28″,46″&77″–54″ | 31 1 | BT | |
| 102346 | *H.S.Bradshaw* –03 | | 4107 | 8.95 | 8mo | (Lim.) Greenock | | P48′B140′F86′ BK9 | British | 496NHP | s ■ - 5½ | ■■■ | |
| NWRJ | 2 *Dks*(1 *Stl*–ws&*U Stl*–teak s) *8tr B* | | 2987 | ✝ | | | | *WB = Cell D Ba 94′u E&f* | 7 *BH Cem* | 2DB *Scf*,GS155,HS6682 | | | |
| | *Elec light* | | | | | | | *B79′f136′782t FPT* | 59t *APT 58t* | Caird&Co.(Lim.)Greenock | | | |
| 1597 | — | SteelScTug | 120 | | 1899 | New Harbour Dock Co. Ld.Singapore | Tanjong Pagar Dock Co.Ld. | 95·3 19·5 11·0 | Singapore British WB | C.2Cy.19″&36″–18″ E.*blt.76 fitted*99 55RH | | | |
| 110397 | | 1 *Dk* | 109 | | | | | | | B.*blt.87 fitted*99 | | | |
| | | | 23 | | | | | | | D.Rowan,Glasgow | | | |
| 1598 | **Sundet** *ss*Got.3rd No.3–5.04 | IronScSr | 828 | ✝ 90A1 Got *l* | 1870 | Withy& Alexander Hartlepool A&CP | Akties.Sundet (L.Lyderson) | 214·9 28·4 16·5 Q89′B46′F17′ pt ND88 *WB = DBa* | Tvedstrnd Norwegian 1 *BH Cem* 67′*f*84′140*t* | C.2Cy.18½″&37½″–36″ 87lb 75*lb* ND001 71NHP | 17 8 | | 1.06 5.04 |
| MBQP | (*ex* Transport, *ex* Norway) | *Well deck* 1 *Dk*2*tr b* | 509 | 3.04 HS8.01 LMC8.04 ✝ N 5.04 | 8mo | | | | | ISB,*2cf*,GS45,HS1240 T.Richardson&Sons,Hpl | | | |
| 1599 | **Sundsvall** | SteelScSr | 663 | | 1889 | Helsingörs Skibsbyggeri Elsinore | H.M.Gehrckens | 191·0 27·6 12·2 Q62′B58′F28′ | Hamburg German WB | C.2Cy.25″&47″–30″ 101NH | | G | |
| RHMT | *G.Mahler*90–99 | 1 *Dk* | 490 | | | | | | | HelsingörsMaskinbyggeri | | | |
| 1600 | — | IronScSr | 257 | | 1854 | Motala Co. Norrköping | Sundsvalls Ångf. Aktieb. (F.L.O. Boström) | 151·0 21·4 11·9 H47*t*F17′ | Sundsvall Swedish | C.2Cy.18½″&37½″–21″ NE&B82 58NH | | | |
| 144 | *A.Söderström*02–02 | 1 *Dk* | 204 | | | | | | | W.Lindberg's Mk.V.,Skm | | | |
| HGVP | | | 174 | | | | | | | | | | |
| 1601 | **Sune** | SteelScSr | 921 | ✝100A1 Mch *t* | 1903 | Gooles S.B. & Repairing Co.Ld.Goole | Ångbåts Aktieb. Sune(G.T.Schéle) | 200·0 32·1 14·0 P59′F27′ FK | Halmstad Swedish | T.3Cy.15″,25″&41″–27″ (*s* | 16 1 | | |
| 4136 | *G Jönsson*02–03 | | 732 | 10.04 Hul | 3mo | | | | | 180lb *90lb* 104NH | s 2 - 5½ | | |
| JNFM | *Mchy.Aft* | 1 *Dk*(*Stl*)&*deep framing* | 556 | ✝LMC2.03 | *Lloyd s.a.&CP* | *WB = Cell DB uE&f&B* | | *31′f134 261t FPT* | 3 *BH Cem* 60t *APT 40t* | 1SB,3*pf*,GS52,HS1728 G.T.Gray,South Shields | | | |
| 1602 | **Sunflower** | IronPad | 242 | | 1879 | T.B.Seath & Co. Glasgow | Wallasey Urban District Council | 140·2 26·2 9·6 | Liverpool British | D.O.2Cy.30″–60″ NB90 60RH | | BT | |
| 81311 | *J.Pye*86–87 | | 239 | | | | | | | D.Rowan,Glasgow | | 3.03 | |
| | | | 47 | | | | | | | | | | |
| 1603 | **Sung Kiang** | SteelTwinScSr | ~~1696~~ | 1622 | 1888 | Scott&Co. Greenock | China Nav.Co.Ld. | 256·3 36·3 21·6 B68′F29′ | London British | T.6Cy.14″,28″&37″–30″ 150NH | | | |
| 95425 | *A.Hunt* –88 | | ~~1307~~ | 1471 | | | | | | Scott&Co.,Greenock | | | |
| KSFL | | | ~~1021~~ | 967 | | | | | | | | | |
| 1604 | **Sungari** | SteelScSr | 1550 | ✝ | 1898 | J.Scott& Co. Kinghorn | ~~Chinese Eastern~~ Railway Co. Ld. Japanese Government | 237·5 34·1 16·7 P&B142′F62′ BK8″ | ~~Vladivostok~~ Russian | T.3Cy.20″,32″&54″–36″ 214NH | 17 9 | | |
| ~~Russia~~ | (BURNT AND SUNK 2,04 Nowsaujung) | | 933 | 4.02 T | | | | *WB = MT 10′140t* | 6 *BH Cem* | 2SB,6*cf*,GS117,HS3630 | | | |
| | *Anastasief* *ss*Nag. No.1–02 | | 814 | ✝ | | | | | *APT 80t* Japanese | J.Scott&Co.Kinghorn | | | |
| | *Well deck* (*ex* May) | 1 *Dk*(*Stl*)2*tr B* | | | | | | | | | | | |
| 1605 | **Suningdale** | SteelScSr | 2584 | ✝100A1 Shl *s* | 1896 | Ropner & Son Stockton A&CP | J.A.Wood&Co. | 300·0 43·0 16·4 P29′B46′ | W. Hartlpl British | T.3Cy.21½″,35″&59″–39″ (*s* | 19 8 | | |
| 106954 | *R.A.Bukmann* –00 | *ss*Shl.No.1–01 | 1853 | *pt Awng dk* Sws | 10mo | | | *pt Awng dk* 225′ FK | 5 *BH Cem* | 160lb *80lb* 225NH | s 8 - 4½ | | |
| PMDL | 1 *Dk*(*pt Stl pt Irn*)&*Web frames* | | 1685 | *with freeboard* 7.01 BS7.04 | | *WB = Cell D Ba* | | 104′*u* E22′*f* 114′506*t* | *APT 66t* | 2SB,6*cf*,GS78,HS3503 T.Richardsn& Sns.Ld.,Hpl | | | |
| | | *&pt Awng dk*(*Irn*) | | ✝LMC6.01 | | | | | | | | | |
| 1606 | **Sunko Maru** | IronScSr | 766 | ✝ Shi *j* | 1884 | Oscrshamn M.Vks. Oscarshamn | Boyeki Kaigwai Kabushiki Kaisha | 187·6 29·5 13·7 Q55′B38′F27′ BK7½ | Osaka Japanese | C.2Cy.25½″&47½″–30″ E*made*76 104NH | | | |
| 1580 | *ss*Shi.No.3–10,96 | | 597 | 10.96 | 7mo | | | *WB = APT 15t* | 4 *BH Cem* | 1SB,3*pf*,GS48 | | | |
| HKWL | (*ex* Albert) | 1 *Dk* | 475 | | | | | *MT 31′200t* | *MT 31′200t* | T.Richardson&Sons,Hpl. | | | |
| | *Well deck* | | | | | | | | | | | | |
| 1607 | **Sunlight** | IronScSr | 1153 | ✝100A1 Sws *n* | 1884 | R.Craggs & Sons Middlesbro' A&CP | Sunlight S.S.Co. Ld. (P.Wedlake &Co.) | 230·2 32·0 15·4 Q91′B63′F28′ BK8″ | Swansea British | C.2Cy.21″&48″–36″ (*r* | 16 6 | | |
| 89459 | *A.O.Welch*97–98 | *ss*Shl.No.3–6,96 | 881 | 3.05 LMC4.05 | 2mo | | | | 4 *BH Cem* | 110lb *80lb* NDB01 98RH | s 1 - 4½ | | |
| JGMN | *Well deck* | *ex* Mdb. No.1–01 | 705 | MS4.04 RS5.05 | | *WB = DBa 75′f84′274t* | | | *APT 23t* | 1SB,3*pf*,GS49,HS1854 Wstgrth,English &C.Mdb | | | |
| | | *ss*Sws.No.2–03 1 *Dk*(*Irn*)2*tr B* | | | | | | | | | | | |
| 1608 | — | IronScSr | 388 | A1.1 Liv *k* | 1868 | L.Hill&Co Pt.Glasgow | J.Bacon,Ld. | 184·0 22·7 12·7 P27′F5*t* BK6½ | Liverpool British 1 *BH* | C.2Cy.19″&38″–27″ 80lb NE&B83 70RH | 13 7 | | |
| 62412 | *J.Higgins* –04 | 6th Survey,86 | 345 | 2.04 NR3.04 | | | | | | 1SB,3*pf* GS43,HS1221 | s 1 - 10½ | | |
| JQHS | | 5th Survey,Liv.3,08 | 245 | ✝ | | | | | | D.Rollo&Sons,Liverpool | | | |
| | | 2 *Dks* | | | | | | | | GS45,HS1260 | | | |
| 1609 | — | SteelScK | 168 | | 1894 | J.Duthie, Sons&Co. Aberdeen | Johnstone & Sherrit | 103·2 21·1 11·3 BK7 | Aberdeen British | T.3Cy.18″,19″&30″–21″ 50RH | 11 9 | | |
| 104506 | *A.Stanforth* –00 | (*Trawler*) | 156 | | | | | | | Blaikie Bros.(Lim.),Abn. | | | |
| | | 1 *Dk* | 54 | | | | | | | | | | |
| 1610 | — | SteelTwinScFlat | 108 | | 1889 | R.Smith& Co. Lytham | Lever Bros.Ld. | 93·0 19·6 6·6 FS | Liverpool British WB | C.4Cy.10″&20″–14″ 45RH | 7 8 | | |
| 96362 | *P.Illidge* –89 | | 64 | | | | | | | R.Smith&Co.,Lytham | | | |
| | | 1 *Dk* | | | | | | | | | | | |
| 1611 | **Sunningdale** | SteelScSr | 1798 | ✝100A1 Shl *r* | 1899 | S.P.Austin &Son,Ld. Sunderland A&CP | Sir J.Joicey,Bart. (J.Fenwick&Son. *Mgrs.*) | 268·4 37·7 17·0 P27′Q74′B48′F28′ FK | Newcastle British | T.3Cy.20½″,33″&54″–39″ (*s* | 19 9 | | |
| 110343 | *R.Scarfe*84–99 | *ss*Shl.No.1–03 | 1406 | 8.04 LMC8.04 | 10mo | | | | 4 *BH Cem* | 160lb *90lb* 195NH | s 2 - 2 | | |
| RJKM | | 1 *Dk*(*Irn*)&*Web frames* | 1116 | ✝ | | *WB = Cell D Ba 66′u E&f* | | *B80′f112′510t FPT* | *APT 51t* | 2SB,6*pf*,GS84,HS3144 G.Clark,Ld.Sunderland | | | |
| | *Well deck* | | | | | | | | | | | | |
| 1612 | **Sunniva** | SteelScSr | 606 | ✝ Bgn *h* | 1892 | Stavanger Stöberi&Dok. Stavanger | Acties.Sunniva (Holdt&Isachsen) | 173·0 26·5 13·2 Q42′B42′F25′ BK7 | Stavanger Norwegian | T.3Cy.18″,21″&32½″–27″ 62NH | 13 10 | N | |
| | *C.Knudsen*00–01 | | 462 | 4.92 | 4mo | | | | 4 *BH Cem* | 1SB,*2pf*,GS35,HS1050 | | | |
| JWQV | *Well deck* | 1 *Dk*(*Stl*) | 447 | ✝ | | *WB = Cell DB 30′48t* | | *FPT 24t* | *APT 24t* | Akers.Mck.Verks.,Xia | | | |
| 1613 | **Sunpulp** | IronScSr | 577 | | 1890 | Nylands Værks. Christiania | Dpsksisk.Norden (Olaf Rustad, *Mgr.*) | 173·0 26·7 12·6 Q44*t*B82*t*H12*t*F27*t* | Christiania Norwegian WB | T.3Cy.18″,21½″&34½″–24″ 59NH | | N | |
| | *E.Svendsen* | 1 *Dk* | 412 | | | | | | | Nylands Værks.,Xia | | | |
| HFOB | | | 352 | | | | | | | | | | |
| 1614 | **Sunray** | SteelScSr | 165 | | 1892 | J.Duthie, Sons&Co. Aberdeen | Johnstone& Sherrit | 102·1 20·7 11·3 BK6½ | Aberdeen British | C.2Cy.15″&34″–24″ 50RH | 11 7 | | |
| 99632 | *J.Bond* –97 | (*Trawler*) | 155 | | | | | | | Hall,Russell&Co.,Abn. | | | |
| | | 1 *Dk* | 44 | | | | | | | | | | |
| 1615 | **Sunrise** | SteelScSr | 167 | | 1891 | J.Duthie, Sons&Co. Aberdeen | Johnstone& Sherrit | 102·6 20·7 11·3 BK6½ | Aberdeen British | C.2Cy.17″&34″–24″ 50RH | 11 7 | | |
| 98562 | *J.B.Start* –99 | (*Trawler*) | 158 | | | | | | | Hall,Russell&Co.,Abn. | | | |
| | | 1 *Dk* | 43 | | | | | | | | | | |

| No. in Book. / Official No. / Trade Mark. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. (✠ for Special Survey.) Date of last Survey. | Port of Survey. | Years Assigned / now expired. Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard Amidships. | Registers in which classed, if not in L. R. Date of Ice Class Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1616 | **Sunrise** SteelScSp | 103 / 92 / — | ✠ ... *For Towing purposes* | | | 1899 / 11mo | J.G.Fay& Co.Ld. Southampton | W.H.J.Alexander | 80·3 | 19·0 | 9·9 | London British | C.2Cy.17″&35″–24″ (*s* 130lb 63RH 1SB.*2pf*,GS45,HS1155 J.G.Fay&Co.Ld.Sou. | 10 ″ 3 | | |
| 117048 MND | *J.Grant* –03 / 1*Dk*(*Irn*) | | | | | *Lloyd's*A&CP | | | | BK6″ | 4*BHCem* | | | | | |
| 1617 | **Sunshine** SteelScK | 185 / 174 | ✠100A1 Abn / *StmTrawler* | | | 1900 / 12mo | J.Duthie, Sons&Co. Aberdeen | Johnstone& Sherrit | 109·4 | 20·9 | 11·4 | Aberdeen British | T.3Cy.12½″,19½″&32″–22½″ 170lb (*s*) 52RH 1SB,*2cf*,GS27,HS820 C.D.Holmes&Co.Hull | 12 ″ 0 | | 8,02 |
| 112240 | *J.Bond* –00 ssAbn.No.1–04 / 1*Dk* | 62 | 8,04 [illegible] | | | *Lloyd's*A&CP | | | | BK7½ | 3*BHCem* | | | | | |
| 1618 | — SteelScCtr | 103 / 92 / — | ✠ ... *For Towing purposes* | | | 1899 / 8mo | J.G.Fay& Co.Ld. Southampton | W.H.J.Alexander | 80·3 | 19·0 | 9·9 | London British | C.2Cy.17″&35″–24″ (*s* 130lb 63RH 1SB,*2pf*,GS45,HS1155 J.G.Fay&Co.Ld.Sou. | 10 ″ 3 | | |
| 113637 SMNC | *T.A.Frost* –01 / 1*Dk*(*Irn*) | | | | | *Lloyd's*A&CP | | | | BK6″ | 4*BHCem* | | | | | |
| 1619 | **Sunzu Maru** WoodScSr | 101 / 96 / 63 | | | | 1890 | Sayama Yoshitaro Osaka | OzakiFusataro | 88·6 len96 | 12·5 | 11·6 | Tateyama Japanese | C.2Cy.11¼″&20½″–12″ 12NHP | | | |
| 1939 HJGB | 2*Dks* | | | | | | | | | | | | | | | |
| 1620 | **Superb** SteelSc | 38 / 38 / 17 | ✠100A1 Lon[illegible] / *For Towing purposes* 10.04 [illegible] | | | 1900 / 8mo | Botje, Ensing&Co Groningen | S.Pearson&Son, Ld. | 64·1 | 15·5 | 7·7 | London British | C.2Cy.12″&24″–16″ (*s* 135lb 110lb 50RH 1SB.*1pf*,GS15,HS435 Botje,Ensing& Co.Grongn | 8 ″ 6 | | 11,04 |
| 114788 | ssMlt.No.1–04 / 1*Dk*(*Stl*) | | | | | *Lloyd's*A&CP | | | | BK6″ | 3*BHCem* | | | | | |
| 1621 | **Superior City** SteelSc | 4795 / — / 3694 | | | | 1898 | Cleveland S.B.Co. Lorain,O. | PittsburghS.S.Co. | 429·0 | 50·0 | 24·7 | Duluth Utd. States | Q.4Cy.17″,25½″ 39″&60″–40″ 228NHP | | | |
| 116890 | *J.Leisk*01–01 / *Elec.light* *Mchy.Aft* 1*Dk*2*trB* | | | | | | | | | | *WB* | | Clevelnd.SBCo.Clevelnd,O | | | |
| 1622 | **Supernal** IronScSr | 1160 / 1149 / 713 | ✠ A1*1 Shl Lv / *withfreeboard* [illegible] | | | 1873 / 9mo | Bartram, Haswell&Co. Sunderland | J.Westoll | 231·3 NDIrn93 | 30·0 | 22·9 | Sundrland British | C.2Cy.27″&51″–33″ NB83 98RH 1SB,*3pf*,GS55,HS2007 J.Dickinson,Sunderland | 17 ″ 5 s 5 ″ 10 | | N5,04 |
| 68895 MJQT | *R.Douglass* –04 6thSurveySld.10,93 2ndSurveyShl.6.03 / 1*Dk*(*Irn*)3*trB*&*Web frames* | | | | | A&CP | | | | BK8½″ | 4*BHPBH Cem* | | | | | |
| | *Now named* "**Hudiksvall**," *see No.2 in Supplement.* | | | | | | | *WB*=*DBa*&*f* | | | | | | | | |
| 1623 | **Supply** IronScK | 276 / 287 [illegible] / 165 / 158 | | | | 1879 | M.Pearse &Co. Stockton | [illegible] C.T.Pannell (J.Tidman,*Mgr.*) | 160·2 len90 | 22·1 | 10·6 | London British | 2Cy.28¼″–24″ 50RHP Blair&Co.,Stockton | | | |
| 81590 | *J.Rockett* –00 | | | | | | | | | | | | | | | |
| 1624 | **Sur** SteelSc | 125 / 89 / 73 | | | | 1899 | Porsgrund Mek.Værk Porsgrund | DeBruyne, Osenbrüg&Co. | 96·0 P32′ | 18·0 | 8·0 | PntaArnas Chilian | C.2Cy.10″&19″–14″ 11NHP PorsgrundsMek.Værks. | | V | |
| *H.Nielsen* –00 / *Mchy.Aft* | | | | | | | | | | | | | | | | |
| HBDS | | | | | | | | | | | | | | | | |
| 1625 | **Surachany** IronScSr | 643 / — / 482 | | | | 1882 | Crichton& Co. Åbo | J.M.Rabinovitch &Co. | 204·4 | 28·0 | 14·5 | Odessa Russian *WB* | C.2Cy.22″&37″–24″ NB94 56NHP Wm.Crichton&Co.,Åbo | | | |
| 562 | *N.Souprounenko* –99 2*Dks* / *Mchy.Aft* | | | | | | | | | | | | | | | |
| 1626 | **Surada** SteelScSr | 5324 / 4890 / 3400 | ✠100A1 Bom *z* / 3,04 | | | 1902 / 3mo | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 410·0 B95′F62′ | 50·7 | 28·8 | Glasgow British | T.3Cy.26½″,42″&66½″–51″ 160lb *80lb* (*s*) 387NHP 2SB,*6cf*,GS123,HS5500 FD A.&J.Inglis,Glasgow | 32 ″ 0 s 8 ″ 0½ | | |
| 114024 TGLM | *R.E.Honeywood* –03 2*Dks*(*Stl–U teaks*)3*trB* / *Elec.light* &*Web frames* | | | | | *Lloyd's*A&CP | | | | FK | 6*BHCem* | | | | | |
| | | | | | | | | *WB*=*CellDBa* | 123′*uE*&*B*43′*f*195 | | 1208*t DTf* | | 30′922*tFPT*184*tAPT*112*t* | | | |
| 1627 | **Suram** SteelScSr | 3629 / 3303 / 2338 | ✠100A1 Xpt *r* / *Spar dk* Bly / 3,05 | | | 1893 / 5mo | J.Laing Sunderland | SuramS.S.Co.Ld. (Stephens,Sutton &Stephens) | 325·0 P75′B24′F32′ | 42·6 | 21·2 28·7 | Newcastle British | T.3Cy.24¾″,40″&64″–42″ (*r*) 160lb *90lb* 270NHP 2SB,*8pf*,GS130,HS4118 G.Clark(Lim.),Sunderland | 22 ″ 3 s 6 ″ 5½ | | 9,02 N3,03 |
| 101828 NCHK | *C.Hocken* –93 ~~ssShl.No.2–02~~ / *Mchy.Aft* ssBly.No.3–3,05 1*Dk*(*Irn*)&*Elec.light* *Spar dk*(*Irn*)&*Web frames* | | *Carrying Petroleum in bulk* | | | A&CF | | | | FK | 5*BHCem* 93*tAPT*40*t* | | | | | |
| | | | | | | | | *WB*=[illegible] | | | *FPT* | | | | | |
| 1628 | **Surat** WoodPad | — / — / 109 | | | | 1869 | Money Wigram London | Chirketi Hairie (BosphorusSNCo.) | 150·0 | 19·0 | 10·0 | Constanpl Turkish | Maudslay,Son&Co.,Lon. | | | |
| 1629 | **Surbiton** IronSc3MstSr | 724 / 647 / 426 | ✠ 85A1 Sws *n* / 9,04 Npt | | | 1864 / 6mo | PalmerBrs &Co. Newcastle | G.H.Collins&Co. Ld. | 200·0 Q55′ | 27·9 | 17·6 BK7″ | London British | 2Cy.28″&44″–36″ (*o*) 80lb *50lb* NDB88 90RHP 1SB,*2pf*,HS1295 Cran&Co.Leith | 18 ″ 6 | | 11,03 |
| 90026 WGLM | *J.Davies*99–99 ssCrk.2ndNo.3–7.99 (*ex*CharlesCapper) ssNpt.No.1–01 / *Mchy.Aft* 1*Dk*(*pt Irn*)2*trB* | | | | | | | *WB*=*DBa*59′*f*54′193*t* | | | *pt Asp* | | | | | |
| 1630 | **Surf** SteelScSr | 1597 / 1232 / 851 | ✠100A1 Sld *n* / 10,03 | | | 1896 / 6mo | S.P.Austin &Son Sunderland | W.Cory&Son,Ld. | 255·0 P28′Q68′B48′F28′ | 35·2 | 16·5 FK | London British | T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *90lb* 180NHP 1SB,*4pf*,GS68,HS2860 J.Dickinson&Sons,Ld.,Sld | 19 ″ 6 s 2 ″ 0 | | ~~10,03~~ 8,04 |
| 106849 PJDP | *Well deck* 1*Dk*(*Irn*)&*Web frames* | | | | | A&CP | *WB* | =*CellDBa*72′*uE*& | *B*42′*f*96′458*t FPT* | | 46*tAPT*58*t* | | | | | |
| 1631 | **Surigao** IronScBarge | 118 / — / 80 | | | | 1876 | Smith&Co. Liverpool | Aldecoa&Co. | 92·0 | 19·0 | 8·2 | Manilla Utd. States | 2Cy.12″–14″ 8NH J.Wilson&Co.Liverpool | | | |
| Wrecked 5,04 | *Arano*01–01 (*ex*Bilbao) 1*Dk* | | | | | | | | | | *WB* | | | | | |
| 1632 | **Surprise** WoodScSr | 822 / — / 433 | | | | 1874 | C.H.Delemater&Co. Williamsbrg, N.Y. | G.H.Whitcomb | 188·0 | 33·4 | 13·5 | Boston, Mass. Utd. States | 1Cy.36″–36″ 60NH C.H.Delemater&Co.N.Yk. | | | |
| 105998 JPKH | (*ex*City of Fitchburg) | | | | | | | | | | | | | | | |
| 1633 | — IronScSr | 197 / 157 / 79 | | | | 1864 | J.Ash& Co. London | Paton&Hendry | 121·3 Q16*t* | 19·5 | 10·3 | Barrow British | C.2Cy.13½″&21½″–15″ NE73NB89 35RHP D.Joy&Co.,Middlesbro' | | | |
| 90169 MJKB | *S.Crooks* –01 (*ex*SeaKing) | | | | | | | | | | | | | | | |
| 1634 | **Surrey** SteelSc4MstSr | 5455 / 5160 / 3498 | ✠100A1 S d *wt* / *Shelter dk* Gls / 7,03 | | | 1899 / 9mo | Hawthorn, Leslie&Co.Ld Newcastle | FederalSteamNav Co.Ld. | 420·4 | 54·0 | 28·6 | London British | T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* 505NHP 7*BHCem* *APT*25*t* Hwthrn.Leslie&C.Ld.Nwc | 32 ″ 0 s 6 ″ 4 | BT till ~~13,04~~ 1,06 | 12,03 |
| 110184 GHMG | 2*Dks*(*Stl*)&*deep framing*&*Shelterdk* *Ref.Mchy.* *Elec.light* (*pt Stl–ws*) | | | | | A&CP | | *WB*=*Cell DBa*100′*uE*30′ | | FK | *f*195′972*tFPT*130*t* | | | | | |
| 1635 | — SteelSc3MstSr | 793 / 632 / 489 | ✠100A1 Lon *k* / 3,04 | | | 1891 / 1mo | J.Blumer &Co. Sunderland | RobinS.S.Co.Ld. (A.F.Blackater, *Mgr.*) | 190·0 Q93′B13′F24′ drp01 | 30·2 | 13·0 FK | London British | T.3Cy.16½″,26½″&43½″–30″ 160lb ~~*stlb*~~ (*s*) ~~NDB82~~ 295RH 1SB,*3cf*,GS52,HS1516 J.Dickinson,Sunderland | 14 ″ 10 s 1 ″ 4½ | | 3,04 |
| 98886 STFM | ~~*Rel.Black* –03~~ *Well deck* *H.C.McKinnon* 1*Dk*(*Irn*) *Mchy.Aft* *Shell plating pt Irn* | | | | | | | *WB* | = *Cell D B*121′152*t* | | ~~4*BHCem*~~ *FPT*43*t* 3*BHCem* 80*tAPT*95*t* | | | | | |
| 1636 | **Surubi** SteelPad | 300 / — / 236 | | | | 1901 | Salto, Uruguay | N.Mihanovich | 164·5 | 20·0 | 6·0 | Bns.Ayres Argentine | C.2Cy.16″&32″–36″ 51NHP A.&J.Inglis,Glasgow | | | |

| Numéro d'Ordre / Numéro / Signal | Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Mois de la dernière Visite. | Construit. Quand. Navire. Mach. / Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Nombre des Cheminées & Foyers. Nom du Constructeur des machines. | Franc-bord en hiver pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|
| **1637** | **Suruga Maru** IronScSr | 726 | ✠100A1 Yka *j* | 1884 HM'Intyre | NipponYusen | 172·5 26·2 20·0 | Tokio | C.2Cy.22″&41″–30″ (*a*) | 18 ″ 8 | |
| 856 | *T. Irusawa02–02* *ss*Kob.No.8–4,96 | 700 | *Awng dk* | 4mo | KabushikiKaisha | | Japanese | 75lb *40lb* 91NH | 1 ″ 4 | |
| HFQL | *ss*Yka.No.1–01 | 450 | *withfreeboard* 1,01 | | Paisley | BR7 | 1 *BHCem* | 28B,*4pf*,GS60,HS1917 | | |
| | 1 *Dk*(*Stl*) *Awngdk* | | | | *Lloyd's*&*CP* | *W.* = *FPT*45*t APT*35*t* | *MT*10/58*t* | Fleming&Ferguson,Pay. | | |
| | | | | | | | | *Freeboard to Awng dk* | 8 ″ 4 | |
| **1638** | **Susanne** IronScSr | 370 | | 1872 H.Murray | F.Ivers | 150·2 23·1 11·5 | Stettin | C.2Cy.19″&38″–24″ | | G |
| | *A.Bugs91–91* 1 *Dk* | — | | &Co. | | P15′ Q44′ F28′ | German | NB01 44NH | | |
| JDHR | (*ex*Broomhill) | 220 | | Pt.Glasgow | | | *W.S* | D.Rowan,Glasgow | | |
| **1639** | **Susie** IronScTug | 129 | | | J.Santamarina | 82·8 19·5 9·5 | Havana | | | |
| | *M.Colom* –95 | — | | Philadelphia | | | Cuban | | | |
| | | 26 | | | | | | | | |
| **1640** | **Susquehanna** SteelScSr | 3711 | ✠100A1 NYk *w* | 1896 Barclay, | Union-CastleMail | 350·0 45·8 17·9 | S'thamptn | T.3Cy.25″,41″&67″–45″ (*a*) | 20 ″ 6 | |
| 1[illegible] | *J.N.Culverwell* –03 *ss*Sus.No.1–00 | 3453 | *Spar dk* | 5mo | S.S.Co.Ltd. (D. | P32′B76′F38′ 25′9 | British | 170lb *170lb* 834NH | | |
| PHBW | (*ex*MountSephar) 1 *Dk*(*Stl*)&*Spar dk* | 2395 | [illegible] 3,05 | | Curlie&Co.Ltd. | FK | 6 *BHptCem* | 2SB,*8cf*,GS106,HS1823 FD | | |
| | *ss*NYk No.2–04 (*Iron–ws*) *&deep framing* | | [illegible] | | Glasgow | 4′ *h.* | *T*40*t pt.dap* | Barclay,Curlie&Co.Ltd.Gls | | |
| | | | | | A&CP | | | | | |
| **1641** | — SteelSc | 2782 | | 1886 Union Dry | Erie&Western | 302·5 40·0 16·0 | Erie,Pa. | C.3Cy.36″&(2)51″–48″ | | |
| 116128 | | — | | Dock Co. | TransportationCo. | | Utd.States | 300NH | | |
| | 1 *Dk*(*Stl*)&*Spar dk* | 2347 | | Buffalo N.Y. | | | | H.G.Trout,Buffalo | | |
| **1642** | — SteelScSr | 463 | | 1898 C.Reeders | W.Elliassen | 157·7 38·0 9·0 | Baltimore | C.2Cy.20″&38″–26″ | | |
| 116827 | *J.Kirnan* –98 | — | | &Sons | | | Utd.States | 61NH | | |
| | 2 *Dks* | 315 | | Baltimore | | | | | | |
| **1643** | **Sussex** SteelSc4MstSr | 5474 | ✠100A1 Lon *a*† | 1900 Hawthorn. | FederalStm.Nav. | 420·0 54·0 28·7 | London | T.3Cy.30″,48″&78″–54″ (*a*) | 32 ″ 0 | BT [illegible] |
| 1[illegible] | *H.W.Robertson* –04 *ss*Lon.No.1–04 | 5168 | *Shelter dk* Spar Liv | 4mo | Co.Ltd. | | British | [illegible] *[illegible]* 595NH | ″ 8 ″ 4 | |
| RPHQ | *Ref.Mchy* 2 *Dks*(*Stl*)&*deep framing* | 3505 | 8,01 4,04 12,04 | | Leslie&Co.Ltd | FK | 7 *BHCem* | 2SB,*9cf*,GS180,HS6754 FD | | 12,— |
| | *Elec.light* &*Shelterdk*(*pt Stl*) | | [illegible] | | Newcastle | | 1 *IPT*25*t* | Hawthrn,Leslie&Co.Ltd.Nwc | | |
| | | | | | A&CP | *WB* = | | | | |
| **1644** | — SteelTwinScSr | 1117 | | 1896 W.Denny | LondonBrighton& | 275·0 34·1 14·0 | Newhaven | T.8Cy.(2)23½″,(2)35½″&(4) | | BT [illegible] |
| 105651 | *P.J.McGee97–00* | 744 | | &Bros. | S.CoastRailwayCo | B115′F41′ | British | 37½″–27″ 292NH | | |
| PKLD | 2 *Dks* | 328 | | Dumbarton | | | | Denny&Co.,Dumbarton | | |
| **1645** | **Susu** Steel&IronScSr | 244 | ✠100A1 Abn *c* | 1893 W.Hamil- | Peterhead,Leith& | 134·6 20·3 8·3 | Peterhead | C.2Cy.19″&38″–24″ (*a*) | 9 ″ 0 | |
| 102097 | *J.Robertson* –03 *ss*Abn.No.3–8,01 | 155 | 6,04 [illegible] | ton&Co. | AberdeenS.N.Co. | F22′ | British | 90lb 59NH | ″ 1 ″ 2½ | |
| | *Mchy.Aft* 1 *Dk* | 98 | [illegible] | Pt.Glasgow | Ltd. | *pt Shade dk*89′ FK | 3 *BHCem* | 1SB,*3pf*,GS48,HS1304 | | |
| | *Steelframing*&*Ironplating* | | B[illegible] | A&CP | | len93 W | *B* = *FPT*20*t* | D.Rowan&Son,Glasgow | | |
| **1646** | **Sutherland** SteelScSr | 3542 | | 1901 W.Doxford | Sutherland S.S.Co. | 340·0 45·7 24·6 | Newcastle | T.3Cy.26″,42″&68″–42″ | | V |
| 1[illegible] | *A.Wallace* –01 | 2999 | | &Sons,Ltd. | Ltd. (A.M.Suther- | | British | 300NH | | |
| SDRN | *Turret deck* 1 *Dk2tr b* | 2277 | | Sunderland | land,*Mgr.*) | | *W.S* | W.Doxford&Sons,Ltd.Sld | | |
| **1647** | — IronSc3MstSr | 966 | ✠100A1 Liv *n* | 1866 Barclay, | Liverpool&Ham- | 252·1 30·1 16·5 | Liverpool | C.2Cy.31″&54″–36″ (*a*) | 17 ″ 5 | |
| [illegible] | [illegible] | 874 | 11,03 | 8mo | burgS.S.Co.Ltd. | P40′F30′ | British | 55lb *65lb* NE&B78 131NH | ″ 8 ″ 11 | |
| [illegible] | ss Liv.2nd No.3–5,02 | 600 | NB7,01 LMC7,01 | Curlie&Co. | (J.Currie&Co. | len 1pt ND90 NB01 | 6 *BHCem* | 2SB,*6pf*,GS90 HS2880 NDB01 | | |
| *Now named* "Emile," *See No.* 42 *Supplement.* | | | | Glasgow | Managers) | De Monts saved | Marseilles | Barclay,Curlie&Co.,Gls. | | |
| | | | | A&CP | | Roche &Co. | French | | | |
| **1648** | **Sutterton** IronScK | 160 | ✠100A1 Bos | 1893 Earle's S.B. | BostonDeepSea | 101·0 20·6 11·0 | Boston | T.3Cy.11⅛″,17″&30″–21″ (*a*) | 11 ″ 9 | |
| 99489 | *J.J.Eggers* –03 *ss*Bos.No.2–02 | 145 | *Stm Trawler* | 9mo | Fishg.&IceCo.Ltd. | Q18′F22′ | British | 150lb 15RH | | |
| | 1 *Dk* | 66 | 9,03 B82,01 | &E.Co.Ltd. | | BK7½′ | 3 *BHCem* | 1SB,*2pf*,GS27,HS703 | | |
| | | | [illegible] LMC5,01 | Hull | | | | Earle's Co.(Lim.),Hull | | |
| | | | | *Lloyd's*&*CP* | | | | | | |
| **1649** | **Suwanee** SteelSc3MstSr | 2736 | | 1888 Armstrong | Anglo-American | 310·0 40·4 28·3 | London | T.3Cy.23″,37″&60″–39″ | | V |
| 95496 | *F.W.Gray* –03 (*ex*Kasbek) *Carrying* | 2693 | | Mitchell&Co | OilCo.Ltd. (J. | | British | NB04 FD 225NH | | |
| KWHR | *Mchy.Aft Elec.light* *Petroleum in bulk* | 2075 | | Newcastle | McDonald,*Mgr.*) | | | WilsandSlpwy.Co.Ltd Nwc. | | |
| **1650** | **Suworoff** SteelPadSr | 871 | | 1892 MotalaCo. | RussianStm.Nav. | 220·0 27·3 13·9 | Odessa | C.2Cy.34″&68″–52″ | | |
| | *Duné* –92 | 621 | | Gothenburg | &TradingCo. | Q72′ F39′ | Russian | 238NH | | |
| HBGR | *Elec.light* 2 *Dks* | 598 | | | | | *W.B* | MotalaActieb.,Motala | | |
| **1651** | **Suyehiro Maru** IronScSr | 1460 | | 1880 Flensburger | GoshiKaisha | 251·3 32·0 17·5 | Yokohama | C.2Cy.30½″&56½″–33″ | | |
| 1479 | (*ex*Protos) | 1398 | | Schiffsb.Ges. | SuyehiroGumi | 24·5 | Japanese | 153NH | | |
| HKGR | 2 *Dks*&*Spardk* | 1070 | | Flensburg | | | *W.B* | FlensburgerSchiffsb.Ges. | | |
| **1652** | **Suzanne Céline** SteelScSr | 165 | | 1899 De la Bros- | Soc.Nouvelle des | 105·8 20·5 10·4 | Arcachon | C.2Cy.17⅞″&30½″–20½″ | | V |
| | *Laromanie* (*Trawler*) | 145 | | se&Fouché | Pêcheries à Vap. | H31′ | French | 36NH | | |
| LDTM | 1 *Dk* | 20 | | Nantes | | | *W.B* | De la Brosse&Fouché,Nts. | | |
| **1653** | **Suzanne et Marie** SteelScSr | 1633 | | 1891 Lobnitz | Worms&Cie. | 255·4 35·6 21·2 | Havre | T.3Cy.20″,34″&54″–42″ | | V |
| | *L.Durand94–01* 2 *Dks* | — | | &Co. | | P16′ B68′ F40′ | French | 189NH | | |
| LDTV | | 873 | | Renfrew | | | | Lobnitz&Co.,Renfrew | | |
| **1654** | **Suzette Fraissinet** SteelScSr | 2518 | ✠100A1 Msl *t* | 1892 J.L.Thomp- | Cie.Marseillaise | 302·0 40·6 22·1 | Marseilles | T.3Cy.23″,38″&62½″–42″ (*a*) | 24 ″ 11 | |
| | *Lahaye* ~~Msl.No.2–00~~ | 2132 | *withfreeboard* | 6mo | deNav.àVap. | P40′B74′F38′ | French | 170lb *80lb* 264NH | ″ 5 ″ 4 | |
| LDVB | (*ex*EleniMillas) *ss*Msl.No.3–5,04 | 1276 | 6,04 [illegible] | son&Sons | (Fraissinet&Co. | FK | 6 *BHCem* | 2SB,*6cf*,GS116,HS4054 | | |
| | 1 *Dk*(*Stl*) 2*tr B*&*Webframes* | | [illegible] | Sunderland | *Mgrs.*) *WB* = | *CellDB*244 606*t FPT* | 7 *BAPT*60*t* | Blair&Co.Ld Stockton | | |
| **1655** | **Svan** IronScSr | 112 | | 1860 [illegible] | Dpskibselsk.Juno | 111·0 15·4 7·2 | Haugesnd | T.3Cy | | |
| | *N.Tandberg* | 62 | | Motala | (T.Ihlen,*Mgr.*) | Q11*t* B27*t* H5·F8*t* | Norwegian | NB01 | | |
| HFOR | 1 *Dk* | 57 | | | | | | | | |
| **1656** | **Svanhild** SteelScSr | *2128* | ✠100A1 Nwc *r* | 1888 J.Blumer | Rederiaktieb. | 279·0 38·2 19·0 | Stockholm | T.3Cy.21½″,36″&59″–39″ (*a*) | 21 ″ 6 | |
| | *A.B.Littner03–03* *ss*Nwc.No.3–3,01 | *1660* | 12,03 | 4mo | Svanhild | P26′Q80′B114′ | Swedish | 160lb *100lb* NDB01 216NH | ″ 1 ″ 11½ | |
| | (*ex*Hampton) 1 *Dk*(*Stl–ptws*) | *1383* | HS[illegible] [illegible] LMC3,01 | | (CarlSchlyter) | F26′ BK9 | 6 *BHCem* | 2DB,*3cf*,GS84,HS3215 | | |
| | *Well deck* &*Webframes* | | | Sunderland | *WB* = | *CellDBa* 104′ *f* 11[illegible] | *IPT*45*t* | N.E.Marine Eng.Co Ltd.Sld. | | |
| **1657** | **Svea** SteelScSr | 1708 | ... | 1882 Earle's Co. | J.Ingmansson | 267·0 34·1 18·1 | Sölvesborg | C.2Cy.26″&50″–45″ | | |
| 4130 | *J.N.Nilsson* –03 (*ex*Kovno) | 1353 | | Ltd. | | Q85′B83 H54*t* F24 | Swedish | 140NH | | |
| JNFD | *Well deck* | 1060 | | Hull | | | | Earle's Co.Ltd.Hull | | |
| **1658** | — IronPadSr | 1569 | | 1877 J.Elder& | Rederiaktieb.Sve- | 277·2 34·2 16·1 | Stockholm | C.2Cy 60″&104″–84″ | | V |
| 3359 | *C.E.Ljungberg*01–01 (*ex*Prinses | 955 | | Co | rigeKontinenten | [illegible] | | 826NH | | |
| JKFQ | Elisabeth,*ex*PrinzessElisabeth. 3 *Dks* | 754 | | Glasgow | (G.O.Wallenberg) | *Shelterdk*564*t* | | J.Elder&Co.,Glasgow | | |
| | *Elec.light* *ex*PrinsesElisabeth | | | | | | | | | |

| No. in book. / Official No. / Radio Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned. / Equipment Letter | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Registers in which classed. If not in L. R. Date of first Class Cert. | Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1659 | **Svea** SteelScSr | 770 | | | | 1900 | Howaldts-werke Kiel | Nya Rederiaktieb. Svea (A.H.Blomberg, *Mgr.*) | 175·8 | 30·3 | 13·8 | Stockholm Swedish | T.3Cy.14⅛″-22¼″&36⅝″-19½″ 60NHP | | V | |
| 3000 | *J.Z.J.Berg* 03 | 536 | | | | | | B57′H89*t*F36′ | | | | *WB* | Howaldtswerke, Kiel | | | |
| JLGS | *Elec.light* 1 *Dk & deep framing* | 374 | | | | | | | | | | | | | | |
| 1660 | — IronScSr | 584 | | | | 1873 | Bergsunds Mek. Vrks. Stockholm | Angf.Aktieb. SödraSverige (J.G.Setterwall) | 165·2 | 24·8 | 13·2 | Stockholm Swedish | C.2Cy.24″&48″-27″ 100NHP | | | |
| 557 | *G.H.M.Hjärne* -94 2 *Dks & Shelterdk* (*ex* Norra Helsingland) | 331 | | | | | | | H19*t* | | 20·3 | | | | | |
| HQND | | 462 | | | | | | | | | | | Bergsunds Mek. V., Skm. | | | |
| 1661 | — SteelScSp | 219 | | | | 1890 | Eriksbergs M.W. Gothenburg | Ångb.Aktieb. Export (N.C. Jensen. *Mgr.*) | 102·2 | 22·4 | 11·6 | Agnhmmr Swedish | C.2Cy.13″&26″-17½″ 24NHP | | | |
| 1159 | *G.H.Smedman* -02 1 *Dk* | 183 | | | | | | P31′ H5*t* | | | | | | | | |
| HVFM | | 125 | | | | | | | | | | | Eriksbergs M.W., Got. | | | |
| 1662 | — SteelScSp | 125 | | | | 1895 | Eriksbergs M.V. Aktieb. Gothenburg | GöteborgsNya ÅngslupsAktieb. (J.A.Kinnman) | 92·5 | 19·1 | 6·6 | Gothenbrg Swedish | C.2Cy.14″&27″-18″ 26NHP | | | |
| 3767 | *A.Pettersson* -95 | 57 | | | | | | B43′H10′F13′ | | | | | | | | |
| 99 FB | 1 *Dk* | 90 | | | | | | | | | | | Eriksberg M.V. Aktieb. Got | | | |
| 1663 | **Svealand** SteelScSr | 3195 | ✠100A1 NYk *u* | | | 1902 | W.Gray & Co Ld. 3mo W Hartlepool | Ångf.Aktieb. Tirfing (A.Broström&Son, *Mgrs.*) | 325·0 | 47·0 | 22·6 | Gothenbrg Swedish FK | T.3Cy.24″,38″&64″-42″ (*s*) 160lb *80lb* 256NHP 2SB,*6rf*,GS96,HS3712 | 24 ″ 10 s 4 ″ 6 | | |
| ~~1903~~ 3991 | ~~*Swaraa*~~ 02 *J.Christianson* 97-04 | 2719 | 6,01~~7,03~~ | | | | | | P27′B90′F32′ | | | | | | | |
| JMPR | 1 *Dk(Irn) Cell side tanks amidships deep framing & 2tr B at ends* 3 *Dk rule* | 1980 | BS5,05 | | LMC 02 | *Lloyd's SA&CP* | | *WB=Cell* | *DBa&uE*129′*f*137′ 716*t Cell Side Tanks* | | 5 *BHCem* | | Cen.Mar.Eng.Wrks. WHpl 184′593*t FPT*49*t* | | | |
| 1664 | **Sven Dufva** IronScSr | 210 | | | | 18~~97~~ 95 | ..... Gothenburg | Åland Ångb Aktieb. | 118·4 | 19·6 | 8·5 | Åbo Russian | | | | |
| | *V.Grandell* -99 | — | | | | | | | | | | | | | | |
| QRWT | | 159 | | | | | | | | | | | | | | |
| 1665 | **Sven Renström** IronScSr | 413 | | | | 1869 | Göteborgs M.V. Aktieb. Gothenburg | Motala Rederiaktieb (G.F.Petterson, *Mgr.*) | 143·1 | 23·9 | 15·2 | Motala Swedish | C.2Cy.12¾″&28″-19½″ NB79 29NHP | | V | |
| 2378 | *J.A.Pettersson* -03 1 *Dk* | 363 | | | | | | B28′H8*t* | | | | | J.Keiller, Gothenburg | | | |
| WDQJ | | 266 | | | | | | | | | | | | | | |
| 1666 | **Svend** IronSc3MstSr | 1334 | ✠90A1 Cpn *n* | | | 1872 | Henderson, Coulborn&C. 10mo Renfrew A&CP | Dampskslsk. Ægger (Holm&Wonsild, *Mgrs.*) | 236·0 | 32·3 | 16·9 | Copnhagn Danish | C.2Cy.27½″&60″-36″ (*i*) 65lb 146NHP | | | ~~N4,08~~ 5,05 |
| | ~~1 *Bunnitzdk* -00~~ *ss* Cpn.2nd No.3-7,96 | 1005 | ~~✠NB8,88~~ LMC10,00 | | | | | | P157′F34′ | | | | 2SB,*4pf*,GS78,HS2165 | | | |
| NKJG | *Well deck* *ss* Kel.No.1-00 | 820 | ~~BS4,00~~ 5,04 | | | | | | | | BK8″ | | Hendrsn, Colbrn.&Co., Rnf. | | | |
| | *C.U.Kurtzhols* -04 1 *Dk 2tr B* | | | | | | | *WB=* | *MT*38′364*t* | | | | | | | |
| 1667 | **Svend II.** SteelScSr | 2104 | ✠100A1 Sld *s* | | | 1900 | J.Priestman&Co. 12mo Sunderland A&CP | Dampskibs.Skjold (L.H.Carl) | 290·0 | 42·2 | 20·4 | Copnhagn Danish | T.3Cy.21″,35″&58″-39″ (*s*) 160lb *80lb* 205NHP 2SB,*6pf*,GS78,HS2940 | 21 ″ 7 s 3 ″ 6 | | 3,04 |
| | *N.Risöe* 00-00 | 1919 | 3,04 | | | | | | P27′B68′F29′ | | FK | | | | | |
| NLGB | 1 *Dk(Stl) & Web frames* | 1316 | | | LMC12,00 D5,04 | | | *WB=DBa* | 98′*f*102′644*t* | | | | N.E.Marine Co.Ld.Sld. | | | |
| 1668 | **Svenske** SteelScSr | 482 | | | | 1903 | Lindholmens M.V. Gothenburg | Ångf.Aktieb. Marine (T.Ahrenberg) | 158·6 | 26·3 | 13·4 | Gothenbrg Swedish | C.2Cy.15″&33″-21″ 42NHP | | V | |
| 4111 | *J.Haraldsson* 03-03 | 365 | | | | | | P48′H36′F28′ | | | | *WB* | Lindholmens M.V. Got. | | | |
| JNDF | *Mchy.Aft* 1 *Dk* | 249 | | | | | | | | | | | | | | |
| 1669 | **Sverre** SteelScSr | 3564 | ✠100A1 Hpl *w* | | | 1904 | W.Gray & Co.Ld. 4mo W Hartlepool | Akties.Sverre (S.M.Kuhnle& Son, *Mgrs.*) | 339·6 | 48·0 | 24·5 | Bergen Norwegian | T.3Cy.25′,40″&65″-42″ (*s*) 160lb *90lb* 290NHP 2SB,*6cf*,GS112,HS4590 | 27 ″ 2 s 5 ″ 3 | | |
| WCVT | *O.D.Jentoft* 99-04 | 3377 | ~~9,04~~ 12,01 ~~Stl~~ Stn | | | | | | P25′B67′F32′ | | FK | | | | | |
| ~~1669~~ | 1 *Dk(Irn) 2tr B & deep framing* 3 *Dk rule* | 2326 | LMC3,01 | | | *Lloyd's SA&CP* | | *WB=Cell DBa&uE*133′*uB*17′*f*146′ 1005*t APT*48*t* | | | 6 *BHCem* | | Cen.Mar.Eng.Wks. WHpl | | | |
| 1670 | **Sverre Sigurdsson** SteelScSr | 839 | ✠ Nwc *l* | | | 1882 | C.Mitchell & Co. 4mo Newcastle | Nordenfjeldske Dampskibsselskab | 185·5 | 28·0 | 14·8 | Drontheim Norwegian | C.2Cy.30″&53″-30″ 128NHP | | | |
| | *B.Jervell* 1 *Dk & Awngdk* | 811 | *Awng dk with load line* 6,82 | | | | | | H17*t* | | 20·3 | 5 *BHCem* | | | | |
| JSPL | *Awngdk Sides & Beams Irn* | 508 | | | | | | *WB=DBa*46′*f*64′*&u* | | | | *E&B*37′105*t* | Wallsend Slipway Co., Nwc. | | | |
| 1671 | **Svetai Mucenich Foka** WoodScS | 348 | | | | 1870 | ..... Tönsberg | V.Jurioff | 133·3 | 30·2 | 15·6 | Archangel Russian | C.2Cy.19½″&37″-24″ | | | |
| | | — | | | | | | | H14*t* | | | | *E built* 74, *fitted* 00 | 56NHP | | |
| | (*ex* Geysir) 1 *Dk 2tr B* | 273 | | | | | | | | | | | *B built* 92, *fitted* 00 Bergen M.V. Bergen | | | |
| 1672 | **Svetensk** SteelPadTug | 260 | | | | 1902 | Maskin& Brobyg Aktb Helsingfors | Russian Government | 140·0 | 25·0 | 7·0 | Blagowestschensk Russian | C.2Cy.19″&38″-34″ 70NHP | | | |
| | 1 *Dk* | | | | | | | | | | | | Mask.&Brobyg.Aktb.Hls. | | | |
| 1673 | **Sviatogore** SteelScSr | 1431 | ✠100A1 Oda *q* | | | 1903 | Soc.Anon. Jhn.Cockerill 5mo Hoboken A&CP | Soc Russe d'Assurance&de Transport | 243·9 | 33·1 | 13·8 | Odessa Russian | T.3.Cy.22 7/16″,35½″&57¾″-43⅜″ 160lb *90lb* (*s*) 231NHP 2SB,*6cf*,GS122,HS2938 FD | 16 ″ 0 s 5 ″ E | | |
| | *C.Prytkoff* -03 | 1293 | *Spar dk with freeboard* 9,03 | | LMC3,01 | | | | P49′B59′F44′ | | 20·3 FK | 5 *BHCem* | | | | |
| | 1 *Dk(Stl) & Spar dk & Web frames* | 943 | | | | | | *WB=* | *Cell DBa* 67′ *uE&B* 98′*f*42′246*t* | | | | Soc An. J.Cockerill, Seraing | | | |
| | *Elec.light* | | | | | | | | | | | | | | | |
| 1674 | **Sviatoi Nicolai** SteelScSr | 1941 | | | | 1893 | Russian SN &Trading Co. Sebastopol | Russian Stm.Nav. &Trading Co. | 298·9 | 36·5 | 17·0 | Odessa Russian | T.3Cy.30″,46″&78″-48″ E&B *made* 90 369NHP | | | |
| | *Niconoff* | | | | | | | | | | 25·4 | | Hwthrn, Lslie&Co(L) Nwc | | | |
| 1908 | 2 *Dks & Awng dk* | 1281 | | | | | | | | | | | | | | |
| 1675 | — IronTwinSc | 326 | | | | 1882 | St bilimnto Tecnico Trieste | C.C.Mavrogordato | 178·6 | 26·9 | 7·3 | Rostoff Russian | C.4Cy.11″&22″-18″ 34NHP | | | |
| 973 | *P.Gorobsow* -87 (*ex* Karl) | — | | | | | | | | | | | Stabilimento Tecnico, Tri. | | | |
| HJCH | | 216 | | | | | | | | | | | | | | |
| 1676 | **Sviatoslav** IronScSr | 1307 | ✠ Stk *n* | | | 1886 | Craig, Taylor&Co. 11mo Stockton | Russian Stm.Nav. &Trading Co. | 236·0 | 34·0 | 16·0 | Odessa Russian | T.3Cy.18″,29″&48″-33″ 132NHP | 16 ″ 0 | | |
| 537 | *Pavloff* -87 1 *Dk(Irn) 2tr B* | 982 | 2,87 | | | | | | P134′ F32′ | | | 4 *BHCem* | Wstgarth, English&C.Mdt | | | |
| HBGK | *Well deck* | 831 | | | | | | *WB* | *=DBa*62′*f*40′166*t* | | | | | | | |
| 1677 | **Sviet** SteelScSr | 1841 | | | | 1885 | Motala Co. Gothenburg | Russian Stm.Nav. &Trading Co. | 275·5 | 36·0 | 23·5 | Odessa Russian | C.2Cy.36″&66″-40″ 229NHP | | | |
| 521 | 1 *Dk* | 1660 | | | | | | | Q75′ B11′ | | F28 | *WB* | Motala Co., Gothenburg | | | |
| HMRB | *Mchy.Aft* *Carrying Petroleum in bulk* | 1475 | | | | | | | | | | | | | | |
| 1678 | **Svino** IronScK | 138 | ✠100A1 Gms | | | 1897 | Edwards 1mo N.Shields | White Star Steam Fishing Co. Ld. | 101·0 | 20·6 | 10·8 | Grimsby British | T.3Cy.11″,17″&30″-21″ (*s*) 160lb 44RHP | 11 ″ 8 | | 5,03 |
| 10445 | *W.Hill* -97 | 132 | *Stm Trawler* | | | | | | Q17′F19′ | | BK7½ | 3 *BHCem* | 1SB.2*pf*,GS24,HS820 | | | |
| | 1 *Dk* | 46 | 9,01~~10,08~~ BS10,01 ~~BS5,03~~ LMC3,01 | | | *Lloyd's SA&CP* | | | | | | | N.E.Marine Co.(Lim.),Sld. | | | |
| 1679 | **Svionia** SteelScSr | 892 | | | | 1884 | Act.Ges. "Vulcan" Stettin | Pommersche Dmpfsch.Ges. (F.Ivers) | 202·7 | 27·9 | 18·7 | Stettin German | C.2Cy.25″&43″-29″ 83NHP | | G | |
| | *A.Köhler* | 874 | | | | | | | H9′ | | | *Wb* | A.G."Vulcan," Stettin | | | |
| JDVP | 1 *Dk & Spar dk* | 531 | | | | | | | | | | | | | | |
| 1680 | **Svithiod** IronScSr | 721 | | | | 1873 | J.&W. Dudgeon London | Nya Rederiaktieb. Svea (A.H.Blomberg, *Mgr.*) | 190·1 | 24·4 | 11·7 | Stockholm Swedish | T.3Cy.18″,29¾″&48¾″-29½″ 128NHP | | | |
| 1636 | *C.A.Hammarström* -03 | 386 | | | | | | | H56*t* | | 19·6 | | W.Lindbergs M.V., Skm. | | | |
| HLPS | 1 *Dk & Shelterdk* | 433 | | | | | | | | | | | | | | |
| 1681 | **Swaerdecroon** SteelScSr | 642 | | | | 1891 | Maats.de Maas Rotterdam | Koninkl.Paketv. Maats. | 169·2 | 27·6 | 17·3 | Batavia Dutch | T.3Cy.15½″,24½″&40″-36″ 96NHP | | V | |
| | *G.J.Tausent* | — | | | | | | | | | | *WB* | Maats.de Maas, Rotterdam | | | |
| TJBD | 1 *Dk & Awngdk* | 388 | | | | | | | | | | | | | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. Port de Visite. Machines auxiliaires. Appareil distillatoire. Appareil frigorifique. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Donne. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du navire. Détails des Machines & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1692 | **Swaledale** Steel Sc Sr | 3658 | ✠100A1 Sld *w* | 1897 | Sir J. Laing | Laing S.S. Co. Ld. | 355·7 \| 46·0 \| 18·6 | Sunderland | T. 3 Cy. 24½", 41" & 67" – 45" (*r*) | 21 – 2 | | |
| 114611 | *E. W. Manship* 02–03 *ss* Sld. No. 3–9,03 | 3408 | *Spar dk* Shl | 7mo | Sunderland | | P 28' B 100' F 82' 26·6 | British | 180 lb *100 lb* 323 NH | s 6 – 1½ | | |
| TSLN | *ex* Ile de la Réunion) 1 *Dk* (*Stl*) & | 2348 | 3,03 | | A&CP | | lrp 03 FK | 6 *B H Cem* | 3 SB, 0 *rf*, GS 150, HS 4959 | | | |
| | *Spardk* (*Irn*) & *Web frames* | | ✠LMC 9,03 | | | *WB* = *Cell D Ba* | 108' *a* E 18' *f* 145' 692*t* | *APT* 67*t* | G. Clark, Ld. Sunderland | | | |
| 1683 | **Swallow** Steel Sc Sr | 1004 | ✠100A1 Hul *n* | 1899 | Earle's Co. Ld. Hull | Hull & Netherlands S.S. Co. Ld. (J. H. N. Ringrose, *Mgr.*) | 240·0 \| 33·0 \| 15·1 | Hull | T. 3 Cy. 19½", 32" & 52" – 36" (*s*) | 16 – 0 | BT | |
| 110748 | *A. Brett* 91–02 *ss* Hul. No. 1–03 | 779 | 8,04 | 11mo | | | Q 79' B 65' F 29' | British | 180 lb *180 lb* 189 NH | s 1 – 7½ | | |
| RLBC | *Well deck* 1 *Dk* (*pt Irn & pt Stl–ptws*) | 474 | | *Lloyd's A&CP* | | | BK 7' | 5 *B H Cem* | 2 SB, 4 *cf*, GS 92, HS 3090 | | | |
| | *Elec. light* & *Web frames* | | ✠LMC 8,03 | | | *WB* = *I* | 19*t* *APT* 21*t* | *FPT* | Earle's Co. Ld. Hull | | | |
| 1684 | — Steel Sc K | 243 | ... | 1897 | Edwards Bros. Newcastle | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 133·7 \| 21·6 \| 10·8 | Hull | T 8 Cy. 13⅛", 22½" & 38" – 27" | 11 – 9 | | |
| 108523 | *J. W. Cartwright* –01 | 198 | | | | | Q 49 B 7' F 20' | British | 70 RF | | | |
| PSFV | *Well deck* *Elec. light* 1 *Dk* | 79 | | | | | BK 7½ | *W B* | N. E. Marine Co. (Lim.), Sld. | | | |
| 1685 | — Steel Sc K | 200 | ✠100A1 Gms | 1900 | Earle's Co. Ld. Hull | Pioneer Steam Fishing Co. Ld. | 115·3 \| 21·5 \| 11·2 | Grimsby | T. 3 Cy. 10¾", 20" & 32" – 23" (*s*) | 12 – 0 | | |
| 110941 | *O. Blackler* –00 *ss* Gms. No. 1–04 | 181 | *Stm Trawler* | 2mo | | | | British | 200 lb 52 RH | | | |
| RMJT | 1 *Dk* | 72 | 8,05 | *Lloyd's A&CP* | | | BK 7½ | 3 *B H Cem* | 1 SB, 2 *cf*, GS 84, HS 1050 | | | |
| | | | ✠LMC 8,04 | | | | | | Earle's Co. Ld. Hull | | | |
| 1686 | — Steel Sc Sr | 144 | ✠ —— Ips *a* | 1892 | J. Fullerton & Co. Paisley | R. & W. Paul, Ld. | 100·0 \| 20·0 \| 6·9 | Ipswich | C. 2 Cy. 12" & 24" – 18" | 7 – 7 | | |
| ~~97080~~ | ~~*L. Tavior* –03~~ | 102 | ~~Aux.~~ | 1mo | | | Q 37' B 7' F 16' | Brass | NB 3,03 24 RH | | | |
| | *ss* Ips. No. 2–01 | 47 | *Lion & Tony," S.s No. 43 in Supplement* | | | | BK 6" | H | 1 SB, 2 *pf*, GS 24, HS 600 | | | |
| | *Well deck* 1 *Dk* (*Stl*) | | | | | | | *B* = *FPT* 20*t* | T. Reid & Sons, Paisley | | | |
| | *Mchy. Aft* | | | | | | | French | | | | |
| 1687 | — Steel & Iron Sc K | 134 | ✠100A1 Abn | 1893 | Earle's Co. (Lim.) Hull | J. Caie (T. Davidson *Mgr.*) | 94·0 \| 20·1 \| 11·0 | Aberdeen | T. 3 Cy. 11", 17" & 30" – 21" (*s*) | 11 – 9 | | |
| [illegible] | *J. Caie* –02 | 129 | *Stm Trawler* | 5mo | | | | British | 160 lb 45 RH | | | |
| PDLG | 1 *Dk* | 38 | 6,04 5,08 10,0 | *Lloyd's A&CP* | | | BK 7½" | 3 *B H Cem* | 1 SB, 2 *pf*, GS 28, HS 800 | | | |
| | *Irn framing Stl plating* | | ✠LMC 11,04 | | | | | | Earle's S.B. & E. Co. (Lm.) Hul | | | |
| 1688 | **Swan** Steel Sc Sr | 1004 | ✠100A1 Hul *n* | 1899 | Earle's Co. Ld. Hull | Hull & Netherlands S.S. Co. Ld. (J. H. N. Ringrose, *Mgr.*) | 240·0 \| 33·0 \| 15·1 | Hull | T. 3 Cy. 19", 32" & 52" – 36" (*s*) | 16 – 0 | BT | |
| 110767 | *G. Cherry* –02 *ss* Hul. No. 1–04 | 779 | 7,04 | 12mo | | | Q 79' B 65' F 29' | British | 180 lb *180 lb* 189 NH | s 1 – 5½ | | |
| RLNJ | *Elec. light* 1 *Dk* (*pt Irn & pt Stl–ptws*) & | 473 | | *Lloyd's A&CP* | | | BK 7" | 5 *B H Cem* | 2 SB, 4 *cf*, GS 92, HS 3090 | | | |
| | *Well deck* *Web frames* | | ✠LMC 2,04 | | | *WB* = *I* | *Ba* 58' *f* 54' 151*t* | *FPT* 19*t* *APT* 21*t* | Earle's Co. Ld. Hull | | | |
| 1689 | — Iron Sc Sr | 708 | ✠ Ⓑ I Shl | 1867 | C. Mitchell & Co. Newcastle A&CP | C. Wilkinson | 204·7 \| 28·2 \| 16·2 | Sunderland | C. 2 Cy. 25" & 50" – 30" (*r*) | | | |
| 56061 | *J. Smith* –03 | 644 | 3,03 | 3mo | | | P 30' F 20' | British | 75 lb *80 lb* NE 75 104 NHP | | | |
| HQRD | *ss* Shl. 2nd No. 3–7,00 | 427 | NB 3,03 LMC 3mo | 1,05 | | | lrp 02 BK 7" | 4 *B H Cem* | 1 SB, 3 *pf*, GS 67 HS 2079 NDB 01 | | | |
| | | | | | | *WB* = *D B* | *a* 50' *f* 68' 260*t* | | G. Forrester & Co., Liv. | | | |
| 1690 | — Steel Sc K | 239 | ✠100A1 Hul | 1902 | Cook, Welton & Gemmel Hull | Pickering & Haldane's Stm. Trawling Co. Ld. | 125·0 \| 21·7 \| 11·7 | Hull | T. 3 Cy. 12½", 21½" & 35" – 24" (*s*) | 12 – 6 | | |
| 116103 | *S. Windsor* 98–02 | 216 | *Stm Trawler* | 11mo | | | Q 50' | British | 200 lb 70 RHP | | | |
| TRSL | 1 *Dk* | 84 | 12,01 12,03 | *Lloyd's A&CP* | | | BK 7" | 4 *B H Cem* | 1 SB, 2 *cf*, GS 84, HS 1090 | | | |
| | | | ✠LMC 11,02 | | | | | *WB* = *D B* 8' 5*t* | Amos & Smith, Hull | | | |
| 1691 | **Swanley** Steel Sc Sr | 4641 | ✠100A1 Liv *y* | 1903 | D & W Henderson & Co. Ld Glasgow | Century Shppg. Co. Ld. (Harris & Dixon Ld. *Mgrs.*) | 390·0 \| 51·5 \| 26·5 | London | T. 3 Cy. 27", 45" & 73" – 48" (*s*) | 29 – 6 | | |
| 118238 | *J. P. J. Dawson* –04 | 4295 | *Shelter dk* Sng | 6mo | | | drp 05 | British | 180 lb *100 lb* 455 NH | s 4 – 10 | | |
| VQFL | 2 *Dks* (*Stl*) & *deep framing* & | 2908 | 1,05 1,07 | *Lloyd's A&CP* | | | FK | 6 *B H Cem* | 3 SB, 9 *cf*, GS 165, HS 6209 FD | | | |
| | *Elec. light* *Shelter dk* (*Stl*) | | MS 1,05 ✠LMC 6,05 | | | *WB* = *Cell D* | *Ba* 164' *a* E 25' *f* 167' | 999*t* *DT f* 88' | D & W. Hendersn & Co Ld Gls | | | |
| | | | | | | | | 900*t* *FPT* 92*t* *APT* 137*t* | | | | |
| 1692 | **Swansea** Steel Sc Sr | 934 | ✠100A1 Bkn *m* | 1894 | W. Harkess & Son Middlesbro' A&CP | Pansy SS. Co. Ld (F. Le Boulanger *Mgr.*) | 211·4 \| 32·1 \| 13·7 | Swansea | T. 3 Cy. 17", 28" & 46" – 30" (*s*) | 15 – 10 | | |
| 98206 | *A. Hall* –03 *ss* Swe. No. 2–02 | 740 | 5,04 | 2mo | | | Q 98' B 27' F 25' | British | 160 lb *100 lb* NDB 02 120 NHP | s 1 – 8½ | | |
| NHCD | *Well deck* 1 *Dk* (*Irn*) & *Web frames* | 579 | BS 10,03 ✠LMC 5,02 | | | | FK | 4 *B H Cem* | 1 SB, 3 *pf*, GS 47, HS 1870 | | | |
| | | | | | | *WB* = *Ce* | *D B* 155' 230*t* *FPT* | 48*t* *APT* 12*t* | N.E. Mrne Eng Co. (Lm.) Sld | | | |
| 1693 | **Swarland** Iron Sc 3 Mst Sr | 826 | ... | 1867 | Henderson, Coulborn & Co. Renfrew | Anglo-Dane SS. Co. Ld. (H. A. Abel, *Mgr.*) | 199·8 \| 28·4 \| 14·8 | Aalborg | C. 4 Cy. 21" & 42" – 36" | 15 – 9 | G | |
| | *A. Jorgensen* (*ex* Danmark) | 620 | | | | | Q 55' B 72' F 31' | Danish | NB 83 138 NHP | | | |
| NTLS | *Well deck* 1 *Dk* | 491 | | | | | BK 7" | *W B* | Henderson Colbrn & Co. Ren | | | |
| 1694 | **Swatara** Steel Sc Tug | 625 | | 1898 | Neafie & Levy Co. Philadelphia | Reading Co. | 157·0 \| 29·0 \| 17·5 | Philadlphia Utd. States | T. 3 Cy. 18", 28" & 45" – 30" | | R | |
| 116875 | *M. S. Taylor* 72–99 | — | | | | | | | 112 NHP | | | |
| KNVF | 2 *Dks* | 425 | | | | | | | Neafie & Levy Co. Phl | | | |
| 1695 | **Swatow Maru** Steel Sc Sr | 1046 | | 1889 | Blohm & Voss Hamburg | Osaka Shosen Kabushik Kaisha | 225·0 \| 30·4 \| 17·6 | Osaka | T. 3 Cy. 15½", 24½" & 39½" – 33" | | | |
| 4514 | | 935 | | | | | H 75' | Japanese | 90 NHP | | | |
| JCPH | (*ex* Swatow) 1 *Dk* & *Spardk* | 648 | | | | *WB* | | | Blohm & Voss, Hamburg | | | |
| 1696 | **Swazi** Steel Sc Sr | ~~4046~~ | ✠100A1 N Yk *y* | 1901 | Armstrong Whitworth & Co. Ld. Newcastle A&CP | Bucknall S.S. Lines Ld. (Bucknall Bros. *Mgrs.*) | 380·0 \| 50·0 \| 29·1 | London | T. 3 Cy. 26", 43" & 72" – 48" (*s*) | 32 – 0 | | |
| 114734 | *A. W. Dobbs* 99–01 | 4539 | 6,01 12,02 | 8mo | | | P 42' B 76 F 36' | British | 180 lb 463 NHP | 27 – 4 | | |
| SNDK | 494 | 3215 | 12,01 Nwc | | | | | 6 *B H Cem* | 2 SB, 9 *cf*, GS 144, HS 6531 FD | | | |
| | 2 *Dks* (*Stl*) & *Web frames* | 3174 | ✠LMC 8,01 | | | | FK | | Wilsnd Slpwy Co. Ld. Nwc. | | | |
| | *Elec. light* | | | | | *WB* = *Cell D Ba* | 125' *a* E & B 42' *f* 160' 875*t* *APT* 85*t* | | | | | |
| 1697 | **Sweepstakes** Wood Sc Tug | 227 | | 1867 | ..... Cleveland | Boutell Transp. & Towing Co. | 130·7 \| 21·8 \| 11·8 | Cleveland Utd. States | | | | |
| 22383 | | — | | | | | | | | | | |
| | | 139 | | | | | | | | | | |
| 1698 | **Sweet Home** Steel & Iron Sc Sr | 180 | ✠100A1 Lth *b* | 1893 | Scott & Sons Bowling A&CP | Peterhead, Leith & Aberdeen S. N. Co. Ld | 108·8 \| 20·1 \| 8·6 | Peterhead | C. 2 Cy. 14" & 28" – 20" (*s*) | 9 – 6 | | |
| [illegible] | *A. Duthie* –01 *ss* Abn. No. 3–02 | 133 | 2,04 3,05 Abn | 5mo | | | Q 37 B 10' F 17' | British | 120 lb 33 RHP | | | |
| NBVC | *Well deck* *ss* Abn. No. 3–3,05 1 *Dk* (*Stl*) | 69 | [illegible] ✠LMC 3,05 | | | | BK 7" | 3 *B H Cem* | 1 SB, 2 *pf*, GS 30, HS 690 | | | |
| | *Mchy. Aft* *Iron framing, Steel plating* | | | | | *WB* = *FPT* 15*t* | | *W* | Ross & Duncan, Glasgow | | | |
| 1699 | **Sweetheart** Iron Sc K | 131 | | 1885 | Hewett & Co. London | ~~Hewett & Co. Ld.~~ C. T. Pannell (J. Tidman, *Mgrs.*) | 99·4 \| 20·2 \| 9·6 | London British | C. 2 Cy. 12" & 24" – 18" | | | |
| 91847 | *W. J. Daldry* –99 | 131 | | | | | | | 24 RHP | | | |
| | | 72 | | | | | | | J. Stewart & Son, London | | | |
| 1700 | **Swift** Steel Sc Sr | 996 | ✠100A1 Hul *n* | 1902 | Earle's Co. Ld. Hull | Hull & Netherlands S.S. Co. Ld. (J. H. N. Ringrose, *Mgr.*) | 240·0 \| 33·0 \| 15·1 | Hull | T. 3 Cy. 24", 39" & 64" – 36" (*s*) | 16 – 0 | BT | |
| 116107 | *H. W. Pearse* 92–02 | 734 | 5,05 5,04 | 12mo | | | Q 61' B 84' F 30' | British | 180 lb 379 NHP | s 1 – 8 | | |
| TVBC | *Well deck* 1 *Dk* (*pt Irn & pt Stl–ptws*) & *Web* | 436 | | *Lloyd's A&CP* | | | BK 7" | 5 *B H Cem* | 2 SB, 9 *ef*, GS 183, HS 7400 | | | |
| | *Elec. light* *frames lower dk in fore hold* | | ✠LMC 12,02 | | | *WB* = *Cell D* | *Ba* 87' *f* 60' 95*t* *FPT* | 11*t* *APT* 19*t* | Earle's Co. Ld Hull | | | |
| 1701 | — Iron Sc Sr | 667 | ✠ ... | 1884 | Sunderland Ship Building Co. (Lim.) Sunderland | General Stm. Nav. Co. Ld. | 210·0 \| 28·4 \| 12·9 | London | T. 3 Cy. 21½", 32" & 56" – 36" (*s*) | | BT | |
| 88186 | *W. S. Hunnisett* –98 5th Survey, Hul. 2,00 | 463 | | 4mo | | | P 39' Q 78' B 59' F 26' | British | 160 lb 177 NHP | | | |
| JMRD | 1 *Dk* (*Irn*) | 344 | [illegible] | | | | BK 6" | 4 *B H* 1 P B H | 2 SB, 4 *cf*, GS 70, HS 2670 | | | |
| | *Well deck* | | | | | *WB* = | *APT* *FPT* | | E. Wales, Hull | | | |
| 1702 | — Comp Twin Sc Sr | 478 | | 1879 | R. & H. Green London | | 164·7 \| 26·7 \| 13·2 | French | C. 2 Cy. 28" & 48" – 18" | | | |
| *Now named "Hoi Ching," S.s No. 53 in Supplement.* | | 447 | | | | | | | 82 NHP | | | |
| | (*ex* H.M.S. Swift) 2 *Dks* | 198 | | | | | | | Rennie & Co. London | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. If now expired, Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships. ft. in. | 15 Registers in which classed, if not in L. R. Distinctive Flag Trade-mark. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1703 Swift 106826 PSWJ | Steel Sc K J.T.Fletcher –01 Elec.light Well deck 1 Dk | 242 198 76 | | | | 1897 | Edwards Bros. Newcastle | Kelsall Bros.& Beeching, Ld. (J.E. A.Kelsall, Mgr.) | 133·7 Q149' B7' F20' BK 7½ WB | 21·6 | 10·8 | Hull British | T.3Cy.13½",22½"&38"–27" 70RH N.E.Marine Co.Ld.Sld. | 11 ″ 9 | | |
| 1704 — 99556 MSFB | Iron Sc K A.Swain –02 ssHul.No.2–00 ssHul.No.3 7,04 1 Dk | 149 139 62 | ✝100A1 Stm Trawler 7,04 7,00 | Hul | | 1892 1mo | Cook, Wel-t'n & Gemmell Hull | Pickering & Haldane's Stm. Trawling Co. Ld. | 102·4 Q20' BK 7½ | 20·6 | 11·0 | Hull British | T.3Cy.11½",18"&30"–22" (s) 160lb 45RH 1SB,2cf,Gs27,Hs700 C.D.Holmes & Co.,Hull | 11 ″ 10 | | 3,04 |
| 1705 — 104183 PDLH | Steel Sc K R.Wright –01 ssFlt.No.2–02 1 Dk | 136 126 45 | ✝100A1 Stm Trawler 3,05 10,03 | Gms | | 1894 9mo | Earle's Co. (Lim.) Hull | Pioneer Steam Fishing Co. Ld. | 94·0 Q18' BK 7½ | 20·7 | 10·6 | Grimsby British | T.3Cy.11",17"&30"–21" (s) 160lb 45RH 1SB,2pf,Gs28,Hs800 Earle's Co.(Lim.),Hull | 11 ″ 3 | | N12,02 10,01 |
| 1706 Swiftsure 104336 NKWM | Steel Sc Sr J.Smiles –03 ssNwc.No.2–03 1 Dk(Irn) & Web frames | 823 651 487 | ✝100A1 3,05 | Nwc | l | 1894 7mo | Sunderland S.B.Co.(Lim Sunderland A&CP | John George Hill Stm.Shpg.Co.Ld. (Witherington & Everett, Mgrs.) | 197·5 Q68' B40' F22' WB = Cell DBa 112' uE | 30·1 | 14·1 | Sunderland British | T.3Cy.17",28"&46"–30" (s) 160lb 65lb 55lb 116NHP 1SB,3pf,Gs17,Hs1758 N.E.Mar.E.Co.(Lim.),Sld | 16 ″ 3 s 1 ″ 6 | | 6,04 |
| 1707 Swindon 109788 RGMB | Steel Sc Sr J.Thomas –00 ssCff.No.1–03 1 Dk(Irn) 2tr B & deep framing & Web frames | 3847 3534 2438 | ✝100A1 1,05 1,00 | Cff Bry | m | 1899 7mo | Richardsn, Duck & Co. Stockton | Swindon S.S.Co.Ld (Evan Thomas, Radcliffe & Co.), Lloyd's A&CP WB = Cell DBa 112' uE | 340·0 P33' B170' F34' FK 24'f142'891t FPT | 48·1 | 25·8 | Cardiff British | T.3Cy.24",40"&66"–45" (s) 160lb Hs5705 336NHP 2SB&1AuxSB,8rf,Gs152, Blair & Co. Ld. Stockton | 28 ″ 4 s 4 ″ 8 | | 1,05 |
| 1708 Swinemünde JFDR | Steel Sc Sr C.Kroll 91–91 Elec.light 1 Dk | 225 180 103 | | | | 1891 | Stettiner Act.Ges. Stettin | Swinemünder Dampfahrts. A.G. | 144·1 B21' H12' F15' WB | 21·5 | 11·0 | Swnemnde German | C.2Cy.17⅜"&31½"–21⅛" 38NHP Stettiner A.G.,Stettin | | G | |
| 1709 Switzerland Rovers. MBPL | Iron Sc ssAnt.2nd No.3–8,99 ssAnt.No.1–03 3 Dks Rigelsen –04 | 2602 1880 1902 | ✝100A1 2,03 11,04 | Ant | u | 1874 1mo | Palmers' Co.(Lim.) Newcastle A&CP | Soc.Anon.de Nav. Belge-Américaine | 329·4 ND87 BK 10″ WB = pt D B | 38·6 | 30·5 | Antwerp Belgian | C.2Cy.40"&80"–42" 80lb 45lb NDB82 298NHP 2DB,8cf,Gs192,Hs1408 Palmers' Co.(Lim.),Nwc. | 31 ″ 10 | | 2,03 |
| 1710 Sybil 81662 TCDG | Iron Sc Sr W.H.South –04 Well deck ssHpl.No.3–6,93 ssShl.No.2–02 1 Dk(Irn) 2tr B | 1854 1469 1161 | ✝100A1 9,04 | Shl | r | 1879 7mo | J L Thomp-son & Sons Sunderland A&CP | Gordon Stm.Shpg. Co.Ld. | 265·5 Q100' B48' F24' BK 9½" WB = DBa 84' | 38·3 | 19·0 | London British | T.3Cy.20",31½"&53"–36" (s) 170lb 80lb NDB93 183NHP 2SB.4cf,Gs67,Hs2902 T.Richardson & Sons,Hpl. | 20 ″ 9 2 ″ 5 | | 3,04 4,05 |
| 1711 — | Steel Twin Sc Sr 1 Dk & Shade dk | | | | | 1902 | Bow, Mc-Lachlan & Co. Ld. Paisley | Crown Agents for Colonies (Uganda Railway) | 175·0 | 29·0 | 9·0 | British | T.6Cy.9¾",15½"&25"–16" Bow, McLachln & Co Ld Psy. | | | |
| 1712 — 99139 TPWD | Steel Twin Sc Sr Richardson 1 Dk(Teak) | 48 45 — | ✝ A1 For Towing purposes 2,03 | P.El | | 1902 5mo | Cox & Co. Falmouth | Government of Cape of Good Hope Lloyd's A&CP | 70·0 | 15·6 | 6·1 BK 5″ | St.John's Port, S.A British | C.4Cy.8"&16"–10" (s) 110lb 21RHP 1SB,2pf,Gs25,Hs539 Cox & Co. Falmouth | 6 ″ 6 | | |
| 1713 Sydenham E.Fagerlund 02–02 | Steel Sc Sr | 2377 1848 1544 | | | | 1891 | E. Withy & Co. W Hartlepool | Actiebolaget Hessler & Co. (Hj Ståhle, Mgr.) | 290·0 | 38·0 | 19·9 | Gothenbrg Swedish | T.3Cy.22",35"&59"–39" 217NHP T.Richardson & Sons,Hpl. | | V | |
| 1714 Sydkusten 5742 HMJP | Iron Sc Sr H.& L.Dellgren –88 1 Dk | 332 253 189 | | | | 1871 | Akers. Mek Verkst. Christiania | Angf. Aktiebolag Stockholm-Lubeck (C. E. Nyman, Mgr.) | 143·7 Q29' B40' H6t F17' len99 | 22·0 | 11·8 | Stockholm Swedish | C.2Cy.19⅛"&38⅜"–22⅛" NE&B91 57NHP Vilhelmsberg M.V.,Got. | | V | |
| 1715 Sydmonton 99133 NDWH | Steel Sc Sr W.H.Tong –96 ssCff.No.2–99 ssCff.No.3 1,04 1 Dk(Stl) & Web frames & pt Awngdk (Irn) | 2526 1909 1619 | ✝100A1 pt Awngdk with freeboard 1,04 1,03 | Sws Cff | s | 1891 5mo | J. Blumer & Co. Sunderland A&CP | Robinson Bros. WB = Cell D B 234' 561t | 290·1 P27' Q96' pt Awng dk 167' FK | 39·2 | 19·5 | Whitby British | T.3Cy.22½",36½"&60"–39" (s) 160lb 80lb NDB02 224NHP 2SB,6cf,Gs89,Hs3358 Blair & Co.(Lim.),Stockton | 22 ″ 0 s 8 ″ 9 | | N1,04 |
| 1716 Sydney LDVC | Iron Sc Bk Blanc 91–02 3 Dks | 4232 — 2077 | | | | 1883 | Messageries Marit. La Ciotat | Messageries Maritimes | 413·9 | 41·6 | 32·8 | Marseilles French | T.3Cy.45¾",65"&94½"–43⅛" Tpd 95 586NHP Messageries Marit La Ciotat | | | |
| 1717 — 101741 WHFC | Steel Sc Sr A.McRae 00–03 Elec.light 1 Dk(Stl) & deep framing | 1989 1559 1183 | ✝100A1 4,02 | Dun | r | 1902 4mo | Caledon S. B.& E.Co.Ld. Dundee Lloyd's A&CP | Melbourne SS Co Ld WB = Cell DBa 76' uE | 280·2 P45' B97' F35' FK 22' f116' 403t FPT | 38·2 | 19·6 | Melbourne British | T.3Cy.22",35"&59"–36" (d) 180lb 90lb 249NHP 2SB,6cf,Gs135,Hs4141 Caledon SB.& E.Co.Ld.Dun | 22 ″ 0 s 3 ″ 1½ | | 1,04 |
| 1718 — 49275 WCHV | Iron Pad Sr H.Warne –04 (ex City of Brisbane) 1 Dk | 634 586 504 | | | | 1864 | A & J Inglis Glasgow | Newcastle & Hunter River S.S.Co.Ld | 230·8 Q45t | 27·3 | 12·9 | Sydny NSW British | 1 Cy.48"–60" 220RHP A.& J.Inglis,Glasgow | | | |
| 1719 — 99576 | Iron Sc K ssHul.No.1–96 1 Dk | 132 126 57 | ✝ Stm Trawler 4,96 | Hul | | 1892 7mo | Cook, Wel-t'n & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. WB | 95·6 = FPT 17t BK 7½ | 20·5 | 10·8 | Hull British | T.3Cy.10",16"&25½"–20" 1SB.2pf,Gs22,Hs590 35RHP Amos & Smith,Hull | 11 ″ 7 | | |
| 1720 Sylfaen 87908 JTML | Iron Sc 3 Mst Sr W.Bie –04 ssLth.2nd No.3–12,03 1 Dk(pt Irn) | 398 284 159 | ✝100A1 3,04 12,02 | Lth Abn | g | 1883 10mo | J Fullerton & Co. Paisley Lloyd's A&CP | G.Couper Now named "Sylford." See No. 50 in Supplement WB = FPT 33t | 160·0 Q85' B7' F25' BK 6″ | 23·1 | 10·9 | Wick British | C.2Cy.20½"&38"–24" (s) 90lb 60RHP 1SB,2pf,Gs47,Hs1207 W.King & Co.,Glasgow | 11 ″ 7 s ″ 10½ | | 12,03 |
| 1721 Sylvan 46068 SVMC | Iron Sc Sr F.Wilson 91–94 Mchy. Aft 1 Dk | 196 163 113 | | | | 1882 | Murdoch & Murray Pt. Glasgow | Wilson, Hart & Co. Ld. | 119·4 Q40' F18' WB | 20·2 | 8·9 | Maryboro' British | C.2Cy.15"&28"–24" NB91 36RHP D.Stewart & Co.,Glasgow | | | |
| 1722 Sylvania 106382 NSTV | Steel Twin Sc 4 Mst Sr A.G.Dunning –03 Ref.Mchy. Engine –04 Elec.light Cresser | 5598 5377 3623 | ✝100A1 5,05 11,03 7,01 | Liv | b† | 1895 4mo | Lon. & Gls. S.B.Co. Glasgow Lloyd's A&CP | Cunard S.S.Co.Ld. WB = Cell DBa 123 ″ E§ | 445·0 P98' Shelter dk a33' B163' Shelter dk f25' F84' FK B98' f158' 833t MT | 49·0 | 31·9 | Liverpool British | T.6Cy.22½",36½"&60"–48" 180lb (s) FD 723NHP 2D&1SB 14cf Gs261 Hs10932 Lon. & Gls. S.B.Co.,Gls. f27'627t FPT 120t APT 132t a44'858t MT | 35 ″ 0 s 8 ″ 2 | | 10,03 5,05 |
| 1723 Sylvia 109034 QFDV | Iron Sc K Leighton –02 ssHul.No.1–03 1 Dk | 213 193 73 | ✝100A1 Stm Trawler 2,05 | Hul | | 1898 12mo | Cochrane & Cooper, Ld. Beverley Lloyd's A&CP | Armitage's Steam Trawling Co. Ld (G. T. Armitage, Mgr.) | 117·6 Q48' BK 7½" WB = DBf 13'9t | 21·5 | 11·5 | Hull British | T.3Cy.12",21"&34"–24" (s) 200lb 60RHP 1SB.2cf,Gs28,Hs1037 C.D.Holmes & Co.Hull | 12 ″ 3 | | 3,03 N2,05 |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Tonnes. Sous le Pont. Net. | Détails de la Classification. Cote. Date de la dernière Visite. | | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Nombre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Tonnage Brut. Net. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1724 Numéro Officiel. JRDS | Sylviana Steel Sc Sr. W. N. Young —Gl ss Hpl. No. 3–10, 02 1 Dk (Stl) & Spar dk (Stl) & Web frames | 4187 3967 2715 | ✠100 A1 Spar dk 4,04 | Lon Bry | 1898 5mo | Craig, Taylor & Co. Stockton A&CP | Furness, Withy & Co. Ltd. WB = Cell D B a 118' u E & B 38' f 148' 880 t F P T 188 t A P T 59 t | 360·0 48·2 20·4 P 31' B 86' F 38' 28 FK 6 B H Cem | W. Hartlepool T. 3 Cy. 23½", 38½" & 68"–18" 200 lb 330 N H S H. 6 r f, gs 120, hs 4740 W. Allan & Co. Ltd. Sld | 22 " 11 " 7 " 0 | | |
| 1725 JRDS | Symra Steel Sc Sr. 1 Dk (Irn) 2 tr B & Web frames A. Hafstad —05 ss Shl. No. 2–05 & Dk rule | 3005 2531 1920 | ✠100 A1 Trunk dk with freeboar 4,06 | Cff | 1898 5mo | Ropner & Son Stockton A&CP | W. Jebsen WB = Cell D Ba | 315·0 44·5 21·6 P 29' B 70' F 28 FK 106' u E & B 34' f 124' | Bergen Norwegian 6 B H Cem | T. 3 Cy. 22½", 37" & 61"–42" (s) 160 lb 80 lb 246 N H 2 S B, 6 r f, gs 101, hs 3760 Blair & Co. Ld. Stockton | 26 " 4 " 3 " 10 " 3 " 5½ | | |
| 1726 116895 KPDH | Syosset Steel Sc Tug 1 Dk | 176 — 120 | | | 1899 | Neafie & Levy Co. Philadelphia | Long Island R. R. Co. | 102·6 23·0 10·5 | New York Utd. States | C. 2 Cy. 20" & 40"–28" 71 N H Neafie & Levy Co. Phildlphia | | | |
| 1727 RLWD | Syracusa Steel Sc Sr. F. Willhoft –02 (ex John Cockerill) 2 Dks & Web frames | 2429 — 1543 | | | 1894 | Soc. J. Cockerill Hoboken | Dmpfschrhed Union A.G. WB = | 320·0 40·0 27·4 B 63' H 24' F 31' | Hamburg | T. 3 Cy. 27", 44" & 70"–44" 325 N H — J. Cockerill, Seraing | | V | |
| 1728 116035 | Syracuse Steel Sc 1 Dk & Spar dk | 1918 — 1678 | | | 1884 | Detroit Dry Dock Co. Wyandotte | Western Transit Co. | 267·0 38·5 15·8 | Buffalo, NY United States | C. 2 Cy. 28" & 48"–48" 134 N H Detroit Dry Dock, Detroit | | | |
| 1729 113969 SJVM | Syria Steel Twin Sc Sr. D. C. Gregor –03 Ref. Mchy. 3 Dks (2 Stl–1 ws) & U teak s) Elec. light | 6660 5736 4191 | ✠100 A1 5,05 | Lon | 1901 6mo | A. Stephen & Sons Glasgow Lloyd's & CP | P. & O. Stm. Nav. Co. | 450·0 52·3 30·7 P 88' B 176' F 89' FK & BK 8" WB = Cell D Ba | Glasgow 7 B H Cem | T. 6 Cy. 22½", 36" & 60"–48" (s) 170 lb 170 lb 632 N H 2 D B. 12 c f, gs 239, hs 9014 A. Stephen & Sons, Glasgow | 33 " 6 " 7 " 7½ | BT | |
| 1730 RLBC | — Steel Sc Sr. R. Puck 01–04 Elec. light 2 Dks & Web frames | 3597 3153 2240 | | | 1898 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 345·7 43·7 25·8 P 34' B 102' F 45' | Hamburg German WB = | Q. 4 Cy. 20½", 30½", 44½" & 64½"–44½" 276 N H Blohm & Voss, Hamburg | | G | |
| 1731 95805 LHNT | — Iron Sc Sr. F. Caucutt 93–97 ss Hul. No. 3–5, 02 Well deck 1 Dk (Irn) & Web frames | 2239 1678 1430 | ✠100 A1 10.04 12,03 DS 10.04 | Lon Hul | 1889 9mo | R. Dixon & Co. Middlesbro' A&CP | T. Wilson, Sons & Co. Ld. | 277·0 38·2 19·2 P 25' Q 72' B 122' F 34' BK 9" WB = Cell D Ba | Hull 6 B H Cem 76 f 112' 308 t | T. 3 Cy. 21½", 34" & 56"–39" (s) 160 lb 160 lb NDB 00 188 N H 2 S B, 6 r f, gs 86, hs 2700 G. Clark, Sunderland | 21 " 9 " 1 " 0 | | |
| 1732 104222 QPVM | — Steel Sc Sr. ss Goo. No. 1–03 Well deck J. W. Depledge 1 Dk (Stl) | 781 567 282 | ✠100 A1 4,05 5,08 | Goo | 1898 11mo | Earle's Co. Ld. Hull Lloyd's & CP | Bennett S.S. Co. Ld. | 210·0 31·0 13·6 Q 99' B 20' F 29' BK 8" WB = D Ba | Goole British 5 B H Cem | T. 3 Cy. 19", 32" & 52"–36" (s) 180 lb 80 lb 175 N H 2 S B, 4 c f, gs 84, hs 2670 Earle's Co. Ld. Hull | 14 " 3 " 1 " 3 | | |
| 1733 93828 | — Iron Sc Flat | 174 162 118 | | | 1888 | J. Verdin & Sons Winsford | Salt Union, Ld. | 88·8 21·2 10·4 | Liverpool British | 2 Cy. 9½"–12" 18 R H W. E. Bates, Northwich | | | |
| 1734 95935 RPJC | Syriam Steel Sc 3 Mst Sr. F. V. Benning –04 ss Cal. No. 1–04 Mchy. Aft 1 Dk (Stl) & Spar dk (Stl) & Elec. light deep framing | 1427 1312 891 | ✠100 A1 Spar dk 1,05 8,01 Carrying Petroleum in Fitted for liquid fuel | Cal | 1899 10mo | Grngemth Dockyard Co. Grngemouth A&CP | Burmah Oil Co. Ld. WB = Cell D Bu B 28' 25 t F P T | 235·0 32·6 15·9 P 24' B 23' F 35' FK bulk 11,99 | Rangoon British 4 B H Cem 54 t A P T 3 t | T. 3 Cy. 19", 31" & 51"–36" (a) 180 lb 108 lb 165 N H 2 S B, 4 c f, gs 84, hs 2481 Hutson & Sons, Ld. Glasgow | 17 " 0 " 4 " 8 | | |
| 1735 98004 | — Steel Twin Sc Sr. E. Ritson –88 Elec. light | 300 306 204 | | | 1888 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 165·0 27·1 9·2 | Glasgow British | C. 4 Cy. 21½" & 38"–24" 43 R H Denny & Co., Dumbarton | | | |
| 1736 101825 NCBP | Syrian Prince Steel Sc Sr. Cline –04 ss Nwc. No. 2–01 (ex Bea Bellido) 1 Dk (Stl) & Spar dk Elec. light (Stl–ws) & deep framing | 1914 1732 1202 | ✠100 A1 Spar dk 3,05 | Mch | 1893 4mo | Short Bros. Sunderland A&CP | Prince Line, Ld. (J. Knott, Mgr.) WB = Cell D B a 69' f 105' 297 t F P T | 277·0 37·2 14·3 P 20' B 71' F 32' 21·8 FK | Newcastle British 4 B H Cem 95 t A P T 33 t | T. 3 Cy. 21", 35" & 57"–39" (s) 160 lb 60 lb 207 N H 2 S B. 6 c f, gs 94, hs 3180 J. Dickinson, Sunderland | 16 " 6 " 4 " 8 | | |
| 1737 1570 JSDN | Szápáry Iron Sc Sr. A. Descovich —08 ss Gen. 2nd No. 8–9, 00 (ex Fitzjames) 2 Dks (1 pt Irn) 3 tr B Lawinich 92–04 ss Fiu. No. 1–04 | 1022 1020 695 | ✠100 A1 3,01 2,03 | Tri | 1877 1mo | Blackwood & Gordon Pt. Glasgow A&CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. | 230·2 30·0 20·8 Q 59' F 30' pt N D 91 BK 8½" WB = | Fiume Aust.-Hung. 4 B H Cem D B f 27' 54 t | T. 3 Cy. 19", 30½" & 52"–36" (s) 160 lb 90 lb N D B 02 164 N H 2 S B, 4 c f, gs 81, hs 2483 Tpd 88 Blair & Co. (Lim.) Stk | 21 " 11 | | |
| 1738 JSDP | Széchényi Iron Sc Sr. W. Sillick 92–03 ss Nwc. No. 3–7, 96 Well deck (ex Burgos) ss Fiu. No. 1–04 ss Stk. No. 2–04 1 Dk (Irn) 2 tr B | 1773 1535 1149 | 100 A1 1,04 BS 9.01 | Stk Mcs | 1884 2mo | Richardsn, Duck & Co. Stockton A&CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. | 260·0 36·0 20·0 P 51 t Q 80 t B 118 t F 37 t pt N D 04 BK 9½" WB = D Baf | Fiume Aust.-Hung. 4 B H Cem $ u E & $ B M T | T. 3 Cy. 20", 38" & 54"–36" (o) 160 lb 75 lb N D B 96 170 N H 2 S B, 4 c f, gs 63, hs 2478 Blair & Co. (Lim.), Stockton | | | |
| 1739 104896 NVMH | Szechuen Steel Sc Sr. J. V. Sidford 03–03 2 Dks | 1862 1670 1143 | | | 1895 | Scott & Co. Greenock | China Nav. Co. Ld. | 260·7 38·1 21·3 B 66' F 29' | London British WB | T. 3 Cy. 20", 32" & 52"–39" 169 N H Scott & Co., Greenock | | | |
| 1740 JSDQ | Szeged Steel Sc Sr. C. Percich 02–02 1 Dk (Stl) & Spar dk (Irn) & deep framing | 2859 2631 1783 | ✠100 A1 Spar dk 4,04 | Tri | 1902 5mo | W. Dobson & Co. Newcastle Lloyd's & CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. WB = Cell D Ba 118' u E & B 38' f 132' 612 t F P T | 325·0 45·0 14·4 P 10' B 110' F 35 FK | Fiume Aust.-Hung. 6 B H Cem A P T 15 t | T. 3 Cy. 21½", 37½" & 63"–42" (r) 200 lb 90 lb 294 N H 2 S B, 6 r f, gs 116, hs 4630 N E Marine Eng. Co. Ld. Newc | 16 " 9 " 4 " 10 | | |
| 1741 JSDR | Széll Kálmán Steel Sc Sr. P. Bassich 92–02 1 Dk (Stl) & Spar dk (Irn) & deep framing | 3900 3633 2432 | ✠100 A1 Spar dk 4,04 | Bry | 1902 3mo | Wigham-Richrdsn & Co. Ld Newcastle Lloyd's & CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. WB = Cell D Ba 182' u E & B 76' | 366·0 48·2 17·8 P 51 B 127' F 35 FK f 114' 855 t F | Fiume Aust.-Hung 5 B H Cem | T. 3 Cy. 22½", 40" & 66"–48" (r) 200 lb 361 N H 2 S B, 9 r f, gs 159, hs 5754 Wghm Rchrdsn & C Ld Newc Tw 28' 680 t F P T 55 t A P T 28 t | 20 " 3 " 5 " 9 | | |
| 1742 JSFM | Szent Istvan Steel Sc Sr. E. Poscich 01–02 ss Tri. No. 2–00 2 Dks (Stl-Uws) & Web frames | 2215 2022 1376 | ✠100 A1 12.02 | Tri | 1892 9mo | Wigham Richrdsn & Co. Newcastle A&CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. WB = Cell D B 220' 372 t | 285·0 38·2 23·2 P 30' B 60' F 38' FK | Fiume Aust.-Hung. 5 B H Cem A P T 49 t | T. 3 Cy. 22", 36" & 59"–39" (s) 165 lb 80 lb 237 N H 2 S B, 6 r f, gs 99, hs 3808 Wghm. Rchrdsn & Co. Nwc | 25 " 7 " 4 " 7½ | | |
| 1743 JSFN | Szent László Steel Sc Sr. ss Fiu. No. 2–01 1 Dk (Stl) & Spar dk (Irn) & Web frames Peterdi 93–04 | 1551 1383 942 | ✠100 A1 Spar dk with freeboard 3,04 | Msl | 1892 10mo | Wigham Richrdsn & Co. Newcastle A&CP | Royl. Hungar'n Sea Nav. Co. Adria Ld. WB = Cell D B 199' 304 t | 240·0 34·0 14·0 P 28' B 55' F 81' FK | Fiume Aust.-Hung. 4 B H Cem A P T 21 t | T. 3 Cy. 20", 32" & 58"–36" (s) 165 lb 80 lb 181 N H 2 S B, 4 r f, gs 80, hs 2868 Wghm. Richrdsn. & Co. Nwc | 16 " 3 " 4 " 6 | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under dcck. / Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now expired. Equipment Letter | 8 Built. When. / Ship. / Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard. amidships. ft. in. | Registers in classed at Deduct Build. | Date when built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 115878 TPMH | **T. A. Jolliffe** *G.Fenby* –03 | **SteelScK** 1 *Dk* | 199 190 14 | | | | 1901 | J.P.Rennoldson&Sns. South Shields | **W.&T.Jolliffe** | 113·0 \| 23·7 \| 12·1 | | | Liverpool British | T.3Cy.15½″,25″&41″–27″ 87NHP J.P.Rennoldsn&Sns,S.Shl. | | BT till 3.05 3.06 | |
| 2 93653 | **T. Brown** *W.Foreman* –00 | **SteelSc** *ss*Bos.No.1–04 1 *Dk(Stl)* | 50 49 2 | ✝100A1 *For Towing purposes* 8,04 5,06 Bos | Vdm | | 1900 5mo *Lloyd's* | Botje, Ensing&Co. Groningen *SA&CP* | **King'sLynn Conservancy Brd.** | 65·0 \| 15·6 \| 7·7 BK6′ | | | KngsLynn British 3 *BH Cem* | C.2Cy.12″&24″–16″ (*s*) 135lb 50RHP 1SB,*1pf*,GS15,HS435 Botje,Ensing&C.Groningn | 8 ″ 0 | | 12,02 8,04 |
| 3 | **T. C. C. Dredger No. 6** *W.Storer*74–03 | **SteelSc** 1 *Dk(Stl)* | 389 387 181 | ✝ A1 *Dredger* 3,05 3,08 | Mdb | | 1903 4mo *Lloyd's* | Fleming& Ferguson,Ld. Paisley *SA&CP* | **TeesConservancy Commissioners** | 137·3 \| 34·1 \| 11·6 F15′ FK | | | Middlsbro' British 4 *BH Cem* | C.2Cy.20″&42″–24″ (*s*) 120lb 2SB.*4pf*,GS65,HS1482 Fleming&Fergusn,Ld.Psy | 12 ″ 3 | | |
| 4 113906 | **T. C. C. Hopper No. 1** *H.Cameron* –04 | **SteelTwin ScCtr** 1 *Dk(Irn)* | 705 675 392 | ✝100A1 *Hopper Barge* 3,05 3,04 | Mdb | *j* | 1903 6mo *Lloyd's* | Ropner& Son Stockton *SA&CP* | **TeesConservancy Commissioners** | 180·1 \| 33·1 \| 14·3 FK | | | Middlsbro' British 5 *BH Cem* | T.6Cy.10″,16½″&27″–22″ (*s*) 170lb 90RHP 1SB,*3rf*,GS46,HS1640 Blair&Co.Ld.Stockton | 15 ″ 0 | | 3,05 |
| 5 113907 | **T. C. C. Hopper No. 2** *S.Barker* –04 | **SteelTwin ScCtr** 1 *Dk(Irn)* | 705 675 392 | ✝100A1 *Hopper Barge* 12,04 3,04 | Mdb | *j* | 1903 8mo *Lloyd's* | Ropner& Son Stockton *SA&CP* | **TeesConservancy Commissioners** | 180·1 \| 33·1 \| 14·3 FK | | | Middlsbro' British 5 *BH Cem* | T.6Cy.10″,16½″&27″–22″ (*s*) 170lb 90RHP 1SB,*3rf*,GS46,HS1640 Blair&Co.Ld.Stockton | 15 ″ 0 | | 5,04 |
| 6 51386 HJGS | **T. E. Forster** *W.Brabyn* –97 | **IronScSr** *ss*Nwc.3rd No.3–1,03 1 *Dk2tr B* | 796 749 498 | ✝90A1 11,03 | Shl | *m* | 1866 1mo | T.&W. Smith N.Shields A&CP | **Scott Stm. Shpg. Co. Ld. (J.O.Scott &Co. Mgrs.)** T.Pallister&Co. | 218·4 \| 28·3 \| 16·0 Q56′ BK7′ len&ptND73 ptND99 *WB=D* | | | Newcastle British 3 *BH Cem* *Bf*141′170*t* | C.2Cy.25″&49″–30″ (*s*) 75lb *80lb* NE73NB80 90RHP 1SB,*3pf*,GS49,HS1517NDB96 R.&W.Hawthorn,Nwc. | 18 ″ 0 *s* 3 ″ 3½ | | 9,02 |
| 7 84618 VSKP | **T. E. Fuller** *M.Swan*97–99 *Elec.light* | **SteelTwinScSr** *ss*C.Tn.No.1–02 (*Tug*) 1 *Dk(Teak)* | 399 342 46 | ✝100A1 2,02 | CTn | *f* | 1898 5mo *Lloyd's* | D.J.Dunlop &Co. Pt.Glasgow *SA&CP* | **Table Bay Harbour Board** *WB=Cell* | 135·5 \| 26·0 \| 13·3 F40′ BK6′ *DB between E&B*13′ | | | Cape Town British 5 *BH Cem* 18*t DTa*17′9*t* | T.6Cy.14″,22″&36″–24″ (*s*) 170lb 206NHP 2SB.*6cf*,GS126,HS4215 D.J.Dunlop&Co.P.Glsgw. | 14 ″ 0 *s* 1 ″ 8½ | | 9,02 |
| 8 97539 MBHT | **T. G. Hutton** *J.Davies* –94 *Well deck* | **SteelScSr** *ss*Sld.No.3–5,03 1 *Dk(Irn)* *Floors,Beams&StringersIrn* | 703 524 423 | ✝100A1 ~~5,08~~ 1,05 | Sld | *j* | 1891 1mo | Short Bros. Sunderland A&CP | **H.A.Cochrane** *WB=D* | 180·0 \| 28·0 \| 13·9 Q66′B40′F23′ FK *Ba*19*f*20′10*3t FPT* | | | Sundrland British 4 *BH Cem* 32*t APT*15*t* | T.3Cy.15½″,25″&41″–27″ 160lb *80lb 65lb* 80RHP 1SB,*3pf*,GS41,HS1230 W.Allan&Co.,Sunderland | 14 ″ 8 *s* 1 ″ 3½ | ~~5,04~~ ~~5,04~~ N2,05 | |
| 9 106417 PQRN | **T. R. Thompson** *J.Garrick* –03 *Well deck* | **SteelScSr** *ss*Nwc.No.1–02 1 *Dk(Stl)2tr B&deep framing3 Dk rule* *Mchy.Aft* | 3538 3306 2261 | ✝100A1 *with freeboard* 2,05 ~~2,04~~ | Bry | *v* | 1897 5mo | Short Bros. Sunderland A&CP | **J.Westoll** *WB=Cell D Ba* | 360·0 \| 47·2 \| 24·6 P30′B81′F34′ FK 110′*uE*24′*f*139′8*46t* | | | Sundrland British 6 *BH Cem* *APT*64*t* | T.3Cy.24½″,40″&66″–45″ (*s*) 160lb *160lb* 301NHP 2SB,*8pf*,GS134,HS4650 J.Dickinson&Sons,Ld.,Sld | 27 ″ 4 *s* 5 ″ 4 | ~~2,04~~ N2,05 | |
| 10 24359 MRVM | **T. V. Arrowsmith** *R.B.Reed* –01 | **WoodPad** | 527 — 424 | | | | 1860 | ..... Keyport, N.J. | **E.S.Randall** | 201·3 \| 28·5 \| 8·7 | | | Washngtn D.C. Utd.States | | | | |
| 11 | **T. W. Mould** | **SteelScSr** 1 *Dk* | 109 101 17 | | | | 1898 | Hawthorn, Leslie&CoLd Newcastle | **R.Mould (G.Stephenson, *Mgr.*)** | 93·7 \| 19·1 \| 9·7 | | | N.Shields British | C.2Cy.15″&31″–21″ 45RHP Hedley&Boyd,N.Shields | | | |
| 12 104995 PFVH | **T. W. Stuart** *J.Henderson* –03 *Well deck* *Mchy.Aft* | **SteelScK** ~~*ss*Nwc.No.1–01~~ *ss*Nwc.No.2–04 1 *Dk(Irn)* | 252 193 83 | ✝100A1 6,04 ~~1,03~~ | Nwc | *c* | 1896 3mo | Wood, Skinner&Co. Newcastle A&CP | **T.Thompson&Son** *WB=FPT*28*t* | 123·0 \| 21·3 \| 9·2 Q43′B9′F19′ FK | | | Newcastle British 3 *BH Cem* | C.2Cy.16″&32″–22″ (*s*) 100lb 43RHP 1SB.*2pf*.GS30,HS800 N.E.MarineCo.(Lim.),Sld. | 10 ″ 0 *s* ″ 10 | ~~N1,03~~ 6,04 | |
| 13 | **Ta Chang Maru** (*Chinese rendering of* **Daitei Maru** — *No.* 51 *in letter* D.) | | | | | | | | | | | | | | | | |
| 14 118713 VJWL | **Tabaristan** *Paramor* –03 *Elec.light* | **SteelScSr** 1 *Dk(Stl)&Spar dk(Irn)& deep framing* | 3398 3143 2173 | ✝100A1 *Spar dk* 3,04 | Lon | *w* | 1903 11mo *Lloyd's* | W.Gray& Co.Ld. W Hartlepool *SA&CP* | **Anglo-Arabian& PersianS.S.Co.Ld. (F.C.Strick&CoLd *Mgrs.*)** *WB=Cell* | 358·0 \| 45·0 \| 16·3 P24′B86′F34′ 24 2 FK *DBa&uE*140′*f*156′ | | | Swansea British 6 *BH Cem* 730*t APT*25*t* | T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *80lb* 376NHP 2SB.*6pf*,GS116,HS5183 FD Cen.Mar.Eng.Wrks.W Hpl | 18 ″ 11 *s* 5 ″ 10½ | | |
| 15 104358 NVTQ | **Tabasco** *C.Anderson* –03 *Well deck* | **SteelScSr** ~~*ss*Ott.No.1–00~~ 1 *Dk(Irn)&Spar dk(Stl-ws)3tr B* *ss*Shl.No.2–03 | 2987 2808 1913 | ✝100A1 *Spar dk* 12,03 ~~7,03~~ 1,03 | Rot Shl | *u* | 1895 7mo | J.Laing Sunderland A&CP | **Neptune Stm.Nav. Co.Ld. (Bolam& Swinhoe, *Mgrs.*)** *WB=Cell DB* | 331·6 \| 41·7 \| 18·1 B82′F38′ 26·0 BK10″ *a*98′ *uE&B*36′*f*126′ | | | Sundrland British 5 *BH Cem* 446*t APT*65*t* | T.3Cy.24½″,40″&66″–45″ (*s*) 160lb *80lb* 309NHP 2SB,*8pf*,GS128,HS4890 G.Clark(Lim.),Sunderland | 20 ″ 9 *s* 6 ″ 2½ | ~~12,03~~ 1,05 | |
| 16 — | | **SteelScSr** *W.J.Collin*01–01 1 *Dk(Stl)&deep framing* | *1022* *844* *681* | ✝100A1 *with freeboard* 8,01 *Coasting Gulf of Mexico, Tabasco & Vera Cruz* | Dmb | *n* | 1901 8mo A&CP | A.McMillan&Son.Ld. Dumbarton | **Cia.Mexicana de Nav.** *WB=Cell DB*56′73*t FPT* | 230·4 \| 33·5 \| 14·8 P58′F45′ FK | | | Tabasco Mexican 4 *BH Cem* 43*t APT*55*t* | T.3Cy.17″,28″&45″–33″ (*s*) 160lb *80lb* 128NHP 2SB,*4cf*,GS72,HS2091 Muir&Houston,Ld.Glsgw. | 15 ″ 8 *s* 2 ″ 4 | | |
| 17 | **Tabasqueño** *G.deAndraen* –97 | **SteelScSr** *ss*N.Os.No.2–95 1 *Dk&pt Shade dk* | *419* *324* *202* | ✝ 2,98 | N.Os | *g* | 1887 9mo | Grngemth Dockyard Co. Grangemth | **Cia.Mexicana de Nav.** | 155·5 \| 26·0 \| 10·4 F27′ BK6′ *pt Shade dk*109′ *WB=FPT* | | | Tabasco Mexico 4 *BH Cem* 40*t APT*10*t* | C.2Cy.24″&48″–30″ 108NHP 1SB.*3pf*,GS60.HS1874 Hutson&Corbett,Glasgow | 11 ″ 0 | | |
| 18 | **Tabatinga** *R.Wilkinson*90–90 *Mchy.Aft* | **SteelTwinScSk** 1 *Dk&Shade dk* | *325* *240* *229* | ✝ *For River purposes only* 10,90 | Grk | | 1890 10mo | Scott&Co. Greenock | **Amazon Stm.Nav. Co.Ld.** | 160·1 \| 26·3 \| 7·3 F28′ FK | | | Para Brazilian 6 *BH Asp* | T.6Cy.9″,14″&22″–18″ 57NHP 1SB.*2cf*,GS37,HS1106 Scott&Co.,Greenock | 7 ″ 9 | | |
| 19 109455 QVNM | **Taboga** *C.March* –03 | **SteelScSr** 1 *Dk&Shade dk* | 649 546 348 | | | | 1898 | Wigham Richrdsn&Co Newcastle | **Pacific Stm Nav Co.** | 185·0 \| 31·1 \| 12·6 F22′ *Shade dk*164′ | | | Liverpool British *WB* | C.2Cy.21″&42″–27″ 90RHP Wigham Richrdsn&Co.Nwc | | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Par qui. Navire. Mach. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des [illegible]. NHP= Force en chevaux d'après les formules de la [illegible]. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières. E. Foyers. Nom du Constructeur des machines. | Francs-bord en pieds du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 Tabor — F. Bates —00 ssLiv.No.3–2,03 2Dks(Irn–Uws) Elec.light LNFD | Steel Sc Sr | 2407 2037 1512 | ✠100A1 Liv 8,04 12,04 5,05 LMC12,0 5,05 | t | 1890 Aitken& Mansel Glasgow A&CP 1mo | Moss S.S.Co.Ld. W | 320·0 39·0 20·0 P26′ B114′ F88′ FK B = Cell D B58′ 147′ | Liverpool British 5 B H Cem M T80′ 263′ | T.3Cy.24″,39″&64″–45″ (s) 160lb 80lb NDB99 296NHP 2DB,8cf,Gs145,Hs84570 D.Rowan&Son,Glasgow | 23 ″ 2 | BT |
| 21 — L.Portal88–98 (exClara) LFBH | Steel Sc Sr ssMsl.No.2–96 1Dk(Irn)✠Spar dk&tr B | 1868 1743 1060 | ✠ Msl r Spar dk 3,06 | | 1886 Wigham Richrdsn&Co Newcastle 12mo | Cie.Marseillaise de Nav.à Vap.(Fraissinet&Co.,Mgrs.) WB = D B a 76′ f | 270·0 35·0 17·0 B40′ F15′ 24·7 FK u E✠ B52′ 179′ f F P T | Marseilles French 4 B H Cem 2 B A P T 15t | T.3Cy.22″,34″&57″–39″ 203NHP 2SB,8cf,Gs91 Wigham Richrdsn&C.Nwc | 18 ″ 0 | V |
| 22 Tachi Maru 8359 JDBT | Steel Twin Sc Sp 1Dk | 2076 964 1287 | | | 1901 Osaka Iron-works Osaka | Osaken Shosen Kabushiki Kaisha | 278·0 39·4 9·6 | Osaka Japanese | T.6Cy.18″,21½″&35½″–24″ 122NHP Osaka Iron Works,Osaka | | |
| 23 — 7701 JQHL | Wood Twin Sc Sp H.Takashima 2Dks | 179 160 97 | | | 1902 Ominato S.B.Co.Ld. Ominato | Tosa Shosen Kabushiki Kaisha | 110·0 16·5 12·5 | Ushioye Japanese | T.6Cy.7⅞″,12″&20″–14″ 30NHP | | |
| 24 Tacoma 146793 KNRH Connaughton –04 (ex Batavia) 2Dks | Iron Sc Bg | 2812 2214 1689 | | | 1870 W.Denny& Bros. Dumbarton | Northwestern S.S. Co.Ld. | 327·4 39·3 26·5 P201t F46t | Seattle, Wash. Utd. States | T.4Cy.28″(2)26″&58″–42″ 218NHP J.Elder&Co.,Glasgow | | |
| 25 — 146114 | Wood Sc Sr J.S.Bollong | 240 — 128 | | | 1876 ..... San Francisco | Puget Sound Tug Boat Co. | 136·5 23·8 12·1 | Seattle Utd. States | 1Cy.26″–54″ 38NHP | | |
| 26 Tacony 146805 KPOB | Steel&Iron Sc Sr 1Dk | 353 — 186 | | | 1899 C.Hillman S.&E.B.Co. Philadelphia | Staples Coal Co. | 128·0 26·3 15·0 | Fall River Utd. States | T.3Cy.16″,24″&40″–28″ 85NHP C.Hillman S.&E.B.Co. | | |
| 27 Tactician 118398 RTPL Elec.light | Steel Sc 4 Mst Sr J.Edgar –03 ssLiv No.1–04 2Dks(Stl)✠deep framing ✠Web frames | 7281 6736 4765 | ✠100A1 Liv c† 7,04 12,03 5,05 LMC 1 | | 1900 Swan& Hunter,Ld. Newcastle Lloyd'sA&CP 9mo | Charente SS.Co Ld. (T.&J.Harrison, Mgrs.) WB = Cell D | 470·0 56·2 31·9 P37′ B162′ F44′ FK B a 148′ u E✠ B61′ f | Liverpool British 9 B H Cem 204′ 1544t D | T.3Cy.27½″,45½″&76″–60″ 180lb (s) 567NHP 2D&1SB15cf,Gs308 Hs1 Wilsnd.Slpwy.Co.Ld.Nwc. Ta30′ 937t F P T 117t A P T 80t | 34 ″ 10 | |
| 28 Taculing — | Wood | 141 — | | | 1883 G.Fenwick &Co. Hong Kong | I.de la Rama | 104·9 16·9 6·8 | Ilo-Ilo Utd. States | C.2Cy.14″&28″–16″ 26NHP G.Fenwick&Co.,Hng Kong | | |
| 29 Tadorna 106271 PLQH Well deck | Steel Sc Sr W.Crawford –04 ~~ssLiv.No.1–01~~ 2Dks(1Irn) ssLiv.No.2–04 | 1318 1157 726 | ✠100A1 Liv p 7,01 7,02 LMC 1,04 | | 1896 Wigham Richrdsn&Co Newcastle Lloyd'sA&CP 9mo | Cork S.S.Co.Ld. | 255·0 33·7 18·7 P&B146′ F58′ BK9¼ WB = Cell D Ba | Cork British 4 B H Cem 69′ f 83′ 200t | T.3Cy.21″,33½″&54″–39″ (s) 160lb ~~90lb~~ NDB01 195NHP 2SB,6pf,Gs98,Hs3120 80lb Wigham Richrdsn&Co.Nwc | 19 ″ 9 2 ″ 7 | |
| 30 Tadousac 116203 | Steel Sc Sr 1Dk 2tr B Mchy.Aft | 2359 2231 1452 | | | 1903 Bertram E. Works Co.Ld. Toronto | J.Waldie&Co. | 260·0 43·2 25·2 F42′ W B | Toronto British | T.3Cy.17″,28″&46″–32″ 120NHP Bertram E.W.Co.Ld.Trnto | | |
| 31 Taff 95197 LTOK Well deck | Steel Sc Sr A.Canrobert84–99 ssCff.No.3–1,03 1Dk(Stl)✠Web frames | 871 642 542 | ✠100A1 Cff l 2,03 5,01 LMC 2,0 | | 1890 Osbourne, Graham&Co. Sunderland A&CP 7mo | Cardiff S.S.Co.Ld. (W.R.Corfield Mg) | 200·0 29·3 15·2 P118′ F58′ BK7¾ WB = D B a 51′ | Cardiff British 4 B H Cem 67t F P T 21t | T.3Cy.16½″,26½″&48½″–30″ 160lb 90lb (s) 96RHP 1SB,3pf,Gs45 Hs1510 NDB02 NF Marine Eng Co(Lim)Sld | 16 ″ 1 1 ″ 3½ | |
| 32 Taffy 102868 Mchy.Aft | Steel Sc Sk L.Thompson84–98 ssNwc.No.2–02 1Dk(Irn) | 173 157 73 | ✠100A1 Nwc b 9,04 Hul LMC 9,02 | | 1894 D.J Dunlop &Co. Port Glasgow Lloyd'sA&CP 7mo | Page&Turner | 100·5 21·1 9·3 F18′ drpD4 FK W B = F P T 20t | Runcorn British 3 B H Cem A P T 18t | C.2Cy.15″&30″–18″ (s) 120lb 37RHP 1SB,2pf,Gs27,Hs824 D.J.Dunlop&Co.,P.Gls. | 10 ″ 0 | |
| 33 Tafna LFBQ Elec.light | Steel Sc Sr J.Castan94–02 2Dks✠Spar dk | 1513 — 812 | | | 1890 Wigham Richrdsn&C Newcastle | Cie.de Nav.Mixte W B | 251·5 32·0 25·0 B88′ | Marseilles French | T.3Cy.25″,38½″&65″–42″ NB03 274NHP Wigham Rchrdsn&Co Nwc | | V |
| 34 Taganrog 884 | Iron Sc Sr 1Dk | 321 — 217 | | | 1874 ..... Linz | G.Monopoli | 201·4 23·3 8·3 | Rostoff Russian | | | |
| 35 Tagliaferro 85166 WKQJ | Iron Sc Sr ~~G.M.Smith —02~~ ssMel.No.3–9,94 W.R.Clack ssMel.No.2–01 1Dk(Irn)2tr B | 1598 1464 1036 | ✠100A1 Syd q 4,05 Mel LMC 7,0 | | 1882 Schlesingr, Davis&Co. Newcastle A&CP 4mo | McIlwraith,McEacharn&Co. Proprietary,Ld. W B = D B a 76′ f | 260·0 35·2 20·5 P24′ B50′ F26′ BK9½ 98′ 291t | Melbourne British 5 B H Cem A P T 18t | C.2Cy.29″&56″–42″ (i) 80lb 80lb NDB96 158NHP 2SB,4pf,Gs71,Hs2600 Black, Hawthorn&Co.,Gts | | |
| 36 Tagonoura Maru 506 HBPN | Comp Sc Sr B.Kon01–02 (exC.D.Taylor) 2Dks | 756 713 551 | | | 1869 J.Laing Sunderland | Nippon Yusen Kabushiki Kaisha | 194·4 24·3 20·8 | Tokio Japanese | C.2Cy.25″&44″–33″ 93NHP | | |
| 37 Tagus 110197 RJMD Elec.light Ref.Mchy. | Steel Sc Sr H.E.Rudge –04 ssSou.No 1–04 8Dks(U Stl–wa)✠Spar dk(Stl–teaks) | 5545 4586 3056 | ✠100A1 Sou z Spar dk 5,06 | | 1899 R.Napier& Sons,Ld. Glasgow Lloyd'sA&CP 10mo | Royal Mail Steam Packet Co. W B = Cell D B a 76′ u E✠ B 102′ | 410·0 50·0 23·3 P40′ F74′ 32·3 FK f 149′ 650t | London British 6 B H Asp f 149′ 650t | T.3Cy.37″,58″&97″–66″ (s) 180lb ~~Steel~~ 1050NHP 6SB,18cf,Gs348,Hs15384 FD R.Napier&Sons,Ld.Gls. | 26 ″ 5 11 ″ 0 | BT 1.06 |
| 38 — | Iron Sc Sr ssShl.No.3–9,90 ssB.As.No.2–98 1Dk✠Spar dk&tr B | 1366 1250 1069 | ✠ — B.As n 8,08 Spar dk NBBS | | 1872 Cole Bros. 9mo Newcastle | N.Mihanovich | 229·0 30·4 16·6 28·4 ptND90 BK8¼ | Bns.Ayres Argentine 4 B H Cem D Ba✠ f 151 | C.2Cy.25″&50″–24″ NDB83 95RHP 1SB,3pf,Gs54,Hs1485 J.&W.Dudgeon,London | 17 ″ 3 | |
| 39 — 109193 QJTM | Steel Sc Sr J.Williams –04 ssLiv.No.1–03 2Dks(1Irn1Stl) | 937 813 509 | ✠100A1 Liv m 8,04 MC | | 1898 Caledon 10mo SB.&E.Co.Ld Dundee Lloyd'sA&CP | Ellerman Lines,Ld (F.Swift, Mgr.) | 220·0 28·7 16·3 B79′ F38′ FK&BK2 W B = Cell D B a E✠ B35′ 66t | Liverpool British 4 B H Cem C.Eng B35′ 66t | C.2Cy.18″&48″–36″ (o) 160lb 100lb 88RHP 1SB,3cf,Gs48,Hs1997 Caledon S.B.&E.Co.Ld Dun | 18 ″ 7 2 ″ 5 | |
| 40 Tahung Maru 6871 JOQS Elec.light | Steel Twin Sc (BURNT 1,04) K.Masakata –00 1Dk(Stl)Promenade dk✠Shade dk | 2243 1072 1391 | ✠ Nag p For River purposes only 8,00 | | 1900 Mitsu Bishi 8mo Dkyd&EWks Nagasaki | Osaka Shosen Kaisha W B = P | 270·0 40·0 11·8 Promenade dk 258′ Shade dk above 208′ P T 71t A P T 68t FK | Osaka Japanese & B H Cem | T.6Cy.16″,26″&48″–30″ 268NHP 2DB,8cf,Gs154,Hs4800 Mitsu Bishi D.&E.Wks.Nag | 12 ″ 6 | |
| 41 Tai-Cheong — | Steel Sc Sr 1Dk✠Spar dk | 1301 1137 989 | | | 1889 Flensburger 4mo Schiffs.Ges. Flensburg | Maruichi&Co. | 224·2 32·1 19·9 B76′ F28′ | Osaka Japanese W B | T.3Cy.19½″,28″&51″–38″ 149NHP Flensburger Schiffsb.Ges. | | V |

"Ko-un Maru," See No. 34 in Suppl't

Now named "Sparta," See No. 33 in Supplement

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard-amidships ft. in. | Registers in which classed (if not in Dates of alterations). | Date when last on |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 RKSJ | **Tai-Fu** *A.Menzell02–02* | **SteelScSr** 1 *Dk & Spar dk 2 tr B* | 1679<br>1523<br>1065 | | | | 1897 | Act.Ges. "Neptun" Rostock | Hanseatische Dampfer Co. (Menzell & Co. *Mgrs*) | 251·1 \| 36·4 \| 20·8<br>B74′ F26′ | Hamburg German *WB* | T.3Cy.21″,35½″&56″–36½″<br>189NH<br>A.G. "Neptun," Rostock | | V | |
| 43 | **Tai On** *J.Lawrence –99* | **SteelTwinSc** | 1050<br>1016<br>797 | | | | 1891 | Kwang Hep Laung Hong Kong | Yik On S.S.Co.Ld. | 172·3 \| 35·1 \| 10·1<br>H6*t* | Hong Kong British | C.4Cy.15″&30″–19″<br>80RH<br>Kwang Hep Laung, H.Kong | | | |
| 44 | **Tai Ping** *Brissander –03* (*ex* Sandakan. *ex* Deucalion) | **IronScSr** ~~2444~~ 2077<br>~~1940~~ 1614<br>~~1874~~ 1311 2 *Dks* | | | | | 1872 | A.Leslie& Co. Newcastle | ~~Tung Kee & Co.~~ H.Robertson | 322·0 \| 33·7 \| 25·6 | Shanghai ~~Chinese~~ British | C.2Cy.28½″&61″–45″<br>NB84 208NH<br>R.Stephenson&Co.Nwc. | | | |
| 45 JBNC | **Tai Sang** *R.C.D.Bradley –01* | **IronScSr** 2383<br>2112<br>1544 | | | … | | 1883 | Lon.&Gls. Co.(Lim.) Glasgow | Indo-China Steam Nav.Co.Ld. | 290·0 \| 40·0 \| 23·9<br>B58′ F32′ FK | London British *Tpd*98 | T.3Cy.19″,36″&62″–54″<br>NB96 282NHP<br>Lon.&Gls.Co.(Lim.),Gls. | 25 ″ 0 | | |
| 46 QGVB | **Taichiow** *G.Schultzen* | **SteelScSr** *1359*<br>*1280*<br>*862* | | | | | 1883 | J.Elder& Co. Glasgow | Norddeutscher Lloyd | 240·2 \| 34·1 \| 22·8 | Bremen German | C.2Cy.28″&56″–36″<br>157NHP<br>J.Elder&Co.,Glasgow | | V | |
| 47 HLKJ | **Taichu Maru** 1754 *S.Nagata95–00* *ss* Nag.No.1–01 *Elec.light* 1 *Dk(Stl)* & *Spar dk(Stl–teak s)* & *Web frames* | **SteelScSr** 3320<br>2534<br>1804 | †100A1 *Spar dk* 11.03<br>BS11,03 †LMC11,02 | Yka | *v* | 1897<br>9mo | Sir J.Laing Sunderland A&CP | Osaka Shosen Kabushiki Kaisha | 330·0 \| 44·0 \| 16·9<br>P36′ B150′ F37′ 24·7 FK<br>*WB = Cell D Ba 72′ u E* & *B76′ f 120′ 464t F PT* | Osaka Japanese | T.3Cy.28½″,47½″&79″–48″<br>180lb *80lb* (*s*) 589NHP<br>4SB,*16cf*,GS308,HS10730<br>J.Dickinson&Sons,Ld.,Sld. | 19 ″ 8<br>s 4 ″ 11 | | 11,02 |
| 48 LBTS | **Taieri** *G.McDonald* (*ex* Cairntoul) *Well deck* 1 *Dk 2 tr B* | **SteelScSr** 1668<br>1286<br>1071 | | | … | | 1889 | Palmers' Co.(Lim.) Newcastle | Union S.S.Co.of New Zealand,Ld. | 261·0 \| 37·2 \| 16·8<br>P31′ Q64′ B110′ F28′ FK | Dunedin British *WB* | T.3Cy.20″,33″&54″–36″<br>175NHP<br>Palmers' Co.(Lim.),Nwc. | 19 ″ 2 | | |
| 49 | **Taif** *Tahir* (*ex* Palais Royal, *ex* Tycho Brahe) | **IronScSr** *1861*<br>3 *Dks*<br>*1826*<br>*1175* | | | | | 1867 | A.Leslie &Co. Newcastle | Idarei Massousieh | 291·0 \| 34·6 \| 28·1<br>H35*t* | Constanpl Turkish | C.2Cy.28″&58″–45″<br>188NHP<br>R.Stephenson&Co.,Nwc. | | | |
| 50 HJVK | **Taihei Maru** 1894 F&YM3,[illegible] 2 *Dks* | **WoodScSr** 408<br>385<br>253 | | | | | 1894 | Nagamatsu Sotaro Niigata | Niigata Unso Kabushiki Kaisha | 145·0 \| 20·8 \| 18·2 | Niigata Japanese | C.2Cy.18″&32¾″–18″<br>Tokuno 38NHP<br>Kamekichi,Niigata | | | |
| 51 JCQF | **Taihoku Maru** 4345 *S.Shimidzu00–00* *ss* Yka.No.3–4,03 (*ex* London City, *ex* Guinée, *ex* Priok) *Elec.light* 2 *Dks(1 Stl)* 3 *tr B* | **SteelScSr** 2796<br>2071<br>1734 | †100A1 4,03<br>†LMC4,03 | Yka | *l* | 1891<br>4mo | C.S.Swan &Hunter Newcastle *Lloyd's* & *CP* | Osaka Shosen Kabushiki Kaisha | 300·6 \| 41·0 \| 21·6<br>P42′ H74′ BK 8½″<br>*WB = Cell* | Osaka Japanese | T.3Cy.26″,42″&69″–45″ (*s*)<br>160lb *160lb* 330NHP<br>2SB,*8pf*,GS144,HS5120<br>Wllsnd Slipway Co.Ld. Nwc. | 24 ″ 1 | | 5,03 |
| 52 HJGN | **Taiko Maru No. 1** 1946 2 *Dks* | **IronScSr** 517<br>482<br>320 | | | | | 18 91 | Kobe Iron Works Osaka | I.Amagaseki | 174·0 \| 22·8 \| 17·5 | Osaka Japanese | C.2Cy.18″&36″–24″<br>NB96 53NHP<br>Kobe Iron Works,Osaka | | | |
| 53 HJLN | **Taiko Maru No. 2** 1976 2 *Dks* | **IronScSr** 499<br>468<br>309 | | | | | 18 91 | Kobe Iron Works Osaka | I.Amagaseki | 173·9 \| 22·2 \| 17·3 | Osaka Japanese | C.2Cy.18″&36″–24″<br>53NHP<br>Kobe Iron Works,Osaka | | | |
| 54 JCML | **Taiko Maru No. 3** 4444 2 *Dks* | **IronScSr** 135<br>128<br>84 | | | | | 1888 | Osaka Iron Works Osaka | Taiko Kisen Kabushiki Kaisha | 104·4 \| 15·5 \| 11·6 | Otsu Japanese | 2Cy.15⅜″–14″<br>14NHP | | | |
| 55 JCSV | **Taiko Maru No. 4** 6358 2 *Dks* | **WoodPadSr** 101<br>93<br>65 | | | | | 1898 | ..... Otsu | Taiko Kisen Kabushiki Kaisha | 93·7 \| 14·2 \| 9·8 | Otsu Japanese | C.2Cy.8¾″&17⅜″–22″<br>12NHP | | | |
| 56 JCBG | **Taiko Maru No. 5** 6892 2 *Dks* | **IronScSr** 155<br>132<br>96 | | | | | 1888 | Osaka Iron Works Osaka | Taiko Kisen Kabushiki Kaisha | 105·0 \| 16·0 \| 11·7 | Otsu Japanese | 2Cy.15″–14″<br>14NHP | | | |
| 57 WBDR | **Taimi** *K.A.Andersson97–97* | **WoodScGl** 134<br>—<br>87 | | | | | 1891 | ..... Kesälaks | K.Forström | 91·9 \| 21·5 \| 8·9 | Åbo Russian | | | | |
| 58 HLGQ | **Tainan Maru** 1798 *S.Kano90–00* *ss* Yka.No.1,02 1 *Dk(Stl)* & *Spar dk(Stl–teak s)* & *Elec.light* *Web frames* | **SteelScSr** 3312<br>2505<br>1788 | †100A1 *Spar dk* 3,03<br>†LMC3,03 | Kob | *v* | 1897<br>10mo | J.L Thompson&Sons,Ld. Sunderland A&CP | Osaka Shosen Kabushiki Kaisha *WB = Cell D Ba 66′ u E* & *B72′ f 124′ 449t F PT* | 330·0 \| 43·0 \| 21·1<br>P38′ B152′ F47′ 25·5 FK<br>5 *BH Cem* 35*t A P T 23t* | Osaka Japanese | T.3Cy.28½″,47½″&79″–48″<br>180lb *80lb* (*s*) 589NHP<br>4SB,*16cf*,GS308,HS10730<br>J.Dickinson&Sons,Ld.,Sld. | 20 ″ 3<br>s 5 ″ 8 | | 2,02 |
| 59 | **Tainui** 118955 *M.Jensen –03* 1 *Dk* | **WoodScSr** 128<br>90<br>78 | | | | | 1903 | J.Logan Auckland | A.W.Ogle | 92·3 \| 19·2 \| 6·7<br>P11*t* B27*t* | Auklnd NZ British | C.2Cy.12″&24″–15″<br>24RH<br>Price Bros.Auckland,N.Z. | | | |
| 60 HSFC | **Tairen Maru** 1465 *K.Kato93–02* (*ex* Tenasserim) *ss* Yka.2nd No.3–3,01 3 *Dks(Uirn–ws)* | **IronSc3MstSr** 2926<br>1853<br>1814 | †100A1 1.04<br>[illegible] | Kob | *u* | 1875<br>2mo | W.Denny &Bros. Dumbarton A&CP | Nippon Yusen Kabushiki Kaisha | 361·1 \| 37·3 \| 27·4<br>BK 11″ | Tokio Japanese | Q.4Cy.24½″,37″,49″&72″–42″<br>170lb *85lb* (*s*) 338NHP<br>NDB88 *fitted*03<br>2DB,*12cf*,GS175,HS4837<br>*Qpd*.87 Denny&Co.Dmb. | | | 3,01 |
| 61 | **Taisei Maru** 8703 2 *Dks* | **WoodScSp** 164<br>143<br>95 | | | | | 1903 | U.Nakamura Osaka | J.Harada | 103·0 \| 16·0 \| 12·1 | Osaka Japanese | C.2Cy.11½″&22″–15″<br>16NHP | | | |
| 62 KBDR | **62—** 26 (*ex* Taitsu Maru) 1 *Dk* | **WoodScSr** 155<br>113<br>96 | | | | | 1902 | ..... Hong Kong | Chin Teiki | 114·7 \| 17·0 \| 7·1 | Tansui, Formosa Japanese | C.2Cy.13″&26″–18″<br>24NHP<br>Hong Kong | | | |
| 63 RMDL | **Taishan** 109789 *Stovell –01* (*ex* Fenwick, *ex* Andriana) *Well deck* *ss* Sld.No.8–12,00 2 *Dks(Uirn–ws)* 2 *tr B* | **SteelScSr** 1805<br>1455<br>1122 | †100A1 4,04<br>MS12,00 †LMC<br>~~BS7,03~~ BS1,04 | HKg | *r* | 1888<br>12mo | J.Jones& Sons Liverpool *Lloyd's* & *CP* *WB = Cell D Ba 28′ 80t* | Richardsons | 274·8 \| 37·2 \| 18·8<br>P29′ Q93′ B78′ F69′ FK<br>*MT 34′ 875t F PT* | London British 6 *BH Cem* 50*t A P T 38t* | T.3Cy.21″,35″&53″–42″<br>160lb ~~*65lb*~~ *55lb* 199NHP<br>2SB,*6rf*,GS111,HS3226 NDB96<br>J.Jones&Sons,Liverpool | 20 ″ 5<br>s 2 ″ 2½ | | 4,04 |
| 64 | **Taishun** *J.Warwick80–* 2 *Dks* | **SteelScSr** 1962<br>—<br>1216 | | | | | 1896 | C.Connell &Co. Glasgow | China Merchants' Stm Nav.Co. | 265·0 \| 40·1 \| 21·2<br>F32′ | Shanghai Chinese *WB* | T.3Cy.19″,31″&51″–36″<br>156NHP<br>D.Rowan&Son,Glasgow | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. / Net. | 5 Détails de la Classification. Cote. / Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 9 | 10 Armateurs. | 11 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. N Dia. des Cylindres. — Course / Nombre des Chaudières. NHP = Force en chevaux d'après les papiers du navire. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières N Foyers / Noms des Constructeurs des Machines. | 14 Hauteur Entre Quilles. / Nouveau bord au milieu du navire. pds. pc. | 15 Registres de Tonnage. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 / 6954 / JOSP | **Taito Maru** *K.Tsui* -04 (ex Hong Leong, ex Mandarin) | **SteelScSr** ss H.Kg.No.3—4,00 1 *Dk (Irn) & Spar lk Webframes* | 2010 1821 1246 | ✠100A1 *Spar dk* 1,04 | Kob | *r* | 1891 11mo | Blyth S.B. Co.Ld. Blyth A&CP | | Osaka Shosen Kabushiki Kaisha *WB = Ba* | 265·8 / B56′ | 39·0 / F28 | 14·4 / 21·7 | Osaka Japanese | T.3Cy.22″,35″&59″–39″ 15 BHCem APT28t | 15 ″ 3 | 6 · 0 | |
| 66 / E / KBCF | **Taiton Go** | **WoodScSr** 1 *Dk* | 126 102 68 | | | | 1897 | ..... HongKong | | Tansui Custom House | 125·0 | 20·0 | 8·6 | Tansui, Formosa Japanese | C.2Cy.18″&26″–18″ 24NH | | | |
| 67 / 87005 / WPML | **Taiwan** *H.Harder* -97 | **SteelScSr** | 1734 1624 1109 | | | | 1882 | Scott&Co. Greenock | | China Nav.Co.Ld. | 271·3 | 34·4 | 23·6 | London British | C.2Cy.30″&60″–42″ 194NH Scott&Co.,Greenock | | | |
| Foundered 6,04 | **Taiwan Maru** | **IronScSr** ss Shl.No.3—5,94 | 2392 2242 1483 | ✠ 1,95 | Nwc | *s* | 1881 7mo | C.Mitchell &Co. Newcastle | | Makino Kosen *WB = DB* | 294·7 / B58′ | 37·1 / F32 | 25·8 / FK | Tsuruga Japanese | C.2Cy.35″&68″–45″ NDB88 258NH 2 BHCem MT24′262t | 27 ″ 8 | | |
| HKJV | (ex Athole, ex Inchrhona) 2 *Dks (1 Irn & 1 tr B* | | | | | | | | | | | | | | | | | |
| 69 / 18 / KBCT | **Taiwanfu Go** | **WoodScCtr** 1 *Dk* | 114 84 62 | | | | 1898 | Tonshin HongKong | | Wo Setsuno | 107·2 | 19·0 | 9·2 | Anpin, Formosa Japanese | C.2Cy.18″&26″–16″ 23NH | | | |
| 70 / 557 / HDLQ | **Taiyo Maru** | **WoodTwinScSr** 2 *Dks* | 148 123 80 | | | | 1881 | E.C.Kirby &Co. Kobé | | Tokiowan Kisen Kabushiki Kaisha | 105·9 | 15·6 | 11·4 | Tokio Japanese | 2Cy.15″–18″ 12NH | | | |
| 71 / 321 / HCQK | **Taiyu Maru** (ex W.Emma) | **CompScSr** 2 *Dks* | 662 622 410 | | | | 1869 | T.Wingate &Co. Glasgow | | Amagasaki Isaburo | 183·5 | 23·6 | 19·9 | Osaka Japanese | C.2Cy.28″&40½″–30½″ 75NH | | | |
| 72 / 91968 / KHWT | **Taiyuan** *R.Nelson* -94 *Ref. Mchy.* | **SteelScSr** | 2269 1964 1459 | ✠RMC 7,04 | | | 1886 9mo | Scott&Co. Greenock | | China Nav.Co.Ld. | 315·2 / P46′ | 38·2 / B102′ | 23·8 / F42′ | London British | T.3Cy.25″,40″&62″–48″ 266NH Scott&Co.,Greenock | | | |
| 73 / 109874 | **Tak Hing** *T.A.Webster* -03 | **WoodTwinSc** 2 *Dks* | 617 608 395 | | | | 1903 | Kwong HepLoong HongKong | | HongKong, Canton &Macao Stm.Boat Co.Ld. | 153·3 | 25·3 | 10·7 | HongKong British | C.4Cy.12″&24″–16″ 48RH KwongHepLoong,H.Kg. | | | |
| 74 / 99041 / MLTC | **Tak Sang** *W.P.Baker* -01 | **SteelScSr** 1 *Dk (Stl) & Spar dk3tr B* | 1562 1462 977 | ✠ *Spar dk* 3,92 ✠ | Gls | *q* | 1892 2mo | Lon.&Gls. I.S.B.&E. Co.(Lim.) Glasgow *WB = Cell D* | | Indo-China Steam Nav.Co.Ld. | 250·0 / B64′F35′ *pt Shade dk43′* *FPT83t* | 36·1 / 22·5 FK *APT30t* | 15·3 *M T10′130t* | London British | T.3Cy.18½″,30″&48″–36″ 166NH 4 BHCem 1SB,3rf,gs55,hs2327 FD Lon.&Gls.Co.(Lim.),Gls. | 16 ″ 2 | | |
| 75 / 7662 / JRCT | **Takao Maru** *K.Oka* -04 (ex Lytton, ex Scotia) | **SteelScSr** *2846 2502 1834* | | | | | 1889 | D&W Hen derson&Co. Glasgow | | Hiromi Nisaburo | 310·0 / P79′ | 40·7 / B71′F46′ | 25·4 / FK | Osaka Japanese | T.3Cy.22″,37″&60″–48″ 249NH D&W.Henderson&Co.Gls. | | | C |
| 76 / 84483 / WLSM | **Takapuna** *J.Grants6—88* *Elec. light* | **SteelScSr** 2 *Dks* | 1036 811 472 | | | ... | 1883 | Barrow S.B.C.(Lim.) Barrow | | Union S.S.Co.of New Zealand,Ld. | 220·0 / B101′ | 32·1 / F35′ | 17·5 / FK | Dunedin British | C.2Cy.39″&68″–39″ 241NH *WB* Barrow SBC(Lim.),Barrow | | | |
| 77 / 6474 / JBPQ | **Takasago Maru** *K.Kawara* 04-01 (ex Vostok, ex Tai-Yick) | **SteelScSr** 1 *Dk & Spar dk2tr B* | 1789 1553 1109 | | | | 1897 | Act.Ges. "Neptun" Rostock | | Nippon Yusen Kabushiki Kaisha | 259·7 / F35′ | 34·8 / *WB* | 20·8 | Tokio Japanese | T.3Cy.21″,35½″&55¾″–36¼″ 187NH A.G."Neptun," Rostock | | | V |
| Sunk 7,1917 | **Takashima Maru** *I.Jsuruzo* -95 | **WoodScSr** 2 *Dks* | 319 296 186 | | | | 1891 | Kawasaki Dkyd.Co.Ld. Kobé | | Tokiowan Kisen Kabushiki Kaisha | 136·7 | 19·5 | 16·2 | Tokio Japanese | C.2Cy.19¼″&38½″–24″ 59NH KawasakiDkydCoLdKobe | | | |
| 79 / 1454 / HKDL | **Takenoura Maru** (ex Brema) *Well deck* | **IronScBg** 2 *Dks3tr B* | 2053 1768 1273 | | | | 1882 | H.F. Ulrichs Vegesack | | Hakodate Kisen Kabushiki Kaisha | 273·0 / Q68′ | 33·0 / B72′ | 23·6 / F86′ | Hakodate Japanese | C.2Cy.33″&60″–36″ 180NH *WB* O.Henniges,Berlin | | | |
| 80 / HMJL | **Talabot** *P.Bugge* *Well deck* | **IronScSr** 1 *Dk2tr B* | 1298 1014 804 | | | ... | 1881 | Schlesingr, Davis&Co. Newcastle | | Dpsk.Talabot's Rederi (W.Wilhelmsen) | 245·4 / Q74t B106t H63t F39t | 33·4 / FK | 16·5 | Tönsberg Norwegian | C.2Cy.30″&58″–36″ 168NH *WB* R.&W.Hawthorn,Nwc. | | | N |
| 81 / 88209 | **Talana** | **SteelSc** 1 *Dk* | 103 97 19 | | | | 1901 | Hawthorns &Co.Ld. Leith | | Messina Bros., Coles&Searle | 81·0 | 18·1 | 10·5 | P.Elizabth British | C.2Cy.15″&31″–20″ 50RH Hawthorns&Co.Ld Leith | | | |
| 82 / *M.T.Cronberg* -04 *Well deck* | **Talavera** | **SteelScSr** ss Sld.No.3—1,01 1 *Dk (Irn) & Web frames* | 1785 1335 1110 | ✠100A1 ~~3,12,04~~ 12,01 BS7,03 | Shl Npt MC1 01 | *q* | 1889 6mo | W.Dobson &Co. Newcastle *Lloyd's A&CP* | | ~~Angf Aktieb Kullen (O.A.Bauck, Mgr.)~~ C.A Bauck | 266·0 / P29′ F29′ drp04 | 37·1 / Q54′B122′ FK *WB = Ce* | 15·8 | Hisingborg Swedish | T.3Cy.20″,33″&54″–39″ 150lb *Stlb* NDB01 176NH 4 BHCem *DB218′344t* | 18 ″ 6 | 1 · 5½ | |
| 83 / 97795 / LSKB | **Talbot** *A.F.Glazebrook* -04 *Mchy. Aft* | **SteelSc3Mst** ss Liv.No.3—3,02 1 *Dk (Irn)* | 547 477 300 | ✠100A1 ~~5,01 1 04~~ ~~B~~ | Liv MC3 0 | *i* | 1890 6mo | S.M.Knight &Co. Ayr A&CP | | J.Bacon,Ld. | 179·5 / Q59′B9 | 27·5 / F18′ BK74′ *WB = FPT* | 13·5 / *46t APT14t* | Liverpool British | T.3Cy.16″,26″&42″–30″ (s) 160lb *Stlb* 90RH 3 BHCem 1SB,3rf,gs55,hs1432 Muir&Houston,Glasgow | 14 ″ 4 | 1 · 9½ | |
| 84 / 92884 | **Taldora** *Mchy. Aft* | **IronScSr** 1 *Dk (Irn)* | 232 181 126 | ✠ 2,88 | Cly | *d* | 1881 5mo | Campbel-town S.B.C. Campbeltwn | | Australas'n United Stm.Nav.Co.Ld. | 130·6 / Q45′F19′ | 23·2 / *WB = FPT* | 8·8 / *20t* | Brisbane British | C.2Cy.18″&34″–24″ 50RH Kincaid,Donald&Co.,Grk. | | | |
| 85 / 6882 / JORB | **Talee Maru** | **SteelTwinSc** 1 *Dk* | 2247 1023 1315 | | | | 1900 | Kawasaki Dkyd.Co.Ld. Kobé | | Osaka Shosen Kabushiki Kaisha | 278·0 | 39·4 | 11·7 | Osaka Japanese | T.6Cy.16″,26″&43″–30″ 202ND KawasakiDkydCoLdKobe | | | |
| 86 / *S.Salado* | **Taleno** | **WoodScSr** 1 *Dk* | 119 — 65 | | | | 1893 | G.Fenwick &Co.Ld. HongKong | | Armstrong& Mackay | 100·6 | 18·0 | 8·0 | Manila Utd. States | C.2Cy.12″&24″–17″ 20NH G.Fenwick&Co.Ld.H.Kg | | | |
| 87 / 102 / HVPB | **Talis** *J.A.Pettersson* -02 (ex Dudley) | **IronScSr** ss Shl.No.3—71 ss Shl.No.2—81 1 *Dk2tr B* | 870 741 500 | ✠ 1,83 | Shl | *l* | 1865 10mo | T.&W. Smith N.Shields | | Ångf.Aktieb.Trio (C.L.Larsson) | 217·9 / Q58′B47 *len71* | 28·2 / H14t F19′ *WB = DB* | 15·2 / *44′f1* | Gothenbrg Swedish | C.2Cy.25′&48″–30″ NB78 105NH *Cmp.70* R&W Hwthrn,Nwc 3 BH *207t FPT40t APT31t* | | | |

| 1 No. in Book. Official No. Wireless Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross / Under deck. / Net. | 5 Particulars of Classification. Character. — For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / Renewed. Engine Compartment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not to L.R. Date of Transfer | Date when last ship last surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | **Talisman** *H.Berg* 1 *Dk(Stl)2trB&pt Awng dk(Irn)* | **SteelScSr** ~~ssNYk.No.1-00~~ *ss*Shl.No.2–04 | 1878 1267 1178 | ✝100A1 *pt Awng dk with freeboard* 8,04 ~~4,08~~ | NYk Shl | *r* | 1896 3mo | Ropner& Son Stockton | **Intsk.Dmpsk. Talisman'sRederi (W.Wilhelmsen)** *WB=CellDBa94'* | 270·0 P27'Q82' *pt Awng dk161'* | 39·5 FK *uE&B30'f100'479t* | 14·4 | **Tönsberg** Norwegian | T.3Cy.19½",32½"&52½"–36" 160lb *80lb* (*r*) 163NHP 2SB.*4rf*,GS60,HS2400 Blair&Co.(Lim.),Stockton | 17 ″ 6 s 8 - 1½ | | ~~6.08~~ 8,04 |
| 89 | — *G.M.B.Telford* –04 *ss*Lth.2ndNo.3–5,96 *ss*Lth.No.2–03 | **IronScSr** 2*Dks* | 763 520 419 | ✝90A1 ~~10,08~~ 8,04 | Lth | *l* | 1872 1mo | Blackwood &Gordon Pt.Glasgow | **G.Gibson&Co.** | 224·6 P45'B65'F41' ND03 | 28·1 BK8″ *WB=* | 15·0 | **Leith** British | C.2Cy.29"&51"–30" (*r*) 80lb *70lb* NDB03 121NHP 1DB,*6pf*,GS90,HS2174 Blackwood&Gordon, P.Gl. | 15 ″ 8 s 2 - 3½ | | 7,03 |
| 90 | — *D.McKinlay* –96 | **SteelPadSk** 1*Dk* | 279 252 99 | | | | 1896 | A.&J.Inglis Glasgow | **NorthBritish RailwayCo.** | 215·0 *Promenade dk142'* | 23·0 | 7·5 | **Glasgow** British | D.1Cy.52"–72" 176NHP A.&J.Inglis,Glasgow | | BT till 4,05 | |
| 91 | — *N.Hyndman* –01 | **IronScSr** *ss*Bwg.No.3–4,94 *ss*BwgNo.2–03 1*Dk* | 153 116 44 | ✝100A1 5,03 | Bwg | *b* | 1882 8mo *Lloyd's A&CP* | W.Watson Greenock | **W.M'Lachlan&Co.** | 112·0 Q43'F17' | 19·1 BK6″ *WB* | 8·4 *=FPT15t* | **Glasgow** British | C.2Cy.18"&34"–24" (*s*) 75lb 50RHP 1SB,*2pf*,GS30,HS860 Muir&Houston,Glasgow | 9 ″ 2 | | 5,03 |
| 92 | **Talkna** *Waage* –98 | **SteelScSr** 1*Dk* | 105 101 26 | | | | 1898 | Stavanger Stöberi& Dok Stavanger | **TalknaHvalsta-tion (E.Lindöe)** | 86·0 | 17·1 | 10·8 | **Tiknafirdi** Norwegian | T.3Cy.10",15½"&25"–18" 27NHP StavangerStöberi&Dok. | | | |
| 93 | **Tallahassee** *A.S.Johnson* | **IronScSr** 2*Dks&Spardk* | 2677 — 1890 | | | | 1882 | J.Roach& Son Chester,Pa. | **OceanS.S.Co.** | 280·0 H787t | 40·7 24·1 | 15·8 | **SavannhG** Utd.States | C.2Cy.38"&74"–54" 335NHP J.Roach&Son,Chester,Pa. | | S | |
| 94 | **Tally Ho** *G.Jackson98–00* | **IronScK** *ss*Hul.No.1–05 1*Dk* | 216 194 76 | ✝100A1 *Stm Trawler* ~~10,01 3,04~~ 3,05 ~~4,08~~ | Hul | | 1900 12mo *Lloyd's A&CP* | Gemmell, Smith&Son Hessle | **S.T.White&Co.Ld.** | 120·0 Q49' | 21·7 BK7½″ *WB* | 11·5 *=DBf12'6t* | **Hull** British | T.3Cy.12½",21½"&35"–24" 200lb (*s*) 60RHP 1SB,*2cf*,GS35,HS1136 Tindall,Earle&Hutchinson,Ld.Hull | 12 ″ 3 | | ~~8,03~~ 8,05 |
| 95 | **Talune** *J.Abram* –02 1*Dk&Spardk(Stl-ws)&Webframes* *Elec.light* | **SteelScSr** *ss*Ddn.No.3–10,02 | 2087 1695 1370 | ✝100A1 *Spar dk* 10,02 | Ddn | *s* | 1890 6mo | Ramage& Ferguson Leith A&CP | **UnionS.S.Co.of NewZealand,Ld.** *WB=Cell DB180'394t FPT* | 280·0 P&B170'F53' BK9½″ | 38·2 21·0 | 13·5 *5BHCem 53tAPT30t* | **Dunedin** British | T.3Cy.23",37"&61"–45" (*s*) 160lb ~~160lb~~ *60lb* 259NHP 2DB,*8cf*,GS144,HS4038 Ramage&Ferguson,Leith | 16 ″ 9 | | S10,03 |
| 96 | **Tamagawa Maru** *S.Hirooka95–96* | **SteelScSr** 2*Dks* | 565 548 350 | | | | 1890 | Kawasaki Dkyd.Co.Ld. Kobé | **OsakaShosen KabushikiKaisha** | 163·7 | 22·0 | 19·2 | **Osaka** Japanese | C.2Cy.20¾"&39⅜"–24" 65NHP KawasakiDkydCoLdKobé | | | |
| 97 | **Tamalpais** *C.A.Johnson* –02 | **SteelPad** (*Ferry*) 1*Dk* | 1631 929 1013 | | | | 1901 | Union Iron Works S.Francisco | **NorthShoreR.R. Co.** | 224·0 | 36·0 | 16·0 | **S.Frncisco** Utd.States | UnionIronWorks.S.Fo. | | | |
| 98 | **Tamamo Maru** *Kido* –03 | **SteelTwinSc** 1*Dk* | 223 146 120 | | | | 1903 | MitsuBishi Dkyd&EWks Nagasaki | **SanyoRailwayCo. Ld.** | 120·0 B23' | 19·5 | 9·7 | **Shimono-seki** Japanese | T.6Cy.7½",12"&20"–14" 30NHP MitsuBishiD.&E.Wks.Nag | | | |
| 99 | **Tamanoura Maru** | **WoodScSr** 2*Dks* | 276 253 171 | | | | 1896 | Nagata Sanjuro Osaka | **TokiowanKisen KabushikiKaisha** | 132·8 | 18·8 | 15·8 | **Tokio** Japanese | C.2Cy.15½"&31"–21" 37NHP NagataSanjuro,Osaka | | | |
| 100 | **Tamaqua** *A.R.Hatch91–02* | **SteelScTug** 2*Dks* | 564 — 384 | | | | 1896 | W.Cramp &Sons Philadelphia | **ReadingCo.** | 158·5 | 29·0 | 18·0 | **Phildlphia** Utd.States | T.3Cy.18",28"&45"–30" 112NHP W.Cramp&Sons,Phl. | | R | |
| 101 | **Tamar** *W.H.B.Trigge* –04 1*Dk(Stl)&Spar dk(Stl)&Webframes* *Elec.light* | **SteelScSr** | 3207 3056 2065 | ✝100A1 *Spar dk* 1,05 ~~10,08~~ | Lon Hld | *v* | 1902 6mo *Lloyd's A&CP* | Craig, Taylor&Co. Stockton | **RoyalMailSteam PacketCo.** *WB=CellDBa* | 331·1 P69'B92'F36' *98'uE18'f140'595t* | 46·2 25·1 FK | 17·6 *5BHCem APT15t* | **Middlsbro'** British | T.3Cy.25",42"&68"–45" (*s*) 180lb 360NHP 3SB.*9cf*,GS162,HS5892 N.E.Marine Eng.Co.Ld.Sld | 20 ″ 0 s 5 - 6½ | | 1,05 |
| 102 | — *C.Brown* | **IronScBg** 1*Dk* | 453 336 308 | | | | 1869 | Blackwood &Gordon Pt.Glasgow | ~~**W.Laidley&Co.**~~ **D.Sheeby** | 185·5 P86t | 25·1 F16t | 12·0 *WB* | **SydnyNSW** British | 2Cy.36"–30" 90RHP Blackwood&Gordon,PGls. | | | |
| 103 | — *J.Jones* –94 | **IronScLighter** 1*Dk* | 65 62 38 | | | | 1885 | Blackwood &Gordon Pt.Glasgow | **MerseyDocks& HarbourBoard** | 66·1 | 18·4 | 6·9 | **Liverpool** British | C.1Cy.11"–16" 22RHP D.Gordon,Pt.Glasgow | | | |
| 104 | **Tamara** *A.Lenin* –98 *Elec.light* | **SteelTwinSc3MstSr** 1*Dk* | 1393 968 843 | | | | 1898 | Oderwerke A.G. Stettin | **A.B.Gukasoff** | 228·9 P16'B41'F31' | 35·0 | 17·6 | **Baku** Russian *WB* | C.4Cy.19¾"&35"–23½" 99NHP OderwerkeA.G.Stettin | | | |
| 105 | **Tamaulipas** *P.Llorco01–01* 1*Dk(Stl)&deepframing&ptShade dk* | **SteelScSr** | *1022 844 681* | ✝100A1 *with freeboard* 6,01 | Dmb | *n* | 1901 6mo A&CP *Coasting Gulf of Mexico,* | A.McMillan&Son,Ld. Dumbarton | **Cia.Mexicana deNav.** *WB=Cell DBa 56'73t FPT* *Tabasco&Vera Cruz* | 230·5 P58'F45' | 33·5 FK *43tAPT55t* | 14·8 *4BHCem* | **Tabasco** Mexican | T.3Cy.17",28"&45"–33" (*s*) 160lb *80lb* 128NHP 2SB,*4cf*,GS72,HS2094 Muir&Houston,Ld.Gls. | 15 ″ 8 s 2 - 4 | | |
| 106 | **Tamayoshi Maru** | **WoodScSr** 2*Dks* | 165 137 97 | | | | 1897 | Hamamoto Totaro Omura | **HigoKisenKabu-shikiKaisha** | 112·0 | 16·0 | 11·5 | **Nagasaki** Japanese | C.2Cy.12½"&24½"–16" 20NHP KodateYokichi,Nagasaki | | | |
| 107 | **Tamba Maru** ~~*J.W.Wate98–98*~~ *Elec.light* *Lester* –04 | **SteelTwinScSr** *ss*Yka.No.1–01 2*Dks(Stl–Uteaks)* *&deepframing* | 6134 5358 3803 | ✝100A1 12,04 ~~12,03~~ | Yka Nag | *a*† | 1897 10mo A&CP *W* | Napier, Shanks&Bell Glasgow *B=Cell DBa 137'u* | **NipponYusen KabushikiKaisha** *E&B57'f200'1148t* | 445·0 P58'B110'F58' *DTa 27'482t FPT* | 49·4 FK&BK1½″ | 30·5 *6BHCem 100tAPT49t* | **Tokio** Japanese | T.6Cy.20",33½"&56"–48" (*s*) 200lb 544NHP 2D&2SB,*18cf*,GS306,HS9002 Dunsmuir&Jackson,Gls. | 33 ″ 6 s 8 - 5½ | | 12,03 |
| 108 | **Tambo** ~~*E.J.Royden* –02~~ *H.Weatherall* | **SteelScSr** ~~*ss*Syd.No.2–00~~ 1*Dk&Webframes* *ssSyd.No.3–9,04* | 732 584 450 | ✝100A1 2,05 ~~1,02~~ ~~4,11 MC8,00~~ | Syd | *k* | 1892 4mo | Ardrossan S.B.Co.Ld. Ardrossan A&CP | **Burns.Philp&Co. Ld.** *WB=FPT49tAPT32t* | 190·0 P41'B20'F32' | 30·1 FK | 14·6 *4BHptCem ptAsp* | **SydnyNSW** British | T.3Cy.15½",25"&40"–27" (*s*) 160lb *80lb* 82RHP 1SB,*3rf*,GS60,HS1920 Rankin&Blackmore,Grk. | 15 ″ 6 s 2 - 2 | | ~~1,02~~ 7,04 |
| 109 | **Tambov** *F.Shidlovsky* *Elec.light* | **SteelTwinScSr** 3*Dks* | 4441 3880 2517 | | | | 1893 | W.Denny &Bros. Dumbarton | **RussianVolunteer FleetAssociation** | 398·0 P55'B91'F55' | 45·0 FK | 28·2 *WB* | **Odessa** Russian | T.6Cy.20",33"&50"–42" 407NHP Denny&Co.,Dumbarton | 31 ″ 0 | | |

| Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Jauge Brute / Nette | Détails de la Classification. Cote. Date de la dernière Visite. Port d'Attache. Tonnage Brut. Machines. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. Nbre & Dia. des Cylindres.—Course. Nbre des Chaudières. NHP= Force en chevaux d'après les formules du Bd de Société. RHP= Chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge en tonnes métriques sur la ligne de charge d'été du navire. pds. pc. | Tirant d'eau correspondant au tonnage en tonnes métriques. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 110 JRQL | **Tambre** IronScSr<br>*F.Zaragossa* –01<br>(*ex*Holbein) | 2052<br>1865<br>1299 | | 1882 | A.Leslie& Co. Newcastle | Tintoré y Cia. | 295·7 \| 36·2 \| 24·5<br>P141*t* | Barcelona Spanish | C.3Cy.26″&60″–45″<br>201NHP<br>R.Stephenson&Co.Nwc. | | |
| 111 LFDM | **Tamesi** IronSc<br>*Benassit* | 758<br>714<br>518 | | 1871 | Forges&C. de l'Océan Bordeaux | Maurel&H.Prom | 217·2 \| 25·3 \| 17·0<br>Iron87 | Bordeaux French | C.2Cy.21½″&39½″–19½″<br>NE76NB92 57NHP<br>Forges&C.de la Médit.,Mal | | V |
| 112 HDWV | **TametomoMaru** WoodTwnScBkn<br>698 (*ex*SailingVessel Tametomo<br>Maru,*ex*SummerMorn) 2*Dks*<br>HTBal.80 cf *Roof* | 492<br>476<br>305 | ✠ Bal 12<br>6.80 | 1875 | Marshall Plymouth 9&12yrsMat | AoyamaShinzaburo | 141·5 \| 25·2 \| 20·2<br>Q18*t* | Osaka Japanese | C.4Cy.12½″&23½″–14½″<br>E&B*made&fitted* 01 36NHP<br>Miyagawa Fukutaro | | |
| 113 VLWJ | **Taming** SteelTwinScSr<br>118366 *A.Stott* –03<br>*Elec.light* 1*Dk*(*Irn*) | 2220<br>1941<br>1350 | | 1903 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 299·7 \| 40·1 \| 20·6<br>B86′F87′ | London British<br>*WB* | 1.6Cy.14½″,24″&89½″–30″<br>170NHP<br>Greenock Foundry Co.Grk. | | BT 611 12.04 |
| Wrecked LFDS | **Tamise** SteelScBn<br>*Arnold*03–03 3*Dks* | 2421<br>—<br>1329 | | 1886 | Forges&C. de la Médit. Havre | MessageriesMaritimes | 299·2 \| 37·4 \| 28·5<br>H&c.40*t* | Marseilles French<br>*WB* | T.3Cy.25½″,37″&55″–18½″<br>199NHP<br>Frges&C de la Médit.,Havre | | |
| LFDT | **—** SteelTwinScSr<br>*A.De.Mersseman*98–01<br>1*Dk*/*Spar dk* | 953<br>—<br>79 | | 1893 | Fórges&C. de la Médit. Havre | Cie.des Chemins de Fer de l'Ouest(LB. &S.C.R.Co. *Mgrs.*) | 269·0 \| 29·5 \| 15·1 | Dieppe French | T.6Cy.28½″,36½″&51½″–25½″<br>268NHP<br>Forges&C de la Médit.,Hav | | |
| 1223 HJDW | **Tamon Maru** IronScSr<br>*OmatsuTomitaro* 2*Dks*<br>(*ex*Melita) | 715<br>675<br>443 | | 1883 | Flensburgr Schiffsb.Ges. Flensburg | YatsumaKanesuke | 174·2 \| 24·8 \| 20·0<br>Q48′ B47′ F20′ | Kobe Japanese<br>*WB* | C.2Cy.22″&88½″–27″<br>64NHP<br>FlensburgerSchiffsb.Ges. | | |
| 93837 LBPW | **Tampican** SteelSc4MstSr<br>*C.E.Harrison* –03<br>*Elec.light* (*ex*Runic) 2*Dks*3*trB* | 4833<br>4570<br>3126 | | 1889 | Harland& Wolff(Lim.) Belfast | F.Leyland&Co. (1900),Ld. | 430·7 \| 45·2 \| 30·0<br>P41′B30′F48′ | Liverpool British<br>*WB* | T.3Cy.27″,44½″&74″–60″<br>NB99 424NHP<br>Harland&Wolff(Lim),Bel. | 33 " 8 | |
| 104348 NRCM | **Tampico** SteelScSr<br>*W.James* –99 [illegible]<br>1*Dk*(*Irn*)&*Spar dk*(*Stl*–*ws*)3*trB*<br>*ss*Nwc.No.2–04 | 2968<br>2808<br>1916 | ✠100A1 Grk *u*<br>*Spar dk* Sws<br>8,04 ~~2.08~~ [illegible]<br>~~2852,04~~ ✠LMC2,08 | 1895<br>2mo | J.Laing Sunderland A&CP | NeptuneStmNav. Co.Ld. (Bolam& Swinhoe,*Mgrs.*)<br>*WB*=*CellDBa*98′ | 331·6 \| 41·7 \| 18·0<br>B82′F38′ 26·0<br>BK 10′5<br>*uE&B*36′ *f*126′446*t* | Sundrland British<br>5*BHCem*<br>*APT*65*t* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>160lb ~~*80lb*~~ 309NHP<br>2SB,*Spf*,GS128,HS4890<br>G.Clark(Lim.),Sunderland | 20 " 9<br>6 - 2½ | |
| 119 KPTD | **—** SteelScSr<br>*C.W.Ames* 1*Dk*&*Spar dk*<br>*Mchy.Aft* | 2133<br>—<br>1451 | | 1900 | Craig S.B. Co. Toledo,O | GlobeNavigation Co. | 247·0 \| 42·0 \| 24·0 | Seattle Utd. States<br>*WB* | T.3Cy.19″,30″&60″–40″<br>158NHP<br>DetroitS.B.Co.Detroit | | RV |
| | **120** — IronScTug<br>*N.E.Kendrick* (*ex*Augusto) | 135<br>—<br>67 | | 1888 | J.H.Dialogne&Son Camden,N.J. | MexicanCentral RailwayCo.Ld. | 103·8 \| 21·0 \| 10·6 | Tampico Mexican | C.2Cy.19″&40″–24″<br>NB94 65NHP<br>Neafie&Levy,Philadelphia | | R |
| 82825 VCDG | **121 Tamsui** IronScSr<br>*G.W.Eady* –02 | 1424<br>1352<br>919 | | 1880 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 250·2 \| 31·3 \| 23·1 | London British | C.2Cy.28″&56″–42″<br>169NHP<br>Scott&Co.,Greenock | | |
| 84934 WJGB | **122 Tana** IronScSr<br>*O.Lerin* –02 *ss*Lth.No.3–3,94<br>*Well deck* *ss*Lth.No.2–02<br>1*Dk*(*Irn*)&*Webframes* | 1169<br>876<br>707 | ✠100A1 Lth *n*<br>~~3,05~~<br>~~NBa,02~~ ✠LMC5,02<br>~~DBS,04~~ 3,05 | 1882<br>4mo | S.P.Austin &Son Sunderland A&CP | C.Salvesen&Co. | 225·0 \| 32·2 \| 15·1<br>P27′Q48′B59′F28′ FK<br>*WB*=*DB*a59′*f*90′&*uE&B*44 | Leith British<br>5*BHCem*<br>257*t FPT*15*t* | C.2Cy.28½″&58″–33″ (*s*)<br>90lb *80lb* NDB96 99RHP<br>1SB,*3cf*,GS63,HS1851<br>Blair&Co.(Lim.),Stockton | 17 " 9<br>s 1 - 9 | |
| 123 RHOM | **Tanagra** SteelScSr<br>11·9801 *J.B.Kehoe* –03 *ss*Nwc.No.1–03<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing* | 3317<br>3084<br>2159 | ✠100A1 Nwc *e*<br>*Spar dk* MshCff<br>~~Cem~~ 11,03 ✠LMC11,03<br>2,05 Mc2,05 | 1899<br>8mo | Russell& Co. Pt.Glasgow A&CP | SS.TanagraCo.Ld. (Wm.Thomson& Co.)<br>*WB*=*CellDBa* | 330·5 \| 48·1 \| 15·9<br>P20′B74′F32′ 23·5<br>FK<br>102′ *uE&B*40′ *f*140′ | Liverpool British<br>5*BHCem*<br>*APT*110*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *80lb* 291NHP<br>2SB,*6cf*,GS130,HS4400<br>J.G.Kincaid&Co.Greenock | 18 " 4<br>s 5 - 4 | |
| HFQ | **124 Tananger** CompScSr<br>*G.E.Colbensen*<br>(*ex*Hjalmar) 1*Dk* | 236<br>184<br>161 | | 1890 | P.Larsson Thorskog | Dampskibsselsk Tananger (A.Meling,jun.) | 111·0 \| 22·0 \| 10·4<br>Q16*t*B28*t*H7*t* | Stavanger Norwegian | C.2Cy.9″&18″–16½″<br>11NHP<br>P.Larsson,Thorskog | | V |
| 671 | **125 Tananis** IronPad | 134<br>—<br>79 | | 1868 | ..... Newcastle | D.Negroponte | 129·2 \| 24·1 \| 7·0 | Rostoff Russian | | | |
| ~~Wood~~ LFSM | **126 Tancarville** IronSc3MstSr<br>~~*J.E.Green*~~<br>*Mchy.Aft* *ss*Sld.No.2–97<br>*Elec.light* 1*Dk*(*Irn*)&*Spardk*<br>(*Irn*)&*Webframes* | 2355<br>2326<br>1534 | ✠100A1 Shl *s*<br>*Spar dk*<br>5.01<br>~~Carrying Petroleum in bulk~~<br>BS1,01 ✠LMC1,97 | 1889<br>7mo | Craig, Taylor&Co. Stockton | ~~European Petroleum Co.Ld~~<br>~~*J.Clark, Mgr.*~~<br>~~Anglo-Saxon Petroleum Co.Ltd~~<br>~~Steamb.Maata~~<br>*Lloyd's A&CP* | 292·5 \| 37·2 \| 18·4<br>25·6<br>FK<br>*WB*=*DBa*14′&*u* | ~~London~~<br>~~British~~<br>12*BHpt Cem*<br>*E&B* 20·5*t* | ~~T.3Cy.22″,35″&60″–42″ (*s*)~~<br>~~160lb *80lb* NDB97 250NHP~~<br>2SB,*6cf*,GS115,HS4000<br>Black Hawthorn&Co.,Nwc<br>Dutch Batavia | 19 " 8<br>s 5 - 9 | |
| 1902 | **127 Tancred** SteelScSr<br>*C.Andersen* –02<br>1*Dk*2*trB* | 3474<br>3253<br>2231 | | 1902 | Tyne I.S.B. Co.Ld. Newcastle | Intsk.Dpsk.Tancreds Rederi (W.Wilhelmsen) | 334·0 \| 48·0 \| 24·8<br>H175*t*F45*t* | Tonsberg Norwegian<br>*WB* | T.3Cy.24″,39″&66″–45″<br>292NHP<br>N.E.MarineEng.Co Ld Nwc | | N |
| 112712 RQLR | **128 Tandil** SteelScSr<br>*C.A.Payne*00–00 *ss*Npt.No.1–03<br>1*Dk*(*Irn*)2*trB*&*deep framing*<br>3*Dk rude* | 2897<br>2695<br>1825 | ✠100A1 Npt *u*<br>8,04 ~~5,01~~<br>✠LMC4,03 | 1900<br>6mo | W.Pickersgill&Sons Sunderland A&CP | B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&Co.*Mgrs.*)<br>*WB*=*CellDBa* | 324·0 \| 47·1 \| 21·7<br>P31′B96′F35′ FK<br>104′*uE*20′*f*128′709 | London British<br>6*BHCem*<br>*APT*89*t* | T.3Cy.23″,38″&64″–42″ (*r*)<br>180lb *90lb* 283NHP<br>2SB,*Spf*,GS125,HS4308<br>G.Clark,Ld.Sunderland | 24 " 1<br>s 4 - 1 | |
| 50183 HQBR | **129 Tanfield** IronSc3MstSr<br>*J.Mathias* –97<br>*Mchy.Aft* 1*Dk*2*trB* | 734<br>660<br>441 | | 1864 | Palmer Bros.&Co. Newcastle | W.Cory&Son,Ld. | 202·5 \| 28·0 \| 17·4 | London British<br>*WB* | C.2Cy.25″&48″–30″<br>NB77 90RHP<br>*Cmp*77 R&W Hawthrn Nwc | 18 " 6<br>s 3 - 1 | |
| 106231 PLDT | **130 Tangaroa** WoodTwinScK<br>*H.Anderson*88–99<br>*Elec.light* 1*Dk* | 190<br>156<br>110 | | 1899 | T.F. Morrison Sydney NSW | A.Davidson | 101·4 \| 22·8 \| 9·7<br>B54′F14′ | Napier NZ. British | C.4Cy.11″&22″–16″<br>70RHP<br>McKie&Baxter,Glasgow | | |
| NQSD | **131 Tanger** SteelScSr<br>*L.Schumacher*91–97<br>*Elec.light* 1*Dk*/*Spar dk* | 1507<br>1337<br>959 | | 1897 | Schiffs.v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 245·9 \| 35·2 \| 18·7<br>B67′F28′ | Oldenburg German<br>*WB* | T.3Cy.16½″,28″&44″–27½″<br>101NHP<br>H.Paucksch,Landsberg | | G |
| 97956 MBVD | **132 Tangermuende** SteelScSr<br>*J.Leveritt* –00 *ss*Gms.No.3–7,03<br>(*ex*Cragg) 1*Dk*(*Irn*)<br>*Well deck* | 666<br>511<br>404 | ✠100A1 Ham *i*<br>3,05 ~~2.01~~ Nwc<br>[illegible] ✠LMC7,03 | 1891<br>2mo | Tyne I.S.B. Co.(Lim.) Newcastle A&CP | Lynn&Hamburg S.S.Co.Ld. | 180·0 \| 28·1 \| 13·7<br>Q94′B20′F20′<br>BK 7½′<br>*WB*=*DBa*42′*f*46′128*t*F1′ | Kngs Lynn British<br>4*BHCem*<br>*APT*76*t* | T.3Cy.18½″,22½″&36″–27″(*s*)<br>160lb *80lb* 70RHP<br>1SB,*Spf*,GS40,HS1876<br>NEMarineECo(Lim),Nwc | 14 " 6<br>s 1 - 1 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c | Register Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Built. When. — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Register to which classed, if not in L.R. Date of last Trade Certificate. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 133 **Tangier** SteelScSr<br>MCGD 05<br>Master: *R.Cole-Baker* –04 *ss*Mel.No.3–7,00<br>KTVB *Well deck* 1 *Dk*(*Irn*)2*tr B*<br>*Elec.light* | 1863<br>1410<br>1163 | ✠100A1<br>5,01 4,00<br>BS1,03 | Mel<br>Lon | *r* | 1888<br>9mo | W.Doxford &Sons Sunderland A&CP | *WB*= *Cell* | 265·0 37·0 17·4<br>P28′ Q66′B120′19·0<br>F28′ FK<br>*DB*(*Irn*)*a*80′*f*106′ | London<br>British<br>4 *BHCem*<br>291*t APT*49*t* | T.3Cy.21″,33″&54″–36″ (*s*)<br>160lb 171NHP<br>2SB.4*pf*,GS82,HS2500<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>~~1 7½~~ | | 1.03 |
| 134 **Tanglin** SteelScSr<br>*K.Schönberg* 2*Dks*<br>QHDT *Elec.light* *Fitted for liquid fuel* | 1999<br>1776<br>1283 | | | | 1900 | Workman, Clark&Co.Ld Belfast | Norddeutscher Lloyd | 277·2 41·1 21·2<br>P74′Q26′ | Bremen<br>German<br>*WB* | T.3Cy.19″,32″&52″–30″<br>148NHP<br>Wrkman,Clark&Co.Ld Bel | | | |
| 135 **Tanis** SteelScSr<br>*H.Saggau*88–02<br>RMSQ *Elec.light* 2*Dks* | 5950<br>4920<br>3813 | | | | 1902 | Blohm& Voss Hamburg | DeutscheDmpfs-fahrts.Ges.Kosmos | 410·9 50·9 28·5<br>P&B248′F53′ | Hamburg<br>German<br>*WB* | T.3Cy.25″,41⅜″&72½″–54″<br>384NHP<br>Blohm&Voss,Hamburg | | G | |
| 136 **Taniwha** WoodTwinScSr<br>1902 *W.Sullivan*90–98<br>TMRW 1 *Dk* | 263<br>155<br>191 | | | | 1898 | R.Logan, sen. Auckland | NorthernSSCo.Ld. | 108·9 23·8 6·3 | Auckland<br>British | C.4Cy.11⅛″&23″–16″<br>40RHP<br>A.&G.Price,Thames,N.Z. | | | |
| 137 **Tanjore** SteelScK<br>118766 *J.Kelly*87–03<br>1 *Dk* | 168<br>161<br>55 | ✠100A1<br>*Stm Trawler*<br>2.05 ~~2,00~~ | Hul<br>LMC2,03 | | 1903<br>9mo | Cook, Welton&Gemmell Beverley<br>*Lloyd's A&CP* | HullSteamFishing &IceCo.Ld. | 105·0 21·2 11·2<br>BK7′<br>*WB*=*DTf*13′27*t* | Hull<br>British<br>1 *BHCem* | T.3Cy.10″,17″&28″–21″ (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 1 | | |
| 138 **Tankai Maru** WoodScSr<br>HQVD 2 *Dks* | 261<br>236<br>162 | | | | 1898 | Inoye Gonbei Kobe | NoyetsuShosen KabushikiKaisha | 123·3 19·8 14·9 | Naoyetsu<br>Japanese | C.2Cy.13″&25½″–16″<br>21NHP<br>InoyeGonbei,Kobe | | | |
| 139 **Tanke** SteelSc3MstSr<br>*R.Nielsen* –02<br>MBCH *Mchy. Aft* 1 *Dk* | 750<br>529<br>361 | | | | 1902 | Chant Nav. Anversois Hoboken | Acties.Dpsk. Tanke (P.A.Grön) | 190·6 30·2 11·3<br>P37*t*Q70*t*H83*t* F28*t* | Sandfjord<br>Norwegian<br>*WB* | T.3Cy.15″,25″&40″–27″<br>83NHP<br>N.E.MarineEng.CoLdNwc | | N | |
| 140 **Tannenfels** SteelScSr<br>*V.Thulin*02–04 *ss*Ham.No.1–02<br>QSMJ 1 *Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak *s*)<br>*Elec.light* &*Web frames* | 5480<br>5115<br>3564 | ✠100A1<br>*Spar dk*<br>10,04 2,04 | Ham<br>LMC4,02 | *z* | 1898<br>3mo | Wigham Richrdsn&Co Newcastle<br>*Lloyd's A&CP* | DeutscheDmpfs-fahrts.Ges.Hansa | 418·0 54·0 20·1<br>P60′B94′F48′ 28·2<br>BK11′<br>*WB*=*Cell DBa*138′*u E*28′ | Bremen<br>German<br>6 *BHCem* | Q.4Cy.24″,34″,51″&74″–54″<br>210lb *120lb* (*s*) 494NHP<br>3SB,9*cf*,GS146,HS6300 FD<br>Wigham Richrdsn&Co Nwc | 22 ″ 10<br>s 7 ″ 7 | | ~~N2,04~~<br>10,04 |
| 141 **Tanoura Maru No. 3** WoodScSr<br>1021 HGKN | 106<br>101<br>57 | | | | 1887 | Morita Rihei Tokio | TokiowanKisen KabushikiKaisha | 93·6 12·5 6·0 | Tokio<br>Japanese | C.2Cy.10″&18″–14″<br>Ishikawajima NB00 10NHP<br>S.B.&E.Co.Ld.,Uraga | | | |
| 142 **Tantallon** SteelScSr<br>106992 *J.Berry*85–98 *ss*Shl.No.1–03<br>QKJS 1 *Dk*(*pt Irn&pt Stl*)2*tr B&deep framing*<br>3*Dk rule* | 3076<br>1900<br>1984 | ✠100A1<br>*with freeboard*<br>1,05 ~~10,03~~<br>BS1,05 | Shl<br>Hpl<br>LMC8,03 | *u* | 1898<br>11mo | J Readhead &Sons S.Shields A&CP | W.Maclean&Co. | 323·0 47·2 22·5<br>P29′B82′F32′<br>FK<br>*B*= *Cell DBa* 104′ | W.Hartlpl<br>British<br>5 *BHCem*<br>*u E&B*20′*f*132′726*t* | T.3Cy.24″,40″&64″–42″ (*r*)<br>160lb *80lb* 278NHP<br>2SB,6*cf*,GS90,HS4366<br>J.Readhead&Sons,S.Shl. | 25 ″ 0<br>~~s 4 ″ 0~~<br>s 4 ″ 4 | | ~~16,09~~<br>1,05 |
| 143 — SteelScSr<br>111287 *W.Campbell* –04 *ss*Gls.No.1–01<br>SGFM *Well deck* 1 *Dk*(*Stl*)<br>*Mchy. Aft* | 270<br>169<br>18 | ✠100A1<br>12,01 ~~2,04~~ | Gls<br>LMC~~2,04~~ 12,01 | *c* | 1900<br>8mo | JM'Arthur &Co. Paisley A&CP | TantallonS.S.Co. Ld.(JGFIDW&Co.) | 120·0 22·1 8·8<br>Q46′B8′F19′<br>~~trip00~~ BK7′<br>*WB*=<br>*FPT*22*t* | Glasgow<br>British<br>3 *BHCem* | C.2Cy.14½″&30″–21″ (*s*)<br>120lb 37RHP<br>1SB,2*pf*,GS39,HS992<br>Bow,MacLachlan&Co.Psy | 9 ″ 9<br>s ″ 7 | | 12,04 |
| 144 **Tantallon Castle** IronScK<br>106746 *W.E.Platten* –97 *ss*Hul.No.1–02<br>QBWF 1 *Dk* | 184<br>172<br>54 | ✠100A1<br>*Stm Trawler*<br>5 03 | Hul<br>BS8,04<br>LMC~~1,05~~ | | 1897<br>5mo | Hawthorns &Co.(Lim.) Leith<br>*Lloyd's A&CP* | ~~SmithStm.Trawlg. Co.Ld.~~ (*in liq.*)<br>J.Pettit | 112·5 21·1 11·1<br>BK7½′<br>*WB*=<br>*FPT*22*t* | Hull<br>British<br>4 *BHCem* | T.3Cy.13″,21″&34″–24″ (*s*)<br>170lb 60RHP<br>1SB,2*cf*,GS36,HS1072<br>Hawthorns&Co.(Lim.)Lth | 12 ″ 2 | | 11,03 |
| 145 **Tantalus** SteelScSr<br>*H.D.Haneland*04–04 2*Dks* | *3621*<br>*3221*<br>*2282* | | | | 1892 | Scott&Co. Greenock | Nederl.Stoomv. Maats.Oceaan | 354·9 42·8 26·7<br>P32′ B68′ F52′ | Amstrdam<br>Dutch | T.3Cy.23″,38″&62″–54″<br>282NHP<br>Scott&Co.,Greenock | | | |
| 146 — SteelTwinSc<br>113444 *T.Gardner* –01<br>*Elec.light* 1 *Dk*(*Stl–ws*) | 748<br>684<br>283 | ✠100A1<br>*Dredger*<br>4,05 ~~4,03~~ | Liv<br>LMC1~~0,04~~ | | 1900<br>10mo | Fleming& Ferguson,Ld. Paisley A&CP | MerseyDocks& HarbourBoard | 190·0 38·6 12·6<br>FK | Liverpool<br>British<br>5 *BHCem* | C.6Cy.(2)20″&(4)30″–24″<br>120lb (*s*) 188NHP<br>2SB,6*rf*,GS108,HS3480<br>Fleming&Ferguson LdPsy | 13 ″ 6 | | 10,04 |
| 147 **Tanyo Maru** WoodScSr<br>2429 HPFJ 2 *Dks* | 142<br>129<br>88 | | | | 1898 | Nakajima Tobei Osaka | FunkawanKisen KabushikiKaisha | 96·0 15·7 12·1 | Hakodate<br>Japanese | C.2Cy.12″&23½″–14″<br>17NHP<br>OnoSeikichi,Osaka | | | |
| 148 **Taormina** IronScSr<br>*P.Möller*96–96 *ss*Ham.No.3–4,96<br>SGPT *ss*Ham.No.1–00<br>1 *Dk*(*Irn*)&*Spar dk*(*pt Irn*)3*tr B* | 2437<br>2340<br>1564 | ✠<br>*Spar dk* | ... | | 1884<br>3mo | A.Stephen &Sons Glasgow<br>*Lloyd's A&CP* | Rob.M.Sloman,Jr. | 320·0 38·7 25·6<br>B13′<br>BK10′<br>*WB*=*DBu E&B*72′201*t* | Hamburg<br>German<br>6 *BHCem* | C.2Cy.38″&68″–42″ (*b*)<br>80lb *90lb* NDB00 238NHP<br>2SB,6*pf*,GS96,HS3992<br>A.Stephen&Sons,Glasgow | 18 ″ 10 | | 8,02 |
| 149 — SteelScSr<br>*M.Hansen* –01<br>HPBW 1 *Dk2tr B* | 1345<br>1266<br>839 | ~~✠100A1~~ | ~~Hul~~ | | 1896 | R.Duncan &Co.(Lim.) Pt.Glasgow | J.C.Knudsen | 235·0 35·2 18·7<br>H78*t* | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.19″,31″&51″–36″<br>156NHP<br>Muir&Houston(Lim.),Gls. | | N | |
| 150 **Tapauá** SteelScSp<br>*J.Baird* –00<br>1 *Dk*(*Teak*)&*Promenade dk*(*Teak*) | *137*<br>*118*<br>*93* | ✠ A1<br>*For River purposes only*<br>10,00 | P.Gl<br>LMC7,00 | | 1900<br>7mo | Murdoch & Murray Pt.Glasgow A&CP | Arminda& Teixeira | 110·2 22·1 6·6<br>FK | Manáos<br>Brazilian<br>5 *BHCem* | C.2Cy.12″&24″–18″ (*s*)<br>120lb 32NHP<br>1SB,2*pf*,GS26,HS662<br>Lees,Anderson&Co.Gls. | 7 ″ 0 | | |
| 151 **Tapton** SteelScSr<br>113800 *J.T.Sanderson*78–08<br>TLSH 1 *Dk*(*pt Irn&pt Stl*)2*tr B&*<br>*deep framing*3*Dk rule* | 3569<br>3335<br>2300 | ✠100A1<br>5,04 | Bry<br>LMC12,03 | *v* | 1904<br>1mo | J.Read-head&Sons South Shields<br>*Lloyd's A&CP* *W* | Ilderton S.S.Co.Ld (Steel,Young&Co. *Mgrs.*)<br>*B* = *Cell DBa* 116′ | 341·4 46·6 24·8<br>P29′B82′F32′<br>FK<br>*u E&B*40′*f*142′886*t* | London<br>British<br>6 *BHCem*<br>*APT*39*t* | T 3Cy.24″,40″&65″–45″ (*r*)<br>180lb *80lb* 305NHP<br>2SB,6*cf*,GS120,HS4723<br>J.Readhead&Sons,S.Shl. | 27 ″ 4<br>s 5 ″ 1½ | | |
| 152 **Taquary** SteelScSr<br>*A.vonEhren*96–01<br>BKLS *Elec.light* 2 *Dks* | 2788<br>2402<br>1782 | *Now registered as "Camarones," See No. 41 in Appendix.* | | | 1896 | Sir Raylton Dixon&Co. Middlesbro' | Hamburg-Süd-Amerik.Dampf-schiffahrtsGes. | 298·8 41·2 23·6<br>P31′B96′F39′ | Hamburg<br>German<br>*WB* | T.3Cy.20″,38″&57″–45″<br>218NHP<br>T.Richardson&Sns,Ld.Hpl | | G | |
| 153 **Tara** SteelTwinScSr<br>111698 *F.Harrington* –02<br>TMWG *Elec.light* 3 *Dks*(*USt*l–teak *s MStl*–ws) | 6322<br>5547<br>3651 | ✠100A1<br>7,02 | Dmb<br>LMC8,02 | *b*† | 1902<br>7mo | W.Denny &Bros. Dumbarton<br>*Lloyd's A&CP* *W* | BritishIndiaStm. Nav.Co.Ld. | 446·0 53·8 29·9<br>P70′B119′F71′<br>FK&BK1~~7~~′<br>*B*= *Cell DBa*119′*u E&B*113′*f*169′1124*t* | Glasgow<br>British<br>7 *BHCem*<br>*DTf*26′358*t* | T.6Cy.26½″,44″&73″–48″ (*s*)<br>180lb *180lb* 994NHP<br>6SB,*18cf*,GS342,HS14400 FD<br>Denny&Co.Dumbarton<br>*FPT*86*t APT*110*t* | 33 ″ 0<br>s 8 ″ 0½ | | |
| 154 **Taranto** SteelScSr<br>99 *B.Diana*00–02<br>QLCM *Elec.light* 1 *Dk&Spar dk* | 1230<br>—<br>796 | | | | 1898 | Flli. Orlando Leghorn | Soc.Anon.diNav.a Vap.Puglia | 223·7 31·9 20·9<br>Q27′B27′ | Bari<br>Italian<br>*WB* | T.3Cy.17¾″,26¾″&45¾″–33″<br>119NHP<br>Flli.Orlando,Leghorn | | I | |

| Numéro | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Net. | Détails de la Classification. Date de la dernière Visite | Construit. Quand. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Enregistre. | Machines. Nos & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les dimensions de la Société. RHP=Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charge en Tonnes. pds | pc. | Tirant d'eau en pieds. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 155 | **Tarantula** IronScY1 | 155 | ✝100A1 | 1891 Mackie& | BritishStm Trawl- | 100·5 20·5 10·7 | Hull | C.2Cy.16″&32″–22″ (a) | 11 | 11 | |
| 99542 | ssHul.No.3–6,08 | 142 | *Stm Trawler* | 11mo Thomson | ngCo.Ld. | 119′F19 | British | 110lb 4BRH | | | |
| | 1*Dk* | 87 | 10.01 ~~9.04~~ | Glasgow | | BK7½ | 3*BHCem* | 1SB,*2pf*,gs30,hs690 | | | |
| | | | Bs6,05 LMC6,08 | *Lloyd's sA&CP* | | | | Muir&Houston,Glasgow | | | |
| 156 | **Taras Boulba** IronSc3MstSr | 595 | ✝ | 1861 C.Lungley | P.P.Gourgy | 209·0 25·2 14·5 | Odessa | C.2Cy.21″&40½″–26″ | | | N |
| | *Orlovsky* –99 ssNo.3–72 1*Dk2trB* | 526 | 1,83 | 1mo London | | Q30*t* | Russian | NE83NB92 69NH | | | |
| | (*ex*Baron Hambro') ssHul.No.2–80 | 459 | | | | len68 FK | 3*BH* | C.&W.Earle,Hull | | | |
| | *Mchy Aft* | | | | | | | | | | |
| 157 | **Tarawera** SteelScSr | 2003 | ✝100A1 | 1882 W.Denny | UnionS.S.Co.of | 285·0 36·2 22·6 | Dunedin | C.2Cy.33″&68″–45″ (c) | | | |
| 84480 | *R.H.Neville* –99 ssDdn.No.3–1,95 | 1729 | 10,03 | 9mo &Bros. | NewZealand,Ld. | P60′B72′F44′ | British | 74lb *74lb* 252NH | | | |
| WLSJ | ssDdn.No.2–03 | 1269 | LMC5,03 | Dumbarton | | BK10 | 4*BHCem* | 2DB,*8pf*,gs168,hs1496 | | | |
| | *Elec.light* 3*Dks*(*UStl*–teaks) | | | *Lloyd's sA&CP* | | WB=*Cell* | *DB*232′384 | Denny&Co.,Dumbarton | | | |
| 158 | **Tarcoola** SteelScSr | 2647 | ✝100A1 | 1902 Tyne I.S.B. | AdelaideSS.Co.Ld. | 326·0 45·4 21·8 | P.Adelaide | T.3Cy.28″,38″&61″–42″ (a) | 23 | 0 | |
| 80455 | *J.W.Lawrance*98–02 | 2497 | *Shade dk* | 2mo Co.Ld. | | | British | 180lb *80lb* 277NH | 8 | 8½ | |
| SKLW | 1*Dk*(*Irn*)*deep framing* | 1677 | ~~3,02~~ | Newcastle | | FK | 7*BHCem* | 2SB,*8cf*,gs126,hs1504 | | | |
| | *&Shade dk*(*Irn*) | | 3,05 MC2,02 | *Lloyd's sA&CP* | WB=*Cell DBa &uE* 114′ | *f*128′661*t FPT*144*t* | *APT*162*t* | Wilsnd.Slpwy.Co.Ld.Nwc | | | |
| 159 | **Tarella** CompPad | 154 | | 1897 A.H. | A.H.Landseer | 100·0 20·0 7·7 | P.Adelaide | 2Cy.12½″–30″ | | | |
| 89443 | | 118 | | Landseer | | | British | 30RH | | | |
| | 1*Dk* | 97 | | Milang,S.A. | | | | Forwood,Downs&Co.Adl. | | | |
| 160 | **Tarlac** SteelScSr | 967 | | 1895 Cia. | Cia.Gen.deTaba- | 209·9 31·9 18·5 | Manila | T.3Cy.16″,27″&48″–33″ | | | V |
| | *G.Roses*97–02 | — | | Trasatlantica | cos deFilipinos | P35′H44′F34′ | | NB99 105NH | | | |
| | (*ex*IsidoroPons) *Elec.light* 1*Dk2trB* | 525 | | Cadiz | | | Utd.States | WB Soc.ArsenalCivil,Barcelna | | | |
| 161 | **Tarmo** WoodScSr | — | | 1892 ..... | | 111·5 25·8 9·7 | | | | | |
| | | — | | Impilaks | | | | | | | |
| | | 163 | | | | | | | | | |
| 162 | **Taro Maru** *S.Izumi*04–04 SteelScSr | 3117 | ✝100A1 | 1890 Russell& | K.Oaki | 320·0 42·5 18·9 | Uraga | T.3Cy.24″,39″&64″–45″ (o) | 21 | 5 | |
| 7080 | ~~Redvers Hocken 97–00~~ | 2942 | *Spar dk* | 6mo Co. | | B72′ 26·2 | Japanese | 150lb *85lb* NDB95 281NH | 6 | 8 | |
| JMSB | ssShl.No.3–11,02 | 1933 | 1,05 ~~7,08~~ LMC7,03 | Greenock | | BK10 | 5*BHCem* | 2DB,*8rf*,gs146,hs4480 | | | |
| | (*ex*RedversHocken,*ex*Armstor, | | Bs1,05 | A&CP | WB=*Cell D B*266′473*t* | | *APT*50*t* | Dunsmuir&Jackson,Gls. | | | |
| | *ex*LordBangor) 1*Dk*(*Stl*)*&Spar dk* | | | | | | | | | | |
| | *Elec.light* (*pt Stl–pt* ws)*&Web frames* | | | | | | | | | | |
| 163 | **Taroba** SteelTwinScSr | 6309 | ✝100A1 | 1902 W.Denny | BritishIndiaStm. | 445·8 53·8 29·9 | Glasgow | T.4Cy.28½″,44″&73″–48″ (a) | 33 | 0 | |
| 115725 | *T.P.Nailer* –03 | 5537 | 11,02 | 11mo &Bros. | Nav.Co.Ld. | P70′B119′F71′ | British | 180lb *180lb* 991NH | 8 | 0½ | |
| TRSG | 3*Dks*(*UStl*–teaks *MStl*–ws) | 3657 | LMC11,02 | Dumbarton | | FK&BK1 | 7*BHCem* | 6SB,*18cf*,gs342,hs14400FD | | | |
| | *Elec.light* | | | *Lloyd's sA&CP* | | | | Denny&Co.Dumbarton | | | |
| | | | | | WB=*Cell D Ba* 119′ *uE&B* 118*f* 169′ 1124*t* | | | *DT f* 26′858*t FPT*86*t APT*110*t* | | | |
| 164 | **Tarok** SteelPad | 135 | | 1901 W.Denny | IrrawaddyFlotilla | 149·5 25·0 5·6 | Glasgow | C.D.2Cy.14½″&26″–54″ | | | |
| 114096 | | 135 | | &Bros. | Co.Ld. | | British | 42NH | | | |
| | 1*Dk* | 85 | | Dumbarton | | | | Denny&Co.Dumbarton | | | |
| 165 | **Tarpon** IronTwinSc | 450 | | 1887 ThePusey | Peninsular& | 159·9 26·0 7·2 | Pensacola | C.4Cy.12″&21″–18″ | | | |
| 130381 | *J.Fitzgerald*82–95 | — | | &JonesCo. | OccidentalS.S.Co. | | Utd.States | 31NH | | | |
| | *Mchy.Aft* (*ex*Naugatuck) 1*Dk* | 282 | | Wlmgtn,Del. | | len91 WB | | Pusey&JonesCo.Wlmngtn | | | |
| 166 | **Tarquah** SteelScSr | 3859 | ✝100A1 | 1902 A.Stephen | AfricanS.S.Co. | 360·4 44·3 14·3 | London | T.3Cy.27″,43″&72″–48″ (a) | 16 | 9 | |
| 115292 | ~~*C.Hampson* –04~~ | 2831 | *Spar dk* | 6mo &Sons,Ld. | (Elder,Dempster& | P&B242′F48′ | British | 180lb HS7s6.4 NHP 4 | 4 | 1 | |
| TLGK | *Ref.Mchy.* 1*Dk*(*Stl–pt* ws)*&Spar dk* | 2441 | ~~5,03~~ | Glasgow | Co.*Mgrs.*) | 23·3 FK | 6*BHCem* | 2SB&1AuxSB,*11f*,gs196. | | | |
| | *Elec.light* (*Stl*–ws)*&deep framing* | | 5,05 LMC6,03 | *Lloyd's sA&CP* | WB=*Cell DB* | *a*70′*uE&B*44′*f*170 | 696*t FPT*69*t* | A.Stephen&Sons,Ld.Gls. | | | |
| 167 | **Tarragona** SteelScSr | 2039 | ✝100A1 | 1891 J.L.Thomp- | TarragonaS.S.Co. | 275·0 38·0 17·7 | Newcastle | T.3Cy.20″,38″&54″–36″ (a) | 20 | 0 | |
| 97981 | *C.T.Daniel* –02 ssBrs.No.3–2,04 | 1489 | *pt Awng dk* | 9mo son&Sons | Ld. (H.Scholefield | P29′Q72′ | British | 160lb *80lb* 181NH | 8 | 0½ | |
| MHKV | 1*Dk*(*Stl*)*&Web frames*(*pt Awng dk*(*Irn*) | 1295 | *with freeboard* | Sunderland | &Son) | *pt Awngdk*174′ FK | 1*BHCem* | 2SB,*4rf*,gs60,hs2800 | | | |
| | | | 2,04 LMC2,01 | A&CP | | WB=*Cell* | *DB*216′397*t* | Blair&Co.(Lim.),Stockton | | | |
| 168 | **Tarshaw** WoodScCtr | 106 | | 1886 W.Petti- | ~~NewBroadsound~~ | 109·9 20·0 7·2 | SydnyNSW | C.2Cy.9½″&16″–15″ | | | |
| 93040 | *R.Smith* –03 1*Dk* | 101 | | grew&Son | ~~MeatCo.Ld.~~ | | British | NB02 40RH | | | |
| | | 72 | | Brisbane | J.Weston | | | J.&A.Taylor,Ayr | | | |
| 169 | **Tarsus** IronScSr | *1231* | | 1874 Davison& | IdareiMassousieh | 241·7 30·2 22·4 | Constanpl | C.2Cy.29½″&66″–36″ | | | |
| | *Ahmed* | *1208* | | Stokoe | | B15*t* | Turkish | 157NH | | | |
| | (*ex*Warrior) 2*Dks3trB* | 797 | | Sunderland | | | | OuseburnE.W.Co.,Nwc. | | | |
| 170 | **Tartar** IronSc3MstSr | 4425 | ✝100A1 | 1883 Aitken& | CanadianPacific | 376·5 47·2 30·3 | S'thamptn | T.3Cy.36″,58″&94″–60″ (o) | 33 | 6 | |
| 86336 | *Bistham* ssSou.No.3–11,95 | 3928 | 1,05 ~~B6,88~~ | 1mo Mansel | RailwayCo. | B92′F44′ | British | 160lb *100lb* NDB88 681NH | | | |
| HNLP | *Elec.light* ssH.Kg.No.2–04 | 2768 | LMC2,99 | Glasgow | | BK10 | 7*BHCem* | 3DB,*18cf*,gs385 | | | |
| | *Ref.Mchy.* 3*Dks*(1*Irn*/1*pt Irn–Uws*) | | | | | WB=*Cell DA* | 240′187*t* | *Tpd*88T.Richrdsn&SnsHpl | | | |
| 171 | — SteelScSr | 270 | ✝100A1 | 1896 Scott& | SligoSteamNav. | 130·0 22·1 10·0 | Sligo | C.2Cy.19″&42″–30″ (a) | 10 | 9 | |
| 105988 | *M.Gillin*99–99 ssGls.No.2–04 | 173 | 3,0 3,04 | 3mo Sons | Co.Ld. | Q63′B12′F21′ | British | 145lb 69RH | | | |
| | *Well deck* 1*Dk* | 35 | B~~5,06~~ MC2,04 | Bowling | | BK7 | 3*BHCem* | 1SB,*3pf*,gs51,hs1270 | | | |
| | *Mchy.Aft* | | | A&CP | | WB=*FPT*18*t* | | Muir&Houston(Lim.),Gls | | | |
| 172 | — SteelSc | 103 | ✝100A– | 1904 A.Hall& | ~~T.Milward~~ | 85·1 17·0 10·3 | ~~Swansea~~ | C.2Cy.17″&34″–24″ (o) | 11 | 0 | |
| ~~136734~~ | ~~*L.F.Dunsmuir* –04~~ | 103 | *For Towing purposes* | Co. | | | ~~British Aux~~ 60n | 120lb 90RH | | | |
| | 1*Dk* | 2 | 4,04 LMC4,04 | Aberdeen | | BK7½ | 3*BHCem* | 1SB,*2pf*,gs34,hs910 | | | |
| | | | | | | WB=*DT f* 3′8″ | | A.Hall&Co.Aberdeen | | | |
| 173 | **Tartary** SteelScSr | 4181 | ✝100A1 | 1901 Richardsn. | D.MacIver,Sons& | 370·0 48·1 19·6 | Liverpool | T.3Cy.27″,44½″&78″–54″ | 22 | 1 | |
| 113483 | *F.W.Crago* –04 | 3916 | *Spar dk* | 7mo Duck&Co. | Co.Ld. | P99′B126′F97′ 27·5 | British | 180lb 447NH | 6 | 2 | |
| SMDJ | 1*Dk*(*Stl*)*&Spar dk*(*Irn*) | 2725 | 3,00 ~~4,04~~ | Stockton | | FK | 6*BHCem* | 3SB&1AuxSB,*16cf*,gs232. | | | |
| | *&Web frames* | | | A&CP | WB=*Cell DBa* | 108′*uE*28′*f*141′757*t* | *APT*54*t* | Blair&Co.Ld.Stk. hs720 | | | |
| 174 | **Tashmoo** SteelPad | 1344 | | 1900 Detroit | WhiteStarLine | 302·9 37·6 13·6 | Detroit, | T.3Cy.33″,51″&82″–72″ | | | |
| 145845 | *R.S.Baker*98–00 | — | | S.B.Co. | (B.W.Parker *Mgr* | *Breadth over all* 69 | Mich. | 571NH | | | |
| | *Elec.light* 1*Dk&Promenade dk* | 766 | | Detroit | | | Utd.States | DetroitS.B.Co.Detroit | | | |
| 175 | **Tasman** SteelScSr | 1630 | | 1901 Maats. | Koninkl.Paketv. | 250·0 40·0 20·0 | Batavia | T.3Cy.17½,28″&45″–36″ | | | V |
| | *W.N.van der Stad* | 1457 | | Feyenoord | Maats. | P42′F28′ | Dutch | 121NH | | | |
| TJDF | 1*Dk2trB* | 1010 | | Rotterdam | | | WB | Maats.Feyenoord,Rot | | | |
| 176 | — WoodScSr | 179 | | 1903 R.Logan, | J.C.Burford | 102·1 21·0 7·1 | Nelson,N.Z. | C.4Cy.8½″&22½″–12″ | | | |
| 115196 | *T.Brandwood* –03 | 119 | | | | P41*t* | British | 45RH | | | |
| | 1*Dk* | 87 | | Auckland | | | | Fraser&Sons,Auckland | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks. &c. | 4 Registered Tonnage Gross Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Time Allowed. Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registers in which classed, if not in L. R. Date of I. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 177 99716 NGRD | **Tasmania** | **IronScK** ssGms.No.2–01 1 *Dk* | 150 139 66 | ✠ *Stm Trawler* | | ... | 1893 11mo | Cochrane& Cooper Beverley *Lloyd'sA&CP* | N.EasternSteam FishingCo.Ld. | 101·0 20·5 11·0 Q17 F18′ BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB,*2cf*,GS23,HS687 C.D.Holmes&Co.,Hull | 11 ″ 10 | | N8,02 |
| 178 — 98716 MVGC | *D.Grimwood* –91 | **IronScK** ssHul.No.1–95 1 *Dk* | 146 136 50 | ✠ *Stm Trawler* 8,95 | Hul | | 1891 1mo | Cook,Welton&G'mmell Hull | HullSteamFishing &IceCo.Ld. | 100·5 20·5 11·0 Q24′ BK7½″ | Hull British 3*BHCem* | C.2Cy.17″&33″–22″ 1SB,*2pf*,GS29,HS930 45RHP C.D.Holmes&Co.,Hull | 11 ″ 10 | | |
| 179 93829 LRPB | **Tasso** *A.Gordon* –02 | **SteelScSr** | 1467 949 936 | | | | 1890 | Earle'sCo. (Lim.) Hull | T.Wilson,Sons&Co Ld. | 270·0 32·0 14·8 P158′F37′ len01 *WB* | Hull British | T.3Cy.21″,37″&61″–42″ NB99 241NHP Amos&Smith,Hull | | C BT till 7/05 | |
| 180 2983 SBRG | **Tategami Maru** *J.Arakawa*95–02 2 *Dks* (*UStl*) & *pt Awng dk* *Elec.light* | **SteelScSr** ssYka.No.1–02 | 2703 2470 1676 | ✠100A1 *pt Awng dk with freeboard* 11,04 ~~12,00~~ | Kob | *s* | 1898 12mo | MitsuBishi Dockyard& EngineWrks Nagasaki *Lloyd'sA&CP* | NipponYusen KabushikiKaisha *WB = Cell D B a 88′* | 300·0 40·0 18·9 P35′Q105′F37′ BK10″ *uE & B 44′ f 92′ 401t* | Tokio Japanese 6*BHCem* *AP T67t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 296NHP 2DB,*12cf*,GS172,HS4901 MitsuBishiD.&E.Wks.Nag | 21 ″ 2 s 9 ″ 4½ | | 12,03 |
| 181 1428 HKBQ | **Tateyama Maru** (*ex*Antenor) | **IronScSr** 2 *Dks* | 2172 1957 1346 | | | | 1872 | A.Leslie &Co. Newcastle | BabaMichihisa | 326·5 32·6 25·6 | Higashi, Iwase Japanese | C.2Cy.28½″&61″–45″ NB84 208NHP R.Stephenson&Co.,Nwc. | | | |
| 182 — HGQR | *T.Inagaki* | **WoodScSr** 2 *Dks* | 119 113 65 | | | | 1888 | Ishikawa Takejiro Tokio | TokiowanKisen KabushikiKaisha | 103·0 13·8 12·4 | Tokio Japanese | C.2Cy.15$\frac{3}{16}$″&26$\frac{2}{16}$″–15″ NB97 23NHP OsakaIronWorks,Osaka | | | |
| 183 | **Tatjana** *Carrying Petroleum in bulk* | **SteelTwinScSr** 2 *Dks* | 1584 1409 1242 | | | | 1898 | Bergsunds M.V.Aktieb. Stockholm | C.Toumajef | 276·5 32·1 18·8 P79′F35′ | Baku Russian | C.4Cy.24½″&51¾″–25½″ 225NHP BergsundsAktieb.Skm | | | |
| 184 — HRGF | *P.Dohnberg*99–01 (*ex*Sofia,*ex*Pedro, *ex*SanAntonio) | **IronScSr** ssLiv.No.3–8,84 ssLiv.No.2–92 2 *Dks* (1 *pt Irn*) | 1174 1113 642 | ✠ 3,97 | Liv | *n* | 1872 12mo | AM'Millan &Son Dumbarton | H.Steinau | 234·0 32·1 19·6 B40′ BK8″ | Libau Russian 4*BHCem* | C.2Cy.32″&57″–38″ NDB90 151NHP 2SB,*6pf*,GS108,HS2673 J.&J.Thomson,Glasgow | 20 ″ 2 | G | |
| 185 145846 | **Tatoosh** *Elec.light* | **SteelScSrTug** 1 *Dk* | 277 — 154 | | | | 1900 | Moran Bros.Co. Seattle,Wash | PugetSoundTug BoatCo. | 119·2 25·2 15·5 | Seattle, Wash. Utd.States | T.3Cy.16″,24″&40″–28″ 85NHP MoranBros.Co. | | | |
| 186 1422 HKBG | **Tatsutagawa Maru** *U.Kuwabara*86–95 | **SteelScSr** 2 *Dks* | 408 382 253 | | | | 1894 | Kawasaki Dkyd.Co.Ld. Kobe | OsakaShosen KabushikiKaisha | 164·7 20·2 15·6 | Osaka Japanese | T.3Cy.13½″,22″&36″–24″ 64NHP Kawasaki DkydCoLdKobe | | | |
| 187 RJGC | **Tatti** *A.Olsen*96–96 | **SteelScSr** 1 *Dk* | 579 345 354 | | | | 1891 | Act.Ges. "Neptun" Rostock | L.F.Mathies&Co. | 194·1 24·6 10·4 Q118′B21′F21′ len96 *WB* | Hamburg German | C.2Cy.22½″&36½″–23½″ 54NHP A.G."Neptun,"Rostock | | G V | |
| 188 | **Tatumbla** *V.Pieverling* –98 | **SteelScSr** | 108 92 20 | | | | 1898 | Howaldtswerke Kiel | HondurasGovernment | 87·0 17·7 9·5 | Puerto Cortes Honduras | T.3Cy.8″,14″&22″–12″ 17NHP Howaldtswerke,Kiel | | | |
| 189 99917 MQSL | **Tatung** *D.Martin* –99 | **SteelTwinScSp** | 2548 1897 1882 | | | | 1891 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 286·7 43·0 10·5 H651*t* 27·9 | London British | T.6Cy.14″,23″&37″–30″ 150NHP Scott&Co.,Greenock | | | |
| 190 103971 QGWR | **Taunton** ~~J.S.Soberg~~ –01 ~~J.S.Soberg~~ –01 *Spar dk* (*Stl*) 2 tr B & *Web frames* | **SteelScSr** ssC.F.No.1–03 | 3793 3583 2461 | ✠100A1 *Spar dk with freeboard* ~~3,04~~ 2,03 1,05 | Npt Bry | *w* | 1898 9mo | Furness, Withy&CoLd W Hartlepool A&CP *W* | CommercialS.S.Co Ld. ~~(Young,Ehlers &Co. *Mgrs.*)~~ (Lambert,BrsLd.,*Mgrs*) *B = Cell D Ba* 107′ | 340·0 47·1 27·2 P31′B105′F31′ FK *uE & B* 47′ *f* 121′ 707*t* | London British 6*BHCem* *APT33t* | T.3Cy.24″,40″&66″–45″ (*a*) 160lb *80lb* 300NHP 2SB,*6rf*,GS106,HS4640 Blair&Co.Ld.Stockton | 22 ″ 10 ~~s 6 ″ 9~~ s 6 ″ 0 | | ~~N5,03~~ 2,05 |
| 191 HNLG | — *O.Ellefsen* | **SteelScSr** 1 *Dk & Spar dk* | 1329 1219 836 | | | | 1901 | Akt.Burmeistr& Wain Copenhagen | Acties.Taunton (A.F.Klaveness& Co.) | 228·5 32·6 22·3 H110*t* | Sandefjrd Norwegian *WB* | T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&Wain,Cpn | | N | |
| 192 118051 WNBJ | — *T.Allen*01–03 *Well deck* *Mchy.Aft* *Elec.light* | **SteelScSr** ! *Dk* (*Stl*) | 366 232 125 | ✠100A1 3,04 | Liv | *h* | 1903 11mo | GarstonG. Dk&SBCo Ld Garston *Lloyd'sA&CP* | Liverpool&Cornwall S.S.Co.Ld.(J. K.Morris,*Mgr.*) | 136·3 23·9 9·9 Q78′B9′F20′ FK *WB = FPT* | Liverpool British 3*BHCem* 17*t APT4t* | C.2Cy.16½″&37″–24″ (*s*) 130lb 55RHP 1SB,*2pf*,GS12,HS1461 McKie&Baxter,Glasgow | 10 ″ 9 s ″ 6½ | | |
| 193 ~~J.Seaberg~~ 96–96 [illegible] | **Taurus** ssHpl.No.3–3,01 1 *Dk* (*Stl*) & *Web frames* *Well deck* | **SteelScSr** | 2123 1603 1367 | ✠100A1 1,04 *Toba Maru," See No. 47* | Cff | *r* | 1891 2mo | W.Gray& Co.(Lim.) West Hartlepool *Lloyd'sA&CP* | ~~Latch. Dempskibet Taurus'aRederi: (W.Wilhelmsen)~~ *WB* | 278·8 37·3 18·7 Q113′B103′F31′ ptND01 drp01 FK *= Cell D Ba* 116′ *f* 96′ | ~~Tönsberg~~ Norwegian 4*BHCem* 421*t APT33t* Japanese | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *80lb* NDB01 207NHP 2SB,*6rf*,GS82,HS3180 Cen.Mar.E.Works, W.Hpl. | 21 ″ 2 s 1 ″ 10½ | | N1,04 |
| 194 LPHK | — *Carries* | **IronScBn** ssMsl.No.3–2,96 1 *Dk* (*Irn*) & *Spar dk* 3 tr *B* | 1815 1542 1045 | ✠ *Spar dk* 5,96 | Msl | *r* | 1882 10mo | A.M'Millan&Son Dumbarton | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.*Mgrs.*) | 260·0 37·1 15·3 P24′B28′F29′ 23·0 BK8″ 6*BHCem* | Marseilles French *WB* | C.2Cy.36½″&63″–48″ NB01 229NHP Denny&Co.,Dumbarton | | V | |
| 195 — JQCP | *N.Thorsen* –02 *Elec.light* | **SteelScSr** 1 *Dk* 2 tr *B* & *deep framing* & *pt Awng dk* | 1238 902 772 | | | ... | 1902 | Campbeltown S.B.Co. Campbeltwn | Bergenske Dampskibsselskab | 230·1 32·8 16·3 Q79′ *pt Awng dk* 151′ FK | Bergen Norwegian *WB* | T.3Cy.18″,27½″&45″–33″ 120NHP Hutson&Sons,Ld.Glasgow | 17 ″ 4 | | |
| 196 — 143253 JWHQ | *J.Wise*87–92 | **IronPad** | 917 — 624 | | | | 1881 | W.Cramp &Sons Philadelphia | IronSteamboat Co. | 226·3 32·0 11·2 | New York Utd.States | 1Cy.53″–144″ 259NHP W.Cramp&Sons,Phl. | | | |
| 197 — 84742 KMTS | *G.S.Harris* –98 | **IronPadSr** 2 *Dks* | 838 798 528 | ✠ 10,66 | Lon | | 1866 4mo | Preston I.S.B.Co. Preston | Corporation of the City of London | 247·0 32·1 15·1 P39*t* F— FK | London British 3*BHCem* | L.2Cy.60″–66″ 450NHP Denny&Co.,Dumbarton | | | |
| 198 — | (*ex*Consuelo, *ex*Taurus,*ex*Theodora) *Mchy.Aft* *Elec.light* | **SteelSc3MstSrYt** ssNwc.No.3–9,98 ssNYk.No.1–03 1 *Dk* 2 tr *B* | 488 389 239 | ✠100A1 *Yacht* 5,03 | NYk | *h* | 1887 5mo | Gourlay Bros.&Co. Dundee *Lloyd'sA&CP* | J.H.Hanan | 165·0 27·3 14·0 B45′ *WB =* | New York Utd.States 5*BHCem* *MT22′85t* | T.3Cy.14″,24½″&40″–30″ 150lb *50lb* 90RHP 1SB,*3cf*,GS45 Gourlay Bros.&Co.Dundee | 15 ″ 5 | | |
| 199 — 135829 | | **IronSc** (*ex*E.A.Burke) | 228 — 114 | | | | 1885 | ..... Philadelphia | J.M.GuffeyPetroleumCo. | 116·6 22·0 12·7 | Galveston Utd.States | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 Construit. Quand. Navire. Mach. | 7 Par qui. — 96 | 8 Armateurs. | 9 Dimensions d'après le Jaugeage Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 10 Port d'Armement. Pavillon. | 11 Machines. No. & Dia. des Cylindres.—Course. Pression de la Chaudière. S.H.P. Tirage en chiffres d'après les Dimensions de la machine. I.H.P. Tirage en chiffres d'après les Epreuves sur mer. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 12 Vitesse en Nœuds. Epreuves sur mer. | 13 Poids de la Machine. | 14 Tirage d'Air. | 15 Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 | **Taurus** | **IronScK** | 126 | ✠ Gms *b* | 1883 | Earle'sCo. (Lim.) Hull | Acties.Zodiac (C.Rée, *Mgr.*) | 95·5 | 20·1 | 10·5 | **Brovig** Norwegian | T.3Cy.10″,16″&26″–20″ 32NH | | | |
| HPMN | | *ss*Gms.No.3–7,95 *ss*Gms.No.1–99 1 *Dk* | 124 *For fishing purposes* 74 | 10,02 NE&E9,00 | 1mo | | | Q16′ | | BK8 | | *6 BHCem* 1SB,*2pf*,GS29,HS509 G.T.Gray,SouthShields | | | |
| 201 | **Tavel** | **SteelScSr** | 473 — 334 | | 1883 | ..... Glasgow | G.G.Destuni | 205·0 | 25·0 | 13·9 | **Sebastopl** Russian | | | | |
| 202 | **Tavignano** | **SteelScSr** | 300 230 160 | | 1904 | Cie.Franç. de Nav.&de Cnst. Navales Arles | Cie.desServices delaCorse | 150·5 | 20·0 | 12·5 | **Marseilles** French | C.2Cy.21½″&38½″–28½′ 60NH Cie.Franç.deNav.&de Const.Nav.Lyons | | | |
| 203 | **Taviuni** | **SteelScSr** | 1465 1026 910 | | 1890 | W.Denny &Bros. Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 250·0 | 34·2 | 17·9 | **Dunedin** British | Q.4Cy.18″,27½″,36″&53″–39″ 175NH Denny&Co.,Dumbarton | | | |
| 84500 SLPJ | *D.McLean* –98 | 1 *Dk* | | | | | | | | | | | | | |
| 204 | **Taw** | **SteelScSp** | 180 159 72 | ✠ Psy *b* *Coasting with fracboard* 1,02 | 1892 4mo | J.Mc Arthur&Co. Paisley | RoyalMailSteam PacketCo | 120·0 | 21·1 | 8·7 | **London** British | C.2Cy.16″&32″–21″ 42RH 1SB,*3pf*,GS49,HS1212 Bow,McLachlan&Co.,Psy. | 9 | 3 | |
| 99092 MQFS | *E.W.Morrison* –95 | 1 *Dk* | | | | | | | | FK | | *6 BHCem* | | | |
| 205 | **Taw Tong** | **WoodScSr** | 170 151 105 | | 1889 | ..... HongKong | KoeGuanCo. | 125·0 | 19·5 | 9·0 | **Penang** British | C.2Cy.14″&28″–16″ 30RH KwongNamSing | | | |
| 89144 | *J.C.Reid* –02 | | | | | | | Q18′ | | | | | | | |
| 206 | **Tay** | **SteelScSr** | 360 266 169 | ✠ A– Dun *For River purposes only* 11,01 LMC 11 | 1901 11mo | Caledon S.B.&E.Co.Ld Dundee | Australas'nUnited Stm.Nav.Co.Ld. | 155·0 B42′F25′ | 28·0 FK&WOOD K3 | 8·0 | **Brisbane** British | T.3Cy.12″,20″&33″–21″ (*a*) 170lb 65RH 1SB,*2cf*,GS34,HS1045 CaledonSB.&E.Co.Ld.Dun | 8 | 6 | |
| 94192 RLGN | *D.McMillan*01–01 | 1 *Dk*(*Stl*) | | | | | | | | *WB* | | *4 BHCem* = *APT*16*t* | | | |
| 207 | — | **IronSc** | 254 254 233 | | 1875 | Richardsn, Duck&Co. Stockton | MerseyDocks& HarbourBoard | 125·0 | 23·1 | 10·8 | **Liverpool** British | 2Cy.7″–11″ 15RH AlexanderChaplin&Co,Gls | | | |
| 97803 | | | | | | | | | | | | | | | |
| 208 | — | **SteelScSr** | 177 131 86 | | 1885 4mo | PearceBros Dundee | Paton&Hendry | 116·7 Q35′F12′ len91 | 19·2 | 8·0 FK | **Dundee** British | C.2Cy.14″&26″–21″ NB92 40RH | 8 | 7 | |
| 89092 JWBP | *T.Kane* –04 *Mchy.Aft* | 1 *Dk* | | | | | | | | *WB* | | PearceBros.Dundee | | | |
| 209 | **Tayabas** *F.Monasterio*03–03 (*ex*Camiguin,*ex*Calderon) | **IronScSr** | 194 — 121 | | 1873 | Thompson &Co. Newcastle | Cia.Gen.deTabacos deFilipinas | 130·2 | 22·2 | 6·6 | **Manila** Utd.States | C.2Cy.14″&26″–18″ 24NH Thompson&Co.Newcastle | | | |
| 210 | **Tayar** | **WoodPad** | — — 102 | | 1869 | Money Wigram London | Chirket i Hairie (BosphorusSN Co) | 140·0 | 18·0 | 9·6 | **Constanpl** Turkish | MaudslaySon&Field,Lon. | | | |
| 211 | **Taycraig** | **SteelScSr** | 407 269 127 | ✠100A1 Abn *f* 1,058,02 Shl LMC10,01 | 1901 10mo | Ritson&Co Maryport *Lloyd's*&4*CP* | BalgayShppg.Co. Ld. (W.Kinnear& Co.*Mgrs.*) | 150·5 Q82′B9′F22′ | 24·2 BK7″ | 9·3 | **Dundee** British | Q.2Cy.15½″&40″–27″ (*a*) 1301b 75*lb* 64RH 1SB,*2pf*,GS49,HS1417 Ross&Duncan,Glasgow | 11 | 9 | |
| 110903 TFKV | *T.Johnstone* –02 *Mchy.Aft* | 1 *Dk*(*Stl*) | | | | | | | | *WB*=*Cell DBf*79′ | | 95*t FPT*50*t* | | | |
| 212 | **Taygeta** *H.Schmidt*00–00 | **SteelScSr** | 1276 940 802 | | 1893 | Flensburg Schiffsb.Ges. Flensburg | Holm&Molzen | 231·4 Q71′B57′F27′ | 33·2 | 14·1 | **Flensburg** German | T.3Cy.16″,26″&43″–33″ 106NH FlensburgerSchiffsb.Ges. | | | G |
| LMHP | | 1 *Dk* | | | | | | | | *WB* | | | | | |
| 213 | **Taymouth** ~~*J.E.Nicholson* –01~~ | **SteelScK** | 137 124 20 | ✠100A1 Dun *Stm Trawler* ~~7,01 1,01~~ 3,05 LMC7,03 | 1899 6mo | Gourlay Bros.&Co. Dundee A&CP | TayTrawlingCoLd (R.Cook, *Mgr.*) | 105·0 | 20·1 | 8·1 BK7½″ *WB*= | **Dundee** British | T.3Cy.11″,18″&31″–21″ (*a*) 180lb 57RH 1SB.*2cf*,GS40,HS1012 GourlayBros.& Co.Dundee | 11 | 0 | |
| 110984 | *C.Ferrier* –04 | ss Abn.No.1 -03 1 *Dk* | | | | | | | | *DBf*21′13*t* | | | | | |
| 214 | **Tayo** | **SteelScSr** | 383 255 78 | | 1900 | DelaBrosse &Fouché Nantes | LaCie.LeNickel | 140·1 P14′Q55′H—F22′ | 24·0 | 10·0 | **Nouméa** French | T.3Cy.14⅜″,24″&39½″–26″ 78NH E.delaBrosse&FouchéNts. | | | V |
| MLFJB | *Guffet Elec.light* | 1 *Dk* | | | | | | | | *WB* | | | | | |
| 215 | **Tayside** ~~*T.McNaughton* –01~~ | **SteelScK** | 137 124 20 | ✠100A1 Dun *Stm Trawler* ~~7,04 2,04~~ 3,05 LMC7,03 | 1899 6mo | Gourlay Bros.&Co. Dundee A&CP | TayTrawlingCoLd (R.Cook, *Mgr.*) | 105·0 | 20·1 | 8·1 BK7½″ *WB*= | **Dundee** British | T.3Cy.11″,18″&31″–21″ (*a*) 180lb 57RH 1SB.*2cf*,GS42,HS1012 GourlayBros.&Co.Dundee | 11 | 0 | |
| 110985 | *J.Knight* | ss Dun.No.1–03 1 *Dk* | | | | | | | | *DBf*21′13*t* | | | | | |
| 216 | **Tayuen Maru** | **SteelTwinSc** | 1695 751 1051 | | 1899 | Kawasaki Dockyd CoLd Kobe | OsakaShosen KabushikiKaisha | 238·7 | 39·5 | 9·1 | **Osaka** Japanese | T.6Cy.12½″,20″&33″–21″ 100NH KawasakiDkydCoLdKobe | | | |
| 3446 HTLD | | 1 *Dk* | | | | | | | | *WB* | | | | | |
| 217 | **Tchihachoff** *F.Classing*84–92 | **SteelScSr** 3 *Dks*(1 *Stl*–*wsf*) | 4135 3289 2445 | ✠ Dmb *w* 9,92 | 1892 9mo | W.Denny& Bros. Dumbarton | RussianStm.Nav. &TradingCo. | 371·2 P36′B152′F40′ | 45·1 FK | 27·5 | **Odessa** Russian | T.3Cy.28½″,47½″&76″–54″ 501NH 4SB.*12cf*,GS300,HS8496 Denny&Co.,Dumbarton | 30 | 1 | |
| HBCD | *Elec.light* | 1 *pt Stl*–*ws*) | | | | | | | | *WB*=*Cell DB*808′568*t* | | | | | |
| 218 | **Te Anau** | **SteelScSr** | 1652 1527 1028 | ✠100A1 Ddn *s* 4,04 LMC4,04 | 1879 11mo | W.Denny &Bros. Dumbarton A&CP | UnionS.S.Co.of NewZealand,Ld. | 270·0 H69′F54′ ptD804 | 34·2 FK | 22·5 | **Dunedin** British | C.2Cy.36½″&63″–42″ (*i*) 70lb 70*lb* NDB92 248NH 4SB,*3pf*,GS168,HS5023 Denny&Co.,Dumbarton | | | |
| 75225 WLSB | *J.Berneck* | ss Ddn.2nd No.3–4,04 2 *Dks*(*UTeak*)–3 *Dk rule* | | | | | | | | *WB*=*Cell DB*208′267*t* | | | | | |
| 219 | **Teal** | **IronScSr** | 764 620 390 | | 1876 | M.Pearse& Co. Stockton | GeneralStm.Nav. Co.Ld. | 220·1 P77′ | 28·5 F45 | 14·8 | **London** British | C.2Cy.31½″&59″–36″ 174NH Blair&Co.(Lim.),Stockton | 15 | 8 | |
| 73660 QRJV | *T.W.Woodward* –99 | 2 *Dks* | | | | | | | | *WB* | | | | | |
| 220 | — | **IronScK** | 143 141 89 | | 1897 | Edwards Bros. NorthShields | KelsallBros.& Beeching,Ld. (J.E. A.Kelsall, *Mgr.*) | 106·0 | 20·5 | 11·0 BK7½″ | **Hull** British | T.3Cy.12″,18″&30″–21″ 41RH N.F.Marine Co.(Lim.),Sls. | 11 | 10 | |
| 108522 | *E.Turner* –97 *Elec.light* | (*Trawler*) 1 *Dk* | | | | | | | | *WB* | | | | | |
| 221 | — | **SteelScYl** | 141 135 54 | | 1893 | Mackie& Thomson Glasgow | ~~Harvey&Co.Ld.~~ C.T.Pannell (J.Tidman, *Mgr.*) | 98·0 | 20·5 | 10·7 BK7½″ | **London** British | T.3Cy.10″,16″&25½″–20″ 35RH Muir&Houston,Glasgow | 11 | 7 | |
| ~~GBSC~~ | *J.Mascall* –97 *Mchy.Aft* | 1 *Dk* | | | | | | | | *WB* | | | | | |
| 222 | — | **SteelScK** | 131 109 77 | | 1889 | J.Payne Bristol | R.Burton&Son | 97·6 Q11*t* | 19·3 F7*t* | 8·5 | **Bristol** British | 1Cy.20″–18″ 40RH J.Payne,Bristol | | | |
| 95724 LMVT | *D.Thomas* –00 | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed. If not in L. Dated ✠ of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 223 115888 VNMD | **Tean** *Elec.light* | **SteelTwinScSr** 2 Dks | 2193 1941 1346 | | | 1904 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 299·8 \| 40·1 \| 20·6 B86′F37′ | London British *WB* | T.6Cy.14½″,24″&39½″–30″ 169NHP Greenock Foundry Co Grk | | BT till 2,05 | |
| 224 99749 SBWH | **Tearaght** *A.E.Birt* –00 | **SteelTwinScSr** 2 Dks | 621 487 212 | | | 1893 | W.Allsup& Sons(Lim.) Preston | Commissioners of IrishLights | 189·9 28·1 \| 14·5 B44′F22′ BK8″ | Dublin British *WB* | C.4Cy.21″&40″–21″ 156NHP W.Allsup&Sons(Lim.)Prs. | 15 ″ 4 | | |
| 225 146896 KFSV | **Teaser** *E.T.Chandler* | **WoodScSrTug** 1 Dk | 217 199 121 | | | 1899 | Atlantic Works Boston | F.W.Munn | 113·7 25·3 \| 13·5 | Phildlphia Utd. States | C.2Cy.20″&36″–26″ 55NHP Atlantic Works,Boston | | | |
| 226 783 SLFT | **Tebe** *L.Mancini* *Elec.light* | **IronScBk** (*ex* Indipendente) 3 Dks | 3014 2478 1933 | | | 1883 | A.Stephen &Sons Glasgow | Nav.Gen.Italiana | 344·7 \| 40·0 \| 25·0 P153*t* B318*t* F45*t* | Genoa Italian *WB* | T.3Cy.23⅝″,37½″&63″–47½″ NE&B03 273NHP N.Odero fu A.Sestri Ponente | | I | |
| 227 99 HSDF | — *L.Tarabochia* | **IronScSr** 2 Dks | 1769 — 1071 | | | 1873 | Lloyd Austro-Ungarico Trieste | Lloyd Austriaco | 272·0 \| 32·6 \| 29·9 | Trieste Aust.-Hung | C.2Cy.33⅜″&63″–36″ 198NHP Stabilimento Tecnico,Tri. | | | |
| 228 RJLK | **Teck** *E.Stroberg* | **IronScSr** 1 Dk | 577 416 306 | | | 1891 | Flensburgr Schiffsb.Ges. Flensburg | Deutsch-Austral. Dmpfsch.Ges. | 184·1 \| 29·3 \| 11·8 P31′B8′H34′F21′ | Hamburg German *WB* | T.3Cy.14″,21″&40½″–24″ 80NHP Flensburger Schiffsb.Ges. | | G | |
| 229 1899 HKSB | **Tedorigawa Maru** (*ex* Kano Maru) | **WoodScSr** 2 Dks | 428 395 265 | | | 1896 | Nagata Sanjuro Osaka | Osaka Shosen Kabushiki Kaisha | 150·0 \| 22·2 \| 17·2 | Osaka Japanese | C.2Cy.19⅜″&38″–24″ E&B *Bolt* 32 59NHP Kawasaki Dkyd Co Ld Kobe | | | |
| 230 46457 HKHJ | **Teelin Head** *T.Graham* –02 *Well deck* *Elec.light* *Iron Beams* | **SteelScSr** ss Liv.No.3–1,95 ss Bel.No.2–05 1 Dk(Stl)2tr B | 1718 1371 1083 | ✠100A1 11,04 ~~1,08~~ | Bel *r* | 1883 2mo | Workman, Clark&Co. Belfast *Lloyd's SA&CP* | Ulster S.S.Co.Ld. (G.Heyn&Ss. *Mgrs*) | 275·4 \| 35·3 \| 18·1 Q96′B84′F34′ BK94″ *WB = Cell D B206′* | Belfast British *4 B H Cem* 460*t A P T 85t* | C.2Cy.31″&60″–42″ *(a)* 85lb *67lb* 187NHP 2SB,*6f*,GS108,HS3109 J.Howden&Co.,Glasgow | 21 ″ 3 s 1 ″ 11½ | | 2,04 |
| 231 45742 FCDW | **Teenkai** *H.C.Harris* –02 *Elec.light* ss Bkn.No.2–03 | **SteelScSr** ~~ss Liv. No.1–99~~ 2 Dks(Stl-Uteaks) *& deep framing 3 Dk rule* | 4642 4400 3016 | ✠100A1 1,05 ~~1,08~~ | Bkn Lon *y* | 1895 10mo | D&W Henderson&Co. Glasgow *Lloyd's SA&CP* | China Mutual Stm. Nav.Co.Ld. (A. Holt&Co. *Mgrs.*) *WB = Cell D Ba* | 410·0 \| 48·1 \| 26·2 P44′B110′F47′ BK9″ 122′ *uE & B58′ f168′* | Liverpool British *6 B H Cem* 1071*t F P T* | T.3Cy.27″,46″&76″–60″ *(s)* 180lb *180lb* 532NHP 3SD,*9pf*,GS188,HS7068 FD D.&W.Henderson&Co Gls. 136*t A P T 45t M T 24′ 335t* | 29 ″ 2 | BT till ~~2,06~~ 1,06 | ~~4,08~~ 8,04 |
| 232 39329 NTBW | **Tees** *J.O.Townsend* 96–03 *Elec.light* | **SteelScSr** 1 Dk & Shelter dk | 679 351 441 | | ... | 1893 | Richardsn, Duck&Co. Stockton | Canadian Pacific Rly.Co. | 165·0 \| 26·0 \| 10·8 FK | Vict'ria BC British *WB* | T.3Cy.16½″,27″&44″–30″ 95RHP Blair&Co.(Lim.),Stockton | 13 ″ 0 | | |
| 233 — 122332 | *J.Taylor* 02–03 *Well deck* *Mchy.Aft* | **SteelScSr** 1 Dk(Stl) | 275 192 86 | ✠100A1 1,05 ~~1,08~~ | Hul *d* | 1903 3mo | Ardrossan DD&SBCo Ld Ardrossan *Lloyd's SA&CP* | E.P.Hutchinson | 130·0 \| 22·3 \| 9·3 Q72′B7′F19′ FK *WB = FPT 24t* | Hull British *3 B H Cem* *A P T 3t* | C.2Cy.14″&29″–21″ *(s)* 130lb *80lb* 35RHP 1SB,*2pf*,GS32,HS935 Renfrew Bros.Irvine | 9 ″ 11 s ″ 6½ | | ~~1,04~~ 1,05 |
| 234 — 39093 MQFT | *W.J.Smith* –94 | **SteelScSp** 1 Dk | 180 159 71 | ✠ *Coasting with freeboard* 5,92 ✠ | Psy *h* | 1892 5mo | J.McArthur&Co. Paisley | Royal Mail Steam Packet Co. | 120·0 \| 21·1 \| 8·7 FK | London British *6 B H Cem* | C.2Cy.16″&32″–21″ 42RHP 1SB,*3pf*,GS49,HS1212 Bow,McLachlan&Co.,Psy. | 9 ″ 3 | | |
| 235 128038 HSFD | **Teesdale** *W.J.Edwards* 04–04 1 Dk(*pt Irn & pt Stl*) *& Web frames* | **SteelScSr** ~~2709~~ 2470 2314 1560 | ~~2709~~ ✠100A1 9,04 *(Class Contemplated)* | Stk *t* | 1904 9mo | Ropner& Son Stockton *Lloyd's SA&CP* | J.A.Wood&Co. *WB = Cell D Ba* | 310·0 \| 44·2 \| 20·4 P29′B184′F37′ FK 190′ *uE & B34′ f138′ 6t A P T 94t* | W.Hartlpl British *5 B H Cem* | T.3Cy.23″,37½″&61½″–39″ 180lb *90lb(s)* 258NHP 2SB,*6cf*,GS106,HS1000 Blair&Co.Ld.Stockton | 22 ″ 10 s 3 ″ 0 | | ~~3,03~~ 1,05 |
| 236 — 39016 GLS | *J.Pybus* –00 *Mchy.Aft* | **IronScSr** ss Mdb.2nd No.3–5,01 1 Dk | 340 253 190 | ✠100A1 3,05 ~~3,08~~ ~~3,11~~ ~~BS 3,08~~ | Mdb *f* | 1876 7mo | R.Craggs &Sons Middlesbro' A&CP | J.M.Lennard& Sons,Ld. | 151·9 \| 21·2 \| 10·9 Q71′F24′ len95 *WB = DB f 49′ 35t* | Middlsbro' British *3 B H Cem* *A P T 94t* | C.2Cy.18½″&34″–24″ *(s)* 80lb *80lb* NDB94 54RHP 1SB,*2pf*,GS27,HS768 Blair&Co.(Lim.),Stockton | 11 ″ 9 s 1 ″ 0½ | | ~~3,03~~ 1,05 |
| 237 39577 HQFQ | **Teesta** *A.M.Rait* 90–03 *Elec.light* | **SteelTwinScSr** 3 Dks(*U Stl*–teaks,*M Stl*–ws) *& Web frames* | 6295 5408 3428 | ✠100A1 8,03 | Sld *b* † | 1903 8mo | Sir J. Laing &Sons.Ld. Sunderland *Lloyd's SA&CP* | British India Stm. Nav.Co.Ld. *WB = Cell* | 446·0 \| 53·7 \| 30·0 P73′B125′F75′ FK&BK1″ *DBa 121′ uE & B 91′ f 184′ 1235t D* | Glasgow British *8 B H Cem* *Tf 26′ 880t F P T 78t A P T 78t* | T.6Cy.26½″,44″&78″–48″ *(s)* 180lb *180lb* 989NHP 6SB,*18cf*,GS342,HS14461 FD G.Clark,Ld.Sunderland | 33 ″ 0 s 7 ″ 7½ | BT till 8,04 | |
| 238 [illegible] | **Teh Hsing** *A.Calder* –03 | **SteelTwinScSr** (*ex* Pao-Ching) | 1642 710 1271 | | | 18 8 10 | S.C.Farnham&Co. Shanghai | R.W.Astill | 238·0 \| 30·1 \| 12·0 H72*t* F43*t* 27·2 *Saloon dk 43 8t* *Promenade dk 37 2t* | Shanghai British | C.4Cy.16″&32″–18″ 85RHP S.C.Farnham&Co.,Shanghi | | | |
| 239 | **Tehuantepec** *E.de Garay* 86–96 1 Dk(Stl) *& pt Shade dk(Teak)* | **SteelScSr** *Coasting Gulf of Mexico, Tabasco & Vera Cruz* | 751 600 464 | ✠ *with freeboard* 10,96 ✠ | Dmb *k* | 1896 10mo | A.McMillan&Son(Ld) Dumbarton | Cia.Mexicana de Nav. | 209·2 \| 30·0 \| 12·4 P50′F33′ *Shade dk 81′* FK *WB = FPT* | Tabasco Mexican *4 B H Cem* *40t A P T 45t* | T.3Cy.17″,28″&45″–30″ 123NHP 2SB,*4cf*,GS73,HS2022 R.Napier&Sons(Lim.)Gls. | 13 ″ 0 | | |
| 240 | **Tehuelchi** 1 Dk(Teak) | **SteelScSr** *For towing purposes* | 171 160 3 | ✠ | ... | 1900 7mo | Day,Summers&Co. Southampton *Lloyd's SA&CP* | Argentine Government | 100·7 \| 20·0 \| 11·7 BK6″ *WB = FPT 5t* | Bns.Ayres Argentine *3 B H Cem* | T.3Cy.13″,20½″&33″–24″ *(s)* 160lb 73NHP 1SB,*2cf*,GS56.HS1401 Day,Summers&Co.Sou. | 12 ″ 7 | | |
| 241 1891 | **Teijo Maru** | **WoodScSr** 2 Dks | 143 132 89 | | | 1897 | Mihara Mannosuke Osaka | Horo-izumi Kisen Kabushiki Kaisha | 105·3 \| 15·1 \| 12·1 | Hakodate Japanese | T.3Cy.7⅞″,11″&18⅝″–16″ 14NHP Ono Soikichi,Osaka | | | |
| 242 | **Teir el Mina** *F.Borg Ruggier* 96–96 | **SteelTwinScTug** 1 Dk | 195 195 19 | | ... | 1895 | Fleming& Ferguson Paisley | Board of Administ. Egyptian Rlwys. &Telegraphs | 115·0 \| 22·1 \| 11·0 BK7″ | Alexndria Egyptian | T.6Cy.10″,16½″&27″–22″ 84NHP Fleming&Ferguson,Psy. | 11 ″ 6 | | |
| 243 | **Teixeirinha** *M.J.das Neves* (*ex* Asuncion) | **SteelTwinScSr** 1 Dk | 433 399 257 | | ... | 1890 | R. Duncan &Co. Pt.Glasgow | Cia.de Nav.S.João da Barra e Campos | 159·7 \| 32·1 \| 9·0 B26′F17′ FK | R.Janeiro Brazilian *WB* | T.4Cy.(2)9″,18″&32″–22″ 57NHP Rankin&Blackmore.Grk. | 9 ″ 7 | | |
| 244 | **Tejo** *A.P.Gomez* 87–94 *Elec.light* *Mchy.Aft* | **SteelTwinSc** ss Pra.No.3–3,04 1 Dk & Promenade dk | 312 226 212 | ✠ A1 3,04 *For River purposes only* | Pra | 1893 9mo | Murdoch& Murray Pt.Glasgow A&CP | A.P.Gomez | 140·2 \| 30·1 \| 8·0 F16′ FK | Pará Brazilian *5 B H Cem* | T.6Cy.9¾″,15¾″&25″–18″ *(s)* 160lb 71NHP 1SB,*2cf*,GS45,HS1332 Lees,Anderson&Co.,Gls. | 8 ″ 5 | | ×3,04 |

| Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. / Signaux | Tonnage | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Termin. classif. ou dern. renouv. expird. Lettre d'Equipement. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après le Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No & Ms des Cylindres. Course Pression des Chaudières. NHP. Force en chevaux d'après les formules de la Société. IHP. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Quille. Pont. Navire. | Epaisseur des Bordages. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **245 Telde** SteelScSr<br>105363 *E.C.Bredenberg* –01 *ss*Lon.No.1–01<br>PFBK *Elec.light* 1*Dk* | 1461<br>987<br>929 | ✠100A1<br>1,04 | Lon | *p* | 1896 J.L.Thompson&SonsLd.<br>1mo Sunderland<br>A&CP | MerseyS.S.Co.Ld.<br>Leech,Harrison&Forwood,*Mgrs.*) | 242·0 34·0 16·7<br>P151′F30′<br>*WB*= *Cell DBa*52′*s*E21′*f*<br>*pt Shelter dk*58 BK9′<br>10,04 | Liverpool<br>British<br>4 *BHCem*<br>105′253*t* | T3Cy.19½″,32½″&54″–39″(*s*<br>180lb *80lb* NDB00 NH<br>1SB,*3rf*,gs68,hs3022<br>J.Dickinson&Sons(L.),Sld | 19 × 6<br>× 1 × 8 | |
| **246 Telefon** SteelScSr<br>*N.F.Holm*<br>HNLV 1*Dk* | 1538<br>1145<br>968 | | | | 1900 WoodSkinner&Co.Ld.<br>Newcastle | Acties.Dmpskslsk.Telefon (P.A.Grön)<br>*WB*= | 255·5 36·0 15·7<br>Q112*t*B169*t*H69*t*<br>F37*t* | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.18½″,30″&49″–33″<br>138NH<br>N.E.MarineCo.Ld.Nwc. | | N |
| **247 Telegraf** WoodScSr<br>*H.C.Nielsen*00–00<br>HMQW 1*Dk2trB* | 737<br>573<br>452 | | | | 1900 E.Lindstöl<br>Risör | Acties.Dmpskslsk.Telegraf (P.A.Grön) | 173·5 32·1 15·5<br>Q56*t*B75*t*H10*t*F2 | Sandefjrd<br>Norwegian | T.3Cy.15″,21″&33″–27″<br>57NH<br>AkersMek.Verks.Xia. | | N |
| **248** — SteelScSr<br>*K.vonSeveren*99–99 1*Dk* | 175<br>125<br>83 | | | | 1895 Xiansands<br>Mek.Værks<br>Xiansand,S. | DenNorske Rigstelegraf | 100·0 20·0 10·2<br>Q25′B80′F16′ | Christiania<br>Norwegian | T.3Cy.10″,16″&25″–18″<br>27NH<br>XiansandsM.V.,XiansndS | | N |
| **249 Telegraph** SteelScSr<br>*E.Breeden*02–02 (*Tug*) 1*Dk*<br>RJHK | 147<br>141<br>1 | | | | 1890 H.Brandenburg<br>Hamburg | Verein.Bugs.-& FrachtschfhrtGes | 89·6 19·6 13·3 | Hamburg<br>German | T.2Cy.18⅞″&33″–23½″<br>44NH<br>H.Brandenburg,Hamburg | | |
| **250 Tel-el-Kebir** IronScSp<br>*L.Pockett* –03<br>*Mchy.Aft* | 163<br>137<br>79 | | | | 1883 G.K.Stothert&Co.<br>Bristol | A.J.Smith | 118·2 19·6 7·4 | Bristol<br>British | 1Cy.22″–18″<br>NB02 85RH<br>G.K.Stothert&Co.,Brs. | | |
| **251 Telemachus** SteelScSr<br>115277 *J.H.Goodwin* –02<br>TJFL *Elec.light* 2*Dks* | 7450<br>6045<br>4802 | | | | 1902 Workman,Clark&Co.Ld.<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 454·7 54·1 32·3<br>P58′B160′F57′<br>*WB* | Liverpool<br>British | T.3Cy.28″,48″&82″–60″<br>521NB<br>Wrkman,Clark&CoLd.Bel | | |
| **252** — IronScSr<br>81368 *P.S.Primrose* –00<br>PNVM | 2186<br>2004<br>1340 | | | | 1880 A.Leslie&Co.<br>Newcastle | ~~UnLoChuen~~<br>LiShek Pang | 320·9 34·6 26·0<br>H135*t* | HongKong<br>British | C.2Cy.27″&66″–52″<br>188NH<br>R.Stephenson&Co.,Nwc. | | |
| **253 Télémaque** IronScSr<br>*L.P.Magnique*93–93 1*Dk*<br>LFKC | 480<br>255 | | | | 1872 Forges&C. de la Médit.<br>LaSeyne | SocAnondesForges &Chantiers de la Méditerranée | 164·0 24·6 15·9<br>H7′ F22′ | Marseilles<br>French | C.2Cy.19½″&40½″–23½″<br>NB90 64NH<br>Forges&C.de la Médit.,Msl | | V |
| *Now named "Omara." See No. 11 in Supplement* | | | | | | | | | | | |
| **254 Telemarken** IronScSp<br>*A.Olsen*00–<br>HQMK (*ex*Thelemarken) 1*Dk* | 128<br>59<br>77 | | | | 1876 Akers.<br>Mek.Værks.<br>Christiania | Skien-Telemarken Dampskibselsk. | 101·7 17·0 5·7<br>P21*t*H26*t*F21*t* | Skien<br>Norwegian | C.2Cy.13″&25″–14½″<br>20NH<br>Akers.Mek.Værks.Xia. | | |
| **255 Telena** *ss*Nag.No.2–01 SteelSc3MstSr<br>105764 ~~*H.Cunliffe*–00~~ ~~*ss*Tri.No.1–00~~<br>PDHB *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* ~~*Carl Stamer*~~ *Starkey* | 4778<br>4394<br>3124 | ✠100A1<br>~~1,00~~ 8,03<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* | Ham<br>Nag | *x* | 1895 W.Gray&Co.(Lim.)<br>11mo W Hartlepool<br>A&CP | ShellTransport&TradingCo.Ld.(M.Samuel&Co.*Mgrs*)<br>*WB*= *Cell DBa*&*uE*&<br>3,02 | 375·5 18·0 29·8<br>P88′B52′F43′<br>FK<br>B69′172*t*DT | London<br>British<br>12 *BHCem*<br>P21′251*t*FPT101*t*APT87*t* | T.3Cy.27½″,43½″&73″–48″(*s*)<br>160lb *100lb* 398NH<br>3SB,*9rf*,gs136,hs6400<br>Cen.Mar.Eng.Wks.,WHpl | 31 × 6<br>× 6 × 11 | |
| **256 Telephone** IronScSr<br>68289 *D.Williams* –03 *ss*Gls.No.2–86<br>MJGR *Mchy.Aft* 1*Dk* | 162<br>131<br>75 | 7,86 | Gls | *b* | 1878 H.M'Intyre&Co.<br>Paisley | ~~Liverpool&Menai~~<br>~~StraitsSCoLd~~<br>(J.D.Penny,*Mgr.*) | 110·6 18·2 8·8<br>Q37′ B11′ F12′<br>*WB*=*FPT* | Liverpool<br>British<br>3 *BHCem* | C.2Cy.15″&26″–21″<br>NB04 80RH<br>Muir&Houston,Glasgow | | |
| **257 Telesfora** SteelScSr<br>*Bengoa* –02 *ss*Liv.No.2–00<br>JRQV (*ex*Inchbarra) 2*Dks*(*Irn*)&*Webframes* | 4069<br>3791<br>2668 | ✠100A1<br>1,03 | Liv | *w* | 1891 W.Gray&Co.(Lim.)<br>8mo W Hartlepool<br>A&CP | Larrinaga&Co. | 365·0 47·1 26·5<br>P31′B88′F38′<br>BK11′<br>*WB*= *Cell DB*312′872*t* | Bilbao<br>Spanish<br>6 *BHCem* | T.3Cy.27″,43″&72″–45″ (*s*<br>160lb *100lb* NDB98 333NH<br>2DB,*8rf*,gs150,hs4760<br>Cen.Mar.Eng.Wrks.W Hpl | 29 × 4<br>× 6 × 3½ | |
| **258 Tell** IronSc<br>*J.Gout*97–00<br>LFKH 2*Dks*&*Spardk* | 1342<br>745 | | | | 1879 Forges&C. de la Médit.<br>LaSeyne | Cie.deNav.Mixte | 229·6 31·7 23·6 | Marseilles<br>French | C.2Cy.32¼″&60¼″–29½″<br>164NH<br>Forges&C.dela Médit.,Msl. | | |
| **259** — IronScSp<br>*P.Kröger*97–99 1*Dk*<br>QCSK | 185<br>173 | | | | 1871 Reiherst'g Schiffsw.<br>Hamburg | VereinBugs.-& FrachtschfhrtGes. | 109·9 21·1 12·4 | Hamburg<br>German | C.2Cy.28″&48″–30″<br>NB91 105NH<br>Reiherst.Maschinenf.Ham | | |
| **260 Tellus** *Arntzen* –04 SteelScSr<br>~~*Symerton*~~ ~~*ss*~~SFo.No.3–10,02<br>HMJP *Well deck* 1*Dk*(*Stl*)&*Webframes* | 2522<br>1957<br>1612 | ✠100A1<br>~~10,02~~ 4,05<br>~~1,05~~ | SFo<br>~~Sni~~Nag | *t* | 1890 Osbourne,Graham&Co.<br>6mo Sunderland<br>A&CP | Intsk.Dampskibet Tellus's Rederi (W.Wilhelmsen)<br>*WB*= *Cell DBa*120′*f*112′517*t* | 302·0 40·1 20·6<br>P29′Q96′B120′<br>F32′ BK10′<br>6 *BHCem*<br>*APT*46*t* | Tönsberg<br>Norwegian<br>6 *BHCem* | T.3Cy.22½″,37″&61″–42″ (*r*<br>160lb ~~150~~ 143lb 238NH<br>2SB,*6pf*,gs108,hs3524<br>G.Clark(Lim.)Sunderland | 23 × 1 | |
| **261** — SteelSc<br>2*Dks* | 1520<br>950 | | | | 1904 Nederl. Schps.Maats. Stoomb.Maats. Amsterdam | Koninkl.Nederl. Stoomb.Maats. | 250·0 34·5 20·7<br>Q78′B60′F30′ | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19″,32″&51″–36″<br>156NH<br>NedFb.v.Wrk&Spoor,Ams | | |
| **262** — SteelScSr<br>2696 *A.F.Svedberg*83–92 1*Dk2trB*<br>HRDV | 1028<br>777<br>735 | | | | 1882 MotalaCo.<br>Norrköping | StockholmsÅngf. Rederiaktieb | 204·8 29·8 17·1<br>P120′ H19*t* F24 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14⅜″,23½″&38″–25½″<br>NE00 61NH<br>W.Lindberg's M.V.Skm. | | V |
| **263** — SteelScSr<br>421 *O.R.Ekman*92–92 1*Dk*<br>JBMQ *Mchy.Aft* | 230<br>186<br>122 | | | | 1892 Eriksbergs M.V. Gothenburg | Ångf.Aktieb Tellus (ErnstOdenius) | 102·3 22·2 11·8<br>B28′H5*t*F13′ | Gothenbrg<br>Swedish | C.2Cy.12″&24″–16″<br>19NH<br>EriksbergsM.V.Gothenbrg | | |
| **264 Temis** IronScSr<br>756 *G.A.Andersson*98–98 1*Dk*<br>HRQC | 337<br>286<br>184 | | | | 1883 Göteborgs Mek.Verkst. Gothenburg | Ångf.Aktieb.Norman(T.Ahrenberg) | 135·0 22·9 13·3<br>B37′ H6*t* | Gothenbrg<br>Swedish | C.2Cy.16½″&28″–19½″<br>29NH<br>GöteborgsM.V.Gothenbrg | | |
| **265 Temiscamangue** WoodPad<br>107385 *Binley*<br>HRQC | 295<br>123<br>218 | | | | 1898 L.Laconture Sorel, Quebec | A.Lumsden | 133·0 22·5 6·5 | Ottawa<br>British | C.2Cy.12″&23″–12″<br>NE87 21RH<br>Carriere&Lawrie,Ltd.,Que | | |
| **266 Temiya Maru** SteelScSr<br>8423 *K.Famada*98–02 *ss*Cff.No.2–02<br>JPHS (*ex*SaintJerome) 1*Dk*(*Stl*)*2trB*&*Web frames*&*pt Awng dk*(*pt Stl pt Irn*) | 2943<br>2218<br>2136 | ✠100A1<br>*pt Awng dk with freeboard*<br>~~1,00~~ 10,03 | Yka<br>Nag | *t* | 1894 Furness,Withy&Co.Ld.<br>9mo W Hartlepool<br>A&CP | HokkaidoTanko Tetsudo Kabushiki Kaisha<br>*WB*= *Cell DBa*106′ | 314·0 40·5 21·3<br>Q131′<br>FK<br>*APT* | Yokohama<br>Japanese<br>4 *BHCem*<br>*APT* | T.3Cy.23½″,37½″&61½″–39″<br>160lb *70lb* (*s*) 240NH<br>2SB,*6rf*,gs90,hs3664<br>F.Richardson&Sons,Hpl. | 23 × 10<br>× 9 × 2 | |
| **267 Temple** SteelScSr<br>~~*Ludovic*~~ *L.Cragg* –04<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1024<br>753<br>580 | ✠100A1<br>~~2,01~~ | Cff<br>Rio | *m* | 1901 A.Vuyk<br>8mo Capelle a.d Yssel<br>A&CP | Empreza deNav. Norte e Sul | 216·0 32·0 14·3<br>P32′Q86′B14′F26′<br>FK<br>*WB*= *DBa*54′*f*88′284*t*FPT | R.Janeiro<br>Brazilian<br>4 *BHCem*<br>52*t*APT15*t* | T.3Cy.17″,28½″&46″–30″ (*s*)<br>180lb *100lb* 132NH<br>1SB,*3pf*,gs50,hs2136<br>R.T.Grey,SouthShields | 16 × 5<br>× 9 × 7½ | |

| No. in Book. / Official No. / Code letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / + for Special Survey. Date of last Survey. | Port of Survey. | Dunkeswell Equipment Letter. | When Built. / Ship. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. | Registered in which class if not 100 A.1. Date of Tonnage Cert. | Mean Draft. Date when last docked. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 HDBV | **Templemore** — *Master.* — Special Surveys. | **SteelSc4MstSr** — *Late Name if any.* — 2 Dks(Stl)&Spar dk(Irn) Mtr B | 6344 / 6122 / 4156 | ✝100A1 Spar dk with freeboard 5,05 Additional Bulkheads | Liv | *a*† | 1894 / 2mo | Harland& Wolff(Lim.) Belfast | TemplemoreSS.Co. Ltd. (W.Johnston& Co.Ltd.) | 451·0 / F50′ / WB = Cell fitted between Main & Spar Dks | 48·3 / 34·6 FK&BK3 | 26·8 / DB392′ 950t FPT 111t APT436t | Liverpool British | T.3Cy.30½″,50″&82″-60″ (*s*) 180lb 627NHP 2D&2SB,18*rf*,GS318,HS10510 Harland& Wolff(Lim.)Bel | 30 ″ 5 / s 10 ″ 5 | | |
| 269 TMCB | — — *W.J.Kane*02–02 — *Mchy.Aft* — *Well deck* | **SteelSc3MstSr** — 1 Dk(Stl) | 386 / 232 / 104 | ✝100A1 Spar dk 11,04 Gls | Psy | *f* | 1902 / 6mo | J.Fuller-ton&Co. Paisley | H.Lane&Co. | 145·0 / Q81′B9′F31′ / WB | 23·9 / BK6 | 8·0 / DB*f*32′50t FPT 66t APT28t | Lndnderry British | C.2Cy.17½″&39″-27″ (*s*) 130lb *80lb* 88RHP 1SB,3*rf*,GS52,HS1643 Ross&Duncan,Glasgow | 11 ″ 0 / s ″ 8½ | | |
| 270 QCTN | **Tempo** — *N.N.Digman* –91 — *ss*Shl.No.3–4,94 *ss*Sld.No.2–03 — 1 Dk2trB | **IronScSr** | 1082 / 912 / 672 | ✝90A1 3,05 Shl NB4,90 B LMC4,03 | Sld | *o* | 1881 / 7mo | T.&W. Smith N.Shields | PeltonS.S.Co.Ld. (R.S.Gardiner& J.Reay, *Mgrs.*) | 231·0 / P23′B46′ F17′ / WB = Cell | 35·1 / BK8 | 13·9 / DB188′ 423t FPT 85t APT75t | Newcastle British | C.2Cy.25″&58″–36″ (*s*) 100lb *90lb* NDB94 144NHP 1SB,4*pf*,GS60,HS1900 Hawks,Crawshay&Ss.,Gts | 17 ″ 3 / s 2 · 7½ | | 5,04 |
| 271 HBDV | **Tempus** *F.G.Evans*04–04 — framing 3 Dk Rule | **SteelScSr** — 1 Dk Stl,2trB,cp,ep | 3000 / 2719 / 1901 | ✝100A1 5,05 Stk Bry (Glass Gunton plated) 1,21C9,04 | | *v* | 1904 / 9mo | Craig, Taylor&Co. Stockton | TempusShppg.Co. Ld. (W.H.Seager, *Mgr*) | 325·0 / P32′B186′F32′ / WB = Cell DBa102′ uE24 | 48·2 / FK | 24·3 / DB*f*18′ FPT171t APT*f*48t | Cardiff British | T.3Cy.24″,39″&64″-42″ (*s*) 180lb 286NHP 25,6,,,,25,HS1410 N.E.Marine Eng.Co Ld.Sld. | 24 ″ 0 / s 3 · 4½ | | |
| 272 HBDV | **Ten** *J.Barley* –02 | **SteelScK** — 1 Dk | 77 / 72 / 25 | ✝100A1 For Fishing purposes 6,01 | Shl | | 1901 / 6mo | Smith's Dock Co.Ld. NorthShields | Smith'sDock Trust Co.Ld. | 80·0 / WB = | 18·0 / BK6 | 8·2 / DB*f*t FPT2t | Yarmouth British | C.2Cy.10½″&23″–16″ (*s*) 125lb 21RHP 1SB,2*pf*,GS19,HS476 MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 273 QCTN | **Tenby** *W.H.Whitmore* –04 — *ss*Shl.No.1–02 — 1 Dk(Irn)2trB&F Web frames 3 Dk rule | **SteelScSr** | 3969 / 3407 / 2559 | ✝100A1 Trunk dk with freeboard 5,03 Cff | | *w* | 1898 / 5mo | Ropner& Son Stockton | R.Ropner&Co. | 336·5 / P29′B64′F31′ / WB = Cell DBa106′ uE22 | 46·5 / FK | 25·6 / DB*f*136′ 708t FPT218t | W.Hartlpl British | T.3Cy.23″,39″&67″–45″ (*s*) 210lb *160lb* 319NHP 2SB,6*rf*,GS118,HS1470 Blair&Co.Ld.Stockton | 27 ″ 3 / s 4 · 10½ | | 4,04 |
| 274 HDSW | **Tenby Castle** *J.Pratt* –03 | **IronScK** — 1 Dk | 153 / 148 / 51 | ✝100A1 Stm Trawler 5,05 Mil Sws MC7,0 | | | 1898 / 3mo | Edwards Bros. NorthShields | CastleS.Trawlers. Ld. (C.Heron, *Mgr.*) | 105·5 / Q19′ | 20·8 / BK7½ | 10·9 / DB*f*t FPT2t | London British | T.3Cy.12″,19″&32″–22½″ (*s*) 160lb 56RHP 1SB,2*pf*,GS25,HS890 N.E.Marine Co.(Lim.),Sld. | 11 ″ 10 | | 7,01 2,05 |
| 275 HBNL | **Tenedos** *J.D.Anbel*00–03 — (*ex*Milano,*ex*Italia) | **SteelScSr** — 2 Dks(UStl–ws) &Spar dk(pt Stl) | 3564 / 2375 / 2263 | ✝ 5,89 Nwc | | *u* | 1889 / 5mo | Armstrong Mitchell&Co Ld Newcastle | DeutscheLevante Linie | 344·5 / P42′B81′F44′ / WB = Cell | 43·5 / FK | 29·2 / DB304′ 794t FPT 70t APT70t | Hamburg German | T.3Cy.25″,41″&67″–48″ 311NHP Wllsnd.Slpwy.Co.Ld.Nwc | 23 ″ 9 | G | |
| 276 MLGK | — — *ss*Ant.2nd No.3–6,99 — 2 Dks3trB | **IronScSr** | 1286 / 1261 / 808 | ✝100A1 2,03 Lon | | *o* | 1873 / 11mo | Lon.&Glas. Co. Glasgow | TenedosS.S.Co.Ld. (Westcott&Laurance,Ld.) | 241·7 / Mchmn'Tow'sk Boy | 32·3 / BK9 | 22·7 / DB*f*304′ 794t FPT 82t APT124t | London British | C.2Cy.31″&54″–33″ (*i*) 60lb *80lb* NDB96 162NHP 2SB.4*pf*,GS160,HS3580 Lon.&Glas.Co.,Glasgow | 24 ″ 0 / s 4 · 8½ | | 12,03 |
| *Renamed "Salonique," See No. 3 in Supplement* | | | | | | | | | | | | | Salonica Turkish | | | | |
| 277 JRSQ | **Tenerife** *T.J.Garabito* –99 — (*ex*Nigel) — *Mchy.Aft* *Well deck* | **IronScSr** — 1 Dk | 280 / 210 / 99 | ✝ 10,95 Gls | | *o* | 1886 / 2mo | Scott&Co. Bowling | Cia.deNav.de Tenerife | 135·2 / Q52′B12′F20′ / WB = | 22·1 / BK7 | 10·5 / FPT230t | Tenerife, Canary I. Spanish | C.2Cy.21″&42″–30″ 18NHP 1SB,2*cf*,GS40 Muir&Houston,Glasgow | 11 ″ 1 | | |
| 278 MHRD | — | **IronScSrTug** — 1 Dk(Irn–ws) | 52 / 11 | ✝ | | ··· | 1891 / 9mo | R.&H. Green London | Sinclair,Hamilton &Co. | 70·0 / | 16·0 / BK6 | 6·7 / 4 BHCem | London British | C.2Cy.12½″&25″–18″ (*s*) 75lb 30RHP 1SB.2*pf*,GS25,HS756 J.Stewart&Son(Lim.)Lon. | 7 ″ 6 / s 1 · 9 | | 12,99 |
| 279 JTWK | **Teneriffe** — 4th Survey,Liv.3,03 — *J.F.O'Toole* –04 — 2 Dks(UptStl-ws) | **SteelScSr** | 1800 / 1617 / 1148 | ✝ A1 1 5,05 | Liv | Lv | 1885 / 2mo | Harland &Wolff Belfast | British&African S.N.Co.(1900).Ld. (Elder,Dempster& Co.*Mgrs.*) | 301·0 / P43′H139t | 36·0 / BK8 | 19·8 / 7 BH1PRH | Liverpool British | C.2Cy.32″&64″–42″ 221NHP 2B.6*pf*,GS123,HS3368 Harland&Wolff,Belfast | 21 ″ 4 / s 4 ″ 5½ | BT till 3,05 | 16·08 17·12 18·15 19·17 |
| 280 HBSQ | **Tennessee** *W.J.Bohannan* — *Elec.light* | **SteelTwinScSr** — 2 Dks | 1240 / — / 743 | | | | 1898 | Harlan& Hollings-worthCo. Wlmgtn,Del. | BaltimoreSteam PacketCo. | 245·0 / H— | 38·0 | 15·8 | Baltimore Utd.States | T.6Cy.18″,28″&45″–30″ 222NHP Harlan&HollingsworthCo. Wilmington,Del | | S | |
| 281 SDFD | **Tennyson** *A.Ohls* –02 — (*ex*Evangeline) — *Elec.light* | **SteelScSr** — 1 Dk(Stl)&Spar dk (Stl–ws)&deep framing | 3901 / 3358 / 2532 | ✝100A1 Spar dk 3,05 NYk MC4,04 | NYk | *w* | 1900 / 10mo | A.Stephen &Sons Glasgow | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*) | 371·5 / P34′B120′F40′ / WB = Cell DBa84′ uE &B70′ *f*108′ | 45·2 / FK | 18·8 / 6 BHCem 574t DTo22′505t APT41t | Liverpool British | T.3Cy.28″,46″&75″–51″ (*s*) 180lb 605NHP 4SB,12*cf*,GS319,HS9368 FD A.Stephen &Sons,Glasgow | 22 ″ 6 / s 6 ″ 7½ | | 2,03 10,04 |
| 282 JPBS | — — *R.C.M.Cowan* –02 — *ss*Hul.No.2–03 — 1 Dk(pt Stl&pt Irn)&Web frames &pt Awng dk(Irn) | **SteelScSr** | 2084 / 1501 / 1315 | ✝100A1 pt Awng dk with freeboard 12,04 2,03 Npt Hul BS6,04 MC2,03 | Npt | *r* | 1894 / 11mo | J.L.Thomp-son&Sons,Ld Sunderland A&CP | ShakespearShppg. Co.Ld. (Glover Bros. *Mgrs.*) | 280·0 / P24′Q80′ drp03 / pt Awng dk174′ / WB = Cell DBa84′ *f*108′ 327t | 39·0 / FK | 17·3 / 6 BHCem APT20t | London British | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 217NHP 2SB,6*cf*,GS92,HS3350 J.Dickinson,Sunderland | 19 ″ 8 / s 8 ″ 1 | | 7,03 |
| 283 JPBS | **Tenö** *A.L.Wahlberg* –90 | **IronSc** — 1 Dk | 126 / 66 / 86 | | | | 1875 | W.Lind-bergsAkteb Stockholm | VaxholmsNya Angf.Aktieb.(C.H. Backert) | 94·2 / Q31′ B37′ H9t | 17·6 / | 8·3 | Vaxholm Swedish | C.2Cy.11″&24″–21″ 22NHP W.LindbergsMek.V.,Skm. | | | |
| 284 HLFK | **Tenriu Maru** | **WoodScSr** — 2 Dks | 170 / 156 / 99 | | | | 1897 | Kajiwara Umanosuke Osaka | TokiowanKisen KabushikiKaisha | 112·2 | 16·0 | 12·7 | Tokio Japanese | C.2Cy.15″&30″–18″ 32NHP KimuraJusuke,Osaka | | | |
| 285 HLDN | **Tenriugawa Maru** | **SteelTwinScSr** — 2 Dks | 659 / 554 / 408 | | | | 1897 | Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 176·8 | 24·6 | 16·3 | Osaka Japanese | T.6Cy.12″,18½″&31″–22″ 90NHP OsakaIronWorks,Osaka | | | |
| 286 JNGF | **Tenshin Maru** — (*ex*Saint Irene) *G.Laprail*(5-05 — 1 Dk(Irn) &Spar dk(Irn)&Web frames | **SteelScSr** — *ss*Bry.No.2–02 | 4161 / 3801 / 2580 | ✝100A1 Spar dk 1,05 Yka MC4,03 BS1,05 | Yka | *w* | 1894 / 5mo | J.Laing Sunderland A&CP | NipponYusen KabushikiKaisha | 357·0 / P35 B78′F35′ / WB = Cell DB300′ | 45·5 / BK9 | 19·0 / 26·7 6 BHCem 662t APT50t | Tokio Japanese | T.3Cy.24½″,41″&67″–45″ (*s*) 180lb 325NHP 3SB.9*rf*,GS180,HS4988 G.Clark,Ld.Sunderland | 21 ″ 6 / s 6 ″ 5½ | | 4,04 |
| 287 HKST | — (*SUNK 2,04*) *T.Tibbals*04–01 (*ex*Worcester) | **SteelScSr** — *ss*Yka.No.3–8,99 *ss*Kob.No.1–03 2 Dks(Stl)3trB | 2943 / 2714 / 1707 | ✝ 8,03 Kob | | *u* | 1887 / 2mo | W.Gray& Co. W Hartlepool | NipponYusen KabushikiKaisha | 315·8 / B78′F30′ / WB = Cell DB268′ | 42·6 / BK11 | 25·0 / 6 BHCem 572t FPT447t | Tokio Japanese | T.3Cy.24¾″,41″&66″–45″ NDB01 292NHP 2DB,12*cf*,GS162 Cen.Mar.Eng.Wks.W.Hpl | 27 ″ 7 / s 5 ″ 8 | | |

| Numéro d'Ordre / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage officiel. Longueur. | Largeur. | Creux. | Port d'Attache. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression sur Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les pressions des pistons. Métaux des Chaudières & Foyers. Nom du Constructeur des machines. | Voiles. | Tonnage Net. | Pont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 288 | **Tensho Maru** SteelScSr | 530 | | 1903 | Osaka Iron Works Osaka | UdaSayu | 162·0 | 22·4 | 17·4 | Kochi Japanese | T.4Cy.(2)8½"19½"&31½"–24" Bilt–fitted03 49NH | | | |
| 3704 JQTR | 2Dks | 472 328 | | | | | B33' | | | | | | | |
| 289 | **Tento** SteelScSr | 421 | ✝ Bly q | 1884 | P.Larsson | Acties.Dmpsk. Tento (J.W.Prebensen) WB | 141·3 | 25·3 | 12·6 | Risör Norwegian | C.2Cy.17"&31"–20½" 86NH | 13 « 6 | | N |
| HDGR | S.A.Ohlsen Well deck 1Dk Floors,Beams&Stringers of Iron | 321 245 | 5,88 | 9mo | Thorskog | | Q25t B47t H12t = MT16·75t F16·4 | | | | J.& C.G.Bolinder,Stckhlm. | | | |
| 290 | **Teodoro de Larrinaga** SteelScSr | 3999 | ✝100A1 Mch w | 1899 | Russell& Co. Pt.Glasgow A&CP | Miguel de Larrinaga SSCo.Ld.(Larrinaga&Co. Mgrs.) WB = Cell DBa112' | 344·3 | 49·8 | 17·9 | Liverpool British | T.3Cy.25",41"&67"–45" (s) 180lb 80lb 348NH 2SB,Brf,GS110,HS4534 FP Rankin&Blackmore,Grk. | 20 « 5 « 6 « 1½ | | |
| 1105s3 RFNK | H.Hudson –03 ssLiv.No.1–03 1Dk(Stl)&Spar dk(Stl) Elec.light &deep framing | 3636 2599 | Spar dk 1,04 | | | | B36' | | | | | | | |
| 291 | **Teraki** WoodPad | — — 109 | | 1869 | Money Wigram London | Chirket i Hairie (BosphorusSNCo.) | 150·0 | 19·0 | 10·0 | Constanpl Turkish | Maudslay,Son& Field,Ldn. | | | |
| 292 | **Terara** IronPad | 152 | | 1885 | Atlas Engine Co Ld. Sydney | North Coast Steam Nav.Co.Ld. | 125·3 | 20·0 | 6·7 | Sydney NSW British | C.2Cy.14½"&25"–48" 30RH Atlas Eng.Co.,Ld.,Sydney | | | |
| 893 | G.Ricketts90–96 1Dk | — | | | | | | | | | | | | |
| 293 | **Teredo** SteelTwinSc | 898 | ✝ ... | 1901 | W.Simons &Co.Ld. Renfrew | Natal Government | 200·2 | 38·2 | 13·7 | Port Natal British | T.6Cy.14½",28"&86"–24" (s) 160lb 80lb 110NH 2SB,4cf,GS94,HS1380 | 15 « 9 | | |
| | D.McElroy89–01 1Dk(Stl–ws) | 871 403 | Hopper Dredger | 9mo | | | Q11' F19' | | | | W.Simons&Co.Ld.Rnf. | | | |
| 294 | **Terek** SteelSc3MstSr | 3710 | ✝100A1 Mch w | 1899 | Sir J.Laing &Sons,Ld. Sunderland A&CP | Caucasian Stm. Shpg.Co.Ld.(Lane &Macandrew Mgs) WB = Cell DBuE&S | 335·5 | 45·0 | 28·1 | London British | T.3Cy.24½",40"&66"–45" (s) 180lb 100lb 326NH 2SB,Scf,GS162,HS5172 | 29 « 6 « 8 « 2 | | |
| 110150 RFSN | F.W.Peterson –04 Mchy.Aft 2Dks(Stl)&Web frames Elec.light | 3450 2374 | 12,04 Carrying Petroleum in bulk | 6mo | | | P81' B22' F38' drp01 B52' 127t FPT 13·8t | | | | G.Clark,Ld.Sunderland | | | |
| 295 | **Terence** SteelScSr | 4309 | | 1902 | D&W Hendersn&Co.Ld Glasgow | Liv.Brazil&R Plate S.N.Co.Ld. (Lamport & Holt, Mgrs.) | 390·2 | 50·2 | 26·8 | Liverpool British | T.3Cy.27½",46"&74"–54" 402NHP | | | |
| 115287 TKPC | J.Byrne –03 Elec.light 2Dks&Shelter dk | 3984 2690 | | | | | | | | WB | D&W.Hendersn&CoLdGls | | | |
| 296 | **Teresa** SteelScSr | 3769 | ✝100A1 Gen w | 1900 | Russell& Co. Pt.Glasgow A&CP | Teresa S.S.Co.Ld. (Flli.Cosulich) WB = Cell DBa | 344·6 | 49·8 | 17·9 | Trieste Aust.-Hung. | T.3Cy.25",41"&67"–45" (s) 180lb 80lb 345NH 2SB,Brf,GS109,HS4474 FP | 20 « 5 « 6 « 1½ | | |
| MSFW | G.Persich96–01 1Dk(Stl)&Spar dk(Stl) &deep framing | 3630 2381 | Spar dk 5,02 | 1mo | | | P26' B72' F36' 112' uE&B 40' f 14·6' | | 25·9 | 6BHCem 899t APT71t | Blackwood&Gordon,P.Gl. | | | |
| 297 | — SteelScSr | 1177 | ✝100A1 Sng o | 1886 | Grangemth Dockyard Co. Grangmouth A&CP | Lim Ho Puah | 240·6 | 33·1 | 14·3 | Singapore British | T.3Cy.18",30"&48"–36" 160lb 80lb NDB97 142NH 2SB,4cf,GS120,HS2190 | 16 « 10 | | |
| 91940 SLGM | ~~Staker –02~~ Jones ssSng.No.3–5,98 ssSng.No.1–02 Well deck 1Dk(Irn-ptws)2trB | 930 753 | 6,04 ~~4,08~~ | 5mo | | | 181'B67'F27' pt Shaded43' BK7½' WB = Cell DB197' | | | 4BHCem 340t APT15t | Hutson&Corbett,Glasgow | | | |
| 298 | — IronSc3MstSr | 307 | ... | 1890 | T A Walker Sudbrook | C.H.Walker&Co. Ld. | 151·0 | 26·3 | 8·0 | London British | Q.4Cy.9",12",16"&25"–21½" 50RH | 8 « 6 | | |
| 96687 | S.Gillingham –99 Mchy.Aft 1Dk | 275 173 | | | | | | | FK | | Fleming & Ferguson,Psy. | | | |
| 299 | — IronTwinScTug | 168 | | 1882 | Spanish Government Carraca | J.Santamarina | 115·0 | 22·0 | 6·2 | Havana Cuban | | | | |
| | J.F.Montana (exGunboat Alsedo) | — 71 | | | | | | | | | | | | |
| 300 | — IronScSk | 151 | ... | 1877 | H M'Intyre &Co. Paisley | R.Barrena | 100·2 | 18·9 | 8·7 | Bilbao Spanish | C.2Cy.17"&31"–22" NB84 38NH | 9 « 2 | | |
| | (exGeneral Aufion, Mchy.Aft exUnion,exMary Ann) 1Dk | 103 74 | | | | | Q43' F12' | | | | Lees,Anderson&Co.Gls. | | | |
| 301 | **Teresina Galatioto** IronScSr | 1624 | ✝100A1 Hpl r | 1872 | Denton, Gray&Co. W.Hartlepool | G.Galatioto diC. | 258·2 | 33·0 | 24·1 | Catania Italian | C.2Cy.30"&60"–38" (r) 160lb 80lb NDB00 145NH 2SB,4pr,GS76,HS2089 | 24 « 6 « 5 « 1½ | | |
| 6 SLWT | F.Spampinato –02 ssCff.2nd.No.3-9,95 (exWoodfield, exGladys) ssHpl.No.1–00 2Dks(1Irn)3trB | 1430 1065 | 8,02 B88,00 LMC8,00 | 5mo | | | P26' F30' ND94 drp01 BK9' | | | 1BHCem 2SB,4pr,GS76,HS2089 | N.E.Marine Eng.Co Ld.Sld | | | |
| 302 | **Tereza** IronPadTug | 127 | | 1870 | ..... Newcastle | Bros.Anatra | 99·2 | 19·5 | 8·7 | Odessa Russian | | | | |
| 309 | 1Dk | — 26 | | | | | | | | | | | | |
| 303 | **Terje Viken** SteelScSr | 3579 | | 1902 | Tyne I.S.B. Co.Ld. Newcastle | Acties.Dpsk.Terje Vikens Rederi (W. Wilhelmsen) | 335·0 | 48·0 | 25·4 | Tönsberg Norwegian | T.3Cy.24",39"&66"–45" 292NH | | | N |
| HMDP | G.Gulliksen 1Dk2trB | 3356 2304 | | | | | H175t F47t | | | WB | N.E.Marine Eng Co Ld.Nwe | | | |
| 304 | **Tern** IronSc3MstSr | 906 | ... | 1875 | Gourlay Bros. Dundee | General Stm.Nav. Co.Ld. | 229·5 | 29·2 | 17·6 | London British | C.2Cy.30"&50"–30" 114NH | 18 « 9 | | |
| 73563 WTLQ | J.Campbell –04 Mchy.Aft 2Dks | 769 554 | | | | | Q55' B29' | | F33' | WB | Gourlay Bros.&Co.,Dundee | | | |
| 305 | **Ternen** IronScSr | 106 | | 1897 | Thorskogs Mek.Werks Gothenburg | Hördalans Dpskselsk. | 86·1 | 17·0 | 9·9 | Bergen Norwegian | C.2Cy.13"&20"–16" 13NH | | | N |
| | P.Ferövaag 1Dk | 82 40 | | | | | H21t | | | WB | Thorskogs Mek.Werks.Got | | | |
| HPFN 306 | **Ternero** SteelScSr | 1452 | ✝100A1 Sld p | 1903 | Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP | M.Mihanovich | 230·0 | 35·0 | 14·1 | Bns.Ayres Argentine | T.3Cy.19",31"&51"–36" (s) 180lb 100lb 168NH 2SB,Apf,GS149,HS2656 | 16 « 4 « 5½ | | |
| | 1Dk(Stl)&Spar dk(Stl–ws) &deep framing | 1360 933 | Spar dk BAs with freeboard 1,05 ~~1,04~~ | 7mo | | | F26' | | 21·6 | 1BHCem 2SB,Apf,GS149,HS2656 | N.E.Marine Eng.Co.Ld.Sld | | | |
| 307 | **Terra** SteelScSr | 2801 | ✝100A1 Clf t | 1888 | Ropner& Son Stockton A&CP | Herskind&Co. WB = Cell DBa108' uE220' | 314·0 | 40·5 | 20·1 | W.Hartlpl British | T.3Cy.23½",39"&64"–42" (s) 160lb 90lb NDB03 303NH 2SB,4rc&2cf,GS63,HS4078 FP | 23 « 7 « 5½ | | |
| 93882 KWHP | J.Merrifield –97 Well deck 1Dk(Irn)2trB&Web frames Floors Irn | 2154 1808 | ~~4,01~~ 3,05 | | | | P29' Q104' B118' F31' BK10' f108' 509t | | | 5BHCem 2SB,4rc&2cf,GS63,HS4078 FP | Blair&Co.(Lim.),Stockton | | | |
| 308 | **Terra Nova** WoodScBk | 744 | | 1884 | A.Stephen &Sons Dundee | C.T.Bowring&Co. Ld. | 187·0 | 31·0 | 19·0 | S Johns NFL British | C.2Cy.27"&64"–38" 140NH | | | |
| 87 KDGW | H.McKay –03 Mchy.Aft 2Dks | 450 | | | | | 59t F32t | | | WB | Gourlay Bros.&Co.,Dundee | | | |
| 309 | **Terranora** SteelPadSr | 350 | | 1878 | D&W Henderson&Co. Glasgow | Northern SSCo.Ld. | 141·5 | 27·1 | 10·4 | Auckland NZ British | C.2Cy.30"–54" 94RH | | | |
| 75003 VNLH | E.McLeod 1Dk | 199 | | | | | | | | WB | D.&W.Henderson&C.,Gls. | | | |
| 310 | **Terrebonne** IronPad | 63 | | 1871 / 95 | W C.White re-blt Rich.& Ont.Nav.Co. Sorel | Montreal Safe Deposit Co. | 156·2 | 24·1 | 7·2 | Montreal British | 1Cy.28"–96" 28RH A.Cantin,Montreal | | | |
| | 1Dk | 210 320 | | | | | | | | | | | | |

*Now named Giuseppina Ilari, See No. 39 Weekly issue*

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port of Survey. | Year Classed now applied. Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard & midship. ft. in | Registers in which classed if not in L. Date of withdrawal. | Date when hull last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 311 WBRC | **Terrier** *Nielsen* 04 | Steel Sc Sr ss Bom. No. 2-01 1 Dk (pt Stl pt Irn) 2 tr B & pt Awng dk (Irn) | 1605 1149 1008 | ✝100A1 pt Awng dk with freeboard 9,04 | Bom | p | 1894 1 mo | J. Blumer & Co. Sunderland A&CP | Intsk. Dampskibet Terrier's Rederi (W. Wilhelmsen) WB | 255·0 Q102′ | 35·5 | 15·6 | Tönsberg Norwegian | T. 3 Cy. 19″, 31″ & 51″–33″ (r) 160lb 153 NH 1 SB, 4pf, GS 68, HS 2350 G. Clark (Lim.) Sunderland | 18 ″ 1 | | N 8,03 |
| 312 — 98768 MTSJ | **Terschelling** *H. Barthold* | Iron Sc K ss Hul. No 1–96 1 Dk | 149 138 57 | ✝ Hul Stm Trawler 1,96 | | | 1891 10 mo | Cook, Welton & Gemmell Hull | Humber Steam Trawling Co. Ld. | 100·5 Q21′ | 20·7 BK 7½″ | 11·0 | Hull British | C. 2 Cy. 17″ & 33″–22″ 1 SB, 2pf, GS 30, HS 810 45 RH 3 BHCem Bailey & Leetham, Hull | 11 ″ 11 | | |
| 313 RHTN | **Terschelling** *H. Barthold* | Iron Sc Ctr | 135 127 1 | | | | 1891 | Janssen & Schmilinsky Hamburg | H. W. Schrader & Wrede | 95·7 | 19·1 | 11·2 | Hamburg German | C. 2 Cy. 20″ & 32″–36″ Janssen & Schmilinsky, Ham | | | |
| 314 LMND | **Tertia** *A. Martinsen* 95–97 | Steel Sc Sr 1 Dk | 2186 1205 1396 | | | | 1897 | Flensburger Schiffsb. Ges Flensburg | Flensburger Dampfschifffahrt Ges. v. 1869 | 274·0 P15′ Q86′ pt Awng dk 173′ | 39·7 | 16·5 WB | Flensburg German | T. 3 Cy. 19″, 31½″ & 52″–40″ 170 NH Flensburger Schiffsb. Ges. | | G | |
| 315 HKCD | **Tescha** | Iron Pad 1 Dk | 227 — 140 | | | | 1881 | Russian SN & Trading Co. Sebastopol | N. J. Spozito | 144·0 | 21·0 | 7·9 | Cherson Russian | C. 2 Cy. 24″ & 36″–42″ 70 NH Russ. SS. & Nav. Co., Sebstp[ | | | |
| 316 JNSG | **Teshio Maru** *Sato* 01–02 | Steel Sc Sr 1 Dk (pt Stl–ws) & Web frames & Awng dk (Teak) | 1107 1042 686 | ✝ ~~100A1~~ Awng dk with freeboard 9,02 | Yka | u | 1901 10 mo | Kawasaki Dckyrd Co Ld Kobe A&CP | Nippon Yusen Kabushiki Kaisha WB = DB a 44′ u E 18′ 71 t F P T | 229·8 Bon Awn dk 15′ 21·8 | 28·2 BK 8′ | 14·6 | Tokio Japanese | T. 3 Cy. 17½″, 28″ & 46″–33″ (s 180lb 120lb 165 NH 2 SB, 6cf, GS 98, HS 3036 Kawasaki Dkyd Co Ld. Kol | 15 ″ 6 | | 12,01 |
| 317 | **Tesoro** (ex Teseo) | Steel Pad Sr | 188 168 28 | | | | 1886 10 mo | W. Denny & Bros. Dumbarton | N. Mihanovich | 140·0 | 22·1 | 6·7 | Bns. Ayres Argentine | C. D. 2 Cy. 21″ & 37″–42″ 74 NH Denny & Co., Dumbarton | | | |
| 318 NMTS | **Test** *Hewitt* –00 (ex Number Twelve) *Mchy. Aft* *Well deck* | Steel Sc 3 Mst Sr ss Lon. No. 3–7,02 1 Dk (Irn) | 466 363 159 | ✝100A1 9,01 ~~7,08~~ | Lon Liv | h | 1890 3 mo | Murray Bros. Dumbarton A&CP | Medway Nav. Co Ld WB = DB a 43′ f 51′ 127 t | 175·0 Q79′ B11′ F32′ | 26·5 BK 7½″ | 10·1 | London British | T. 3 Cy. 16½″, 24″ & 40″–33″ (s 180lb ~~60lb~~ 80 RH 1 SB, 2cf, GS 45, HS 1607 M. Paul & Co., Dumbarton | 12 ″ 10 | | 7,05 9,04 |
| 319 LKWS | **Tetartos** *J. Desler* 90–03 | Iron Sc Sr 1 Dk & Spar dk & tr B | 2409 2297 1812 | | | … | 1883 | Flensburger Schiffsb. Ges Flensburg | Flensburger Dampfschifffahrt Ges. v. 1869 | 294·9 B70′ | 37·1 BK 9″ | 19·4 26·7 | Flensburg German WB | T. 3 Cy. 23″, 36½″ & 62″–39″ NE & B 90 234 NH Central Marine E. W. W Hpl. | | G | |
| 320 PVNW | **Teucer** *P. R. Silverlock* –03 | Steel Sc Sr 2 Dks | 2564 2286 1596 | | | | 1890 | Scott & Co. Greenock | C. V. Sale | 336·1 P16′ B50′ F46′ | 38·5 | 26·8 | Hong Kong British | C. 2 Cy. 26½″ & 62″–60″ FD 248 NB Scott & Co., Greenock | | D | |
| 321 LQVM | **Teuton** *W. Miller* 93–04 (ex Guienne) *Elec. light* *Mchy. Aft* | Steel Sc 3 Mst Sr ss Liv. No. 3–4,02 2 Dks (U Irn–ws) Floors, lower dk Beams & Stringers Irn | 1106 884 683 | ✝100A1 ~~6,03~~ 4,05 ~~B 5,08~~ B 6,04 | Liv Lth | n | 1890 2 mo | S. M'Knght & Co. Ayr *Lloyd's SA&CP* | J. Cormack & Co. | 230·0 P88′ B44′ F26′ | 31·1 BK 8″ WB = F P T | 16·5 | Leith British | T. 3 Cy. 20½″, 33″ & 54″–36″ (s 160lb 80lb NDD 97 181 NH 1 DB, 4cf, GS 90, HS 2805 D. Rowan & Son, Glasgow | 17 ″ 7 | | ~~4,02~~ 6,04 |
| 322 — 109800 | ~~**Bannister**~~ ~~–98~~ **W.** *Watson* 00–00 | Iron Sc K ss Gms. No. 1–02 1 Dk | 141 124 34 | ✝100A1 Stm Trawler ~~1,02~~ 2,05 | Gms | | 1898 8 mo | Cook, Welton & Gemmell Hull *Lloyd's SA&CP* | Onward Stm. Fishg. Co. Ld. (T. Robinson, Mgr.) | 93·2 Q44′ | 20·6 BK 7½″ | 10·7 | Grimsby British | T. 3 Cy. 10½″, 17½″ & 30″–21″ (s 180lb 45 RH 3 BHCem 1 SB, 2pf, GS 29, HS 800 Crabtree & Co. Yarmouth | 11 ″ 4 | | ~~6,02~~ 6,04 |
| 323 PTMQ | **Teutonia** *H. Bossinga* 93–03 1 Dk (Stl) & Spar dk (Irn) 3 tr B ss Rot. No. 3–4,00 | Steel Sc Sr ~~ss Rot. No 2–01~~ Spar dk | 3199 3012 2066 | ✝100A1 Spar dk 4,05 ~~4,08~~ | Rot | u | 1892 3 mo | Ropner & Son Stockton A&CP | Wm H Müller & Co's Alg'meene Scheepv Maats. (Wm. H. Müller & Co. Mgrs.) | 320·0 B62′ F31′ WB = Cell | 41·2 BK 10″ | 19·6 27·1 5 BHCem DB 262′ 570 t | Rotterdam Dutch | T. 3 Cy. 23½″, 39″ & 64″–42″ (s 160lb 90lb 266 NH 2 SB, 6cf, GS 121, HS 4012 T. Richardson & Sons, Hpl. | 22 ″ 0 6 ″ 8 | | ~~6,03~~ 8,05 |
| 324 — QFHB | **M. Dölling** 02–02 (ex Hélene Rickmers) | Steel Sc Sr 1 Dk & Spar dk | 3066 2864 1962 | | | … | 1889 | Russell & Co. Greenock | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 329·8 P12′ B84′ F50′ | 42·4 | 18·3 26·3 WB | Hamburg German | T. 3 Cy. 24″, 39″ & 64″–45″ 275 NH Dunsmuir & Jackson, Gls. | 20 ″ 10 | G | |
| 325 LFWS | **Teutonic** *E. R. McKinstry* –99 *Ref. Mchy.* *Elec. light* | Steel Twin Sc 3 Mst Sr | 9984 8829 4269 | | | | 1889 | Harland & Wolff (Lim.) Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. Mgrs.) | 565·8 | 57·8 | 39·2 | Liverpool British | T. 6 Cy. 43″, 68″ & 110″–60″ FD 1875 NH Harland & Wolff (Lim.) Bel. | 42 ″ 2 | BT till ~~9,04~~ 9,05 | |
| 326 — 98012 | (Trawler) | Iron Sc K 1 Dk | 152 145 56 | | | … | 1890 | Cochrane, Cooper & Schofield Beverley | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, Mgr.) | 105·4 | 20·0 BK 7½″ | 11·0 | Hull British | T. 3 Cy. 12½″, 19½″ & 31½″–22½″ 50 RH C. D. Holmes & Co., Hull | 11 ″ 10 | | |
| 327 TNBW | **Teviot** ~~C. P. Langmaid~~ ~~–98~~ *R. Hayes* 04–04 *Elec. light* | Steel Sc Sr 1 Dk (Stl) & Spar dk (Stl) & Web frames | 3271 3062 2103 | ✝100A1 Spar dk ~~12,03~~ 11,04 | Lon Hpl | v | 1902 7 mo | Craig, Taylor & Co. Stockton *Lloyd's SA&CP* | Royal Mail Steam Packet Co. WB = Cell | 331·5 P69′ B92′ F36′ DB a 98′ u E 18′ f 140′ | 46·2 FK 5 BHCem | 17·6 25·1 595 t A P T 15 t | Middlsbro' British | T. 3 Cy. 25″, 42″ & 68″–45″ (s 180lb 360 NH 3 SB, 9cf, GS 162, HS 5892 N. E. Marine Eng. Co. Ld. Sl | 20 ″ 0 5 ″ 6½ | | |
| 328 — 87091 HVMR | **S. J. Hewett** –03 (ex Toward) | Iron Sc Sr 2 Dks | 937 750 443 | | | … | 1883 | Dobie & Co. Glasgow | W. Sloan & Co. | 230·0 P46′ F39′ | 31·9 | 15·6 | Glasgow British WB | C. 2 Cy. 28″ & 56″–48″ NE & B 04 175 NH A. & J. Inglis, Glasgow | 16 ″ 9 | C BT till 2,06 | |
| 329 NKCG | **Teviotdale** *R. S. Rodham* –03 1 Dk (Stl) & Spar dk (pt Irn pt Stl) & deep framing | Steel Sc Sr ss Shl. No. 2–03 | 3847 3451 2538 | ✝100A1 Spar dk ~~10,01~~ ~~6,03~~ 3,05 | Shl | w | 1894 5 mo | W. Hamilton & Co. Pt. Glasgow *Lloyd's SA&CP* | Steel, Young & Co. WB = Cell DB 294′ 819 t | 350·1 P33′ B82′ F37′ | 43·2 BK 11′ | 19·1 27·0 6 BHCem | London British | T. 3 Cy. 24″, 40″ & 64″–45″ (s 160lb ~~80lb~~ ~~60lb~~ 295 NH 2 SB, 8rf, GS 156, HS 4719 80lb A P T 80 t D. Rowan & Son, Glasgow | 21 ″ 9 6 ″ 7 | | ~~8,05~~ 3,05 |
| 330 JQPW | **Texa** *J. Sinclair* 90–93 (ex James Mutter) *Mchy. Aft* *Well deck* | Iron Sc Sr ss Bwg. 2nd No. 3–12,02 1 Dk | ~~185~~ 135 ~~517~~ | ✝100A1 ~~4,04~~ 2,05 | Gls Bwg | b | 1884 9 mo | Scott & Co. Bowling *Lloyd's SA&CP* | D. MacBrayne | 118·4 Q42′ B7′ F15′ len 91 | 19·1 BK 7″ W | 8·8 4 BHCem B = F P T 27 t | Glasgow British | C. 2 Cy. 16″ & 28″–22″ (s 90lb 35 RS 1 SB, 2pf, GS 23, HS 829 W. King & Co., Glasgow | 9 ″ 5 | BT till 2,06 | ~~5,04~~ N 2,05 |
| 331 KSBG | **Texan** *G. D. Morrison* 00–02 2 Dks (Stl) & deep framing, lower dk fore hold (Stl) & Shelter dk (Stl) *Elec. light* | Steel Twin Sc Sr | 8615 8410 5636 | ✝100A1 Shelter dk with freeboard 6,04 ~~12,08~~ | N Yk | d † | 1902 10 mo | New York S. B. Co. Camden, N. J. A&CP | American-Hawaiian S. S. Co. 942 t Tanks between | 471·0 (41′) & atsides of tun | 57·2 FK 7 BH Asp nel (28′) 222 t | 31·8 | New York Utd. States | Q. 8 Cy. 19″, 28½″, 41″ & 60″–42″ 215lb 120lb (s) 615 NH 3 SB, 12cf, GS 216, HS 8184 F: New York S. B. Co. Camden, F P T 138 t A P T 77 t N. J | 35 ″ 0 6 ″ 2 | | |
| 332 — 87341 JFRT | **J. T. Lund** –98 | Iron Sc Sr 3 Dks (2 Irn) | 3258 2999 2077 | ✝ 4,86 | Liv | Lv | 1883 12 mo | Harland & Wolff Belfast | F. Leyland & Co. (1900), Ld. | 360·7 P56′ B118′ F48′ | 41·3 | 19·3 26·9 | Liverpool British | C. 2 Cy. 40″ & 80″–51″ 381 NH Harland & Wolff, Belfast | | BT till ~~10,04~~ 9,05 | |

| Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. / Par qui. / Navire. / Mach. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Attachement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Grues sur navire. Nombre et pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|
| 333 | **Texas** — *S.C.Holm* — 2 *Dks & deep framing* — **SteelScSr** | 4446 / 4033 / 2875 | ... | 1899 / C.Connell & Co. / Glasgow | Forenede Dmpskib Selskab | 373·8 \| 49·9 \| 25·5 — P39' B102' F46 | Copnhagn / Danish | T.3Cy.25",41"&67"–48" 353NH — D.Rowan,Son&Co.Gls. | 28 ≈ 8 | |
| 334 | — — 145897 KRFT — 2 *Dks* — **SteelSc** | 220 / — / 149 | | 1901 / Neafie& Levy Co. / Philadelphia | G.M.Kelley | 103·0 \| 23·0 \| 12·3 | Galveston / Utd. States | C.2Cy.16",32"–24" 12NH | | |
| 335 | **Texel** — *J.Werkhoven*00–02 — 1 *Dk & pt Awng dk* — **SteelScSr** | 2062 / 1364 / 1330 | | 1900 / Bonn& Mees / Rotterdam | Stoomv.Maats. Triton (Wm.Ruys & Zonen, *Mgrs.*) | 268·7 \| 39·0 \| 20·6 — 108' — *pt Awng dk*156' | Rottrdm / Dutch | T.3Cy.21",35"&57"–39" 203NH — Blair&Co.Ld.Stockton | | V |
| 336 | **Thaiping** — *J.M.Wheeler* –01 — 1 *Dk* — **IronPadSr** | 303 / 233 / 160 | | 1882 / ..... / Hong Kong | ~~A.Huttenbach~~ J.M.Daly | 152·5 \| 22·3 \| ... — H54*t* | ~~Penang~~ / British Singapore | C.D.2Cy.28"&45"–60" 131NH — Hong Kong & Whampoa Dock Co. Hong Kong | | |
| 337 | **Thales** — 53608 — *A.J.Robson* 96–00 — HOTF — 2 *Dks & Spardk* — **IronScBg** | 1199 / 736 / 520 | ... | 1864 / A.Denny / Dumbarton | Douglas S.S.Co.Ld. | 231·0 \| 31·4 \| 23·0 — F54' — BK8' | Hong Kong / British | C.2Cy.30"&51"–42" NB80 120NH — *Cmp.*80 H.Kg.Dk Co.H.Kg. | 16 ≈ 9 | |
| 338 | **Thalia** — *G.Bonomo* — HSGM — *Elec.light* — 3 *Dks (UStl–ws)* — **SteelSc** | 2371 / 2110 / 1320 | ✠ Dmb *t* — 9,86 — *Now named "Veteran," See No. 13 in Supplement* | 1886 / W.Denny & Bros. / 7mo / Dumbarton | Lloyd Austriaco — *WB* = *Cell D B* 266'385*t* | 315·3 \| 38·2 \| 24·1 — B21' F87' | Trieste / Aust.-Hung. / 5 *BH Cem* | T.3Cy.25",41"&68"–48" NB01 320NH — Denny&Co.,Dumbarton | 27 ≈ 0 | |
| 339 | — — QGDJ — *W.Wenhold* — 1 *Dk* — **SteelScSr** | 465 / 458 / 286 | | 1896 / Act.Ges. "Weser" / Bremen | Dampfschifffahrts Ges.Neptun | 150·6 \| 24·0 \| 16·2 | Bremen / German | C.2Cy.16⅛"&30½"–20½" 36NH — A.G."Weser," Bremen | | G |
| 340 | **Thambyadine** — 82251 — *Gale* — 1 *Dk* — **SteelPad** | 235 / 235 / 148 | | 1879 / W.Denny & Bros. / Dumbarton | Irrawaddy Flotilla Co.Ld. | 160·2 \| 24·0 \| 7·7 | Glasgow / British | C.D.2Cy.25"&48"–42" 90RH — Denny&Co.,Dumbarton | | |
| 341 | **Thames** — ~~6642~~ 6021 — *F.W.Powles* –02 — LQHN — *Ref.Mchy. Elec.light* — 3 *Dks (UStl–ws) & Spardk (Stl–ws)* — **SteelSc3MstSr** | ~~6642~~ / 4758 / 3310 / 3053 | ✠ Sou *z* — *Spar dk* 11,91 | 1890 / R.Napier& Sons / 2mo / Glasgow | Royal Mail Steam Packet Co. | 436·3 \| 50·2 \| 25·4 — P48 F68' 33·4 — BK10' — *Promenade dk* 192' | London / British | T.3Cy.42",66"&92"–66" 687NH — SB.24*cf*,GS532 — R.Napier&Sons,Glasgow | 26 ≈ 11 | |
| 342 | — — 90903 — *H.Ison* –02 — KNLQ — *Elec.light* — *ss* Gls.No.3–6,00 — *ss* Lth.No.1–04. — 2 *Dks (Upt Stl–ws)* — **SteelScSr** | 930 / 683 / 353 | ✠100A1 Lth *n* — 2,03 ~~3,04~~ — S10,04 ✠LMC2,04 | 1887 / A&J Inglis / 1mo / Glasgow | Carron Co. | 230·0 \| 31·2 \| 14·3 — P50' B106' F51' — BK8' — *B* = *Cell D B* a 31' *n* | Glngemth / British | T.3Cy.26",42"&65"–42" (*s*) 150lb *50lb* 292NH — 2DB.42*cf*,GS382,HS644 — A.&J.Inglis,Glasgow | 16 ≈ 6 × 3 · 0 | BT 2,04 |
| 343 | — — 60067 — 1 *Dk* — **IronPadSk** | 125 / 125 / 66 | Liv *Lv* — 5,08 | 1868 / Bowdler, Chaffer&Co. / 4mo / Liverpool | London, Tilbury & Southend Rlwy. Co. | 106·0 \| 20·1 \| 8·6 | London / British | O.2Cy.34"–42" NB94 70RH — Fawcett,Preston&Co.,Liv. | | |
| 344 | — — 54651 — *S.F.Roberts* 71–88 | 116 / 103 / 22 | | 1866 / J.&W. Dudgeon / London | M.H.Redhead | 96·0 \| 17·6 \| 8·8 | Newcastle / British | L.2Cy.25½"–32½" NB81 50RH — T.A.Young,London | | BT 2,04 |
| 345 | **Thames Conservancy Hopper No. 3** — 110038 — *T.C.Huntingford* 03–03 — 1 *Dk (Stl) & Web frames* — **SteelScSr** | 704 / 694 / 321 | ✠100A1 Lon *j* — *Hopper Barge* — 12 ~~13,00~~ — ~~S12,04~~ ✠LMC10,02 | 1898 / W.Simons & Co. / 10mo / Renfrew | Conservators of the River Thames | 190·0 \| 30·1 \| 14·6 — F22' — *WB* = | London / British | T.3Cy.18",28"&47"–27" (*s*) 180lb 153NH — 2SB,4*rf*,GS94,HS2767 — W.Simons&Co.Renfrew | 15 ≈ 6 | |
| 346 | **Thames Conservancy Hopper No. 4** — 110039 — *R.Williams* –03 — 1 *Dk (Stl) & Web frames* — **SteelScSr** | 704 / 694 / 321 | ✠100A1 Lon *j* — *Hopper Barge* — 12 ~~13,00~~ — ~~S12,04~~ ✠LMC10,02 | 1898 / W.Simons & Co. / 10mo / Renfrew | Conservators of the River Thames | 190·0 \| 30·1 \| 14·6 — F22' — *WB* = | London / British | T.3Cy.18",28"&47"–27" (*s*) 180lb 153NH — 2SB,4*rf*,GS94,HS2767 — W.Simons&Co.Renfrew | 15 ≈ 6 | |
| 347 | **Thanet** — 113649 — *W.Alexander* 97–02 — 1 *Dk* — **SteelScK** | 172 / 166 / 63 | ✠100A1 Hul — *Stm Trawler* — 11,04 ~~11,08~~ ✠LMC6,02 | 1902 / Cook, Welton & Gemmell / 6mo / Hull | Hull Steam Fishing & Ice Co.Ld. — *Lloyd's* | 108·4 \| 21·3 \| 11·2 — BK7½ — *WB* = | Hull / British | T.3Cy.10",17"&28"–21" (*s*) 200lb 45RH — 1SB.2*pf*,GS25,HS740 — Amos&Smith,Hull | 12 ≈ 1 | BM |
| 348 | **Thasos** — *G.Starke* 99–02 — RMLG — *Elec.light* — 1 *Dk* — **SteelScSr** | 1906 / 1712 / 1209 | | 1902 / Act.Ges. "Neptun" / Rostock | Deutsche Levante Linie | 281·0 \| 40·5 \| 18·4 — P28 B163' F22' | Hamburg / German | T.3Cy.20⅞"–35⅜"&55½"–45⅛" 180NH — A.G."Neptun," Rostock | | G |
| 349 | — — — — 1 *Dk* — **SteelTwinScTug** | *129* / *128* / *8* | ... | 1897 / Fleming& Ferguson,Ld. / Paisley | H.H.The Khedive of Egypt | 95·0 \| 20·0 \| 9·7 — BK6½ | Alexndria / Egyptian | T.6Cy.9",14"&24"–22" 65NH — Fleming& Ferguson,Ld.Pais | 10 ≈ 5 | |
| 350 | **The Admiral** — 112573 — 1 *Dk* — **WoodScCtr** | 117 / 114 / 80 | | 1902 / J.Munro / Sydney, N.S.W. | Gilchrist,Watt& Sanderson,Ld. | 80·0 \| 22·5 \| 6·7 — G2 | Sydney NSW / British | C.2Cy.10"&17"–15" 20RH — Plenty&Son, Newbury | | |
| 351 | **The Baron** — 99871 — *A.McPhail* –03 — *Well deck* — *Mchy.Aft* — 1 *Dk (Irn)* — *ss* Gls.No 8–5,05 — **IronSc3MstSr** | 367 / 258 ~~Tunnel 1,00~~ / 127 ~~Awng dk 1,00~~ | ✠100A1 Gls *f* — 5,05 ✠LMC3,01 | 1892 / J Fullerton & Co / 12mo / Paisley | J.Hay | 142·2 \| 23·6 \| 11·0 — Q77' B9' F24' — BK6' — *WB* = *FPT* | Glasgow / British | C.2Cy.20"&40"–27" (*s*) 110lb 70lb 65RH — 1SB,3*pf*,GS52,HS1150 — Muir&Houston,Glasgow | 12 ≈ 4 | |
| 352 | **The Countess** — 115709 — *C.E.Peacock* –04 — TPRN — *Mchy.Aft* — *Well deck* — 1 *Dk (Stl)* — **SteelSc3MstSr** | 624 / 428 ~~Awng dk 1,00~~ / 235 | ✠100A1 Ayr *i* — 3,03 Trm Gls — ✠LMC8,02 | 1902 / Ailsa S.B. Co.Ld. / 9mo / Troon | J.Hay | 181·4 \| 27·3 \| 11·0 — Q100' B9' F34' — BK7½ — *WB* = *DB f* 96'139*t F F T* | Glasgow / British | C.2Cy.20½"&44"–30" (*s*) 130lb 70lb 80RH — 1SB,3*pf*,GS62,HS1548 — Muir&Houston Ld.Gls. | 13 ≈ 7 | |
| 353 | **The Duchess** — 111229 — *N.Robertson* –04 — RKDQ — *Well deck* — *Mchy.Aft* — 1 *Dk (Stl)* — *ss* Gls No 1–04 — **SteelSc3MstSr** | 586 / 398 ~~Awng dk 1,00~~ / 187 | ✠100A1 Gls *i* — ✠LMC1[illegible]5,04 | 1899 / Ailsa S.B. Co. / 11mo / Troon | J.Hay | 176·7 \| 27·0 \| 10·8 — Q100' B10' F34' — BK7½ — *WB* = *DB* 91' 122*t F P T* | Glasgow / British | C.2Cy.21"&44"–30" (*s*) 130lb 70lb 80RH — 1SB,3*pf*,GS60,HS1543 — Muir&Houston Ld.Gls. | 13 ≈ 4 | |
| 354 | **The Duke** — 97636 — *A.Smith* –02 — LWQC — *Well deck* — *Mchy.Aft* — 1 *Dk (Irn)* — *ss* Gls.No.3–11,02 — **IronSc3MstSr** | 376 / 270 / 156 | ✠100A1 Gls *q* — ~~1,00~~ 1,05 — BS11,02 ✠LMC11,02 — DS2,05 | 1890 / J Fullerton & Co. / 7mo / Paisley | J.Hay | 160·2 \| 23·2 \| 10·8 — Q77' B9' F28' — BK6½ — *WB* = | Glasgow / British | T.3Cy.18",21½"&34"–27" (*s*) 160lb 70lb 60RH — 1SB,3*pf*,GS45,HS983 — Muir&Houston,Glasgow | 12 ≈ 1 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 6 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 7 Port of Survey. Years Assigned. Dates explained. Equipment. | 8 Built. When. Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP'=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard & Ambility. | 15 Registers in which classed, if not in L. R. Dates of Ref. Trade Cert | Date when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 355 | **The Earl** | **IronSc3MstSr** | 397 | ✠100A1 | Ard | 1891 | J.Fullerton | J.Hay | 160·0 \| 23·1 \| 11·5 | Glasgow | T.3Cy.13″,21½″&34″–27″ (s) | 12 ″ 7 | | 8,02 |
| 98885 | *R.Bell* –04 | ~~ssGls.No.2–04~~ | 275 | ~~Cpt.&L.~~ 2,05 | Gls | 12mo | &Co. | | Q96′B9′F25′ | British | 160lb 60RH | s ″ 9½ | | |
| MKTG | *Mchy.Aft* | *ss*Trn.No.3–7,04 1*Dk*(*Irn*) | 160 | ~~Hull~~ | ~~L.M~~ | 7,01 | Paisley | | | | 1SB,*3pf*,GS45,HS986 | | | |
| | *Well deck* | | | | | | *Lloyd's*A&CP | | BK6½ WB– *FPT*50*t* | | Muir&Houston,Glasgow | | | |
| 356 | — | **IronPadSr** | 144 | | | 1872 | Readhead, | ArdrossanHar- | 114·9 \| 19·6 \| 10·0 | Ardrossan | L.2Cy.28″–54″ | | | |
| 68715 | *J.Bryce* –03 | | 143 | | | | Softley&Co | bourCo. | | British | *Alt*91 NB91 60RH | | | |
| | | (*ex*Welshman,*ex*Sussex) | 31 | | | | S.Shields | | | | J.P.Rennaldson&Sns,S.Shl | | | |
| 357 | — | **IronTwinSc** | 101 | | | 1887 | E.Finch& | ButeDocksCo. | 90·2 \| 18·9 \| 9·9 | Cardiff | C.4Cy.15″&30″–18″ | | | |
| 8291 | | | 101 | | | | Co.(Lim.) | | | British | 70RH | | | |
| | | | — | | | | Chepstow | | | | E.Finch&Co.(Lim.).Chp. | | | |
| 358 | **The Emperor** | **SteelSc3MstSr** | 644 | ✠100A1 | Trn | 1904 | AilsaS.B. | J.Hay | 185·0 \| 27·6 \| 10·8 | Glasgow | C.2Cy.20½″&44″–30″ (s) | 13 ″ 7 | | |
| 119114 | *A.Clarke*89–04 | | 136 | 4,05 | Gls | 1mo | Co.Ld. | | Q101′B10′F31′ | British | 130lb *70lb* 80RH | s 1 ″ 0 | | |
| VQGP | *Well deck* | 1*Dk*(*Stl*) | 234 | | ✠LMC4,04 | | Troon | | BK7½ | | 1SB,*3pf*,GS62,HS1543 | | | |
| | *Mchy.Aft* | | | | | | *Lloyd's*A&CP | WB–*CellD* | *Bf*99′143*t*/*FPT*57*t* | | *APT*10*t* | | | |
| | | | | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 359 | **The Grazier** | **WoodSc** | 150 | | | 1896 | Rock Davis | BaynesBros. | 112·0 \| 24·0 \| 9·2 | SydnyNSW | C.2Cy.13″&27″–20″ | | | |
| 106130 | *W.S.Kennedy*97–97 | | 149 | | | | Brisbane | | | British | | | | |
| | | | 83 | | | | Water.NSW | | | | 45RH | | | |
| | | | | | | | | | | | Ross&Duncan,Glasgow | | | |
| 360 | **The Iroquois** | **SteelSc** | 2359 | | | 1902 | BertramE. | St.Lawrence& | 260·0 \| 43·2 \| 25·2 | Toronto | T.3Cy.17″,28″&46″–36″ | | | |
| 111858 | | | 2234 | | | | WorksCo.Ld. | ChicagoStmNav. | | British | | | | |
| | (*ex*Tadenac) | 2*Dks* | 1452 | | | | Toronto | Co.Ld. | | | 79RHP | | | |
| | | | | | | | | | | | BertramE.W.Co.Ld.,Trnto | | | |
| 361 | **The Lady Belle** | **SteelScSr** | 341 | ✠100A1 | Gls | 1900 | J.Fullerton | ~~ClanyreS.S.Co.Ld.~~ | 140·4 \| 24·1 \| 9·9 | ~~Newry~~ Liverpool | C.2Cy.20″&40″–27″ (s) | 10 ″ 8 | | 7,04 |
| 100738 | *A.Hollywood* –03 | *ss*Dub.No.1–04 | 217 | ~~8,03~~ 7,04 | Dub | 5mo | &Co. | ~~(W.T.Farris, Mgr.~~ | Q75′B10′F24′ | British | 120lb *75lb* 83RH | s ″ 7 | | |
| BQBM | *Mchy.Aft* | 1*Dk*(*Stl*) | 100 | ~~Hull~~ | ~~L.MC5,03~~ | ~~7,03~~ | Paisley | ~~J.Bacon,Ld~~ | ~~Trp~~ FK | | 1SB,*3pf*,GS53,HS1447 | | | |
| | *Well deck* *Elec light* | | | | | | A&CP | | WB | | *B*=*FPT*43*t* | | | |
| | | | | | | | | | | | Ross&Duncan,Glasgow | | | |
| 362 | **The Marchioness** | **SteelSc3MstSr** | 586 | ✠100A1 | Gls | 1899 | AilsaS.B. | J.Hay | 176·7 \| 27·0 \| 10·9 | Glasgow | C.2Cy.21″&44″–30″ (s) | 13 ″ 4 | | ~~8,08~~ |
| 112991 | *N.MacNeil*93–99 | *ss*Gls.No.1–03 | 401 | ~~Cpt.&L.~~ 1,05 | Trn | 9mo | Co. | | Q100′B10′F34′ | British | 130lb *70lb* 80RH | s ″11 | | 1,05 |
| RJDP | *Mchy.Aft* | 1*Dk*(*Stl*) | 187 | | ✠LMC8,03 | | Troon | | BK7″ | | 1SB,*3pf*,GS60,HS1543 | | | |
| | *Well deck* | | | | | | A&CP | WB=*DBf*91′122*t*/*FPT* | | | 58*t*/*APT*7*t* | | | |
| | | | | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 363 | — | **SteelPadSp** | 266 | ✠ A1 | Cff | 1888 | E.Finch&Co. | SirW.T.Lewis | 160·1 \| 22·2 \| 9·1 | Cardiff | C.O.2Cy.24″&48″–48″ | 9 ″ 8 | BT till ~~8,08~~ 3,06 | |
| 46169 | *J.Domisan* | *ss*Cff.2ndNo.3–3,04 | 223 ~~Cpt.&L.~~ 1 | 3,05 | ~~BS8~~ | 12mo | Chepstow Ld. | | ptND04 | British | 110lb 150NHP | s 2 ″ 5 | | |
| | | 1*Dk* | 32 | *For Channel Service* | | *ordiff* | *& Bristol* | | BK7½ | | 2SB,*4rf*,GS82,HS2598 | | | |
| | | | | ~~NB3,06~~ | ~~L.MC3,04~~ | *Lloyd's* | *A&CP* | | | | E.Finch&Co.(Lim.),Chp. | | | |
| 364 | **The Marquis** | **IronSc3MstSr** | 373 | ✠100A1 | Gls | 1890 | J.Fullerton | J.Hay | 142·0 \| 25·2 \| 10·8 | Glasgow | T.3Cy.13″,21½″&34″–27″ (s) | 12 ″ 1 | | 8,03 |
| 98397 | *J.Morrison* –04 | *ss*Gls.No.3–8,03 | 275 | ~~Cpt.&L.~~ 3,05 | | 12mo | &Co. | | Q72′B9′F24′ | British | 160lb *70lb* 60RH | s ″ 9½ | | |
| MBPW | *Well deck* | 1*Dk*(*Irn*) | 146 | ~~Hull~~ | ✠LMC8,03 | | Paisley | | BK6″ | | 1SB,*3pf*,GS45,~~HS983~~ HS988 | | | |
| | *Mchy.Aft* | | | ~~L.MC8,04~~ | | | A&CP | | WB–*FPT*45*t* | | Muir&Houston,Glasgow | | | |
| 365 | **The Mermaid** | **SteelPad** | 194 | | | 1891 | Samuda | ThamesSteam- | 160·0 \| 20·1 \| 7·9 | London | O.2Cy.30″&~~30~~″–33″ | | BT till 2,05 | |
| 98980 | *T.Smith* –00 | | 192 | | | | Bros.(Lim) | boatCo.(1897),Ld. | | British | | | | |
| | | | 119 | | | | London | | | | 52RHP | | | |
| | | | | | | | | | | | J.Penn&Sons(Lim.),Lon. | | | |
| 366 | **The Monarch** | **SteelSc3MstSr** | 642 | ✠100A1 | Trn | 1904 | AilsaS.B. | J.Hay | 185·0 \| 27·6 \| 10·8 | Glasgow | C.2Cy.20½″&44″–30″ (s) | 13 ″ 7 | | |
| 119093 | *P.Morrison*02–04 | | 436 | 2,05 | Gls | 2mo | Co.Ld. | | Q101′B10′F34′ | British | 130lb *70lb* 80RH | s 1 ″ 0 | | |
| VNLS | *Well deck* | 1*Dk*(*Stl*) | 233 | | ✠LMC2,04 | | Troon | | BK7½ | | 1SB,*3pf*,GS62,HS1543 | | | |
| | *Mchy.Aft* | | | | | *Lloyd's* | *A&CP* | WB=*CellDBf*99′145*t*/*FPT* | | | 57*t*/*APT*10*t* | | | |
| | | | | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 367 | **The Prince** | **SteelScK** | 77 ~~80~~ | ✠100A1 | Hul | 1904 | Cook,Wel- | CrownSteam | 78·0 \| 18·0 \| 8·2 | Yarmouth | C.2Cy.11″&23″–15″ (s) | 9 ″ 0 | | |
| 117564 | *G.Symonds*04–04 | | 72 | *For fishing purposes* | | 5mo | t'n&Gemmell | Drifters,Ld. | | British | 130lb 28RHP | | | |
| | | 1*Dk* | 22 | 5,04 | | | Beverley | | BK6″ | | 3*BHCem* | | | |
| | | | | ~~Class Cancels plated~~ | ~~L.M~~ | | *Lloyd's*A&CP | | | | 1SB,*2pf*,GS22,HS552 | | | |
| | | | | | | | | | | | Crabtree&Co.Ld.Gt.Yar. | | | |
| 368 | **The Princess** | **SteelSc3MstSr** | 623 | ✠100A1 | Gls | 1902 | AilsaS.B. | J.Hay | 181·3 \| 27·2 \| 11·0 | Glasgow | C.2Cy.20½″&44″–30″ (s) | 13 ″ 7 | | 4,04 |
| 115690 | *N.McLean*99–02 | | 428 | 9,04 ~~Cpt.&L~~ | | 6mo | Co.Ld. | | Q100′B9′F34′ | British | 130lb *70lb* 80RH | s 1 ″ 0 | | |
| TKVF | *Mchy.Aft* | 1*Dk*(*Stl*) | 233 | | ✠LMC6,02 | | Troon | | BK7½ | | 3*BHCem* | | | |
| | *Well deck* | | | | | *Lloyd's* | *A&CP* | WB= | *DBf*96′ 139*t* *FPT* | | 59*t*/*APT*9*t* | | | |
| | | | | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 369 | — | **SteelScK** | 77 ~~80~~ | ✠100A1 | Hul | 1904 | Cook,Wel- | CrownSteam | 78·0 \| 18·0 \| 8·2 | Yarmouth | C.2Cy.11″&23″–15″ (s) | 9 ″ 0 | | |
| 117565 | | | 72 | *For fishing purposes* | | 6mo | t'n&Gemmell | Drifters,Ld. | | British | 130lb 28RHP | | | |
| | | 1*Dk* | 22 | 6,04 | | | Beverley | | BK6″ | | 3*BHCem* | | | |
| | | | | ~~Class Cancels plated~~ | ~~L.M~~ | | *Lloyd's*A&CP | | | | 1SB,*2pf*,GS22,HS552 | | | |
| | | | | | | | | | | | Crabtree&Co.Ld.Gt.Yar. | | | |
| 370 | **The Queen** | **SteelScSr** | 1676 | | | 1905 | W.Denny | S.Eastrn&Chathm | 309·9 \| 40·0 \| 15·7 | London | 3 Steam Turbines | | BT till ~~6,04~~ 6,05 | |
| 118993 | *C.F.Hancock* –03 | *3ScShafts* | 1155 | | | | & Bros. | RlyCos,'Managing | | British | ParsonsMar.S. 800RHP | | | |
| VCFH | | 3*Dks* | 345 | | | | Dumbarton | Committee | WB | | TurbineCo.Ld Nwc. | | | |
| 371 | — | **SteelSc3MstSr** | 557 | ✠100A1 | Ayr | 1897 | AilsaS.B. | J.Hay | 175·0 \| 27·0 \| 10·4 | Glasgow | C.2Cy.21″&44″–30″ (s) | 13 ″ 0 | | 9,01 |
| 105882 | ~~*D.Murchie* –04~~ | *ss*Gls.No.1–01 | 389 | 6,01 ~~Cpt.&L~~ | Trn | 8mo | Co. | | Q99′B9′F34′ | British | 130lb *70lb* 80RH | s ″10½ | | |
| PTMF | *Well deck* *D.Murchie*01–03 | 1*Dk*(*Stl*) | 165 | ~~Hull~~ | ✠LMC9,01 | | Troon | | BK7″ | | 3*BHCem* | | | |
| | *Mchy.Aft* | | | ~~L.MC6,04~~ | | | A&CP | WB= | *DBf*89′ 121*t* *FPT* | | 17*t*/*APT*9*t* | | | |
| | | | | | | | | | | | 1SB.*3pf*,GS60,HS1380 | | | |
| | | | | | | | | | | | Muir&Houston,Ld.Gls. | | | |
| 372 | — | **SteelPadSk** | 233 | | | 1883 | Caird&Co. | H.Brown | 165·1 \| 20·3 \| 6·5 | Glasgow | D.2Cy.36″–48″ | | BT till ~~10,04~~ 10,05 | |
| 81743 | *W.McFarlane*90–90 | | 125 | | | | Greenock | (W.J.Fraser,*Mgr*) | | British | | | | |
| | | | 96 | | | | | | | | 86RH | | | |
| | | | | | | | | | | | Caird&Co.,Greenock | | | |
| 373 | **The Rose** | **IronScSr** | 142 | | | 1889 | A.Hall&Co | W.J.Guy | 100·7 \| 20·5 \| 10·5 | Cardiff | C.2Cy.18″&38″–30″ | 11 ″ 0 | | |
| 8541 | *S.Berwick* –04 | | 129 | | | | Aberdeen | | | British | *E.made*82,B.89 58RHP | | | |
| | ex Saint Fotin) | (*Trawler*) 1*Dk* | 21 | | | | | | BK6½ | | Dunsmuir& Co.Glasgow | | | |
| 374 | **The Sirdar** | **SteelScYl** | 196 | ✠100A1 | Hul | 1899 | Mackie& | J.Leyman | 116·7 \| 21·0 \| 10·5 | Hull | T3Cy.12½″,21½″&35″–24″ (s) | 12 ″ 0 | | 7,02 |
| 110895 | *P.Pelsen* –99 | *ss*Hull.No.1–03 | 174 | *StmTrawler* | | 3mo | Thomson | | Q51′ | British | 200lb 60RH | | | |
| | | 1*Dk* | 48 | ~~Cpt.&L.~~ | ✠LMC7,03 | | Glasgow | | BK7½ | | 1SB,*2cf*,GS34,HS1135 | | | |
| | | | | 12,04 | | | A&CP | | | | Muir&Houston,Ld.Gls. | | | |
| 375 | **The Viscount** | **IronScSr** | 383 | ✠100A1 | Gls | 1892 | J.Fullerton | J.Hay | 142·2 \| 25·2 \| 11·5 | Glasgow | C.2Cy.20″&40″–27″ (s) | 12 ″ 7 | | 5,03 |
| 93847 | *G.Johnston* –03 | *ss*Gls.No.3–5,03 | 275 | 12,04 ~~Cpt.&L~~ | | 9mo | &Co. | | Q77′B9′F24′ | British | 100lb *70lb* 51RHP | s ″ 9½ | | |
| MSBJ | *Mchy.Aft* *Well deck* | 1*Dk*(*Irn*) | 151 | BS12,04 | ✠LMC5,06 | | Paisley | | BK6″ | | 3*BHCem* | | | |
| | | | | | | *Lloyd's* | *A&CP* | | WB= | *FPT*41*t* | 1SB.*3pf*,GS52,HS1150 | | | |
| | | | | | | | | | | | Muir&Houston,Glasgow | | | |
| 376 | **Thea** | **SteelScSr** | 1613 | | | 1893 | A.McMil- | H.Diederichsen | 254·3 \| 35·8 \| 20·8 | Kiel | T 3Cy.20″,34″&54″–42″ | | V | |
| ~~8,04~~ 7,04 | *H.Ohlerich*00–01 | | 1401 | | | | lan&Son,Ld. | | B62′F40′ | German | 189NHP | | | |
| LBJN | (*ex*Lucie et Marie) | 2*Dks* | 934 | | | | Dumbarton | | | WB | D.Rowan&Son,Glasgow | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme auquel maintenir la Cote. | 8 9 Construit. Quand. — Navires. — Mat. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au niveau du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 377<br>110350<br>RVQH | **Theano** SteelScSr<br>*G.W.Pearson*00–02 ssAms.No.2–98<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1534<br>1248<br>952 | ✠ [illegible] | 1890<br>11mo | P.Smit,Jr.<br>Slikkerveer<br>A&CP | Algoma Central & Hudson Bay Rly Co. (F.H. Clergue, *Mgr.*) | 241·8 \| 36·0 \| 17·1<br>drpol<br>FK<br>*WB* = *Cell D B* 158 | Newcastle<br>British<br>4 *BHCem*<br>245t *AP* 740t | T.3Cy.18″,29″&48″–33″ (*s*)<br>160lb *80lb* 146NH<br>2SB,*def*,gs76,hs2386<br>P.Smit,Jr.,Slikkerveer | 19 ″ 3 | | |
| 378<br>RKNS | **Theben** *W.Richert*95–04 SteelScSr<br>~~*H.Schuitter*~~ 1–01 ssHam.No.1–01<br>2*Dks*(*Stl U*-teak s) & *Web frames*<br>*Elec.light* *lower dk forehold* | 4614<br>3748<br>[illegible] | ✠100A1 Ham *r*<br>10,04<br>[illegible] | 1897<br>1mo | Flensburger Schiffsb.Ges. Flensburg<br>*Lloyd's A&CP* | Deutsche Dmpfs-fahrts.Ges.Kosmos<br>*WB* = *Cell D Ba* 102′ *uE&E* | 368·0 \| 45·9 \| 27·0<br>P& B228′F44′<br>FK<br>*Cell D Ba* 102′ *uE&E* | Hamburg<br>German<br>6 *BHCem*<br>70′*f* 186′890*t* | Q.4Cy.22″,32″,47″&69″–45″<br>213lb *100lb* (*s*) 407NH<br>3SB,*def*,gs138,hs6025<br>FlensburgerSchiffs.Ges | 29 ″ 9 | | |
| 379<br>To be Broken up 05<br>HCWQ | **Thebes** IronScSr<br>~~*R.Thomson*~~ 6thSurvey,Liv.9,99<br>2ndSurvey,Liv.7,01<br>2*Dks* | 2208<br>2051<br>1408 | ✠ [illegible] Liv *s*<br>4,04 | 1865 | C.& W. Earle Hull | Mass S.S.Co.Ld. [illegible]<br>J.Goutte | 321·5 \| 34·8 \| 25·5<br>B38<br>ND92 BK10<br>*WB* = | [illegible] Liverpool [illegible]<br>6 *BHCem*<br>*MT* 26′200*t* | C.2Cy.24″&62″–42″<br>NE74 ND92 ND92 208NHP<br>2SB,*Gcf*,gs55,hs3575<br>J.Jack,Rollo&Co.,Liv. | 27 ″ 1 | | |
| 380<br>RKBJ | **Thekla Bohlen** SteelScSr<br>*A.Deppen*99–02<br>2*Dks*3*trB* | 2239<br>2046<br>1416 | | 1894 | Blohm& Voss Hamburg | Woermann Linie Kommanditt Ges. | 290·7 \| 38·1 \| 23·7<br>B80′ F35′<br>*WB* | Hamburg<br>German | T.3Cy.19″,30″&50″–39½″<br>157NH<br>Blohm& Voss, Hamburg | | G | |
| 381<br>119073<br>VLMT | **Thelma** SteelScSr<br>*W.Taylor* –03<br>*Well deck* 1*Dk*(*Stl*) & *deep framing* | 1002<br>787<br>618 | ✠100A1 Shl *m*<br>5,05 Gls<br>[illegible] | 1903<br>11mo | A.Vuijk Capelle a/d Ysel<br>*Lloyd's A&CP* | Glen&Co.<br>*WB* = *Cell D Ba* 61′ *f* 81′ 282*t* | 215·7 \| 32·1 \| 15·4<br>Q74′B61′F21′<br>FK | Glasgow<br>British<br>4 *BHCem*<br>*APT* 15*t* | T.3Cy.17″,28½″&46″–30″ (*s*)<br>180lb *100lb* 138NH<br>1SB,3*pf*,gs52,hs2152<br>J.T.Grey,SouthShields | 16 ″ 3 | 1 · 8 | |
| 382<br>118065<br>VNLB | — SteelScSr<br>*R.Wakefield*98–03<br>1*Dk*(*Stl–pt* teak s)<br>*Well deck* | 400<br>291<br>75 | ✠100A1 Ayr *f*<br>2,05 Bkn<br>[illegible] | 1903<br>12mo | Ailsa S.B. Co.Ld. Ayr<br>*Lloyd's A&CP* | Zillah Shipping & Carrying Co.Ld. (W.A.Savage, *Mgr.*) | 143·3 \| 25·0 \| 11·6<br>B10′Q46′F25′<br>BK7′<br>*WB* = *FP Tanks* | Liverpool<br>British<br>1 *BHCem*<br>60t *APT* 8*t* | C.2Cy.18″&40″–27″ (*s*)<br>130lb 91NH<br>1SB,3*pf*,gs54,hs1641<br>Ross&Duncan,Glasgow | 12 ″ 8 | | |
| 383<br>131<br>SMCT | **Themis** IronScSr<br>*G.Olivieri* ssAnt.No 1–86<br>(*ex* Caffaro C.,*ex* Caffaro,*ex* Prinz Alexander) 1*Dk*(*Irn*) & *Spar dk* 3*trB* | 2927<br>2788<br>1927 | ✠ Gen *u*<br>*Spar dk*<br>8,91 | 1882<br>7mo | Germania-Werft Kiel | Soc.Commerciale Italiana di Nav. | 312·6 \| 40·5 \| 20·3<br>B64′ 28·2<br>*WB* = *Cell D B* 258′ 411*t* | Genoa<br>Italian<br>7 *BHCem*<br>*Tpd.*99 N.Odero&Co.Genoa | T.3Cy.31½″ 33⅞″&66½″–43⅞″<br>NB99 288NHP<br>J.Odero&Co.Genoa | 23 ″ 2 | I | |
| 384<br>HMLS | — SteelScSr<br>*T.Thomassen* ~~ss N.V.K. No.1–86~~<br>ssHKg.No.2–05 1*Dk*(*pt Stl* & *pt Irn*) & *deep framing* & *pt Awng dk*(*Irn*) | 1921<br>1324<br>1208 | ✠100A1 Hlkg *r*<br>*pt Awng dk*<br>*with freeboard*<br>7,04 2,06 1,05<br>[illegible] | 1897<br>1mo | Osbourne, Graham&Co Sunderland<br>A&CP | Intsk.Dampskibet Themis's Rederei (W.Wilhelmsen)<br>*WB* = *Cell D* | 270·0 \| 39·5 \| 15·3<br>Q107′<br>*pt Awng dk* 163′ FK<br>*Ba* 90′ *uE&E* 838′ *f* 98′ | Tonsberg<br>Norwegian<br>1 *BHCem*<br>170t *APT* 85*t* | T.3Cy.20½″,33″&54″–39″ (*s*)<br>160lb *80lb* 185NH<br>2SB,6*pf*,gs85,hs2825<br>G.Clark (Lim),Sunderland | 17 ″ 6 | 8 · 2 | |
| 385<br>PTMW | — SteelScSr<br>*P.A.de Boer* –03<br>2*Dks* | 897<br>670<br>543 | [illegible] | 1903 | Rijkee&Co Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 213·0 \| 30·6 \| 13·3<br>Q69′B48′F26′<br>*WB* | Amstrdam<br>Dutch | T.3Cy.15″,25″&40″–36″<br>96NH<br>Maats.Feyenoord,Rot. | | V | |
| 386<br>QFMN | — SteelScSr<br>*H.Siemers*97–00<br>1*Dk* | 467<br>338<br>274 | | 1891 | G.Evers Lübeck | Dampfschifffahrts Ges.Neptun | 159·1 \| 23·9 \| 11·0<br>Q40′ B39′ F21′<br>*WB* | Bremen<br>German | C.2Cy.17¾″&32¾″–22″<br>42NH<br>Maschinenfabrik Buckau Actien Ges.,Magdeburg | | V | |
| 387<br>PTNK | **Themisto** SteelScSr<br>*R.Teensma*95–01<br>1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing* | 3594<br>3328<br>2327 | ✠100A1 Ham *w*<br>*Spar dk* Rot<br>12,04 [illegible] | 1901<br>8mo | C.S.Swan& Hunter,Ld. Newcastle<br>A&CP | Hudig&Veder's Stoomv.Maats. (Hudig&Veder, *Mgrs.*)<br>*WB* = *Cell D Ba* 116′ | 348·0 \| 45·2 \| 17·9<br>P28′B92′F39′ 2·5<br>FK<br>*uE&E B38′ f* 148′ 813*t* | Rotterdm<br>Dutch<br>6 *BHCem*<br>*APT* 17*t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>180lb *180lb* 308NH<br>2SB *Gcf*,gs121,hs4640<br>Blair&Co.Ld.Stockton | 20 ″ 0 | 6 · 1 | |
| 388<br>1665<br>HSFT | **Theod. Mannheimer** SteelScSr<br>*J.A.Tobiasson* –01<br>1*Dk* | 223<br>182<br>114 | | 1884 | Motala Co. Motala | Nora-Karlskoga Jernvägsaktieb. (O.Bärnheim) | 101·1 \| 21·9 \| 11·6<br>B26 H12*t* | Nora<br>Swedish | C.2Cy.13¾″&25″–18″<br>22NH<br>Motala Co.,Motala | | | |
| 389<br>JFCV | **Theodor** SteelScSr<br>*E.Wulff*<br>1*Dk* & *Web frames* | 919<br>691<br>573 | | 1890 | Howaldts-werke Kiel | Renata Dampfsch. Ges.Th Gribel (Rud Christ Gribel, *Mgr*) | 205·8 \| 30·7 \| 13·8<br>Q62′ B52 F26′<br>*WB* | Stettin<br>German | T.3Cy.14½″,22½″&36¾″–23¾″<br>66NHP<br>Howaldtswerke,Kiel | | G | |
| 390<br>HBDP | — CompScSr<br>*P.Kömmus* –01<br>(*ex* Ostergötland) 1*Dk* | 307<br>274<br>164 | | 1884 | J.A.Svens-son Södra Garn | Markel M. Makarow | 138·9 \| 23·5 \| 11·7<br>B26′H3*t* | Reval<br>Russian<br>*Tpd.*00 | T.3Cy.11″,16½″&29½″–17½″<br>NB00 86NH<br>Maschfb.F.Wiegand,Reval | | V | |
| 391<br>KRJH | — SteelSc<br>*V.Putz* (*Trawler*)<br>1*Dk* | 205<br>194<br>67 | | 1899 | G.Seebeck A.G. Bremerhaven | Geestemünder Herings&Hochsee fischerei Act.Ges. | 128·0 \| 21·4 \| 11·1<br>*WB* | Gstemndo<br>German | T.3Cy 11½″ 18½″&30½″–22½″<br>43NH<br>G.Seebeck A.G.Bremerhvn | | G | |
| 392<br>MDKH | **Theodor Burchard** IronScSr<br>*E.Dedow* –00 1*Dk* & *Spar dk* 3*trb* | 765<br>760<br>456 | | 1883 | Rostocker Act.Ges. Rostock | Otto Zelck | 185·7 \| 27·0 \| 12·7<br>H16′ 19·8<br>*WB* | Rostock<br>German | C.2Cy.23½″&41½″–27½″<br>NB91 76NH<br>Rostocker A.G.,Rostock | | G | |
| 393<br>LBJR | **Theodor Wille** SteelScSr<br>~~*H.Mayer*~~ *C.Coltzau*<br>1*Dk*(*Irn*) & *Spar dk*(*Irn*) & *Web frames* | 3667<br>3481<br>2386 | ✠100A1 Ams *w*<br>*Spar dk* Ull Bkn<br>10,03 2,01<br>0,09 | 1901<br>10mo | T Turnbull &Son Whitby<br>*Lloyd's A&CP* | H.Diederichsen<br>*WB* = *DBa* | 351·5 \| 14·0 \| 20·6<br>P31′B104′F33′ 28·5<br>FK<br>120′ *uE24′ f* 140′ 813*t* | Kiel<br>German<br>6 *BHCem*<br>*APT* 10*t* | T.3Cy.24″,40″&66″–42″ (*s*)<br>156lb *90lb* 282NHP<br>2SB,*Gcf*,gs123,hs4345<br>Blair&Co.Ld.Stockton | 21 ″ 2 | 8 · 9 | |
| 394<br>PTNF | **Theodora** SteelScSr<br>*B.Scheltema*<br>*Well deck* 1*Dk*(*Stl*) & *Web frames*<br>ssRot.No.3 5,04 | 852<br>695<br>613 | ✠100A1 Rot *l*<br>1,05 [illegible]<br>Lon | 1892<br>8mo | Maats.de Maas. Rotterdam<br>A&CP | Rederij S.S. Theodora (Jos.de Poorter) | 205·5 \| 30·2 \| 13·3<br>Q72′B46′F25′<br>FK<br>*WB* = *Cell D B* 167 | Rottrdam<br>Dutch<br>1 *BHCem*<br>201t *APT* 35*t* | T.3Cy.15½″,26″&41½″–22½″<br>150lb *90lb* (*s*) 95NH<br>1SB,3*cf*,gs58,hs1693<br>Maats.de Maas.,Rotterdam | 15 ″ 8 | 1 · 7 | |
| 395<br>PTNF | **Theodore Sifneo** SteelScSr<br>*J.Caropoulis* –02 ssPir.No.3–4,01<br>(*ex* Haytor) 1*Dk*(*Irn*) & *Web frames*<br>*Well deck* | *1588*<br>*1159*<br>*1005* | ✠100A1 Pir *p*<br>9,01<br>[illegible] | 1889<br>10mo | R.Craggs &Sons Middlesbro'<br>A&CP | J.Th.Sifneo | 250·0 \| 35·2 \| 17·0<br>P24′Q70′B101′F32′<br>FK<br>*WB* = *Cell D B* 210′ | Piræus<br>Greek<br>1 *BHCem*<br>329 *APT* 15*t* | T.3Cy.18½″,29″&48″–36″ (*s*)<br>160lb *80lb Comp* 134NHP<br>2SB,4*rf*,gs57,hs1948<br>Wstgrth,English&Co,Mdl | 19 ″ 4 | 1 · 8 | |
| 396<br>PTNF | **Theophano** SteelScSr<br>*M.Livanos* –02 ssGls.No.3–4,01<br>(*ex* Thetis) 1*Dk*(*Stl*) & *Spar dk* & *Web frames* | *1838*<br>*1780*<br>*1137* | ✠100A1 Gen *r*<br>*Spar dk* Pir<br>11,04 [illegible] | 1888<br>7mo<br>*Lloyd's* | J.Reid&Co Pt.Glasgow<br>*A&CP* | S.A.Siderides<br>*WB* = *Cell D Ba* 64′ *uE* | 259·6 \| 37·1 \| 15·5<br>22·3<br>BK9′<br>20′ *f* 110′ 331*t* | Syra<br>Greek<br>1 *BHCem*<br>2SB,*Gcf*,gs90,hs2100<br>Muir&Houston,Glasgow | T.3Cy.18″,29½″&47″–39″ (*s*)<br>160lb *65lb* 139NHP<br>Muir&Houston,Glasgow | 17 ″ 5 | 5 · 10 | |
| 397<br>104451<br>NMTV | **Theory** SteelScSr<br>*T.Ferguson* –01 ssBel.No.2–02<br>*Well deck* 1*Dk*(*Irn*) | 522<br>395<br>174 | ✠100A1 Bel *i*<br>[illegible] | 1894<br>4mo | McIlwaine &MacColl Ld<br>*Completed by* Workman, Clark &Co.(Lim.),Belfast<br>*Lloyd's A&CP* | W.A.Grainger<br>*WB* = *Cell D B* 46′ 68*t FT* | 180·6 \| 27·6 \| 12·7<br>99′B40′F30′<br>BK7½′<br>38′ *APT* 36*t* | Belfast<br>British<br>4 *BHCem*<br>*APT* 36*t* | T.3Cy.18″,28″&38″–33″ (*s*)<br>200lb *75lb* 88NHP<br>1SB,3*cf*,gs41,hs1382<br>McIlwaine&McColl(Lim)<br>*Completed by* Workman, Clark&Co.(Lim.),Belfast | 13 ″ 11 | 1 · 2 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned, now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in Gt. Britain & Ireland. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 398 | **Therapia** | Steel Sc Sr | 3781 | | | | 1901 | Blohm& Voss Hamburg | Deutsche Levante Linie | 350·6 \| 44·7 \| 24·6 | Hamburg German | T.3Cy.23½″,39⅛″&67½″–48″ 312NHP | | G | |
| | *D.Steen* 97–02 | | 2944 | | | | | | | P&B240′F50′ | | | | | |
| RMKS | *Elec.light* | 2 *Dks* | 2388 | | | | | | | | *WB* | Blohm&Voss, Hamburg | | | |
| 399 | — | Steel Sc Sr | 3123 | †100A1 | Bry | *v* | 1900 | Richardson, Duck&Co. Stockton | Hall Bros. SS. Co. Ld (Hall Bros, *Mgrs.*) | 325·5 \| 45·5 \| 23·6 | Newcastle British | T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *100lb* 256NHP 2SB,*6rf*,GS106,HS3900 Blair&Co.Ld.Stockton | 26 ″ 4 | | |
| 110349 | *J.Manger* –04 | | 2846 | 3,04 | | | 1mo | | | P31′B90′F33′ | | | 4·10½ | | 1,05 |
| BPKF | | 1 *Dk*(*Irn*)2*tr B*&*Web frames* | 2017 | BS[illegible] | | | | | | | FK | | | | |
| | | 3 *Dk rule* | | MS1,05 | | | *Lloyd's* | *SA&CP* | *W* | *B* = *Cell DBa*108′ | *uE*&*B*42′ *f*130′ 754*t* | *APT*119*t* | | | |
| 400 | **Theresa Ward** | Steel Sc K | 195 | †100A1 | Shl | *c* | 1900 | J.P.Rennoldson&Sns S.Shields | Bluff Harbour Board | 117·2 \| 22·1 \| 11·4 | Invercargill, N.Z. | T.3Cy.15½″,25″&41″–27″ (*s*) 180lb 95RH | 12 ″ 6 | | 7,04 |
| 34058 | *N.Macdonald* –00 | *ss* Ddn.No.1–05 | 188 | *For Towing purposes* | | | 8mo | | | | BK7 | British | | | |
| | | 1 *Dk*(*Teak*) | 9 | ~~7,01~~ | †LMC[illegible] | | | | | | | 1 *BH Cem* | | | |
| | | | | 4,05 | Ddn | | | A&CP | | | | *APT* | | | |
| 401 | **Therese** | Steel Sc Sr | 1774 | † | Nwc | *q* | 1889 | Osbourne, Graham&Co. Sunderland | Acties. Dmpsk. Therese (P. A. Grön) | 258·0 \| 37·1 \| 16·8 | Sndefjrd Norwegian | T.3Cy.19″,31″&51″–36″ 157NHP | 19 ″ 2 | N | |
| | *J.Johnsen* | *ss* Bly.No.2–97 | 1296 | 2,03 | | | 9mo | | | P33′Q62′B110′F33′ | | | | | |
| HNLV | (*ex* Torridon) | 1 *Dk*(*Irn*)&*Web frames* | 1117 | | | | | | | | BK9′ | 4 *BH Cem* | | | |
| | *Well deck* | | | | | | | | *WB* = *Cell DB*214′408*t* | | | *APT*56*t* | | | |
| 402 | — | Steel Sc Sr | 1333 | †100A1 | Shl | *o* | 1898 | Sir Raylton Dixon&Co.Ld. Middlesbro' | Dpsklsk. Heimdal (M. Carl, *Mgr.*) | 240·0 \| 35·4 \| 16·9 | Copenhagn Danish | T.3Cy.18″,29″&48″–33″ (*s*) 160lb *80lb* 135NHP | 19 ″ 2 | | ~~3,04~~ |
| | ~~[illegible]~~ | *ss* Shl.No.1–03 | 1165 | 3,05 ~~3,04~~ | Sld | | 8mo | | | P22′B64′F30′ | | | 2 ″ 8½ | | N3,05 |
| NJWH | *Larsen* | 1 *Dk*(*pt Irn*&*pt Stl*)&*deep framing* | 832 | BS11,04 | †LMC8,03 | | | A&CP | | | FK | 1 *BH Cem* | | | |
| | | | | | | | | | *WB* = *Cell DB* | *u*72′ *uE*16′ *f*94′ 310*t* | | *APT*50*t* | | | |
| 403 | — | Steel Sc Tug | 118 | | | | 1894 | Howaldts-werke Kiel | Wender&Krimont | 95·4 \| 20·0 \| 9·2 | Braila Roumanian | T.3Cy.11⅞″,18¾″&29⅝″–15½″ 35NHP | | | |
| | | 1 *Dk* | — | | | | | | | | | Howaldtswerke, Kiel | | | |
| | | | 41 | | | | | | | | | | | | |
| 404 | **Therese Heymann** | Steel Sc Sr | 2393 | †100A1 | Shl | *s* | 1890 | Ropner& Son Stockton | Therese Heymann S.S.Ld. (R.Ropner &Co.) | 290·0 \| 39·0 \| 19·3 | London British | T.3Cy.21½″,35½″&58½″–39″ 160lb NDB04 (*r*) 212NHP | 22 ″ 6 | | ~~5,01~~ |
| 98097 | *R.Campbell* 83–03 | *ss* Bry.No.3–5,01 | 1817 | ~~6,04~~ ~~4,03~~ 11,04 | | | 5mo | | | P29′Q90′B114′F31 | BK10′ | 5 *BH Cem* | 2 ″ 1 | | N6,04 |
| LRSM | *Well deck* | 1 *Dk*(*Irn*)&*Webframes* | 1550 | ~~M[illegible],01~~ | †LMC | | *Lloyd's* | *SA&CP* | | *WB* = *Cell DB*234′450*t* | | *APT* | | | |
| | | | | ~~Rivetted~~ BS8,04 | | | | | | | | Blair&Co.(Lim.), Stockton | | | |
| 405 | **Therese Horn** | Steel Sc Sr | 2350 | | | | 1904 | Flensburger Schiffsb.Ges. Flensburg | H.C.Horn | 300·0 \| 45·2 \| 19·0 | Lübeck German | T3Cy.20⅛″,33⅜″&55⅞–37⅜″ 189NHP | | | |
| | *Elec.light* | 1 *Dk*&*Shelter dk* | 1700 | | | | | | | | | Flensburger Schiffsb.Ges. | | | |
| | | | 1500 | | | | | | | | | | | | |
| 406 | **Thérèse & Marie** | Steel Sc Sr | 1630 | | | | 1893 | A.M'Millan &Son(Lim.) Dumbarton | Worms&Cie. | 255·0 \| 35·5 \| 22·0 | Havre French | T.3Cy.20″,34″&54″–42″ 189NHP | | V | |
| | *E.Mériel* 99–02 | 2 *Dks* | 1423 | | | | | | | H62′ F40′ | | | | | |
| LFTC | | | 832 | | | | | | | | *WB* | D.Rowan&Son, Glasgow | | | |
| 407 | **Theresedal** | Steel Sc Sr | 1762 | †100A1 | Npt | *q* | 1889 | T.Turn-bull&Son Whitby | Akties. Theresedal (~~A.Aadnesen~~) | 259·0 \| 37·0 \| 18·1 | Tvdestrnd Norwegian | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *90lb* NDB01 170NHP | 19 ″ 4 | | ~~4,03~~ |
| | ~~O.K.Hartog~~ 02 | *ss* Hpl.No.3–4.01 | 1347 | ~~M[illegible],03~~ 2,05 | Hal Skm | | 3mo | | | P28′Q60′B112′F32 | | | s 1 ″ 6½ | | 2,05 |
| HTFN | (*ex* Concord) | 1 *Dk*(*Stl*)2*tr B* | 1099 | ~~Rivetted~~ | †LMC[illegible] | 2,05 | | A&CP | | drp05 | FK | 1 *BH Cem* | | | |
| | *Well deck* | *T.Pedersen* 01–04 | | | | | | | *WB* = *DBa* | 72′*f*104′342*t* | | 2SB,*4cf*,GS58,HS2483 | | | |
| | | | | | | | | | | | | Blair&Co.Ld.Stockton | | | |
| 408 | **Theseus** | Steel Sc Sr | 984 | ~~[illegible]~~ | | | 1900 | Dundee Shipbuilders Co Ld. Dundee | Dampfschifffahrts Ges. Neptun | 215·0 \| 33·0 \| 14·0 | Bremen German | T.3Cy.17″,28½″&47″–30″ (*s*) 180lb *100lb* 135NHP | 16 ″ 0 | | |
| | *A.Peters* 91–00 | | 764 | | | | 5mo | | | Q77′B50′F23′ | | | s 1 ″ 7 | | |
| QHBR | | 1 *Dk*(*Stl*)&*deep framing* | 592 | | | | | | | | FK | 1 *BH Cem* | | | |
| | *Well deck* | | | | | | | A&CP | *W* | *B* = *Cell DBa*48′ *u* | *E*15′ *f*86′238*t* | *FPT*50*t* *APT*16*t* | | | |
| 409 | **Thespis** | Steel Sc Sr | 4343 | | | | 1901 | Sir Raylton Dixon&Co.Ld. Middlesbro | Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt, *Mgrs.*) | 390·0 \| 50·1 \| 26·8 | Liverpool British | T.3Cy.27½″,46″&74″–54″ 402NHP | | C | |
| 115937 | *C.F.Ferguson* –01 | | 4031 | | | | | | | | *WL* | Richardsons, Westgarth& Co.Ld.Hpl | | | |
| TDFP | *Elec.light* | 2 *Dks*&*Shelter dk* | 2735 | | | | | | | | | | | | |
| 410 | **Thessalia** | Iron Sc Sr | 802 | | Gen | *u* | 1864 | Palmer Brs &Co. Newcastle | Nav.à Vapeur Panhellénique | 252·0 \| 28·1 \| 17·3 | Piræus Greek | C.2Cy.33″&66″–38″ NB74 208NHP | | | |
| | *E.Regopoulos* 03–03 | *ss* Gen.No.3–80 | 694 | 3,80 | | | | | | Q19*t* | | *Cmp* 74 Palmers' Co., Nwc. | | | |
| HPJQ | (*ex* Principe Carignano, *ex* Indostan) | | 477 | | | | | | | | | 1 *BH Cem* | | | |
| 411 | **Thetis** | Iron Sc Sr | 1133 | | | | 1870 | Lloyd Austro-Ungarico Trieste | Lloyd Austriaco | 221·8 \| 31·5 \| 21·7 | Trieste Aust.-Hung. | C.2Cy.33½″&58″–33″ 161NHP | | | |
| 161 | *G.Bartole* | 2 *Dks* | — | | | | | | | | | Stabilimento Tecnico, Tri. | | | |
| HSKC | | | 610 | | | | | | | | | | | | |
| 412 | — | Steel & Iron Sc Sr | 1011 | | | | 1884 | O.A.Brodin Gefle | Ångf. Aktieb. Gefle (JP. Hægerstrand | 215·4 \| 30·8 \| 15·1 | Gefle Swedish | C.2Cy.26″&48″–27″ 100NHP | | V | |
| 1354 | *C.N.V.F.Mörck* 01–01 | 1 *Dk* | 769 | | | | | | | Q69′ B28*t* H29*t* | | Motala Co., Motala | | | |
| HSFP | | | 574 | | | | | | | F25′ | | | | | |
| 413 | — | Iron Sc | 504 | | | | 1859 | ..... England | McDowall& Barbour | 184·3 \| 24·9 \| 15·0 | Piræus Greek | C.4Cy.24″&45″–30″ *Bmade*92 *fitted*94 185NHP | | V | |
| | *S.Couletakis* 93–02 | | | | | | | | | | *Cmp*.75 | Hellenic S.N.Co.Syra | | | |
| HKLS | (*ex* Karteria) | | 313 | | | | | | | | | | | | |
| 414 | — | Comp Sc Sr | 183 | | | | 1898 | K.Olsson Gamla Lödöse | A.Persson | 99·5 \| 22·6 \| 9·4 | Nor Swedish | C.2Cy.10″&15″–12″ E&B *built*1894 6NHP | | | |
| 3913 | *G.Gustafsson* –03 | 1 *Dk* | 147 | | | | | | | Q3′B20′H8*t* F12′ | | P.Larsson, Thorskog | | | |
| JKOD | | | 123 | | | | | | | | | | | | |
| 415 | **Thielen** | Steel Sc Sr | 127 | | | | 1900 | Howaldts-werke Kiel | Neue Dampfer-Cie. Act.Ges. | 98·1 \| 21·1 \| 8·9 | Kiel German | T.3Cy.9⅜″,14½″&24⅜″–12″ 20NHP | | | |
| | *P.Hagge* –00 | | — | | | | | | | | | Howaldtswerke, Kiel | | | |
| LBGT | | 1 *Dk* | 49 | | | | | | | | | | | | |
| 416 | **Thiresia** | Iron Sc Sr | 888 | † | Oda | | 1869 | C.Mitchell &Co. Newcastle | E.Mouschensky& Co. | 224·8 \| 29·1 \| 17·3 | Odessa Russian | C.2Cy.26″&52″–30″ NE&B75 111NHP | | V | |
| | *Mirochenitchenko* –00 | | 799 | 3.99 | | | 4mo | | | P28′B43′F29′ | | *Cem* | | | |
| | (*ex* Maud, *ex* Charles Tennant) | *ss* Cpl.2nd No.3–9,95 1 *Dk*(*Irn-ws*)2*tr b* | 604 | | | | | | | BK7½″ | | *APT*45*t* | | | |
| | | | | | | | | | *WB* = *DBa*&*f*148′272*t* | | | 1SB.*3cf*,GS59,HS1960 | | | |
| | | | | | | | | | | | | Wilsnd Slpwy Co.(L.), Nwc | | | |
| 417 | **Thirlby** | Steel Sc | 2009 | †100A1 | Shl | *r* | 1898 | Ropner& Son Stockton | R.Ropner&Co. | 275·0 \| 39·6 \| 14·9 | W.Hartlpl British | T.3Cy.19½″,32½″&52½″–36″ 160lb *160lb* (*s*) 163NHP | 18 ″ 0 | | 2,04 |
| 100990 | *F.W.Whitefield* 95–98 | *ss* Bry.No.1–03 | 1365 | *pt Awng dk* | | | 10mo | | | P27′Q82′ | FK | 4 *BH Cem* | 3 ″ 7 | | |
| QJLN | | 1 *Dk*(*Stl*)&*deep framing*&*pt Awng dk*(*Irn*) | 1285 | *with freeboar* 2,04 | †LMC11,02 | | | A&CP | *W* | *B* = *Cell DBa* 94′ *u* | *pt Awng dk*166′ *E*20′ *f*106′408*t* | *FPT* 76*t*. *APT*25*t* | | | |
| 418 | **Thirlmere** | Steel Sc Sr | 981 | †100A1 | P.Gl | *n* | 1904 | A.Rodger& Co. Pt.Glasgow | Palatine Shipping Co.Ld. (H.Watson &Co. *Mgrs.*) | 230·2 \| 34·0 \| 14·3 | Manchestr British | T.3Cy.17″,28″&45″–33″ (*s*) 180lb *100lb* 130NHP | 16 ″ 6 | | |
| 119583 | *R.Wearing* –04 | | 894 | ~~1,04~~ 1,05 | Liv | | 2mo | | | P55′B66′F62′ | FK | 1 *BH Cem* | s 1 ″ 7 | | |
| | | 1 *Dk*(*Stl*)&*deep framing* | 598 | | †LMC2,04 | | *Lloyd's* | *SA&CP* | *WB* = *Cell* | *Ba*&*uE*79′ *f*98′ 256*t* | | *APT*34*t* | | | |
| | *Elec.light* | | | | | | | | | | | 1SB,*3rf*,GS61,HS2060 | | | |
| | | | | | | | | | | | | A.Rodger&Co.Glasgow | | | |
| 419 | **Thirteen** | Steel Sc K | 77 | †100A1 | Shl | | 1901 | Smith's Dock Co.Ld. N.Shields | Smith's Dock Trust Co.Ld. | 80·0 \| 18·0 \| 8·2 | G Yrmouth British | C.2Cy.10¾″&23″–16″ (*s*) 125lb 22RHP | 9 ″ 0 | | |
| 111064 | *A.Amies* –02 | | 72 | *For Fishing purposes* | | | 7mo | | | | BK6″ | 3 *BH Cem* | | | |
| | | 1 *Dk* | 25 | 3,02 | †LMC6,01 | | *Lloyd's* | *SA&CP* | | *WB* = | | *FPT*2*t* | | | |
| | | | | | | | | | | | | 1SB,*2pf*,GS19,HS476 | | | |
| | | | | | | | | | | | | MacColl&Pollock, Sld. | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Temps auquel maintenant expire. Lettres d'Emplacement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions principales. Jauge de la Douane. Superstructures, &c. | 12 Port d'Armement. / Pavillon. | 13 Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP Force en chevaux d'après les formules de la Société. IHP Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **420** 115518 | **Thirty** | Steel Sc K | 79 75 33 | ✠100A1 Shl *For Fishing purposes* 5.02 | | ✠LMC02 | 1902 5mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Smith's Dock Trust Co. Ld. | 80·0 18·1 8·3 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 21RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld | 9 0 | | |
| **421** | **Thirty One** | Steel Sc K | 79 75 32 1 *Dk* | ✠100A1 Shl *For Fishing purposes* 6.02 | | ✠LMC6,02 | 1902 6mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Smith's Dock Trust Co. Ld. | 80·0 18·1 8·2 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 21RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld. | 9 0 | | |
| **422** | **Thirty Two** | Steel Sc K | 79 75 32 1 *Dk* | ✠100A1 Shl *For Fishing purposes* 6.02 | | ✠LMC6,02 | 1902 6mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Smith's Dock Trust Co. Ld. | 80·0 18·1 8·3 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 21RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld. | 9 0 | | |
| **423** | **Thirty Three** | Steel Sc K | 79 75 33 1 *Dk* | ✠100A1 Shl *For Fishing purposes* 7.02 | | ✠LMC6,02 | 1902 7mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Smith's Dock Trust Co. Ld. | 80·0 18·1 8·3 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 21RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld. | 9 0 | | |
| **424** | **Thirty Four** | Steel Sc K | 79 75 33 1 *Dk* | ✠100A1 Shl *For Fishing purposes* 7.02 | | ✠LMC7,02 | 1902 7mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Smith's Dock Trust Co. Ld. | 80·0 18·1 8·3 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 21RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld | 9 0 | | |
| **425** 115531 | **Thirty Seven** | Steel Sc K | 80 75 33 1 *Dk* | ✠100A1 Shl *For Fishing purposes* 8.02 | | ✠LMC7,02 | 1902 8mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | A. Sutherland | 80·0 18·1 8·2 BK6″ *WB=FPT2t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 22RH 1SB.*2pf*,gs17,hs476 MacColl&Pollock,Sld. | 9 0 | | |
| **426** LFTB | **Thisbé** *Pierre* –08 | Steel Sc Sr 1 *Dk* | 1076 — 390 | | | | 1903 | Dundee Shipbuilders' Co Ld Dundee | Société Navale Caennaise (G. Lamy & Co. *Mgrs.*) | 215·4 32·1 15·1 *175′B50′F19′* | Caen French *WB* | T.3Cy.17½″,28″&47″–33″ 127NH J. S. Vaux & Co. Ld. Sld. | | V | |
| **427** 89935 MBQJ | **Thistle** *R. Carswell* 88–03 *Elec. light* | Steel Sc Sr ss Gls. No. 3–6,03 2 *Dks* | 938 724 375 | ✠100A1 Gls 5,03 ✠LMC | | *m* | 1884 5mo | D. & W. Henderson & Co. Glasgow A&CP | Gls. Dub. & Lndndy S.P. Co. Ld. (A. A. Laird & Co. *Mgrs.*) | 231·8 32·1 15·4 P47′B85′F48′ lon03 ND03 BK8″ | Glasgow British | C.2Cy.32″&66″–42″ (s) 100lb HS4268 249NH 2SB1AuxSB,*Scf*,gs145 D. & W. Henderson & Co. Gls | 16 5 2 7 | BT 100 5.05 | |
| **428** 113134 TWBM | **—** *J. Moore* –03 *Mchy. Aft Well deck* | Steel Sc Sr 1 *Dk* (*Stl–pt ws*) | 518 359 191 | ✠100A1 Liv 9,03 ✠LMC5,03 | | *h* | 1903 3mo | Garston G. Dk & SB Co. Ld Garston *Lloyd's SA&CP* | J. Brewster & Sons | 170·1 26·1 11·2 Q95′B13′F26′ BK7″ *WB=FPT54t* | Whitehvn British 3 *BHCem* | C.2Cy.19″&48″–30″ (s) 150lb *100lb* 74RH 1SB *3cf*,gs49,hs1732 Hutson & Sons, Ld. Glasgow | 12 6 · 10 | | |
| **429** 52604 | **—** *G. Blampied* –00 | Iron Sc Sr | 496 405 160 | | | | 1865 | A. & J. Inglis Glasgow | Islander S.S. Co. Ld. (M. Whitwill & Son, *Mgrs.*) | 198·5 25·2 13·1 *138′ B61′ F65′* | Bristol British | C.2Cy.27″&49″–33″ NE&B77 115NH Hutson & Corbett, Glasgow | | | |
| **430** 85067 WDPV | **—** *F. A. Upstill* –96 *Elec. light* | Iron Sc 3 Mst Sr Yt ss Sou. No. 3–3,97 ss Cws. No. 1–01 2 *Dks* | 369 360 210 | ✠100A1 Cws 9.02 ✠LMC7,01 | | | 1881 6mo | Blackwood & Gordon Pt. Glasgow *Lloyd's SA&CP* | Admiral Sir C.G. Fane, K.C.B. | 186·9 25·1 14·1 ND97 | London British 9 *BHCem* | C.2Cy.26″&52″–33″ (s) 80lb *80lb* NDN96 115NH 1SB,*3pf*,gs66,hs1787 Blackwood & Gordon, P.G. | | | |
| **431** 97865 QHWK | **—** *J. Potter* –91 | Steel Pad 1 *Dk* | 301 299 77 | | | | 1891 | J. Scott & Co. Kinghorn | Wallasey Urban District Council | 150·0 26·2 10·5 *Saloon dk* 120 | Liverpool British | C.D.2Cy.30″&57″–57″ 204NH J. Scott & Co., Kirkcaldy | | | |
| **432** 94819 | **—** *W. A. Bessett* 96–99 | Wood Sc Sr 2 *Dks* | ~~222~~ ~~191~~ ~~147~~ 384 301 161 | | | | 1890 | McAlpin & Allen Vancouvr BC | R. Dunsmuir & Sons | 116·0 26·0 9·5 | Vict'ria BC British | C.2Cy.12″&24″–18″ 24RH Albion Iron Wks, Vict., B.C. | | | |
| **433** 111000 | **—** *J. Todd* –03 | Steel Twin Sc Yl 1 *Dk* | 196 149 10 | | | | 1903 | Grngem'th & Greenock Dockyard Co. Grngemouth | G. Martin | 140·2 21·8 7·3 Q45′B60′ | Dundee British *WB* | C.4Cy.18″&31″–16″ Cooper & Greig, Dundee | | | |
| **434** 119127 | **—** *A. Main* –01 | Steel Sc K 1 *Dk* | 178 168 58 | ✠100A1 Abn *Stm Trawler* Ltd. ~~9,04~~ 5,04 ✠LMC5,04 | | | 1904 5mo | A. Hall & Co. Aberdeen *Lloyd's SA&CP* | J. S. Boyle | 110·2 21·1 11·3 BK7½″ *WB=DTfs'6t* | Glasgow British 3 *BHCem* | T.3Cy.11½″,18″&31″–22″ (s) 180lb 55RH 1SB,*2cf*,gs31,hs1096 A. Hall & Co. Aberdeen | 12 0 | | |
| **435** 113234 | **—** *C. Baker* 00–02 | Steel Sc K 1 *Dk* | 167 146 40 | ✠100A1 Gms *Stm Trawler* 6,04 ✠LMC10,02 | | | 1902 10mo | Cochrane & Sons Selby *Lloyd's SA&CP* | A. & R. Osborne | 102·4 21·0 10·9 Q60′F17 BK7½″ | Grimsby British 3 *BHCem* | T.3Cy.11½″,19½″&32″–28″ (s) 180lb 56RH 1SB,*2cf*,gs29,hs920 C. D. Holmes & Co. Hull | 11 10 | | |
| **436** 110994 | **—** *J. Todd* –02 | Steel Twin Sc Sp 1 *Dk* | 160 118 21 | | | | 1902 | Grngem'th & Greenock Dockyard Co. Grngemouth | The Admiralty | 124·4 19·2 7·1 Q48′ *WB* | British | I.4Cy.12⅝″&27″–16″ 60RH Cooper & Greig, Dundee | | | |
| **437** 114511 | **—** *J. Rigsby* 01–01 | Steel Sc K 1 *Dk* | 158 148 34 | ✠100A1 Abn *Stm Trawler* 3,02 ✠LMC11,01 | | | 1901 11mo | J. T. Eltringham & Co. S. Shields *Lloyd's SA&CP* | Purdy Stm. Fishing Co. Ld. (W. Purdy, jun. *Mgr.*) | 105·0 20·5 11·5 Irp02 BK7½″ | N. Shields British 3 *BHCem* | T.3Cy.11″,18″&30″–22″ (s) 160lb 50RH 1SB,*3cf*,gs38,hs974 Shields Eng. Co. N. Shields | 11 10 | | |
| **438** 117557 | **—** | Steel Sc K 1 *Dk* | 79 74 17 | ✠100A1 Shl *For fishing purposes* 2.04 ✠LMC2,04 | | | 1904 2mo | Smith's Dock Co. Ld North Shields *Lloyd's SA&CP* | Westmacott, Ld. | 80·0 18·1 8·3 BK6″ *WB=FPT3t* | Gt Yarmth British 3 *BHCem* | C.2Cy.10½″&23″–16″ (s) 125lb 22RH 1SB,*2pf*,gs20,hs539 MacColl & Pollock, Sld. | 9 0 | | |
| **439** 114638 TDLW | **Thistledhu** *S. J. Yeo* 01–01 | Steel Sc Sr *Spar dk pt for'd of Stl*) 2 *tr b'k deep framing* | 4026 3764 2614 | ✠100A1 Cff *Spar dk with freeboard* 11,03 ✠LMC12,01 | Lon | *w* | 1902 1mo | Irvine's SB & D.D. Co. Ld. W Hartlepool *Lloyd's SA&CP* | Albyn Line, Ld. (Allan, Black & Co. *Mgrs.*) *WB=Cell DB a* 112 | 345·0 47·8 19·4 P31′B100′F34′ 27·5 FK *E&B*36′ *f* 148′ 876t | Sundrland British 6 *BHCem* *APT*101t | T.3Cy.25″,40″&67″–46″ (s) 165lb *90lb* 806NH 2SB,*6cf*,gs114,hs4615 Richardsons, Westgarth & Co. Ld. Hpl | 22 11 2 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Survoys. | No. of Decks, &c. | Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. — for Special Survey. Date of last Survey. | Port of Survey. | Year Classed. | Last Re-Classed. | Built. When | By Whom / Where | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Breadth amidships | Registers in which classed, if not in L.R. | Date of last Class Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 440 | **Thistleroy** | **SteelScSr** | 4027 | ✠100A1 | Shl | *w* | | 1902 | Irvines' SB | AlbynLine,Ld. | 345·2 | 47·8 | 19·4 | Sundrland | T.3Cy.25″,41″&67″–45″ (*s*) | 22 ″ 11 | | | ~~1,05~~ |
| 14043 | *J.Beal*02–02 | | 3762 | *Spar dk* | | | | 6mo | &D.D.Co.Ld. | (Allan,Black&Co. | P31′B100′F34′ | 27·5 | | British | 165lb *90lb* 314NHP | s 6 ″ 2 | | | 11,04 |
| RKHF | *Spardk(ptIrn&ptStl)2trB* | | 2608 | *with Cycboard* | | | | | WHartlepool | *Mgrs.*) | | | FK | *6BHCem* | 2SB,*8pf*,GS122,HS4840 | | | | |
| | *&deepframing* | | | 12.03 | ✠LMC6,02 | | | *Lloyd's*SA&CP | | *WB=CellDBa*[illegible] | *uE&B36′f*148′876*t* | | | *4PT101t* | Richardsons,Westgarth& Co.Ld.Sld | | | | |
| 441 | **Thjelvar** | **IronScSr** | 388 | | | | | 1876 | Bergsunds | Ångf.Aktieb.Got- | 149·4 | 24·8 | 11·5 | Visby | C.2Cy.20″&38″–25¼″ | | | | |
| 1977 | *H.Gardsten*94–99 | 1*Dk&Shelterdk* | 227 | | | | | | Mek.Vrks. | land(A.Ekman) | P46′H60*t*F36′ | | FK | Swedish | NE&B96 60NH | | | | |
| HSRV | | | 200 | | | | | | Bergsund | | | | | | W.LindbergsAktieb.,Skn | | | | |
| 442 | **Tholma** | **SteelScSr** | 1896 | ✠100A1 | Els | *s* | | 1904 | Helsingörs | ActiesTholma | 280·0 | 40·7 | 18·2 | Arendal | T.3Cy.19″,32″&53″–36″ (*s*) | 20 ″ 7 | | | |
| | *F.Jæger*96–04 | | 1694 | 10,04 ~~4,03~~ | Bly | | | 4mo | Jernsk&Msk | (T.Thommesen& | P17′B166′F33′ | | FK | Norwegian | 180lb *100lb* 191NHP | | | | |
| WBRL | | 1*Dk(Stl)&deepframing* | 1187 | | ✠LMC4,04 | | | | Elsinore | Sön) | | | | *1BHCem* | 2SB,*4cf*,GS68,HS3050 | | | | |
| | *Elec.light* | | | | | | | *Lloyd's*SA&CP | | *WB=CellDBa&b* | *E104′f*116′507*t* | *FPT* | | *T45tAPT61t* | HelsingörsJernsk & Mskb. | | | | |
| 443 | **Thomas Adams** | **SteelScSr** | 3784 | | | | | 1902 | CraigS.B. Co. | AdamsTransport Co. | 370·8 | 50·2 | 24·2 | Detroit | T.3Cy.20″,33½″&55″–40″ | | | | |
| 145937 | *H.C.McCullum*02–03 | | — | | | | | | Toledo,O. | | F40′ | | | Utd.States | 191NH | | | | |
| | *Elec.light* | 1*Dk2trB* | 3187 | | | | | | | | | | | *WB* | CraigS.B.Co.Toledo | | | | |
| 444 | **Thomas Allen** | **IronScSr** | 1640 | ✠100A1 | Els | *q* | | 1882 | Bartram, | Rederiaktieb. | 258·0 | 36·0 | 18·6 | Wiken | C.2Cy.33″&62″–42″ (*i*) | 20 ″ 0 | | | ~~4,03~~ |
| 8493 | *P.N.Lilja* | *ss*Sld.No.3–5,94 | 1304 | 4,03 | | | | 9mo | Haswell&Co | Jolani(J.Petters- | P28′Q66′B60′F33 | | BK9″ | Swedish | 80lb *80lb* NDB03 197NHP | s 2 ″ 0 | | | |
| JHPM | *Welldeck* | *ss*Els.No.2–03 | 994 | ~~BS2,04~~ BS2,05 | ✠LMC4,03 | | | | Sunderland | son,*Mgr.*) | | | | *1BHCem* | 2SB,*6pf*,GS96,HS3300 | | | | |
| | | 1*Dk(Irn)2trB* | | | | | | *A&CP* | | *WB=L* | *Ba66′f*44′210*t* | *FPT* | | *37tAPT22t* | J.Dickinson,Sunderland | | | | |
| 445 | **Thomas Anderson** | **SteelScSr** | 2533 | ✠100A1 | Bry | *s* | | 1889 | Short Bros. | Anderson,Horan & | 292·0 | 40·2 | 18·5 | Sundrland | T.3Cy.22″,36″&59″–42″ (*s*) | 20 ″ 10 | | | 4,04 |
| 95293 | *W.J.Crosby* –03 | *ss*Sld.No.3–1.02 | 2394 | *Spar dk* | | | | 8mo | Sunderland | Co. | B62′F34′ | 26·1 | | British | 150lb *80lb* 230NHP | s 6 ″ 9½ | | | |
| LGMR | | 1*Dk(Irn)&Spardk3trB* | 1635 | 4,04 | BS9,04 | | | | A&CP | | | BK10″ | | *6BHCem* | 2SB,*6rf*,GS100,HS3650 | | | | |
| | | | | ~~BS6,00~~ | ✠LMC1,02 | | | | | | | | *WB–Cell* | *DB182′284t* | J.Dickinson,Sunderland | | | | |
| 446 | **Thomas Coats** | **IronScSr** | 1012 | ✠100A1 | Bdx | *n* | | 1881 | Strand | BeynonShpng.Co. | 226·3 | 32·0 | 16·1 | Newport | C.2Cy.27″&50″–36″ (*s*) | 17 ″ 1 | | | 5,04 |
| 98556 | *G.E.McKeer* –02 | *ss*Npt.No.3–5,93 | 809 | 5,04 | | | | 5mo | SlipwayCo. | Ld. (T.Beynon& | Q84′B48′F25′ | | | British | 80lb *65lb* NDB90 99RHP | s 1 ″ 7 | | | |
| WBFK | *Well deck* | *ss*Npt.No.2–01 | 627 | BS5,02 | ✠LMC | | | | Sunderland | Co.Ld. *Mgrs.*) | | | BK8″ | *4BHCem* | 1SB,*3pf*,GS60,HS2260 | | | | |
| | | 1*Dk(Irn)2trB* | | ✠NB5,02 | MS11,01 | | | *A&CP* | | *WB=L* | *Ba63′f*44′201*t* | *FPT* | | *32tAPT17t* | N.E.MarineECo.(Lim)Sld | | | | |
| | | | | DBS5,04 | | | | | | | | | | | | | | | |
| 447 | **Thomas Hamling** | **SteelScK** | 255 | ✠100A1 | Hul | | | 1904 | Cook,Wel- | NeptuneSteam | 128·3 | 22·2 | 12·0 | Hull | T.3Cy.13″,22″&37″–24″ (*s*) | 12 ″ 10 | | | |
| 116801 | *J.Rust*00–04 | | 232 | *StmTrawler* | | | | 2mo | t'n&Gemmell | FishingCo.Ld. | Q51′ | | | British | 200lb 70RHP | | | | |
| VNKS | | 1*Dk* | 95 | 1,05 ~~2,01~~ | ✠LMC2,04 | | | *Lloyd's*SA&CP | Hull | | | | BK7′ | *1BHCem* | 1SB,*2cf*,GS36,HS1200 | | | | |
| | | | | | | | | | | | | | | | C.D.Holmes&Co.Hull | | | | |
| 448 | **Thomas Haynes** | **IronScSr** | 1213 | ✠ A1* 1 | Gmh | Lv | | 1880 | W.H.Pot- | A.&A.Y.Mackay | 222·5 | 33·2 | 15·8 | Grngemth. | C.2Cy.23″&46″–33″ (*s*) | 17 ″ 2 | | | 2,04 |
| 81398 | *J.N.Sim* –00 | | 954 | 2,04 | | | | 2mo | ter&Son | | Q115′B103*t*H15*t* | | | British | 100lb *70lb* NDB93 101NHP | s 1 ″ 8 | | | |
| SLTK | (ex Benayo) | 6thSurvey,Gmh.3.02 | 716 | ~~NB5,03~~ | LMC | | | | Liverpool | | F42*t* | | FK | *3BH2PRB* | 1SB,*3pf*,GS58,HS1619 | | | | |
| | *Well deck* | 1*Dk(Irn)2trB* | | MS3,01 | ~~BS2,04~~ BS1,05 | | | | | *WB=DTu* | | | | *APT FPT* | J.Jones&Sons,Liverpool | | | | |
| 449 | **Thomas Leigh** | **SteelScSr** | 771 | | | | | 1899 | Ritson&Co | H.Podeus | 188·7 | 30·2 | 13·1 | Wismar | T.3Cy.15½″,25″&41″–27″ | | G | | |
| | *N.Voss*99–99 | | 542 | | | | | | Maryport | | Q61′B54′F24′ | | | German | 87NHP | | | | |
| MSJF | *Elec.light* | 1*Dk* | 436 | | | | | | | | | | | *WB* | McKie&Baxter,Glasgow | | | | |
| 450 | **Thomas Maytham** | **SteelSc** | 2330 | | | | | 1892 | Chicago | J.Kelderhouse | 286·0 | 41·3 | 21·3 | Buffalo,NY | T.3Cy.19″,32″&52″–45″ | | | | |
| 146631 | | 3MstSr | 2153 | | | | | | S.B.Co. | | | | | Utd.States | 181NHP | | | | |
| | *Mchy.Aft* *Elec.light* | 1*Dk2trB* | 1973 | | | | | | Chicago,Ill. | | | | | *WB* | H.G.Trout,Buffalo | | | | |
| 451 | **Thomas Melville** | **IronScSr** | 1706 | ✠100A1 | Shl | *r* | | 1882 | A.Leslie& | J.Coull | 270·5 | 35·0 | 22·9 | N.Shields | C.2Cy~~.33~~″&62″–42″ (*i*) | 24 ″ 0 | | | ~~8,00~~ |
| 84863 | *G.Greig*95–95 | *ss*Nwc.No.3–8,95 | 1573 | 12,04 ~~2,02~~ | | | | 3mo | Co. | | P32′B56′F38′ | | | British | 75lb *100lb* NDB00 186NHP | s 3 ″10 | | | 12,04 |
| WJOG | | *ss*Sbl.No.2–04 ~~ssNwc.No.1–00~~ | 1066 | ~~BS10,03~~ | ~~LMC8,09~~ 2,04 | | | Newcastle | | | | | BK9½″ | *5BHCem* | 2SB,*6pf*,GS83,HS3000 | | | | |
| | | 2*Dks*(1*Irn*)3*trB* | | | | | | *Lloyd's*SA&CP | | *WB=Db* | *a64′f*58′230*t* | | | | Black,Hawthorn&C.,Nwc. | | | | |
| 452 | **Thomas Nicholson** | **SteelPadSp** | 132 | | | | | 1903 | Hepple& | LambtonCollieries | 96·5 | 20·1 | 9·9 | Newcastle | L.2Cy.28″–48″ | | | | |
| 145825 | | | 123 | | | | | | Co.Ld. | Ld. (E.T.Nisbet, | B14′ | | | British | 75RHP | | | | |
| | | 1*Dk* | 10 | | | | | | South Shields | *Mgr.*) | | | | | Hepple&Co.Ld.S.Shields | | | | |
| 453 | **Thomas Turnbull** | **IronScBn** | 1974 | ✠100A1 | Nwc | *s* | | 1880 | T.Turnbull | ~~T.Turnbull&Son~~ | 276·2 | 36·4 | 24·3 | Whitby | C.2Cy.34½″&64″–42″ (*i*) | 26 ″ 0 | | | ~~9,03~~ |
| 92661 | *T.Thomas* –02 | *ss*Sbl.2ndNo.3–10,98 | 1809 | 3,03 ~~4,03~~ | | | | 2mo | &Son | Watts,Watts&Co. | P26′B62′F35′ | | BK9½″ | British | 80lb *80lb* NDB93 194NHP | s 4 ″ 6 | | | 3,05 |
| TDBR | | *ss*Nwc.No.1–03 | 1243 | ~~BS3,05~~ | ✠LMC9,03 | | | | Whitby | | | | | *5BHCem* | 2SB,*6pf*,GS78,HS2935 | | | | |
| | | 2*Dks*(1*Irn*)3*trB* | | | | | | *A&CP* | | *WB=DBa* | *84′f*104′354*t* | | | | Blair&Co.(Lim.),Stockton | | | | |
| 454 | **Thomas W. Palmer** | **CompScSr** | 2134 | | | | | 1889 | Detroit | Wm.Livingstone | 281·0 | 41·0 | 20·0 | Detroit, | T.3Cy.20½″,33″&55″–42″ | | | | |
| 146513 | *G.F.Stiephen*90–98 | | — | | | | | | Dry Dock Co. | | | | | Mich. | 196NHP | | | | |
| EFJG | *Mchy.Aft* | 2*Dks* | 1622 | | | | | | Wyandotte | | | | | Utd.States | FrontierIrnWorks,Detroit | | | | |
| | | | | | | | | | | | | | | *WB* | | | | | |
| 455 | **Thomas Wayman** | **SteelScSr** | 2210 | ✠100A1 | Shl | *s* | | 1893 | J.Readhead | CharltonSShpg.Co | 280·0 | 38·0 | 20·7 | Newcastle | T.3Cy.21″,35″&57″–39″ (*r*) | 22 ″ 0 | | | ~~1,08~~ |
| 101831 | *J.Williams* –00 | *ss*Bly.No.2–02 | 1696 | 2,05 ~~1,08~~ | Off | | | 7mo | &Sons | Ld. (Charlton,Mc- | P24′Q82′B114′ | | | British | 160lb *160lb* 207NHP | s 2 ″ 0 | | | 2,05 |
| SCSW | *Well deck* | 1*Dk(ptIrnptStl)&* | 1414 | MS1.02 | ✠LMC | | | | S.Shields | Allum&Co.*Mgrs.*) | F31′ | | FK | *4BHCem* | 2SB,*6pf*,GS97,HS3152 | | | | |
| | | *Webframes* | | ~~BS5,00~~ | BS9,04 | | | *A&CP* | | *WB=* | *DBa84′f*110′500*t* | | | *APT24t* | J.Readhead&Sons,S.Shl. | | | | |
| 456 | **Thomond** | **SteelScSp** | 127 | | | | | 1900 | Boon, Mol- | LimerickS.S.Co Ld | 93·0 | 18·1 | 7·2 | Limerick | C.2Cy.10″&22″–14″ | | | | |
| 98857 | | | 92 | | | | | | ema & deCock | (L.Morley,*Mgr.*) | | | | British | Boon, 30RHP | | | | |
| | | 1*Dk* | 56 | | | | | | Hoogezand | | | | | *WB* | Molema&deCock,Hgz. | | | | |
| 457 | **Thongwa** | **SteelTwinScSr** | 6298 | ✠100A1 | Sld | *L*† | | 1903 | Sir J. Laing | BritishIndiaStm. | 446·0 | 53·7 | 30·0 | Glasgow | T.6Cy.26½″,44″&73″–48″ (*s*) | 33 ″ 0 | BT till | | |
| 115788 | *T.M.Whitehead*88–03 | | 5408 | 10,03 | | | | 1 0mo | &Sons,Ld. | Nav.Co.Ld. | P73′B125′F75′ | | FK&BK1″ | British | 180lb *180lb* 1000NHP | s 7 ″ 7½ | 10.04 | | |
| VGDP | | 3*Dks*(*UStl*–teak s,*MStl*–ws) | 3428 | | ✠LMC10,03 | | | | Sunderland | | | | | *8BHCem* | 6SB,*18cf*,GS342,HS1461 FD | | | | |
| | *Elec.light* | *&Webframes* | | | | | | *Lloyd's*SA&CP | | *WB=Cell* | *DBa121′uE&B91′f* | | | *18t* 1235*t D* | G.Clark,Ld.Sunderland | | | | |
| | | | | | | | | | | | | | | | *Tf*26′880*t*FPT78*t*APT78*t* | | | | |
| 458 | **Thor** | **IronScBn** | 1597 | ✠100A1 | Cff | *p* | | 1882 | M.Pearse | ~~R.Rowe&Sons~~ | 255·0 | 35·0 | 18·0 | Cardiff | C.2Cy.29″&60″–39″ (*b*) | 19 ″ 4 | | | 9.03 |
| 98074 | *W.M.Cove* –02 | *ss*Ctf.No.3–7,94 | 1244 | ~~3,03~~ 4,05 | | | | 1mo | &Co. | RoweShpg.CoLd | Q84′B100*t*F33′ | | | British | 80lb *80lb* NDB97 176NHP | s 1 ″11 | | | |
| WMPJ | | *ss*Cff.No.2–03 | 997 | | ✠LMC9,03 | | | | Stockton | (P.Rowe&Sons,*Mgrs.*) | | | BK9″ | *4BHCem* | 1DB,*4pf*,GS63,HS2906 | | | | |
| | *Well deck* | 1*Dk(Irn)2trB* | | | BS12,04 | | | *A&CP* | | *WB=DBa* | | | | *72f*52′269*t* | Blair&Co.(Lim.),Stockton | | | | |
| 459 | — | **SteelScSr** | 1510 | ✠100A1 | Bry | *p* | | 1902 | Laxevaags, | J.E.v.d.Ohe&Lund | 257·8 | 36·3 | 16·9 | Bergen | T.3Cy.17½″,29″&48″–33″ (*s*) | 19 ″ 3 | | | ~~12.03~~ |
| | *O.Hafstad*97–02 | | 1323 | ~~2,04~~ 3,05 | Cff Bly | | | 7mo | Msk&Jrnskb. | | P20′B64′F28′ | | FK | Norwegian | 175lb *80lb* 146NHP | s 2 ″ 8½ | | | 11,04 |
| JQCW | | 1*Dk(Stl)&deepframing* | 944 | | ✠LMC 7,02 | | | | Bergen | *WB=* | | | | *4BHCem* | 1SB,*3pf*,GS60,HS2285 | | | | |
| | | | | | | | | *Lloyd's*SA&CP | | *Cell DBa74′uE16′* | *f*110′328*t* | *FPT54t* | | *APT23t* | LaxevaagsMsk&Jrns.Bgn. | | | | |
| 460 | — | **SteelScSr** | 498 | | | | | 1890 | Lindhlmns | DeDanskeStats- | 143·5 | 32·6 | 14·7 | Elsinore | C.2Cy.30″&58″–32″ | | | | |
| | *B.L.A.Stuhlman*92–92 | | 413 | | | | | | Mek.Werk. | baner | | | | Danish | 158NHP | | | | |
| NCMB | | (*Icebreaker*) | 134 | | | | | | Gothenburg | | | | | | LindholmensM.V.,Got. | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Jauge. Pont. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. | 8 Construit. Par qui. Où. | 9 Armateurs. | 10 Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Chaudières. NHP= RHP= Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 13 Grues, &c. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 461 | **Thor** | IronScSr | 371 | | 1867 Bergen Mek. Verk. Bergen | W. Konow | 141·1 21·9 17·5 | Bergen Norwegian | C.4Cy. 15″ & 28″–18″ 55 NH | | N |
| JPWL | *B. Johnsen* | 1 *Dk & Awng dk* | 367 216 | | | | | | Bergens Mek. Verks. Bergen | | |
| 462 | — | IronPad | 323 | | 1881 Carrier, Laine & Co. Levis, Quebec | W. Price | 136·7 24·5 10·0 H34*t* | Quebec British | 1 Cy. 36″–120″ 60 RH | | |
| [illegible] | *W. Blackburn* | 1 *Dk* | 232 208 | | | | | | Carrier, Laine & C. Levis Qbc | | |
| 463 | — | IronScSr | 299 | Bel *e* | 1867 Walpole, 7mo Webb & Bewley, Dublin | H. O. Sundför | 144·0 21·0 10·6 Q19 B5 0*t* F12*t* trp 89 *WB* | Haugesnd Norwegian | C.2Cy. 19″ & 32″–27″ NE 79 NB 99 44 NH | 11 ″ 5 | N |
| JMRS | *R. Enerstvedt* ss Bel. No. 3–10,79 1 *Dk* (*ex* Tolka, *ex* Boulogne) ss Bel. No. 2–88 | | 213 157 | 1,89 | | | | | M'Ilwaine & Lewis, Belfast | | |
| 464 | — | Iron & Steel Sc | 275 | | 1886 Burmeister & Wain Copenhagen | Dampsk. Selsk. paa Bornholm af 1866 (Rübner Wissing) | 129·6 21·6 10·0 17·6 | Rönne Danish | C.2Cy. 25″ & 44″–27″ 84 NH | | |
| NVWG | *T. J. Pihl* | 1 *Dk & pt Awng dk 3 tr B* | 158 125 | | | | | | Burmeister & Wain, Cpn. | | |
| 465 | — | Steel Sc Sr | 211 | | 1891 Flensburger Schiffsb. Ges. Flensburg | Ver. Flensburg-Ekensunder & Sonderburger Dmpfs. G. | 129·8 22·9 8·8 P21 B35′ F31′ | Sonderbrg German *WB* | T.3Cy. 11″, 16″ & 31″–18″ 41 NH | | |
| LMGK | *H. A. Gudesen* | 1 *Dk* | — 85 | | | | | | Flensburger Schiffsb. Ges. | | |
| 466 | — | Iron & Steel Sc K | 205 | ✠100 A1 Cpn | 1899 1mo Edwards Bros. North Shields A&CP | Danish Govt. | 116·0 21·2 11·0 Q38′ F25′ BK 7½ | Copnhagn Danish | T.3Cy. 12½″, 19½″ & 32″–22½″ 180 lb *100 lb* NDB 03 (*s*) 61 NH | 12 ″ 0 | |
| NLBT | *S. Jorgensen* –03 ss Cpn. No. 1–03 | | 172 76 | *Stm Trawler* 3,05 ~~7,03~~ ✠LMC 2,03 | | | | | 1 SB, *2pf*, GS 30, HS 1030 | | |
| | *Elec. light* | *Iron framing & Stl plating* | | BS 3,05 | | | | | G. T. Grey, South Shields | | |
| 467 | — | IronScSr | 199 | | 1887 6/8 G. Howaldt Kiel | Sydfynske Dampsk Selskab (H. Ipsen) | 134·3 20·1 9·7 Q33′ B34′ F26′ len 88 | Svendborg Danish | C.2Cy. 18″ & 36″–21″ 49 NH | | |
| NQFW | *N. J. Jörgensen* | 1 *Dk* | 152 115 | | | | | | Gebr. Howaldt, Kiel | | |
| 468 | — | Steel Sc Sp | 179 | | 1889 Nylands Værksted Christiania | Drammens Havnevæsen | 87·5 22·5 14·0 H6*t* | Drammen Norwegian | C.2Cy. 20½″ & 39½″–26″ 67 NH | | |
| HJLF | | 1 *Dk* | 173 69 | | | | | | Nylands Værksted, Xia. | | |
| | (*Icebreaker*) | | | | | | | | | | |
| 469 | — | Comp Sc Sp | 106 | | 1902 J. Olofsson Vestervik | J. Olofsson | 75·0 17·8 7·4 Q21 B25 H12*t* 98′ | Frösön Swedish | | | |
| 4064 | *N. Persson* –01 | | 59 | | | | | | | | |
| JMVP | | 1 *Dk* | 69 | | | | | | | | |
| 470 | — | Steel Sc Sp | 104 | | 1903 Akers Mek. Værks. Christiania | H. N. Henriksen | 91·5 17·5 10·6 H16*t* | Tönsberg Norwegian | T.3Cy. 10½″, 15″ & 24″–17″ 24 NH | | |
| | *C. Lie* –03 | | 98 | | | | | | | | |
| MBGL | | 1 *Dk* | 22 | | | | | | Akers Mek. Værks. Xia. | | |
| 471 | — | Steel Sc Sr | 104 | | 1893 ..... Gothenburg | Moss Aktiemöller | 84·4 17·5 8·7 B15*t* len 96 | Moss Norwegian | C.2Cy. NB 02 | | |
| | *C. Vildskov* | | 85 | | | | | | | | |
| HCNQ | | 1 *Dk* | 45 | | | | | | | | |
| 472 | **Thordis** *C. Tang* –03 | Steel Sc Sr | 3735 | ✠100 A1 Ant *m* | 1899 5mo Osbourne, Graham & Co Sunderland A&CP | Acties. Dmpskibet. Thordis's Rederi (W. Wilhelmsen) *WB = Cell L* | 339·0 48·0 19·4 B29′ B8 1′ F36′ 27·8 FK *Ba* 110′ *u* E 20′ *f* 140′ | Tonsberg Norwegian | T.3Cy. 24″, 40″ & 66″–45″ (*s*) 160 lb *80 lb* 300 NHP | 20 ″ 5 | |
| HMNF | ~~*S.T. Tidemann* 03–03~~ ss Ham. No. 1–03 | | 3557 2414 | *Spar dk* 3,05 ~~7,03~~ | | | | | 2 SB. 6 *rf*, GS 119, HS 4640 | s 6 ″ 2 | |
| | — | 1 *Dk (Stl) & Spar dk pt Awng dk Stl) & deep framing* | | | | | | | Blair & Co. Ld. Stockton | | |
| 473 | **Thordisa** | Steel Sc Sr | 2317 | ✠100 A1 Cff *s* | 1888 12mo T. Turnbull & Son Whitby A&CP | T. Turnbull & Son | 289·2 38·3 20·8 P28′ Q76′ B124′ F32′ FK pt ND 01 *WB = DBa* | Whitby British | T.3Cy. 22″, 36″ & 59″–39″ (*s*) 160 lb *80 lb* NDB 04 219 NHP | 22 ″ 2 | |
| 95666 | *W. Harrison* –01 ss Hpl. No. 3–4,01 | | 1817 | 3,05 Bry | | | | | 2 SB. *6cf*, GS 84, HS 3301 | s 3 ″ 1 | |
| KWLJ | *Well deck* | 1 *Dk (Stl) 2 tr B* | 1483 | | | | 88′ *f* 114′ 430*t* | | Blair & Co. (Lim.), Stockton | | |
| 474 | **Thornaby** *C. Spindler* –04 | Steel Sc Sr | 1782 | ✠100 A1 Cff *q* | 1889 5mo Ropner & Son Stockton A&CP | R. Ropner & Co. | 258·0 36·0 17·0 P31′ Q76′ B104′ F25′ BK 9″ *WB = Cel* | W. Hartlpl British | T.3Cy. 19″, 35½″ & 51″–36″ (*s*) 160 lb *100 lb* NDB 98 152 NHP | 20 ″ 1 | |
| 95897 | ~~*Workman &c.* 03–03~~ ss Shl. No. 3–1,01 | | 1316 | 8,01 2,04 Shl | | | | | 2 SB. *4cf*, GS 84, HS 2219 | s 1 ″ 7 | |
| LDGJ | *Well deck* | 1 *Dk (Irn) & Web frames* | 1129 | ~~BS 1,05~~ ✠LMC 1,00 | | | *DB* 170′ 266*t* | | Blair & Co. (Lim.), Stockton | | |
| 475 | **Thorndale** | Iron Sc Sr | 2898 | ✠100 A1 Sld *t* | 1883 4mo J. Laing Sunderland A&CP | Weardale Steam Shipping Co. Ld. (P. H. Laing, *Mgr.*) | 313·5 42 4 28·5 B30′ F38′ pt ND 00 BK 10′ *WB = DB* | Sundrland British | C.2Cy. 29″ & 68″–45″ (*s*) 110 lb *80 lb* NDB 03 274 NHP | 22 ″ 4 | |
| 87344 | *E. Peck* –03 ss Shl. No. 3–9,95 | | 2756 | *Spar dk* ~~3,03~~ 1,05 Bry | | | | | 2 SB. *6pf*, GS 100, HS 1358 | s 6 ″ 0 | |
| HQJV | | ss Sld. No. 2–03 | | | | | | | T. Dickinson, Sunderland | | |
| | | 1 *Dk (Irn) & Spar dk (Irn) 3 tr B* | 1854 | ~~NB 7,03~~ ✠LMC 7,00 | | | | | | | |
| 476 | **Thornhill** | Steel Sc Sr | 3231 | ✠100 A1 Sld *r* | 1897 4mo Short Bros. Sunderland A&CP | Taylor & Sanderson Steam Shipping Co. Ld. (Taylor & Sanderson, *Mgrs.*) | 351·0 45·0 16·2 P32′ B82′ F40′ 24·0 *WB = Cell DB* FK *a* 108′ *u* E 20′ *f* 132′ | Sundrland British | T.3Cy. 25″, 40″ & 67″–45″ (*s*) 160 lb *80 lb* 307 NH | 18 ″ 9 | |
| 106416 | *J. J. Reed* –01 ss Nwc. No. 1–01 | | 3038 | *Spar dk* 2,03 ~~3,01~~ | | | | | 2 SB, *8pf*, GS 138, HS 4700 | s 5 ″ 5 | |
| PQBK | | 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 2086 | ~~BS 1,05~~ ✠LMC 2,01 | | | | | W. Allan & Co (Lim.), Sld. | | |
| 477 | **Thornley** | Steel Sc Sr | 2847 | ✠100 A1 NYk *t* | 1896 8mo C. S. Swan & Hunter (Limd) Newcastle A&CP | Glasgow Shipowners Co. Ld. (Glen & Co. Ld. *Mgrs.*) *WB = Cel* | 312·2 41·0 20·4 RFD 9″ F30′ *pt Awng dk* 186′ FK *DBa* 52′ *u* E & B 72′ | Glasgow British | T.3Cy. 25″, 38″ & 61″–39″ (*s*) 160 lb *80 lb* 252 NH | 23 ″ 1 | |
| 104465 | *P. Killea* 02–02 ss Bry. No. 1–00 | | 2193 | *pt Awng dk with freeboard* 7,03 ~~7,02~~ ✠LMC ~~7,01~~ | | | | | 2 SB, *6pf*, GS 98, HS 4080 | s 9 ″ 0 | |
| PKQW | | 1 *Dk (pt Stl pt Irn) & deep framing & pt Awng dk (Irn)* | 1827 | | | | *f* 144′ 630*t* | | N. E. Marine Co. (Lim.) Nw | | |
| 478 | **Thorolff Kveldulfson** | Steel Sc Sr | 182 | | 1892 Akers Mek Værksted Christiania | Helgelandske Dampskibsselskab | 109·1 18·9 13·6 115*t* | Bodö Norwegian *WB* | T.3Cy. 11″, 18″ & 29″–18″ NB 03 36 NH | | N |
| JTDG | *J. Röring* 00–02 | 1 *Dk & Awng dk* | 175 93 | | | | | | Akers Mek. Værks., Xia. | | |
| 479 | **Thorpe Grange** | Steel Sc Sr | 4185 | ✠100 A1 Npt *y* | 1889 5mo Lon. & Gls. Co. Ld. Glasgow | Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*) | 400·2 45·1 28·2 P27′ B94′ F43′ BK 9″ *WB = Cel* | Greenock British | T.3Cy. 29″, 47″ & 76″–51″ (*s*) 150 lb *75 lb* 421 NHP | 31 ″ 0 | |
| 983 2 | *G. O. F. Wilson* –04 ss Lon. No. 3–9,01 | | 4016 | 12,04 ~~9,03~~ | | | | | 2 DB, *12cf*, GS 228, HS 6716 | s 7 ″ 7 | |
| LDFP | (*ex* Indrmayo) 2 *Dks* (1 *Stl* & 1 *Irn*) 3 *tr B* | | 2720 | ~~1,04~~ ✠LMC ~~7,02~~ 10,02 | | | *DB* 240′ 810*t* | | London & Glas. Co. Ld. Gls. | | |
| | *Ref. Mchy.* | | | | | | | | | | |
| 480 | **Thorsa** | Steel Sc Sr | 1313 | ✠100 A1 Lth *p* | 1884 6mo Barclay, Curle & Co. Glasgow A&CP | Leith, Hull & Ham. S.P. Co. Ld. (J. Currie & Co. *Mgrs.*) | 240·0 32·1 15·4 B54′ 22·6 ND 04 BK 8″ *WB = FPT* 192*t* | Leith British | C.2Cy. 38″ & 60″–42″ (*s*) 160 lb *80 lb* 165 NHP | 16 ″ 0 | BT |
| 87374 | *D. Stark* –99 ss Lth. No. 3–6 36 | | 795 | *Awng dk with freeboard* 2,04 ~~3,03~~ ✠LMC ~~7,01~~ | | | | | 2 SB, *6cf*, GS 84, HS 2694 | s 8 ″ 4 | |
| JNGK | *Ref. Mchy.* | ss Lth. No. 2–04 | 827 | | | | *MT* 40′ 273*t* | | Barclay, Curle & Co., Gls | | |
| | | 2 *Dks* (*Irn*) & *Awng dk* | | | | | | | | | |
| 481 | **Thorsten** | Steel Sc Sr | 1634 | ✠100 A1 Glot *q* | 1883 Motala Co. Gothenburg *Lloyd's* A&CP | Ångf. Aktieb. Thule (O. Melin, *Mgr.*) | 262·2 33·3 16·2 H18*t* *WB = APT* | Gothenburg Swedish | C.2Cy. 30″ & 62″–41″ 120 lb *80 lb* NDB 98 255 NHP | | |
| 1557 | *C. M. Ericson* –92 ss Got. No. 3–7,98 | | 1493 | 5,05 ~~3,03~~ ✠LMC ~~7,02~~ | | | | | 3 SB, *9pf*, GS 144, HS 4620 | | |
| HRTD | *Iron beams* | ss Got. No. 2–00 2 *Dks* (1 *pt Irn*) 3 *tr B* | 1015 | | | | | | Motala Aktiebolag | | |
| 482 | **Thorvaldsen** | Iron Sc 3 Mast Sr | 1217 | | 1871 Burmeister & Wain Copenhagen | Dpsksisk Danmark (Ths. Sonne & Co.) | 220·7 30·1 16·2 | Copenhagn Danish *WB* | C.4Cy. 21″ & 44″–30″ NB 89 177 NHP | | N |
| NHOV | *M. C. Reece* | 1 *Dk & Spar dk* | 815 746 | | | | | | Burmeister & Wain, Cpn. | | |

| No. in book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Aged and now expired. | Equipment Letter | When Built. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not in L. H. Distance Lt. of Tradt. Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 483 | **Thrace** | Steel Sc Sr | 1481 | ✠100 A1 | Tri | | q | 1887 | A. M'Millan & Son | Nav. à Vapeur Panhellénique | 264·0 | 34·0 | 19·8 | Piræus | T.3Cy.25″,38″&62″-42″ | 21 « 0 | | 7.02 |
| | *N. Calvani* 09-02 | *ss* Pir. No. 3-5,01 | 1261 | 9,01 7.02 | *Pir* | | | 1mo | Dumbarton | | 1·26 | B74·F59′ | | Greek | 140lb 50lb 235 NHP | | | |
| | *Load* 2 *b* | 2 *Dks*(*UStl*-ws) | 881 | | | | | *Lloyd's* | *s A & CP* | | | | BK9″ | 5 *BHCem* | 2 DB, *Scf*, GS 140, HS 84·70 | | | |
| | | | | | | | | | | | | | *WB* = *FPT* | 38 *APT* 16*t* | D. Rowan & Son, Glasgow | | | |
| 484 | **Thrasher** | Wood Aux Sc Bk | 671 | | | | | 1883 | Goss & Sawyer Bath, Me. | Pacific Steam Whaling Co. | 144·6 | 31·5 | 16·4 | S. Frncisco | 1 Cy. 22″–36″ | | | |
| | *R. L. Cummisky* | 2 *Dks* | — | | | | | | | | | | | Utd. States | 22 NH | | | |
| | | | 502 | | | | | | | | | | | | Delamater Iron Works, Phl | | | |
| 485 | **Three** | Steel Sc K | 84 | ✠100 A1 | Abn | | | 1900 | Smith's Dock Co. Ltd. North Shields | Smith's Dock Trust Co. Ld. | 80·0 | 18·6 | 8·6 | Yarmouth | C.2Cy.12″&23″–16″ (*s*) | 9 « 6 | | 8·04 |
| | *A. Collins* –02 | *ss* S. J. No. 1–04 | 83 | *For Fishing purposes* | | | | 7mo | | | | | | British | 125lb 23 RHP | | | 5,00 |
| | | 1 *Dk* | 42 | 4,05 8,01 | | | | | | | | | BK6″ | 3 *BHCem* | 1 SB, *2pf*, GS 17, HS 17 | | | |
| | | *Frames Iron* | | | *Yar* | | | | | | | | *WB* = *FPT* 11*t* | | Smith's Dock Co. Ltd. S. Shl | | | |
| 486 | **Thrift** ~~*J. Hansen*~~ ~~*A. Christensdatter*~~ | Iron Sc Sr | 2136 | ✠100 A1 | Npt | | *r* | 1886 | E. Withy & Co. W Hartlepool | Akties. Thrift (Blom & Ohlsen) | 275·0 | 37·2 | 19·2 | Frdrksvrn | T.3Cy.21″,35″&57″–39″ (*s*) | 22 « 2 | | ~~5,00~~ |
| | ~~*ex* Mercedes~~) | *ss* Sws. No. 3–2,98 | 1652 | 3,05 | Stv | | | 1mo | | | P29′ Q78′ B110′ | | | Norwegian | 160lb 65lb NDB92 203 NH | s 2 « 1 | | 5,00 |
| | | *ss* Lth. No. 1–03 | 1358 | | | | | | | | F28′ | | BK9″ | 1 *BHpt Asp* | 1 DB, *4cf*, GS 65, HS 30·52 | | | |
| | *Well deck* | 1 *Dk*(*Irn*) & *Web frames* | | | | | | *Wb* = *Cell* | | | B23′ 3 40 *APT* 27*t* | | | *pt Cem* | Blair & Co. Ld. Stockton | | | |
| | *A. Hris[illegible]* | | | | | | | | | | | | | | | | | |
| 487 | | Steel Sc Sr | 506 | ✠100 A1 | Abn | | *h* | 1904 | Hall, Russell & Co. Ltd. Aberdeen | Northern Co-operative Co. Ld. | 168·6 | 26·1 | 10·5 | Aberdeen | T.3Cy.14½″,23½″&38″-3ft (*r*) | 13 « 5 | | |
| | *T. Esson* 04-01 | | 373 | 12,04 | | | | 1mo | | | Q79′ B18′ F23′ | | BK7 | British | 180lb 80lb 93 RHP | s 1 « 3 | | |
| | *Well deck* | 1 *Dk*(*Stl*) | 151 | | | | | *Lloyd's* | *s A & CP* | | | | | 4 *BHCem* | 1 SB, *3cf*, GS 51, HS 15·36 | | | |
| | | | | | | | | | | *WB* = *Cell DB* | *a* 25′ *f* 74′ 134*t* | | *FPT* | 8·94 *APT* 8*t* | Hall, Russell & Co. Ld. Abn. | | | |
| 488 | **Thrive** | Steel Sc K | 81 | ✠100 A1 | Shl | | | 1904 | Smith's Dock Co. Ltd. North Shields | Bowie, Murray & McWilliam | 80·0 | 18·1 | 8·8 | Banff | C.2Cy.10½″&23″–16″ (*r*) | 9 « 0 | | |
| | | | 76 | *For fishing purposes* | | | | 4mo | | | | | BK6″ | British | 130lb 24 RHP | | | |
| | | 1 *Dk* | 23 | 4,04 | | | | *Lloyd's* | *s A & CP* | | | | *WB* = | 3 *BHCem* | 1 SB *2pf*, GS 23, HS 5·42 | | | |
| | | | | | | | | | | | | | | *FPT* 3*t* | Shields Eng. Co. Ltd. N. Shl | | | |
| 489 | **Thropton** ~~*J. Kaalund*~~ | Iron Sc Sr | 1599 | ✠100 A1 | Hpl | | *q* | 1883 | C. S. Swan & Hunter Newcastle | ~~R. S. Blues & Co. Ld.~~ G. T. Cutting & Co. | 260·0 | 35·2 | 18·1 | S. Shields | C.2Cy.32″&60″–39″ (*s*) | 19 « 5 | | ~~9,08~~ |
| | ~~*W. Macey* –02~~ | *ss* Liv. No. 3–2,96 | 1317 | 1,12,04 | Nwo | | | 12mo | | | Q94′ B64′ F28′ | | BK9″ | British | 100lb 80lb NDB00 175 NH | s 1 « 11 | | 1,00 |
| | *ex* Swedish Prince, | *ss* Hpl. No. 2–04 | 1012 | | | | | *Lloyd* | *s A & CP* | | | | | 4 *BHCem* | 2 SB, *4pf*, GS 70, HS 28·77 | | | |
| | *Well deck* *ex* Thropton.) | 1 *Dk*(*Irn*) 2 *tr B* | | | | | | | | | *WB* = *DBa* 70′ *f* 46′ | | | 228*t* *APT* 25*t* | G. Clark, Sunderland | | | |
| 490 | **Throstlegarth** | Steel Sc Sr | 1566 | ✠100 A1 | Bkn | | *p* | 1895 | Palmers' Co. (Lim.) Newcastle | Rea Shipping Co. Ld. R. & J. H. Rea *Mgrs* | 250·8 | 36·3 | 18·3 | Liverpool | T.3Cy.20″,33″&51″–36″ (*s*) | 19 « 7 | | 4,03 |
| | *H. A. Cooper* –03 | *ss* Bkn No. 2–03 | 1209 | 8,01 5,04 | Clf | | | 4mo | | | Q96′ B18′ F28′ | | | British | 160lb 80lb 191 NH | s 2 « 0 | | |
| | *Well deck* | 1 *Dk*(*Irn*) & *deep framing* | 938 | | | | | | A & CP | | | | FK | 4 *BHpt Asp* | 2 SB, *6pf*, GS 84, HS 30·95 | | | |
| | | | | | | | | | | | | | | *pt Cem* | Palmers' Co. (Lim.), Nwc. | | | |
| | | | | | | | | | | | *WB* = *Cell DBa* | | | 72*f* 98′ 290*t* | *FPT* 9·04 *APT* 10·2*t* | | | |
| 491 | **Thrush** | Steel Sc K | 166 | ✠100 A1 | Goo | | | 1902 | Goole S. B. & Repairing Co. Ld. Goole | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 110·0 | 21·0 | 11·1 | Hull | T.3Cy.12″,18″&30″–21″ (*s*) | 12 « 0 | | |
| | *C. Kingdom* 07-02 | | 158 | *Stm Trawler* | | | | 11mo | | | | | BK7½″ | British | 160lb 51 RHP | | | |
| | | 1 *Dk* | 44 | 11,02 | | | | *Lloyd's* | *s A & CP* | | | | *WB* = *Deep Tanks* | 3 *BHCem* | 1 SB, *2pf*, GS 26, HS 9·42 | | | |
| | | | | | | | | | | | | | | *f* 25/50*t* | N. E. Marine Eng. Co. Ld. Sld. | | | |
| 492 | — | Steel & Iron Sc K | 134 | ✠100 A1 | Abn | | | 1893 | Earle's Co. (Lim.) Hull | Dee Steam Fishing Co. Ld. (J. A. Harrow, *Mgr.*) | 94·0 | 20·1 | 11·0 | Aberdeen | T.3Cy.11″,17″&30″–21″ (*s*) | 11 « 9 | | N6,02 |
| | *N. Cook* 01-01 | *ss* Flt. No. 2–01 | 129 | *Stm Trawler* | | | | 5mo | | | | | BK7½″ | British | 160lb 45 RH | | | |
| | | 1 *Dk* | 47 | 10.03 | | | | *Lloyd's* | *s A & CP* | | | | | 3 *BHCem* | 1 SB, *2pf*, GS 25, HS 8·00 | | | |
| | | *Iron framing & Steel plating* | | | | | | | | | | | | | Earle's S. B. & E. Co. (Ld) Hul | | | |
| 493 | **Thule** | Steel Sc Sr | 1974 | ✠100 A1 | Got | | *s* | 1892 | Wigham Richrdsn & Co. Newcastle | Ångf. Aktieb. Thule (O. Melin, *Mgr.*) | 284·7 | 37·2 | 15·8 | Gothenbrg | T.3Cy.26″,42″&69″–48″ (*s*) | 18 « 0 | | 5,04 |
| | *G. A. Wittboldt* 90-01 | ~~*ss* Got. No. 2–00~~ | 1654 | *Spar dk* | | | | 5mo | | | P29′ B44′ H160*t* 23·4 | | | Swedish | 160lb 60lb 80lb 366 NHP | | | |
| | | 1 *Dk* & *Spar dk*(*Stl*–ws) 3 *tr B* | 1126 | 2,03 3,01 4,05 | | | | | A & CP | | F28′ | | FK | 6 *BHCem* | 2 DB, *12rf*, GS 215, HS 69·30 | | | |
| | *Elec. light* | *ss* Got. No. 3 5,04 | | | | | | | | | *WB* = *Cell DBa* 109′ 15·4 | | | *FPT* 14*t* *APT* 10·0*t* *M* | T 36/31 0*t* | | | |
| | | | | | | | | | | | *WB* = *Cell DBa* 43′ 14·5 | | | | Wigham Rchrdsn & Co., Nwc. | | | |
| 494 | — | Iron Twin Sc Sr | 521 | | | | | 1894 | Motala Co. Norrköping | Umeå Nya Ångf. Aktieb. (L. F. Grahn, *Mgr.*) | 157·4 | 23·5 | 11·7 | Umeå | C.4Cy.11″&24″–21″ | | | |
| | *C. A. Olsson* –96 | 1 *Dk* | 281 | | | | | | | | P101′ | H53*t* | F37′ | Swedish | 44 NH | | | |
| | | | 399 | | | | | | | | | | | | W. Lindberg's Mek V., Skm. | | | |
| 495 | — | Comp Sc Sr | 176 | | | | | 1895 | S. Groth Sjötorp | T. Traungs Sterbhus (E. Traung, *Mgr.*) | 99·5 | 22·3 | 9·4 | Arvika | C.2Cy.11⅞″&22⅝″–14⅝″ | | | |
| | *C. A. Olsson* 02-02 | | 146 | | | | | | | | P19′ | H7*t* | | Swedish | | | | |
| | (*ex* Excelsior) | 1 *Dk* | 89 | | | | | | | | | | | | Eriksberg M. V. Aktieb, Got | | | |
| 496 | **Thuringia** | Steel Sc Sr | 1410 | | | | | 1900 | Nüscke & Co. Stettin | Stettin-Stolper Dmpfsfahrts. Ges. (A Stenzel & Rolke, *Mgrs.*) | 239·0 | 36·0 | 16·3 | Stettin | T.3Cy.17″,27½″&43″–31½″ | | G | |
| | *A Kalff* –02 | | 1083 | | | | | | | | Q71′ B59′ F25′ | | | German | 104 NHP | | | |
| | *Elec. light* | 1 *Dk* | 882 | | | | | | | | | | *WB* | | Kette, Uebigau, Dresden | | | |
| 497 | **Thurland Castle** | Steel Sc Sr | 3819 | ✠100 A1 | Ant | | | 1901 | Bartram & Sons Sunderland | Lancashire Shppg. Co. Ld (J. Chambers & Co. *Mgrs.*) | 360·1 | 46·0 | 17·9 | Liverpool | T.3Cy.25″,42″&68″–48″ (*s*) | 20 « 6 | | ~~6,08~~ |
| | *C. Lewis* –03 | *Spar dk* | 3561 | ~~5,04 6,02~~ 3,05 | Bay | | | 10mo | | | P31′ B108′ F37′ 25·8 | | | British | 180lb 100lb 345 NHP | s 5 « 8 | | 6,04 |
| | 1 *Dk*(*Stl*) & *Spar dk*(*pt Irn* & *pt Stl*) | | 2484 | | | | | *Lloyd* | *s A & CP* | *W* | *B* = *Cell DB a* 118 | | FK | 6 *BHCem* | 2 SB, *Spf*, GS 116, HS 52·75 | | | |
| | *Elec. light* | *& deep framing* | | | | | | | | | *aE & B* 42′ *f* 146′ 780*t* | | | *APT* 56*t* | J. Dickinson & Sons, Ltd. Sld. | | | |
| 498 | **Thursby** | Iron Sc Sr | 496 | ✠ A 1 | Bkn | Liv | | 1876 | Harland & Wolff Belfast | J. S. Sellers | 187·2 | 23·7 | 13·4 | Liverpool | C.2Cy.23″&41″–28″ (*a*) | 14 « 8 | | |
| | *J. Hudson* –00 | 6th Survey. Liv. 11.00 | 441 | | | | | 2mo | | | Q3*t* | | BK6½″ | British | NDB88 71 RH | | | |
| | | 1 *Dk*(*Irn*) | 267 | | | | | | | | | | | 3 *BHI* | 1 SB. *3pf*, GS 49 | | | |
| | | | | | | | | | | | | | | *BBH* | J. Rowan & Sons (Lim.), Bel. | | | |
| 499 | **Thurston** | Steel Sc Sr | 1863 | ✠100 A1 | Hpl | | *r* | 1889 | W. Gray & Co. (Lim.) W Hartlepool | J. E. Murrell & Son | 270·0 | 37·0 | 18·6 | W. Hartlpl | T.3Cy.20″,31½″&53″–36″ (*s*) | 20 « 0 | | N1,04 |
| | *G. O. Fookes* –03 | *ss* Hpl. No. 3–3,01 | 1396 | 11,04 | Sws | | | 4mo | | | P29′ Q80′ B108′ F27 | | BK9½″ | British | 160lb 70lb 169 NHP | s 1 « 7½ | | |
| | *Well deck* | 1 *Dk*(*Irn*) & *Web frames* | 1178 | | | | | | A & CP | | | | | 4 *BHCem* | 2 SB, *4rf*, GS 76 | | | |
| | | | | | | | | | | | *WB* = *DBa* 84′ *f* 105′ | | | 110*t* *APT* 19*t* | Central Marine E. Co. W Hpl | | | |
| 500 | **Thy** | Iron Sc Sr | 304 | | | | | 1869 | Burmeister & Wain Copenhagen | Forenede Dmpskib. Selskab. | 142·6 | 20·6 | 10·0 | Skive | C.4Cy.15′ &30″–20″ | | | |
| | *C. B. Petersen* | 1 *Dk* | 205 | | | | | | | | P26*t* | B66*t* | F10*t* | Danish | 67 NHP | | | |
| | | | 169 | | | | | | | | | | | | Burmeister & Wain, Cpn. | | | |
| 501 | **Thyra** | *P. M. Fog*[illegible] 1–05 Steel Sc Sr | 3742 | ✠100 A1 | Rot | | *w* | 1899 | Osbourne, Graham & Co. Sunderland | Acties. Dampskibet Thyra's Rederi (W. Wilhelmsen) | 339·0 | 48·0 | 17·9 | Tonsberg | T.3Cy.21″,40″&66″–45″ (*r*) | 20 « 5 | | ~~9,02~~ |
| | ~~*O. Edwardsen* –02~~ | *ss* Ant. No. 1–03 | 3553 | *Spar dk* | | | | 1mo | | | P29′ B84′ F36′ | 26·4 | FK | Norwegian | 160lb 75lb 300 NHP | s 6 « 2 | | 6,04 |
| | 1 *Dk*(*Stl*) & *Spar dk*(*pt Irn* & *pt Stl*) | | 2419 | 6,04 | | | | *WB* = *Cell DBa* | | 110′ | *aE & B* 20′ *f* 130′ 739*t* | | | 6 *BHCem* | 2 SB, *6rf*, GS 116, HS 46·40 | | | |
| | | *& deep framing* | | | | | | | A & CP | | | | | *APT* 78*t* | Blair & Co. Ld. Stockton | | | |
| 502 | — | Steel Sc Sr | 3406 | ✠100 A1 | Nwc | | *u* | 1892 | W. Gray & Co. (Lim.) W Hartlepool | Gladstone & Co. | 330·0 | 43·1 | 21·6 | W. Hartlpl | T.3Cy.24″,38″&64″–42″ (*s*) | 24 « 4 | | N1,04 |
| | *A. E. Bainbridge* –02 | *ss* Bry. No. 2–01 | 2619 | *pt Awng dk* | | | | 3mo | | | Q131′ | | BK11″ | British | 160lb 80lb 256 NHP | s 9 « 8 | | |
| | | 1 *Dk*(*Irn*) 2 *tr B* & *Web frames* & | 2244 | *with freeboard* | | | | | | | *pt Awng dk* 199′ | | | 5 *BHCem* | 2 SB, *6rf*, GS 84, HS 37·00 | | | |
| | | *pt Awng dk*(*Irn*) | | 12.03 | | | | | | *WB* | = *Cell DB* 266′ 72·6*t* | | | *APT* 37*t* | Cen. Marine E. Wks., W Hpl. | | | |

| 1 | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex nom, s'il y a lieu. Voiles Particularités. Nombres des Ponts | 3 | 4 | 5 Détails de la Classification. Code. | 6 | 7 | 8 Construit. Quand. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après Jauge Domaine. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * | 503 **Thyra** ssSkm 2mdNo.3–5,05 IronScBn<br>1[illegible] *E.W.Ternstrøm*04–04 [illegible]<br>HVSR *Well deck* 1*Dk2trB*<br>(*ex*Parklands) | | 1[illegible]<br>1[illegible]<br>1023 | ✝100A1<br>5,05 | Skm | *q* | 1880<br>6mo | W.Gray&<br>Co.<br>W Hartlepool<br>A&CP | Ångf.AktiebThyra<br>(A.Fredholm) | 256·6 34·6 19·8<br>P35′Q68′B65′ H35<br>F29 BK97<br>ptND01 *WB = DBa*80′*f*94′33*t* | Stockholm<br>Swedish<br>1*BHCem* | C.2Cy.33″&61″–33″ (*s*)<br>80lb *80lb* NDB90 159NHP<br>2SB,4*pf*,gs76,hs2468<br>T.Richardson&Sons,Hpl. | 21 « 0<br>s 3 « 0 | |
| | 504 — IronScSr<br>*F.Bruhn*96–96 1*Dk*&*Spardk*<br>LMGJ | | 991<br>—<br>612 | | | | 1891 | Flensburger<br>Schiffsb.Ges.<br>Flensburg | F.M.Bruhn | 219·3 32·3 13·1<br>P35′Q68′B52′ F27′<br>*WB* | Flensburg<br>[illegible] | T.3Cy.15″,22½″&42″–30″<br>101NHP<br>FlensburgerSchiffsb.Ges. | | G |
| | 505 — IronScSr<br>*K.R.Fischer* ssCpn.No.3–76 1*Dk2trB*<br>NHPJ | | 828<br>602<br>502 | ✝<br>9,77 | Cpn | | 1866<br>11mo | A.Leslie&<br>Co.<br>Newcastle | ForeneDeDmpskib.<br>Selskab.<br>Elsinore | 209·6 28·3 14·8<br>P34 F35<br>Carp77 | Copnhagn<br>Danish<br>*BH* | C.4Cy.19″&38″–30″<br>*Comp.* 132NHP<br>Burmeister&Wain,Cpn. | | |
| | 506 — SteelScSr<br>*J.Brudvig*01–01<br>JPSC 1*Dk* | | 749<br>563<br>452 | | | | 1901 | Stavanger<br>Stöberi&Dok<br>Stavanger | Dampskib.Thyra's<br>Rederi(W.Hansen,<br>*Mgr.*) | 195·0 30·2 10·9<br>*p97t*B47*t*H10*t*F31*t*<br>*WB* | Bergen<br>Norwegian | T.3Cy.14″,23½″&38″–27″<br>75NHP<br>StavangerStöberi&Dok | | N |
| | 507 — SteelPad<br>*N.P.Larsen* (*Ferry*)<br>NFRT *Elec.light* 1*Dk* | | 490<br>471<br>269 | | | | 1893 | Burmeister<br>&Wain<br>Copenhagen | DeDanskeStats-<br>baner | 212·0 26·2 11·7<br>B47′<br>Ien03 | Masnedø<br>Danish | C.2Cy.32″&60″–45″<br>201NHP<br>Burmeister&Wain,Cpn. | | |
| | 508 **Tiber** SteelScSr<br>*J.P.Beck*<br>NMPV *Elec.light* 1*Dk*&*pt Awng dk* | | 1386<br>909<br>824 | | | | 1899 | Helsingörs<br>Jerns.&Mask.<br>Elsinore | ForenedeDmpskib.<br>Selskab. | 229·2 33·6 14·3<br>Q80′<br>*p Awng dk*148′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.19½″,31½″&53″–36″<br>192NHP<br>HelsingörsJernsk.&Mask | | V |
| Broken up 6.05 | 509 **Tiberius** SteelScSr<br>~~*W.Cross*01–01~~<br>~~Belmont~~ 1*Dk*(*Stl*)&*Spar Dk*(*Stl*)<br>&*Web frames* | | 4230<br>4089<br>2751 | ✝~~100A1~~<br>*Spar dk*<br>11,03 | Nwc | *x* | 1903<br>11mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | ~~G.Andersen~~<br>RussianGovrnmnt<br>*WB = CellDBa* | 360·0 48·0 20·2<br>P30′B92′F32′ 28·0<br>118′ *uE*&*B*42′*f* 154′ | ~~Hamburg~~<br>~~Germany~~<br>6*BHCem*<br>857*tAPT*63*t*<br>Russian | T.3Cy.26″,42″&72″–48″ (*s*)<br>180lb 400NHP<br>3SB,9*cf*,gs171,hs6340<br>Richardsons,Westgarth&<br>Co.Ld.Sld | 22 « 10<br>~~s 8 « 10~~ | |
| | 510 **Tibet** Iron&SteelScBn<br>*Sacke* –03 2*Dks*&*Spardk*<br>LFTG | | 2755<br>2545<br>1507 | | | | 1883 | Forges&C.<br>de la Méd.t.<br>LaSeyne | Cie.Marseillaise de<br>Nav.à Vap.(Frais-<br>sinet&Co.*Mgrs.*) | 332·0 40·0 19·1<br>H– F44′ 28·3 | Marseilles<br>French | C.2Cy.40″&73½″–42½″<br>NB00 293NHP<br>Forges&C.de la Méd.t.,Msl. | | V |
| * | 511 **Tibor** *Constantini* –04 SteelScSr<br>~~*A.Buchanan*03–03~~<br>JSNB 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing* | | 2727<br>2432<br>1678 | ✝100A1<br>*Spar dk*<br>10,03 | Gls | *u* | 1900<br>6mo | R.Craggs&<br>Sons<br>Middlesbro' | Royl.Hungar'nSea<br>Nav.Co.Adria,Ld.<br>*WB =*<br>*Cell DBa*102′*uE*& | 322·0 42·5 13·1<br>P39′B112′F35′ 21·1<br>FK<br>*B*40′*f*132′667*t FPT* | Fiume<br>Aust.-Hung.<br>6*BHCem*<br>50*tAPT*18*t* | T.3Cy.21″,37″&62″–42″ (*s*)<br>200lb *90lb* 269NHP<br>2SB,*Grf*,gs106,hs3940<br>N.E.MarineCo.Ld.Nwc. | 16 « 9<br>s 4 « 9½ | |
| | 512 **Tide** SteelScLr<br>*G.Hallfeldt*95–03<br>QHNV 1*Dk* | | 129<br>129<br>67 | | | | 1903 | Bremer<br>"Vulkan"<br>Vegesack | Bremen-Vege-<br>sackerFischerei<br>Ges. | 89·5 21·3 10·7 | Vegesack<br>German | C.2Cy.9 1/16″&16 5/16″–12½″<br>8NHP<br>Bremer"Vulkan,"Vegsck | | G |
| | 513 **Tientsin** SteelScSr<br>93761 *C.DeLaM.Goldsmith* –04 2*Dks3trB*<br>KQHP *Elec.light* (*ex*BranksomeHall) | | 3950<br>3538<br>2555 | | | ... | 1888 | Palmers'<br>Co.Ld.<br>Newcastle | P.&O.Stm.Nav.Co. | 380·0 45·3 27·4<br>P43′B130′F47′<br>FK | Liverpool<br>British<br>*WB* | T.3Cy.29″,47″&76″–51″<br>421NHP<br>Palmers'Co.Ld.Nwc. | 30 « 3 | |
| | 514 — SteelScSr<br>105740 *J.Gibbs* –02<br>PCBQ 2*Dks* | | 1992<br>1783<br>1227 | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·3 38·2 21·4<br>P9′B58′F31′ | London<br>British<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.,Greenock | | |
| | 515 **Tiest** IronPad<br>484<br>FKCR 1*Dk* | | 156<br>—<br>97 | | | | 1883 | RussianSN<br>&TradingCo.<br>Sebastopol | N.J.Spozito | 110·4 21·0 9·0 | Odessa<br>Russian | C.2Cy.24″&36″–14½″<br>69NHP<br>RussianSN&Trdg.Co.,Spl. | | |
| | 516 **Tiflis** SteelScSr<br>*A.Johnson*92–00<br>MBTL *Carrying Petroleum in bulk*<br>*Mchy. Aft Elec.light* 1*Dk*&*Spar dk* | | 2783<br>2498<br>1845 | | | | 1900 | Armstrong<br>Whitworth<br>&Co Ld.<br>Newcastle | Soc.Anon.d'Arme-<br>ment.d'Industrie<br>&deCommerce | 305·0 40·0 25·3<br>P78′B24′F39′<br>*WB* | Antwerp<br>Belgian | T.3Cy.24″,39″&64″–42″<br>265NHP<br>Willand Slpwy.Co.Ld.Nwc. | | V |
| * | 517 **Tiger** SteelScSr<br>*P.Bugge*04–03 ssAnt.No.2–02<br>HMFG 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | | 3273<br>3088<br>2116 | ✝100A1<br>*Spar dk*<br>4,04<br>BS4,04 ✝LMC4,02 | NYk | *v* | 1895<br>5mo | Ropner<br>&Son<br>Stockton<br>A&CP *WB* | Intsk. Dampskibet<br>Tiger'sRederi<br>(W.Wilhelmsen)<br>*B = Cell DBa* 102 | 323·9 46·5 16·8<br>P27′B64′F31′ 24·6<br>FK<br>*uE*&*B*36*f*130′597*t*<br>*APT*7*st* | Tönsberg<br>Norwegian<br>5*BHCem*<br>2SB,*Grf*,gs118,hs4200<br>Blair&Co.(Lim.),Stockton | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *70lb* 273NHP<br>2SB,*Grf*,gs118,hs4200<br>Blair&Co.(Lim.),Stockton | 19 « 3<br>s 5·11½ | |
| Now Spanish 04 | 518 — IronPadSp<br>49587 | | 170<br>170<br>59 | | | | 1864 | .....<br>Newcastle | W.&T.Jolliffe | 122·0 20·4 10·8 | Liverpool<br>British | L.2Cy.35″–56″<br>NB77 75RHP<br>T.D.Marshall,Newcastle | | |
| | 519 — IronScSrTug<br>95106 *R.Steele* –97 1*Dk* | | 120<br>117<br>82 | | | ... | 1881 | J.Stewart<br>&Son<br>London | TableBayHarbour<br>Board | 86·0 20·0 11·2<br>BK6½ | Cape Town<br>British | C.2Cy.19″&34″–18″<br>NB92 50RHP<br>Stewart&Son,London | | |
| Broken up 8.04 | 520 **Tigre** IronScBk<br>~~*Pourret*99–02~~<br>LFTN 3*Dks* | | 3234<br>—<br>1711 | | | | 1862 | Forges&C.<br>de la Méd.t.<br>LaSeyne | MessageriesMari-<br>times | 389·5 38·4 30·6<br>H79*t* F48′ | Marseilles<br>French | 2Cy.76½″–52½″<br>653NHP<br>Messag.Mar.,LaCiotat | | |
| | 521 — IronTwinScSr | | 325<br>—<br>221 | | | | 1867 | R.Duncan<br>&Co.<br>Pt.Glasgow | Risso&Co. | 185·3 25·6 9·4 | M.Video<br>Uruguayan | 2Cy.28″–24″<br>40NHP<br>Rankin&Blackmore,Grk. | | |
| | 522 **Tigris** SteelSc<br>114829 *W.S.Smith* –04<br>TFQL 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*Web frames* | | 2805<br>2668<br>1792 | ✝100A1<br>*Spar dk*<br>7,04 ~~1.05~~<br>✝LMC1,02 | Shl | *t* | 1902<br>1mo | Armstrong<br>Whitworth<br>&Co Ld.<br>Newcastle<br>*Lloyd's A&CP* | BucknallS.S.<br>Lines,Ld. (Buck-<br>nallBros.*Mgrs.*)<br>*WB =* | 300·0 43·7 16·8<br>F24′ 24·7<br>FK<br>*Cell DBa*86′ | London<br>Scottish<br>5*BHCem*<br>3SB,6*pf*,gs89,hs3810<br>N.E.MarineEngCoLd.Nwc<br>*uE*&*B*34′*f*182′543*tAPT*5*st* | T.3Cy.22½″,36½″&61″–42″<br>160lb (*r*) 270NHP<br>3SB,6*pf*,gs89,hs3810<br>N.E.MarineEngCoLd.Nwc | 19 « 0<br>s 5 « 7½ | |
| * | 523 **Tigullio** IronScSr<br>46 ~~*Wheatley* –02~~<br>SHMT *A.Paggioni* –04 ssNwc.No.3–6,94<br>(*ex*Buenos Ayres,*ex*SpanishPrince,*ex*Castlehill) 2*Dks*(1*frn*&1*pt frn*)3*trB* | | 1769<br>1621<br>1128 | ✝100A1<br>4.04<br>BS5,04 ✝LMC10,02<br>~~Dec.05~~ | Bry | *r* | 1882<br>3mo | Hodgson&<br>Soulsby<br>Blyth<br>A&CP | P.Lagomaggiore<br>fuL. (O.Macera,<br>*Mgr.*)<br>*WB = DBa*78′177*t*&*uE* | 265·1 35·8 22·8<br>P34′B68′F29′<br>BK9½<br>5*BHCem*<br>*B*55′328*t* | Genoa<br>Italian<br>5*BHCem*<br>2SB,6*pf*,gs97,hs2900<br>Black,Hawthorn&Co.,Gts | C.2Cy.32″&62″–42″ (*s*)<br>180lb 186NHP<br>2SB,6*pf*,gs97,hs2900<br>Black,Hawthorn&Co.,Gts | 24 « 3<br>s 4 « 0 | |
| | 524 **Tijuca** SteelScSr<br>*A.Simonsen*94–99<br>RLJQ *Elec.light* 2*Dks3trB* | | 4801<br>3844<br>3066 | | | | 1899 | Blohm&<br>Voss<br>Hamburg | Hamburg-Süd-<br>Amerik.Dampf-<br>schifffahrtsGes | 375·6 46·3 27·5<br>P238′ F50′ | Hamburg<br>German | 2,4Cy.21¾″,31½″,46″&66½″–<br>60cm 315NHP<br>Blohm&Voss,Hamburg | | G |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. ft. in | 15 Registers in which classed, if not in L.R. Distinct'g of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 525 Tilbury<br>87166 | Steel Pad<br>G.Tracey 76–83 | | 269<br>181<br>200 | | | | 1883 | J.&K.Smit<br>Kinderdyk | London, Tilbury & Southend Rlwy. Co. | 140·0 \| 22·1 \| 8·2 | London<br>British | O.2Cy.34″–36″<br>NB97 70RHʳ<br>J.Penn&Sons, London | | BT till 8,05 | |
| 526 Tilia<br>113178<br>BQKD | Iron Sc Yl<br>W.Banks 98–00<br>1 Dk | | 208<br>196<br>98 | ✠ ...<br>Stm'r trawler | | | 1900<br>5mo | Schofield,<br>Hagerup&<br>Doughty, Ld.<br>Grimsby<br>*Lloyd's A&CP* | N. Eastern Steam Fishing Co. Ld. | 116·2 \| 21·5 \| 11·2<br>Q48′F20′<br>drp03 BK 7½″<br>*4 BHCem* | Grimsby<br>British | T.3Cy.11¾″,21″&34″–24″ (*s*)<br>180lb 58RHʳ<br>18¼,*2cf*,GS30,HS1037<br>C.D.Holmes&Co. Hull | 12 ″ 1 | | 4,02 |
| 527 Tilsco<br>91488<br>JWSM | Iron Sc<br>*J.Leckie* –04<br>*Mchy. Aft* *ss* Sws. 2nd No. 3–4,00<br>1 *Dk* (*Irn*) | *ss* Npt. No. 1–04 | 205<br>165<br>86 | ✠100A1 Bkn *c*<br>11,91 ~~8,03~~<br>~~Npt~~<br>✠LMC ~~4,00~~ 11,04 | | | 1885<br>4mo | Wood,<br>Skinner&Co.<br>Newcastle<br>*Lloyd's A&CP* | S.S. Tilsco Co. Ld.<br>(A. Rowland&Co.) | 120·0 \| 21·1 \| 9·8<br>Q36′B15′<br>~~drp 00~~ BK 5″<br>*W B = FPT 21t* | Liverpool<br>British | C.2Cy.16″&30″–20″ * (*s*)<br>80lb NB98*fitted*01 45RHʳ<br>18B,*2pf*,GS36,HS900<br>N.E.Marine Co. (Lim.), Nwc | 10 ″ 6 | | ~~9,03~~<br>11,04 |
| 528 Tilsit<br>JBDH | Iron Sc Sr<br>*A.Wegner* –01<br>1 *Dk* | | 303<br>267<br>177 | | | | 1856 | W.Simons<br>&Co.<br>Renfrew | Richard Lansert | 159·7 \| 20·8 \| 12·0<br>P43′ | Stettin<br>German | C.4Cy.10¾″&22¾″–20″<br>39NHP<br>W.Simsons&Co., P.G. | | | |
| 529 Timandra<br>RKWP | Steel Sc Sr<br>*H.Frahm* 02–04<br>1 *Dk 2 tr B* | | 1257<br>921<br>783 | | | | 1898 | Schiffsw. v.<br>Henry Koch<br>Lübeck | A. Kirsten | 224·6 \| 33·2 \| 15·2<br>P&B131′F23′<br>*W B* | Hamburg<br>German | T.3Cy.16½″,28″&44⅛″–27½″<br>102NHʳ<br>H.Paucksch, Landsberg | | G | |
| 530 Timaru<br>76070<br>VSMJ | Steel Twin Sc Hopper Dredger<br>*J.Tait* 97–97 (*ex* No. 404)<br>*Mchy. Aft* *Well deck*<br>1 *Dk* | | 479<br>432<br>211 | ... | | | 1893 | Lobnitz<br>&Co.<br>Renfrew | Timaru Harbour Board | 145·0 \| 30·1 \| 12·2<br>FK<br>*W B* | Timaru<br>British | C.4Cy.16″&30″–24″<br>39RHʳ<br>Lobnitz&Co., Renfrew | 13 ″ 0 | | |
| 531 —<br>76070<br>VSMJ | Iron Sc 3 Mst Sr<br>*J.McGuire* 89–98<br>*Mchy. Aft* *Well deck*<br>1 *Dk* | | 459<br>364<br>279 | ... | | | 1883 | R.Thomp-<br>son&Sons<br>Sunderland | W. Laidley&Co. Ld. | 150·2 \| 27·0 \| 10·6<br>Q51′ B13′ F16′<br>*W B* | Sydny NSW<br>British | C.2Cy.22″&42″–30″<br>70RHʳ<br>W.Doxford&Sons, Sld. | 11 ″ 6 | | |
| 532 Timbo<br>89765<br>SLTB | Iron Sc Sr<br>*J.Iddon* –04 | | 295<br>254<br>96 | | | | 1883 | G.H.Smith<br>&Co.<br>Newcastle | ~~J.S.Sellers~~<br>Bibble Shpg Co. Ld<br>(J.S.Sellers, *Mgr.*) | 145·5 \| 20·3 \| 11·0<br>F22*t* | Liverpool<br>British | C.4Cy.19″&36″–22″<br>NB01 60RHʳ<br>Clarke, Chapman&Co., Gts. | | V | |
| 533 Time<br>95908<br>SLJB | Steel Sc Sr<br>*T.O.Slowin*<br>~~*Deliver 00–03*~~<br>*ss* Mel. No. 3–12,02<br>*Well deck* 1 *Dk* (*Irn*) *& Web frames* | | 2575<br>2036<br>1670 | ✠100A1 Mel *t*<br>12,02<br>~~BS3,04~~ ✠LMC 12,02<br>BS4,05 | | | 1890<br>4mo | Tyne I.S.B.<br>Co. (Lim.)<br>Newcastle<br>*Lloyd's A&CP* | Howard Smith Co. Ld. | 300·0 \| 41·0 \| 19·6<br>P29′Q84′B123′F31′<br>FK<br>*W B = Cell D B 252′*<br>*6 BHCem*<br>*468t APT 15t* | Sydny NSW<br>British | T.3Cy.23″,37″&62″–42″ (*o*)<br>160lb *80lb* 251NHP<br>2SB,*8pf*,GS120,HS3800<br>Wghm Rchrdsn&Co., Nwc. | 22 ″ 2<br>s 2 ″ 0½<br>w 2 ″ 4 | | 12,02 |
| 534 Timor<br>PTNS | Steel Sc<br>*R.Koops*<br>1 *Dk & Spar dk 3 tr B* | | 3608<br>3430<br>2828 | | | | 1900 | N drl ndsch.<br>Schps. Maats.<br>Amsterdam | Stoomv. Maats. Nederland | 340·0 \| 44·5 \| 31·0<br>H—F45′<br>*W B* | Amstrdam<br>Dutch | T.3Cy.23″,38″&62″–42″<br>249NHʳ<br>Ned. Fab. v. Werk. Ams. | | DV | |
| 535 Timrå<br>141<br>JBCT | Iron Sc<br>*N.G.E.Fogelqvist* 82–88<br>(*ex* Alnö)<br>1 *Dk* | | 100<br>63<br>67 | | | | 1874 | W.Lind-<br>brgs. Aktieb.<br>Stockholm | Alnösundets Ångb. Aktieb.<br>(J.M.Ulander) | 86·3 \| 15·3 \| 8·1<br>Q32′ B26′ F17′ | Sundsvall<br>Swedish | 2Cy.10½″&22¼″–15⅝″<br>16NHP<br>W Lindbergs Mk. Vrks, Skm | | | |
| 536 Timsah<br>119821<br>SGCL | Iron Twin Sc Sp<br>*F.W.Tall* –03 *Carrying Oil in bulk*<br>*Fitted for liquid fuel* (*Barge*) 1 *Dk* | | 349<br>319<br>134 | | | | 1884 | Lobnitz&<br>Co. Ld.<br>Renfrew | Shell Transport& Trading Co. Ld. (M. Samuel &Co. *Mgrs.*) | 134·0 \| 25·3 \| 11·0<br>*W B* | London<br>British | C.4Cy.14″&28″–24″<br>66RHP<br>Lobnitz&Co. Ld. Renfrew | | | |
| 537 —<br>98416<br>LVRT | Iron Sc Sr | | 191<br>191<br>30 | | | | 1873 | Day,<br>Summers&Co<br>Northam | P.&O. Stm. Nav. Co. | 110·1 \| 23·1 \| 12·7 | London<br>British | C.2Cy.26″&52″–36″<br>135NHP<br>Day, Summers&Co., Sou. | | | |
| 538 Tinana<br>110883<br>SFQR | Steel Sc Sr<br>*H.W.Wigmore* –02<br>*Mchy. Aft* 1 *Dk* (*Stl*-teak s)<br>*Elec. light* *& Web frames* | | 791<br>686<br>470 | ✠100A1 Dun *l*<br>2,01<br>✠LMC 2,01 | | | 1901<br>2mo | Caledon<br>SB.&E.Co. Ld<br>Dundee<br>A&CP | Australas'n United Stm. Nav. Co. Ld. | 210·0 \| 31·0 \| 13·2<br>P19′F35′<br>FK<br>*W B = Cell D B f 138′ 186t FPT*<br>*1 BHCem*<br>*21t APT 13t* | P. Adelaide<br>British | T.3Cy.17″,28″&45″–33″ (*r*)<br>160lb *80lb* 130NHP<br>1SB,*3cf*,GS66,HS2153<br>Caledon SB.&E.Co. Ld. Dun | 15 ″ 6<br>s 2 ″ 6½ | | |
| 539 Ting Sang<br>119699<br>RPNH | Steel Sc Sr<br>*D.A.King* –03 (*ex* Macedonia)<br>1 *Dk & Spar dk & deep framing* | | 1650<br>1500<br>1045 | ... | | | 1900 | Craig,<br>Taylor&Co.<br>Stockton | Indo-China Steam Nav. Co. Ld. | 265·3 \| 35·2 \| 13·5<br>P29′B86′F35′ 21-4<br>FK<br>*W B* | London<br>British | T.3Cy.22″,35″&59″–39″<br>225NH<br>T. Richardsn& Sns. Ld. Hpl | 15 ″ 9 | | |
| 540 Tinos<br>BKBV | Iron Sc Bn<br>*F.Zänker* 95–04 *ss* Ham. No. 2–82<br>(*ex* Argentina) 2 *Dks 3 tr B* | | 2125<br>2034<br>1349 | ✠ Ham *s*<br>3,82 | | | 1872<br>12mo | C.Mitchell<br>&Co.<br>Newcastle | Deutsche Levante Linie | 299·5 \| 36·1 \| 27·1<br>Q29′B226′F38′<br>*5 BHCem* | Hamburg<br>German | C.2Cy.40″&72″–42″<br>NB84 280NHP<br>Thompson, Boyd&Co. Nwc. | | G | |
| 541 Tintagel Castle<br>105900<br>PMQL | Steel Sc 4 Mst Bkn<br>*T.Chope* –04 *ss* Lon. No. 1–02<br>2 *Dks* (1 *Stl*–ws) *& Spar dk* (*Stl*–teak s)<br>*Ref. Mchy. Elec. light* | | 5531<br>4795<br>3542 | ✠100A1 Lon *z*<br>*Spar dk*<br>9,04 ~~9,04~~<br>~~BS12,03~~ BS1,05<br>~~BS12,08~~ ✠LMC 7,01 | | | 1896<br>11mo | Fairfield<br>Co. (Lim.)<br>Glasgow<br>*Lloyd's A&CP* | Union-Castle Mail S.S. Co. Ld. (D. Currie&Co. *Mgrs.*)<br>*W B = Cell D Ba 102′n E44′n B63′* | 425·2 \| 50·0 \| 30·0<br>P56′B170′F56′ 22-2<br>FK&BK 3″<br>*7 BHCem*<br>*f 145′107st* | London<br>British | T.3Cy.30¾″,51″&82″–57″ (*o*)<br>170lb 620NHP<br>4SB,*14rf*,GS318,HS10789<br>Fairfield Co. (Lim.), Gls. | 25 ″ 5 | BT till ~~11,04~~ 12,05 | ~~4,03~~<br>9,04 |
| 542 Tintoré<br>JSDF | Iron Sc Bg<br>*C.Artadi* 92–02 (*ex* Roquelle)<br>1 *Dk & Spar dk* | | 1326<br>1261<br>867 | | | | 1869 | Randolph,<br>Elder&Co.<br>Glasgow | Tintoré&Co. | 261·0 \| 30·2 \| 23·0 | Barcelona<br>Spanish | C.2Cy.38″&68″–33″<br>221NHP<br>Randolph, Elder&Co., Gls. | | | |
| 543 Tintoretto<br>110000<br>TPHV | Steel Sc Sr<br>*A.Matheson* –02<br>*Elec. light* 2 *Dks & deep framing* | | 4181<br>3904<br>2643 | | | | 1902 | Workman,<br>Clark&Co Ld<br>Belfast | Liv Brazil&R Plate S.N.Co. Ld. (Lamport&Holt, *Mgrs.*) | 390·0 \| 50·3 \| 27·1<br>*W B* | Liverpool<br>British | T.3Cy.26½″,44″&75″–54″<br>413NHP<br>Wrkman, Clark&Co Ld Bel | | C | |
| 544 Tioga<br>145405 | Steel Sc<br>*J.J.Wulke* 96–96<br>*Mchy. Aft* *Elec. light* 1 *Dk & Spar dk* | | 2320<br>—<br>1684 | | | | 1885 | Union Dry<br>Dock Co.<br>Buffalo, N.Y. | Erie R.R.Co. | 285·5 \| 38·9 \| 14·0<br>25·7<br>*W B* | Buffalo, NY<br>Utd. States | C.4Cy.22″&44″–48″<br>*B made* 97 *fttd*.03 224NHP<br>H.G.Trout, Buffalo | | | |
| 545 —<br>114689<br>SHRQ | Steel Sc 3 Mst Sr<br>*W.A.Ross* –02 (*ex* Christine)<br>*Mchy. Aft* *Elec. light* 1 *Dk & Spar dk*<br>*Carrying Petroleum in bulk* | | 2197<br>2091<br>1378 | | | | 1890 | Burmeister<br>&Wain<br>Copenhagen | Anglo-American Oil Co. Ld. (J. McDonald, *Mgr.*) | 276·7 \| 38·0 \| 25·7<br>P26′B53′H17*t* | London<br>British | T.3Cy.22″,35″&57″–39″<br>NB99 203NHP<br>Burmeister&Wain, Cpn. | | V | |
| 546 Tionesta<br>[illegible] | Steel Sc Sr<br>*Mchy. Aft Elec. light* 2 *Dks & Hurricane dk* | | 4329<br>—<br>2652 | | | | 1902 | Detroit S.B.<br>Co.<br>Wyandtte Mb | Erie & Western Transportation Co. | 340·0 \| 45·2 \| 28·0 | Erie, Pa.<br>Utd. States<br>*W B* | Q4Cy.22″,31½″,45″&65″–42″<br>274NHP<br>Detroit S.B.Co. Detroit | | | |
| 547 Tip<br>900<br>JBPS | Steel Sc Sr<br>*S.P.Nordgren* 95–04 *ss* Skm. No. 3–4,98<br>(*ex* Eveline) *ss* Skm. No. 1–02<br>*Well deck* 1 *Dk* (*Stl*) 2 *tr B* | | 1305<br>1065<br>790 | ✠100A1 Shl *o*<br>7,04 ~~5,03~~ Hul<br>~~BS4,04~~ ✠LMC 5,02<br>~~BS5,05~~ | | | 1885<br>5mo | Swan&<br>Hunter<br>Newcastle<br>A&CP | Rederiaktieb. Union (G.O.Wallenberg, *Mgr.*)<br>*W B = Cell D B 200′ 294t FPT* | 245·0 \| 34·0 \| 16·0<br>Q88′B52′H38*t*F25′<br>BK 8½″<br>*4 BHCem*<br>*53t APT 56t* | Stockholm<br>Swedish | T.3Cy.18½″,31″&50″–36″ (*s*)<br>160lb *80lb* NDB96 152NHP<br>2SB,*6pf*,GS144,HS2300<br>Wllsnd Slp. Co. (Lim.) Nwc. | 18 ″ 6<br>s 2 ″ 1½ | | ~~7,02~~<br>7,04 |

| Numéro d'Ordre / Numéro / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage — Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de la Visite. | Terme des gros entretiens exprimé par Lettres d'Échelle | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'immatriculation. Pavillon. | Machines. No. & Date. Chaudières. Pression. Diamètres des Cylindres. Course. Hélices. Vitesse. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Charbon. Capacité. Tonnes. | Machines. Tonnes par jour. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 548 | **Tirfing** IronScBn | 1117 | ✠100A1 | Shl | *n* | 1882 | R.Irvine& | Ångf.Aktiob.Tir- | 230·0 | 32·2 | 13·8 | Gothenborg | C.2Cy.27″&50″–33″ (*t*) | 16 | 8 | |
| 3014 | *C.Lycke*00–02 | ~~1117~~ | 9,04 | Sld | | 8mo | Co. | fing (A.Broström | 94′B57′H31*t*F27′ | | | Swedish | 60lb *60lb* NDB00 120NH | | | |
| JGTR | (*ex*—stance) | 671 | ~~13,06~~ ✠ LM 3,04 | | | | W.Hartlepool | &Son, *Mgrs.*) | | | | | 1BHCem | | | |
| | *Well deck* 1*Dk*(*Irn*)2*tr B* | | | | | | *Lloyd's*A&CP | | | | | | DB192′328*t* | | | |
| | *ss*Go·.2n 1No.3–3,01 | | | | | | | | *WB*=*Cell* | | | | T.Richardson&Sons,Hpl. | | | |
| 549 | **Tirol** SteelSc | 2836 | ✠100A1 | Tri | *l* | 1901 | Lloyd | LloydAustriaco | 315·0 | 42·2 | 17·3 | Trieste | T.3Cy.23½″,39″&65½″–45″ (*s*) | 16 | 4 | |
| | *G.Gilhubber* | 2382 | *Spar dk* | | | 12mo | Austriaco | | P36′B86′F64′ | | 25·5 | Aust.-Hung | 200lb *165lb* 354NH | | | |
| HSKP | *Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*–*ws*) | 1747 | 5,03 | | | | Trieste | | | | FK | | 2BHCem | | | |
| | &*deepframing* | | ✠LM C12,01 | | | | | *WB*=*Cell DBa*96 | *wE24′f*132′454*t* | | *FT* | | *T*10*APT*9*t* | | | Lloyd Austriaco,Trieste |
| 550 | **Tirreno** IronScBn | 2812 | ✠100A1 | Lgn | *v* | 1883 | M.Pearse | F.Dalmazzoni | 325·0 | 40·0 | 26·5 | Leghorn | C.2Cy.39″&77″–48″ (*b*) | 27 | 9 | |
| 41 | *M.N.Rodinis* –04 *ss*Shl.No.3–7,96 | 2604 | 9,01~~4,04~~ | Hul | | 8mo | &Co. | | P32′B80′F37′ | | | Leghorn | 80lb *80lb* NDB01 337NH | 5 | 8 | |
| | (*ex*Sully,*ex*Aspatria) *ss*Lgn.No.2–04 | 1847 | ~~BS11,03~~ ✠LM | | | | Stockton | | | | BK11 | Italian | 2DB,*8sf*,GS132,HS5875 | | | |
| | 2*Dks*(*Irn*) *Webframes* | | ~~MS12,03~~ | | | *Lloyd's*A&CP | | | *WB*=*DBa* | | | | 98*f*108′567*t* | | | Blair&Co.Ld.Stockton |
| 551 | **Tirso** IronScSr | 1411 | ✠ | Cff | *o* | 1872 | Aitken& | Nav.Gen.Italiana | 266·0 | 30·8 | 23·1 | Palermo | C.2Cy.31½″&60″–39″ | 25 | 6 | 1 |
| —S | *F.Russo* *ss*Lth.No.3–7,85 | 1366 | 2,88 | | | 2mo | Mansel | | | | | Italian | NB96 187NH | | | |
| SMKJ | (*ex*Horseguards) 2*Dks*3*tr B* | 902 | | | | | Glasgow | | *WB*=*MT*38′260*t* | | | | 5BHCem | | | Tod&McGregor,Glasgow |
| 552 | **Tirso Lizárraga** Wood | 156 | | | | 1893 | G.Fenwick | T.Lizárraga | 117·1 | 20·0 | 7·3 | Iloilo | C.2Cy.12″&24″–14″ | | | |
| | | — | | | | | &Co.Ld. | | | | | Utd.States | 18NH | | | |
| | | 100 | | | | | HongKong | | | | | | G.Fenwick&Co.Ld HKong | | | |
| 553 | **Tischoff** IronScSr | 504 | | | | 1882 | W.Crichton | ArchangelMour- | 160·1 | 22·0 | 10·3 | Archangel | C.2Cy.22″&37″–24″ | | | |
| | *Popoff* | — | | | | | Åbo | manStm.Nav.Co. | | | | Russian | 56NH | | | |
| | | 298 | | | | | | | | | | | W.Crichton&Co.,Åbo | | | |
| 554 | **Tisza** IronScSr | 1041 | ✠100A1 | Fiu | *o* | 1879 | Blackwood | Royl.Hungar nSea | 242·4 | 32·5 | 16·8 | Fiumo | T.3Cy.17½″,30½″&52½″–36″ | | | |
| 2224 | ~~*G.Premuda*~~ | ~~1008~~ | 9,~~01~~ 10,02 | Tri | | 12mo | &Gordon | Nav.Co.Adria,Ld. | Q86′B60′F32′ | | | Aust.-Hung. | 165lb *90lb* NDB93(*s*) 166NH | | | |
| JSMW | *C.Brazzaduro* –04 | 708 | ~~*ss*Fin.No.2–04~~ | | | | Pt.Glasgow | | | | BK8 | | 1SB,3*rf*,GS56,HS2480 | | | |
| | *Well deck* 1*Dk*(*Irn*)2*tr B* | | ~~✠LM~~ | | | *Lloyd's*A&CP | | | *WB*=*DB* | | | | 4BHCem | | | |
| | *ss*Fin.2·3d No.3–10,04 | | ~~BS3,04~~ | | | | | | | | | | 210′ *Tpd*93 | | | WighmRichrdsn&Co.Nwc |
| 555 | **Titan** SteelScSr | 924 | | | | 1891 | J.Laing | Koninkl.Nederl. | 212·0 | 30·9 | 14·2 | Amstrdam | T.3Cy.16″,24″&42″–27″ | | | V |
| | *W.A.Ouwehand* 2*Dks* | 748 | | | | | Sunderland | Stoomb.Maats. | H69′ | B46′ | F27′ | Dutch | 92NH | | | |
| PTRM | | 564 | | | | | | | | | | | *WB* J.Clark(Lim.),Sunderland | | | |
| 556 | — SteelTwinScSp | 617 | ✠ | | | 1899 | J.P.Ren- | Cie.Universelle du | 158·0 | 32·1 | 16·1 | PortSaid | T.6Cy.20″,33″&54″–33″ (*s*) | 17 | 6 | |
| | *M.Cafiero* | 591 | *For towing purposes* | | | 5mo | noldsn&Sons | CanalMar.deSuez | | | | Egyptian | 180lb *90lb* 442NH | | | |
| | *Elec.light* 2*Dks*(*UStl*–*teak s*) | 19 | | | | | South Shields | | | | BK7½ | | 2DB,*12cf*,GS200,HS6350 FD | | | |
| | | | | | | | A&CP | | *WB*= | | | | 5BHCem | | | J P.Rennoldson&SonsSShl |
| | | | | | | | | | *DTf*25′118*t* | | *FT* | | 15*tAPT*45*t* | | | |
| 557 | — SteelScTug | 352 | ✠100A1 | Ams | *g* | 1894 | Rijkee& | AmsterdamTug& | 147·1 | 24·3 | 12·7 | Amstrdam | T.3Cy.18″,28″&46″–30″ (*s*) | 13 | 6 | |
| | *J.Bakker*94–94 *ss*Ams.No.2–03 | 335 | ~~[illegible]~~ 3,05 | | | 10mo | Co. | SalvageCo. (A.D. | B42′F24′ | | | Dutch | 160lb 165NH | | | |
| PTRL | 1*Dk*(*Irn*) | 60 | ~~DS4,04~~ ✠LM C8,04 | | | | Rotterdam | ZurMühlen) | | | BK7′ | | 2SB,6*rf*,GS96,HS3208 | | | |
| | | | ~~BS3,05~~ | | | | A&CP | *WB* | = *FPT*35*tAP T*10*t* | | | | 1BHCem | | | KonMaats.deSchlde. Flshg |
| | | | | | | | | | | | | | *DTa*16′25*t* | | | |
| 558 | — SteelTwinScSp | 348 | | | | 1889 | Laird Bros. | Cie.Générale | 145·7 | 25·6 | 13·0 | Havre | T.6Cy.15″,22″&38″–30″ | | | |
| | *Rehel*03–03 (*ex*Cambria) | 291 | | | | | Birkenhead | Transatlantique | | | | French | NB03 158NH | | | |
| LFTV | | — | | | | | | | | | | | Laird Bros.,Birkenhead | | | |
| 559 | — IronSc | 281 | | | | 1880 | Samuda | Lon.&IndiaDocks | 100·5 | 44·0 | 7·8 | London | C.6Cy.(8)4¾″&(8)10″–12″ | | | |
| 99014 | | 281 | | | | | Bros. | Co. | | | | British | 40RH | | | |
| | | 226 | | | | | London | | | | | | Hunter&English,London | | | |
| 560 | — SteelSc | 256 | | | | 1896 | Armstrong | MerseyDocks& | 121·6 | 32·4 | 7·6 | Liverpool | 2Cy.11″–15″ | | | |
| 104294 | | 253 | | | | | Mitchell& Co | HarbourBoard | | | | British | 16RH | | | |
| | 1*Dk* | 130 | | | | | Ld Newcastle | | | | | *WB* | Cochran&Co.,Birkenhead | | | |
| 561 | — IronScSr | 183 | | | | 1884 | Janssen& | Verein.Bugs.-& | 99·7 | 20·5 | 12·1 | Hamburg | C.2Cy.20″&32″–26″ | | | |
| | *W.Giesegh*01–02 1*Dk* | 147 | | | | | Schmilinsky | Frachtschfhrt.Ges | H7*t* | | | German | 44NH | | | |
| RGSB | | 7 | | | | | Hamburg | | | | | *WB* | Janssen&Schmilnsky Han | | | |
| 562 | — SteelScK | 171 | ✠100A1 | Hul | | 1903 | Cook,Wel- | T.Robinson | 101·0 | 21·2 | 11·0 | Grimsby | T.3Cy.11½″,19½″&32″–28″ (*s*) | 11 | 10 | |
| 113241 | *J.Bannister* –03 | 149 | *Stm Trawler* | Gms | | 3mo | t'n&Gemmell | | Q54′ | | BK7′ | British | 180lb 55RH | | | |
| | 1*Dk* | 41 | ~~3,03~~ 5,06 | | | *Lloyd's* | Beverley | | | | | | 1SB,2*cf*,GS28,HS920 | | | |
| | | | ~~LM~~ 3,08 | | | | A&CP | | | | | | 3BHCem | | | C.D.Holmes&Co.Hull |
| 563 | — SteelTwinScCtr | 151 | | | | 1898 | Day,Sum- | AfricanBoatingCo | 100·0 | 21·1 | 8·5 | S'thamptn | C.4Cy.12″&22″–21″ | | 9 | |
| 109287 | *S.Neale* | 123 | | | | | mers&Co. | Ld. | B35′F22′ | | BK6′ | British | 60RH | | | |
| QGRL | (*Tug*) 1*Dk* | — | | | | | Southampton | | | | | *WB* | Day,Summers&Co.Sou. | | | |
| 564 | **Titania** SteelScSr | *3613* | | | | 1897 | W.Doxford | Intsk.Titania's | 350·1 | 46·0 | 24·7 | Tönsberg | T.3Cy.24½″,40″&66½″–42″ | | | N |
| | *H.Egenes* –97 1*Dk*2*tr B* | *3068* | | | | | &Sons,Ld. | Rederi | H111*t* | F39*t* | | Norwegian | 286NH | | | |
| HMFD | *Turret deck* | *2315* | | | | | Sunderland | (W.Wilhelmsen) | | | | | W.Doxford & Sons,Ld.,Sld | | | |
| 565 | — SteelScSr | 3430 | ✠100A1 | Bry | *r* | 1895 | Bartram& | HowardS.S.Co.Ld. | 350·0 | 45·0 | 24·4 | London | T.3Cy.24″,39½″&65″–42″ (*s*) | 26 | 9 | |
| 105712 | *W.Remnant* –02 *ss*Bry.No.2–03 | 3192 | *Spar dk* | Shl | | 7mo | Sons | C.Howard&Sons. | P30′B74′F36′ | | BK8′ | British | 160lb *80lb* 287NH | 5 | 5½ | |
| NWHT | 1*Dk*(*Stl*–*ws*)*Spar dk*(*Stl*) | 2184 | 10,01 ~~3,04~~ | | | | Sunderland | (*Mgrs.*) | | | | | 2SB,4*rf*,GS75,HS3600 FD | | | |
| | &*deepframing* | | ~~MC~~ | | | | A&CP | *B* = *Cell DBa*108 | *wE*&*B24′f*138′664*t* | | | | 6BHCem | | | J.Dickinson&Sns(Lm),Sld |
| | | | ~~BS~~ ~~MS10,04~~ | | | | | | | | | | *APT*68*t* | | | |
| 566 | SteelScSr | 750 | | | | 1897 | Oskrshmns | Ångf.Actieb. | 178·0 | 28·1 | 10·9 | Stockholm | T.3Cy.14½″,23½″&39½″–27½″ | | | V |
| 3125 | *E.V.Johansson* –03 | 428 | | | | | M.V.Aktieb. | SödraSverige | H43*t* | | 17·8 | Swedish | 81NH | | | |
| JHKR | 1*Dk*&*Awng dk* | 440 | | | | | Oskarshamn | (J.G.Setterwall)* | | | | *WB* | Göteborgs M V Aktieb.Got | | | |
| 567 | — SteelScK | 205 | ✠100A1 | Hul | | 1900 | A.Hall& | Hellyers'Steam | 115·7 | 21·4 | 11·5 | Hull | T.3Cy.19″,30″&33″–24″ (*s*) | 12 | 1 | |
| 110765 | *ss*Hul.No.1–04 | 184 | *Stm Trawler* | | | 1mo | Co. | FishingCo.Ld. | Q49′ | | | British | 200lb 65RH | | | |
| RSLV | 1*Dk* | 69 | ~~3,06~~ | | | *Lloyd's* | Aberdeen | | | | BK7½ | | 1SB,2*cf*,GS82,HS930 | | | |
| | | | 10,04 | | | | A&CP | | | | | | 1BHCem | | | A.Hall&Co.Aberdeen |
| 568 | **Titian** SteelScSr | 4170 | | | | 1902 | Workman, | LivBrazil&RPlate | 390·0 | 50·3 | 27·1 | Liverpool | T.3Cy.26½″,44″&75″–54″ | | | C |
| 115289 | *A.W.Amey* –03 2*Dks*&*Shelter dk* | 3893 | | | | | Clark&Co.Ld | S.N.Co.Ld. (Lam- | | | | British | 418NH | | | |
| TKQC | *Elec.light* &*deepframing* | 2637 | | | | | Belfast | port&Holt, *Mgrs.*) | | | | *WB* | Workmn,Clark& Co.Ld Bel | | | |
| 569 | **Titus** IronScSr | 760 | | | | 1878 | A.Stephen | Burns.Philp&Co. | 185·8 | 27·1 | 14·6 | Sydney | C.2Cy.24½″&48″–27″ | | | |
| 79547 | *W.Vos* –03 | 569 | | | | | &Sons | Ld. | P101′F24′ | | BK7½ | British | NB89 80RH | | | |
| PLDR | *Well deck* 1*Dk*2*tr B* | 517 | | | | | Glasgow | | | | | *WB* | A.Stephen&Sons, Glasgow | | | |
| 570 | **Tjalve** WoodScSr | 534 | | | | 1892 | K.Flage | E.Giertsen | 161·5 | 25·7 | 14·4 | Borgen | T.3Cy.11½″,18″&29½″–24″ | | | N |
| | *A.Tönnesen* –99 | 415 | | | | | Bergen | | Q34*t*B59*t*H7*t*F18*t* | | | Norwegian | 43NH | | | |
| JVOB | 1*Dk*2*tr B* | 325 | | | | | | | | | | | Laxevaags Mskinbyg. Bgn | | | |

| 1 No. in Book. Official No. Call Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Year Assigned. Now Applicant Built. | 7 Built. When. Ship. Engines. | 8 By Whom. Where. | 9 Owners. | 10 Register'd Dimensions Deck Erections. &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Registers in which classed, if not in L.R. Date of R. of Trade Cert. | 15 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 571 Tjalve HFWB | Steel Sc Sp<br>*N. Pedersen* –92<br>*(Ice breaker)* 1 *Dk* | | 109<br>107<br>43 | | | 1892 | Nylands Værksted Christiania | Drammens Havnevæsen | 71·0 \| 19·0 \| 11·9 | Drammen Norwegian | C.2Cy.13½″&29″–21″ 32NHP<br>Nylands Værksted, Xia. | | | |
| 572 Tjepma | Steel Sc Sr<br>*Don* –01 *(Trawler)* | | 195<br>—<br>88 | | | 1902 | Bonn & Mees Rotterdam | Maats. S.S. Tjepma | 127·9 \| 21·5 \| 11·9 | Maassluis Dutch *WJ* | | | V | |
| 573 Tjilatjap PTSB | Steel Sc Sr<br>*H. Koops* 03–03<br>1 *Dk (Stl)* & *Spar dk (pt Stl–teak s)*<br>*Elec. light* *& deep framing* | | 3859<br>3468<br>2475 | ✠100A1 Yka<br>*Spar dk*<br>11,01 ~~12,00~~ ✠LMC 7,03 | | 1903 | Sir Raylton Dixon & Co. L^d^ Middlesbro' | Java-China-Japan Lijn | 349·0 \| 46·3 \| 18·9<br>P52′B80′F52′ 26·6<br>FK<br>*Lloyd's SA&CP* *WB = Cell D Ba* 112′*u* | Batavia Dutch | T.3Cy.23″,37″&64″–42″ (*r*) 180lb 354NHP<br>3SB,*6cf*,GS118,HS5095 FD<br>Richardsons, Westgarth & Co. Ld. Hpl. | 21 ″ 7<br>s 6 ″ 7 | | |
| 574 Tjimahi PTSL | Steel Sc Sr<br>~~Kon. Wilh.~~ –03 *Ne W. Jan van Nassau*<br>*Elec. light* 1 *Dk (Stl)* & *Spar dk (Stl–teak s)*<br>*& deep framing lower dk beams in forehold* | | 3853<br>3477<br>2476 | ✠100A1 Ams *w*<br>*Spar dk* Yka<br>~~3,04 11,03~~ ✠LMC 8,04 | | 1903 | Nederl. Schps. Maats. Amsterdam<br>*Lloyd's SA&CP* | Java-China-Japan Lijn<br>*WB = Cell D Ba* 109′*u* E19′ | 348·7 \| 46·0 \| 19·0<br>P50′B80′F51′ 27·2<br>FK<br>*f* 142′755*t FPT* 100*t APT* 38*t* | Batavia Dutch | T.3Cy.23½″,37″&63⅜″–42″ (*r*) 180lb 350NHP<br>3SB,*6cf*,GS156,HS4968 FD<br>Ned Fb. v. Wrk & Spoor, Ams | 21 ″ 7<br>s 6 ″ 7 | | |
| 575 Tjipanas PTVB | Steel Sc Sr<br>*S. Zwart* 03–03<br>*Elec. light* 1 *Dk (Stl)* & *Spar dk (Stl–teak s)*<br>*& deep framing lower dk beams in fore hold* | | 3847<br>3485<br>2475 | ✠100A1 Yka *w*<br>*Spar dk*<br>~~10,01 11,00~~ ✠LMC 7,03<br>3,05 | | 1903 | Nederl. Schps. Maats. Amsterdam<br>A&CP | Java-China-Japan Lijn | 349·0 \| 46·0 \| 19·0<br>P52′B80′F51′ 27·6<br>FK<br>*WB = Cell D Ba* 109′*u* E19′ | Batavia Dutch | T.3Cy.23½″,37″&64⅜″–42″ 180lb (*r*) 350NIP<br>3SB,*6cf*,GS123,HS4973 FD<br>Nederl Fabriek Werk. Ams<br>*f* 142′756*t FPT* 100*t APT* 38*t* | 21 ″ 7<br>s 6 ″ 7 | | |
| 576 Tjömö HMJW | Steel Sc Sr<br>*P. A. Nilsen*<br>1 *Dk* 2 *tr Is* | | 1452<br>1038<br>899 | | | 1892 | Wood, Skinner & Co. Newcastle | Acties. Tjömö (Hjalmar Röed) | 250·0 \| 35·0 \| 15·4<br>Q89*t* B253*t* H166′<br>F36*t* *WB* | Tönsberg Norwegian | T.3Cy.18½″,30″&49″–33″ 138NIP<br>N.E.Mar.E.Co. (Lim.), Nwc | | N | |
| 577 Tjust 3146 JHLV | Steel Sc Sr<br>*H. G. Norberg* 98–98<br>1 *Dk* | | 286<br>150<br>182 | | | 1898 | Göteborgs M.V. Aktieb. Gothenburg | Tjusts Nya Ångf. Aktieb. (C.F. Tenger) | 119·5 \| 22·4 \| 9·6<br>B71′H38*t* F15′ | Vestervik Swedish | C.2Cy.15½″&32⅝″–17½″ 38NH<br>Göteborgs M.V. Gothenburg | | | |
| 578 Toba Maru No. 7 3005 JQFP | Wood Sc Sp<br>1 *Dk* | | 122<br>112<br>75 | | | 1903 | Toba Tekko Goshi Kaisha Toba | Toba Tekko Goshi Kaisha | 97·6 \| 14·1 \| 11·2 | Toba Japanese | C.2Cy.12″&24″–15″ 19NHP<br>Toba Tekko Goshi Kaisha | | | |
| 579 Tobago 110786 | Iron Sc K<br>1 *Dk* | | 159<br>153<br>56 | ✠ Hul<br>*Stm Trawler*<br>12,99 ✠ | | 1899 | Cook, Welton & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 106·8 \| 21·0 \| 11·0<br>BK7½″<br>*WB* = | Hull British | T.3Cy.10″,17″&28″–21″ 45RIP<br>1SB,*2rf*,GS24,HS720<br>Amos & Smith, Hull | 11 ″ 10 | | |
| 580 Tobe Maru 8407 JPHK | Wood Twin Sc Sr<br>1 *Dk* | | 125<br>96<br>67 | | | 1902 | Yokohama Dock Co. Ld. Yokohama | M. Asada | 101·5 \| 17·4 \| 8·1<br>B20′ | Yokohama Japanese | C.4Cy.10″&19″–15″ 12NHP<br>Yokohama Dock Co Ld. Yka | | | |
| 581 Tocantins | | | —<br>—<br>250 | | | | ..... | Co. Viaçao Ferrea e Fluvial do Tocantinse Araguaya | ..... | Para Brazilian | | | | |
| 582 Tockwith 9991 KLJH | Steel Sc Sr<br>*T. A. Thomas* –01 *ss* Npt. No. 3–6,99<br>*Well deck* *ss* Shl. No. 1–04 1 *Dk (Stl)* 2 *tr B* | | 2051<br>1551<br>1306 | ✠100A1 Shl *r*<br>9,04 ~~9,11~~<br>~~12,01~~ ✠LMC<br>~~12,04~~ 8S'04 MS 3,04 | | 1887<br>2mo | J. Read-head & Co. S. Shields<br>*Lloyd's SA&CP* | W. Maclean & Co.<br>*WB = D Ba* 84′*f* 114′*d* *m* | 280·0 \| 38·7 \| 17·5<br>P28′Q78′B114′<br>F33′ BK9½″ 21·8<br>*E & B* 40′641*t* | W. Hartlpl British<br>6 *B H Cem* | T.3Cy.21½″,36″&59″–39″ (*r*) 160lb *80lb* NDH01 215NHP<br>2SB,*6rf*,GS96,HS3200<br>J. Readhead & Co., S. Shields | 20 ″ 8<br>s 1 ″ 10½ | | 3,04 |
| 583 Tokachi Maru 8140 JPLK | Steel Sc Sr<br>*M. Makihara* 02–02<br>1 *Dk (pt Stl–ws)* & *Web frames* & *Awng dk (Teak)* | | 1110<br>1045<br>688 | ✠100A1 Yka *m*<br>*Awng dk with freeboard*<br>8,02 ✠LMC 9,01 | | 1901<br>9mo | Kawasaki Dkyd. Co. Ld. Kobe<br>A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB = D Ba* | 229·8 \| 28·2 \| 14·6<br>BK8″ 21·8<br>Bon Awng *dk* 15′<br>44′*u* E 18′ 71*t FPT* | Tokio Japanese | T.3Cy.17½″,28″&46″–33″ (*s*) 120lb 139NHP<br>4 *B H Cem*<br>2SB,*6cf*,GS98,HS3036<br>Kawasaki Dkyd Co. Ld. Kob | 15 ″ 6<br>s 8 ″ 5 | | |
| 584 Tokai Maru No. 1 1831 HKVD | Wood Twin Sc Sr<br>2 *Dks* | | 145<br>133<br>78 | | | 1896 | Ishikawa-jima S.B. & E. Co. Ld. Uraga | Tokiowan Kisen Kabushiki Kaisha | 107·2 \| 15·9 \| 12·1 | Tokio Japanese | C.4Cy.11″&22″–14″ 30NHP<br>Ishikawa-jima S.B. & E. Co. Ld. Tokio | | | |
| 585 Tokai Maru No. 2 9350 JDBS | Wood Sc Sr<br>2 *Dks* | | 543<br>491<br>396 | | | 1901 | Ominato Zosensho Kab. Kaisha Ominato | U. Nakamura | 167·2 \| 22·8 \| 17·7 | Kishiwa-dahama Japanese | T.3Cy.11⅞″,17¾″&30⅜″–20″ 41NHP<br>Ominato Zosensho Kaisha | | | |
| 586 — 1602 HKVF | Wood Twin Sc Sr<br>2 *Dks* | | 145<br>133<br>78 | | | 1896 | Ishikawa-jima S.B. & E. Co. Ld. Uraga | Tokiowan Kisen Kabushiki Kaisha | 106·2 \| 15·9 \| 12·1 | Tokio Japanese | C.4Cy.11″&22″–14″ 30NHP<br>Ishikawa-jima S.B. & E. Co. Ld. Tokio | | | |
| 587 Tokio 10503 NSBG | Steel Sc Sr<br>*G. H. Jones* 93–95<br>2 *Dks (Irn)* & *Web frames* & *pt 3rd tr B* | | 3827<br>3723<br>2481 | ✠ Hul *w*<br>1,96 ✠ | | 1895<br>2mo | Richards'n Duck & Co. Stockton<br>*WB = Cell D Ba* 102′*u E* & *B* 42′ | T. Wilson, Sons & Co. Ld. | 363·0 \| 45·5 \| 27·2<br>P14′B92′F40′ FK<br>*f* 160′753*t FPT* 153*t* | Hull British<br>6 *B H Cem*<br>4 *P T* 64*t* | T.3Cy.24½″,40½″&66½″–42″ 312NHP<br>3SB,*9cf*,GS157,HS1825<br>Blair & Co. (Lim.), Stockton | 30 ″ 0 | | |
| 588 — 114097 | Steel Pad<br>1 *Dk* | | 135<br>135<br>85 | | | 1901 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 149·5 \| 25·0 \| 5·6 | Glasgow British | C.D.2Cy.14½″&26″–54″ 42NHP<br>Denny & Co. Dumbarton | | | |
| 589 Tokiwa Maru 1928 HJMT | Iron Sc Sr<br>*S. Tawada* –01<br>2 *Dks* | | 465<br>441<br>288 | | | 1892 | Osaka Iron Works Osaka | S. Matsuda | 165·3 \| 21·2 \| 16·9 | Nagasaki Japanese | C.2Cy.18″&32½″–22″ 41NHP<br>Osaka Iron Works, Osaka | | | |
| 590 Tokomaru 99024 NCSL | Steel Sc Sr<br>~~*Warwell* 84–94~~ *ss* Lon. No. 2–02<br>*ex* Westmeath) *Holmes* 1 *Dk (Stl)* & *Ref. Mchy.* *Spar dk (Stl–ws)* 3 *tr B*<br>*Elec. light* | | 6238<br>5771<br>4072 | ✠100A1 Lon *wt*<br>*Spar dk*<br>~~7,03 7,04~~ 8,05 ~~7,04~~<br>~~Rec. Mchy.~~ 4,0 | | 1893<br>7mo | C.S. Swan & Hunter Newcastle<br>A&CP | Shaw, Savill & Albion Co. Ld. | 425·0 \| 53·2 \| 23·6<br>B231′F43′ 31·1<br>FK<br>*WB = Cell D B* 54′ 11 48*t* | S'thamptn British<br>6 *B H Cem* | T.3Cy.31″,50″&80″–54″ (*s*) 160lb *80lb* 521NHP<br>3DB,*18pf*.GS280,HS8592<br>Wisnd Slpwy Co (Lim) Nwc | 26 ″ 6<br>s 8 ″ 9 | BT till 3,06 | ~~10,02~~ 3,03 |
| 591 Tokuyama Maru No. 1 918 HFVP | Wood Sc Sr<br>*D. Oura* 02–03<br>2 *Dks* | | 161<br>140<br>100 | | | 1884 | J. Ellerton Osaka | Y. Kishimoto | 113·4 \| 14·4 \| 12·3 | Osaka Japanese | C.2Cy.13⅝″&25⅝″–19½″ 24NHP | | | |
| 592 Tokuyama Maru No. 2 Tokuyama Maru 1904 HPSG | Wood Sc Sr<br>*Yamanoi Kumakichi*<br>F&YM 3,98 2 *Dks* | | 124<br>116<br>77 | | | 1885 | Sayama Yoshitaro Kobe | Yoshida Yoshikata | 98·1 \| 14·7 \| 12·3 | Tokio Japanese | C.2Cy.12″&22½″–19″ 18NHP | | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. — Capitaine. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant ou précédemment. Lettre d'appel. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. | Largeur. | Profondeur. | Port d'Armement. — Pavillon. | Machines. Nbre & Type des machines. Course. Diamètre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau. Arrière. | Avant. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 593 / 1617 / HKLP | **Tokwo Maru** Wood Sc Sr<br>*Makibata Kiotaro*<br>2 *Dks* | 224<br>203<br>130 | | | | 1895 | Yamao<br>Fukuzo<br>Hakodate | Hattori Hanzaye-<br>[illegible] | 118·8 | 17·6 | 13·9 | Hakodate<br>Japanese | C.2Cy.14″&27″–18″<br>26 NH | | |
| 594 / 23[illegible] / HRMQ | **Tolchester** Iron Pad<br>(ex Samuel M. Felton) | 672<br>—<br>543 | | | | 18[illegible] | Reaney Son<br>& Archibald<br>Chester, Pa. | Myers' Excursion<br>& Navigation Co. | 211·7 | 29·0 | 9·6 | New York<br>Utd. States | 1 Cy. 48″–120″<br>Reaney, Son & Archibald, Chester, Pa<br>194 NH | | |
| 595 / 146947 / KSBT | **Toledo** Steel Sc Sr<br>*H. Ockleman* –02 *Carrying Oil in bulk*<br>*Mchy. Aft* *Elec. light* 1 *Dk 2 tr B* | 2277<br>—<br>1868 | | | | 1902 | Craig S. B.<br>Co.<br>Toledo, O. | Sun Oil Co. | 250·5 | 42·0 | 25·[illegible]<br>P40′ B28′ F[illegible] | Philadelphia<br>Utd. States | T. 3 Cy. 21″, 34″ & 58″–40″<br>212 NH<br>Craig S. B. Co. Toledo, O | | V |
| 596 / 82506 / WFDR | — Steel Sc Sr<br>*E. Newton* –04 | 1470<br>1291<br>1149 | | | … | 1881 | Earle's Co.<br>Hull | T. Wilson, Sons & Co. Ld. | 260·0 | 34·0 | 17·9<br>Q95′ F37′<br>FK | Hull<br>British | C. 2 Cy. 24½″ & 58″–36″<br>98 RH'<br>Earle's Co. (Lim.), Hull | | |
| 597 / 83000 / TNMV | — Steel Sc 3 Mst Sr<br>*D. Forman* –04 *ss* Lth. 2nd No. 3–5, 99<br>*ss* Lth. No. 1–03<br>2 *Dks* (*U Irn*) | 1222<br>1059<br>741 | ✠100 A1<br>2[illegible]3,05<br>[illegible] [illegible] IC8,08<br>DBS2,04 BS4,05 | Lth | *o* | 1880 | Barclay,<br>Curle & Co.<br>Glasgow<br>*Lloyd's A & CP* | Leith. Hull & Ham. S.P.Co. Ld. (J. Currie & Co. *Mgrs.*) | 247·7<br>2 mo<br>P19′ B47′ F31′<br>BK8½″<br>*WB = MT* 34′ | 33·1 | 17·0<br>6 *BH Cem*<br>308 *t FPT* 79 *t* | Leith<br>British | C. 2 Cy. 30″ & 52″–36″<br>65 *lb* 55 *lb* NDB90 124 NH<br>1 SB, *4 rf*, *gs* 66, *hs* 2128<br>Barclay, Curle & Co., Gls. | 18 · 4<br>· 3 · 1 | |
| 598 / 115122 / STFC | **Tolesby** Steel Sc<br>*C. J. Payne* –03<br>1 *Dk* (*Irn*) 2 *tr B & W eb frames*<br>& *Trunk dk* (*pt Irn & pt Stl*) 3 *Dk rule* | 3967<br>3408<br>2578 | ✠100 A1<br>*Trunk dk*<br>*with freeboard*<br>[illegible] [illegible] 6,02<br>[illegible] MC11,01 | Cff | *p* | 1901<br>11 mo | Ropner &<br>Son<br>Stockton | R. Ropner & Co. | 336·3<br>P33′ B66′ F32′<br>*WB = Cell*<br>*DBa* 106′ *u E* 18′ *f* | 46·6 | 25·5<br>FK<br>136′ 726 *t F P* 72 *t* | W. Hartlpl<br>British<br>A & CP | T. 3 Cy. 24″, 40″ & 66″–45″ (*s*)<br>160 *lb* 160 *lb* 380 NH<br>2 SB, *6 rf*, *gs* 119, *hs* 4640<br>Blair & Co. Ld. Stockton | 27 · 3<br>[illegible] · 10½<br>24 · 8½ | |
| 599 / 105809 / PGJK | **Tolosa** Steel Sc Sr<br>*C. H. Holttum* –03 *ss* N.Y.L. No. 1–00<br>1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *Web frames*<br>*ss* Cff. No. 3–0,04 | 3269<br>3112<br>2099 | ✠100 A1<br>*Spar dk*<br>[illegible] [illegible] LMC<br>BS4,00 [illegible] MS ,04 | Bry<br>Cff | *r* | 1896<br>1 mo | Richardsn,<br>Duck & Co.<br>Stockton<br>*Lloyd's A & CP* | Blue Star Line, Ld. (Carlisle & Co. *Mgrs.*)<br>*WB = Cell DBa* 110′ *u E* & *B* 40′ *f* 132′ | 330·0<br>P29′ B42′ F33′<br>FK<br>598 *t AP T* 58 *t* | 43·0<br>26 1<br>5 *BH Cem* | 18·5<br>London<br>British | T. 3 Cy. 28½″, 39″ & 64″–42″ (*s*)<br>160 *lb* 90 *lb* 278 NH<br>2 SB, *6 cf*, *gs* 118, *hs* 4200<br>Blair & Co. (Lim.), Stockton | 21 · 1<br>[illegible] · 5½<br>· 0 · 2 | |
| 600 / — / HFLG | — Steel Sc Sr<br>*T. Johannessen*<br>1 *Dk* & *pt Awng dk* | 1159<br>753<br>731 | | | | 1901 | Nylands<br>Værkstad<br>Sandefjord<br>Christiania | Dpskinteresselsk. Garonne (Fearnley & Eger, *Mgrs.*) | 220·1<br>Q73′ H 68 *st* F 26 3 *t*<br>*pt Awng dk* 147′ | 32·9 | 14·7<br>WB | Christiania<br>Norwegian | T. 3 Cy. 16″, 26″ & 43″–30″<br>101 NH<br>Nylands Værksted, Xania | | N |
| 601 / — / HFJC | **Tolv** Steel Sc Sr<br>*W. Kallevig* –00<br>1 *Dk* | 1194<br>1050<br>740 | | | | 1900 | Framnæs<br>Mek. Værks<br>Sandefjord | Dmps. Tolv's Aktie rederi (A. Jacobsen) | 214·4<br>P 14 *t* H 9 7 *t* F 32 *t* | 35·3 | 14·8<br>WB | Christiania<br>Norwegian | T. 3 Cy. 16½″, 27″ & 44″–33″<br>111 NH<br>Akers Mek. Værks. Xia. | | N |
| 602 / Tom / JSDP | **Tom** Steel Sc Sr<br>*Z. Aragon* 99–99 *ss* Bbo. No. 1–00<br>(ex Bauchestan) 1 *Dk* (*Irn*) & *Web frames*<br>*ss* Bbo. No. 2–05 & *pt Awng dk* (*Irn*) | 2413<br>1770<br>1450 | ✠100 A1<br>*pt Awng dk*<br>*with freeboard*<br>3,05 [illegible]<br>Bbo,08 ✠LMC [illegible] 2,05 | Bbo | *s* | 1896<br>2 mo | W. Gray &<br>Co. Ld.<br>W Hartlepool | Cia. Nav. Bachi (Hijos de Astigarraga, *Mgr.*) | 290·0<br>P27′ Q86′<br>*pt Awng dk* 177′<br>*WB = Cell DBa* & *u* E 118′ *f* 112′ | 42·1 | 17·4<br>FK<br>584 *t AP T* 35 *t* | Bilbao<br>Spanish<br>6 *BH Cem* | T. 3 Cy. 22″, 35″ & 59″–39″ (*s*)<br>160 *lb* 80 *lb* 224 NH<br>2 SB, *6 rf*, *gs* 73, *hs* 3468<br>Cen. Mar. Eng. Wrks. W Hpl | 19 · 9<br>· 8 · 5½ | |
| Broken Up 04 / [illegible] / TRBV | **Tom John Taylor** Iron Sc 3 Mst Sr<br>*T. Christie* –02<br>*Mchy. Aft* 1 *Dk* 2 *tr B* | 771<br>707<br>480 | | | … | 1861 | T. & W.<br>Smith<br>North Shields | J. Fenwick & Son | 197·7<br>Q57′<br>BK7″ | 28·0 | 16·2<br>WB | London<br>British | C. 2 Cy. 25″ & 48″–33″<br>NE & B 78 90 RH'<br>R. & W. Hawthorn, Nwc. | 19 · 1<br>· 3 · 8½ | |
| 604 / Tom-Tit / 118803 | **Tom-Tit** Steel Sc K<br>*T. Hall* 98–04<br>1 *Dk* | 169<br>161<br>50 | ✠100 A1<br>*Stm Trawler*<br>3,04 ✠LMC 8,04 | Goo | | 1904 | Goole S. B.<br>& Repg. Co. Ld<br>Goole<br>*Lloyd's A & CP* | Kelsall Bros. & Beeching, Ld. (J. E. A. Kelsall, *Mgr.*) | 110·3<br>BK7½″<br>*WB = Deep ta* | 21·1 | 11·2<br>nks 23′ 11 *t* | Hull<br>British | T. 3 Cy. 12″, 18″ & 30″–21″ (*s*)<br>160 *lb* 45 RH'<br>15 B. 2 *pf*, *gs* 26, *hs* 880<br>C. D. Holmes & Co. Hull | 12 · 0 | |
| 605 / Tomas Brooks / [illegible] | **Tomas Brooks** Iron Sc<br>*J. Rodriguez* 1 *Dk* & *Shade dk* | 433<br>—<br>217 | | | | 1875 | Palmers'<br>Co. (Lim.)<br>Newcastle | Gallego, Messa & Cia. | 161·3 | 23·5 | 9·7 | Santiago de Cuba<br>Cuban | C. 2 Cy. 20″ & 40″–24″<br>NB 89 65 NH<br>Palmers' Co. (Lim.), Nwc. | | |
| 606 / Tomki / 83729 / VSWP | **Tomki** Steel Sc Sr<br>*D. Molloy* –03<br>1 *Dk* | 590<br>550<br>376 | | | | 1882 | R. & H.<br>Green<br>London | North Coast Steam Nav. Co. Ld. | 180·0<br>H 39 *t* | 27·2 | 14·4<br>WB | Sydney NSW<br>British | C. 4 Cy. 17″ & 31″–21″<br>90 RH<br>T. A. Young & Son, London | | |
| 607 / Tomoana / 110136 / RGKT | **Tomoana** Steel Sc Bn<br>*H. B. Conby* –04 *ss* Lon. No. 1–04<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *deep framing*<br>*Elec. light* & *Shelter dk* | 5987<br>5648<br>3905 | ✠100 A1<br>*Shelter dk*<br>4,05 [illegible]<br>✠LMC 8,03 | Lon | *b* † | 1899<br>6 mo | Sir J. Laing<br>& Sons, Ld.<br>Sunderland<br>A & CP W | Tyser Line, Ld. (Tyser & Co.)<br>*B = Cell DBa* 115′ | 440·0<br>FK<br>*u E* & *B* 82′ *f* 178′ 1258 *t* | 54·3 | 29·6<br>6 *BH Cem*<br>*IPT* 54 *t* | London<br>British | T. 3 Cy. 31″, 51″ & 83″–54″ (*s*)<br>160 *lb* 100 *lb* 515 NH<br>3 DB, *18 cf*, *gs* 289, *hs* 7894<br>G. Clark, Ld. Sunderland | 32 · 6<br>· 8 · 4 | |
| 608 / Tonawanda / 102107 / NDJG | **Tonawanda** Steel Sc 3 Mst Sr<br>*J. W. Brown* –93<br>(ex Lucigen) 2 *Dks*<br>*Mchy. Aft* *Carrying Petroleum in bulk* | 3416<br>3053<br>2183 | | | | 1893 | Armstrong<br>Mitchell &<br>Co. Ld.<br>Newcastle | Anglo-American Oil Co. Ld. (J. McDonald *Mgr.*) | 330·0<br>P83′ B22′ F44′ | 42·7 | 28·4<br>WB | London<br>British | T. 3 Cy. 24″, 40″ & 64″–48″<br>284 NH<br>W Ilsed Slpwy. Co. Ld. Nwc | | V |
| * 609 / Tonbridge / 114691 / SKQW | **Tonbridge** Steel Sc Sr<br>*C. G. Zweiniger* 01–01<br>1 *Dk* (*Stl*) 2 *tr B & deep framing*<br>3 *Dk rule* | 2900<br>2695<br>1814 | ✠100 A1<br>3,05 [illegible]<br>Cff<br>✠LMC 8 [illegible] | Sld | *u* | 1901<br>7 mo | W. Pickers-<br>gill & Sons<br>Sunderland<br>A & CP | Austin Friars Stm. Shppg. Co. Ld (Galbraith, Pembroke & Co. *Mgrs.*) | 324·0<br>P31′ B96′ F35′<br>FK<br>*WB = C* | 47·1 | 21·7<br>*ell DBa* 101 | London<br>British | T. 3 Cy. 28″, 39″ & 64″–42″ (*s*)<br>180 *lb* 90 *lb* 277 NH<br>2 SB, *8 pf*, *gs* 123, *hs* 4147<br>J. Dickinson & Sons Ld. Sld. | 24 · 1<br>· 4 · 1 | |
| 610 / 1710 / HLFM | **Tonegawa Maru** Steel Twin Sc Sr<br>2 *Dks* | 656<br>554<br>407 | | | | 1897 | Osaka Iron<br>Works<br>Osaka | Osaka Shosen Kabushiki Kaisha | 176·8 | 24·6 | 16·4<br>*u E* 20′ *f* 128′ 709 *t AP T* 39 *t* | Osaka<br>Japanese | T. 6 Cy. 12″, 18½″ & 31″–22″<br>90 NH<br>Osaka Iron Works, Osaka | | |
| 611 / 111356 / SFNH | **Tongariro** Steel Twin Sc 4 Mst Sr<br>*J. A. Sutcliffe* 86–01<br>*Ref. Mchy.* 2 *Dks* (*Stl*) & *deep framing* & *Elec. light* *Shelter dk* (*Stl–wa*) | 7600<br>6426<br>4912 [illegible] [illegible] ,05<br>✠LMC 2,04 | ✠100 A1<br>*Shelter dk* | Lon | *c* † | 1901<br>2 mo | Hawthorn,<br>Leslie & Co Ld<br>Newcastle<br>A & CP | New Zealand Shipping Co. Ld.<br>*WB = Cell I*<br>*Ba* 115′ *u E* & *B* 61′ *f* | 457·0<br>FK<br>223′ 1333 *t FPT* 160 *t* | 58·0 | 30·5<br>7 *BH Cem*<br>*APT* 45 *t* | Plymouth<br>British | T. 6 Cy. 25″, 42″ & 69″–48″ (*s*)<br>180 *lb* 883 NH'<br>6 SB, *15 cf*, *gs* 313, *hs* 12[illegible]<br>Hwthrn, Leslie & C. Ld. Nwc | 34 · 0<br>· 7 · 2 | |
| 612 / Toni / [illegible] | **Toni** Iron Sc Trawler<br>*G. Muller* –02<br>1 *Dk* | 130<br>122<br>19 | | | | 1892 | J. C. Teck-<br>lenborg<br>Geestemünde | C. Kämpf | 102·8 | 20·6 | 9·6 | Gstemnde<br>German | C. 2 Cy. 17¾″ & 32¾″–22″<br>42 NH<br>J. C. Tecklenbrg, Gstemnde | | V |
| 613 / Tonkin / LFTW | **Tonkin** Steel Twin Sc<br>*Schmitz* 89–02<br>4 *Dks* & *Spar dk* | 6364<br>—<br>2327 | | | | 1898 | Message.<br>Maritimes<br>La Ciotat | Messageries Maritimes | 446·2<br>*Erections* 900 *t* | 50·9 | 36·1 | Marseilles<br>French<br>WB | T. 6 Cy. 33½″, 48½″ & 79½″–43½″<br>832 NH | | |
| 614 / Too Nan / [illegible] | **Too Nan** Iron Sc Sr<br>*A. H. Best* 00– (ex Rory, ex Heman)<br>2 *Dks* (1 *Irn*) & *Awng dk* (*Irn*) | *1537*<br>*1404*<br>942 | ✠<br>*Awng dk*<br>10,81 | Nwc | Lv | 1881<br>8 mo | Palmers'<br>Co., Ld.<br>Newcastle | China Merchants' Stm. Nav. Co.<br>*WB = Cell DB* | 253·2<br>*FPTAPT* | 36·1 | 27·3<br>FK | Shanghai<br>Chinese | T. 3 Cy. 19½″, 33″ & 51½″–42″<br>NB 96 172 NH<br>*Tpd* 96 D. Rowan & Sons, Gls | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now expired. Equipment letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard. Launching. ft. in. | 15 Registers in which classed, if not in L. R. Date of Transfer | Date when last Shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 615 106049 PMSF | **Topaz** *S. Masson* –03 *Well deck* *Mchy. Aft* *Elec. light* | **SteelSc3MstSr** *ss* Bwg. No. 1–01 1 *Dk (Irn)* | 696 472 199 | ✠100A1 2,03 BS1,04 | Gls | *j* | 1896 11mo | Scott & Sons Bowling A&CP | W. Robertson | 185·0 \| 29·1 \| 10·8 Q99′B11′F86′ BK7½ *WB = Cell D Bf* 108′ 156*t F PT* 23*t* | Glasgow British 160lb *70lb* 90 RIP 3 *BH Cem* | T. 3 Cy. 16″, 26″ & 42″ – 33″ (*s*) 160lb *70lb* 90 RIP 1 SB, 3*pf*, GS 55, HS 1550 Muir & Houston (Lim.), Gls | 12 ″ 11 s 1 ″ 0 | | 11,01 |
| 616 — 106081 TNCS | **IronScK** *J. Fairbrass* –95 *Stm Trawler* 1 *Dk* | *ss* Hul. No. 2–04 | 149 137 57 | ✠100A1 *Stm Trawler* 2,05 | Hul | | 1895 12mo *Lloyd's* | Cook, Welton & Gemmell Hull A&CP | Kingston Steam Trawling Co. Ltd. | 100·0 \| 20·8 \| 11·0 Q24′ BK7½ 3 *BH Cem* | Hull British 160lb 45 RIP | T. 3 Cy. 11½″, 18″ & 30″ – 22″ (*s*) 160lb 45 RIP 1 SB, 2*cf*, GS 23, HS 708 C. D. Holmes & Co., Hull | 11 ″ 9 | | 3,01 ✕7,04 |
| 617 MBTF | **Topaze** *Delarue* 97–97 | **SteelTwinScSr** | 634 528 389 | | | | 1897 | Soc. J. Cockerill Hoboken | Soc. Anon. John Cockerill | 213·8 \| 27·9 \| 13·2 Q64′ H8′ F30′ | Antwerp Belgian | T. 6 Cy. 16½″, 24⅝″ & 37⅜″ – 25⅝″ 142 NIP Société J. Cockerill, Seraing | | V | |
| 618 — | *S. Florimond* –92 | **SteelScSr** | 104 95 31 | | | | 1892 | A. Dubigeon Nantes | L. Girard & Co. | 125·3 \| 16·5 \| 8·6 | S. Pierre, Martinique French | T. 3 Cy. 11½″, 17¾″ & 27½″ – 21½″ 35 NHP Ch Faivre Aîne & Fils Nantes | | | |
| 619 93178 | **Topic** *J. McCartney* –02 1 *Dk (Irn)* | **IronScSr** *ss* Bel. No. 3–8,01 | 418 345 113 | ✠100A1 8,04 ~~7,06~~ HS8,05 BS8,01 | Bel | *h* | 1889 1mo *Lloyd's* | M'Ilwaine & M'Coll, Ld. Belfast A&CP | W. A. Grainger *WB = Cell D* | 173·0 \| 26·2 \| 11·8 P29′ Q23′ B51′ BK7″ *Bu E & B* 37·57*t F PT* | Belfast British 4 *BH Cem* 15*t A PT* 23*t* | T. 3 Cy. 15½″, 23⅝″ & 38″ – 30″ 160lb *60lb* (*s*) 73 RIH 1 SB, 2*rf*, GS 38, HS 1215 M'Ilwine & McColl (L.) Bel | 13 ″ 0 s 1 ″ 1½ | | 8,02 8,04 |
| 620 | *B. Ingman* 99–99 | **SteelScSr** (*ex* Friesland) | 333 280 191 | | | | 1890 | Stettiner A. (G. v. M. & H.) Stettin | Finska Ångf Aktieb (L. Krogius, *Mgr.*) | 130·5 \| 22·3 \| 11·1 Q53′ B23′ F14′ | Helsingfrs Russian *WB* | 2 Cy. 17″ & 31″ – 22″ 38 NH Stettiner A. G. (v. M. & H.) | | | |
| 621 — 3503 JKSD | *J. A. Ljungblom* –04 (*ex* Wermdö III.) 1 *Dk* | **SteelScSr** | 142 87 89 | | | | 1899 | Motala Nya Co. Motala | Rederiaktieb. Stockhlm-Wermdö (N. Öberg, *Mgr.*) | 104·2 \| 18·9 \| 8·2 B27′ H21′ F14′ | Stockholm Swedish | C. 2 Cy. 13″ & 27″ – 18″ 26 NHP Motala Nya Co. Motala | | | |
| 622 113568 WFRJ | **Tor Bay** 1 *Dk* | **IronScK** | 198 175 60 | ✠100A1 *Stm Trawler* 7,04 ~~7,06~~ BS7,04 | Hul | | 1900 7mo | Cook, Welton & Gemmell Hull A&CP | Hellyer's Steam Fishing Co. Ltd. | 117·0 \| 21·0 \| 11·2 Q49′ BK7½ *WB = DB f* 17′ 11*t* | Hull British 4 *BH Cem* 15*t A PT* 23*t* | T. 3 Cy. 12½″, 21″ & 34″ – 24″ (*s*) 200lb 12½″ 60 RH 1 SB, 2*cf*, GS 33, HS 1110 C. D. Holmes & Co. Hull | 12 ″ 1 | | 8,02 |
| 623 3769 JLTK | **Tora** *O. A. Jansson* –03 *Mchy. Aft* 1 *Dk* | **CompScSr** | 207 166 99 | | | | 1900 | Aktieb. Lödöse Varf. Gmla. Lödöse | Rederiaktieb. Unda (J. A. Waller) | 99·7 \| 22·8 \| 10·3 B23′ H8′ F13′ | Gothenbrg Swedish | C. 2 Cy. 9½″ & 21″ – 13½″ 14 NHP Lundby Mek. Verks. Got. | | | |
| 624 ~~cast~~ ~~H.Upton –01~~ ~~H.Sc~~ *Well deck* | **Torbay** *ss* Ard. No. 3–2,96 *ss* Nwc. No. 1–01 1 *Dk (Irn)* 3 *Dks* | **IronScSr** | 1332 1083 830 | ✠100A1 1,04 | Nwc | *o* | 1883 2mo | J. Blumer & Co. Sunderland | ~~Glenfruglas S.S. Co. Ltd.~~ ~~J. M. Mitchell, *Mgr.*~~ | 243·6 \| 33·8 \| 17·2 Q92′ B50′ F23′ drp 02 pt ND 02 BK8½″ *WB = D Ba* 69′ *f* 6′ 3″ | ~~Dundee~~ ~~British~~ 4 *BH Cem* 272*t F PT* 26*t* Russian | T. 3 Cy. 17″, 28″ & 46″ – 36″ (*s*) 160lb *80lb* ND B01 129 NH 1 SB, 3*cf*, GS 60, HS 1970 *Tpd*, 01 NE Mar. E Co Ld Nwc | 18 ″ 4 s 2 ″ 0 | | 1,03 |
| 625 87355 NMGF | **Torbryan** *D. Kerr* –00 *Well deck* | **SteelScSr** *ss* Trn. No. 2–03 1 *Dk (Irn)* | 649 488 363 | ✠100A1 ~~6,04~~ ~~1,04~~ 3,05 ~~Gms~~ ~~Bry~~ BS1,04 | Ard | *i* | 1894 9mo | R. Craggs & Sons Middlesbro' A&CP | Torbryan SS. Co. Ld (A. F. Blackater, *Mgr.*) *WB = DB* | 178·0 \| 28·0 \| 13·6 Q90′ B16′ F23′ BK7½ *a* 40′ *f* 37′ 132*t F PT* | Glasgow British 4 *BH Cem* 21*t* 4 *PT* 10*t* | T. 3 Cy. 14″, 22½″ & 37″ – 27″ (*s*) 160lb *80lb* 78 RH 1 SB, 2*rf*, GS 36, HS 1301 Westg'rth English & C. Mdl | 14 ″ 2 s 1 ″ 2½ | | ~~4,02~~ 3,00 |
| 626 89046 | **Torch** *A. Macdougall* 87–87 *Mchy. Aft* | **IronTwinScSk** | 145 109 48 | | | | 1882 | R. Duncan & Co. Pt. Glasgow | Trustees of the Clyde Lighthouses | 100·7 \| 21·1 \| 7·3 Q14*t* | P. Glasgow British | C. 4 Cy. 16″ & 32″ – 20″ 46 RHP Rankin & Blackmore, Grk. | | | |
| 627 MBLW | **Tordenskjold** *S. E. Kröger* –03 1 *Dk* 2 *tr B* | **SteelScSr** | 3572 (3351 2296 | | | | 1903 | Tyne Iron S. B. Co. Ld. Newcastle | Interes. Dpsk. Tordenskjold's Rederi (W. Wilhelmsen) | 335·0 \| 48·0 \| 25·5 P29′ B100′ F34′ | Tonsberg Norwegian *WB* | T. 3 Cy. 24″, 39″ & 66″ – 45″ 292 NH N. E. Marine Eng. Co Ld Nwc | | N | |
| 628 — Wrecked 3,05 JSKP | *M. Reisiger* 1 *Dk* & *Spardk* 3 *tr B* | **IronScSr** | 594 333 348 | | | | 1868 | Wigham Richrdsn & Co Newcastle | Nordenfjeldske Dampskibsselskab | 170·2 \| 25·1 \| 13·5 H19*t* 20·3 | Drontheim Norwegian *WB* | C. 2 Cy. 24″ & 48″ – 26″ 98 NH Thompson, Boyd & Co., Nwc | | | |
| 629 — JVFQ | *F. O. Falck* –00 *Well deck* 1 *Dk* | **IronSc** | 589 433 349 | | | ... | 1889 | Bergens Mek. Værks. Bergen | Rasmus F. Olsen | 169·4 \| 26·3 \| 12·8 Q41′ B51′ F24′ BK7″ | Bergen Norwegian *WB* | T. 3 Cy. 14″, 22½″ & 37″ – 24″ 78 NHP Bergens M. V., Bergen | 13 ″ 8 | N | |
| 630 JSFM | **Tordera** *G. Villa* (*ex* Lualaba) 2 *Dks* | **IronScSr** | 1853 1657 1311 | | | ... | 1878 5mo | Cunliffe & Dunlop Pt. Glasgow | Tintoré y Cia. | 299·8 \| 34·5 \| 23·7 P101*t* H36*t* F56*t* BK9″ | Barcelona Spanish | C. 2 Cy. 40⅜″ & 71½″ – 36″ 209 NH Cunliffe & Dunlop, P. Gl. | 25 ″ 1 | | |
| 631 93378 SCGQ | **Torfrey** ~~*F. Hughes* –00~~ *Well deck* *Armstrong Mchy. Aft* | **SteelSc3MstSr** *ss* Fal. No. 1–05 1 *Dk (Irn)* | 443 300 156 | ✠100A1 4,05 ~~4,04~~ LMC | Liv Fal | *h* | 1900 10mo | J. Fullerton & Co. Paisley A&CP | Fowey No. 4 S.S. Co. Ld. (Toyne, Carter & Co. *Mgrs.*) *WB =* | 167·9 \| 25·1 \| 9·4 Q93′ B10′ F26′ BK6″ *DB f* 9′ 1″ 132*t F PT* | Fowey British 3 *BH Cem* 35*t A PT* 3*t* | C. 2 Cy. 21″ & 42″ – 30″ (*s*) 115lb *80lb* 88 RH 1 SB, 3*pf*, GS 53, HS 1447 Ross & Duncan, Glasgow | 12 ″ 5 s ″ 9½ | | ~~1,03~~ 4,05 |
| 632 95783 | **Torfrida** *Newton* (*ex* San Jacinto, *ex* Torfrida) ss Bkn. No. 3–6,01 1 *Dk* | **IronScSp** | 133 126 — | ✠100A1 *For Towing purposes* 12,04 ~~1,04~~ BS5,04 | Liv Bkn | | 1889 2mo *Lloyd's* | Cook, Welton & Gemmell Hull A&CP | Steam Tug Torfrida Ld. (Gottschalk & Stuart) | 106·1 \| 19·5 \| 10·5 BK6½ 3 *BH Cem* | Liverpool British 3 *BH Cem* | T. 3 Cy. 14″, 22″ & 36″ – 22½″ (*s*) 150lb 75 RH 1 SB, 2*cf*, GS 30, HS 822 C. D. Holmes & Co. Hull | 11 ″ 0 | | 6,01 |
| 633 117677 HBRP | **Torgauten** ~~*H. Aas* –01~~ *C. McArthur* –04 *Mchy. Aft* 1 *Dk* *Sailing Schooner—see Sailing Ship Register.* | **SteelSc3MstSr** | ~~266~~ 232 ~~194~~ 197 | 267 233 197 | | | 1901 | Moss Jrnst. & Mek. Værks Moss | ~~Acties. Torgauten~~ (Aas & Cappelen) C. Mc. Arthur | 137·6 \| 24·1 \| 10·2 H31*t* *WB* | ~~Fdrkstad~~ Norwegian Sydney, NSW British | C. 2 Cy. ~~10½″ & 20″~~ – 16″ 10″ & 22″ 27 RIP ~~14 NHP~~ Moss Jernst. & M. V. Moss | | N | |
| 634 97676 LKJG | **Torgorm** *A. S. Halliday* –01 *Well deck* 1 *Dk (Stl–ws 02)* & *Webframes* | **SteelScSr** *ss* Gls. No. 3–4,02 | 1676 1242 1065 | ✠100A1 ~~6,02~~ 2,03 2,05 ~~Bolt~~ ~~Hull~~ BS11,04 | Gls | *q* | 1889 11mo *Lloyd's* | Cambeltwn Shipbldng Co. Campbeltown A&CP | Crown S.S. Co. Ld. (Prentice, Service & Henderson, *Mgs*) *WB = Cell* | 260·0 \| 37·2 \| 16·6 Q97′ B110′ F31′ BK8″ *DB* 210′ 305*t* | Glasgow British 4 *BH Cem* | T. 3 Cy. 19″, 31″ & 50″ – 39″ (*s*) 160lb *80lb* NDB 00 153 NHP 2 SB, 4*cf*, GS 76, HS 2234 R. Harvey & Co., Glasgow | 19 ″ 4 s 1 ″ 6 | | N4,02 |
| 635 102198 NBVK | **Torino** *C. Randle* –01 1 *Dk (Stl)* & *Spar dk (Irn)* & *Webframes* | **SteelScSr** *ss* Liv. No. 2–03 | 1850 1443 1173 | ✠100A1 *Spar dk with freeboard* 10,04 ~~1,11~~ DS4,02 | Liv LMC | *q* | 1895 3mo | R. Stephenson & Co. Ld Newcastle A&CP | Atlantic & Eastern S.S. Co. Ld. (J. Glynn & Son) *WB = Cell D B* | 261·0 \| 35·2 \| 12·5 P31′ B143′ F29′ 20·0 *a* 75′ *u E* & *B* 40′ *f* 100′ FK 5 *BH Cem* 362*t A PT* 21*t* | Liverpool British 4 *BH Cem* 180lb *80lb* 193 NHP 1 SB, 3*rf*, GS 58, HS 2330 FD R. Stephnsn & C. (Lm), Nwc | 14 ″ 9 s 4 ″ 0 | | 1,04 |
| 636 145841 SPTS | **Tormenter** 1 *Dk* | **WoodScTug** | 226 — 126 | | | | 1900 | Atlantic Works Boston | American Towing & Lightering Co. | 114·1 \| 25·6 \| 14·5 | Baltimore Utd. States | C. 2 Cy. 20″ & 36″ – 26″ 55 NHP Atlantic Works, Boston | | | |

*Renamed "Gladiator," See No. 53 in Supplement.*

*Now named "Alexey Merch," See No. 119 in Supplement.*

| Nom du Navire. Matériaux. Gréement, etc. Capacité. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres de Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Termes assurant maintenant la pleine Classification. Lettres d'Equipement | Construit. Quand. Navire. Mach. | Par qui. | Armateurs. | Dimensions Principales en Mètres. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres — Course Pression des Chaudières. N.P. Force en chevaux d'après les dimensions de la Société. I.P. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des Machines. | Tirant d'eau en Charge. Pieds. Pc. | Tirant d'eau Lège. Pieds. Pc. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 637 **Torneå** IronTwinScSr<br>*A.Lundén92–98*<br>RMQC | 614<br>380<br>432 | | | | 1876 | W.Lindberg&M.V. Stockholm | FinskaÅngfAktiebol (L.Kroglius, *Mgr.*) | | Halsingfrs<br>Russian<br>*Cm* | C.2Cy.16½″&28½″–20½′<br>NB99 80NH<br>*pSu Bergman, M.V.* | | | |
| 638 **Toro** IronSc<br>14 *G.Spano*<br>SMYP (*ex*Maria,*ex*Anita-VidalSala,*ex*Lillie) | 565<br>—<br>357 | ✝ 2,85 | Liv | | 1870 | Withy, Alexander&Co. Hartlepool | Munzone,Mineo& Co. | 184·2 28·1 14·4 | Catania<br>Italian | C.2Cy.22½″&42″–29½″<br>E.blt.70 NB96 81NH<br>Blair&Co.,Stockton. | | | V |
| 639 — IronScSr<br>*A.Dellacasa90–03* (*ex*Bosnia) | 339<br>—<br>261 | | | | 1878 | Rostocker Act.Ges. Rostock | M.Mihanovich | 155·0 21·5 10·8 | Bns.Ayres<br>Argentine | C.2Cy.24″&44′–26″<br>NB98 82NH<br>RostockerA.G.,Rostock | | | V |
| 640 **Toroa** SteelScSr<br>37119 *D.McAllister89–01*<br>SCNF 1*Dk*(*pt Irn*)<br>*Well deck* | 383<br>253<br>174 | ✝ 10,02 | Lyt | | 1899 | Allsup&Co. Ltd. Preston | Richardson&Co. Ltd. | 140·0 24·2 10·0<br>Q69′B28′F15′<br>*WB = DBa* 16 26*t FPT* | Napier,NZ<br>British<br>*BHCem*<br>*APTm* | T.3Cy.14″,23″&38″–24″<br>91RH<br>2SB,*4cf*,GS54,HS1600<br>Allsup&Co Ltd,Preston | 10 | 8 | |
| 641 **Toronto** SteelTwinSc4MstSr<br>113569 *J.C.Clark* –04 2*Dks*(*Stl*)<br>RTFD *deep framing, lower dk in 1 & 3 holds &*<br>*Elec.light* *Shelter dk*(*pt Irn&pt Stl*) | 6035<br>5775<br>3949 | ✝100A1<br>*Shelter dk*<br>4,04 | Hul<br>✝LMC03 | *c*† | 1900 | W.Gray& Co.Ld. West Hartlepool | T.Wilson,Sons& Co.Ld. | 456·0 52·2 31·1<br>B on *Shelter dk*82′<br>A&CP<br>*WB = Cell DBa*119′ *uE&B*59*f*206′1129*t DT* | Hull<br>British<br>*6 BHCem*<br>*f*20′568*t DT* | T.6Cy.22″,37″&64″–42″ (*s*)<br>200lb 776NH<br>4SB,*12rf*,GS272,HS11344<br>Wm.Gray&Co.Ld.,West Hpl<br>*a*33′826*t FPT*37*t APT*70*t* | 34 0<br>*s* 6 · 11 | | |
| 642 — SteelScSr<br>*Now named "Sandhurst."* T.Triple Nwo 3,02 06 *Sparrill* 1,04 BS5,04 LMC06<br>MBVW (*ex*SaintEnoch) 1*Dk*(*Irn*)*a*<br>*Spar dk*(*Irn*)*3tr B* | 4298<br>2746 | ✝100A1<br>1,04 | Ant<br>Nwo | *x* | 1891 | Palmers' Co.Ld. Newcastle<br>*Lloyd's SA&CP* | TorontoTradingCo Ld. (W.Petersen. Ld. *Mgrs.*)<br>*WB = Cell DB*322 69*t FPT* | 375·0 46·5 20·4<br>P34′B86′F31′ 28″<br>BSK11<br>*BHCem*<br>*APTm* | Liverpool<br>British<br>*6 BHCem* | T.3Cy.28″,45″&73″–48″ (*s*)<br>160lb *70lb* 397NH<br>2DB,*12cf*,GS192,HS6383<br>Palmer'sCo.Ld.Nwc. | 23 3<br>*s* 7 · 6 | | |
| 643 — SteelPad<br>107412<br>*Elec.light* 3*Dks* | 2779<br>1742<br>1652 | | Hul | | 1899 | Bertram E. Works Co Ltd Toronto, Ont. | Richelieu&Ontario Nav.Co. | 269·4 36·0 15·8 | Toronto<br>British | T.3Cy.28″,44″&72′–72″<br>440NH<br>BertramEng.Wrks.Co.Ld. | | | |
| 644 — IronScK<br>105091 *W.Watson94–96*<br>1*Dk* | 147<br>140<br>61 | ✝<br>*Stm Trawler*<br>4,96 | Hul | | 1896 | Cook,Welt'n&Gemmell Hull | HullSteamFishing &IceCo.Ld. | 98·4 20·5 11·0<br>*WB = MT*15·25*t* BK7½<br>*BHCem* | Hull<br>British | T.3Cy.10″,16″&25½″–20″<br>1SB,*2pf*,GS22,HS578 85RH<br>Amos&Smith,Hull | 11 1 | 10 | |
| 645 **Torpedo** SteelScSr<br>91438 *W.E.Maclaren* –08<br>KCFV *Elec.light* | 487<br>368<br>300 | | | … | 1885 | Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.Ld. | 150·3 25·1 13·0<br>P14 B42 F22′<br>FK | Hull<br>British | T.3Cy.14½″,22″&36″–24″<br>66RH<br>Earle'sCo.(Lim.),Hull | | | |
| 646 **Torr Head** SteelTwinSc4MstSr<br>99070 *W.A.Brennan* –04 *ss*Bel.No.2–02<br>NJBK *Elec.light* 2*Dks*(*Stl*)*3tr B* | 5911<br>5653<br>3868 | ✝100A1<br>~~9,04~~10,03 10,04 Bel<br>MS6,02 LMC<br>BS4,08 6,01 | Bry | *b*† | 1894 | Harland& Wolff(Lim.) Belfast<br>*Lloyd's SA&CP* | UlsterS.S.Co.Ld. (G.Heyn&Ss. *Mgs.*)<br>*WB = Cell DB*342 111*t FPT* | 452·8 50·3 31·2<br>P55′B100 F53′<br>FK&BK8<br>*BHCem*<br>*APT*166*t* | Belfast<br>British<br>*8 BHCem*<br>*APT*166*t* | T.6Cy.19″,31″&52″–42″ (*s*)<br>180lb 463NH<br>2D&2SB,*12rf*,GS233,HS8306<br>Harland&Wolff(Lim.)Bel. | 34 6<br>*s* 8 · 8 | | |
| 647 **Torre del Oro** SteelScSr<br>*J.Garcia*<br>JSFH *Well deck* *Elec.light* 2*Dks* | 1321<br>1013<br>820 | | | | 1888 | Craig, Taylor&Co. Stockton | Cia.Sevillana de Nav.&Vap. | 240·0 32·2 17·0<br>P209*t* F69*t* | Seville<br>Spanish | T.6Cy.18½″,29″&48″–36″<br>NR02 188NH<br>Wstgrth,English&Co.Mdb | | | |
| 648 **Torrens** IronScSr<br>76800 *J.McCorquodale* –97 1*Dk*<br>*Mchy.Aft* | 135<br>134<br>47 | | | | 1877 | W.Simons &Co. Renfrew | McIlwraith,McEacharn&Co. Proprietary,Ld. | 100·4 21·2 8·8 | For. trade W.A.<br>Melbourne<br>British | C.2Cy.18″&32″–18″<br>80RH<br>W.Simons&Co.,Renfrew | | | |
| 649 **Torridge** SteelScSr<br>115366 *O.Partridge* –02<br>TFNJ 1*Dk*(*Stl*)*2tr B deep framing*<br>*& Web frames & Shelter dk*(*Irn*) | 3838<br>3547<br>2474 | ✝100A1<br>*Shelter dk*<br>1,05 ~~6,04~~ LMC1,02 | Cff | *w* | 1902 | Richards n, Duck&Co. Stockton<br>A&CP | Torridge SS.Co.Ld (W.J.Tatem&Co.) | 340·0 48·1 25·9<br>FK<br>*WB = Cell DBa*108′*uE&B*40*f* | Cardiff<br>British<br>7 *BHCem* | T.3Cy.26″,42½″&69½″–45′<br>160lb *90lb* (*s*) 349NH<br>2SB,*6cf*,GS128,HS5620<br>Blair&Co.Ld.Stockton | 28 4<br>*s* 4 · 1½ | | |
| 650 **Torrington** SteelScSr<br>113476 *T.Scilly* –04<br>SNKH *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Elec. light* | 286<br>180<br>95 | ✝100A1<br>~~11,01~~ 2,01 1,05<br>LMC | Liv | *d* | 1901 | SelbyS.B.& Eng.Co.Ld. Selby<br>*Lloyd's SA&CP* | Liverpool&Cornwall S.S.Co.Ld. (J.K.Morris, *Mgr*) | 130·0 22·1 9·3<br>Q58′B14′F17′<br>FK<br>*WB = DBf* 7′6*t* | Liverpool<br>British<br>3 *BHCem*<br>*FPT*15*t* | C.2Cy.16″&34″–24″ (*s*)<br>130lb 50RH<br>1SB,*2pf*,GS33,HS1234<br>Crabtree&Co.Ld.GtYrmth | 10 4<br>*s* 7 | | |
| 651 **Tortona** SteelSc3MstSr<br>87256 *J.More* –99 *ss*Lth.No.8–6,95<br>HVLR *ss*Lth.No.2–03<br>2*Dks*(1*Irn*) | 1225<br>1088<br>755 | ✝100A1<br>4,05 ~~2,01~~ LMC4,08 | Lth | *o* | 1883 | R.Steele& Co. Greenock<br>*Lloyd's SA&CP* | Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.*) | 248·2 33·2 17·3<br>P24′B40′F33′<br>BK8½<br>*WB = FPT* 60*t* | Leith<br>British<br>5 *BHCem*<br>*MT*38′350*t* | C.2Cy.31″&52″–36″ (*a*)<br>160lb *55lb* NDN95 135NH<br>1SB,*3cf*,GS60<br>R.Steele&Co.,Greenock | 18 3<br>*s* 3 · 0 | | |
| 652 **Tosa Maru** SteelTwinSc4MstSr<br>1443 *A.Christiansen99–01* *ss*Gls.No.3–8,94<br>HKCQ *Ref.Mchy.Elec.light* *ss*HKg.No 2–02<br>(*ex*Islam) 2*Dks*(*Stl–Uws*)*3tr B* | 5823<br>5352<br>3610 | ✝100A1<br>6,03<br>BS6,08 LMC6,0 | HKg | *a*† | 1892 | Harland& Wolff Lim. Belfast<br>*Lloyd's SA&CP* | NipponYusen KabushikiKaisha<br>*WB = Cell DBa* 130 *uE&B*6*s f* 178′1166*t FPT* | 445·0 49·2 30·1<br>P31′B92′T50′<br>F&BK3<br>8 *BHCem*<br>72*t APT*66*t* | Tokio<br>Japanese | T.6Cy.20″,33½″&56″–48″ (*s*)<br>200lb 533NHP<br>2D&2SB,*12rf*,GS243 HS8648<br>Harland&Wolff(Lim.),Bel | 33 6<br>*s* 8 · 11½ | | |
| 653 — WoodScSr<br>1386 2*Dks*<br>HJTS | 176<br>165<br>87 | | | | 1893 | Kanosuye Mansuke Misato | T.Kashoji | 108·3 16·1 13·6 | Kishiwadahama<br>Japanese | C.2Cy.13⅝″&27″–16″<br>24NH<br>Ono Seikichi,Osaka | | | |
| 654 **Toscana** SteelScSr<br>1 *T.Ghisolfi*<br>SMWT *Elec.light* 2*Dks & Spar dk 3tr B* | 4252<br>3420<br>2748 | | | | 1900 | N.Odero& Co Genoa | ItalaSoc.diNav.a Vap. | 363·0 43·5 19·2<br>P68′B128′F54′ | Genoa<br>Italian<br>*WB* | T.3Cy.25½″,42½″&67¾″–51½″<br>325NH<br>N.Odero&Co.Genoa | | | I |
| 655 — IronScSr<br>35 *L.Rossi* –02 *ss*Nwc.No.3–8,93<br>(*ex*Dorothea, *ex*Euxine) *ss*Lgn.No.½–02<br>2*Dks & Spar dk* | 1518<br>—<br>967 | ✝90A1<br>11,02<br>NB82<br>MS | Lgn<br>LMC<br>BS1,04 | *o* | 1871 | C.Mitchell & Co. Newcastle<br>A&CP | A.Perugia | 244·8 32·1 17·9<br>24·6<br>BK8″<br>*WB = DBa & f* 185 | Leghorn<br>Italian<br>4 *BHCem* | C.2Cy.29″&55″–33″ (*s*)<br>65lb *60lb* NDN82 136NH<br>2SB,*4pf*,GS72,HS2328<br>N.E.MarineEng.CoLd.Sld. | 18 1<br>*s* 6 · 2 | 10 | |
| 656 — IronSc<br>24 *L.Vadala* –94 (*ex*Princess)<br>SNBD 2*Dks* | 375<br>338<br>172 | | | | 1863 | C.Mitchell &Co. Newcastle | Soc.Siciliana di Nav.a Vap. | 170·2 23·0 15·1<br>Has*t* | Messina<br>Italian | C.2Cy.23½″&44″–30″<br>*Cmp.*77 NB77 88NH<br>E.Cravero&Co.,Genoa | | | |
| 657 **Toshu Maru** IronScSr<br>1056 *S.Takenouchi* *ss*H.Kg.No.1–85 1*Dk*<br>HGMT *Well deck* (*ex*KoshoMaru,*ex*Greyhound) | 407<br>285<br>252 | ✝<br>10,87 | HKg | *g* | 1880 | R.Duncan &Co. Pt.Glasgow | TosaShosen KabushikiKaisha<br>*WB = DBa* 85 | 156·0 22·0 10·6<br>Q74′ B7′ F24<br>80*t FPT* 45*t* drp8 | Kochi<br>Japanese<br>5 *BHCem* | C.2Cy.19″&34″–24″<br>NB95 47NH<br>SmithBros.,Glasgow | | | |
| 658 **Totmes** *Grael* 04–04 SteelScSr<br>~~*Erskine* 02~~ *ss*Ham.No.3–7,01<br>RHWT (*ex*Banda) 2*Dks*(1*Irn & USt–wa*)*3tr B*<br>*Now named "Caledonia," S.E. No. 97 in Equipment* | 3035<br>2895<br>1949 | ✝100A1<br>2,04<br>BS6,08 LMC4,0 | Ham | *v* | 1890 | C.Connell &Co. Glasgow<br>*Lloyd's SA&CP* | Deutsche Dmpfschifffahrtsges Kosmos Hamburg Amerik Packet Act Ges (Ham-Amer. Line) | 340·0 42·1 26·3<br>B80′F42′<br>BK10<br>*WB = Cel* | Hamburg<br>German<br>7 *BHCem*<br>*B*272′496*t* | T.3Cy.24½″,37″&64″–48″ (*s*)<br>160lb *80lb* 302NH<br>2DB,*8cf*,GS178,HS4802<br>D.Rowan&Son,Glasgow | 29 0 | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Registry Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Remarks [grain, new or unpaid Build symbol letters] | When Built. — Ship. — Engines. | By Whom. — Where. | Owners. | Register'd Dimensions: Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L. R. Date of Trade Cert. | Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 659 Toto<br>NMBQ | Steel Sc Lighter<br>*N.T.Lisborg* –02<br>1 *Dk* | 163<br>136<br>83 | | | | 1902 | Kjöbnhvns Flydk.&Skbs. Copenhagen | Acties.DeDanske Sukkerfabrikker | 96·3 22·6 8·1<br>B20′F22′ | | | Assens<br>Danish<br>*WL* | C.2Cy.10½″&20″–14″<br>12NH<br>Kjbnhavns Flydk.&Skbsv | | V | |
| 660 Toto Maru<br>2726<br>HLFT | Iron Sc Sr<br>*S.Murakami*<br>(*ex* Albingia)<br>2 *Dks 3tr B* | 1968<br>1762<br>1220 | | | | 1881 | Dobie&Co. Glasgow | Nippon Shosen Kabushiki Kaisha | 288·1 33·1 23·6<br>BK9′ | | | Tokio<br>Japanese<br>*WL* | C.2Cy.34½″&62½″–42″<br>208NH<br>J.Howden&Co.,Glasgow | | | |
| 661 Totomi Maru<br>818<br>HFMW | Iron Sc Sr<br>*H.Sukimoto* 94–01<br>*ss* Nag.No.3–12,96<br>*ss* Yka.No.1–01<br>1 *Dk(Irn)* & *Spar dk 3tr B* | 1953<br>1836<br>1402 | ✠ ~~100 A1~~<br>*Spar dk*<br>12,03 | Yka | *r* | 1883<br>5mo | R.Thompson&Sons Sunderland<br>A&CP | Nippon Yusen Kabushiki Kaisha<br>*WB=* | 260·3 36·5 23·3<br>*DBa 70′f104′fuEa*<br>BK9′ | | | Tokio<br>Japanese<br>*WL* | C.2Cy.34″&64″–42″ (*s* 80lb *55lb* 200NH<br>2SB,*6pf*,GS90,HS3167<br>*6 BHCem B38′278t*<br>G.Clark,Sunderland | 18 ″ 9 | | 1,03 |
| 662 Tottenham<br>113937<br>SGKR | Steel Sc Sr<br>*T.B.Peters* –01<br>1 *Dk(Irn)* & *Spar dk(Irn)* & *Web frames*<br>Note named "Brinkburn," *See No. 52 in Supplement.* | 4494<br>4345<br>2943 | ✠ 100 A1<br>*Spar dk*<br>5,01 ~~13,03~~ | Npt<br>Stn | *x* | 1901<br>3mo | Ropner&Son Stockton<br>*Lloyd's SA&CP* | Britain S.S.Co.Ltd. (Watts,Watts&Co *Mgrs.*) *WB=*<br>*Cell D Boyu E136* | 370·0 50·5 19·2<br>P29′B72′F37′ 28·2<br>FK<br>*f168′932t FPT163t* | | | London<br>British<br>*6 BHCem APT132t* | T.3Cy.25″,43″&73″–48″ (*s* 200lb 429NH<br>8SB,*9rf*,GS174,HS6712<br>Blair&Co.Ld.Stockton | 22 ″ 0<br>*s* 7 ″ 2½ | | 6,04 |
| 663 Touareg<br>LFVC | Steel Sc Sr<br>*Coste*<br>(*ex* Tungue)<br>*Elec.light*<br>2 *Dks(Stl–ws)* | 1342<br>—<br>745 | ✠<br>12,92 | Bom | *n* | 1889<br>6mo | Scott&Co. Greenock | Cie.de Nav.Mixte | 233·2 32·1 18·0<br>P26′B92′F45′<br>BK8′<br>*WB=* | | | Marseilles<br>French<br>*4 BHCem MT 25′200t* | T.3Cy.20½″,33″&54″–36″ 190NH<br>2SB,*6cf*,GS123,HS8068<br>Scott&Co.,Greenock | 19 ″ 0 | V | |
| 664 Toun Maru<br>1439<br>HKCL | Wood Sc Sr<br>*Higashima Kitaro* –98<br>2 *Dks* | 186<br>171<br>115 | | | | 1894 | Sawamura Tamekichi Kujo | Iwanai Kisen Kabushiki Kaisha | 115·2 16·0 13·? | | | Hakodate<br>Japanese | C.2Cy.14½″&28½″–17″<br>28NH<br>Kiyama Shigenosuke,Osk. | | | |
| 665 Tourmaline<br>108705<br>PWTH | Steel Sc 3 Mst Sr<br>*D.Crawford* –02<br>*Well deck*<br>*Mchy. Aft Elec.light*<br>1 *Dk(Stl)* | 835<br>619<br>357 | ✠ 100 A1<br>8,04 ~~10,03~~ | Gls | *k* | 1898<br>2mo | J.Shearer &Son Glasgow<br>A&CP | W.Robertson | 200·0 30·1 12·1<br>Q107′B11′F36′<br>BK7½<br>*WB= Cell DBf 123* | | | Glasgow<br>British<br>*4 BHCem 186t FPT 26t* | T.3Cy.16″,26″&42″–33″ (*s* 1660lb *70lb* 90RH<br>1SB,*3pf*,GS55,HS1550<br>Muir&Houston,Ld.Gls. | 14 ″ 5<br>*s* 1 ″ 3 | | 10,08 |
| 666 Tourquennois<br>*A.Blondé*<br>*ss* Ant.No.1–03<br>1 *Dk* | Iron Sc K | 170<br>165<br>HM | ✠ 100 A1<br>*Stm Trawler*<br>12,03 | Hul | | 1898<br>1mo | Cochrane& Cooper,Ld Beverley<br>*Lloyd's SA&CP* | H.Aspeslagh& F.Zonnekyn | 110·8 21·0 11·0<br>Q20′F19′<br>BK7½<br>*WB=* | | | Ostend<br>Belgian<br>*4 BHCem DBf 12′14t* | T.3Cy.13″,21″&34″–24″ (*s* 170lb 64NH<br>1SB,*2cf*,GS25,HS1015<br>C.D.Holmes&Co.Hull | 11 ″ 9 | | 5,08 |
| 667 Toussoum<br>TJGL | Iron Twin Sc Ctr<br>1 *Dk*<br>*Mchy. Aft Elec.light*<br>*Carrying Petroleum in bulk* | 362<br>307<br>163 | | | | 1884 | Lobnitz& Co Renfrew | Shell Transport& Trading Co.Ld.(M. Samuel&Co *Mgrs*) | 134·8 25·1 13·1 | | | Moeara Djawa<br>Dutch | C.4Cy.14″&28″–24″<br>64NH<br>Lobnitz&Co.Renfrew | | | |
| 668 Towan Maru No. 2<br>1395<br>HJVL | Wood Twin Sc Sr<br>1 *Dk* | 134<br>102<br>83 | | | | 1894 | Honda Tsurumatsu Tokio | Tokiowan Kisen Kabushiki Kaisha | 102·0 15·0 9·2 | | | Tokio<br>Japanese | C.4Cy.8″&15″–12″<br>NE00 13NH<br>Sato Seisaku,Tokio | | | |
| 669 Toward<br>111930<br>BKDS | Steel Sc Sr<br>*J.Hetherington* –02<br>2 *Dks* | 1245<br>941<br>486 | | | | 1899 | Caledon S. B.&E.Co.Ld. Dundee | Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*) | 250·0 35·1 16·3<br>P&B160′F50′ | | | Glasgow<br>British<br>*WB* | T.3Cy.26″,40″&65″–48″<br>293NH<br>Caledon S.B.&E.Co.Ld Dun. | | C<br>BT till 1,06 | |
| 670 —<br>82049 | Iron Sc Sk | 390<br>390<br>180 | | | | 1882 | W.Simons &Co. Renfrew | N.Eastern Rly.Co. | 154·4 26·1 12·2 | | | Hull<br>British | C.2Cy.19″&36″–24″<br>55RH<br>W.Simons&Co.,Renfrew | | | |
| 671 Toxteth<br>115071 | Steel Sc Sp<br>*T.Roberts* 86–03<br>1 *Dk(Irn)* | 139<br>126<br>4 | ✠ 100 A1<br>*For Towing purposes*<br>6,05 ~~7,04~~ | Liv<br>BS1,15 | | 1903<br>12mo<br>*Lloyd's* | J.Cran&Co Leith<br>*SA&CP* | Alexandra Towing Co.Ld. | 92·0 20·1 10·7<br>BK6½<br>*WB=* | | | Liverpool<br>British<br>*4 BHCem APT4t* | C.2Cy.16″&42½″–27″ (*s* 150lb 98RH<br>1SB,*3cf*,GS60,HS1560<br>J.Cran&Co.Leith | 12 ″ 0 | | 4,04 |
| 672 Toyama Maru<br>6459<br>JDMK | Wood Sc<br>2 *Dks* | 133<br>122<br>83 | | | | 1901 | G.Higami Kobe | Yetchu Shosen Kabushiki Kaisha | 104·0 15·0 11·7 | | | Fushiki<br>Japanese | C.2Cy.12″&24½″–16″<br>19NH<br>O.Tsuruoka,Osaka | | | |
| 673 Toyei Maru<br>1380<br>HJTL | Iron Sc Sr<br>*Curnow* –94<br>(*ex* Teheran)<br>*ss* Nag.No.3–6,94<br>3 *Dks* | 2808<br>1783<br>1741 | ✠<br>10,97 | Nag | | 1874<br>3mo | Gourlay Bros.&Co. Dundee | Chuyetsu Kisen Kabushiki Kaisha | 361·8 34·8 26·9<br>F49′ | | | Fushiki, Yetchiu<br>Japanese | C.2Cy.45½″&84½″–48″<br>NB&NDB82 398NH<br>1SB,*12pf*,GS231,HS7074<br>Gourlay Bros.&Co.,Dundee | | | |
| 674 Toyo Maru<br>1350<br>HJRL | Iron Sc 3 Mst Sr<br>*V.Ayabe* 03–03<br>(*ex* Zambesi)<br>*ss* Yka.No.3–2,93<br>*ss* Yka.No.2–01<br>3 *Dks* | 2556<br>2366<br>1585 | ✠ 100 A1<br>*Awng dk with freeboard*<br>2,03 | Yka | *t* | 1873<br>1mo | Barclay, Curle&Co. Glasgow<br>A&CP | Ojiro Kisen Goshi Kaisha | 330·6 36·7 27·5 | | | Tokio<br>Japanese<br>*5 BHCem* | C.2Cy.36″&72″–48″<br>80lb *70lb* 303NH<br>NB91 NDB91<br>2D R,*8pf*,GS154,HS5316<br>Barclay,Curle&Co.,Gls. | 21 ″ 1<br>*s* 8 ″ 6½ | | 3,01 |
| 675 —<br>9453<br>JPDF | Steel Sc Sr<br>2 *Dks* | 350<br>—<br>189 | | | | 1901 | Uraga Dock Co.Ld. Uraga | Tokiowan Kisen Kabushiki Kaisha | 121·8 19·0 13·3 | | | Tokio<br>Japanese<br>*WB* | C.2Cy.18″&36″–24″<br>53NH<br>Uraga Dock Co.Ld.Uraga | | | |
| 676 Toyo Maru No. 2<br>3666<br>HVJS | Wood Sc Sr<br>2 *Dks* | 110<br>98<br>68 | | | | 1898 | Sawamura Tamekichi Kujo | Toyo Kisen Kabushiki Kaisha | 94·2 13·8 11·2 | | | Imaharu<br>Japanese | C.2Cy.11″&22″–14″<br>15NH<br>Nukuma Masajiro,Osaka | | | |
| 677 Toyokawa Maru<br>1266<br>HJKT | Wood Sc Sr<br>(*ex* Kioritsu Maru No.3)<br>2 *Dks* | 169<br>157<br>91 | | | | 1891 | Niikuma Masajiro Osaka | Osaka Shosen Kabushiki Kaisha | 110·1 15·5 13·2 | | | Osaka<br>Japanese | C.2Cy.15½″&26½″–16″<br>23NH<br>Niikuma Masajiro,Osaka | | | |
| 678 Toyoura Maru<br>4817<br>JFDM | Steel Twin Sc<br>*J.Nanjio* –04<br>(*Ferry*)<br>1 *Dk* | 322<br>207<br>174 | | | | 1899 | Mitsu Bishi Dkyd& EWks Nagasaki | Osaka Shosen Kabushiki Kaisha | 141·0 22·2 9·0 | | | Osaka<br>Japanese | T.6Cy.7½″,12″&20″–14″<br>Mitsu Bishi Dkyd. &Eng.Wks. 30NH<br>Nagasaki | | | |
| 679 Tozu Maru No. 1<br>8395<br>JQRW | Wood Sc Sr<br>2 *Dks* | 133<br>120<br>82 | | | | 1902 | S.Ono Osaka | Tozu Kisen Kabushiki Kaisha | 97·6 15·0 11·9 | | | Tokio<br>Japanese | T.3Cy.7½″,12″&19½″–14″<br>14NH<br>S.Ono.Osaka | | | |
| 680 Tozu Maru No. 2<br>8677<br>JQSO | Wood Sc Sr<br>2 *Dks* | 106<br>90<br>65 | | | | 1902 | K.Tanabe Osaka | Tozu Kisen Kabushiki Kaisha | 89·6 14·0 10·4 | | | Tokio<br>Japanese | C.2Cy.10½″&20″–14″<br>12NH<br>S.Oguwa,Osaka | | | |

Now named "Zuso Maru," *See No. 15 in Supplement.*

Now named "Kaiun Maru," *See No. 39 in Supplement.*

| No. d'Ordre | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. Course. Nombre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Constructeurs des machines. | Franc-bord d'hiver du navire. | Date de la dernière visite. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Name changed "Hokkai Maru," See No. 54 in Supplement. | | | | | | | | | |
| 681 | **Tozu Maru No. 3** | 209 | | 1889 Haruki Tojiro Osaka | Tozu Kisen Kabushiki Kaisha | 108·6 16·2 8·4 | Tokio Japanese | 2Cy.18½"&26"–15" 22NH | | |
| 1148 | | 191 | | | | | | | | |
| HGTW | (ex Kanda Maru) 1 Dk | 130 | | | | | | | | |
| 682 | **Trafalgar** Steel Sc Sr | 4478 | ✠100A1 PGI Liv | 1904 W. Hamilton & Co. Pt. Glasgow | Glasgow Shipowners' Co. Ltd (Glen & Co. *Mgrs.*) | 380·6 48·1 19·1 | Glasgow British | T.3Cy.25"..42"&68"–48" (s) | 21 0 | |
| 119120 | *J.S. Crichton* –04 | 4225 | *Spar dk* | *Lloyd's A & CP* | *WB = Cell D Ba* | P35' B120' F38' 26·9 FK | 200lb 369NH | | | |
| VQMR | 1 Dk (Stl) & Spar dk (Stl) & deep framing | 2920 | 11.04 | | | 124 *n* E24 *f* 170 9746 | 3 B H Cem | 3SB, 9*cf*, 0s182, HS5737 | | |
| | | | ✠MC 4.04 | | | | 4 P T 47*t* | D. Rowan & Co. Glasgow | | |
| 683 | — Steel Sc Sr | 1589 | ✠100A1 Sws Bcy | 1889 J. Blumer & Co. Sunderland | Rosewarne S.S. Co. Ltd. (M. Thomas & Son, *Mgrs.*) | 250·0 36·0 17·0 | Cardiff British | T.3Cy.18½"..30"&48"–36" (s) | 19 3 | 7.03 |
| 99294 | *R. Samuel* –03 ex Sws. No. 3–3.02 | 1171 | 7.047 | 8mo A & CP | | Q89' B166' F29' FK | 160lb 65*lb* 139NH | | | |
| LJNT | *Well deck* 1 Dk (Frn) & Webframes | 996 | | | *WB = Cell DB* | | 4 B H Cem | 2SB, 4*rf*, 0s177, HS2084 | | |
| | | | S8.04 ✠LMC B10.04 | | | | 4 P T 162' 252*t* | Alley & Maclellan, Glasgow | | |
| 684 | — Iron Pad | 228 | | 1877 J. McDould Echuca, Vict. | Permewan, Wright & Co. Ld. | 105·7 18·9 7·9 | Sydney NSW British | 2Cy.14"–42" | | |
| 74916 | *C. Cantwell* 91–91 | 117 | | | | H111*t* | | 60RH | | |
| | 1 Dk | 158 | | | | | | Robinson Bros. & Co., Mel. | | |
| 685 | **Traffic** Wood Sc | 155 | | 1873 Speakman Runcorn | Liverpool Lighterage Co. Ld. | 101·8 23·6 9·6 | Liverpool British | 2Cy.20"–20" | | |
| 69263 | | 155 | | | | | | 40RH | | |
| | *Mchy. Aft* | 88 | | | | | | W. P. Galton, Manchester | | |
| 686 | **Trafford** Steel Sc Sr | 231 | ✠100A1 Bng | 1896 Mackie & Thomson Glasgow | Manchester, Liverp'l & N. Wales S.S. Co. Ld. (R. R. Clark, *Mgr.*) | 128·0 20·1 9·4 | Manchester British | C.2Cy.16"&32"–24" (s) | 10 3 | |
| 105675 | *D. Jones* –03 | 165 | 2.05 Liv Bkn | 9mo A & CP | | Q45' B9' F18' FK | 120lb 43RH | | | |
| PMND | *Well deck* 1 Dk (Stl) | 47 | | | | | 3 B H Cem | 1SB, 2*pf*, 0s30, HS900 | | |
| | *Mchy. Aft* ss Liv. No. 2–04 | | ✠LMC B2.05 | | | W | *B - FPT* 20*t* | Muir & Houston (Lim.), Gls | | |
| | | | MS9.04 | | | | | | | |
| 687 | **Trafik** Iron Sc Sr | 227 | | 18 53/69 Aberdeen | O. Thuestad | 131·4 18·2 13·2 | Haugesund Norwegian | C.2Cy.15½"&33"–21" | | |
| | *J. Johannesen* 1 Dk | | | | | Q15*t* B18*t* | | 42NH | | |
| JMRP | (ex Norrland, ex Daniel) | 129 | | | | | | W. Lindbergs Mk. V., Skm. | | |
| 688 | — Iron Sc Sr | 200 | | 1857 Motala Co. Motala | C.W. Åkerson | 99·6 19·4 8·0 | Gefle Swedish | C.2Cy.13½"&21½"–15½" | | |
| 2318 | *K.A. Lindeblad* 90–90 1 Dk | | | | | Q27' B18' H14*t* F27 | | 15NH | | |
| JFHL | (ex Mariestad) | 154 | | | | | | R. Sjöström, Gefle | | |
| 689 | — Steel Sc Sr | 177 | | 1892 Bergsunds M.V. Aktieb. Stockholm | Ångb. Aktieb. Hjo-Hästholmen (H. Sjöstedt) | 97·4 20·6 8·4 | Hjo Swedish | C.2Cy.14½"&25½"–19½" | | |
| 403 | *E.T. Geintschein* 94–94 | | | | | Q29' B51' H14*t* F30' | | 24NH | | |
| JBML | 1 Dk | 129 | | | | | | Bergsunds M.V. Aktb. Skm | | |
| 690 | **Trafik I.** Steel Sc Sp | 120 | | 1892 Fredriksstads Verkst Fredriksstad | Gods Dmpskibselsk. Trafik (A. Korsgaard) | 82·6 18·2 8·1 | Frdrikstad Norwegian | C.2Cy.10½"&18"–12" | | |
| | *C. Olsen* –03 1 Dk | | | | | P27*t* | | 9NH | | |
| HCFK | *Mchy. Aft* | 70 | | | | | *WB* | Fredriksstad Mek. Verk. | | |
| 691 | **Trafik II.** Steel Sc Sp | 121 | | 1–93 Fredrkstad mek Verksted Fredriksstad | Gods Dmpskibselsk. Trafik (A. Korsgaard) | 83·7 18·1 7·9 | Frdrikstad Norwegian | C.2Cy.10½"&18"–12" | | |
| | *Chr. Halvorsen* 98– 1 Dk | | | | | P29*t* | | 9NH | | |
| HCDT | *Mchy. Aft* | 74 | | | | | *WB* | Fredriksstadt Mek Verk. | | |
| 692 | **Trafik III.** Steel Sc | 124 | | 1903 Akers Mek. Værks- Christiania | Gods Dmpskibselsk Trafik (A. Korsgaard) | 90·8 18·6 7·8 | Frdrikstad Norwegian | C.2Cy.9"&18"–18" | | |
| HBLV | *H.A. Halvorsen* 96–03 | 65 | | | | P23*t* | | 11NH | | |
| | *Mchy. Aft* 1 Dk | 70 | | | | | *WB* | Akers Mek. Værks. Xia | | |
| 693 | **Tranekjær** Steel Sc Sr | 166 | | 1898 Howaldtswerke Kiel | Sydfynske Dmpsk. Selsk. (H. Ipsen) | 113·5 20·1 10·1 | Rudkjöbng Danish | T.3Cy 11 13/16"–18 13/16"&29½"–17½" | | V |
| | *P.L. Hansen* –89 | 102 | | | | Q38' B30' F14' | | 37NH | | |
| NJSW | 1 Dk 2 tr B | 39 | | | | | *WB* | Howaldtswerke, Kiel | | |
| 694 | **Tranmere** Iron Twin Sc | 435 | | 1884 W.A. Stevns Birkenhead | Municipal Corporation of Birkenh'd | 130·0 45·2 12·4 | Liverpool British | C.4Cy.18"&36"–24" | 18 6 | BT till 1.08 |
| 87980 | | 435 | | | | | | 106NH | | |
| | | 82 | | | | | | W.A. Stevens, Birkenhead | | |
| 695 | **Transfer** Steel Pad & Sc | 1511 | | 1888 Cleveland S.B. Co. Cleveland, O. | Michigan Central R.R. Co. | 265·0 45·6 12·2 | Detroit, Mich. Utd. States | H.6Cy.(4)28"–48"; (2)28"–36" | | |
| 145503 | 1 Dk | 1271 | | | | H— | | 289NH | | |
| | | 1060 | | | | | | Cleveland S.B. Co. Clevelnd. | | |
| 696 | **Transfer No. 16** Steel Sc Tug | 268 | | 1904 W. Cramp & Sons S & E Co Philadelphia | New York, New-haven & Hartford R.R. Co. | 112·0 26·2 14·0 | New York Utd. States | C.2Cy.20"&44"–30" | | |
| 200761 | | — | | | | | | 88NH | | |
| KSWQ | 1 Dk | 182 | | | | | | W. Cramp & Sns S & E B C, Phl | | |
| 697 | **Transfer No. 17** Steel Sc Tug | 268 | | 1904 W. Cramp & Sons S B & E C. Philadelphia | New York, New-haven & Hartford R.R. Co. | 112·0 26·2 14·0 | New York Utd. States | C.2Cy.20"&44"–30" | | |
| 200790 | | — | | | | | | 88NH | | |
| KTBJ | 1 Dk | 182 | | | | | | W. Cramp & Sns S & E B C. Phl | | |
| 698 | **Transfer No. 18** Steel Sc Tug | 268 | | 1904 W. Cramp & Sons S B & E Co Philadelphia | New York, New-haven & Hartford R.R. Co. | 112·0 26·2 14·0 | New York Utd. States | C.2Cy.20"&44"–30" | | |
| 200844 | | — | | | | | | 88NH | | |
| KTBV | 1 Dk | 182 | | | | | | W. Cramp & Sns S & E B C, Phl | | |
| 699 | **Transit** Steel Sc Sr | 1334 | | 1889 Wood, Skinner & Co. Newcastle | Intsk. Transit's Rederi (W. Wilhelmsen) | 250·0 35·0 15·6 | Tönsberg Norwegian | T.3Cy.18½"..30"&49"–33" | 18 0 | N |
| | *P.M. Foyn* | 1039 | | | | Q92' B58' F31' | *WB* | 138NH | | |
| HMJC | *Well deck* 1 Dk (s) Webframes | 1027 | | | | | | N.E. Marine Co. (Lim.) Nwc. | | |
| 700 | — Iron Sc 3 Mst Sr | 459 | | 1852 Palmer Bros. & Co. Newcastle | Rederi Aktieb. Transport (J.E. Olson, *Mgr.*) | 151·9 26·3 15·2 | Gothenbrg Swedish | C.2Cy.16"&36"–26" | | |
| 3576 | *L.N. Johnsson* –01 1 Dk | 415 | | | | H14*t* | | NE & B83 66NH | | |
| JLCF | *Mchy. Aft* (ex Spec, ex John Bowes) | 256 | | | | | | M. Paul & Co Dumbarton | | |
| 701 | — Iron Pad Sk | 160 | | 1884 J.T. Eltringham S. Shields | J.A. Platt | 116·0 19·6 10·4 | Sundrland British | L.1Cy.38"–56" | | |
| 90314 | *W. Sly* 87–87 (ex Frank Buckland) | 154 | | | | | | 75RH | | |
| MGKF | | 55 | | | | | | J.P. Rennoldson & Sns, S. Shl. | | |
| 702 | **Transit No. 1** Iron Sc Sr | 284 | | 18 54/69 Motala Co. Motala | Ångf. Aktieb. Södra Sverige (J.G. Setterwall) | 121·7 21·8 10·2 | Stockholm Swedish | 2Cy.18"&37½"–19½" | | |
| 579 | *H.A. Söderbergh* 97–97 1 Dk | 179 | | | | P67' H5*t* F24' | | 52NH | | |
| HGFB | | 210 | | | | | | Motala Co., Motala | | |
| 703 | **Transport** Iron Pad | 1536 | | 1880 Detroit Dry Dock Co. Wyandotte | Michigan Central R.R. Co. | 254·1 45·9 14·0 | Detroit, Mich. Utd. States | H.4Cy.28"–48" | | |
| 145971 | | — | | | | | | 168NH | | |
| | | 797 | | | | | | Detroit Dry Dock Eng. Wks. | | |
| 704 | — Iron Sc Sp | 186 | | 18 66/93 Göteborgs Mek. Verks. Gothenburg | Angf. Aktieb. Transport. (A.H. Borgström, *Mgr.*) | 101·1 21·6 10·0 | Karlstad Swedish | 2Cy.10½"&22½"–16" | | |
| 713 | *O.W. Andersson* –00 | 145 | | | | P28' H8*t* F13' | | NE & B71 17NH | | |
| JOBM | (ex Liljedahl, ex Edsvalla) 1 Dk | 97 | | | | | | Göteborgs M.V. Gothenbrg | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Dates of last Survey. | 6 Port of Survey. | 7 Trans. to Class. mem. Additional Equipment. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Engines to be classed. If not In L.R. Date of Roof Tests. | 16 Date when last Sur. last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 705 | **Transport** | **SteelSc** | 24 23 5 | ✠100A1 *River Tug* 4.03 | Sou | | 1903 4mo | G.Napier &Sons.Ld. Southamptn *Lloyd's SA&CP* | Bessey,Palmer& Blake | 53·0 | 12·4 | 5·8 BK4½ | Gt Yarmth British *1BHCem* | C.2Cy.9½″&19½″–12″ (*s*) 125lb 20RHP 1SB,*1pf*,GS15,HS370 G.Napier&Sons.Ld.Sou. | 6 | 2 | | |
| 706 | **Transvaal** | **SteelScSr** | 2745 2566 1721 | ✠100A1 *Spar dk* 2.04 BS3.04 | Shl | *u* | 1892 7mo | SirR. Dixon&Co. Middlesbro' *Lloyd's SA&CP* | BucknallSS.Lines, Ld.(BucknallBros. *Mgrs.*) *WB= Cell D B260′* | 309·6 P31′B34′ F36′ *588t A P T57t Tunnel* | 40·5 25·5 BK9″ | 17·5 *Tank87t* | London British *5BHAsp* | T.3Cy.24″,38½″&64″–42″ (*s*) 160lb *60lb* 283NHP 2SB.*6cf*,GS138,HS4495 T.Richardson&Sons,Hpl. | 20 ″ 0 s 5 ″ 11½ | | | ~~3.04~~ ~~5.05~~ N 7.05 |
| 707 | **Trautenfels** *P.Pfeiffer93–04* *2Dks(Stl Uteak s)&Webframes* *Elec.light* | **SteelScSr** | 4781 4380 3065 | ✠100A1 2,05 ~~3.05~~ | Flu Ham | *y* | 1904 5mo | Flensburgr Schiffsb.Ges. Flensburg *Lloyd's SA&CP* | DeutscheDmpfs-fahrtsGes.Hansa *WB= Cell D Ba121′ uE23′ f* | 389·8 R48′B119′F52′ | 51·5 BK10″ | 27·5 *175′980t Tween dk to aks a42′395t* | Bremen German *7BHCem* | Q4Cy23¾″33⅜″49¼″&72″–54″ 213lb *120lb* (*s*) 501NHP 3SB.*9cf*,GS154,HS6660 FD FlensburgerSchiffsb.Ges. *142′445t F P T75t A P T40t* | 30 ″ 3 s 6 4 | | | |
| 708 | **Trave** *Elec.light* | **SteelSc** *4Dks* | 5262 4714 2429 | | | | 1886 4mo | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 437·3 P30′ B140′ | 48·1 | 34·4 F72′ | Bremen German | T.3Cy.44″,70″&108″–72″ NB96 990NHP Fairfield Co.(Lim.),Gls. | | G | | |
| 709 | — *P.G.Meislahn89–94* *Well deck* | **IronScSr** *1Dk* *ssHam.No.3–2,83* | 616 464 381 | 2,83 | Ham | *i* | 1872 10mo | Reiherst'g Schiffsw. Hamburg | Hanseatische Dmpfsfahrts.Ges. | 192·5 P110′ F14′ | 25·0 FK | 19·7 *5BH* | Lübeck German | C.2Cy.21″&38″–26″ NB92 61NHP Reiherst.Maschinenf.Ham. | | G | | |
| *710* | **Traveler** *2Dks* | **WoodSc** | 438 388 248 | | | | 1871 | Sheboygan, Wis. | MidlandTowing& WreckingCo.Ld. | 140·0 | 24·0 | 12·0 | Toronto British | C.2Cy.25″&54″–36″ 146NHP F.W.Wheeler,W.BayCity | | | | |
| 711 | **Traveller** *R.N.Donald* –02 *ssLiv.No.3–8,00* *ssLiv.No.1–04* *1Dk(Irn)&Spar dk(Stl–ws)3tr B* | **SteelScSr** | 3042 2883 1931 | ✠100A1 *Spar dk* 5.04 | Liv | *u* | 1888 8mo | C.Connell &Co. Glasgow A&CP | CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) | 330·0 B80′F40′ | 40·0 BK10″ *WB= MT32′420t* | 28·0 *6BHCem* | Liverpool British | T.3Cy.24″,40″&66″–48″ (*s*) 160lb *80lb* NDB90 315NHP 2DB,*8cf*,GS145,HS4922 J.&J.Thomson,Glasgow | 21 ″ 5 s 6 8½ | BT till 7.04 | | 5.04 |
| 712 | — (*ex*StormCock) | **IronTwinSc** | 364 344 135 | | | … | 1883 | HM'Intyre &Co. Paisley | TheAdmiralty | 161·0 B67′ | 24·6 | 12·6 | London British | C.4Cy.25″&46″–30″ 193NHP J.Howden&Co.,Glasgow | 13 ″ 5 | | | |
| 713 | **Trawler Prince** *G.Grinnar97–97* *(Trawler)* *1Dk* | **SteelScK** | 126 117 20 | | | … | 1897 | J.T.Eltringham&Co South Shields | R.Irvin | 96·4 | 19·1 | 10·6 BK7″ | N.Shields British | C.2Cy.16″&34″–22″ 47RHP G.T.Grey,SouthShields | 11 ″ 0 | | | |
| 714 | **Trean** *1Dk* | **SteelScSr** | 828 — 480 | | | | 1903 | Hlsingbrgs Warfs Aktieb Helsingborg | Helsingborgs WarfsAktieb. | 191·8 Q67′B50′F19′ | 30·5 | 14·8 *WB* | | T.3Cy.14½″,23½″&39¾″–27″ 82NHP HelsingborgsWarfsAktieb. | | | | |
| 715 | **Treasury** *E.Jones* –01 ~~*ssLiv.No.1–01*~~ *1Dk(Stl)&pt Awng dk(Irn)* *ssBry.No.2–04* *&deep framing* | **SteelScSr** | 2956 2185 1885 | ✠100A1 *pt Awng dk with freeboard* ~~7.02~~ 8.04 | Npt Bry | *u* | 1896 3mo | Palmers' Co.(Lim.) Newcastle A&CP | Treasury SS.Co.Ld (W.Thomas~~&Co.~~ Sons&Co.,Ld.) *WB= Cell D Ba106′ f130′ 598t* | 325·0 P29′Q52′ *pt Awng dk244′* | 43·0 FK | 20·3 *APT43t* | Liverpool British *6BHCem* | T.3Cy.22½″,36½″&61″–42″ 160lb *100lb* (*s*) 245NHP 2SB,*6pf*,GS70,HS3724 Palmers'Co.(Lim.),Nwc. | 21 ″ 6 s 8 ″ 10 | | ~~8.04~~ N8.04 | |
| 716 | **Trebia** ~~*E.McDougall02–02*~~ *1Dk(Stl)&Spar dk(Stl)* *A.W.Hilton04–04* *&deep framing* | **SteelScSr** | 3586 3336 2343 | ✠100A1 *Spar dk* ~~10,04~~ 3.05 | N Yk Nwc | *w* | 1902 5mo | Russell& Co. Pt.Glasgow *Lloyd's SA&CP* | S.S.TrebiaCo.Ld. (Wm.Thomson& Co.) *WB= Cell D Ba* | 338·7 P26′B86′F30′ drp02 *110′ uE&B40′ f142′* | 46·0 25·7 FK | 17·9 *6BHCem* *805t A P T56t* | Liverpool British | T.3Cy.24″,40″&65″–45″ (*s*) 180lb *80lb* 304NHP 2SB,*6cf*,GS133,HS4700 J.G.Kincaid&Co.Greenock | 20 ″ 6 s 6 ″ 1 | | ~~12.03~~ ~~10.04~~ 3.05 | |
| 717 | **Tred Avon** *J.Geoghegan* | **CompSc** | 677 — 599 | | | | 1884 | Woodall& Co. Baltimore Md | Baltimore,Chesapeake&Atlantic RailwayCo. | 151·2 | 33·3 | 8·4 | Baltimore Utd. States | C.2Cy.20″&34″–26″ 49NHP | | | | |
| 718 Broken up | **Tredagh** *J.Ginnety* –03 *Elec.light* | **IronPadSr** 5thSurvey,Bel.6,92 *2Dks* | 901 798 365 | ✠ 6.92 | Bel | Lv | 1876 2mo | A.&J. Inglis Glasgow | Lancashire& YorkshireRly.Co. | 241·2 Q32′F35′ | 29·3 BK8″ | 15·8 *5BH* | Drogheda British | C.D.2Cy.48″&84″–72″ NB87 498NHP A.&J.Inglis,Glasgow | | | | |
| 719 | **Tredegar** *T.H.Mutter* –03 *Well deck* | **IronScSr** *1Dk2tr B* | 1342 1093 843 | | | … | 1881 | Palmers' Co.(Lim.) Newcastle | Tredegar SS.Co.Ld (Morel,Ld.) | 240·4 Q86′B50′F29′ | 33·3 FK | 16·5 *WB* | Cardiff British | C.2Cy.30″&57″–36″ 99RHP Palmers'Co.(Lim.),Nwc. | 19 ″ 0 | V | | |
| 720 | — *T.Cockle* –95 *Mchy.Aft* | **IronScSp** | 115 103 59 | | | | 1892 | G.K.Stothert&Co. Bristol | W.Galbraith | 97·3 | 17·6 | 8·2 | Bristol British | 1Cy.20″–18″ 35RHP G.K.Stothert&Co.,Bristol | | | | |
| 721 | **Trefusis** *W.Hollow* –02 *ssShl.No.3–1,02* *1Dk(pt Stl pt Irn)* *2tr B&pt Awng dk(Irn)* | **SteelScSr** | 2642 2023 1708 | ✠100A1 *pt Awng dk with freeboard* 3.04 BS5.04 ~~BS5.05~~ | Npt | *t* | 1893 4mo | J Readhead &Sons S.Shields A&CP | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB= Cell D B254′530t* | 299·0 P29′Q86′ drp03 *pt Awng dk183′* | 40·1 FK | 20·6 | St.Ives British *5BHCem* *APT32t* | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 232NHP 2SB,*6rf*,GS104,HS3422 J.Readhead&Sons,S.Shl. | 23 ″ 2 s 8 ″ 11 | | | N4.02 |
| 722 | — *H.Mitchell* –96 *Mchy.Aft* | **IronScSr** | ~~310~~ 320 250 164 ~~185~~ | ~~BS3.05~~ ✠ | ~~Bel~~ | | 1883 | W.Harkess &Son Middlesbro' | R.T.Michell&Co. | 140·0 Q44′B11′F17′ | 22·1 FK | 10·5 *WB* | Falmouth British | C.2Cy.20″&35″–24″ NB96 60RHP W.Allsup&Sons,Preston | 11 ″ 6 s 1 ″ 4 | | | |
| 723 | **Tregantle** *C.Blake01–03* *1Dk(pt Irn&pt Stl)2tr B&deep framing3Dk rule* | **SteelScSr** | 3091 2919 1991 | ✠100A1 *with freeboard* 8,01 ~~10,03~~ | Bry Cff | *u* | 1903 1mo | J.Readhead&Sons South Shields *Lloyd's SA&CP* | HainS.S.Co.Ld.(E. Hain &Son, *Mgrs.*) *WB= Cell D Ba* | 323·0 P31′B92′F32′ *106′ uE20′ f134′702t* | 47·1 FK | 23·7 | St.Ives British *5BHCem* *APT61t* | T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 281NHP 2SB,*6cf*,GS90,HS4445 J.Readhead&Sons,S.Shl. | 25 ″ 0 ~~4 ″ 6~~ s 4 ″ 3 | | | |
| 724 | **Tregarthen** *W.Stephens95–04* *1Dk(pt Irn&pt Stl)2tr B* | **SteelScSr** | 2171 2003 1376 | ✠100A1 ~~3,04~~ 3,04 | Shl ~~Cff~~ Bry | | 1904 3mo | J Readhead &Sons South Shields *Lloyd's SA&CP* | HainS.S.Co.Ld. (E.Hain&Son, *Mgrs.*) *WB= Cell D Ba* | 289·0 P29′B78′F32′ *88′ uE20′ f120′ 546t* | 43·0 FK | 20·1 *5BHCem* *APT20t* | St.Ives British | T.3Cy.22″,36″&60″–39″ (*r*) 180lb *80lb* 239NHP 2SB,*6cf*,GS92,HS3628 J.Readhead&Sons,S.Shl. | 21 ″ 5 s 3 ″ 3 | | | |
| 725 | **Tregenna** *I.Jackson* –03 *1Dk(pt Stl pt Irn)* *2tr B&pt Awng dk(Irn)* | **SteelScSr** ssShl.No.2–01 | 2623 1986 1691 | ✠100A1 *pt Awng dk with freeboard* 3.04 MS12,00 | Bry LMC BS7,03 | *t* | 1892 4mo | J.Readhead&Sons S.Shields *Lloyd's SA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB= Cell D B260′530t* | 298·4 Q86′P28′ *pt Awng dk182′* | 40·1 BK10″ | 20·1 | St.Ives British *5BHCem* *APT48t* | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* 232NHP 2SB,*6rf*,GS104,HS3420 J.Readhead&Sons,S.Shl. | 23 ″ 2 s ■ ″ 9 | | | 6.02 |

| Numéro d'Ordre / Numéro Officiel. | Nom du Navire. Matériaux. Gréement etc. — Capitaine. — Visites Périodiques. Nombres des Ponts. | Tonnage — Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. — Navire — Mach. | Par qui. — Où. | Armateurs | Dimensions d'après le Jaugeage. Longueur. | Largeur. | Creux. | Port d'Armement | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 726 | **Tregenna** — Iron Sc Sr | 1261 | ✠100 A1 | Shl | 1880 | J Readhead | R. Brown & Sons. | 245·0 | 32·7 | 18·0 | Leith | C.2Cy.28"&58"–36" (c) | 19 | 0 | | |
| 07 | *J. Smaith* 01–02 — *ss* Lth. No. 3–7,92 | 1021 | 11.02 | | 1mo | & Co. | Ltd. | 246 | B35' | F26' | | 70lb 140 NH | | | | |
| TBKD | *Well deck* — *ss* Ayr No. 2–99 | 805 | BS4.02 | MCA 9 | | S. Shields | | | | BS4½ | | 2SB, *4pf*, GS64 | | | | |
| | 1 *Dk*(*Irn*) 2 tr *B* | | | | | A&CP | | | | *WB* = *DBa* 71′ *f* 98 | | J. Readhead & Co., S. Shields | | | | |
| 727 | **Treglisson** — Steel Sc Sr | 2273 | ✠100 A1 | Shl | 1889 | J Readhead | Hain S.S. Co. Ld. (E. | 290·2 | 39·1 | 18·8 | St. Ives | T.3Cy.28"37½"&61½"–39" (r) | 21 | 5 | | |
| 91340 | ~~*A. Dixon* –00~~ | 1729 | 7.02 12,04 | Off | 10mo | & Sons | Hain & Son, *Mgrs.*) | 29′ Q82 | B118′ | | British | 160lb *80lb* NDB02 284 NH | 1 | 11½ | | |
| LHWJ | *Well deck* — 1 *Dk*(*Irn*) 2 tr *B* | 1461 | MSD.01 MS 7,04 | MC | | S. Shields | | 243′ | BK19 | | 5 *B H* Cem | 2SB, *6rf*, GS104, HS3490 | | | | |
| | *Haines* –04 | | | | | A&CP | *WB* = | *Cell D* | *B* 250′ | 300t | *APT* 40t | J. Readhead & Sons, S. Shl. | | | | |
| 728 | **Tregothnan** — Steel Sc Sr | 3075 | ✠100 A1 | Bry | 1903 | J Readhead | Hain S.S. Co. Ld. (E. | 423·0 | 47·1 | 23·7 | St. Ives | T.2Cy.24"40"&64"–42" (r) | 25 | 0 | | |
| 115646 | *J. Sincock* 86–03 | 2904 | *with freeboard* | | 4mo | & Sons | Hain & Son, *Mgrs.*) | P31′ | B92′ | F32′ | | 160lb *80lb* 281 NHP | 4 | 3 | | |
| TWRC | 1 *Dk*(*pt Irn & pt Stl*) 2 tr *B* & deep framing 3 *Dk* rule | 1988 | 12,04 7,08 | ✠ MC4 | | S. Shields | | | | BK | 5 *B H* Cem | 2SB, *6cf*, GS90, HS4445 | | | | |
| | | | | | *Lloyd's* | *SA&CP* | *WB* = *Cell H* | *Ba* 106′ | *uE* 20′ | *f* 134′ | 702t | *APT* 61t | J. Readhead & Sons, S. Shl. | | | |
| 729 | **Tregurno** — Steel Sc Sr | 2432 | ✠100 A1 | Bry | 1891 | J Readhead | Hain S.S. Co. Ld. (E. | 290·0 | 40·0 | 19·9 | St. Ives | T.3Cy.25",37½"&61½"–39" | 22 | 6 | | |
| 98244 | *T. Daniel* –92 — ~~with 1 No. 2–00~~ | 1861 | 8,01 4,03 | Shl | 9mo | & Sons | Hain & Son, *Mgrs.*) | P29′ Q82′ | B118′ | F33′ | British | 160lb *80lb* DB03(r) 234 NHP | 2 | 0½ | | |
| MHJD | 1 *Dk*(*pt Stl & pt Irn*) 2 tr *B* | 1564 | ~~Glasgow~~ | MC | | S. Shields | | | | BK17 | 5 *B H* Cem | 2SB, *6rf*, GS104, HS3490 | | | | |
| | *Well deck* — *ss* Shl. No. 3–8,04 | | ~~1904~~ | MS1.04 | | A&CP | *WB* = *Cell D B* | 248′ | 544t | | *APT* 41t | J. Readhead & Sons, S. Shl. | | | | |
| 730 | **Treherbert** — Iron Sc Sr | 1642 | | | 1883 | Palmers' Co. Newcastle | Treherbert S.S. Co. Ld. (Morel, Ld.) | 258·3 | 36·2 | 17·3 | Cardiff | C.2Cy.31"&60"–39" | 19 | 2 | V | |
| 87486 | *T. Enos* –01 | 1322 | | | | | | Q94′ | B60′ | F30′ | | 99 RHP | | | | |
| JBWK | *Well deck* (*ex* Penarth) — 1 *Dk* 2 tr *B* | 1032 | | | | | | | | FK | *W B* | Palmers' Co. (Lim.), Nwc. | | | | |
| 731 | **Trekieve** — *W. G. Michell* –04 — Steel Sc Sr | 3087 | ✠100 A1 | Bry | 1898 | J Readhead | Hain S.S. Co. Ld. (E. | 323·0 | 47·1 | 18·8 | St. Ives | T.3Cy.24"40"&64"–42" (r) | 25 | 0 | | |
| 104676 | ~~*D. Main* –01~~ | 2877 | *with freeboard* | | 7mo | & Sons | Hain & Son, *Mgrs.*) | P29′ B78′ | F32′ | 22 6 | British | 160lb *80lb* 278 NHP | 4 | 9 | | |
| QGCN | 1 *Dk*(*pt Irn & pt Stl*) 2 tr *B* & deep framing 3 *Dk* rule | 1983 | 10,04 ~~1,04~~ | MC | | South Shields | | | | FK | 5 *B H* Cem | 2SB, *6rf*, GS96, HS4866 | 3 | 4 | | |
| | | | | BS 0,04 | | A&CP | *WB* = *Cell D* | *Ba* 104′ | *uE* 20′ | *f* 132′ | 24t | *APT* 31t | J. Readhead & Sons, S. Shl. | | | |
| 732 | **Trelawny** — Steel Sc Sr | 1658 | ✠100 A1 | Bry | 1888 | J Readhead | Hain S.S. Co. Ld. (E. | 259·0 | 36·0 | 17·9 | St. Ives | T.3Cy.20½"33½"&55"–36" (r) | 20 | 6 | | |
| 91346 | *E. Richards* –03 — *ss* Shl. No. 3–4,00 | 1327 | 4,03 ~~8,04~~ | Shl | 3mo | & Co. | Hain & Son, *Mgrs.*) | Q98′ | B66′ | F33′ | British | 160lb *80lb* NDB00 181 NHP | 2 | 0 | | |
| KQPG | *Well deck* — *ss* Shl No. 1–05 — 1 *Dk*(*Irn*) 2 tr *B* | 1047 | ~~Glasgow~~ | MC | | S. Shields | | | | BK9½ | 5 *B H* Cem | 2SB, *4cf*, GS70, HS2701 | | | | |
| | *Floors & pt Inner bottom Irn* | BS 0,04 | ~~Liverpool~~ | MC 1.01 | | | | | | *WB* = *FPT* 35t | | J. Readhead & Co., S. Shields | | | | |
| 733 | **Treleigh** — Iron Sc Dandy | 347 | ✠100 A1 | Pnz | 1894 | J.P. Rennoldson & Sons | Bain, Sons & Co. | 140·0 | 23·6 | 9·7 | Penzance | C.2Cy.17"&34"–22" (s) | 10 | 6 | | |
| 96564 | *W. Connell* –96 — *ss* Pnz. No. 2–02 | 268 | 4.02 | | 1mo | | | Q50′ | B9′ | F19′ | British | 100lb 45 RHP | 1 | 4 | | |
| NJLG | *Mchy. Aft* — 1 *Dk*(*Irn*) | 174 | ~~Glasgow~~ | MC1.02 | | S. Shields | | | | BK6 | 3 *B H* Cem | 1SB, *2pf*, GS30, HS64 | | | | |
| | | | BS6.04 | | | | | | | *WB* = *FPT* 35t | | J. P. Rennoldson & Sns, S. Shl | | | | |
| 734 | **Trelleborg** — Steel Sc Sr | 676 | | | 1890 | Howaldts-werke Kiel | Trelleborgs Ångf. Nya Aktieb. (F. Malmros) | 179·8 | 29·5 | 13·5 | Trelleborg Swedish | T.3Cy.14½",22½"&36"–19½" | | | G | |
| | *C. R. Pählsson* 98–04 | 574 | | | | | | P89′ | F24′ | | | NB97 60 NHP | | | | |
| | (*ex* Bertha) — 1 *Dk* & *Web frames* | 418 | | | | | | | | | | Howaldtswerke, Kiel | | | | |
| 735 | **Treloske** — Steel Sc Sr | 3071 | ✠100 A1 | Shl | 1902 | J Readhead | Hain S.S. Co. Ld. (E. | 323·0 | 47·0 | 23·7 | St. Ives | T.3Cy.24",40"&64"–42" (r) | 25 | 0 | | |
| 115642 | *J. Hodge* 90–02 | 2905 | *with freeboard* | Bry | 10mo | & Sons | Hain & Son, *Mgrs.*) | P31′ | B92′ | F32′ | British | 160lb *80lb* 281 NHP | 4 | 6 | | |
| TRBQ | 1 *Dk*(*pt Irn & pt Stl*) 2 tr *B* & deep framing 3 *Dk* rule | 1976 | 12,04 ~~1,04~~ | ✠ MC10.02 | | South Shields | | | | FK | 5 *B H* Cem | 2SB, *6cf*, GS90, HS4446 | 4 | 3 | | |
| | | | | | *Lloyd's* | *SA&CP* | *WB* = *Cell H* | *Ba* 106′ | *uE* 20′ | *f* 134′ | 702t | *APT* 61t | J. Readhead & Sons, S. Shl. | | | |
| 736 | **Trelyon** — Steel Sc Sr | 3099 | ✠100 A1 | Bry | 1898 | J Readhead | Hain S.S. Co. Ld. (E. | 323·0 | 47·0 | 22·5 | St. Ives | T.3Cy.24",40"&64"–42" (r) | 25 | 0 | | |
| 104675 | *R. T. Stevens* –02 — *ss* Bry. No. 1–02 | 2893 | *with freeboard* | Off | 2mo | & Sons | Hain & Son, *Mgrs.*) | P29′ | B80′ | F32′ | British | 160lb *80lb* 278 NHP | 4 | 6 | | |
| PWNT | 1 *Dk*(*Irn*) 2 tr *B* & deep framing 3 *Dk* rule | 1990 | 7,04 ~~9,03~~ | ✠ MC1.02 | | S. Shields | | | | FK | 5 *B H* Cem | 2SB, *6rf*, GS115, HS4866 | 4 | 3 | | |
| | | | | BS6.04 | | A&CP | *WB* = *Cell D Bo* | 104′ | *uE* 20′ | *f* 132′ | 724t | *APT* 81t | J. Readhead & Sons, S. Shl. | | | |
| 737 | **Trematon** — Steel Sc Sr | 2171 | ✠100 A1 | Shl | 1904 | J Readhead | Hain S.S. Co. Ld. (E. | 289·2 | 43·0 | 20·2 | St. Ives | T.3Cy.22",36"&60"–39" (r) | 21 | 5 | | |
| 115648 | *T. Williams* 94–04 | 2005 | ~~7,04~~ 4,04 11,04 | Bry | 4mo | & Sons | Hain & Son, *Mgrs.*) | P29′ | B78′ | F32′ | British | 180lb *80lb* 239 NHP | 3 | 3 | | |
| VQNT | 1 *Dk*(*pt Irn & pt Stl*) 2 tr *B* | 1374 | ~~Glasgow~~ | ✠ MC1.01 | | South Shields | | | | FK | 5 *B H* Cem | 2SB, *6cf*, GS92, HS3628 | | | | |
| | | | | | *Lloyd's* | *SA&CP* | *WB* = *Cell D Ba* | 48′ | *uE* 20′ | *f* 120′ | 516t | *APT* 20t | J. Readhead & Sons, S. Shl. | | | |
| 738 | **Tremayne** — Iron Sc Sr | 1578 | ✠100 A1 | Shl | 1886 | J Readhead | Hain S.S. Co. Ld. (E. | 259·0 | 36·0 | 17·9 | St. Ives | C.2Cy.30"&58"–36" (s) | 19 | 1 | | S1,04 |
| 91344 | *J. James* –02 | 1253 | 11,04 ~~1,04~~ | | 6mo | & Co. | Hain & Son, *Mgrs.*) | Q100′ | B64′ | F33′ | British | 80lb *80lb* NDB99 160 NHP | 1 | 11½ | | |
| KGSC | *ss* Shl. No. 1–04 | 997 | ~~Glasgow~~ | ✠ MC1.01 | | S. Shields | | | | BK11 | 5 *B H* Cem | 2SB, *4pf*, GS70, HS2701 | | | | |
| | *Well deck* — 1 *Dk*(*Irn*) 2 tr *B* | | | | *Lloyd's* | *SA&CP* | *WB* = *Cell H* | 175′ | *uE* 20′ | *f* 72 | 340t | *APT* 16t | J. Readhead & Co., S. Shields | | | |
| 739 | **Tremont** — Steel Twin Sc Sr | 9606 | | | 1902 | Maryland Steel Co. Sparro' Pt Md | Boston S.S. Co. | 489·5 | 58·0 | 28·9 | Boston U.S.A. | T.6Cy.23½",39½"&66"–45" | | | CR | |
| 145934 | *T. W. Garlick* 02–02 | 6623 | | | | | | B178′ | | | | 533 NHP | | | | |
| KRSV | *Elec. light* — 3 *Dks* | 6195 | | | | | | | | | *WB* | Maryland Stl. Co. Sparr'. Pt | | | | |
| 740 | **Treneglos** — Iron Sc Sr | 1559 | ✠100 A1 | Bry | 1885 | J Readhead | Hain S.S. Co. Ld. (E. | 259·0 | 36·2 | 17·7 | St. Ives | C.2Cy.30"&58"–36" (r) | 18 | 11 | | 11,04 |
| 91342 | *J. Couch* –01 | 1231 | ~~7,04~~ ~~1,04~~ 1,05 | Xpt Off | 3mo | & Co. | Hain & Son, *Mgrs.*) | Q99′ | B64′ | F28 | British | 80lb *80lb* NDB97 160 NHP | 2 | 0 | | |
| JVDR | *Well deck* — 1 *Dk*(*Irn*) 2 tr *B* | 992 | ~~Glasgow~~ | ✠ MC8.01 | | S. Shields | | | | BK9 | 5 *B H* Cem | 2SB, *4pf*, GS68, HS2701 | | | | |
| | | | BS11.04 | | | A&CP | | | | *WB* = *DBa* 78′ *f* 72 | 340t | *APT* 16t | J. Readhead & Co., S. Shields | | | |
| 741 | **Trent** — Steel Sc Sr | 5525 | ✠100 A1 | Sou | 1900 | R. Napier & Sons, Ld. Glasgow | Royal Mail Steam Packet Co. | 410·0 | 50·0 | 23·3 | London | T.3Cy.37",58"&97"–66" (s) | 26 | 5 | 97 | 1,04 |
| 112664 | *A. C. Farmer* –03 — *ss* Sou. No. 1–04 | 4601 | *Spar dk* | | 1mo | | | P46′ | F74′ | 32 3 | British | 180lb *180lb* 1050 NHP | 11 | 0 | | |
| RMGF | 3 *Dks* (*U Stl* ~~ws~~) & *Spar dk* (*Stl* ~~teak s~~) | 3027 | ~~12,04 ~~ 4,05~~ | ✠ MC1.04 | | | | | | | 6 *B H* Asp | 6SB, *18cf*, GS348, HS15384 FD | | | | |
| | *Elec. light* *Ref. Mchy.* | | | | *Lloyd's* | *SA&CP* | *WB* = *Cell* | *Ba* 76′ | *uE* & *B* 105′ | *f* 149 | 5400t | | R. Napier & Sons, Ld. Gls. | | | |
| 742 | — — Steel Sc Sr | 474 | ✠100 A1 | Hul | 1900 | Selby S.B. & E. Co. Ld. Selby | E.P. Hutchinson | 160·1 | 26·0 | 12·5 | Hull | T.3Cy.12½",21½"&35"–24" (s) | 13 | 0 | | |
| 113578 | *C. F. Warrent* –02 | 370 | 1,04 | | 10mo | | | Q86′ | B9 | F28 | British | 160lb ~~*80lb*~~ *60lb* 60 RHP | 1 | 0 | | |
| SBQM | 1 *Dk*(*Stl*) | 267 | | ✠ MC10.00 | | A&CP | *WB* = | *Ba* 35′ | 11t | *FPT* 8t | 5 *B H* Cem | 1SB, *2pf*, GS44, HS1150 | | | | |
| | *Well deck* | | | | | | | | | | *APT* 1t | Shanks, Anderson & Co. Gls | | | | |
| 743 | — — Steel Sc Sk | 101 | | | 1884 | W. Head & Riley Hull | Gainsboro' United Stm. Packet Co. Ld. | 99·3 | 17·6 | 7·3 | Grimsby British | C.2Cy.13"&22"–18" | | | | |
| 91506 | | 91 | | | | | | Q9t | | | | 22 RHP | | | | |
| | *Mchy. Aft* | 57 | | | | | | | | | | Smith Bros. & Co., Glasgow | | | | |
| 744 | **Trentham Hall** — Steel Sc Sr | 4173 | ✠100 A1 | Npt | 1897 | Palmers' Co Newcastle | Hall Line, Ld. (R. Alexander & Co. | 380·0 | 45·2 | 29·2 | Liverpool | T.3Cy.24½",41½"&70"–45" (s) | 30 | 9 | | 8,05 |
| 106875 | *E. C. Laidlay* –03 — *ss* NYk. No. 1–01 | 3978 | 7,04 ~~1,04~~ | Liv | 10mo | | | P33′ | B78′ | F36′ | British | 200lb *90lb* 402 NHP | 6 | 6½ | | |
| PVCQ | 2 *Dks* (*Stl*) & *Web frames* | 2662 | ~~Glasgow~~ | ✠ MC8.02 | | A&CP | *WB* = *Cell D B* | 432′ | *uE* 24′ | 42½′ *M* | 7,000t | *APT* 116t | 2SB, *6pf*, GS116, HS5280 FD | | | |
| | | | | | | | | | | | | | Palmers' Co., Ld. Nwc. | | | |
| 745 | **Trentinian** — Steel Sc | 105 | | | 1895 | A Dietz Chantenay s/Loire | Messageries Fluviales de Cochinchine | 98·4 | 18·0 | 4·9 | Saigon French | C.2Cy.9"&15½"–11" | | | | |
| | *Le Mignon* | — | | | | | | B— | | | | Brissonneau 7 NHP | | | | |
| | 1 *Dk* & *Spar dk* | 65 | | | | | | | | | | 6 les & A. Lota, Nantes | | | | |
| 746 | **Tresco** — Steel Sc Sr | 2595 | ✠100 A1 | N Yk | 1889 | Tyne I.S.B. Co. (Lim.) Newcastle | S.S. Tresco Co. Ld. (E.C. Thin) | 300·0 | 41·0 | 19·6 | Liverpool | T.3Cy.23",38"&61"–42" (s) | 22 | 2 | | |
| 98372 | ~~*W. H. Hardisty* –01~~ | 2031 | 11,04 ~~Lloyd's~~ | | 10mo | | | P29′ | Q84′ | B124′ | British | 160lb *80lb* NDB01 249 NHP | 2 | 2 | | |
| LKBS | *Well deck* — *ss* Liv. No. 3–6,01 | 1681 | ~~Glasgow~~ | ✠ MC8.01 | | | | 127′ | | FK | 6 *B H* Cem | 2SB, *6pf*, GS110, HS3860 | | | | |
| | 1 *Dk*(*pt Irn pt Stl*) | | | | | | | | | | | | | | | |
| | *Dixon* –04 — & *Web frames* | | | | | | *WB* = *Cell* | *B* 252′ | | | 577t | *FPT* 11t | Walland Slip. C. (Lim.) Nwc | | | |

Your name" Helios," See No. 70 in Sta[illegible]

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under Deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Hon. expired. Equipment. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections. &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed. If not in L. R. Date of L. R. Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 747 | **Tresillian** | **SteelScSr** | 3585 | †100A1 | Bry | *r* | 1899 | J.Readhead | HainS.S.Co.Ld.(E. | 341·0 \| 46·7 \| 26·0 | St.Ives | T.3Cy.24″,40″&65″–45″ (r) | 27 ″ 4 | | N1,03 |
| 104677 | *J.D.Luke* 94–99 | *ss*Cff.No.1–04 | 3368 | *with freeboard* | | | Smo | & Sons | Hain&Son, *Mgrs.* | P29′B84′F32′ | British | 160lb *80lb* 293NHP | ~~s 5 ″ 6½~~ | | |
| RBSQ | 1 *Dk*( *pt Irn*& *pt Stl*)*2tr B&* | | 2309 | ~~3,07 1,04~~ | | | | S.Shields | | FK | 6 *BHCem* | 2SB,*6rf*,GS104,HS4557 | s 5 ″ 1½ | | |
| | *deep framing* 3 *Dk rule* | | | | | | | A&CP | | 114′*u* E20′*f* 140′ 840*t* | *APT35t* | J.Readhead&Sons,S.Shl. | | | |
| 748 | **Trevalgan** | **SteelScSr** | 2420 | †100A1 | Bry | *s* | 1890 | J.Readhead | HainS.S.Co.Ld.(E. | 290·5 \| 40·0 \| 19·8 | St.Ives | T.3Cy.23″37½″&61½″–39″(r) | 22 ″ 6 | | ~~3,04~~ |
| 88240 | *E.Webb* –04 | *ss*Shl.No.3–3,03 | 1857 | ~~10,04 1,05~~ Cff | | | 3mo | &Sons | Hain&Son. *Mgrs.*) | P28′Q82′B118′ | British | 160lb *80lb* NDB03 234NHP | s 2 ″ 1½ | | 1,05 |
| DQCJ | *Well deck* | 1 *Dk*( *Irn*)*2tr B* | 1567 | | | | | S.Shields | | F33′ BK10′ | 6 *BHCem* | 2SB,*6rf*,GS104,HS3490 | | | |
| | | | | | | | | A&CP | | *WB = Cell D*b250′515*t* | *APT41t* | J.Readhead&Sons,S.Shl. | | | |
| 749 | **Trevanion** | **SteelScSr** | 2437 | †100A1 | Bry | *s* | 1891 | J.Readhead | HainS.S.Co.Ld.(E. | 290·0 \| 40·1 \| 19·9 | St.Ives | T.3Cy.23″,37½″&61½″–39″ | 22 ″ 6 | | 1,04 |
| ~~98245~~ | ~~*Gadgirne* 04~~ | ~~*ss*Shl.No.2–04~~ | 1862 | ~~10,02~~ 2,05 Cff | | | 11mo | &Sons | Hain&Son. *Mgrs.*) | P29′Q82′B118′ | British | 160lb ~~*80lb*~~ (r) 234NHP | s 2 ″ 0½ | | |
| MJWN | *Well deck* | 1 *Dk*( *pt Stl pt Irn*)*2tr B* | 1566 | | | | | S.Shields | | F33′ BK10′ | 6 *BHCem* | 2SB,*6rf*,GS104,HS3491 | | | |
| | *James* | *ss*Bry.No.3–12,04 | | | | | | A&CP | *WB = Cell D B* 248′ 544*t* | | *APT41t* | J.Readhead&Sons,S.Shl. | | | |
| | | | | | | | | | | | | NDB04 *80lb* | | | |
| 750 | **Trevarrack** | **SteelScSr** | 2098 | †100A1 | Cff | *r* | 1895 | J.Readhead | HainS.S.Co.Ld.(E. | 284·3 \| 39·0 \| 16·8 | St.Ives | T.3Cy 20½″,33½″&55″–36″ | 19 ″ 0 | | 10,02 |
| 104672 | *E.Hain* 90–02 | ~~*ss*Cff.No.1–07~~ | 1526 | *pt Awng dk* | Bry | | 5mo | &Sons | Hain&Son. *Mgrs.*) | P28′Q76′ | British | ~~160lb~~ *80lb* (r) 185NHP | s 8 ″ 2½ | | |
| NVFC | 1 *Dk*( *pt Stl pt Irn*)*2tr B&* | | 1344 | *with freeboard* | | | | S.Shields | | *pt Awng dk* 180′ FK | 5 *BHCem* | 2SB,*4rf*,GS70,HS2824 | | | |
| | *ss*Cff.No.2–04 | *pt Awng dk*(*Irn*) | | 1,06 ~~,08~~ | | | | A&CP | *WB = Cell D Ba* | 30*n E* & *B* 42′ *f* 110′ | 481*t APT26t* | J.Readhead&Sons,S.Shl. | | | |
| 751 | **Trevaylor** | **SteelScSr** | 2426 | †100A1 | Bry | *s* | 1890 | J.Read- | E.Hain&Son | 290·4 \| 40·0 \| 19·8 | St.Ives | T3Cy.23″,37½″&61½″–39″(r) | 22 ″ 6 | | N11,01 |
| 98245 | *W.N.Stephens* –04 | *ss*Shl.No.3–9,02 | 1857 | 8,04 ~~7,03~~ | Cff | | 7mo | head&Sons | | P28′Q82′B118′ | British | 160lb *80lb* NDB02 234NHP | s 2 ″ 1½ | | |
| LSVN | *Well deck* | 1 *Dk*( *Irn*)*2tr B* | 1572 | | | | | S.Shields | | F33′ BK10′ | 6 *BHCem* | 2SB,*6pf*,GS104,HS3490 | | | |
| | | | | ~~B&S 04~~ | | | | A&CP | *WB = Cell D B* 250′ 545*t* | | *APT41t* | J.Readhead&Sons,S.Shl. | | | |
| 752 | **Trevean** | **SteelScSr** | 3081 | †100A1 | Bry | *u* | 1902 | J.Read- | HainS.S.Co.Ld.(E. | 323·0 \| 47·1 \| 23·7 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 25 ″ 0 | | 4,05 |
| 115643 | *J.Blackie* 94–02 | | 2909 | *with freeboard* | | | 11mo | head&Sons | Hain&Son, *Mgrs.*) | P31′B92′F32′ | British | 160lb *80lb* 281NHP | ~~s 4 ″ 8~~ | | |
| TRSK | 1 *Dk*( *pt Irn*&*pt Stl*)*2tr B*&*deep framing* | | 1989 | 4,05 ~~4,06~~ | | | | S.Shields | | FK | 5 *BHCem* | 2SB,*6cf*,GS90,HS4445 | s 4 ″ 3 | | |
| | 3 *Dk rule* | | | | | | *Lloyd's* | *SA&CP* | *WB = Cell D* | *Ba* 106′ *u* E20′ *f* 134 | 702*t APT61t* | J.Readhead&Sons,S.Shl. | | | |
| 753 | **Trevelyan** | **SteelScSr** | 3066 | †100A1 | Cff | *u* | 1894 | J.Readhead | HainS.S.Co.Ld.(E. | 321·5 \| 41·5 \| 21·8 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 24 ″ 4 | | N5,03 |
| ~~98250~~ | ~~*Guildhead* 05~~ | *ss*Bry.No.2–03 | 2397 | *pt Awng dk* | Bry | | 1mo | &Sons | Hain&Son. *Mgrs.*) | P29′Q98′ | British | 160lb *80lb* 281NHP | s 9 ″ 4½ | | |
| NJLQ | 1 *Dk*( *pt Stl pt Irn*)*2tr B*&*deep framing* | | 1986 | *with freeboard* | | | | S.Shields | | *pt Awng dk* 194′ FK | 5 *BHCem* | 2SB,*6rf*,GS116,HS4445 | | | |
| | *E.C.Strike* –05 | &*pt Awng dk*(*Irn*) | | 8,05 ~~,08~~ | | | | A&CP | *WB = Cell D B* 276′ | | 692*t APT36t* | J.Readhead&Sons,S.Shl. | | | |
| 754 | **Trevessa** | **SteelScSr** | 3566 | †100A1 | Bry | *r* | 1899 | J.Read- | HainS.S.Co.Ld.(E. | 341·0 \| 46·7 \| 26·0 | St.Ives | T.3Cy.24″,40″&65″–45″ (r) | 27 ″ 4 | | N1,03 |
| 104678 | *J.Quiller* 98–99 | *ss*Bry.No.1–04 | 3354 | *with freeboard* | | | 10mo | head&Sons | Hain&Son, *Mgrs.*) | P29′B84′F32′ | British | 160lb *80lb* 293NHP | ~~s 5 ″ 6½~~ | | |
| RJLQ | 1 *Dk*( *pt Irn*&*pt Stl*)*2tr B*&*deep framing* | | 2296 | 1,05 ~~1,08~~ | | | | S.Shields | | FK | 6 *BHCem* | 2SB,*6rf*,GS104,HS4557 | s 5 ″ 1½ | | |
| | 3 *Dk rule* | | | ~~M&S 04~~ | | | | A&CP | *WB = Cell D Ba* | 114′*u* E20′*f* 140′ 840*t* | *APT35t* | J.Readhead&Sons,S.Shl. | | | |
| 755 | **Trevethick** | **IronSc3MstSr** | 758 | | | ... | 1866 | Palmers' Co. Newcastle | W.Cory&Son,Ld. | 201·5 \| 28·5 \| 17·4 Q56′ BK7′ | Newcastle British *WB* | C.2Cy.26″&51″–30″ NE73 NB99 99RHP | 18 ″ 6 s 3 ″ 3 | | |
| 81394 | *R.B.Gillespie* –98 | | 688 | | | | | | | | | Vic.D.E.W.Co.(Lim.),Lon. | | | |
| HTDB | *Mchy. Aft* | 1 *Dk 2tr B* | 439 | | | | | | | | | | | | |
| 756 | **Trevethoe** | **SteelScSr** | 2097 | †100A1 | Bry | *r* | 1895 | J.Readhead | HainS.S.Co.Ld.(E. | 284·3 \| 39·0 \| 16·8 | St.Ives | T.3Cy.20½″,33½″&55″–36″(r) | 19 ″ 0 | | N12,02 |
| 104671 | *F.Robbins* –97 | *ss*Bry.No.2–04 | 1526 | *pt Awng dk* | Cff Npt | | 5mo | &Sons | Hain&Son, *Mgrs.*) | P28′Q76′ | British | 160lb *80lb* 185NHP | s 8 ″ 2½ | | |
| NTMR | 1 *Dk*( *pt Stl*&*pt Irn*)*2tr B&* | | 1844 | *with freeboard* | | | | S.Shields | | *pt Awng dk* 180′ FK | 5 *BHCem* | 2SB,*4rf*,GS70,HS2824 | | | |
| | *pt Awng dk*(*Irn*) | | | ~~7,01 1,04~~ 5,05 | | | | A&CP | *WB = Cell D Ba* | 90′ *u E* & *B* 42′ *f* 110 | 481*t APT26t* | J.Readhead&Sons,S.Shl. | | | |
| 757 | **Trevider** | **SteelScSr** | 3082 | †100A1 | Bry | *u* | 1902 | J.Readhead | HainS.S.Co.Ld.(E. | 323·0 \| 47·0 \| 23·6 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 25 ″ 0 | | |
| 115641 | *J.Hain* 88–02 | | 2914 | *with freeboard* | | | 9mo | &Sons | Hain&Son, *Mgrs.*) | P31′B92′F32′ | British | 160lb *80lb* 281NH | s 4 ″ 3 | | |
| TPRB | 1 *Dk*( *Irn*&*pt Stl*)*2tr B&deep framing* | | 1990 | 3,04 | | | | South Shields | | FK | 5 *BHCem* | 2SB,*6cf*,GS90,HS4445 | | | |
| | 3 *Dk rule* | | | | | | *Lloyd's* | *SA&CP* | *WB = Cell D Ba* | 106′ *u* E20′ *f* 134′ 702*t* | *APT61t* | J.Readhead&Sons,S.Shl. | | | |
| 758 | **Trevilley** | **SteelScSr** | 3112 | †100A1 | Bry | *u* | 1897 | J.Read- | HainS.S.Co.Ld.(E. | 323·0 \| 47·1 \| 22·6 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 25 ″ 0 | | ~~N1,04~~ |
| 104674 | *S.Gregory* –03 | *ss*Cff.No.1–01 | 2916 | *with freeboard* | | | 3mo | head&Sons | Hain&Son. *Mgrs.*) | P29′B76′F36′ | British | 160lb *80lb* 278NHP | ~~s 4 ″ 9~~ | | 2,05 |
| PQFC | 1 *Dk*( *Irn*) *2tr B*&*deep framing* 3 *Dk rule* | | 1983 | 2,05 ~~1,04~~ | | | | South Shields | | FK | 5 *BHCem* | 2SB,*6rf*,GS89,HS4366 | s 4 ″ 4 | | |
| | | | | ~~M&S 04~~ | | | | A&CP | *WB = Cell D* | *Ba* 104′ *u E* 24′ *f* 130′ | 701*t APT31t* | J.Readhead&Sons,S.Shl. | | | |
| 759 | **Trevorian** | *Woolcock* **SteelScSr** | 2270 | †100A1 | Sws | *s* | 1889 | J.Readhead | HainS.S.Co.Ld.(E. | 290·0 \| 39·0 \| 18·8 | St.Ives | T.3Cy.23″,37½″&61½″–39″ | 21 ″ 5 | | 10,01 |
| 91348 | ~~*Blythe*~~ | *ss*Shl.No.3–3,01 | 1713 | 7,01 ~~9,03~~ | Cff | | 4mo | &Co. | Hain&Son. *Mgrs.*) | P28′Q82′B118′ | British | 160lb *80lb* NDB01(r) 234NHP | s 1 ″ 11½ | | |
| LCSD | *Well deck* | 1 *Dk*( *Irn*) *2tr B* | 1443 | | | | | S.Shields | | F33′ BK10′ | 6 *BHCem* | 2SB,*6rf*,GS107,HS3490 | | | |
| | | | | ~~M&S 04~~ | | | *Lloyd's* | *SA&CP* | *WB = Cell D B* 250′ 515*t* | | *APT41t* | J.Readhead&Co.,S.Shields | | | |
| 760 | **Trevose** | **SteelScSr** | 3112 | †100A1 | Bry | *u* | 1896 | J.Read- | HainS.S.Co.Ld.(E. | 323·5 \| 47·1 \| 22·6 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 25 ″ 0 | | 5,04 |
| 104673 | *W.S.Roach* –98 | *ss*Cff.No.1–00 | 2912 | *with freeboard* | | | 4mo | head&Sons | Hain&Son, *Mgrs.*) | P29′B76′F36′ | British | 160lb *80lb* 278NHP | ~~s 4 ″ 9~~ | | |
| PGNV | 1 *Dk*( *pt Irn pt Stl*)*2tr B&deep framing* | | 1995 | 3,03 | | | | South Shields | | FK | 5 *BHCem* | 2SB,*6rf*,GS107,HS4374 | s 4 ″ 4½ | | |
| | 3 *Dk rule* | | | ~~Bungalo~~ | | | | A&CP | *WB = Cell D Ba* | 104′ *u E*& *B* 40′ *f* 130′ | 756*t APT31t* | J.Readhead&Sons,S.Shl. | | | |
| 761 | **Trewellard** | **SteelScSr** | 2269 | †100A1 | Cff | *s* | 1889 | J.Readhead | HainS.S.Co.Ld.(E. | 290·0 39·0 18·8 | St.Ives | T.3Cy.23″,37½″&61½″–39″(s) | 21 ″ 5 | | N4,03 |
| 91347 | ~~*E.C.Strike* 03~~ | *ss*Shl.No.3–7,02 | 1714 | 3,04 | | | 3mo | &Co. | Hain&Son, *Mgrs.*) | P29′ Q82′ B18′ F33′ | British | 160lb ~~*80lb*~~ *70lb* 234NHP | s 1 ″ 11½ | | |
| LCFI | *Well deck* | 1 *Dk*( *Irn*) *2tr B* | 1452 | | | | | S.Shields | | BK10′ | 6 *BHCem* | 2SB,*6rf*,GS107,HS3490 | | | |
| | *J.B.Stoddon* | | | ~~B&S 04~~ | | | *Lloyd's* | *SA&CP* | | *WB = Cell* | *DB*250′515*t* | J.Readhead&Co.,S.Shields | | | |
| 762 | **Trewidden** | **SteelScSr** | 2613 | †100A1 | Bry | *t* | 1892 | J.Readhead | HainS.S.Co.Ld.(E. | 298·5 \| 40·1 \| 20·1 | St.Ives | T.3Cy.23″,37½″&61½″–39″ | 23 ″ 2 | | ~~N4,00~~ |
| 98246 | *J.Symons* –02 | ~~*ss*Shl.No.2–01~~ | 1989 | *pt Awng dk* | Shl | | 1mo | &Sons | Hain&Son, *Mgrs.*) | P28′Q86′ BK10′ | British | 160lb ~~70lb~~ 234NHP | s 8 ″ 8 | | 6,04 |
| MLGF | 1 *Dk*( *pt Stl pt Irn*)*2tr B* | | 1683 | *with freeboard* | | | | S.Shields | | *pt Awng dk* 182′ | 5 *BHCem* | 2SB,*6rf*,GS104,HS3491 (r) | | | |
| | *ss*Shl No.3–11,04 &*pt Awng dk*(*Irn*) | | | 11,04 ~~,07~~ | | | | A&CP | *WB = Cell D B* 260′ 530*t* | | *APT 48t* | J.Readhead&Sons,S.Shl. | | | |
| | | | | ~~M&S 04~~ | | | | | | | | NDB04 *80lb* | | | |
| 763 | **Trewyn** | **SteelScSr** | 3084 | †100A1 | Bry | *u* | 1903 | J.Readhead | HainS.S.Co.Ld. | 323·0 \| 47·1 \| 23·7 | St.Ives | T.3Cy.24″,40″&64″–42″ (r) | 25 ″ 0 | | 4,05 |
| 115645 | *S.Gorley* 99–03 | | 2916 | *with freeboard* | ~~Cff~~ | | 3mo | &Sons | E.Hain&Son, | P31′B92′F32′ | British | 160lb *80lb* 281NHP | ~~s 4 ″ 8~~ | | |
| TWBK | 1 *Dk*( *pt Irn*&*pt Stl*)*2tr B* | | 1989 | ~~10,04 11,03~~ | | | | South Shields | *Mgrs.*) | FK | 5 *BHCem* | 2SB,*6cf*,GS90,HS4445 | s 4 ″ 3 | | |
| | &*deep framing* 3 *Dk rule* | | | 4,06 | | | *Lloyd's* | *SA&CP* | *WB = Cell D B* | *a* 106′ *u E* 20′ *f* 134′ | 702*t APT61t* | J.Readhead&Sons,S.Shl. | | | |
| 764 | **Trial** | **Steel&IronScSr** | 458 | †100A1 | Bel | *h* | 1890 | M'Ilwaine | W.A.Grainger | 174·5 \| 26·1 \| 12·4 | Belfast | C.2Cy.17″,27″&44″–30″ (s) | 13 ″ 6 | | ~~N3,04~~ |
| 93419 | *M.Ferguson* –04 | *ss*Bel.No.3–5,02 | 266 | ~~10,04 5,04~~ 5,05 | | | 5mo | & M'Coll.Ld. | | Q20′ B48′ F27′ | British | 160lb *60lb* 98RHP | s 1 ″ 2½ | | 3,05 |
| LSJG | (*ex* Strait Fisher) | | 134 | | | | | Belfast | | BK7′ | 6 *BHCem* | 1SB,*3cf*,GS54,HS1482 | | | |
| | 1 *Dk*(*Irn*) *Stl plating*&*Irn framing* | | | | | | *Lloyd's* | *SA4CP* | *WB = DBf* 17′&*u* | *E*& *B* 36′ 89*t FPT12t* | *APT32t* | M'Ilwaine&M'Coll,Ld.Bel. | | | |
| 765 | **Triana** | **IronSc3MstSr** | 748 | † | Npt | | 1877 | Schlesingr, | Ybarra&Co. | 199·7 \| 28·3 \| 15·0 | Seville | C.2Cy.25″&45″–33″ | | | |
| | *G.Zalvidea* 90–91 | | 606 | 2,80 | | | 3mo | Davis&Co. | | Q79′ B42′ F23′ | Spanish | NB00 97NHP | | | |
| JSLT | *Well deck* (*ex* Mora) | 1 *Dk 2tr B* | 507 | | | | | Newcastle | *WB = DBa* 58′*f* 66′ drp 7′8 | | 4 *BHCem* | R.&W.Hawthorn,Nwc. | | | |

| Numéro Officiel. | Nom du Navire. Capitaine. Visites Périodiques. | Ex-nom, s'il y a lieu. Nombres des Ponts | Tonnage Brut. Net. | Détails de la Classification. Cote. | Mach. | | Construit. Quand. Où. | Armateurs. | Dimensions d'après Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. NHP = Force en chevaux d'après les formules. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 766 | **Tricoupis** | **SteelScSr** | 2370 / 1791 / 1534 | ✠100A1 pt Awng dk with freeboard | Msl | s | 1892 6mo | R. Dixon & Co. Middlesbro' A&CP | P.G.Cicellis — *WB = Cell I* | 295·0 / P146 | 40·0 / 328t | 18·0 / APT47t | Syra Greek | C.3Cy.22″,36½″&59″–39″ (s) 160lb *80lb* NDB04 219NHP 2SB,*6cf*,gs94,hs3300 Blair&Co.(Lim.),Stockton | 20 | 2 |
| 767 | **Trident** | **SteelScSr** | 3129 / 2852 / 2036 | ✠100A1 Bry | | v | 1902 9mo | Richardsn. Duck&Co. Stockton *Mgrs.*) *Lloyd's SA&CP* | Hall Bros. S.S.Co. Ld. (Hall Bros. *B = Cell DBa* 112′ | 325·3 / P31′B90′F33 / *uEs* B42 *f* 132′ 75*8t* | 45·6 / FK | 23·7 / *APT102t* | Newcastle British 6 *BHCem* | C.3Cy.28″,38″&62½″–42″ 160lb *100lb* 256NHP 2SB,*6rf*,gs106,hs3900 Blair&Co.Ld Stockton | 26 | 4 |
| 768 | — | **SteelScK** | 80 / 75 / 33 | ✠100A1 *For Fishing purposes* | Abn | | 1902 7mo | Smith's Dock Co.Ld North Shields *Lloyd's SA&CP* | J. Pirie | 80·0 / BK6″ *WB* | 18·1 | 8·3 / *FPT2t* | Banff British 3 *BHCem* | C.2Cy.10½″&28″–16″ (s) 125lb 22RHP 1SB,*2pf*,gs17,hs476 MacColl&Pollock,Sld. | 9 | 0 |
| 769 | **Tridente** | **SteelPadSr** | 719 / 370 / 510 | | | | 1880 | W. Denny & Bros. Dumbarton | N.Mihanovich | 184·8 / P96*t* | 27·1 / F49*t* | 10·7 | Concordia Argentine | C.D.2Cy.31½″&55″–48″ 175NHP Denny&Co.,Dumbarton | | |
| 770 | **Trieste** | **SteelScSr** | 5095 / 4596 / 3203 | ✠100A1 Tri | | y | 1897 8mo | Lloyd Austriaco Trieste *WB =* | Lloyd Austriaco *Cell DBa* 112′ *uEs* | 400·0 / P86′B140′F49 / B77′ *f* 152′ 76*4t* | 48·1 / FK | 30·1 / *FPT* 42*t* *APT* 20*t* | Trieste Aust.-Hung. 6 *BHCem* | T.3Cy.29½″,47″&76″–54″ (s) 170lb *170lb* 555NHP 2DB,*12cf*,gs215,hs8076 FD Lloyd Austriaco,Trieste | 48 | 0 |
| 771 | — | **IronScSr** | 1512 / 1365 / 974 | ✠100A1 Liv | | q | 1883 2mo | Whitehvn S.B.Co. Whitehaven *Lloyd's SA&CP* | S.S.Trieste Co.Ld. (W.H.Stott&Co.) *WB = DBa* 70′ | 255·7 / P48′B57′F33′ / *f* 64′ 237*t* | 34·3 / BK9½″ | 20·7 / *BHCem* *APT24t* | Liverpool British 5 *BHCem* | C.2Cy.30″&60″–39″ (s) 80lb *100lb* NDB94 178NHP 2SB,*6pf*,gs190,hs3000 Dunsmuir&Jackson,Gls. | 22 | 0 |
| 772 | **Triestino** | **IronScSr** | 1505 / 1326 / 922 | ✠ 4.75 | Lth | Lv | 1871 12mo | M. Pearse & Co. Stockton | Triestino S.S.Co. Ld. (F. Matijevich) *WB = DBa APT FPT* | 249·5 / Q183*t* | 33·7 / lrp73*t* | 21·0 / *BH* | Trieste Aust.-Hung. 4 *BH* | C.2Cy.30½″&61″–39″ 194NHP Blair&Co.Ld.,Stockton | | A |
| 773 | **Trifels** | **SteelScSr** | 4714 / 4459 / 3020 | ✠100A1 2.05 4·04 | Gst Ham | y | 1904 4mo | J.C. Tecklenborg A.G Geestemünde *Lloyd's SA&CP* *WB = Cell I* | Deutsche Dmpfs-fahrts.Ges. Hansa | 389·4 / P30′B117′F50′ / *Ba* 113′ *uE&B* 52′ *f* | 51·5 / BK11 | 27·5 / 169′816*t* *Tween dkto* | Bremen German 6 *BHCem* *nks a* | Q.4Cy.24″,34½″,50″&72½″–53⅞″ 214lb *121lb*(s)505NHP 4SB,*9cf*,gs155,hs6669 FD J.C.Tecklenborg A.G.Gst. 22′384′ *f* 40′421*t* *FPT* 120*t* *APT* 42*t* | 30 | 3 |
| 774 | **Triglav** | **SteelSc** | 992 / 771 / 618 | ✠100A1 6.03 | HKg | m | 1898 11mo | Lloyd Austriaco Trieste *WB = Cell DBa* | C.Gorup — 66′ *uE* 16′ 142*t* *FPT* | 209·0 / Q78′B47′F25′ | 29·2 / FK | 14·4 / *APT10t* | Trieste Aust.-Hung. 1 *BHCem* 34*t* | T.3Cy.15½″,25″&41″–28½″ 170lb 112NHP 2SB,*4cf*,gs63,hs1981 Lloyd Austriaco,Trieste | 15 | 5 |
| 775 | **Trignac** | **SteelScSr** | 2475 / 1939 / 1323 | | | | 1903 | Ch. Nantais de Const. Mar. Nantes | Soc. Anon. des Chargeurs de l'Ouest — *WB =* | 282·6 / P19′Q88′H62′F29′ | 40·6 / FK | 19·6 / *FPT* | Nantes French | T.3Cy.20½″,36⅞″&60½–39½″ 228NHP Schneider&Co.Creusot | | V |
| 776 | **Trigonia** | **SteelSc3MstSr** | 1667 / 1322 / 1069 | ✠100A1 *Trunk dk* 4.04 *Carrying Petroleum in bulk* *Fitted for liquid fuel* | Sng | p | 1898 8mo | Armstrong Whitworth & Co.Ld. Newcastle *Lloyd's SA&CP* | Ned.Indische Nederl.Indische Tankstoomboot Mats *WB = FPT* 101*t* | 242·0 / P85′F37′ | 40·2 / FK | 17·3 / 8·98 | Batavia Dutch 9 *BHCem* *APT* 89*t* | C.2Cy.30″&63″–39″ (s) 1000lb *100lb* NDB03 217NHP 2SB,*6pf*,gs123,hs3734 Willsnd.Slpwy.Co.Ld.Nwc | 17 | 4 |
| 777 | **Trilby** | **WoodTwinScK** | 129 / 117 / 75 | | | | 1896 | R. Davis Brisbane Water,NSW | N.Cain | 87·4 | 22·2 | 7·8 | Sydny NSW British | C.4Cy.9″&16″–12″ NE&B98 24RHP Plenty&Son,Newbury | | |
| 778 | **Tringganu** | **IronScSr** | 986 / 865 / 606 | | | | 1890 | W H Potter & Sons Liverpool | Norddeutscher Lloyd | 235·7 / P28 | 34·2 / B58′F40′ | 15·4 | Bremen German | C.2Cy.21½″&46″–36″ 106NHP Fawcett Preston&C.Ld.Liv | | |
| 779 | **Trinidad** | **IronScSr** | 2592 / 1571 / 1354 | ✠100A1 *Shade dk* with freeboard 1.05 | NYk | s | 1884 10mo | J. Laing Sunderland A&CP | Quebec S.S.Co.Ld. — *WB = DBa* 80′ | 310·0 / len93 pt ND93 | 37·1 / 28·3 / BK9½″ | 19·8 / *f* 36′ 248*t* | London British 4 *BHCem* *FPT* 30*t* | T.3Cy.30″,48″&78″–48″ (s) 165lb 583NHP 2D &2SB *18cf* gs387 hs11050 G.Clark(Lim.),Sunderland | 21 | 3 |
| 780 | — | **IronScSr** | 1026 / 1018 / 714 | ✠ 10.99 | Off | n | 1874 4mo | J.L.Thmpson Sunderland | Cia. Santurzana de Nav. (I.Lafita, *Mgr.*) — *WB =* | 221·6 / BK8″ | 30·5 / *DBa* 65′ | 20·7 / *f* 42′ | Bilbao Spanish 3 *BHCem* | C.2Cy.27″&61″–33″ NDB96 NB82 115NHP 1SB,*3pf*,hs1936 J. Dickinson,Sunderland | 21 | 9 |
| 781 | — | **IronScK** | 147 / 140 / 61 | | | ... | 1896 | Cook, Welt'n & Gemmell Hull | Hull Steam Fishing & Ice Co. Ld. | 98·4 | 20·5 | 11·0 / BK7½ | Hull British *WB* | T.3Cy.10″,16″&25½″–20″ 85RHP Amos&Smith,Hull | 11 | 10 |
| 782 | **Trio** | **CompScSr** | 399 / 313 / 257 | | | | 1889 | P. Larsson Thorskog | Angf. Aktieb. Trio (C.L.Larsson) | 137·2 / Q89′ | 24·5 / B29′ | 12·2 / H10*t* | Gothenbrg Swedish | C.2Cy.16″&25″–18″ 22NHP P.Larsson,Thorskog | | G |
| 783 | — | **SteelScSr** | 179 / 156 / 80 | | | | 1900 | C.A. Lundahl Dösebacka | Rederi Aktieb. Wänevik (H.L.O.Machnow) | 103·9 / B18′H7*t* | 22·2 | 10·5 | Stockholm Swedish *WB* | C.2Cy.8″&19″–11″ 10NHP Jönköpings M.V. | | V |
| 784 | **Tripoli** | **SteelScSr** | 2627 / 2037 / 1687 | ✠100A1 *pt Awng dk* with freeboard 12.04 | Phl NYk | t | 1890 8mo | Tyne I.S.B. Co.(Lim.) Newcastle A&CP | S.S.Tripoli Co.Ld. (E.C.Thin) — *WB = Cell DB* 250′ | 300·0 / P29′Q84′ *pt Awng dk* 187′ FK | 41·0 / 575*t* | 19·6 / | Liverpool British 6 *BHCem* *APT* 15*t* | T.3Cy.28″,38″&61″–42″ (s) 160lb *80lb* 257NHP 2SB,*6pf*,gs110,hs1100 Willsnd Slpwy Co(Lm) Nwc | 22 | 2 |
| 785 | **Triton** | **SteelPad** | 1915 / — / 1451 | 4 *Dks* | | | 1894 | Scotswood S.B.Co.(Lim.) Newcastle | N.Mihanovich | 292·0 | 36·0 | 29·5 | M.Video Uruguayan | T.3Cy.30″,49″&75″–84″ 515NHP A.&J.Inglis,Glasgow | | |
| 786 | — | **IronScSr** | 1732 / 1315 / 1079 | ✠100A1 1.06 | Rot Hul | q | 1887 12mo | Strand Slipway Co Sunderland A&CP | Rederiaktieb. Neptunus (W. Wingårdh, *Mgr.*) — *WB = DB* | 259·5 / P25′Q76′B102′F26′ | 35·6 / BK9″ | 18·6 / *a* 76′ *f* 52′ 812 | Hisingsborg Swedish 4 *BHCem* | T.3Cy.19″,31″&52″–35″ (s) 150lb *80lb* NDB02 155NHP 2SB,*4cf*,gs58,hs2316 S.E.Marine Eng Co.Sld. | 20 | 0 |

| 1 Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage: Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned, now expired. Equipment Letters. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Registers in which classed. If not in L.R. Date of Alt. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 787 QFKD | **Triton** *J.Langhans* 93–98 | Steel Sc Sr 1 *Dk 2 tr B* | 638 446 384 | | | | 1890 | Stettiner Act.Ges. Stettin | Dampfschifffahrts Ges. Neptun | 178·4 P104′ | 26·3 F23′ | 13·8 | Bremen German | T.3Cy.18″,22″&35″–25″ NB96 51NHP Stettiner A.G.,Stettin | | V | |
| 788 HGCK | — *A.Petersen* 02–02 | Comp Sc Sr 1 *Dk* | 567 518 346 | | | | 1873 | J.Bang Thorskog | Actieselsk.Triton (F.Friis) | 165·2 B46′ | 27·2 | 16·3 | Drammen Norwegian | C.2Cy.17½″&34″–24″ NB84 47NHP Motala Co.,Motala | | N | |
| 789 LGJR | — *Esposito* 98–03 (*ex* Fanny) *Well deck* | Iron Sc Sr *ss* Cpl. 2nd No. 3–5,02 1 *Dk* | 317 258 186 | ✠ —— 1,04 Cpl ✠ N B5,03 | | | 1878 3mo | A&J Inglis Glasgow | Chaber&Castanié | 151·0 Q48′ B35′ F32′ BK6′ *WB= FPT* | 21·6 | 11·8 | Oran French | C.2Cy.18¼″&34″–24″ NDB98 51NHP 1SB.*2pf*,GS38,HS900 A.&J.Inglis,Glasgow | | | |
| 790 KJBL | — *F.Benjamin* 02–02 | Wood Sc Sr 1 *Dk* | 259 239 130 | | | | 1890 | Atlantic Works Boston, Mass. | Cornell Steamboat Co. | 114·5 | 26·5 | 14·5 | New York Utd. States | T.3Cy.16″,24″&40″–30″ 88NHP Atlantic Works,Boston,Ms | | | |
| 791 TCFK | — | Steel Twin Sc Sr 1 *Dk* | 234 229 53 | | | | 1901 | Ramage& Ferguson,Ld. Leith | Corporation of Trinity House | 126·2 | 22·6 | 11·9 | London British | T.6Cy.10″,16″&26″–20″ 79RHP Ramage& Fergusn,Ld.Lth | | | |
| 792 HPSV | — 1706 *J.Johansson* –02 (*ex* Bylgia,*ex* Sjötorp) | Wood Sc Sp 1 *Dk* | 182 166 115 | | | | 1877 | S.Groth Sjötorp | E.A.Wallström | 100·9 P16′ | 21·9 | 11·4 | Gothenburg Swedish | C.2Cy.10¼″&21⅞″–14⅛″ 15NHP Motala Co.Motala | | | |
| 793 SBVT | — 109924 *W.White* –00 | Steel Sc Sr 1 *Dk* | 173 173 10 | | | | 1900 | Cox&Co. Falmouth | Falmouth Towage Co.Ld. | 114·0 B23′ | 20·7 | 11·8 *WB* | Falmouth British | T.3Cy.14″,22″&36″–24″ 99RH Cox&Co.Falmouth | | | |
| 794 — | 98390 *T.J.Wales* | Steel Sc K *ss* Mil. No. 2–02 1 *Dk* | 170 153 56 | ✠ 100 A1 Mil *Stm Trawler* 12·02 BS12,03 ✠ LMC12,02 | | | 1892 1mo | J.Scott& Co. Kinghorn | T.J.Wales,Jun. | 103·0 F18′ BK6½″ | 21·1 | 12·0 | Milford British | T.3Cy.13″,19″&30″–20″ (*s*) 120lb 50RHP 1SB,*2pf*,GS35,HS827 J.Scott&Co.,Kirkcaldy | 13 ″ 0 | | ~~12,02~~ 12,04 |
| 795 RKBS | — *C.Roth* 02–02 (*Trawler*) | Steel Sc 1 *Dk* | 167 154 39 | | | | 1894 | B.Wencke Söhne Hamburg | Rhed.Triton-Proteus (Joh.Cohrs, *Mgr.*) | 109·4 B35′ | 20·7 | 10·6 | Altona German | C.2Cy.16″&30″–21½″ 35NHP B.Wencke Söhne,Hamburg | | V | |
| 796 QHDC | — *J.Freerks* 98–00 | Steel Sc Tug 1 *Dk* | 123 113 [illegible] | | | | 1900 | G.Seebeck A.G. Bremerhaven | Norddeutscher Lloyd | 95·6 | 19·3 | 10·7 *WB* | Bremen German | T.3Cy.11⅞″,18½″&30½″–21½″ 42NHP G.Seebeck A.G.Bremerhvn | | G | |
| 797 KBPW | — 50154 *T.Rigden* –01 | Wood Sc Sr 1 *Dk* | 106 105 34 | | | | 1864 | Hoad Rye | Whitstable Salvage Co.Ld. (T.H.Small, *Mgr.*) | 97·0 | 18·6 | 9·5 | Faversham British | C.2Cy.14½″&21″–16″ NE70 30RH J.Stewart,London | | | |
| 798 | **Triton II.** | Steel Sc Sr 1 *Dk* | 200 | | | | 1900 | Oderwerke Mas.Sch.A G Grabow a/O. | Königliche Regierung | 115·0 | 22·0 | 12·3 | Tönning German | T.3Cy.12¼″,19½″&31½″–21½″ 46NHP Oderwerke,Grabow a.O. | | | |
| 799 NBLP | **Tritonia** *J.Abernethy* –04 *ss* Gls. No. 2–01 *Elec.light* 3 *Dks* (*Irn*) & *pt Shelter dk* *Ref.Mchy.* | Steel Sc Sr 4272 3931 2720 | ✠ 100 A1 Gls *pt Shelter dk* 6,04 ~~15,03~~ BS6,03 ✠ LMC4,01 | *y* | 1893 4mo | D&W Henderson&Co. Glasgow | Donaldson Bros. | 377·0 P30′ B98′ F47′ FK *WB= Cell* | 46·1 | 28·0 | Glasgow British 6 *BHCem* *DB* 304′ 734*t* | T.3Cy.26″,43″&70″–54″ (*a*) 165lb *90lb* 411NHP 2SB.*6rf*,GS124.HS5494 FD D.&W.Henderson&Co.,Gls | 31 ″ 0 s 5 ″ 10 | | ~~N5,03~~ |
| 800 LKVM | **Tritos** *H.Kräft* 03–03 | Iron Sc Sr 1 *Dk* & *Spar dk* & *3 tr B* | 1622 1533 1033 | | | | 1882 | Flensburg Schiffsb.Ges. Flensburg | Flensburger Dampfschifffahrt Ges.v.1869 | 257·7 B17′ | 33·8 | 24·5 *WB* | Flensburg German | C.2Cy.28″&60⅝″–36″ NB96 184NHP Flensburger Schiffsb.Ges. | | G | |
| 801 LMSH | **Triumph** *A.H.Hansen* –02 | Steel Sc Sr 1 *Dk 2 tr B* | 1242 1126 769 | | | | 1901 | Howaldts-werke Kiel | M.Jebsen | 218·6 B54′ F31′ H16′ | 33·1 | 20·4 *WB* | Apenrade German | T.3Cy.17″,26⅜″&43⅞″–24⅝″ 93NHP Howaldtswerke,Kiel | | G | |
| 802 | — 49728 *S.T.King* –94 (*ex* Wonder) | Iron Pad Sk | 103 103 14 | | | | 1867 | T.Hepple& Co. Newcastle | F.Goodwill | 95·4 | 18·4 | 9·8 | Scarboro' British | L.1Cy.36″–51″ NB94 50RHP T.Hepple&Co.,Newcastle | | | |
| 803 JSNK | **Trocadero** *J.Bustamante* –89 (*ex* Almagrera) | Iron | 103 — 68 | | | | 1874 | ..... England | H.MacPherson | 76·8 | 18·2 | 8·8 | Cadiz Spanish | NB02 | | | |
| 804 MWVQ | **Trocas** *F.G.M.Phillips* –03 *ss* Nwc. No. 2–01 *Mchy.Aft* 2 *Dks* (*Stl*) & *Elec.light* *Webframes* & *Shade dk* | Steel Sc 3 Mst Sr 4129 3549 2657 | ✠ 100 A1 *Shade dk* Sng *with freeboard* 11,04 ~~1,03~~ *Carrying Petroleum in bulk—Fitted for liquid fuel* 9,01 BS4,04 ✠ LMC9,01 | Lon *w* | 1893 3mo | J.Laing Sunderland A&CP | Shell Transport& Trading Co.Ld. (M. Samuel&Co. *Mgrs*) | 347·5 *WB= Cell DB* 66′ 160*t* | 45·7 | 27·3 FK *FPT* | London British 11 *BHCem* 160*t APT* 35*t* | T.3Cy.26″,42½″&69″–45″ (*r* 160lb *100lb* 341NHP 3SB,*8cf*,*1rf*,GS150,HS5453 G.Clark(Lim).Sunderland | 28 ″ 6 s 5 ″ 0 | | ~~4,04~~ ~~N11,04~~ |
| 805 RKQD | **Troja** *E.Breckenfelder* 00–04 1 *Dk* & *Spar dk* & *Web frames* | Steel Sc Sr | 2719 2558 1760 | | | | 1896 | Richardsn, Duck&Co. Stockton | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 300·0 | 42·0 | 17·2 25·1 FK | Hamburg German *WB* | T.3Cy.22½″,37″&61″–42″ 246NHP Blair& Co.(Lim.),Stockton | 20 ″ 0 | G | |
| 806 PVQN | **Trojan** *T.J.Thorkildson* 92–97 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* | Steel Sc Sr 3668 3403 2363 | ✠ 100 A1 *Spar dk* Ham Phl 12,04 ~~12,03~~ BS4,04 ✠ LMC7,02 | *w* | 1897 11mo | Tyne Iron S.B.Co.Ld. Newcastle | S.S.Trojan Co.Ld. (E.C.Thin) *WB= Cell D Ba & u f* 144′ 800*t* *Deep T* | 350·0 P38′ B103′ F36′ 25·6 E144′ FK *anks a* 60′ 498*t FPT* | 47·0 | 17·2 | Liverpool British 6 *BHCem* 31*t APT* 32*t* | T.3Cy.25½″,41″&68″–48″ (*s*) 160lb 353NHP 3SB.*9pf*,GS162.HS5805 N.E.Marine Co.Ld.Nwc. | 19 ″ 9 s ~~5~~ ″ 2½ | | ~~N12,02~~ 12,04 |
| 807 MQFL | — *D.Walker* –96 (*ex* Isabella) *ss* Bwg. No 3–9,04 *Well deck* *Mchy.Aft* | Iron Sc Sr ~~ss Gls. No. 2–01~~ 1 *Dk* | 286 208 74 | ✠ 100 A1 Gls *e* 3,05 ~~3,03~~ BS3,03 ✠ LMC~~3,01~~ 3,04 | | | 1892 6mo | J Fullerton &Co. Paisley A&CP | Mrs.M.S.Gibb (P.W.&J.S.Gibb, *Mgrs.*) | 136·0 Q69′ B9′ F27′ BK6′ *WB= FP* | 23·0 | 10·5 | Glasgow British 4 *BHCem* *T* 14*t APT* 7*t* | C.2Cy.21″&42″–30″ (*s*) 110lb 75RHP 1SB,*3pf*,GS63,HS1340 Muir&Houston,Glasgow | 11 ″ 2 | | ~~3,03~~ 4,05 |
| 808 | — 109819 *E.Baker* –98 | Iron Sc K *ss* Gms. No. 1–02 1 *Dk* | 140 124 33 | ✠ 100 A1 Gms *m* *Stm Trawler* ~~6,01~~ 2,02 ~~5,02~~ 5,05 ✠ LMC6,02 ~~BS6,02~~ BS5,05 | | | 1898 9mo | Cook, Welt'n&Gemmell Hull | T.Robinson | 93·2 Q44′ | 20·6 BK7½″ | 10·7 | Grimsby British 3 *BHCem* | T3Cy.10½″,17½″&30″–21″ (*s*) 180lb 45RHP 1SB,*2pf*,GS29,HS800 Crabtree&Co.Yarmouth | 11 ″ 4 | | ~~3,02~~ 6,04 |

| Numéro d'Ordre | Nom du Navire. Matériaux. Gréement. etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | Construit. Quand. Par qui. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'immatriculation. Pavillon. | Machines. Nbre & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Poids de la Coque | Poids de la Machine | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 809<br>106601<br>PJSL | **Trojan Prince** SteelScSr<br>*C. Lambert* –03 ~~ex Glen Norman~~<br>*Elec.light* 1 *Dk(Stl)* & *Spar dk(Stl–ws)*<br>*ssAnt.N.2-04* *deep framing* | ~~3196~~<br>~~3322~~<br>2932<br>~~4115~~<br>2061 | ✠100A1 Ant *r*<br>*Spar dk*<br>~~6,05 11,02~~<br>✠LMC1904 | 1896 J.Readhead<br>7mo &Sons<br>South Shields<br>A&CP *WB = Cell DBa90'uE6' f140'571t FPT B46 f140'571t APT* | PrinceLine,Ld.<br>(J.Knott, *Mgr.*) | 351·4 44·6 17·9<br>P39'B104'F86' 25·7 FK<br>*BHCem*<br>*62t APT 34t* | Newcastle<br>British<br>*WB* | T.3Cy.29",47"&77"–48" (r)<br>160lb *100lb* 419NHP<br>2SB,*Gef*,gs121, hs5120 FD<br>J.Readhead& Sons,S.Shl. | 20 « 4<br>s 6 · 0½ | |
| 810<br>HMNB | **Trold** SteelScSr<br>*O.Sundby*95–98 *ssNFL.No.1–02*<br>1 *Dk(Stl)* 2 *tr B&S* *Web frames* 8 *Dk rule* | 3247<br>3065<br>2078 | ✠100A1 NFL *v*<br>7,08<br>~~7,04~~ ✠LMC9,02<br>7,01,05 | 1898 J.Priest-<br>12mo man&Co.<br>Sunderland<br>A&CP *WB = DBa 110'f 120' 687t* | Intsk.Dampskibet.<br>Trold'sRederi<br>(W.Wilhelmsen)<br>*Wh =* | 325·0 47·0 25·6<br>[illegible] D88'F86' FK<br>*DBa 110'f 120' 687t* | Tonsberg<br>Norwegian<br>*BHCem*<br>*APT 128t* | T.3Cy.25",41"&67"–45" (s)<br>160lb *80lb* 312NHP<br>2SB,*8pf*,gs128,hs4840<br>W.Allan&Co.Ld.Sld. | 26 « 10<br>s 4 · 11 | |
| 811<br>MBCJ | —<br>*O.Olsen* –03<br>*Mchy Aft* 1 *Dk* | 750<br>528<br>861 | | 1903 Chant. Nav<br>Anversois<br>Hoboken<br>*WB* | Actieselsk.Trold<br>(P.A.Grön) | 190·6 30·2 11·3<br>P37'Q70'H83'F28' | Sandefjrd<br>Norwegian | T.3Cy.16",25"&40"–27"<br>83NHP<br>N.E.MarineEng.Co.Ld.Nwc | | | N |
| 812<br>PVCT | **Tromp** SteelScSr<br>*H.Eefting* *ssNpt.No.1–02*<br>1 *Dk(Irn)* 2 *tr B&S* *deep framing*<br>(*ex*Dunrobin) 3 *Dk rule* | 2751<br>2524<br>1752 | ✠100A1 Rot *u*<br>~~7,04~~ 7,04<br>~~3S4,04~~ ✠LMC5,02 | 1898 Craig, Tay-<br>2mo lor&Co.<br>Stockton<br>A&CP *WB = Cell DBa 101' uE & B34' f* | Stoomv.Maats.<br>Tromp (J.F.&F.<br>Schellen) | 320·0 46·2 21·1<br>P31'B78'F31' FK<br>*BHCem*<br>*6 t APT 48t* | Rotterdam<br>Dutch<br>*WB* | T.3Cy.22",36"&60"–42" (r)<br>160lb *80lb* 258NHP<br>2SB,*8pf*,gs104, hs4266<br>Black, Hawthorn&Co.Gts.<br>130'635t *FPT* 215t *APT* 48t | 23. u. 9<br>s 4 · 3 | |
| 813<br>JSQB | **Tronda** IronScSr<br>*M.B.Syrdahl*98–98 *ssLth.2nd No.3–6.96*<br>(*ex*Monaco) *ssLth.No.1–02*<br>*Well deck* 1 *Dk* 2 *tr B* | 614<br>502<br>875 | ✠100A1 Lth *j*<br>~~7,04~~<br>~~✠LMC~~<br>~~B38,04~~ | 1875 J.Read-<br>10mo head&Co.<br>S.Shields<br>A&CP *WB = DBa 44 f 51'* | Actieselsk.Tronda<br>(T.F.Andorsen) | 189·9 27·2 14·0<br>Q98'B20'F27'<br>ND96 BK7½'<br>*WB =* | Drontheim<br>Norwegian<br>*BHCem* | C.2Cy.23½",45"–30" (i)<br>70lb *80lb* NDB98 86NHP<br>1SB,*3pf*,gs50,hs1500<br>R.J.Marshall,S.Shields | 15 « 0<br>s 1 · 8 | |
| 814<br>JTMW | **Trondenæs** SteelScSr<br>*O.Bottolfsen*84–01<br>1 *Dk* & *Awng dk* | 305<br>291<br>176 | | 1900 Trndhjms<br>Mek.Værks<br>Drontheim | TromsöAmts<br>Dmpskselskab. | 137·8 21·2 15·4<br>H13t | Tromsö<br>Norwegian | T.3Cy.11½",18½"&30"–20"<br>40NHP<br>TrondhjemsM.V.Dronthm | | | N |
| 815<br>JSHN | **Trondhjem** IronScSr<br>*N.Urbye* 1 *Dk* & *Awng dk* | 606<br>593<br>355 | | 1865 Wigham<br>Richrdsn&Co<br>Newcastle<br>*WB* | Nordenfjeldske<br>Dampskibsselskab | 182·6 24·5 12·2<br>H13t 19·4 | Drontheim<br>Norwegian | C.2Cy.24"&46"–26"<br>90NHP<br>Thompson,Boyd&Co.,Nwc | | | |
| 816<br>108217<br>PRJS | **Trongate** SteelScSr<br>*H.M.Brown* –03 *ssCff.No.1–02*<br>1 *Dk(Irn)* 2 *tr B&S* *Web frames* 3 *Dk rule* | 2553<br>2361<br>1619 | ✠100A1 Bry *t*<br>~~5,01 10,03~~ 5,05 Cff<br>~~MS5,02~~ ✠LMC<br>~~BS5,03~~ ~~B5,04~~ | 1897 T.Turnbull<br>6mo &Son<br>Whitby<br>A&CP *WB = Cell DBa 100'uE 22' f 120' 664t APT 68t* | Turnbull,Scott&<br>Co. | 310·0 44·0 20·4<br>P31'B61'F33' FK | London<br>British<br>*6 BHCem* | T.3Cy.28",37½"&61½"–39"<br>160lb *80lb* (r) 235NHP<br>2SB,*6cf*,gs99,hs3525<br>Blair&Co.(Lim.),Stockton | 22 « 10<br>s 3 · 10½ | | |
| 817<br>SVND | **Troogenik** SteelScSr<br>*J.M.Erikson* –95<br>(*ex*Thracian) 1 *Dk(pt Irn)*<br>*Well deck* | 467<br>336<br>223 | ✠ Gls *h*<br>5,95 | 1892 S.M'Knght<br>10mo &Co.<br>Ayr<br>*WB = DBa 33'83t FPT* | RussianGovern-<br>ment | 167·0 26·0 11·7<br>Q84'B14'F27<br>BK7' | Vladvostk<br>Russian<br>*4 BHCem* | T.3Cy.14",28"&36"–27"<br>80NHP<br>1SB,*3pf*,gs58,hs1877<br>Muir&Houston,Glasgow | 12 « 3 | | |
| 818<br>115733 | **Troon** IronPadSp<br>1 *Dk* | 130<br>129<br>19 | | 1902 J.P.Ren-<br>noldson&Sns.<br>South Shields | Glasgow&South<br>WesternRlwy.Co. | 100·0 19·1 9·6 | Glasgow<br>British | L.2Cy.28"–50"<br>70RHP<br>J.P.Rennoldson&Sns.S.Shl. | | | |
| 819<br>113114<br>SVND | **Trooper** SteelScSr<br>*J.Rathbone* –03<br>1 *Dk(Irn)* 2 *tr B*<br>*Well deck* | 958<br>750<br>601 | ✠100A1 Bkn *m*<br>~~7,01 12,03~~ 11,01 Mch<br>✠LMC2,02 | 1902 J.P.Ren-<br>8mo noldson&Sns<br>South Shields<br>*Lloyd's SA&CP* *WB = Cell DBa 29' uE 28' f 98' 210t* | Fisher,Renwick&<br>Co.'sManchester-<br>LondonStmrs,Ld. | 206 5 32·2 14·2<br>Q10'B21'F24'<br>trp92 FK | Manchestr<br>British<br>*5 BHCem* | T.3Cy.17½",28"&47"–33" (s)<br>170lb *80lb* 137NHP<br>1SB,*3pf*,gs56,hs2158<br>J.P.Rennoldson&Sns,S.Shl | 16 « 7<br>s 1 · 5½ | | |
| 820<br>105368<br>PFRV | **Tropic** SteelScSr<br>*J.R.Barber* –99 ~~ex Jon.No.1–00~~<br>1 *Dk(Stl)* & *Spar dk(Irn)* & *deep framing*<br>*ssN.Yk.No.2–04* | 3630<br>3458<br>2340 | ✠100A1 Bal *w*<br>*Spar dk* N.Yk<br>~~7,04 8,03~~<br>✠LMC4,04 | 1896 TyneIron<br>2mo S.B.Co.(Lim)<br>Newcastle<br>A&CP *WB = Cell DBa & uE 188' f 140' 791t FP 150t APT 82t M* | SS.GlenfyneCo.Ld.<br>(E.C.Thin, *Mgr.*) | 350·0 47·0 17·2<br>P28'B90'F36' 25·6 FK | Liverpool<br>British<br>*6 BHCem* | T.3Cy.25½",41"&68"–48" (s)<br>160lb 357NHP<br>2SB,*9pf*,gs162. hs5900<br>N.E.MarineCo.(Lim.) Nwc | 19 « 9<br>s 8 · 8 | | |
| 821<br>— | —<br>*Francis* –97 | 985<br>741<br>761 | | 1897 Hawthorn,<br>Leslie&Co,Ld<br>Newcastle | EasternCarrying,<br>Storage&Warrant<br>Co. | 225·2 31·8 12·4<br>P28'Q58'B38'F32' | Astrachan<br>Russian<br>*WB* | T.6Cy.11½",18"&30"–20"<br>80NHP<br>Ross&Duncan,Glasgow | | | |
| 822<br>3348<br>JKFB | **Trosa** SteelSc<br>*S.Pettersson* –08<br>1 *Dk* | 116<br>57<br>78 | | 1898 Jönkö-<br>pingsM.V.<br>Jönköping | Handelsbolaget<br>Wilh.Kempe(W.<br>vonHallwyl.*Mgr.*) | 83·6 17·6 8·0<br>Q23'B31'H10'F24' | Stockholm<br>Swedish | C.2Cy.13¾"&23½"–17½"<br>19NHP<br>JönköpingsMVJönköping | | | |
| 823<br>115158<br>VHPG | **Troutpool** SteelSc<br>*G.Lawrie*87–03<br>1 *Dk(pt Irn & pt Stl)* 2 *tr B&S*<br>*Web frames* 8 *Dk rule* | 3281<br>2779<br>2110 | ✠100A1 Shl *v*<br>*Trunk dk* Mch<br>9,04 ~~8,04~~<br>✠LMC11,03 | 1903 Ropner&<br>11mo Son<br>Stockton<br>*Lloyd's SA&CP* *WB = Cell DBa 106 uE 24' f 134 700t FPT 156t APT 151t* | PoolShippingCoLd<br>(R.Ropner&Co.<br>*Mgrs.*) | 325·0 48·0 22·9<br>P29'B64'F81' FK | W.Hartlpl<br>British<br>*5 BHCem* | T.3Cy.24½",40½"&66½"–42"<br>180lb *160lb* (s) 302NHP<br>2SB,*Grf*,gs118.hs4530<br>Blair&Co.Ld Stockton | 24 « 3<br>s 3 · 10 | | |
| 824<br>6812s<br>TQHV | **Trouville** IronScSr<br>*N.G.Phillips*02–02<br>(*ex*Roubaix,*ex*Calais) | 316<br>298<br>180 | | 1874 J.& W.Dud-<br>geon<br>London | LondonBrighton&<br>S.CoastRailwayCo | 161·2 22·2 12·2 | Newhaven<br>British | C.2Cy.24¾"&45"–24"<br>80RHP<br>J.&W.Dudgeon,London | | | |
| 825<br>79<br>HQVK | **Trouvor** SteelScSr<br>*Pavloff* –91<br>1 *Dk pt Stl & pt Irn)* & *Web frames & pt*<br>*Awng dk (Irn–ws) Irn framing* | 1850<br>1331<br>1099 | ✠ Mdb *q*<br>*pt Awng dk*<br>*with freeboard*<br>7,91 | 1891 J.Craggs&<br>7mo Sons<br>Middlesbro'<br>*WB* | RussianStm.Nav.<br>&TradingCo. | 259·0 36·6 16·6<br>P24Q41' BK9'<br>*pt Awng dk 198'*<br>*WB = Cell* | Odessa<br>Russian<br>*4 BHCem*<br>*DB222'409t* | T.3Cy.20",33"&54"–36"<br>174NHP<br>2SB,*4rf*,gs56,hs2602<br>Westgrth,English&Co.Md | 19 « 1 | | |
| 826<br>118451<br>VBNK | **Trowbridge** SteelScSr<br>*W.Evans* –04<br>*Turret deck* 1 *Dk* | ~~3760~~<br>~~3144~~<br>~~2105~~ | 3712<br>2550 | 1904 W.Doxford<br>& Sons, Ld.<br>Sunderland | J.Temperley&Co.<br>Temperley Stm<br>Shipg Co Ld (J.<br>Temperley&Co.,*Mgrs.*) | ~~442·2 46·5 27·5~~<br>P21'F85'<br>342·8 46·6 24·7 | London<br>British<br>*WB* | T.3Cy.26",42"&68"–42"<br>800NHP<br>W.Doxford&Sons,Ld.Sld. | | | V |
| 827<br>14578 | **Troy** SteelScSr<br>*Mchy.Aft* *Elec.light* 1 *Dk* & *Spar dk* | 3655<br>—<br>2966 | | 1898 Detroit<br>Dry Dock Co.<br>Wyandotte<br>*WB* | Western TransitCo | 398·4 47·0 28·0 | Buffalo NY<br>Utd. States | Q.4Cy.19",27½"40"&68"–42"<br>218NHP<br>Detroit Dry Dock Co Detroit | | | |
| 828<br>HQNV | **Trud** SteelTwinScSr<br>*P.P.Klutschnikoff* 94–95 1 *Dk*<br>*Mchy.Aft* | 622<br>—<br>354 | | 1891 Stabilmnto<br>Tecnico<br>Trieste | I.S.Koschkine | 207·9 31·8 10·8 | Rostoff<br>Russian | O.4Cy.14½"&28"–20"<br>58NHP<br>StabilimentoTecnico,Tri. | | | |
| 829<br>JRDF | **Trudvang** SteelScSr<br>1 *Dk* | 1040<br>824<br>640 | | 1897 Bergens<br>Mek Verks<br>Bergen<br>*WB* | JohanC.Giertsen | 224·9 32·2 13·3<br>Q112t B56t H18t<br>F29t | Bergen<br>Norwegian | T.3Cy.15½",25"&42"–30"<br>97NHP<br>BergensM.V.,Bergen | | | N |
| 830<br>JVPT | **Truma** SteelScSr<br>*Thorsen* –02 *ssGrk.No.1–00*<br>1 *Dk(Irn)* & *Deep framing* | 1557<br>1404<br>979 | ✠ —, NYk *q*<br>8, 4<br>~~✠LMC12,00~~ | 1896 Short Bros.<br>6mo Sunderland<br>A&CP *WB = Cell DBa 80' uE 1 B64' f 98' 898t FP f* | Akties.Truma<br>(Chr.Th.Boe) | 255·0 36·8 18·1<br>P21'B62'F27' FK | Arendal<br>Norwegian<br>*4 BHCem*<br>*4t APT 51t* | T.3Cy.19",31"&51"–36" (s)<br>160lb *80lb* 156NHP<br>1SB,*4pf*,gs68,hs2020<br>W.Allan&Co.(Lim.),Sld. | 20 « 4 | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage. Gross. Under deck — Net. | 4 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned. How explained. Equipment Letter. | 7 | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registered in which classed, if not in L.R. Date of R.O.F. rec. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 831 | **Trunkby** SteelSs | 2635 | ✠100A1 Shl | | | *t* | 1896 | Ropner | R.Ropner&Co. | 300·0 \| 45·0 \| 20·3 | W.Hartlpl | T.3Cy.28″,37½″&61½″–39″ | 22 ″ 2 | | ~~11,03~~ |
| 116855 | *Gaine* 01–01 ~~ssShl.No.1–01~~ | 2236 | *Trunk dk* Bltr | | | | 11mo | &Son | | P27′ B58′ F35′ FK | British | 160lb *160lb* (*r*) 230NHP | s 3 ″ 3½ | | 12,04 |
| PMJN | ssShl.No.2–04 1*Dk*(*Irn*)&*Web frames* | 1668 | Cond 1–03 12,04 | | | | | Stockton | | 5*BHCem* | | 2SB,6*rf*,GS99,HS3312 | | | |
| | | | ✠LMC~~04~~12,01 | | | | | A&CP | *WB*=*Cell DBa* | 102′*uE24′f*114′600*t* | | Blair&Co.(Lim.),Stockton | | | |
| 832 | **Truro** SteelScSr | 836 | | | | | 1898 | Caledon | T.Wilson,Sons& | 225·0 \| 32·1 \| 12·0 | Hull | T.3Cy.17″,30″&52″–36″ | | C | |
| 116846 | *H.Rounton* –03 | 586 | | | | | | S.B.&E.Co.Ltd | Co.Ld. | P22′ Q41′ B11′ F47′ | British | 162NHP | | | |
| QGRF | 1*Dk* | 272 | | | | | | Dundee | | | *WB* | CaledonS.B.&E.Co.Ltd.Dun | | | |
| 833 | — SteelScYl | 165 | ✠100A1 Gms | | | | 1898 | Mackie& | Hagerup,Doughty | 104·2 \| 21·0 \| 10·7 | Grimsby | T.3Cy.10⅝″,16″&27″–20″ (*s*) | 11 ″ 7 | | 4,04 |
| 109150 | *F.Jay* –98 ssGms No.1–03 | 152 | *Stm Trawler* | | | | 6mo | Thomson | &Co.Ld. | Q17′ F18′ | British | 180lb 45RHP | | | |
| | 1*Dk* | 51 | 8,04 ~~4,04~~ | | ✠LMC~~03~~8,03 | | | Glasgow | | BK7½′ | 1*BHCem* | 1SB,*2pf*,GS23,HS536 | | | |
| | | | | | B~~02~~01 | | | A&CP | | | | Muir&Houston,Ld.Gls. | | | |
| 834 | **Truthful** IronScSr | 1212 | ✠ A1* 1 Liv | Lv | | | 1877 | Palmers' | F.H.Powell&Co. | 220·6 \| 31·1 \| 17·0 | Liverpool | T.3Cy.17″,28″&46″–33″ (*s*) | 17 ″ 10 | | N10,03 |
| 76509 | *D.Stephens* –04 6thSurvey.Liv.4,02 | 854 | 03 | | | | 5mo | Co.Ld. | | P17·6′ Q20′ H24′ | British | 160lb *70lb* NDB87 119NHP | s 1 ″ 5 | | |
| QBGF | (*ex*MorganRichards) 1*Dk*(*Irn*)2*trB* | 770 | [illegible] | | | | | Newcastle | | F24′ BK8″ | 1*BH* | 1SB.*3pf*,GS45,HS1760 | | | |
| | *Well deck* | | | | | | | | | | *WB*=*DB* | *Tpd.*92J.Dickinson,Sld. | | | |
| 835 | **Tryg** IronScSr | 775 | | | | | 1885 | J.Priest- | RasmusF.Olsen | 200·8 \| 30·1 \| 14·0 | Bergen | C.2Cy.24″&48″–36″ | 15 ″ 0 | N | |
| | *N.Paulsen* | 609 | | | | | | man&Co. | | Q103′ B20′ H16*t* | Norwegian | 115NHP | | | |
| JTPD | *Well deck* (*ex*Biafra,*ex*Algarve) 1*Dk* | 477 | | | | | | Sunderland | | F21′ BK7½″ | *WB* | T.Clarke&Co.,Newcastle | | | |
| 836 | **Tschernomore** SteelScSr | 1459 | ✠100A1 Ant | | | *q* | 1903 | Soc.Anon. | Soc.Russe | 245·3 \| 33·1 \| 13·8 | Odessa | T.3Cy.22$\frac{7}{16}$″,35$\frac{1}{16}$″&57½″– | 16 ″ 0 | | |
| | *Markevitez* –03 | 1325 | *Spar dk* | | | | 4mo | Jhn.Cockerill | d'Assurance et de | P49′ B59′ F41′ | Russian | 43$\frac{5}{8}$″ (*s*) | s 1 ″ 8 | | |
| | 1*Dk*(*Stl*)&*Spar dk*&*Web frames* | 975 | *with freeboard* | | | | | Hoboken | Transport | 19·9 FK | 5*BHCem* | 160lb *90lb* 231NHP | | | |
| | *Elec.light* | | 4,03 ✠LMC 4,0 | | | | | A&CP | *WB*= | *Cell DBa*67′ *uE&B* | 98′*f*42′246*t* | 2SB.*6cf*,GS122,HS2938 FD | | | |
| | | | | | | | | | | | | SocAn.J.Cockerill,Seraing | | | |
| 837 | **Tsinan** SteelScSr | 2269 | | | | | 1886 | Scott&Co. | ChinaNav.Co.Ld. | 315·2 \| 38·2 \| 23·8 | London | T.3Cy.25″,40″&60″–48″ | | | |
| 91974 | *C.Z.Lindbergh* –03 | 1964 | | | | | 10mo | Greenock | | P52′ B102′ F45′ | British | 249NHP | | | |
| KJHF | | 1460 | | | | | | | | | | Scott&Co.,Greenock | | | |
| 838 | **Tsintau** SteelSc | 1685 | ✠ | | | | 1900 | Rickmers | Norddeutscher | 253·1 \| 37·4 \| 12·1 | Bremen | T.3Cy.18$\frac{15}{16}$″,30$\frac{7}{16}$″&49½″–31½″ | 14 ″ 6 | | 12,01 |
| | *O.Koch* | 1522 | *Spar dk* | | | | 6mo | Act.Ges. | Lloyd | B64′ F27′ | German | 185lb (*s*) 180NHP | ~~s 4 ″ 9~~ | | |
| QGWT | 1*Dk*(*Stl*)&*Spar dk*(*Stl*) | 1002 | *with freeboard* | | | | | Bremerhaven | | 19·6 FK | 4*BHCem* | 2SB,*6pf*,GS91,HS3208 | | | |
| | *Elec.light* &*deep framing* | | | | | | *Lloyd's* | A&CP | | | | Bremer"Vulkan,"Vegesck | | | |
| | | | *Fitted for liquid fuel* 6,00 | | | | | | *WB*=*Cell DBa* | 68′*uE34′uB* | | 12′*f*86′348*t FPT*59*t APT*18*t* | | | |
| 839 | — SteelTwinScSr | 1588 | | | | | 1891 | Blackwood | Hamburg-Amerik. | 239·3 \| 38·0 \| 13·4 | Hamburg | T.6Cy.14″,22½″&36″–24″ | 14 ″ 2 | G | |
| | *Chr.Hansen* 01–01 | 1521 | | | | | | &Gordon | Packetf.Act.Ges. | 20·5 | German | 159NHP | | | |
| LMQB | (*ex*Santelmo) 1*Dk*&*Awngdk* | 977 | | | | | | Pt.Glasgow | (Ham.-Amr.Linie) | *ptShade dk*38′ FK | *WB* | Blackwood&Gordon,P.Gls | | | |
| 840 | **Tsuhaki Go** SteelSc | 560 | | | | | 1900 | ..... | JapaneseGovt. | 158·2 \| 32·6 \| 14·3 | Yokahama | C.2Cy.20″&42″–24″ | | | |
| 7768 | *T.Kozuma* 01–01 | 519 | | | | | | | (HomeDepart- | | Japanese | 72NHP | | | |
| JPFH | 1*Dk* | 303 | | | | | | Scotland | ment) | | | Scotland | | | |
| 841 | **Tsukushi Maru** IronScBn | 1060 | ✠ Yka | | | *m* | 1871 | Scott&Co. | HokkaiSangyo | 220·6 \| 30·4 \| 17·4 | Hakodate | C.2Cy.25¾″&51″–30″ | | | |
| 1140 | ssYka.2ndNo.3–2,95 | 815 | 2,95 | | | | 9mo | Greenock | GoshiKaisha | P118′ F30′ | Japanese | NBS3 NDB83 119NHP | | | |
| HGTL | (*ex*Crusader) | 657 | | | | | | | | ND83 BK8′ | 5*BHCem* | 2SB.GS76 | | | |
| | *Well deck* 2*Dks* | | | | | | | | *WB*=*DBa*57′*7st* | | *MT*15′140*t* | Greenock Foundry Co.,Grk | | | |
| 842 | **Tsuruga Maru** IronScSr | 1021 | | | | | 1864 | Blackwood | Y.Kiuemon | 219·2 \| 28·2 \| 15·0 | Hakodate | C.2Cy.27″&50⅝″–26″ | | | |
| 508 | (*ex*Luzon) 3*Dks* | 627 | | | | | | &Gordon | | | Japanese | 109NHP | | | |
| HBPJ | | 756 | | | | | | Pt.Glasgow | | | | Blackwood&Gordon,PGls | | | |
| 843 | **Tsurugisan Maru** SteelScSr | 4129 | ✠100A1 Nag | | | *w* | 1899 | Sunderlnd | MitsuiBussan | 356·0 \| 45·2 \| 18·7 | Kuchintzu | T.3Cy.24″,40″&64″–42″ (*s*) | 21 ″ 4 | | ~~N8,03~~ |
| 4229 | *I.Narasaki* 01–99 ssYka.No.1–02 | 3489 | *Spar dk* | | | | 2mo | S.B.Co.Ld | GomeiKaish | P38′ B92′ F46′ 26·5 | Japanese | 170lb *100lb* 292NHP | s 6 ″ 4 | | 8,04 |
| JBRK | (*ex*Cardiganshire) 1*Dk*(*Stl*)& | 2560 | 8,04 ~~8,03~~ | | ✠LMC9,0~~8~~ | | | Sunderland | | FK | 6*BHCem* | 2SB.*6cf*,GS120,HS4680 | | | |
| | *Elec.light* *Spar dk*(*Stl*)&*deep framing* | | ~~9,08~~ | | | | | A&CP | *WB*=*Cell D Ba* 110′ | *uE&B*54′*f*154′631*t* | *DTa*14′315*t* | N.E.MarineCo.Ld.Sld | | | |
| 844 | **Tsushima Maru** WoodScSr | 279 | | | | | 1890 | Ikeda | S.Matsuda | 128·0 \| 18·8 \| 15·1 | Nagasaki | C.2Cy.16½″&31½″–21″ | | | |
| 1228 | *F.Okawa* –89 | 258 | | | | | | Tsurusaburo | | | Japanese | 37NHP | | | |
| HJPK | 2*Dks* | 173 | | | | | | Nagasaki | | | | OsakaIronWorks,Osaka | | | |
| 845 | **Tsutsuji Go** IronSc | 149 | | | | | 1891 | Fleming& | JapaneseGovt. | 99·8 \| 19·8 \| 9·5 | Niigata | Q.4Cy.7″,10″,14″&21″–15″ | | | |
| 1930 | *K.Kawahara* 96–96 | 143 | | | | | | Ferguson | (PublicWorks | | Japanese | 17NHP | | | |
| HMCL | *Mchy.Aft* 1*Dk* | 92 | | | | | | Paisley | Department) | | | Fleming&Ferguson,Psy. | | | |
| 846 | **Tsuun Maru No. 30** WoodScSr | 129 | | | | | 1887 | Ito Yone- | TokiowanKisen | 97·0 \| 13·5 \| 11·2 | Tokio | C.2Cy.14⅛″&21$\frac{5}{16}$″–16″ | | | |
| 995 | 2*Dks* | 108 | | | | | | kichi | KabushikiKaisha | | Japanese | NaikokuTsuun 15NHP | | | |
| HGFS | | 69 | | | | | | Tokio | | | | KabushikiKaisha,Tokio | | | |
| 847 | **Tua** CompScSr | 342 | | | | | 1890 | J.A.Svens- | Ångf.Aktieb.Trio | 129·0 \| 24·0 \| 12·3 | Gothenbrg | C.2Cy.15½″&24½″–17½″ | | G | |
| 418 | *C.Koch* 1*Dk* | 279 | | | | | | son | (C.L.Larson,*Mgr*) | Q30′ B29′ H7*t* | Swedish | 21NHP | | | |
| HVJS | *Mchy.Aft* | 212 | | | | | | SödraGarn | | | | P.Larsson,Thorskog | | | |
| 848 | **Tubal Cain** WoodScSr | 287 | | | | | 1853 | Blackwood | AmosBigland | 151·6 \| 26·3 \| 12·4 | Nassau,NP | 2Cy.30″–24″ | | | |
| 16873 | 1*Dk* | 273 | | | | | | &Gordon | | H14*t* | British | 50RHP | | | |
| MDHT | *Mchy.Aft* | 195 | | | | | | Paisley | | | | Blackwood&Gordon | | | |
| 849 | **Tuborg** *A.Agerlin* –04 SteelScSr | 1679 | ✠100A1 Cpn | | | *q* | 1889 | BlythS.B. | Dampskibsselska- | 260·5 \| 36·5 \| 16·9 | Copnhagn | T.3Cy.20″,33″&53″–36″ (*s*) | 19 ″ 3 | | ~~5,03~~ |
| | ~~*S.Mathiesen* –06~~ ss Els.No.3–5,01 | 1282 | 10,01 2,01 | | | | 5mo | Co.(Lim.) | betaf1896 (C.K. | P25′ Q72′ B107′ F28′ | Danish | 160lb *100lb* NDB01 168NHP | s 1 ″ 8 | | ~~Mr~~,05 |
| NJDS | (*ex*Crown) 1*Dk*(*Irn*)&*Web frames* | 1063 | ~~DS2,00~~ ✠LMC5,01 | | | | | Blyth | Hansen,*Mgr*.) | FK | 4*BHCem* | 2SB,*4pf*,GS69,HS2500 | | | |
| | *Well dk* *Web frames* *Strngrs*&*Cell DB Irn* | | | | | | | A&CP | *WB*=*Cell DB* 190′ 353*t* | | *APT*21*t* | N.E.MarineCo.(Lim.) Nwc | | | |
| 850 | **Tucapel** SteelSc3MstSr | 2967 | ✠100A1 Gls | | | *w* | 1900 | J.Reid& | CompaniaSud | 380·5 \| 44·2 \| 19·9 | Valparaiso | T.3Cy.29″,47″&78″–57″ (*s*) | 23 ″ 2 | | |
| HBDT | *Moffit* –00 | 2293 | *Shade dl* | | ✠LMC7,00 | | 6mo | Co.Ld. | Americana de Vap. | | Chilian | 170lb *170lb* 596NH | | | |
| | 2*Dks*(1*Stl*)&*deep framing*& | 1912 | 6,00 | | | | | Glasgow | | BK11′ | 5*BHCem* | 2DB,*16cf*,GS320,HS10745 | | | |
| | *Shade dk*(*Teak*)&*Promenade dk*(*Teak*) | | *Valparaiso* & *Pana* | | *ma* | | | A&CP | *WB*=*Cell DBa*54′ | *uE34′uB*& *Bunker* | 52′*f*153′584*t* | Dunsmuir&Jackson,Gls. | | | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 851 | **Tuck-Wo** SteelTwinSc | 3770 | | | | | 1904 | Lon.&Gls. | Indo-ChinaSteam | 330·0 \| 46·1 \| 14·2 | London | T.8Cy.(2)17″(2)28″(4)31½″ | | | |
| 118410 | *W.D.Welsh* –04 | — | | | | | | Co.Ld. | Nav.Co.Ld. | F49′ | British | –33″] 228NHP | | | |
| VQHS | 1*Dk*&2*Shade dks* | 2355 | | | | | | Glasgow | | | | London&Glas.Co.Ld.Gls. | | | |
| 852 | **Tucuman** SteelScSr | 4702 | | | | | 1895 | Blohm& | Hamburg-Süd- | 376·1 \| 46·1 \| 27·2 | Hamburg | Q.4Cy.21½″,31½″,46″&66″– | | G | |
| | *H.Hanssen* 92–97 2*Dks*3*trB* | 3824 | | | | | | Voss | Amerik.Dampf- | P226′ F54′ | German | 48″] 304NHP | | | |
| RFHJ | *Elec.light* | 8036 | | | | | | Hamburg | schifffahrtsGes. | | *WB* | Blohm&Voss,Hamburg | | | |

| 1 Numero d'Ordre. | 2 Nom du Navire. Materiaux. Gréement, etc. Capitaine Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage | 5 6 7 Détails de la Classification. Cote. | 8 | 9 Construit. | 10 | 11 Armateurs. | 12 Dimensions (en pieds) de la Douane. Superstructures, &c. | 13 Port d'Armement. Pavillon. | 14 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP= Force et chevaux d'après les formules des Sociétés. RHP= Force en chevaux d'après les papiers du navire. Detail des Machines. Foyers. | 15 Orvx Mts Quille | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 853 | **Tudor** | SteelScSr | 1113 | ✠100A1 | Liv | 1892 | Irvine&Co | J.Bacon,Ld. | 220·2 \| 31·5 \| 15·8 | Liverpool | T.3Cy.19",30½"&51"–36" (s) | 18 s 6 | |
| 29414 | *C.P.Cogley* –04 | *ss*Liv.No.3–5,98 | 814 | 11,08 | Sws | 6mo | W.Hartlepool | | P135'F84' | | 160lb *80lb* 146NHP | s 1 · 7 | |
| MKPJ | | *ss*Liv.No.1–02 | 700 | BS1,04 ✠LMC10,02 | | | A&CP | | | | 1SB,*3rf*,gs45,hs2035 | | |
| | *Well deck* 1 *Dk*(*pt Stl pt Irn*)&*Webframes* | | | | | | | *WB=Cell DB176'194t FPT45t APT10t* | | | Centrl MarE.Wks.,W.Hpl | | |
| 854 | **Tudor Prince** | SteelScSr | 4295 | ✠100A1 | NYk | 1903 | Sunderlnd | PrinceLine,Ld. | 360·0 \| 48·1 \| 20·4 | Newcastle | T.3Cy.26",42½"&69½"–45" (s) | 23 s 6 | |
| 114438 | *J.E.Curtis*98–03 | | 4770 | *Spar dk* | Liv | 1mo | S.B.Co.Ld. | (J.Knott,*Mgr.*) | P27'B90'F34' 28·4 | British | 180lb 351NHP | s 6 · 10 | |
| TSQN | *Elec.light* | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*teak s*) | 8764 | 6,04 LMC1,03 | | | Sunderland | *WB=Cell* | FK *BHCem* | | 3SB,9*cf*,gs100,hs5106 | | |
| | | *deep framing* | 2767 | | | *Lloyd's*A&CP | | *DBa*110'*uE*&*f*154' | *f*164' 902*t DTa*28' | 739*t APT*45*t* | N.E.MarineEng.Co Ld Sld | | |
| 855 | **Tugboat** | SteelScSr | 171 | | | 1898 | B.Wencke | B.WenckeSöhne | 109·5 \| 20·7 \| 11·0 | Cuxhaven | C.2Cy.16"&31½"–22" | | G |
| | *L.Wilhelm*95–01 | | | | | | Söhne | | P17' F12' | German | 39NHP | | |
| RWJP | | 1 *Dk* | 40 | | | | Hamburg | | | *WB* | B.WenckeSöhne,Hamburg | | |
| 856 | **Tugela** | SteelScSr | 3309 | ✠100A1 | Bry | 1900 | A.Rodger | GlasgowNavCo.Ld | 326·2 \| 48·1 \| 23·7 | Glasgow | T.3Cy.24",40"&65"–42" (s) | 26 s 4 | |
| 111249 | *J.Marchbanks* –04 | *ss*N.vc.No.1–04 | 3114 | 12,09 11,08 | Nwo | 4mo | &Co. | (Maclay&Mc | P29'B80'F30' | British | 160lb *80lb* 281NHP | s 4 · 8 | |
| RNLV | | 1 *Dk*(*Stl*)2*tr B*&*deep framing* | 2148 | | LMC4,04 | 10,04 | PortGlasgow | Intyre,*Mgrs.*) | FK *BHCem* | | 2SB,6*cf*,gs109,hs4318 | | |
| | | 3 *Dk Ks* | | | | *Lloyd's*A&CP | | *WB=Cell DBa* | *uE*122 *f*156 717*t APT*120*t* | | A.Rodger&Co.Pt.Glasgow | | |
| 857 | — | IronScK | 233 | ✠100A1 | Hul | 1900 | Cook,Wel- | NeptuneSteam | 125·0 \| 21·5 \| 11·5 | Hull | T.3Cy.18",22"&36"–24" (s) | 12 s 4 | |
| 113591 | *W.Elliott* –00 | | 216 | *Stm Trawler* | | 12mo | ton&Gemmell | FishingCo.Ld. | 160' | British | 200lb 70RHP | | |
| | | 1 *Dk* | 85 | 7,08 LMC12,04 | | | Hull | | BKT | *BHCem* | 1SB,2*cf*,gs34,hs1114 | | |
| | | | | | | | A&CP | | | | C.D.Holmes&Co.Hull | | |
| 858 | **Tullochmoor** | SteelScSr | 3520 | | | 1899 | W.Doxford | MoorLine,Ld. | 340·0 \| 45·6 \| 24·8 | London | T.3Cy.26",42"&68"–42" | | V |
| 110130 | *A.Guias* –01 | | 3365 | | | | &Sons,Ld. | (W.Runciman& | F35' | British | 300NHP | | |
| RDVC | *Turret deck* | 1 *Dk*2*tr B* | 2251 | | | | Sunderland | Co.*Mgrs.*) | | *WB* | W.Doxford&Sons,Ld Sld. | | |
| 859 | **Tulum** | SteelScSp | 45 | 100A1 | Npt | 1901 | Mordey, | MexicanGovern- | 67·6 \| 14·0 \| 7·5 | VeraCruz | C.2Cy.13½"&26"–17" | | |
| | | | 46 | *For Towing purposes* | | 4mo | Carney&C.Ld | ment | | Mexican | 110lb 33NHP | | |
| | | 1 *Dk* | — | 7,01 LMC7,01 | | | Newport Mon | | HK | *BHCem* | 1SB,2*cf*,gs25,hs691 | | |
| | | | | | | *Lloyd's*A&CP | | | | | Cox&Co.Falmouth | | |
| 860 | **Tuncurry** | WoodScSr | 162 | | | 1903 | J.Wright | A.Taylor | 113·5 \| 22·2 \| 7·6 | SydnyNSW | C.2Cy.13"&26"–18" | | |
| 117638 | *F.P.O'Beirne*81–03 | | 127 | | | | CapeHawke, | | | British | 33RHP | | |
| | | 1 *Dk* | 92 | | | | N.S.W. | | | | McKie&Baxter,Glasgow | | |
| 861 | **Tung Shing** | SteelScSr | 1869 | ✠100A1 | Nwc | 1903 | Wigham- | Indo-ChinaSteam | 275·4 \| 40·0 \| 12·9 | London | T.3Cy.21",34"&66"–42" (s) | 15 s 1 | |
| 118263 | *T.W.Selby* –03 | | 1716 | *Spar dk* | | 4mo | Richrdsn&Co | Nav.Co.Ld. | B68'F33' 20·0 | British | 170lb *85lb* 226NHP | s 8 · 1 | |
| TWSD | | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*teak s*) | 1173 | *withfreeboard* | | | Ld Newcastle | | FK | *BHCem* | 1SB,4*rf*,gs76,hs2913 FD | | |
| | *Elec.light* | &*deep framing* | | 4,03 LMC4,03 | | *Lloyd's*A&CP | | | | | WghmRchrdsn&C.Ld Nwc | | |
| | | | | | | | | *WB=Cell DBa*88' | *uE*21'*f* 107' 371*t* | *hf* 15' 190*t* | *Ta*19 265*t FPT*80*t APT*17*t* | | |
| 862 | **Tungchow** | SteelTwinScSr | 1502 | | | 1886 | Scott&Co. | ChinaNav.Co.Ld. | 256·3 \| 34·2 \| 20·4 | London | C.4Cy.25"&52"–30" | | |
| 91926 | *P.Bennett* –03 | | 1079 | | | 5mo | Greenock | | B60' F31' | British | | | |
| KGHB | | | 952 | | | | | | | | 247NHP | | |
| | | | | | | | | | | | Scott&Co.,Greenock | | |
| 863 | **Tunge** | CompScSr | 265 | | | 1879 89 | A.Olsen | T.Waage | 122·8 \| 22·3 \| 11·8 | Stavanger | C.2Cy.13½"&30½"–20½" | | |
| | *G.Nyman*95–99 | | 198 | | | | Oscarshamn | | Q14*t*B39*t*H7*t*F7*t* | Norwegian | NB90 34NHP | | |
| JWFG | (*ex*Arla) | 1 *Dk* | 153 | | | | | | | | GöteborgsM.V.Gothenbrg | | |
| 864 | **Tung-ting** | SteelTwinSc | 2038 | | | 1900 | Boyd&Co. | ChinaNav.Co.Ld. | 270·0 \| 42·1 \| 17·2 | Shanghai | T.6Cy.12",21"&34"–37" | | |
| 72885 | *K.E.Tuebben* –02 | | 1578 | | | | Ld. | | | British | 140NHP | | |
| | | 3 *Dks* | 1264 | | | | Shanghai | | | | Boyd&Co.Ld.Shanghai | | |
| 865 | **Tungus** | SteelScSr | 1753 | ✠100A1 | Nag | 1903 | Sunderlnd | Dpsk.Tungus | 260·0 \| 36·6 \| 12·4 | Tonsberg | T.3Cy.19",31"&51"–36" (s) | 14 s 8 | |
| | *C.L.Halvorsen*01–03 | | 1548 | *Spar dk* | | 3mo | S.B.Co.Ld. | Rederi | P24'B69'F27' 19·9 | Norwegian | 180lb *100lb* 170NHP | s 5 · 3 | |
| | | 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*ws*)& | 1033 | *withfreeboard* | | | Sunderland | (W.Wilhelmsen) | FK | *BHCem* | 2SB,4*pf*,gs86,hs2656 | | |
| | *Elec.light* | *deep framing* | | 11,04 LMC4,04 | | *Lloyd's*A&CP | | *WB=Cell DBa*69'*uE*29'*f* 107' 368*t* | | *APT*19*t* | N.E.MarineEng.Co.Ld.Sld | | |
| 866 | **Tunisian** | SteelTwinScSr | 10576 | | | 1900 | A.Stephen | AllanLineSSCo.Ld | 500·6 \| 59·2 \| 39·8 | Glasgow | T.6Cy.27",46"&76"–54" | | C |
| 111218 | *A.H.Vipond* –00 | | 9243 | | | | &Sons | (J.&A.Allan *Mgrs*) | | British | 849NHP | | |
| RNLC | *Ref.Mchy.Elec.light* | 3 *Dks*&*Shelter dk* | 6802 | | | | Glasgow | | | *WB* | A.Stephen&Sons,Glasgow | | |
| 867 | **Tupá** | SteelTwinScSr | 302 | ✠ A1 | Pra | 1899 | Murdoch& | A.Miranda&Co. | 140·2 \| 30·2 \| 7·7 | Para | C.4Cy.12"&24"–18" (s) | 8 s 0 | |
| | *J.L.Cordeiro* | *ss*Pra.No.1–03 | 225 | *For River purposes only* | | 12mo | Murray | | F16' | Brazilian | 120lb *80lb* 56NHP | | |
| | | 1 *Dk*(*Teak*)&*Promenade dk*(*Teak*) | 200 | 6,05 LMC2,05 | | | PortGlasgow | | FK | *BHCem* | 1SB,*2pf*,gs43,hs1092 | | |
| | *Elec.light* | | | | | | A&CP | | | | J.G.Kincaid&Co.Greenock | | |
| 868 | **Tupy** | IronSc3MstSr | 1540 | | | 1875 | Lobnitz, | Empreza deSal e | 257·8 \| 32·3 \| 17·1 | R.Janeiro | C.2Cy.28"&60"–48" | | |
| | *B.Tonnessen*99–02 | | 1534 | | | | Coulborn&Co | Navegação | 24·1 | Brazilian | NB85*fitted*88 175NHP | | |
| | (*ex*Olaf) | 1 *Dk*&*Spar dk* | 950 | | | | Renfrew | | BKS | *WB* | Lobnitz,Coulbrn&Co.,Rnf. | | |
| 869 | **Turakina** | SteelTwinScSr | 8210 | ✠100A1 | Lon | 1902 | Hawthorn, | NewZealand | 473·0 \| 59·6 \| 31·0 | Plymouth | T.6Cy.25",42"&71"–48" (s) | 34 s 11 | |
| 114038 | *F.Forbes* –02 | | 6909 | *Shelter dk* | | 8mo | Leslie&Co.Ld | ShippingCo.Ld. | | British | 200lb *200lb* 844NHP | s 7 · 5 | 3,05 |
| TPNS | *Ref.Mchy.* | 2 *Dks*(*Stl*)& *deep framing*& | 5289 | 11,03 LMC8,02 | | | Newcastle | | FK *BHCem* | | 5SB,15*rf*,gs290,hs10893 FD | | |
| | *Elec.light* | *Shelter dk*(*Stl*–*ws*) | | 2,05 | | *Lloyd's*A&CP | | | | | Hwthrn,Leslie&C.Ld. Nwc | | |
| | | | | | | | | *WB=Cell DBa*119' *uE*&*f*167*t f*221' | | | 1392*t FPT*174*t APT*96*t* | | |
| 870 | **Turbin** | SteelSc3MstSr | 749 | | | 1902 | Ch.Naval | Actieselsk.Turbin | 190·5 \| 30·2 \| 11·3 | Sandefjrd | T.3Cy.17",28"&46"–30" | | N |
| | *K.Knudsen* –02 | | 528 | | | | Antwerpen | (P.A.Gron) | P27'Q70*t*H54*t*F22* | Norwegian | 116NHP | | |
| HNKP | *Mchy.Aft* | 1 *Dk* | 333 | | | | Hoboken | | | *WB* | N.E.MarineEng Co Ld Nwc | | |
| 871 | **Turbinia** | SteelSc | 1784 | | | 1904 | Hawthorn, | Turbine S.S.Co. | 250·0 \| 30·1 \| 12·0 | Hamiltn,O | Steam Turbines 5001 IHP | | |
| 112901 | *A.W.Crawford* –04 | 3 *Sc Shafts* | | | | | Leslie&Co.Ld | | | British | Parsons Mar.S.Turbine | | |
| | | 3 *Dks* | | | | | Newcastle | | | | Co.Ld.Nwc | | |
| | | | | | | | | Turbines S.S.Co.Ld. | | | | | |
| 872 | **Turbo** | SteelSc3MstSr | 4134 | ✠100A1 | Shl | 1892 | J.Laing | ShellTransport& | 347·5 \| 45·7 \| 27·3 | London | T.3Cy.26",42½"&69"–45" (s) | 28 s 6 | |
| 101951 | *T.Fairfield* –00 | *ss*Cal.No.2–01 | 3545 | *Shade dk* | | 12mo | Sunderland | TradingCo.Ld. (M. | | British | 160lb *100lb* 341NHP | s 5 · 6 | |
| MVTB | *Mchy.Aft* | 2 *Dks*(*Stl*) | 2659 | *withfreeboard* | | | A&CP | Samuel&Co.*Mgrs.*) | FK | *BHCem* | 3SB,9*cf*,gs150,hs5453 | | |
| | *Elec.light* | &*Webframes*&*Shade dk* | | 5,04 | | | | *WB=Cell* | *DB*66'160*t FPT*160*t* | | *APT*35*t* | G.Clark(Lim.),Sunderlnd | |
| | | | | *Carrying Petroleum in bulk* | | | | | | | | | |
| | | | | BS11,03 LMC2,03 | | | | | | | | | |
| 873 | **Turbot** | SteelScK | 167 | ✠ | Shl | 1898 | J.T.El- | L.Bouclet | 104·0 \| 21·0 \| 11·5 | Boulogne | T.3Cy.12¼",19½"&32"–22½" | 12 s 0 | |
| | *Monchaux*00–00 | | — | *Stm Trawler* | | 2mo | tringham&Co | | | French | 60NHP | | |
| LGQD | (*ex*Stella) | 1 *Dk* | 17 | 1,98 | | | S.Shields | | HK | *BHCem* | 1SB,2*pf*,gs80,hs1050 | | |
| | | | | | | | | | | | G.T.Grey,S.Shields | | |

| No. in Book. / Official No. / Code | Steamer's Name. Material, Rig, &c. — Master. — Special Surveys. | Regist'd Tonnage: Gross / Under deck / Net | Particulars of Classification. Character. — † for Special Survey. Date of last Survey | Port of Survey. Years Assigned & when Classed. Equipment Letter. | Built. When. — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. — Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard available ft. | in. | Registry in which class'd; if not in U.K., Date of last Trip. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 874 | **Turcoman** Steel Twin Sc 4 Mst Sr | 5829 | ✝100A1 | Npt | 1892 | Harland & | Brit. & N. Atlantic | 445·0 | 49·2 | 30·1 | Liverpool | T.6Cy.19″,31″&52″–42″ (s) | 33 | 7 | | |
| 99130 | ~~T. L. Meadows~~ ss Bcl. No. 2–99 | 11,03 | | | 5mo | Wolff, Ld. | S.N.Co.Ld. | P55′B98′F52′ | | | British | 180lb 429 NHP | s 7 | 8 | | |
| MPRS | (ex Lord Erne) 2 Dks (Stl) 3 tr B & pt | 3683 | ~~Dec'd 1901~~ | ~~LMC~~ | | Belfast | | | FK & BK3″ | | 7 BH Cem | 2D & 1SB, 14 rf, GS 230, HS 7276 | | | | 9,04 |
| | Ref. Mchy. Elec. light | | Bs 9,04 | MS 7,04 | *Lloyd's* | *SA & CP* | | | | | 4 PT 50t DT | Harland & Wolff, Ld. Bel. | | | | |
| | T. Jones –04 | | | | | | *WB = Cell DB* | 330′ | 1222t | *FPT 60t* | | a50′ 856t *DTf* 37′ 766t | | | | |
| 875 | **Turenne** Iron Sc | 1598 | ✝100A1 | Msl | 1879 | W. Hamil- | Maurel & H. Prom | 246·2 | 36·4 | 13·9 | Bordeaux | C.2Cy.30″&62″–36″ (l) | | | | 10,03 |
| ~~Sunderland~~ | ss Mel. 2nd No. 3–1,03 | 1513 | *Awng dk* | | 5mo | ton & Co. | | | | 22·9 | French | 100lb 77lb NDB 99 179 NHP | | | | |
| LGQC | La Coste –04 1 Dk (Irn) & Awng dk | 1000 | *loadline 14 ft 3in* | | | Pt. Glasgow | | ND 91 | | FK | 4 BH Cem | 2SB, 6pf, GS 96, HS 2645 | | | | |
| | | | 12,04 ~~10,03~~ | | | A & CP | | | | *WB =* | *DBa* 40′ | J. Howden & Co., Glasgow | | | | |
| | | | ✝NB 2,06 | ~~LMC 1000~~ | | | | | | | | | | | | |
| 876 | **Turgeneff** Iron Pad | 306 | | | 1882 | ..... | A. Kovalenko & | 181·9 | 24·2 | 8·4 | Odessa | | | | | |
| 501 | | — | | | | Preston | R. Webster | | | | Russian | | | | | |
| | 1 Dk | 138 | | | | | | | | | | | | | | |
| 877 | **Turia** Steel Sc Sr | 1495 | ✝ | ··· | 1887 | J. Reid & Co | Tintoré y Cia. | 265·8 | 34·0 | 18·4 | Barcelona | T.3Cy.25″,39″&62″–36″ (s) | 19 | 7 | | 7,02 |
| | *F. Talladas* ss Bcl. No. 3–7,00 | 1276 | | | 12mo | Pt. Glasgow | | P40′B70′F38′ | | | Spanish | 160lb 2DB–80lb 250 NH | s 3 | 8 | | |
| JSNK | (ex Kisanga) 2 Dks (Stl–Uws) | 937 | | | | A & CP | | | | FK | 6 BH Cem | 2SB, 8rf, GS 300, HS 4034 | | | | |
| | | | | | | | | | | *WB =* | *FPT 17t* | D. Rollo & Sons, Liverpool | | | | |
| 878 | **Turisten** Iron Twin Sc | 131 | | | 1888 | Bergsunds | Ångb. Aktieb. Sun- | 94·8 | 19·2 | 5·5 | Sundsvall | C.4Cy.9¾″&18¼″–13″ | | | | |
| 448 | *N. Hagelberg* –96 1 Dk | 70 | | | | M.V. | dsvall-Indalself- | B35′ | H19t | F35′ | Swedish | 20 NHP | | | | |
| JBNP | | 75 | | | | Stockholm | ven (A. Nordberg) | | | | | Bergsunds M.V. Stockholm | | | | |
| 879 | — Iron Sc Sp | 119 | | | 1860 | W. Lind- | Ångb Aktieb Turis- | 98·5 | 14·8 | 8·3 | Trollhät- | | | | | |
| 336 | *G.A. Strandberg* –93 (ex Sigrid, | 83 | | | | bergs, M.V | ten (L.F. Hansson) | P30′ | H9t | | tan | | | | | |
| JBLQ | ex Garibaldi) | 93 | | | | Stockholm | | | | | Swedish | | | | | |
| 880 | **Turkistan** Steel Sc Sr | 3204 | ✝100A1 | Lon | 1898 | W. Gray & | G. de Zaldo | 350·0 | 45·0 | 16·2 | ~~Swansea~~ | T.3Cy.28″,43½″&72″–48″ (s) | 18 | 9 | | 1,01 |
| ~~Sunderland~~ | ~~F. Paton 01–03~~ ss Npt. No. 1–03 | 2950 | *Spar dk* | ~~Hpl~~ | 12mo | Co. Ld. | (New York & Cuba | P31′B72′F35′ | | 24·1 | ~~British~~ | 160lb *80lb* 460 NH | s 5 | 10 | | 12,04 |
| ~~QLFS~~ | 1 Dk (Stl) & Spar dk (Irn) & deep framing | 1992 | ~~Aug 1901~~ | ~~1,04~~ | | W Hartlepool | Mail S.S. Co., *Mgrs.*) | *WB = Cell DBa* | | FK | 6 BH Cem | 2SB, 8pf, GS 142, HS 6740 | FD | | | |
| | *Elec. light* | | *Now, named "Bayamo," See No. 68 in Supplement.* | | *Lloyd's* | *SA & CP* | | *& uE* 138′ *f* 148′ 656t | | | *APT 23t* | Cen. Mar. Eng. Wrks. W Hpl | | | | |
| | | | | | | | | | | | Havana Cuban | | | | | |
| 881 | **Turnberry** Steel Sc Sr | 565 | ✝100A1 | Ayr | 1889 | A M'Millan | Ayr Steam Shppng. | 190·0 | 29·2 | 13·1 | Glasgow | T.3Cy.19″,30″&49″–36″ (s) | 13 | 9 | BT | ~~1,02~~ |
| 36657 | *D. McCormick* –02 ss Ayr. No. 3–5,02 | 469 | ~~Awng dk~~ | ~~12,04~~ | 9mo | & Son | Co. Ld. (Rowan & | P29′B66′F46′ | | | British | 160lb *80lb* 138 NH | s 1 | 8½ | 1911 | 6,04 |
| LKFS | (ex Spindrift) 1 Dk (pt Irn–ws 99) | 143 | | | | Dumbarton | Bain, *Mgrs.*) | | | BK7½″ | 4 BH Cem | 1SB, 4cf, GS 76, HS 1972 | | | 12,04 | |
| | *Elec. light* | | | | *Lloyd's* | *SA & CP* | | *WB = Cell DB* | 25′ | | 17t *FPT* 20t | Kincaid & Co. Greenock | | | 12,05 | |
| 882 | **Turnu Severin** Steel Sc Sr | 2215 | | | 1897 | Howaldts- | Roumanian State | 284·0 | 40·0 | 21·5 | Braila | T.3Cy.22″,34⅝″&57″–39⅜″ | | | V | |
| | *Negru* 2 Dks 3 tr B | — | | | | werke | Railways | B42′F38′ | | | Roumanian | 203 NHP | | | | |
| HBSJ | | 1416 | | | | Kiel | | | | | *WB* | Howaldtswerke. Kiel | | | | |
| 883 | **Turquoise** Iron Sc Bn | 2090 | ✝100A1 | Qns | 1882 | Richard- | Christie & Co. | 277·0 | 36·5 | 24·4 | London | C.2Cy.~~24″~~ 26″&63″–36″ (s) ~~(t)~~ | 25 | 10 | | ~~4,03~~ |
| 85117 | ~~J. J. Turley 02~~ ss Cff. No. 3–5,95 | 1941 | 9,01 ~~4,03~~ | Hpl | 2mo | son, Duck & Co | | P26′F38′ | | | British | ~~35lb~~ 110lb 190 ~~198~~ NH | s 4 | 9½ | | 10,04 |
| WHTF | ss Hpl. No. 2–01 ~~ss Cff. No. 4–00~~ | 1344 | ~~Awng dk~~ | ~~10,04~~ | | Stockton | | | | BK9½″ | 5 BH Cem | ~~2DB, 8pf, GS 201~~ | | | | |
| | G.P. Dacison 01–04 2 Dks (Irn) 3 tr B | | ~~Dec'd 1904~~ | | *Lloyd's* | *SA & CP* | *WB = DBa* | 74′ *f* & *uB* 26′ 216t | | | *DTa* 37′ 530t | *DTan* | *s f* 65′ 1220t | | T. Richardson & Sons, Hpl. | |
| | | | | | | | | | | | | | | | 2SB, 4cf, GS 67, HS 2749 | |
| 884 | — Steel & Iron Sc 3 Mst Sr | 486 | ✝100A1 | Bwg | 1893 | J. Shearer | W. Robertson | 165·2 | 26·1 | 11·1 | Glasgow | T.3Cy.13″,21½″&34″–27″ (s) | 12 | 2 | | 8,03 |
| 99686 | *F. McCallum* –01 ss Bwg. No. 2–01 | 358 | 4,04 | | 3mo | & Son | | Q82′B10′F28′ | | | British | 160lb 70lb 60 RHP | s | 9 | | |
| NBHP | *Mchy. Aft* 1 Dk (Irn) | 169 | | | | Glasgow | | | | BK7½″ | 3 BH Cem | 1SB, 3pf, GS 43, HS 1037 | | | | |
| | *Well deck* *Iron framing & steel plating* | | ~~Dec'd 1905~~ | | | A & CP | | | | *WB =* | *FPT 20t* | Walker, Hendrsn & Co., Gls | | | | |
| 885 | — Iron Sc K | 164 | ✝100A1 | Hul | 1896 | Cook, Wel- | Kingston Steam | 105·4 | 20·7 | 11·0 | Hull | T.3Cy.12¼″,20″&32″–22″ (s) | 11 | 10 | | ~~8,02~~ |
| 106718 | *J. Coupland* –96 ~~ss Hul. No. 1–00~~ | 152 | *Stm Trawler* | | 9mo | t'n & Gemmell | Trawling Co. Ld. | Q24′ | | | British | 160lb 50 RHP | | | | 5,04 |
| | 1 Dk | 67 | ~~Awng dk~~ 3,05 | | | Hull | | | | BK7½″ | 3 BH Cem | 1SB, 2cf, GS 27, HS 830 | | | | 3,05 |
| | ss Hul. No. 2–04 | | ~~Dec'd 1905~~ | | *Lloyd's* | *SA & CP* | | | | | | Earle's Co. (Lim.), Hull | | | | |
| 886 | **Turret Bay** Steel Sc 3 Mst Sr | 2211 | | | 1894 | W. Doxford | Canadn Ocean & In- | 297·0 | 40·0 | 21·7 | Newcastle | T.3Cy.23″,37″&60″–42″ | | | CV | |
| 101245 | *(WRECKED 5,04)* | 1977 | | | | & Sons (Lim.) | land Nav. Co Ld (W. | F26t | | | British | 233 NHP | | | | |
| NJGB | *W. Hayden* –04 | 1376 | | | | Sunderland | Jacks & Co. *Mgrs*) | | | | *WB* | W. Doxford & Sns (Lm.), Sld | | | | |
| | *Turret deck* 1 Dk 2 tr B | | | | | | | | | | | | | | | |
| 887 | **Turret Bell** Steel Sc 3 Mst Sr | 2211 | | | 1894 | W. Doxford | ~~T. Pratt~~ | 297·0 | 40·0 | 21·7 | Newcastle | T.3Cy.22½″,36½″&60″–42″ | | | CV | |
| 104263 | *J. Marcussen* –03 | 1977 | | | | & Sons (Lim.) | D. A. Howden | F26t | | | British | 233 NHP | | | | |
| NLWT | *Turret deck* 1 Dk 2 tr B | 1376 | | | | Sunderland | | | | | *WB* | G. Clark (Lim.), Sunderland | | | | |
| 888 | **Turret Cape** Steel Sc Sr | 1827 | | | 1895 | W. Doxford | Canadn Ocean & In- | 253·0 | 44·0 | 19·4 | Newcastle | T.3Cy.21½″,36″&59″–39″ | | | NV | |
| 104283 | *A. W. Stonehouse* –02 | 1731 | | | | & Sons (Lim.) | land Nav. Co Ld (W. | Q52t | F21t | | British | 217 NHP | | | | |
| NVHP | *Turret deck* *Mchy. Aft* 1 Dk | 1142 | | | | Sunderland | Petersen Ld. *Mgrs*) | | | | *WB* | W. Doxford & Sons (Lm) Sld | | | | |
| 889 | **Turret Crown** Steel Sc Sr | 1827 | | | 1895 | W. Doxford | ~~C. M. Stamp~~ | 253·0 | 44·0 | 19·4 | Newcastle | T.3Cy.21½″,36″&59″–39″ | | | CV | |
| 104279 | *J. Hayton* –99 | 1731 | | | | & Sons (Lim.) | D. A. Howden | Q52t | F21t | | British | 217 NHP | | | | |
| NTSL | *Turret deck* *Mchy. Aft* 1 Dk | 1142 | | | | Sunderland | | | | | *WB* | W. Doxford & Sns (Lm.), Sld | | | | |
| 890 | **Turrethill** Steel Sc Sr | 691 | | | 1895 | W. Doxford | Broomhill | 105·0 | 31·0 | 12·5 | Newcastle | C.2Cy.23″&46″–30″ | | | CV | |
| 104281 | *S. B. Asplet* 00–00 | 576 | | | | & Sons (Lim.) | Collieries Ld. (M. F. | H15t | | | British | 95 RHP | | | | |
| PONL | *Turret deck* 1 Dk | 419 | | | | Sunderland | Maclean, *Mgr.*) | | | | *WB* | W. Doxford & Sons (Ld.), Sld | | | | |
| 891 | **Turtle** Steel & Iron Sc K | 146 | | | 1893 | J. Mc | Paton & Hendry | 83·0 | 19·1 | 8·5 | Glasgow | C.2Cy.12″&24″–18″ | | | | |
| 102646 | *J. Cuming* –02 | 105 | | | | Arthur & Co. | | Q30′ | F11′ | | British | 24 RHP | | | | |
| | *Mchy. Aft* 1 Dk | 46 | | | | Paisley | | | | | *WB* | Bow, McLachlan & Co., Psy. | | | | |
| 892 | **Tuscan Prince** Iron Sc Bn | 1653 | ✝100A1 | Mch | 1881 | M. Pearse & | Prince Line, Ld. | 260·2 | 33·7 | 21·5 | Newcastle | C.2Cy.32″&60″–39″ (i) | 24 | 0 | | 9,03 |
| 86626 | *J. Chilvers* –03 ss Npt. No. 3–3,93 | 1550 | 12,04 ~~3,04~~ | 1 kn | 6mo | Co. | (J. Knott, *Mgr.*) | P28′F32′ | | | British | 80lb *80lb* NDB 04 177 NHP | s 4 | 0½ | | |
| WBFC | (ex Miranda) ss Mch. No. 2–01 | 1042 | | | | Stockton | | | | BK9″ | 4 BH Cem | 1DB, 4pf, GS 66, HS 2937 | | | | |
| | 2 Dks (1 Irn) 3 tr B | | | | | A & CP | | | | *WB = DB* | *a* 78′ *f* 44′ 170t | Blair & Co. (Lim.), Stockton | | | | |
| 893 | **Tuscany** Steel Sc 3 Mst Sr | 4006 | ✝100A1 | Mch | 1902 | Armstrong | ~~Tuscany S.S. Co. Ld.~~ | 350·0 | 47·0 | 27·6 | London | T.3Cy.25″,42″&68″–45″ (s) | 29 | 0 | | 1,03 |
| 113862 | ~~C. J. Parton 01~~ | 3625 | 6,04 ~~1,04~~ | Lon | 7mo | Whitworth | ~~(Isaac & Marc~~ | P85′B24′F37′ | | FK | British | 180lb *100lb* 346 NHP | s 6 | 0 | | |
| TNCH | *Mchy. Aft* *Ross* 2 Dks (1 Stl–U Irn) & | 2593 | *Carrying Petroleum in* | | *bulk* | &Co. Ld. | ~~Andrew~~ | | | | 12 BH Cem | 2SB, 6cf, GS 144, HS 5550 | | | | |
| | *Elec. light* *Web frames* | | | | | Newcastle | ~~American~~ | | | | | Wllsnd Slpwy Co. Ld. Nwc. | | | | |
| | *Now named "Dakotah," See No. 3 in Supplement.* | | | | *Lloyd's* | *SA & CP* | Oil Co. Ld. | | | *WB =* | *Cell DBu E &* | *B* 48′ 88t *FPT* 94t *APT* 25t | | | | |
| | | | | | | | (J. McDonald, *Mgr*) | | | | | | | | | |
| 894 | **Tuscarora** Steel Sc Sr | 6117 | ✝100A1 | Lon | 1898 | Sir J. Laing | Anglo-American | 420·4 | 53·2 | 29·1 | Sundrland | T.3Cy.29″,48″&78″–54″ (s) | 32 | 6 | | N 10,03 |
| 106439 | *J. E. Payne* –04 ss Lon. No. 1–02 | 5649 | 9,04 ~~10,04~~ | ~~Hpl M~~ | 8mo | Sunderland | Oil Co. Ld. | | | FK | 18 BH Cem | 170lb *170lb* 567 NHP | s 6 | 9½ | | |
| 6587 | 2 Dks (Stl) & Web frames | 3925 | | ~~Dec'd 1905~~ | *Lloyd's* | *SA & CP* | (J. McDonald, *Mgr*) | | | | *APT* 96t | 2DB 12cf, GS 215, HS 8080 | FD | | | |
| | *Elec. light* & Shelter dk (Stl–ptws) | | *Carrying Petroleum in bulk* | | | | *WB = Cell DBu* | *E* 44′ 227t *FPT* 286t | | | | J. Dickinson & Sons, Ld. Sld. | | | | |

| Numéro d'Ordre. / Numéro d'Identité. / Signaux. | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage — Total. — Sous le Pont. — Net. | Details de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. IIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Tirant d'eau sur Quille. / Franc-bord d'été. / Hauteur du pont au-dessus de la quille. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 895<br>148543 | **Tuscarora** SteelSc4MastSr<br>*W.Williams* –94<br>*Elec.light* 2*Dks*3*trB* | 2386<br>—<br>1680 | | 1890 Globe Iron Works Co. Cleveland, O. | Lehigh Valley Transportation Co. | 291·4 \| 40·4 \| 22·0 | Buffalo, NY Utd. States *WB* | T.3Cy.24",38"&61"–42" 241NH<br>Globe Iron Wks Co. Cleveland | | S |
| 896<br>101950<br>MVQL | **Tuskar** SteelScSr<br>*F.Mills* –08 ssMdb.No.8–1,98<br>ssNws.No.2–00 ssCff No.1–00<br>1*Dk*(*pt Stl pt Irn*)&*Web frames*& *pt Awng dk*(*Irn*) | 3043<br>2343<br>1962 | ✝100A1 Cff *u*<br>*pt Awng dk with freeboard*<br>3,00 1,08<br>BS12,98 LM 3,00 | 1892 Sir R. Dixon&Co. Middlesbro' A&CP | Fargrove Stm.Nav Co.Ld.(Farrar, Groves&Co.,*Mgrs*.)<br>*WB*=*Cell D* | 315·0 \| 41·2 \| 21·5<br>P35 Q88 FR<br>*B*260′6*I*2*t* 4*PT*39*t* | London British<br>5*BHpt Asp pt Cem* | T.3Cy.23",38"&62"–42" (*s*<br>160lb *85lb* 251NH<br>2SB,*5cf*,GS120,HS4101<br>N.E.Mar.E.Co.(Lim.),Sld | 24 ▫ 0<br>▫ 9 ▫ 7 | |
| 897<br>98598<br>MBGC | — IronScSr<br>*F.McMenemy* –08<br>*Well deck Elec.light* 2*Dks* | 1159<br>807<br>498 | | 1890 W B Thmpson&Co.,Lim Dundee | Clyde Shppg.Co.Ld. (*W.Cuthbert Mgr*) | 243·0 \| 33·7 \| 15·9<br>P146′F51′ BK8½ | Glasgow British *WB* | T.3Cy.25",38"&61"–48" 253NH<br>W.B.Thmpsn&C(Lm)Dun | 16 ▫ 11 | C BT 23[illegible] |
| 898<br>SBJQ | **Tutanekai** SteelTwinScSr<br>*Cable Vessel* ssWln.No.1–00<br>*C.F.Post* –98 1*Dk*(*Teak*)2*trB*<br>*Well deck Elec.light* | 811<br>621<br>412 | ✝100A1 Wln *l*<br>10,00<br>BS[illegible] LMC10 | 1896 D.J.Dunlop&Co. Pt.Glasgow *Lloyd's A&CP* | New Zealand Government (Marine Dpment.)<br>*WB*=*DTu* | 205·6 \| 30·1 \| 14·8<br>Q61 B79′F35′ BK7<br>28′71*tf* 26′64*t FPT* | Wlngtn NZ British<br>6*BHCem* 53*t APT*39*t* | T.6Cy.15½",25"&40"–60" (*s*<br>170lb *170lb* 233NH<br>2SB,*6cf*,GS101,HS3438<br>D.J.Dunlop&Co.,Pt.Gls. | 15 ▫ 9 | |
| 899<br>HFGB | **Tvedestrand** IronScSr<br>*O.Gundersen*96–98<br>1*Dk* | 125<br>100<br>71 | | 1881 Kristine-hamn Mek.V Kristinehm. | Acties.Dampskib. Tvedestrand (Pedersen&Meinich) | 99·1 \| 16·8 \| 8·6<br>B20*t* H.W len04 | Christiana Norwegian *WB* | C.2Cy.10¾"&18½"–15½"<br>NB97 11NH<br>Kristinehamns Mek.Vrk.s | | |
| 900<br>99845<br>MSBN | **Tweed** SteelScSr<br>*R.McConnell* –03<br>*Elec.light* 2*Dks* | 999<br>791<br>515 | | 1892 D.J.Dunlop&Co. Pt.Glasgow | W.Sloan&Co. | 230·0 \| 32·1 \| 15·5<br>P136′F36′ BK8 | Glasgow British *WB* | T.3Cy.21½",34"&57"–42" 224NH<br>D.J.Dunlop&Co.,Pt.Gls. | 16 ▫ 6 | C BT 6[illegible] |
| 901<br>93052 | — SteelScSr<br>*H.E.Lee* –97 ssHpl.No.2–03<br>*Mchy.Aft* 1*Dk*(*Stl*) | 117<br>89<br>42 | ✝100A1 Hpl *a*<br>12,04 7,08<br>BS8,04 LMC7,08 | 1895 J Fullerton & Co. Paisley A&CP | Tweed Shipping Co. Ld. (R.Bain, *Mgr.*) | 90·0 \| 18·6 \| 7·8<br>Q12 F14[illegible] BK6<br>*WB*=*FPT*16*t* | Berwick British<br>3*BHCem* | C.2Cy.12"&24"–18" (*s*<br>100lb 24RH<br>1SB,2*pf*,GS80,HS562<br>Fisher&Co.,Paisley | 8 ▫ 6 | |
| 902<br>110081<br>VMCD | **Tweeddale** SteelScSr<br>*T.M.Milne*94–04<br>2*Dks*(*Stl*)&*deep framing* | 4432<br>4076<br>2874 | ✝100A1 P.Gl *x*<br>1,04<br>✝LMC1,04 | 1904 Russell& Co. Port Glasgow *Lloyd's A&CP* | Mackill S.S.Co.Ld. (R.Mackill&Co. *Mgrs.*)<br>*WB*=*Cell D* | 385·0 \| 50·0 \| 25·9<br>P40′B122′F46′ FR<br>*Ba*125′*uE*27′*f*168 | Glasgow British<br>6*BHCem*<br>989*t DT a*35 | T.3Cy.26",44"&73"–48" (*s*<br>200lb *100lb* 415NH<br>2SB,*6cf*,GS120,HS5022<br>D.Rowan&Co.Glasgow<br>*17t FPT*104*t APT*42*t* | 28 ▫ 8<br>▫ 5 ▫ 9½ | |
| 903<br>111081 | **Twelve** SteelScK<br>*J.E.Harvey* –02<br>1*Dk* | 77<br>72<br>25 | ✝100A1 Shl<br>*For fishing purposes*<br>6,01<br>✝LMC6,01 | 1901 Smith's Dock Co.Ld N.Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·0 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | G Yrmouth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 22RH<br>1SB.2*pf*,GS19,HS476<br>MacColl&Pollock.Sld. | 9 ▫ 0 | |
| 904<br>111096 | **Twenty** SteelScK<br>1*Dk* | 78<br>72<br>26 | ✝100A1 Shl<br>*For fishing purposes*<br>8,01<br>✝LMC8,01 | 1901 Smith's Dock Co.Ld North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·0 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Yarmouth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB.2*pf*,GS19,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 905<br>115507 | **Twenty One** SteelScK<br>*G.Dyble*02–02<br>1*Dk* | 80<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝LMC2,02 | 1902 Smith's Dock Co.Ld. N.Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock.Sld. | 9 ▫ 0 | |
| 906<br>115503 | **Twenty Two** SteelScK<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝LMC2,02 | 1902 Smith's Dock Co.Ld N Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 907<br>115509 | **Twenty Three** SteelScK<br>1*Dk* | 80<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝LMC5,02 | 1902 Smith's Dock Co.Ld N.Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 908<br>115510 | **Twenty Four** SteelScK<br>*G.T.Purdy* –02<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝LMC5,02 | 1902 Smith's Dock Co.Ld. North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 909<br>115512 | **Twenty Five** SteelScK<br>*T.Palgrave* –02<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝LMC5,02 | 1902 Smith's Dock Co.Ld North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 910<br>115513 | **Twenty Six** SteelScK<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Abn<br>*For fishing purposes*<br>8,02<br>✝MC4,02 | 1902 Smith's Dock Co.Ld. North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB.2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 911<br>115514 | **Twenty Seven** SteelScK<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Shl<br>*For fishing purposes*<br>8,02<br>✝MC4,02 | 1902 Smith's Dock Co.Ld. North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 912<br>115515 | **Twenty Eight** SteelScK<br>1*Dk* | 79<br>74<br>32 | ✝100A1 Shl<br>*For fishing purposes*<br>9,04 6,00<br>✝LMC4,02 | 1902 Smith's Dock Co.Ld North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB,2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 913<br>115517 | **Twenty Nine** SteelScK<br>1*Dk* | 79<br>75<br>33 | ✝100A1 Abn<br>*For fishing purposes*<br>8,02<br>✝LMC4,02 | 1902 Smith's Dock Co.Ld North Shields *Lloyd's A&CP* | Smith's Dock Trust Co.Ld. | 80·0 \| 18·1 \| 8·2<br>BK6<br>*WB*=*FPT*2*t* | Gt Yarmth British<br>3*BHCem* | C.2Cy.10¾"&23"–16" (*s*<br>125lb 21RH<br>1SB.2*pf*,GS17,HS476<br>MacColl&Pollock,Sld. | 9 ▫ 0 | |
| 914<br>94356<br>KQGS | **Twickenham** SteelScSr<br>*L.R.Mann* –02 ssHpl.No.8–7,97<br>ssP.N1.No.1–02<br>1*Dk*(*pt Irn*&*pt Stl*)&*Web frames*& *pt Awng dk*(*Irn*) | 2538<br>1963<br>1613 | ✝100A1 Cff *s*<br>*pt Awng dk with freeboard*<br>3,04 1,03<br>MS11,01 BS[illegible] | 1888 W.Gray& Co. W Hartlepool A&CP | Britain S.S.Co.Ld. (Watts,Watts&Co. *Mgrs.*)<br>*WB*=*Cell D* | 300·0 \| 38·6 \| 20·4<br>P27′Q98′<br>pND02 BK11′<br>*B*254′6*I*4*t* | London British<br>5*BHCem*<br>*pt Awng dk*175′ | T.3Cy28",37½"&61½"–39" (*s*<br>160lb *90lb* NDB02 236NH<br>2SB,*6cf*,GS91,HS3528<br>Blair&Co.(Lim.),Stockton | 23 ▫ 2<br>▫ 8 ▫ 8½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under Deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned. Date of last Survey. Engines. Boilers. Equipment. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships. ft. in. | 15 Registers in which classed. Date of last B. & C. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 915<br>102711<br>NGMK | **Twilight**<br>*W.J.Edwards* –01 | **SteelScSr**<br>*ss*Shl.No.2–02<br>1*Dk(Stl)&Web frames&*<br>*pt Awng dk(pt Stl pt Irn)* | 1919<br>1398<br>1224 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~4,02~~ 3,05<br>~~Deck~~ ✠LMC8,02 | Cff<br>Shl | *r* | 1894<br>1mo | Furness,<br>Withy&C.Ld.<br>WHartlepool<br>A&CP | J.Wood&Co.<br>*WB=Cell DB* | 270·0\|38·0\|17·0<br>Q111′<br>*pt Awng dk* 159′ FK<br>218′391*t* | W.Hartlpl<br>British<br>4*BHCem*<br>*APT* 32*t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb *80lb* 169NHP<br>2SB,4*rf*,GS53,HS2540<br>Cen.Mar.Eng.Wrks,WHpl | 19 ″ 3<br>s 5 ″ 3½ | | 6,02<br>3,05 |
| 916<br>[illegible]<br>TSDN | **Twingone**<br>*S.H.Stockwell* 02–04<br>*Mchy.Aft*<br>*Elec.light* | **SteelSc3MstSr**<br>1*Dk(Stl)&Spar dk(Stl)*<br>*&Web frames* | 1771<br>1649<br>1120 | ✠100A1<br>*Spar dk*<br>10,~~1,04~~ ✠LMC8,02<br>*Carrying Petroleum in*<br>*Fitted for liquid fuel* 8,02 | Cal | *r* | 1902<br>8mo<br>*bulk* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | BurmahOilCo.Ld.<br>*WB=Cell It* | 250·0\|36·5\|16·8<br>P22′B23′F25′ 23·8<br>FK<br>*Bu*B31′29*t FPT*62*t* | Rangoon<br>British<br>10*BHCem*<br>*APT* 7*t* | T.3Cy.20″,33″&54″–36″ (*r*)<br>180lb *120lb* 198NHP<br>2SB,6*cf*,GS100,HS3158<br>Wllsnd Slpwy.&Eng.Co.<br>Ld.Nwc | 17 ″ 10<br>s 4 ″ 7½ | | ~~1,04~~<br>N10,04 |
| 917<br>111052 | **Two**<br>*W.Mills* –02 | **SteelScK**<br>1*Dk*<br>*FramesIron* | 84<br>83<br>42 | ✠100A1<br>*For fishing purposes*<br>6,00 ✠LMC~~6,02~~ 7,04 | Shl | | 1900<br>6mo | Smith's<br>Dock Co.Ld.<br>North Shields<br>A&CP | Smith's Dock Trust<br>Co.Ld. | 80·0\|18·6\|8·6<br>BK6″<br>*WB=FPT*4*t* | Yarmouth<br>British<br>3*BHCem* | C.2Cy.11½″&23″–16″ (*s*)<br>125lb 24RHP<br>1SB,2*pf*,GS17,HS417<br>G.T.Grey,S.Shields | 9 ″ 6 | | 7,04 |
| 918<br>116814<br>VQWB | **Tycho**<br>1*Dk2trB* | **SteelScSr** | 3216<br>2964<br>2029 | | | | 1904 | Earle'sCo.<br>Ld.<br>Hull | T.Wilson,Sons&<br>Co.Ld. | 335·0\|47·0\|22·9<br>P24′B&F262′ | Hull<br>British<br>*WB* | T.3Cy.20″,32½″&54″–42″<br>189NHP<br>Earle'sCo.Ld.Hull | | | |
| 919<br>113477<br>SKWM | **Tydeus**<br>*M.H.F.Jackson* –02<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 7441<br>6045<br>4800 | | | | 1901 | Workman,<br>Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld.<br>(*A.Holt&Co Mgrs*) | 454·7\|54·1\|32·3<br>P51′B219′F58″ | Liverpool<br>British<br>*WB* | T.3Cy.29″,49½″&83″–60″<br>533NHP<br>Wrkman,Clark&Co.Ld Bel | | BT<br>till<br>6,05 | |
| 920<br>116899 | **Tyee**<br>*W.Gove* | **WoodScSr** | 316<br>—<br>158 | | | | 1884 | .....<br>Port Ludlow,<br>Wash. | PugetSoundTug<br>BoatCo. | 141·2\|26·4\|13·0 | Seattle<br>Utd.States | C.2Cy.24½″&48″–38″<br>119NHP | | | |
| 921<br>~~wrecked 8,04~~<br>SDNR | **Tymeric**<br>*J.Carse* –03 | **SteelScSr**<br>1*Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 3314<br>3044<br>2159 | ✠~~100A1~~<br>*Spar dk*<br>4,04 | NYk | *r* | 1901<br>1mo | Russell&<br>Co.<br>Port Glasgow<br>A&CP | S.S.TymericCo.Ld.<br>(*A.Weir&Co.*)<br>*WB=Cell DB a* 102′ | 330·3\|48·1\|15·9<br>P20′B71′F33′ 23·5<br>drp01 FK<br>*uE&B*40′ *f*140′877*t* | Glasgow<br>British<br>5*BHCem*<br>*APT*63*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *100lb* 289NHP<br>2SB,6*cf*,GS130,HS4339<br>J.G.Kincaid&Co.Greenock | 18 ″ 5<br>~~s 5 ″ 4~~ | | 12,01 |
| 922<br>147<br>JBDC | **Tynderö**<br>*D.Sangberg* –99<br>(*ex*Ullånger,*ex*Norrvik,*ex*Wenersborg,<br>*ex*Nordingrå,*ex*Tjust) | **IronScSr**<br>1*Dk* | 138<br>62<br>92 | | | | 1864 | MotalaCo.<br>Motala | Tynderö Ångb.<br>Aktieb. (P.D.E.<br>Sangberg, *Mgr.*) | 93·2\|18·4\|7·2<br>Q24′B43′H11*tF*28′ | Sundswall<br>Swedish | 1Cy.12¾″–17½″<br>5NHP<br>MotalaCo.,Motala | | | |
| 923<br>115839 | **Tyndrum**<br>*W.Barrett* –04<br>*Elec.light* | **SteelScK**<br>1*Dk* | 192<br>175<br>65 | ✠100A1<br>*Stm Trawler*<br>10,04 ~~1,04~~ ✠LMC12,02 | Liv | | 1902<br>12mo | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>*Lloyd'sA&CP* | J.Duncan,Sons&<br>Co. | 110·2\|21·1\|11·2<br>Q20′<br>BK7″ | Liverpool<br>British<br>3*BHCem* | T.3Cy.12″,19½″&32″–23″ (*s*)<br>180lb 55RHP<br>1SB,2*cf*,GS24,HS880<br>C.D.Holmes&Co.Hull | 12 ″ 1 | | 10,04 |
| 924<br>111255<br>RPQF | **Tyne**<br>~~*J.Thomas* –03~~ *G.S.Gillard*05–05<br>*ss*Npt.No.1–04 1*Dk(Stl)&Spardk(Stl)&*<br>*Elec.light* *deepframing* | **SteelScSr** | 2902<br>2688<br>1854 | ✠100A1<br>*Spar dk*<br>2,05 ~~7,03~~ LMC2,04 | Dry<br>Qns | *u* | 1900<br>5mo | R.Napier&<br>Sons,Ld.<br>Glasgow<br>A&CP | RoyalMailSteam<br>PacketCo.<br>*WB=Cell DBa* | 320·0\|44·8\|15·6<br>P24′B92′F35′ 23·5<br>BK9″<br>96′*uE*22′*f*140′1154*t* | Glasgow<br>British<br>6*BHCem*<br>*APT*29*t* | T.3Cy.23″,38″&62″–39″ (*s*)<br>160lb *80lb* 244NHP<br>2SB,6*cf*,GS108,HS3736<br>R.Napier&Sons,Ld.Gls. | 26 ″ 0<br>s 4 ″ 9 | | 2,04 |
| 925<br>118611<br>VCRQ | —<br>*H.Wight* 99–03<br>*Well deck* | **SteelScSr**<br>1*Dk(pt Irn&pt Stl)*<br>*&Web frame* | 1097<br>870<br>682 | ✠100A1<br>1,04<br>✠LMC6,02 | Sld | *n* | 1903<br>6mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Witherington&<br>Everett<br>*WB=Cell* | 222·2\|33·3\|14·3<br>Q79′B50′F26′<br>FK<br>*DBa* 61′*uE* 17′*f* 90′ | Newcastle<br>British<br>4*BHCem*<br>278*t APT*78*t* | T.3Cy.18″,29½″&48″–33 (*s*)<br>160lb *90lb* 145NHP<br>1SB,3*pf*,GS61,HS2356<br>N.E.Marine Eng.Co.Ld.Sld. | 16 ″ 6<br>s 1 ″ 6 | | 1,04 |
| 926<br>88890<br>TVSQ | —<br>~~*Nelson* –05~~<br>~~*R.Dawson*05–09~~<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.3–12,92<br>*ss*Nwc.No.2–01<br>1*Dk(Irn)* | 647<br>486<br>400 | ✠100A1<br>12,01~~2,01~~<br>~~NB~~12,92 ✠LMC~~2,01~~ 12,04<br>~~RC —~~ | Nwc | *i* | 1880<br>10mo | Campbel-<br>town S.B.Co.<br>Campbeltwn.<br>*Lloyd'sA&CP* | S.S.TyneCo.Ld.<br>(Pippet&Dawson)<br>*WB=DBa* 42′ | 179·8\|30·1\|12·9<br>Q88′B18′F21″<br>BK7½″<br>*φuE&B*33′165*t FT* | Newcastle<br>British<br>4*BHCem*<br>*T*18*t APT*9 | C.2Cy.23″&45″–33″ (*r*)<br>100lb *80lb* NDB99 90RHP<br>1SB,3*pf*,GS50,HS1472<br>Hutson&Corbett,Gls. | 13 ″ 11<br>s 1 ″ ■ | | ~~12,04~~<br>~~12,04~~<br>4,05 |
| 927<br>109678<br>SFBP | —<br>*Garnum* | **SteelScK**<br>1*Dk* | 182<br>179<br>72 | ✠100A1<br>*Stm Trawler*<br>1,04<br>✠LMC11,00 | Sws | | 1901<br>1mo | Smith's<br>Dock Co.Ld<br>North Shields<br>*Lloyd'sA&CP* | Abertawe Fishing<br>Co.Ld. | 115·5\|21·1\|11·2<br>BK7½″ | Swansea<br>British<br>3*BHCem* | T.3Cy.12″,20″&32″–22½″ (*s*)<br>180lb 52RHP<br>1SB.2*pf*,GS29,HS1066<br>N.E.Marine Eng.Co.Ld.Sld | 12 ″ 6 | | |
| 928<br>62963 | —<br>*D.Simpson*95–95 | **IronPadTug**<br>1*Dk* | 162<br>142<br>33 | ✠<br>*For Tug purposes*<br>8,83 | Nwc | *b* | 1882<br>12mo | G.K.Smith<br>&Co NShields | T.P.Rayson | 114·5\|20·0\|9·3 | Grngemth<br>British<br>3*BHCem* | L.1Cy.38″–54″<br>50RHP<br>J.S.Davidson,Whn. | | | |
| 929<br>60409 | —<br>*Matthews*65–69 | **IronPad** | 154<br>154<br>38 | | | | 1869 | .....<br>Newcastle | Tyne Improvement<br>Commissioners | 99·2\|26·3\|8·3 | N.Shields<br>British | L.2Cy.26½″–45″<br>NE&B93 80RHP<br>TyneImprovementCoNwc | | BT<br>till<br>4,05 | |
| 930<br>102042 | **Tyne Belle**<br>*H.Pitchard*93–93 | **IronScK**<br>1*Dk* | 140<br>135<br>59 | ✠<br>*Stm Trawler*<br>9,95 | Hul | | 1893<br>11mo | Edwards,<br>Bros.<br>N.Shields | Tyne Stm.Fishing<br>Co.Ld. | 101·0\|20·5\|10·7<br>Q18′F19′<br>BK7½″ | N.Shields<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″–21″<br>1SB,2*pf*,GS24,HS830 45RHP<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | | |
| 931<br>102041 | **Tyne Castle**<br>*T.W.Tyst*93–93 | **IronScK**<br>1*Dk* | 141<br>130<br>49 | ✠<br>*Stm Trawler*<br>9,95 | Shl | | 1893<br>11mo | Edwards<br>Bros.<br>N.Shields | Tyne Stm.Fishing<br>Co.Ld. | 101·3\|20·6\|10·9<br>Q18′F19′<br>BK7½″ | N.Shields<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″–21″<br>1SB,2*pf*,GS24,HS830 45RHP<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | | |
| 932<br>76276 | **Tyne Dock No. 1**<br>1*Dk* | **SteelPadSk** | 106<br>105<br>■ | | | | 1889 | J.T.El-<br>tringham&Co<br>S.Shields | N.EasternRly.Co. | 82·0\|19·1\|9·8 | S.Shields<br>British | L.2Cy.27″–45″<br>50RHP<br>J.P.Rennoldson&Sns,SShl | | | |
| 933<br>96830 | **Tyne Fisher**<br>1*Dk* | **IronScSr** | 110<br>110<br>16 | | | ... | 1891 | Anderson<br>&Laverick<br>Newcastle | Tyne Stm.Fishing<br>Co.Ld. | 97·0\|19·6\|10·4<br>BK6½″ | N.Shields<br>British | C.2Cy.17″&34″–24″<br>48RHP<br>Hedley&Boyd,N.Shields | 11 ″ 0 | | |
| 934<br>96839 | **Tyne Meadows**<br>*W.Pardon* –92<br>1*Dk* | **IronScK** | 140<br>134<br>58 | ✠<br>*Stm Trawler*<br>6,96 | Shl | | 1892<br>8mo | SirR Dixon<br>&Co.<br>Middlesbro' | Tyne Stm.Fishing<br>Co.Ld. | 100·6\|20·4\|10·7<br>Q20′F19′<br>BK7½″ | N.Shields<br>British<br>3*BHCem* | T.3Cy.11½″,18″&29″–21″<br>NB02 50RHP<br>Wrth,McKnzie&C.Lm.Stk | 11 ″ 8 | | |
| 935<br>96838 | **Tyne Monarch**<br>*R.G.Payne* –92<br>1*Dk* | **IronScK** | 140<br>134<br>58 | ✠<br>*Stm Trawler*<br>5,93 | Shl | | 1892<br>8mo | SirR Dixon<br>&Co.<br>Middlesbro' | Tyne Stm.Fishing<br>Co.Ld. | 100·6\|20·4\|10·7<br>Q20′F19′<br>BK7½″ | N.Shields<br>British<br>3*BHCem* | T.3Cy.11½″,18″&29″–21″<br>1SB,2*pf*,GS30,HS907 50RHP<br>Wrth,McKnzie&C.Lm.Stk | 11 ″ 8 | | |
| 936<br>96834 | **Tyne Mouth**<br>1*Dk* | **IronScK** | 134<br>127<br>49 | | | ... | 1891 | R.Dixon<br>&Co.<br>Middlesbro' | Tyne Stm.Fishing<br>Co.Ld. | 96·5\|20·3\|10·7<br>Q20′F19′<br>BK7½″ | N.Shields<br>British | T.3Cy.11″,17″&28″–21″<br>45RHP<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cotes. / Spéciale. / Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Navire / Mach. | Par qui. / Où. | 9 Armateurs. | 10 Dimensions en pieds anglais. Longueur. | Largeur. | Creux. | 11 Port. / Pays. | 12 Machines. Nos & Dia des Cylindres.—Course. Pression des Chaudières. HP.—Nom et genre de machine. Hélice ou aubes. Vitesse. | 13 Fraisage sous le pont. pds | pp |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 937 | **Tyne Stream** | IronScK | 133 | | | ... | 1891 | R.Dixon & Co. Middlesbro' | TyneStm.Fishing Co.Ld. | 96·5 P73 | 20·3 T19' | 10·7 BK7½ | N.Shields British | T.3Cy.11",17"&28"–21" 15RH N E.Mar.E.Co.(Limᵗᵈ),Sld | 11 | 8 |
| 96536 | | 1 *Dk* | 127 | | | | | | | | | | | | | |
| | | | 54 | | | | | | | | | | | | | |
| 938 | **Tyne Wave** | IronScSr | 121 | ✠ | | Abn | 1891 | Anderson & Laverick Newcastle | R.Mather | 97·0 P61 | 19·6 B67 | 10·4 F40' BK6½ | N.Shields Scottish 4 *BHCem* | C.2Cy.17"&34"–24" 18SB.*2pf*,GS33,HS101½ 48RH Hedley & Boyd, N Shields | 11 | 0 |
| 96533 | *A.Britton* –01 | | 116 | *StmTrawler* | | | | | | | | | | | | |
| | | 1 *Dk* | 10 | 8,95 | | | | | | | | | | | | |
| 939 | **Tynedale** | SteelScSr | 2948 | ✠100A1 | Bly | *u* | 1889 | Palmers' Co.Ld. Newcastle A&CP | S.S.Tynedale of Belfast,Ld. (A.Craig) *WB=Cell D B272 662t FPT* | 320·0 P31' B67' F40' FL | 42·3 | 26·2 BK8½ *4 BHCem* | Belfast British | T.3Cy.24",40"&64"–42" 160lb *90lb* NDB00 279NH 2DB.*12pf*,GS198,HS1100 Palmers' Co.Ld. Newcastle | 23 | 0 |
| 93?? | *G.Yeates*99–03 *ss*Nwc.No.3–2,01 | | 2717 | 10,0 | | Nwc | | | | | | | | | 5 | 6 |
| LKJC | (*ex*Incharran) 2 *Dks*(1 *Irn*)*&*1 *Stl* | | 1884 | | | | | | | | | | | | | |
| 940 | **Tynefield** | SteelScSr | 3506 | ✠100A1 | Cff | *v* | 1901 | TyneIron S.B.Co.Ld. Newcastle A&CP | Low-WoodS.S.Co. Ld. (R.Gardner, Mountain&Co.Ld. *Mgrs*.) *WB=Cell D B272 662t FPT* | 335·0 P29' B98 F31' FL | 48·0 | 24·7 *4 BHCem* 68t *4 APT* 28t | London British | T.3Cy.24",39"&66"–45" 160lb *90lb* 311NH 2SB,*Gcf*,GS128,HS1724 N.E.Mar.Eng.Co Ld. Nwc | 27 | 3 |
| 112818 | *J.Vigers* –02 | | 3748 | 2,06 | | | | | | | | | | | 5 | 0½ |
| SFWN | 1 *Dk*(*Irn*)2*tr B&deep framing* 3 *Dk rwd* | | 2257 | | | | | | | | | | | | | |
| 941 | **Tynemouth** | SteelScSr | 1038 | ✠100A1 | Shl | *n* | 1902 | WoodSkinner&Co.Ld Newcastle *Lloyd's* A&CP | BurnettS.S.Co.Ld. (Burnett&Co. *Mgrs*.) *B=Cell D B262 n FPT* | 220·0 P412' B10' F25' FL | 33·2 | 14· *4 BHCem* 43t *4 APT* 28t | Newcastle British | T.3Cy.17½",28"&46"–33" 160lb *80lb* 133NH 1SB.*4pf*,GS58,HS2160 N.E.MarineEng.CoLd Nwc | 16 | 6 |
| 114420 | *C.J.Laws*98–02 | | 821 | 1,05 | | Nwc | | | | | | | | | 1 | 7½ |
| TFPG | 1 *Dk*(*Irn*)*&*deep framing *Well deck* | | 656 | | | | | | | | | | | | | |
| 942 | — | IronPad | 197 | | | | 1883 | Hepple& Co. N.Shields | TyneImprovement Commissioners | 105·0 | 26·1 | 8·2 | N.Shields British | L.2Cy.30"–48" NB98 60RH Hepple&Co.,N.Shields | | |
| 84876 | *Hanwell*76–83 | | 164 | | | | | | | | | | | | | |
| | | | 65 | | | | | | | | | | | | | |
| 943 | **Tynesider** | SteelSc3MstSr | 1378 | ✠100A1 | Nwc | *p* | 1888 | Schlesingr. Davis&Co. Newcastle A&CP | Tyne-TeesSteam ShippingCo.Ld. *WB=Cell D B272 662t FPT* | 260·5 P136' F63' BK? | 33·7 | 15·2 *4 BHCasp* *DBHCem* | Newcastle British | T.3Cy.28½",46"&75"–42" 160lb *90lb* NDB99 388NH 3SB.*12pf*,GS216,HS6180 NEMarineECo.(Limᵗᵈ,Nwc | 18 | 0 |
| 95240 | *J.Bruce* –03 | | 904 | 16,03 | | | | | | | | | | | | |
| KTQB | *Well deck* | 2 *Dks*(*UStl*–ws) | 738 | | | | | | | | | | | | | |
| | *Elec.light Mchy.Aft* | *ss*Nwc No.1 04 | | | | | | | | | | | | | | |
| 944 | **Tynnelsö** | SteelSc | 177 | | | | 1877 | MotalaCo. Motala | StrengnäsNya Rederiaktieb. (J.A.Kjellgren) | 104·9 P71 | 18·5 H18*t* | 8·7 | Strengnäs Swedish | C.2Cy.17½"&31½"–19½" NE&B92 36NH Bergsunds M.V.,Stockholm. | | |
| 1971 | *C.J.Palm* –94 | 1 *Dk* | 88 | | | | | | | | | | | | | |
| JDRS | | | 126 | | | | | | | | | | | | | |
| 945 | **Tynwald** | SteelTwinScSr | 937 | | | ... | 1891 | Fairfield Co.(Lim.) Glasgow | Isle of ManSteam PacketCo.Ld. | 265·0 | 34·0 | 14·1 21½ BK6? *WB* | Douglas IM British | T.6Cy.22",36"&57"–36 585NH Fairfield Co.(Lim.),Gls. | 14 | 7 |
| 95755 | *E.Corkhill* –02 | 2 *Dks*(*Shelterdk*) | 749 | | | | | | | | | | | | | |
| PKGD | *Elec.light* | | 147 | | | | | | | | | | | | | |
| 946 | **Tyr** | SteelScSr | 2268 | | | ... | 1891 | J.L.Thompson&Sons Sunderland | Harloff&Bcc | 290·0 P25 Q80 *pt Awng dk* | 38·7 | 19·9 BK18? *WB* | Bergen Norwegian | T.3Cy.21½",35"&58"–39" 211NH J.Dickinson,Sunderland | 22 | 3 |
| | *N.Michelsen*00–00 | | 1720 | | | | | | | | | | | | | |
| JVHT | 1 *Dk*(*Webframes&pt Awng dk* | | 1443 | | | | | | | | | | | | | |
| 947 | — | SteelScSr | 2225 | | | | 1895 | J.Blumer& Co. Sunderland | Inisk.Tyr'sReder. (W.Wilhelmsen) | 284·8 Q139 H70 | 40·0 F37 *pt Awng dk* 178' | 17·6 | Tönsberg Norwegian | T.3Cy.21",34"&57½"–39 226NH G.Clark(Lim.) Sund | 20 | 0 |
| | *D.Danielsen* | | 1646 | | | | | | | | | | | | | |
| HMLF | | 1 *Dk*(*pt Awngdk2tr B* | 1417 | | | | | | | | | | | | | |
| 948 | — | CompTwinScSr | 1281 | | | | 1901 | O.A Brodin Gefle | Rederiaktieb.Disa (O.A.Brodin) | 224·4 B52' F24' | 42·7 | 16·1 | Gefle Swedish | C.4Cy.20½"&32"–21½" 96NH Jönköpings M.V.,Jönköpg | | |
| 3036 | *P.M.Holm* –01 | | 1100 | | | | | | | | | | | | | |
| JMKS | | 1 *Dk* | 648 | | | | | | | | | | | | | |
| 949 | — | IronScSr | 796 | | Sou | *l* | 1865 | J.Laing Sunderland | L.R.G.Hillman | 209·7 Q30*t* H6*t* *WB=DBa63',f28'* | 28·7 | 16·8 len73' | Söderhmn Swedish 4 *BHCem* | C.2Cy.24"&46"–27" NDB86 NB82 92NH *Cmp*82 NE Marine Co(L)Sld | 17 | 10 |
| 2914 | *J.M.Westman* –96 *ss*Sld.No.3–4,77 | | 707 | 1,89 | | | | | | | | | | | | |
| JGPL | (*ex*Belmont) *ss*Sld.No.2–86 | 1 *Dk*2*tr B* | 570 | | | | | | | | | | | | | |
| 950 | — | IronScSr | 606 | | | | 1872 | Göteborgs M.W. Gothenburg | Angf.Aktieb. Commerce (W. Lundqvist, *Mgr*.) | 171·6 P26' Q48' F17' | 26·5 B17' | 15·9 H7' | Gothenburg Swedish | C.2Cy.19½"&43½"–25" NB85 79NH J.Keiller,Gothenburg | | |
| 1498 | *I.M.Björnström*01–01 | 1 *Dk* | 422 | | | | | | | | | | | | | |
| HJNF | | | 335 | | | | | | | | | | | | | |
| 951 | — | SteelScSr | 518 | | | | 1893 | Helsingörs Skibsbyggeri Elsinore | De Danske Statsbaner | 138·7 Q40' | 35·1 B60' | 14·8 F20' | Korsör Danish | C.2Cy.30½"&57"–33" 156NH Helsingörs Maskinbyggeri | | |
| | *A.V.Heise* | | 423 | | | | | | | | | | | | | |
| NGJT | *Elec.light* (*Icebreaker*) | 1 *Dk* | 132 | | | | | | | | | | | | | |
| 952 | — | SteelScSr | 509 | | | | 1890 | Lindholmens M.V. Gothenburg | Forenede Dmpskib. Selskab | 176·6 | 26·9 | 12·4 19·5 | Copnhagn Danish | T.3Cy.15",24"&40"–26" NB02 82NH Motala M.V.Aktieb.,Got. | | |
| | *J.Thörgersen* | 1 *Dk*(*Awngdk* | 443 | | | | | | | | | | | | | |
| NCJS | | | 299 | | | | | | | | | | | | | |
| 953 | **Tyra** | CompScSp | 177 | | | | 1895 | P.Larsson | Angf.Aktieb.Jönköping-Stockholm (A Andersson *Mgr*) | 97·1 P30' H8*t* F9' | 22·0 | 9·0 | Jönköping Swedish | | | |
| 2819 | *V.Forsberg* | | 133 | | | | | | | | | | | | | |
| JGKB | *Mchy.Aft* | 1 *Dk* | 112 | | | | | | | | | | | | | |
| 954 | **Tyrconnel** | SteelScSr | 274 | ✠ | | ... | 1892 | J.Fullerton &Co. Paisley A&CP | ManxStm.Trading Co.Ld. (D.T.Callow, *Mgr*) | 130·2 P72' B9' F21' BK? *WB=FPT* | 22·1 | 9·6 *4 BHCem* *2st APT* | Castltn IM. British | C.2Cy.19"&36"–24" 90lb 1SB.*2pf*,GS35,HS910 Ross&Duncan,Glasgow | 10 | 2 |
| 99794 | *J.Collister* –02 *ss*Bel.No.2–01 | | 188 | *Spar dk* | | | | | | | | | | | | 7 |
| NDPB | *Well deck* (*Elec.light* | 1 *Dk*(*Stl*) | 81 | | | | | | | | | | | | | |
| 955 | **Tyria** | SteelScSr | 2936 | ✠100A1 | Liv | *n* | 1897 | Workman, Clark&Co.Ld. Belfast A&CP | CunardS.S.Co.Ld. *B=Cell D B272 662t FPT* | 332·1 P25' B7? F38' *4 BHCem* *4 APT* | 45·7 | 15·0 22·5 FK | Liverpool British | T.3Cy.24",40"&66"–45" 200lb *90lb* 317NH 2SB.*Gcf*,GS112,HS1442 Barclay,Curle&Co.Ltd Gls | 17 | 6 |
| 106870 | *J.S.Carbines* –03 *ss*Liv.No.1–01 | | 2734 | *Spar dk* | | | | | | | | | | | 5 | 0½ |
| PTHS | | 1 *Dk*(*Stl*)*&*Spar *dk*(*Stl*) *&*Deep framing | 1884 | 11,01 | | | | | | | | | | | | |
| 956 | **Tyrian** | SteelScSr | 1455 | ✠100A1 | Mel | *p* | 1890 | Day,Summers&Co. Southampton *Lloyd's* A&CP | HowardSmith&Co. Ltd. *WB=Cell D B272 662t FPT* | 260·3 P? F? BK? *WB=Cell D B272 662t FPT* | 33·1 | 15·9 *4 BHCem* 131*t* *4 APT* | Melbourne British | T.3Cy.21",34"&57"–36" 160lb *100lb* 214NH 2SB.*Gcf*,GS115 Day,Summers&Co.,Sou. | 16 | 7 |
| 97207 | *L.A.Leslie* –01 *ss*Mel.No.3–9,02 | | 1396 | *Awng dk* | | | | | | | | | | | 8 | 8 |
| LRGQ | 1 *Dk*(*pt Irn*–ws)*&Awngdk3tr B* *Elec.light* | | 886 | *withfreeboard* 9,02 | | | | | | | | | | | | |
| 957 | — | IronScSr | 1039 | | | ... | 1869 | R.Duncan &Co. Pt.Glasgow | CanadianGovernment | 237·5 Q120' F36' | 30·2 | 19·9 | Glasgow British | C.4Cy.20"&35"–36" *Cmp*.79 NB79 96RH D.&W.Henderson&Co.,Gls | | |
| 60459 | *Cable Vessel* | | 394 | | | | | | | | | | | | | |
| JPWF | *T.O'Leary* | 2 *Dks* | 667 | | | | | | | | | | | | | |
| 958 | — | WoodSc3MstSr | 193 | | | | | S.Soutar | | 121·3 H16*t* | 21·6 | 8·9 | Kingston J. | H.1Cy.18"–18" 60RH | | |
| Broken up | *T.Taraldsen* | (*ex*H.M.S.Tyrian) 1 *Dk* | 178 | | | | | | | | | | | | | |
| | | | 121 | | | | | | | | | | | | | |
| 959 | **Tzizikar** | SteelScSr | 1028 | ✠100A1 | Nag | *m* | 1894 | Palmers' Co.Ld Newcastle A&CP | ChineseEastern Railway Co Ld. *WB=Cell D B142 256t FPT* | 221·6 P92' B44' F22' PK | 32·0 | 15·4 *4 BHCem* 40*t* *4 APT* 40*t* | Pt.Arthur Russian | T.3Cy.19",31½"&51½"–33" 160lb *80lb* (*e*) 150NH 1SB.*4pf*,GS51,HS2220 Palmers' Co.Ld. Nwc | 15 | 1 |
| Sunk | *F.C.Applehan* | *ss*Nag.No.2–02 | 787 | 1,02 | | | | | | | | | | | | |
| HBDV | (*ex*Newark) | 1 *Dk*(*Irn*)*&*Web frames | 647 | | | | | | | | | | | | | |
| | *Well deck* | | | | | | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Date of present Class. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP. Horse power by Society's formula; IHP. power by Ship's Register. Particulars of Boilers & Trunnion Engine Maker's Name. | 14 Moulded depth. Inches to be subtracted. ft. in. | 15 Repeaters to which classed. If not in L. R. Date of Bot. Trade Cert. | 16 Date when tail shafts last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **U. S. A.** | Steel Sc K | 192 | + 100 A1 Shl | | | 1903 | Smith's | Mrs. M. L. Ryde | 110·0 \| 21·0 \| 11·2 | London | T. 3 Cy. 12", 19" & 32"–22½" (s) | 11 " 10 | | |
| 118803 | | 1 Dk | 170 | Stm Trawler Sws | | | 7mo | Dock Co. Ltd. | (~~G. H. D. Birt, Mgr.~~) | Q 18' BK 7½ | British | 160 lb 56 RHP | | | |
| | | | 378 | ~~1,04 1,06~~ LM 6.08 | | | Lloyd's SA & CP | North Shields | (C. Heron, Mgr.) | | 3 BHCem | 1 SB, 2 pf, GS 32, HS 908 | | | |
| | | | | | | | | | | | | N.E. Marine Eng. Co. Ld. Sld. | | | |
| 2 | **Uarda** | Steel Sc Sr | 5751 | | | | 1899 | Reiherst'g | Deutsche-Dmpfs-fahrts Ges. Kosmos | 131·2 \| 54·5 \| 27·9 | Hamburg | Q. 4 Cy. 22⅝", 38", 48" & 70"–54" | | G | |
| | A. Carstens 98–02 | (ex Athesia) | 5340 | | | | | Schiffsw. | | P 28' B 112 F 48' | German | 360 NH | | | |
| RLKB | Elec. light | 2 Dks 3 tr B | 3654 | | | | | Hamburg | | | W B | Reiherst. Maschinenf, Ham | | | |
| 3 | **Ucayali** | Steel Sc Sr | 1052 | + 100 A1 Liv | n | | 1898 | Wood, | Red Cross Iquitos S S Co Ld (Booth S S Co Ld. Mgrs.) | 230·0 \| 32·2 \| 14·2 | Liverpool | T. 3 Cy. 21", 34" & 56"–36" (s) | 16 " 7 | | ~~7,02~~ |
| 104057 | A. Kaas –99 | ss Liv. No. 1–02 | 818 | ~~7,04 10,02~~ 12,04 | | | 2mo | Skinner & Co | | Q 121' B 10' F 25' FK | British | 160 lb 80 lb 186 NHP | 1 " 8 | | 8,04 |
| QBCG | (ex Paris) | 1 Dk (Irn) & deep framing | 574 | B 8 8.04 ~~9.10~~ | | | Lloyd's SA & CP | Newcastle | WB = Cell D Ba 52' | u E 21' f 88' 200 t F P T | 1 BHCem | 3 SB, 3 pf, GS 71, HS 2224 FD | | | |
| | Well deck | | | | | | | | | | 37 t A P T 25 t | N.E. Marine Co. Ld. Nwc. | | | |
| 4 | **Udala** | Steel Sc Sr | 2084 | + 100 A1 Bbo | r | | 1901 | Const. Nav. | Cia Bilbaina de Nav (E. Aznar y Tutor, Mgr.) | 281·4 \| 40·0 \| 19·2 | Bilbao | T. 3 Cy. 21", 33" & 53"–36" (a) | 21 " 8 | | 12,03 |
| | J. Colan 89–03 | | 1774 | 12.03 | | | 2mo | Española | | P 28' B 54' F 30' FK | Spanish | 165 lb 80 lb 174 NHP | | | |
| JSRN | | 1 Dk (Stl) & deep framing | 1304 | ~~12.05~~ ~~11.10~~ 2.01 | | | Lloyd's SA & CP | Cadiz | WB = Cell | D Ba 74' f 116' 315 t | 4 BHCem | 2 SB, 6 rf, GS 110, HS 2642 | | | |
| | | | | | | | | | | | A P T 91 t | Hutson & Sons, Ld. Gls. | | | |
| 5 | **Udaly** | Iron Twin Sc Tug | 135 | | | | 1894 | Nicolaieff | J. A Batztiz-mansky | 102·0 \| 19·0 \| 8·8 | Nicolaieff | | | | |
| 641 | | 1 Dk | --- | | | | | | | | Russian | | | | |
| | | | 19 | | | | | | | | | | | | |
| 6 | **Uddeholm** | Steel Sc Sr | 233 | | | | 1893 | Eriksbergs | Nya Ångf. Aktieb. Elfdalen. (G. Laukren) | 101·9 \| 22·2 \| 11·4 | Carlstad | C. 2 Cy. 11⅜" & 23⅜"–14⅝" | | | |
| 549 | H. Boström 92–02 | 1 Dk | 183 | | | | | M.V. | | B 33' H 6 t F 12' | Swedish | 17 NHP | | | |
| JBQD | Mchy. Aft | | 116 | | | | | Gothenburg | | | | Eriksbergs M.V., Got. | | | |
| 7 | — | Comp Sc Sp | 185 | | | | 1887 | P. Larsson | C. Pettersson | 100·1 \| 22·4 \| 9·7 | Gothenbrg | 2 Cy. 11¾" & 17½"–15¾" | | | |
| 1972 | R. F. Lundberg –94 | 1 Dk | 155 | | | | | Thorskog | | P 22' F 11' | Swedish | 10 NH | | | |
| JDRT | Mchy. Aft | (ex Mårten) | 127 | | | | | | | | | P. Larsson, Thorskog | | | |
| 8 | **Uddevalla** | Iron Sc Sr | 265 | | | | 1878 | Motala Co. | Ångb. Aktieb. Bohuslänska Kusten (C.O.S. Posse) | 127·6 \| 22·0 \| 9·4 | Uddevalla | C. 2 Cy. 19⅝" & 34"–21" | | | |
| 673 | J. Olsson 83–91 | 1 Dk | 119 | | | | | Gothenburg | | P 72' H 35 t F 53' | Swedish | 44 NH | | | |
| HPKQ | | | 142 | | | | | | | | | Motala Co., Gothenburg | | | |
| 9 | **Udsire** | Steel & Iron Sc Sr | 953 | | | | 1883 | Soc. | Valentinsen & Kirsebom | 230·1 \| 28·1 \| 16·6 | Haugesnd | C. 2 Cy. 27" & 45"–33" | | NV | |
| | J. Larsen –00 | | 781 | | | | | Cockerill | | Q 53 t B 80 t H 10 t F 28 t | Norwegian | E built 81 NB 93 97 NH | | | |
| JMTB | (ex Archiduc Rodolphe) | 1 Dk 2 tr B | 583 | | | | | Hoboken | | | W B | Soc. Cockerill, Seraing | | | |
| 10 | **Uganda** | Steel Sc Sr | 5431 | + Bom | z | | 1898 | A. Stephen | British India Stm. Nav. Co. Ld. | 410·0 \| 50·7 \| 28·7 | Glasgow | T. 3 Cy. 26½", 42" & 66½"–51" | 31 " 9 | | |
| 108721 | J. W. Livingstone –03 | 2 Dks | 5062 | 8.98 | | | 5mo | & Sons | WB = Cell | B 89' F 59' FK | British | 383 NHP | | | |
| QCRJ | Elec. light | (Stl–Uteak s) & deep framing | 3498 | | | | | Glasgow | D Ba 113' u E & B 48' | f 192' 1126 t MT 33 | 6 BHCem | 2 SB, 6 cf, GS 120, HS 5408 FD | | | |
| | | | | | | | | | | 381 t A P T 41 t | | A. Stephen & Sons, Glasgow | | | |
| 11 | **Ugo Maru** | Iron Sc Sr | 2300 | | | | 1880 | A. Leslie & | Akita Kisen Kabushiki Kaisha | 329·1 \| 33·3 \| 26·2 | Hakodate | C. 2 Cy. 27½" & 56½"–52" | | | |
| 5109 | | | 2058 | | | | | Co. | | H 180 t | Japanese | 188 NH | | | |
| JGKD | (ex Jason) | 2 Dks | 1426 | | | | | Newcastle | | | | R. Stephenson & Co. Nwc. | | | |
| 12 | **Uhlenhorst** | Iron Sc 3 Mast Sr | 690 | | | ... | 1866 | Schlesnger, | Emil R. Retzlaff | 199·2 \| 28·7 \| 16·0 | Stettin | T. 3 Cy. 14½", 23½" & 36½"–23½" | 16 " 11 | G | |
| | F. Marckwardt –01 | | 618 | | | | | Davis & Co. | | B 22 t | German | NE 88 NB 03 65 NHP | | | |
| RBMG | Mchy. Aft | 1 Dk 2 tr B | 440 | | | | | Newcastle | | | W B | Geb. Howaldt, Kiel | | | |
| 13 | **Ujina** | Steel Sc Sr | 5310 | + Shl | z | | 1898 | W. Denny | British India Stm. Nav. Co. Ld. | 410·0 \| 50·7 \| 29·0 | Glasgow | T. 3 Cy. 26½", 42" & 66½"–51" | 32 " 0 | | |
| 108717 | S. M. Boon –03 | | 4988 | 12.00 | | | 4mo | & Bros. | WB = Cell D Ba | B 85' F 57' FK | British | 390 NHP | | | |
| QDDJ | 2 Dks (Stl–Uteak s) | 2 tr B & Web frames | 3426 | | | | | Dumbarton | 145' u E & B 48' f 168' | 1093 t MT 30' 913 t | 6 BHCem | 2 SB. 6 pf, GS 122, HS 5566 FD | | | |
| | Elec. light | | | | | | | | | | A P T 120 t | Denny & Co Dumbarton | | | |
| 14 | **Ujnaya Zvezda** | Iron Sc Sr | 910 | + Cpl | m | | 1864 | Wigham | S. Aschkenazy & Co | 212·0 \| 27·5 \| 19·9 | Odessa | C. 2 Cy. 25" & 46"–27" | | | |
| | G. Kudritzky –00 | ss Cpl. No. 3–9,95 | 796 | 7.00 | | | 12mo | Richrdsn & Co | | pt N D 80 BK 7" | Russian | NE & B 74 NDB 74 92 NH | | | |
| | (ex Pietro Foscolo, ex Limerick) | 1 Dk 2 tr B | 512 | | | | | Newcastle | | | 1 BHCem | Randolph, Elder & Co. Gls. | | | |
| 15 | **Ukko** | Iron Sc Tug | 132 | | | | 1899 | ..... | Aktiebolaget Kemi | 68·9 \| 13·8 \| 6·8 | Uleaborg | | | | |
| VPQK | | | --- | | | | | Uleaborg | | | Russian | | | | |
| | | | 22 | | | | | | | | | | | | |
| 16 | **Ula** | Steel Sc Sr | 5310 | + Dmb | | | 1898 | W. Denny | British India Stm. Nav. Co. Ld. | 410·0 \| 50·7 \| 29·0 | Glasgow | T. 3 Cy. 26½" 42" & 66½"–51" | 32 " 0 | | |
| 108737 | P. L. Wadge –04 | | 4988 | 6.98 | | | 6mo | & Bros. | WB = Cell D Ba | B 85' F 57' FK | British | 390 NHP | | | |
| | 2 Dks (Stl–Uteak s) | 3 tr B & Web frames | 3426 | | | | | Dumbarton | 145' u E & B 48' f 168' | 1093 t MT 30' 913 t | 6 BHCem | 2 SB. 6 pf, GS 122, HS 5566 FD | | | |
| | Elec. light | | | | | | | | | | A P T 120 t | Denny & Co. Dumbarton | | | |
| 17 | **Ulabrand** | Steel Sc Sr | 2011 | | | | 1899 | Burmeister | Acties. Ulabrand (Hjalmar Röed) | 286·5 \| 40·2 \| 19·2 | Tönsberg | T. 3 Cy. 21½", 35" & 57"–39" | | N | |
| | S. Andersen | | 1846 | | | | | & Wain | | H 118 t F 47 t | Norwegian | 203 NHP | | | |
| HMNJ | | 1 Dk | 1269 | | | | | Copenhagen | | | W B | Burmeister & Wain, Cpn. | | | |
| 18 | — | Iron Sc Sp | 100 | | | | 1882 | Rostocker | Bodö Dykkerselsk. & mek. Værksted | 80·5 \| 18·3 \| 9·9 | Bodö | C. 2 Cy. 17¾" & 31½"–19" | | | |
| | E. Hansen 01–03 | | 100 | | | | | Act. Ges. | | | Norwegian | 36 NHP | | | |
| HPVJ | | 1 Dk 2 tr B | 37 | | | | | Rostock | | | W B | Rostocker A.G., Rostock | | | |
| 19 | **Uleåborg** | Iron Sc Sr | 548 | | | | 1876 | ..... | Finska Ångf Aktieb (L. Krogius. Mgr.) | 171·5 \| 24·9 \| 13·2 | Helsingfrs | T. 3 Cy. 16¼", 25⅝" & 41½"–25¼" | | | |
| | H. Granberg 91–91 | | 353 | | | | | Stockholm | | | Russian | NE & B 92 87 NH | | | |
| RMDH | Elec. light | | 404 | | | | | | | | | W. Lindbergs M.V., Skm. | | | |
| 20 | **Ulfåsa** | Comp Sc Sr | 206 | | | | 1885 | S. Groth | F. Olsson | 101·5 \| 22·1 \| 11·1 | Verkebäck | 2 Cy. 13" & 24"–17" | | | |
| 1145 | C. O. K. Svensson –02 | | 178 | | | | | Sjötorp | | B 20' H 5 t | Swedish | 20 NHP | | | |
| HSKP | Mchy. Aft | 1 Dk | 110 | | | | | | | | | Motala Co., Motala | | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1 | 2 Nom du Navire. Master's or Owner's name. Captaine. Ex-nom, s'il y a lieu. Visites Period. Nombres des Ponts | 3 | 4 Tonnage. Total. Tons. Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donne. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **21 Ulfsborg** | **SteelScSr** | 2040 | ✝100A1 | Npt | *r* | 1894 | Irvine&Co. | Dampskibsselsk.af | 275·0 38·5 19·0 | Copnhagn | T.3Cy.20″,33″&56″–36″ (*s*) | 20 | | |
| | *H. C. Eriksen* | *ss* Abg. No. 2–02 | 1558 | 6,01 | Bly | | 3mo | W. Hartlepool | 1896 (C. K. Hansen, | P 29′ Q 76′ B 11′ | Danish | 160lb *90lb* 192 NHP | s 1 · 7½ | | |
| NLDH | (ex George [illegible]) | 1 *Dk* (*Irn*) & | 1303 | MS11,02 L.M.C. | | | | A&CP | *Mgr.*) | F 30′ FK | 1 *BHCem* | 2SB,*4cf*,gs69,hs2943 | | | |
| | *Well deck* | *Web frames* | | [illegible] 1,05 | | | | | *WB* = *DBa* 90′ *f* 102′ 445*t* | *APT* 19*t* | | I. Richardson&Sons, Hpl. | | | |
| | **22 Ulidia** | **SteelScSr** | 3081 | ✝100A1 | Shl | *u* | 1903 | J. Readhead | Mercantile S.S.Co. | 323·0 47·0 23·7 | Nowry | T.3Cy.24″,40″&64″–42″ (*r*) | 25 | 0 | |
| 115[illegible] | *R. McClenahan* 00–03 | | 2911 | *ith freeboard* | Npt | | 10mo | & Sons | of Ulster Ld (1903) | P 31′ B 92′ F 32′ | British | 160lb *80lb* 281 NHP | s 4 · 8 | | |
| VMKC | | 1 *Dk* (*pt Irn & pt Stl*) 2 *tr Bk* | 1988 | 3,05 [illegible] | [illegible] | MC10,0[illegible] | | South Shields | J. Fisher&Sons, | FK | 5 *BHCem* | 2SB,*6cf*,gs90,hs4445 | s 4 · 3 | | |
| | | *deep framing* 3 *Dk rul* | | | | | *Lloyd's* | *SA&CP* | *Mgs.*) *WB* = *Cell D Ba* 106′ *uE* 20′ *f* 184′ | 702*t APT* 61*t* | | J. Readhead&Sons, S. Shl. | | | |
| | **23 Ullapool** | **SteelScK** | 197 | ✝100A1 | Gms | | 1899 | Earle's Co. | Grimsby Union | 110·5 21·2 11·2 | Grimsby | T.3Cy.11″,20″&32″–28″ (*s*) | 12 | 0 | |
| 110922 | *E. Freer* –99 | *ss* Gms. No. 1–03 | 178 | *Stm Trawler* | | | 10mo | Ld. | Stm. Fishing Co. Ld | Q 16′ F 18′ | British | 200lb 55RH | | | |
| RMCP | | 1 *Dk* | 78[illegible] | [illegible] | [illegible] | MC10,0[illegible] | | Hull | | BK 7½″ | 3 *BHCem* | 1SB,*2cf*,gs85,hs860 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | Earle's Co. Ld. Hull | | | |
| | **24 Uller** | **SteelScSr** | 1830 | | | | 1897 | J. Priest- | Acties. Uller | 271·2 39·6 16·4 | Tonsberg | T.3Cy.20½″,34″&56″–39″ | | | N |
| | *N. Larsen* | | 1369 | | | | | man&Co. | (Hjalmar Röed) | Q 188*t* H 76*t* | Norwegian | 196 NHP | | | |
| HMGK | | 1 *Dk* & *pt Awng dk* | 1163 | | | | | Sunderland | | *pt Awng dk* 166′ | *WB* | N.E. Marine Co. (Lim.) Nwc | | | |
| | **25 —** | **SteelSc3MstSr** | 727 | | | ... | 1890 | Abercorn | P. G. Pottersen | 184·8 28·0 12·2 | Bergen | T.3Cy.15½″,25″&40″–33″ | 12 | 10 | N |
| | *Gun. Böl* –01 | | 681 | | | | | S.B.Co. | | H 46*t* 18·8 | Norwegian | 92 NHP | | | |
| JTQH | *Mchy. Aft* (ex Sama) | 1 *Dk* & *Awng dk* | 442 | | | | | Paisley | | BK 7″ | *WB* | Hanna, Donld. & Wlsn. Psly | | | |
| | **26 —** | **CompScSr** | 300 | | | | 1872 | Kockums | Madsen& | 128·0 25·5 11·2 | Stavanger | C.4Cy.12″&25″–17½″ | | | N |
| | *H. Jondahl* 88–88 | 1 *Dk* 2 *tr B* | 222 | | | | | Værkst. | Jespersen | Q 15*t* B 60*t* | Norwegian | NB8½ 44 NHP | | | |
| JWMS | | | 164 | | | | | Malmö | | | | Burmeister&Wain, Cpn. | | | |
| | **27 Ulloa** | **IronSc3MstSr** | *1049* | ~~90A1~~ | Liv | *m* | 1880 | Napier, | Cia. Maritima | 212·7 28·9 13·9 | Barcelona | C.2Cy.28″&46″–30″ (*t*) | 14 | 8 | |
| Wrecked 12 | ~~[illegible] Sala~~ –04 | ~~*ss* Trm. No. 3–7,04~~ | *1026* | *Awng dk* | Bkn | | 4mo | Shanks&Bell | | 21·2 | Spanish | 80lb *55lb* NDB88 87 NHP | [illegible] | [illegible] | |
| JSTC | *Mchy. Aft* | ~~*ss* Liv. No. 3–04~~ | *651* | *with freeboard* | | | | Glasgow | | pt ND92&00 BK 7½″ | 1 *BHCem* | 1 DB,*4pf*,gs54,hs1859 | [illegible] | [illegible] | |
| | | *ss* Bkn. 2nd No. 3–7,04 1 *Dk* & *Awng dk* | | 7,04 [illegible] | | | | A&CP | | | | Dunsmuir&Jackson, Gls. | | | |
| | **28 Ullswater** | **SteelScK** | 219 | ✝100A1 | Gms | | 1898 | Earle's Co. | Grimsby Union | 114·0 21·0 11·7 | Grimsby | T.3Cy.12″,20″&32″–28″ (*s*) | | | |
| 109833 | *F. Ralph* –02 | *ss* Gms. No. 1–02 | 199 | *Well fishing vessel* | | | 11mo | Ld. | Stm. Fishing Co. Ld | Q 44′ F 21′ | British | 200lb 55RH | | | |
| QKCM | | 1 *Dk* | 95 | [illegible] | [illegible] | MC[illegible] | | Hull | | BK 7½″ | 3 *BHCem* | 1SB,*2cf*,gs85,hs860 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | Earle's Co. Ld. Hull | | | |
| | **29 Ulriken** | **SteelScSr** | 2377 | ✝ | Cff | *s* | 1891 | R. Thomp- | Andr. Olsen | 290·0 38·6 19·7 | Bergen | T.3Cy.21½″,35″&58″–39″ | 22 | 3 | N |
| | *C. Pedersen* –00 | *ss* Bgn. No. 1–95 | 1847 | 6,00 | | | | son&Sons | | P 29′ Q 80′ B 126′ F 31′ | Norwegian | 209 NHP | | | |
| JVOD | *Well deck* | 1 *Dk* (*Stl*) & *Web frames* | 1499 | | | | | Sunderland | | drp 96 FK | 6 *BHCem* | 2SB,*6rf*,gs103,hs3110 | | | |
| | | | | | | | | | | *WB* = *Cell D B* 238 | 463*t APT* 55*t* | J. Dickinson, Sunderland | | | |
| | **30 Ulster** | **SteelTwinScSr** | 2641 | | | | 1896 | Laird Bros. | City of Dublin Stm. | 360·0 41·5 27·3 | Dublin | T.8Cy.(2)29″(2)45″&(4)48″ | | | |
| 104972 | *W. Birch* –04 | 3 *Dks* | 2459 | | | | | Birkenhead | Packet Co. | | British | –33″ 529 NHP | | | |
| PVKT | | | 747 | | | | | | | | | Laird Bros., Birkenhead | | | |
| | **31 —** | **IronScK** | 185 | ✝100A1 | Gms | | 1897 | Cochrane& | Grimsby Union | 110·0 21·0 11·3 | Grimsby | T.3Cy.12″,20″&32″–28″ (*s*) | 12 | 0 | |
| | *J. Dennison* –97 | *ss* Gms. No. 1–01 | 170 | *Stm Trawler* | | | 5mo | Cooper | Stm. Fishing Co. Ld | Q 17′ F 19′ | British | 180lb 50RH | | | |
| QBSD | | 1 *Dk* | 72 | 1,05 [illegible] | [illegible] | MS7,0[illegible] | | Beverley | | BK 7½″ | 4 *BHCem* | 1SB,*2cf*,gs83,hs860 | | | |
| | | | | [illegible] | [illegible] | MC6,01 | *Lloyd's* | *SA&CP* | | | | Amos&Smith, Hull | | | |
| | **32 Ulstermore** | **SteelSc4MstSr** | 6411 | ✝100A1 | Liv | *b*† | 1894 | Harland& | Ulstermore S.S.Co. | 451·0 48·3 27·3 | Liverpool | T.3Cy.30½″,50″&82″–60″ (*s*) | 30 | 11 | |
| 102182 | *S. Gowan* –03 | *ss* Liv. No. 2–02 | 6104 | *Spar dk* | | | 12mo | Wolff (Lim.) | Ld. (W. Johnston& | F 50′ 34·6 | British | 180lb 627 NHP | s 10· | | |
| NPWV | | 2 *Dks* (*Stl*) & *Spar dk* (*Irn*) 3 *tr B* | 4190 | *with freeboard* | | | | Belfast | Co. Ld.) *WB* = | FK & BK 8″ | 7 *BHCem* | 2B&2SB 18*rf* gs318 hs10510 | | | |
| | | *Ref. Mchy.* *Elec. light* | | 9,0 [illegible] | [illegible] | MC[illegible] | *Lloyd's* | *SA&CP* | *Cell D Ba* 110′ *uE* [illegible] | B 90′ *f* 192′ 960*t FPT* | 113*t APT* 44*t* | Harland& Wolff (Lim.), Bel | | | |
| | | | | *Additional B dk* | | | | as per Section | 22 *not fitted between Main & Spar dks* | | | | | | |
| | | | | MS11,02 | [illegible] | [illegible],04 | | | | | | | | | |
| | **33 Ultonia** | **SteelTwinSc4MstSr** | 10402 | ✝100A1 | Liv | *d*† | 1898 | C. S. Swan& | Cunard S.S.Co.Ld. | 500·0 57·4 33·9 | Liverpool | T.6Cy.28½″,38½″&68″–48″ (*r*) | 37 | 0 | BT [illegible] |
| 103178 | [illegible] | *ss* Liv. No. 1–03 | 7725 | 12,04 [illegible] | | | 10mo | Hunter, Ld. | | B 140′ | British | 200lb 863 NHP | s 8 · 4 | | 5,00 |
| QJVR | *Ref. Mchy.* | 2 *Dks* (*Stl*) *deep framing* & | 6593 | [illegible] | [illegible] | MC11,[illegible] | | Newcastle | | FK | 8 *BHCem* | 5SB,*15cf*,gs289,hs12000 FD | | | |
| [illegible] | *Elec. light* | *Web frames lower dk* (*Stl*) | | | | | | A&CP | | | 175*t APT* 75*t* | Sir C. Furness, Westgarth& | | | |
| [illegible] | [illegible] | *forecastle* & *Shelter dk* (*Stl*—ws) | | | | | *WB* = | *Cell D Ba* 136′ *u* | *E* & *B* 72′ *f* 202′ 1509*t* | *D 7 a* 30′ 900*t FPT* | | Co. Ld. Mdb | | | |
| | **34 Ulunda** *Taylor* | **IronScSr** | 1717 | ✝100A1 | Liv | *s* | 1885 | A. Stephen | Furness, Withy& | 275·0 35·0 15·4 | W. Hartlpl | [illegible].2Cy.33″&62″–42″ | 16 | 4 | BT [illegible] |
| [illegible] | *F. W. Chambers* –00 | *ss* Hfx. No. 3–1,98 | 1597 | *Spar dk* | | | 4mo | & Sons | Co. Ld. | B 84′ 23·6 | British | 90lb *90lb* ND B99 207 NHP | s 5 · 1½ | | 6,65 |
| WKNB | | *ss* Liv. No. 1–02 | 1096 | 6,[illegible] | [illegible] | MC4,0[illegible] | | Glasgow | | ND 02 BK 9 | 6 *BHCem* | 2SB,*6pf*,gs99,hs3471 | | | |
| | | 1 *Dk* (*Irn*) & *Spar dk* (*pt Irn*) 3 *tr B* | | BS4,05 [illegible] | | | *Lloyd's* | *SA&CP* | *WB* = *D Ba*, *E* & *B* 60′ 118′ | *MT* 20′ 293*t* | | A. Stephen&Sons, Glasgow | | | |
| | **35 Ulundi** | **SteelScK** | 198 | ✝100A1 | Gms | | 1899 | Earle's Co. | Grimsby Union | 110·5 21·2 11·2 | Grimsby | T.3Cy.11″,20″&32″–28″ (*s*) | 12 | 0 | |
| 110902 | *H. Lambard* –99 | *ss* Gms. No. 1–03 | 178 | *Stm Trawler* | | | 8mo | Ld. | Stm. Fishing Co. Ld | Q 46′ F 18′ | British | 200lb 55RH | | | 4,00 |
| | | 1 *Dk* | 78[illegible] | [illegible] | [illegible] | MC9,0[illegible] | | Hull | | BK 7½″ | 3 *BHCem* | 1SB,*2cf*,gs85,hs850 | | | |
| | | | | 4,05 | | | *Lloyd's* | *SA&CP* | | | | Earle's Co. Ld. Hull | | | |
| | **36 —** | **IronScK** | 131 | ✝ — | Gms | | 1894 | Cook, Wel- | Dundee Steam | 93·5 20·3 11·0 | Dundee | T.3Cy.11″,17″&30″–21″ | 11 | 10 | |
| 104170 | *T. Tulloch* –01 | *ss* Gms. No. 1–98 | 122 | 7,01 | | | 6mo | ton&Gemmell | Trawling Co. Ld. | Q 18′ | British | 1SB,*2pf*,gs28,hs300 44 RH | | | |
| | | 1 *Dk* | 46 | *Stm Trawler* | | | | Hull | (W. High, *Mgr.*) | BK 7½″ | 3 *BHCem* | Earle's Co. (Lim.), Hull | | | |
| | **37 Ulv** | **SteelScSr** | 1405 | | | | 1902 | Nylands | Actieselsk. Ulv | 231·5 35·1 20·4 | Christiania | T.3Cy.16½″,27″&44″–32″ | | | N |
| | *J. Pedersen* –02 | | 1305 | | | | | Værksted | (Pedersen&Co.) | H 100*t* | Norwegian | 109 NHP | | | |
| HKGD | | 1 *Dk* & *Spar dk* | 884 | | | | | Christiania | | | *WB* | Nylands Værksted, Xania | | | |
| | **38 Ulva** | **IronScSr** | 50[illegible] | ✝100A1 | Lth | *h* | 1878 | R. Steele& | Leith, Hull & Ham. | 173·8 24·6 13·2 | Leith | [illegible].2Cy.22″&40″–27″ (*s*) | 13 | 3 | BT [illegible] |
| [illegible] | *G. Simpson* –03 | *ss* Lth. No. 3–2,94 | 415 | 1,051 [illegible] | | | 3mo | Co. | S.P.Co Ld. (J. | P 33′ F 24′ | British | 75lb *60lb* NDB94 70 RHP | s 1 · 8 | | |
| RWBG | | *ss* Lth. No. 2–02 | 292 | [illegible] | [illegible] | MC[illegible],02 | | Greenock | Currie&Co. *Mgrs.*) | BK 7″ | 5 *BHCem* | 1SB,*3cf*,gs43,hs1091 | | | |
| | | 1 *Dk* | | [illegible] | [illegible] | BS[illegible],05 | | A&CP | | | | R. Steele&Co., Greenock | | | |
| | **39 Ulysses** | **SteelScSr** | 3621 | | | ... | 1892 | Scott&Co. | Ocean S.S.Co.Ld. | 354·9 42·8 26·7 | Liverpool | T.3Cy.23″,38″&62″–54″ | 30 | 0 | BT [illegible] |
| [illegible] | *L. M. Bevan* –03 | | 3221 | | | | | Greenock | (A. Holt&Co. *Mgrs.*) | P 32′ B 92′ F 50′ | British | 379 NHP | | | |
| MSKL | | 2 *Dks* 3 *tr B* | 2282 | | | | | | | BK 10″ | *WB* | Scott&Co., Greenock | | | 7,50 |
| | **40 —** | **IronScK** | 166 | | | ... | 1889 | Cochrane, | F. J. Brown | 106·5 20·5 11·5 | Grimsby | T.3Cy.12½″,19½″&31½″–22½″ | 12 | 0 | |
| [illegible] | *E. Greenleaves* –89 | | 156 | | | | | Cooper& | | Q 18′ F 22′ | British | 50 RH | | | |
| LGKF | | 1 *Dk* | 70 | | | | | Schofield | | BK 7½″ | | C. D. Holmes&Co., Hull | | | |
| | | | | | | | | Beverley | | | | | | | |
| | **41 —** | **IronPadSr** | 118 | | | | 1874 | J. Read- | Lawson Stm. Tug | 100·6 18·0 9·4 | S. Shields | 1.2Cy.26½″–18″ | | | |
| [illegible] | *T. Whale* 80–85 | | 115 | | | | | head&Co. | Bt Co Ld (J. Lawson | | British | 70 RHP | | | |
| NJDT | | | 99 | | | | | South Shields | *Mgr.*) | | | J. Readhead&Co., S. Shields | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. (✝ for Special Survey. Date of last Survey.) | Port of Survey. | Years assigned now expired. Equipment letter. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners | Regist'd Dimensions. Deck Erections. &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Register in which classed. If not in L. R. Date of Reg. Tonnage | Date when tail-shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Uman** | IronScSr | 620 | | | | 1873 | W. Lindbergs Aktieb. Stockholm | Angfartygsaktieb Uman (Hj. Blomberg) | 170·4 | 26·1 | 13·6 | Stockholm Swedish | C.2Cy.24″&48″–27″ NB93 100NHP W.Lindberg's Mek. V., Skm. | | V | |
| 659 | *S.E. Olander* –03 | *1 Dk* | 346 | | | | | | | P168′ | H27t | F27′ | | | | | |
| | | | 412 | | | | | | | | | | | | | | |
| 43 | **Umatilla** | IronSc | 3070 | | | | 1881 | J. Roach & Son Chester, Pa. | Pacific Coast Co. (Pacific Coast S.S. Co. *Mgrs.*) | 310·0 | 40·6 | 22·3 | New York Utd. States | C.2Cy.40½″&74½″–54″ NB03 336NHP J.Roach&Son.Chester.Pa. | | RV | |
| 93542 JVKF | | *2 Dks & 1 wng dk* | 2005 | | | | | | | B72t | F36′ | 30·3 | | | | | |
| | *Elec.light* | | 2168 | | | | | | | | | | | | | | |
| 44 | **Umba** | IronScSr | 164 | | | | 18 5/94 | Motala Warf Norrköping | Peter Belaieff's Succrs. | 101·1 | 20·3 | 12·7 | Archangel Russian | C.2Cy.18″&36″–17½″ NB00 45NH Kockums M.V. Malmö | | | |
| | *Wodochlëboff* 00–00 (*ex* Jari, *ex* Stockholm) | *1 Dk* | 143 | | | | | | | B23′ | | | | | | | |
| | | | 61 | | | | | | | | | | | | | | |
| 45 | **Umballa** | SteelScSr | 5310 | ✝ | | Dml | z | 1898 | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ltd. | 410·0 | 50·7 | 29·0 | Glasgow British | T.3Cy.26½″,42″&66½″–51″ 390NH | 32 ″ 0 | | |
| 108307 PWVS | *C. Hugill* –02 | | 4988 | 2.98 | | | 2mo | | | *W B = Cell D Ba* | | | FK | 2SB.6*pf*,GS122,HS5566 FD | | | |
| | *Elec.light* | *2 Dks (Stl–U teak s) 3 tr B & Web frames* | 3426 | ✝ | | | | | | 145′ *u E & B* 18′ *f* 168′ | 1093t | *MT* 30′ 913t | | Denny&Co. Dumbarton | | | |
| 46 | **Umberto I.** | IronScSr | 2821 | | | | 1878 | A.M'Millan &Sons Dumbarton | Nav. Gen. Italiana | 359·7 | 37·9 | 23·0 | Genoa Italian | C.2Cy.54″&96″–51″ NB95 564NH J.&J.Thomson, Glasgow | | I | |
| 113 SPCM | *F. Nuero* | *2 Dks & Spar dk* | 1854 | | | | | | | | | 31′0 | | | | | |
| | *Elec.light* | | 1528 | | | | | | | | | | | | | | |
| 47 | **Umbilo** | SteelScSr | 1923 | ✝100A1 | | Cal | r | 1890 | W. Gray & Co. (Lim.) W Hartlepool | Bullard, King & Co. | 270·4 | 37·5 | 16·2 | London British | T.3Cy.22½″,35″&59″–39″ (*s*) 150lb *100lb* NDB03 232NH | 17 ″ 2 / s 5 ″ 0 | | 8,02 |
| 98096 LPQB | *H.S. Robertson* 03–03 | *ss* Sws. No.3–5.03 | 1805 | *Spar dk* | Sws | | 3mo | | | P&c.51′B26′ | | 23′0 | | 1BHCem | | | |
| | | *1 Dk (Irn)* & | 1232 | 2,05 ~~4,04~~ | | ✝LMC | | | | F21′ | | | FK | 2SB.6*rf*,GS103,HS3860 | | | |
| | *Elec.light* | *Spar dk (Irn–ptws) 3 tr B* | | ~~2,05.03~~ | | BS | | | *WB =* | *FPT* 77t *APT* & *c* 97t | | | *MT* 26′ 295t | Cent. Mar. E. Wks., W. Hpl. | | | |
| | | | | | | | | | *Lloyd's sA & CP* | | | | | | | | |
| 48 | **Umbria** | SteelScBk | 8128 | | | | 1884 | J. Elder & Co. Glasgow | Cunard S.S. Co. Ltd. | 501·6 | 57·2 | 38·2 | Liverpool British | C.3Cy.71″&(2)105″–72″ 1559NH | 40 ″ 0 / s 11 ″ 2 | BT till ~~4,04~~ 3,05 | |
| 91159 JPWV | *T. Stephens* –03 | | 7129 | | | | 6mo | | | F112t | | | | J. Elder&Co., Glasgow | | | |
| | *Ref. Mchy.* *Elec.light* | | 3699 | | | | | | | | | | | | | | |
| 49 | — | SteelSc | 5260 | | | | 1902 | Flli. Orlando Leghorn | Nav. Gen. Italiana | 401·4 | 46·6 | 19·5 | Genoa Italian | Q.4Cy.27 3/16″,38 1/16″,55 1/2″&79½″ –53½″ 459NHP | | I | |
| 53 SPCN | *C. Barabino* | | 3891 | | | | | | | P48′B156′F46′ | | 30·3 | | | | | |
| | *Elec.light* | *2 Dks & Spar dk* | 3383 | | | | | | | | | | *WB* | Flli. Orlando, Leghorn | | | |
| 50 | — | SteelScSr | 4803 | | | | 1904 | American S.B.Co. Cleveland | Wisconsin Transit Co. | 420·0 | 50·0 | 28·0 | Cleveland Utd. States | T.3Cy.22″,35″&58″–40″ 213NH | | | |
| 200747 | | | — | | | | | | | | | | | | | | |
| | *Elec.light* | *1 Dk 2 tr B* | 3519 | | | | | | | | | | *WB* | American S.B.Co. Cleveln'd | | | |
| 51 | — | IronScY) | ~~155~~ 164 | ✝100A1 | | Gms | | 1891 | Mackie & Thomson Glasgow | ~~Grimsby Union Stm. Fishing Co. Ld~~ Aktiest. af 1891 (H.A. Röed) | 100·5 | 20·5 | 10·7 | ~~Grimsby~~ British | T.3Cy.10″,~~16½~~ 17″&27″–22″ (*s*) 160lb 45RHP | 11 ″ 11 | | ~~4,04~~ 4,05 |
| 98150 MRSB | ~~*J. Boerton* –91~~ | ~~*ss* Gms. No.2–99~~ | 142 | *Stm Trawler* | | | 11mo | | | Q19′F19′ | | | BK7½ | 3BHCem | | | |
| LCGJ | *J. Hansen* –04 | *ss* Gms. No.3–11,03 *1 Dk* | 58 ~~10,0 10,03~~ | | ✝LMC10,03 | | | | *Lloyd's sA & CP* | pt ND04 | | | | Norwegian Sandefjord | | | |
| | | | | 4,05 | BS10,04 | | | | | | | | | Hamburg German | | | |
| 52 | **Umeâ** | IronScSr | 1282 | | | | 1880 | M. Pearse & Co. Stockton | H.M. Gehrckens | 240·4 | 32·0 | 16·7 | | C.2Cy.18″&48″–33″ NB95 136NHP | 17 ″ 7 | G | |
| | *H. Münstermann* 00–02 | (*ex* Beryl) | 928 | | | | | | | P154′F31′ | | | BK8″ | | | | |
| RLPB | *Well deck* | *1 Dk 2 tr B* | 797 | | | | | | | | | | *WB* | Blair&Co.Ld.Stockton | | | |
| 53 | **Umfuli** | SteelScSr | 2370 | ✝100A1 | | Sws | s | 1893 | J. Laing Sunderland A&CP | Bullard, King & Co. | 300·3 | 40·2 | 14·8 | London British | T.3Cy.23″,38″&62″–42″ (*r* 160lb ~~*60lb*~~ 248NH | 17 ″ 2 / s 5 ″ 3 | BT till 2,05 3,06 | N2,04 |
| 102814 NFRB | *A.A.W. Edwards* –04 | *ss* Sld. No.2–02 | 2108 | *Spar dk* | | | 11mo | | | P60′B66′F24′ | | 21·8 | FK | 2SB.6*rf*,GS110,HS3690 | | | |
| | | *1 Dk (Stl) & Spar dk (Stl–ptws)* | 1500 | 2,04 | | | | | | | | | | G. Clark (Lim.), Sunderland | | | |
| | *Elec.light* | *& Web frames* | | ~~BS3,02~~ | ✝LMC3,02 | | | | *WB = Cell D B a* | 96′ *u E* | 16′ *f* 108′ | 325t *FPT* | | 80t *APT* 48t | | | |
| 54 | **Umgeni** | SteelScSr | 2662 | ✝100A1 | Lon | u | 1898 | Sir J. Laing Sunderland A&CP | Bullard, King & Co. | 330·2 | 41·2 | 14·9 | London British | T.3Cy.25″,41½″&68″–45″ (*s* 180lb 402NH | 17 ″ 5 / s 4 ″ 7 | BT till ~~9,02~~ 10,05 | ~~9,02~~ 10,04 |
| 103314 QBKR | *H.H. Clark* –03 | *ss* Sld. No.1–02 | 2161 | *Spar dk* | Sld | | 3mo | | | P19′B132′F49′ | | 21·9 | FK | 3SB.9*rf*,GS155,HS5681 FP | | | |
| | *Ref. Mchy.* | *1 Dk (Stl) & Spar dk (Stl–ws)* | 1667 | 10,04 ~~4,04~~ | ✝LMC7,02 | | | | | | | | | 5BHCem | | | |
| | *Elec.light* | *& Web frames* | | | BS10,04 | | | | *WB = Cell D Ba* | 94′ *u E* 20′ *f* 120′ | 382t | | | *APT* 22t | | | |
| 55 | **Umguza** | IronScK | 138 | ✝100A1 | | Gms | | 1896 | Cochrane & Cooper Beverley | Grimsby Union Stm. Fishing Co. Ld | 94·2 | 20·6 | 10·9 | Grimsby British | T.3Cy.11″,17″&30″–21″ (*s* 160lb 45RH | 11 ″ 10 | | ~~4,03~~ N6,04 |
| 106658 | *R. Brown* –96 | *ss* Gms. No. ~~1–092~~ –04 | 135 | *Stm Trawler* | | | 7mo | | | Q17′ | | | BK7½ | 3BHCem | | | |
| | | *1 Dk* | 61 | 6,04 ~~7,03~~ | | 6,04 | | | *Lloyd's sA & CP* | | | | | 1SB.*2pf*,GS28,HS800 | | | |
| | | | | | ~~LMC6,03~~ | | | | | | | | | Earle's Co. (Lim.), Hull | | | |
| 56 | **Umhloti** *L.R. Mann* 01–04 | SteelScSr | 2170 | ✝100A1 | Sld | s | 1890 | W. Gray & Co. (Lim.) W Hartlepool | Bullard, King & Co. | 300·0 | 40·0 | 14·8 | London British | T.3Cy.23″,36½″&62″–39″ (*s* 160lb *100lb* NDB03 239NH | 17 ″ 2 / s 5 ″ 0 | BT till 5,05 | ~~4,03~~ 4,05 |
| 98168 LVWC | ~~*W.G. Rimmer* –03~~ | ~~*ss* Sld. No.3–10,03~~ | 2035 | *Spar dk* | ~~Lon~~ Cal | | 10mo | | | P7′B26′F21′ | | 21·6 | FK | 5BHCem | | | |
| | *Elec.light* | *1 Dk (Irn) & Spar dk (Irn) & Web frames* | 1379 | ~~4,05~~ ~~4,03~~ | ✝ ~~LMC10,03~~ | | | | *WB = Cell D Ba & u E* | 120′ *f* 110′ | 441t | *FPT* | | 77t *APT* 18t | | | |
| | | | | BS1,05 | | | | | | | | | | Cent. Mar. E.W., W. Hpl. | | | |
| 57 | **Umkuzi** | SteelScSr | 2057 | ✝100A1 | Cal | r | 1890 | J. Laing Sunderland A&CP | Bullard. King & Co. | 281·5 | 38·9 | 16·4 | London British | T.3Cy.21″,34″&56″–42″ (*s* 150lb *100lb* NDB02 209NH | 17 ″ 5 / s 5 ″ 7½ | | 9,03 |
| 98092 LRMV | *R.C. Kessler* 97–01 | *ss* Sld. No.3–9.02 | 1900 | *Spar dk* | | | 5mo | | | B61′ | | 23·2 | FK | 4BHCem | | | |
| | *Elec.light* | *Stl plating & Irn framing* | 1297 | ~~4,03~~ 10,04 | | | | | *WB = APT* 125t | | | | *MT* 28′ 300t | 2SB.6*rf*,GS106,HS3317 | | | |
| | | *1 Dk (Irn–ws) & Spar dk (Irn–ws) 3 tr B* | | | BS1,04 | | | | | | | | | G. Clark (Lim.) Sunderland | | | |
| | | | | | ~~LMC1,02~~ | | | | | | | | | | | | |
| 58 | **Umlazi** | Steel&IronScSr | 1793 | ✝100A1 | Cal | q | 1888 | J. Laing Sunderland A&CP | Bullard, King & Co. | 260·0 | 36·6 | 16·1 | London British | T.3Cy.21″,34″&56″–42″ (*r* 150lb *60lb* NDB00 209NH | 17 ″ 1 / s 5 ″ 2½ | | ~~4,02~~ N5,04 |
| 95486 KVWQ | *E.R. Lewis* –03 | *ss* Sld. No.3–11,00 | 1688 | *Spar dk* | | | 11mo | | | B25′ | | 23·2 | FK | 2SB.6*rf*,GS106,HS3317 | | | |
| | *Irn framing Stl plating* | *1 Dk (Irn–ws)* | 1133 | ~~4,04~~ ~~4,03~~ | | | | | *WB = M* | *T f* 26′ 261t | *DT a* 36′ | | | 100t *FPT* 70t | | | |
| | *Elec.light* | *& Spar dk (Irn–ws) 3 tr B* | | | BS11,04 | | | | | | | | | G. Clark, Sunderland | | | |
| | | | | | ~~LMC11,00~~ | | | | | | | | | | | | |
| 59 | **Umsinga** | SteelScSr | 2963 | ✝100A1 | Lon | v | 1901 | Sir J. Laing &Sons, Ld. Sunderland A&CP | Bullard, King & Co. | 340·0 | 42·7 | 15·7 | London British | T.3Cy.25″,42″&70″–45″ (*s* 180lb 431NHP | 18 ″ 3 / s 4 ″ 11½ | BT till ~~4,04~~ 5,05 | 6,04 |
| 114777 SRND | ~~*Hud. Mitchell* –01~~ | | 2635 | *Spar dk* | | | 10mo | | | P15′B108′F41′ | | 23·5 | FK | 6BHCem | | | |
| | | *1 Dk (Stl) & Spar dk (Stl–ptws)* | 1895 | ~~4,04~~ 4,03 | | | | | *WB = Cell D Ba* | 102′ *u E* 20′ *f* 126′ | 524t | | | *APT* 21t | | | |
| | *Elec.light* | *Richards* *& Web frames* | | 17,04 ~~17,03~~ | ✝MC10,04 | | | | | | | | | | | | |
| 60 | **Umta** | SteelScSr | 5422 | ✝ | | Gls | z | 1898 | A. Stephen &Sons Glasgow | British India Stm. Nav. Co. Ltd. | 410·0 | 50·7 | 28·7 | Glasgow British | T.3Cy.26½″,42″&66½″–51″ 383NH | 31 ″ 9 | | |
| 108743 QFHC | *D.F. Lee* –03 | | 5062 | 7,98 | | | 7mo | | | B89′F59′ | | | FK | 6BHCem | | | |
| | | *2 Dks (Stl–U teak s)* | 3492 | | | | | | *W B = Cell D Ba* | 119′ *u E & B* 48′ *f* 192′ | 1129t | *MT* 33′ 981t | | *APT* 41t | | | |
| | *Elec.light* | *& deep framing* | | ✝ | | | | | | | | | | 2SB.6*cf*,GS120,HS5408 FD | | | |
| | | | | | | | | | | | | | | A. Stephen&Sons, Glasgow | | | |
| 61 | **Umtali** | SteelScSr | 2641 | ✝100A1 | Lon | t | 1896 | J. Laing Sunderland A&CP | Bullard, King & Co. | 321·0 | 41·2 | 14·8 | London British | T.3Cy.25″,41½″&68″–45″ (*r*) 180lb *80lb* 379NH | 17 ″ 1 / s 5 ″ 2½ | BT till ~~4,04~~ 5,05 | ~~8,01~~ 9,04 |
| 105810 PGHF | *A.N. Hagger* –04 | ~~*ss* Sld. No.1–04~~ | 2232 | *Spar dk* | Sld | | 3mo | | | P11′B118′F40′ | | 21·8 | FK | 6BHCem | | | |
| | *Ref. Mchy.* | *1 Dk (Stl) & Spar dk (Stl–ptws)* | 1674 | 4,05 ~~4,04~~ | | | | | ~~*WB = Cell D Ba*~~ | ~~*u E* 20′ *f* 136′ *f* 144′~~ | ~~200t~~ | ~~*APT* 25t~~ | | 2SB.6*pf*,GS113,HS5142 FD | | | |
| | *Elec.light* | *ss* Sld No.2–04 *& Web frames* | | | BS4,05 | | | | *WB = Cell D Ba* | 136′ *u E* 26′ *f* 148′ | 554t | *MT* 35′ 1274t | | G. Clark (Lim.), Sunderland | | | |
| | | | | ~~4,04~~ | ~~LMC4,05~~ | | | | | | | | | | | | |
| 62 | — | SteelScK | 198 | ✝100A1 | | Gms | | 1899 | Earle's Co. Ld. Hull | Grimsby Union Stm. Fishing Co. Ld | 110·5 | 21·2 | 11·2 | Grimsby British | T.3Cy.11″,20″&32″–23″ (*s*) 200lb 55RHP | 12 ″ 0 | | ~~7,03~~ ~~7,04~~ 1,05 |
| 110397 RGSJ | *J. Tokely* –99 | *ss* Gms. No.1–03 | 178 | *Stm Trawler* | | | 7mo | | | Q46′F18′ | | | BK7½ | 3BHCem | | | |
| | | *1 Dk* | 73 | ~~6,04 9,03~~ | | | | | *Lloyd's sA & CP* | | | | | 1SB.*2cf*,GS35,HS850 | | | |
| | | | | 1,05 | ~~LMC9,03~~ | | | | | | | | | Earle's Co. Ld. Hull | | | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 Signaux | 4 Tonnage. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Survs. Hance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Longueur. / Largeur. / Profondeur. | 12 Port d'Attache. / Pavillon. | 13 Machines. No. & Dim. des Cylindres.—Course. Nombre des Chaudières. / NHP.=Force en chevaux d'après les formules de la Société. / RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse sur Quille. / Franc-bord en hiver. / navire. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | **Umtata** | SteelScSr | 2655 | ✠100A1 | Lon | *u* | 1898 | SirJames | Bullard,King&Co. | 330·2 41·2 14·9 | London | T.3Cy.25″,41½″&68″–45″ (*s*) | 17 | | |
| 110001 | *R.Lewis* –04 | *ss*Lon.No.1–02 | 2161 | *Spar dk* | | | 11mo | Laing | | P19′B132′F49′ 21·9 | British | 180lb 402NH | 4 | 7 | |
| QKBT | 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) | | 1663 | [illegible] | ✠LMC[illegible]2 | | | Sunderland | | FK | 5 *BHCem* | 3SB,9*rf*,GS155,HS5681 FD | | | |
| | *Elec.light* | | | [illegible] | BS[illegible] | | | A&CP | *WB = CellDBa* | 94 *uE* 20 *f* 120 88·2 | *APT* [illegible] | G.Clark,Ld.Sunderland | | | |
| 64 | **Umvolosi** | SteelScSr | 2936 | ✠100A1 | Lon | *r* | 1902 | Sir J. Laing | Bullard,King &Co. | 340·0 42·7 15·7 | London | T.3Cy.25″,42″&70″–45″ (*s*) | 18 | 3 | |
| 126867 | *B.Lincoln* –04 | | 2638 | *Spar dk* | | | 7mo | &Sons,Ld. | | P15′B108′F41′ 23·5 | British | 180lb 431NH | 4 | 11½ | |
| TMGB | *Elec.light* 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* wss) | | 1900 | [illegible] | ✠LMC7,02 | | *Lloyd's* | Sunderland | | FK | 6 *BHCem* | 3SB,9*pf*,GS165,HS6143 FD | | | |
| | | & *Web frames* | | 5,05 | | | | A&CP | *WB = CellDBa* | 102′*uE* 20′*f* 126′524*t* | *APT* 21*t* | G.Clark,Ld.Sunderland | | | |
| 65 | **Umvoti** *Mitchell* | SteelScSr | 2625 | ✠100A1 | Lon | *l* | 1896 | J.Laing | Bullard,King&Co. | 321·0 41·2 14·8 | London | T.3Cy.25″,41½″&68″–45″ (*s*) | 17 | 1 | |
| 126867 | *C.Hellier* –01 | [illegible] | 2222 | *Spar dk* | Stl | | 8mo | Sunderland | | P11 B118 F40′ 21·8 | British | 180lb *80lb* 379NH | 3 | 2½ | |
| PKSH | *Ref.Mchy.* 1 *Dk* (*Stl*) & *Spar dk* (*Stl–ws*) | | 1660 | [illegible] | [illegible] | | | A&CP | | FK | 2 *BHCem* | 2SB,6*pf*,GS118,HS6142 FD | | | |
| | *Elec.light* | & *Web frames* | | [illegible] | [illegible] | | 11,04 | | [illegible] | [illegible] | *APT* 21*t* | G.Clark(Lim.),Sunderland | | | |
| 66 | **Umzimvubu** | SteelTwinScSr | 150 | ✠100A1 | P.Nl | *b* | 1896 | Edwards | Mrs.M.P.Read (T.H.Mills&Co. *Mgrs.*) | 110·0 21·1 7·4 | London | C.4Cy.10½″&18½″–15″ (*s*) | 8 | 0 | |
| 103161 | *N.S.Knudsen* –04 | *ss*PNl.No.1–01 | 135 | 6,04 6,08 | | | 12mo | &Co. | | Q17 | British | 100lb 60RH | 1 | 1 | |
| | 1 *Dk* | | 90 | [illegible] | ✠LMC6,08 | | *Lloyd's* | London | | FK | 4 *BHCem* | 1SB,2*pf*,GS36,HS820 | | | |
| | | | | | | | | A&CP | | *WB = FPT* 6*t* | *APT* 4*t* | T.A.Young&Son,London | | | |
| 67 | **Umzinto** | Iron&SteelScSr | 1802 | ✠100A1 | Cal | *q* | 1886 | J.Laing | Bullard,King&Co. | 261·0 36·2 16·2 | London | T.3Cy.21″,34″&56″–42″ (*s*) | 17 | 1 | |
| 91980 | *W.T.Miller* 01–01 | *ss*Cal.No.3–3,99 | 1691 | *Spar dk* | | | 11mo | Sunderland | | B19′F20′ 23·0 | British | 150lb *100lb* NDR03 192NH | 5 | 2½ | |
| KJRM | *ss*Sld.No.1–03 1 *Dk* (*Irn–ws*) | | 1160 | [illegible] | ✠LMC8,9[illegible] | | | A&CP | | FK | 4 *BHCem* | 2SB,6*cf*,GS100,HS2828 | | | |
| | & *Spar dk* (*Irn–ws*) 3*tr B* | *Irn framing* | | [illegible] | BS[illegible] | | | | *WB = MT* 26′258*t* & *a*38″ | | 125*t FPT* 5*t* | G.Clark,Sunderland | | | |
| | *Elec.light* | *Stl plating* | | | | | | | | | | | | | |
| 68 | **Umzumbi** | SteelScSr | 3379 | ✠100A1 | Lon | *w* | 1904 | Sir J. Laing | Bullard,King&Co. | 348·0 43·3 16·9 | London | T.3Cy.26″,48″&71″–45″ (*s*) | 19 | 8 | |
| 118392 | *W.H.Smyth* 97–04 | | 2957 | *Spar dk* | | | 2mo | &Sons,Ld. | | P36′B118′F41′ 24·7 | British | 180lb 444NH | 6 | 3 | |
| VPDC | *Elec.light* 1 *Dk* (*Stl*) & *Spar dk* | | 2144 | [illegible] | ✠LMC2,04 | | *Lloyd's* | Sunderland | | FK | 6 *BHCem* | 3SB,9*pf*,GS173,HS6841 FD | | | |
| | (*Stl–pt* wss) & *Web frames* | | | [illegible] 3,05 | | | | A&CP | *WB = CellDBa* | 104′*uE* 20′*f* 134′541*t* | *APT* 21*t* | G.Clark,Ld.Sunderland | | | |
| 69 | **Una** | SteelScSr | 1407 | ✠100A1 | Hul | *o* | 1899 | J.Scott& | T.Wilson,Sons& Co.Ld. | 237·2 34·2 16·8 | Hull | T.3Cy.20″,32″&54″–39″ (*s*) | 17 | 9 | |
| 110735 | *C.M.G.Cochrane* –04 | *ss*Hul.No.1–04 | 906 | [illegible] 3,05 | Nwc | | 9mo | Co. | | P&B144′F57′ | British | 180lb 274NH | 1 | 3½ | |
| RHSM | *Well deck* 1 *Dk* (*Stl–pt* wss) 2*tr B* | | 342 | [illegible] | ✠LMC4,04 | | | Kinghorn | | BR8″ | 5 *BHCem* | 2SB,6*cf*,GS108,HS4220 FD | | | |
| | *Elec.light Ref.Mchy.* | | 769 | | | | *Lloyd's* | A&CP | *WB = MT* 10′84*t FPT* 35*t* | | *APT* 26*t* | J.Scott&Co.Kinghorn | | | |
| 70 | — | SteelScSr | 400 | ✠ | Fal | *g* | 1888 | A.Hall& | Cia Pernambucana deNav. | 160·1 26·1 10·5 | Pnmbuco | T.3Cy.12″,19″&32″–24″ | 11 | 0 | |
| | *E.G.Wanderley* | | — | *pt Shade dk* | | | 12mo | Co. | | P41′B37′F24′ | Brazilian | 50NH | | | |
| HLOB | 1 *Dk* & *pt Shade dk* | | 262 | *with freeboard* | | | | Aberdeen | | *pt Shade dk* BK7″ | 4 *BHCem* | 1SB,2*rf*,GS58 | | | |
| | | | | 1,89 | | | | | | | | J.Scott&Co.,Kirkcaldy | | | |
| 71 | — | IronScK | 178 | ✠100A1 | Fre | | 1890 | Cochrane, | J.W.Bateman | 111·0 20·7 11·0 | Fremantle | T.3Cy.12½″,19½″&31½″–22½″ | 11 | 0 | |
| 96214 | *J.Nicholas* –02 | *ss*Hul.No.3–8,98 | 164 | *Stm Trawler* | | | 3mo | Coopr& Schofield | | Q16′F19 len98 | British | 150lb (*s*) 50RH | 1 | 0½ | |
| LQOP | | *ss*Fre.No.1–02 | 87 | 11,02 | | | | Beverley | | ND98 BK7½″ | 3 *BHCem* | 1SB,2*cf*,GS27,HS780 | | | |
| | | 1 *Dk* | | BS1,04 | ✠LMC9,02 | | *Lloyd's* | A&CP | | | | C.D.Holmes&Co.,Hull | | | |
| 72 | **Uncatena** | SteelPad | 652 | | | | 1902 | The Pusey | New Bedford,Martha's Vineyard& Nantucket S.S.Co. | 178·0 31·0 12·0 | N. Bedford | B.1Cy 42″–120″ | | | R |
| 28351 | *F.J.Marshall* –02 | | — | | | | | &Jones Co. | | | Utd.States | 149NH | | | |
| KRWJ | *Elec.light* 2 *Dks* | | 870 | | | | | Wlmngtn Del | | | | Pusey&JonesCo.Wlmngtn | | | |
| 73 | **Unda** | SteelScSr | 1404 | ✠100A1 | Sld | *p* | 1903 | J.Priest- | Aktieselsk.Unda (Hjalmar Röed) | 240·0 35·0 20·2 | Tonsberg | T.3Cy.18½″,30″&49″–33″ (*s*) | 21 | 6 | |
| | *G.Gabrielsen* 03–03 | | 1280 | 5,03 | | | 5mo | man&Co. | | B68′F25′ | Norwegian | 170lb *80lb* 150NH | 3 | 0½ | |
| MBFQ | 1 *Dk* (*Stl–pt* wss) 2*tr B* | | 878 | | ✠LMC5,08 | | *Lloyd's* | Sunderland | | FK | 4 *BHCem* | 2SB,4*pf*,GS65,HS2370 | | | |
| | | | | | | | | A&CP | *WB = DBa* 68 *f* 92′ 346*t* | | *APT* 28*t* | N.E.MarineEng.CoLd Sld | | | |
| 74 | **Undaunted** | SteelScSr | 3159 | ✠100A1 | Bry | *u* | 1894 | R.Stephen- | Macintyre Bros.& Co. | 324·0 43·1 17·9 | Newcastle | T.3Cy.23½″,39″&64″–42″ | 20 | 9 | |
| 101248 | *S.Elcoate* | *ss*Shl.No.2–02 | 2971 | *Spar dk* | Nwc | | 5mo | son&Co.,Ld. | | P28′F40′ 25·9 | British | 170lb *100lb* 274NH | | | |
| NJML | 1 *Dk* (*pt Irn pt Stl*) & *Spar dk* 3*tr B* | | 2026 | 12,04 [illegible] | | | | Newcastle | | drp08 FK | 5 *BHCem* | 2SB,6*cf*,GS118,HS4200 | | | |
| | | | | BS10,08 | ✠LMC9,02 | | | A&CP | *WB = Cell DB* 224′ 501*t FPT* | | 77*t APT* 45*t* | Blair&Co.(Lim.),Stockton | | | |
| 75 | — | IronScK | 219 | ✠100A1 | Gms | | 1899 | Cochrane& | Grimsby Union Stm.FishingCo.Ld | 117·5 21·5 11·7 | Grimsby | T.3Cy.11½″,21″&34″–24″ (*s*) | 12 | 2 | |
| 110881 | *J.Wilson* –99 | *ss*Gms.No.1–03 | 200 | *Well fishing v essel* | | | 5mo | Cooper, Ld. | | Q47′F19′ | British | 200lb 60RH | | | |
| RDKF | 1 *Dk* | | 83 | [illegible] 10,04 | | | | Selby | | BK7½″ | 5 *BHCem* | 1SB,2*cf*,GS29,HS1037 | | | |
| | | | | [illegible] | ✠LMC[illegible] | | *Lloyd's* | A&CP | | | | C.D.Holmes&Co.Hull | | | |
| 76 | — | IronScK | 141 | ✠100A1 | Abn | | 1895 | Cochrane | S.Williamson (T.Davidson, *Mgr*) | 93·6 20·4 11·0 | Aberdeen | T.3Cy.11″,17″&30″–21″ (*s*) | 11 | 10 | |
| 105528 | *J.Doig* –99 | *ss*Abn.No.2–03 | 131 | *Stm Trawler* | | | 9mo | &Cooper | | Q17′ | British | 160lb 44RH | | | |
| | 1 *Dk* | | 53 | [illegible] | ✠LMC8,03 | | | Beverley | | BK7½″ | 3 *BHCem* | 1SB,2*pf*,GS28,HS800 | | | |
| | | | | BS1,05 | | | *Lloyd's* | A&CP | | | | Earle's Co.(Lim.),Hull | | | |
| 77 | — | SteelScSr | 79 | 100A1 | | | 1903 | Selby S.B. | Tripp | 77·5 17·7 8·2 | Lowestoft | | | | |
| 117482 | | | | *For fishing purposes* | | | | &E.Co.Ld. | | | British | 26RH | | | |
| | 1 *Dk* | | 38 | | | | | Selby | | | | Crabtree&Co.Ld.Gt.Yar. | | | |
| | | | | (*Class Contem plated*) | | | | | | | | | | | |
| 78 | **Underwriter** | IronScSr | 327 | | | | 1863 | Neafie& | Boston Tow Boat Co | 120·8 26·1 14·8 | Bostn,Mas | C.2Cy.22″&40″–36″ | | | |
| 4950 | *D.W.Wiley* 88–96 | | — | | | | | Levy | | | Utd.States | 80NH | | | |
| HDFM | (*ex* Charles Pearson) | | 164 | | | | | Philadelphia | | | | Atlantic Works,E.Boston | | | |
| 79 | — | IronSc | 171 | | | | 1881 | J.H.Dia- | Louisiana Branch of the Pilots' Association | 112·7 22·0 11·3 | N.Orleans | 2Cy.20″&36″–28″ | | | |
| 26239 | | | — | | | | | logue | | | Utd.States | 57NH | | | |
| | | | 85 | | | | | Camden,N.J. | | | | J.H.Dialogue,Camden,NJ. | | | |
| 80 | **Undine** | SteelScSr | 1620 | ✠100A1 | Nwc | *r* | 1903 | C.S.Swan& | Aktien. "Undine" (Hjalmar Röed) | 265·0 37·1 17·9 | Tönsberg | T.3Cy.26″,38″&54″–36″ (*s*) | 20 | 1 | |
| | *A.Torbjörnsen* 96–03 | | 1439 | 6,04 [illegible] | Shl | | 5mo | Hunter,Ld. | | P30′B74′F33′ | Norwegian | 160lb *80lb* 199NH | 2 | 8½ | |
| MBFD | *Elec.light* 2 *Dks* (*UStl–pt* wss) | | 1017 | | ✠LMC6,08 | | | Newcastle | | FK | 4 *BHCem* | 2SB,6*pf*,GS107,HS3350 | | | |
| | | | | | | | *Lloyd's* | A&CP | *WB = Cell DBa* 80 | *uE* & *B* 32 *f* 112′ 425*t* | *APT* 18*t* | N.E.MarineEng.CoLd Nwc | | | |
| 81 | — | IronScSr | 373 | | | | 1872 | E.Lindsay | Babacheff& Zeinaloff | 141·0 23·1 14·3 | Riga | C.2Cy.18″&34″–24″ | | | |
| | | (*ex* Viken) | — | | | | | Newcastle | | | Russian | 47NH | | | |
| | | | 270 | | | | | | | | | Bowden Bros.,Newcastle | | | |
| 82 | — | SteelScYl | 184 | ✠100A1 | C.Tn | | 1899 | Mackie& | S African Fisheries &Cold Storage,Ld. | 105·6 21·0 10·7 | Cape Town | T.3Cy.12″,19½″&32″–22″ (*s*) | 11 | 7 | |
| 91419 | *J.E.Davies* –02 | *ss*C.Tn.No.1–04 | 138 | *Stm Trawler* | | | 7mo | Thomson | | Q17′ | British | 180lb 55RH | 1 | 0½ | |
| | *Ref.Mchy.* 1 *Dk* (*Teak*) | | 32 | 1,04 | ✠LMC1,04 | | *Lloyd's* | Glasgow | | BK7½″ | 4 *BHCem* | 2SB,4*pf*,GS52,HS1072 | | | |
| | *Elec.light* | | | | | | | A&CP | | | | W.V.V.Lidgerwood,Gls. | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Register Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Requirement Letter. | Built. When — Ship. — Engines | By Whom. — Where. | Owners. | Register's Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard (amidships). ft. in | Registers in which classed, if not in G.B. Date of Transfer. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 Undine<br>96195 LQKG *H.Rhodes* –05 | IronScK<br>1 *Dk*<br>ssGms.No.3–2,05 | | 163<br>155<br>77 | ✠100A1 Gms<br>*Well Salvage vessel*<br>*SeaTracter*2,05 | | | 1889 Cook, Wel-<br>5mo t'n&Gemmell<br>Hull<br>*Lloyd's SA&CP* | Grimsby Union Stm.Fishing Co Ld | 106·3 20·5 11·5<br>Q18 F22 S16 BK7½ | Grimsby<br>British | T.3Cy 19½",19½"&31½"–22½"<br>160lb 11" (s) 50RHP<br>3 *BH Cem* 1SB,*2pf*,GS30,HS937<br>C.D.Holmes&Co.,Hull | 12 ″ 0 | | |
| 84 União<br>*M.Livramento*99–02 (*ex*Jatoba)<br>*Well deck* 1 *Dk*(*Irn*) | SteelScSr | | 634<br>481<br>431 | ✠ Sou *i*<br>6,91 | | | 1891 Southmptn<br>6mo Nav.Wks.Ld.<br>Southampton | Empreza deSal& Navegação<br>*WB = Cell D Ba*35 | 182·0 27·3 12·4<br>Q92 B22 F23 BK6<br>*FPT* 25*t A P T* 19*t* | R.Janeiro<br>Brazilian<br>4 *BH Cem* | T 3Cy.13½",22",&34"–24"<br>NB04 60NHP<br>1SB,*2pf*,GS30,HS937<br>Sou.Nav.Wks.(Lim.),Sou | 13 ″ 5 | | |
| 85 Unican<br>111988 *G.Robarts*01–02 | WoodScSp<br>1 *Dk* | | 177<br>90<br>120 | | | | 1902 A.Wallace<br>Vancouver | United Canneries of B.Columbia,Ld.(J. Macrae,*Mgr*.) | 89·2 20·0 8·0<br>P33 | Vancouver<br>British | C.2Cy.11"&22"–16"<br>20RHP<br>Bow,McLachln&Co Ld Psy | | V | |
| 86 Unicorn<br>104198 *E.Brown* –95 | IronScK<br>ssGms.No.2–03<br>1 *Dk* | | 134<br>111<br>28 | ✠100A1 Gms<br>*Stm Trawler*<br>2,02 LMC6,03<br>6,05 BS3,05 | | | 1895 Edwards<br>3mo Bros.<br>North Shields<br>*Lloyd's SA&CP* | J.R.Mackrill& Sons | 90·7 20·1 10·6<br>Q18 F19 BK7½ | Grimsby<br>British<br>3 *BH Cem* | T.3Cy.10",16"&26½"–19½"<br>170lb (s) 40RHP<br>1SB,*2pf*,GS18,HS590<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 6 | | 12,03 |
| 87 Unimak<br>111391 *W.Hanson* (*ex*Redwood City)<br>KRMD 1 *Dk* | WoodScSr | | 258<br>194<br>158 | | | | 1901 J.Dickie<br>Alameda,Cal. | Alaska Packers Association | 124·8 31·5 9·5 | S.Frncisco<br>Utd.States | C.2Cy.18"&28"–20"<br>31NHP<br>United Eng.Wrks.S.Frisco | | | |
| 88 Union<br>*P.Dimitri*<br>(*ex*Pearl) 1 *Dk*(*Irn*)<br>*Elec light Well deck* | SteelScSr<br>ssNwc.No.1–02 | | 677<br>503<br>404 | ✠100A1 Nwc *j*<br>4,05 2,01 BAs<br>LMC12,0 | | | 1898 Wood Skin-<br>9mo ner&Co.Ld.<br>Newcastle<br>*Lloyd's SA&CP WB = Cell D Ba*37*t E*6 | Lloyd Bahia Blanca Soc.Anon de Nav.à Vap. | 185·0 29·2 11·8<br>Q92 B16 F27 FK<br>*B*31*t f*77*t* 181*t FPT* | Bahia Blanca<br>Argentine<br>1 *BH Cem* | T.3Cy.16",26"&43"–30" (s)<br>160lb 50*lb* 103NHP<br>1SB,*3pf*,GS50,HS1590<br>N.E.Marine Eng.Co Ld Nwc | 14 ″ 0<br>s 1 0½ | | 2,01 |
| 89 —<br>*I.Gastañaga*99–03 ssMan.No.3–6,03<br>(*ex*P.deSotolongo,*ex*Tyne) 1 *Dk2tr I* | SteelScSr | | 615<br>435<br>274 | ✠100A1 Man *j*<br>2,05 6,03<br>BS7,04 LMC6,03 | | | 1891 Ramage&<br>2mo Ferguson<br>Leith<br>*Lloyd's SA&CP* | Cia.Gen.de Tabacos de Filipinas | 177·0 28·1 14·6<br>F25′ BK7½"<br>*pt Shade dk*102′<br>*WB = FPT* 11*t A P T* 9*t* | Manila<br>Utd.States<br>4 *BH Cem* | T.3Cy.16",25"&42"–36" (s)<br>160lb 50*lb* 121NHP<br>2SB,*4rf*,GS86,HS2028<br>Ramage&Ferguson,Leith | 15 ″ 5 | | 1,05 |
| 90 —<br>*H.Svendsen* –03<br>HCFV 1 *Dk2tr B* | SteelScSr | | 593<br>477<br>361 | | | | 1893 Nylands<br>Værks.<br>Christiania | Rederi Dpskslsk. Union (S.Wiese) | 162·1 26·9 15·1<br>Q29*t* B63*t* H12*t* F10*t* | Frdrikstad<br>Norwegian<br>*WB* | T.3Cy.11⅞",17½"&30"–27"<br>47NHP<br>Nylands Værks.Christiania | | N | |
| 91 —<br>*L.P.Therkildsen* 2 *Dks&Hurdk*<br>NPFB | IronScSr | | 526<br>445<br>273 | | | | 1875 Lobnitz,<br>Coulbrn&Co.<br>Renfrew | Forenede Dmpskib. Selskab | 189·8 26·2 13·8<br>P42*t* F29*t* 20·5 | Aarhus<br>Danish<br>*WB* | C.4Cy.20"&40"–36"<br>160NHP<br>Lobnitz,Coulborn&C.,Rfw. | | | |
| 92 —<br>*W.Wulff*80–85 1 *Dk*<br>QFWC | IronPad | | 197<br>—<br>122 | | | | 1885 J.C.Teck-<br>lenborg<br>Geestemünde | Bugsirges.Union | 149·6 21·9 8·3 | Bremen<br>German | C.2Cy.23"&39"–47"<br>87NHP<br>H.Pauksch,Landsberg | | | |
| 93 —<br>*F.M.Miranda* –02<br>HGRB (*ex*Carlos Pacheco) 1 *Dk* | WoodScSr | | 172<br>—<br>101 | | | | 1886 A.Hay<br>S.Francisco | Cia.Naviera del Pacifico,S.A. | 95·0 22·9 11·0<br>H35*t* | Mazatlan<br>Mexican | C.2Cy.11"&22"–18"<br>17NHP<br>Hinckly,Spiers&Hays,SFo | | | |
| 94 —<br>*J.Planells* –99 (*ex*Praviano,<br>*ex*Guadiana,*ex*Isla de Pinos,<br>*ex*José R.Rodriguez) | WoodScSr | | 171<br>—<br>105 | | | | 1883 Neafie&<br>Levy<br>Philadelphia | A.del Collado&Co. | 93·2 22·8 8·6 | Havana<br>Cuban | 1Cy.18"–18"<br>11NHP<br>Neafie&Levy,Philadelphia | | | |
| 95 —<br>3879 *E.Pettersson* –02<br>HRNG *Mchy.Aft* 1 *Dk* | CompScSr | | 169<br>142<br>115 | | | | 1883 S.Groth<br>Sjötorp | Carl Pettersson | 99·1 22·5 9·4<br>P21′ H6*t* | Gothenbrg<br>Swedish | C.2Cy.11¾"&23¼"–14½"<br>17NHP<br>Eriksbergs M.V.,Got. | | | |
| 96 Union Hullera<br>*G.Oliver*94–95 ssHul.No.3–11,89<br>JSVG (*ex*Victory) ssBbo.No.1–94<br>1 *Dk*(*Irn*) | IronScSr | | 421<br>349<br>274 | ✠ Bbo *g*<br>3,98<br>NB11,89 | | | 1878 Murdoch&<br>8mo Murray<br>Pt.Glasgow | Union Hullera y Metalurgica de Asturias (L. Adaro,*Mgr*.) | 160·5 24·7 11·8<br>Q79′ F21′ BK7″<br>*WB = D Ba*40′ *FPT* | Gijon<br>Spanish<br>4 *BH Cem* | C.2Cy.21"&37"–24"<br>NDB89 59NHP<br>1SB,*3pf*,GS42,HS1085<br>Kincaid,Donald&Co.,Grk. | 13 ″ 0 | | |
| 97 Union I.<br>*Leguennec*<br>LGVJ | SteelScSr | | 147<br>112<br>45 | | | | 1896 A.Blasse<br>Nantes | Cie.Mari.L'Union-Belliloise | 99·2 20·0 8·1<br>Q16′ H10′ F18′ | Belle-Ile<br>French<br>*WB* | C.2Cy.16"&28"–18"<br>27NHP<br>A.Maucour,Nantes | | V | |
| 98 —<br>*N.M.Paulsen* –02<br>HQKN 1 *Dk* | SteelScSk | | 124<br>105<br>70 | | | | 1902 Porsgrund<br>Mek.Værks.<br>Porsgrund | Acties.Transit (A.Johnsen) | 93·2 19·7 8·4<br>Q16*t* | Skien<br>Norwegian<br>*WB* | C.2Cy.9⅝"&19⅝"–14⅝"<br>12NHP<br>Porsgrund M.V.Porsgrund | | | |
| 99 Union II.<br>*Bouché* | SteelScSr | | 105<br>86<br>17 | | | | 1897 J.Jones&<br>Sons<br>Liverpool | Cie.Mar.L'Union Belliloise | 92·1 18·0 8·5<br>F12′ | Belle-Ile<br>French<br>*WB* | C.2Cy.14"&31"–20"<br>36NHP<br>J.Jones&Sons,Liverpool | | | |
| 100 Union III.<br>*A.Gallen* | SteelScSr | | 157<br>118<br>49 | | | | 1898 A.Blasse<br>Nantes | Cie.Mar.L'Union Belliloise | 98·8 20·0 8·4<br>H32′ F20′ | Belle-Ile<br>French<br>*WB* | C.2Cy.16½"&28⅝"–17⅜"<br>28NHP<br>A.Maucour,Nantes | | | |
| 101 Unione<br>1 *S.Sumpognaro* –02<br>SPDT (*ex*Océan) 1 *Dk2tr B* | IronSc3MstSr | | 689<br>—<br>445 | | | | 1872 Ch.& Atel.<br>de l'Océan<br>Bordeaux | S.Puglisi | 209·6 26·0 16·5 | Catania<br>Italian<br>*WB* | C.2Cy.25½"&39⅜"–23½"<br>NB98 64NHP<br>Chant.& Atel.Océan,Bdx. | | V | |
| 102 Unione Operaia<br>11 *G.Gattoronchieri* | WoodScSr<br>1 *Dk* | | 120<br>—<br>12 | | | | 1891 G.Sacco-<br>manno<br>Lerici | Soc.Coop.Unione Operaia del Golfo | 95·8 19·6 10·2 | Spezia<br>Italian | C.2Cy.20"&34½"–23½"<br>Soc.Anon.Coop.di Produzione,Sampierdarena | 48NHP | | |
| 103 Unique<br>*H.E.Björness*<br>HMLP (*Trunk Self Trimming Vessel*) 1 *Dk2tr B* | SteelScSr | | 2036<br>1623<br>1298 | | | | 1896 J.Priest-<br>man&Co.<br>Sunderland | Acties.Unique (Hjalmar Röed) | 280·0 40·1 17·0<br>P21′ F25′<br>*Trimming dk*234′ | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"–39"<br>210NHP<br>N.E.Marine Co.(Lim.)Nwc | | N | |
| 104 Unison<br>Wrecked 6,04 *P.Pedersen*<br>HMLQ (*ex*Cyprus) 1 *Dk2tr B* | IronScSr | | 1218<br>1106<br>760 | | | | 1878 Wigham<br>Richrdsn&Co<br>Newcastle | Acties.Unison (Hjalmar Röed) | 245·0 33·2 19·6<br>P28′ F27′ BK8″ | Tönsberg<br>Norwegian<br>*WB* | C.2Cy.30"&56"–36"<br>NB96 157NHP<br>J.Shaw&Co.,Newcastle | 21 ″ 1 | N | |
| 105 United Service<br>25415 *W.Wiseman* –02<br>QBRN | WoodPad<br>ptIB | | 107<br>107<br>14 | ✠ Shl 7<br>*For Tug purposes*<br>8,72 | | | 1871 Dodgin<br>9mo N.Shields | Gt.Yarmouth Stm. Tug Co.Ld. | 98·6 19·1 9·8<br>Cl | Yarmouth<br>British | 1Cy.35"–51"<br>NB89 44RHP<br>T.R.Scott&Co.,N.Shields | | BT till 5,05 | |

| 1 Numéro d'Ordre / Numéro officiel / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous la Pont. Net. | 5 Détails de la Classification. Cotes. | 6 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donatne. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Vitesse sur Quille. Nœuds par heure. Milles par jour. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 / 10095 / 6500 / 6030 / NMHV | United States / *Wulff* / *Ref Mchy. Elec.light* | Steel Twin Scr / 2 *Dks & Awngdk* | | | | 1903 | A. Stephen & Sons Ld. Glasgow | Forenede Dmpskib. Selskab | 500·8 \| 58·3 \| 29·4 / P44 B176 F59 87·6 | Copnhagn / Danish / *WB* | T. 6Cy. 30", 50" & 80"–54" / 941 NHP / A. Stephen & Sons, Ld. Gla. | | V | |
| 107 / 1477 / 1145 / 929 / HMLT | Unity / *Z. Hansen* –97 (*ex* West Stanley, *ex* Svea, *ex* West Stanley) / *Well deck* | Iron Sc Sr / 6th Survey, Nwc. 5.97 / 1st Survey, Bom. 5,01 / 1 *Dk (pt Irn) 2 tr B* | | ✠ A1* 4,04 / NB5,97 / B&I 11,04 / LMC 11,04 | 1 Png Lv | 1872 | C. Mitchell & Co. Newcastle | Actes. Unity (Hjalmar Röed) | 260·0 \| 34·0 \| 18·1 / P145 F37 / BK 9" / *WB = DB a 74 f 4u E* | Tönsberg / Norwegian / *BH Cem* / 842 f 288 t | C. 2Cy. 22" & 59"–36" (s) / 120 lb *80 lb* NDB 97 186 NHP / 1SB, *4p f*, gs 82, hs 2945 / T. Clark & Co., Newcastle | 19 a 10 / 2 - 3½ | | |
| 108 / — / 113120 / T5F… / | — / *C. Sherwood* –02 / *Elec.light* | Steel Sc Sr / 1 *Dk (Stl–pt ws) & Web frames* | 1997 / 1381 / 920 / 428 | ✠ 100 A1 / 6,04 / LMC 11.02 | PGI Hul | 1902 | Murdoch & Murray Pt. Glasgow | Co-operative Wholesale Soc. Ld. | 246·8 \| 36·3 \| 13·5 / P39 B98 F80 / FK / *Lloyd's A & CP* / *B = Cell D Ba 40' u E* | Manchestr / British / *BH Cem* / 28', *f* 88' 198 t | T. 3Cy. 24", 40" & 65"–36" (r) / 180 lb 302 NHP / 2SB, *8 cf*, gs 175, hs 5060 / J. G. Kincaid & Co. Greenock | 16 a 0 / 1-10½ | | |
| 109 / 1274 / 1335 / RFWQ | Universal / *W. Francis* –02 / *Well deck* | Iron Sc Sr / ss Sld. 2nd No. 3–6,97 / ss Sld. No. 1–02 / 1 *Dk (Irn) 2 tr B* | 1065 / 810 | ✠ 100 A1 / 9,0 / BS 2,04 | Nwc | 1878 / 2mo | Short Brs. Sunderland / A & CP | Taylor & Sanderson Steam Shipping Co. Ld. (Taylor & Sanderson, *Mgrs.*) | 240·2 \| 33·0 \| 17·9 / P94 B42 F27 / BK 9" / *WB = DB* | Sundrland / British / *BH Cem* / 74 *f* 16' 180 t | C. 2Cy. 29½" & 55"–36" (s) / 75 lb *80 lb* NDB 97 140 NHP / 1SB, *4p f*, gs 66, hs 2370 / G. Clark, Sunderland | 18 a 10 / 1 - 11 | | |
| 110 / 2535 / 2039 / 1684 / HMNC | Universe / *A. Agerholdt* / (*Trunk Self Trimming Vessel*) | Steel Sc Sr / 1 *Dk* | | | | 1898 | J. Priest-man & Co. Sunderland | Acties. Universe (Hjalmar Röed) | 299·0 \| 42·5 \| 20·2 / H496 t | Tonsberg / Norwegian / *WB* | T. 3Cy. 22", 36" & 68"–39" / 210 NHP / N. E. Marine Co. Ld. Nwc. | | N | |
| 111 / — / 73676 / WTMJ | — / *S. Barker* 89–89 | Iron Pad Sk | 143 / 143 / 35 | | | 1875 | J. T. El-tringham South Shields | Tees Conservancy Commissioners | 115·8 \| 19·5 \| 9·9 | Stockton / British | L. 2Cy. 30½"–54" / 85 RHP / Hepple & Co., South Shields | | | |
| 112 / 405… / JMVN | Uno / *B. A. Broman* 01–02 (*ex* Principessa Elena, *ex* Sylvia) / *Well deck* | Iron Sc Bn / ss Npt. No. 3–6,96 / ss Gen. No. 1–01 / 1 *Db (Irn) 2 tr B* | 1788 / 1386 / 1046 | ✠ | | 1883 / 5mo | W. Gray & Co. W Hartlepool / A & CP | C. G. Wickberg & Söner | 264·8 \| 35·7 \| 20·0 / P28' Q68' B70' F31' / BK 9½" / *WB = DB a* | Sundsvall / British / *BH Cem* / 80 *f* 102' 357 t | C. 2Cy. 32" & 62"–40" (i) / 75 lb NDB 98 *60 lb* 186 NHP / 2SB, *6p f*, gs 95, hs 3000 / Black, Hawthorn & Co., Gts. | 21 a 4 / 2 - 1 | | |
| 113 / — / 31… / JHPT | — / *C. Kronberg* –02 (*ex* Göteborg) | Steel Sc Sr / 1 *Dk & Awng dk* | 521 / 329 / 265 | | | 1890 | A. A. W. van Reede, Czn. Papendrecht | Ångf. Aktieb. Trio (C. L. Larsson *Mgr*) | 165·4 \| 27·3 \| 11·0 / P110' H17 t F20' | Gothenbrg / Swedish / *WB* | T. 3Cy. 15", 24" & 40½"–30" / A. A. W. van Reede, Papendrht | | V | |
| 114 / 626 / — / 287 / RMSK | Unterelbe / (*Salvage Steamer*) 2 *Dks* / (*ex* Hayling, *ex* Countess of Lathom) | Steel Dbl Twin Sc | ✠ | 9,89 ✠ | Lon | 1888 / 8mo | Steward & Latham London | Nordischer Bergungs-Verein | 120·0 \| 40·0 \| 18·1 / FK / *7 BH* | Hamburg / German | C. 4Cy. 18" & 34"–24" / 94 NHP / Appleby Bros. London | 10 a 11 | | |
| 115 / 153 / 139 / 10 / QGTN | Unterweser 10 / *J. Kretzmer* | Steel Sc Tug / 1 *Dk* | | | | 1899 | Act. Ges. "Weser" Bremen | Schleppschifff. Ges Unterweser | 95·5 \| 22·4 \| 10·7 / B5' | Bremen / German | T. 3Cy. 13", 20½" & 33"–21½" / 51 NHP / A. G. "Weser," Bremen | | G | |
| 116 / 159 / 141 / 6 / QHOV | Unterweser 12 / *H. Schoon* 90–00 | Steel Sc Tug / 1 *Dk* | | | | 1900 | Bremer "Vulkan," Vegesack | Schleppschifff. Ges Unterweser | 102·3 \| 22·4 \| 10·8 | Bremen / German | T. 3Cy. 13⅛", 21 7/16" & 34 7/16"–23⅝" / 59 NHP / Bremer "Vulkan," Vegesack | | G | |
| 117 / 139 / 128 / — / QHFM | Unterweser 15 / *O. Bothe* / (*ex* Java) | Steel Sc Sr / (*Tug*) / 1 *Dk* | | | | 1900 | Mordey, Carney & Co. (Southmptn) Ld. Sou. | Schleppschifff. Ges Unterweser | 99·8 \| 20·1 \| 11·0 / B21' | Bremen / German | T. 3Cy. 13", 22" & 35"–27" / 64 NHP / Mordey, Carney & Co. (Southampton) Ld. Sou. | | G | |
| 118 / 145 / 132 / 14 / QFKC | Unterweser 18 / *J. Kretzmer* 01–01 (*ex* Stör, *ex* Sir Charles Whetham) | Iron Sc Sr Tug / 1 *Dk* | | | | 1882 | Castle Stl & Irn Wks. Co. Milford | Schleppschiff. Ges. Unterweser | 105·4 \| 20·0 \| 11·5 / BK 7" | Bremen / German | C. 2Cy. 17 7/16" & 31½"–19 7/16" / NB 89 NE 91 / 51 NHP / R. Küchen, Bielefeld | | | |
| 119 / 182 / 166 / 80 / 105539 / PFKT | Unyoro / *J. Toften* –96 | Iron Sc K / ss Gms. No. 2–04 / 1 *Dk* | ✠ 100 A1 / *Well fishing vessel* / 2,05 2,04 / B 1,05 | | Gms | 1896 / 2mo | Cochrane & Cooper Beverley / *Lloyd's A & CP* | Grimsby Union Stm. Fishing Co. Ld | 108·4 \| 21·0 \| 11·5 / Q 14' F19' / BK 7½" | Grimsby / British / *3 BH Cem* | T. 3Cy. 12½", 20" & 32"–23" (s) / 170 lb / 55 RHP / 1SB, *2p f*, gs 33, hs 923 / Earle's Co. (Lim.), Hull | 12 a 0 | | |
| 120 / 161 / 155 / 100 / 7056 / JCWP | Unyu Maru / (*ex* Shin-unyu Maru No. 2) | Wood Sc Sp / 2 *Dks* | | | | 1901 | Ono Seikichi Osaka | Amagasaki Isaburo | 103·9 \| 16·3 \| 12·6 | Osaka / Japanese | C. 2Cy. 12½" & 24½"–16" / 20 NHP / Ono Seikichi, Osaka | | | |
| 121 / 104 / 96 / 59 / HFNL | Unyu Maru No. 2 / *Shibuya Suyeharu* | Wood Twin Sc Sr / 2 *Dks* | | | | 1883 | Hosoya Ushimatsu Osaka | Amagasaki Isaburo | 93·9 \| 13·8 \| 11·1 | Osaka / Japanese | 2Cy. 11⅞"–10" / 7 NHP / Niikuma Masajiro, Osaka | | | |
| 122 / 152 / 1363 / 140 / 94 / HJSG | Unyu Maru No. 3 | Wood Twin Sc Sr / 2 *Dks* | | | | 1893 | Mayeda Unosuke Osaka | Okinawa Kaiun Kabushiki Kaisha | 99·8 \| 16·5 \| 11·8 | Kagoshima / Japanese | C. 4Cy. 10 7/16" & 18"–14" / E & B *blt.* 90 / 20 NHP / Rio Kan Shi, Osaka | | | |
| 123 / 5257 / 4880 / 3382 / 111130 | Upada / *F. Sheldrick* –03 / *Elec.light* | Steel Sc Sr / 2 *Dks* (*Stl–U teak s*) *3 tr B* / *& Web frames* | ✠ | 6,99 ✠ | Gls *z* | 1899 / 6mo | A. & J. Inglis Glasgow | British India Stm. Nav. Co. Ld. | 410·0 \| 50·7 \| 28·8 / B95 F62' / FK / *WB = Cell D Ba* | Glasgow / British / *6 BH Cem* | T. 3Cy. 26½", 42" & 66½"–51" / 387 NHP / 2SB, *6 cf*, gs 123, hs 1500 FD / A. & J. Inglis, Glasgow / 1208 t *MT* 30 / 922 t *FPT* 184 t *APT* 112 t | 32 a 0 | | |
| 124 / 2188 / 3521 / 1700 / JKTD / 1374 | Upland / *J. Christiansson* 97–08 (*ex* Bishopsgate) / *Well deck* | Steel Sc Sr / ss Got. No. 3–3,02 / 1 *Dk (Stl) & Web frames* | ✠ 100 A1 / 6,04 / MS 11,00 / BS 5,05 | | Ant *s* Hul / LMC | 1888 / 12mo | J. L. Thomp son & Sons Sunderland / A & CP | Ångf. Aktieb. Tirfing (A. Bros-tröm & Son, *Mgrs.*) | 290·0 \| 38·7 \| 20·9 / P29' Q80' B122' / F33' / BK 10" / *WB = DB a 88' f 04"* | Gothenbrg / Swedish / *BH Cem* / 834 t *APT* 25 t | T. 3Cy. 22", 37" & 60"–39" (s) / 160 lb *100 lb* NDB 02 232 NHP / 2SB, *6 cf*, gs 92, hs 3600 / J. Dickinson, Sunderland | 22 a 3 / 2 - 1 | | |
| 125 / — / 2614 / JFRT | — / *J. V. Ricander* –02 | Iron Sc Sp / 1 *Dk* | 157 / 67 / 118 | | | 1871 | Bergsund Mek. Verks Stockholm | Ångf. Aktieb. Upland (A. G. Förselius) | 104·8 \| 18·3 \| 7·1 / B61' H18' F10' | Stockholm / Swedish | C. 2Cy. 13¾" & 23½"–15½" & 19½" / 20 NHP / Bergsund Mk Vkst., Skm | | | |
| 126 / 2275 / 98497 / LWSB | Uplands / *J. E. Vesey* –98 / *Well deck* | Steel Sc Sr / ss Qns. No. 3–11,02 / 1 *Dk (Irn) & Web frames* | ✠ 100 A1 / 3,05 CF / MS 11,02 / BS 3,04 | | Shl *r* / LMC | 1890 / 11mo | Ropner & Son Stockton / A & F | R. Hardy & Co. | 272·2 \| 38·7 \| 18·8 / P27' Q84' B108' F29' / BK 10" / *WB = Cel* | W. Hartlpl / British / *BH Cem* / *f* B224' 409 t | T. 3Cy. 21", 35" & 57"–39" (s) / 160 lb 201 NHP / 2SB, *4 cf*, gs 66, hs 2990 / Blair & Co. (Lim.), Stockton | 21 a 11 / 1-10½ | | |
| 127 / 1141 / 101472 / SLPM | Upolu / ~~*J. M. Mennie* 01~~ / *J. Barron* | Steel Sc Sr / ss Ddn. No. 3–12,02 / 2 *Dks (Upt Stl–ws) & Awng dk* | 1117 / 700 | ✠ 100 A1 / *Awng dk* / *with freeboard* / 1,0 12,02 | Ddn *m* Syd / B 2,02 / LMC 1,03 | 1891 / 12mo | Fleming & Ferguson Paisley / *Lloyd's A & CP* | Lever's Pacific Plantations, Ld. | 220·0 \| 30·1 \| 15·5 / 234 / FK / *WB = DB a 58' f 82' 224 t APT 88 t* | Sydney, N.S.W. / British / *4 BH Cem* | C. 4Cy. 15", 23", 30" & 45"–33" / 200 lb *80 lb* (s) 139 NHP / 1SB, *3 cf*, gs 68, hs 1765 FD / Fleming & Ferguson, Pay. | 16 a 4 / 8 - 9½ | | |

Found recorded by

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Register Tonnage — Gross. / Under deck. / Nets. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Date Supplied. Engine Survey. Date of last Survey. | 8 Built. When. — Ship. / Engines | 9 By Whom. — Where. | 10 Owners. | 11 Register'd Dimensions. Deck. Erections, &c. Length. — Breadth. — Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. — Freeboard amidships. ft. in | 15 Registries in which classed, if not in L. R. Date of B. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 | **Upperud** | **CompScSp** | 180 / 150 / 110 | | | | 1886 | P.Larsson Thorskog | Ångf.Aktieb. Trafik (G.F.Ahlberg) | 100·2 \| 22·2 \| 9·5 Q4′B20′H8tF10′ | Gothenbrg Swedish | | | | |
| 2330 JFHQ | *A.A.P.Hammar* –03 | 1*Dk* | | | | | | | | | | | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | |
| 129 | **Uppland** | **SteelScSr** | *2399* / *2264* / *1550* | ✠100A1 11′26·04 | Hpl | / | 1904 | W.Gray& Co.Ld. West Hartlepool | RederiAktiebolaget Uppland (T Persson) | 305·0 45·2 20·0 P27′B81′F32′ FK | Helsingbrg Swedish | T.3Cy.22½″,36½″&62″–39″(*s*) 180lb *100lb* 250NHP 2SB,*6rf*,GS94,HS3710 | 22 ″ 4 / 83 = 7½ | | |
| | *Ingvarsson*03–04 | | | | | | 6mo | | | | | | | | |
| | 1*Dk(Irn)*&*deep framing* | | | | | | *Lloyd's* | *SA&CP* *WB* | = *Cell D Ba86′ uE* | *32′f130′648t FPT* | 45t *APT88t* | 2SB,*6rf*,GS94,HS3710 | | | |
| | | | | | | | | | | | | Gen.Mar.Eng.Wrks.WH[illegible] | | | |
| 130 | **Upton Castle** | **SteelScK** | 145 / 145 / 49 | ✠100A1 *Stm Trawler* 12,04 | Mil Sws | | 1896 | Edwards Bros. N.Shields | CastleS.Trwlrs.Ld (C.Heron, *Mgr.*) | 106·5 \| 20·9 \| 11·0 BK7½′ | London British | T.3Cy.12″,19″&32″–22½″ (*s*) 160lb 55RHP 1SB.*2pf*,GS25,HS900 N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | | |
| 107043 | ~~*B.H.Oldfield* –96~~ *Abbey* –04 | ~~*ss*Mil.No.1–00~~ 1*Dk* | | | | | 8mo | | | | | | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | |
| 131 | **Urado Maru No. 2** | **WoodScSr** | 165 / 154 / 89 | | | | 1897 | Kanosuye Mansuke Misato | TosaShosen KabushikiKaisha | 105·3 \| 16·3 \| 12·5 | Ushioye Japanese | C.2Cy.14½″&28″–18″ 19HP | | | |
| 1886 HLWD | *K.Makibata*01–03 | 2*Dks* | | | | | | | | | | OnoSeikichi,Osaka | | | |
| 132 | **Uræd** | **WoodSc** | 200 / 183 / 64 | | | | 1890 | ..... Bergen | Acties.MossVærft. Bjerg.&DykkerCo. | 115·7 \| 22·9 \| 12·3 H12*t* | Moss Norwegian | C.2Cy.18½″&32½″–24½″ *E.&B.blt84 fitted*90 34NHP NylndsMek.Verksted,Xia. | | | |
| | *J.Johannessen* (*Salvage Steamer*) | | | | | | | | | | | | | | |
| HJVP | | 1*Dk* | | | | | | | | | | | | | |
| 133 | **Urædd** | **IronScSr** | 401 / 345 / 241 | | | | 1883 | Oscrshmns Mek.Verks. Oscarshamn | S.Lindö | 137·6 \| 24·4 \| 13·6 B52*t* | Haugesnd Norwegian *WB* | C.2Cy.17″&34″–23″ NB02 46NHP Oscarshamn's Mek.Verkst. | | N | |
| k 12,04 | *J.Lindöe* | | | | | | | | | | | | | | |
| JMPS | (*ex*Diana) | 1*Dk* | | | | | | | | | | | | | |
| 134 | **Uraidla** | **WoodScCtr** | 168 / 145 / 48 | | | | 1902 | Adelaide S.S.Co.Ld. Sydney,NSW | AdelaideS.S.Co.Ld | 104·0 \| 22·7 \| 11·2 | P.Adelaide British *WB* | C.2Cy.18″&36″–27″ E&B*made85 fitted*02 54RHP D.&W Henderson,Glasgow | | | |
| 112568 | *J.Barber* | 1*Dk* | | | | | | | | | | | | | |
| 135 | **Urana** | **IronScSr** | *624* / *539* / *372* | ✠ 6,00 NB9,98 | Pir | *k* Lv | 1878 | Wigham Richrdsn&Co Newcastle | Nav.Orientale (P.Pantaleon) | 200·2 \| 28·3 \| 14·0 [illegible]′30′F24′ BK7½′ *WB=DBa* | Syra Greek | C.2Cy.26″&46″–30″ NDB87 83NHP 1SB,*3pf*,GS45,HS1240 Wigham Richrdsn&Co.Nwc | 14 ″ 8 | | |
| | *Cutzucos* | *ss*Nwc.No.3–12,91 | | | | | 9mo | | | | 4 *BHCem* | | | | |
| | 4thSurvey,2,96 | *ss*Liv.No.1–96 | | | | | | | | | 55′*f*26′118*t* | | | | |
| | (*ex*Lodore) | 1*Dk(Irn)*2*trB* | | | | | | | | | Wighm Richrdsn&Co.Nwc | | | | |
| 136 | **Urania** | **SteelScSr** | 2460 / 1990 / 1579 | ✠100A1 5,93 B81,04 | Shl | *s* LMC 8,03 | 1888 | W.Gray& Co. West Hartlepool | Acties.Urania (Blom&Ohlsen) | 300·0 \| 38·6 \| 22·0 P27′Q98′B112′ F31′ pt ND96 BK10′ *DBa*100′*f*112′505*t* drp01 *WB=* | Frdrksvrn Norwegian | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb 240NHP *P60lb* SNDB95–*80lb* 2SB,*6rf*,GS98 CentralMarineECo.W.Hpl | 23 ″ 2 | | 2,03 |
| HNWP | *Well deck* | 1*Dk(Irn)*&*Webframes* | 1579 | | | | 3mo | | | | 5 *BHCem*& *Asp* | | | | |
| 137 | — | **SteelScSr** | 2087 / 1525 / 1265 | ✠100A1 *pt Awng dk with freeboard* 8,01 BS1,04 | Gen Shl | *r* LMC 8,03 | 1896 | Craig, Taylor&Co Stockton | UraniaS.S.Co.Ld. (T.Cossovich) | 271·0 \| 40·7 \| 16·5 P27′Q72′ *pt Awng dk*172′ FK *a80′uE22′f104′399t* | Trieste Aust.-Hung. | T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *80lb* 176NHP 1*BHCem* *APT54t* | 18 ″ 9 / s 8 • 4½ | | 3,03 / 8,04 |
| | *S.Kosovic* –01 | ~~*ss*Gen.No.1–01~~ | | | | | 12mo | | | | | | | | |
| HSWF | | 1*Dk(Stl)*&*Webframes*& *ss*Shl.No2–04 *pt Awng dk(Stl)* | | | | | | A&CP | *WB=CellDB* | | | SirC.Furness,Westgarth& Co.(Lim.),Middlesbro' | | | |
| 138 | — | **SteelScSr** | 1136 / 938 / 664 | ✠100A1 *Spar dk with freeboard* 3,05 BS1,04 | Hul Nwc | *n* LMC 3,05 | 1891 | Wigham Richrdsn&Co Newcastle | FinskaÅngfAktieb (L.Krogius, *Mgr.*) | 220·0 \| 32·0 \| 12·7 P15′B40′F21′ 19·5 BK8′ *WB=Cell* | Helsingfrs Russian | T.3Cy.23″,37″&60″–39″ (*s*) 160lb *60lb* 253NHP 2DB,*12pf*,GS166,HS4230 *85lb* Wghm.Rchrdsn&Co.,Nwc. | 14 ″ 9 / s 5 • 4½ | | 4,05 |
| 83 | *K.O.Sjölund*99–99 | ~~*ss*Nwc.No.2–00~~ | | | | | 8mo | | | | 5 *BHCem* | | | | |
| SQGR | | 1*Dk(Irn)*&*Spardk*3*trB* | | | | | *Lloyd's* | *SA&CP* | | | *DB*156′110*t* | | | | |
| | *Elec.light* | *ss*Nwc.No.3–3,05 | | | | | | | | | | | | | |
| 139 | — | **WoodScSr** | 501 / 392 / 308 | | | | 1892 | Laxevaags Skibsbyggeri Bergen | A.Halvorsen | 162·7 \| 25·8 \| 14·6 Q31*t* B52*t* F19′ | Bergen Norwegian | T.3Cy.11½″,18″&29½″–24″ 43NHP LaxevaagsMskinbyg.Bgn. | | N | |
| | *L.H.Pettersen* –92 | 1*Dk2trB* | | | | | | | | | | | | | |
| JVBR | | | | | | | | | | | | | | | |
| 140 | — | **IronScSr** | 315 / 262 / 166 | | | | 1857 | C.&W. Earle Hull | K.G.E.Lewin | 155·3 \| 20·8 \| 11·7 Q11′B41′H8*t* | Stockholm Swedish | C.2Cy.16½″&32″–27″ NE73 NB96 44NHP Christie,Nolet&DeKuyper, Delfshaven | | V | |
| 3294 JKBF | *O.Pihl*00–00 | 1*Dk* | | | | | | | | | | | | | |
| 141 | — | **IronScK** | 183 / 163 / 79 | ✠100A1 *Stm Trawler* 2,05 MC2,05 | Gms | | 1890 | Earle's Co.(Lim.) Hull | GrimsbyUnion Stm.Fishing Co.Ld | 107·4 \| 20·5 \| 11·4 Q12′F20′ ND04 BK7½′ | Grimsby British | T.3Cy.11″,20″&32″–22″ (*s*) 150lb 55RHP 1SB.*2cf*,GS29,HS800 Earle'sCo.(Lim.),Hull | 12 ″ 0 | | 2,05 |
| 96216 LQHW | | *ss*Gms.No.3–2,04 1*Dk* | | | | | 3mo | | | | 3 *BHCem* | | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | | | |
| 142 | **Uranienborg** | **SteelScSr** | 1976 / 1398 / 1265 | ✠100A1 1,04 GS2,05 | Els | *r* | 1894 | Helsingors Jerns og Maskinbyg Elsinore | DampskibsSelsk. Dannebrog (C.K. Hansen, *Mgr.*) | 269·3 \| 37·1 \| 17·0 P17′Q80′B116′F32 FK | Copnhagn Danish | T.3Cy.18½″,30″&49″–36″ (*s*) 160lb *90lb* 148NHP 2SB,*4rf*,GS68,HS2293 | 19 ″ 6 / s 1 ″ 7 | | 6,05 |
| NHBV | *K.H.Schmidt* | *ss*Cpn.No.2–03 | | | | | 11mo | | | | 4 *BHCem* | | | | |
| | 1*Dk(pt Stl pt Irn)*&*Webframes* | | | | | | A&CP | | *WB=CellDBa82′uE&* | *B88′f110′427t FPT* | 62t *APT54t* | Helsingors Maskinbyggeri | | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 143 | **Urano** | **IronScBk** | 2627 / 2388 / 1632 | | | ... | 1882 | E.Strudthoff San Rocco | LloydAustriaco | 340·0 \| 37·5 \| 24·9 | Trieste Aust.-Hung. | C.2Cy.39″&70″–48″ 283NHP E.Strudthoff,Trieste | 24 ″ 7 | | |
| 175 HCVK | *P.Marassi* (*ex*Berenice) | 2*Dks3trB* | | | | | | | | | | | | | |
| 144 | — | **SteelTwinScSr** | *460* / *322* / *285* | ✠ 5,95 *For River purposes only* | Mdb | | 1890 | W.Harkess &Son Middlesbro' | N.Mihanovich | 190·5 \| 28·6 \| 8·2 FK | Bns.Ayres Argentine | T.6Cy.13½″,21″&35″–22″ 2SB,*4rf*,GS69 115NHP A.Shanks&Son,Arbroath | 8 ″ 6 | | |
| | (*ex*ElisaCerana) | 1*Dk(pt Stl–ws) Beams(Irn)* | | | | | 6mo | | | | 3 *BHCem* | | | | |
| 145 | **Uranus** | **SteelScSr** | 4040 / 3632 / 2640 | ✠100A1 *Spar dk* 10,03 | Off | *n* LMC4,00 | 1900 | N.Odero & Co. Genoa | Soc.Commerciale Italiana diNav. | 340·5 \| 45·0 \| 19·8 P25′B66′F41′ 27·5 FK | Genoa Italian | T.3Cy.22½″,36⅜″&60¼″–39⅜″ 180lb *100lb* (*s*) 322NHP 2SB,*6cf*,GS114,HS4856 FD | 22 ″ 3 / s 6 ″ 4 | | 1,03 / N6,04 |
| 389 SPKB | *T.Massardo* –02 | 1*Dk(Stl)*&*Spardk(Stl)*3*trB* | | | | | 4mo | | | | 6 *BHCem* | | | | |
| | | | | | | | *Lloyd's* | *SA&CP* *WB=* | *Cell D Ba88′uE&B* | *42′f156′730t MT28* | 720t *APT55t* | N.Odero&Co.Genoa | | | |
| 146 | — | **SteelScSr** | 3748 / — / 2943 | | | | 1901 | DetroitS.B.Co. Wyandotte | J.C.Gilchrist | 346·0 \| 48·0 \| 28·0 | Cleveland Utd.States | T.3Cy.22″,35″&58″–42″ 218NH | | | |
| 25339 | | 1*Dk2trB* | | | | | | | | | *WB* | DetroitS.B.Co. | | | |
| | *Elec.light Mchy.Aft* | | | | | | | | | | | | | | |
| 147 | — | **SteelScSr** | 970 / 768 / 592 | | | ... | 1897 | Sunderlnd S.B.Co(Lim) Sunderland | Dampfschifffahrts Ges.Neptun | 210·0 \| 32·0 \| 14·2 Q73′B53′F22′ FK | Bremen German | T.3Cy.17′,28″&46″–30″ 133NHP N.E.MarineCo.(Lim.),Sld | 16 ″ 5 | G | |
| QGKP | *H.Grote* *Well deck* | 1*Dk*& *Webframes* | | | | | | | | | *WB* | | | | |
| 148 | — | **IronSc3MstSr** | 892 / 798 / 559 | ✠ 95A1 5,04 NB9,90 | Ham | *m* MC 8,04 | 1870 | T.&W. Smith N.Shields | A.Kirsten | 216·0 \| 30·3 \| 17·2 P31′B48′F33′ BK7½′ *WB=DBa*34′*f* | Hamburg German | C.2Cy.26½″&47½″–30″ (*i*) 92lb *60lb* 117NHP 2SB.*4pf*,GS54,HS2210 | | | ~~1,02~~ 8,04 |
| | *A.Pahl*02–04 | ~~*ss*Ham.2nd No.3–5,96~~ | | | | | 9mo | | | | 4 *BHCem* | | | | |
| RPBC | (*ex*Bamborough) | *ss*Ham.No.1–02–04 | | | | | A&CP | | | *82 FPT24t* | | *Cmp*90Schiffwft&MhvTssn &SchmilinskyAG,Ham. | | | |
| | | 1*Dk2trB* | | | | | | | | | | | | | |

| Numéro d'Ordre / Numéro T. Ind. / Signaux | Nom du Navire. Matériaux. Gréement. etc. / Capitaines. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage: Total / Sous le Pont / Net. | Détails de la Classification. Cote. / † Surveillance Spéciale. Date de la dernière Visite. | Pont Supérieur | Pont Inférieur | Construit. Quand. Navire. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Document. Longueur. | Largeur. | | Port d'Armement / Pavillon. | Machines. No & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Chaudières & Tubes. Nom & Constructeurs des machines. | Creux sur Quille. Franc-bord & taillion du navire. pds. pc | pc | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 / JRCL | **Uranus** — *H.Stuhr* — *Well deck* | IronScSr (exUnita) 1 *Dk2trB* | 601 / 364 / 426 | † Lon 2,83 | *g* | 1880 / 11mo | BrgnsMek. Verk. Bergen | Bergenske Dampskibsselskab *WB=* | 161·7 / P116t / MT12·60t | 24·4 / H9t / APT30t | 15·0 / F17t / 5 BH | Bergen Norwegian | C.2Cy.19½"&37"–24" NB93 NE97 56NH Brgns.Mek.Vrks.,Bergen | | | |
| 150 | — — *J.Oostveen02–02* | SteelSc 1 *Dk* | 168 / — / 85 | | | 1902 | M.van der Kuij Slikkerveer | Joost.Pot | 111·5 / P24'Q106' / *pt Awng dk* 110'*uE* 24'*f* 120'576t | 21·4 / BK10" / 5 *BHCem* *APT30t* | 11·8 | Vlaardngn Dutch *WB* | T.3Cy.8½",13½"&22"–16" 19NH AlblasserdamscheMchnfb | | | |
| 151 / 1328 / HJQP | **Urashima Maru** — *N.Sansayemon* –98 | WoodScSr 2 *Dks* | 301 / 975 / 186 | | | 1893 | Mihara Mannosuke Osaka | HiradeKisaburo | 132·3 / P24'Q82'B118'F33' | 19·2 / BK10" / *WB=Cell* | 14·9 | Hakodate Japanese | C.2Cy.16"&31½"–20½" NB98 37NH OnoSeikichi,Osaka | | | |
| 152 / 804 / MDFR | **Urato Maru** (exOrissa) 2 *Dks* | IronScSr | 529 / 505 / 326 | | | 1865 | ..... Dumbarton | Shimaya Tokusaburo | 157·0 / P24'Q86'B112' | 22·2 / BK10" / *DB250'500t* | 19·2 | Yu-u Japanese | C.2Cy.19"&36"–24" NB93 NE97 53NH OnoSeikichi,Osaka | | | |
| 153 / 95787 / LCRQ | **Urbino** — *F.Kerr* –96 — 1 *Dk(Stl)&pt Awng dk(Irn)2trB* | SteelScSr | 2429 / 1770 / 1588 | † *pt Awng dk with freeboard* 10,89 | Ham *s* | 1889 / 5mo | R.Thompson&Sons Sunderland | T.Wilson,Sons& Co.Ld. *WB=Cell D* | 294·0 / Q118' / *pt Awng dk* 176' FK / 6242'446t *FPT* | 39·1 / BK9" / 5 *BHCem* *APT33t* | 19·3 | Hull British | T.3Cy.22",35"&59"–39" 217NH 2SB,6*cf*,gs97 T.Richardson&Sons,Hpl. | 21 | 11 | |
| 154 / JTPB | **Urd** — *P.A.Hansen95–95* *ssBgn.No.2–03* — 1 *Dk(pt Stl&pt Irn)2trB&* *Web frames&pt Awng dk(Irn)* | SteelScSr | 3049 / 2322 / 1968 | †100A1 *pt Awng dk with freeboard* 1,05 | Bgn *n* Bal BS 05 MC 11,05 | 1895 / 9mo | Ropner& Son Stockton A&CP | JacobR.Olsen *WB= Cell DBa* | 322·1 / P25'Q106' / *pt Awng dk* 191' / 110'*uE* 24'*f* 120'576t | 41·5 / BK10" / *pt Awng dk* 191' | 20·6 | Borgon Norwegian | T.3Cy.23",37"&61"–42" (*s*) 160lb *80lb* 2SB,6*trf*,gs104,hs3760 Blair&Co.(Lim.),Stockton | 24 | 0 | |
| 155 / JMLW | — — *M.A.Stensnes* –00 | IronScSr 1 *Dk* | 263 / 219 / 155 | | | 1880 | Göteborgs Mek.Verk. Gothenburg | O.Lindöe | 106·3 / H40t | 22·5 | 12·5 | Haugesnd Norwegian | C.2Cy.12"&26"–18" NB96 24NH KelliersM.V.,Gothenburg | | | N |
| 156 / 3102 / JHPL | **Urda** — ex Mount Edgcumbe) — *Well deck* — *A.G.Reuterskjöld98–98* | IronScSr ssNwc.No.3–2,96 1 *Dk(Irn)2trB* *ssGot No.2 02* | 1698 / 1330 / 1068 | †100A1 5,05 MC 05 | Hul *r* | 1883 / 8mo | BurrowSB. Co.Ld. Barrow *Lloyd'sA&CP* | Ángf.Aktieb.Urda (K.O.F.Dalman) *WB= Cell DB* | 260·1 / Q100'B56'F26' BK9" / 220'385t *FPT* | 38·2 | 17·4 / 5 *BHCem* / 18t *APT* 11t | Gothenbrg Swedish | C.2Cy.32"&62"–42" (*a*) 80lb *80lb* NDB93 194NH 2SB,6*pf*,gs110,hs3183 Hutson&Corbett,Glasgow | 20 | 1 | — |
| 157 / JVGD | — — *G.Lie* –02 — *Well deck* | SteelScSr 1 *Dk2trB* | 724 / 543 / 440 | † 12,93 | Gls *j* | 1890 / 3mo | Bergens Mek.Vrks. Bergen | D.Ellerhusen&Co. *WB=Cell* | 193·0 / Q51'B55'H12t F30' / *DB90'135t FPT* | 28·0 | 11·1 / BK7½" / 4 *BH.Asp* *APT* 11t | Bergen Norwegian | T.3Cy.15½",25"&40"–27" 91NH 1SB,2*cf*,gs41,hs1628 BergensMek.Verks.,Bgn. | 13 | 9 | N |
| 158 | — — *H.Kristensen03–03* — *ex Therese-Horn)* | SteelScSr 1 *Dk* | 619 / 438 / 370 | | | 1888 | Rostocker Act.Ges. Rostock | Actieselsk.Urda (Bugge&Olsen) | 181·9 / Q64t B88t H10t F17t | 28·0 | 11·2 | Laurvig Norwegian *WB* | T.3Cy.11½",17¾"&30¾"–19¾" NB00 42NH RostockerA.G.Rostock | | | G |
| 159 / JSWR | **Uriarte** *P.Arrola* –03 — *Well deck* | IronSc ssBbo.No.3–1,01 1 *Dk(Irn)2trB* | 1365 / 1120 / 881 | †100A1 4,00 Bbo NB1,01 MS2,08 | Bkn *o* | 1883 / 7mo | Osbourne, Graham&Co. Sunderland A&CP | Aldecoa y Urquijo *WB=DBa* | 240·0 / Q82'B63'F34' / 65'*f* 94'361t *FPT* | 35·1 | 16·8 / BK8½" / 4 *BHCem* | Bilbao Spanish | C.2Cy.30"&56"–36" (*s*) 80lb *60lb* NDB99 157NH 2SB,4*rf*,gs86,hs2800 J.W.&F.Wilson&Co.,Sld. | | | |
| 160 / JSWP | **Uriarte No. 1** — *F.Marti* –01 — ex Beltisloe) — *Web frames&pt Awng dk(pt Stl pt Irn)* | SteelScSr ssEls.No.3–2,00 1 *Dk(pt Stl pt Irn)2trB&* | 2835 / 2207 / 1640 | †100A1 *pt Awng dk with freeboard* 9,03 LMC2,00 | Bbo *t* | 1893 / 6mo | Furness, Withy&Co.Ld. W Hartlepool A&CP | Cia.Nav.Uriarte (J.A.Acha) *WB=Cell DB* | 314·0 / Q131' / *pt Awng dk* 183' FK / 266'*f* 309t *APT* | 40·5 | 21·3 / BK9" / 6 *BHCem* | Bilbao Spanish | T.3Cy.24",38"&64"–42" (*s*) 160lb *80lb* 2SB,6*cf*,gs93,hs3873 T.Richrdson&Sns,W.Hpl. | 23 | 10 | |
| Lost by Collision 1905 | **Uriarte No. 2** — ssShl.No.3–5,02 — *Well deck N.Arana* –04 | SteelScSr 1 *Dk(Irn)&Webframes* | 2231 / 1595 / 1393 | †100A1 2,04 | Bbo *r* | 1889 / 9mo | T.Royden &Sons Liverpool *Lloyd'sA&CP* | Cia.Nav.Uriarte (J.A.Acha) *WB=DBuE* | 277·2 / Q96'B124'F27' FK / 20 71t | 37·5 | 19·8 / 1 *BHCem* / *MT26'380t* | Bilbao Spanish | T.3Cy.19½",30½"&56"–39" (*s* 170lb 196NH 2SB,6*rf*,gs100 Forrester&Co.Liverpool | 21 | 6 | |
| 162 / JSWN | **Uriarte No. 3** — *N.Arana* –01 — ex Argentino) | IronScSr 2 *Dks&trB* | 1454 / 1414 / 839 | | ... | 1872 | W.Pile&C. Sunderland | Cia.Nav.Uriarte (J.A.Acha) | 248·0 / BK9 | 31·9 | 23·8 | Bilbao Spanish *WB* | C.2Cy.32½"&58½"–38" NB83 147NH N.E.MarineEng.Co.Sld. | 24 | 5 | |
| 163 / JSWH | **Uriarte No. 4** — *M.Garay* –02 — ex Thorntondale) — *Well deck* — *Floors&pt Innerbottom Irn* | SteelScSr ssShl.No.3–6,01 1 *Dk(Irn)2trB* | 2316 / 1720 / 1364 | †100A1 11,04 LMC6,01 | Hul *s* Bbo Cit | 1888 / 10mo | J.Readhead&Co. S.Shields A&CP | Cia.Nav.Uriarte (J.A.Acha) *WB=Cell* | 290·0 / P29'Q82'B118'F33' BK10" / *DB250'500t* | 39·0 | 18·8 / 6 *BHCem* | M.Video Uruguayan | T.3Cy.23",37½"&61½"–39"(*r*) 160lb *80lb* NDB93 231NH 2SB,6*cf*,gs105,hs3490 J.Readhead&Co.S.Shields | 21 | 5 | |
| 164 / JSWH | **Uribitarte** — *P.Adamiz* –04 — ex Fulford) — *Well deck* | SteelScSr ssShl.No.3–9,00 1 *Dk(Irn)&Webframes* *ssBbo.No.1–05* | 1756 / 1263 / 1032 | †100A1 3,05 LMC 3,05 | Bbo *q* | 1888 / 4mo | R.Dixon& Co. Middlesbro' A&CP | Cia.VascoCantabrica deNav. (F.Pereda, *Mgr.*) *WB=* | 257·0 / P24'Q66'B112' F30' / *DBa74'f* 104'*&u E* | 36·0 | 16·3 / BK8" / *&B* 84'477t | Bilbao Spanish | T.3Cy.20",33"&54"–36" (*s*) 160lb *61lb* NDB01 170NH 2SB,4*rf*,gs60,hs2483 Blair&Co.Ld.Stockton | 19 | 5 | |
| 165 / 110360t / QWSL | **Uriel** — *A.McGregor* –99 | SteelScK ssGms.No.1–03 1 *Dk* | 206 / 185 / 76 | †100A1 *Stm Trawler* 1,05 LMC 3,03 BS1,05 | Gms *z* | 1899 / 2mo | Earle's Co. Ld. Hull *Lloyd'sA&CP* | GrimsbyUnion Stm.Fishing Co.Ld | 115·0 / Q46 F19' | 21·0 | 11·2 / BK7½" | Grimsby British | T.3Cy.11",20"&32"–28" (*s*) 200lb 55RH 1SB,2*cf*,gs35,hs850 Earle'sCo.Ld.Hull | 12 | 0 | |
| 166 / 111224 / RJHS | **Urlana** — *W.W.Allen* –01 — *Elec.light* | SteelScSr 2 *Dks(Stl–Uteak s)3trB&* *Webframes* | 5253 / 4880 / 3384 | † 10,99 | Gls *z* | 1899 / 10mo | A&J.Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld. *WB= Cell DBa* | 410·0 / P95'F62' / 123'*uE&* / B43'*f* 195'1208t *M* | 50·7 | 28·8 / FK / T30'922t *FPT* | Glasgow British | T.3Cy.26½",42"&66½"–51" 387NH 2SB,6*cf*,gs123,hs5500 FD A.&J.Inglis,Glasgow | 32 | 0 | |
| 167 / 10481 / NPGJ | **Urmston Grange** — *W.Keslake01–02* — *Ref. Mchy. Elec.light deep framing* | SteelScSr ssNpt.No.2–03 1 *Dk(Stl)&Spar dk(Stl)&* | 3446 / 3116 / 2213 | †100A1 *Spar dk* 11,08 LMC 3,02 | Liv *w* | 1894 / 11mo | Workman, Clark&Co.Ld Belfast A&CP | Houlder Line,Ld. (Houlder Bros.& Co.Ld.,*Mgrs.*) *WB= Cell DBa* | 340·0 / P35'B90'F75' / 254 FK / B44'*f* 142'585t *FPT* | 46·5 | 17·6 / 6 *BHCem* / 100t *APT* | London British | T.3Cy.24",40"&66"–45" (*s*) 160lb *90lb* NDB95 327NH 2SB,6*cf*,gs102,hs4141 FD Wrkman,Clark&Co(L.),Bel | 20 | 2 | BT III 246 |
| 168 / 9552 / LBQJ | **Urpeth** — *G.Sutherland* –02 — *Well deck* | SteelScSr ssShl.No.3–12,00 1 *Dk(pt Stl pt Irn)&Webframes* *ssShl.No.1–05* | 1105 / 809 / 672 | †100A1 4,05 Shl | Nwc *n* | 1889 / 1mo | S.P.Austin &Sons Sunderland A&CP | J.Fenwick&Son *WB= Cell D* | 225·0 / P25'Q52'B44'F28' / B184'332t *FPT* | 33·2 | 14·2 / FK / 4 *BHCem* / *APT22t* | London British | T.3Cy.18½",30"&49"–33" (*s*) 160lb *80lb* 1SB,3*cf*,gs48,hs2020 N.E.Mar.E.Co.(Lim.),Sld. | 16 | 3 | |
| 169 | **Urquiola** — *E.Amat* — ex Couischiffe) | SteelScSr ssBbo.No.2–03 1 *Dk(Irn)&Webframes* *&pt Awng dk(Irn)* | 2518 / 1894 / 1523 | †100A1 *pt Awng dk with freeboard* 5,04 LMC MS6,08 | Bbo *s* BS10,05 | 1894 / 4mo | W.Gray& Co.Ld. W Hartlepool A&CP | CiaBilbainadeNav (E.Aznar y Tutor, *Mgr.*) *WB= Cell D* | 300·0 / P25'Q90 / *pt Awng dk* 183' / B238'608t | 40·0 | 18·5 / FK / 4 *BHCem* / *APT31t* | Bilbao Spanish | T.3Cy.22",35"&59"–39" (*s*) 160lb 75*lb* 2SB,6*cf*,gs78,hs3468 Cen.Mar.Eng.Wrks WHpl | 20 | 10 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Tonnage: Gross / Under deck. / Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. Date of Special Survey. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. — Flag. | Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. — Freeboard amidships. ft. in. | Registers in which classed, if not in L.R. Date of Special Survey. | Date when last shaft was sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170 JKW1 | **Ursula** — *J. Robson* –98 — **IronScSr** — ssHfs. No. 3–12.95 ssShl. No. 1–01 1 *Dk* (*Irn*–ws) 2*tr* B | 1807 1401 1166 | ✠100A1 6.02 MS1.01 ✠LMC | Shl | *q* | 1883 12mo | J.L. Thompson & Sons Sunderland | T.E. Hick — *WB = DBa* | 260·0 P28′ Q64′ B107′ F26′ drp01 BK 9 | 36·1 | 18·7 76′/62′/269*t* *FPT* 41*t* | Scarboro' British — 6 *BH Cem* 4 *APT* 26*t* | C.2Cy. 33″ & 62″–42″ (*b*) 80lb 180 NHP 2SB, 6*pf*, GS90, HS2697 G. Clark, Sunderland | 19 ″ 11 s 1 ″ 8 | | 83,01 |
| 171 JFGB | — — **SteelScSr** — *F. Stowahse* — 1 *Dk* | 913 690 561 | | | | 1892 | Act. Ges. "Neptun" Rostock | Renata Dmpfsch. Ges. Th Gribel (Rud Christ Gribel, *Mgr*.) | 206·9 Q63′ B52′ F22′ | 30·7 | 13·9 | Stettin German — *WB* | T. 3Cy. 13¾″, 22½″ & 36⅝″–27½″ 70 NHP A.G. "Neptun," Rostock | | G | |
| 172 100926 | — — **IronScK** — *A. Lambert* –95 — ssGms. No. 2–03 1 *Dk* | 141 131 53 | ✠100A1 *Stm Trawler* 3.05 ✠LMC 9,08 | Gms | | 1895 8mo | Cochrane & Cooper Beverley *Lloyd's* 3 *A* & *CP* | Grimsby Union Stm. Fishing Co. Ld. | 93·6 Q17′ BK 7½′ | 20·4 | 11·0 | Grimsby British — 3 *BH Cem* | T. 3Cy. 11″, 17″ & 30″–21″ (*s*) 160lb 44 RHP 1SB, 2*pf*, GS28, HS800 Earle's SB & ECo. (Lm) Hull | 11 ″ 10 | | 85,04 |
| 173 108237 PSBM | **Ursula Bright** — *F. Coode* 99 — ssBry. No. 1–02 1 *Dk* (*Stl*) 2*tr* B & *Web frames* 3 *Dk rule* | 3295 3111 2114 | ✠100A1 11,04 Shl BS10,01 ✠LMC 1,02 | Cff | *r* | 1897 7mo | J. Priestman & Co. Sunderland A&CP | Ursula Bright S.S. Co. Ld. (J.G. Bright) *WB* = | 325·0 P31′ B88′ F35′ FK *DBa* 110′ *f* 120′ 687*t* | 47·0 | 25·6 | London British — 5 *BH Cem* *APT* 123*t* | T. 3Cy. 24″, 40″ & 66″–45″ (*s*) 160lb *80lb* 300 NHP 2SB, 6*cf*, GS122, HS4640 Blair & Co. (Ld.) Stockton | 26 ″ 10 s 4 ″ 11 | | 8 10,03 |
| 174 — | **Usein Manafoff** — *Carrying Petroleum in bulk Fitted for liquid fuel* Mchy. Aft — 2 *Dks* | 1110 866 804 | | | | 1897 | Sir W.G. Armstrong, Whitworth & Co. Ld. Newcastle | Mahmed Selim Manafoff | 218·3 Q18′ B64′ F32′ | 32·0 | 15·7 | Astrachan Russian | C. 4Cy. 19″ & 36″–24″ 106 NHP Wllsnd Slpwy Co. Ld. Nwc. | | | |
| 175 114053 | **Usher** — *E. Perny* –03 — 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 3594 3357 2350 | ✠100A1 *Spar dk* 10,01 ✠LMC 4,04 | Cff | *n* | 1901 4mo | Russell & Co. Pt. Glasgow A&CP | Usher S.S. Co. Ld. (H. Cann & Son) *B* = *Cell DBa* 110′ | 340·0 P20′ B74′ F36′ FK *uE* & *B* 40′ *f* 142′ 805*t* | 46·0 | 18·0 25·7 | Greenock British — 6 *BH Cem* *APT* 56*t* | T. 3Cy. 24″, 40″ & 65″–45″ (*s*) 180lb *80lb* 304 NHP 2SB, 6*cf*, GS133, HS4646 J.G. Kincaid & Co. Grk. | 20 ″ 7 s 6 ″ 1 | | 8 10,04 |
| 176 98410 MDNK | **Usk** — *O.J. Nilsen* –03 — ssCff. No. 3–3.04 *Well deck* — 1 *Dk* (*Stl*) & *Web frames* | 869 639 545 | ✠100A1 2,05 NTA ✠LMC 3.04 | Cff | *l* | 1891 5mo | Osbourne, Graham & Co. Sunderland A&CP | Cardiff S.S. Co. Ld. (W.R. Corfield, *Mgr*.) | 200·0 P118′ F53′ drp04 BK 7½′ *WB* = *DBa* 51′ | 29·3 | 15·2 67*t* *FPT* 21*t* | Cardiff British — 4 *BH Cem* *APT* 39*t* | T. 3Cy. 16½″, 26½″ & 43½″–30″ 160lb *80lb* NDB 04 (*s*) 90 RHP 1SB, 3*pf*, GS52/HS1720 G. Clark (Lim.), Sunderland | 16 ″ 1 s 1 ″ 3½ | | 3,04 |
| 177 119709 HQJC | **Uskmoor** — *J. Evans* –02 — ssShl. No. 1–05 1 *Dk* (*pt Irn* & *pt Stl*) 2*tr* B & *deep framing* 3 *Dk rule* | 3587 3367 2306 | ✠100A1 3,05 Aut Shl | | *r* | 1900 5mo | J. Readhead & Sons S. Shields A&CP | Moor Line, Ld. (W. Runciman & Co. *Mgrs*.) *WB* = *Cell DBa* | 341·6 P29′ B82′ F32′ FK 114′ *uE* 20′ *f* 140′ 825*t* | 46·7 | 26·0 | London British — 6 *BH Cem* *APT* 39*t* | T. 3Cy. 24″, 40″ & 65″–45″ (*r*) 160lb *80lb* 294 NHP 2SB, 6*rf*, GS90, HS4557 J. Readhead & Sons, S. Shl | 27 ″ 4 s 5 ″ 1½ | | 2,04 N3,05 |
| 178 108 SPKQ | **Ustica** — *N. Kirckner* (*ex* Alpha, *ex* Perseverante, *ex* Eagle) — *Well deck* — 1 *Dk* 2*tr* B | 1146 864 735 | | | … | 1879 | R. Duncan & Co. Pt. Glasgow | Nav. Gen. Italiana | 229·7 P137′ F33′ BK 8″ | 30·0 | 17·6 *WB* | Palermo Italian | C. 2Cy. 27″ & 50″–30″ NB 89 114 NHP Rankin & Blackmore, Grk. | 18 ″ 8 | I | |
| 179 — | **Utica** — 2 *Dks* | 2800 — — | | | | 1904 | Detroit S.B. Co. Wyndtte Mch | Western Transit Co. | 330·0 | 44·0 | 28·0 | Buffalo Utd. States | Q. 4Cy. 19″, 27½″, 40″ & 58″–42″ 218 NHP Detroit S.B. Co. Detroit | | | |
| 180 152 SPKW | **Utile** — (*ex* Italian Gunboat Faa di Bruno) — 1 *Dk* | 329 243 208 | | | … | 1869 | Orlando Bros. Leghorn | Soc. Anchora di Salvataggi Maritimi | 141·1 | 30·0 | 7·2 | Genoa Italian | 4Cy. 18″–12¾″ NB 94 35 NHP Westermn Bros., Sestri Pon. | 9 ″ 0 | I | |
| 181 HDTQ | **Uto** — *S. Sörensen* –02 — 1 *Dk* & *Spar dk* | 1372 1297 861 | | | | 1896 | Nylands Værksted Christiania | Acties Uto (Camillo Eitzen & Co.) | 231·5 H78*t* | 35·0 | 19·3 | Chrstiania Norwegian *WB* | T. 3Cy. 16½″, 27″ & 44″–30″ 106 NHP Nylands Værksted, Xia. | | N | |
| 182 25295 | **Utopia** — *L. Jensen* 99–99 | 423 — 350 | | | | 1893 | ..... Seattle, Wash | Union Transit Co. (C.H. Black, *Mgr*.) | 123·8 | 24·6 | 9·1 | Seattle, Wash. Utd. States | | | | |
| 183 99197 | — — **IronScYl** — *W. Spargeon* 01–01 — (*Trawler*) — 1 *Dk* | 155 142 59 | | | … | 1891 | Mackie & Thomson Glasgow | Swansea Trawling & Ice Syndicate | 100·5 Q19′ F19′ BK 7½″ | 20·5 | 10·7 | Swansea British | T. 3Cy. 11″, 16½″ & 27″–22″ 37 RHP Muir & Houston, Glasgow | 11 ″ 11 | | |
| 184 20 | **Utro** — | 204 — 116 | | | | 1895 | ..... Gothenburg | Cronstädt-Oranienbaum Dampfsch. Ges. | 140·0 | 22·0 | 7·9 | Cronstadt Russian | | | | |
| 185 HWOB | **Utröst** — *E. Larsgaard* 03–03 — (*ex* Vaagan) | 120 115 54 | | | | 1870 | ..... Christiania | R.M.B. Schjölberg | 99·6 H5*t* | 16·9 | 10·5 | Bodö Norwegian | | | | |
| 186 JWPS | **Utstein** — *T. Aarsvold* –97 — *Well deck* — 1 *Dk* | 765 540 468 | | | … | 1890 | Nylands Værksted Christiania | Acties. Utstein (Holdt & Isachsen) | 186·0 P & B 104′ F29′ BK 8″ | 29·0 | 13·7 | Stavanger Norwegian *WB* | T. 3Cy. 14½″, 24″ & 39″–27″ 90 NHP Nylands Værksted, Xia. | 14 ″ 8 | N | |
| 187 113196 | **Uvularia** — *G. Finch* 94–00 — 1 *Dk* | 207 195 97 | ✠ *Stm Trawler* | | … | 1900 8mo | Schofield, Hagerup & Doughty Ld. Grimsby *Lloyd's* 3 *A* & *CP* | N. Eastern Steam Fishing Co. Ld. | 116·2 Q48′ F20′ BK 7⅛″ | 21·5 | 11·2 | Grimsby British — 4 *BH Cem* | T. 3Cy. 11⅜″, 21″ & 34″–24″ (*s*) 180lb 58 RHP 1SB, 2*cf*, GS30, HS1037 C.D. Holmes & Co. Hull | 12 ″ 1 | | 9,02 |
| 188 930 HFWL | **Uwajima Maru** — — **WoodScSr** — 2 *Dks* | 144 120 89 | | | | 1885 | Kawano Kamejiro Kobe | Y. Matsumoto | 102·4 | 14·4 | 11·4 | Imaharu Japanese | 1Cy. 16″–16″ 8 NHP | | | |
| 189 1007 HGJP | **Uwajima Maru No. 2** — *Hirahara Kikumatsu* — 2 *Dks* | 204 177 126 | | | | 1887 | Kawasaki S.B. Yard Kobe | Uwajima Unyu Kabushiki Kaisha | 116·6 | 16·7 | 12·7 | Yawata Japanese | C. 2Cy. 17½″ & 31½″–22″ 39 NHP Kawasaki S.B. Yard, Kobe | | | |
| 190 1086 HGPT | **Uwajima Maru No. 3** — *Nonoshita Matsugoro* — 2 *Dks* | 282 263 175 | | | | 1888 | Kawasaki Dkyd. Co. Ld. Kobe | Uwajima Unyu Kabushiki Kaisha | 134·7 | 17·9 | 15·6 | Yawata Japanese | C. 2Cy. 18″ & 34″–22″ NB 96 45 NHP Kawasaki Dkyd Co Ld Kobe | | | |
| 191 1178 HGWV | **Uwajima Maru No. 4** — *Harayama Kichizo* — 2 *Dks* | 217 196 135 | | | | 1890 | Sora Ikutaro Osaka | Uwajima Unyu Kabushiki Kaisha | 118·0 | 17·2 | 14·5 | Yawata Japanese | C. 2Cy. 13¾″ & 26″–18″ NB 98 24 NHP Ise Ichigoro, Osaka | | | |

| N° d'Ordre | Nom du Navire. Matériaux, Gréement, etc. | Tonnage Officiel | Détails de la Classification. Cote. | Construit. Quand. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement. | Machines. | Coque | |
|---|---|---|---|---|---|---|---|---|---|---|
| | *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | Total. Sous le Pont. Net. | Date de la dernière Visite. | Par qui. Où. | | Longueur. Largeur. Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP= en chevaux d'après les formules de la Société RIP= en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | pds. | pc. |
| 192 | **Uwajima Maru No. 5** Wood Sc Sr | 377 | | 1895 Kawasaki | Uwajima Unyu Kabushiki Kaisha | 147·7 19·0 16·8 | Yawata | C.2Cy.17"&34"-22" | | |
| 146 | | 344 | | Dkyd.Co.Ld. | | | | 45NH | | |
| HKGL | 2 *Dks* | 284 | | Kobe | | | | KawasakiDkydCoLdKobe | | |
| 193 | **Uwajima Maru No. 6** Wood Sc Sp | 444 | | 1901 I.Sora | Uwajima Unyu Kabushiki Kaisha | 158·4 21·3 16·4 | Yawata | C.2Cy.19"&38"-24" | | |
| 7416 | | 399 | | Osaka | | | | 59NH | | |
| JNLF | 2 *Dks* | 275 | | | | | | G.Tomonaga,Osaka | | |
| 194 | **Uwajima Maru No.7** Wood Sc Sp | 436 | | 1903 SoraNizo | Uwajima Unyu Kabushiki Kaisha | 158·0 21·2 16·[illegible] | Yawata | C.2Cy.19"&38"-24" | | |
| 7444 | | 381 | | Osaka | | | | 59NH | | |
| JNPL | 2 *Dks* | 270 | | | | | | | | |
| 195 | **Uxbridge** Steel Sc Y | 164 | ✠100A1 Gms | 1898 IrvineS.B. | Hagerup, Doughty | 104·2 21·0 10·7 | Grimsby | T.3Cy.10",16"&27"-20" (s) | 11 | 7 |
| 108491 | *T.Olsen -98* *ssGms.No.1-02* | 151 | *Stm Trawler* | 2mo &E.Co Ld. | &Co.Ld. | Q17 F18' | | 180lb 45RH | | |
| | 1 *Dk* | 50 | ~~1,05~~ BS1,05 ~~BS1,05~~ LMCo~~02~~ | Irvine A&CP | | BK7½' | 4 *BH Cem* | 18B.*2pf*,GS23,HS536 Muira Houston.Ld Gls. | | |
| 196 | **Uzulmez** *ss* Opl.2nd No.3-3,05 Iron Sc | 1188 | ✠100A1 Pir | 1882 J.de Decker | Société d'Héraclée | 229·7 30·1 16·2 | Constanpl | C.2Cy.25½"&50½"-24" (s) | 17 | 6 |
| | *N.S.Economou* -02 ~~Ann No 3-11,02~~ | 847 | 3,05 ~~Ann~~ Opl | 12mo Gz. | | P150'F31' | Turkish | 75lb *100lb* ND899 99NH | | |
| | (ex Itign, ~~ex Ln.No.2-07~~ | 891 | ~~NB10,99~~ LMC~~03~~ | Antwerp | | ptND91 BK8 | 1 *BH Cem* | 2SB.*4pf*,GS62,HS1696 | | |
| | ex Burgemeester de Wael) 1 *Dk 2tr B* | | ~~Regnc~~ | *Lloyd's s.a.6 cr* | | *WB=DBa64* | *yuE3a'192t* | *Emade69,fitted83* | | |
| | *Well deck* | | | | | | | C.&W.Earle,Hull | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers as well classed. If not in Table, Date of Trial Trip. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 JLKW | **Vaagen** *H.Quarheim* –01 | **IronScSr** 1 *Dk* | 201 150 109 | | | | 1872 | AkersMek. Verkst. Christiania | Akties.Vaagen (JensGran&Sön) | 107·7 Q26*t* | 21·5 B14*t* | 9·9 F10*t* | Bergen Norwegian | C.2Cy.12½″&26½″–15½″ NB95 23NHP *WB* AkersMek.Vks.Christiania | | | |
| 2 | **Vaca** *L.Paolinelli*03–03 | **IronSc3MstSr** (*ex*Adele) | 452 — 369 | | | | 1864 | MacNab& Co. Greenock | M.Mihanovich | 170·9 | 24·1 | 12·0 | Bns.Ayres Argentine | C.4Cy.16½″&30″–24″ NB98 75NHP MacNab&Co.,Greenock | | V | |
| 3 98578 HFKP | **Vadala** *I.Skinner* –03 | **SteelScSr** 3 *Dks*(*UStl*-ws&1*ptStl*-ws) | 3334 3112 2164 | ✝ 9,90 | Dmb *r* ✝ | | 1890 9mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 340·0 P52′B16′F46′ FK *WB*=*Cell* | 43·1 | 26·0 | Glasgow British | Q.4Cy.24″,36″,48″&70″–48″ 315NHP 2DB,*8cf*,GS134,HS4114 *DB*294′826*t* Denny&Co.,Dumbarton | 29 ″ 0 | | |
| MBTV | **Vaderland** *Ekoff* 91–03 *Elec.light* | **SteelTwinSc4MstSr** 3 *Dks*(*Stl*–M&Cws)4*trB* &*Web frames* | 12018 10091 8288 | ✝100A1 12,04 ~~1,04~~ | Sou *i* ✝LMC11,00 | † | 1900 11mo | J.Brown& Co.Ld. Glasgow | Soc.Anon deNav. Belge-Américaine *Lloyd's*A&CP *WB*=*Cell DBa* 133′*uE* | 560·8 P19′B215′F84′ FK &*B* 160′*f* 170′ 1998*t* | 60·2 | 38·2 | Antwerp Belgian | Q.8Cy.31″,44″,62″&88″–54″ 200lb *100lb* (*r*) 1627NHP 8SB,*32rf*,GS584,HS23480 FD *FPT* 165*t* J.Brown&Co.Ld.Glasgow | 42 ″ 0 | | P4,03 ~~10,02~~ s12,04 |
| 5 | **Vadsö** *H.Paulsen* (CWV 1 *ex*Bordeaux) | **SteelScSr** 1 *Dk*&*Awng dk* | 898 875 670 | | | | 1881 | MotalaCo. Gothenburg | Akties.Dmpsk. Vadsö (Pedersen &Meinich) | 190·2 H23*t* | 28·7 | 21·4 | Chrstiania Norwegian *WB* | C.2Cy.23″&44″–30″ 88NHP MotalaCo.Gothenburg | | V | |
| NLPT | **Væring** *C.Krohn* –04 ~~*T.Wilhelmsen*~~ *Welldeck* (*ex*Lochiel) 1 *Dk*(*Irn*)&*Web frames Inner bottom Irn* | **SteelScSr** ~~*sdirk.No.3–12,00*~~ ~~*ssGlo.No.3–01*~~ *ss*Shl.2nd No.3–3,05 | 2157 1641 1366 | ✝100A1 3,05 4,04 ~~B510,08~~ BS11,04 | Sld *r* Shl ~~✝LMC 4,04~~ M | | 1888 10mo | Murdoch & Murray Pt.Glasgow A&CP | Helsingörske DampskibsSelskab (H.C.Nyholm.*Mgr*) *WB*=*Cell DB*240 | 279·0 P25′Q88′B105′F31′ BK9½ | 37·7 | 19·1 | Copnhagn Danish | T.3Cy.22½″,36″&58″–39″ (*s*) 160lb *120lb* ~~P60lb~~ 218NHP 2SB,*6rf*,GS108,HS3382 Ross&Duncan,Glasgow | 21 ″ 8 s 1 ″ 11½ | | ~~4,05~~ N3,05 |
| HFSF | **Vagliano V.** *N.Poda* –95 *Elec.light* | **IronTwinScSr** 1 *Dk* &*pt Awngdk*&*Web frames* | 379 — 261 | ~~✝100A1~~ ~~12,04~~ ~~1,04~~ ~~1,05~~ | ~~Pir~~ Nwc ~~✝LMC8,04~~ | | 1888 | T.B.Seath &Co. Glasgow | Louis Dreyfus&Co. *WB*=*Cell DBa* 96′*f* 124′ | 174·8 P75′ *ptAwngdk*235′ *uE*22′643*t* | 26·8 FK *FPT* 88*t* | 9·1 | Rostoff o/D Russian | 4Cy. T.B.Seath&Co.,Glasgow | | | ~~4,04~~ 1,05 |
| 9 | **Vagn** *N.P.Jorgensen*92–04 *Elec.light* | **SteelScSr** 1 *Dk*(*Stl*)&*deep framing* | *1303* *1173* *814* | ✝100A1 5,04 | Sld *p* ✝LMC4,04 | | 1904 5mo | Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*A&CP | DampskibsSelsk. Viking (A.O.Anders-en&Co.*Mgrs.*) *WB*=*Cell DBa* | 240·0 P19′B64′F27′ FK &*uE*86′*f*98′339*t* | 36·5 | 16·8 | Copnhagn Danish | T.3Cy.18″,29″&48″–33″ (*s*) 160lb *100lb* 141NHP 1SB.*3pf*,GS62,HS2255 *FPT* 590.1*f*76*t* N.E.MarineEngCo.Ld.Sld. | 19 ″ 0 s 2 ″ 7 | | |
| 11241 RSFW | **Val de Travers** *P.Orr* *Mchy.Aft* *Well deck* | **SteelSc3MstSr** *ss*Lon.No.1–04 1 *Dk*(*Irn*) | 768 546 276 | ✝100A1 ~~9,04~~ ~~1,04~~ ~~1,05~~ 5,05 | Sws *k* ~~Mch~~ ~~Dck~~ ~~✝LMC~~ | | 1900 1mo | S McKnght &Co.Ld. Ayr A&CP | J.T.Harrison *WB*=*Cell* | 200·0 Q103′B13′F27′ FK *DBf*115′ 183*t* | 30·6 | 11·5 *FPT* | Glasgow British | T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *80lb* 116NHP 1SB,*3cf*,GS60,HS1830 Ross&Duncan.Glasgow | 14 ″ 0 s 1 ″ 2½ | | ~~12,03~~ ~~2,05~~ N3,05 |
| 90911 NGPS | **Vala** *T.Galloway* –98 *Well deck* | **SteelScSr** *ss*Gmh.No.2–02 1 *Dk*(*Irn*)&*Web frames* | 1016 755 609 | ✝100A1 ~~B501~~ 1–04 4,05 | Lon *m* ~~Swc~~ Gmh ~~✝LMC~~ ~~Dck~~ ~~✝LS~~ 4,05 | | 1894 1mo | Ramage& Ferguson Ld. Leith A&CP | J.T.Salvesen&Co. *WB*=*Cell* | 215·8 P27′Q40′B56′F30′ FK *DB* 174′215*t* | 32·0 | 14·0 *FPT* | Grngemth British | C.2Cy.21″&45″–33″ (*s*) 120lb ~~75lb~~ 65lb 98RHP 1SB,*3rf*,GS61,HS1682 Ramage&Fergusn,Ld.,Lth | 16 ″ 3 s 1 ″ 4 | | ~~5,03~~ 4,05 |
| 12 797 JCBT | **Valborg** *J.A.Olsson* –04 | **IronScSr** 1 *Dk* | 203 93 137 | | | | 1874 | Göteborgs M.V. Gothenburg | Ångb.Aktieb.Bo-huslänska Kusten (C.O.S.Posse) | 109·2 Q35′B46′H33*t*F30′ len0 1 | 18·5 | 9·0 | Uddevalla Swedish | C.2Cy.12⅝″&28½″–19½″ NB01 29NHP GöteborgsM.N.,Gothnbrg. | | | |
| NMWB | **Valdemar** *M.A.Koford* *Well deck* | **IronScSr** *ss*Nwc.No.2–75 1 *Dk2trB* | 821 602 496 | ✝ 5,76 | Lon | | 1866 11mo | A.Leslie& Co.Newcastle | ForenedeDmpskib. Selskab. | 209·5 P42*t* F30*t* | 28·4 Q89*t* | 14·8 B105*t* | Copnhagn Danish | C.2Cy.25″&48″–30″ NB75 105NHP Thompson,Boyd&Co.Nwc. | | | |
| NVTC | **14—** *N.P.Larsen*91–95 | **SteelTwinSc** (*Ferry*) 1 *Dk2trB* | 361 331 129 | | | | 1886 | Burmeister &Wain Copenhagen | DeDanskeStats-baner | 140·7 | 31·6 | 12·0 | Fredericia Danish *WB* | C.4Cy.21½″&37″–18″ 97NHP Burmeister&Wain,Cpn. | | | |
| RHCJ | **Valdivia** *H.Sachs*00–02 *Elec.light* (*ex*Tijuca) | **SteelScSr** 2 *Dks* | 2176 1919 1372 | | | | 1886 | Armstrong Mitchell& Co.(Lim.) Newcastle | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 308·2 P150*t* H70*t*F46′ | 36·6 | 23·7 | Hamburg German *WB* | T.3Cy.24″,39″&64″–42″ 265NHP WllsndSlpwyCo.Ld.,Nwc. | | G | |
| JVBF | **16 Vale** *C.Pedersen* –91 | **WoodScSr** 1 *Dk2trB* | 745 579 560 | | | | 1874 | O.A.Brodin Gefle | Akties.Vale (S.O.Larsen) | 187·0 Q79*t* F20*t* | 31·3 B71*t* | 16·3 H5*t* | Stavanger Norwegian | C.2Cy.20″&40″–24″ NB85 65NHP Bergsnds.Mek Vrks.Skm. | | | |
| JVBF | **17—** | **SteelScSr** 1 *Dk* | 735 553 447 | | | | 1891 | Bergens Mek.Værks. Bergen | JohanC.Giertsen | 201·1 Q52*t* F32*t* | 28·1 B92*t* | 11·2 H9*t* | Bergen Norwegian *WB* | T.3Cy.15½″,25″&40″–27″ 83NHP BergensMek.Værk,Bergen | | N | |
| | **18 Vale Royal** | **WoodScFlat** (*ex*Sailing) | 121 114 82 | | | | 1873 | A.Deakin Winsford | SaltUnion.Ld. | 84·9 | 20·3 | 9·0 | Liverpool British | V.2Cy.10½″–12″ NE&B83 22RHP W.Allen,Manchester | | | |
| Wrecked 12,04 | **19 Valencia** *H.Krause*01–03 *Elec.light* (*ex*Campinas) | **Steel&IronScSr** 2 *Dks3trB* | 2194 1947 1394 | | | | 1886 | Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 310·4 P68′B76′F47′ | 36·4 | 23·8 | Hamburg German *WB* | T.3Cy.24″,39″&62″–42″ 219NHP Reiherst.Maschinenf.Ham | | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| Numero d'Ordre / Numero Officiel / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage (Total / Sous le Pont / Net) | Cote. Surveillance Spéciale. Date de la dernière Visite | Port de Visite | Lettre | Quand Navire / Mach. | Par qui. / Où. | Armateurs. | Dimensions: Longueur / Largeur / Creux; Superstructures, &c. | Port d'Armement / Pavillon | Machines | Franc-bord | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>[illegible]<br>JVTS | **Valencia** IronScSr<br>J.Bonnefield -02<br>2Dks | 1573<br>1262<br>1198 | | | ... | 1882 | W.Cramp &Sons<br>Philadelphia | PacificCoastCo.<br>(PacificCoastS.S. Co. Mgrs.) | [illegible]<br>BK9 | New York<br>[illegible] | C.2Cy.32"&59"-36"<br>173NH<br>W.Cramp&Ss.S.B.Co.,Phl | | | |
| 21<br>102157<br>NKQG | — SteelScSr<br>W.H.P.Hurrell -03 ssLivNo.2-02<br>Well deck 1Dk(Stl)&Web frames | 981<br>719<br>606 | ✠100A1<br>5,05<br>✠NB9,03 ✠LMC8,02 | Lon<br>Bkn | m | 1894<br>6mo | A.McMillan&Son,Ld<br>Dumbarton<br>Lloyd's A&CP | Goodyear&Co. | 222·0\|31·8\|14·4<br>Q125' B15' F21'<br>FK<br>WB=CellDB168' | Liverpool<br>British<br>4BHCem<br>APT[illegible] | T.3Cy.16",26½"&48"-36" (a)<br>180lb 90lb 148NH<br>1SB,4cf,GS78,HS2680<br>D.Rowan&Son,Glasgow | 16 " 6<br>1 " 6 | | |
| 22<br>106107<br>QGWL | **Valentia** SteelScSr<br>O.Richards98-01 ssCff.No.1-03<br>1Dk(Irn)deepframing&Web frames | 3242<br>3068<br>2111 | ✠100A1<br>[illegible]<br>✠LMC2,03 | Cff | v | 1898<br>9mo | J.L.Thompson&Sons,Ld<br>Sunderland<br>A&CP | InternationalLine S.S.Co.Ld.<br>(C.Marwood,Mgr)<br>WB=CellDBa | 342·0\|49·5\|22·6<br>P30' B100' F32'<br>FK<br>106'uE28'f150'806t | Whitby<br>British<br>5BHCem<br>APT[illegible] | T.3Cy.24",40"&65"-42" (s<br>160lb 289NH<br>3SB,9pf,GS129,HS4560<br>J.Dickinson&Sons,Ld.Sld | 25 " 2<br>4 " 7½ | | |
| 23<br>98599<br>MBHR | — SteelScSr<br>W.Hunter -00<br>Well deck Elec.light 1Dk | 447<br>320<br>182 | | | ... | 1890 | W.B.Thompson&Co.(Ld)<br>Dundee | ClydeShppgCo.Ld.<br>(W.Cuthbert Mgr) | 156·0\|24·6\|11·2<br>Q86' B9 F35' | Glasgow<br>British<br>WB | T.3Cy.14",22"&37"-30"<br>70RH<br>WBThmpsn&Co(Lm)Dun | 11 " 10 | C | |
| 24<br>109518 | — SteelScYl<br>J.Cullen -98 ssGms.No.1-03<br>1Dk | 164<br>151<br>51 | ✠100A1<br>StmTrawler<br>9,03<br>BS4,04 ✠LMC5,03 | Gms | | 1898<br>4mo | IrvineS.B.&E.Co.Ld.<br>Irvine<br>A&CP | Hagerup,Doughty &Co.Ld. | 104·2\|21·0\|10·7<br>Q17' F18'<br>BK7½ | Grimsby<br>British<br>4BHCem | T.3Cy.10",16"&27"-20" (s<br>180lb 45RH<br>1SB,2pf,GS28,HS536<br>Muir&Houston,Ld.Gls. | 11 " 7 | | |
| 25<br>109894 | — SteelScSr<br>J.Normandale -98 (Trawler)<br>1Dk | 110<br>101<br>14 | | | ... | 1898 | Hawthorn,Leslie&Co.Ld<br>Newcastle | IrvinStm.Fishing Co.Ld. | 93·6\|18·6\|9·7<br>BK7½ | N.Shields<br>British | C.2Cy.14"&30"-21"<br>33RH<br>Baird&Barnsley,N.Shields | 10 " 6 | | |
| 26 | **Valeria** SteelScSr<br>VonSpreckelsen87-04<br>Elec.light 1Dk | 1200<br>910<br>700 | | | | 1904 | FlensburgrSchiffsb.Ges.<br>Flensburg | A.Kirsten | 226·0\|33·0\|15·4<br>P&B130' F30' | Hamburg<br>German<br>WB | T.3Cy.16",26¾"&44"-33"<br>111NH<br>FlensburgerSchiffsb.Ges. | | | |
| 27<br>109813 | — IronScK<br>G.M.Smith -98 ssGms.No.1-02<br>1Dk | 189<br>174<br>66 | ✠<br>StmTrawler<br>✠[illegible] | | ... | 1898<br>8mo | Cochrane&Cooper,Ld.<br>Beverley<br>Lloyd's A&CP | ArcticS.F.Co.Ld. | 112·7\|21·0\|11·6<br>Q27' F22'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",19½"&32"-28"<br>180lb (s) 65RH<br>1SB,2cf,GS24,HS920<br>C.D.Holmes&Co.Hull | 12 " 3 | | |
| 28<br>106057 | — IronScK<br>W.Ryder -95 ssHul.No.2-03<br>1Dk | 149<br>141<br>59 | ✠100A1<br>StmTrawler<br>[illegible] 11,04<br>✠LMC8,03 | Hul | | 1895<br>7mo | Cook,Welton&Gemmell<br>Hull<br>Lloyd's A&CP | Hellyer'sSteam FishingCo.Ld. | 102·5\|20·5\|11·0<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"-22" (s<br>160lb 45RH<br>1SB,2cf,GS28,HS708<br>C.D.Holmes&Co.,Hull | 11 " 9 | | |
| 29<br>RHVP | **Valesia** IronScSr<br>Lübcke -04 ssHamNo.1-86<br>(exEtna) 2Dks(Irn)3Dk rule | 2295<br>2088<br>1466 | ✠<br>10,88<br>✠ | Cff | t | 1882<br>1mo | Germania Werft<br>Kiel | Hamburg-Amerik. Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 301·5\|37·4\|23·8<br>P40' B68' F32'<br>WB=DB248'f385t | Hamburg<br>German<br>6BHCem | C.2Cy.38"&66"-48"<br>NB98 238NH<br>Mark.Schl.M.Co.,Berlin | | G | |
| 30<br>111183<br>RCQJ | **Valetta** SteelScSr<br>J.McMorran -00 ssCff.No.1-04<br>1Dk(Irn)2trB&deepframing 3Dkrule | 3017<br>2651<br>1937 | ✠100A1<br>[illegible]<br>✠LMC[illegible] | Cff<br>Bkn | u | 1899<br>5mo | Murdoch&Murray<br>Pt.Glasgow<br>A&CP | ValettaS.S.Co.Ld.<br>(Gow,Harrison&Co.)<br>WB=CellDB | 319·4\|46·0\|21·3<br>P29' B98' F35'<br>FK<br>a96'uE22'f136'716t | Glasgow<br>British<br>5BHCem<br>APT50t | T.3Cy.22½",36½"&60"-42"(s<br>180lb 80lb 250NH<br>1SB,4cf,GS71,HS3620 FD<br>Hall-Brwn,Buttery&C.Gl. | 23 " 9<br>3 " 9½ | | |
| 31<br>JVGS | **Valhal** WoodScSr<br>J.Hansen -00 1Dk2trB | 478<br>370<br>289 | | | | 1890 | Brunchrst&Dekke<br>Bergen | J.M.Hauge | 153·4\|26·0\|14·4<br>Q25t B58t H7t F18t | Haugesnd<br>Norwegian | T.3Cy.11",18"&29"-24"<br>41NH<br>Akers.Mek.Vrk.Christiania | | N | |
| 32<br>JQDN | **Valhall** SteelScSr<br>1Dk | 750<br>576<br>449 | | | | 1902 | Bergen's Mek.Værks.<br>Bergen | JohanC.Giertsen | 194·3\|30·2\|11·1<br>Q89t B46t H14t F23t | Bergen<br>Norwegian<br>WB | T.3Cy.14",23½"&38"-27"<br>75NH<br>BergenMek.Værks.Bergen | | N | |
| 33<br>102742<br>PFVD | **Valhalla** SteelScSr<br>W.F.Harrison -01 ~~ssCff.No.1-00~~<br>1Dk(ptIrn&ptStl)&Web frames<br>Well deck ssHpl.No 2-04 | 2628<br>1886<br>1660 | ✠100A1<br>8,04 ~~[illegible]~~<br>~~BS7,03~~ ✠LMC5,[illegible]04 | Sws<br>Hpl | s | 1896<br>3mo | W.Gray&Co.(Lim.)<br>WHartlepool<br>A&CP | Herskind&Co.<br>WB=CellDB | 300·0\|43·0\|17·6<br>P26' Q46' B172' F31'<br>FK<br>a½uE120'f122'596t | W.Hartlpl<br>British<br>5BHCem<br>APT36t | T.3Cy.22",35"&59"-39" (s)<br>160lb 80lb 225NH<br>2SB,6rf,GS76,HS8500<br>Cen.Mar.Eng.Wrks.WHpl | 19 " 11<br>1 " [illegible] | | |
| 34<br>HDRJ | — IronScSr<br>H.Andersen<br>Well deck 1Dk2trB | 1342<br>1031<br>836 | | | ... | 1877 | W.Gray&Co.<br>WHartlepool | Dmpskselsk.Hekla<br>(Mail&Holby, Mgrs.) | 244·0\|33·2\|18·1<br>Q93t B134t H47t F36t BK8½" | Christiania<br>Norwegian<br>WB | C.2Cy.29"&54½"-33"<br>142NH<br>T.Richardson&Sons,Hpl. | 19 " [illegible] | N | |
| 35<br>98461<br>MWHG | — SteelAuxScYt<br>J.Caws -01 ssCws.No.2-01<br>Elec.light 2Dks | 1211<br>1077<br>648 | ✠100A1<br>11,[illegible] ~~12,03~~<br>[illegible] ✠LMC11,01<br>BS[illegible],05 | Cws | p | 1892<br>12mo | Ramage&Ferguson,Ld.<br>Leith<br>Lloyd's A&CP | Col.TheEarl of Crawford,K.T. | 239·6\|37·2\|20·7<br>P27 F36' | Cowes<br>British<br>5BHCem | T.3Cy.18½",27¾"&47"-33"<br>160lb 160lb (s) 146NH<br>2SB,4cf,GS96,HS2468<br>Ramage&Ferguson(Lim.) Leith | 22 " 0 | | |
| | *Full rigged Sailing Ship— See Sailing Ship Register.* | | | | | | | | | | | | | |
| 36<br>111541 | — WoodSc<br>1Dk | 153<br>98<br>34 | | | | 1901 | J.McBulger<br>Nelson,B.C. | CanadianPacific RailwayCo. | 102·5\|20·8\|9·0 | VancvrBC.<br>British | C.2Cy.14"&30"-20"<br>36RH<br>PolsonI.W.Co.Ld.Toronto | | | |
| 37<br>113183 | **Valiant** IronScK<br>J.Waldie88-00 ssGms.No.1-04<br>1Dk | 198<br>178<br>75 | ✠100A1<br>StmTrawler<br>[illegible]<br>[illegible] ✠LMC6,00 | Gms | | 1900<br>6mo | Cochrane&Cooper,Ld.<br>Beverley<br>Lloyd's A&CP | AtlasStm.Fishing Co.Ld. | 113·0\|21·5\|11·2<br>Q47' F18'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",19¾"&32"-23" (s<br>200lb 55RH<br>1SB,2cf,GS28,HS1037<br>C.D.Holmes&Co.Hull | 12 " 0 | | |
| 38 | — SteelScTug<br>~~A.Sundberg91-04~~ ssGot.No.1-04<br>J.P.Sundberg99-04 1Dk(Irn) | 76<br>76<br>— | ✠100A1<br>For Towing purposes<br>6,04 ~~[illegible]~~ ✠LMC ~~[illegible]~~ 6,04 | Son<br>Got | a | 1899<br>5mo | J.Scarr<br>Beverley<br>A&CP | G.Johanson | 80·8\|17·6\|8·2<br>BK6" | Sundsvall<br>Swedish<br>4BHCem | C.2Cy.15"&30"-22" (s)<br>130lb 44NH<br>1SB,2pf,GS38,HS774<br>J.G.Fay&Co.Ld.Sou. | 9 " 0 | | |
| 39<br>LHGQ | **Valin** SteelScSr<br>Dupouy98-98<br>1Dk(Irn)&Web frames &ptAwngdk(Irn) | 1520<br>1091<br>9[illegible]4 | ✠<br>7,92<br>ptAwngdk withfreeboard | Cff | p | 1890<br>7mo | WDoxford&Sons<br>Sunderland | A.d'Orbigny, Faustin&Co.<br>WB=Cell | 249·5\|35·0\|16·2<br>P29' Q59' drp92<br>ptAwngdk160' FK<br>DB 209 876t FPT[illegible] | LaRochelle<br>French<br>[illegible]BH<br>APT[illegible] | T.3Cy.21",33"&54"-36"<br>175NH<br>W.Doxford&Sons,Sld. | 18 " 6 | V | |
| 40<br>3399<br>JKHL | **Valkyrian** IronScSr<br>F.K.Kronberg -99 ssShl.No.3-4,98<br>(exLynton) ssSkm.No.2-02<br>Well deck 1Dk(Irn)2trB | 1190<br>956<br>710 | ✠100A1<br>6,03<br>[illegible] | Ant | o | 1881<br>7mo | J.Readhead&Co.<br>South Shields<br>A&CP | RederiAktieb. Valkyrian (C.G Wickberg&Sons) | 240·4\|33·2\|17·0<br>Q[illegible] B50' F20'<br>BK8½"<br>WB=DB[illegible] | Sundsvall<br>Swedish<br>4BHCem | C.2Cy.28"&54"-36" (s)<br>70lb 80lb NDB97 132NH<br>1SB,4pf,GS60,HS2201<br>J.Readhead&Co S.Shields | 18 " 0<br>1 " 9½ | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. Net | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Remarks. | 8 Built. When. Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships. ft. in. | 15 Registers in which classed. If not in L. R. Distinct Roof Trade Cert. | Date when last docd. last docd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 Valkyrie<br>09925 | *Cumins* | IronScK<br>ssHul.No.2-02<br>1 *Dk* | 150<br>142<br>58 | †100A1 Hul<br>*Stm Trawler*<br>12,04 ~~Lmd~~<br>BS4,04 †LMC7,02 | | | 1893<br>10mo<br>*Lloyd's* | Cook, Wel-Un&Gemmell Hull<br>*SA&CP* | Hellyer'sSteam FishingCo.Ld. | 103·0 20·5 11·0<br>BK7½' | Hull<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"-22" (*s*)<br>160lb 45RHP<br>1SB,*2cf*,GS23,HS680<br>C.D.Holmes&Co.,Hull | 11 " 10 | | 4,04 |
| 42<br>119654 | | SteelScK<br>1 *Dk* | 88<br>80<br>20 | †100A1 Hul<br>*For fishing purposes*<br>2.04 †LMC2,04 | | | 1904<br>2mo<br>*Lloyd's* | Cook, Wel-Un&Gemmell Beverley<br>*SA&CP* | J.M.Slater | 82·0 18·0 8·2<br>BK6' | Banff<br>British<br>3*BHCem* | C.2Cy.12"&25"-18" (*s*)<br>125lb 33RHP<br>1SB,*2pf*,GS28,HS760<br>Crabtree&Co.Ld.Gt.Yar. | 9 " 0 | | |
| 43 Valle<br>JTHL (ex Merida)<br>*Well deck* | *V.Garay* -02<br>1 *Dk(Stl)&Webframes* | SteelScSr<br>ssBbo.No.3-4,01 | 2365<br>1722<br>1383 | †100A1 Bbo *s*<br>8,04 ~~4,02~~<br>MS12,00 ~~Y1,04~~<br>~~DS8,03~~ BS1,08 | | | 1888<br>3mo | E.Withy&Co.<br>W Hartlepool<br>A&CP | Cia.Cantabrica de Nav.<br>*WB=Cell DB* | 290·0 38·1 19·2<br>P29'Q88'B118'<br>F31' BK8'<br>248'455*t APT35t* | Bilbao<br>Spanish<br>5*BHpt Asp pt Cem* | T.3Cy.21½",35½"&58½"-39"<br>160lb ~~170lb~~ (*s*) 212NHP<br>2SB,*6rf*,GS80,HS3168 *r60lb*<br>Blair&Co.Ld.Stockton | 22 " 5<br>s2 " 0 | | N2,04 |
| 44 Valley Forge<br>161819<br>KPDG *Elec.light* | *L.B.Tilton96-99* | SteelScSrTug<br>2 *Dks* | 558<br>—<br>352 | | | | 1898 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | ReadingCo. | 158·0 29·0 18·0 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"-30"<br>111NHP<br>Harlan&HollingsworthCo<br>Wilmington,Del. | | R | |
| 45 Valmaseda<br>~~Bombay~~<br>JTHN (ex Hindustan) | *E.Govcrdo04-04*<br>1 *Dk(pt Stl pt Irn)&Webframes&pt Awng dk(Irn)* | SteelScSr<br>ss Sld.No.2-00 | 2401<br>1854<br>1425 | †100A1 Bbo *s*<br>*pt Awng dk with freeboard*<br>10.02 BS7,04<br>~~Bombay~~ †LMC12,00 | | | 1892<br>10mo | Osbourne, Graham&Co.<br>Sunderland<br>A&CP | Cia.Cantabrica de Nav. | 290·4 38·1 20·0<br>P28'Q82' BK10"<br>*pt Awng dk*179'<br>*WB=Cell* | Bilbao<br>Spanish<br>5*BHCem*<br>*DB*240'466' | T.3Cy.22",37"&60"-39" (*s*)<br>160lb *90lb* 219NHP<br>2SB,*6pf*,GS95,HS3200<br>J.Dickinson,Sunderland | 22 " 6<br>s8·10½ | | N10,03 |
| 46 Valparaiso<br>*R.Russell*<br>HTWQ (ex Matias-Cousino) | | IronScBk<br>1 *Dk* | 871<br>—<br>643 | | | | 1859 | A.Mitchell&Co.<br>Newcastle | Williams&Co. | 210·3 30·7 18·9 | Valparaiso<br>Chilian | T.2Cy.28"&53"-32"<br>132NHP<br>T.Richardson&Sons,Hpl. | | | |
| 47 Valund<br>JFRP | *G.Jörgensen98-98*<br>*Well deck* ss Lth.2nd No.3-3,03<br>1 *Dk(Irn)2trB* | IronScSr | 674<br>512<br>411 | †90A1 Gmb *i*<br>9,04 ~~10,03~~<br>B Lth<br>LMC8,03 | | | 1878<br>6mo | E.Withy&Co.<br>Hartlepool<br>A&CP | Dampskibsselskabet Valund (M.Pedersen) | 190·0 27·2 13·8<br>Q66'B44'F27'<br>BK7½'<br>*WB=DB*a13'*f* 51 | Mandal<br>Norwegian<br>5*BHCem* | C.2Cy.25"&48"-30" (*i*)<br>68lb *80lb* NDB99 105NHP<br>1B,GS47<br>T.Richardson&Sons,Hpl. | | | 3,03 |
| 48 Vampire<br>~~Aberdeen~~<br>SFKV | *A Say99-99*<br>1 *Dk* | SteelScK<br>ssGms.No.1-03 | 198<br>178<br>73 | †100A1 Gms<br>*Stm Trawler*<br>~~Lmd~~ ~~12,03~~ †LMC8,03<br>5,05 | | | 1899<br>8mo<br>*Lloyd's* | Earle'sCo. Ld.<br>Hull<br>*SA&CP* | AtlasStm.Fishing CoLd (LettenBros. *Mgrs.*) | 110·5 21·2 11·2<br>Q46'F18'<br>BK7½' | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",20"&32"-23" (*s*)<br>200lb 55RHP<br>1SB,*2cf*,GS35,HS850<br>Earle'sCo.Ld.Hull | 12 " 0 | | ~~12,03~~<br>5,05 |
| 49 Van<br>*V.J.Lazarenko* | | SteelTwinScSr | 635<br>541<br>370 | | | | 1891 | Armstrong Mitchell&Co.(Lim.)<br>Newcastle | St.PetersburgCo. Nadeshda | 198·6 26·6 11·8<br>B40' F29' | Astrachan<br>Russian | C.4Cy.19"&35"-20"<br>91NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | | |
| 50 Van den Bosch<br>*E.M.C.Chevalier* -02<br>*Elec.light* | | SteelSc<br>2 *Dks&Shade Dk* | 2680<br>—<br>1263 | | | | 1902 | Nederl. Schps. Maats. Amsterdam | Koninkl.Packetv. Maats. | 317·0 41·3 19·4<br>P67'F74'<br>*WB* | Batavia<br>Dutch | T.3Cy.23",37"&62"-42"<br>249NHP<br>NedFb.v.Wrk&Spoor,Ams | | DV | |
| 51 Van der Capellen<br>*Ponssen*<br>TJHB *Elec.light* | | SteelScSr<br>1 *Dk&Awng dk* | 1265<br>814<br>774 | | | | 1902 | Nederl. Schps. Maats. Amsterdam | Koninkl.Paketv. Maats | 223·7 36·0 14·1<br>P58'F50'<br>*WB* | Batavia<br>Dutch | T.3Cy.17",26¼"&46¼"-36"<br>128NHP<br>NedFb.v.Wrk&Spoor,Ams | | V | |
| 52 Van der Lijn<br>*Neijts*<br>TJHF *Elec.light* | | SteelScSr<br>2 *Dks3tr B* | 999<br>—<br>601 | | | | 1897 | Wigham Richrdsn&Co<br>Newcastle | Koninkl.Paketv. Maats. | 220·0 31·2 17·4<br>Q52'F38'<br>*WB* | Batavia<br>Dutch | T.3Cy.16½",26"&43"-33"<br>106NHP<br>WghmRichrdsn&Co.Nwc. | | V | |
| 53 Van der Parra<br>*P.J.Grol*<br>TJHK | | SteelTwinScSr<br>1 *Dk&Awng dk*<br>*Fitted for liquid fuel* | 559<br>—<br>332 | | | | 1899 | NedSheepsbouw Maats. Amsterdam | Koninkl.Paketv. Maats. | 164·0 27·6 11·0<br>P47'F42' | Batavia<br>Dutch | C.4Cy.16"&32"-18<br>36NHP<br>Kon.Matts.deSchelde,Vls. | | V | |
| 54 Van Diemen<br>*DeGrooth*<br>TJHC *Elec.light* | | SteelScSr<br>2 *Dks&Awngdk* | 1246<br>—<br>766 | | | | 1890 | Nederl. Stoom.Maats. Rotterdam | Koninkl.Paketv. Maats. | 234·5 32·8 16·6<br>*WB* | Batavia<br>Dutch | T.3Cy.21",34"&55"-45"<br>203NHP<br>Nedrl.Stombt.Maats.,Rot. | | V | |
| 55 Van Dyck<br>*For full particulars See No.2 in Supplement* | | SteelScSr | 1175<br>700 | 100A1<br>(*Class Contemplated*) | | | 1904 | Soc.Anon. Chant.Naval Anversois<br>Hoboken | Marshall&Gerling | 230·0 35·0 17·2<br>Q67'B65'F25' | Antwerp<br>Belgian | T.3Cy.17",28"&46"-30"<br>N.E.MarineEng.CoLd.Sld. | | | |
| 56 Van Goens<br>*P.H.Douck*<br>TJGW *Elec.light* | | IronScSr<br>2 *Dks&Awngdk* | 1066<br>—<br>644 | | | | 1890 | Koninkljk Fabriek Amsterdam | Koninkl.Paketv. Maats. | 220·1 31·4 15·7 | Batavia<br>Dutch | T.3Cy.17",26"&43"-39"<br>115NHP<br>Kon.Fabriek,Amsterdam | | V | |
| 57 Van Hogendorp<br>*VanOrden* -03<br>*Elec.light* | | SteelTwinScSr<br>1 *Dk&Awngdk* | 635<br>372<br>378 | | | | 1903 | Maats. Feyenoord Rotterdam | Koninkl-Paketv. Maats. | 184·3 27·6 10·6 | Batavia<br>Dutch | C.4Cy.16"&32"-18"<br>72NHP<br>Maats.Feyenoord,Rot. | | DV | |
| 58 Van Imhoff<br>*J.P.L.Schmitz*<br>TJGS *Elec.light* | | SteelScSr<br>2 *Dks&Awng dk*<br>*Fitted for liquid fuel* | 1944<br>—<br>1220 | | | | 1898 | NedSchpsb Maats. Amsterdam | Koninkl.Paketv. Maats. | 290·0 38·0 20·0<br>P72'B62'F58'<br>*WB* | Batavia<br>Dutch | T.3Cy.22",34"&57"-42"<br>211NHP<br>Ned.Fab.v.W.&SMat.Ams. | | V | |
| 59 Van Outhoorn<br>*VanRhee*<br>TJHD *Elec.light* | | SteelScSr<br>2 *Dks&Shade dk3trB* | 1543<br>—<br>954 | | | | 1896 | Ned.Sh'psbouw Maats Amsterdam | Koninkl.Paketv. Maats. | 278·5 36·5 19·2<br>P19'B46'F74' | Batavia<br>Dutch | T.3Cy.24",36"&60"-42"<br>233NHP<br>Ned.fab.v.Werk.,Ams. | | V | |
| 60 Van Riebeeck<br>*A.Smits* -02<br>TJGQ *Elec.light* | | SteelScSr<br>2 *Dks&Shade dk* | 2322<br>1915<br>1454 | | | | 1902 | NedSchpsb Maats. Amsterdam | Koninkl.Paketv. Maats. | 316·9 41·7 19·4<br>P63'F63' | Batavia<br>Dutch<br>*WB* | T.3Cy.23",37"&62"-42"<br>249NHP<br>NedFb.v.Wrk&Spoor,Ams | | V | |
| 61 Van Riemsdijk<br>*E.Meuleman,jun.* -00<br>TJHM *Elec.light* | | SteelScSr<br>2 *Dks&Shade dk*<br>*Fitted for liquid fuel* | 2032<br>1719<br>1268 | | | | 1900 | Nederl. Scheepsb. Maats. Amsterdam | Koninkl.Paketv. Maats. | 300·0 40·5 21·5<br>P60'H68'F61' | Batavia<br>Dutch<br>*WB* | T.3Cy.23",36"&60"-42"<br>NB03 233NHP<br>Ned.Fab.v.Werkt.&Spoor Mat.,Ams. | | V | |
| 62 Van Swoll<br>*H.Cramer*<br>TJHG | | SteelScSr<br>2 *Dks&Shade dk* | 1814<br>—<br>1132 | | | | 1897 | Wigham Richrdsn&Co Newcastle | Koninkl.Paketv. Maats. | 278·5 36·7 18·4<br>P54'F60' | Batavia<br>Dutch | T.3Cy.22",34"&57"-42"<br>211NHP<br>WighmRchrdsn&Co.,Nwc. | | V | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total Sous le Pont Net | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Lieu. Matériaux. | 9 Par qui. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Profondeur. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. NHP.= Force en chevaux d'après les formules de la Société. RHP.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Tirage. Nom du Constructeur des machines. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | **Vanadis** | **SteelScSr** | 294 / 330 / 1903 | ✝100A1 *pt Awng dk with freeboard* 6,01 | Npt | *u* | 1894 / 3mo | C.Connell & Co. Glasgow | J.Berentsen (Actios.Chr. Michelsen&Co. *Mgrs.*) | 320·0 / 42·1 / 21·0 — 1118' BK10" *pt Awng dk200'* *WB = Cell DB264' 541t* | Bergen Norwegian | C.2Cy.26"&46"–30" 160lb *80lb* NHP 28B,*6cf*,GS120,HS1292 Dunsmuir&Jackson,Gls. | | 9 · 1 | |
| 64 | — | **IronScSr** | 961 / 788 / 667 | | | | 1881 | Bergsunds Mek.Vrkst. Stockholm | Ångf.Aktiebol. Sverige (A.O.Andersson) | 207·7 / 28·4 / 17·4 — Q67'B41'H26t F24 | Gothenbrg Swedish | C.2Cy.26"&46"–30" NB96 97NH Brgsnds.Mk.Vrkst.,Skm. | | | V |
| 65 | **Vancouver** | **IronSc4MastSr** | 5232 / 4928 / 3424 | ✝100A1 8,04 | Liv | *n* | 1884 / 3mo | C.Connell & Co. Glasgow | Mississippi&DominionS.S.Co.Ld. | 430·6 / 45·0 / 33·6 — B188' *WB = D* | Liverpool British | 4.3Cy.33",54"&89"–66" 175lb NB5,92 74INH 2D&2S*B18rf*GS354HS1214 *Tpd92* Hrtn&Wlff(L.),Bel | | 35 · 2 | |
| 66 | — | **IronScK** | 139 / 133 / 68 | ✝ *Stm Trawler* 1,96 | Hul | | 1895 | Cochrane& Cooper Beverley | HullSteamFishing &IceCo.Ld. *WB = DTf17'15t* | 98·5 / 20·5 / 11·0 — BK7½" | Hull British | T.3Cy.10",16"&25½"–20" 185B,*2pf*,GS22,HS573 85RH" Amos&Smith,Hull | | 11 · 10 | |
| 67 | **Vanda** | **IronScSr** | 1628 / 1370 | ✝100A1 3,05 | Bry Shl | *q* | 1882 | Palmers' Co. Newcastle | Ångf.Aktiebol. Viking (K.O.F. Dalman) *WB = DBa76'f28'* | 250·0 / 36·2 / 20·0 — Q98'B48'F33' ptND08 BK9½" *aE&B34 321t FP77* | Gothenbrg Swedish | C.2Cy.28½"&55"–42" 80lb *80lb* NDH97 157NH 2B,*6pf*,GS90,HS2684 Palmers'Co.Ld.Nwc. | | 21 · 6 | |
| 68 | **Vandeleur** | **IronPadSr** | 197 / 174 / 89 | | | | 1866 | Malcolmson Bros. Waterford | WaterfordSSCo Ld | 146·6 / 19·3 / 8·4 | Waterford British | C.2Cy.32"–39" NE86NB92 75RH" J.Jack&Co.,Liverpool | | | |
| 69 | **Vane Tempest** | **IronScSr** | 689 / 589 / 445 | ✝90A1 9,01 | Lon Sld | *j* | 1884 / 10mo | E.Withy &Co. W Hartlepool | Marquess of Londonderry (S.J Ditchfield, *Mgr.*) *WB = Dfa40'f77'157t* | 185·0 / 30·0 / 13·5 — Q93'B7'F12' FK | Sundrland British | C.2Cy.25"&48"–30" 70lb *80lb* NDH99 90RH" 4*BH.1sp* 1SB.*2pf*,GS46 T.Richardson,Hartlepool | | 14 · 7½ | |
| 70 | **Vanessa** | **IronSc3MastSr** | 1166 / 966 / 709 | ✝100A1 11,03 | Shl | *o* | 1872 | Palmers' Co. Newcastle | Renwick,Wilton& Co.Ld. | 256·8 / 30·0 / 17·2 — Q50 B31'F39 BK9" *WB =* | Drtmouth British | C.2Cy.30"&55"–38" 80lb *65lb* 154NH" 4*BH Cem* 1SB,*4pf*,GS71,HS2910 Palmers' Co.,Newcastle | | 18 · 6 | |
| 71 | **Vangsnæs** | **WoodScSr** | 128 / 124 / 73 | | | | 1904 | J.Vangsnæs | J.Vangsnæs | 99·0 / 24·0 / 10·3 — F12' | Bergen Norwegian | C.2Cy.8½"&16"–12" 8NH" SandbrogadensM.V.Bgn. | | 3 · 0 | |
| 72 | **Vanguard** | **WoodScBk** | 559 / 493 / 323 | | | | 1872 | A.Hall&Co Aberdeen | D.Murray&Son | 166·0 / 28·1 / 17·0 — Q33t F31t | Glasgow British | C.2Cy.26"&52"–24" 85RH" Fawcett&Co.,Preston | | | |
| 73 | — | **IronPadSp** | 147 / 139 / 22 | | | | 1868 | Robertson & Co. Greenock | Steel&Bennie,Ld. | 114·6 / 18·7 / 9·7 | Glasgow British | L.1Cy.38½"–57" NB64 50RH" FinniestonCo.,Glasgow | | | |
| 74 | **Vanguard III.** | **SteelScK** | 83 / 77 / 18 | ✝100A1 *For fishing purposes* 3,04 | Shl | | 1904 / 3mo | Smith's Dock Co.Ld. N.Shields | M.Gardner&Sons *Lloyd's SA&CP* | 82·1 / 18·5 / 8·3 — BK6" *WB =* | Kirkcaldy British | C.2Cy.12"&20"–16" 125lb 28RH" 3*BH Cem* 1SB,*2pf*,GS29,HS755 W.V.V.Lidgerwood,Gls. | | 9 · 0 | |
| 75 | **Vanilla** | **IronScK** | 158 / 147 / 67 | ✝ *Stm Trawler* | | … | 1897 / 2mo | Cochrane& Cooper Beverley | ArcticStmFishing Co.Ld. | 101·0 / 20·5 / 11·2 — Q17'F18' BK7½" | Grimsby British | T.3Cy.11½",18"&30"–22" 170lb 45RH" 3*BH Cem* 1SB,*2cf*,GS24,HS755 C.D.Holmes&Co.,Hull | | 11 · 9 | |
| 76 | **Vanland** | **SteelScSr** | 1285 / 901 / 762 | ✝100A1 *pt Awng dk with freeboard* 8,03 | Liv | *n* | 1893 / 4mo | Cmpbltwn S.B.Co. Campbeltown | Ångf.Aktiob. Svithiod (Aug.Carlson, *Mgr.*) *WB = CellDB148'* | 227·0 / 32·7 / 16·3 — Q82' H21t *pt Awng dk116'* FK | Gothenbrg Swedish | T.3Cy.17½",27½"&44½"–33" 160lb *80lb* (*s*) 112NH" 4*BH Cem* 1SB,*3rf*,GS68,HS1665 Kincaid&Co.(Lim.),Grk. | | 17 · 3 | |
| 77 | **Varanger** | **IronScSr** | 135 / 67 / 69 | | | | 1876 | Trondhjms Mek.V. Drontheim | Laur.Brodtkorb | 98·4 / 17·0 / 7·6 — P49t F16t | Vadsö Norwegian | C.2Cy.14"&24"–18" NB88 20NH" Trondhjems M.V.,Drnthm. | | | S |
| 78 | **Vardan Zoravar** | **SteelScSr** | 543 / 436 / 380 | | | | 1894 | W.Dobson & Co. Newcastle | Daldaroff& Arafeloff | 149·9 / 28·0 / 14·5 — Q22' B12' F25' *WB* | Astrachan Russian | C.2Cy.22"&42"–24" 72NH" WilsndSlpwyCo(Ld),Nwc. | | | |
| 79 | **Varel** | **SteelScSr** | 137 / 128 / 35 | | | | 1895 | J.C.Tecklenborg Geestemünde | J.Wieting | 105·6 / 20·8 / 9·7 — H12' | Gstemnde German | T.3Cy.11",17½"&28½"–21½" 37NH" J.C.Tecklenborg,Gstmnde | | | G |
| 80 | **Varese** | **IronScSr** | 1673 / 1593 / 1095 | ✝ 7,97 | Lon | *Lv* | 1871 / 5mo | Humphrys &Pearson Hull | C.Allodi | 269·9 / 33·9 / 21·4 — Q37'H17tF26t | Leghorn Italian | C.4Cy.24"&42"–33" NB79 169NH" 5*BH Cem* 1DB,*6pf*,GS86,HS2830 Humphrys&Pearson,Hull | | 18 · 10 | V |
| 81 | **Varna** | **SteelScSr** | *1820* / *1595* / *1164* | ✝100A1 5,03 | Npt | *r* | 1902 / 8mo | WoodSkinner&Co.Ld Newcastle | Soc.Commerciale Bulgare deNav.à Vap. *WB = Cell DBa74'f94'* | 270·0 / 39·5 / 18·6 — P19'B62'F26' FK | Varna Bulgarian | T.3Cy.20½",33"&54"–36" 170lb *80lb* 206NH" 4*BH Cem* 2SB,*6pf*,GS101,HS3493 J.Clark,Ld.Sunderland | | 20 · 11 | |
| 82 | — | **IronScSr** | 1254 / 1025 / 767 | ✝ A1, 1 2,07 | Ant | Lv | 1879 / 4mo | J.Laing Sunderland | Paul&Shellshear | 235·5 / 33·5 / 17·7 — *292t B93t F32t* BK8" *WB = DBa* | London British | C.2Cy.28"&50"–30" 111NH" 3*BH1PBH* 1SB,*3pf*,GS54 HS2005 Earle's Co.,Hull | | 19 · 2 | |
| 83 | **Vartry** | **SteelTwinSc** | 57 / — / — | ✝ A1 *Barge For River purposes only* | Dub | | 1902 / 8mo | Ross& Walpole,Ld Dublin | A.Guinness,Son& Co.Ld. | | Dublin British | 2Cy.10"–14" 190lb 8NH" 2*BH Cem* 1SB.*1pf*,GS8,HS107 Ross&Walpole,Ld.Dublin | | 6 · 5 | |
| | *Mchy Aft* | *1 Dk* | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 For Special Survey. Date of last Survey. | 7 Port of Survey. Year assigned. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulas; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Engines in which classed. If not in L.R. Dated B. of Trade Cert. | 16 Date when last built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 Varuna LBPD | *Master.* | Wood Sc 2 *Dks* | 134 44 85 | | | | 1880 | R. Davis Wolfe Isle, Ont. | W. B. Cooper | 94·4 17·0 5·1 H12*t* | Picton Ont British | 1 Cy. 14″–14″ 40 NHP Dvdsn. Dorn & C. Kgstn. Ont | | | |
| 85 Varus LBPD | *W. Philippi* 98–99 (*ex* Westwood) *Well deck* | Iron Sc 3 Mst Sr *ss* Hul. No. 3–4, 91 *ss* Stn No. 2–02 1 *Dk*(*Irn*) 2*tr B* | 1502 1136 987 | ✠100A1 5,04 NB5,01 | Cff | *q* | 1881 9mo | R. Thompson & Son Sunderland | Gebr. Andersen | 271·3 34·1 16·9 Q79′B87′F28′ len87 BK8½″ *WB* = *DBa*55′ *f*30·260*t* | Kiel German 6 *BH Cem* *FPT* 40*t* | Q1 Cy 17¼″, 26″, 30½″ & 55″–36″ 180 lb (*s*) 175 NHP 2 SB. *4pf*, GS 65, HS 2418 *Qpd* 94 CD Holmes & Co. Hull | 18 ″ 2 s 1 ″ 11 | | 5,04 |
| 86 Varzin BLPJ | *C. Schröder* 97–03 *Well deck* | Steel Sc Sr *ss* Ham. No. 1–03 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) 3*tr B* | 4470 4214 2872 | ✠100A1 *Spar dk* 5,04 LMC4,03 BS5,04 | Ham | *y* | 1899 1mo | Flensburger Schiffsb. Ges. Flensburg A&CP | Deutsch-Austral. Dmpfsch. Ges. *WB* = *Cell DBa* 94′ | 388·0 47·6 20·8 P&B232′F46′ 28·3 FK *uE&B* 62′/ 164′ 895*t* | Hamburg German 6 *BH Cem* *APT* 33*t* | T 3 Cy. 28½″, 47½″ & 78″–54″ (*o*) 165 lb 554 NHP 4 SB. *12cf*. GS 185, HS 9800 Flensburger Schiffsb. Ges | 23 ″ 6 | | N10,03 |
| 87 Vasco PBMB | *W. H. Green* –98 | Steel Sc Sr 1 *Dk* | 1914 1779 1216 | | | | 1895 | Furness, Withy & Co Ld W Hartlepool | T. Wilson, Sons & Co. Ld. | 280·0 40·0 19·2 P25′B78′F31′ | Hull British *WB* | T. 3 Cy. 20½″, 33″ & 56″–36″ 188 NHP T. Richrdson & Sons (L) Hpl | | C | |
| 88 — 161073 | *A. Llorca* (*ex* Cromer) *Well deck* *Mchy. Aft* | Steel Sc 3 Mst Sr *ss* St. Thomas No. 2–02 1 *Dk*(*Stl*) | 299 230 159 | ✠100A1 7,02 LMC7,02 BS7,04 | St. Thomas | *e* | 1893 2mo | Anderson & Laverick Newcastle A&CP | ~~New York & Porto Rico S. S. Co.~~ United States & Porto Rico Nav Co. *WB* = | 131·1 22·2 11·3 073′B15′F20′ FK *DBf* 36′ 29*t* *FPT* 20*t* | San Juan, P.R. Utd. States 3 *BH Cem* | C. 2 Cy. 17″ & 34″–24″ (*a*) 100 lb *83 lb* 53 NHP 1 SB. *2pf*, GS 30, HS 964 Hedley & Boyd, N. Shields | 11 ″ 10 s ″ 8 | | 7,02 |
| 89 Vasco da Gama LBHE | *P. Sanne* 01–01 (*ex* Anaxo) | Steel Twin Sc Sr *ss* Lourenco Marques No. 1–02 1 *Dk*(*Irn*) | 107 86 — | ✠100A1 4,02 *For Towing purposes* BS3,01 LMC | Lourenço Marques | | 1897 11mo | Crmichael, Maclean & Co. Greenock A&CP | Transvaal Gold Fields, Ld. (A. B. Atkinson, *Mgr.*) | 80·7 17·9 8·0 BK5′ | Lourenço Marques Portuguese 1 *BH Cem* | C. 4 Cy. 12″ & 24″–18″ (*s*) 110 lb 50 NHP 1 SB. *2rf*, GS 38, HS 925 Campbell & Caldrwood, Psy | 8 ″ 10 | | 4,02 |
| 90 Vasconia LHKE | *Blanc* 87–02 (*ex* Anaxo) | Steel Sc Sr *ss* Msl. No. 1–03 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing* | 3281 2785 1899 | ✠100A1 *Spar dk* 8,0 | Hav Msl | *u* | 1899 3mo | Russell & Co. Pt. Glasgow A&CP | Cie. Française de Nav. à Vap. (C. Fabre & Co., *Mgrs.*) *WB* = *Cell DBa* 94′ | 324·9 45·4 15·4 P22′B76′F33′ 22·6 FK *uE&B* 10′ *f* 146′ 862*t* | Marseilles French 5 *BH Cem* *APT* 54*t* | T. 3 Cy. 21″, 40″ & 65″–42″ (*s*) 180 lb *80 lb* 289 NHP 2 SB. *6rf*, GS 124, HS 4330 Kincaid & Co. Greenock | 18 ″ 2 s 5 ″ 2 | | 8,04 |
| 91 Vasiliki | (*ex Yacht* Tourmaline, *ex* Jessie) | Iron Sc Sr | 150 — 102 | | | | 1879 | Barclay, Curle & Co. Glasgow | Caracalo & Fustanos | 136·3 17·0 10·1 len83 | Syra Greek | C. 2 Cy. 16″ & 30″–24″ 37 NHP Barclay, Curle & Co., Gls. | | | |
| 92 Vasilissa Olga | *N. Romanos* –04 (*ex* Cadiz, *ex* Lacydon) | Iron Sc Sr *ss* Lon. No. 3–7,92 *ss* Lon. No. 2–01 2 *Dks* & *Spar dk* | 1400 912 901 | ✠ 6,05 *Spar dk* | Lon | *p* | 1869 7mo | W Pile & Co Sunderland A&CP | A. Diakakis & Co. | 255·0 32·2 17·6 BK9″ 24·8 *Sprdk* F & Dpt 87 pt 88 *WB* = *DBa* 58′ 60*t* | Piræus Greek 6 *BH Cem* *DT f* 29′ 110*t* | C. 2 Cy. 32⅝″ & 64″–42″ (*i*) 80 lb *50 lb* NE & B 79 201 NHP 2 SB. *8pf*, GS 87, HS 3212 Blair & Co. Ld. Stockton | 19 ″ 2 | | 7,03 |
| 93 Vaskapu (*ex* Lascar) | ~~(DAMAGED BY FIRE 9.03)~~ ~~ss Gen. No. 2–01~~ *ss* Gtz. No. 3 3,05 | Steel Sc Sr 1 *Dk*(*Stl*) 2*tr B* & *pt Awng dk*(*Irn*) | 1769 1231 1076 | ✠100A1 *pt Awng dk with freeboard* 3,05 LMC | Msl Gtz | *q* | 1891 12mo | Wigham Richrdsn & Co Newcastle A&CP | ~~C. Fernie & Co.~~ Russian Stm. Nav. & Trading Co. *WB* = *Cell DB* 200′ 334*t* *FPT* | 260·0 36·2 16·9 F26′ *pt Awng dk* 162′ RFD 72′ drp 05 FK 4 *BH Cem* 50*t* *APT* 20*t* | | T. 3 Cy. 20½″, 33″ & 54″–36″ (*s*) 160 lb *80 lb* NDB 01 175 NHP 2 SB. *4cf*, GS 77, HS 2628 Wigham Richrdsn & Co Nwc | 19 ″ 3 s 8 ″ 8½ | | 3,05 |
| 94 Vasna LRNS | *W. J. Hornsby* –02 *Electlight* | Steel Sc Sr 1 *Dk* & *Awng dk* | 915 373 503 | ✠ *Awng dk with freeboard* 6,90 | Cly | *j* | 1890 6mo | Ailsa Shipbuilding Co. Troon | British India Stm. Nav. Co. Ld. | 200·0 29·0 12·0 19·3 BK7½″ | Glasgow British 1 *BH Cem* | T. 3 Cy. 17″, 27″ & 44″–30″ 130 NHP IDB, *4cf*, GS 78, HS 2304 Dunsmuir & Jackson, Gls. | 12 ″ 9 | | |
| 95 Vassilakis LBPD | *C. Vassilakis* –03 (*ex* Glenfield) *Well deck* | Iron Sc Sr *ss* Cff. No. 3–8,94 *ss* Shl. No. 2–03 1 *Dk*(*Irn*) & *Web frames* | 2159 1646 1385 | ✠100A1 2,01 LMC | Cff | *r* | 1887 7mo | Richardsn, Duck & Co. Stockton *Lloyd's S.A&CP* | L. Zarifi (Z. Fitilis & Co. *Mgrs.*) | 277·0 37·4 18·4 P26′Q72′B118′F28′ BK9½″ *WB* = *Cell DB* 184′ 422*t* | Piræus Greek 1 *BH Cem* | T. 3 Cy. 21″, 35″ & 57″–39″ (*s*) 160 lb *65 lb* NDB(P) 99 200 NHP 2 SB. *4cf*, GS 74, HS 2942 Blair & Co. Ld. Stockton | 21 ″ 9 s 1 ″ 11½ | | 6,03 |
| 96 Vassilefs Gheorghios (King George) LBPF | *G. Danalis* –03 (*ex* Victoria, *ex* Esteban de Antunano) | Iron Sc Sr *ss* Lon. No. 3–4,97 *ss* Lon. No. 1–01 1 *Dk* & *Spar dk*(*Irn*) 3*tr B* | 1851 1630 1018 | ✠100A1 *Spar dk* 3,03 BS11,01 | Lon | *r* | 1884 6mo | J. Laing Sunderland A&CP | Ionian S.S. Navigation (Destouni & Yannoulatos, *Mgrs.*) | 276·5 36·4 17·2 B98′F38′ 24·9 BK9′ *WB* = *Db* | Piræus Greek 4 *BH Cem* a70′ *f* 38′ 146*t* | C. 2 Cy. 31″ & 74″–45″ (*a*) 85 lb *60 lb* 329 NHP 2 DB. *8pf*, GS 164, HS 6089 G. Clark, Sunderland | 18 ″ 3 | | 4,01 |
| 97 Vassilios LBPG | ~~*A. Kapsalis* –02~~ (*ex* Beethoven) *Well deck* | Steel Sc Sr *ss* Gen. No. 3–7,01 1 *Dk*(*Stl*) & *Web frames* *Pull'g trassas* | 2216 1683 1407 | ✠100A1 11,03 BS5,04 | Cff | *s* | 1888 3mo | J L Thompson & Sons Sunderland A&CP | G. B. Mandakas | 290·6 38·6 19·5 P29′Q80′B122′F33′ BK10″ *WB* = *Cell DB* 234′ 475*t* *APT* 25*t* | Andros Greek 6 *BH Cem* | T. 3 Cy. 22″, 37″ & 60″–39″ (*s*) 160 lb ~~*75 lb*~~ 236 NHP 2 SB. *6cf*, GS 92, HS 3700 J. Dickinson, Sunderland NDB 95 *80 lb* | 22 ″ 3 s 2 ″ 0½ | ~~4,02~~ N6,04 | |
| 98 Vassillisa Olga HDPK | *C. Synodinos* (*ex* Ernesta Foscolo, *ex* Moldova. *ex* Ernesta Foscolo, *ex* Paris Lambrinidi, *ex* Olga) *Well deck* | Iron Sc Bg 6th Survey, Cpl. 5,92 3rd Survey, Pir. 4,01 1 *Dk*(*Irn*) 2*tr B* | 1421 1038 1044 | ✠ A1. 1 3,02 MS4,01 BS11,01 | Lgn | *Lv* | 1870 6mo | J. Laing Sunderland | ~~A. Typaldo Bassia~~ *Now named* "Vera," *See No. 22 in Supplement.* | 251·2 32·2 17·2 P258*t* F32*t* BK10″ *WB* = *DTa* 14 | Cephlonia Greek 6 *BH Cem* 88*t* *f* 21′ 157*t* | C. 2 Cy. 31″ & 58″–30″ 70 lb NB 82 140 NHP 2 SB. *4pf*, GS 68, HS 2350 Thompson, Boyd & Co. Nwc | | | 3,02 |
| 99 Vasta e Guerrera SQPW | *T. Puglisi* –98 (*ex* Goriany, *ex* Bradley, *ex* Jones Bros.) | Iron Sc 3 Mst Sr *ss* Lon. No. 3–2,89 *ss* Shl. No. 1–93 1 *Dk* 2*tr B* | 744 628 476 | ✠ 6,98 NB5,8 | Shl | *i* | 1871 12mo | W. Harkess Middlesbro' | S. Guerrera Ulrich | 189·6 28·2 15·3 Q57′F27′ BK7½ *WB* = *DBf* 112′ | Catania Italian 3 *BH Cem* 180 *f* *PT* 80*t* | T. 3 Cy. 13″, 19″ & 35″–24″ 62 NHP 1 SB. *2cf*, *1pf*, GS 39, HS 1000 N.E. Marine Co. Ld. Sld | 16 ″ 1 | V | |
| 100 Vauxhall RNGF | *P. N. Bradhering* –02 | Steel Sc Sr *ss* Bry No. 1–04 1 *Dk*(*Irn*) 2*tr B* *deep framing* & *Web frames* | 3623 3370 2346 | ✠100A1 3,05 LMC | Bry | *w* | 1900 3mo | Irvine's S B & D. D. Co. Ld. W Hartlepool A&CP | West Hartlepool Stm. Nav. Co. Ld. *WB* = *Cell DBa* 115′ | 340·0 48·0 25·0 P28′B85′F35′ FK *uE&B* 35′ *f* 140′ 909*t* | W. Hartlpl British 6 *BH Cem* *APT* 82*t* | T. 3 Cy. 25″, 40″ & 66″–45″ (*r*) 160 lb *90 lb* 307 NHP 2 SB. *6cf*, GS 216, HS 4832 Sir C. Furness, Westgarth & Co. Ld. Middlesbro' | 27 ″ 9 s 5 ″ 4½ | ~~7,03~~ ~~LMC~~ 3,05 | |
| 101 — RMBH | *A. W. Wood* 78–78 | Iron Sc Sr *ss* Lon. 2nd No. 3–4,03 1 *Dk*(*Irn*) | 764 705 458 | ✠90A1 4,05 BS7,04 | Shl | *l* | 1878 4mo | Palmers' Co Newcastle A&CP | River Stm. Colliers Co. Ld. *WB* = *DB* | 220·0 32·2 13·8 FK a47′ *f* 55′ 203*t* *FPT* | London British 4 *BH Cem* 13*t* *APT* 20*t* | C. 2 Cy. 27″ & 51″–33″ (*i*) 75 lb *80 lb* NDB 02 99 RHP 1 SB. *3pf*, GS 57, HS 1728 Palmers' Co. (Lim.), Nwc. | 14 ″ 8 s 2 ″ 6½ | ~~12,02~~ ~~6,04~~ 5,05 | |
| 102 Vauxhall Bridge SHTQ | *W. J. Reeder* 01–01 | Steel Sc Sr 1 *Dk*(*Irn*) 2*tr B* & *deep framing* 3 *Dk rule* | 3391 3159 2178 | ✠100A1 10,04 2,04 S2,04 MC5,01 | Cal Npt | *r* | 1901 5mo | W. Gray & Co. Ld. W Hartlepool A&CP | Vauxhall Stmships Ld. (Moore, Innes & Co.) *WB* = *Cell DBa* & *uE* 134′ 725*t* | 331·0 47·2 24·7 P27′B82′F30′ drp02 FK | London British 5 *BH Cem* *APT* 77*t* | T. 3 Cy. 25″, 38½″ & 65″–42″ (*s*) 160 lb *80 lb* 268 NHP 2 SB, *6rf*, GS 96, HS 3957 Cen. Mar. Eng. Wrks. W Hpl | 27 ″ 4 s 5 ″ 3 | ~~10,02~~ N10,04 | |
| 103 Vaxholm I. JKTL | *L. Wahlberg* –02 | Steel Sc Sp 1 *Dk* | 238 95 157 | | | | 1899 | Mälarvarfvets Aktieb. Stockholm | Vaxholms Nya ångf. Aktieb. (C. H. Backert, *Mgr.*) | 116·0 21·5 8·1 B78′H38*t* | Vaxholm Swedish | C. 2 Cy. 17¾″ & 37⅝″–19⅞″ 53 NHP Bergsund's M.V. Skm. | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Numéros des Ponts. | 3 | 4 Tonnage officiel. / Total. / Sous le Pont. / Net | 5 Détails de la Classification. Code. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expirant Lettre d'Echantillonnage. | 8 Construit. Quand. Nav. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. IHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Foyers. Nom ou Immatriculation des machines. | 14 Vitesse sur Mesure. Force en Chevaux. Navire. Machines. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | **Vaxholm II.** | SteelScSp | 251 | | | | 1900 | Bergsunds M.V. Stockholm | VaxholmsNya Angf.Aktiob. (C.H. Backert, *Mgr.*) | 119·0 / P82' | 21·5 / H41' | 8·4 | Vaxholm / Swedish | C.2Cy.17½"&37"–19½" 50NHP Bergsund'sM.V.Skm. | | | |
| 3601 | *P.T.Morsing* –00 | | 106 | | | | | | | | | | | | | | |
| JLDP | | 1 *Dk* | 172 | | | | | | | | | | *WA* | | | | |
| 105 | **Vectis** | IronSc4MstBk | 5590 | ✝ | Fly | *z* | 1881 | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 449·2 / P49' | 44·4 / F68' | 33·5 | Greenock / British | T.4Cy.(2)29"63½"&100"–60" FD 775NHP | 35 | 1 | BT |
| 8182 | *R.A.Peters* –03 (*ex*Rome) 8 *Dks* | | 4995 | | | | 5mo | | | | | | 8 *BHCem* | 9 | 2 | | |
| WCJT | *Ref.Mchy. Elec.light* (2 *IrnUws*)4*trB* | | 2992 | | | | | | | | | | *Tpd*91 Caird&Co Greenock | | | | |
| 106 | — | IronScSr | 907 | | | ... | 1877 | J.Laing Sunderland | JohnGeorgeHill Stm.Shpg.Co.Ld. (Witherington& Everett, *Mgrs.*) | 212·5 / Q77' | 30·5 / B89' | 15·9 / F20' BK8' | Sundrland / British | C.2Cy.26"&47"–36" 90RHP G.Clark,Sunderland | 17 | 1 | |
| 76835 | *F.J.Huntley* –03 | 1 *Dk2trB* | 713 | | | | | | | | | | *WA* | | 1 | 9½ | |
| RCDW | | | 567 | | | | | | | | | | | | | | |
| 107 | — | WoodPadCtr | 122 | | | | 1866 | J White Cowes | Sou.I.of Wight& S.of Eng.Royal Mail Stm.Pkt.Co.Ld. | 140·7 / Q112' | 18·2 | 8·2 | S'thamptn / British | C.2Cy.24"&40"–36" NE&B77 60RHP Day,Summers&Co.,Sou. | | | |
| 55125 | *G.H.Reed* –00 | | 122 | | | | | | | | | | | | | | |
| | | | 63 | | | | | | | | | | | | | | |
| 108 | **Vedamore** | SteelSc4MstSr | 6330 | ✝100A1 | Liv | *b*† | 1896 | Harland& Wolff (Lim.) Belfast | VedamoreS.S.Co. Ld. (W.Johnston &Co.Ld.) | 451·0 / F50' | 48·3 / 34·6 | 27·8 BK8' | Liverpool / British | T.3Cy.30½",50"&82"–60" (*s*) 627NHP 7 *BHCem* | 30 | 11 | |
| 105378 | *W.Henry* –00 *ssLiv.No.1–00* | | 4161 | *with freeboard* 10.03 | | | 3mo | | | | | FK&BK3' | | 2Da 2SB *18cf* GS318 HS1054 | 10 | 8 | |
| PQKF | *Ref.Mchy.* 2 *Dks*(*Stl*)& *Spar dk*(*Irn*)4*trB* *Elec.light* | | 4122 | | | | | | *Lloyd's*&*CP* | *WB* = *Cell D Bo* 110 *uE* 16' | | 90' *f* 192' 960*t FPT* | | Harland&Wolff(Lim.),Bel | | | |
| | *Additional Bulkheads as per Section 22 not* | | | *fitted between Main & Spar decks* | | | | | | | | | 113*t APT*44*t* | | | | |
| 109 | **Vedra** | SteelScSr | 4057 | ✝100A1 | Bkn | *w* | 1893 | J.Laing Sunderland | EuropeanPetro-leumCo.Ld. (J.Clark, *Mgr.*) | 345·0 / B76' | 44·7 / F38' | 22·0 29'– FK | London / British | T.3Cy.26",42½"&69"–48" (*s*) 360NHP 16lb *85lb* 2DB,*12pf*,GS160,HS5910 C.Clark(Lim.),Sunderland | 23 | 3 | |
| 102812 | *R.H.Prout*92–94 *ssShl.No.2–01* | | 3848 | *Spar dk* 3.01 | | | 10mo | | | | | | | | 16 | 11 | |
| NFKW | *Elec.light* 1 *Dk*(*Stl*),*Spar dk*(*Stl*),*Web frames* | | 2622 | *Carrying Petroleum in bulk* | | | | | A&CP | | | | 1 *BHptCem* | | | | |
| 110 | **Vega** | IronScBn | 3123 | ✝100A1 | Gen | *v* | 1883 | R.Dixon& Co. Middlesbro' | J.White | 330·0 / B96' | 42·3 / F86' | 26·0 BK10' | Genoa / Italian | C.2Cy.43"&80"–54" (*s*) 368NHP 20lb *160lb* NDB94 2DB,*12pf*,GS190,HS6088 Blair&Co.Ld.Stockton | 20 | 6 | |
| 5 | *Bertolotto* *ssGls.No.3–4,96* | | 2864 | *Spar dk* | | | 4mo | | | | | | | | | | |
| SQGB | *ssGen.No.1–91* | | 2061 | 8.02 | | | | | | | | | 6 *BHCem* | | | | |
| | (*ex*Vienna,*ex*Gulf of Mexico) | | | *Now name "Vahiko Maru." See Vol. II. Supplement* | | | | | *Lloyd's*&*CP* | | | | 87*t APT*14*t* | Blair&Co.Ld.Stockton | | | |
| | *Elec.light* 1 *Dk*(*Irn*)&*Spar dk*(*pt Irn*)3*trB* | | | | | | | | | *WB* = *Cell D B*268' 518*t FPT* | | | | | | | |
| 111 | — | SteelScSr | 2957 | ✝100A1 | Msl | *u* | 1898 | Sir Raylton Dixon&Co.Ld Middlesbro' | Cie.desVap.de ChargeFrançais | 310·0 / P30' | 44·1 / B74' | 15·7 / F34' 23·6 FK | Marseilles / French | T.3Cy.23",36"&59"–42" (*s*) 253NHP 16lb *80lb* 5 *BHCem* | 18 | 0 | |
| LHKS | (*ex*Gambia) | | 1889 | *Spar dk* 5.05 | Dnk | | 4mo | | A&CP | | | | 2SB,*6cf*,GS88,HS4208 | | 5 | 1½ | |
| | 1 *Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | | | | | | | | *WB* = | *Cell D Ba* 92' *uE* 20' *f* | | | 132'559*t* | T.Richardsn&Sns.Ld.Hpl. | | | |
| 112 | — | SteelScSr | 2144 | | | | 1893 | Globe Iron Works Co. Cleveland,O. | Drake&Maytham | 301·2 / H— | 38·5 / F36' | 21·1 *WB* | Cleveland, Ohio / Utd.States | C.2Cy.27"&50"–42" 185NHP GlobeIrnWksCo.Clevelnd. | | | |
| 161706 | *F.H.Brown* | 1 *Dk2trB* | — | | | | | | | | | | | | | | |
| | *Mchy.Aft* | | 1735 | | | | | | | | | | | | | | |
| 113 | — | SteelScSr | 1164 | | | ... | 1895 | J.L.Thompson&Sons,Ld. Sunderland | Bergenske Dampskibsselskab | 233·2 / | 32·1 / | 12·4 20·1 BK8 | Bergen / Norwegian | T.3Cy.21",35"&57"–36" 222NHP J.Dickinson,Sunderland | 14 | 7 | |
| | *O.Oxaas* | | 1117 | | | | | | | | | | *WB* | | | | |
| JTVL | *Elec.light* | 1 *Dk*&*Spar dk3trB* | 789 | | | | | | | | | | | | | | |
| 114 | — | SteelScSr | 611 | ✝100A1 | Hfs | *j* | 1898 | Murdoch & Murray Pt.Glasgow | WasaNordsjöÅng-batsAktieb. (A. Schauman, *Mgr.*) | 199·4 / P18' | 30·0 / B80' | 12·0 / F51' FK | Nicolaistd / Russian | T.3Cy.18",29"&47"–33" (*s*) 160NHP 16lb *90lb* 1 *BHCem* | 12 | 7 | |
| | *W.Ross*83–98 *ssHfs.No.1–02* | | 544 | 6.02 | | | 4mo | | A&CP | | | | 2SB,*6pf*,GS90,HS2905 | | | | |
| VKDB | *Elec.light* | 1 *Dk*(*pt Stl–ws*) | 320 | *Now name "Tjald." See Vol. II. Supplement* | | | | | | *WB* = *MT*29' | | | 138*t APT*20*t* | Rankin&Blackmore,Grk | | | |
| 115 | — | WoodScSr | 132 | | | | 1884 | A.T.Beaulieu Levis,Quebec | J.A.Young | 109·2 / | 18·0 / | 8·6 | Sydney,CB / British | C.2Cy.11"&22"–18" 18RHP A.T.Beaulieu,Levis,Qbc. | | | |
| 88299 | *J.Plante*85–93 | 1 *Dk* | 89 | | | | | | | | | | | | | | |
| | | | 83 | | | | | | | | | | | | | | |
| 116 | **Vegesack** | SteelSc | 139 | | | | 1894 | Bremer Vulkan Vegesack | DeutscheDmpfs-chereiGes.Nordsee | 103·5 / B34' | 20·5 / | 9·6 | Bremen / German | C.2Cy.15¾"&26¾"–17½" 25NHP Bremer Vulkan, Vegesack | | | G |
| | *H.Kreyenboog* | | 121 | | | | | | | | | | | | | | |
| QFWV | (*Trawler*) | 1 *Dk* | 62 | | | | | | | | | | | | | | |
| 117 | **Vegga** | SteelScSr | 2562 | ✝100A1 | Shl | *s* | 1892 | J.Read-head&Sons S.Shields | RederiAktieb. Vegga (J. Lundwall) | 293·0 / P27 | 40·1 / Q88 | 19·5 FK | Limhamn / Swedish | T.3Cy.22",36"&60"–39" (*s*) 222NHP 16lb *90lb* 1 *BHCem* | 22 | 6 | |
| 4180 | *C.F.Benson*03–03 *ssShl.No.3–8,97* | | 1931 | *pt Awng dk* | 4th Hpl | | 7mo | | | *pt Awng dk*178' | | | | | 8 | 7 | |
| JNKB | (*ex*Manar) *ssHpl No.2–01* ~~*ssShl.No.1–00*~~ | | 1638 | *with freeboard* 2.01 | 3.03 | 11.03 | | | *Lloyd's*&*CP* | *WB* = *Cell D B*250' 567*t* | | | 2SB,*6rf*,GS195,HS3276 | J.Readhead&Sons,S.Shl | | | |
| | 1 *Dk*(*pt Stl pt Irn*)&*pt Awng dk2trB* | | | ~~3.03~~ | ~~11.03~~ | | | | | | | | | | | | |
| 118 | **Veghtstroom** | SteelScSr | 1339 | | | | 1902 | Rijkee& Co. Rotterdam | Hollandsche Stoomb.Maats. | 230·0 / Q77' | 33·0 / | 17·6 | Amstrdam / Dutch | T.3Cy.17",28"&45"–36" 122NHP Maats.Feyenoord,Rot | | | V |
| | *G.Boerhave*99–02 | | 1158 | | | | | | | | | | *WB* | | | | |
| PWBR | *Elec.light* | 1 *Dk*&*pt Awng dk* | 829 | | | | | | | | | | | | | | |
| 119 | **Veguero** | WoodScBarge | 332 | | | | 1899 | W E Wood-all&Co. Baltimore | VueltaAbajoS.S. Co. | 134·5 / | 23·0 / | 8·2 | Havana / Cuban | C.2Cy.12"&22"–18" 17NHP Campbell&Zell.Co.Bal. | | | |
| | (*ex*Brockway) | 1 *Dk* | 226 | | | | | | | | | | | | | | |
| 120 | **Veile** | IronScSr | 165 | | | | 1865 | Burmeister &Wain Copenhagen | Cementfabr.Dania (J.P.A.Möller) | 120·3 / Jen96 | 18·5 / | 10·2 | Mariager / Danish | C.4Cy.12"&24"–18" 41NHP Burmeister&Wain,Cpn. | | | |
| NJHW | *J.Andersen* | 1 *Dk* | 139 | | | | | | | | | | | | | | |
| | | | 76 | | | | | | | | | | | | | | |
| 121 | **Velarde** | IronSc3MstSr | 945 | | | | 1873 | Bowdler, Chaffer&Co. Liverpool | Cia.Maritima | 210·2 / | 28·2 / | 20·8 | Baróelona / Spanish | C.2Cy.23"&46"–24" 86NHP J.Taylor&Co.,Birkenhead | | | |
| | *F.Miró* | (*ex*Petrarch) | 931 | | | | | | | | | | | | | | |
| JTKB | *Mchy.Aft* | 2 *Dks* | 568 | | | | | | | | | | | | | | |
| 122 | **Velazquez** | SteelScSr | 1344 | ✝100A1 | Lon | *p* | 1902 | Clyde SB.& E.Co.Ld. Pt.Glasgow | LaBeticaSoc.Anon deNav.àVap. | 238·0 / P37' | 35·7 / B63' | 12·2 / F54' 19·6 FK | Seville / Spanish | 1.3Cy.19",31"&51"–33" (*s*) 165lb *80lb* 1 *BHCem* | 14 | 4 | |
| | *N.Morales*75–02 | | 1309 | *Spar dk* | | | 1mo | | | | | | | | 3 | 6 | |
| JTHP | 1 *Dk*(*Stl*)&*Spar dk*(*pt Stl*&*pt Irn*) &*deep framing* | | 754 | *with freeboard* 2.04 | | | | | *Lloyd's*&*CP* | *WB* = *Cell D B*252' *uE*&*B*35' *f*105' | | | 341*t APT*11*t* | ClydeS.B.&E.Co Ld.P.Gls | | | |
| 123 | **Velebit** | SteelSc | 186 | | | | 1889 | Stbilimnto Tecnico Trieste | Soc.inAzioni:Ungaro Croata di Nav. Maritt.a Vap. | 137·4 / | 17·7 / | 10·9 | Fiumo / Aust.-Hung. | C.2Cy.18"&32"–21" 39NHP | | | A |
| | *G.Kilvan* | | 103 | | | | | | | | | | | | | | |
| | | | 95 | | | | | | | | | | | | | | |
| 124 | **Velinheli** | SteelScSr | 126 | ✝100A1 | Bng | *a* | 1892 | S.Mc Knight&Co. Ayr | G.W.D.A.Smith (E.Neele, *Mgr.*) | 95·0 / Q38' | 18·5 / B8' | 7·5 F12' BK6' | Carnarvon / British | C.2Cy.18"&28"–18" (*s*) 40RHP 120lb 1 *BHCem* | 8 | 6 | |
| 102641 | *W.Jones* –03 *ssBng.No.3–3.04* | | 94 | 11.03 | | | 3mo | | *Lloyd's*&*CP* | | | | *B*= *FPT*12 | 1SB,*3pf*,GS25,HS887 | | 9 | |
| | (*ex*Dunlossit,*ex*Velinheli) | | 50 | B.S. | | LMC8.04 | | | | | | | | W.Kemp,Glasgow | | | |
| | *Mchy.Aft* | 1 *Dk*(*Stl–pt ws*) | | | | | | | | | | | | | | | |
| 125 | **Velocity** | IronScK | 220 | ✝ | Lon | *c* | 1879 | R.Dixon& Co. Middlesbro' | Emerson&Co. | 129·5 / | 21·0 / | 10·5 | Plymouth / British | C.2Cy.19"&36"–24" 50RHP Blair&Co.(Lim.),Stockton | | | |
| 79575 | *T.Emerson* –02 | *ssLon.No.1–88* | 102 | 1.84 | | | 5mo | | | | | | 4 *BHCem* | | | | |
| TDHC | | 1 *Dk* | 80 | | | | | | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | Tonnage: Gross / Deduction for Spaces not available for Cargo / Net | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Classed now expired. | Equipment Letter. | Built. When. Ship. — Engines. | Built. By Whom. — Where. | Owners. | Registered Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. | Registers in which classed. Month L. R. District of Trade Card. | Date when last shaft was drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126<br>116992<br>VLCT | **Velocity** Steel Sc K<br>*T.Jones* –04<br>1 *Dk* | 186<br>163<br>59 | ✠100A1 Hul<br>*Stm Trawler* Gms<br>3,05 ~~3,01~~ | | | | 1904<br>3mo<br>*Lloyd's* | Cochrane & Sons<br>Selby<br>A&CP | J.&G.Alward,Ld. | 110·0 \| 21·0 \| 11·0<br>Q47′F22′<br>BK7½ | | | Grimsby<br>British<br>3 *BHCem* | T.3Cy.11½″,18½″&30″–22″ (*s*)<br>180lb 45RH<br>ISB,*2pf*,GS30,HS1098<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms | 11 ″ 10 | | |
| 127<br>LKWM | **Velox** Iron Sc Sr<br>*F.Ahrens*96–99<br>1 *Dk&Spar dk*3tr *B* | 972<br>951<br>601 | | | | | 1883<br>4mo | G.Howaldt<br>Kiel | J.H.Bögel<br>(H.Bögel, *Mgr.*) | 212·9 \| 28·1 \| 21·1<br>BK8″ | | | Hamburg<br>German<br>*WB* | C.2Cy.21⅝″&43¾″–30″<br>88NH<br>2NB90*re-fittd*01 1NB01<br>Gebr.Howaldt,Kiel | | G | |
| 128<br>JMPB | — Iron Sc Sr<br>*H.Tvedt*99–00<br>1 *Dk* | 312<br>229<br>176 | | | | | 1884 | Actiebol<br>"Atlas"<br>Gefle | Gjerdsjö&<br>Bakkevig | 128·5 \| 23·0 \| 12·1<br>*Q23tB41tF13t* | | | Haugesnd<br>Norwegian<br>*WB* | C.2Cy.17¾″&31½″–20½″<br>37NH<br>Actiebol."Atlas,"Skro. | | N | |
| 129<br>109051<br>QHLN | — Steel Sc Sr<br>*R.E.Page* –03 *ss*Hul.No.1–03<br>*Well deck* 1 *Dk*<br>*Mchy.Aft* | 244<br>187<br>72 | ✠100A1 Hul *d*<br>12,05 | | | | 1898<br>7mo | Crmichael, McLean&Co<br>Greenock<br>A&CP | Miller&Co. | 130·6 \| 23·0 \| 9·8<br>Q58′F24′<br>BK7½″<br>*WB*= | | | Hull<br>British<br>3 *BHCem* | T.3Cy.13″,22″&35″–27″ (*s*)<br>180lb 63½RH<br>1SB,*3cf*,GS56,HS1276<br>Bow,McLachlan&Co.Psy. | 11 ″ 0<br>s 1 ″ 1½ | | N12,03 |
| 130<br>JTKD | **Veloz** Steel Sc Sr<br>*S.Larrauri* –01 *ss*Bbo.No.3–10,02<br>(*ex*Loch Katrine) 1 *Dk*(*Irn*)&*Web frames*<br>*Well deck* | 1584<br>1223<br>925 | ✠100A1 Cff *q*<br>3,04 | | | | 1889<br>5mo | Gourlay Bros.&Co.<br>Dundee<br>A&CP | Cia.Anonima MaritLaActividad<br>*WB* | 257·5 \| 36·0 \| 16·9<br>Q90′B67′F65′<br>FK<br>= *Cell D B*203′247*t*<br>4 *BHCem*<br>*FPT*32*t* | | | Bilbao<br>Spanish | T.3Cy.20″,32″&52″–39″ (*a*)<br>160lb *P80lb* ~~P90lb~~ 157NH<br>2SB,*6rf*,GS84,HS2187 *45lb*<br>Gourlay Bros.&Co.Dundee | 19 ″ 2<br>s 1 ″ 10½ | | N8,03 |
| 131<br>HFSD | — Wood Pad Tug<br>*G.A.Vidal*90–95 (*ex*Scotia) | 119<br>—<br>98 | | | | | 1864 | .....<br>London | Cia.Mar Portuense deReboques e Salvadego | 72·2 \| 19·0 \| 11·2 | | | Oporto<br>Portuguese | 2Cy.36″–38″<br>123NH<br>Ravenhill,London | | | |
| 132<br>97542<br>MGBW | **Venango** Steel Sc Sr<br>*J.W.Manning* –04 *ss*Shl.No.3–11,03<br>1 *Dk*(*Irn*)&*Spar dk*(*Stl*–ws)3tr *B* | 2938<br>2742<br>1910 | ✠100A1 Shl *u*<br>*Spar dk*<br>3,05 ~~3,01~~ | | | | 1891<br>5mo | J.Laing<br>Sunderland<br>A&CP | NeptuneStm.Nav. Co.Ld. (Bolam& Swinhoe, *Mgrs.*)<br>*WB*<br>= *Cell D Ba* 90′ *u E* | 308·7 \| 41·5 \| 18·0<br>B78′H40′F36′ 26·0<br>BK10″<br>5 *BHCem*<br>18′*f*112′414*t* | | | Sundrland<br>British<br>2SB,*6rf*,GS120,HS3777<br>G.Clark(Lim.),Sunderland | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb 250NH<br>20 ″ 9<br>s 6 ″ 2 | | 11,03 ~~3,05~~ |
| 133<br>NQSM | **Vendsyssel** Iron Sc Sr<br>*A.M.E.Jacobeus* ss Lon.No.1–81<br>(*ex*Mintha) 1 *Dk*&*pt Awng dk*<br>*with freeboard* 7,83 | 734<br>447<br>449 | ✠ Lon *k*<br>*pt Awng dk* | | | | 1876<br>12mo | C.Mitchell &Co.<br>Newcastle | ForenedeDmpskib. Selskab<br>*WB*= *D Ba* 49′ *f* 70 | 188·6 \| 27·6 \| 14·0<br>20·9<br>*DBa*49′*f*70<br>4 *BHCem* | | | Copnhagn<br>Danish | C.2Cy.25½″&48″–33″<br>110NH<br>Blair&Co.(Lim.),Stockton | 15 ″ 0 | | |
| 134<br>113540<br>SFLH | **Venedotian** Steel Sc Sr<br>*G.Roberts* –04<br>1 *Dk*(*pt Irn*&*pt Stl*)&*deep framing*<br>*Well deck* | 1168<br>1041<br>734 | ✠100A1 Cff *n*<br>1,04 | | | | 1901<br>2mo | W.Harkess &Son<br>Middlesbro'<br>A&CP | VenedotianS.S.Co. Ld. (O.&W. Williams)<br>*WB*= *DB* | 225·0 \| 34·2 \| 17·7<br>Q82′B56′RFD86′<br>FK<br>*a&uE*79′*uB*15′*f*92′<br>4 *BHCem*<br>352*t APT*24*t* | | | Cardiff<br>British<br>1SB *3cf*,GS59,HS2026<br>MacColl&Pollock,Sld. | T.3Cy.17″,28½″&46″–33″ (*s*)<br>180lb *90lb* 131NHP | 16 ″ 6 | | 1.04 |
| 135<br>106701<br>PWQJ | **Venetia** Steel Sc Sr<br>*T.M.Milne* –00<br>1 *Dk*2tr *B* | 3596<br>3267<br>2333 | | | | | 1898 | Short Bros.<br>Sunderland | VenetiaS.S.Co. Ld. (Gow,Harrison& Co.) | 353·0 \| 45·1 \| 25·1<br>P35′B88′F39′<br>*WB* | | | Glasgow<br>British | T.3Cy.24″,39″&66″–45″<br>292NHP<br>T.Richrdsn&Sons,Ld.,Hpl | | CV | |
| 136<br>JQWQ | — Iron Sc Sr<br>*C.Westphal*01–04 *ss*Stk.No.2–85<br>*Elec.light* (*ex*Eduard,*ex*Jubilee)<br>*Well deck* 1 *Dk* | 842<br>665<br>507 | ✠ Stk *m*<br>3,86 | | | | 1877<br>9mo | W.Harkess<br>Middlesbro | W.Kunstmann | 220·0 \| 31·1 \| 13·6<br>Q77′B44′F29′<br>FK<br>*WB*=<br>5 *BHCem*<br>*DBa*64′*f*51′ | | | Stettin<br>German<br>NB90 110NHP<br>Blair&Co.Ld.Stockton | C.2Cy.25½″&48″–33″ | | G | |
| 137<br>113024<br>JVCG | — Iron Sc K<br>*W.Sheen* –99 (*Trawler*)<br>1 *Dk* | 201<br>183<br>69 | | | | | 1899 | Cochrane& Cooper, Ld.<br>Beverley | ArcticStmFishing Co.Ld. | 112·5 \| 21·0 \| 11·5<br>Q48′F22′<br>BK7½″ | | | Grimsby<br>British | T.3Cy.12″,20″&33″–24″<br>53RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | | |
| 138<br>RHST | **Venezia** Iron Sc Sr<br>*A.Schröder*93–02 (*ex*Wandrahm)<br>1 *Dk*&*Spar dk* | 1561<br>1543<br>983 | | | | | 1881 | Flensburgr Schiffsb.Ges. Flensburg | A.C.deFreitas&Co. | 257·3 \| 33·8 \| 24·5<br>B12′ | | | Hamburg<br>German<br>*WB* | C.2Cy.32″&60″–36″<br>180NHP<br>FlensburgerSchiffsb.Ges. | | G | |
| 139<br>250<br>SQNB | — Iron Sc Sr<br>*G.Migone* 2 *Dks* | 846<br>802<br>545 | | | | | 1879 | Flli.Orlando<br>Leghorn | Nav.Gen.Italiana | 212·6 \| 26·9 \| 18·9<br>H44*t* | | | Genoa<br>Italian | C.2Cy.27½″&55″–30″<br>NB93 138NHP<br>FonderiaOretea,Palermo | | I | |
| 140<br>JVCG | — Wood Sc Sr<br>*H.Tostrup* 1 *Dk*2tr *B* | 577<br>455<br>359 | | | | | 1893 | Brunchorst &Dekke<br>Bergen | P.Hamre | 161·5 \| 26·0 \| 16·0<br>Q39*t*B58*t*H7*t*F17*t* | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.12¼″,20″&32″–26″<br>52NHP<br>LaxevaagsMskinbyg. Bgn. | | N | |
| 141<br>45<br>JVCG | — Iron Sc Sr<br>*A.Vucic*98–02 *ss*Fiu.No.3–11,94<br>(*ex*Ardgowan) *ss*Fiu.No.2–03<br>*Well deck Mchy.Aft* 1 *Dk*(*pt Irn*) | 313<br>213<br>170 | ✠100A1 Fiu *e*<br>4,03<br>~~NB4.91~~ ✠LMC 4.03<br>~~4.86~~ | | | | 1883<br>1mo<br>*Lloyd's* | Abercorn S.B.Co. Paisley<br>A&CP | Soc.inAzioniUngaroOroatadiNav. Maritt.aVap. | 137·5 \| 21·5 \| 10·6<br>Q54′B18′F20′<br>ptND02<br>BK7″<br>4 *BHCem*<br>*WB*<br>= *FPT*20*t* | | | Fiume<br>Aust.-Hung.<br>1SB,*2pf*,GS40,HS963<br>W.Lochhead&Co.,Gls. | C.2Cy.18″&34″–28″ (*i*)<br>85lb *42lb* 53NHP | | | 4.03 |
| 142<br>332<br>SQNK | **Venezuela** Steel Sc Sr<br>*T.Mascazzini*87–03<br>*Ref.Mchy. Elec.light* 2 *Dks*&*Spar dk* | 3532<br>—<br>2227 | | | | | 1898 | N.Odero fu A. Sestri Pnente | La Veloce Nav. Italiana | 359·4 \| 41·5 \| 18·0<br>Q28′F52′ 29·7 | | | Genoa<br>Italian<br>*WB* | T.3Cy.28¼″,46½″&74½″–49½″<br>384NHP<br>N.Odero fu A.Sestri Pnente | | I | |
| 143<br>LHNB | — Iron Sc Sr<br>*Marcelli*99–00 2 *Dks* | 955<br>929<br>499 | | | | | 1876 | F.&C.de la Médit. Havre | Cie.Générale Transatlantique | 210·3 \| 29·4 \| 21·9 | | | Marseilles<br>French | C.2Cy.27½″&55″–35½″<br>NB96 150NHP<br>Forges&CdelaMédit.Havre | | V | |
| 144<br>110196<br>JBNP | **Vennachar** Steel Sc Sr<br>*J.R.Gordon*01–04 1 *Dk*(*Stl*)& 4417<br>*Spar dk*(*Stl*)&*deep framing* 4023 | ~~4490~~<br>~~4040~~<br>~~3950~~<br>2848 | ✠100A1 PGl *x*<br>*Spar dk*<br>11,04<br>(*Class Condemn plated*) | | | | 1904<br>11mo<br>*Lloyd's* | Russell& Co.<br>Port Glasgow<br>A&CP | ~~Gow,Harrison&Co~~<br>VennacharSSCoLd.<br>(Gow,Harrison&Co.)<br>*WB*= *Cell D Ba* 114′*u* E | ~~370·0~~ 369·7′ \| ~~49·8~~ 49·0 \| ~~27·6~~ 19·0<br>P36′F44′FK 27·0<br>26′*f*160′942*t LD Ta* 28′*f*86*t APT*45*t* | | | Glasgow<br>British<br>6 *BHCem* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb *100lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 21 ″ 9<br>s 6 ″ 2 | | |
| 145<br>112682<br>RNGC | **Ventmoor** Steel Sc Sr<br>*W.Nairn* –04<br>1 *Dk*(*Irn*)2tr *B*&*Web frames*<br>3 *Dk rule* | 3456<br>3218<br>2215 | ✠ 100A1 Shl *v*<br>*with freeboard*<br>7,03 | | | | 1900<br>3mo | Ropner& Son<br>Stockton<br>A&CP | NorthMoorSteamships,Ld. (W.Runciman&Co. *Mgrs.*)<br>*WB*= *Cell D Ba* | 330·5 \| 46·6 \| 24·4<br>P28′B85′F37′<br>FK<br>104′*u*E24′*f*136′657*t*<br>5 *BHCem*<br>*APT*96*t* | | | London<br>British | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *80lb* 281NHP<br>2SB,*6cf*,GS121,HS4325<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s 5 ~~″ 2½~~<br>s 5 ″ 0½ | | 4,04 |
| 146<br>103462 | **Ventnor** Steel Sc Yl<br>*H.Hayward* –97 *ss*Gms.No.1–02<br>1 *Dk* | 161<br>148<br>55 | ✠100A1 Gms<br>*Stm Trawler*<br>~~4,04~~ 3,04 | | | | 1897<br>4mo | Mackie& Thomson<br>Glasgow<br>A&CP | Hagerup, Doughty &Co.Ld. | 104·2 \| 20·5 \| 10·7<br>Q17′F19′<br>BK7½″<br>4 *BHCem* | | | Grimsby<br>British | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS23,HS536<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | | 4,04 |

| Numéro d'Ordre | Nom du Navire. Matériaux. Gouvernail, etc. Capitaine. Ex-noms, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage | Détails de la Classification. Cote. Spar Deck. Shelter Deck. Awning Deck. Web Frames. | Construit. Quand. Où. Matériaux. | Armateurs. | Dimensions d'après le Registre. Longueur. Largeur. Creux. | Port d'Immatriculation. | Machines. Nos & Nbre des Machines. Puissance des Machines. Chaudières. Pression de la Vapeur. Machines auxiliaires. | Vitesse en Nœuds. | Franc-Bord d'Eté. |
|---|---|---|---|---|---|---|---|---|---|---|
| 147 | **Ventura** SteelTwinScSr | 6253 | ✠100A1 SFo 2 | 1900 W.Crang&A | Oceanic S.S.Co. | 400·0 50·2 29·1 | S. Francisco | T.3Cy.25",35"x75"-48" | | |
| 161871 | *H.M.Hay* 27-484-09 | 3434 | *Spar 38* | Sons SARBC | | 37·1 | United States | 1700 NHP | | |
| KQML | 3 *Dks(Stl-Mast)&Spar dk* | 3986 | *3/4 ends* | Doxford | | FK | *BHCem* | 6SR.24"x36" 8 at 200lbs | | |
| | *Ref.Mchy. Elec.light* | | | AACP | *WB=Cell DBs2 aE&S* | | *Bordeaux* 148 | W.Crang&Sons SARBC Ltd Dover | | |
| | | | | | | | | *Cyl.85&62"FT12"lg&PT16"* | | |
| 148 | **Venture** SteelTwinSc3MastSr | 1314 | | 1899 Caledon | A.Suart&Co. | 248·3 32·0 17·0 | Baku | C.4Cy.22"x44"-24" | | |
| | | — | | S.B.&E.Co.Ltd | | P18 B35 F27 | Russian | 135NHP | | |
| | *Mchy.Aft Fitted for liquid fuel* | 963 | | Dundee | | | | Caledon S.B.&E.Co.Ltd Dundee | | |
| | *Carrying Petroleum in Bulk 2 Dks* | | | | | | | | | |
| 149 | — WoodTwinScSr | ~~866~~ | 812 | 1902 A.C.Mc- | ~~N.P.Shaw~~ | 153·4 36·2 9·5 | Victoria B.C. | T.2Cy.17"14"x22"-16" | | R |
| 111706 | *O.F.C.Buckholz* –02 | ~~344~~ | 514 | Donald | | | British | N.P.Shaw 1 SR&P | | |
| | 2 *Dks* | ~~1210~~ | 769 | Victoria, B.C. | | | | McKie&Baxter 1,000 | | |
| 150 | **Venus** SteelScSr | 4051 | ✠100A1 Cff *m* | ~~1899~~ N.Odero | Soc.Commerciale | 340·4 45·0 19·7 | Genoa | T.3Cy.23½"36½"x60½"-39½" | 22 | 3 |
| 354 | *S.Testoni* ex*Gen No 1-03* | 3646 | *Spar 38* | 4mo & A | Italiana di Nav. | P25 B60 F41 | Italian | 1500 IHP 1700 (s) 282 Nic | • 0 | • 4 |
| SQFV | 1 *Dk(Stl)&Spar dk(Stl)3tr B* | 2641 | ~~2 ends~~ | Sestri Ponente | *WB=Cell DBs* | FK | *BHCem* | 2SR.8ft.6in 180lbs 4SR.8ft.6in | | |
| | | | | *Lloyd's AACP* | *88 aE&B42 f* | 156·7 80 *MT28 12½* | *AP Tube* | N.Odero&A.Sestri Ponente | | |
| 151 | — SteelSc | 3719 | | 1901 American | J.C.Gilchrist | 346·0 48·0 28·0 | Cleveland | T.3Cy.27"33"x58"-42" | | |
| 161870 | | — | | S.B.Co | | | United States | 2150NHP | | |
| | *Elec.light Mchy.Aft* 1 *Dk2tr B* | 2766 | | Lorain,O. | | | *WB* | American S.B.Co. Lorain | | |
| 152 | — SteelScSr | 3558 | ✠100A1 Bry *m* | 1896 Russell& | ~~Venus S.Shpg Co Ltd~~ | 339·4 46·0 17·8 | ~~Newcastle~~ London | T.3Cy.25"33"x54"-45" | 20 | 6 |
| ~~110005~~ | ~~*A.F.Hecker* –04~~ | 3751 | *Spar dk* | 8mo Co. | | B60 F36 | British | 1000IHP 800 | | |
| PKLS | 1 *Dk(Stl)&Spar dk(pt Stl pt Ire)* | 2304 | ~~17·08~~ Cff | Pt.Glasgow | | | *BHCem* | 2-SE.6ft.6in 132lbs | | |
| | ~~*W.L.Luscombe* –04~~ | | | | | | | Blackie&Blackmore,Glyk | | |
| | *3 deep framing* | | | AACP | *WB=Cell DBs* | 119 *aE&B36 f*142 | | | | |
| 153 | — IronScSr | 2267 | | 1877 C.Mitchell | Actes.Dpsk.Venus | 313·3 26·2 27·1 | Bergen | C.2Cy.40"x72"-48" | | V |
| | *S.Bjornaes* 02-02 | 2175 | | &Co. | (S.L.Christie) | | Norwegian | 200NHP | | |
| WFCS | (ex Santos) *Fitted for liquid fuel* | 1423 | | Newcastle | | | | Thompson&Co.Nwc | | |
| 154 | — IronScBn | 1811 | | 1868 W.Denny | Lloyd Austriaco | 274·5 34·0 26·0 | Trieste | C.4Cy.22½"33½"x45"x61"- | | |
| 73 | *E.Clamos* 2 *Dks* | 1634 | | & Bros. | | | Aust.-Hung. | 60" NB90 3-6NHP | | |
| HTFM | *Elec.light* | 1122 | | Dumbarton | | | | *Qdp.90* Denny&Co. Dumb. | | |
| 155 | — SteelPadSr | 1749 | Gls | 1886 W.Denny | N.Mihanovich | 299·0 35·1 12·8 | Bns.Ayres | C.D.2Cy.14"x48"-72" | 13 | 6 |
| | | 932 | *Awng dk* | 5mo & Bros. | | | Argentine | NB84 535NHP | | |
| | *Elec.light* 1 *Dk(pt Stl)&Awng dk* | 969 | 8,86 | Dumbarton | | FK | *BHCem* | Denny&Co. Dumbarton | | |
| | | | *For River purposes only* | | | | | | | |
| 156 | — SteelScSr | 1222 | ... | 1892 W.Gray& | Schmidt&Hansen | 230·5 34·1 14·7 | Flensburg | T.3Cy.16½"26"x44"-33" | 16 | 9 G |
| | *E.Ahrenkiel* 97-98 1 *Dk&Web frames* | 923 | | Co.(Lim.) | | P25 Q84 B55 F26 | German | 118NHP | | |
| LMHC | *Well deck* | 768 | | W.Hartlepool | | FK | *WB* | Central Mar.E. Wks. W.Hpl. | | |
| 157 | — SteelScSr | 1067 | ✠ Nwc *o* | 1890 C.S.Swan& | Bergenske | 230·7 31·2 11·9 | Bergen | T.3Cy.20"35"x57"-36" | 14 | 1 |
| | *H.Oxholm* | 1004 | *Spar dk* | 5mo Hunter | Dampskibsselskab | H63 | Norwegian | NB68 246NHP | | |
| JCVH | 1 *Dk(pt Stl)&Webframes&Spar dk* | 627 | *with freeboard* | Newcastle | | 196 | *BHCem* | FD | | |
| | *Elec.light* | | 8,93 | | | BK7½ | | *WB=Cell DBs* 185 200 | | |
| | | | | | | *WB=Cell* | | Wilson&Sl pwy Co(Lm.) Nwc | | |
| 158 | — IronScSr | 968 | ... | 1880 Gourlay | Cia.Maritima | 210·0 29·8 15·7 | Manila | C.2Cy.28"x44"-42" | 16 | 11 |
| | *P.Acoridagoicoechea* 99-01 1 *Dk2tr B* | 692 | | Bros.&Co. | | P116 F31 | United States | 99NHP | | |
| | *Well deck* (ex Loch Maree) | 652 | | Dundee | | FK | *WB* | Gourlay Bros&Co. Dundee | | |
| 159 | — SteelScSr | 603 | | 1897 Helsingörs | Dampfschiff fahrts | 169·0 26·0 16·5 | Bremen | T.3Cy.12½"21"x34½"-24" | | G |
| | *Chr.Cassen* 97-01 | 592 | | Jernsk&Msk. | Ges.Neptun | Q40 B&F128 | German | 58NHP | | |
| QGLT | | 361 | | Elsinore | | | *WB* | Helsingörs Jrnsk & Mskb. | | |
| 160 | — Iron&SteelScSr | 265 | | 1873 Motala C'o. | Angf.Aktieb.Göta | 97·1 22·0 9·1 | Stockholm | C.2Cy.17"x35"-22" | | |
| 1834 | *C.R.Jacobsson* –01 1 *Dk&Shelterdk* | 119 | | Motala | Kanal (A.Rönnow | H31 | Swedish | NDS8 48NHP | | |
| JDNT | | 150 | | | | 15·7 | | Motala Co. Motala | | |
| 161 | — SteelScLr | 179 | | 1903 M.van der | Joost.Pot | 115·1 21·4 11·2 | Vlaardingen | T.3Cy.8½"18½"x22½"-15½" | | |
| | *P.Smid* –03 | 177 | | Kuijl | | | Dutch | 21NHP | | |
| | 1 *Dk* | 89 | | Slikkerveer | | | | Alblasserdamsche Machine | | |
| 162 | — SteelScYl | 172 | ✠100A1 Hul | 1898 Mackie& | W.Widdowson | 110·0 21·0 10·9 | Hull | T.3Cy.12"18½"x32"-22" | 12 | 0 |
| 108888 | *F.Thompson* –98 ex*Hul No 1-03* | 159 | *Stm Trawler* | 10mo Thomson | | Q21 | British | 100IHP | | 6·6 |
| SDVH | 1 *Dk* | 52 | 7,11 ~~7,09~~ | Glasgow | | BK7½ | *BHCem* | 1SR.2ft.6in 827 lbs 87·0 | | |
| | | | | *Lloyd's AACP* | | | | Muir&Houston, Ltd Gls | | |
| 163 | — IronScK | 150 | ✠100A1 Gms | 1896 Cochrane | AtlasStm.Fishing | 97·4 20·5 11·0 | Grimsby | T.3Cy.11"17"x26"-21" | 11 | 10 |
| 106874 | *J.Dennison* –96 ~~ex*Gms No 1-00*~~ | 139 | *Stm Trawler* | & Cowper | Co.Ld. | Q17 F18 | British | 140IHP | | 10·8 |
| | ex*Gms No 1-00* 1 *Dk* | 66 | ~~17,07~~ 6,46 | Beverley | | BK7½ | *BHCem* | 1SR.2ft.6in 827 lbs 87 | | |
| | | | | *Lloyd's AACP* | | | | C.D. Holmes&Co. Hull | | |
| 164 | **Vera** SteelScSr | 2972 | ✠100A1 Shl *u* | 1903 Irvine's SB | Hessler Shpg. Co. | 325·0 47·0 13·7 | W.Hartlpl | T.3Cy.23½"38"x61"-42" | 17 | 6 |
| 113152 | *T.Dunstan* 01-03 | 2788 | *Spar dk* | 12mo & D.D Co. Ltd | L.4. (Jacob Hessler | 2 sc B102 F81 | 1911 | 1800IHP | | 4·6 |
| VKQJ | *Spar dk(pt Iron pt Stl)2tr B* | 1913 | *with freeboard* | W.Hartlepool | &Co.Ld., *Mgrs.*) | 22 | *BHCem* | 2SR.6ft.6in 115 lbs 185 | | 4·10 |
| | *3 deep framing* | | 3,04 | *Lloyd's AACP* | | FK | | Richardson, Westgarth & | | |
| | | | | | *WB=Cell* | *DBs88 aE22 f142* | *SS&TT Tube* | Co. Ltd Hpl. | | |
| 165 | — SteelScSr | 2899 | ✠100A1 Npt *t* | 1892 C.S.Swan& | English&Ameri- | 312·0 41·0 20·6 | London | T.3Cy.23"37½"x61½"-39" | 23 | 1 |
| 92040 | *W.R.Bennett* –01 ~~ex*Nep No 2-00*~~ | 2202 | *pt Awng dk* | 2mo Hunter | canShpgCo.Ld. | P24 Q91 B126 | 1901 | 1700IHP 1600 (s) 280 Nic | • 9 | • 1 |
| MLJC | 1 *Dk(pt Stl pt Iron) Webframes* | 1854 | *with freeboard* | Newcastle | (C.T.Bowring& | F86 RFD87 FK | *BHCem* | 2SR.6ft.6in 180lbs | | |
| | (ex Ashdown) *pt Awng dk(Iron)* | | ~~3,05~~ | AACP | Co.Ld. *Mgrs.*) | *WB=Cell* | *DB2911 aE* | Rhodes&Co.(Lim.) Stockton | | |
| | ~~ex*Nep No 1-00*~~ | | | | | | | | | |
| 166 | — SteelScSr | 2391 | ✠100A1 Cff *s* | 1891 T.Turnbull | Suggit&Forth | 289·5 38·2 19·7 | Whitby | T.3Cy.27"39"x63"-39" | 22 | 2 |
| 96888 | *B.Bergstrom* –02 ex*Cff No 3-2,04* | 1821 | *pt Awng dk* | 1mo & Son | | P79 Q75 | 1891 | 1800IHP 1600 (s) 219 Nic | • 8 | • 8½ |
| MBPL | 1 *Dk Iron(pt Awng dk* | 1536 | *with freeboard* | Whitby | | *pt Awng dk 183* FK | *BHCem* | 2SR.6ft.6in 180lbs | | |
| | *(Iron)&Web frames* | | 2,85 ~~2,01~~ | AACP | *WB=Cell* | *DB2342 aE* | *SS&TT Tube* | Rhodes&Co.(Lim.) Stockton | | |
| 167 | — SteelScSr | 1442 | ✠100A1 Els *o* | 1891 Helsingörs | Helmsing&Grimm | 247·5 35·6 13·7 | Riga | T.3C.x.18"27½"x43"-28" | 16 | 9 |
| | *G.Skrutsky* –01 ex*Els No 3-3,04* | 1066 | ~~3,05,04~~ Ely | 5mo Jernsk&Msk | | Q48 B121 F27 | Russian | 1200IHP 1200 (s) 181 Nic | • 1 | • 2 |
| HBFM | *Well deck* (ex Lyubow) 1 *Dk(Stl)2tr B* | ~~804~~ 843 | | Elsinore | | BK8½ | 1903 | 2SR.4ft.6in 64 lbs 210 | | |
| | | | | *Lloyd's AACP* | | *WB=AP Tube* | *BHCem* | Helsingörs Mskinbygger | | |
| | | | | | | | *MT12 tube* | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross Under deck. Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L. R. District Port of Dockyard Port | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168 Vera<br>MBCF | SteelScSr<br>*A.Raasted* –02<br>1 *Dk & Awng dk* | 1222<br>1118<br>670 | | | | 1902 | Akt.Burmeistr&Wain<br>Copenhagen | Dpskactieselsk. International (A.F.Klaveness&Co.*Mgrs.*) | 220·0<br>H100*t* | 32·0 | 16·0<br>22·0 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.19¾″,31¾″&55″–36″<br>181NH<br>Akt.Burmeistr&Wain,Cpn | | N | |
| 169—<br>100288<br>QKTB | SteelTwinScSr<br>2 *Dks* | 1178<br>778<br>253 | | | | 1898 | Clydebank<br>E.&S.B.Co.Ld<br>Glasgow | L.&S.W.Rlwy.Co. | 270·0<br>P55*t*B158′H185*t*<br>F19*t* | 35·1 | 14·5 | S'thamptn<br>British | T.8Cy.(2)19½″,(2)31″&(4)<br>35″–27″]<br>254NH<br>ClydebankE.&S.B.Co.Gls | | BT<br>GH<br>~~Lmb~~<br>Lmb | |
| 170—<br>NFHM | IronSc3MstSr<br>*C.C.Jörgensen*02–02<br>(*ex*Rolf)<br>*Well deck* 1 *Dk* | 1099<br>815<br>674 | | | ... | 1870 | Burmeister<br>&Wain<br>Copenhagen | Dpskactieselsk.<br>Phönix(R.Christensen,*Mgr.*) | 219·6<br>P144′ F34*t* | 30·1 | 16·1 | Copnhagn<br>Danish | C.4Cy.21″&42″–30″<br>NB86 161NH<br>Burmeister&Wain,Cpn. | 17 ″ 6 | V | |
| 171—<br>MBNJ | SteelScSr<br>*B.I.Boye*92–03<br>1 *Dk* | 959<br>730<br>589 | | | | 1903 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | C.Konow | 215·4<br>Q115*t*B51*t*F32*t*<br>H29*t* | 32·7 | 12·7<br>*WB* | Bergen<br>Norwegian | T.3Cy.16″,25½″&43″–30″<br>101NH<br>LaxevaagsMsk.&Jrns.Bgn | | N | |
| 172—<br>578<br>HTKJ | CompScSr<br>*J.A.Nilsson*00–00<br>1 *Dk*<br>*Mchy.Aft* | 194<br>154<br>90 | | | | 1888 | P.Larsson<br>Thorskog | Ångf.Aktieb.Trio<br>(C.L.Larsson,*Mgr.*) | 98·8<br>B28′ H7*t* | 21·5 | 9·7 | Gothenbrg<br>Swedish | 2Cy.11¾″&17½″–15½″<br>10NH<br>P.Larsson,Thorskog | | | |
| 173—<br>106678 | IronScK<br>*J.T.Waldie* –96 ~~ssGms.No.1–00~~<br>*ss*Gms.No.2–04 1 *Dk* | 150<br>139<br>66 | ✠100A1 Gms<br>*Stm Trawler*<br>~~12.00~~ 5,05 | | | 1896<br>11mo | Cochrane&<br>Cooper<br>Beverley<br>*Lloyd's A&CP* | J.Blow,Jr. | 97·4<br>Q17′F18′ | 20·5<br>BK7½ | 11·0 | Grimsby<br>British<br>*3 BH Cem* | T.3Cy.11″,17″&28″–21″ (*s*<br>170lb 40RH<br>1SB,*2cf*,GS23,HS687<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~11.00~~<br>~~12,04~~ |
| 174 Verano<br>(*ex*Holland VI.,*ex*Drumblair) | SteelScSr<br>*J.Breggeman* *ss*Rot.No.3–7,02<br>1 *Dk* | 156<br>155<br>78 | ✠100A– Ams<br>*For Fishing purposes*<br>~~12.02~~ 5,05 | | | 1896<br>8mo | J.Duthie<br>Sons&Co.<br>Aberdeen | Naam.Ven.<br>Visscherij Pesca | 121·0<br>len02ptND02 | 19·7<br>BK6½ | 10·5 | Ymuiden<br>Dutch<br>*3 BH Cem* | C.2Cy.12½″&32″–21″ (*s*<br>130lb 51NH<br>1SB,*2pf*,GS32,HS938<br>A.Hall&Co.Aberdeen | 11 ″ 1 | | ~~12.05~~<br>5,05 |
| ~~175 Verax~~<br>~~LMWB~~ | ~~SteelScSr~~<br>~~*W.Robson* 1895~~<br>*Well deck* 1 *Dk* (*pt Irn pt Stl*) *ss*Qbc.No.3–11,04 *& Web frames* | ~~2531~~<br>~~1809~~<br>~~1641~~ | ~~✠100A1 Shl~~<br>~~11,05 12,02~~<br>~~*Stm Trawler, Yacht No. 53 (Surveyed at Hull)*~~<br>~~Lengthened~~ | ~~Qbc~~ | ~~s~~ | ~~1890~~<br>~~1mo~~<br>~~*Lloyd's A&CP*~~ | ~~E.Withy&~~<br>~~Co.~~<br>~~Hull~~ | ~~Horsley Line Ld (M. H. Horsley, Mgr.)~~<br>~~A. D. Mawer~~<br>~~*WB = Cell U*~~ | ~~290·0~~<br>~~Q117′B119′F33′~~<br>~~ptND00 drp04~~<br>~~B250′560*t* APT11*t*~~ | ~~40·1~~ | ~~19·3~~<br>~~FK~~ | ~~W.Hartlpl~~<br>~~British~~<br>~~5 BH pt Asp pt Cem~~ | ~~T.3Cy.22″,35″&59″–39″~~<br>~~160lb ND80 ND04 219NH~~<br>~~2SB,4*rf*,2*cf*,GS90,HS3330~~<br>~~T.Richardson&Sons,Hpl.~~ | ~~21 ″ 10~~<br>~~s 8 ″ 0½~~ | | ~~10.03~~<br>~~11,04~~ |
| 176 Verbena<br>100796<br>NTCB | SteelScSr<br>*G.Mann* –98 *ss*Sws.No.2–03<br>1 *Dk* (*pt Irn pt Stl*) *& Web frames & pt Awng dk* (*pt Irn pt Stl*) | 2364<br>1772<br>1505 | ✠100A1 Sws *s*<br>*pt Awng dk with freeboard* Shl<br>8,01 ~~11.02~~ | | | 1895<br>4mo | Furness,<br>Withy&Co.Ld<br>W.Hartlepoo<br>A&CP | Verbena S.S.Co.Ld.<br>(J.Lilly&Co.)<br>*WB = Cell* | 293·0<br>Q111′<br>*pt Awng dk* 182′ FK<br>*DBa&u E*114′*f*116 | 41·0 | 17·6 | W.Hartlpl<br>British<br>*6 BH Cem*<br>458*t APT*12*t* | ~~T.~~3Cy.22″,35½″&59″–39″ (*s*<br>160lb *80lb* 224NH<br>2SB,*6cf*,GS85,HS3474<br>T.Rchrdsn&Sns(Lm),Hpl | 20 ″ 0<br>s 8 ″ 3 | | N11,03 |
| 177—<br>~~100347~~ | IronScK<br>~~*R.Bromfield* –03~~ ~~*ss*Gms.No.1–00~~<br>*A.Gjaerde* –04 1 *Dk*<br>MCBF *ss*Gms No.2–04 | ~~158~~<br>152<br>~~147~~<br>141<br>~~97~~<br>80 | ✠ ...<br>*Stm Trawler*<br>~~NB12.99~~<br>~~BS7.99~~ | | | 1897<br>3mo | Cochrane&<br>Cooper<br>Beverley<br>*Lloyd's A&CP* | Azotic Stm. Fishing Co. Ld.<br>Actieselsk<br>Verbena<br>(Chr.Lindtner) | 101·0<br>Q17′F18′ | 20·5 | 11·2<br>BK7½ | ~~Grimsby~~<br>~~British~~<br>*3 BH Cem*<br>Norwegian<br>Stavanger | T.3Cy.11½″,18″&30″–22″ (*s*<br>170lb 45RH<br>1SB,*2cf*,GS24,HS755<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~7,03~~<br>8,04 |
| 178 Verdande<br>JHGQ | IronScSr<br>*H.N.Pedersen*97–00 *ss*Shl.No.3–1,96<br>(*ex*Willowdene, ~~*ss*Mch.No.1–01~~<br>*ex*Albany) 2 *Dks & Web frames*<br>*ss*Stv.No.2–05 | 2593<br>2352<br>1651 | ✠100A1 Rot *t*<br>5,05 ~~5,03~~ Shl<br>~~Lengthened~~ ~~4,03~~ 5,05 | | | 1883<br>6mo<br>*Lloyd's A&CP* | Laird Bros.<br>Birkenhead | Actieselsk.Verdande<br>(G.T.Monsen)<br>*WB = DBu E&* | 300·7<br>B73′F43′<br>B50′*f*165*t APT*25*t* | 39·2 | 26·4<br>BK9″<br>*MT*34′380*t* | Stavanger<br>Norwegian<br>*6 BH Cem* | C.2Cy.30″&64″–42″ (*s*<br>90lb *100lb* NDB04 217NH<br>2SB,*6pf*,GS268,HS3600<br>Laird Bros.Birkenhead | 27 ″ 10<br>s 5 ″ 2½ | | ~~8,03~~<br>5,05 |
| 179 Verdandi<br>688<br>JBVH | SteelScSr<br>*B.Paulson*02–02<br>1 *Dk & pt Awng dk* | 952<br>585<br>676 | | | | 1893 | Nylands<br>Værksted<br>Christiania | Ångf.Aktieb.<br>Sverige<br>(A.O.Andersson) | 196·0<br>Q60′ H46*t*<br>*pt Awng dk* 140′ | 30·3 | 12·1<br>*WB* | Gothenbrg<br>Swedish | T.3Cy.14½″,24″&39″–27″<br>79NH<br>NylandsVærksted,Xia. | | N | |
| 180 Veria<br>110364<br>RBSG | SteelScSr<br>*T.Hewitson* –03 *ss*Liv.No.1–03<br>1 *Dk (Stl) & Spar dk (Stl) & Web frames*<br>*Elec.light* | 3229<br>3043<br>2064 | ✠100A1 Liv *v*<br>*Spar dk*<br>11,01 ~~3,09~~ | | | 1899<br>4mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>A&CP | Cunard S.S.Co.Ld. | 330·6<br>P41′B78′F42′<br>*WB = Cell DBa*98′ | 45·2<br>FK<br>*uE&* | 16·8<br>24·7<br>*B*54′*f*116′605*t* | Liverpool<br>British<br>*6 BH Cem*<br>*APT*41*t* | C.3Cy.24″,40″&66″–45″ (*s*<br>200lb *90lb* 361NH<br>2SB,*6cf*,GS113,HS4732 FD<br>Wllsnd Slpwy.Co.Ld.Nwc | 19 ″ 3<br>s 5 ″ 8 | | 11,04 |
| 181 Veritas<br>JVRP | SteelScSr<br>*A.Utne*98–01<br>1 *Dk* | 1133<br>897<br>704 | | | | 1898 | Laxevaags<br>Msk&Jrnskb<br>Bergen | O.&A.Irgens | 235·9<br>Q124*t*B56*t*H19*t*<br>F33*t* | 32·3 | 13·7<br>*WB* | Bergen<br>Norwegian | T.3Cy.16″,25½″&42″–30″<br>97NHP<br>LaxevaagsMsk&Jrns.Bgn | | N | |
| 182—<br>HFVJ | SteelScSr<br>*C.Wilke*<br>*Elec.light* (*ex*Adlershorst) 1 *Dk* | 388<br>336<br>227 | | | | 1889 | Danziger<br>Schiffs-Werft<br>Danzig | L.Jahn(A.H.Schwedersky) | 159·3<br>B31′F16′<br>len03 | 22·1 | 11·4<br>*WB* | Memel<br>German | C.2Cy.15″&27″–18″<br>26NH<br>Stettiner A.G.Stettin | | G | |
| 183 Vermont<br>111364<br>RQNG | SteelScSr<br>*W.C.Haynes* –03<br>2 *Dks & deep framing* | 4271<br>3874<br>2723 | | | | 1900 | Barclay,<br>Curle&Co.Ld<br>Glasgow | Vermont SS.Co.Ld.<br>(Gow Harrison&Co.) | 376·2<br>P37′B100′F37′ | 48·0 | 26·2<br>*WB* | Glasgow<br>British | T.3Cy.25″,41″&67″–48″<br>311NHP<br>Barclay,Curle&Co.Ld.Gls | | C | |
| 184 Verne<br>104423 | SteelScTug<br>*C.Keats* *ss*Drt.No.2–02<br>1 *Dk* | 42<br>42<br>11 | ✠ A– Drt<br>*For Tug purposes*<br>5,04 | | | 1896<br>6mo | Willo'ghby<br>Bros.(Lim.<br>Plymouth | G.H.Collins&Co.Ld. | 67·0<br>BK5″ | 13·0 | 7·3 | Wymouth<br>British<br>*1 BH Cem* | C.2Cy.12″&24″–16″ (*s*<br>120lb 30RHP<br>1SB,*2pf*,GS25,HS536<br>Willoughby Bros.,Ld.,Ply. | 7 ″ 5 | | 5,04 |
| 185 Vernon<br>76929<br>RNDW | IronScSr<br>*T.G.Essenhigh* –99<br>*ss*Sld.2nd No.3–3,03<br>1 *Dk* (*Irn–ws*) 2 *tr B* | 982<br>806<br>615 | ✠100A1 Sld *n*<br>6,04 ~~3,03~~ Shl<br>~~NB2.99~~ ~~LMC3.03~~<br>~~BS7.04~~ | | | 1878<br>5mo | J.Blumer&<br>Co.<br>Sunderland<br>A&CP | W.Cory&Son,Ld.<br>*WB = D* | 220·5<br>P17′F24′<br>NDS99 | 31·0<br>BK8″<br>*Ba*65′*f*84′238*t FPT* | 16·5<br>*4 BH Cem*<br>42*t APT*18*t* | Newcastle<br>British | C.2Cy.25½″&53″–36″ (*r*<br>82lb ~~80lb~~ NDB97 128NH<br>1SB,*3pf*,GS61,HS2047 *60lb*<br>T.Clark&Co.,Newcastle | 17 ″ 9<br>s 2 ″ 10 | | ~~8,03~~<br>7,04 |
| 186 Verona<br>BLMJ | SteelScSr<br>*R.Dabronz*04–04 *ss*Ham.No.1–04<br>2 *Dks (Stl) & Web frames* | 4701<br>4384<br>3036 | ✠100A1 HKg *x*<br>~~1.04~~ 3,05 Ham Yk<br>~~LMC'04~~ | | | 1899<br>12mo | Furness,<br>Withy&Co.Ld<br>W.Hartlepool<br>A&CP | Dmpfschrhed Union A.G.<br>*WB = Cell D Ba* 119′ | 370·5<br>P40′B112′F34′<br>*uE&* | 51·2<br>FK<br>*B*14′*f*142′875*t* | 28·1<br>*6 BH Cem*<br>*APT*53*t* | Hamburg<br>German<br>*6 BH Cem*<br>Sir C.Furness,Westgarth<br>&Co.Ld.Mdb | 30 ″ 10<br>s 6 ″ 7 | | 1,04 |
| 187—<br>MBCG | SteelScSr<br>*E.Oxholm*<br>1 *Dk & Awng dk* | 1221<br>1117<br>669 | | | | 1903 | Akt.Burmeistr&Wain<br>Copenhagen | Dpskactieselsk. International (A.F.Klaveness&Co.*Mgrs.*) | 220·0<br>H104*t* | 32·0 | 16·0<br>22·2 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.19¾″,31¾″&55″–36″<br>181NHP<br>Akt.Burmeistr&Wain,Cpn | | N | |
| 188 Veronica<br>WGJQ | IronScK<br>*H.Frederiksen*04–04 *ss*Gms.No.1–00<br>1 *Dk* | *150*<br>*140*<br>*58* | ✠ ...<br>*Stm Trawler*<br>~~NB8.99~~ | | | 1896<br>12mo | Cochrane&<br>Cooper<br>Beverley<br>*Lloyd's A&CP* | Acties.Veronica<br>(Chr.Lindtner) | 95·0<br>Q17′ | 20·6<br>BK7½ | 11·0 | Stavanger<br>Norwegian<br>*3 BH Cem* | T.3Cy.11″,17″&28′–21″ (*s*<br>170lb 47NHP<br>1SB,*2cf*,GS28,HS836<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~7,00~~<br>9,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement. etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification — Cote. | Construit. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Armement — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Surface des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les registres du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. pds. pc | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 189<br>LHQV | Versailles — SteelSc3MstSr<br>*Lelanchon92–01* (*ex*Hammonia)<br>*Elec.light* | 4355<br>3474<br>1575 | | 1882 J.&G. Thomson Glasgow | Cie.Générale Transatlantique | 373·7 \| 45·3 \| 27·0<br>P61 H— F62 | St. Nazaire<br>French<br>*WB* | T.5Cy.(2)26″,54″a(2·71″–36″) 7p295 NB95 780NHP<br>Cie.Gen.Trans.,St.Nazaire | | V |
| 190<br>JTPG | Vesper — IronScSr<br>*C.Llorens* –01 5thSurvey,Nwc.5,98<br>1 *Dk(Irn)2trB* | 65<br>481<br>363 | ✠ —— Cff Lv<br>11.02<br>✠NB11,91 | 1878 W.B. Thompson Dundee | M.Fernandez&Co. S.enG. | 192·4 \| 27·1 \| 14·5<br>Q56 B79 H8*t*<br>BK6½<br>*WB = DBf&u* | Carril<br>Spanish<br>*3 IHPBN*<br>*EAPTFPT* | C.2Cy.24″&44″–30″<br>85NHP<br>1SB,3*pf*,G846,HS1459<br>W.B.Thompson,Dundee | 15 ″ 7 | |
| 191<br>LMNK | Vesta — IronScSr<br>*H.Hoeck*02–03 *ss*Ham.No.3–2,03<br>(*ex*Shaftesbury) 1 *Dk(Irn)2trB*<br>*Well deck* | 1839<br>1360<br>1180 | ✠100A1 Ham *r*<br>8,01 Hpl<br>✠NB2,98 ✠LMC2,03 | 1890 Craig, Taylor&Co. Stockton | Schmidt&Hansen A.Hansen<br>*WB = DB* | 270·0 \| 37·3 \| 18·2<br>Q108 B106 F27<br>*ss* *4BHp*<br>A&CP *a80 f114 86t FPT* | Flensburg<br>German<br>*Asp ptCem*<br>*66t APT21t* | T.8Cy.20″,33″&54″–36″ 1s<br>171 174NHP<br>2SB,4*cf*,GS76,HS2582<br>Wstgrth,English&Co.Mdt | 19 ″ 8<br>21 ″ 8 | 8.04 |
| 192<br>HTJC | — — IronScSr<br>*G.Bianchi* 2 *Dks* | 1819<br>—<br>1107 | | 1869 W.Denny &Bros. Dumbarton | Lloyd Austriaco | 274·5 \| 34·0 \| 26·0 | Trieste<br>Aust.-Hung. | C.4Cy.29¾″&57″–39″<br>338NHP<br>Denny&Co.,Dumbarton | | |
| 193<br>JTPS | — — IronScSr<br>*J.Johannesen*96–96 *ss*Npt.No.3–11.86<br>(*ex*Rayner) *ss*Hul.No.2–93<br>1 *Dk2trB* | 1231<br>808<br>707 | ✠ Bgn *o*<br>12.99<br>✠LMC01,07 | 1874 R.Thompson,jun. Sunderland | D.Ellerhusen&Co. | 254·0 \| 31·1 \| 17·2<br>P80 B41 F23<br>len78 BK8<br>*WB = DBa* | Borgen<br>Norwegian<br>*1 BHCem*<br>*57 f94 229t* | C.2Cy.27″&61″–38″<br>NDB98 125NHP<br>1SB,3*pf*,GS57,HS1945<br>J.Dickinson,Sunderland | 18 ″ 3 | N |
| 194<br>NKJW | — — IronScSr<br>*J.Gotfredsen*<br>2 *Dks&Awng dk* | 1123<br>713<br>688 | | 1879 Palmers' Co.(Lim.) Newcastle | Forenede Dmpskib. Selskab | 223·4 \| 29·6 \| 15·2<br>22·2<br>*WB* | Copnhagn<br>Danish | C.2Cy.32″&62″–36″<br>192NHP<br>Palmers'Co.(Lim.),Nwc. | 17 ″ 11 | |
| 195<br>SQBK | — — SteelScSr<br>*A.A.Tengstrom*00–00 *ss*Hfs.No.3–10.01<br>*Well deck* 1 *Dk(Irn)&Web frames* | 1054<br>736<br>677 | ✠100A1 Ant *m*<br>6,01 7,08<br>BS6,04 ✠LMC10,01 | 1889 Tyne I.S.B. Co.(Lim.) Newcastle | Finska Ångf Aktieb (L.Krogius, *Mgr.*)<br>*WB = DBa64* | 210·5 \| 31·2 \| 15·3<br>P78 B61 F23<br>Irp01 FK<br>*f49 &u E& B35 291t* | Helsingfrs<br>Russian<br>*4 BHCem*<br>*APT15t* | T.8Cy.17½″,28″&46″–30″ 1s<br>150lb *80lb* SDB01 115NHP<br>1SB,3*pf*,GS58,HS1778<br>NE MarineE.C.(Lim.)Nwc | 16 ″ 1<br>18 ″ 2<br>w1 ″ 4 | |
| 196<br>RGJT | — — IronScSr<br>*C.Lewe*89–02<br>2 *Dks* | 922<br>678<br>537 | | 1882 Blohm& Voss Hamburg | A.Kirsten | 200·8 \| 30·1 \| 15·2<br>Q190*t* F22*t*<br>*WB* | Hamburg<br>German | C.2Cy.26½″&46″–33″<br>101NHP<br>Blohm&Voss,Hamburg | | G |
| 197<br>JPMC | — — IronScSr<br>*R.Overgaard* (*ex*Lofoten)<br>2 *Dks* | 685<br>497<br>419 | | 1873 Bergens Mek.Verkst. Bergen | Bergenske Dampskibsselskab | 177·7 \| 25·4 \| 20·1<br>H21*t*<br>*WB* | Bergen<br>Norwegian | C.2Cy.29″&64″–28″<br>128NHP<br>BergensMek.Vrks.,Bergen | | |
| 198<br>HSFQ | — — IronScSr<br>*G.A.Hallengren* –03<br>1 *Dk* | 538<br>378<br>297 | | 1884 H.Koch Lübeck | Ångf.Aktieb. Södra Sverige (J.G.Setterwall) | 159·0 \| 25·1 \| 12·8<br>P95 H18*t* F20*t* | Stockholm<br>Swedish | C.2Cy.18″&31″–22″<br>38NHP<br>Henniges&Co.,Berlin | | |
| 199<br>QFGT | — — IronScSr<br>*B.Böhmer* (*ex*Danmark)<br>1 *Dk2trB* | 419<br>412<br>266 | | 1883 Eriksbergs Mek.Verkst Gothenburg | Dampfschifffahrts Ges.Neptun | 143·5 \| 24·2 \| 15·5<br>B35 | Bremen<br>German | C.2Cy.16″&31″–19″<br>NB97 35NHP<br>EriksbergsMek.Verk.Got. | | V |
| 200<br>QLWH | Vestal — SteelTwinScSr<br>*W.Emerson*86–98<br>*Elec.light* 2 *Dks* | 576<br>532<br>133 | | 1898 R.Stephenson&Co.Ld. Newcastle | Corporation of the Trinity House | 193·5 \| 28·3 \| 15·2<br>B60′<br>BK7½″ | London<br>British | T.6Cy.14″,28″&37″–24″<br>169NHP<br>R.Stephenson&Co.Ld.Nwc | 16 ″ 0 | |
| 201<br>JQPS | Vester — WoodSc<br>— | 117<br>—<br>70 | | 1876 ..... Boothbay,Me. | Fisheries Co. | 96·4 \| 18·4 \| 9·0 | Greenport<br>N.Y.<br>Utd.States | | | |
| 202<br>JTGS | Vesteraalen — IronScSr<br>*S.Nielsen*88–98<br>1 *Dk&Awng&3trb* | 613<br>597<br>377 | | 1890 Akers Mek. Værks. Christiania | Vesteraalens Dampskibsselskab | 165·8 \| 27·1 \| 13·1<br>H16*t* 20½<br>*WB* | Stokmarknæs<br>Norwegian | T.3Cy.15″,25″&40″–24″<br>78NHP<br>AkersMek.Vrk.Christiania | | N |
| 203<br>JDNH | Vesterås — IronSc<br>1811 *C.A.Söderström* –88 1 *Dk* | 183<br>106<br>129 | | 1888 Bergsund M.V. Stockholm | Vesterås-Torshälla Ångb.Aktieb (C.A.Palmen *Mgr*) | 109·2 \| 18·7 \| 8·9<br>B44 H25*t* | Vesterås<br>Swedish | T.3Cy.12½″,19½″&31½″–23½″<br>47NHP<br>Bergsunds M.V.Stockholm | | |
| 204<br>HQFB | Vesterbotten — IronScSr<br>618 *J.E.Börjesson*01–01 1 *Dk* | 475<br>283<br>361 | | 1866 Nyköping Mek.Verks Nyköping | Umeå Nya Ångf. Aktieb. (L.F.Grahn, *Mgr.*) | 161·4 \| 24·7 \| 13·0<br>G50 B50 H26*t* F42 | Umeå<br>Swedish | C.2Cy.19½″&48⅜″–28⅜″<br>NB96 77NHP<br>NyköpingsM.V.,Nyköping | | |
| 205<br>JFMN | Vestern — IronScSp<br>2453 *C.L.W.Michael* 1 *Dk&Shelterdk*<br>(*ex*Linköping,*ex*Phœnix) | 210<br>98<br>158 | | 18⅛⅛ Motala Co. Norrköping | Linköpings Nya Rederiaktieb. (C.Thorngren) | 95·9 \| 19·7 \| 8·5<br>H9*t* 15·4 | Linköping<br>Swedish | C.2Cy.15″&30″–21″<br>NE&B93 34NHP<br>MotalaCo.,Motala | | |
| 206<br>JRFC | Vestfjord — IronScSr<br>*P.Hals* (*ex*Concordia)<br>1 *Dk2trB* | 600<br>444<br>389 | | 1863 Oswald& Co. Sunderland | Vesteraalens Dampskibsselskab | 182·2 \| 24·9 \| 15·2<br>Q12*t* B65*t* H9*t*<br>*WB* | Stockmarknæs<br>Norwegian | C.2Cy.19″&48″–30″<br>NE75NB97 105NHP<br>Thompson,Boyd&Co.Nwc | | N |
| 207<br>JCKV | Vestkusten — IronScSr<br>1177 *O.A.Skantze* –96 1 *Dk*<br>— | 176<br>—<br>130 | | 1876 Motala Co. Gothenburg | Marstrands Nya Ångf.Aktieb. (R.O.Berger, *Mgr.*) | 123·4 \| 17·8 \| 7·3<br>Q39 B39 H13*t* F16 | Marstrand<br>Swedish | C.2Cy.14″&29″–21″<br>NB00 32NHP<br>MotalaCo.,Gothenburg | | |
| 208<br>NHMC | Vestkysten — SteelScTug<br>*Mortensen* –95<br>1 *Dk* | 125<br>104<br>46 | | 1895 Helsingörs Jernsk.&Msk Elsinore | Danish Government (Landbrugsministeriet) | 99·0 \| 20·7 \| 10·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.11⅞″,18″&30″–16″<br>36NHP<br>Hlsngörs Jrnsk.ogMskbyg | | |
| 209<br>HPBV | Vestmandrod — IronScSr<br>*J.W.Bird* –05 *ss*Xia. 2ndNo.3–5 05<br>*Well deck* (*ex*Lagom.*ex*Opah) 1 *Dk2trB*<br>*H.Brun* | 1145<br>824<br>699 | ✠ 90A1 Els *o*<br>11.03<br>✠NB04 LMC5,05 | 1872 J.Duthie& Co. Aberdeen | Chr.Hannevig | 239·4 \| 30·6 \| 14·8<br>P137 F46′<br>Irp03 BK8″<br>*WB =* | Horten<br>Norwegian<br>*4 BHCem*<br>*Lubabo f55* | C.2Cy.27″&60″–38″ (*s*)<br>80*lb* *75lb* NDB99 116NHP<br>1SB,3*pf*,GS66,HS1994<br>*Comp* 81,Earle's Co.Ld.Hull | 17 ″ | |
| 210<br>HJPW | Vestnik — IronPad<br>23 1 *Dk*<br>— | 310<br>—<br>212 | | 1882 Russian SN &Trading Co Sebastopol | Russian Stm.Nav. &Trading Co. | 149·8 \| 27·9 \| 8·9 | Sebastopol<br>Russian | C.2Cy.24″&56″–41″<br>167NHP | | |
| 211<br>PNML | Vestra — SteelScSr<br>80916 *D.Peace* –98<br>*Well deck* 1 *Dk(Irn)&Web frames*<br>*ssLth.No.2–05* | 1021<br>755<br>615 | ✠100A1 Lon *m*<br>2,05<br>✠LMC 05 | 1897 Ramage& Ferguson,Ld Leith | J.T.Salveson&Co. | 215·8 \| 32·0 \| 14·1<br>P27 Q38 B58 F30′<br>PK<br>*WB = Cell.DBa18 u E&* | Grngemth<br>British<br>*4 BHCem*<br>*19t APT37t* | T.8Cy.15″,24″&39″–30″ (*s*)<br>160lb *75lb* 99NHP<br>1SB,3*tf*,GS55,HS1715<br>Ramage&Ferguson,Ld.,Ldh | 16 ″ 5<br>18 ″ 4 | |
| 212<br>PNLB | Vesuvio — IronScSr<br>79115 *N.Smith* –04 (*ex*Czar)<br>*Well deck* 2 *Dks* | 1346<br>1041<br>874 | | 1879 J.Laing Sunderland | General Stm.Nav. Co.Ld. | 243·0 \| 32·5 \| 17·8<br>P89 B68 F30<br>BK8½ | London<br>British | C.2Cy.[illegible]<br>NB04 34 &52″ 145NHP<br>N.E.MarineCo.Ld.Sld | 19 ″ 0 | |

| No. in book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tons | Particulars of Classification. Character. / Date of last Survey. | Built. When. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula, RHP power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in | Remarks. Classed or last Classed. Date of last Survey. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 213 Viadra<br>1PNS | SteelScSr<br>*P.Raddatz*<br>1 *Dk* | 947<br>795<br>578 | | 1899 Oderwerke A.G. Grabow | Renata Dmpfsch. Ges. Th Gribel (Rud Christ Gribel, *Mgr*) | 206·3 \| 32·0 \| 14·1<br>Q63′ B51′ F29′ | Stettin<br>German<br>*WS* | T.3Cy.14½″,22¾″&38″–28″<br>76NHP<br>Oderwerke A.G., Grabow | | G | |
| 214 Vianna<br>JCQV | SteelScSr<br>*C.Wiechert*<br>1 *Dk&pt Awngdk* | 400<br>288<br>244 | | 1899 Schiffswerft von H.Koch Lubeck | Oldenbrg-Portug. Dmpfsch. Rhed. | 135·6 23·1 \| 10·1<br>Q38′ F15′<br>*pt Awng dk70′* | Oldenburg<br>German<br>*WS* | C.2Cy.13¾″&25¼″–15½″<br>21NHP<br>J.F.Ahrens, Ottensen | | G | |
| 215 Viator<br>JNVF | SteelScSr<br>*J.Thorsen04–04*<br>1 *Dk* | 1000<br>880<br>630 | | 1904 Stavanger Stöberi & Dok Stavanger | Holdt&Isachsen | 230·0 33·0 16·0<br>B57′ F27′ | Stavanger<br>Norwegian<br>*WB* | T.3Cy.16″,26″&43½″–30″<br>104NHP<br>Stavanger Stöberi & Dok | | | |
| 216 Vibran<br>JNVF | WoodScSr<br>*K.Landenæs*<br>1 *Dk 2tr B* | 419<br>326<br>250 | | 1891 ..... Haugesund | Brödrene Knudsen | 153·1 \| 25·7 \| 12·6<br>Q24*t* B58*t* F7*t* | Haugesnd<br>Norwegian | T.3Cy.11½″,18″&29½″–24″<br>43NHP<br>Laxevaags Msk.&Jrns. Bgn | | N | |
| 217 Vicente Ferrer<br>JTQM | IronScSr<br>*E Llopes* –00<br>(*ex* Bittern) 2 *Dks*<br>*Elec.light* | 972<br>753<br>531 | | 1878 M.Pearse &Co. Stockton | La Roda Hermanos | 230·0 29·0 \| 17·0<br>P61′ F45′ | Valencia<br>Spanish<br>*WB* | C.2Cy.25½″&57″–42″<br>125NHP<br>NB *made88 refitted95*<br>Blair&Co.Ld.Stockton | 17 ″ 9 | | |
| 218 Vicente Salinas<br>JTQP | IronScSr<br>*J.Esquerdo* –03<br>(*ex* Princess Helena, *ex* Galvanic) | 685<br>592<br>234 | | 1867 Scott&Co. Greenock | J.Salinas Sempere | 235·5 \| 27·1 \| 14·5<br>P66*t*<br>len77 | Alicante<br>Spanish | T.3Cy.18½″,32½″&49½″–33″<br>*Tpd.87* NB87 139NHP<br>M'Ilwaine, Lewis&Co.Bel. | | | |
| 219 Vicente Sanz<br>JTQS | IronScSr<br>*J.B.Fabregues97–02*<br>*Elec.light Well deck* (*ex* Greata) 2 *Dks* | 584<br>562<br>288 | | 1867 Barclay, Curle&Co. Glasgow | La Roda Hermanos | 192·3 \| 28·0 \| 15·1<br>P&B86′ F26′<br>BK8′ | Valencia<br>Spanish | C.2Cy.31″&53″–36″<br>NE&B71 121NHP<br>Barclay, Curle&Co., Gls. | 16 ″ 2 | | |
| 220 Vicenza<br>SRFV | SteelScSr<br>*ss* Liv.No.3–8.93<br>(*ex* Irena, *ex* Yoruba. *ss* Ham.No.1–97<br>*ex* Sirocco) 2 *Dks* (1 *Stld* 1 *pt Stl*) 3 *tr B* | 2163<br>1942<br>1409 | — Gen *s*<br>2.02 | 1880 C.Mitchell &Co. Newcastle | Banca Cattolica Vicentina (A. Parodi fu B. *Mgr.*) | 285·8 \| 36·0 \| 24·4<br>P30′ B64′ F35′<br>FK 5 *BH Cem*<br>*WB* = *DB a88′* 178*t* | Genoa<br>Italian<br>*DBa88′* 178*t* | C.2Cy.34⅜″&66″–42″<br>NDB97 219NHP<br>2SB.*6pf*, GS120, HS3400<br>Wllsnd.Slpwy.Co.Ld.Nwc | 25 ″ 9 | | |
| 221 Viceroy<br>TJTF | IronPadSk<br>*A.Turner91–91* | 236<br>201<br>60 | | 1875 D&W Henderson&Co. Glasgow | Glasgow&South Western Rlwy.Co. | 208·9 \| 20·1 \| 7·1<br>Q37*t* | Glasgow<br>British | D.2Cy.52″–60″<br>NE88 NB97 322NHP<br>Hutson & Corbett, Glasgow | | BT till 5,05 | |
| 222<br>106808<br>QGDH | IronScK<br>*H.Camplin* –98 *ss* Gms.No.1–02<br>1 *Dk* | 217<br>199<br>94 | ✠100A1 Gms<br>*Well fishing vessel* | 1898 Cochrane& Cooper, Ld. Beverley | Atlas Stm.Fishing Co.Ld. | 114·0 \| 21·0 \| 11·6<br>Q46′ F21′<br>BK7½″ 4 *BH Cem* | Grimsby<br>British | T.3Cy.11″,20″&32″–23″ (*s*)<br>200lb 50RHP<br>1SB.*2cf*, GS33, HS860<br>Amos&Smith, Hull | 12 ″ 2 | | 5.04<br>5,05 |
| 223<br>109901<br>RGPB | SteelScK<br>*G.Robertson* *ss* Abn.No.1–03<br>1 *Dk* | 150<br>142<br>40 | ✠100A1 Abn<br>*Stm Trawler* | 1899 A.Hall&Co Aberdeen | The "Dodds" Steam Fishing Co.Ld. (W. H.Dodds, *Mgr.*) | 103·0 \| 20·6 \| 10·9<br>BK7½″ 3 *BH Cem*<br>*WB* = *DT f* 5′12*t* | N.Shields<br>British | T.3Cy.11½″,18″&31″–21″ (*s*)<br>160lb 52RHP<br>1SB,*2pf*, GS32, HS893<br>A.Hall&Co.Aberdeen | 11 ″ 6 | | 8.03<br>N10,04 |
| 224 Victoire<br>LHSR | IronScSr<br>*Lequiminer* *ss* Dem.No.3–7,89<br>(*ex* Bertha) 1 *Dk&Shade dk* (*open*) | 398<br>327<br>251 | ✠ Dem<br>1.93 | 1864 Wingate& Co. Glasgow | G.Lalanne | 170·6 \| 25·2 \| 12·4<br>Trp91 | Cayenne<br>French<br>4 *BH Cem* | C.2Cy.22″&40″–27″<br>NE74 69NHP<br>Kincaid, Donald&Co., Grk. | 13 ″ 3 | | |
| 225 Victor<br>JMLH | CompScSr<br>*S.Torgersen* 1 *Dk*<br>(*ex* Viktor) | 238<br>184<br>133 | | 1890 P.Larsson Therskog | B.Stolt-Nielsen | 108·9 \| 20·7 \| 10·6<br>Q16*t* B30*t* H7*t* | Haugesnd<br>Norwegian | C.2Cy.12″&18″–16″<br>11NHP<br>Thorskog Mek Verks., Got. | | N | |
| 226<br>108452<br>PNVD | IronScK<br>*H.Camplin* –97 *ss* Gms.No.1–01<br>1 *Dk* | 193<br>177<br>92 | ✠100A1 Gms<br>*Well fishing vessel* | 1897 Cochrane& Cooper Beverley | Atlas Stm.Fishing Co.Ld. | 110·0 \| 21·1 \| 11·4<br>Q17′ F20′<br>BK7½″ 3 *BH Cem* | Grimsby<br>British | T.3Cy.12¼″,19½″&32″–23″<br>170lb (*s*) 55RHP<br>1SB,*2cf*, GS29, HS896<br>C.D.Holmes&Co., Hull | 12 ″ 0 | | 7.03 |
| 227<br>4097<br>JNCH | SteelScSp<br>*A.G.Lundahl00–02*<br>1 *Dk* | 185<br>150<br>89 | | 1902 C.A.Lundahl Dösebacka | Göteborg Murbruks och Sandcement Aktieb. (CA Lundahl *Mgr.*) | 98·8 \| 22·4 \| 8·8<br>Q30′ H15*t* F17′ | Gothenbrg<br>Swedish | C.2Cy.10⅛″&23⅝″–16″&20″<br>*Emade80, fttd.02* 21NH<br>Bergsunds Aktieb. Skm. | | | |
| 228<br>109511 | SteelScSp<br>*P.Thomas* –00 *ss* Fal.No.1–03<br>1 *Dk* | 153<br>153<br>17 | ✠100A1 Fal<br>*For Towing purposes*<br>11,03 | 1898 Pool, Skinner& Williams Falmouth | W.Thomas | 106·0 \| 20·0 \| 11·3<br>BK6½″ 4 *BH Cem* | Falmouth<br>British | T.3Cy.14″,22″&36″–24″ (*s*)<br>160lb 95RHP<br>1SB,*3cf*, GS49, HS1502<br>Cox&Co. Falmouth | 11 ″ 7 | BT till 6,05 | 6,03 |
| 229<br>105172 | SteelScSpTug<br>*C.J.Watkins* –01<br>(*ex* Lady Windsor) 1 *Dk* | 133<br>116<br>5 | ✠ Lon<br>*For Towing purposes*<br>7.00 | 1895 Croom& Arthur Leith | Elliott Stm.Tug Co. Ld. (Dick&Page, *Mgrs.*) | 96·2 \| 18·5 \| 10·0<br>BK6½″ 4 *BH Cem* | London<br>British | C.2Cy.19″&36″–24″<br>95RHP<br>1SB,*2pf*, GS42, HS1156<br>Ross&Duncan, Glasgow | 10 ″ 6 | | |
| 230<br>3366<br>JFGC | IronScSp<br>*A.W.A.Glimstedt* –03<br>*Mchy.Aft* 1 *Dk* | 107<br>93<br>69 | | 1899 O.A.Bruhn Döseharka Gothenburg | Ångb.Akt.Bohuslänska Kusten (C.O.S.Posse) | 90·5 \| 17·8 \| 9·4<br>H14*t* | Uddevalla<br>Swedish | C.2Cy.9″&18″–12″<br>E *blt.88* B.*blt.93* 9NHP<br>Wilhelmsberg M.V.Got. | | | |
| 231 Victoria<br>93192<br>KMQH | SteelSc4MstBkn<br>*R.L.Huddock* –02 2 *Dks* (1 *Stl*) *cf*<br>*Ref.Mchy.Elec.light Spar dk* (*Stl*-ws) 4 *tr B* | 6522<br>5575<br>3400 | ✠ Grk *c*†<br>*Spar dk*<br>7.87 | 1887 Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 465·8 \| 52·0 \| 26·3<br>P44′ F91′ 34·1<br>*WB* = *DBa76′ f45′ 257t* | Greenock<br>British | T.3Cy.40″,68″&100″–72″<br>849NHP<br>Caird&Co., Greenock | 28 ″ 4 | BT till 10,00 5,05 | |
| 232<br>115310<br>TFQB | SteelTwinScSr<br>*J.Richards* –03<br>*Ref.Mchy. Elec.light* 8 *Dks* | 5967<br>4156<br>3742 | | 1902 Fairfield Co.Ld. Glasgow | Pacific Stm.Nav.Co | 401·4 \| 52·3 \| 26·2<br>F63′ | Liverpool<br>British<br>*WB* | T.6Cy.22½″,38″&63″–48″<br>550NHP<br>Fairfield Co.Ld. Glasgow | | BT till 1,04 10,05 | |
| 233<br>161926<br>KNRM | IronScSr<br>*J.Truebridge* –04<br>(*ex* Parthia)<br>4 *Dks* | 3502<br>1731<br>2112 | | 1870 W.Denny &Bros. Dumbarton | North Western S.S.Co.Ld. | 360·5 \| 40·4 \| 34·3 | Seattle, Wash. Utd. States | T.3Cy.31″,50″&76″–54″<br>NE&B85 424NH<br>J.Elder&Co., Glasgow | | | |
| 234<br>68913<br>LSHB | IronScSr<br>*W.Ward* –01 | 3358<br>3225<br>2208 | | 1872 R.Duncan &Co. Pt.Glasgow | Anchor Line (Henderson Bros.) Ld. | 360·0 \| 40·1 \| 24·0<br>B111*t* H22*t* 31·9 | Glasgow<br>British | C.2Cy.33″&66″–60″<br>NE&B82 281NHP<br>D.&W.Henderson Glasgow | | | |
| 235<br>99027<br>NPSM | SteelScSr<br>*W.W.Swinbanks* –01 *ss* Shl.No.2–02<br>1 *Dk* (*Stl*) *&Spar dk* (*Stl*) *&deep framing* | 3284<br>3026<br>2094 | ✠100A1 Shl *r*<br>*Spar dk* Oil | 1893 Short Bros. Sunderland | Gordon Stm.Shppg Co.Ld. | 351·7 \| 45·1 \| 16·2<br>P33′ B70′ F39′ 24·1<br>FK 6 *BH Cem*<br>*WB* = *Cell DB256′* 676*t APT42t* | Sundrland<br>British | T.3Cy.25″,40″&66″–42″ (*s*)<br>160lb 291NHP<br>3SB,*6pf*, GS120, HS4500<br>W.Allan&Co., Sunderland | 18 ″ 9<br>5 4<br>8 5 2 | | 10,02<br>1,05 |

| Numéro officiel. | Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Entretenant exactement. Lettre d'Ordre. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après Superstructures, &c. Longueur. Largeur. Creux. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après formule de la Société. IHP = Force en chevaux d'après indicateurs de [illegible] Chaudières & Foyers. Nom du Constructeur des machines. | Tonnage Canal de Suez. | Pavois. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 236 | **Victoria** Steel ScSr | 2969 | ✠100A1 | Dun | *v* | 1902 | Gourlay | Huddart, Parker & | 335·0 | 43·2 | 20·6 | Melbourne | 7 8Cy.27½",45"&74"–48" (*s*) | 23 • 2 |
| 2107 | *W. Waller* 96–02 | 6,01 9,02 | | Mel | | 9mo | Bros. & Co. | Co. Proprietary Ld. | P201 F100 | DK8½ | | British | 180lb 521NHP | 2 • 10½ |
| 1871 | 2 *Dks* (*Stl–Uwa*) & *Web frames* | | ✠LMC01 | | | | Dundee | *WB = Cell DB* | *Prom. dk on* P1·1" | | | | 2DB 2SB, *15c* 6ft 3in 48in 36in |
| | *Elec. light* | | | | | *Lloyd's SA & CP* | | *a*72' *uE & S* B58 | *f*154' 429*t* | *FPT* 136*t* | | | *APT* 20*t* | Gourlay Bros. & Co. Dundee |
| 237 | — Iron ScBn | 1617 | | | | 1884 | Helsingörs | Förnyade Ångf. | 264·5 | 33·7 | 24·5 | Gothenburg | 2Cy.31"&69"–39" | V |
| 514 | *J. M. Hermansson* 00–02 2 *Dks* | 1572 | | | | | I.S.B.Co. | Aktieb. Svenska | 165*t* | | | Swedish | NB99 181NHP | |
| HRSN | | 989 | | | | | Elsinore | Lloyd (W. Frodi) | | | | | Helsingörs I.S.B.Co. Elsnr. | |
| 238 | — Steel ScSr | 1620 | ✠100A1 | Gls | *q* | 1887 | A. Stephen | S.S. Victoria Co. Ld. | 260·0 | 36·8 | 16·6 | Glasgow | T.3Cy.18",29"&46"–39" (*s*) | 19 • 2 |
| 95014 | *R. R. Barker* –03 *ss* Gls. 2nd No. 3–5,03 | 1282 | 4,05 6,03 | | | 10mo | & Sons | S.S. Victoria Co. Ld. | 292' B68' F31 | | | Scottish | 160lb 180lb 148NHP | 1 • 10½ |
| KPQG | *Well deck* 1 *Dk* (*Stl*) 2 *Dk rule* | 1052 | Bs'c.01 | LMC'05 | | | Glasgow | Maclay & McIntyre) | | FK | | *1 BH Cem* | 1DB, *2p/s 2cf*, gs62, hs2444 | |
| | | 595 | B5'd,05 | | | *Lloyd's SA & CP* | | *WB = Cell DB* 208*t* | 465*t* | *APT* 29*t* | | | A. Stephen & Sons, Glasgow | |
| 239 | — Iron ScBn | *1460* | ✠100A1 | Pir | *q* | 1881 | M. Pearse | Negropontis & | 250·0 | 34·0 | 19·5 | Piræus | C.2Cy.30"&55"–36" (*s*) | 20 • 10 |
| | *C. Caroussis* –02 | *1289* | 8.02 | | | 12mo | & Co. | Caroussis | P24' B60' F28' | | | Greek | 71lb 80lb NDN93 145NHP | 2 • 11 |
| | (*ex* James Whishaw) *ss* Npt. No. 3–3,94 | *903* | | ✠LMC'02 | | | Stockton | | ptND94 | DK9" | | *1 BH Cem* | 1DB, *4p/f*, gs57, hs2446 | |
| | *ss* Pir. No. 2–02 1 *Dk* (*Iru*) 2 *tr E* | | B'd,05 | | | | A&OP | *WB = D* | Ba70' *f*56' 268*t* | *FPT* 55*t* | *APT* 25*t* | | Blair & Co. (Lim.), Stockton | |
| 240 | — Iron ScSr | 1250 | ✠ | Nwc | Lv | 1871 | Wigham | | 239·6 | 30·2 | 23·0 | Sydney NSW | C.2Cy.27"&58"–30" | |
| | (*ex* Siracusa) | 1237 | 4,72 | | | 10mo | Richrdsn & Co | | | | | British- | 128NHP | |
| | 2 *Dks* 3 *tr I* | 934 | | | | | Newcastle | | | | | Chinese | Hawks, Crawshay & Ss., Gts | |
| 241 | — Steel PadSr | 1052 | | | | 1886 | Fairfield | S. Easton & Sketchley | 309·4 | 34·1 | 12·8 | London | C.D.2Cy.30"&64"–72" | |
| 91936 | *C. Winton* –08 | 847 | | | | 5mo | Co. (Lim.) | Ely Coe. Managing | P22*t* | | | British | 766NHP | |
| | | 337 | | | | | Glasgow | Committee | | | | | Fairfield S.B. & EC (Lm) Gls | |
| 242 | — Wood Pad | 1002 | | | | 1897 | E. McGuig- | Star Line Steam- | 191·2 | 30·0 | 7·9 | St John NB | 1Cy.40"–182" | |
| 107063 | *C. W. Starkey* –97 | 982 | | | | | gin, jun. | ship Co. | | | | British | 53RHP | |
| | 1 *Dk* & 2 *Hurricane dks* | 681 | | | | | St. John, N.B. | | | | | | *Reb.* J. Fleming, St John, NB | |
| 243 | — Steel ScSr | 966 | | | | 1896 | Bergens | Dampskibet. Vic- | 216·0 | 31·7 | 12·8 | Bergen | T.3Cy.15½",26"&42"–30" | N |
| | *O. H. Andersen* 98–01 | 762 | | | | | Mek. Verks | toria's Rederi | Q106*t* B66*t* H14*t* | | | Norwegian | 87NHP | |
| JTPG | *Well deck* 1 *Dk* | 594 | | | | | Bergen | (W. Hansen, *Mgr.*) | F27*t* | | | *WB* | Bergens M.V., Bergen | |
| 244 | — Steel TwinScSr | 710 | | | | 1896 | J. & G. | L. & S.W. Rlwy. Co. | 220·5 | 28·1 | 16·3 | S'thamptn | T.6Cy.18½",21"&38"–24" | |
| 106904 | *H. Lawrey* –04 | 627 | | | | | Thomson, Ld | | *Shade* 4k96' | | | British | 107NHP | |
| PKGJ | 2 *Dks* | 188 | | | | | Glasgow | | | | | | J. & G. Thomson (Lim.), Gls | |
| 245 | — Iron ScSr | *634* | ✠ | Nwc | *i* | 1882 | C. Mitchell | Lloyd Brazileiro | 193·0 | 26·6 | 11·6 | R. Janeiro | C.2Cy.28"&45"–27" | |
| | *J. J. Jarvis* 1 *Dk* | *456* | 10,82 | | | 9mo | & Co. | | P68' B44' F39 | FK | | Brazilian | 88NHP | |
| | | *431* | | | | | Newcastle | | *WB = APT* 20*t* | | | *4 BH Cem* | Wallsnd Slpway (Lim) Nwc | |
| 246 | — Steel TwinScSr | 422 | | | | 1890 | Stablimnto | Louis Dreyfus & Co. | 196·0 | 28·6 | 8·6 | Rostoff | C.4Cy.18"&24"–20" | |
| 1090 | *N. Ischebanoff* 1 *Dk* | — | | | | | Tecnico | | P27*t* Q22*t* | | | o Don | 42NHP | |
| HQNK | *Mchy. Aft* | 300 | | | | | Trieste | | | | | Russian | Stablimento Tecnico, Tri. | |
| 247 | — Iron Twin ScCtr | 369 | | | | 1884 | W. G. Arm- | J. Fenwick & Co. | 139·2 | 26·0 | 13·1 | Sydny NSW | C.4Cy.21"&36"–18" | |
| 112580 | *T. H. Foster* –08 (*Tug*) | 307 | | | | | strong Mit- | | | | | British | 95RHP | |
| WDGS | (*ex* H.M.S. Victoria) 1 *Dk* | 120 | | | | | chell & Co. | | | | | | R. & W. Hawthorn, Nwc. | |
| | | | | | | | Newcastle | | | | | | | |
| 248 | — Wood Sc | 343 | | | | 1902 | G. Manseau | A. E. Pontbriand | 101·7 | 21·2 | 6·9 | Montreal | C.2Cy.10"&20"–10" | |
| 111666 | | 124 | | | | | Sorel, P.Q. | | | | | British | 17RHP | |
| | 1 *Dk* | 188 | | | | | | | | | | | A. Pontbriand Frère, Sorel | |
| 249 | — Steel ScSr | 335 | | | | 1900 | Australian | Port Phillip Sea | 150·5 | 24·3 | 12·6 | Melbourne | T.3Cy.17",27"&44½"–30" | O |
| 101736 | | 273 | | | | | Forge & E. Co. | Pilots | B90' | | | British | 100RHP | |
| NFMQ | 2 *Dks* | 223 | | | | | Prop. Ld. | | | | | *WB* | Australian Forge & Eng. Co. | |
| | | | | | | | Williamstwn | | | | | | Proprietary Ld | |
| 250 | — Iron Pad | 297 | | | | 1850 | ..... | Delphin S.S. Co. | 184·6 | 21·6 | 9·3 | S. Petrsbrg | | |
| 140 | | — | | | | | London | | | | | Russian | | |
| | 1 *Dk* | 207 | | | | | | | | | | | | |
| 251 | — Steel Sc | 288 | | | | 1901 | Boyd & Co. | Shanghai Tug & | 130·0 | 25·1 | 11·2 | Shanghai | C.2Cy.16½"&38"–27" | |
| 72307 | *Olin* | 217 | | | | | Ld. | Lighter Co. Ld. | | | | British | 102RHP | |
| | 1 *Dk* | 83 | | | | | Shanghai | | | | | *WB* | Boyd & Co Ld. Shanghai | |
| 252 | — Steel PadSr | 275 | | | | 1891 | Act. Ges. | Act. Ges. Ems | 157·4 | 20·6 | 8·6 | Leer | C.2Cy.24⅝"&48¾"–39½" | G |
| | *F. Duis* –94 1 *Dk* | 192 | | | | | "Vulcan" | | | | | German | 124NHP | |
| KHMN | | 116 | | | | | Stettin | | | | | | A.G. "Vulcan," Stettin | |
| 253 | — Steel PadSr | 229 | | | | 1884 | J. & K. Smit | Cosens & Co. Ld. | 175·0 | 19·3 | 8·7 | Wymouth | O.2Cy.35"–36" | |
| 82355 | *H. J. Hardy* –01 | 204 | | | | | Kinderdijk | | len88 | | | British | 75RHP | |
| JMBN | | 90 | | | | | | | | | | | J. Penn & Sons, London | |
| 254 | — Comp ScSr | 207 | | | | 18$\frac{83}{85}$ | E. Jansson | Acties. Victoria | 94·3 | 28·0 | 10·4 | Tromsö | C.2Cy.12"&25½"–19½" | |
| | *J. Larsen* | 163 | | | | | Gäddvik | (O. Dalsbö, Sen.) | B37*t* | | | Norwegian | 30NHP | |
| HTPK | (*ex* Ida, *ex* Bohna) 1 *Dk* | 110 | | | | | | | | | | | Motala Co. Gothenburg | |
| 255 | — Wood Pad | 188 | | | | 1897 | Polson's | Pembroke Nav. Co. | 128·7 | 21·0 | 7·1 | Ottawa | C.2Cy.17"&34"–18" | |
| 107087 | *W. L. Murphy* –01 | 188 | | | | | Iron Works | Ld. | | | | British | 60RHP | |
| | 3 *Dks* | 99 | | | | | Pembrke, Ont | | | | | | Polson's Iron Works, Trnto | |
| 256 | — Wood Sc | 181 | | | | 1899 | W Simpson | Ottawa Riv. Nav. Co | 100·0 | 21·0 | 5·6 | Montreal | C.2Cy.10"&20"–16" | |
| 107408 | *F. Elliot* | — | | | | | Toronto | | | | | British | 18NHP | |
| | *Elec. light* 2 *Dks* | 108 | | | | | | | | | | | Polson Iron Works Toronto | |
| 257 | — Steel ScK | 173 | ✠100A1 | Shl | | 1901 | Smith's | J. Thomas | 110·6 | 21·1 | 10·6 | Milford | T.3Cy.12",20"&32"–28" (*s*) | 11 • 10 |
| 112459 | *G. Cobley* –01 | 158 | *Stm Trawler* | | | 8mo | Dock Co. Ld. | | Q48' F20' | | | British | 160lb 52RHP | |
| | 1 *Dk* | 60 | 8.01 | | | | North Shields | | | DK7½" | | *3 BH Cem* | 1SB, *2p/s*, gs32, hs1051 | |
| | | | B89,03 | ✠LMC1,01 | | *Lloyd's SA & CP* | | | | | | | MacColl & Pollock, Sld. | |
| 258 | — Wood | 169 | | | | 1886 | ..... | E. Escaño | 121·7 | 18·0 | 7·7 | Iloilo | | |
| | (*ex* Felix Mellizo) | — | | | | | Donzol | | | | | Utd. States | | |
| | | 100 | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or re-assigned. Last Alteration. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in* | 15 Registers in which classed if not in L.R. Date of last Trade Cert. | 16 Date when last built last rem. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 259 | **Victoria** | **IronSc** | 162 | | | | 1880 | Bergsunds Mek. Verks. Stockholm | VaxholmsNya Ångf.Aktieb. (C.H. Backert, *Mgr.*) | 106·3 H76′ | 19·9 | 8·4 | Vaxholm Swedish | C.2Cy.20″&35″–24″ 50NHP Brgsnds.Mek.Vks.,Skm. | | | |
| 9193 JFBQ | *D.Ekeholm* | 1 *Dk* | 86 123 | | | | | | | | | | | | | | |
| 260 | — | **IronScK** | 155 | ✠100A1 Hul | | | 1890 | Cook, Welton&Gemm'll Hull | Pickering&Haldane'sStm.TrawlingCo.Ld. | 104·5 Q24 | 20·3 | 11·0 | Hull British | T.3Cy.12½″,19½″&31½–22½″ 150lb (*s*) 50RHP 1SB,*2cf*,GS27,HS780 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 8,02 10,04 |
| 98831 MBPB | *G.Rickells* –90 | *ss*Hul.No.8–8.02 1 *Dk* | 144 55 | *Stm Trawler* 4,05 ✠LMC8,02 | | | *Lloyd's* | | | ptND02 | | BK7½″ | | *3 BHCem* | | | |
| 261 | — | **WoodPadSp** | 152 | | | | 1853 | ..... Northam | W.Watkins | 117·2 | 19·3 | 10·8 | London British | L.2Cy.34″–48″ 90RHP J.Stewart,London | | | |
| 19754 LDFH | *S.R.Reader*74–76 | | 152 85 | | | | | | | | | | | | | | |
| 262 | — | **SteelScSp** | 147 | ✠100A1 Liv | | | 1902 | J.Jones& Sons Birkenhead | AlexandraTowing Co.Ld. | 92·5 | 20·1 | 10·8 | Liverpool British | C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP 1SB,*3cf*,GS55,HS1498 J.Jones&Sons,Liverpool | 12 ″ 0 | | ~~9,08~~ 3,05 |
| 119261 | *H.F.Cullen* –02 | 1 *Dk*(*Irn*) | 130 5 | *For Towing purposes* 3,05 ~~5,08~~ ✠LMC8,02 ~~L 5,08~~ | | | *Lloyd's* | | | | | BK6½″ *WB*= *4 BHCem* *4 PT3t* | | | | | |
| 263 | — | **WoodPadTug** | 147 | ✠ Shl 9 | | | 1886 | J.P.Rennoldson&Sns. S.Shields | PanoKara (TheSuccessorsto CharlesHamilton) | 115·6 | 19·4 | 10·8 | Kertch Russian | L.1Cy.38¼″–56″ 84NHP J.P.Rennoldson&Ss.,S.Shl. | | | |
| | *PanoKara* CF | 1 *Dk* | 138 74 | *For Tug purposes only* 8,86 ✠ | | | 6mo | | | | | | | | | | |
| 264 | — | **WoodPad** | 147 | | | | 1881 | C.Bailey Freeman's Bay | DevonportSteam FerryCo.Ld. | 110·5 H53′ | 18·0 | ... | Auckland British | 2Cy.16″–42″ 50RHP Fraser&Tinne,Auckland | | | |
| 92098 | *B.Poole*98–93 | 1 *Dk* | 94 93 | | | | | | | | | | | | | | |
| 265 | — | **IronScDandy** | 126 | | | ... | 1883 | T.Charlton Grimsby | S.S.Nosworthy | 95·0 Q16′ | 20·1 | 10·4 BK8″ | P.Elizabth British | C.2Cy.16¾″&31¾″–20″ NB94 35RHP T.Charlton,Grimsby | | | |
| 87768 | *E.Olafsen* –01 (*ex*Cancer) | 1 *Dk* | 122 74 | | | | | | | | | | | | | | |
| 266 | — | **SteelScTug** | 124 | | | | 1899 | Jönköpings Mek.Verkst. Jönköping | C.Palmgren | 86·2 B30′H17*t* | 19·9 | 11·9 | Luleå Swedish | C.2Cy.17″&29⅝″–17½″ 30NHP Jönköpings M.V. | | | |
| 3754 JLRP | *V.A.Jacobi* –99 | 1 *Dk* | 107 58 | | | | | | | | | | | | | | |
| 267 | — | **Wood Sr** | 117 | | | | 1899 | M.Becerra Freijo | A.SoutoRamos | 101·7 | 19·5 | 7·4 | Corunna Spanish | C.2Cy.13″&24″–19″ E*built*84*fitted*99 21NHP Thompson,Glasgow | | V | |
| JVBG | *J.Souto*96–98 | | — — | | | | | | | | | | | | | | |
| 268 | — | **WoodScTug** | 114 | | | | 1901 | F.Court Constitucion | Cia.Esplotadora de Maderas | 90·0 | 18·5 | 11·0 | Valparaiso Chilian | C.2Cy.15″&30″–20″ 33NHP J.G.Kincaid&Co.Greenock | | | |
| HBFL | | | — 54 | | | | | | | | | | | | | | |
| 269 | — | **IronScSr** | 109 | | | | 1882 | Akers.Mek Verkst Christiania | Skien-Telemarkens Dmpskacties. | 96·5 P18*t* | 18·0 B18*t* | 7·1 | Skien Norwegian | C.2Cy.13½″&23½″–18½″ 20NHP Akers Mek.Verks.,Xia. | | | |
| | *J.Isaksen* | 1 *Dk* | 69 66 | | | | | | | | | | | | | | |
| HQNK | | | | | | | | | | | | | | | | | |
| 270 | **Victoria Regina** | **SteelScSr** | 146 | ✠100A1 Abn | | | 1897 | A.Hall& Co. Aberdeen | The "Dodds" Steam FishingCo.Ld. (W. H.Dodds, *Mgr.*) | 101·6 | 20·1 | 10·8 | N.Shields British | T.3Cy.11½″,18″&31″–21″ (*s*) 160lb 52RHP 1SB,*2pf*,GS32,HS893 A.Hall&Co.,Aberdeen | 11 ″ 6 | | ~~11,08~~ 11,04 |
| 109220 PTBV | ~~*J.Casey* –00~~ *G.W.King* | *ss*Abn.No.1–02 1 *Dk* | 139 41 | *Stm Trawler* ~~4,11 3,03~~ 2,05 ~~✠LMC1,02~~ BS2,05 | | | 7mo *Lloyd's* | | | | | BK7½″ | | *3 BHCem* | | | |
| 271 | **Victorian** | **SteelScSr** (3*ScShafts*) | 10629 | | | | 1904 | Workman, Clark&Co.Ld Belfast | AllanLineSSCo.Ld (J.&A.Allan *Mgrs*) | 520·0 P56′B171′F68′ | ~~60·0~~ 60·4 | 38·0 | Glasgow British | Steam Turbines | | BT till 2,06 | |
| 121316 UCFM | | 3 *Dks* | 8459 6744 | | | | | | | | | *WB* | | Wrkman,Clark&Co.Ld Bel | | | |
| 272 | — | **SteelSc4MstSr** | 8825 | ✠100A1 Liv 5,04 | | | 1895 | Harland& Wolff(Lim.) Belfast | F.Leyland&Co. (1900),Ld. *WB*= *Cell* *DBa*142′*uE&B*86′ | 512·5 P59′B208′F109′ *f*175′1420*tMT*46′12 | 59·2 FK&BK3″ | 35·0 | Liverpool British | T.3Cy.31″,52″&86″–66″ (*s*) 190lb 718NHP 2D&2SB18*cf*GS289HS11688 Harland&Wolff(Lim.),Bel | 38 ″ 7 s 9 ″ 8 | BT till 5,05 | 2,03 |
| 106334 PBGC | *D.Thomas* –04 *Elec.light* | *ss*Liv.No.2–03 3 *Dks*(*Stl*) | 8185 5753 | BS5,04 ~~✠LMC2,03~~ *Middle & Upper decks* | | | *Lloyd's* | | | | | | | *9 BHCem* *5st APT32t* | | | |
| | *Bulkheads as per Section 22 not fitted between* | | | | | | | | | | | | | | | | |
| 273 | — | **WoodScSr** | 1504 | | | | 1891 | J H.Steffen Portland,Or. | J.Hendry | 242·3 | 36·0 | 15·5 | Vict'ria BC British | T.3Cy.26″,41″&68″–34″ Willamette 270NHP Iron Works,Willamette,Or | | R | |
| 111783 | *G.Cavin* –03 (*Car Ferry*) | 1 *Dk* | — 809 | | | | | | | | | | | | | | |
| 274 | — | **IronScK** | 195 | ✠100A1 Gms | | | 1900 | Cook, Welt'n&Gemmell Hull | Butt&Hill | 113·6 Q49′F19′ | 21·0 | 11·2 BK7½″ ~~*WB*= *DBa*~~ | Grimsby British | T.3Cy.11¾″.20″&32″–24″ (*s*) 180lb 55RHP 1SB.*2cf*,GS31,HS925 Amos&Smith,Hull | 12 ″ 1 | | ~~9,02~~ 8,04 |
| 113194 | *W.Hill* –00 | *ss*Gms.No.1–04 1 *Dk* | 175 62 | *Stm Trawler* 3,05 ~~3,04~~ ~~✠LMC8,00~~ ~~BS~~ | | | 8mo *Lloyd's* | | | | | | | | | | |
| 275 | **Victorian Prince** | **SteelScK** | 126 | | | ... | 1897 | J.T.Eltringham&Co SouthShields | R.Irwin Prince Fishing Co Ltd (R.Irwin &J.W.Simpson, *Mgrs.*) | 96·5 | 19·1 | 10·6 BK7″ | N.Shields British | C.2Cy.16″&34″–22″ 47RHP G.T.Grey,SouthShields | 11 ″ 0 | | |
| 105223 | *J.Morris* –97 | (*Trawler*) 1 *Dk* | 117 18 | | | | | | | | | *3 BHCem* | | | | | |
| 276 | **Victorina R.** | **SteelScSr** | 104 | | | ... | 1890 | Cox&Co. Falmouth | Gardella y Cia. | 90·0 | 18·3 | 9·3 BK6″ | Bns.Ayres Argentine | T.3Cy.12″,18″&30″–21″ 47NHP Cox&Co.,Falmouth | 9 ″ 6 | | |
| | *S.Revello* | 1 *Dk* | — 20 | | | | | | | | | | | | | | |
| 277 | **Victorious** | **SteelScSr** | 3434 | ✠100A1 Lon *v* | | | 1898 | R.Stephenson&Co.Ld Newcastle | MacmtyreBros.& Co. | 330·0 P24′F24′ | 46·1 | 18·0 25·8 FK | Newcastle British | T.3Cy.24″,40″&66″–45″ (*s*) 170lb *100lb* 304NHP 2SB,*6cf*,GS122,HS4640 Blair&Co.Ld.Stockton | 20 ″ 4 | | ~~11,02~~ 9,04 |
| 106634 QGTK | *W.C.Candlish* –01 | *ss*Nwc.No.1–02 1 *Dk*(*pt Irn pt Stl*) *& Spar dk* (*pt Irn & Stl–pt* wss) *3 trB* | 3259 2232 | *Spar dk* ~~Nwc~~ ~~8,01 12,08~~ 1,05 NYk ~~3,04~~ ~~✠LMC3,02~~ | | | 5mo *Lloyd's* | | *WB*= *Cell DBa*96′ | *uE&B*46′*f*136′657*t* | | | | *5 BHCem* *APT44t* | | | |
| 278 | **Victory** | **SteelSc** | 3775 | | | | 1895 | Chicago S.B.Co. Chicago | InterlakeCo. (Pickands, Mather &Co. *Mgrs.*) | 387·5 | 48·3 | 22·5 *WB* | Cleveland, Ohio Utd. States | T.3Cy.23″,38″&63″–40″ 251NHP ClevelandS.B.Co Cleveland | | S | |
| 181758 | *G.B.Mallory*88–95 *Mchy.Aft Elec.light* | 1 *Dk*2 *trB* | 3746 3340 | | | | | | | | | | | | | | |
| 279 | — | **IronScK** | 164 | ✠100A1 Gms | | | 1898 | Earle'sCo. Ld. Hull | E.S.Thrower | 102·0 Q18′F19′ | 20·6 | 11·0 BK7½″ | Grimsby British | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 45RHP 1SB,*2pf*,GS28,HS800 Earle'sCo.Ld.Hull | 11 ″ 9 | | 9,08 |
| 108496 | *E.S.Thrower* –03 | *ss*Gms.No.1–02 1 *Dk* | 151 64 | *Stm Trawler* 6,04 ~~1,04~~ ~~✠LMC8,02~~ BS6,04 | | | 2mo *Lloyd's* | | | | | | | *3 BHCem* | | | |
| 280 | — | **SteelScK** | 91 | ✠100A1 Ard | | | 1903 | Ardrossan D.D.&S.B. Co.Ld. Ardrossan | A.Bremner | 80·5 | 18·4 | 8·6 BK6″ *WB*= *FPT8t* | Wick British | C.2Cy.11″&23″–16″ (*s*) 140lb 22RHP 1SB,*2pf*,GS24,HS616 Fisher&Co.Paisley | 9 ″ 3 | | |
| 115105 | *D.Bain* –08 *Mchy.Aft* | 1 *Dk* | 83 16 | 5,03 ~~✠LMC 5,03~~ | | | 5mo *Lloyd's* | | | | | | | *3 BHCem* | | | |

| Signal Letters. | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Code. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Tonnage Officiel. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 281 | **Vidar** — Steel Sc Sr | 1543 | ✠100A1 Bos *q* | 1896 R. Craggs & | Actieselsk. Damp- | 255·0 \| 36·8 \| 18·1 | Frdrkshld | T.4Cy. 18″ 27″ 39″ 39″ (s) | 20 + 4 | |
| | *C. J. Sörensen* — ~~Ex-nat. No. 1-00~~ | 1430 | 2,04 1,05 Shl | 9mo Sons | kibet Vidar | P22′ B58′ F27 | Norwegian | 160lb *80lb* 176 NHP | 2·10 | |
| HBCT | 1 *Dk (frn) & deep framing* | 975 | ~~B82,06~~ ✠LMC'04 | Middlesbro' | Wiel & Amundsen | | *6 BHCem* | 2SE. *4cf*, gs70, hs2760 | | |
| | | | | | *WB = Cell.* | *Ba & u E 94′ f 96′ 400t* | *APT 10t* | Sir C. Furness, Westgarth & Co. (Lim.), Mdlbro | | |
| 282 | — — Iron Sc Sr | 315 | | 1871 Wigham | Koe Guan Co. | 132·5 \| 20·3 \| 15·8 | Penang | C.2Cy. 16″ & 32″ – 24″ | | |
| 65.54 | *A. M. Crichton* –04 2 *Dks* | 301 | | Richrdsn & Co | | | British | 50 RHP | | |
| | | 191 | | Newcastle | | | | Clark, Watsn & Grny., Nwc | | |
| 283 | **Videro** — Steel Sc K | 174 | ✠100A1 Gms | 1898 Edwards | White Star Steam | 110·8 \| 21·1 \| 11·0 | Grimsby | T.8Cy. 11½″ 19½″ & 32″ – 22½″ (s) | 12 + 0 | |
| 109830 | *W. Hill* –98 ss Gms. No. 1–02 | 162 | *Stm Trawler* | 12mo Bros | Fishing Co. Ltd. | Q 48′ F 20′ | British | 180lb 52 RHP | | |
| | 1 *Dk* | 99 | ~~Sp'04 6,08~~ ✠LMC'04 | N. Shields | BK 7½′ | | *3 BH Cem* | 1SB. *2pf*, gs30, hs1048 | | |
| | | | 2,05 ~~1,09~~ | *Lloyd's SA & CP* | | | | C. T. Grey, S. Shields | | |
| 284 | **Vieille Montagne No. 1** Iron Sc Sp | 166 | | 1865 Motala Co. | S. R. Wibel | 100·4 \| 21·7 \| 9·6 | Ammeberg | 2Cy. 18″ – 26″ | | |
| 2779 | *N. L. Lilja 00–00* 1 *Dk* | 145 | | Motala | | Q 12′ H 11′ F 18′ | Swedish | 18 NHP | | |
| JGFP | *Mchy. Aft* | 118 | | | | | | Motala Co., Motala | | |
| 285 | **Vieille Montagne No. 2** Iron Sc Sp | 165 | | 1876 Motala Co. | S. R. Wibel | 98·7 \| 21·5 \| 9·5 | Ammeberg | 2Cy. 18″ – 26″ | | |
| 278 | *A. W. Lindquist 96–96* 1 *Dk* | 144 | | Motala | | Q 12′ H 11′ F 20′ | Swedish | 18 NHP | | |
| JGFQ | *Mchy. Aft* | 119 | | | | | | Motala Co., Motala | | |
| 286 | **Vieira da Cunha** — — | — | | ..... | A. Irmao & Co. | ..... ..... ..... | Para | | | |
| | | — | | | | | Brazilian | | | |
| HPBD | | 172 | | | | | | | | |
| 287 | **Vien Chan** — Steel Twin Sc | 105 | | 1895 A. D'bigeon | Messageries Fluviales de Cochinchine | 98·4 \| 18·0 \| 4·9 | Saigon | C.4Cy. 9″ & 15½″ – 11″ | | |
| | *Zement* | — | | Chantenay s/Loire | | B— | French | Brissoneau 14 NHP | | |
| | 1 *Dk & Spar dk* | 65 | | | | | | fils & A. Lotz, Nantes | | |
| 288 | **Vienna** — Steel Sc Sr | 4170 | | 1899 Barclay, | Vienna S.S. Co. Ltd. | 376·2 \| 48·0 \| 26·2 | Glasgow | T.8Cy. 25″, 41″ & 67″ – 48″ | | |
| 111198 | *L. White* –02 | 3874 | | Curle & Co. Ltd. | (Gow, Harrison & | P 37′ B 100′ F 37′ | British | 311 NHP | | |
| RFMC | 2 *Dks* | 2653 | | Glasgow | Co.) | | *WB* | Barclay, Curle & Co. Ltd. Gls | | |
| 289 | — — Steel Sc Sr | 1912 | ✠100A1 Lth *r* | 1903 Ramage & | Leith, Hull & Ham. | 280·3 \| 37·2 \| 17·4 | Leith | T.8Cy. 24″, 42″ & 68″ – 45″ (s) | 19 + 10 | BT |
| 115603 | *C. Browne 88–03* 2 *Dks (UStl-ws)* | 1275 | ~~W'04~~ 1,01 | Ferguson, Ld. | Stm. Pkt. Co. Ltd. (J. | P 31′ B 179′ F 51′ | British | 180lb 460 NHP | + 2 | |
| VBTN | *Elec. light* | 1034 | ✠LMC'03 | Leith | Currie & Co. *Mgrs.*) | FK & BK 1¾′ | *6 BH Cem* | 2SB, & 1 Aux SB. *8cf*, gs176, | | |
| | | | | *Lloyd's SA & CP* | | | | hs7037 | | |
| | | | | *WB = Cell.* | *DBa 44′ u E & B 80′* | *f 76′ 299t FPT 40t* | *APT 12t* | Ramage & Ferguson, Ld. Lth | | |
| 290 | — — Steel Twin Sc Sr | 1786 | | 1894 Earle's | Gt. Eastern Rly. Co. | 302·4 \| 36·0 \| 16·2 | Harwich | T.6Cy. 26½″, 39½″ & 61″ – 36″ | | |
| 99457 | *J. Precious* –01 | 1131 | | Co. (Lim.) | | P 40′ | British | 447 NHP | | |
| NMRV | 2 *Dks & pt Awng dk* | 581 | | Hull | | *pt Awng dk* 248′ | *WB* | Earle's Co. (Lim.), Hull | | |
| 291 | **Viera y Clavijo** — Steel Sc Sr | 511 | ✠100A1 LaP *j* | 1888 David J. | Cia. de Vap. Correos | 190·2 \| 27·1 \| 12·7 | Las Palmas | T.3Cy. 17″, 27″ & 45″ – 36″ | 13 + 8 | |
| | *R. Diaz 93–93* ss Cdz. No. 8–8,00 | 403 | 8,02 | 8mo Dunlop & Co. | Interinsulares | P 37′ B 76′ F 35′ | Spanish | 150lb *50lb* 143 NHP | | |
| JVBL | *Elec. light* 1 *Dk & pt Shaded dk* | 254 | ~~BS11,03~~ ✠LMC'02 | Pt. Glasgow | Canarios | *pt Shaded dk* 14′ | *1 BH Cem* | 2SB. *4cf*, gs66, hs1974 | | |
| | | | | *Lloyd's SA & CP* | | BK 7½′ *WB = DB* | *a 83′ f 77′ 75t* | D. J. Dunlop & Co., P. Gl. | | |
| 292 | **Vigilancia** — Iron & Steel Sc Bn | 4115 | | 1890 Delaware | New York & Cuba | 321·8 \| 45·2 \| 26·5 | New York | T.3Cy. 28″, 44″ & 70″ – 48″ | | R |
| 161643 | *F. B. Knight* –02 | — | | River Co. | Mail S.S. Co. (J. E. | | Utd. States | NB02 339 NHP | | |
| KHSN | *Elec. light* 3 *Dks & Hurricane dk* | 2934 | | Chester, Pa. | Ward & Co. *Mgrs.*) | | | Delaware River Co. | | |
| 293 | **Vigilant** — Iron Sc Sr | 397 | ✠100A1 Liv *g* | 1884 T. & W. | J. Bacon Ld. | 152·4 \| 23·5 \| 12·2 | Liverpool | C.2Cy. 21″ & 38″ – 24″ (b) | 12 + 8 | |
| 87981 | *R. Curwen* –03 ss Liv. No. 3–1,95 | 309 | 10,03 | 2mo Toward & Co. | | P 49′ B 38′ F 20′ | British | 75lb *70lb* NDN98 65 RHP | + 1 + 0½ | |
| JMGB | ss Liv. No. 2–03 | 220 | ~~BS6,04~~ ✠LMC'06 | Newcastle | | BK 7″ | *1 BH Cem* | 1SB. *2pf*, gs83 | | |
| | *Well deck* 1 *Dk (frn)* | | | *A & CP* | | *WB = FPT* | *30t APT 27t* | Wapping E. Wks. Co., S. Shld | | |
| 294 | — — Steel Twin Sc Sr | 344 | ✠100A1 Liv *f* | 1903 Murdoch & | Mersey Docks & | 140·2 \| 24·1 \| 11·8 | Liverpool | T.6Cy. 10½″, 17½″ & 28″ – 21″ | 12 + 6 | |
| 118011 | *W. Davies* –08 | 298 | ~~10,03 3,07~~ 1,04 | 3mo Murray | Harbour Board | | British | 180lb (s) | + 2 + 9 | |
| VKRJ | 2 *Dks (1 pt Stl & pt Wood & U Teak)* | 133 | ✠LMC'01 | Pt. Glasgow | | BK 7″ | *1 BH Cem* | 1SB, *3cf*, gs17, hs1782 | | |
| | | | | *Lloyd's SA & CP* | | | | D. Rowan & Co. Glasgow | | |
| 295 | — — Steel Sc Sr | 226 | | 1901 Neafie & | Mc Williams Bros. | 110·0 \| 22·5 \| 11·7 | New York | T.3Cy. 14″, 21″ & 36″ – 26″ | | |
| 161890 | (*Tug*) | — | | Levy Co. | | | Utd. States | 64 NHP | | |
| KRCM | *Elec. light* 1 *Dk* | 153 | | Philadelphia | | *WB* | New Sc & Levy S & EB Co. Phil | | | |
| 296 | — — Iron Sc Sr | 196 | ✠90A1 Gls *c* | 1880 Murdoch & | Smith & Ritchie | 130·2 \| 21·0 \| 10·8 | Hull | C.2Cy. 20″ & 40″ – 27″ (s) | | |
| 82473 | *K. McKenzie* –08 ss Hul. No. 8–4,93 | 177 | 6,03 | 4mo Murray | | ND 98 | British | ~~S'04~~ 80lb 65 RHP | | |
| | *Mchy. Aft* ss Hul. No. 2–02 | 58 | ~~NB4,07~~ LMC'01 | Pt. Glasgow | | BK 6½′ | *5 BH Cem* | 1SB, *2pf*, gs38, hs1230 | | |
| | 1 *Dk* | | ~~B82,04~~ BS'04 | *Lloyd's SA & CP* | | | | Muir & Houston, Glasgow | | |
| 297 | — — Steel Twin Sc Sp | 192 | | 1904 Lobnitz & | Cie Universelle du | 130·3 \| 22·6 \| 10·5 | ~~Glasgow~~ | C.4Cy. 17½″ & 33″ – 24″ | | |
| ~~Motor~~ | *A. Thomson* –04 | 192 | | Co. Ld. | Canal Maritime de | | British | 118 NHP | | |
| | (*Tug*) | 16 | | Renfrew | Suez | | Egyptian *WB* | Lobnitz & Co. Ld. Renfrew | | |
| | 1 *Dk* | | | | | | | | | |
| 298 | — — Steel Sc Sr | 170 | | 1895 A. Du- | Soc. Anon. Roche- | 115·7 \| 19·7 \| 10·2 | Rochefort | C.2Cy. 16″ – 28″ & 20″ | | |
| | *Roussin* –08 | 143 | | bigeon | fortaise des | H 15′ F 15′ | French | 29 NHP | | |
| LJMT | | 50 | | Nantes | Remorq. & Transp. | | | Brsoneu. fils & A. Lotz, Ntes. | | |
| 299 | — — Steel Sc Sr | 164 | | 1893 J. C. Teck- | H. Hohnholz | 121·2 \| 20·8 \| 9·7 | Brmrhavn | C.2Cy. 17¾″ & 32⅜″ – 22″ | | G |
| | *M. Kupers* 1 *Dk* | 153 | | lenborg | | H 29′ | German | 42 NHP | | |
| QFTM | | 53 | | Geestemünde | | Len 99 | *WB* | J. C. Tecklenborg, Gtemnde | | |
| 300 | — — Iron Sc K | 147 | ✠100A1 Gms | 1896 Cochrane & | Atlas Stm. Fishing | 93·7 \| 20·4 \| 11·0 | Grimsby | T.8Cy. 11″, 17″ & 30″ – 21″ (s) | 11 + 10 | |
| 106660 | *W. Hudson* –96 ~~ss Gms. No. 1–00~~ | 138 | *Stm Trawler* | 8mo Cooper | Co. Ld. | Q 17′ | British | 160lb 45 RHP | | |
| | ss Gms. No. 2–04 1 *Dk* | 55 | 7,04 ~~7,08~~ | Beverley | | BK 7½′ | *3 BH Cem* | 1SB, *2pf*, gs28, hs800 | | |
| | | | ~~B82,08~~ ✠LMC'~~06~~ | *Lloyd's SA & CP* | | | | Earle's Co. (Lim.), Hull | | |
| 301 | — — Steel Sc K | 139 | ✠100A– Abn | 1902 A. Hall & | A. Forbes | 98·8 \| 20·1 \| 10·8 | Aberdeen | C.2Cy. 18½″ & 32″ – 22″ (s) | 11 + 4 | |
| 115564 | *A. Forbes 96–02* | 131 | *Stm Trawler* | 4mo Co. | | | British | 180lb 48 RHP | | |
| | 1 *Dk* | 84 | 9,01 ~~1,04~~ | Aberdeen | | BK 7½′ | *3 BH Cem* | 1SB. *2pf*, gs32, hs880 | | |
| | | | ✠LMC'02 | | | | | A. Hall & Co. Aberdeen | | |
| 302 | — — Wood Sc K | 115 | ✠ Nwc 8 | 1875 J. & D. | T. Thompson & Son | 90·7 \| 21·5 \| 9·7 | Newcastle | C.2Cy. 12½″ & 22″ – 18″ | | |
| 70238 | *A. Masson* –01 BT Nwc. 79 | 114 | 7,80 | 5mo Morris | | [illegible] | British | NB02 20 RHP | | |
| PDKR | pt IB | 62 | | Newcastle | | | | Pattison & Atkinson, Nwc. | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage: Gross / Deduct deck / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned new expired. Equipment Letter. | Built. When — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders. Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed, if not in Lloyd's Register Book. | Date when last Classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 303 70988 HPQG | **Vigilant** *J.Ingo* –94 / IronPadSp | 115 / 115 / 17 | | | | 1874 | J.Readhead & Co. S.Shields | G.Brown | 100·3 | 18·1 | 9·4 | S.Shields British | L.2Cy.26½″–48″ 70RHP J.Readhead&Co.,S.Shl. | | | |
| 304 — | — / SteelSc / 1 *Dk(Iron)* | 81 / 81 / 4 | ✠ ... *For towing purposes* | | | 1900 | J.Scarr 3mo Beverley A&CP | TheAdmiralty | 80·0 | 17·6 | 8·1 GRT 64 | British *4BHCem* | C.2Cy.15″&30″–22″ (*s*) 130lb 1SB,*2pf*,GS38,HS774 J.G.Fay&Co.Ld.Sou. | 9 ″ 0 | | |
| 305 — 71360 | — / *G.Geddes* –02 / SteelScK / 1 *Dk* | 80 / 75 / 19 | ✠100A1 Abn *For fishing purposes* 1,05 ✠LMC03 | | | 1902 | Smith's 9mo Dock Co.Ld. North Shields *Lloyd's SA&CP* | Geddes&Hendry | 80·0 | 18·1 | 8·3 BRT 86 *WB = FPT 2t* | Banff British *3BHCem* | C.2Cy.10⅜″&23″–16″ (*s*) 125lb 22RHP 1SB,*2pf*,GS17,HS476 MacColl&Pollock,Sld. | 9 ″ 0 | | |
| 306 — | **Vigsnæs** *M.Sivertsen* / IronScSr / 1 *Dk 2tr b* | 688 / 487 / 411 | | | | 1877 | Raylton Dixon&Co Middlesbro' | Rederiselsk.Vigsnæs(S.O.Larsen) | 180·6 P163*t* | 26·5 H6*t* | 13·0 F31*t* | Stavanger Norwegian *WB* | T.4Cy(2)11″,24¾″&40½″–30″ *Tpd*.92 NB92 90NHP BergensMek Verksted,Bgn | | N | |
| 307 HPTR | **Viken** *R.Tomte*03–03 (*ex*Pauliette,*ex*Genova) / IronScSr / 1 *Dk 2tr b* | 394 / 328 / 223 | | | | 1863 | C.Connell & Co. Glasgow | Dmpskselsk.Viken (Chr.JuellSandberg) | 173·5 Q62*t* | 22·0 H6*t* | 12·9 | Chrstiania Norwegian | C.2Cy.20½″&41½″–26″ NB73 73NHP Blair&Co.(Lim.),Stockton | | N | |
| 308 MSBC | **Viking** *O.Danielsen* –04 / SteelScSr / 1 *Dk* | 1420 / 1298 / 914 | | | | 1904 | Framnes Mek.Vaerks. Sandefjord | Acties.Viking (P.Johannesen) | 231·8 H122*t* | 35·2 | 14·7 20½ | Tönsberg Norwegian *WB* | T.3Cy.16½″,27″&44″–33″ 111NHP AkersMek.Værks.Xia. | | | |
| 309 — 121612 | — / *H.Richardson* *Mchy.Aft* *Elec.light* / SteelSc / 1 *Dk 2tr b* | 1117 / — / 944 | | | | 1889 | Union Dry Dock Co. Buffalo,N.Y. | F.W.Gilchrist | 217·4 | 37·1 | 15·0 *WB* | Cleveland, Ohio Utd.States | C.2Cy.26″&48″–42″ 124NHP S.F.Hodge&Co.,Detroit | | | |
| 310 — 114810 TDGC | — / *Cable Vessel* *W.H.Lacy* –02 / SteelScSr / 1 *Dk* | 929 / 775 / 463 | | | | 1901 | Armstrong Whitworth &Co.Ld. Newcastle | Amazon Telegraph Co.Ld. | 207·0 | 36·0 | 13·7 | London British *WB* | T.3Cy.14″,22½″&36″–27″ 164RH Wllsnd Slpwy.Co.Ld.Nwc. | | C | |
| 311 — SDMH | — / *N.P.E.Lorentzen* –91 (*ex*Achille) / IronScBn / 1 *Dk 2tr b* | 761 / 593 / 453 | | | | 1883 | Lobnitz& Co. Renfrew | ForenedeDmpskib. Selskab | 198·7 Q69*t* | 28·0 B25*t* | 14·6 F25*t* | Copnhagn Danish | C.2Cy.27″&50″–36″ 125NHP W.B.Lobnitz&Co.Renfrew | | | |
| 312 — 1460 HJSR | — / *K.Beurling*03–03 (*ex*August Blanche) / IronScSr / 1 *Dk&Awngdk3tr b* | 736 / 475 / 547 | | | | 1887 | Motala Co. Norrköping | Ångf.Aktieb. Svithiod (Aug.Carlson) | 184·6 H5*t* len85 | 24·7 | 14·3 *WB* | Gothenbrg Swedish | C.2Cy.17½″&35½″–24″ NB85 51NHP MotalaCo.,Motala | | V | |
| 313 — 117314 | — / *W.Bartlett*01–04 / WoodScBkn / 2 *Dks3tr b* | 586 / 511 / 276 | | | | 1881 | ..... Arendal | Bowring Bros.Ld. | 154·3 P76*t* | 31·8 | 17·7 | SJhnsNFL British | C.2Cy.25″&45″–26″ 86RH NylandsM.V.,Christiania | | | |
| 314 — JVRF | — / *L.J.Apeland* –00 / *Well deck* / SteelScSr / 1 *Dk 2tr b* | 488 / 400 / 294 | ... | | | 1882 | Motala Co. Gothenburg | B.StoltNielsen | 159·4 Q23*t* | 24·0 B52*t* | 14·0 H6*t* F6*t* | Haugesnd Norwegian *WB* | C.2Cy.19½″&35½″–23⅝″ NB96 51NH Motala Co.,Gothenburg | | N | |
| 315 [illegible].04 HKTS | — / *R.Mogridge* –03 *ss*Lon.No.3–12,95 *ss*Hpl.No.2–03 / IronScSr / 1 *Dk&pt Awngdk* | 436 / 292 / 215 | ✠100A1 Hfx *g* *pt Awng dk with freeboard* 4,04 | | | 1883 | Pearce Bros 1mo Dundee A&CP | A.Dickie | 145·0 *Q70 Sides sheathed at W.L.01* BK 7 *WB = FPT 37t* | 23·1 | 12·0 *Q23t B52t H6t F6t* | London British *4BHCem APT 25t* | C.2Cy.20″&35″–24″ (*s*) 100lb *80lb* NDB92 60RH 1SB,*2pf*,GS36,HS1179 Pearce Bros.,Dundee | 13 ″ 0 | | 7.03 |
| 316 — 88 HFRN | — / *C.N.P.Nordström*92–01 / IronScSr / 1 *Dk* | 200 / 97 / 142 | | | | 1891 | Motala Co. Oscarshamn | OskarshamnsÅngf Aktieb. (C.A Idestrom,*Mgr.*) | 98·3 Q24′ B52′ H13′ F25′ | 21·9 | 7·6 | Oscrshmn Swedish | C.2Cy.16″&29½″–19½″ 31NH MotalaCo.,Oscarshamn | | | |
| 317 — 70709 JvCP | — / *ss*Hul.No.1–03 / IronScK / 1 *Dk* | 180 / 168 / 65 | ✠100A1 Hul *Stm Trawler* 1,01 | | | 1899 | Cook,Welton&Gemmell 4mo Hull *Lloyd's SA&CP* | J.H.Robins&Co.Ld | 110·2 Q20′ | 21·0 BRT 71½ *WB =* | 11·3 | British *3BHCem DB* 17′14′ | T.3Cy.12″,20″&33″–24″ (*s*) 180lb 58RH 1SB,*2cf*,GS27,HS940 C.D.Holmes&Co.Hull | 12 ″ 1 | | 7.03 |
| 318 — HMKB | — / *A.Hansen* *ss*Gms.No.1–02 / SteelScYl / 1 *Dk* | 142 / 135 / 55 | ✠100A1 Gms *Stm Trawler* ~~1,00~~ 3,05 | | | 1898 | Mackie& Thomson Glasgow *Lloyd's SA&CP* | ~~Akties.Viking (Hjalmar Rood)~~ H.Fredriksen | 100·6 Q18′ F19′ | 20·5 | 10·7 BRT 74½ | Sandefjord ~~Christiania~~ Norwegian *3BHCem* | T.3Cy.10½″,17″&28″–20″ (*s*) 180lb 44NH 1SB,*2pf*,GS28,HS775 Muir&Houston,Ld.Gls. | 11 ″ 7 | | ~~4.02~~ 3,05 |
| 319 — 86130 | — / *D.L.Richardson* / WoodSc / 1 *Dk* | 128 / 121 / 87 | | | | 1891 | ..... Ashtubula, Ohio | Deer Island&Campobello Stmbt.Co. | 75·3 | 21·1 | 6·4 | S.Andrews N.B. British | C.2Cy.11″&20″–14″ 17RH Clough,White&Co.,Cld.,O | | | |
| 320 — JTMG | — / *J.Nilsen* / SteelScSr / 1 *Dk* | 102 / 90 / 61 | | | | 1890 | Christiansands Mk Vrk. Christnsands | Haalogalands Dmpskselsk. | 95·9 H12*t* | 16·5 | 9·6 | Harstad Norwegian *WB* | C.2Cy.13⅜″&24″–18½″ 21NH ChristiansandsM.V. | | | |
| 321 JPHG | **Vikingen** *S.Jueel*86–01 / SteelScSr / 1 *Dk* | 421 / 257 / 243 | | | | 1900 | Trondhjems M.V. Drontheim | Hardanger Söndhordlandske Dampskibsselskab | 149·7 P97*t* | 23·0 H24*t* | 11·7 F41*t* | Bergen Norwegian | T.3Cy.15″,25″&41″–26″ 86NH TrondhjemsM.V.Dronthm | | N | |
| 322 — JPBM | — / *O.Sundahl* / IronScSr / 1 *Dk* | 106 / 72 / 61 | | | | 1865 | Nylands Værks. Christiania | M.Haabeth | 120·3 Q12*t* | 16·5 H6*t* | 6·1 F15*t* | Drontheim Norwegian | C.4Cy.11″&22″–15″ 31NH Nylands Værks.Chrstiania | | | |
| 323 767 JCPH | **Viktor Rydberg** *A.E.Hellberg*99–03 (*ex*Trafik) / SteelScSr / 1 *Dk* | 235 / 107 / 165 | | | | 1885 | Motala Co. Norrköping | Ångf.Aktieb. Stockholm-Jönköping | 97·6 P65′ | 21·9 H16*t* | 9·5 F35′ | Jönköping Swedish | C.2Cy.16½″&30″–20″ 34NHP MotalaCo.,Motala | | | |
| 324 HTRJ | **Vila** *C.Ivancich*94–96 / SteelScSr / 1 *Dk* | 405 / — / 233 | | | | 1890 | Howaldtswerke Kiel | Nav.aVap.Seraf. Topic&Co. (P.Pizzetti,*Mgr.*) | 152·0 P37′ | 22·4 B35′ | 11·7 F20′ | Trieste Aust.-Hung. | T.3Cy.15″,23½″&38¼″–19⅝″ NB01 65NH Howaldtswerke,Kiel | | A | |
| 325 | **Villa de Söller** *J.Martorell* –03 / *Elec.light* / SteelScSr / 1 *Dk(Stl)* | 443 / 296 / 247 | ✠100A1 Kel 10,03 | | | 1903 | Howaldtswerke 10mo Kiel *Lloyd's SA&CP* | Soc.deNav.La SöllerenseMarit. | 161·0 P35′ B33′ F43′ | 23·5 BRT 67′ *WB = Cell D Ba* | 12·0 38′ *uE* 16′40*t* | Söller Spanish *1BHCem* | T.3Cy.14⅜″,22¾″&36⅝″–19⅝″ 178lb *100lb* (*s*) 45NHP 2SB,*2cf*,GS41,HS716 Howaldtswerke,Kiel | 12 ″ 8 | | |

| Numéro d'Ordre. / Numéro Officiel. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Jauge Brute. Total. / Sous le Pont. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Par. Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les plaques du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Vitesse. Milles par heure. | Poids. Tonnes. | Date de la dernière Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 326 | **Villa Encarnacion** Steel Sc | 345 / 245 / 206 | | 1895 | Bremer "Vulkan" Vegesack | M.Adano | 135·0 \| 26·0 \| 9·3 / B19' B16' F15' | Bns.Ayres Argentine / WB | C.2Cy.14½"&27½"–21½" 75NH | | |
| | (ex Estreito) Mchy.Aft 1Dk | | | | | | | | | | |
| 327 | **Villa Rica** Iron Twin Sc Sr | 318 / 228 / — | | 1888 | Barrow Co. (Lim.) Barrow | M.Adano | 193·0 \| 28·1 \| 7·3 / Q14t / len95 | Bns. Ayres Argentine | C.2Cy.10"&20"–18" 28NH Barrow Co.(Lim.), Barrow | | |
| | (ex Edith) Mchy.Aft | | | | | | | | | | |
| 328 | **Villalegre** ~~SIRANOSO~~ Steel Sc Sr | 1947 / 1473 / 1248 | ✝ ~~100A1~~ Sbl 6,04 ~~6,04~~ Bly | 1891 | E.Withy & Co. (Hartlepool) | Cia.Avilesina de Nav. (M.Carreño, Mgr.) | 270·0 \| 37·0 \| 17·8 / P88' Q76' B106' / F81' drp0¼ / WB = Cell DB226 | Gijon Spanish / 4 BH Cem 374t APT 26t | T.3Cy.20",31½"&53"–36"(s) 160lb 55lb 168NH 2SB,4pf,gs70,hs2518 T.Richardson&Sons,Hpl. | 20 " 0 | | |
| Foundered 3.05 | M.A.Diaz 3.04 ~~Shl.No.8–10.04~~ | | | | | | | | | | | |
| JVCD | (ex Glenisle) 1Dk(pt Irn)(pt Stl) | | | | | | | | | | | |
| | Well deck ssBly No.3–6,04 & Webframes | | | | | | | | | | | |
| 329 | **Villám** Steel Sc Sr | 653 / 448 / 275 | ✝ 100A1 Fri k 2,05 ~~Hull~~ ✝ LMC 11,01 Bot.~~05~~ | 1893 / 9mo | Gourlay Bros.&Co. Dundee A&OP | Soc.in Azioni Ungara Croata di Nav Maritt.a Vap. | 202·0 \| 28·9 \| 13·3 / P & B128' F32' / WB = DBa 31'22t | Fiumo Aust.-Hung. / 4 BH Cem FPT 7t | T.3Cy.19",31"&51"–36" (s) 160lb 80lb 150NH 1DB,2pf,gs74,hs2164 Gourlay Bros.&Co.,Dundee | 14 " 1 | | |
| | D.Chersich 95–96 ssFiu.No.2–01 | | | | | | | | | | | |
| | Well deck 1Dk | | | | | | | | | | | |
| | Elec.light | | | | | | | | | | | |
| 330 | **Villareal** Steel Sc Sr | 1652 / 1485 / 1045 | | 1903 | Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 260·0 \| 38·0 \| 17·6 / P15' B161' F30' | Olden burg German / WB | T.3Cy.19½",32"&51½"–39½" 151NH J.F.Ahrens,Altona | | | G |
| | J.Loeding –08 | | | | | | | | | | | |
| NGVR | Elec.light 1Dk | | | | | | | | | | | |
| 331 | — Iron Sc Sr | 858 / 691 / 554 | ✝ 8,81 Dun l | 1875 / 8mo | Cunliffe & Dunlop Port Glasgow | A.Parodi fu B. | 209·9 \| 28·0 \| 15·9 / P103' F36' / BK 6½" | Genoa Italian / 4 BH Cem / WB | C.2Cy.27"&50"–27" NB88 108NH Cunliffe & Dunlop, Port Gls. | | | V |
| 88 | F.Marzinghi –08 | | | | | | | | | | | |
| SRJM | (ex H.von Witt) ssAnt.No.1–79 | | | | | | | | | | | |
| | Well deck 1Dk 2tr B | | | | | | | | | | | |
| 332 | — Iron Sc | 495 / — / 372 | ✝ 2,92 Msl | 1868 / 9mo | H.Murray & Co. Pt.Glasgow | J.V.Catala | 170·0 \| 24·5 \| 13·0 / 26t F— / BK 6½" | Valencia Spanish / 4 BH Cem / WB = APT | C.2Cy.23½"&40½"–28" NB84 71NH 1SB,3pf,gs60 Cmp.76 J.Howden&Co,Gls | | | |
| | Barbera ssMsl.No.8–7,89 | | | | | | | | | | | |
| JVCG | 1Dk 2tr B | | | | | | | | | | | |
| 333 | **Villarramiel** Steel Sc K | 178 / 135 / 83 | ... | 1897 | Escreet & Richmond Burton Stathr | Solache y Llanos | 100·0 \| 20·2 \| 8·5 / Bg' Q30' F14' / BK 6½" | Gijon Spanish / WB | C.2Cy.12"&24"–18" 80NH Escreet&Rchmnd B.Stathr | 9 " 1 | | |
| | D.Jardon –00 | | | | | | | | | | | |
| JVCB | Well deck (ex Cytos) 1Dk | | | | | | | | | | | |
| 334 | **Ville d'Alger** Steel Sc Sr | 2211 / 1835 / 680 | | 1890 | Cie Général Transatlntq St.Nazaire | Cie.Générale Transatlantique | 342·7 \| 36·1 \| 23·0 / B46' H— F46' | Marseilles French | T.3Cy.33",51"&33"–48" NB01 477NH Cie.Gén. Transt.,St.Naz. | | | V |
| | Unsworth 99–00 | | | | | | | | | | | |
| LJPR | Elec.light 2Dks & Spardk | | | | | | | | | | | |
| 335 | — Iron Sc 3 Mst Sr | 1640 / — / 944 | ✝ 3,87 Hav r | 1879 / 10mo | J.Laing Sunderland | Cie.Havraise Pén. de Nav.à Vap. | 251·5 \| 34·0 \| 23·0 / P38' B14' F28 / WB = DBa 72' f44' | Havre French / 5 BH Cem | C.2Cy.33"&62"–42" NB94 208NH G.Clark,Sunderland | | | V |
| | Bonrepaux 94–02 ssHav.No.1–88 | | | | | | | | | | | |
| LJPS | 2Dks(1Irn) 8trB | | | | | | | | | | | |
| 336 | **Ville d'Anvers** Steel Sc Bg | 653 / 645 / 216 | | 1885 | Société Cockerill Antwerp | Belgian Government | 214·0 \| 30·0 \| 16·5 / P12' B26' F40' | Ostend Belgian | C.2Cy.31½"&45"–35½" 100NH Société Cockerill,Seraing | | | |
| GQBF | | | | | | | | | | | | |
| 337 | **Ville d'Arras** Steel Sc Sr | 1654 / 1362 / 833 | | 1894 | J Readhead & Sons S.Shields | Cie.des Bateaux à Vap.du Nord | 260·0 \| 34·2 \| ... / B10' 24·2 / WB | Dunkirk French | T.3Cy.21½",35"&59"–39" 217NH J.Readhead&Sons,S Shl. | | | V |
| | P.Evrard 96–02 2Dks & Spar dk | | | | | | | | | | | |
| LJQO | | | | | | | | | | | | |
| 338 | **Ville d'Eu** Steel Sc 3 Mst Sr | 763 / 542 / 306 | ✝ 100A1 Sws k 6.08 DB86,02 ✝ LMC 7,01 | 1901 / 7mo | S M Knight & Co.Ld. Ayr | J.T.Harrison | 200·4 \| 30·6 \| 11·5 / Q103' B18' F27' / FK | Glasgow British / 3 BH Cem | T.3Cy.17",27½"&44"–33" (s) 160lb 75lb 116NH 1SB,3cf,gs60,hs1830 Ross&Duncan,Glasgow | 14 " 0 / 1 - 2½ | | 1.00 |
| 113967 | J.Fife –08 | | | | | | | | | | | |
| TCLD | Mchy.Aft 1Dk(Irn) | | | | | | | | | | | |
| | Well deck | | | | | | | | | | | |
| | Lloyd's SA & CP | | | | | WB = Cell | DBf 115' 183t | FPT 70t | APT 8t | | | |
| 339 | **Ville d'Isigny** Steel Sc Sr | 135 / 113 / 65 | | 1891 | Bertin frères Bezons | Roussel&Dupont | 91·9 \| 18·0 \| 10·6 / Hs' RFD 18 | Havre French / WB | C.2Cy.12"&21"–18" 13NH Boulet&Co.,Paris | | | V |
| | Horlaville –01 | | | | | | | | | | | |
| LKJR | | | | | | | | | | | | |
| 340 | **Ville d'Oran** Iron Sc Sr | 1936 / 1735 / 808 | | 1880 | Wigham Richrdsn&Co Newcastle | Cie.Générale Transatlantique | 309·7 \| 33·4 \| 16·7 / H— F46' 24·3 | Marseilles French | T.3Cy.30½",42"&80"–48" Tpd89 NB90 443NH Wigham Richrdsn&C.Nwc | | | V |
| | Gaubert 99–00 2Dks & Awngdk | | | | | | | | | | | |
| LJQR | Elec.light | | | | | | | | | | | |
| 341 | **Ville de Barcelone** Iron Sc Bn | 1861 / 1779 / 810 | | 1880 | Caird&Co. Greenock | Cie.Générale Transatlantique | 309·0 \| 33·5 \| 16·7 / H179t F45' 24·3 | Marseilles French | C.2Cy.42"&80"–48" NB92 370NH Caird&Co.,Greenock | | | V |
| | Bastiani 89–98 2Dks & Spardk | | | | | | | | | | | |
| LJQV | Elec.light | | | | | | | | | | | |
| 342 | **Ville de Bastia** Iron Sc Sr | 866 / — / 381 | | 1885 | Claparède & Co. Rouen | Cie.Marseillaise de Nav.à Vap. (Fraissinet&Co., Mgrs.) | 217·0 \| 29·0 \| 17·5 | Marseilles French | C.2Cy.34"&60"–36" NB97 180NH Claparède&Co.,Rouen | | | V |
| | Carries | | | | | | | | | | | |
| LJQW | | | | | | | | | | | | |
| 343 | **Ville de Bayonne** Steel Sc Sr | 1380 / 1148 / 772 | ... | 1896 | Craig, Taylor&Co. Stockton | A.D'Orbigny, Faustin&Co. | 245·0 \| 37·2 \| 15·9 / Q97' B52' F24' / FK | La Rochlle French / WB | T.3Cy.19",31"&51"–33" 159NH Vstgrth,English&Co,Mdb | 18 " 0 | | V |
| | Chauvelin 92–96 (ex Clarence) | | | | | | | | | | | |
| LJRC | Well deck 1Dk & Webframes | | | | | | | | | | | |
| 344 | — Iron Sc 3 Mst Sr | 252 / — / 87 | ✝ 9.91 Brs | 1864 / 8mo | Union SBC Glasgow | Cie. Mar. L'Amoricaine (A.Legal&D. de Kersabiec, Mgs.) | 124·0 \| 21·0 \| 12·7 / ND 77 | Nantes French / 2 BH | C.2Cy.18"&31½"–21½" NB79 38NH L.Gilhet,Nantes | | | |
| | Thomas –90 ssBrs.No.3–8,87 | | | | | | | | | | | |
| LJRB | (ex Marne, ex Perthshire Lassie) 1Dk | | | | | | | | | | | |
| 345 | **Ville de Bône** Iron Sc Sr | 1937 / 1737 / 814 | | 1880 | Wigham Richrdsn&Co Newcastle | Cie.Générale Transatlantique | 310·0 \| 33·4 \| 16·7 / H178t F46' 24·2 | Marseilles French | T.3Cy.30½",42"&80"–48" Tpd91 NB02 443NH Wigham Richrdsn&C.Nwc | | | V |
| | Biaggini 97–99 2Dks & Spardk | | | | | | | | | | | |
| LJRH | Elec.light | | | | | | | | | | | |
| 346 | **Ville de Bordeaux** Iron Sc Sr | 1440 / 1145 / 845 | ✝ 100A1 Dnk p 10.02 BS12,08 ✝ LMC 10,08 | 1881 / 9mo | Napier, Shanks&Bell Glasgow | Cie.des Bateaux à Vap.du Nord | 270·3 \| 33·6 \| 17·1 / P&B163' F81' / BK 9' / WB = Cell | Dunkirk French / 4 BH Cem | C.2Cy.34"&52"–36" (a) 75lb 80lb NDB02 151NH 1DB,6pf,gs98,hs3012 J.Howden&Co Glasgow | 19 " 6 / 13 " 1 | | |
| 1393 | Th.Palvadeau 99–02 | | | | | | | | | | | |
| LJRS | (ex Antilles) ssDnk.2nd No.3–10,02 1Dk(Irn) | | | | | | | | | | | |
| | Lloyd's SA & CP | | | | | | DB206' 225t | | | | | |
| 347 | — Iron Sc Sr | 198 / — / 93 | ✝ 9,88 Liv Lv | 1882 / 10mo | Edwards& Symes London | Beynel&Vigner | 110·0 \| 18·0 \| 9·8 / Q21t / WB = FPT FK | Havre French / 3 BH | C.2Cy.12½"&22"–18" NB99 17NH G.Burrell&Son,Thetford | 10 " 4 | | |
| | R.Royer 97–98 1st Survey Wrk.4,86 | | | | | | | | | | | |
| LJRQ | (ex Calder) 1Dk(Irn) | | | | | | | | | | | |
| 348 | **Ville de Boulogne** Iron Sc Sr | 853 / — / 450 | | 1866 | ..... Greenock | Cie.des Bateaux à Vap.du Nord | 121·3 \| 26·2 \| 17·1 | Dunkirk French | C.2Cy.28"&51"–30" NE81 NB92 119NH ...tt&Co.,Greenock | | | V |
| | P.Vandenbrouck 02–02 (ex Vannina) | | | | | | | | | | | |
| LJQT | 2Dks & Awngdk | | | | | | | | | | | |
| 349 | — Steel Sc K | 174 / — / 83 | | 1894 | Earle's S.B. & E.Co (Lim.) Hull | L.Bouclet | 121·0 \| 20·6 \| 11·0 | Boulogne French / WB | T.3Cy.12½",20"&32"–22" 48NH Earle's SB&ECo(Lim)Hul | | | |
| | A.Libert –96 1Dk | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Class. Hull. Engines. | 6 Built. When. Where. | 7 By Whom. Where. | 8 Owners. | 9 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 10 Port of Registry. Flag. | 11 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 12 Moulded depth. Freeboard amidships ft. in. | 13 Registers in which classed up to 1. Dates of Particulars. | 14 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 350 LJSP | **Ville de Cannes** IronScSr<br>*Liccioni*99-99 *ss*Gen.No.3–8,92<br>(*ex*LuigiaC.,*ex*Hayle) *ss*Gen.No.1–96<br>1 *Dk2tr b* | 398<br>369<br>181 | 5.96 Gen | 1867<br>7mo | Harvey& Co. Hayle | A.Busck&Co. | 147·1 24·7 13·8<br>Q42′<br>ND80ptND96 BK6½″<br>*WB*= | Marseilles French | C.2Cy.20″&37″–24″<br>NE&B80 56NH<br>4 *BHCem*<br>1SB,*3pf*,GS37,HS1058<br>*DBa—f*41′ Hall,Russell&Co.Abn. | 14 ″ 1 | | |
| 351 LJSM | **Ville de Carthage** IronScSr<br>*Ch.Langhetée*98–98 *ss*Mel.No.2–92 2 *Dks*<br>(*ex*Maurice&Réunion) (*Irn–Uws*)3*tr B* | 2021<br>1966<br>1144 ✠ Msl *s*<br>5.99<br>✠NB5,92✠ | | 1881<br>5mo | W.Hamilton &Co. Pt.Glasgow | Cie.desBateaux à Vap.duNord | 288·0 36·3 22·1<br>P36′F34′ BK9½″<br>*WB*<br>=*CellDB*236′ 368*t* | Dunkirk French<br>5 *BHCem* | C.2Cy.34″&64″–45″<br>2SB.*6pf*,GS120 229NH<br>Dunsmuir&Jackson,Gls. | | V | |
| 352 LJTK | **Ville de Cayenne** SteelScSr<br>*Douet* –03 1 *Dk* | 316<br>—<br>139 | | 1896 | R.Craggs& Sons Middlesbro' | E.Monteaux | 145·5 21·9 9·5<br>P29′F19′ *WB* | Cayenne French | C.2Cy.14″&31″–21″<br>37NHP<br>Wstgrth,English&Co.Mdb | | V | |
| 353 LJTM | **Ville de Cette** SteelScSr<br>*Th.Fiquet*98–00<br>2 *Dks3tr B* | 1797<br>—<br>903 | | 1896 | J.Readhead &Sons South Shields | Cie.desBateaux à Vap.duNord | 267·0 35·0 23·6<br>B44′ *WB* | Dunkirk French | T.3Cy.22″.36″&60″–39″<br>225NHP<br>J.Readhead&Sons,S.Shl. | | V | |
| 354 LJSN | **Ville de Châlon** SteelScSr<br>*Dollo*01–01 *ss*Bwg.No.1–96<br>*Well deck* (*ex*Ralston) 1 *Dk*(*Stl*)<br>*Mchy.Aft* | 235<br>—<br>90 ✠ Gls *c*<br>8.01 | | 1892<br>2mo | J.McArthur&Co. Paisley | Vigner,Schneider &Co. | 120·0 22·0 9·1<br>Q37′B12′F25′ BK6½″<br>*WB*<br>=*FPT*13*t* | Havre French | C.2Cy.13¼″&26″–18″<br>33NHP<br>3 *BHCem*<br>1SB,*2pf*,GS26,HS669<br>Bow,McLachlan&Co.Psy. | 10 ″ 0 | | |
| 355 LJTF | **Ville de Constantine** IronScBn<br>*E.Thémèze*98–02 2 *Dks3tr B*<br>(*ex*Ville de Rosario) | 2119<br>—<br>1185 | | 1881 | F.&C.de la Médit. LaSeyne | Cie.desBateaux à Vap.duNord | 305·4 36·1 25·9<br>H— F41′ | Dunkirk French | C.2Cy.32½″&63″–39½″<br>NB94 208NHP<br>Forges&C.de la Médit.,Msl. | | V | |
| 356 LJTN | **Ville de Dellys** IronScSr<br>*Guaracino* | 121<br>—<br>41 | | 1878 | ..... Glasgow | D'Hauteville,Jobez,Mathieu&Co. | 82·6 18·0 7·8 | Algiers French | C.2Cy.<br>NB98 | | | |
| 357 LJVB | **Ville de Douai** SteelScSr<br>*Mannoni* 1 *Dk&Spardk*<br>*Mchy.Aft*<br>*Elec.light* *Carrying Petroleum in bulk* | 1723<br>—<br>1119 | | 1890 | Armstrong Mitchell& Co.(Lim.) Newcastle | P.Paix&Co. | 265·0 37·0 23·4<br>P35′ B8′ F34′ *WB* | Calais French | T.3Cy.20″,33″&58″–36″<br>FD NB96 169NHP<br>Wllsnd SlpwyCo.Ld.,Nwc. | | V | |
| 358 GQHB | **Ville de Douvres** SteelPadSr<br>2 *Dks* | 863<br>776<br>450 | | 1886 | Société Cockerill Antwerp | BelgianGovernment | 271·8 29·0 15·6<br>len89 | Ostend Belgian | C.2Cy.50″&97″–72″<br>665NHP<br>SociétéCockerill,Seraing | | | |
| 359 LJVD | **Ville de Dunkerque** IronSc<br>*Allanet*97–98 *ss*Dnk No.3–6,01<br>(*ex*EmmaHenriette)<br>1 *Dk*(*Irn*)*&Spardk3tr B* | 1462<br>1231<br>763 ✠100A1 *Spar dk*<br>12,01 7.02<br>✠NB12,99 ✠LMC3,01 | Dnk *p* | 1889<br>3mo | J.deDecker Gz. Antwerp | Cie.desBateaux à Vap.duNord | 247·5 32·0 22·5<br>BK8<br>*WB*=*DBa*31′*&u*<br>*Lloyd's SA&CP* | Dunkirk French<br>4 *BHCem*<br>*E&B*33′186*t* | T.3Cy.18½″,30″&48″–33″ (*s*)<br>150lb *80lb* NDB99 142NHP<br>1SB,*3cf*,GS75,HS2374<br>Wllsd.SlipwayCo(L.),Nwc | | | ~~14.04~~<br>12.04 |
| 360 LJVK | **Ville de Gujan-Mestras** Steel<br>*E.Taffard*01–02 (*Trawler*) ScSr<br>1 *Dk* | 133<br>96<br>22 | | 1898 | De la Brosse &Fouché Nantes | Soc.Nouvelle des Pêcheries à Vap. | 102·3 18·5 8·5<br>F13′ *WB* | Arcachon French | C.2Cy.17¾″&29⅛″–16½″<br>30NHP<br>De la Brosse&Fouché,Nts. | | V | |
| 361 LJWB | **Ville de la Ciotat** SteelSc<br>*Fiaschi*86–92 3 *Dks&Spardk* | 6631<br>—<br>2821 | | 1892 | Message. Maritimes LaCiotat | MessageriesMaritimes | 485·8 49·9 36·8<br>*WB* | Marseilles French | T.3Cy.44″.67″&106″–53″<br>819NHP<br>Message.Marit.LaCiotat | | | |
| 362 LJPV | **Ville de la Rochelle** SteelScSr<br>*Boireau*96–96<br>(*ex*Banshee) 1 *Dk*<br>*Well deck* *Mchy.Aft* | 121<br>—<br>64 ✠ Bwg *a*<br>8.98 | | 1895<br>1mo | Mackie& Thomson Glasgow | J.Fournier&Co. | 115·1 20·0 7·0<br>P60′F16′<br>len98 FK<br>*WB*=*FPT*12*t* | LeChateau Ile d'Olern French | C.2Cy.13″&28″–18″<br>32NHP<br>1SB,*2pf*,GS24,HS535<br>Muir&Houston,Glasgow | 7 ″ 6 | V | |
| 363 LJWT | **Ville de Lille** IronScSr<br>*J.Vanhille*00–02<br>1 *Dk&Spardk3tr B* | 1083<br>886<br>589 | | 1877 | Société J. Cockerill Antwerp | Cie.desBateaux à Vap.duNord | 223·1 28·9 14·8<br>H43′ 21·7 | Dunkirk French<br>*WB* | C.2Cy.25½″&49″–33″<br>NB85 115NHP<br>SociétéJ.Cockerill,Seraing | | V | |
| 364 LJWV | **Ville de Lorient** IronScBn<br>*C.Girou*91–99<br>(*ex*Ville de Montévidéo) 2 *Dks3tr B* | 2119<br>—<br>1185 | | 1881 | Forges&C. de la Médit. LaSeyne | Cie.desBateaux à Vap.duNord | 305·4 36·1 25·9<br>H– F41′ | Dunkirk French | C.2Cy.32½″&63″–39½″<br>NB94 208NHP<br>Forges&C.de la Médit.Msl. | | V | |
| 365 LJBT | **Ville de Maceio** Steel&IronScBn<br>*Argelliès*<br>*Elec.light* 1 *Dk&Spardk3tr B* | 2623<br>2279<br>1449 | | 1883 | Atel.& Chant.Loire Nantes | ChargeursRéunis | 319·5 37·4 17·7<br>B79′ F47′ 26·9 | Havre French | T.3Cy.24″,40″&65½″–42″<br>NE&B95 277NHP<br>Atel.&Chant.Loire,Nts. | | V | |
| 366 LJCB | **Ville de Madrid** IronScBn<br>*Pierlandini*96–00 2 *Dks&Spardk*<br>*Elec.light* | 1874<br>1680<br>806 | | 1880 | A&J.Inglis Glasgow | Cie.Générale Transatlantique | 308·7 33·5 16·7<br>H195′ F46′ 24·3 | Marseilles French | C.2Cy.42″&80″–48″<br>NB92 370NHP<br>A.&J.Inglis,Glasgow | | V | |
| 367 LJCM | **Ville de Majunga** SteelScSr<br>*Péron*98–02<br>2 *Dks*(*Stl*)*&Shelter dk*<br>*Elec.light* *&Web frames* | 3877<br>3400<br>2294 ✠100A1 *Shelter dk*<br>12,01 ~~4.01~~ ✠LMC2,01 | Hav *w* | 1901<br>2mo | Sir J.Laing &Sons,Ld. Sunderland A&CP | Cie.HavraisePén. deNav.àVap. | 363·0 47·2 25·5<br>FK<br>*WB*=*CellDBa*112′*uE*18*f*150′801*t* | Havre French<br>6 *BHCem*<br>*APT*27*t* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>180lb *100lb* 316NHP<br>3SB.*6pf*,GS102,HS3908 FD<br>G.Clark,Ld.Sunderland | 28 ″ 0<br>s 4 ″ 6½ | | |
| 368 LJCW | **Ville de Maranhao** Steel&Irn ScBn<br>*Renault*<br>*Elec.light* 1 *Dk&Spardk3tr B* | 2623<br>—<br>1449 | | 1882 | Atel.& Chant.Loire Nantes | ChargeursRéunis | 319·5 37·4 17·7<br>B79′ F47′ 26·9 | Havre French | T.3Cy.24″,40″&65½″–44″<br>NE&B95 282NHP<br>Atel.&Chant.Loire,St.Nza | | V | |
| 369 LJDG | **Ville de Marseille** IronScSr<br>*C.Leprêtre*99–02 (*ex*Congo) | 1285<br>1167<br>756 | | 1869 | John Elder Glasgow | Cie.desBateaux à Vap.duNord | 261·2 30·2 23·0 | Dunkirk French | C.2Cy.38″&68″–33″<br>NB90 221NHP<br>JohnElder,Glasgow | | V | |
| 370 LJGB | **Ville de Metz** SteelSc3MstSr<br>1 *Dk,Irn*) *Spardk*(*Stl-ws* 1 *Dk&Spardk*<br>*ss*Sld.No.3–6,04<br>*Seaford*05–05 *pt lowerdk&Webframes* | 3386<br>3023<br>2170 ✠100A1 *Spardk*<br>6.04 ✠LMC3,04 | Sld *v* | 1887<br>6mo | J.Laing Sunderland (V<br>*Lloyd SA&CP* *WB*= | W.Briggs&Sons Thompson&C,*Myt*<br>*CellDBa*112′*uE*22′ | 351·0 42·2 18·8<br>P42′ B70′ F28′ 26·6<br>108′326*t* ND804 | Sundrland British<br>6 *BHCem* | T.3Cy.28½″,46½″&76″–45″(*s*)<br>160lb *120lb* NDB01 387NHP<br>G.Clark,Sunderland | 21 ″ 6<br>21 ″ 7<br>s 6 ″ 9 | V | 5.04 |
| 371 LKDF | **Ville de Mostaganem** SteelScK<br>*Ruiz*00–03 *ss*Cff.No.2–03<br>(*ex*Ralph) 1 *Dk*(*pt Stl pt Irn*)<br>*Well deck* *Mchy.Aft* | *184*<br>*148*<br>*74* ✠100A1<br>11.03 ✠LMC11.03 | Cff *b* | 1895<br>9mo | R.Thompson&Sons Sunderland A&CP | Scotto,Ambrosino &Pugliese | 110·0 20·0 8·9<br>Q37′B7′F18′ FK<br>*WB*<br>=*FPT*25*t* | Oran French<br>3 *BHCem* | C.2Cy.14″&28″–21″ (*s*)<br>100lb 37NHP<br>1SB,*2pf*,GS21,HS717<br>N.E.MarineEng.CoLd.Sld. | 9 ″ 8<br>s 1 ″ 0½ | | 10.03 |
| 372 LJVC | **Ville de Nantes** IronScSr<br>*Sylvestre*89–04 (*ex*Adler)<br>2 *Dks&SparDk* | 1385<br>1321<br>750 | | 1884 | Flensburgr Schiffsb.Ges. Flensburg | Cie.Générale Transatlantique | 240·0 33·1 17·3<br>24·5 | St. Nazaire French<br>*WB* | T.3Cy.21½″,37″&60″–39″<br>*Tpd*.03 NB03 225NHP<br>G.Clark&Co.Ld.Sld. | | V | |

| Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | Port d'Immatriculation. Pavillon. | Machines. Nbre et Type. Chevaux d'après les Registres ou navire. Nom du Constructeur des machines. | Coque Quille. Pont. | Epaisseur Bordé. Pont. |
|---|---|---|---|---|---|---|---|---|---|
| 373 **Ville de Naples** IronScBn<br>*Laurent*08–03 2*Dks*&*Spar*<br>LKFT *Elec.light* | 1879<br>1088<br>836 | | 1881 A.&J.Inglis<br>Glasgow | Cie.Générale Transatlantique | 311·6 34·1 16·7<br>H186*t* F47 24·2 | Marseilles<br>French | T.8Cy.<br>NB97 506NH | | V |
| 374 **Ville de Nemours** IronScSr<br>*Bousquet*<br>LKDV (*ex*NuevoEstremadura) 2*Dks*&*Awng dk* | 1101<br>674<br>596 | ✝ Nwc *n*<br>*Awng dk*<br>*with load line*<br>5.79 | 1879 A.Leslie&<br>Co.<br>Newcastle | Cie.Franco-Tunisienne deNav<br>*WB* = *DB*a44′6 | 210·6 29·6 15·0<br>*uE*&*B*38 *FPT* | Marseilles<br>French<br>*BHCem* | | | |
| 375 **Ville de Paimbœuf** SteelSc<br>1 *Dk* | 106<br>—<br>7 | | 1901 Cie.Française deNav.&deCnst.Navl Nantes | Cie.Franç.deNav.&deConst.Nav.&Satre Réunis | 89·0 17·8 7·3<br>H43 | Nantes<br>French | C.2Cy.14″&25″–12″<br>18NH<br>Tonnage et deRemorq Crei | | V |
| 376 **Ville de Paris** SteelScSr 5022<br>*C.Gastan* –08<br>LKGR 2 *Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Shelter dk*(*pt Stl–ws*) | 5085<br>4844<br>3263 | ✝100A1 Sws *x*<br>*Shelter dk*<br>*with freeboard*<br>5.01 ✝LMC11 | 1903 At.&Chan.<br>deFrance<br>Dunkirk<br>A&CP | Cie.HavraisePén.deNav.àVap. | 384·0 47·4 25·2<br>FK<br>*WB* = *CellDB* | Havre<br>French<br>*BHCem* | T.3Cy.25″,42″&71″–48″<br>181lb *100lb*<br>4SB,*9pf*,gs153,hs6234<br>Caillard et Cie. Havre | 28 · 0<br>4 · 1 | |
| 377 **Ville de Pernambuco** IronScBn<br>*Conen* 2*Dks*3*trB*<br>LKGH | 2170<br>—<br>1200 | | 1882 Forges&C.<br>de la Médit.<br>LaSeyne | ChargeursRéunis | 305·4 36·1 25·9<br>H— F41′ | Havre<br>French | C.2Cy.32½″&63″–39½″<br>NB93 208NH<br>Forges&C.de la Médit.,Msl | | V |
| 378 **Ville de Rochefort** IronScBn<br>*G.Camus*94–99 2*Dks*3*trB*<br>LKFV (*ex*Ville de BuenosAyres) | 2119<br>—<br>1185 | | 1881 F.&C.de la Médit.<br>LaSeyne | Cie.desBateaux àVap.duNord | 305·4 36·1 25·9<br>H— F41′ | Dunkirk<br>French | C.2Cy.32½″&63″–39½″<br>NB94 208NH<br>Forges&C.de la Médit.,Msl | | V |
| 379 — SteelScSr<br>*Boireau*97–97<br>LKGM (*ex*Eilanreach) 1 *Dk*(*pt Stl*)<br>*Well deck* *Mchy.Aft* | 216<br>141<br>43 | ✝ Ayr *e*<br>1.96 ✝ | 1895 M'Knight<br>&Co.<br>Ayr | Soc.Anon.Rochefortaise des Remorq.&Transp. | 120·1 20·1 9·8<br>Q61′B10′F26′<br>BK7<br>*WB* | Rochefort<br>French<br>*BHCem*<br>*TPT* | C.2Cy.16″&34″–24″<br>55NH<br>2SB,*2pf*,gs35,hs900<br>Muir&Houston,Glasgow | 10 · 6 | |
| 380 **Ville de Rouen** SteelSc<br>*P.Loisel*98–03<br>LKGQ *Elec.light* 2*Dks*&*Hurdk* | 4923<br>4553<br>3453 | | 1903 Forges&C.<br>de la Médit.<br>Havre | Soc.Anon.deVap.LongsCourriers(H Prentout-Leblond &E.Leroux,*Mgrs.*) | 354·4 47·6 27·3<br>*WT* | Rouen<br>French | T.3Cy.27″,43″&72″–45″<br>348NH<br>Caillard&Co. Havre | | V |
| 381 **Ville de Saint Nazaire** IronScSr<br>*Muller* –04<br>LKHG (*ex*NantesHambourg) 1 *Dk*2*trB* | 1595<br>1182<br>755 | | 1883 Kish,<br>Boolds&Co.<br>Sunderland | G.Vallée | 245·0 34·1 19·0<br>B58′F38′<br>FK<br>*WB* | Rouen<br>French | C.2Cy.33″&62″–42″<br>NB93 192NH<br>J.Clark,Sunderland | 20 · 4 | V |
| 382 — SteelSc<br>1 *Dk* | 106<br>—<br>7 | | 1901 Cie.Française deNav.&deCnst.Navl Nantes | Cie.Franç.deNav.&deConst.Nav.&Satre Réunis | 89·0 17·8 7·3<br>H43 | Nantes<br>French<br>*WB* | C.2Cy.14″&25″–12″<br>18NH<br>Société Tonnage et de Remorq Crei | | V |
| 383 **Ville de San Nicolas** IronScBn<br>*Blanchard* –03<br>LKHM 2 *Dks*3*trB*<br>1185 | 2119<br>—<br>1185 | | 1881 Forges&C.<br>de la Médit.<br>LaSeyne | ChargeursRéunis | 305·4 36·1 25·9<br>H— F41′ | Havre<br>French | C.2Cy.32½″&63″–39½″<br>NB94 208NH<br>Forges&C.de la Médit.,Msl | | V |
| 384 **Ville de Sfax** IronScSr<br>*Tulli* *ss*Abu.No.3–8,95<br>LKHF (*ex*Dabulamanzi) *ss*Msl.No.1–00<br>1 *Dk*(*Irn*)&*Spar dk*3*trB* | 1679<br>998<br>948 | ✝100A1 Msl *q*<br>*Spar dk*<br>8.03 ✝LMC7.99<br>✝NB10.88 3.05 | 1882 Hall,Russell&Co.<br>Aberdeen<br>*Lloyd's*&*CP* | Cie.Franco-Tunisienne deNav. | 260·6 35·4 21·2<br>B28′<br>ND95 FK<br>*WB* = *Cell* | Marseilles<br>French<br>*BHCem*<br>*DB*220′325*t* | T.3Cy.21″,33″&60″–42″<br>NB92 127NH<br>*Tpd*88 Hall, Russell&C Abn | 16 · 6<br>5 · 11 | |
| 385 **Ville de Sousse** SteelScSr<br>~~*Navarch*~~*Tulli* –05 *ss*Gls.No.3–10,96<br>LKHN (*ex*Arecuna) ~~*ss*Msl.No.1–00~~<br>Msl.No.2–05 1 *Dk*(*Stl–pt*ws)&*Web frames* | 1846<br>1531<br>1118 | ✝100A1 Msl *r*<br>3.05 ~~1.44~~<br>~~NB10.93~~ ✝LMC ~~3.98~~ | 1884 J.&G.<br>Thomson<br>Glasgow<br>*Lloyd's*&*CP* | Cie.Franco-Tunisienne de Nav. | 275·5 36·1 21·8<br>P44′B56′F30′<br>FK<br>*WB* | Marseilles<br>French<br>*BHCem*<br>*APT*271 | C.2Cy.32″&63″–45″<br>209NH<br>DB,*6cf*,gs126,hs3300<br>J.&G.Thomson,Glasgow | 23 · 0 | — |
| 386 **Ville de Strasbourg** IronSc<br>*C.Schircks*82–02 3MstSr<br>LKHW 1 *Dk*&*Spar dk*3*trB* | 2221<br>2100<br>1353 | | 1882 J.Laing<br>Sunderland | Cie.desBateaux àVap.duNord | 295·0 37·8 20·0<br>P17′ B20′ 27·5 | Dunkirk<br>French | C.2Cy.35″&66″–42″<br>NB02 235NH<br>G.Clark,Sunderland | | V |
| 387 **Ville de Tamatave** SteelScSr<br>*Peaucellier*95–00 *ss*Hav.No.1–03<br>LKJD 1 *Dk*(*Stl*)&*Spar dk*(*Irn–ws*)<br>*Elec.light* *Web frames* | 3644<br>3401<br>2354 | ✝100A1 Hav *m*<br>*Spar dk*<br>~~11.02~~ ~~✝LMC 04~~ | 1899 Sir J.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | Cie.HavraisePén.deNav.àVap. | 357·2 46·0 18·6<br>P34′B100′F35′ 26·6<br>FK<br>*WB* = *CellDB* | Havre<br>French<br>*BHCem*<br>*APTW* | T.3Cy.24½″,40″&66″–45″<br>31NH<br>3SB,*6pf*,gs102,hs3839<br>G.Clark,Ld.Sunderland | 21 · 2<br>6 · 1½ | |
| 388 **Ville de Tanger** IronScSr<br>*Juham*02–02 *ss*Nts.No.3–3,91<br>LKJC *ss*Martinique No.2–99<br>*Elec.light* 1 *Dk*&*Awng dk* | 1066<br>—<br>564 | ✝ Mars *m*<br>*Awng dk*<br>*with freeboard*<br>8.99 | 1880 Forges&C.<br>de la Médit.<br>Havre | Cie.Générale Transatlantique | 235·7 29·5 13·6<br>H52*t* 20·7<br>BK8 | St.Nazaire<br>French<br>*BHCem* | C.2Cy.27½″&55″–35½″<br>NDB97 134NH<br>2SB,*4pf*,gs78,hs2088 NB91<br>F.&C.de la Médit.,Havre | 14 · 6 | |
| 389 **Ville de Tarragone** IronSc<br>*Duron*97–00 3MstSr<br>LKJD 1 *Dk*(*Irn*)&*Spar dk*&*Web B* | 1546<br>—<br>859 | ✝ Clf *p*<br>*Spar dk*<br>8.85 | 1882 R.Thompson&Sons Sunderland | Cie.HavraisePén.deNav.àVap. | 240·5 33·8 24·7<br>H51*t*<br>*WB* = *DBa* | Havre<br>French<br>*BHCem* | C.2Cy.32″&60″–39″<br>NB03 187NH<br>G.Clark,Sunderland | | V |
| 390 **Ville de Tuléar** IronScSr<br>~~*Bayak*~~ *F. L. Castel* 04<br>LKJG ex Dieppe) | 321<br>252<br>96 | | 1875 Forges&C.<br>de la Médit.<br>Havre | ~~Wachs deRoo~~<br>~~Jones~~<br>C.G.Smith | 168·4 21·1 11·3<br>*q*18*t* | ~~Havre~~<br>French<br>Pt.Natal | C.2Cy.24½″&39½″–28½″<br>NB90 63RH<br>Forges&C.de la Méd.,Msl | | V |
| 391 **Ville de Tunis** IronScBn<br>*Corno*91–00 2*Dks*&*Spar dk*<br>LKJN *Elec. light* | 1366<br>1746<br>925 | | 1884 Cie.Gén.<br>Transatlantq<br>St.Nazaire | Cie.Générale Transatlantique | 317·3 34·6 16·8<br>H178*t* F46 24·2 | Marseilles<br>French | T.3Cy.30″,48½″&80″–48″<br>NB97 444NH<br>Cie.Gén.Transatl.Penhoët | | V |
| 392 **Ville de Valence** IronSc3MstSr<br>*Roullier*95–00 *ss*Hav.No.1–96<br>LKJF 1 *Dk*(*Irn*)&*Spar dk*3*trB* | 1333<br>—<br>895 | ✝ Hav *q*<br>*Spar dk*<br>10.87 ✝ | 1882 R.Thompson&Sons Sunderland | Cie.HavraisePén.deNav.àVap. | 240·5 34·2 17·1<br>24·7<br>*WB* *DBCP* *f*42 16′ | Havre<br>French<br>*BHCem* | C.2Cy.33″&62″–42″<br>208NH<br>J.Dickinson,Sunderland | | V |
| 393 **Ville de Valenciennes** SteelScSr<br>*L.Sauvage* 00–02<br>LKJH 1 *Dk*&*Spar dk* | 1910<br>—<br>958 | | 1897 J.Readhead&Sons SouthShields | Cie.desBateaux àVap.duNord | 274·0 35·1 16·1<br>B44′F17′ 24·5 | Dunkirk<br>French<br>*WB* | T.3Cy.28″,37½″&60½″–39″<br>254NH<br>J.Readhead&Sons,S.Shl. | | V |
| 394 **Ville du Hâvre** SteelSc<br>*F.Prual* –04<br>2 *Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Shelter dk* | ~~4164~~<br>~~1811~~<br>~~3271~~ | ✝100A1 Hav *x*<br>*Shelter dk*<br>*with freeboard*<br>5.03 ~~✝LMC 03~~ | 1904 Atel&Chnt<br>deFrance<br>Dunkirk<br>A&OP | Cie.HavraisePén.deNav.àVap. | 384·0 47·4 25·2<br>FK<br>*WB* = *CellDB* | Havre<br>French<br>*BHCem* | T.3Cy.<br>NB<br>3SB,*9pf*,gs153,hs6234<br>Caillard&Cie. Havre | 28 · 0<br>4 · 1 | |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 | 7 | 8 Built. When. Ship. | By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 11 Port of Registry. Place. | 12 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 13 Moulded depth. Feet. Inches. available. ft. in. | 14 Registers in which classed. If not in L. R. Date of First Class. | 15 Date when rail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 395 | Ville du Havre | SteelScSr | 281 | | | ... | 1893 | J.H.Gilmour | Cie.Normande de Nav.&Vap. | 135·0 | 22·1 | 9·9 | Havre | T.3Cy.11″,16½″&27″–22″ | 10 ″ 8 | | |
| | *Esnol* | (*ex*F.L.B.) | — | | | | | Irvine | | Q73′ B7′ F20′ | | | French | 37NH | | | |
| LKJM | *Well deck Mchy.Aft* | 1 *Dk* | 99 | | | | | | | | | BK7 | *WB* | Muir&Houston,Glasgow | | | |
| 396 | Villena | IronScSr | 955 | ✠ | Shl | | 1868 | C.Mitchell | F.Vila y Casanovas | 224·5 | 29·2 | 17·6 | Barcelona | C.2Cy.27″&52″–30″ | | | |
| | *L.Zaragoza* –02 | *ss*Nwc.No.3–3,82 | 738 | 5,91 | | | 6mo | &Co. | | P128′ | F28′ | | Spanish | NDB82 123NHP | | | |
| JVDP | (*ex*BautistaRamos, | *ss*Nwc.No.1–87 | 626 | ✠NB92 | | | | Newcastle | | | | *WB=DBa* | 4 *BHCem* | 1SB,*3pf*,GS55 | | | |
| | *Well deck* | *ex*Rowena,*ex*Eldon)1 *Dk*2*tr B* | | | | | | | | | | | 70′/80′ 233*t* | Thompson,Boyd&Co.Nwc. | | | |
| 397 | Villequier | IronScSr | 2309 | ✠ | | ... | 1880 | Palmers' | E.Huhn | 291·3 | 37·3 | 24·5 | Rouen | C.2Cy.31″&68″–45″ (*s*) | 25 ″ 10 | | ~~11,02~~ |
| | ~~*Burmeland* –02~~ | *ss*Nwc.No.3–5,96 | 2051 | | | | 12mo | Co.(Lim.) | | P31′ B49′ F36′ | | | French | 100lb *80lb* NDB96 242NH | s 4 ″ 11 | | N6,04 |
| LKMB | *Benard* | *ss*Bry.No.1–00 | 1447 | ~~✠NB4,96~~ | | | | Newcastle | | | | BK9″ | 6 *BHCem* | 2SB,*6pf*,GS95,HS3600 | | | |
| | (*ex*Endymion) | 2 *Dks*(*Irn*)3*tr B* | | ~~HS7,00~~ | | | *Lloyd's* | *SA&CP* | *WB=DBa* 88′ *f* 20′ *q&E* | | | *&Bs* 270′ | *&B38* 270′ | Palmers'Co.(Lim.),Nwc. | | | |
| 398 | Vilna | IronScSr | *663* | | | | 1862 | Harland& | Bossio&Camuyrano | 240·0 | 24·0 | 15·5 | Bns.Ayres | C.2Cy.24″&46″–36″ | | V | |
| | *Muojo* | (*ex*Castilian) | *568* | | | | | Wolff | | Q23*t* | F18*t* | | Argentine | NE83NB02 107NH | | | |
| | | | *380* | | | | | Belfast | | | | | | J.Jones&Sons,Liverpool | | | |
| 399 | — | IronScSr | 145 | | | | 1883 | Scott&Co. | Cie.Maritime "Marmara" (A. Kanavalow, *Mgr.*) | 110·0 | 19·0 | 9·7 | Odessa | C.2Cy.15″&28″–21″ | | | |
| | *A.Fagioli* –02 | | 135 | | | | | Greenock | | | | | Russian | NB99 30NHP | | | |
| HFPW | (*ex*Siphnos&Enbea) | | 87 | | | | | | | | | | | Scott&Co.,Greenock | | | |
| 400 | Vimeira | SteelScSr | 2710 | ✠100A1 | Nwc | *t* | 1895 | Lou.&Gls. | Gow,Harrison&Co | 300·0 | 42·1 | 19·5 | Glasgow | T.3Cy.28″,37″&61″–42″ (*s*) | 22 ″ 1 | | 10,03 |
| 19643 | *C.Howat*00–01 | *ss*Nwc.No.2–03 | 2043 | *pt Awng dk* | NYk | | 9mo | S.&E.Co.Ld. | | Q104′ B32′ | | | British | 140lb *80lb* 243NH | s 8 ″ 9½ | | |
| PBCK | 1 *Dk*(*pt Stl*)&*pt Irn*)& | | 1745 | *with freeboard* | BS11,04 | | | Glasgow | | *pt Awng dk* 104′ | | FK | 6 *BHCem* | 1SB,*4rf*,GS67,HS2941 FD | | | |
| | *Web frames&pt Awng dk*(*Irn*) | | | 11,10 ~~13,03~~ | ~~LMC10,08~~ | | | A&CP | *WB=Cell DBa* 82′ | *nE&B* 42′ *f* 124′ 617*t* | | | *APT* 60*t* | Lon.&Glas.S.&E.Co.,Gls. | | | |
| 401 | Vina | SteelScSr | 1021 | ✠100A1 | Sws | *m* | 1894 | Ramage& | J.T.Salvesen&Co. | 215·8 | 32·0 | 14·0 | Grngemth | T.3Cy.15⅞″,24″&39″–30″(*s*) | 16 ″ 3 | | ~~6,02~~ |
| 20312 | *P.Slater* –02 | *ss*Gmh.No.2–02 | 75′ | 2,05 ~~2,01~~ | ~~4,01 Gmh~~ | Lon | 3mo | Ferguson,Ld. | | P27′ Q38′ B58′ F30′ | | FK | British | 160lb *75lb* 99RH | s 1 ″ 4 | | N2,05 |
| JEJV | 1 *Dk*(*Irn*)& *Web frames* | | 610 | BS5,04 | ✠LMC3,05 | Lth | | Leith | | | | | 5 *BHCem* | 1SB,*3pf*,GS55,HS1715 | | | |
| | *Well deck* | | | | | | | A&CP | *WB=Cell DB* 174′ 215*t* | | | *FPT* | 19*t APT* 37*t* | Ramage&Ferguson(L)Lth | | | |
| 402 | Vincenzo Bonanno | SteelScSr | 3429 | ✠100A1 | Gen | *r* | 1894 | W.Dobson | V.Bonanno fu G. (Cuginì Bonanno, *Mgrs.*) | 345·3 | 44·0 | 18·3 | Messina | T.3Cy.24″,40″&64″–45″ (*s*) | 20 ″ 11 | | ~~1,04~~ |
| 33 | ~~*P.Bologna* –01~~ | *ss*Tri.No.2–02 | 3219 | *Spar dk* | | | 9mo | &Co. | | P25′ B71′ F35′ | 26·1 | | Italian | 160lb *160lb* 291NH | s 6 ″ 4 | | 2,05 |
| 4904M | (*ex*Vincenzo,*ex*Besrataël) | 1 *Dk*(*Stl*)& | 2244 | 2,05 ~~1,—~~ | BS2,05 | | | Newcastle | | | | FK | 6 *BHCem* | 2SB,*8pf*,GS112,HS4610 | | | |
| | *Elec.light* | *Spar dk*(*Irn*)3*tr B* | | ~~BS3,—~~ | ✠LMC6,02 | | *Lloyd's* | *SA&CP* | *WB=Cell DBa* 120′ *f* 148′ | | | | 607*t APT* 51*t* | N.E.MarineCo.Ld.Nwc. | | | |
| | ~~*Noera* –01~~ | | | | | | | | | | | | | | | | |
| 403 | Vincenzo Florio | IronSc3MstSr | 2851 | ✠ | NYk | *v* | 1880 | A.Stephen | Nav.Gen.Italiana | 352·1 | 38·1 | 27·3 | Genoa | C.2Cy.48″&90″–48″ | | I | |
| 246 | *A.Dodero* | | 2572 | 8,84 | | | 3mo | &Sons | | P64′ F35′ drp81 | | | Italian | NB95 468NHP | | | |
| SRMP | *Elec.light* | 3 *Dks*(2*Irn*–*Uws*) | 1851 | | | | | Glasgow | | *WB=Cell DB* 288′ | | | 5 *BHCem* | A.Stephen&Sons,Glasgow | | | |
| 404 | Vindobona | SteelSc | 4358 | | | | 1892 | Act.Ges. | Lloyd Austriaco | 390·6 | 43·3 | 28·4 | Trieste | T.3Cy.27½″,43⅜″&70⅛″–53″ | | | |
| | *B.Cobol*93–02 | 2 *Dks*3*tr B* | — | | | | | "Vulcan" | | P50′ B126′ F51′ | | | Aust.-Hung. | 358NH | | | |
| HTLD | *Elec.light* | | 2694 | | | | | Stettin | | | | | *WB* | A.G."Vulcan,"Stettin | | | |
| 405 | Vine | WoodScK | 110 | ✠ | | ... | 1900 | Forbes& | T.Davidson | 97·1 | 20·1 | 10·0 | Aberdeen | C.2Cy.12″&30″–20″ (*s*) | 10 ″ 8 | | 9,03 |
| 113939 | *J.H.Buthley* | | 103 | *For Fishing purposes* | | | 3mo | Birnie | | | | | British | 140lb 47RH | | | |
| | GIB | *Salted* 1 *Dk* | 24 | | | | | Peterhead | | | | | | 1SB,*2pf*,GS33,HS810 | | | |
| | | | | | | | | | | | | | | J.Cran&Co.Leith | | | |
| 406 | — | SteelScK | 77 | ✠100A1 | Shl | | 1904 | Smith's | Margaret Flett& Co. | 80·0 | 18·0 | 8·3 | Inverness | C.2Cy.10¾″&23″–16″ (*s*) | 9 ″ 0 | | |
| 118376 | | | 72 | *For fishing purposes* | | | 1mo | Dock Co.Ld | | | | BK6″ | British | 125lb 22RH | | | |
| | | 1 *Dk* | 20 | 1,04 | ✠LMC1,04 | | | North Shields | | | | *WB=* | 3 *BHCem* | 1SB,*2pf*,GS20,HS539 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | *FPT* 3*t* | MacColl&Pollock,Sld. | | | |
| 407 | Vine Branch | SteelScSr | 3442 | | | | 1896 | W.Doxford | Nautilus Stm Shpg. Co.Ld. (F.&W. Ritson, *Mgrs.*) | 340·2 | 45·6 | 24·5 | Sundrland | T.3Cy.26″,42″&68″–42″ | | C V | |
| 110016 | *R.Storey* –04 | (*ex*ClanShaw, 1 *Dk*2*tr B* | 2950 | | | | | &Sons,Ld. | | | | | British | 300NH | | | |
| PJSC | *Turret deck Ref.Mchy.* | *ex*Imperialist) | 2177 | | | | | Sunderland | | | | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| 408 | Vineta | SteelSc | 130 | | | | 1899 | J.W.Klawitter | Weichsel Danziger Dampfschiff.& Seebad A.G. | 98·3 | 19·7 | 9·4 | Danzig | T.3Cy.12.″19″&29½″–18¾″ | | | |
| | *J.Hermann* –01 | | 101 | | | | | Danzig | | H— | | | German | 32NH | | | |
| EFWM | | 1 *Dk* | 35 | | | | | | | | | | *WB* | J.W.Klawitter,Danzig | | | |
| 409 | Vineyard | SteelScSr | 126 | ✠ | | ... | 1896 | Hall, | W.H.Dodds | 95·2 | 19·6 | 10·5 | Aberdeen | C.2Cy.12½″&33″–21″ (*s*) | 11 ″ 0 | | 11,03 |
| 96834 | *G.W.King* –02 | *ss*Abn.No.1–00 | 119 | *For fishing purposes* | | | 3mo | Russell&Co | | | | BK7½″ | British | 140lb 48RH | | | |
| | | 1 *Dk* | 29 | ~~BS4,—~~ | ~~✠LMC5,—~~ | | | Aberdeen | | | | | 3 *BHCem* | 1SB,*2pf*,GS28,HS823 | | | |
| | | | | | | | | | | | | | | Hall,Russell&Co.,Abn. | | | |
| 410 | Vinga | SteelScSr | 739 | | | | 1900 | Lindholmens | Ångf.Aktieb. Commerce (W. Lundqvist, *Mgr.*) | 189·1 | 30·4 | 12·4 | Gothenbrg | T.3Cy.14½″,24″&40″–27″ | | V | |
| 9743 | *A.B.Lörqvist*98–00 | | 561 | | | | | M.V. | | Q94′ B18′ H39*t* F21′ | | | Swedish | 93NH | | | |
| JLDR | | 1 *Dk* | 427 | | | | | Gothenburg | | | | | *WB* | Lindholmens M.V.Got. | | | |
| 411 | Vinifreda | SteelScSr | 1441 | ✠100A1 | Liv | *q* | 1889 | J.Blumer& | La Flecha (G H Fletcher & Co. Liverpool, Agents) | 250·0 | 32·2 | 13·0 | Bilbao | T.3Cy.19″,31½″&51½″–36″(*s*) | 16 ″ 0 | | ~~7,02~~ |
| | *C.Cruzalegui* –02 | *ss*Ham.No.3–6,01 | 1899 | *Spar dk* | | | 6mo | Co. | | B50′ F28′ | 20·6 | | Spanish | 160lb *100lb* NDB03 163NH | | | 7,04 |
| JVBN | (*ex*Girgenti) | 1 *Dk*(*Stl*)& *Spar dk*3*tr B* | 861 | 7,04 ~~6,03~~ | BS10,04 | | | Sunderland | | | | BK8″ | 4 *BHCem* | 2SB,*4pf*,GS66,HS2500 | | | |
| | | | | ~~BS8,05~~ | ✠LMC7,01 | | | A&CP | | *WB=Cell* | | | *DB* 336′ 82*t* | N.E.MarineEngCo.LdNwc | | | |
| 412 | Vinolia | IronScK | 201 | | | ... | 1899 | Cochrane& | Arctic Stm Fishing Co.Ld. | 112·5 | 21·0 | 11·5 | Grimsby | T.3Cy.12″,20″&33″–24″ | 12 ″ 3 | | |
| 79691 | *B.Pleasants* –99 | (*Trawler*) | 183 | | | | | Cooper.Ld. | | Q18′ F22′ | | | British | 53RHP | | | |
| | | 1 *Dk* | 69 | | | | | Beverley | | | | BK7½″ | | C.D.Holmes&Co.Hull | | | |
| 413 | Viola | IronScSr | 772 | | | | 1879 | Flensburger | A.Kirsten | 191·9 | 28·4 | 15·4 | Hamburg | C.2Cy.27″&47″–30″ | | G | |
| | *H.O.Tonspern*90–94 | 2 *Dks* | 569 | | | | | Schiffsb.Ges. | | P116′ F27′ | | | German | 101NHP | | | |
| GFSH | | | 483 | | | | | Flensburg | | | | | | FlensburgerSchiffsb.Ges. | | | |
| 414 | — | IronScK | 150 | ✠100A1 | Sws | | 1894 | Cochrane | T.C.Eley | 101·4 | 20·5 | 11·0 | Swansea | T.3Cy.11½″,18″&30″–22″ (*s*) | 11 ″ 10 | | ~~4,03~~ |
| 94976 | ~~*A.Kipping* –03~~ | *ss*Gms.No.2–02 | 139 | *Stm Trawler* | | | 8mo | &Cooper | | Q17′ F18′ | | BK7½″ | British | 160lb 45RHP | | | 12,04 |
| LMAD | *J.Dibdens* | 1 *Dk* | 63 | ~~4,—~~ 5,05 | BS12,04 | | | Beverley | | | | | 3 *BHCem* | 1SB,*2pf*,GS27,HS870 | | | |
| | | | | ~~BS8,05~~ | ✠LMC10,02 | | *Lloyd's* | *SA&CP* | | | | | | Amos&Smith,Hull | | | |
| 415 | Violet | IronScSr | 1395 | ✠100A1 | Shl | *p* | 1880 | J.L.Thompson&Sons | Gordon Stm.Shpg. Co.Ld. | 248·0 | 35·3 | 17·6 | London | C.2Cy.27″&55″–42″ (*s*) | 18 ″ 9 | | ~~11,01~~ |
| 93839 | ~~*W.H.* –00~~ | *ss*Shl.2nd No.3–11,01 | 1140 | ~~1,02~~ 3,05 | Sld | | 12mo | | | P29′ B46′ F26′ | | | British | 90lb *80lb* NDB01 156NHP | s 2 ″ 7½ | | ~~11,04~~ |
| 79870 | ~~*J.Kann* –01~~ | 1 *Dk*(*Irn*)2*tr B* | 852 | ~~1,—~~ | ~~✠LM 'LL01~~ | | | Sunderland | | drp95 | BK9″ | | 1 *BHCem* | 1DB,~~Cyl~~GS99,HS2505 | | | 3,05 |
| | *W.Stephens* | *ss*Sld.No.1–05 | | ~~1,05~~ | ~~✠NB98 re-fitted 01~~ | | | A&CP | *WB=D* | *Ba* 80′ *f* 44′ 305*t* | | *FPT* | 47*t APT* 45*t* | *Tpd*01 E.CoastEngCo.S.Shl | | | |
| 416 | — | IronScK | 150 | ✠ | | ... | 1896 | Cochrane& | ~~T.A.J.Noorbhai&~~ ~~Co.~~ Ceylon Government | 95·3 | 20·6 | 11·0 | Grimsby | *Opf* T.3Cy.11″,17″&28″–21″ (*s*) | 11 ″ 10 | | 9,02 |
| 96681 | *J.Anderson*01–02 | *ss*Gms.No.1–00 | 140 | *Stm Trawler* | | | 9mo | Cooper | | Q17′ | | BK7½″ | British | 170lb 40RHP | | | |
| | | 1 *Dk* | 57 | ~~—~~ | ~~Sld~~ | | | Beverley | | | | | 3 *BHCem* | 1SB,*2cf*,GS24,HS755 | | | |
| | | | | | | | *Lloyd's* | *SA&CP* | | | | | | C.D.Holmes&Co.,Hull | | | |

| Numéro Officiel Signaux | Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres and Power | Tonnage Brut Net | Détails de la Classification. Under Deck Tonnage Deck Houses Tonnage Deduction for Propelling Power | Construit. Quand — Navire — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement Pavillon. | Machines. Nombre and Description. Power from Indicators. IHP = Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines. | Numéro dans le Lt. | Date de la dernière Visite Périodique |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 417 98872 MQJC | **Violet** Steel Twin Sc Sr<br>*R. Mawhinney* –03 1 *Dk* | 141<br>116<br>13 | | 1892 | Ardrossan S.B.Co., Ld Ardrossan | Carlingford Lough Harbour Commissioners | 100·0 18·0 9·7 | Newry British | 1 4Cy.(2) 12½" & (2) 24" –18" 48 RH Hutson & Corbett, Glasgow | | |
| 418 110361 RWVG | **—** Wood Sc K<br>*G. Dring* –03 1 *Dk* | 10<br>—<br>54 | | 1900 | S. Atkinson Newcastle | G. Laing | 78·8 20·7 8·9 | Newcastle British | C.2Cy.12" & 21" –18" 30 RH ~hott & Co. Gloole | | |
| 419 ENWF | **Violette** Iron Sc Sr<br>*Bouille* –04 *ex* Nwc. 2nd No 8–10.00<br>(*ex* Yt. Erne, *ex* Myrtle, *ex* Helen) 1 *Dk* | 235<br>—<br>65 | | 1869 | W. C. Miller & Sons Liverpool | ~~S. Garcia & Co.~~ Société de Travaux Maritimes | 162·6 20·5 12·1 | ~~Nice~~ French 5 *BHCm* Marseilles | 4Cy. 12", 17", 24" & 34" –24" 180 lb 78 NH 1 SB, 2*cf*, gs 89, ns 1290 Rankin & Blackmore, Grk | | |
| 420 | **Viotia** Steel Sc Sr<br>*P. Cambanis* 96–02 1 *Dk (Stl)* 2 tr B & *Web frames* 8 *Dk rule* | 3033<br>2364<br>1765 | ✠100A1 Cff *v*<br>with freeboard<br>8,08 10,02 | 1902 | R. Craggs & Sons, Ld Middlesbro' *Lloyd's* | D. G. Moraitis *WB = Cell D Ba* 102' *u E* | 330·2 46·0 22·2<br>P 27' B 166' F 35' FK<br>*B40' f 140' 747 t FP* | Andros Greek 5 *BHCem* | T.3Cy. 24", 38" & 64" –42" *v*<br>160 lb *110 lb* 289 NH<br>2 SB, 6*cf*, gs 129, ns 4677<br>Richardsons, Westgarth & Co Ld. Mdb | 24 « 4 | |
| 421 98587 LWKR | **Virawa** Steel Sc Sr<br>*J. Robertson* –03 3 *Dks (U Stl-ws & 1 pt Stl-ws)* | 3332<br>3115<br>2158 | ✠ Bom *v*<br>12,91 | 1890 | W. Denny & Bros. Dumbarton | British India Stm. Nav. Co. Ld. | 340·0 43·1 26·0<br>P 52' B 16' F 46' FK<br>*WB = Cel* | Glasgow British 6 *BHCem* | 4Cy. 24", 36", 48" & 70" –48" 320 NH 2 SB, *Apf*, gs 77, ns 3414 FD Denny & Co., Dumbarton | 29 « 0 | |
| 422 114640 TFWS | **Virent** Steel Sc Sr<br>*G. Nicholson* 89–02 1 *Dk (Stl)* & *Spar dk* pt *I* & pt *Stl)*<br>*Elec. light* & *deep framing* | 3771<br>3580<br>2420 | ✠100A1 Sld *m*<br>*Spar dk* Bry<br>3,01 ~~Nwc~~ ✠LMC 2,02 | 1902 | Osbourne, Graham & Co Sunderland *Lloyd's* | J. Westoll *WB = Cell D Ba* | 339·0 48·0 19·3<br>P 29' B 86' F 36' FK<br>106' *u E* 22' *f* 140' 719' | Sundrland British 6 *BHCem* | T.3Cy. 25", 42" & 68" –48" (*s*)<br>180 lb *80 lb* 342 NH<br>2 SB, 6*cf*, gs 136, ns 5290<br>J. Dickinson & Sons, Ld. Sld | 20 « 5 | |
| 423 JVDQ | **Virgen de Africa** Iron Sc Sr<br>*J. Carmona* 98–99 (*ex* William Haynes, *ex* Guadiana) 2 *Dks* | 504<br>—<br>359 | | 1866 | Henderson Coulburn & C Renfrew | A. Millan | 184·7 24·6 13·4<br>P 40' H— F 37' | Cadiz Spanish | C.2Cy. 25" & 43½" –25"<br>79 NH Portilla & White, Sevilla | | |
| 424 JVPB | **Virgen de Lourdes** Steel Sc Sr<br>~~Malcolmson 98–03~~ ~~ss Bbo. No. 2–02~~<br>(*ex* Courtfield) 1 *Dk (Stl)* & *Spar dk (Irn)*<br>*F. de Belaunde* & *Web frames* | 3179<br>3068<br>1951 | ✠100A1 Bry *v*<br>*Spar dk*<br>3,04<br>~~BS 9,08~~ ✠LMC 5,01 | 1893 | Richardsn, Duck & Co. Stockton *Lloyd's* | Cia. Naviera Vasconcongada (F. de Abasolo, *Mgr.*)<br>*WB = DB* | 330·0 43·1 18·0<br>B 79' F 39' 25·9 FK<br>*a & u E 130' f 136' 600 t* | Bilbao Spanish 6 *BHCem* | T.3Cy. 23½", 39" & 64" –42" (*s*)<br>160 lb *80 lb* 273 NH<br>2 SB, 6*cf*, gs 118, ns 4200<br>Blair & Co. Ld. Stockton | 20 « 10<br>8 « 2½ | |
| 425 105388 PHFQ | **Virgil** Steel Sc Sr<br>*W. Jardine* –01 *ss* Ant. No. 1–02<br>1 *Dk (Stl)* & *Spar dk (Irn)* &<br>*Elec. light* *Web frames* | 3338<br>3125<br>2141 | ✠100A1 Ant *v*<br>*Spar dk*<br>2,03<br>~~Nwc~~ ✠LMC 5,04 | 1896 | D & W Henderson & Co Glasgow *Lloyd's* | Liv Brazil & R Plate S.N.Co.Ld. (Lamport & Holt, *Mgrs.*)<br>*WB = Cell D Ba* 106' *u E* | 350·0 45·8 17·2<br>P 32' B 80' F 39' 24·3 FK<br>*B46' f 142' 752 t FP* | Liverpool British 6 *BHCem* | T.3Cy. 26½", 43" & 71" –48" (*s*)<br>180 lb *100 lb* 407 NH<br>2 SB, 6*cf*, gs 136, ns 5833 FD<br>D. & W. Henderson & Co. Gls | 19 « 9 | |
| 426 113906 | **Virgilia** Iron Sc Yt<br>*G. W. Murgarson* –00 1 *Dk* | 209<br>197<br>90 | ✠ …<br>*Stm. Trawler* ✠ | 1900 | Schofield, Hagerup & Doughty. Ld Grimsby *Lloyd's* | N. Eastern Steam Fishing Co. Ld. | 116·2 21·5 11·2<br>Q 48' F 20' BK 7½ | Grimsby British 4 *BHCem* | T.3Cy. 11¾", 21" & 34" –24" (*s*)<br>58 RH 1 SB, 2*cf*, gs 30, hs 1037<br>D. Holmes & Co. Hull | 12 « 1 | |
| 427 113980 SQMB | **Virginia** Steel Sc Sr<br>*A. J. McDougall* –02 2 *Dks* | 4279<br>4090<br>2790 | | 1901 | Napier & Miller, Ld. Glasgow | Virginia S.S.Co Ld. (Gow, Harrison & Co.) | 385·4 49·0 26·8<br>P 40' B 186' F 46' *WA* | Glasgow British | T.3Cy. 27", 48" & 72" –48"<br>359 NH Dunsmuir & Jackson Ld. Gls | | C |
| 428 113961 | **—** Iron Pad<br>*Elec. light* 1 *Dk* & *Saloon dk* | 1701<br>—<br>1052 | *Now named "Tadousac," See No. 7C in Canadian Vessels* | 1879 | Harland & Hllngswth Co Wlmngtn Del | Richelieu & Ontario Nav. Co. | 248·4 34·7 9·6 | Montreal British | B.1Cy. 60" –132"<br>345 NH Harland & Hollingsworth Co | | |
| 429 161951 | **—** Steel Twin Sc Sr<br>*G. Pardee* 01–03 2 *Dks*<br>*Elec. light* | 1607<br>—<br>980 | | 1891 | Globe Iron Works Co. Cleveland, O. | Goodrich Transp. Co. | 269·2 38·3 12·8<br>H— *WB* | Milwaukee Wis. Utd. States | T.6Cy. 20", 32" & 52" –36"<br>324 NH Globe Iru Wks Co. Cleveland | | S |
| 430 161845 | **—** Steel Pad<br>1 *Dk* | 808<br>—<br>614 | | 1903 | Maryland Steel Co. Sparro' Pt Md | Baltimore, Chesapeake & Atlantic Rly. Co. | 181·0 34·2 9·4 | Baltimore Utd. States | B.1Cy. 38" - 108"<br>149 NH Maryland Stl. Co. Sparr'. Pt | | |
| 431 161909 | **—** Steel Twin Sc<br>*W. E. Warren* 88–02 1 *Dk* | 635<br>—<br>354 | | 1901 | W. R. Trigg Co. Richmnd, Va. | Chesapeake & Ohio R.R.Co | 191·0 32·0 12·0 | Newport News, Va. Utd. States | T.6Cy. 17", 27" & 43" –24"<br>181 NH W. R. Trigg Co | | |
| 432 71815 | **—** Wood Sc Sr<br>(*ex* Lake) 1 *Dk* | 140<br>138<br>89 | | 1875 | Neafie & Levy Co. Philadelphia | Sincennes & McNaughton Line, Ld. | 107·3 24·0 12·8 | Montreal British *Cmp'* | C.2Cy. 19½" & 34" –34"<br>175 RH Carrier Lane, Quebec | | |
| 433 161595 | **Virginia Dare** Iron Sc<br>*A. B. Swift* 90– | 187<br>—<br>129 | | 1888 | ..... Wilmington, Del. | Old Dominion SS. Co | 100·0 20·6 6·0 | New York Utd. States | | | |
| 434 98949 LDTP | **Virginia Lake** Comp Sc Sr<br>*W. Parsons* –02 CF ~~Nwc Lv~~<br>(*ex* Conscript) 1 *Dk* & *Spar dk* 3 tr *Ir*<br>*Topgallant forecastle* & *bathing* *Iron fastened* | 760<br>738<br>440 | ✠Cont 10 A NFL 15<br>*from* 12,0 NFL<br>5,06 8,04<br>*Spar dk with freeboard*<br>~~LMC~~ | 1888 | A M'Millan & Son Dumbarton *Lloyd's* | Reid Newfoundland Co. | 180·3 30·0 21·3<br>*Iron frame planked*<br>pt NK 191 | S Jhns NFL British | T.3Cy. 17", 27" & 44" –36"<br>150 lb 98 RH<br>1 DB, *Acf*<br>D. Rowan & Son, Glasgow | 15 « 5<br>5 « 2½ | |
| 435 84184 WFMN | **Virginian** Iron Sc 4 Mst Bk<br>*F. Prentice* –98 3 *Dks (Irn)* | 4195<br>3911<br>3166 | ✠ Nwc Lv<br>1,82 | 1881 | Palmers' Co. (Lim.) Newcastle | F. Leyland & Co. (1900) Ld. | 422·2 40·9 28·9<br>F 73 *t* | Liverpool British *BH* 1200 H | C.4Cy. 29" & 77" –60"<br>NB 98 765 NHP<br>Palmers' Co. (Lim.), Nwc. | 32 « 16 | |
| 436 63694 NJRT | **Virgo** Iron Sc Sr<br>*A. Tomlin* –01 2 *Dks* | 955<br>818<br>584 | | 1870 | Gourlay Bros. & Co. Dundee | General Stm. Nav. Co. Ld. | 250·0 30·2 16·6<br>P 74' B 69' F 61' BK 7½ | London British | C.2Cy. 30" & 54" –36"<br>NE & B 88 132 NH<br>Gourlay Bros. & Co., Dundee | 17 « 10 | |
| 437 | **—** Steel Sc Sr<br>*C. H. Carlsson* 93–98 *ss* Nwc. No. 1–08<br>1 *Dk (Irn)* & pt *Awng dk*<br>*Elec. light* | 797<br>752<br>458 | ✠100A1 Nwc<br>pt *Awng dk*<br>*with freeboard*<br>8,08 ~~LMC~~ 8,08 | 1898 | Grangmth Dockyard Co Grangmouth *Lloyd's* | Finska Ångf Aktieb (L. Krogius, *Mgr.*) | 180·0 28·6 12·0<br>P & B 117' F 48' BK 7<br>*WB = Cell D Bu E & B 10* | Helsingfrs Russian *4 BH Cem* | T.3Cy. 15", 25" & 40" –30"<br>160 lb 101 NHP<br>2 SB, 4*pf*, gs 64, ns 1705<br>Cooper & Greig, Dundee | 13 « 6 | |
| 438 760 JQDN | **—** Steel Sc Sr<br>*B. O. Olsson* 96–98 1 *Dk*<br>*Elec. light* | 400<br>242<br>227 | | 1893 | Helsingörs skibsbyggeri Elsinore | Ångf. Aktieb Stella (T. Ahrenberg) | 144·6 24·6 12·6<br>Q 8' B 20' H 15 *t* F 18' | Gothenburg Swedish *WA* | T.3Cy. 13½", 21½" & 36" –24"<br>63 NHP Helsingörs Maskinbyggeri. | | V |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Tonnage Gross Under Deck Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Allowed new or expired. Equipment. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Register to which classed, if not in L.R. Date of it. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 439 HPMJ | **Virgo** *N.Pedersen* | **IronScK** 1 *Dk* | 149 137 66 | | | ... | 1888 | Earle'sCo. (Lim.) Hull | Acties.Zodiac (C.Röe, *Mgr.*) | 101·6 20·5 10·6 Q17′ BK7½″ | Brevig Norwegian | T.3Cy.11½″,17″&30″–18″ NB03 38NHP Earle'sCo.(Lim.),Hull | 11 ″ 6 | | |
| 440 HTNK | **Vis** *A.Florio92–95* (ex Forza,ex Vis,ex Trieste) | **IronTwinScSr** | 440 359 224 | | | | 1870 | Lloyd Austro-Ungarico Trieste | Nav.aVap.Seraf. Topic&Co. (P.Pizzetti, *Mgr.*) | 203·7 24·4 10·8 | Lissa Aust.-Hung. | T.3Cy.11¾″,18½″&29½″–15¾″ NE&B93 35NHP Howaldt's Werke.,Kiel | | A | |
| 441 JBSF | **Visborg** *G.Hallengren* –00 *Mchy.Aft* | **SteelScSr** 1 *Dk* | 281 235 201 | | | | 1893 | P.Larsson Thorskog | SvenskaCementforsäljn.Aktieb. (C.A.Ödmann) | 119·3 22·4 11·2 Q27′B15′H9tF9′ len01 | Malmo Swedish | C.2Cy.11¾″&21½″–15½″ 15NHP P.Larsson,Thorskog | | V | |
| 442 JDSB | **Visby** *M.Smitterberg* –99 | **IronScSr** 1 *Dk* | 286 193 215 | | | | 1866 | MotalaCo. Norrköping | Ångf.Aktieb.Gotland(A.Ekman) | 121·1 25·3 10·5 Q39′ B36′ H7t | Visby Swedish | C.2Cy.18½″&36″–28½″ 52NHP W.Lindbergs Mek.V.,Skm. | | | |
| 443 LBMB | **Visconde Mauá** (*Hopper barge*) | **SteelScSp** 1 *Dk* | [illegible] 117 133 | | | | 1904 | C H Walker &Co.Ltd. Sudbrook | C.H.Walker&Co. Ltd. | 164·0 27·1 10·7 | London British | T.3Cy.18″,22″&34″–22½″ 60RHP Plenty&Son,Ld.Newbury | | | |
| 444 RTFN | **Viscount Castlereagh** *R.W.Walker* –03 *Well deck* *T.Hammond* –04 | **IronScSr** ss Sld.2nd No.3–7.03 1 *Dk(Irn)2trB* | 652 489 397 | ✠90A1 11,01 Sld NB8,99 | Lon | *j* | 1878 6mo | Short Bros. Sunderland A&CP | Marquess of Londonderry (S.J. Ditchfield, *Mgr.*) WB= | 180·0 28·6 13·8 Q66′B38′F25′ FK *DBa51′f42′125tFl′* | Sundrland British | C.2Cy.25″&47″–33″ (*s*) 75lb *80lb* NDB99 90RHP 1SB,*3pf*,GS51,HS1828 J.Dickinson,Sunderland | 14 ″ 8 s 1 ″ 4½ | | N5,04 |
| 445 QBSR | **Vistula** *A.Watson* –00 | **IronScSr** | 721 678 450 | | | | 1860 | Barclay, Curle&Co. Glasgow | Leith.Hull&Ham. S.P.CoLd(J.Currie &Co. *Mgrs.*) | 233·2 27·5 14·9 P31t | Leith British | C.2Cy.24″&42″–30″ NE74 70RHP J.Penn&Sons,London | 15 ″ 8 s 2 ″ 10 | | |
| 446 LSTN | **Vita** *R.W.P.Wilkins* –02 *Elec.light* | **SteelScSr** 1 *Dk* & *Awng dk* | 915 873 501 | ✠ *Awng dk with freeboard* 6.90 Cly | | *i* | 1890 6mo | AilsaS.B. Co. Troon | BritishIndiaStm. Nav.Co.Ld. | 200·0 29·0 12·1 19·3 BK7½″ | Glasgow British | T.3Cy.17″,27″&44″–30″ 130NHP 1DB,*4cf*,GS78,HS2304 Dunsmuir&Jackson,Gls. | 12 ″ 9 | | |
| 447 | **Vitez** *G.Vuskovic* (ex Marquado,ex Surrey) | **IronScSr** 1 *Dk* | 173 — 69 | | | | 1868 | ..... London | Nav.aVap.Seraf. Topic&Co. (P.Pizzetti, *Mgr.*) | 121·3 19·7 10·5 | Lissa Aust.-Hung. | C.2Cy.18″&30″–21″ NE&B82 34NHP StabilimentoTecnico,Tri. | | A | |
| 448 WPNK | **Vito** *R.F.Bilton* –04 *Well deck* | **IronScSr** ss Liv.No.3–8.95 ss Liv.No.2–03 1 *Dk(Irn)2trB* | 1308 987 851 | ✠100A1 11,04 5,05 BS8,08 MS11,03 | Liv LMC BS11,04 | *o* | 1882 8mo | Caird& Purdie Barrow *Lloyd'sA&CP* | Atlantic&Eastern S.S.Co.Ld. (J. Glynn&Son, *Mgrs.*) | 240·2 30·3 17·4 P146′F33′ BK8″ WB=DBa61 | Liverpool British | C.2Cy.28″&56″–36″ (*a*) 95lb *70lb* NDB90 152NHP 2SB,*4cf*,GS76,HS2418 J.Jack&Co.,Liverpool | 18 ″ 4 s 1 ″ 10 | | ~~5,04~~ 5,05 |
| 449 NHRO | **Vittoria** *J.Ronald* –03 | **SteelScSr** ss Cff.No.2–03 1 *Dk(pt Stlpt Irn)&Web frames&pt Awngdk(Irn)* | 2700 2043 1751 | ✠100A1 *pt Awng dk with freeboard* 12.03 Hpl | | *t* | 1894 3mo | Lon.&Gls. S.&E.Co(Lm) Glasgow A&CP | Gow,Harrison&Co | 300·0 42·1 19·5 Q104′ drp03 *pt Awng dk* 194′ FK WB=CellDB252′ | Glasgow British | T.3Cy.23″,37″&61″–42″ (*s* 160lb *65lb* 243NHP 2SB,*6cf*,GS116,HS3664 Lon&GlsS.&E.Co(Lm)Gls | 22 ″ 1 s 8 ″ 9½ | | N6,03 |
| 450 — 38 SJBF | | **IronPad** 1 *Dk* | 346 255 210 | | | | 1866 | ..... Birkenhead | Soc.Napoletana di Nav.aVap. | 177·1 24·0 11·2 H91t | Naples Italian | O.2Cy.53½″–42″ 285NHP G.Forrester,Liverpool | | | |
| 451 JWCK | **Vivero** *M.Fernandez* –99 (ex Howdenshire) *Mchy.Aft* | **IronScK** ss Hul.No.1–97 1 *Dk(Irn)* | *162* *139* *87* | ✠ 3,00 | Lon | *b* | 1893 1mo | Cochrane& Cooper Beverley | Solache y Llanos | 100·7 20·2 8·8 Q10′F15′ BK7″ WB=FTT15t | Gijon Spanish | C.2Cy.14″&26″–20″ 29RHP 1SB,*2pf*,GS23,HS560 C.D.Holmes&Co.,Hull | 9 ″ 8 | | |
| 452 | **Vivian Jolliffe** *Campbell* –98 (*Tug*) | **SteelScSp** 1 *Dk* | 163 142 1 | | | ... | 1897 | Mordey, Carney&C.Ld Newprt,Mon | W.&T.Jolliffe | 101·9 19·5 10·4 BK6½″ | Liverpool British | C.2Cy.21″&42″–27″ 100RHP Ross&Duncan,Glasgow | 11 ″ 0 | | |
| 453 VWRG | **Vivid** (*BROKEN UP*) *L.Campbell* –98 | **IronPadSk** | 164 164 67 | | | | 1864 | Barclay, Curle&Co. Glasgow | Trustees of the late W.Buchanan | 197·3 18·2 7·8 len77 | Glasgow British | 1Cy.48″–48″ NB87 80RHP *Alt*87W.King&Co.,Gls. | | | |
| 454 JFLS | **Vivienne** *Th.Olsen94–98* *Well deck* | **IronScSr** 1 *Dk2trB* | 1202 984 759 | | | ... | 1880 | Richards'n, Duck&Co. Stockton | Bugge&Co. | 239·2 34·0 16·4 Q75′B62′F28′ FK | Arendal Norwegian WB | C.2Cy.27½″&55″–36″ 99RHP Blair&Co.(Lim.),Stockton | 17 ″ 6 | N | |
| 455 JWCR | **Vivina** *Ruiz inza* ~~Ruiz –98~~ (ex Amana) | **IronScSr** ss Liv.No.3–10,97 ss Liv.No.1–02 2 *Dks(Irn)3trB* | *3096* *2829* *1993* | ✠100A1 2,05 MS11,01 BS12,03 | Liv LMC BS | *v* | 1885 10mo | M.Pearse &Co. Stockton *Lloyd'sA&CP* | Linea de Vapores Serra | 325·5 40·0 27·5 P24′B82′F29′ ptND02 BK11″ WB=DBa102′f62 | Bilbao Spanish | T.3Cy.24″,40″&65″–48″ 160lb *80lb* NDB96 308NHP 2DB,*8cf*,GS132,HS4861 Blair&Co.(Lim.),Stockton | 28 ″ 9 s 5 ″ 10 | | ~~11,01~~ 2,05 |
| 456 LBPZ | **Vixen** *J.Conway* | **SteelScTug** 1 *Dk* | 115 106 20 | | | | 1896 | Allsup& Co.Ld. Preston | T.W.Fox | 95·8 18·2 10·1 | Plymouth British | C.2Cy.20″&35″–24″ 60RHP W.Allsup&Sons,Preston | | | |
| 457 PSQW | **Vizcaina** *D.McArthur* –01 | **SteelScSr** ss Gls.No.1–01 1 *Dk(Irn)&Deep framing* | 2191 2092 1370 | ✠100A1 ~~2,01~~ ~~10,03~~ 3,05 | Nwc NYk | *s* | 1897 7mo | A.Stephen &Sons Glasgow A&CP | Ferguson&Reid WB=CellDB | 290·0 42·7 19·3 B66′F33′ FK *a80′uEs′B36′f116* | Glasgow British | T.3Cy.19½″,32″&53″–42″ (*s*) 180lb *80lb* NDB03 199NHP 2SB,*4cf*,GS90,HS3070 A.Stephen&Son,Glasgow | 21 ″ 10 s 3 ″ 7½ | | ~~10,02~~ 3,05 |
| 458 | **Vizcaya** *I.Gostizolo97–01* (ex Chusan) | **SteelScSr** 1 *Dk* & *Spar dk* | 1007 914 719 | | | | 1890 | Blohm& Voss Hamburg | Cia.Maritima | 217·0 29·6 17·5 H77′ | Manila Utd. States WB | T.3Cy.15″,24″&39″–33″ 87NHP Blohm&Voss,Hamburg | | V | |
| 459 JWCT | — *P.Manzarruga92–94* *Well deck* (ex Puerto Rico) | **IronScSr** ss Cly.No.1–76 1 *Dk2trB* | 831 644 559 | ✠ 5,79 | Cly | | 1872 4mo | H.Murray &Co. Pt.Glasgow | Ybarra&Co. | 201·0 29·0 15·8 Q70′ F25′ B35t WB=DB97 | Seville Spanish | C.2Cy.25″&43″–36″ 92NHP D.Rowan,Glasgow | | | |
| 460 HPCL | **Vizeu** | **IronScSr** 1 *Dk* & *pt Shade dk* | 357 — 243 | | | | 1881 | Cunliffe& Dunlop Pt.Glasgow | LloydBraziliero | 161·3 25·3 11·0 H63t F10t | Bahia Brazilian | C.2Cy.28″&40″–28″ 71NHP Cunliffe&Dunlop,P.Gl. | | | |
| 461 HBOG | **Vladimir** *M.Borkovsky* *Elec.light* | **SteelTwinScSr** 3 *Dks(Stl-Uteaks & 1ws)* | 5621 4761 3197 | ✠ 2,99 | Nag | *z* | 1895 6mo | W.Denny &Bros. Dumbarton | Russian Volunteer Fleet Association | 432·0 49·8 29·1 P64′B120′F85′ FK WB=CellDBa129′uEs′B | Odessa Russian | T.6Cy.21″,34″&52″–45 519NHP 3SB,*9cf*,GS180,HS8109 FD Denny&Co.,Dumbarton | 32 ″ 0 | | |

| No. d'Ordre / Numéro / Signal | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Construit. Quand. Navire. Mach. | Où. Port qui. | Armateurs. | Dimensions d'après le Jaugeage. Superstructures, &c. Longueur. Largeur. Creux. | Pont d'Armement. Pavillon. | Machines. No. & Type des Chaudières. Pression du Chaudières. NHP = Force en chevaux d'après ... IHP = Force en chevaux d'après les papiers du navire. Emplacement des Chaudières & Foyers. Nombre des machines. | Hélice. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 462 | **Vladimir** Steel Sc Sr<br>*A. Horsl* 00–08 *ss* Rga. No. 1–08<br>HQBN 1 *Dk (Stl)* | 503<br>428<br>274 | ✠100A1 Rga *h*<br>4,05 [illegible]<br>✠LMC 9 02 | 1900<br>2mo | A. McMillan & Son, Ltd, Dumbarton A&CP | Petersbrg & Volga Steamboat & Shipping Co. | 170·0 26·0 13·3<br>B58' F23'<br>BK 5'<br>*WB = FPT* | Libau<br>Russian | T. 3 Cy. 15", 25" & 40" – 27" (s)<br>160 lb *70 lb* 102 NH<br>1 SB, *3pf*, GS 63, HS 1800<br>McKie & Baxter, Glasgow | 14 ft 0 in<br>13 ft 7 in | |
| 463 — | Steel Sc<br>*Elec. light* 1 *Dk*<br>(*Ice breaker & Salvage steamer*) | 232<br>24 | | 1902 | Act. Ges. der Rigaer Schiffsw. & Maschf., Riga | Libauer Börsen Comité | 105·0 25·0 13·5<br>*WB* | Libau<br>Russian | T. 3 Cy. 16", 26½" & 42½" – 28¾"<br>88 NH<br>Act. Ges. der Rigaer Schiffsw. & Maschf. Riga | | V |
| 464 | **Vlieland** Steel Sc Sr<br>*O. Lap*<br>PWNJ 1 *Dk (Stl) & deep framing* | 2022<br>1777<br>1801 | ✠ [illegible] | 1900<br>8mo | Campbeltown S.B. Co Campbeltwn A&CP | Stoomv. Maats. Triton (W. Ruys & Zonen) | 282·2 40·1 19·2<br>P29' B54' F32'<br>FK<br>*WB = C[illegible] l D Ba 76', f 116' 366t* | Rotterdam<br>Dutch | T. 3 Cy. 21", 33" & 58" – 36" (s)<br>165 lb *80 lb* 174 NH<br>2 SB, *6rf*, GS 108, HS 2642<br>Hutson & Sons, Ld. Glasgow | 21 ft 8 in<br>13 ft 5½ in | |
| 465 | **Vlug** Steel Sc Sr<br>*G. Gundersen* 02–02 *ss* Hpl No. 1–01<br>PWNR *Well deck* 1 *Dk (Stl) & deep framing* | 1164<br>941<br>723 | ✠100A1 Ams *n*<br>4,04 11,04<br>[illegible] ✠LMC 5 01<br>DS 9,04 | 1897<br>3mo | W. Gray & Co. (Lim.) W Hartlepool A&CP | Stoombreed. Baltic (A. P. Nielson, *Mgr.*)<br>*WB = Cell D[illegible]* | 232·4 34·8 14·8<br>(80' B55' F27'<br>FK<br>*a 5u E 75', f 105 340t* | Amstrdam<br>Dutch | T. 3 Cy. 18", 28½" & 47½" – 33"<br>160 lb *80 lb* (s) 127 NH<br>1 SB, *3rf*, GS 42, HS 875<br>Cen. Mar. Eng. Wrks. W Hpl | 17 ft 3 in<br>13 ft 7½ in | |
| 466 | **Vnutchek** Iron Pad<br>1197<br>1 *Dk* | 110<br>—<br>80 | | 1860 | ..... Lloyd | J. Goluboff | 117·3 16·5 7·1 | Rostoff<br>Russian | | | |
| 467 | **Vnutshek** Iron Pad<br>341 (*ex* Ulis Odisef) 1 *Dk*<br>HBKJ | 142<br>—<br>69 | | 1860 | Mayer Linz | Russian Stm. Nav. & Trading Co. | 99·6 18·0 9·2 | Odessa<br>Russian | Jackson, Zurich | | |
| 468 | **Vogul** Iron Twin Sc Sr<br>1 *Dk* | 102<br>—<br>47 | | 1897 | Motala MV Nya Aktiel Motala | Naphta Productions, Ges. Gebr. Nobel | 88·7 18·5 7·3<br>H 13t | S. Petrsbrg<br>Russian | 4 Cy. 9¾" & 17½" – 18½"<br>19 NH<br>Motala Co., Motala | | |
| 469 | **Volage** Steel Sc Sr<br>104863 *J. A. Johnson* –03 *ss* Cff. No. 2–03<br>NTMW 1 *Dk (pt Stl pt Irn) & Web frames (pt Awng dk (Irn)* | 2724<br>1881<br>1748 | ✠100A1 Cff *t*<br>*pt Awng dk with freeboard*<br>12,04 6,03<br>BS 12,04<br>✠LMC 7 03 | 1895<br>4mo | Richardsn, Duck & Co. Stockton<br>*Lloyd's* | Christie & Co.<br>*WB = Cell D[illegible]* | 315·0 42·8 17·8<br>P25 Q54<br>*p' Awng* 147'<br>*a 5u E 120' f 122' 526t* | London<br>British | T. 3 Cy. 23", 37" & 61" – 42" (s)<br>160 lb *80 lb* 246 NH<br>2 SB, *6cf*, GS 104, HS 3760<br>Blair & Co. (Lim.), Stockton | 20 ft 11 in<br>18 ft 3 in | |
| 470 | **Volana** Iron Sc K<br>84680 *R. Edwards* –03 *ss* Liv. No. 3–12,04<br>KJFQ *ss* Liv. No. 2–03<br>*Mchy. Aft* 1 *Dk (Irn)* | 248<br>216<br>135 | ✠100A1 Liv *d*<br>3,03<br>[illegible] LMC 2 03 | 1882<br>6mo | C. Hill & Sons Bristol<br>*Lloyd's* | Volana Shpg. Co. Ld (Rogers & Bright Ld.) | 120·7 23·2 9·7<br>Q37' F15'<br>BK 6½' | Liverpool<br>British | C. 2 Cy. 16½" & 30" – 18<br>90 lb 10 RH<br>1 SB, *2pf*, GS 26, HS 546<br>Plenty & Son, Newbury | | |
| 471 | **Volante** Iron Sc Sr<br>86550 *Carey* –03 *ss* Liv. No. 3–1,96<br>JHVS (*ex* Theme) *ss* Liv. No. [illegible] 2–04<br>1 *Dk (Irn)* | 332<br>247<br>140 | ✠100A1 Liv *g*<br>7,01 [illegible]<br>BS 1,04 ✠LMC [illegible]<br>MS 1,04 | 1884<br>3mo | M'Ilwaine, Lewis & Co. Belfast<br>*Lloyd's* | Volana Shpg. Co. Ld (Rogers & Bright. [illegible] Ld, *Mgrs.*)<br>*WB = FPT* | 159·2 23·1 11·3<br>Q25' B42' F30'<br>BK 7<br>*WB = FPT* | Liverpool<br>British | C. 2 Cy. 19" & 36" – 30"<br>85 lb [illegible] 60 RH<br>1 SB, *2pf*, GS 36, HS 1089<br>M'Ilwaine, Lewis & Co., Bel. | 12 ft 1 in | |
| 472 | **Volga** Steel Sc Sr<br>119074 *J. Pattie* –03<br>VKRL 1 *Dk (Stl) & Spar dk (Stl) & deep framing* | 4404<br>4010<br>2851 | ✠100A1 P. Gl *x*<br>*Spar dk*<br>12,03 ✠LMC 12 03 | 1903<br>12mo | Russell & Co. Port Glasgow<br>*Lloyd's* | Volga S.S. Co. Ld. (Gow, Harrison & Co.)<br>*WB = Cell D Ha 114' u E 26', f 13[illegible]* | 369·8 49·8 19·0<br>P36' B108' F40' 27'<br>FK<br>*942t DT a 28' 686t* | Glasgow<br>British | T. 3 Cy. 26", 42" & 70" – 48" (s)<br>180 lb *100 lb* 410 NHP<br>2 SB, *6cf*, GS 118, HS 5523 (s)<br>Rankin & Blackmore, Grk. | 21 ft 9 in<br>16 ft 5 in | |
| 473 — | Steel Sc Sr<br>*E. P. Roux* 92–01<br>LKQR 1 *Dk (Stl) & deep framings (pt Awng dk (Stl–pt wks)* | 1382<br>931<br>829 | ✠100A1 PGl *o*<br>*pt Awng dk with freeboard*<br>[illegible] 10,01<br>3,05 ✠LMC 10 01<br>Edx | 1901<br>10mo | Russell & Co. Port Glasgow<br>*Lloyd's* | Maurel frères<br>*WB = Cell D Ha 6'* | 237·4 34·6 15·3<br>(84'<br>*pt Awng dk 153'* FK<br>*a E & B 33', f 102' 367t* | Bordeaux<br>French | T. 3 Cy. 17½", 28½" & 46½" – 33"<br>160 lb *80 lb* (s) 119 NH<br>1 SB, *3cf*, GS 70, HS 1722<br>J. G. Kincaid & Co. Grk. | 17 ft 8 in<br>13 ft 1 in | |
| 474 — | Iron Sc Sr<br>473 1 *Dk*<br>HKQC *Mchy. Aft* | 524<br>—<br>414 | | 1882 | Russian SN & Trading Co. Sebastopol | Russian Stm. Nav. & Trading Co. | 220·0 20·9 11·4 | Odessa<br>Russian | 2 Cy. 28" & 41" – 24"<br>69 NH<br>Russian S.N. & Trading Co. | | |
| 475 — | Steel Sc Sr<br>*A. Keparissi* –02 *ss* Cpl. No. 2–03<br>(*ex* Laurium) 1 *Dk*<br>*Well deck* | 283<br>208<br>182 | ✠100A– Cpl<br>11,04 [illegible]<br>BS 12,04 [illegible] MC 9 03 | 1895<br>5mo | Cumming & Ellis Inverkeithing | Cie. Maritime Marmara (A. Kanavalow, *Mgr.*) | 136·0 23·0 10·0<br>Q46' B34' F29'<br>BK 7' | Odessa<br>Russian | C. 2 Cy. 18" & 36" – 27"<br>110 lb *70 lb* NDR 99 66 NH<br>1 SB, *2pf*, GS 40, HS 1196<br>Hawthorns & Co. Leith | 10 ft 4 in | |
| 476 — | Iron Sc Sr<br>83929 *M. D. Hughes* –98 *ss* Liv. No. 3–7,93<br>VKWG *ss* Liv. No. 2–02<br>(*ex* Topic) 1 *Dk* | 281<br>238<br>97 | ✠100A1 Liv *e*<br>1,03 [illegible]<br>[illegible] [illegible] 1 02<br>12 10 04 | 1881<br>2mo | M'Ilwaine & Lewis Belfast<br>*Lloyd's* | Volana Shpg. Co. Ld (Rogers & Bright, [illegible] Ld, *Mgrs.*) | 155·3 21·7 10·5<br>Q17' B36' F28'<br>ND (*Irn*) 91 BK 7' | Liverpool<br>British | C. 2 Cy. 19" & 36" – 27"<br>75 lb NDD 91 50 RH<br>1 SB, *2pf*, GS 83, HS 1621<br>M'Ilwaine & Lewis, Belfast | | |
| 477 | **Volney** Steel Sc 3 Mst Sr<br>99443 *G. E. Hughes* –03 *ss* Liv. No. 2–01<br>MVNP *Well deck* *ss* Liv. No. 3–11,04 1 *Dk (Irn)*<br>*Mchy. Aft* | 361<br>260<br>99 | ✠100A1 Liv *e*<br>11,04 [illegible]<br>[illegible] ✠LMC [illegible]<br>[illegible] 11,04 | 1892<br>8mo | Harvey & Co. (Lim.) Hayle<br>*Lloyd's* | Volana Shpg. Co. Ld (Rogers & Bright, [illegible] Ld, *Mgrs.*) | 140·0 22·1 10·4<br>Q84' B7' F20'<br>BK 7'<br>*WB = FPT 30t* | Liverpool<br>British | T. 3 Cy. 15", 26" & 38" – 30" (s)<br>160 lb 78 RH<br>1 SB, *3pf*, GS 56, HS 1703<br>Harvey & Co. (Lim.), Hayle | 11 ft 3 in<br>8 ft [illegible] in | |
| 478 | **Volo** Steel Sc Sr<br>26844 *C. C. Smith* –04<br>LPSR | 1289<br>931<br>841 | | 1890 | Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 260·2 32·0 16·4<br>P144' F37' | Hull<br>British | T. 3 Cy. 22½", 37" & 61" – 42"<br>NB 03 241 NH<br>Amos & Smith, Hull | | BT |
| 479 | **Volos** Steel Sc Sr<br>*J. Krohn* 00–02<br>RMND *Elec. light* 1 *Dk* | 1903<br>1788<br>1233 | | 1902 | Act. Ges. "Neptun" Rostock | Deutsche Levante Linie | 280·9 40·6 18·4<br>P 28 B 163' F 22' | Hamburg<br>German | T. 3 Cy. 20⅞", 35⅛" & 55½" –<br>[illegible]<br>180 NH<br>A. G. "Neptun," Rostock | | G |
| 480 | **Volosca** Steel Sc<br>*E. Ivancich*<br>*Mchy. Aft* | 12[illegible]<br>—<br>58 | | 1895 | G. Howaldt & Co. Fiume | Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap. | 109·9 19·0 8·0 | Fiume<br>Aust.-Hung. | T. 3 Cy. 9", 14½" & 24½" – 12"<br>21 NH<br>Howaldtswerke, Kiel | | A |
| 481 | **Volscian** Steel Sc 3 Mst Sr<br>109462 *J. Edgar* –02 *ss* Liv. No. 1–02<br>QHLR *Well deck* 1 *Dk (Stl)*<br>*Mchy. Aft* | 616<br>433<br>181 | ✠100A1 Sws *i*<br>3,03 [illegible] Liv<br>[illegible] MC<br>[illegible] | 1898<br>8mo | R. William-son & Son Workington A&CP | Volana Shpg. Co. Ld (Rogers & Bright, [illegible] Ld, *Mgrs.*) | 179·7 27·9 12·1<br>Q94' B11' F28'<br>BK 7½'<br>*WB = FPT 55t* | Liverpool<br>British | T. 3 Cy. [illegible] 25½" & 41" – 30"<br>[illegible] 85 RH<br>1 SB, *3cf*, GS 55, HS 1732<br>Ross & Duncan, Glasgow | 13 ft 4 in<br>11 ft 1 in | |
| 482 | **Volta** Steel Sc Sr<br>28458 *J. Tyrer* –03 *ss* Liv. No. 2–00<br>MHGN 2 *Dks (U Stl–ws) & Web frames*<br>*Elec. light* 3 *Dk rule* | 2702<br>2373<br>1723 | ✠100A1 Liv *u*<br>6,03<br>✠LMC [illegible] 03 | 1891<br>9mo | Naval Con. & Arm. Co. Ld. Barrow<br>*Lloyd's* | British & African S.N. Co. (1900), Ld (Elder, Dempster & Co. *Mgrs.*) | 327·6 39·4 22·0<br>P40' B108' F42'<br>FK<br>*WB = Cell D Ba 72' u E 16', f 188'* | Liverpool<br>British | T. 3 Cy. 28", 38" & 61" – 42" (s)<br>160 lb *60 lb* 253 NH<br>2 SB, *6rf*, GS 133, HS 3973<br>Naval Con. & A. Co. Ld., Barrow<br>*182t FPT 82t APT 42t* | 24 ft [illegible] in<br>14 ft 11 in | |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 for Special Survey. Date of last Survey. | 7 Port of Survey. Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Nominal power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Registers in which classed. If not in L. R. Date of L. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 483 | **Volta** | **IronScK** | 168 | ✝100A1 | Sws | | 1899 | Cochrane& | H.Stiles | 102·2 \| 20·6 \| 11·0 | Milfrd Hvn | T.3Cy.11½″,18″&30″–22″ (s) | 11 ″ 9 | | 9,03 |
| 108434 | *Abbey* | *ss*Sws.No.1–03 | 156 | *Stm Trawler* | | | 3mo | Cooper,Ld. | (A.J.Boyle, *Mgr.*) | Q25′ | British | 160lb 45RHP | | | |
| | | 1 *Dk* | 62 | 8,04 ~~5.03~~ | ✝LMC9 03 | | *Lloyd's* | Selby *sA&CP* | | BK7½′ | 3 *BH Cem* | 1SB,*2cf*,GS28,HS880 | | | |
| | | | | | | | | | | | | Amos&Smith,Hull | | | |
| 484 | — | **IronScK** | 157 | ✝100A1 | Hul | | 1890 | Cochrane, | F.&.T.Ross,Ld. | 101·2 \| 20·6 \| 11·0 | Hull | T.3Cy.11½″,18″&30″–22″ (s) | 11 ″ 10 | | 10,03 |
| 98706 | *A.Jones* –90 | *ss*Hul.No.3–8,99 | 145 | *Stm Trawler* | | | 10mo | Coopr&Scho- | | Q19′F19′ | British | 160lb 45RHP | | | |
| | | *ss*Hul.No.1–03 | 57 | 10.03 | ✝LMC6,02 | | | field Beverley | | ND99 BK7½′ | 3 *BH Cem* | 1SB,*2cf*,GS25,HS711 | | | |
| | | 1 *Dk* | | ~~BSC.04~~ | | | *Lloyd's* | *sA&CP* | | | | C.D.Holmes&Co.,Hull | | | |
| 485 | **Voltaire** | **SteelSc3MstSr** | 409 | ✝100A1 | Liv *f* | | 1890 | Grangem'th | VolanaShpg.Co.Ld | 150·0 \| 24·0 \| 10·6 | Liverpool | T.3Cy.13″,21″&34″–27″ (s) | 11 ″ 3 | ~~8.04~~ | ~~8.04~~ |
| 97807 | *T.Cartwright* –02 | *ss*Cff.No.3–11,96 | 277 | 2,05 ~~L.04~~ | | | 8mo | Dockyard Co. | (Rogers&Bright, | Q84′B9′F22′ | British | 160lb *65lb* 60RHP | s ″ 8½ | | 2,05 |
| LWMK | *Mchy.Aft* | ~~*ss*Liv.No.1–00~~ | 133 | ~~B&C.00~~ | ✝LMC ~~1.02~~ | | | Alloa | *Mgrs.*) Ld *Mgrs.*) | FK | British | 1SB,*2rf*,GS36,HS1060 | | | |
| | *Well deck* | *ss*Liv.No.2–05 1 *Dk*(*Irn*) | | | | | *Lloyd's* | *sA&CP* | | *WB* = *FPT* 46*t* | | Ross&Duncan,Glasgow | | | |
| 486 | **Volturno** | **SteelScSr** | 2396 | ✝100A1 | Hul *s* | | 1888 | Richardsn, | T.Wilson,Sons& | 297·0 \| 40·1 \| 19·0 | Hull | T.3Cy.22½″,37″&61″–42″ (s) | 21 ″ 8 | | 2,05 |
| 93148 | *H.Branton* –02 *ss*Hul.2ndNo.3–2,05 | | 1809 | 2,00 | | | 9mo | Duck&Co. | Co.Ld. | P28′ Q92′ B116′ | British | 160lb *60lb* 241NHP | s2 ″ 0½ | | |
| KTWQ | *Well deck* | 1 *Dk*(*Stl*) ~~1 *Dk*~~ *Webframes* | 1566 | | ✝LMC2.03 | | *Lloyd's* | *sA&CP* | *WB* = | *Cell DB* 89 *u E&T* 716 *f* 308*t* | 5 *B'Cem* ~~11½~~ | Blair&Co.(Lim.),Stockton | | | |
| | | *Floors Iron* | | | | | | | | | | | | | |
| 487 | **Völund** | **SteelScSr** | 1087 | | | | 1899 | Laxevaags | O.&A.Irgens | 234·9 \| 32·3 \| 13·6 | Bergen | T.3Cy.16″,25½″&42″–30″ | | N | |
| | *G.A.Pettersen*94–00 | | 853 | | | | | Msk&Jrnskb | | Q125*t* B54*t* F32*t* | Norwegian | 97NHP | | | |
| JVWM | | 1 *Dk* | 670 | | | | | Bergen | | H21*t* | *WB* | LaxevaagsMsk&Jrns.Bgn | | | |
| 488 | **Volunteer** | **SteelScSr** | 837 | ✝100A1 | Bkn *l* | | 1901 | J.P.Ren- | Fisher,Renwick& | 200·2 \| 30·2 \| 13·1 | Manchestr | T.3Cy.16½″,27″&44″–30″ (s) | 15 ″ 7 | | 4,04 |
| 114401 | ~~*Merredith* –01~~ *J.G.Craggs* –05 | | 645 | 1,04 2,05 | Nwc | | 3mo | noldsn&Sons | Co's Manchester- | Q96′B24′F19′ | British | 170lb *80lb* 99RHP | s1 ″ 4½ | | |
| SGHT | | 1 *Dk*(*Irn*) 2*tr B&S deep framing* | 511 | | ✝LMC8.01 | | | South Shields | London Stnrs.Ld. | FK | 5 *BH Cem* | 1SB,*3pf*,GS49,HS1754 | | | |
| | *Well deck* | | | | | | | A&CP | *WB* = *Cell DB* | a31′ *u* E22′ *f* 97′ 204*t* | *APT* 11*t* | J.P.Rennoldsn&Sns,S.Shl. | | | |
| 489 | — | **IronScSr** | 112 | | | | 1891 | Hepple& | G.Stephenson | 96·6 \| 19·4 \| 10·4 | S.Shields | C.2Cy.16¼″&32½″–22″ | | | |
| 98983 | *T.Gibb* –91 | | 106 | | | | | Co. | | | British | 43RHP | | | |
| | | | 18 | | | | | N.Shields | | | | Hepple&Co.,NorthShields | | | |
| 490 | **Volute** | **SteelScSr** | 4006 | ✝100A1 | Lon *w* | | 1893 | W.Gray& | ShellTransport& | 347·0 \| 45·6 \| 26·7 | London | T.3Cy.26″,42″&70″–45″ (s) | 28 ″ 6 | ~~8.08~~ | ~~8.08~~ |
| 102789 | *E.Z.Halliday* –04 | *ss*Lon.No.2–03 | 3434 | *Shade dk* | Sng | | 8mo | Co.(Lim.) | TradingCo.Ld.(M. | | British | 160lb *100lb* 357NHP | s4 ″ 11 | | 4,05 |
| NCWH | *Mchy.Aft* | 2 *Dks*(*Stl*)&*Webframes&* | 2599 | *withfreeboard* | | | | W Hartlepool | Samuel&Co. *Mgrs*) | FK | 11 *BH Cem* | 3SB,*9rf*,GS114,HS5780 | | | |
| | *Elec.light* | *Shade dk* | | ~~3,013.03~~ 4,05 | ✝LMC | | | A&CP *W* | *B* = *Cell DB* | 66′150*t* *FPT* 118*t* | *APT* 31*t* | Cen.Mar.Eng Wrks,W Hpl. | | | |
| | | | | *Carrying Petroleum in bulk* | | | | | *Fitted for liquid fuel* 4,00 | | | | | | |
| | | | | ~~MS5.01~~ | ~~B~~ | | | | | | | | | | |
| 491 | **Von Döbeln** | **IronScSr** | 568 | | | | 1876 | W.Lind- | Finska Ångf Aktieb | 177·2 \| 26·0 \| 12·3 | Helsingfrs | C.2Cy.16½″&28½″–20½″ | | | |
| | *E.Hedman*91–91 | 1 *Dk* | 377 | | | | | bergs Aktieb. | (L.Krogius) | | Russian | 30NHP | | | |
| RHLF | | | 413 | | | | | Stockholm | | | | *Cmp*88 Bergsunds MV.Skm | | | |
| 492 | **Von Podbielski** | **SteelTwinScSr** | 1494 | | | | 1899 | D.J Dunlop | Norddeutsche | 265·6 \| 35·1 \| 22·4 | Nordnham | T.6Cy.17″,28½″&47″–33″ | | G | |
| | (*Cable Vessel*) *A.Gehrke* | | 1429 | | | | | &Co. | Seekabelwerke A.G. | B74′ | German | 254NHP | | | |
| NJFB | *Elec.light* | 1 *Dk&Spar dk* | 652 | | | | | Pt.Glasgow | | | *WB* | D.J.Dunlop&Co.P.Gls. | | | |
| 493 | **Von Thielen** | **SteelTwinScSr** | 133 | | | | 1900 | Schömer& | Wyker Dampfsch. | 106·7 \| 20·0 \| 6·9 | Wyk a Föhr | C.4Cy.8″&15″–11″ | | | |
| | *P.Christiansen* | | 107 | | | | | Jensen | Rhed.G.m.b.H. (S. | Q46′B15′ | German | 6NHP | | | |
| LMQG | | 1 *Dk* | 69 | | | | | Tönning | H.Boetius&J.W. | | *WB* | Schömer&Jensen,Tönning | | | |
| | | | | | | | | | Volquardsen, *Mgs*) | | | | | | |
| 494 | **Voorburg** | **SteelScSr** | 3056 | ✝100A1 | Rot *u* | | 1901 | Nederl. | Stoomv.Maats. | 324·8 \| 48·4 \| 21·3 | Amstrdam | T.3Cy.23″,36″&60″–42″ (s) | 24 ″ 0 | | ~~4.02~~ |
| | *W.v.d.Schoor de Boer*00–01 | | 2843 | 4,05 ~~L.04~~ | | | 10mo | Schps.Maats. | Amsterdam | P30′B102′F35′ | Dutch | 160lb *90lb* 267NHP | s3 ″ 11½ | | 4,05 |
| PWRH | | 1 *Dk*(*Irn*) 2*tr B&S deep framing* | 1956 | | | | | Amsterdam | *WB* = *Cell* | FK | 5 *BH Cem* | 2SB,*6pf*,GS128,HS4520 | | | |
| | | 3 *Dk rule* | | ~~MS4.02~~ | ~~✝LMC~~ | ~~C10.01~~ | *Lloyd's* | *sA&CP* | *DBa* 102′ *u E&T* B40′ | *f* 134′868*t* *FPT* 116*t* | *APT* 149*t* | Ned Fb.v.Wrk&Spoor,Ams | | | |
| 495 | **Voorwaarts** | **SteelScK** | *154* | ✝100A1 | Rot | | 1899 | Edwards | Rotterdamsche | 106·4 \| 20·2 \| 10·7 | Rottrdam | T.3Cy.12″,18″&30″–21″ (s) | 11 ″ 10 | | ~~10.00~~ |
| | *E.Prins*02–02 | *ss*Ams.No.1–04 | *149* | *Stm Trawler* | Ams | | 4mo | Bros. | Zeevischerij | Q18′ | Dutch | 180lb 51NHP | | | ~~3.04~~ |
| | | 1 *Dk* | *52* | ~~11.01~~ 10.03 1,05 | | | | N.Shields | | BK7½′ | 3 *BH Cem* | 1SB,*2pf*,GS31,HS880 | | | 1,05 |
| | | | | ~~BS4.04~~ | | | *Lloyd's* | *sA&CP* | | | | MacColl&Pollock,Sld. | | | |
| | | | | ~~MS4.04~~ | ✝LMC ~~3.99~~ | | | | | | | | | | |
| 496 | **Vordingborg** | **SteelScSr** | 1372 | | | | 1894 | Flensburgr | Dmpsk.Selsk.Af | 231·3 \| 34·3 \| 13·7 | Copnhagn | T.3Cy.16″,26″&43″–33″ | | V | |
| | *A.Petersen* | | 931 | | | | | Schiffsb.Ges. | 1896 (C.K.Hansen | Q71′H107′F24′ | Danish | 106NHP | | | |
| NGLV | (*ex* Urania) | 1 *Dk* | 863 | | | | | Flensburg | *Mgr*) | | *WB* | Flensburger.Schiffsb.Ges. | | | |
| 497 | **Vöringen** | **Iron&SteelScSr** | 402 | | | | 1891 | Laxevaags | Hardanger | 166·4 \| 23·6 \| 12·0 | Bergen | T.3Cy.15½″,25″&41″–27″ | | | |
| | *A.I.Ovrevik* | | 252 | | | | | skibsbyggeri | Söndhordlandske | P80*t* H31*t* F38*t* | Norwegian | 87NHP | | | |
| JVHL | | 1 *Dk* | 245 | | | | | Bergen | Dampskibsselskab | | | G.Clark,Sunderland | | | |
| 498 | — | **IronScSr** | 194 | | | | 1861 | ..... | Arendals Damp- | 119·3 \| 16·2 \| 10·8 | Arendal | C.2Cy.15″&30″–18″ | | | |
| | *O.Thoresen*03–98 | 1 *Dk* | 127 | | | | | Hull | skibsselskab | Q23*t* B36*t* F8*t* | Norwegian | NE73 NB87 32NHP | | | |
| HPCN | | | 113 | | | | | | | len86 | | Laxevaags M.&J.,Bergen | | | |
| 499 | **Voronej** | **SteelTwinScSr** | 5616 | ✝ | Shi *z* | | 1896 | W.Denny | Russian Volunteer | 432·0 \| 49·8 \| 29·1 | Odessa | T.6Cy.21″,34″&52″–45″ | 32 ″ 0 | | |
| 736 | *C.Shishmareff* | | 4761 | 8,99 | | | 3mo | &Bros. | Fleet Association | P64′B120′F85′ | Russian | 519NHP | | | |
| HBQK | | 3 *Dks*(*Stl–Uteak s&1 ws*) | 3278 | | | | | Dumbarton | | FK | 8 *BH Cem* | 3SB,*9cf*,GS180,HS8109 FD | | | |
| | *Elec.light* | | | | | | | | *WB* = *Cell* | *DBa* 129′ *u E&T* B88′ | *f* 156′856*t* | Denny&Co.,Dumbarton | | | |
| 500 | **Vorotan** | **SteelScSr** | 543 | | | | 1894 | W.Dobson | A.Pogosoff&Co. | 148·5 \| 28·1 \| 13·3 | Libau | C.2Cy.22″&42″–24″ | | | |
| | *Harmson* –94 | 1 *Dk*2*tr B* | — | | | | | &Co. | | Q22′ B42′ F25′ | Russian | 72NHP | | | |
| | *Mchy.Aft* | *Carrying Petroleum in bulk* | 433 | | | | | Newcastle | | | *WB* | WallsndS&ECo(Lim)Nwc | | | |
| | *Elec.light* | *Fitted for liquid fuel* | | | | | | | | | | | | | |
| 501 | **Vortigern** | **SteelScSr** | 3026 | ✝100A1 | N Yk *u* | | 1892 | AM'Millan | R.McMillan (E.P. | 310·0 \| 42·0 \| 22·5 | Glasgow | T.3Cy.20½″,39″&62″–48″ (s) | 25 ″ 1 | | ~~10.03~~ |
| 93804 | *J.Fairweather* –98 | ~~*ss*Chl.No.2–01~~ | 2430 | ~~11,02~~ 3,03 | 5,05 Nwc | Rds | 5mo | &Son(Lim.) | Babtie, *Mgr.*) | P192′F41′ | British | 170lb *100lb* NDB03 252NHP | s 3 ″ 4 | | 10,04 |
| MPRT | 1 *Dk*(*Stl pt-ws*) 2*tr B&S Webframes* | | 1982 | ~~B04.04~~ | ✝LMC ~~Ldd~~ | | | Dumbarton | | BK10″ | 5 *BH Cem* | 2SB,*6cf*,GS126,HS3471 | | | |
| | *Well deck* | *ss*Iwc.No.3–11,04 | | ~~M.10.04~~ | 10,04 | | *Lloyd's* | *sA&CP* | | *WB* = *Cell DB* 236′ | 540*t* | Denny&Co.,Dumbarton | | | |
| 502 | **Vorwärts** | **SteelScSr** | 1027 | | | | 1895 | Howaldts- | M.Jebsen | 230·4 \| 33·2 \| 12·7 | Apenrade | T.3Cy.17″,27⅝″&43⅜″–24½″ | | | |
| | *N.Sohnemann* –02 | | 796 | | | | | werke | | P28′B69′F29′ | German | 93NHP | | | |
| LMJH | *Elec.light* | 2 *Dks* | 643 | | | | | Kiel | | | *WB* | Howaldtswerke,Kiel | | | |
| 503 | **Vostochnaya Zvezda** | **IronScSr** | 943 | ✝ | Cpl *n* | | 1870 | Denton, | S.Aschkenazy&Co | 240·8 \| 29·0 \| 16·7 | Odessa | C.2Cy.25″&45″–36″ | | | |
| | *G.Seeman* | *ss*Pir.2ndNo.3–10,94 | 866 | 3,97 | | | 6mo | Gray&Co. | | Q33′F28′ | Russian | NDB92 94NHP | | | |
| | (*ex* Hermes, *ex* Dyo Fili, *ex* Seafield) 2 *Dks* | | 727 | ✝NB8,92 | | | | W Hartlepool | | len74 ND88 | 1 *BH Cem* | 1SB,*3pf*,GS58,HS1580 | | | |
| | | | | | | | | | | | *WB* = *pt DB* | T.Richardson&Sons,Hpl. | | | |
| 504 | **Vostock** | **SteelTwinScSr** | 755 | | | | 1894 | Hawthorn, | Eastern S.S.Co. | 212·5 \| 28·0 \| 14·3 | Astrachan | C.2Cy.18″&34″–20″ | | | |
| | *Atkins* –94 | 1 *Dk* | 626 | | | | | Leslie&Co.Ld | | Q73′B34′F28′ | Russian | 43NHP | | | |
| | *Elec.light* | | 516 | | | | | Newcastle | | | *WB* | Ross&Duncan,Glasgow | | | |

| Numéro d'Ordre. Numéro Officiel. Signaux | Nom du Navire. Mats, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Brut. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Date de la dernière Visite. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions d'après la Jauge. Superstructures &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Pouces. Millimètres. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 505 QFPS | **Vredeborch** SteelPad<br>*D.Rose78–92* 1 *Dk* | 212<br>178<br>121 | | 1892 J.C.Teck-lenborg Geestemünde | Bugsirges.Union | 131·2 19·7 9·5<br>H12′ | Bremen<br>German | C.4Cy.19½″&33″–28″<br>Emade84 92NH<br>Act.Ges.“Weser,”Bremen | | |
| 506 VTKL | **Vril** IronScSr<br>*W.J.Derbyshire* –00 *ex*Lon.No.3–2,01<br>*Well deck* 1 *Dk*(*pt Irn*) | 38<br>303<br>160 | ✠100A1 Clf *g*<br>4,04<br>BS4,04 ~~41,MC2,01~~ | 1884 M'Knight, Gmo M'Credie&C. Ayr<br>*Lloyd's A&CP* | J.H.Bennetts | 159·5 23·1 11·6<br>,54′B36′F18′<br>BK7″<br>*WB=FPT* | Ponzance<br>British<br>*4 BHCem*<br>*23t APT 20t* | C.2Cy.20½″&40″–28″ *(s*<br>80lb *65lb* NDN94 68RH<br>1SB.*2cf*,GS35 | 12 ″ 1 | |
| Steandes 507 | **Vrissiis** IronScSr<br>*Suris* –03 *ss*Bbo.No.3–1,95<br>(*ex*Vrisida,*ex*Klyde) *ss*Pir.No.2–03<br>*Well deck* 1 *Dk*(*Irn*)*2tr B* | 1531<br>1273<br>993 | ~~✠100A1~~ Msl *p*<br>2,03 | 1882 C.S.Swan& Hmo Hunter Newcastle<br>*Lloyd's A&CP* | Bank of Athens (A. Nostragis, *Mgr.*) | 256·0 35·0 17·9<br>Q96′B62′F28′<br>BK9″<br>*WB=DBa* | Syra<br>Greek<br>*4 BHCem*<br>*70′f 46′22½t* | C.2Cy.32″&62″–36″ *(s*<br>75lb *55lb* 180NH<br>2SB.*4pf*,GS78,HS2980<br>Wallsend Slipway Co.Nwc | 19 ″ 8 | |
| 508 | **Vtoroi** SteelPadTug<br>*Cameron* –94<br>1 *Dk* | *263*<br>*251*<br>*116* | | 1894 Armstrong Mitchell&Co. Ld Newcastle | RussianGovern-ment | 185·0 25·0 7·2 | Yontsoisk<br>Russian | C.4Cy.16″&30″–42″<br>97NH<br>Bow,McLachlan&Co.,Pay | | |
| 509 | **Vueltabajo** SteelTwinScSr<br>(*ex*Croft) 1 *Dk* | *794*<br>*680*<br>*476* | | 1893 D.J. Dunlop&Co Pt.Glasgow | VueltaAbajo S.S. Co. | 204·0 35·1 12·3<br>P32′B20′F81′ | Havana<br>Cuban | T.6Cy.11″,18″&28″–24″<br>76NH<br>D.J.Dunlop&Co.P.Gls | | |
| 510 QBMT | **Vulcain** IronScSr<br>*H.Geertsema*02–02 *ss*Hav.2nd No.3–3,98<br>(*ex*NorthDevon) *ss*Shl.No.1–02<br>*Well deck* 1 *Dk*(*Irn*)*2tr B* | 701<br>616<br>402 | ✠100A1 Lth *k*<br>7,04 3,05<br>~~NB11,98~~ LMC<br>BS2,04 | 1878 Schlesinger 11mo Davis&Co. Newcastle<br>A&CP | StoomMaats“Het Noorden”(A.Van Dijk, *Mgr.*) | 195·9 28·1 15·9<br>Q104′B8″F25′<br>drp02 BK7½″<br>*WB=DBa* | Delfshjl<br>Dutch<br>*4 BHCem*<br>*51′f 70′APT* | C.2Cy.25″&45″–38″ *(s*<br>90lb 91NH<br>1SB.*3pf*,GS47,HS1724<br>Black,Hawthorn&Co.Nwc | 16 ″ 10<br>81 · 7½ | |
| 511 PMDG | **Vulcan** SteelScSr<br>*J.E.Hicks* –04<br>1 *Dk*2*tr B* | 3437<br>3222<br>2207 | | 1896 Furness, Withy&Co Ld (*ex* Lge Cornhill SS.Co.Ld Furness,& D.Xon Ltd *Mgrs*) W Hartlepool | ~~VenueS.ShpgCo.Ld~~ | 340·0 45·1 25·3<br>P31′B100′F34′<br>*WB* | ~~London~~<br>British | T.3Cy.25″,39″&66″–42″<br>SirC.Furness. 282NH<br>Westgarth&Co(Limn)Mdl | | 0 |
| 512 NJTC | — IronScSr<br>*P.Nielsen* *ss*Hpl.No.3–5,96<br>(*ex*Gulf of Akaba) *ss*Fln.No.1–01<br>*Well deck Elec.light* 1 *Dk*(*Irn–pt*ws)2*tr B* | 1997<br>1576<br>1256 | ✠100A1 Rot *r*<br>4,04<br>~~BS12,03~~ ~~LMC~~<br>~~4S4,04~~ | 1883 R.Dixon &Co. Middlesbro'<br>A&CP | Dpsksisk.Vulcan (C.P.Jensen)<br>*WB= CellDB* | 275·0 37·8 19·0<br>P37′Q74′B72′F72′<br>drp01 BK9½″<br>*a82 f 102′303t FPT* | Copenhgn<br>Danish<br>*5 BHCem*<br>*60t APT 114t* | C.2Cy.34½″&64″–42″ *(s*<br>100lb *100lb* NDN94 210NH<br>2SB.*6pf*,GS90,HS3333<br>Blair&Co.Ld.Stockton | 21 ″ 6<br>s 2 · 1 | |
| 513 161610 | — SteelSc3MstSr<br>1 *Dk*2*tr B*<br>*Mchy.Aft* | 1759<br>—<br>1367 | | 1889 Globe Iron Works Co. Cleveland,O. | Drake&Maytham | 260·0 38·0 19·5<br>H— F34′<br>*WB* | Cleveland, Ohio<br>Utd.States | C.2Cy.27″&50″–36″<br>125NH<br>GlobeIrnWksCo.Clevelnd. | | |
| 514 118135 | — SteelTwinScBarge<br>*W.Kay* –04<br>*Elec.light* 1 *Dk*(*Stl–ws*) | ~~999~~<br>790<br>731<br>~~249~~ | ✠100A1 PGl<br>*Dredger*<br>10,04<br>~~Class Contem. plated~~ | 1904 Ferguson 10mo Bros. Pt.Glasgow<br>*Lloyd's A&GP* | MerseyDocks& HarbourBoard | ~~151·0 41·0 12·0~~<br>F27′ 41·1 12·3<br>181·3 FK | Liverpool<br>British<br>*6 BHCem* | T.6Cy.16″,24″&38½″–24″ *(s*<br>120.6 178NHP<br>2SB.*7pf*,GS174,HS3640<br>Ferguson Bros.Pt.Glasgow | 13 ″ 0 | |
| 515 | — SteelSc<br>1 *Dk* | 594<br>463<br>347 | | 1904 Act.Ges. “Weser” Bremen | Dampfschifffahrts Ges.Neptun | 176·4 27·2 11·8 | Bremen<br>German<br>*WB* | T.3Cy.13″,20.7″&33½″–21½″<br>51NH<br>A.G.“Weser,”Bremen | | |
| 516 99218 MVWD | — SteelSc3MstSr<br>*G.Guthrie* –00 *ss*Bkn.No.2–00<br>1 *Dk*(*Irn*)<br>*Well deck Mchy.Aft* | 386<br>317<br>226 | ✠100A1 Mdb *f*<br>2,03<br>~~Lt~~ ~~LMC12,00~~<br>BS6,04 | 1892 Montrose 12mo S.B.&E.Co Ld Montrose<br>*Lloyd's A&CP* | J.M.Lennard& Sons,Ld. | 145·5 23·2 12·2<br>Q75′B7′F20′<br>BK7″<br>*WB=D Bu E14* | Middlsbro'<br>British<br>*3 BHCem*<br>*14t FPT 64t* | T.3Cy.12″,18″&30″–21″ *(s*<br>160lb *60lb* 60RH<br>1SB.*2pf*,GS30,HS800<br>Gourlay Bros.&Co.,Dundee | 13 ″ 6<br>s 1 · 1 | |
| 517 106076 | — SteelPadSp<br>(*ex*Britannia) 1 *Dk* | 319<br>261<br>87 | | 1897 Russell& Co. Pt.Glasow | Glasgow&South WesternRlwy.Co. | 200·5 24·1 7·7 | Glasgow<br>British | C.D.2Cy.23½″&47″–51″<br>93RH<br>Rankin&Blackmore,Grk. | | |
| 518 98861 SPHC | — SteelTwinScTugSk<br>*G.Ellsmore* –03 1 *Dk* | 288<br>239<br>5 | | 1893 Barclay, Curle&Co.Ld Glasgow | Sou.I.of W.& S.of Eng.Royal MailStm PktCo.Ld | 120·0 25·1 11·8<br>*pt Shade dk56′*<br>BK7 | S'thamptn<br>British | T.6Cy.15″,24″&39″–28″<br>172NH<br>1SB.*2pf*,GS30,HS800<br>Barclay,Curle&Co.(L)Gls. | 12 ″ 5<br>s 1 · 5 | |
| 519 109843 QWNP | — SteelScK<br>*J.Waldie* –99 *ss*Gms.No.1–03<br>1 *Dk* | 206<br>185<br>76 | ✠100A1 Gms<br>*Stm Trawler*<br>~~Class~~ 8,03 10,04<br>~~BS1,03~~ ~~LMC3,03~~ | 1898 Earle'sCo. 12mo Ld. Hull<br>*Lloyd's A&CP* | AtlasStm.Fishing CoLd(LettenBros. *Mgrs.*) | 115·0 21·0 11·2<br>Q46′F19′<br>BK7½″ | Grimsby<br>British<br>*4 BHCem* | T.3Cy.11″,20″&32″–23″ *(s*<br>200lb 55RH<br>1SB.*2cf*,GS35,HS850<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 520 2578 HVSD | — CompScSp<br>1 *Dk* | 203<br>173<br>153 | | 1885 S.Groth Sjötorp | C.Pettersson | 101·1 20·9 10·3<br>B24′ H6*t* | Gothenbrg<br>Swedish | C.2Cy.10½″&25″–17½″<br>22NH<br>Kristinehamns M V. | | |
| 521 RJMG | — IronScTug<br>*H.Ihns*03–03<br>1 *Dk* | 192<br>178<br>— | | 1891 J.P.Ren-noldson&Sns. S.Shields | Verein.Bugs.-& FrachtschfahrtGes | 107·6 22·0 12·8 | Hamburg<br>German<br>*WB* | C.2Cy.20″&38″–26″<br>J.P.Rennoldson &Sons,SouthShields 61NH | | |
| 522 QGHJ | — SteelScTug<br>*W.Seggeling*<br>1 *Dk* | 124<br>113<br>12 | | 1896 G.Seebeck A.G. Geestemünde | Norddeutscher Lloyd | 95·7 18·9 10·6 | Bremen<br>German<br>*WB* | T.3Cy.11½″,17½″&30″–22″<br>42NH<br>G.Seebeck A.G.,Gstemünde | | |
| 523 | Vulcano SteelSc<br>*Mchy.Aft* | *351*<br>*291*<br>*197* | | 1886 W.Denny 10mo &Bros. Dumbarton | N.Mihanovich | 150·0 28·1 9·1<br>Q54′ F21′ | Bns.Ayres<br>Argentine | C.2Cy.18½″&24″–24″<br>24NH<br>Denny&Co.,Dumbarton | | |
| 524 | — SteelScTug<br>*J.Basilio* –91 | 181<br>—<br>80 | | 1887 ..... | Alvaré&Cia. | ..... | Sagua<br>Cuban | | | |
| 525 108764 QHLW | Vulture SteelScSr<br>*D.Carmichael* –98<br>2 *Dks* | 1280<br>929<br>399 | | 1898 A&J Inglis Glasgow | G.&J.Burns ,Ld. | 265·0 33·6 15·9<br>P167*t*H64*t* | Glasgow<br>British<br>*WB* | T.3Cy.28″,46″&74″–45″<br>367NH<br>A.&J.Inglis,Glasgow | | |
| 526 110731 RHKM | — IronScK<br>*ss*Hul.No.1–03<br>1 *Dk* | 190<br>172<br>57 | ✠100A1 Hul<br>*Stm Trawler*<br>12,04 ~~9,04~~<br>~~LMC~~ | 1899 Cook,Wel-7mo t'n&Gemmell Hull<br>*Lloyd's A&CP* | St.Andrew'sSteam FishingCo.Ld | 115·5 21·0 11·2<br>Q20′<br>BK7½″<br>*WB=DB f 10′5t* | Hull<br>British<br>*4 BHCem* | T.3Cy.12″,20″&32″–24″ *(s*<br>180lb 58RH<br>1SB.*2cf*,GS28,HS940<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| 527 109835 | — SteelScK<br>*D.Q.Todd* –99 *ss*Gms.No.1–02<br>1 *Dk*<br>*Elec.light* | 180<br>169<br>62 | ✠100A1 Gms<br>*Stm Trawler*<br>5,04 ~~5,03~~<br>~~LMC~~<br>BS1,04 | 1898 Edwards 11mo Bros. North Shields<br>*Lloyd's A&CP* | CleethorpesSteam TrawlingCo.Ld. | 110·4 21·6 11·4<br>Q49′F19′<br>BK7½″ | Grimsby<br>British<br>*3 BHCem* | T.3Cy.12″,20″&32″–23″<br>180lb 52RH<br>1SB.*2pf*,GS35,HS1000<br>MacColl&Pollock,Sld. | 12 ″ 0 | |

*** Additional Ships are inserted in the Supplement at the end of the Register

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Freeboard assigned. Tonnage assigned. Loadings. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. R. Date of Roll of Tonnage. | 16 Date when Hull last surv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 100024 | **W. A. Massey** *J.W.Lofley* –01 *Elec.light* | **IronScSr** 1 *Dk* | 146 128 57 | | | ... | 1895 | Cochrane & Cooper Beverley | HumberPilots' SteamCutterCo. Ld. | 108·8 \| 21·0 \| 10·8 BK7½″ | Hull British *WB* | C.2Cy.15″&30″–21″ 35RH Cooper&Co.,Hull | 11 ″ 7 | | |
| 2 81616 KQCS | **W. C. Richardson** *T.Wilford*80–02 *Mchy.Aft Elec.light* | **SteelScSr** 1 *Dk2trB* | 3818 — 2841 | | | | 1902 | American S.B.Co. Cleveland | RichardsonTransport.Co. (W.C. Richardson, *Mgr.*) | 354·0 \| 48·0 \| 28·0 *WB* | Cleveland, Ohio Utd. States | T.3Cy.20″,33″&54″–40″ 184NH AmericanS.B.Co.Clevelan | | V | |
| 3 71661 WDPB | **W. Cores de Vries** *J.W.Mennell* –01 | **IronScSr** 2 *Dks* | *962* *463* *672* | | | | 1865 | ..... Rotterdam | ~~NipponYusen Kabushiki Kaisha~~ YangtzeShpg.Co. Ld. | 206·8 \| 25·0 \| 18·6 | ~~Tokio~~ Japanese ~~Hiogo~~ British | C.2Cy.16″&36″–36″ 52RH | | | |
| 4 116264 | **W. D. Matthews** | **Iron&SteelSc** 1 *Dk* | 3965 3959 2450 | | | | 1902 | Collingw'd S.B.Co.Ld. CollingwdOn | St.Lawrence& ChicagoStm.Nav. Co.Ld. | 366·5 \| 48·0 \| 28·0 P6′ | Toronto British | T.3Cy.20″,33½″&55″–40″ CollingwoodS.B.& E.Co.Ld Collingwd,Ont 191NH | | | |
| 5 81535 | **W. D. Rees** *C.A.Benhorm*93–98 *Mchy.Aft Elec.light* | **SteelSc** 1 *Dk2trB* | 3760 — 2992 | | | | 1895 | Cleveland S.B.Co. Cleveland | WilsonTransitCo. | 396·4 \| 45·0 \| 23·5 | Buffalo Utd.States *WB* | T.3Cy.23″,38″&65″–40″ 251NH Cleveland SB.Co.,Clevelnd | | S | |
| 6 101816 | **W. D. S.** *J.Redhead* | **SteelScCtr** *ss*Nwc.No.3–5,04 1 *Dk* | 103 93 — | ✠100A1 *For Towing purposes* 5,05 ~~5,04~~ ~~LMC5,04~~ *Lloyd's* | Nwc | | 1892 12mo | Schlesingr Davis&Co. Newcastle *s.&CP* | Tyne-TeesSteam ShippingCo.Ld. | 85·2 \| 19·1 \| 9·5 BK6 *3BHCem* | Newcastle British *WB* | C.2Cy.17″&32″–24″ (*s*) 100lb 40RH 1SB,*2pf*,GS29,HS880 N.E.Mar.E.Co.(Lim.).Nwc | 10 ″ 0 | BT till 5,05 | 5,04 |
| 7 76510 KQCS | **W. G. Hall** *S.Thompson* | **WoodScSr** 2 *Dks* | 505 — 380 | | | | 1884 | Hall Bros. Pt.Blakeley Wash. | Inter.IslandSteam Nav.Co.Ld. | 158·0 \| 30·6 \| 12·8 | Honolulu Utd. States | C.2Cy.20″&40″–30″ 73NH Hinkley,Spiers&Co.,S.Fo. | | | |
| 8 81389 | **W. H. Gilbert** *W.C.Her*01–03 | **SteelSc3MstSr** 1 *Dk†Spardk* | 2820 — 2200 | | | | 1892 | F.W. Wheeler&Co. W.BayCity | PittsburghS.S.Co. | 328·0 \| 42·5 \| 20·5 F46′ *WB* | Duluth, Minn. Utd. States | T.3Cy.23″,37″&62″–44″ 255NH FrontierIrnWrks.,Detroit | | | |
| 9 81683 KPNS | **W. H. Kruger** | **WoodScSr** 1 *Dk* | 469 — 352 | | | | 1899 | J.Lindstrom Aberdn.Wsh. | Swayne&Hoyt | 160·0 \| 34·0 \| 11·8 | S.Frncisco Utd. States | C.2Cy.16″&32″–24″ 42NH FultonIrn.Wrks.,S.Frisco | | | |
| 10 114887 | **W. H. Leask** *H.Reid*03–03 | **SteelScK** 1 *Dk* | 86 80 24 | ✠100A1 *For fishing purposes* 3,04 ~~LMC6,03~~ *Lloyd* | Abn | | 1903 6mo | SelbyS.B. & E.Co.Ld. Selby *s.&CP* | W.H.Leask | 80·5 \| 18·1 \| 8·7 BK6 *WB* | Peterhead British *3BHCem* | T.3Cy.10¼″,15½″&25½″–14″ 160lb (*s*) 32RH 1SB.*2pf*,GS23,HS636 Crabtree&Co.Ld.Gt.Yar. | 9 ″ 6 | | |
| 11 73268 PLVW | **W. Harkess** *J.T.Giles* –93 *Well deck* | **IronScSr** *ss*Stk.No.3–6,86 1 *Dk2trB* | 1185 871 736 | ✠ 9,90 | Mdb | *n* | 1874 11mo | W. Harkess Middlesbro' | W.Harkess S.S.Co. Ld. (J.M.Lennard &Sons, Ld.) | 231·4 \| 30·0 \| 17·4 P144′ F30′ *WB=DBa78′f55* | Middlesbro' British *4BHCem* | C.2Cy.27″&50″–33″ 1SB.*2pf*,GS49 99RH T.Richardson&Sons,Hpl. | 18 ″ 4 s 1 ″ 11 | | |
| | **W. Lindberg** *Carrying Petroleum in bulk* | **SteelTwinScSr** 1 *Dk2trB* | 1045 843 836 | | | | 1893 | W.Lindbergs Aktieb. Stockholm | SociétéMazout | 238·6 \| 27·5 \| 18·7 Q81′B52′F36′ | Baku Russian *WB* | C.4Cy.24⅜″&43″–25½″ 155NH W.LindbergsAktieb.,Skm | | | |
| 13 106826 QRLS | **W. M. Barkley** *E.Russell*88–98 *Well deck* | **SteelScSr** *ss*Bel.No.1–03 1 *Dk(Stl)* | 569 390 147 | ✠100A1 5,05 ~~5,03~~ ~~LMC5,03~~ B 1,05 | Bel | *i* | 1898 8mo | AilsaS.B. Co. Troon A&CP | W.M.Barkley& Sons *WB=Cell* | 178·8 \| 27·1 \| 12·5 J92′B10′F26′ *DBa39′57t FPT39t* | Belfast British *4BHCem APT32t* | C.2Cy.18¾″&44″–30″ (*s*) 150lb *70lb* 80RH 1SB,*3pf*,GS60,HS1543 Muir&Houston,Ld.Gls. | 13 ″ 4 s ″10½ | | ~~5,03~~ 5,05 |
| 14 87232 | **W. S. Caine** *J.Bettley* –04 *Mchy.Aft* | **IronScDandy** *ss*Liv.No.3–3,95 *ss*Liv.No.2–08 1 *Dk* | 183 145 79 | ✠100A1 ~~9,03~~ 1,05 ~~NB9,03~~ | Liv Bkn ~~LMC9,03~~ | *b* | 1883 4mo *Lloyd* | W.Thomas Amlwch *s.&CP* | Manchester, Liverp'l&N.Wales S.S.Co.Ld. (R.R. Clark, *Mgr.*) | 122·4 \| 21·1 \| 7·9 B31′ ND95 BK6½″ *3BHCem* | Liverpool British | C.2Cy.14″&27″–21″ (*s*) 85lb 35RH 1SB,*2pf*,GS30,HS750 DeWinton&Co.,Carnarvon | 8 ″ 6 s ″ 11 | | ~~9,06~~ N1,05 |
| 15 81803 | **W. W. Brown** *Mchy.Aft Elec.light* | **SteelScSr** 1 *Dk* | 3582 — 2778 | | | | 1902 | Chicago S.B.Co. Chicago | UnitedStates Transport.Co. | 346·0 \| 48·2 \| 24·0 | OswegoNY Utd.States *WB* | T.3Cy.20″,33½″&55″–40″ 191NH ChicagoS.B.Co. | | | |
| 16 MBLJ | **Waago** *ss*Gms.No.1–02 1 *Dk* | **IronScK** ~~158~~ *146* 158 ~~33~~ 23 | ✠100A1 *StmTrawler* ~~9,03~~ ~~1,04~~ 12,04 5,05 ~~LMC8,02~~ | Gms | | | 1898 5mo *Lloyd* | Edwards Bros. N.Shields *s.&CP* | Akties.Waago (H.A.Röed) | 106·0 \| 20·9 \| 10·8 Q18′F20′ drp02 BK7½″ | Sandfjord Norwegian *3BHCem* | T.3Cy.11⅞″,19″&32″–22½″(*s*) 160lb 49NH 1SB,*2pf*,GS25,HS890 N.E.MarineCo.Ld.Sld. | 11 ″ 10 | | ~~5,04~~ 5,05 |
| 17 81638 KNVD | **Waban** *J.Flatley*95–99 | **SteelScTug** 1 *Dk* | 163 — 111 | | | | 1898 | Neafie& Levy Co. Philadelphia | W.G.Revel | 91·0 \| 20·0 \| 10·4 | Chlstn,S.C Utd. States | C.2Cy.16″&32″–24″ 42NH Neafie&LevyCo.,Pha. | | | |
| 18 81716 KQHF | **Waccamaw** *D.K.Queen* *Mchy.Aft Elec.light* | **SteelScSr** 1 *Dk2trB* | 1359 — 920 | | | | 1900 | CraigS.B. Co. Toledo,O. | AtlanticCoastS.S. Co. | 249·7 \| 40·5 \| 15·4 | Buffalo Utd.States *WB* | T.3Cy.20″,33″&51″–40″ 185NH CraigS.B.Co.Toledo | | R | |
| 19 106429 QGFD | **Wagner** *G.Gibson* –04 | **SteelScSr** *ss*Bry.No.1–02 1 *Dk(Stl)†Spardk(Irn)* *‡deep framing* | 3475 3221 2207 | ✠100A1 *Spardk* ~~11,03,04~~ 2,05 | Bry | *v* | 1898 7mo | Bartram& Sons Sunderland A&CP | JennesonTaylor& Co. *WB=CellDBa* | 350·0 \| 46·5 \| 16·2 P32′B68′F36′ 24·3 FK *6BHCem* 112′*uE26′f*142′*7146 APT86t* | Sundrland British | T.3Cy.24″,39½″&65″–42″ (*s* 180lb *180lb* 208NH 2SB,*3pf*,GS138,HS4620 J.Dickinson&Sons,Ld.Sld. | 18 ″ 8 ~~s 5 ″ 6~~ s 5 ″ 4 | | ~~5,03~~ 5,05 |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| Numéro officiel / Numéro distinctif / Signaux | Nom du Navire. Capitaine. Visites Périodiques. | Tonnage officiel. Total — Sous le Pont — Net. | Détails de la Classification. Cote. Date de la dernière Visite. Port de Visite. | Construit. Quand. Nation. Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Longueur. Largeur. | Port d'Armement. Enregistre. | Machines. Nbre & Dia. des Cylindres. Course. Pression des Chaudières. Nbre. Tonnage des Chaudières & Force. Nbre des Hélices. Matériaux des machines. | Tonnes par Quille. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | **Wagrien** Iron ScSr<br>*J. Brick* 03–01 1 *Dk 2 tr B* | 500<br>518<br>356 | | 1880 G. Howaldt<br>Kiel | Nord-Ostsee Rhederei | 175·7 25·4 15·8<br>B10 F26 | | C 2 Cy 23" & 37½" 27"<br>NB 96 61 NH<br>*WB* Gebs. Howaldt, Kiel | | G | |
| LDHW | | | *New steamer for Ludwig, Yard No. 15 in Supplement.* | | | | | | | | |
| 21 | **Wahcondah** Steel ScSr<br>1 *Dk 3 Awng 13 tr B* | 1554<br>1492<br>906 | | 1903 Russell & Co. Pt. Glasgow | New Ontario SS. Co. Ld. R. O. & A. B. Mackay, *Mgrs.* | 230·4 37·1 21·8<br>B Glasgow | | P. Glasgow British<br>*WB* | T 8 Cy 17½" 28" & 47" 33"<br>12 FNH<br>J. G. Kincaid & Co. Greenock | | C |
| 22 | **Wai-Shing** Steel ScSr<br>*E. J. Tull* 03–03<br>1 *Dk Std Awng Spar dk Std–teak sides*<br>*Elec. light* *deep framing* | 1865<br>1718<br>1179 | ✠100A1 Nwc *r*<br>*Comp. & mch. reeboard*<br>*5.05* | 1903 Wigham-Richardson & Co. Ld. Newcastle<br>*Lloyd's 1903* | Indo-China Steam Nav. Co. Ld.<br>*WB—Cell D Ba 305 E 8 B 71 f 1957 DB a 19 E 8 B 71 f 1957* | 275·3 40·0 12·9<br>B 88 F 83 2 dk<br>*a F 24 f 1957 DB a 19 E 8 B 71 f 1957* | | London British<br>*3 B H Com*<br>*20 A I P 1174* | T. 3 Cy 21" 34" & 56" 42" *Ir*<br>170lb 85/8 250 NH<br>18 B.2 *sf* & 26 *a* 8·5 18 *s* 9·5 H.P.<br>*W.* Gehs. Richardson & Co. Ltd. Newcastle | 15 · 1<br>5 · 1 | |
| 23 | **Waialeale** Wood ScSr<br>*F. Mather* 1 *Dk* | 268<br>—<br>176 | | 1886 Hall Bros. Port Blakely, Wash | Inter. Island Steam Nav. Co. Ld. | 123·0 27·0 10·0 | | Honolulu Un. States | C. 2 Cy. 12" & 22" 18"<br>17 NH<br>Hkney. Spears & Hayes, S. Fco. | | |
| 24 | **Waihora** Steel ScSr<br>*F. Daniel* 03–03 ✠Ddn No. 3–3.96<br>WLSK ✠Png No. 2–03<br>*Elec. light* 3 *Dks (U Std–teak ends)* | 2007<br>1729<br>1167 | ✠100A1 Sng *s*<br>*Comp. & mch. reeboard* | 1882 W. Denny & Bros. Dumbarton<br>11 mo<br>*Lloyd's 1882* | Koe Guan Co. | 285·0 36·2 22·6<br>Pass B72 F46 BK 16<br>*WB—Cell* | | Penang British<br>*4 A H Com*<br>*Denny & Co., Dumbarton* | C. 2 Cy. 35" & 68" 48"<br>74 lb 70/8 242 NH<br>[illegible] | | |
| 25 | **Waikare** Steel ScSr<br>*G. Crawshaw* 03<br>PRSN 2 *Dks 3 Awng 13 tr B* | 3071<br>2854<br>1901 | | 1897 W. Denny & Bros. Dumbarton | Union S.S. Co. of New Zealand, Ld. | 310·1 41·1 21·5<br>Bs 6 F 42 | | Dunedin British<br>*WB* | T. 3 Cy. 26½" 42" & 66½" 48"<br>&c. NH<br>Denny & Co., Dumbarton | | C |
| 26 | **Waikato** Steel ScSr<br>~~Steel Screw~~ ~~Schr~~ ~~Nos. 93~~<br>*Ref. Mchy* ✠Lon No. 1–03<br>*J. Boyd* 03 *Spar dk Std) tr B* | 4767<br>4534<br>2700 | ✠100A1 Lon *q*<br>*Spar dk*<br>*Steel Screw Augustus* | 1892 W. Doxford & Sons, Ltd. Sunderland<br>10 mo<br>*Lloyd's 1892* | ~~New Zealand Shipping Co. Ld.~~<br>" *Steamer for Supplement.*<br>*WB—Cell* | 400·0 48·0 21·7<br>P 29 B 30 29<br>F 19 FK<br>*WB—Cell* | | ~~Plymouth~~<br>~~British~~<br>*6 B H Com*<br>*Log 26 1176* | T. 3 Cy. 27" 44" & 72" 48"<br>150 lb 85/8 444 NH<br>2 D & 18 B. 12" & 3 pf. & 8·5 67<br>W. Doxford & Sons, Ltd. Sunderland | 24 · 5<br>7 · 8½ | — |
| 27 | **Waikna** Steel Sc Bu<br>1 *Dk* | 155<br>132<br>95 | ✠ Sld *e*<br>9.85 | 1885 R. Thompson & Sons Sunderland<br>9 mo | Honduras Government | 104·0 23·0 8·5<br>Q 27 F 18 | | Honduras<br>*4 B H Com* | C. 2 Cy. 9" & 18" 14"<br>Boiler Expl 10 NH<br>A. Shanks & Sons, Arbroath | 9 · 3 | |
| 28 | **Waimana** Wood Twin ScK<br>*C. Faulkner* 93–02 1 *Dk*<br>*Sailing Ketch—See Sailing Ship Register.* | 152<br>128<br>107 | | 1899 Lane & Brown Ess Whangarei, NZ | ~~Northern SS. Co. Ld.~~<br>Co-operative Co. Ltd. | 101·2 25·0 6·7<br>Q 10 B 8 | | ~~Auckland NZ~~<br>British<br>Melbourne | Q. 8 Cy. 9" 7" 9" & 15" 6½"<br>7 NH<br>Simpson, Strickland & Co., Dartmouth | | |
| 29 | **Waimarie** Wood Twin ScSr<br>*W. Bettis* 93–98 1 *Dk* | 245<br>155<br>159 | | 1896 R. Logan, sen. Auckland | Northern SS Co. Ld. | 102·2 22·0 7·9 | | Auckland NZ British | C. 4 Cy. 12" & 24" 18"<br>48 RH<br>A. & G. Price, Thames, N.Z. | | |
| 30 | **Waimate** Steel ScSr<br>*J. P. Forsdick* –03 ✠Lon. No. 1–01<br>PMFD *Ref. Mchy.* 2 *Dks (Std) deep framing*<br>*Elec. light* | 5610<br>5189<br>3629 | ✠100A1 Lon *qt*<br>*Shelter dk*<br>*with freeboard*<br>3.04 | 1896 Hawthorn, Leslie & Co. Ld. Newcastle<br>9 mo<br>*WB—Cell* | New Zealand Shipping Co. Ld.<br>*D B a 105 n E 8 B 63 f 193 1150 q F P T* | 420·0 54·0 28·6<br>P 50 B & F 35 5<br>FK<br>*7 B H Com*<br>*130 n A I P T 450* | | Plymouth British<br>*7 B H Com*<br>*28 B.9 cf 6817, B 8615* FK<br>Hawthorn, Leslie & Co. Ld. Newc. | T. 3 Cy. 29½" 48" & 78" 54" *Ir*<br>160 lb 7/16 491 NH<br>28 B.9 cf 6817, B 8615 FK<br>Hawthorn, Leslie & Co. Ld. Newc. | 32 · 0<br>6 · 4 | — |
| 31 | **Wainui** Steel ScSr<br>*G. Lambert* 85–92 1 *Dk 2 tr B* | 684<br>562<br>411 | | 1886 Murray Bros. Dumbarton | Union S.S. Co. of New Zealand, Ld. | 196·0 28·2 14·7<br>Q 39 F 21 | | Dunedin British<br>*WB* | C. 2 Cy. 25" & 50" 36"<br>95 RH<br>Murray Houston, Glasgow | 15 · 9 | |
| 32 | **Waiotahi** Steel Twin ScSr<br>*C. Hopkins* 95–03 1 *Dk* | 278<br>216<br>168 | ✠ Psy *d*<br>7.91 | 1891 Abercorn S.B. Co. Paisley<br>7 mo | Northern SS Co. Ld.<br>*WB—F P T 13 n A P T 90* | 125·5 25·1 8·6<br>B 38 B 39 FK<br>*4 B H Asp* | | Auckland NZ British<br>*4 B H Asp* | C. 4 Cy. 13" & 26" 18"<br>18 S.2 *pf* & 8 12, B 8 9·5 8 8 RH<br>Hanna, Donald & Wilson, Pas. | 9 · 2 | |
| 33 | **Waipara** Steel ScSr<br>*Ref. Mchy* | 4580 | 100A1<br>*Shelter dk*<br>*(Class Contemplated)* | 1904 Hawthorn, Leslie & Co. Ld. Newcastle | British India Stm. Nav. Co. Ld. | 420·0 54·0 28·7 | | Glasgow British | T. 3 Cy. 28" 47" & 78" 54" | 31 · 9<br>6 · 1 | |
| *For full particulars See No. 1 in Supplement.* | | | | | | | | | N.E. Marine Eng. Co. Ld. Newc. | | |
| 34 | **Waipori** Steel ScSr<br>101485 *M. Irvine* 01–01<br>PRTC *Elec. light* 1 *Dk (Std) deep framing* | 1919<br>1809<br>1229 | ✠100A1 Auk *r*<br>3.0 Ddn | 1901 Campbeltowns S.B. Co. Campbeltown<br>3 mo | Union S.S. Co. of New Zealand, Ld.<br>*WB = Cell D Ba 76 f 116* | 282·1 40·0 20·4<br>P 29 B 56 F 32<br>FK<br>*9 B H Com*<br>*360 n A P T 890* | | Dunedin British<br>*6 B H Com*<br>*360 n A P T 890* | T. 3 Cy. 21" 33" & 56" 39"<br>165 lb 174 NH<br>25 B.9 cf 6811 9, B 8 5·0<br>J. G. Kincaid & Co. Greenock | 21 · 8<br>3 · 3 | |
| 35 | **Wairoa** Wood Sc Sr<br>102371 *G. Sellars* | 100<br>87<br>63 | | 1894 J. Barbour Aratapu Kaipara | Northern Union Steamboat Co. Ld. | 92·4 16·8 8·0<br>Q 13 t | | Auckland NZ British | C. 2 Cy. 12" & 24" 15"<br>40 RH<br>A. G. Price, Thames, N.Z. | | |
| 36 | **Waitangi** Steel Twin ScSr<br>76071 *P. A. Stein* 90–99 *(ex Banks Peninsula)*<br>VSMN *Well deck Mchy. Aft* 1 *Dk* | 171<br>122<br>34 | | 1889 Grangm'th Dockyard Co. Grangmouth | Northern SS Co. Ld. | 120·0 20·0 7·9<br>Q 57 B 12 F 19<br>FK | | Auckland NZ British<br>*WB* | C. 4 Cy. 13½" & 27" 18"<br>62 RH<br>Hutson & Corbett, Glasgow | 8 · 5 | |
| 37 | **Waiwera** Steel Sc 3 Mst Sr<br>~~*E. Hall Jones* 98~~ ~~Ddn~~<br>110243 ✠Lon. No. 1–03<br>RKVM 2 *Dks (Std) deep framing Shelter dk*<br>*Ref. Mchy. Elec. light* (*Std–wet*) | 6237<br>5528<br>4025 | ✠100A1 Lon *bt*<br>*Shelter fd* (~~Ly~~ Lyt<br>*Comp. & mch. reeboard* | 1899 W. Denny & Bros. Dumbarton<br>2 mo<br>*Lloyd's 1899* | Shaw, Savill & Albion Co. Ld.<br>*WB—Cell D Ba 117 n E 9 B 67* | 425·7 54·1 23·8<br>P 97 B & F 360<br>FK & B & 2<br>*7 B H Com*<br>*f 131 1142* | | S'thampton British<br>180 lb 678 NH<br>28 B.2 *pf* 68 8 0, 18 8 H.P.<br>Denny & Co., Dumbarton | T. 3 Cy. 32" 52½" & 85" 54" *Ir*<br>180 lb 678 NH<br>28 B.2 *pf* 68 8 0, 18 8 H.P.<br>Denny & Co., Dumbarton | 32 · 10<br>6 · 4 | — |
| 38 | **Waka Maru** Iron Twin ScSr<br>7659 2 *Dks*<br>JHCP | 784<br>702<br>486 | | 1903 S. Ono Osaka | T. Kinugawa | 186·0 25·2 16·5 | | Kobe Japanese | C. 4 Cy. 15½" & 31" 20"<br>12 NH<br>S. Ono, Osaka | | |
| 39 | **Wakamatsu Maru** Steel Sc<br>7833 *H. Sakamoto* 99–02<br>JPNR 1 *Dk (Std) 2 tr B Web frames*<br>*Elec. light* 3 *Dk rails* | 2774<br>2564<br>1720 | ✠100A1 Nag *l*<br>L/5 | 1902 Mitsu Bishi Dkyd & EWks Nagasaki<br>3 mo<br>*Lloyd's 1902* | Mitsu Bishi Co.<br>*WB—Cell D Ba 220 n E 9 B P P T* | 326·0 41·3 22·2<br>P 16 F 31 FK<br>*6 B H Com*<br>*f 108 n A P T 670* | | Nagasaki Japanese<br>*6 B H Com*<br>*f 108 n A P T 670* | Q. 3 Cy. 23½" 29" 42" & 66" 42"<br>2 scrs. 278 NH<br>[illegible]<br>Mitsu Bishi Dkyd & EWks Nag. | 25 · 1 | |
| 40 | **Wakanoura Maru** Iron Sc Sr<br>1334 ~~*K. Nakata* 91–02~~ ✠Kobe No. 3–4.98<br>HJQK ✠Chang-Woo ✠Yka No. 1–02<br>*A. Prosser* 2 *Dks (Iron Decks) tr B* | 2526<br>2232<br>1566 | ✠100A1 Kob *u*<br>L/5 Nag | 1885 R. Dixon & Co. Middlesbro'<br>3 mo<br>*Lloyd's 1885* | Nippon Yusen Kabushiki Kaisha<br>*WB—D Bass 4 n* | 320·0 38·0 25·7<br>P 24 B 60 F 41<br>BK 19<br>*6 B H Com*<br>*Log Bk. 2 n* | | Tokio Japanese<br>*6 B H Com*<br>*Log Bk. 2 n* | T. 3 Cy. 26" 42" & 66" 42"<br>142 lb 6/8 242 NH<br>[illegible]<br>T. Richardson & Sons, Hull | 27 · 10<br>5 · 14 | — |
| 41 | — Wood Sc Sr<br>32 1 *Dk*<br>HHQD | 108<br>93<br>67 | | 1879 J. Taylor Kobe | T. Fukushime | 89·4 13·9 11·0 | | Nagasaki Japanese | C. 2 Cy. 11" & 20" 14"<br>12 NH | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Register Tonnage: Gross / Under deck. / Net | Particulars of Classification. Character. † for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned or Re-classed. Additional Letters. | Built. When. Ship. Engines. | Built. By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. | Registers in which classed, if not in Lloyd's Register. | Date when last classed. Last ... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 / 106866 / QVDL | **Wakanui** Steel Sc Sr<br>*W. Worster* –02 *ss* Lon. No. 1–04<br>2 *Dks (Stl) & deep framing*<br>*Ref. Mchy. Elec. light* *& Shelter dk* | 5824<br>5193<br>3751 | †100A1<br>*Shelter dk*<br>~~6,04~~ 2,03 | Lon<br>Hul<br>†MC2,03 | *at* | 1899<br>2mo | Hawthorn, Leslie & Co. Ld.<br>Newcastle<br>A&CP | New Zealand Shipping Co. Ld.<br>*WB = Cell D Ba 105' u E 30' f* | 420·0 / 54·0 / 28·6<br>P 50' B & F 355'<br>FK<br>208' 106 *8t FPT* 130 *t*<br>*MT* 28' 495 *t FPT* | Plymouth<br>British<br>*7 BHCem*<br>*APT* 25 *t* | T. 3 Cy. 30", 48" & 78"–54" (*s*)<br>160 lb ~~*9 ...*~~ *75 lb* 411 NH<br>3 SB, ~~3 *cf*~~, GS 173, HS 6415 Ft<br>Hwthrn. Leslie & C. Ld. Nwc | 32 *ft* 0 *in*<br>s 6 – 4 | | 2,04 |
| 43 / 1688 / HLOW | **Wakasa Maru** Steel Twin Sc Sr<br>*J. B. Macmillan* 90–99 *ss* Yka. No. 1–01<br>*Elec. light* 2 *Dks (Stl–U* teak *s) & deep framing* | 6265<br>5511<br>3884 | †100A1<br>8,04 ~~11,02~~<br>~~8,04~~ | Yka | *at* | 1897<br>4mo | D. & W. Henderson & Co.<br>Glasgow<br>*WB = Cell D Ba 115' u Es & B 55' f 200' 1142 t*<br>*Lloyd's SA & CP* | Nippon Yusen Kabushiki Kaisha | 445·0 / 49·4 / 30·5<br>P 59' B 110' F 58'<br>drp 04 FK & BK 1½<br>*MT* 28' 495 *t FPT* | Tokio<br>Japanese<br>*8 BHCem*<br>110 *t APT* 36 *t* | T. 6 Cy. 20", ~~*Jef.*~~ 33½" & 56"–48" (*s*)<br>200 lb 550 NH<br>2 D & 2 SB, *18 cf*, GS 300 HS 9157<br>D. & W. Henderson & Co., Gls | 33 *ft* 6 *in*<br>s 8 – 0 | | ~~5,00~~<br>~~8,04~~<br>~~12,04~~ |
| 44 / 102288 / TMHQ | **Wakatere** Steel Pad Sr<br>*A. Farquhar* 90–97<br>2 *Dks & Promenade dk* | 441<br>378<br>157 | | | | 1896 | Napier, Shanks & Bell<br>Glasgow | Northern SS Co. Ld. | 210·3 / 26·2 / 10·2<br>H 42 *t* | Auklnd NZ<br>British | C. D. 2 Cy. 31" & 57"–60"<br>129 NHP<br>Bow, McLachlan & Co., Psy | | | |
| 45 / 73859 / PQGW | **Wakatipu** Iron Sc Sr<br>*C. Suffern* –04 *ss* Ddn. No. 3–9, 89<br>*ss* Ddn. No. 2–98<br>1 *Dk (pt Irn) & Spar dk 3 tr I.* | 1945<br>1819<br>1258 | †<br>*Spar dk*<br>1,98 | Ddn | *r* | 1876<br>5mo | W. Denny & Bros.<br>Dumbarton | Union S.S. Co. of New Zealand, Ld. | 290·0 / 33·1 / 16·4<br>B 70' H 37 *t* 24·0<br>pt ND 91 FK<br>*WB* – | Dunedin<br>British<br>*4 BHCem*<br>*MT* 34 320 *t* | Q 4 Cy 19½", 29", 39" & 56½"–42"<br>NDB 91 214 NH<br>2 SB 6 *pf*, GS 214, HS 3158 NB 91<br>*2 pd* 91 Denny & Co., Dmb. | | | |
| 46 / 1915 / HJDM | **Wakatsu Maru** Wood Sc Sr<br>2 *Dks* | 283<br>257<br>175 | | | | 1890 | Okawa Unyu Kaisha<br>Okawa | Okawa Unyu Kabushiki Kaisha | 127·0 / 17·6 / 15·1 | Higashi<br>Japanese | C. 2 Cy. 14½" & 28½"–18"<br>28 NHP<br>Mitsu Bishi D. & E. Wks. Nag | | | |
| 47 / 84818 | **Wakatu** Iron Sc Sr<br>*J. Wills* 82–82<br>1 *Dk* | 157<br>121<br>95 | | | | 1879 | Moutroy & Crosbie<br>Nelson, N.Z. | Levin & Co. Ld. | 119·5 / 18·0 / 8·4<br>Q 5 *t* B 27 *t* 8·4 | Wellingtn<br>British | C. 2 Cy. 13" & 23"–15"<br>30 RH<br>Mansefield & Co., Auckland | | | |
| 48 / 91065 | **Wakefield** Iron Pad<br>*E. B. Owens* 88 89 | 571<br>—<br>465 | | | | 1885 | .....<br>Wilmington, Del. | Washington Steamboat Co. Ld. | 160·8 / 28·1 / 8·6 | Washngtn<br>Utd. States | | | | |
| 49 — / 76764 / SKLT | Iron Sc Sr<br>*J. Kier*<br>1 *Dk* | 104<br>79<br>53 | | | | 1877 | J. Fullerton & Co.<br>Paisley | Adelaide SS. Co. Ld. | 95·2 / 16·5 / 7·4<br>Q 24' | Adelaide<br>British | C. 2 Cy. 14½" & 25½"–18"<br>25 RH<br>D. Rowan, Glasgow | | | |
| 50 / 109506 / QJNW | **Wakool** Steel Sc Sr<br>~~*S.A. Brisbane* 00~~ *ss* Lon. No. 1–03<br>*Ref. Mchy.* 1 *Dk (Stl)* & *Spar dk (Stl–ws)*<br>*Elec. light* *Brodie* *& deep framing* | 5004<br>4128<br>3147 | †100A1<br>*Spar dk*<br>8,01 ~~11,00~~<br>~~8,01~~ | Lon<br>†MC2,03<br>RMC | *y* | 1898<br>10mo | Sundrland S.B Co. Ld.<br>Sunderland<br>A&CP *WB = Cell D Ba 112' u B 20' f 182' 609 t FPT* | ~~W. Lund~~ Blue Anchor Line Ld.<br>(W. Lund & Sons, *Mgrs.*) | 400·0 / 47·5 / 20·2<br>P 35' B 186' F 50' 28·4<br>BK 9"<br>*MT* 85 *t APT* 21 *t* | London<br>British<br>*6 BHCem* | T. 3 Cy. 28", 47" & 78"–54" (*s*)<br>180 lb 580 NHP<br>4 SB, *12 cf*, GS 211, HS 8200 FD<br>N.E. Marine Co. Ld. Nwc. | 23 *ft* 3 *in*<br>s 7 – 1 | BT till ~~6,04~~ 6,05 | N 10,03 |
| 51 / RTPH | **Walamo** Wood Sc Sr<br>(*ex* Peter I.) | 352<br>298<br>213 | | | | 18 77/92 | .....<br>Wiborg | Walamo Monastery | 141·4 / 21·1 / 10·1 | Sordavala<br>Russian | | | | |
| 52 / 83038 | **Waldemar** Wood Pad<br>1 *Dk* | 110<br>95<br>69 | | | | 1881 | H. Perdrian jun.<br>Balm'n NSW | J. Williams | 108·4 / 16·2 / 7·2<br>H 15 *t* | Hobart T'n<br>British | 1 Cy. 19"–45"<br>40 RH<br>Atlas Eng. Co., Sydney | | | |
| 53 / 105055 | **Wales** Iron Sc K<br>1 *Dk* | 139<br>132<br>57 | †<br>*Stm Trawler*<br>1,97 | Hul<br>† | | 1895<br>7mo | Cochrane & Cooper<br>Beverley | Hull Stm. Fishing & Ice Co. Ld. | 98·8 / 20·5 / 11·0<br>BK 7½<br>*WB* = | Hull<br>British<br>*3 BHCem*<br>*DT f* 17' 15 *t* | T. 3 Cy. 10", 16" & 25½"–20"<br>35 RH<br>1 SB, *2 pf*, GS 22, HS 573<br>Amos & Smith. Hull | 11 *ft* 10 *in* | | |
| 54 / ~~Mex~~ / ~~Acapulco~~ / TGPB | **Walker** ~~*R. H. Jack* on 01–04~~ Steel Sc Sr<br>~~*Jack* 1–04~~ *ss* Qns. No. 3–4, 04<br>*Well deck* 1 *Dk (Irn)* | 606<br>495<br>383 | †100A1<br>12,04 ~~7,00~~<br>~~12,04~~ | Qns<br>†MC4,04 | *j* | 1890<br>3mo | Wood, Skinner & Co<br>Newcastle<br>A&CP | ~~Channel Dry Docks~~ S.B. & Eng. Co. ~~Channel Dry Docks & Repair Co.~~ *WB = Cell D B 138' 195 t FPT* | 185·0 / 30·0 / 11·9<br>P 19' Q 70' B 7' F 19'<br>FK<br>*5 BHCem*<br>40 *t APT* 22 *t* | ~~London~~ ~~British~~<br>Japanese | T. 3 Cy. 16", 26" & 43"–30" (*s*)<br>150 lb *100 lb* NDB 04 90 RHP<br>1 SB, *3 pf*, GS 50, HS 1503<br>N.E. Marine Co. (Lim.), Nwc. | 14 *ft* 3 *in*<br>s 1 – 6 | | |
| 55 / 89029 | **Wallace** Iron Sc Dandy<br>*R. Thomson* –99 | 100<br>100<br>39 | | | | 1883 | Hawthorns & Co.<br>Leith | General Steam Fishing Co. Ld. | 92·6 / 18·0 / 9·4<br>F 12' | Granton<br>British | C. 2 Cy. 15" & 27"–21"<br>32 RH<br>Hawthorns & Co., Leith | | | |
| 56 / 115878 / TPGD | **Wallarah** Steel Sc 3 Mst Sr<br>*C. Ritch* 90–02<br>(*ex* Hamm) 1 *Dk (Stl)*<br>*Mchy. Aft* *Well deck* | 633<br>447<br>193 | †100A1<br>2,05 ~~2,01~~<br>~~2,05~~ | Syd<br>†LMC ~~10,02~~ 2,05 | *i* | 1900<br>10mo | R. William-son & Son<br>Workington<br>A&CP | Wallarah Coal Co. Ld. | 183·2 / 28·0 / 11·0<br>Q 94' B 10' F 20'<br>BK 7"<br>*WB = DB a 24' f 72* | Sydny NSW<br>British<br>*3 BHCem*<br>134 *t FPT* 50 *t* | T. 3 Cy. 15", 25½" & 41"–30" (*s*)<br>160 lb *80 lb* 107 NHP<br>1 SB, *3 pf*, GS 56, HS 1826<br>Ross & Duncan, Glasgow | 13 *ft* 5 *in*<br>s 1 – 0 | | ~~8,05~~<br>~~2,05~~ |
| 57 / 84180 | **Wallasey** Iron Twin Sc<br>*R. Potter* 85–89 | 459<br>459<br>251 | | | | 1881 | W. Allsup & Sons<br>Preston | Wallasey Urban District Council | 140·0 / 45·0 / 11·0 | Liverpool<br>British | C. 4 Cy. 20" & 35"–24"<br>99 RH<br>W. Allsup & Sons, Preston | | BT till ~~6,04~~ 6,05 | |
| 58 — / 118940 | Steel Sc<br>*Cullen*<br>1 *Dk (Stl)* | 149<br>131<br>1 | †100A1<br>*For Towing purposes*<br>6,05 ~~2,04~~<br>~~BS 8,04~~ | Liv<br>†MC8,03 | | 1903<br>8mo | J. T. Eltring-ham & Co.<br>S. Shields<br>*Lloyd's SA & CP* | Alexandra Towing Co. Ld. | 92·0 / 20·1 / 10·9<br>BK 6½" | Liverpool<br>British<br>*4 BHCem* | C. 2 Cy. 16" & 42½"–27" (*s*)<br>150 lb 68 RHP<br>1 SB, *3 cf*, GS 57, HS 1560<br>J. T. Grey, South Shields | 12 *ft* 0 *in* | | ~~2,04~~<br>6,05 |
| 59 / 118851 | **Wallflower** Steel Sc Yl<br>1 *Dk* | 80<br>76<br>39 | †100A1<br>*For fishing purposes*<br>10,03 | Yar<br>†LMC 11,03 | | 1903<br>10mo | G. Cooper<br>Hull<br>*Lloyd's SA & CP* | J. Smith | 78·5 / 18·0 / 8·4<br>BK 6" | Banff<br>British<br>*3 BHCem* | T. 3 Cy. 9", 13" & 21½"–12" (*s*)<br>160 lb 26 RHP<br>1 SB, *2 pf*, GS 20, HS 510<br>Crabtree & Co Ld. Gt. Yrmth. | 9 *ft* 0 *in* | | |
| 60 / 81932 | **Wallowa** Wood Sc Sp<br>1 *Dk* | 184<br>—<br>92 | | | | 1889 | .....<br>Portland, Or. | M. Earles | 111·6 / 23·9 / 11·6 | Seattle<br>Utd. States | 2 Cy. 18" & 36"–20"<br>48 NHP<br>Union Iron Wrks, S. Fo. | | | |
| 61 / 101838 / NDMS | **Wallsend** Steel Sc Sr<br>*T. Frazer* –03 *ss* Shl. No. 2–02<br>*Well deck* 1 *Dk (Irn)* & *Web frames*<br>*Mchy. Aft* | 899<br>689<br>538 | †100A1<br>10,04 ~~12,03~~<br>~~BS 10,04~~ | Nwc<br>†MC 9,02 | *m* | 1893<br>9mo | Wood, Skinner & Co<br>Newcastle<br>A&CP | Witherington & Everett<br>*WB = Cell D B 178' 253 t FPT* | 210·0 / 30·1 / 13·6<br>Q 103' B 9' F 24'<br>FK | Newcastle<br>British<br>*4 BHCem*<br>34 *t APT* 43 *t* | T. 3 Cy. 17", 28" & 46"–30" (*s*)<br>160 lb *80 lb* NDB 98 99 RHP<br>1 SB, *3 pf*, GS 52, HS 1714<br>N.E. Mar. E. Co. (Lim), Nwc. | 16 *ft* 0 *in*<br>s 1 – 6½ | | ~~12,08~~<br>10,04 |
| 62 — / 106245 / WDGF | Steel Sc 3 Mst Sr<br>*F. W. Price* 84–99 *ss* Syd. No. 1–03<br>*Well deck* 1 *Dk (Irn)* | 500<br>353<br>193 | †100A1<br>9,03 | Syd<br>†LMC 9,03 | *h* | 1899<br>7mo | Murdoch & Murray<br>Pt. Glasgow<br>A&CP | Newcastle Wallsnd Coal Co. | 165·4 / 24·3 / 12·3<br>Q 93' B 10' F 23'<br>BK 7<br>*WB = FPT* | Sydny NSW<br>British<br>*5 BHCem*<br>77 *t APT* 7 *t* | C. 2 Cy. 21" & 45"–33" (*s*)<br>120 lb *80 lb* 89 RHP<br>1 SB. *3 pf*, GS 61. HS 1628<br>J. G. Kincaid & Co. Greenock | 13 *ft* 6 *in*<br>s 11½ | | N 9.03 |
| 63 / 81644 | **Wallula** Steel Sc Sr Tug<br>*J. C. Reed* –02<br>1 *Dk* | 167<br>—<br>85 | | | | 1899 | Union Iron Works<br>S. Francisco | Oregon Railroad & Navigation Co. | 99·6 / 22·7 / 12·6 | Prtlnd, Or.<br>Utd. States<br>*WB* | C. 2 Cy. 20" & 42"–24"<br>72 NHP<br>Union Iron Works | | | |

| Numéro Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. | Construit. Quand. Navire. Mach. Par qui. Où. | Armateurs. | Dimensions d'après le Jaugeage. Longueur. Largeur. Creux. | Port d'Immatriculation. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord en hiver du navire. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 64 WJQP | **Wally** IronScSr<br>*J.P.Putt* –03 *ex*Shl.No.3–7,96 *ex*Shl.No.1–01<br>*Well deck* 1 *Dk(Irn)2tr b* | 2053<br>1596<br>1282 | ✝100A1 Shl *r*<br>1 03<br>LMC5,01<br>BS8,04 | 1883 N.of Eng. 9mo S.B.Co. Sunderland A&CP | Gordon Stm.Shpg. Co.Ld.<br>*WB=D* | 270·0 39·3 19·0<br>P28′ Q68′ B70′ F30′<br>BK9½″ | London British | C.2Cy.28″&65″–42″ (*i*)<br>80lb 225NH<br>2SB.*Gpf*,GS90,HS3950<br>N.E.Marine E.Co.(Lim.)Sld | 20 *v* 4<br>2 · 0½ | |
| 65 — JBCS | **—** SteelSc3MstSr<br>*T.W.Balkenhausen*02–03<br>1 *Dk2tr b* | 420<br>373<br>242 | | 1892 Göteborgs M.V. Gothenburg | J.H.Balkenhausen | 149·9 24·9 15·1<br>B29′ H10′ | Sölvesborg Swedish | C.2Cy.19½″&32″–19½″<br>38NH<br>Göteborgs M.V.,Got. | | V |
| 66 NQLH | **Walmer** SteelTwinScSr<br>*ex*Trouville) 2 *Dks* | 513<br>456<br>165 | | 1894 W.Denny & Bros. Dumbarton | S.Eastrn&Chathm Rly Cos.'Managing Committee | 195·0 28·1 14·.<br>B61′ F39′ | London British | T.6Cy.18½″,20½″&31″–21″<br>104RH<br>Denny&Co.Dumbarton | | |
| 67 TQCD | **Walmer Castle** SteelTwinScSr<br>*R.Rendall* –03<br>4 *Dks(Stl–M ws U teak s)*<br>*Ref.Mchy. Elec.light* | 12546<br>10341<br>6463 | ✝100A1 Sou *j*†<br>4,05 ~~9,03~~<br>LMC2,02 | 1902 Harland& 1mo Wolff,Ld. Belfast<br>*Lloyd's A&CP*<br>*WB=CellD* | Union-CastleMail S.S.Co.Ld.(D. Currie&Co. *Mgrs.*) | 570·5 64·4 38·6<br>P38′ B318′ F69<br>FK&BK8″ | London British | 4,8Cy 32″,46″,66″&95″–60″<br>216lb (*s*) 2040NH<br>8DB&2SB,*64cf*,GS1000,<br>HS35964<br>Harland&Wolff,Ld.Bel. | 41 *v* 11 | BT |
| 63 74757 WLNQ | **Walney** IronScSr<br>*W.Allison* –98 *ex*Off.No.3–11,89 *ex*Liv.No.2–97<br>1 *Dk(Irn)* | 239<br>155<br>85 | ✝ Liv *d*<br>6,02 | 1881 Whitehavn 2mo S.B.Co(Lim) Whitehaven | Booker Bros.,McConnell&Co.Ld. | 130·2 21·2 9·0<br>Q47′ F18′<br>BK6½″<br>*WB=DBf*65′60*t* | Whitehvn British | C.2Cy.18″&32″–24″<br>NBs9*refitted*3,96 45RH<br>1SB.2*pf*,GS92,HS945<br>J.&T.Young,Ayr | 9 *v* 9 | |
| 69 114227 | **—** SteelPadSr<br>*J.Fearn* –04<br>*Elec.light* 1 *Dk(pt Irn&pt Wood)* | 204<br>177<br>53 | ✝ A– Shl<br>*For Towing purposes*<br>4,04 LMC4,04 | 1904 J.P.Rennoldson&Sns South Shields | Furness Railway Co. | 120·0 21·1 10·0<br>BK5″ | Barrow British | L.2Cy.30″–54″ (*s*)<br>51lb 66RH<br>2SB.*4pf*,GS55,HS1418<br>J.P.Rennoldson&Sns,S.Shl | 10 *v* 3 | |
| 70 VRDC | **Walo-apu** IronSc<br>*P.Rissanen* | —<br>—<br>73 | | 1892 ..... Lehtoniemi | Savolainen&Co. | 89·6 20·1 9·4 | Kuopio Russian | | | |
| 71 59012 WHNV | **Walrus** WoodSc3MstBkn<br>*E.Mercer* –93 1 *Dk*<br>(*ex* H.M.Gunboat Landrail) | 374<br>332<br>219 | | 1869 Royal Dock 69 yard Deptford | New Walrus SS.Co. Ld. | 148·5 25·8 15·4<br>P24*t* F13*t* | St.John's British | C.2Cy.17½″&38″–24″<br>55RH<br>Greenock Foundry Co.Grk. | | |
| 72 — | **—** SteelScK<br>*A.Staus*01–03<br>1 *Dk* | *163*<br>*153*<br>38 | ✝100A1 Ams<br>*Stm Trawler*<br>9,04 ~~8,03~~ LMC5,03 | 1903 Smith's 6mo Dock Co.Ld North Shields<br>*Lloyd's A&CP* | Zeevisscherij Maats Doggerbank | 105·3 20·8 11·3<br>BK7½″<br>*WB=DBf*11′10*t* | Ymuiden Dutch | T.3Cy.11″,18″&30″–21″ (*s*)<br>180lb 51NH<br>1SB.2*pf*,GS31,HS879<br>MacColl&Pollock Sld. | 12 *v* 1 | |
| 73 — 93484 | **—** SteelScK<br>*W.J.Ash* –02 *ex*Bos.No.2–00<br>1 *Dk* | 159<br>145<br>62 | ✝100A1 Bos<br>*Stm Trawler*<br>6,04 ~~11,00~~<br>BS11,03 LMC9,00 | 1892 Earle's Co. 9mo (Lim.) Hull<br>*Lloyd's A&CP* | Boston Deep Sea Fishg.& Ice Co.Ld. | 101·4 20·5 11·0<br>Q18′<br>BK7½″ | Boston British | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55RH<br>1SB.2*pf*,GS33,HS820<br>Earle's Co.(Lim.),Hull | 11 *v* 9 | |
| 74 — | **—** SteelSc<br>*ex*Lon.No.1–02<br>1 *Dk* | 39<br>39<br>9 | ✝ A1 Lon<br>*For Towing purposes*<br>11,02 LMC11,0 | 1899 Doig& 2mo Broadley Hull<br>*Lloyd's A&CP* | W.Fieldgate&Son | 60·5 14·8 7·2<br>BK4½″<br>*WB=DTf*8′2*t* | Colchester British | C.2Cy.10″&20″–14″ (*s*)<br>100lb 17RH<br>1SB.1*pf*,GS18,HS415<br>W.M.Escreet,Brtn.Stathe | 7 *v* 9 | |
| 75 KRJN | **Walter** SteelSc<br>*S.Jol*01–02 (*Trawler*)<br>1 *Dk* | 208<br>198<br>76 | | 1899 Bonn& Mees Rotterdam | Geestemünder Horings-& Hochsee fischereiAct.Ges. | 128·7 21·7 11·1 | Gstemnde German | T.3Cy.12″,20″&32″–23″<br>49NH<br>*WB* Maschinenf.B.Wilton,Rot. | | G |
| 76 81642 | **Walter A. Luckenbach** SteelScSr<br>*J.Daley* (*Salvage Steamer*)<br>1 *Dk* | 434<br>—<br>295 | | 1899 Neafie& Levy Co. Philadelphia | Luckenbach Transport.& Wrecking Co. | 134·5 26·0 16·2 | New York Utd.States | T.3Cy.16½″,24″&41″–30″<br>92NH<br>Neafie&Levy Co.,Phl. | | |
| 77 81267 KJGW | **Walter Adams** WoodSc<br> | 272<br>—<br>176 | | 1890 ..... Noank,Cn. | The Fisheries Co. | 133·0 24·3 12·8 | Greenport, N.Y. Utd.States | | | |
| 78 105254 | **Walter Glynn** SteelTwinSc<br>*Wood* *ex*Liv.No.2–01<br>*Elec.light* 1 *Dk(Stl–ws)* | 551<br>533<br>165 | ✝ A1 Liv *j*<br>*Dredger*<br>5,01 ~~2,03~~ LMC4,~~03~~<br>BS11,04<br>MS11,04 | 1895 W.Simons 10mo &Co.(Lim.) Renfrew<br>A&CP | Mersey Docks& Harbour Board | 189·4 35·6 12·3<br>F18′<br>FK | Liverpool British | T.6Cy.14″,22½″&36″–24″ (*s*)<br>180lb *180lb* 152NH<br>2SB,*4rf*,GS135,HS2554<br>W.Simons&Co.(Lim.),Rnf | 13 *v* 0 | |
| 79 113643 TKON | **Walter S. Bailey** SteelScK<br>*K.K.Poulson*97–02<br>1 *Dk* | 244<br>218<br>98 | ✝100A1 Hul<br>*Stm Trawler*<br>7,08 LMC5,02 | 1902 Cook,Welton& 5mo Gemmell Hull<br>*Lloyd's A&CP* | Humber Steam Trawling Co.Ld. | 125·0 22·0 11·5<br>Q49′<br>BK7″ | Hull British | T.3Cy.13″,21½″&35″–24″ (*s*)<br>200lb 63RH<br>1SB.2*cf*,GS35,HS1200<br>C.D.Holmes&Co.Hull | 12 · 3 | |
| 80 91497 KHSB | **Walter Scott** IronScSr<br>*R.Shingles* –04 *ex*Bly.No.3–11,97 *ex*Bly.No.1–01<br>1 *Dk(Irn)* | 625<br>520<br>376 | ✝100A1 Bly *i*<br>~~1,04~~ 2,05<br>LMC8,01<br>BS2,05 | 1885 Blyth S.B. 8mo Co.(Lim.) Blyth<br>A&CP | W.Scott,Ld. | 180·5 29·0 12·3<br>Q18′ B11′ F21′<br>FK<br>*WB=CellDB*147′ | Newcastle British | C.2Cy.24″&46″–26″ (*a*)<br>80lb *80lb* NDB01 90RH<br>1SB.*3pf*,GS50,HS1706<br>T.Clark&Co.,Newcastle | 14 · 4<br>1 · 8 | |
| 81 81743 | **Walter Scranton** SteelSc<br>*H.H.Townsend*<br>*Mchy.Aft Elec.light* 1 *Dk2tr b* | 4803<br>—<br>3294 | | 1901 American S.B.Co. Cleveland | Cleveland S.S.Co. J.Mitchell, *Mgr.* | 416·0 50·0 28·0 | Cleveland Utd.States | T.3Cy.23″,37½″&68″–42″<br>257NH<br>*WB* American S.B.Co.,Cleveln | | |
| 82 81632 | **Waltham** SteelScTug<br> | 353<br>—<br>186 | | 1898 C.Hillman S.&E.B.Co. Philadelphia | Staples Coal Co. | 128·0 26·3 15·0 | Fall River, Mass. Utd.States | T.3Cy.16″,24″&40″–28″<br>85NH<br>C.Hillman S.&E.B.Co Phl | | |
| 83 108468 | **—** SteelScYl<br>*R.Howard* –97 *ex*Gms.No.1–02<br>1 *Dk* | 161<br>148<br>55 | ✝100A1 Gms<br>*Stm Trawler*<br>~~6,03~~ 4,05 LMC<br>MS11,01 | 1897 Mackie& 5mo Thomson Glasgow<br>A&CP | Hagerup, Doughty &Co.Ld. | 104·2 20·5 10·7<br>Q17′ F19′<br>BK7½″ | Grimsby British | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RH<br>1SB.2*pf*,GS28,HS586<br>Muir&Houston(Lim.),Gls | 11 *v* 7 | |
| 84 76941 QMWH | **Walton** IronScSr<br>*H.J.Hammond* –00<br>*Well deck* *ex*Nwc.2nd No.8–8,00<br>1 *Dk(Irn)2tr b* | 1063<br>~~8~~<br>683 | ✝100A1 Shl *n*<br>8,04 ~~10,08~~<br>Sl4<br>NB10,02<br>BS4,02 | 1877 Short Bros. 1mo Sunderland<br>A&CP | W.Cory&Son,Ld. | 218·5 31·0 17·4<br>B84′ B40′ F25′<br>BK8″<br>*WB=DBa*68′*f*68′ 174*t* | London British | C.2Cy.27″&50″–36″ (*s*)<br>80lb *70lb* NDB91 99RH<br>1SB.3*pf*,GS50,HS2063<br>T.Clark,Sunderland | 18 · 4<br>1 · 10 | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Trunk. Awning. Bridge. Deep Framing. Web Frames. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Foremost / Amidships. ft. in. | Registries in which classed, if not in L.R. Date of Ref. of Trade Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85 / 108320 / PSKH | **Walton Belle** / *E.Mills* –02 | **SteelPadSr** / 1 *Dk* | 465 / 350 / 138 | | | | 1897 / 3mo | W.Denny & Bros. / Dumbarton | CoastDevelopment Co.Ltd. / (*in liq.*) | 230·0 \| 26·2 \| 9·2 / *Promenade dk* 104′ | | | London / British | T.3Cy.20½″,30″&43″–60″ / 143NHP / Denny&Co.,Dumbarton | | BT till 11,04 | |
| 86 / 109049 | **Walwyns Castle** / *W.H.Fletcher* 97–98 *ss* Mil.No.1–02 | **IronScK** / 1 *Dk* | 162 / 150 / 52 | ✠100A1 / *Stm Trawler* 6,02 | Mil | | 1898 / 8mo | Cook,Welton&Gemmell / Hull | CastleS.Trwlrs,Ld / (C.Heron, *Mgr.*) | 105·2 \| 20·7 \| 11·0 / Q20′ BK 7½ | | | London / British | T.3Cy.12¼″,19½″&32″–22½″ / 170lb (*s*) 50RHP / 1SB,2*cf*,GS27,HS376 / C.D.Holmes&Co.Hull | 11 ″ 10 | | 6,05 / 2,05 |
| 87 / 110900 / SPCH | **Wamba** / *W.J.Staff* –99 (*Trawler*) | **IronScK** / 1 *Dk* | 197 / 179 / 63 | | | | 1899 / 3mo | Cochrane&Cooper,Ld. / Beverley | UnitedSteamFishingCo.Ld. | 112·5 \| 21·0 \| 11·5 / Q47′F20′ BK 7½″ | | | Grimsby / British | T.3Cy.12″,20″&33″–24″ / 53RHP / C.D.Holmes&Co.Hull | 12 ″ 3 | | |
| 88 / 95018 / KPLT | **Wanaka** / *A.J.H.Courbarron* –00 *ss* Ddn.No.3–3,00 2*Dks*(*Irn-Uws*)3*tr B* (*ex* Liddesdale) *Inner bottom plating Irn* | **SteelScSr** / *ss* Ddn.No.1–04 | 2422 / 2178 / 1572 | ✠100A1 / 5,04 2,03 / BS3,05 | Ddn | *t* | 1887 / 11mo / 9,04 | C.Connell & Co. / Glasgow | UnionS.S.Co.of NewZealand(Lim) | 300·0 \| 40·0 \| 23·2 / P28′B68′F37′ BK 10″ / *WB* = *Cell DB* 248′ 528*t* | | | Dunedin / British | T.3Cy.23″,37″&59″–42″ (*s*) / 160lb *80lb* 232NHP / 2DB.*8ef*,GS132,HS3565 / J.&J.Thomson,Glasgow | 25 ″ 8 / s 4 ″ 6½ | | 8,05 |
| 89 / 109[illegible] | **Wanda** / *F.C.Miller* | **IronScSr** / 1 *Dk* | 151 / 134 / 57 | | | | 1885 | ..... / Greenpoint, N.Y. | C.W.Bowring | 136·2 \| 18·0 \| 12·0 | | | Kingstn Ja / British | C.2Cy.20″&36″–24″ / 53NHP / J.W.Sullivan,New York | | | |
| 90 / 106396 / RBDJ | **Wandby** / 1 *Dk*(*w Irn&pt Stl*)2*tr B&W eb frames Andersen & Trunk dk*(*pt Irn&pt Stl*)3*Dk rule* | **SteelSc** / *ss* Shl.No.1–03 | 3981 / 3409 / 2580 | ✠100A1 / *Trunk dk with freeboard* 9,04 2,05 | Shl | *w* | 1899 / 3mo | Ropner& Son / Stockton | R.Ropner&Co. | 336·5 \| 46·5 \| 25·6 / P33′B66′F31′ FK / *Cell DB* a 106′ *u E* 22′ | | | W.Hartlpl / British | T.3Cy.24″,40″&66″–45″ (*s*) / 160lb *160lb* 300NHP / 2SB,6*rf*,GS119,HS4640 / Blair&Co.Ld.Stockton | 27 ″ 3 / s 4 ″ 8½ | | 5,03 / N9,04 |
| 91 / 99[illegible] / MGSW | **Wanderer** / *R.Hunter* –00 *ss* Liv.No.3–5,04 *Elec.light* | **SteelScSr** / 2*Dks*(*Stl–Uws*)3*tr B* | 4086 / 3849 / 2666 | ✠100A1 / 11,04 | Liv | *x* | 1891 / 8mo | Workman, Clark&Co(L) / Belfast | CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) | 380·0 \| 43·8 \| 29·4 / B77′F34′ BK 10″ / *WB* = *Cell DB* 108′ 216′ | | | Liverpool / British | T.3Cy.24″,40″&66″–51″ (*s*) / 180lb *100lb* NDB03 365NHP / 2DB.*12rf*,GS195,HS6004 / J.&J.Thomson,Glasgow | 30 ″ 11 | | 5,04 |
| 92 — / 81640 | **WoodSc** / *J.N.Burrows* –96 | | 282 / — / 162 | | | | 1896 | Rodrmond & Bro. / TomknsCove N.Y. | A.McKenzie | 124·5 \| 28·8 \| 8·3 | | | New York / Utd.States | C.2Cy.11″&23″–14″ / 16NHP | | R | |
| 93 — / 81275 | **WoodScSr** / *C.T.Bailey* | | 213 / — / 125 | | | | 1890 | ..... / Port Blakely, Wash. | PugetSoundTug BoatCo. | 128·2 \| 23·8 \| 11·4 | | | Seattle / Utd.States | C.2Cy.22″&40″–34″ / 77NHP | | | |
| 94 — / 54593 | **IronPadSp** / *J.F.Knight* 88–90 | | 101 / 101 / 35 | | | | 1865 | ..... / Newcastle | UnitedTowingCo. Ld. (J.R.Thompson&Co. *Mgrs.*) | 98·0 \| 18·0 \| 9·2 | | | Hull / British | 2Cy. / 65RHP | | | |
| 95 / 86197 / WPMG | **Wans Fell** / *F.Atkins* –94 *ss* Cff.No.3–8,94 *ss* Cff.No.2–02 *Mchy.Aft* | **IronSc3MstSr** / 1 *Dk*(*Irn*) | 311 / 241 / 106 | ✠100A1 / 1,05 | Cff | *e* | 1882 / 5mo | H.M'Intyre&Co. / Paisley | Spillers&Bakers, Ld. | 145·0 \| 22·0 \| 10·1 / Q49′F22′ BK 7½″ / *WB* = *FPT* 13*t* | | | Cardiff / British | C.2Cy.17½″&38″–27″ (*s*) / 110lb 65RHP / 1SB,3*pf*,GS47,HS1194 / Kincaid&Co.,Greenock | 11 ″ 0 / s 1 ″ 3 | | N1,05 |
| 96 / 98164 / LKGT | **Wansbeck** / *A.J.vonPirch* –04 *ss* Shl.No.3–6,02 *Well deck* | **SteelScSr** / 1 *Dk*(*Stl*)2*tr B* | 1731 / 1293 / 1079 | ✠100A1 / 11,04 | Gls Shl | *q* | 1889 / 11mo | Palmers' Co.(Lim.) / Newcastle | J.E.Bowser&Son | 260·2 \| 37·3 \| 16·5 / P30′Q64′B110′ F28′ FK / 125*t FPT* 62*t APT* 7*t* | | | Newcastle / British | T.3Cy.20″,33″&54″–36″ (*a*) / 160lb ~~*60lb*~~ 187NHP / 2SB.6*pf*,GS96,HS2991 / Palmers'Co.(Lim.),Nwc. | 19 ″ 2 / s 1 ″ 5½ | | ~~11,02~~ 11,04 |
| 97 / 102911 | **Waraneen** / *G.Warne* –00 (*Lighter*) | **SteelTwinSc** / 1 *Dk* | 107 / 107 / 73 | | | | 1897 | Edwards Bros. / NorthShields | Newcastle&HunterRiverS.S.Co.Ld | 105·0 \| 21·5 \| 6·5 | | | SydnyNSW / British | C.4Cy.10″&20″–12″ / 36RHP / EdwardsBros.N.Shields | 7 ″ 0 | | |
| 98 / 91833 / KBGS | **Warden** / 1 *Dk* | **IronTwinScSr** | 246 / 243 / 140 | ✠ / 7,84 | Gls | *d* | 1884 / 6mo | T.B.Seath & Co. / Glasgow | *Completed by* Corporation of the TrinityHouse | H.G.Barker,Perth, 134·2 \| 22·3 \| 11·1 W.A. FK *WB* | | | London / British | C.4Cy.16″&30″–22″ / 77RHP / W.King&Co.,Glasgow | 11 ″ 10 | | |
| 99 / 98394 / KMVJ | **Wardha** / *G.J.Gross* –04 *Elec.light* 2*Dks*(1*Stl*)&*Spar dk*(*Stl-ws*) | **SteelScSr** / *Spar dk* 7,87 | 3976 / 3609 / 2563 | ✠ | Gls | *w* | 1887 / 7mo | A.Stephen & Sons / Glasgow | BritishIndiaStm. Nav.Co.Ld. *WB* = *DBu E&I* | 350·0 \| 47·2 \| 20·3 / B98′F42′ 28·2 / 58′240*t MT* 24′6″ 18′ | | | Glasgow / British | T.3Cy.25″,41″&67″–48″ / 311NHP / A.Stephen&Sons,Glasgow | 21 ″ 5 | | |
| 100 / 73769 | **Wardleys** | **IronTwinScSp** | 112 / 112 / 29 | | | | 1882 | Murdoch& Murray / Pt.Glasgow | Lan&Yorks.&Lon. &N.W.Rlwy.Cos. | 90·5 \| 19·1 \| 9·1 | | | Fleetwood / British | C.2Cy.18″&34″–24″ / 50RHP / Rankin&Blackmore,Grk. | | | |
| 101 / 84486 / SLPN | **Wareatea** / *W.Madden* | **IronScSr** / 1 *Dk*2*tr B* | 512 / 363 / 319 | | | | 1883 | H.M'Intyre&Co. / Paisley | ~~UnionS.S.Co.of NewZealand,Ld.~~ Holymans,Ld. | 170·2 \| 26·1 \| 11·4 984′ F20′ FK *WB* | | | [illegible] / British | C.2Cy.20″&40″–30″ / 70RHP / Fleming&Ferguson,Psy. | | | |
| 102 / 110004 / RCDK | **Warfield** / *D.Jones* –03 *Spar dk*(*Stl*)2*tr B*&*deep framing* | **SteelScSr** / *ss* Bry.No.1–04 | 3242 / 3038 / 2090 | ✠100A1 / *Spar dk* *with freeboard* 9,04 | Bry Off | *v* | 1899 / 4mo | W.Hamilton&Co. / Pt.Glasgow | J.Mathias&Sons | 330·1 \| 45·5 \| 16·2 / P31′B118′F39′ 23·8 / FK *WB* = *Cell DB* a *fuE* 114′ *f* 144′ 727*t* | | | Launceston Tas. / London / British | T.3Cy.24″,40″&65″–42″ (*r*) / 180lb *90lb* 301NHP / 2SB,6*rf*,GS141,HS4691 / D.Rowan&Co.,Glasgow | 18 ″ 6 / ~~s 4 ″ 0~~ / s 4 ″ 7 | | ~~N3,04~~ 6,04 / 9,04 |
| Now named "Reptonian." *See No. 33 in Supplement.* | | | | | | | | | | | | | | | | | |
| 103 / 2881 / JGNB | **Wargön** / *G.M.Arvidsson* –02 *Mchy.Aft* | **SteelScSr** / 1 *Dk* | 212 / 156 / 92 | | | | 1896 | Göteborgs M.V.Aktieb. / Gothenburg | WargönsAktieb. (CarlStenholm) | 98·6 \| 22·3 \| 10·0 / Q5′B31′H10*t*F13′ | | | Wargön / Swedish | C.2Cy.12¾″&25¼″–17¾″ / 22NHP / Göteborgs MV.Aktieb.Got | | | |
| 104 / 79238 / VRUG | **Warkworth** / *T.E.Worthington*–04 *Well deck* *Mchy.Aft* | **IronScSr** (*ex* Warkworth Harbour) / 1 *Dk* | 658 / 497 / 403 | | | | 1880 | H.M'Intyre&Co. / Paisley | Tyne-TeesSteam ShippingCo.Ld. | 180·4 \| 30·0 \| 10·7 / P22′Q63′B11′F21 | | | Newcastle / British | C.2Cy.23″&45″–33″ / 85RHP / Dunsmuir&Jackson,Gls. | 13 ″ 10 / s 1 ″ 3 | | |
| 105 / 89410 | **Warooka** / *J.H.Henderson* 82–01 | **IronScSr** / 1 *Dk* | 216 / 207 / 120 | ✠ / 8,83 | Gls | *d* | 1883 / 7mo | H.M'Intyre&Co. / Paisley | YorkesPeninsula S.S.Co.Ld. | 150·9 \| 19·1 \| 10·7 / B9′ | | | Adelaide / British | C.2Cy.21″&42″–30″ / NB98 80RHP / Fleming&Ferguson,Psy. | | | |
| 106 / 86744 / HGQW | **Waroonga** / *R.S.S.Maclachlan* –04 *Elec.light* | **SteelScSr** / 3*Dks*(*UStl–ws*) | 2513 / 2210 / 1609 | ✠ / 1,86 | Lon | *t* | 1882 / 12mo | A.&J. Inglis / Glasgow | BritishIndia Stm.Nav.Co.Ld. | 315·8 \| 38·2 \| 25·1 / P64′B76′F37′ | | | Glasgow / British | C.2Cy.40″&73″–51″ / 317NHP / A.&J.Inglis,Glasgow | | | |
| 107 / 95009 / KNLG | **Warora** / *M.England* –04 *Elec.light* | **SteelScSr** / 2*Dks*&*Spar dk*3*tr B* | 3980 / 3609 / 2565 | | | | 1887 | A.Stephen & Sons / Glasgow | BritishIndiaStm. Nav.Co.Ld. | 350·0 \| 47·2 \| 20·3 / B98′ F42′ 28·2 / *WB* | | | Glasgow / British | T.3Cy.25″,41″&67″–48″ / 311NHP / A.Stephen&Sons,Glasgow | 21 ″ 5 | BT till 5,05 | |

| 1 Numero d'Offic. Numero officiel. Signaux | 2 Nom du Navire. Materiaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Tonn. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné matériaux. après. Lettre d'Equipement. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Nombre des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 108 8715 HVWC | **Warrego** SteelScSr<br>*C.A. Thorpe* –03<br>1 *Dk&Spardk(Stl)3tr fc* | | 1552<br>1467<br>867 | ✠ *Spar dk*<br>11,88 | Bsb | *r* | 1883<br>6mo | W. Doxford &Sons Sunderland | Australasian United Stm.Nav.Co.Ld. | 250·0 36·2 22·8<br>F33′ FK | Brisbane British<br>*6 BHCem* | C.2Cy.35″&70″–48″<br>283NHP<br>W.Doxford&Sons,Sld. | | | |
| 109 93186 KHJR | **Warren Hastings** IronTwinScSr<br>*E.W. Samson92–03* (Prev. ~~Warren Hastings~~)<br>ssCal.No.3–12,99 1 *Dk2tr fc*<br>*Elec.light* (*Salvage Steamer*) | | 616<br>583<br>82 | ✠100A1 Cal<br>~~Mar 12~~ Shl<br>~~Surveyed~~ ✠LMC | | *j* | 1886<br>7mo | R. Duncan &Co. Pt.Glasgow A&CP | V.S.E.Grech | 202·1 30·1 15·6<br>BK7½<br>*WB = APT19* | London British<br>*5 BHCem* | C.4Cy.27″&52″–33″ (*s*)<br>~~200lb~~ 55lb 279NHP<br>2DB,*8pf*,~~as146,nhs900~~<br>Rankin& Blackmore,Grk. | 16 | 6 | |
| 110 98273 VGFK | **Warrenpoint** SteelScSr<br>*R. Temple* –03<br>*Mchy.Aft* ssHul.No.3–7,04 1 *Dk(Stl)* | | 228<br>167<br>64 | ✠100A1 Hul<br>~~7,04 1,04~~<br>~~Restricted~~ ✠LMC | | *c* | 1892<br>7mo | J. Fullerton &Co. Paisley A&CP | R. Rix | 125·2 20·1 9·5<br>~~948~~ B7′F18′<br>BK6½<br>*WB = FPT 23t* | Hull British<br>*3 BHCem* | (1)2Cy.17½″&~~25~~″–24″ (*s*)<br>~~160lb~~ 51RHP<br>1SB,*2pf*,gs35,hs910<br>Rees&Duncan,Glasgow | 10 | 1 | |
| 111 112462 SMRD | **Warri** SteelScSr<br>*W.S. Huddleston* –04<br>1 *Dk(Stl)&pt lower dk(Stl) & Shelter dk(Stl–ws)* | | 2493<br>2334<br>1558 | ✠100A1 Liv<br>*Shelter dk*<br>2,05 ~~4,04~~ ✠LMC7,01 | | *u* | 1901<br>7mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | British&AfricanS N.Co.(1900)Ld.! Elder Dempster &Co.,*Mgrs.*) *WB = CellDBa92* | 325·0 45·1 19·5<br>F38′<br>Irp03 FK<br>*uE&B88′f146′787t APT18t* | Liverpool British<br>*5 BHCem* | T.3Cy.23″,37″&61″–42″ (*s*)<br>160lb *160lb* 252NHP<br>2SB,*6cf*,gs106,hs3938<br>Wlland Slpwy.Co.Ld.Nwc | 22 | 2 | |
| 112 102791 NDFB | **Warrigal** SteelSc3MstSr<br>*J.G.R. Brodie* –01 ssLon.No.2–02<br>*Ref.Mchy.* 2 *Dks(Stl-Uws)3tr fc* | | 4387<br>4036<br>2778 | ✠100A1 Lon<br>9,04 ~~9,04~~<br>~~Restricted~~ ✠LMC | Bry | *y* | 1893<br>8mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | W. Lund Blue Anchor Line Ld. (W. Lund&Sons,*Mgrs.*) *WB = Cell* | 400·0 47·6 26·6<br>P44′B100′F46′<br>BK9″<br>*DB338′610t FPT* | London British<br>*6 BHCem* | (2)4Cy.25½″,36½″,52″&78″–54″<br>200lb ~~80lb~~ 55lb(*s*) 552NHP<br>3DB,*18cf*,gs270,hs9012<br>Wghm Rchrdsn&Co.,Nwc. | 30 | 6 | |
| 113 101901 NKGW | **Warrimoo** SteelSc3MstSr<br>*R.H. Neville* –03<br>*Ref.Mchy.* 2 *Dks(Stl–Uws)&Deep framing& Dkrule*<br>*Elec.light* ssDdn.No.3–10,01 | | 3528<br>2604<br>2076 | ✠100A1 Lyt<br>*Shelter dk*<br>~~11,03~~ Ddn | | *w* | 1892<br>7mo | C.S. Swan& Hunter Newcastle A&CP | Union S.S.Co.of New Zealand,Ld. *WB = Cell* | 345·0 42·2 25·1<br>FK<br>*DB268′502t FPT* | Dunedin British<br>*7 BHCem* | T.3Cy.33″,53″&85″–54″ (*s*)<br>165lb *165lb* NDB94 722NHP<br>4SB,~~42cf~~,gs214,hs10850 s.c.<br>WllsdSlpwy&EC(L),Nwc | 28 | 0 | |
| 114 113727 SGVR | **Warrior** SteelScSr<br>*J. Tindale* –03<br>1 *Dk(Irn)&Spar dk(Irn)&Web frames* | | 3674<br>3472<br>2394 | ✠100A1 Bry<br>*Spar dk* Cff<br>~~7,04 1,04~~<br>4,05 ✠LMC4,01 | | *w* | 1901<br>4mo | T. Turnbull &Son Whitby A&CP | T. Turnbull&Son *WB = DBa* | 351·3 44·0 20·6<br>P31′B104′F33′ 28·4<br>FK<br>*120′uE24′f140′813t* | Whitby British<br>*6 BHCem* | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *90lb* 282NHP<br>2SB,*6cf*,gs123,hs4345<br>Blair&Co.Ld Stockton | 21 | 9 | |
| 115 — 109828 QJCF | SteelScK<br>*J.A. Raynor* –98 ssGms.No.1–02<br>1 *Dk* | | 219<br>199<br>95 | ✠100A1 Gms<br>*Well fishing vessel*<br>~~2,04 1,04~~ ✠MC12,02<br>~~BS10,04~~ | | | 1898<br>10mo | Earle's Co. Ld. Hull *Lloyd'sA&CP* | Anchor Stm.Fishg. Co Ld (W.S. Letten, *Mgr.*) | 114·0 21·0 11·7<br>Q44′F21′<br>BK7½ | Grimsby British<br>*3 BHCem* | T.3Cy.11″,20″&32″–23″ (*s*)<br>200lb 55RHP<br>1SB,*2cf*,gs33,hs850<br>Earle's Co.Ld.Hull | 12 | 3 | |
| 116 — 104845 NTHC | IronScSp<br>*W.C. Cowes* –01<br>(*Tug*) 1 *Dk* | | 192<br>159<br>18 | | | | 1895 | J.P. Rennoldson&Sns S.Shields | Elliott Stm.Tug Co. Ld. (Dick& Page,*Mgrs.*) | 106·0 21·1 11·4<br>B10′F21′<br>BK7″ *WB* | London British | T.3Cy.13½″,22″&36″–24″<br>98RHP<br>J.P. Rennldsn& Sons,S.Shl | 12 | 0 | |
| 117 — 118764 | SteelPadSp<br>*R. Paterson* –03 (*Tug*)<br>1 *Dk* | | 146<br>146<br>23 | | | | 1903 | J.P. Rennoldson&Sns. SouthShields | Steel&Bennie,Ld. | 116·0 19·6 10·2 | Glasgow British | L.1Cy.38½″–54″<br>99RHP<br>J.P.Rennoldsn &Sns,S.Shl | | | |
| 118 — 81772 | WoodSc<br>*Driscol* | | 122<br>—<br>83 | | | | 1901 | ..... Wlmgtn.,Cal | Wilmington Trans. Co. | 101·5 24·0 10·5 | Ls Angeles Cal. Utd. States | | | | |
| 119 — 88636 | IronPadSp<br>*S. Kingston* | | 112<br>113<br>23 | | | | 1871 | Readhead, Softley&Co. S.Shields | J. Crosthwaite | 100·8 18·1 9·1 | N. Shields British | L.2Cy.26½″–48″<br>NB01 70RHP<br>Readhead,Softley&C,S.Shl | | | |
| 120 47949 VMST | **Warsaw** IronScSr<br>*T. Jeffrey* –04 ssLth.No.3–8,94<br>ssLth.No.2–02 | | 598<br>502<br>351 | *✠A1 Lth<br>~~10,04 11,03~~<br>✠NB8,~~81~~ ~~LMC11,02~~<br>~~BS10,02~~ ~~1,04~~ | | | 1864 | McNab& Co. Greenock A&CP | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*) | 209·8 25·3 14·4<br>B18′F51′ len70<br>ptND82 BK6½<br>*WB = MT32′160t* | Leith British<br>*4 BHCem* | C.2Cy.27″&46½″–33″ (*s*)<br>~~65~~lb *50lb* NDB89 90RHP<br>1SB,*3cf*,gs50,hs1568 NE76<br>R. Napier&Sons,Glasgow | 15 | 1 | BT |
| 121 QHDF | **Wartburg** *L.Schmidt95–04* SteelScSr<br>~~*E. Harmens 98–02*~~ ssHam.No.1–04<br>2 *Dks(Stl–Upt ws)&Web frames*<br>*Elec.light* *&Shelter dk(Stl–ws pt teak)* | | 5586<br>4066<br>3610 | ✠100A1 Ham<br>*Shelter dk*<br>*withfreeboa-*<br>~~6,04 1,04~~ ✠LMC | | *y* | 1900<br>10mo | Wigham-Richrdsn&Co Ld Newcastle A&CP | Deutsche Dmpfs-fahrts.Ges.Hansa *WB = Cell DBa123′uE25′* | 381·0 49·9 26·6<br>BK10″<br>*f154′804t FPT116t* | Bremen German<br>*6 BHCem* | Q.4Cy.28″,31½″,48″&71″–54″<br>210lb *120lb* (*r*) 460NHP<br>1SB,*9cf*,gs152,hs5907<br>Wghm Rchrdsn&C.Ld Nwc | 29 | 6 | |
| 122 QHRL | **Wartenfels** SteelScSr<br>*W. Rodé00–03*<br>2 *Dks(Stl–U teak s)&Web frames*<br>*Elec.light* | | 4505<br>4219<br>2883 | ✠100A1 Gst<br>9,04 ~~12,03~~<br>Ham ✠LMC | | *y* | 1903<br>12mo | J.C. Tecklenborg A.G Geestemünde *Lloyd'sA&CP* | Deutsche Dmpfs-fahrts Ges. Hansa *WB = Cell DBa102′uE27′* | 375·1 50·7 27·4<br>P45′B107′F51′<br>BK11″<br>*f173′756t DT f38′* | Bremen German<br>*6 BHCem* | Q.4Cy.24″,34⅜″,50″&72½″–<br>58⅜″ 214lb *121lb* (*s*) 494NHP<br>1SB,*9cf*,gs143,hs6423<br>J.C.Tecklenborg A.G.Gst | 30 | 1 | |
| 123 110330 RKLQ | **Warwick** SteelScSr<br>*J.D. Bruce* –03 ssBly.No.1–03<br>1 *Dk(Irn)&deep framing* | | 1258<br>1137<br>782 | ✠100A1 Bly<br>~~Restricted~~ ~~,05~~ Nwc<br>~~BS5,05~~ ✠LMC<br>~~MS8,05~~ ~~,05~~ | | *o* | 1899<br>5mo | Blyth S.B. Co.Ld. Blyth A&CP | Warwick S.S.Co.Ld (Atkinson Bros., *Mgrs.*) *WB = Cell DBa72* | 234·9 36·5 16·6<br>P22′B52′F28′<br>drp03 FK<br>*uE&B50′f70′ 381t* | Newcastle British<br>*4 BHCem* | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 148NHP<br>1SB,*4pf*,gs70,hs2367<br>N.E.Marine Co.Ld.Nwc. | 18 | 2 | |
| 124 115268 TGKD | **Warwickshire** SteelTwinSc<br>~~*E.W. Harrison 99–02*~~ 4MstSr<br>*Ref Mchy. Elec.light* 3 *Dks(Stl–Uws)*<br>*E.W. Burnett* –04 | | 7967<br>6564<br>5064 | ✠100A1 Bkn<br>~~8,04 11,03~~ ~~11,03~~<br>~~Restricted~~ ✠MC8,02 | | *c* † | 1902<br>3mo | Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* | Bibby S.S.Co.Ld. (Bibby Bros.&Co. *Mgrs.*) *WB = Cell DBa 110′uE&B75′f183′1460t FPT* | 470·3 58·2 30·9<br>P56′B228′F59′<br>FK&BK3″ | Liverpool British<br>*8 BHCem* | Q.8Cy.22″,31½″,46″&67″–51″<br>210lb (*s*) 903NHP<br>2DB&2SB,*24cf*,gs435,<br>hs15780<br>Harland&Wolff,Ld.Bel. | 34 | 3 | |
| 125 RVFM | **Wasa** IronScSr<br>*J.G. Burman* –02 ssLbc.2nd No.3–12,02<br>(*ex* Nikolai,*ex* Navarra)<br>*Well deck* 1 *Dk(pt Irn)2tr fc* | | 703<br>577<br>403 | ✠100A1 Lbc<br>~~8,04 11,02~~<br>~~Restricted~~ ✠NB<br>~~MS7,02~~ | Abo<br>~~LMC~~ | *j* | 1882<br>5mo | H. Murray &Co. Greenock A&CP | Wasa Nordsjö Ångb.Aktieb. (A. Schauman *Mgr.*) | 193·8 27·2 13·7<br>Q69′B44′F28′<br>ptND03 drp04<br>*WB = DBa46′f29′* | Wasa Russian<br>*4 BHCem* | C.2Cy.21″&49″–36″ (*s*)<br>100lb *90lb* NDB02 115NHP<br>1SB,*3pf*,gs54,hs1759<br>W. Kemp,Glasgow | 14 | 5 | |
| 126 — | IronScSr<br>1 *Dk* | | 501<br>—<br>387 | | | | 1871 | W. Lindbergs. Aktieb. Stockholm | H.D. Schmidt | 172·0 24·0 11·6 | Pernau Russian | C.2Cy.20½″&41″–24″<br>69NHP<br>W.Lindberg,Stockholm | | | |
| 127 — 3942 JMLD | SteelScSr<br>*C.E. Eriksson* –03<br>*Mchy.Aft* 1 *Dk* | | 171<br>133<br>113 | | | | 1901 | Thorskogs Mek. Verks. Thorskog | P. Larsson | 100·1 22·5 8·5<br>P24′H18*t* | Thorskog Swedish *WB* | C.2Cy.10″&18″–14″<br>10NHP<br>Thorskogs M.V.Thorskog | | | |
| 128 — RJWB | **Washington** SteelScSr<br>*B Tholen96–01*<br>*Mchy.Aft Elec.light* 2 *Dks3tr fc*<br>*Carrying Petroleum in bulk* | | 4171<br>3855<br>2659 | | | | 1894 | Act.Ges. "Vulcan" Stettin | Deutsch-Amerik. Petroleum Ges. | 354·3 45·1 30·1<br>P94′H28′F36′ | Hamburg German *WB* | T.3Cy.24″,40″&64″–49″<br>287NHP<br>A.G. "Vulcan," Stettin | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c | 3 Register'd Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. — for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No & Dia. of Cylinders - Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed. If not in L.R. Date of S. of T. Cert. | 16 Date when last shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129 251 SVDK | **Washington** IronSc3MstSr<br>*G.B.Debarbieri*<br>*Elec.light* 3 *Dks*(2 *Irn–Uws*) | 3003<br>—<br>1911 | ✠ 9.82 | NYk | *v* | 1880<br>5mo | A.Stephen &Sons Glasgow | LaVeloceNav. Italiana *WB* | 352·1 P64′ = *Cell D B288′464t* | 38·1 F35′ | 27·3 | Genoa Italian | T.3Cy.27⅞″,43¼″&69¾″–48″ NE&B96 338NHP E.Cravero&Co.Genoa | | I | |
| 130 8134 KJBV | — IronSc | 1249<br>—<br>697 | | | | 1890 | Harlan& Hollingsworth Wilmngtn,Dl | Norfolk&Washington Stmboat Co. | 246·0 | 46·0 | 15·5 | Washngtn D.C. Utd.States | T.3Cy.22″,36″&55″–28″ NB01 160NHP Harlan&HollingsworthCo. | | | |
| 131 | — IronScTug<br>*L.Fromont* –92 | 187<br>187<br>94 | | | | 1881 | deDekker Antwerp | Soc.Anon.deRemorq.àHélice | 100·0 | 21·0 | 9·0 | Antwerp Belgian | T.3Cy.14″,24″&39″–24″ NB02 75NHP *Tpl.02*byG.T.Grey,S.Shl. | | V | |
| 132 63665 LKTN | — IronPad | 124<br>122<br>16 | | | | 1870 | Readhead, Softley&Co. S.Shields | J.Dry | 104·9 | 18·4 | 10·1 | N.Shields British | 2Cy.27″–46″ 50RHP Readhead,Softley&Co.Shl. | | | |
| 133 89937 | **Washisti** IronScSr | 205<br>—<br>47 | | | | 1884 | Dobson& Charles Grangemouth | BombayS.Nav.Co. (Shepherd&Co. *Mgrs.*) | 139·3 | 26·1 | 8·9 | Glasgow British | C.2Cy.18″&34″–27″ 48RHP Dunsmuir&Jackson,Gls. | | | |
| 134 31499 KMFJ | **Washtenaw** SteelScSr<br>~~*A.B.Conner*98–03~~ *ss*N.Yk.No.3–6,03<br>(*ex*Oxford) *O.W.Crowley* 2 *Dks*(*Stl*)3*tr B*<br>*Elec.light* ~~*Mastheaded* –04~~ | 2897<br>2640<br>2004 | ✠100A1 5,05 ~~7~~ *Carrying Petroleum in Wells for liquid Fuel* 6,02 | Phl ~~NYk~~ LMC6,08 | *n* | 1887<br>4mo<br>*bulk*<br>*Lloyd's* | W.Gray &Co. W Hartlepool *A&CP* | MichiganS.S.Co. (J.Jerome, *Mgr.*) *WB* | 315·3 P13′B78′F30′ ptND03 = *Cell D Bu E28′75t* | 42·6 BK11 | 25·0 | NewYork Utd.States *12 HB Cem FPT47t* | T.3Cy.24½″,41″&66″–45″ (*s*) 150lb *110lb* NDB03 292NHP 2DB,*12cf*,GS162 Cen.Mar.Eng.Wks.W.Hpl. | 27 ″ 7<br>s 5 ″ 3 | | N6,03 |
| 135 84457 WMBG | **Wasis** IronScSr<br>*N.Hull* –02 *ss*Prs.2nd No.3–7,02<br>(*ex*West Coast,*ex* Val de Travers, *ex*Kampokus) 1 *Dk*(*Irn*) | 480<br>389<br>255 | ✠100A1 8,04 ~~7,02~~ NB7,02 | Prs LMC7,02 | *h* | 1882<br>12mo<br>*Lloyd's* | D.&W. Henderson Glasgow *A&CP* | NovaScotiaSteel& CoalCo.Ld. *WB* | 160·4 Q82′F19′ = *DBa31′* | 25·1 FK | 13·5 | Picton,N.S British *4 BH Cem 40t FPT34t* | C.2Cy.17½″&36″–27″ (*s*) 95lb *80lb* NDB02 53RHP 1SB,*3pf*,GS50,HS1427 D.&W.Henderson&Co.Gls | 14 ″ 2<br>s 1 ″ 5 | | ~~7,02~~<br>8,04 |
| 136 98707 | **Wasp** IronScYawl<br>*J.Fairbrassh*89–90 *ss*Hul.No.3–9,02<br>1 *Dk* | 149<br>142<br>48 | ✠100A1 *Stm Trawler* ~~11,04 9,02 7,04~~ BS7,05 ~~5,04~~ NB4,91 LMC9,02 | Hul | | 1890<br>11mo | Mackie& Thomson Glasgow *A&CP* | British StmTrawlingCo.Ld. | 100·5 Q19′F19′ ptND02 | 20·5 BK7½ | 10·7 | Hull British *3 BH Cem* | C.2Cy.16″&32⅜″–22″ (*s*) 110lb 45RHP 1SB,*2pf*,GS30,HS690 Muir&Houston,Glasgow | 11 ″ 11 | | ~~5,04~~<br>~~8~~11,04 |
| 137 95891 LGJM | **Wastwater** SteelScSr<br>*W.Watt* –03 *ss*Liv.No.3–3,02<br>1 *Dk*(*pt Stl pt Irn*)<br>*Well deck* 2 *tr B & Webframes*(*pt Irn*) | 2862<br>2186<br>1845 | ✠100A1 ~~5,04 4,04~~ 1,05 MS7,01 | Clf Shl LMC | *u* | 1889<br>4mo | E.Withy& Co. W Hartlepool *A&CP* | Wastwater S.S.Co. Ld. (Sandy,Simpson&Co.) *WB = Cell D B270′* | 320·0 P35′Q98′B132′F31′ | 40·1 FK | 21·6 | Newcastle British *5 BH Asp 578t APT29t* | T.3Cy.23½″,38″&64″–42″ (*s*) 160lb *80lb* 265NHP 2DB,*8rf*,GS120 T.Richardson&Sns,W Hpl. | 24 ″ 3<br>s ~~1~~ ″ 7 | | ~~N8,02~~<br>1,05 |
| 138 871 HPRM | **Watatsu Maru No. 3** WoodScSr<br>*Iwamoto Tatsunosuke*<br>(*ex*Fukuzawa Maru No.5) 2 *Dks* | 111<br>109<br>65 | | | | 1885 | Fukuzawa Tatsuzo Tokio | YessaKisen KabushikiKaisha | 90·8 | 13·7 | 12·5 | Niigata Japanese | C.2Cy.10½″&18½″–14″ NB99 11NHP T.Fukuzawa,Tokio | | | |
| 139 1435 HKOD | **Watatsu Maru No. 8** WoodScSr<br>2 *Dks* | 153<br>142<br>95 | | | | 1894 | Kojima Kurajiro Niigata | YessaKisen KabushikiKaisha | 106·6 | 14·7 | 12·1 | Niigata Japanese | C.2Cy.13″&25″–16″ 21NHP KawasakiDkydCoLdKobé | | | |
| 140 4323 JCDQ | **Watatsu Maru No. 12** SteelScSr<br>2 *Dks* | 570<br>541<br>353 | | | | 1899 | OsakaIron Works Osaka | YessaKisen KabushikiKaisha | 166·5 | 23·8 | 16·2 | Niigata Japanese | C.2Cy.20″&39½″–26″ 66NHP OsakaIronWorks,Osaka | | | |
| 141 86910 JNRD | **Watchful** IronScSr<br>*T.Davies* –04 *ss*Liv.No.3–6,94<br>(*ex*Orpheus) *ss*Liv.No.2–02<br>*Well deck* 1 *Dk*(*Irn*) | 353<br>269<br>184 | ✠100A1 ~~5,04 3,04~~ 5,05 NB6,01 | Liv LMC6,01 | *f* | 1882<br>6mo<br>*Lloyd's* | Campbletn S.B.Co. Campbletwn *A&CP* | WatchfulSSCo.Ld. (F.H.Powell&Co.) *WB = FPT* | 155·0 Q73′B14′F22′ drp03 | 24·1 BK7 | 10·8 | Liverpool British *4 BH Cem 24t APT16t* | C.2Cy.20″&38″–30″ (*s*) 110lb 65RHP 1SB,*3pf*,GS40,HS1150 Dunsmuir&Jackson,Gls. | 11 ″ 6<br>s 1 ″ 1½ | | ~~8,03~~<br>~~8,04~~<br>5,05 |
| 142 114900 | — SteelScK<br>*A.Coull*04–04<br>1 *Dk* | 88<br>80<br>~~62~~ | ✠100A1 *For fishing purposes* 1.04 | Hul LMC1,04 | | 1904<br>1mo<br>*Lloyd's* | Cook,Welt'n&Gemmell Beverley *A&CP* | W.H.Leask | 82·0 | 18·0 | 8·2 | Peterhead British *3 BH Cem* BK6 | C.2Cy.12″&25″–18″ (*s*) 125lb 33RHP 1SB,*2pf*,GS28,HS760 Crabtree&Co.Ld.Gt.Yar. | 9 ″ 0 | | |
| Broken 11.04, 96 6502 HSPT | **Waterford** IronPadSr<br>*J.Driver* –01 | 963<br>736<br>360 | | | | 1874 | W.Simons &Co. Renfrew | ~~C.Western Rail Co.~~ J.J.King&Son | 251·4 P70′ | 29·2 B91′ | 15·2 | Milford British | C.D.2Cy.52″&90″–72″ NB84 573NHP W.Simons&Co.,Renfrew | | BT till 7,04 | |
| QFTR | **Waterkant** SteelSc<br>*N.Mewes* (*Trawler*) | 135<br>126<br>26 | | | | 1893 | J.C.Tecklenborg Geestemünde | A.Köhler *WB* | 106·6 | 20·5 | 9·8 | Brmrhavn German | C.2Cy.17¾″&32¾″–22″ 42NHP J.C.Tecklenborg,Geestmde | | G | |
| QBSK | **Waterland** ~~SteelScSr~~<br>~~*A.L.vander Wagarden* –03~~<br>*Well deck H.A.I rons* –04 1 *Dk*(*pt Stl*)<br>*Mchy.Aft* | 507<br>408<br>262 | ✠100A1 ~~12,02~~ 12,04 LMC8,03 | Lth Aus Bpl | *h* | 1903<br>3mo<br>*Lloyd's* | W.Dobson &Co. Newcastle *A&CP* | Scheepvaart en SteenkolenMaats. *WB = Cell D B f 98′ 114t* | 164·0 Q47′F21′ | 25·0 FK | 11·8 | Rottrdam Dutch *3 BH Cem FPT39t* | T.3Cy.13″,21″&34″–24″ (*s*) 170lb *80lb* 76NHP 1SB,*2pf*,GS35,HS1391 MacColl&Pollock,Sld. | 14 ″ 3<br>s 1 ″ 11 | | ~~10,03~~<br>~~10,04~~<br>12,04 |
| 146 8836 WPMQ | **Waterloo** IronScSr<br>*F.Barnard* –02 *ss*Shl.No.3–3,95<br>*ss*Shl.No.2–04<br>*Well deck* 1 *Dk*2*tr B* | 1450<br>1175<br>903 | ✠100A1 4,05 ~~4,04~~ BS4,05 | Shl LMC1,04 | *p* | 1882<br>8mo | J Readhead &Co. S.Shields *A&CP* | W.D.C.Balls&Son *WB = Cell D B f 76′ f 70′ 320t* | 255·0 Q136′B26′F32′ | 36·0 BK9′ | 17·5 | N.Shields British *4 BH Cem* | C.2Cy.26½″&57″–36″ (*i*) 80lb *80lb* NDB94 158NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.,S.Shields | 18 ″ 7<br>s 2 ″ 0½ | | 1,04 |
| 147 HMNT | — IronScSr<br>~~*R.Wilson*~~<br>*C.Olsen* –05 *ss*Gls.No.3–6,95<br>*ss*Off.No.2–03<br>*Well deck* 1 *Dk*(*Irn*) 2 *tr B* | 1283<br>1049<br>795 | ✠100A1 2.04 MS9,02 ~~7,02~~ NB7,02 | Npt LMC DB8,02 ~~1,05~~ | *p* | 1879<br>5mo | London& Glas.Co. Glasgow *A&CP* | Acties.Waterloo (W.Wilhelmsen) *WB =* | 254·4 Q80′F32′B68′ | 33·1 BK8′ | 18·7 | Tönsberg Norwegian *4 BH Cem DBa62′f88′* | C.2Cy.26″&54″–36″ (*s*) 90lb *80lb* NDB96 140NHP 1DB,*2pf*,GS68,HS2260 Lon.&Glas.Co.(Lim.),Gls. | 19 ″ 9 | | 1,04 |
| 148 110622 | — SteelScSp<br>*A.Johns* *ss*Liv.No.1–03<br>1 *Dk*(*Irn*) | 150<br>130<br>1 | ✠100A1 *For Towing purposes* ~~7,04 5,03~~ 1,05 LMC6,03 BS1,04 | Liv | | 1899<br>11mo<br>*Lloyd's* | J.Jones& Sons Liverpool *A&CP* | AlexandraTowing Co.Ld. | 92·1 | 20·1 BK6½′ W | 10·9 | Liverpool British *4 BH Cem B = APT3t* | C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP 1SB,*3cf*,GS56,HS1498 J.Jones&Sons,Liverpool | 12 ″ 0 | | ~~0,03~~<br>7,04 |
| 149 89257 | **Waterview** WoodPad<br>1 *Dk & Spar dk* | 140<br>111<br>~~88~~ | | | | 1884 | S.Brigs Balmain, N.S.W. | BalmainNew FerryCo.Ld. | 127·4 | 19·8 | 7·3 | SydnyNSW British | C.2Cy.15½″&28″–48″ 55RHP Mort'sDockCo.,Balmain | | | |
| 150 98522 MCPN | **Waterville** SteelScSr<br>*W.Russell* –02 *ss*Shl.No.3–1,04<br>*Well deck* 1 *Dk*(*pt Irn & pt Stl*) 2 *tr B* | 1968<br>1455<br>1242 | ✠100A1 4,05 ~~4,04~~ LMC1,04 | Shl | *r* | 1891<br>4mo<br>*Lloyd's* | J Readhead &Sons S.Shields *A&CP* | Balls&Stansfield *WB = Cell D B226′* | 271·2 P28′Q74′B108′F34′ | 38·0 BK9½′ | 17·5 | N.Shields British *4 BH Cem 462t APT35t* | T.3Cy20½″,33½″&55″–36″ (*r*) 160lb *55lb* 181NHP 2SB,*4rf*,GS69,HS2701 J.Readhead&Sons,Shl. | 20 ″ 0<br>s 1 ″ 7 | | N1,04 |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage (Builder's measurement) Total / Sous le Pont / Net | 5 Détails de la Classification. Cote. Surveillance. Date de la dernière Visite. | 6 | 7 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Nos & Dia. des Cylindres.—Course. Pressions des Chaudières. ihp = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur quille. Franc-bord au dessus du navire. pds. pc. | 15 Bois de Teck. | 16 Bois de Greenheart. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 151 | **Watrin** Steel Twin Sc | 417 | | | 1892 | Murdoch & Murray Pt. Glasgow | J. A. Watrin & Co. | 170·1 | 30·0 | 8·5 | Para Brazilian | 1.6Cy. 9″, 14″ & 22″–18″ 61 NH | 9 ″ 0 | | |
| | *M. R. de Matt…* –95 (ex Botelho) | 396 | | | | | | | | | | D. Rowan & Son, Glasgow | | | |
| | *Mchy. Aft* 1 *Dk & Promenade dk* | 283 | | | | | | | | | | | | | |
| | *Elec. light* | | | | | | | | | | | | | | |
| 152 | **Watson** Steel Sc Sr | 1820 | | | 1901 | Craig S. B. Co. Toledo, N. | Wheeler S. S. Co. | 253·1 | 38·4 | 22·8 | New York Utd. States *WB* | T. 3Cy. 28″, 37½″ & 63″–40″ 251 NH | | R | |
| 81788 | *S. D. List* | — | | | | | | | | | | Craig S. B. Co | | | |
| KRGF | *Elec. light* 2 *Dks* | 1237 | | | | | | | | | | | | | |
| 153 | **Wave of Life** Iron Pad Sr | 102 | | | 1872 | T. Hepple & Co | Portmadoc Steam Tug Co. Ld. | 91·3 | 17·9 | 9·2 | Carnarvon British | L. 2Cy. 26½″–45″ 50 RHP | | | |
| 62849 | *Jones 82–85* | 102 | | | | Newcastle | | | | | | T. Hepple & Co., Newcastle | | | |
| | | 6 | | | | | | | | | | | | | |
| 154 | **Wavellite** Steel Sc 3 Mst Sr | 592 | ✠100 A1 Grk | *s* | 1902 | J. Fullerton & Co. Paisley | Ross & Marshall | 178·8 | 27·1 | 10·5 | Greenock British | C. 2Cy. 21″ & 46″–30″ (*s*) 130 lb *80 lb* 90 RH | 13 ″ 4 | | |
| 114069 | *T. McGavock 97–02* | 894 | Bwld 1,0[illegible] MC 7.02 | | 7 mo | | | Q102′ B11′ F34′ | | | *WB* | 1 SB, *3p f*, GS 62, HS 2650 | ″ 10½ | | |
| | *Well deck* 1 *Dk (Stl)* | 209 | | | | | *WB = Dk* | *f* 91′ 158′ | | BK 7″ | *BH Cem* | Muir & Houston, Ld. Gls. | | | |
| | *Elec. light Mchy. Aft* | | | | | | *Lloyd's A & CP* | | | | *APT 4t* | | | | |
| 155 | **Waverley** Steel Sc Sr | 3864 | ✠100 A1 Nwc | *n* | 1901 | Bartram & Sons Sunderland | Pyman S. S. Co. Ld. (G. Pyman & Co. *Mgrs.*) | 365·0 | 46·0 | 17·9 | W. Hartlpl British | T. 3Cy. 24½″, 40″ & 66″–45″ (*s*) 180 lb *100 lb* 315 NH | 20 ″ 6 | | |
| 112442 | *W. H. Farrell 01–01* | 3563 | *Spar dk* ✠LMC 7.01 | | 7 mo | | | P29′ B100′ F36′ | | 25′ 8 | *BH Cem* | 2 SB, *8p f*, GS 136, HS 1800 | ″ 5 · 8½ | | |
| SMHK | 1 *Dk (Stl) & Spar dk (pt Irn & pt Stl) o deep framing* | 2512 | Bwld 1,0[illegible] 5,00 Shl | | | | *Mgrs.*) *WB = Cell D Ba* | 18′ *u* E 22′ *f* 146′ 706*t* | | BK 7½ | *APT 110t* | W. Dickinson & Sons, Ld. Sld. | | | |
| 156 — | | 2297 | ✠100 A1 Clf | *s* | 1901 | W. Gray & Co. Ld. W Hartlepool | Waverley S. S. Co. Ld. (J. Morrison & Son) | 302·0 | 43·1 | 19·8 | Newcastle British | T. 3Cy. 22″, 35″ & 59″–39″ (*s*) 180 lb *100 lb* 225 NH | 22 ″ 3 | | 11·6 |
| 114406 | *R. Newton* –03 | 2127 | 1,0[illegible] 4,03 ✠LMC 6.01 | | 6 mo | | | P25′ B72′ F38′ | | | *BH Cem* | 2 SB, *6p f*, GS 88, HS 3846 | ″ 3 · 8½ | | |
| SKBR | 1 *Dk (Irn) & deep framing* | 1445 | | | | | *WB = Cell D Ba & u E* | 122′ *u* B 16′ *f* 122′ 668*t* | | FK | *APT 77t* | Cen. Mar. Eng. Wrks. WHp | | | |
| 157 — | | 449 | | | 1899 | A. & J. Inglis Glasgow | North British Railway Co. | 235·0 | 26·1 | 8·4 | Glasgow British | C. D. 2Cy. 37″ & 67″–66″ 304 NH | | BT till 5.05 | |
| 111205 | *M. Gillies* –99 | 354 | | | | | | | | | | A. & J. Inglis, Glasgow | | | |
| | 1 *Dk* | 119 | | | | | | | | | | | | | |
| 158 — | | 258 | | | 1885 | H. M'Intyre & Co. Paisley | P. & A. Campbell Ld | 205·0 | 21·1 | 7·5 | Bristol British | D. 2Cy. 52″–60″ NB 00 99 RH | | BT till 10.04 | |
| 90063 | *J. J. Ashford* –01 | 235 | | | | | | | | | | Hutson & Corbett, Glasgow | | | |
| | | 46 | | | | | | | | | | | | | |
| 159 — | | 157 | | | 1883 | Bailey & Seager Auckland | Anchor Shipping & Foundry Co. Ld. | 112·2 | 17·5 | 8·0 | Nelson, N Z British *WB* | C. 2Cy. 9″ & 17″–10″ 25 RH | | | |
| 90012 | *F. L. Vickerman 84–96* 1 *Dk* | 125 | | | | | | H25*t* | | | | E. W. Mills & Co., Wellingtn. | | | |
| SVFM | | 93 | | | | | | | | | | | | | |
| 160 — | | 135 | | | 1897 | Edwards Bros. North Shields | A. Bannister | 96·0 | 20·7 | 10·9 | Grimsby British | T. 3Cy. 10″, 17½″ & 30″–21″ 50 RH | 11 ″ 8 | | |
| 103446 | *J. Woods* –97 (*Trawler*) | 130 | | | | | | q18 F19′ | | BK 7½′ | | N. E. Marine Co. (Lim.), Sld. | | | |
| | 1 *Dk* | 36 | | | | | | | | | | | | | |
| 161 | **Wawatam** Steel Sc 3 Mst Sr | 1856 | | | 1891 | Cleveland S. B. Co. Cleveland, O. | Pittsburgh S. S. Co. | 266·0 | 38·2 | 19·6 | Duluth Minn. Utd. States *WB* | F. 3Cy. 17″, 29″ & 47″–36″ 133 NH | | S | |
| 81324 | *F. W. Light 01–03* 2 *Dks* | — | | | | | | | | | | Cleveland S. B. Co., Cleveln[illegible] | | | |
| | *Mchy. Aft* *Elec. light* | 1526 | | | | | | | | | | | | | |
| 162 | **Waxholm** Iron Sc | 147 | | | 1881 | Bergsunds Mek. V. Stockholm | Vaxholms Nya Angf. Aktieb. (C. H Backert, *Mgr.*) | 106·9 | 19·9 | 8·7 | Vaxholm Swedish | C. 2Cy. 19½″ & 34″–28½″ 47 NH | | | |
| 2723 | *G. H. Eriksson 02–02* 1 *Dk* | 78 | | | | | | B41′ H12*t* | | | | Bergsunds M. V., Skm. | | | |
| JGCD | | 100 | | | | | | | | | | | | | |
| 163 | **Wayfarer** Steel Twin Sc 4 Mst Sr | 9599 | ✠100 A1 Liv | + | 1903 | Workman, Clark & Co. Ld Belfast | Charente S. S. Co Ld (T. & J. Harrison, *Mgrs.*) | 505·0 | 58·3 | 31·7 | Liverpool British | T. 6Cy. 23″, 38½″ & 66″–48″ (*s*) 185 lb *100 lb* 751 NH | 34 ″ 10 | | |
| 118902 | *D. A. Wood 92–03* | 9394 | *Awng dk with freeboard* | | 2 mo | | | | | 39·7 | *BH Cem* | 2 D & 2 SB *18 cf* GS 378 HS 12775 | ″ 14· 2½ | | |
| TVFO | 2 *Dks (Stl) deep framing & Web frames & Awng dk (Stl) Orlop dk (Stl) fore hold* | 6222 | 8,01 ~~9,08~~ ✠LMC 2.03 | | *Lloyd's A & CP* | | *WB = Cell D Ba* | 164′ *u* E & B 77 *f* 2[illegible] | | FK | 1835*t DTo* | Workman, Clark & Co. Ld Bel | | | |
| | *Elec. light* | | | | | | | | | | | 12 990*t FPT* 105*t APT* 85*t* | | | |
| 164 | **Wear** Steel Sc Sp | 180 | ✠ Psy | *b* | 1892 | J. McArthur & Co. Paisley | Royal Mail Steam Packet Co. | 120·0 | 21·1 | 8·7 | London British | C. 2Cy. 16″ & 32″–21″ 42 RH | 9 ″ 8 | | |
| 98094 | *J. Wallace* –92 | 159 | *Coasting with freeboard* | | 6 mo | | | | | FK | *6 BH Cem* | ISB, *3p f*, GS 49, HS 1212 | | | |
| MQGD | 1 *Dk* | 71 | 6,92 | | | | | | | | | Bow, McLachlan & Co., Psy | | | |
| 165 | **Weardale** Steel Sc Sr | 2728 | ✠100 A1 Shl | *n* | 1903 | J. Blumer & Co. Sunderland | Weardale Steam Shipping Co. Ld. (P. H. Laing, *Mgr.*) | 313·8 | 46·4 | 20·7 | Sundrland British | T. 3Cy. 23″, 38″ & 62″–42″ (*s*) 160 lb *80 lb* 257 NH | 23 ″ 0 | | |
| 114653 | *W. F. Lorimer* –03 | 2554 | 3,03 Bwy | | 6 mo | | | P28′ B88′ F32′ | | PK | *5 BH Cem* | 2 SB, *6p f*, GS 111, HS 3974 | ″ 3 · 7½ | | |
| VCTH | 1 *Dk (pt Irn & pt Stl) & Web frames* | 1749 | ~~3,03~~ ✠LMC 8.03 | | *Lloyd's A & CP* | W | *WB = Cell D Ba* 104′ | *u* E 3 B 42′ *f* 122′ 718*t* | | | *APT 99t* | J. Dickinson & Sons, Ld. Sld. | | | |
| 166 | **Wearside** Steel Sc 4 Mst Sr | 3560 | ✠100 A1 Nwc | *n* | 1899 | W. Gray & Co. Ld. W Hartlepool | J. & E. Kish | 338·0 | 51·1 | 24·4 | Sundrland British | T. 3Cy. 25½″, 40½″ & 67″–45″ 160 lb (*s*) 306 NH | 26 ″ 11 | | 7 |
| 109704 | *E. H. Goodwin* –03 *ss* Shl. No. 3–5.03 | 3029 | 4,05 Lim NNs | | 11 mo | | *WB = Cell D Ba & u E* | drp 03 | | FK | *BH Cem* | ISB, *9r f*, GS 135, HS 4080 | ″ 4 · 10 | | |
| RKDL | 1 *Dk (Irn) Cell side tanks amidships deep framing & 2 tr B at ends 3 Dk rude* | 2299 | ✠LMC 6.03 | | A & CP | | *E* 127′ *f* 151′ 859*t* C[illegible] | *u* side tanks 191′ 721*t* | | | *APT 282t* | Cen. Mar. Eng. Wrks. WHp | | | |
| 167 | **Weasel** Steel Sc Sr | 164 | ✠100 A1 Flt | | 1897 | J. Duthie, Sons & Co. Aberdeen | T. L. Manchester | 105·8 | 20·7 | 11·2 | Milford British | C. 2Cy. 18½″ & 32½″–21″ (*s*) 140 lb 52 RH | 11 ″ 9 | | |
| 108426 | *W. Kay* –02 *ss* Flt. No. 1–01 | 149 | *Stm Trawler* 5.04 | | 7 mo | | | | | BK 7½ | *BH Cem* | ISB, *2p f*, GS 28, HS 894 | | | |
| | 1 *Dk* | 37 | BS 5.04 ✠LMC 6.01 | | *Lloyd's A & CP* | | | | | | | Hall, Russell & Co. Abn. | | | |
| 168 | **Weaver Belle** Steel Sc Sp | 156 | | | 1900 | W. I. Yarwood Northwich | H. Seddon | 90·8 | 21·6 | 9·6 | Liverpool British | C. 2Cy. 9″ & 15″–12″ 18 RH | | | |
| 113130 | *J. Cowley* –00 | 142 | | | | | | | | | | Cochrane & Co. Birkenhead | | | |
| | 1 *Dk* | 99 | | | | | | | | | | | | V | |
| 169 | **Weehawken** Steel Sc 3 Mst Sr | 2784 | | | 1891 | Armstrong Mitchell & Co. (Lim.) Newcastle | Anglo-American Oil Co. Ld. (J. McDonald, *Mgr.*) | 310·0 | 40·2 | 28·2 | London British | T. 3Cy. 22″, 35″ & 58″–42″ 218 NH | | | |
| 98974 | *C. Harding* –03 | 2674 | | | | | | B33*t* H43*t* | | | | W Island Slpwy Co. Ld., Nwc. | | | |
| MHCJ | *Mchy. Aft* *Carrying petroleum in bulk* | 2101 | | | | | | | | | | | | | |
| | *Elec. light* | | | | | | | | | | | | | | |
| 170 | **Weelsby** Iron Sc K | 112 | | | 1891 | Earle's S. B. Co. (Lim.) Hull | J. Grant | 88·0 | 20·1 | 10·7 | Grimsby British | C. 2Cy. 17″ & 32″–21″ 44 RH | 11 ″ 3 | | |
| 98239 | (*Trawler*) | 107 | | | | | | | | BK 7½ | | Earle's S B & E Co (Lim) Hull | | | |
| MKCR | 1 *Dk* | 38 | | | | | | | | | | | | | |
| 171 | **Wega** Iron Sc Sr | 83 | | | 1885 | Flensburg Schiffsb. Ges. Flensburg | Holm & Molzen | 200·2 | 30·0 | 14·0 | Flensburg German | C. 2Cy. 25″ & 46″–30″ 100 NH | 15 ″ 1 | G | |
| | *O. Schacht 02–02* | 645 | | | | | | Q70′ B49′ F27′ | | BK 7½ | *W's* | Flensburger Schiffsb. Ges. | | | |
| LMCR | *Well deck* 1 *Dk* | 521 | | | | | | | | | | | | | |
| 172 | **Weimar** Steel Sc Sr | 4996 | | | 1891 | Fairfield Co. (Lim.) Glasgow | Norddeutscher Lloyd | 413·4 | 47·9 | 29·8 | Bremen German | T. 3Cy. 31″, 52″ & 85″–54″ 366 NH | | G | |
| | *F. v. Letten-Petersen* 4 *Dks* | 4335 | | | | | | P62′ B180′ | | F76 | *W's* | Fairfield Co. (Lim.), Gls. | | | |
| QFMD | *Elec. light* | 3176 | | | | | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Registered Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / For Special Survey. / Date of last Survey. | Port of Survey. | Time required now required. | Equipment Letter. | Built. When. / Ship. / Engines. | By Whom. / Where. | Owners. | Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidship. ft. in. | Registers in which classed, if not in L. R. Date of it of Trade Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 173 Weimar<br>96320 G. Thomas 68–90<br>1QRV 2 Dks (U Irn-ptws) & Spar dk | Steel Sc Sr<br>ss Lth. No. 3–5, 02 | 1580<br>1507<br>998 | ✠100 A1<br>4.04<br>BS 4.04 | Lth | q | | | 1890<br>2 mo | Ramage & Ferguson<br>Leith<br>A&CP | Leith, Hull & Ham. S.P. Co. Ld. (J. Currie & Co. *Mgrs.*) | 254·0 \| 34·1 \| 16·5<br>B54′ 23·8<br>BK 9″<br>*WB = FPT 48t* | | | Leith<br>British | T. 3 Cy. 23″, 37″ & 60″–42″ (*s*)<br>150lb *55lb* 242 NHP<br>2 SB, *6 rf*, GS 108, HS 3905<br>Ramage & Ferguson, Leith | 17 ″ 9<br>s 6 ″ 0 | BT till 4,05 | 4,04 |
| 174 Weissenfels<br>~~Wm. von Freeland 94–03~~<br>QGTD 1 Dk (Stl) & Spar dk (Stl-teak s<br>*Elec. light F. E. engine 01–04 & Web frames* | Steel Sc Sr<br>ss Ham. No. 1–03 | 3926<br>3642<br>2522 | ✠100 A1<br>*Spar dk*<br>5,05 ~~3,04~~ | Ham | *w* | | | 1899<br>6 mo | Wigham Richrdsn & Co.<br>Newcastle<br>*Lloyd's A&CP* | Deutsche Dmpfs-fahrts Ges Hansa | 358·0 \| 46·1 \| 19·5<br>P49′ B98′ F45′ 27·5<br>BK 10″<br>*WB = Cell DB a 108′ u E* | | | Bremen<br>German | Q. 4 Cy. 23″, 31½″, 48″ & 71″–15′<br>210lb *120lb* (*r*) 418 NHP<br>2 SB, *6 cf*, GS 121, HS 5364 FD<br>*6 BHCem*<br>26′ *f* 146′ 615*t* | 22 ″ 0 | | N 3,04 |
| 175 Weka<br>102974 *J. Clark* –01 | Wood Sc K<br>1 *Dk* | 127<br>83<br>86 | | | | | | 1894 | W. Holmes<br>Auckland | Manukau S.S. Co. Ld. | 96·3 \| 17·1 \| 6·7<br>H32*t* | | | Auckland<br>British | C. 4 Cy. 9″ & 18″–12″<br>27 RHP<br>Fraser & Sons, Auckland | | | |
| 176 Welfare<br>113671 | Steel Sc K<br>1 *Dk* | 79<br>74<br>18 | ✠100 A1<br>*For fishing purposes*<br>6.03 | Shl | | | | 1903<br>6 mo | Smith's Dock Co. Ld.<br>North Shields<br>*Lloyd's A&CP* | Reid, Hay & Gordon | 80·0 \| 18·1 \| 8·3<br>BK 6½″<br>*WB* | | | Banff<br>British | C. 2 Cy. 10¾″ & 23″–16″ (*s*)<br>125lb 22 RHP<br>*3 BHCem*<br>1 SB. *2 pf*, GS 20, HS 539<br>MacColl & Pollock, Sld. | 9 ″ 0 | | |
| 177 Welhaven<br>*H. Huun* –96<br>JVSP *Well deck* 1 *Dk* (*Irn*) *2 tr B* | Iron Sc Sr<br>*Now named "Mod," See No. 46 in Supplement.* | 683<br>514<br>445 | ✠<br>6.90 | Bgn | *j* | | | 1884<br>1 mo | Martens, Olsen & Co. | S. M. Kuhnle & Sön | 179·6 \| 28·0 \| 12·4<br>Q59*t* B83′ H9*t* F17*t*<br>*WB = Cell DB 100′ 103t A PT 6t* | | | Bergen<br>Norwegian | C. 2 Cy. 17⅞″ & 36½″–28″<br>NE & B 00 59 NHP<br>*4 BHCem*<br>Bergens M.V., Bergen | | N | |
| 178 Welikij Knjas Alexander Michailowitsch<br>*A. Scherbinin* 02–03<br>(*ex* Europa, *ex* Raunleh) ss Bel. No. 2–02<br>2 *Dks* (*Irn*) *3 tr B* | Iron Sc Sr<br>ss Liv. No. 3–9, 93 | 2239<br>2081<br>1420 | ✠100 A1<br>4.03 | Yka | *i* | | | 1881<br>3 mo | M. Pearse & Co.<br>Stockton<br>A&CP | Pacific Ocean S.S. Line Energia | 300·0 \| 36·0 \| 25·5<br>P28′ F36′<br>BK 10″<br>*WB = DBa 96′ f 60′ 338t* | | | Vladvostk<br>Russian | C. 2 Cy. 36½″ & 68″–42″ (*i*<br>80lb *80lb* NDB 94 210 NHP<br>2 DB. *8 pf*, GS 86, HS 3023<br>Blair & Co. Ld. Stockton | | | 4,03 |
| 179 —<br>*D. Bengson* 91–01<br>HBJM (*ex* Hydro) 1 *Dk* (*pt Irn & pt Stl–pt* wss) &<br>*Web frames, lower dk forehold*<br>*Well deck Elec. light* | Steel Sc Sr<br>ss Lon. No. 1–04 | 1382<br>955<br>855 | ✠100 A1<br>5,04 ~~4,98~~ | Lon | *p* | | | 1899<br>7 mo | Earle's Co. Ld.<br>Hull<br>*Lloyd's A&CP* | Rigaer Schnell-dampfer Ges.<br>(Helmsing & Grimm, *Mgrs.*) *W* | 262·5 \| 33·5 \| 15·8<br>P163′ F31′<br>FK<br>*B = Cell D Ba 37′ u E* | | | Riga<br>Russian | T. 3 Cy. 19″, 33″ & 56″–36″ (*s*)<br>200lb 246 NHP<br>*5 BHCem*<br>2 SB, *6 cf*, GS 135, HS 4200<br>Earle's Co. Ld. Hull | 18 ″ 2<br>s 1 ″ 9 | | 5,04 |
| 180 Welikij Knjas Vladimir<br>888 *Popoff*<br>HMVC (*ex* Victoria) 1 *Dk* | Iron Sc Sr | 332<br>277<br>252 | | | | | | 1871 | Scott & Co.<br>Greenock | Archangel Mourman Stm. Nav. Co. | 156·3 \| 23·8 \| 13·0<br>Q34′ B16′ F25′ | | | Archangel<br>Russian | C. 2 Cy. 20″ & 38″–24″<br>NB 84 59 NHP<br>Greenock Foundry Co. Grk. | 13 ″ 8 | | |
| 181 Wellamo<br>*A. Lindfors* 95–98<br>SQLP *Elec. light* 1 *Dk* (*Stl–ws*) & *Awng dk*<br>& *Web frames* | Steel Sc Sr<br>ss Skm. No. 1–02 | 1050<br>948<br>600 | ✠100 A1<br>*Awng dk*<br>*with freeboard*<br>10,04 ~~2,04~~ | Skm<br>Hfs<br>BS 5,05<br>LMC 2,04 | *l* | | | 1898<br>2 mo | Gourlay Bros. & Co.<br>Dundee<br>*Lloyd's A&CP* | Finska Ångf Aktieb (L. Krogius) | 200·0 \| 31·2 \| 13·6<br>21′1<br>drp 04 BK 6½′<br>*WB = Cell D Bu E & B 53′ 64t F PT 7t A PT 35t* | | | Helsingfrs<br>Russian<br>*5 BHCem* | T. 4 Cy. 21″, 33″ & (2) 38″–33″<br>170lb (*s*) 280 NHP<br>2 SB, *6 rf*, GS 116, HS 3688<br>Gourlay Bros. & Co. Dundee | 15 ″ 10<br>s 8 ″ 6 | | 2,04 |
| 182 —<br>*C. H. Schönfelder*<br>VRBF | Wood Sc | 206<br>—<br>119 | | | | | | 1894 | .....<br>Russia | Gust. Raninin Perilliset | 148·6 \| 27·9 \| 8·3 | | | Sordavala<br>Russian | | | | |
| 183 – | Iron Pad | 173<br>—<br>37 | | | | | | 1867 | .....<br>Stockholm | | 105·0 \| 12·5 \| 5·7 | | | Russian | | | | |
| 184 —<br>*M. Hovi*<br>RTSD | Wood Sc Sr<br>1 *Dk* | 112<br>—<br>89 | | | | | | 1892 | .....<br>Säkkjärvi | C. Cajander | 94·2 \| 23·3 \| 7·3 | | | Kuopio<br>Russian | | | | |
| 185 Welle<br>*G. Fischer* 97–03<br>QHGS | Steel Sc Sr<br>1 *Dk* | 117<br>117<br>60 | | | | | | 1901 | Bremer "Vulkan"<br>Vegesack | Bremen-Vegesacker Fischerei Ges. | 86·4 \| 21·4 \| 9·8 | | | Vegesack<br>German | C. 2 Cy. 9″ & 16½″–12⅝″<br>8 NHP<br>Bremer "Vulkan," Vegesck | | G | |
| 186 Wellgunde<br>*E. Kuhlmann* 90–01<br>RMCB *Elec. light* 1 *Dk* | Steel Sc Sr | 2334<br>1611<br>1504 | | | | | | 1900 | Helsingörs Jernsk & Msk. Elsinore | Dmpfschrhed Union A.G. | 289·1 \| 40·9 \| 16·1<br>P14′ Q104′<br>*pt Awng dk* 167′ | | | Hamburg<br>German | T. 3 Cy. 19½″, 32″ & 53″–36″<br>169 NHP<br>Helsingörs Jernsk. & Msk. | | G | |
| 187 Wellington<br>8105 ~~*G. Salmond 90–00*~~<br>HJTN *ss* Ver. No. 3–11, 95<br>*M. Cutler* –04 1 *Dk* (*Irn*) *2 tr B* | Iron Sc 3 Mst Sr<br>*ss* Ver. No. 2–04 ~~ss S. Fo. No. 1–00~~ | 1964<br>1756<br>1267 | ✠100 A1<br>*Coal trade*<br>10,04 ~~4,03~~<br>BS 0,02 | Ver<br>NB 98<br>LMC<br>MS 1,03 | *s* | | | 1883<br>1 mo | Armstrong Mitchell & C.<br>Newcastle<br>*Lloyd's A&CP* | R. Dunsmuir & Sons | 270·0 \| 37·3 \| 22·0<br>P95*t* F42*t*<br>BK 10″<br>*WB = Cell DB 208′ 501t F PT 165t A PT 17t* | | | Newcastle<br>British | C. 2 Cy. 35″ & 68″–42″ (*r*<br>73 ~~90~~lb *90lb* NDB 03 234 NHP<br>2 SB, *6 pf*, GS 110, HS 3670<br>*4 BHCem*<br>Wllsnd Shpwy C (Lim) Nwc | | | ~~4,03~~<br>10,04 |
| 188 —<br>40394 *E. Stephenson* 74–92<br>SVBG 1 *Dk* | Iron Sc Sr | 429<br>331<br>262 | | | | | | 1863 | Blackwood & Gordon<br>Port Glasgow | Northern SS Co. Ld. | 185·5 \| 24·6 \| 13·2<br>Q35*t* F21*t* | | | Auckland<br>British | C. 2 Cy. 24″ & 46″–36″<br>90 RHP<br>Blackwood & Gordon, P. Gls | | | |
| 189 —<br>106863 *R. Jones* –97 1 *Dk* (*Irn*) | Steel Sc Sp Tug<br>*ss* Liv. No. 1–01 | 148<br>139<br>2 | ✠100 A1<br>*For Towing purposes*<br>9,04 ~~6,03~~<br>BS 2,01 ~~BS 6,03~~ | Liv<br>LMC 8,01 | | | | 1897<br>7 mo | Cumming & Ellis<br>Inverkeithng<br>A&CP | Alexandra Towing Co. Ld. | 92·0 \| 20·1 \| 10·7<br>BK 6½″ | | | Liverpool<br>British | C. 2 Cy. 21″ & 42″–27′ (*s*)<br>100lb 84 RHP<br>*4 BHCem*<br>1 SB. *3 cf*, GS 58, HS 1518<br>J. Cran & Co., Leith | 12 ″ 0 | | ~~6,03~~<br>9,04 |
| 190 —<br>52770 | Iron Pad Sr | 136<br>136<br>53 | | | | | | 1871 | W. Allsup<br>Preston | Blackpool Passenger Stm. Bt. Co. Ld. | 135·7 \| 18·6 \| 8·2 | | | Preston<br>British | D. 2 Cy. 26″–18″<br>NB 89 60 RHP<br>W. Allsup, Preston | | BT till 12,04 | |
| 191 —<br>112068 (*Tug*) | Steel Sc<br>1 *Dk* | 61<br>61<br>5 | | | | | | 1899 | J. Scarr<br>Beverley | H. Grey, jun. | 68·9 \| 16·6 \| 8·7<br>BK 5½″ | | | London<br>British | C. 2 Cy. 15″ & 30″–22″<br>70 RHP<br>J. G. Fay & Co. Ld. Southmptn | 9 ″ 4 | | |
| 192 Wellpark<br>~~102281 *A. Smith* –01~~<br>~~NTCV~~ *Well deck* | Steel Sc Sr<br>ss Grk. No. 2–02<br>1 *Dk* (*Irn*)<br>*Now named "Pallas," See No. 10 in Supplement.* | 860<br>675<br>526 | ✠100 A1<br>5.04<br>BS 6.04 | Grk<br>LMC 8,04 | *l* | | | 1893<br>11 mo | Scott & Co.<br>Greenock<br>*Lloyd's A&CP* | ~~Wellpark SS Co. Ld.~~<br>~~(J. & J. Denholm)~~<br>*WB = DBa 48′ f 46′ 148t* | 212·7 \| 31·2 \| 14·0<br>Q109′ B16′ F21′<br>BK 7½″ | | | ~~Greenock~~<br>~~British~~ | T. 3 Cy. 16″, 26″ & 44″–33″ (*s*)<br>160lb *65lb* 99 RHP<br>*4 BHCem*<br>1 SB. *3 cf*, GS 58, HS 1702<br>Scott & Co., Greenock | 14 ″ 10<br>s 1 ″ 6 | | 5,04 |
| 193 Wells City<br>95769 *J. J. Carey* –00<br>MBJS *ss* Brs. No. 3–11, 02<br>2 *Dks* (*Irn*) *3 tr B* | Steel Sc Sr | 1814<br>1662<br>1136 | ✠100 A1<br>~~10.03.04~~ 4,05<br>BS 2,04 | Brs<br>LMC 11,02 | *r* | | | 1890<br>10 mo | C. Hill & Sons<br>Bristol<br>A&CP | C. Hill & Sons | 261·2 \| 36·0 \| 20·9<br>P29′ B58′ F28′<br>BK 9½″<br>*WB = DBa 74′ & u R 26′ 243t M T 28′ 260t* | | | Bristol<br>British<br>Swedish | T. 3 Cy. 21″, 35″ & 57″–39″ (*s*)<br>160lb *90lb* NDB 00 201 NHP<br>2 SB, *4 cf*, GS 65, HS 2990<br>*4 BHCem*<br>Blair & Co. (Lim.), Stockton | 24 ″ 8<br>s 4 ″ 0½ | | ~~6,02~~<br>4,05 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Force auxiliaire. Epoque. Lettres d'Enregistrement. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Forces. Nom du Constructeur des machines. | 14 Consommation Quotidienne. Charbon. Pétrole. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 194<br>118621<br>VGDL | **Welsh Prince**<br>*D.Coull87–08*<br>*2Dks(Stl)§deep framing*<br>*Elec.light* | **SteelScSr** | 4934<br>4697<br>3218 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,04 3,04~~ 4,06 | Shl<br>~~Penge~~<br>✠MC9,04 | *a* † | 1903<br>10mo<br>*Lloyd's* | R.Craggs&Sons,Ld.<br>Middlesbro'<br>*sA&CP* | PrinceLine,Ld.<br>J.Knott,*Mgr.*)<br>*WB=CellDBa* | 410·2 52·0 29·0<br>FE<br>121′ *uE* 29′ *f* 179′ | Newcastle<br>British<br>*7BHCem*<br>1056*t DTa* | T.3Cy.27″,44½″&73″–54″ (*s*)<br>180lb *100lb* 506NHP<br>3SB,9*cf*,GS163,HS7134 Wt<br>N.E.MarineEngCoLd.Nwc<br>29′7″6*tFT*7·75*APT*20*t* | 30 « 4<br>« 5 - 4 | | |
| 195<br>105202 | —<br>*Trawler*<br>1*Dk* | **SteelScK** | 122<br>113<br>19 | | | | 1895 | J.T.Eltringham&Co.<br>S.Shields | R.Irvin | 98·0 19·2 10·7<br>BK7 | N.Shields<br>British | C.2Cy.16″&33″–22″<br>15RH<br>J.T.Grey,S.Shields | 10 11 | | |
| 196<br>68304 | —<br>*W.Bell –02*<br>*Mchy.Aft* | **IronScSp** | ~~121~~<br>~~113~~<br>~~69~~ | 154<br>~~130~~<br>73 | | | 1871 | Stothert&Co.<br>Bristol | Sully&Co.Ld. | 100·2 ~~19·0~~ 7·9<br>H23*t* 19′ 0 9′ 9 | Bridgwatr<br>British | 1Cy.22″–18″<br>32RH<br>Stothert&Co.,Bristol | | | |
| 197<br>97863<br>MDSC | **Welshman**<br>*J.H.Kay –03*<br>*Ref.Mchy. Elec.light* | **SteelTwinSc4MstSr**<br>(*ex*Tauric) | 5730<br>5471<br>3670 | | | | 1891 | Harland&Wolff,Ld.<br>Belfast | Brit.&N.Atlantic S.N.Co.Ld. | 461·0 49·1 23·2<br>30·9<br>F&c.257*t* | Liverpool<br>British | T.6Cy.22½″,36½″&60″–48″<br>499NH<br>Harland&Wolff,Ld Bel. | | | |
| 198<br>107789 | —<br>*T.Ranger92–02*<br>*Mchy.Aft* | **WoodSc**<br>1*Dk§Awngdk* | 204<br>—<br>99 | | | | 1873<br>1900 | W.Power&Co.<br>Kingston Ont | OttawaForwardingCo.Ld. | 105·0 23·0 6·0 | Ottawa<br>British | 1Cy.12″–14′<br>48RH | | | |
| 199<br>67975 | **Wemyss Castle**<br>*J.Galloway –95*<br>(*ex*Gareloch) | **IronPadSk** | 209<br>152<br>76 | | | | 1872 | H.Murray&Co.<br>Pt.Glasgow | GallowaySaloonSteamPacketCo. | 180·0 18·2 6·8<br>Q26*t* | Leith<br>British | O.2Cy.35″–54″<br>NB90 85RH<br>D.Rowan,Glasgow | | | |
| 200<br>77065<br>RDHM | **Wenchow**<br>*W.Graves –03* | **IronScSr** | 898<br>882<br>560 | | | | 1878 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 220·1 28·5 18·8 | London<br>British | C.2Cy.28″&46″–36″<br>99RH<br>Greenock FoundryCo.Grk. | | | |
| 201<br>96356<br>LHPD | **Wennington Hall**<br>*W.G.Diver –98*<br>*ssCff.No.3–3,02*<br>1*Dk(Irn)pt Awng dk(Irn)*<br>*3trBk§Web frames* | **SteelScSr** | 2947<br>2251<br>1913 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,04 ~~7,04~~<br>MS2,02 | Rot<br>Cff<br>✠LMC<br>BS~~12,03~~ | *u* | 1889<br>9mo<br>*Lloyd's* | Palmers'Co<br>Ld.Newcastle<br>*sA&CP*<br>*WB=CellD* | Rowland&Marwood'sS.S.Co.,Ld.<br>(C.Marwood.*Mgr*)<br>*B250′5504APT22t* | 314·0 41·0 21·6<br>P31′Q90′<br>BK11<br>*pt Awng dk*193′ | Whitby<br>British<br>*5BHCem* | T.3Cy.24″,40″&64″–42″ (*s*)<br>160lb *80lb* NDB99 264NH<br>2SB,8*rf*,GS132,HS3949<br>Palmers'Co.(Lim.),Nwc. | 23 « 10<br>« 9 - 6½ | | |
| 202<br>92433 | **Wenonah**<br>*A.L.Kennedy –98*<br>2*Dks* | **WoodPad&Sc** | 161<br>68<br>90 | | | | 1886 | JhnPotter<br>BurksFalls | MuskokaLakes Nav.&HotelCo.Ld. | 94·6 18·0 6·8 | Toronto<br>British | Pad.2Cy.16½″–48″<br>Sc.2Cy.12″–16″ 14RH<br>J.Daly&Co.,Toronto | | | |
| 203<br>114652<br>VCPN | **Wensleydale**<br>*J.G.Sharp81–03*<br>*Elec.light* 1*Dk(Stl)§Spar dk(Stl–pt wd)*<br>*§deep framing* | **SteelScSr** | 3919<br>3612<br>2509 | ✠100A1<br>*Spar dk*<br>~~12,03~~<br>2,05 | Lon<br>~~Hull~~ Nwc<br>✠LMC6,03 | *x* | 1903<br>6mo<br>*Lloyd's* | Sir J.Laing&Sons,Ld.<br>Sunderland<br>*sA&CP*<br>*WB=CellD* | LaingS.S.Co.Ld.<br>*Ba*110′*uE*20′*f*156′ | 366·0 46·8 17·4<br>P37′B112′F41′ 26·4<br>FK<br>740*t APT*45*t* | Sundrland<br>British<br>*7BHCem* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *100lb* 366NHP<br>2SB,6*pf*,GS121,HS5118 El<br>G.Clark,Ld.Sunderland | 19 « 11<br>« 5 - 9½ | BP<br>1 | |
| 204<br>115160<br>VKNG | **Wentbridge**<br>*W.H.Bulmer83–03*<br>1*Dk(ptIrn§ptStl)§Web frames* | **SteelScSr** | 2732<br>2545<br>1753 | ✠100A1<br>5,04 | Cff<br>✠LMC12,03 | *u* | 1903<br>12mo<br>*Lloyd's* | J.Blumer&Co.<br>Sunderland<br>*sA&CP* *WB* | W.S.Merryweather<br>*=Cell DBa* 104′ *u* | 314·0 46·4 20·6<br>P28′B88′F32′<br>FK<br>*E§B* 40′*f*124′ 717*t* | W.Hartlpl<br>*5BHCem*<br>*APT*99*t* | T.3Cy.23″,38″&63″–42″ (*s*)<br>180lb *80lb* 268NH<br>2SB,6*pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 « 9<br>« 3 - 7½ | | |
| 205<br>98443<br>NKDB | **Wenvoe**<br>~~*R.A.Harrell –98*~~<br>*Hughes*<br>1*Dk(Stl)2trB§Webframes* | **SteelScSr** | 2979<br>2835<br>1918 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~6,04 3,04~~ 3,05<br>~~BS6,03~~ | Cff<br>✠LMC10,01<br>B~~7,04~~ | *u* | 1894<br>5mo | W.Gray&Co.(Lim.)<br>WHartlepool<br>A&CP | LongueilSS.Co.Ld.<br>(Morel,Ld.)<br>*WB=DBa*108′*f*126′771*t* | 325·0 47·0 23·6<br>P27′B70′F33′<br>drp04 FK<br>*DBa*108′*f*126′771*t* | Cardiff<br>British<br>*5BHCem*<br>*APT*62*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 258NH<br>2SB,6*rf*,GS85,HS3750<br>Cent.Mar.Eng.Wks.WHpl | 24 « 10<br>~~« 3 - 1~~<br>« 4 - 7 | | |
| 206<br>QHPL | **Werdenfels**<br>*H.Sandstedt95–03*<br>2*Dks(Stl–U teak s)§Web frames*<br>*Elec.light* | **SteelScSr** | 4611<br>4201<br>2939 | ✠100A1<br>~~5,04 3,04~~ 5,05<br>✠LMC8,03 | Ham | *y* | 1903<br>8mo<br>*Lloyd's* | Bremer"Vulkan"Vegesack<br>*sA&CP* | DeutscheDmpfsfahrts.Ges.Hansa<br>*WB=CellDBa*<br>*uE§B*50′*f*109′914*t* | 375·7 50·7 27·2<br>P49′B111′F52′<br>*DT f* 88′ 800*t FPT* | Bremen<br>German<br>*7BHCem*<br>50*t APT*26*t* | Q.4Cy.28½″,33¾″,60″&72½″–53½″] 228lb *121lb*(*s*)502NH<br>3SB,9*cf*,GS149,HS6426 Fl<br>Bremer"Vulkan,"Vegesack | 30 « 0<br>« 6 - 1 | | |
| 207<br>89167<br>JFKR | **Werfa**<br>*E.W.Denney00–02*<br>*Mchy.Aft*<br>~~*ssSyd.No.1–00*~~<br>*ssSyd.No.2–04* 1*Dk(Irn)2trB* | **IronSc3MstSr**<br>~~*ssCff.No.3–10,96*~~ | 935<br>762<br>570 | ✠100A1<br>4,04<br>✠LMC4,04 | Syd | *m* | 1883<br>11mo | Palmers'Co.(Lim.)<br>Newcastle<br>A&CP | BellambiCoalCo.Ld. | 216·0 30·2 15·5<br>P22′B38′F28′<br>FK<br>*WB=DBa*68′*f*52′ | SydnyNSW<br>British<br>*4BHCem*<br>215*t APT*4*t* | C.2Cy.27″&51″–33″ (*a*)<br>80lb *80lb* NDB97 98RH<br>1SB,4*pf*,GS57,HS1592<br>Palmers'Co.(Lim.),Nwc. | 16 « 3<br>« 2 - 2 | | |
| 208<br>2312<br>JFHG | **Wermdö I.**<br>*J.Rehnberg04–04*<br>(*ex*Wermdö)<br>1*Dk* | **IronSc** | 113<br>66<br>75 | | | | 1883 | Bergsunds M.V.<br>Stockholm | WermdöÅngf. Aktieb. (E.Egnell) | 95·3 17·5 7·9<br>Q32′ B29′ H6*t*<br>F18′ | Wermdö<br>Swedish | C.2Cy.14½″&25½″–19½″<br>24NH<br>BergsundsM.V.Stockholm | | | |
| 209<br>2929<br>JGQC | **Wermdö II.**<br>*J.A.Ljunblom97–99*<br>1*Dk* | **SteelScSr** | 132<br>80<br>83 | | | | 1896 | MotalaCo.<br>Motala | WermdöÅngf. Aktieb. (E.Egnell) | 100·9 19·0 8·0<br>B27′H13′F12′ | Wermdö<br>Swedish | O.2Cy.12½″&26½″–17½″<br>24NH<br>MotalaCo.,Motala | | | |
| 210<br>4091<br>JNDV | **Wermland**<br>*N.Persson –03*<br>1*Dk(Stl)§deep framing§*<br>*pt Awng dk(Stl)* | **SteelScSr** | 2355<br>1615<br>1473 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~5,04 3,04~~ 5,05<br>✠LMC7,02 | Npt<br>Hpl | *s* | 1902<br>7mo<br>*Lloyd's* | W.Gray&Co.Ld.<br>WHartlepool<br>*sA&CP* | Rederiaktieb. Wermland (T.Persson)<br>*WB=CellDBa* | 282·0 42·6 16·5<br>Q107′ FK<br>*pt Awng dk*175′<br>84′*uE*30′*f*112′ 521*t* | Hlsngborg<br>Swedish<br>*1BHCem*<br>*APT*115*t* | T.3Cy.21″,33″&56″–36″ (*s*)<br>160lb *80lb* 194NHP<br>2SB,4*pf*,GS72,HS3014<br>Cen.Mar.Eng.Wrks.WHp | 19 « 0<br>« 3 - 4 | | |
| 211<br>394<br>HTSJ | —<br>*L.Beckman*<br>1*Dk* | **SteelScSr** | 213<br>176<br>106 | | | | 1889 | Eriksbergs M.V.<br>Gothenburg | Ångf.Aktieb.Trio (C.L.Larsson) | 102·0 22·0 11·6<br>P28′ H9*t* | Gothenbrg<br>Swedish | O.2Cy.12″&24″–15″<br>19NH<br>EriksbergsM.V.,Gothenbg | | | |
| 212<br>1724<br>HPJV | —<br>*J.Andersson –95*<br>*Mchy.Aft*<br>1*Dk* | **CompScSr**<br>(*ex*OlofVenngren) | 202<br>136<br>134 | | | | 1877 | P.Larsson<br>Thorskog | C.L.Hellström | 100·7 20·7 11·8<br>P16′ H5*t* | Gothenbrg<br>Swedish | O.2Cy.11¾″&21½″–19½″<br>15NH<br>P.Larsson,Thorskog | | | |
| 213<br>86179<br>WKBD | **Werneth Hall**<br>*J.A.Liswell –04*<br>*ssLiv.No.3–5,95*<br>*ssNag,No.2–04* ~~*ex Ida No.1–00*~~<br>3*Dks(2Stl–Uwe)* | **SteelSc4MstSr** | 4100<br>3886<br>2668 | ✠100A1<br>~~8,04 7,04~~ 8,04 Nag<br>✠LMC~~,04~~ | Gls | *x* | 1882<br>4mo<br>*Lloyd's* | C.Connell&Co.<br>Glasgow<br>*sA&CP* | Macbeth&Co.Ld. | 401·0 42·0 29·6<br>B74′F42′<br>BK11<br>*WB=* | Liverpool<br>British<br>*5BHCem*<br>*MT*40′650*t* | C.2Cy.45″&84″–60″ (*a*)<br>80lb 412NHP<br>3DB,14*pf*,GS269,HS6541<br>J.&J.Thomson,Glasgow | 31 « 0<br>« 7 - 7½ | | |
| 214<br>QHRT | **Weser**<br>*H.Libart*<br>(*Trawler*)<br>1*Dk* | **SteelSc** | 181<br>161<br>63 | | | | 1900 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | H.Hohnholz | 118·4 22·4 8·3<br>F21′ | Brmrhavn<br>German | T.3Cy.11¾″,18½″&30¾″–22″<br>43NH<br>G.Seebeck Act.Ges.Bhn. | | | |
| 215<br>110036 | —<br>*W.Dure –03*<br>1*Dk* | **IronSc** | 177<br>177<br>9 | | | | 1889 | H.Sigee&Co.<br>Harlem,Hol. | SirJ.Jackson,Ld. | 121·5 22·4 11·5 | Teignm'th<br>British | C.2Cy.18″&30″–18″<br>60RH<br>T.Fuger&Co.Harlem,Hol | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck — Net | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Remarks. | 8 Built. When. Ship. Engines | 9 By Whom — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Where classed. If not in L. R. Date of first Classed Report. | 16 Date when last shaft last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216 113251 | **Wessex** *A. Young* –02 | Steel Sc K 1 *Dk* | 171 149 41 | ✝100A1 *Stm Trawler* 7,01 ~~8,02~~ | Hul | ~~Gms~~ ✝1 MC9,02 | 1902 9mo | Cook, Welton & Gemmell Hull *Lloyd's SA&CP* | East Anglia Steam Fishing Co. Ld. | 101·0 \| 21·2 \| 11·0 Q54′F16′ BK 7′ | Grimsby British | T.3Cy.11½″,19½″&32″–23″ (*s*) 180lb 55RHP 1SB,*2cf*,GS28,HS920 C.D.Holmes&Co.Hull | 11 ″ 10 | | 7,04 |
| 217 | **West** | Steel Sc Lr 1 *Dk* | 129 129 67 | | | | 1904 | Bremer "Vulkan" Vegesack | Bremer-Vegesacker Fischerei Ges. | 90·9 \| 21·3 \| 9·8 | Bremen German | C.2Cy.9 1/16″&16½″–12 9/16″ 8NH Bremer "Vulkan," Vegesack | | | |
| 218 116582 RFHL | **West Point** *W.J. Lord* 04–04 | Steel Sc Sr *ss* Lon No.1–03 2 *Dks* (1 *Stl* & *U Irn*) & *deep framing lower dk forehold* | 4812 4306 3074 | ✝100A1 12,04 ~~2,01~~ ✝LMC4,08 MS12,04 | Lon Nwc | *y* | 1899 6mo | R. Stephenson & Co. Ld. Newcastle A&CP | Norfolk & N. American S. Shpg. Co. Ld. (Simpson, Spence & Young, *Mgrs.*) | 376·0 \| 50·1 \| 27·4 P34′B22′F17′ FK *WB = Cell D Ba* 115′ *a* E27′ *f* 154′ | Liverpool British 7 *BH Cem* | T.3Cy.26″,43″&71″–48″ (*s*) 180lb *180lb* 402NHP 2SB,*6rf*,GS114,HS5210 FD R. Stephenson & Co. Ld. Nwc 1029*t D Ta* 32′ 793*t APT* 42*t* | 30 ″ 1 s 5 ″ 4½ | | ~~10,02~~ N12,04 |
| 219 104230 | **West Riding** | Iron Sc 1 *Dk* | 103 91 70 | | | | 1894 | J. Scarr Beverley | ~~Goole S. Shpg. Co. Ld.~~ Lancashire & Yorkshire Rly Co. | 93·2 \| 16·5 \| 6·6 | Goole British | C.2Cy.11″&22″–15″ 70RHP Escrett & Richmond, Hull | | | |
| 220 99696 NFBP | **Westburn** *M. Henderson* –04 | Steel Sc Sr *ss* Shl. No.2–02 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* | 3320 3026 2112 | ✝100A1 *Spar dk* 12,04 ~~2,08~~ ✝LMC ~~MS1,02~~ ~~12,08~~ | Sws ~~Bry~~ | *r* | 1893 10mo | Short Bros. Sunderland A&CP | J. Westoll *WB = Cell D B* 256′ 676*t* | 351·7 \| 45·1 \| 16·2 P37′B76′F39′ 24·1 FK *6 BH Cem APT* 42*t* | Sundrland British | T.3Cy.25″,40″&66″–45″ (*s*) 160lb *80lb* 303NHP 3SB.*9pf*,GS142,HS4700 W. Allan & Co., Sunderland | 18 ″ 9 s 5 ″ 4 | | ~~N9,02~~ N10,04 |
| 221 1319 HBNC | **Wester Norrland** *A. Gyllenkrook* 97–01 | Iron Sc Sr 1 *Dk* (*Stl*) & *Shelter dk* | 546 273 412 | | | | 1867 | W. Lindbergs Aktieb. Stockholm | Ångf. Aktieb Södra Norrland (G. Holmström, *Mgr.*) | 148·6 \| 24·4 \| 11·8 18·9 | Gefle Swedish | C.2Cy.20″&41″–24″ NB99 69NHP W. Lindbergs Aktieb., Skm. | | | |
| 222 ~~8963~~ HTDCV | **Westergate** *J. Shineer* –91 *Well deck* | Iron Sc Bg *ss* Liv. No.1–85 1 *Dk* (*Irn*) 2 *tr B* | 1742 1375 1109 | ✝ 7,89 | Cff | *r* | 1881 9mo | Short Bros. Sunderland *WB = D Ba* 76′ *f* 60′ 277*t* | Westergate S.S. Co. Ld. (Morel, Ld.) | 260·0 \| 36·1 \| 20·0 Q72′ B66′ F30′ *f P T* 30*t APT* 20*t* | Cardiff British 5 *BH Cem* | C.2Cy.34″&63″–36″ 198NHP T. Richardson & Sons, Hpl. | 21 ″ 6 | V | |
| 223 1708 JDKH | **Westergötland** *K.J. Kihlberg* –03 *Mchy. Aft* | Wood Sc Sp 1 *Dk* | 168 154 113 | | | | 1879 | S. Groth Sjötorp | Ångf. Aktieb. Westergötland (C.C.G. Svensson) | 100·7 \| 22·8 \| 9·9 H15*t* | Gothenburg Swedish | C.2Cy.11¾″&23¼″–14½″ 17NHP Eriksbergs M.V., Got. | | | |
| 224 2552 HDMJ | **Western** *G.E. Lundqvist* (*ex* Göta Kanal V, *ex* Vesteru) | Comp Sc Sp 1 *Dk* | 136 108 93 | | | | 1870 | E.W. Hegg blad Norrköping | Bergnings Aktieb. Nord (G.E. Lundqvist) | 89·5 \| 18·7 \| 9·1 Q5′ B22′ | Stockholm Swedish | C.2Cy.9¾″&19½″–14½″ 12NHP Eriksbergs M.V. Gothnbrg | | | |
| 225 64894 | **Western Extension** *J. McCaffery* | Wood Pad 1 *Dk* | 425 249 169 | | | | 1871 | ..... St. John, N.B. | The Corporation of St. John, N.B. | 112·0 \| 30·0 \| 10·8 H176*t* | S. John, N.B British | 1Cy.36″–96″ 90RHP | | | |
| 226 200376 | **Western Star** | Steel Sc Sr 1 *Dk* 2 *tr B* | 4764 — 3593 | | | | 1903 | Detroit S.B. Co. Wyandotte | M.J. Cummings | 416·0 \| 50·3 \| 29·0 | Oswego Utd. States | T.3Cy.22″,35″&58″–42″ 218NH Detroit S.B. Co. Detroit | | | |
| 227 91811 | **Western States** *J. McCullum* 02–02 *Elec. light* | Steel Pad | 3077 — 1566 | | | | 1902 | Detroit S.B. Co. Wyandotte | Detroit & Buffalo Steamboat Co. | 350·0 \| 44·0 \| 19·9 | Detroit Utd. States | C.3Cy.52″&(2)72″–84″ 792NHP Detroit S.B. Co., Detroit. | | V | |
| 228 115352 TSNQ | **Westernland** *Turner* *J.B. Hill* 04 *ss* Liv. No.2–04 *Elec. light* | Steel Sc *ss* Ant. No.3–12,95 ~~*ss* Ant. No.1–00~~ 4 *Dks* (2 *Stl* & 1 pt *Stl*) | 5665 5275 3584 | ✝100A1 5,04 ~~12,03~~ 3,05 | Liv | *at* | 1883 8mo *Lloyd's* | Laird Bros. Birkenhead *SA&CP* | International Nav. Co. Ld. | 440·0 \| 47·2 \| 35·3 F48′ BK 11′ | Liverpool British 8 *BH Cem* | C.2Cy.52″&93″–66″ 90lb NDB95 640NHP 4DB,*24cf*,GS417,HS11800 Laird Brothers, Birkenhead | 36 ″ 10 s 11 ″ 8 | BT till ~~8,04~~ ~~12,04~~ CG | 4,04 |
| 229 KRJT | **Westfalen** *B. Ahrens* 01–01 *Elec. light* | Steel Sc Sr 1 *Dk* & *pt Awng dk* & *deep framing* | 2384 1663 1531 | | | | 1900 | Act. Ges. "Neptun" Rostock | Rabien & Stadtlander | 291·6 \| 41·2 \| 16·4 P15′Q98′B179′ *WB* | Gstemnde German | T.3Cy.20⅞″,35½″&55¼″–35½″ 182NHP A.G. "Neptun," Rostock | | CG | |
| 230 HWBT | **Westfalia** *C. Pahnke* 95–99 | Steel Sc Sr 1 *Dk* 2 *tr B* | 997 847 603 | | | | 1899 | Act. Ges. "Neptun" Rostock | Rhein & See Schiffahrts Ges. | 229·0 \| 34·0 \| 12·8 Q15½′ B46′ F21′ *WB* | Cologne German | T.3Cy.14⅜″,24¼″&38⅜″–23⅝″ 72NHP A.G. "Neptun," Rostock | | V | |
| 231 112834 SGRN | **Westfield** *Storrey* | Steel Sc Sr 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule* | 3418 3171 2192 | ✝100A1 9,01 ~~12,03~~ MS4,02 ✝LMC4,01 | Cff Npt | *c* | 1901 4mo | W. Gray & Co. Ld. W Hartlepool A&CP | Field Line (Cardiff) Ld. (E. Jones & Co. *Mgrs.*) *WB = Cell D B* | 331·2 \| 47·1 \| 24·8 P27′B82′F30′ drp02 FK *a* ~~*f*~~ *u E* 134′ *f* 134′ 725*t* | London British 5 *BH Cem APT* 77*t* | T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* 268NHP 2SB,*6cf*,GS97,HS3957 Cen. Mar. Eng. Wks W. Hpl | 27 ″ 4 s 5 ″ 3 | | ~~10,02~~ N9,04 |
| 232 101984 NBHW | **Westgate** *D.S. Ramsdale* 88–92 1 *Dk* (*Irn*) & *Web frames* & *pt Awng dk* (*Irn*) | Steel Sc Sr *ss* Bry. No.2–01 | 2773 2137 1787 | ✝100A1 *pt Awng dk with freeboard* 12,04 ~~5,05~~ BST1,08 ✝LMC7,01 | Cff | *l* | 1893 3mo | T. Turnbull & Son Whitby A&CP | Turnbull, Scott & Co. | 312·5 \| 40·7 \| 21·8 P29′Q90′ FK *pt Awng dk* 194′ *WB = D Ba* 102′ | London British 6 *BH Cem f* 122′ 574*t* | T.3Cy.28″,37½″&61½″–39″ 160lb *75lb* (*s*) 235NHP 2SB,*6cf*,GS99,HS3520 Blair & Co. (Lim.), Stockton | 23 ″ 2 s 9 ″ 1½ | | ~~3,04~~ 12,04 |
| 233 96131 LJRC | **Westhall** *D. Morgan* –94 | Steel Sc Sr *ss* Shl. No.3–4,02 2 *Dks* (*Irn*) 3 *tr B* *Stringers Irn* | 2861 2507 1832 | ✝100A1 4,05 ~~7,11~~ ~~BS1,04~~ ✝LMC4,01 | Shl Nwc | *t* | 1889 10mo *Lloyd's* | R. Stephenson & Co. Ld. Newcastle *SA&CP* | Hunting & Son *WB = Cell D B* 262′ | 312·5 \| 40·1 \| 24·9 P35′B80′F35′ BK 10′ 387*t APT* 47*t* | London British 7 *BH Cem* | T.3Cy.22″,38″&62″–42″ (*a*) 150lb *100lb* NDB02 253NHP 2SB,*8pf*,GS125,HS4025 Palmers' Co. (Lim.), Nwc. | 27 ″ 5 s 4 ″ 11½ | | ~~5,03~~ 4,05 |
| 234 3062 JHCT | **Westkusten** *R.H. Möller* –99 | Steel Sc Sr 1 *Dk* | 501 301 293 | | | | 1897 | Lindholmens M.V. Gothenburg | Hallands Ångb. Aktieb. (L. Kollberg, *Mgr.*) | 149·7 \| 26·1 \| 10·9 P91′ H45*t* F16′ | Halmstad Swedish | N.E. Marine Co. Ld. Nwc. | | | |
| 235 69017 | **Westland** | Iron Pad K 1 *Dk* | 152 122 8 | | | | 1884 | E. Seager Wellington | Greymouth Harbour Board | 100·3 \| 17·8 \| 9·2 | Wellingtn British | 2Cy.17″&32″–36″ NE02 64RHP Lees, Anderson & Co., Gls. | | | |
| 236 4032 JMSL | **Westmanland** ~~*Miller Somerville* 00~~ (*ex* Eclipse) *Well deck N.O. Gudmundsson* 05–05 | Iron Sc Sr *ss* Osc. 2nd No.3–8,02 1 *Dk* (*Irn*) 3 *tr B* | 1572 1251 975 | ✝100A1 2,05 ~~11,03~~ ~~BS2,04~~ 2,05 ~~LMC8,03~~ | Els Hpl | *q* | 1877 12mo | M. Pearse & Co. Stockton A&CP | Rederi Aktie. Westmanland (T. Persson) | 257·8 \| 34·2 \| 19·5 Q100′B61′F37′ ptND02 BK 9′ *WB = DB* 178′ | Hlsngborg Swedish 4 *BH Cem* | C.2Cy.30″&55″–39″ (*i*) 76lb *80lb* NDB02 152NHP 2B,GS28,HS2663 Blair & Co. Ld. Stockton | 20 ″ 9 s 1 ″ 10½ | | 11,03 |
| 237 97761 ~~HPF~~ | **Westminster** *D. Campbell* 03 (*ex* Indrapura) *Now named "Fukui Maru," See No. 8 in Supplement.* | Steel Sc Sr *ss* Bkn. No.3–7,03 2 *Dks* (1 *Stl* & 1 *Irn*) 3 *tr B* | 3859 3634 2510 | ✝100A1 7,03 ✝LMC7,03 | Bkn | *w* | 1890 3mo *Lloyd's* | T. Royden & Sons Liverpool *SA&CP* | S.S. Westminster Co. Ld (Raeburn & Verel) *WB* | 369·8 \| 44·0 \| 27·7 P24′B86′F41′ drp03 FK *= Cell D B* 222′ 744*t* | Glasgow British 6 *BH Cem MT* 30′ 420*t* | T.3Cy.27″,44″&71″–48″ (*s*) 150lb *60lb* 372NHP 2DB,*12cf*,GS220,HS6164 Fawcett, Prstn & Co. Ld. Liv. | 30 ″ 9 s 6 ″ 8 | | 7,03 |

Name of "Cecilia" See No 110 in Supplement

| Numéro d'Ordre / Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. Terme abrégé. | Construit. Quand. Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions. Longueur. | Largeur. | Creux. | Port d'Enregistre. | Machines. No. & Lits des Cylindres.—Course. Pression des Chaudières. S'il y a Force en chevaux d'après les documents de la Société. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Coque. Quand. Navire. — Mach. | Dates de la Première Visite. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 238 | **Westminster Bridge** SteelScSr | 342 | ✠100A1 | Lon | 1900 | W.Gray& | [illegible] Shipp | 131·5 | 47·2 | 24·7 | [illegible] | T.3Cy.25",40"&65"–42" (s) | 27 | |
| [illegible] | [illegible] | 3202 | 6,01 [illegible] | Bry | Co.Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 160lb 80lb 268NH | 5 | 3 |
| [illegible] | 1 Dk (Irn) 2 tr B & [illegible] framing | 2209 | [illegible] | LMC11 | West Hartlepool | A&CP | WB = Cell D Ba | yu E134' f 131' 725t | | | FK | 2SB,Grf,GS96,HS3957 | | |
| | 3 Dk rule | | | | | | | | | | | Cen Mar.Eng.Wrks W Hpl | | |
| 239 | **Westmoor** SteelScSr | 3591 | ✠100A1 | Nwc | 1900 | J.Readhead | North Moor Steam- | 341·3 | 46·7 | 26·6 | London | T.3Cy.24",40"&65"–45" (s | 27 | 4 |
| 113736 | *D.Owen* –02 | 3372 | 6,01 [illegible] | Bly | 7mo | &Sons | ships,Ld. (W.Run- | P 29' B 82' F 32' | | | British | 160lb 80lb 294NH | 5 | 1 |
| RSWV | 1 Dk (pt Irn & pt Stl) | 2315 | [illegible] | LMC7,05 | | S.Shields | ciman&Co. *Mgrs.*) | | | FK | 5 BHCem | 2SB,Grf,GS90,HS4557 | | |
| | 2 tr B & deep framing 3 Dk rule | | | | | A&CP | WB = Cell D Ba | 114' a E 20' f 140' 825t | | | APT 39t | J.Readhead&Sons,S.Shl. | | |
| 240 | **Westmoreland** IronSc3MstSr | 1384 | ✠100A1 | Liv | 1870 | J.&G. | Liverpool&Ham- | 240·5 | 31·9 | 16·7 | Liverpool | T.3Cy.20",33"&54"–36" (c | 18 | 6 |
| 63325 | *A.Vincent* –03 | 927 | [illegible] | [illegible] | 11mo | Thomson | burgS S.Co. | ND 85 | | 23·8 | British | 150lb 60lb NDN01 164NH | 8 | 7½ |
| KHPB | ssLiv.No.2–03 [illegible] | 814 | *Spar dk for part only* | | | Glasgow | (D Currie&Co) | | | BK 9' | 5 BHCem | 2SB,6cf,GS76,HS2100 | | |
| | 1 Dk & Spar dk & tr B | | [illegible] NE & BT [illegible] | Bs [illegible] | | A&CP | | | | | | D.Rollo&Sons,Liverpool | | |
| 241 | **Westmount** SteelScSr | 1875 | | | 1905 | C.S.Swan | Montreal Trans- | 248·7 | 42·0 | 20·6 | Montreal | T.3Cy.21",35"&58"–39" | | C |
| 114445 | *W.H.Thompson* –03 | 1709 | | | | &Hunter,Ld | portation Co. | F 27' | | | British | 210NH | | |
| | 1 Dk | 1171 | | | | Newcastle | | | | | | WB N.E.Marine Eng Co Ltd Nwc | | |
| 242 | **Westonby** SteelSc | 3795 | ✠100A1 | Cff | 1901 | Ropner& | R.Ropner&Co. | 350·5 | 46·5 | 25·5 | W.Hartlpl | T.3Cy.24½",40½"&67"–42" (s | 27 | 0 |
| 112445 | *J.McCarthy*87–01 | 3250 | *Trunk dk* | Shl | 8mo | Son | | P 29' B 84' F 34' | | | British | 180lb 80lb 807NH | 4 | 6 |
| BMWP | 1 Dk (Irn) & Trunk dk (pt Irn & pt Stl) | 2475 | *with freeboard* | | | Stockton | | | | FK | 5 BHCem | 2SB,Grf,GS118,HS4620 | 4 | 0½ |
| | 2 tr B & Web frames | | [illegible] 7,06 | LMC8,01 | | A&CP | WB = | Cell D Ba 101' a E 20' | | | APT 247t | Blair&Co.Ld.Stockton | | |
| | | | 11,04 | | | | | | | | | | | |
| 243 | **Westover** IronSc | 617 | | | 1873 | Harlan& | Cook Cummer S.S. | 165·0 | 28·0 | 12·4 | Phildlphia | C.2Cy.18"&34"–31" | | |
| 80390 | *B.W.Joy*99–02 | — | | | | Hllngswth Co | Line (H.W.Cook, | | | | Utd.States | NB 95 56NH | | |
| JNMS | 1 Dk | 397 | | | | Wilmgtn.Del | *Mgr.*) | | | | *Cpd* | 98 Harlan&Hllingswrth Co | | |
| 244 | **Westow** SteelScSr | 2283 | ✠100A1 | Cff | 1891 | W.Gray& | J.Coverdale&Son | 290·5 | 38·1 | 20·9 | Hartlepool | T.3Cy.21½",35"&58"–39" (s | 22 | 2 |
| 99401 | [illegible] –99 [illegible] Bry No.2–00 | 1754 | [illegible] 2,08 | [illegible] 3,05 | 10mo | Co.(Lim.) | | P 27' Q 94' B 112' F 29' | | | British | 160lb 80lb NDN01 208NH | s 2 | 6 |
| MHTF | *Bevan* 1 Dk (Stl) & Web frames | 1464 | [illegible] | LMC [illegible] 1,04 | | W Hartlepool | | | | BK 10' | 5 BHCem | 2SB,Grf,GS72,HS3090 | | |
| | *Well deck* | | | | | A&CP | | WB = DBa 96' f | | | 108' 508t | Cen tl Marine E. Wks, W Hpl | | |
| | ssShl.No.3–04 | | | | | | | | | | | | | |
| 245 | **Westphalia** SteelScSr | 3095 | | | 1889 | Russell& | Hamburg-Amerik. | 329·6 | 42·4 | 18·3 | Hamburg | T.3Cy.24",39"&64"–45" | 20 | 10 |
| | *von Kamptz* –04 | 2879 | | | | Co. | Packetf Act Ges. | P 11' B 84' F 40' | | 26·2 | | 275NH | | |
| QFHR | (ex Sophie Rickmers) | 1976 | | | | Greenock | (Ham.-Amr Linie) | | | | German | WB Dunsmuir&Jackson,Gls. | | |
| | 1 Dk & Spar dk & Web frames | | | | | | *Mgrs.*) | | | | | | | |
| 246 | — IronScSr | 573 | | | 1879 | Stettiner | Stettin-Stolper | 191·8 | 23·6 | 11·7 | Stettin | C.2Cy.17½"&35½"–19½" | | |
| | *H.Brasack*02–02 | 408 | | | | Act.Ges. | Dmpfsfahrts.Ges. | P&B 95' F 26' | | | | NB 88 46NH | | |
| KGLV | *Elec.light* (ex Stadt Leer) 1 Dk | 398 | | | | Stettin | (A.Stenzel&Rolke | len 99 | | | German | WB Stettiner A.G. Stettin | | |
| | | | | | | | *Mgrs.*) | | | | | | | |
| 247 | **Westport** WoodScSr | 212 | | | 1888 | G.Boole | T.Pollard | 124·0 | 31·2 | 9·5 | S.Fncisco | C.2Cy.12"&24"–20" | | |
| 81188 | *C.Smith* | — | | | | S.Francisco | | P— | H— | | Utd.States | 21NH | | |
| | 1 Dk | 155 | | | | | | | | | | Fulton Irn Wks.S.Francsco | | |
| 248 | **Westport III.** WoodScSr | 140 | | | 1903 | J.A. | Insular S.S.Co.Ld. | 101·0 | 21·3 | 9·0 | Yarmth NS | C.2Cy.12"&24"–18" | | |
| 116208 | *B.Rowell* –03 | 93 | | | | McGowan | | H 47t | | | British | New Burrell John- 24RH | | |
| | 1 Dk | 49 | | | | Shelburne NS | | | | | | son Iron Co.Ld.Yrmth NS | | |
| 249 | **Westralia** SteelScSr | 2884 | ✠100A1 | Ank | 1897 | J.Laing | Huddart,Parker& | 327·4 | 41·2 | 20·5 | Melbourne | T.3Cy.25",41½"&68"–45" (s | 23 | 0 |
| 106415 | *J.B.Rainey*02–02 | 3082 | 6,01 [illegible] | Syd | 1mo | Sunderland | Co.Proprietary Ld. | P & B 186' F 52' | | | British | 180lb 150lb 412NH | s 3 | 2½ |
| VBWN | *Elec.light* 2 Dks (Stl-Uws) | 1819 | [illegible] | LMC | | A&CP | | | | BK 8½' | 6 BHCem | 2DB,12cf,GS239,HS7431 | | |
| | | | MS 10,01 | BS 7,04 | | | WB | = Cell D Ba 68' a E 8' | | | 60t APT 20t | G.Clark(Lim.),Sld. | | |
| | | | | | | | | B 52' f 132' 475t | | FPT | | | | |
| 250 | **Westward-Ho** SteelPadSk | 438 | | | 1894 | S.Mc- | P.&A.Campbell Ld | 225·0 | 26·1 | 9·5 | Bristol | C.2Cy.36"&64"–66" | | |
| 102485 | *D.Taylor* –99 | 354 | | | | Knight&Co. | | Q 13' | | | British | 277NH | | |
| | 1 Dk | 71 | | | | Ayr | | Promenade dk 212' | | | | Hutson&Son,Glasgow | | |
| 251 | **Westward Ho** SteelScSr | 3596 | ✠100A1 | Bry | 1900 | Richardsn, | Westward Ho SS Co | 339·2 | 46·2 | 24·8 | Cardiff | T.3Cy.25",12"&68"–45" (s | 27 | 3 |
| 113628 | *W.Provo* –03 | 3241 | *Shelter dk* | | 7mo | Duck&Co. | Ld. (W.J.Tatem | | | | British | 160lb 90lb 835NH | 3 | 9 |
| RSTG | 1 Dk (Stl) 3 tr B & Web frames 3 Dk rule & | 2316 | 2,04 | LMC2,04 | | Stockton | &Co.) WB = Cell | | | FK | 6 BHCem | 2SB,6cf,GS126,HS5400 | | |
| | *Shelter dk (Irn)* | | | | | A&CP | DBa 110' a E 26' | f 142' 810t | | FPT 128t | APT 163t | Blair&Co.Ld.Stockton | | |
| 252 | — IronScK | 146 | ✠100A1 | Hul | 1897 | Edwards | S.T.White&Co.Ld. | 108·0 | 20·9 | 10·3 | Hull | T.3Cy.11½",18"&30"–21" (s | 11 | 10 |
| 106738 | *T.S.Glenton* –97 [illegible] | 145 | *Stm Trawler* | | 4mo | Bros. | | | | | British | 160lb 60RH | | |
| RDFW | ssHul.No.2–05 1 Dk | 49 | [illegible] 7,06 | 5,06 [illegible] | | North Shields | | | | BK 7½' | 3 BHCem | 1SB,2pf,GS26,HS910 | | |
| | | | [illegible] | | | *Lloyd's* A&CP | | | | | | N.E.Marine Co (Lim.),Sld | | |
| 253 | **Westwood** IronScSr | 1601 | ✠100A1 | Shl | 1882 | Short Bros. | Acties.Westwood | 278·5 | 36·1 | 18·5 | Christiania | C.2Cy.28½"&62"–42" | 19 | 8 |
| | *B.Olsen* | 1262 | 3,04 | | 10mo | Sunderland | (Chr.Klaveness) | P 28' Q 78' B 58' F 30' | | | Norwegian | 80lb NDN93 191NH | s 1 | 10½ |
| HKJQ | (ex Britannia) ssMdb.No.2–04 | 1018 | [illegible] | LMC6,08 | | A&CP | | | | BK 9½' | 4 BHCem | 2SB,6pf,GS86,HS3097 50lb | | |
| | *Well deck* 1 Dk (Irn) 2 tr B | | BS 7,05 | | | | WB = | DBa 82' f 16' | | | 209t | J.Dickinson,Sunderland | | |
| 254 | **Wettern I.** WoodScSr | 166 | | | 1870 | Motala Co. | O.Setterberg | 99·4 | 22·4 | 9·2 | Askersund | 2Cy.12"&25½"–19½" | | |
| | *S.Öberg* –95 (ex Vettern) 1 Dk | 143 | | | | Motala | | P 20' | | | Swedish | 24NH | | |
| | | 95 | | | | | | | | | | Motala Co.,Motala | | |
| 255 | **Wettern II.** CompScSp | 157 | | | 1873/85 | P.L. | O.Setterberg | 99·4 | 22·2 | 8·3 | Askersund | C.2Cy.13"&27½"–20" | | |
| 2446 | *J.H.Jansson* –94 (ex Jönkioping) | 125 | | | | Andersson | | Q 5' | B 22' | F 12' | Swedish | 28NH | | |
| HJLV | *Mchy.Aft* 1 Dk | 89 | | | | Gmla Lödöse | | | | | | M.Lala Co.,Gothenburg | | |
| 256 | **Wexford** SteelScSr | 2104 | ✠100A1 | Dnk | 1883 | W.Doxford | Western S.S.Co.Ld | 250·0 | 40·1 | 16·7 | London | T 3Cy.18",[illegible]&51"–42" (c) | 19 | |
| 87342 | *G.Thomas* –03 | 2043 | *Spar dk* Collingwood | | 3mo | &Sons | (W.J.Bassett, | | | 23·7 | British | 175lb NDN [illegible] 210NHP | 5 | 8 |
| TWMF | (ex Elise, ex Wexford) [illegible] | 1340 | 6,04 2,03 | [illegible] | | Sunderland | *Mgr.*) | | | FK | 5 BHCem | 2SB,6cf,GS96,HS3130 | | |
| | 1 Dk (Stl) & Spar dks & Web frames | | [illegible] | [illegible] | | A&CP | WB | = Cell DB 172' 364t | | | APT 190t | 7 pt 101 Co Collingwood S.B.& E. | | |
| | ssCollingwood No.2–04 | | | | | | | | | | | Co.Ld.,Collingwood,Ont. | | |
| 257 | — SteelSc3MstSr | 564 | ✠100A1 | Liv | 1901 | S.Mc- | J.Bacon,Ld. | 187·9 | 28·0 | 12·9 | Liverpool | T.3Cy.1[illegible],25½"&41"–30" (s | 13 | 11 |
| 115233 | *R.Corrin*88–01 | 452 | *Shade dk* | | 12mo | Knight&Co | | | | | British | 170lb 80lb 97RH | 1 | 9 |
| TUSG | 2 Dks & Shade dk | 292 | [illegible] 7,05 | [illegible] | | Ld. Ayr | | | | FK | 1 BHCem | 1SB,3cf,GS54,HS188 | | |
| | *Elec.light* | | [illegible] | LMC12,01 | | *Lloyd's* A&CP | | | | WB | = FPT 50t | Ross&Duncan,Glasgow | | |
| 258 | — IronPadTugSk | 141 | | | 1888 | J.T.Eltring- | Wexford Harbour | 108·0 | 18·9 | 9·9 | Wexford | L.2Cy.28"–30" | 10 | 0 |
| 70154 | *L.Busher* | 141 | | | | ham | Commissioners | | | | British | 80RH | | |
| | 1 Dk | 41 | | | | S.Shields | | | | BK 5' | | J P Rennold s & Sons,Sld. | | |
| 259 | **Weybridge** SteelScSr | 2483 | ✠100A1 | Bly | 1890 | Raylton | Temperley S.Shpg. | 297·2 | 33·2 | 18·8 | London | T.3Cy.22",35"&59"–39" (s | 21 | 4 |
| 98150 | *E.Dilly* –04 | 1832 | *pt Awng dk* | Bry | 9mo | Dixon&Co. | Co.Ld. (J.Temper- | P 27' Q 78' | | | British | 160lb 65lb 216NH | 8 | 11 |
| [illegible] | 1 Dk (pt Stl & pt Irn) | 1604 | *with freeboard* | | | Middlesbro' | ley&Co. *Mgrs.*) | pt Awng dk 192 | | FK | 5 BHCem | 2SB,Grf,GS90,HS3250 | 8 | 9½ |
| LVGJ | & Web frames & pt Awng dk (Irn) | | [illegible] | LMC4,04 | | A&CP | WB | = Cell DB 244' 496t | | | APT 178t | J.Dickinson,Sunderland | | |
| | | | | BS 1,05 | | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey. | Port of Survey. Years Assigned now expired. Equipment Letter. | Built. When. Ship. / Engines. | By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard (amidships). ft. in. | Registers in which classed. If not in L. R. Date of R. of T. Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 260<br>117704 | Weymouth<br>1 Dk | SteelScK<br>178<br>167<br>34 | ✝100A1<br>Stm Trawler<br>5.03 ✝LMC5.03 | Shl | 1903<br>5mo | Smith's Dock Co. Ld. North Shields<br>Lloyd's A&CP | Western Steam Trawling Co. Ld. (S.M. Price, Mgr.) | 110·0<br>BK 7½ | 21·0 | 11·4 | Bristol<br>British<br>3 BH Cem | T.3Cy.12″,19″&32″–22½″ (s)<br>160lb 51 RIP<br>1SB.2pf.GS32,HS976<br>MacColl & Pollock, Sld. | 12 ″ 6 | | |
| 261<br>94824 | —<br>1 Dk | WoodScSr<br>154<br>89<br>183 | | | 1890 | C. Burrill<br>Weymth, NS | Bras D'Or Steamboat Co. Ld. | 102·7<br>H65′ | 19·0 | 7·6 | Pictou, NS<br>British | 2Cy.14″&26″–18<br>26 RH<br>Burrill Johnson I Co Yar NS | | | |
| 262<br>106079 | Whakarire<br>Elec.light<br>1 Dk (Stl) | SteelTwinSc<br>819<br>764<br>449 | ✝ A1<br>Hopper Dredger<br>6.03 ✝LMC6.03 | Rnf | 1903<br>6mo | Lobnitz & Co. Ld. Renfrew<br>Lloyd's A&CP | Wellington Harbour Board<br>WB = FPT 25t APT 30t | 180·2<br>Q13′F19′<br>FK | 36·0 | 13·1 | Wellington N.Z.<br>British<br>5 BH Cem | C.4Cy.17½″&38″–24″ (s)<br>120lb 120 NH<br>1SB,3cf,GS59,HS1780<br>Lobnitz & Co. Ld. Rnf. | 16 ″ 0 | | |
| 263<br>111348<br>RMDN | Whakatane<br>L.G. Silba –03<br>Ref. Mchy<br>Elec.light<br>ss Lon. No. 1–04<br>2 Dks (Stl) & deep framing<br>& Shelter dk (Stl–ws) | SteelScSr<br>5902<br>5164<br>3786 | ✝100A1<br>Shelter dk<br>12,04 10,03 | Lon<br>Gls | at<br>1900<br>1mo | Hawthorn, Leslie & Co. Ld. Newcastle<br>A&CP | New Zealand Shipping Co. Ld. | 420·0<br>B = Cell DBa 105′ | 54·0 | 28·7<br>FK<br>W | Plymouth<br>British<br>7 BH Cem<br>APT 25t | T.3Cy.30″,48″&78″–51″ (s)<br>160lb 90lb 491 NH<br>3SB,9c/GS173,HS6415 FD<br>Hwthrn, Leslie & C. Ld. Nwc | 32 ″ 0<br>s 6 ″ 4 | BT till 12,05 | N12,04 |
| 264<br>99483 | Whale<br>J. Chapman –04<br>ss Gms. No. 3–10,04<br>1 Dk | IronScK<br>156<br>146<br>77 | ✝100A1<br>Stm Trawler<br>10,04 4.02 | Bos | 1892<br>2mo | Gt Gms. Co-op. Box & Fish Cryng Co., Ld Grimsby<br>Lloyd's A&CP | Boston Deep Sea Fishg. & Ice Co. Ld. | 105·5<br>Q18′F21′<br>BK 7½ | 20·6 | 10·6 | Boston<br>British<br>3 BH Cem | T.3Cy.11½″,18½″&30″–22″(s)<br>150lb 45 RH<br>1SB.2pf.GS34,HS923<br>G. Gms. Co-op. B & FCo. Ld | 11 ″ 3 | | N3,04<br>10,04 |
| 265<br>86981<br>WMPL | Whampoa<br>P. Garrioch –99 | SteelScSr<br>1734<br>1624<br>1109 | | | 1882 | Scott & Co.<br>Greenock | China Nav. Co. Ld. | 271·3<br>P30′B68′F32′ | 34·4 | 23·6<br>23·3<br>FK | London<br>British<br>5 BH Cem | C.2Cy.30″&60″–42″<br>191 NH<br>Scott & Co., Greenock | | | |
| 266<br>110341<br>RNKT | Whangape<br>G.T.T. Hill –01<br>1 Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing | SteelScSr<br>2931<br>2726<br>1901 | ✝100A1<br>Spar dk<br>3,04 ✝LMC3.04 | Ddn | u<br>1900<br>3mo | Sir Raylton Dixon & Co. Ld. Middlesbro'<br>A&CP | Union S.S. Co. of New Zealand Ld.<br>WB = Cell DBa 92′ uE 20′ f 140′ 603t | 320·0<br>P30′B68′F32′ | 44·8 | 15·3<br>23·3<br>FK | Dunedin<br>British<br>5 BH Cem<br>f 140′ 603t | T.3Cy.23″.36″&59″–42″ (s<br>180lb 80lb 255 NH<br>2SB.6cf.GS88,HS1070<br>T. Richardson & Sns. Ld. Hpl | 17 ″ 10<br>s 5 ″ 2½ | | N3,04 |
| 267<br>91393<br>LSHJ | Wharfe<br>R. Woodhead 68–96<br>1 Dk (Stl) & deep framing | SteelScSr<br>914<br>751<br>363 | ✝100A1<br>8,01 6·02<br>NB 6.02 ✝LMC6.02 | Nwc | u<br>1890<br>6mo | W. Dobson & Co.<br>Newcastle<br>A&CP | Goole S. Shg. Co. Ld.<br>Lancashire & Yorkshire Ry Co. | 245·0<br>P29′B58′F32′<br>BK 8′<br>WB = Cell DB 161′ 290t | 32·7 | 15·7<br>FK<br>5 BH Cem | Goole<br>British<br>5 BH Cem | T.3Cy.24″,38″&61″–36″ (s)<br>160lb 261 NH<br>2SB.6rf.GS138,HS4712<br>Wllsnd Slpwy Co. Ld., Nwc | 16 ″ 10<br>s 2 ″ 4½ | | 6,02 |
| 268<br>97541<br>MDWB<br>CNeat.n | Wharfedale<br>L.G. Alexander –03 ss Sld. No. 3–12,02<br>(ex Alangileta, ex Nerano)<br>Mchy. Aft<br>1 Dk (Stl) & Spar dk (Stl–ws) 3 tr B | SteelScSr<br>2855<br>2683<br>1833 | ✝100A1<br>Spar dk<br>3,05 DB 2,04 | Shl<br>Goo | f<br>1891<br>2mo | Short Bros.<br>Sunderland<br>A&CP | Sir J. Laing & Sons. Ld. | 320·0<br>B59′F34′<br>90·4<br>WB = Cell DB 246′ 529t | 42·0 | 17·8<br>25·6<br>FK | Sundrland<br>British<br>5 BH Cem | T.3Cy.23½″,38½″&63″–42″(s<br>160lb 80lb NDB88 266 NH<br>2SB.6pf.GS112,HS4140<br>W. Allan & Co. Sunderland | 20 ″ 2 | | 3,05 |
| 269<br>99607 | Wharfinger<br>M. McDougall 01–04 ss Bwg. No. 3–12,01<br>(ex Charles, ex Wharfinger)<br>Mchy. Aft<br>1 Dk (Stl) | SteelScK<br>145<br>114<br>57 | ✝ 90A–<br>9,04<br>NB 9,04 | Bwg | 1892<br>5mo | Anderson & Laverick<br>Newcastle | J. Gardner | 80·2<br>Q28′B6′F12′<br>len 98<br>WB = FPT 12t | 19·7 | 8·5<br>FK | Glasgow<br>British<br>3 BH Cem | C.2Cy.13″&24½″–16″ (s)<br>100lb 25 RIP<br>1SB,2pf.GS26,HS934<br>Hedley & Boyd, N. Shields | 9 ″ 1 | | 12,01 |
| 270<br>93135 | Whatcom<br>(ex Majestic) | WoodSc<br>657<br>—<br>270 | | | 1901 | E.W. Heath<br>Everett Wash | Alaska S.S. Co. | 169·0 | 29·8 | 13·7 | Seattle, Wash.<br>Utd. States | T.3Cy.18″.30½″&51″–28″<br>138 NHP<br>Detroit S.B. Co. Detroit | | | |
| 271<br>106976<br>PTQG | Whimbrel<br>F.F. Brennel –04<br>1 Dk | SteelScSr<br>888<br>763<br>379 | | | 1897 | Caledon SB. & E. Co. Ld<br>Dundee | Cork S.S. Co. Ld. | 230·0<br>P&B123′F59′ | 32·0 | 15·3 | Cork<br>British<br>WB | T.3Cy.19″,31″&50″–33″<br>144 NHP<br>Caledon S B & E. Co. Ld. Dun. | | C | |
| 272<br>80202<br>SVHN | —<br>G.W. Kelly –02<br>Well deck<br>ss Bkn. 2nd No. 3–9,04<br>1 Dk (Stl) | SteelScSr<br>649<br>502<br>393 | ✝100A1<br>9,04<br>NB 9,03<br>DB 8,04 | Lon<br>Bkn | j<br>1879<br>4mo | W H Potter & Son<br>Liverpool<br>A&CP | Garston S.S. Co. Ld.<br>(E.W. Turner, Mgr.) | 180·0<br>Q96′ B14′F42′<br>WB = DBa 37′ | 28·1 | 13·9<br>FK | Liverpool<br>British<br>4 BH Cem | C.2Cy.24″&48″–33″ (s)<br>85lb 60lb NDB90 98 RIP<br>1SB.3pf.GS52,HS1680<br>J. Jack & Co., Liverpool | 14 ″ 9<br>s 1 ″ 3 | | 12,03 |
| 273<br>118632<br>VQRJ | Whinfield<br>A<br>1 Dk (pt Irn & pt Stl) & Web frames | SteelScSr<br>2293<br>2120<br>1462 | ✝100A1<br>5,05 | Stk<br>Nwc Sws | s<br>1904<br>4mo | Ropner & Son<br>Stockton<br>Lloyd's A&CP | S.S. Whinfield Co. Ld. (E.J. Sutton & Co.)<br>WB = Cell DBa 94′ | 300·0<br>(′25′B86′F35′<br>uE 9 334′ f 124′ 598t | 43·1 | 19·5<br>FK | Newcastle<br>British<br>5 BH Cem<br>APT 92t | T.3Cy.22″,36″&59″–39″ (s<br>180lb 100lb 233 NH<br>2SB.6cf.GS93,HS3489<br>Richardsons, Westgarth & Co. Ld. Hpl | 22 ″ 1<br>s 3 ″ 7 | | |
| 274<br>86670<br>LCMH | Whitby<br>W.C. Smith 02–02<br>1 Dk (Stl) & pt Awng dk (Irn) & Web frames | SteelScSr<br>2081<br>1914<br>1352 | ✝100A1<br>pt Awng dk<br>with freeboard<br>8,01 12·03 | Cff | s<br>1889<br>5mo | J.L. Thompson & Sons<br>Sunderland<br>A&CP | C. Marwood<br>WB = DBa 82′ f 64′ 239t | 283·9<br>P29′Q74′<br>pt. Awn dk 180′ | 38·1 | 19·5<br>BK 9¼<br>FK | Whitby<br>British<br>6 BH Cem<br>APT 22t | T.3Cy.21″.35″&57½″–39″ (s)<br>160lb 80lb 203 NH<br>NDB 93 fitted 03<br>2SB.6rf.GS98.HS2996<br>G. Clark, Sunderland | 20 ″ 9<br>s 8 ″ 0 | | 9,04 |
| 275<br>103429 | —<br>H.W. Francis –98<br>1 Dk | SteelScYl<br>164<br>151<br>51 | ✝100A1<br>Stm Trawler<br>9,04 ✝LMC9,02 | Gms | 1898<br>3mo | Irvine S.B. & E. Co. Ld.<br>Irvine<br>A&CP | Hagerup, Doughty & Co. Ld. | 104·2<br>Q17′F18′ | 21·0 | 10·7<br>BK 7½ | Grimsby<br>British<br>4 BH Cem | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45 RH<br>1SB.2pf,GS25,HS536<br>Muir & Houston, Ld. Gls. | 11 ″ 7 | | N11,04 |
| 276<br>99137<br>MKSL | White Cross<br>C. Taylor –03<br>ss Off. No. 3–1,04<br>Well deck<br>Elec.light<br>1 Dk (pt Stl pt Irn) 2 tr B & Web frames & pt Awng dk (Irn) | SteelScSr<br>3020<br>2296<br>1944 | ✝100A1<br>pt Awng dk<br>with freeboard<br>2,05 ✝LMC6,04 | Cff | u<br>1891<br>12mo | J.L. Thompson & Sons<br>Sunderland<br>A&CP | Rowland & Marwood's S.S. Co. Ld. (C. Marwood, Mgr.)<br>WB = Cell DB 230′ 500t | 322·0<br>P29′Q100′<br>pt. Awng dk 192′ | 41·5<br>BK 10″ | 21·5<br>FK | Whitby<br>British<br>6 BH Cem<br>APT 30t | T.3Cy.21½″,39″&64″–42″(s)<br>160lb 90lb NDB03 265 NIP<br>2SB.6pf.GS116,HS3960<br>John Dickinson Sunderland | 24 ″ 0<br>s 9 ″ 0 | | N10,04 |
| 277<br>102910 | —<br>D. Parker 96–96<br>1 Dk | WoodScK<br>101<br>90<br>8 | | | 1896 | W. Jarvis<br>Anstruther | White Cross Steam Fishing Co. Ld. (W. Jarvis) | 90·3 | 19·2 | 9·7 | Kirkcaldy<br>British | C.2Cy.14″&29″–20″<br>38 RH<br>John Cran & Co., Leith | | | |
| 278<br>81957<br>TJOM | White Head<br>R. Suffern –02<br>Well deck<br>Elec.light<br>ss Ard. 2nd No. 3–4,00<br>1 Dk (Irn) 2 tr B | IronScSr<br>1145<br>918<br>723 | ✝100A1<br>11,02 | Bel | o<br>1880<br>5mo | Harland & Wolff<br>Belfast<br>Lloyd's A&CP | Ulster S.S. Co. Ld. (G. Heyn & Ss. Mgs) | 249·7<br>Q90′B71′F33′<br>drp 62 | 31·2<br>BK 8½″ | 15·5<br>FK<br>WB = Cell | Belfast<br>British<br>4 BH Cem<br>DB 184′ | C.2Cy.28″&53″–38″ (i)<br>75lb 80lb NDB99 140 NHP<br>2SB.4f.GS72,HS2471<br>J. Howden & Co., Glasgow | 18 ″ 9<br>s 1 ″ 7½ | | 11,02 |
| 279<br>95176<br>LDRN | White Jacket<br>Farley –04<br>1 Dk (Stl) & Web frames | SteelScSr<br>2237<br>1987<br>1406 | ✝100A1<br>pt Awng dk<br>with freeboard<br>5,05 10,03<br>BS 10,03 MC 4,02<br>BS 5,05 | Bry<br>Cff | s<br>1889<br>5mo | J.L. Thompson & Sons<br>Sunderland<br>A&CP | White Jacket S.S. Co. Ld. (G. Hallett)<br>WB = Cell DBa 88′ f 114′ 386t | 290·0<br>P29′Q80′<br>pt Awng dk 180′ | 38·6<br>BK 10″ | 19·7<br>FK | Cardiff<br>British<br>6 BH Cem<br>APT 16t | T.3Cy.22″,37″&60″–39″ (s)<br>160lb 90lb NDB01 232 NHP<br>2SB.6rf.GS110,HS3600<br>J. Dickinson, Sunderland | 22 ″ 3<br>s 8 ″ 2½ | | 10,03 |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les registres du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord à | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | **White Lily** | **SteelScK** | 87 | 100A– | | | 1904 | J. Duthie, | J. Reid | 81·5 | 18·3 | 8·8 | **Banff** | C.2Cy.12″&26″–16″ | 9 | 6 | | |
| 118467 | *J. Reid* –04 | | 82 | *For fishing purposes* | | | | Sons & Co. Ld. | | | | | British | 27RHᵀ | | | | |
| VQRM | | | 21 | *(Class Contem plated)* | | | | Aberdeen | | | | BK6 | | W.V.V. Lidgerwood, Gls. | | | | |
| 281 | **White Queen** | **SteelScSr** | 108 | | | | 1897 | J. Duthie | ~~J. Walker~~ | 92·8 | 18·1 | 8·8 | **Aberdeen** | C.2Cy.11½″&28″–18″ | | | | |
| 106549 | *J. Pirie* –01 | | 95 | | | | | Sons & Co. | | | | | British | 34RHP | | | | |
| | | | 28 | | | | | Aberdeen | | | | | Kirkcaldy | A. Hall & Co., Aberdeen | | | | |
| 282 | **White Rose** | **IronScTug** | 125 | ✝ Cff *a* | | | 1885 | E. Finch & | D. Guy | 95·5 | 19·6 | 11·3 | **Cardiff** | C.2Cy.20″&34″–24″ | 11 | 10 | | |
| 89200 | *J. Tregise* –01 | *ss*Cff.No.3–2,97 | 12[illegible] | 2,97 | | | 6mo | Co. (Lim.) | | | | BK6½ | British | 75RHᵀ | | | | |
| KGFM | | 1 *Dk* | 9 | | | | | Chepstow | | | | | *4 B H Cem* | ISB.2*pf*,gs40,us1280 | | | | |
| | | | | | | | | | | | | | | D.B.M'Callum & Son, Cff. | | | | |
| 283 | — | **WoodScK** | 94 | | | | 1899 | J. & W. | J. Craig, sen. | 87·2 | 19·3 | 10·1 | **Aberdeen** | [illegible] 2Cy.11½″&26″–18″ | 10 | 9 | | |
| 112907 | | | 89 | | | | | McIntosh | | | | | British | 30RHᵀ | | | | |
| | | 1 *Dk* | 41 | | | | | Buckie | | | | | | [illegible]lyne, Mitchell & Co. Abn. | | | | |
| 284 | **White Sea** | **SteelScSr** | 1923 | ✝100A1 Stk | *r* | | 1904 | Craig | Sea Transport Co. | 280·0 | 42·4 | 19·3 | **London** | T.3Cy.21″,35″&57″–39″ (*s*) | 20 | 7 | | |
| 118422 | *J. Stephen* 89–04 | | 1772 | Cff | | | 4mo | Taylor & Co. | Ld. (Sanders, | P26′ B68′ F28′ | | | British | 160lb *90lb* 210NHᵀ | 3 | 2 | | |
| VQRM | | *Dk (Stl) & deep framing* | 1223 | [illegible] LMC4,04 | | | | Stockton | Wake & Co. *Mgrs.*) | | | FK | *6 B H Cem* | 2SB,*6pf*,gs94,us3248 | | | | |
| | | | | | | | *Lloyd's A & CP* | | *Cell D Ba* 88′ *uE* 16′ | *f* 112′ 470*t* | *FPT* 88*t* | | *APT* 92*t* | N. E. Marine Eng. Co Ld. Sld | | | | |
| 285 | **White Swan** | **SteelScSr** | 2173 | ✝100A1 Bly | *s* | | 1903 | Blyth S. B. | Swan Line, Ld. | 287·3 | 43·2 | 19·5 | **Newcastle** | T.3Cy.22″,36″&59″–39″ (*s*) | 21 | 9 | | |
| 114444 | *D. Sutherland* 03–03 | | 2076 | 12,09[illegible] | | | 4mo | Co. Ld. | (Dixon, Sample & | P25′ B68′ F30′ | | | British | 160lb *90lb* 219NHᵀ | 3 | 4 | | |
| VBFS | | 1 *Dk (Stl) & deep framing* | 1384 | [illegible] 5,08 | | | | Blyth | Co. *Mgrs.*) | | | FK | *5 B H Cem* | 2SB,*6rf*,gs91,us3300 | | | | |
| | | | | | | | *Lloyd's A & CP* | | *W B = Cell D Ba* 96′ *uE & B* 32′ *f* 114′ | 557*t* | *APT* 51*t* | | | Blair & Co. Ld. Stockton | | | | |
| 286 | **Whiteabbey** | **SteelScSr** | 255 | ✝100A1 Cff | *d* | | 1901 | Ardrossan | Cia. Francesca de | 129·5 | 22·2 | 8·5 | **Bns. Ayres** | C.2Cy.16″&33″–22″ (*s*) | 9 | 6 | | |
| | *F. P. Boero* –03 | *ss*Bwg.No.3–9,02 | 175 | 9,03 | | | 1mo | DD & SB Co. Ld. | los Ferro Carriles | Q42′ B9′ F20′ | | | Argentine | 120lb 50RHᵀ | | | | |
| | *Well deck* | 1 *Dk (Irn)* | 10[illegible] | [illegible] LMC9,02 | | | | Ardrossan | de La Provinca de | | | BK7½ | *3 B H Cem* | 1SB,2*pf*,gs32,us860 | | | | |
| | *Mchy. Aft* | | | | | | | A & CP | Santa Fé | | | | *25t A P T2t* | Muir & Houston Ld. Gls | | | | |
| | | | | | | | | | *W B = F P T* | | | | | | | | | |
| 287 | **Whitefield** | **SteelScSr** | 2422 | ✝100A1 Hpl | *s* | | 1891 | J. Readhead | W. Maclean & Co. | 290·0 | 40·0 | 19·8 | **W. Hartlpl** | T.3Cy.28″,37½″&61½″–39″ (*r*) | 22 | 6 | | |
| 98500 | *H. John* –01 | *ss*Hpl.No.3–7,03 | 1872 | 6,[illegible] 7,08 4,05 Shl | | | 1mo | & Sons | | P28′ Q82′ B118′ F38 | | | British | 160lb *90lb* SDB03 243NHᵀ | 3 | 1 | | |
| MBKH | *Well deck* | 1 *Dk (pt Irn & pt Stl)* 2*rr H* | 1560 | MS9,02 [illegible] LMC | | | | S. Shields | | | | BK10½ | *6 B H Cem* | 2SB,*6rf*,gs110,us3750 | | | | |
| | | | | B8[illegible] 8,04 | | | *Lloyd's A & CP* | | | | | | | J. Readhead & Sons S. Shields | | | | |
| | | | | | | | | | *W B = Cell D B* | 204′ 436*t* | | | | | | | | |
| 288 | **Whitehall** | **SteelScSr** | 2776 | ✝100A1 Cff | *l* | | 1892 | T. Turnbull | T. Turnbull & Son | 312·4 | 40·7 | 21·9 | **Whitby** | T.3Cy.28″,37½″&61½″–39″ (*s*) | 23 | 2 | | |
| 99139 | *R. Bradley* –02 | ~~*ss*Nwc.No.2–00~~ | 2131 | *pt Awng dk* Nwc. | | | 2mo | & Son | | P29′ Q90′ | | | British | 160lb *60lb* 235NHᵀ | 3 | 0½ | | |
| MLNS | | 1 *Dk (Irn)* & *Web frames* & | 1793 | *with freeboard* | | | | Whitby | | *pt Awng dk* 194′ | FK | | *6 B H Cem* | 2SB,*6cf*,gs99,us3520 | | | | |
| | | *ss*Nwc.No.3–6,04 *pt Awng dk (Irn)* | | [illegible] 4,05 | | | A & CP | | | *W B = D Ba* 102′ | | | *f* 122′ 574*t* | Blair & Co. (Lim.), Stockton | | | | |
| | | | | [illegible] LMC 6,04 | | | | | | | | | | | | | | |
| 289 | — | **SteelScSr** | 2068 | ✝100A1 Cff | *r* | | 1897 | Craig, | West Hartlepool | 271·0 | 40·7 | 17·5 | **W. Hartlpl** | T.3Cy.20″,32½″&58″–36″ (*r*) | 18 | 9 | | |
| 106968 | *O. Berglund* –03 | *ss*Npt.No.1–02 | 1524 | *pt Awng dk* Hull | | | 10mo | Taylor & Co. | Steam Nav. Co. Ld. | P27′ Q72′ | | | British | 160lb *80lb* 176NHᵀ | 3 | 4½ | | |
| PVFG | | 1 *Dk (Stl) & Web frames* | 1314 | *with freeboar* NYk | | | | Stockton | | *pt Awng dk* 172′ | FK | | *4 B H Cem* | 2SB,*4cf*,gs71,us2762 | | | | |
| | | *& pt Awng dk (Stl)* | | 6,04 2,03 [illegible] | | | A & CP | | *W B = Cell D B* | *a* 80′ *uE* 22′ *f* 104′ 399*t* | | | *APT* 54*t* | Sir C. Furness, Westgarth & Co., Ld., Mdb | | | | |
| | | | | B[illegible] LMC1,03 | | | | | | | | | | | | | | |
| 290 | **Whitesboro** | **WoodSr** | 196 | | | | 1886 | C. G. White | L. E. White Lumber | 114·0 | 31·0 | 9·0 | **S. Frncisco** | C.2Cy.11″&22″–18″ | | | | |
| 81132 | *J. Olsen* –99 | | — | | | | | S. Francisco | Co. | | | | Utd. States | 17NHᵀ | | | | |
| | | | 144 | | | | | | | | | | *W B* | Hinkley, Spiers & Hayes S Fo | | | | |
| 291 | **Whitgift** | **SteelScSr** | 4397 | ✝100A1 Bry | *x* | | 1901 | Nthmblnd | Whitgift S.S. Co. Ld. | 381·5 | 48·0 | 28·1 | **London** | T.3Cy.26″,42″&70″–48″ (*s*) | 31 | 0 | | |
| 114735 | *G. Coltar* –03 | | 4236 | 3,01 | | | 8mo | S.B. Co. Ld. | (Houlder, Middle- | P31′ B98′ F34′ | | | British | 180lb 376NHᵀ | 3 | 6 | | |
| SNGM | *Elec. light* | 2 *Dks (Stl) & Web frames* | 2842 | [illegible] LMC8,01 | | | | Newcastle | ton & Co.) | | | FK | *6 B H Cem* | 3SB,*9cf*,gs189,us5910 | | | | |
| | | | | | | | A & CP | | *W B = Cell D Ba* | 129′ *uE* 23′ *f* 163′ 933*t* | | | *APT* 57*t* | Wilsnd Slpwy. Co. Ld. Nwc | | | | |
| Wrecked 7 Oct | | | | | | | | | | | | | | | | | | |
| 292 | **Whitney** | **IronPad** | 1338 | | | | 1871 | Harlan & | C. L. Middleton | 235·5 | 35·0 | 17·1 | **N. Orleans** | L.Cy.60″–162″ | | | | R |
| 80175 | *Handslip* | 2 *Dks* | — | | | | | Hllingwth Co | | | | | Utd. States | Harlan & Hollings- | 318NHᵀ | | | |
| JKNO | | | 768 | | | | | Wlmngtn Del | | | | | | wrth Co., Wilmington, Del | | | | |
| 293 | **Whittier** | **SteelScSr** | 1296 | ✝100A1 S.Fo | *o* | | 1903 | Union Iron | Union Oil Co. | 240·0 | 32·0 | 17·5 | **S. Frncisco** | T.3Cy.17″,27″&44″–30″ (*s*) | 18 | 6 | | |
| 81862 | *G. McDonald* 02–03 | | 1113 | 4,03 | | | 1mo | Works | | P38′ F37′ | | | Utd. States | 180lb *160lb* 167NHᵀ | | | | |
| KSJL | *Elec. light* | 1 *Dk. (Stl) & Web frames* | 798 | *Carrying petroleum in bulk* | | | | San Francisco | | | | FK | *10 B H Cem* | 2SB,*4cf*,gs57,us3302 | | | | |
| | | | | *Fitted for liquid fuel* 4,03 | | | A & CP | | | | | | *W B = F P T* | 39*t* *A P T* 47*t* | Union Iron Wks, S. Francisco | | | |
| | | | | [illegible] LMC4,08 | | | | | | | | | | | | | | |
| 294 | **Wiborg** | **IronScSr** | 530 | | | | 1891 | H. Koch | Lübeck-Wyburger | 194·5 | 25·2 | 12·0 | **Lübeck** | C.2Cy.19[illegible]″&31½″–21½″ | | | | |
| | *P. H. Karste* 81–91 | | 426 | | | | | Lübeck | Dmpfsfahrts. Ges. | Q40′ B87′ F14 | | | German | 28NHᵀ | | | | |
| PBKQ | *Elec. light* | 1 *Dk* | 326 | | | | | | | len 00 | | | | C. Daevel, Kiel | | | | |
| 295 | **Wicklow** | **SteelScSr** | 1211 | | | | 1895 | Blackwood | City of Dublin Stm. | 260·2 | 34·1 | 15·8 | **Dublin** | T.3Cy.27″,42″&69″–48″ | | | ST | |
| 104963 | *B. O. Daish* –03 | 2 *Dks* | 960 | | | | | & Gordon | Packet Co. | P72′ B89′ F78′ | | | British | 330NHᵀ | | | DB | |
| NTVF | | | 470 | | | | | Pt. Glasgow | | | | | *W B* | Blackwood & Gordon, P Gls | | | | |
| 296 | **Widgeon** | **IronScSr** | 744 | | | | 1876 | C. Mitchell | General Stm. Nav. | 219·5 | 28·6 | 14·1 | **London** | C.2Cy.32″&60″–36″ | 15 | 1 | | |
| 73857 | *A. Tomlin* –04 | | 601 | | | | | & Co. | Co. Ld. | P37′ B110′ | | | British | NB92 157NHᵀ | | | | |
| WDCF | | 2 *Dks* | 402 | | | | | Newcastle | | | | FK | *W B* | Thompson & Co., Newcastle | | | | |
| 297 | — | **IronScDandy** | 101 | | | | 1878 | T. V. Trew | Cie. Française des | 97·0 | 20·0 | 8·5 | **Dakar** | C.2Cy.10″&20″–18″ | | | | |
| | | | 101 | | | | | Barking | Charbonnages de | | | | French | 25RHᵀ | | | | |
| | | | 52 | | | | | | Dakar | | | | | Hewitt & Co. (Lm.) Barking | | | | |
| 298 | **Wien** | **SteelSc** | 2109 | ✝100A1 Ant | *r* | | 1897 | Akt. Bur- | Dampsk. Mercur | 275·4 | 39·8 | 16·6 | **Copnhagn** | T.3Cy.18″,30″&48″–36″ (*s*) | 19 | 3 | | |
| | *F. P. M. Brink* –97 | *ss*Shl.No.1–01 | 1490 | *pt Awng dk* Rot | | | 4mo | meistr & Wain | (C. P. Jensen, *Mgr*) | P27′ Q84′ | | | Danish | 160lb *80lb* 152NHᵀ | 3 | 1 | | |
| NVTD | (*ex* Livonia) | 1 *Dk (Stl) & Web frames* | 1342 | *with freeboard* | | | | Copenhagen | | *pt Awng dk* 164′ | FK | | *4 B H Cem* | 2SB,*4cf*,gs67,us2475 | | | | |
| | | *& pt Awng dk (Stl)* | | 8,0[illegible] 2,02 | | | A & CP | | *W B = Cell D Ba* 94′ | *uE & B* 42′ *f* 92′ 463*t* | | | *APT* 62*t* | Akt. Burmeistr & Wain, Cpn | | | | |
| | | | | [illegible] LMC 7,01 | | | | | | | | | | | | | | |
| 299 | — | **SteelSc** | 221 | | | | 1901 | G. Seebeck | Deutsche Dmpfis- | 122·0 | 22·8 | 11·8 | **Bremen** | T.3Cy.11[illegible]″,18½″&30[illegible]″– | | | | |
| | *U. Otten* 01–02 | (*Trawler*) | 187 | | | | | Act. Ges. | chereiGes. Nordsee | Q60′ F23′ | | | German | 22½″ 43NHᵀ | | | | |
| QHKF | | 1 *Dk* | 77 | | | | | Bremerhaven | | | | | *W B* | G. Seebeck A. G. Bremerhvn | | | | |
| 300 | **Wigtoft** | **IronScK** | 155 | ✝100A1 Bos | | | 1891 | Earle's Co. | Boston Deep Sea | 100·6 | 20·5 | 11·0 | **Boston** | T.3Cy.11½″,17″&30″–21″ (*s*) | 11 | 10 | | |
| 98293 | *B. Batchelor* –03 | ~~*ss*Bos.No.3–00~~ | 144 | *Stm Trawler* | | | 8mo | (Lim.) | Fishg. & Ice Co. Ld. | Q18′ | | | British | 150lb 45RHᵀ | | | | |
| MSWL | | *ss*Bos.No.3–9,04 1 *Dk* | 63 | [illegible] | | | | Hull | | | | DK7½ | *3 B H Cem* | 1SB,*2pf*,gs26,us705 | | | | |
| | | | | [illegible] LMC 9,04 | | | *Lloyd's A & CP* | | | | | | | Earle's Co. (Lim.), Hull | | | | |

*For full particulars See No. 4 in Supplement*

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Registered Tonnage Gross / Under deck / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. ft. in. | 15 Registers in which classed, if not in L.R. Date of last Trade Cert. | 16 Date when tail shaft. Last seen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 301 | **Wiipuri** WoodSc<br>*O.M.Laxell*<br>SMBC (*ex* Wäinämoinën) | 293<br>—<br>115 | | | | 18 66 83 | .....<br>Warkaus | E.R.Isaksson | 94·2 | 20·7 | 9·2 | Wiborg<br>Russian | | | | |
| 302<br>711<br>JCBL | **Wiken** IronScSp<br>*E.Jonsson78–83* 1 *Dk* | 102<br>49<br>76 | | | | 1883 | Motala Co.<br>Motala | Ångb.Aktieb.Bohusländska Kusten (C.O.S.Posse) | 79·5 | 17·1 | 6·9 | Uddevalla<br>Swedish | C.2Cy.10¾″&18½″–15½″ 11NH<br>MotalaCo.,Motala | | | |
| 303<br>106108<br>QWCF | **Wilberforce** SteelScSr<br>*W.H.Boagey –03* *ss*Shl.No.1–03<br>1 *Dk*(*pt Irn &pt Stl*) 2 *tr B &* *Web frames*<br>3 *Dk rule* | 3074<br>2883<br>1980 | ✠100A1 Shl *n*<br>~~Stm Trawler~~ 1.05 Bry<br>✠LMC4.08 | | | 1899<br>4mo | J.L.Thompson & Sons,Ld<br>Sunderland<br>A&CP | The Harrowing S.S. Co.Ld. (J.H. Harrowing, *Mgr.*)<br>*WB = Cell D Ba* | 325·0<br>P23′B80′F33′<br>FK<br>104′*u* E24′*f* 140′631*t* | 45·5 | 23·7 | Whitby<br>British<br>6 *BHCem*<br>*APT* 26*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *90lb* 258NH<br>2SB,6*pf*,GS118,HS4004<br>G.Clark,Ld.Sunderland | 26 ″ 4<br>s 4 ″ 10 | | ~~4.02~~<br>4,05 |
| 304<br>106731 | — IronScK<br>*G.Jackson –97* *ss*Hul.No.1–01<br>1 *Dk* | 162<br>150<br>64 | ✠100A1 Hul<br>*Stn Trawler*<br>~~Lon~~ 7.97<br>~~LMC4.08~~ | | | 1897<br>1mo<br>*Lloyd's A&CP* | Cook, Welton & Gemmell<br>Hull | National Steam Trawling Co.Ld. | 105·5<br>Q25′<br>BK 7½ | 20·7 | 11·0 | Hull<br>British<br>3 *BHCem* | T.3Cy.12¼″,19½″&32″–22½″<br>170lb (*s*) 50RH<br>1SB,2*cf*,GS23,HS876<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | | ~~N 4.01~~<br>NG,04 |
| 305<br>200267 | **Wilbert L. Smith** SteelScSr<br>*Mchy.Aft Elec.light* 1 *Dk* 2 *tr B* | 4319<br>—<br>3039 | | | | 1903 | American S.B.Co.<br>Lorain,O. | United States Transportation Co. | 380·0<br>F48′<br>*WB* | 50·0 | 28·0 | Oswego, N.Y.<br>Utd.States | T.3Cy.22″,35″&58″–40″ 213NH<br>AmericanS.B.Co.,Clevelnd | | V | |
| 306<br>113154<br>RGBL | **Wilcannia** SteelScSr<br>*W.G.Lingham –02* *ss*Lon.No.1–04<br>*Ref.Mchy.* 1 *Dk*(*Stl*) & *Spar dk*(*Stl–ws*)<br>*Elec.light* & *deep framing* | 4953<br>4156<br>3129 | ✠100A1 Lon *y*<br>*Spar dk* Syd<br>3.05 ~~Bry~~<br>~~LMC4.08~~ | | | 1899<br>7mo | Sundrland S.B.Co.Ld.<br>Sunderland<br>A&CP | ~~W.Lund~~ Blue Anchor Line Ld.<br>(W.Lund&Sons *Mgrs.*)<br>*B = Cell D Ba* 112′*u* | 400·0<br>P39′B186′F40′ 28·5<br>drp 04 BK 9″<br>*B36′f* 166′609*t* | 47·6 | 20·3 | London<br>British<br>6 *BHCem*<br>85*t APT* 21*t* | T.3Cy.28″,47″&78″–54″ (*s*)<br>180lb 584NH<br>4SB,12*cf*,GS211,HS8320 FD<br>N.E.MarineCo.Ld.Nwc. | 23 ″ 3<br>s 7 ″ 4½ | BT till ~~1.06~~ | ~~2.04~~<br>3,05 |
| 307<br>71763 | — WoodPad<br>1 *Dk* | 143<br>114<br>100 | | | | 1875 | .....<br>Milang,S.A. | ~~Estate of J.Tinline~~<br>S.M.Hoad | 107·3<br>~~Adelaide~~ | 18·2 | 7·5 | Adelaide<br>British | 2Cy.<br>25RH | | | |
| 308<br>93781<br>KSDL | **Wild Rose** IronScSr<br>*R.R.Lewis –04* *ss*Liv.No.1–93<br>*Mchy.Aft* 1 *Dk*(*Irn*) | 262<br>186<br>76 | ✠ Liv *d*<br>1.97 | | | 1888<br>6mo | J.Fullerton & Co.<br>Paisley | Wild Rose SS.Co.Ld<br>~~(R.Hughes&Co.)~~<br>*WB = EPT* 28*t*<br>(Hughes&Hutson) | 135·0<br>Q64′B9′F20′<br>*APT* 16*t* BK 6″ | 20·1 | 9·8 | Liverpool<br>British<br>3 *BHCem* | C.2Cy.17″&34″–24″<br>1SB.2*pf*,GS30,HS929 48RH<br>Hutson&Corbett,Glasgow | 10 ″ 6 | | |
| 309<br>114516 | — SteelScK<br>*G.Rose00–02* 1 *Dk* | 156<br>148<br>85 | ✠100A1 Shl<br>*Stm Trawler*<br>11.03 ~~LMC12.00~~ | | | 1902<br>5mo | J.T.Eltringham & Co.<br>S.Shields<br>*Lloyd's A&CP* | Purdy Stm Fishing Co.Ld. (W. Purdy,jun. *Mgr.*) | 105·0<br>drp 03<br>BK 7½ | 20·5 | 11·2 | N.Shields<br>British<br>3 *BHCem* | T.3Cy.11″,18″&30″–22″ (*r*)<br>180lb 46RH<br>1SB,2*pf*,GS32,HS977<br>G.T.Grey,SouthShields | 11 ″ 10 | | 12,03 |
| ~~310~~<br>~~Yard No. 418~~<br>~~1904~~<br>~~Mchy 05–05~~ | ~~Wood Screw Steamer~~ IronScClr<br>~~*Launched 19·04 & Registered*~~<br>~~*ss*Liv.No.3–3,96~~<br>~~*ss*Liv.No.2–04 *ss*Vbn.No.1–04~~<br>*ss*Qns.2nd.No.3–4,05 1 *Dk* | ~~125~~<br>~~99~~<br>67 | ✠100A1 kn<br>~~*Coasting*~~ Liv Qns<br>~~5.06~~ | | | 1883<br>11mo | Vulcan I. W.Co.<br>Beverley | ~~Whitehaven & Isle of Man S.S.Co.Ld.~~<br>~~(Thomas Dry Dks.,~~<br>S.B.&E.Co.<br>~~depot~~ | 100·9<br>Q21′<br>len 88 BK 5″<br>*WB = APT* 4*t* | 18·0 | 8·6 | ~~Whitehaven~~<br>London<br>British<br>1 *BHCem*<br>VulcanI.W.Co.(Lim.)Hull | C.2Cy.11½″&22″–18″ (*s*)<br>90lb 21RH<br>1SB,2*pf*,GS21,HS431 | 9 ″ 0 | | ~~12.00~~<br>~~04.04~~<br>4,05 |
| 311<br>98905<br>MCFB | **Wildcroft** SteelScSr<br>*W.Rayment –04* *ss*Bly.No.3–7,03<br>1 *Dk*(*pt Stl & pt Irn*) & *Web frames*<br>*Well deck* | 2958<br>2281<br>1916 | ✠100A1 Sws *f*<br>2.05 ~~Lon~~ ~~Syd~~ N.Yk<br>BS12.04 ~~LMC7.00~~ | | | 1891<br>3mo | E.Withy & Co.<br>W.Hartlepool<br>A&CP | Woodfield S.Shpg. Co Ld (Woods Tylor & Brown, *Mgrs.*)<br>*WB = Cell DB* 268 | 314·3<br>P29′Q100′B128′<br>F33′ FK<br>498*t APT* 37*t* | 40·6 | 21·1 | London<br>British<br>6 *BHAsp*<br>T.Richardson&Sons,Hpl. | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *160lb* NDB03 270NH<br>2DB,8*cf*,GS126,HS4105 | 23 ″ 8<br>s 2 ″ 5½ | | ~~7.08~~<br>2,05 |
| 312<br>QHFP | **Wildenfels** SteelScSr<br>*F.W.Reising94–01*<br>1 *Dk*(*Stl*) & *Spar dk*(*Stl–pt teak s*)<br>*Elec.light* & *Web frames* | 5652<br>5295<br>3657 | ✠100A1 Ham *z*<br>*Spar dk* NYk<br>6,04 6.03 ~~LMC 7.05~~ | | | 1901<br>4mo | Wigham-Richrdsn & Co Ld Newcastle<br>*Lloyd's A&CP* | Deutsche Dmpfs-fahrts Ges. Hansa | 420·3<br>P60′B96′F48′ 28·7<br>BK 11″<br>*WB = Cell D Ba* 142′*u* | 55·2 | 20·5 | Bremen<br>German<br>6 *BHCem*<br>Wgham Rchrdsn&C.Ld Nwc | Q.4Cy.24″,34″,51″&74″–54″<br>210lb *120lb* (*r*) 494NH<br>3SB 9*cf*,GS150,HS6303 FD<br>*E27′f* 177′1115*t Tween dk tanks* | 23 ″ 2 | | ~~6.08~~<br>5,05 |
| 313<br>95248<br>KSLN | **Wileysike** SteelScSr<br>*W.Gribble –96* *ss*Cff.No.3–5,98<br>*Well deck* *ss*Cff.No.1–03 1 *Dk*(*Stl*)<br>& *Web frames Inner bottom plating Irn* | 2501<br>1975<br>1607 | ✠100A1 Cff *s*<br>7,04 ~~1.04~~<br>MS4,02<br>BS1,04 ~~LMC~~ | | | 1888<br>6mo | Tyne I.S.B. Co.(Lim.)<br>Newcastle<br>A&CP | Rowland&Marwood's S.S.Co.Ld. (C.Marwood, *Mgr.*)<br>*WB = Cell D Ba* 92′*u E* | 300·0<br>P29′Q84′B118′F29<br>BK 10<br>10*t f* 118′402*t* | 38·5 | 20·6 | Whitby<br>British<br>6 *BHCem*<br>N.E.MarineE.Co.(Lim)Nw | T.3Cy.21″,38″&63″–42″ (*s*)<br>150lb *80lb* NDB98 248NH<br>2SB.8*pf*,GS110,HS3748 | 23 ″ 3<br>s 2 ″ 4 | | ~~4.02~~<br>7,04 |
| 314<br>105443<br>VSLJ | **Wilhelm** IronScSr<br>*P.Richter* 1 *Dk* 2 *tr B &* *Hurr dk* | 783<br>529<br>588 | | | | 1882 | H.F.Ulrichs<br>Vegesack | Ting Liong Hoei | 180·3<br>Q52′B128′ | 27·0 | 14·3 | Singapore<br>British<br>*WB* | C.2Cy.21″&37½″–25½″ 240RH<br>Q.Henniges&Co.,Berlin | | V | |
| 315<br>LBJS | — IronScSr<br>*P.Stähr99–99* 1 *Dk*<br>*Mchy.Aft Elec.light* | 274<br>221<br>164 | | | | 1882 | G.Howaldt<br>Kiel | Sartori&Berger | 125·2<br>P48′F8′<br>len 90 | 21·1 | 12·1 | Kiel<br>German | C.2Cy.13″&21″–14″ NB98 14NH<br>Gebr.Howaldt,Kiel | | G | |
| 316 | — IronScSr<br>1 *Dk* | 186<br>134<br>147 | | | | 1884 | A.Isakson<br>Sjöberg | Cia.Francesca de los Ferro Carriles de la Provincia de Santa Fe | 98·8<br>P32′F22′ | 20·6 | 10·2 | Bns.Ayres<br>Argentine | 2Cy.11″&19″–18″ 13NH<br>G.F.Cavallin,Sjöberg | | | |
| 317<br>MSHT | **Wilhelm Behrens** SteelScSr<br>*H.Harder01–01*<br>*Elec.light* 1 *Dk* | 1494<br>1071<br>960 | | | | 1897 | Act.Ges. "Neptun"<br>Rostock | H.Podeus | 245·4<br>Q72′B106′F24′ | 35·5 | 15·2 | Wismar<br>German<br>*WB* | T.3Cy.J 0⅞″,25⅝″&41⅜″–31½″ 98NH<br>A.G. "Neptun," Rostock | | G | |
| 318<br>JFPQ | **Wilhelm Lüdke** SteelScSr<br>*R.Luasch* *ss*Stn.No.2–03<br>(*ex* Lowca, *ex* Ville de Caen, *ex* Balgav)<br>*Well deck* *Mchy.Aft* 1 *Dk*(*Irn*) | 229<br>196<br>125 | ✠100A1 Stn *c*<br>6.04 ~~1.06~~<br>~~LMC~~ | | | 1895<br>6mo | Dundee Shipbuilders' Co Ld. Dundee<br>A&CP | W.Lüdke&Co. | 125·0<br>Q39′B11′F14′<br>BK 7″<br>*WB = FPT* | 21·3 | 9·6 | Stettin<br>German<br>3 *BHCem*<br>23*t APT* 4*t* | C.2Cy.16″&32″–22″ (*s*)<br>112lb 47NH<br>1SB,2*pf*,GS29,HS835<br>J.&H.Whyte&Cooper,Dun | 10 ″ 4<br>s ″ 11½ | | 9.03 |
| 319<br>PBLG | **Wm. Minlos** IronScSr<br>*A.Rahloff*<br>(*ex* Shamrock) 1 *Dk* 2 *tr B* | 613<br>542<br>358 | | | | 1878 | Ramage & Ferguson<br>Leith | Wm.Minlos | 181·0<br>B47′F25′ | 27·3 | 15·4 | Lübeck<br>German<br>*WB* | C.2Cy.25″&44″–30″ NB93 85NH<br>Hawthorns&Co.,Leith | 16 ″ 8 | G | |
| 320<br>BMNL | **Wilhelm Oelssner** SteelScSr<br>*F.Sander91–02*<br>*Elec.light* 1 *Dk* | 1733<br>1200<br>1102 | *Now named "Anhalt," See No. 87 in Supplement* | | | 1902<br>Mch Supplement | Schiffsw.v. Lübeck | Gerhard&Hey | 250·9<br>P14′B11′Q62′F30′ | 36·8 | 16·1 | Hamburg<br>German<br>*WB* | T.3Cy.17⅝″,29⅜″&47¼″–33½″ 129NH<br>J.F.Ahrens,Altona | | G | |
| 321<br>QOHG | **Wilhelmina** SteelScSr<br>*A.Wolkammer00–03* *ss*Bly.No.1–03<br>(*ex* Pilgrim) 1 *Dk*(*Stl*) & *Spar dk*(*Stl*)<br>3 *tr B* | 4295<br>4128<br>2791 | ✠100A1 Bry *x*<br>*Spar dk*<br>5.01<br>BS8.04 | | | 1898<br>10mo | R.Craggs & Sons<br>Middlesbro'<br>A&CP | Holland Gulf Stoomv.Maats. (J.de Poorter *Mgr.*)<br>*Cell D Ba* 122′*u E &* | 361·0<br>P31′B76′F35′ 28·1<br>FK<br>*B42′f* 142′829*t FPT* | 48·0 | 20·3 | Rottrdam<br>Dutch<br>6 *BHCem*<br>65*t APT* 30*t* | T.3Cy.23½″,38½″&68″–48″<br>200lb (*s*) 326NH<br>3SB.6*cf*,GS115,HS4500<br>Sir C.Furness,Westgarth& Co.Ld.Mdb. | 22 ″ 10<br>s 7 ″ 2 | | 2,03 |
| 322<br>113672<br>RMTD | — SteelScSr<br>*G.S.Bone88–96* ~~*ss*Cff.No.1–01~~<br>1 *Dk*(*Irn*) 2 *tr B &* *deep framing*<br>*ss*Shl.No.2–05 | 2671<br>2430<br>1682 | ✠100A1 Ply *t*<br>*with freeboard*<br>4,05 ~~4.06~~<br>BS12,03 ~~LMC5.01~~ | | | 1896<br>6mo | Short Bros.<br>Sunderland<br>A&CP | Wilhelmina SS.Co. Ld. (T.Stephens& Sons)<br>*WB = Cell D Ba* | 314·0<br>P27′B72′F35′<br>FK<br>100′*u E* 24′*f* 124′699*t* | 43·1 | 21·4 | London<br>British<br>5 *BHCem*<br>*APT* 53*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>180lb *90lb* 239NH<br>1SB,3*cf*,GS61,HS2690 FD<br>Blair&Co.(Lim.),Stockton | 23 ″ 10<br>s 4 ″ 4½ | | ~~11.02~~<br>4,05 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Tonnage net. | Quand t. Navire. Sortie. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Double. Superstructures, &c. Longueur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP.=Force en chevaux d'après les formules de la Société. RIP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Creux sur Pont de Franc-bord au navire. pds. pc. | Bois Dunn. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | **Wilhelmina** | Steel Sc (Trawler) 1 Dk | 234 / 226 / [illegible] | | | 190[illegible] | Bonn & Mees Rotterdam | Naamloze Vennootschap Visscherij Maats. de Kotter | 135·3 21·6 11·2 | Ymuiden Dutch | T.3Cy.12½",20"&33"–24" 58NHP Albl. sserdamsche Mch. Alb[illegible] | | |
| 324 | **Wilhelmsberg** | Comp Sc Sp 1 Dk | 166 / 140 / 117 | | | 1891 | L. Anders-son Sjötorp | E.G. Ericsson | 100·7 21·4 9·6 H24t | Ed Swedish | C.2Cy.7¾"&15½"–12" 7NHP Kristinehamns Mek. Verks | | |
| 47 HVTG | *J. Eriksson* 01–01 | | | | | | | | | | | | |
| 325 | **Wilhelmshaven** | Steel Sc Sr 1 Dk | 170 / 157 / 36 | | | 1896 | Act. Ges. "Neptun" Rostock | Fischerei Ges. Wilhelmshaven m.b.H. | 110·6 21·0 10·4 WB | Wilhelms-haven German | C.2Cy.17¾"&33½"–22" 44NHP A.G. "Neptun," Rostock | | G |
| KHTF | *W. Hibben* –98 | | | | | | | | | | | | |
| 326 | **Wilkesbarre** | Steel Sc | 4153 / — / 3311 | | | 1900 | Union D.D. Co. Buffalo | Lehigh Valley Transportn Co. | 381·7 50·5 14·0 2B | Buffalo Utd. States | Q.4Cy.20½",30",48"&68"–42" 257NHP Detroit S.B.Co., Detroit | | |
| 81733 | *D. Driscoll* | | | | | | | | | | | | |
| | *Mchy. Aft Elec. light* | 1 Dk & Awngdk | | | | | | | | | | | |
| 327 | **Will o' the Wisp** | Iron Sc Sr | 283 / 208 / 148 | ✠ 8,88 | Hul | d | 1883 Norfolk & 6mo others Hull | Ng Nguan Teng | 120·4 22·2 10·0 Q29 B30 F18 | Singapore British 1 BH Cem | C.2Cy.17½"&34"–24" 45RHP Wood Bros Sowerby Bridge | | |
| 88137 | *T.J. Ralph* –00 | | | | | | | | | | | | |
| SLGC | | 1 Dk (Iru) | ✠ | | | | | | | | | | |
| 328 | **Willehad** | Steel Twin Sc Sr | 4761 / 3809 / 3012 | ✠100A1 10,03 ~~9,00~~ DS10,04 | Bhn | x | 1894 Blohm & Voss Hamburg | Norddeutscher Lloyd | 383·4 46·0 27·2 P&B248 F72 WB = Cell DB320 | Bremen German | T.6Cy.22½",35"&60"–42½" 170lb 170lb (s) 514NHP 2S&2DB12cf,gs254,hs8206 Blohm & Voss, Hamburg | 30 " 0 | |
| QFVL | *Well deck* | 2 Dks (1 Stl-wsd & 1 Stl & wh frames) | ✠LMC | | | | | | 637t F P T59t A P 1 | 8 BH Cem 15t D T as 5t | | | |
| | *Elec. light* | –teak s) & H | | | | | | | | | | | |
| 329 | **Willem Prins van Oranje** | Iron Pad Sr | 1562 / 942 / 808 | | | ... | 1883 J. Elder & Co. Glasgow | Stoomv. Maats. Zeeland | 278·9 35·1 23·9 FK | Amstrdam Dutch | C.O.2Cy.60"&104"–84" NB96 787NHP J. Elder & Co., Glasgow | 17 " 0 | |
| QCPG | | 3 Dks | | | | | | | | | | | |
| 330 | **William** | Iron Sc Sr | 320 / 275 / 172 | | | | 1884 W. Lind-bergs Aktieb. Stockholm | Angf. Aktieb. Hero (E.P. Hansson) | 128·0 22·6 12·9 B29 H8t W B | Gothenbrg Swedish | C.2Cy.16"&31"–21" NB97 37NHP R. Thelander, Stockholm | | V |
| 77 HRVS | *J.A. Aberg* –91 | 1 Dk 2tr B | | | | | | | | | | | |
| 331 | **William Adamson** | Iron Sc Sr | 1986 / 1721 / 1251 | ✠ A1* 1 10,03 | Shl | Lv | 1884 Short Bros. 6mo Sunderland | J. Westoll | 268·0 39·2 21·4 P29 B27 BK9½ WB = DB8 | Sundrland British 6 BH 78'f 94'275t | C.2Cy.36"&67"–36" 224NHP 1DB,6f T. Richardson & Sons, Hpl. | | |
| 90302 | *T. Snow* –03 | 4th Survey. Shl. 4,00 | | | | | | | | | | | |
| JLVF | | 1 Dk (Iru) 2tr B | | | | | | | | | | | |
| 332 | **William Bailey** | Steel Sc Sr | 1836 / 1395 / 1215 | ✠ A1* 1 4,04 | Hul | Lv | 1888 Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. Ld. | 275·3 34·3 18·9 P356t H84t F49t drp02 FK WB = Cell DB | Hull British 4 BH Cem 1PBH | C.2Cy.32"&60"–42" 194NHP 2SB,4pf,gs80,ns2690 Earle's Co. (Lim.), Hull | 21 " 1 | 2 · 6 |
| 88153 | *J.R. Aspinall* –04 | 4th Survey. Hul. 9,01 | | | | | | | | | | | |
| JFHW | *Well deck* | 1 Dk (pt St pt Iru) 2tr B | | | | | | | | | | | |
| 333 | **William Balls** | Steel Sc Sr | 2503 / 1856 / 1595 | ✠100A1 pt Awng dk with freeboard 8,05 ~~1,04~~ DS3,05 ~~DS1,02~~ ✠LMC 11,01 | Shl | s | 1894 J. Readhead & Sons S. Shields A&CP | W.D.C. Balls & Son | 300·3 41·5 18·1 Q78 P28 pt Awng dk 193' FK = Cell DB 256' 604t WB | N. Shields British 5 BH Cem 4 PT 30t | T.3Cy.28",37½"&61½"–42" 160lb 80lb (r) 243NHP 2S B,6rf,gs80,ns3603 J. Readhead & Sons, S. Shl. | 20 " 5 | 8 · 6 |
| 103044 | *W. Carr* –01 | ss Shl. No.3–11,01 | | | | | | | | | | | |
| NKDH | | 1 Dk (pt St (pt Iru) & pt Awngdk (Iru)) 2tr B | | | | | | | | | | | |
| 334 | **William Baylies** | Wood Sc Bk (ex Sailing Vessel) | 380 / — / 291 | | | | 1886 New Eng. S.B Co. Bath, Me. | W. Lewis & Son | 118·3 28·0 16·5 | N. Bedford, Mass. Utd. States | C.2Cy.12"&24"–20" 21NHP Wm. Deacon, San Francisco | | |
| 81126 | *S.F. Cottle* –99 | | | | | | | | | | | | |
| KDMJ | | | | | | | | | | | | | |
| 335 | **William Broadley** | Steel Sc Sr | 3060 / 2833 ~~6,04~~ 6,03 / 1954 | ✠100A1 ~~6,03~~ 6,05 MS7,01 ~~MS10,02~~ DS11,04 ✠LMC | Bry Npt | u | 1898 Blyth S.B. Co. Ld Blyth *Lloyd's SA&CP* | Red "R" S.S. Co. Ld. (Stephens, Sutton & Stephens, *Mgrs.*) WB = Cell DB a | 325·1 47·0 22·4 P27 B74 F34 FK fu E130' f 130' 701t | Newcastle British 5 BH Cem APT 49t | T.3Cy.24",40"&65"–42" (s) 160lb 80lb 280NHP 2SB,6rf,gs119,hs4825 Blair & Co. Ld. Stockton | 24 " 10 | 4 · 4 |
| 106641 | ~~*S. M. Smith* –08~~ | ss Bly. No.1–02 | | | | | | | | | | | |
| QGPD | *Harris* | 1 Dk (Iru) 2tr B & deep framing 3 Dk rule | | | | | | | | | | | |
| 336 | **William Castle Rhodes** | Steel Sc | 2176 / — / 1340 | | | | 1900 American S.B. Co. Lorain, O. | Lower Lake S.S. Co. (RR. Rhodes *Mgr.*) | 242·0 42·0 26·6 | Cleveland Utd. States WB | T.3Cy.20".33"&54"–40" 184NHP American SB. Co. Cleveland | | V |
| 81604 | *P. Dowdell* | | | | | | | | | | | | |
| | *Elec. light Mchy. Aft* | 2 Dks | | | | | | | | | | | |
| 337 | **William Chisholm** | Iron Sc | 1581 / — / 1246 | | | | 1884 Globe Iron Works Co. Cleveland, O. | Nicholas Transit Co. (W. Gerlach, *Mgr.*) | 246·6 36·9 19·4 WB | Cleveland, Ohio Utd. States | C.2Cy.27"&50"–36" NB96 125NHP Globe Irn Wks Co., Clevelnd | | |
| 81050 | | | | | | | | | | | | | |
| | *Mchy. Aft* | 2 Dks | | | | | | | | | | | |
| 338 | **William Cliff** | Steel Sc Sr | 3352 / 2196 / 2169 | | | ... | 1888 Barclay, Curle & Co. Glasgow | F. Leyland & Co. (1900), Ld. | 370·0 41·2 27·0 P12 B126 F47 | Liverpool British WB | T.3Cy.28",44"&74"–51" 391NHP Brclay, Curle & Co (Lm) Gls | 28 " 8 | BT dill 3,06 |
| 93807 | *T. Chadwick* –02 | | | | | | | | | | | | |
| KTWC | | 3 Dks | | | | | | | | | | | |
| 339 | **William Coley** | Wood Twin Sc Sr | 193 / — / 117 | | | | 1892 Brown & Sons, Tottenville, N.Y. | Merritt & Chapman Derrick & Wrecking Co. | 121·5 26·0 8·7 | New York Utd. States | 4Cy.8"&16"–12" 15NHP Well Balnce Eng. Co, N.Yrk | | |
| 81124 | *J. Carlsson* 98–99 | 1 Dk & Spardk | | | | | | | | | | | |
| KPMN | | | | | | | | | | | | | |
| 340 | **William Dawson** | Iron Sc K | 284 / 239 / 165 | ✠90A1 ~~1,04~~ ✠NB5,01 DBS3,04 | Mdb | e | 1872 A. Simey & 8mo Co. Sunderland A&CP | J.M. Lennard & Sons, Ld. | 140·8 20·0 11·6 Q41 BK6½ WB = DB | Middlsbro' British 3 BH Cem Bf 38' | C.2Cy.20"&30"–20" 90lb 80lb NDB93 50RHP 1SB,2pf,gs26,hs765 Smith Bros. & Co., Glasgow | 12 " 7 | 1 · 8½ |
| 62663 | *G.H. Hannaford* –04 | ss Mdb. 2nd No.3–3,98 ss Mdb. No.1–01 | | | | | | | | | | | |
| LHVD | *Mchy. Aft* | 1 Dk | | | | | | | | | | | |
| 341 | **Wm. E. Chapman** | Wood Sc | 281 / — / 141 | | | | 1889 S Sherwood Brooklyn NY | Merritt & Chapman Derrick & Wrecking Co. | 124·8 29·7 11·7 | New York Utd. States | T.3Cy.18",21"&35"–24" 60NHP | | |
| 81251 | *F.A. Hayford* 98–98 | | | | | | | | | | | | |
| KGTH | | 1 Dk | | | | | | | | | | | |
| 342 | **William E. Reis** | Steel Sc | 4748 / — / 3154 | | | | 1900 American S.B. Co. Cleveland, O | Cleveland S.S. Co. (J. Mitchell, *Mgr.*) | 416·0 50·0 24·0 | Cleveland Utd. States WB | T.3Cy.23",37½"&68"–42" 257NHP American SB. Co. Clevelan[illegible] | | |
| [illegible] | *B.D. Townsend* | | | | | | | | | | | | |
| | *Elec. light Mchy. Aft* | 1 Dk 2tr B | | | | | | | | | | | |
| 343 | **William Edenborn** | Steel Sc | 5085 / — / 4431 | | | | 1900 West Bay City S.B. Co W. Bay City | Pittsburgh S.S. Co. | 478·0 52·0 25·2 Q72 B47 F80 | Duluth Utd. States WB | Q.4Cy.16½",25½",38½"&60"–40" 228NHP American SB. Co. Clevelan[illegible] | | |
| 81709 | *G. Bell* 01–01 | | | | | | | | | | | | |
| | *Elec. light Mchy. Aft* | 1 Dk 2tr B | | | | | | | | | | | |
| 344 | **William F. Fitch** | Steel Sc Sr | 3629 / — / 2632 | | | | 1902 Detroit S.B. Co. Wyandotte | Franklin Trans. Co. (D.R. Hanna *Mgr.*) | 346·0 48·0 28·[illegible] | Fairport Utd. States WB | T.3Cy.22",35"&58"–42" 218NHP Detroit S.B. Co. Detroit | | |
| 81807 | *R.O. Conner* | | | | | | | | | | | | |
| | *Elec. light Mchy. Aft* | 1 Dk 2tr B | | | | | | | | | | | |
| 345 | **William F. McCaulley** | Steel Sc | 149 / — / 75 | | | | 1894 J.H. Dia-logue Camden, N.J. | Propeller Tow Boat Co. | 90·0 21·0 11·2 | Savannah Utd. States | C.2Cy.18"&32"–24" 42NH J.H. Dialogue, Camden, N.J | | |
| 81403 | *V.B. Avery* –94 | Tug | | | | | | | | | | | |
| KMCW | | | | | | | | | | | | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Register Tonnage — Gross. / Under deck. / Net. | Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | Port of Survey. | Time Allowed for Special Repairs (Letter) | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Register's Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidship. ft. in | Engines to which classed, if not in L.R. Particulars | Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 346 / 86991 | **William Fallows** Iron Pad Sp<br>*F.J.C.Hood89–89* | 122<br>122<br>34 | | | | 1888 | Hepple& Co.<br>N.Shields | TeesConservancy Commissioners | 101·0 | 19·0 | 9·6 | Stockton<br>British | L.2Cy.25″–48″<br>45RH<br>Hepple&Co.,N.Shields | | | |
| 347 / 93100 | **William Flower** Steel Sc Tug<br>*J.Squires* ss Lon.No.3–9,99<br>ss Lon.No.1–02<br>1 *Dk* | 45<br>45<br>— | † A— Lon<br>12,02<br>*Tug, for River purposes only* | | | 1890<br>8mo | David J. Dunlop&Co<br>P.Glasgow | Flower&Everett | 65·3 | 14·0 | 7·8<br>BK3½″ | London<br>British | C.2Cy.14″&28″–18″ (s)<br>90lb 30RH<br>1SB,*2pf*,GS28,HS688<br>D.J.Dunlop&Co.,P.Gl. | 8 ″ 6 | | 10,08 |
| 348 / 81809 | **William G. Payne** Steel Pad<br>2 *Dks, Saloon Dk & Promenade Dk* | 1310<br>—<br>854 | †NB10,03 †LMC12,02 | | | 1902 | Harlan& Hllingswth Co Wlmgtn,Del. | New York, New Haven & Hartford R.R.Co. | 243·3 | 36·9 | 14·6 | Bridgeport<br>Utd. States | C.2Cy.35″&72″–72″<br>Harlan&Hollinge- worth Co. Wilmington, Del | | S | |
| 349 / 99991 | **William Gray** Steel Pad Sp<br>*M.Tous –87* | 119<br>119<br>18 | | | | 1887 | J T Eltringham<br>S.Shields | N.Eastern Rly.Co. | 95·0 | 19·2 | 9·8 | W. Hartlpl<br>British | L.2Cy.28″–50″<br>75RH<br>J.P.Rennoldson&Sons,Shl. | | | |
| 350 / 81801 | **William H. Gratwick** Steel Sc Sr<br>*R.Jackson*<br>*Elec.light* *Mchy.Aft* 1 *Dk2trB* | 4776<br>—<br>3352 | | | | 1902 | American S.B.Co.<br>Cleveland | Etna S.S.Co.<br>(*J.Mitchell, Mgr.*) | 416·0 | 50·0 | 28·0<br>*WB* | Cleveland<br>Utd. States | T.3Cy.22″,35″&58″–40″<br>218NHP<br>American S.B.Co. Cleveland | | | |
| 351 — / 81427 | — Steel Sc 3 Mst Sr<br>*Elec.light* *Mchy.Aft* 1 *Dk & Spar dk* | 2818<br>2602<br>2203 | | | | 1893 | F.W. Wheeler &Co.<br>W.Bay City | United States Transport.Co. | 328·0 | 42·5 | 20·5<br>*WB* | Oswego<br>Utd. States | T.3Cy.20″,32½″&55″–42″<br>F.W.Wheeler& Co.,West Bay City,Mich. | 196NHP | | |
| 352 / 81628 KNRF | **William H. Moody** Wood Twin Sc<br>1 *Dk* | 259<br>259<br>176 | | | | 1898 | A.D.Story<br>Essex,Mass. | Pigeon Hill Granite Co. | 115·0 | 27·5 | 9·2 | Gl'ster Mas<br>Utd. States | C.4Cy.11″&22″–15″<br>31NHP<br>Bertelsen& Peterson E.Bos. | | | |
| 353 / 106501 | **William Hanson** Steel Sc<br>1 *Dk* | 107<br>107<br>63 | | | | 1897 | Tees Conservancy Cmmissionrs Middlesbro' | Tees Conservancy Commissioners | 87·2 | 22·2 | 7·1 | Stockton<br>British | C.2Cy.13″&25″–22″<br>26RHP<br>Hepple&Co.,North Shields | | | |
| 354 / 81857 | **William Henry Mack** Steel Sc Sr<br>*A.J.Greenley –03*<br>*Elec.light* 1 *Dk2trB* | 3781<br>—<br>2923 | | | | 1903 | American S.B.Co.<br>Cleveland,O. | Mack S.S.Co. | 354·0<br>F44′ | 48·0 | 28·0<br>*WB* | Cleveland<br>Utd. States | T.3Cy.20″,33½″&55″–40″<br>191NHP<br>American SB Co. Clevelnd O | | V | |
| 355 / 91355 KCNM | **William Jolliffe** Iron Sc Sr<br>*M.Chadwick –04* | 332<br>321<br>58 | | | | 1885 | J Readhead &Co.<br>S.Shields | W.&T.Jolliffe | 149·0 | 26·2 | 14·0 | Liverpool<br>British | C.2Cy.30″&60″–30″<br>164NHP<br>J.Readhead&Co.S.Shields | | | |
| 356 / 81747 | **William L. Brown** Steel Sc Sr<br>*J.Massey85–01*<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 4998<br>—<br>3967 | | | | 1901 | Chicago S.B.Co.<br>Chicago | Federal S.S.Co.<br>(*C.W Elphicke, Mgr*) | 430·0 | 50·2 | 24·4<br>*WB* | Cleveland<br>Utd. States | T.3Cy.23″,38″&64″–40″<br>259NHP<br>Chicago S.B.Co. | | V | |
| 357 / 9194 JFBR | **William Lindberg** Iron Sc<br>*G.H.Eriksson –02* 1 *Dk* | 146<br>74<br>101 | | | | 1877 | W.Lindbergs Vktieb. Stockholm | Vaxholms Nya Ångt Aktieb. (*G.H. Backert, Mgr.*) | 103·7<br>Q32′ | 19·2<br>B37′ | 7·5<br>H14*t* | Vaxholm<br>Swedish | C.2Cy.16″&31″–21″<br>37NHP<br>W.Lindbergs Mk. Vks. Skm | | | |
| 358 / 93622 MWVC | **William Middleton** Steel Sc Sr<br>*A.H.Summers –02* ss Shl.No.2–01<br>1 *Dk(Stl)* & *Web frames* & *pt Awng dk(Irn)* | 2539<br>1927<br>1630 | †100A1 Shl *s*<br>*pt Awng dk with freeboard*<br>10,01 ~~11,08~~ BS8,04<br>~~12,10~~ †LMC1,01 | | | 1893<br>3mo | Short Bros. Sunderland<br>A&CP | J.Westoll | 300·2<br>P33′Q88′B120′<br>RFD49′ FK<br>*WB = Cell D B236* | 40·1 | 18·8 | Sundrland<br>British<br>6 *BH Cem*<br>637*t APT53t* | T.3Cy.22½″,37″&61″–42″ (s)<br>160lb *80lb* 241NHP<br>2SB,*6pf*,GS108,HS3600<br>W.Allan&Co.,Sunderland | 21 ″ 3<br>s 8 ″ 8½ | | 11,03 |
| 359 / 81961 | **William Muir** Steel Pad Sp<br>*W.Kerr –02*<br>*Elec.light* | 364<br>325<br>155 | | | | 1879 | J.Key& Sons<br>Kinghorn | N.British Rly.Co. | 174·1 | 24·1 | 10·7 | Granton<br>British | O.2Cy.46″–48″<br>NB92 225NHP<br>J.Key&Sons,Kinghorn | | BT till 5,05 | |
| 360 / 81801 | **William Nottingham** Steel Sc Sr<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 4234<br>—<br>3070 | | | | 1902 | Buffalo Dry Dock Co<br>Buffalo | United States Transp.Co. | 376·5 | 50·0 | 29·0<br>*WB* | Oswego, N.Y.<br>Utd. States | T.3Cy.22″,35″&58″–40″<br>213NHP<br>American S.B.Co. Clevelnd | | V | |
| 361 / 96495 LPVW | **William Osten** Iron Sc Sr<br>*J.Cameron –00* | 112<br>112<br>40 | | | | 1889 | Hepple& Co.<br>N.Shields | P.Johnstone | 101·5 | 18·1 | 10·1 | Aberdeen<br>British | C.2Cy.16″&30″–22″<br>40RHP<br>Sheryn&Laurie,Newport | | | |
| 362 / 81705 | **William P. Palmer** Steel Sc<br>*G.Randolph02–03*<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 2293<br>—<br>1609 | | | | 1900 | American S.B.Co.<br>Cleveland | Pittsburgh S.S. Co. | 242·0 | 42·0 | 26·6<br>*WB* | Duluth, Minn<br>Utd. States | T.3Cy.18½″,31½″&51″–36″<br>156NHP<br>American S.B.Co. Cleveland | | | |
| 363 / 81597 | **William Price** Steel Twin Sc<br>ss Krh.No.1–01<br>1 *Dk(Stl–pt teak s)2trIs* | 1178<br>1135<br>525 | † A1 Krh *o*<br>*Hopper Dredger*<br>12,01<br>~~BS10,08~~ †LMC ~~12,01~~ 9,04 | | | 1898<br>5mo | W.Simons &Co.Ld.<br>Renfrew<br>A&OP | Kurrachee Port Trust | 236·0<br>F20′ | 42·6 | 15·4<br>FK<br>3 *BH Cem* | Kurrachee<br>British | T.6Cy.18″,28″&47″–27″ (s)<br>160lb *100lb* 230NHP<br>2SB,*6rf*,GS120,HS3468<br>W.Simons&Co.Ld.Rnf. | 16 ″ 0<br>s 3 ″ 1 | | ~~12,04~~<br>9,04 |
| 364 / 81597 | **William R. Linn** Steel Sc<br>*J.W.Morgan01–01*<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 4329<br>4156<br>3197 | | | | 1898 | Chicago S.B.Co.<br>Chicago | Pittsburgh S.S.Co. | 400·0 | 48·3 | 28·9<br>*WB* | Duluth<br>Utd. States | Q.4Cy.19″,27½″,40″&58″–42″<br>218NHP<br>Chicago S.B.Co. Chicago | | | |
| 365 / 118089 | **William Rowland** Steel Sc Sr<br>*T.Cross98–04*<br>*Well deck* 1 *Dk(Stl)*<br>*Mchy.Aft* | 363<br>259<br>75 | †100A1 Ayr *f*<br>4,04<br>†LMC3,04 | | | 1904<br>4mo | Ailsa S.B. Co.Ld.<br>Ayr | W.Rowland | 150·2<br>Q54′B14′F27′<br>*WB = FPT50t* | 24·4 | 10·4<br>BK7″<br>3 *BH Cem*<br>*APT5t* | Liverpool<br>British<br>*Lloyd's* s *A&CP* | C.2Cy.20″&42″–27″ (s)<br>130lb 95RH<br>1SB,*3pf*,GS52,HS1676<br>Ross&Duncan,Glasgow | 11 ″ 8 | | |
| 366 / 81791 | **William S. Mack** Steel Sc Sr<br>*Mchy.Aft* *Elec.light* 1 *Dk2trB* | 3720<br>—<br>2785 | | | | 1901 | American S.B.Co.<br>Lorain,O. | Lake Erie Transp. Co. | 346·0 | 48·0 | 28·0<br>*WB* | Cleveland<br>Utd. States | T.3Cy.20″,33½″&55″–40″<br>191NHP<br>American S.B.Co. Clevelnd. | | V | |
| 367 / 101833 NBDM | **William Storrs** Iron & Steel Sc Sr<br>~~*R.N.Smart m08–08*~~ ss Nwc.No.2–01<br>1 *Dk(Irn)* & *Awng dk(Irn)* 3tr B<br>*Smith –04* *Irn framing, Stl plating* | 3623<br>3547<br>2324 | †100A1 Bry *v*<br>*Awng dk*<br>*with freeboard* Sws<br>~~6,02~~ 11,01 BS3,04<br>~~BS10,02~~ †LMC10,01 | | | 1893<br>3mo | Tyne I.S.B. Co.(Lim.) Newcastle | Red "R" S.S.Co.Ld. (Stephens, Sutton & Stephens, *Mgrs.*) | 335·0<br>*WB = Cell D B284′* | 43·0 | 22·6<br>29·6<br>BK11″<br>6 *BH Cem*<br>628*t APT12t* | Newcastle<br>British<br>*Lloyd's* s *A&CP* | T.3Cy.24″,40″&65″–42″ (s)<br>160lb *80lb* 280NHP<br>2SB,*6cf*,GS123,HS4290<br>Blair&Co (Lim.), Stockton | 25 ″ 3<br>s 9 ″ 0½ | | ~~10,01~~<br>~~8,04~~<br>11,04 |
| 368 / 3478 JKQN | **Willie** Comp Sc Sr<br>*H.Carlsson01–01*<br>1 *Dk* | 195<br>161<br>97 | | | | 1899 | Sixten Groth<br>Sjötorp | O.Lundqvist | 100·1<br>P28′H7*t* | 22·6 | 10·6 | Lindenäs<br>Swedish | C.2Cy.10¾″&21⅜″–15½″<br>15NHP<br>Motala Nya Co., Motala | | G | |

| 1 Numéro d'Ordre / Numero Official / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage officiel. Total: / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surintendance / Port de la dernière Visite | 6 | 7 | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression. Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Constructeur des machines. | 14 Creux sur Quille. / Franc-bord au dessus du pont. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 369<br>KBCG | **Willkommen**<br>*A.Schau01–01*<br>*Mchy.Aft Elec.light* | **SteelScSr** | 3140<br>3119<br>1999 | ✠<br>9,88<br>*Carrying Petroleum in* | Nwc | *t* | 1887<br>5mo<br>*bulk* | Armstrong Mitchell&Co Ld.Newcastle | Deutsch-Amerik. PetroleumGes.<br>*WB=CellDB* | 315·0 41·2 23·8<br>P169 F48'<br>68 205*t FPT* 65*t* FK | Ostemnde<br>German<br>11*BHCem* | T.3Cy.30″,37″&72″–48″<br>NB02 859NH<br>WallsendSlipwayCo.,Nwc. | 24 ▫ 6 | G V | |
| 370<br>RLMV | —<br>*H.Folser90–00*<br>(*ex*PlymouthBelle) | **SteelPadSr**<br>1*Dk* | 510<br>331<br>204 | | | | 1895 | J.Scott&Co Kinghorn | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 219·7 26·3 8·9<br>B&F299' | Hamburg<br>German | C.2Cy.31″&60″–60″<br>232NH<br>J.Scott&Co.Kinghorn | | | |
| 371<br>QDVG | —<br>*H.Budelmann81–90* | **IronPadSr**<br>1*Dk* | 439<br>334<br>196 | | | | 1884 | J.C.Tecklenborg Geestemünde | Norddeutscher Lloyd | 176·8 25·5 10·8 | Bremen<br>German | C.D.4Cy.19½″&49″–45″<br>Hambrg.Magde-burgA.MaschinenFabrik | | | |
| 372<br>RWKB | **Willmanstrand**<br>— | **WoodScSr** | 152<br>—<br>91 | | | | 1900 | .....<br>Wiborg, Socken | K.Jakooleff | 96·9 21·2 10·0 | Wiborg<br>Russian | | | | |
| 373<br>MPVR | **Willow Branch**<br>*A.Livingston –02*<br>*Elec.light* | **SteelScSr**<br>*ss*Sld.No.3–1,04<br>1*Dk*(*Stl*)4*tr M*<br>*Spar dk*(*Stl*)3*tr M* | 3314<br>3121<br>2148 | ✠100A1<br>*Spar dk* | Bry | *e* | 1892<br>6mo | Bartram, Haswell&Co. Sunderland | NautilusStmShpg. Co.Ld. (F.&W. Ritson) | 328·0 42·8 19·5<br>B60' F36' 27·0<br>BK 104'<br>*WB=CellDB262'* | Sundrland<br>British<br>6*BHCem*<br>500*t APT* 53*t* | T.3Cy.24″,39½″&65″–42″ (*s*)<br>160lb *160lb* NDB04 296NH<br>2SB,*8pf*,GS131,HS1780 FD<br>J.Dickinson,Sunderland | 22 ▫ 0<br>160lb 8 ▫ 3 | | |
| 374<br>QUPN | **Willy** *deFloor –04*<br>~~*Isabbee H.Ehes*~~<br>(*ex*Tynemouth)<br>*Well deck* | **SteelScSr**<br>*ss*Rot.No.3–1,03<br>1*Dk*(*Irn*)2*tr M* | 862<br>697<br>528 | ✠100A1<br>~~6,04 Asst~~ 1,05 ~~Cff~~ Ams | Hpl | *t* | 1891<br>6mo | Wood, Skinner&Co. Newcastle<br>*Lloyd's*.16*CP* | H.W.Borghuys<br>*WB=Cell DB* | 206·0 30·2 13·7<br>Q98' B18' F28'<br>drp.04 FK<br>174' 246*t FPT* | Amstrdam<br>Dutch<br>4*BHCem*<br>31*t APT* 22*t* | T.3Cy.17⅞″&28″&46″–30″ (*s*)<br>150lb *80lb* NDB99 121NH<br>1SB,*3cf*,GS54,HS1890<br>N.E.MarineCo.Ld.Nwc. | 16 ▫ 0<br>150lb 4 ▫ 6 | | |
| 375<br>QGCF | —<br>*S.J.Paul90–99*<br>*Well deck* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 136<br>128<br>33 | | | | 1895 | J.C.Tecklenborg Geestemünde | C.C.H.Bösch | 105·5 20·8 9·7<br>H16' | Brmrhavn<br>German | C.2Cy.17⅞″&32½″–22″<br>42NB<br>J.C.Tecklenborg,Gstmnde | | G | |
| 376<br>MBWD | **Willy Alexander**<br>*A.Copette01–03*<br>(*ex*Atlantique) | **IronSc3MstSr**<br>1*Dk*2*tr B* | 913<br>752<br>603 | | | | 1879 | Jollet& Babin Nantes | F.Alexander<br>*WB=* | 209·9 30·2 17·8<br>P38' F38' | Antwerp<br>Belgian | T.3Cy.19¾″,28½″&44″–27½″<br>NB97 102NH<br>Jollet&Babin,Nantes | | V | |
| 377<br>108264<br>PVTR | **Willyama**<br>*T.Darley04–04*<br>*Well deck* | **SteelScSr**<br>*ss*Syd.No.1–02<br>1*Dk*(*Stl*)2*tr B* | 2705<br>2511<br>1713 | ✠100A1<br>3·04 | Syd | *u* | 1897<br>11mo | W.Dobson &Co. Newcastle<br>A&CP | AdelaideSteam-shipCo.Ld.<br>*WB=Cell* | 325·5 45·1 21·0<br>P33' B& F262'<br>FK<br>*DBa*92' 224*t MT*42 | P.Adelaide<br>British<br>5*BHCem*<br>812*t APT* 90*t* | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *80lb* 251NH<br>2SB,*6pf*,GS121,HS3980<br>N.E.MarineCo.,Ld.,Nwc. | 22 ▫ 2<br>160lb 2 ▫ 7 | | |
| 378<br>21704 | **Wilmington**<br>— | **SteelScTug**<br>4*Dk* | 225<br>—<br>93 | | | | 1900 | Harlan& HllngswrthC. Wlmgtn,Del. | PennsylvaniaR.R. Co. | 88·0 22·0 12·2 | NewYork<br>Utd.States | C.2Cy.20″&40″–26″<br>Harlan& HllngswrthCo.Wlmg.Del. | | | |
| 379<br>80884 | —<br>*J.W.Harper* | **IronSc** | 162<br>—<br>110 | | | | 1882 | W.Cramp &Sons Philadelphia | SouthportSteam-boatCo. | 122·7 22·5 6·7 | Wilmgton, N.C.<br>Utd.States | C.2Cy.14″&26″–17″<br>23NH<br>W.Cramp&Sons,Phl. | | | |
| 380<br>115157<br>VGPM | **Wilster**<br>*H.Grahl88–03* | **SteelScSr**<br>*Spar dk*(*Irn*)2*tr B*<br>*&deep framing* | 2759<br>2560<br>1768 | ✠100A1<br>*Spar dk*<br>*withfreeboard* | Cff | *u* | 1903<br>10mo | Irvine'sSB &D.D.Co.Ld. W.Hartlepool<br>A&CP | TrechmannS.S.Co. Ld.(Trechmann Bros.*Mgrs.*)<br>*Cell DBa* 98′ *uE* | 320·0 46·0 12·8<br>P30' B96' F30' 21·3<br>FK<br>22′*f* 140′ 736*t FPT* | W.Hartlpl<br>British<br>5*BHCem*<br>80*t APT* 75*t* | T.3Cy.23″,38″&62½″–42″ (*s*)<br>160lb *90lb* 278NH<br>2SB,*6cf*,GS120,HS4580<br>Blair&Co.Ld.Stockton | 16 ▫ 0<br>160lb 3 ▫ 11½ | | |
| 381<br>3170<br>JHND | **Wilton**<br>*J.J.Malmberg 98*<br>*Well deck* | **IronScSr**<br>*ss*Skm.2ndNo.3–6,98<br>*ss*Skm.No.1–02<br>1*Dk*(*Irn*)2*tr B* | 1579<br>1266<br>969 | ✠100A1<br>6,01 ~~Asst~~ | Bly | | 1878<br>4mo | W.Gray& Co. W.Hartlepool<br>A&CP | RederiAktieb.Disa (O.A.Brodin, *Mgr.*) | 260·8 34·2 19·6<br>Q100' B62' F34'<br>BK9'<br>*WB=* | Gefle<br>Swedish<br>4*BHCem*<br>*DBa*84′ *f*94 | C.2Cy.38″&61″–38″<br>160lb *60lb* NDB91 178NH<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 21 ▫ 0 | | |
| 382<br>109777<br>QMJL | **Wimborne**<br>*M.Mathias –99*<br>*Web frames*<br>3*Dk rule* | **SteelScSr**<br>*ss*Off.No.1–02<br>1*Dk*(*Irn*)2*tr B&* | 3466<br>3196<br>2220 | ✠100A1<br>8,04 ~~11,08~~<br>BS1,05 | Bry | *e* | 1898<br>12mo | Richardsn, Duck&Co. Stockton<br>*Lloyd's*.16*CP* | WimborneSS CoLd (E.Thomas,Radcliffe&Co.)<br>*Cell DBa* 112′ *uE*22 | 339·0 46·0 24·6<br>P33' B91' F32'<br>FK<br>′*f* 144′ 810*t FPT* 115*t* | Cardiff<br>British<br>6*BHCem*<br>*APT* 165*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *90lb* 281NH<br>2SB,*6cf*,GS119,HS4325<br>Blair&Co.Ld.Stockton | 27 ▫ 3<br>160lb 5 ▫ 1 | | |
| 383<br>120722<br>WHFM | **Wimmera**<br>*T.Free –04*<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*Stl U-ws*,*Teak*)<br>*&Web frames* | ~~2968~~<br>3022<br>2110<br>1872 | ✠100A1<br>*Class Contem. plated*<br>*WB=CellDBa* | Grk | *e* | 1904<br>10mo | Caird&Co. Ld. Greenock<br>*Lloyd's*.16*CP* | Huddart,Parker& Co.Proprietary,Ld<br>*WB=CellDBa* | ~~3354·0 48·0 28·2~~<br>P&B201' F100 20·6<br>835·3 43·2 BK9'<br>′*f* 152′ 447*t FPT* | Melbourne<br>British<br>7*BHCem*<br>*APT* 27*t* | T.3Cy.27½″ 45″&74″–48″ (*s*)<br>180lb 522NHP<br>2D&1SB,15′,GS315,HS9500<br>Caird&Co.Ld Greenock | 28 ▫ 2<br>180lb 10½ | BT all 9,05 | |
| 384<br>110156<br>RGFV | **Winchester**<br>*W.L.Coulthurst –00*<br>*Spar dk*(*Stl*)2*tr B&deep framing* | **SteelScSr**<br>*ss*Sld.No.1–03 | 3237<br>3039<br>2087 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,01 ~~11,08~~ | Sld | *r* | 1899<br>7mo | W.Hamilton&Co. Pt.Glasgow<br>A&CP | Austin FriarsStm. ShippingCo.Ld. (Galbraith,Pembroke&Co.*Mgrs.*)<br>*WB=CellDBa* | 330·9 45·6 16·2<br>P31 B118' F40' 23·9<br>FK<br>*uE*114′ *f* 144′ 727*t APT* 77*t* | London<br>British<br>6*BHCem* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *90lb* 301NHP<br>2SB,*6cf*,GS141,HS4691<br>D.Rowan&Co.Glasgow | 18 ▫ 6<br>180lb 4 ▫ 9<br>4 ▫ 7 | | |
| 385<br>113585 | —<br>*W.Manthorpe02–02* | **SteelSc**<br>1*Dk*(*Irn*) | 79<br>79<br>8 | ✠100A1<br>*For Towing purposes*<br>9.02 | Hul | *a* | 1900<br>11mo | J.Scarr Beverley<br>*Lloyd's*.16*CP* | HumberSteam TowingCo.Ld. (S.Harrison, *Mgr.*) | 80·0 17·0 9·0<br>BK6' | Hull<br>British<br>3*BHCem* | C.2Cy.13″&26″–20″ (*s*)<br>160lb NE8*refitd*00 80NH<br>1SB,*2pf*,GS28,HS610<br>C.D.Holmes&Co.Hull | 10 ▫ 0 | | |
| 386<br>73<br>LRDV | **Wind**<br>*J.Weide –03*<br>*Elec.light* | **SteelSc3MatSr**<br>1*Dk* | 167<br>148<br>99 | | | | 1899 | J.J.Pattje &Zn. Waterhuizen | A.Klein | 109·6 23·8 8·6<br>P22' Q16' | Riga<br>Russian<br>*WB* | C.2Cy.6¾″&11⅝″–8″<br>4NH<br>R.Holtz,Harburg | | G | |
| 387<br>73<br>LRDV | **Windau**<br>*H.Lange88–98*<br>*Elec.light* | **IronScSr**<br>(*ex*Meerschaum)<br>1*Dk* | *420*<br>—<br>*233* | | | | 1873 | E.Lindsay Newcastle | MaxReincke | 153·6 23·6 14·1 | Windau<br>Russian<br>*WB* | C.2Cy.18½″&36″–24″<br>NB97 58NH<br>BowdenBros.,Newcastle | | V | |
| 388<br>105186<br>PRQG | **Windsor**<br>*D.Parry89–97*<br>1*Dk*(*Irn*)2*tr B&*<br>3*Dk rule* | **SteelScSr**<br>*ss*Bry.No.1–01<br>*Web frames* | 4074<br>3383<br>2642 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>4.04 | Cff | *m* | 1897<br>6mo | Ropner& Son,Stockton<br>A&CP | WindsorS.S.Co.Ld. (E.Thomas,Radcliffe&Co.)<br>*WB=* | 336·5 46·6 25·7<br>P30' B65' F29'<br>FK<br>132′ 711*t FPT* 218*t* | Cardiff<br>British<br>6*BHCem*<br>*APT* 196*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb 276NH<br>2SB&1Aux.SB,*8rf*,GS146,<br>Blair&Co.Ld.Stk. HS4324 | 27 ▫ 8<br>160lb 4 ▫ 10<br>4 ▫ 9 | | |
| 389<br>98980<br>LQJD | —<br>*J.B.Booth –01*<br>1*Dk*(*Irn*)2*tr B&*<br>*&pt.Awngdk*(*Irn*) | **SteelScSr**<br>*ss*Stk.No.3–5,02<br>*Web frames* | 2892<br>2184<br>1853 | ✠100A1<br>*pt.Awng dk*<br>*withfreeboard*<br>4.01 | Syd | *t* | 1890<br>3mo | W.Gray& Co.(Lim.) W.Hartlepool<br>*Lloyd's*.16*CP* | BritainS.S.Co.Ld. (Watts,Watts&Co. *Mgrs.*) | 314·6 40·6 20·5<br>P29' Q102' BK10'<br>*Awng dk* 183<br>*WB=Cell DB* 268′ 652*t* | London<br>British<br>5*BHCem* | T.3Cy.28″,37½″&61½″–39″<br>160lb *50lb* (*r*) 235NH<br>2SB,*6cf*,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23 ▫ 8<br>160lb 9 ▫ 2 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and now expired. Equipment Letter. | 8 Built. When. Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. Distinguishing Letter. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 390 Windsor 55119 HNDS | *J. McLaren* –03 | IronScSr ss Lth. 3rd No. 3—4,04 2 *Dks* | 623 497 319 | †* ⚓ I 11,01 NB7,* BS1,01 | Lth | MC7,* | 1866 7mo | Blackwood & Gordon Port Glasgow A&CP | G. Gibson & Co. | 210·5 P117′ F55′ | 28·4 | 13·5 BK7 | Leith British | T.3Cy.18″,30″&56″–30″ (*s*) 140lb *55lb* NDB86 128NHP 1SB.*3cf*.GS60.HS1420 *Tpd*86 Hawthorns & Co. Lth | 14 ″ 7 s 2 • 0½ | | 4,04 |
| 391 — 109829 | *J. Bannister* –98 | IronScK 1 *Dk* | 172 154 62 | | | | 1898 | Cochrane & Cooper, Ld. Beverley | Queen Steam Fishing Co. Ld. | 100·0 Q44′ F17′ | 21·0 | 11·0 BK7½ | Grimsby British | T.3Cy.12½″,19½″&32″–22½″ 50RHP C.D. Holmes & Co. Hull | 11 ″ 9 | | |
| 392 Windsor Castle 110869 BBQC | *J.W. Little* –99 | SteelScK ss Gms. No. 1–03 1 *Dk* | 241 215 94 | †100A1 *Stm Trawler* 12.01 | Gms | | 1899 3mo | Dundee Ship builders Co. Ld. Dun. A&CP | Grimsby Castle Line Stm. Fishing Co. Ld (A. J. Baxter, *Mgr.*) | 119·3 Q66′ F19′ | 22·1 | 11·6 BK7½ | Grimsby British | T.3Cy.12½″,28″&37″–24″ (*s*) 200lb 80RHP 1SB,*3cf*,GS50,HS1417 Cooper & Greig Dundee | 12 ″ 0 | | 11,02 9,04 |
| 393 — 114513 | *R. Watson* 98–01 | SteelScK 1 *Dk* | 183 172 52 | †100A1 *Stm Trawler* 12.01 | Abn | LMC12 | 1901 12mo | Hall, Russell & Co. Ld. Aberdeen *Lloyd's* | Castle Trawl & Line Fishing Co. Ld. (R. Irvin, jun. *Mgr.*) *sA&CP* | 108·2 | 21·2 | 11·7 BK7½ *WB = DTf8t* | N. Shields British | T.3Cy.12″,19″&33″–22″ (*s*) 160lb 62RHP 1SB,*2pf*,GS34,HS1101 Hall, Russell & Co. Ld. Abn. | 12 ″ 4 | | |
| 394 Windward 97597 | *J.J. Cooney* 03–04 | WoodScBk | 356 313 157 | | | | 1860 | ..... Peterhead | R. Ferguson & Co. | 118·5 Q3t | 28·9 | 16·5 | Dundee British | C.2Cy.14″&28″–24″ NE&B02 35RHP T.S Marvel & Co. | | | |
| 395 Windward Ho 116097 TRGW | *P. Pelsen* 02–02 | SteelScK 1 *Dk* | 226 201 78 | †100A1 *Stm Trawler* 10,03 3,04 | Hul | LMC10,02 | 1902 10mo | Cook, Welton & Gemmell Hull *Lloyd's* | S.T. White & Co. Ld. *sA&CP* | 121·8 Q50′ | 21·5 | 11·5 BK7 | Hull British | T.3Cy.12½″,21½″&35″–24″ (*s*) 200lb 63RHP 1SB,*2cf*,GS31,HS1100 C.D. Holmes & Co. Hull | 12 ″ 4 | | |
| 396 Winfield 112700 BPQC | *H.J. Holland* 01–01 | SteelScSr Spar dk (*Stl*) 2 tr B & deep framing | 3215 3032 2082 | †100A1 *Spar dk* *with freeboard* 9,03 | Syd | LMC BS11,* | 1900 4mo | W. Hamilton & Co. Pt. Glasgow A&CP | Adelaide SS Co. Ld. *WB = Cell DBa & uE114′ f144′* | 330·7 P31′ B118′ F39′ 23·9 FK | 45·7 | 16·2 *6 BHCem 727t APT77t* | P. Adelaide British | T.3Cy.24″,40″&65″–42″ (*r*) 180lb *90lb* 301NHP 2SB,*6rf*,GS141,HS4691 D. Rowan & Co. Glasgow | 18 ″ 6 s 4 • 9½ | | 9,03 11,04 |
| 397 Wing Chai 109871 | *D.J. Murphy* –02 | WoodSc 2 *Dks* | 883 692 548 | | | | 1902 | Kwang Tuk Cheang Hong Kong | Sam Wang Land Investment, Loan & Agency Co. Ld. | 177·5 | 28·4 | 11·4 | Hong Kong British | C.2Cy.23″&46″–30″ 88RHP Tin Hing Eng. Co. H.Kg. | | | |
| 398 Wing Hang 109863 | *A.C. Broadridge* | WoodScSr 2 *Dks* | ~~444~~ 444 ~~490~~ 197 ~~878~~ 278 | | | | 1901 | Kwang Tuk Cheang Hong Kong | ~~Wing On S.S. Co.~~ Win Guen S.S Co. Ld. | 140·4 | 24·0 | 9·5 | ~~Canton~~ ~~French~~ Hong Kong British | C.2Cy.16″&32″–22″ 40NHP Tin Hing Eng. Co. H.Kg. | | | – |
| 399 Wing Sang 87151 HWLT | *W. Lambie* –03 | IronScBn | 2339 2136 1517 | | | | 1883 | Hall, Russell & Co. Aberdeen | Indo-China Steam Nav. Co. Ld. | 290·5 B54′ F39′ | 40·2 | 24·0 FK | London British *Tpd.* | T.3Cy.19″,36″&63″–54″ NB96 317NHP 96 S.C. Farnham & Co., Abn. | 25 ″ 0 | | |
| 400 Winga 2059 JDTH | *C. Olsson* –96 | SteelScSr 1 *Dk* | 148 84 92 | | | | 1891 | Bergsunds M.V. Stockholm | Kongselfs Nya Angb. Aktieb. (B.G. Sjöberg) | 96·1 Q29′ B35′ F12′ | 19·5 | 7·6 H13t | Kongelf Swedish | C.2Cy.13¼″&23½″–17½″ 19NHP Bergsunds M.V., Skm. | | | |
| 401 Wingrove 105879 PLQD | *F.W. Perryman* –04 *ss* Cff. No. 1–00 | SteelScSr Spar dk (*Irn*) 2 tr B & deep framing *ss* Cff. No. 2–05 | 2806 2626 1819 | †100A1 *Spar dk* *with freeboard* 5,05 | Lon | Cff | 1896 10mo | Short Bros. Sunderland A&CP | Talbot S.S. Co. Ld. (T. Bowen, Rees & Co. *Mgrs.*) *WB = Cell D* | 317·0 P31′ B74′ F31′ FK | 42·1 | 17·1 24·0 *6 BHCem Ba100′ uE24′ f124′ 723t APT75t* | London British | T.3Cy.23″,38″&62″–42″ (*r*) 160lb *80lb* 254NHP 2SB,*6rf*,GS115,HS3910 J. Dickinson & Sons, Ld., Sld. | 19 ″ 9 ~~s 5 • 3~~ s 5 • 3 | | ~~11,03~~ NO,05 |
| 402 Winifred 106987 QGSR | *J.G. Duncan* –01 | SteelScSr 1 *Dk* (*Irn*) & deep framing | 2794 2569 1802 | †100A1 12,04 | Shl | LMC 10,03 | 1898 9mo | Irvine's S. & Dry Dk. Co. Ld W Hartlepool A&CP | Pyman S.S. Co. Ld. (G. Pyman & Co. *Mgrs.*) *WB = Cell D Ba* | 324·0 P9′ B160′ F33′ FK | 46·0 | 20·5 *5 BHCem APT47t* | W. Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 267NHP 2SB,*6cf*.GS89,HS4030 T. Richardsn & Sns. Ld. Hpl. | 23 ″ 0 s 3 • 6 | | 3,04 |
| 403 — 81626 KNRC | *L.A. Cates* | SteelScSr 2 *Dks* & *Web frames* Carrying Petroleum in bulk Fitted for liquid fuel | 2551 — 1520 | | | | 1898 | Bath Iron Works Bath, Me. | J.M. Guffey Petroleum Co. | 282·5 P37′ B52′ F24′ FK | 42·2 | 21·1 *WB* | Galveston Utd. States | T.3Cy.20½″,34″&55″–36″ NB98 228NHP NE86, *fitted* 98 Bath Iron Works, Bath, Me. | 25 ″ 0 | V | |
| 404 — | | SteelTwinScSr | 550 | | | | 1901 | Bow, McLachlan & Co. Ld. Paisley | Crown Agent of the Colonies | 175·0 | 29·0 | 9·0 | British | T.6Cy.9¾″,15½″&25″–16″ Bow, McLachln & Co Ld. Psy | | | |
| 405 — 104052 NJPS | *H.R. Jaggs* –01 *Mchy. Aft* | IronScK *ss* Hul. No. 3–6,99 *ss* Hul. No. 1–03 1 *Dk* (*Irn*) | 288 229 136 | †100A1 10,01 MS9,03 BS3,05 | Hul | *d* LMC | 1894 3mo | J.P. Rennoldson & Sns. S. Shields A&CP | E. & H.W. Packard *WB = F PT* | 140·0 Q46′ F16′ BK7 | 21·1 | 10·0 *3 BHCem 22t APT9t* | Ipswich British | C.2Cy.17″&34″–22″ (*s*) 100lb *80lb* 45RHP 1SB.*2pf*.GS30,HS864 J P. Rennoldson & Sons S Shl | 10 ″ 6 s 1 • 3½ | | N9,03 |
| 406 Winifredian 110584 RFTW | *F. Shepherd* –03 *Elec. light Ref. Mchy.* | SteelSc4MstSr 3 *Dks* (*Stl*) & pt Shelter dk lower dk forehold (*Stl*) | 10405 9387 6816 | †100A1 7,01 LMC10,03 | Liv | *h*† | 1899 7mo | Harland & Wolff. Ld. Belfast *Lloyd's* | F. Leyland & Co. (1900) Ld. *WB = Cell D Ba* | 552·5 P72′ F107′ *Shelter dk* 234′ 150′ *uE* & *B71′ f175′* | 59·3 36·8 FK & BK3′ | 28·9 *9 BHAsp 1457t DTa48* | Liverpool British | T.3Cy.33″,56″&94″–66″ (*s*) 200lb 847NHP 2D&2SB*18cf* GS329 HS13368 Harland & Wolff, Ld. Bel. *1457t MT43′ 1498t APT39t* | 40 ″ 3 s 9 • 9 | BT till 10,04 5,05 | 10,03 |
| 407 Winkfield 112669 KMNH | *T. Atkinson* –03 *Elec. light* | SteelScSr ss Bry. No. 1–04 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & deep framing | 4009 3839 2575 | †100A1 *Spar dk* 5,05 | Sld | Nwc LMC1,01 | 1900 2mo | Short Bros. Sunderland A&CP | Seafield Shpg Co Ld (Lawther, Latta & Co. *Mgrs.*) *WB = Cell D Ba 106′ u* | 370·4 P35′ B228′ F37′ 28·8 FK *E24′ f152′ 900t FPT* | 48·1 | 20·3 *6 BHCem 69t APT78t* | London British | T.3Cy.26″,43″&71″–51″ (*r*) 180lb *100lb* 418NHP 2SB,*6cf*,GS144,HS5466 FD G. Clark, Ld. Sunderland | 21 ″ 6 s 5 • 4½ | | 1,04 |
| 408 Winnebago 81871 | *T.J. Moran* –03 *Mchy. Aft Elec. light* | SteelScSr 1 *Dk* 2 tr B | 1091 — 786 | | | | 1903 | Columbia Iron Works St. Clair, Mich | Iroquois Trans. Co. F.J. Prendiville, *Mgr.*) | 200·0 Q69′ F32′ | 39·3 | 13·7 *WB* | Chicago Utd. States | T.3Cy.15″,26″&44″–36″ 116NHP Columbia I.W. St. Clair | | V | |
| 409 Winnie 98788 PMTJ | *M.R. Dunning* –03 | SteelScSr ss Hpl. No. 3–2,02 1 *Dk* (*Irn*) & deep framing | 2532 2337 1583 | †100A1 5,05 BS11,04 | Shl | *t* Nwc. LMC 2,01 | 1896 11mo | J. Blumer & Co. Sunderland A&CP | F. Rahtkens & Co. *WB = Cell D Ba* | 304·0 Q39′ B80′ F35′ 100′ *uE* & *B40′ f114′* | 44·0 FK | 20·6 *5 BHCem 636t APT46t* | Middlsbro' British | T.3Cy.23″,37½″&61½″–39″ (*s*) 160lb *80lb* 245NHP 2SB.*6rf*,GS95,HS3800 Blair & Co. (Lim.), Stockton | 23 ″ 1 s 3 • 7 | | ~~12,03~~ 11,04 |
| 410 — 88907 LFPM | *H. Rodgaard* –03 *Well deck* | SteelScSr ss Hpl. No. 3–11,98 ss Hpl. No. 1–02 1 *Dk* (*Irn*) & *Web frames* | 1898 1417 1200 | †100A1 4,05 BS8,04 | Cff | *r* LMC1 | 1889 6mo | Grangemth Dockyard Co. Grngemouth A&CP | C. Nielsen & Sons *WB = Cell D Ba & u* | 270·3 P25′ Q78′ B114′ F33 BK9½′ *E96′ f112′ 340t FPT* | 36·9 | 17·1 *4 BHCem 74t APT45t* | Hartlepool British | T.3Cy.19″,31″&51″–36″ (*a*) 160lb *80lb* NDB01 161NHP 2SB.*4rf*.GS72,HS2504 Hutson & Corbett, Glasgow | 19 ″ 5 s 1 • 10 | | 3,04 |

| Numéro officiel / Signaux / Nom du Navire / Capitaine / Visites Périodiques, Nombres des Ponts | Tonnage: Total / Sous le Pont. Net. | Détails de la Classification: Cote / Surveillance / Date de la dernière Visite | Construit: Quand / Par qui / Où | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.: Longueur / Largeur | Port d'Armement / Pavillon. | Machines. No & Ids des Cylindres — Course / Diamètre des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Tirant d'eau: Pieds / Pouces | |
|---|---|---|---|---|---|---|---|---|---|
| 411 Winstanley<br>95315 T.Gibson98–98 ssNpt.No.8–12,00<br>KWBG Well deck 1 Dk(Stl) | 368<br>194<br>149 | ✠100A1 Npt f<br>11.01 [illegible]<br>MC11 a<br>Renewed? | 1888 AilsaShip-<br>11mo building Co.<br>Troon<br>Lloyd's RegCP | J.Weatherill<br>WB – DBa26' 21t FPT | 142·0 25·1 12·4<br>Q66 B19 F19'<br>BK7'<br>4 BHCem<br>29' APT13t | Dublin<br>British | T.3Cy.18½",32"&86"–27" (s)<br>160lb 80lb 70RH<br>1SB,2rf,gs32,hs1120<br>W.Kemp,Glasgow | 12 ▫ 11<br>▫ ▫ 11 | |
| 412 Winyah<br>77004 (exJohnG.Christopher) 2 Dks‖Spardk<br>WBLK | 1682<br>—<br>1445 | | 1892 Jackson,<br>Sharp&Co.<br>Wmngtn Del | Clyde S.S.Co.<br>(W.P.Clyde&Co.<br>Mgrs.) | 200·0 38·0 17·5<br>26 1 | New York<br>Utd.States | T.3Cy.16",24"&41"–30"<br>NB63 92NH<br>Neafie&Levy,Philadelphia | | R |
| 413 Wipper<br>C.Neumann –03 1 Dk2tr B<br>JDSN | 514<br>[illegible]<br>294 | | 1880 Act.Ges.<br>"Vulcan"<br>Stettin | Rud.Christ.Gribel<br>Q94 | 163·0 24·5 11·6<br>Stettin<br>German<br>WB | | C.2Cy.21½"&39½"–27½"<br>NB93 68NH<br>A.G."Vulcan," Stettin | | G |
| 414 Wira<br>2525 F.O.Johansson –02<br>JPPN 1 Dk | 102<br>58<br>54 | | 1894 Jönköpngs<br>M.V.<br>Jönköping | Göteborgs Nya<br>Ångslups Aktieb.<br>(J.A.Kinnman) | 83·3 18·3 6·3<br>Q5' B31' H5t F12' | Gothenbrg<br>Swedish | | | |
| 415 Wirral<br>97882 1 Dk | 391<br>308<br>20 | | 1890 J.Jones<br>&Sons<br>Liverpool | Municipal Corporation of Birkenh'd<br>H83t | 145·1 32·0 10·4<br>Liverpool<br>British | | T.6Cy.16½",22"&36"–15"<br>110NH<br>J.Jones&Sons,Liverpool | | 8T<br>L |
| 416 Wisbech<br>1144[illegible] R.Adie –01<br>SPWG 1 Dk(Iron)‖deep framing | 1282<br>1169<br>801 | ✠100A1 Bly o<br>[illegible]<br>5.05 Nwc<br>✠LMC[illegible] | 1901 BlythS.B.<br>7mo Co.Ltd.<br>Blyth<br>A&CP | Wisbech S.S.Co.Ltd<br>(Atkinson Bros.)<br>WB = CellDBa74' | 235·0 36·5 17·0<br>P28' B50' F27'<br>FK<br>1 BHCem<br>APT25t | Newcastle<br>British | T.3Cy.18½",30"&49"–33" (s)<br>160lb 80lb 148NH<br>1SB,4pf,gs70,hs2867<br>N.E.MarineEng.CoLd Nwc | 19 ▫ 2<br>▫ 3 · 7 | |
| 417 Wisconsin<br>200333 1 Dk | 4858<br>—<br>3707 | | 1903 Superior<br>S.B.Co.<br>W.Superior | W.A.Hawgood | 128·0 50·0 28·0<br>Marquette<br>Utd.States | | T.3Cy.22",35"&58"–42"<br>218NH<br>SuperiorS.B.Co. | | |
| 418 Wisingsö<br>1899 N.A.Walter00–00 1 Dk<br>JDQH | 215<br>105<br>142 | | 1888 MotalaCo.<br>Motala | Ångf.Aktieb.<br>EsaiasTegnér<br>(F.Möller,Mgr.) | 97·9 22·3 8·6<br>Q25' B14' H17t<br>F31' | Lindköpng<br>Swedish | C.2Cy.16"&29"–18"<br>30NH<br>MotalaCo.,Motala | | |
| 419 Wisna<br>3758 S.B.Zachrison00–04<br>JLRT 1 Dk | 429<br>299<br>228 | | 1900 P.Larsson<br>Thorskog | Ångf.Aktieb.<br>Wisna(P.Larsson) | 141·7 24·1 14·2<br>Q42' B42' H24t F22 | Thorskog<br>Swedish | C.2Cy.16½"&24½"–17½"<br>20NH<br>ThorskogsM.V. | | V |
| 420 Wissmann<br>96250 T.Pillich –03 (exMinnieHinde)<br>Elec.light 1 Dk | 612<br>454<br>183 | | ... 1890 M'Ilwaine<br>&M'Coll(L.)<br>Belfast | Cowasjee,Dinshaw<br>&Bros. | 180·0 27·2 13·4<br>P27' B15' F28'<br>FK | Bombay<br>British | T.3Cy.17½",27"&45"–30"<br>110NH<br>M'Ilwaine&M'Coll(Lim.) | 14 ▫ 3 | |
| 421 Wistaria<br>96242 W.J.Fraser –91<br>MJVW (exLynton) (Trawler) 1 Dk | 143<br>133<br>45 | | ... 1891 A.W.Ro-<br>bertson&Co.<br>London | N.EasternSteam<br>FishingCo.Ld. | 96·5 20·2 10·9<br>Q16' F20'<br>BK7½'<br>WB | Grimsby<br>British | T.3Cy.10½",18"&30"–22"<br>NE02 44RH<br>N.Bmade91,refitted02<br>G.T.Grey,SouthShields | 11 ▫ 9 | |
| 422 Wistow Hall<br>97746 B.Dowse –03<br>LNPC 2 Dks3tr B | 3314<br>3091<br>2139 | ... 1890 Caird&Co.<br>(Lim.)<br>Greenock | HallLine,Ld.<br>(R.Alexander&Co.<br>Mgrs.) | 349·5 42·1 26·7<br>P37' B76' F47'<br>FK<br>WB | Liverpool<br>British | T.3Cy.24",40"&68"–54"<br>307NH<br>Caird&Co.(Lim.)Greenock | 29 ▫ 9 | C |
| 423 Witham<br>93231 G.L.Leeming –02 ssHul.No.8–10.94<br>LMNG ssGms.No.2–03 1 Dk | 144<br>134<br>83 | ✠100A1 Bos<br>StmTrawler<br>[illegible]<br>[illegible]<br>✠LMC[illegible] | 1885 Earle'sCo.<br>11mo (Lim.)<br>Hull<br>Lloyd's RegCP | BostonDeepSea<br>Fishg.&IceCo.Ld. | 100·0 20·2 10·3<br>Q16' F21'<br>ND98 BK7½'<br>3 BHCem | Boston<br>British | T.3Cy.11½",17"&30"–21" (s)<br>150lb 45RH<br>1SB,2pf,gs21,hs655<br>Earle'sCo.(Lim.),Hull | 11 ▫ 6 | |
| 424 Witt & Bartels<br>J.Boldt 1 Dk<br>KPGQ | 151<br>136<br>40 | | 1891 Ch.Jürgens<br>&Co.<br>Hamburg | CranzerFisch-<br>dmpfsch.Ges.<br>(O.Bröhan,Mgr.) | 101·8 20·3 11·1<br>F11'<br>WB | Cranz a/d<br>Elbe<br>German | C.2Cy.16½"&30½"–20½"<br>36NH<br>Ch.Jürgens&Co.,Hamburg | | V |
| 425 Wittekind<br>P.Urban 2 Dks(1 Stl-ws‖USTl-<br>QFVH Well deck teak s)‖Webframes<br>Elec.light | 5640<br>4510<br>3607 | ✠ Ham x<br>4.94<br>✠ | 1894 Blohm&<br>4mo Voss<br>Hamburg | Norddeutscher<br>Lloyd<br>WB = CellDB320' | 383·4 46·0 27·2<br>B304' F72'<br>FK<br>637t FPT59t APT<br>45t DTa80t | Bremen<br>German | T.6Cy.22½",35"&60"–42½"<br>514NH<br>2D&2SB 10cf,gs254,hs8200<br>Blohm&Voss,Hamburg | 30 ▫ 0 | G |
| 426 Wittenberg<br>R.Hempel 2 Dks3tr B<br>RKHD Elec.light (exThekla) | 3689<br>3146<br>2363 | | 1895 Flensburger<br>Schiffsb.Ges.<br>Flensburg | Norddeutscher<br>Lloyd | 354·7 42·0 26·2<br>P216' E44'<br>WB | Bremen<br>German | T.3Cy.27",41"&66"–42"<br>282NH<br>FlensburgerSchiffsb.Ges. | | G |
| 427 Wizard<br>80076 | 139<br>—<br>70 | | 1869 .....<br>SanFrancisco | E.Heldmaier | 94·0 23·2 11·4<br>Los Angeles<br>Utd.States | | | | |
| 428 Wladimir Sawin<br>J.Jorgensen93–98 ssCff.No.1–02<br>NJWV 1 Dk(Stl)‖Webframes‖<br>Elec.light ptAwng dk(Stl) | 2058<br>1518<br>1295 | ✠100A1 Cff r<br>ptAwng dk<br>withfreeboard<br>[illegible]<br>Shl<br>[illegible]<br>MS1.05 ✠LMC[illegible] | 1898 Craig,<br>8mo Taylor&Co<br>Stockton<br>A1QP | DanskRussiske<br>Dampselskbt.<br>(P.Mörch,Mgr.)<br>WB = CellDBa88' | 271·0 40·7 16·5<br>P27' Q72'<br>ptAwng dk172' FK<br>1 E‖B32' f108' 442t<br>APT54t | Copnhagn<br>Danish | T.3Cy.20",32½"&58"–36" (r)<br>160lb 80lb 182NH<br>2SB,4pf,gs148,hs2920<br>SirC.Furness,Westgarth&<br>Co.Ld.Middlesbro | 18 ▫ 9<br>▫ 8 · 5 | T |
| 429 Wo Foo<br>1 Dk | 178<br>148<br>109 | | 1900 NgaiSun&<br>Co.<br>HongKong | H.&S.Bahk | 100·0 21·1 6·6<br>Manila<br>Utd.States | | C.4Cy.10"&20"–12"<br>83RH<br>NgaiSun&Co.HongKong | | |
| 430 Wo Sang<br>[illegible] R.Johns –98 2 Dks<br>MHNL | 1783<br>1619<br>1127 | | 1891 Lon&Glas.<br>Co.(Lim.)<br>Glasgow | IndoChinaSteam<br>Nav.Co.Ld. | 260·0 36·0 22·0<br>B64'<br>British | London | T.3Cy.20",32"&52"–45"<br>181NH<br>Lon.&Glas.Co.(Lim.),Gls. | | |
| 431 Wobun<br>100700 J.Meikle –02<br>WMBP 1 Dk(Stl)‖deep framing | 1551<br>1486<br>990 | ✠100A1 NYk q<br>[illegible]<br>4.04 NFL<br>✠LMC[illegible] | 1902 Grngem'tl.<br>6mo &Greenock<br>DockyardCo.<br>Greenock<br>Lloyd's RegCP | NovaScotiaSteel &<br>CoalCo.Ld. | 257·5 37·1 18·2<br>B58 F27'<br>FK<br>WB = | Pictou,N.S<br>British | T.3Cy.19",31½"&51"–36"<br>160lb 80lb 183NH<br>2SB,8pf,gs92,hs8161<br>Dunsmuir&Jackson,Gls. | [illegible]<br>20 ▫ 4<br>▫ 3 · 2½ | |
| 432 Wodan<br>J.van Ree81–03 1 Dk<br>QCSG | 272<br>168<br>— | ... 1883 L.Smit&<br>Son<br>Kinderdyk | L.Smit&Co's<br>Sleepdienst,Ld.<br>(MurkLels&Zoon,<br>Mgrs.) | 131·7 23·8 13·0<br>FK | Rottrdam<br>Dutch | C.D.4Cy.18"&28½"–42"<br>NB[illegible] 88NH<br>Diepeveen Lels&Sm: K.dk<br>L.S.143 | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned new or altered. Equipment Letter. | 8 When Built. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Boilers in which classed, if NR in L.R. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 433 98127 LSVT | **Wodonga** *J.E Maeburn* –98 *Elec.light* | **SteelScSr** 1 *Dk(Stl-ws)&Spardk* 1 *Dk&Webframes* | 2341 1852 1473 | ✠ *Spar dk* 7,90 | Gls | *t* | 1890 7mo | A&J.Inglis Glasgow | **Australas'nUnited Stm.Nav.Co.Ld.** *WB=CellDB228* | 310·2 \| 39·1 \| 14·8 P193′F44′ 22·4 281*t* FK | **Melbourne** British | T.3Cy.30″,48″&74″–48″ 2DB,*12cf*,GS220 379NHP A.&J.Inglis,Glasgow | **17 ″ 3** | | |
| 434 QHNP | **Woge** *W.Sälter*97–03 | **SteelScLr** 1 *Dk* | 129 129 67 | | | | 1903 | Bremer "Vulkan" Vegesack | **Bremen-Vegesacker Fischerei Ges.** | 89·5 \| 21·3 \| 10·7 | **Vegesack** German | C.2Cy.9$\frac{1}{16}$″&16$\frac{7}{16}$″–12$\frac{1}{2}$″ 8NHP Bremer "Vulkan" Vegesck | | | G |
| 435 BMHb | **Woglinde** *W.Mohr*98–01 *Elec.light* | **SteelScSr** 1 *Dk* | 2351 1656 1516 | | | | 1901 | Act.Ges. "Neptun" Rostock | **Dmpfschrhed UnionA.G.** | 291·5 \| 41·2 \| 16·6 Q98′P15′B&F179′ | **Hamburg** German *WB* | T.3Cy.20$\frac{7}{8}$″,35$\frac{7}{16}$″&55″–36$\frac{7}{16}$″ 180NHP A.G."Neptun,"Rostock | | | G |
| 436 RWCY | **Woitto** *E.Seppä* –99 | **WoodScSr** | 138 130 121 | | | | 1899 | ..... Säkkijärvi | **S.Junnola** | 97·4 \| 23·4 \| 8·9 | **Wiborg** Russian | | | | |
| 437 102835 NHCT | **Wolf** *D.Jones* –98 1 *Dk(Stl)&Webframes&pt Awng dk(Irn)* | **SteelScSr** *ss*Hpl.No.2–03 | 2443 1790 1548 | ✠100A1 *pt Awng dk with freeboard* 6,04 ~~7,03~~ MS2,03 | Bry Npt ✠LMC BS12,05 | *s* | 1894 2mo *Lloyd's* | Richardsn, Duck&Co. Stockton *sA&CP* | **FargroveStmNav. Co.Ld.** (Farrar, Groves&Co. *Mgrs*) *WB=CellDB* | 290·0 \| 42·0 \| 17·4 P29′Q92′ *pt Awng dk*169′ FK 244′55*t APT*25*t* | **London** British *5 BH pt Cem pt Asp* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 219NHP 2SB,*6cf*,GS102,HS3300 Blair&Co.(Lim.),Stockton | **20 ″ 1** **s 8 ″ 3** | | ~~8,02~~ |
| 438 119339 | **Wolfhound** *W.G.Daymond*83–04 | **SteelSc** 1 *Dk* | 80 80 19 | ✠100A– *For Towing purposes* 8,04 | Ply ✠LMC3,04 | | 1904 3mo | Willough- by Bros.Ld. Plymouth | **G.F.Treleaven** | 80·4 \| 16·6 \| 9·5 BK6″ *WB=DB f7′6t* | **Plymouth** British *1 BH Cem DT*a12′7*t* | C.2Cy.14$\frac{1}{2}$″&30″–20″ (*s*) 120lb 50RHP 1SB,*2pf*,GS29,HS815 Willoughby Bros.Ld.Ply. | **10 ″ 0** **s 1 ″ 4** | BT 1iB 3,05 | |
| 439 QGDP | **Wolfsburg** *F.W.Kreckler* –01 | **SteelScSr** 1 *Dk&Spar dk&Webframes* | 2489 2333 1595 | | | | 1896 | Sir Raylton Dixon&Co. Middlesbro' | **DeutscheDmpfs-fahrts.Ges.Hansa** | 312·0 \| 42·7 \| 14·7 P19′B80′F37′ 22·7 BK8″ | **Bremen** German *WB* | T.3Cy.22½″,38″&62″–42″ 274NHP T.Richardsn&Sns.Ld.Hpl. | **17 ″ 0** | G | |
| 440 PBJK | **Wolga** *C.Spruth*86–86 *Elec.light* | **IronScSr** 1 *Dk&Spardk3trB* | 1099 1080 692 | | | | 1882 | Rostocker Act.Ges. Rostock | **NeueDampfer-Cie. Act.Ges.** | 219·1 \| 29·2 \| 14·4 21·4 | **Stettin** German *WB* | C.2Cy.27$\frac{1}{2}$″&51$\frac{1}{2}$″–31$\frac{1}{2}$″ NB96 128NHP Rostocker A.G.,Rostock | | | G |
| 441 | **Wollin** *Eggerstedt*04–04 | **SteelSc** (*Trawler*) 1 *Dk* | 164 143 44 | | | | 1903 | G.Seebeck Act.Ges. Bremerhaven | **M.Radmann& Sohn** | 113·4 \| 21·3 \| 10·3 H14′ | **Altona** German *WB* | T.3Cy.11$\frac{13}{16}$″,18$\frac{13}{14}$″&80$\frac{5}{16}$″–22$\frac{1}{16}$″ 43NHP G.Seebeck A.G.Bremerhvn | | | G |
| 442 | **Wollombi** *H.Ewing*92–03 | **WoodScTug** | 103 — — | | | | 1902 | Govt. of N.S.W. Sydney NSW | **Government of NewSouthWales** | 92·5 \| 21·0 \| 8·1 | British | C.2Cy.13″&26″–18″ Campbell&Calderw'd,Psy. | | | |
| 443 104811 NPJL | **Wollowra** *ss*Syd.No.3–6,04 *W.Knight* –03 (*ex*SilvioSpaventa) *Elec.light* (1 *Dk*Irn–ws) ~~1 *Dk*~~&*Spardk3trB* | **SteelScSr** | 2631 2382 1678 | ✠100A1 *Spar dk* 6,04 | Syd ✠LMC7,04 | *t* | 1891 9mo A&CP | Palmers' Co.(Lim.) Newcastle | **AdelaideS.S.Co.Ld** *WB=CellDB26* | 323·0 \| 40·3 \| 17·2 P37′B85′F33′ 25·1 396′*APT*21*t* BK10″ | **SydnyNSW** British 5 *BH* ~~*WBs*~~ *Cem* | T.3Cy.28″,45″&74″–48″ 160lb *80lb* (*s*) 483NHP Palmers'Co.(Lim.),Nwc. 4SB,*12cf*,GS220,HS8800 | **19 ″ 7** | | 87,04 |
| 444 101098 | **Wollumbin** *N.P.Andersen* –02 | **WoodScSr** YM11,03 1 *Dk* | 231 208 147 | | | | 1893 | H.Hard-mann Jervis Bay,N.S.W | ~~**G.W.Nicoll**~~ **NorthCoastSNCo Ld** | 112·9 \| 24·7 \| 10·3 | **SydnyNSW** British | C.2Cy.5$\frac{1}{2}$″&29″–18″ 45RH Begg&Greig,Sydney,NSW | | | |
| 445 | **Wolodga** *Brockhausen* –03 *Elec.light* | **SteelScSr** 2 *Dks&Awng dk* | *2508* *3314* *1586* | | | | 1903 | CaledonSB &E.Co.Ld. Dundee | **HandelshausGebr. Lassmann** | 290·0 \| 40·0 \| 25·7 F35′ | **Windau** Russian *WB* | C.3Cy.21½″,36″&62″–45″ 258NHP CaldonS.B.&E.Co.Ld.Dun. | | V | |
| 446 114529 | **Wolseley** *J.W.Cole*01–03 | **SteelScK** 1 *Dk* | 159 148 84 | ✠100A1 *Stm Trawler* 5,04 | Shl ✠LMC1,03 | | 1903 2mo *Lloyd's* | JTEltring-ham&Co. S.Shields *sA&CP* | **WarriorSteam FishingCo.Ld.** (*A.J.Freeth, Mgr.*) | 105·2 \| 20·6 \| 11·3 BK7½″ | **N.Shields** British *3 BH Cem* | T.3Cy.11″,18″&32″–22″ (*s* 170lb 55RH 1SB.*2pf*,GS35,HS1015 ShieldsEng.Co.Ld.N.Shl. | **11″10** | | |
| 447 QGVM | **Wong Koi** *W.Reher* | **SteelScSr** 2 *Dks* | *1777* *1640* *1115* | | | | 1896 | Fairfield Co.(Lim.) Glasgow | **Norddeutscher Lloyd** | 289·0 \| 37·8 \| 21·5 | **Bremen** German *WB* | T.3Cy.22″,36″&57″–42″ 210NHP FairfieldCo.(Lim.),Gls. | | V | |
| 448 113541 SGFD | **Wooda** *T.A.Tait* –01 1 *Dk(Stl)2trB deep framing& Webframes&Shelter dk(Irn)* | **SteelScSr** *ss*Bry.No.1–05 | 3804 3529 2460 | ✠100A1 *Shelter dk* 1,05 ~~8,04~~ | Cff Bry ✠LMC~~8,04~~ 8,05 | *w* | 1901 3mo A&CP | Richards n, Duck&Co. Stockton *WB=CellDBa*108′*uE*25′ | **WoodaS.S.Co.Ld.** (W.J.Tatem&Co.) | 340·0 \| 48·1 \| 25·9 FK *f*146′895*t FPT*180*t* | **Cardiff** British *6 BH Cem APT*159*t* | T.3Cy.26″,42½″&69½″–45″ 160lb *90lb* (*s*) 849NHP 2SB,*6cf*,GS128,HS6620 Blair&Co.Ld.Stockton | **28 ″ 4** **s 4 ″ 1½** | ~~8,04~~ N1,05 | |
| 449 112739 RSQP | **Woodbridge** *J Evans* –03 1 *Dk(pt Irn&pt Stl)2trB deep framing&Webframes* | **SteelScSr** | 3605 3367 2331 | ✠100A1 7,03 ✠LMC7,00 | Shl | *w* | 1900 7mo | Irvine'sSB. &D.D.Co.Ld. W Hartlepool | **Temperley S.Shpg. Co.Ld.** (J.Temperley&Co. *Mgrs.*) *WB=CellDBa* | 340·0 \| 48·1 \| 25·0 P28′B92′F35′ FK 115′*uE*19′*f*140′848*t* | **London** British *6 BH Cem APT*82*t* | T.3Cy.25″,40″&67″–45″ (*s* 160lb *100lb* 308NHP 2SB,*8pf*,GS124,HS4740 W.Allan&Co.Ld.Sld. | **27 ″ 9** **s 5 ″ 4** | | N10,02 |
| 450 110365 SGCR | **Woodburn** *G.Fulcher*90–00 1 *Dk(Irn)&deep framing* | **SteelScSr** | 2360 2184 1488 | ✠100A1 ~~9,04~~ 9,04 ✠LMC~~1900~~ | Cff Shp | *t* | 1900 11mo A&CP | BlythS.B. Co.Ld. Blyth *W* | **Tyne&BlythS.S. Co.Ld.** (Whitfield &Co. *Mgrs.*) *WB=CellDBa* 120 | 302·9 \| 43·2 \| 19·9 P25′B78′F34′ FK *uE&B*16′*f*120′690*t* | **Newcastle** British *5 BH Cem APT*116*t* | T.3Cy.22½″,37″&61″–39″ (*s* 180lb *180lb* 257NHP 2SB,*6cf*,GS88,HS1015 T.Richardsn&Sns.Ld.Hpl. | **22 ″ 4** **s 3 ″ 6½** | ~~1,04~~ 1,05 | |
| 451 | **Woodcock** (*ex*WilliamJolliffe) | **IronScSr** | 330 322 48 | | | | 1885 | J Readhead &Co. S.Shields | **TheAdmiralty** | 148·4 \| 26·2 \| 13·9 | **London** British | C.2Cy.30″&60″–30″ 164NHP J.Readhead&Co.,S.Shields | | | |
| 452 93296 RHFN | — ~~*W.McAulay* 03~~ *J.McLean* –04 *Mchy.Aft* | **IronScSr** *ss*Adn.No.3–2,97 *ss*Adn.No.1–01 1 *Dk&Shaded* | 251 217 59 | ✠100A1 *with freeboard* 8,01 ~~8,04~~ ~~BS9,03~~ ✠LMC~~2,04~~ | Adn | *f* | 1886 6mo *Lloyd's* | Cmpbltwn. ShipbldngCo. Campbeltwn *sA&CP* | **CowasjeeDinshaw &Bros.** | 150·0 \| 23·1 \| 10·1 P22*t* BK7½″ *WB=FPT* | **Glasgow** British 3 *BH Cem* 28*t APT*10*t* | C.2Cy.22″&42″–30″ (*a*) 90lb 80RHP 1SB,*3pf*,GS60,HS1344 Muir&Houston,Glasgow | **11 ″ 0** **s ~~10½~~** **w1 ″ 0** | | ~~9,01~~ 9,04 |
| 453 | **Woodey No. 2** *Elec.light* | **SteelScSr** 1 *Dk* | 415 361 ~~317~~ | | | | 1903 | Akt.Sand-vikns Skepps. och Mek.Verk Helsingfors | **RussianGovern-ment** | 136·7 \| 27·0 \| 13·6 | **Pt.Arthur** Russian *WB* | C.2Cy.16½″&33″–19½″ 40NHP Aktieb.Sandvikens Skeppsdocka och M.V. | | | |
| 454 110068 QTKS | **Woodford** *R.C.Craggs* –04 1 *Dk(Irn)&Webframes* | **SteelSc** *ss*Shl.No.1–03 | 2937 2474 1860 | ✠100A1 *Trunk dk* 12,04 ~~1,01~~ BS12,04 | Bkn Cff ✠LMC7,03 | *u* | 1899 2mo *Lloyd's* | Ropner& Son Stockton *sA&CP* | **BritainS.S.Co.Ld.** (Watts,Watts&Co *Mgrs.*) *WB=CellDBa* | 315·0 \| 46·6 \| 20·8 P31′B62′F32′ drp04 FK 100′*uE*24′*f*126′644*t* | **London** British 5 *BH Cem APT*145*t* | T.3Cy.23″,38″&62½″–42″ (*s* 160lb *90lb* 256NHP 2SB,*6rf*,GS106,HS3900 Blair&Co.Ld.Stockton | **22 ″ 2** **s 3 ″ 4½** | | ~~7,03~~ 12,04 |

| 1 Numero d'Ordre. / Numero Officiel / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme maximum entre Visites. Coque. | 7 Machines. | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 11 Port d'Armement. Pavillon. | 12 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | 13 Creux sur Quille. Franc-bord au milieu du navire. | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 455<br>104244<br>NHWG | Woodhorn<br>*C. Ravenburn* –01<br>*Well deck* | SteelScSr<br>ssBly.No.2-02<br>1 *Dk(pt Stl pt Irn) & Web frames* | 1283<br>977<br>801 | ✠100A1<br>6,06 | Bly | *o* | 1894<br>4mo | J.L Thompson & Sons Sunderland A&CP | AshingtonCoalCo. (W.Milburn&Co. *Mgrs.*) *WB = Cell DB176'3t 5t FPT* | 235·0 34·1 14·7<br>P22'Q59'B52'F22 FK | Newcastle<br>British | T.3Cy.18",30"&48"–36" (*s*)<br>160lb *160lb* 146NH<br>1SB,*4pf*,gs68,hs2800<br>J.Dickinson,Sunderland | 17 · 7<br>1 · 6½ | | | |
| 456<br>113757<br>VLST | Woodland<br>*H.Godfrey* –03<br>*Well deck*<br>*Mchy. Aft* | SteelScK<br>1 *Dk(Stl)* | 244<br>172<br>108 | ✠100A1<br>8,05<br>LMC | Gmh<br>Shl | *c* | 1903<br>8mo | Grngem'th & Greenock Dockyard Co Grngemouth *Lloyd's A&CP* | IpswichSteam ShippingCo | 130·0 22·4 9·0<br>Q41'B9 F19 FK *WB =* | Ipswich<br>British | C.2Cy.14"&29"–21" (*s*)<br>130lb *100lb* NDB04 3·0RH<br>1SB.*2pf*,gs82,hs654<br>&H.Morton&Co.Leith | 9 · 6<br>– 11 | | | |
| 457<br>78446<br>HRGS | Woodlands<br>*A.Winton95–99*<br>*Well deck*<br>*Mchy. Aft* | IronScSr<br>ssCff.No.3–5,98<br>ssGls.No.2–01<br>1 *Dk(Irn) 2tr B* | 1104<br>958<br>689 | ✠100A1<br>7,03<br>BS3,01 LMC4,01 | Gmh | *n* | 1883<br>4mo | D.Baxter & Co. Sunderland *Lloyd's A&CP* | A.&A.Y.Mackay | 230·4 33·4 16·1<br>B30'F27'<br>ptND04 FK *WB =* | Swansea<br>British | O.2Cy.28"&54"–36" (*s*)<br>90lb *85lb* NDB98 99RH<br>1SB,*3pf*,gs60,hs2003<br>R.&W.Hawthorn,Nwc. | 17 · 1<br>2 · 8½ | | | |
| 458<br>99148<br>NGLT | Woodleigh<br>*T.Granger98–01*<br>1 *Dk(pt Stl pt Irn) & Web frames & pt Awng dk(Irn)* | SteelScSr<br>ssCff.No.2–02<br>*Elec.light* | 2664<br>1972<br>1697 | ✠100A1<br>*pt Awng dk with freeboard*<br>1,06<br>BS9,98 LMC7,02 | Cff | / | 1894<br>1mo | J.L Thompson & Sons Sunderland A&CP | ~~J.H.Barry&Co.~~<br>~~(M.Marwood, Mgr.)~~<br>Rowland&Marwood'sSSCo Ltd (C.Marwood, *Mgr.*) | 300·0 41·3 19·8<br>P28'Q92'<br>*pt Awng dk*178' FK *WB = Cell DB206* | Whitby<br>British | T.3Cy.22",36"&59"–39" (*s*)<br>160lb *90lb* 222NH<br>2SB,*6pf*,gs106,hs8400<br>J.Dickinson,Sunderland | 21 · 10<br>8 · 6 | | | |
| 459<br>118019 | Woodside<br>1 *Dk(pt Stl–teak s)*<br>*Elec.light* | SteelTwinScFerry<br>*Ferry purpose - River M.*<br>LMC5,03<br>2,05 | 445<br>445<br>63 | ✠100A1 | Bkn | | 1903<br>6mo | London-derry S.B.& E.Co.Ltd. Londonderry *Lloyd's A&CP* | Municipal Corporation of Birkenh'd | 150·0 41·0 10·9<br>*Promenade dk*134' FK *WB = DTa*10'3*t* | Liverpool<br>British | 1 8Cy.(2)15",(2)23"&(4)28"–18" 170lb (*s*) 183NH<br>2SB,*6pf*,gs104,hs3483<br>Cam.Mar.Eng.Wrks.WHp | 11 · 5 | | | |
| 460<br>102028<br>MVQJ | Woodville<br>*J.S.Kelly* –99<br>1 *Dk(pt Stl pt Irn) 2tr & pt Awng dk(Irn)* | SteelScSr<br>ssShl.No.2–01<br>*Elec.light* | 2513<br>1871<br>1593 | ✠100A1<br>*pt Awng dk with freeboard*<br>2,01<br>BS8,04 LMC12,01 | Shl | *s* | 1892<br>11mo | J.Readhead & Sons S.Shields A&CP | WoodvilleS.S.Co. Ld.(Balls&Stansfield) | 299·0 40·8 18·6<br>P29'Q86'B122'<br>F34' RFD28' FK *WB = Cell DB256* | N.Shields<br>British | T.3Cy.28",37½"&61½"–39"<br>160lb *80lb* (*r*) 232NH<br>2SB,*6pf*,gs107,hs8421<br>J.Readhead&Sons,S.Shl. | 21 · 3<br>8 · 5½ | | | |
| 461<br>98188 | Woolwich<br>*W.Swaisland* –90 | SteelPad | 148<br>107<br>105 | | | | 1890 | Thames I W & S.B.Co.,Ld. London | Gt.EasternRly.Co. | 100·0 26·0 8·0<br>H40*t* | London<br>British | O.2Cy.25"–30"<br>40RH<br>T.A.Young&Son,London | | | | |
| 462<br>98936<br>MDSL | Woolwich Belle<br>*A.Holland* –02<br>1 *Dk* | SteelPadSk | 298<br>250<br>109 | | | | 1891 | W.Denny & Bros. Dumbarton | CoastDevelopment Co.Ld. (*in liq.*) | 200·0 24·1 7·6<br>*Promenade dk*96' | London<br>British | C.D.2Cy.24"&42"–54"<br>108NH<br>Denny&Co.,Dumbarton | | | | |
| 463<br>86994<br>WNCM | Woosung<br>*M.Dowson* –98 | SteelScSr | 1734<br>1624<br>1109 | | | | 1882 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 271·3 34·4 23·6 | London<br>British | C.2Cy.30"&60"–48"<br>197NH<br>Scott&Co.,Greenock | | | | |
| 464<br>112500<br>WDGH | Wootton<br>*H.Benson* –03<br>1 *Dk* | WoodScK | 151<br>132<br>90 | | | | 1900 | H.Miles Cape Hawke. N.S.W. | A.Taylor | 109·0 24·0 7·4 | SydnyNSW<br>British | C.2Cy.12"&24"–16"<br>34RH<br>Chapman&Co.SydnyNSW | | | | |
| 465<br>87016<br>WPND | Wordsworth<br>*P.N.Egan* –97<br>ssSld.No.3–11,98<br>ssCff.No.2–02<br>2 *Dks(1 Irn) 3tr B* | IronScSr<br>1990<br>1866<br>1245 | ✠100A1<br>10,04 3,04<br>BS10,04 | Shl<br>Lth<br>LMC5,02 | *s* | 1882<br>10mo | W.Gray & Co. W.Hartlepool A&CP | ShakespearShippingCo.Ld.(Glover Bros. *Mgrs.*) | 285·7 36·0 24·2<br>P26'B56'F30'<br>ptND93 BK9½' *WB = DBa* | London<br>British | C.2Cy.36½"&67"–36" (*b*)<br>75lb *100lb* NDB02 224NH<br>2SB,*6pf*,gs94<br>T Richardson&Sons,WHp | 25 · 6<br>4 · 6 | | | |
| Wrecked 12,04<br>113512<br>TBCD | Workfield<br>*E.V.Broadhead* –03<br>1 *Dk(Stl) & Spar dk(Stl) & Web frames* | SteelScSr<br>4257<br>4010<br>2769 | ✠100A1<br>*Spar dk*<br>1,02 | NYk | *x* | 1901<br>11mo | Craig, Taylor & Co. Stockton A&CP *WB =* | W.R.Rea | 360·0 48·5 20·3<br>P31'B90'F38' 28·3 FK<br>*Cell DBa* 118'*uE & B38'f* 148'830*t FPT* | Belfast<br>British | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 350NH<br>2SB.*9pf*,gs135,hs5460<br>N.E.Marine Eng.Co.Ld.Sld | 22 · 11<br>7 · 0 | | | |
| 467<br>109476<br>QJLG | Workman<br>*W.W.Bond* –00<br>2 *Dks(Stl) deep framing & Web frames*<br>*Elec.light* | SteelSc4MstSr<br>ssLiv.No.1–02 | 6116<br>5753<br>3981 | ✠100A1<br>4,05<br>LMC6,02<br>BS4,05 | Liv | *b*† | 1898<br>10mo | Workman, Clark & Co.Ld Belfast *Lloyd's A&CP* | CharenteSS.Co.Ld (T.&J.Harrison) *WB = Cell DBa* 128'*uE & B* | 450·0 52·5 30·6<br>P36'B159'F35' FK | Liverpool<br>British | T.3Cy.27½"45½"&75"–60" (*s*)<br>180lb *180lb*<br>2DB,*12cf*,gs210,hs8471<br>Wrkman,Clark&Co.Ld Bel | 33 · 8<br>8 · 2 | | | |
| 468<br>– | Woroschdenie<br>*N.Snieskoff* –98<br>1 *Dk* | SteelTwinScSr | 859<br>—<br>507 | | | | 1898 | Stabilimento Tecnico Trieste | Don-Azoff&Black SeaS.N.Co. | 235·8 31·5 12·1<br>P56'B38'F59' | Rostoff o D<br>Russian | T.6Cy.18",30½"&34½"–20½"<br>108NH<br>StabilimentoTecnico,Tri. | | | | |
| 469<br>93694<br>KHQR | Worsley Hall<br>*R.N.Jones* –03<br>2 *Dks(1 Stl & 1 pt Stl pt Irn) 3tr B*<br>ssBkn.No.1–03 | SteelScSr<br>ssCff.No.3–8,99 | 3489<br>3195<br>2238 | ✠100A1<br>11,02 2,04<br>BS12,04 | Liv<br>Bkn | *v*<br>Bry | 1886<br>8mo | Palmers' Co. (Lim.) Newcastle A&CP | HallLine,Ld. (R.Alexander&Co. *Mgrs.*) *WB = 2 MTs*22'6*2t* | 330·0 43·5 29·0<br>P92'F47'<br>BK11' | Liverpool<br>British | T.3Cy.27",44"&71"–48" (*s*)<br>150lb *80lb* NDB95 349NH<br>2DB,*12cf*,gs187,hs5460<br>Palmers' Co.(Lim.),Nwc. | 30 · 7<br>6 · 5½ | | | |
| 470<br>90064 | Worthing Belle<br>(*ex* Diana Vernon) | IronPadSk | 193<br>154<br>84 | | | | 1885 | Barclay, Curle&Co. Glasgow | ~~Lee,Ld.~~<br>~~(J.Lee, *Mgr.*)~~<br>(W.Reid, *Mgr.*) | 180·5 18·1 7·1 | Shoreham<br>British | 1Cy.43"–60"<br>NB90 110NH<br>Barclay,Curle&Co.Gls. | | | | |
| 471<br>RMTQ | Wotan<br>*W.Strecker* –03<br>*Elec.light* | SteelScSr<br>1 *Dk* | 1647<br>1468<br>1041 | | | | 1903 | Schiffsw. v. Henry Koch Lübeck | Dmpfschrhed Union A.G. | 260·8 39·2 18·7<br>P15'B65'F31' | Hamburg<br>German | T.3Cy.19½",32½"&61½"–39½"<br>152NH<br>J.F Ahrens,Altona | | | | |
| 472 | Wpered | SteelTwinSc<br>1 *Dk 2tr b* | 846<br>—<br>519 | | | | 1898 | Stabilimento Tecnico Trieste | Don.Azoff&Black SeaS.N.Co. | 235·8 31·5 12·1<br>P59'B38'F56' | Rostoff o D<br>Russian | T.6Cy.18",20½"&34½"–20½"<br>106NH<br>StabilimentoTecnico,Tri. | | | | |
| 473<br>112432<br>SFGB | Wragby *Whitefield*<br>~~E.E.Dillon-Boyd, Esq.~~<br>1 *Dk(Irn) 2tr B & Web frames, 3 Dk rule* | SteelSc | 3641<br>3183<br>2371 | ✠100A1<br>10,04<br>LMC2,01 | Shl | *c* | 1901<br>2mo | Ropner & Son Stockton A&CP | R.Ropner&Co. *WB = Cell DBa* 104'*uE*20' | 330·5 46·5 24·4<br>P29'B86'F34' FK *f*136'6*t FPT*176*t* | W.Hartlpl<br>British | T.3Cy.24½",40½"&67"–42" (*s*)<br>180lb *80lb* 307NH<br>2SB,*6pf*,gs118,hs4620<br>Blair&Co.Ld.Stockton | 27 · 0<br>5 · 1 | | | |
| 474<br>114191<br>HBDF | Wray Castle<br>*P.Watson98–01* 2 *Dks(Stl) & deep framing & Elec.light*<br>1 *Dk(Irn) & Shelter dk(Irn)* | SteelScSr<br>~~4200~~<br>~~4399~~<br>3943<br>2712 | ~~4200~~<br>~~4399~~<br>3943<br>2712 | ✠100A1<br>~~Trunk~~<br>~~Bkn~~<br>LMC3,04 | Sld | *y* | 1904<br>9mo | W.Pickersgill&Sons Sunderland *Lloyd's A&CP* | LancashireShppg. Co Ld (J.Chambers &Co. *Mgrs.*) *WB = Cell DBa* 116'*uE & B* 44'*f* 16*t* 282*t FPT* 1000*t* | ~~300·0 49·0 25·0~~<br>881·4 25·7 FK | Liverpool<br>British | 1 3Cy.26",43"&72"–48" (*s*)<br>180lb *100lb* 499NHP<br>2SB,*6pf*,gs128,hs5722<br>T.Clark,Ld.Sunderland | 28 · 5<br>4 · 6 | | | |
| 475<br>104214<br>PRCT | Wreathier<br>*W.Cook* –03<br>*Well deck*<br>1 *Dk(Stl)*<br>ssGoo.No.2–05 | SteelScSr<br>~~Goo.No.1–04~~<br>855<br>587<br>428 | ✠100A1<br>5,05<br>LMC | Hul<br>Goo | *k* | 1897<br>5mo | Craig, Taylor&Co. Stockton A&CP *WB = Cell DBa* 49'*f* 7'6' 165*t FPT* | Coole&W.Riding Stm.Shppg.Co.Ld. | 200·0 31·2 12·8<br>P22'Q51'B48'F23 FK | Goole<br>British | T.3Cy.17",28½"&46"–30" (*s*)<br>160lb *80lb* 115NH<br>2SB,*3pf*,gs68,hs1728<br>MacColl&Pollock,Sld. | 18 · 7<br>1 · 1½ | | | |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and Equipment. | 8 9 Built. When | By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. ✠ Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed. If not in L.R. Dates of Trade Certs. | 16 Date when mill shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 476 109830 | **Wren** *P.Burman* –97 | **IronScK** *Trawler* 1 *Dk* | 144 143 44 | | | ... | 1897 | Edwards Bros. N.Shields | **KelsallBros & Beeching,Ld.** (J.E. A.Kelsall, *Mgr.*) | 106·0 20·6 11·0 BK7½″ | **Hull** British *WB* | T.3Cy.12″.18″&36″–21″ 11RHF N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | | |
| 477 104200 PDLW | — *W.M.Allenby* –95 | **SteelScK** *ssGms.No.2–03* 1 *Dk* | 135 124 44 | ✠100A1 *Stm Trawler* 12,04 ~~3,08~~ BS12,01 | Glms ✠LMC3,03 | | 1895 5mo *Lloyd's* | Earle'sCo. (Lim.) Hull *sA&CP* | **PioneerSteam FishingCo.Ld.** | 94·0 20·7 10·4 Q18′ BK7½″ | **Grimsby** British *3BHCem* | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 45RHF 1SB.*2pf*,GS28,HS800 Earle'sCo.(Lim.),Hull | 11 ″ 3 | | 9,03 |
| 478 81344 KGHV | **Wrestler** 1 *Dk* | **WoodSc** | 199 — 99 | | | | 1889 | ..... Boston | **LongIslandR.R. Co.** | 115·2 25·5 13·2 | **NewYork** Utd.States | C.2Cy.20″&36″–26″ 55NHP Atlantic Works,Boston | | | |
| 479 85188 WLVM | **Wuchang** | **SteelTwinScSr** | 1258 1138 801 | | | | 1882 | Scott&Co. Greenock | **ChinaNav.Co.Ld.** | 244·3 32·4 20·1 | **London** British | C.4Cy.25″&50″–30″ 228NHP Scott&Co.,Greenock | | | |
| 480 105746 PCJN | **Wuhu** *E.Richards* –03 2 *Dks* | **SteelScSr** | 1992 1783 1227 | | | | 1895 | Scott&Co. Greenock | **ChinaNav.Co.Ld.** | 275·1 38·2 21·4 P9′B58′F31′ | **London** British *WB* | T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.,Greenock | | | |
| 481 QGCS | **Wulsdorf** *T.Dierks*02–02 1 *Dk* | **SteelSc** *Trawler* | 140 129 30 | | | | 1895 | Bremer "Vulkan" Vegesack | **DeutscheDmpfs-chereiGes.Nordsee** | 102·3 20·6 9·9 B31′ | **Bremen** German | C.2Cy.15¾″&26¾″–17⅛″ 25NHP Bremer"Vulkan,"Vegesck | | G | |
| 482 | **Württemberg** *Schrieber*96–03 (*Trawler*) 1 *Dk* | **SteelSc** | 253 210 78 | | | | 1903 | G.Seebeck Act.Ges. Bremerhaven | **DeutscheDmpfsch. Ges.Nordsee** | 135·3 22·5 9·8 | **Bremen** German *WB* | T.3Cy.12″,19¼″&31½″–23½″ 48NH G.Seebeck A.G.Bremerhvn | | G | |
| 483 QHDN | **Würzburg** *F.v.Binzer* –01 *Elec.light* 2 *Dks* | **SteelSc** | 5085 4100 3246 | | | | 1900 | Bremer "Vulkan" Vegesack | **Norddeutscher Lloyd** | 402·2 47·1 27·4 P&B250′F19′ | **Bremen** German *WB* | T.3Cy.26¾″,43⅝″&70″–47½″ 337NHP Bremer"Vulkan," Vegesck | | G | |
| 484 QHML | — *J.Hannerken*98–02 1 *Dk* | **SteelSc** *Trawler* | 224 190 74 | | | | 1902 | G.Seebeck Act.Ges. Bremerhaven | **DeutscheDmpfis-chereiGes.Nordsee** | 122·1 22·8 11·8 Q60′F20′ | **Bremen** German | T.3Cy.12″,19$\frac{3}{32}$″&31½″–23⅝″ 48NHP G.Seebeck A.G.Bremerhvn | | G | |
| 485 110611 RMNK | **Wyandotte** *E.J.Richards* –03 (*ex*LordRoberts) 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) *Ref.Mchy. Elec.light* | **SteelScSr** *ssLon.No.1–03* *Spar dk* 9,04 ~~3,04~~ ✠LMC9,05 ✠N~~S~~ 11,02 *Stm Trawler* 5,04 2 *Dks* 3 *Tr B* *Lower deck in Nos.* 1 *&* 2 *Holds* | 4204 4001 2712 | ✠100A1 *Spar dk* | Shl Liv *x* | | 1900 4mo | A.M'Millan &Son,Ld. Dumbarton A&CP | **BritishMaritime Trust,Ld.** *WB=CellDBa*120′ *uE&B*46′*f*154′870*t* | 375·0 48·5 17·9 P28′B86′F33′ 26·4 FK *DTa* 30′ 800*t FPT* 157*t APT*83*t* | **Belfast** British 6*BHCem* | T.3Cy.26″,43″&72″–48″ (*s*) 200lb 451NHP 4SB.*11cf*,GS236,HS7501 Muir&Houston,Ld.Gls. | 20 ″ 6 | | ~~N5,03~~ 9,04 |
| 486 81406 | — *J.Kearns*02–03 *Elec.light* | **SteelSc** | 320 — 160 | | | | 1892 | Detroit DryDockCo Wyandotte | **TheClarkEstate (E.N.Clark,** *Mgr.*) | 155·6 35·0 9·0 | **Detroit, Mich.** Utd.States | T.3Cy.16″,24″&38″–24″ 71NHP Detroit DryDck.Co.Detroit | | | |
| 487 115709 TQFG | **Wyandra** *J.Grahl* –03 1 *Dk*(*Stl*–ws *pt* teak)&*Spar dk* *Elec.light* (*Stl*–ws *pt* teak)3 *tr B* *Lower deck in Nos.* 1 *&* 2 *Holds* | **SteelScSr** | 4058 2961 2215 | ✠100A1 *Spar dk* 9.02 ✠LMC9.02 | Gls | *x* | 1902 9mo *Lloyd's* | A.Stephen &Sons,Ld. Glasgow *sA&CP* | **Australas'nUnited Stm.Nav.Co.Ld.** | 340·6 45·9 17·5 P&B243′F49′ 25·4 FK *WB=CellDBa* 82′ *uE&B* 84′ | **Melbourne** British 6*BHCem* | T.3Cy.28″,46″&77″–54″ (*s*) 180lb *180lb* 709NHP 4SB,*12cf*,GS264,HS11356 FD A.Stephen&Sons,Ld.Gls. *f*114′580*t FPT*64*t APT*70*t* | 20 ″ 0 ~~s~~ 5 ″ 7 | BT till 8.03 | |
| 488 93405 LMQK | **Wyberton** *F.Lewis* –02 | **IronScK** *ssBos.No.3–6,95* *ssBos.No.2–03* 1 *Dk* | 122 118 55 | ✠100A1 *Stm Trawler* 5,01 ~~8.02~~ BS1,03 ~~5,01~~ | Bos ✠LMC MS8,03 | | 1886 9mo | Cochrane, Coop&Scho-field Beverley A&CP | **BostonDeepSea Fishg.&IceCo.Ld.** | 92·2 21·0 10·9 F17′ BK7½″ | **Boston** British 3*BHCem* | C.2Cy.15″&29″–21″ (*r*) 90lb 35RHP 1SB,*2pf*,GS30,HS671 C.D.Holmes&Co.,Hull | 11 ″ 10 | | 1,03 |
| 489 79287 | **Wybia** *W.A.Clark*90–99 1 *Dk* | **SteelScTug** | 129 128 6 | ✠ 9,87 | Gls | *b* | 1887 8mo | Scott&Co. Glasgow | **Launceston Marine Board** | 106·0 20·1 9·8 W′B=*DBa*24′*f*24′25*t* | **Launcestn** British 4*BHCem* | C.2Cy.20″&40″–26″ 66RHP Ross&Duncan,Glasgow | 10 ″ 5 | | |
| 490 ~~103[illegible]~~ ~~Q[illegible]~~ | **Wyefield** ~~1 Water~~ *ssS.Fo.No.1–02* *Spar dk*(*Stl*)2*tr B*&*deep framing* | **SteelScSr** | 3235 3031 2089 | ✠100A1 *Spar dk* 7,01 ~~7.08~~ ✠LMC7.02 BS7,04 | SFc | *c* | 1898 6mo | W.Hamil-ton&Co. Pt.Glasgow A&CP | **WesternS.S.Co.Ld.** *WB=CellDBa*&*uE*114′*f*144′727*t* | 329·4 45·5 16·2 P31′B118′F39′ 23·8 FK *1PT*177*t* Japanese | **Vict'riaBC** ~~British~~ 6*BHCem* | T.3Cy.24″,40″&65″–42″ (*a*) 180lb *90lb* 301NHP 2SB.*6yf*,GS141,HS1691 D.Rowan&Son.Glasgow | 18 ″ 6 ~~s~~ 4 ″ 9½ | | ~~N7,02~~ 7,04 |
| 491 95244 KSGJ | **Wylam** *E.Power* –04 (*ex*Zorroza, *ex*Wylam) | **SteelScSr** *ssBbo.No.3–9,01* *Beams&CellDBIrn* 1 *Dk*(*Irn*) | 844 688 513 | ✠100A1 10,03 BS5,04 | Lim ✠LMC11,02 | *l* | 1888 6mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | **Limerick SS.Co.Ld** | 209·8 30·1 13·5 Q103′B15′F22′ BK8′ *WB=CellDB*163′207*t* | **Limerick** British 4*BHCem* | T.3Cy.16″,26″&48″–30″ (*s*) 150lb ~~65lb~~ 90RHP 1SB,*3rf*,GS45,HS1485 N.E.MarineEng.CoLd. Sld. | 15 ″ 9 ~~s~~ 1 ″ 7½ | | 1,03 |
| 492 109572 NMPR | **Wyneric** *P.G.Niven* –02 (*ex*DutchPrince,*ex*Strathgarry) 2 *Dks*(*Irn*)&*deep framing*3 *Dk rule* | **SteelScSr** *ssS.Fo.No.2–03* | 4992 ~~4672~~ 4672 3264 | ✠100A1 ~~3,02~~ 3,05 ~~[illegible]~~ MS11,02 | SFo Nwc ✠LMC BS6,04 | *y* | 1894 9mo | Russell& Co. Greenock A&CP | **S.S.WynericCo.Ld.** (A.Weir&Co.) *WB=CellDBa* 913*t FPT*244*t AP* | 396·0 48·7 28·1 P58′B83′F40′ 121′*nE*25*f*167′ FK *T*32*t DT*67′633*t* dry)01 | **Glasgow** British 6*BHpt Cem* *pt Asp* | T.3Cy.27″,43″&72″–48″ (*s*) 170lb ~~100lb~~ 434NHP 3SB,*9rf*,GS127,HS6000 FD Kincaid&Co.Ld.Grk. | 31 ″ 1 | | ~~6,08~~ ~~6,04~~ 9,04 |
| 493 68982 RVCP | **Wynyard Park** *R.Gibb* –00 *Well deck* | **IronScSr** *ssSld.2ndNo.3–9,03* 1 *Dk*(*Irn*) | 693 531 435 | ✠90A1 11,03 ~~5,03~~ ✠NB9,99 | Sld LMC9,08 | *j* | 1878 7mo | Short Bros. Sunderland A&CP | **Marquess of Londonderry** (S.J. Ditchfield, *Mgr.*) | 180·5 28·6 13·8 Q66′B38′F25′ FK *WB=DBa*51′*f*42 | **Sundrland** British 4*BHCem* 125*t APT*8*t* | C.2Cy.25″&47″–33″ (*s*) 75lb *80lb* NDB9 90RHP 1SB.*3pf*,GS51,HS1828 J.Dickinson,Sunderland | 14 ″ 9 ~~s~~ 1 ″ 4½ | | ~~1,08~~ 11,04 |
| 494 93689 SVQT | **Wyoming** *L.Paulson* –04 F&YM10,99 | **WoodScK** 1 *Dk* | 258 227 175 | | | | 1890 | R.Davis Brisbane Water,NSW | **NorthCoastS.N. Co.Ld.** | 132·0 23·0 10·3 H8*t* F9*t* | **SydnyNSW** British | C.2Cy.12″&24″–18″ 30RHP Kincaid&Co.,Greenock | | | |
| 495 90656 KSVB | **Wyomissing** *T.Styles* | **SteelScTug** 1 *Dk*2*tr B* | 222 — 151 | | | | 1903 | Neafie& Levy Co. Philadelphia | **Philadelphia& ReadingR.R.Co.** | 104·6 24·0 11·8 | **Phildlphia** Utd.States | C.2Cy.20″&40″–28″ 71NHP Neafie&LevyS&EB Co.Phl. | | R | |
| 496 93558 SLQM | **Wyrallah** *J.T.Munro* –00 | **IronScSr** 1 *Dk* | 302 292 205 | | | | 1885 | Mrt's Dk.& Eng Co.Lim. Blmain,NSW | **GippslandSteam Nav.Co.Ld.** | 140·0 22·3 13·2 H10*t* | **Melbourne** British | C.2Cy.16″&32″–18″ 45RHP Mort'sDk.Co.Ld.,Balmain | | | |
| 497 109873 RQTN | **Wyre** *R.Collinson* –03 | **SteelScK** *ssFlt.No.1–04* 1 *Dk* | 182 179 70 | ✠100A1 *Stm Trawler* 5.01 MS5,04 ✠LMC3,00 | Flt | | 1900 4mo *Lloyd's* | Smith's Dock Co.Ld. N.Shields *sA&CP* | **WyreSteam TrawlingCo.Ld.** ~~(J.N.Ward&Sons~~ (J.N.Ward&Son, *Mgrs.*) | 115·5 21·1 11·5 BK7½″ | **Fleetwood** British 3*BHCem* | T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RHP 1SB,*2pf*,GS29,HS1066 N.E.MarineCo.Ld.Sld. | 12 ″ 6 | | 5,04 |



*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gouvernail, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage. Total. Spécial du Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Normale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. IHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>108470<br>HPDL | **Xania**<br>*J.Burton* –02 | SteelScYl<br>ssGms.No.1–01<br>1*Dk* | 161<br>148<br>55 | ✝100A1 Gms<br>*Stm Trawler*<br>9,01 ✝LMC<br>MS11,01 BS8,08 | | | 1897<br>5mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | Hagerup,Doughty<br>&Co.Ld. | 104·2 20·5 10·7<br>117′F19′<br>BK7½ | Grimsby<br>British | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45RH<br>1SB,*3pf*,gs23,hs536<br>Muir&Houston(Lim.),Gls | 11 ″ 7 | | |
| 2<br>68305<br>LSPN | **Xema**<br>*Mchy Aft* | IronSc3MastSr<br>1*Dk* | 1113<br>930<br>446 | | | | 1872<br>— | Palmers'<br>Co.(Lim.)<br>Newcastle<br>E.W.Morrison | ~~Cork Steam Packet Co.Ld.~~ | 267·0 34·5 15·6<br>P86′ F60′ | Cork<br>British | T.3Cy.25″,40″&65″–42″<br>NE&B94 274NH<br>Nav.C.&A.Co.(Lim.),Brw. | 19 ″ 0 | HT till 7.04 | |
| 3<br>HRDV | **Xenia**<br>*W.Russow*<br>(*ex*CayoSoto) | SteelScSr<br>ssEls.No.1–04<br>1*Dk*(*Stl*)&*Spar dk*<br>(*pt Irn&ptStl*)&*deep framing* | 3676<br>3209<br>2143 | ✝100A1 Els<br>*Spar dk*<br>4,04 ✝LMC4,04 | | | 1900<br>1mo | J.Readhead<br>&Sons<br>SouthShields<br>A&OP | RussischeBaltische Dampf.Ges.<br>(Helmsing&<br>Grimm,*Mgs*.) | 346·3 45·1 17·1<br>P77′B98′F85′ 25·3<br>frp04 FK<br>*WB*=*Cell DBa*116′*uE&B*42′*f*140′785t | Riga<br>Russian | T.3Cy.25″,42″&68″–45″ (s)<br>160lb *80lb* 320NH<br>2SB,*6rf*,gs120,hs4940<br>J.Readhead&Sons,S.Shl. | 19 ″ 8<br>s 8 · 9½ | | |
| 4<br>HPDL | **Xingu**<br>(*ex*Guama) | IronPadSr<br>1*Dk* | —<br>—<br>120 | | | | 1861 | Pusey&<br>JonesCo.<br>Wilmgt'n Del | Co.Viagao Ferrea e Fluvial do Tocantins e Araguaya | 120·0 22·0 5·6 | Para<br>Brazilian | 2Cy.16″–60″<br>81NH<br>Pusey&JonesCo.,Wlmgtn | | | |
| 5<br>TBRN | **Y. Sontua** *P.Bastera* –07<br>~~*Ant.Antriasto*06–08~~<br>(*ex*Ban LiongSoon,*ex*Darwin)<br>*Elec.light* | SteelScSr<br>~~ssSng.No.2–08~~<br>ssMan.No.3–1,05 2*Dks*(1*Irn*) | 752<br>693<br>473 | ✝100A1 Man<br>~~Trawler 1,06~~<br>~~✝LMC~~ | | | 1892<br>1mo | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>A&OP | M.Boncan | 200·0 30·1 16·0<br>B45′F22′<br>~~frp06~~ BK8″<br>*WB*=*Cell DB*151′195t | Manila<br>Utd.States | T.3Cy.17½″,28″&46″–30″ (s)<br>160lb *80lb* 131NH<br>1SB,*3ef*,gs66,hs2178<br>W.Doxford&Sons,Ld.Sld. | 18 ″ 1<br>s 3 · 6 | | |
| Sunk 3.04<br>1658<br>JRCN | **Yahiko Maru**<br>(*ex*Glenelg) | SteelScSr<br>ssBly.No.3–3,97<br>ssCff.No.1–01<br>2*Dks*(*Irn*)8*tr B Innerbottom Irn* | 2692<br>2380<br>1946 | ~~✝100A1~~ Kob<br>11,03<br>~~✝LMC~~ | | | 1888<br>11mo | C.Connell<br>&Co.<br>Glasgow<br>*Lloyd's A&CP* | ItayaGomeiKaisha | 300·0 40·0 24·1<br>P28′B66′F36′<br>BK10″<br>*WB*=*Cell DB*244t | Kobé<br>Japanese | T.3Cy.23″,37″&59″–42″ (s)<br>160lb *80lb* NDB00 251NH<br>2SB,*6rf*,gs120,hs4164<br>DuncanStewart&Co.,Gls. | 26 ″ 8 | | |
| 1078<br>HMGV | **Yakataura Maru**<br>1*Dk* | WoodScSp<br>1*Dk* | 100<br>88<br>54 | | | | 1897 | Ishikawa-<br>jimaS.B.&E.<br>Co.Ld. Uraga | Uraga DockCo.Ld. | 88·3 15·8 9·5 | Tokio<br>Japanese | C.2Cy.12″&23″–15″<br>Ishikawa- *Ebl*91 17NH<br>jimaS.B.&E.Co.Ld.Tokio | | | |
| 89559 | **Yakoba** | SteelTwinScSr | 249<br>219<br>107 | | | | 1884<br>3mo | DavidJ.<br>Dunlop&Co.<br>PortGlasgow | NigerCo.Ld. | 145·6 23·6 8·3<br>B42′ F21′ | London<br>British | C.4Cy.13″&24″–18″<br>NB02 50RH<br>Alley&Maciellan,Glasgow | | S | |
| 27665<br>HDCN | **Yale**<br>*J.Jackson*<br>*Elec.light Mchy.Aft* | SteelSc<br>1*Dk*&*Spar dk* | 3453<br>—<br>2699 | | | | 1895 | Cleveland<br>S.B.Co.<br>Cleveland,O. | YaleTransitCo.<br>(R.R.Rhodes,*Mg*.) | 371·0 45·0 22·7<br>*WB* | Cleveland,<br>Ohio<br>United States | T.3Cy.28″,38″&63″–40″<br>251NH<br>ClevelandSB.Co Cleveland | | | |
| HDCN | **Yalta**<br>*Elec.light* | SteelTwinScSr<br>1*Dk*(*Stl*)&*Spar dk* | 1368<br>881<br>885 | ✝— Std<br>4,02<br>*Spar dk with freeboard* | | | 1896<br>9mo | J.Laing<br>Sunderland | AzoffStm.Nav.Co.<br>(*in liq*.) | 235·8 34·2 9·0<br>P&B151′F37′ 16·4<br>FK<br>*WB*=*Cel*.*DBa*60′*uE&B*29′*f* | Odessa<br>Russian | T.6Cy.14½″,28″&38″–27″<br>182NH<br>2SB,*6rf*,gs112,hs3234<br>G.Clark(Lim.),Sunderland | 11 ″ 0 | | |
| 1424<br>HKBL | **Yamaguchi Maru**<br>*R.Swain*85–03<br>(*ex*PakLing) | SteelScSr<br>ssYka.No.3–4,02<br>2*Dks*(*Stl–Uws*)8*tr B* | 3321<br>2858<br>2059 | ✝100A1 Yka<br>8.03<br>BS8,03 ✝LMC4,02 | | | 1890<br>5mo | J.L.Thompson&Sons<br>Sunderland<br>A&CP | NipponYusen<br>KabushikiKaisha | 362·0 41·4 25·3<br>P25′B100′F48′<br>BK11<br>*WB*=*Cell DB*292′476t | Tokio<br>Japanese | T.3Cy.32″,49″&77″–48″ (s)<br>160lb *160lb* 474NH<br>2DB,*12rf*,gs204,hs8050<br>J.Dickinson,Sunderland | 27 ″ 6<br>s 5 · 8½ | | |
| 873<br>HFRP | **Yamashiro Maru**<br>*T.Sakai*85–02<br>*Elec.light* | IronScSr<br>ssYka.No.3–7,96<br>ssYka.No.1–01<br>1*Dk*(*Irn*)&*Spar dk*8*tr B* | 2580<br>1786<br>1519 | ✝100A1 Yka<br>*Spar dk*<br>2,03 ✝LMC2,03 | | | 1884<br>1mo | Armstrong<br>Mitchell&Co.<br>Newcastle<br>*Lloyd's A&CP* | NipponYusen<br>KabushikiKaisha<br>*WB*=*Cell DB*228′350t *FPT* | 301·4 37·6 19·2<br>27·1<br>BK10½<br>32t *APT*20t | Tokio<br>Japanese | C.2Cy.42″&78″–54″ (s)<br>85lb *75lb* NDB94 389NH<br>1SB.*12pf*,gs227,hs7040<br>Wlsand.Slp.C.(Lim.),Nwc. | 22 ″ 3 | | |
| 1089<br>HGQB | **Yamatogawa Maru**<br>*K.Iwai*90–96 | WoodScSr<br>2*Dks* | 266<br>246<br>165 | | | | 1888 | Wada<br>Chohei<br>Osaka | OsakaShosen<br>KabushikiKaisha | 131·2 18·3 15·7 | Osaka<br>Japanese | T.3Cy.11″,15½″&26″–20″<br>30NH | | | |
| 101778<br>QPLG | **Yambacoona**<br>*G.N.Davis*02–02 | WoodScSr<br>1*Dk* | 175<br>125<br>92 | | | | 1899 | E.A.Jack<br>Launceston | Stephenson&Gunn | 109·4 19·5 9·3<br>P24t | Launceston<br>Tas.<br>British | C.2Cy.18″&26½″–18″<br>28RH<br>Ross&Duncan,Glasgow | | | |
| 47911<br>VPTK | **Yambo**<br>(*ex*Vanguard) | IronScSr<br>(*Fitted as a Condensing Vessel*)<br>2*Dks* | 826<br>722<br>657 | | | | 1863 | C&W Earle<br>Hull | KhedivialMail S.S.&GravingDockCo.Ld. | 208·5 28·5 15·8 | London<br>British | C.2Cy.36″&86″–36″<br>NE&B85 66NH<br>Day,Summers&Co.Sou. | | V | |
| 104567<br>NMLP | **Yanariva**<br>*G.Grindlay* –02 | SteelScSr<br>ssGls.No.2–02<br>1*Dk*(*Stl*),&*Spar dk*(*Irn*)<br>&*deep framing* | 3391<br>3249<br>2156 | ✝100A1 Ams<br>*Spar dk* Gls<br>12,04 ~~1,04~~<br>~~BS12,03~~ ✝LMC12,04<br>BS14,04 | | | 1894<br>9mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*Lloyd's A&CP* | CrownS.S.Co.Ld.<br>(PrenticeService&<br>Henderson,*Mgrs*.)<br>*WB*=*Cell DBa* 113′*uE* | 330·0 43·1 18·4<br>27·1<br>FK<br>20′*f*128′7 | Glasgow<br>British | T.3Cy.28½″,39″&64″–42″ (s)<br>160lb ~~63~~ *80lb* 269NH<br>2SB,*6cf*,gs112,hs4086<br>Barclay,Curle&Co.,Gls. | 20 ″ 9<br>s 6 · 7½ | | |
| JWHC | **Yandiola**<br>*L.Ugarte*00–00<br>(*ex*Swanley) | SteelScSr<br>~~Cff.No.1–00~~<br>1*Dk*(*Irn*)2*tr B*<br>ssCff.No.2–05 &*Web frames* | 2434<br>2207<br>1428 | ✝100A1 BAs<br>3,05 7,03<br>~~BS4,04~~ Cff<br>✝LMC5,00 | | | 1896<br>2mo | Richardsn,<br>Duck&Co.<br>Stockton<br>*Lloyd's A&CP* | Cia.Naviera<br>Aurrera (G.de<br>Yandiola,*Mgr*.)<br>*WB*=*Cell DBa* | 300·0 43·0 20·3<br>P31′B58′F85′<br>drp05 FK<br>10t′*uE*24′*f*116′655t | Bilbao<br>Spanish | T.3Cy.22½″,37″&61″–42″ (r<br>160lb *80lb* 246NH<br>2SB,*6cf*,gs102,hs3778<br>Blair&Co.Ld.Stockton | 22 ″ 9<br>s 4 · 0 | | |
| 19<br>LKVD | **Yang Tsé**<br>*Jourdan*89–00 | IronScBk<br>8*Dks* | 3803<br>—<br>1879 | | | | 1877 | Messageris<br>Maritimes<br>LaCiotat | MessageriesMaritimes | 394·6 39·7 32·8 | Marseilles<br>French | C.3Cy.43¾″&(2)60½″–43½″<br>898NH<br>Messageries Mar.,LaCiotat | | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now Retained. Additional Letters. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registered Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard and Bridge. ft. in. | 15 Registers in which classed, if not in L. R. Date of B. of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 Yang-Tsze 110023 RCBV | *W.C.Lycett* –04 *ss* Liv. No. 1–03 2 *Dks (Stl) & deep framing & Web frames* *Elec. light* | Steel Sc Sr | 6457 5887 4149 | ✠100A1 ~~S.1.1.7–11~~ 4,05 BS4,05 | Npt ~~Lpt~~ Liv ✠LMC4,03 | A | 1899 3mo | Workman, Clark & Co. Ld Belfast *Lloyd's SA & CP* | China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs.*) | 450·0 53·2 30·9 P36′ B145′ F45′ FK *WB = Cell D Ba* 131′ *a E & B* 59′ *f* 171′ 1365*t D Ta* 30′ 960*t FPT* 105*t APT* 70*t* | Liverpool British *8 BHCem* | T. 3Cy. 28″, 47″ & 77″–60″ (*r*) 180 lb *90 lb* 620 NHP 2 DB, *12 rf*, GS 230, HS 8994 FD Wrkman. Clark & Co. Ld Be. | 33 ″ 10 ″ 8 ″ 3 4,05 | BT till ~~10,04~~ 4,05 | ~~10,08~~ 4,05 |
| 21 Yaralla 73343 VBFC | *J. Hutchison* 1 *Dk* | Iron Twin Sc Sr | 482 402 303 | | | | 1875 | Lobnitz, Coulbrn & Co. Renfrew | Australas'n United Stm. Nav. Co. Ld. | 201·8 25·1 12·2 Q51*t* H22*t* | Sydny NSW British | C. 4Cy. 15½″ & 29″–21″ 60 RHP Lobnitz, Coulbrn & Co., Rnf. | | | |
| 22 Yarborough 113579 BVCT | *F. M. Turner* –03 *ss* Hul. No. 1–05 1 *Dk (Irn)* 2 *tr B & Web frames* 3 *Dk rule* | Steel Sc Sr | 3077 2858 1988 | ✠100A1 8,01 12,03 3,05 ~~S.1.1.7–11~~ ✠LMC ~~3,06~~ | Cff Sws. Hul | *u* | 1900 8mo | W. Gray & Co. Ld. W Hartlepool A & CP | Hull Stm. Shpg. Co. Ld. (G. R. Sanderson & Co. *Mgrs.*) *WB = Cell D Ba* | 324·5 47·1 22·4 P27′ B82′ F30′ FK *u E* 130′ *f* 136′ 732*t* *APT* 53*t* | Hull British *5 BHCem* | T. 3Cy. 24″, 38″ & 64″–42″ (*s*) 160 lb *80 lb* 267 NHP 2 SB, *6 rf*, GS 105, HS 4046 Cen. Mar. Eng. Wrks. W Hpl | 24 ″ 10 s 4 ″ 6 | | ~~11,02~~ ~~8,04~~ N3,05 |
| 23 Yare 99965 KPGB | *J. P. Brand* –04 *Well deck* (*ex* Norfolk) 1 *Dk* | Iron Sc Sr | 299 233 149 | | | | 1887 | S. M'Knght & Co. Ayr | Royal Mail Steam Packet Co. | 145·0 22·5 11·0 P33′ Q33′ B14′ F30 BK7″ *WB* | London British | C. 2Cy. 22″ & 40″–28″ 70 RHP W. Kemp, Glasgow | 11 ″ 9 | | |
| 24 — 89036 JDMH | *Hutton* | Wood Pad | 104 104 16 | | | | 1883 | ..... Yarmouth | Gt. Yarmouth Stm. Tug Co. Ld. | 97·1 18·9 9·6 | Yarmouth British | L. 1Cy. 34½″–51″ 40 RHP Baird & Barnsley, N. Shl. | | BT till 10,04 | |
| 25 Yarmouth 93373 KLPV | *A. G. Potter* –02 *Elec. light* 2 *Dks & Shade dk* | Steel Sc Sr | 1452 1109 725 | | | | 1887 | A. M'Millan & Son Dumbarton | Dominion Atlantic Railway Co. | 220·3 35·2 12·7 21·0 BK7″ *WB* | Yarmth NS British | T. 3Cy. 26″, 41″ & 65″–42″ 298 NHP D. Rowan & Son, Glasgow | 13 ″ 3 | | |
| 26 — 116178 VGTR | *T. Stiff* –03 *Elec. light* 2 *Dks* | Steel Twin Sc Sr | 806 702 218 | | | | 1903 | Gourlay Bros. & Co. Dundee | Gt. Eastern Rly. Co. | 245·3 31·1 15·3 P61′ B66′ F60′ *WB* | Harwich British | T. 6Cy. 15½″, 25½″ & 41″–36″ 202 NHP Gourlay Bros. & Co. Dundee | | | |
| 27 — 115828 TPOF | *W. B. Rogers* –02 *Well deck* 1 *Dk* *Elec. light* *Hold beams Aft* | Steel Sc Sr | 438 283 190 | ✠100A1 6,04 ~~10,03~~ ✠LMC6,02 | Hul | *q* | 1902 6mo *Lloyd's SA & CP* | G. Brown & Co. Greenock | H. Newhouse & Co. Ld. | 159·9 26·2 11·4 Q46′ B60′ F36′ Irp03 BK7″ *WB = APT* 23*t* | Gt Yarmth British *1 BHCem* | C. 2Cy. 20″ & 41½″–30″ (*s*) 130 lb *80 lb* 95 RHP 1 SB, *2 pf*, GS 65, HS 2342 Lees, Anderson & Co. Gls. | 12 ″ 0 s ″ 11 | BT till 6,05 | |
| 28 — 109471 | *A. Evans* –97 *ss* Gms. No. 1–01 1 *Dk* | Steel Sc Yl | 161 148 55 | ✠100A1 *Stm Trawler* 2,01 ~~11,02~~ ~~BS1[illegible]~~ ~~BS[illegible]~~ ✠LMC9,01 | Gms | | 1897 5mo | Mackie & Thomson Glasgow A & CP | Hagerup, Doughty & Co. Ld. | 104·2 20·5 10·7 Q17′ F19′ BK7½″ | Grimsby British *4 BHCem* | T. 3Cy. 10″, 16″ & 27″–20″ (*s*) 180 lb 45 RHP 1 SB, *2 pf*, GS 23, HS 536 Muir & Houston (Lim.), Gls | 11 ″ 7 | | ~~11,02~~ 10,04 |
| 29 Yarmouth Belle 108358 QDJW | *J. Ralford* –98 2 *Dks* | Steel Pad Sk | 522 409 209 | | | | 1898 | W. Denny & Bros. Dumbarton | Coast Development Co. Ld. (*in lig.*) | 240·0 28·1 9·3 *Promenade dk* 156′ | London British | T. 3Cy. 20½″, 30″ & 43″–60″ 143 NHP Denny & Co. Dumbarton | | BT till 1,05 | |
| 30 Yaroslavl HBCQ | *P. Oranovsky* *Elec. light* 3 *Dks* | Steel Twin Sc Sr | 4495 3880 2619 | | | | 1892 | W Denny & Bros. Dumbarton | Russian Volunteer Fleet Association | 398·0 45·0 28·2 P40′ B126′ F56′ FK *WB* | Odessa Russian | T. 6Cy. 20″, 33″ & 50″–42″ NB01 407 NHP Denny & Co., Dumbarton | 31 ″ 0 | | |
| 31 Yarra LKVG | *Nègre* 90–01 3 *Dks* | Iron Sc Bk | 4255 — 2115 | | | | 1883 | Messgeries Maritimes La Ciotat | Messageries Maritimes | 416·7 41·6 30·7 H226*t* F47′ | Marseilles French | T. 3Cy. 45¾″, 65″ & 94½″–43¾″ *Tpd* 95 586 NHP Messageries Mar., La Ciotat | | | |
| 32 Yarrow 105691 NCJW | *W. Kearney* –04 *Elec. light* 2 *Dks* | Steel Sc Sr | 959 749 418 | | | | 1893 | R. Napier & Sons Glasgow | W. Sloan & Co. | 230·0 32·1 15·0 P55′ B70′ F42′ BK8″ *WB* | Glasgow British | T. 3Cy. 21½″, 34″ & 57″–42″ 223 NHP R. Napier & Sons, Glasgow | 15 ″ 10 | C BT till 3.05 | |
| 33 Yat Shing 118378 VNGH | *T. T. Sellar* –04 1 *Dk (Stl)* & *Spar dk (Stl* – teak s) *Elec. light* *& deep framing* | Steel Sc Sr | 2284 2126 1424 | ✠100A1 *Spar dk* 2.04 ✠LMC2,04 | Nwc | *l* | 1904 2mo *Lloyd's SA & CP* | Swan, Hunter & Wigham Richardson, Ld Newcastle | Indo-China Steam Nav. Co. Ld. *WB = Cell D Ba* 84′ 399*t DT f* 18′ 256*t* | 290·4 42·1 15·4 B67′ F38′ 22·6 FK *u E* 22′ *f* 108′ *DT a* 24′ 374*t FPT* | London British *5 BHCem* | T. 3Cy. 21″, 34″ & 56″–42″ (*r*) 170 lb *85 lb* 226 NHP 1 SB, *4 rf*, GS 76, HS 2913 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 17 ″ 9 s 4 ″ 6 | BT till 1,05 | |
| 34 Yatala 74798 | *H. Johns* –97 1 *Dk* | Iron Pad Ctr | 287 276 107 | | | | 1877 | Blackwood & Gordon Port Glasgow | Adelaide Stm. Tug Co. Ld. | 144·9 23·2 12·4 H11*t* | Adelaide British *WB* | 2 Cy. 42″–60″ 99 RHP Blackwood & Gordon. P. Gl. | | | |
| 35 Yatsuna Maru No. 1 1909 HKSQ | 2 *Dks* | Wood Sc Sr | 326 291 202 | | | | 1896 | Osaka Iron Works Osaka | K. Makino | 137·3 19·5 16·0 | Kobe Japanese | C. 2Cy. 17½″ & 34½″–24″ 47 NHP Osaka Iron Works, Osaka | | | |
| 36 Yawata Maru 7661 JRCW | (*ex* Arara) *ss* Bry. No. 3–1,99 *ss* Cff. No. 1–03 2 *Dks (U Irn–ws) & tr B* | Iron Sc Bn | 4312 3895 2673 | ✠100A1 2,04 ✠LMC2,04 | Kob | *x* | 1886 9mo | M. Pearse & Co. Stockton A & CP | Ukon Gonzayemon | 370·7 42·3 29·0 P24′ B98′ F40′ BK11″ *WB = DBa* | Kobé Tsuruga. | T. 3Cy. 28″, 46″ & 75″–54″ (*s*) 170 lb *80 lb* NDB 93 458 NHP 2 DB, *12 cf*, GS 79, HS 7395 Blair & Co. Ld. Stockton | 30 ″ 4 s 6 ″ 4½ | | 2,04 |
| 37 — 8847 HVGN | *A. E. Moses* 96–99 2 *Dks (Stl* – 1 *pt ws U* teak s) *& Web frames* *Elec. light* *lower dk (Stl), forehold* | Steel Sc Sr | 3817 2923 2366 | ✠100A1 10,04 ~~BS9,08~~ ✠LMC10,02 | Yka | *w* | 1898 11mo *Lloyd's SA & CP* *WB = Cell D Ba* 104′ | R. Napier & Sons, Ld. Glasgow | Nippon Yusen Kabushiki Kaisha | 375·0 44·1 25·0 P64′ B152′ F48′ BK11″ *u E & B* 82′ *f* 148′ 570*t* | Tokio Japanese *7 BHCem* | T. 3Cy. 29″, 48″ & 79″–54″ (*s*) 185 lb 580 NHP 2 D & 1 SB *15 cf*, GS 280, HS 9981 R. Napier & Sons, Ld. Gls. | 28 ″ 0 s 5 ″ 5 | | 10,02 |
| 38 Ybarra No. 4 HNTD | *L. Urizar* 96–96 *ss* Bbo. No. 3–6,94 *ss* Bbo. No. 2–03 1 *Dk (Irn)* & *Awng dk* 3 *tr B* | Iron Sc Sr | 2246 2228 1675 | ✠100A1 *Awng dk load line* 19 *ft* 7 *in* ~~3,03~~6,04 BS3,04 ~~BS2,04~~ ✠LMC2,03 | Bbo | *s* | 1882 12mo *Lloyd's SA & CP* | R. Dixon & Co. Middlesbro' | G. M. de Ybarra *WB = Cell D B* 226′ 465*t FPT* | 270·4 39·3 25·9 BK9½″ *u E & B* 82′ *f* 148′ 570*t* *DT a* 20′ 334*t FPT* 34*t APT* 15*t* | Bilbao Spanish *4 BHCem* 7 *1t APT* 68*t* | C. 2Cy. 38″ & 71″–45″ (*b*) 75 lb 269 NHP 2 DB, *8 pf*, GS 96, HS 4648 Blair & Co. (Lim.), Stockton | 21 ″ 1 | | ~~2,08~~ 7,04 |
| 39 Ybero HCWS | *J. Bosch y Estape* –98 1 *Dk* | Comp Sc Sr | 300 150 150 | | | | 1886 | J. H. Dialogue Camden, N. J | Cia. Colonizadora de la Costa Oriental de Yucatan | 115·0 21·0 8·0 | Progreso Mexican *WB* | C. 2Cy. 18″ & 40″–24″ 60 NHP J. H. Dialogue, Camden, N. J | | | |
| 40 Yciar JWHP | *B. F. Guerra* 00–01 (*ex* Magnus Barfod, *ex* Strathcathro) *Well deck* 1 *Dk (Stl)* | Steel Sc Sr | 485 361 187 | ✠ 12,87 ✠ | Ayr | *h* | 1884 4mo | J M'Arthur & Co. Paisley | J M de Aristegueta | 160·3 27·2 11·6 Q60′ B42′ H16*t* F22 drp84 & 86 *WB = DBa* 42′ 70*t F* | S. Sebast'n Spanish *4 BHCem* *PT* 44*t APT* 9*t* | C. 2Cy. 24″ & 48″–30″ 105 NHP Walker, Hendersn & Co., Gls | 12 ″ 3 | | |
| 41 Ydun 9VBQ | *C. Christensen* –99 1 *Dk* | Steel Sc Sr | 1266 1151 775 | | | | 1899 | Schiffsw. v. H. Koch Lübeck | Rederis. Ydun (Joh. E. v. d. Ohe & Lund) | 241·0 35·2 17·4 B122*t* H80*t* F34*t* | Bergen Norwegian *WB* | T. 8Cy. 16⅛″, 27½″ & 44½″–32½″ 113 NHP J. F. Ahrens, Ottensen | | N | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux. Gréement, etc. Numéro Officiel. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Enregistrement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Tirant des Chaudières. NH = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les pouvoirs du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Chemins pour Quarts. Pieds. | pcs. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Yearby** | SteelSc | 2634 | ✠100A1 | Shl | *t* | 1896 | Ropner& | R.Ropner&Co. | 300·0 | 45·0 | 20·4 | W.Hartlpl | T. 22 | 2 | | |
| 106956 | *A.H.Goldsworthy*94–96 | | 2282 | *T'rans'd dk* | Bkr | | 12mo | Son | | P27 | B58'F35' | | British | 219NH | 3 | 3 | |
| PMTS | 1*Dk*(*Irn*)*&Web frames* | | 1665 | Tr'ans'd 8,06 | | | | Stockton | | | | FK5 | 5*BHCem* | 2SB,*6rf*,gs88,hs3017 | | | |
| | *ss*Shl.No.2–05 | | | ✠LMC14 | | 4,03 | | A&CP | *WB = Cell D Ba* | 302 *u* E210' | *f* 114'6000 | | *APT66t* | Blair&Co.(Lim.),Stockton | | | |
| 43 | **Yebisu Maru** | WoodScSr | 261 | | | | 1890 | Nishijima | TamuraYoshichi | 126·8 | 16·8 | 15·9 | Hakodate | C.2Cy.15½"&28"–16" | | | |
| 1249 | 2*Dks* | | 237 | | | | | Keikichi | | | | | Japanese | 26NH | | | |
| HJGC | | | 149 | | | | | Ominato | | | | | | | | | |
| 44 | **Yechigo Maru** | IronScSr | 1280 | ✠100A1 | Yka | *n* | 1882 | London& | NipponYusen | 235·0 | 31·3 | 17·1 | Tokio | C.2Cy.27"&51"–36" | (s) | | |
| 792 | *H.Yada*00–02 | *ss*Yka.No.3–7,98 | 991 | 10.03 | | | 12mo | GlasgowCo | KabushikiKaisha | Q82' | B55'F31' | | Japanese | 60lb *60lb* | 126NH | | |
| HFLG | (*ex*Patricio) | *ss*Kob.No.2–01 | 794 | | ✠LMC10,03 | | | Glasgow | | | | BK8½ | 4*BHCem* | 1DB,*4pf*,gs70,hs2150 | | | |
| | *Well deck* | 1*Dk*(*pt Irn*)2*tr Ib* | | | | | | | *Lloyd's A&CP* | *WB = D Ba*109 | | | *MT24* | London&GlasgowCo.,Gls. | | | |
| 45 | **Yeddo** | SteelScSr | 4563 | ✠100A1 | Bry | *s* | 1901 | Russell& | OceanNav.Co.Ld. | 369·8 | 52·0 | 27·2 | Glasgow | T.3Cy.26",42"&70"–48" | (s) | 29 | 11 |
| 113381 | *D.Baird* –01 | | 4267 | 11,04 | | | 10mo | Co. | (A.Weir&Co.*Mgrs*) | P31'B106'F41' | | | Scotch | 180lb *80lb* | 374NH | 6 | 3 |
| SQNL | 2*Dks*(*Stl*)*&deep framing* | | 2974 | | ✠LMC10,01 | | | Pt.Glasgow | | | | FK | 6*BHCem* | 4SB,*9ef*,gs165,hs5860 | | | |
| | *Elec light* | | | | | | | A&CP | *WB =* | *Cell D Ba*120'*u*E22' | | *f*158 102½' | *DTa*72 | *APT76t* | Rankin&Blackmore,Grk. | | |
| 46 | — | IronScSr | 1850 | | | | 1871 | C.&W. | T.Wilson,Sons& | 283·2 | 34·8 | 19·8 | Hull | T.3Cy.25",38½"&67"–36" | | | |
| 65248 | *C.E.Thornhill* –00 | | 1505 | | | | | Earle | Co.Ld. | Q259*t* | F35*t* | | British | NE&B82 | 269NH | | |
| KPTD | | | 1213 | | | | | Hull | | | | FK | | Earle'sCo.,Hull | | | |
| 47 | **Yedo Maru** | IronScSr | 1724 | ✠ —— | Kob | *q* | 1884 | W.Dobson | HiroumiNisaburo | 249·0 | 34·0 | 16·9 | Tauranga | C.2Cy.31"&58"–36" | | 18 | 1 |
| 1830 | *K.Nakagawa*01–01 | *ss*Kob.No.3–2,98 | 1607 | 2.04 | | | 6mo | &Co. | | | | 23½ | Japanese | 160NH | | | |
| HJWS | (*ex*Avochie) | *ss*Kob.No.1–00 | 1069 | *Spar dk* | | | | Newcastle | | | | BK8½ | 6*BHCem* | 2SB,*6pf*,gs72,hs2550 | | | |
| | | 1*Dk*(*Irn*)*&Spar dk3tr Ib* | | | | | | | | *WB = D Ba*65 | | | see *FPT27t* | N.E.Mar.E.Co.(Lim.),Sld. | | | |
| 48 | **Yehime Maru** | SteelScCtr | 613 | | | | 1903 | Kawasaki | OsakaShosen | 178·1 | 25·3 | 16·0 | Osaka | T.3Cy.15",24"&40"–27" | | | |
| 86 | | | 492 | | | | | DkyrdCo.Ld. | KabushikiKaisha | | | | Japanese | 83NH | | | |
| JQSR | | 2*Dks* | 358 | | | | | Kobe | | | | | | Kawasaki DockyardCo. Ltd. | | | |
| 49 | **Yeijo Maru** | IronSc3MstSr | 2506 | ✠100A1 | Yka | *t* | 1880 | A.Leslie& | NipponYusen | 300·0 | 37·0 | 21·8 | Tokio | C.2Cy.37"&68"–42" | (s) | 23 | 5 |
| 1464 | *K.Noda*03–03 | *ss*Ant.No.3–1,92 | 2368 | *Spar dk* | | | 7mo | Co. | KabushikiKaisha | pt S D94&96 | | 28 | Japanese | 70lb *45lb* NDB88 | 231NH | 7 | 4 |
| HKFB | (*ex*Altonower) | *ss*Yka.No.2–00 | 1554 | 10.03 | | | | Newcastle | | | | BK10 | 6*BHCem* | 2DB,*8pf*,gs100,hs3950 | | | |
| | | 2*Dks*(1*Irn*)*&Spar dk* | | | | | | A&CP | *WB = D* | *Ba*84 *f*90'280*t* | *FPT* | 22 | *APT15t* | N.E.MarineE.Co.(Lim)Sld | | | |
| 50 | — | WoodScSr | 183 | | | | 1893 | Okawa | OkawaUnyu | 114·3 | 16·4 | 13·8 | Higashi | C.2Cy.14½"&29"–18" | | | |
| 1329 | | | 168 | | | | | UnyuKaisha | KabushikiKaisha | | | | Japanese | 80NH | | | |
| HJQB | | 2*Dks* | 99 | | | | | Okawa | | | | | | MitsuBishiD.&E.Wks.Nag | | | |
| 51 | **Yeiko Maru** | SteelScSr | 1966 | ✠100A1 | Nag | *s* | 1903 | MitsuBishi | NipponYusen | 262·0 | 35·5 | 14·1 | Tokio | T.3Cy.21",35"&58"–36" | (s) | 16 | 5 |
| 8788 | *J.Arakawa* –03 | | 1604 | *Spar dk* | | | 9mo | Dkyd&EWks | KabushikiKaisha | P31'B82'F40' | | 21·3 | Japanese | 180lb *120lb* | 263NH | 4 | 3 |
| JRGN | *Elec light* | 1*Dk*&*Spar dk*(*Stl*-*teak s*) | 1219 | 9.03 | ✠LMC9,03 | | | Nagasaki | | | | FK | 6*BHCem* | 2SB,*4c/*,gs82,hs3690 | FK | | |
| | | *&deep framing* | | | | | | | *Lloyd's A&CP WB = Cell D B a* 59'*u* E | | | *f B* 94'361*t* | *FPT* | 10*t* *APT26t* | MitsuBishiD.&E.Wks.Nag | | |
| 52 | — | SteelScSr | 1484 | | | | 1880 | Blackwood | SettsuKogio | 248·4 | 31·4 | 23·0 | Kobe | C.2Cy.30"&52"–36" | | 24 | 7 |
| 7620 | (*ex*Kwongsang,*ex*Valencia | | 1432 | | | | | &Gordon | KabushikiKaisha | | | | Japanese | 135NH | | | |
| JPTS | | 2*Dks* | 924 | | | | | Pt.Glasgow | | | | | | Blackwood&Gordon,PGls | | | |
| 53 | — | WoodScSr | 391 | | | | 1895 | Kwong | OsakaShosen | 153·0 | 21·0 | 15·8 | Osaka | C.2Cy.16½"&29"–18" | | | |
| 1596 | | | 352 | | | | | Tak Hing | KabushikiKaisha | B15'F20' | | | Japanese | 30NH | | | |
| HKRT | (*ex*WingHong) | 2*Dks* | 242 | | | | | HongKong | | | | | | HipTaiLeong,HongKong | | | |
| 54 | **Yeisk** | IronPad | 267 | | | | 1901 | ..... | Don,Azoff&Black | 171·8 | 22·3 | 8·2 | Rostoff | | | | |
| 1208 | | | — | | | | | Rostoff | SeaSteamNav.Co. | | | | Russian | | | | |
| | | 1*Dk* | 125 | | | | | | | | | | | | | | |
| 55 | **Yemassee** | WoodScBn | 1880 | | | | 1878 | Birely, | ClydeS.S.Co. | 228·4 | 38·0 | 20·4 | Philadlphia | C.2Cy.36"&72"–42" | | | R |
| 115644 | | | — | | | | | Hillman& | (W.P.Clyde&Co. | | | | U.S.States | NB86 | 280NH | | |
| JTGK | (*ex*SantoDomingo) | 3*Dks* | 1379 | | | | | Streaker | *Mgrs.*) | | | | | | | | |
| | | | | | | | | Phila.,Pa. | | | | | | | | | |
| 56 | **Yenoura Maru** | SteelSc | 643 | | | | 1900 | MitsuBishi | MitsuBishiGoshi | 182·5 | 32·2 | 11·7 | Nagasaki | T.3Cy.12",20"&33"–24" | | | |
| 4979 | *J.Maki* –02 | | 555 | | | | | Dkyd&EWks | Kaisha | B48' | | | Japanese | 53NH | | | |
| JFTD | | 1*Dk* | 398 | | | | | Nagasaki | | | | | *WB* | MitsuBishiD.&E.Wks.Nag | | | |
| 57 | **Yeoman** | SteelScSr | 1009 | ✠100A1 | Mch | *n* | 1901 | WoodSkin- | Fisher,Renwick& | 220·0 | 31·7 | 14·8 | Manchestr | T.3Cy.17",28"&46"–33" | (s) | 17 | 0 |
| 114431 | *F.Meredith*99–01 | | 796 | 8,04 | Bkn | | 2mo | ner&Co.Ld. | Co.'sManchester- | 115'B15'F24' | | | British | 180lb *80lb* | 135NH | 1 | 6 |
| SFNM | | 1*Dk*(*Irn*)*&deep framing* | 640 | | ✠LMC2,01 | | | Newcastle | LondonSteamers, | Grp04 | | FK5 | 5*BHCem* | 1SB,*3cf*,gs62,hs2150 | | | |
| | *Well deck* | | | | | | | A&CP | Ld. *WB = Cell D* | *Ba* 94 *u* E75' *f* 96' 235*t* | | | *APT21t* | N.E.MarineEngCoLd.Nwc | | | |
| 58 | **Yeovil** | SteelScYl | 164 | ✠100A1 | Gms | | 1898 | IrvineS.B. | Hagerup,Doughty | 104·2 | 21·0 | 10·7 | Grimsby | T.3Cy.10",16"&27"–20" | (s) | 11 | 7 |
| 109519 | *G.W.Jackson* –98 | *ss*Gms.No.1–03 | 151 | *Stm Trawler* | | | 4mo | &E.Co.Ld. | &Co.Ld. | Q17'F18' | | BK7½ | British | 180lb | 45RH | | |
| | | 1*Dk* | 51 | 6,01 | ✠LMC6,03 | | | Irvine | | | | | 4*BHCem* | 1SB,*2pf*,gs28,hs536 | | | |
| | | | | | | | | A&CP | | | | | | Muir&Houston,Ld.Gls. | | | |
| 59 | **Yestor** | SteelScSr | 2582 | ✠100A1 | Nwc | *t* | 1891 | TyneI.S.B. | ~~EldenS.S.Co.Ld.~~ | 300·5 | 38·6 | 20·6 | London | T.3Cy.26",38"&63"–42" | (s) | 23 | 2 |
| 97063 | *A.Cordiner* –02 | | 1974 | *pt Awng dk* | Brs | | 4mo | Co.Ld. | A.Mu[illegible]&Co. | P29'Q84' | | BK10 | British | 150lb *80lb* | 246NH | 8 | 10 |
| MDKR | (*ex*CapeComorin) | 1*Dk*(*pt Stl*&*pt Irn*) | 1652 | *Wldd trnsm'n* | | | | Newcastle | | *pt Awng dk*186' | | | 6*BHCem* | 2SB,*8pf*,gs110,hs3680 | | | |
| | | *&Web frames*&*pt Awng dk*(*Irn*) | | Assumed | "Kirkwall," | | | A&CP | *Supplement.* | *WB =* | *Cell D Ba*92*f*118'402*t* | | *APT12t* | N.E.MarineCo Ld.Nwc. | | | |
| | | *ss*Brs.No.3–7,04 | | 10.02 | ✠LMC10,03 | | | | | | | | | | | | |
| 60 | **Yetomo Maru** | WoodScSr | 110 | | | | 1895 | Yamao | FunkawanKisen | 92·7 | 13·8 | 11·7 | Hakodate | C.2Cy.10"&19"–18" | | | |
| 1502 | | | 100 | | | | | Fukuzo | KabushikiKaisha | | | | Japanese | 11NH | | | |
| HKJP | | 2*Dks* | 68 | | | | | Hakodate | | | | | | HakodateZosensho,Hkdt | | | |
| 61 | **Yeun Kiang Maru** | SteelTwinScSp | 935 | | | | 1903 | OsakaIron | KonanKisen | 202·6 | 37·4 | 6·5 | Tokio | T.3Cy.10",16"&28"–15" | | | |
| 8893 | | | 405 | | | | | Works | KabushikiKaisha | | | | Japanese | 61NH | | | |
| JRKP | | 1*Dk* | 579 | | | | | Osaka | | | | | | OsakaIron Works,Osaka | | | |
| 62 | **Yewdale** | Steel&IronSc3MstSr | 477 | ✠100A1 | Liv | *h* | 1890 | Scott&Co. | W.Poslethwaite | 165·2 | 26·1 | 10·9 | Liverpool | T.3Cy.14",28"&36"–27" | (s) | 12 | 2 |
| 98571 | *D.MacDonald*00–00 | *ss*Bwg.No.3–1,96 | 330 | 4.01 | | | 9mo | Bowling | | Q81'B10'F27' | | BK7½ | British | 160lb | 60RH | | 9 |
| LVHM | *Well deck* (*ex*Olivine) | *ss*Liv.No.1–00 | 176 | | BS2,04 ✠LMC4,00 | | | A&CP | | | | *WB* = | 4*BHCem* | 1SB,*3pf*,gs51,hs1282 | | | |
| | | 1*Dk*(*pt Irn*)*Irn framing*&*Stl plating Mchy. Aft* | | | | | | | | | | *FPT48t* | | Muir&Houston,Glasgow | | | |

Suck 6.04

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned and now appointed. Remarks. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Registers in which classed. If not in L.R. Date of last Condemn. Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | **Yik Sang** | **SteelScSr** | 1967 | ✠100A1 | Cpb | *r* | 1902 | Cmpbltwn | Indo-ChinaSteam | 282·0 | 40·0 | 20·4 | London | T.3Cy.21″,33″&53″–36″ (*s*) | 21 ″ 8 | | |
| 118824 | *G.K.Bowker*93–02 | | 1808 | 5,02 | | | 5mo | S.B.Co. | Nav.Co.Ltd. | P29′B68′F32′ | | | British | 165lb *80lb* | s 3 ″ 2½ | | |
| TJRF | | *2Dks(UStl)&deep framing* | 1236 | ✠LMC5.02 | | | *Lloyd's&CP* | Campbeltwn | *WB=Cell* | *DBa 76′f 116′ 366t* | | FK | 4*BHCem* | 2SB,*6cf*,GS100,HS2920 | FD | | |
| | | | | | | | | HongKong | | | | | *APT89t* | Hutson&Sons,Ld.Glasgow | | | |
| 64 | **Ying King** | **WoodTwinSc** | 1088 | | | | 1903 | Kwong | YukOnS.S.Co.Ltd. | 200·6 | 33·3 | 10·1 | HongKong | C.4Cy.16″&33″–22″ | | | |
| 116031 | *A.C.Arnold* –03 | | 1058 | | | | | TakCheong | | | | | British | 45RH | | | |
| | | *2Dks* | 779 | | | | | HongKong | | | | | | TinHingCo.HongKong | | | |
| 65 | **Ylocos** | **SteelScSr** | 155 | ✠ 90A– | Man | | 1897 | Arsnl.Civil | Cia.Gen.deTabacos | 108·6 | 17·4 | 10·0 | Manila | C.2Cy.15¾″&29½″–13¾″ (*s*) | 10 ″ 3 | | ~~4,02~~ |
| | ~~*Tarlac*02–03~~ | | 124 | 8,04 ~~6,02~~ | | | 10mo | deBarcelona | deFilipinas | F29′*pt Shade dk*60′ | | BK6½″ | Utd.States | 126lb 40NHP | | | 8,04 |
| | (*ex*EduardoPelayo) | *1Dk&pt Shade dk* | 70 | BS8,0 | ✠LMC6.02 | | | Barcelona | | | | | *4BHCem* | 1SB,*2pf*,GS33,HS818 | | | |
| | *M.Ubinana* | | | | | | | | | | | | | ArsenalCivildeBarcelona | | | |
| 66 | **Ymer** | **SteelScSr** | 3505 | ✠100A1 | Got | *v* | 1896 | Russell& | WicandersRederi | 338·3 | 43·5 | 19·0 | Stockholm | T.3Cy.24⅛″,40⅛″&64″–42″ | 21 ″ 9 | | ~~4,03~~ |
| 2853 | *H.Edgren*94–96 | ~~*Hull No.1–01*~~ | 3140 | *Spar dk* | | | 5mo | Co. | Aktieb.(Hjalmar | P39′B71′F37′ | 26·2 | | Swedish | 165lb *80lb* (*s*) 275NHP | | | 5,05 |
| JGLD | | *1Dk(Stl)Spar dk(Stl* | 2142 | 5,05 ~~5,06~~ | | 05 | | Pt.Glasgow | Wicander,*Mgr.*) | | | FK | 6*BHCem* | 2SB,*6cf*,GS130,HS4268 | | | |
| | *Elec.light* | *ss*Got.No.2–05 *&deep framing* | | ~~BS4,04~~ | ✠LMC~~8,04~~ | | *Lloyd's&CP* | | *WB=Cell DBa* 104′ | *uE&B42′f 146′ 701t* | | | *APT55t* | Fleming&Ferguson,Psy. | | | |
| 67 | **Ymuiden** | **SteelScSr** | 633 | | | | 1890 | Wood, | W.H.Berghuys | 185·5 | 30·0 | 12·4 | Amstrdam | T.3Cy.16″,26″&43″–30″ | 14 ″ 3 | V | |
| | *J.L.v Belkum* | (*ex*Viceroy) | 529 | | | | | Skinner&Co | | P19′Q70′B7′F19′ | | | Dutch | 101NHP | | | |
| QCVB | *Well deck* | *1Dk* | 336 | | | | | Newcastle | | | | FK | *WB* | N.E.MarineCo.Ld.Nwc. | | | |
| 68 | **Yochow** | **SteelTwinScSr** | 2127 | | | | 1901 | Scott&Co. | ChinaNav.Co.Ltd. | 290·0 | 40·2 | 20·6 | London | T.6Cy.13½″,22″&36½″–30″ | | | |
| 114783 | *J.H.Brown* –01 | | 1908 | | | | | Greenock | | B78′F31′ | | | British | 146NHP | | | |
| STQR | | *2Dks* | 1306 | | | | | | | | | | *WB* | Scott&Co.Greenock | | | |
| 69 | **Yokohama Maru** | **SteelSc3MstSr** | 2373 | ✠100A1 | Yka | *s* | 1884 | London& | NipponYusen | 300·0 | 36·1 | 20·1 | Tokio | C.2Cy.43″&78″–54″ (*l*) | 21 ″ 4 | | ~~3,04~~ |
| 849 | *T.Harrison*02–04 | *ss*Yka.No.3–6,96 | 1607 | *Awng dk* | Kob | | 3mo | GlasgowCo. | KabushikiKaisha | | 27·7 | | Japanese | 80lb *70lb* NDB91 364NHP | 2 ″ 9 | | 1,05 |
| HPQB | | *ss*Kob.No.2–05 ~~*Kobe No.1–00*~~ | 1471 | *withfreeboard* | | | | Glasgow | | | | BK10″ | *5BHCem* | 2DB.*12pf*,GS281,HS6314 | | | |
| | | *2Dks(1Stl)&Awng dk* | | 1,05 ~~3,04~~ | ✠LMC~~2,04~~ | 1,05 | *Lloyd's&CP* | | *WB=DBa* | 72′113*t MT*16′213*t* | | | *FPT&APT* | Lon.&Gls.Co.(Lim.),Gls. | | | |
| | | | | | | | | | | | | | | *Freeboard to Awng deck* | 10 ″ 4½ | | |
| 70 | **Yola** | **SteelScSr** | 3504 | ✠100A1 | Lon | *u* | 1898 | Sunderlnd | ElderDempster | 356·0 | 45·2 | 18·7 | Liverpool | T.3Cy.24⅝″,40″&64″–42″ (*s*) | 21 ″ 4 | | 7,03 |
| 119432 | *H.M.Goudie* –03 | *ss*Brs.No.1–02 | 3296 | *Spar dk* | ~~Ham~~ Nwc | | 6mo | S.B.Co.Ld. | Shipping,Ld. | P38′B92′F42′ | 26·6 | | British | 170lb *100lb* 296NHP | s 6 ″ 3 | | |
| QFPO | | *1Dk(Stl)&Spar dk(Stl)&deep framing* | 2246 | 0,01 ~~7,03~~ | ✠LMC~~6,04~~ | | | Sunderland | | | | FK | 6*BHCem* | 2SB,*6cf*,GS140,HS4800 | | | |
| | *Elec.light* | | | 2,04 ~~BS9,04~~ | | | *A&CP* | | *WB=Cell DBa* 110′ | *uE&B34′f 154′ 619t* | | | *FPT* | N.E.MarineCo.Ld.Nwc. | | | |
| | | | | | | | | | | | | | 5*tAPT*43*t* | | | | |
| 71 | **Yomah** | **SteelPad** | 897 | | | | 1885 | W.Denny | IrrawaddyFlotilla | 310·0 | 40·1 | 9·7 | Glasgow | C.2Cy.37½″&65″–72″ | | | |
| 90035 | *Paterson* | *(LOST BY FIRE 3,04)* | 897 | | | | | &Bros. | Co.Ld. | | | | British | 299NHP | | | |
| | *Elec.light* | | 565 | | | | | Dumbarton | | | | | | Denny&Co.,Dumbarton | | | |
| 72 | **Yoneyama Maru** | **IronScBn** | 2693 | ~~✠100A1~~ | Yka | *t* | 1883 | M.Pearse | ItayaGomei | 299·5 | 39·0 | 25·0 | Uraga | C.2Cy.38″&71″–45″ (*b*) | 27 ″ 10 | | 12,02 |
| ~~3,04~~ | *K.Yamamoto*02–02 | *ss*Shl.No.3–11,95 | 2376 | 12.02 | | | 1mo | &Co. | Kaisha | P36′B70′F38′ | | | Japanese | 80lb *80lb* NDB99 246NHP | ~~s 6 ″ 0~~ | | |
| JMRV | (*ex*Accomac) | *ss*Shl.No.1–00 | 1960 | | | | | Stockton | | lrp02 | | BK10″ | *4BHCem* | 2SB,*5cf&1pf*,GS92,HS3714 | | | |
| | | *2Dks(Irn)3trB* | | | | | *Lloyd's&CP* | | *WB=Cel* | | | | *DB*246′473*t* | Blair&Co.Ld.Stockton | | | |
| 73 | **Yong** | **SteelTwinScSr** | *912* | | | | 1896 | Hawthorn, | EasternCarrying, | 209·2 | 26·8 | 15·0 | Astrachan | C.4Cy.18″&34″–20″ | | | |
| | *Francis* –96 | | — | | | | | Leslie&Co.Ld | Storing&Warrant | P23′Q50′B38′F31′ | | | Russian | 86NHP | | | |
| | *Elec.light* | *1Dk* | *626* | | | | | Newcastle | Co. | | | | *WB* | Ross&Duncan,Glasgow | | | |
| 74 | **Yongala** | **SteelScSr** | 3664 | ✠100A1 | Nwc | *x* | 1903 | Armstrong | Adelaide S.S.Co.Ltd | 350·0 | 45·2 | 27·2 | P.Adelaide | T.3Cy.32″,51½″&84″–54″ (*s*) | 30 ″ 0 | BT till 9,04 | |
| 118339 | *J.Sim*95–03 | | 2902 | 12.02 | | | 10mo | Whitworth& | | P75′F45′ | | FK | British | 180lb 690NHP | s 6 ″ 3½ | | |
| YGFH | | *2Dks(Stl–1ws&Utcak s)* | 1825 | | ✠LMC9,0 | | | Co.Ld. | | | | | 7*BHCem* | 5SB,*15cf*,GS365,HS12410 | | | |
| | *Elec.light* | *&Web frames* | | | | | | Newcastle | | | | | | WllsndSlpwv.Co.Ld. Nwc. | | | |
| | | | | | | | *Lloyd's&CP* | | | *WB=Cell DBa* 50′ *uE* 60′ *f* | | | | 108′290*t FPT*78*t APT*43*t* | | | |
| 75 | **Yoritomo Maru** | **IronScSr** | 1059 | ✠100A1 | Yka | *w* | 1880 | R.Thomp- | KawabeKurosa- | 210·0 | 32·0 | 15·6 | Kobe | C.2Cy.27″&50″–36″ | | | 2,03 |
| 379 | *M.Honda*01–03 | *ss*Kob.No.3–3,99 | 765 | 2,04 | | | 2mo | son,jun. | buro | Q34′B55′F22′ | | | Japanese | 70lb *40lb* 115NHP | | | |
| HCML | | *ss*Kob.No.1–03 | 657 | BS2,04 | LMC2,0 | | | Sunderland | | | | BK8 | 4*BHCem* | 1SB.*3pf*,GS60 | | | |
| | | *1Dk(Irn)2trB* | | | | | | | | *WB=DBa* 62′*f* 75 | | | *FPT&APT* | G.Clark,Sunderland | | | |
| 76 | **York** ~~*ssShl2p1No3 3,04*~~ | **IronSc3MstSr** | 3290 | ✠100A1 | Cff | *c* | 1883 | Sld.S.B.Co | ~~H.Baxter&Co.~~ | 337·0 | 41·4 | 26·4 | ~~Whitby~~ | T.3Cy.23½″,39″&64″–42″ (*s*) | 29 ″ 1 | | 11,03 |
| | ~~*B.Gillings* –03~~ | ~~*ssMdb.No.3–3,02*~~ | 2986 | 11,02 8,04 | Shl | | 4mo | Afim) | *Note name a* | P40′B82′F47′ | | | ~~British~~ | 160lb ~~*160lb* NDB02~~ 270NHP | s 5 ″ 9½ | | |
| J6JT | (*ex*City of Manchester) | *ssCff.No.2–00* | 2112 | ~~NE&B5,02~~ 7,04 | ✠LMC~~8,00~~ | | | Sunderland | "Tolosan," | *No. 38* | | BK12 | ~~*4BHCem*~~ | 2SB,*6cf*,GS118,HS4127 | | | |
| | | *2Dks(1Irn&1ptIrn)3trB* | | ~~BS6,02~~ | | | *Lloyd's&CP* | | *WB=Cell DB*274′562*t FPT* | | | | 5*tAPT*33*t* | Blair&Co.(Lim.),Stockton | | | |
| | | | | | | | | | | | | | German | *80lb* NDB04 | | | |
| 77 | **York Castle** | **SteelScSr** | 5310 | ✠100A1 | NYk | *z* | 1901 | Sir J.Laing | Union-CastleMail | 408·0 | 50·3 | 29·2 | London | T.3Cy.27″,43″&72″–51″ (*s*) | 32 ″ 0 | | ~~12,02~~ |
| 112849 | *E.W.Freeman* –02 | | 4921 | ~~2,04 1,04~~ 2,05 | Ham | | 5mo | &Sons,Ld. | S.S.Co.Ltd. (D. | P40′B121′F49′ | | FK | British | 180lb *80lb* 487NHP | s 7 ″ 5 | | 3,05 |
| SHMB | | *2Dks(Stl)&deep framing* | 3467 | | ✠LMC~~6,00~~ | | | Sunderland | Currie&Co.*Mgrs.*) | | | | 6*BHCem* | 3SB,*9cf*,GS171,HS6958 | FD | | |
| | *Elec.light* | | | | | | *A&CP* | | | | | | | G.Clark,Ld.Sunderland | | | |
| | | | | | | | | | *WB=Cell DBa* | 121′*uE&B44′f* 171′ | | | 120*t FPT* | 170*t APT*250*t DTa*29′840*t* | | | |
| 78 | **Yorkmoor** | **SteelScSr** | 3544 | ✠100A1 | Bry | *v* | 1902 | J.Readhead | MoorLine,Ld. | 341·5 | 46·7 | 25·9 | London | T.3Cy.24″,40″&65″–45″ (*s*) | 27 ″ 4 | | ~~16,02~~ |
| 114894 | *H.W.Foley* –03 | | 3346 | 4,05 ~~—~~ | Shl | | 1mo | &Sons | (W.Runciman& | P29′B82′F32′ | | FK | British | 160lb *80lb* 294NHP | s 5 ″ 1½ | | 4,05 |
| TFCR | | *1Dk(ptIrn&ptStl)2trB* | 2287 | | ✠LMC1,02 | | | South Shield- | Co.*Mgrs.*) | | | | 6*BHCem* | 2SB,*6rf*,GS90,HS4557 | | | |
| | | *&deep framing3Dk rule* | | | | | *Lloyd's&CP* | | *WB=Cell DBa* | 116′*uE*20′*f* 142′825*t* | | | *APT*39*t* | J.Readhead&Sons,S.Shl. | | | |
| 79 | **Yorkshire** | **SteelSc4MstSr** | 4269 | ✠100A1 | Liv | *y* | 1889 | Harland& | BibbyS.S.Co.Ltd. | 400·7 | 45·2 | 28·2 | Liverpool | T.3Cy.28″,47″&78″–60″ (*s*) | 31 ″ 4 | BT till ~~10,03~~ 5,05 | 10,03 |
| 98866 | *E.W.Burnett* –04 | *ssLiv.No.2–6,02* | 3807 | 7,01 ~~10,03~~ | Bkn | | 10mo | Wolff(Lim.) | (BibbyBros.&Co. | P51′B112′F46′ | | | British | 180lb 526NHP | s 7 ″ 2½ | | |
| LJCB | *Elec.light* | *2Dks(UStl–ws&1Irn)3trB* | 2751 | ~~BS4,03~~ | ✠LMC1,01 | | | Belfast | *Mgrs.*) | A B20′ | | BK9½″ | 7*BHCem* | 3DB,*18rf*,GS297,HS8316 | | | |
| | | | | | | | *Lloyd's&CP* | | *WB=C* | *ellDB*304′774*t FPT* | | | 56*tAPT*44*t* | Harland&Wolff(Lim.)Bel. | | | |
| 80— | | **SteelScSr** | 1306 | ✠100A1 | Shl | *a* | 1901 | Grngem'th | ErimusS.S.Co.Ltd. | 240·3 | 36·7 | 16·5 | Middlsbro' | T.3Cy.17″,28″&45″–33″ (*s*) | 18 ″ 5 | | 9,04 |
| 113901 | *A.R.Clausen* –03 | *ssBly.No.1–04* | 1197 | ~~4,04 3,05 Bly~~ | Off | | 5mo | &Greenock | (H.Casper&Co. | B60′F26′ | | FK | British | 170lb *90lb* 127NHP | s 2 ″ 8½ | | |
| SHJG | | *1Dk(Stl)&deep framing* | 820 | 4,05 | | | | Dockyard Co. | *Mgrs.*) | | | | 4*BHCem* | 1SB,*3pf*,GS57,HS2022 | | | |
| | | | | | | | | Grngemouth | *WB=Cell DBa* | 60′*uE&B*36′*f*92′ 365*t* | | | *APT*65*t* | Cooper&Greig,Dundee | | | |
| | | | | | | | *Lloyd's&CP* | | | | | | | | | | |
| 81— | | **Iron&SteelSc3MstSr** | 394 | ✠100A1 | Liv | *g* | 1893 | J Fullerton | SS.YorkshireCoLtd | 142·2 | 25·2 | 11·5 | Liverpool | C.2Cy.20″&40″–27″ (*s*) | 12 ″ 7 | | ~~8,03~~ |
| 103116 | *J.Crofts* –00 | *ssLiv.No.2–01* | 285 | ~~7,04 12,04~~ | ~~BS7,04~~ | | 10mo | &Co. | (J.J.Mack&Sons) | Q77′B9′F24′ | | | British | 100lb *70lb* 67RHP | s ″ 9½ | | 11,04 |
| NQCG | *Well deck* | *1Dk(Irn)Stl framing,Irn* | 156 | ~~BS2,00~~ | ✠LMC~~6,01~~ | | | Paisley | | | | BK6″ | 3*BHCem* | 1SB,*2pf*,GS40,HS1282 | | | |
| | *Mchy.Aft* | *&Stl plating* | | | | | *A&CP* | | | | | *WB=FPT*8*t* | | Ross&Duncan,Glasgow | | | |
| 82— | | **SteelScSr** | 193 | ✠100A1 | Hul | | 1898 | A.Hall& | YorkshireSteam | 115·2 | 21·2 | 11·6 | Hull | T.3Cy.12″,20″&33″–24″ (*s*) | 12 ″ 2 | | 10,01 |
| 109035 | *T.E.Enevoldsen*96–98 | *ssHul.No.1–02* | 179 | *Stm Trawler* | | | 6mo | Co. | FishingCo.Ld. | Q20′ | | | British | 200lb 65RHP | | | |
| QDWJ | | *1Dk* | 65 | 12.02 | | | | Aberdeen | (J.McCann,*Mgr.*) | | | BK7½″ | 4*BHCem* | 1SB,*2rf*,GS34,HS1062 | | | |
| | | | | | ✠LMC~~6,02~~ | | *Lloyd's&CP* | | | | | | | A.Hall&Co.Aberdeen | | | |

*Now named "Winga," See No. 20 in Supplement.*

| Numéro d'ordre. / Numero Official. / Signaux | Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. / Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance spéciale. Date de la dernière Visite. / Port de Visite. / Tonnage Officiel. / Machines. | Construit. Quand. / Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. Nbre de Hommes employés à bord. HP. nominaux ou effectifs d'après les épreuves des machines. Détails des Chaudières & Foyers. Noms des Constructeurs des machines. | Charge aux Lignes de Charge. Franc-bord en eau douce au dessus du pont. | Epaisseur des Bordages. | Epaisseur des Ponts. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 / 104507 / NRCD | **Yoronha** SteelTwinScSr<br>*G.Torio* –98<br>1 *Dkd Awngdk* | 175<br>—<br>86 | | 1891 S.Mc Knight&Co Ayr | V.Rubello | 82·5 21·1 7·9<br>14·2<br>BK6 | Naples<br>Italian<br>*WB* | C.4Cy.12″&24″–18″<br>41NH<br>Muir&Houston,Glasgow | 8 ″ 4 | | |
| 84 / 104507 / NRCD | **Yoruba** SteelScSr<br>*G.A.Cotterell* –01 *ex*Cff.No.2–03<br>(*ex*Straits of Sunda) 1 *Dk(Stl)&Spar dk (Irn)&deep framing* | 3000<br>2487<br>1913 | ✠100A1 Cff Gls *Spar dk* 8,0 7·03 ✠LMC7,03 BS8.04 | 1895 Barclay, 1mo Curle&Co.Ld Glasgow A&CP | ElderDempster Shipping,Ld. *WB=* | 322·0 42·3 16·8<br>25·6<br>drp63 FK<br>*Cell D Ba & uE130* | Liverpool<br>British<br>*WB* | T.3Cy.28½″,39″&64″–42″ (o)<br>160lb *70lb* 277NH<br>5 *BHCem*<br>2SB,*6cf*,GS126,HS1328<br>Barclay,Curle&Co.Ld.Gls | 19 ″ 3 | | |
| 85 / 27682 / MBCD | **Yosemite** SteelScSr<br>*G.W.McCullogh* –08<br>*Mchy.Aft Elec.light* 1 *Dk2trB* | 3879<br>—<br>3044 | | 1901 Detroit S.B.Co. Wyandotte | ZenithS.S.Co. (G.A.Tomlinson, *Mgr.*) | 356·0 50·0 28·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.18½″,29½″&48″–40″<br>146NH<br>DetroitS.B.Co.Detroit | | | V |
| 86 / 63488 | — WoodPad<br>*P.Hickey*00–01 | 1525<br>714<br>1055 | | 1862 J.W.North San Francisco | CanadianPacific RailwayCo. | 282·3 34·9 13·2 | Viot'riaBC<br>British | 1Cy.57″–132″<br>153RH<br>AllaireWorks,NewYork | | | |
| 87 / 1183 / HJBK | **Yoshidagawa Maru** WoodScSr<br>*U.Hamada*89–96 (*ex*InagawaMaru)<br>2 *Dks* | 310<br>192 | | 1890 J.Ellerton Osaka | OsakaShosen KabushikiKaisha | 144·8 19·0 15·1 | Osaka<br>Japanese | T.3Cy.11″,17½″&27½″–20″<br>84NH<br>OsakaIronWorks,Osaka | | | |
| 88 / 1376 / HJTD | **Yoshiigawa Maru** WoodTwin ScSr<br>*Z.Oginc*94–95<br>2 *Dks* | 208<br>190<br>122 | | 1894 Nishijima Keikichi Osaka | OsakaShosen KabushikiKaisha | 124·0 17·1 12·7 | Osaka<br>Japanese | C.4Cy.11″&22″–18″<br>34NH<br>OsakaIronWorks,Osaka | | | |
| 89 / 971 / HGDF | **Yoshinogawa Maru** IronScSr<br>*S.Higashi*86–95<br>2 *Dks* | 380<br>357<br>236 | | 1886 Kawasaki S.B.Yard Kobe | OsakaShosen KabushikiKaisha | 155·8 19·5 16·7 | Osaka<br>Japanese | C.2Cy.21″&39″–24″<br>62NH<br>KawasakiS.B.Yard,Kobe | | | |
| 90 / 2362 / HRGP | **Ypiranga** SteelScSr<br>(*ex*Lucia)<br>*Mchy Aft* 1 *Dk* | 352<br>207<br>205 | | 1891 Exors.of T.A.Walker Sudbrook | H.F.Alvarez | 150·0 26·2 8·2<br>Q38 B3 F28 FK | Para<br>Brazilian<br>*WB* | Q.4Cy.9″,12″,16″&25″–21½″<br>87NH<br>Fleming&Ferguson,Pcy. | 8 ″ 6 | | |
| 91 / NBQJ | **Yrsa** SteelScSr<br>*P.Gommesen* 1 *Dk*<br>*Elec.light* | 441<br>314<br>270 | | 1889 Helsingörs Skibsbyggeri Elsinore | ForenedeDmpskib. Selskab. | 173·2 24·1 9·1<br>Q57 B22*t*F13*t* | Copnhagn<br>Danish | C.2Cy.19″&35″–21″<br>47NH<br>HelsingörsMskinbyggeri | | | |
| 92 / | **Yruña** IronScSr<br>*J.A.Basterrechea* –99<br>*Well deck* (*ex*Paknam) 1 *Dk* | *610*<br>*447*<br>*471* | | 1872 Blackwood &Gordon Pt.Glasgow | Lizarraga Bros. | 190·0 25·5 13·6<br>P93 F28 BK7½ | Iloilo<br>Utd.States<br>*WB* | C.2Cy.24½″&42″–27″<br>NB86 73NH<br>Blackwood&Gordon,P.Gl. | | | |
| 93 / 106120 / PGCD | **Ysabel** SteelScSr<br>*R.Cable* –04<br>1 *Dk2trB* | 524<br>497<br>330 | | 1886 Blohm& Voss Hamburg | Burns,Philp&Co. Ld | 166·5 26·5 12·2<br>P29 B22 H—<br>F30 | SydnyNSW<br>British<br>*WB* | C.2Cy.18″&35″–24″<br>51RH<br>Blohm&Voss,Hamburg | | | V |
| 94 / 2362 / HRGP | **Ystad** IronScSr<br>*G.Olsson* –08<br>1 *Dk* | 350<br>294<br>195 | | 1882 Oscarshmn M.V. Oscarshamn | H.Donnér | 140·6 21·8 12·6<br>B36 H8*t*<br>len90 | Åhus<br>Swedish | C.2Cy.18″&27″–21″<br>28NH<br>OscarshamnMek.Verk. | | | G |
| 95 / QCVD | **Ystroom** SteelScSr<br>*K.Faber*99–00<br>2 *Dks*<br>*Elec.light* | 960<br>807<br>499 | | 1898 R.Thompson&Sons Sunderland | Hollandsche Stoomb.Maats. | 229·6 32·2 14·8<br>P29 B27 F40<br>*Shelter dk*18 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20″,38″&55″–36″<br>181NH<br>G.Clark,Ld.Sunderland | | | V |
| 96 / | **Yu Shun** SteelScSr<br>*W.Jamieson*97–<br>*Elec.light* 2 *Dks* | *1696*<br>*1504*<br>*1079* | | 1900 Grngemt'h Dockyard Co. Grngemouth | ChinaMerchants' StmNav.Co. | 260·2 40·2 18·3<br>P30 B68 F37 | Shanghai<br>Chinese<br>*WB* | T.3Cy.20″,38″&58″–36″<br>169NH<br>Hutson&Sons,Ld.Glasgow | | | C |
| 97 / 27830 / KHNF | **Yucatan** SteelScSr<br>*A.W.Smith* –02<br>2 *Dks&Hurdk* | 3525<br>—<br>2317 | | 1890 DelawareR I.S.&E.Wks Chester,Pa. | NewYork&Cuba MailS.S.Co. (J.E. Ward&Co.,*Mgrs.*) | 336·2 43·2 22·3 | NewYork<br>Utd.States | T.3Cy.28″,44″&70″–48″<br>339NH<br>DelawareR.Co.ChesterPa. | | | R |
| 98 / 86207 / WMDK | — IronScBn<br>*W.H Harrocks* –03 | 2817<br>2535<br>1793 | | 1882 Harland& Wolff Belfast | F.Leyland&Co. (1900),Ld. | 336·5 38·2 26·3 | Liverpool<br>British | C.4Cy.29″&56″–42″<br>339NH<br>Harland&Wolff,Belfast | | | |
| 99 / | — SteelScSr<br>*J.Laucirica*90–96<br>1 *Dk(Stl)&pt Shade dk(Teak) Coasting,Gul* | 751<br>*600 with freeboa*<br>*464*<br>*f of M* | ✠ Dmk *k* 9,96 ✠ *xico, Tabasco & Vera Cruz* | 1896 AM'Millan 9mo &Son(Lim.) Dumbarton | Cia.Mexicana de Nav. | 209·2 30·0 12·4<br>P— F—<br>*Shade dk*31 FK<br>*WB= FPT* | Tabasco<br>Mexican | T.3Cy.17″,28″&45″–30″<br>123NH<br>1 *BHCem*<br>28B,*4cf*,GS78,HS2022<br>R.Napier&Sons(Lim.)Gls | 13 ″ 0 | | |
| 100 / 96604 / LGHQ | **Yuen Sang** SteelScSr<br>*J.Slessar* –92<br>1 *Dk(Stl)&Spardk&trB* | 1753<br>1632<br>1128 | ✠ Abn *r* *Spar dk* 7.89 ✠ | 1889 Hall, 7mo Russell&Co. Aberdeen | Indo-ChinaSteam Nav.Co.Ld. *WB - DBa42* | 250·2 36·2 16·1<br>B60 F31 23·6<br>FK<br>*90t MT10·15 9t FPT* | London<br>British<br>6 *BHCem*<br>*90t APT30t* | T.3Cy.21″,35″&54″–39″<br>183NH<br>2SB,*6cf*,GS90,HS2770<br>Hall,Russell&Co Aberdeen | 16 ″ 11 | | |
| 101 / 72790 | **Yuen Wo** SteelTwinScSr<br>*A.E.Flagg* –92 | 2522<br>1163<br>1538 | | 1883 S.C.Farnham&Co. Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 273·5 40·5 13·1 | London<br>British | C.4Cy.25″&50″–36″<br>250NH<br>Barclay,Curle&Co.,Gls. | | | |
| 102 / 1028 / HGKW | **Yugao Maru** IronScSr<br>*K.Watanabe*96–02<br>(*ex*Yugao) 2 *Dks* | 233<br>202<br>126 | | 1887 Mitsu Bishi Dkyd&EWks Nagasaki | MitsuBishiGoshi Kaisha | 114·6 21·0 12·1 | Nagasaki<br>Japanese | C.2Cy.19″&34″–27″<br>50NH<br>MitsuBishiD.&E.Wks.Nag | | | |
| 103 / 113769 / VCHW | **Yukon** SteelScSr<br>*R.W.Webber*98–03<br>1 *Dk(Stl)&deep framing*<br>*Well deck* | 1155<br>832<br>566 | ✠100A1 Ard Bkn 10,01 2·02 ✠LMC6,06 | 1903 Mackie& 6mo Thomson Glasgow *Lloyd s.a&CP* | S.S.YukonCo.Ld. (F.LeBoulanger) *WB= Cell D Ba 73 uE17* | 232·1 34·1 13·6<br>P18 Q67 B56 F28 FK<br>*f100 38·7t FPT43t* | Swansea<br>British<br>1 *BHCem*<br>*APT44t* | T.3Cy.19″,30″&50″–33″<br>180lb *90lb* 177NH<br>2SB,*4pf*,GS104,HS3014<br>[illegible] Glasgow | 15 ″ 10 | | |
| 104 / 110709 / RQSL | — SteelScK<br>*ss*Hul.No.1–04<br>1 *Dk* | 230<br>207<br>79 | ✠100A1 Hul *Stm Trawler* 1,05 ✠LMC6,06 *Lloyd s.a&CP* | 1900 Mackie& 5mo Thomson Glasgow *Lloyd s.a&CP* | NeptuneSteam FishingCo.Ld. | 126·0 21·7 10·8<br>Q49 BK7½ | Hull<br>British<br>4 *BHCem* | T.3Cy.18″,22″&36″–24″<br>200lb<br>1SB,*2cf*,GS35,HS1152<br>W.V.V Lidgerwood,Gls. | 12 ″ 3 | | |
| 105 / 99165 / MJVT | **Yulan** IronScK<br>*A.Rigg* –04<br>(*ex*Lynmouth) 1 *Dk* | 144<br>133<br>45 | ✠100A1 Gms *Stm Trawler* 3,04 ✠NE&BB,04 ✠LMC8,04 | 1891 A.W.Robertson&Co London *Lloyd s.a&CP* | N.EasternSteam FishingCo.Ld. | 96·5 20·2 10·9<br>Q16 F20<br>ND04 BK7½<br>*WB* | Grimsby<br>British<br>3 *BHCem*<br>*APT2t* | T.3Cy.11″,18″&30″–22″<br>180lb 45RH<br>1SB,*2pf*,GS26,HS694<br>Amos&Smith,Hull | 11 ″ 10 | | |
| 106 / 109494 | **Yulu** SteelTwinScSr<br>*C.Johnson* –98<br>1 *Dk* | 370<br>273<br>239 | | 1891 F.W. Wheeler&Co W.BayCity | E.Wattley | 132·0 27·0 9·4 | Kngstn.Ja<br>British | C.4Cy.14″&24″–14″<br>F.W.Wheeler&Co., 50RH<br>W.BayCity | | | |

| 1 No. in book. Official No. Signal Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey | 7 Years Assigned now required. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard (midships) ft. in. | 15 Register (in which closed, if not in L. R. Date of Last Class Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 | **Yuma** *D. Buie* 91–94 *Mchy Aft* | **Steel Sc** 1 *Dk 2 tr B* | 2195 — 1829 | | | | 1893 | Cleveland S.B.Co. Cleveland, O. | **Wilson Transit Co.** | 322·8 F30′ | 42·2 H— | 18·9 *WB* | Cleveland Ohio Utd. States | T. 3 Cy. 20″, 33″ & 54″–40″ 181 NHP Cleveland S.B.Co., Clevelnd | | V | |
| 108 | **Yumuri** *F. H. Johnson* 99–03 *Elec light* | **Steel Sc Sr** 2 *Dks (Stl)* | 1836 1605 1166 | ✠100A1 4,01 | NYk | *r* | 1902 10mo | Blyth S.B. Co. Ld. Blyth *Lloyd's SA & CP* | **G. de Zaldo New York & Cuba Mail S.S. Co.** *(Mgrs.) WB* | 270·0 P18′ B64′ F28′ = *Cell D Ba* 74′ *f* 94 | 39·5 | 19·7 FK | Havana Cuban 1 *BH Com* 296′ *APT* 56*t* | T. 3 Cy. 20½″, 33″ & 54″–36″ (*s*) 170 lb *80 lb* 209 NHP 2 SB, *6 pf*, GS 140, HS 5586 N.E. Marine Eng. Co Ld. Sld. | 20 ″ 10 s 3 ″ 1½ | | |
| 109 | — *Gerb. Bde* –97 | **Steel Sc Sr** 1 *Dk & Spar dk & Web frames* | 847 780 473 | | | … | 1890 | R. Dixon & Co. Middlesbro′ | **P. G. Pettersen** | 194·8 H67*t* | 27·9 | 20·9 | Bergen Norwegian *WB* | T. 3 Cy. 17½″, 29″ & 47″–33″ NB 99 127 NHP Westgrth, English & Co. Mdl. | 14 ″ 4 | N | |
| 110 | **Yung-Ping** ~~Yu-Chang~~ (ex Teli, ex Yung Ping) | **Steel Sc Sr** 1 *Dk (Stl-ws) 2 tr B* | 839 725 525 | ✠ 5,91 *Coasting Shanghai & Tientsin* | Shi | *l* | 1891 1 mo | Craig, Taylor & Co. Stockton | ~~Chinese Engineering & Mining Co. Ld.~~ *WB = DBu Ea & B* | 214·9 P32′ B..s F31′ 35′ 60 *f* *FPT* 43 *t* *APT* | 32·1 | 18·2 FK 1 *BH Com* 10 *t* | **Shanghai** British-Japanese | T. 3 Cy. 15″, 25″ & 41″–24″ 99 RHP 1 SB, *2 pf*, GS 88, HS 1230 W. Allan & Co., Sunderland | 13 ″ 11 | | |
| 111 | **Yunnan** *Raoul* –04 *Elec light* | **Steel Twin Sc Sr** 2 *Dks & Awng dk* | 6634 4667 3928 | | | | 1903 | Forges & C. de la Médit Havre | **Est Asiatique Français** | 414·4 H— | 50·6 | 29·5 37·5 *WB* | Marseilles French | T. 6 Cy. 21¾″, 33″ & 52″–35¼″ 322 NHP Forges & C. de la Médit. Hav | | V | |
| 112 | — *W. Benson* –01 | **Steel Sc Sr** 2 *Dks* | 1953 1730 1206 | | | | 1901 | Scott & Co. Greenock | **China Nav. Co. Ld.** | 275·5 B70′ F30′ | 38·2 | 21·5 | London British *WB* | T. 3 Cy. 19″, 31″ & 53″–39″ 175 NHP Scott & Co. Greenock | | | |
| 113 | **Yurimaguas** *R. Baker* –03 *Elec light* | **Steel Sc Sr** 1 *Dk (Stl) & Promenade dk (Teak)* | *132* *107* *90* | ✠ A1 *For River purposes only* 12.03 | P.G. | | 1903 12mo | Murdoch & Murray Pt. Glasgow *Lloyd's SA & CP* | **A. Morey & Co.** | 105·0 F11′ | 22·2 | 5·8 FK 1 *BH Com* | Iquitos Peruvian 1 *BH Com* | C. 2 Cy. 12″ & 24″–18″ (*s*) 120 lb 34 NHP 1 SB, *2 pf*, GS 80, HS 740 White & Hemphill, Ld. Grk. | 6 ″ 0 | | |
| 114 | **Yves Conseil** *A. Berteau* 93–97 (ex Golconda) *Well deck* | **Iron Sc Sr** *ss* Bdx. No. 3–6, 97 *ss* B ix. No. 1–02 2 *Dks (1 Irn)* | 1544 1249 846 | ✠100A1 ~~Lloyd's~~ 5,04 | Bdx | *p* | 1884 12mo | W. Pickersgill & Sons Sunderland A&CP | **Les fils de Th. Conseil** | 260·0 Q132′ B48′ F32′ *WB = DBa* 76′ *f* 101′ | 35·1 | 17·2 FK 1 *BH Com* 338 *t* *APT* 11 *t* | Bordeaux French 1 *BH Com* | C. 2 Cy. 32″ & 60″–39″ (*i*) 80 lb *60 lb* 173 NHP 2 SB, *4 pf*, GS 72, HS 2797 G. Clark, Sunderland | 18 ″ 7 | | ~~7,03~~ 6,04 |
| 115 | **Yvonne** *Fouassier* 90–02 | **Steel Sc Sr** | 133 — 17 | | | | 1898 | Edela Brosse & Fouché Nantes | **Soc. Centrale de Sauvetage des Naufragés** | 98·4 F13′ | 18·0 | 9·5 *WB* | Bordeaux French | C. 2 Cy. 17¾″ & 29½″–16½″ 30 NH E. de la Brosse & Fouche, Nts | | V | |
| 116 | **Z. A. Lash** *R. Smith* –00 *Turret deck* | **Steel Sc 3 Mst Sr** (ex Turret Chief) 1 *Dk* | 1881 1618 1197 | ✠ "Turret Chief," *See No. 39 in Supplement* | | | 1896 | W. Doxford Sunderland | **Canadn Ocean & Inland Nav. Co Ld (W. Peterson Ld.** *Mgrs.)* | 253·0 F25*t* | 44·0 | 19·7 *WB* | Newcastle British | T. 3 Cy. 20″, 34″ & 57″–39″ 203 NHP W. Doxford & Sons Ld. Sld. | | V | |
| 117 | **Z. V. de Aldecoa** *G. Renteria* 97–01 (ex Uranus) *Elec light* | **Steel Sc Sr** *ss* Man. No. 1–94 1 *Dk & Awng dk Str B* | 1260 1158 698 | ✠ *Awng dk with freeboard* 1,97 | HKg | *n* | 1889 9mo | Workman, Clark & Co. Ld Belfast | **Cia. Maritima** | 222·7 BK 6′ *WB = Cell* | 32·7 | 21·9 *BH. Asp* *DB* 163′ 195*t* | Manila Utd. States 4 | T. 3 Cy. 23″, 37″ & 60″–39″ 215 NHP 2 SB, *6 rf*, GS 126, HS 3074 Muir & Houston, Glasgow | 17 ″ 0 | | |
| 118 | **Zaandam** *C. J. Pengel* 03–03 (ex Lizzie) *Well deck* | **Iron Sc Sr** *ss* Hpl. No. 3–5, 96 ~~*ss* Hpl. No. 1–00~~ *ss* Ams No. 2–05 1 *Dk (Irn) 2 tr B* | 1380 1074 847 | ✠100A1 1,05 ~~2 Dks~~ | Ams | *o* | 1884 6mo | Irvine & Co. W. Hartlepool A&CP | **Stoom. Maats. Zaanlandia (W. T. Prins de Yong,** *Mgr.)* | 245·1 Q94′ B59′ F33′ ~~drp 08~~ BK 8½′ *WB = Cell* | 33·3 | 15·9 | Zaandam Dutch 1 *BH Com* *DB* 201′ 329*t* | T. 3 Cy. 18″, 31′ & 50″–33″ (*s*) 150 lb *80 lb* NDB 00 132 NHP 1 SB, *3 pf*, GS 45, HS 1710 T. Richardson & Sons, Hpl | 18 ″ 8 s 1 ″ 7½ | | ~~7,03~~ 1,05 |
| 119 | **Zaanland** *H. Lever* 00–00 *Elec light* | **Steel Sc Sr** *ss* Ams. No. 1–04 2 *Dks (Stl) & deep framing & Shade dk (pt Stl -teak s)* | 4160 3926 2714 | ✠100A1 *Shade dk* 9,01 ~~10,02~~ | Ams | | 1900 10mo | Russell & Co. Pt. Glasgow *Lloyd's SA & CP* | **Zuid Amerika Lijn** *WB = Cell DBa* 118′ *u E & B* 44′ | 389·4 *f* 168′ 908*t* *FPT* 74*t* | 51·1 | 25·2 FK *APT* 116*t* | Amstrdam Dutch 6 *BH Com* | T. 3 Cy. 27″, 42″ & 69″–54″ (*s*) 180 lb *80 lb* 449 NH 3 SB, *9 cf*, GS 150, HS 6296 FD Dunsmuir & Jackson, Gls. | 28 ″ 0 | | 9,04 |
| 120 | **Zaanstroom** *H. J. Gerritsen* *Elec light* | **Steel Sc Sr** ~~1 Dk (Irn) lower dk fore hold (Irn) 2 tr B~~ *ss* Ams. No. 2–04 | 899 772 544 | ✠100A1 ~~Lloyd's~~ 8,05 | Ams | *m* | 1895 4mo | Huygens & van Gelder Amsterdam A&CP | **Hollandsche Stoomb. Maats.** | 213·7 P27′ B59′ F25′ *WB = DBa* 52′ *u E* | 32·2 BK 8′ | 16·6 15′ *f* 84′ 217*t* | Amstrdam Dutch 4 *BH Com* | T. 3 Cy. 15″, 25″ & 40″–36″ (*s*) 160 lb *80 lb* NDB 05 108 NHP 1 SB, *3 pf*, GS 54, HS 1804 Neder. Fab. v Werk. & Sprwg Mat., Ams. | 17 ″ 10 s 2 ″ 7 | | 8 5,04 |
| 121 | **Zabad** *Hogg* *Elec light* | **Steel Twin Sc Sr** 1 *Dk* | 909 — 623 | | | | 1896 | Hawthorn, Leslie & Co. Ld. Newcastle | **Eastern Carrying, Storing & Warrant Co.** | 208·6 P23′ Q50′ H38′ F31′ | 26·8 | 15·0 | Astrachan Russian *WB* | C. 4 Cy. 18″ & 31″–20″ 86 NH Ross & Duncan, Glasgow | | | |
| 122 | **Zachris Topelius** | **Steel Sc Sr** | 445 241 269 | | | | 1899 | ..... Wiborg | **Russian Government (Marine Survey Dept.)** | 123·4 | 24·1 | 10·8 Russian | C. 2 Cy. 19″ & 38″–20″ 54 NH Wiborgs Aktiebolag | | V | |
| 123 | **Zafiro** *R. Rodger* 00–02 *Elec light* | **Steel Sc Sr** 1 *Dk & Spar dk (Stl-teak s) & Web frames* | 2547 2127 1618 | ✠100A1 *Spar dk* 9,04 ~~10,03~~ | HKg | *l* | 1901 9mo | D. J. Dunlop & Co. Pt. Glasgow *Lloyd's SA & CP* | **China & Manila S.S. Co. Ld.** *WB = Cell D Ba* 64′ *u* | 294·6 P23′ B121′ F11′ *E* 22′ *f* 138′ 350*t* *FPT* | 40·8 drp 02 | 15·3 22·7 FK 5 *BH Cem* 85*t* *APT* 25*t* | Hong Kong British 5 *BH Cem* | T. 3 Cy. 22½″, 37″ & 60″–45″ (*s*) 180 lb *110 lb* 340 NHP 2 SB, *6 cf*, GS 141, HS 5049 FD D. J. Dunlop & Co. P. Gls. | 17 ″ 7 s 4 ″ 10 | | 8,02 |
| 124 | **Zagreb** *S. Randich* *Elec light* | **Steel Sc Sr** ~~Fiu. No. 2–00~~ 1 *Dk (Stl)* *ss* Fiu. No. 3–01 | 537 367 287 | ✠100A1 *Coasting with freeboard* 8,01 ~~10,03~~ | Fiu Tri | *h* | 1892 11mo | Grangmth Dockyard Co. Allon *Lloyd's SA & CP* | **Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.** *WB =* | 175·0 P41′ B22′ F38′ *Cell D B* 19′ 34*t* *FPT* | 26·1 BK 7½′ | 11·7 24′ *f* 84′ *APT* 17*t* | Fiume Aust.-Hung. 4 *BH Cem* | T. 3 Cy. 17″, 27″ & 44″–33″ (*s*) 160 lb *80 lb* 111 NHP 1 SB, *3 rf*, GS 60, HS 1671 Hutson & Corbett, Glasgow | 12 ″ 6 s 1 ″ 5 | | ~~10,01~~ 9,04 |
| 125 | **Zaida** *T. J. Grier* –00 (ex Kaikoura) *Ref. Mchy. Elec light* | **Steel Sc Bk** *ss* Lon. No. 3–10, 97 2 *Dks (Stl) & Spar dk (Stl-ws)* | 4542 2948 2905 | ✠ *Spar dk* 7,99 | Lon | *z* | 1884 9mo | J. Elder & Co. Glasgow | **British India Stm. Nav. Co. Ld.** | 430·0 P36′ B12′ F60′ *WB = DBa* 44′ *f* 88′ | 46·0 | 24·0 32·2 BK 11′ 6 *BH Com* 220*t* *FPT* 42*t* | Glasgow British 3 *DB* | C. 2 Cy. 46′ & 88″–57″ 584 NHP 3 DB, *18 cf*, GS 390, HS 10688 J. Elder & Co. Glasgow | 25 ″ 2 | | |
| 126 | **Zaimis** *T. Campbell* –00 *Mchy. Aft* | **Iron Sc 3 Mst Sr** 1 *Dk* | 338 260 148 | | | … | 1860 | Richardson, Duck & Co. Stockton | **Paton & Hendry** | 155·7 P38′ | 22·6 | 9·8 FK | Hull British | C. 2 Cy. 17″ & 34″–26″ NE & B 77 60 RHP Baltic Engine Works, Hull | 10 ″ 1 | | |
| 127 | **Zaire** *B. Menezes* *Elec light* | **Steel Sc Sr** *ss* Lis. No. 2–02 1 *Dk (pt Stl–ws) & Spar dk (Stl-ws) 3 tr B* | *3156* *2848* *2008* | ✠100A1 *Spar dk* 12.03 | Lis | *v* | 1893 10mo | Sir R. Dixon & Co Middlesbro′ A&CP | **Empreza Nacional de Nav. á Vapor** *WB* | 340·0 P17′ B82′ F35′ = *Cell D B* 218′ 457*t* | 42·3 26·2 BK 10′ | 18·3 | Lisbon Portuguese *BH Com* *DTa* 46′ 383*t* | T. 3 Cy. 28″, 44″ & 72″–48″ (*s*) 160 lb *80 lb* 413 NHP 2 DB, *12 cf*, GS 197, HS 7005 T. Richardson & Sons, Hpl. | 20 ″ 9 s 6 ″ 6 | | 12,03 |

| Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage | Détails de la Classification. Cote. | Construit. Quand. Par qui. Où. | Armateurs. | Dimensions. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les dimensions fixées par la Société. IHP = Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Coque et Machines. |
|---|---|---|---|---|---|---|---|---|
| **128 Zamania** SteelScBk<br>*A.H. Acheson* –01 *ss*Lon.No.3–9,97<br>JSHC (*ex*Rimutakn) 2*Dks*(1*Stl*)<br>*Ref.Mchy.* §*Spardk*(*Stl–ws*) | 4511<br>2948<br>2893 | ✠ Lon *z*<br>*Spar dk*<br>8,99 ✠ | 1884 J.Elder& Co. Glasgow<br>11m | BritishIndiaStm. Nav.Co.Ltd.<br>*WB = DBa44′ f88′ 22′* | 430·0 46·0 24·0<br>P36′ B120′ F60′ 32′<br>BK 11<br>*FPT42t* | Glasgow<br>British<br>*6 BHCem* | C.2Cy.46″&88″–57″<br>684 NHP<br>4DB.*18cf*.gs390,ns10688<br>J.Elder&Co.Glasgow | |
| **129 Zambesi** SteelScSr<br>*E.Rooney*99–01<br>1*Dk*(*Stl–Spardk*†*pt Irn&pt Stl*)<br>*Elec.light* §*deep framing* | 3727<br>3520<br>2415 | ✠100A1 Nwc *zc*<br>*Spar dk*<br>8·03 ✠EMC1,01<br>MS1,06 | 1901 Bartram& Sons Sunderland<br>1mo A&CP | Turner,Brightman &Co.<br>*WB = CellDBa* | 360·1 46·0 17·9<br>P31′ B102′ F36′ 25″<br>FK<br>*114′ uE22′ f146′ 722t* | London<br>British<br>*6 BHCem*<br>*APT79t* | T.3Cy.24½″,40″&66″–15″ (*s*)<br>180lb *180lb* 814NHP<br>2SB,*8pf*,gs164,ns4810<br>J.Dickinson&Sons,Ld Sld | 20 · 6<br>· · 8½ |
| **130 Zambezia** SteelScSr<br>*C.J.deFaria*99–03<br>1*Dk*(§ *Awng dk*(*pt Stl* teak s)<br>*Elec.light* | 1174<br>1102<br>737 | ✠100A1 Mdb *m*<br>*Awng dk*<br>*withfreeboard*,<br>8,04 ✠LMC9,04 | 1903 Sir Raylton Dixon&Co.Ld Middlesbro'<br>9mo | EmprezaNacional deNav.aVapor<br>*WB = Cell DBa61* | 220·0 33·0 10·5<br>F30′ 18·9<br>FK<br>*Lloyd's.16CP* | Lisbon<br>Portuguese<br>*1 BHCem* | T.&Cy.17″,27″&44½″–36″ *4s*<br>180lb *90lb* 155NHP<br>1SB.*3cf*,gs62,ns2165<br>N.E.MarineEng Co.Ld.Sld | 13 · 0<br>· 9 · 2½ |
| **131 Zamora** IronSc3MstSr<br>*G.White* –96<br>(*ex*Derwent) 2*Dks* | 654<br>57<br>351 | | 1874 Barclay, Curle&Co. Glasgow | Venezuelan Government | 193·7 28·0 15·9<br>P27′ B18′ F25′<br>BK7½ | LaGuaira<br>Venezuelan | C.2Cy.31″&54″–36″<br>127NHP<br>Barclay,Curle&Co.,Gls. | 16 · 10 |
| **132 Zampa** SteelScSr<br>*R.D.Chisholm* –00 *ss*Cff.No.3–6,03<br>*Well deck* 1*Dk*(*Irn*)§*Webframes* | 2364<br>1826<br>1526 | ✠100A1 Bry *t*<br>12,04<br>MS6,04 ✠LMC<br>SB,04 | 1890 E.Withy& Co. W Hartlepool<br>6mo A&CP | Herskind&Co.<br>*WB = Cel* | 300·0 38·5 20·6<br>P29′ Q94′ B122′ F31<br>FK<br>*B256′ 476t APT25t* | W.Hartlpl<br>British<br>*6 BHpt Asp pt Cem* | T.3Cy.23″,37½″&61″–39″ (*s*)<br>160lb *80lb* 232NHP<br>2SB,*6rf*,gs99,ns3469<br>T.Richardson &Sons.,Hpl. | 23 · 2<br>2 · 8 |
| **133 —** IronPadSr<br>*L.C.Hansen* 1*Dk* | 357<br>336<br>222 | | 1875 Gourlay Bros.&Co. Dundee | ForenedeDmpskib Selskab | 189·9 22·1 8·6<br>P51t B34t H28t<br>F13t | Aarhus<br>Danish | C.2Cy.30″&50″–42″<br>135NHP<br>Gourlay Bros.&Co.,Dundee | |
| **134 Zang** SteelTwinScSr<br>*P.N.Politsch* 1*Dk*<br>*Mchy.Aft* | 411<br>—<br>298 | | 1888 Armstrong Mitchell&Co Ld Newcastle | St.PetersburgCo. Nadeshda | 170·0 25·6 11·0<br>P48′ F25′ | Astrachan<br>Russian | C.4Cy.16″&30″–18″<br>64NHP<br>WilsndSlpwy Co.Ld.,Nwc | |
| **135 Zanos Sifneo** SteelScSr<br>*J.Goumas*01–01 *ss*Pir.No.1–04<br>1*Dk*(*Irn*)§*deep framing*<br>(*ex*Armanistan) | 2298<br>2123<br>1466 | ✠100A1 Pir *s*<br>1,04<br>✠LMC1,04 | 1901 W.Gray& Co.Ld. W Hartlepool<br>1mo A&CP | Sifneo frères<br>*WB = Cell Db* | 302·6 43·2 19·8<br>P27′ B69′ F29′<br>FK<br>*a†uE120′ f124′ 621t* | Piræus<br>Greek<br>*5 BHCem* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 222NHP<br>2SB,*6pf*,gs84,ns3383<br>Cen.Mar.Eng Wrks.W Hpl | 22 · 3<br>· 3 · 1 |
| **136 Zanzibar** SteelScSr<br>*C.F.Leary* –03 *ss*Bly.No.3–11,03<br>1*Dk*(*Irn*§*Stl*)§*Webframes2trB* | 2964<br>2281<br>1919 | ✠100A1 Bly *t*<br>12,04 Shd NYk<br>MS4,05 ✠LMC<br>2,04 | 1890 E.Withy &Co. W Hartlepool<br>12mo A&CP | WoodfieldS.Shpg. CoLd(WoodsTylor &Brown, *Mgrs.*)<br>*WB = Cell D* | 313·8 40·5 21·1<br>P29′ Q102′ B126′<br>F33′ FK<br>*B268′ 498t APT37t* | London<br>British<br>*6 BHpt Asp pt Cem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* NDB03 258NHP<br>2SB.*6rf*,gs94,ns3750<br>CentrlMrineE.Wks.W.Hpl | 23 · 8<br>· 2 · 5½ |
| **137 —** SteelSc<br>*G.Altschwager* –99<br>1*Dk*§*Spardk* | 1270<br>1109<br>782 | | 1899 J.C.Tecklenborg A.G. Geestemünde | W.O'Swald&Co. | 226·9 32·1 19·9<br>P33′ B80′ F31′ | Hamburg<br>German<br>*WB* | T.3Cy.14⅛″,24⅜″&39½″–33⅛″<br>90NHP<br>J.C.TecklenborgA.G.Gst. | V |
| **138 Zar** SteelScSr<br>*J.Elfers*87–96<br>*Elec.light* 1*Dk*2*trB* | 877<br>628<br>549 | | 1896 Schiffsw. v. Henry Koch Lübeck | Hanseatische Dmpfsfahrts.Ges. | 200·7 29·7 13·5<br>P&B113′ F21′ | Lübeck<br>German<br>*WB* | T.3Cy.15¾″,25½″&40½″–27½″<br>81NHP<br>H.Pauksch,Landsberg | G |
| **139 Zara** SteelScSr<br>106747 *J.Grant* –04 *ss*Lon.No.1–01<br>PSHQ *Well deck* 1*Dk*(*Stl–ptws*)2*trB*<br>*Ref.Mchy.* | 1331<br>1109<br>706 | ✠100A1 Lon *p*<br>6,05 4,04<br>Hul<br>BS2,04 ✠LMC5,01<br>,05<br>✠LMC8,04 | 1897 W.Hamil-ton&Co. Port Glasgow<br>6mo A&CP | T.Wilson,Sons& Co.Ld. | 257·0 35·2 16·5<br>P&B178′ F27′<br>BK9½<br>*WB = Cell D Ba* | Hull<br>British<br>*5 BHCem* | T.3Cy.22″,36″&60″–39″ (*s*)<br>180lb *100lb* 232NHP<br>2SB,*6cf*,gs135,ns3412<br>*14 Yo4 191t* Hutson&Son.Glasgow | 18 · 11<br>· 2 · 3 |
| **140 —** SteelScSr<br>*C.Uccelini* –03<br>*Well deck* 1*Dk*(*ptStl*)<br>*Elec.light* | 338<br>281<br>195 | ✠100A1 Tri *f*<br>5,04<br>✠LMC2,03 | 1903 Rttrdmsch D.D.Maats. Rotterdam<br>2mo *Lloyd's.16CP* | Soc.diNav.aVap. Zaratina | 140·9 23·3 11·3<br>Q52′ B18′ F19′<br>FK | Zara<br>Aust.-Hung.<br>*1 BHCem* | T.3Cy.12½″,20″&33¾″–21″ (*s*)<br>180lb *100lb* 70NHP<br>1SB.*2cf*,gs43,ns1275<br>Rot.DroogDok Maats.Rot | 12 · 0 |
| **141 Zaria** SteelScSr<br>118078 *Roberts* –04<br>VPLT 1*Dk*(*Stl*) *lower dk*(*Stl*)<br>*in Nos.* 1, 2 §4 *holds*§*Web frames in No.* 3<br>*Elec.light* *hol*§*Shelter dk*(*Stl–ws*) | 3243<br>2697<br>2023 | ✠100A1 PGl *u*<br>*Shelter dk*<br>*withfreeboard*<br>3,05 ✠LMC8,04 | 1904 ClydeS.B. &E.Co.Ld. Pt.Glasgow<br>3mo *Lloyd's.16CP* | British&African S.N.Co.(1900).Ld. Elder,Dempster& Co. *Mgrs.*) | 350·6 48·5 19·7<br>P34′ B113′ F47′<br>*all on Shelter dk* FK<br>*WB = Cell D Ba*<br>*90 uE§B44′ f150 753t FPT45t APT15t* | Liverpool<br>British<br>*6 BHCem* | T.3Cy.27″,48″&72″–48″ (*s*)<br>180lb 570NHP<br>3SB,*9cf*,gs187,ns9030 FP<br>Clyde S.B.&E.Co.Ld.P.Gls | 22 · 2<br>· 2 · 0 |
| **142 —** WoodScBk<br>*N.Kolomeitzoff*<br>(*ex*HaraldHaarfager) 1*Dk*2*trB* | 420<br>391<br>216 | | 1872 MC Hansen Christiania | BaronE.vonToll | 144·2 30·3 16·2<br>12st | S.Petrsbrg<br>Russian<br>*WB* | C.2Cy.20″&40″–24½″<br>NB85 66NHP<br>NylandsM.V.Christiania | |
| **143 —** SteelSc<br>14 | 131<br>—<br>83 | | 1890 ..... Sweden | Cronstadt-Oranienbaum Dampfsch.Ges. | 96·4 22·0 8·5 | Cronstadt<br>Russian | | |
| **144 Zarifis** SteelScSr<br>*D.Nicolachis*00–02 *ss*Cpl.No.1–05<br>HQFP 1*Dk*(*Stl*)2*trB*§*deep framing*<br>3*Dk rule* | 2896<br>2693<br>1827 | ✠100A1 Msl *u*<br>Dk4,04 3,05 NptCpl<br>✠LMC7,04 | 1901 W.Pickers-gill&Sons Sunderland<br>2mo A&CP | L.Zarifi (Z.Fitilis &Co. *Mgrs.*)<br>*WB = Cell D Ba* | 324·0 47·1 21·7<br>P31′ B96′ F38<br>FK<br>*101′ uE20′ f128′ 709t* | Piræus<br>Greek<br>*6 BHCem* | T.3Cy.23″,38″&64″–42″ (*s*)<br>180lb *90lb* 282NHP<br>2SB,*8pf*,gs125,ns4285<br>*APT39t* G.Clark Ld.Sunderland | 24 · 1<br>· 4 · 1 |
| **145 Zatouna** SteelScSr<br>*P.Caminis*96–99<br>HPMF (*ex*Mikail,*ex*Creta.*ex*Zara) | 156<br>—<br>74 | | 1890 M Martino-lich Lussinpiccolo | Nav.Orientale (P.Pantaleon) | 109·5 17·1 9·9<br>(48′ B15′ F10′ | Syra<br>Greek | C.2Cy.16″&27″–18″<br>26NHP<br>Bartlett&Greenhm,Trieste | |
| **146 Zazita** WoodSc3MstBn<br>*Susini*02–02 Rest.Liv.12,80–7yrs.<br>(*ex*SteamYacht Ar-Nedelec, *ex*Ringleader,*ex*SailingYacht) | 216<br>—<br>19 | ✠ Drt 12<br>3,90 C4<br>✠ | 1864 E.Evans Salcombe | F.Giardino | 116·2 23·9 12·9 | Marseilles<br>French | C.3Cy.17″&34″–22″<br>NE&B86 45NHP<br>Ramage&Ferguson,Leith | |
| **147 Zazpirak-Bat** IronScSr<br>(*SUNK BY COLLISION 4,04*)<br>JWKC *A.Moreno* –03 *ss*Bbo.No.3–5,02<br>(*ex*Mary Auning) 1*Dk*(*Irn*)§*Webframes*<br>*Well deck* | 2173<br>1649<br>1387 | ✠ Bbo *r*<br>5,03<br>✠ | 1888 Richardsn, Duck&Co. Stockton<br>12mo | Cia.deNav.Bat.(C. Hoppe yCa. *Mgrs.*) | 277·0 37·4 18·5<br>P27′ Q98′ B118′ F28<br>BK10<br>*WB = Ce* | Bilbao<br>Spanish<br>*1 BHCem* | T.3Cy.21″,35″&57″–39″<br>201NHP<br>2SB,*4rf*,gs83,ns2991<br>*DB170′ 393t* Blair&Co.Ld.Stockton | 21 · 8<br>· 2 · 0 |
| **148 Zealandia** SteelScSr<br>101728 ~~*F.H.Hammond*~~<br>NFMB *Well deck* 2*Dks*(*Stl–Uws*)<br>*Elec.light W.J.Wylie* –04 §*Web frames* | 2771<br>1991<br>1736 | ✠100A1 Syd *u*<br>6,02<br>~~Adelaide~~ ✠LMC8,99<br>DS11,04 | 1899 Gourlay Bros.&Co. Dundee<br>6mo *Lloyd's.16CP* | Huddart,Parker& Co.ProprietaryLd.<br>*WB = Cell D Ba68′ uE4* | 327·0 42·0 20·5<br>P&B193′ F91′<br>BK8½<br>*B54′ f142′ 489t FPT* | Melbourne<br>British<br>*6 BHCem* | T.3Cy.26″,43″&70″–48″ (*s*)<br>180lb *180lb* 443NHP<br>2DB,*12cf*.gs270,ns7848<br>*42t APT24t* Gourlay Bros.& Co.Dundee | 23 · 0<br>· 2 · 11 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. Year Assigned, now expired. Equipment Letter. | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's ornulæ; RJP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidship. ft. in. | 15 Registers in which classed, if not in L. R. Date of last Survey. | 16 Mean draft. Date when last read. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 | **Zealandia** | **IronSc4MstSr** | 2730 | ✠100A1 | S.Fo | *u* | 1875 | J.Elder& | OceanicS.S.Co. | 377·0\|37·1\|18·6 | S. Frncisco | C.3Cy.45″&(2)62″–51″ (*i*) | | | ~~2,01~~ |
| 98136 | *T.Dowdell* –98 | | — | *Spar dk* | | | 10mo | Co. | | 26·2 | Utd. States | 75lb *75lb* NDB86 429NH | | | 6,00 |
| KNLM | | *ss*S.Fo.2ndNo.3–11,02 | 1718 | 11,02 | ✠LMC | | | Glasgow | | BK10″ | *5BHCem* | 2DB,*12pf*,GS252,HS7261 | | | |
| | | 2*Dks*(*Irn*–*Uws*)&*Spardk* | | MS1.02 | BS11,02 | | | A&CP | | | | J.Elder&Co.,Glasgow | | | |
| 150— | | **IronScSr** | 128 | | | | 1882 | L.Smit& | W.Watkins | 90·4\|20·6\|11·3 | London | 2Cy.22″–22″ | | | |
| 86094 | *G.W.Ross* –02 | | 127 | | | | | Zoon | | | British | 70RH | | | |
| WFTM | | | 18 | | | | | Kinderdyk | | | | AppelbyBros.,London | | | |
| 151 | **Zeeburg** | **SteelScSr** | 3039 | ✠100A1 | Rot | *u* | 1899 | R.Thomp- | Stoomv.Maats. | 325·0\|48·6\|21·3 | Amstrdam | T.3Cy.24″,39″&64″–42″ (*a*) | 24 ″ 0 | | ~~2,01~~ |
| | *A.Stasse* –01 | *ss*Rot.No.1–01 | 2815 | ~~3,01~~ 3,05 | | | 12mo | son&Sons | Amsterdam | P31′B102′F35′ | Dutch | 160lb *90lb* 279NH | s 3 ″ 11½ | | 6,00 |
| QCWM | | 1*Dk*(*Irn*)2*trB*&*deepframing* | 1958 | | ✠LMC2,04 | | | Sunderland | *WB*=*Cell* | FK | *5BHCem* | 2SB,*6pf*,GS106,HS4410 | | | |
| | | 3*Dkrule* | | | | | | A&CP | *DB*a100′*uE*&*B*12′ | *f*134′8*7*3*t FPT*116*t* | *APT*149*t* | N.E.MarineCo.Ld.Sld. | | | |
| 152 | **Zeehond** | **IronScK** | *161* | ✠100A1 | Ams | | 1899 | Edwards | Zeevisscherij | 106·0\|20·5\|10·8 | Ymuiden | T.3Cy.12″,18″&30″–21″ (*a*) | 12 ″ 0 | | 4,03 |
| | *D.v.Straten* –02 | *ss*Ams.No.1–03 | *153* | *Stm Trawler* | | | 8mo | Bros. | MaatsDoggerbank | Q18′F20′ | Dutch | 180lb 51NH | | | |
| SGPD | | 1*Dk* | 57 | 2,05 | ✠LMC10,03 | | | N.Shields | | BK7½″ | *4BHCem* | 1SB.*2pf*,GS31,HS879 | | | |
| | | | | | BS2,05 | | | *Lloyd's*A&CP | | *WB*= | *DB*/12′9*t* | MacColl&Pollock,Sld. | | | |
| 153 | **Zeeland** | **SteelTwinSc4MstSr** | 11905 | ✠100A1 | Sou | *t* | 1901 | J.Brown& | InternationalNav. | 561·6\|60·2\|38·2 | Liverpool | Q.8Cy.31″,44″,62″&88″–54″ | 42 ″ 0 | BT | P3,03 |
| 113460 | *J.A.Broomhead* –03 | | 10109 | 11,04~~,04~~ | | | 1mo | Co.Ld. | Co.Ld. | P49′B215′F84′ | British | 200lb *100lb* (*s*) 1627NHP | | 4,11 | ~~3,07~~ |
| SGPD | | 3*Dks*(*Stl*)(*M*&*U*–*ws*)4*trB* | 7511 | | ✠LMC4,01 | | | Glasgow | | FK | 10*BHAsp* | 7SB,*28rf*,GS511,HS23480FD | | ~~3,04~~ | ~~3,11~~ |
| | *Elec light* | &*Web frames* | | | | | | *Lloyd's*A&CP | *WB*=*Cell DB*a133′*u* | *E*&*B*160′*f*170′1998/ | *FPT*165*t* | J.Brown&Co.Ld.Gls. | | 5,05 | |
| 154 | **Zeeleeuw** | **SteelScK** | 164 | ✠100A1 | Ams | | 1903 | Smith's | Zeevisscherij | 105·3\|20·8\|11·2 | Ymuiden | T.3Cy.11″,18″&30″–21″ (*s*) | 12 ″ 1 | | |
| | *H.Blok* –04 | | 163 | *StmTrawler* | BS3,05 | | 6mo | Dock Co.Ld. | MaatsDoggerbank | | Dutch | 180lb 51NHP | | | |
| | | 1*Dk* | 36 | ~~9,04~~ ~~10,00~~ | ✠LMC6,08 | | | North Shields | | BK7½″ | *3BHCem* | 1SB.*2pf*,GS31,HS879 | | | |
| | | | | 2,05 | | | | *Lloyd's*A&CP | | *WB*= | *DB*/14′10*t* | MacColl&Pollock,Sld. | | | |
| 155 | **Zeja** | **SteelSc** | 919 | ~~100A1~~ | Shi | *k* | 1901 | Boyd&Co. | ChineseEastern | 207·5\|30·1\|11·1 | Vladvostk | T.3Cy.16″,26″&48″–30″ (*s*) | 13 ″ 0 | | 4,02 |
| Sunk at Port Arthur | *Bogomolow* | | 837 | *Awng dk* | | | 3mo | Ld. | RailwayCo.Ld. | | Russian | 170lb *85lb* 139NH | ~~1 ″ 0~~ | | |
| | *Elec.light* | 1*Dk*(*Stl pt*–*ws*)& | 445 | *withfreeboard* | | | | Shanghai | | FK | *5BHCem* | 2SB.*4cf*,GS66,HS2090 FD | | | |
| | | *Awng dk*(*Teak*) | | 3,02 | ✠ | | | *Lloyd's*A&CP | *WB*=*Cell DB*a33 | *f*59′ 115*t FPT*2 6/ | *APT*14*t* | Boyd&Co.Ld.Shanghai | | | |
| 156 | **Zelina** | **SteelScSr** | 164 | | | | 1899 | Soc. Eserci- | Soc.Siciliana di | 121·4\|17·6\| 9·1 | Messina | C.2Cy.12¾″&23⅞″–18″ | | I | |
| 40 | *O.Perez* –99 | | 119 | | | | | zio Bacini | Nav.aVap. | P8′Q52′ | Italian | 20NH | | | |
| SVNG | | 1*Dk* | 81 | | | | | Riva Trigoso | | | *WB* | Soc.EsercizioBacini.Gen. | | | |
| 157 | **Zelos** | **IronScSr** | 1629 | ✠A1* 1 | Bgn | Lv | 1884 | Schlesinger | Rederi.Aktieb. | 260·0\|36·3\|19·4 | Gothenbrg | C.2Cy.29″&63″–39 (*a*) | 20 ″ 7 | | 16 7½ |
| 3736 | *N.Svensson* –00 | ~~4thSurvey.Stl.3,01~~ | 1303 | ~~2,02,00~~ | Cff | | | Davis&Co. | N[illegible] (W.R.B. | P60′Q103′B119′ | Swedish | 65lb *80lb* NDB01 191NH | ~~2 ″ 6~~ | | 17 7½ |
| JLQN | (exCymmrodorion) | 1*Dk*(*pt Irn*)2*trB* | 982 | BS12,08 | LMC~~8,00~~ 1,05 | | | Newcastle | Lundgren,*Mgr.*) | F34′t ~~dup04~~ BK9″ | *4BHCem* | 2SB.*6pf*,GS68,HS3200 | | | 18 8½ |
| | *Well deck* | 5thSurvey,Cff.1,05 | | | | | | | *WB*=*DBa*&*fAPT* | | 1PBH | Black,Hawthorn&Co.Gts. | | | 19 8½ |
| | | | | | | | | | | | | | | | 2,04 |
| 158 | **Zena** | **IronSc3MstSr** | 480 | ✠90A1 | Msl | *h* | 1874 | BarrowS.B | C.Givone | 182·0\|24·1\|12·4 | Genoa | C.2Cy.20″&37½″–32″ (*a*) | 13 ″ 3 | | 11,03 |
| 69 | *E.Morteo*02–02 | *ss*Goo.2ndNo.3–7,96 | 396 | 10,03 | | | 4mo | Co.Ld. | | Q46′F25′ | Italian | 60lb *65lb* 58NHP | s 1 ″ 9½ | | |
| SVPO | (exAchilles) | *ss*Hul.No.1–01 | 303 | ~~1,00,00~~ | LMC10,02 | | | Barrow | | BK7″ | *3BHCem* | 1SB.*2cf*,GS36,HS978 | | | |
| | *Mchy.Aft* | 1*Dk* | | | | | | A&CP | | | | BarrowS.B.Co.Barrow | | | |
| 159 | **Zenith City** | **SteelSr** | 3850 | | | | 1895 | Chicago | PittsburghS.S.Co. | 387·5\|48·3\|23·3 | Duluth, | T.3Cy.22″,38″&68″–40″ | | S | |
| 98199 | *J.Dunn*01–03 | | 3821 | | | | | S.B.Co. | | | Minn. | 251NH | | | |
| | *Elec.light Mchy.Aft* | 1*Dk*2*trB* | 3429 | | | | | Chicago | | *WB* | Utd.States | ClevelandS.B.Co Cleveland | | | |
| 160 | **Zennor** | **SteelScYl** | 161 | ✠100A1 | Gms | | 1897 | Mackie& | Hagerup, Doughty | 104·2\|20·5\|10·7 | Grimsby | T.3Cy.10″,16″&27″–20″ (*s*) | 11 ″ 7 | | N5,04 |
| 108472 | *A.Soards* –97 | *ss*Gms.No.1–02 | 148 | *Stm Trawler* | | | 6mo | Thomson | &Co.Ld. | Q17′F19′ | British | 180lb 45RHP | | | |
| | | 1*Dk* | 55 | 10,04~~8,03~~ | ~~BS10,04~~ | | | Glasgow | | BK7½″ | *1BHCem* | 1SB.*2pf*,GS23,HS536 | | | |
| | | | | ~~BS8,03~~ | ✠LMC10,01 | | | A&CP | | | | Muir&Houston(Lim.),Gls | | | |
| 161 | **Zeno** | **SteelScSr** | 2896 | ✠100A1 | Cff | *t* | 1893 | C.S.Swan | Turner.Brightman | 312·0\|41·0\|20·6 | London | T.3Cy.23″,38″&61″–42″ (*s*) | 23 ″ 1 | | ~~11,02~~ |
| 101976 | *E.Jones* –03 | *ss*Bly.No.3–8,95 | 2215 | *pt Awng dk* | | | 3mo | &Hunter | &Co. | P24′Q94′B126′F30′ | British | 160lb *80lb* 256NHP | s 9 ″ 1 | | 9,04 |
| NBCS | *Elec.light* | *ss*Cff.No.2–03 | 1859 | *withfreeboard* | | | | Newcastle | | FK | *6BHCem* | 2SB,*6pf*,GS120,HS4048 | | | |
| | | 1*Dk*(*pt Stlpt Irn*)&*Webframes* | | 9,04~~11,03~~ | BS1,05 | | | *Lloyd's*A&CP | | *WB*=*Cell* | *DB*264′620*t* | Gourlay Bros.&Co.,Dun. | | | |
| | | &*pt Awngdk*(*Irn*) | | ~~BS11,03~~ | ✠LMC11,02 | | | | | | | | | | |
| 162 | **Zenobia** | **IronScSr** | 2069 | ✠100A1 | Nwc | *s* | 1881 | T.Turn- | Turner,Brightman | 286·0\|36·0\|24·1 | London | C.2Cy.34½″&64″–42″ (*i*) | 25 ″ 5 | | ~~10,02~~ |
| 88071 | *J.Evans* –02 | ~~ssLon.No.3–8,92~~ | 1914 | 5,05~~12,02~~ | | | 9mo | bull&Son | &Co. | P26′B62′F35′ | British | 80lb 241NHP | s 4 ″ 5 | | ~~8,04~~ |
| WDQK | *Ref.Mchy.* | ~~ssMdb.No.2–00~~ | 1349 | ~~BS8,03~~ | ✠LMC12,00 | | | Whitby | | ptND00 BK9½″ | *5BHCem* | 3SB,*9pf*,GS130,HS4618 | | | 5,05 |
| | | *ss*Nwc 2ndN .3–5,05 2*Dks*(1*Irn*)3*trB* | | | | | | A&CP | | *WB*=*DB*a | 88′*f*113′360*t* | Blair&Co.(Lim.),Stockton | | | |
| 163— | | **IronScK** | ~~161~~ | ✠100A1 | Gms | | 1893 | Earle'sCo. | ~~A.E.Lambert~~ | 101·5\|20·6\|11·0 | ~~Stavanger~~ | T.3Cy.11″,17″&30″–21″ (*s*) | 11 ″ 9 | | N6,04 |
| ~~80218~~ | *F.Torkelsen* –04 | *ss*Gms.No.2–01 | 145 | *StmTrawler* | | | 9mo | (Lim.) | ~~(trs.Bucc.Ltd.)~~ | Q18′F19′ | ~~Grimsby~~ | 160lb 45RHP | | | |
| MCBT | | 1*Dk* | ~~145~~ | 5,04~~11,06~~ | | | | Hull | Aktien Zenobia | BK7½″ | ~~British~~ | 1SB,*2pf*,GS28,HS800 | | | |
| | | | | ~~BS9,03~~ | ✠LMC11,01 | | | *Lloyd's*A&CP | (Cnr.Lindtner) | | *3BHCem* | Earle'sCo.(Lim.),Hull | | | |
| | | | | | | | | | | | Norwegian | | | | |
| 164— | | **IronScK** | 145 | ✠100A1 | Hul | | 1890 | Cook,Wel- | Hellyer'sSteam | 100·3\|20·2\|10·8 | Hull | T.3Cy.11½″,18″&30″–22″ (*s*) | 11 ″ 10 | | 9,03 |
| 98705 | *J.Chant* –90 | *ss*Hul.No.3–7,99 | 136 | *StmTrawler* | | | 10mo | t'n&Gemmell | FishingCo.Ld. | | British | 160lb 45RHP | | | |
| MSFH | | *ss*Hul.No.1–03 | 48 | 10,04~~9,03~~ | ✠LMC9,08 | | | Hull | | ND03 BK7½″ | *3BHCem* | 1SB,*2cf*,GS25,HS711 | | | |
| | | 1*Dk* | | | | | | *Lloyd's*A&CP | | | | C.D.Holmes&Co.,Hull | | | |
| 165 | **Zensho Maru** | **WoodScSr** | 320 | | | | 1895 | Nagata | MiyazakiKahei | 138·5\|17·6\|15·2 | Fukuyama | C.2Cy.17½″&32″–24″ | | | |
| 1491 | | | 293 | | | | | Sanjuro | | len00 | Japanese | *Bmade*80,*Eblt*.87 42NHP | | | |
| HKQT | | 2*Dks* | 198 | | | | | Osaka | | | | KosakuBunkioku,Kobe | | | |
| 166 | **Zephyr** | **CompScSr** | 201 | | | | 1873 | Admiralty | G.Rodrigues | 123·3\|23·0\|12·0 | Liverpool | C.2Cy.28″&48″–18″ | | | |
| 97794 | *G.Rodrigues* –03 | | 201 | | | | | Chatham | | | British | NB98 76RHP | | | |
| | | | 43 | | | | | | | | | Hmphrys,T'nant.&Co.Lon | | | |
| 167 | **Zephyrus** | **IronScSr** | 2072 | ✠100A1 | Nwc | *s* | 1883 | T.Turn- | Turner,Brightman | 286·0\|36·0\|24·1 | London | C.2Cy.34½″&64″–42″ (*b*) | 25 ″ 5 | | N2,04 |
| 85147 | *W.Singer* –98 | *ss*Cff.No.3–10,95 | 1916 | 1,05~~1,04~~ | | | 7mo | bull&Son | &Co. | P26′B62′F35′ | British | 80lb 251NHP | s 4 ″ 5 | | |
| HVSN | *Ref.Mchy.* | *ss*Nwc.No.2–04 | 1351 | | ✠LMC2,02 | | | Whitby | | BK9½″ | *5BHCem* | 3SB,*9pf*,GS130,HS4993 | | | |
| | | 2*Dks*(1*Irn*)3*trB* | | | | | | A&CP | | *WB*=*DB*a | 88′*f*112′360*t* | Blair&Co.(Lim.),Stockton | | | |
| 168 | **Zero** | **SteelScSr** | 3066 | ✠100A1 | Cff | *u* | 1896 | J.L.Thomp- | Turner,Brightman | 320·0\|42·0\|21·1 | London | T.3Cy.23½″,39″&64″–42″ (*r*) | 23 ″ 8 | | ~~11,02~~ |
| 106825 | *E.A.Arnold* –03 | ~~ssCff.No.1–00~~ | 2287 | *pt Awng dk* | | | 5mo | son&Sons,Ld. | &Co. | Q100′ | British | 160lb *160lb* 343NHP | s 9 ″ 4 | | 8,04 |
| PHKR | | *ss*Cff.No.2–01 1*Dk*(*Stl*)&*pt Awngdk* | 1976 | *withfreeboard* | | | | Sunderland | | *pt Awng dk*220′ FK | *6BHCem* | 3SB,*9cf*,GS178,HS6300 | | | |
| | *Ref.Mchy.* | (*Irn*)&*Webframes* | | 8,04~~8,03~~ | | | | A&CP | *WB*=*Cell DB* | *a*98′*uE*&*B*52′*f*124 | 529*t APT*22*t* | Blair&Co.(Lim.),Stockton | | | |
| | *Elec.light* | | | | ✠LMC4,~~08~~ | | | | | | | | | | |
| 169— | | **SteelScSr** | 1143 | | | | 1896 | Earle'sCo. | T.Wilson,Sons& | 249·8\|30·0\|15·7 | Hull | T.3Cy.18½″,31″&53″–33″ | | BT | |
| 106707 | *G.E.Wood* –02 | | 857 | | | | | (Lim.) | Co.Ld. | P146′F29′ | British | 161NHP | | till | |
| PJLD | | 1*Dk*2*trB* | 735 | | | | | Hull | | | *WB* | Earle'sCo.(Lim.),Hull | | 5,05 | |

| Numéro d'Ordre / Numéro Officiel / Indicatif | Nom du Navire. Matériaux. Gréement, etc. / Capitaine / Visites Périodiques. Nombres des Ponts | Tonnage: Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — Surveillance spéciale. Date de la dernière Visite. | Port de Visite. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après le Tonnage. Superstructures, &c. Longueur. Largeur. Profondeur. | Port d'Armement / Portlights | Machines. No. & Diam. des Cylindres. — Course. Pression des Chaudières. I.P. = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | Vitesse. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170<br>98416<br>KRTJ | Zeta<br>*B.J.Ramsay* –02<br>*Ref. Mchy.*<br>*Web deck* | SteelScSr<br>ssCff.No.3–7,00<br>1*Dk(Stl)&Web frames*<br>*ss*Cff No.1–05 | 2343<br>1833<br>1505 | ✝100A1<br>3,01 11.03<br>LMC 10,02 | Sws | *s* | 1888<br>5mo | J.L.Thompson&Sons Sunderland A&CP | Turner,Brightman &Co.<br>P33'Q80'B126'<br>F33' BK 14<br>*WB = DBa88'f66* | London<br>British<br>*3 BHCem*<br>*APT 12t*<br>Blair&Co.(Lim.),Stockton | T.8Cy.22",36"&59"–39" *(s)*<br>160lb *160lb* 217NHP<br>2SB,*6rf*,gs84,hs3255 | 22 × 2<br>2 × 1 |
| 171<br>109540 | Zetland<br>*F.S.Parsons* –98<br>*Stm Trawler* | SteelScYl<br>ssGms.No.1–02<br>1*Dk* | 165<br>152<br>51 | ✝100A1<br>8,04 3,04<br>LMC 10,02 | Gms | | 1898<br>6mo | Mackie& Thomson Glasgow A&CP | Hagerup,Doughty &Co.Ld.<br>104'2\|21'0\|10'7<br>Q17'F18' BK 7½<br>*3 BHCem* | Grimsby<br>T.8Cy.10",16"&27"–20"<br>45RH<br>1SB,*2pf*,gs23,hs536<br>Muir&Houston,Ld.Gls | 11 × 7 | |
| 172<br>QDFB | Zeus<br>*D.H.Hinlopen*80–01<br>*Elec.light* | SteelScSr<br>2*Dks* | 1504<br>1233<br>927 | | | | 1901 | Rijkee& Co. Rotterdam | Koninkl.Nederl. Stoomb.Maats. | Amsterdam<br>T.8Cy.19",32"&51"–36"<br>136NHP<br>Maats.Feyenoord,Rot. | | V |
| 173<br>MBPT | —<br>*T.Tonkin*03–03<br>*Well deck* | IronScSr<br>ssSld.2ndNo.3–4,99<br>2*Dks* | 981<br>770<br>593 | ✝<br>Bs 6,02<br>Lm 9,02 | | … | 1872<br>9mo | Bartram, Haswell& Sunderland A&CP | ActieselskDmpsk. Zeus(A.Boysen)<br>220'8\|30'1\|16'8<br>P123'F29<br>*WB =* | Xiansand<br>C.2Cy.27"&51"–33"<br>80lb *80lb* NDN00 125NHP<br>1SB,*3pf*,gs55<br>J.Dickinson,Sunderland | 17 × 10 | |
| 174<br>1220<br>HSRB | —<br>*T.Follin*99–01<br>(*ex*York)<br>*Well deck* | IronScSr<br>ssCpn.2ndNo.3–8,97<br>ssGot.No.1–01<br>1*Dk2tr b* | 942<br>723<br>569 | ✝90A1<br>8,04 5,03<br>BS5,04 LMC8,01 | Lon<br>Skl | | 1871<br>11mo | ColeBros. Newcastle A&CP | Ångf.Aktieb.Ella (F.W.Forsberg, *Mgr.*)<br>216'0\|28'4\|16'7<br>P112'H13*t*F25'<br>*WB =* | Gothenburg<br>C.2Cy.27"&47"–30"<br>70lb *60lb* NB41 101NHP<br>1SB,*3pf*,gs46 NDN99<br>N.E.MarineECo.(Lim.)Sld | 17 × 9 | |
| 175<br>2986<br>JGSL | —<br>*J.S.Olsson*96–96<br>*Elec.light* | SteelScSr<br>1*Dk* | 113<br>81<br>62 | | | | 1896 | Lindholmens M.V. Gothenburg | C.E.Høger | 90'6\|17'6\|8'2<br>B26'<br>LillaEdet<br>Swedish<br>C.2Cy.15"&30"–20"<br>NB03 34NHP<br>LindholmensM.V.,Got. | | |
| 176<br>76067<br>VSMF | Zibenghla<br>*C.Browning* –01<br>*Elec.light* (*ex*Tongariro) | SteelScBk<br>2*Dks&Spar dk* | 4215<br>2755<br>2690 | | | … | 1883 | J.Elder& Co. Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>389'0\|46'0\|23'7<br>P36'B124'F57'31'9<br>BK 11' | Glasgow<br>C.2Cy.46"&86"–57"<br>571NHP<br>J.Elder&Co.Glasgow | 25 × 2 | |
| 177<br>6557<br>JWMD | Zichy<br>~~*C.Dumich*01–02~~<br>(*ex*Chandos)<br>*Well deck Karrizza*93–04 | IronScSr<br>ssFin.No.3–3,97<br>ssGen.No.1–00<br>1*Dk(Irn)2tr B* | 1877<br>1515<br>1217 | 100A1<br>2,04<br>NB 1c 01 LMC<br>BS 16,03 9,04 MS 2,04 | Tri | | 1884<br>1mo | Earle'sCo. (Lim.) Hull<br>*Lloyd's SA&CP* | Royl.Hungar'nSea Nav.Co.AdriaLd.<br>275'3\|35'8\|20'0<br>P141'F30'<br>BK 9½<br>*WB = DBa* | Fiume<br>T.8Cy.20½",33½"&55"–39"<br>165lb *90lb (s)* 196NHP<br>2SB,*4rf*,gs72 hs3016 NDN99<br>*3uE&BMT*<br>*Tpd.*91 Blair&Co.(Lim)Stk | | |
| 178<br>QHND | Zieten<br>*B.Wilhelmi*<br>*Elec.light* | SteelTwinSc<br>8*Dks* | 8066<br>6073<br>4989 | | | | 1902 | F.Schichau Danzig | Norddeutscher Lloyd<br>449'2\|55'4\|35'8<br>P61'H191'F80' | Bremen<br>T.6Cy25½",43½"&70½"–47½<br>690NHP<br>F.Schichau,Elbing | | G |
| 179<br>112677<br>RMWL | Zillah<br>*J.Rees*95–00<br>1*Dk(Stl)&Spar dk(pt Irn&pt Stl)*<br>*Elec.light* | SteelScSr<br>ssBry.No 1–05<br>*&deep framing* | 3779<br>3500<br>2412 | ✝100A1<br>*Spar dk*<br>1,05 2,04<br>LMC 5,05 | Bom<br>Bry | *w* | 1900<br>8mo | Bartram& Sons Sunderland A&CP | Turner,Brightman &Co.<br>340'2\|48'0\|17'9<br>P32 B102'F86' 26'6<br>FK<br>*WB = CellDBa*<br>104'*uE22'f*138'761*t* | London<br>British<br>*3 BHCem*<br>*APT 88t*<br>Blair&Co.Ld.Stockton | T.8Cy.24",40"&66"–45" *(s)*<br>180lb *180lb* NDN03 314NHP<br>2SB,*6cf*,gs136,hs4800 | 20 × 6<br>5 · 7 |
| 180<br>111565<br>SKPQ | —<br>*J.Lewis* –03<br>*Well deck*<br>*Mchy. Aft* | SteelScSr<br>1*Dk(Stl–pt teak s)* | 373<br>273<br>77 | ✝100A1<br>6,01<br>LMC 1,01 | Trn | *f* | 1901<br>6mo | AilsaS.B. Co. Troon A&CP | ZillahShipping& CarryingCo.Ld. (W.A.Savage)<br>143'0\|24'1\|11'5<br>Q46'B11'F26'<br>BK 7'<br>*WB = FPT* | Liverpool<br>C.2Cy.17½"&37"–24" *(s)*<br>130lb 71RHP<br>*3 BHCem*<br>*6ltAPT 9t*<br>Ross&Duncan,Glasgow | 12 × 5 | |
| 118022<br>QLSV | Zingara<br>*J.W.Webber* –03<br>2*Dks(1 Stl&Upt Irn&pt Stl)&Web frames*<br>*Elec.light* | SteelScSr<br>ssNwo.No.1–03 | 3463<br>3205<br>2211 | ✝100A1<br>12,02 12,03<br>LMC 12,03 | Nwc<br>Cff | *w* | 1898<br>12mo | J.L.Thompson&Sons,Ld. Sunderland A&CP | Turner,Brightman &Co.<br>348'0\|48'2\|23'1<br>P28'B100'F35'<br>FK<br>*WB = Cell D Ba 113'*<br>*uE&B89'f*147'784*t* | London<br>British<br>*6 BHCem*<br>*APT 37t*<br>Blair&Co.Ld.Stockton | T.8Cy.24",40"&66"–45" *(s)*<br>180lb *180lb* 309NHP<br>2SB,*6cf*,gs123,hs4640 | 25 × 8<br>4 · 9½ |
| 118064<br>RMNW | Zinnia<br>*J.R.Clarke* –04<br>1*Dk(Stl)&Spar dk(pt Irn&pt Stl)*<br>*Elec.light* | SteelScSr<br>ssBry.No.1–04<br>*&deep framing* | 3642<br>3190<br>2339 | ✝100A1<br>*Spar dk*<br>4,04<br>LMC 4,04 | Bry | *v* | 1900<br>2mo | TyneIron S.B.Co.Ld. Newcastle A&CP | StagLine,Ld. (J.Robinson& Sons, *Mgrs.*)<br>345'0\|46'1\|16'9<br>P29'B92'F37' 24'7<br>FK<br>*WB =*<br>*Cell DBa 110'uE&*<br>B40'*f*144'788*t FPT* | N.Shields<br>T.8Cy.23",38½"&64"–42"<br>180lb *160lb* 287NHP<br>2SB,*6cf*,gs116,hs4400<br>N.E.MarineCo.Ld.Nwc. | 19 × 3<br>5 · 9 | |
| 183<br>102703<br>NCHP | Zodiac<br>~~*J.Sherman*~~ –03<br>*C.Webster* –04<br>*Elec.light* | SteelScSr<br>ssNpt.No.2–01<br>1*Dk(Stl)&Web frames*<br>*&pt Awngdk(Irn)* | 2918<br>2198<br>1872 | ✝100A1<br>*pt Awng dk*<br>*with freeboard*<br>12,04 2,04<br>LMC 8,01 | Cff<br>Ant | *t* | 1893<br>5mo | J.L.Thompson&Sons Sunderland A&CP | Turner,Brightman &Co.<br>312'0\|41'0\|20'8<br>P28'Q94'<br>*ptAwngdk*183' FK<br>*WB = CellDB218'*<br>460*t APT 52t* | London<br>T.8Cy.24",39"&64"–42" *(s)*<br>160lb *160lb* 266NHP<br>2SB,*6cf*,gs116,hs4000<br>J.Dickinson,Sunderland | 23 × 1<br>8 · 7½ | |
| 184<br>HPMB | —<br>*O.Hansen*<br>1*Dk* | IronScYl | 158<br>143<br>51 | | | … | 1890 | Mackie& Thomson Glasgow | Acties.Zodiac (C.Rös, *Mgr.*)<br>100'5\|20'5\|10'7<br>Q19'F19'<br>BK 7½ | Brevig<br>Norwegian<br>T.8Cy.11",16½"&27"–22"<br>97NHP<br>Muir&Houston,Glasgow | 11 × 11 | |
| 185<br>98674<br>LMFQ | Zoe<br>*G.Ferguson* –04<br>*Well deck* | SteelScSr<br>ssNwc.No.3–5,03<br>1*Dk(Stl)2tr B* | 2255<br>1750<br>1437 | ✝100A1<br>10,03<br>LMC 6,03 | Lon | *s* | 1889<br>12mo | T.Turnbull &Son Whitby A&CP | Turner,Brightman &Co.<br>289'5\|38'8\|19'6<br>P28'Q76'B124'<br>F82' FK<br>*WB = Cell DB244'504t* | London<br>British<br>*6 BHCem*<br>Blair&Co.(Lim.),Stockton | T.8Cy.22",36"&59"–39"<br>160lb *70lb* 217NHP<br>2SB,*6rf*,gs84,hs3255 | 22 × 2<br>2 · 1 |
| 186<br>101891<br>MQTJ | —<br>*H.T.Hencher* –03<br>*Well deck* | IronScSr<br>ssOff.No.2–01<br>1*Dk(Irn)&Web frames* | 1899<br>1388<br>1204 | ✝100A1<br>8,03<br>LMC 8,03 | Npt | *r* | 1892<br>6mo | Richardson, Duck& Co. Stockton A&CP | Burdick&Cook<br>270'4\|36'6\|16'6<br>P27'Q76'B110'F81<br>FK<br>*WB = Cell D B226'* | London<br>British<br>*6 BHCem*<br>*APT 11t* | T.8Cy.21½",35"&57"–36" *(s)*<br>160lb *160lb* NDN02 195NHP<br>1SB,*4rf*,gs58,hs2000<br>Muir&Co.(Lim.),Stockton | 19 × 3<br>1 · 5 |
| 187<br>115368<br>TVWJ | Zone<br>*J.Douglas* –03<br>*Ref. Mchy.*<br>*Elec.light* | SteelScSr<br>1*Dk(Stl)&Spar dk(pt Irn &pt Stl)&Web frames* | 3914<br>3608<br>2456 | ✝100A1<br>*Spar dk*<br>3,03 2,04<br>LMC 8,03 | Cff | *w* | 1903<br>3mo | J.L.Thompson&Sons,Ld. Sunderland A&CP | Turner,Brightman &Co.<br>360'0\|48'5\|16'7<br>P27'B128'F82' 21'0<br>FK<br>*WB = Cell D Ba122'uE&B56'f*15*t*<br>*Lloyd's SA&CP* | London<br>British<br>*6 BHCem*<br>*APT 42t* | T.8Cy.24½",40"&66"–45"<br>180lb *180lb* 413NHP<br>2SB,*9rf*,gs190,hs8480<br>Blair&Co.Ld.Stockton | 19 × 5<br>4 · 11 | |
| 188<br>HFVQ | Zoppot<br>*F.Holte*<br>1*Dk* | SteelScSr | 394<br>291<br>229 | | | | 1891 | G.Evers Lübeck | F.G.Reinhold | 138'0\|23'1\|11'5<br>Q86' B85' F16'<br>Danzig<br>C.2Cy.16½"&30"–21½"<br>85NHP<br>Maschinenfabrik Buckau ActienGes.,Magdeburg | | G |
| 189<br>HTWP | Zora<br>*G.Stanos* –03<br>*Spar dk(pt Irn&pt Stl)2tr B&W*<br>*Web frames* | SteelScSr | 3250<br>3063<br>2070 | ✝100A1<br>*Spar dk*<br>*with freeboard*<br>9,01<br>LMC 8,01 | Sld | *v* | 1901<br>9mo | J.Priestman&Co. Sunderland A&CP | ZoraS.S.Co.Ld. (E.Racic)<br>331'0\|47'0\|25'7<br>P31'B100'F84'<br>FK<br>*WB =*<br>*DBa 106'f*134'816*t* | Ragusa<br>T.8Cy.24",40"&66"–42"<br>160lb *80lb* 284NHP<br>2SB,*8pf*,gs106,hs4420<br>N.E.MarineEng.CoLd.Sld. | 19 × 4<br>4 · 11 | |
| 190<br>113740<br>RTFK | Zoroaster<br>*J.Ewan*03–03<br>1*Dk(Stl)&Spar dk(Irn)*<br>*Elec.light* | SteelScSr<br>*&deep framing* | 3673<br>3484<br>2384 | ✝100A1<br>*Spar dk*<br>6,04 3,04<br>LMC 8,00 | Hul<br>Npt | *w* | 1900<br>8mo | Bartram& Sons Sunderland A&CP | Turner,Brightman &Co.<br>340'0\|48'0\|17'9<br>P32 B102'F86' 26'6<br>FK<br>*WB = Cell.D Ba*<br>104'*uE22'f*138'761*t* | London<br>British<br>*6 BHCem*<br>*APT 88t*<br>J.Dickinson&Sons, Ld. | T.8Cy.24½",40"&66"–45"<br>180lb *180lb* 313NHP<br>2SB,*8pf*,gs142,hs4800 | 20 × 6<br>5 · 7 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Regist'd Tonnage: Gross / Under deck / Net. | Particulars of Classification. Character. / † for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned. New Appd. Equipment Letter. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders – Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name. | Moulded depth. / Freeboard amidship. | Registers in which classed, if not in L. R. / Date of Build or Trade Cert. | Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 | **Zortzirak-Bat** Steel Sc Sr<br>*E.Echevarria –03* *ss* Bbo. No. 3–2,04<br>JWHV *(ex Lammermoor)* 1 *Dk(Irn)* 2 *tr Stl*<br>*Well deck* *& Web frames* | 2956<br>2295<br>1587 | †100A1<br>2,04<br>†LMC 2,04 | Bbo *t* | | 1891<br>3mo | Ropner&<br>Son<br>Stockton<br>A&CP | Cia. de Nav. Bat. (C. Hoppey Ca., *Mgrs.*) | 314·0 \| 40·6 \| 20·2<br>P29' Q104' B118'<br>F31' BK 10'<br>*WB = Cell* | Bilbao<br>Spanish<br>*5 BH Cem*<br>*DB 238' 491t* | T. 3Cy. 23", 37½" & 61½"–39"<br>160lb *65lb* (*s*) 235 NH<br>2SB. *6cf*, GS 99, HS 3520<br>Blair & Co. Ld. Stockton | 23 ″ 7<br>4 2 | | 2,04 |
| 192 | **Zosima** Steel & Iron Sc Sr<br>1 *Dk*<br>(*ex* Limfjorden) | 378<br>266<br>226 | | | | 1881<br>Lobnitz&<br>Co.<br>Renfrew | I. Burkow | 170·8 \| 24·2 \| 10·2<br>P45' F41' | Archangel<br>Russian<br>*WB* | C. 2Cy. 24" & 44"–30"<br>88 NH<br>Lobnitz & Co., Renfrew | | | |
| 193 | **Zrinyi** Steel Sc Sr<br>~~*M. Nikolaich 00–02*~~ *ss* Fiu. No. 2–01<br>JWQK *Peterli –05* 1 *Dk(Stl)*<br>*& Spar dk(Irn) & Web frames* | 1553<br>1390<br>941 | †100A1<br>*Spar dk*<br>*with freeboard*<br>4,01<br>†LMC | Fiu *p* | | 1892<br>11mo | Wigham<br>Richrdsn & Co<br>Newcastle<br>A&CP | Royl. Hungar'n Sea Nav. Co. Adria Ld. | 240·0 \| 34·0 \| 14·0<br>P28' B55' F31' 21·2<br>FK<br>*WB = Cell D B 195'*<br>*306t A P T 18t* | Fiume<br>Aust.-Hung.<br>*4 BH Cem*<br>*2 SB, 4rf*, GS 80, HS 2868<br>Wigham, Richrdsn & Co, Nwc | T. 3Cy. 20", 32" & 53"–36" (*s*)<br>165lb *80lb* 181 NH<br>s 5 ″ 0 | 16 ″ 3 | | ~~1,01~~<br>~~N 1,05~~<br>N 3,05 |
| 194 | **Zuari** Iron Sc Sr<br>83307 *Mahomed Ebrahim 98–03* 1 *Dk*<br>KHMD *Elec. light* | 218<br>192<br>95 | | | | 1886<br>8mo | Grangmth<br>Dockyd. Co.<br>Grangmouth | Bombay S. Nav. Co. (Shepherd & Co. *Mgrs.*) | 150 \| 26·1 \| 8·7<br>H 26*t* | Bombay<br>British | C. 2Cy. 18" & 34"–27"<br>49 RH<br>Dunsmuir & Jackson, Gls. | | | |
| 195 | **Zuid Holland** Steel Sc Sr<br>*A Rieck –02* *ss* Rot. No. ~~1–00~~ 2–04<br>QDLR *Well deck* 1 *Dk(Stl) 2 tr B* | 1176<br>~~931~~ 2,033<br>728 | †100A1<br>1,05<br>~~BS 3,08~~<br>~~B 3,09~~<br>†LMC 5,00<br>5,04 | Rot *n* | | 1896<br>7mo | Sir Raylton<br>Dixon & Co<br>Middlesbro'<br>A&CP | Scheepv. en Steex kolen Maats. | 220·0 \| 34·0 \| 15·4<br>Q83' B59' F26'<br>FK<br>*WB = Cell D B a 63' u E & B 31' f 83' 285t* | Rottrdam<br>Dutch<br>*4 BH Cem*<br>2SB. *4pf*, GS 68, HS 2460<br>N.E. Marine Co. (Lim.), Sld. | T. 3Cy. 19", 31½" & 51½"–36"<br>170lb *80lb* (*s*) 163 NH<br>s 1 ″ 10½ | 17 ″ 6 | | ~~1,04~~<br>1,05 |
| 196 | **Zuiderzee** Steel Sc Sr<br>*L. Hemmes 98–98* 1 *Dk*<br>QDLG *(Tug)* | 189<br>176<br>11 | | | | 1897<br>L. Smit&<br>Zoon<br>Kinderdijk | L Smit&Co.'s Sleep-dienst, Ld. (Murk Lels&Zoon, *Mgrs.*) | 109·8 \| 20·9 \| 12·3<br>B29' F14' | Rottrdam<br>Dutch<br>*WB* | T. 3Cy. 13½", 20" & 34"–21"<br>160lb 78 NH<br>Diepeveen, Lels & Smit, Kdk<br>HS 1566 | | | |
| 197 | **Zuiho** Steel Twin Sc<br>*J.B. Mollison 01–01*<br>1 *Dk(Stl)*<br>*Elec. light* | 425<br>392<br>259 | † A1<br>*Dredger*<br>8,01<br>†LMC 7,01 | Rnf | | 1901<br>8mo | W. Simons<br>& Co. Ld.<br>Renfrew<br>*Lloyd's A&CP* | Japanese Government | 140·2 \| 31·1 \| 11·5<br>Q12' FK<br>*Break forward 25'*<br>*WB =* | Japanese<br>*4 BH Cem*<br>*FPT 12t* | C. 4Cy. 15" & 30"–21" (*s*)<br>120lb 81 NH<br>1SB. *2cf*, GS 45, HS 1416<br>W. Simons & Co Ld. Renfrew | 12 ″ 0 | | |
| 198 | **Zuiyo Maru** Wood Sc Sr<br>1607<br>HKSN 2 *Dks* | 169<br>160<br>98 | | | | 1896<br>Nagata<br>Sanjuro<br>Osaka | Osaka Shosen Kabushiki Kaisha | 113·4 \| 16·3 \| 13·2 | Osaka<br>Japanese | C. 2Cy. 13½" & 27"–17"<br>25 NHP | | | |
| 199 | **Zuleika** Steel Sc Sr<br>1100-6 *J. Hutchison –03* *ss* Cff. No. 1–03<br>RBFP 2 *Dks(1 Stl & Upt Irn & pt Stl)* & *Web frames*<br>*Ref. Mchy. Elec. light* | 3608<br>3395<br>2292 | †100A1<br>5,04<br>†LMC 6,08 | Cff *n* | | 1899<br>3mo | J. L. Thomp-son & Sons, Ld.<br>Sunderland<br>A&CP | Turner, Brightman & Co. | 348·0 \| 48·3 \| 24·6<br>P27' B128' F34'<br>FK<br>*WB = Cell D B a 112'* *uE & B 40' f 144' 825t* | London<br>British<br>*6 BH Cem*<br>*APT 40t* | T. 3Cy. 24", 40" & 66"–45" (*s*)<br>180lb *180lb* 388 NH<br>3SB. *9cf*, GS 184, HS 6960<br>Blair & Co. Ld. Stockton | 27 ″ 0<br>s 5 ″ 0½ | | 5,04 |
| 200 | **Zulia** Steel Twin Sc Sr<br>28146 *W.P. Bennett 03–03*<br>KQWV *Elec. light* 2 *Dks* | 1713<br>—<br>1079 | | | | 1901<br>Neafie&<br>Levy Co.<br>Philadelphia | Atlantic & Carib-bean Stm. Nav. Co. | 266·0 \| 37·0 \| 17·0 | Wilmgton<br>(Del.)<br>Utd. States | T. 6Cy. 14", 21" & 36"–26"<br>132 NHP<br>Neafie & Levy Co. | | R | |
| 201 | **Zulu** Steel Sc Sr<br>99066 *T.J. Houston –03* *ss* Shl. No. 3–10,99<br>MNRP 1 *Dk(Stl)* & *Spar dk(Irn)* & *Web frames*<br>*ss* Cal. No. 1–04 | 2742<br>2563<br>1760 | †100A1<br>*Spar dk*<br>4,05 ~~7,03~~<br>~~BS 7,08~~<br>~~†LMC 10,08~~ | Shl *u* | | 1892<br>4mo | R. Dixon&<br>Co.<br>Middlesbro'<br>A&CP | Bucknall S.S. Lines Ld. (Bucknall Bros. *Mgrs.*)<br>*WB = Cell D B 260'* | 309·7 \| 40·6 \| 17·5<br>P31 B34' F36 25·4<br>drp 04 BK 9'<br>*588t A P T 58t Tunnel* | London<br>British<br>*5 BH Asp*<br>*Tanks 85t* | T. 3Cy. 24", 38" & 64"–42" (*s*)<br>160lb *80lb* NDB 04 283 NHP<br>2SB. *6cf*, GS 135, HS 1495<br>T. Richardson & Sons, Hpl. | 20 ″ 0<br>s 5 ″ 11½ | BT till 10,04 | ~~3,02~~<br>3,05 |
| 202 | **Zungeru** Steel Twin Sc Sr<br>*For full particulars See No. 1 in Supplement.* | 4260<br>2977 | 100A1<br>(*Class Contemplated*) | | | 1904<br>Sir Raylton<br>Dixon & Co. Ld.<br>Middlesbro' | Elder, Dempster & Co. | 375·5 \| 47·0 \| 23·3<br>P261' F42' | British | T. 6Cy. 21½", 36" & 59"–42'<br>Wllsnd Slpwy. Co. Ld. Nwc | 26 ″ 0<br>s 4 ″ 1 | | |
| 203 | **Zuria** Steel Sc Sr<br>~~*R. Uribe –04*~~ *ss* Bbo. No. 3–10,01<br>JWLT *Well deck* 2 *Dks(1 Stl & 1 Irn)*<br>*F. Ybarra an* | 2164<br>1754<br>1244 | †100A1<br>5,04<br>~~BS 5,04~~<br>BS 5,05<br>†LMC 10,00 | Bbo *s* | | 1889<br>1mo | AM'Millan<br>& Son<br>Dumbarton<br>A&CP | Compania Naviera Zuria (A. Urraza)<br>*WB = Cell D B 232' 650t F P T* | 280·0 \| 39·0 \| 19·4<br>Q106' B64' F35'<br>BK 8'<br>*580t A P T 69t* | Bilbao<br>Spanish<br>*5 BH Cem*<br>2SB. *6rf*, GS 105, HS 2952<br>Kincaid & Co. (Lim.), Grk. | T. 3Cy. 22", 35½" & 58"–39" (*s*)<br>160lb *70lb* 203 NHP<br>s 1 ″ | 23 ″ 1 | | ~~5,04~~<br>5,05 |
| 204 | **Zwartezee** Steel Sc Sr<br>*C. Post 94–98* (*Tug*)<br>QDTM 1 *Dk* | 542<br>524<br>138 | | | | 1898<br>L. Smit&<br>Zoon<br>Kinderdijk | L. Smit&Co.'s Sleepdienst, Ld. (Murk Lels&Zoon, *Mgrs.*) | 165·6 \| 31·1 \| 16·3<br>B49' F18' | Rottrdam<br>Dutch<br>*WB* | T. 3Cy. 18", 28" & 46"–36"<br>180lb 203 ~~198~~ NHP<br>Kon. Maats. de Schelde, Flg.<br>HS 4054 | | | |
| 205 | **Zweena** Steel Sc Sr<br>113866 *W.R. Taylor 76–00*<br>BSPH *Elec. light* 1 *Dk(Stl)* & *Shelter dk*<br>*lower dk in fore hold, hold beams aft* | 1618<br>1266<br>1023 | †100A1<br>*Shelter dk*<br>10,03<br>†LMC 04 | Lon *r* | | 1900<br>5mo | Napier&<br>Miller, Ld.<br>Glasgow<br>A&CP | Mersey S.S. Co. Ld. (Leech, Harrison & Forwood, *Mgrs.*)<br>*WB =* | 273·0 \| 37·1 \| 17·2<br>FK<br>*Cell D B a 62' u E 16'* | Liverpool<br>British<br>*4 BH Cem*<br>*in B space 22'*<br>*f 122' 347t F P T 29t A P T 17t* | T. 3Cy. 22½", 38" & 62"–42" (*s*)<br>180lb *90lb* 273 NHP<br>1SB. *4cf*, GS 84, HS 3389 FD<br>Dunsmuir & Jackson, Gls. | 19 ″ 9<br>s 1 ″ 10½ | BT till ~~7,04~~ 7,05 | ~~6,02~~<br>7,04 |
| 206 — | Iron Sc Sr<br>96400 *J.H. Nesbitt 98–98*<br>UNDG *Elec. light* 1 *Dk 2 tr B* | 1470<br>1054<br>941 | | | | 1889<br>J. Blumer<br>& Co.<br>Sunderland | Tan Hap Seng | 242·5 \| 34·0 \| 18·3<br>P153' F29'<br>BK 9' | Singapore<br>British<br>*WB* | T. 3Cy. 20½", 33" & 54"–39"<br>180 NHP<br>G. Clark (Lim.), Sunderland | 19 ″ 6 | | |
| 207 | **Zylpha** Steel Sc Sr<br>102873 ~~*C. Mears –01*~~ ~~*ss* Cff. No. 2–02~~<br>NKFV 1 *Dk(Stl)* & *Web frames* & *pt Awng dk(Irn)*<br>*Jones –04* *ss* Bly. No 3–9,04 | 2918<br>2199<br>1867 | †100A1<br>*pt Awng dk*<br>*with freeboard*<br>9,04 ~~9,03~~<br>†LMC 9,04 | Npt *t*<br>Bly | | 1894<br>6mo | J. L. Thomp-son & Sons<br>Sunderland<br>A&CP | Turner, Brightman & Co.<br>*WB =* | 312·0 \| 41·0 \| 20·6<br>Q86' P29'<br>*pt Awng dk 197'* FK<br>*= Cell D B 218' 469t*<br>drp 04 | London<br>British<br>*6 BH Cem*<br>*A P T 51t* | T. 3Cy. 23", 37½" & 62½"–39"<br>160lb *160lb* (*s*) 249 NHP<br>2SB. *6cf*, GS 100, HS 3826<br>Blair & Co. (Lim.), Stockton | 23 ″ 1<br>s 8 ″ 9½ | | ~~9,02~~<br>N 9,04 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

NEW SHIPS NOT NAMED.

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Register Tonnage | Particulars of Classification. Character, &c. / Date of last Survey. | Built. When. / By Whom. / Where. | Owners. | Engines. / Flag. | Port of Registry. | Engines. No. & Dia. of cylinders, Stroke, Boiler Pressure, N.H.P., Horse power by Society's formula, I.H.P. reported by Ship's Engineer, Particulars of Boilers & Furnaces, Engine Maker's Name. | Speed. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | No. 117 | Steel Sc | 369 / 365 / 13 | 1904 / 8mo / Lloyd's 44 CP | J. Meyer / Zalt Bommel | Shipping Investments Ld. / C.H. Pile, Mgr. | 140·3 24·2 15·7 / Q 13 Bls F 16 / S.S.H.Com / W.B. — All D.R. (12 and F.) 4 F.Bs | London / Geo. Lo. / Boston / W.H. = F.P.T. 24t | C.2Cy. 14"&82"-24" (a) / 140lb Soft / 1SB.2pf.,68·40,ns1085 / ZwolscheMach.FabZwolle | 11 · 6 |
| | *Well deck* / *Mchy. Aft* | 1 Dk (Stl.) | | | | | | | | |
| *Now named "Squall," See No. 15 in Supplement.* | | | | | | | | | | |
| 2 | No. 110 | Steel Sc St | + 100 A1 Ams b / 1,05 / + LMC1,05 | 1905 / 1mo / Ysl | Shps. Mats. J. Croles / Lloyd's 44 CP | Shipping Investments, Ld. (C.H. Pile, Mgr.) | F16 / W.H. = F.P.T. 24t | Geo. Lo. / Boston | C.2Cy. 11½"&25"-18" (a) / 140lb / 1SR.2pf.,68·26,ns760 / W.H. Jacobs, Haarlem | 9 · 0 |
| | *Mchy. Aft* | 1 Dk (Stl.) | | | | | | | | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES.

| No. in key book | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Icemelting capacity per 24 hours. Tons. | No. | Capacity Cubic Ft. |
| 58 | Aberdeen | RMC2,04 | 1, Single | J.&E.Hall,Ld. | 1894 | Air | Hall | Air Charcoal | 100,000 | 17 | 3 | 61,000 |
| 91 | Achaia | | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | | 2,880 |
| 226 | Afric | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine Silicate Cotton | ... | | 6 | 250,000 |
| 334 | Akabo | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 3,800 |
| 417 | Albertville | | 1, Single | J.&E.Hall,Ld. | 1896 | Carb.Anhy. | Hall | Brine | ... | | | 2,828 |
| 549 | Algeria | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 1,800 |
| 615 | Allinga | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Charcoal | ... | | 2 | 803 |
| 633 | Alnwick Castle | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 5,080 |
| 665 | Altenburg | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 108,557 |
| 695 | Amarapoora | | | | | | | | | | | |
| 761 | Amiral Aube | | 1, Duplex | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 48,029 |
| 762 | Amiral Baudin | | 1, Duplex | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 48,029 |
| 763 | Amiral Courbet | | 1, Duplex | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 48,029 |
| 821 | Anchoria | | 1 | D.&W.Henderson&Co. | | Air | Bell-Coleman | Air Charcoal | ... | | 4 | 16,380 |
| 999 | Anversville | | 1, Single | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | 7,649 |
| 1000 | Aorangi | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 83,058 |
| 1001 | Aotea | [illegible] | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1895 | Air | Haslam | Air Charcoal | 240,000 | 42 | 4 | 224,124 |
| 1021 | Appomattox | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Air Hairfelt | ... | | 3 | 77,400 |
| 1031 | Arabia | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine | ... | | | 2,290 |
| 1037 | Arabic | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1068 | Arcadia | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 1069 | Arcadia | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine | ... | | | 2,290 |
| 1087 | Arcturus | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 19,000 |
| 1117 | Argo | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 33,000 |
| 1170 | Ariosto | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Hairfelt | ... | | | 32,500 |
| 1187 | Armenia | | 1, Single | J.&E.Hall,Ld. | 1896 | Carb.Anhy. | Hall | Brine | ... | | | 2,500 |
| 1236 | Arundel Castle | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | | Ammonia | Haslam | Brine Charcoal | ... | | 1 | 3,040 |
| 1312 | Assyria | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 2,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| Official No. | VESSEL'S NAME | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS No. | INSULATED CARGO CHAMBERS Capacity Cub. Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1323 | Astoria | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | — | | | |
| 1356 | Athenia | | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Silicate Cotton & Charcoal | — | | 4 | |
| 1357 | Athenian | | 2 | J.&E.Hall,Ld. | | 1. Carb. Anhy.<br>1. Air | Hall<br>Hall | Brine Charcoal<br>Air Charcoal | ... | | 1 | |
| 1361 | Athenic | | 2, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine Silicate Cotton | ... | | 10 | |
| 1398 | Atrato | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 8 | |
| 1437 | Augusta Victoria | | 1, Single | J.&E.Hall,Ld. | 1895 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1439 | Augustine | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | |
| 1450 | Aurania | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Charcoal | ... | | 2 | |
| 1452 | Aurelia | | | | | | | | | | | |
| 1473 | Australasian | R.M.C.I. | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1892 | Air | Haslam | Air Charcoal | 70,000 | 12 | 2 | |
| 1474 | Australia | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 1528 | Avondale Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | |
| 1535 | Awa Maru | | 1, Single | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1551 | Ayrshire | R.M.C.I. | 2, Single | Davey,Paxman&Co.Ld. | 1903 | Ammonia | Linde | Air&Brine Silicate Cotton | ... | | 6 | |
| 58 | Ballaarat | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 77 | Baltic | | 2, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | |
| 109 | Banffshire | | 2, Single | LindeBritishRefrigeration Co.Ld. | 1894 | Ammonia | Linde | Air Charcoal& Pumice | ... | | 6 | |
| 134 | Barbarossa | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Air Charcoal& Silicate Cotton | ... | | 2 | |
| 212 | Batavia | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 8 | |
| 239 | Bavarian | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | |
| 250 | Beacon Grange | | 1, Duplex | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 9 | |
| 320 | Belgravia | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 8 | |
| 477 | Berwick Castle | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | |
| 496 | Beta | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine Charcoal | ... | | 1 | |
| 518 | Bianca | | Duplex | C.G.Hanboldt,jr. | 1903 | Carb.Anhy. | Hanboldt | Brine Corkplates | ... | | 2 | |
| 599 | Blarney | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | |
| 615 | Blucher | | 1 | LindeBritishRefrigeration Co.Ld. | 1902 | Ammonia | Linde | Brine Charcoal | ... | | 1 | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Ice-melting capacity per 24 hours. Tons. | No. | Capacity Cubic Ft. |
| 637 | Bohemia | | 1, Single | Skodawerke, Pilsen | 1899 | Ammonia | Linde | Brine Charcoal & RiceHusks | ... | 3 | 5 | 14,600 |
| 640 | Bohemian | | 1, Duplex | Arrowsmith, Sinclair & Co. Ld. | | Ammonia | Ammonia Compression | Brine | ... | | | |
| | | | 1, Single | LiverpoolRefrigerationCo. | 1900 | Ammonia | | Hairfelt & Sawdust | ... | 15 | 8 | 30,103 |
| 656 | Bombala | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | | ... | | | 7,095 |
| 732 | Bostonian | | | Arrowsmith, Sinclair & Co. Ld. | | Ammonia | | Brine | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 10 | 1 | 10,150 |
| 751 | Bovic | | | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo. | 1898 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | | 3 | 41,120 |
| 803 | Brazilian | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Ammonia | Haslam | Brine Charcoal | ... | | | 8,800 |
| 817 | Bremen | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Air Charcoal & SilicateCotton | ... | | 2 | 25,761 |
| 881 | Britannia | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 919 | Briton | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 12,160 |
| 994 | Bulgaria | | 1, Duplex | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 11,350 |
| 1047 | Burutu | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 3 | 4,400 |
| 1056 | Buteshire | [illegible] | 2, Single | LindeBritishRefrigeration Co.Ld. | 1893 | Ammonia | Linde | Air Pumice | ... | | 6 | 221,280 |
| 85 | Calabria | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 1,000 |
| 105 | Caledonia | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 114 | Caledonian | | 1, Duplex | LiverpoolRefrigerationCo. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 10 | 2 | 20,469 |
| 120 | California | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 1,010 |
| 137 | Calypso | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine SilicateCotton Cowhair | ... | 5 | 2 | 14,400 |
| 154 | Cambrian | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | | Ammonia | Ammonia Compression | Brine | ... | 18 | 2 | 50,580 |
| | | | 1, Single | | | | | Hairfelt & Sawdust | | | | |
| 181 | Campania | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Hairfelt & Sawdust | ... | | 3 | 18,879 |
| 192 | Campinas | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine | ... | | | 40,950 |
| 198 | Canada | | 2, Duplex | LiverpoolRefrigerationCo.Ld. | 1899 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 26 | 6 | 55,666 |
| 205 | Canada Cape | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | SilicateCotton | ... | | 5 | 63,500 |
| 208 | Canadian | | 1, Duplex | ArrowsmithSinclairLiverpool | 1900 | Ammonia | | Brine Hairfelt. Waterproof Paper & Sawdust | ... | | | 58,524 |
| | | | 1, Duplex & 1, Single | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 15 | 8 | 29,810 |
| 219 | Canopic | | 4, Duplex | LiverpoolRefrigerationCo. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 40 | 4 | 66,000 |
| 237 | Cap Ortegal | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine & Air | ... | | | 9,845 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSELS NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. Number, Single or Duplex. | Makers. | Date of Construction. | System. | Type. | (1) Substance used for Refrigerating and (2) Insulating the Chambers. | LOWER. Quantity of Provisions it is capable of keeping frozen and chilled. | Capacity per 24 hours. | INSULATED CASES OR CHAMBERS. No. | Capacity. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Tons. | | Cubic Ft. |
| 23- | Cap Roca | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | |
| 388 | Carpathia | | 3, Duplex | LiverpoolRefrigerationCo.Ld. | 1903 | Ammonia | Ammonia Compression | Brine<br>Silicate Cotton | | 39 | 3 | |
| 483 | Cawdor Castle | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | | | | |
| 501 | Cedric | | 2, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine<br>Silicate Cotton | ... | | | |
| 510 | Celtic | | 2, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine<br>Silicate Cotton | ... | | | |
| 519 | Centro America | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1896 | Carb.Anhy.<br>Ammonia | Linde | Charcoal | ... | | 4 | |
| 542 | Cervona | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | |
| 546 | Cevic | | 2 | 1. J.&E.Hall,Ld. | | Carb Anhy. | Hall | Brine<br>Charcoal | ... | | | |
| | | | | 1. LiverpoolRefrigerationCo. | | Ammonia | Ammonia Compression | Brine<br>Hairfelt & Sawdust | | 16 | 2 | |
| 590 | Changsha | [illegible] | 1 | HaslamFoundry&Eng.Co.Ld. | 1900 | Air | Haslam | Air<br>Charcoal | 70,000 | 12 | 2 | |
| 694 | Chickahominy | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy | Hall | Air<br>Hairfelt | ... | | 7 | |
| 718 | China | | 2, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air<br>Charcoal | ... | | 4 | |
| 1055 | Clement | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine<br>Charcoal | ... | | 6 | |
| 1058 | Cleopatra | | 1, Single | SkodawerkePilsen | 1899 | Ammonia | Linde | Brine<br>Charcoal&<br>RiceHusks | ... | | 5 | |
| 1086 | Clodagh | [illegible] | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | 2 | |
| 1095 | Cluny Castle | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1096 | Clyde | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air<br>Charcoal | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine<br>Charcoal | | 16 | 7 | |
| 1180 | Columbia | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1193 | Columbian | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1899 | Ammonia | Ammonia Compression | Brine<br>Hairfelt & Sawdust | ... | 10 | 2 | |
| 1227 | Commonwealth | [illegible] | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1902 | Air | Haslam | Air<br>Charcoal | 170,000 | 30 | 5 | |
| 1239 | Comrie Castle | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1318 | Constantin | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | |
| 1339 | Contra Amiral Caubet | | | | | | | | | | | |
| 1353 | Coptic | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine<br>Charcoal | ... | | | |
| 1369 | Cordilleras | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine | ... | | | |
| 1387 | Corinthian | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb Anhy. | Hall | Brine<br>Charcoal | ... | 42 | 1 | |
| 1389 | Corinthic | [illegible] | 2, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine<br>Silicate Cotton | ... | 120 | 10 | |
| 1410 | Cornishman | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine | ... | | | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| Official No. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1415 | Cornwall | RMC [illegible] | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1896 | Air | Haslam | Air Charcoal | 240,000 | 42 | 6 | 229,960 |
| 1532 | Cretic | | 2, Duplex 1. Single | LiverpoolRefrigerationCo.Ld | 1902 | Ammonia | Ammonia Compression | Brine Silicate Cotton | ... | 25 | 8 | 5,082 |
| 1602 | Cuzco | | 1 | D.&W.Henderson&Co. | | Air | Bell-Coleman | Air Charcoal | ... | | 1 | 25,963 |
| 1619 | Cymric | | 2 | 1. J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| | | | | 1. LiverpoolRefrigeration Co. | | Ammonia | Ammonia Compression | Brine Hairfelt&Sawdust | ... | 16 | 2 | 82,510 |
| 1630 | Cyril | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 1,760 |
| 35 | Dago | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 17,981 |
| 83 | Damascus | [illegible] RM [illegible]5,05 | 1, Single | J.&E.Hall,Ld. | 1894 | Air | Hall | Air Charcoal | 70,000 | 12 | 2 | 57,000 |
| 105 | Danube | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 8 | 51,184 |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1901 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 16 | | |
| 205 | Delphic | [illegible] RMC1,05 | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1897 | Air | Haslam | Air Charcoal | 340,000 | 58 | 9 | 286,680 |
| 252 | Deutschland | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 6,225 |
| 261 | Devon | [illegible] | 2. Duplex | HaslamFoundry&Eng.Co.Ld. | 1897 | Air | Haslam | Air Charcoal | 240,000 | 42 | 6 | 229,960 |
| 263 | Devona | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 20,000 |
| 268 | Devonian | | 1, Single 1, Duplex | LiverpoolRefrigerationCo.Ld | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt&Sawdust | ... | 15 | 10 | 84,400 |
| 382 | Dominion | | 1 | J.&.E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 30,842 |
| 432 | Doric | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| 450 | Dorset | [illegible] RMC3,05 | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine Silicate Cotton | ... | 120 | 6 | 300,000 |
| 469 | Doune Castle | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 2,280 |
| 482 | Dover Castle | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | | Brine | ... | | | 16,427 |
| 506 | Drayton Grange | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine Charcoal | ... | 120 | 5 | 210,150 |
| 598 | Duke of Norfolk | | 2 | GrangeIronCo.Ld. | | Air | Lightfoot | Air Charcoal | ... | | 5 | 116,600 |
| 600 | Duke of Portland | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | 72 | 4 | 118,786 |
| 624 | Dunbrody | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine Hairfelt | .. | | 2 | 25,000 |
| 646 | Dunluce Castle | | 1, Duplex | J.&.E.Hall,Ld. | 1903 | Carb.Anhy. | | Brine | ... | | | 16,427 |
| 653 | Dunolly Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | .. | | 2 | 6,000 |
| 655 | Dunottar Castle | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | .. | | | 2,000 |
| 667 | Dunvegan Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | 6,280 |
| 677 | Durham Castle | | 1, Duplex | J.&.E.Hall,Ld. | 1903 | Carb.Anhy. | | Brine | ... | | | 16,427 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers | POWER. Cubic ft. of air delivered per hour | POWER. Icemelting capacity per 24 hours Tons. | INSULATED CARGO CHAMBERS. No | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 99 | Eden | | 1 | Linde British Refrigeration Co. Ld. | 1900 | Ammonia | Linde | Silicate Cotton | | | 1 | 2,3[illegible] |
| 374 | Elstree Grange | [illegible] 10,04 RMC 1,05 | 1, Duplex | J. & E. Hall, Ld. | 1895 | Carb. Anhy. | Hall | Brine Charcoal | ... | | 7 | 168,280 |
| 450 | Empire | | 1, Duplex | Liverpool Refrigeration Co. Ld | 1902 | Ammonia | | Brine Silicate Cotton | 80,000 | 5 | 1 | 15,000 |
| 465 | Empress of China | | 1, Duplex | Linde British Refrigeration Co. Ld. | | Ammonia | Linde | Brine | ... | | | |
| 501 | Englishman | | 2, Duplex | Liverpool Refrigeration Co. Ld | 1899 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 20 | 2 | 20,670 |
| 652 | Essex | RMC 4,04 12,04 | 1, Duplex | J. & E. Hall, Ld. | 1902 | Carb. Anhy. | Hall | Brine Silicate Cotton | ... | 120 | 6 | 300,000 |
| 699 | Etonian | | 1, Single | Liverpool Refrigeration Co. Ld. | 1902 | Ammonia | Ammonia Compression | Brine Silicate Cotton | ... | 8 | 3 | 15,500 |
| 701 | Etruria | | 1 | Hercules Iron Works | | Ammonia | | Brine Charcoal | ... | | 2 | 20,142 |
| 781 | Everton Grange | RMC 5,04 1,05 | 1, Duplex | J. & E. Hall, Ld. | 1903 | Carb. Anhy. | Hall | Brine | ... | | 8 | 316,000 |
| 810 | Express | | 1, Single | J. & E. Hall, Ld. | 1897 | Carb. Anhy. | Hall | Brine Hairfelt | ... | | 3 | 20,040 |
| 148 | Edwin Fox (Sailing) | | 2 | Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 89,000 |
| 74 | Fantee | | 1, Single | J. & E. Hall, Ld. | 1898 | Carb. Anhy. | Hall | Brine | ... | | | 8,250 |
| 170 | Ficaria | | | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Hairfelt | ... | | 10 | 58,800 |
| 181 | Fifeshire | [illegible] RMC 12,04 | 2, Single | Davey, Paxman & Co. Ld. | 1898 | Ammonia | Linde | Air Charcoal | ... | | 6 | 225,420 |
| 519 | Friedrich der Grosse | | 1 | Linde British Refrigeration Co. Ld. | | Ammonia | Linde | Air Charcoal, & Silicate Cotton | ... | | 2 | 16,245 |
| 523 | Friesland | | 1, Duplex | Liverpool Refrigeration Co. Ld. | 1903 | Ammonia | Ammonia Compression | Brine Silicate Cotton | ... | 10 | 2 | 19,800 |
| 589 | Furnessia | | 1 | D. & W. Henderson & Co. | | Air | Bell-Coleman | Air Charcoal | ... | | 4 | 20,1[illegible] |
| 26 | Gaelic | | 1 | Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 29 | Gaika | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 8,760 |
| 44 | Galeka | | 1, Duplex | J. & E. Hall, Ld. | 1899 | Carb. Anhy. | Hall | Brine Charcoal | ... | | 6 | 12,720 |
| 52 | Galician | | 2 | J. & E. Hall, Ld. | 1900 | Carb Anhy. | Hall | Brine Charcoal | ... | | 6 | 12,72[illegible] |
| 103 | Garonne | | 1 | Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 11,8[illegible] |
| 116 | Gascon | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 5 | 9,7[illegible] |
| 122 | Gaul | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,800 |
| 139 2 Supp | Geelong | [illegible] RMC 3,05 | 1, Duplex | J. & E. Hall, Ld. | 1904 | Carb. Anhy. | Hall | Brine Charcoal | ... | 54 | 4 | 193,2[illegible] |
| 195 | Georg | | 1, Single | J. & E. Hall, Ld. | 1898 | Carb. Anhy. | Hall | Brine | ... | | | 20,0[illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 244 | Georgian | | | Arrowsmith, Sinclair & Co. Ld. | | Ammonia | | Brine | ... | | | |
| | | | 1, Duplex | Liverpool Refrigeration Co. | 1899 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 10 | 4 | 20,830 |
| 247 | Georgic | | 2 | 1. J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | | |
| | | | | 1. Liverpool Refrigeration Co. | | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 16 | 2 | 24,180 |
| 267 | German | | 1, Duplex | J. & E. Hall, Ld. | 1898 | Carb. Anhy. | Hall | Brine | ... | | | 12,850 |
| 278 | Germanic | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | | |
| 410 | Glengariff | | 1, Single | J. & E. Hall, Ld. | 1900 | Carb. Anhy. | Hall | Brine | ... | | | 10,849 |
| 505 | Goorkha | | 1, Duplex | J. & E. Hall, Ld. | 1897 | Carb. Anhy. | Hall | Brine | ... | | | 12,850 |
| 533 | Goth | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,550 |
| 536 | Gothic | [illegible] | 2, Duplex | J. & E. Hall, Ld. | 1893 | Carb. Anhy. | Hall | Brine Charcoal | ... | | 14 | 200,080 |
| 576 | Graf Waldersee | | 1, Duplex | J. & E. Hall, Ld | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 11,850 |
| 633 | Greek | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,550 |
| 635 | Greenbrier | | 1, Duplex | J. & E. Hall, Ld. | 1902 | Carb. Anhy. | Hall | Air Hairfelt | ... | | 8 | 82,476 |
| 654 | Grenada | | 1, Duplex | Linde British Refrigeration Co. Ld. | | Ammonia | Linde | Brine & Air | ... | | | |
| 686 | Groningen | | 1, Single | Ransomes & Rapier | 1902 | Ammonia | Simplex Absorption | Ammonia Charcoal | ... | 2½ | 1 | 5,400 |
| 688 | Grosser Kurfürst | | | | | | | | | | | |
| 707 | Guasco | | 1 | Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Charcoal | ... | | 2 | 34,880 |
| 711 | Guelph | | 1 | J. & E. Hall, Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,481 |
| 736 | Gulf of Venice | | 1, Duplex | Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 88,821 |
| 50 | Hailar | | 3 | 1. Haslam Foundry & Eng. Co. Ld. | | Air | Haslam | Air Hairfelt & Sawdust | ... | | 6 | 59,160 |
| | | | | 1. Kilbourn Patent Refrigerator Co. Ld. | | Ammonia | Kilbourn | Brine Hairfelt & Sawdust | ... | 10 | 2 | 21,870 |
| | | | | 1. Liverpool Refrigeration Co. | | Ammonia | Ammonia Compression | | | | | |
| 60 | Hakata Maru | | 1 | Linde British Refrigeration Co. Ld. | | Ammonia | Linde | Brine Charcoal | ... | | 4 | 1,500 |
| 1 Sup. | Halifax (*ex* Minho) | [illegible] | 1, Duplex | J. & E. Hall, Ld. | 1896 | Carb. Anhy. | Hall | Brine Charcoal | ... | | 6 | 7,016 |
| 166 | Harlech Castle | | 1 | Haslam Foundry & Eng. Co. Ld. | | Ammonia | Haslam | Brine Charcoal | ... | | 1 | 2,960 |
| 172 | Harmodius | [illegible] | 1, Single | Haslam Foundry & Eng. Co. Ld. | 1894 | Air | Haslam | Air Charcoal | 85,000 | 15 | 8 | 79,474 |
| 173 | Harmonides | [illegible] | 1, Single | Haslam Foundry & Eng. Co. Ld. | 1894 | Air | Haslam | Air Charcoal | 70,000 | 12 | 2 | 58,779 |
| 236 | Haverford | | 1, Duplex | Liverpool Refrigeration Co. | 1901 | Ammonia | Ammonia Compression | Ammonia Charcoal | ... | | 1 | 19,800 |
| 237 | Haversham Grange | [illegible] | 1, Duplex | J. & E. Hall, Ld. | 1902 | Carb. Anhy. | Hall | Brine Charcoal | ... | 120 | 9 | 304,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and [illegible] of Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Year of Construction. | System | Type | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254 | Hawkes Bay | | 1, Duplex | J.&E.Hall,Ld. | 1890 | Air | Hall | Air Charcoal | 200,000 | 34 | 4 | 155,000 |
| 293 | Hector | [illegible] | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 45,640 |
| 373 | Heliades | [illegible] | 2, Single | LindeBritishRefrigeration Co.Ld. | 1891 re-built 1902 | Ammonia | Linde | Air Charcoal | ... | | 1 | 48,000 |
| 391 | Hellig Olav | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 22,500 |
| 393 | Hellopes | [illegible] | 2, Single | LindeBritishRefrigeration Co.Ld. | 1893 | Ammonia | Linde | Brine Charcoal | ... | 14 | 1 | 48,000 |
| 440 | Heraclides | [illegible] | 2, Single | LindeBritishRefrigeration Co.Ld. | 1893 | Ammonia | Linde | Brine Charcoal | ... | | 1 | 48,000 |
| 508 | Hermione | [illegible] | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1895 | Air | Haslam | Air Charcoal | 70,000 | 12 | 2 | 50,151 |
| 547 | Hesione | [illegible] | 1, Duplex<br>1, Single | HaslamFoundry&Eng.Co.Ld. | 1889 | Air | Haslam | Air Charcoal | 180,000 | 31 | 6 | 189,120 |
| 570 | Highland Brigade | | 2, Duplex | LindeBritishRefrigeration Co.Ld. | 1901 | Ammonia | | Brine Charcoal | ... | 72 | 8 | 199,800 |
| 571 | Highland Chief | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | | | 16 | 8 | 141,708 |
| 572 | Highland Corrie | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 170,079 |
| 573 | Highland Enterprise | | 1, Duplex | LiverpoolRefrigerationCo.Ld | 1903 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 60 | 7 | 192,142 |
| 574 | Highland Ghillie | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 5 | 167,266 |
| 575 | Highland Glen | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | | | 16 | 8 | 151,624 |
| 576 | Highland Harris | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1904 | Ammonia | Haslam | Brine | ... | | 8 | 289,125 |
| 577 | Highland Heather | | | | | | | | | | | |
| 578 | Highland Hope | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1903 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 60 | 7 | 192,142 |
| 579 | Highland Laird | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1899 | Ammonia | Linde | Brine SilicateCotton | ... | | 4 | 154,[illegible] |
| 580 | Highland Lassie | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 8 | 129,615 |
| 581 | Highland Mary | | 1 | J.&E.Hall,Ld | | Carb.Anhy | Hall | Brine Charcoal | ... | | | |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | | | 16 | 8 | 149,436 |
| 583 | Highland Scot | | 3 | 2. J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 4 | 82,[illegible] |
| | | | | 1. HerculesIronWorks | | Ammonia | | Brine Charcoal | | | | |
| 584 | Highland Watch | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1904 | Ammonia | Haslam | Brine | ... | | 8 | 289,125 |
| 615 | Himalaya | | 2 | HaslamFoundry&Eng.Co.Ld. | | | Haslam | Air Charcoal | ... | | | |
| 635 | Hippomenes | [illegible] | 2, Single | KilbournPatentRefrigerator Co.Ld. | 1889 &1899 | Ammonia | Kilbourn | Brine Charcoal | ... | | 1 | 47,[illegible] |
| 754 | Hongkong Maru | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 1,[illegible] |
| 793 | Hornby Grange | [illegible] | 2, Duplex | 1. HaslamFoundry&Eng.Co. Ld. | 1890 | Air | Haslam | Air Charcoal | 120,000 | 31 | 8 | 113,[illegible] |
| | | | | 1. J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine Charcoal | | | | |
| 890 | Hurona | | | | | | | | ... | | | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of last Survey of Refrigerating Appliances | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Ice-melting capacity per 24 hours. Tons. | No. | Capacity Cubic Ft. |
| 908 | Hydaspes | | 1, Single | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Rice Husks | ... | | 2 | 10,000 |
| 14 | Iberian | | 1, Duplex | LiverpoolRefrigerationCo.Ld | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 16 | 2 | 21,463 |
| 114 | Inanda | | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | | Brine | ... | | | 2,000 |
| 132 | India | | 2, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 84,000 |
| 153 | Indore | | 1, Duplex | LiverpoolRefrigerationCo. | 1898 | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 16 | 2 | 28,506 |
| 157 | Indradevi | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 218,293 |
| 158 | Indraghiri | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | |
| 159 | Indralema | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 9 | 248,295 |
| 210 | Inkosi | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 1,430 |
| 244 | Iona | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1897 | Ammonia | Linde | Brine RiceHusks | ... | 4 | 2 | |
| 251 | Ionian | | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1901 | Ammonia | Haslam | Brine Charcoal | ... | | 2 | 6,490 |
| 253 | Ionic | [illegible] | 2, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 10 | 297,837 |
| 291 | Irishman | | 4, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 40 | 4 | 60,239 |
| 422 | Itsukushima Maru | | 2 | GrangeIronCo.Ld. | | Air | Lightfoot | Air Charcoal | ... | | 6 | 111,000 |
| 436 | Ivernia | | 3, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Hairfelt Paper& Sawdust | ... | 36 | 4 | 56,000 |
| 3 | J. C. la Cour | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 44,221 |
| 53 | Jaffa | | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1902 | Carb.Anhy. | Haslam | Brine SilicateCotton | ... | 14 | 2 | 40,000 |
| 149 | Jebba | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 6,000 |
| 351 | Jumna | | 2 | 1. HaslamFoundry&Eng.Co. Ld,<br>1. LindeBritishRefrigeration Co.Ld. | | Air<br>Ammonia | Haslam<br>Linde | Air RiceHusks | ... | | 6 | 112,198 |
| 22 | Kaikoura | | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1903 | Ammonia | Haslam | Brine&Air SilicateCotton | ... | | 6 | 281,460 |
| 23 | Kaipara | | 2, Single | Davey,Paxman&Co.Ld. | 1903 | Ammonia | Linde | Brine&Air SilicateCotton | ... | | 6 | 281,460 |
| 45 | Kalgoorlie | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine Charcoal | ... | | 1 | 6,072 |
| 66 | Kanagawa Maru | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine Charcoal | ... | | 4 | 1,500 |
| 77 | Kanowna | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1902 | Air | Haslam | Air Charcoal | ... | | 1 | 10,000 |
| 78 | Kansas | | | Arrowsmith,Sinclair&Co.Ld. | | Ammonia | | Brine | ... | | | |
| 87 | Kapiti | | 1, Single | LindeBritishRefrigeration Co.Ld. | 1902 | Ammonia | Linde | Brine | ... | ½ | 2 | 7,319 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Index | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction | System | Type. | | Cubic ft. of air delivered per hour. | Icemelting capacity per 24 hours | No. | Capacity |
| | | | | | | | | | | Tons. | | Cubic Ft. |
| 93 | Karamea | [illegible] | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal&SilicateCotton | 240,000 | 42 | 6 | 225,000 |
| 119 | Kastalia | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 13,498 |
| 190 | Kelvindale | [illegible] | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1901 | Ammonia | Haslam | Brine Charcoal | ... | | 4 | 92,984 |
| 199 | Kenilworth Castle | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 30,700 |
| 201 | Kenmare | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 14,000 |
| 211 | Kensington | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Hairfelt& Sawdust | ... | | 1 | 10,000 |
| 215 | Kent | RMC [illegible] | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 240,000 | 42 | 6 | 225,000 |
| 268 | Kildona | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 15,000 |
| 275 | Killarney | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 14,6[illegible] |
| 345 | Kingstonian | | 1, Duplex | LiverpoolRefrigerationCo. | 1901 | Ammonia | Ammonia Compression | Brine Hairfelt, Waterproof Paper & Sawdust | ... | 16 | 2 | 28,6[illegible] |
| 461 | Koldinghuus | | 9 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Hairfelt | ... | | 5 | 42,693 |
| 506 | Konigin Luise | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Air Charcoal& Silicate Cotton | ... | | 2 | 26,761 |
| 511 | Koning Willem I. | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 6,[illegible] |
| 606 | Kumano Maru | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 2,[illegible] |
| 607 | Kumara | [illegible] | 2, Duplex | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 350,000 | 60 | 6 | 229,850 |
| 659 | Kyarra | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1903 | Air | Haslam | Air Charcoal | ... | | 1 | 10,000 |
| 47 | La Plata | | 2 | 1. J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 2,171 |
| | | | | 1. HaslamFoundry&Eng.Co. Ld. | | Air | Haslam | Air Charcoal | | | | |
| 98 | Lady Hudson-Kinahan | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | | ... | | | |
| 109 | Lady Martin | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | | ... | | | |
| 120 | Lady Roberts | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | | ... | | | |
| 128 | Lady Wolseley | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | | ... | | | |
| 152 | Lake Champlain | | | | | | | | | | | |
| 153 | Lake Erie | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1899 | Ammonia | Linde | Brine Charcoal | ... | | 4 | 74,2[illegible] |
| 154 | Lake Manitoba | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 1,7[illegible] |
| 156 | Lake Michigan | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 3,[illegible] |
| 165 | Lakonia | | 1, Single | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 14,0[illegible] |
| 179 | Lancastrian | | 2, Single | LiverpoolRefrigerationCo.Ld | | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | | 2 | 27,8[illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Icemelting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 | Langton Grange | | 1, Duplex | J.&E.Hall,Ld. | 1896 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 185,600 |
| 282 | Leeuwarden | | 1, Single | Ransomes&Rapier | 1903 | Ammonia | Simplex Absorption | Ammonia Charcoal | ... | 2½ | 1 | 5,400 |
| 299 | Leitrim | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1896 | Ammonia | Linde | Brine Charcoal | ... | | 2 | 97,680 |
| 338 | Leopoldville | | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | | 8,220 |
| 480 | Lismore Castle | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 2,280 |
| 721 | Lucania | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Hairfelt& Sawdust | ... | | 3 | 18,879 |
| 790 | Lusitania | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | 100,000 |
| 31 | Macedonia | | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1903 | Air | Haslam | Air Charcoal | 145,000 | 30 | 4 | 80,000 |
| 49 | Macquarie | | 2 | 1. HaslamFoundry&Eng.Co. Ld.<br>1. J.&E.Hall,Ld. | | Air<br>Carb.Anhy. | Haslam<br>Hall | Charcoal<br>Air | ... | | 7 | 132,040 |
| 76 | Magdalena | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 9 | 53,904 |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1901 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 16 | | |
| 124 | Main | | 1, Single | LindeBritishRefrigeration Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal& SilicateCotton | ... | | 1 | 3,532 |
| 139 | Majestic | | 2 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Air Charcoal | ... | | | |
| 223 | Manchester City | | 1, Duplex | KilbournPatentRefrigerator Co.Ld. | 1898 | Ammonia | Kilbourn | Brine SilicateCotton &Hairfelt | ... | | 2 | 10,000 |
| 224 | Manchester Commerce | | 1, Duplex | KilbournPatentRefrigerator Co.Ld. | 1899 | Ammonia | Kilbourn | Brine RiceHusks& Hairfelt | ... | | 2 | 10,000 |
| 236 | Manchester Trader | | 1 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 8,000 |
| 237 | Manchuria | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 63,700 |
| 239 | Manchuria | | 1, Single | SkodawerkePilsen | 1901 | Ammonia | Linde | Brine RiceHusks | ... | 2½ | 1 | 650 |
| 264 | Manistee | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Air Cowhair | ... | | 10 | 145,000 |
| 267 | Manitou | | 4, Single | De la Vergne | 1898 | Ammonia | De la Vergne | Brine Shavings, Wood&Paper | ... | | 4 | |
| 296 | Manxman | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | | |
| 299 | Manzanilla | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Carb.Anhy. | Haslam | Air Charcoal | ... | | | 18,000 |
| 300 | Maori | | 4, Single<br>1, Duplex | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | 330,000 | 56 | 6 | 209,847 |
| 302 | Maori King | | 2, Single | J.&E.Hall,Ld. | 1890 | Air | Hall | Air Charcoal | 160,000 | 28 | 4 | 124,000 |
| *Now named "Espérance," See No. 21 in Supplement.* | | | | | | | | | | | | |
| 316 | Marathon | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 91,787 |
| 336 | Marere | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 252,000 |
| 443 | Marina | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | 6 | 4 | 12,000 |
| 477 | Marmora | | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1903 | Air | Haslam | Air Charcoal | 145,000 | 30 | 4 | 80,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Name and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour | Lbs. melting capacity per 24 hours. Tons. | No. | Capacity Cubic ft. |
| 488 | Marquette | | 1, Duplex | LiverpoolRefrigerationCo.Ld | 1903 | Ammonia | Ammonia Compression | Brine Shavings, Wood & Paper | ... | 17 | 4 | |
| 532 | Martinique | | 1 | Haslam Foundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 1,760 |
| 589 | Matatua | [illegible] | 2, Single | J & .Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 8 | 259,920 |
| 602 | Matina | | 1, Duplex | J.&.E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Air Cowhair | ... | | 10 | 145,000 |
| 669 | Mecklenburg | | 1. Duplex | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 104,000 |
| 679 | Medic | [illegible] | 1. Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 6 | 250,000 |
| 719 | Melville | | 2, Single<br>1, Duplex | J.&E.Hall,Ld.<br>J.&E.Hall,Ld. | 1903<br>1904 | Carb.Anhy. | Hall | Brine | ... | | | 64,000 |
| 742 | Menominee | | 4, Single | De la Vergne | 1898 | Ammonia | De la Vergne | Brine Shavings, Wood&Paper | ... | | 3 | |
| 793 | Merion | | 1, Duplex<br>1, Single | LiverpoolRefrigerationCo. | 1902 | Ammonia | Ammonia Compression | Ammonia Charcoal | ... | | 6 | 71,800 |
| 822 | Mesaba | | 2, Single | De la Vergne | 1898 | Ammonia | De la Vergne | Brine Shavings, Wood&Paper | ... | | 4 | |
| | | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1898 | | Linde | Charcoal | ... | | | |
| 831 | Meteor | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | | 8,760 |
| 846 | Mexico | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 1,010 |
| 850 | Miami | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Air Cowhair | ... | | 10 | 134,000 |
| 858 | Michail | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 34,874 |
| 864 | Michigan | | 1, Duplex | KilbournPatentRefrigerator Co.Ld. | 1899 | Ammonia | | Brine Hairfelt& Sawdust | ... | 5 | 1 | 12,000 |
| 910 | Miltiades | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 91,797 |
| 919 | Mimiro | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoa | ... | | 6 | 251,250 |
| 959 | Minneapolis | | 2, Duplex | J.&E.Hall,Ld. | 1900 | Brine | Hall | Charcoal | ... | | 3 | 46,584 |
| 962 | Minnehaha | | 2, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 3 | 46,584 |
| 965 | Minnetonka | | 2, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Silicate Cotton | ... | | 3 | 46,584 |
| 978 | Miowera | | | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 18,000 |
| 1031 | Moeraki | | 1, Single | A.C.Macdonald | 1902 | Ammonia Compression | Hercules | Ammonia Charcoal | ... | | 1 | 1,500 |
| 1042 | Moidart | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 12,000 |
| 1051 | Moldavia | | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1903 | Air | Haslam | Air Charcoal | 145,000 | 30 | 3 | 74,500 |
| 1056 | Moltke | | 1 | LindeBritishRefrigeration Co.Ld. | 1902 | Ammonia | Linde | Brine Charcoal | ... | | 1 | [illegible] |
| 1068 | Monarch | | 2, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | [illegible] |
| 1083 | Mongolia | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 53,700 |
| 1084 | Mongolia | | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1903 | Air | Haslam | Air Charcoal | 145,000 | [illegible] | 3 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in list | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Icemelting capacity per 23 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1120 | Montcalm | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 30,000 |
| 1123 | Monte Videan | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Ammonia | Haslam | Brine Charcoal | ... | | | 8,400 |
| 1126 | Monteagle | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 30,000 |
| 1135 | Montezuma | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 2,564 |
| 1136 | Montfort | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Brine | ... | | 1 | 25,000 |
| 1139 | Montreal | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 2,564 |
| 1141 | Montrose | | 1, Duplex | BritishRefrigerationCo.Ld. | 1897 | Ammonia | Linde | Brine Rice Husks | ... | | 2 | 27,000 |
| 1158 | Moravia | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 11,000 |
| 1160 | Moravian | [illegible] | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 120,000 | 21 | 4 | 72,149 |
| 1161 | Morayshire | [illegible] | 2, Single | Davey,Paxman&Co.Ld. | 1898 | Ammonia | Linde | Air Charcoal | ... | | 6 | 221,280 |
| 1162 | Morea | | 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | | 2,750 |
| 1219 | Mount Temple | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 3,100 |
| 1246 | Munchen | | 1, Single | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Charcoal | ... | | 1 | 7,000 |
| 4 | N. J. Fjord | | 10 | J.&E.Hall,Ld. | | Carb. Anhy. | Hall | Brine Hairfelt | ... | | 6 | 47,200 |
| 40 | Nairnshire | [illegible] 9,01 | 2, Single | Davey,Paxman&Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal | ... | | 6 | 227,150 |
| 93 | Narrung | [illegible] RMC1,05 | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1896 | Air | Haslam | Air Charcoal | 120,000 | 21 | 2 | 71,063 |
| 145 | Nebraskan | | 1, Duplex | RemingtonMachineryCo., Wilmington. | 1902 | Ammonia | | Brine Cork | ... | 12 | 1 | 27,500 |
| 261 | Nevadan | | 1, Duplex | RemingtonMachineryCo., Wilmington. | 1902 | Ammonia | | Brine Cork | ... | 12 | 1 | 27,500 |
| 279 | New York | | 2 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Charcoal | ... | | 1 | 20,000 |
| 290 | Newark Castle | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 5,030 |
| 375 | Nile | | 1<br>1, Duplex | J.&E.Hall,Ld.<br>LiverpoolRefrigerationCo.Ld. | 1901 | Air<br>Ammonia | Hall<br>Ammonia Compression | Air Charcoal<br>Brine Charcoal | ...<br>... | 16 | 8 | 51,184 |
| 388 | Nineveh | [illegible] RMC3,05 | 1, Single | J.&E.Hall,Ld. | 1894 | Air | Hall | Air Charcoal | 100,000 | 17 | 4 | 63,000 |
| 402 | Nippon Maru | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 2,000 |
| 415 | Niwaru | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 252,000 |
| 430 | Noordam | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 6,600 |
| 451 | Nord America | | 1, Single | J.&E.Hall,Ld. | 1896 | Carb.Anhy. | Hall | Brine | ... | | | 2,000 |
| 505 | Norfolk | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 8 | 266,327 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSELS NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Icemelting capacity per 24 hours. Tons. | No. | Capacity Cubic ft. |
| 520 | Norman | | 2 | J.&E.Hall,Ld. | | Carb. Anhy. | Hall | Brine Charcoal | ... | | 4 | 12,[illegible] |
| 550 | Norseman | | 4, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 40 | 4 | 64,[illegible] |
| 628 | Novo | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 19,[illegible] |
| 693 | Numidian | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | | Haslam Ammonia | Brine Charcoal | ... | | | 10,[illegible] |
| 12 | Oakwood | [illegible] RMC [illegible] 7,04 [illegible] RMC [illegible] 5,05 | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1902 | Ammonia | Ammonia Compression | Brine pipes SilicateCotton | ... | 20 | 2 | 30,[illegible] |
| 47 | Oceana | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | | 30,[illegible] |
| 52 | Oceanic | | 2, Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | |
| 132 | Olga | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb. Anhy. | Hall | Brine | ... | | | 20,[illegible] |
| 165 | Olympia | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 1,[illegible] |
| 179 | Omrah | [illegible] RMC [illegible] 2,05 | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 170,000 | [illegible] | 2 | 37,[illegible] |
| 218 | Ophir | [illegible] RMC [illegible] 11,04 RMC2,05 | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1891 | Air | 1. Bell-Coleman | Air Charcoal | | | | |
| | | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1891 | Air | 1. Haslam | Air Charcoal& SilicateCotton | 130,000 | 23 | 4 | 66,[illegible] |
| 223 | Oracabessa | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Air Hairfelt | ... | | 11 | |
| 229 | Orange Branch | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 30,[illegible] |
| 230 | Oranje | | | | | | | | | | | |
| 252 | Orestes | [illegible] RMC [illegible] 12,04 | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 47,[illegible] |
| 261 | Oriana | | 2, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 23,[illegible] |
| 263 | Orient | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Bell-Coleman | Air Charcoal | ... | | 2 | 35,[illegible] |
| 272 | Orinoco | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 3 | 5,[illegible] |
| 294 | Orita | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 3,[illegible] |
| 295 | Orizaba | | 2 | 1. Benj.Goodfellow<br>1. HaslamFoundry&Eng.Co. Ld. | | Air<br>Air | Goodfellow<br>Haslam | Air | ... | | | |
| 311 | Ormuz | [illegible] RMC [illegible] 1,05 | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Air | 1. Haslam | Air Charcoal | 180,000 | 28 | 2 | 44,[illegible] |
| | | | 1, Duplex | | | Air | 1,Bell-Coleman | | | | | |
| 322 | Orontes | [illegible] 10,05 | 2, Single | HaslamFoundry&Eng.Co.Ld. | 1902 | Air | Haslam | Air Charcoal | 170,000 | 80 | 4 | 44,[illegible] |
| 325 | Orotava | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Bell-Coleman | Air | ... | | | |
| 327 | Oroya | | 2 | 1. Benj.Goodfellow<br>1. HaslamFoundry&Eng.Co. Ld. | | Air<br>Air | Goodfellow<br>Haslam | Air | ... | | | |
| 334 | Ortona | | 2, Single | Benj.Goodfellow,Ld. | | Air | Goodfellow | | ... | | | |
| 335 | Oruba | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Bell-Coleman | Air | ... | | | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Icemelting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 351 | Oscar II. | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 22,421 |
| 397 | Oswestry Grange | RMC2,05 | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Charcoal | ... | 120 | 5 | 210,150 |
| 459 | Ovingdean Grange | | 1, Duplex | J.&E.Hall,Ld. | 1895 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 110,080 |
| 468 | Oxonian | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1900 | Ammonia | Ammonia Compression | Brine SilicateCotton | ... | 16 | 2 | 24,401 |
| 24 | Pakeha | RMC2,05 | 1, Duplex 1, Single | HaslamFoundry&Eng.Co.Ld. | 1890 | Air | Haslam | Air Charcoal | 205,000 | 35 | 5 | 143,540 |
| 30 | Palatia | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 31,275 |
| 62 | Pampa | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air | ... | | | 29,575 |
| 65 | Panama | | 2, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 4,620 |
| 93 | Papanui | | 2 | Davey,Paxman&Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal | ... | | 6 | 225,000 |
| 94 | Paparoa | | 2, Single | LindeBritishRefrigeration Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal | ... | | 8 | 226,490 |
| ~~107~~ 3Supp. | Parana | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | 96 | 5 | ~~111,000~~ 138,155 |
| ~~116~~ | ~~Parima~~ | | ~~1, Single~~ | ~~HaslamFoundry&Eng.Co.Ld.~~ | ~~1895~~ | ~~Air~~ | ~~Haslam~~ | ~~Air Charcoal~~ | ~~60,000~~ | ~~10~~ | ~~2~~ | ~~65,191~~ |
| 125 | Parisian | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 7,000 |
| 164 | Patricia | | 1, Duplex | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 26,135 |
| 246 | Pembroke Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,200 |
| 264 | Penelope | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 12,000 |
| 329 | Perm | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 20,000 |
| 354 | Persic | RMC1,05 | 1,Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 6 | 250,000 |
| 359 | Perthshire | | 2, Single | Davey,Paxman&Co.Ld. | 1893 | Ammonia | Linde | Air Charcoal& RiceHusks | ... | | 6 | 222,000 |
| 363 | Perugia | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 1,000 |
| 427 | Philadelphian | | 2, Single | LiverpoolRefrigerationCo.Ld. | | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 10 | 2 | 27,310 |
| 430 | Philippeville | | 1, Single | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | 7,649 |
| 437 | Phoenicia | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 31,142 |
| 481 | Pinewood | 2,05 | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1903 | Ammonia | Ammonia Compression | Brine SilicateCotton | ... | 22 | 2 | 27,382 |
| 578 | Polaris | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine Cowhair& Sawdust | ... | | 3 | ~~10,000~~ 22,100 |
| 644 | Port Antonio | | 1, Duplex 1, Single | J.&E.Hall,Ld. | 1901 1902 | Carb.Anhy. | Hall | Brine Charcoal& Hairfelt | 2,000 | 3½ | 2 | 28,500 |
| 650 | Port Kingston | | 1, Duplex 1, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine | ... | | | 124,684 |
| 651 | Port Maria | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Air | ... | | 6 | 76,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Icemelting capacity per 24 hours. Tons. | No. | Capacity Cubic ft. |
| 652 | Port Morant | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Air<br>Hairfelt | ... | 12 | 5 | 52,200 |
| 654 | Port Royal | | 1, Duplex<br>1, Single | J.&E.Hall,Ld.<br>J.&E.Hall,Ld. | 1901<br>1903 | Carb.Anhy. | Hall | Brine<br>Charcoal&<br>Hairfelt | ... | | 2 | 30,560 |
| 703 | Potsdam | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 2,500 |
| 755 | Pretoria | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine | ... | | | 13,000 |
| 764 | Pretorian | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine<br>Air | ... | | | 25,000 |
| 786 | Primula | | 10 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine<br>Hairfelt | ... | | 10 | 55,000 |
| 898 | Prinz Eitel Friedrich | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 4,000 |
| 900 | Prinz Joachim | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 901 | Prinz Oskar | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 3,900 |
| 903 | Prinz Sigismund | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 906 | Prinz Waldemar | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 913 | Prinzessin Victoria Louise | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 6,000 |
| 8 | Quebec | [illegible] | 1 | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine<br>Charcoal | ... | | 6 | 7,016 |
| 59 | Quernmore | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine<br>Charcoal | ... | | | |
| 39 | Raglan Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine<br>Charcoal | ... | | 2 | 6,000 |
| 62 | Rakaia | | 2 | LindeBritishRefrigeration Co.Ld. | | Ammonia | Linde | Air<br>Charcoal | ... | | 4 | [illegible] |
| 93 | Rangatira | RMC [illegible] 5,05 | 1, Duplex<br>1, Single | Haslam Foundry&Eng.Co.Ld. | 1890 | Air | Haslam | Air<br>Charcoal | 190,000 | 33 | 5 | 146,619 |
| 194 | Reformer | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1901 | Ammonia | Ammonia Compression | Brine | .. | | | 42,400 |
| 259 | Republic | | 2, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine<br>Charcoal | .. | | 4 | 60,100 |
| 318 | Rhein | | 1, Single | LindeBritishRefrigeration Co.Ld. | 1899 | Ammonia | Linde | Air<br>Charcoal &<br>SilicateCotton | ... | | 1 | [illegible] |
| 337 | Rhodesian | | 2, Single<br>1, Duplex | HaslamFoundry&Eng.Co,Ld.<br>*Rebuilt by* HaslamFoundry& Eng.Co.Ld. | 1896 | Air<br>Air | Haslam<br>Bell-Coleman | Air<br>Charcoal | 200,000 | 34 | 5 | 118,240 |
| 374 | Rijndam | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | 6,600 |
| 380 | Rimutaka | | 2, Duplex | LindeBritishRefrigeration Co.Ld. | 1900 | Ammonia | Linde | Air<br>Charcoal | ... | | | |
| 427 | Rippingham Grange | [illegible] RMC4.05 | 1, Duplex | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine<br>Charcoal | ... | | 4 | [illegible] 187,[illegible] |
| 543 | Romanic | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1898 | Ammonia | Ammonia Compression | Brine<br>Hairfelt&<br>Sawdust | .. | 16 | 2 | [illegible] |
| 546 | Romeo | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine<br>Hairfelt | ... | | | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. | Vessel's Name. | Notation and Date of Last Survey of Refrigerating Appliances. | Refrigerating Machines. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | Power. Cubic ft. of air delivered per hour. | Power. Ice-melting capacity per 24 hours. Tons. | Insulated Cargo Chambers. No. | Insulated Cargo Chambers. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 562 | Rona | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 5 | 28,240 |
| 591 | Rosarian | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Ammonia | Haslam | Brine Charcoal | ... | | | 10,000 |
| 610 | Roseerans | | 2, Duplex | VulcanIronWorks | 1901 | Ammonia | Vulcan | Brine Wood | ... | 5 | | 70 |
| 629 | Roslin Castle | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 1,520 |
| 665 | Rotterdam | | 1, Single | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine | ... | | | 2,500 |
| 700 | Royston Grange | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1897 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 8 | 161,360 |
| 702 | Ruapehu | | 2,Compnd | HaslamFoundry&Eng.Co.Ld. | | Ammonia | Haslam | Air Charcoal | ... | | | 283,000 |
| 704 | Rubens | | 1 | Benj.Goodfellow | | Air | Goodfellow | Air Charcoal | ... | | 2 | 39,800 |
| 733 | Runic | [illegible] RMC 2,05 | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | 100 | 6 | 250,000 |
| 755 | Runo | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | 17,981 |
| 136 | St. Louis | | 2 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Cork | ... | | 3 | 30,000 |
| 150 | St. Paul | | 2 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Cork | ... | | 3 | 30,000 |
| 211 | Salamis | [illegible] | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 120,000 | 21 | 4 | 69,160 |
| 421 | Sardinia | | 1, Single | J.&E.Hall,Ld. | 1902 | Air | Hall | Air | ... | | | 3,100 |
| 439 | Sarnia | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Air | ... | | | 109,000 |
| 442 | Sarpedon | RMC [illegible]1,01 | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 32,800 |
| 482 | Saxon | | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 4 | 10,900 |
| 491 | Saxonia | | 3, Duplex | LiverpoolRefrigerationCo.Ld | 1900 | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | 30 | 4 | 51,430 |
| 513 | Schaumburg | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 103,360 |
| 535 | Schwarzburg | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 104,164 |
| 547 | Scot | | 2 | J.&E.Hall,Ld. | | 1,Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,594 |
| | | | | | | 1. Air | Hall | Air Charcoal | | | | |
| 679 | Semiramis | | 1, Single | Skodawerke,Pilsen | 1899 | Ammonia | Linde | Brine Charcoal& Rice Husks | ... | 3 | 5 | 14,820 |
| 713 | Sergei | | 1, Single | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine | ... | | | 34,874 |
| 741 | Severn | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 2,000 |
| 743 | Severus | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 8 | 184,000 |
| 825 | Shinano Maru | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 2,000 |
| 849 | Sibiria | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Air | ... | | | 109,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Ice-melting capacity per 24 hours. Tons. | No. | Capacity Cubic Ft. |
| 852 | Sicilia | | 1, Single | J.&E.Hall,Ld. | 1901 | Air | Hall | Air | ... | | | 3,100 |
| 858 | Sicilian | | 1, Single | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine | ... | | | 13,000 |
| 871 | Sierra | | 2, Single | VulcanIronWorks,SanFrancisco | 1900 | Ammonia | Vulcan | Brine SilicateCotton | ... | 16 | 4 | 15,500 |
| 1046 | Smolensk | | 1, Single | LindeBritishRefrigerationCo Ld. | 1901 | Air | Linde | Air SilicateCotton | 10,000 | 9½ | 3 | 2,012 |
| 1109 | Sobo | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 3,250 |
| 1179 | Somali | | 1, Single | J.&E.Hall,Ld. | 1901 | Air | Hall | Air | ... | | | 3,100 |
| 1183 | Somerset | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | 120 | 8 | 300,000 |
| 1196 | Sonoma | | 2, Single | VulcanIronWorks,SanFrancisco | 1900 | Ammonia | Vulcan | Brine SilicateCotton | ... | 16 | 4 | 15,500 |
| 1212 | Sophocles | [illegible] | 2, Duplex | J.&E.Hall,Ld. | 1894 | Carb.Anhy | Hall | Brine Charcoal | ... | | 7 | 118,320 |
| 1220 | Soudan | | 1, Single | J.&E.Hall,Ld. | 1901 | Air | Hall | Air | ... | | | 3,100 |
| 1241 | Southern Cross | [illegible] | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1892 | Ammonia | Haslam's Ammonia | Brine Charcoal | ... | | 9 | 158,760 |
| 1251 | Southwark | | 1, Duplex | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Hairfelt& Sawdust | ... | | 1 | 10,000 |
| 1334 | Staffordshire | | 1, Duplex | J.&E.Hall,Ld. | 1895 | Carb.Anhy. | Hall | Brine | ... | | | 38,000 |
| 1368 | Star of Australia | | 1, Duplex | Benj.Goodfellow | 1899 | Air | Goodfellow | Air Charcoal | ... | | 7 | 259,870 244,011 |
| 1369 | Star of England | | 1 | Benj.Goodfellow | | Air | Goodfellow | Air Charcoal | ... | | 4 | 115,209 |
| 1371 | Star of Ireland | | 1, Duplex | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 6 | 209,650 210,795 |
| 1372 | Star of New Zealand | | 1 | Benj.Goodfellow | | Air | Goodfellow | Air Charcoal | ... | | 4 | 149,440 |
| 1376 | Star of Victoria | | 1 | Benj.Goodfellow | | Air | Goodfellow | Air Charcoal | ... | | 4 | 108,347 |
| 1403 | Statendam | | 1, Single | J.&E.Hall,Ld. | 1898 | Carb.Anhy. | Hall | Brine | ... | | | 2,500 |
| 1553 | Suevic | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | 100 | 6 | 250,000 |
| 1556 | Suffolk | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine SilicateCotton | ... | | 8 | 300,000 |
| 1634 | Surrey | [illegible] | 2, Duplex | Benj.Goodfellow | 1899 | Air | Goodfellow | Air Charcoal | 260,000 | 45 | 8 | 225,050 |
| 1643 | Sussex | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1900 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 8 7 | 234,000 239,000 |
| 1722 | Sylvania | | 3 | 1. LiverpoolRefrigerationCo. | | Ammonia | Ammonia Compression | Brine Hairfelt& Sawdust | ... | | 6 | 50,200 |
| | | | | 2. KilbournPatentRefrigeratorCo.Ld. | | Ammonia | Kilbourn | | | | | |
| 1729 | Syria | | 1, Single | J.&E.Hall,Ld. | 1901 | Air | Hall | Air | ... | | | 3,100 |
| 37 | Tagus | | 1, Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | 14,580 |
| 72 | Taiyuan | [illegible] | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1900 | Air | Haslam | Air Charcoal | 70,000 | 12 | 2 | 53,557 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. | | | | | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. | | INSULATED CARGO CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | | Cubic ft. of air delivered per hour. | Ice-melting capacity per 24 hours. | No. | Capacity |
| | | | | | | | | | | Tons. | | Cubic Ft. |
| 166 | Tarquah | | 1, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 3 | 4,400 |
| 170 | Tartar | | 2 | 1. J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,629 |
| | | | | 1. HaslamFoundry&Eng.Co. Ld. | | Air | Haslam | Air Charcoal | ... | | | |
| 268 | Templemore | | 2 | 1. KilbournPatentRefrigeratorCo.Ld. | | Ammonia | Kilbourn | Brine | ... | 7 | 1 | 29,000 |
| | | | | 1. LiverpoolRefrigerationCo. | | Ammonia | Ammonia Compression | Charcoal | | | | |
| 325 | Teutonic | | 2 | LindeBritishRefrigerationCo. Ld. | | Ammonia | Linde | Air Charcoal | ... | | | |
| 341 | Thames | | 1 | J.&E.Hall,Ld. | | Air | Hall | Air Charcoal | ... | | 7 | 53,380 |
| | | | 1, Duplex | LiverpoolRefrigerationCo.Ld. | 1901 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 16 | | |
| 479 | Thorpe Grange | [illegible] RMC12,04 [illegible] | 4, Single | 1, Benj.Goodfellow | | Air | Goodfellow | Air Charcoal | 300,000 | 52 | 6 | 160,318 |
| | | | | 1, HaslamFoundry&Eng.Co. Ld. | | Air | Haslam | | | | | |
| | | | | 2, J.&E.Hall,Ld. | | Air | Hall | | | | | |
| 480 | Thorsa | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 28,240 |
| 541 | Tintagel Castle | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 2 | 6,580 |
| 590 | Tokomaru | RMC [illegible] | 2, Duplex 1, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | 350,000 | 60 | 6 | 257,680 |
| 607 | Tomoana | | 1, Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine Charcoal | ... | | 6 | 221,000 |
| 611 | Tongariro | | 2, Single | LindeBritishRefrigerationCo. Ld. | 1900 | Ammonia | Linde | Air Charcoal | ... | | 6 | 273,900 |
| 652 | Tosa Maru | | | | | | | | ... | | | |
| 741 | Trent | | 1, Duplex | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 799 | Tritonia | | 1, Single | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | 12 | 1 | 44,000 |
| 866 | Tunisian | | 1, Single | J.&E.Hall,Ld. | 1899 | Carb.Anhy. | Hall | Brine Charcoal | ... | 8 | 2 | 25,600 |
| 869 | Turakina | | 2, Single | LindeBritishRefrigerationCo Ld. | 1902 | Ammonia | Linde | Air Charcoal | ... | | 6 | 294,370 |
| 874 | Turcoman | | 2, Duplex | LiverpoolRefrigerationCo. | 1899 | Ammonia | Ammonia Compression | Brine Hairfelt&Sawdust | ... | 20 | 2 | 24,700 |
| 233 | Timaru (Sailing) | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 45,000 |
| 32 | Ulstermore | | 1 | KilbournPatentRefrigerator Co.Ld. | | Ammonia | Kilbourn | Brine Charcoal | ... | | | |
| | | | 1 | LiverpoolRefrigerationCo.Ld. | 1897 | Ammonia | Ammonia Compression | Brine Hairfelt&Sawdust | ... | | 3 | 29,000 |
| 33 | Ultonia | | 3 | LiverpoolRefrigerationCo. | | Ammonia | Ammonia Compression | Brine Hairfelt&Sawdust | ... | | 1 | 54,923 |
| 48 | Umbria | | 1 | HerculesIronWorks | | Ammonia | | Brine Charcoal | ... | | 2 | 20,142 |
| 54 | Umgeni | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,450 |
| 61 | Umtali | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,000 |
| 65 | Umvoti | | 1 | J.&E.Hall,Ld. | | Carb.Anhy. | Hall | Brine Charcoal | ... | | 1 | 1,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Class | Vessel's Name | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES: No. and whether Single or Duplex | Makers. | Year Built | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER: Cubic ft. of air delivered per hour | POWER: Tonnes melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity in Cubic Feet. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | Una | | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1902 | Carb.Anhy. | Haslam | Brine Silicate Cotton | ... | 12 | 3 | [illegible] |
| [illegible] | Undine | | 1, Single | KilbournPatentRefrigerator Co.Ld. | 1899 | Ammonia | Kilbourn | | [illegible] | [illegible] | 2 | [illegible] |
| 106 | United States | | 1, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | [illegible] | | | [illegible] |
| 167 | Urmston Grange | RMC[illegible] | 1, Duplex | J.&E.Hall,Ld. | 1894 | Carb.Anhy. | Hall | Brine Charcoal | [illegible] | | 7 | [illegible] |
| 65 | Vancouver | | 1, Single | LiverpoolRefrigerationCo.Ld. | 1897 | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 5 | 1 | [illegible] |
| 105 | Vectis | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | [illegible] | | | |
| 108 | Vedamore | | 2 | 1. KilbournPatentRefrigeratorCo.Ld.<br>1. LiverpoolRefrigerationCo. | 1897 | Ammonia<br>Ammonia | Kilbourn<br>Ammonia Compression | Brine Charcoal<br>Brine Charcoal | ...<br>... | <br>. | 3 | [illegible] |
| 142 | Venezuela | | 1, Duplex | LindeBritishRefrigeration Co.Ld. | 1896 | Carb.Anhy. Ammonia | Linde | Charcoal | [illegible] | | 4 | |
| 147 | Ventura | | 2, Single | VulcanIronWorks,SanFrancisco | 1900 | Ammonia | Vulcan | Brine Silicate Cotton | ... | 16 | 4 | [illegible] |
| 231 | Victoria | | 1, Single | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | [illegible] | | | [illegible] |
| 232 | Victoria | | 2, Single | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 407 | Vine Branch | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine Silicate Cotton | ... | | 2 | [illegible] |
| ~~26~~ | ~~Waikato~~ | | ~~2~~ | ~~HaslamFoundry&Eng.Co.Ld.~~ | | ~~Air~~ | ~~Haslam~~ | ~~Air Charcoal~~ | ... | | ~~2~~ | ~~[illegible]~~ |
| 30 | Waimate | | 2 | LindeBritishRefrigerationCo. Ld. | | Ammonia | Linde | Air Charcoal | ... | | 6 | [illegible] |
| 33 | Waipara<br>*New No. 1 in Supplement* | RMC[illegible]05 | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1904 | Carb.Anhy. | Haslam | Brine Charcoal | ... | 90 | 6 | [illegible] |
| 37 | Waiwera | RMC[illegible]05 | 2, Duplex | HaslamFoundry& Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 350,000 | 60 | 6 | [illegible] |
| 42 | Wakanui | | 2 | Davey,Paxman&Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal | ... | | 6 | [illegible] |
| 50 | Wakool | RMC[illegible]6,05 | 1, Duplex | HaslamFoundry& Eng.Co.Ld. | 1898 | Air | Haslam | Air Charcoal | 120,000 | 21 | 3 | [illegible] |
| 67 | Walmer Castle | | 1, Duplex | J.&E.Hall,Ld. | 1901 | Carb.Anhy. | Hall | Brine | ... | | | [illegible] |
| 112 | Warrigal | RMC[illegible] | 1, Duplex | HaslamFoundry& Eng.Co.Ld. | 1895 | Air | Haslam | Air Charcoal | 120,000 | 21 | 4 | [illegible] |
| 113 | Warrimoo | | 2 | LindeBritishRefrigerationCo. Ld. | | Ammonia | Linde | Brine Charcoal | ... | | 4 | [illegible] |
| 124 | Warwickshire | | 1, Duplex | J.&E.Hall,Ld. | 1902 | Carb.Anhy. | Hall | Brine | [illegible] | | | [illegible] |
| 197 | Welshman | | 2 | 1. J &E.Hall,Ld.<br>1. LiverpoolRefrigerationCo., Ld. | | Carb.Anhy.<br>Ammonia | Hall<br>Ammonia Compression | Brine Charcoal<br>Brine Hairfelt& Sawdust | [illegible] | <br>10 | <br>1 | <br>[illegible] |
| 263 | Whakatane | | 2, Single | Davey,Paxman&Co.Ld. | 1899 | Ammonia | Linde | Air Charcoal | [illegible] | | 6 | [illegible] |
| 306 | Wilcannia | [illegible] | 1, Duplex | HaslamFoundry& Eng.Co.Ld. | 1899 | Air | Haslam | Air Charcoal | 120,000 | 21 | 3 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS. No. | INSULATED CARGO CHAMBERS. Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 406 | Winifredian | | 3, Single | LiverpoolRefrigerationCo.Ld | | Ammonia | Ammonia Compression | Brine Hairfelt & Sawdust | ... | 15 | 12 | 43,400 |
| 485 | Wyandotte | | 2, Single | J.&E.Hall,Ld. | 1903 | Carb.Anhy. | Hall | Brine | ... | | | 65,000 |
| | | | 1, Duplex | J.&E.Hall,Ld. | 1904 | | | | | | | |
| 125 | Zaida | | 3 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 5 | 101,691 |
| 128 | Zamania | | 3 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 5 | 101,685 |
| 139 | Zara | ~~R.M.C.3.04~~ | 1, Single | HaslamFoundry&Eng.Co.Ld. | 1902 | Carb.Anhy. | Haslam | Brine Silicate Cotton | ... | 11 | 2 | 40,000 |
| 162 | Zenobia | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 6 | 75,341 |
| 167 | Zephyrus | | 2 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 6 | 77,253 |
| 168 | Zero | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 4 | 148,129 |
| 170 | Zeta | | 1 | HaslamFoundry&Eng.Co.Ld. | | Air | Haslam | Air Charcoal | ... | | 1 | 42,863 |
| 187 | Zone | | 2, Duplex | LiverpoolRefrigerationCo.Ld | 1903 | Ammonia | Ammonia Compression | Brine Charcoal | ... | 100 | 8 | 206,055 |
| 199 | Zuleika | | 5 | 4. Haslam Foundry&Eng.Co. Ld. | | Air | Haslam | Air Charcoal | ... | | 5 | 172,152 |
| | | | | 1. Liverpool RefrigerationCo. | | Ammonia | Ammonia Compression | Brine Charcoal | ... | | | |

For Supplementary List of Vessels Fitted with Refrigerating Appliances, see next page.

# SUPPLEMENTARY LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES.

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of last Survey of Refrigerating Appliances. | REFRIGERATING MACHINES. No. and whether Single or Duplex | Makers. | Date of Construction. | System | Type. | System of (1) Refrigerating (2) Insulating the Chambers. | POWER. Cubic ft. of air delivered per hour. | POWER. Ice-melting capacity per 24 hours. Tons. | INSULATED CARGO CHAMBERS No. | INSULATED CARGO CHAMBERS Capacity Cubic Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 Sup. | Kingfisher | | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Silicate Cotton | | | 1 | 8,176 |
| 1 Sup. | Tropic | RMC[illegible] | 1 Duplex | LiverpoolRefrigerationCo.Ld. | 1904 | Ammonia | Ammonia Compression | Brine Silicate Cotton | | [illegible] | 4 | [illegible] |
| 7 Sup. | Pardo | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Silicate Cotton | | | [illegible] | [illegible] |
| 1375 | Star of Scotland | [illegible] | 1, Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Cork&Charcoal | | | [illegible] | [illegible] |
| 4 Sup. | Cufic | RMC[illegible] | 1, Duplex | LiverpoolRefrigerationCoLd | 1904 | Ammonia | Ammonia Compression | Brine Silicate Cotton | | 65 | [illegible] | [illegible] |
| 16 Sup. | Durham | RMC12,04 | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1904 | Carb.Anhy. | Haslam | Brine Charcoal | | 120 | [illegible] | [illegible] |
| 33 Sup. | Mamari | RMC12,04 | 2, Single | J.&E.Hall,Ld. | 1904 | Carb.Anhy. | Hall | Brine Silicate Cotton | | | [illegible] | [illegible] |
| 16 Sup. | Noosebar | | 1, Single | J.&E.HallLd. | 1904 | Carb.Anhy. | Hall | BrinePipes | | [illegible] | 1 | [illegible] |
| 27 Sup. | Telamon | RMC12,04 | 1, Duplex | J.&E.Hall,Ld. | 1904 | [illegible] Carb.Anhy | Hall | Brine Charcoal | | | [illegible] | [illegible] |
| 26 Sup. | Carpentaria | [illegible] | 1, Duplex | HaslamFoundry&Eng.Co.Ld. | 1905 | Carb.Anhy. | Haslam | Brine SilicateCotton | | | [illegible] | [illegible] |
| 387 | Caronia | | 3, Duplex 1, Single | LiverpoolRefrigerationCo.Ld. | 1905 | Ammonia | Ammonia Compression | Brine SilicateCotton | | [illegible] | [illegible] | [illegible] |
| 766 | Guthrie | | 1,Duplex | LindeAustralianRefrigeration Co | 1905 | Ammonia | Linde | Brine Charcoal | | 20 | [illegible] | [illegible] |
| 837 | Hubbuck | | 1,Single | HaslamFoundry&Eng.Co.Ld. | 1904 | Carb.Anhy. | Haslam | Air Brine Charcoal | | | 1 | [illegible] |
| 22 Sup. | Potaro | RMC[illegible] 1,05 | 1,Duplex | J.&E.Hall,Ld. | 1904 | Carb.Anhy | Hall | Brine SilicateCotton | | | [illegible] | |

# SUPPLEMENTARY LIST OF VESSELS FITTED FOR LIQUID FUEL.

LIST OF VESSELS

| No. in Reg. Book. | VESSEL'S NAME. | Notation and Date of Last Survey of Refrigerating Appliances. | REFRIGERATING MACHINERY. | | | | OWNERS. |
|---|---|---|---|---|---|---|---|
| | | | No. and whether Single or Duplex. | Makers. | Date of Construction. | System. | |
| | | | | | | | |

# SUPPLEMENTARY LIST OF VESSELS CARRYING PETROLEUM IN BULK.

## STEAMERS.

| No. in Reg. Book | Name. | Gross Tonnage | Owners. |
|---|---|---|---|
| 35 | Abas Dadascheff | 1075 | A. A. Dadascheff. |
| 75 | Åbo | 436 | A. A. Dadascheff. |
| 206 | Adschi Aga | 1030 | Asim Iskenderoff. |
| 241 | Aga Manafoff | 1174 | Mahmed Selim Manafoff. |
| 242 | Aga Selim | 715 | M. D. & A. Sadikoff. |
| 435 | Alchymist | 382 | Burt, Boulton, and Haywood, Lim. |
| 457 | Alekber Osejnoff | 2000 | Mamed Bagir Osejnoff. |
| 476 | Alesgerje | 597 | A. K. & A. Ousejnoff. |
| 569 | Ali Dadascheff | 639 | A. A. Dadascheff. |
| 570 | Ali Ousejnoff | 600 | Iskenderoff. |
| 597 | Alla Verdi | 1019 | Mahmed Manafov. |
| 697 | Amasie | 556 | Armenian Steam Shipping Co. |
| 748 | American | 3526 | American Petroleum Co. |
| 897 | Ani | 400 | St. Petersburg Co. Nadeshda. |
| 909 | Anna | 1195 | M. Gukasow. |
| 1019 | Appalachee | 3767 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 1022 | Apscheron | 1850 | Soc. Anon d'Armement, d'Industrie & de Commerce. |
| 1048 | Aral | 2826 | Rover Shpg. Co., Lim. (Hamilton, Fraser & Co., *Mgrs.*) |
| 1060 | Aras | 3210 | Aras S.S. Co., Lim. (Stephens, Sutton & Stephens). |
| 1144 | Argyll | 2953 | Michigan S.S. Co. (J. Jerome, *Mgr.*) |
| 1269 | Ashot-Erkat | 1053 | Armenian S.S. Co. |
| 1275 | Asia | 1331 | Shamsi Asadonlaieff. |
| 1296 | Assa Dadascheff | 1233 | A. A. Dadascheff. |
| 1329 | Astrakhan | 3438 | Rover Shpg. Co., Lim. (Hamilton, Fraser & Co., *Mgrs.*) |
| 1337 | Astych | 591 | W. A. Pogosoff. |
| 1388 | Atlas | 1942 | Standard Oil Co. |
| 1401 | Attaka | 310 | Asiatic Petroleum Co., Lim. |
| 1423 | August Korff | 4055 | Deutsche-Amerikanische Petroleum Ges. |
| 1455 | Auréole | 3975 | Northern Petroleum Tank S.S. Co., Lim. (Hunting & Son, *Mgrs.*) |
| 1561 | Azov | 2332 | W. Keswick |
| 7 | Babalan | 536 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 34 | Baku Standard | 3708 | European Petroleum Co., Lim. (J. Clark, *Mgr.*) |
| 37 | Balakani | 3696 | Caucasian Steam Shipping Co., Lim. (Lane & Macandrew, *Mgrs.*) |
| 223 | Batoum | 4054 | European Petroleum Co., Lim. (J. Clark, *Mgr.*) |
| 246 | Bayonne | 3294 | Act. Ges. Atlantic. |
| 251 | Beacon Light | 2763 | Bear Creek Oil & Shpg. Co., Lim. (C. T. Bowring & Co., Lim., *Mgrs.*) |
| 358 | Beme | 3037 | Burmah Oil Co., Lim. |
| 483 | Besitang | 417 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 613 | Bloomfield | 4455 | Hunting & Son. |
| 690 | Borjom | 2941 | Soc. del' Industrie de Naphte et du Commerce (A. I. Mantacheff & Cie., *Mgrs.*) |
| 823 | Bremer Vulkan | 886 | K. D. Tagieff. |
| 862 | Brilliant | 3189 | Deutsche-Amerikanische Petroleum Ges. |
| 927 | Broadmayne | 3120 | European Petroleum Co., Lim. (J. Clark, *Mgr.*) |
| 1007 | Bullmouth | 4018 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1009 | Bulysses | 6069 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1022 | Bürgermeister Petersen | 2788 | Deutsche-Amerikanische Petroleum Ges. |
| 10 | Cadagua | 2332 | Fourcade y Prevot. |
| 297 | Cardium | 6068 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 457 | Catania | 3269 | J. M. Guffey Petroleum Co. |
| 471 | Caucasian | 4656 | Caucasian Steam Shipping Co., Lim. (Lane & Macandrew, *Mgrs.*) |
| 567 | Chamid | 1248 | F. M. & A. M. Rassuloff. |
| 624 | Charlois | 2677 | American Petroleum Co. |
| 672 | Chesapeake | 1557 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 678 | Chester | 2568 | American Petroleum Co. |
| 764 | Chorosan | 579 | Mamedoff & Djebrailoff. |
| 823 | Circassian Prince | 2258 | W. Keswick |
| 891 | City of Everett | 2590 | Standard Oil Co. |
| 962 | Ciudad de Reus | 1899 | Sociedad La Mutua. |
| 966 | Clam | 3552 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1165 | Col. E. L. Drake | 1205 | Standard Oil Co. |
| 1492 | Cowrie | 4893 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1616 | Cymbeline | 1505 | Bear Creek Oil & Spg. Co., Lim. (C. T. Bowring & Co., Lim., *Mgrs.*) |
| 1637 | Czar Nicolai II. | 2076 | Mineralölwerke Albrecht & Co. |
| 20 | Daghestan | 2774 | Soc. Anon. d'Armement, d'Industrie & de Commerce. |
| 89 | Dana | 207 | Rederiaktieb Dana (N. C. Jensen). |
| 195 | Delaware | 3855 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 253 | Deutschland | 3710 | Deutsche-Amerikanische Petroleum Ges. |
| 276 | Diamant | 3445 | Deutsche-Amerikanische Petroleum Ges. |
| 430 | Dordt | 191 | Dordtsche Petroleum Maats. |
| 216 | El Gallo | 672 | Desmarais Hermanos |
| 236 | Elax | 4015 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 300 | Elise Marie | 3193 | Deutsche-Amerikanische Petroleum Ges. |
| 486 | Energie | 2762 | Deutsche-Amerikanische Petroleum Ges. |
| 586 | Erivan | 2395 | Soc. Anon. d'Armement, d'Industrie & de Commerce. |
| 668 | Etelka | 2370 | Photogen Società Anonima Transporti. |
| 726 | Euplectela | 3918 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 785 | Excelsior | 3710 | Deutsche-Amerikanische Petroleum Ges. |
| 817 | Ezio | 1249 | F. G. Piaggio. |
| 284 | Florida | 1596 | Texas Co. |
| 78 | Gani Ousejnoff | 1089 | Aga Dadasch Ousejnoff. |
| 140 | Geestemunde | 2773 | Deutsche-Amerikanische Petroleum Ges. |
| 185 | Genesee | 2830 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 222 | George Loomis | 691 | Pacific Coast Oil Co. |
| 246 | Georgian Prince | 3245 | Prince Line, Lim. (J. Knott, *Mgr.*) |
| 483 | Goldmouth | 7446 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 673 | Grigory Artzrouni | 545 | Madame E. K. Sarkisoff. |
| 763 | Gut Heil | 2691 | Deutsche-Amerikanische Petroleum Ges. |
| 33 | Hadschi Hadschi Aga Dadascheff | | A.A.Dadascheff. |
| 61 | Halaban | 536 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 74 | Haliotis | 1659 | Ned. Indische Industrie & Handel Maats. |
| 199 | Harry Luckenbach | 2798 | Luckenbach Transport & Wrecking Co. |
| 374 | Helios | 3477 | Deutsche-Amerikanische Petroleum Ges. |
| 416 | Henri Rieth | 2265 | Lennard's Carrying Co., Lim. (J. M. Lennard & Sons, Lim., *Mgrs.*) |
| 811 | Hotham Newton | 2661 | Lennard's Carrying Co., Lim. (J. M. Lennard & Sons, Lim., *Mgrs.*) |
| 819 | Housatonic | 3893 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 55 | Ignatief | 1063 | Kuznetzoff Bros. |
| 107 | Imperial | 796 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 239 | Ioannis Coutzis | 1666 | J. G. Coutzis. |
| 1 | J. B. Aug. Kessler | 5101 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 15 | J. M. Guffey | 2520 | J. M. Guffey Petroleum Co. |
| 63 | James Brand | 3907 | European Petroleum Co., Lim. (J. Clark, *Mgr.*) |
| 340 | Julia Luckenbach | 3100 | Luckenbach Transport & Wrecking Co. |
| 381 | Jupiter | 1482 | Société Mazout. |

# LIST OF VESSELS CARRYING FOR LIQUID FUEL.

## STEAMERS

| No. in Reg. Book. | NAME | Gross Tonnage. | OWNERS. |
|---|---|---|---|
| 16 | Kahn Usejnoff | 853 | Ali Usejn Alesker & Aga Dadash Usejnoff. |
| 102 | Karlsruhe | 637 | Ges. für Brauerei, Spiritus- & Presshefen Fabr. vorm G. Sinner. |
| 234 | Kette | 595 | A. A. Dadascheff. |
| 243 | Khodoung | 1457 | Burmah Oil Co., Lim. |
| 363 | Kinsman | 4534 | Bear Creek Oil & Shipping Co., Lim. (C. T. Bowring & Co., Lim., *Mgrs.*) |
| 612 | Kura | 2391 | KuraSS.Co.Lim (Stephens,Sutton&Stephens) |
| 14 | La Campine | 2595 | American Petroleum Co. |
| 22 | La Flandre | 2018 | American Petroleum Co. |
| 30 | La Hesbaye | 2568 | American Petroleum Co. |
| 74 | Lackawanna | 3855 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 195 | Lansing | 1561 | Michigan S. S. Co. (J. Jerome, *Mgr.*) |
| 209 | Larimer | 3738 | J. M. Guffey Petroleum Co. |
| 251 | Le Coq | 3309 | Le Coq S.S. Co., Lim. (Lane & Macandrew). |
| 259 | Le Progrès | 119 | Cie. Universelle du Canal Maritime de Suez. |
| 397 | Ligonier | 3737 | J. M. Guffey Petroleum Co. |
| 609 | Looch | 1452 | Russian Steam Navigation and Trading Co. |
| 726 | Lucerna | 3242 | Lucerna S.S. Co.. Lim. (H. E. Moss & Co.) |
| 735 | Lucifer | 3823 | Bear Creek Oil & Shipping Co.. Lim. (C. T. Bowring & Co.. Lim., *Mgrs.*) |
| 736 | Lucigen | 4527 | Lucigen S. S. Co. Lim. (H. E. Moss & Co.) |
| 737 | Luciline | 3765 | Luciline Nav. Co. Lim. (Lane & Macandrew). |
| 751 | Ludwig Nobel | 965 | Naphtha Productions Ges. Gebr. Nobel. |
| 774 | Lumen | 2402 | Lumen S.S. Co.. Lim. (H. E. Moss & Co.) |
| 797* | Lux | 2621 | Lux Nav. Co.. Lim. (Lane & Macandrew). |
| 147 | Makkavei | 1832 | M. & J. Rosenstein Bros. |
| 197 | Mamed Aga | 577 | Mamedoff & Aslanow. |
| 198 | Mamed Shah | 558 | M. Rasouloff |
| 254 | Manhattan | 3384 | Act. Ges. Atlantic. |
| 272 | Mannheim | 3578 | Deutsche-Amerikanische Petroleum Ges. |
| 343 | Margaretha | 2115 | Margaretha Dmpfsch. Ges. m.b.H. (Bror. M. Banck). |
| 528 | Martin | 604 | S. M. Lionosoff. |
| 631 | Maverick | 1561 | Standard Oil Co. |
| 668 | Mechti | 789 | Nagi Mechtieff. |
| 733 | Menastan | 597 | Gebr. J. & J. Awetow. |
| 830 | Meteor | 1259 | Russian Steam Navigation and Trading Co. |
| 844 | Mexican Prince | 3028 | Prince Line, Lim. (J. Knott, *Mgr.*) |
| 979 | Mira | 3700 | Mira S.S. Co., Lim. (Stephens, Sutton & Stephens) |
| 991 | Mirza-Aga | 799 | Asim Iskenderoff. |
| 995 | Misirje | 598 | Hadji B. Aschumoff. |
| 1194 | Moskva | 580 | Solim & Masloff. |
| 1253 | Murex | 3564 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 92 | Narragansett | 9196 | Anglo-American Oil Co.. Ld. (J. McDonald, *Mgr.*) |
| 324 | Newyork | 6859 | American Petroleum Co. |
| 588 | Northeastern | 2157 | Northwestern S.S. Co. |
| 596 | Northman | 2210 | Northwestern S.S. Co. |
| 597 | Northtown | 2208 | Northwestern S.S. Co. |
| 606 | Northwestern | 2207 | Northwestern S.S. Co. |
| 34 | Ocean | 2560 | American Petroleum Co. |
| 91 | Oilfield | 4005 | Hunting & Son. |
| 333 | Oranje Prince | 1931 | Prince Line, Lim. (J. Knott, *Mgr.*) |
| 358 | Osceola | 393 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 416 | Ottawa | 2742 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 439 | Ouady | 364 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 446 | Oural | 2210 | Soc. Anon. d'Armement, d'Industrie & de Commerce. |
| 15 | Paddy | 1200 | A. Suart & Co. |
| 193 | Paraguay | 2201 | Sun Oil Co. |
| 147 | Pascha Dadascheff | 1137 | A. A. Dadascheff. |
| 180 | Paula | 2703 | Deutsche-Amerikanische Petroleum Ges. |
| 210 | Pectan | 7291 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |

## STEAMERS —*continued.*

| No. in Reg. Book. | NAME | Gross Tonnage. | OWNERS. |
|---|---|---|---|
| 286 | Pennoil | 1451 | Pennsylvania |
| 435 | Phoebus | 6268 | Deutsche-Amerikanische |
| 448 | Phosphor | 2071 | Lennard's Carrying Co., Lim. (J. M. Lennard & Sons. Lim., *Mgrs.*) |
| 489 | Pinna | 6288 | Shell Transport & Trading Co., Ld. (M. Samuel & Co., *Mgrs.*) |
| 637 | Potomac | 3868 | Anglo-American Oil Co., Lim. (J. McDonald *Mgr.*) |
| 976 | Prudentia | 2781 | Lennard's Carrying Co., Lim. (J. M. Lennard & Sons, Lim., *Mgrs.*) |
| 1002 | Puschkin | 1062 | M. M. Berne & Co. |
| 129 | Rasoul | 1020 | M. Rasouloff. |
| 422 | Rion | 2186 | Rion S.S. Co., Lim. (Stephens, Sutton & Stephens) |
| 463 | Robert Dickinson | 2100 | |
| 496 | Rock Light | 3284 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 532 | Roma | 2939 | Michigan S.S. Co., Ld. (J. Jerome, *Mgr.*) |
| 610 | Rosecrans | 2681 | Matson Nav. Co. |
| 637 | Rossija | 3952 | Deutsch-Russische Naphta Import Ges. |
| 666 | Rotterdam | 4140 | American Petroleum Co. |
| 756 | Russian Prince | 2716 | Prince Line, Lim. (J. Knott, *Mgr.*) |
| 27 | Sabine Rickmers | 1026 | Asiatic Petroleum Co., Lim. |
| 57 | Said | 344 | Asiatic Petroleum Co., Lim. |
| 207 | Salahadji | 2280 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 248 | Samarkand | 1157 | A. A. Dadascheff. |
| 252 | Samed Aga | 1500 | Asim Iskenderoff. |
| 446 | Saruchan | 661 | R. Saruchkanoff. |
| 481 | Saxoleine | 3757 | Saxoleine S.S. Co., Lim. (Hunting & Son). |
| 707 | Serapium | 368 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 736 | Sevan | 483 | St. Petersburg Co. Nadeshda. |
| 911 | Silverlip | 7492 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 955 | Singu | 3037 | Burmah Oil Co., Lim. |
| 1108 | Snowflake | 2710 | Bear Creek Oil & Shipping Co., Lim. (C. T. Bowring & Co., Lim., *Mgrs.*) |
| 1206 | Sophie | 1671 | Actien Gesellschaft "Atlantic" (P. Wedekind, *Mgr.*) |
| 1297 | Spondilus | 7291 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1349 | Standard | 2730 | Deutsche-Amerikanische Petroleum Ges. |
| 1526 | Strombus | 6030 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1555 | Suez | 365 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1566 | Sulciman Ousejnoff | 1656 | M. B. H. S. O. Ousejnoff. |
| 1575 | Sultan van Koetei | 1850 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 1576 | Sultan van Langkat | 3035 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 1627 | Suram | 3629 | Suram S.S. Co., Lim. (Stephens, Sutton & Stephens) |
| 1649 | Suwanee | 2736 | Anglo-American Oil Co., Lim. (J. McDonald. *Mgr.*) |
| 1677 | Sviet | 1841 | Russian Steam Navigation and Trading Co. |
| 1734 | Syriam | 1427 | Burmah Oil Co., Lim. |
| 126 | Tancarville | 2355 | European Petroleum Co. Lim. (J.Clark, *Mgr.*) |
| 133 | Tatjana | 1584 | C. Toumajef. |
| 255 | Telena | 4778 | Shell Transport & Trading Co. Lim. (M. Samuel & Co., *Mgrs.*) |
| 294 | Terek | 3710 | Caucasian Steam Shpg. Co., Lim. (Lane & Macandrew, *Mgrs.*) |
| 516 | Tiflis | 2783 | Soc. Anon. d'Armement, d'Industrie & de Commerce. |
| 536 | Timsah | 349 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 545 | Tioga | 2197 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 595 | Toledo | 2277 | Sun Oil Co. |
| 608 | Tonawanda | 3416 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |

# SUPPLEMENTARY LIST OF VESSELS CARRYING PETROLEUM IN BULK—*continued.*

| No. in Reg. Book | Name | Gross Tonnage | Owners |
|---|---|---|---|
| | **STEAMERS—*continued.*** | | |
| 667 | Toussoum ... ... ... | 362 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 776 | Trigonia ... ... ... | 1667 | Ned. Indische Industrie & Handel Maats. |
| 804 | Trocas ... ... ... | 4129 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 872 | Turbo... ... ... ... | 4134 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 893 | Tuscany ... ... ... | 4006 | Tuscany S.S. Co., Lim. (Lane & Macandrew). |
| 894 | Tuscarora ... ... ... | 6117 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 916 | Twingone ... ... ... | 1771 | Burmah Oil Co., Lim. |
| 174 | Useinia Manafoff ... | 1110 | Mahmed Selim Manafoff. |
| 78 | Vardan Zoravar ... | 543 | Daldaroff & Arafeloff. |
| 109 | Vedra ... ... ... | 4057 | European Petroleum Co., Lim. (J. Clark, *Mgr.*) |
| 148 | Venture ... ... ... | 1314 | A. Suart & Co. |
| 357 | Ville de Douai... ... | 1723 | P. Paix & Co. |
| 490 | Volute ... ... ... | 4006 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 500 | Vorotan ... ... ... | 543 | A. Pogosoff & Co. |
| 12 | W. Lindberg ... ... | 1045 | Société Mazout. |
| 128 | Washington ... ... | 4171 | Deutsche-Amerikanische Petroleum Ges. |
| 134 | Washtenaw ... ... | 2897 | Michigan S.S. Co. (J. Jerome, *Mgr.*) |
| 169 | Weehawken ... ... | 2784 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 293 | Whittier ... ... ... | 1296 | Union Oil Co. |
| 369 | Willkommen ... ... | 3140 | Deutsche-Amerikanische Petroleum Ges. |
| 403 | Winifred ... ... ... | 2551 | J. M. Guffey Petroleum Co. |
| | **SAILING VESSELS.** | | |
| 349 | Alembic ... ... ... | 255 | Burt, Boulton & Haywood, Lim. |
| 438 | Alice Isabelle ... ... | 612 | P. Lesourd & fils. |
| 1146 | Augusta ... ... ... | 212 | Sydsvenska Petroleums Aktieb. |
| 66 | Calcutta ... ... ... | 1694 | Anglo-American Oil Co., Lim. (J. McDonald, *Mgr.*) |
| 610 | Coaltar ... ... ... | 219 | Burt, Boulton & Haywood, Lim. |
| 681 | Conemaugh ... ... | 1774 | J. M. Guffey Petroleum Co. |
| 687 | Conneaut ... ... ... | 1690 | J. M. Guffey Petroleum Co. |
| 287 | France-Marie ... ... | 2088 | A. Vimont & Cie. |
| 449 | Fullerton ... ... ... | 1554 | Mission Transport & Refining Co. |
| 30 | Hainaut ... ... ... | 1783 | American Petroleum Co. |
| 455 | Jules Henry ... ... | 2088 | A. Vimont & Cie. |
| 47 | La Viguesa ... ... | 665 | Babe & Co. |
| 415 | Marion Chilcott ... | 1738 | Matson Nav. Co. |
| 352 | No. 1 ... ... ... ... | 93 | H. N. Andersen. |
| 23 | Quevilly ... ... ... | 3482 | H. Prentout-Leblond & E. Leroux. |
| 401 | Rudolph ... ... ... | 198 | Danske Petroleums Acties. (C. V. F. Holm). |
| 20 | S. O. Co. of N.Y., No. 56 | 589 | Standard Oil Co. |
| 21 | S. O. Co. of N.Y., No. 57 | 1381 | Standard Oil Co. |
| 22 | S. O. Co. of N.Y., No. 58 | 1644 | Standard Oil Co. |
| 23 | S. O. Co. No. 76 ... ... | 794 | Standard Oil Co. |
| 24 | S. O. Co. No. 81 ... ... | 1775 | Standard Oil Co. |
| 25 | S. O. Co. No. 86 ... ... | 1102 | Standard Oil Co. |
| 26 | S. O. Co. No. 90 ... ... | 1944 | Standard Oil Co. |
| 27 | S. O. Co. No. 91 ... ... | 1944 | Standard Oil Co. |
| 28 | S. O. Co. No. 92 ... ... | 3248 | Standard Oil Co. |
| 29 | S. O. Co. No. 93 ... ... | 2473 | Standard Oil Co. |
| 30 | S. O. Co. No. 94 ... ... | 4167 | Standard Oil Co. |
| 31 | S. O. Co. No. 95 ... ... | 4200 | Standard Oil Co. |
| 232 | San Ignacio de Loyola | 675 | L. Mercader y Vda. de Londaiz. |
| 276 | Santa Paula ... ... | 650 | Mission Transport & Refining Co. |
| 501 | Shenango ... ... ... | 2365 | J. M. Guffey Petroleum Co. |
| 197 | Ville de Dieppe ... | 2154 | Acties. Union (J. Ens Pay, *Mgr.*) |

# LIST OF VESSELS FITTED FOR LIQUID FUEL.

| No. in Reg. Book. | NAME. | Gross Tonnage. | OWNERS. |
|---|---|---|---|
| 35 | Abas Dadascheff ... | 1075 | A. A. Dadascheff. |
| 75 | Åbo ... ... ... ... | 436 | A. A. Dadascheff. |
| 357 | Alameda ... ... ... | 3158 | Oceanic S. S. Co. |
| 364 | Alaskan ... ... ... (*Donkey boiler only*) | 8672 | American-Hawaiian S. S. Co. |
| 432 | Alcatraz ... ... ... | 256 | L. E. White Lumber Co. |
| 569 | Ali Dadascheff... ... | 639 | A. A. Dadascheff. |
| 597 | Alla Verdi ... ... | 1019 | Mahmed Selim Manafov. |
| 610 | Alliance ... ... ... | 679 | California & Oregon Coast S. S. Co. |
| 656 | Alting ... ... ... | 1158 | Koninkl. Paketv. Maats. |
| 697 | Amasie ... ... ... | 556 | Armenian Steam Shipping Co. |
| 1043 | Arag ... ... ... ... | 250 | St. Petersburg Co., Nadeshda. |
| 1083 | Arctic ... ... ... | 392 | Hammond Lumber Co. |
| 1144 | Argyll ... ... ... | 2953 | Michigan S. S. Co. (J. Jerome, *Mgr.*) |
| 1239 | Ashot-Erkat ... ... | 1053 | Armenian Steam Shipping Co. |
| 1278 | Asia ... ... ... ... | 1331 | Shamsi Asadonlaieff. |
| 1246 | Assa Dadascheff ... | 1233 | A. A. Dadascheff. |
| 1339 | Asuncion ... ... ... | 2196 | Pacific Coast Oil Co. |
| 1388 | Atlas... ... ... ... | 1942 | Standard Oil Co. |
| 1453 | Aurelia ... ... ... | 440 | F. Russell. |
| 7 | Babalan ... ... ... | 536 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 33 | Bakouriani ... ... | 785 | Soc.de l'Industrie de Naphte et du Commerce. (A. I. Mantacheff & Cie., *Mgrs.*) |
| 91 | Bambak ... ... ... | 1051 | St. Petersburg Co., Nadeshda. |
| 483 | Besitang ... ... .. | 417 | Kon. Nederl. Maats tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 637 | Bohemia ... ... ... (*Donkey boiler only*) | 4282 | Lloyd Austriaco. |
| 637 | Boribat ... ... ... | 563 | Akties. det Östasiatiske Kompagni. |
| 690 | Borjom ... ... ... | 2941 | Soc.de l'Industrie de Naphte et du Commerce. (A. I. Mantacheff & Cie., *Mgrs.*) |
| 823 | Bremer Vulkan ... | 886 | K. D. Tagieff. |
| 941 | Brouwer ... ... ... | 545 | Koninkl. Paketv. Maats. |
| 1007 | Bullmouth ... ... | 4018 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1009 | Bulysses ... ... ... | 6069 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 3 | C. Ferd. Laeisz... ... | 5874 | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amer. Line). |
| 297 | Cardium ... ... ... | 6068 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 331 | Caroline ... ... ... | 169 | Madura Stoomtram Maats. (M. Tromp, *Mgr.*) |
| 518 | Centralia ... ... ... | 487 | T. Pollard. |
| 559 | Chakrabhongs ... ... | 563 | Akties. det Östasiatiske Kompagni. |
| 651 | Chehalis ... ... ... | 663 | Sudden & Christenson. |
| 891 | City of Everett... ... | 2590 | Standard Oil Co. |
| 966 | Clam ... ... ... ... | 3552 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1492 | Cowrie ... ... ... | 4893 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 136 | Dauntless ... ... ... | 270 | J. D. Spreckels & Bros. Co. |
| 159 | De Klerk ... ... ... | 2035 | Koninkl. Paketv. Maats. |
| 240 | Despatch ... ... ... | 698 | California & Oregon Coast S. S. Co. |
| 518 | Enterprise ... ... | 2675 | Matson Nav. Co. |
| 284 | Florida ... ... ... | 1596 | Texas Co. |
| 426 | Francis H. Leggatt | 1606 | Hammond Lumber Co. |
| 561 | Fuh Wo ... ... ... | 802 | G. McBain. |
| 580 | Fulton ... ... ... | 381 | California & Oregon Coast S. S. Co. |
| 168 | General Frisbie ... | 544 | Monticello S. S. Co. (Hatch Bros., *Mgrs.*) |
| 222 | George Loomis... ... | 691 | Pacific Coast Oil Co. |
| 483 | Goldmouth ... ... | 7446 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 673 | Grigory Artzrouni ... | 545 | Madame E. K. Sarkisoff. |
| 33 | Hadschi Hadschi Aga Dadascheff | | A. A. Dadascheff. |
| 64 | Halaban ... ... ... | 536 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 74 | Haliotis ... ... ... | 1659 | Ned. Indische Industrie & Handel Maats. |
| 4 | Iaqua ... ... ... | 712 | Shingle Manufacturers Assen. of Humboldt County. |
| 1 | J. B. Aug. Kessler ... | 5104 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 15 | J. M. Guffey ... ... | 2520 | J. M. Guffey Petroleum Co. |
| 331 | Jupiter ... ... ... | 1482 | Société Mazout. |
| 234 | Kette... ... ... ... | 595 | A. A. Dadascheff. |
| 243 | Khodoung... ... ... | 1457 | Burmah Oil Co., Lim. |
| 195 | Lansing ... ... ... | 4561 | Michigan S. S. Co. (J. Jerome, *Mgr.*) |
| 19 | Laos ... ... ... ... | 6367 | Est Asiatique Français. |
| 209 | Larimer ... ... ... | 3738 | J. M. Guffey Petroleum Co. |
| 219 | Lasareff ... ... ... | 1780 | Russian Stm. Nav. & Trading Co. |
| 268 | Lecane ... ... ... | 1258 | Soc.de l'Industrie de Naphte et du Commerce. (A. I. Mantacheff & Cie., *Mgrs.*) |
| 397 | Ligonier ... ... ... | 3737 | J. M. Guffey Petroleum Co. |
| 197 | Mamed Aga ... ... | 577 | Mamedoff & Aslanow. |
| 198 | Mamed Shah ... ... | 558 | M. Rasouloff. |
| 456 | Mariposa ... ... ... | 3158 | Oceanic S. S. Co. |
| 631 | Maverick ... ... ... | 1561 | Standard Oil Co. |
| 663 | Mechti ... ... ... | 789 | Nagi Mechtieff. |
| 1199 | Mossel ... ... ... | 1951 | Koninkl. Paketv. Maats. |
| 1263 | Murex ... ... ... | 3564 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 145 | Nebraskan ... ... | 4409 | American-Hawaiian S. S. Co. |
| 261 | Nevadan ... ... ... | 4409 | American-Hawaiian S. S. Co. |
| 588 | Northeastern ... ... | 2157 | Northwestern S. S. Co. |
| 590 | Northman ... ... | 2210 | Northwestern S. S. Co. |
| 597 | Northtown ... ... | 2208 | Northwestern S. S. Co. |
| 606 | Northwestern ... | 2207 | Northwestern S. S. Co. |
| 146 | Pasadena ... ... | 300 | C. P. Doe. |
| 147 | Pascha Dadascheff ... | 1137 | A. A. Dadascheff. |
| 210 | Pectan ... ... ... | 7291 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 489 | Pinna ... ... ... | 6288 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 883 | Prins Valdemar ... | 5549 | Akties. det Östasiatiske Kompagni (H. N. Andersen, *Mgr.*) |
| 893 | Prinsesse Marie ... | 5416 | Akties. det Östasiatiske Kompagni (H. N. Andersen, *Mgr.*) |
| 67 | Quorra ... ... ... | 176 | G.Gansloser |
| 129 | Rasoul ... ... ... | 1020 | M. Rasouloff. |
| 181 | Redang ... ... ... | 500 | Akties det Östasiatiske Kompagni. |
| 186 | Redondo ... ... ... | 679 | Swayne & Hoyt. |
| 229 | Reijnst ... ... ... | 1359 | Koninkl. Paketv. Maats. |
| 267 | Rescue ... ... ... | 172 | Shipowners & Merchants' Tug Boat Co. |
| 366 | Richmond .. ... ... | 135 | Santa Fé Terminal Co. |
| 469 | Robert Dickinson ... | 2100 | |
| 496 | Rock Light ... ... | 3284 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 532 | Roma... ... ... ... | 2939 | Michigan S. S. Co., (J. Jerome, *Mgr.*) |
| 610 | Rosecrans... ... ... | 2681 | Matson Nav. Co. |
| 27 | Sabine Rickmers ... | 1026 | Asiatic Petroleum Co., Lim. |
| 207 | Salahadji ... ... ... | 2280 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 248 | Samarkand ... ... | 1157 | A. A. Dadascheff. |
| 416 | Saratovskaia Pereprava | 1417 | Riazan-Ouaresk Railroad Co. |
| 417 | Saratovski Ledokol... | 569 | Riazan-Ouaresk Railroad Co. |
| 446 | Saruchan ... ... ... | 661 | R. Saruchkanoff. |
| 638 | Segovia ... ... ... | 5872 | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amer. Linie). |
| 781 | Shantung ... ... ... | 1687 | Norddeutscher Lloyd. |
| 843 | Siam ... ... ... ... | 1577 | G. McBain. |

# LIST OF VESSELS FITTED FOR LIQUID FUEL—*continued.*

| No. in Reg. Book. | NAME. | Gross Tonnage. | OWNERS. |
|---|---|---|---|
| 911 | Silverlip ... ... ... | 7492 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 955 | Singu ... ... ... | 3037 | Burmah Oil Co., Lim. |
| 1009 | Sithonia ... ... ... | 6569 | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amer. Linie). |
| 1206 | Sophie ... ... ... | 1671 | Act. Ges. Atlantic (P. Wedekind, *Mgr.*) |
| 1229 | South Bay ... ... ... | 138 | E. J. Dodge. |
| 1297 | Spondilus ... ... ... | 7291 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1442 | Stettin ... ... ... | 2230 | G. McBain. |
| 1526 | Strombus ... ... ... | 6080 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 1576 | Sultan van Langkat... | 3035 | Kon. Nederl. Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie. |
| 1734 | Syriam ... ... ... | 1427 | Burmah Oil Co., Lim. |
| 134 | Tanglin ... ... ... | 1999 | Norddeutscher Lloyd. |
| 255 | Telena ... ... ... | 4778 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 536 | Timsah ... ... ... | 349 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 776 | Trigonia ... ... ... | 1667 | Ned. Indische Industrie & Handel Maats. |
| 804 | Trocas ... ... ... | 4129 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 838 | Tsintau ... ... ... | 1685 | Norddeutscher Lloyd. |
| 872 | Turbo... ... ... | 4134 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 916 | Twingone ... ... | 1771 | Burmah Oil Co., Lim. |
| 174 | Useinia Manafoff ... | 1110 | Mahmed Selim Manafoff. |
| 53 | Van der Parra ... ... | 559 | Koninkl. Paketv. Maats. |
| 58 | Van Imhoff ... ... | 1944 | Koninkl. Paketv. Maats. |
| 61 | Van Riemsdijk... ... | 2032 | Koninkl. Paketv. Maats. |
| 78 | Vardan Zoravar ... | 543 | Daldaroff & Arafeloff. |
| 148 | Venture ... ... ... | 1314 | A. Suart & Co. |
| 153 | Venus ... ... ... | 2267 | Acties. Dpsk. Venus (S. L. Christie). |
| 490 | Volute ... ... ... | 4006 | Shell Transport & Trading Co., Lim. (M. Samuel & Co., *Mgrs.*) |
| 500 | Vorotan ... ... ... | 543 | A. Pogosoff & Co. |
| 134 | Washtenaw ... ... | 2897 | Michigan S.S. Co. (J. Jerome, *Mgr.*) |
| 293 | Whittier ... ... ... | 1296 | Union Oil Co. |
| 403 | Winifred ... ... ... | 2551 | J. M. Guffey Petroleum Co. |

# LIST OF CABLE VESSELS.

| No. in Register Book. | VESSEL'S NAME. | Gross Tonnage. | HP | Whether Single or Twin Screw. | OWNERS. |
|---|---|---|---|---|---|
| 465 | Alert | 369 | 247 | Paddle | H. M. Postmaster General. |
| 715 | Amber | 1043 | 143 | Single | Eastern Telegraph Co., Ld. |
| | Ampère | 304 | 70 | | French Government. |
| 874 | Anglia | 6538 | 649 | Twin | Telegraph Construction & Maintenance Co., Ld. |
| 887 | Britannia | 1525 | 181 | Twin | Eastern Telegraph Co., Ld. |
| 966 | Buccaneer | 785 | 171 | Single | India Rubber, Gutta Percha & Telegraph Works Co., Ld. |
| | Burnside | | | | United States Government. |
| | Charente | 547 | 120 | | French Government. |
| 716 | Chiltern | 1391 | 169 | Single | R. Neugebauer & Co. |
| 838 | Citta di Milano | 1247 | 250 | Single | Pirelli & Co. |
| 1168 | Colonia | 7976 | 846 | Twin | Telegraph Construction & Maintenance Co., Ld. |
| 1338 | Contre Amiral Caubet | 2207 | 262 | Single | Cie. Française des Cables Télégraphiques. |
| 1396 | Cormorant | 262 | 68 | Single | Western Telegraph Co., Ld. |
| 10 | Dacia | 1856 | 207 | Single | India Rubber, Gutta Percha & Telegraph Works Co., Ld. |
| | Diolibah | | | | French Government. |
| 669 | Duplex | 874 | 141 | Single | Eastern Telegraph Co., Ld. |
| 261 | Electra | 1219 | 220 | Single | Eastern Telegraph Co., Ld. |
| 76 | Faraday | 4917 | 492 | Twin | Siemens Bros. & Co., Ld. |
| 119 | Fee Cheu | 1034 | 162 | Single | Chinese Government. |
| 432 | François Arago | 3343 | 316 | Single | Société Industrielle des Téléphones. |
| 9 | H. C. Örsted | 749 | 176 | Single | Store Nordiske Telegraph Selskab. |
| 426 | Henry Holmes | 978 | 168 | Twin | West India & Panama Telegraph Co., Ld. |
| 277 | Iris | 2253 | 459 | Twin | Pacific Cable Board. |
| 265 | John Pender | 2336 | 547 | Twin | Eastern Telegraph Co., Ld. |
| 102 | Lady Laurier | 1051 | 265 | Twin | Canadian Government. |
| 357 | Levant | 283 | 77 | Single | Eastern Telegraph Co., Ld. |
| 358 | Levant | 141 | 45 | Single | Eastern Telegraph Co., Ld. |
| 41 | Mackay-Bennett | 1731 | 265 | Twin | Commercial Cable Co. |
| 843 | Mexican | 402 | 66 | Single | Mexican Telegraph Co. |
| 949 | Minia | 1986 | 315 | Single | Anglo-American Telegraph Co., Ld. |
| 955 | Mirror | 1545 | 238 | Twin | Western Telegraph Co., Ld. |
| 1070 | Monarch | 1122 | | Single | H. M. Postmaster General. |
| 551 | Norseman | 1123 | 230 | Single | Western Telegraph Co., Ld. |
| 100 | Okinawa Maru | 2221 | 313 | Twin | Japanese Government. |
| 9 | Pacific | 1570 | 210 | Twin | Store Nordiske Telegraph Selskab. |
| | Patrick Stewart | 1115 | 130 | | Indian Government. |
| 169 | Patrol | 3132 | 701 | Twin | Eastern Extension, Australasia & China Telegraph Co., Ld. |
| 705 | Pouyer-Quertier | 1385 | 146 | Twin | Cie. Française des Cables Télégraphiques. |
| 169 | Recorder | 1201 | 224 | Single | Eastern Extension, Australasia & China Telegraph Co., Ld. |
| 239 | Relay | 1198 | 215 | Twin | Central & South American Telegraph Co. |
| 293 | Restorer | 3180 | 705 | Twin | Eastern Extension, Australasia & China Telegraph Co., Ld. |
| 298 | Retriever | 624 | 95 | Single | West Coast of America Telegraph Co., Ld. |
| 647 | Seine | 3553 | 483 | Single | Telegraph Construction & Maintenance Co., Ld. |
| 803 | Sherard Osborn | 1429 | 177 | Twin | Eastern Telegraph Co., Ld. |
| 913 | Silvertown | 4935 | 466 | Single | India Rubber, Gutta Percha & Telegraph Works Co., Ld. |
| 1432 | Stephan | 4600 | 325 | Twin | Norddeutsche Seekabelwerke Act. Ges. |
| 1464 | Store Nordiske | 832 | 161 | Single | Store Nordiske Telegraph Selskab. |
| 898 | Tutanekai | 811 | 233 | Twin | New Zealand Government (Marine Department). |
| 957 | Tyrian | 1039 | 96 | Single | Canadian Government. |
| 310 | Viking | 929 | 164 | Single | Amazon Telegraph Co., Ld. |
| 492 | Von Podbielski | 1494 | 254 | Twin | Norddeutsche Seekabelwerke Act. Ges. |

# SUPPLEMENT TO THE REGISTER OF STEAMERS.

1904-05.

# SUPPLEMENT AU REGISTRE DES NAVIRES A VAPEUR.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Added to Class. Date of Last Special Survey. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Registered dimensions in Lloyd's Register Book. Dates of Classification. | 16 Date when tail shaft last drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 ~~Alacrita~~ | Alacrità | SteelScSr | 2665 | ✠100A1 | Lon | *u* | 1893 | J.Read- | L.Zino fuG. | 315·5\|41·2\|16·6 | Savona | T.3Cy.24″,40″&65″–42″ (*r*) | 19 ″ 0 | | 5,04 |
| 2 *V.Polesta* –04 | | *ss*Lon.No.2–00 | 2523 | *Spar dk* | Gen | | 9mo | head&Sons | | P71'B88'F34' 24·4 | Italian | 160lb *80lb* 283NHP | s 5 ″ 9½ | | |
| (*ex*Cayo Romano) | | 1*Dk*(*Stl*)&*Spar dk* | 1755 | 7.04 6.08 | | | | S.Shields | | | FK 4 *BH Cem* | 2SB,*6rf*,GS115,HS4367 | | | |
| | | (*Irn*)&*Web frames* | | | | | | A&CP | | *WB=Cell DB272 S74t* | | J.Readhead&Ss.S.Shields | | | |
| 2 Alexandra | | SteelScK | 182 | ✠100A1 | Shl | | 1904 | Smith's | J.Thomas | 110·5\|21·0\|11·6 | Milford | T.3Cy.12″,19″&32″–22½″ (*s*) | 12 ″ 6 | | |
| 113464 *W.H.Dodd* –04 | | | 17 | *Steam Trawler* | | | 3mo | Dock Co.Ld. | | | British | 180lb 51RHP | | | |
| | | 1*Dk* | 34 | 3.04 | | | | North Shields | | BK7½ 3 *BH Cem* | | 1SB.*2pf*,GS32,HS987 | | | |
| | | | | | | | *Lloyd's* | *A&CP* | | | | MacCol. &Pollock,Ld.Sld. | | | |
| 3 Athenia | | SteelTwinSc4MstSr | ~~2994~~ | ✠100A1 | Brw | *e* † | 1904 | Vickers,Ss. | Athenia S.S.Co.Ld. | 178·0\|56·0\|32·5 | Glasgow | T.6Cy.27″,44″&72″–48″ (*s*) | 35 ″ 8 | BT till 5,05 | 8 12,04 |
| 110131 *B.C.Webb* –04 | | 7835 | ~~6570~~ | *Shelter dk* | Glg | | 4mo | & Maxim Ld. | (Donaldson Bros.) | B as Shelter 8412 | British | 180lb 855NHP | s 7 ″ 9 | ~~10,04~~ | |
| YQRT | | 2*Dks*(*Stl*\Bth B&W *ebframes*& | ~~4707~~ | 12.04 ~~4.04~~ | | | | Barrow | | FK 8 *BH Cem* | | 6SB.*1sf*,GS148,HS14222 | | 11,04 | |
| | | *Elec.light Ref.Mchy. Shelter dk*(*Stl*) | 5113 | | | | *Lloyd's* | *A&CP* | | | | Vickers,Sons & Maxim Ld.Barrow | | 12,05 | |
| | | | | | | | | | | *WB=Cell DBa* 11·6*uE*a 87*U f* 191' | | 13·5*t D Ta* 32 11·6*w FPT* 265*t APT* 110*t* | | | |
| 4 Atlantic | | SteelScSr | 500 | ✠ A1 | Phl | *h* | 1903 | New York | R.A.Perry | 140·0\|30·2\|13·2 | Camden N.J. | T.3Cy.18″,30″&18″–20″ (*s*) | 14 ″ 0 | | |
| 100354 ~~*A.L.Blackie* –03~~ | | | 411 | *Dredger* | | | 12mo | S.B.Co. | | F24' FK 5 *BH Cem* | United States | 200lb *130lb* 258NHP | | | |
| ESTF *C Cummins* –05 | | 1*Dk*(*pt Stl*-ws) | 254 | 12.03 | | | | Camden,N.J. | | | | 2B, GS119,HS6559 | | | |
| *Elec.light* | | | | *Water Tube Boilers* | | | | A&CP | | *WB=FP Tanks* 17*t APT* 0*t* | | GreatLakesE.Wks,Detroit | | | |
| 5 Ausonia | | IronScBn | 1483 | ✠ ~~A1*~~ 1 | Mes | Lv | 1883 | R.&J. | G.Savona (Semper | 256·2\|33·1\|20·6 | Genoa | C.2Cy.28″&50″–30″ (*s*) | 23 ″ 3 | | 5,04 |
| † *V.Serra* –04 | | ~~tl.Stanraer Com.2.04~~ | 1502 | | | | 4mo | Evans&Co | & Gerhardt, *Mgrs*) | P26·6'B31·6'F31' | Italian | 80lb *60lb* 125NHP | s 3 ″ 6½ | | |
| SLFV (*ex*Catania,*ex*Bernina) | | 2*Dks*(1*Irn*) | 967 | | | | | Liverpool | | BK9' 5 *BH* 1*PBH* | | 2SB,*4pf*,GS72,HS2420 | | | |
| | | 5th Survey Gen.7,04 | | | | | | | | *WB=Cell BB* | | DeWinton&Co.Carnarvon | | | |
| 6 Aro | | SteelScSr | 3794 | ✠100A1 | Ant | *w* | 1898 | Sir Raylton | African S.S.Co. | 351·9\|44·1\|23·3 | ~~Liverpool~~ London | T.3Cy.27″,43″&72″–48″ (*s*) | 26 ″ 0 | BT till 5,05 | 11,01 8 6,04 |
| ~~*Riddick* –04~~ | | | ~~4707~~ | ~~*Spar dk*~~ | ~~Sdl~~ | | ~~8mo~~ | ~~Dixon&Co Ld~~ | ~~Elder, Dempster &~~ | | British | 180lb 432NHP | s 4 ″ 0½ | | |
| TRNS (*ex*Albertville) | | 2*Dks*(1*pt Stl*&*Ust*–ws) | 2888 | 3.03 BS6.04 | | | | Middlesbro' | Co.,*Mgrs*) | FK 6 *BH Cem* | | 8DB,*12cf*,GS212,HS7242 | | | |
| | | *Elec.light* | | *&deep framing* | | | | A&CP | | *WB=Cell DBa* 80' *uE* 84'*f* 144'555*t* | | T.Richardsn&Sns.Ld.Hpl | | | |
| 7 Ambient | | SteelScSr | 1470 | 100A1 | | | 1904 | S.P.Austin | J.Westoll | 248·1\|36·2\|16·0 | Sunderland | T.3Cy.19″,31″&51″–36″ | | | |
| *For full particulars See No. 15 below* | | | 1208 | | | | | &Son,Ld. | | P24'Q63'B48'F27' | British | | | | |
| *Well deck* | | | 910 | (*Class Contemplated*) | | | | Sunderland | | | | N.E.Marine Eng.Co Ld.Sld. | | | |
| 8 Anna Liffey | | SteelScSp | | 100A1 | | | 1904 | Dublin | Dublin Port& | 105·0\|22·1\|10·1 | Dublin | T.3Cy.13″,21″&34″–22″ | | | |
| | | 1*Dk* | | *For towing purposes* | | | | Dockyard Co. | Docks Board | B16' | British | | | | |
| *For full particulars See No. 10 below* | | | | (*Class Contemplated*) | | | | Dublin | | | | Lees,Anderson&Co.Gla. | | | |
| 9 Admiral Börresen | | SteelScSr | 4048 | ✠100A1 | Mdb | *x* | 1904 | Sir Raylton | V.Torkildsen | 360·0\|50·2\|17·9 | Bergen | T.3Cy.25″,41″&67″–45″ (*r*) | 20 ″ 6 | | |
| *J.S.Remertsen* 03–04 | | | 3830 | *Spar dk* | Cff | | 6mo | Dixon&Co Ld | | P33'B96 F37' 25·9 | Norwegian | 1 Oib 3 7NHP | s 5 ″ 9 | | |
| HBSQ | | 1*Dk*(*Stl*)&*Spar dk*(*Trawl*)&*Stl*&* | 2621 | ~~2.04 Trawl~~ 12,04 | | | | Middlesbro' | | FK 7 *BH Cem* | | 3 B.E.*Hpf*,GS178,HS 236 | | | |
| | | *deep framing* | | | | | *Lloyd's* | *A&CP* | | | | N.E.Marine Eng.Co.Ld.Nwc | | | |
| | | | | | | | | | | *WB=Cell DBa* 118' *uE*&*B*38'*f* 156' | | 2·92*t BT f* 40' 94·7*t HPT* 89*t APT* 14·0*t* | | | |
| 10 Anna Liffey | | SteelScSp | 170 | ✠100A1 | Dub | *b* | 1904 | Dublin | Dublin Port& | 106·0\|22·1\|10·5 | Dublin | T.3Cy.13″,21″&34″–22″ (*s*) | 11 ″ 0 | | |
| ~~*J.Anthony* 97~~ 04 | | | 148 | *For towing purposes* | | | 6mo | Dockyard Co. | Docks Board | B16' | British | 160lb *80lb* 75RHP | | | |
| | | 1*Dk*(*Stl*) | — | 1.05 ~~Sdl~~ | | | | Dub.Ln | | BK6½ 3 *BH Cem* | | 1SB,*3cf* GS47,HS1415 | | | |
| | | | | | | | *Lloyd's* | *A&CP* | | | | L.Anderson&Co.Glas. | | | |
| 11 Ary Scheffer | | SteelScSr | 642 | ✠100A1 | Ams | *f* | 1904 | Nederl. | NV Havre Stoomv- | 180·0\|28·9\|15·5 | Rotterdam | T.3Cy.15″,24½″&38½″–27½″ (*s*) | 15 ″ 5 | | |
| *J.V.Duijn* 98–04 | | 1*Dk*(*Stl*)&*deep framing* | 467 | 9.04 | | | 9mo | Scheps Maats. | maart Maats v.h.C. | P26·B22·F22' FK | Dutch | 160lb *80lb* 87NHP | s 1 ″ 7 | | |
| | | | 373 | (*Class Contemplated*) | | | | Amsterdam | Balguerie & Zoon (Dreibeck & Zonen *Mgrs*) | | 3 *BH Cem* | 1SB,2*cf*,GS30,HS1403 | | | |
| | | | | | | | *Lloyd's* | *A&CP* | | *WB=Cell DBa* 11·6*uE* 17*f* 11' | | 7·5*t FPT* 11*t* | | | |
| | | | | | | | | | | | | Nederl.S.v.Werk te Amsterdam | | | |
| 12 Atalaya | | SteelPad | | A1 | | | 1904 | Jonker& | Percer a das | | | | | | |
| *For full particulars See No. 22 below* | | | | *For lighter purposes* | | | | Sons | Vapores Lisbon- | | | | | | |
| | | | | (*Class Contemplated*) | | | | Hendrik Jo | neuses | | | | | | |
| | | | | | | | | Amoacht | | | | | | | |
| | | | | | | | | | | | | C.D.2Cy.17½″&33½″–27½″ | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Alblasserdamsche Mel.fak. | | | |
| 13 Australind | | SteelScSr | ~~4239~~ | ✠100A1 | Gls | *y* | 1904 | C.Connell | Australind Steamship Co.Ld | 350·1 | London | T.3Cy.26″,44″&73″–48″ (*s*) | 29 ″ 0 | BT till 8,05 | |
| 118478 *R.W.Drake* 04–04 | | 2*Dks*(*Stl*)&*deep* | 4251 | *Shelter dk with freebrd* | | | 8mo | & Co.Ld. | Bethell, Gwyn&Co. (*or* Lee, Anderson & Co.) | 50·1\|~~56·2~~ | British | 200lb 496NHP | s 4 ″ 7½ | | |
| HBCG | | *Elec.light* | 4004 | ~~3.04~~ 3.05 | Bry | | | Glasgow | | 384·1 FK 6 *BH Cem* | | 3SB,*9cf*,GS173,HS6888,FD | | | |
| | | *framing*&*Shelter dk*(*Stl*) | 2696 | (*Class Contemplated*) | | | *Lloyd's* | *A&CP* | | | | D.Rowan&Co.Glasgow | | | |
| | | | | | | | | | | *WB=Cell DBa* 122'*uE*&*B*16'*f* 164' | | 9·85*t APT* 32*t* | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Permis assigné maintenant après Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Longueur en pieds et dixièmes de pied. Date de la dernière Visite. | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 Akebono Maru 8975 JNGF | *E.Ben'04-04* (ex Crown of Armagon) | Iron ScSr ss Liv. No. 3–5,92 ss Gls. No. 2–01 2 Dks (1 Irn) 3 tr B | 2450 2245 1519 | ✠100A1 8,03 | HKg | t | 1883 10mo | Scott & Co. Greenock *Lloyd's* | Tayo Kisen. Kabushiki Kaisha Ojiro S.S.Co. Ojiro Kisen Goshi Kaisha | 300·5 / 166' F ND97 | 37·3 | 26·1 BK 10' | Tokio Japanese | C.2Cy.24"&49"–54" 30lb 70lb NDB99 148 NHP SB.6cf,GS115,HS2502 Scott & Co. Greenock | | | 6,04 |
| 15 Ambient 119201 VTJD | *R.Errington'04-04* *Well deck* 1 Dk (Stl) | Steel ScSr Web frames | 1517 1208 940 | ✠100A1 2,05 | Sld | p | 1904 7mo | S.P.Austin & Son, Ld. Sunderland *Lloyd's* | J.Westoll *WB=Cell* | 248·1 / F24 Q63 | 36·2 | 16·0 B48' F27 FK | Saudrland British 4 *BHCem* 360t *APT* | T.3Cy.19",31"&51"–36" (s) 30lb 90lb 166 NHP SB.6cf,GS115,HS2502 N.E.Ma | 18 | 3 1 11 | |
| 16 Adriatic 118816 VBFB | *J.H.Rawlings'04-04* *Spar dk (pt Irn & pt Stl)* 2 tr B & deep framing | Steel ScSr Spar dk with f'c'sle & poop 6.04 | 3028 2812 1021 | ✠100A1 6.04 | Hpl | u | 1904 6mo | Irvine's S.B.&D.D. Co. Ld. W.Hartlepool *Lloyd's* | W.H.Cockerline & Co. *WB=Cell* | 325·0 / P32 B100 F32' | 47·1 | 13·7 22·3 F & 5 | Hull British *BHCem* 136' 663t *FPT* 100t | T.3Cy 160lb 90lb 277 NHP GS'00,HS4329 Richardsons, Westgarth & Co. Ld. Hpl. | 17 | 0 4 3½ | |
| 17 Argentino HKPS | *B.Esteves –99* (ex Neves Ferreira, ex Argentine, *Mcly. Aft* ex Golden Hope) | Iron ScYl ss Lis. No. 3–7,99 1 Dk | 131 127 34 | ✠100A– 7,99 | Lis | | 1889 5mo | Mackie & Thomson Glasgow | Cia. da Ilha do Principe F.Machado & Co | 100·0 / P13' on Q20' B12' F15' | 20·5 | 9·4 BK 7½' | Sao Thome Portuguese 3 *BHCem* | T.3Cy.11",16½"&27"–22" (s) 160lb 80lb NDB01 10 NHP SB,2pf,GS33,HS686 Muir & Houston, Glasgow | 11 | 0 | 7,99 |
| 18 Amaryllis 117962 WDKQ | *G.W.Lash'91-04* 1 Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing, Bdk | Steel ScSr Steel Sc | 4064 3609 2587 | ✠100A1 Spar dk 7,01 1,05 | Nwc | w | 1904 7mo | Tyne I.S.B. Co. Ld. Newcastle *Lloyd's* | Stag Line, Ld. (J.Robinson & Sons, Mgrs.) *WB=Cell* | 350·0 / P32' B92' F35' | 48·0 / 17·9 FK 25·9 | N.Shields British 6 *BHCem* 112' Eg B42 f 148' 818t *FPT* 58t *APT* | T.3Cy.24½",41"&68"–48" 180lb (r) 372 NHP N.E.Marine Eng.Co Ld Nwc 3SB,9cf,GS171 HS6084 | 20 | 6 5 9 | |
| 19 Ariadne 118362 VTKP | *R.J.Dosser –04* 1 Dk (pt Irn & pt Stl) & deep framing | Steel ScSr | 3035 2813 1935 | ✠100A1 5,05 | Hpl | u | 1904 7mo | W.Gray & Co. Ld. W.Hartlepool *Lloyd's* | Ariadne S.S.Co. Ld. (P.A.Sechiari) *WB=Cell* *DBa* 105' *uE* & *B* 10' | 325·0 / P29 B196 F34' | 49·0 | 21·8 FK | London British *BHCem* *FPT* 86t | T.3Cy.24",38"&64"–42" (s) 30lb 90lb 295 NHP 2SB,6cf GS108,HS1608 Wm.Mar.Eng.Wrks.W.Hpl | 24 | 0 3 3 | |
| 20 August Müller | *J.Stahl'04-04* (ex Heemse, ex Rothiemay) ss Kel. No. 1–01 *Well deck* 1 Dk (Irn) 2 tr B | Iron ScSr ss Ply. No. 3–2,97 1 Dk | 1694 1382 1046 | ✠100A1 7,04 | Ams | r | 1884 5mo | Blyth Shipbuilding Co. Blyth *A&CP* | H.Müller *WB=Cell* | 269·7 / Q102' B66' F26' | 37·2 | 17·0 FK | Stettin German 4 *BHCem* 222' 389t *FPT* 52t *APT* 17t | C.2Cy.29"&63"–42" (a) 90lb 209 NHP 2SB.6pf,GS100,HS3430 N.E.Marine Co.Ld.Nwc. | 19 | 2 | 7,04 |
| 21 Ardeo'a 118103 VTPN | *H.Maclean'01-04* *Well deck* *Elec.light* | Steel Sc3 Mst Sr 2 Dks (U Stl—ws) | 1385 1034 736 | ✠100A1 Dun Liv | Dun | p | 1904 7mo | Caledon S.B.&E. Co Ld Dundee *Lloyd's* | Ardeola S.S.Co.Ld. (Yeoward Bros.) *WB=Cell* *DBa* 24' *uE* & *B* 36' | 260·0 / P & B169 F45' | 34·2 | 15·7 BK 5½' | Liverpool British 4 *BHCem* 148' 250t *FPT* 27t *APT* 30t | T.3Cy.21",34"&56"–39" (a) 180lb 80lb 231 NHP 2SB,6cf,GS120,HS3'11 Caledon S.B.&E.Co.Ld Dun | 18 | 3 8 2 2 | BT till 6,05 |
| 22 Atalaya | *Elec.light* | Steel Pad 1 Dk | | ✠A1 *For River purposes only* 7,04 | Rot | c | 1904 7mo | Jonker & Stans Hendrik Ido Ambacht *Lloyd's* | Pereeria dos Vapores Insbon-guesa Pereeria Vapores Lisbonenses | | | BK 6½' | Lisbon Portuguese 4 *BHCem* | C.H.2Cy.17½"&33"–27" 12 lb (s) 54 NHP 1SB,2cf,GS31,HS861 Alblasserdamsche Mchfbk. | 7 | 6 | |
| 23 Argun | (ex Hafis) | Steel ScSr 1 Dk (Stl) & Spar dk (Stl) & Web frames | 4189 4003 2708 | ✠100A1 Spar dk 11,03 | Bry | x | 1902 2mo | R.Craggs & Sons Middlesbro' *Lloyd's* | Russian Government *WB=Cell* | 362·0 / P29' B104' F35' | 48·1 | 20·1 FK | Russian 6 *BHCem* 116' 826t *APT* 23t | T.3Cy.25",40"&68"–48" (r) 180lb 100lb 379 NHP 3SB.9cf,GS148,HS6258 Richardsons, Westgarth & Co. Ld. Mdb. | 22 | 9 6 11½ | 11,03 |
| 24 Admiral Togo 118332 HBJV | *S.Winsor'94-04* | Steel Sc K 1 Dk | 250 249 224 | ✠100A1 Stm Trawler 10,04 (Class Contem plated) | Hul | | 1904 10mo | Cook, Welton & Gemmell Beverley *Lloyd's* | Pickering & Haldane's Stm. Trawling Co. Ld. | 126·6 / Q51' | 22·0 | 12·0 11·8 BK 7' | Hull British 4 *BHCem* | T.3Cy.12½",22"&36"–24" (s) 200lb 76 RHP 1SB,2cf,GS35,HS1206 Amos & Smith, Hull | 12 | 10 | |
| 25 Annita | *G.Villa –04* (ex Sassnitz, ex Grossherzog Friedrich Franz) *Elec.light* 1 Dk | Steel Pad Sr | 246 231 87 | | | | 1885 | F.Schichau Elbing | G.Villa | 169·4 / B29' F56' | 20·2 | 11·3 | Genoa Italian | C.2Cy.30"&55"–43½" 166 NHP F.Schichau, Elbing | | | G |
| 26 Amiral Ponty | | Steel Sc 2 Dks | 5800 4377 | | | | 1904 | Atel & Chant. Loire St. Nazaire | Chargeurs Réunis | 393·5 / | 50·7 | 25·5 W.B. | Havre French | T.3Cy.25½"42½"&68½"–51½" 336 NHP Atel. & Chant. Loire, Nts. | | | |
| 27 Aurora | *F.A.Hellgren'98-04* | Steel ScSr 1 Dk | 480 | | | | 1904 | Lindholmens M.V. Gothenburg | T.Ahrenberg | 158·5 / P57' F23' | 26·0 | 13·4 W.B. | Gothenburg Swedish | T.3Cy.13½",22"&36½"–22½" 63 NHP Lindholmens M.V. Got. | | | |
| 28 Abaris 118491 HBFV | *C.R.Rippon'99-04* 1 Dk (pt Irn & pt Stl) & deep framing | Steel ScSr | 2892 2732 1830 | ✠100A1 2,05 (Class Contem plated) | Sld | v | 1904 9mo | Bartram & Sons Sunderland *Lloyd's* | Overseas Trnspt Co Ld (J.S.Pyman, Mgr.) *WB=Cell* | 331·7 / P29' B190' F37' | 48·1 | 21·5 FK | London British 6 *BHCem* 138' 871t *FPT* 58t *APT* 16t | T.3Cy 24",38"&64"–42" (s) 180lb 90lb 290 NHP 2SB,9cf,GS122,HS4195 J.Dickinson & Sons, Ld. Sld. | 24 | 0 3 4½ | 2,05 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port | 7 Year Built. now altered. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed if not in L.R. Date of R. of Trade Cert. | 16 Date when tail shaft last ren. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 HDLT | **Albatros** *J.V.Pènè* 04–04 | Steel Sc K 1 *Dk* | 135 ~~166~~ 45 79 | + 100 A1 *Stm Trawler* 9.01 *(Clean Cont. plated)* | Sld | 1904 9mo | Smith's Dock Co. Ltd. North Shields | L. Caille | 112·0 \| 21·0 \| 10·9 *WB = DB f* 16′ 15*t* | French | T. 3 Cy. 12″, 19½″ & 32″–24″ (*s*) 160 lb 6 NIP 1 SB, 2*p f*, GS 36, HS 1237 W. V. V. Lidgerwood, Gls. | 11 ″ 6 | | |
| 30 LCKW | **Anadyr** (ex Franche-Comté) *S Web frames & Shelter dk (Stl)* | Steel Twin Sc Sr 2 *Dks (Stl) 3 tr B* | 7073 6870 4632 | + 100 A1 *Shelter dk* 4,04 | Brw | † 1903 4mo | Vickers, Ss. & Maxim, Ld. Barrow *Lloyd's SA & CP* | Russian Government *WB = Cell D Ba 145′ B 74′ f 191′ 1343 t DT* | 478·0 \| 56·0 \| 32·5 *B on Shelter dk 125′ a 32′ 1100 t FPT 205 t APT 110 t* | Russian FK 8 *BH Cem* | T. 6 Cy. 27″, 44″ & 72″–48″ (*s*) 1801b 855 NIP 6 SB, *18 cf*, GS 448, HS 14222 Vickers Ss. & Maxim Ld. Brw | 35 ″ 8 | s 7·10 | |
| 31 LCKW | **Aeolus** *A. Ehlers* 02–04 (ex Holtenau) | Iron Sc Sr 1 *Dk 2 tr B* | 605 537 356 | | | 1882 | G. Howaldt Kiel | Dampfschifffahrts Ges. Neptun | 175·8 \| 25·1 \| 15·9 B 40′ *WB* | Bremen German | C. 2 Cy. 23″ & 37½″–27″ NB 98 61 NIP Gebr. Howaldt, Kiel | | | G |
| 32 491 | **Agrafena** | Iron Pad Tug 1 *Dk* | 225 112 | | | 1879 | ..... Linz | A. Kovalenko & R. Webster | 138·3 \| 20·0 \| 10·9 | Nicolaieff Russian | | | | |
| 33 382 | **Alexandra** | Steel Pad 1 *Dk* | 246 155 | | | 1893 | ..... Linz | A. Kovalenko & R. Webster | 161·0 \| 20·6 \| 8·1 | Odessa Russian | | | | |
| 34 119039 | **Ailsa** *T. Leitch* –04 | Steel Sc Lighter 1 *Dk* | 100 81 | | | 1904 | W. Denny & Bros. Dumbarton | A. McG. Leslie | 66·5 \| 18·3 \| 8·8 | Glasgow British *WB* | C. 2 Cy. 10″ & 20″–16″ 7 RIP Denny & Co. Dumbarton | | | |
| 35 | **Algon** (Lighter) | Steel Sc 1 *Dk* | | | | 1901 | Bonn & Mees Rotterdam | F. Courtois & G. Hovelagne | 132·0 \| 21·6 \| 12·6 | Boulogne French | T. 3 Cy. 13″, 21½″ & 35″–24″ Alblasserdamsche Maschinenfab. Alblas. 60 NIP | | | |
| 36 HBPR | **Alfonso** *W. Iwanna* –03 (ex Lea No. 3, ex Tage, ex Diana) | Iron Sc K 1 *Dk (Irn)* | 107 101 67 | 9,82 *For River & Sound purposes only* | Nwc | L 1882 3 mo | C. A. Bushell Newcastle | Portillo, Ibañez & Co. | 88·7 \| 19·4 \| 8·4 len 84 | Bilbao Spanish 2 *BH* | C. 2 Cy. 10″ & 18″–16″ 11 NIP Paulin & Sons, Newcastle | | | |
| 37 | **Alouchta** (ex Laurana, ex Gravosa) | Steel Sc 1 *Dk* | 110 44 | | | 1896 | M. U. Martinolich Lussinpiccolo | M. Gavallo & G. Sterioni | 114·8 \| 15·8 \| 7·4 | Yalta Russian | T. 3 Cy. 11½″, 18″ & 3 ″–16½″ 36 NIP Wlsn & McLaren, Smprdrna | | | A |
| 38 16 | **Angelina** *F. Chiappara* –04 | Steel Sc 1 *Dk* | 194 100 | | | 1904 | Cant. Nav. Riunite Stab. Mec. Siciliani Palermo | Ditta Flli. Corvaja | 115·7 \| 19·7 \| 11·1 | Palermo Italian | C. 2 Cy. 14½″ & 24½″–16″ E made 81 fitted 04 20 NIP B made 92 fitted 04 E. Cravero & Co. Genoa | | | I |
| 39 119950 HDLT | **Adamton** *W. Williams* 91–04 | Steel Sc Sr 1 *Dk (pt Irn pt Stl) & deep framing* | 2304 ~~2150~~ 213 1494 | + 100 A1 3,05 ~~1,04~~ *(Class Cont. plated)* | Nwc Bry | s 1904 10mo | Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's SA & CP* | Seville & United Kingdom Carrying Co. Ld. (J. Cory & Sons L. t., *Mgrs.*) *WB = Cell D Ba & u E* | ~~235·0~~ \| 46·0 \| 19·2 P 22′ B 64′ ~~F 34′~~ F 29′ 235·2 FK 6 *BH Cem* | Cardiff British | T. 3 Cy. 22″, 36″ & 60″–39″ (*s*) 160 lb *80 lb* 247 NHP 2 SB, *6 pf*, GS 100, HS 4050 Richardsons, Westgarth & Co. Ld. Sld. | 21 ″ 7 | s 3 ″ 5 | |
| 40 619 | **Achilles** | Iron Pad Tug 1 *Dk* | 127 48 | | | 1869 | ..... Newcastle | M. Solomos | 108·0 \| 19·0 \| 10·3 | Nicolaieff Russian | | | | |
| 41 105973 | **Alaska** | Wood Sc 1 *Dk* | 173 96 | | | 1881 | ..... Boothbay, Me | Fisheries Co. | 121·2 \| 20·3 \| 10·7 | Grnprt NY Utd. States | | | | |
| 42 | **Amecitia** *G. Flood* 01–04 | Steel Sc Sr 1 *Dk* | 1032 975 673 | | | 1904 | Bergens Mek. Værks Bergen | A. Halvorsen | 228·6 \| 35·0 \| 16·0 P 19′ B 58′ F 25′ | Bergen Norwegian *WB* | T. 3 Cy. 16½″, 26″ & 44″–30″ 106 NHP Bergens Mek Værks Bergen | | | |
| 43 | **Anatra** | Iron Pad Tug 1 *Dk* | 112 40 | | | 1871 | ..... United Kingdom | Anatra Bros. | 96·8 \| 19·5 \| 10·2 | Odessa Russian | | | | |
| 44 190502 HDBD | **Albion** *T. Derham* –05 *Elec. light* | Steel Sc 3 Mst Sr Steel Sc Sr 8 *Sc Shafts (Yacht)* 2 *Dks (Upt Stl–ws)* | 1116 841 932 403 | + 100 A1 *In Yacht Register* 3,05 *(Class Cont. plated)* | Nwc | n ~~1904~~ 1905 3mo | Swan, Hunter & Wigham Richardson Ld. Newcastle *Lloyd's SA & CP* | Sir G. Newnes, Bart M.P. | ~~248·5~~ \| ~~34·1~~ \| 10·0 F 31′ *Shade dk* 143′ 252′ a 31′ 0 \| 18′ 8 BK 6″ *B E = Tank sides of tunnel* 11′ 2 *aFPT* 170 *tAPT* 18 | London British 8 *BH Cem* | ~~Turbines~~ 3 Stm. Turbines (*r*) 150 lb FD 300 RIP Parsons Mar. S. Turbine Co. Ld. Nwc. 2 SB, *6 f*, GS 109, HS 4068 | | | |
| 45 190465 HBKS | **Arranmoor** *R.C.C. Finn* 01–04 | Steel Sc Sr 1 *Dk (pt Irn pt Stl) & deep framing* | 2355 2357 1721 | + 100 A1 10,04 *(Class Cont. plated)* | Skd | t 1904 10mo | J. Blumer & Co. Sunderland *Lloyd's SA & CP* | Moor Line, Ld. (W. Runciman & Co. *Mgrs.*) *WB = Cell D Ba 104′ u E* | 314·0 \| 46·5 \| 20·7 P 28′ B 90′ ~~F 32′~~ F 32′ FK 22′ *f* 123′ 678 *t APT* 75 *t* 6 *BH Cem* | Newcastle British London | T. 3 Cy. 23″, 38″ & 62″–42″ (*s*) 160 lb *80 lb* 257 NHP 2 SB, *6 pf*, GS 111, HS 3974 J. Dickinson & Sons, Ld. Sld. | 23 ″ 0 | 03 ″ 7½ | |
| 46 | **Atlantic** *A.E. Hakansen* –04 | Steel Sc Sr 1 *Dk (Stl) 2 tr B & deep framing 3 Dk Rule* | ~~3,07~~ ~~3159~~ 2126 | + 100 A1 ~~5,15~~ *(Class Cont. plated)* | Nwc | e 1901 10mo | Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's SA & CP* | R. B. Lundgren W. R. B. Lundgren *WB = Cell D Ba* | 340·0 \| 49·0 ~~22·7~~ P ~~30′ B 94′ F 38′~~ P 25′ B 95′ F 34′ 22·6 FK 14′ *u E y B* 14′ *f* 110′ 72 *t APT* 95 *t* 6 *BH Cem* | Gothenburg Swedish | T. 3 Cy. 25″, 40½″ & 67″–45″ (*s*) 180 lb 332 NHP 3 SB, *9 pf*, GS 158, HS 5200 N.E. Marine Eng. Co. Ld. Nwc | 25 ″ 3 | s 4 ″ 8½ | |
| 47 | **Achilles** *M. Gicas* (ex Gorgona, ex Oneglia) | Iron Sc Sr 1 *Dk* | 163 ~~154~~ ~~155~~ | | | 1863 | Mac Nab & Co. Greenock | M. Gicas & B. Vafiopulos | 130·2 \| 17·9 \| 9·9 | Kalamata Greek | C. 2 Cy. 14″ & 28″–24″ NB 87 32 NHP *Cmp.* 71 P. Ferro & Co. Genoa | | | |
| 48 | **Argentina** | Steel Twin Sc Sr 1 *Dk* | | | | 1904 | Grngem'th & Greenock Dockyard Co. Grngemouth | M. Mihanovich | 205·0 \| 33·7 \| 10·5 B 55′ F 22′ | Bns. Ayres Argentine *WB* | T. 6 Cy. 11″, 18″ & 30″–22″ 84 NHP Mair & Houston, Ld. Gls. | | | |
| * 49 | **Argostoli** (ex Polis Myteline, ex Villa de Cette) *G. Pappadeyanni* 04–04 | Iron Sc Sr 2 *Dks (Irn)* | 1074 937 686 | + 100 A1 7,00 *ss* Cpl. No. 3–4,92 *ss* Cpl. No. 2–00 NB 1,95 ~~B 04~~ B 95 | Cpl | n 1880 9mo | Hodgson & Soulsby Blyth *A & CP* | Destouni & Tannoulatos | 221·5 \| 31·3 \| 18·3 P 36′ B 52′ F 29′ BK 8″ *WB = FPT* 68 *t APT* 50 *t* | Piræus Greek 4 *BH Cem* | C. 2 Cy. 20½″ & 55″–36″ (*r*) [illegible] 141 NHP [illegible] *tpf* GS , HS 2590 [illegible] Hawthorn & Co. Gts. | | 7,00 | |
| 50 116992 | **Arctic** *I.E Bernier* –04 *Mchy. Aft Elec. light* | Wood Sc Bkn (ex Gauss) 2 *Dks* | 762 686 518 | | | 1901 | Howaldtswerke Kiel | Canadian Government | 165·4 \| 37·2 \| 20·2 P 14′ F 17′ | Ottawa British | T. 3 Cy. 11⅞″, 18 11/16″ & 29 9/16″–18″ 44 RIP Howaldtswerke, Kiel | | | |

*Sailing Barquentine—See Sailing Ship Register.*

| 1 Numéro officiel | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tenue assignée maintenant, expire. Lettre et date ultérieure. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pe. | 15 Inscrits ou coté, si en cet date le L. R. Date Cert. for Trade | 16 Date de la dernière visite de l'hélice intermédiaire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | **Astrid** | SteelScSr | ~~800~~ 229 187 117 | ✠100A1 11,01 *(Class Contem. plated)* ✠LM 1,04 | Got | *c* | 1904 11mo | Lödöse VarfAktieb Lödöse *Lloyd's SA&CP* | Rederiaktieb Unda | 100·2 ~~Pac B31~~ 101·3 | 22·3 ~~F13'~~ P24' | 12·0 ~~11·1~~ BK 3 *BH Cem* *WB = FPT 23t APT 8t* | Gothenburg Swedish | C.2Cy.10″&22½″–15″ (*s*) 120lb 20NHP 1SB,*Ic/*,GS12,HS363 Lödöse Varf Aktieb. Lödöse | 12 *n* 0 | | |
| 52 | **Attilio** | IronScSr (*ex* Hogarth) | 2053 *1909* *1260* | | | | 1882 | A. Leslie & Co. Newcastle | F. Mattarazzo & Co. | 295·4 | 36·2 | 24·5 | Santos Brazilian | C.2Cy.26″&60″–45″ 201NHP R. Stephenson & Co. Nwc | | | |
| 53 | **Anglia** | SteelScK 196 | ~~110~~ ~~170~~ 175 ~~47~~ 95 | ✠100A1 *Stm Trawler* 11,04 *(Class Contem. plated)* ✠LMC 10,04 | Sld | | 1904 11mo | Smith's Dock Co. Ld. North Shields *Lloyd's SA&CP* | Birt & Hextall | ~~115·0~~ 115·3 | 21·5 Q 19' | ~~11·5~~ 11·2 BK 7 | London British | T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS33,HS1318 MacColl & Pollock, Ld. Sld. | 12 *n* 4 | | |
| 54 | **Anne Arundel** | SteelSc | 795 — 630 | | | | 1904 | Baltimore S.B. & D.D. Co. Baltimore | Weems Steamboat Co. | 174·0 | 36·0 | 10·2 | Baltimore Utd. States | T.3Cy.13″,21″&34″–24″ 57NHP Baltimore S.B. & D.D. Co. Blt | | | |
| 55 | **Anticosti** | SteelScSr | 396 396 269 | | | | 1904 | Polson Iron Works Co. Ld. Toronto | Canadian Government | 121·3 | 24·7 | 19·0 | Ottawa British | 1Cy.23″–22″ 18RHP Polson I.W.Co.Ld. Toronto | | | |
| 56 | **Addah** | SteelScSr | 3149 1977 | ✠100A1 *Shelter deck, Trees* 5,05 ~~3,05~~ *Class Cont.* ~~Liv~~ ✠LMC 1,05 | Nwc | *w* | ~~1904~~ 1905 2mo | Palmers' Co. Ld. Newcastle *Lloyd's SA&CP* | ~~Elder, Dempster & Co. Brit. & African~~ S.N.Co. (1900) Ld (Elder, Dempster & Co., *Mgrs.*) *WB = Cell D Ba 84' u E g B 15' f 152' 710t FPT 75t APT 23t* | ~~250·1~~ ~~Dec F11~~ 350·0 | ~~48·3~~ ~~F45'~~ *Shade dk 95'* | ~~20·5~~ 20·7 ~~BK 6~~ *BH Cem* | Liverpool British | T.3Cy.25″,42″&70″–~~45″~~ (*s*) 200lb 478NHP 3SB,*8cf*,GS157,HS6983 FD Palmers' Co. Ld. Newcastle | 23 *n* 4 s 2 *n* 9 | | |
| 57 | **Adikeva** | WoodScSr | 142 106 106 | | | | 1903 | T. P. Nicholson Suva, Fiji | Fiji Shipping Co. | 102·5 | 20·0 | 7·0 | Suva British | C.2Cy.9½″&20″–12″ 25RHP Plenty & Son, Ld. Newbury | | | |
| 58 | **Ante Starcevic** | SteelSc | 201 — 99 | | | | 1904 | Ditta Gio. Poli Chioggia | Hrvatsko Parobrodarsko Druztvo | 135·1 Q 3' | 18·7 | 11·2 | Segna Aust.-Hung. | C.2Cy.14″&31″–20″ 45NHP McKie & Baxter. Glasgow | | ▲ | |
| 59 | **Aris** | SteelSc | 338 193 | | | | 1904 | Lloyd Austriaco Trieste | P. Leonardus | 169·0 F36' | 23·7 | 11·6 | Piræus Greek | T.3Cy.13½″,22¼″&36″–24″ 63NHP Lloyd Austriaco, Trieste | | | |
| 60 | **Awaroa** | WoodScSr | 344 293 211 | | | | 1904 | Morrison & Sinclair Sydney NSW | Northern Union Steamboat Co. Ld. | 139·0 | 25·4 | 12·3 | ~~Sydney NSW~~ ~~Auckland NZ~~ British Auckland NZ | T.3Cy.13″,21″&35″–21″ 62RHP Wilsnd Slpwy. Co. Ld. Nwc | | | |
| 61 | **Alcana** | SteelSc,Sr ~~2650~~ 3550 | ~~2650~~ 3334 ~~2350~~ 2312 | ✠100A1 12,04 *(Class Contem. plated)* ✠ 1,04 | Mdb | *v* | 1904 12mo | R. Craggs & Sons, Ld. Middlesbro' *Lloyd's SA&CP* | ~~L. J. J. J. Jones~~ Alcana S.S. Co. Ld. (E. & F. W. Roberts) *WB = Cell D Ba 103' u E g B 14' f 142' 8t DTa 29' 68t FPT 70t APT 36t* | 340·0 P40' B110' F35' | 47·5 | 24·9 BK 6 *BH Cem* | Liverpool British | T.3Cy.24½″,41″&68″–~~45~~(*s*) 180lb *80lb* 349NHP 2SB,*8cf*,GS144,HS5559 G. Clark, Ld. Sunderland | 27 *n* 3 s 4 *n* 10½ | | |
| 62 | **Arrival** | SteelScSr | 358 240 126 | ✠100A1 12,04 *(Class Contem. plated)* ✠LMC 12,04 | Nwc | *e* | 1904 12mo | Wood Skinner & Co. Ld. Newcastle *Lloyd's SA&CP* | C. Rowbotham | 143·0 ~~Q 49'~~ Q 50' | 24·1 ~~B 13'~~ B 13' | ~~9·0~~ 9·3 ~~F 19'~~ F 9' BK *WB = DB f 78' 83t FPT 39t APT 2t* | London British | T.3Cy.13″,21″&35″–24″ (*s*) 180lb *90lb* 62RHP 1SB,*3pf*,GS35,HS1177 N.E. Marine Eng Co. Ld. Nwc | 11 *n* 1 s ~~11~~ | | |
| 63 | **Argosy** | SteelSc3MstSr 406 | ~~412~~ 293 ~~260~~ 168 | ✠100A1 2,05 *(Class Contem. plated)* ✠LM 1,05 | Hul | *f* | ~~1904~~ 1905 2mo | T. Dobson & Co. Hessle, near Hull *Lloyd's SA&CP* | Argosy S.S. Co. Ld. (S.S. Cutler) | 151·0 Q 81' ~~B 16~~ B 11' | ~~24·0~~ 24·1 F 17' | ~~11·0~~ 10·7 FK | London British | T.3Cy.12½″ ~~20½″~~ &34″–24″ (*s*) 180lb *80lb* 21″ 58RHP 1SB,*2cf*,GS41,HS1289 Crabtree & Co. Ld. Gt Yrmth | 11 *n* 9 s ~ 11 | | |
| 64 | **Aquilera Aquileia A.** (*ex* Huntsman) | SteelScSp ~~Schooner~~ ~~04~~ -04 1*Dk* | 126 109 13 | ✠100A1 *For Towing purposes* 12,04 ~~4,02~~ Bs 12,04 ✠MC 1,02 | Hul Tri | | 1902 4mo | Cook, Welton & Gemmell Beverley *Lloyd's SA&CP* | ~~G. Gorup~~ Adriatische Hafen-Unternehmung | 95·0 B 23' | 18·0 BK 6 *WB =* | 9·3 *4 BH Cem* *APT 8t* | Trieste Aust.-Hung. | T.3Cy.11½″,19″&32″–21″ (*s*) 180lb 61NHP 1SB,*2cf*,GS33,HS1134 Crabtree & Co. Ld. Gt. Yar. | 10 *n* 0 | | 12.04 |
| 65 | **Aster** | SteelScSr | 2711 2512 1756 | ✠100A1 *Spar dk* 1,04 ~~Bs 11,11~~ ✠MC 6,01 | Lon | *u* | 1893 10mo | C. S. Swan & Hunter Newcastle A&CP | Cie. des Vapeurs de Charge Français | 315·7 P 70' B 36' F 35' | 41·0 | 16·8 24·3 FK *WB = Cell D B 2o 2' 552t* | Marseilles French | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *90lb* NDB 04 267NHP 2SB,*6cf*,GS115,HS4017 T Richardson & Sons, Hpl. | 19 *n* 4 s 5 *n* 8½ | | 1,04 |
| 66 | **Alfred Hage** | SteelScSr | 1491 1226 918 | | | | 1904 | Helsingörs Jernsk & Msk Elsinore | Dmpskibs. Vendila (Svendsen & Christensen) | 247·5 P 17' Q 73' B 106' F 28' | 37·3 | *WB* | Copnhagn Danish | T.3Cy.19″,32″&53″–36″ 169NHP Helsingörs Jernsk. & Mskb | | | |
| 67 | **Abbotsford** | SteelScSr | 3892 3426 2552 | ✠100A1 2,05 *(Class Contem. plated)* ✠LMC 1,05 | Sld | *w* | 1905 2mo | J. L. Thompson & Sons, Ld Sunderland *Lloyd's SA&CP* | Charlton & Thompson Stm Shpg Co. Ld. (Charlton & Thompson, *Mgrs.*) *WB = Cell D Ba 119' u E g B 33' f 146' 889t DTa 29' 945t APT 28t* | 346·6 P 32' ~~Bet~~ F 31' | 50·8 B 88' | 23·0 FK *7 BH Cem* | Sundrland British | T.3Cy.24½″,40″&~~66″~~–~~42~~(*s*) 180lb *180lb* 321NHP 2SB,*8pf*,GS142,HS5003 J. Dickinson & Sons, Ld. Sld. | 25 *n* 6 s 4 *n* 7 | | |
| 68 | **Anson** | SteelScK 211 | ~~310~~ 194 76 | ✠100A1 *Stm Trawler* 2,05 *(Class Contem. plated)* ✠LMC 1,05 | Hul | | 1905 2mo | Cook, Welton & Gemmell Beverley *Lloyd's SA&CP* | W. Grant | ~~115·2~~ Q 58 ~~F 19~~ 115·4 | 21·5 B 19' | 11·5 21·6 BK 7' | Grimsby British | T.3Cy.12″,21″&34″–~~24~~″(*s*) 80lb 60RHP 1SB,*2pf*,GS32,HS1095 O.D. Holmes & Co. Hull | 12 *n* 3 | | |
| 69 | **Antonio** | SteelScSr | 2652 2473 1605 | ✠100A1 1,05 *(Class Contem. plated)* ✠MC 1,05 | Sld | *u* | 1905 1mo | J. Blumer & Co. Sunderland *Lloyd's SA&CP* | ~~T. Bowen Rees & Co.~~ Talbot S.S. Co. Ld. (T. Bowen Rees & Co., *Mgrs.*) *WB = Cell D Ba 106' u E 22' f 120' 640t FPT 113t APT 88t* | 314·0 P 30' B 151' F 32' | 46·5 | 20·6 FK *5 BH Cem* | London British | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *90lb* 287NHP 2SB,*8pf*,GS125,HS4647 J. Dickinson & Sons, Ld. Sld. | 23 *n* 0 s 3 *n* 2 | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Classed. Date expired. Explanatory Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of last Trade Cert. | 16 Date when last shaft was sent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | **Amerika** | SteelScSr | 2922 | +100A1 Spar dk 9,04 | Blm | a | 1893 7mo | Sir R. Dixon & Co. Middlesbro' | Dampfsch.Ges. Argo | 371·9 | 41·1 | 18·5 | Bremen | T.3Cy.24″,38″&64″–42″ (s) 180lb 100lb 2SS.6cf,GS103,HS4220 | 21 ″ 0 | | 9,04 |
| | *Ivo* –04 Stolzenfels | *ex*Ham.No.2–01 1Dk(Stl)&Spar dk (Stl–ws)&Web frames | 2792 1932 | B89,01 +LMC6,01 | | | *Lloyd's SA&CP* | | | P351 B70′F42′ | 264 FK | 5BH Cem | German 2SS.6cf,GS103,HS4220 WB—Cell DB244′43t | T.Richardson&Sons,Hpl. | | | |
| 71 | **Atlantic** | SteelSc (Tug) 1Dk | 129 87 | | | | 1904 | Neafie & Levy Co. Philadelphia | StandardOilCo. | 90·0 | 20·6 | 10·6 | Philadelphia United States | G.2Cy.15″&30″–22″ 35NIP Neafie&LevyS.E&BCo.Phl | | | |
| 72 | **Auguste** | SteelSc (Trawler) 1Dk | 191 159 56 | | | | 1904 | J.C.Tecklenborg A.G. Geestemünde | T.W.Jacobs | 113·6 | 22·6 | 10·6 | Gstemnde German | T.3Cy.11⅛″,17⅛″&29⅜″–21⅝″ 40NIP J.C.Tecklenborg A.G.Gst. | | | |
| 73 | **Alfreda** | SteelScSp (Tug) 1Dk | 111 110 1 | | | | 1901 | Cook, Welton & Gemmell Beverley | H.M.War Department | 93·5 B55′ | 18·7 | 9·5 | British | T.3Cy.11″,17½″&28″–18″ Amos&Smith,Hull | | | |
| 74 | **Ares** (*ex*Argyle) | IronPadSp | *163* *140* 39 | | | | 1866 | Barclay, Curle & Co. Glasgow | J.Barbeito | 177·3 | 17·5 | 7·6 | Corunna Spanish | 1Cy.47″–42″ NE79 NB02 110NIP Hutson&Corbett,Glasgow 29½″,40″&80″–60″ | | | |
| 75 | **Anselm** J.Kempthorne –05 | SteelScSr Elec.light 1Dk(Stl)&Spar dk(Stl–ws) Ref.Mchy. &deep framing | 5442 3933 3213 | +100A1 Spar dk 3,05 (Class Contem. plated) +LMC3,00 | Bel | z | 1905 3mo | Workman, Clark & Co.Ld Belfast | BoothS.S.Co.Ld. | 400·4 P&B279′ | 50·1 F45′ | 27·0 19·1 FK 27·3 | Liverpool British 6BH Cem | T.3Cy.~~24″,34″&66″–45″~~ (r) 180lb FD 819NIP WB=Cell DBa80′uE&Dkr54′f140′665t | 21 ″ 10 s5 ″ 6½ | BT 1911 3,06 | |
| 76 | **Ada** T.Thommesen 05–05 | SteelSc 1Dk | 1130 1000 700 | | | | 1905 | Laxevaags Msk.&Jrnskb Bergen | S.L.Christie | 228·0 P14′ | 36·0 B60′ | 16·0 F25′ | Bergen Norwegian | T.3Cy.16¾″,27″&44″–30″ 106NIP WB Laxevaags Msk&Jrns.Bgn. | | | |
| 77 | **Atalanta** 129857 | WoodSc 1Dk | 107 103 37 | | | | 1899 | Kwong Tak Cheong HongKong | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 86·0 | 17·2 | 8·6 | HongKong British | C.2Cy.15″&30″–18″ 37RHP KwongHepLoong,H.Kg. | | | |
| 78 | **Augusta** ~~Christensen~~ –05 MGPP *A.D.Christensen* –05 | SteelScSr 1Dk2tr B | ~~3599~~ ~~3760~~ ~~3390~~ 2363 | 3610 3895 2363 | | | 1905 | W.Dobson & Co. Newcastle | ~~P.A.Gron~~ Akties Damps Augusta (P.A.Gron) | 338·0 P25′ | 48·0 B98′ | 25·4 F33′ | Sndefjord Norwegian WB | T.3Cy.24″,39″&66″–45″ 292NIP N.E.MarineEngCo.Ld Nwc | 28 ″ 0 s 5 ″ 4 | | |
| 79 | **Aikoku Maru** JRTs | SteelScSt ssHKg.No.3–7,01 (*ex*Colonies,*ex*Azamor,*ex*AnnieBarrow, *ex*EiffelTower) 1Dk(Stl)&Spar dk(Stl)Std B | 3333 2878 2486 | +100A1 Spar dk 5,04 Bs ,04 +LMC7,01 | Ant | u | 1889 11mo | W.Dobson & Co. Newcastle | OiyeShichihei | 331·9 P47′ | 40·3 B80′ | 19·2 F42′ 26·7 BK 107 | Hakodate Japanese 5BH Cem WB=Cell DB264′43t | T.3Cy.23½″,38″&61″–39″ (s) 160lb 43lb 2SB.6cf,GS98,HS3916 | 21 ″ 9 s6 ″ 1 | | 1,08 |
| 80 | **Ashridge** 130600 HBWL | SteelScSr Elec.light 1Dk(Stl)&deep framing | 3000 2884 2710 1849 | +100A1 2·5 (Class Contem. plated) +LMC1,01 | PGl | u | 1905 2mo | W.Hamilton & Co. Pt.Glasgow | McIlwraith, McEacharn & Co. Proprietary, Ld. | 325·8 ~~P—~~ P22′ | 47·0 ~~B88′~~ B88′ F40′ | 22·2 FK | ~~Melbourne~~ British London 5BH Cem | T.3Cy.24″,40″&65″–42″(r) 180lb 100lb 2SB,6cf,GS112,HS4290 | 24 ″ 10 s 4 ″ 3 | | |
| | | | | | | | *Lloyd's SA&CP* | | | | | | WB=Cell DBa96′uE22′f144′ 448 APT 70t | ClydeS.B.&E.Co.Ld.P.Gla. | | | |
| 81 | **African Monarch** 10478 QMHW | SteelScSr *A.A.S.Walker* –05 (*ex*Osborne) 2Dks | 4296 3301 2796 | | | | 1898 | C.S.Swan & Hunter, Ld Newcastle | MonarchS.S.Co Ld (Raeburn&Vérel, *Mgrs.*) | 376·7 P57′ | 48·0 B100′ | 26·3 F40′ | Glasgow British | T.3Cy.26″,42″&69″–48″ 350NIP WB WilsndSlpwy.Co.Ld. Nwc. | | C | |
| 82 | **Anto Maru** 9125 JSBF | SteelScSr 2Dks | 803 680 493 | | | | 1904 | Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 183·6 | 27·3 | 18·2 | Osaka Japanese | T.3Cy.14½″,24½″&39″–30″ 83NIP WB OsakaIronWorks,Osaka | | | |
| 83 | **Aracaty** (*ex*Professor Woermann) | IronScSr (*ex*Anna Villa, 2Dks | 1525 1365 996 | | | | 1882 | Blohm & Voss Hamburg | Emp.deNav.Salina (Rodrigues,Faria &Co. *Mgrs.*) | 265·2 P46′ | 35·6 H72′ | 20·1 F32′ | R.Janeiro Brazilian | C.2Cy.30″&50″–33″ 120NIP Blohm&Voss,Hamburg | | C | |
| 84 | **Asturia** | SteelScSr 1Dk | 1150 1030 720 | | | | 1903 | Nylands Værksted Christiania | Dampskibsinter. skab.Garonne (Fearnley&Eger) | 235·7 P11′ | 35·0 B54′ | 18·5 F25′ | Norwegian | T.3Cy.16½″,27″&44″–32″ 109NIP WB Nylands Værksted,Xania | | | |
| 85 | **Abydos** 119949 HCGW | SteelScK *J.Alp* 97–05 1Dk | 230 212 92 | +100A1 Stm Trawler 4,05 (Class Contem. plated) +LMC1,01 | Hul | | 1905 4mo | Cook, Welton & Gemmell Beverley | Roberts&Ruthven Ld. | ~~122·5~~ Q71′ ~~P—~~ 122·0 | ~~21·5~~ P20′ | ~~11·6~~ 11·4 BK7′ | Grimsby British 3BH Cem | T.3Cy.12¼″,21″&34″–24″ (s) 180lb 60RHP 1SB,3pf,GS31,HS1028 C.D.Holmes&Co.Hull | 12 ″ 4 | | |
| | | | | | | | *Lloyd's SA&CP* | | | | | | | | | | |
| 86 | **Amazonas** *F.Timm* (*ex*Rio Gallegos,*ex*Amazonas) *Elec.light* | SteelScSr 2Dks&Hur dk | 2987 2058 1892 | | | | 1890 | Blohm & Voss Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 326·9 B82′ | 41·7 H–F52′ | 21·4 | Hamburg German | T.3Cy.25″,40″&66″–48″ 302NIP Blohm&Voss.Hamburg | | 9 | |
| 87 | **Anhalt** *F.Sander* 04–02 (*ex*Wilhelm Oelssner) RMAL *Elec.light* | SteelScSr 1Dk | 1733 1230 1102 | | | | 1902 | Schiffsw. v. Henry Koch Lübeck | H.R.Matthaei | 250·9 P14′ | 36·8 Q62′ | 16·1 B114′ | Hamburg German | T.3Cy.17¾″,29½″&47½″–33½″ 129NIP WB J.F.Ahrens,Altona | | 9 | |
| 88 | **Anita** *B.de Ajuria* | IronScSr (*ex*Penelope) 1Dk2trB | 1175 926 718 | | | | ...1872 | Backhouse & Dixon Middlesbro' | J.A.Acha | 230·0 P130′ | 31·0 F25′ | 18·7 FK | M.Video Uruguayan | C.2Cy.23½″&57″–33″ 156NIP T.Richardson&Sons,Hpl | | V | |
| 89 | **Asuncion R.** *F.Pellerano* –88 | IronScSr (*ex*La Nevera) 1Dk | 359 349 234 | + 3,88 | Bel | f | 1883 2mo | Harland & Wolff Belfast | L.Mascarello | 154·9 Q18′ | 26·2 | 11·0 FK | Bns.Ayres Argentine 5BH Cem WB=APT11t | C.2Cy.16″&32″–24″ NB05 42NIP Harland&Wolff,Belfast | | | |
| 90 | **Aragon** *Elec.light Ref.Mchy.* | SteelTwinScSr 3Dks | 10000 | | | | 1905 | Harland & Wolff,Ld. Belfast | Royal Mail Steam Packet Co.Ld. | 513·0 P53′ | 60·0 B249′ | 35·0 F54′ | Belfast British | Q.8Cy.24½″,35″51″&72″–54″ 762NIP WB Harland&Wolff,Ld.Bel. | | | |
| 91 | **Aioi Maru No. 4** 5005 JRFL | WoodTwinScSp 2Dks | 161 146 87 | | | | 1903 | U.Mayeda Osaka | H.Ishizaki | 112·2 | 15·4 | 12·6 | Mitsuha Japanese | C.4Cy.10⅜″&20¾″–12″ 24NIP | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné avec Lettre d'Enlignement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Registre où coté, si ce n'est dans le L. R. Date/Cert. Roy Trade | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 92 | **Anna E. Combes** | **WoodSc** | 138 | | | | 1904 | EastRockaway,N.Y. | **G.D.Combes** | 113·6 | 23·2 | 6·6 | **NewYork** Utd.States | | | | |
| | | 1*Dk* | 114 | | | | | | | | | | | | | | |
| 93 | **Arctic** | **IronScK** | 103 | ✠100A1 | Lth | | 1899 | Edwards Bros. N.Shields | **NewhavenTrwlers Ld.** | 103·0 | 21·1 | 11·0 | Granton British | T.3Cy.12″,18″&30″–21″ (*d*) | 12 | 0 | |
| | **ex**Lth.No 1–03 | | 154 | *Stm Trawler* | | | 6mo | | | Q18′F21′ | | BK7½′ | 3*BHCem* | 180lb 46RHP | | | |
| | (**ex**Brimanes) | 1*Dk* | 52 | 10,04 | | | *Lloyd's* S.A.&C.P. | | | | | | | 1SB.2*pf*,GS31,HS935 MacColl&Pollock,Sld. | | | |
| 94 | **Active** | **SteelScK** | 178 | | | | 1898 | Cumming &Ellis Inverkeithng | **NewhavenTrawlrs Ld.** | 109·0 | 21·1 | 10·1 | Granton British | T.3Cy.12¼″,20″&32″–23″ | 11 | 9 | |
| 1088 | *W.Jarvie98–98* | (*Trawler*) | 160 | | | | | | | Q18′F19′ | | BK7½′ | | 55RHP | | | |
| | (**ex**Mount Blanc) | 1*Dk* | 83 | | | | | | | | | | | MacColl&Pollock,Sld. | | | |
| 95 | **Alert** | **SteelScK** | 178 | ✠ | Lth | | 1898 | Cumming &Ellis Inverkeithng | **NewhavenTrawlrs Ld.** | 109·0 | 21·1 | 10·1 | Granton British | T.3Cy.12¼″,20″&32″–23″ | 11 | 9 | |
| 1088 | *R.King –99* | | 161 | *Stm Trawler* | | | 6mo | | | Q18′F19′ | | BK7½′ | 3*BHCem* | 55RHP | | | |
| | (**ex**Mount Cenis) | 1*Dk* | 53 | 6,98 | | | | | | | | | | 1SB.2*pf*,GS33,HS910 MacColl&Pollock,Sld. | | | |
| 96 | **Augustin le Borgne** | **SteelScK** | ~~325~~ 341 | ✠100A1 | Shl | | 1905 | Smith's Dock Co.Ld NorthShields | Soc.Anon.des Sécheries de Morues | ~~150·0~~ 150·4 | 24·0 | ~~12·1~~ Q95′F25 Q54′12·3 | Fécamp French | T 3Cy.14″,23″&39″–27″ (*s*) | 13 | 0 | |
| | *Elec.light* | 1*Dk* | ~~345~~ 315 | *Stm Trawler* | | | 8mo | | | | | BK7½′ | *3BHCem* | 160lb 94NHP | | | |
| | | | ~~144~~ 103 | 3,05 (*Class Contem. plated*) | | | *Lloyd's* S.A.&C.P. | | | | | | *WB=DBf14′12t* | 1SB,3*pf*,GS54,HS1500 Shields Eng.Co.Ld.N.Shl. | | | |
| 97 | **Ar~~ct~~** | **SteelScSr** | ~~2750~~ 2770 | ✠100A1 | Stk | *v* | 1905 | Richardson, Duck&Co. Stockton | **FargroveS.N.Co. Ld.** (Farrar, Groves&Co.*Mgrs*) | 331·0 | 47·5 | 20·0 | London British | T.3Cy.23″,38″&62½″–42″ (*s*) | 22 | 6 | |
| 100000 | *J.Clarke95–05* | 1*Dk*(*pt Iron pt Stl*) | 2616 | 4,05 | | | 4mo | | | P30′B202′F29′ | | FK | 5*BHCem* | 160lb 90*lb* 268NHP | 8 | 0½ | |
| HCQG | | *&deep framing* | 1759 | (*Class Contem. plated*) | | | *Lloyd's* S.A.&C.P. | | *WB=CellDBa108′uE&B40′f144′856tFPT80tAPT71t* | | | | | 2SB,6*cf*,GS123,HS1233 Blair&Co.Ld.Stockton | | | |
| 98 | **Atalanta** | **SteelSc3MstSr** | 519 | ✠100A1 | Gls | *i* | 1905 | J.Shearer &Sons Glasgow | **J.&P.Hutchison** | 169·0 | 26·8 | ~~11·9~~ 11·8 | Glasgow British | T.3Cy.14″,23″&37″–27″ (*r*) | 12 | 6 | |
| 121227 | *J.Mc.Nicol03–05* | 1*Dk*(*Stl*)& | 371 | *Shelter dk with freeboard* | | | 4mo | | | | | FK | 3*BHCem* | 180lb 80*lb* 91RHP | s | .8 | |
| 121227 | *Elec.light Mchy.Aft* | *Shelter dk* (*Stl*) | 169 ~~474~~ | 4,05 (*Class Contem. plated*) | | | *Lloyd's* S.A.&C.P. | | *WB=DBf16′23tFPT82tAPT18t* | | | | | 1SB,3*cf*,GS53 HS1610 Muir&Houston,Ld.Gls. | | | |
| 99 | **Augustus** | **SteelScSr** | 4767 | ✠100A1 | Lon | *y* | 1892 | W.Doxford &Sons,Ld. Sunderland | **C.Andersen** | 400·0 | 48·0 | 21·7 | Hamburg German | T.3Cy.27″,44″&72″–48″ (*s*) | 24 | 5 | 9,04 |
| 8NLP | *I.Bockholdt05–05* | **ss**Lon No.3–8,04 | 4521 | *Spar dk* | Bry | | 10mo | | | P29′B90 F40′ | | 29·3 FK | 6*BHCem* | 160lb HS8004 446NHP | s | 7·8½ | |
| | (**ex**Waikato) | 1*Dk*(*Irn*)& | 3071 | 5,05 ~~4,04~~ | | | A&CP | | *WB=CellP* | | | | *P326′1176t* | 2D&1SB.12c&3*pf*,GS267 W.Doxford&Sons,Ld.Sld. | | | |
| | | *Spar dk*(*Stl*)3*trB* | | | | | | | | | | | | | | | |
| 100 | **Andalusia** | **IronScSr** | 1921 | ✠100A1 | Gls | *s* | 1878 | TyneI.S.B. Co.Ld. Newcastle | **IberianS.S.Co.Ld.** (J.H.Wackerbarth &Co.*Mgrs.*) | 287·0 | 34·5 | 24·6 | Liverpool British | C.2Cy.34″&64″–42″ (*i*) | 25 | 11 | ~~1905~~ |
| 29204 | *R.L.McClure* | **ss**Nwc.2ndNo.3–8,02 | 1817 | 4,05 ~~4,03~~ | | | 7mo | | | Q18′B14′ | | BK9″ | 5*BHCem* | 75lb 65*lb* NDR95 202NHP | s | 5·0 | 4,05 |
| 8VBW | (**ex**Salisbury) | 2*Dks*(1*Irn*)3*trB* | 1212 | BS2,04 LM | | | | | | | | *Wb* | =*DB178′* | 2SB,6*pf*,GS102,HS3310 N.E.MarineEng.CoLd.Sld. | | | |
| 101 | **Ada** | **SteelScK** | ~~525~~ 529 | | | | 1905 | Gourlay Bros.&Co. (Dundee)Ld Dundee | **L.&S.W.Rlwy.Co.** | ~~175·0~~ 175·3 | ~~28·2~~ 28·1 | ~~12·5~~ 12·4 | S'thmpton British | T.3Cy.16′,26′&43′–38′ | | | |
| 119749 | | | ~~379~~ 379 | | | | | | | Q68′B13′F26′ | | | *WB* | 93RHP | | | |
| | *Mchy.Aft* | 2*Dks* | ~~150~~ 152 | | | | | | | | | | | Gourlay Bros.&Co. (Dundee)Ld.Dundee | | | |
| 102 | **Alleyn** | **SteelPad** | ~~125~~ 126 | ✠ A— | Lon | | 1905 | Thames Iron Works S.B.&E.Co.Ld London | **London County Council** | ~~129·0~~ 129·7 | 18·5 | 6·9 | London British | C.D.2Cy.16″&31″–36″ (*s*) | 7 | 0 | |
| 120537 | *T.E.Douglas –05* | 1*Dk* | ~~198~~ 126 | *For River purposes only* | | | 6mo | | | | | FK3*BHA* | 4*inE&B space* | 115lb 40RHP | | | |
| | *Elec.light* | | 58 | 5,05 (*Class Contem. plated*) | | | | | | | | | | 1BS,2*pf*,GS25,HS700 YD. Thames Eng. Co Greenwich Iron Wks.S.B.&E.Co.Ld, Lon. | | | |
| 103 | **Albingia** | **SteelSc4MstSr** | 4803 | | | | 1893 | Harland& Wolff,Ld. Belfast | **Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)** | 401·0 | 47·6 | 27·6 | **Hamburg** German | T.3Cy.29″,48″&79″–60″ | | | |
| | | | 3913 | | | | | | | P57′B147′F41′ | | | | 483NHP | | | |
| | (**ex**Orcana) | 3*Dks* | 3080 | | | | | | | | | | *WB* | Harland&Wolff,Ld.Bel. | | | |
| 104 | **Allemannia** | **SteelSc4MstSr** | 4630 | | | | 1893 | Harland& Wolff,Ld. Belfast | **Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)** | 401·0 | 47·6 | 27·6 | **Hamburg** German | T.3Cy.29″,48″&79″–60″ | | | |
| | *F.Meyer96–05* | | 3864 | | | | | | | P57′B147′F41′ | | | | 483NHP | | | |
| | (**ex**Orellana) | 3*Dks* | 2915 | | | | | | | | | | *WB* | Harland&Wolff,Ld.Bel. | | | |
| 105 | **Aline** | **SteelPad** | ~~190~~ Ctr 216 | ✠ A1 | Nwe | | 1905 | Armstrong Whitworth &Co.Ld. Newcastle | **Algeciras Railway Co.**Algeciras(Gibraltar)Railway Co Ld | 139·0 | 20·6 | 7·7 | Algeciras Spanish | C.D.2Cy.20″&36″–42″ (*s*) | 8 | 1 | |
| | *G.Lewis –05* | | 150 | *Channel Services* | | | 5mo | | | *Shade dk* 106′ | | | 3*BHCem* | 120lb 92NHP | | | |
| | *Elec.light* | 1*Dk*(*pt Teak*)& *Shade dk*(*Teak*) | 98 | 5,05 *with freeboard* (*Class Contem. plated*) | | | *Lloyd's* S.A.&C.P. | | | | | FK | | 1SB,2*cf*,GS37,HS1396 YD Bow,McLachln&CoLdPsy | | | |
| | | | | *Algeciras,Gibraltar,Tangier &Ceuta* | | | | | | | | | | | | | |
| 106 | **Amerika** | **SteelTwinScSr** | 23000 | ✠LM C5,05 | | | 1905 | Harland& Wolff,Ld. Belfast | **Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)** | 670·5 | 74·6 | 48·4 | Hamburg German | Q.8Cy.34″,49″,71″&100″–63″ | | | |
| | *Elec.light Ref.Mchy* | 5*Dks* | | | | | | | | | | | *WB* | 1586NHP Harland&Wolff Ld.Belfast | | | |
| 107 | **Ancroft** | **SteelScSr** | ~~3800~~ | ✠100A1 | Nwe | *v* | 1905 | Swan,Hunter& Wigham Richardson Ld Newcastle | **Adam,Brs.,Ld.** | ~~331·2~~ 331·2 | ~~49·0~~ P28′B148′F35′ | ~~22·6~~ 22·7 | Newcastle British | T.3Cy.23″,38″&64″–45″ (*s*) | 25 | 3 | |
| 12004 | *E.W.Steil –05* | 1*Dk*(*Stl*)& | ~~3112~~ 323 | 5,05 | | | 5mo | | | | | FK | 5*BHCem* | 180lb 90*lb* 308NHP | s | 4·2 | |
| BCNB | | *deep framing* | ~~3048~~ 3048 | (*Class Contem. plated*) | | | *Lloyd's* S.A.&C.P. | | *WB=CellDBa110′uE18′f142′888tAPT35t* | | | | | 2SB,6*cf*,GS130,HS4770 N.E.MarineEng.CoLdNwc | | | |
| | | | ~~2100~~ 2106 | ✠LM C5,05 | | | | | | | | | | | | | |
| 108 | **Archbank** | **SteelScSr** | 3800 | 100A1 | | | 1905 | Furness, Withy&Co. W Hartlepool | **PearethS.S.Co.Ld.** (Beckingham& Co. *Mgrs.*) | | | | **Newcastle** British | T.3Cy.24″,39″&66″–45″ | | | |
| | | | | *Spar dk with freeboard* | | | | | | | | | | | | | |
| | | | | (*Class Contem. plated*) | | | | | | | | | | Richardsons,Westgarth& Co.Ld.Hpl. | | | |
| 109 | **Antimary** | **SteelTwinScSr** | 201 | ✠ A1 | Bkn | | 1901 | J.Jones& Sons Birkenhead | **Kalkman,Seising &Co.** | 139·1 | 27·0 | 8·0 | Manaos Brazilian | C.4Cy.12″&24″–18″ (*s*) | 8 | 4 | |
| | *Baker –01* | | 166 | *For River purposes only* | | | 5mo | | | | | FK | 5*BHCem* | 120lb 58NHP | | | |
| | (**ex**CardozoJunior) | 1*Dk*&*Promenade dk* | 86 | 5,01 | | | *Lloyd's* S.A.&C.P. | | | | | | | 1SB,2*pf*,GS38,HS1163 J.Jones&Sons,Birkenhead | | | |
| | *Elec.light* | (*Teak*) | | ✠LM C5,01 | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Book letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed. If not in Lr. Rl. Date of Trade cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 110 | Africa | SteelTwinScSr | 5340 / 4551 / 3440 | 100A1 Spar dk (Class Contem plated) | | | 1905 | Sir Raylton Dixon & Co Ld Middlesbro' | Empreza Nacional de Nav. à Vapor | 420·0 \| 51·0 \| 28·4 P72 F73' | Lisbon Portuguese | T.6Cy.23½",39"&64"–45" N.E.Marine Eng Co Ld. Nwc | | | |
| | Elec. light | 1Dk | | | | | | | | | | | | | |
| 111 | Alexandra | SteelScK | 180 / 160 / 58 | 100A1 Stm Trawler (Class Contem plated) | | | 1905 | Cook, Welton & Gemmell Beverley | Queen Steam Fishing Co. Ld. | 108·4 \| 21·0 \| 11·2 Q56 F19' | Grimsby British | T.3Cy.11½",19½"&32"–23" C.D.Holmes & Co. Hull | | | |
| | | 1Dk | | | | | | | | | | | | | |
| 112 | Alexandra | IronScSr | 2294 | ✠ — 2,02 | Pir | t | 1881 / 3mo | A. Leslie & Co. Newcastle | M.X.Siderides | 300·0 \| 36·3 \| 24·7 B68' F40' pt ND01 BK 10½ WB=DBa88' | Greek | C.2Cy.36"&68"–42" ND 93 220 NHP 2SB.6r/.GS84,HS3711 R.&W.Hawthorn,Nwc. | 26 " 1 | V | |
| | G.Mavroleon –05 (ex Bassorah, ex Huntingdon, ex Norbertos, ex Huntingdon) | ssBly.No.3–11,93 ssCpl.No.1–99 2Dks(1Irn&1pt Irn)3trB | 2117 / 1460 | | | | | | | | | | | | |
| 113 | Antigoon | SteelScSr | 1890 / 1419 / 1214 | ✠100A1 5,02 6,02 BS6,02 BS5,05 | Cff Shl | r | 1889 / 6mo | J. Blumer & Co. Sunderland A&CP | Antwerpsche Zeevaart Maats. (J. D'Haene & Co. Mgs) | 275·0 \| 38·0 \| 17·3 P25' Q86' B106' F30' BK9½ WB=Cell | Antwerp Belgian | T.3Cy.21",33"&54"–39" (s) 160lb 100lb ND 801 186 NHP 2SB,6pf,GS86,HS2980 Amos & Smith,Hull | 19 " 8 s 1 " 8 | | 6,02 5,05 |
| | E Camelet –05 (ex T. Robinson) | 1Dk(Irn) & Web frames | | | | | | | | | | | | | |
| | Web deck | | | | | | | | | | | | | | |
| 114 | Admiral Tirpitz | SteelScSr | 2000 | | | | 1905 | G. Seebeck Akt. Ges Bremerhaven | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | | Hamburg German | T.3Cy.14⅝",23½"&38½"–25⅝" 7[illegible] NHP WB G.Seebeck A.G. Bremerhvn | | | |
| | Block –05 Elec. light | 1Dk | | | | | | | | | | | | | |
| 115 | Alpha | IronScCtr | 111 / 97 / 78 | | | | 1877 | W. Swan & Sons Mayhill | L.&S.W.Rly.Co. & Midland Rly.Co. | 86·2 \| 18·0 \| 8·0 | Bridgwatr British | C.2Cy.10½"&20"–15" 22 RHP Muir & Houston,Glasgow | | | |
| 7559 | Fletcher –05 | 1Dk | | | | | | | | | | | | | |
| 116 | Aa'esund | SteelScSr | 300 / 210 / 125 | | | | 1905 | Mjillem & Karlsen Bergen | Vestenfjeldske Dampskibsselskab (E.Rusten, Mgr.) | 127·0 \| 21·3 \| 12·0 Q36' B41' F42' | Bergen Norwegian | C.2Cy.13½"&30"–22" 35 NHP Mjillem & Karlsen,Bergen | | | |
| | M.Estmark –05 | 1Dk | | | | | | | | | | | | | |
| 117 | Antioche | SteelScK (Trawler) | 250 / 220 / 80 | | | | 1905 | Smith's Dock Co. Ld. North Shields | G.Connor | 125·0 \| 22·0 \| 12·0 Q51' F21' | LaRochlle French | T.3Cy.12½",20"&34"–25" 58 NHP WB Shields Eng. Co. Ld. N.Shl. | | | |
| | | 1Dk | | | | | | | | | | | | | |
| 118 | Ayamantino (exSeaFlower) | IronScK ssBrs.2ndNo.3–9,99 | 158 / 116 / 67 | ✠100A1 7,03 ✠B4,35 BS11,04 MS5,04 LMC | Bel | b | 1875 / 6mo | J. Reid & Co. Pt. Glasgow A&CP | | 110·4 \| 19·4 \| 8·0 Q45' BK6½" | Huelva Spanish | C.2Cy.13½"&30"–21" (i) 75lb 35 NHP 1SB,2pf,GS29,HS680 Rait & Lindsay,Glasgow | | | 7,03 |
| 119 | Alexey Mörch | IronScSr | 1332 / 1083 / 830 | ✠100A1 1,04 ✠NB3,01 LMC 3,01 | Nwc | o | 1883 / 2mo | J. Blumer & Co. Sunderland A&CP | Northern S.S.Co. (P.Mörch, Mgr.) | 243·6 \| 33·8 \| 17·2 Q92' B50' F23' drpC2pt ND02 BK8½ WB=DBa69' f63 | S.Petrsbrg Russian | T.3Cy.17",28"&46'–36" (s) 160lb 80lb ND 801 129 NHP 1SB,3cf,GS60,HS1970 Tpd.01 NE Mar.E Co Ld Nwc | 18 " 4 s 2 " 0 | | 1,03 |
| | (exTookay) | ssArd.No.3–2,96 ssNwc.No.1–01 1Dk(Irn)2trB | | | | | | | | | | | | | |
| | Web deck | | | | | | | | | | | | | | |
| 120 | Amarapoora | Steel&IronPadSr | 192 / 181 / 99 | | | | 1883 | Government Dockyard Bombay Re-const. B.I. S. Nav. Co. Calcutta,05 | British India Stm. Nav. Co. Ld. | 131·5 \| 18·1 \| 9·8 | Glasgow British | C.2Cy.22"&37½"–36" 62 RHP Penn & Sons,London | | | |
| 58349 | D.J.M.Sim –06 | 1Dk | | | | | | | | | | | | | |
| W.L.H. | (exH.M.S.Tigris) | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre. / Numéro Officiel. | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme abrégée maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Bouyons col. mât si ce n'est dans le Tonnage Officiel. | 1 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Patio | Steel Sc Sr | 190 | ✠100A1 | Mtr | b | 1904 | Montrose | Blandy Bros. & Co. | 112·0 \| 20·6 \| 8·3 | | | Funchal | C.2Cy.13"&26"–18" (s) | 9 " 0 | | |
| [illegible] | W. Alexander 04–04 | 1 Dk (Stl) | 145 | 5,04 | | | 3mo | S.B.Co. | | Q36' F19' | | | Portuguese | 120lb 88 NHP 2[illegible] | s 1 " 0½ | | |
| | | | 78 | | | | | | | | | | | 1SB,2pf,gs32,hs654 | | | |
| | | | | | | | | | | | | | | Plenty & Son, Ld. Newbury | | | |
| 2 | [illegible] | Steel Sc 3 Mst Sr | 352 | ✠100A1 | PGI | f | 1904 | R. Duncan | Mann, Macneal & Co. | 141·6 \| 23·6 \| 9·9 | | | Glasgow | C.2Cy.18½"&33"–27" (s) | 10 " 10 | | 8,04 |
| | [illegible] | | 243 | [illegible] 3,05 | Bel (Gls | | 5mo | & Co. Ld. | | Q77' B9' F30' | | | British | 120lb 75 RHP | s " 7 | | |
| | J. C[illegible] | 1 Dk (Stl) | 97 | | | | | Pt. Glasgow | | FK 3 BH Cem | | | | 1SB,3pf,gs50,hs1260 | | | |
| | Well d[illegible] Mchy. Aft | | | MS8,04 | LMC8,04 | | Lloyd | | | WB = FPT 140t APT 4t | | | | Hutson & Co. Glasgow | | | |
| 3 | Björn | Steel Sc Sr | 1214 | ✠100A1 | Gls | o | 1904 | Campbeltown S.B.Co. Campbeltown | Ang. Aktiebolaget Thule (O. Melin & Son, Mgrs.) | 230·7 \| 34·5 \| 17·3 | | | Gothenburg | T.3Cy.18",27½"&45" 36" (s) | 18 " 3 | | 11,04 |
| | E. B. Hultin 02–04 | | 1023 | [illegible] 1,05 | Got | | 5mo | | | Q79 B58 F29' | | | Swedish | 160lb 80lb 120 NHP | s 1 " 11 | | 1,05 |
| | Well deck | 1 Dk (Stl) & deep framing | 750 | | | | | | | FK 4 BH Cem | | | | 1SB,3cf,gs83,hs1871 | | | |
| | | | | | LMC5,04 | | Lloyd | | WB = Cell D Ba 54' f 94 224t | | | | | Hutson & Sons, Ld. Glasgow | | | |
| 4 | Burd | Steel Sc [illegible] | 83 | ✠100A1 | Shl | | 1904 | Smith's | J. Murray, sen. | 82·2 \| 18·5 \| 8·3 | | | Banff | C.2Cy.12"&26"–16" (s) | 9 " 0 | | |
| [illegible] | J. Murray, jun. –04 | | 71 | For fishing purposes | | | 3mo | Dock Co. Ld. | | | | | British | 12 lb 27 RHP | | | |
| | | 1 Dk | 19 | 3,04 | | | | North Shields | | BR 6' | | | | 1SB,2pf,gs29,hs753 | | | |
| | | | | | LMC3,04 | | Lloyd | | | WB = FPT 40t | | | | W. V. V. Lidgerwood Gls. | | | |
| 5 | Barnton | Steel Sc Sr | 1858 | ✠100A1 | Gls | r | 1904 | Mackie & | Barnton S.S.Co.Ld (Gillespie & Nicol) | 280·3 \| 40·1 \| 18·3 | | | Grangemouth | T.3Cy.20",33"&53"–36" (s) | 20 " 7 | | 10,04 |
| [illegible] | R. McGregor 04–04 | | 1708 | 10,04 [illegible] | Lth | | 5mo | Thomson | | P29' B80' F33' | | | British | 160lb 96lb 192 NHP | s 3 " 0½ | | |
| [illegible] | | 1 Dk (Stl) & deep framing | 1167 | | | | | Glasgow | | FK 4 BH Cem | | | | 2SB,6pf,gs100,hs3242 | | | |
| | | | | | LMC3,04 | | Lloyd | | WB = Cell D Ba 88' uE 18' f 114' 320t | | | | | D. Rowan & Co. Glasgow | | | |
| 6 | Beme | Steel Sc 3 Mst Sr | 3039 | ✠100A1 | Nwc | u | 1904 | Armstrong | Burmah Oil Co. Ld. | 309·5 \| 41·5 \| 20·5 | | | Rangoon | T.3Cy.22",37"&61"–42" (r) | 21 " 8 | | |
| [illegible] | A. Guy 04 W. J. de N. Guy 99–04 | | 2830 | Spar dk | Cal Bom | | 5mo | Whitworth & Co. Ld. | | P29' B24' F35' | | 27·5 | British | 180lb 120lb 265 NHP | s 5 " 9 | | |
| [illegible] | Mchy. Aft | 1 Dk (Stl) & Spar dk (Stl) & | 1899 | [illegible] 4,04 4,05 | | | | Newcastle | | FK 11 BH Cem | | | | 2SB,6cf,gs123,hs4130 | | | |
| | Elec. light | Web frames | | Carrying Petroleum in bulk | | | | | WB = Cell D B | uB 32' 48t FPT 140t | | | | Wilson & Sipwy. Co. Ld. Nwc. | | | |
| | | | | Fitted for liquid fuel 6,04 | | | Lloyd's | | | | | | | | | | |
| | | | | [illegible] | LMC6 | | | | | | | | | | | | |
| 7 | Baron Call | Steel Sc Sr | 3104 | ✠100A1 | Tri | r | 1904 | Lloyd | Lloyd Austriaco | 334·0 \| 42·3 \| 18·3 | | | Trieste | T.3Cy.24",40½"&65"–45" (s) | 17 " 5 | | |
| [illegible] | G. Bonomo 96–04 | | 2480 | Spar dk | | | 5mo | Austriaco | | P56 B76 F61' | | 26·2 | Austr.-Hung. | 200lb 165lb 561 NHP | s 4 " 8 | | |
| [illegible] | | 1 Dk (Stl & Spar dk (Stl–ws) & | 1525 | 6,04 | [illegible] | | | Trieste | | FK 6 BH Cem | | | | 2SB,6cf,gs128,hs3266 FD | | | |
| | Elec. light | deep framing | | | | | | A&CP | WB = Cell D Ba 112' uE | 28' f 131' 583t FPT | | | | Lloyd Austriaco, Trieste | | | |
| 8 | Bermuda | Steel Sc Str K | 80 [illegible] | 100A1 | | | 1904 | Mordey, | C. H. Walker & Co. Ld. | 75·0 [illegible] 8·4 | | | Bermuda | C.2Cy.16"&30" 22" | | | |
| 118490 | Street –04 | | 71 | [illegible] purposes | | | | Carney (Southampton) Ld. | | 18·2 \| 8·4 | | | British | 45 RHP | | | |
| | | | 43 | (Class Contem. plated) | | | | Southampton | | | | | London | Mordey, Carney (Sou) Ld. | | | |
| | | | | | | | | | | | | | | Pt. Talbot G.D.&S.B.Co. Ld. | | | |
| 9 | Brentwood | Steel Sc Sr | 1135 | ✠100A1 | Sld | n | 1904 | S.P. Austin | W. Cory & Son, Ld. | 224·9 \| 36·3 \| 14·4 | | | London | T.3Cy.20",33"&54"–36" (s) | 16 " 6 | | 2,05 |
| 115470 | T. G. Essenhigh 89–04 | 1 Dk (pt Stl & t | 1102 | 2,05 8,04 | | | 8mo | & Son, Ld. | | P22 Q56 B48 F25' | | | British | 160lb 90lb 180 NHP | s 1 " 7½ | | |
| WDRF | Well deck | Iron) & deep framing | 731 | (Class Contem. plated) | | | | Sunderland | | FK | | | | 1SB,4pf,gs83,hs2778 | | | |
| | | | | | | | Lloyd's | | WB = Cell D Ba 58' uE 19' | 94 324t PT 46t APT 8t | | | | G. Clark, Ld. Sunderland | | | |
| 10 | Buda | Steel Sc Sr | 3858 | ✠100A1 | Sld | w | 1904 | R. Thomp- | Soc. in Azioni Ungaro Croata per la Nav. Libera | 356·0 \| 45·2 \| [illegible] | | | Fiume | T.3Cy.[illegible] | 21 " 5 | | |
| | E. Thianich 03–04 | 1 Dk (Stl) & Spar dk | 3613 | Spar dk | Cff | | 8mo | son & Sons | | P29' B88' F37' 18·7 | | | Aust.-Hung. | 160lb [illegible] 280 NHP | s 6 " 1 | | |
| | (pt Irn & pt Stl) & deep framing | | 2492 | 11,04 [illegible] | | | | Sunderland | | FK 26·6 | | | | 2SB,[illegible],gs122,hs1412 | | | |
| | | | | (Class Contem. plated) | | | | | | 6 BH Cem | | | | N.E. Marine Eng. Co. Ld. Sld | | | |
| | | | | | | | Lloyd's | | WB = Cell D Ba 118' uE 22' f 146' 836t | | | | | | | | |
| 11 | Bow | Steel Sc Sr | 530 | ✠100A1 | Nwc | h | 1904 | W. Dobson | Commercial Gas Co. Ld. | [illegible] 12·9 | | | London | T.3Cy.15½",25"&41"–27" (s) | 13 " 6 | | 1,05 |
| [illegible] | J. R. Robin 03–04 | 1 Dk (Stl) –ptws) | 565 | 1,05 [illegible] | Shl | | 8mo | & Co. | | Bx. 7' 16' 30' 12·8 | | | British | 180lb 80lb 104 NHP | s 1 " 11½ | | |
| WDHM | | | 298 | (Class Contem. plated) | | | | Newcastle | | 103·3 FK | | | | 1SB,3cf,gs18,hs1746 | | | |
| | | | 248 | | | | Lloyd's | | WB = Cell D Ba 48' uE' | drp 05 1BH Cem | | | | J.P. Rennolds & Sns, S. Shl. | | | |
| | | | | | | | | | | f 62' 151t FPT 39t APT 36t | | | | & Sons | | | |
| 12 | Boniface | Steel Sc Sr | 3560 | ✠100A1 | Gls | x | 1904 | Barclay, | Booth S.S.Co. Ld. | 355·0 \| 48·7 \| 24·0 | | | Liverpool | T.3Cy.25",41"&68"–48" (s) | 26 " 6 | BT | |
| 118119 | B. Rosser 04 | 2 Dks (Stl) & deep | 3506 | Shelter dk with freeboard | | | 8mo | Curle & Co. Ld. | | | | | British | 180lb 100lb 400 NHP | s 3 " 7½ | till | |
| | Elec. light | framing & Shelter dk (Stl) | 2256 | (Class Contem. plated) | | | | Glasgow | | FK 6 BH Cem | | | | 2SB,6cf,gs129,hs5514 FD | | 8,05 | |
| | | | | 4,05 | | | Lloyd | | | | | | | Barclay, Curle & Co. Ld. Gla. | | | |
| | | | | | Liv | | | | | | | | | | | | |
| 13 | Benvenue | Steel Sc Sr | 3929 | ✠100A1 | Sld | w | 1904 | Bartram & | W. Thomson & Co. | 379·0 \| 46·1 \| 18·3 | | | Leith | T.3Cy.25",42"&68"–48" (s) | [illegible] | | |
| 118697 | R. Krohle 98–04 | | 2534 | Spar dk | Ham | | 7mo | Sons | | P35 B101 F38' | | 26·3 | British | 180lb [illegible] 2 NHP | 20 " 6 | | |
| VRTS | | 1 Dk (Stl) & Spar dk (pt Irn & pt Stl) & | 2505 | 1,04 [illegible] | | | | Sunderland | | FK 6 BH Cem | | | | 2 [illegible] | s 5 " 5½ | | |
| | Elec. light | deep framing | | [illegible] | LMC4 | | Lloyd | | WB = Cell D B | a 129 uL & B 12 f 151 | | | | J. D[illegible] & Sons, Ld. Sld. | | | |
| 14 | Bromley | Steel Sc Sr | 565 | ✠100A1 | Nwc | h | 1904 | W. Dobson | Commercial Gas Co. | 165·3 \| 30·0 \| 12·8 | | | London | T.3Cy.15½",25"&41"–27" (s) | 13 " 6 | | |
| 118482 | Lowrie –04 | | 450 | [illegible] 3,05 | Shl Lon | | 8mo | & Co. | | L29' F16' | | | British | 180lb 80lb 90 NHP | s 1 " 11½ | | |
| HRDS | | 1 Dk (Stl–ptws) | 289 | (Class Contem. plated) | | | | Newcastle | | FK 4 BH Cem | | | | 1SB,3cf,gs48,hs1746 | | | |
| | | | | | LMC3 | | Lloyd | | WB = Cell D Ba 48' uE' | f 62' 151t FPT 36t APT 36t | | | | J. P. Rennolds & Sns, S. Shl. | | | |
| 15 | Bagdad | Steel Pad | 434 | | | | 1904 | Howaldts- | | 189·0 \| 24·0 \| 9·2 | | | Constanpl | T.3Cy.20",32⅜"&51⅛"–47¼" | | | |
| | | | 305 | | | | | werke | | | | | Turkish | 181 NHP | | | |
| | | 1 Dk | 149 | | | | | Kiel | | | | | | Howaldtswerke, Kiel | | | |
| 16 | Black Prince | Steel Sc Sr | 3925 | ✠100A1 | Nwc | w | 1903 | Russell & | Prince Line, Ld. | 345·2 \| 49·9 \| 17·9 | | | Newcastle | T.3Cy.25",41"&67"–45" (s) | 20 " 5 | | [illegible] |
| | A. B. W. Sheppard 99–04 | | 3648 | Spar dk | Shl | | 1mo | Co. | (J. Knott, Mgr.) | P20' B202 F37' 25·9 | | | British | 180lb 90lb 340 NHP | s 4 " 10 | | 2,05 |
| (ex Provan) | | 1 Dk (Stl) & Spar dk (Stl) & | 2560 | [illegible] 3,05 | N. Yk. | | | Pt. Glasgow | WB = Cell | FK 6 BH Cem | | | | 2SB,8pf,gs142,hs5438 | | | |
| | | deep framing | | | | | Lloyd | | D Ba 112' uE & B 40' | f 146' 899t DT a 36' | | | | Rankin & Blackmore, Grk. | | | |
| | | | | ✠LMC1,03 | | | | | | 816t APT 71t | | | | | | | |
| 17 | Bermudian | Steel Twin Sc Sr | 5530 | ✠100A1 | Sld | a | 1904 | Sir J. Laing | Quebec S.S.Co. Ld. | 425·0 \| 50·0 \| 24·9 | | | London | T.6Cy.26"&43"&71"–48" (s) | 27 " 8 | BT | |
| [illegible] | P. & J. [illegible] | 3 [illegible] | 4367 | Shelter dk with freeboard | | | 11mo | & Sons, Ld. | | | | | British | 200lb 100[illegible] NHP | s 3 " 0 | till | |
| [illegible] | Elec. light | frames [illegible] | 2869 | (Class Contem. plated) | | | | Sunderland | | FK & B X 17' | | | | BD[illegible] 7pf,gs5841,hs18115 | | 11,05 | |
| | | | | 1 03 11,04 [illegible] | | | Lloyd's | | | 8 BH Cem | | | | G. Clark, Ld. Sunderland | | | |
| | | | | | | | | | WB = Cell D Ba 70' uE & B 120' f 162' 649t DT f 18[illegible] | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 for Special Survey. Date of last Survey. | 7 Port of Survey. Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard & Amidships. ft. in. | 15 Regist. class. Water | 16 Draught of water when last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 HBOF 118163 | **Beechburn** *J.H.Davison* 01–04 (ex Constantinos Stathatos) | Steel Sc Sr ss Pir. No. 3–7,02 1 Dk (pt Stl & pt Irn) 2 tr B & pt Awng dk (Irn) | 2341 1402 1481 | ✠100A1 pt Awng dk with freeboard 12,04 ~~12,01~~ | Hpl Swa | 1890 6mo | J Readhead & Sons S. Shields | Beechburn SS Co Ld (Smith, Hogg & Co) Lloyd's & CP | 299·4 \| 39·5 \| 17·9 P36 Q78′ BK 10″ WB = Cell D B 256′ 534t | W. Hartlpl British | T 3Cy. 23″, 37½″ & 61½″–39″ (r) 160lb ~~Cast~~ NDB04 2SB. ~~6~~cf, GS105, HS3490 100lb J. Readhead & Sons, S. Shl. | 20 ″ 6 s 8 · 2 | | R10,08 8,04 |
| 19 BJ164 | **Batavia** | Steel Sc 1 Dk | ~~202~~ — 158 | | | | 1904 | ..... Lehigh Valley Transportation Co. Buffalo, N.Y. | | 98·1 \| 28·3 \| 7·6 | Buffalo Utd. States | | | | |
| 20 116789 | **Belfast** | Wood Twin Sc 1 Dk | 105 81 72 | | | | 1904 | A. Wallace Vancouver | T.G. McBride Vancouver | 91·3 \| 18·0 \| 7·0 | Vancouver British | C.4Cy. 6″ & 14″–10″ 15 RHP N. Thompson & Co. Vancver | | | |
| 21 HFQO | **Bodö** *C. Nielsen* (ex Vestfold) | Iron Sc Sr | 124 95 60 | | | | 1861 | ..... England | R. Schjölberg | 101·1 \| 15·1 \| 9·7 B21t | Bodö Norwegian | C.2Cy. NB95 | | | |
| 22 115927 MNDF | **Belscrag** *W. Anderson* 00–04 (ex Arthur Hall) Well deck | Steel Sc Sr ~~Yacht. No. 2–00~~ 1 Dk (Stl) 2 tr B & ss Shl No. 3–9,04 Web frames | 2909 2350 1887 | ✠100A1 12,04 ~~11,05~~ ~~8,07~~ ✠LMC 7,00 ~~Mc 7,03~~ | Nwc Sld | 1891 11mo | J. Priestman & Co. Sunderland A&CP | Frew, Elder & Co. | 322·2 \| 41·7 \| 22·7 Q131′ B120′ F33′ BK 10½″ WB = DBa 106′ | Newcastle ~~Stockton~~ British 6 BH Cem f 130′ 671t | T.3Cy. 22½″, 37″ & 61″–42″ (s) 160lb 100lb NDB94 255 NHP 2SB. 6pf, GS112, HS4040 N.E Marine Eng. Co. Ld. Sld | 24 ″ 0 s 2 · 11 | | ~~4,03~~ ~~3,07~~ R12,04 |
| 23 7032 MSR | **Buyo Maru** *Takeda* –04 (ex Hochheimer) | Steel Sc Sr ~~ss Ham. No. 3–6,02~~ 1 Dk (Irn) & Spar dk & Web frames | 2924 2615 1813 | ✠100A1 Spar dk 3,04 MS6,02 BS3,04 ✠LMC | Ham | 1889 12mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | Nippon Shosen Kabushiki Kaisha | 323·0 \| 41·0 \| 18·6 B66′ F41′ 26·0 BK 8″ 5 BH Cem WB = Cell DB 256′ 449t | Uraga Japanese | T.3Cy. 23½″, 39″ & 64″–42″ (s) 160lb 100lb NDE02 281 NHP 2SB. 6rf, GS128, HS4440 N.E. Marine Eng. Co. Ld. Sld | 21 ″ 2 | | 3,04 |
| 24 | **Björnstjerne Björnson** *C.A. Olsen* –04 | Steel Sc Sr 2 Dks | 1140 1050 725 | | | | 1904 | Nylands Værksted Christiania | Akties. Björnstjerne Björnson (J.P. Pedersen & Son) | 225·0 \| 33·5 \| 12·7 20·0 | Norwegian | T.3Cy. 16½″, 27″ & 44″–32″ 109 NHP WB Nylands Værksted, Xia. | | | |
| 25 | **Bussard** | Steel Sc (Trawler) 1 Dk | 142 130 27 | | | | 1904 | J.C. Tecklenborg A.G. Geestemünde | Gebr. Thomae | 107·7 \| 20·7 \| 9·9 | German | T3Cy. 11 5/16″, 17 11/16″ & 29 3/8″–21 3/8″ 40 NHP J.C. Tecklenborg A.G. Gst. | | | |
| 26 119189 | **Bluebell** *G. Ferguson* –04 | Steel Sc K 1 Dk | ~~190~~ 179 169 51 | ✠100A1 Stm Trawler 11,04 ~~(Class Contem. plated)~~ | Gls | 1904 11mo | Mackie & Thomson Glasgow | ~~Glasgow Trawling Co. Ltd.~~ C.F. Paton | ~~110·0 \| 21·0~~ 110 · 5 \| 20 · 9 ~~11·0~~ BK 7½″ WB = DT/5′ 18t | Glasgow British 3 BH Cem | T.3Cy. 11½″, 18″ & 31″–22″ (s) 180lb 47 RHP 1SB. 2pf, GS36, HS1041 W.V.V. Lidgerwood, Gls. | 12 ″ 0 | | |
| 27 114298 | **Bay Fisher** *J. Bannister* –04 Well deck Mchy. Aft | Steel Sc 3 Mst Sr 1 Dk (Stl) | 478 353 194 | ✠100A1 10,04 ✠LMC 10,04 | Irv | 1904 10mo | Dublin Dkyrd. Co. Dublin Lloyd's & CP | J. Fisher & Sons | 168·7 \| 25·8 \| 10·4 Q52′ B11′ F25′ BK 7″ WB = DBf 93′ 122t FPT 15t APT 20t | Barrow British 3 BH Cem | C.2Cy. 20″ & 42″–30″ (s) 180lb 80lb 72 RHP 1SB. 3pf, GS53, HS1747 Renfrew Bros. & Co. Irvine | 12 ″ 9 s 1 · 5½ | | |
| 28 | **Berlin** Elec. light | Steel Sc Sr 8 Dks | 4500 4000 2900 | | | | 1904 | Flensburgr Schiffsb. Ges. Flensburg | Deutsch-Austral Dmpfsch. Ges. | 375·0 \| 48·5 \| 27·4 P306′ F46′ | Hamburg German | T.3Cy. 27¾″, 46½″ & 76″–48″ 400 NHP WB Flensburger Schiffsb. Ges. | | | |
| 29 HDNV | **Esnledi** *J. Potter* 97–04 Elec. light | Steel Sc Sr 1 Dk (Stl) & Spar deck (pt Irn & pt Stl) & deep framing | 3931 3545 2509 | ✠100A1 Spar dk 11,04 ~~(Class Contem. plated)~~ ✠LMC 11,04 | Sld | w 1904 11mo | Bartram & Sons Sunderland Lloyd's & CP | W. Thomson & Co. | 379·0 \| 46·1 \| ~~26·3~~ ~~P34′~~ B104 ~~F34~~ 18·3 P35′ F38′ FK 26·3 WB = Cell D Ba 120′ uE & B42′ f 154′ 868t APT 55t | Leith ~~Glasgow~~ British 6 BH Cem | T.3Cy. 25″, 42″ & 68″–48″ (s) 180lb 120lb 352 NHP 2SB, 8cf, GS168, HS5500 J. Dickinson & Sons, Ld. Sld. | 20 ″ 6 s 5 · 5½ | | |
| 30 119183 HBPV | **Borderer** *G. Black* 96–04 Elec. light | Steel Sc Sr 1 Dk (Stl) Spar dk (Stl) & deep framing | ~~4200~~ 4372 4037 2835 | ✠100A1 Spar dk 12,04 ~~(Class Contem. plated)~~ ✠LMC 12,04 | PGl | x 1904 12mo | Russell & Co. Pt. Glasgow | Border Union SS Co Ld ~~(Border Ship. Co. Ltd.)~~ (J. Little & Co. Mgrs) Lloyd's & CP | ~~375·0 \| 49·0 \| 30·2~~ ~~D14′ B100 F30′~~ 374 · 5 \| 48 · 9 \| 27·4 P17 B102 F10′ FK 6 BH Cem WB = Cell D Ba 116′ uE & B42′ f 162′ 987t DT & 32′ 819t FPT 87t APT 44t | Glasgow British | T.3Cy. 26″, 42″ & 70″–45″ (s) 180lb 100lb 418 NHP 2SB, 6cf, GS112, HS5826 Clyde S.B. & F.C Ld. P. Gbn. | 22 ″ 3 s 6 · 4 FD | | |
| 31 | **Branksome Hall** | Steel Sc Sr 2 Dks | ~~4399~~ 4282 4010 ~~2821~~ 2728 | | | | 1904 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Ellerman Lines, Ld. (R. Alexander & Co. Mgrs.) | ~~274·6~~ 46 6 ~~27·3~~ P41 B96 F42′ 27·7 374 · 7 | Liverpool British | T.3Cy. 23½″, 40″ & 69″–48″ 330 NHP WB Wllsnd Slpwy. Co. Ld. Nwc. | | | |
| 32 119850 HBRE | **Bassanio** *J.T. White* 92–04 | Steel Sc K 1 Dk | ~~260~~ 270 245 94 | ✠100A1 Stm Trawler 12,04 ~~(Class Contem. plated)~~ ✠LMC 1,05 | Hul | 1904 12mo | Cook, Welt'n & Gemmell Beverley Lloyd's & CP | Hellyer's Steam Fishing Co. Ld. | 130·0 \| 22·0 \| ~~12·8~~ ~~Q52~~ Q53′ 12·4 BK 7″ 4 BH Cem | Hull British | T.3Cy. 13″, 22″ & 36″–24″ (s) 200lb 80 RHP 1SB, ~~6~~cf, GS37, HS1335 Amos & Smith, Hull | 13 ″ 1 | | |
| 33 119191 | **Brenda** *A. Robertson* –04 | Steel Sc Sr Sk 1 Dk | ~~109~~ 115 85 25 ~~35~~ | | | | 1904 | Scott & Sons Bowling | D. MacBrayne | 82·0 \| 19·1 \| 7·8 Q33′ B30′ F14′ | Glasgow British | C.2Cy. 11″ & 22″–14″ 201 RHP Emade 88 fitted 04 WB Fisher & Co. Paisley | | | |
| 34 HBQP | **Bamse** *J. Fr. Giebelhausen* Well decl. | Iron Sc Sr 1 Dk 2 tr B (ex Klondyke, ex Syra) | 950 764 591 | | | | ...1875 | T Turnbull & Son Whitby | Acties. Bonheur (Fred. Olsen) | 223·6 \| 30·0 \| 16·3 Q83t B63t H11t F28t BK 8″ | Christiania Norwegian | C.2Cy. 27″ & 50½″–33″ 106 NHP WB Blair & Co. Ld. Stockton | 17 ″ 11 | N | |
| 35 HHKD | **Boston** *J. Mählmann* 03–05 (ex Gefle) | Iron Sc Sr 1 Dk | 619 459 385 | | | | 1888 | Helsingörs Jernsk. & Msk. Elsinore | H.M. Gehrckens | 180·6 \| 27·1 \| 12·4 Q61′ H49′ F24′ | Hamburg German | C.2Cy. 25″ & 47″–30″ 101 NHP WB Helsingörs Jernsk. & Mskb. | | | GV |
| 36 119693 HSRM | **Bankfields** *W. Quinn* 81–05 Elec. light | Steel Sc Sr 1 Dk (Stl) & Spar dk (Stl) & deep framing | 3763 3494 2399 | ✠100A1 Spar dk 4,05 ~~1,05~~ ~~(Class Contem. plated)~~ ✠LMC 11,04 | Sld Off | x ~~1904~~ 1905 1mo | W. Pickersgill & Sons Sunderland Lloyd's & CP | W. Just & Co. Bank Shipg. Co. Ld. (W Just & Co. Mgrs) | 361·0 \| 46·2 \| ~~25·6~~ P31′ B198 F38 17 6 FK 25·6 WB = Cell D Ba 114′ uE & 344′ f 150′ 839t DT & 21′ 515′ FPT 03 APT 6t | Liverpool British 6 BH Cem | T.3Cy. 24″, 40″ & 67″–45″ (s) 180lb 100lb 343 NHP 2SB, 6pf, GS110, HS4131 G. Clark, Ld. Sunderland | 20 ″ 2 s ~~3~~ 9 FD | | |
| 37 118513 HDQK | **Bagdale** *F. Corner* 96–04 | Steel Sc Sr 1 Dk (pt Irn pt Stl) 2 tr B & deep framing 3 Dk Rule | 3045 2855 1934 | ✠100A1 ~~12,01~~ ~~(Class Contem. plated)~~ ✠LMC 11,04 | Sld Bry | y 1904 12mo | R. Thompson & Sons Sunderland Lloyd's & CP | T. Smailes & Sons SS Co Ld | 325·4 \| 48·5 \| 21·5 P31′ B170′ F35′ FK 5 BH Cem WB = Cell D Ba 100′ uE 21′ f 134′ 750t FPT 82t APT 44t | Whitby British | T.3Cy. 24″, 40″ & 65″–42″ (s) 180lb 85lb 298 NHP 2SB, 6cf, GS128, HS4612 N.E. Marine Eng. Co. Ld. Sld. | 24 ″ 0 s 3 · 4½ | | |
| 38 | **Brabo** *A. Van de Walle* ~~Director, 04~~ (ex Earsdon) Well deck | Iron Sc Sr ss Shl. No 2–3,92 ss Sld. No. 2–00 1 Dk (Irn) 2 tr B | 1238 978 778 | ✠100A1 10,03 BS6,01 | Bkn | o 1883 12mo | T. & W. Smith N. Shields A&CP | Antwerp Zeevaart Maats. (J. D'Haene & Co. Mgrs.) | 226·0 \| 33·2 \| 17·6 Q88′ B49′ F26′ BK 8″ WB = DB a 67′ f 84′ 273t | Antwerp Belgian 4 BH Cem | C.2Cy. 26″ & 52″–33″ 80lb 80lb NDB99 120 NHP 1SB. 3pf, GS56, HS1940 Wllsnd Slpwy. Co. Ld. Nwc. | 19 ″ 0 s 1 · 9 | | 11,04 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage | 5 Détails de la Classification. Cote. Total / Sous le Pont / Net. | 6 7 Surveillance / Date de la dernière Visite. | 8 Construit. Par qui. Où. | 9 | 10 Armateurs. | 11 Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. pds. pc. | 14 Ceux qui Quille. Lancé au nom du navire. | 15 Registres en cote, si elle n'est dans le L. R. Parts Cert. B of Trade. | 16 Date de la dernière visite de Tarare périodique. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 Bridgewater 116587 | SteelSc 1 Dk | | 105 105 4 | ✝ 100 A1 Shl For Towing purposes 1,05 (Class Contem plated) | 1905 1mo | JT Eltringham & Co. S. Shields Lloyd's SA & CP | Manchester Ship Canal Co. Ltd. | 93·0 93·2 \| 19·2 19·1 \| 9·1 9·4 WB = APT 10t | Manchestr British 4 BHCem | C.2Cy.15¾",&35"–24" 140lb 49 RHP 1SB.2pf.GS34,HS1190 G.T.Grey, SouthShields | (s) | 9 " 9 | |
| 40 Bronzite 120647 EJVD (ex Princess Thyra, ex Citrine) Well deck | SteelSc 3 Mst Sr Campbell –04 ss Off. No. 2–02 Mchy. aft 1 Dk (Irn) | | 602 434 199 | ✝ 100 A1 Liv 4,05 ~~12,04~~ ~~DS 10,01~~ ✝ LMC 12,02 | PGl | 1894 5mo | Scott & Sons Bowling A & CP | W. Robertson | 180·0 Q90' B11' F37' \| 29·1 \| 10·6 BK 7½" WB = Cell D B35' | Glasgow British 3 BHCem 140t FPT 22t | T.3Cy.17",27½",&44"–30" 160lb 70lb 1SB.3pf.GS63,HS1650 Muir & Houston, Glasgow | (s) 108 NHP | 13 " 0 s 1 " 0 | 7,04 |
| 41 Borkum H. Lüer 03–04 Elec. light | SteelSc Sr 1 Dk | | 1061 866 | | | 1904 | Act. Ges. "Neptun" Rostock | J. Jürgens | 224·0 P12' Q57' B61' F23' | Hamburg German WB A.G. "Neptun," Rostock | T.3Cy.17⅞",27 3/16",&46⅛"–31½" 124 NHP | | | |
| 42 Barao de Cameta R. Baker –04 Elec. light | Steel Twin Sc Sr 1 Dk (Teak) & Promenade dk (Teak) | | ~~—~~ 281 198 191 | ✝ A1 For River purposes only 12,04 (Class Contem plated) ✝ LMC 12,04 | PGl | 1904 12mo | Murdoch & Murray Pt. Glasgow Lloyd's SA & CP | Mello & Co. | ~~145·0~~ F16' 144·6 \| 31·0 \| 6·2 FK | Para Brazilian 5 BHCem | C.4Cy.12"&24"–18" 120lb 55 NHP 1SB.2pf.GS41,HS1015 J.G. Kincaid & Co. Greenock | (s) | 6 " 6 | |
| 43 Buffalo 116946 W. Weeks –05 | SteelSc K 1 Dk | | 230 212 94 | ✝ 100 A1 Gms Stm Trawler 3,05 (Class Contem plated) | | 1905 3mo | Cook, Wel-t'n & Gemmell Beverley Lloyd's SA & CP | Morris & Fisher | 122·0 Q71' F20' \| ~~21·5~~ 21·6 \| ~~11·5~~ 11·4 BK 8" | Grimsby British 4 BHCem | T.3Cy.11½",20"&33"–24" 180lb 65 RHP 1SB.2pf.GS33,HS1100 Amos & Smith, Hull | (s) | 12 " 4 | |
| 44 Bosanka R. Anerich 00–05 Spar dk (Stl) 2 tr B & deep framing | SteelSc Sr 3463 3291 | | ~~3539~~ ~~3536~~ ~~3466~~ 2264 | ✝ 100 A1 Nwc Spar dk with freeboard 3,05 (Class Contem plated) | | 1905 3mo | Nthmblnd S.B.Co.Ld. Newcastle Lloyd's SA & CP | Nav. a Vap ~~Napier~~ Ragusa (M. Marinovich, Mgr.) WB = Cell D Ba 110' u E 22' f 154' 775t APT 61t | 341·0 P30' B94' ~~F34'~~ F39 341·2 F30' FK \| 46·8 \| ~~24·7~~ 24·7 | Ragusa Aust.-Hung. 6 BHCem | T.3Cy.24",40"&65"–45" 160lb 60lb 2SB.6cf.GS129,HS4770 N.E. Marine Eng. Co Ld Nwc | (s) 300 NHP | 19 " 4 s 5 " 1½ | |
| 45 Banri Maru 9133 JBFN (ex Aggi, ex Benwell Tower) 1 Dk (Stl) & Spar dk (Stl–ws) 3 tr B | SteelSc Sr | | 3230 2813 2368 | ✝ 100 A1 Bry Spar dk 7,04 ~~12,02~~ ~~DS 10,03~~ ~~MS 8,04~~ ✝ LMC 7,04 | u Kob | 1891 10mo | Edwards' S.B.Co.Ld. Newcastle A & CP | Fujino Shirobei WB = Cell DB 268' 430t | 333·0 P46' B76' F35' \| 40·4 \| 19·1 26·7 BK 30' | Kobe Japanese 5 BHCem | T.3Cy.25",38"&61"–45" 160lb 75lb 2SB.6cf.GS123,HS4300 Wilsnd Slpwy. Co. Ld. Nwc. | (s) 268 NHP | 21 " 9 s 6 " 11 | 8,04 7,04 |
| 46 Benue 120638 HCJD | SteelSc Sr 2 Dks & Shelter ak | | ~~3200~~ 3111 2743 1933 | | | 1905 | Swan, Hunter & Wigham Richardson, Ld Newcastle | Elder, Dempster & Co. Shipping Ld | 350·0 B98' F45' \| ~~18·3~~ 48·4 \| 20·8 | Liverpool British WB | T.3Cy.~~25"~~,41"&68"–43" 25" 320 NHP Wilsnd Slpwy. Co. Ld. Nwc. | | BT Oct 1,06 | |
| 47 Buda II. A. Siebich 00–05 1 Dk (Stl) & Spar dk (Irn) & deep framing | SteelSc Sr | | ~~2900~~ 2685 2228 1556 | ✝ 100 A1 Gls Spar dk 3,05 (Class Contem plated) ✝ MC 3,0 | t | 1905 3mo | Napier & Miller, Ld Glasgow Lloyd's SA & CP | Royl. Hungar'n Sea Nav. Co. Adria, Ld. WB = Cell D Ba 108' u E ~~Bas~~ f 134' 638t FPT 117t APT 21t | ~~215·0~~ ~~P 122 B104 F66~~ 314·1 \| 41·9 \| 21·3 P40' F61' FK | Fiume Aust.-Hung. 6 BHCem | T.3Cy.20¼",35"&59½"–42" 200lb 90lb (f) 257 NHP 2SB.6cf.GS116,HS3598 D. Rowan & Co. Glasgow | | 15 " 9 s 3 " 10½ | |
| 48 Basra | SteelPad 1 Dk | | 434 303 119 | | | 1904 | Howaldts-werke Kiel | Austrian Railway Co. | 189·0 | 24·0 \| 9·2 | Constanpl Turkish | T.3Cy.20",32⅝"&51⅜"–47½" 181 NHP Howaldtswerke, Kiel | | | |
| 49 Blue Bell 201458 KTLF | Wood Sc Sr 1 Dk | | 179 — 122 | | | 1904 | Philadelphia | B. Tucker | 102·5 | 22·5 \| 10·4 | Philadlphia Utd. States | | | |
| 50 Bermuda 122681 C.A. Grant –05 | SteelSc K 1 Dk | | 211 194 76 | ✝ 100 A1 Hul Stm Trawler 4,05 (Class Contem plated) ✝ LMC 1,05 | | 1905 4mo | Cook, Wel-t'n & Gemmell Beverley Lloyd's SA & CP | W. Grant & Baker Stm Fishing Co Ld. (H.C. Baker, Mgr.) | 115·4 Q58' ~~P18~~ 21·6 F19' \| ~~21·5~~ 21·6 \| 11·5 BK 8" | Grimsby British 3 BHCem | T.3Cy.12"~~,31"~~&31"–24" 180lb 20" 60 RHP 1SB.2pf.GS32,HS1095 C.D. Holmes & Co. Hull | (s) | 12 " 3 | |
| 51 Blacktor 120612 HQJP | SteelSc Sr 1 Dk (pt Irn & pt Stl) 2 tr B & Web frames 3 Dk Rule 2827 | | ~~2023~~ ~~2329~~ ~~1937~~ 1932 | ✝ 100 A1 Stk 4,05 (Class Contem plated) ✝ LMC 4,05 | u | 1905 4mo | Ropner & Son Stockton Lloyd's SA & CP | R.H. Holman WB = Cell D Ba 106' u E 22' f 140' 663t APT 91t | 330·1 P29' B166' F35' \| 46·0 \| 22·0 FK | London British 6 BHCem | T.3Cy.23½",39"&64"–42" 180lb 90lb 2SB.6rf.GS119,HS4200 Blair & Co. Ld. Stockton | (a) 280 NHP | 24 " 4 s 3 " 9 | |
| 52 Brinkburn 113827 GSBR (ex Tottenham) re-named "Tottenham," Vol. No. 73 in Supplement. | SteelSc Sr 1 Dk (Irn & Spar dk (Irn) & Web frames) | | 4494 4345 2943 | ✝ 100 A1 Shi Spar dk 5,04 ✝ LMC 3,01 | x | 1901 3mo | Ropner & Son Stockton Lloyd's SA & CP | Harris & Dixon, Ld. WB = Cell D Ba & u E 136' | 370·0 P23' B72' F37' \| 50·5 \| 19·2 FK | London British 6 BHCem | T.3Cy.25",43"&73"–48" 200lb 3SB.9rf.GS174,HS6712 Blair & Co. Ld. Stockton | (s) 429 NHP | 22 " 0 s 7 " 2½ | 4,04 |
| 53 Bengar 01382 WWB (ex Verax) Well deck | SteelSc Sr 1 Dk (pt Irn pt Stl) & Web frames | | 2531 1809 1640 | ✝ 100 A1 Qbc C.H. Stevens 04–05 ss Qbc. No. 3–11,04 11,04 ✝ LMC 11,04 | s | 1890 1mo | E. Withy & Co. W Hartlepool Lloyd's SA & CP | J. Hoult WB = Cell D B 250' 560t APT 11t | 290·0 Q117' B119 F33' ptN D00 drp04 \| 40·1 \| 19·3 FK | Liverpool British 5 B Hpt Asp pt Cem | T.3Cy.22",35"&59"–39" 160lb 70lb NDR04 219 NHP 2SB.4rf.2cf.GS90,HS3330 T. Richardson & Sons, Hpl. | | 21 " 10 | 11,04 |
| 54 Bologna | SteelTwinScSr Elec. light | | 4500 2850 | 100 A1 (Class Contem plated) | | 1905 | Harland & Wolff, Ld. Belfast | Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie) | 380·0 P41' B144 F53' | 46·5 | Genoa Italian | T.6Cy.19½",33"&55½"–39" Harland & Wolff, Ld. Bel. | | 23 " 7 6 " 2 | |
| 55 Bluefields | SteelSc Sr 1 Dk | | 1040 827 ~~650~~ | | | 1905 | Bergens Mek. Værks. Bergen | O. & A. Irgens | 224·0 Q78' B51' F35' | 31·0 \| 15·3 | Bergen Norwegian WB | T.3Cy.19",30"&50"–33" 144 NHP Bergens Mek Værks Bergen | | | |
| 56 Baron Ardrossan 119233 HCLM | SteelSc Sr 2 Dks | | ~~4220~~ 4093 ~~2776~~ 2775 | 4319 | | 1905 | A. Rodger & Co. Port Glasgow | ~~H. Hogarth & Sons~~ Hogarth Shppg Co Ld H. Hogarth & Sons Mgrs) | 380·0 P38' B104' F44' | 49·5 \| 26·2 WB | Ardrossan British | T.3Cy.25½",42"&68"–48" 320 NHP Dunsmuir & Jackson Ld. Gls | | | |
| 57 Burnby 120267 WGT HCMT ~~Trunk deck~~ | SteelSc Ss 1 Dk (Stl) 2 tr B & Web frms & Trunk dk (pt Irn & pt Stl) | | ~~3681~~ 3555 3112 2301 | ✝ 100 A1 Stk Trunk dk–no sheer (Class Contem plated) ✝ LMC 5,05 | v | 1905 5mo | Ropner & Son Stockton Lloyd's SA & CP | R. Ropner & Co. WB = Cell D Ba 102' u E 24' f 138' 692t FPT 150t | 325·0 ~~F23~~ F31' \| 48·1 \| 25·9 FK | W. Hartlpl British 5 BHCem | T.3Cy.25,"41"&67"–45" 180lb 160lb 2SB.6rf.GS124,HS4300 Blair & Co. Ld. Stockton | (s) 322 NHP | 28 " 5 s 5 " 5½ | |

| 1 No. in Book. | 2 Steamer's Name. Special Surveys. | 3 Material, Rig, &c. Master. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed. If not in L.R. Date of L.R. Certificate. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | **Bosphorus No. 51** | **SteelSc** | ~~114~~ 116 | ✠ **A1** *with freeboard* | **Gls** | *a* | **1905** 4mo | **Fairfield Co Ld. Glasgow** | **Chirket i Hairie (Bosphorus SN Co.)** | **100·0 19·4 7·1** | **Constanp l Turkish** | C.2Cy.12½"&23"–15" (s) 130lb 38NHP | 7 ″ 7 s 1 ″ 8 | | |
| | *Elec.light* | *1 Dk* | 60 | *1,05* ~~[illegible]~~ *Lloyd's SA&CP* | | | | | | BK 5″ 4 *BH pt Asp pt Cem* | | 1SB,*2pf*,GS36,HS910 Fairfield Co.Ld.Glasgow | | | |
| | | | | *For Coasting Service Bospho rus & Sea of Marmora* (*Class Contem plated*) | | | | | | | | | | | |
| 59 | **Baroona** | **WoodScSr** | 130 | | | | **1904** | **G.A.Rad-cliffe, Newcastle, N.S.W** | **Newcastle Ice, Fish & Cold Storage Co. Ld.** | **107·0 21·5 7·9** | **Newcastle N.S.W. British** | C.2Cy.12″&24″–18″ 24RHP | | | |
| 113148 | *E.Hannell* –04 | | 106 | | | | | | | *WB* | | Campbell&Caldwell,Psy. | | | |
| | | *1 Dk* | 79 | | | | | | | | | | | | |
| 60 | **Björn** | **WoodScBk** | 527 | | | | **1904** | **Lindstöl Skibsværft Risör** | **Akties. Björn (Chr. Christensen)** | **138·8 29·9** P58′ | **Sandefjord Norwegian** | C.2Cy.13⅜"&29⅛"–23⅜" 34NHP | | | |
| | *O.Jörgensen* –04 | *2 Dks* | 468 278 | | | | | | | | | Porsgrund M.V.Porsgrund | | | |
| 61 | **Banco** | **IronScSr** | *2929* | ✠ **100A1** | **Ant** | *u* | **1882** 6mo | **R.Thomp-son&Sons Sunderland** | **C.J.Banck** | **327·3 40·1 29·1** | **Hlsngborg Swedish** | T.3Cy.23″,32″&64″–48″ (s) 160lb *90lb* NDB01 263NHP | 23 ″ 0 s 7 ▪ 6 | | ~~8.04~~ 8.05 |
| | *Falkland* –04 | *ss* Bly No.3–6,95 | *2798* | *Spar dk* | | | | | | B66′ drp03 | | 3SB,*6cf*,GS123,HS3621 | | | |
| | (*ex* Guildhall, | *ss* Cpl.No.2–02 | *1862* | *1,05* ~~BS8,05~~ | | | *Lloyd's SA&CP* | | | ND 92 pt ND 02 BK 10′ | | *Tpd* 92 W.Doxford&Sns Sld. | | | |
| | *ex* Cambodia) | *1 Dk (Irn) 3 tr B 3 pt Awng dk* | | ~~NB10,05~~ ~~LMC12,02~~ | | | | | | *WB = DBa* | | | | | |
| 62 | **Benan** | **SteelScSr** | 2538 | ✠ **100A1** | **Cff** | *t* | **1890** 3mo | **Palmers' Co.Ld. Newcastle** | **J.Hoult** | **300·0 40·2 19·4** Q68′ B&F190′ | **Liverpool British** | T.3Cy.22″,35″&58″–42″ (s) 160lb *80lb* 230NHP | 22 ″ 0 s 9 ▪ 1 | | ~~8.04~~ 8.05 |
| 120340 | *W.H Caddell* –05 | *ss* Cff.No 3–8,02 | 1871 | *pt Awng dk* | | | | | | | FK | 2SB,*6cf*,GS102,HS3908 | | | |
| HDJB | *Elec.light* | *1 Dk (Irn) 2 tr B 3 pt Awng dk* | 1556 | *with freeboard* | | | | | | *WB = CellD* | *B254′ 605t DTa 24′ 390t APT 10t* | Palmers' Co.Ld.Newcastle | | | |
| | (*ex* Georgios P.Bouboulis, | (*Irn*) | | 3,05 ~~5,05~~ ~~BS8,05~~ | | | | | | | *6 BH pt Asp pt Cem* | | | | |
| | *ex* Amalia Vlassopulo) | | | ~~LS12,01~~ ~~LMC8,02~~ | | | | | | | | | | | |
| 63 | **Boydell** | **SteelPad** | 126 | ✠ **A** — | **Lon** | | **1905** 5mo | **Thames Iron Works S.B.&E Co.Ld London** | **London County Council** | **129·9 18·5** ~~6·9~~ 6·7 | **London British** | C.D.2Cy.16″&31″–36″ (s) 115lb 40RHP | 7 ″ 0 | | |
| 120538 | *G.Butler* –05 | | 125 | *For River pur poses only* | | | | | | FK 3 *BH Asp in E.B. space* | | 1SB,*2pf*,GS25,HS700 FD | | | |
| | *Elec.light* | *1 Dk* | 120 | *3,05* ~~LMC7,05~~ | | | | | | | | Thames ~~Eng.Co.Greenwich~~ Irn Wks S.B.&E Co.Ld.Lon. | | | |
| | | | 58 | (*Class Contem plated*) | | | | | | | | | | | |
| 64 | **Bosphorus No. 52** | **SteelSc** | ~~114~~ 116 | ✠ **A1** *with freeboard* | **Gls** | *a* | **1905** 4mo | **Fairfield Co Ld. Glasgow** | **Chirket i Hairie (Bosphorus SN Co.)** | **100·0 19·4 7·1** | **Constanp l Turkish** | C.2Cy.12½"&23"–15" (s) 130lb 38NHP | 7 ″ 7 s 1 ″ 8 | | |
| | | *1 Dk* | 66 | *1,05* ~~[illegible]~~ *Lloyd's SA&CP* | | | | | | BK 5″ 4 *BH pt Asp pt Cem* | | 1SB,*2pf*,GS36,HS910 Fairfield Co.Ld.Glasgow | - | | |
| | *Elec.light* | | 60 | *For Coasting Service Bospho rus & Sea of Marmora* (*Class Contem plated*) | | | | | | | | | | | |
| 65 | **Bassa** | **SteelTwinScSr** | ~~950~~ 940 | | | | **1905** | **D.J.Dunlop &Co. Pt.Glasgow** | ~~Elder, Dempster & Co.~~ ~~Clan Line Steamers Ltd~~ (Elder, Dempster & Co. *Mgrs.*) | **220·0 36·0 13·0** 36·1 13·2 | **Liverpool British** | T.6Cy.13″,21″&34″–24″ 114NHP | | | |
| 102892 | | | ~~820~~ 812 | | | | | | | | *WB* | D.J.Dunlop&Co.Pt.Gls. | | | |
| Hork | *Elec.light* | *1 Dk* | ~~670~~ 568 | | | | | | | | | | | | |
| 66 | **Brunel** | **SteelPad** | 126 | ✠ **A** — | **Lon** | | **1905** 5mo | **Thames Iron Works S.B.&E Co.Ld London** | **London County Council** | **129·9 18·5** ~~6·9~~ 6·7 | **London British** | C.D.2Cy.16″&31″–36″ (s) 115lb 40RHP | 7 ″ 0 | | |
| 120536 | *G.J.Fairman* –05 | | ~~125~~ | *For River pur poses only* | | | | | | FK 3 *BH Asp in E.B. space* | | 1SB,*2pf*,GS25,HS700 FD | | | |
| | *Elec.light* | *1 Dk* | 120 | *5,05* ~~LMC7,05~~ | | | | | | | | Thames ~~Eng.Co.Greenwich~~ Irn Wks S.B.&E Co.Ld.Lon. | | | |
| | | | 58 | (*Class Contem plated*) | | | | | | | | | | | |
| 67 | **Big Ben** | **SteelScFlat** | 157 | | | | **1905** | **W.J.Yarwood Northwich** | **Lever Bros.Ld.** | **86·0 20·9 9·1** | **Liverpool British** | 2Cy.10″–12″ 7RIP | | | |
| 120845 | *W.Illidge,sen.* –05 | | 125 | | | | | | | | *WB* | W.J.Yarwood, Northwich | | | |
| | | *1 Dk* | 82 | | | | | | | | | | | | |
| 68 | **Bayamo** | **SteelScSr** | 3204 | ✠ **100A1** | **NYk** | *v* | **1898** 12mo | **W.Gray& Co.Ld. W Hartlepool** | **G.de Zaldo (New York & Cuba Mail S.S.Co. *Mgrs.*)** | **350·0 45·0 16·2** P31′ B72′ F35′ | **Havana Cuban** | T.3Cy.28″,43½"&72"–48" (s) 160lb *80lb* 460NHP | 18 ″ 9 s 5 ▪ 10 | | 12,04 |
| | *E.W.Woolston* –04 | *ss* Npt.No.1–03 | 2950 | *Spar dk* | | | | | | 24·1 | FK | 2SB,*8pf*,GS142,HS6740 FD | | | |
| | (*ex* Turkistan) | *1 Dk (Stl) & Spar dk (Irn)* | 1992 | *3,05* | | | | | | *WB = CellD Ba & uE 138′ f 148′ 65t* | 6 *BH Cem AP T 23t* | Cen.Mar.Eng.Wrks.W Hpl | | | |
| | *Elec.light* | *3 deep framing* | | BS12,04 ~~LMC7,03~~ | | | | | | | | | | | |
| 69 | **Brookby** | **SteelScSr** | 3740 | **100A1** *Trunk dk no sheer* (*Class Contem plated*) | | | **1905** | **Ropner& Son Stockton** | **R.Ropner&Co.** | **325·0 48·1 25·9** F32′ | **W. Hartlpl British** | T.3Cy.25′,41′&67″–45″ Blair&Co.Ld.Stockton | | | |
| 70 | **Berwind** (*SUNK AFTER COLLISION 1,04—NOW SAILING*) | **SteelScSr** | 2589 | ✠ — | **Brs** | *s* | **1893** 6mo | **J.Blumer& &Co. Sunderland** | **J.E.Berwind** | **288·9 39·9 22·5** P30 B79 F35′ | **New York Utd. States** | T.3Cy.23½",39"&64"–42" 278NHP | 25 ″ 9 | | |
| 101912 | | *ss* Brs.No.2–01 | 1607 | *12,03* | | | | | | BK 10″ 6 *BH Cem* | | 2SB,*6cf*,GS118,HS4200 | | | |
| KTSJ | (*ex* Boston City) | *2 Dks (Irn) 3 tr B* | | ✠ | | | | | | *WB = DBa 92′ & uB 36′ 25 t MT 26 31t* | | Blair&Co.Ld.Stockton | | | |
| 71 | **Ballochmyle** | **SteelScSr** | 3400 | **100A1** (*Class Contem plated*) | | | **1905** | **Craig, Taylor& Co. Stockton** | | **340·0 47·7 23·6** P30 B94 F33′ | **Liverpool British** | T.3Cy.24″,40"&65″–45″ Richardsons, Westgarth& Co.Ld.Mdb. | | | |
| 72 | **Ben Jonson** | **SteelPad** | 125 | **A** | | | **1905** | **J.I.Thorny-croft&Co.Ld. Woolston** | **London County Council** | **130·0 18·0 7·0** | **London British** | C.D.2Cy.16″&31″–36″ Scott's S.B.&E Co.Ld.Grk. | | | |
| | *Elec.light* | | 118 57 | *For River pur poses only* (*Class Contem plated*) | | | | | | | | | | | |
| 73 | **Britannia** | **WoodSc** (*Tug*) | 190 | **A** (*Class Contem plated*) | | | **1905** | **F.Parodi** Multedo, Genoa | **Soc.Rimorchiatori Genonesi** | **86·5 20·5 15·0** | **Genoa Italian** | T.3.Cy.15⅝",24″&39⅜"–25½" Soc Co-op di Produzione Gen | | | |
| 74 | **Brockville** | **SteelTwinScSp** | 944 | | | | **1892** | **Delaware River Co. Chester, Pa.** | **Montreal Safe Deposit Co.** | **175·0 33·5 9·0** rbt01 | **SJhns NFL British** | T.6Cy.12½",19"&30"–15" 70NHP | | 5 | |
| 101254 | | (*ex* Columbian) | 674 | | | | | | | | | Delaware River Co. | | | |
| | *Elec.light* | *1 Dk* | 597 | | | | | | | | | | | | |
| 75 | **Borussia** | **SteelTwinScSr** | 7440 | | | | **1905** | **Frd.Krupp Akt.Ges. Kiel** | **Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)** | **120·0 54·0 32·1** P56′ B156′ F78′ | **Hamburg German** | Q.4Cy.19⅝"28⅛"42⅛"&60½"– 44½ 24½NHP | | | |
| | *Elec.light* | *3 Dks* | 4230 4500 | | | | | | | | *WB* | Frd.Krupp A.G.Kiel | | | |

| 1 d'Ordre | 2 Numéro officiel | 3 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Lettre assigné naturellement après lettre (Applicable) | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. — Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. — Franc-bord au milieu du navire. p/s. | pp | 15 Registre où coté et où est dans le L. R. Durée Cert. Reg. of Trade. | 16 Date de la dernière |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 76 | Ballochbuie Steel Sc Sr | 111 | 100A1 (*Class Contem plated*) | | | 1905 | J. Duthie Aberdeen | Aberdeen Lime Co. Ld. | 200·0 Q51'B48'F28' | 31·3 | 12·9 | Aberdeen British | T.3Cy.18",29"&48"-33" J.Abernethy&Co.Abn. | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Yrs. classed at first | 7 Engines placed | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Shipowner's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed. If not in Lloyd's Register. Date of Re-classification. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Calla** | Steel Sc 3 Mst Sr | 847 | ✠ 100 A1 | | Nwc | k | 1900 | Grngemt'h Dockyard Co. Grngemouth | P. A. Welin | 198·0 | 30·1 | 13·3 | Gothenbrg Swedish | T. 3 Cy. 16", 26½" & 45" – 33" (a) | 15 | 4 | 12,03 |
| | *J. S. Svensson 99–04* (ex Engineer) | *ss Nwc. No. 1–04* 1 Dk (Stl) & Web frames | 619 442 | 4,04 | | ✠ LMC | 12,03 | *Lloyd's SA & CP* | *WB = Cell DB f 109'150t FPT* | FR | | | 170lb 200lb 121 NHP | s | 1 | 10½ | |
| | *Mchy. Aft* | *Well deck* | | | | | | | | | | | 3 BH Cem | | | | |
| 2 | **Chrisobel** | Steel Sc K | 84 | ✠ 100 A1 | | Shl | | 1904 | Smith's Dock Co. Ltd. North Shields | A. Wood | 82·2 | 18·5 | 8·3 | Fraserb'r'gh British | C. 2 Cy. 12" & 26" – 16" (s) | 9 | 0 | |
| 114384 | | 1 Dk | 77 19 | *For fishing purposes* 4,04 | | ✠ LMC | 1,04 | *Lloyd's SA & CP* | | BK | | | 125lb 27 RHP | | | | |
| | | | | | | | | | | | | | 1 SB, 2pf, GS 29, HS 753 | | | | |
| | | | | | | | | | | | | | W. V. V. Lidgerwood, Gls. | | | | |
| 3 | **Colombo Maru** | Steel Sc Sr | 4709 | ✠ 100 A1 | | Yka | x | 1901 | R. Craggs & Sons Middlesbro' | Nippon Yusen Kabushiki Kaisha | 360·0 | 48·0 | 20·1 | Tokio Japanese | T. 3 Cy. 25", 40" & 68" – 48" (s) | 22 | 10 | |
| 8963 | *G. Laurait 03–04* | | 4136 | *Spar dk* | | | | 1mo | | | P29' B103' F35' | | 28·1 | | 180lb 180lb | 380 NIP | s | 7 | 1 |
| JNGD | (ex Willowdene) | 1 Dk (Stl) & Spar dk (pt Iron & pt Stl) Str B | 2320 | 4,04 | | ✠ LMC | 4,04 | A & CP | *WB = Cell D Ba 118' u E & B 40' f 148' 779t FPT* | FR | 6 BH Cem | | 140t APT 110t | | 3 SB, 9cf, GS 148, HS 6300 | | | |
| | | | | | | | | | | | | | | | Richardsons, Westgarth & Co. Ld. Mdb. | | | |
| 4 | **Cufic** | Steel Twin Sc 4 Mst Sr | 8249 | | | | | 1895 | Harland & Wolff, Ld. Belfast | Occanic Stm Nav Co Ld. (Ismay, Imrie & Co. Mgrs.) | 475·9 | 55·2 | 35·9 | Liverpool British | T. 6 Cy. 19", 31" & 52" – 48" | | | BT till 9,04 4,05 |
| 105345 | ~~W. H. Howell~~ 00 | *Mathias* | 7860 | | | ✠ RMC | 1,04 5,05 | | | | B95' | | | | 375 NHP | | | |
| PCFL | (ex American) | 3 Dks | 5444 | | | | | | | | | | | *WB* | Harland & Wolff, Ld. Bel. | | | |
| 5 | **Crostafels** | Steel Sc Sr | | 100 A1 | | | | 1904 | Swan, Hunter & Wigham Richardson Ld Newcastle | Deutsche Dmpfs-fahrts. Ges. Hansa | 400·0 | 52·1 | 28·4 | Bremon German | Q. 4 Cy. 23", 32", 48" & 72" – 54" | | | |
| | *For full particulars See No. 25 below* | | 4700 | *Spar dk* | | | | | | | P50' B122' F52' | | | | | | | |
| | | | | *(Class Contem plated)* | | | | | | | | | | | Swan, Hunter & Wigham-Richardson, Ld. Nwc. | | | |
| 6 | **Chun Kong** | Wood Sc Sr | 397 | | | | | 1902 | Kwong Fat Hong Kong | R. Sutherland | 126·6 | 21·3 | 8·0 | Hong Kong British | C. 2 Cy. 14" & 26" – 18" | | | |
| 116034 | *W. Jenkins* | | 344 | | | | | | | | | | | | 29 RIP | | | |
| | | 2 Dks | 207 | | | | | | | | | | | | Kwong Fat, Hong Kong | | | |
| 7 | **Choice** | Steel Sc K | 89 | ✠ 100 A1 | | Abn | | 1904 | J. Duthie Torry, N.B. | Dunbar & Johnston | 81·5 | 18·1 | 8·8 | Frasrbrgh British | C. 2 Cy. 11½" & 25" – 16" (s) | 9 | 6 | |
| 119655 | *F. Johnston 04–04* | | 82 | *For fishing purposes* | | | | 4mo | | | | | | | 126lb | 25 RIP | | | |
| | | 1 Dk | 24 | 12,04 ~~1,05~~ | | ✠ LMC | 1,04 | *Lloyd's SA & CP* | | BK | 3 BH Cem | | | | 1 SB, 2pf, GS 25, HS 652 | | | |
| | | | | | | | | | | | | | | | W. V. V. Lidgerwood, Gls. | | | |
| 8 | **Chiyo Maru** | Steel Sc Sr | 3351 | ✠ 100 A1 | | Yka | u | 1889 | Wigham-Richardsn & Co Newcastle | K. Oaki | 318·0 | 41·2 | 18·7 | Yokohama Japanese | Q. 4 Cy. 21", 29", 42" & 60" – 42" | 22 | 4 | 1,04 |
| 8928 | *Y. Furukawa 87–04* | *ss Bry. No. 3–03* | 3035 | *Spar dk* | | | | 11mo | | | P28' B66 F37' | | 26·2 | | 180lb 200lb (s) | 242 NHP | s | 6 | 8½ |
| JNWP | (ex Fonar) | 1 Dk (Stl) & Spar dk (pt Stl–w) Str B | 2078 | 4,04 | | ✠ LMC | 1,04 | *Lloyd's SA & CP* | *WB = D Ba B 12' 76t Tunnel tank 74' 77t MT f 26' 417t Deeptan ka 24' 35t FPT 176t APT 20t* | FR | 5 BH Cem | | | | 2 SB, 4cf, GS 84, HS 2441 | | | |
| | | | | | | | | | | | | | | | Wigham Richardson & Co. Nwc | | | |
| 9 | **Cerné** | Steel Twin Sc | ~~650~~ | ✠ A 1 | | Psy | | 1904 | Fleming & Ferguson, Ld. Paisley | Government of Mauritius | 180·0 | ~~30·2~~ 31" | ~~16·7~~ 21" | Port Louis British | T. 6 Cy. 13", ~~21"~~ 31" & 34" – 24" (s) | 14 | 6 | |
| | *W. N. Johnston –04* | 1 Dk (Stl & pt Teak) | 762 | *Hopper Dredger* | | Mlt | | 8mo | | | F16' | 36·1 | 14·0 | | 180lb 200lb | 142 NHP | | |
| | *Elec. light Mchy. Aft* | ~~1 Dk~~ | 790 | 8,04 10,04 | | | | | | | | | | | 2 SB, 4cf, GS 84, HS 2441 | | | |
| | | | 331 | ~~(Class Contem plated)~~ | | ✠ LMC | 8,04 | *Lloyd's SA & CP* | | FR | 5 BH Cem | | | | Fleming & Ferguson, Ld. Psy. | | | |
| 10 | **Christophore** | Steel Sc | 700 | | | | | 1904 | Smith's Dock Co. Ltd. North Shields | Vagliano & Co. | 217·0 | 32·2 | 11·0 | Rostoff Russian | T. 3 Cy. 11", 18" & 30" – 21" | | | |
| | | | 640 | | | | | | | | | | | | 41 NHP | | | |
| | | 1 Dk | 550 | | | | | | | | | | | *WB* | MacColl & Pollock, Ld. Sld. | | | |
| 11 | **Cygnet** | Steel Sc Sp | 191 ~~220~~ | | | | | 1904 | A. & J. Inglis Glasgow | D. MacBrayne | 135·0 | 21·1 | ~~9·3~~ | Glasgow British | C. 2 Cy. ~~28"~~ & 42" – 24" | | | |
| 119148 | *G. McDonald –04* | | 150 | | | | | | | | Q34' B42 F36' | | 9·4 | | 23½' | 72 RHP | | |
| | | 2 Dks | 48 | | | | | | | | | | | *WB* | Barrow S.B. Co. Barrow | | | |
| 12 | **Clarence** | Steel Sc Sp | 149 | ✠ ~~100 A1~~ | | Lth | | 1904 | J. Cran & Co | Alexandra Towing Co., Ld. | 92·0 | 20·3 | 10·8 | Liverpool British | C. 2 Cy. 16" & 43½" – 27" (s) | 12 | 0 | |
| ~~WBS~~ | ~~G. C. 2,05~~ | | 131 | *For towing purposes* | | | | 6mo | | | | | | | 170lb | 161 NHP | | |
| VTRL | *T. Roberts 86–04* | 1 Dk (Irn) | 62 | ~~7,04~~ 6,04 2,05 | | Liv | | *Lloyd's SA & CP* | | BK | 4 BH Cem | | | | 1 SB, 3cf, GS 60, HS 1560 | | | |
| | | | | | | | | | | | *WB = A P T 4t* | | | | J. Cran & Co. Leith | | | |
| 13 | **Conway** | Steel Sc Sr | 2627 | ✠ 100 A1 | | Nwc | | 1904 | Armstrong Whitworth & Co. Ld. Newcastle | Royal Mail Steam Packet Co. | 318·0 | 43·7 | 23·3 | Newcastle British | T. 3 Cy. 25", 41" & 68" – 45" (s) | 25 | 10 | |
| 118636 | *F. M. Watson 02–04* | | 2498 | 1,05 ~~0,04~~ | | Cff | | 6mo | | | P21' B87 F33 | | | | 180lb | 380 NIP | s | 4 | 6½ |
| VBTS | *Elec. light* | 2 Decks (Stl) & deep framing | 1639 | | | | | | | | | | | | 3 SB, 9cf, GS 165, HS 5200 | | | |
| | | | | | | ✠ LMC | 5,04 | *Lloyd's SA & CP* | *WB = Cell D Ba 86' u E & B 68' f 118' 846t FPT 160t APT 20t* | FR | 5 BH Cem | | | | W. Simons Shipwy. Co. Ltd. Nwc. | | | |
| 14 | **Centaur** | Steel Sc K | 200 | ✠ 100 A1 | | Shl | | 1904 | Smith's Dock Co. Ltd. N. Shields | D. Pettit | 115·4 | 21·5 | 11·5 | Milford British | T. 3 Cy. 12", 20" & 32" – 23" (s) | 12 | 4 | |
| 118467 | *D. Pettit –04* | | 130 | *Stm Trawler* | | | | 5mo | | | Q49' | | | | 180lb | 52 RHP | | |
| | | 1 Dk | 47 | 5,04 | | ✠ LMC | 5,04 | *Lloyd's SA & CP* | | BK | 3 BH Cem | | | | 1 SB, 2pf, GS 35, HS 1128 | | | |
| | | | | | | | | | | | | | | | W. V. V. Lidgerwood, Gls. | | | |
| 15 | **Castro Alves** | Steel Sc Sr | 1851 | ✠ 100 A1 | | Ham | s | 1902 | Craig, Taylor & Co. Stockton | Empreza Brazileiro de Nav. Freitas | 280·2 | 40·3 | 17·6 | R. Janeiro Brazilian | T. 3 Cy. 24", 40" & 65" – 42" (r) | 20 | 0 | 6,04 |
| | *Rates 03–03* | | 1512 | *Shelter dk* | | | | 8mo | | | | | 25·1 | | 160lb 160lb | 291 NHP | s | 5 | 0 |
| | (ex Morea) | 2 Dks (Stl–Uws) & Shelter dk (Stl–ws) | 981 | *with freeboard* 7,04 | | ✠ LMC | 1,02 | *Lloyd's SA & CP* | *WB = Cell D Ba 74' u E & B 36' f 122' 446t FPT 149t APT 55t* | FR | 4 BH Cem | | | | 2 SB, 6cf, GS 121, HS 4610 | | | |
| | | | | | | | | | | | | | | | Blair & Co. Ld. Stockton | | | |
| 16 | **Cober** | Steel Sc Sr | 3060 | ✠ 100 A1 | | Hpl | v | 1904 | W. Gray & Co. Ld. West Hartlepool | London & Northern S.S. Co. Ld. (Pyman Bros. Ld. Mgrs.) | 340·0 | 49·1 | 22·~~6~~ 9 | London British | T. 3 Cy. 24", 38" & 64" – 42" (s) | 24 | 6 | 4,05 |
| 118465 | *D. Adams 02–04* | | 2889 | ~~Shelter,04~~ 4,05 | | ~~Cff~~ | | 7mo | | | P25' B186' F34' | | | | 180lb 180lb | 293 NHP | s | 3 | 8 |
| VTFB | | 1 Dk (Irn) & deep framing | 1941 | | | | | | | | | | | | 2 SB, 6cf, GS 114, HS 4760 | | | |
| | | | | | | ✠ LMC | 7,04 | *Lloyd's SA & CP* | *WB = Cell D Ba 106' u E & B 40' f 144 904t FPT 178t APT 30t* | FR | 6 BH Cem | | | | Cen. Mar. Eng. Wks. W. Hpl | | | |
| 17 | **Crane** | Steel Sc Sr | 2033 | ✠ 100 A1 | | Stk | r | 1904 | Ropner & Son Stockton | General Stm. Nav. Co. Ld. | 270·5 | 38·2 | 17·~~8~~ 9 | London British | T. 3 Cy. 22", 35" & 59" – 39" (r) | 20 | 0 | |
| 113457 | *G. Helyer 88–04* | | 1471 | *pt Awng dk* | | | | 6mo | | | P27 Q66' | | | | 170lb 180lb | 257 NHP | s | 9 | 1 |
| VTHB | | 1 Dk (pt Stl & pt Irn) & lower d~~k~~ (pt Stl–w) Web frames a~~ft~~ & pt Awng dk (Irn–pt ws) | 1295 | *with freeboard* 6,04 | | ✠ LMC | 6,04 | *Lloyd's SA & CP* | *WB = Cell D Ba 74' u E & B 38' f 110' 408t FPT 172t APT 28t* | | pt Awng dk 177' | FR | 6 BH Cem | | 2 SB, 6cf, GS 131, HS ~~1~~ 3 | | | |
| | | | | | | | | | | | | | | | Richardsons, Westgarth & Co. Ld. M~~d~~b. | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Sociale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donaue. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Registres ou cotes si ce n'est dans le L.R. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 116211 | **City of Rochester** | Steel Pad Ctr 1 Dk | 235 175 62 | | | | 1904 | Scott (of Kinghorn) Ld Kinghorn | Medway Steam Packet Co. Ld. | 160·2 \| 22·2 \| 7·3 | Rochester British | C.2Cy.20"&42"–45" 72RHP Scott (of Kinghorn), Ld. | | | |
| 19 118492 HBGD | **Cayo Manzanillo** ~~W. Winter —05~~ *J. K. Widgery —05* | Steel Sc Sr 1 Dk (Stl) (pt Irn pt Stl) & deep framing | 3601 2830 1908 | ✝100A1 Spar dk 4,05 ~~5,01~~ (Class Contem. plated) | Nwc Cff | *v* | 1904 9mo | Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA & CP* | Cuban S.S. Co. Ld. (E. Bigland & Co., *Mgrs.*) | 330·5 \| 45·0 \| ~~22·8~~ P205 F34' 15·8 *WB = Cell D Ba 84' u E & B 44' f 151' 6 t APT 46 t* | London British 5 BHCem | T.3Cy.24½",40"&66"–45" (*r*) 180lb *100lb* 328NHP 2 s 1·3*cf*, GS156, HS 210 NE. Marine Eng Co. Ld. Nwc | 18 " 3 s 4·2½ | | 4,05 |
| 20 100985 | **Cherrybrook** *I. Adams 81–04* *Well deck* 1 Dk (Stl) & deep framing | Steel Sc Sr | ~~750~~ 759 562 404 | ✝100A1 2,03 ~~7,01~~ (Class Contem. plated) ✝LMC 8,01 | Mdb Lon | *k* | 1904 8mo | W. Harkess & Son, Ld. Middlesbro' | Whiteway & Ball | 190·0 \| 30·0 \| 13·0 ~~Quad B 15' Fwd~~ Q 97' B 17' F 21' FK *Lloyd's SA & CP WB = DBa 46' Cell D Bu E 15' U Bu B 16' f 83' 190 t F PT 27 t APT 19 t* | Teignm'th British 4 BHCem | T.3Cy.16½",27"&44"–30" (*r*) 160lb *80lb* 99RHP 1 SB, *3pf*, GS57, HS1680 Richardsons, Westgarth & Co. Ld. Mdb. | 15 " 0 s 1 " 3 | | |
| 21 11741 VTGS | **Chelston** *R. E. Hocken 04–04* *Elec. light* | Steel Sc 4 Mst Sr 1 Dk (Stl) & deep framing | 3687 3505 2389 | ✝100A1 10,04 ~~7,01~~ ✝LMC 7,01 | P. Gl NYk | *w* | 1904 7mo | A. Rodger & Co. Pt. Glasgow *Lloyd's SA & CP* | Chelston SS. Co. Ld. (T. L. Duff) *WB = Cell D Ba & u E 129' f 154' 924 t F PT 120 t* | 347·4 \| 51·0 \| 24·2 P40' B131' F38' FK 6 BHCem *APT 145 t* | Glasgow British | T.3Cy.25",40"&67"–45" (*s*) 170lb 313NHP 3SB, 9*cf*, GS160, HS5637 A. Rodger & Co. Glasgow | 26 " 11 s 4 " 8 | | |
| 22 NMTL | **Chr stiansted** *N. Jessen 04–04* | Steel Sc Sr 1 Dk | 322 220 167 | ✝100A1 6,04 *Fitted for liquid fuel* 6,04 ✝LMC 7,01 | Els | *e* | 1904 6mo | Helsingörs Jernsk & Msk. Elsinore *Lloyd's SA & CP* | ~~Vestindiske Kompagni~~ Akties det Ostasiatiske Kom. | 141·1 \| 24·6 \| 9·8 P11' B12' F23' FK 4 BHCem *WB = Cell D B a 32' u 32' 30 t* | Copnhagn Danish | T.3Cy.12½",19"&31"–18" (*s*) 1[illegible] 69NHP 1 SB, 2*cf*, GS[illegible], HS1152 Helsingörs Jernsk. & Msk. b. | 10 " 6 s " 11½ | | |
| 23 | **Constantino Nery** *N. Cardozo —04* (*ex* Eden Vale) | Steel Sc 2 Fl Ist Sr ss Liv. No. 3–6.01 1 Dk & pt Shade dk | 509 416 264 | ✝100A1 6,04 BS 10,03 ✝LMC 6,01 | Liv | *i* | 1889 3mo | S M Knight & Co. Ayr *Lloyd's SA & CP* | M.D. M.C. de Vasconcellos | 180·0 \| 27·0 \| 13·0 P38' F30' BK 7½ *WB = FP 7' 4 BHCem 36 t APT 22 t* | Manaos Brazilian | T.3Cy.15",25"&40"–27" (*s*) 160lb *80lb* 80NHP 1 SB, 3*cf*, 4s52, HS1160 Muir & Houston, Glasgow | 13 " 11 s 1 " 9½ | | 1,04 |
| 24 118489 | **Cayo Domingo** *W. H. Friend —04* *dk (pt Irn & pt Stl) & deep framing* | Steel Sc Sr 1 Dk (Stl) & Spar | ~~2800~~ 2717 2574 1818 1713 | ✝100A1 Spar dk 2,05 ~~9,01~~ (Class Contem. plated) ✝LMC 9,[illegible] | Nwc Lon | *u* | 1904 9mo | Swan, Hunter & Wigham Richardson Ld Newcastle *Lloyd's SA & CP* | ~~E. Bigland & Co.~~ Cuban S.S. Co. Ld. (E. Bigland & Co., *Mgrs.*) | ~~315·0 \| 43·0 \| 24·4~~ P&B 202' F34' 16·9 315·4 \| 43·1 \| 24 3 FK *WB = Cell D Ba 114' u E & B 38' f 130' 595 t* | London British 5 BHCem | T.3Cy.24",38"&64"–42(*r*) 160lb *100lb* 278NHP 2 SB, 6*cf*, GS115, HS4200 N.E. Marine Eng. Co Ld Nwc | 19 " 4 s 4 " 0 | | |
| 25 | **Crostafels** *H. Moller 91–04* *Elec. light* | Steel Sc Sr 1 Dk (Stl) & Spar dk (Stl–ws) & deep framing | 4982 4683 3176 | ✝100A1 Spar dk 12,04 ~~7,01~~ ✝LMC 7,04 | Nwc NYk | *z* | 1904 7mo | Swan, Hunter & Wigham Richardson Ld Newcastle *Lloyd's SA & CP* | Deutsche Dmpfs-fahrts. Ges. Hansa | 400·0 \| 52·2 \| 20·5 P50' B122' F52' 28·6 FK & BK 2 *WB = Cell D Ba 128' u E 24' f 176' 870 t 'Tween dk tanks u 46' 11 t f 42' 460 t F PT 80 t APT 45 t* | Bremen German 6 BHCem | Q.4Cy.23",32",48"&72"–54" 215lb *120lb* (*r*) 3SB, 9*cf*, GS154, HS6[illegible] FD Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 23 " 0 s 6 " 0½ | | |
| 26 120171 HBNF | **Carpentaria** *J. T. Hirst 99–05* 2 *Dks (Stl) & tr B & Shelter dk (Stl) Web frames in No. 2 hold* *Elec. light Ref. Mchy.* | Steel Sc Sr | 5765 5540 3756 | ✝100A1 Shelter dk 2,04 ~~12,04~~ (Class Contem. plated) ✝LMC 12,04 ✝RMC 1,05 | Mdb Lon | *b* | 1904 12mo | Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's SA & CP WB = Cell D Ba 129' u E & B 77' f 163' 1124 t D Ta 29' 849 t APT 276* | ~~Gulf Line, Ld.~~ A. Hughes British India S. N. Co. Ld. | 436·3 \| 53·2 \| 29·8 B144' FK 6 BHCem | ~~Glasgow~~ ~~British~~ London British | T.3Cy.32",53"&88"–54" (*r*) 180lb 801NHP 4SB, 12*cf*, GS274, HS1180 FD Richardsons, Westgarth & Co. Ld. Mdb. E & B. *made 01 fitted 04* | 32 " 8 s 6 " 11 | BT till 12,05 | |
| 27 | **Clara Nicol** *H. Gravemaker 01–04* | Steel Sc K 1 Dk | ~~195~~ 180 ~~180~~ 176 ~~40~~ 31 | ✝100A1 *Stm Trawler* 4,05 ~~11,05~~ (Class Contem. plated) ✝LMC 1,01 | Shl Ams | | 1904 11mo | Smith's Dock Co. Ld. North Shields *Lloyd's SA & CP* | ~~G. Planteijdt~~ Naaml Vennoots Stoomviss Holland (G. Planteijdt, *Mgrs.*) | ~~110·0 \| 20·7 \| 11·6~~ 114·2 \| 20·8 \| 8·8 BK 7½ *WB = DB f 15' 15 t* | Ymuiden Dutch 3 BHCem | T.3Cy.11",18"&30"–21" (*s*) 180lb 56NHP 1SB, 2*cf*, GS33, HS1030 McColl & Pollock, Sld. | 12 " 4 | | |
| 28 FSDC | **Cameo** *J. Wilson —04* | Steel Sc Sp 1 Dk | ~~111~~ 117 ~~64~~ 95 ~~64~~ 48 | | | | 1894 | Ramage & Ferguson, Ld. Leith | J. Wilson | 90·0 \| 17·7 \| 7·8 | Alloa British | C.2Cy.10"&20"–15" 10RHP Ramage & Ferguson, Ld. Lth | | | |
| 29 | **Captain A. F. Lucas** *Carrying Petroleum in bulk* 2 *Dks* | Steel Sc Sr | 4000 | | | | 1904 | W. R. Trigg Co. Richmond Va | Standard Oil Co. | 360·0 \| 50·0 \| 28·5 | New York United States | T.3Cy.25",41"&68"–42" 300NHP *WB* W. R. Trigg Co. Richmond, Va | | | |
| 30 118475 WFMD | **Claverdale** *E. L. Thomas 04–04* | Steel Sc Sr Spar dk (Stl) 2 tr B & Web frames | 4023 3839 2614 | ✝~~100A1~~ Spar dk with freeboard 8,04 | Sld | *x* | 1904 8mo | J. Priestman & Co. Sunderland *Lloyd's SA & CP* | Claverdale S.S. Ld. (E. Haslehust & Co.) *WB = DBa 116' f 136' 885 t* | 345·0 \| 48·8 \| 20·9 P&B 225 F31' 28·3 FK 6 BHCem *APT 130 t* | London British | T.3Cy.25",41"&69"–48" (*r*) 180lb 307NHP 3SB, 9*cf*, GS150, HS5506 N.E. Marine Eng. Co Ld. Sld. | 22 " 3 s 5 " 5 | | |
| 31 103956 | **Champlain** *C. J. Wasson —04* (*ex* Queen, *ex* Robinault) | Wood Sc 1 Dk | 392 — 267 | | | | 1897 1904 | E. Robinault Quebec | G. H. Waring Majestic S.S. Co. Ld. | 110·8 \| 22·4 \| 7·9 | St John N B British | C.2Cy.13"&26"–14" *Emade 47 b 01* 28RHP G. H. Waring, St John, N. B. | | | |
| 32 8925 JNWK | **Choko Maru** *M. Honda 04–04* (*ex* Falkenburg) | Iron Sc Sr 1 Dk & Spar dk 3 tr B | 1668 1487 1216 | | | | 1884 | F. Schichau Elbing | Chonosuke Misaki | 230·0 \| 34·1 \| 17·1 P38' B33' F27' 24·6 *WB* | Yokohama Japanese | T.3Cy.20½" 3[illegible]"&50"–33" NB·3 144NHP F. Schichau, Elbing | | G | |
| 33 | **Consul Poppe** *W. Buchholz —04* | Steel Sc Sr 1 Dk | 882 697 525 | | | | 1904 | F. Schichau Danzig | Blumenthal & Boese | 210·2 \| 33·7 \| 13·7 Q73' B33' F23' *WB* | Hamburg German | T.3Cy.16½",27½"&42½"–27½" 95NHP F. Schichau, Elbing | | G | |
| 34 LCJW | **Cupido** *F. Behrens 04–04* (*ex* Angeln) | Iron Sc Sr 1 Dk 2 tr B | 591 521 327 | | | | 1881 | G. Howaldt Kiel | Dampfschifffahrts Ges. Neptun | 175·5 \| 25·1 \| 15·9 B44' *WB* | Bremen German | C.2Cy.20½"&37½"–27" NB·7 61NHP Gebr. Howaldt, Kiel | | G | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned | 8 | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. | 15 Rise in keel, if not in L.R. Date. | 16 Date when tail shaft last |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | **Cito** | Steel Sc Sr | 867 | ✠100A1 | Hul | *l* | 1893 | Scott & Co. | Dmpskaelsk. Vesterhavet (I. Lauritzen) | 212·3 \| 31·2 \| 14·0 | Esbjerg Danish | T.3Cy.16″,26″&44″–33″ (*s*) | 14 ″ 10 | | N5,04 |
| | *P.C.Nielsen* 04–04 | ~~ssGtk.Nov 2–04~~ | 875 | ~~8,01 5,04~~ 4,05 Gpn | | | 11mo | Greenock | | P28′ B16′ F21′ | | 160lb *60lb* 112NHP | s 1 ″ 6 | | 4,05 |
| | (*ex* Glenpark) | 1 *Dk* (*Irn*) | 536 | | Ant | | | *Lloyd's* A & CP | | drp05 BK 7½″ | | 1SB,3*cf*,GS58,HS1702 | | | |
| | *Well deck* | ~~ssAnt.No.3–4,05~~ | | ~~BS2,04~~ ✠LMC ~~10,04~~ 4,05 | | | | | | *WB*—*DBa*48′ *f*16′ 148*t* *APT* 14*t* | | Scott & Co. Greenock | | | |
| 36 | **Carolyn** | Steel Sc Sr | 2241 | ✠100A1 | Cff | *s* | 1889 | T. Turnbull & Son Whitby A & CP | A.H. Bull & Co. | 289·5 \| 38·2 \| 19·6 | Newark NJ Utd. States | T.3Cy.22″,36″&59″–39″ (*a*) | 22 ″ 2 | | 5,04 |
| 201979 KTHF | *J. Dalton* –04 | ~~ssCff.No.3–8,02~~ | 1757 | 4,05 ~~5,04~~ | | | 9mo | | | P28′ Q76′ B121′ F32′ | | 160lb *120lb* NDR64 216NHP | s 2 ″ 1½ | | |
| | (*ex* Parkgate) | 1 *Dk* (*Stl*) 2 *tr B* | 1414 | ~~BS1,05~~ | | | | | | drp03 | | 2SB,6*cf*,GS84,HS3230 | | | |
| | *Well deck* | | | ~~BS2,04~~ 4,05 | | | | | | *WB*—*Cell DB*244′ 504*t* | | Blair & Co. Ld. Stockton | | | |
| 37 | **Cabrillo** | Wood Sc Sr | 611 | | | | 1904 | ..... San Pedro, Cal | Wilmington Transportation Co. | 182·0 \| 32·0 \| 13·5 | Los Angelos, Cal. Utd. States | | | | |
| 201058 KTFD | | 1 *Dk* | 387 | | | | | | | | | | | | |
| 38 | **Cora P. White** | Wood Sc | 106 | | | | 1877 | ..... Fall River, Mass. | Fisheries Co. | 95·0 \| 18·2 \| 7·6 | Grnport NY Utd. States | | | | |
| 129[illegible] | | | 53 | | | | | | | | | | | | |
| 39 | **Chiswick** | Steel Sc Sr | ~~3209~~ | ✠100A1 | Gls | *v* | 1904 | D & W Hendersn & Co. Ld. Glasgow | ~~Watts, Watts & Co.~~ Britain S.S. Co. Ltd (Watts, Watts & Co *Mgrs.*) | ~~331·0~~ \| 50·0 \| 21·9 | London British | T.3Cy.24″,40″&66″–45″ (*r*) | 24 ″ 6 | | |
| 129463 HBKG | *G.W.B. Woods* 00–04 | 1 *Dk* (*Irn*) & deep framing | 3246 | 10,04 | | | 10mo | | | 331·5 FK | | 180lb *180lb* 308NHP | s 4 ″ 2 | | |
| | *Elec. light* | | 2954 | ~~(Class Contem. plated)~~ | | | | | | P28′ B98′ F34′ | | 2SB,6*cf*,GS138,HS1634 | | | |
| | | | 2072 | | | | | | | | | D & W. Hendersn & Co. Ld Gls | | | |
| | | | | | | | | *Lloyd's* A & CP | *WB*—*Cell D Ba* 44′ *u E* & *B* 37 *f* 142′ 907*t* *FPT* 1[illegible]*t* *APT* 177*t* | | | | | |
| 40 | **Craigronald** | Steel Sc Sr | ~~2402~~ 2425 | ✠100A1 | Lth | *t* | 1904 | A. Rodger & Co. Pt. Glasgow | ~~Russell, Huskie & Co.~~ Craig Line S.S. Co. Ld. (~~Russell, Huskie & Co.~~ *Mgrs.*) | 313·6 \| 43·8 \| ~~30·7~~ | Leith British | T.3Cy.21″,35″&57″–39″ (*s*) | 23 ″ 3 | | |
| 118393 HBXM | *Wm. Dott* 01–01 | ~~ssCff.No.3–8,02~~ | 2309 | ~~2,04~~ 5,04 | | | 10mo | | | P29′ Bs2′ ~~F29′~~ 13·2 | | 180lb *Soft* 248NHP | s 3 ″ 10½ | | |
| | *Spr. dk* (*Stl*) 2 *tr B* & deep framing | ~~Last Contem. plated~~ | 1572 | | | | | | | F30′ FK 20·7 | | 2SB,6*cf*,GS110,HS1210 | | | |
| | | | | 12,04 ✠LMC | | | | *Lloyd's* A & CP | (D. Russell & Co. *Mgrs.*) *B* = *Cell DBa* 44 *u E* 118 *f* [illegible] 628*t* *APT* 67*t* | | | A. Rodger & Co. Glasgow | | |
| 41 | **Camarones** | Steel Sc Sr | 2733 | | | | 1896 | Sir Raylton Dixon & Co. Middlesbro' | Hamburg-Süd-Amerik Dampf-schifffahrts Ges. | 298·8 \| 41·2 \| 23·6 | Bns. Ayres Argentine | T.3Cy.20″,33″&57″–45″ | | | G |
| | *Aveling & Porter* 01 | | 2432 | | | | | | | P31′ B96′ F39′ | | 218NHP | | | |
| | (*ex* Taquary) *Elec. light* | 2 *Dks* | 1732 | | | | | | | | | *WB* T. Richardson & Sns, Ld Hpl | | | |
| 42 | **Concordia** | Steel Sc Sr | 735 | | | | 1904 | Laxevaags Msk. & Jrnskb Bergen | Kjær & Isdahl | 194·8 \| 30·1 \| 10·9 | Bergen Norwegian | T.3Cy.14″,23½″&38″–27″ | | | |
| | *O.F. Olsen* 01–04 | | 550 | | | | | | | Q92′ B26′ F26′ | | 7[illegible]NHP | | | |
| MBVG | | 1 *Dk* | 437 | | | | | | | | | *WB* Laxevaags Msk. & Jrns. Bgn | | | |
| 43 | **Cronshagen** | Steel Sc Sr | 1775 | | | | 1904 | Act. Ges. "Neptun" Rostock | H.F.C. Arp (S. Ollgaard & Thoersen, *Mgrs.*) | 261·5 \| 38·0 \| 17·8 | Hamburg German | T.3Cy.18⅞″,29½″&50″–35 7/16″ | | | |
| | *A. Speck* 01–04 | | 1465 | | | | | | | P15′ Q98′ B71′ F24′ | | 119NHP | | | |
| | *Elec. light* | 1 *Dk* | 1124 | | | | | | | | | A.G. "Neptun." Rostock | | | |
| 44 | **Clarissa Radcliffe** | Steel Sc Sr | ~~3703~~ | ✠100A1 | Stk | *x* | 1904 | Ropner & Son Stockton | Clarissa Radcliffe SS Co Ld (E Thomas, Radcliffe & Co.) | 351·5 \| 53·1 \| 27·6 | Cardiff British | T.3Cy.26″,42″&70″–48″ (*s*) | 30 ″ 4 | | |
| 119960 | *E.H. Gordon* 98–01 | *Trunk dk*—*no sheer* | 4703 | | | | 10mo | | | ~~[illegible]~~ F33′ | | 160lb *100lb* 361NHP | s 6 ″ 7 | | |
| HBMC | *Trunk decks* | 1 *Dk* (*Stl*) 2 *tr B* & *Web frames* | 4067 | ~~(Class Contem. plated)~~ | | | | | | FK 6 *BH Cem* | | 3SB,9*cf*,GS160,HS5750 | | | |
| | | | 3040 | 4,05 ~~——~~ Npt | | | | *Lloyd's* A & CP | | | | Blair & Co. Ld. Stockton | | | |
| | | | | ✠LMC 10,04 | | | | | *WB*—*Cell D Ba* 114′ *u E* & *B* 44 *f* 144′ 1074*t* *FPT* [illegible]*t* *APT* 244*t* | | | | | |
| 45 | **Cornish Coast** | Steel Sc 3 Mst Sr | 710 | ✠100A1 | Mdb | *j* | 1904 | W. Harkess & Son, Ld. Middlesbro' | F.H. Powell & Co. | 180·0 \| 28·5 \| 12·8 | Liverpool British | T.3Cy.16″,27 &41″–30″ (*s*) | 15 ″ 0 | | |
| 118136 | *O.E. Owens* 99–04 | 1 *Dk* (*Stl*) & deep framing | 576 | 4,05 ~~10,04~~ | | | 10mo | | | ~~——~~ B13′ F36′ | | 160lb *80lb* 97RHP | s 1 ″ 2 | | |
| | *Well deck* | | 500 | ~~(Class Contem. plated)~~ | | | | | | Q99 FK 3 *BH Cem* | | 1SB,3*pf*,GS53,HS1685 | | | |
| | *Mchy. Aft* | | 295 | | | | | *Lloyd's* A & CP | *WB*—*DBa* 44′ *f* 61′ 137*t* *FPT* 20*t* *APT* 4*t* | | | Mason & Pollock, Ld. Sld. | | | |
| | | | | ~~LMC 10,04~~ | | | | | | | | | | | |
| 46 | **Chohakusan Maru** | Steel Sc Sr | 2030 | ✠100A1 | Nag | *r* | 1904 | Mitsu Bishi Dkyd & E Wks Nagasaki | Mitsui Bussan Gomei Kaisha | ~~280·0~~ \| ~~37·0~~ \| 18·9 | Kuchin-otsu Japanese | T.3Cy.21″,35″&58″–36″ (*s*) | 21 ″ 6 | | |
| 8835 | *Y. Hori* 97–04 | 172 | 1610 | 3,05 ~~10,04~~ | | | 10mo | | | B72′ F41′ | | 180lb *102lb* 242NHP | s 3 ″ 9½ | | |
| JRHS | *Elec. light* | 1 *Dk* (*Irn*) & *Web frames* | 1259 | (~~Class Contem. plated~~) | | | | *Lloyd's* A & CP | | 285 · 4 \| 37 · 1 \| | FK 5 *BH Cem* | 2SB,6*cf*,GS115,HS1064 | | | |
| | | | | ✠LMC 10,01 | | | | | *WB*—*Cell D Ba* 78′ *u E* & *B* 46′ *f* 106′ 471*t* (*DT*) [illegible] *PT* 538*t* | | | Mitsu Bishi D. & E. Wks. Nag | | | |
| 47 | **C. Lopez y Lopez** | Steel Sc Sr | 4046 | ✠100A1 | Lon | *x* | 1891 | Barclay, Curle & Co. Ld Glasgow | Cia. Trasatlantica | 396·0 \| 43·2 \| 28·5 | Barcelona Spanish | T.3Cy.29½″,45″&78″–54″ (*s*) | 31 ″ 1 | | 3,04 |
| | *Mir* | ~~ssLon.No.3–8,03~~ | 3689 | 2,05 ~~5,04~~ | Liv | | 1mo | | | P33′ B36′ F46′ | | 180lb *80lb* NDR[illegible] [illegible]NHP | | | |
| | (*ex* Westmount *ex* Lismore Castle) | | 2606 | MS3,04 | | | | | | BK 11″ 8 *BH Cem* | | 2DB,12*cf*,GS[illegible]2[illegible]7661 | | | |
| | *Ref. Mchy. Elec. light* | 3 *Dks* (2 *Stl*—ws) | | ~~BS1 [illegible]~~ 2,05 | | | | *Lloyd's* A & CP | *WB*—*Cell DB* 305′ 621*t* | | | Barclay, Curle & Co. Ld. Gls. | | | |
| 48 | **Champlain** | Steel Sc ~~Steel Sr~~ | 500 | ✠100A1 | Psy | *f* | 1904 | Fleming & Fergusn, Ld. Paisley | Canadian Govern-ment | 120·0 \| 30·3 \| 9·8 | Ottawa | C.2Cy.22″&46″–24″ | 10 ″ 6 | | |
| 116399 | | 522 | 469 | *Awng dk with freeboard* | | | 10mo | | | 17·6 | British | 12 B. & W. 187RHP 160[illegible] | s 8 ″ 0 | | |
| | | 1 *Dk* (*Stl*—ws) & *Awng dk* (*Stl*—ws) | 225 | 10,04 | | | | | | BK 7″ 6 *BH Cem* | | 1SB,4*cf*,GS75,HS2931 FD | | | |
| | *Elec. light* | | | (~~Class Contem. plated~~) | | | | *Lloyd's* A & CP | *WB*—*DTa* 14′ 58*t* *DTf* 5′ 12*t* *FPT* 29*t* | | | Fleming & Fergusn, Ld. Psy | | | |
| | | | | ✠LMC 10,04 | | | | | | | | | | | |
| 49 | **Catherine Moran** | Steel Sc Tug | 200 | | | | 1904 | Neafie & Levy Co. Philadelphia | Moran Towing Co. | 105·0 \| 22·5 \| 12·5 | New York Utd. States | C.2Cy.16″&32″–24″ | | | |
| | | 1 *Dk* | | | | | | | | | | 42NHP | | | |
| | | | | | | | | | | | | Neafie & Levy S & E Co. Phl | | | |
| 50 | **Clara Zelck** | Steel Sc Sr | 1500 | | | | 1904 | Act. Ges. "Neptun" Rostock | O. Zelck | 261·5 \| 37·5 \| 17·0 | Rostock German | T.3Cy.17⅞″,30½″&48″–33 1/16″ | | | |
| | *P. Fretwurst* –04 | | 1400 | | | | | | | | | 132NHP | | | |
| | *Elec. light* | 2 *Dks* | 1130 | | | | | | | | | *WB* A.G. "Neptun," Rostock | | | |
| 51 | **Cheshire** | Steel Sc 3 Mst Sr | ~~560~~ | ✠100A1 | Psy | *s* | 1904 | J Fullerton & Co. Paisley | ~~J.J. Mack & Sons~~ SS Cheshire Co Ld (J.J Mack & Sons) | 178·0 \| 29·1 \| 10·7 | Liverpool British | C.2Cy.21″&46″–30″ | (*s*) | 13 ″ 4 | |
| 118144 | *J. Crofts* –04 | | 633 | 434 5,0 ~~10,04~~ | Lpl | | 10mo | | | Q103′ B[illegible]′ F31′ | | 180lb *75lb* 85RHP | | ″ 10 | |
| | *Well deck* *Mchy. Aft* | 1 *Dk* (*Stl*) | | ~~237 (Class Contem. plated)~~ | | | | *Lloyd's* A & CP | *WB*—*Cell DBf* 95′ 142*t* *FPT* 31*t* *APT* 10*t* | | BK 7″ 3 *BH Cem* | 1SB,3*pf*,GS64,HS2025 | | | |
| | | | | ✠LMC 10,04 | | | | | | | | Ross & Duncan, Glasgow | | | |
| 52 | **Columbia** | Steel Sc Sr | 217 | | | | 1904 | J.H. Dialogue & Son Camden, N.J. | Baker Whiteley Coal Co. | 100·0 \| 23·0 \| 13·0 | Baltimore Utd. States | C.2Cy.16″&32″–24″ | | | |
| 101359 | (*Tug*) | | | | | | | | | | | 42NHP | | | |
| KTHW | | 1 *Dk* | 144 | | | | | | | | | J.H. Dialogue & Son, Camdn | | | |
| 53 | **Carricklee** | Steel Sc Sr | ~~359~~ | ✠100A1 | Ard | *e* | 1904 | Ardrossan 11mo D.D. & S.B. Co. Ld. Ardrossan | ~~J. Pinkerton~~ E.C Herdman (J. Pinkerton, *Mgr.*) | ~~141·0~~ \| 24·0 \| ~~9·0~~ | Lndnderry British | C.2Cy.18″&40″–27″ | (*s*) | | |
| 101890 | *J. Faulds* 04–04 | | 355 | 11,04 | | | | | | Q81′ B7′ F27′ | | 130lb | | 10 ″ 11 | |
| | *Well deck* *Mchy. Aft* | 1 *Dk* (*Stl*) | 327 | (~~Class Contem. plated~~) | | | | | | 141·5 BK 7″ | 3 *BH Cem* | 1SB,3*pf*,GS57,HS1560 | | 8 ″ 6½ | |
| | | | 99 | ✠LMC 10,04 | | | | *Lloyd's* A & CP | *WB*—*FPT* 36*t* *APT* 3*t* | | | Renfrew Bros. & Co. Irvine | | | |
| 54 | **Clan Macdougall** | Steel Sc Sr | ~~4690~~ | 4710 | | | 1904 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | ~~385·0~~ \| ~~50·0~~ \| ~~29·0~~ | Glasgow British | T.3Cy.27½″,45½″&75″–54″ | | | |
| 119184 | *R. Stirling* –04 | | ~~3800~~ | 3820 | | | | | | P40′ F44′ 50 · 1 \| 26 · 3 | | 413NHP | | | |
| | *Turret deck* *Elec. light* | 2 *Dks* | ~~2920~~ | ~~2978~~ | | | | | | 385 · 2 | | *WB* W. Doxford & Sons, Ld. Sld. | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite | 7 Mode de Propulsion | 8 Construit. Quand. Navire. Mach | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. | 15 Règlement du canal de Suez si ce navire dans le Cert. Int. Tonnage Cert. Rel. Trade | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 116056 | **Courtland** *T.Stafford 04–04* | Steel Sc K 1 Dk | ~~220~~ 211 194 76 | ✠100A1 *Stm Trawler* 12,04 (~~Class Contem plated~~) ✠LMC 12,04 | Hul | | 1904 12mo | Cook, Welton & Gemmell Beverley *Lloyd's SA & CP* | A.L.Black | 115·3 Q58 ~~F18~~ 115·4 | 21·5 21·6 F19' BK 7" | 11·5 Grimsby British | T.3Cy.12",21"&34"–24" (s) 180lb 65 RHP 1SB,2pf,GS32,HS160 Amos & Smith, Hull | 12 " 3 | | |
| 56 118155 | **Centurion** *W.King 02–04* | Steel Sc K 1 Dk | 165 156 35 | ✠100A — *Stm Trawler* 11,04 (~~Class Contem plated~~) ✠LMC 11.04 | Abn | | 1904 11mo | Hall, Russell & Co. Ld. Aberdeen | T.Devlin, jun. | 105·3 | 20·6 11·9 BK 7½ *WB = 1 Bf 25'11t* | Granton British 3 BH Cem | C.2Cy.16"&36"–24" (r) 120lb 58 RHP 1SB,2pf,GS36,HS933 Hall, Russell & Co. Ld. Abn. | 12 " 6 | | |
| 57 118156 | **Chancellor** *T.Swanney 01–04* | Steel Sc K 1 Dk | 166 154 38 | ✠100A — *Stm Trawler* 11,04 (~~Class Contem plated~~) ✠LMC 11.04 | Abn | | 1904 11mo | Hall, Russell & Co. Ld. Aberdeen | T.Devlin, jun. | 105·3 | 20·6 11·9 BK 7½ *WB = D 3 f 25'11t* | Granton British 3 BH Cem | C.2Cy.16"&36"–24" (r) 120lb 58 RHP 1SB,2pf,GS36,HS933 Hall, Russell & Co. Ld. Abn. | 12 " 6 | | |
| 58 190179 HBPN | **Coquet** *T.Walker 91–04* 1 Dk (Stl) & Spar dk (pt Irn & Spt Stl), 2865 & deep framing | Steel Sc Sr 4396 | ~~4263~~ ~~3883~~ ~~4.03~~ | ✠100A1 *Spar dk* 4.05 12,04 (~~Class Contem plated~~) ✠LMC 12.04 | Mdb Bry | x | 1904 12mo | Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's SA & CP* | Mercantile S.S.Co. Ld. | 360·1 P33' B98 F37' | 50·2 17·9 FK 25·9 | ~~25·0~~ London British 6 BH Cem *WB = Cell D Ba 118' uE 6 B38' f 156' 992t F P T 98t A P T 110t* | T.3Cy.25",42"&68"–45" (s) 180lb *160lb* 341 NHP 2SB ~~6f~~, GS124, HS5400 Blair & Co. Ld. Stockton | 20 " 5 | s 5 • 9 | |
| 59 11[illegible]06 | **City of York** | Steel Sc K 1 Dk | ~~220~~ 202 193 65 | ✠100A1 *Stm Trawler* 11,04 (~~Class Contem plated~~) ✠LMC 11.04 | Goo | | 1904 11mo | Goole S.B. & Repg.Co Ld. Goole *Lloyd's SA & CP* | ~~F. Kelsall~~ T.F.Kelsall | ~~110·0~~ 116·8 | ~~21·0~~ 21·1 ~~11·5~~ 11·4 BK 7½" | Fleetwood British 3 BH Cem | T.3Cy.12",20"&32"–23" (s) 180lb 52 RHP 1SB,2pf,GS28,HS1075 Earle's Co. Ld. Hull | 12 " 6 | | |
| 60 [illegible] HBRC | **Claremont** [illegible] 1 Dk (Stl) & tr B ~~Forecastle deck~~ & deep framing & Web frames | Steel Sc Sr 3883 | 3880 3226 3150 2476 | ✠100A1 *Tyrret deck* 4.05 (~~Class Contem plated~~) ✠LMC 12.04 | Sld Npt | v | 1901 12mo | W. Doxford & Sons, Ld. Sunderland *Lloyd's SA & CP* | Horsley Line, Ld. (M.H.Horsley, *Mgr.*) | 352·0 P27' F41' | ~~48·0~~ 48·1 ~~26·0~~ 23·4 FK | W. Hartlpl British 7 BH Cem *WB = Cell D Ba 92' uE & B 46' f 172' 868t D T f 20' 733t A P T 14t* | T.3Cy.23½",39"&66"–45" (s) 180lb *80lb* 307 NHP 2SB,6cf,GS97,HS4003 Richardsons, Westgarth & Co. Ld. Hpl. | 26 " 0 | s 11·6½ | |
| 61 | **Carlo** *R.Ravasini 99–04* *Well deck* 1 Dk (Stl) & deep framing | Steel Sc Sr | ~~1040~~ 889 691 546 | ✠100A1 11,04 (~~Class Contem plated~~) ✠LMC 11.04 | Tri | m | 1904 11mo | Lloyd Austriaco Trieste *Lloyd's SA & CP* | Carlo S.S.Co. (D. Tripcovich, *Mgr.*) | 207·4 ~~Q15 D.6 F18~~ Q78' B16' F25' | 31·5 16·2 FK *WB = Cell D Ba 53' uE 29' f 79' 219t A P T 10t* | Trieste Aust.-Hung. 4 RH Cem | T.3Cy.15½",25"&41"–28½" (r) 180lb 114 NHP 2SB,4cf,GS69,HS1980 Lloyd Austriaco, Trieste | 15 " 6 | | |
| 62 116323 | **Choet** | Wood Sc Sr 1 Dk | 104 77 35 | | | | 1892 | ..... Bangkok | Wee Chin Khoon | 117·0 | 18·1 7·5 | Singapore British | C.2Cy.12"&24"–16" 3 RHP | | | |
| 63 [illegible] | **Ide** *P.M.Laud* | Wood Sc Sr 1 Dk | 104 75 75 | | | | 1893 | W.Holmes Auckland, N.Z | T.P.Nicholson | 97·4 | 17·3 7·0 | Suva British | C.2Cy.9½"&16"–10" 12 RHP W.Dickin[illegible], Birkenhead | | | |
| 64 7 | **Capitanata** *V.Roca –04* (ex Remus) | Steel Sc K 1 Dk | 219 193 113 | | | | ...1888 | Oswald, Mordaunt & Co Southampton | Cornelio & Roca | 133·8 Q59' F19' | 19·7 11·8 BK 6½" | Bari Italian | T.3Cy.12⅜",19"&31½"–23⅜" 47 NHP Oswald Mordaunt & Co. Sou | 11 " 3 | | |
| 65 201054 KTFQ | **Chas. J. Colonna** *I.M.Bussells –04* | Wood Sc 1 Dk | 231 203 157 | | | | | C.J.Colonna Berkley, Va. | Hinlon Toulson Oil & Guano Co. | 123·5 Q60' B28' F24' | 22·0 10·5 | Tappahannoch, Va. Utd. States | C.2Cy.15"&30"–22" 35 NHP Neafie & Levy S & E B Co. Phl | | | |
| 66 | **Corsica** *Nollent –04* | Steel Twin Sc Sr 1 Dk & Awng dk | 1305 1235 418 | | | | 1904 | Cie. Française de Nav. Nantes | Cie. Franç. de Nav. & de Const. Nav. et Sâtre Réunis | 260·7 H— | 28·5 16·2 22·9 | Nantes French | T.6Cy.20",31½"&52"–31½" 305 NHP Cie. Franç. de Nav. Lyons | | | V |
| 67 | **Chile** | Steel Twin Sc Sr 1 Dk | 450 | | | | 1904 | Grngem'th & Greenock Dockyard Co Grngemouth | Pile & Co. | 205·0 B55 F22' | 33·7 10·5 | *WB* | T.3Cy.11",18"&30"–22" Muir & Houston, Ld. Gls | | | |
| 68 118702 HBWD | **Craigmore** *G.Hadden 05–05* *Elec. light* | Steel Sc Sr *Spar dk (Stl)* 2 tr B & deep framing | 2426 2309 ~~1570~~ 1573 | ✠100A1 *Spar dk with freebrd* ~~2,05~~ 5,05 (~~Class Contem plated~~) ✠LMC | PGl Npt | t | ~~1904~~ 1905 2mo | A. Rodger & Co Pt. Glasgow *Lloyd's SA & CP* | ~~Russell, Huskie & Co.~~ Craig Line S.S. Co. Ld. (~~Russell, Huskie & Co. Mgrs.~~ Russell & Co., *Mgrs.*) | 313·5 P29' B52 F30' | 43·8 ~~20·7~~ 13·3 FK 20·7 | Leith British 5 BH Cem *WB = Cell D Ba 5 a E 118 f 136 625t A P T 76t* | T.3Cy.21",35"&57"–39" (s) 180lb *80lb* 248 NHP 2SB,6cf,GS110,HS4210 Rodger & Co. Glasgow | 23 " 3 | s 3·1½ | |
| * 69 99388 MWBD | **Cheltonian** *W.T.Davies –98* (ex Glenveeh) | Steel Sc Sr ss Hpl. No. 2–01 1 Dk (pt Stl pt Irn) 2 tr B & Web frames & pt Awng dk (Irn) | 3024 2347 2009 | ✠100A1 *pt Awng dk with freeboard* 6,04 ✠LMC | Cff | u | 1892 12mo | Ropner & Son Stockton A & CP | Cambrian S.S. Co. Ld. (J.Mathias & Sons, *Mgrs.*) | 322·0 P29' Q110' *pt Awng dk 183'* *WB = Cell D B 250' 551t* | 41·5 20·6 BK 10' | Aberstwth British 5 BH Cem | T.3Cy.[illegible] 180lb [illegible] 2SB,[illegible] Blair & Co. Ld. Stockton | 21 " 0 | s 9 " 1½ | N6,04 |
| 70 [illegible] NMCR | **Cliftonian** *J.Enos –04* (ex Pinedene, ex Strathisla) ~~Balmoral –01~~ ss Shl. No. 2–02 1 Dk (Stl) & Spar dk (Irn) & deep framing | Steel Sc Sr | 3206 3076 2064 | ✠100A1 *Spar dk* 9,04 ~~1,05 OR~~ ~~BS 9.04~~ ✠LMC | Bry | v | 1894 9mo *Lloyd's SA & CP* | C.S.Swan & Hunter Newcastle | Cambrian S.N.Co. Ld. (J.Mathias & Sons, *Mgrs.*) *WB = Cell D B a 98' uE 22' f 144' 651t* | 330·0 P28' B80' F28' | 43·1 19·3 FK 26·3 | Aberstwth British 5 BH Cem *A P T 39t* | T.3Cy.24",40"&64"–45" (s) 170lb *160lb* 297 NHP 2SB,Grf,GS92,HS1660 Wilsnd Slipwy Co. Ld. Nwc. | 21 " 11 | s 6 " 3½ | ~~N12.0~~ N12,03 |
| 71 96240 MJWG | **Cecil Rhodes** *W.Mitchell 04–04* (ex Rector) ss Gms. No 3–11,04 1 Dk | Iron Sc K | 112 107 [illegible] | ✠100A1 *Stm Trawler* 11,04 ✠LMC 11.04 | Gms | | 1891 3mo *Lloyd's SA & CP* | Earle's Co. Ld. Hull | H.F.Eastick | 88·0 Dpt F & S 04 | 20·1 10·7 BK 7½ | Grimsby British 3 BH Cem | C.2Cy.17"&32"–21" (s) 90lb 44 RHP 1SB.2pf,GS27,HS760 Earle's Co. Ld. Hull | 11 " 3 | | ~~N11.0~~ N11,04 |
| 72 116052 | **Chan Wai** *W.Jenkins* | Wood Sc Sr 1 Dk & Shaded dk | 266 211 176 | | | | 1903 | Kwong Fat Chang Hong Kong | Wo Shun St'mboat Co. Ld. | 118·7 | 25·5 8·0 | Hong Kong British | C.2Cy.12½"&25"–18" 26 RHP Chun Hing, Hong Kong | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under dock. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Ld. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in Lloyd's. Date of Transfer. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | **Clan Macnab** | Steel Sc Br | ~~4710~~ 4675 | | | | 1904 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | ~~385·0~~ 385·0 \| 50·0 \| ~~29·0~~ 26·8 | Glasgow British | T. 3 Cy. 27½", 45½" & 75"–54" | | | |
| 191109 | | | ~~3870~~ 3821 | | | | | | | P 40' F 44' | | 418 NHP | | | |
| MCSF | *Turret deck* | *Elec. light* 2 *Dks* | ~~3176~~ 2952 | | | | | | | 385·1 | | *WB* W. Doxford & Sons, Ld. Sld. | | | |
| 74 | **Cambria** | Steel Twin Sc Sr | 1955 | ✠100A1 Nwc *s* | | | ~~1904~~ 1905 | Swan, Hunter & Wigham Richardson, Ltd. Newcastle | Telegraph Const. & Maintenance Co Ld | ~~375·0~~ 375·0 \| ~~37·2~~ 37·1 \| ~~15·4~~ 15·2 | London British | T. 6 Cy. 16", 26" & 44"–33" (r) | 18 / 6 | | |
| 190405 | *Cable Vessel,* J. E. Leach 00–05 | | 1817 | *Spar dk* 2,05 Lon | | | 1mo | | | B 34' 37·1 | | 1901 b 1107b 294 NHP | s 4·10 | | |
| HBVC | *1 Dk (Stl) & Spar dk (Stl Teaks) & pt lower dk* | | 1016 | *(Class Contem. plated)* | | | | | | 283·0 FK & BK 2 23·8 | | 2 SB 3, 6cf, GS 109, HS 4112, FD | | | |
| | *Elec. light* | *(Stl) in hold* | | ✠LMC 1,05 | | | *Lloyd's s.4 CP* | | | | | Swan, Hunter & Wigham Richardson, Ld. Nwc. | | | |
| | | | | *WB = Cell D Ba 52' u E 20' f 122' Tanks between & at sides of tunnels 266 t FPT 35 t APT 70 t* | | | | | | | | | | | |
| 75 | **Childar** | Steel Sc Sr | 1700 | ✠100A1 Mdb *e* | | | ~~1904~~ | Fevigs Jens Kitsbyg Fevig | Wiel & Amundsen | 268·5 \| 39·0 \| ~~14·1~~ | Frdrkshld Norwegian | T. 3 Cy. 20½, 33 & 56"–39" (r) | 13 / 4 | | |
| | *W Nilsen* –04 | *1 Dk (Stl) Spar dk (pt* | 1735 | *Spar dk* | | | 1905 | | | B 75' F 31' 11·2 | | 180 NHP *100lb* 209 NHP | s 4 · 7 | | |
| MCFG | *Elec. light* | *Stl–Teaks) & deep framing* | 1602 | *(Class Contem. plated)* | | | 2mo | | | 269·7 FK 19·0 | | 2 SB, *inv* GS 83, HS 975 | | | |
| | | | 1102 | 2,05 ✠LMC 2,05 | | | *Lloyd's s.4 CP* | | *WB = Cell D Ba 75' u E 19' f 113' Tanks between & at sides of tunnels 393 t APT 14 t* | | | Richardsons, Westgarth & Co. Ltd. Mdb. | | | |
| 76 | **Clacton** | Steel Twin Sc Sr | 810 | 820 | | | 1904 | Earle's Co. Ld. Hull | Gt. Eastern Rly. Co. | ~~242·7~~ 241·0 \| ~~16·8~~ | Harwich British | T. 6 Cy. 15½", 25½" & 41"–36" | | | |
| 116177 | *W. Dale* –04 | | ~~745~~ 712 | | | | | | | P 59' B 66' F 60' | | 202 ~~404~~ NHP | | | |
| HBVG | *Elec. light* | 2 *Dks* | ~~229~~ 209 | | | | | | | 245·0 \| 31·1 15 2 | | *WB* Earle's Co. Ld. Hull | | | |
| 77 | **California** | Steel Sc Sr | 6200 | | | | 1904 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham. Amer. Linie) | 410·0 \| 50·5 \| 28·8 P x B 250' F 63' | Hamburg German | Q. 4 Cy. | | | |
| | *Elec. light* | 2 *Dks* | | | | | | | | | | *WB* Blohm & Voss, Hamburg | | | |
| 78 | **Camosun** | Steel Sc Sr | ~~1350~~ | ✠100A1 Psy *n* | | | 1905 | Bow, McLachlan & Co. Ld. Paisley | Union S.S. Co. of Brit. Columbia, Ld. | ~~192·0~~ \| ~~35·1~~ \| ~~14·7~~ | Glasgow British | T. 3 Cy. 18½", 30" & 50"–36" (s) | 17 / 8 | | BT till 12,05 |
| 191204 | *W. M. Johnston* –05 | *1 Dk (Stl–ws) & pt* | 1369 | *pt Awng dk with freeboard* | | | 2mo | | | 192·7 \| 35·2 \| 14·9 | | 180 lb *80lb* 221 NHP | s 1 · 8½ | | |
| | *Elec. light* | *Web frames & pt Awng dk* | 692 | 2,05 ✠LMC 2,05 | | | | | | *Pt Awng. dk* 144' BK 8' | | 2 SB, 6cf, GS 143, HS 4296 | s 9 · 9 | | |
| | | | 794 | *(Class Contem. plated)* | | | *Lloyd's s.4 CP* | | *WB = Cell D Ba 40' u E & F 35' f 75' Tanks between & at sides of tunnels 282 t APT 9 t* | | | Bow, McLachlan & Co Ld Pcy | | | |
| 79 | **Caledonia** | Steel Sc | 110 | | | | 1904 | W. J. Yarwood Northwich | Brunner Mond & Co | 76·0 \| 18·5 \| 9·5 | Liverpool British | C. 2 Cy. 10" & 21"–12" | | | |
| 118142 | *Mchy. Aft* | 1 *Dk* | 100 | | | | | | | | | *WB* W. J. Yarwood, Northwich | | | |
| | | | 62 | | | | | | | | | | | | |
| 80 | **Coloniale** | Steel Sc Sr | 671 | ✠100A1 Sws *s* | | | 1893 | Tyne I.S.B. Co. Ld. Newcastle | S.G. Ulrich | 180·0 \| 28·2 \| 13·7 | Catania Italian | T. 3 Cy. 13½", 22½" & 36"–27" | 14 / 6 | | N 12,04 |
| | *F. Papale* –04 | *ss Nwc. No. 2–01* | 517 | 12,04 | | | 10mo | | | Q 94' B 20' F 22' | | 160 lb *65lb* (s) 77 NHP | s 1 · 1 | | |
| | (ex Springhill, ex Mancunium) | 1 *Dk (Iron)* | 404 | | | | | | | BK 7½' | | 1 SB, 3pf, GS 43, HS 1330 | | | |
| | *Well deck* | | | MS 6,01 BS 9,04 ✠LMC | | | *Lloyd's s.4 CP* | | *WB = DB a 42' f 46' 123 t FP T 27 t APT 6 t* | | | Wallsend Slipway Co. Nwc. | | | |
| 81 | **Cetonia** | Steel Sc K | ~~178~~ | ✠100A1 Abm | | | 1905 | Hall, Russell & Co. Ld. Aberdeen | Eastern Steam Fishing Co. Ld. (G. D. Irvin, *Mgr.*) | 110·0 \| 21·1 \| 11·4 | Aberdeen British | T. 3 Cy. 11", 18" & 30"–22" (s) | 12 / 0 | | N 1,05 |
| 118190 | *W. Parden* 03–05 | | ~~175~~ | *Stm Trawler* | | | 1mo | | | BK 7½' | | 160 lb 55 NHP | | | |
| | | 1 *Dk* | 177 | 1,05 | | | *Lloyd's s.4 CP* | | *WB = DT 75 t* | | | 1 SB, 2pf, GS 18, HS 1015 | | | |
| | | | 167 | *(Class Contem. plated)* | | | | | | | | Shields E. & D. Co. Ld. N. Shl. | | | |
| | | | 43 | ✠LMC 1,05 | | | | | | | | *E & B mad 01, re-fitted 05* | | | |
| 82 | **Corrientino** | Steel Sc | 132 | | | | 1904 | J. Marjoribanks Buenos Ayres | F. & S. Gotusso | 95·0 \| 20·0 \| 10·0 B 39' | Bns. Ayres Argentine | C. [illegible] NHP | | | |
| | *M. Marello* –04 | *(Tug)* | 127 | | | | | | | | | *WB* | | | |
| | | 1 *Dk* | 49 | | | | | | | | | T. 6 Cy. | | | |
| 83 | **Cruz de Malta** | Steel Twin Sc Sr | *650* | | | | 1905 | Grngem'th & Greenock Dockyard Co. Grngemouth | M. Vucasomich | 230·0 \| 37·0 \| 12·0 | Argentine | ~~T. 3 Cy.~~ 11", 18" & 29"–21" 76 NHP ~~80 NHP~~ | | | |
| | | 1 *Dk* | | | | | | | | | | J. G. Kincaid & Co. Greenock | | | |
| 84 | **Chama** | Steel Sc Sr | 3152 | ✠100A1 Nwc *m* | | | 1905 | Palmers' Co. Ld. Newcastle | ~~Elder, Dempster & Co.~~ African S.S. Co. | ~~350·4~~ 348·3 \| ~~20·5~~ 20·7 | Liverpool British | T. 3 Cy. 25", 42" & 70"–45" (s) | 23 / 4 | | |
| 190506 | *T. E. Williams* 95–05 | 1 *Dk (Stl)* & *lower dk* | 2776 | *Shelter dk with freebd* | | | 4mo | | | *Shade dk* 93' FK | | 200 lb 478 NHP | s 2 · 9 | | |
| HCGB | *Elec. light (Stl)* | *in Nos. 1, 2 & 4 holds lower* | 1977 | 4,05 ~~5,05~~ | | | *Lloyd's s.4 CP* | | *WB = Cell D Ba 84' u E & B 40' f 152' 71 t FP T 35 t APT 23 t* | | | 2 SB, 8cf, GS 157, HS 5983 FD | | | |
| | *beams* & *Web frames in No. 3 hold* & | *Shelter dk (Stl–ws)* | | *(Class Contem. plated)* | | | | | | | | Palmers' Co. Ld. Newcastle | | | |
| 85 | **Clan Maclean** | Steel Sc Sr | ~~4675~~ | | | | 1905 | W. Doxford & Sons, Ld. Sunderland | Cayzer, Irvine & Co | 385·2 \| 50·1 \| 26·3 P 10 F 14' | Glasgow British | T. 3 Cy. 27½", 45½" & 75"–54" | | | |
| 121211 | | | 4676 | 3822 | | | | | | | | 413 NHP | | | |
| HCBK | *Turret deck* | *Elec. light* 2 *Dks* | 2952 | 2950 | | | | | | | | *WB* W. Doxford & Sons, Ld. Sld. | | | |
| 86 | **Città di Reggio** | Steel Sc 3 Mst Sr | 2746 | ✠100A1 Gen *t* | | | 1888 | J. Laing Sunderland | G. Bertoll | 309·8 \| 41·1 \| 18·4 | Genoa Italian | T. 3 Cy. 24½", 40" & 66"–45" (r) | 21 / 1 | | 2,04 |
| | *V. Domenicont* | *ss Gen. No. 3–1,01* | 2414 | *Spar dk* | | | 7mo | | | B 66 F 39' 26·3 | | 160 lb *100lb* NDB 01 307 NHP | s 6 · 2½ | | |
| IGKW | (ex Batilla, ex Ville de Belfort) | 1 *Dk (Iron)* | 1504 | 3,05 ~~5,05~~ | | | *Lloyd's s.4 CP* | | | NDS 92 BK 10' 5 *B H Cem* | | 3 SB, 9cf, GS 150, HS 4828 | | | |
| | *Elec. light* | *& Spar dk (Stl–ws)* | | ~~MC 1,01 BS 3,01~~ ✠LMC 2,05 | | | | | *WB = Cell D B 240' 394 t* | | | G. Clark, Sunderland | | | |
| | | *Str B ss Gen. No. 1–05* | | | | | | | | | | | | | |
| 87 | **Columbia** | Steel Sc Sr | 62.0 | | | | 1901 | Flensburger Schiffsb. Ges. Flensburg | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) | 410·0 \| 50·5 \| 28·8 P 250 F 63' | Hamburg German | Q. 4 Cy. 23½, 38½, 49½ & 72"–54" | | | |
| | *Should be "Thessalia," See No 71 in Supplement.* | | | | | | | | | | | 381 NHP | | | |
| | *Elec. light* | 2 *Dks & Web frames* | | | | | | | | | | *WB* Flensburger Schiffsb. Ges. | | | |
| 88 | **Conte Kalnoky** | Steel Sc | 161 | | | | 1889 | Stabilimnto Tecnico Trieste | N. Mihanovich | 115·4 \| 17·3 \| 9·2 | Trieste Aust.-Hung. | NB 05 | | | |
| KBVK | | | 81 | | | | | | | | | Stabilimento Tecnico. Tri. | | | |
| 89 | **Calabria** | Steel Sc K | ~~230~~ | ✠100A1 Hul | | | 1905 | Cochrane & Sons Selby | Grimsby Alliance Stm. Fishg. Co. Ld. | 122·0 \| ~~21·6~~ \| 11·3 Q 65 F 19 \| 21·7 | Grimsby British | T. 3 Cy. 12½", 21½" & 35"–24" (s) | 12 / 1 | | |
| 118941 | *F. Woldemar* –05 | | 229 | *Stm Trawler* | | | 2mo | | | BK 7½ | | 180 lb 69 NHP | | | |
| HCBJ | | 1 *Dk* | 202 | 2,05 | | | *Lloyd's s.4 CP* | | | | | 1 SB, 2cf, GS 33, HS 1120 | | | |
| | | | 92 | *(Class Contem. plated)* ✠LMC 2,05 | | | | | | | | C. D. Holmes & Co. Hull | | | |
| 90 | **Christine Sell** | Steel Sc Sr | 777 | | | | 1904 | Nüscke & Co. Stettin | Jonas Sell | 202·7 \| 30·4 \| 12·5 Q 69 B 46 F 24' | Flensburg German | T. 3 Cy. 13½", 21½" & 35½"–23" | | | |
| | *H. Castensen* –04 | | 578 | | | | | | | | | 62 NHP | | | |
| KMVQ | | 1 *Dk* | 469 | | | | | | | | | *WB* Ver. Elbesch. Ges. Ueb. | | | |
| 91 | **Craighall** | Steel Sc Sr | ~~4490~~ | ✠100A1 Gls *w* | | | 1905 | D. & W. Hendersn & Co. Ld. Glasgow | ~~Biggart & Fulton~~ West of Scotland S.S. Co. Ld. (Biggart & Fulton, *Mgrs*) | ~~370·0~~ \| ~~50·0~~ \| 26·0 P 10' B 98' ~~F 41~~ F 40' \| 879·9 \| 50·1 | Glasgow British FK 6 *B H Cem* | T. 3 Cy. 25', 41' & 67"–48" (s) | 28 / 8 | | |
| 120205 | *J. Wise* –05 | | 4402 | ~~4490~~ 3,05 | | | 3mo | | | | | 175 lb 368 NHP | s 5 · 9½ | | |
| HCDM | *Elec. light* | 2 *Dks (Stl) & deep framing* | 4147 | ~~4910~~ *(Class Contem. plated)* | | | *Lloyd's s.4 CP* | | *WB = Cell D Ba 121' u E & B 37' f 165' 101 t APT 22 t* | | | 2 SB, 9cf, GS 173, HS 6160 | | | |
| | | | 2107 | ✠LMC 05 | | | | | | | | D. & W. Hendersn & Co Ld Gla | | | |
| 92 | **Cachalot** | Steel Sc | 104 | | | | 1905 | Akers Mek. Værks. Christiania | | 94·0 \| 16·5 \| 10·5 | S Jhns NFL British | T. 3 Cy. 11", 18" & 29"–18" | | | |
| | | 1 *Dk* | 98 | | | | | | | | | Akers Mek. Værks. Xia. | | | |
| | | | 20 | | | | | | | | | | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant (après Lettre d'avertissement). | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pde. | pc. | 15 Registre de tonn. Canal de Suez. Panama. Corinth. Kiel. Manchester. | 16 Date de la dernière visite de l'hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 93 | **City of Karachi** | SteelScSr | 5550 5547 4936 3544 | | | | 1905 | Workman, Clark & Co. Ld Belfast | EllermanLines Ld. (T.S.Wife, Mgr.) (R.Alexander & Co. Mgrs.) | 413·6 51·5 P75'B121'F41' | | 29·2 | Liverpool British | Q.4Cy.25½",36½",52"&75"–51" 402NHP WB Wrkman,Clark&Co.Ld Bel | | | | |
| 94 | **Curona** | SteelScSr | 4034 3693 2583 | ✠100A1 1,05 | Cff | x | 1890 11mo | Barclay, Curle&CoLd. Glasgow | RussichOstasiatische Dampf.Act. Ges. | 396·0 P33'B96'F46' | 43·2 BK11' | 28·5 | Copnhagn Danish | T.3Cy.29½",48"&78"–54" (s) 160lb 80lb NDB00 479NHP 2DB,12cf,GS212,HS7651 Barclay,Curle&Co.Ld.Gls. | 31 " 0 | | | 10,04 |
| 95 | **Carmania** | SteelSc 3ScShafts | 20000 | 100A1 Shelter dk (ClassContem plated) | | | 1905 | J.Brown & Co.Ld. Glasgow | CunardS.S.Co.Ld. | 650·0 | 72·2 | 40·2 | Liverpool British | 3SteamTurbines J.Brown&Co.Ld.Glasgow | | | | |
| 96 | **Cooloon** | WoodScSr 1Dk | 239 191 141 | | | | 1904 | G.Mowatt Manning Riv. N.S.W. | LangleyBros. | 127·4 P14'B23'F19' | 25·3 | 8·8 | SydnyNSW British | C.2Cy.15"&30"–21" 37RHP Mort'sDk.&E.CoLd Balmn | | | | |
| 97 | **Caledonia** | SteelScSr | 3035 2895 1949 | ✠100A1 2,04 BS5,05 | Ham | v | 1890 6mo | C.Connell & Co. Glasgow | Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie) | 340·0 B80'F42' | 42·1 BK10' | 26·3 | Hamburg German | T.3Cy.24½",37"&64"–48" (s) 160lb 80lb 302NHP 2DB,8cf,GS178,HS1802 D.Rowan&Son,Glasgow | 29 " 0 | | | N8,03 |
| 98 | **Carl Horn** | SteelScSr 1Dk | 1200 850 750 | | | | 1905 | Eiderwerft Akt.Ges. Tönning | H.C.Horn | 221·8 P12'Q53'B60'F29' | 33·5 | 13·9 | Lübeck German | T.3Cy.17⅞",28⅜"&46⅞"–31½" 122NHP WB Eiderwerft A.G.Tönning | | | | |
| 99 | **Clayton** | SteelTwin.Sc | 43 | A1 StmLaunch 26 Rivers' Harbour purposes (ClassContem plated) | | | 1905 | Forrestt & Co Ld Wivenhoe | Mozambique Government | | | | Lourenco Marques Portuguese | C.4Cy.5"&10"–6" 18NHP Plenty&Son,Ld.Newbury | 5 " 7 | | | |
| 100 | **Città di New York** | IronScSr | 2775 2573 1881 | ✠100A1 3,05 | Gen | u | 1883 7mo | Oswald, Mordaunt & C Southampton | C.Parodi di A. | 310·6 P28'B65'F36 ND95 | 38·8 BK10' | 26·7 | Genoa Italian | C.2Cy.31½"&74"–48" 90lb 90lb NDB01 316NHP 2SB,6cf,GS128 Oswald,Mordaunt&Co.Son | 28 " 6 s 5 " 10 | | | 3.05 |
| 101 | **Cymrian** | SteelScSr 1Dk(Stl)&deep framing | 1014 750 609 | ✠100A1 1,05 | Shl | m | 1905 1mo | A.Vuijk & C.Capelle a/d Ijssel | A.&O.Williams O.&W.Williams | 215·6 Q74'B61'F21' | 32·1 FK | 15·3 | London British | T.3Cy.17",28½"&46"–30" (s) 180lb 100lb 133NHP 1SB.3pf,GS52,HS2152 G.T.Grey,SouthShields | 16 " 3 s 1 " 5½ | | | |
| 102 | **Crown of Castile** | SteelScSr 2TwinMasts 2Dks(StlUpt–ws)&deep framing | 4406 4505 4201 2828 | ✠100A1 4,05 (ClassContem plated) | Gls | y | 1905 4mo | D&W Hendersn & Co.Ld Glasgow | Prentice Service & Henderson Crown SS.Co.Ld.(Prentice Service & Henderson,Mgrs.) | 384·0 P33'B123'F40 | 53·2 FK | 25·8 25·6 | Glasgow British | T.3Cy.27",46"&76"–48"(s) 180lb 488NHP 4SB,12cf,GS270,HS8250 D&W.Hendersn&CoLd Gls | 28 " 4 s 5 " 4½ | | | |
| 103 | **Carlyle** | SteelPad 1Dk | 126 126 58 | ✠ A— For River purposes only 5,05 (ClassContem plated) | Lon | | 1905 5mo | Thames Iron Works S.B.&E Co.Ld London | LondonCounty Council | 129·9 | 18·5 | 6·0 6·8 | London British | C.D.2Cy.16"&31"–36" (s) 130lb 40RHP 1SB,2pf,GS25,HS700FD Thames Iron Wks.S.B.&E.Co.Ld.Lon | 7 " 0 | | | |
| 104 | **Charles Lamb** | SteelPad 1Dk | 116 116 63 | ✠ A— For River purposes only 5,05 (ClassContem plated) | Gls | | 1905 5mo | Napier & Miller,Ld. Glasgow | LondonCounty Council | 130·0 | 18·5 | 6·8 | London British | C.D.2Cy.16"&31"–36" (s) 109lb 1SB,2pf,GS25,HS730 FD Scott'sS.B.&E.Co.Ld.Grk. | 7 " 0 | | | |
| 105 | **Cairnavon** | SteelScSr | 1440 | 100A1 (ClassContem plated) | | | 1905 | Short Bros. Ld. Sunderland | CairnLine of Stmships,Ld.(Cairns, Noble&Co. Mgrs.) | 259·0 P21'B63'F27' | 36·9 | 18·0 | Newcastle British | T.3Cy.19",30"&48"–36" Blair&Co.Ld.Stockton | | | | |
| 106 | **Clara Menzell** | SteelScSr 1Dk&Shelter dk | 2350 1700 1500 | | | | 1905 | Flensburgr Schiffsb.Ges. Flensburg | Chinesische KüstenfahrtGes. (Menzell&Co.Mgs) | 300·0 | 45·2 | 19·0 | Hamburg German | T3Cy20 1/16",33 3/16"&55 3/32"–37" 192NHP WB FlensburgerSchiffsb.Ges. | | | | |
| 107 | **Canning** J.Burke 4–05 | SteelScSp 1Dk(Irn) | 150 131 128 6 4 | ✠100A1 For Towing purposes 5,05 (ClassContem plated) | Lth | | 1905 5mo | J.Cran & Co. Leith | AlexandraTowing Co.Ld. | 92·0 92·2 | 20·8 20·2 | 10·8 10·7 BE7½ | Liverpool British | C.2Cy.16"&43½"–27" 170lb 1SB,3cf,GS56,HS1560 J.Cran&Co.Leith | (s) 12 " 0 | | | |
| 108 | **Conqueror** A.E.Duncan 05–05 (exConquerant,exConqueror) | IronPadSp (Tug) 1Dk | 177 165 16 | | | | 1884 | Heppie & Co. NorthShields | Mrs.R.Lennard (B.O.Davies, Mgr.) | WB=APT4t 123·5 | 20·1 | 10·1 | Middlsbro' British | L.2Cy.32"–58" 120NHP Heppie&Co.NorthShields | | | | |
| 109 | **Chr. Gylstorff** A.H.Nau en 05–05 Well deck | SteelScSr 1Dk(Stl)&deep framing | 817 659 495 | ✠100A1 5,05 (ClassContem plated) | Sld | l | 1905 5mo | Sunderlnd S.B.Co.Ld. Sunderland | Holm&Wonsild Damps.Actieselsk Progress (Holm& Wonsild,Mgrs.) | 195·0 P14'Q46'B81'F21' | 32·0 FK | 13·5 | Copnhagn Danish | T.3Cy.16½",26"&43"–30" (s) 180lb 123NHP 2SB,4cf,GS60,HS2064 N.E.Mar.Eng.Co.Ld.Sld. | 15 " 8 s 1 " 5 | | | |
| 110 | **Claremont** Schlossmann 05–05 | SteelScSr | 1780 1670 1130 | 100A1 (ClassContem plated) | | | 1905 | A.Rodger & Co. Pt.Glasgow | R.W.Gardiner& Co. | WB=CellDBa12"uEg 270·0 P25'B70'F30' | 31'/86'203tFr 40·5 | 26tAP 18·1 | Leith British | T.3Cy.20",33"&54"–36" A.Rodger&Co.Glasgow | 20 " 6 s 2 " 10½ | | | |
| 111 | **Condor** A.Klaus 00–05 (exLestris) | SteelScSr ssLiv.No.2–03 2Dks(1Irn) | 1300 1139 732 | ✠100A1 11,04 BS5,04 ✠LMC4,05 | Mch | p | 1895 8mo | Wigham Richrdsn&Co Newcastle | Dampfsch.Ges. Argo | 255·3 P27'B50'F26' | 33·7 BK9' | 17·6 | Bremen German | T.3Cy.21",33½"&54"–39" (s) 1000 NDB01 fitted04 195NHP 2SB,6pf,GS98,HS3120 80lb WighmRchrdsn&Co.Nwc. | 19 " 8 s 2 " 11 | | | N11,04 |
| 112 | **Chicoutimi** (exSaguenay) | WoodPad 2Dks | 992 840 593 | | | | 1891 | E.Auger Sorel | Montreal Trust & Deposit Co. | WB=CellDBa69'f82'199t 219·0 | 28·4 | 11·0 | Quebec British | 1Cy.45"–120" Emade66Bmade88 170NHP G.Brush,Montreal | | | | |
| 113 | **Cairngorm** | SteelScSr | 3110 | 100A1 (ClassContem plated) | | | 1905 | Richardsn, Duck&Co. Stockton | R.Cairns&Co. | 325·0 P26'B164'F29' | 47·0 | 22·5 | Leith British | T.3Cy.23½",39"&64"–42" Blair&Co.Ld.Stockton | 24 " 10 s 3 " 9½ | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned 1st Class. Last Class. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RPP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed. If more than one, Date of last Alt. | 16 Date when last shaft was drawn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 114 Cayo Soto | | SteelScSr | | 100A1 Spar dk (Class Contem plated) | | | 1905 | J Readhead & Sons South Shields | | 330·8 \| 45·1 \| 24·0 P&B211 F35' | | T 3Cy.24½",40"&66"–45" J.Readhead&Sons,S.Shl. | s 4 ″ 3 | | |
| 115 Crown of Arragon J.G.Dorward 85–05 | | SteelSo | 4400 | 100A1 (Class Contem plated) | | | 1905 | D&W Hendersons&Co.Ld. Glasgow | Crown of Arragon S.S.Co.Ld. (Prentice,Service &Henderson) | 384·0 \| 53·2 \| 28·4 P90 B120 F40' | Glasgow British | T.3Cy.27",46"&76"–48" D&W.Hendersn&CoLdGlas | 28 ″ 4 s 5·4½ | | |
| 116 Clitus | | SteelScK 1 Dk | 240 | 100A1 Stm Trawler (Class Contem plated) | | | 1905 | Cochrane& Sons Selby | Orient Steam Fishing Co.Ld. | 123·5 \| 22·0 \| 11·5 Q69 F20' | Grimsby British | T.3Cy.12¼",22"&35"–24" Gt.CentrlCo-opEng &Ship RepairingCo.Ld.Gmsa. | | | |
| 117 Cairnnevis | | SteelScSr | 1440 | 100A1 (Class Contem plated) | | | 1905 | Short Bros. Ld. Sunderland | Cairn Line of Stmships,Ld. (Cairns, Young&Noble, Mgrs.) | 259·0 \| 36·8 \| 18·0 | Newcastle British | T.3Cy.19",30"&48"–36" Blair&Co.Ld.Stockton | | | |
| 118 Cristoforo Vagliano P.Matas –05 (exMaritta) | | SteelScSr 1Dk(Std)2trB&Webframes | 3302 2835 1822 | ✠100A1 Pir u with freeboard 2,05 BS4,05 ✠LMC1,04 | | | 1896 3mo Lloyd's A&CP | Armstrong Mitchell&Co. Ld.Newcastle | A.S.Vagliano WB=Cell DBa94'uE20'f132' FK 609t AP T45t | 320·0 \| 46·0 \| 23·4 P21'B54'F37' | Cephlonia Greek 5BHCem | T.3Cy.24",40"&64"–12" (s) 160lb 100lb 282NHP 2SB.Spf,GS128,HS4490 Wllsn Slpwy Co.Ld.Nwc. | 26 ″ 2 s 5 ″ 6½ | | K2.05 |
| 119 Cecilia N.Paulsen –05 (exWestminsterBridge) | | SteelScSr 1Dk(Irn)2trB &deep framing 3Dk rule | 3427 3202 2209 | ✠100A1 Bkn v 11,04 ✠LMC[illegible] | | | 1900 11mo | W.Gray& Co Ld. W Hartlepool A&CP | M.Jebsen WB=Cell DBa | 83·5 \| 47·2 \| 24·7 P27 B82'F30' FK 5BHCem uE134'f134'725t APT77t | Hamburg German | T.3Cy.25",40"&65"–42" (s) 160lb 80lb 268NHP 2SB.Grf,GS96,HS3957 Cen.Mar.Eng.Wks.W.Hpl | 27 ″ 4 s 5 ″ 3 | | 6,04 |
| 120 Cambyses | | SteelScSr | 3120 | 100A1 (Class Contem plated) | | | 1905 | W.Gray& Co.Ld. W Hartlepool | Gladstone S.S.Co. Ld. (Gladstone& Co. Mgrs.) | | W.Hartlpl British | T.3Cy.24½",40"&65"–42" Cen.Mar.Eng.Wrks.W Hpl | | | |
| 121 Christian Börs E.Hille –05 | | SteelScSr | 4034 | 100A1 (Class Contem plated) | | | 1905 | Swan,Hunter& Wigham Richardson, Ld Newcastle | V.Torkildsen | 375·5 \| 51·0 \| 25·5 P33'B110'F37' | Bergen Norwegian | T.3Cy.25",41"&67"–45" Swan.Hunter&Wigham-Richardson,Ld.Nwc. | | | |
| 122 Choice | | SteelScK 1 Dk | 175 | 100A1 Stm Trawler (Class Contem plated) | | | 1905 | A.Hall& Co.Ld. Aberdeen | W.Johnson | 105·5 \| 21·1 \| 11·3 | Granton British | C.2Cy.16"&36"–24" A.Hall&Co.Ld.Aberdeen | | | |
| 123 Costa Martins R.Baker –05 Elec.light | | SteelSo 1Dk(Teak)&Promenade dk (Teak) | ~~140~~ 147 121 95 | ✠ A1 PG1 For River purposes only 5,05 ~~(Class Contem plated)~~ | | | 1905 5mo Lloyd's A&CP | Murdoch& Murray Pt.Glasgow | M.daC.Chaves | 110·0 ~~22·0~~ \| ~~6·7~~ F15' 22·1 \| 6·6 FK 5BHCem | Para Brazilian | C.2Cy.12"&24"–18" (s) 120lb 35NHP 1SB,2pf,GS80,PS762 White&Hempbill.~~Grk.~~ Ld.,Grk | 7 ″ 0 | | |
| 124 Cornbrook | | SteelScSp | 140 128 5 | 10 A For towing purposes (Class Contem plated) | | | 1905 | J.P.Rennoldson&Sns. South Shields | Manchester Ship Canal Co.Ld. | 95·0 \| 22·0 \| 11·5 | Manchestr British | T.3Cy.15½",25"&41"–27" J.P.Rennoldson&Sons,S.Shl. | | | |
| 125 Chr. Knudsen A.Nilsen –05 Mchy.Aft | | SteelScSr 1Dk | 4865 3719 2823 | | | | 1905 | Sir Raylton Dixon&Co Ld Middlesbro' | Aktieselskabet Borgestad | 360·0 \| 51·2 \| 26·2 P104'B18'F28' | Porsgrund Norwegian WB | T.3Cy.26",42"&70"–48" 339NHP N.E.MarineEng.Co Ld.Sld. | | | |
| 126 Clydesdale Elec.light | | SteelScSr 1Dk | 400 302 | | | | 1905 | Scott& Sons Bowling | D.MacBrayne | 151·1 \| 26·1 \| 12·4 P&B94 F39' | Glasgow British WB | T.3Cy.15",25½"&41"–30" Ross&Duncan,Glasgow | | | |
| 127 Courser | | SteelScK 1 Dk | 230 | 100A1 Stm Trawler (Class Contem plated) | | | 1905 | Cook,Welton&Gemmell Beverley | T.Baskcomb | 124·9 \| 22·0 \| 11·5 P68'F18' | Grimsby British | T.3Cy.12½",21½"&35"–24" C.D.Holmes&Co.Hull | | | |
| 128 Caboto | | SteelScSr | 4600 3800 3000 | 100A1 Spar dk (Class Contem plated) | | | 1905 | Cant.Nav. di Muggiano Spezia | Soc.Veneziana di Nav.a Vap. | 243·3 \| 48·6 \| 27·6 P48'B117'F38' | Venice Italian | T.3Cy.25",40"&68"–48" Richardsons,Westgarth& Co.Ld.Hpl. | | | |
| 129 Cavi | | SteelScSr | | 100A1 (Class Contem plated) | | | 1905 | Soc. Esercizio Bacini Genoa | Soc.Esercizio Bacini | 296·0 \| 42·0 \| | | T.3Cy.21¼",33½"&59⅞"–39" Soc.EsercizioBacini,Genoa | | | |

| 1 Numéro d'Ordre | 2 Nom du Navire. Matériaux. Gréement, etc. | 3 | 4 Tonnage | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Mesures de coque si différentes de L. H. Dunfermline, Hoffmann | 16 Date de la dernière Visite du Navire pour la Marque |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. Mâts. | | Total. Sous le Pont. Net. | Surveillance Spéciale. Date de la dernière Visite. | Port de Visite | Classe | Navi. Mach. | | | | | | | | | | |
| 1 | **Delpara** | IronScSr | 2370 | ✠100A1 | Mes | *t* | 1886 | Earle's Co. Ld. Hull | D.&E.Flli.Bozzo | 310·0 | 37·0 | 20·1 | Genoa Italian | C.2Cy.34"&65"–39" (*s*) | 23 " 3 | | 5.03 |
| 19 | *Russ* 94–98 *ss*Lon.No.3–5.98 | | — 12,04 ~~5,03~~ | | Gen | | 3mo | | | Q104 | B58 | F48' | | 95lb *70lb* NDB63 206NHP | s 3 " 2½ | | |
| FQJN | (*ex*Etna, *ex*Pera) *ss*Mes.No.1–03 | | 1561 | BS12,04 | | | *Lloyd's* SA&CP | | | | | | FK 5 *BH Cem* | 2SB,6*cf*,GS107,HS3148 | | | |
| | *Well deck* 1 *Dk*(*Irn*)2*trB* | | | ✠MC5,03 | | | | | | *WB* = *Cell DB* 248' 523*t* *FPT* 35*t* | | | | Bailey & Leetham, Hull | | | |
| 2 | **Dover Castle** | SteelTwinScSr | 8260 | ✠100A1 | Gls | *e*† | 1904 | Barclay, Curle & Co. Ld Glasgow | Union-Castle Mail S.S.Co.Ld. (D. Currie & Co. *Mgrs.*) | 476·4 | 56·7 | 31·9 | London British | Q.8Cy.22½"32",46½"&68"–51" (*s*) | 35 " 0 | BT till 4,05 | |
| | *G.W. Armstrong* 95–04 | | 6564 ~~6,0~~ 7,06,05 | | Scn | | 4mo | | | P&B314' | F70' | | FK&BK3" 8 *BH Cem* | 220lb (*s*) 960 NHP | s ~~6~~ 8 | | |
| 118405 | 3 *Dks*(*Stl.M*–*ws*&*Uteak s*)&*deep* | | 5219 | | | | *Lloyd's* SA&CP | | | | | | | 3D&1SB,2*tcf*,GS122, HS16943 | s 9 " 5½ | | |
| VQHD | *Elec.light* | *framing* | | ✠LMC4,04 | | | *WB* = *Cell DB* 108' *uE* 37' *f* 176' 943*t* | | | *DT f* 41' 1095*t* | *FPT* 76*t* | *APT* 60*t* | | Barclay, Curle & Co. Ld. Gls | | | |
| 3 | **Dakotah** | SteelSc3MstSr | 4006 | ✠100A1 | Lon | *te* | 1902 | Armstrong Whitworth & Co. Ld. Newcastle | Anglo-American Oil Co. Ld. (J. McDonald, *Mgr.*) | 350·0 | 47·0 | 27·6 | London British | T.3Cy.25",42"&68"–45" (*s*) | 29 " 0 | | ~~5.03~~ 4,05 |
| 116862 | ~~Iron 04~~ | | 3625 | 7,04 ~~—~~ | Shl | | 7mo | | | P85' | B24' | F37' | FK 12 *BH Cem* | 180lb *100lb* 846 NHP | s 6 " 0 | | |
| TNCH | *Mchy. Aft* | 2 *Dks*(1 *Stl*–*U Irn*)& | 2538 | *Carrying liquid petroleum in bulk* | | | | | | | | | | 2SB,*Gcf*,GS141,HS856.0 | | | |
| | *Elec.light* *W. H. Ross* | –04 *Web frames* | | *Fitted for liquid fuel* 1,05 | | | *Lloyd's* SA&CP | | | | | | | Wm. and Spwys. Co. Ld. Nwc. | | | |
| | | | | ✠LMC11,02 | | | | | | *WB* = *Cell DB* 130' 6 *uE* 38' 2 *f* 13' 4 | | | | *B* 348 *stFPT* 74*t* *APT* 25*t* | | | |
| 4 | **Daisy** | SteelScSr | ~~321~~ 329 | 320 | | | 1904 | Scott & Sons Bowling | J. Monks & Co. Ld. | ~~130·0~~ 129·2 | ~~23·1~~ | ~~10·9~~ | Liverpool British | C.2Cy.16"&36"–24" | | | |
| 118135 | | | ~~69~~ | 71 | | | | | | Q46' | B9' | F22' | | *WB* Fisher & Co. Paisley | | | |
| | 1 *Dk* | | | | | | | | | | | | | | | | |
| 5 | **Dalmuir** | SteelTwinScSp | ~~995~~ 928 | ✠100A— | Gls | | 1904 | W. Beardmore & Co. Glasgow | Glasgow Corporation | 234·0 | ~~38·1~~ 38·2 | ~~19·0~~ 13·4 | Glasgow British | T.6Cy.14",22"&37"–24" (*r*) | 14 " 6 | | |
| | *P. McFarlane* 01–04 (*Sludge Vessel*) | | 914 | *Sludge Vessel* 8,04 | | | 8mo | | | | | | FK 7 *BH Cem* | 180lb 158 NHP | | | |
| | 2 *Dks*(*Stl*) | | 533 | (*Class Contem. plated*) | | | | | | | | | | 2SB,*Gcf*,GS99,HS2604 | | | |
| | | | | | | | | | | | | | *WB* = *FPT* 30*t* *APT* 4*t* | W. Beardmore & Co. Gls. Ld., Gls | | | |
| 6 | **Durndale** | SteelScSr | ~~3235~~ 3060 | ✠100A1 | Nwc | *p* | 1904 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | ~~See Grande Transp.~~ Mex. & Nor. Dundalk S.S.Co.Ld (H.E. Moss & Co.) | 344·0 | 45·5 | ~~23·0~~ 23·10 | Liverpool British | T.3Cy.22",37"&62"–42" (*s*) | 18 " 4 | | |
| | ~~Thames 05~~ *W. White* –05 | | 3046 | *Spar dk* 1,05,04 4,05 | | | 9mo | | | P28' | B76' | F38" | FK 25·3 6 *BH Cem* | 180lb *100lb* 276 NHP | s 5 " 1 | | |
| | 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing* | | 2068 | (*Class Contem. plated*) | | | | | | *WB* = *Cell DB* 108' *uE* 18' *f* 146' 730*t* | | | | 2SB,6*rf*,GS110,HS4342 | | | |
| | | | | ✠LMC9,04 | | | *Lloyd's* SA&CP | | | | | | | Swan, Hunter & Wigham-Richardson, Ld. Nwc. | | | |
| 7 | **Dowgate** | SteelScSr | 3120 | ✠100A1 | Stk | *u* | 1904 | Richardson, Duck & Co. Stockton | ~~H.W. Dillon~~ Dowgate S.S.Co.Ld. (H.W. Dillon) | 325·0 | 47·0 | 22·4 | London British | T.3Cy.~~25~~25½",39"&64"–42" (*s*) | 24 " 10 | | 5.05 |
| 19388 | *G. Willis* 00–04 1 *Dk*(*pt Irn*&*pt Stl*) | | 3111 | ~~1,05~~ 5,05 | HalCff | | 9mo | | | P26' | B164' | F29' | FK 5 *BH Cem* | 180lb *90lb* 280 NHP | s 3 " 9½ | | |
| HBPK | | 2*tr B*& *Web frames* 3 *Dk Rule* | 2875 | (*Class Contem. plated*) | | | | | | | | | | 2SB,6*cf*,GS120,HS4200 | | | |
| | | | 1986 | ✠LMC9,04 | | | *Lloyd's* SA&CP | | | *WB* = *Cell DB* 103' *uE* & *B* 30' *f* 138' 740*t* *APT* 84*t* | | | | Blair & Co. Ld. Stockton | | | |
| 8 | **Dagmar** | SteelScSr | | | | | 1904 | Göteborgs M.V. Aktieb. Gothenburg | F. Forsman | 126·6 | 24·3 | 11·3 | Nrrköping Swedish | C.2Cy.17½"&35½"–23½" | | | |
| | *E.G.E. Hartzell* 71–04 | | | | | | | | | P&B52' | F35' | | | 63 NHP | | | |
| | 1 *Dk* | | | | | | | | | | | | | Göteborgs M.V. Aktieb. Got | | | |
| 9 | **Diarbékir** | SteelPad | 434 | | | | 1904 | Howaldts-werke Kiel | | 189·0 | 24·0 | 9·2 | Constanpl Turkish | T.3Cy.20",32½"&51"–47" | | | |
| | *Should be* "Haleb," *See No. 47 in Supplement.* | | 149 | | | | | | | H58' | | | | 181 NHP | | | |
| | 1 *Dk* | | | | | | | | | | | | | Howaldtswerke, Kiel | | | |
| 10 | **Dniepr** | IronPadTug | 182 | | | | 1875 | ..... Linz | Anatra Bros. | 144·0 | 22·5 | 8·0 | Odessa Russian | | | | |
| 400 | | | — | | | | | | | | | | | | | | |
| | 1 *Dk* | | 126 | | | | | | | | | | | | | | |
| 11 | **Drug** | IronPad | 233 | | | | 1889 | ..... Budapest | N. Spozito | 124·0 | 22·5 | 10·3 | Odessa Russian | | | | |
| 708 | | | — | | | | | | | | | | | | | | |
| | 1 *Dk* | | 182 | | | | | | | | | | | | | | |
| 12 | **Dolichion** | IronScSr | 1950 | ✠100A1 | Sws | *s* | 1882 | Tyne I.S.B. Co. Newcastle | G.S. Patrikios fils | 284·6 | 36·9 | 24·1 | Cephalonia Greek | T.3Cy.20",32½"&54"–45" (*s*) | 25 " 8 | | R8,03 |
| | *N. Patrikios* –04 *ss*Nwc.No.3–6.94 | | — | 8,04 | | | 2mo | | | 127' | B55' | F29' | BK 10 | 160lb 196 NHP | s 4 " 5½ | | |
| HMCQ | (*ex*George Heaton) *ss*Npt.No.2–03 | | 1303 | ES2,05 | | | *Lloyd's* SA&CP | | | *WB* = *DB* 284' *f* 67' | | | 5 *BH Cem* | 2SB,*Grf*,GS88,HS2940 | | | |
| | | 2 *Dks*(1 *Irn*)3*tr B* | | ✠NB7,91 | | ✠LMC3,00 | | | | | | | 295*t* *Tpd.* 94 | N.E. Marine Eng. Co. Ld Nwc | | | |
| 13 | **Dufferin** | SteelTwinScSr | 7000 | | | | 1904 | Vickers, Sons & Maxim, Ld. Barrow | Indian Government | 437·0 | 52·5 | 28·5 | 36 5 British | T.6Cy.30",47"&75"–48" | | | |
| | | | 4300 | | | | | | | | | | | 779 NHP | | | |
| | *Elec.light* | 4 *Dks* | | | | | | | | | | | | *WB* Vickers Ss. & Maxim Ld Brw | | | |
| 14 | **Dageid** | SteelScSr | 1250 | | | | 1904 | Fredrkstad Mek. Værks Fredrikstad | J.P. Pedersen & Søn | 240·0 | 35·5 | 14·4 | Christiania Norwegian | T.3Cy.18",29"&48"–33" | | | |
| | *S. Stensen* –04 | | 1100 | | | | | | | P25' | B67' | F23' | | 132 NHP | | | |
| | 1 *Dk* | | 800 | | | | | | | | | | | *WB* Fredrikstad M.V. Frdstad | | | |
| 15 | **Dagmar** | SteelScSr | ~~2700~~ 3079 | ✠100A1 | Hpl | *u* | 1904 | Furness, Withy & Co. Ld. West Hartlepool | A. Leffler & Sons | 324·7 | 47·0 | 22·4 | Gothnburg Swedish | T.3Cy.23½",33"&64"–42" | 24 " 10 | | |
| | *C.A. Clase* 04–04 | | 2832 | 2,05 ~~17,04~~ | Shl | | 11mo | | | P24' | B61' | F32' | FK 5 *BH Axp* | 180lb *90lb* (*s*) 284 NHP | s 4 " 3½ | | |
| | 1 *Dk*(*Stl*)2*tr B*& *deep framing* 3 *Dk Rule* | | 1966 | (*Class Contem. plated*) | | | *Lloyd's* SA&CP | | | *WB* = *Cell DB* 102' *uE* & *B* 16' *f* 136' 664*t* *APT* 29*t* | | | | 2SB,6*cf*,GS98 HS1328 | | | |
| | | | | ✠LMC11,04 | | | | | | | | | | Richardsons, Westgarth & Co. Ld. Hpl. | | | |
| 16 | **Durham** | SteelScSr | 5180 | ✠100A1 | Nwc | *a* | 1904 | Hawthorn, Leslie & Co. Ld Newcastle | Federal Steam Nav. Co. Ld. | ~~420·0~~ 420·7 | 54·0 | ~~28·7~~ 28·6 | London British | T.3Cy.28",47"&78"–54" (*s*) | 31 " 9 | PT till 11,05 | |
| 118490 | J.L.B. *Hunter* –04 2 *Dks*(*Stl*)& *deep frmng* | | 5551 | *Shelter dk with freeboard* | | | 11mo | | | | | | FK 7 *BH Cem* | 180lb *180lb* 518 NHP | s 6 " 1 | | |
| HBJN | *Elec.light Ref. Mchy.* | & *Shelter dk*(*Stl*) | 5220 | 11,04 ~~*Contem. plated*~~) | | | *Lloyd's* SA&CP | | | | | | | 3SB,9*cf*,GS183,HS6769,FD | | | |
| | | | 3550 | ✠LMC12,04 | | ✠LMC2,04 | | | | *WB* = *Cell DB* 100' *uE* 30' *f* 165' 911*t* *FPT* 139*t* *APT* 15*t* | | | | N.E. Marine Eng. Co Ld Nwc | | | |
| 17 | **Delta** | SteelScSr | ~~2320~~ 2370 | ✠100A1 | Hpl | *s* | 1904 | W. Gray & Co. Ld. West Hartlepool | Vrachtv. Maats. Bothnia (B.J. van Hengel, *Mgr.*) | 281·0 | 42·6 | 16·6 | Amstrdam Dutch | T.3Cy.21",33"&56"–36" (*s*) | 19 " 0 | | |
| | *T. Dekker* 97–04 | | 1637 | *Pt Awng. dk with freeboard* | | | 11mo | | | P17' | Q90' | F31' | | 160lb *80lb* 194 NHP | s 8 " 4 | | |
| | 1 *Dk*(*Stl*)& *deep framing* & *pt Awng dk*(*Stl*) | | 1535 | (*Class Contem. plated*) 11,04 | | ✠LMC11,04 | *Lloyd's* SA&CP | | | *WB* = *Cell DB* 84' *uE* & *B* 30' *f* 14' 522*t* | | | 4 *BH Cem* | 2SB,6*rf*,GS73,HS3008 | | | |
| | | | | | | | | | | | | | *APT* 177*t* | Cen. Mar. Eng. Wrks. W Hpl | | | |
| 18 | **Diadoches Constantinos** | IrnScSr | 1367 | ✠100A1 | Cpl | *o* | 1879 | J.&G. Thomson Glasgow | Destouni & Yannoulatos | 243·8 | 32·7 | 16·6 | Piræus Greek | C.2Cy.29"&52"–36" (*r*) | 19 " 1 | | 6.03 |
| | *B. Patrikios* 04–04 *ss*Cpl.2nd No.3–7.04 | | 1063 | 7,04 | | | 11mo | | | P41' | Q92' | B56' | BK 8½ | 90lb *45lb* 130 NHP | s1 " 10½ | | |
| | (*ex*Massalia, *ex*Cipero) 2 *Dks*(*U Irn*– | | 868 | ✠NB12,95 | | LMC | | | | | | | 5 *BH Cem* | 1SB 4 *pf*,GS72,HS2082 | w2 " 1 | | |
| | *Well deck* | *pt ws*)& *Web frames* | | | | | | | | | | | *WB* = *DB* 199' | J.&G. Thomson, Glasgow | | | |
| 19 | **Dagmar** | SteelScSr | 772 | ✠100A1 | Ham | *k* | 1888 | G. Howaldt Kiel | Dmps. Vesterhavet (I. Lauritzen *Mgr.*) | 195·0 | 30·0 | 13·8 | Esbjerg Danish | T.3Cy.14⅛",23⅝"&39"–23⅝" | 16 " 4 | | 6.04 |
| NPCG | *A. Hansen* –04 | *ss*Lth.No.3–2.94 | 649 | 10,04 | | | 6mo | | | B44' | F29' | | BK 7½ | 163lb (*s*) 80 NHP | | | |
| | (*ex*Alsen) | *ss*Ham.No.2–02 | 475 | ✠NB4,01 | | ✠LMC4,02 | *Lloyd's* SA&CP | | | | | | 4 *BH Cem* | 2SB,2*cf*,GS76,HS1248 | | | |
| | | 1 *Dk*(*Stl*)& *Web frames* | | | | | | | | | | | *WB* = *Cell DB* | Gebr. Howaldt, Kiel | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard similarly. | 15 Registers in which classed, if not in L. R. Date of Trial Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | **Dora** *E.Zar04-04* | SteelScSr 1*Dk(Stl)&Spar dk(Stl-ws) deep framing aft&lower dk(Stl forward* *Elec.light* | 2548 2321 1733 | ✠100A1 *Spar dk* 11,04 (*ClassContem plated*) LMC11,04 | PGl | *b* | 1904 11mo | Russell& Co Pt.Glasgow | Flli.Cosulich UnioneAustriaca diNav.(Soc.Anon) | 294·4 B30′ 293·8 BK10″ | 40·3 122′ | 25·8 17·6 25·3 | Trieste Aust.-Hung. | T.3Cy.24″,40″&65″–42″ (*s*) 1801b *80lb* 295NHP 2SB,*6cf*,GS132,HS4530 J.G.Kincaid&Co.Greenock | 20 ″ 0 s 5 · 7 | | |
| 21 | **Dania** *J.Huddleston04-04* | SteelScK 1*Dk* | 199 196 175 47 44 | ✠100A1 *Stm Trawler* 11,04 (*ClassContem plated*) LMC11,04 | Shl | | 1904 11mo | Smith's Dock Co.Ld. NorthShields | Birt&Hextall | 115·0 115·2 Q49′ | 21·5 11·2 BK7½″ | 11·5 London British *3BHCem* | T.3Cy.12″,20″&32″–23″ (*s*) 1801b 52RHP 1SB,*2pf*,GS33,HS318 MacColl&Pollock,Ld.Sld. | 12 ″ 4 | | |
| 22 | **Don** (*ex*Fürst Bismarck) *Elec.light* | SteelTwinScSr 4*Dks* | 8430 6675 3226 | | | | 1890 | Act.Ges. "Vulcan" Stettin | RussianGovernment | 504·4 P59′B344′F67′ | 57·6 | 34·1 | Russian | T.6Cy.43⅛″,66⅛″&106⅞″ –63″ 1794NHP *WB*A.G."Vulcan,"Stettin | | G | 4 |
| 23 | **Dunnikier** *W.S.Ralph04-04* *Mchy.Aft* | SteelScSr 1*Dk(Stl)* | 206 145 58 | ✠100A1 3,05 (*ClassContem plated*) LMC11,04 | Lth Lon | *b* | 1904 11mo | Scott of Kinghorn,Ld Kinghorn *Lloyd's SA&CP* | Kirkcaldy,Leith& GlasgowSteam PacketCo.Ld. | 103·6 Q34′F15′ *WB=FPT18t* | 20·3 FK | 9·2 Kirkcaldy British *3BHCem* | C.2Cy.12½″&26″–18″ (*s*) 1301b 28RHP 1SB,*2pf*,GS30,HS772 Scott of Kinghorn,Ld. | 10 ″ 0 | | |
| 24 | **Dansborg** *M.Kuhl96-04* | SteelScSr 1*Dk(Stl)&deep framing* | 2783 2039 1392 | ✠100A1 3,05 (*ClassContem plated*) LMC11,04 | Bly Hpl | *s* | 1904 12mo | BlythS.B. Co.Ld. Blyth | Dampskibs.Selsk Neptun (C.K. Hansen,*Mgr.*) *WB=Cell* | 287·4 P25′B68′F30′ 287·3 FK | 43·2 *Ba96′uE&B22′f11* | 19·6 Copnhagn Danish *5BHCem* | T.3Cy.22″,36″&58″–39″ (*s*) 1601b *90lb* 168NHP 2SB,*6cf*,GS99,HS1899 N.E.MarineEng.Co.Ld Nwc | 21 ″ 10 s 3 · 4½ | | |
| 25 | **David Dale** | SteelTwinSc 1*Dk (Stl)* | 1550 1502 1520 399 | ✠100A1 *Hopper Dredger* 3,05 (*ClassContem plated*) LMC3,05 | Rnf | *q* | 1904 1905 3mo | Lobnitz& Co.Ld. Renfrew *Lloyd's SA&CP* | N.EasternRly.Co. | 259·0 F52′ | 45·2 | 18·3 Hull British *7BHCem* | T.6Cy.17″,27″&43″–27″(*s*) 1801b 215NHP 2SB,*6cf*,GS134,HS3448 Lobnitz&Co.Ld.Renfrew | 19 ″ 5 s 3 · 11½ | | |
| 26 | **Drax** *E.West –05* | SteelScK 1*Dk* | 280 272 240 94 | ✠100A1 *Stm Trawler* 1,05 (*ClassContem plated*) | Hul | | 1904 1905 1mo | Cochrane& Sons Selby *Lloyd's SA&CP* | J.H.Collinson | 132·0 Q75′ | 22·0 12·3 BK8″ | 12·2 Hull British *4BHCem* | T.3Cy.13¼″,22½″&37″–24″ 2001b (*s*) 70RHP 1SB,*2cf*,GS36,HS1380 C.D.Holmes&Co.Hull | 13 ″ 2 | | |
| 27 | **Dorothy** (*ex*Iberia) | IronScSr 1*Dk&Awng dk* | 505 — 287 | | | | 1891 | Bergens Mek.Værks. Bergen | Merritt&Chapman Derrick&Wrecking Co. | 147·0 | 24·8 | 16·8 New York Utd.States | T.3Cy.12¼″,20″&31½″–24″ 49NHP *WB* BergensMek.Værks.Bgn. | | | NB |
| 28 | **Don Pancho** | SteelScLighter Barge 1*Dk* | 251 229 195 | ✠90A — 12,04 (*ClassContem plated*) B&MS12,04 | BAs | | 1904 11mo | J.Marjoribanks BuenosAyres | Cia.Sansinena de CarnesCongeladas | 120·5 | 23·2 FK | 11·1 Bns.Ayres Argentine *3BHCem* | C.2Cy.11″&22½″–16″ (*s*) 1251b 31NHP 1SB,*2pf*,GS29,HS701 Ross&Duncan,Glasgow | 11 ″ 6 | | |
| 29 | **Despatch** *Should be "Leo," See No.44 in Supplement.* | SteelScYl 1*Dk* | 190 | 100A1 *Stm Trawler* (*ClassContem plated*) | | | 1904 | Cochrane& Sons Selby | Gt.CentralCo-op. Engineering&Shp RepairingCo.Ld. | 110·0 Q47′F21′ | 21·0 | 11·0 Grimsby British | T.3Cy.11½″,18½″&30″–22″ GtCentralCo-opEng&Shp RepairingCo.Ld.Gmsby. | | | |
| 30 | **Douglas** | SteelScSr K 1*Dk* | 140 113 113 — | ✠100A1 *For towing purposes* 2,05 (*ClassContem plated*) | Hul | | 1904 1905 2mo | W.Chalmers&Co. Rutherglen *Lloyd's SA&CP* | Bailey&Leetham Sir J.Shurburn (T.K.Hines,*Mgr.*) | 98·0 B23′ *WB=APT2t* | 19·0 18·9 BK6″ | 10·8 Hull British *4BHCem* | T.3Cy.11¾″,20″&32″–23″(*s*) 1801b 55RHP 1SB,*2cf*,GS30,HS879 Bailey&Leetham,Hull | 10″6 | | |
| 31 | **Derwent** *J.Jenkins –04* | IronSc3MstSr (*ex*Lilia.*ex*Derwent) 2*Dks*(1*Irn*,1*pt Irn*)3*trB* ssHKg.2ndNo.3–10,01 | 2410 2160 | ✠100A1 10,01 0,02 HKg LMC10.0 | Lon | *u* | 1879 10mo | R.Thompson.jun. Sunderland *AACP* | J.Jenkins *WB=DBa94′f58′* | 329·1 P70 B65′F34′ | 36·0 | 25·5 Hong Kong British *6BHCem* | C.2Cy.42″&73″–48″ (*k*) 801b *80lb* NB93 298NHP N.E.MarineEng.Co.Ld.Sld. 2DB,*12pf*,GS HS0120 | 26″10 | V | 10,04 |
| 32 | **Dunkeld** *M.Irvine05–05* | SteelScSr 1*Dk(pt Irn &pt Stl) &deep framing* | 2764 2583 1786 | ✠100A1 4,05 (*ClassContem plated*) LMC1,05 | Sld | *u* | 1905 4mo | SirJ.Laing &Sons,Ld. Sunderland *Lloyd's SA&CP* | J.Kilgour&Co. KilgourSSCoLd (J.Kilgour&Co.*Mgrs*) *WB=Cell DBa98′uE&B58′f138′744tAPT10t* | 319·5 P29′B95 F32′ | 46·0 FK | 21·2 London British *5BHCem* | T.3Cy.23″,38″&64″–42″ (*s*) 1801b *80lb* 261NHP 2SB,*6rf*GS123,HS1307 G.Clark,Ld.Sunderland | 23 ″ 9 s 4 · 0 | | |
| 33 | **Donald** | SteelSc (*Trawler*) 1*Dk* | | | | | 1904 | Wilton's E. &SlpwyCo. Rotterdam | Stoomviss.Maats. Mercurius | 132·2 | 21·9 | 13·4 Ymuiden Dutch | T.3Cy.12½″.20″&32″–23″ 49NHP Wilton'sE.&SlpwyCo.Rot | | | |
| 34 | **Delmira** *J.L.Connell02-05* *Elec.light* | SteelScSr 1*Dk(Stl)& Spar dk(Stl)&deep framing* | 3450 3259 3272 2211 | ✠100A1 *Spar dk* 4,05 (*ClassContem plated*) LMC4,05 | Sld | *w* | 1905 4mo | Short Bros. Ld. Sunderland *Lloyd's SA&CP* | Shipng Strathclyde S.S. Co.Ld. (W.Lowden &Co.,*Mgrs.*) *WB=CellDBa111′uE24′f152′817tFPT8t 1tAPT107t* | 352·0 P36′B110′F39′ | 45·0 FK | 17·2 Liverpool British *6BHCem* | T.3Cy.24½″,40″&66″–45″ (*s*) 1801b *100lb* 342NHP 2SB,*6pf*,GS106,HS4488 FD G.Clark,Ld.Sunderland | 19 ″ 9 s 5 · 2½ | | 10,04 |
| 35 | **Dania** *Elec.light* | SteelScSr 2*Dks&Webframes* | 3800 | | | | 1904 | Reiherst'g Schiffsw. Hamburg | Hamburg Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 354·4 P38′B112′F11′ | 43·9 | 26·2 Hamburg German | T.3Cy.23¾″,42⅛″&67¾″–47½″ 314NHP *WB* Reiherst.Maschinenf.Ham | | | |
| 36 | **Den of Kelly** *W.M.G.Jarvis92-05* | SteelScSr 1*Dk(Stl)&Spardk* *Elec.light (Irn)&deep framing* | 4·90 3·53 3392 2740 | ✠100A1 *Spar dk* 3,05 (*ClassContem plated*) LMC3,05 | Dun | *x* | 1905 3mo | Gourlay Bros.&Co. (Dun.)Ld. Dundee *Lloyd's SA&CP* | C.Barrie&Son SSDen of Seaton CoLd(C.Barrie& Son,*Mgrs.*) *WB=Cell DBa118′uE&B49′f161′924tAPT32t* | 380·5 P37′B101′F35′ B106′F36′ | 47·5 FK | 27·3 Dundee British *8BHCem* | T.3Cy.26″,43″&70″–48″ (*s*) 1801b *100lb* 414NHP 2SB,*6cf*,GS124,HS5610 FD GourlayBrs&Co(Dun)Ld. | 21 ″ 8 s 6 · 6 | | |
| 37 | **Dolfijn** *T.Hoek98–05* | SteelScK 1*Dk* | 463 157 156 | ✠100A1 *Stm Trawler* 3,05 (*ClassContem plated*) | Shl | | 1905 3mo | Smith's Dock Co.Ld. NorthShields *Lloyd's SA&CP* | Zeevisscherij MaatsDoggerbank *WB=DBf14′10t* | 105·0 105·5 | 20·7 20·8 BK7½″ | 11·3 Ymuiden Dutch *3BHCem* | T.3Cy.11″,18″&30″–21″ (*s*) 1801b 51NHP 1SB,*2pf*,GS31,HS880 MacColl&Pollock,Ld.Sld. | 12 ″ 1 | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Tonnage Brut. Machines. | 8 Construit. Quand. Navire. Machines. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Si ce n'est dans le Tableau Spécial. | 16 Date de la dernière visite de l'hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | **Drufar** | **SteelScSr** | 1740 | ✠100A1 | Mdb | *r* | 1905 | Fevigs | ~~Wiel&Amundsen~~ | 268·5 \| 39·0 \| 14·1 | Frdrkshld | T.3Cy.20½",33"&56"–39" (*r*) | 12 " 4 | |
| | *J.Bing*—06 1*Dk(Stl)*S | | 1805 | *S.arank'd thr'freeboard* | Sh | | 4mo | Jernskibsbyg | AxtiosDrufar | B75'F31 FK 19·0 | Norwegian | 180lb *160lb* 206NHP | s 4 " 7 | |
| | MCGJ *Elec.light (ptStl–Teak sp.deep framing* | | 1162 | *(Class Contem plated)* | | | | Fevig | (Wiel&Amundsen | 4*BHCem* | | 2SB,4*pf*,GS83,HS1078 | | |
| | | | | 4,05 | LMC 4,05 | | *Lloyd's*s*A&CP* | | *WB=CellDBa75'uE19'f113'393t APT14t* | | | Richardsons,Wes'garth& Co.Ld.Mdb. | | |
| 39 | **Drumgeith** | **SteelScSr** | ~~3700~~ | ✠100A1 | Sld | *w* | 1905 | J.Priest- | ~~R.A.&J.H.Mudie~~ | ~~355·0\|48·0\|26·2~~ | Dundee | T.3Cy.25",42"&68"–48" (*s*) | 20 " 6 | |
| | 1*Dk(Stl)*S 3883 | | 3623 | *Spar dk* | | | 3mo | man&Co. | VillageS.S.Co.Ltd | P31'B98'F37 FK 17·7 | British | 180lb 371NHP | s5 " 10½ | |
| | *Spar dk(Stl)*S*deep framing* | | ~~2410~~ | 3,05 | LM 3,05 | | *Lloyd's*s*A&CP* | Sunderland | (R.A.&J.H.Mudie | 26·2 6*BHCem* | | 3SB,9*cf*,GS183,HS3078 | | |
| | ***Elec.light*** | | 2472 | *(Class Contem plated)* | | | | | *Mgrs.*) | | | WilsndSlipwy.Co.Ld.Nwe | | |
| | | | | | | | | | *WB=CellDBa126'uE8'f152'843t APT75t* | | | | | |
| 40 | **Dredger** | **SteelTwinScHopper** | ~~615~~ | ✠100A1 | Rot | *i* | 1905 | Kon.Maats | **BritishDredging** | ~~161·0\|30·2\|16·0~~ | **London** | C.4Cy.11"&20"–12" (*s*) | 15 " 5 | |
| | *P.Visser* –05 1*Dk(Stl)lower* ~~**Dredger**~~ | | 618 | *Hopper Dredger* | | | 3mo | deSchelde | **Co.Ld.** | 161·8\|31·5\|14·5 | British | 128lb 74NHP | s2 " 10 | |
| | *Elec.light* *beams fo'wa. d& Web* | | 566 | *(Class Contem plated)* | | | | Flushing | | FK | Shanghai | 2SB *4cf*,GS54,HS1952 | | |
| | *frames aft* | | 242 | 3,05 | LMC 3,05 | | *Lloyd's*s*A&CP* | | *WB=FPT55t* | 6*BHCem* | | **Maats.deSchelde,Flushing** | | |
| 41 | **Denewood** | **SteelScSr** | ~~1195~~ | ✠100A1 | Sld | *n* | 1905 | S.P.Austin | **W.Cory&Son,Ld.** | 225·0\|36·4\|14·4 | **London** | T.3Cy.20",33"&54"–36" (*s*) | 16 " 6 | |
| 120324 | *J.Snowling*00–05 1*Dk(ptIrn* 1217 | | 935 | 5,05 | | | 5mo | &Son,Ld. | | P22'Q56'B18'F25' | British | 160lb *96lb* 170NHP | s1 " 7½ | |
| HCNJ | *Well deck* *&pt Stl)&deep framing* | | ~~735~~ | *(Class Contem plated)* | | | | Sunderland | | FK | | 1SB,*4pf*,GS83,HS2755 | | |
| | | | 718 | | | | *Lloyd's*s*A&CP* | | *WB=CellDBa58'uE19'f94'321t FPT.6t APT80t* | 4*BHCem* | | G.Clark,Ld.Sunderland | | |
| 42 | **Dunsford** | **SteelScSr** | ~~350~~ | ✠100A1 | Gls | *f* | 1905 | Mackie& | **Mann,Macneal& Co.** | ~~142·0\|23·8\|10·1~~ | Glasgow | C.2Cy.18½"&38"–27" (*s*) | 10 " 10 | |
| 121222 | *J.Ke* 05 1*Dk(ptStl)* | 3MstSr | ~~360~~ | 4,05 | | | 4mo | Thomson | | Q83'B9'F26' 9·9 | British | 120lb 75RHP | s " 6½ | |
| HCJQ | *Well deck Mchy.Aft* | | 258 | *(Class Contem plated)* | | | | Glasgow | | 142·6 F22' FK | 3*BHCem* | 1SB,*3pf*,GS52,HS1448 | | |
| | | | 99 | | LMC 3,05 | | *Lloyd's*s*A&CP* | | *WB=FPT48t APT4t* | | | D.Rowan&Co.Glasgow | | |
| 43 | **Devonia** | **SteelPad** | ~~563~~ | 520 | | | 1905 | J.Brown& | Barry&Bristol | 245·0\|29·0\| 9·7 | Cardiff CD | C.2Cy.34½"&71"–60" | | |
| 119970 | | Sr | ~~431~~ | 434 | | | | Co.Ld. | Channel S.S.Co.Ltd | | British | 320NHP | | |
| | | **2*Dks*** | ~~188~~ | 189 | | | | Glasgow | (W.T.Symonds,*Mgr*) | | | J.Brown&Co.Ld.Glasgow | | |
| 44 | **Devon Coast** | **SteelSc3MstSr** | ~~680~~ | ✠100A1 | Mdb | *j* | 1905 | W.Harkess | **F.H.Powell&Co.** | 180·0\|28·5\|12·6 | Liverpool | T.3Cy.16",27"&44"–30" (*s*) | 15 " 0 | |
| 120864 | *D.Davies*93–05 | | 658 | 4,05 | | | 4mo | &Son,Ld. | | ~~Q98'~~B13'F38' | British | 160lb *80lb* 97RHP | s1 " 2 | |
| | *Well deck* | 1*Dk(Stl)*&*deep framing* | 496 | *(Class Contem plated)* | | | | Middlesbro' | | Q97' FK | 3*BHCem* | 1SB,*3pf*,GS53,HS1685 | | |
| | *Mchy.Aft* | | 351 | | LMC 3,05 | | *Lloyd's*s*A&CP* | | *WB=DB*[illegible]*f 70'140t FPT20t APT4t* | | | MacColl&Pollock,Ld.Sld. | | |
| | *Elec.light* | | | | | | | | | | | | | |
| 45 | **Dieppe** | **SteelSc** | 1100 | A1 | | | 1905 | Fairfield | **London Brighton& S.CoastRailwayCo** | 274·0\|34·8\|13·9 | Newhavn | 3 Steam Turbines | 14 " 6 | |
| | | **8*ScShafts*** | | *withfreeboard* | | | | Co.Ld | | | British | | s11 " 0 | |
| | | | | | | | | Glasgow | | | | | | |
| | | | | *Channel Service–Newhaven& Dieppe* | | | | | | | | FairfieldCo.Ld.Glasgow | | |
| | | | | *(Class Contem plated)* | | | | | | | | | | |
| 46 | **Delfland** | **SteelScSr** | 4302 | | | | 1905 | Napier& | **ZuidAmericaLijn** | 385·0\|48·5\|29·7 | Amstrdam | T.3Cy.27",44"&73"–48" | | |
| | *K.H.K.Wytema* –06 | | — | | | | | Miller,Ld. | | P38'B104'F38' | Dutch | 369NHP | | |
| | | **2*Dks*** | 2763 | | | | | Glasgow | | | *WB* | D.Rowan&Co.Glasgow | | |
| 47 | **Denbigh** | **SteelSc3MstSr** | ~~290~~ | ✠100A1 | Mtr | *d* | 1905 | Montrose | ~~Colwyn Bay&~~ | 122·6\|~~22·8\|11·6~~ | Liverpool | C.2Cy.14"&28"–20" (*s*) | 13 " 0 | |
| 120851 | 1*Dk(Stl)* | 301 | ~~24~~ | 3,05 | | | 5mo | S.B.Co. | ~~Liverpool&Colwyn~~ | F23' 23·1\|11·8 | British | 130lb 83RHP | s1 " 6½ | |
| | *Mchy.Aft* | | ~~253~~ | ~~(Class Contem plated)~~ | | | | Montrose | J.Constant | FK | 3*BH*[illegible]*em* | 1SB,*2pf*,GS38,HS1003 | | |
| | | | 145 | | LMC 3,05 | | *Lloyd's*s*A&CP* | | *WB=FPT54t* | | | McKie&Baxter,Glasgow | | |
| 48 | **Delta** | **SteelScSr** | 2020 | | | | 1905 | Akt.Ges. | **Hansen&Closter** | 290·0\|41·0\|18·5 | Apenrade | T.3Cy.20½",35½"&55½"–35½" | | |
| | | | 1859 | | | | | "Neptun" | | | German | 140NHP | | |
| | ***Elec.light*** | **1*Dk*&*Shelter dk*** | 1230 | | | | | Rostock | | | | A.G."Neptun" Rostock | | |
| 49 | **Dos de Abril** | **SteelScSr** | 1097 | ✠100A1 | Mtl | *n* | 1904 | Howaldts- | **Eriksson& Horndahl** | 225·0\|34·6\|15·9 | | T.3Cy.16½",27½"&48½"–24½" | 18 " 1 | |
| | *C.Andersson*03–04 | | 987 | 10,01 | | | 3mo | werke | | Q12'B60'F26' | Mexican | 178lb (*s*) 117NHP | | |
| | (ex Östergötland) | 1*Dk(Stl)* | 674 | | | | | Kiel | | FK | 4*BHCem* | 2SB,*4cf*,GS64,HS1785 | | |
| | | *&deep framing* | | | LMC 3,04 | | *Lloyd's*s*A&CP* | | *WB=CellDBa 67'uE 12'f 100'320t* | | *APT10t* | Howaldtswerke,Kiel | | |
| 50 | **Den of Crombie** | **SteelScSr** | 4510 | 100A1 | | | 1903 | C.Connell | **S.S.Den of Ogil Co. Ld(C Barrie&Son, *Mgrs.*)** | 380·0\|47·5\|27·6 | Dundee | T.3Cy.26",42"&70"–48" | | |
| 118747 | | | 3905 | *Spar dk* | | | | &Co.Ld. | | | British | | | |
| HQFP | | | 2893 | | | | | Glasgow | | | | | | |
| | | | | *(Class Contem plated)* | | | | | | | | D.Rowan&Co.Glasgow | | |
| 51 | **Dunclutha** | **SteelScSr** | 3940 | 100A1 | | | 1903 | Russell& | **Arbuckle&Steel** | 341·1\|49·9\|25·9 | | T.3Cy.24",40"&65"–45" | | |
| | | | 3676 | *Spar dk* | | | | Co. | | P38'B94'F41' | British | | | |
| | | | 2525 | | | | | Pt.Glasgow | | | | | | |
| | | | | *(Class Contem plated)* | | | | | | | | ClydeS.B.&E.Co.Ld.P.Gla. | | |
| 52 | **Darryl** | **SteelScSr** | 1300 | 100A1 | | | 1905 | R.Duncan | W.Tulley&Co. | 228·0\|35·0\|16·7 | Hull | T.3Cy.17",28"&45"–33" | | |
| | | | | | | | | &Co.Ld. | | P22'B56'F26' | British | | | |
| | | | | *(Class Contem plated)* | | | | Port Glasgow | | | | Hutson&Son,Glasgow | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class. Years Classed. Date now entered. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Registers in which classed. If not in L.R. Date of Sale or Transfer. | 16 Date when tail-shaft last spun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Eddie** *J.Davies* –05 | SteelScK | 219 | †100A1 Nwc | | *c* | 1904 | Wood, | S.Clarke&Co. | 115·0 20·1 9·0 | London | C.2Cy.14″&28″–21″ (*r*) | 10 ″ 0 | | |
| 118[illegible] | ~~*J.Hooper* –04~~ *J.Hooper* –04 | | 148 | ~~9,01 5,01~~ 7,04 | Cff | | 6mo | Skinner&Co. | | Q39′B9′F18′ | British | 160lb 85RIP's | ″ 10 | | |
| VBQB | *Tel Vivos* | 1*Dk*(*pt Irn pt Stl*) | 86 | 5,05 | | | *Lloyd's SA&CP* | Ld Newcastle | | | FK 3*BHCem* | N.E.MarineEng.CoLd Nwc | | | |
| | | | | | | | | | | | *WB*=*FPT32t* | | | | |
| 2 | **Ester** | SteelScSr | | 100A1 | | | 1904 | Thorskogs | P.Larsson | 150·5 25·0 14·2 | Thorskog | C.2Cy.15$\frac{9}{16}$″&24$\frac{3}{8}$″–17½″ | | | |
| | *A.F.Börjesson* –04 | | | | | | | Mek.Verks. | | Q45′B32′F19′ | Swedish | | | | |
| | *For full particulars See No.* 7 *below* | | | (*Class Contem plated*) | | | | Thorskog | | | | ThorskogsM.V.Thorskog | | | |
| 3 | **Emerson** | SteelSc | 276 | | | | 1903 | H.D.Cal- | MontrealTrans- | 108·0 23·0 14·0 | Montreal | T.3Cy.15″,25½″&48″–36″ | | | |
| 1165[illegible] | | | 221 | | | | | derwood | portationCo.Ld. | | British | 91RIP | | | |
| | | 1*Dk* | 188 | | | | | Collingwood | | | | CollingwoodS.B.Co.Ont. | | | |
| 4 | **Ethelwynne** | SteelScSr | 3230 | | | | 1904 | W.Doxford | J.H.Harrowing | 332·1 46·6 22·0 | Whitby | T.3Cy.24″,39″&64″–42″ | | | |
| 116861 | | | 2684 | | | | | &Sons,Ld. | | | British | 265NIP | | | |
| VHLS | *Turret deck* | 1*Dk* | 2067 | | | | | Sunderland | | | *WB* | W.Doxford&Sons,Ld:Sld. | | | |
| 5 | **España** | SteelScSk | 129 | †100A1 | Ayr | *a* | 1904 | AilsaS.B. | ~~Miller&Co.~~ | 95·0 18·3 9·8 | ~~Ayr~~ | C.2Cy.17″&34″–24″ (*s*) | 10 ″ 6 | | |
| ~~1904~~ | ~~*A.C.Flanders* 04–04~~ | | 129 | 5,04 | | | 5mo | Co.Ld. | | | British | 120lb 48RHP | | | |
| | | 1*Dk*(*Teak*) | 10 | | | | *Lloyd's SA&CP* | Ayr | | BK6½′ | 4*BHCem* | 1SB.2*pf*,GS43,HS1276 | | | |
| | | | | | | | | | | *WB*=*FPT8t* | *APT12t* | McKie&Baxter,Glasgow | | | |
| | | | | | | | | | | | Spanish | | | | |
| 6 | **Eaton Hall** | SteelSc Sr | ~~3712~~ | | | | 1904 | W.Doxford | EatonHallS.S.Co. | 342·1 46·6 ~~27·6~~ | Cardiff | T.3Cy.26″,42″&68″–42″ | | | |
| 116951 | | | 3711 | | | | | &Sons,Ld. | Ld.: E.Nicholl& | P21′F35′ 24·7 | British | 300NIP | | | |
| WCSJ | *Turret deck* | 1*Dk*2*trB* | 2280 | | | | | Sunderland | Co.) | | *WB* | W.Doxford&Sons,Ld.Sld. | | | |
| 7 | **Ester** | SteelScSr | 435 | †100A1 | Got | *g* | 1904 | Thorskogs | M.E.Larsson | 150·0 25·0 11·1 | Thorskog | C.2Cy.15$\frac{9}{16}$″&24$\frac{3}{8}$″–17½″ (*s*) | | | |
| 4596 | *A.F.Börjesson* 04–04 | | 338 | 7,04 | | | 7mo | Mek.Verks | | Q49′B33′F20′ | Swedish | 120lb *80lb* 32NIP | | | |
| FNTB | *Well deck* | 1*Dk*(*Stl*) | 308 | | | | *Lloyd's SA&CP* | Thorskog | | FK | 4*BHCem* | 1SB 2*cf*,GS26,HS675 | | | |
| | *Now named "Svanen." See No.* 38 *in Supplement.* | | | | LMC7.04 | | | | *WB*=*CellD* | *Ba*31′*f*71′ 74*t* | *FPT* 15*t* | *APT12t* ThorskogsM.V.Thorskog | | | |
| 8 | **Emerald** | SteelSc3MstSr | ~~740~~ | †100A1 | PGl | *k* | 1904 | A.Rodger | W.Robertson | 195·0 30·1 11·2 | Glasgow | T.3Cy.17″,27½″&44″–33″ (*s*) | 13 ″ 6 | | |
| [illegible] | *A.Leitch* 90–04 | 1*Dk*(*Stl*) | ~~732~~ 7B6 | 8,04 | | | 8mo | &Co. | | Q103′B11′ ~~Fwd~~ | British | 160lb *80lb* 99RHP | s 1 ″ 0½ | | |
| | *Well deck Mchy.Aft Elec.light* | | 532 ~~810~~ | *(Class Contem plated)* | | | | Pt.Glasgow | | F32′ BK7′ | 3*BHCem* | 1SB.3*pf*,GS61,HS1856 | | | |
| | | | 305 | | | | *Lloyd's SA&CP* | | *WB*=*CellD* | *Ba*57′*f*59′170*t* | *FPT* 75*t* | *APT10t* A.Rodger&Co.Glasgow | | | |
| 9 | **East Coast** | SteelScSr | 489 | †100A1 | Liv | *h* | 1895 | BlythS.B. | F.H.Powell&Co. | 170·0 26·0 10·2 | Liverpool | C.2Cy.21″&42″–30″ (*r*) | 12 ″ 7 | | 1,04 |
| [illegible] | [illegible] –01 | s.Liv.No 2–01 | 384 | 3,04 | | | 12mo | Co.Ld. | | Q84′B9′F21′ | British | 100lb *100lb* 691RHP | s 1 ″ 2 | | |
| FMDV | (ex Hamburg) | 1*Dk*(*Irn*) | 193 | | | | | Blyth | | FK | 3*BHCem* | 1SB.3*pf*,GS47,HS1316 | | | |
| | *Well deck Mchy.Aft* | | | | | | | A&CP | *WB*=*C* | *ellDBf*96′134*t* | *FPT* 33*t* | *APT7t* Wstgth,English&Co.Mdb | | | |
| 10 | **Elkab** | SteelScSr | 5900 | | | | 1904 | Blohm& | Deutsche-Dmpfs- | 410·0 50·5 28·6 | Hamburg | Q.4Cy.24$\frac{7}{8}$″,35$\frac{7}{16}$″,50$\frac{1}{4}$″&72$\frac{7}{8}$″– | | | |
| | | | 4920 | | | | | Voss | fahrts.Ges.Kosmos | P&B248′F54′ | German | 54″ 383NIP | | | |
| | | 2*Dks* | 3800 | | | | | Hamburg | | | *WB* | Blohm&Voss,Hamburg | | | |
| 11 | **Esne** | SteelScSr | 5900 | | | | 1904 | Blohm& | Deutsche-Dmpfs- | 410·0 50·5 28·6 | Hamburg | Q.4Cy.24$\frac{7}{8}$″,35$\frac{7}{16}$″,50$\frac{1}{4}$″&72$\frac{7}{8}$″– | | | |
| | | | 4920 | | | | | Voss | fahrts.Ges.Kosmos | P248′F54′ | German | 54″ 389NIP | | | |
| | | 2*Dks* | 3800 | | | | | Hamburg | | | *WB* | Blohm&Voss,Hamburg | | | |
| 12 | **Eugene F. Moran** | SteelScTug | 200 | | | | 1904 | Neafie& | MoranTowingCo. | 105·0 22·5 12·5 | New York | C.2Cy.16″&32″–24″ | | | |
| | | | | | | | | Levy Co. | | | Utd. States | 42NIP | | | |
| | | 1*Dk* | | | | | | Philadelphia | | | | Neafie&LevySE&BCo.Phl | | | |
| 13 | **Englishman** | SteelScTug | 101 | †A— | Shl | | 1904 | J.P.Ren- | T.Gray&Co.Ld. | ~~90·0 18·0 10·0~~ | Hull | C.2Cy.16″&34″–22″ (*s*) | 10 ″ 0 | | |
| 116827 | *A.Dince* –04 | 1*Dk* | 87 | *For River service* | | | 9mo | noldson&Sns. | | 90·2 18·1 9·3 | British | 125lb 75RIP | | | |
| | | (*Tug*) K | 6 | 2,05 ~~8,04~~ | | | | South Shields | | BK5′ | 4*BHCem* | 1SB.2*pf*,GS31,HS1062 | | | |
| | | | | *(Class Contem plated)* | | | | | | *WB*=*APT8t* | | J.P.Rennoldsn&Sns,S.Shl. | | | |
| | | | | | | | *Lloyd's SA&CP* | | | | | | | | |
| 14 | **Edgar F. Coney** | SteelScSr | 130 | | | | 1904 | J.H.Dia- | SouthAtlantic | 100·0 21·7 10·7 | Brunswick | C.2Cy.17″&32″–24″ | | | |
| | | (*Tug*) | | | | | | logue&Son | TowingCo. | | Utd. States | 42NIP | | | |
| | | 1*Dk* | | | | | | Camden,N.J. | | | | JH Dialogue&Sn,Cmdn NJ | | | |
| 15 | **Empress** | SteelScSr | 2914 | †100A1 MVo | | *t* | 1893 | Furness, | OgmoreS.S.(1899) | 314·0 40·5 21·4 | Cardiff | 21½″ T.3Cy.~~28″~~,38″&62″–42″ (*s*) | 23 ″ 10 | | ~~4,98~~ |
| 96836 | *J.H.Gorvin* –04 | ~~ex Shl No.2 –04~~ | 2233 | *pt Awng dk* ~~Std~~ | | | 2mo | Withy&Co.Ld | Co.Ld.: G.Chitham | Q131′ | British | 160lb ~~300~~ NDB04 249NIP | s 9 ″ 2½ | | 8,04 |
| | (ex Cadiz, ex Empress) | 1*Dk*(*pt Stl pt Irn*) | 1878 | *with freeboard* Bry | | | | W Hartlepool | *Mgr.*) | *pt Awng dk* 183′ FK | 6*BHCem* | 2SB,6*cf*,GS89,HS3730 *100lb* | | | |
| | | 2*trB of Webframes* | | ~~8,04 10,03~~ 1,05 | LMC8.04 | | | A&CP | | ~~*WB*=*CellDBa*106′*uE*20′*f*12′6″ 482*t*~~ | | T.Richardson&Sons,Hpl. | | | |
| | | (*pt Stl pt Irn*) | | ~~Trial Mchy.Aft Bry~~ | | | | | *WB*=*CellDBa*106′*uE*20′*f*12′6″ 482*t* | | *APT30t* | | | | |
| | *ex* Sld.No.3–8,04 | | | | | | | | | | | | | | |
| 16 | **Electra** | SteelScK | ~~270~~ | †100A1 | Hul | | 1904 | Cook,Wel- | F.&T.Ross,Ld. | 130·0 22·2 ~~12·0~~ | Hull | T.3Cy.12½″,22″&36″–24″ (*s*) | 12 ″ 10 | | |
| 118810 | *J.W.Addy* 94–04 | | 269 | *Stm Trawler* | | | 11mo | d'n&Gemmell | | Q53′ 11·6 | British | 200lb 70RIP | | | |
| | | 1*Dk* | 243 | 11,04 | | | | Beverley | | BK7′ | 4*BHCem* | 1SB.2*cf* GS35 HS1220 | | | |
| | | | 102 | *(Class Contem plated)* | | | *Lloyd's SA&CP* | | | | | C.D.Holmes&Co.Hull | | | |
| 17 | **Elbe** | SteelScTug | 143 | | | | 1904 | A.Vuijk | Soc.Anon.de | 93·5 21·2 12·5 | Antwerp | T.3Cy.12$\frac{3}{8}$″,20$\frac{1}{16}$″&33$\frac{1}{16}$″–24″ | | G | |
| | | | | | | | | Capelle a d | Remorq.à Hélice | | Belgian | Albl[illegible]damsche 54NIP | | | |
| | *Elec.light* | | | | | | | Yssel | | | | Maschinenfab.Albl[illegible], | | | |
| 18 | **Elizabeth** | SteelSc | | | | | 1904 | Harlan& | CentralRailroad | 201·0 44·0 17·3 | New York | T.4Cy.19″,30″&(2)35″–30″ | | | |
| | | (*Ferry*) | | | | | | Hollings- | Co.of NewJersey | | Utd. States | 134NIP | | | |
| | | 1*Dk* | 501 | | | | | worthCo. | | | | Harlan&HollingsworthCo. | | | |
| | | | | | | | | Wlmgtn,Del. | | | | Wilmington,Del. | | | |
| 19 | **Este** | SteelScSr | 160 | | | | 1904 | H.C.Stül- | CranzerFisch- | 115·5 21·8 11·2 | Cranz a d | T3Cy.12$\frac{3}{16}$″,19$\frac{1}{16}$″&32$\frac{1}{2}$″–21$\frac{5}{8}$″ | | | |
| | | (*Trawler*) | 145 | | | | | ckenSohn | dampfschiffsGes. | F17′ | Elbe | 4: NIP | | | |
| | | 1*Dk* | 40 | | | | | Hamburg | (O.Bröhan,*Mgr.*) | | German | H.C.StülckenSohn,Ham. | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. yds. | 15 Si oil cont. dans le D. Date de dernière visite. | 16 Date de la dernière visite de l'arbre porte-hélice |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | **Erny** | Steel Sc Sr | 2531 | ✠100A1 | PGl | *l* | 1904 | Russell& | Fratelli Cosulich | 294·0 \| 40·4 \| 17·6 | Trieste | T.3Cy.24″,40″&65′-42″ (*s*) | 20 ″ 0 | | |
| | *A.Cercich* –04 | 1 *Dk(Stl)\S.sr dk* | 2324 | *Spar dk* | | | 10mo | Co. | Unione Austriaca | B32′ 40·3 \| 25·3 | Aust.-Hung. | 180lb *80lb* 295NHP | s 5 ″ 7 | | |
| | *Elec.light* | *(Stl-w.s.—.eep framing aft* | 1631 | 10,04 | | | | Pt.Glasgow | di Nav (Soc.Anon) | FK 5 *BHCem* | | 2SB,*6cf*,GS132,HS1,30 | | | |
| | | *& lower dk (Stl) forward* | | *(Class Contem. plated)* | | | *Lloyd's* | *SA&CP* | *WB=CellDBa66′uE.B40′f136′503tAPT29t* | | | J.G.Kincaid&Co.Gtk. | | | |
| | | | | ✠LMC10,04 | | | | | | | | | | | |
| 21 | **Espérance** | Steel Sc Sr | *3807* | ✠100A1 | Lon | *w* | 1890 | W.Doxford | C.Collet | 365·0 \| 44·2 \| 19·4 | Havre | T.3Cy.27″,44″&72″–48″ (*s*) | 21 ″ 11 | | 10,06 |
| | *J.Bouteiller* 04–04 | *ss* Lon.No.3–11.01 | *3602* | *Spar dk* | | | 1mo | &Sons | | P27′B88′F37′ 27·3 | French | 160lb *60lb* 390NHP | s 7 ″ 11 | | |
| | (*ex* Maori King) | 1 *Dk(Stl)&* | *2476* | 11,01 | | | | Sunderland | | FK 6 *BHCem* | | 2DB,*12cf*,GS200,HS6300 | | | |
| | *Ref.Mchy. Elec.light* | *Spar dk(Irn)3trB* | | ✠LMC11,01 BS8,0[illegible] | | | | *SA&CP* | | *WB=Cell DB313′662t* | | W.Doxford&Sons,Sld. | | | |
| 22 | **Eduard Woermann** | Steel Sc | 4719 | | | | 1903 | Bremer | Woermann Linie | 403·4 \| 49·2 \| 27·1 | Hamburg | T.3Cy.27⅞″,45¾″&74½″– | | G | |
| | *J.W.Jensen* 86–04 | (*ex* Alabama) | *4365* | | | | | "Vulkan" | Kommandit Ges. | P&B262 F51′ | German | 51⅛″ 400NHP | | | |
| QHRJ | *Elec.light* | *3 Dks* | *2987* | | | | | Vegesack | | | *WB* | Bremer "Vulkan," Vegesck | | | |
| 23 | **Erich Woermann** | Steel Sc Sr | 3184 | | | | 1893 | Blohm& | Woermann Linie | 315·8 \| 40·2 \| 19·1 | Hamburg | T.3Cy.28″,38″&61″–45″ | | G | |
| | *F.Stuthe* 97–04 | (*ex* Rosario) | 2803 | | | | | Voss | Kommandit Ges. | P46′B76′F35′ 27·0 | German | 250NHP | | | |
| MSF | *Elec.light* | 1 *Dk* \ *Spar dk* 3 *trB* | 2056 | | | | | Hamburg | | | *WB* | Blohm&Voss,Hamburg | | | |
| 24 | **Elsa** | Steel Sc Sr | 3581 | | | | 1904 | Tyne Iron | A.C.Mohr&Son | 335·0 \| 48·1 \| 25·5 | Bergen | T.3Cy.24″,39″&66″–45″ | | | |
| | *K.M.Worsoe* –04 | | 3358 | | | | | S.B.Co.Ld. | | P29′B100′F34′ | Norwegian | | | | |
| HCBK | | | 2804 | | | | | Newcastle | | | | N.E.Marine Eng Co Ld.Nwe | | | |
| 25 | **Essonite** | Steel Sc Sr | ~~560~~ | ✠100A1 | Bwg | *i* | 1901 | Scott& | W.Robertson | ~~175·0 \| 29·2 \|~~ 10·7 | Glasgow | T.3Cy.15″,25″&40″–27″ (*s*) | 13 ″ 0 | | |
| | 119197 ~~Edinburgh~~ | 1 *Dk(Stl)&deep framing* | 539 | 12,04 | | | 12mo | Sons | | ~~Q87 B11′F33′Q86′~~ | British | 180lb *70lb* 99RHP | s ″10½ | | |
| HBQG | *Elec.light Well deck Mchy.Aft* | | 430 | ~~Class Contem. plated~~ | | | | Dowling | | 174·8 \| 28·1 BK7¾″ | | 1SB,*3pf*,GS55,HS1687 | | | |
| | *A.Johnstone* 93–04 | | 211 | ✠LMC[illegible] | | | *Lloyd's* | *SA&CP* | *WB=Cell DBf102′151tFPT40tAPT4t* | | | Muir&Houston,Ld.Gla. | | | |
| 26 | **Elena** | Steel Sc | ~~370~~ | ✠ A— Psy | | | 1904 | J.Fullerton | R.W.W.Romer | ~~160·0 \| 31·1 \|~~ 9·3 | Bns Ayrs | C.2Cy.13″&26″–18″ (*s*) | 0 ″ 10 | | |
| | | | 433 | *For River purposes only* | | | 12mo | &Co. | | ~~F14′~~ | Argentine | 130lb 40NHP | | | |
| | | 1 *Dk (Stl)* | *[illegible]* | 12,04 | | | | Paisley | | 166′3 FK | 3 *BHCem* | 1SB,*2pf*,GS23,HS849 | | | |
| | | | *[illegible]* | *(Class Contem. plated)* | | | | | | *WB=FPT24t* | | C.Houston&Co.Glasgow | | | |
| | | | | ✠LMC[illegible] | | | | | | | | | | | |
| 27 | **Etton** | Steel Sc Sr | ~~2397~~ | ✠100A1 | Stk | *u* | ~~1904~~ | Ropner& | H.Samman&Co. | ~~821·0~~ \| 47·5 \| 20·1 | Hull | T.3Cy.23″,38″&62½″–42″ (*s*) | 22 ″ 6 | | |
| | 120[illegible] *E.Knowles* 98–05 | | 2331 | ~~Spar dk~~ | | | 1905 | Son | Etton S.S.Co.Ld | P28′B160′~~F24′~~ | British | 160lb *90lb* 258NHP | s 3 ″ 4 | | |
| HBJG | 1 *Dk(Irn)&Web frames* | | 2653 | ~~Class Contem. plated~~ | | | 1mo | Stockton | (H Samman&Co.) | 330·8 \| F37′ FK | 5 *BHCem* | 2SB,*6cf*,GS123,HS3960 | | | |
| | | | 1795 | ✠LMC1,05 | | | *Lloyd's* | *SA&CP* | *WB=Cell DBa104′uE2′f138′658tAPT30t* | | | Blair&Co.Ld Stockton | | | |
| 28 | **Elsass** | Steel Sc Sr | 253 | | | | 1904 | G.Seebeck | Deutsche Dmpfis- | 135·4 \| 22·5 \| 9·8 | Bremen | T.3Cy.12″,19¾″&31½″–23¾″ | | G | |
| | *Reuter* –04 | (*Trawler*) | 211 | | | | | Act.Ges. | chereiGes.Nordsee | Q74′F23′ | German | 48NHP | | | |
| | | 1 *Dk* | 77 | | | | | Bremerhaven | | | *WB* | G.Seebeck A.G.Bremerhvn | | | |
| 29 | **Eleni** | Iron Sc Sr | *902* | | | | 1867 | Lloyd Aus- | J.Zalichi&Co. | 212·5 \| 29·1 \| 18·4 | Alexndria | C.2Cy.33″&55″–27″ | | V | |
| | *N.Papalas* | 2 *Dks* | *744* | | | | | tro Ungarico | | | Egyptian | NB90 131NHP | | | |
| | (*ex* Lesbos, *ex* Menoufieh, *ex* Oreste) | | *562* | | | | | Trieste | | | | Stabilimento Tecnico.Tri. | | | |
| 30 | **Express** | Wood Sc Sp | 74 | | | | 1904 | M.H.Bland | M.H.Bland&Co.Ld. | 80·0 \| 15·7 \| 7·8 | Gibraltar | C.2Cy.14″&28″–18″ | | | |
| 111334 | | (*Tender*) | 70 | | | | | &Co.Ld. | | | British | 33RHP | | | |
| | | 1 *Dk* | 12 | | | | | Gibraltar | | | | Ross&Duncan,Glasgow | | | |
| 31 | **Evelyn** | Steel Sc Sr | 613 | ✠100A1 | Irv | *j* | 1904 | Lndnderry | B.McCrea | 179·9 \| 30·0 \| 11·8 | | T.3Cy.15″,25″&40¾″–27″ (*s*) | 13 ″ 9 | | |
| | | | 462 | 1,05 | Ard | | 3mo | S&E.Co.Ld | | Q89′B13′F20′ | British | 170lb | | | |
| | | 1 *Dk(Stl)* | 294 | ✠LMC1,05 | | | | Londonderry | | FK 3 *BHCem* | | 1SB,*2cf*,GS53,HS1607 | | | |
| | *Well deck Mchy.Aft* | | | | | | *Lloyd's* | *SA&CP* | *WB=Cell DBf114′156tFPT24tAPT7t* | | | Renfrew Bros.&Co.Irvine | | | |
| 32 | **Eftikhia** | Steel Sc Sr | 2670 | ✠100A1 | Nwc | *v* | 1905 | Swan.Hun- | Evangele | 331·3 \| 49·0 \| 22·7 | Argostoli | T.3Cy.23″,38″&64″–45″ (*s*) | 25 ″ 3 | | |
| | | | — | 1,05 | | | 1mo | ter&Wigham | Ambatiellos | P28′B148′F35′ | Cephlonia | 180lb *90lb* 301NHP | s 4 ″ 2 | | |
| HRCS | 1 *Dk(Stl)&deep framing* | | 1917 | *(Class Contem. plated)* | | | | Richardson, | | | Greek | 2SB,*6cf*,GS129,HS1770 | | | |
| | | | | ✠LMC[illegible] | | | *Lloyd's* | Ld Newcastle | *WB=Cell DBa10′uE&f538′f142′966tAPT34t* | FK 5 *BHCem* | | N.E.Marine Eng Co Ld Nwe | | | |
| 33 | **Endsleigh** | Steel Sc Sr | 3703 | ✠100A1 | Sld | *w* | 1905 | J.L.Thomp- | Endsleigh S.S.Co. | 346·7 \| 50·8 \| 23·0 | Plymouth | T.3Cy.24½″,40″&66″–45″ (*s*) | 25 ″ 6 | | |
| | *P.N.Baker* 01–05 | 1 *Dk(pt Irn&pt Stl)2trB* | 3454 | 3,05 | | | 3mo | son&Sons,Ld | Ld. | P23 B94′F31′ | British | 180lb *100lb* 317NHP | s 4 ″ 7 | | |
| HCSQ | *deep framing&Web frames* | 3 *Dk Rule* | 2391 | *(Class Contem. plated)* | | | | Sunderland | (Bellamy&Co) | FK 6 *BHCem* | | 2SB,*6pf*,GS138,HS4870 | | | |
| | | | | ✠LMC3,05 | | | *Lloyd's* | *SA&CP* | *WB=Cell DBa119′uE21′f146′848tAPT34t* | | | G.Clark,Ld.Sunderland | | | |
| 34 | **Erroll** | Steel Sc Sr | ~~4459~~ | ✠100A1 | Gls | *x* | 1905 | C.Connell | J.Warrack&Co. | 365·0 \| ~~47·9 \| 17·9~~ | Leith | T.3Cy.26″,42″&70″–48″ (*s*) | 20 ″ 3 | BT | |
| 118701 | *G.G.Graham* 95–05 | 1 *Dk (Stl)&Spar dk* | 4457 | *Spar dk* 2,05 | | | 2mo | &Co.Ld. | | 47·4 \| 25·9 | British | 190lb *120lb* 385NHP | s 4 ″ 8 | till | |
| HBWC | *Elec.light* | (*Stl*)*&deep framing* | 3524 | *(Class Contem. plated)* | | | | Glasgow | P&F Dks (Stl-w.s.) BDK (Teak-s) | FK 6 *BHCem* | | 2SB,*8cf*,GS170,HS6000 | | 2,06 | |
| | | | 2887 | ✠LMC2,05 | | | *Lloyd's* | *SA&CP* | *WB=Cell DBa118′uE&B14′f156′864tFPT67tAPT39t* | | | Dunsmuir&Jackson,Ld Gls | | | |
| 35 | **Eddi** | Steel Sc Sr | 1200 | | | | 1904 | Stettiner | R.C.Gribel | 223·5 \| 35·2 \| 14·6 | Stettin | T.3Cy.17″,28″&43″–32″ | | | |
| | | 1 *Dk* | | | | | | Oderwerke | | Q75′B98′F27′ | German | 104NHP | | | |
| | | | | | | | | Stettin | | | *WB* | Stettiner Oderwerke | | | |
| 36 | **Elsa** | Steel Sc | 203 | | | | 1904 | W.C.Boele | Naamlooze Venoot. | 119·7 \| 21·3 \| 12·6 | Ymuiden | T.3Cy.10½″,17″&28″–18″ | | | |
| | *C.Hoogendijk* –04 | (*Trawler*) | 200 | | | | | &Zonen | Nationale Stoom- | | Dutch | 33NHP | | | |
| | | 1 *Dk* | 109 | | | | | Slikkerveer | visscherij | | *WB* | Wilton's Eng.&Slpy Co Rot | | | |
| 37 | **Ebernburg** | Steel Sc Sr | ~~4800~~ | ✠100A1 | Fln | *y* | 1905 | Flensburg r | Deutsche Dmpfs- | 387·5 \| ~~51·6 17·2~~ | Bremen | Q.4Cy.23″,31½″,48″&71″–48″ | 19 ″ 6 | | |
| | *D.Oelkerichs* 01–05 | 1 *Dk(Stl)&Spar dk* | 4414 | 4018 | *Spar dk* | | 3mo | Schiffsb.Ges. | fahrts.Ges.Hansa | P48 B116′F42′ 17·0 | German | 213lb *120lb* (*s*) 447NHP | s 5 ″ 4½ | | |
| | *Elec.light* | (*Stl-ptws*)*&Web frames* | ~~8600~~ | 3,05 | | | | Flensburg | | FK&BK2′ 51·5 \| 25·0 | *GBHCem* | 2SB,*6cf*,GS124,HS847 WD | | | |
| | | | 2826 | *(Class Contem. plated)* | | | *Lloyd's* | *SA&CP* | *WB=Cell DBa120′uE22′f176′1115tFPT80tAPT30t* | | | Flensburger Schiffsb.Ges. | | | |
| | | | | ✠LMC3,05 | | | | | | | | | | | |
| 38 | **English Monarch** | Steel Sc Sr | 4240 | | | | 1905 | Napier& | Raeburn&Verel | 385·6 \| 48·8 \| 27·0 | Glasgow | T.3Cy.27″,41″&73″–48″ | | | |
| | *Should be "Delfland," See No. 46 in Supplement.* | | | | | | | Miller,Ld. | | P38′B104′F38′ | British | 369NHP | | | |
| | | 2 *Dks* | | | | | | Glasgow | | | *WB* | D.Rowan&Co.Glasgow | | | |
| 39 | **Elmer A. Keeler** | Steel Sc | 236 | | | | 1904 | Burlee D.D. | E.A.Keeler | 115·5 \| 24·0 \| 13·5 | New York | C.2Cy.20″&40″–28″ | | | |
| 20[illegible] | | (*Tug*) | — | | | | | Co. | | | Utd.States | 71NHP | | | |
| KHMR | | 1 *Dk* | 160 | | | | | Pt.Richmond | | | | Burlee D.D.Co.Pt.Rchmnd | | | |
| 40 | **Excellence Pleska** | Steel Sc Sr | *2152* | ✠100A1 | Hpl | *r* | 1886 | W.Gray& | Dansk Russiske | 275·3 \| 37·3 \| 19·3 | Copnhgn | T.3Cy.21″,35″&57″–39″ (*s*) | 21 ″ 9 | | ~~17,04~~ |
| | *Thorsoe* –05 | *ss* Osc.No.3–0,97 | *1668* | 2,05 [illegible] | | | 8mo | Co. | Dmpskselsk. | P29′Q76′B108 F36′ | Danish | 150lb ~~Spar~~ NDBK 203NHP | s 1-11½ | | 2,05 |
| | (*ex* Abeona) | *ss* Hpl.No.1–02 | *1405* | | | | | W Hartlepool | (P.Mörch, *Mgr.*) | BK9½ | | | | | |
| | *Well deck* | 1 *Dk(Stl)2trB* | | BS 1,05 B[illegible] | | | | A&CP | | *WB=DBa* | 4 *BHCem* | 2SB,*4cf*,GS73 | | | |
| | | | | | | | | | | 88′f104′483t | | Cen.Mar.Eng.Wrks.WHpl | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Freeboard | 7 Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Bulkheads in which closed, if not in Lr. E. Date of B of T Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | **Earl of Carrick** | **SteelScSr** | 3990 3967 2530 2550 | ✠100A1 *Spar dk* 3,05 *(Class Contem plated)* | PG1 | *to* | 1905 3mo | Russell& Co. PortGlasgow | **Marshall&W.L. Dobbie&Co.** Earl of CarrickSSCo.Ltd. (J.M.Marshall& W.L.Dobbie) | 345·3\|49·9\|~~25·9~~ P26'~~B86~~ B81' | Glasgow British | T.3Cy.25″,41″&67″–45″ (*s*) 20 ″ 5 18¢lb *80lb* 329NHP s 5 ▪ 6 2SB,*6cf*,GS118,HS5104 Rankin&Blackmore,Grk. | | |
| 42 | **Emile** *Caratini* (*ex*Sutherland) | **IronSc3MstSr** *ss*Liv.2nd-~~11,02~~-3-5,02 *2Dks* | 966 ~~874~~ 600 | ✠100A1 5,05 ✠NB7,01 | Liv | *n* | 1866 8mo | Barclay, Curle&Co. Glasgow A&CP | DeMontravel, Roche&Co. | 252·1\|30·1\|16·5 P40'F30' 1en71ptND90ND01 | Marseilles French | C.2Cy.31″&54″–36″ (*a*) 17 ″ 5 65lb *65lb* NE78 131NHP s 2 ▪ 11 2SB,*6pf*,GS90HS2380 NDB01 Barclay,Curle&Co.Gls. | | | 11,03 |
| 43 | **Elwine Köppen** *P.Peemuller04–05* | **SteelScSr** | 2090 2087 1651 1324 | ✠100A1 4,05 *(Class Contem plated)* ✠LMC,05 | Stn | *r* | 1905 4mo | Stettiner Oderwerke Stettin | **E.Köppen** | ~~275·5\|41·0\|20·5~~ ~~P23'B30'Q30'F35'~~ 275·6\|41·2\|18·0 P14'B60'Q~~'F~~'FK *WB*—*Cell D Ba78'uE&B12'f110'135tFPT93tAPT45t* | Stettin German | T.3Cy.18″,29″&47″–33″-36″ 20 ″ 6 170lb *22lb* (*s*) 158NHP 2SB,*6cf*,GS82,HS2660 StettinerOderwerke | | | |
| 44 | **Ellerbek** *H.Clausen* –05 (*ex*Omba) | **SteelScSr** *ss*Sld.No.2–02 1*Dk Irn*) *Spar dk*(*Stl–ws*)*3trB* | 2950 2765 1903 | ✠100A1 *Spar dk* 2,05 B~~S~~1,05 ✠LMC6,02 | Npt | *u* | 1894 2mo | J.Laing Sunderland A&CP | **H.Diederichsen** | 320·0\|41·8\|18·1 P9'B78'F34' 26·0 BK10' *WB*=*Cell D Ba98'uE18'* | Hamburg German 5*BHCem* | T.3Cy.23″,38″&62″–42″ (*r*) 20 ″ 9 160lb *70lb* 237NHP s 6 ▪ 5 2SB,*6pf*,GS112,HS3535 G.Clark,Ld.Sunderland | | | ~~2,05~~ 2,05 |
| 45 | **Europa** *G.Knopmann99–05* (*ex*Gutenfels) | **SteelScSr** *ss*Ham.No.3–10,01 1*Dk*(*Irn*)&*Spar dk*& *Web frames Stringers Irn* | 2737 2571 1757 | ✠100A1 *Spar dk* 5,02 B~~S~~7,01 ✠LMC1,01 | Bhn | *t* | 1889 3mo | Sundrland S.B.Co. Sunderland A&CP | Dampfsch.Ges. Argo | 323·0\|40·2\|19·2 B66'F43' 26·7 BK10' *WB*=*Cell DB(Irn)a86'uE22'* | Bremen German 6*BHCem* *f*132'377*t* | T.3Cy.23½″,39″&64″–42″ (*s*) 21 ″ 8 160lb *100lb* NDB03 283NHP 2SB,*6cf*,GS114,HS1500 WllsndSlpwyCo.Ld.Nwc. | | | 7,04 |
| 46 | **Erik** *A.Adamsson04–05* (*ex*Princess,*ex*Jessie) *Mchy.Aft* | **SteelSc3MstSr** 1*Dk* *Well deck* | 348 230 113 | | | | ...1899 | Grngem'th &Greenock Dockyard Co. Grngemouth | **A.K.Fernström** | 150·0\|23·1\| 9·5 Q79'B11'F21' BK7' | Sterno Swedish | C.2Cy.20″&40″–30″ 10 ″ 7 73NHP s ~~7·8~~ 8½ *WB* Hutson&Corbett,Glasgow | | | |
| 47 | **Eros** *H.B.Hansson04–05* *Well deck* | **SteelScSr** 1*Dk*(*pt Irn*&*pt Stl*)&*deep framing* | 829 592 511 | ✠100A1 3,05 *(Class Contem plated)* ✠LMC,05 | Sld | *l* | 1905 4mo | Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's A&CP* | ~~H.C.Gorlitzon~~ Rederiaktiebl Luggud (N.C.Corlitzon,*Mgr*) *WB*=*Cell D Ba42'uE&B29'f94'209tFPT27tAPT26t* | 200·0\|31·0\|12·0 P13'Q46'B53'F21' FK 4*BHCem* | Helsngbrg Swedish | T.3Cy.15½″,25″&41″–27″ 14 ″ 3 160lb *100lb*(*s*) 96NHP s 1 ▪ 5½ 1SB,3*f*,GS47,HS1565 N.E.MarineEng.CoLd.Sld. | | | |
| 48 | **Emilia** 1*Dk*(*Stl*) | **SteelTwinScSr** | 600 | | | | 1905 | J.Reid&Co Glasgow | **D.Barthe** | 205·0\|33·7\|10·7 B56 F22' | Bns.Ayres Argentine | T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls. | | | |
| 49 | **Euston** *C.E.Underwood02–05* 1*Dk*(*Stl*)*2trB*&*Web frames3DkRule* | **SteelScSr** | ~~3486~~ 3298 ~~2982~~ 2278 | ✠100A1 4,05 *(Class Contem plated)* ✠LMC1,05 | Mdb | *w* | 1905 4mo | R.Craggs& Sons,Ld. Middlesbro *Lloyd's A&CP* | Webster&Barraclough *WB*=*Cell D Ba100'uE27'f145'775tFPT64tAPT104t* | 340·0\|47·1\|24·7 ~~P37~~'B200'F36' P8S FK 6*BHCem* | W.Hartlpl British | T.3Cy.25″,41″&67″–45″ (*r*) 27 ″ 3 180lb *90lb* 319NHP s 4 ▪ 3½ 2SB,*6cf*,GS125,HS1800 Blair&Co.Ld.Stockton | | | |
| 50 | **Earlford** *W.Kerr* –05 (*ex*Sylfaen) *Mchy.Aft* | **IronSc3MstSr** *ss*Lth.2ndNo.3–12,03 1*Dk*(*pt Irn*) | 398 284 159 | ✠100A1 10,04 ~~✠NB7,02~~ ✠LMC12,03 | Abn | *y* | 1883 10mo | J.Fullerton &Co. Paisley *Lloyd's A&CP* | Mann,Macneal& Co. | 160·0\|23·1\|10·9 Q85'B7'F25' BK6″ *WB*=*FPT* 33t*APT*18t | Glasgow British 6*BHCem* | C.2Cy.20½″&38″–24″ (*s*) 11 ″ 7 90lb 60RIP s ▪ 10½ 1SB,*2pf*,GS47,HS1207 W.King&Co.Glasgow | | | 12,03 |
| 51 | **Earl of Shaftesbury** 1*Dk* | **SteelScK** | 259 234 92 | 100A1 *Stm Trawler* *(Class Contem plated)* | | | 1905 | Cook,Welt'n&Gemmell Beverley | **National Steam Trawling Co.Ld.** | 130·0\|22·2\|12·0 Q51' | Hull British | T.3Cy.13″,22″&37″–24″ C.D.Holmes&Co.Hull | | | |
| 52 | **Eccles** 1*Dk* | **SteelPad** | | 100A *For Towing purposes* *(Class Contem plated)* | | | 1905 | J.T.Eltringham&Co. S.Shields | **Manchester Ship Canal Co.** | | Manchestr British | L.2Cy.30″–54″ Hepple&Co.SouthShields | | | |
| 53 | **Emerald** 1*Dk* | **SteelScYl** | 200 | 100A1 *Stm Trawler* *(Class Contem plated)* | | | 1905 | Cochrane &Sons Selby | **E.Carter** | 115·0\|21·5\|12·0 | Milfrd Hvn British | T.3Cy.12″,21″&34″–24″ C.D.Holmes&Co.Hull | | | |
| 54 | **Emma Minlos** *J.Nachtwey05–05* (*ex*Refugio) | **SteelScSr** *ss*Cff.No.2–02 1*Dk*(*Stl*)&*Web frames*& *pt Awng dk*(*Stl*) | 1272 922 791 | ✠100A1 *pt Awng dk* *with freeboard* 4,05 ~~✠LMC1,02~~ ✠LMC1,03 | Npt | *n* | 1894 12mo | Campbeltown S.B.Co Campbeltwn *Lloyd's A&CP* | **W.Minlos&Co.** *WB*=*Cell D Ba94'f94'204t* | 230·0\|32·6\|16·4 Q79' drp03 *pt Awng dk*151' FK 4*BHCem* | Lubeck German *APT*80t | T.3Cy.17½″,27½″&45″–33″ 17 ″ 4 160lb *80lb* (*s*) 115NHP s 7 ▪ 11 1SB,3*rf*,GS63,HS1709 Kincaid&Co.Ld.Greenock | | | 4,04 |
| 55 | **Eastlands** *T.P.Thomas99–05* 1*Dk*(*Irn*)&*deep framing* | **SteelScSr** | ~~3130~~ 3113 2911 2901 | ✠100A1 5,05 *(Class Contem plated)* ✠LMC,05 | Hpl | *u* | 1905 5mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* | **Wilson Shppg.Co. Ld.** (J.F.Wilson& Co.*Mgrs.*) *WB*=*Cell D Ba108'uE&B10'f140'828tAPT89t* | 331·4\|47·5\|22·3 P29'B88'F33' FK 5*BHCem* | W.Hartlpl British | T.3Cy.24″,38″&64″–42″ (*s*) 21 ″ 9 180lb *85lb* 283NHP s 4 ▪ 5½ 2SB,*6cf*,GS109,HS1304 Cen.Mar.Eng.Wrks.W.Hpl | | | |
| 56 | **Earl Godwin** *Electlight* | **SteelPad** 1*Dk* | 116 53 | ✠ A — Gls *For River purposes only* 5,05 *(Class Contem plated)* ✠LMC | 1905 | | 5mo | Napier& Miller,Ld. Glasgow | **London County Council** | 130·0\|18·5\| 6·8 | London British FK 3*BHAsp in E.&B.space* | C.D.2Cy.16″&31″–36″ (*s*) 7 ″ 0 109lb 1SB,2*pf*,GS25,HS730 FD Scott's S.B.&E.Co.Ld.Grk | | | |
| 57 | **Earl Warwick** 1*Dk* | **SteelScK** | 200 | 100A1 *Stm Trawler* *(Class Contem plated)* | | | 1905 | Cook,Welt'n&Gemmell Beverley | **Earl Steam Fishing Co.Ld.** | 117·0\|21·5\|11·4 P59'F18' | Grimsby British | T.3Cy.12″,21″&34″–24″ C.D.Holmes&Co.Hull | | | |
| 58 | **Euphrate** 2*Dks*&*Spar dk* | **SteelTwinScSr** | 7300 6100 4450 | | | | 1905 | Message. Maritimes LaCiotat | **Messageries Maritimes** | 447·2\|52·6\|32·5 P65'F55' | Marseilles French | T.6Cy.26¾″,39½″&63″–21″ 3~~8~~8NHP *WB* Schneider&Co.LeCreusot | | | |
| 59 | **Erminie** *W.T.Pearn* –01 (*ex*KateB.Jones) *Well deck* | **SteelScSr** *ss*Shl.No.3–12,99 *ss*Hul.No.1–05 1*Dk*(*Stl*)*2trB* | 1981 1546 1251 | ✠100A1 3,05 B~~S~~9,04 ✠LMC8,05 | Hul | *r* | 1887 11mo | Schlesingr, Davis&Co. Newcastle A&CP | **A.J.Hutchins** *WB*=*Cell DB* | 270·0\|37·1\|20·5 P25'Q82'B106'F27' ptND04 drp04 BK9' 6 184'280t*APT*40t | Cardiff British *BHptAsp ptCem* | T.3Cy.18¼″,34″&58″–39″ (*s*) 21 ″ 9 160lb *80lb* NDB98 206NHP s 2 ▪ 1½ 2SB,*6cf*,GS92,HS3038 *Alt.*98 Tydvil Eng.&S.Rpg. Co.Cardiff | | | 8,03 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro | Nom du Navire. Matériaux. Gréement etc. | | Tonnage Officiel. | Détails de la Classification. | | | Construit. | | Armateurs. | Dimensions d'après la Donnée. Superstructures, &c. | | | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.—Force en chevaux d'après les formules de la Société. RHP.—Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | | | | |
| Signaux | *Capitaine.* *Ex-nom, s'il y a lieu.* | | Total. | Cote. | Port. Tête. | Vapeur. | Quand. | Par qui | | Longueur. | Largeur. | Creux. | Pavillon. | | Fer Acier | | |
| Navire. | Visites Périodiques. Nombres des Ponts | | Sous le Pont. | | | | Navire. | | | | | | | | | | |
| Machine. | | | Net. | Date de la dernière Visite. | | | Mach. | Où. | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned if not 1 Apl. Annual Survey. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck, Tonnage, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Bearings in which classed if not in L.R. Date of last Survey. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 MBBV | **Falk** *L.Wetlesen* 04–04 *Elec.light* | Steel Sc Sr 1013 1 *Dk* (*Stl*) *&deep framing* *Shelter dk* (*Stl*) | 1019 831 ~~448~~ 448 | ✠ 100 A1 *Shelter dk* *with freeboard* 10,04 5,04 ✠ LMC 5,04 | Mdb | *n* | 1904 5mo Swsea | Fevigs Jernskibsbyg Fevig *Lloyd's SA&CP* | Aktiesels. Falk (Brødrene Biørnstad) *WB=Cell D Ba* | 230·0 35·1 14·6 56′ *f* 92′ 259 *t* *FPT* 46 *t* *APT* 7 *t* | Christiania Norwegian FK | T.3Cy.17″,29″&48″–33″ (*r*) 180lb *100lb* 142 NHP 1SB,3,3c″,GS60,HS2169 Richardsons, Westgarth & Co.Ld Mdb. | 15 *n* 6 s 1 *n* 3½ | | |
| 2 VQRG | **Furtor** *I.B.Thompson* 04–04 *Elec.light* | Steel Sc Sr 2991 2808 1954 1 *Dk* (*Stl*) *2tr B* *deep framing* 3 *Dk* *rule* | 2991 2808 ~~10,01~~ 1954 ✠ 100 A1 10,04 ✠ LMC 5,04 | Nwc Cff *Lloyd's SA&CP* | *u* | 1904 5mo | Nthmblnd S.B.Co.Ld. Newcastle | R.H.Holman *WB=Cell D Ba* 86′ | 325·5 47·0 22·0 P 20′ B 82′ F 29′ *uE&B* 58′ *f* 138′ 697 *t* *APT* 86 *t* | London British FK | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *80lb* 281 NHP 2SB,6*cf*,GS110,HS4150 Richardson, Westgarth & Co.Ld.Sld. | 24 *n* 6 s 4 *n* 3½ | | |
| 3 JRPG | **Fumi Maru** (*ex* Robert Dickinson) *Elec.light* | Iron Sc 3 Mst Sr *ss* Mdb. No.3–0,92 *ss* Nwc. No.2–01 2 *Dks* (*Irn*) 3 *tr B* | 3079 ~~1502~~ 1672 1539 | ✠ 100 A1 ~~4,01~~ 7,01 *Carrying Petroleum in bulk* *Fitted for liquid fuel* 4,99 ✠ LMC 4,04 | Kob Nag | *r* | 1881 4mo Newcastle | A.Leslie& Co. A&CP | Mikami&Tanaka *WB=D Ba* 12′ *f* 16′ 65 *t* *FPT* | 278·7 35·4 22·5 P 176′ F 36′ drp 02 drp 01 BK 9½″ 52 *t* *APT* 41 *t* | Kobe Japanese | C.2Cy.36″&68″–42″ (*c*) 75lb *80lb* NDH 92 240 NHP 2SB,*Gpf*,GS96,HS4195 J.Dickinson.Sunderland | 23 *n* 6 s 2 *n* 6 | ~~5,02~~ 4,04 | |
| 4 | **Fruitful** *A.Reid* –06 | Steel Sc K 89 82 24 1 *Dk* | ✠ 100 A1 *For fishing purposes* 4,04 ✠ LMC 4,04 | Abn | | | 1904 4mo Torry, N.B. *Lloyd's SA&CP* | J.Duthie Hay&Reid | | 81·5 18·1 8·8 BK 7″ | Banff British | C.2Cy.11¼″&25″–16′ (*s*) 140lb 30 RHP 1SB,*2pf*,GS24,HS576 J.Abernethy&Co.Abn | 9 *n* 6 | | |
| 5 | **Farringford** *J.Robertson* 03–04 1 *Dk* (*pt Irn&pt Stl*) *2tr B* *deep framing&Web frames* | Steel Sc Sr 3753 3425 2378 | ✠ 100 A1 ~~10,04~~ 5,05 ✠ LMC 7,04 | Sld | *w* | 1904 7mo | J.L.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP* | Charlton&Thompson Stm.Shipping Co.Ld. (Charlton& Thompson, *Mgrs.*) *WB=Cell D Ba* 115′ | 345·0 47·2 25·9 P 33′ B 77′ F 41′ *uE&B* 35′ *f* | Sunderland British FK | T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 321 NHP 2SB,*Spf*,GS142,HS5003 J.Dickinson&Sons,Ld.Sld 144′ 838 *t* *FPT* 93 *t* *APT* 74 *t* | 28 *n* 5 s 5 *n* 5 | | |
| 6 | **Fire King** | Steel Sc (*Fire Float*) | A *For River purposes* (*Class Contemplated*) | | | | 1904 | G.Rennie& Co. Greenwich | East London Harbour Commissioners | 60·0 13·0 6·7 | British | C.2Cy.7″&14″–9″ Crabtree&Co.Ld.Gt.Yar. | 7 *n* 3 | | |
| 7 | **Freya** *A.Macdonald* 78–04 *Elec.light* | Steel Sc Sr 1 *Dk* 280 | ~~250~~ ~~Y~~ 242 60 ~~(Class Contemplated)~~ ~~Lyd C~~ | | | | ~~1904~~ 9mo Aberdeen *Lloyd's SA&CP* | Hall, Russell&Co.Ld | Fishery Board for Scotland *WB=DT f* 4′ 10 *t* | 138·0 24·1 12·2 ~~Qss~~ Q 29′ BK 7′ | British | T.3Cy.13″,21½″&35″–24″ (*r*) 170lb *80lb* 83 RHP 1SB,*3pf*,GS54,HS1570 Hall,Russell&Co.Ld.Abn. | 13 *n* 0 | | |
| 8 JRPT | **Fukui Maru** (*ex* Westminster, *ex* Indrapura) *K.Nakagawa* | Steel Sc Sr *ss* Bkn. No.3–03 2 *Dks* (1 *Stl* & 1 *Irn*) *3tr B* | 4130 3769 3087 | ✠ 100 A1 3,05 ~~3,06~~ ✠ LMC 5,04 | Kob Nag | *n* | 1890 3mo Liverpool *Lloyd's SA&CP* | T.Royden &Sons | ~~U.Gonzaga.~~ Ukon Gonzayemon *WB=Cell D* 222′ 744 *t* | 369·8 44·0 27·7 P 24′ B 86′ F 41′ drp 03 FK | Tsuruga Japanese 2DB,12*cf*,GS220,HS6161 Fawcett,Prstn&Co.Ld.Liv. | T.3Cy.27″,44″&71″–48″ (*s*) 150lb *60lb* 372 NHP 6 *BH Cem* *MT* 30′ 420 *t* | 30 *n* 9 s 6 *n* 8 | 5,04 | |
| 9 116698 | **F. Dupie** | Steel Sc 1 *Dk* | 114 107 70 | | | | 1904 | Sincennes McNaughton Line, Ld. Sorel, P.Q. | Sincennes McNaughton Line, Ld. | 73·6 20·1 9·3 | Montreal British | C.2Cy.18″&36″–24″ 48 RHP Cie.Pontbriand,Sorel | | | |
| 10 119431 | **Fin** | Steel Sc Sp 1 *Dk* | 103 98 21 ~~16~~ | | | | 1904 | Akers Mek.Værks. Christiania | Atlantic Whaling& Manufacturing Co. Ld. | 93·5 ~~16·8~~ 10·~ 16·5 10·5 | S Jhns NFL British | T.3Cy.~~11″,18″&29″–18″~~ 10″,17″&28″–24″ 52 RHP ~~30 NHP~~ Akers Mek.Værks,Xia. | | | |
| 11 | **Fortuna** *C.A.Larsen* –04 | Steel Sc Sk (*Whaler*) 1 *Dk* | 150 | | | | 1904 | Framnes Mek.Værks. Sandefjord | Cia.Argentina de Peska | 99·5 20·0 13·0 | Bns.Ayres Argentine | T.3Cy.11″,18″&29″–24″ Akers Mek.Værks.Xia. | | | |
| 12 129073 HBKN | **Folgate** *W.C.Smith* –04 | Steel Sc Sr 1 *Dk* (*Stl*) *2tr B&deep framing* 3 *Dk Rule* | ~~3540~~ 3562 3322 2307 | ✠ 100 A1 10,04 ~~(Class Contem plated)~~ ✠ LMC 10,04 *Lloyd's SA&CP* | Nwc | *w* | 1904 10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | ~~H.W.Dillon~~ Folgate SS Co.Ld. (H.W.Dillon) *WB=Cell D Ba* | ~~228·1 14·8 8·2~~ 228·2 P 28′ B 100′ F 31′ 24·6 340·5 47·0 FK 11′ *uE&B* 38′ *f* 146′ 927 *t* | London British 6 *BH Cem* *APT* 31 *t* | T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *90lb* 314 NHP 2SB,*6cf*,GS141,HS4800 Wilson&Silpwy.Co.Ld.Nwc. | 27 *n* 3 s 5 *n* 0 | | |
| 13 129167 | **Foyers** *C.Walsh* –01 | ~~Steel Sc~~ 3 Mst Sr ~~Steel Sc Sr~~ 1 *Dk* (*Irn*) *Well deck Mchy, Aft.* | ~~500~~ 530 371 173 | ✠ 100 A1 ~~3,05~~ ~~4,01~~ ~~(Class Contem plated)~~ ~~5,04~~ ~~16,04~~ | Bwg Ard | *i* | 1904 9mo | Scott& Sons Bowling *Lloyd's SA&CP* | Paton&Hendry *WB=DB f* 86′ 126 *t* *FPT* 40 *t* *APT* 10 *t* | ~~17·0 2·7 10·4~~ 17·0 2 7·2 10·4 Q 89′ B~~ P 34′ 10·0 169·7 27·1 BK 7½″ | Glasgow British 3 *BH Cem* | C.2Cy.20½″&44″–30″ (*s*) 130lb ~~100lb~~ 80 RHP 1SB,*3pf*,GS80,HS1880 Muir&Houston,Ld.Gls. | 12 *n* 6 s *n* 9½ | | |
| 14 | **Fagundes Varella** (*ex* Roma, *ex* Theodorich) | Steel Sc Sr 1 *Dk* (*Stl*) *&* *Awng dk&Web frames* | 1619 1538 1027 | ✠ *Awng dk* *with freeboard* 8,89 | Hpl | *o* | 1889 6mo | W.Gray& Co.Ld. W Hartlepool | Empreza Brazileira de Nav. Freitas *WB=Cell D B* 205′ 30 *t* | 245·4 35·1 14·9 22·0 | R.Janeiro Brazilian | T.3Cy.19″,30½″&51″–36″ 156 NHP Cen.Mar.Eng.Wrks.W Hpl | 17 *n* 2 | | |
| 15 | **Freya** *P.Christiansen* 01–04 | Steel Pad 1 *Dk* | 143 127 62 | | | | 1904 | Schiffsw(v. J &Sch.) A.G Hamburg | Sylter Dmpfsfhrts Ges.A.G. | | Munkmarsch German | C.2Cy.13″,&27½″–26″ 32 NHP Schiffs.(vJ&Sch)AG Ham | | | |
| 16 ~~KBWL~~ | **Fjordheim** *C.Stousland* –04 | Steel Sc Sr 1 *Dk* (*pt Irn&pt Stl*) *&deep framing* | ~~3336~~ 2337 ~~2186~~ ~~1,05~~ 216 ~~146~~ 1464 | ✠ 100 A1 ~~1,05~~ ~~(Class Contem plated)~~ ~~1,05~~ ~~MC~~ 04 | Sld Shl | *s* | 1904 10mo | Short Bros. Ld. Sunderland *Lloyd's SA&CP* | Akties.Hekla (Mail&Holby, *Mgrs*) *WB=Cell D Ba* 96′ *uE* 30′ *f* 122′ 668 *t* *FPT* 82 *t* *APT* 12 *t* | 295·0 45·1 20·8 P 25′ B 82 F 32′ FK | Christiania Norwegian 5 *BH Cem* | T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *80lb* 258 NHP 2SB,*3pf*,GS107,HS3912 N.E.Marine Eng.Co.Ld.Sld. | 22 *n* 0 | | |
| 17 | **Foam** *A.Leeks* –04 | Steel Sc ~~Wag~~ 1 *Dk* (*pt Stl*) | ~~75~~ 92 79 ~~5~~ ~~(Class Contem plated)~~ | ✠ 100 A1 *For Towing purposes* 10,04 | Psy | | 1904 10mo Paisley *Lloyd's SA&CP* | J Fullerton &Co. | R.&W.Paul,Ld. *WB=FP T* 7′ *t* *APT* 4 *t* | 80·0 ~~17·0~~ 17·1 7·0 8·0 BK 5″ | Ipswich British | C.2Cy.14″&28″–20″ (*s*) 120lb 41 RHP 1SB,*2pf*,GS29,HS826 Ross&Duncan,Glasgow | 8 *n* 7 | | |
| 18 110919 | **Fossgate** *D.Legge* (*ex* Julia) –99 | Steel Sc K *ss* Mil. No.1–04 1 *Dk* | 172 164 54 | ✠ 100 A1 *Stm Trawler* 5,05 ~~3,04~~ ✠ LMC 8,04 | Mil | | 1899 9mo Selby A&CP | Selby S.B. &E.Co.Ld. | Phœnix Trawling Co.Ld. (G.H.D. Birt, *Mgr.*) | 104·9 20·8 11·1 BK 7½″ | Grimsby British 3 *BH Cem* | T.3Cy.11″,18″&29″–21″ (*s*) 180lb 45 RHP 1SB,*2pf*,GS31,HS937 Crabtree&Co.Gt Yarmouth | 12 *n* 0 | ~~3,04~~ 3,05 | |

| 1 Numéro Officiel | 2 Nom du Navire. Matériaux, Gréement, etc. Numéro. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Double. Superstructures, &c. Longueur. Largeur. Creux | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. | 15 | 16 Date de la dernière |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 119181 HBMP | **19 Flying Falcon** *J. Monroe* –04 *Elec.light* | Steel Sc Sp (*Tug*) | ~~185~~ 184 175 2 | | | | 1904 | Ferguson Bros. Pt.Glasgow | Clyde Shipping Co. Ltd. | 107·0 \| ~~23·0~~ 23·1 \| 12·0 5·2 | Glasgow British | C.2Cy.20″&42″–27″ 992 IHP Muir&Houston,Ltd.Gls. | | | |
| | **20 Franz** | Steel Sc (*Trawler*) 1*Dk* | 160 145 28 | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | A.Segebade | 108·2 \| 21·2 \| 11·0 | Gstemnde German | T.3Cy.10½″,17⅞″&26⅜″–21½″ 32 NHP G.Seebeck A.G.Bremerhvn | | | |
| | **21 Filippo Artelli** *A.E.Radonicich* 03–04 *Elec.light* 2*Dks*(*Stl*)&*deep framings* | Steel Sc Sr 5834 | ~~6700~~ ~~5466~~ 4197 5532 | ✠100A1 12,04 (*Class Contem. plated*) | Nwc *at* | | 1904 12mo | Nthmbld S.B.Co.Ld. Newcastle | D.Tripcovich | ~~418·0~~ \| 54·0 \| ~~29·1~~ P36′B138′F48′ 29·2 417·9 F39′ FK 7*BHCem* | Trieste Aust.-Hung. | T.3Cy.27″,45″&74″–48″ (*s*) 32 *n* 2 1801b *80lb* 458 NHP s 7 · 5 3SB,*12cf*,GS218,HS7713 N.E.Marine Eng.Co.Ld.Nwc | | | |
| 119911 HBQD | **22 Franklyn** *W.G.Browne* 04–04 *Elec.light* | Steel Sc Sr 2*Dks*(*Stl*)&*deep frmg* *Ortop beams in forehold* | ~~4000~~ 4919 4666 3161 | ✠100A1 12,04 (*Class Contem. plated*) ✠LMC12,04 | Gls *z* | | 1904 12mo | C.Connell &Co.Ld. Glasgow | Palace Ship Co.Ld. (Macvicar,Marshall&Co.,*Mgrs.*) | 400·0 \| ~~42·2~~ 52·1 \| 28·5 P35′B107′F30′ 1137 B138 F11′ FK | Liverpool British | T.3Cy.25″,42″&70″–48″ (*r*) 31 *n* 3 200lb *100lb* 480 NHP s 6 · 9 2SB,*6cf*,GS120,HS6642 FD Dunsmuir&Jackson Ltd Gls | | | |
| | **23 Fouquet** *Should be "Touquet," see No. 44 in Supplement* | Steel Sc (*Trawler*) 1*Dk* | 200 | | | | 1904 | Bonn& Mees Rotterdam | L.Bouclet | 135·3 \| 21·7 \| 12·5 | French | T.3Cy.12″,20″&33″–24″ 53 NHP A.Ilblasserdamsche Mch.Alb | | | |
| NPOD | **24 Flindt** *P.J.Hedegaard* –04 (*ex* Girdleness) | Steel Sc Sr ss Nwc.No.3–1,03 1*Dk*(*Stl*)&*pt Awng dk* (*Irn*)&*ib ebframes* | 1848 1376 1171 | ✠100A1 *pt Awng dk with freeboard* 19,04 ✠LMC1,03 | Lon *r* | BS5,04 | 1890 5mo | Richardsn, Duck&Co. Stockton | Flindt,Drost&Co. | 270·0 \| 37·1 \| 17·1 Q105′ *pt Awng dk* 165′ FK 230′ 428 *t* | Copnhagn Danish 4*BHpt Cem* 6*BHCem* *pt.Asp* | T.3Cy.21″,34″&56″–36″ (*r*) 19 *n* 6 160lb *100lb* NDB03 187 NHP s 8 · 1½ 2SB,*4cf*,GS60,HS2800 Blair&Co.Ld.Stockton | | | ✠7,04 |
| | **25 Fraser** | Steel Twin Sc 3 Mst Sr 2*Dks* | 1200 1070 180 | | | | 1904 | Armstrong Whitworth &Co.Ld. Newcastle | Indian Government | 258·0 \| 35·2 \| 18·1 P37′B36′F50′ | British | T.6Cy.18″,30″&48″–33″ 265 NHP Wilsnd Slpwy.Co.Ld.Nwc. | BT 611 1.05 | | |
| Wrecked 12.04 | **26 Forsteck** *C.Clausen* –04 (*ex* Lord Warwick) | Iron Sc 3 Mst Sr ss Crl.No.3–9,95 ss Bly.No.2–04 2*Dks*(1*Irn*&1*pt Irn*)3*tr B* | ~~2540~~ 2262 1621 | ~~✠100A1~~ 11,04 ~~✠NBS,94~~ ~~✠LMC7,04~~ | Bly *t* | | 1883 5mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | H.Diederichsen | 300·0 \| 39·0 \| 25·5 P28′B66′F28′ BK 10′ *WB* = *DB a* 92′ *f* 68′ | Hamburg German 5*BHCem* 335 *t APT* 4*t* | T.3Cy.21″,35″&56″–42″ (*s*) 26 *n* 9 160lb *80lb* NDB04 2SB,*6pf*,GS89,HS350 *Tpd* 04 N.E.Mar.Eng.Co.Ld Nwc | | | 7,04 |
| | **27 Firefly** | Steel Twin Sc 1*Dk*(*Stl*) | ✠ A– *Fire Float for Service on Manchester Ship Canal* 11,04 ✠LMC11,04 | | Lon | | 1904 1mo | G.Rennie& Co. Greenwich | Manchester Corporation | 90·0 \| 23·0 \| 5·6 FK 5*BHAsp* *WB* = *Side Tanks in Bkr. space* 25′ 20*t* | Manchestr British | C.4Cy.8″&15″–8″ 140lb 2SB,*2f*,GS78,HS1650 T.&J.Hosking,London | (*s*) 6 *n* 0 | | |
| | **28 Finisterre** *J Rebogliato* 01–05 *Mchy.Aft* *Elec.light* | Steel Sc Sp 1*Dk*(*Stl*) | ~~270~~ ~~180~~ 265 194 103 | ✠100A1 *For Salvage & Towing purposes* 1,05 (*Class Contem. plated*) ✠LMC1,05 | Dun | | ~~1904~~ 1905 1mo | Dundee Shipbuilders' CoLd.Dundee *Lloyd's SA&CP* | Compania de Salvamentos Maritimos (Barbeito y Rodriguez,*Mgrs.*) | ~~125·0 \| 25·2~~ Q~~50′F18′~~ 126·2 \| 25·1 FK *WB* = *DB f* 58′ 73*t FPT* 27*t* | Corunna Spanish 3*BHCem* | C.2Cy.16″&36″–27″ 140lb 1SB,*3cf*,GS45,HS1114 Cooper&Greig,Dundee | (*s*) 10 *n* 6 68 NHP | | |
| | **29 Forsteck** *Ohlrich* 96–05 (*ex* Rheinfels) | Steel Sc Sr ss Ham.No.3–5.02 1*Dk*(*Irn*)&*Spar dk* &*Web frames* | 2824 2631 1814 | ✠100A1 *Spar dk* 1,05 BS5,04 ✠LMC6,04 | Bhn *u* | | 1889 7mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | H.Diederichsen | 323·0 \| 41·0 \| 26·0 B66′F41′ BK 8″ *WB* = *Cell DB* 256′ 449*t* | Hamburg German 6*BHCem* | T.3Cy.23½″,39″&64″–42″ (*s*) 21 *n* 2 160lb *100lb* NDB04 280 NHP 2SB,*3cf*,GS120,HS4420 N.E.Marine Eng Co.Ld.Sld | | | ✠5,04 |
| | **30 Fredrikstad** *Bjölstad* –04 | Steel Sc (*Icebreaker*) 1*Dk* | 108 93 — | | | | 1904 | Bergens Mek.Værks. Bergen | Fredrikstads Havnestyre | 75·2 \| 20·0 \| 10·8 *WB* | Fredrkstd Norwegian | T.3Cy.11″,18″&29″–20″ 38 NHP Bergens Mek.Værks.Bgn. | | | |
| | **31 Fram** *A.Martinolich* –05 (*ex* Monte Promina) | Steel Sc Sr 1*Dk*(*Stl*)& *Web frames* | 612 513 277 | ✠100A1 1,05 ✠LMC1,03 | Tri | *i* | 1903 11mo | W.Harkess &Son,Ld. Middlesbro' *Lloyd's SA&CP* | C.Kupelweiser | 174·8 \| 28·3 \| 15·1 P18′F20′ BK 7½″ *WB* = *Cell DB* 15′ 21*t FPT* 33*t* | ~~Pola~~ Trieste Aust.-Hung. 4*BHCem* | T.2Cy.14″,22½″&37″–27″ (*r*) 16 *n* 0 180lb 28 NHP s 2 · 2 2SB,*4pf*,GS74,HS2682 Richardsons,Westgarth &Co.Ld.Mdb. | | | |
| 104389 XQHS | **32 Firoozi** *W.W.Chapman* 05–05 (*ex* Carlton) | Steel Sc Sr ss Shl.No.2–03 1*Dk*(*Stl*)& *Awng dk*(*Irn*)3*tr B* | 3036 3044 2006 | ✠100A1 *Awng dk with freeboard* 2,05 MS2,05 | Shl | *t* | 1894 12mo | Ropner& Son Stockton A&CP | Bombay&Persia Stm.Nav.Co.Ld. | 301·1 \| 42·5 \| 21·7 29·0 BK 10′ *WB* = *Cell DB a* 58′ *uE&B* 40′ | Newcastle British 5*BHCem* *f* 144′ 530*t* | T.3Cy.23″,37½″&61½″–39″ (*s*) 25 *n* 3 160lb *80lb* 236 NHP s 9 · 8½ 2SB,*6cf*,GS99,HS3528 Blair&Co.Ld.Stockton | | | 2,05 |
| 8825 JNFC | **33 Fukuyama Maru** | Wood Sc Sp 2*Dks* | 159 139 98 | | | | 1904 | I.Shioaku Osaka | S.Tanaka | 104·8 \| 15·6 \| 12·1 | Osaka Japanese | C.2Cy.11¾″&24½″–15″ 19 NHP | | | |
| 8809 JNDB | **34 Fukuyama Maru No.3** | Wood Sc Sp 2*Dks* | 172 151 99 | | | | 1904 | I.Shioaku Osaka | S.Tanaka | 112·4 \| 15·9 \| 11·6 | Osaka Japanese | C.2Cy.11¾″&24½″–15″ 19 NHP | | | |
| | **35 Fathomer** *C.C.Yates* –05 *Elec.light* | Steel Sc 2*Dks*(*U Teak, lower Stl*–teak s) | 378 295 109 | ✠100A1 1,05 ✠LMC1,05 | HKg | *f* | 1905 1mo | Hong K'ng &Whampoa Dock Co.Ld. Hong Kong *Lloyd's SA&CP* | United States Coast&Geodetic Survey Dept. | 142·7 \| 25·0 \| 13·0 *Promenade dk a* 87′ RFD 56′ BK 7″ | Utd.States 5*BHCem* | C.2Cy.17″&36″–24″ 120lb 1SB,*3cf*,GS49,HS1597 Hong Kong&Whampoa Dock Co.Ld.Hong Kong | (*s*) 12 *n* 6 76 NHP | | |
| | **36 Favorito Santiago Fernando** *Elec.light* | Steel Twin Sc 1*Dk* | 462 355 235 | | | | 1905 | G.Seebeck Akt.Ges. Bremerhaven | C.Müller | 130·7 \| 29·4 \| 11·7 P24 B16′F29′ *WB* | Brmrhavn German | C.4Cy.10 1/16″&20 1/16″–15¾″ 27 NHP G.Seebeck A.G.Bremerhvn | | | |
| 125918 | **37 Fishergate** *J.H.Gardner* 03–05 | Steel Sc K 1*Dk* | ~~206~~ 205 194 183 56 20 | ✠100A1 *Stm Trawler* 4,05 (*Class Contem. plated*) ✠LMC4,05 | Shl | | 1905 4mo | Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP* | Phœnix Trawling Co.Ld (G.H.D.Birt,*Mgr.*) | ~~117·0 \| 21·5~~ Q49′ 21·6 117·8 BK 7½″ | London British 3*BHCem* | T.3Cy.12″,20″&32″–23″ 180lb 52 NHP 1SB,*2pf*,GS35,HS1330 MacColl&Pollock,Ld.Sld. | (*s*) 12 *n* 4 | | |

| 1 No. in Series. Official No. Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Passenger Accommodation. | 7 Years Assigned for Special Survey. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade-mark. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | **Fuerst Bismarck** | **SteelTwinScSr** 3 *Dks* | *8000* | | | | 1905 | Fairfield Co.Ld. Glasgow | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 470·0 P56 | 55·2 B217 | 29·9 F91′ | Hamburg German | Q.8Cy.23½″,34½″,19½″&73″–54″ 7853NP *WB* Fairfield Co.Ld.Glasgow | | | |
| 39 | **Friederike Mueller** *C.Heidenreich* (exIngleby) | **SteelScSr** –05 ssMdb.No 3–6,02 1 *Dk(pt Std&pt Irn)* *pt Awngdk(Irn)*, *Webframes* | *1786* *1256* *1132* 6,02 | ✠100A1 Shl *pt Awng dk with freeboard* ✠LMC 5.02 | *q* | 1890 5mo | R.Craggs &Sons Middlesbro' A&CP | HansMüller *WB=Cell D Ba86* | 260·0 P24′Q82′ *pt Awngdk* 154′ BK9″ *uE&B* 34′ *f* 98′ 407*t* | 36·6 *4 B H t Asp* | 16·6 *pt Cem* | Stettin German | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* 175NHP 2SB.4*rf*.gs132.ns2722 WestgarthEnglish&CMdb. | 19 ″ 0 | | ~~4·02~~ 3,05 |
| 40 | **Frigate Bird** 119673 *G.Murray* –05 | **SteelScK** 1 *Dk* | 85 84 78 16 | ✠100A1 Abn *For fishing purposes* 4,05 (~~*Class Contem plated*~~) ✠LMC 1.05 | | 1905 4mo | A.Hall&Co Ld. Aberdeen | G.Murray *Lloyd's 1/4 CP* | 82·2 BK7″ | 18·5 | 8·8 *3 B H C m* | Banff British | C.2Cy.11½″&25″–16″ 140lb 38NHP 1S B.2*rf*.gs27.ns49 A.Hall&Co Ld.Aberdeen | (*r*) 9 ″ 6 | | |
| 41 | **Francis Drake** *Elec.light* | **SteelPad** | | A *For River purposes only* (*Class Contem plated*) | | 1905 | J.I Thornycroft&Co.Ld Woolston | London County Council | 130·0 | 18·0 | 7·0 | London British | C.D.2Cy.16″&31″–36″ Scott's S.B.&E.Co.Ld.Grk. | | | |
| 42 | **Fengtien** ~~1903~~ *R.Robertson* –05 DVPT *Elec.light* | **SteelScSr** | ~~1760~~ 1765 ~~1045~~ 1547 ~~1055~~ 1073 | | | 1905 | Scott's S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 267·5 ~~267·0~~ B50′F34′ | 40·1 | 17·1 | London British | T.3Cy.21″,34″&56″–39″ 196NHP *WB* Scott's S.B.&E.Co.Ld.Grk. | | | |
| 43 | **FitzAilwin** *Elec.light* | **SteelPad** 1 *Dk* | 116 116 53 | ✠ A— Gls *For River purposes only* 5,05 (~~*Class Contem plated*~~) ✠LMC 1.05 | | 1905 5mo | Napier& Miller,Ld. Glasgow | LondonCounty Council | 130·0 FK 3 *B H Asp in E&B* | 18·5 | 6·8 | London British | C.2Cy.16″&31″–36″ 109lb *space* 1SB.2*pf*.gs25.ns730 FD Scott's S.B.&E.Co.Ld.Grk. | (*s*) 7 ″ 0 | | |
| 44 | **Francesca** | **SteelScSr** | *4200* | 100A1 *Spar dk* (*Class Contem plated*) | | 1905 | Russell& Co. PortGlasgow | Francesca S.S.Co. Ld.(Fili.Cosulich) | 360·0 | 48·0 | | Trieste Aust.-Hung. | T.3Cy.27″,43″&72″–48″ J.G.Kincaid&Co.Greenock | | | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NPP=Force en chevaux d'après les formules de la Société. IOI=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au millim. du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **General Havelock** | Steel ScSr | 685 493 318 | ✠100A1 ~~Sld~~ 10.04 | Sld | *k* | 1884 1mo | J.Reid& Co. Pt.Glasgow | R.M.Hudson& Sons | 201·6 P28'B57'F32' *WB=DBa37'29t FPT* | Sundrland British | C.2Cy.19"&50"–36" 150lb 153NHP 2SB.4pf,GS54,HS2330 Kincaid&Co.Greenock | 13 | 10 | BT till 3,04 N.04 |
| 2 | [illegible] | Steel TwinScSr | 7954 6603 513 | ✠100A1 *Spar dk* ~~3,03~~ 3,05 ~~10,04~~ | Lon | *d* | 1904 5mo | Barclay, Curle&Co.Ld Glasgow | W.Lund *WB=Cell* | 450·2 P25'B18'F30' FK&BK *DBa91'uE&B* | London British 1Bk 4BHCem *APT* | T.6Cy.23",40"&65"–48" 200lb 2SB&2SB *GS* Barclay,Curle&Co.Ld.Gls | 29 s 9 | 11 3 | BT till 2,05 |
| 3 | **Graecia** (ex Herodot) | Steel ScSr | 2793 2336 1786 | | | | 1890 | Reiherst'g Schiffsw. Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 322·8 P29'B110'F10' BK10 | Hamburg German | T.3Cy.24",38"&62"–42" NDB62 281NHP Reherst.Maschinenf.Ham. | 26 | 2 | |
| 4 | **Glenfruin** | Steel ScSr | 3397 2967 2026 | ✠100A1 11,04 ~~5,04~~ | PGl Bry | *v* | 1904 5mo | A.Rodger &Co. Pt.Glasgow | S.S.Glenfruin Co. Ld.(Easton,Greg& Co.) *WB=Cell DBa98'uE&B124'f138'751t* | 320·1 P25'B118'F30' FK 6 *APT* | Glasgow British 6 *BHCem* 95t | T.3Cy.24"[illegible]"&65"–42" 160lb *80lb* 275NHP 2SB,*6cf*,GS124,HS1140 A.Rodger&Co.Glasgow | 25 s 4 | 7 2½ | |
| 5 | **George Armstrong** | Steel Part | 111 93 49 | | | | 1904 | Hepple & Co.Ld. South Shields | Tyne Improvement Commissioners | 80·0 \| 20·1 \| 8·7 | N.Shields British | C.D.4Cy.11½"&22"–30" 50RHP Hepple&Co.Ld.S.Shields | | | |
| 6 | **Granville** | Wood ScSr | 134 87 49 | | | | 1904 | J.A.Mc Gowan Shelburne NS | Valley S.S.Co.Ld. | 97·0 \| 21·6 \| 9·0 | Yarmth NS British | C.2Cy.12"&24"–18" New Burrell John-son Iru Co Ld Yarmouth,NS | | | |
| 7 | **Giulia** *R.Stuparich00–04* (ex Achaia) *Elec.light* | Steel ScSr 2Dks(Stl)&Shelter dk | 4337 4113 2821 | ✠100A1 *Shelter dk with freeboard* ~~6,04~~ 3,05 | PGl NYk | *w* | 1904 6mo | Russell& Co. Pt.Glasgow | Unione Austriaca d.Nav.a Soc.Anon.) *Lloyd's SA&CP WB=Cell DBa98'uE&B44'f140'742t* | 346·1 \| 45·0 \| 25·3 FK 6 *APT* | Triesto Aust.-Hung. 4 *BHCem* 39t | T.3Cy.26",42"&70"–48" (*s*) 1800lb *180lb* 346NHP 2SB,*6cf*,GS163,HS3080 J.G.Kincaid&Co.Greenock | 28 s 2 | 0 10 | |
| 8 | **Glenarm** *For full particulars See No. 12 below* | Steel ScSr | 300 | 100A1 *(Class Contem plated)* | | | 1904 | Bow,Mc Lachlan&Co. Ld. Paisley | Eglinton Lime Stone Co. | 132·0 \| 23·1 \| 9·5 Q46'B7'F21' | Glasgow British | C.2Cy.16"&31"–24" Bow,McLachln&CoLdPsy | | | |
| 9 | **Goole** *For full particulars See No. 13 below* | Steel ScSr | 360 | 100A1 *(Class Contem plated)* | | | 1904 | J.P.Rennoldson&Sns. South Shields | Goole&Hull Steam Towing Co.Ld. | 145·6 \| 24·5 \| 10·7 Q51'F20' | Goole British | C.2Cy.19"&40"–26" J.P.Rennoldsn&Sns.S Shl. | | | |
| 10 | **Gonçalves Diaz** *Komus –04* (ex Achaia) *Elec.light* | Steel ScSr 2Dks(Stl)&Shelter dk (Stl–ws) | 1859 1541 990 | ✠100A1 *Shelter dk with freeboard* 6,04 | Dun | *s* | 1902 10mo | Craig, Taylor&Co. Stockton | Empreza Brazileiro de Nav.Freitas *Lloyd's SA&CP WB=Cell DBa74'uE&B36'f122'446t FPT* | 280·3 \| 40·3 \| 17·6 25·1 FK 4 *BHCem* 49t *APT* | R.Janeiro Brazilian 160lb *100lb* 221NHP 2SB,*6cf*,GS121,HS1610 Blair&Co.Ld.Stockton | T.3Cy.24",40"&65"–42" (*s*) 1600lb *160lb* 221NHP 2SB,*6cf*,GS121,HS1610 Blair&Co.Ld.Stockton | 20 s 5 | 0 0 | 6,04 |
| 11 | **Gull** | Steel TwinSc | 780 715 354 | ✠ A1 *Hopper Barge* 7,04 | Rnf | *j* | 1904 7mo | W.Simons &Co.Ld. Renfrew | Bombay Port Trust | 189·7 \| 30·1 \| 15·0 F24' FK 4 *BHCem* *WB* | Bombay British | C.4Cy.18"&36"–24" 120lb *120lb* 186NHP 2SB,*6cf*,GS108,HS2539 W.Simons&CoLd.Renfrew | (*s*) 15 | 9 | |
| 12 | **Glenarm** *J.Stewart –04* *Mchy.Aft* *Well deck* | Steel ScSr 1Dk(ptStl) | 300 217 82 | ✠100A1 ~~11,04~~ 6,04 | Psy | *d* | 1904 6mo | Bow,Mc Lachlan&Co. Ld. Paisley | Eglinton Lime-stone Co.Ld. | 132·8 \| 23·1 \| 9·7 Q46'B7'F21' BK7 *WB=FPT* | Glasgow British 8 *BHCem* 50t *APT* | C.2Cy.16"&34"–24" 125lb 47RHP 1SB,*2pf*,GS40,HS1254 Bow,McLachln&CoLdPsy | (*s*) 10 s | 6 1½ | |
| 13 | **Goole** *A.E.Blackburn01–04* *Mchy.Aft* | Steel ScSr 1Dk(Stl) | 358 261 101 | ✠100A1 ~~4,05~~ 7,04 | Shl | *e* | 1904 7mo | J.P.Rennoldson&Sns. South Shields *Lloyd's SA&CP* | Goole&Hull Steam Towing Co.Ld. | 145·0 \| 24·6 \| 10·0 Q51'F20' FK 3 *BHCem* *WB=FPT* | Goole British 57t | C.2Cy.19"&40"–26" 125lb *80lb* 75RHP 1SB,*3pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl. | (*s*) 10 s | 9 1 | |
| 14 | **Gladiator** *J.T.Falla01–04* | Steel ScSr 1Dk(Stl)&Spar dk(Stl)&deep framing | ~~2230~~ 3559 3105 2163 | ✠100A1 *Spar dk* 1,03 ~~9,04~~ *(Class Contem plated)* | Gls Bry | *w* | 1904 9mo | C.Connell &Co.Ld. Glasgow (T.& J.Harrison,*Mgrs*) *Lloyd's SA&CP* | ~~T.&J.Harrison~~ Charente SS Co Ld. *WB=Cell DBa105'uE&B46'f150'747t FPT* | 350·0 P31'B102'F35 16·9 349·7 \| 46·2 \| 25·0 FK 6 *BHCem* *APT* | Liverpool British 35t 15t | T.3Cy.24",40"&65"–45" (*s*) 1800lb *100lb* 313NHP 2SB,*6cf*,GS[illegible]2,HS4885 Dunsmuir&Jackson,Ld Gls | 19 s 5 | 6 2 | BT till 9,05 |
| 15 | **Gosforth** *B.D.Laws95–04* *Well deck* | Steel ScSr 1Dk(Iru)&Web frames | 1201 936 960 759 | ✠100A1 ~~3,05~~ *(Class Contem plated)* | Nwc | *o* | 1904 8mo | Wood Skinner&Co.Ld. Newcastle *Lloyd's SA&CP* | Burnett S.S.Co Ld. (Burnett&Co.*Mgrs*) *WB=Cell DBa63'uE&B35'f99'368t FPT* | 235·0 Q123 B10'F25'15·1 33·6 FK 4 *BHCem* 44t *APT* 71t | Newcastle British | T.3Cy.18½",30"&49"–33" 180lb *80lb*(*s*) 156NHP 1SB,*4cf*,GS86,HS2507 N.E.Marine Eng Co Ld.Nwc | 17 s 1 | 3 9½ | 3,05 |
| * 16 | **Ghazee** *D.S.Bailey86–04* 2Dks(Stl)&deep framing&Shelter dk(Stl) | Steel ScSr | ~~4900~~ ~~4476~~ ~~5000~~ 5086 4544 3242 | ✠100A1 *Shelter dk* 9,04 *(Class Contem plated)* | P.Gl | *z* | 1904 9mo | Russell& Co. Pt.Glasgow | Mogul S.S.Co. Ld (Gellatly,Hankey &Co.) *Lloyd's SA&CP WB=Cell DBa131'uE&B42'f167'1252t LTa10* | 390·0 \| 52·0 \| 27·0 FK 6 *BHCem* 988t *APT* 756t | Rochester British | T.3Cy.27,"43"&72"–48" (*s*) 1300lb *80lb* 412NHP 2SB,*6cf*,GS120,HS5330 FD Rankin&Blackmore,Grk. | 29 s 11 | 5 0½ | 1,05 |
| 17 | **Grianaig** *For full particulars See Yacht Reg.* | Steel ScSr 2Dks | 351 188 | | | | 1904 | Scott&Co. Ld. Greenock | R.S.Scott | 168·3 \| 23·9 \| 12·5 | Greenock British | T.3Cy.14",22"&35"–24" 97RHP Scott&Co.Ld.Greenock | | | |
| 18 | **Germania** | Steel ScSr 1Dk | 1050 719 ~~650~~ | | | | 1904 | Germania-Werft Kiel Fried.Krupp AG | Jaluit Gesellshaft | 210·0 P125'F31' | Hamburg German | T.3Cy.19⅛",31½"&51⅛"–35⅝" 156NHP ~~A.G. "Germania," Kiel~~ Fried.Krupp AG Germania-Werft,Kiel | | | |

| 1 No. in Book. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Build. | 7 Engines. | 8 Built. When. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Position in which classed, if not in L.R. Date of last Trade Cert. | 16 Date when built. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 116406 HBGP | **Grantor** *A.Hocken* 04–04 | Steel Sc Sr 1 *Dk (pt Irn & pt Stl)* 2 *tr B & Web frames* 3 *Dk rule* | 3023 2879 1937 | ✠100A1 9,04 *(Class Cont'n plated)* LMC'00 | Stk | *u* | 1904 9mo | Ropner & Son Stockton | **R.H.Holman** *Lloyd's SA & CP* *WB = Cell D Ba 106' u E 22' f 140' 663t A PT 91t* | 330·1 46·0 22·0 P28 B166' F31' P29' FK 6 *BHCem* | London British | T.3Cy. 30½", 47", & 64½"–42" (s) 180lb *90lb* 280 NHP 2 SB, 6 *cf*, Gs 118, Hs 1200 Blair & Co. Ltd. Stockton | 24 ″ 4 s 3 ″ 9 | | |
| 20 Gertrud Woermann *cked 11,04* QFTN | | Steel Sc Sr (*ex* Prinz) 2 *Dk* *Electric light* 2 *Dk* *all web frames* | 4604 3720 2922 | | | | 1893 | Wigham Richrdsn & Co Newcastle | Woermann Linie Kommandit Ges. | 417·3 43·3 26·1 P38' B92' F72' len 95' FK | Hamburg German *WB* Wigham Richrdsn & Co. Nwc. | T.3Cy. 27", 44" & 72"–48" 39½ NHP | 28 ″ 7 | G | |
| 21 316 | Greza | Steel Sc 1 *Dk* | 157 64 | | | | 1896 | ..... Holland | N.A.Bunge & S.Polaschkovsky | 105·9 21·2 10·2 | Odessa Russian | | | | |
| 22 | Greta *Hatherley* 03–04 (*ex* George Grimmer) | Steel Sc K *J.O.Lofgren* 04–05 1 *Dk* | 197 184 51 | ✠100A1 *Stm Trawler* 5,05 8,04 | Abn Got | | 1902 7mo | J.Duthie, Sons & Co. Aberdeen | **H.Larsson** *Lloyd's SA & CP* *WB = D Bu Bnkrs 5' 11t* | 116·0 21·7 11·8 BK 7½' 3 *BH Cem* | Gothenbrg Swedish | T.3Cy. 12", 19½" & 32"–22" (s) 180lb 67 NHP 1 SB, 2 *pf*, Gs 36, Hs 1246 W.V.V. Lidgerwood, Gla. 15", 25" & 41"–27" | 12 ″ 6 | | 3,04 |
| 23 118613 | **Grasmere** *W.S.Dobbing* 04–04 *Mchy. Aft* | Steel Sc Sr 1 *Dk (Stl)* *Well deck* | 300 317 220 | ✠100A1 12,04 3,05 *(Class Cont'n plated)* LMC'04 | Bly | *i* | 1904 9mo | Blyth S.B. Co. Ltd Blyth | Grasmere SS. Co Ltd (J.W.Falconer & D.Ross) *Lloyd's SA & CP* *WB = Cell D Bf 108' 150t F P T 52t A P T 6t* | 178·0 26·5 11·6 Q92' B9' F20' FK 3 *BH Cem* | Newcastle British | T.3Cy. 22", 36" & 60"–42" (s) 180lb *80lb* 83 RHP 1 SB, 3 *pf*, Gs 50, Hs 1617 G.T.Grey, South Shields | 13 ″ 9 s 1 ″ 5 | | |
| 24 119169 HBKW | **Glenelg** *A.Hart* 03–04 | Steel Sc Sr 2 *Dks (Stl) & deep framing* | 4200 4100 3915 2669 | ✠100A1 10,04 *(Class Cont'n plated)* LMC'00 1904 | Gls | *x* | 1904 10mo | C.Connell & Co. Ltd. Glasgow | J. Gardiner & Co. Western SS Co Ltd. (J. Gardiner & Co *Mgrs*) *Lloyd's SA & CP* *WB = Cell D Ba 110' u E & B 42' f 173' 976t D Ta 33' 810t A P T 52t* | 377·0 49·5 26·4 P39 B112' F38' 26·2 376·8 P39' F46' FK 6 *BH Cem* | Glasgow British | T.3Cy. 25½", 42" & 68"–48" (s) 180lb *100lb* 423 NHP 2 SB, 6 *cf*, Gs 118, Hs 6044 FD Dunsmuir & Jackson, Gls Ltd. Gls | 28 ″ 9 s 5 ″ 9 | | |
| 25 119163 | **Garmoyle** | Steel Sc Lighter 1 *Dk* | 100 81 30 | | | | 1904 | W. Denny & Bros. Dumbarton | **A.McG.Leslie** *WB* | 66·5 18·3 8·8 | Glasgow British | C.2Cy. 10" & 20"–16" 7 RHP Denny & Co. Dumbarton | | | |
| 26 | Gróf Tisza István *G.Vrannich* -04 *Elec.light* | Steel Sc Sr 1 *Dk (Stl)* *2 tr B* *g'deep framing* | 3651 2939 2615 2310 | ✠100A1 11,05 *(Class Cont'n plated)* LMC'11 | Nwc Off | *u* | 1904 11mo | W. Dobson & Co. Newcastle | Hungarian Levant S.S. Co. Ltd. *Lloyd's SA & CP* *WB = Cell D Ba 96' u E & B 41' f 138' 621t A P T 45t* | 319·3 45·3 21·4 P27' B96' F30' FK 5 *BH Cem* | Fiume Aust.-Hung. | T.3Cy. 23½", 39" & 66"–45" (s) 180lb *80lb* 311 NHP 2 SB, 6 *cf*, Gs 128, Hs 1712 N.E. Marine Eng. Co Ltd Nwc | 23 ″ 9 s 4 ″ 1½ | | |
| 27 MBWS | **Godo** *E.Olsen* 04–04 | Steel Sc 1 *Dk* | 700 870 662 525 | | | | 1904 | Laxevaags Msk. & Jrnskb Bergen | **P.A.Mu[illegible]s** | 200·0 31·0 14·8 Q98' F26' B1·3 12·5 200·7 | Aalesund Norwegian | T.3Cy. 15½", 25½" & 42"–30" 97 NHP Laxevaags Msk. & Jrns. Bgn. | | | |
| 28 119187 HBPF | **Glenlee** *J.T.Norrie* -04 | Steel Sc Sr 2 *Dks (Stl) & deep framing* | 4250 4140 3900 2650 | ✠100A1 4,05 11,04 *(Class Cont'n plated)* *Lloyd's SA & CP* *WB = Cell D Ba 112' u E & B 42' f 175' 955t D Ta 33' 797t A P T 38t* | Grk | *x* | 1904 11mo | Scott & Co. Greenock Scott's S.B. Co. Ltd. (J. Gardiner & Co, *Mgrs*) | J. Gardiner & Co. Western SS Co Ltd. *1' 39' B110' F45'* FK | 377·0 40·5 26·1 P38' B111' F38' 377 · 1 49 · 5 25 · 8 6 *BH Cem* | Glasgow British | T.3Cy. 25½", 42" & 68"–48" 180lb *100lb* (s) 420 NHP 2 SB, 6 *cf*, Gs 118, Hs 6000 FD Scott & Co. Greenock Scotts' S.B. & E. Co. Ltd. | 26 ″ 0 s 5 ″ 8 | | |
| 29 | **Georgia** *Rde Paravich* -04 (*ex* Regina Elena, *ex* Sikh) *Elec.light* | Steel Sc Sr *R.de Paravich* -04 *ss* Dun. No. 3–2,01 3 *Dks* (1 *Stl*) *Upt Stl*–teak s) 3 *tr B* | 2811 2249 1853 | ✠100A1 11,04 MS 1,01 BS 3,04 LMC | Gen Tri | *u* | 1889 8mo | Wigham Richrdsn & Co Newcastle A & CP | Union Austriaca di Nav. (Soc. Anon.) *WB = Cell D B 84' 164t* | 335·0 40·2 25·8 P38' B83' F47' BK 9½' 6 *BH Cem* | Trieste Aust.-Hung. | T.3Cy. 29", 44" & 74"–54" (s) 160lb *80lb* 402 NHP 2 DB, 12 *rf*, Gs 235 Wigham Richrdsn & Co. Nwc | 27 ″ 2 s 5 ″ 5½ | | M3,04 |
| 30 MDLN | **Grigorij Kozlow** *Elec.light* (*ex* Kaiser Wilhelm) | Steel Pad Sr 1 *Dk* | 455 293 138 | | | | 1885 | Act. Ges. "Vulcan" Stettin | Yeisker Dampfer Ges. | 190·8 21·6 10·6 B71' H38' F32' | Yeisk Russian | C.2Cy. 32½" & 61"–49½" NB 96 218 NHP A.G. "Vulcan," Stettin | | G | |
| 31 129030 HBTS | **Gaul** *W.Leighton* 03–05 | Steel Sc K 1 *Dk* | 260 270 245 94 | ✠100A1 *Stm Trawler* 1,05 *(Class Cont'n plated)* LMC'05 | Hul | | 1904 1905 1mo | Cook, Welton & Gemmell Beverley *Lloyd's SA & CP* | Imperial Steam Fishing Co. Ltd. | 130·0 22·0 12·8 Q52 Q53' 12·1 BK 7' 4 *BH Cem* | Hull British | T.3Cy. 13", 22" & 36"–24" (s) 200lb 80 RHP 1 SB, 2 *cf*, Gs 37, Hs 1365 Amos & Smith, Hull | 13 ″ 1 | | |
| 32 91539 LBJW | **Gibel Habib** *Chapman* -04 (*ex* Sir Robert Peel) | Iron Sc Sr *ss* Lon. No. 3–9,97 *ss* Lon. No. 1–01 1 *Dk (Irn)* | 376 281 228 | ✠100A1 11,04 BS 11,04 LMC 12,01 | Lon | *f* | 1885 7mo | R. Craggs & Sons Middlesbro' A & CP | M.H.Bland & Co. Ltd | 145·7 23·6 11·6 P40' B26' F21' BK 7' 4 *BH Cem* | Gibraltar British | C.2Cy. 18" & 36"–24" 80lb *80lb* NDB 80 Gs 28, Hs 807 Westgarth English & Co Mdb | (r) 12 ″ 4 s 1 ″ 3½ | | 11,04 |
| * 33 | **Groveland** (*ex* Arab) | Steel Sc Sr 1 *Dk (Stl) & Web frames* | 1808 1667 1140 | ✠100A1 11,04 9,04 LMC 4,01 | Swe Shl | *r* | 1901 4mo | R. Stephenson & Co. Ltd. Newcastle A & CP | Rederiaktieb. Groveland *WB = Cell D Ba* | 272·5 40·2 18·1 P27' B70' F30' drp 01 FK 4 *BH Cem* 100' *u E & B 36' f 108' 485t A P T 19t* | Landskrna Swedish | T.3Cy. 20½", 33" & 56"–36" (r) 160lb *80lb* 186 NHP 2 SB, 4 *cf*, Gs 75, Hs 2720 Richardsons, Westgarth & Co. Ltd. Mdb. | 20 ″ 6 s 3 ″ 0 | | 7,03 6,04 |
| 34 | **Goshen** | Steel Twin Sc (*Ferry*) 1 *Dk* | 1100 | | | | 1904 | Harlan & Hollingsworth Co. Wlmgtn. Del. | **Erie R.R.Co.** | 224·0 43·5 17·7 | New York Utd. States | C.4Cy. 18" & 38"–28" 64 NHP Harlan & Hollingsworth Co Wilmington, Del. | | | |
| 35 131011 HBRP | **Germanic** *W.S.Ireland* 03–05 | Steel Sc Sr 1 *Dk (pt Stl & pt Irn) & deep framing* | 3377 3148 2171 | ✠100A1 1,05 *(Class Cont'n plated)* LMC'05 | Hpl | *v* | 1905 1mo | Irvine's S.B. & D.D. Co. Ltd. W Hartlepool *Lloyd's SA & CP* | W.H.Cockerline & Co. *WB = Cell D Ba 110' u E 25' f 148' 848t P T 80t A P T 50t* | 342·4 49·5 22·8 P31' B100' F30' FK 6 *BH Cem* | Hull British | T.3Cy. 23½", 39" & 66"–45" (s) 180lb *90lb* 312 NHP 2 SB, 6 *cf*, Gs 105, Hs 1742 Richardsons, Westgarth & Co. Ltd. Hpl. | 25 ″ 2 s 4 ″ 7 | | |
| 36 117899 HBET | **Glenpark** *J.P.Putt* -04 *Well deck* | Steel Sc Sr 1 *Dk (Stl) & Web frames* | 734 993 735 584 | ✠100A1 12,04 *(Class Cont'n plated)* LMC | Grk | *n* | 1904 12mo | G. Brown & Co. Greenock *Lloyd's SA & CP* | J. & J. Denholm Glenpark SS Co Ltd (J. & J. Denholm) *WB = D Ba 55' f 50 191t F P T 50t A P T 22t* | 291·8 31·6 12·4 222 · 0 Q154' B. on Q. 18' F30' BK 7' 1 *BH Cem* | Greenock British | T.3Cy. 16", 26" & 44"–33" (a) 160lb *80lb* 99 RHP 1 SB, 3 *cf*, Gs 50, Hs 1543 Ross & Duncan, Glasgow | 15 ″ 6 s 1 ″ 4½ | | |
| 37 119864 HBTN | **Greenbank** *T.Walsh* 01–05 (*ex* Dunedoch) | Steel Sc Sr 1 *Dk, (Stl) & tr B deep framing & Web frames* | 3880 3223 2479 | ✠100A1 2,05 *Turret dk* *(Class Cont'n plated)* LMC'05 | Sld | *v* | 1905 2mo | W. Doxford & Sons, Ld. Sunderland *Lloyd's SA & CP* | Horsley Line Ld (M. H. Horsley, *Mgr.*) *WB = Cell D Ba 92 u E & B 36' f 172' 868t D T 207t A P T 14t* | 352·0 ~~40·0~~ 26·0 P27' F41' 48·1 23·4 drp 05 FK 7 *BH Cem* | W. Hartlpl British | T.3Cy. 23½", 39" & 66"–45" (s) 180lb *80lb* 307 NHP 2 SB, 6 *cf*, Gs 97, Hs 1503 Richardsons, Westgarth & Co. Ltd. Hpl. | 26 ″ 0 s 11 ″ 6 | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Brut. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. | 6 Lieu de Construction. | 7 Machine. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. ■ Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières ■ Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Profondeur au milieu du navire. | 15 Légères ou coté si ce n'est dans le L. R. Direct. Cer. for Trade | 16 Date de la dernière visite à Hythe pour ports-hôtes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**38 Gurth** SteelScK
116941 *J.W.Austin* –05
HBVJ 1 *Dk*

240 / 226 / 219 / 91
✠100A1 *Stm Trawler* 1,05 *(Class Cont. plated)*
Hul
1905 Cochrane& Sons Selby *Lloyd's A&CP*
1mo
UnitedSteam FishingCo.Ld.
~~123·1~~ / Q48'F20' / 123·2 | 21·5 | ~~11·5~~ | Grimsby BK7½
T.3Cy.12″,21″&34″–24½ (s) 180lb 60RHP 1SB,3cf,GS31,HS1046 C.D.Holmes&Co.Hull
12 ″ 4

**39 Giuseppina Ilardi** IronScSr
*F.Spampinato* –02 *ss*Clf.2nd.No.3-9.95
~~G.L.F.I.~~ *ss*Mes No.2 ~~Hartlepool~~
(*ex*Teresina Galatioto,*ex*Woodfield, *ex*Gladys) 2 *Dks*(1 *Iru*)3 *trB*
1624 / 1430 / 1065
✠100A1 4,05 ~~3,02~~ *Gen* Hpl *r*
~~✠NB Lloyds~~ ✠LMC ~~3,00~~ 3,04
1872 Denton, Gray&Co 5mo W Hartlepool A&CP
E.Ilardi&Figli
258·2 / P26'F30' / ND94 drp01 | 33·0 | 24·1 | BK9″
Messina ~~Catania~~ Italian
C.2Cy.30″&60″–33″ (r) 80lb *80lb* NDB00 145NHP 2SB,*4pf*,GS76,HS2089 N.E.MarineEng.CoLd.Sld. *WB = DBa§f*
24 ″ 8 s 5 ″ 1½
~~LMC 4,02~~ 4,00

**40 Gwalia** SteelScK
130499 *W.Holan* –05
1 *Dk*
196 / 175 / 44 / 43
✠100A1 *Stm Trawler* 2,05 ~~(Class Cont. plated)~~ ✠LMC 1,06
Shl
1905 Smith's Dock Co.Ld. North Shields *Lloyd's A&CP*
2mo
~~S.H.D.Birt~~ WelshTrawlingCo Ld(GHDBirt,*Mgr*)
~~115·0~~ / Q49' / 115·4 | 21·5 | ~~11·5~~ | BK7½
London British
T.3Cy.12″,20″&32″–23″ (s) 180lb 52RHP 1SB,*2pf*,GS33,HS1315 MacColl&Pollock,Ld.Sld.
12 ″ 4

**41 George F. Randolph** SteelSc
(*Tug*)
1 *Dk*
1904 Baltimore S B.&D.D. Co Baltimore
Baltimore&Ohio R.R.Co.
112·0 | 23·0 | 12·5
Baltimore Utd.States
C.2Cy.20″&40″–28″ 71NHP *WB* BaltimoreSB.&DD.Co.Bal

**42 Glenstrae** SteelSc Sr
121809 *J.McGillivray* –05
HCBL *Elec light*
2 *Dks*3 *trB*
4713 / 4197 / 3054
1905 Hawthorn, Leslie&Co.Ld Newcastle
McGregor,Gow& Co.Ld.
400·0 | ~~49·2~~ | 28·2 / P33'B113'F55' / 45·3
London British
T.3Cy.28″,46″&75″–48″ 390NHP *WB* WllsndSlipwy.Co.Ld.Nwc
BT till 3,06

**43 Gulos** SteelScSr
1 *Dk*
108 / 68 / 48
1904 Xiansands Mek. Værks. Xiansand
GulosAkties. Dmpsk.
90·0 | 17·0 | 8·5
Drontheim Norwegian
C.2Cy.12″&26″–18″ 24NHP XiansandsM.V.Xiansand

**44 Glenaffric** SteelScSr
121213 *J.Craig*92–05
HCBR 2 *Dks*(*Stl*)*§deep framing*
~~4160~~ / 4144 / 3913 / 2658
✠100A1 3,05 ~~(Class Cont. plated)~~ ✠LMC 3,05
Gls *x*
1905 C.Connell & Co Ld. Glasgow *Lloyd's A&CP*
3mo
J.Gardiner&Co. S.S.Gairloch Co.Ld (J.Gardiner&Co.,*Mgrs*)
377·0 | 49·5 | ~~26·2~~ / P39'B112'F46' 26·3 / 376·9 FK
Glasgow British
T.3Cy.25½″,42″&68″–48″ (s) 180lb *100lb* 423NHP 2SB,6*cf*,GS118,HS6044,FD Dunsmuir&Jackson L.tGls
28 ″ 10 s 5 ″ 9
*WB = CellDBa110′uE§B42′f173′976tDTa33′810tAPT32t*

**45 Ganzirri** IronSc3MstSr
*A.Napoli* –04(*ex*Carmelo Galatioto, *ex*Aspromonte,*ex*Seybouse,*ex*Graecia)
*Mchy.Aft* 2 *Dks*
436 / — / 262
1869 Scott&Co. Greenock
E.Ilardi&Figli
186·8 | 22·5 | 15·2 / P64'H144'F10' / Messina Italian
C.2Cy.18″&35½″–25½″ NB90 53NHP Greenock Foundry Co.Grk.

**46 Gishu Maru** SteelScSr
SL.J
JSCP 2 *Dks*
803 / 686 / 498
1904 Osaka Iron Works Osaka
OsakaShosen KabushikiKaisha
183·6 | 27·3 | 18·2 / B12' / Osaka Japanese
T.3Cy.14½″,24½″&39″–30″ 83NHP *WB* OsakaIronWorks,Osaka

**47 Général Dodds** IronScSr
*Granger* *ss*Msl.2nd No.5 12.04
~~LKB~~ (*ex*G.Iveston) 1 *Dk*(*Iru*)&*Spar dk*(*Iru*–*wa*)*§trB*
1037 / — / 1941
✠100A1 *Spar dk* 12,04 ✠NB ~~Lloyds~~ LMC 12,04
Msl *r*
1882 Campbell Mackintosh & Bowstead Newcastle
Maurel&H.Prom
277·0 | 37·6 | 23·2 / drp04 FK / *WB = DBa*
Bordeaux French
C.2Cy.29½″&54½″–39½″ (a) 78lb *71lb* NB12,99 162NHP 2SB,6*pf*,GS97,HS2050 NDB93 Forg.&Ch.de la Méd.it.Msl.
16 ″ 9
~~12,04~~

**48 Gaarden** SteelScSr
*R.Kreutzefeldt* –05 *ss*Shl.No.2-01
~~RNEJ~~ (*ex*Brookside) 1 *Dk*(*Stl*)*§Spar dk*(*Irn*) *§Web frames*
2705 / 2504 / 1702
✠100A1 *Spar dk* 12,04 ~~BS2,06~~ ✠LMC 7,01
Npt *t*
1893 Short Bros. Sunderland A&CP
1mo
H.Diederichsen
300·0 | 40·4 | 16·6 / P32'B74'F38' 24·1 / *WB = CellDB236′ 600tAPT45t* FK
Hamburg German
T.3Cy.22½″,37″&61″–42″ (s) 160lb *65lb* 243NHP 2SB,6*pf*,GS112,HS3670 W.Allan&Co.,Sunderland
19 ″ 0 s 5 ″ 3
~~12,04~~

**49 Gretavale** SteelScSr
121237 *J.W.Steel*05–05
HCNM 1 *Dk*(*Stl*)*§deep framing*
~~2800~~ / 2124 / 2005 / 2009
✠100A1 3,05 ~~(Class Cont. plated)~~
Grk *v*
1905 Grngem'th Dockyard Co. Greenock *Lloyd's A&CP*
5mo
~~Abrom&Addie~~ GretavaleSSCoLd (Crawford,Barr&Co.)
330·6 | 18·0 | 22·0 / AP27'B96'F34' / *WB = CellDB236′ 600tAPT45t* FK
Glasgow British
T.3Cy.24″,40″&65″–42″ (s) 160lb *90lb* 283NHP 2SB,6*cf*,GS128,HS1386 J.G.Kincaid&Co.Grk.
24 ″ 5 s 4 ″ 3

**50 Gothic** SteelScSr
121044 *P.Will* –05
HCEJ 1 *Dk*(*Stl*)*§deep framing*
2648 / 2500 / 1659
✠100A1 3,05 ~~(Class Cont. plated)~~ ✠LMC 3,05
Shl *u*
1905 Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's A&CP*
3mo
W.H.Cockerline& Co.
314·0 | 46·5 | 20·6 / P31'B152'F30' / *WB = CellDB244′521t* FK
Hull British
T.3Cy.23″,38″&62″–42″ (s) 160lb *80lb* 272NHP 2SB,6*pf*,GS117,HS4412 N.E.MarineEng.CoLd.Sld.
23 ″ 0 s 3 ″ 2½

**51 Ghazipur** SteelScSr
*F.Broksieck* *ss*Bhn.No.2-02
~~QTVN~~ 1 *Dk*(*Stl*)*§Spar dk*(*Stl*–*teak s*)*§Web frames*
(*ex*Lindenfels)
2932 / 2693 / 1862
✠100A1 *Spar dk* 11,04 ~~BS9,04~~ ✠LMC 4,02
Ham *u*
1894 SirR Dixon &Co. Middlesbro' A&CP
2mo
Deutsche-Dmpfs-fahrts.Ges.Hansa
315·0 | 41·9 | 18·0 / P31'B70'F43' 25·9 / BK10′ / *WB = Cell DB244′521t* FK
Bremen German
T.3Cy 24″,38″&64″–42″ (s) 160lb *100lb* 273NHP 2SB,6*cf*,GS103,HS4220 T Richardson&Sons Hpl.
20 ″ 6 s 3 ″ 0½
~~3,00~~ ~~3,03~~

**52 Galicia** SteelScSr
1 *Dk*
1185 / 1054 / 741
1905 Nylands Værksted Christiania
Dampskibinters-selsk.Garonne (Fearnley&Eger)
235·7 | 35·0 | 18·5 / P11'B94'F25' / *WB* Norwegian
Christiania
T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Xania

**53 Gladiator** IronScK
*J.Como* –05 *ss*Hul.No.1–04
(*ex*Tor Bay) 1 *Dk*
198 / 175 / 60
✠100A1 *Stm Trawler* 3,05 ~~LMC 7,04~~
Hul
1900 Cook, Wel-t'n&Gemmell Hull A&CP
7mo
Valle&Co.
117·0 | 21·0 | 11·2 / Q49' / BK7½ / *WB = DBf17′11t*
Corunna Spanish
T.3Cy.12½″,21″&34″–24″ (s) 200lb 38NHP 1SB,2*cf*,GS33,HS1110 C.D.Holmes&Co Hull
12 ″ 1
3,05

**54 Gwalia** SteelPad
113985
2 *Dks*
~~600~~ / 562 / 433 / 166
1905 J.Brown& Co.Ld. Glasgow
Barry&Bristol Chan.Is.S.Co.Ld. (W.Raymonds,*Mgr*)
245·0 | 29·0 | ~~10·2~~ / 9·7
Cardiff British
C.D.2Cy.34½″&71″–60″ 325NHP J.Brown&Co.Ld.Glasgow
BT till 3,06

**55 Graf Stroganoff** SteelScSr
*K.Levonius* –05
*Elec light* *Mchy.Aft*
2 *Dks*(1 *Stl*)*§Upt Irn§pt Stl*)*§Web frames*
7016 / 5961 / 4605
2,05 *Carrying Petroleum in bulk* ~~(Class Cont. plated)~~
Nwc *a*
1903 Palmers' Co.Ld. Newcastle *Lloyd's A&CP*
3mo
Northern S.S.Co. (P.Morch,*Mgr.*)
428·0 | 54·7 | 30·5 / P252'F46' / *WB = CellDBuE39′71tEPT77tAPT130t* FK
S.Petrsbrg Russian
T.3Cy.28″,46½″&77″–54″(s) 180lb *100lb* 564NHP 4SB,12*cf*,GS205,HS9950 Palmers'Co.Ld.Newcastle
32 ″ 0

**56 Gamecock** SteelSc K
113946 *H.G.Foot* –05
1 *Dk*
~~168~~ / 171 / ~~166~~ / ~~49~~ / 161 / 51
✠100A1 *Stm Trawler* 5,05 ~~(Class Cont. plated)~~
Goo
1905 Goole S.B. &Repg Co.Ld. Goole *Lloyd's A&CP*
5mo
Kelsall Bros.& Beeching,Ld. (J.E. A.Kelsall,*Mgr.*)
~~110·0~~ | ~~21·0~~ | ~~11·0~~ / 110·3 | 21·1 | 11·2 / *WB = DT f28′42t* / BK7½
Hull British
T.3Cy.12″,18″&30″–21″ (s) 160lb 45RHP 1SB,2*pf*,GS25,HS962 C.D.Holmes&Co.Hull
12 ″ 0

| 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Decks Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L.R. Date of last R. or Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 57 **Gorjistan** | **SteelScSr** | ~~4420~~ 2538 | ✠100A1 Hpl 5,05 | *x* | 1905 | W.Gray& Co.Ld. WHartlepool | ~~Anglo-Arabian&~~ ~~PersianS.S.Co.Ld.~~ (F.C.Strick&CoLtd *Mgrs.*) | 373·2 \| 50·2 \| 27·4 P25 B123'F34' | **Swansea** British | T.3Cy.28″,46″&77″–48″ (*s*) 180lb *90lb* 506NHP | 30 ″ 0 s 6 ″ 3 | | |
| *Elec.light* | | 1223 2900 | ~~(Class Contem plated)~~ | | | 5mo | *Lloyd's SA&CP* | | FK 6 *BHCem* | 2SB,8*pf*,GS148,HS6920,FD Cen.Mar.Eng.Wks.W Hpl. | | | |
| 58 **Gresham** | **SteelPad** | | A *For River purposes only* (*Class Contem plated*) | | | 1905 | J I Thorny-croft&Co.Ld. Woolston | **LondonCounty Council** | 130·0 \| 18·0 \| 7·0 | **London** British | C.D.2Cy.16″&31″–36″ Scott'sS.B.&E.Co.Ld.Grk. | | | |
| *Elec.light* | | | | | | | | | | | | | |
| 59 **Grive** | **SteelScSr** | ~~1900~~ 1529 1048 | ✠100A1 Dun 5,05 ~~(Class Contem plated)~~ | *t* | 1905 | CaledonS. B.&E.Co.Ld. Dundee | **GeneralStm.Nav. Co.Ld.** | 291·4 \| 41·1 \| 17·7 P&B231 F34' | **London** British | T.3Cy.24½″,39″&64″–45″ (*a*) 170lb 383NHP | 20 ″ 0 s 2 ″ 0½ | | |
| *Well deck* | | | | | | 5mo | *Lloyd's SA&CP* | | BK9″ 6 *BHCem* | 2SB&1AuxSB,*10cf*,GS187,HS6327 | | | |
| *Elec.light* | | | | | | | *WB=CellDBa70'uE* | *B50'f124'404t FPT 23t APT 13t* | | CaledonSB.&E.Co.Ld.Dun | | | |
| 60 **Gibbon** | **SteelPad** | 125 135 57 | ✠ A Lon *For River purposes only* 5,05 ~~(Class Contem plated)~~ | | | 1905 5mo | Thames IronWorks S.B.&E.Co.Ld London | **LondonCounty Council** | ~~129·9~~ 129·7 \| 18·5 \| ~~6·9~~ 6·7 | **London** British FK 3 *BHAspinE&P* | C.D.2Cy.16′&31′–36′ (*s*) 115lb 40RHP | 7 ″ 0 | | |
| *Elec.light* | | | | | | | | | | | Thames~~Eng.Co.Greenwich~~ [rn Wks S.B.&E.Co.Ld Lon. | | | |
| 61 **Giovanni** | **IronScSr** | *1927* *1807* *1226* | ✠100A1 Shl 3,05 | *s* | 1881 6mo | W.Gray& Co. WHartlepool | **G.Nencioli** | 285·0 \| 35·5 \| 24·4 P25'B56'F24' | **Leghorn** Italian | C.2Cy.33″&63″–36″ (*i*) 70lb *90lb* NDB93 198NHP 2SB,4*pf*,GS85 | 25 ″ 10 s 4 ″ 11 | | N 10,03 |
| *E.Mengozzi* –05 (*ex*Boyne) | *ss*Nwc.No.3–4,93 *ss*Bry.No.2–02 2*Dks*(1*Irn*)3*trB* | | ~~BS7,04~~ ~~LMC~~ | | | | *Lloyd's SA&CP* | | ND93 BK9½″ *WB=DBa* | T.Richardson&Sons,Hpl. | | | |
| 62 **Gloriana** | **SteelScSr** | 2950 | 100A1 (*Class Contem plated*) | | 1905 | Irvine's SB &D.D.Co.Ld. WHartlepool | **Furness,Withy &Co.,Ld.** | | **WHrtlpool** British | T.3Cy.24″,38″&64″–42″ Richardsons,Westgarth& Co.Ld.Hpl. | s 4 ·3½ | | |
| 63 **GeneralconsulPallisen** | **SteelScSr** | *2093* | 100A1 (*Class Contem plated*) | | 1905 | Clyde S.B. &E.Co.Ld. Pt.Glasgow | **DanskRussiske Dmpskselsk.** (P.Mørch, *Mgr.*) | 295·0 \| 41·9 \| 22·0 P27'B1.2'F33' | **Danish** | T.3Cy.22″,35″&59″–39′ ClydeS.B.&E.Co.Ld.Pt.Gls | 22 ″ 0 s 2 ″ 9 | | |
| *Elec.light* | | | | | | | | | | | | | |
| 64 **Giran Maru** | **SteelScSr** | *2792* *2479* *1822* | ✠100A1 Cal 3,05 ~~3,04~~ Kob ~~LMC 04~~ 3,05 | *t* | 1889 1mo | Palmers' Co.Ld. Newcastle A&CP | **OsakaShosen KabushikiKaisha** | 325·0 \| 40·4 \| 24·0 P34'B52'F41' | **Osaka** Japanese | T.3Cy.26″,43″&70″–45″ (*s*) 160lb *80lb* NDB00 356NHP 2DB,*12cf*,GS39,HS5961 | 25 ″ 2 s 4 ″ 5½ | | ~~2,04~~ 3,05 |
| (*ex*Argus) | *ss*Cal.No.3–12,95 *ss*Mel.No.2–04 2*Dks*(*Irn*)3*trB* | | | | | | | BK10″ 5 *BHCem* *WB=DBa96'* | *guB30'227t* | Palmers'Co.Ld.Newcastle | | | |
| 65 **Gowan** | **SteelScK** | 185 173 56 | 100A1 *StmTrawler* (*Class Contem plated*) | | 1905 | Mackie& Thomson Glasgow | **C.F.Paton** | 110·4 \| 21·0 \| 11·0 | **Glasgow** British | C.2Cy.16″&34″–22″ 47RHP W.V.V.Lidgerwood,Gls. | | | |
| | *1Dk* | | | | | | | | | | | | |
| 66 **Glenmay** | **SteelScSr** | 2470 | 100A1 (*Class Contem plated*) | | 1905 | Ropner& Son Stockton | **R.Livingstone&Co** | 310·0 \| 44·2 \| 20·4 P29'B184'F37' | **Hartlepool** British | T.3Cy.23″,37½″&61½″–39″ Blair&Co.Ld.Stockton | | | |
| 67 **Greendyke** | **IronScSr** | 1645 1365 1040 | ✠100A1 Cff 6,05 ~~BS12,04~~ ~~JMC2,03~~ | *q* | 1883 10mo | J.L.Thomp-son&Sons Sunderland A&CP | **Ross,Allan& Johnston** | 259·8 \| 36·0 \| 18·6 Q100'B58'F26' *WB=DBa76'f58'268t FPT 33t* | **Glasgow** British FK 6 *BHCem* | C.2Cy.32″&59″–33″ (*b*) 80lb *89lb* NDB03 167NHP 2SB,4*pf*,GS94 | 19 ″ 7 s 2 ″ 0 | | 5,05 |
| *Hardie* –05 (*ex*Ellewoutsdijk,*ex*Tunisie,*ex*Robina) *Well deck* | *ss*Shl.No.3–3,98 *ss*Rot.No.1–03 1*Dk*(*Irn*)2*trB* | | | | | | | | *APT 26t* | T.Richardson&Sons,Hpl. | | | |

| 1 Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Classed or Class Lapsed or Class now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & kind of Cylinders—Stroke. Boiler Pressure. NH=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine-Maker's Name. | 14 Moulded depth. Freeboard to midships. ft. in. | 15 Scores in which Class is entered in L. R. Date of last Docking. | 16 Date of last Boiler Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Halifax** | Steel Sc Sr | 3377 | ✠100A1 | Nwc | *r* | 1896 | R. Napier & | ~~R. P. Rowan~~ (W. | 345·7 | 44·1 | 24·8 | ~~Glasgow~~ | T. 3 Cy. 26", 42" & 70"-54" (*s*) | 17 *m* 3 | BT | 5,01 |
| | ~~[illegible]~~ | ~~Steel Sc Sr~~ | ~~3939~~ | ~~100 A1~~ | ~~Nwc~~ | ~~*r*~~ | ~~1896~~ | ~~R. Napier &~~ | ~~Rowan Ld. Mgrs.~~ | ~~330·8~~ | ~~B96~~ | ~~F42'~~ | British | ~~180lb 180lb~~ | ~~17 m 3~~ | till | |
| | ~~ex Mombasa~~ | ~~2 Dks (Stl) & spar dk (Stl)~~ | ~~2240~~ | ~~Special~~ | ~~LMC 04~~ | | ~~Lloyd's SA & CP~~ | ~~WB = Cell DBa 68' uE & B 54' f 116' 356t FPT 7t APT 4t~~ | | ~~BK 9' 8~~ | ~~Cem~~ | ~~3 SB, 9cf, 6s 173 hs 3000~~ FD | ~~5 - 4½~~ | 06 | 5,05 |
| | | *Now named "Colonial." See No. 88 in Supplement.* | | | | | | | | | | | | | |
| | | *Reg. Moag. Elec. light* | | | | | | | | | | | | | |
| 2 | **Hudiksvall** | Iron Sc Sr | *1160* | ✠ A1 * 1 | Shl | Lv | 1873 | Barrie m. | Hudiksvalls | 231·3 | 30·0 | 22·9 | Hudiksvall | C. 2 Cy. 27" & 51"-33" | 17 *m* 5 | | |
| | *P. Hagelqvist* 04-04 | 6th Survey. Shl. 1.10.98 | *1149* | *with freebord* | Skm | | 9mo | Haswell & Co. | TrävarnAktiebl. | ND | Iron 98 | | Swedish | NBS | 12½ NHP | s 5 - 10 | |
| | (*ex* Supernal) | 7th Survey. Shl. 6.03 | 713 | ~~6,04~~ | | | | Sunderland | | BK 8½' | | *4 BH Trn* | *Cem* | 1 SB, *3pf*, Gs 5", hs 2007 | | | |
| | | 1 *Dk* (*Iron*) *3m E & Web frames* | | | | | | A & CP | | | | *WB = DBa & f* | | J. Dickinson, Sunderland | | | |
| 3 | **Harald** | Steel Sc Sr | ~~1771~~ | ✠100A1 | Shl | *r* | 1904 | Craig, | Stoomv. Maats Ternеuzen | 280·0 | 38·3 | 18·3 | Terneuzen | T. 3 Cy. 19", 31" & 51"-33" (*s*) | 20 *m* 7 | | |
| | ~~[illegible]~~ | ~~B. Mc[illegible]~~ | ~~1750~~ | ~~6,04~~ | Bat | | 6mo | Taylor & Co. | ~~Harald S.S. Co. Ld.~~ | | | | ~~London~~ | ~~180lb 90lb~~ | 167 NHP | s 3 - 2 | |
| | | 1 *Dk* (*Stl*) *& deep framing* | ~~1137~~ | | | | | Stockton | (Van Ysselsteyn & fils.) | 126' | B72' | F28' | British Dutch | 2 SB, *4pf*, Gs 8'4", hs 2654 | | | |
| | | *Elec. light* | 1802 | | ½ LMC 6,04 | | *Lloyd's SA & CP* | | | | | | FK | *4 BH pt Cem* | | | |
| | | | 1615 | | | | | | | | | | | *pt Asp* | N. E. Marine Eng. Co. Ld. Sld. | | |
| | | | 1140 | | | | | | | | | *WB = Cell D* | | *Ba* 90' *uE* 16' | *f* 116' 403t *FPT* 79t *APT* 87t | | |
| 4 | **Hopeful** | Steel Sc 3 Mst Sr | 507 | ✠100A1 | Liv | *h* | 1901 | Ritson & Co | Point Clear S.S. Co. | 166·0 | 27·2 | 11·4 | Liverpool | T. 3 Cy. 14", 22½" & 37"-27" (*s*) | 12 *m* 4 | | ~~5,03~~ |
| | *J. Brew* -03 | ss Liv. No. 1-04 | 365 | ~~6,01~~ | | | 2mo | Maryport | Ld. (F. H. Powell & | Q91' | B11' | F21' | British | 160lb 75lb | 52 RIP's | s 10½ | 5,04 |
| | (*ex* Point Clear) | 1 *Dk* (*Stl*) | 180 | 6,05 | ½ Liv 02,01 | 01 | | A & CP | Co.) | | | | BK 7' | *3 BH Cem* | 1 SB, *3pf*, Gs 49, hs 1350 | | |
| | *Mchy. Aft Well deck* | | | | | | | | | | | *WB =* | | *FPT* 45t | Ross & Duncan, Glasgow | | |
| 5 | **Highland Heather** | Steel Sc Sr | ~~4321~~ | ✠100A1 | P. Gl | *z* | 1904 | Russell & | Nelson Line (Liver- | 390·1 | 52·5 | 26·7 | London | T. 3 Cy. 28", 47" & 78"-54" (*s*) | 29 *m* 6 | BT | |
| | ~~H. H. Lyon & Co. Ltd.~~ | ~~Windus~~ | 6027 | *Shelter dk* | Liv | | 6mo | Co. | pool Ld. (H. & W. | *Promenade dk on* | | | British | 200lb | 640 NHP's | s 4 - 10 | Oct 7,05 |
| | | 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) | 4354 | *with freebord* | | | | Pt Glasgow | Nelson, Ld., *Mgrs.*) | *Shelter dk* 121' | | | FK | *6 BH Cem* | 3 SB & 1 Aux. SB, *12cf*, Gs 2'-4", | | |
| | *Elec. light Rey. Mchy.* | *& deep framing* | 3835 | ~~6,04~~ | ½ LMC 6,04 | | *Lloyd's SA & CP* | | | | | | | | hs 9,060 FD | | |
| | | | | 5,05 | | | | | *WB = Cell D Ba* 106' *uE & B* 78' *f* 134' 1109t *FPT* | | | | | 67t *APT* 51t | Rankin & Blackmore, Grk. | | |
| 6 | **Heron** | Steel Twin Sc | 700 | A1 | | | 1904 | W. Simons | Bombay Port Trust | 190·0 | 30·1 | 15·0 | Bombay | C. 4 Cy. 18" & 36"-24" | | | |
| | *For full particulars See No. 10 below* | | | *Hopper Barge* | | | | & Co. Ld. | | F24' | | | British | | | | |
| | | | | | | | | Renfrew | | | | | | W. Simons & Co Ld Renfrew | | | |
| | | | | (*Class Contem. plated*) | | | | | | | | | | | | | |
| 7 | **Hillbrook** | Steel Sc Sr | 3896 | ✠100A1 | Nwc | *w* | 1904 | Nthmblnd | Hills S.S. Co. Ld. (H. | 340·5 | 48·0 | 19·5 | Liverpool | T. 3 Cy. 24", 39" & 66"-48" (*s*) | 22 *m* 0 | | |
| | *S. Pulford* 99-04 | | 3742 | *Spar dk* | Cff | | 6mo | S.B. Co. Ld. | Evans & Co. *Mgrs.*) | P52' | B92' | F34' | 27·4 | British | 180lb 80lb | 335 NHP's | s 6 - 2½ | |
| | | 1 *Dk* (*Stl*) *& Spar dk* (*Stl*) *& deep framing* | 2535 | ~~10,04~~ 3,05 | ½ LMC 6,04 | | *Lloyd's SA & CP* | Newcastle | *WB = Cell* | | | | FK | *6 BH Cem* | 2 SB, *6cf*, Gs 116, hs 5268 | | |
| | | | | | | | | | *DBa* 108' *uE & B* 40' | *f* 148' 862t *DT* a 28' | | | 695t | *APT* 63t | Richardson, Westgarth & Co. Ld. Hpl. | | |
| 8 | **Henrietta** | Steel Twin Sc Sr Barge | 500 | | | | 1904 | Smith's | Dall'Orso & Co. | 186·0 | 30·1 | 8·9 | Spezzia | C. 4 Cy. 12" & 26"-20" | | | |
| | | | 420 | | | | | Dock Co. Ld. | | P44' | | | Italian | | | | |
| | | 1 *Dk* | | | | | | North Shields | | | | | | *WB* Shields Eng. Co. N. Shields | 50 NHP | | |
| | | | | | | | | | | | | | | 23", 38" & 64" | | | |
| 9 | **Hopemount** | Steel Sc Sr | 3300 | ✠100A1 | Nwc | *v* | 1904 | Swan, Hun- | ~~Stamp, Mann & Co.~~ | 331·8 | 49·0 | 22·6 | Newcastle | T. 3 Cy. ~~24", 39" & 66"~~-45" (*s*) | 25 *m* 3 | | |
| | *F. J. Quicke* -04 | | 3043 | ~~12,04~~ | Shl | | 9mo | ter & Wigham | Hopemount Supply | P28' | B148' | F35' | British | 180lb 90lb | 304 NHP's | s 4 - 2 | |
| | | 1 *Dk* (*Stl*) *& deep framing* | 2105 | ~~(Class Contem. plated)~~ | | | | Richardson, | Co. Ld. (Stamp, | | | | FK | *5 BH Cem* | 2 SB, *6cf*, Gs 128, hs 4770 | | |
| | | | | | ½ LMC 6,04 | | | Ld. Newcastle | Mann & Co.) | | | | | | N.E. Marine Eng. Co. Ld. Nwc | | |
| | | | | | | | *Lloyd's SA & CP* | | *WB = Cell D Ba* 110' *uE & B* 38' *f* 138' 967t *FPT* 123t | | | | | *APT* 34t | | | |
| 10 | **Heron** | Steel Twin Sc | 783 | ✠ A1 | Rnf | *j* | 1904 | W. Simons | Bombay Port Trust | 190·4 | 30·1 | 15·0 | Bombay | C. 4 Cy. 18" & 36"-24" | (*s*) 15 *m* 9 | | |
| | | | 719 | *Hopper Barge* | | | 6mo | & Co. Ld. | | F24' | | | British | 120lb 120lb | 136 NHP | | |
| | | 1 *Dk* (*Stl–pt teak s*) | 358 | 6,04 | ½ LMC 6,04 | | *Lloyd's SA & CP* | Renfrew | | | | | FK | *4 BH Cem* | 2 SB, *6cf*, Gs 108, hs 2539 | | |
| | | | | | | | | | | | | *WB =* | | *FPT* 29t | W. Simons & Co Ld Renfrew | | |
| 11 | **Huntsman** | Steel Sc 4 Mst Sr | 7460 | ✠100A1 | Gls | *d* † | 1904 | C. Connell | Charente SS. Co. Ld | 470·0 | 57·2 | 31·8 | Liverpool | T. 3 Cy. 27½", 45½" & 75"-60" (*s*) | 34 *m* 10 | | |
| | *H. McKee* 99-04 | | 6781 | 1,04 ~~7,04~~ | Liv | | 7mo | & Co. Ld. | (T. & J. Harrison, | P53' | B172' | F51' | British | 196lb | 600 NHP's | s 8 - 4 | |
| | | 2 *Dks* (*Stl*) *deep framing & Web frames, lower dk* (*Stl*) *No. 1 hold* | 4828 | | ½ LMC 7,04 | | *Lloyd's SA & CP* | Glasgow | *Mgrs.*) | | | | FK | *9 BH Cem* | 2 DK 4 SB 15cf 6s 17 hs 10784 | | |
| | *Elec. light* | | | | | | | | | | | | | | Dunsmuir & Jackson, Ld Gls | | |
| | | | | | | | | | *WB = Cell D Ba* 143' *uE & B* 59' *f* 208' 1596t *D Ta* 30' 983t *FPT* 76t *APT* 56t | | | | | | | | |
| 12 | **Hercule** | Steel Sc | ~~103~~ | ✠ 100A– | Abn | | 1904 | A. Hall & | Soc. Anon. Fécam- | 85·1 | 17·0 | 10·3 | Fécamp | C. 2 Cy. 17" & 34"-24" | (*r*) 11 *m* 0 | | |
| | *Lassise* 01-04 | | 122 | ~~166~~ *For Towing purposes* | | | 4mo | Co. | poise de Remorq. | | | | French | 120lb | 54 NHP | | |
| | (*ex* Tartar) | 1 *Dk* | 103 | 4,04 | ½ LMC 04,04 | | | Aberdeen | | | | | BK 7½' | *3 BH Cem* | 1 SB, *3pf*, Gs 8'4", hs 910 | | |
| | | | | | | | | | | | | *WB =* | | *DT f* 3'8t | A. Hall & Co. Aberdeen | | |
| 13 | **Horace** | Steel Twin Sc Sp | 141 | ✠100A1 | Liv | | 1904 | Garston | ~~Alexandra (New-~~ | 90·3 | 20·1 | 10·4 | Newport | C. 4 Cy. 15" & 30"-21" | (*s*) 11 *m* 0 | | s 10,04 |
| | *W. Howe* -04 | | 118 | 10,04 ~~7,04~~ | Npt | | 7mo | Graving Dock | ~~port) & S. Wales~~ | B26' | | | British | 160lb | 75 RHP | | |
| | *Elec. light* | 1 *Dk* | | | ½ LMC 7,04 | | *Lloyd's SA & CP* | & S.B. Co. Ld. | ~~Dk. Co.~~ | | | | BK ½' | *4 BH Cem* | 1 SB, *3pf*, Gs 8", hs 1580 | | |
| | | | | | | | | Garston | Alexandra (Newport | | | | | | D. Rollo & Sons, Liverpool | | |
| | | | | | | | | | & S Wales) Dks & R'ly Co. | | | *WB =* | | *DT f* 5'6t | | | |
| 14 | **Hekla** | Steel Sc Sr | 2336 | ✠100A1 | Sld | *t* | 1904 | Short Bros. | Aktiese'sk. Hekla | 295·0 | 45·1 | 20·8 | Christiania | T. 3 Cy. 22½", 37" & 61"-42" (*s*) | 22 *m* 0 | | |
| | *H. Jespersen* -04 | | 2166 | 1,06 ~~7,04~~ | Shl | | 7mo | Ld. | (Mail & Holby) | P25' | B82' | F32' | Norwegian | 180lb 80lb | 2·7 NHP | | |
| | | 1 *Dk* (*pt Irn & pt Stl*) *& deep framing* | 1464 | | ½ LMC 7,04 | | *Lloyd's SA & CP* | Sunderland | *WB = Cell D Ba* 95' *u E* 20' *f* 122' 663t *FPT* | | | | FK | *5 BH Cem* | 2 SB, *3pf*, Gs 8'7", hs 3912 | | |
| | | | | | | | | | | | | | | *52t APT* 42t | N.E. Marine Eng. Co. Ld. Sld | | |
| 15 | **Harcalo** | Steel Sc Sr | ~~2999~~ | ✠100A1 | Hpl | *u* | 1904 | Furness, | J. & C. Harrison, Ld | 325·0 | 47·0 | 22·3 | London | T. 3 Cy. 23", 40" & 65"-42" (*s*) | 24 *m* 10 | | 3,05 |
| | ~~F. W. Heppell & Co.~~ | 1 *Dk* (*pt Irn & pt Stl*) | 2822 | 3,05 ~~10,04~~ | | | 10mo | Withy & Co. Ld. | | P24' | B94' | F32' | British | 200lb 200lb | 304 NHP ~~314 NHP~~ | s 4 - 3½ | |
| | *J. Johnson* 05-05 | *& deep framing* | 2697 | ~~(Class Contem. plated)~~ | ~~½ LMC 11,04~~ | | *Lloyd's SA & CP* | W. Hartlepool | *WB =* | *Cell D Ba* 102' *u E & B* 12' *f* 136' 718t *APT* 30t | | drp 05 | FK | *5 BH Asp* | 2 SB, *6cf*, Gs 100, hs 4547 | | |
| | | | 1826 | | | | | | | | | | | | Richardson, Westgarth & Co. Ld. Hpl. | | |
| 16 | **Helene** | Steel Sc Sr | 1237 | | | | 1903 | Howaldts- | M. Jebsen | 218·8 | 33·1 | 11·8 | Apenrade | T. 3 Cy. 17", 26½" & 45½"-24½" | | | G |
| | *J. Jessen* -04 | | 1120 | | | | | werke | | B52' | F31' | | 20·4 | German | 102 NHP | | |
| | | 1 *Dk & Spar dk* | 771 | | | | | Kiel | | | | | | *WB* Howaldtswerke Kiel | | | |
| | | | | | | | | | | | | | | | 16", 17 & 28"-24" | | |
| 17 | **Hump** | Steel Sc Sp | 103 | | | | 1904 | Akers | Atlantic Whaling & | 93·5 | ~~16·8~~ | ~~10·8~~ | S Johns NFL | T. 3 Cy. ~~14", 24" & 42"~~-12" | | | |
| | | | 98 | | | | | Mek. Værks. | Manufacturing Co. Ld. | | 16·5 | 10·5 | British | | 52 RHP ~~60 NHP~~ | | |
| | | 1 *Dk* | 21 ~~18~~ | | | | | Christiania | | | | | | Akers Mek. Værks. Xia. | | | |

| 1 No. in Book. Official No. Signaux | 2 Steam. du Navire. Matériaux, Gréement, etc. M. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Navire. Machine. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Francs-bord au milieu du navire. pds. pc. | 15 Registres ou côté, où il est fait mention de la Classe. | 16 Date de la dernière visite de l'Agent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 118197 | **Hurricane** *Mchy. Aft* | SteelScK 1Dk (Stl) | 276 202 95 | ✠100A1 8,04 (Class Cont'n plated) ✠LMC9,04 | Mdb | d | 1904 8mo | Langeveld & Van Vliet Hardinxveld *Lloyd's SA&CP* | GaleShippingCo. Ld.(J.Gale,*Mgr.*) | 130·0 Q50′ | 22·2 F19′ | 9·8 FK | Liverpool British 3*BHCem* | C.2Cy.16″&36″–24″ (*r*) 140lb 70RHP 1SB,*2pf*,GS36,HS1385 Richardsons,Westgarth& Co.Ld.Mdb. | 10 *m* 6 s 1 *m* 0 | | |
| 19 Fo[illegible] | **Hargate** ~~Fred 10,04~~ (ex Florence) | IronScK ssMil.No.1-04 1Dk | 204 183 60 | ~~✠100A1~~ *Stm Trawler* 8,04 ~~(Class Cont'n plated)~~ | Mil | | 1900 10mo | SelbyS.B. &E.Co.Ld. Selby *Lloyd's SA&CP* | PhœnixTrawling Co.Ld. (G.H.D. Birt,*Mgr.*) | 115·0 Q20′ | 21·5 | 11·0 BK7½′ | Grimsby British 3*BHCem* | T.3Cy.13″,21″&31″–24″ (*r*) 180lb 76RHP 1SB.*2pf*,GS38,HS1362 SirC.Furness.Westgarth & Co.Ld.Mdb. | 11 *m* 9 | | 8,04 |
| 20 | **Hecla** *C.Lavallée -04* *Diesel,Aft* | SteelScSr (*Trawler*) 1Dk | 358 321 104 | | | | 1904 | Soc.des Atel.&Chan. deFrance Dunkirk | Société des PêcheriesGravelinoises (P.&J. Torris,*Mgrs.*) | 153·4 | 23·8 | 11·8 | Gravelines French | T.3Cy.13″,21½″&35½″–24″ 62NHP Soc.desAtel.&Chant.de France,Dunkirk | | V | |
| 21 | **Heinr. Augustin** | SteelSc (*Trawler*) 1Dk | | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | F.A.Pust | | | | Gstemnde German | T3Cy.10½″,17½″&26½″–21½″ 32NHP G.Seebeck Bremerhaven | | | |
| 22 | **Henning** *J.K.Jessen -04* (ex Littuania) | IronScSr 1Dk/Arng dk | 799 747 582 | | | | 1882 | G.Howaldt Kiel | Actien-Aalborg Dampskibsk.,N.K. Stroyberg,*Mgr.*) | 202·8 | 26·2 | 17·1 | Struer Danish | O.2Cy.23″&35″–27″ NB94 61NHP *WB* Howaldt Gebr. Kiel | | G | |
| 23 118313 HDQG | **Hornsea** *A.Cuthbert83-04* | SteelScSr 1Pk(Irn)2tr Dk deep framing ~~& Rule~~ | 3040 2875 1952 | ✠100A1 8,05 12,05 ~~(Class Cont'n plated)~~ ✠LMC12,04 | Bly | *p* | 1904 12mo | BlythS.B. Co.Ld. Blyth *Lloyd's SA&CP* | SeaS.S.Co.Ld. (Brown,Atkinson &Co.Ld.*Mgrs.*) *WB=CellDBa108′uE&B38′f136′76t APT118t* | 330·8 P29′B168′F34′ | 47·3 | 21·8 FK | Hull British 5*BHCem* | T.3Cy.23″,38″&64″–42″(*s*) 180lb 274NHP 3SB,*6cf*,GS109,HS4020 N.E.MarineEng.CoLdNwc | 24 *m* 5 s 3 *m* 7½ | | |
| 24 116764 | **Haddington** | SteelSc 1Dk | 1603 1409 1010 | | | | 1904 | BertramE. Works Co.Ld. Toronto | BertramE.Works Co.Ld. | 256·0 | 42·6 | 15·0 | Toronto British | T.3Cy.15″,25″&42″–30″ 87RHP BertramE.W.Co.Ld.Trnto. | | | |
| 25 4334 JPBC | **Hamburgsund** *C.Johansson04-04* *Mchy.Aft* | SteelScSr 1Dk (Stl) | ~~300~~ 217 174 109 | ✠100A1 11,04 ~~(Class Cont'n plated)~~ ~~NB11,04~~ ~~LMC11,04~~ | Got | *b* | 1904 11mo | Klippans Varfs Aktieb Gothenburg *Lloyd's SA&CP* | ~~C.F.Ahlberg~~ Ang fartygs Aktiebol Stabil(C.F.Ahlberg, *Mgr.*) | ~~102·0~~ 100·0 *WB=FPT29t APT3t* | ~~22·3~~ 22·2 | ~~10·8~~ 11·1 FK | Gothenbrg Swedish 3*BHCem* | C.2Cy.11⅛″&25½″–16″(*s*) 115lb 23NHP 1SB,*2pf*,GS15,HS516 AkersMek.Varks.Xia. *E made85re–fitted04* | 12 *m* 0 | | |
| 26 NBRQ | **Harald** (STRANDED 12,02, NOW SAILING) (ex OceanRacer) | Steel&IronScSr ssAbn.No.2-04 1Dk Irn framing & Stl plating | 160 145 60 | *Stm Trawler* 11,02 | Abn | | 1892 2mo | Mackie& Thomson Glasgow | H.A.Söbstad | 101·7 Q5t | 20·6 | 10·9 BK7½′ | Xiansund Norwegian 3*BHCem* | T.3Cy.12″,19″&31″–22″ Muir&Houston,Glasgow | 11 *m* 11 | | |
| 27 119133 | **Heather** *W.Ramsey04-04* | SteelScK 1Dk | ~~190~~ 179 169 51 | ✠100A1 *Stm Trawler* 11,04 ~~(Class Cont'n plated)~~ ✠LMC11,04 | Gls | | 1904 11mo | Mackie& Thomson Glasgow *Lloyd's SA&CP* | GlasgowTrawling Co.Ld.C.F.Paton | ~~110·0~~ 110·5 *WB=DTf6′13t* | ~~21·0~~ 20·9 | 11·0 BK7½′ | Glasgow British 3*BHCem* | T.3Cy.11½″,18′&31″–22″(*s*) 180lb 47RHP 1SB,*2pf*,GS36,HS1041 W.V.V.Lidgerwood,Gla. | 12 *m* 0 | | |
| 28 | **Houtdyk** (STRANDED ~~Holden~~ (ex Drumbain) | SteelScSr *DeVries02-04* 1Dk(Irn)&deep framing | 2313 2140 1462 | ✠100A1 0,05 10,04 ✠LMC10,04 | Hpl | *s* | 1902 6mo | W.Gray& Co Ld. W Hartlepool *Lloyd's SA&CP* | Solleveld,Van der Meer&T.H.Van Hattum *WB=CellDBa* | 303·0 P26 B75 F30′ drp0t 100′ *uE&B40′f120′* | 43·2 | 20·0 FK 6*BHCem* | Rottrdam Dutch 8*BHCem* 368t *APT40t* | T.3Cy.22″,35″&59″–39″ (*s*) 180lb *80lb* 226NHP 2SB,*6pf*,GS88,HS3346 Cen.Mar.Eng.Wrks.WHpl | 22 *m* 3 s 3 *m* 8 | | 10,04 |
| 29 | **H. V. Fisker** *M.Nissen04-04* (ex Oaklands) *Well deck* | SteelScSr ssShl.No.3-3,03 1Dk(Irn)&Webframes | 1749 1432 1101 | ~~✠100A1~~ ~~34,05~~ ~~Blt~~ BS6,04 ✠LMC4,03 | Shl | *r* | 1890 11mo | W.Gray& Co.Ld. W Hartlepool A&CP | Akties.Damps. Atalanta (Holm& Wonsild,*Mgrs.*) *WB=DBa84′f104′442t* | 270·0 P29′Q72′B116′F31′ | 37·0 | 18·3 FK 4*BHCem* | Copnhagn Danish 4*BHCem* 1*PT22t* | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *80lb* NDB01 168NHP 2SB.*4rf*,GS65,HS2500 Cen.Mar.Eng.Wrks.WHpl | 20 *m* 0 s 1 *m* 8 | | 8,03 10,04 |
| 30 | **Happy Day** *F.J.Smith -04* | SteelPad 2Dks | 717 519 | | | | 1904 | Crescent Shipyard Co. Elizabethprt | C.M.Schwab | 201·0 | 29·5 | 11·0 | New York Utd. States | B.1Cy.44″–96″ 146NHP W.A.FletcherCo.Hoboken | | | |
| 31 118477 WJRH | **Hansa** *Johns -04* *Elec.light* | SteelScSr 1Dk(Stl)&deep framing | 880 750 516 | 100A1 5,05 10,04 LMC8,04 | Liv | *l* | 1904 8mo | Act.Ges. "Neptun" Rostock *Lloyd's SA&CP* *WB=Cell DBa51′uE&B36′f87′270t FPT15t APT79t* | Liverpool&Ham-burgSSCo.(D.Cur-rie&Co.*Mgrs.*) | 215·0 B53′F20′ | 30·6 | 14·1 FK 4*BHCem* | London British 4*BHCem* | T.3Cy.16⅝″,25⅝″&41⅛″–28″ 170lb (*s*) 98RHP 2SB.*4cf*,GS61,HS2138 A.G."Neptun,"Rostock | 16 *m* 4 s 2 *m* 1½ | | |
| 32 120818 | **Hearsman** *A.Mann96-04* *Elec.light* | SteelScK 1Dk | ~~200~~ 205 ~~180~~ 193 ~~60~~ 54 | ✠100A1 *Stm Trawler* 12,04 ~~(Class Cont'n plated)~~ ✠LMC12,04 | Shl | | 1901 12mo | Smith's Dock Co.Ld. NorthShields *Lloyd's SA&CP* | Harley&Miller,Ld | 115·0 | 21·5 | 11·8 BK7½′ *WB=DBf* | Liverpool British 3*BHCem* 16′12t | T.3Cy.12″,20″&33″–28″ (*s*) 180lb 61RHP 1SB,*2pf*,GS36,HS1237 ShieldsEng.Co.Ld.N.Shl. | 13 *m* 0 | | |
| 33 | **Henriette** | SteelSc (*Trawler*) 1Dk | 193 161 54 | | | | 1904 | J.C.Teck-lenborg A.G. Geestemünde | F.W.Jacobs | 113·6 | 22·6 | 10·6 | Gstemnde German | T.3Cy.11⅝″,17½″&29⅝″–21⅝″ 40NHP J.C.TecklenborgA.G.Gst. | | | |
| * 34 109688 MKDQ | **Hashemi** *T.L.Molony00-04* (ex Jeanara) | SteelScSr ssCff.No.2-02 2Dks(1Stl&1Irn)& deep framing 3Dk rule | 3302 3043 2179 | ✠100A1 10,04 BS1,04 ✠LMC11,04 | Grk | *v* | 1894 5mo | A.Stephen &Sons Glasgow A&CP | Bombay&Persia Stm.Nav.Co.Ld. *WB=Cell DB264′710t APT123t* | 330·0 P28′B68′F37′ | 43·0 | 26·3 FK 5*BHCem* | Bombay British 5*BHCem* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 286NHP 2SB,*6rf*,GS124,HS4600 A.Stephen&Sons,Glasgow | 29 *m* 0 s 5 *m* 8½ | | 10,04 |
| 35 | **Hoten Maru** *T.Tebiko -04* (ex Mukden ex Shen Yan ex Mukden. ex Lord Ailsa) *Well deck* | SteelScSr ssNag.No.3-5,02 1Dk(Irn)& Webframes | 1565 1070 881 | ✠100A1 *Shelter dk with freeboard* 10,04 ✠NB5,02 ✠LMC5,02 | *p* Nag | | 1891 4mo | AilsaShip-buildingCo. Troon *Lloyd's SA&CP* | JapaneseNaval Department *WB=DBa55′f92′501t* | 244·0 P190′F33′ | 34·1 | 17·6 BK8½′ | Japanese 4*BHCem* *FPT47t* | T.3Cy.18″,29″&48″–36″ (*s*) 160lb *80lb* NDB00 155NHP 2SB.*6cf*,GS96,HS2602 Dunsmuir&Jackson,Gla. | 18 *m* 5 s 1 *m* 6 | | 10,04 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. Nm. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 For Special Survey. | 7 Date of last Survey. Port Surv. | 8 Built. When. Where. | 9 By Whom. Where. | 10 Owners. | 11 Register'd Dimensions. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Numbers in which Classed and in Register Book. | 16 Date when last class was assigned. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 Harmonie<br>120191 W.E.Pope05–05<br>HBTK | | Steel Sc Sr<br>1 Dk (pt Irn & pt Stl) & deep framing | ~~3900~~ 2827<br>2697<br>1826 | ✠100A1 Hpl<br>5,05 ~~Mld~~ Npt<br>(Class Contem. plated)<br>LMC1,05 | | | u 1905 Imo | Furness, Withy & Co Ltd W Hartlepool<br>Lloyd's & CP | J.&C.Harrison, Ld. | 325·0<br>P24' B94' F32' | 47·0 | 22·3 | London<br>British<br>FK | T.3Cy.23″,40″&65″–42″(s)<br>200lb 200lb<br>2SB,6cf,gs100,hs4547<br>WB=Cell D Ba102' uE & B12' f136'7 13t APT30t | 804 NHP<br>Richardsons, Westgarth & Co.Ld.Hpl. | 24 ″ 10<br>s 4 ″ 3½ | | |
| 37 Heinrich Gehrke<br>Elec.light | | Steel Sc Sr<br>1 Dk | 1300<br>1076<br>820 | | | | 1904 | Act.Ges. "Neptun" Rostock | A.Cords | 238·0<br>WB A.G. "Neptun," Rostock | 35·6 | 14·9 | Rostock<br>German | T.3Cy.16½″,25⅝″&41½″–31½′<br>102 NHP | | | |
| 38 Hornburg<br>F.Mathiesen01–04<br>Elec.light | | Steel Sc Sr<br>1 Dk | 2400<br>2100<br>1450 | | | | 1904 | Act.Ges. "Neptun" Rostock | H.C.Horn | 300·0<br>WB A.G. "Neptun," Rostock | 45·0 | 18·9 | Hamburg<br>German | T.3Cy.20⅞″,35⅛″&55⅝″–37½″<br>192 NHP | | | |
| 39 Hornfels<br>E.Thoms98–04<br>Elec.light | | Steel Sc Sr<br>1 Dk | 2400<br>2100<br>1450 | | | | 1904 | Act.Ges. "Neptun" Rostock | H.C.Horn | 300·0<br>WB A.G. "Neptun," Rostock | 45·0 | 18·9 | Hamburg<br>German | T.3Cy.20⅞″,35⅛″&55⅝″–37½″<br>192 NHP | | | |
| 40 Heimburg<br>Carstens –05<br>Elec.light | | Steel Sc Sr<br>1 Dk (Stl) & Spar dk (Stl) & Web frames | 4205<br>4400<br>3929<br>2697 | ✠100A1 Bhn<br>Spar dk<br>2,05 LMC2,05<br>(Class Contem. plated) | | | y 1905<br>2mo | Bremer "Vulkan" Vegesack<br>Lloyd's & CP | Deutsche Dmpfs-fahrts.Ges.Hansa | 386·6<br>P48' B116' F42' 24·8<br>WB=Cell D Ba108' uE26' f178' 930t FPT55t | 51·9 | 16·8 | Bremen<br>German<br>FK & BK2″ 6 B H Cem | Q.4Cy.22⅝″,32½″ ~~36~~ 48½″ &70½″–<br>49⅛″ 2130 121lb (s) 445 NHP<br>2SB,6cf,gs120,hs3896,PD<br>Bremer "Vulkan," Vegesack | 19 ″ 6<br>s 5 ″ 9 | | |
| 41 Hillhouse<br>Williamson1–05<br>HBWF Spar dk (Stl) 2 tr B & deep framing | | Steel Sc Sr<br>Spar dk with freebrd | 3040<br>3034<br>2833<br>1967 | ✠100A1 Nwe<br>2,05<br>(Class Contem. plated) | | | u 1905<br>2mo | Nthmblnd S.B.Co.Ld. Newcastle<br>Lloyd's & CP | Seville & U.Kingdom Carrying Co Ld (J.Cory & Sons, Ld. Mgrs.) | 325·0<br>P26' B168' ~~B34~~ 12·9<br>F31' FK 21·8<br>WB=Cell D Ba & uE128' 146t ~~714 APT 760t~~<br>f 136' 711 t APT 768t | 48·0 | ~~21·8~~ | Cardiff<br>British<br>5 B H Cem | T.3Cy.23½″,39″&64″–42″ (s)<br>160lb 80lb 279 NHP<br>2SB,6cf,gs104,hs4300<br>Richardsons, Westgarth & Co.Ld.Sld. | 16 ″ 3<br>s 3 ″ 6½ | | |
| 42 Hudson<br>8 Dks | | Steel Sc<br>1 Dk | 5500<br>4000<br>3200 | | | | 1904 | Soc.Anon. de St. Nazaire St.Nazaire | Messageries Fluviales de Cochinchine | 390·0<br>WB Soc.Anon. de St. Nazaire | 50·0 | 28·5 | French | T.3Cy.25⅝″,39″&67″–45″<br>301 NHP | | | |
| 43 Herm<br>A.A.Trivold95–05<br>MCFD | | Steel Sc Sr<br>1 Dk (Stl) & Spar dk (Stl) & deep framing | ~~3900~~ 3602<br>~~2850~~ 2516 | ✠100A1 PGl<br>Spar dk<br>2,05 LMC2,05<br>(Class Contem. plated) | | | w 1905<br>2mo | Russell & Co Dmpskbsakties "Herm" (W.Wilhelmsen) Pt.Glasgow<br>Lloyd's & CP | A.N.Hansen & Co. | 345·0<br>P20' ~~B90' F40~~ 18·0<br>344·8<br>T.91' F41'<br>WB=Cell D Ba & uE134' uB12' f152' 899t DT a36' 816t APT71t | 49·9 | ~~27·0~~ | Tonsberg<br>Norwegian<br>6 B H Cem | T.3Cy.25″,41″&67″–48″ (s)<br>180lb 90lb 336 NHP<br>2SB,6cf,gs146,hs5170<br>D.Rowan & Co. Glasgow | 20 ″ 5<br>s5 ″ 8 | | |
| 44 Harmony<br>120501 E.E.Smith05–05<br>HBWP | | Steel Sc Sr<br>1 Dk (pt Irn & pt Stl) & deep framing | 3000<br>2533<br>2697<br>2580 | ✠100A1 Hpl<br>(Class Contem. plated)<br>LMC ~~3,06~~ | | | u 1905<br>2mo | Furness, Withy & Co Ltd W Hartlepool<br>Lloyd's & CP | J.&C.Harrison, Ld. | 325·1<br>P24' B94' F32'<br>WB=Cell D Ba102' uE & B42' f136' 71 B t APT30t | 47·0 | 22·3 | London<br>British<br>FK 5 B H Asp | T.3Cy.23″,40″&65″–42″ (s)<br>200lb 200lb 304 NHP<br>2SB,6cf,gs100,hs1517<br>Richardsons, Westgarth & Co.Ld.Hpl. | 24 ″ 10<br>s 4 ″ 3½ | | |
| 45 Hazel Dollar<br>121219 A.Gow01–05<br>HCBS | | Steel Sc 4 Mst Sr<br>1 Dk (Stl) & Spar dk (Stl) & deep framing | ~~4295~~<br>4084<br>2804 ~~3200~~ | ✠100A1 P.Gl.<br>Spar dk<br>3,05<br>(Class Contem. plated)<br>For the Timber Trade | | | x 1905<br>3mo | A.Rodger & Co. Pt.Glasgow<br>Lloyd's & CP | ~~A.Dollar~~ Hazel Dollar S.S Co.Ld. (R.Dollar, Mgr.) | 370·0<br>P38 B98' ~~F36~~ 18·7<br>F35'<br>WB=Cell D Ba120' uE & B42' f162' 982t APT90t | 50·0 | ~~26·7~~ | Victoria, B.C. (Glasgow)<br>British<br>FK 26·7 5 B Holly, Cem | T.3Cy.25½″,42″&70″–48″<br>180lb (s) 394 NHP<br>3SB,9cf,gs168,hs6302<br>A.Rodger & Co. Glasgow | 29 ″ 3<br>s 5 ″ ~~11~~ ½ | | |
| 46 Herrington<br>113849 A.Woy75–05<br>HCBM | | Steel Sc Sr<br>Well deck 1 Dk (pt Irn & pt Stl) & deep frmng | ~~1245~~ 1258<br>979<br>~~720~~<br>777 | ✠100A1 Sld<br>3,05<br>(Class Contem. plated) | | | o 1905<br>3mo | S.P. Austin & Son, Ld. Sunderland<br>Lloyd's & CP | Lambton Collieries Ld. (E.T.Nisbet, Mgr.) | 230·5<br>P22' Q59' B18' ~~F26~~'<br>F27'<br>WB=Cell D Ba63' uE & B33' f96' 365t FPT55t APT70t | 36·0 | 14·9 | Newcastle<br>British<br>FK 4 B H Cem | T.3Cy.19″,31″&51″–33″ (s)<br>160lb 100 lb 155 NHP<br>1SB,4pf,gs65,hs2420<br>Richardsons, Westgarth & Co.Ld.Sld. | 17 ″ 2<br>s 1 ″ 8½ | | |
| 47 Haleb<br>1 Dk | | Steel Pad | 434<br>303<br>149 | | | | 1901 | Howaldts-werke Kiel | Austrian Railway Co. | 189·0<br>H83' | 24·0 | 9·2 | Constanpl<br>Turkish | T.3Cy.20″,32½″&51⅛″–47½′<br>181 NHP<br>Howaldtswerke, Kiel | | | |
| 48 Hans Egede<br>H.V.Bang –04<br>Mchy Aft Elec.light | | Steel Sc 3 Mst Sr<br>2 Dks | 800 | | | | 1904 | Akt.Burmeister & Wain Copenhagen | Kongelige Grulandske Handel | 171·5<br>Q52' F24' | 34·5 | 20·0 | Copnhagn<br>Danish<br>WB Akt.Burmeister & Wain, Cpn | T.3Cy.14½″,23″&40″–33″<br>92 NHP | | | |
| 49 Heian Maru No. 5<br>9814<br>JNDK | | Wood Sc Sr<br>2 Dks | 506<br>461<br>313 | | | | 1904 | Ominato S.B.Co. Ominato | R.Kasahara | 163·7<br>H83' | 22·4 | 16·7 | Osaka<br>Japanese | C.2Cy.12½″&34½″–22″<br>E & B blt.98/td.04<br>Richardsons, Westgarth & Co.Ld.Sld. | 47 NHP | | |
| 50 Hokuto Maru<br>7090 Y.Fajima04–04<br>JMSQ (ex Claverhill) | | Steel Sc Sr<br>1 Dk (Stl) & Spar dk (Stl) & deep framing | 3283<br>2759<br>2426 | ✠100A1 HKg<br>Spar dk<br>1,05 ~~3,06~~<br>LMC 3,06 | | | u 1896<br>6mo | C.S.Swan & Hunter, Ld. Newcastle<br>A&CP | Itaya Gomei Kaisha | 310·0<br>P70' B86' F34' 24·8<br>WB=Cell D B a96' uE & B38' f128' 620t APT27t | 42·0 | 16·8 | Uraga<br>Japanese<br>FK 5 B H Cem | T.3Cy.23″,38″&61″–39″ (s)<br>160lb 80lb 251 NHP<br>2SB,6pf,gs97,hs4080<br>N.E.Marine Eng.Co Ld Nwc | 10 ″ 5<br>s 5 ″ 9½ | 6,08<br>1,05 | |
| * 51 Hermine Hessenmüller<br>E.Vorsatz04–05<br>(ex Middlesham Castle)<br>Elec.light | | Steel Sc Sr<br>1 Dk (Stl) & deep framing & pt Awng dk (Stl) | 3062<br>2353<br>1923 | ✠100A1 Ant<br>pt Awng dk with freeboard.<br>1,05<br>BS1,05 LMC9,01 | | | u 1897<br>5mo | Pickersgill & Sons Sunderland<br>A&CP | ~~Heyne & Hessenmüller~~ Heyne & Hessenmüller | 325·0<br>P33' Q38'<br>pt Awng dk 254'<br>WB=Cell D Ba104' uE & B44' f126' 668t APT44t | 43·1 | 19·3 | Hamburg<br>German<br>FK 6 B H Cem | T.3Cy.21½″,36″&60″–42″ (r)<br>180lb 80lb 251 NHP<br>2SB,6pf,gs100,hs3940<br>G.Clark Ld. Sunderland | 21 ″ 9<br>s 8 ″ 8 | s1,05 | |
| 52 Hidaka Maru No. 1<br>9118<br>JSBW | | Steel Sc<br>2 Dks | 160<br>151<br>99 | | | | 1904 | S.Ono Osaka | R.Mayeda | 102·8<br>B15' | 16·4 | 12·6 | Hakodate<br>Japanese | T.3Cy.~~8~~½″,13½″&22½″–18″<br>S.Ono, Osaka | 21 NHP | | |
| 53 Hoi Ching<br>(ex Swift, ex H.M.S. Swift) | | Comp Twin Sc Sr<br>2 Dks | 478<br>444<br>195 | | | | 1879 | R.& H. Green London | Chan Hoi Ting | 164·7<br>H83' | 26·7 | 13·2 | Macao<br>Portuguese | C.2Cy.28″&48″–18″<br>Rennie & Co. London | 82 NHP | | |
| 54 Hokkai Maru<br>1143<br>HQTW | | Wood Sc Sr<br>(ex Tozu Maru No.3, ex Kanda Maru)<br>1 Dk | 184<br>— | | | | 1889 | Haruki Tojiro Osaka | Tokiowan Kisen Kabushiki Kaisha | 108·6<br>H83' | 16·2 | 8·4 | Tokio<br>Japanese | C.2Cy.13½″&26″–15″ | 22 NHP | | |

| 1 Numéro d'Ordre / Numéro Officiel. / Signaux. | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Nos. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 8 Construit. Par qui. Où. | 9 | 10 Armateurs. Pavillon. | 11 Dimensions d'après la Decture. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement | 13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps | 15 Registres où coté, et ce qu'est dans le L. M. Durée Cert. Refit Trade. | 16 Date de la dernière visite de l'arbre |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | **Herculaneum** | SteelScSp | ~~180~~ 201 174 21 | ✠100A1 Lth *For Towing purposes* 4,05 ✠LMC | 1905 4mo | J.Cran& Co. Leith *Lloyd's SA&CP* | Alexandra Towing Co.Ld. | ~~101·2~~ 101·0 \| 22·6 \| ~~11·9~~ 11·3 BK7½″ *WB=APT4t* | Liverpool British | C.2Cy.17½″&47″–27″ (s) 12 ″ 6 180lb 124NHP 1SB,4cf,GS66,HS1920 J.Cran&Co.Leith | | | |
| 56 HCDG | **Hythe** | SteelTwinSc Sr | 509 443 105 | *1Dk* | 1905 | W.Denny &Bros. Dumbarton | S.Eastrn&Chatham RlvCos.'Managing Committee | 195·3 \| 28·1 \| 11·3 B66′F37′ 14·2 *WB* | London British | T.6Cy.13½″,20½″&31″–21″ 10½RHP Denny&Co.Dumbarton | | PT fill 3.06 | |
| 57 | **Honfleur** *Vallée* | SteelScTug | 107 — — | | 1898 | Cie.Gen. de Nav. Rouen | Chamber of Commerce | 82·0 \| 19·4 \| 11·1 | Honfleur French | C.2Cy.17½″&32½″–23½″ 12NHP Dubus&Dupont,Havre | | | |
| 58 HQJL | **Haverstoe** *H.W.Foley*05–05 *Spar dk(pt Irn&pt Stl)2trB&Web frames* | SteelScSr | ~~3800~~ 3789 3592 2467 | ✠100A1 Hpl *Spar dk with freeboard* 4,05 ✠LMC4,05 | *w* 1905 4mo *Lloyd's SA&CP* | Furness, Withy&CoLd W Hartlepool | Bennetts&Co. | 340·1 \| 47·1 \| 20·4 P31′B105′F31′ 27·4 FK 6 | Grimsby British | T.3Cy.24″,39″&66′–45″ (s) 22 ″ 10 180lb *80lb* 314NHP 2SB,6cf,GS105,HS4810 Richardsons,Westgarth& Co.Ld.Hpl. | s 8 ″ 0½ | | |
| 59 | **Hanna** *Th.Thomsen*05–05 (exClanMacpherson) *Elec.light* | SteelScSr ssGls.No.3–5,06 ssGls.No.2–04 3Dks(*Stl-U* teak s) | 3989 3564 2527 | ✠100A1 Gls 8,04 ✠NB9,04 ✠LMC,04 | *x* 1883 5mo *Lloyd's SA&CP* | Napier, Shanks&Bell Glasgow | M.Jebsen *WB=Cell DB292′524t* | 380·7 \| 43·2 \| 28·3 B136′F40′ BK11″ 6 *BHCem* | Hamburg German | T.3Cy.30½″,48″&32″–60″ (s) 30 ″ 7 160lb *100lb* NDB96 523NHP 2SB,8cf,GS160,HS6286 *Tpd92* D&W Hendersn,Gls. | s 6 ″ 7 FD | | 4,04 |
| 60 | **Harmonie** *Massiat* –05 (exArmonia, *Well deck* exDaisy) | IronScSr ssGen.2ndNo.3–9,98 ssGen.No.1–03 1*Dk* | 601 523 392 | ✠90A1 Gen Msl 3,05 ~~10,03~~ ✠NB5,01 LMC MS14,03 ~~Bs10,03~~ BS3,05 | *j* 1873 6mo | T.Turnbull & Son Whitby A&CP | P.Geyer&Co. *WB=DBa117′6t* | 180·6 \| 29·1 \| 16·0 Q56′B40′F23′ BK7½″ 4 *BHCem* | Marseilles French | C.2Cy.23″&46″–30″ (s) 15 ″ 3 75lb *65lb* NDB86 96NHP 1SB,3pf,GS50,HS1725 Blair&Co.Ld.Stockton | s 1 ″ 7 | | 6,02 |
| 61 NHTB | **Henley** *G.B.Masson* (exJaneta) *Elec.light* | SteelScSr ssGls.No.2–03 2*Dks*(1*Irn*&1*Stl*) &deep framing3Lk rule | ~~3300~~ 3242 3042 2111 | ✠100A1 Cff ~~1,05~~ 1,04 MS5,03 ~~Bs10,03~~ BS4,04 LMC | *v* 1891 3mo | A.Stephen &Sons Glasgow A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co. *Mgrs.*) *WB=Cell DB264′749t* | 330·0 \| 43·0 \| 26·3 P28′B68′F37′ FK 5 | ~~Glasgow~~ London British *BHCem APT123t* | T.3Cy.24″,39″&64″–42″ (s) 29 ″ 0 160lb *80lb* 286NHP 2SB,6cf,GS124,HS3600 A.Stephen&Sons,Glasgow | s 5 ″ 8½ | ~~X 11 08~~ 3,05 | |
| 62 | **Hoi Ning** *J.Mounsey* | WoodScSr 1*Dk* | 151 127 90 | | 1900 | Kwong Tuck Cheong HongKong | ShunTaiStm.Boat Co.Ld. | 106·7 \| 19·8 \| 6·8 | HongKong British | C.2Cy.12½″&24″–16″ 24RHP QuanWo,Canton | | | |
| 63 | **Haller** *Mchy.Aft* | SteelSc3MstSr | | 100A1 (*Class Contem plated*) | 1905 | W.Walker Maryport | G.R.Haller,Ld. | 158·7 \| 24·9 \| 9·8 | Hull British | C.2Cy 18″&40″–30″ McKie&Baxter,Glasgow | s ″ 8 | 11 ″ 9 | |
| 64 | **Hohenfelde** *P.Feldman*05–05 (exNicolaosCastriotis, exYarrowdale) | SteelScSr ssShl.No.3–8,95 ssSyr.No.2–04 1*Dk*(*Irn–ptws*)&*Web frames&pt Awng dk*(*Irn*) | 2855 2291 1884 | ✠100A1 Rot *pt Awng dk with freeboard* 3,05 BS5,05 ✠LMC2,03 | *u* 1892 11mo | W.Pickers-gill&Sons Sunderland A&CP | D.Fuhrmann, Nissio&Günther Nflg. *WB=Cell DB262* | 320·1 \| 41·4 \| 21·2 P29′Q102′ BK10½″ *pt Awng dk*1b7 6 *BHCem* 491t *APT68t* | Hamburg German | T.3Cy.28″,38″&62″–42″ (s) 23 ″ 8 160lb *100lb* 265NHP 2SB,8pf,GS115,HS1204 G.Clark,Ld.Sunderland | s 9 ″ 6 | | 3,05 |
| 65 | **Hellik** *Johannessen* –05 | SteelScSr | 800 | | 1905 | Framnes Mek.Værks. Sandefjord | Brödrene Biörnstad | 205·0 \| 32·5 \| 15·5 | Christiania Norwegian | T.3Cy.15½″,25″&42″–36″ 97NHP AkersMek.Værks.Xia. | | | |
| 66 WKRL | **Heini** *H.C.Baustrup* (exGæa,exViben) | SteelScSr | 154 109 81 | | 1899 | D.W.Kre-mer&Sohn Elmshorn | H.Pingel *WB* | 96·3 \| 19·7 \| 8·1 Q14′B24′F14′ | Copnhagn Danish | C.2Cy.9¾″&17⅞″–11⅝″ 9NHP C.Steen.Sen.Elmshorn | | | |
| 67 QFHS | **Hansa** *Ahrens* –05 (exRüdesheimer) | SteelScSr ssHam.No.3–1,01 1*Dk*(*Irn*)& *Spar dk&Web frames* | 2800 2605 1795 | ✠100A1 Bhn *Spar dk* 3,05 ~~Bs9,04~~ BS4,05 ✠LMC1,01 | *u* 1889 10mo | Sunderlnd S.B.Co. Sunderland A&CP | Dampfsch.Ges. Argo *WB=Cell DBa80′uE* | 323·0 \| 41·0 \| 18·6 B66′F41′ 26·0 BK8″ 5 *BHCem* 20′*f*132′399t | Bremen German | T.3Cy.23½″,39″&64″–42″ (s) 21 ″ 2 160lb *100lb* NDB04 281NHP 2SB,6rf,GS128,HS4440 N.E.MarineEng.Co.Sld. | s 6 ″ 7 | | 3,05 |
| 68 | **Hildur Gertrude** *A.O.Nelson* –05 (exAlbisserdam) *Well deck* | IronScSr ssRot.No.3–3,95 ssRot.No.2–04 1*Dk*(*Irn*)2trB | 929 739 564 | ✠100A1 Rot 4,05 BS4,05 LMC,04 | *n* 1883 2mo | Rijkee&Co. Rotterdam A&CP | Ang.Aktieb.Arvid (A.O.Nelson *Mgr*) | 231·2 \| 31·5 \| 14·7 Q92′B46′F23′ BK8″ 4 *BHCem* *WB=DBa59′f92′210t* | Gothenbrg Swedish | C.2Cy.27″&50″–36″ (s) 81lb *85lb* NDB01 122NHP 1SB,4pf,GS72,HS2098 Maats 'deMaas',Rotterdam | | | ✠10,04 |
| 69 QHDR | **Hoyle Bank** *G.King* –03 (exFalls of Keltie) *Spar dk(Stl)&deep framing* | SteelScSr ssGls.No.1 02 1*Dk*(*Stl*)& | 3238 3060 2150 | ✠100A1 Bkn *Spar dk* 4,05 BS11,04 ✠LMC10,02 | *v* 1898 9mo *Lloyd's SA&CP* | Russell &Co. Pt.Glasgow | W.Esplen,jun.&Co. HoyleBankShppgCo.Ld (W.Esplen,jun&Co) *WB=Cell DBa102′uE&B40′f140′867t* | 329·6 \| 48·0 \| 15·9 P20′B72′F26′ FK 5 | Glasgow British *BHCem APT93t* | T.3Cy.24″,40″&65″–42″ (s) 18 ″ 4 180lb *70lb* 291NHP 2SB,6cf,GS129,HS4400 J.G.Kincaid&Co.Greenock | s 5 ″ 0½ | | 11,04 |
| 70 | **Helios** *N Hammar*05–05 (exTremayne) *Well deck* | IronScSr ssShl.No.3–3,99 ssShl.No.1–04 1*Dk*(*Irn*)2trB | *1578* *1253* *997* | ✠100A1 Brs 5,05 ✠LMC1,04 | *q* 1886 6mo *Lloyd's SA&CP* | J Readhead &Co. S.Shields | Rederiaktieb. "Helios" (J.Pettersson) | 259·0 \| 36·0 \| 17·9 Q100′B64′F33′ BK9″ 4 *BHCem* *WB=DBa78′f72′340t* | Hlsngborg Swedish | C.2Cy.30″&58″–36″ (s) 19 ″ 1 80lb *80lb* NDB99 160NHP 2SB,4pf,GS70,HS2701 J.Readhead&Co.S.Shields | s 1 ″ 11½ | | 5,05 |
| 71 LPGJ | **Highland Fling** *W.J.Lockhart*01–05 (ex Duke of Portland,exMonaysllre) *Well deck* 2*Dks*(*UStl*–ws)&*Web frames* *Ref.Mchy.* *Elec.light* | SteelScBg ssLon.No.3–5,02 | 3822 3071 2431 | ✠100A1 Lon 4,05 BS10,04 ✠LMC5,02 | *w* 1890 2mo | Hawthorn, Leslie&Co.Ld Newcastle A&CP | NelsonLine(Liver-pool),Ld. (H.&W. Nelson,Ld. *Mgrs.*) | 350·5 \| 47·7 \| 24·1 P208′F98′ BK11″ 6 *BHCem* *WB=Cell DB278′545t* | Glasgow British | T.3Cy.27″,41″&71″–48″ (s) 27 ″ 0 160lb *86lb* NDB01 407NHP 3DB,12cf,GS210,HS3963 Hwthrn,Leslie&C.Ld.Nwc | | | 5,05 |
| 72 | **Henry Furst** *J.Rehberg*05–05 | SteelScSr | *1450* | 100A1 (*Class Contem plated*) | 1905 | Osbourne, Graham &Co. Sunderland | O.Zelck | 250·0 \| 37·6 \| 17·2 P23′B66 F28′ | Rostock German | T.3Cy.19″,30″&50″–36″ G.Clark,Ld.Sunderland | | | |
| 73 | **Hillglade** | SteelScSr | 3650 3100 2400 | 100A1 *Spar dk* (*Class Contem plated*) | 1905 | Russell& Co. Pt.Glasgow | H.Evans&Co. | 340·0 \| 48·0 \| 26·0 P20′B198′F36′ | Liverpool British | T 3Cy.25″,42″&63″–48″ D.Rowan&Co.Glasgow | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **74 Honey Bee** | SteelScK | 85 | 100A1 | | 1905 | A.Hall& Co Ld. Aberdeen | Strachan&Duthie | 82·2 | 18·6 | 8·7 | Peterhead British | C.2Cy.11½"&25"-15" | |
| | 1*Dk* | | *For fishing purposes* | | | | | | | | | | |
| | | | (*Class Contem plated*) | | | | | | | | | A.Hall&Co.Ld.Aberdeen | |
| **75 Hantoon** | SteelSc | 487 | ✠ A1 | Psy | *h* | 1905 | Fleming& Ferguson,Ld. Paisley | Wexford Harbour Commissioners | 165·3 | 34·2 | 9·4 | Wexford British | T.3Cy.13",23"&34"-22½" (*s*) 10 |
| | 1*Dk*(*Stl–ptwa*) | 454 225 | *Hopper Dredger* 5,05 | | 5mo | | | | | | FK | 5*BHCom* | 165b 18 B.*pfgs*11.118346 Fleming&Ferguson,Ld.Psy. |
| | | | | | | *Lloyd's*SA&CP | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or last renewed. Equipment letter. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. N.H.P.=Horse power by Society's formulæ; I.H.P.=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not in L. Dateof Action of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 118098 VRKJ | **Incharran** *W.Hallowell* 90–04 *Elec.light* | SteelScSr 2 *Dks(Stl)* & *deep framing* | 4034 3768 2587 | ✠100A1 Sld *x* 5,04 4,05 ✠LMC5,04 | | 1904 5mo | W.Pickersgill & Sons Sunderland | RoverShpg.Co.Ld. (Hamilton,Fraser & Co. *Mgrs.*) | 375·0 P31′B20·8′F38′ FK | 47·5 25·7 | Liverpool British 6 *BHCem* | T.3Cy.25″,42″&71″–48″ (*a*) 180lb *90lb* 423NHP 2SB.*6rf*,GS122,HS8570 G.Clark,L.L.Sunderland *WB=Cell DBa*122′*uE&B*44′*f*156′ 972*t DT* a28′,83*t FPT* 104*t APT* 48*t* | 28 ″ 6 s 4 ″ 11½ | | |
| 2 118410 VRNL | **Indus** *W.Kydd* 04–04 *Elec.light* | SteelScSr 1 *Dk(Stl–ws)* & *deep framing* & *Awng dk(Stl–ws)* | 3393 3182 2110 | ✠100A1 Gls *w* *Awng dk* with freeboard 3,01 5,04 3,05 ✠MC5,04 | Yk | 1904 5mo | C.Connell & Co.Ld. Glasgow | JamesNourse,Ld. *WB—Cell DBa*106′*uE&B*68′*f*126′ 690*t FPT* | 350·0 P41′F15′ drp05 FK | 43·0 19·3 27·3 British 6 *BHCem* 29*t APT* 49*t* | London British 2SB,*6cf*,GS124,HS5980 D.Rowan&Co.Glasgow | T.3Cy.24½″,40″&63″–45″ (*s*) 200lb *100lb* 425NHP | 22 ″ 0 s 6 ″ 11 | | 3,05 |
| 3 8901a | **Isle of Cumbrae** *A.Gilliesp* 1–04 (*ex*Duchess of York,*ex*Jeanie Deans) | Iron&SteelPadSk | 258 234 78 | | | 1884 | Barclay, Curle&Co. Glasgow | W.Buchanan's Trustees | 210·0 Q70′B68′ | 20·1 7·6 | Glasgow British | D.Cy.50″–72″ NB01 163NHP Barclay,Curle&Co.Gls. | | | |
| 4 117714 | ~~Iolegarth~~ **Iselgarth** *J.Knight* –01 | SteelSc 1 *Dk(Stl)* | 93 91 — | ✠100A1 Liv *For Towing purposes* 2,05 ~~5,07~~ Brs ✠LMC5,04 | | 1904 | Lytham Ship.&E.Co.Ltd. Lytham | ReaTransportCo. Ld. R.&J.H.Rea, *Mgrs.*) | 81·6 P56′B10·8′F40′ FK | 17·6 9·9 27·0 British 4 *BHCem* | Bristol British 1SB,2*pf*,GS83,HS220 Lytham S.B.&E.Co.Ld.Lyt | C.2Cy.15″&32″–21″ (*s*) 130lb 40RHP | 10 ″ 5 | | |
| 5 119139 VBNG | **Indian Monarch** *J.Morgan* 04–04 | SteelScSr 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* 3 *Dk rule* | 4383 4023 2818 | ✠100A1 PGl *x* *Spar dk* 2,05 ~~5,04~~ ✠LMC5,04 | Nwc | 1904 6mo | Russell& Co. Pt.Glasgow | MonarchS.S.Co.Ld. (Raeburn&Vérel, *Mgrs.*) *Lloyd's SA&CP* *WB=Cell BDa*114′*uE*26′ | 369·9 P56′B10·8′F40′ FK *f*160′ 942*t DTa* 28′ | 49·8 19·0 27·0 British 6 *BHCem* 686*t APT* 45*t* | Glasgow British 2SB,6*cf*,GS118,HS5523 Rankin&Blackmore,Gnk. | T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 410NHP | 21 ″ 9 s 6 ″ 2 | | |
| | **Iddesleigh** *For full particulars See No. 7 below* | SteelScSr | 3970 | 100A1 (*Class Contem plated*) | | 1904 | Richardsn, Duck&Co. Stockton | W.J.Tatem&Co. | 354·6 P33′B21·4′F34′ | 48·6 26·0 | Cardiff British | T.3Cy.26″,42½″&69½″–45″ Blair&Co.Ld.Stockton | 28 ″ 5 s 4 ″ 8½ | | |
| 7 119947 VTMC | **Iddesleigh** *J.M'Cutcheon* 04–04 | SteelScSr 1 *Dk(pt Irn&pt Stl)* 2*trB* & *deep framing* 3 *Dk rule* | 4027 3778 2582 | ✠100A1 Stk *x* 1,05 ~~7,04~~ Off ✠LMC7,04 | | 1904 7mo | Richardsn, Duck&Co. Stockton *Lloyd's SA&CP* | IddesleighS.S.Co. Ld. (W.J.Tatem& Co.) *WB=Cell DBa*113′*uE&B*42′*f*158′ | 355·0 P35′B21·3′F34′ FK | 48·7 25·9 7 *BHCem* 997*t DTf* 21′ | Cardiff British 2SB.6*cf*,GS129,HS5620 Blair&Co.Ld.Stockton | T.3Cy.26″,42½″&69½″–45″(*s*) 160lb *90lb* 349NHP 726*t FPT* 137*t APT* 168*t* | 28 ″ 5 s 4 ″ 8½ | | 1,05 |
| 8 119934 | **Ingomar** *Chesterfield* 04–04 | SteelScK 1 *Dk* | 217 191 80 | ✠100A1 Hul *Stm Trawler* 10,04 (~~*Class Contem plated*~~) ✠LMC10,04 | | 1904 10mo | Cochrane&~~H.Bacon~~ Sons Selby *L'oyd's SA&CP* | ~~H.~~Bacon,Jun. | 115·0 Q62-F20′F21′ | 21·5 11·5 BK7½″ | Grimsby British 3 *BHCem* | T.3Cy.11½″,21″&33″–24″(*s*) 180lb 60RHP 1SB,*2pf*,GS31,HS1140 Gt.Central Co-op Eng &Ship Repairing Co.Ld.Grms. | 12 ″ 4 | | |
| 9 | **I. T. Morse** *F.L.Winterbottom* –04 | WoodPad 2 *Dks* | 650 | | | 1904 | W.McKie East Boston, Mass. | EasternS.S.Co. | 214·0 | 30·0 12·0 | Bath,Me. Utd.States | B.1Cy.51″–108″ 208NHP W&A Fletcher Co.Ilkn NJ | | | |
| 10 | **Irtish** (*ex*Belgia) *Elec.light* | SteelTwinSc4MstSr 2 *Dks(Stl)* *deep framing* & *Shelter dk* | 7507 7165 4866 | ✠100A1 Nwc *et* *Shelter dk* 6,00 ✠LMC[illegible],00 | | 1900 6mo | Palmers' Co.Ld. Newcastle A&CP | RussianGovernment *WB=Cell DBa* 128′ *uE&B*85′ *f*195′ | 485·0 *Shade dk* on *Shelter dk* 131′ FK | 57·5 32·8 Russian 7 *BHCem* | T.6Cy.25½″,42″&70″–45″ (*s*) 1901b 775NHP 2D&2SB *18cf*,GS356,HS12720 Palmers' Co.Ld.Newcastle 1357*t DTa* 30′ 1000*t APT* 50*t* | 36 ″ 0 s 8 ″ 0 | | |
| 11 118843 | **Ions** *J.Kelly* 90–04 | SteelScK 1 *Dk* | ~~193~~ 187 180 68 | ✠100A1 Hul *Stm Trawler* 11,04 (~~*Class Contem plated*~~) ✠C11,04 | | 1904 11mo | Cook,Welton&Gemmell Beverley *Lloyd's SA&CP* | HullSteamFishing & IceCo.Ld. | ~~[illegible]~~ 108·4 | ~~21·5~~ 11·7 BK7′ *WB=DTf* 13′ 30*t* | Hull British 4 *BHCem* | T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull | 12 ″ 4 | | |
| 12 109365 RLFJ | **Inkula** *E.Lean* –04 (*ex*Pallanza) *Elec.light* | SteelScSr 2 *Dks(Stl)* 3*trB* & *Shelter dk(Stl)* | 5137 4910 3513 | ✠100A1 Gen *a* *Shelter dk* with freeboard 9,04 ✠LMC9,04 | | 1904 9mo | Cant.Nav. di Muggiano & St.ezia *Lloyd's SA&CP* | InkulaS.S.Co.Ld. (~~J.H.Welsford&Co.~~) (J.H.Welsford&Co.Ld.) *WB=Cell DBa* 127′ *uE&B* 70′ *f* 146′ 909*t DTa* 29′ 810*t DTf* 25′ 760*t FPT* 90*t APT* 45*t* | 401·0 P56′B10·8′F40′ FK | 52·1 29·3 Malta British 6 *BHCem* | Liverpool T.3Cy.28″,46″&77″–48″ (*s*) 180lb 493NHP 4SB,*12cf*,GS187,HS8259 Richardsons,Westgarth &Co.Ld.Hpl. | 32 ″ 1 s 6 ″ 0 | | |
| 13 200005 KTCP | **Imperial** *H.Cannon* 04–04 | WoodSc (*Tug*) 1 *Dk* | 160 — 119 | | | 1904 | T.McCloskey&Co. Baltimore | JamesClarkCo. | 107·5 Q54′ | 21·6 11·0 | Baltimore Utd.States *WB* JamesClarkCo.Baltimore | C.2Cy.15″&30″–22″ 35NHP | | | |
| 14 | **Intrepido** *S.Sampagnaro* 04–04 (*ex*Prussia) | IronScSr 1 *Dk* 2*trB* | 670 — 426 | | | 1883 | F.Schichau Elbing | V.Burgio | 185·8 B44 F26′ | 26·4 17·7 | P.Empdcle Italian *WB* F.Schichau,Elbing | C.2Cy.21½″&42½″–23½″ NB02 73NHP | | V | |
| 15 | **Istriano** *Zanfranovich* –04 | SteelSc 1 *Dk* | 157 96 | | | 1904 | Stabilmnto Tecnico Trieste | P.Negri&Co. | 123·0 Q54′ | 19·0 10·0 | Sebenico Aust.-Hung. | T.3Cy.11⅞″,18⅝″&30″–17½″ 38NHP Stabilimento Tecnico,Tri. | | | |
| 16 | **Imbrim** *F.Guegan* –04 | IronSc~~K~~ 1 *Dk* | ~~268~~ 251 223 72 | ✠100A1 Gls *StmTrawler* 12,04 (~~*Class Contem plated*~~) ✠L.S.12,04 | | 1904 12mo | Mackie& Thomson Glasgow *Lloyd's SA&CP* | A.H.Peigné *WB=DB f* 14′ 11*t* | ~~180·0~~ Q55′ 130·3 | 22·0 11·5 BK7½″ | Nantes French 4 *BHCem* | T.3Cy.13″,21″&34″–24″ (*s*) 180lb 78NHP 1SB,*3pf*,GS50,HS1410 W.V.V.Lidgerwood,Gls. | 12 ″ 6 | | |
| 17 93137 KPQL | **Islami** *T.Hughes* 82–03 (*ex*Gulf of Trinidad) *Elec.light* | SteelScSr *ss*Nwc.No.3–9,99 *ss*Bom.No.1–03 2 *Dks(1 Stl & 1 pt Stl)* 3*trB* | 2545 2227 1605 | ✠100A1 Bom *t* 9,04 BS1,04 ✠LMC2,03 | | 1887 10mo | R.Dixon & Co. Middlesbro' A&CP | Bombay&Persia Stm.Nav.Co.Ld. *WB=DBa* 86′ *f* & *uE&B* 58′ 279*t* | 300·0 P82′B76′F80′ BK10″ | 40·2 23·9 6 *BHCem* | Bombay British 3SB.9*cf*,GS195,HS5740 Blair&Co.Ld.Stockton | T.3Cy.26″,42″&69″–48″ (*s*) 150lb *100lb* 361NHP | 25 ″ 2 s 3 ″ 6 | | 1,04 |
| 18 | **Irma** *L.C.Eilertsen* 89–05 *Elec.light* | SteelScSr 1 *Dk(Stl–ws)* 7260 & *Spar dk(pt Stl–ws)* 3*trB* 1211 | ~~1070~~ ~~1211~~ ~~800~~ 842 | ✠100A1 Mdb *P* *Spar dk with freeboard* 4,05 (~~*Class Contem plated*~~) ✠LMC4,05 | | 1905 4mo | SirRaylton Dixon&Co.Ld. Middlesbro' *Lloyd's SA&CP* | Bergenske Dampskibsselskab *WB=Cell DBa* 44′ *uE&B* 53′ *f* 95′ 212*t* Bulkheads not fitted between *Main Spar decks as required by Section 22* | 244·0 BK8″ | 32·8 ~~21·1~~ 13·3 21·1 | Bergen Norwegian 5 *BH to Main* | T.3Cy.22″,36″&60″–36″(*s*) 175lb *100lb* 243NHP 1DB,*6cf*,GS110,HS3917 J.Dickinson&Sons,Ld. Sld. | 15 ″ 6 s 9 ″ 0 | | |
| 19 | **Imperator** *J.Pedersen* 75–04 | SteelSc 1 *Dk* | 1000 880 630 | | | 1904 | Stavanger Stöberi& Dok Stavanger | Holdt&Isachsen | 230·0 P19′B58′F27′ | 33·0 16·0 | Stavanger Norwegian *WB* Stavanger Stöberi&Dok | T.3Cy.17″,28″&47″–33″ 127NHP | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 Port de Visite. Formalités maintenant remplies. Lettre d'allotissement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Epaisseurs au cours de la L. R. Dernier. Bat Pont. | 16 Date de la dernière Visite de Facture. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 Inchborva 4017 | **SteelScSr** | | ~~4664~~ 377[illegible] 2538 2578 | ✠100A1 3,05 (Class Contem. plated) | Sld | æ | 1905 3mo | W Pickersgill & Sons Sunderland | InchShppg.Co.Ld (Hamilton, Fraser & Co. *Mgrs.*) | 375·0 P31 B208' F39' | 47·5 | 25·7 | Liverpool British | T.3Cy.25",42"&71"–48"(a) 180lb *100lb* 428NHP 2SB,6*ft*,[illegible]8122,[illegible]5720 sd G.Clark,Ld.Sunderland | 28 " 6 s4 " 11½ | | |
| 12[illegible] H[illegible]Q | *D.Nicholas96–05* *Elec.light* 2*Dks*(*Stl*)&*deep framing* | | | | | | *Lloyd's* | *WB=* | *Cell D Ba122' v E & L 14' f 156'972t DT a2[illegible]688t FT 1064t APT 48t* | | | | | | | |
| 21 Iberia 1905 05 HODB | **SteelScSr** *J.R.Rees96–05* *Elec.light* *Well deck* 2*Dks*(*USt*) | | 1880 1600 1185 | ✠100A1 3,05 (Class Contem. plated) | [illegible]lly | r | 1905 3mo | Blyth S.B. Co.Ld. Blyth | J.Hall, jun.&Co. | 280·0 P&B155' F85' | 39·5 | 18·3 FK. | London British | T.3Cy.20½",33"&54"–36"(s) 170lb *80lb* 212NHP 2SB,6*cf*,gs98,hs3596 N.E.Marine Eng.Co Ld.Sld. | 20 " 9 s 2 " 6 | BT till 3,06 | |
| | | | | | | | *Lloyd's* | *WB= Cell D Ba84* | | *f 118'380t APT 11t* | | | | | | | |
| 22 Inverclyde | **SteelScSr** | | 4150 | 100A1 (Class Contem. plated) | | | 1905 | C.Connell & Co.Ld. Glasgow | Royden&Wilson | 376·9 P39' B112' F46' | 49·5 | 26·3 | Liverpool British | T.3Cy.24",41"&68"–45" Dunsmuir&Jackson Ld Gls | 28 " 10 s 5 " 9 | | |
| *Should be "Vandalia, See No. 21 in Supplement* | | | | | | | | | | | | | | | | | |
| 23 Ikuta Maru No. 2 9131 JRQV | **IronScSr** *(ex Patani, ex Hecate)* 1*Dk* | | 1157 901 717 | | | | 1885 | W H Potter &Sons Liverpool | Ikuta Shokwai Kabushiki Kaisha | 235·9 P24' B57' F40' | 33·3 | 15·7 | Kobé Japanese | C.2Cy.23"&46"–36" 196NHP Fawcett,Preston&Co.Liv. | | | |
| 24 Isuzugawa Maru 8003 JQFV | **WoodScSp** 2*Dks* | | 112 102 69 | | | | 1904 | Toba Tekko Goshi Kaisha Toba | Toba Tekko Goshi Kaisha | 97·6 | 14·1 | 10·5 | Toba Japanese | C.2Cy.12"&21"–15" 19NHP | | | |
| 25 Itzehoe | **SteelScSr** *Mchy. Aft* 1*Dk* | | 536 410 274 | | | | 1905 | Eiderwerft Akt.Ges. Tönning | Gahde&Compass | 160·0 Q89 B13' F21' | 27·0 | 11·7 | Itzehoe German | T.3Cy.12[illegible]",20[illegible]&33½"–23[illegible]" 55NHP W.B. Eiderwerft A.G. Tönning | | | |
| 26 Ingleterra *Summers –05* | **SteelTwinScSr** 1*Dk* | | 698 369 | | | | 1905 | Scott of Kinghorn Ld Kinghorn | Pile&Co. | 207·0 | 33·8 | 10·5 | ~~Bus. Ayres~~ Argentine | T.6Cy.11"&17"&30"–21" 82NHP Scott of Kinghorn.Ld.Kgn. | | | |

| 1 No. in Book / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Year classified (or re-classified). Explanatory Letters. | 8 9 Built. When. Where. | By Whom. Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NIP=Horse power by Society's formula. RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Passengers in which classed, if not in L.R. Date of Trade Cert. | 16 Date when last dkd. last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Julia<br>111393 | *Mchy. Aft* | Steel Sc<br>1 *Dk* | 197<br>157<br>~~85~~ | | 1904 | Mordey, Carney (Sou.) Ld. Sthamptn | L.&S.W.Rly.Co.& MidlandRly.Co. JointCommittee | 135·3 21·1 9·1<br>~~135·3 21·1 9·1~~<br>Q41'F14' | Bridgwatr<br>British<br>*WB* | C.2Cy.14″&30″-22″ 11RIP<br>Mordey,Carney (Southampton),Ld.Sou. | | | |
| 2 Jenny<br>*For full particulars See No. 4 below* | | Steel Sc Sr | 1771 | 100A1<br>*(Class Contem plated)* | 1904 | Craig, Taylor&Co. Stockton | VanYssolsteyn et fils | 280·0 38·2 18·2<br>P26'B72'F28' | | T.3Cy.19″,31″&51″–<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 2 | | |
| 3 Jeanne<br>*H.C.Lagesen* 96–04 | *1 Dk (Iron) & deep framing* | Steel Sc Sr | 1178<br>1047<br>723 | ✠100A1<br>12.04<br>LMC 6.04 | Nwc<br>Shl<br>*Lloyd's SA & CP* | *o* 1904<br>6mo | WoodSkinner&Co.Ld. Newcastle | M.Carl<br>*WB = Cell D Ba 96 uE 86 f 90'359t FPT 62t APT 25t* | 232·0 35·0 16·5<br>F22'B59'F29'<br>FK 4 *BH Cem* | Copnhagn<br>Danish<br>62t *APT* 25t | T.3Cy.17½″,29″&48″–33″ (s)<br>180lb *80lb* 138NHP<br>1SB,3*cf*,Gs51,Hs2067<br>N.E.MarineEngCoLd.Nwc | 18 ″ 10<br>s 2 ″ 6 | | |
| 4 Jenny<br>~~Hunter~~ ~~W.P.Hunter~~ 04 *E.W.Jibben* –05<br>~~Yard~~ | *1 Dk (Stl) & deep framing*<br>*Elec.light* | Steel Sc Sr | 1770<br>1603<br>1134 | ✠100A1<br>1,05<br>LMC 6.04 | Stk<br>Shl<br>*Lloyd's SA & CP* | *r* 1904<br>6mo | Craig, ~~James C.Craig~~ ~~Craig & Co.~~ Stockton | 280·0 38·2 18·2<br>P26'B72'F28<br>FK 4 *BH Cem*<br>*WB = Cell D Ba 90 uE 16 f 116 406t FPT 79t APT*<br>MaatsStcomship Jenny(VanYssolsteyn&Co) | ~~London~~<br>~~Hunter~~<br>87t *pl Asp*<br>Ternenzen<br>Dutch | T.3Cy.19″,31″&51–33″ (s)<br>180lb *90lb* 167NHP<br>2SB,4*pf*,Gs74,Hs2654<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 2 | | |
| 5 Johanna Elisabeth<br>*A.von Croonenberg* –04 | *1 Dk* | Steel Sc Sr | 222<br>210<br>63 | ✠100A1<br>*Stm Trawler*<br>~~4,04~~ 4,05<br>LMC 7.04 | Ams<br>*Lloyd's SA & CP* | 1904<br>7mo | Ned'rl. Schps.Maats. Amsterdam | StoomvisMaats. Friesland (C. Planteijdt, *Mgr.*) | 129·0 22·2 8·4<br>BK 7½″ 6 *BH Cem*<br>*WB = D Ba Bkr* 16'15t | Ymuiden<br>Dutch<br>160lb 68NHP<br>1SB.2*pf*,Gs36,Hs1300<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 0 | | |
| 6 Juverna<br>~~Hellas~~<br>*Mchy. Aft Well deck* | *1 Dk (Stl)* | Steel Sc Sr | 285<br>~~100A1~~<br>~~(Class Contem plated)~~<br>~~LMC 6.04~~ | Gls<br>*Lloyd's SA & CP* | 1904<br>8mo | Garston Graving Dock &S.B Co Ld. Garston | H.Flinn<br>*WB = FPT 26t APT 4t* | 136·0 ~~28·0 10·0~~<br>Q46 F17' 23·1 9·9<br>FK 3 *BH Cem* | Liverpool<br>British | T.3Cy.13¼″,21″&34″–24″<br>160lb (s) 59RIP<br>1SB,3*pf*,Gs59,Hs1650<br>Mackie&Baxter,Glasgow | 10 ″ 9 | | |
| 7 Japan<br>118682 HBCT | *H.Grice* –04 *1 Dk* | Steel Sc K | ~~230~~<br>255<br>190<br>78<br>~~(Class Contem plated)~~ | ✠100A1<br>*Stm Trawler*<br>9,04<br>LMC 8.04 | Hul<br>Shl<br>*Lloyd's SA & CP* | 1904<br>9mo | Cochrane & Sons Selby | H.L.Taylor<br>*WB = Cell D Ba 96 uE 84 f 138'621t APT 46t* | 114·0 ~~21·6~~ 11·2<br>Q58 F19'<br>21·6 BK 7½″ 3 *BH Cem* | Grimsby<br>British | T.3Cy.12″,21″&31″–24″ (s)<br>180lb 66RIP<br>1SB,2*cf*,Gs35,Hs1030<br>C.D.Holmes&Co Hull | 12 ″ 1 | | |
| 8 József Agost Föherczeg<br>*R.Giovanni* –04 *1 Dk (Stl)* Steel Sc Sr<br>*Elec.light* *2 tr B & deep framing* | | | 2651<br>2499<br>1711<br>~~(Class Contem plated)~~<br>~~LMC 9.04~~ | ✠100A1<br>11,04<br>*Lloyd's SA & CP* | Nwc<br>*u* 1904<br>9mo | W.Dobson &Co. Newcastle | HungarianLevant S.S.Co.Ld. | 319·3 45·3 21·4<br>P27'B96'F30' | Fiume<br>Aust.-Hung.<br>FK 5 *BH Cem* | T.3Cy.23½″,39″&66″–45″ (s)<br>180lb *90lb* 811NHP<br>2SB,6*cf*,Gs128,Hs4712<br>N.E.MarineEngCo.LdNwc | 23 ″ 9<br>s 4 ″ 1½ | | |
| 9 John Brown<br>*S.Groen* 04–04 | *1 Dk* | Steel Sc K | 135<br>180<br>~~Stm~~<br>~~Trawler~~<br>~~42~~ 4,05<br>176<br>81<br>~~(Class Contem plated)~~<br>~~LMC 7.04~~ | Shl<br>Ams<br>*Lloyd's SA & CP* | 1904<br>11mo | Smith's Dock Co. Ld. North Shields | ~~C.Planteijdt~~<br>Naamloos, Vennoot Stoomvaart Holland (C.Planteijdt, *Mgr.*) | ~~110·0 20·7 11·6~~<br>110·1 20·8 8·8<br>BK 7½″ 3 *BH Cem*<br>*WB = DBf* 18'15t | Ymuiden<br>Dutch | T.3Cy.11″,18″&30″–21″ (s)<br>180lb 56NHP<br>1SB,2*cf*,Gs38,Hs1030<br>MacColl&Pollock,Sld. | 12 ″ 4 | | |
| 10 Justin<br>118128 *H.E.Boyer* –04 *2 Dks (Stl)* ~~Steel Sc Sr~~<br>*Elec.light framing & Shelter dk (Stl)* 3301 | | | ~~3695~~<br>3301<br>~~2257~~<br>2249<br>~~(Class Contem plated)~~ | ✠100A1<br>*Shelter dk with freeboard*<br>1,05<br>LMC 7.04 | Gls<br>*w* 1904<br>9mo | Barclay, Curle&Co.Ld Glasgow | BoothS.S.Co.Ld.<br>*WB = Cell D Ba 110 uE 22 f 132'698t DTa 32'630t FPT 82t APT 37t* | 355·0 48·7 24·0<br>FK 6 *BH Cem* | Liverpool<br>British | T.3Cy.25″,41″&68″–48″ (r)<br>180lb *100lb* 400NHP<br>2SB,6*cf*,Gs129,Hs5514,FD<br>Barclay,Curle&Co.Ld.Gls. | 26 ″ 6<br>s 3 ″ 7½ | BT till 9,05 | |
| 11 J. L. Lassen<br>LMVG | *A.Klevenhusen* 96–03<br>*Elec.light* *1 Dk* | Steel Sc Sr | 2053<br>1735<br>1309 | | 1903 | Schömer& Jensen Tönning | J.Jost<br>*WB* | 273·0 39·6 16·0<br>P12'Q149'B83 F29' | Flensburg<br>German | T.3Cy.19¾″,32¾″&53¾″–34½″<br>13¾ NIP<br>Schömer&Jensen, Tönning | | 9 | |
| 12 James Crombie<br>115188 *A.Black* 92–04 | *1 Dk & lower dk forward*<br>*Elec.light* | Steel Sc Sr | ~~800~~<br>626<br>~~10,04~~ 12.04<br>460<br>256<br>~~(Class Contem plated)~~<br>~~LMC 7.04~~ | ✠100A1<br>Lth<br>Abn<br>*Lloyd's SA & CP* | *k* 1904<br>10mo | Ramage& Ferguson,Ld. Leith | Abn.Lth.&Moray FirthS.Shg.Co.Ld. | ~~186·0 28·1 13·8~~<br>~~B75 F29~~<br>186·4 P29 F61 FK 4 *BH Cem*<br>*WB = Cell D Ba 33' 18t FPT 17t APT 25t* | Aberdeen<br>British | T.3Cy.17″,27″&45″–33″ (r)<br>180lb *100lb* 135NHP<br>1SB,3*cf*,Gs68,Hs2200<br>Ramage&Fergusn,Ld.Lth. | 14 ″ 6<br>s 1 ″ 8 | BT till 9,05 | |
| 13 Japan<br>118839 *J.Frost* 98–04 | *1 Dk* | Steel Sc K | ~~200~~<br>249<br>224<br>88<br>~~(Class Contem plated)~~<br>~~LMC 11.04~~ | ✠100A1<br>*Stm Trawler*<br>11,04<br>*Lloyd's SA & CP* | Hul<br>1904<br>11mo | Cook, Welt'n&Gemmell Beverley | Pickering&Haldane'sStm.Trawlng Co.Ld. | 126·6 22·0 ~~12·0~~<br>Q51' 11·8<br>~~7~~ 4 *BH Cem* | Hull<br>British | T.3Cy.12¾″,22″&36″–24½(s)<br>200lb 76RIP<br>1SB,2*cf*,Gs35,Hs1206<br>Amos&Smith,Hull | 12 ″ 10 | | |
| 14 Jura<br>118131 | *R.Parker* 04–04 *1 Dk (Stl) & Spar dk* (Stl) *& deep framing* | Steel Sc Sr | 3730<br>~~3400~~ 3751<br>~~3899~~<br>2898 | ✠100A1<br>*Spar dk with freeboard*<br>~~10,04~~ 3,05 bkn<br>*(Class Contem plated)*<br>~~LMC 10.04~~ | Sld<br>*x* 1904<br>10mo | W.Pickersgill&Sons Sunderland | ~~Japp&Kirby~~<br>JuraS.S.Co.Ld (Japp&Kirby) | 361·0 ~~16·0 25·0~~<br>P31'B198'F38 17·6<br>FK 46·2 25·6 6 *BH Cem* | Liverpool<br>British | T.3Cy.24″,40″&67″ 45″ (s)<br>180lb *100lb* 343NHP<br>2SB,6*pf*,Gs110,Hs4417 FD<br>G.Clark,Ld.Sunderland | 20 ″ 2<br>s 4 ″ 9 | | |
| 15 Jubilee | | Steel Sc<br>1 *Dk* | 136<br>125<br>~~55~~ | | 1904 | W.J.Yarwood Northwich | Price'sPatent CandleCo.Ld. | 85·3 20·0 9·1 | London<br>British | 2Cy.10″–12″<br>W.J.Yarwood,Northwich | | | |
| 16 J. Bustamante<br>*L.Yauzo* –04 | *1 Dk* | Steel Sc Sr | 1044<br>744<br>457 | | 1904 | Cia.Trasatlantica Cadiz | CiaGen.deTabacos deFilipinas<br>*WB* | 222·0 32·0 18·0 | Barcelona<br>Spanish | T.3Cy.19″,32″&51″–39″<br>162NHP<br>Lobnitz&Co.Ld.Renfrew | | | |
| 17 J. D. S. Adolph | *1 Dk* | Steel Sc | 1492<br>1224<br>935 | | 1904 | Helsingörs Jernsk& Msk. Elsinore | Dampskibsselskbt Vendila (Svendsen &Christensen)<br>*WB* | 247·5 37·3<br>P16'Q73'B106'F27' | Copnhagn<br>Danish | T.3Cy.19″,32″&53″–36″<br>169NHP<br>Helsingörs Jernsk.&Mskb. | | | |
| 18 J. T. Morse<br>116660 KTDP | *F.L.Winterbottom* –04 | Wood Pad<br>*2 Dks* | 780<br>—<br>410 | | 1904 | Wm McKie Boston | EasternS.S.Co. | 199·0 31·0 12·1 | Bath, Me.<br>Utd. States | B.1Cy.51″–108″<br>208NHP<br>W.&A.FletcherCo.Hbkn. | | | |
| 19 Jefferson<br>201073 KSTP | *G.Nord* 94–04 | Wood Sc Sr<br>*2 Dks* | 1615<br>1278<br>875 | | 1904 | E.W.Heath Tacoma, Wash. | AlaskaS.S.Co. | 207·0 40·0 22·7 | P.Twnsnd<br>Wash.<br>Utd. States | T.3Cy.18½″,31″&51″–36″<br>156NHP<br>HeffernanE.Wks.Seattle | | | |
| 20 John P. Wilson<br>201335 | *J.C.Durborough* –04 | Steel Twin Sc<br>1 *Dk* | 350<br>—<br>238 | | 1904 | Nefie& Levy Co. Philadelphia | LebanonTransptn. Co. | 131·0 27·0 6·5 | Wilmgton<br>Utd. States | C.4Cy.11″&22″–16″<br>15NHP<br>Neafie&LevyS&EBCo.Phl | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* Visites Périodiques. | 3 *Ex-nom, s'il y a lieu.* Nombres des Ponts. | 4 Tonnage Officiel: Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Registres où cesse de figurer dans la L.R. Date de la dernière Visite de Charte-partie-hâtive. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **21** **Japan** | | **SteelPad** | 1320<br>1320 | | | | 1904 | W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.Ld.** | 328·5 46·1 10·7 | **Glasgow British** | T.3Cy.28″,41½″&60″–66″<br>252NHP<br>Denny&Co.Dumbarton | | | |
| 119190 | | 1*Dk* | 839 | | | | | | | | | | | | |
| **22** **Joseph Vaccaro** | *Bennett* –02 6thSurveyLiv.10,95 | **IronScSr** | 1661 | ✠ **A1*1** 12,04 Gls | | **Liv** | **Lv** 1871 | T.Royden &Sons Liverpool | **VaccaroBrothers S.S.Co.Ld. (S.D'Antoni,** *Mgr.*) | 269·4 33·2 16·4<br>23·7 | **Liverpool** British | T.3Cv.23″,36½″&58″–36″ (*s*) 160*lb*80*lb* NE88 213NHP<br>2SB,6*cf*,GS109,HS3874 NDD95<br>WestrayCopeland&C.Brw. | 25 ″ 2<br>s 4 ″ 5½ | BT till 10,05 | |
| 63017 KBFH | (*ex*Lisbonense) | 8.dSurvey Gls.12,04 2*Dks*3*trB* | 1440<br>1037 | ✠NB12,04 LMC12,04 | | | | | | BK9″6 | | *BH*<br>*WB* = *DB* | | | |
| **23** **John Brinkman** | *W.Thode*04–04 | **SteelScSr** | 186<br>153 | | | | 1899 | H.C.Stülcken Sohn Hamburg | **Föhrtmann& Behne** | 113·9 22·3 8·8<br>H29′ | **Hamburg** German | C.2Cy.7½″&14½″–9⅝″<br>6NHP | | **G** | |
| RLGS | (*ex*Gertrud) | 1*Dk* | 131 | | | | | | | | *WB* | H.C.StülckenSohn,Ham. | | | |
| | *Sailing Schooner.—See Sailing Ship Register.* | | | | | | | | | | | | | | |
| **24** **Jörgensen & Wettern** | (*Trawler*) | **SteelScSr** | 160<br>145 | | | | 1904 | H.C.Stülcken Sohn Hamburg | **Jörgensen& Wettern** | 115·5 21·8 11·2<br>F17′ | **Hamburg** German | T3Cy12⅜″,19¹³⁄₁₆″&32½″–21⅜″<br>48NHP | | | |
| | | 1*Dk* | 40 | | | | | | | | | H.C.StülckenSohn.Ham. | | | |
| **25** **Joseph Wharton** | *H.C.Fish* –01 | **WoodScTug** | 245 | | | | 1904 | Jackson& Sharp Wilmington | **WhartonFisheries Co.** | 126·0 22·3 9·8<br>Q63′F21′ | **Wilmington** (Del.) | C.2Cy.16″&32″–24″<br>42NHP | | | |
| 201017 KTDW | | 1*Dk* | 101 | | | | | | | | *WB* | Utd.States | Pusey&JonesCo.Wilmington | | |
| **26** **Jethou** | *J.A.Pettersen*94–05 2*Dks*(1 St'l Upr Trs & pt Stl)&deep framing | **SteelScSr** | ~~4080~~<br>4284<br>4066<br>2781 | ✠ **100A1** 2,05 *(Class Contem plated)* ✠LMC2,05 | Hpl | *x* | 1905<br>2mo | W.Gray& Co.Ld. W Hartlepool | ~~**A.N.Hansen&Co**~~ Dmpsk Akties Jethou (W.Wilhelmsen) | 370·4 50·0 25·8<br>P27′B110′F35′ FK<br>*WB* = *CellDBa*90′*uE*&*uDT*59′ 152′103*tDTu*42′10*tAPT*53*t* | **Tonsberg Danish** Norwegian | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 372NHP<br>2SB,8*cf*,GS147HS5935<br>6*BHCem* | 28 ″ 4<br>s 5 ″ 8 | | |
| MCFB | | | | | | | | | *Lloyd's SA&CP* | | | Cen.Mar.Eng.Wrks.WHpl | | | |
| **27** **Jupiter** | *Elec.light* | **SteelTwinScSr** | 2200<br>1450<br>1260 | | | | 1905 | Reiherst'g Schiffsw. Hamburg | **Cia.deNav.Cruiz-eiro doSul** | 269·0 37·8 11·5<br>F30′ | **Santos** Brazilian | T6Cy13⅜″,23¼″&37½″–29⅝″<br>156NHP | | | |
| | | 1*Dk*&*Awngdk* | | | | | | | | | *WB* | Reiherst.Maschinenf.Ham | | | |
| **28** **Juliette** | *H.v.Heuvel* –05 (*ex*Dunolly Castle) *Ref.Mchy.Elec.light* | **SteelScSr** *ss*Lon.No.1–01 2*Dks*(1*Stl*–WS)& *Spar dk*(*Stl*–teak s) | *4167*<br>*3758*<br>*2956* | ✠**100A1** *Spar dk* 1,04 ✠LMC2,05 | Lon | *x* | 1897<br>1mo | Barclay, Curle&Co.Ld Glasgow A&CP | **M.Jebsen** *WB* = *CellDBa*86′*uE*&*uB*70′*f*148′ | 368·0 46·3 20·0<br>P49′B117′F48′ 27·5<br>FK&BK3″ | **Hamburg** German | T.3Cy.26½″,44″&70″–48″ (*s*)<br>180lb 419NHP<br>3SB,11*trf*,GS199,HS7161<br>7*BHCem* 748*t* | 22 ″ 6 | | 2,05 |
| | | | | | | | | | | | | Barclay,Curle&Co.Ld. Gls. | | | & 1 |
| **29** **Jamalpur** | *C.Vollers*01–03 (*ex*Rothenfels) | **SteelScSr** *ss*Ham.No.2–02 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s) &*Web frames* | 2935<br>2693<br>1864 | ✠ **100A1** *Spar dk* 2,05 ✠LMC2,05 | Ham | *u* | 1893<br>12mo | SirR Dixon &Co. Middlesbro' A&CP | **DeutscheDmpfs-fahrts.Ges.Hansa** *WB* = *CellDB* | 315·0 41·8 18·0<br>P31′B70′F43′ 26·0<br>BK10″ | **Bremen** German | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* 273NHP<br>2SB,6*cf*,GS103,HS4220<br>5*BHCem* 242′521*t* | 20 ″ 6 | | 2,06 |
| QFVJ | | | | | | | | | | | | T.Richardson&Son,W.Hpl | | | |
| **30** **Jeanne Marcelle** | *G.Pazzatore*05–05 (*ex*Beppe,*ex*Agordat, *ex*Port Jackson) | **IronScBg** *ss*Liv.No.3–0,95 *ss*Gen.No.2–03 1*Dk*(*Irn*)&*Spar dk*3*trB* | 2550<br>—<br>1674 | ✠**100A1** *Spar dk* 4,05 BS1,05 ✠LMC3,05 | Gen | *t* | 1883<br>9mo | A.Leslie &Co. Newcastle *Lloyd's SA&CP* | **Calame&Cortese** *WB* = *DBa*88′*u* | 317·0 37·2 27·4<br>ND95 BK10″<br>*E*20′*f*76′ 366*t FPT* | **Genoa** Italian | C.2Cy.38″&72″–48″ (*a*)<br>160lb *95lb* NDD95 287NHP<br>6*BHCem*<br>26*tAPT*23*t* | 21 ″ 4<br>s 7 ″ 0½ | | 8,04 |
| MHDF | | | | | | | | | | | | 2SB,6*pf*,GS107,HS1400<br>T.Clark&Co.Newcastle | | | |
| **31** **Janus** | | **SteelScYl** 1*Dk* | 240 | 100A1 *Stm Trawler* *(Class Contem plated)* | | | 1905 | Cochrane& Sons Selby | **Orient Steam Fishing Co.Ld.** | 123·5 22·0 11·5<br>Q69′F20′ | **Grimsby** British | T.3Cy.12¼″,22″&35″–24″<br>Gt.Central Co-op Eng.&Ship Repairing Co.Ld.Gmsby. | | | |
| **32** **Jenny** | *C.A.Edgren*~~95–05~~80–05 *Mchy.Aft* | **SteelScSr** 1*Dk*(*Stl*) | ~~220~~<br>~~176~~<br>~~112~~<br>111 | ✠**100A1** 5,05 *(Class Contem plated)* ✠LMC5,05 | Got | *c* | 1905<br>5mo | Aktieb. Lödöse Varf. Lödöse *Lloyd's SA&CP* | ~~**Rederiaktieb. Unda**~~ J.A.Waller | ~~101·0~~ 22·3 ~~11·1~~<br>~~P24′~~F13′ P23′ 11·0<br>101·6 FK<br>*WB* = *FPT*27*tAPT*6*t* | **Gothenburg** Swedish | C.2Cy.10″&22½″–15″ (*s*)<br>120lb 20NHP<br>3*BHCem* | 12 ″ 0 | | |
| 4410 JPGC | | | | | | | | | | | | SB,*lcf*,GS12,HS363<br>Akt.Lödöse Varf.Lödöse | | | |
| **35** **Jevington** | | **SteelScSr** | 2770 | 100A1 *(Class Contem plated)* | | | 1905 | Richardson, Duck&Co. Stockton | **Bell,Symondson& Co.** | 331·0 47·5 20·1<br>P30′B184′F29′ | **London** British | T.3Cy.23″,38″&62½″–42″<br>Blair&Co.Ld.Stockton | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey Date of last Survey | 6 Port of Survey | 7 Years since Last new equipment | 8 Built. When. Ship. Engines. | By Whom. Where. | 9 Owners. | 10 Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 13 Moulded depth. Freeboard amidships. ft. in. | 14 Registers in which classed, if not in L. R. Date of Rot'n. last cert. | 15 Date when tail shaft last went. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Kuching 114466 JBPL | *Elec.light* | SteelScSr 1Dk(Stl-ws)&Wb frames &Shade dk(Teak) | 1445 898 904 | ✠100A1 *Shade dk* 5,04 ✠LMC5,04 | Lth | *n* | 1904 6mo | Ramage& Ferguson,Ld. Leith *Lloyd's SA&CP* | ~~Borneo Co.Ltd.~~ Sarawak&Singapore S.S.Co.Ld. | 230·0\|34·2\|15·0 WB=*APT30t* | ~~London~~ Sarawak FK | T.3Cy.18",30"&49"–33" (s) 170lb *85lb* 159NHP 2SB,*4cf*,GS84,HS2639 Ramage&Fergusn,Ld.Lth. | 15 ″ 10 s 1 ″ 9 | BT till 4,05 | |
| 2 Kingfisher 114044 | *J.R.Forsaith04–04* *Elec.light Ref.Mchy.* | SteelScK 1Dk | 228 206 48 | ✠100A1 *Stm Trawler* 6,04 ✠LMC6,04 | Goo | | 1904 6mo | Goole S.B. &Rep.Co.Ld Goole *Lloyd's SA&CP* | ~~A.H.Rennie~~ Durban Stm Trlg Co.,Ld (Chiazzari &Co.,*Mgrs.*) | 120·0\|22·1\|11·6 Q52'F20' WB=*DBf28·15t* | Goole British BK7½″ | T.3Cy.12½″,21″&34″–24″ (s) 180lb 60RHP 1SB,*3pf*,GS45,HS1342 G.T.Grey,SouthShields | 12 ″ 5 | | |
| 3 ~~Kobina Maru~~ 8947 JBPL | *M.Sakuo* (ex Kohinur) | Steel ~~S.S.~~ 4thSurvey,Cal.6,01 2Dks(~~1st~~ &pt Stl) | ~~3102~~ 2027 ~~1970~~ 2025 | ✠ A1*1 5,04 B&MS5,01 | Kob | Lv | 1884 10mo | Harland& Wolff.Ld. Belfast | ~~Kato Lor.Shipg.~~ K.Zensairo | 350·5\|40·3\|25·2 BK11″ WB=*DBa FPT APT* | Kobe ~~Yokohama~~ Japanese | C.2Cy.36"&72"–4" 10lb *100lb* NDB02 323NHP 1SB,*9pf*,GS168,HS5869 Harland&Wolff,Ld Belf. | | | 20·55 21·8 23·17 24·4 6,11 |
| 4 King Mow 114377 | (ex King Wo.ex Sri Poutianak,ex Lübeck) | IronSc3MstSr 1Dk&*Awng dk* | 482 455 322 | | | | 1866 | Denton, Gray&Co. W Hartlepool | F.Anderson | 155·3\|20·5\|10·9 | Shanghai British | C.2Cy.19"&38"–20" NE74NB85 60RHP Richardson,Duck&Co.Stk. | | | |
| 5 Kratos | *N.Stevenson –04* *Elec.light* | SteelScSr 1Dk(*pt Irn&pt Stl*)&deep framing | ~~3375~~ 3380 3176 *2186* | ✠100A1 ~~Q.M.~~13,05 ~~(Class Contem. plated)~~ ✠MC9,04 | Hpl | *v* | 1904 9mo | W.Gray& Co.Ld W Hartlepool *Lloyd's SA&CP* | Rederi Aktieb.Nike (W.R.B.Lundgren) WB=*CellDBa110'uE&B40'f140'360t APT66t* | 340·0\|49·1\|22·8 P27'B100'F32' FK | Gothenburg Swedish 6*BHCem* | T.3Cy.25",40½"&67"–45" (s) 180lb 335NHP 3SB,*9pf*,GS153,HS5265 Cen.Mar.Eng.Wrks.W Hpl | 25 ″ 3 s 4 ″ 7 | | |
| 6 Kirkwall 97063 JDKR | *T.Hesketh –04* *–02* (ex Yestor,ex Cape Comorin) | SteelScSr s.Brs.No.1–04 1Dk(*pt Stl &pt Irn*)&*Web frames&pt Awng dk(Irn)* | 2582 1974 1652 | ✠100A1 *pt Awng dk with freeboard* 12,04 ~~7,04~~ ✠LMC7,04 | Brs | *t* | 1891 4mo | Tyne I.S.B. Co.Ld. Newcastle A&CP | Mawson Shppg.Co. Ld.(A.Mawson& Co.*Mgrs.*) WB=*CellDBa92'f113'402t APT12t* | 300·5\|38·6\|20·6 P29'Q84' BK10' *pt Awng dk*186' | Cardiff British 6*BHCem* | T.3Cy.28",38"&63"–42" (s) 150lb *80lb* 246NHP 2SB,*8pf*,GS110,HS3680 N.E.Marine Eng.Co Ld Nwc | 23 ″ 2 s 8–10½ | | 7,04 |
| 7 Kronborg | (*Sand Pump Dredger*) | SteelSc 1Dk | 100 | | | | 1904 | Kjöbnhvns Flydk.&Skbs. Copenhagen | P.Christiansen | 84·0\|19·0\| 8·6 | Copnhagn Danish | C.2Cy.10½"&20"–14" 24NHP Kjbnhavns Flydk.&Skbsv. | | | |
| 8 Kyanite 119168 HBOW | *W.Leitch04–04* *Well deck Elec.light* | ~~Steel 3MastSr~~ 1Dk(*Irn*)SteelSc3MstSr *3chgr.Aft* | ~~550~~ 564 398 200 | ✠100A1 ~~5,05~~ ~~3,04~~ ~~12,04 Liv~~ ~~(Class Contem. plated)~~ ✠LMC11,04 | Gls | *s* | 1904 8mo | J.Shearer& Sons Glasgow *Lloyd's SA&CP* | W.Robertson WB=*CellDBf103'f146tFPT t* | 175·2\|28·1\|10·6 Q87'B11'F33' drp04 BK7″ | Glasgow British 3*BHCem* | T.3Cy.15",25"&40"–27" (s) 180lb *70lb* 99NHP 1SB,*3pf*,GS55,HS1687 Muir&Houston,Ld.Gls. | 13 ″ 0 s ″ 11½ | | 11,04 |
| 9 Kotohira Maru 8955 JRQB | (ex Glenshiel) *Elec.light* | SteelSc3MstSr s.Lon.No.1–02 2Dks(*Stl–Uws*)*Str H* | 3723 3122 2308 | ✠100A1 6,04 ✠LMC6,04 | Kob | *w* | 1887 1mo | Loudon& Glas.Co. Glasgow *Lloyd's SA&CP* | M.Yotsumoto | 370·0\|45·1\|26·6 P76'B69'F53' BK11' | Kobé Japanese 6*BHCem* | T.3Cy.34",53"&87"–54" (s) 140lb *70lb* 527NHP 3DB,*18cf*,GS318,HS8121 London&Glas.Co.Ld.Gls. | 28 ″ 0 s 5–11½ | | 6,04 |
| 10 Kybfels | *A.Pankow82–04* *Elec.light* | SteelSc Sr 1Dk(*Stl*)&*Spar dk* (*Stl–ws*)&*deep framing* | ~~5400~~ 4996 471 5339 | ✠100A1 *Spar dk*9,04 ~~(Class Contem. plated)~~ *Lloyd's SA&CP* | Gst | *z* | 1904 9mo | J.C.Tecklenborg A.G. Geestemünde | Deutsche Dmpfs-fahrts.Ges.Hansa *WB=CellDBa110'uE2..'f177'352t* | 400·0\|52·2\|20·2 P30'B 17' F50' FK&BK *Tween dk tanks* | Bremen German 6*BHCem* | Q.4Cy.24",34½",50"&72½"– 12lb (s)505NHP 3SB,*9pf*,GS155,HS5669 FD J.C.Tecklenborg A.G.Gst. | 23 ″ 0 s 6 ″ 8 | | |
| 11 Kanto Maru (ex Manchuria) | *Elec.light* | SteelScSr ~~ex~~Opn.No 1–03 1Dk(*Stl*)&*Spar dk* (*Stl–pt teaks*)&*Web frames* | 6193 4542 3053 | ✠100A1 *Spar dk* 12,03 ✠LMC12,03 | Cpn | *z* | 1900 3mo | Burmeister &Wain Copenhagen A&CP | *WB=CellDBa&uE160' f160'895t FPT131t* | 410·0\|49·4\|30·5 P286'F40' d-p03 FK | Japanese 6*BHCem* | T.3Cy.29",47"&78"–51" (s) 170lb 591NHP 4SB,*12cf*,GS176,HS8786 FD Burmeister&Wain,Cpn. | 22 ″ 6 | | ~~12,03~~ |
| 12 Kingtor 118[illegible] HBKD | *[illegible]son –04* | SteelScSr 1Dk(*pt Irn&pt Stl*)&*deep framing* | ~~3270~~ 3015 2839 1936 | ✠100A1 10,04 ~~(Class Contem. plated)~~ *Lloyd's SA&CP* | Hpl | *v* | 1904 10mo | Irvine's SB &D.D.Co.Ld. W Hartlepool *WB=CellDBa106'uE22'f144'885t APT80t* | R.H.Holman | 330·6\|48·0\|21·6 P28'B170'F33 FK | London British 5*BHCem* | T.3Cy.23½",39"&64"–42" 180lb *90lb*(*a*) 281NHP 2SB,*6cf*,GS118,HS4230 Blair&Co.Ld Stockton | 24 ″ 0 s 8 ″ 6½ | | |
| 13 Karmsund | | SteelScSr 2Dks | 300 250 250 | | | | 1904 | Trndhjms Mek.Værks Trondhjem | Haugesunds Dampskibselskab | 125·0\|21·0\| 9·6 | Haugesnd Norwegian | T.2Cy.12½",20"&33"–21" 50NHP Tronchjems M.V.Trndhjm | | | |
| 14 Karma 120068 HBMB | *A.Gosden38–04* | SteelScS 1Dk(*pt Irn&pt Stl*) 3702 2rB *deep framing&Web frms&Lk Rule* | ~~3661~~ 3416 2411 2385 | ✠100A1 2,04 ~~(Class Contem. plated)~~ ✠LMC11,04 | Sld | *w* | 1904 10mo | J.L.Thompson&Sons,Ld Sunderland *Lloyd's SA&CP* | Unison ~~S.S.Co.Ld.~~ Stm.Shpg.Co.Ld. *WB=CellDBa119'uE&B38'f148'910t APT94t* | 346·5\|50·8\|28·0 P27'B92'F31' FK | London British 6*BHCem* | T.3Cy.25",41"&67"–45" (s) 180lb *100lb* 332NHP 2SB,*6rf*,GS124,HS5190 Blair&Co.Ld.Stockton | 25 ″ 6 s 4 ″ 7 | | |
| 15 Ker Hin | *Collet* | SteelSc (*Trawler*) 1Dk | 132 122 43 | | | | 1898 | Lobnitz& Co. Renfrew | Soc.Anon des Chalutiers de l'Ouest | 100·2\|20·1\|10·2 | Lorient French | C.2Cy.14"&32"–21" 39NHP Lobnitz&Co Renfrew | | V | |
| 16 Kommerzienrat Boeckel | *P.Korff91–04* *Elec.light* | SteelScSr 1Dk | 976 730 608 | | | | 1904 | Act.Ges. "Neptun" Rostock | F.W.Fischer | 211·4\|32·0\|12·9 P13'Q65 B57 F26' | Rostock German | T.3Cy.14⅜",24½"&38⅜"–26" 76NHP A.G."Neptun" Rostock | | | |
| 17 Kanal III. | *Mchy.Aft* | SteelScSr 2Dks | 275 240 150 | | | | 1904 | Schiffsw. v. Henry Koch Lübeck | Wer.Flensburg Eksensunder&Sonderburger Dmpfs. Ges. | 125·0\|24·0\|10·3 P61'F49' | Flensburg German | C.2Cy.14⅜"&26⅜"–17½" 24NHP J.F.Ahrens,Altona | | | |
| 18 Kerkyra | *G.Pappadoyanni04–04* (ex Crete,ex Lizard) | IronScSr 6thSurvey,Cpl.8,01 2Dks | 411 403 194 | A1*1 8,04 ~~NB7,01~~ ✠MC8,04 | Cpl | Lv | 1881 5mo | Blackwood &Gordon Pt.Glasgow | Destouni& Yannoulatos WB=*MT APT FPT* | 191·0\|25·2\|13·0 ptND01 | Piræus Greek 5*BH2PBH* | C.2Cy.35"&48"–36" 85lb 90lb NDB04 101NHP 1SB,*3pf*,GS52,HS1592 Blackwood&Gordon,P.Gls | | | 11·24 11·37 12·50 13·13 5,01 |
| 19 Kariba 120070 HBND | *W.Swinbanks92–04* *2rB deep framing&Web frames&Dk Rule* | SteelScSr 1Dk(*pt Irn&pt Stl*) 2367 | ~~3671~~ 3449 2367 | ✠100A1 ~~4,05~~ ~~11,04~~ ~~(Class Contem. plated)~~ ✠LMC11,04 | Sld | *w* | 1904 11mo | J.L.Thompson&Sons,Ld. Sunderland *Lloyd's SA&CP* | Unison Stm. Shppg Co.Ld. *WB=CellDBa119'uE&B38'f148'910t APT94t* | 346·5\|50·8\|22·9 P27'B92'F31' FK | London British 6*BHCem* | T.3Cy.25",41"&67"–45" (s) 180lb *100lb* 332NHP 2SB,*6rf*,GS124,HS5190 Blair&Co.Ld.Stockton | 25 ″ 6 s 4 ″ 7 | | 4,05 |

| 1 Numéro d'Ordre. Numéro. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au pont... | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | Kuban | SteelTwinSc3MastSr | 2479 | | | | 1889 | Act.Ges. "Vulcan" Stettin | RussianGovernment | 522·2 / 56·4 / 33·8 | Russian | T.6Cy.41",67"&106"–63" 1784NHP | | | 6 |
| | *Elec.light* | (ex Augusta Victoria) 3Dks & Promenade dk | 6854 2768 | | | | | | | P43'T59' len97 *Prom dk*382' | | *WB*A.G."Vulcan,"Stettin | | | |
| 21 | Katha | SteelPad | 211 | | | | 1904 | W.Denny & Bros Dumbarton | IrrawaddyFlotilla Co.Ld. | 140·0 / 29·0 / 5·8 | Glasgow British | H.2Cy.17½"&32"–57" 70RHP | | | |
| 119179 | | 1Dk | 211 133 | | | | | | | | | Denny&Co.Dumbarton | | | |
| 22 | Kinling | SteelTwinSc | 3675 | | | | 1904 | HongK'ng &Whampoa DockCo Ld. HongKong | D.R.Law | 310·0 / 46·0 / 12·2 | HongKong British | T.6Cy.14½",24"&39½"–30" 170NHP | | | |
| 116051 | *J.Sutherland* –04 | 3Dks | 2673 2531 | | | | | | | | | HongKong&Whampoa DockCo.Ld.HongKong | | | |
| 23 | Khorazan | SteelScSr | 3359 3286 3000 2094 | ✠100A1 Dmb *w* Ant (*Class Contem plated*) 5,05 | | | 1904 | A.McMillan&Son,Ld. Dumbarton, (H.Fernie&Sons,*Mgrs*) | ~~H.Fernie&Sons~~ Liverpool&Shipg. Co.Ld | ~~[illegible]~~ 47·0 / ~~21·0~~ 24' / 13·9 P35'B20'F39' 355·6 P35' FK 21·9 | Liverpool British | T.3Cy.20",40"&67"–45" (*s*) 24 ″ 4 180lb *120lb* 382NHP s 3 ″ 7 2SB,6*cf*,GS120,HS1050 Rankin&Blackmore,Grk. | | | |
| 118150 | *H.A.Hay* 7-04 | 1Dk(*Stl*)&Spar dk | | ~~Hull Spar dk~~ | | ✠LMC12,04 | | | | | 6*BHCem* | | | | |
| HBPL | | (*ex*) Stanley *framing* | | | | *Lloyd's*A&CP | | | | | | | | | |
| 24 | Kehdingen | SteelScSr | 1450 | | | | 1904 | Schömer& Jensen | R.Grothmann | 250·0 / 37·0 / 16·5 P17'B110'F28' | Hamburg German | T.3Cy.17⅞",28⅝"&46½"–31½" 123NHP | | | |
| | *H.Langkopf* 02-04 | | 1170 | | | | | Tönning | | | | *WB* Schömer&Jensen,Tönning | | | |
| | *Elec.light* | 1Dk | 900 | | | | | | | | | | | | |
| 25 | Klaren | CompScSr | 176 | | | | 1883 | J.H.Seldén Oroust | A.Uppvall | 100·9 / 22·3 / 8·8 P20*t*Q5*t*H4*t* | Karlstad Swedish | C.2Cy.10½"&22½"–15" 16NHP | | | |
| 1163 | *E.Engelke* 04-04 | (*ex* Agnetemunn) | 148 | | | | | | | | | P.Larsson,Thorskog | | | |
| HRSG | *Mchy.Aft* | 1Dk | 94 | | | | | | | | | | | | |
| 26 | Kingsway | SteelScK | ~~229~~ 211 194 76 | ✠100A1 Hul *Stm Trawler* 1,05 (*Class Contem plated*) | | ✠LMC1,05 | ~~1904~~ 1905 1mo | Cook,Welton&Gemmell Beverley | A.L.Black | ~~115·3 / 21·5~~ / 11·5 Q58'~~F15~~T19' 115·4 / 21·6 BK7" | Grimsby British | T.3Cy.12",21"&34"–24" (*s*) 12 ″ 3 180lb 65RHP 1SB,2*pf*,GS32,HS1050 Amos&Smith,Hull | | | |
| 118940 | *J.W.Freeman* 00-05 | 1Dk | | | | *Lloyd's*A&CP | | | | | 3*BHCem* | | | | |
| 27 | Kwong Tung | SteelTwinSc | ~~1212~~ ~~1170~~ 753 417 | | | | 1904 | W.S.Bailey &Co. HongKong | YuenOnS.S.Co.Ld. | 192·0 / 35·0 / 11·3 | HongKong British | C.4Cy.14"&32"–22" 91RHP Ross&Duncan,Glasgow | | | |
| 126032 | *H.W.Walker* –04 | 2Dks | 823 4 7 | | | | | | | | | | | | |
| 28 | ~~King Wood~~ Kingwood | SteelScSr | 1014 750 603 | ✠100A1 Shl *m* 1,05 (*Class Contem plated*) | | | ~~1904~~ 1905 1mo | A.Vuijk Capelle a/d. Ysel | O.&W.Williams ~~Shipping Agency, Ltd. G.S.Coram, Mgr.~~ | 215·6 / 32·1 / 15·3 Q74'B61'F21' | London British FK 4*BHCem* | T.3Cy.17",~~20~~ 28½"&46"–30" (*s*) 16 ″ 3 180lb *100lb* 1SB,*pf*,GS52,HS2152 G.T.Grey,SouthShields | | s1 ″ 5½ | |
| 129489 | *Well deck* | 1Dk(*Stl*)&deep framing | | | | ✠LMC1,04 | | *Lloyd's*A&CP | *WB*=CellDBa61'/81'232*t*APT151 | | | | | | |
| | *Now named "Cymrian," See No. 101 in Supplement* | | | | | | | | | | | | | | |
| 29 | Koranna | SteelScSr | ~~3580~~ 3411 ~~2280~~ 2267 | ✠100A1 Nwc *x* *Shelter dk with freeboard* 2,05 (*Class Contem plated*) | | ✠LMC2,05 | 1905 2mo | Armstrong Whitworth &Co.Ld. Newcastle | BucknallS.S.Lines Ld.(Bucknall,Brs., *Mgrs.*) | 350·0 / 52·0 / 23·4 | London British FK 6*BHCem* | T.3Cy.25",41"&67"–45" 180lb (*s*) 337NHP s 3 ″ 5½ 3SB,9*cf*,GS154,HS5355 N.E.MarineEng.CoLdNwc | | | 26 ″ 0 |
| 129138 | *J.Hutcheon* –05 | 1Dk(*Stl*)&deep framing&Sheltr dk(*Stl*) | 3585 | | | *Lloyd's*A&CP | | | *WB*=CellDBa108'*u*E&B42'*f*156'955*t*FPT105*t*APT108*t* | | | | | | |
| HBVQ | | | | | | | | | | | | | | | |
| 30 | Kiora | SteelScSr | 2042 1816 1309 | ✠100A1 Bkn *r* 12,04 | | ✠LMC2,03 | 1903 2mo | Const.Nav. Española Cadiz | TrechmannS.S.Co. Ld. (Trechmann Bros.*Mgrs.*) | 281·4 / 40·0 / 19·1 P28'B54'F30' 281·7 FK 4*BHCem* | W.Hartlpl British | T.3Cy.21",33"&53"–36" (*s*) 21 ″ 8 165lb *80lb* 2SB,6*rf*,GS71,HS2950 | | s 3 ″ 1½ | |
| 110862 | *D.McGregor* –04 | 1Dk(*Stl*)&deep framing | | | | | | | | | | | | | |
| (*ex*Cadiz 2) | | | | | | | *Lloyd's*A&CP | | *WB*=CellDBa74',116'324*t*APT87*t* | | | Cen.Mar.Eng.Wks.W Hpl | | | |
| 31 | Kabafuto Maru | IronScSr | 2895 2445 1795 | ✠100A1 Gen *u* 5,01 | | ✠NB10,96 ✠LMC6,01 BS10,03 | 1884 5mo | G.Ansaldo &Co. Sampierdrna | YagiKamesaburo | 344·5 / 38·1 / 24·5 P40'B22'F46' BK6" | Kobe Japanese | T.3Cy.25",40"&68"–45" (*s*) 160lb *80lb* 294NHP NDB92 *re-fitted*03 2SB,6*pf*,GS112,HS4171 | | | 6 01 |
| 9142 | | *ss*Gen.No 3–10,96 *ss*Gen.No.1–01 | | | | A&CP | | | | | 6*BHCem* 390*t* | | | | |
| JBGF | (*ex*S.Gottardo) | 2Dks(*Irn*)3*trB* | | | | | | | *WB*=CellDB232' | | | *Tp d*96D.Torriani&Co.Sprdna | | | |
| | *Elec.light* | | | | | *Emade*1880,*fitted*1884 | | | | | | | | | |
| 32 | King Arthur | SteelScSr | 3963 3682 2589 | ✠100A1 Nwc *w* *Spar dk with freeboard* 4,05 (*Class Contem plated*) | | ✠LMC6,06 | 1905 4mo | R.Stephenson&Co.Ld. Newcastle | Phillips&Co. Scottish S.Co.Ld (Philipps,Phillipps &Co.Ld.,*Mgrs*) | 340·7 / 47·1 / ~~27·3~~ P26'B93'F33' 20·0 FK 27·3 | London British 6*BHCem* | T.3Cy.25",41"&67"–45"(*s*) 22 ″ 10 180lb *100lb* 3SB,6*cf*,GS124,HS4900 Blair&Co.Ld.Stockton | | s 3 ″ 1½ | |
| 120514 | *W.Davies* –05 | | | | | *Lloyd's*A&CP | | | *WB*=CellDBa110'*u*E23'*f*138'682*t*APT181*t* | | | | | | |
| HCKF | | Spar dk(*Stl*)2*trB*&Web frames | | | | | | | | | | | | | |
| 33 | Kanji Maru | SteelScSr | 1680 1484 1041 | | | | ...1882 | Caird&Co. Greenock | K.Hasegawa | 267·9 / 34·0 / 20·5 F43' FK | Kobe Japanese | C.2Cy.35½"&68½"–42" 251NHP *WB* Caird&Co.Greenock | | | 23 ″ 0 |
| 3953 | | | | | | | | | | | | | | | |
| JRFS | (*ex*PhraChomKlao) | 2Dks | | | | | | | | | | | | | |
| 34 | Ko-un Maru | SteelSmSr | 1312 1149 813 | | | | 1889 | Flensburgr Schiffs.Ges. Flensburg | Ko-UnKabushiki Kaisha | 232·7 / 32·2 / 19·2 B76'F28' | Naha Japanese | T.3Cy.19½",28½"&51"–33" 149NHP *WB* FlensburgerSchiffsb.Ges. | | | V |
| 6041 | | | | | | | | | | | | | | | |
| JLKN | (*ex*Tai-Cheong) | 1Dk&Spar dk | | | | | | | | | | | | | |
| 35 | Kunsan Maru | SteelScSr | 779 655 433 | | | | 1904 | Kawasaki Dkyd.Co.Ld. Kobe | OsakaShosen KabushikiKaisha | 186·2 / 27·1 / 18·1 B42' | Osaka Japanese | T.3Cy.14½",24½"&39"–30" 83NHP *WB* Kawasaki DkydCoLdKobe | | | |
| 9191 | | | | | | | | | | | | | | | |
| JSCT | | 2Dks | | | | | | | | | | | | | |
| 36 | Kwan-on Maru No.26 | WoodScSr | 1635 1519 1013 | | | | 1903 | K.Oaki Tokio | K.Oaki | 275·5 / 28·5 / 23·5 | Shinagawa Japanese | C.2Cy.22½"&57"–45" *Bmade–fitted*04 182NHP | | | |
| 8912 | | | | | | | | | | | | | | | |
| JNFM | | 2Dks | | | | | | | | | | | | | |
| 37 | Kaituna | SteelScSr | 1977 1759 1246 | ✠100A1 Sld Shl 3,05~~2,05~~ | | ✠LMC10,04 | 1904 10mo | Osbourne, Graham&Co Sunderland | C.H.Cooper | 279·5 / 40·1 / 18·1 P25'B65'F27' FK | London British 4*BHCem* | T.3Cy.20½",33"&54"–39" (*s*) 20 ″ 6 180lb *80lb* 194NHP s 3 ″ 0½ 2SB,6*pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld | | 3,05 | |
| 130467 | *Evans* 05-05 | | | | | *Lloyd's*A&CP | | | *WB*=CellDBa&*u*E110'*f*110'458*t* | | APT29*t* | | | | |
| HBLW | (*ex*Needwood) | 1Dk(*Stl*)&Web frames | | | | | | | | | | | | | |
| 38 | Knight Errant | SteelScK | | 100A1 *For Towing purposes* (*Class Contem plated*) | | | 1905 | Lytham S.B.&E.Co Ltd Lytham | KnightErrantTug Co.Ld.(J.Prendiville&Co.*Mgrs.*) | 95·0 / 22·0 / 12·0 | Liverpool British | T.3Cy.12",20"&33½"–22" LythamS.B.&E.Co.Ld.Lyt | | | |
| 39 | Kaiun Maru | WoodScSp | 106 90 65 | | | | 1902 | K.Tanabe Osaka | TokiowanKisen KabushikiKaisha | 89·6 / 14·0 / 10·4 | Tokio Japanese | C.2Cy.10½"&20"–14" 12NHP S.Ogura,Osaka | | | |
| 8677 | | | | | | | | | | | | | | | |
| JQSC | (*ex*TozuMaruNo.2) | 2Dks | | | | | | | | | | | | | |
| 40 | Kiodo Maru No. 9 | WoodScSp | 307 270 190 | | | | 1904 | S.Ono Osaka | AwanokuniKiodo KisenKabushiki Kaisha | 133·5 / 19·0 / 15·2 | Tokushima Japanese | T.3Cy.10⅜",17½"&28½"–20" 36NHP S.Ono,Osaka | | | |
| 9135 | | | | | | | | | | | | | | | |
| JSPP | | 2Dks | | | | | | | | | | | | | |
| 41 | Koshun Maru | SteelScSr | 2673 2242 1657 | ✠100A1 Kob *u* 11 04 | | ✠LMC11,04 | 1890 2mo | Reihrst'g Schiffsw. Hamburg | OsakaShosen KabushikiKaisha | 322·7 / 39·9 / 22·7 P60'B89'F44' BK10" | Osaka Japanese | T 3Cy.24",39"&62"–42" (*s*) 25 ″ 5 165lb 240NHP 4SB,8*cf*,GS152,HS4912 Reihrst.Maschinenf.Ham | | 11,04 | |
| 9577 | *R.Yano* | *ss*Bhn.No.3–6,02 | | | | A&CP | | | *WB*=Cell DB268'450*t* | | 8*BHCem* | | | | |
| JSPP | (*ex*Oceana,*ex*Stollberg,*ex*Oceana) | 2Dks(*Stl–Uwa*)3*trB* | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Signals. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register to which Class of Load Draught refer. | 16 Date when last Shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 9313 JBLN | **Kenkon Maru** (exDante,exLéon Reveilhac,exInchgarvie) | **IronScSr** ssNwc.No.3–6,93 ssGen.No.2–01 2Dks(1Irn&1ptIrn)3trB | 2787 2544 1728 | ✠100A1 12,08 BS12,03 ✠LMC7,01 | Gen | *u* | 1882 10mo | Armstrong Mitchell&Co. Newcastle Lloyd'sA&CP | InuiShinbyoye | 310·5\|39·0\|25·2 P26′B58′F33′ WB=Cell DB208′324t | Kobe Japanese FK 5BHCem | C.2Cy.37″&72″–48″ (s) 100lb 80lb NDM07 334NHP 2SB,8pf,GS164,HS1800 FD R.&W.Hawthorn,Newc | 28 ″ 1 s 5 ″ d | | 12,03 |
| 43 9148 JBGP | **Kotohira Maru No. 2** (exNankin,exRufford Hall) Elec.light | **SteelScSr** 2Dks3trB | 4367 3718 3138 | | | | ...1888 | Palmers' Co.Ld. Newcastle | Kawasaki Yoshitaro | 380·0\|45·3\|27·4 P43′B130′F47′ FK | Kobe Japanese WB | T.3Cy.29″,47″&76″–51″ 425NHP Palmers'Co.Ld.Newcastle | 30 ″ 3 | | |
| 44 9311 JSLX | **Kotohira Maru No. 3** (exSaladin) | **IronScSr** 2Dks&Spar dk | 1979 1592 1994 | | | | 1890 | T. Royden &Sons Liverpool | Kawasaki Yoshitaro | 254·6\|38·2\|24·0 F20t | Kobe Japanese | C.2Cy.22½″&55″–40″ 159NHP Fawcett, Preston&Co Liv. | | | |
| 45 9146 HSQM | **Kyoyei Maru No. 1** (exOcampo, exEttrickdale,exChancellor) | **IronScBg** 6thSurvey,Sld.9,87 3rdSurveyAnt.12,00 2Dks(Irn) | 2332 2008 1446 | ✠ A1 *1 9,04 ✠N1,03 &S0fitted89 MS12,00 LMC 3,04 | Yka | Lv | 1872 11mo | J.Laing Sunderland | YazakiTsunesaburo | 310·4\|34·2\|23·9 P116t B50t F44t BK9½″ | Kobe Japanese | C.2Cy.38″&70″–42″ (s) 80lb 60lb 223NHP 3SB,6pf&3cf,GS152,HS3218 Thompson.Boyd&Co.Nwc. | 24 ′ 10 s 4 ″ 4½ | | N1,03 |
| 46 120533 HCQD | **Kut Sang** 1D'k(St')&Spar dk Elec.light (St-Teak s) | **SteelScSr** 439 4110 3881 deep framing 4 1 3 3110 | 4998 | ✠100A1 Spar dk 5,05 ✠LMC 3 5 (Class Contem plated) | Nwc | *y* | 1905 5mo | Swan,Hunter & Wigham Richardson, Ld Newcastle Lloyd'sA&CP WB=CellDBa116′uE32′f158′77t5tDTa24′650tFPT115t | Indo-ChinaSteam Nav.Co.Ld. | 385·5\|51·2\|28·4 P52′B114′F49′0·4 F48′ 51·3\|28·5 FK&BK1½″ | London British 6BHCem | Q.4Cy.25″,35½″,52″&75″–54″ 215lb 90lb (r)555NHP 3SB,9cf,GS184,HS7452 FD Swan,Hunter&Wigham-Richardson,Ld Nwc. | 22 ″ 11 s 6 ″ 0½ | | |
| 47 | **Knights-garth** | **SteelScSr** 2700 1940 | 2986 | 100A1 Spar dk (Class Contem plated) | | | 1905 | Sir Raylton Dixon&Co Ld. Middlesbro' | ReaShipping CoLd (R&J.H.Rea Mgrs) | 330·0\|45·2\|22·4 | Liverpool British | T.3Cy.25″,40″&67″–45″ Richardsons,Westgarth& Co.Ld.Mdb | | | |
| 48 | **Kisagata Maru No. 2** (exSanda,exHenriette H.) 1Dk(Irn)&Spardk(Irn)3trB | **IronScSr** ssCff.No.3–7,99 2159 1405 | 2192 | ✠ —— Spar dk ✠ | NYk | *s* | 1886 7mo | J.Laing Sunderland A&CP | K.Yamashita | 280·0\|38·3\|26·7 F16′ drp01&02 BK9½″ WB=DBa82′f42′223t | Yokohama Japanese 4BHptCem ptAsp | T.3Cy 21″,33″&56″–42″ (a) 150lb 190NHP 2SB,6cf,GS102,HS2752 G.Clark,Sunderland | 20 ″ 6 | | |
| 49 | **Kyleakin** | **SteelScSr** | 3200 | 100A1 (Class Contem plated) | | | 1905 | Grngem'th & Greenock Dockyard Co. Greenock | Abrams.Addie& Cousin | 330·5\|48·0\|22·0 P27′B96′F34′ | Glasgow British | T.3Cy.24″,40″&65″–42″ D.Rowan&Co.Glasgow | 24 ″ 5 s 4 ″ 3 | | |
| 50 120643 | **King Alfred** T.E.Fish lock –05 Elec.light 1Dk | **SteelPad** | 125 57 | ✠ A— For River purposes only 5,05 (Class Contemplated) | Lon | | 1905 5mo | Thames Iron Works S.B.&E Co.Ld London | LondonCounty Council | ~~120·0~~ 129·7 \| ~~18·5~~ \| 6·9 FK 3BHAsp4inR.&B.space | London British | C.D.2Cy.16″&31″–36″ (s) 150lb 40RHP 1SB,2pf,GS25,HS700FD Thames Eng.Co.Greenwich Irn Wks S.B.&E.Co.Ld.Lon. | 7 ″ 0 | | |
| 51 | **Kiruna** 1Dk Turret deck Elec.light Mchy.Aft | **SteelSc** | 1930 1591 1175 | | | | 1905 | W.Doxford &Sons,Ld. Sunderland | Trafikaktieb. Grangesberg | 280·4\|38·7\|19·0 P21′F31′ WB | Stockholm Swedish | T.3Cy.21″,35″&57″–39″ 203NHP W.Doxford&Sons,Ld.Sld. | | | |
| 52 | **Kanko Maru** (exRockton) | **IronScSr** 1Dk(ptIrn–ws)3trB | 1971 1663 1198 | ✠ 10,82 ✠ | Gls | *s* | 1882 6mo | Napier, Shanks&Bell Glasgow | OsakaShosen KabushikiKaisha | 270·3\|37·2\|22·7 P62′B62′F62 WB=MT16′260t | Osaka Japanese 4BHCem | C.2Cy.41″&78″–54 373NHP J.&J.Thomson,Glasgow | | | |
| 53 | **Kiang Hsin** Blethen –05 | **SteelTwinScSr** 3Dks | 3372 1501 2101 | | | | 1905 | S.C.Farnham&Co.Ld. Shanghai | JhinaMerchants' Stm.Nav.Co. | 325·0\|44·0\|14·6 | Shanghai Chinese | T.6Cy.19″,31½″&52″–33″ 311NHP S.C.Farnham&Co.Ld.Shi. | | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Capitaine. Visites Periodiques. | 3 Materiaux. Gréement, etc / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance speciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Sur Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NB'=Force en chevaux d'après les formules de la Société. HP'=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Pds. pa. | 15 Registres où cesse, si ce n'est dans le L. R. Durée Corr. Hull Trials. | 16 Date de la dernière visite de la table particulière. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 117741 VFBd | **Lycidas** *T. Hughes* 02-04 *Well deck* *Mchy. Aft* | SteelSc3MstSr 1Dk(Stl) | 774 542 322 | ✠100A1 Psy 1,05 Lon ✠LMC5,04 | k | 1904 5mo | J. Fullerton & Co. Paisley *Lloyd's A&CP* | Ritson&Co. | 194·7 B13'Q107' F35' *WB=Cell DB f110'189t FPT 46t APT20t* | 30·1 11·0 BK7" 3 BH Cem | Maryport British | T.3Cy.16",23"&42"-33" (s) 17lb 75lb 90RHP 1SB.3pf.gs57.hs1934 Ross&Duncan,Glasgow | 13 ″ 6 s 1 ″ 0½ | | |
| 2 119661 | **Ladysmith** *J. Smith* -04 | SteelScK 1Dk | 89 82 24 | ✠100A1 Abn For fishing purposes 5,04 ✠LMC5,04 | | 1904 5mo | J. Duthie Torry,N.B. *Lloyd's A&CP* | J.Smith,sen. | 81·5 18·1 8·8 | BK7" 3 BH Cem | Banff British | C.2Cy.11½"&25"-16" (s) 140lb 30RHP 1SB.2pf.gs25.hs652 W.V.V.Lidgerwood,Gls. | 9 ″ 6 | | |
| 3 116999 | **Lapwing** *A. Intreso* -04 1Dk | SteelScK | ~~210~~ 217 191 180 | ✠100A1 Hul Stm Trawler 8,04 ✠MC9,04 *(Class Contem. plated)* | | 1904 8mo | Cochrane & Sons Selby *Lloyd's A&CP* | LindseySteam Fishing Co.Ld. (E.Bacon, *Mgr.*) | 115·0 21·5 11·5 Q62'F21' | BK7½" 3 BH Cem | Grimsby British | T.3Cy.11½",21"&33"-24" (s) 180lb 60RHP 1SB.2pf.gs31.hs1140 Gt.Centrl Co-opEng &Ship Repairing Co.Ld.Gms. | 12 ″ 4 | | |
| 4 119664 | **Livonia** *J. Flett* -04 | SteelScK 1Dk | 89 82 21 | ✠100A1 Abn For fishing purposes 5,04 ✠LMC5,04 | | 1904 5mo | J. Duthie Torry N.B. *Lloyd's A&CP* | J.Flett&Sons | 81·5 18·1 8·8 | BK7" 3 BH Cem | Banff British | C.2Cy.11¼"&25"-16" (s) 140lb 30RHP 1SB.2pf.gs25.hs652 W.V.V.Lidgerwood,Gls | 9 ″ 6 | | |
| ~~119141~~ | **5 Liberal** *C.J.da Graca* 00-04 *Elec.light* | SteelTwinSc3r 1Dk(Stl-ws) | 333 242 159 | ✠100A1 Gls 6,01 ✠LMC6,04 | e | 190? 6mo | W. Chalmers & Co. Rutherglen *Lloyd's A&CP* | Empreza do Limpopo (Abreu& Couto, *Mgrs.*) | 140·3 26·1 P12'B17'F21' *WB=DB a37'23t FPT 15t APT10t* | 9·5 FK 4 BH Cem | Lorenço Marques ~~Glasgow~~ Portuguese | C.4Cy.13"&26"-18" (s) 120lb 56RHP s 1 ″ 1 1SB.3pf.gs53.hs1409 Campbell&Calderw'd,Psy | 10 ″ 3 | | 9,04 |
| 118135 | **6 Lonsdale** *T. Kinley* 97-04 *Well deck* *Mchy. Aft* | SteelScK 1Dk(Stl) | 236 173 74 | ✠100A1 Liv 6,04 ✠LMC6,04 | c | 1904 6mo | W.J. Yarwood Northwich *Lloyd's A&CP* | Whitehaven&Isle ofManS.S.Co.Ld. | 116·6 22·0 9·0 Q37'B9'F20' *WB=FP T25t APT2t* | BK6¾" 3 BH Cem | Whitehvn British | C.2Cy.14"&28½"-21" (s) 120lb 31RHP 1SB.2pf.gs40.hs724 W.J.Yarwood,Northwich | 9 ″ 9 | | |
| 119926 | **7 Leonora** *A. Bales* 00-04 1Dk | SteelScK | 217 191 80 | ✠100A1 Hul Stm Trawler Gms 4,05 ~~6,04~~ ✠LMC6,04 4,05 | | 1904 6mo | Cochrane & Sons Selby *Lloyd's A&CP* | LindseySteam Fishing Co.Ld. (E.Bacon, *Mgr.*) | 115·0 21·5 11·5 Q62'F21' drp05 | BK7½" 3 BH Cem | Grimsby British | T.3Cy.11½",21"&33"-24" (s) 180lb 60RHP 1SB.2pf.gs30.hs1140 Gt.Centrl Co-opEng &Ship Repairing Co.Ld.Gms. | 12 ″ 4 | | 4,05 |
| 119170 | **8 Lhasa** *H.T. ~~Foreman~~* 02-04 *Elec.light* | SteelScSr 3ScShafts *W.H.Rothwell* -04 | 2171 1711 1011 | ✠100A1 Dmb r *Awng dk with freeboard* Bom 10mo *(Class Contem. plated)* *Indian & Colonial Trade* ✠LMC10.04 | r | 1904 10mo | W. Denny & Bros. Dumbarton *Lloyd's A&CP* | BritishIndiaStm. Nav.Co.Ld. | 275·8 P41'B101'F56" *WB=Cell DBa42'u E22'f64'141t FPT 38t APT33t* | 44·1 24·3 16·6 276·0 P38' FK 24·5 | Glasgow British *5 BHpt Asp,pt Cem* | 3 Steam Turbines (s) 150lb 90lb 450RHP 2DB,12cf,gs274,hs8620FD Parsons Marine Steam TurbineCo.Ld.Nwc. | 17 ″ 6 s 8 ″ 10½ | BT till 10,05 | |
| | **9 Luise Leonhardt** *K. Waldmann* 04-04 (ex Matthew Bedlington) 1Dk(Iron) 2trB & Shelter dk | IronScBn ssCff.No.3—4,94 ssCff.No.2—02 2Dks(Iron) 2trB & Shelter dk | 1590 1296 831 | ✠100A1 Shl Nwc 8,04 NB7,38 ✠LMC1,05 *Shelter dk with Geebird.* | s | 1882 1mo | T. Turnbull & Son Whitby | Leonhardt& Blumberg | 281·6 P26'B61'F36' | 38·0 23·8 BK9½" 5 BH Cem | Hamburg German | T.3Cy.21½",35"&58"-42" (s) 160lb 7lb NDB96 221NHP 2SB.6cf.gs95.hs3358 | 25 ″ 4 18 ″ 4 s 1 ″ 6½ | | ~~£2,01~~ 8,04 |
| 116038 | **10 Ladykirk** *E.W. Bastar* 96-01 *(Dk(pt Iron, pt Stl) & deep framing* | SteelScSr 2Dks | ~~2340~~ 2300 ~~1600~~ 1500 1492 | ✠100A1 Nwc Cff 3,05 ~~9,04~~ *(Class Contem. plated)* | s | 1904 9mo | Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP* | Seville&U.Kingdom Carrying Co Ld (J.Cory&Sons,Ld. *Mgrs.*) | 295·0 P22'B61'~~F31~~ F29' *WB=Cell DBa5uE112'f130'60t FPT66t* | 46·0 ~~40·1~~ 19·2 FK 6 BH Cem | Cardiff British | T.3Cy.22",36"&60"-39" (s) 160lb 80lb 247NHP 2SB,6pf,gs'09,gs'05.hs3050 Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 7 s 3 ″ 5 | | 3,05 |
| | **11 Limfjordan** 1Dk | SteelScSr | 398 293 196 | | | 1904 | Helsingörs Jernsk.& Msk. Elsinore | Forenede Dmpskib. Selskab. | 160·0 P101'F20' | 25·7 | Thisted Danish | T.3Cy.13",21½"&37"-24" 67NHP *WB* Helsingörs Jernsk.& Msk. | | | |
| | **12 Lin Tan** *W.B. Wilkinson* -04 2Dks | SteelTwinSc | 873 864 655 | | | 1904 | Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong | Hong Kong, Canton & Macao Stm. Boat Co.Ld. | 175·0 | 32·0 | 8·6 Hong Kong British | C.4Cy.14"&33"-18" 86RHP Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | | | |
| | **13 Livonia** *A.P. Skou* 96-04 1Dk | SteelScSr | 2300 1900 1380 | | | 1904 | Howaldtswerke Kiel | Dampskibsselskab Ostersøen (Heckscher & Søn. | 284·0 P30'B73'F32' | 42·0 | 18·5 Copnhagn Danish | T.3Cy. *WB* Howaldtswerke,Kiel | | | |
| 118830 HBLK | **14 Lord Wolseley** *S.E. Murlin* 04-04 1Dk | SteelScH | ~~250~~ 249 ~~230~~ 224 ~~201~~ 88 | ✠100A1 Hul Stm Trawler 1,05 ~~10,04~~ *(Class Contem. plated)* ✠LMC10,04 | | 1904 10mo | Cook, Welton & Gemmell Beverley *Lloyd's A&CP* | YorkshireSteam FishingCo.Ld. (J.McCann, *Mgr.*) | 126·6 ~~Q36~~ Q51' | 22·0 ~~12·0~~ 11·8 BK7" 4 BH Cem | Hull British | T.3Cy.12¾",22"&36"-24" 200lb (s)76RHP 1SB,2cf,gs35,hs1206 Amos&Smith,Hull | 12 ″ 10 | | |
| LCHW | **15 Ludwig** *I. Blankau* (ex Wagrien) 1Dk 2trB | IronScSr | 590 519 356 | | | 1880 | G. Howaldt Kiel | L.F. Mathies&Co. | 175·7 B40'F26' | 25·4 | 15·8 Hamburg German | C.2Cy.23"&37½"-27" NB96 61NHP *WB* Gebr. Howaldt. Kiel | | G | |
| | **16 Lutti** *H. Zachau* *Elec.light* | SteelScSr | 912 700 518 | | | 1903 | F. Schichau Danzig | Angf. A.B. Heimdal (F.B. Wahlqvist) | 210·1 Q72'B53'F23' | 33·2 | 13·7 Gothenbrg Swedish | T.3Cy.16½",27½"&42½"-27½" 95NHP *WB* F. Schichau, Elbing | | G | |
| H4912 | **17 Lizzie Melling** *F.H. Dollin* 04-04 1Dk | SteelScK | ~~195~~ 207 ~~170~~ 194 ~~45~~ 56 | ✠100A1 Shl Stm Trawler 10,04 *(Class Contem. plated)* ✠LMC10,04 | | 1904 10mo | Smith's Dock Co.Ld. North Shields *Lloyd's A&CP* | H. Melling | 117·0 ~~21·5~~ 21·6 | 12·0 BK7½" | Preston British | T.3Cy.12",20"&33"-23" (s) 180lb 62NHP 1SB,2pf,gs36,hs1237 Shields Eng.Co.N.Shields | 12 ″ 11 | | |
| H8MS | **18 Linga** *Ellerbeck* -04 2Dks(MptStl-ws) & Awng.dk (ptStl-Teaks) | SteelScSr 3ScShafts | 2175 2171 1717 943 | ✠100A1 Dmb r *Awng dk with freeboard* 12,01 *(Class Contem. plated)* *Indian & Colonial Trade* ✠LMC10,04 | r | 1904 12mo | W. Denny & Bros. Dumbarton *Lloyd's A&CP* | BritishIndiaStm. Nav.Co.Ld. | 275·8 P41'B104'F56" *WB=Cell DBa42'u E22'f64'141t FPT 38t APT33t* | 44·1 24·3 16·6 P38' FK 24·5 | Glasgow British *5 BHpt Asp, pt Cem* | 3 Steam Turbines (s) 150lb 90lb 450RHP Parsons Mar.S. TurbineCo.Ld.Nwc. 2DB,12cf,gs274,hs8620FD | 17 ″ 6 s 8 ″ 10½ | BT till 12,05 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Part of Survey. | Years Assigned now expired. Equipment | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Makers's Name | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of last Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Leone** | SteelSc | 107 — 75 | | | | 1904 | Cant.Nav. Siciliani Palermo | Nav.Gen.Italiana | 72·2 19·3 9·5 | Genoa Italian | C.2Cy.14½″&27½″–19¾″ 28NHP WB R Fonderia Orotea, Palermo | | I | |
| 20 | **Le Wimereux** *Elec.light* | SteelSc (*Trawler*) 1*Dk* | 270 | | | | 1904 | Bonn& Mees Rotterdam | VidorFrères&Cie. | 135·7 21·9 13·0 | Boulogne French | T.3Cy.13″,22″&36″–24″ 63NHP Amos&Smith, Hull | | V | |
| 21 110171 HBLM | **Luchana** *A.F.Taylor* –04 | SteelScSr 1*Dk*(*Stl*)&*deep framing* | ~~3200~~ 2231 3051 2861 1954 | ✠100A1 10,04 (*Class Contem plated*) ✠LMC10,04 | Grk | *v* | 1904 10mo | Grngem'th &Greenock Dockyard Co. Greenock | Donald&Taylor Clyde Commercial Stmships.Ld.(Donald&Taylor, *Mgrs.*) | 331·0 48·0 22·0 P27′B96′F35′P28′ FK 5*BHCem* *WB=CellDBa98′uE,B40f140′8.8tFPT78tAPT77t* | Glasgow British *Lloyd'sA&CP* | T.3Cy.24″,40″&65″–42″ (*s*) 24 *n* 4 160lb *90lb* 285NHP 2SB,6*cf*,GS97,HS4454 D.Rowan&Co.Glasgow | s4 *n* 2½ | | |
| 22 | **La Union** (*ex*Carinthia) *Garboard Strakes&Keelson angles*(*Stl*) | IronScK ssGms.No.2–04 1*Dk* | 127 122 44 | ✠100A1 *Stm Trawler* 8,04 ✠LMC8,04 | Gms | | 1896 6mo | Edwards Bros. N.Shields | M.Perez | 96·7 20·2 10·5 Q18′F18′ BK7½″ 3*BHCem* | Spanish | T.3Cy.11″,17″&30″–21″ (*s*) 11 *n* 7 160lb 48NHP 1SB,2*pf*,GS24,HS820 N.E.MarineEng.CoLd.Sld. | | | 8,04 |
| 23 | **Liberal** *Whelan* –04 *Elec.light* | SteelScSr 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | ~~135~~ 148 108 101 | ✠A1 *For River purposes only* 10,04 (*Class Contem plated*) ✠LMC8,04 | PGl | | 1904 10mo | Murdoch & Murray Port Glasgow | E. A. Da Costa | 105·0 ~~22·0~~ 22·2 ~~5·5~~ 5·8 F11′ FK 5*BHCem* | Mañaos Brazilian | C.2Cy.12″&24″–18″ (*s*) 6 *n* 0 120lb 34NHP 1SB,2*pf*,GS30,HS740 White&Hemphill,Grk. | | | |
| 24 114903 | **Lady Curzon** *C.Lambert* –04 | SteelTwinScSp 1*Dk* | ~~240~~ 253 215 12 | ✠100A1 *For Towing purposes* 3,05 ~~12,04~~ Lon (*Class Contem plated*) ✠LMC2,04 | Shl | | 1904 12mo | J.P.Rennold-on&Sns. South Shields | DoverHarbour Board | 120·2 25·1 12·0 BK7″ *WB=FPT10tAPT25t* | Dover British 4*BHCem* | C.4Cy.18″&38″–24″ (*s*) 13 *n* 0 120lb 138NHP 1SB,2*pf*,GS58,HS2360 J.P.Rennoldsn&Sns,S.Shl. | | BT till 12.05 | |
| 25 | **Lenape** (*Tug*) 2*Dks* | SteelScSr | 700 | | | | 1904 | J.H.Dialogue&Son Camden,N.J. | Philadelphia& Reading R.R.Co. | 157·7 29·0 17·2 | Phildlphia Utd.States | T.3Cy.18″,28″&45″–32″ 114NHP J.H.Dialogue&Son,Camdn | | | |
| 26 BNGP | **Lauschan** *R.Sperling*94–04 (*ex*Lycia) | SteelScSr ssLiv.No.3–9,94 ssBrs.No.2–02 2*Dks*(*Irn*)&*Dk rule* | 3282 2984 2117 | ✠100A1 8,04 BS11,03 ✠LMC4,02 | Bry | *w* | 1888 6mo | Harland& Wolff Belfast | Diederichsen, Jebsen&Co. | 345·5 40·9 26·7 P33′B91′F48′ BK9″ 6*BHCem* *WB=Cell D B264′545t APT48t* | Hamburg German *Lloyd'sA&CP* | T.3Cy.24½″,37″&64″–48″ (*o*) 29 *n* 6 155lb *60lb* 288NHP 2DB,8*cf*,GS148,HS4476 Harland&Wolff,Belfast | | | 8,04 |
| 27 119961 | **Llandaff** *Keig* –04 *Well deck* | SteelScSr 1*Dk*(*Irn*)&*Web frames* | 595 ~~510~~ 399 220 | ✠100A1 11,04 (*Class Contem plated*) ✠LMC11,04 | P.Gl | *h* | 1904 11mo | Murdoch & Murray Pt.Glasgow | M.Murphy | 170·6 23·6 14·5 Q72′B23′~~P24~~ F25′ BK7½″ 4*BHCem* | Cardiff British *Lloyd'sA&CP* | T.3Cy.15″,25″&40″–27″ (*s*) 15 *n* 2 180lb *80lb* 99RHP 1SB,3*cf*,GS47,HS1660 Muir&Houston,Ld.Gla. | s 1 *n* 4 | | |
| 28 HDSK | **Lunka** *J.Wilson*89–05 2*Dks*(*Mpt Stl ws*)&*Awng dk*(*pt Stl-Teaks*) *Elec.light* | SteelScSr 3*ScShafts* | ~~2170~~ 2171 1717 943 | ✠100A1 *Awng dk with freebd* 1,05 (*Class Contem plated*) *Lloyd'sA&CP* | Dmb | *p* | ~~1901~~ 1905 1mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa42′uE22′f64′141tFPT73tAPT33t* | ~~276·0~~ 276·3 ~~44·1~~ P38 B104′F56′ ~~24·5~~ 16·6 British 5*BHpl Asp pt Cmt* | Glasgow | 3SteamTurbines (*r*) 17 *n* 6 150lb *90lb* 450NHP 2DB,12*cf*,GS274,HS8620 FD Denny&Co.Dumbarton | s8–10½ | BT till 1,06 | |
| 29 | **Lily** *F.T.Alstes* –04 (*ex*Drummond) | SteelScSr ssSld.No.3–6.99 ssShl.No.1–03 2*Dks*(*UIrn–ws*&*1Stl*)*3tr B* | 2832 2656 1794 | ✠100A1 10,04 ~~10,04~~ ✠LMC9,03 | Bry | *u* | 1890 1mo | R.Thompson&Sons Sunderland | T.Legrand *WB=CellDB264′528tFPT73tAPT9t* | 325·0 42·1 24·7 P27′B78′F38′ BK10″ 5*BHCem* A&CP | Antwerp Belgian | T.3Cy.24½″,40″&66″–45″ (*s*) 27 *n* 3 160lb *90lb* NDB00 301NHP 2DB,8*cf*,GS142,HS1640 J.Dickinson,Sunderland | s 5 *n* 0½ | | N10,04 |
| 30 116993 | **Lurcher** | SteelScSr 2*Dks* | 396 396 269 | | | | 1903 | Polson Iron Works Co.Ld. Toronto | CanadianGovernment | 121·3 24·7 19·0 | Ottawa British | 1Cy.23″–22″ 18RHP Polson I.W.Co.Ld.Toronto | | | |
| 31 HBQW | **Lloyd** *O.Sprengel*04–04 (*ex*Commerzienrath Fowler) | IronScSr 1*Dk*&*Web frames* | 896 702 558 | | | | 1884 | G.Howaldt Kiel | L.Jahn&C.Wiese (AHSchwedersky) | 217·2 28·3 14·5 Q60′B51′F28′ *WB*Geb Howaldt,Kiel | Memel German | C.2Cy.25″&40″–27″ NB96 69NHP | | G | |
| 32 118647 | **Longhirst** *W.Noal*93–04 1*Dk*, *Irn*)&*deep framing* *Well deck* | SteelScSr 1698 | ~~1710~~ ~~1376~~ 1050 1378 1043 | ✠100A1 4,05~~,04~~ (*Class Contem plated*) ✠LMC12,04 | Sld Shl | *q* | 1904 12mo | S.P.Austin &Son,Ld. Sunderland | ~~J.Thompson Sons,Joicey,Barry.~~ (J.Fenwick&Son, *Mgrs.*) *Lloyd'sA&CP* | 268·2 37·8 17·0 P27′Q74′B50 ~~F29′~~ F32′ FK 4*BHCem* *WB=CellDBa82′uE,B32′f112′51tPT51tAPT110t* | Newcastle British Co.Ld.Sld | T.3Cy.20½″,33″&54″–39″ 160lb *90lb* (*s*) 196NHP 2SB,6*pf*,GS92,HS3160 Richardsons,Westgarth& | 19 *n* 9 s 2–1½ | | |
| 33 | **Lyra** 1*Dk*&*Awng dk3tr B* | SteelScSr | 740 | | | | 1904 | Bergens Mek.Værks. Bergen | Bergenske Dampskibsselskab | 185·0 28·0 15·4 22·4 | Bergen Norwegian *WB* | T.3Cy.16½″,27″&44″–30″ E&Bmd02 *re-ftd*04 196NHP LaxevaagsMsk.&Jrns.Bgn | | | |
| 34 118848 | **Lord Charles Beresford** *J.W.Brocklesby*02–04 1*Dk* | SteelScH | ~~250~~ 204 239 91 | ✠100A1 *Stm Trawler* 12,04 (*Class Contem plated*) *Lloyd'sA&CP* ✠LMC10,04 | Abn | | 1904 12mo | A.Hall& Co.Ld. Aberdeen | YorkshireSteam Fishing Co.Ld. (J.McCann, *Mgr.*) | 130·4 22·1 12·0 BK7½″ 4*BHCem* | Hull British | T.3Cy.12¾″,22″&36″–24″ 200lb (*r*) 77RHP 1SB,2*cf*,GS32,HS1272 A.Hall&Co.Ld.Aberdeen | 12 *n* 8 | | |
| 35 120881 HBVR | **Laertes** *Elec.light* | SteelScSr 2*Dks* | 4541 4029 2904 | | | | 1904 | Hawthorn, Leslie&Co.Ld Newcastle | Ocean S.S.Co,Ld. (A.Holt&Co.*Mgrs*) | ~~280·0~~ 280·1 ~~47·0~~ 47·2 ~~31·2~~ 28·2 P39′B117′F42′ 882·7 *WB* | Liverpool British | T.3Cy.24″,41″&69″–54″ 3,0NHP N.E.MarineEng CoLdNwc | | BT till 2,06 | |
| 36 | **Lulu Bohlen** *T.Faster*86–04 (*pt Irn pt Teaks*)&*deep frmng&Web frms* *Elec.light* | SteelScSr 1*Dk*(*Stl&Spr dk*)(*pt Stl* | ~~7390~~ 5085 3929 4178 | ✠100A1 *Spar dk* 12,04 (*Class Contem plated*) *Lloyd'sA&CP* ✠LMC12,04 | PGl | *y* | 1904 12mo | Russell& Co. Pt.Glasgow | Woermann Linie Kommandit Ges. | ~~300·0~~ 300·1 ~~47·3~~ 47·4 ~~27·6~~ 27·2 P36′~~B244′~~F36′ B245′ FK 6*BHCem* *WB=CellDBa116′uE&B42′f164′99tAPT94t* | Hamburg German | T.3Cy.26″,42″&70″–48″ (*s*) 21 *n* 6 180lb 412NHP 2SB,6*cf*,GS124,HS5568,FD D.Rowan&Co.Glasgow | s 5–5½ | | |

| 1 Numéro d'Ordre, Numéro Officiel, Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnes Officiel: Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Pont. | 7 Machines. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 | **Leander** 120164 MBSN | Steel Sc Sr<br>*C.F. Paice* 01–05<br>1 *Dk (pt Irn & pt Stl) & deep framing* | 2800<br>2793<br>2600<br>1793 | ✠100A1<br>1,05<br>*(Class Contem. plated)*<br>✠LMC 1,05 | Hpl | *u* 1905<br>1mo | W. Gray & Co. Ld. West Hartlepool | **Scaramanga Bros.**<br>Leander S.S. Co. Ltd.<br>*Lloyd's* 4 & CP | 331·0 \| 47·5 \| 20·1<br>P37 B176 F31'<br>FK<br>*WB = Cell D B a* 114' *u E* & *M* 16' *f* 110' 905 *t F P T* 85 *t A P T* 74 *t* | London<br>British<br>5 *B H Cem* | T. 3Cy. 24", 38" & 64"–42" *(s)*<br>180 lb *80 lb* 294 NHP<br>2 SB, 6 *c f*, G S 108, H S 1608<br>Cen. Mar. Eng. Wrks. W Hpl | 22 ″ 6<br>s 8 ″ 2 | |
| 38 | **Lama** 121210 HBWV | Steel Sc Sr<br>*P.L. Wadge* 03–05<br>2 *Dks (Mpt Stl-ws) & Awng. dk (pt Stl–Teak S.)*<br>*Elec. light* | 2170<br>2175<br>940<br>*Indian & Colonial Trade* | ✠100A1<br>*Awng dk with freeboard*<br>2,05<br>*(Class Contem. plated)*<br>✠LMC 05 | Dmb | *r* 1905<br>2mo | W. Denny & Bros. Dumbarton<br>*Lloyd's* 4 & CP | British India Stm. Nav. Co. Ld. | ~~276·0~~ \| 44·1 \| ~~24·5~~<br>P 38 B 104' F 56' 16·6<br>275·8 FK 24·5<br>*WB = Cell D B a* 142' *u E* 22' *f* 61' 141 *t F P T* 38 *t A P T* 33 *t* | Glasgow<br>British<br>5 *B Hpt Asp pt Cem* | 3 Steam Turbines (r)<br>150 lb *90 lb* 450 RHP<br>Parsons Mar. S. Turbine Co. Ld. Nwc. | 17 ″ 6<br>s 8 · 10½ | BT 1911 2,06 |
| 39 | **Labrador** Capsized 11.04 | Steel Sc Sr<br>*Elec. light* *Mchy. Aft* 1 *Dk* | 350<br>280<br>160 | | | 1904 | Act. Ges. "Neptun" Rostock | Rederi Aktiebolaget Wänersvik (H.L.O. Machnow, *Mgr.*) | 125·0 \| 23·0 \| 12·8<br>Q 41' F 19' | Stockholm<br>Swedish | 2 C.2Cy. 14½" & 27½"–19½"<br>27 NHP<br>*WB* A.G. "Neptun," Rostock | | |
| 40 | **Laarat** (*BROKEN UP 12,04*) (*ex* Ballaarat) *Elec. light* | Steel Sc Bg<br>2 *Dks (1 Stl) & Spar dk*<br>*Ref. Mchy.* (*Stl–ws*) 4 *tr B* | 4890<br>3441<br>2860 | ✠<br>*Spar dk*<br>10,82 | Grk | *y* 1882<br>8mo | Caird & Co. Greenock | **L. Pittaluga** | 420·2 \| 43·0 \| 26·4<br>*pt Iron floors* 34·6 | Genoa<br>Italian<br>8 *B H Cem* | C.2Cy. 56" & 100"–66"<br>677 NHP<br>Caird & Co. Greenock | 28 ″ 3<br>s 10·5½ | |
| 41 | **Lucy** 114307 | Steel Sc K<br>*J. Wright* –05<br>1 *Dk* | ~~230~~<br>280<br>243<br>96 | ✠100A1<br>*Stm Trawler*<br>1,05<br>*(Class Contem. plated)*<br>✠LMC 05 | Hul | 1905<br>1mo | Earle's Co. Ld. Hull | **Moodys & Kelly** | ~~126·6~~ \| 22·0 \| 12·0<br>Q 67' ~~F 20'~~ F 21'<br>127·3 BK 7" | ~~Grimsby~~<br>British<br>4 *B H Cem* | T. 3Cy. 12½", 22" & 36"–~~24"~~<br>180 lb (s) 65 RHP<br>1 SB, 2 *pf*, G S 33, H S 1340<br>Earle's Co. Ld. Hull | 12 ″ 10 | |
| 42 | **La Navale** (*ex* Cleveland) | Steel Sc Sr<br>1 *Dk (Stl)* | *108*<br>95 | ✠<br>1,00<br>*1 For Tug purposes* | Mtr | *a* 1894<br>11mo | Montrose<br>Sm. & E. Co. Ld.<br>Montrose | Soc. Anon. de Remorq. La Navale | 85·9 \| 17·9 \| 9·8<br>B. 5'<br>BK 6" | Dunkirk<br>French<br>4 *B H Cem* | C.2Cy. 15" & 32"–24"<br>42 NHP<br>1 SB, 2 *pf*, G S 33, H S 950<br>Hall, Brown Buttry & Co. Gls. | 10 ″ 5 | |
| | *Should be* "Naval," *See No. 27 in Supplement.* | | | | | | | | | | | | |
| 43 | **Leon & Tony** | Steel Sc Sr<br>*ss* Ips. No. 2–01<br>(*ex* Swallow) 1 *Dk (Stl)*<br>*Well deck* *Mchy. Aft* | *144*<br>*103*<br>47 | ✠<br>4,04 | Ips | *a* 1892<br>4mo | J. Fullerton & Co. Paisley | **A. Mazzella** | 100·0 \| 20·0 \| 6·9<br>Q 37 B 7' F 16'<br>BK 6" | French<br>3 *B H Cem* | C.2Cy. 12" & 24"–18"<br>N.B. 05 20 NHP<br>1 SB, 2 *pf*, G S 24, H S 600<br>*WB = F P T* 20 *t* T. Reid & Sons, Paisley | 7 ″ 7 | |
| 44 | **Leo** 118939 | Steel Sc Yl<br>*B. Gilding* 02–05<br>1 *Dk* | 181<br>165<br>61 | ✠100A1<br>*Stm Trawler*<br>1,05<br>*(Class Contem. plated)*<br>✠LMC 05 | Hul | 1905<br>1mo | Cochrane & Sons Selby<br>*Lloyd's* 4 & CP | Grimsby & N. Sea Stm Trawling Co Ld | 110·0 \| 21·0 \| 10·9<br>Q 47 F 21'<br>BK 7½" | Grimsby<br>British<br>3 *B H Cem* | T. 3Cy. 11½", 18½" & 30"–22"<br>180 lb (s) 45 RHP<br>1 SB, 2 *pf*, G S 28, H S 1020<br>Gt Central Co-op Eng & Ship Repairing Co. Ld. Gms. | 11 ″ 10 | |
| 45 | **Laura** 114306 | Steel Sc K<br>1 *Dk* | 273<br>243<br>~~86~~<br>96 | ✠100A1<br>*Stm Trawler*<br>2,05<br>*(Class Contem. plated)*<br>✠LMC 05 | Hul | 1905<br>2mo | Earle's Co. Ld. Hull | Fleetwood Steam Fishing Co. Ld. (Moodys & Kelly, *Mgrs*) | ~~126·6~~ \| 22·0 \| 12·0<br>Q 67' ~~F 20'~~ F 21'<br>127·2 BK 7" | Fleetwood<br>British<br>4 *B H Cem* | T. 3Cy. 12½", 22" & 36"–24"<br>180 lb (s) 65 RHP<br>1 SB, 2 *pf*, G S 33, H S 1340<br>Earle's Co. Ld. Hull | 12 ″ 10 | |
| 46 | **Longsor** | Steel Twin Sc Sr<br>*Reid & Co.* –04<br>*Elec. light* 2 *Dks & Spar dk* | 7299<br>6121<br>4449 | | | 1904 | Message. Maritimes La Ciotat | Messageries Maritimes | 447·2 \| 52·6 \| 32·6<br>P 61 H—F 51' | Marseilles<br>French | T. 6Cy. 26½", 39½" & 63"–47½"<br>515 NHP<br>*WB* Message. Marit. La Ciotat | | V |
| 47 | **Longwood** 101542 NKVT | Steel Sc Sr<br>~~*Aberavon* 03–08~~<br>*ss* Lth. No. 2–02<br>(*ex* Quintana Roo, *Wilson*) 1 *Dk (Irn)*<br>*Well deck* *ex* Longwood, *ex* Metal) | 611<br>440<br>294 | ✠100A1<br>4,05 ~~5,01~~<br>~~3,94~~ ✠LMC 04 | NYk | *i* 1894<br>7mo | Cumming & Ellis Inverkeithing | Longwood S.S. Co. Ld. (W.S. Allan & Co.)<br>*Lloyd's* 4 & CP | 180·0 \| 27·6 \| 11·4<br>P 13 Q 75' B 16' F 23'<br>BK 7½"<br>*WB = D B a* 37' 60 *t Cell D B f* 79' 105 *t A P T* 20 *t* | Glasgow<br>British<br>4 *B H Cem*<br>1 SB, 3 *pf*, G S 57, H S 1300<br>Muir & Houston, Ld. Gls. | T. 3Cy. 15", 25" & 40"–27" (s)<br>160 lb *80 lb* 80 RHP<br>*APT* 10 *t* | 13 ″ 6<br>s · 11 | ~~1,08~~ M 1,05 |
| 48 | **Lynx** 116716 | Steel Sc Sk<br>*R. Hancock* –05<br>1 *Dk* | ~~65~~<br>79<br>79<br>2 | ✠100A1<br>*For Towing purposes*<br>3,05<br>*(Class Contem. plated)*<br>✠LMC 05 | Ayr | 1905<br>3mo | Ailsa S.B. Co. Ld. Ayr<br>*Lloyd's* 4 & CP | **T. Milward** | ~~95·0~~ \| 16·1 \| ~~9·0~~<br>80·0 \| 8·9<br>BK 6" | Swansea<br>British<br>4 *B H Cem*<br>*WB = APT* 10 *t* | C.2Cy. 15" & 30"–21" (s)<br>130 lb 60 RHP<br>1 SB, 2 *pf*, G S 36, H S 878<br>C. Houston & Co. Glasgow | 9 ″ 6 | |
| 49 | **Lilly** NPCL | Steel Sc Sr<br>*M.J. Nielsen*<br>(*ex* Hektos) 1 *Dk 2 tr B*, | 1148<br>879<br>719 | | | 1890 | Flensburger Schiffsb. Ges. Flensburg | Dampskibsselsk. Dania (Chr. Andresen, *Mgr.*) | 220·1 \| 34·3 \| 14·1<br>Q 76' B 54' F 21' | Esbjerg<br>Danish | T. 3Cy. 17", 26" & 42"–30"<br>97 NHP<br>*WB* Flensburger Schiffsb. Ges. | | C |
| 50 | **Lycourgos** | Steel Sc Sr<br>*N. Caroulias* (*ex* Alexandros)<br>Mavroyenis, *ex* Margarita) 2 *Dks* | 218<br>—<br>138 | | | 1891 | M'Dowall & Barbour Piræus | Soc. de Nav. Samienne | 130·0 \| 20·0 \| 11·0<br>P 35' F 30' | Vathy<br>Samos | C.2Cy 17½" & 32"–22"<br>40 NHP<br>M'Dowall & Barbour, Pir. | | V |
| 51 | **Lillebonne** 117020 | Steel Sc 3 Mst Sr<br>*J. Fife* –05 1 *Dk (Stl) & deep framing*<br>*Elec. light* *Mchy. Aft* | 1017<br>769<br>508 | ✠100A1<br>2,05<br>~~*(Class Contem. plated)*~~<br>✠LMC 05 | Gls | *m* 1905<br>2mo | Dublin Dk-yard Co. Dublin<br>*Lloyd's* 4 & CP | **J.T. Harrison** | 220·0 \| 31·1 \| 13·1<br>Q 107' B 14' F 27'<br>FK<br>*WB = Cell D B f* 131' 231 *t F P T* 157 *t A P T* 10½ | Dublin<br>British<br>4 *B H Cem* | T. 3Cy. 17", 27½" & 44"–33" (s)<br>180 lb *75 lb* 127 NHP<br>1 SB, 3 *cf*, G S 63, H S 2055<br>Ross & Duncan, Glasgow | 15 ″ 6<br>s 1 · 6½ | |
| * 52 | **Loire** | Steel Sc Sr<br>*Piette* –05 *ss* Abn. No. 3–5.02<br>(*ex* Duchess of Fife) 1 *Dk (Irn)*<br>*Well deck* | 671<br>501<br>420 | ✠100A1<br>2,05<br>B S 3,04 ✠LMC 4,02 | Abn | *j* 1890<br>4mo | Hall, Russell & Co. Aberdeen<br>*Lloyd's* 4 & CP | **A. Deppe** | 190·4 \| 28·4 \| 10·7<br>Q 57' B 49' F 23'<br>BK 6½"<br>*WB = D B a* 53' *f* 44' 130 *t* | Antwerp<br>Belgian<br>5 *B H Cem* | C.2Cy. 25" & 47"–30"<br>100 lb *80 lb* 98 NHP<br>1 SB. 3 *pf*, G S 50, H S 1522<br>Hall, Russell & Co. Abn. | 14 ″ 1<br>s 1 · 2½ | 2,04 |
| 53 | **Lady Eileen** | Steel Twin Sc Sr<br>*L.J. Poulion* 03–05<br>*Elec. light* 1 *Dk & Awng. dk* | ~~900~~<br>921<br>~~628~~<br>~~521~~<br>526 | ✠ A —<br>*Awng dk with freeboard*<br>4,05<br>*Coasting Service in Chaleur Bay, Campbellton, & Gaspe*<br>*(Class Contem. plated)*<br>✠LMC 4,05 | P & I | *j* 1905<br>4mo | Russell & Co. Pt. Glasgow | Inter Provincial Navigation of Canada, Ld. | 168·2 \| 31·0 \| ~~10·6~~<br>11·2<br>FK 19·6 | Gaspé<br>British<br>4 *B H Cem* | T. 6Cy. 12", 20" & 32"–24" (s)<br>180 lb 152 NHP<br>2 SB, 6 *pf*, G S 110, H S 2956<br>McKie & Baxter, Glasgow | 11 ″ 9<br>s 11 · 0 | |
| 54 | **Linnet** 119935 | Comp ~~Iron~~ Twin Sc Sr<br>*J.J. Selby*<br>(*ex* H.M.S. Linnet) 2 *Dks* ~~1 *Dk*~~ | 26<br>386<br>34 | | | 1880 | Thames Iron Works S.B. & E. Co. Ld. London | Liv. Assn. for Prot. of Comm. Interests as respects Wrecked & Damaged Property | 165·0 \| 29·0 \| 13·0 | Liverpool<br>British | H. 4Cy. 28" & 48"–18"<br>164 NHP<br>Rennie | | |

| 1 No. in Book. Official No. Distinctive Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Ascertained now expired. Equipment letter. | 8 Where Built. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L. Dated 1st Class vert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | **Lydford** | **SteelScSr** | ~~3939~~ 3870 2575 | ✠100A1 *Spar dk with freeboard* 4,05 (*Class Contem plated*) | Nwc | *in* | 1905 4mo *Lloyd's SA & CP* | R. Stephenson & Co. Ld Newcastle | **Lydford S.S. Co. Ld.** (Holzapfel, Whitfield & Co.) *WB = CellD Ba* | ~~340·0~~ P26′ B93′ F38′ 340·8 | ~~47·0~~ 47·2 | 20·0 FK 6 *BHCem* | **Newcastle** British | T.3Cy.25″,41″&67″–45″ (*s*) 165lb *160lb* 2SB,6′ *f*,GS123,HS4912 **N.E. Marine Eng Co Ld. Nwc** | 22 ″ 10 316NHP s 6 ″ 1½ | |
| 56 | **Langoe** | **SteelScSr** | 3800 3789 3592 2466 | ✠100A1 *Spar dk with freeboard* 5,05 (*Class Contem plated*) | Hpl | *w* | 1905 5mo *Lloyd's SA & CP* | Furness, Withy & Co Ld W Hartlepool | **Bennetts & Co.** *WB = CellD Ba* | 339·0 P31′ B105′ F31′ 112′ *uE & B* | 47·1 47·2 *f* | 27·4 FK 6 *BHCem* 138′ 7 *t* | **Grimsby** British *APT* | T.3Cy.24″,39″&66″–45″ (*s*) 180lb *80lb* 2SB,6′ *f*,GS107,HS810 **Richardsons, Westgarth & Co. Ld. Hpl.** | 22 ″ 10 31 NHP s 6 ″ 0½ 181t | |
| 57 | **La Provence** | **SteelTwinScSr** | 15000 | | | | 1905 | Ch. & Atel. de St. Nazaire St. Nazaire | **Cie. Générale Transatlantique** | 607·0 P76′ F98′ | 61·7 | 38·0 | **Havre** French | T.8Cy.—(2)47¼″,(2)76⅝″&(4) 95⅝″–66⅛″ 2997NHP *WB* Ch. & Atel. de St. Nazaire | | |
| 58 | **Lotte Menzell** | **SteelScSr** | 2350 1700 1500 | | | | 1905 | Flensburger Schiffsb. Ges. Flensburg | **Chinesische Küstenfahrt Ges.** (Menzell & Co *Mgs*) | 300·0 | 45·2 | 19·0 | **Hamburg** German | T.3Cy.20½″,33⅝″&55⅝″–37⅞″ 192NHP *WB* **Flensburger Schiffsb. Ges.** | | |
| 59 | **Louisiane** *Dumont 02–05* | **SteelScSr** | 5090 — 3057 | 100A1 *Shelter dk with freeboard* (*Class Contem plated*) | | | 1905 | Chantiers de France Dunkirk | **Cie. Générale Transatlantique** | | | | **Havre** French | T.3Cy.25″,42″&71″–48 **Caillard & Co. Havre** | | |
| 60 | **Loke** *K.E. Forsberg 96–05* *Well deck* 1*Dk* (*Stl*) *Elec. light* | **SteelScSr** 127′ *deep framing* 101′ | ~~4260~~ 4020 2340 856 | ✠100A1 Cpb *o* 5,05 (*Class Contem plated*) | | | 1905 5mo *Lloyd's SA & CP* | Cmpbltwn. S.B. Co. Campbeltwn | **Wicanders Rederi Actiebolag** (Hj Wicander, *Myr.*) *WB = CellD Ba* | ~~230·0~~ Q79′ B57′ ~~F30~~ F29′ 230·1 54′ *uE & B* | ~~34·5~~ 34·1 37′ *f* | 16·0 Q80′ FK 4 *BHCem* 100′ 800 *t* *APT* | **Stockholm** Swedish 790*t* | T.3Cy.18″,27½″&45″–33″ (*s*) 165lb 2SB,*4cf*,GS73,HS2100 **J.G. Kincaid & Co. Grk.** | 18 ″ 3 128NHP s 1 ″ 8½ | |
| 61 | **Lossie** *W. Wright –04* (*ex* Haller) *Well deck* *Mchy. Aft* | **SteelScSr** *as* Abn. No. 2–04 1*Dk* (*Stl*) | 379 299 196 | ✠100A1 Abn *f* 9,04 | | | 1896 2mo *Lloyd's SA & CP* | J. Duthie, Sons & Co. Aberdeen | **N. Eastern Shipng Co Ld** (G. Elsmie & Sons, *Mgrs.*) | 147·8 Q79′ B6′ F23′ | 23·1 | 12·0 BK 7′ 3 *BHCem* *WB = FPT* | **Aberdeen** British 50*t* | T.3Cy.12″,18″&30″–21″ (*s*) 160lb *90lb* 1SB.*2pf*.GS30,HS907 Hall, Russell & Co. Abn. | 12 ″ 8 50RHP s ″ 11½ | | 9,04 |
| 62 | **Leafield** | **SteelScSr** | | 100A1 (*Class Contem plated*) | | | 1905 | Wood Skinner & Co. Ld. Newcastle | S.S. Leafield Co. Ld. (A. Brewis) | 313·0 P26′ B36′ F27′ | 45·0 | 20·6 | **Newcastle** British | T.3Cy.23″,37½″&61½″–39″ N.E. Marine Eng Co Ld **Nwc** | 23 ″ 0 33 ″ 8½ | | |

| 1 Numéro d'Ordre. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance spéciale. Année de la dernière Visite | 7 Port de Visite | 8 Construit. Quand. Navire — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres. — Course. — Pression des Chaudières. NHP — Force en chevaux d'après les formules de la Société. RHP — Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Jaugées ou cotées à ce niveau dans le Load Draught Certificate. | 15 Jaugées ou cotées à ce niveau dans le Load Draught Certificate. | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Maimuxa** *M.Boschler* 01–04 | Steel S Sr 1 *Dk(Stl)&deep framing* | *1483* 1159 949 | ✠100A1 7,04 ~~6,04~~ | Gmb Lon ✠LMC6,04 | *p* | 1904 6mo | Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd's SA&CP* | E.desFontaines& Co. | 235·0 Q82 B62 F30' | 37·2 | 17·1 | Archangel Russian FK | T.3Cy.~~30~~ 35" *(s)* 151 NHP 4 *BH ~~ Cem* ~~475~~ HS2267 *pt.Asp* & Co. Eng. Dundee *WB= Cell DBa50' ~~E y B36 f 98 3 St APT 10t~~* | 19 ″ 0 1 ″ 9 | | |
| 2 | **Main** *J.McCorquodale* 04–04 *Well deck Mchy.Aft* | Steel Sc 3 Mst Sr 1 *Dk(Stl)* | 715 519 287 | ✠100A1 11,04 ~~5,04~~ | Gls Cff ✠LMC5,04 | *j* | 1904 5mo | Mackie& Thomson, Ld. Glasgow *Lloyd's SA&CP* | Main Colliery Co. Ld. *WB= Cell DBf 116' 187t FPT 75t APT 12t* | 195·0 Q107 B13 F27' | 29·0 | 11·6 FK | Cardiff British *3 BH Cem* | T.3Cy.17",28"&45"–33" *(s)* 180lb *100lb* 110 NHP 2SB,3cf,Gs68,HS2350 Muir&Houston,Ld.Gls. | 14 ″ 1 1 ″ 1½ | | 11,04 |
| 3 | **Muraji** *Elec.light* | Steel Sc Sr 2 *Dks(Stl)&Shelter dk(Stl–ws)* | 3238 2693 2016 | ✠100A1 *Shelter dk with freeboard* 9,04 ~~6,04~~ | PGl Liv ✠LMC5,04 | *w* | 1904 5mo | Clyde SB.& E.Co.Ld. Pt.Glasgow *Lloyd's SA&CP* | Elder Dempster Shipping Ld. *WB = Cell DBa 90' uE&B 44' f 15' 753t FPT* | 350·1 P34 B11 F47' | 48·5 | 19·7 FK | Liverpool British *6 BH Cem* *45t APT 15t* | T.3Cy.27",43"&72"–48" *(s)* 180lb 570 NHP 3SB,9cf,Gs187,HS9030 FD Clyde S.B.& E.Co.Ld. Pt Gls | 22 ″ 3 2 ″ 6½ | BT 4111 3,05 | |
| 4 | **Meadowfield** *For full particulars See No. 9 below* | Steel Sc Sr | 3551 | 100A1 *(Class Contem plated)* | | | 1904 | J.Blumer& Co. Sunderland | Robinson Bros. | 314·4 P30 B151 F32' | 46·6 | 20·7 | Whitby British | T.3Cy.23",38"&62"–42" J.Dickinson&Sons,Ld.Sld. | | | |
| 5 | **Matador** *T.deBoer* 00–04 *Elec.light* | Steel Sc Sr 1 *Dk(Stl)* | 659 521 292 | ✠100A1 6,04 ✠LMC6,04 | Bhn *i* | | 1904 6mo | G.Seebeck Act.Ges. Bremerhaven *Lloyd's SA&CP* | J.D.Stürcken *WB= Cell DBa 40' uE&B 28' f 81' 151t* | 185·6 P28 B&F152' | 29·4 FK | 11·9 Bremen German *4 BH Cem* *APT 16t* | T3Cy.15⅝",24"&39⅜"–28⅜"(s) 185lb 112 NHP 2SB,4cf,Gs60,HS2314 G.Seebeck A.G. Bremerhvn | 13 ″ 9 | | |
| 6 | **Mindful** *H.Williams* –03 *Elec.light* | Steel Sc 3 Mst Sr ss Liv. No.3–6,04 (ex Maggie Barr) 1 *Dk(Irn)* *Well deck Mchy.Aft* | 361 237 139 | ✠100A1 6,04 ✠LMC6,04 | Liv | *e* | 1895 4mo | Murdoch & Murray Pt.Glasgow A&CP | Watchful S.S.Co Ld (F H Powell&Co *Mgrs.*) | 142·1 Q75 B9 F25' | 23·7 BK7" | 9·8 Liverpool British *3 BH Cem* *WB= FPT ~~75t~~ APT 15t* | ~~T.3Cy.26",40"–27"~~ (s) ~~180lb 50"~~ 60 RHP 1SB,3cf,Gs51,HS1254 Muir&Houston, Glasgow | 10 ″ 6 ″ 7 | | 6,04 |
| 7 | **Minna Horn** *Elec.light* | Steel Sc Sr 1 *Dk&deep framing* | 1290 850 700 | | | | 1904 | Schömer& Jensen Tönning | H.C.Horn | 221·8 P12 B60 Q53 F29' | 33·5 | 13·9 | Lübeck German *WB* | T.3Cy.17⅞",28⅝"&46½"–31½" 122 NHP Schömer & Jensen, Tönning | | | |
| 8 | **Manchuria** *J.W.Saunders* 97–04 *Elec.light* | Steel Twin Sc Sr 4 *Dks(Stl–Uws)& Shelter dk(Stl–ws)* | 13639 11603 8750 | ✠100A1 *Shelter dk with freeboard* 11,04 ~~6,04~~ ✠LMC5,04 | Phl SFo *WB= Cell DBa 160' uE&B 113' f 229' 2270t DTanks a 25' 584t&35' 588t* | *n†* | 1904 5mo | New York S.B.Co. Camden, N.J. A&CP | Pacific Mail S.S.Co. | 600·0 Bon *Shelter dk* 204' | 65·3 39·1 FK&BK3" | 31·1 New York Utd. States *9 BH Cem* *DT f 35' 978t* | Q.3Cy.30",43",63"&89"–60" 215lb *215lb* FD (s) 1923 NHP 4 D&4SB,36cf,Gs636,HS28276 New York S.B.Co. Camden, *FPT 123t APT 89t* N.J. | 43 ″ 4 10 ″ 4 | | |
| 9 | **Meadowfield** *W.H.Tong* 96–04 1 *Dk(pt Iron&pt Stl)&deep framing* | Steel Sc Sr | 2750 2551 1736 | ✠100A1 10,04 ~~6,04~~ ✠LMC6,04 | Sld Bry *WB = Cell DBa 106' uE&B 40' f 120' 711t FPT* | *u* | 1904 6mo | J.Blumer& Co. Sunderland *Lloyd's SA&CP* | Robinson Bros. | 314·4 P30 B151 F32' | 46·6 FK | 20·7 Whitby British *5 BH Cem* *115t APT 97t* | T.3Cy.23",33"&62"–42" (s) 180lb *80lb* 257 NHP 2SB,6cf,Gs111,HS3974 J.Dickinson&Sons,Ld.Sld. | 23 ″ 0 3 ″ ~~0~~ | | |
| 10 | **Manor** *W.G.Johnson* –04 (ex Dowgate) 1 *Dk(pt Stl&pt Iron&deep framing&Dk rud.)* | Steel Sc Su ss Nwc. No.2 | 2893 2713 1863 | ✠100A1 *with freeboard* 7,04 ✠LMC8,03 | Nwc *Lloyd's SA&CP* | *u* | 1895 1mo | C.S.Swan &Hunter Newcastle | Manor S.S.Co.Ld. (M.S.Catt) *WB=* | 326·7 P24' B60 F34' | 41·0 | 24·5 FK | London British *5 BH Cem* | T.3Cy.23",33"&61"–39" *(s)* ~~180lb~~ ~~80lb~~ ~~257 NHP~~ 2SB,~~6cf~~,Gs~~111~~,HS3974 | 27 ″ 1 ~~5 ″ 2½~~ s 5 ″ 2½ | | N7,04 |
| 11 | **Mary Horton** *E.Brown* 04–04 *Well deck Mchy.Aft* | Steel Sc Sr 1 *Dk(Stl)&deep framing* | 931 713 551 | ✠100A1 7,04 ✠LMC6,01 | Lon *Lloyd's SA&CP* | *m* | 1904 7mo | Montrose S.B.Co. Montrose *WB=* | W.Horton *Cell DB f 186' 250t* | 210·0 Q130 F48' | 33·1 FK | 13·6 Liverpool British *3 BH Cem* *FPT 84t* | T.3Cy.16",25"&42"–33" *(s)* 180lb 88 RHP 2SB,4pf,Gs65,HS2154 N.E.Marine Eng.Co Ld.Sld. | 16 ″ 0 1 ″ 6 | | |
| 12 | **Marie** *J.Dewar* 03–04 *Mchy.Aft* | Steel Sc Sr 1 *Dk(pt Stl)* | ~~125~~ 105 83 27 | ✠100A1 8,04 *(Class Contem. plated)* ✠LMC8,04 | Gls *Lloyd's SA&CP* | *a* | 1904 8mo | W Chalmrs & Co. Ramsden Dalglen | McKinney& Rafferty *WB= FPT 96t* | ~~82·0~~ Q35' F15 82·8 | ~~19·0~~ 19·3 | ~~8·2~~ 8·1 BK6' | Glasgow British *3 BH Cem* | C.2Cy.13"&28"–18" *(s)* 130lb 56 RHP 1SB,3pf,Gs27,HS656 Ross&Duncan, Glasgow | 9 ″ 0 | | |
| 13 | **Matador** *S.Magyarosh* –04 *Rushforth* | Steel Sc Sr 1 *Dk(Stl)&Spar dk(Stl)&deep framing* | 3400 3130 2197 | ✠100A1 *Spar dk* 12,04 ~~10,04~~ *(Class Contem. plated)* ✠LMC6,04 | Nwc Liv *Lloyd's SA&CP* *WB= Cell DBa 112' uE& B54' f 138' 781t FPT* | *w* | 1904 9mo | Swan, Hunter& Wigham Richardson, Ld. Newcastle | ~~T.& J.Harrison~~ Ouranes SS Co Ld (T.&J.Harrison, *Mgrs*) | ~~85·0~~ P32 B100 Q50 · 5 | 46·0 FK | ~~24·6~~ 17·0 21·9 Liverpool British *6 BH Cem* | T.3Cy.21",35"&58"–48" *(r)* 180lb 302 NHP 8SB,9cf,Gs160,HS~~2~~343 Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 19 ″ ~~6~~ s 5 ″ 2½ | BT 6111 7,05 | |
| 14 | **Mikawa Maru** *K.Higo* 97–04 (ex Kirkdale) 1 *Dk(Stl)&Spar dk(Irn)& deep framing* | Steel Sc Sr ss Nwc. No.2–03 | 2932 2663 2081 | ✠100A1 *Spar dk* 6,04 ✠LMC6,~~04~~ | Yka *Lloyd's SA&CP* *WB = Cell DB 238' 460t* | *u* | 1894 2mo | Bartram, Haswell&Co. Sunderland A&CP | Nippon Yusen Kabushiki Kaisha | 310·0 P30' B72' F36' | 41·1 25·8 FK | 18·3 Tokio Japanese *5 BH Cem* *APT 40t* | T.3Cy 23½",38"&62"–42" (s) 160lb *70lb* 253 NHP 2SB,6rf,Gs100,HS3850 J.Dickinson, Sunderland | 20 ″ 10 s 5 ″ 11 | | 6,04 |
| 15 | **Marken** *M.Gantvoort* –04 | Steel Sc Sr 1 *Dk* | 2587 2412 1676 | | | | 1904 | Bonn& Mees Rotterdam | Maats. Stoomschip Marken (W.Ruys& Zonen, *Mgrs.*) | 206·7 B67' F30' | 44·6 | 20·9 | Rotterdam Dutch *WB* | T.3Cy.23",36"&62"–39" 240 NHP Maats.de Schelde, Flushing | | | |
| 16 | **Mecklenburg** | Steel Sc Sr 1 *Dk* | 1650 1350 950 | | | | 1904 | Act.Ges. "Neptun" Rostock | H.Podeus | 260·0 | 38·0 | 17·0 | Wismar German *WB* | T.3Cy.20⅞",32½"&52"–36" 16~~45~~ NHP A.G. "Neptun," Rostock | | | |
| 17 | **Mudir** *E.Arvidson* –04 | Steel Sc Sr 1 *Dk* | 800 | | | | 1904 | Hlsingbrgs Varfs Aktieb. Helsingborg | Motala Rederi-aktiebolag G.F. Pettersen) | 196·1 P72' F20' | 32·0 | 14·6 | Motala Swedish *WB* | T.3Cy.13",20½"&33½"–21" 51 NHP Kjbnhavns Flydk.&Skbsv. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. For Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or now entered Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Register in which classed. Date of last Class Survey. Date of Trade Cert | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 Mary Emily 117820 | E.Gregory –04 Well deck Mchy.Aft | SteelSc3MastSr 1Dk | 350 228 91 | ✠100A1 Gls e 3,03 (Class Contem plated) ✠LMC9,04 | Liv | | 1904 9mo | R.William-son&Son Workington Lloyd's SA&CP | Betson&Co. | 135·9 B9 F20' Q76' WB=FPT51t | Dublin British FK 8BHCem | C.2Cy.20"&40"-27" (s) 125lb 67RHP 1SB,3pf,GS53,HS1576 Ross&Duncan,Glasgow | 10 ft 11 in ft 7½ | | |
| 19 Mossoul Should be "Basra," See No. 48 in Supplement | | SteelPad 1Dk | 434 449 | | | | 1904 | Howaldts-werke Kiel | | 189·0 24·0 9·2 | Constanpl Turkish | T.3Cy.20",32⅜"&51⅜"-47½" 181NHP Howaldtswerke,Kiel | | | |
| 20 Magnet 118443 VBQS | Cable Vessel W.S.Fawcus –04 Well deck | SteelScSr (exLonise) 1Dk(Stl-teak s) | 431 311 216 | ✠100A1 Goo g 11,04 Sug ✠LMC2,04 | | | 1904 2mo | Sunderlnd S.B.Co.Ld. Sunderland Lloyd's SA&CP | EasternExtension Australasia&China Tel.Co.Ld. WB=Cell DBa28' uE&B26' f61'13st FPT | 152·0 26·0 10·0 Q43'B55'F18' FK 4BHCem 16t APTst | London British 180lt RHP 1SB 2pf,GS41,HS1393 MacColl&Pollock,Sld. | 9 ft 0 in 11 s | | 5,04 |
| 21 Mina | | SteelTwinSc 1Dk(Stl) | | ✠ A— Ams Barge for River purposes only 9mo (Class Contem plated) ✠LMC7,04 | | | 1904 | J.Meyer Zalt Bommel | G.Mandacas | 185·0 184·0 28·0 9·8 Gnch FK 8BHCem | Andros | C.2Cy.11½"&22½"-16" (s) 150lb 69NHP 2SB,4pf,GS61,HS1508 VauxhallI.W.Co.Ld.Lon. | 9 ft 6 in | | |
| 22 Minnie Hinde 118020 | A.Hoy96–01 Elec.light | SteelScSr 1Dk(Stl) | 514 384 118 | ✠100A1 Dun h 9,01 (Class Contem plated) ✠LMC9,04 | | | 1904 9mo | Caledon S.B.Co.Ltd. Dundee Lloyd's SA&CP | W.Hinde M.M.F.Shaw (L.Shaw,Mgr.) WB=CellDBa28' f68'9st FPT24t APT13t | 175·3 P23'B63'F34'10·7 BK 4BHCem | Belfast British 185lb 100lb 95RHP 1SB,3pf,GS61,HS1912 CaledonS.B.&E.Co Ltd Dun | T.3Cy.15",26"&44"-30" (s) 185lb 100lb 95RHP | 12 ft 10 in s 1 ft 0 in | | |
| 23 Marcelino Suarez 1GNC | E.Carrera –04 White,exNuevoPrimerBarreras) | Iron | 566 346 | | | | 1874 | England | M.SuarezGonzalez | 178·1 | Corunna Spanish | C.2Cy.2[illegible]"&48"-32½" NE×B90 110NHP Portilla,W.[illegible]te&Co.Seville | | | |
| 24 Maria Mercedes | J.Casariego –04 exGlengarnock) | IronScSr Mchy.Aft 1Dk | 208 198 123 | | | | 1870 | J.Fuller-ton&Co. Paisley | F.Garcia | 129·4 Q49'H15' 20·1 9·9 | Bilbao Spanish | 2Cy.25"-24" 47NHP WB W.King&Co.Glasgow | | | |
| 25 Moray Firth 119124 HBSJ | A.R.Stephen –04 Mchy.Aft Well deck | SteelScSr 1Dk(Stl) | 365 359 2455,05 9809 (Class Contem plated) | ✠100A1 PGl f 1,04 Dun ✠LMC10,04 | | | 1904 10mo | R.Duncan &Co.Ld. Pt.Glasgow Lloyd's SA&CP | Allison& Fullarton Moray Firth S.S.Co.Ld. (Allison&Fullarton.) | 141·0 Q77'B9'F30' 141·5 FK 3BHCem WB=FPT40t APT4t | Glasgow British 120lb 75RHP 1SB,3pf,GS50,HS1260 D.Rowan&Co.Glasgow | C.2Cy.18½"&38"-27" (s) 120lb 75RHP | 10 ft 10 in s 7 | | |
| 26 Matoppo 118496 HBGL | W.S.Smith04–01 Elec.light | SteelScSr 2Dks(Stl)&Web frames Now named "Wairuna," See No. 31 in Supplement | 3942 3710 2526 | ✠100A1 Nwc w 1,05 Cal ✠LMC[illegible] | | | 1904 5mo | Armstrong Whitworth &Co.Ld. Newcastle Lloyd's SA&CP | UnionS.S.Co.of NewZealand,Ld. WB=CellDBa 110' uE&B 69' f140' | 360·0 P29'B84'F35' 797t DTa28' | London British FK 6BHCem 403NHP 676t FPT129t APT50t | T.3Cy.25",41"&68"-48" (s) 180lb 403NHP 3SB.9cf,GS198,HS6990 Wilsnd Slpwy.Co Ld.Nwc. | 29 ft 6 in s 6·3½ | | |
| 27 ~~Montgomte~~ Monkgate Hull 6 | R.Smith99–99 (exKathleen) | SteelScK ssMil.No.1–04 1Dk | 170 161 54 | ✠100A1 Mil Stm Trawler 8,04 ✠LMC12,08 | | | 1899 5mo | SelbyS.B. &E.Co.Ld. Selby A&CP | PhœnixTrawling Co.Ld. (G.H.D. Birt,Mgr.) | 105·0 P[illegible]'B[illegible]'F[illegible] | Grimsby British BK7½" 3BHCem | T.3Cy.10⅞",18"&30"-21"(s) 180lb 45RHP 1SB,2pf,GS31,HS937 Crabtree&Co.Gt Yarmouth | 12 ft 0 in | | 8,04 |
| 28 Marie Menzell | | SteelScSr 1Dk | 2054 1875 1300 | | | | 1904 | Flensburger Schiffsb.Ges. Flensburg | Hanseatische DampferCie (Menzell&Co.Mgrs.) | 292·0 P16'B175'F31' | Hamburg German | T.3Cy20⅝",35⅞"&55½"-35¾" 180NHP FlensburgerSchiffsb.Ges. | | | |
| 29 Mohican | | SteelScSr 8Dks | 2255 2118 1770 | | | | 1904 | W.Cramp& SonsSE&BCo Philadelphia | ClydeS.S.Co. | 245·0 P55'B20'F30' | 40·0 29·7 23·7 FK | New York Utd.States WB N.E.MarineEngCo.LdNwc | T.3Cy.18",27"&42"-30" 97NHP W.Cramp&SonsS&EBCoPhl | | |
| 30 Moulouya KJBV | Hei[illegible]–04 Elec.light | SteelScSr (exCalabro) 2Dks&Spar dk | 2210 1874 1240 | | | | 1890 | Sunderlnd S.B.Co.Ld. Sunderland | Cie.deNav.Mixte | 275·0 P55'B20'F30' | 38·2 15·3 23·7 FK | Marseilles French WB N.E.MarineEngCo.LdNwc | T.3Cy.23½",39"&64"-42" 282NHP | 17 ft 9 in I | |
| 31 Maridal MBWN | O.Olsen –04 | SteelScSr 1Dk | 1180 940 878 725 | | | | 1904 | J.Crown& Sons,Ld. Sunderland | Akties.Maridal (A.Andresen) | 225·1 P44'B107'Q77'H25'F33' | 35·7 14·5 Norwegian | Tvdestrnd Norwegian | T.3Cy.17½",29"&43"-33" 132NHP N.E.MarineEng.CoLd.Sld. | | |
| 32 Monarch 118035 | J.Dennison98–04 | SteelScK 1Dk | 239 234 216 110 | ✠100A1 Hul Stm Trawler Gms 1,05 (Class Contem plated) ✠LMC[illegible],04 | | | 1904 10mo | Cochrane& Sons Selby Lloyd's SA&CP | AnchorStm.Fishg. CoLd(W.S.Letten, Mgr.) | 120·0 Q66'F20' 11·6 BK7½" 4BHCem | Grimsby British | T.3Cy.12",21"&34"-24" (s) 180lb 60RHP 1SB,2cf,GS32,HS1084 C.D.Holmes&Co.Hull | 12 ft 4 in | | |
| 33 Mamari 119097 HBPT | T.Moffat93–04 Ref.Mchy.framing&Elec.light | SteelTwinScSr 2Dks(Stl–Uws)&sleep Shelter dk(Stl–ws) | 6720 6689 6131 4286 | ✠100A1 Bel c† Shelter dk with freeboard 11,04 (Class Contem plated) ✠LMC12,04 | | | 1904 11mo | Harland& Wolff.Ld. Belfast Lloyd's SA&CP | Shaw,Savill& AlbionCo.Ld. WB=CellDBa115'uE&B90'f188'12[illegible]t | [illegible] 455·4 56·4 FK&BK5 7BHCem | S'thamptn British 215lb (s) 808NHP 2D&2SB,18cf,GS837,HS14580 Harland&Wolff,Ld.Bel. | Q.8Cy.21",30",43½"&62"-48" | 33 ft 10 in s 7 ft 0½ | BT till 12,05 | |
| 34 Max | | SteelSc (Trawler) 1Dk | | | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | Grundmann& Gröschel | | Gstemnde German | T3Cy.10⅛",17⅞"&26⅜"-21" 82NHP G.Seebeck A.G.Bremerhvn | | | |
| 35 Moheta | A.Antujeff (exUrania) | IronScSr 1Dk | 315 261 193 | | | | 1857 | C.&W. Earle Hull | N.Antujeff | 157·8 P24'Q15'H24t | 21·1 11·7 | Archangel Russian | C.2Cy.18"&32"-27" NE73 NB84 44NHP Christie,Nolet&DeKuyper, Delfshaven | | |
| 36 Maureen 118200 | B.Lawson97–01 | SteelScSr 1Dk(pt Iron&pt Stl) &Web frames | 2476 2288 1576 | ✠100A1 Sld t 1,05 Lon (Class Contem plated) ✠LMC[illegible],04 | | | 1904 10mo | S.P.Austin &Son.Ld. Sunderland Lloyd's SA&CP | Marquess of Londonderry (S.J. Ditchfield,Mgr.) WB=CellDBa38'uE&B[illegible]f130'66tFPT[illegible] | 210·1 P23'B60'F33' drp05 FK 5BHCem | Sundrland British 160lb 90lb (s) 254NHP 2SD,6pf,GS112,HS4120 N.E.MarineEng.Co.Ld.Sld | T.3Cy.22½",37"&61"-39" | 22 ft 10 in s 3 ft 11 | | |
| 37 Montauk 91316 | | WoodSc | 139 95 | | | | 1880 | Kennebunk, Me. | FisheriesCo. | 116·0 | 18·7 9·3 | Grnport,NY Utd.States | | | |
| 38 Mühlheim | | SteelTwinScSr 1Dk | 650 | | | | 1904 | I.H.N. Wichhorst Hamburg | Damsfschiffahrts Ges.Hamburg, G.m.b.H. | 185·9 | 32·1 12·0 | Hamburg German | C.4Cy.12½"&23½"-16⅝" 19NHP Wichhorst,Hamburg | | |

Trunk deck Mchy.Aft 1Dk

| 1 Numero d'Ordre. / Numero Annel. / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement. Ex-nom, s'il y a lieu. Nombres des Pont | 4 Tonnage Officiel. Total. Sous le Pont. Nat. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 | 8 Construit. Navire. Machine. Mat. | 9 Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NIP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 116937 | **Manxman** *F.W.Lane* –04 | SteelScK 1*Dk* | ~~220~~ 196 180 76 | ✠100A1 *StmTrawler* 11,04 (*Class Cont em plated*) | Hul ✠LMC11,04 | 1904 11mo | Cochrane& Sons Selby *Lloyd's*A&CP | W.H.Beeley | 115·5 Q50'F19' | 21·5 \| 11·4 | Grimsby British BK8″ | T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60NHP 1SB,*1pf*,GS32,HS1095 C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 40 117069 | **Montcalm** *Elec.light* | SteelTwinScSr 2*Dks*(*Stl–M ptws*) | ~~1320~~ 1432 973 526 | ✠100A1 Gls *q* *Water tube boilers* 11,04 (~~*Cont em plated*~~) ✠LMC11,04 | 1904 11mo | Napier& Miller,Ld. Glasgow *Lloyd's*A&CP | CanadianGovernment | 245·0 P&B168'F42' | ~~40·8~~ 40·6 | 15·7 Ottawa British BK9″ | T.6Cy.23½″,33″&64″–42″ 200lb 840NHP 4B,GS349,HS12800,FD Fleming&Ferguson,LdPsy | 18 ″ 0 s 1 ″ 9 | |
| 41 | **Mia** *Mchy.Aft* | SteelScSr 1*Dk*(*Stl*) | 195 157 75 | ✠100A1 9,04 ✠LMC9,04 | Ams *b* | 1904 9mo | Schp Maats vh J.J.Croles Ylst *Lloyd's*A&CP | ShippingInvestments,Ld. (C.H.Pile,*Mgr.*) | 104·0 F16' | 20·0 \| 9·0 | London British FK 3*BHCem* *WB=FPT*24*t* | C.2Cy.11½″&25″–18″ (*s*) 140lb 1SB,*2pf*,GS26,HS760 W.H.Jacobs,Haarlem | ~~8 ″ 7~~ 9 ″ 9 | |
| 42 9057 HPBT | **Miyo Maru** (ex Clitus) *K.Takemoto*04–04 | SteelScSr 2*Dks*(*Stl-Upeak s,fore&B* | 2497 2205 1548 | ✠100A1 8,04 ✠LMC8,04 | Yka *t* | 1886 4mo | Palmers' Co.Ld. Newcastle *Lloyd's*A&CP | K.Oaki | 300·0 P54'B56 F34' | 38·2 \| 23·5 | Yokohama Japanese BK10″ *WB=DBa*88′ *&uB*18′216*t* | T.3Cy.23½″,37″&61″–42″ (*s*) 150lb *80lb* NDB95 243NHP 2SB,*6cf*,GS105,HS3833 Palmers Co.Ld.Newcastle | 24 ″ 10 | 8,04 |
| 43 | **Mallali** | SteelTwinSc 1*Dk* | 67 52 44 (~~*Class Cont em plated*~~) | ✠ A1 *British Guiana & its Rivers* 12,01 ~~LMC12,01~~ | Dem | 1904 12mo *Lloyd's*CP | Ritchie, Graham& Milne Glasgow Completed by Sproston's Ld | Sproston's,Ld. | | | Georget'n British [Dem. BK4″ | C.2Cy.7″&14″–12″ (*s*) 100lb 1SB,*1pf*,GS15,HS295 Kincaid&Co.,Grk. E.*made*00,*re-fitted*04 | 1 ″ 0 | N12,04 |
| 44 | **Manar** 1*Dk*(*Stl pt teak-s*) 1*Dk* | SteelTwinSc | ~~530~~ 511 563 235 (~~*Class Cont em plated*~~) ✠LMC11,04 | ✠ A1 *Hopper Dredger* 11,04 | Rnf | 1904 11mo *Lloyd's*A&CP | W.Simons &Co.Ld. Renfrew | IndianGovernment | ~~17·5~~ 175·0 | ~~38·1~~ \| ~~11·0~~ 10·9 | Bombay British FK Colombo 4*BHCem* | T.6Cy.11″,17″&28″–21″ (*s*) 160lb 114NHP 2SB,*4cf*,GS94,HS2353 W.Simons&Co.Ld.Renfrew | 11 ″ 6 | |
| 45 | **Michael** *Elec.light* | SteelScSr 2*Dks* | 663 ~~600~~ 372 | | | 1904 | F.Schichau Elbing | A.Schawalda | 187·2 | 27·0 \| 16·9 | Cherson Russian | T.3Cy.21⅞″,31⅞″&19⅜″–21⅜″ 114NHP F.Schichau,Elbing | | G |
| 46 | **Mod** *J.Gautesen* –04 JVSP *Well deck* | IronScSr (*ex Wellhaven*) 1*Dk*(*Irn*)*,2tr B* | 664 511 396 | ✠ 6,90 | Bgn *j* | 1884 1mo | Martens, Olsen&Co. Bergen *WB=Cell* | J.A.Christensen | 179·6 Q49'B83 B99'F17t *DB*180 165′ *AP*71*t* | 28·0 \| 12·4 *&uB*8′*Cem* | Haugesnd Norwegian NE&B90 | C.2Cy.17⅞″&33½″–28″ 59NHP Bergen Mek.Vaerks.,Bergen | | N |
| 47 116600 | **Montreal** | SteelPaS 1*Dk* | 4282 2398 2299 | | | 1904 | Richelieu& Ontario Nav. Co. Sorel | Richelieu&Ontario NavigationCo. | 332·4 | 43·5 \| 14·8 | Montreal British | T.3Cy.32″,53″&88″–77″ 680NHP Bertram E.W.Co.Ld. Tmto | | |
| 48 | **Morjak** *Elec.light* | SteelScSr (*ex Frida Horn*) 1*Dk&deep framing* | 1022 821 631 | | | 1904 | Schlömer& Jensen Tönning | Russian Danube Steam.Nav.Co. | 221·8 P12'Q53'B60'F29' | 33·5 \| 13·9 | Odessa Russian *WB* | T.3Cy.17⅞″,28⅜″&16⅜″–31½″ 142NHP Schlömer&Jensen,Tönning | | G |
| 49 | **Marie Reine** *G.Sperantzies*04–04 (ex Burriana. *ex Braganza*) | IronScBg 6thSurvey.Aug.06 1stSurvey(G.s.)06,00 2*Dks* | *1149* *1011* 714 | ✠ A1 ✠ 1 2 01 MS3,00B511,03 | Gls | Lv 1870 1mo | Laird Bros. Birkenhead | ~~J.Vidal&~~ ~~G.Speranza~~ Cie Hellenique de Nav. a Vap "La Phocenne" | 258·2 P78'H17t len73pt ND96 | 29·7 \| 20·0 BK7″ | Piræus Greek 4*BHCem* | C.2Cy.30″&56″–36″ (*s*) 80lb *100lb* ND802 157NHP NE&B83 1DB,*6pf*,GS107,HS2824 Laird Bros.Birkenhead | 21 ″ 2 s 3 ″ 6 | 2,04 |
| 50 | **Mars** *P.Everard*04–04 | SteelScK 1*Dk* | ~~250~~ 229 214 89 (~~*Class Cont em plated*~~) ✠LMC12,04 | ✠100A1 *StmTrawler* 12,04 | Abn | 1904 12mo *Lloyd's*A&CP | J.Duthie Aberdeen | E.Salmon&Co. | 130·6 | 21·9 \| 11·7 BK7½″ *WB=FPT*25*t* | Lorient French 3*BHCem* | T.3Cy.12½″,20″&34″–27(*s*) 180lb 83NHP 1SB,*3pf*,GS42,HS1531 J.Abernethy&Co Aberdeen | 12 ″ 6 | |
| 51 1887 HBJV | **Montrose** *R.Chapman*–05 *Elec.light* | Stee.ScSr 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing* | ~~4400~~ ~~4450~~ 3522 2884 | ✠100A1 Gls *x* *Spar dk* (~~*Class Cont em plated*~~) ✠LMC12,04 | 1904 1905 Imo *Lloyd's*A&CP | C.Connell &Co.Ld. Glasgow | J.Warrack&Co. | 365·0 P39'B210'F48'17·9 47·3 *P&FDk*(*Stl-ws*) | ~~17·4~~ ~~25·9~~ 25·9 | Leith British FK6*BHCem* BDk(*Stl-Teaks*) *WB=Cell DBa*118′*uE&B*14′*f*150′86*t FPT*67*t APT*96*t* | T.3Cy.~~26½~~″,42″&70″–48″ 190lb *120lb*(*s*) 885NHP 2SB,*8cf*,GS170,HS6000 Dunsmuir&Jackson Ld Gla | 20 ″ 3 s 4 ″ 8 | BT till 12,05 |
| 52 101340 KTHQ | **Margaret** *E.P.Snyder* –04 | WoodScSr 1*Dk* | 203 — 138 | | | 1904 | T.Mc Cosker&Co. Baltimore | P.DoughertyCo. | 112·0 | 23·6 \| 13·0 | Baltimore Utd.States | T.3Cy.12½″,20½″&34″–24″ 57NHP | | |
| 53 | **Mariout** *Salem et Baday* –02 (ex Behera) | SteelScSr 1*Dk&Spar dk* | 1532 — 850 | | | 1865 | Samuda Bros. London | KhedivialMailS.S. &Graving DockCo. Ld. | 253·9 H59'F30' | 34·8 \| 21·6 | London British | C.2Cy.37⅞″&69″–38½″ NE81 246NHP James Jack&Co.Liverpool | | V |
| 54 1881 | **Mayflower** | WoodTwinSc (*ex Yacht*) | 392 — 236 | | | 1875 | A.Cantin Montreal | Edwardsburg StarchCo.Ld. | 125·0 | 23·5 \| 11·0 | Montreal British | C.4Cy.18″–26″ 22RHP E.E.Gilbert,Montreal | | |
| 55 | **Maurice Christine** *A.Wettrock*98–05 | SteelScK 1*Dk* | ~~249~~ 204 193 63 (~~*Class Cont em plated*~~) | ✠100A1 *StmTrawler* 8,05~~1,06~~ ✠LMC1,08 | Gls Ams | 1905 1mo *Lloyd's*A&CP | Mackie& Thomson Glasgow | J Baels-Maurice | ~~117·0~~ 117·2 | ~~21·5~~ \| ~~11·6~~ 11·4 BK7½″ *WB–DBf*21′20*t* | Ostend Belgian 3*BHCem* | T.3Cy.12½″,20″&33″–23″ 180lb (*s*) 69NHP 1SB,*2pf*,GS37,HS1247 W.V.V.Lidgerwood,Gla. | 12 ″ 6 | |
| 56 | **Mirzapur** *J Rueter* (ex Braunfels) | SteelScSr ss Bhn.No.3–7,03 1*Dk*(*Irn*)*&Spardk* (*Stl–ws*)*&Web frames* | 2942 2760 1888 | ✠100A1 *Spar dk* 11,04 BS7,04 ✠LMC7,03 | Ham *u* | 1891 3mo | Sunderlnd S.B.Co.Ld. Sunderland A&CP | DeutscheDmpfsfahrtsGes.Hansa | 343·0 B78'F41' | 41·1 \| 18·5 26·0 BK8″ *WB=Cell DBa*92′ *uE*24′ *f*142′429*t* | Bremen German 6*BHCem* | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *100lb* NDB04 283NHP 2SB,*6rf*,GS115,HS4500 Wilsnd Slpwy Co.Ld.Nwc. | 21 ″ 1 | 2,03 |
| 57 | **M. Radmann und Sohn** (*Trawler*) 1*Dk* | SteelSc | 160 145 27 | | | 1904 | G.Seebeck Act.Ges. Bremerhaven | M.Radmann& Sohn | 116·5 | 21·2 \| 14·6 | Altona German | T.3Cy.11″,18″&28½″–21″ 23NHP G.Seebeck A.G. Bremerhvn | | |
| 58 | **Maria Rickmers** *Pape*99–04 *Elec.light* | SteelSc 2*Dks* | 3559 3286 2256 | | | 1904 | Rickmers Act.Ges. Bremerhaven | Rickmers Reismühlen,Rhed.& Schffb.Act.Ges. | 352·7 | 45·1 \| 26·2 | Bremen German | T.3Cy.23⅝″,39⅜″&63″–43⅜″ 261NHP *WB* Bremer "Vulkan," Vegesck | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Part Survey Yearly | 7 Equipment now 21 Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Draught in which class of ins. in F. B. Date of last Survey. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 **Moore** | | **SteelScSp** (*Tug*) 1*Dk* | 115 | | | | 1904 | Cook, Welt'n & Gemmell Beverley | H.M.War Department | 97·0 B33' \| 18·7 \| 9·7 | British | T.3Cy.11″,17½″&28″–18″ Am[illegible]m.th, Hull | | | |
| 60 **Mephir** *T.Lucas* 04–05 *Elec.light* | | **SteelScK** 1*Dk* | ~~305~~ 326 ~~370~~ 301 ~~130~~ 176 | ✠100A1 *Stm Trawler* 2,05 ~~(Class Contem. plated)~~ | Shd | | 1905 2mo | Smith's Dock Co. Ld. North Shields | E.Dufilhol & fils | ~~145·0~~ Q54′F25′ 144·8 \| ~~24·0~~ ~~12·1~~ 12·3 BK7½″ \| ~~12·1~~ Lorient French *WB=DB/14 12t* | T.3Cy.14″,28″&39″–27″ (s) 200lb 97NHP 1SB,2*pf*,GS54,HS168 Shields Eng. Co. Ld. N.Shd. | 13 ″ 0 | | |
| 61 **Mahone** *F.Slaughenwhite* –04 | | **WoodScSr** 1*Dk* | 127 92 79 | | | | 1904 | I.Wagner Mahone Bay, N.S. | A.Ernst | 86·0 B38′ \| 19·8 \| 10·5 FK | Lunenbrg, N.S. British | C.2Cy.12″&24″–18″ Burrell Johnson 24RHP Iron Co. Yarmouth, N.S. | | | |
| 62 **Marksburg** *F.W.Kreckler* 04–05 *Elec.light* | | **SteelScSr** 1*Dk(Stl)&Spr dk* (*Sel pt*–*ss*) *Webframes* | ~~4200~~ 4415 3000 2812 4042 | ✠100A1 *Spar dk* 2,05 ~~(Class Contem. plated)~~ | Ham *y* | | 1905 2mo | Blohm & Voss Hamburg *Lloyd's SA&CP* | Deutsche Dmpfs-fahrts Ges. Hansa | 387·5 P48′B116′~~F42′~~ F40′ \| 51·6 \| ~~17·2~~ 17·0 BK 6 \| ~~12·1~~ Bremen German *WB=CellDBa122′uE22′/17t 946t FPT 92t APT 18t* | Q.4Cy.23″,31½″,48″&71″–48″ 2130lb *120lb(s)* 417NHP 2SB,6*cf*,GS127,HS5812,FD Blohm & Voss, Hamburg | 19 ″ 6 | | |
| 63 **Menzaleh** *E.Silvestri* –03 (*ex* Abd-el-Monem, *ex* Inanda) *Elec.light* | | **SteelScSr** 1*Dk&Spardk&trB* | 1704 1639 1075 | | | | …1888 | Hall, Russell & Co. Aberdeen | Khedivial Mail S.S. & Graving Dock Co. Ld. | 270·4 B38′ \| 35·2 \| 23·0 FK | London British *WB* | T.3Cy.21″,34″&56″–42″ 202NHP Hall, Russell & Co. Abn. | 16 ″ 11 | | |
| 64 **Morazan** 120438 *J.G.Wilkin* 91–05 HCDM | | ~~Iron~~ **SteelScSr** 1*Dk(Stl)&Spar dk* (*pt Iron pt Stl*) *deep framing* | 3486 3201 2213 | ✠100A1 *Spar dk* 3,05 ~~(Class Contem. plated)~~ | Sld *to* | | 1905 3mo | R.Thompson & Sons Sunderland *Lloyd's SA&CP* | Liverpool Shpng Co., Ld. (H.Fernie & Sons *Mgrs.*) | 360·0 P33′B190′F39′ \| 46·7 \| ~~23·1~~ 15·1 FK 23·1 6 *BHCem* *WB=CellDBa120′uE24′/146′805t DTf/24′492t APT35t* | Liverpool British T.3Cy.23½″,39″&66″–45″ (s) 1800lb *120lb* 342NHP 2SB,6*cf*,GS106,HS4488,FD G.Clark, Ld. Sunderland | 17 ″ 9 s 4 ″ 1½ | | |
| ~~65 **Mercury**~~ 118744 ~~*G.Campbell* 92–05~~ *Mchy. Aft Well deck Elec.light* *J.Turner* 04–05 | | ~~**SteelSc3MstSr**~~ 1*Tk(Stl)* | ~~370~~ ~~380~~ 386 276 ~~190~~ 114 | ✠100A1 5,05 ~~2,05~~ ~~(Class Contem. plated)~~ ~~L.M.C.05~~ | Dun *f* | | 1905 3mo | Dundee Shipbuilders' Co. Ld. Dundee *Lloyd's SA&CP* | D.&J.Nicol | 146·1 Q53′B144′~~F27′~~ F28′ \| ~~25·2~~ 25·1 FK *3BHCem* *WB=FPT45t* \| 11·5 | Dundee British | T.3Cy.13″,22″&36″–24″ (r) 1801b 98RHP 1SB 3*pf*,GS47,HS1553 ~~Menzies & Co. Leith~~ Menzies & Co. Ld., Leith | 11 ″ 6 s ″ ½ | | |
| 66 **Macduff** 10843 | | **SteelScSk** 1*Dk* | 104 89 67 | | | | 1892 | Burrell & Co. Glasgow Rebuilt 1905 A.& J. Inglis, Glasgow | Clyde Salvage Co. Ld. | 78·7 \| 18·5 \| 8·2 | Glasgow British | C.2Cy.10″&20″–14″ 16RHP J.D.Gouldie, Glasgow | | | |
| 67 **Manju Maru** 6915 JRPH (*ex* Phra Chula Chom Klao) | | **SteelScSr** 2*Dks* | 1661 1486 1030 | | | | …1883 | Caird & Co. Greenock | K.Hasegawa | 267·9 F43′ \| 34·0 \| 20·5 FK *WB* | Kobe Japanese | C.2Cy.35⅝″&68½″–42″ 252NHP Caird & Co. Greenock | 23 ″ 0 | | |
| 68 **Mayasan Maru** 8943 JRVT (*ex* Michael Jebsen) | | **SteelScSr** 1*Dk&Spar dk* | 980 883 608 | | | | 1889 | Howaldts-werke Kiel | K.Kawabe | 212·9 B28′H16′ \| 29·5 \| 17·7 *WB* | Kobe Japanese T.3Cy.15¾″,23⅞″&39″–27¾″ 80NHP Howaldtswerke, Kiel | | | G | |
| 69 **Michael Jebsen** *Elec.light* | | **SteelScSr** 1*Dk&Spardk* | 1450 1275 907 | | | | 1904 | Howaldts-werke Kiel | M.Jebsen | 250·0 P24′B73′F34′ \| 35·0 \| 18·9 *WB* | Apenrade German T.3Cy.18⅛″,29½″&47½″–31½″ 125NHP Howaldtswerke, Kiel | | | | |
| 70 **Montblanc** *C.Pedersen* 03–05 (*ex* English King, *ex* Osborne) | | **SteelScSr** ~~*Campbell* 92–05~~ 1*Dk(Stl)&Spar dk* (*Irn*)&*deep framing* | *3133* 2978 2033 | ✠100A1 *Spar dk* 1,05 BS1,05 ✠L.M.C.01 | Stn *v* | | 1894 4mo | C.S.Swan & Hunter Newcastle *Lloyd's SA&CP* | ~~C.Eitzen & Co.~~ Aktien Montblanc (C.Eitzen & Co.) | 335·0 B80′F34′ \| 42·6 \| 19·3 BK8½″ 6 *BHCem* *WB=CellDB* 288′610t | Christiania Norwegian T.3Cy.26″,42″&69″–48″ (r) 1600lb *80lb* 326NHP 2SB,6*pf*,GS94,HS4828 G.Clark, Ld. Sunderland | 21 ″ 9 | | 1,04 |
| 71 **Madonna** 150842 HCJV | | **SteelTwinScSr** 3*Dks* | 5551 3084 3170 | | | | 1905 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | Richmond S.S. Co. Ld. (Japp & Kirby, *Mgrs.*) | 430·4 P44′B158′F62′ \| 48·1 \| 21·5 *WB* | Liverpool British T.6Cy.28″,43″&69″–45″ Swan, Hunter & Wigham-Richardson, Ld. Nwc. | | | | |
| 72 **Manja** *L.Ljungqvist* –05 | | **SteelScSr** | 912 | | | | 1905 | Lindholmens M.V. Gotnenburg | H.Grebst | 210·0 Q76′B48′F25′ \| 33·6 \| 13·6 *WB* | Gothenbrg Swedish T.3Cy.16′,26½″&44′–30″ 106NHP Lindholmens M.V. Got. | | | | |
| 73 **Maria Pilar** *G.Perez* 99–04 (*ex* Progreso) | | **IronScSr** 1*Dk* | 208 114 | | | | 1875 | W.B. Thompson Dundee | F.Garcia | 127·9 \| 19·2 \| 10·0 | Bilbao Spanish | C.2Cy.16″&32″–20″ 38NHP W.B.Thompson, Dundee | | | |
| 74 **Moppo Maru** 9185 JBDO | | **SteelScSr** 2*Dks* | 779 655 453 | | | | 1904 | Kawasaki Dkyd.Co Ld. Kobe | Osaka Shosen Kabushiki Kaisha | 186·2 B42′ \| 27·1 \| 18·1 | Osaka Japanese T.3Cy.14½″,24½″&39″–30″ 83NHP *WB* Kawasaki Dkyd Co Ld Kobe | | | | |
| 75 **Munenobu Maru** 9126 JSOM | | **WoodScSp** 2*Dks* | 214 188 132 | | | | 1904 | S.Aoyama Osaka | S.Aoyama | 114·3 B18′ \| 16·9 \| 13·1 | Osaka Japanese C.2Cy.13″&26″–18″ 24NHP | | | | |
| 76 **Melderskin** *C.Hamre* –05 *&Spar dk(pt Iron pt Stl)&deep framing* | | **SteelScSr** 1*Dk(Stl)* | *3943* 3716 2538 | ✠100A1 *Spar dk* 3,05 ~~(Class Contem. plated)~~ | Sld *w* | | 1905 3mo | J.L.Thompson & Sons, Ld. Sunderland *Lloyd's SA&CP* | J.L.Mowinckel & Son | 360·0 P31′B101′F33′ \| 50·3 \| ~~24·0~~ 16·9 FK 24·9 6 *BHCem* *WB=CellDBa123′uE&B33′f154′903t FPT108t APT152t* | Bergen Norwegian T.3Cy.25″,41″&67″–45″ (s) 1801b *100lb* 338NHP 2SB,*Spf*,GS142,HS5378 J.Dickinson & Sons, Ld. Sld | 19 ″ 6 s 5 ″ 4 | | |
| 77 **Mira** *Raoul* –05 (*ex* Cayo Blanco) | | **SteelScSr** *ss* Shl.No.2–04 1*Dk(Stl)&Spar dk* (*Irn*)&*deep framing* | *2688* 2500 1737 | ✠100A1 *Spar dk* 2,05 BS6,04 MS9,01 ✠L.M.C. | Msl *u* | | 1895 10mo | J.Readhead & Sons S.Shields A&CP | Cie. des Vapeurs de Charge Français | 315·2 P71′B88′F34′ \| 41·2 \| 16·7 *WB=CellDBa102′uE&B41′f126′568t* | Marseilles French T.3Cy.24″,40″&65″–42″ (r) 1601b *80lb* 285NHP 2SB,6*cf*,GS115,HS4445 J.Readhead & Sons, S.Shd. | 19 ″ 0 s 5 ″ 9½ | | 9,04 |
| 78 **Mariechen** *Gerriets* ~~*J.Greenlees* 95–05~~ (*ex* Clan Matheson) *Elec.light* | | **SteelScSr** ~~*ss* Gls.No.2–96~~ *ss* Gls.No.2–01 3*Dks*(2*Stl-Uws*) | *3930* 3504 2521 | ✠100A1 ~~10,04~~ 2,05 Cff ✠NB7,02 ✠L.M.C.04 | Gls *x* | | 1883 8mo | Napier, Shanks & Bell Glasgow | M.Jebsen | 380·7 B136′F40′ \| 43·2 \| 28·3 BK11″ 6 *BHCem* *WB=Cell DB292′524t* | Hamburg German T.3Cy.30½″,48″&82″–60″ (s) 160lb *100lb* NDB96 525NHP 2SB,*Srf*,GS160,HS6286 1*pd* 92D. Rowan, Glasgow | 30 ″ 7 s 6 ″ 7 | | 4,04 |
| 79 **Michail Ontchoukoff** *C.L.L.Harboe* 04–05 *Elec.light* | | **SteelScSr** 1*Dk,Stl,&deep framing* | *2093* 2117 1969 1352 | ✠100A1 4,05 ~~(Class Contem. plated)~~ ✠L.M.C.05 | P.Gl *f* | | 1905 4mo | Clyde S.B. & E.Co. Ld Pt. Glasgow *Lloyd's SA&CP* | Dansk. Russiske Dmpskibselsk. (P.Möroh, *Mgr*) | ~~295·0~~ P27′B172′F33′ 294·7 \| ~~41·0~~ 42·0 \| ~~22·0~~ 19·6 FK 5 *BHCem* *WB=CellDBa86′uE&B34′f130′605t BPT65t* | Copnhagn Danish T.3Cy.22″,35″&59″–39″ (s) 1801b *100lb* 3[illegible]NHP 2SB,6*cf*,GS166,HS3800 Clyde S.B. & E.Co. Ld. P.Gls | 22 ″ 0 s 2 ″ 9 | | |

| 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. | 14 Creux sur Quille. Franc bord au milieu du navire. | 15 | 16 Date de la dernière visite de l'Ar. pour ... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 80 Maas<br>*C.Post* | SteelScTug<br>1*Dk* | | 100A1<br>(*ClassContem plated*) | | | 1905 | M van der Kuijl Slikkerveer | Internationale Sleepdienst Maats. | 122·0 | 21 6 | 12·5 | Rotterdam<br>Dutch | T.3Cy 14½ 23⅞"&38⅝"-26½" | | | |
| 81 Marie Solange<br>*H.Prades* –05 *ss*Bdx.2ndNo.3–10.97<br>HKNJ (*ex*Auguste Conseil,*ex*LadyTredegar) | IronSc<br>*ss*Bdx.No.1–04<br>1*Dk2trB* | 732<br>634<br>413 | ✠90A1 Bdx *k*<br>5,05 Msl<br>NB12,86<br>MS12,01 BS3,0 | | | 1874<br>2mo | W.Harkess<br>Middlesbro' | P.Robert<br>A&CP | 198·2 | 28·4 | 15·1<br>Q67′ | Marseilles<br>French<br>*WB* = | Alblasserdam.Msch.Fab.<br>C.2Cy.27"&50"–30"<br>80lb *65lb* NDB88 DS NHP<br>2SB,*4pf*,GS37,HS1337<br>*DBa32,f50′*<br>G.Clark,Sunderland | | | 1,04 |
| 82 Merrimack<br>6960 *McDarman*<br>JTMH *Elec.light* | IronScSr<br>(*ex*Decatur H Miller)<br>3*Dks&Hur dk* | 2546<br>—<br>1879 | | | | 1897 | Harlan& Hollgswth WilmgtnDel. | Merchnts&Miners TransportationCo. | 257·0 | 38·0 | 16 0<br>30 0 | Baltimore<br>Utd. States | C.4Cy.24"&54"–48"<br>336NHP<br>Harlan&Hollingsworth | | R | |
| 83 Morning Star<br>116942 *R.A.Henshaw*<br>KPQV (*ex*Sunbeam,*ex*ShoeCity) | WoodSc<br>YM5,04<br>1*Dk* | 547<br>—<br>403 | | | | 1900 | James& Tarr Essex.Mass. | AmericanBoard of ForeignMissions | 140·0 | 35·0 | 10·0 | Boston<br>Utd. States | C.2Cy.16"&36"–22"<br>51NHP | | R | |
| 84 Maria Pia<br>51<br>QMTS | IronS.Tug | 169<br>—<br>~~45~~ | | | | 1891 | Anderson& Laverick Newcastle | ImpresaCostruzioneBacini di Carenaggio | 105·0 | 23·7 | 9·0 | Genoa<br>Italian | C.2Cy.13"&25"–20"<br>23NHP | | | |
| 85 Morris<br>120572 *A.Gadson*<br>*Elec.light* | SteelPad<br>1*Dk* | 126<br>~~135~~<br>126<br>56 | ✠ ~~A~~ Lon<br>*For River purposes only*<br>5,05<br>(*ClassContem plated*) | | | 1905<br>5mo | Thames Iron Works S.B.&E Co.Ld London | London County Council | 129·9 | 18·5 | ~~6·0~~<br>6 · 7<br>FK 3*BHAspinE&B* | London<br>British<br>*sp* | C.D.2Cy.16"&31"–36" (*s*) 7 " 0<br>115lb 40RHP<br>1SB,*2pf*,GS25,HS700 FD<br>Thames Eng.Co.Greenwich<br>Iron Works SB&E Co Ld London | | | |
| 86 ~~Mimosa~~<br>Mimosa | SteelScSr | 3270 | 100A1<br>*Spar dk*<br>(*ClassContem plated*) | | | 1905 | Short Bros. Ld. Sunderland | T.Stephens &Sons, Ld. | 352·0 | 45·0 | 26·7<br>P36′B111′F39′ | London<br>British | T.3Cy.24",40½"&66"–45"<br>G.Clark,Ld.Sunderland | 6 5·2½ | | |
| 87 ~~Mouseldale~~<br>117721 Monsaldale<br>HCLB 1*Dk(pt'ra'ptStl)*,*deep framing* | SteelScSr<br>*J.Davis96–05*<br>*L.Hewson05–05* | ~~2770~~<br>2825<br>2600<br>1733 | ✠100A1 Stk *u*<br>4.05<br>(*ClassContem plated*)<br>MC4,05 *Lloyd's*A&CP | | | 1905<br>4mo | Richards n, Duck&Co. Stockton | ~~Lucas&Co.~~<br>DaleS.S.Co.Ld. (Lucas&Co.,*Mgrs.*)<br>*WB* = *CellDBa112′aE28′/140′824tFPT780tAPT120t* | 331·0<br>P30′B184′F29′ | 47·5 | 20·1<br>FK 6*BHCem* | Bristol<br>British | T.3Cy.23½",39"&64"–42"<br>1601b *90lb*(*s*) 276NHP<br>2SB,*6pf*,GS122,HS1300<br>Blair&Co.Ld.Stockton | 22 " 6<br>s 3 " 1½ | | |
| 88 Montréal<br>*Guinamau01–05* *ss*Nwc.No.2–04<br>(*ex*Halifax,*ex*Minho) 2*Dks*(1*ptStl–ws*)<br>*Ref.Mchy.Elec.light* *UStl–teak s*)3*trB* | SteelScSr | 3377<br>2939<br>2120 | ✠100A1 Nwc *v*<br>1,05<br>MC 05,04 *Lloyd's*A&CP | | | 1896<br>10mo | R.Napier& Sons,Ld. Glasgow | Cie.Générale Transatlantique | 345·7<br>P30′B96′F42′ | 44·1 | 24·6<br>BK9″ 8*BHCem* | Havre<br>French | T.3Cy.26",42"&70"–54" (*s*) 27 " 3<br>180lb *180lb* 441NHP<br>3SB,9*cf*,GS178,HS6000 FD<br>R.Napier&Sons,Glasgow | | | 5,01 |
| 89 Madrid<br>*Elec.light* | SteelTwinScSr | 1015 | A1<br>*Rivers Paraná&Plate*<br>(*ClassContem plated*) | | | 1905 | Sir J.Laing &Sons,Ld. Sunderland | Nav.áVap.NicholasMihanovichSoc. Anon. | 255·0<br>P60′B86′F64′ | 38·0 | 14·7 | Bns.Ayres<br>Argentine | T.6Cy.15½",25"&41"–27"<br>N.E.MarineEng.Co Ld.Sld. | | | |
| 90 Maumusson | SteelScK<br>(*Trawler*)<br>1*Dk* | 250<br>220<br>80 | | | | 1905 | Smith's Dock Co.Ld. North Shields | G.Connor | 125·0<br>Q51′F21′ | 22·0 | 12·0 | LaRochlle<br>French<br>*WB* | T.3Cy.12½",20"&31"–25"<br>58NHP<br>Shields Eng.Co.Ld.N.Sld. | | | |
| 91 Magda<br>(*ex*Stromboli, *ex*Brunswick) | IronScSpar<br>6thSurvey,Ard.9.95<br>2ndSurvey,Gls.10,03<br>2*Dks* | 1153<br>1911<br>720 | ✠ A 1 Grk Lv<br>3,05<br>B&MS3,05 | | | 1870<br>11mo | Laird Bros. Birkenhead | Cie.Hellenique de Nav.áVap.La Phocéenne | 258·2<br>len74<br>drp05 | 29·7<br>NDpt96pt97 | 20·0<br>Pirœus<br>Greek<br>4*BHCem* | C.2Cy.30"&56"–36" 158NHP<br>80lb *45lb* NE&B83 NDB83<br>1DB,*6pf*,GS107,HS2824<br>Laird Bros.Birkenhead | 21 " 1<br>s3 " 4½ | | 3,08 |
| 92 Muriel Coverdale | SteelScSr | 3700 | 100A1<br>*Spar dk with freeboard*<br>(*ClassContem plated*) | | | 1905 | R.Stephenson&Co.Ld. Newcastle | J.Coverdale&Son | 340·0<br>P26′B100′F38′ | 47·0 | 27·3 | Hartlpool<br>British | T.3Cy.25",41"&67"–45"<br>N.E.MarineEngCoLd Nwc | | | |
| 93 Murray Bay<br>101961 | IronPad<br>(*ex*Carolina)<br>1*Dk* | 969<br>443<br>610 | | | | 1877 | J.Roach &Sons Wilmington | MontrealSafe DepositCo. | 251·0 | 34·7 | 7·9 | SJhnsNFL<br>British | Beam1Cy.60"–132"<br>14RHP | | | |
| 94 Marcellus<br>*ssLon.No.3–9,02*<br>(*ex*Duke of Norfolk,*ex*Nairnshire)<br>*Well deck* 2*Dks*(*UStl–ws*)*Web frames*<br>*Ref.Mchy. Elec.light* | SteelScSr | 3819<br>3076<br>2438 | ✠100A1 Shl *w*<br>5,05<br>BS7,04 MC 9,02 | | | 1889<br>8mo | Hawthorn, Leslie&Co.Ld Newcastle | C.Andersen<br>A&CP | 350·5<br>P208′F98′ | 47·7 | 24·2<br>BK11′<br>*WB* = | Hamburg<br>German<br>6*BHCem*<br>*CellDB276′615′* | T.3Cy.27",44"&71"–48" (*s*) 27 " 0<br>160lb *80lb* NDB99 NHPs 3 " 2<br>3DB,*12rf*,....210,HS6563<br>Hawthrn,Leslie&C.Ld.Nwc | | | N12.04 |
| 95 Motala Ström<br>*Well deck* | IronScSr<br>(*ex*Amity)<br>1*Dk2trB* | 1378<br>1033<br>864 | | | | ...1883 | J.Laing Sunderland | Rederiaktieb. MotalaStröm (C.M.Bodén,*Mgr.*) | 240·0<br>Q36′B53′F24′ | 36·3 | 15·7<br>BK8½″ | Nrrköping<br>Swedish<br>*WB* | C.2Cy.29½"&55"–36"<br>151NHP<br>G.Clark,Sunderland | (*a*) 16 " 9<br>1 " 7½ | | |
| 96 Mikado | SteelScK<br>1*Dk* | 262<br>236<br>93 | 100A1<br>*Stm Trawler*<br>(*ClassContem plated*) | | | 1905 | Cook,Welt'n&Gemmell Beverley | Pickering&Haldane'sStm.TrawlingCo.Ld | 130·0<br>Q50′ | 22·2 | 12·0 | Hull<br>British | T.3Cy.13",22"&37"–24"<br>Amos&Smith.Hull | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage Gross / Under deck / Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Part of Survey. | Years allowed how expired. Equipment Letter. | 8 9 Built. When | By Whom / Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Remarks. | 16 Date when last classed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 MBRP | **Norma** Steel Sc Sr<br>*S.W. Marcusse* 98–04<br>1 *Dk (Stl) & deep framing*<br>*Well deck* | | 1422<br>1174<br>898 | ✠100A1 Rot *p*<br>11,04 ~~5,04~~<br>Npt<br>✠LMC5,04 | | | 1904<br>5mo | Naaml.<br>Vnts. Schwf. v. Jan Smit Cz. Alblasserdm<br>*Lloyd's SA & CP* | Acties. Norma (C. Bech & Co.) | 244·8 \| 37·2 \| 16·4<br>P 18' Q 72' B 100' F 27' | Tvedstrnd<br>Norwegian<br>FK 4 *BH Com* | T. 3 Cy. 19", 31" & 51"–33" (*s*) 18 " 6<br>160 lb *100 lb* 163 NHP s 1 " 4½<br>2 SB, *4 cf*, GS 78, HS 2636<br>Maats. de Schelde, Flushing<br>*WB = Cell D Ba $ uE 82 f 98' 331 t APT 22 t* | | |
| | **Navua** Steel Twin Sc Sr<br>2930<br>*Ref. Mchy. Elec. light* 2 *Dks* | | ~~2980~~<br>2508<br>1813 | | | | 1904 | D.J. Dunlop & Co. Pt. Glasgow | Union S.S. Co. of New Zealand, Ld. | 300·0 \| 42·2 \| 25·8<br>B 122' F 35' | Dunedin<br>British | T. 6 Cy. 17", 28½" & 47"–33"<br>254 NHP<br>*WB* D.J. Dunlop & Co. Pt. Gls. | | BT<br>Ltd<br>7,04 |
| | **No. 4** Steel Sc Ctr<br>*Mchy. Aft* | | 515<br>478<br>203 | ✠100A1 Nwc<br>*Hopper Barge*<br>5,04<br>✠LMC5,04 | | | 1904<br>5mo | R. Stephenson & Co. Ld. Newcastle<br>*Lloyd's SA & CP* | Cardiff Railway Co. | 140·0 \| 33·2 \| 12·4<br>FK 3 *BH Cem* | Cardiff<br>British | C. 2 Cy. 21" & 44"–30" (*s*) 13 " 2<br>130 lb 79 RHP s 2 " 1½<br>1 SB, *3 pf*, GS 61, HS 1772<br>MacColl & Pollock, Ld. Sld. | | |
| VBQP | **Newburn** Steel Sc Sr<br>*E. Trebilcock* –04<br>1 *Dk (Stl) 2 tr B & deep framing* | | 3554<br>3347<br>2325 | ✠100A1 Nwc *w*<br>~~5,04~~ 5,05 Shl<br>✠LMC5,04 | | | 1904<br>6mo | Swan, Hunter & Wigham Richardson Ld Newcastle<br>*Lloyd's SA & CP* | Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, *Mgrs.*) | 340·5 \| 47·0 \| 24·6<br>P 24' B 108' F 51'<br>*WB = Cell D Ba* 114' *u E* 20' *f* 146' 866 *t D* | Newcastle<br>British<br>FK 6 *BH Cem* | T. 3 Cy. 23½", 39" & 66"–45" (*s*) 27 " 3<br>180 lb *200 lb* 317 NHP s 5 " 0<br>2 SB, *6 cf*, GS 135, HS 4920<br>Wllsnd Slpwy. Co. Ld Nwc.<br>*Ta* 20' 625 *t FPT* 64 *t APT* 35 *t* | | |
| | **Norseman** Steel Sc Sr | | 300 | 100A1<br>(*Class Contem plated*) | | | 1904 | Irvine S.B. & E. Co. Ld. Irvine | J. Kennedy & Sons | 142·0 \| 24·1 \| 10·7<br>Q 75' B 8' F 21' | Glasgow<br>British | C. 2 Cy. 18" & 40"–27"<br>Renfrew Bros. & Co. Irvine | 11 " 9<br>" 8½ | |
| | **North Inch** Steel Sc<br>*Mchy. Aft* | | 116 | 100A1<br>(*Class Contem plated*) | | | 1904 | Dundee Shipbuilders' Co. Ld Dundee | ~~Perth & Dundee~~ ~~Shipping Co.~~ | 120·0 \| 20·6 \| 8·7<br>P 45' F 21' | Dundee<br>British | C. 2 Cy. 13" & 26"–21"<br>Cooper & Greig, Dundee | | |
| 91900 KFMC | **Norseman** Steel Twin Sc Sr<br>*Cable Vessel R. McNeil* ss Lon. No. 3–3, 98<br>~~*D.C. Halpin* 03~~ ss Hpl. No. 1–02<br>(*ex* Mirror) 2 *Dks* (1 *pt Stl*) & *Spar dk*<br>*Elec. light* | | 1545<br>1021<br>790 | ✠100A1 Lon *q*<br>*Spar dk* Rio<br>2,05 ~~7,04~~<br>✠NB9,02 ✠LMC9,02 | | | 1885<br>12mo | R. Napier & Sons Glasgow<br>A & CP | ~~Western~~ ~~& Eastern~~ Telegraph Co. Ld. | 255·7 \| 34·1 \| 17·6<br>25·0<br>BK 9' | London<br>British<br>*BH Cem* | C. 4 Cy. 26" & 46"–36" (*o*) 18 " 10<br>100 lb *100 lb* ND 802 238 NHP s 6 " 3<br>2 SB. *6 cf*, GS 112, HS 4298<br>R. Napier & Sons, Glasgow<br>*WB = DB f* 42' *& u E* 20' 153 *t Deep Tanks* 36' 104 *t* | | 5,04 |
| JBHV | **North Coast** Iron Sc Sr<br>*D. Davies* –01<br>(*ex* Creaden) ss Liv. No. 2–03<br>*Well deck* 1 *Dk (Irn)* | | 521<br>391<br>293 | ✠100A1 Liv *h*<br>~~4,04~~ 11,04<br>BS8,01 ✠LMC[illegible] | | | 1883<br>3mo | J. Eltringham<br>S. Shields<br>*Lloyd's SA & CP* | F.H. Powell & Co. | 165·5 \| 25·3 \| 12·7<br>Q 84' B 17' F 20'<br>*WB = DB a* 42' 56 *t FPT* 20 *t* | Liverpool<br>British<br>BK 7"<br>*BH Cem* | C. 2 Cy. 22" & 40"–30" (*a*) 13 " 4<br>80 lb *65 lb* NDB 00 70 RHP s 1 " 0½<br>1 SB, *3 pf*, GS 40, HS 1254<br>J.P. Rennoldson, S. Shields | | 5,03 |
| | **Nessgate** Steel Sc K<br>*S. Cox* –00<br>(*ex* Ethel) ss Mil. No. 1–04<br>1 *Dk* | | 170<br>162<br>53 | ✠100A1 Mil<br>*Stm Trawler*<br>7,04<br>✠LMC7,04 | | | 1900<br>1mo | Selby S.B. & E. Co. Ld. Selby | Phœnix Trawling Co. Ld. (G.H.D. Birt, *Mgr.*) | 104·4 \| 20·8 \| 11·1<br>BK 7½" | Grimsby<br>British<br>*BH Cem* | T. 3 Cy. 11", 18" & 29"–21" (*s*) 12 " 0<br>180 lb 45 RHP<br>1 SB, *2 pf*, GS 31, HS 937<br>Crabtree & Co. Gt Yarmouth | | 8,04 |
| | **Narooma** Wood Sc Sr<br>~~*A. Anderson* 04–04~~<br>*R. Lucey* 04–04 1 *Dk* | | 105<br>94<br>66 | | | | 1903 | W.J. Peat Narooma, N.S.W | ~~P. Finessen~~ A. Taylor & Co. | 99·4 \| 24·0 \| 7·7 | Sydney NSW<br>British | C. 2 Cy. 11" & 19"–13½"<br>20 RHP<br>Atlas Engin'ring Co. N.S.W | | |
| ndoned 2,05 | **Norvic** Steel Sc Sr<br>*E. Veldman* 03–03<br>(*ex* Basalt) 1 *Dk* | | 253<br>206<br>150 | | | | 1903 | J. & K. Smit Krimpen a/d Lek. | Maatsch. Schoener Basalt | 131·2 \| 24·5 \| 8·2<br>Q 41' | Rotterdam<br>Dutch<br>*WB* | C. 2 Cy. 11½" & 23½"–13½"<br>Alblasserdamsche Maschinenfab. Alblas. 17 NHP | | V |
| | (*Sailing Schooner—See Sailing Ship Register.*) | | | | | | | | | | | | | | | | |
| | **Nord** Steel Sc Sr<br>*L. Sauvage* 90–04 2 *Dks (Upt Irn*<br>*Well deck* & *pt Stl*) & *deep framing* | | *3316*<br>*2511*<br>*2133* | ✠100A1 Sld *u*<br>10,04<br>(~~*Class Contem plated*~~)<br>✠LMC10,04 | | | 1904<br>10mo | Sunderlnd S.B. Co. Ld. Sunderland<br>*Lloyd's SA & CP* | Cie. des Bateaux a Vap. du Nord<br>*WB = Cell D Ba* 110' *u E* [illegible] *B* 36' *f* 122' 701 *t FPT* 100 *t APT* 125 *t* | ~~312·9~~ \| 46·5 \| 20·6<br>~~P & B 214' F 32'~~ F 29'<br>314·0 P & B 215' FK 5 *BH Cem* | Dunkirk<br>French | T. 3 Cy. 23", 38" & 62"–42" (*s*) 23 " 0<br>160 lb *80 lb* 262 NHP s 3 " 1½<br>2 SB, *6 cf*, GS 111, HS 4124<br>N.E. Marine Eng. Co. Ld. Sld | | |
| | **Needwood** Steel Sc Sr<br>1977<br>*J. Williamson* 70–04<br>1 *Dk (Stl) & Web frames* | | ~~1968~~<br>1759<br>~~1252~~<br>1246 | ✠100A1 Sld *r*<br>10,04<br>(~~*Class Contem plated*~~)<br>✠LMC10,04 | | | 1904<br>10mo | Osbourne, Graham & Co. Sunderland<br>*Lloyd's SA & CP* | W France, Fenwick & Co. Ld.,<br>*Kaituna*, *See No. 37 in Supplement*<br>*WB = Cell D Ba* [illegible] *u E* 110' 710 458 *t APT* 29 *t* | 279·5 \| 40·1 \| 18·1<br>P 25' B 65' F 27' | London<br>British<br>FK 4 *BH Cem* | T. 3 Cy. 20½", 33" & 54"–39" 20 " 6<br>180 lb *80 lb* (*s*) 194 NHP s 3 " 0½<br>2 SB, *6 cf*, GS 86, HS 2940<br>N.E. Marine Eng. Co. Ld. Sld | | |
| | **Nairn** Steel Sc Sr<br>*J.S. Naile* 04–04<br>*Turret deck* 1 *Dk 2 tr B* | | 3627<br>3031<br>2324 | | | | 1904 | W. Doxford & Sons, Ld. Sunderland | J. Murray & Co. ~~Dunrobin Shipping Co. Ld.~~ (~~A.M. Sutherland, *Mgrs.*~~) ~~Sunderland~~ | 339·6 \| 50·0 \| 22·6<br>P 30' F 38' | ~~New castle~~ Glasgow<br>British | T. 3 Cy. 26", 42" & 68"–42"<br>300 NHP<br>*WB* W. Doxford & Sons, Ld. Sld. | | |
| 101977<br>NBFQ | **Norse** Steel Sc Sr<br>*Cable Vessel R. McNeil* 97–97<br>(*ex* Norseman) ss Lth. No. 3–2, 01<br>*Elec. light* 1 *Dk* & *Spar dk* & *Web frames* | | 1123<br>1076<br>568 | ✠100A1 Rio *o*<br>*Spar dk*<br>*with freeboard*<br>8,04 DBS 10,04<br>✠NB2,01 ✠LMC2,01 | | | 1893<br>2mo | Ramage & Ferguson, Ld. Leith<br>*Lloyd's SA & CP* | Western Telegraph Co. Ld.<br>*WB = Cell D Bu E* 36' 40 *t f* 86' | 236·3 \| 31·2 \| 14·6<br>22·2<br>BK 8' 6 | London<br>British<br>*BH Cem* 62 *t APT* 21 *t* | T. 3 Cy. 22", 37" & 62"–39" (*o*) 15 " 5<br>180 lb *100 lb* 230 NHP s 4 " 7<br>1 SB, *3 cf*, GS 75, HS 2560 FD<br>Ramage & Fergsn. Ld. Lth. | | ✠2,01 |
| 117875<br>HBQP | **Noorebar** Steel Sc Sr Steel Sc<br>*J.H. Hunter* 01–04<br>*Ref. Mchy. Elec. light Well dk* 1 *Dk (pt Stl)* | | ~~650~~<br>670<br>397<br>309 | ✠100A1 Lth *i*<br>12,04<br>(~~*Class Contem plated*~~)<br>✠LMC12,04 | | | 1904<br>12mo | Scott of Kinghorn Kinghorn<br>*Lloyd's SA & CP* | ~~G.W. Nicoll~~ North Coast S.N. Co. Ld. | ~~108·0 \| 28·0 \| 12·5~~<br>~~P & B 117' F 42'~~<br>185·1 \| 28·1 \| 12·4<br>P & B 116' F 43' BK 7'<br>*WB = DB a* 31 *t f* 85 *t FPT* 20 *t* | ~~Sydney NSW~~<br>~~Sydney NSW~~<br>~~Kirkcaldy~~<br>British<br>4 *BH Cem* | T. 3 Cy. 18", 29" & 49"–33" (*s*) 13 " 0<br>180 lb 176 NHP s " 10<br>2 SB, *4 cf*, GS 80, HS 3070<br>Scott of Kinghorn, Ld. | BT<br>Ltd<br>12,05 | |
| | **Nanuet** Steel Sc Tug<br>*Mchy. Aft*<br>1 *Dk* | | 217<br>148 | | | | 1904 | Burlee Dry Dock Co. Pt Richmond, N.Y. | Erie R.R. Co. | 102·2 \| 24·4 \| 12·3 | New York<br>United States | C. 2 Cy. 20" & 42"–28"<br>77 NHP<br>Burlee D.D. Co. Pt. Richm'd | | |
| | **Nemrod** Steel Sc Sr<br>*J. Ibargureu*<br>1 *Dk (Stl) & Awng dk* | | 423<br>—<br>212 | ✠100A1 Bbo *f*<br>*Awng dk*<br>*with freeboard*<br>4,05 ~~10,04~~<br>✠LMC10,04 | | | 1904<br>10mo | Cia. Euscalduna de Cons. de Buques B. Ibao<br>*Lloyd's SA & CP* | Cia. del Vap. Nemrod (P. Chalbaud) | 140·0 \| 25·0 \| 8·0<br>15·0<br>FK 1 *BH Cem*<br>*WB = Cell D Ba* 26' *u E* 18' [illegible] | Bilbao<br>Spanish | T. 3 Cy. 12½", 18" & 32"–23" (*s*) 10 " 6<br>180 lb *100 lb* 65 [illegible] NHP ~~s 7 " 6½~~<br>1 SB. 2 *cf* (GS 83 [illegible] 1166<br>Wilson [illegible] s 5 " 9½<br>[illegible] | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel: Total / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Classification. | 7 Tirant d'eau. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Double Coque. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia des Cylindres — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Date de la dernière visite de l'hélice. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Nerite** | SteelScSr | 2034 / — / 1068 | ✠100A1 12.01 *Trunk deck* (Hold Cont. plated) | Nwc | *r* | 1904 / 12mo | Armstrong Whitworth & Co.Ld. Newcastle | Nederl.Indische Industrie en Handel Maats. | 258·0 45·1 18·2 / P33'F31' / 258·1 46·2 FK 9 | Amstrdam / Dutch | T.3Cy.20½",33"&54"–30" / 180lb (s) 216NHP / 2SB,6cf,GS111,HS664 / WB=FPT12t APT35t | 18 " 3 / s 2·1½ | | |
| | *Carrick -04 1Dk(Stl) Web fr 2042* | | | | | | | | | | | | | | |
| | *Trunk deck(Stl)* | | 1267 | | | | | | | | | Wilsnd&Slpwy.Co.Ld.Nwc | | | |
| 20 | **Nettuno** | IronScSr | 608 / 544 | ✠ 3,81 | Dmb | *j* | 1881 / 1mo | R.Chambers,jun. Dumbarton | Sardi,Lardon&Cu. | 175·4 26·6 16·6 / B14'F15' | Spezia / Italian | C.2Cy.23½"&45½"–30" / NB97 94NHP | | | I |
| 6 | *A.Bertuccelli* | | | | | | | | | | | | | | |
| RKVB | (exPertusola) | 2Dks(Iron) | 341 | ✠ | | | | | WB=DBa41'f60'12t | 4BHCem | | M.Paul&Co.Dumbarton | | | |
| 21 | **Nisshin Maru** | CompScSr | 1201 | | | | 1878 | French Arsenal Foochow | M.Tano | 216·5 29·1 17·0 | Yokohama / Japanese | C.2Cy.30"&61"–27" / 161NHP | | | |
| 9064 | *K.Takemoto-04* | 3Dks | 760 | | | | | | | | | Maudsley,Sons&Feild,Lon | | | |
| JPBQ | *Elec.light* | (exGunboat Foo-Chi) | 745 | | | | | | | | | | | | |
| 22 | **Norwood** | WoodScSr | 760 | | | | 1904 | Hall Bros. Winslow, Wash. | Sudden& Christenson | 203·0 38·5 15·0 | S.Frncisco Utd.States | | | | |
| 201446 | | | — | | | | | | | | | | | | |
| KTLB | | 1Dk | 492 | | | | | | | | | | | | |
| 23 | **Netherton** | SteelScSr | 4224 / 4036 / 2755 | ✠100A1 Spar dk 2,05 (Class Cont. plated) | Nwc | *x* | 1905 / 2mo | Nthmblnd S.B.Co.Ld. Newcastle | J.Greenlees&Co. Netherton Shpbldg Co.Ld. (J.Greenlees&Co.) | 360·2 48·0 20·2 / P32'B92'F36 20·2 / 360·3 F32 FK 28·0 | Glasgow / British | T.3Cy.24½",40"&68"–48" / 180lb (s) 350NHP / 3SB,9cf,GS156,HS5715 / N.E.Marine Eng Co Ld Nwc | 22 " 10 / s 6·10 | | |
| 110910 | *J.Simpson-05 1 Dk(Stl) k 4226* | | 2756 | (Class Cont. plated) | | | *Lloyd's* | *SA&CP* | WB=CellDBa116'uE&B42'f154'855t | APT85t | | | | | |
| HBTD | | (ptIrn&ptStl)&deep framing | 4085 | | | | | | | | | | | | |
| 24 | **Novorossia** | SteelScSr | 3098 / 2912 / 1575 | ✠100A1 Sld 2,05 (Class Cont. plated) | | *u* | 1905 / 2mo | Bartram& Sons Sunderland | P.Regier | 325·0 48·0 21·9 / P28'B92'F35' / P29'B91' FK 5 | Odessa / Russian | T.3Cy.24",38"&64"–42" (s) / 180lb 100lb 285NHP / 2SB,8pf,GS125,HS4360 | 21 " 0 / s 3·11½ | | |
| | *C.Martens-05 1Dk ptIrn&ptStl)* | | | ✠LMC2,05 | | | | | | | | | | | |
| | *2trB deep framing& Web frames& keel* | | 1575 | | | | *Lloyd's* | *SA&CP* | WB=CellDBa108'uE20'f136'777tFPT77tAPT140t | | | J.Dickinson&Sons, Ld.Sld. | | | |
| 25 | **Neptune** | SteelScSp (Whaling) | 103 | | | | 1904 | Akers Mek.Værks. Christiania | NeptuneWhaling Co. | 93·5 16·8 10·3 | British | T.3Cy.11",18"&29"–18" | | | |
| | | 1Dk | 18 | | | | | | | | | AkersMek.Værks.Xia. | | | |
| 26 | **Nautilus** | SteelScK | 260 / 255 | ✠100A1 Stm Trawler | Hul | | 1905 / 2mo | Cochrane& Sons Selby | H.P.Aspeslagh | 120·0 22·0 12·7 / Q48'F20' 13·0 | Ostend / Belgian | T.3Cy.13",21",35"–24" (s) / 200lb 21½" 71NHP | 13 " 10 | | |
| | | 1Dk | 238 / 98 | 2,05 (Class Cont. plated) | Lnt | | | | | BK7" | 4BHCem | 1SB,2cf,GS32,HS1120 | | | |
| | | | | ✠LMC2,05 | | | *Lloyd's* | *SA&CP* | | | | C.D.Holmes&Co.Hull | | | |
| 27 | **Naval** | SteelScSr | 108 / 95 | ✠ 1,00 | Mtr | *a* | 1894 / 11mo | Montrose S.B.&E.Co.Ld. Montrose | Soc.Anon de Renorq.La Navale | 85·9 17·9 9·8 / B15' | Dunkirk / French | C.2Cy.15"&32"–24" / 42NHP | 10 " 5 | | |
| | *Smet05–05* | | | | | | | | | BK6" | 4BHCem | 1SB 2pf,GS33,HS950 | | | |
| | (exCleveland) | 1Dk(Stl) | | *1 For Tug purposes* | | | | | | | | Hall-Brwn.Buttery&C.Gls | | | |
| 28 | **Norbreck** | SteelScK | 170 / 201 | ✠100A1 Stm Trawler | Abn | | 1905 / 2mo | J.Duthie, Sons&Co.Ld. Aberdeen | L.Cohen (TF Kelsall, *Mgr.*) | 118·9 21·5 13·0 / 121·3 21·6 11·7 | Fleetwood / British | T.3Cy.12",19½"&32"–23" (s) / 180lb 60NHP | 12 " 6 | | |
| 114309 | *W.Dunn05–05* | | 186 / 37 | 2,05 (Class Cont. plated) | | | *Lloyd's* | *SA&CP* | | BK7½" | 3BHCem | 1SB,2pf,GS36,HS1243 | | | |
| | | 1Dk | | | | | | | WB=DT,f56t | | | W.V.V.Lidgerwood,Gls | | | |
| 29 | **Nichibei Maru** | IronScSr | 1420 / 1077 | ✠ — 3,04 | HKg | *p* | 1882 / 6mo | J.L.Thompson&Sons Sunderland | OkazakiTokichi | 250·0 36·5 14·1 / P28'Q68'B48'F27' drp02 | Uwosaki / Japanese | C.2Cy.32"&60"–39" / 176NHP | 16 " 9 | | |
| 9143 | | ssN.Yk.No.3–3.95 | 880 | | | | | | | FK 5 | | 2SB.4pf,GS80,HS2916 | | | |
| JSGH | (exSalamanca) | ssN.Yk.No.1–99 | | | | | | | | | | | | | |
| | *Well deck* | 1Dk(Iron)2trB | | | | | | | WB=Cell D Ba72'uE20'f96' | 342tAPT18t | | J.Dickinson,Sunderland | | | |
| 30 | **Nightingale** | SteelScK | 137 / 129 | ✠100A1 Stm Trawler | Abn | | 1905 / 2mo | A.Hall& Co.Ld. Aberdeen | J.Lewis&Son | 97·6 20·1 10·8 | Aberdeen / British | C.2Cy.12½"&32"–21" (r) / 125lb 51RHP | 11 " 6 | | |
| 118131 | *F.Powdrell02–05* | | 31 | 2,05 (Class Cont. plated) | | | *Lloyd's* | *SA&CP* | | BK7½" | 3BHCem | 1SB,2pf,GS30,HS903 | | | |
| | | 1Dk | | ✠LMC2,05 | | | | | | | | A.Hall&Co.Aberdeen | | | |
| | | | | | | | | | | | | E.made96,re-fitted05 | | | |
| 31 | **Nichiyei Maru** | SteelScSr | 2302 | | | ... | 1883 | A.&J. Inglis Glasgow | T.Okazaki | 285·0 37·2 23·9 / B54'B78'F40' | Uwosaki / Japanese | C.2Cy.36½"&69½"–45" / 272NHP | 25 " 2 | | |
| 8942 | | | 1958 | | | | | | | BK10" | | | | | |
| JRPD | (exCelebes) | 2DksStrB | 1427 | | | | | | | | | A.&J.Inglis,Glasgow | | | |
| 32 | **Nisshin Maru** | IronScSr | 2725 | | | | 1883 | Armstrong Mitchell& Co.Ld. Newcastle | T.Okazaki | 309·5 37·2 28·6 / H62' | Uwosaki / Japanese | C.2Cy.38½"&74½"–48" / 316NHP | | | V |
| 7859 | | | 2611 | | | | | | | | | | | | |
| JRLS | (exWineland,exCalifornia) | | 1957 | | | | | | | | | WB Wilsnd&Slpwy.Co.Ld.Nwc. | | | |
| 33 | **Nidderdale** | SteelScSr | 4241 / 4000 / 3988 / 2721 | ✠100A1 Spar dk 3,05 (Class Cont. plated) | Sld | *x* | 1905 / 4mo | Sir J.Laing &Sons,Ld. Sunderland | LaingS.S.Co.Ld. | 386·8 47·3 26·8 / P37'B120'F53' / 386·7 47·4 27·2 / F39' | Sundrland / British | T.3Cy.25",41"&67"–45" (s) / 180lb 100lb 374NHP / 3SB,9pf,GS121,HS5119,FD | 19 " 3 / s 6·4½ | DT 1911 3.06 | |
| 110212 | *J.C.Alexander02–05 1Dk(Stl)& Spar dk* | | | ✠LMC2,05 | | | *Lloyd's* | *SA&CP* | | FK | 6BHCem | G.Clark,Ld.Sunderland | | | |
| | *Elec.light (Stl pt—)& deep framing* | | | | | | | | WB=CellDBa116'uE20'f160'827tAPT128t | | | | | | |
| 34 | **Nagata Maru No. 15** | WoodScSr | 361 | | | | 1904 | S.Nagata Osaka | S.Nagata | 136·4 19·7 15·8 / B18' | Osaka / Japanese | C.2Cy.14"&28"–16" / 26NHP | | | |
| 0113 | | | 321 | | | | | | | | | | | | |
| JBSM | | 2Dks | 224 | | | | | | | | | | | | |
| 35 | **Nanko Maru** | WoodScSp | 108 | | | | 1895 | K. Hayashi Osaka | HigoKisen Kabushiki Kaisha | 93·2 13·6 10·7 / B18' | Minato / Japanese | C.2Cy.12"&23"–15" / 17NHP | | | |
| 1539 | | | 94 | | | | | | | | | | | | |
| HKMT | | 2Dks | 58 | | | | | | | | | | | | |
| 36 | **Neumühlen** | SteelScSr | 2995 / 2783 / 1940 | ✠100A1 1,05 | Nwc | *v* | 1883 / 10mo | T.Royden &Sons Liverpool | H.Diederichsen | 329·7 39·2 28·0 / P49'F46' | Hamburg / German | C.2Cy.38"&71"–48" (d) / 85lb 100lb NDB05 301NHP | 29 " 3 / s 5 " 11 | | x1,05 |
| | *M.Fischer05–05 ssNwc.2nd No.3–1.05* | | | ✠LMC1,05 | | | *Lloyd's* | *SA&CP* | | BK10" | 5BHCem | 2DB.12pf,GS198,HS5377 | | | |
| | (exLoango,exKnight of St.George) | 2Dks(1Stl&1Irn)3trB | | | | | | | WB=MTa20'274tMTf22'312t | | | G.Forrester&Co.Liverpool | | | |
| 37 | **Navajo** | WoodSc | 145 | | | | 1895 | Folger Bros. Kingston Ont | J.Richardson& Sons | 108·6 21·7 6·7 / H49t | Kingston, Ont. / British | 1Cy.12"–12" / 36RHP | | | |
| 100660 | *J.Corkey -02* | | 116 | | | | | | | | | | | | |
| | (exKing Ben) | 1Dk | 69 | | | | | | | | | D.Doran&Co.Kingstn, Ont | | | |
| 38 | **Nordamerika** | SteelScSr | 2698 / 2469 / 1718 | ✠100A1 Sld 1,05 (Class Cont. plated) | | *u* | 1905 / 4mo | J.L.Thompson&Sons,Ld Sunderland | P.Brown | 315·0 46·5 20·7 / P29'B190'F34' | Copnhagn / Danish | T.3Cy.23",38"&62½"–42" / 180lb 100lb(s) 264NHP | 23 " 2 / s 2·11½ | | |
| | *W.Olsen98–05 1Dk(ptIrn&ptStl) 2648* | | | | | | *Lloyd's* | *SA&CP* | WB=CellDBa106'uE&B30'f132'720tDTa24'616tFPT140t177t | FK | 5BHCem | 2SB,6cf,GS113,HS3913 | | | |
| | *2trB deep framing& Web frames& Dk Rule* | | 1650 | | | | | | | | | J.Dickinson&Sons,Ld.Sld. | | | |
| 39 | **Njáll** | SteelScK | 180 | | | | 1905 | Hawthorns &Co.Ld. Leith | J.R.B.Lefolii | 80·0 18·0 9·2 / P23'F17 | Eeyrara-bakka / WB Danish | C.2Cy.11"&23"–16" / 17NHP | | | |
| LHJ | | | | | | | | | | | | Hawthorns&Co.Ld.Leith | | | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. new or altered. Equipment Letter. | 8 Built. When. Ship — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which classed, if not in L.R. Date of Reg. Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **40** **Nicoya** 121932 HCLQ | | **SteelSc.** 1*Dk* | ~~4000~~ 3011 3596 2482 | + 100 A1 4,05 *(Class Contem plated)* | Gls | *x* | 1905 4mo | A. Stephen & Sons Glasgow | **Elders & Fyffes (Shipping) Ld.** | 365·5 \| 46·2 \| 29·6 F45′ | Glasgow British | T.3Cy.28″,45″&75″–51″ *(s)* 180lb 574NHP 4SB,16*cf*,GS314,HS1075 A. Stephen & Sons, Glasgow | 32 ″ 6 s 7 ″ 4 | | |
| | | | | | | | | | | | | *WB* = *CellD Ba73′ uE&B77′f138′616t DTanks aft, port 31′100t Stld 35′100t W Tanks aft 10′07t* | | | |
| **41** **Natal** *J. Oden* -05 | | **SteelSc** ~~Hopper Barge~~ 1*Dk* | | + 100 A1 *Suction Dredger* 5,05 *(Class Contem plated)* | Ams | *c* | 1905 5mo | J. Meijers S.B. Co. Zalt-Bommel | **Haupt Biehn & Co.** | ~~121·0~~ 120·0 \| 20·5 \| ~~9·8~~ 9·3 | Natal (Brazil) Brazilian | T.3Cy.9″,14″&24½″–16″ *(s)* 176lb 35NHP 1SB,*zcf*,GS29,HS6·0 Arnhemsche Stoom Maats. | 9 ″ 10 | | |
| | | | | | | | | | | FK 1*Bl H Cem* *WB* = *FP T15t AT T13t* | | | | | |
| **42** **Newby Hall** 19-10 HCLW | | **SteelScSr** | ~~4588~~ 4388 4103 2841 | | | | 1905 | Barclay, Curle & Co. Ld Glasgow | **Ellerman Lines Ld.** (R. Alexander & Co. *Mgrs.*) | 375·0 \| 47·2 \| 27·9 P42′ B95′ F43′ | Liverpool British | T.3Cy.23½″,40″&69″–48″ 330NHP *WB* Barclay, Curle & Co. Ld. Gls. | | | |
| **43** **Naniwa Maru** *S. Morisada* (*ex* Cydonia) | | **IronSc3MstSr** 1*Shl.2nd No.3-3,01* 2*Dks* (1 *Irn*) *3teB* | *1637* *1588* *1029* | + 100 A1 8,03 BS7,03 MC3,01 | Cff | *q* | 1876 4mo | Cole Bros. Newcastle A&CP | **Doi Kametaro** | 265·0 \| 34·0 \| 24·4 BK 9½′ *WB* = *DB a80′f 96′21′t* | Osaka Japanese | C.2Cy.31″&58″–33″ 70lb NDB58 142NHP 2SB,4*nf*,GS66,HS2310 N.E. Marine Eng. Co. Sld. | (*t*) 25 ″ 8 s 4 ″ 7 | | ■8,04 |
| **44** **Nordland** | | **SteelSc** | *3770* *3235* *2430* | 100 A1 *Turret dk* *(Class Contem plated)* | | | 1905 | W. Doxford & Sons. Ld. Sunderland | **A. Broström & Son** (*Mgrs.*) | 352·0 \| 48·2 \| 23·6 P22′ F29′ | Gothenburg Swedish | T.3Cy.24½″,40½″&67″–45″ W. Doxford & Sons, Ld. Sld. | 26 ″ 0 s 11·7 | | |
| **45** **Nettle** 21930 | | **SteelScK** 1*Dk* | 185 173 58 | 100 A1 *Stm Trawler* *(Class Contem plated)* | | | 1905 | Mackie & Thomson Glasgow | **C.F. Paton** | 110·4 \| 21·0 \| 11·0 | Glasgow British | C.2Cy.16″&34″–22″ 47RHP W.V.V. Lidgerwood, Gls. | | | |
| **46** **Narvik** *Turret deck* | | **SteelScSr** 2*Dks* | 3500 2610 2250 | | | | 1905 | Frd. Krupp Akt.Ges. Kiel | **L. Possehl & Co.** | 342·2 \| 46·5 \| 23·0 P22′ B83′ F34′ | Lübeck German | T.3Cy.23⅜″,38⅛″&63″–45½″ 267NHP *WB* Frd. Krupp A.G. Kiel | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu / Nombres des Ponts | 4 Tonnage Officiel — Total / Sous Pont / Net | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite | 7 | 8 Construit. Quand / Navire / Voiles | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. NH=Force en chevaux-nominaux d'après les formules de la Société. RHP=Force en chevaux-vapeur d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pr. | 15 Date de la dernière visite de l'arbre porte-hélice. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 O 1 Oceana<br>RHTK | Steel IceSr<br>*H. Kirchner* –03<br>(ex Stolberg, ex Oceana) | 2489<br>2409<br>1553<br>2 *Dks* | ✠100A1<br>9,03 | Bhn *u* | 1890<br>2mo | Reihrst'g Shipbuilding Co.<br>Hamburg | Hamburg-Amerik. Packetf. Act.-Ges. (Hamb.-Amp. Linie) | 322·7 39·9 22·7<br>P60' B38' F14'<br>BK 10" 8 *BHCem*<br>*WB = Cell D B268' 450t* | Hamburg<br>German | T.3Cy.24", 39"&62"–42" (*s*)<br>160 lb 200 NHP<br>4SR Comd. 2-3-4 Reihersts Maschinenf. Ham<br>gs152, us1912 | 25 *n* 5 | | 6.02 |
| | *Newnamed "Koshun Maru," See No. 41 in Supplement* | | | | | | | | | | | | | | | | |
| 2 O 10 O. Gundersen –04<br>~~Frozen~~ –05<br>(ex Australind)<br>*Elec.light* | Iron ScSr<br>ssSng. No. 3–6.99<br>ssLiv. No. 1–03<br>1 *Dk* (*pt Irn*–ws) | 1019<br>756<br>554<br>*Shale dk* | ✠100A1<br>8,04<br>BS5,04 | Sng *n*<br>Nag | 1886<br>9mo | Blackwood & Gordon<br>Pt. Glasgow<br>A&CP | P. M. Gowey<br>D. W. Deshler | 224·8 32·0 14·6<br>P80' B24' F12'<br>BK 8" 4 *BHCem*<br>*WB = DB u E 194 2t FPT 24 t APT 20t* | ~~Singapore~~<br>~~British Kobe~~<br>Japanese | T.3Cy 19" 30"&50" 36" (*a*)<br>150 lb *120 lb* 159 NHP<br>2SB, *6cf*, gs 8 us2638<br>Blackwood & Gordon, P. Gla | 15 *n* 6<br>~~8 0~~ | | 8,03 |
| 3 O ttawan<br>116600 | Steel Sc<br>2 *Dks* | 311<br>222<br>157 | | | 1904 | J. & R. Weir<br>Montreal | Ottawa Forwarding Co. Ld. | 108·0 24·0 6·2 | Ottawa<br>British | C.2Cy.11"&20"–16"<br>17 RHP<br>J. & R. Weir, Montreal | | | |
| 4 O ctopus | Steel TwinSc | 650 | A1<br>*Dredger* | | 1904 | W. Simons & Co. Ld.<br>Renfrew | Bombay Port Trust | 192·0 36·1 12·2<br>R1' 26' | Bombay<br>British | C.4Cy.20"&40"–24"<br>W. Simons & Co Ld. Renfrew | | | |
| | *For full particulars See No. 5 below* | | (*Class Contem plated*) | | | | | | | | | | |
| 5 O ctopus<br>100944 | Steel TwinSc<br>1 *Dk* (*Stl*–teaks) | 661<br>602<br>215 | ✠ A1<br>*Dredger*<br>6,04 | Rnf *j* | 1904<br>6mo | W. Simons & Co. Ld.<br>Renfrew<br>*Lloyd's SA&CP* | Bombay Port Trust | 192·0 36·1 12·3<br>F26'<br>FK 5 *BHCem* | Bombay<br>British | C.4Cy.20"&40"–24" (*s*)<br>120 lb *120 lb* 162 NHP<br>2SB, *6cf*, gs114, hs2922<br>W. Simons & Co Ld. Renfrew | 13 *n* 0 | | |
| 6 O akburn<br>117390 | Steel ScSr<br>*J. J. Crosthwaite* 00–04<br>1 *Dk* (*Stl*) *f Spar dk* (*Stl*) *f deep framg* | ~~3670~~<br>3665<br>~~3518~~<br>3593<br>2519 | ✠100A1<br>*Spar dk*<br>10,04<br>(*Class Contem plated*) | PGl *x* | 1904<br>10mo | Russell & Co.<br>Pt. Glasgow<br>*Lloyd's SA&CP* | ~~B. Shankland & Co.~~<br>Burn Line, Ld.<br>(B. Shankland & Co., *Mgrs*) | ~~360·0 49·0 25·6~~<br>~~P50 B200' F40~~ 17·6<br>P52' B201' FK<br>*WB = Cell D Ba 110' u E 24' f 158' 831t DT a 36' 790t APT 36t* | ~~Greenock~~<br>British | T.3Cy.25", 42", &68"–48" (*s*)<br>~~180 lb~~ 369 NHP<br>3SB, *9cf*, gs165, us5980<br>D. Rowan & Co. Glasgow | 20 *n* 1<br>~~24 n 10~~ | | |
| 7 O lga<br>LCKB | Iron ScSr<br>*R. Grahl*<br>(ex Duesternbrook) | 534<br>436<br>1 *Dk 2tr B* 331 | | | 1882 | G. Howaldt<br>Kiel | L. F. Mathies & Co. | 175·6 25·3 15·8<br>B40' | Hamburg<br>German<br>*WB* | C.2Cy.20"&37½"–27"<br>NB98 61 NHP<br>Gebr. Howaldt, Kiel | | G | |
| 8 O tto | Steel ScSr<br>(*Trawler*)<br>1 *Dk* | 202<br>193<br>79 | | | 1904 | Boon & Mees<br>Rotterdam | Geestemünder Heringsfischerei & Hochsee Ges. | 119·0 22·3 11·6 | Gstemunde<br>German<br>*WB* | T3Cy 12½", 20 1/16" & 33 1/16"–28½"<br>Alblasserdamsche Maschinenfab. Alblas. 53 NHP | | G | |
| 9 O tto | Steel Sc<br>(*Trawler*)<br>1 *Dk* | 187<br>167<br>89 | | | 1904 | J. C. Tecklenborg A. G. Geestemünde | F. W. E. Thomae | 114·2 22·6 10·7 | Hamburg<br>German | T3Cy.11 7/16", 17 11/16" & 29 7/16"–21 5/16"<br>42 NHP<br>J. C. Tecklenborg A. G. Gst | | | |
| 10 O bidos<br>(ex Acanthus)<br>(1 Dk (Stl), 1 Irn-pt-ws) | Steel ScSr<br>ssShl. No 3–4.01<br>2 *Dks* (1 *Stl*, 1 *Irn*)<br>*f deep framing* & *Dk mate* | 2877<br>2408<br>1577 | ✠100A1<br>11,04 ~~to 13~~<br>BS11,04<br>BS11,04 | Ant *t*<br>Shl | 1891<br>3mo | A. Stephen & Sons<br>Glasgow<br>*Lloyd's SA&CP* | F. Gomes & Co. | 310·0 42·0 22·8<br>P40' B72' F38'<br>BK 10" 5 *BHCem*<br>*WB = Cell DB 248' 561t* | Para<br>Brazilian | T.3Cy.23", 37"&59"–42" (*s*)<br>160 lb *100 lb* NDB01 234 NHP<br>2SB, *6yf*, gs104, hs3626<br>A. Stephen & Sons, Glasgow | 25 *n* 6<br>~~8 4 n 3~~ | | ~~10,00~~<br>11,04 |
| 11 O phir | Steel ScSr<br>8 *Dks* | 4890<br>3725<br>2804 | | | 1904 | Kon. Maats deSchelde<br>Flushing | Maats Rotterdam-scheLloyd | 394·0 47·0 29·6<br>P80' B180 F80'<br>394 · 3147 · 4 | Dutch<br>*WB* | T.3Cy.28½", 48"&82"–60"<br>521 NHP<br>Maats. deSchelde, Flushing | | | |
| 12 O ural | Steel TwinScSr<br>(*ex* Kaiserin Maria Theresia,<br>*ex* Spree)<br>*Elec.light* | 8278<br>4712<br>3002<br>3 *Dks tr B* | | | 1890 | Act. Ges. "Vulcan"<br>Stettin | Russian Government | 526·0 52·0 33·9<br>P30 H33 B&F117'<br>den98 | Russian<br>*WB* | T.8Cy. (2) 43½", (2) 67"&(4) 76½"–63"<br>NE98 1871 NHP<br>A.G. "Vulcan," Stettin | | G | |
| 13 O ttringham<br>114902<br>HBQT | Steel ScSr<br>*W. Newlove* 78–04<br>1 *Dk* (*pt Irn* *f pt Stl*) *f deep framing* | 2679<br>2493<br>1698 | ✠100A1<br>12,04<br>(*Class Contem plated*)<br>LMC12 04 | Sld *u* | 1904<br>12mo | J. Dickinson & Sons Ld.<br>Sunderland<br>*Lloyd's SA&CP* | ~~A. Leslie & Sons~~<br>E. Yorkshire SS Co Ld. (A. Meek & Son, *Mgrs.*)<br>*WB = Cell D Ba 106' u E & B 30' f 128' 674t FPT 9 t APT 34t* | ~~314' 0 46·6 20·0~~<br>P25 B170 F28'<br>46·5 FK 5 *BHCem* | Goole<br>British | T.3Cy.23", 38"&62"–42" (*s*)<br>160 lb *80 lb* 260 NHP<br>2SB, *6pf*, gs111, hs4068<br>J. Dickinson & Sons, Ld. Sld. | 23 *n* 1<br>3 2½ | | |
| 14 O mara<br>LFKC | Iron S. Sr<br>*Delprat* –04<br>1 *Dk* | 480<br>—<br>255 | | | 1872 | Forges & C. de la Medit.<br>La Seyne | Cie. de Nav. Mixte | 164·0 24·3 15·9<br>H7' F22' | Marseilles<br>French | C.2Cy.19½"&40½"–28½"<br>NB90 65 NHP<br>Forges & C. de la Medit, Msl. | | V | |
| 15 O ttawa<br>10032<br>KVBQ | Iron Sc 4 M st Sr<br>*C. A. Bartlett* –04<br>*Ref. Mchy. Elec. light* | 5071<br>4736<br>2991 | | | 1874 | Harland & Wolff<br>Belfast | British & N. Atlantic Brit. & Atlantic S.N. Co. Ld. | 455·0 45·2 34·0<br>P50' F104'<br>*WB* 8 *EM* 1 PBH | Liverpool<br>British | T.3Cy.35½", 58½"&96"–69"<br>NF&B95 765 NHP<br>Harland & Wolff Ld. Bel. | 36 *n* 1 | BT<br>Feb<br>12.05 | |
| 16 Cyrma Maru<br>9128<br>JSFV | Iron ScSr<br>ssH. Kg 2nd No.–2,00<br>ssH. Kg. No. 1–04<br>(ex Perla, ex Menmuir)<br>2 *Dks* (1 *Irn*) *tr B* | 2012<br>1763<br>1247 | ✠100A1<br>2,04<br>NB3,89 LMC2,04 | HKg *s* | 1878<br>4mo | W. Doxford & Sons<br>Sunderland<br>A&CP | Onishi Tamesuke | 285·3 35·0 24·0<br>P60' B36' F33'<br>ND89 BK 9½" 5 *BHCem*<br>*WB = DBa 66' 119t* | Kobe<br>Japanese | Q.4Cy.19", 27", 38½"&54"–42"<br>180 lb *80 lb* NDB89 (*s*) 213 NHP<br>2SB, *Grf*, gs105, us3<br>*Qpd.* 89 W. Doxford & Sons Sld. | | | N2,04 |
| 17 Oresund | Steel ScSr<br>*J. M. A. Fagerlund* –04<br>*Elec. light* 1 *Dk 2tr B* | 600 | | | 1904 | Kockums M. V. Aktieb.<br>Malmö | Svenska Rederiaktieb. Öresund | 175·0 30·0 15·6<br>B66' | Malmö<br>Swedish<br>*WB* | T3Cy 16½", 27⅞" & 47½"–27 7/16"<br>117 NHP<br>Kockums M. V. Akt. Malmö | | | |
| 18 Orion | Steel ScSp<br>*R. Balcom* –04<br>1 *Dk* | 110<br>(*Whaling*) | | | 1904 | Akers Mek. Værks.<br>Christiania | R. Balcom | 93·5 17·3 10·8 | Vict'ria BC<br>British | T.3Cy.11", 18"&29"–18"<br>Akers Mek. Værks. Xia. | | | |
| 19 Osprey<br>12033 | Steel ScSr<br>*A. Hollywood* 05–05<br>*Mchy. Aft* | ~~332~~<br>327<br>235<br>87 | ✠100A1<br>4,05<br>(*Class Contem plated*)<br>LMC4,05 | Dmb *e* | 1905<br>4mo | A. McMillan & Son, Ld.<br>Dumbarton<br>*Lloyd's SA&CP* | H. Flinn | 140·0 23·6 9·8<br>Q58' F20'<br>FK 3 *BHCem*<br>*WB = TFT 38t* | Liverpool<br>British | T.3Cy.13½", 21"&34"–24" (*s*)<br>160 lb 50 RHP<br>1SB, *3pf*, gs32, hs1694<br>McKie & Baxter, Glasgow | 10 *n* 9<br>~~5 11~~ | | |
| 20 Orion | Steel TwinScSr<br>*Elec. light* | 2200<br>1450<br>1260 | | | 1905 | Blohm & Voss<br>Hamburg | Cia. de Nav. Cruzeiro do Sul | 269·0 37·8 11·5<br>F30' | Santos<br>Brazilian<br>*WB* | T.6Cy.13⅜", 21¼"&37⅜"–29½"<br>152 NHP<br>Blohm & Voss, Hamburg | | | |
| 21 Olympo<br>91925<br>FWNP | Steel ScBn<br>*A. J. Rainey* 89–05<br>(ex Victor)<br>1 *Dk* (*Stl*) *f Spar dk* (*Stl*) *f Web frames* | 1675<br>1540<br>1059 | ✠100A1<br>*Spar dk*<br>2,05 ~~to 04~~<br>LMC 2,05 | Liv *q* | 1885<br>6mo | R. Dixon & Co.<br>Middlesbro'<br>A&CP | Plate S.S. Co. Ld.<br>(Gellatly, Hankey & Co., *Mgrs.*) | 250·0 34·0 22·9<br>B22' F23'<br>BK 8" 4 *BHCem* | Rochester<br>British | T.3Cy.20", 33"&54"–36" (*s*)<br>160 lb *75 lb* 170 NHP<br>2SB, *4cf*, gs66, hs2482<br>Blair & Co. Ld. Stockton | 15 *n* 9<br>~~5 n 1½~~ | | ~~4,01~~<br>N2,05 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of survey. Years Assigned now expired. Equipment | 8 9 Built. When. Where. Engines. | By Whom. | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formulæ. IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard Amidships. ft. in. | 15 Registers in which Classed. If not in L. Date of Transfer to L. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | **Otaria**<br>*J.M.Guezennec05–05*<br>(*ex*City of Manchester)<br>*Mcty.Aft* | **SteelScSr**<br>*ssGms.No.1–02*<br>*1Dk* | 287<br>222<br>92 | ✠100A1<br>1,03<br>B3,05 ✠LMC10,02 | Gms | *e* 1898<br>3mo | Mackie&<br>Thomson<br>Glasgow<br>A&C' | L.T.deBort | 140·5\|23·5\|10·0<br>Q61'F23' | Havre<br>French<br>BK7½ *BHCem*<br>*WB=FPT22t* | T.3Cy.15",22"&35"–27" (*s*)<br>~~180~~lb 74NHPs<br>1S6.3*cf*,GS51,HS1270<br>Muir&Houston,Ld.,Gls | 11 ″ 2<br>″11½ | | 10,02 |
| 23 | **Onward**<br>3*ScShafts*<br>2*Dks&Awng dk* | **SteelScSr** | 1671<br>1162<br>338 | | | 1905 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCos.'Managing<br>Committee | 311·0\|40·1\|15·8<br>311·2 | London<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | | |
| 24 | **Olympia**<br>1*Dk* | **SteelScK** | 230 | 100A1<br>*StmTrawler*<br>(*ClassContemplated*) | | 1905 | Cook,Wel-<br>t'n Gemmell<br>Beverley | Gt.Gms.&E.Coast<br>Stm.FishingCo.Ld | 120·0\|21·5\|11·7<br>Q60'F19' | Grimsby<br>British | T.3Cy.12½",21"&34"–24"<br>Amos&Smith,Hull | | | |
| 25 | **Orseolo** | **SteelScSr** | 4616<br>3811<br>3009 | 100A1<br>*Spar dk*<br>(*ClassContemplated*) | | 1905 | Cant.Nav.<br>diMuggiano<br>Spezia | Soc.Veneziana di<br>Nav.a Vap. | 343·3\|48·6\|23·6<br>P48'B117'F38' | Venice<br>Italian | T.3Cy.25",40"&68"–48"<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 22 ″ 1<br>s 6 ″ 4 | | |
| 26 | **Othello**<br>*R.Cox07–05*<br>1*Dk*(*pt Irn&pt Stl*)2*trB*<br>*&deep framing*3*DkRule* | **SteelScSr** | 3700<br>2529<br>2208<br>3680<br>3514<br>3391 | ✠100A1<br>3,05<br>(*ClassContemplated*)<br>✠LM 3,05 | Nwc | *w* 1905<br>6mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | ~~C.T.Bowring&Co~~<br>Ltd. RedCrossShpng<br>CoLd(C'Bowring<br>&CoLd,*Mgrs.*) | 353·6\|47·3\|25·6<br>P27'B98'~~Ftmk~~F32'<br>353·3\|47·2<br>*Lloyd'sA1 WB=CellDBa117'uEsB40'* 152'840t *APT150t* | Liverpool<br>British<br>FK<br>*6BHCem* | T.3Cy.24",40"&66"–48" (*s*)<br>180lb ~~241~~NHP<br>2SB,~~7~~*f*,GS171,B 5550<br>Wilson&Spwy.Co.Ld. Nwc. | 28 ″ 4<br>s 5 ″ 7 | | |
| 27 | **Otago**<br>*Petterson*<br>(*ex*Germania,*ex*Ivanhoe,<br>*Well deck* *ex*Carib) | **IronScSr**<br>*ssLon.No.3–3,95*<br>*ssGls.No.1–99*<br>1*Dk*(*Irn*)2*trB* | 1477<br>1097<br>924 | ✠<br>4,04<br>✠ | Skm | *p* 1882<br>9mo | Richard-<br>son,Duck&Co<br>Stockton | Hendels.Sölves-<br>borgSkeppsvarf<br>(J.Ingmansson,<br>*Mgr.*) | 245·3\|34·0\|16·4<br>P38'Q28'B58'F60'<br>Grp99,01&03 FK<br>*WB=Cell* 202 323*t* | Sölvesborg<br>Swedish<br>*BHCem* | C.2Cy.29"&55"–33"<br>145NHP<br>1DB *4pf*,GS63<br>T.Richardson&Sons,Hpl. | 19 ″ 2 | | |
| 28 | **Olaf**<br>1*Dk*<br>*Elec.light* | **SteelPad** | 116<br>116<br>53 | ✠ A —<br>*For River purposes only*<br>5.05<br>✠LMC05<br>(*ClassContemplated*) | Gls | 1905<br>5mo | Napier&<br>Miller,Ld.<br>Glasgow | LondonCounty<br>Council | 130·0\|18·5\| 6·8<br>FK 3*BHAspuEsB* | London<br>British | C.D.2Cy.16"&31"–36"<br>~~100~~lb<br>1SB,2*pf*,GS25,HS730,FD<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 ″ 0 | | |
| 29 | **Operosità**<br>*D.Spinella05–05*<br>(*ex*Brento,*ex*Antonio) | **IronScBg**<br>*ssMes.2ndNo.3–9,02*<br>2*Dks*(1*Irn*)*3trB* | 1835<br>1770<br>1203 | ✠100A1<br>1,05<br>~~ND~~ 90 LMC11,01<br>B52,05 | Msl | *s* 1877<br>6mo | W Doxford<br>&Sons<br>Sunderland<br>A&CP | Beraldo&Devoto | 280·0\|34·0\|23·9<br>P29'B24'F31'<br>ptND90 BK9½<br>*WB=DBa75'121t* | Genoa<br>Italian<br>*5BHCem*<br>*MT56'350t* | T.3Cy.19⅝",30½"&59"–39"(*s*)<br>~~160~~lb NDB90 207NHP<br>2SB,6*pf*,GS86,HS2961<br>*Tpd.*90G.Clark,Ld.Sld. | 25 ″ 6<br>s 5 ″ 1 | | 8,04 |
| 30 | **Orpheus** | **SteelScYl**<br>1*Dk* | 228<br>213<br>91 | 100A1<br>*Stm Trawler*<br>(*ClassContemplated*) | | 1905 | Cochrane<br>&Sons<br>Selby | E.Bacon&Co. | 120·6\|21·5\|11·5<br>Q64'F22' | Grimsby<br>British | T.3Cy.12",21"&34"–24"<br>Amos&Smith,Hull | | | |

| 1 Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Visites Périodiques. Nombres des Ponts | 3 Ex-nom, s'il y a lieu. | 4 Tonnage Officiel: Sous le Pont. Net. / Total. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Construction. | 7 | 8 Construit. Quand. Navire. Machs. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course & Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Croix sur Quille. France bordage utilisé du navire. pds. pc. | 15 Longueur où sera placé le L. R. Date de la dernière visite à l'étranger. | 16 Date de la dernière visite à l'étranger. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Paul Horn** / *Elec.light* | Steel S. Sr / 1 *Dk* / *deep framing* | 1200 / 850 / 700 | | | | 1904 | Schöner & Jensen / Tönning | H.C.Horn | 221·8 / P12 Q53 B60 F29' | Lübeck / German | T.3Cy.17⅛",28⅜"&46⅛"–31½" / 122NHP / *WB* Schöner&Jensen, Tönning | | | |
| 2 | **Pollux** / *For full particulars See No. 12 below* | Steel Sc | 1250 / 1100 / 800 | 100A1 / (*Class Contem plated*) | | | 1904 | Fredrkstad Mek Værks. / Fredrikstad | Bugge&Pedersen | 240·0 / P25 B57 F23' | Tönsberg / Norwegian | T.3Cy.18",30"&49"–33" / Fredrikstad M.V.Frd-stad. | | | |
| 3 | **Parana** / 116016 *C.E Down 98–04* / VSBH *Ref. Mchy. Elec.light* | Steel Sc Sr / 4132 / 2 *Dks (Stl) & deep framing* | ~~2997~~ / 3676 / ~~2553~~ 2059 | ✠100A1 3,05 ~~dbl~~ / ✠RMC6,04 ✠LMC6,04 | Bel / Hal | *x* | 1904 / 6mo | Workman, Clark & Co. Ld. / Belfast | Royal Mail Steam Packet Co. / *WB=* *Cell D Ba 108' u E* | 375·3 / 48·3 / 25·9 / P45' B110' F99' / FK 6 *BH Cem* | Belfast / British / *Lloyd's s.a & CP* | T.3Cy.24",39"&67"–48" (*s*) / 205lb / 8SB *6cf*, gs150, hs6000 / W.rkman, Clark & Co Ld. Bel | 28 " 9 / s 5 • 3 | BT till 3,06 | |
| 4 | **Port Jackson** / 114803 *S. Knapman 04–04* | Steel Sc K / 1 *Dk* | 197 / 183 / 49 | ✠100A1 *Stm Trawler* 3,04 | Abn | | 1904 / 3mo | J. Duthie, Sons & Co. Ld. / Aberdeen | J.M.Jackson (T.F.Kelsall, *Mgr*) | 115·7 / 21·8 / 11·8 / BK 7½" / *WB= DT f 5' 6t* | Fleetwood / British / 3 *BH Cem* | T.3Cy.12",19½"&32"–23" (*s*) / 180lb / 1SB, *2pf*, gs36, hs1243 / W.V.V.Lidgerwood, Gls. | 12 " 6 | | |
| 5 | **Peveril** / 118688 *W. Scoular 99–04* / VRQK / *Elec.light* | Steel Sc Sr / 2 *Dks (Stl–pt ws)* | 1459 / 1109 / 688 | ✠100A1 6,04 / ✠LMC6,04 | Gmh | *p* | 1904 / 6mo | Grngem'th & Greenock Dockyard Co. / Grangemouth | G.Gibson&Co. / *WB= Cell D Ba 18' u E 19' f 85 264t FPT 53t APT 10t* | 260·1 / 35·1 / 17·3 / P52' B90' F41' / FK 4 *BH Cem* | Leith / British / *Lloyd's s.a & CP* | T.3Cy.23",38"&62"–42" (*s*) / 180lb *100lb* / 2SB, *6cf*, gs147, hs1883 / S. H. Morton & Co. Ltd. | 18 " 6 / s 2 • 6 | BT till 6,05 | |
| 6 | **Panaghi Vagliano** / *For full particulars See No. 13 below* | Steel Sc Sr | *3014* / 2791 *with freeboard* / 1988 | 100A1 / (*Class Contem plated*) | | | 1904 | R. Craggs & Sons, Ld. / Middlesbro' | Vagliano Bros. | 330·1 / 46·0 / 22·2 / P35' B166' F35' | Cephlonia / Greek | T.3Cy.23½",39"&64"–42" / Blair & Co. Ld. Stockton | | | |
| 7 | **Pardo** / 120701 *J. Thomas –04* / HBJF *Elec.light Ref. Mchy.* | Steel Sc Sr / 2 *Dks (Stl) & deep framing* | ~~4230~~ / 4366 / 3817 2791 | ✠100A1 ~~9,04~~ 2,05 ~~(Class Contem plated)~~ / ✠RMC6,04 ✠LMC10,04 | Bel / Lon | *x* | 1904 / 9mo | Harland & Wolff, Ld. / Belfast | Royal Mail Steam Packet Co. / *WB= Cell D Ba 110' u E 18' f 104' 920t FPT 77t APT 58t* | 375·0 / 48·3 / 25·8 / ~~P47~~ B112' F98' P49' / FK 6 *BH pt Cem* | ~~London~~ / British / Belfast | T.3Cy.23",39"&64"–51" (*s*) / 205lb / 8SB, *9cf*, gs172, hs6309 / Harland & Wolff. Ld. Bel. | 28 " 11 / s 5 • 6 | BT till 9,05 | |
| 8 | **Portia** / 118120 *A. Read 03–04* / HBDQ *Elec.light* | Steel Sc Sr / 1 *Dk* / *deep frames* / *Awng dk* (*Stl–ws*) | 600 / 973 / 914 599 | ✠100A1 *Awng dk with freeboard* 4,05 ~~8,04~~ 12,04 / NFL / ~~(Class Contem plated)~~ / ✠LMC6,04 | T. Gi / m | | 1904 / 8mo | Murdoch & Murray / Pt. Glasgow | C.T.Bowring & Co. Ld. / *WB= Cell D Ba 39' u E 17' f 77' 141t FPT 31t APT 28t* | 205·0 / 31·1 / 13·0 / 204·8 / 31·2 / 20·5 / F23' BK 7½" 20·5 / *Lloyd's s.a & CP* | Liverpool / British / 4 *BH Cem* | T.3Cy.18½",30"&50"–33" / 175lb *100lb* (*r*) 197NHP / 1SB, *3cf*, gs59, hs2924 FD / D.Rowan & Co. Glasgow | 15 " 3 / s 8 • 2½ | BT till 6,05 | |
| 9 | **Primero** / *A. Gonzalez 96–04* / (*ex* Collingwood) | Steel Sc K / *ss* Abn. No. 2–01 / 1 *Dk* | *142* / *136* / *44* | ✠100A1 *Stm Trawler* 2,04 / BS2,01 ✠LMC11,01 | Abn | | 1892 / 10mo | W. Hamilton & Co. / Pt. Glasgow | Molina & Marquez / *Lloyd's s.a & CP* | 100·2 / 20·5 / 10·6 / Q19' F18' / BK 7½" | Corunna / Spanish / 3 *BH Cem* | T.3Cy.11",17"&27"–22" (*s*) / 160lb / 1SB, *2pf*, gs31, hs916 / D. Rowan & Son, Glasgow | 11 " 11 / 47NHP | | N2,04 |
| 10 | **Pallas** / *P. Brakenhjelm 04–04* / (*ex* Wellpark) / *Well deck* | Steel Sc Sr / *ss* Grk. No. 2–02 / 1 *Dk* (*Irn*) | *860* / *675* / *526* | ✠100A1 ~~8,04~~ 12,05 / ~~BS2,04~~ BS2,05 ✠LMC8,01 | Grk | *l* | 1893 / 11mo | Scott & Co. / Greenock | Angf. Aktieb Pallas (C.B.Pedersen) / *WB= DBa 48' f 46' 148t APT 14t* | 212·7 / 31·2 / 14·0 / Q109' B16' F21' / BK 7½" | Gothenbrg / Swedish / 4 *BH Cem* | T.3Cy.16",26"&41"–33" (*s*) / 160lb *65lb* / 1SB *3cf*, gs58, hs1702 / Scott & Co. Greenock | 14 " 10 / s 1 • 6 | | ~~5,04~~ N2,05 |
| 11 | **Psyche** / *G. Ménard 96–04* / (*pt Stl pt Irn*) / *Web frames* / *Elec.light* | Steel Sc Sr / 1 *Dk (Stl) & Spr dk* / *deep framing* | *2904* / 2776 / *1853* | ✠100A1 *Spar dk* 8,04 / ✠LMC4,04 / ~~(Class Contem plated)~~ | Sld | *v* | 1904 / 8mo | J. Blumer & Co. / Sunderland | A.C.LeQuellec & Fils / *WB= Cell D Ba 96' u E 8' f 42' 611t FPT 77t APT 41t* | 315·0 / 46·0 / ~~24·0~~ / P30' B80' F34' 14·0 / FK 24·9 | Algiers / French / 6 *BH Cem* | T.3Cy.23",38"&68"–42" (*s*) / 180lb *100lb* / 2SB, *6cf*, gs125, hs1415 / N.E. Marine Eng Co. Ld. Sld. | 27 " 6 / s 4 • 11 | | |
| 12 | **Pollux** / *C. Svendsen –04* / MBTW / *Elec.light* | Steel Sc Sr / 1 *Dk (Stl) & deep framing* | 1352 / 1094 / ~~761~~ 779 | ✠100A1 8,01 ~~7,04~~ / ✠LMC7,04 | Xia | *o* | 1904 / 7mo | Fredrkstad Mek Værks. / Fredrikstad | ~~Bugge & Pedersen~~ / Actios Pollux (Bugge & Pedersen) / *WB = Cell D Ba 59' u E 19' f 102' 294t FPT 60t APT 44t* | 241·1 / 35·7 / 16·2 / P30' B57 F23' / FK 4 *BH Cem* | Tönsberg / Norwegian / *Lloyd's s.a & CP* | T.3Cy.18",30"&49"–33" (*s*) / 180lb *90lb* / 2SB, *4cf*, gs70, hs3176 / Fredrikstad M.V. Frd-tad. | 18 " 9 / 179NHP | | |
| 13 | **Panaghi Vagliano** / *A. Mazuraki 02–04* / *Elec.light* | Steel Sc Sr / 1 *Dk* (*pt Irn, pt Stl*) 2 *tr Bs* / 3 *Dk rule* / *Web frames* | *3010* / *2791 with freeboard* / *1947* | ✠100A1 *Awng dk with freeboard* 1,05 ~~7,04~~ / ✠LMC7,04 | Mdb | *v* | 1904 / 7mo | R. Craggs & Sons, Ld. / Middlesbro' / *Lloyd's s.a & CP* | A.S.Vagliano / *WB = Cell D Ba 100' u E 26' f 140' 699t DTa 26' 468t FPT* | 330·1 / 46·0 / 22·2 / P35' B166 F36' / FK 5 *BH Cem* | Cephlonia / Greek / *Lloyd's s.a & CP* | T.3Cy.23",39"&61"–42" (*s*) / 180lb *90lb* / 2SB, *6cf*, gs120, hs4640 / Blair & Co. Ld. Stockton | 24 " 4 / 295NHP s 3 • 7½ | | |
| 14 | **Parthenon** / *J. Ferrendinos 03–04* / 1 *Dk (Stl) & Web frames* | Steel Sc Sr | ~~2950~~ / ~~2933~~ ~~2640~~ 2624 / ✠100A1 ~~11,04~~ ~~1900 (Class Contem plated)~~ / ✠LMC3,04 | Mdb | *u* | 1904 / 8mo | R. Craggs & Sons, Ld. / Middlesbro | Stathatos Bros. / *WB= Cell D Ba 104' u E 26' f 140' 628t FPT 78t APT 111t* | 330·0 / 47·0 / 20·4 / ~~P35~~ B188 ~~F35~~ / P36' F36' / FK 5 *BH Cem* | Ithaca / Greek / *Lloyd's s.a & CP* | T.3Cy.23",39"&65"–42" (*r*) / 180lb *90lb* / 2SB, *6pf*, gs137, hs5616 / Richardsons, Westgarth & Co. Ld. Mdb. | 23 " 0 / s 3 • 0 | | |
| 15 | **Prinz Eitel Friedrich** | Steel Twin Sc Sr / 3 *Dks* | 8000 | | | | 1904 | Act. Ges. "Vulcan" / Stettin | Norddeutscher Lloyd | 489·0 / 55·4 / 35·3 / P136' B194' F90' | Bremen / German | Q.3Cy.25",36½",52"&75"–55" / 417NHP / *WB* A.G. "Vulcan," Stettin | | | |
| 16 | **Prospero** / 118129 *J. ~~Cass & Sons~~* / HBGT *Elec.light* / *T. Fitzpatrick –05* | Steel Sc Sr / 1 *Dk* (*Stl & Web frames*) / *Awng dk* (*Stl–ws*) | ~~699~~ / 978 / 911 699 | ✠100A1 *Awng dk with freeboard* 10mo ~~5,04~~ 10,04 / ~~(Class Contem plated)~~ | PGl | *m* | 1904 / 10mo | Murdoch & Murray / Pt. Glasgow | C.T.Bowring & Co. Ld. / *WB= Cell D Ba 39' u E 17' f 77' 141t FPT 31t APT 38t* | ~~205·0~~ / ~~31·1~~ / 13·0 / ~~14·0~~ / 204·8 / 31·2 / 20·5 / F23' BK 7" | Liverpool / British / 4 *BH Cem* | T.3Cy.18½",30"&50"–33" / 175lb *100lb* (*r*) 197NHP / 1SB, *3cf*, gs59, hs2924 / D. Rowan & Co. Glasgow | 15 " 3 / s 8 • 2½ | BT till 8,05 | |
| 17 | **P. R. R. No. 4** | Steel Sc Tug / 1 *Dk* | 150 | | | | 1904 | Neafie & Levy Co. / Philadelphia | Pennsylvania R.R. Co. | 86·0 / 21·0 / 10·9 | Utd. States | C.2Cy.17"&34"–24" / 47NHP / Neafie & Levy S & E B Co. Phl | | | |
| 18 | **Petrolia** / *Schack –04* / *Mchy. Aft* | Steel Sc / 1 *Dk* / *Carrying Petroleum in bulk* | 450 | | | | 1904 | Kjöbnhvns Flydk. & Skbs Aktieselskab. / Copenhagen | Danske Petrol'ums | 155·2 / 27·7 / 12·7 / P62' F19' | Copnhagn / Danish | T.3Cy.13",20½"&33½"–21" / 51NHP / *WB* Kjbnhavns Flydk. & Skbs *v* | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Registered Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. | 6 7 for Special Survey. Date of last Survey. | 8 Built. When. | 9 By Whom. — Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registered in which Classed. If not in L. R. Dates of Trade Cert. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Pluto<br>*J.Wonters04-04* | | Steel Sc~~Sr~~<br>~~K 180 170~~<br>1 *Dk* | ~~190~~<br>177 ~~45~~ 4,95 ~~9,04~~<br>74 | ✠100A1 *Stm Trawler*<br>~~(Class Contem plated)~~ | Shl<br>Ams | 1904<br>9mo | Smith's Dock Co. Ltd. North Shields | Amsterdam Tug & Salvage Co. (A.D. Zur Mühlen, *Mgr.*)<br>*Lloyd's SA & CP* | 110·0 \| 21·0 \| ~~11·6~~ 8·9<br>BK 7½″ *3 BH Cem*<br>*WB = DB/18′15t* | | | Amstrdam<br>Dutch | T.Cy.11½″,19½″&30″–23″ *(s)*<br>180lb 64 NHP<br>1SB,*2cf*,GS36,HS1233<br>Shields Eng. Co. Ltd. N.Shl. | 12 ″ 6 | | 4,05 |
| 20 Paquete<br>Wrecked 8,04<br>HBST *Well deck* | | Iron Sc<br>(ex Paddeto~~r~~)<br>1 *Dk (Iron)* | 298 ✠<br>—<br>203 | 8,84 | Sld *d* | 1884<br>6mo | J.Knox & Co.<br>Sunderland | J.J.MacAuliffe | 125·0 \| 21·2 \| 10·3<br>Q41′B17′F22′<br>*WB = FPT40t.APT15t* | | | Coquimbo<br>Chilian | C.2Cy.16″&30″–20″<br>34 NHP<br>R H.Pearson & Co. Glasgow | 11 ″ 0 | | |
| 21 Prinz Heinrich<br>*R.Knaack –04*<br>VFSC *Elec.light* | | Steel Twin Sc Sr<br>1 *Dk* | 358<br>273<br>75 | | | 1904<br>Act.Ges.<br>Stettin | Oderwerke<br>Stettin | Dampfsch.Ges. Misdroy G.m b.H. | 165·0 \| 25·1 \| 10·8<br>B21′H39′F18′ | | | Stettin<br>German | T.6Cy.10⅝″,16½″&27⅜″–15¾″<br>61 NHP<br>Oderwerke Act Ges. Stettin | | G | |
| 22 Potaro<br>*T.R Pearce –04*<br>HBNS *Ref. Mchy. Elec.light* | | Steel Sc Sr<br>~~3820~~ ~~3814~~ 4,05 ~~12,04~~<br>2 *Dks (Stl) & deep framing* | 4378<br>2793<br>~~(Class Contem plated)~~<br>✠RMC ~~12,04~~ 4,05 ✠LMC ~~12,04~~ | ✠100A1 | Bel *x*<br>Hul | 1904<br>12mo | Harland & Wolff, Ld. Belfast | Royal Mail Steam Packet Co. ~~Ltd.~~ | 375·0 \| 48·3 \| 25·8<br>~~P48~~ B112′F98′<br>P49′<br>*WB = Cell D Ba110′uE & B48′f164′926t FPT77t APT58t*<br>*Lloyd's SA & CP* | | | ~~London~~<br>British<br>FK Belfast<br>6 *BII pt Cem* | T.3Cy.23″,39″&64″–51″ *(s)*<br>205lb 378 NHP<br>3SB,*9cf*,GS172,HS6309<br>Harland & Wolff, Ld. Bel. | 28 ″ 11<br>s 5 ″ 6 | BT<br>Hill<br>12,05 | |
| 23 Pallas | | Steel Sc Sr<br>1 *Dk* | 627<br>498<br>370 | | | 1904<br>Act.Ges.<br>"Weser"<br>Bremen | | Dampfschiffahrts Ges. Neptun | 179·9 \| 27·2 \| 12·7<br>Q54′B43′F19′<br>*WB* | | | Bremen<br>German | T.Cy.13″,20 7/16″&33 1/16″–21⅝″<br>51 NHP<br>A.G. "Weser," Bremen | | | |
| 24 Porfirio Diaz<br>*ex* Juno, *ex* Gurly) | | Steel Twin Sc 3 Mst Sr<br>(ex Carlacam, *ex* Porfirio Diaz,<br>1 *Dk & Awng dk* | 839<br>—<br>545 | | | 1891<br>Murray<br>Pt. Glasgow | Murdoch &<br>Cia. Mexicana de Navegacion | | 195·1 \| 28·0 \| 19·3<br>H73t<br>*WB* | | | Vera Cruz<br>Mexican | T.6Cy.14″,23″&36″–24″<br>156 NHP<br>Muir & Houston, Glasgow | | R | |
| 25 Presidente Roca<br>*P.Ohlerich 00–02*<br>*Elec.light* | | Steel Sc Sr<br>(ex Hacelio)<br>2 *Dks* | 2807<br>2431<br>1794 | | | 1896<br>Dixon & Co.<br>Middlesbro' | Sir Raylton | Hamburg-Süd-Amerik. Dampfschifffahrts.Ges. | 298·9 \| 41·2 \| 23·6<br>P36′B90′F44′<br>*WB* | | | Bns. Ayres<br>Argentine | T.3Cy.20″,33″&57″–45″<br>218 NHP<br>T.Richardsn & Sns, Ld. Hpl. | | G | |
| 26 Peter Mörch<br>*O.Tkorsö –04*<br>NJVF (*ex* Jylland) | | Iron Sc 3 Mst Sr<br>*ex* Cpn. 2nd No. 3–8,92<br>*ss* Els. No. 2–01<br>1 *Dk & Spardk 3 tr B* | 1417<br>966<br>879 | *Spar dk*<br>✠NB ~~8,02~~ ~~12,04~~ | | 1873<br>1mo | Norddeut. Schiffbau A.G Kiel | Dansk.Russiske Dampskssels k. (P.Mörch, *Mgr.*) | 235·3 \| 32·3 \| 18·0<br>H18t<br>ND92 | | 24·6<br>BK8″ *5 BH*<br>*WB = MT350t* | Copnhagn<br>Danish | C.2Cy.32″&52″–36″ *(s)*<br>65lb *75lb* NDB92 122 NHP<br>2SB,*4rf*,GS60,HS2106<br>Schweffel & Howldt, Kiel | 18 ″ 6 | | 6,03 |
| 27 Perlak<br>*W.H.H. Island 02–04*<br>*Elec.light & Web frames)* | *H.Stege* | Steel Sc Sr<br>1 *Dk (pt Iron & pt Stl)*<br>*Trunk dk (Stl)* | 1864<br>1434 2,05 ~~11,04~~<br>1087<br>*Carrying Petroleum in bulk*<br>*Fitted for liquid fuel* 11,04 | ✠100A1<br>~~(Class Contem plated)~~ | Sng *q* | 1904<br>11mo | Maats.<br>Feyenoord<br>Rotterdam<br>A&OP | Kon. Nederl. Maats tot Exploitatie v. Petr'leum Bronnen in Nederl. Indie | ~~240·0~~ 242·0 \| ~~20·0~~ 18·7<br>P68′F40′<br>*WB = Cell D Ba44′60t FPT60t APT6t* | | | ~~s/Cavalgo~~<br>Dutch<br>FK 11 *BII Cem*<br>Pangkalan-Berandan | T.3Cy.20½″,33″&55″–36″ *(s)*<br>180lb *100lb* 215 NHP<br>2SB,*6cf*,GS98,HS3561<br>Maats. Feyenoord, Rot. | ~~20·0~~<br>20 ″ 1<br>s 2 ″ 5 | | |
| 28 Petroleum<br>~~118492~~ | | Steel Sc 3 Mst Sr<br>*Elec.light Mchy. Aft* 2 *Dks (Stl) & Web frames* | 4521<br>4273 3,05<br>2953 ~~(Class Contem plated)~~<br>*Carrying Petroleum in bulk*<br>✠LMC 4,08 | ✠100A1 *Nwc* *x* | 1903<br>4mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | ~~Petroleum United Agencies, Ld.~~ The Admiralty | 370·8 \| 48·7 \| 29·3<br>P79′B28′F38′<br>*WB = Cell D Ba44′60t FPT60t APT6t*<br>*Lloyd's SA & CP* | | | | ~~London~~<br>British<br>FK 12 *BII Cem* | T.3Cy.~~24½~~ 40″&68″–48″<br>180lb *100lb* 395 NHP<br>3SB,*9cf*,GS180,HS6609<br>N.E. Marine Eng. Co Ld Nwc | 30 ″ 9<br>s 6 ″ 9 | | |
| 29 Porto | | Steel Sc Sr<br>1 *Dk & Spardk 2 tr B* | 1812<br>1635<br>1135 | | | 1904<br>1mo | Schiffsw. v. Henry Koch Lübeck | Oldenbrg-Portug. Dmpfsch. Rhed. | 250·0 \| 37·0 \| 22·0<br>B58′ | | | Oldenburg<br>German | T.3Cy.19¾″,32½″&51½″–33½″<br>152 NHP<br>J.F.Ahrens, Altona | | | |
| 30 Poschan<br>*P.Lemcke 03–04*<br>MCQ *Elec.light*<br>(ex Baron Ardrossan) | | Steel Sc Sr<br>*ss* Bry. No. 3–2,04<br>1 *Dk (Stl) & Spardk (Irn) 3 tr B* | 2823<br>2647<br>1825 | ✠100A1<br>*Spar dk*<br>8,04<br>✠LMC 1,04 | Gls *u* | 1892<br>1mo | R. Dixon & Co. Middlesbro' | Diederichsen, Jebsen & Co. | 309·2 \| 40·6 \| 17·6<br>P29′B40′F36′<br>*WB = Cell DB260′520t* | | 25·4<br>FK 5 *BH Cem* | Hamburg<br>German | T.3Cy.23½″,38″&62″–42″ *(s)*<br>160lb *70lb* 249 NHP<br>2SB,*6cf*,GS95,HS3730<br>T.Richardson & Sons, Hpl. | 19 ″ 11 | | 2,04 |
| 31 Primrose<br>Wrecked 11,04<br>119179 *S.Hall 04–04* | | ~~Steel Sc K~~<br>1 *Dk* | ~~190~~<br>179<br>169<br>51 | ~~✠100A1~~<br>*Stm Trawler*<br>11,04<br>~~(Class Contem plated)~~ | Gls | 1904<br>11mo | Mackie & Thomson Glasgow | ~~Glasgow Trawling Co. Ltd.~~ C.F.Paton | 110·0 \| 21·0 \| 11·0<br>110 5 \| 20′9<br>BK 7½″ *3 BH Cem*<br>*WB = DT/5·13t* | | | Glasgow<br>British | T.3Cy.11½″,18″&31″–22″ *(s)*<br>180lb 47 RHP<br>1SB,*2cf*,GS36,HS1041<br>W.V.V. Lidgerwood, Gls. | 12 ″ 0 | | |
| 32 Progreso<br>*L. Jensen 01–04*<br>MCBL *Elec.light* | | Steel Sc Sr<br>1 *Dk (Stl) & Spar dk*<br>*(Irn) & deep framing* | ~~1535~~<br>~~1420~~ *Spar dk with freeboard*<br>1620 ~~(Class Contem plated)~~<br>1593<br>1015 | ✠100A1<br>12,04<br>✠LMC 12,04 | Mdb *g* | 1904<br>12mo | Fevigs Jernskibsbyg Fevig<br>*Lloyd's SA & CP* | Progreso Aktien. Galveston (G.M.Bryde)<br>*WB = Cell D Ba67′uE19′f107′345t FPT42t APT28t* | ~~256·5~~ 258·0 \| ~~36·7~~ 36·9 \| ~~15·6~~ 13·9<br>FK 21·0 *4 BH Cem* | | | Christiania<br>Norwegian | T.3Cy.19½″,32″&53″–36″ *(r)*<br>180lb *100lb* 205 NHP<br>2SB,*6cf*,GS96,HS3424<br>Richardsons, Westgarth & Co. Ld. Mdb. | 14 ″ 9<br>s 4 ″ 3 | | |
| 33 P. R. R. No. 32<br>900962<br>KTDM | | Steel Twin Sc<br>(*Tug*)<br>1 *Dk* | 201<br>137 | | | 1904<br>Sparro' Pt Md | Maryland Steel Co. | Pennsylvania Rail Road | 99·0 \| 24·0 \| 12·0 | | | New York<br>Utd. States | T.6Cy.12″,18″&30″–22″<br>84 NHP<br>Maryland Stl. Co. Sparr. Pt. | | | |
| 34 Plainfield<br>900879 | | Steel Sc<br>(*Ferry*)<br>2 *Dks* | 1225<br>822 | | | 1904<br>Elizabethprt | Crescent Shipyard Co. | Central Railroad Co. of New Jersey | 200·3 \| 43·4 \| 15·8 | | | New York<br>Utd. States | T.4Cy.19″,30″&(2)35″–30″<br>132 NHP<br>Harlan & Hollingsworth Co. Wilmington, Del. | | | |
| 35 Polynesia | | Steel Sc Sr<br>*Elec.light* 2 *Dks & Web frames* | 5900<br>4920<br>3800 | | | 1904<br>Hamburg | Reiherst'g Schiffsw. | Hamburg-Amerik. Packetf. Act Ges. (Ham.-Amr. Linie) | 410·0 \| 50·6 \| 28·8<br>P&B250′F63′<br>*WB* | | | Hamburg<br>German | Q.4Cy.21 3/16″,34½″,50¾″&72¾″<br>–54″ 392 NHP<br>Reiherst. Maschinenf. Ham. | | | |
| 36 Prome<br>~~123174~~ | | Steel Pad<br>1 *Dk* | 752<br>752<br>474 | | | 1904 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ld. | 250·0 \| 37·1 \| 10·3 | | | Glasgow<br>British | T.3Cy.28″,41½″&60″–66″<br>292 NHP<br>Denny & Co. Dumbarton | | | |
| 37 Pentop<br>~~118868~~ *J.Annison –04*<br>HBQV 1 *Dk (Stl) 2 tr B & deep frmng 3 Dk Rule* | | Steel Sc Sr<br>~~2999~~ 3042 ~~12,04~~ 4,06<br>2838 ~~(Class Contem plated)~~<br>1971 ✠LMC ~~12,04~~ | ✠100A1 | Hpl *u* | 1904<br>12mo | Furness, Withy & Co Ld Hartlepool<br>*Lloyd's SA & CP* | ~~Buckingham & Co.~~ Pareth S.S. Co. Ld. (Beckingham & Co. *Mgrs*)<br>*WB = Cell D Ba102′uE & B46′f136′661t APT28t* | 325 0 \| 47·0 \| 22·4<br>P24′B94′F32′ | | | Newcastle<br>British<br>FK 5 *BH Asp* | T.3Cy.23½″,38″&64″–42″ *(s)*<br>180lb *90lb* 284 NHP<br>2SB,*6cf*,GS98,HS4323<br>Richardsons, Westgarth & Co. Ld. Hpl | 24 ″ 10<br>s 4 ″ 3½ | | |
| 38 Professor Woermann<br>HLW *Elec.light* | | Steel Sc<br>(*ex* Florida)<br>3 *Dks* | 4718<br>4364<br>2387 | | | 1903<br>Bremer "Vulkan" Vegesack | Woermann Linie Kommandit Ges. | | 403·0 \| 49·2 \| 27·1<br>P&B262′F50′<br>*WB* | | | Hamburg<br>German<br>Bremer "Vulkan," Vegesack | T.3Cy.27 7/16″,45⅛″&74 1/16″–<br>51⅛ 309 NHP | | G | |

| 1 Numéro d'ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armem. Pavillon. | 13 Machines. o. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP = Force en chevaux d'après les formules de la Société IHP : Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines, | 14 Cran sur Quille. Franc-bord au milieu du navire. | 15 Navires no cnfr. et n'ont fait dans le Trade. | 16 Date de la dernière visite de Pavillon. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **39** **Palembang** | SteelSc | 1850 | ✠100A1 Ams *q* | 1905 | Nederl. | Kon.Nederl.Maats totExploitatie v. Petr'leumBronnen inNederl.Indie | 320·2 \| 42·0 \| 10·9 P68' F40' F13' 211 0 41 9 | Amsterdam Dutch | T.3Cy.21",32½"&55"–36" (*s*) 180lb *190lb* 2SB,*6cf*,GS96,HS3379 NedFb.v.Wrk&Spoor,Ams | 19 *n* 11 237NHP FD | | |
| | *L.C Laguay*05–05 1*Dk(pt Irn,pt St'l)* | | 1855 | *Trunk dk* 2,05 | 2mo | Schps. Maats. | | | | | | |
| | *Elec.light Web frames Trunk dk(-St'l)* | | 1441 | *Carrying Petroleum in bulk* | Amsterdam | | | | | | | |
| | *Mchy.Aft* | | 1062 | (*Class Contem. passed*) | *Lloyd's S&CP* | | | | | | | |
| | | | | *Fitted for liquid fuel* 2,05 | | *WB=CellDB&E, DB 70t FPT 103t APT 37t* | | | | | | |
| **40** **Pouvoir** | SteelSc3MstSr SteelSc | 971 | ~~990~~ ✠100A1 Mtr *m* | 1905 | Montrose | J.Power&Co. | 210·6 \| 33·1 \| 13·6 Q130'F18' | London British | T.3Cy.16",25"&42"–33" (*s*) 180lb *180lb* | 16 *n* 0 88RHP | | |
| 120513 *F.A.Bushby*05–05 | | 713 | ~~720~~ 3,05 | | 3mo | S.B.Co. | PouvoirSSCoLd. | | 2SB,*4pf*,GS65,HS2164 | s 1 *n* 6 | | |
| HCKL *Mchy Aft* 1*Dk(Stl)* ‡*deep framing* | | 540 | ~~555~~ (*Class Contem. plated*) | | | Montrose | (J.Power&Co.) | Q129'F49' FK 3*BHCem* | N.E.MarineEng.CoLd.Sld. | | | |
| | | | ✠LMG1,05 | | *Lloyd's S&CP* | | *WB=CellDBf 140'270t FPT 84t* | | | | | |
| **41** **Peterhof** | SteelPadSr | 456 | | | 1885 Act.Ges. "Vulcan" Stettin | Yeisker Dampfer Ges. | 190·8 \| 21·6 \| 10·5 B60'H40t | Yeisk Russian | C.2Cy.32½"&61"–49½" NB97 | 218NHP | G | |
| | (*ex König Christian*) | 293 | | | | | | | A.G."Vulcan,"Stettin | | | |
| MDLP *Elec.light* | 1*Dk* | 140 | | | | | | | | | | |
| **42** **Port Saunders** | SteelSc | 104 | | | 1904 Akers Mek.Værks. Christiania | Hawkes Bay Whaling&Manufactng. Co.Ld. | 92·7 \| 17·5 \| 11·6 | SJhnsNFL British | T.3Cy.10",17"&28"–24" | 52RHP | | |
| 116450 | | 99 | | | | | | | AkersMek.Værks.Xia. | | | |
| | 1*Dk* | 20 | | | | | | | | | | |
| **43** **Poona** | SteelTwinScSr | 7626 | | | 1904 Barclay, Curle&Co.Ld. Glasgow | P.&O.Stm.Nav.Co. | 479·7 \| 57·2 \| 32·6 P43'B98'F53' | Glasgow British | T.6Cy.22½",37"&60½"–48" | 506NHP | | |
| 121202 *C.R.Longden* –04 | | 7223 | | | | | | | *WB* Barclay,Cur[illegible] Gls. | | | |
| HBVD *Elec.light* | 2*DksStrB* | 4878 | | | | | | | | | | |
| **44** **Port Saunders** | SteelScSp | 103 | | | 1904 Akers Mek.Værks. Christiania | W.Reid | 93·5 \| 16·8 \| 10·3 | SJhnsNFL British | T.3Cy.11",18"&29"–21" | | | |
| *L.Andersen* –04 | (*Whaler*) | — | | | | | | | | | | |
| *See No. 42 above* | 1*Dk* | 18 | | | | | | | AkersMek.Værks.Xia. | | | |
| **45** **Plover** | IronTwinScSr | 216 | | | 1881 J.Reid&Co Port Glasgow | Liv.Assoc.forPro-tection of Commrcl Interss.as regards Wrecked and Damaged Property | 122·4 \| 22·5 \| 10·8 | Liverpool British | C.2Cy.25"&48"–27" | 98RHP | | |
| 73734 *W.Wilson* –04 | | 216 | | | | | | | Rankin&Blackmore, Grk. | | | |
| KPSL (*ex Fylde*) | | 59 | | | | | | | | | | |
| **46** **Ping On** | WoodScSr | 157 | | | 1902 Kwong Ki Sun HongKong | HungKong Steam BoatCo.Ld. | 133·1 \| 20·7 \| 7·4 | HongKong British | C.2Cy.13"&26"–18" | 28RHP | | |
| 116068 *A.Weatherhead* | | 133 | | | | | | | YuHingLoong,HongKong | | | |
| | 1*Dk* ‡*Shade dk* | 97 | | | | | | | | | | |
| **47** **Phiscardon** | IronScSr | 347 | ✠90A1 Cff *e* | 1873 | Schlesing'r | G.S.Patrikios fils | 166·6 \| 21·1 \| 11·8 | Cephlonia Greek | C.2Cy.19"&37"–24" | (*c*) 12 *n* 5 | | 1,05 |
| 133 *Patrikios* –05 *ss*Brs.3rd No.3–4,02 | | 288 | 1,05 | | 12mo | Davis&Co. Newcastle | Q70'B35'F24' drp04 len89 | | 85lb ND97 | 52NHP s 1 *n* 1 | | |
| HRCQ (*ex Microphone, ex Corinth*) 1*Dk(pt Irn)* | | 172 | ✠NB84 ✠NF[illegible] BS1,05 LMC8,07 | | | A&CP | *WB=D Ba 73'f 36'f 15 62t* | | ISB *2pf*,GS83,HS845 W.Kemp,Glasgow | | | |
| **48** **Phyllis** | IronScSr | *1492* | ✠90A1 Hpl *p* | *1876* | W.Gray&Co | F.O.Liljefors | 259·1 \| 33·0 \| 19·2 | Landskrna Swedish | C.2Cy.27"&55"–37" | (*s*) 20 *n* 7 | | ~~4,01~~ N3,05 |
| *A.Persson*03–05 *ss*Hpl.2nd No.3–1,97 | | *1215* | 8,02 | | 6mo | W.Hartlepool | Rederiaktieb "Phyllis"(F.O Liljefors) | | 95lb *80lb* ND[illegible] | 132NHP s 2 *n* 1½ | | |
| (*ex Hesleden*) *ss*Hpl.No.1–01 | | *914* | ~~B95 *fille* 709~~ ~~B88,02~~ | | | A&CP | | | 2SB,*4pf*,GS73,HS1844 | | | |
| *Well deck* 1*Dk(Irn)* 2*trB* | | | ✠LMC[illegible] 8,05 | | | | *WB=DBa 73'f 68' & Ea B36 27t* | | Blair&Co.Ld.Stockton | | | |
| **49** **Peiho** | SteelScSr | 779 | ✠100A1 HKg *i* | 1899 | Burmeister | Hamburg-Amer'n Packetf.Akt.Ges. (Ham.-Amr.Linie) | 188·4 \| 28·4 \| 9·8 | Hamburg German | T.3Cy.14½",23"&36"–24" (*s*) 150lb *90lb* | 12 *n* 0 87NHP s 7 *n* 9½ | | 12,08 |
| *W.Treumann*05–05 *ss*Sng.No.1–03 | | 730 | *Awng dk* | | 3mo | & Wain Copenhagen | | 16·8 | ISB,*3cf*,GS50,HS1725 | | | |
| QHJV (*ex Medan, ex Maha Vajiravudh*) | | 476 | *with freeboard* | | | A&CP | | FK 4*BHCem* | Burmeister&Wain,Cpn. | | | |
| *Elec.light* 1*Dk(Stl)* ‡*Awng dk(Teak)* | | | 12,04 | ✠LMC12,[illegible] | | | *WB=CellDBa 44' uE12'f67'147t FPT 22t APT 33t* | | | | | |
| **50** **Parat** | SteelScSr | 150 | | | 1905 Trndhjms Mek.Værks. Trondhjem | SalvageCo.of Trondhjem | 105·0 \| 18·7 \| 10·5 | Trondhjm Norwegian | C.2Cy.14½"&26"–16" | 22NHP | | |
| *C.Wold* –05 | (*Salvage*) | | | | | | | | A.L.ThuneMek Værks.Xia | | | |
| | 1*Dk* | | | | | | | | | | | |
| **51** **Peerless** | WoodScSp | 128 | | | 1901 W.Peck New Westminster,B.C. | WestminsterTowing&FishCo.Ld. | 92·0 \| 20·5 \| 9·5 | N.Wstmtr, B.C. British | T.3Cy.10",17"&28"–20" | 39RHP | | |
| 111963 | | 107 | | | | | | | McKie&Baxter,Glasgow | | | |
| | 1*Dk* | 89 | | | | | | | | | | |
| **52** **Pokanoket** | SteelTwinSc | 490 | | | 1894 ..... Philadelphia | StarLineS.S.Co. | 151·2 \| 29·0 \| 8·0 | S.John,NB British | C.4Cy10"&20"–14" | 16RHP | | |
| 116795 *C.J.Wasson* | | — | | | | | | | LewesRiver ImprovementCo.Brooklyn | | | |
| | 1*Dk* ‡2*Hurricane dks* | 332 | | | | | | | | | | |
| **53** **Powerful** | SteelScTug | ~~200~~ | ✠100A1 Psy | 1905 | J Fullerton & Co. Paisley | A.D.&M.Lussich | 105·0 \| 23·6 \| 12·3 105·1 | M.Video Uruguayan | C.2Cy.20½"&44"–30" (*s*) | 13 *n* 0 | | |
| | | *206* | *For Towing purposes* | | 3mo | | | BKC 5*BHCem* | 130lb 104NHP | | | |
| *Elec.light* | 1*Dk* (*Teak*) | 172 | 3,05 | | | | *WB=FPT 19t APT 20t* | | 1SB,*3pf*,GS53,HS1736 | | | |
| | | 28 | (*Class Contem. plated*) | *Lloyd's S&CP* | | | | | Ross&Duncan,Glasgow | | | |
| **54** **Presto** | SteelScSr | 1143 | ✠100A1 Sld *n* | 1905 | J.Crown& Sons,Ld. Sunderland | PeltonS.S.Co.Ltd. (R.S Gardiner& J.Reay, *Mgrs.*) | 228·4 \| 32·2 \| 14·2 P19'~~B48'~~ B48'F28' Q61' FK 4*BHCem* | Newcastle British | T.3Cy.17½",29"&47"–33" | 16 *n* 3 | | |
| 116852 *W.J.Fishenden* –05 | | 873 | 3,05 | | 3mo | | | | 160lb *90lb(s)* | 135NHP s 1 *n* 7 | | |
| HCGP *Well deck* 1*Dk(Irn)* ‡*deep framing* | | 699 | (*Class Contem. plated*) | | | | *WB=CellDBa 71'uE&B31'f 96'30t APT 18t* | | ISB,*3pf* GS61,HS2140 | | | |
| | | | ✠LMC[illegible] | *Lloyd's S&CP* | | | | | G.Clark,Ld.Sunderland | | | |
| **55** **Peshawur** | SteelTwinScSr | ~~7630~~ | | 1905 | Barclay, Curle&Co.Ld. Glasgow | P.&O.Stm.Nav.Co. | ~~479·7~~ \| ~~57·2~~ \| ~~32·6~~ P43'B98'F53' 479·5 \| 57·3 \| 32·7 | Glasgow British | T.6Cy.22½",37"&60½"–48" | 500NHP | | |
| 121223 *L.E.S Spicer* –05 | | 7634 | 7230 | | | | | | | | | |
| HCJN | 2*DksStrB* | 4885 | | | | | | | *WB* Barclay,Curle&Co.Ld.Gls. | | | |
| **56** **Putiki** | IronScSr | 422 | | | 1904 Seagor Bros Auckland,NZ | Wellington&Wanganui Stm.Packet Co.Ld. | 150·4 \| 25·1 \| 10·2 | Wellingtn British | C.2Cy.19"&38"–24" | 60RHP | | |
| 103088 | | 296 | | | | | | | Robertson&Co Wellington | | | |
| | 1*Dk* | 171 | | | | | | | | | | |
| **57** **Prometheus** | SteelSc Sr | 6600 | ✠100A1 Nwc *a* | 1903 | Palmers' Co.Ld. Newcastle | ~~Anglo-American Oil Co.Ld.~~ (J. ~~McDonald, Mgr.~~) Deutsch-Amerikanische Petroleum Ges. | 428·0 \| 54·7 \| 30·5 P202'F46' | ~~British~~ German | T.3Cy.28",46½"&77"–54" (*s*) 160lb *160lb* | 32 *n* 0 561NHP | | |
| *B Tholen*05–05 2*Dks* (*1 Stg Cpt Irn Cpt* | | 6448 | 4,05 | ✠LMC11,03 11mo | | | | FK 14*BHCem* | 4SB,*12cf*,GS265,HS9950 | | | |
| *Elec.light Mchy.Aft Stg.Cpt Irn Cpt* | | 5847 | *Carrying Petroleum in bulk* | | | | *WB=CellDBaE39'f 71'f 77'f 127t* | | Palmers S.B&E Co Ld Jarrow | | | |
| | | 4172 | (*Class Contem. plated*) | *Lloyd's S&CP* | | | | | | | | |
| **58** **Pioneer** | SteelPadSp | ~~230~~ | | 1905 | A.&J. Inglis Glasgow | D.MacBrayne | 160·0 \| 22·1 ~~11·2~~ Q15'B&F145' 8·3 | Glasgow British | C.2Cy.26"&38"–28" | 84RHP | BT Oil 4,06 | |
| 121220 *N.McTavish* –05 | | ~~C4[illegible]~~ | | | | | | | A.&J.Inglis,Glasgow | | | |
| | 1*Dk* | 65 | | | | | | | | | | |
| **59** **Purcell** | SteelPad | 125 | ✠ A — Lon | 1905 | Thames Iron Works S.B.&E Co.Ld London | London County Council | 129·6 \| 18·6 \| 6·9 | London British | C.D.2Cy.16"&31"–36" (*s*) | 7 *n* 0 | | |
| 130139 *J.H.Ayres* –05 | | 125 | *For River purposes only* | | 5mo | | | FK 3*BHAsp in E.&B.* | 115lb 40RHP | | | |
| *Elec.light* | 1*Dk* | 57 | 5,05 | | | | | | ISB,*2pf*,GS25,HS[illegible] | | | |
| | | | (*Class Contem. plated*) | | | | | | Thames Eng.Co Greenwich | | | |
| | | | ✠LMC5,[illegible] | | | | | | Irn Wks S.B.&E.Co.Ld.Lon. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck. / Net. | 5 6 7 Particulars of Classification. Character. / For Special Survey. / Date of last Survey. | Year Assigned / now expired. Equipment Letter. | 8 9 Built. When / By Whom / Where | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers in which classed, if not to L.R. Date on Tail shaft. Last recn. | 16 Date when tail shaft. Last recn. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 120705 HQMJ | Pacuare<br>*O.M.Lund* –05<br>*Elec.light*<br>*Ref. Mchy.* | SteelScSr<br>4*Dk* | 4000 / 3331 / 2484 | ✠100A1 Bel *x*<br>5,05<br>~~(Class Contem plated)~~ | | 1905 Workman, Clark & Co.Ltd Belfast | Elders & Fyffes (Shipping), Ltd. | ~~367·0~~ ~~46·6~~ ~~33·4~~<br>F43' 46·8 29·3<br>867·3 | Belfast<br>British | T.3Cy.27",44"&75"–48" (*s*) 32 ″ 6<br>190lb 577NHP *s* 7·3½<br>4SB,16*cf*,GS314,HS10800<br>Wrkman,Clark&Co.Ltd Bel | | | |
| 61 131926 HCLN | Princess Helena<br>*Elec.light* | SteelScSr<br>1*Dk* | ~~750~~<br>~~730~~<br>~~805~~<br>247 | | | 1905 Caledon S. B.&E.Co.Ltd. Dundee | M.Langlands& Sons | 210·0 31·2 14·5<br>P&B123'F55'<br>210·5 31·1 14·8 | Glasgow<br>British<br>*WB* | T.3Cy.17",28"&45"–33"<br>116NHP<br>Caledon SB.&E.Co.Ld.Dun | | | |
| 62 119711 HCPJ | Ploussa<br>*S.Wallace97–05* 1*Dk*(*Iron*)<br>*Elec.light* | SteelScSr<br>~~1*Dk*~~ | 987 / 714 / 517 | ✠100A1 Lth *n*<br>5,05<br>~~(Class Contem plated)~~ | | 1905 Ramage& Ferguson,Ld. Leith<br>5mo | T.Cowan | 218·3 33·1 14·2<br>Q77'B63'F45' | S'thampton<br>Leith<br>British<br>FK 4*BH Cem* | T.3Cy.18",30"&49"–33" (*s*) 15 ″ 0<br>170lb 155NHP *s* 1 ″ 2<br>2SB,8*cf*,GS93,HS2542<br>Ramage&Ferguson,Ld.Lth. | | | |
| 63 | Princesse Elisabeth<br>3*ScShafts*<br>3*Dks* | SteelScSr | | | | 1905 Soc.Anon. Jhn.Cockerill Hoboken | Belgian Government | 357·0 40·0 23·2<br>*WB* | Ostend<br>Belgian | 3 Steam Turbines<br>Parsons Marine Steam Turbine Co.Ld.Nwc. | | | |
| 64 130529 HCNK | Pruth<br>*H.W.Gaston05–05* 1*Dk*(*Stl*)<br>(*pt Iron&pt Stl*) *Spar framing* | SteelScSr | ~~4250~~ / 4408 / 3868 / 2367 | ✠100A1 Hpl *w*<br>*Spar dk*<br>5,05<br>~~(Class Contem plated)~~ | | 1905 W.Gray& Co.Ld. W Hartlepool<br>5mo | Mercantile S.S.Co, Ld.(Glover Bros. *Mgrs.*) | 360·3 50·2 17·7<br>P25'B102'F36' 25·6<br>*Lloyd's 1.4 CP* *WB=Cell D Ba125 ✠ E 238' f152' 1045t F1 T114t P1 117t* | London<br>British<br>FK 6*BH Cem* | T.3Cy.25",42"&70"–45" (*s*) 20 ″ 3<br>180lb *150lb* 348NHP *s* 5·8<br>2SB,8*cf*,GS136 HS5240<br>Cen.Mar.Eng.Wrks.W Hpl | | | |
| 65 130880 | Pioneer<br>*W.M.Johnston05–05*<br>1*Dk*(*Stl*) | SteelTwinSc<br>Ctr | 543 / 498 / 192 | ✠A1 PGl<br>*Dredger for River purposes*<br>*Hopper Dredger*<br>5,05<br>~~(Class Contem plated)~~ | *Lloyd's 1.4 CP* | 1905 Ferguson Bros. Pt.Glasgow<br>5mo | Agent General for the State of Victoria | 170·0 ~~37·0~~ ~~0·5~~<br>F24' 37·1 9·2<br>*Water tube boilers* | London<br>British<br>FK 4*BH Cem* | T.6Cy.10",15½"&26"–16" (*s*) 9 ″ 6<br>200lb&160lb 68RHP *s* 3 ″ 6½<br>2B,GS66,HS1930<br>Ferguson Bros. Pt.Glasgow | | | |
| 66 | Potosi<br>*Elec.light* | SteelScSr | 4300 / 3850 / 2650 | 100A1<br>(*Class Contem plated*) | | 1905 W.Pickersgill&Sons Sunderland | Rankin, Gilmour & Co. | 381·0 49·0 25·7 | Liverpool<br>British | T.3Cy.26",43"&72"–48"<br>G.Clark,Ld.Sunderland | | | |
| 67 | Prince Léopold | SteelScSr | 275 | 100A1<br>(*Class Contem plated*) | | 1905 Mackay Bros. Alloa | J.&R.Grant | 135·1 23·6 11·9<br>P14'Q66'F21' | | T.3Cy.13",22"&36"–24"<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6<br>8 ″ 10 | | |
| 68 | Provencal 15<br>1*Dk* | SteelSc | 50 | 100A1<br>*For Towing purposes*<br>(*Class Contem plated*) | | 1905 P.Mc-Gregor & Sons Kirkintilloch | M.Venture | 67·5 16·5 8·3 | Marseilles<br>French | C.2Cy.15"&30"–21"<br>J.Ritchie,Glasgow | | | |
| 69 | Port Caroline<br>*Elec.light* | SteelScSr | 3832 | 100A1<br>(*Class Contem plated*) | | 1905 Hawthorn, Leslie&Co.Ld Newcastle | W.Milburn&Co. | 380·6 49·0 25·7 | London<br>British | T.3Cy.27",45"&74"–48"<br>N.E.MarineEng.CoLdNwc | | | |
| * 70 | Peter Melnikoff<br>*Skujen05–05*<br>(*ex Alice, ex Ours*) | IronScSr<br>ssStn.2nd No.3–1.01<br>1*Dk&Spar dk3trB* | 1154 / 1145 / 717 | ✠90A1 P.Gl *n*<br>*Spar dk*<br>4,05<br>~~NB7,88 BS4,04 MS4,05 LMG~~ | | 1875 R.Thompson jr. Sunderland | ~~Dansk Russiske Dampskib. Selsk. (P.Meyer, Mgr.)~~<br>Northern SS Co Ld | 223·4 30·1 17·0<br>23·8<br>*WB=D Ba 57f'29'120t* | S.Petrsbrg<br>Russian<br>BKS 4*BH Cem* | C.2Cy.27"&50"–33" (*r*) 17 ″ 9<br>80lb *70lb* NDB98 115NHP *s* 5·11½<br>2SB,*4pf*,GS66,HS1974<br>G.Clark,Sunderland | | | 4,08 |
| 71 | Puruni | SteelTwinSc | 213 | A1<br>*For British Guiana & its Rivers*<br>(*Class Contem plated*) | | 1905 [illegible] Ltd Newcastle | Epresons,Ld. | 110·6 24·6 8·6<br>B21'F25' | London<br>British | T.3Cy.[illegible]&25"–18"<br>A.G.Mumford,Ld.Colchstr | | | |
| 72 | Prince Charles<br>*T.Smith05–05* | SteelScSr | 373 / 274 / 161 | 100A1<br>(*Class Contem plated*) | | 1905 Mackay Bros. Alloa | Anglo Belja Co. | 135·0 23·6 11·9<br>P14'Q66'F21' | London<br>British | T.3Cy.13",22"&36"–24"<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6<br>8 ″ 10 | | |
| 73 | Pepys | SteelPad | 120 / 120 / 57 | A–<br>*For River purposes only*<br>(*Class Contem plated*) | | 1905 G.Rennie &Co Greenwich | London County Council | 131·0 18·0 6·8 | London<br>British | C.D.2Cy.16"&31"–36" | | | |
| 74 | Parklands | SteelScSr | 2870 | 100A1<br>(*Class Contem plated*) | | 1905 Irvine's SB. & D.D.Co.Ld. W Hartlepool | R.Hardy&Co. | | W.Hartlpl<br>British | T.3Cy.23½",39"&64"–42"<br>Scott's S.B.&E.Co.Ld.Jrk.<br>Blair&Co.Ld.Stockton | | | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia des cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Mesure en tonneaux de la Douane. Net. Port. Rof. | 16 Date de la dernière visite de l'hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 ~~Quintana~~ Roo<br>~~Quintana~~<br>~~Liverpool~~<br>NKVT | *Re-named "Longwood," See No. 47 in Supplement.*<br>SteelScSr<br>~~ss~~Lth.No.2–02<br>(ex Longwood, ex Metal)<br>*Well deck A.Currie03–08* | | 611<br>440<br>294 | ✠100A1<br>~~3,03~~6,04<br>~~MS 3.09 B~~ ~~(T.M.C.~~<br>✠L M C6,04 | Hul<br>NYk | i 1894<br>7mo | Cumming & Elvis Inverkeithing<br>*Lloyd's SA&CP* | LongwoodS.S.Co. Ld.(W.S.Allan& Co.)<br>*WB = DBa* | 180·0 27·6 11·4<br>P13'Q75'B16'F23'<br>37'60t *Cell DB f* | Glasgow British<br>~~Glasgow~~<br>~~British~~<br>BK7½<br>*4 B II Cem*<br>109t *A P T* 20t | T.3Cy.15",25"&40"-27" (s)<br>~~180lb~~ *80lb*<br>1SB.*3pf*,GS57,HS<br>Mair&Houston,Glasgow | 13 ″ 6<br>~~NHP~~ 11 | 1,03 |
| 2 Queenie<br>*Moby Aft* | SteelSc3MstSr | | 352<br>230<br>93 | 100A1<br>(*Class Contem plated*) | | 1905 | R.William-son&Son Workington | A.H.Keep,Ld. | 135·9 24·0 9·8<br>Q77'B9'F20' | London British | C.2Cy.18"&36"-24"<br>Ross&Duncan,Glasgow | 10″9<br>s ″ 7 | | |
| 3 Quinta<br>*F.Frahm01–04*<br>LMVS | SteelScSr<br>1 *Dk&Spar dk* | | 1634<br>1434<br>987 | | | 1904 | Schiffsw. v. Henry Koch Lübeck | Flensburger Dampfschiffahrts Ges.v.1869 | 265·0 37·8 18·3<br>P30'B75'F38' | Flensburg German | T.3Cy.20½",33½"&53¼"-33½"<br>165NHP<br>*WB* J.F.Ahrens,Altona | | | |
| 4 Quarrydene<br>193528<br>HCNG | SteelScSr<br>*J.T.Wilkinson80–05*<br>1 ~~dk~~(*pt Lrns&pt Sh*)&deep *framing* | | 2890<br>~~2743~~ 2883<br>~~1830~~ 2722<br>1822 | ✠100A1<br>5,05<br>(~~*Class Contem plated*~~)<br>✠L M C5,05 | Sld | v 1905<br>5mo | Bartram& Sons Sunderland | London&Northern S.S.Co.Ld.(Pyman Bros.Ld.*Mgrs.*) | 331·0 48·0 21·5<br>P29'B190'F37'<br>*Cell DBa* 108'*u E&B* 52'*f* 124'871t *FPT* 53t *APT* 16t | London British<br>FK 6 *B II Cem* | T.3Cy.23½",39"&64"-42" (s)<br>~~180lb~~ *100lb* 291NHP<br>2SB,*4rf*,GS105,HS1530<br>Blair&Co.Ld.Stockton | 24 ″ 0<br>s ″ 4½ | |
| 5 Queda<br>121928<br>HCPL | SteelSc<br>*R.H.Cooper –05*<br>*Turret deck Elec.light* | | ~~7690~~ 7703<br>~~6508~~ 6508<br>1 *Dk 2 trB* ~~4940~~ 4944 | | | 1905 | W.Doxford &Sons,Ld. Sunderland | BritishIndiaStm. Nav.Co.Ld. | 455·2 58·1 30·2<br>P26'F29' | Glasgow British | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>*WB* W.Doxford&Sons,Ld.Sld. | | | |
| 6 Querimba<br>*Elec.light Turret deck* | SteelSc<br>1 *Dk* | | 7690<br>6511<br>4940 | | | 1905 | W.Doxford &Sons,Ld. Sunderland | BritishIndiaStm. Nav.Co.Ld. | 455·3 58·2 30·2<br>P26'F29' | Glasgow British | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>*WB* W.Doxford&Sons,Ld.Sld. | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Official Number Column. | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Register Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. + for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now assigned. Requirement Letter. | When. Ship. Engines. | Built. By Whom. Where. | Owners. | Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registers in which classed. If not in L. R. Yacht R. of Thames Cert. | Date when last classed. |
| 1 | Rudolf Retzlaff<br>*A. Mayhauer* 01-01<br>RMGF (ex August Leonhardt, *Well deck* ex Iron Prince) | Iron Sc Sr<br>1 *Dk (Irn) 2 tr B*<br>Stn. No 3 10,04 | 1337<br>1025<br>838 | ✝100A1<br>~~,05~~ 3,03<br>~~Mc05~~ ✝LMC10,01<br>~~3,05~~ MC ✝LBS,05 | Lth<br>Stn | *o* | 1883<br>9mo<br>*Lloyd's* | C.S.Swan&Hunter<br>Newcastle<br>*A&CP* | E.R.Retzlaff | 245·0 34·1 16·0<br>Q81 B112 F27'<br>~~shipd~~ BK8½'<br>*WB = DB a* 69' *f* 49' 220 *t* | | | Stettin<br>German | C.2Cy.29"&56"–36"<br>90lb *80lb* NDB98 155 NHP<br>1SB,*4pf*,GS74,HS2575<br>N.E.Marine Eng.Co Ld Nwc | (*a*) 18 " 6<br>s 1 " 5 | | 9~~12~~<br>N10,04 |
| 2 | Ravn<br>*N. Möl'e* 03-04<br>MBTH *Elec.light* | Steel S. Sr<br>1 *Dk (Stl) 3 deep framing*<br>*& Shelter dk (Stl)* | 802<br>648<br>296 | ✝100A1<br>*Shelter dk*<br>*with freeboard*<br>6,04<br>✝LMC6,04 | Mdb | *m* | 1904<br>6mo<br>*Lloyd's* | Fevigs (Aktiesels. Jernskibsbyg Fevig)<br>Barnstad)<br>*A&CP* | Aktiesels Ravn Brug (Ravn) | 200·5 32·0 14·6<br>*WB = Cell D Ba* 38' *f* 79' 175 *t* | | | Christiania<br>Norwegian<br>FK | T.3Cy.15",26"&42"–30"<br>180lb *160lb* 99 NHP<br>1SB 3*cf*,G ,HS1446<br>Westgarth& Co.Ld.Mdb. | (*r*) 15 " 6<br>s 1 " 2½ | | |
| 3 | Ruperra<br>*J. Pengelly* 78-04<br>VRPG *Elec.light* | Steel Sc Sr<br>1 *Dk (pt Irn & pt Stl) 2 tr B & Webframes* | 4232<br>3720 11,04 ~~6,04~~<br>2693 | ✝100A1<br>✝LMC6,04 | Sld<br>Bry | *w* | 1904<br>6mo<br>*Lloyd's* | Short Bros. Ld.<br>Sunderland<br>*A&CP* | New Ruperra Stm. Shpg.Co.Ld. (J. Cory&Sons,Ld.)<br>*WB = Cell D Ba* 110' *uE* 25' *f* 140' 931 *t* | 345·4 51·1 24·9<br>P32' B192' F6'<br>6 *BH Cem*<br>*FPT* 92 *APT* 151 *t* | | | Cardiff<br>British | T.3Cy.25",42"&68"–45"<br>180lb *90lb* 3 NHP<br>2SB,*6cf*,GS136,HS1983<br>J.Dickinson&Sons,Ld.Sld. | (*s*) 27 " 7<br>s 4 " 6 | | |
| 4 | Research<br>*J. Falconer* -04<br>119663 | Steel Sc K<br>1 *Dk* | 89<br>82<br>21 | ✝100A1<br>*For fishing purposes*<br>5,04<br>✝LMC5,04 | Abn | *p* | 1904<br>5mo<br>*Lloyd's* | J.Duthie<br>Torry, N.B.<br>*A&CP* | J.Falconer&S | 81·5 18·1 8·8<br>BK7' 3 *BH Cem* | | | Banff<br>British | C.2Cy.11¼"&25"–16"<br>140lb 30 RHP<br>1SB,*2pf*,GS25,HS352<br>W.V.V.Lidgerwood,Gls. | (*s*) 9 " 6 | | |
| 5 | Richard<br>*T.R.Keene* -04<br>WDRK *Elec.light* | Steel Sc Sr<br>1 *Dk (Stl) & deep framing* | ~~1771~~<br>1767<br>1601<br>1129 | ✝100A1<br>8,04<br>*(Class Contem. plated)*<br>✝LMC8,04 | Stk | *r* | 1904<br>8mo<br>*Lloyd's* | Craig, Taylor&Co. Ltd.<br>Stockton<br>*A&CP* | ~~Van Vessletoyn &~~ Co Ltd (Van Yss & Gls) | ~~280·6~~ 38·2 18·2<br>P26' B72' F28'<br>230·5<br>FK 1 *BH p Cem*<br>*pt Asp*<br>*WB = Cell D Ba* 90' *uE* 16' *f* 116' 406 *t FPT* 79 *t APT* 87 *t* | | | London<br>British | T.3Cy.19",31"&51"–33"<br>180lb *90lb* 167 NHP<br>2SB,*4pf*,GS71,HS2654<br>N.E.Marine Eng.Co Ld.Sld. | (*s*) 20 " 7<br>s 3 " 2 | | 1,05 |
| 6 | Resolute<br>119603 | Steel Sc K<br>1 *Dk* | 99<br>~~85~~<br>19 | ✝100A1<br>*For fishing purposes*<br>5,04<br>✝LMC5,04 | Shl | | 1904<br>3mo<br>*Lloyd's* | Smith's Dock Co.Ld.<br>North Shields<br>*A&CP* | W.H Leask | 85·0 18·5 8·3<br>BK6' 3 *BH Cem*<br>*WB = FPT* 4 *t* | | | Peterhead<br>British | C.2Cy.12"&25"–16"<br>125lb 27 RHP<br>1SB,*2pf*,GS29,HS753<br>W.V.V.Lidgerwood,Gls. | (*s*) 9 " 0 | | |
| 7 | Ryeto Maru<br>8919<br>JRFN (ex Benlawers) | Steel Sc Sr<br>s Nag.No.3– ,99<br>s Ltn.No.1–05<br>2 *Eks (Irn–Uws) 2 tr B* | 2521<br>2132<br>1553 | ✝100A1<br>3,04<br>✝LMC5,04 | Kob | *l* | 1883<br>11mo<br>*Lloyd's* | Barclay, Curle&Co.Ld<br>Glasgow<br>*A&CP* | Oiye Shichihei | 319·7 38·0 25·3<br>P37' B54' F36'<br>BK10' 6 *BH Cem*<br>*WB = DB u E & f* 66' 180 *t* | | | Kobe<br>Japanese | T.3Cy.24",40"&61"–45"<br>160lb *100lb* NDB99 264 NHP<br>2DB,*3cf*,GS129,HS4154<br>Barclay,Curle&Co.Ld.Gls. | (*o*) 26 " 5<br>s 5 " 0½ | | 5,04 |
| 8 | Rescue<br>111335<br>WHJO *Elec.light* | Steel S. Sr<br>1 *Dk (Teak)* | 357<br>308<br>102 | ✝100A1<br>*For Salvage &*<br>*Towing purposes*<br>6,04 ✝LMC6,04 | Shl | *g* | 1904<br>6mo<br>*Lloyd's* | J.P.Rennoldson&Sns.<br>South Shields<br>*A&CP* | M.H.Bland&Co.Ld | 150·0 26·2 12·8<br>BK7' 4 *BH Cem*<br>*WB = FPT* 12 *t APT* 10 *t* | | | Gibraltar<br>British | C.2Cy.23½"&49"–33"<br>150lb 143 NHP<br>1SB,*4pf*,GS71,HS2514<br>J.P.Rennoldsn&Sns.S.Shl. | (*a*) 14 " 0<br>s 1 " 11 | | |
| 9 | Roto<br>118080 *C.Mapleson* -04 | Iron Sc K<br>1 *Dk* | ~~132~~<br>~~110~~<br>159<br>59 | ✝100A1<br>*Stm Trawler*<br>8,04<br>*(Class Contem. plated)*<br>✝LMC5,04 | Hul | | 1904<br>8mo | Cook, Welton&Gemmell<br>Beverley<br>*Lloyd's A&CP* | G.F.Sleight | 105·0 ~~21·0~~ 11·0<br>Q46' F18' 21·1<br>BK7½' 4 *BH Cem* | | | Grimsby<br>British | T.3Cy.11½",19½"&32"–23"<br>180lb 55 RHP<br>1SB,*2cf*,GS29,HS950<br>C.D.Holmes&Co.Hull | (*s*) 11 " 10 | | |
| 10 | Renovo<br>118993 *C.Mumby* -04 | Iron Sc K<br>1 *Dk* | ~~177~~<br>170<br>159<br>59 | ✝100A1<br>*Stm Trawler*<br>9,04<br>*(Class Contem. plated)*<br>✝LMC9,04 | Hul | | 1904<br>9mo | Cook, Welton&Gemmell<br>~~Hull~~ Beverley<br>*Lloyd's A&CP* | G.F.Sleight | 105·0 21·1 11·0<br>Q46' F18'<br>BK7½' 4 *BH Cem* | | | Grimsby<br>British | T.3Cy.11½",19½"&32"–23"<br>180lb 55 RHP<br>1SB,*2cf*,GS29,HS950<br>C.D.Holmes&Co.Hull | (*s*) 11 " 10 | | |
| 11 | Rugbeian<br>88277 *R.James* 96-04<br>HBDN *Spar dk (Stl) 2 tr B & deep framing* | Steel Sc Sr<br>~~4042~~<br>~~3 dks~~<br>~~1 Dk~~ 3821<br>2650 | ~~3951~~<br>~~3 dks~~<br>~~2580~~ 1,05 ~~3,04~~<br>*(Class Contem. plated)*<br>✝LMC8,01 | ✝100A1<br>*Spar dk with freeboard*<br>Cff | Nwc | *w* | 1904<br>9mo<br>*Lloyd's* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*A&CP* | J.Mathias&Sons | 345·0 48·0 ~~27·6~~<br>P26' B90' ~~P37~~ 27·5<br>F30'<br>FK 6 *BH Cem*<br>*WB = Cell D Ba* 116' *u E & f* 140' *f* 144' 802 *t APT* 88 *t* | | | Aberstwth<br>British | T.3Cy.24½",40"&67–45"<br>180lb *80lb* 322 NHP<br>2SB,*6cf*,GS105,HS1904<br>Richardsons,Westgarth& Co.Ld.Hpl. | (*s*) 23 " 2<br>s 6 " 2½ | | |
| 12 | Rocliffe<br>119902 *A.Stableford* 01-04<br>*2 tr B deep framing 3 Dk Rule* | Steel Sc Sr<br>1 *Dk (pt Irn & pt Stl)* | 3073<br>2903<br>1580 | ✝100A1<br>~~3,05~~ 3,05 Nwc<br>*(Class Contem. plated)*<br>✝LMC8,04 | Shl | *u* | 1904<br>8mo<br>*Lloyd's* | J.Readhead&Sons<br>South Shields<br>*A&CP* | ~~Cliffe S.S.Co.Ld.~~<br>~~G. T. Readhead &Co.,Mgrs.)~~ | 323·0 47·1 23·8<br>P31' B92' F32'<br>FK 5 *BH Cem*<br>*WB = Cell D Ba* 104' *u E* 20' *f* 134' 702 *t APT* 72 *t* | | | S.Shields<br>British | T.3Cy.24",40"&65"–42" (*r*) 25 " 0<br>160lb *80lb* 291 NHP<br>2SB,*6cf*,GS90,HS1635<br>J.Readhead&Sons,S.Shl. | s 4 " 3 | | |
| 13 | Rousslane<br>*Worobieff* -04<br>*Elec.light* 1 *Dk (Stl) & Spar dk & Webfrms* | Steel Sc Sr<br>1 *Dk (Stl) & Spar dk & Webfrms* | 1603<br>1449<br>1061 | ✝100A1<br>*Spar dk with f'ree board*<br>12,04 ✝LMC12,04<br>*(Class Contem. plated)* | Ant | *r* | 1904<br>12mo | Soc. Anon. Jhn.Cockerill Hoboken | Soc Russed'Assurance et de Transprt | ~~2662·0~~ 36·0 ~~1[illegible]~~<br>~~2[illegible]~~ P55' B66 F50'<br>265·0 FK 13·8 21·2<br>*WB = Cell D Ba* 63' *u E & f* 80' *f* 90' 325 *t* | | | Odessa<br>Russian | T3Cy.22 7/16",35 13/16"&57½"–~~13½~~"<br>170lb (*s*) 278 NHP<br>3SB,*9cf*,GS159,HS1962<br>Soc An.J.Cockerill,Seraing | 16 " 0<br>s 5 " 10½ | | |
| 14 | Pequin<br>*1 Dk* | Steel Sc Sr<br>9 | 519<br>512 | | | | 1904 | Chnt& Atel de Provence Port de Bouc | Soc.des Grands Travaux de Marseille | 172·3 28·9 10·8 | | | Marseilles<br>French | C.2Cy.22"&41"–21½"<br>65 NHP<br>Ch.&Atel.de Provence,Msl. | | | |
| 15 | Russland<br>*F. Oestmann* 03-04<br>PBJM (ex Europa) | Iron Sc Sr<br>1 *Dk & Awng dk* | 680<br>657<br>415 | | | | 1883 | G.Howaldt<br>Kiel | Dampfsch.Ges. Argo | 175·3 25·2 18·7<br>H45' | | | Bremen<br>German | C.2Cy 23"&37½"–27"<br>NB01 61 NHP<br>*WB* Gebr.Howaldt,Kiel | | G | |
| 16 | Roos<br>118447 | Steel Sc Sr<br>(*Tug*)<br>1 *Dk (Stl)* | ~~120~~<br>142<br>127<br>12 | ✝A1<br>*Tug for River purposes*<br>9,04<br>*(Class Contem. plated)*<br>✝LMC9,04 | Psy | | 1904<br>9mo<br>*Lloyd's* | Dow, Mc Lachlan&Co. Ld. Paisley<br>*A&CP* | Liebig's Extract of Meat Co. Ld. | ~~100·0~~ ~~19·0~~ 9·9<br>190·8 19·3 | | | London<br>~~British~~<br>FK 4 *BII Cem*<br>Buenos Ayres<br>Argentine | C.2Cy.16"&32"–21"<br>120lb 42 RHP<br>1SB,*2cf*,GS43,HS1272<br>Bow,McLachln&Co.Ld.Psy | (*s*) 10 " 6 | | |
| 17 | Rags<br>*A.G.Jordan* 04-04<br>MOBD 1 *Dk (Stl) 2 tr B & deep framing 3 Dk Rule* | Steel Sc Sr | ~~3600~~<br>3524<br>~~3352~~<br>2297 | ✝100A1<br>~~11,04~~ 3,05 Cff<br>*(Class Contem. plated)*<br>✝LMC11,04 | Hpl | *v* | 1904<br>11mo<br>*Lloyd's* | W.Gray& &Co.Ld. W Hartlepool<br>*A&CP* | ~~J.Christensen~~<br>Aktieselsk. Rags (J.Christensen) | 340·0 48·0 24·8<br>P25' B86' F32'<br>FK 6 *BH Cem*<br>*WB = Cell D Ba & u E* 133' *f* 146' 892 *t APT* 80 *t* | | | Bergen<br>Norwegian | T.3Cy.24½",40"&65"–42" (*s*) 27 " 4<br>180lb *80lb* 291 NHP<br>2SB,*6cf*,GS107,HS1404<br>Cen.Mar.Eng.Wrks W Hpl. | s 5 " 3½ | | |

| 1 Numéro d'Ordre. Numéro officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel-L. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. Quand. Navire. Machine. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NPP = Force en chevaux d'après les formules de la Société. RIP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. | 15 Date de la dernière visite de l'arbre porte-hélice. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 Richmond 1904 HDPG | SteelScSr F.T. Nicoll -04 Elec.light | 1 Dk(pt Irn,&pt Stl) & deep framing | ~~3100~~ 3214 2931 2059 | ✠100A1 11,04 (Class Cont'm. plated) ✠LMC11,04 | Gls | v | 1904 11mo | Napier& Miller,Ld. Glasgow Lloyd's SA&CP | Watts,Watts&Co. | 331·0\|50·2\|21·9 P26' B98' F34' WB = Cell D Ba 96' uE ~~B~~ 40' f 148' 962 t PT 95 t APT 168 t | London British (Watts,Watts&Co,Mgrs) FK 5 BHCem | T.3Cy.24″,40″&66″–45″ (r) 180lb 180lb 320 NHP 2SB,6rf,GS126,HS4972 D.Rowan&Co.Glasgow | 24 ″ 6 s 4 ″ 3 | | |
| 19 Rio Xapury R.Baker -04 Elec.light | SteelSc Sr 1 Dk(Teak)& Dk(Teak) | Promenade LL | ~~170~~ 84 95 | ✠ A1 PGl 140 For River purposes only 10,04 (Class Cont'm. plated) ✠LMC11,04 | | | 1904 10mo | Murdoch & Murray Port Glasgow Lloyd's SA&CP | Braga,Sobrinho &Co. | ~~110·0\|23·0\|5·5~~ P11' 23·1' D 8' 110·4 F13' FK 5 BHCem | Para Brazilian | C.2Cy.12″&24″–18″ (s) 120lb 34 NHP 1SB,2pf,GS32,HS740 White&Hemphill,Grk. | 6 ″ 0 | | |
| 20 Reliance 118930 J.W.Little -04 | SteelScK 1 Dk | | ~~220~~ 203 189 83 | ✠100A1 Hul Stm Trawler 11,04 (Class Cont'm. plated) ✠LMC11,04 | | | 1904 11mo | Cochrane& Sons Selby Lloyd's SA&CP | E.C.Grant | 115·0\|~~21·5~~\|~~11·5~~ Q60' F20' 21·6\|11·3 BK 7½″ 4 BHCem | Grimsby British | T.3Cy.11½″,20″&33″–24″ 180lb (s) 58 RHP 1SB,2cf,GS30,HS1000 C.D.Holmes&Co.Hull | 12 ″ 4 | | |
| 21 Reliance 119233 J.Wardley -04 | WoodScSr 1 Dk | | 158 110 86 | | | | 1904 | J.E. Heron Pt Esperance Tasmania | H.J.Condon | 112·1\|24·0\| 8·0 | Hobart T'n British | C.2Cy.14″&28″–20″ 32 RHP Ross&Duncan,Glasgow | | | |
| 22 Rosa 112468 S.R.Lingthorp -04 | SteelScK 1 Dk | | ~~240~~ 242 ~~230~~ 218 ~~70~~ 76 | ✠100A1 Nwc Stm Trawler 12,04 ✠LMC12,04 (Class Cont'm. plated) | | | 1904 12mo | Smith's Dock Co.Ld. North Shields Lloyd's SA&CP | Southern Steam Trawling Co.Ld. | ~~125·0\|22·0\|11·8~~ 125·5' Q49' 12·0 BK 7½″ | Milfrd Hvn British 3 BHCem | T.3Cy.12″,21″&34″–24″ (r) 180lb 58 RHP 1SB,3pf,GS49,HS1408 W.V.V.Lidgerwood,Gls. | 12 ″ 10 | | |
| 23 Rosemount 119902 H.M.A. 195-05 HBAW Spar d's(Stl)2trB,]deep framing | SteelScSr | | ~~3044~~ 2836 1979 | ✠100A1 Nwc u Stm Tk with freebrd ~~1850~~ 5,05 ~~1,05~~ Bry (Class Cont'm. plated) ✠LMC1,05 | | | 1905 1mo | Ntlnablnd S.B.Co.Ld. Newcastle Lloyd's SA&CP | Seville&U.Kingdom Carrying Co Ld (J.Cory&Sons,Ld, Mgrs.) | 325·0\|18·0\|~~21·8~~ P26' B168' ~~F34'~~ F31' FK 12·9 21·8 5 BHCem WB = Cell D Ba ~~5~~ uE 128' f 146' 714 t APT 168 t | Cardiff British Co Ld.Sld. | T.3Cy.23½″,39″&64″–42″ (s) 160lb 80lb 276 NHP 2SB,6cf,GS104,HS1360 Richardsons,Westgarth& | 16 ″ 3 s 3 ″ 0½ | 5,05 | |
| 24 Rhenania | SteelScSr 2 Dks | | | | | | 1904 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. Packetf.Act.Ges, (Ham.-Amer.Linie) | | Hamburg German | Q.4Cy.24″,34½″,5~~6~~⅝″&7~~7~~⅞″– 53½″ 387 NHP WB Bremer "Vulkan," Vegesack | | | G |
| 25 Rotterdam PRNC | IronSc (Tug) 1 Dk | H.de Meyer 04–04 | 97 98 — | | | | 1870 | J.& K.Smit Kinderdijk | J.,Sm t& Co's. Sleepdienst.Ld. (Smit,Bels&Boon, Mgrs.) | 98·4\|17·1\|10·2 | Rottrdam Dutch | T.3Cy.,11¼″,17⅜″&28″–20″ 147lb HS230 44 NHP Diepeveen,Lels x Smit | | | |
| 26 Rus A.Paswick -04 Elec.light | SteelTwinSc (Tug&Salvage ste mer) (ex Roland) | 1 Dk2trB | 611 531 117 | | | | 190~~4~~ | Schömer& Jensen Tönning | Northern S Co.Ld. (P.Mörch,Mgr.) | 168·5\|30·0\|16·5 B20' | Libau Russian | T.6Cy.15¾″,26″&41½″–25½″ 171 NHP WB Schömer&Jensen,Tönning | | | G |
| 27 Rubislaw 118139 G.Milne -04 | SteelSc Sr G.Milne 89–05 Well deck | 1 Dk(Stl,)deep framing | ~~1620~~ 1018 720 407 | ✠100A1 Abn 1,05 (Class Cont'm. plated) ✠LMC1,05 | | n | ~~1904~~ 1905 1mo | Hall,Russell&Co.Ld. Aberdeen Lloyd's SA&CP | Granite City S.S. Co.Ld. WB = Cell D Ba 54' uE 19' f 91' 241 t FPT 14 t APT 48 t | 220·2\|32·2\|14·8 ~~Q77'~~ B67' ~~F36'~~ Q76' F47' BK 8″ | Aberdeen British 4 BHCem 2SB,6cf,GS103,HS3166 | T.3Cy.18½″,31″&51½″–36″ 180lb 100lb(r) 190 NHP Hall,Russell&Co.Ld.Abn. | 15 ″ 7 s 1 ″ 3 | | |
| 28 Rudi (ex Kopernikus,ex Elve) | IronScSr 1 Dk2trB | | 415 351 243 | | | | 1885 | G.Howaldt Kiel | J.Bauer | 160·8\|24·0\|11·4 | Itajahy Brazilian | C.2Cy.18″&34″–24″ NB 93 47 NHP WB Gebr.Howaldt,Kiel | | | G V |
| 29 Reliance 113851 W.C.Candlish -05 HCPL | SteelScSr 1 Dk(Stl)2trB & deep framing | | ~~3686~~ ~~3488~~ 3338 2362 | ✠100A1 Nwc 3,05 (Class Cont'm. plated) ✠LMC3,05 | | w | 1905 3mo | R.Stephenson&Co.Ld. Newcastle Lloyd's SA&CP | MacIntyre Bros. WB = Cell D Ba 98' uE ~~5~~ 154' f 152' 911 t FPT 61 t APT 188 t | ~~240·0\|50·0\|23·5~~ ~~P35' B164' F26'~~ 343·3\|50·1 P23' B165' F23' FK 6 BHCem | Newcastle British | T.3Cy.25″,42″&68″–45″ (s) 180lb 100lb 335 NHP 2SB,6cf,GS126,HS5150 Blair&Co.Ld.Stockton | 26 ″ 3 s 4 ″ 4½ | | |
| 30 Regina | SteelScSr 1 Dk | | 1200 1070 | | | | 1904 | Workman, Clark&Co.Ld Belfast | R.Truffin&Co. | 247·5\|36·7\|14·2 Q69' B13' F25' | Havana Cuban | T.3Cy.17″,28″&46″–30″ 116 NHP WB Wrkman,Clark&Co.Ld Bel | | | |
| 31 Romania | SteamSc | | 2500 | | | | 1904 | Atel.& Chant.Loire St.Nazaire | Roumanian State Railways | | Constanta Roumanian | | | | |
| 32 Baker 113639 J.Moon -05 | SteelPad (Tug) 1 Dk | Sp | ~~150~~ 119 118 5 | | | | 1904 | J.P.Rennoldson&Sns South Shields | ~~W.France,Fenwick &Co.Ld.~~ J.E.Dawson | 95·0\|19·0\|10·0 | Sunderland British | L.2Cy.28″–50″ 70 RHP J.P.Rennoldsn&Sns,S.Shl. | | | |
| * 33 Reptonian Hone 1 RCUK (ex Warfield) | SteelScSr D.Jones -03 Spar dk Stl)2trB & deep framing | gs Bry.No.1 -04 | 3242 3038 2930 | ✠100A1 Cff Spar dk with freeboard 9,04 BSo,03 MS10,03 ✠LMC | | v | 1899 4mo | W.Hamilton&Co. Pt.Glasgow Lloyd's SA&CP | J.Mathias&Sons WB = Cell D Ba ~~5~~ uE 114' f 144' 727 t APT 77 t | 330·1\|45·5\|16·2 P31' B118' F39' 23·8 FK 6 BHCem | London British | T.4Cy.24″,40″&65″–42″ (r) 180lb 90lb 301 NHP 2SB,6rf,GS141,HS4691 D.Rowan&Co.Glasgow | 18 ″ 6 s 4 ″ 7 | 9,04 | |
| 34 Rio Grande | SteelTwinSc 2 Dks | Elec.light | 3580 | | | | 1904 | J.C.Teckenborg A.G. Geestemünde | Hamburg-Süd-Amerik Dampfschifffahrts Ges. | 361·2\|46·7\|26·2 | Hamburg German | T.6Cy.22½″,38½″&65½″–48″ WB J.C.Teckenborg A.G.Gst. | G60 NHP | | |
| 35 Roma | SteelScSr 1 Dk | | | | | | 1904 | Schpw. v. Jan Smit,Czn. Alblasserdm | S.S.Co.Mercur (C.P.Jensen) | 250·0\|37·6\|18·8 P14' Q76' B108' F28' | Copnhagn Danish | T.3Cy.20½″,33″&51″–36″ 175 NHP WB Maats.de Schelde,Flushing | | | |
| 36 Robin | SteelSc 1 Dk(Irn) | | | ✠ A– Lon Tug for river purposes 11,04 ✠LMC 2,04 | | | 1904 11mo | G.Rennie& Co. Greenwich | General Stm.Nav. Co.Ld. | | London British BK 4″ 3 BHAsp | C.2Cy.12″&24″–16″ (s) 130lb 1SB 2pf,GS28,HS600 A.G.Mumford Colchester | 7 ″ 0 | | |
| 37 Renown J.Foreman -04 | SteelScSr 1 Dk | | 86 79 21 | ✠100A1 Abn For fishing purposes 1,05 ✠LMC 1,05 | | | 1904 12mo | J.Meijer Zaltbommel Lloyd's SA&CP | Foreman&Watt | 81·6\|18·1\| 8·7 | Peterhead British BK 7″ 3 BHCem | C.2Cy.11¼″&25″–16″ (s) 140lb 1SB,2pf,GS24,HS576 J.Abernethy&Co.Abn. | 9 ″ 6 25 RHP | | |

| 1 No. in Book. Total No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Estimated Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 For Special Survey. Date of last Survey | 7 Port of Survey. Year Assigned or Replaced Equipment | 8 Built. When. | 9 By Whom. | 10 Owners. | 11 Register Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke Boiler Pressure NHP=Horse power by Society's formula. RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Passengers to which Certificate relates. If not in L. H. Class of Certificate. | 16 Date when last classed & Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 121217 HCDW | **River Clyde** *Bryce —05* | **SteelScSr** *R.Bryce 05–05* | 3913 3558 2526 | ✠100A1 *Spar dk* 3,05 | PG! | *w* | 1905 3mo | Russell& Co. Pt.Glasgow *Lloyd'sSA&CP* | **Ormond,Cook&Co.** SSRiverClydeCo Ld (Ormond,Cook &Co.) | 344·8 P28′B90′F40′ *WB=CellDBuaE&B* | 49·8 17·9 FR | 25·9 *GBHCem* | Glasgow British | T.3Cy.25″,41″&67″–48″ 180lb *80lb* 2SB,*Acf*,GS150,HS588 J.G.Kincaid&Co.Greenock | (*s*) 20 ″ 5 | | |
| 39 Stranded 3.05 | **Regina** *Hellemann –05* (exRoslinCastle) *Ref.Mchy.* | **IronScBg** *ssLon.No.3–1.96* *3Dks(2Irn–Uws)* | *4487* *4118* *2620* | ✠100A1 3,99 | Lon | *y* | 1883 4mo | Barclay, Curle&Co. Glasgow *Lloyd'sSA&CP* | **M.Jebsen** | 392·8 B102′F56′ Iens8 *WB=MT20′180td* | 48·3 BK11″ | 31·4 *7BHCem ptks38′* | German *Tpd.88* | T.3Cy.36″,60″&96″–60″ 160lb *160lb* 3D&1SB.*18cf&2rf*,GS326,HS 777NHP T.Richrdsn&SnsHpl | 32 ″ 9 12611 | | 7,01 |
| 40 3568 JGPH | **Rebun Maru** | **SteelScSr** 2*Dks* | 353 308 219 | | | | 1904 | Osaka Iron Works Osaka | **Y.Fujiyama** | 134·0 B26′ | 20·9 | 15·3 | Otaru Japanese *WB* | T.3Cy.11″,18″&29½″–22″ 41NHP OsakaIronWorks | | | |
| 41 | **Regina** 1*Dk&Shelter dk&deep framing* | **SteelScSr** | 2030 1389 1280 | | | | 1904 | Flensburgr Schiffsb.Ges. Flensburg | **FlensburgerDmpf. Co.** (H.Schuldt, *Mgr.*) | 291·7 | 41·2 | 18·8 | Flensburg German *WB* | T.3Cy20⅝″,35⅞″&55⅛″–35⅞″ 180NHP FlensburgerSchiffsb.Ges. | | | |
| 42 | **Rhaetia** *Elec.light* | **SteelSc** 2*Dks* | | | | | 1904 | Bremer "Vulkan" Vegesack | **Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)** | | | | Hamburg German *WB* | Q.4Cy.24″,34½″,50⅜″&72⅝″– 53⅛″ 387NHP Bremer"Vulkan," Vegesack | | | |
| 43 119590 | **Rixton** | **SteelPadTug** Sp 1*Dk (ptStl)* | 158 141 6 | ✠100A— *Towing purposes* 4,05 *(Gross Contem plated)* | Shl | | 1905 4mo | J.T.Eltring- ham&Co. SouthShields | **ManchesterShip CanalCo.** | 100·0 BK6″ | 20·1 | 10·0 *3BHCem* | Manchestr British 45lb 2SB,*4pf*,GS72,HS1393 | L.2Cy.30″–54″ 66RHP Hepple&Co.SouthShields | (*r*) 10 ″ 4 | | |
| 44 121234 HCMR | **Rathlin** *J.Hetherington –05* | **SteelScSr** 2*Dks* | ~~1330~~ 1321 1008 ~~550~~ 552 | | LMC4.05 | | 1905 | W.Beard- more&Co.Ld. Glasgow | **ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)** | 252·2 P&B156′F51′ | 35·1 | 17·1 | Glasgow British *WB* | T.3Cy.25″,40″&65″–48″ 260NHP W.Beardmore&Co.Ld. Gls. | | | |
| 45 | **Rio Negro** *Elec.light* | **SteelTwinScSr** 2*Dks* | 3580 | | | | 1905 | J.C.Teck- lenborgA.G. Geestemünde | **Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.** | | | | Hamburg German *WB* | T.6Cy.22½″,38½″&65½″–48″ 508NHP J.C.TecklenborgA.G.Gst. | | | |
| 46 9161 JRVO | **Ryoyo Maru** (exSkallagrim, exHighfield) | **IronScBn** *ssLiv.No.3–10.96* *ssShl.No.1–02* 2*Dks(Irn)3trB* | 2308 2479 2070 | ✠100A1 3,04 | Bry | *t* | 1883 10mo | Richardsn, Duck&Co. Stockton *Lloyd'sSA&CP* | **MakinoKoreo** *WB=DBuE&B* | 300·0 P28′B68′F38′ | 39·0 BK10″ | 25·5 *5BHCem MT21′300t* | Habu Japanese 80lb *90lb* NDB02 2DB,*Spf*,GS96,HS4648 | C.2Cy.38″&71″–45″ 272NHP Blair&Co.Ld.Stockton | (*b*) 26 ″ 9 s 4 ″ 7½ | | N3,04 |
| 47 ENMB | **Robert Heyne** *A.Brüsch05–05* (exRamazan) *Web frames&pt Awng dk(Irn)* | **SteelScSr** *ssCff.No.2–03* 1*Dk(ptStl&pt Irn)&* | *2857* *2145* *1807* | ✠100A1 *pt Awng dk withfreeboard* 4,05 | Ant | *t* | 1894 10mo | R.Thomp- son&Sons Sunderland A&CP | **Heyne&Hessen- müller** *WB=CellD* | 310·4 P28′Q48′ *pt Awngdk232′* *Ba100′aE22′f124′* | 42·5 FR | 19·0 6*BHCem* *582tAPT50t* | Hamburg German 160lb *80lb* 2SB,*6pf*,GS108,HS3857 | T.3Cy.22½″,37″&61″–42″ 240NHP G.Clark,Ld.Sunderland | (*r*) 21 ″ 8 s 8 ″ 7½ | | 4,05 |
| 48 | **Raleigh** *Elec.light* | **SteelPad** | 100 | A *For River purposes only* *(Class Contem plated)* | | | 1905 | JI.Thorny- croft&Co.Ld. Woolston | **LondonCounty Council** | 130·0 | 18·0 | 7·0 | London British | C.D.2Cy.16″&31″–36″ Scott'sS.B.&E.Co.Ld.Grk. | | | |
| 49 | **Rennie** | **SteelPad** | 120 120 57 | A *For River purposes only* *(Class Contem plated)* | | | 1905 | G.Rennie& Co. Greenwich | **LondonCounty Council** | 131·0 | 18·0 | 6·8 | London British | C.D.2Cy.16″&31″–36″ Scott'sS.B.&E.Co.Ld.Grk. | | | |
| 50 | **Refugio** | **SteelScSr** | 3450 | 100A1 *(Class Contem plated)* | | | 1905 | R.Thomp- son&Sons Sunderland | **Orders&Handford S.S.Co.Ld.** | 313·0 P29′B94′F34′ | 45·0 | 20·5 | Newport British | T.3Cy.23″,38″&61″–39″ G.Clark,Ld.Sunderland | | | |
| 51 | **Rygja** | **SteelScSr** | *3845* *3510* *2569* | 100A1 *(Class Contem plated)* | | | 1905 | J.L.Thomp- son&Sons, Ld Sunderland | **J.L.Mowinckel** | 364·5 P31′B241′F38′ | 50·5 | 23·4 | Bergen Norwegian | T.3Cy.25″,41″&67″–45″ J.Dickinson&Sons,Ld.Sld. | | | |
| 52 | **Rio Bueno** | **SteelScSr** | *530* | A1 *Awng dk* *For Coasting Chile& Peru* *(Class Contem plated)* | | | 1905 | J.Reid&Co Glasgow | **CompaniaSud Americana deVap.** | 165·5 | 29·1 | 9·5 16·5 | Valparaiso Chilian | T.3Cy.14″,23″&37″–27″ Muir&Houston,Ld.Gla. | | | |
| 53 | **Riverina** *Ref.Mchy. Elec.light* | **SteelScSr** | 3009 | 100A1 *(Class Contem plated)* | | | 1905 | Sir J.Laing &Sons,Ld. Sunderland | **Huddart,Parker & Co.ProprietaryLd.** | 370·0 P&B247′F93′ | 49·7 | 22·8 | Melbourne British | T.3Cy.32″,51″&84″–54″ Richardsons,Westgarth& Co.Ld.Sld. | | | |

| 1 Numéro Officiel Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Nombres des Ponts | 4 Tonnage Brut. Net. | 5 Détails de la Classification — Cote. Sous le Pont. | 6 Surveillance Spéciale. Date de la dernière Visite | 7 Pont Ville | Double fond Partie. Entre | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures. Longueur. Largeur. Creux. | 11 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux mes Qu'ils. Franc-bord au pont du milieu. | 15 Registres ou certificats pour le Long Voyage. Durée Cert.s | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Scandia** | Steel Sc Sr | 4356 | ✠ | | | | ...1897 | Blohm& | Hamburg-Amer. k. | 400·0 46·3 27·1 | Hamburg | Q.4Cy.21½",31½",45½"&66"–30" | 30 " 3 | |
| | *H.Mayer* –02 | ss Bkn. No.1–02 | 4103 | | | | | 4 mo | Voss | Packetf.Act.Ges. | P&B261'F41' | German | 48" (s) 213lb 170lb 396 NHP | | |
| BKPM | (ex Königsberg, ex Della) | 2 Dks & tl– | 3135 | ~~Transom~~ | | ✠LMC~~12~~ | | | Hamburg | Ham.-Amr.Line) | | BK 11" | 2DB,12cf,GS266,HS650 | | |
| | Well deck Elec.light | Upeaks) 3tr B | | | | | | *Lloyd's.A&CP* | | *WB= Cell D Ba106' uE30' f 184' 722t* | | | Blohm&Voss,Hamburg | | |
| 2 | **Skjold** | Steel Sc Sr | 1299 | ✠100A1 | Sld *p* | 1904 | Sunderlnd | Actieselsk.Skjold | 240·0 36·5 16·8 | Copnhagn | T.3Cy.18",29"&48"–33" (s) | 19 " 0 | | | |
| | *B.Walmcke* 99–01 | | 1171 | 7,01 ~~7,04~~ | | 6mo | S.B.Co.Ld. | (L.H.Carl) | P19'B61'F27' | Danish | 160lb *160lb* 141 NHP | *s* 2 " 7 | | | |
| | 1 *Dk* (*Stl*) & *deep framing* | | 802 | | | ✠LMC~~5,04~~ | Sunderland | | FK 4 *BH Cem* | | 1SB,3pf,GS62,HS2255 | | | |
| | | | | | | | *Lloyd's.A&CP* | *WB= Cell D Ba94' u E36' f 98' 33t FPT 59t. APT 61t* | | | N.E Marine Eng.Co.Ld.Sld. | | | | |
| 3 | **Sainte Helene** | Steel Sc | 2128 | ✠100A1 | Lth *r* | 1893 | W.Gray& | Daher&Cie. | 285·0 39·2 16·4 | Marseilles | T.3Cy.22",36"&59"–39" (s) | 19 " 2 | | 10,03 | |
| | *Azibert* –04 | ss Mil. No.2– | 1477 | *pt Awng dk* | M–l | 7mo | Co.Ld. | | Q107' | French | 160lb *80lb* 219 NHP | *s* 9 " 3½ | | | |
| | (ex Demetrio S. Schilizzi) | 1 *Dk* (*pt Stl pt*) | 1322 | *with freeboard* | | | W Hartlepool | | *pt Awng dk* 178' FK 6 *BH Cem* | | 2SB,6cf,GS102,HS3300 | | | | |
| | Elec.light Trn) & *Web frames & pt Awng dk* | | 5,05 ~~10,03~~ | ~~Transom~~ | BS9,04 | | A&CP | *WB=Cell D B224' 588t FPT 53t APT 59t* | | | Blair&Co.Ld.Stockton | | | | |
| | | | | | ✠MC7,01 | | | | | | | | | | |
| 4 | **Swallow** | Steel Sc Sr | 87 | ✠100A1 | Aln | 1904 | J.Meijer | Smith Bros. | 81·5 18·1 8·7 | Banff | C.2Cy.1~~1~~",25"–16" (s) | 9 " 6 | | | |
| 119068 | *W.Smith* –04 | | 80 | *For fishing purposes* | | 6mo | Zaltbommel | | | British | 140lb 11½ | | 30 RHP | | |
| | | 1 *Dk* | 17 | 6,04 | | | | *Lloyd's.A&CP* | | BK 7" 3 *BH Cem* | 1SB,2pf,GS24,HS576 | | | | |
| | | | | | ✠LMC6,04 | | | | | | J.Abernethy&Co.Abn. | | | | |
| 5 | **Scotscraig** | Steel Sc Sr | ~~1000~~ 902 | ✠100A1 | Grk *l* | 1904 | Grngem'th | Balgav Shpg Co Ld | 200·1 32·5 13·1 | Dundee | T.3Cy.15½",26"&43"–30" (s) | 15 " 3 | | 5,05 | |
| 118740 | ~~London~~ *Johnson* | | 670 | ~~7,04~~ 2,05 Nt ~~5,04~~ | | 7mo | &Greenock | (W.Kinnear&Co. | Q69'B58'F~~26~~ F22 | British | 180lb *160lb* 93 RHP | *s* 1 " 2½ | | | |
| | Well deck | 1 *Dk* (*Stl*) & *deep framing* | 670 | 554 (~~Chas Cordon. plated~~) | Grnh | | Dockyard Co. | *Mgrs.*) | drp05 FK 4 *BH Cem* | | 1SB,3cf,GS63,HS1954 | | | | |
| | | | | 5,05 | ✠LMC~~6,01~~ | | Greenock | | | | D.Rowan&Co.Glasgow | | | | |
| | | | | | | | *Lloyd's.A&CP* | *WB= Cell D Ba44' u E&B31' f 86' 282t APT 10t* | | | | | | | |
| 6 | **St. Thomas** | Steel S Sr | 3457 | ✠100A1 | Cpn *m* | 1904 | Akt.Bur- | Aktiesdbyggeriet Kom | 355·0 45·2 23·7 | Copnhagn | T.3Cy.27",43"&75"–48" (s) | 27 " 0 | | | |
| | *N.W.Seimund* 01–04 | *C.Prahl* –04 | 3434 | ~~8,04~~ ~~7,04~~ 1,05 | Ham | 5mo | meistr & Wain | ~~Westindisko~~ | P&B289'F36' | Danish | 180lb 482 NHP | | | | |
| NMTG | *Elec.light* | 2 *Dks* (*Stl*) & *Web frames* | 2227 | *Fitted for liquid fuel* | 5,04 | | Copenhagen | ~~Kompagni~~ | FK 6 *BH Cem* | | 4SB,12cf,GS205,HS8252 | | | | |
| | | | | | ✠LMC~~5,07~~ | | A&CP | *WB=* | | | Akt.Burmeistr&Wain,Cpn | | | | |
| | | | | | | | | *Cell D Ba98' u E 24' f 146' 612t FPT 61t APT 80t* | | | | | | | |
| 7 | **Syrian** | Steel Sc K | ~~170~~ | ✠100A1 | Hul | 1904 | Cook,Wel- | ~~T.Robinson~~ | 101·0 21·0 11·0 | Grimsby | T.3Cy.11½",19½"&32"–23" | 11 " 10 | | | |
| 118930 | *G.E.Baker* –04 | | 175 | *Stm Trawler* | | 7mo | t'n&Gemmell | F W.Robinson | Q54'F16'21·1 | British | 180lb (s) 55 RHP | | | | |
| | | 1 *Dk* | 154 | 7,04 | ✠LMC~~7,04~~ | | Beverley | | BK 7½" 3 *BH Cem* | | 1SB,2cf,GS29,HS950 | | | | |
| | | | 45 | (~~Chas Cordon. plated~~) | | | *Lloyd's.A&CP* | | | | C.D.Holmes&Co.Hull | | | | |
| 8 | **St. Pierre** | Iron Sc K | ~~448~~ | ✠100A1 | Mil | 1892 | Cook,Wel- | Silhouette frères | 100·5 20.8 11·0 | Bayonne | T.3Cy.12½",19½"&31" | 11 " 1 | | 11,00 | |
| | *B.Faulkhour* 89–04 | ss Mil. No.2–00 | ~~169~~ | ~~Stm Trawler~~ | | 5mo | t'n&Gemmell | | Q20' | French | 160lb (s) | | | | |
| | (ex Dale Castle) | 1 *Dk* | 137 | ~~55~~ 11,00 | | | Hull | | BK 7½" 3 *BH Cem* | | 1SB,2cf,GS27,HS790 | | | | |
| | | | 64 | B~~8~~8,03 | ✠LMC~~11~~,00 | | *Lloyd's.A&CP* | | | | C.D.Holmes&Co.Hull | | | | |
| 9 | **Star of the East** | Steel Sc K | 208 | ~~100A1~~ | Shl | 1902 | Smith's | African Fishing& | 113·0 21·6 12·0 | Cape Town | T.3Cy.12",19½"&34"–2~~3~~" (s) | 12 " 10 | | 7,04 | |
| Stranded 4.06 | *R.W.Rudall* | | 196 | *Stm Trawler* | | 10mo | Dock Co.Ld. | Trading Co.Ld. | | British | 180lb 60 RHP | *s* 1 " 6 | | | |
| | (ex Snowdrop) | 1 *Dk* | 59 | 7,04 | | | North Shields | | BK 7½" 3 *BH Cem* | | 1SB,2pf,GS36,HS135 | | | | |
| | | | | | ~~Transom~~ | | *Lloyd's.A&CP* | | *WB = M'Tf5'* | | Shields Eng.Co.Ld.N.Shl. | | | | |
| 10 | **Seminole** | Steel Sc 3 Mst Sr | 5864 | ✠100A1 | Hpl *s* | 1903 | Furness, | Anglo American Oil | 100·6 52·2 30·8 | Newcastle | T.3Cy.28",46"&77"–48" (s) | 9 " 1 | | | |
| 118~~66~~ | ~~White Star~~ ~~–04~~ | *J Whyte* –04 | 4961 | ~~11,01~~ 5,05 | Nwc | 6mo | Withy&Co Ld | Co Ld (J.McDonald | P239'F36' | British | 180lb *160lb* ~~90~~ NHP | *s* 8 " 6½ | | | |
| WBD | *Mchy. Aft* | 2 *Dks* (*Stl*) & *Web frames* | 8797 | *Carrying Petroleum in bulk* | CE | | W Hartlepool | *Mgr.*) | FK 13 *BH Cem* | | 4SB,12cf,GS218,HS2110 | | | | |
| | *Elec.light* | | | | ✠LMC~~7,01~~ | | *Lloyd's.A&CP* | *WB= Cell D Bu E & B79' f 36' 214t FPT 115t APT 132t* | | | Richardsons,Westgarth& | | | | |
| | | | | | | | | | | | Co.Ld.Hpl. | | | | |
| 11 | **Sand King** | Wood Sc | 158 | | | 1888 | P G Waters | H.F.Cumming | 108·0 23·8 ~~7~~·2 | Ottawa | 1Cy.14"–14" | | | | |
| 94023 | *A.G.Clark* 93–02 | (ex Harry Bate) | 134 | | | | Ottawa, Ont. | | | British | | | 40 RHP | | |
| | *Mchy. Aft* | 2 *Dks* | 88 | | | | | | | | Davdsn Doran&C. Kgtn Ont | | | | |
| 12~~13~~ | **Spir** | Steel Sc Sr | 1420 | | | 1904 | Framnes | H.Siegwarth | 231·8 35·2 20·0 | Christiania | T.3Cy.16½",27"&44"–33" | | | | |
| | *A.Steen* –04 | | 1298 | | | | Mek. Værks. | | P28' | Norwegian | | | 111 NHP | | |
| | | 2 *Dks* | 910 | | | | Sandefjord | | | | *WB*: Akers.Mek.Værks.Xia. | | | | |
| 13~~14~~ | **Shun Lee** | Wood Twin Sc | 622 | | | 1904 | Kwong | Wo Shun Steam- | 152·6 27·3 9·4 | Hong Kong | C.4Cy.13"&26"–16" | | | | |
| | *J.G.Reid* –04 | | 242 | | | | Hep Loong | Boat Co.Ld. | | British | | | 56 RHP | | |
| 118038 | | 2 *Dks* | 330 | | | | Hong Kong | | | | Kwong Hep Loong,H.Kg. | | | | |
| 14~~15~~ | **Saint-Brieuc** | Steel Sc | 400 | | | 1904 | De la Brosse | Le Gualès de | 178·8 25·1 12·8 | Havre | T.3Cy.15",25"&40"–26" | | | | |
| | | | | | | | & Fouché | Mézaubran | | French | | | 82 NHP | | |
| | | | | | | | Nantes | | | | De la Brosse&Fouché,Nts. | | | | |
| 15 | **Squall** | Steel Sc K | 369 | ✠100A1 | Ams *e* | 1904 | J.Meyer | Shipping Invest- | 140·4 24·2 10·4 | Liverpool | C.2Cy.14"&32"–24" | (s) 11 " 0 | | ~~8,04~~ | |
| | ~~Kinsley~~ ~~–04~~ | | 265 | ~~9,07~~ ~~4,04~~ 2,05 | Liv Goo | 3mo | Zaltbommel | ments,Ld. | Q19'B14'F15' | British | 140lb *80lb* | *s* ~~11~~ " 11½ | | 2,05 | |
| | *Well deck J.Sinclair* | 1 *Dk* (*Stl*) | 133 | | ✠LMC~~8,04~~ | | *Lloyd's.A&CP* | (C.H.Pile, *Mgr.*) | FK 8 *BH Cem* | | 1SB,2pf,GS40,HS1035 | | | | |
| | *Mchy. Aft* | | | | | | | *WB= Cell D Bf 19' 401 FPT 23t APT 6t* | | | Zwolsche Mach. Fab Zwolle | | | | |
| 16 | **Sally** | Steel Sc | 100 | | | 1904 | Kjöbnhvns | Aktieb. Glassand | 84·0 19·0 8·0 | Malmö | C.2Cy.10½"&20"–14" | | | | |
| Sunk 2,05 | | | | | | | Flydk.&Sk&s | | | Swedish | | | 12 NHP | | |
| | | 1 *Dk* | | | | | Copenhagen | | | | *WB* Kjbnhavns Flydk.& Skbsv. | | | | |
| 17 | **Sandakan** | Steel Sc Sr | | | | 1904 | Bickmers | Norddeutscher | | Bremen | T.3Cy.18½",30½"&49½"–31½" | | | | |
| | | | | | | | Act. Ges. | Lloyd | | German | | | 137 NHP | | |
| | | 2 *Dks* | | | | | Bremerhaven | | | | *WB* Gebr. Sachsenberg Rosslau | | | | |
| 18 | **Sönderjylland** | Steel Sc Sr | 510 | | | 1904 | Akt. Bur- | Forenede Dmpskib. | 164·5 25·7 11·2 | | T.3Cy.13",21"&37"–24" | | | | |
| | | | | | | | meistr & Wain | Selskab. | P&B105'F37' | Danish | | | 67 NHP | | |
| | | 1 *Dk* | | | | | Copenhagen | | | | *WB* Akt. Burmeistr & Wain, Cpn | | | | |

| 1 No. in Book. Official No. Signal Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks. &c. | 4 Register Tonnage Gross — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey | 7 Yearly Survey now 1 mit Equivalent Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Registered Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registers lb wt. per classed ✠ mark in Lloyd's Register. | 16 Date when last dealt with. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Scarbrough<br>118480 *J.G.Dalrymple* –04<br>HBCN | | Steel Pad Sr<br>1 *Dk* | 468<br>347<br>318 | | | | 1904 | Lytham SB &E.Co.Ld. Lytham | Niger Co.Ld. | 200·4 | 32·0 | 6·7 | London British | C.4Cy.11″&24″–18″ 46RHP<br>Lytham S.B.&E.Co.Ld.Lyt | | |
| 20 Salona<br>~~T. Proctor & Co.~~<br>*Elec.light & Shelter dk lower ll. Stl forward*<br>*Cargo gn* | | Steel Sc Sr<br>1 *Dk (Stl) & deep framing* | 953 ✠ 100A1 Nwc *m*<br>~~915~~<br>~~577~~<br>566<br>*Shelter dk with freeboard*<br>16,04<br>~~(Classed Custom plated)~~<br>✠LMC10 04 | | | | 1904<br>10mo | Swan, Hunter & Wigham Richardson, Ld Newcastle | Soc.in Azioni Unigaro Croata di Nav. Maritt.a Vap. | 225·0<br>~~18·7~~<br>18·7<br>BK7″<br>*WB = Cell D Ba 22′ uE 24′ f 94′ 12 6t*<br>*Lloyd's A & CP* | 30·1 | ~~11·7~~<br>4 *BH Cem* | Fiume<br>Austro-Hung.<br>200lb (s) 203NHP<br>2SB,6cf,gs116,hs3336<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | Q.4Cy.17″,24″,36″&52″–36″<br>s 1·0½ | 14 ″ 4 | 3.05 |
| 21 Sildra<br>*L.Christiansen* 04-04<br>MBVL | | Steel Sc Sr<br>1 *Dk (Iron)* 3267<br>2 *tr B & deep fr mng 3 Dk Mule* 3097 | ~~3300~~ ✠ 100A1 Sld *w*<br>~~3141~~ 9,04<br>~~3144 Cust Custom plated~~<br>2097<br>✠LMC 04 | | | | 1904<br>9mo | J. Priestman & Co. Sunderland | W. Jebsen | 336·5<br>P31′B200 [illegible] F32′<br>BK 6 *BH Cem*<br>*WB = Cell D Ba 8 u E 136′ f 136′ 1063t FPT 115t APT 130t*<br>*Lloyd's A & CP* | 46·5 | 23·9 | Bergen<br>Norwegian<br>180lb 325NHP<br>3SB,9pf,gs135,hs5001<br>N.E.Marine Eng.Co Ld. Sld. | T.3Cy.25″,41″&67″–45″ (s)<br>s 4·3½ | 27 ″ 3 | |
| 22 Senegambia<br>*J.Jaburg* (ex Nürnberg, ex Bellona)<br>3K*T *Elec.light* | | Steel Sc Sr<br>2 *Dks 3 tr B* | 4150<br>3526<br>2657 | | | | 1895 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 371·2<br>P225′F45′<br>*WB* Blohm & Voss, Hamburg | 44·2 | 27·1 | Hamburg German | T.3Cy.25 7/12″,40″&66″–42½″<br>283NHP | | G |
| 23 Slavonia<br>*Matsen*<br>QHBP *Elec.light* | | Steel Sc Sr<br>(ex Strassburg)<br>2 *Dks* | 5066<br>4099<br>3206 | | | | 1900 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr Linie) | 402·3<br>P250′F49′<br>*WB* Bremer "Vulkan," Vegesack | 47·1 | 27·4 | Hamburg German | T.3Cy.26 3/4″,43 1/2″&7[illegible]–47½″<br>338NHP | | G |
| 24 St. Kilda<br>118338 *E.Webber* 92–04 | | Steel Sc K<br>1 *Dk* | ~~180~~ ✠ 100A1 Hul<br>187 *Stm Trawler*<br>180 1,05 ~~Keel~~<br>68 ~~(Classed Custom plated)~~<br>✠LMC 04 | | | | 1904<br>10mo | Cook, Welton & Gemmell Beverley | Hull Steam Fishing & Ice Co. Ld. | ~~108·2~~<br>108·4<br>BK7′<br>*WB = DT f 13′ 30t*<br>*Lloyd's A & CP* | 21·5 | 11·5 | Hull British | T.3Cy.10″,17″&28″–21″ (s)<br>200lb 45RHP<br>1SB,2pf,gs25,hs750<br>Amos & Smith, Hull | 12 ″ 4 | |
| 25 Swift<br>113760 *W.Howlett* –04<br>*Well dk Mchy.Aft* | | Steel Sc Sr<br>1 *Dk (Stl)* | ~~130~~ ✠ 100A1 Psy *b*<br>155<br>113 ~~(Classed Custom plated)~~<br>56<br>✠LMC 04 | | | | 1904<br>9mo | J Fullerton & Co. Paisley | R.&W.Paul,Ld. | ~~105·0~~<br>~~Q35′B7′~~ ~~F14~~ F15′<br>105·2 Q36′ BK6″<br>*WB = FPT 15t*<br>*Lloyd's A & CP* | 21·1 | 7·0<br>3 *BH Cem* | Ipswich<br>British<br>106lb 27RHP<br>1SB,2pf,gs24,hs543<br>Ross & Duncan, Glasgow | C.2Cy.12″&24″–18″ (s)<br>s 7 ″ 8 | | |
| 26 Stella *P.Pastorino* 04-04<br>159 ~~*E.Bertollo* –03~~<br>PBMH (ex Entella, ex Northumbria) | | Iron Sc Sr<br>'6th Survey Cff.6.90<br>4th Survey Gen.9.03<br>2 *Dks 3 tr B* | 1628 ✠ A1*1 Gen Lv<br>1576 ~~9,03~~ 10.04<br>1031<br>Skm | | | | 1871<br>6mo | Wigham Richardson & Co. Newcastle | L.Mezzano fu T. | 263·8<br>ptND94<br>*WB = DB a MT* | 33·0 | 23·8 | Genoa<br>Italian<br>5 *BH Cem* | C.2Cy.29″&58″–36″ NB80 168NHP<br>2SB,6pf,gs82,hs4180<br>R.&W.Hawthorn, Nwc. | 17 ″ 9<br>s 6 ″ 7 | |
| 27 Sörland<br>*J.Steinert* 80–04<br>MBVJ (ex Staintondale) | | Steel Sc Sr<br>ss Shl.No.2–04<br>1 *Dk (pt Irn, pt Stl)*<br>2 *tr B & deep framing* | 2472 ✠ 100A1 Shl *t*<br>2272 *with freeboard*<br>1566 8,04<br>✠LMC 8,04 | | | | 1896<br>8mo | J Readhead & Sons South Shields | Actieselsk.S.S. Sörland (H Natvig) A&CP | 304·3<br>P29′B80′F37′<br>FK 5 *BH Cem*<br>*WB = Cell D Ba 94′ u E & B 40′ f 122′ 65t*<br>*APT 21t* | 44·0 | 20·7 | Xiansand<br>Norwegian<br>160lb *80lb* (r) 240NHP<br>2SB,6cf,gs85,hs3676<br>J.Readhead & Sons, S.Shl. | T.3Cy.23″,37½″&51½″–39″<br>s 3 ″ 10 | 23 ″ 1 | M5,02 |
| 28 Spezia<br>*M.Mitzlaff* (ex Bamberg, ex Scinto)<br>RKHP *Elec.light* | | Steel Sc Sr<br>2 *Dks* | 4148<br>3528<br>2659 | | | | 1895 | Blohm & Voss Hamburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr. Linie) | 371·2<br>P&B225′F45′<br>*WB* Blohm & Voss, Hamburg | 44·2 | 27·1 | Hamburg German | T.3Cy.25 7/12″,40″&66″–42½″<br>283NHP | | G |
| 29 Spray<br>99552 *C.O.Lawrence* 97–04<br>MKTB (ex Firsby, ex Denaby)<br>*Well deck* | | Steel Sc Sr<br>ss Shl.No.3–1,04<br>1 *Dk (Stl) & Web frames* | 1150 ✠ 100A1 Abn *n*<br>855 8,04<br>580<br>✠LMC 12,03 | | | | 1891<br>12mo | S.P.Austin & Son Sunderland A&CP | Ellis & McHardy | 225·0<br>P28′Q50′B44′F25t<br>FK 4 *BH Cem*<br>*WB = Cell DB 178′ 310t FPT 88t APT 22t* | 33·4 | 14·2 | Aberdeen<br>British<br>160lb *80lb* ND04 136NHP<br>1SB,3pf,gs58,hs2000<br>J Dickinson, Sunderland | T.3Cy.18½″,30″&49″–33″ (s)<br>s 1 · 9 | 16 ″ 9 | 5,04 |
| 30 St. Edmund<br>129461 *J.Scott* –04<br>KBAP *Well deck (pt Irn & pt Stl) & deep framing* | | Steel Sc Sr<br>1 *Dk* 1223<br>*(pt Irn & pt Stl)* | ~~1250~~ ✠ 100A1 P Gl *o*<br>1017 4,05 ~~10.04~~ Shl<br>758 ~~(Class Custom plated)~~<br>✠LMC 10.04 | | | | 1904<br>10mo | Clyde S.B. &E.Co.Ld. Pt.Glasgow | Stephenson Clarke & Co. *Lloyd's A & CP* | 234·6<br>Q89′B46′F30′<br>FK 4 *BH Cem*<br>*WB = Cell D Ba 67′ u E & B 38′ f 94′ 304t APT 18t* | 36·1 | 14·9 | London<br>British<br>165lb *90lb* 167NHP<br>1SB,4pf,gs73,hs2636<br>Clyde S.B.&E.Co.Ld. P.Gl. | T.3Cy.19″,31″&51″–36″ (r)<br>s 1 · 7 | 17 ″ 3 | |
| 31 Sarmatia<br>*Now named "Rhenania," See No. 24 in Supplement*<br>2 *Dks* | | Steel Sc Sr | | | | | 1904 | Bremer "Vulkan" Vegesack | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | *WB* Bremer "Vulkan," Vegesack | | | Hamburg German | Q.4Cy.24″,34½″,50 5/8″&72 7/8″–53½″<br>387NHP | | |
| 32 Skagerak<br>*O.Salvesen* –04<br>KBVF | | Steel Sc Tug<br>1 *Dk* | 127<br>118<br>12 | | | | 1904 | Porsgrund Mek.Værks. Porsgrund | Brevik's Buxerselskab | 93·7<br>*WB* Porsgrund M.V. Porsgrund | 18·7 | 10·7 | Brovig<br>Norwegian | C.2Cy.13 5/16″&29″–23 3/4″<br>34NHP | | |
| 33 Sparta<br>(ex Tagus) | | Iron Sc Sr<br>ss Shl.No.3–9,90<br>ss B.Ass No.2–98<br>1 *Dk & Spar dk 3 tr B* | 1366 ✠ —— B. As *n*<br>1250 *Spar dk*<br>1069 3,03<br>✠NB 98 ✠ | | | | 1872<br>9mo | Cole Bros. Newcastle | C.Ortelli | 229·0<br>23·4<br>ptND90<br>BK8″<br>*WB = DB a s f 151′*<br>*Argentine* | 30·4 | 16·6<br>4 *BH Cem* | Bns.Ayres<br>Argentine<br>C.2Cy.25″&50″–24′ NDB83 102NHP<br>1SB,3pf,gs54,hs1485<br>J.&W.Dudgeon, London | | 17 ″ 3 | |
| 34 Sanctoria<br>118203 *W.Ward* –04<br>HBDM *Turret deck Elec.lights* | | Steel Sc Sr<br>1 *Dk 2 tr B* | ~~3617~~ 3709<br>3134<br>~~2819~~ 2378 | | | | 1904 | W. Doxford & Sons, Ld. Sunderland | Bengal Coal Co. Ld. | 342·0<br>P21′F35′<br>*WB* W. Doxford & Sons, Ld. Sld. | 46·6 | 24·7 | ~~Calcutta~~<br>Sunderland<br>British | T.3Cy.26″,42″&68″–42″<br>300NHP | | |
| 35 Southville<br>117963 *G.Hair* 95–04<br>HBLD | | Steel Sc Sr<br>1 *Dk (pt Irn & pt Stl) 2 tr B & deep framing & Dk Mule* 3329<br>2286 | 3518 ✠ 100A1 Shl *v*<br>~~3327~~<br>~~1,04~~ 1,05 Npt<br>~~(Class Custom plated)~~<br>✠LMC 9.04 | | | | 1904<br>10mo | J Readhead & Sons South Shields | ~~Balls & Stansfield~~<br>Ville Steamships, Ld. (Balls & Stansfield *Mgrs*)<br>*Lloyd's A & CP* | 341·1<br>P41′B92′F82′<br>FK 6 *BH Cem*<br>*WB = Cell D Ba 116′ u E 20′ f 142′ 826t APT 72t* | 46·6 | 25·9 | N.Shields<br>British<br>160lb *80lb* 293NHP<br>2SB,6cf,gs90,hs4557<br>J Readhead & Sons, S.Shl. | T.3Cy.24″,40″&65″–45″ (r)<br>s 5·0½ | 27 ″ 4 | |
| 36 Salonique<br>*C.Vrichoropoulos* –04<br>(ex Tenedos) | | Iron Sc Sr<br>ss Pir,No.1–05<br>ss Ant.2nd No.3–6,99<br>2 *Dks 3 tr B* | 1266 ✠ 100A1 Lon *o*<br>1261 4,05 ~~2,03~~ Pir<br>808 ~~3,99 B.3,99~~ ✠LMC 4,03 | | | | 1873<br>11mo | Lon. & Glas. Co. Glasgow A&CP | Scounaki Ibrahim & Co. | 241·7<br>BK9″ 5 *BH Cem*<br>*WB = FPT 82t APT 124t* | 32·3 | 22·7 | Salonica<br>Turkish<br>C.2Cy.31″&54″–33″ (i)<br>60lb *80lb* NDB96 162NHP<br>2SB,4pf,gs160,hs3580<br>Lon. & Glas. Co. Glasgow | s 4 · 8½ | 24 ″ 0 | M12,03 |
| 37 Smölen<br>*S.Sivertsen*<br>(ex Nidaros) | | Comp Sc Sr<br>1 *Dk* | 110<br>75<br>[illegible] | | | | 1872<br>len04 | ..... Hommelvik | Möre Skjærgaards Dpsselsk. | 106·1<br>Xiansund<br>Norwegian | 17·0 | 7·8 | Xiansund<br>Norwegian | C.2Cy.12½″&25½″–15″ NB04 21NHP<br>Trondhjems M.V. Dronthm | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Coto. Surveillance Spéciale. Date de la dernière Visite. | 6 7 | 8 Construit. Par qui. Où. | 9 | 10 Armateurs. | 11 Dimensions d'après le Double Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. | 15 | 16 Date de la dernière visite de Carène |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 Svanen<br>KPKB | *S.V. Schmidt* –04<br>1 *Dk(Stl)*<br>*Well deck* | Steel Sc Sr | 429<br>339<br>258 | ✠100A1 Got *g*<br>4,05 ~~10,04~~ Cpn<br>LMC7,04 | | 1904 Thorskogs<br>7mo Mek. Værks.<br>Thorskog<br>*Lloyd's SA&CP* | | Damps. Selsk. Svanen (H. Kirschner & Cohn)<br>*WB = Cell D Ba 31' f 71' 74t FPT 15t APT 12t* | 149·5 25·2 11·3<br>Q 49 B 33 F 20'<br>FK 4 *BHCem* | Copnhagn<br>Danish<br>1SB, *2cf*, GS 26, NS 675<br>Thorskogs M.V. Thorskog | C.2Cy. 15½" & 21" –17½" (*s*)<br>120lb *80lb* 32NHP | | | 4,05 |
| 39 Sylvie<br>1 *Dk(Stl)* | *G. Fournier* –04<br>*Spar dk(Stl) & Web frames*<br>*Elec. light* | Steel Sc Sr | ~~2720~~<br>2719<br>~~2497~~ ~~1770~~<br>1777 | ✠100A1 Mdb *l*<br>*Spar dk*<br>11,04<br>~~Classed Cont. plated~~ | | 1904 Sir Raylton Dixon & Co. Ltd<br>11mo Middlesbro'<br>*Lloyd's SA&CP* | | Soc. les Affréteurs Réunis | 300·0 ~~43·1 23·5~~<br>P 29' B 6' E 31' 155<br>F 32' 43·2 23·6<br>FK 5 *BHCem* | Rouen<br>French<br>LMC 11,04<br>*WB = Cell D Ba 98' uE 5 B 36' f 120' 544t FPT 80t APT 78t* | T.3Cy. 23", 38" & 61"–42" (*s*)<br>160lb *80lb* 271NHP | | s 4 | 17 " 9<br>" 7 | |
| 40 Saint Irene<br>118137 | *J.W. Hartley* 97–04<br>1 *Dk(Stl)* 2 *tw B.S deep framing*<br>*Elec. light* | Steel Sc Sr | 3270<br>3197<br>2936<br>2028 | ✠100A1 Dmb *w*<br>4,05 ~~11,04~~ Cff<br>~~(Classed Cont. plated)~~<br>✠LMC 10,04 | | 1904 A. McMillan & Son, Ld.<br>10mo Dumbarton<br>*Lloyd's SA&CP* | | Rankin, Gilmour & Co. British & Foreign S.S. Co. Ltd. (Rankin, Gilmour & Co. *Mgrs*) | 345·0 47·5 22·1<br>345·3<br>FK 6 *BHCem*<br>*WB = Cell D Ba 98' uE 5 B 44' f 146' 859t FPT 101t APT 44t* | Liverpool<br>British<br>2SB, *6cf*, GS 102, NS 1104<br>Dunsmuir & Jackson Ld Gls | T.3Cy. 24", 40" & 66"–45" (*r*)<br>180lb *110lb* 320NHP | FD | s 3 | 24 " 9<br>" 6½ | |
| 41 Sandpiper<br>117523 | *Elec. light*<br>*Hold beams forward, Web frames aft* | Steel Twin Sc ~~Hopper~~ Sp ~~Dredger~~<br>1 *Dk* | 1054<br>955<br>646 | ✠100A1 Rot *m*<br>*Hopper dredger*<br>~~(Classed Cont. plated)~~ Dub<br>~~1000~~ 695<br>✠LMC 10,04 | | 1904 L. Smit & Zoon<br>10mo Kinderdijk<br>A&CP | | Dublin Port & Docks Board | ~~220·0 34·6 17·3~~<br>205·9 36·3<br>FK 5 *BHCem*<br>*WB = FPT 30t* | Dublin<br>British<br>2SB, *6cf*, GS 108, NS 3200<br>L. Smit & Zoon, Kinderdijk | T.3Cy. 13½", 21" & 35½"–20½"<br>160lb *100lb* (*s*) 164NHP | | | 16 " 6 | |
| 42 Svendborg<br>[ex Ada] | *H.N.J. Möller* 98–04<br>1 *Dk(Irn)*<br>*Well deck* | Steel Sc Sr | 1465<br>1154<br>893 | ✠100A1 Cff *p*<br>2,04<br>✠LMC 1,02 | | 1902 J. Crown<br>Sunderland<br>*Lloyd's SA&CP* | | Dmpselsk. Svendborg (P.M. Möller) | 250·5 35·8 16·3<br>P on Q 27' Q 65' 350'<br>F 32'<br>FK 4 *BHCem*<br>*WB = Cell D B aq uE 84' f 104' 402t APT 41t* | Svendborg<br>Danish<br>2SB, *4pf*, GS 87, NS 278<br>MacColl & Pollock Ltd, Sld. | T.3Cy. 18½", 30" & 49"–33" (*s*)<br>160lb *80lb* 161NHP | | s 2 | 18 " 6<br>" 0½ | 2,04<br>10,04 |
| 43 Stanley<br>118196 | 1 *Dk* | Steel Sc | 187<br>172<br>87 | | | 1904 W.J. Yarwood<br>Northwich | | ~~Irvine Shpg~~ Stanley S.S. Co. Ltd (H. Seddon) | 100·0 21·6 10·0<br>Liverpool<br>British<br>*WB* | Liverpool<br>British<br>*WB* W.J. Yarwood, Northwich | C.2Cy. 13" & 27"–18" | | | | |
| 44 Sapele *Williams*<br>120819 | *Elec. light*<br>1 *Dk(Stl)* & *Shelter dk(Stl)* in Nos. 1, 2 & 4 holds, lower beams & *Web frames* in No. 3 Hold & Shelter dk (*Stl*–ws) | Steel Sc Sr | 3152<br>2764<br>1982 | ✠100A1 Nwc *w*<br>*Shelter dk with freeboard*<br>~~10,01~~ 4,05 Liv<br>~~(Classed Cont. plated)~~<br>✠LMC 12,04 | | 1904 Palmers' Co. Ld.<br>12mo Newcastle<br>*Lloyd's SA&CP* | | Elder, Dempster & Co. British & African S.N. Co. (1900) Ld. (Elder, Dempster & Co. *Mgrs*) | 350·4 48·3 20·5<br>~~Bon F 41'~~<br>*Shde dk 96' F 45'* FK 6 *BHCem*<br>*WB = Cell D Ba 84' uE 5 B 40' f 152' 710t FPT 71t APT 23t* | Liverpool<br>British<br>8SB, *3cf*, GS 157, NS 983, FD<br>Palmers' Co. Ld. Newcastle | T.3Cy. 25", 42" & 70"–45" (*s*)<br>200lb 478NHP | | s 2 | 23 " 4<br>" 9 | |
| 45 St. Domingo<br>MBDV | *H. Wrisberg* 04–04<br>(ex Dounc Castle)<br>*Elec. light* *Refrig.* | Steel Sc Sr | 4034<br>3698<br>2583 | ✠100A1 Gis *x*<br>1,05 ~~10,04~~ Off<br>✠LMC 10,04 | | 1890 Barclay, Curle & Co. Ltd<br>11mo Glasgow<br>*Lloyd's SA&CP* | | Det Vestindiske Kompagni | 396·0 43·2 28·5<br>P 33' B 96' F 46'<br>BK 11' 5 *BHCem*<br>*WB = Cell D B 305' 621t* | Copnhagn<br>Danish<br>2DB, *12cf*, GS 212, NS 7661<br>Barclay, Curle & Co. Ld. Gls. | T.3Cy. 29½", 48" & 78"–54" (*s*)<br>160lb *80lb* NDB 00 479NHP | | | 31 " 0 | 10,04 |
| | *Note named "Curona," See No. 94 in Supplement.* | | | | | | | | | | | | | |
| 46 San Severo<br>[ex Auckland] | *C. Napoli* –04<br>*Well deck* | Iron Sc Sr | 852<br>685<br>521 | ✠<br>~~BS 2,02~~ ✠LMC 2,04 | | ...1903 Pearce<br>4mo Bros.<br>A&CP | | C. Napoli | 209·5 31·1 14·3<br>Q 100' B 25' F 24'<br>BK 8'<br>*WB = D Ba 17' f 88' 223t FPT 22t APT 8t* | Catania<br>Italian<br>1SB, *3pf*, GS 52, NS 1801<br>Pearce Bros. Dundee | C.2Cy. 25" & 49"–33" (*b*)<br>80lb *80lb* NDB 93 108NHP | | | 15 " 5 | 10,04 |
| 47 Swainby<br>106508<br>HBPJ | *R. Campbell* 86–04<br>*Trunk deck (pt Irn & pt Stl)*<br>1 *Dk(Stl)* & *Trunk dk*<br>2 *tr B* & *Web frms* | Steel Sc Sr | 3659<br>3653<br>3094<br>2352 | ✠100A1 Mdb *v*<br>12,04 *Trunk dk, no sheer*<br>~~(Classed Cont. plated)~~ | | 1904 R. Ropner & Sons<br>12mo Stockton<br>*Lloyd's SA&CP* | | R. Ropner & Co. | 325·0 48·0 26' 0<br>F 32<br>FK 5 *BHCem*<br>*WB = Cell D Ba 102' uE 24' f 138' 695t FPT 150t APT 171t* | Stockton<br>~~Middlesbrough~~<br>British<br>2SB, *6cf*, GS 124, NS 1900<br>Blair & Co. Ld. Stockton | T.3Cy. 25", 41" & 67"–45" (*s*)<br>180lb *160lb* 322NHP | | s 5 | 28 " 5<br>" 5 " 6 | |
| 48 San Telmo | 2 *Dks* | Steel Sc Sr | 1420 | | | 1904 Fredrkstad Mek. Værks.<br>Fredrikstad | | Otto Thoresens Spanske Linie | 237·0 35·0 23·4<br>B 65' | Christiania<br>Norwegian<br>*WB* Fredrikstad M.V. Frdstad | T.3Cy. 17', 30' & 49"–33"<br>138NHP | | | | |
| 49 Stein | (*Salvage Steamer & Tug*)<br>1 *Dk* | Steel Sc | 180 | | | 1904 Howaldtswerke<br>Kiel | | Neue Dampfer-Gie. Act. Ges. | 111·6 26·0 12·6 | Kiel<br>German | T.3Cy. 14½", 23½" & 37½"–21½"<br>66NHP | | | | |
| 50 Stonegate<br>110695 | *B. Bryant* –04<br>(ex Elsie) | Steel Sc K | 169<br>100<br>57 | ✠100A1 Mil<br>*Stm Trawler*<br>8,04 ✠LMC 12,03 | | 1899 Selby SB. & E. Co. Ld.<br>7mo Selby<br>A&CP | | Phœnix Trawling Co. Ld. (G.H.D. Birt, *Mgr.*) | 104·7 20·9 11·0<br>BK 7½'<br>3 *BHCem* | Grimsby<br>British<br>1SB, *2pf*, GS 31, NS 937<br>Crabtree & Co. Gt. Yarmth. | T.3Cy. 11", 18" & 29"–21" (*s*)<br>180lb 45RHP | | | 12 " 0 | 8,04 |
| 51 Shirley Hasell<br>117667 | *J. Pezely* –04<br>1 *Dk* | Wood Sc Sr | 141<br>116<br>79 | | | 1904 Moore & Whatmore<br>Jervis Bay, N.S.W. | | A.H. Hasell | 105·3 24·8 6·6 | Pt. Adelaide<br>~~Sydney, NSW~~<br>British | C.2Cy. 11" & 22"–12"<br>20RHP<br>Plenty & Son. Ld. Newbury | | | | |
| 52 Sultan<br>104377 | 1 *Dk* | Wood Sc Sr | 137<br>101<br>46 | | | 1894 Riley, Hargreaves & Co.<br>Singapore | | Soon Kock, Ld. | 113·0 17·8 7·7 | Singapore<br>British | C.2Cy. 14" & 28"–18"<br>32RHP<br>Bow & MacLachlan, Paisley | | | | |
| 53 ~~Secundo~~ Segundo<br>[ex Grebe] | *F. Insua* 00–04<br>1 *Dk* | Steel Sc K | 142<br>136<br>44 | ✠100A1 Abn<br>*Stm Trawler*<br>6,04<br>BS 9,03 ✠LMC 9,03 | | 1892 W. Hamilton & Co.<br>11mo Pt. Glasgow<br>A&CP | | Molina & Marquez | 100·2 20·5 10·6<br>Q 19' F 18'<br>BK 7½' | Corunna<br>Spanish<br>1SB. *2pf*, GS 31, NS 916<br>D. Rowan & Son, Glasgow | T.3Cy. 11", 17" & 27"–22" (*s*)<br>160lb 47NHP | | | 11 " 11 | 8,03 |
| 54 Santos Dumont<br>[ex Promenade] | *H.B. Kearney* –04<br>1 *Dk(Teak)* &<br>*Elec. light* *Promenade dk(Teak)* | Steel Sc K | 190<br>179<br>86<br>70 | ✠ A1 P.Gl<br>*For River purposes only*<br>11,04<br>~~(Classed Cont. plated)~~ ✠LMC 11,04 | | 1904 Murdoch & Murray<br>11mo Pt. Glasgow<br>*Lloyd's SA&CP* | | E.A. da Costa | ~~99·6~~ 19·1 7·2<br>F 12' F 13'<br>90 · 1½<br>FK 4 *BHCem* | Manaos<br>Brazilian<br>1SB. *2pf*, GS 33 NS 891<br>Ross & Duncan, Glasgow | T.3Cy. 10½", 17½" & 28"–21"<br>180lb (*s*) 49NHP | | | 7 " 6 | |
| 55 Salento<br>[ex Epta. of os ex Eustathios Vlassopulo] | *G. Zaccaro* –04<br>1 *Dk(Irn)* 2 *tr B* & *pt Awng dk(Irn)* | Steel Sc Sr | 2546<br>1951<br>1671 | ✠100A1 Brs *t*<br>*pt. Awng dk*<br>*with Sheerboard*<br>11,04 ✠LMC 2,04 | | 1890 Palmers' Co. Ld.<br>11mo Newcastle<br>*Lloyd's SA&CP* | | Caricatori Riuniti (G. Zaccaro, *Mgr.*) | 299·0 40·2 19·5<br>P 40' Q 68'<br>*pt Awng dk* 191' FR 5 *BHptCem*<br>*WB = Cell D B 262' 605t APT 10t* | Taranto<br>~~Brindisi~~<br>British<br>*pt Asp* | T.3Cy. 22", 35" & 58"–42" (*a*)<br>160lb *100lb* NDB 01 239NHP<br>2SB, *3cf*, GS 102, NS 3902<br>Palmers' Co. Ld. Newcastle | | s 8 | 22 " 1<br>" 11½ | 11,04 |
| 56 ~~Chantien~~<br>[ex Ada] | *A. Harris* –04<br>*Elec. light* | Steel Sc Sr | ~~1950~~ 1758<br>1343<br>1081 | | | 1904 ~~Cook's~~ S.B. & E. Co. Ld.<br>Greenock | | China Nav. Co. Ld. | 267·0 ~~40·0 17·4~~<br>B 50' F 34' 140' 1171<br>2 *Dks* | London<br>British<br>*WB* Scott's S.B. & E. Co. Ld. Grk. | T.3Cy. 21", 34" & 56"–39"<br>196NHP | | | BT till 11,05 | |
| 57 ~~Ursula~~<br>[ex Nora, ex ~~Ursula~~] | *Olsen* –04<br>*Well deck* | Iron Sc Sr | 473<br>354<br>276 | | | ...1883 Short Bros.<br>Sunderland | | G. Smidt | 160·0 25·1 12·3<br>BK 7' | Bergen<br>Norwegian<br>JW & FW ~~Sunderland~~ | C.2Cy. 16" & 35"–30"<br>56NHP | | | | |

| 1 Name Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey. | Port of Survey. | Year-Signal now expired. Equipment. | 8 9 10 Built. When | By Whom Where | Owners. | 11 Registered Dimensions. Deck Erections &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Load line in which classed, if not in R. Distance B. or Trade Class. | 16 Base when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 Sierra Blanca<br>120321 H.McCrimley –05 | Steel Sc Sr<br>1 Dk(Stl)&Spr dk<br>Elec.light (Stl)&deep framing | 3695 3671<br>4100<br>3359 3386<br>2388 | ✠100A1 Gls x<br>Spar dk Bry<br>3,05 1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1904 D.& W.Hen-<br>1905 dersn&Co.Ld.<br>1mo Glasgow<br>Lloyd's SA&CP | Sierra Shipping Co. Ld. (Thompson, Anderson & Co.) | 361·0 46·2 25·6<br>P31'B200'F46' 17·5<br>FK 25·4 | Liverpool<br>British<br>6 BHCem | T.3Cy.25",40"&67"-45" (s)<br>185lb 120lb<br>2SB,6cf,GS115,HS413,FD<br>D.&W.Hendersn&Co.Ld.Gls | 1 — 8<br>20 " 2<br>s 4 " 8 | 3,06 | |
| | | | | WB=Cell D Ba 120'u E 22' f 146'8 22t DT a 21'5 20t FPT 111t APT 38t | | | | | | | | | |
| 59 Scott<br>120317 H.Collin –04<br>HBQW | Steel Sc Sr<br>1 Dk & Awng dk (Teak)<br>Elec.light | 908<br>830<br>565 | ✠100A1 Liv k<br>Awng dk with freeboard 12mo<br>12,04<br>(Class Contem plated)<br>✠LMC1,04 | 1904 Garston G.<br>1905 t.m Garston<br>Lloyd's SA&CP | Stewart & Harkness<br>Dk. S.S.Co.Ld<br>Harkness<br>S.S.Carlyle Co.Ld.<br>(Stewart & Harkness, Mgrs) | 185·3 29·8 19·7<br>12·7<br>FK 19·7 | Liverpool<br>British<br>4 BHCem | T.3Cy.17",27"&43"-30" (s)<br>180lb 80lb 95RHP<br>1SB,4cf,GS91,HS231<br>Crabtree&Co.Ld.Gt Yar. | 13 " 7<br>s 7·10½ | B'd till 11,05 | |
| | | | | WB=DBa 37'35t FPT 38t APT 11t | | | | | | | | | |
| 60 Tisapon<br>118942 A.Smith 01–05 | Steel S K<br>1 Dk | 210 211<br>194<br>76 | ✠100A1 Hul<br>Stm Trawler<br>2,05<br>(Class Contem plated)<br>✠LMC05 | 1904 Cook, Wel-<br>1905 t.m Gemmell<br>2mo Beverley<br>Lloyd's SA&CP | Standard Steam Fishing Co. Ld. | 115·5 21·5 11·5<br>Q49'F19'<br>115·4 21·6 BK7" | Grimsby<br>British<br>3 BHCem | T.3Cy.11¾",20"&33"-24" (s)<br>180lb 65RHP<br>1SB,2pf,GS33,HS1030<br>Amos&Smith,Hull | 12 " 3 | | |
| 61 Scranton<br>(Ferry) | Steel Twin Sc<br>1 Dk | 900 | | 1904 Nwpt Nws<br>S.B. & D.Co.<br>Newport News | Hoboken Ferry Co. | 216·0 43·2 18·0 | New York<br>Utd. States | C.1Cy.18"&38"-28"<br>127NHP<br>Newport News SB&DD.Co. | | | |
| 62 Skramstad<br>O.Hansen –04 | Steel Sc Sr<br>2 Dks | 1420<br>1283<br>870 | | 1904 Frannes<br>Mek.Værks. Co.<br>Sandefjord | A.F.Klaveness & | 231·8 35·2 20·5 | Sandefjord<br>Norwegian | T.3Cy.16½",27"&44"-33"<br>111NHP<br>WB Nylands Værksted, Xania | | | |
| 63 Sagenite<br>119195 A.Campbell 03–05<br>HBQK Elec.light | Steel Sc<br>1 Dk (Iron) 5 Masts<br>well dk, Mooy. Arr | 712 550<br>518 434<br>288 | ✠100A1 Gls k<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1904 J.Shearer &<br>1905 Sons, Ld.<br>1mo Glasgow<br>Lloyd's SA&CP | W.Robertson | 194·7 30·2 11·2<br>Q98'B11'F35'<br>BK7½" | Glasgow<br>British<br>4 BHCem | T.3Cy.17",27½"&44"-33"<br>160lb 75lb (s)99RHP<br>1SB,3cf,GS61,HS340<br>Ross&Duncan,Glasgow | 13 " 6<br>s 1 " 2 | | |
| | | | | WB=Cell D Bf 122'183t FPT 71t | | | | | | | |
| 64 Srgj<br>M.Kounaveric 00–05 | Steel Sc Sr<br>1 Dk(pt Irn & pt Stl)<br>2 tr B & deep framing 3 Dk Rule | 3564<br>3342<br>2319 | ✠100A1 Shl v<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1905 J.Read-<br>1mo head & Sons<br>South Shields<br>Lloyd's SA&CP | G.Racic | 341·0 46·6 25·9<br>P41'B140'F32'<br>P32'F41' | Dubrovnik<br>Aust.-Hung.<br>6 BHCem | T.3Cy.24",40"&65"-45"(r)<br>160lb 80lb 295NHP<br>2SB,6cf,GS116,HS1590<br>J.Readhead&Sons,S.Shl. | 27 " 4<br>s 4 " 8½ | | |
| | | | | WB=Cell D Ba 116'u E 20'f 142'804t APT 72t | | | | | | | |
| 65 Santona<br>119198 T.J.C.Boyd 97–05<br>HBRS | Steel Sc Sr<br>1 Dk(pt Irn pt Stl)<br>& deep framing | 3030<br>2880<br>1955 | ✠100A1 Nwc v<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1905 Tyne I.S.B.<br>1mo Co.Ld.<br>Newcastle<br>Lloyd's SA&CP | Donald&Taylor<br>Clyde Commercial Steamships Ld<br>(Donald&Taylor, Mgrs.) | 331·0 48·1 21·8<br>P26'B98'F34'F33'<br>FK 5 | Glasgow<br>British<br>5 BHCem | T.3Cy.24",40"&65"-42"(s)<br>160lb 80lb 286NHP<br>2SB,6cf,GS126,HS1450<br>Wilsnd Slpwy.Co.Ld.Nwc. | 24 " 5<br>s 4 " 3 | | |
| | | | | WB=Cell D Ba 108'u E & B 36'f 142'81t FPT 86t APT 32t | | | | | | | |
| 66 Sandhurst<br>97844 Robertson –04<br>MBTW (ex Toronto, ex Saint Enoch)<br>Elec.light | Steel Sc Sr<br>Tabley ss Ant.No.3–5,02<br>1 Dk(Irn)& Spar dk(Irn) 3 tr B | 4292 4236<br>4032<br>2748 | ✠100A1 Nwc x<br>Spar dk<br>12,04<br>12,04<br>✠LMC | 1891 Palmers'<br>2mo Co.Ld.<br>Newcastle<br>Lloyd's SA&CP | Britain S.S.Co.Ld.<br>(Watts, Watts & Co Mgrs.) | 375·0 46·5 20·4<br>P34'B86'F31'<br>BK11" | London<br>British<br>7 BHCem | T.3Cy.28",45"&73"-48" (s)<br>160lb 70lb 397NHP<br>2DB,12cf,GS192,HS6383<br>Palmers' Co.Ld.Newcastle | 23 " 3<br>s 7 " 6 | 3,04 | |
| | | | | WB=Cell DB 322'697t FPT 76t APT 35t | | 28·2 | | | | | |
| 67 Snowdon<br>106801 T.V.Walker –02<br>PKVS (ex Barnesmore) | Steel Sc Sr<br>ss Rot.No.2–04<br>1 Dk(Irn)2tr B<br>& Web frames | 3189<br>2958 ss with freeboard<br>2055 | ✠100A1 Rot v<br>11,04<br>✠LMC04 | 1896 Richardson,<br>8mo Duck & Co.<br>Stockton<br>Lloyd's SA&CP | Snowdon SS.Co.Ld<br>(C.Radcliffe & Co.) | 330·0 46·1 24·1<br>P15'B96'F37'<br>FK 5 | Cardiff<br>British<br>5 BHCem | T.3Cy.22½",39½"&67"-42"(s)<br>200lt 95lb 303NHP<br>2SB,6cf,GS116,HS4300<br>Blair&Co.Ld.Stockton | 26 " 9<br>s 5 " 0½ | ✠11,04 | |
| | | | | WB=Cell D Ba 106'u E & B 46'f 126'751t FPT 82t APT 54t | | | | | | | |
| 68 Salvo<br>G.Pidatella –04<br>(ex Lillian)<br>Well deck | Steel Sc Sr<br>ss Sws.No 3–11,04<br>1 Dk(Irn)& Web frames | 1219<br>859<br>779 | ✠100A1 Sws n<br>12,04<br>✠LMC11,04 | 1889 Irvine &<br>10mo Co.<br>W Hartlepool<br>A&CP | S.G.Ulrich | 230·5 32·0 14·0<br>P27'Q61'B96 F29'<br>drp04 BK8" | Catania<br>Italian<br>4 BHCem | T 3Cy.16½",26"&44½"-33"(s)<br>160lb 80lb NDB04 104NHP<br>1SB,3rf,GS49,HS1443<br>Wstgrth,English&Co.Mdb | 16 " 2<br>s 1 " 2½ | 12,04 | |
| | | | | WB=Cell DB 195'361t | | | | | | | |
| 69 Santa Cruz<br>C.Corneliussen –04 | Steel Sc Sr<br>2 Dks | 1420 | | 1904 Fredrkstad<br>Mek.Værks.<br>Fredrikstad | O.Thoresen | 237·0 35·0 23·4<br>B65' | Chrstiania<br>Norwegian | T.3Cy.17",30"&49"-33"<br>138NHP<br>Fredrikstad M.V.Frdstad. | | | |
| 70 Salient<br>119210 G.Nicholson 05–05<br>HCBT Elec.light | Steel Sc Sr<br>1 Dk(Stl)2tr B&<br>Web frames 3 Lk Rule | 3879<br>3579<br>2174 | ✠100A1 Sld v<br>3,05<br>(Class Contem plated)<br>✠LMC3,05 | 1905 Short Bros.<br>3mo Ld.<br>Sunderland<br>Lloyd's SA&CP | J.Westoll | 346·3 49·6 25·5<br>P29'B74 F30'<br>FK 6 | Sundrland<br>British<br>6 BHCem | T.3Cy.24½",40"&66"-45"<br>180lb 180lb (s) 317NHP<br>2SB,6pf,GS138,HS4870<br>G.Clark,Ld.Sunderland | 26 " 4<br>s 4 " 10 | | |
| | | | | WB=Cell D Ba 122'u E 24'f 138'987t FPT 89t APT 97t | | | | | | | |
| 71 Syringa<br>115469 | Steel Sc K<br>1 Dk | 242 243<br>217 219<br>76 76 | ✠100A1 Shl<br>Stm Trawler<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1905<br>1mo Smith's Dock Co.Ld.<br>North Shields<br>Lloyd's SA&CP | Southern Steam Trawling Co.Ld.<br>(C.C.Morley, Mgr.) | 125·0 22·0 11·8<br>125·4 22·1 12·0<br>Q49' BK7½" | Milfrd Hvn<br>British<br>3 BHCem | T.3Cy.12",21"&31"-21"(r)<br>180lb 58RHP<br>1SB,3pf,GS49,HS1408<br>W.V.V.Lidgerwood.Gls. | 12 " 10 | | |
| 72 Saint Helena<br>121201 W.Mc.Kee 05–05<br>HBTL | Steel Sc Sr<br>1 Dk(Stl)& Spr dk<br>(Stl)& deep framing | 4209 4213<br>4040<br>2800<br>2708 | ✠100A1 PGl x<br>Spar dk<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1905 Russell &<br>1mo Co.<br>Pt. Glasgow<br>Lloyd's SA&CP | A.Mackay & Co.<br>Saint Enoch Shpng Co.Ld.<br>(A.Mackay & Co., Mgrs.) | 370·4 49·8 27·0<br>P36'B108'F44'19·0<br>FK 27·0 | Glasgow<br>British<br>6 BHCem | T.3Cy.26",42"&70"-48"(s)<br>180lb 100lb 411NHP<br>2SB,6cf,GS124,HS5552,FD<br>D.Rowan&Co.Glasgow | 21 " 9<br>s 6 " 2 | | |
| | | | | WB=Cell D Ba 114'u E 26'f 160'942t DT a 36'870t APT 45t | | | | | | | |
| 73 S. O. No. 11<br>101593<br>KTND | Steel Sc<br>(Tug)<br>1 Dk | 129<br>—<br>87 | | 1904 Neafie &<br>Levy Co.<br>Philadelphia | Standard Oil Co. | 90·0 20·6 10·6 | New York<br>Utd. States | C.2Cy.15"&30"-22"<br>35NHP<br>Neafie&Levy S&EB Co. Phl | | | |
| 74 Sweethope<br>118948 H.F.W.Rasmussen 81–05<br>HLSW | Steel Sc Sr<br>1 Dk(pt Irn pt Stl)& deep framing | 2715<br>2513<br>1708 | ✠100A1 Sld u<br>1,05<br>(Class Contem plated)<br>✠LMC1,05 | 1905 Sunderlnd<br>1mo S.B Co.Ld.<br>Sunderland<br>Lloyd's SA&CP | Pyman, Bell&Co. Ld. | 314·0 46·5 20·6<br>P31'B152 F30'<br>FK 5 | New castle<br>British<br>5 BHCem | T.3Cy.23",38"&62"-42" (s)<br>160lb 80lb 262NHP<br>2SB,6pf,GS111,HS4124<br>N.E. Marine Eng. Co. Ld Sld | 23 " 0<br>s 3 " 2½ | | |
| | | | | WB=Cell D Ba 110'u E & B 36'f 122'701t FPT 100t APT 125t | | | | | | | |
| 75 Silvain<br>(Trawler) | Steel Sc<br>1 Dk | | | 1904 M.van der<br>Kuijl<br>Slikkerveer | Stoomviss.Maats. Mercurius | 132·2 21·9 13·4 | Ymuiden<br>Dutch | T 3Cy.12½",20"&32"-23"<br>49NHP<br>WB Wilton's E.& Slipwy Co. Rot. | | | |
| 76 Salacon<br>118945 W.Wright –05 | Steel Sc K<br>1 Dk | 211<br>194<br>76 | ✠100A1 Hul<br>Stm Trawler<br>3,05<br>(Class Contem plated)<br>Lloyd's SA&CP | 1905 Cook, Wel-<br>3mo t'n & Gemmell<br>Beverley | Standard Steam Fishing Co.Ld. | 115·4 21·5 11·5<br>Q49'F19' 21·6<br>BK7" | Grimsby<br>British<br>3 BHCem | T.3Cy.11¾",20"&33"-24"(s)<br>180lb 62RHP<br>1SB,2pf,GS33,HS1030<br>Amos&Smith.Hull | 12 " 3 | | |

| 1 Numéro officiel / Signaux | 2 Nom du Navire. Matériaux, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel: Total / Sous le Pont / Net | 5 Détails de la Classification: Cote. Surveillance Spéciale. Date de la dernière Visite | 6 | 7 | 8 Construit. | 9 | 10 Armateurs. | 11 Dimension d'après la Douane. Superstructures, &c.: Longueur / Largeur / Creux | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres — Course / Pression des Chaudières / = Force en chevaux d'après les formules de la Société / RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Ceux sur Qaille. Franc-bord au milieu du navire. | 15 Inscrits où cert. d'exemption délivré par le L.R. | 16 Date de la dernière inscription. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **77** | **Saito Maru** | **IronScSr** | 1597 / 1491 / 990 | ✠ *Spar dk* 9,84 | | | Syd 2mo | *q* 1882 D&W Henderson&Co. Glasgow | **YamadaKeisuke** | 255·0 33·0 21·7 drp84 | **Kobe** Japanese | C.2Cy.30½"&63"–48" 2 NHP D.&W.Henderson,Gls. | | |
| 8958 JRQV | (*ex*Birksgate) | 1*Dk*(*pt Irn*)&*Spar dk* | | | | | | | *WB – CellDB216'266t* | 5*BHCem* | | | | |
| **78** | **Seiun Maru** | **SteelScSr** | 1885 / 1319 / 1355 | ✠100A1 12,03 BS1,03 | Mel | *q* 1888 | A.Stephen &Sons Glasgow A&CP | **J.Harada** | | 260·0 36·8 16·6 Q60'B140'F32' FK | **Osaka** Japanese | T.3Cy.18",29"&46"–39" (*r*) 160lb *90lb* NDB03 149NHP 1SB,3*cf*,GS51,HS2188 A.Stephen&Sons,Glasgow | 19 " 2 s 1 " 6 | |
| 8407 JNCV | (*ex*Firth of Beauly,*ex*Domira) *Well deck* | 1*Dk*(*Stl*) 2*Dk raised* | | | | | 4mo | | *WB = CellDB208* | 4*BHCem* 365*tAPT220* | | | | |
| **79** | **Saint Jerome** | **SteelScSr** | 3200 / 3191 / 2986 / 2025 | ✠100A1 2,05 *(ClassContem plated)* | Dmb | *w* 1905 | A.McMillan&Son,Ltd. Dumbarton *Lloyd'sA&CP* | **British&Foreign S.S.Co.Ltd(Rankin Gilmour&Co.,*Mgs*)** | 345·10 315·6 | 17·5 22·2 P32' B204'F34' FK | **Liverpool** British | T.3Cy.24",40"&65"–45" (*r*) 180lb *110lb* 6*BHCem* 2SB,6*cf*,GS102,HS4104 FD Dunsmuir&Jackson Ltd Gls | 24 " 9 s 3 " 6½ | |
| 120852 HBWS | *C.J.Shrine*84–05 | 1*Dk*(*Stl*)2*trB&deep framing* | | | | | 2mo | | *WB = CellDBa103'uE&B14'f146'859tFPT101tAPT44t* | | | | | |
| **80** | **Sumanra Maru** | **IronScBu** | 2302 / 1999 / 1666 | ✠100A1 5,04 | Nwc | *s* 1883 | E.Withy& Co. W Hartlepool *Lloyd'sA&CP* | **Matsumoto Genshichi** | 285·0 36·1 24·1 P28'B72'F32' BK9½" | **Habu** Japanese | C.2Cy.36"&67"–36" (*b*) 75lb *80lb* NDB96 224NHP 1DB,*Gpf*,GS90 T.Richardson&Sons,Hpl. | 25 " 3 s 4 " 5 | 5,04 |
| 9159 JBTV | (*ex*Ranmoor) | *ss*Nwc.No.3–9,96 *ss*Bly No.1–01 2*Dks*(1*Irn*)&*Web frames* | | | | | 7mo | | *WB = DBa80'f102'316t* | 5*BHCem* | | | | |
| **81** | **Shinshu Maru** | **SteelScSr** | 3419 / 3093 / 2419 | ✠100A1 *Spar dk* 4,04 BS1,04 | Bry | *v* 1895 | A.Rodger &Co. Pt.Glasgow *Lloyd'sA&CP* | **Kishimoto Kanetaro** | 325·5 43·1 19·8 P27'B84'F29' 27·6 FK | **Habu** Japanese | T.3Cy.24",39"&64"–45" (*s*) 170lb *100lb* 5*BHCem* 2SB,*Grf*,GS94,HS1942 Dunsmuir&Jackson,Gls. | 21 " 1 s 6 " 5½ | ✠2,08 |
| 8888 JBTN | (*ex*BaronCawdor) | 1*Dk*(*Stl*) &*Spar dk*(*Stl*)&*deep framing* | | | | | 1mo | | *WB = CellDBa94'f138'565tAPT66t* | | | | | |
| **82** | **Saffi** | **SteelScSr** | 1325 / 1100 / 800 | | | 1905 | Schiffsw. v. Henry Koch Lübeck | **Oldenbrg-Portug. Dmpfsch.Rhed.** | 230·0 33·6 17·2 P15'B67'F30' | **Oldenburg** German | T.3Cy.17",28⅜"&45¼"–33½" 116NHP *WB* J.F.Abrens,Altona | | |
| | *Elec.light* | 1*Dk*&*Spar dk* | | | | | | | | | | | | |
| **83** | **San Juan** | **WoodScSr** | 284 / — / 123 | | | 1904 | Sloan&Hill Seattle | **SanJuanFishing& PackingCo.** | 118·0 24·5 13·5 | **Seattle** Utd.States | C.2Cy.16"&33"–20" 41NHP Washington Iron Works | | |
| 901483 KTLJ | | 1*Dk* | | | | | | | | | | | | |
| **84** | **Saturno** | **SteelScSr** | 2200 | | | 1904 | Howaldtswerke Kiel | **Hamburg-Süd Amerik.Dampfschifffahrts Ges.** | 269·0 37·9 11·6 | German | T3Cy14⅛"24⅛"&39¾"–27⅛" 83NHP *WB* Howaldtswerke,Kiel | | |
| | *Elec.light* | 1*Dk*&*Awng dk* | | | | | | | | | | | | |
| **85** | **San Miguel** | **SteelTwinScSr** | 2600 2223 | ✠100A1 *Spar dk* 4,05 *(ClassContem plated)* | Mdb | *u* 1905 | Sir Raylton Dixon&Co Ld Middlesbro' *Lloyd'sA&CP* | **Empreza Insulana de Nav.à Vap.** | 300·0 42·0 24·6 B102'F49'BK9"24·3 | **Lisbon** Portuguese | T.6Cy.18½",30"&50"–36" (*s*) 180lb *100lb* 5*BHCem* 2SB,*Gcf*,GS120,HS5424 FD N.E.Marine Eng.Co Ld.Sld. | 19 " 1 s 5 " 0 | |
| | *Elec.light* | 1*Dk*&*Spar dk*(*Stl–Teak ss*) 2557 *lower dk in Nos.1&2Holds* 2223 *hold beams in No.3hold 1625* | | | | | 4mo | | *WB = CellDBa50'uE&B60'f136'425tAPT86t* | | | | | |
| **86** | **Senkai Maru No. 1** | **CompTwin ScSr** | 334 240 180 | | | 1902 | Uraga Dock Co.Ld. Uraga | **Govt.of Japan (War Department)** | 138·2 22·0 11·0 | **Uraga** Japanese | C.4Cy.15"&30"–20" 67NHP Uraga Dock Co Ld. | | |
| 7083 JMFS | | 2*Dks* | | | | | | | | | | | | |
| **87** | **Senkai Maru No. 2** | **CompTwin ScSr** | 332 239 179 | | | 1903 | Uraga Dock Co.Ld. Uraga | **Govt.of Japan (War Department)** | 138·1 22·0 11·0 | **Uraga** Japanese | C.4Cy.15"&30⅛"–20" 67NHP Uraga Dock Co.Ld. | | |
| 7084 JMSG | | 2*Dks* | | | | | | | | | | | | |
| **88** | **Shikoku Maru** | **SteelScSr** | 1404 1281 1003 | | | 1883 | J.Elder& Co. Glasgow | **S.Ushi** | 244·1 33·4 22·5 F32' | **Osaka** Japanese | C.2Cy.28⅝ &56"–36" 157NHP J.Elder Co Glasgow | | ▼ |
| 6819 JNDR | (*ex*Mongkut) | 2*Dks* | | | | | | | | | | | | |
| **89** | **Shinko Maru** | **IronScSr** | 2588 2383 1604 | | | ...1882 | C.S.Swan &Hunter Newcastle | **K.Kishimoto** | 319·7 36·8 24·1 P28'B69'F32' BK10" | **Osaka** Japanese | C.2Cy.38½"&71½"–48" 292NHP *WB* Blair&Co.Ld.Stockton | 27 " 2 | N |
| 9140 KSGB | (*ex*Carl,*ex*Sardinian Prince, *ex*Brookfield) | 2*Dks*3*trB* | | | | | | | | | | | | |
| **90** | **Sisyphus** | **SteelSc** | 284 274 138 | ✠ A1 *Hopper Dredger* 2,05 *(ClassContem plated)* | PGl | 1905 | Ferguson Bros. Port Glasgow *Lloyd'sA&CP* | **Commissioners of Public Works in Ireland** | 118·8 26 1 11·9 F14' FK | **Dublin** British | C.2Cy.15"&30"–21" (*s*) 120lb 4*BHCem* 1SB,2*cf*,GS34,HS920 Ferguson Bros.Pt Glasgow | 12 " 0 | |
| 117524 | *Anderson*05–05 | 1*Dk*(*Stl*) | | | | | 2mo | | | | | | | |
| **91** | **Senkai Maru No. 3** | **CompTwin ScSr** | 330 239 178 | | | 1903 | Uraga Dock Co.Ld. Uraga | **Govt.of Japan (War Department)** | 138·0 22·0 11·0 | **Uraga** Japanese | C.4Cy.15"&30½"–20" 67NHP Uraga Dock Co.Ld. | | |
| 7085 JMSH | | 2*Dks* | | | | | | | | | | | | |
| **92** | **Skandia** | **SteelScSr** | 500 | | | 1905 | Akt.Burmeistr&Wain Copenhagen | **Dmpskslsk.paa Bornholm af 1866** | 170·0 27·5 19·0 | **Rönne** Danish | T.3Cy.14½",24"&40"–24" 78NHP *WB* Akt.Burmeistr&Wain,Cpn | | |
| | *Lund* –05 *Elec.light* | 2*Dks* | | | | | | | | | | | | |
| **93** | **Skjirvo** | **SteelScSr** | 305 291 176 | | | 1905 | Trndhjms Mek.Værks. Trondhjem | **TromsöAmts Dampskibsselskab** | 137·0 22·0 10·0 | **Tromsö** Norwegian | T.3Cy.12",19½"&32"–21" 47NHP Trondhjems M.V.Trndhjm | | |
| | *J.Jetmundsen* –05 | 2*Dks* | | | | | | | | | | | | |
| **94** | **Spes** | **SteelScSr** | 900 | | | 1905 | Akers Mek.Værks. Christiania | **Hj.Siegwarth** | 215·0 32·0 16·5 B53'F23' | **Christiania** Norwegian | T.3Cy.15½",25"&42"–30" 97NHP Akers Mek.Værks.Xia. | | |
| | *H.Jespersen* –05 | 1*Dk* | | | | | | | | | | | | |
| ※ **95** | **St. Domingo** | **SteelScSr** | *4324* *3383* 2743 | ✠100A1 *Spar dk* 2,05 BS1,01 | Sou | *x* 1897 | Barclay, Curle&Co.Ld Glasgow A&CP | **Akties.detÖstasiatiskeKompagni** | 383·5 46·3 20·0 P49'B119'F47' 27·5 FK&BK8" | **Copnhagn** Danish | T.3Cy.26½",44"&70"–48" (*s*) 180lb 7*BHCem* 8SB,*11rf*,GS199,HS7161 Barclay,Curle&Co.Ld.Gls. | 22 " 5 s 7 " 2 | ✠2,05 |
| | (*ex*RaglanCastle) *Ref.Mchy. Elec.light* | 2*Dks*(1*Stl–ws*)& *Spardk*(*Stl–teaks*) | | | | | 3mo | | *WB = Cell DBa92'uE&B70'f158'774t* | | | | | |
| **96** | **Sansone** | **IronSc** | 2602 1880 1902 | ✠100A1 11,04 BS7,04 | Ant | *u* 1874 | Palmers' Co.Ld. Newcastle A&CP | **L.Donegani** | 329·4 38·6 30·5 ND87 BK10" | **Leghorn** Italian | C.2Cy.40"&80"–42" 80lb *45lb* NDB82 298NHP 2DP,6*cf*,GS192,HS4108 *WB = ptDB* Palmers'Co.Ld.Newcastle | 31 " 10 | 2,03 |
| | (*ex*Switzerland) | *ss*Ant.2ndNo 3–8,99 *ss*Ant.No.1–03 3*Dks* | | | | | 1mo | | | 7*BHCem* | | | | |
| **97** | **Shinryo Maru** | **WoodScSp** | 207 184 128 | | | 1904 | Y.Kishimoto Osaka | **T.Yoshida** | 112·2 17·1 12·8 | **Kishiwadahama** Japanese | C.2Cy.13⅛"&26⅞"–19" 26NHP | | |
| 8987 JRQM | | 2*Dks* | | | | | | | | | | | | |
| **98** | **Shinsho Maru** | **WoodScSp** | 171 154 106 | | | 1904 | I.Shioaku Osaka | **S.Kumeda** | 110·4 15·0 12·8 | **Osaka** Japanese | C.2Cy.12½"&27½"–14½" 23NHP | | |
| 8989 JRSH | | 2*Dks* | | | | | | | | | | | | |
| **99** | **Shintaga Maru No. 3** | **WoodSc** | 114 85 61 | | | 1904 | M.Takimoto Osaka | **S.Taga** | 92·7 17·1 8·7 | **Osaka** Japanese | T.3Cy.10½",16½"&26⅜"–19" 30NHP | | |
| 8815 JNDL | | 1*Dk* | | | | | | | | | | | | |

| 1 Ks. in Book / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 ⊥ for Special Survey | 7 Date of last Survey. | 8 | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RHP= by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. ft. in. | 15 Register in which classed. If built in L.R. Date of last Boiler survey. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**100 St. Eric** — Steel Sc Sr — 2744 — ✠100A1 Sld — *u*
*G.H.Swinhufvud* –05 — 2558 — 4,05
1 *Dk*(*pt Irn & pt Stl*) *§ deep framing* — 1724 — (*Class Contem plated*)
1905 — J. Blumer & Co. — Sunderland — *Lloyd's SA & CP* — Wilson & Co. — A. O. Wilson
314·0 | 46·5 | 20·7 — P30 B151 F32′ — FK 5 *BH Cem* — Gothenburg Swedish
T.3Cy.23″,38″ & 62″–42″ (*s*) — 160lb *80lb* — 257 NHP — 2SB, 6*pf*, GS111, HS3974
*WB* = *Cell D Ba* 106′ *u* E22 *f* 120′ 662 *t APT* 97*t*
2 ″ 0 — s 3 ″ 2
J. Dickinson & Sons, Ld. Sld.

**101 Saint Brieuc** — Steel Sc — 521 — —
*Elec. light* — 1 *Dk* — 167
1904 — De la Brosse & Fouché Nantes — Le Gualès de Mazaubran
178·8 | 25·1 | 12·8 — St. Brieuc French
T.3Cy.15⅝″,24⅛″ & 40½″–26′ — 83 NHP
*WB* De la Brosse & Fouché, Nts.

**102 Shisaka Maru No. 1** — Steel Twin Sc — 121 — 103
7455 JNPS — 1 *Dk* — 65
1904 — Osaka Iron Works, Osaka — K. Sumitomo
95·9 | 18·4 | 9·3 — Arathama Japanese
C.4Cy.11″ & 22″–15′ — 31 NHP
Osaka Iron Works

**103 Skagerak** — Steel Sc Sr — 250
*J. E. Menander* 05–05 — 1 *Dk*
1905 — Göteborgs M.V. Aktieb. Gothenburg — Hydrographical Society of Sweden
114·0 | 22·0 | 11·6 — F22′ — Swedish
T 3Cy.11⅝″,18⅞″ & 30⅛″–19½″ — 42 NHP
*WB* Göteborgs M.V. Aktieb. Got

**104 St. Patrick** — Steel Sc Sr — 2460 — ✠100A1 Stk — *t*
*B. Norden* 98–05 — 1 *Dk*(*pt Irn & pt Stl*) *§ deep framing* — 2459 — 4,05 — 2223 — (*Class Contem plated*) — 1577 — ✠LM 4,05
1905 — Craig, Taylor & Co. Stockton — A. O. Wilson
306·0 | 44·2 | 20·1 — P26′ B92′ F28′ — FK 5 *BH Cem* — Gothenburg Swedish
T.3Cy.22″,36″ & 58″–39″ (*s*) — 180lb *100lb* — 242 NHP — 2SB, *Gpf*, GS103, HS3923
*Lloyd's SA & CP* — *WB* = *Cell D Ba* 91′ *u E & B* 34′ *f* 132′ 612 *t APT* 84*t*
22 ″ 6 — s 3 ″ 8
N.E. Marine Eng. Co. Ld. Sld.

**105 Sloane** — Steel Pad — 125 — ✠ A — Lon
120540 — *C.F. Beachey* –05 — 1 *Dk* — 126 — *For River purposes only* — 5m
*Elec. light* — 57 — 5,05 — ✠LM 5,05 — (*Class Contem plated*)
1905 — Thames Iron Works S.B. & E. Co. Ld. London — London County Council
129·6 | 18·5 | 6·9 — FK 3 *BH Asp* — London British
T.3Cy.20″,34″ & 56″–36″ (*s*) — 115lb — 40 NHP — 1SB, 2*pf*, GS25, HS700
C.D. 2Cy.16″ & 31″–36″ (*s*) — 7 ″ 0 — s ″ — E.D.
Tod & Co. Ltd. Greenwich

**106 Sandringham** — Steel Sc K — 179 — 100A1
160 — *Stm Trawler* — 1 *Dk* — 55
(*Class Contem plated*)
1905 — Cook, Welt'n & Gemmell Beverley — Queen Steam Fishing Co. Ld.
108·3 | 21·0 | 11·2 — Q56′ F19′ — Grimsby British
T.3Cy.11½″,19½″ & 32″–23″
C.D. Holmes & Co. Hull

**107 Senator** — Steel Sc K — 210 — 100A1
194 — *Stm Trawler* — 1 *Dk* — 76
(*Class Contem plated*)
1905 — Cook, Welt'n & Gemmell Beverley — Pelham Steam Fishing Co. Ld.
115·3 | 21·5 | 11·4 — Q58′ F19′ — Grimsby British
T.3Cy.12″,21″ & 34″–24″
C.D. Holmes & Co. Hull

**108 Scotia** — Steel Sc K — 206 — 100A1
194 — *Stm Trawler* — 1 *Dk* — 56
(*Class Contem plated*)
1905 — Smith's Dock Co. Ld. North Shields — Birt & Hextall
117·0 | 21·5 | 11·5 — Q49′ — British
T.3Cy.12″,20″ & 32″–23″
MacColl & Pollock, Ld. Sld.

**109 Swallow** — Steel Sc Sr — 130 — ✠100A1 Psy — *b*
120781 — W. Hawdon 04–05 — 160 — 114 — 4,05
*Well deck Mchy. Aft* — 1 *Dk*(*Stl*) — 61 — (*Class Contem plated*) — ✠LM C4,05
1905 — J. Fullerton & Co. Paisley — R. & W. Paul, Ld.
105·3 | 21·1 | 7·1 — Q36′ B7 F14′ — BK6″ 3 *BH Cem* — Ipswich British
C.2Cy.12″ & 24″–18″ (*s*) — 160lb — 27 RHP — 1SB, 2*pf*, GS24, HS543
7 ″ 8 — s ″ 8
Ross & Duncan, Glasgow
*Lloyd's SA & CP* — *WB* = *FPT* 15*t*

**110 Senga** — Steel Sc Sr — 450 — ✠100A1 Ayr — *g*
97733 — *J. R. Sco[illegible]* –05 — 1 *M*(*Stl*) 3 Mast Sr — 450 — 1,06 — (*Class Contem plated*)
*Well deck Mchy. Aft* — 290 — ✠LM C4,05
1905 — Ailsa S.B. Co. Ld. Ayr — G. A. Smith — Mrs. G. A. Smith (*Wm. C. Smith & Co., Mgrs.*)
155′ 1 | Q36 F23′ BK7″ 3 *BH Cem* — Ayr British
C.2Cy.18″ & 40″–27″ (*s*) — 130lb — 34 RHP — 1SB, 3*pf*, GS18, HS1540
12 ″ 3 — s ″ 8½
Renfrew Bros. & Co. Irvine
*WB* = *FPT* 18*t APT* 9*t*

**111 Sofia** — Steel Sc Sr — 255 — ✠ A 1 * 1 Cpl — Lv
5th Survey, Cpl. 12,03 — 218 — 5,04
(*ex* Panormos, *ex* Devonia) — 1 *Dk* — 138 — Bat M S 12,03
*Mchy. Aft* — B&S 5,05
1882 — Murdoch & Murray, Port Glasgow — Soc. Com. Bulgare de Nav. à Vap.
140·3 | 21·8 | 10·1 — Q28′ H5 F14 — ND01 — Constantpl Turkish
C.2Cy.21″ & 42″–30″ — 82lb *80lb* ND801 — NB10,01
88 NHP — 1SB. 3*pf*, GS15, HS1401
5,04
Dunsmuir & Jackson, Gls.
*WB* = *DBf*

**112 Sayre** — Wood Sc Sr — 140 — —
110831 — (*ex* Robert H. Sayre) — 70
KGML — 1 *Dk*
1889 — Crane & Sons, Brooklyn NY — Lehigh Valley Transportation Co.
95·9 | 22·6 | 11·3 — Perth Amboy, NJ Utd. States
C.2Cy.19″ & 38″–26″ — 61 NHP
J.W. Sullivan, New York

**113 Santa Clara** — Wood Sc Sr — 1588
77427 — *L.J. Schage* –05 (*ex* James Dollar) — 862
KQSC — *Elec. light* *ex* John S. Kimball — 1 *Dk* 2 *tr D* — 1208
1900 — C.H. White Everett, Wsh. — Northwestern S.S. Co.
225·0 | 38·0 | 24·1 — Scattle Utd. States
T.3Cy.15½″,26″ & 45″–33″ — 116 NHP — V
Globe State & Mowers' Iron Works, S. Fo.

**114 Syfang** — Steel Sc Sr — 2835
*H. Degener* 05–05 (*ex* Johann Berger) — 2707
QFJP — 1 *Dk* & *Spar dk* — 1847
1890 — J.C. Teckelenborg Geestemünde — Diederichsen, Johsen & Co.
319·1 | 42·0 | 26·1 — B70′ F45′ — Hamburg German
T 36's 23 [illegible] &63 62″ — 257 NHP — V
*WB* Buckauer Masch-Fabrik

**115 Sanchiu Maru** — Steel Sc Sr — 1538 — ✠100A1 Cal — *q*
ss Off. No. 3–4,01 — 1223 — 2,04
(*ex* Dean) — 1 *Dk*(*Irn*) *§ Web frames* — 958 — B&S 4,01 — LM C4,01
*Well deck Elec. light*
1889 — Gourlay Bros. & Co. Dundee — 2mo — A&CP — T. Hashimoto
257·5 | 36·0 | 16·9 — Q90′ B67′ F65′ — FK 4 *BH Cem* — Japanese
T.3Cy.20″,31″ & 51″–39″ (*s*) — 150lb *80lb* NDB01 — 154 NHP — 2SB, *Grf*, GS84, HS2187
19 ″ 2 — s 1 ″ 11 — N2,03
*WB* = *Cell DB* 218′ 269 *t FPT* 32*t* — Gourlay Bros. & Co. Dundee

**116 Souffleur** — Steel Sc K — 196 — ✠100A1 Abn
*L. Blarchereau* –05 — 185 — *Stm Trawler*
(*ex* Aboyne) — 1 *Dk* — 56 — 1,05
1901 — J. Duthie, Sons & Co. Aberdeen — Soc. des Pêcheries du Golfe de Gascogne
115·5 | 21·7 | 11·9 — BK7½″ 3 *BH Cem* — Bordeaux French
T.3Cy.12″,19½″ & 32″–22″ (*s*) — 180lb — 62 NHP — 1SB, 2*pf*, GS37, HS1091
12 ″ 5 — 12,03
W.V.V. Lidgerwood, Gls.
*Lloyd's SA & CP* — *WB* = *DBf* 5′ 10*t*

**117 Sonora** — Steel Sc Sr — 2000 — ✠100A1 P.Gl — *r*
*D. Camic* 05–05 2 *Dk*(*Stl–Uws*) — 1862 — 1760 — 5,05
*Elec. light* — 1188 — (*Class Contem plated*)
1905 — W. Hamilton & Co. Pt. Glasgow — 5mo — Cia. Mexicana de Nav.
274·5 | 39·5 | 22·9 / 19·6 — VK 2 *BHte Main* & 2 *BHte tower* 4 *Cem* — Vera Cruz Mexican
T.3Cy.18″,29″ & 48″–33″ (*s*) — 165lb *100lb* — 151 NHP — 2SB, 6*cf*, GS84, HS2530
22 ″ 0 — s 4 ″ 2
D. Rowan & Co. Glasgow
*Lloyd's SA & CP* — *WB* = *Cell DBa* 74′ *u E & B* 30′ *f* 120′ 479 *t FPT* 52*t APT* 38*t* 2 *BHte tower* 4 *Cem*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. / Capitaine. / Visites Périodiques. | 3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. On. | 10 Armateurs. | 11 Dimensions d'après la Jauge. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les [illegible]. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. | 15 Longueurs où [illegible] si ce n'est dans le L.R. Date du Cert. Bof Trade. | 16 de la dernière visite de l'arbre porte-hélice |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 118 | **Samuel Hough** | **SteelScSr** | 1449 | 100A1 (*Class Contem plated*) | | | 1905 | Grngem'th & Greenock Dockyard Co. Grngemouth | (E.G.Hough, *Mgr*) | 275·1 \| 36·0 \| 19·3 P29 B91 F28' | Liverpool British | T.3Cy.21",36"&59"–39" D.Rowan&Co.Glasgow | 20 ft 6 s 3 ft 0½ | | |
| 119 | **Sutton Hall** | **SteelScSr** 2Dks | 4450 4180 2870 | | | | 1905 | Swan, Hunter&Wigham Richardson, Ld Newcastle | Ellerman Lines Ld. (R Alexander&Co *Mgrs.*) | 371·5 \| 46·5 \| 27·6 P41 B96 F42' 375·4 \| 47·4 \| 28·1 | Liverpool British *WB* | T.3Cy.23½",40"&69"–48" 330NHP Wllsnd.Slpwy.Co.Ld.Nwc. | | | |
| 120 | **Spennymoor** | **SteelScSr** 1Dk(*pt Irn&pt Stl*) & *deep framing* | 2733 2556 2558 1723 | ✠100A1 5,05 (*Class Contem plated*) ✠LMC5,05 | Stl *t* | | 1905 5mo | J. Blumer& Co. Sunderland | W.Runciman&Co. | 314·0 \| 46·5 \| 20·7 P28 B80 F32' 20·0 | Newcastle London— British *WB* | T.3Cy.23",38"&62"–42" (*s*) 160lb *80lb* 207NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld. | 23 ft 0 s 3 ft 7½ | | |
| 121 | **Sliedrecht** | **SteelScSr** 1Dk | 3100 2875 2000 | | | | 1905 | R.Craggs& Sons,Ld. Middlesbro' | Stoomv.Maats. deMaas. (Ph.Van Ommeren, *Mgr.*) | 330·1 \| 47·0 \| 22·4 P30 B82 F36' | Rotterdam Dutch *WB* | T.3Cy.22½",37½"&62"–42" 249NHP Rotterdam Dry Dk.Co.Rot. | | | |
| 122 | **Shakespeare** *Elec.light* | **SteelPad** | | A 100 *For River purposes only* (*Class Contem plated*) | | | 1905 | J.I.Thornycroft&Co.Ld. Woolston | London County Council | 130·0 \| 18·0 \| 7·0 | London British | C.D.2Cy.16"&31"–36" Scott'sS.B.&E.Co.Ld.Grk. | | | |
| 123 | **Sinaloa** *Elec.light* | **SteelScSr** 2Dks(NS)–(WS) | 2900 1750 1758 1178 | ✠100A1 PG1 *r* 5,05 (*Class Contem plated*) ✠LMC5,05 | | | 1905 5mo | W.Hamilton&Co.Ld. Pt.Glasgow | Cia.Mexicana de Nav. | 274·5 \| 39·5 \| 22·0 271·6 19·6 FK 2*B Howden* 6*cm* *WB = Cell D Ba74'uE,J B30' f120'* | Vera Cruz Mexican 2*B Howden* 6*cm* | T.3Cy.18",29"&48"–33"(*s*) 160lb *100lb* 151NHP 2SB,*4pf*,GS84,HS2530 D.Rowan&Co.Glasgow | 22 ft 0 s 4 ft 2 | | |
| 124 | **Schleswig** | **SteelScSr** (*ex* Hailoong) 1Dk&Spardk-y *Wf frames* | 1253 1102 783 | | | ... | 1888 | Ramage& Ferguson Leith | J.F.C.Jebsen | 230·0 \| 33·2 \| 13·2 B35 F46' 20·2 BK6½" *WB* | Apenrade German | T.3Cy.22½",37"&59"–39" 238NHP Ramage&Ferguson,Leith | 13 ft 11 | | |
| 125 | **Seaforth** *M.McSporran* –05 (*ex* Air Force) *Well decd Mchy. Aft* | **IronScSbMstSr** *ss*Liv.No.3–10, 8 *ss*Sws.No.1–03 1Dk(*Irn*) | 349 264 95 | ✠100A1 Liv 2,05 BS9,05 ✠LMC5,05 | *e* | | 189 2mo | Penarth SB &Shiprepairing Co Ld Penarth | G.Webster&Co. | 145·3 \| 23·2 \| 9·2 Q78 B10 F18' BK7½" *WB* = *FPT* 25*t* | Glasgow British 3*BH Cem* | C.2Cy.18"&36"–24" (*s*) 160lb 55RHP 1SB,*2pf*,GS29,HS905 Penarth SB Co.Ld.Penarth | 11 ft 1 s ft | | 2,05 |
| 126 | **Salisbury** | **SteelScSr** | 3300 2971 | 100A1 *Spar dk* (*Class Contem plated*) | | | 1905 | W.Hamilton&Co.Ld. Pt.Glasgow | Gentles Bros. | 330·1 \| 45·7 \| 24·1 P20 B158 F38' | S.Shields British | T.3Cy.24",40"&65"–42" ClydeS.B.&E.Co.Ld.PtGls | | | |
| 127 | **Siena** | **SteelTwinScSr** 3Dks | 4906 3609 3117 | | | | 1905 | N.Odero fu A. Sestri Pnente | Soc.di Navigazione Italiana | 380·7 \| 46·7 \| 26·9 P56 B141 F23' | Genoa Italian | T.6Cy.19½",32½"&55"–39⅜" 189NHP N.Odero fu A.Sestri Pnente | | | |
| 128 | **Star of the Isles** *W.Scott* –05 (*ex* Ben Edra) | **SteelScK** *ss*Shl.No.1–05 1Dk | 183 172 52 | ✠100A1 Shl *Stm Trawler* 5,05 ✠LMC5,05 | | | 1901 12mo | Hall, Russell&Co.Ld. Aberdeen | African Fishing& Trading Co.Ld. (R.Irvin&Sons, *Mgrs.*) | 108·2 \| 21·2 \| 11·7 BK7½" *WB* = *DTf* 8*t* | Cape Town British 3*BH Cem* | T.3Cy.12",19"&33"–22" (*s*) 160lb 62RHP ISB,*2pf*,GS31,HS1100 Hall,Russell&Co.Ld.Abn. | 12 ft 4 s 1 ft 5½ | | 4,05 |
| 129 | **Shahjehan** | **SteelScSr** | 2200 | 100A1 (*Class Contem plated*) | | | 1905 | C.Connell &Co.Ld. Glasgow | Asiatic Stm.Nav. Co.Ld. | 295·8 \| 40·5 \| 22·3 P79 B93 F40' | Liverpool British | T.3Cy.22½",38"&62"–42" Dunsmuir&Jackson,Ld Gls | | | |
| 130 | **Shinchiku Maru** (*ex* Firth of Dornoch, *ex* Patapsco) | **SteelScSr** *ss*Gis.No.3–7,04 1Dk(*Irn*)&Spar dk(*Irn–ptws*) 3*tr B* | 2933 2743 1594 | ✠100A1 Gls *Spar dk* 7,04 ✠LMC6,04 | *u* | | 1890 8mo | J.Laing Sunderland A&CP | Osaka Shosen Kabushiki Kaisha *WB* = | 320·0 \| 41·8 \| 18·1 B 8 F 0' 26·0 *Spar deck* 2½ *thick* 1 E20 392*t* BK10" | Osaka Japanese 5*BH Cem* | T.3Cy.23",38"&62"–42" (*s*) 150lb *90lb* NDB62 234NHP 2SB,*6rf*,GS120,HS4100 G.Clark,Ld.Sunderland | 20 ft 8 s 6 ft 2 | | 3,04 |
| 131 | **Shoka Maru** (*ex* Cassius) | **IronScSr** *ss*Ham.No.3–9,03 *ss*Ham.No.2–02 2Dks(*Irn–Uws*) | 2537 2071 1627 | ✠100A1 Shl 4,04 ✠NS6,03 BS9,03 ✠LMC6,03 | *t* | | 1881 9mo | Germania Werft Kiel *WB* = | Osaka Shosen Kabushiki Kaisha | 302·1 \| 37·1 \| 25·3 P&B160 F... pt NDS94 BK9" *Cell D Ba* 9..*uE* 34' *f* 108'349*t* | Osaka Japanese 3*BH Cem* | C.2Cy.38½"&66½"–48½" (*l*) 160lb *80lb* NDB63 237NHP 2SB,*6pf*,GS120,HS4184 MärkischeSchls.M.C.Berlin | | | 4,04 |
| 132 | **Shoshu Maru** (*ex* An Pho, *ex* Esmeralda) *Elec.light* | **SteelScSr** *ss*H.Kg.No.3–12,03 1Dk(*Irn*)& *Spar dk* 3*tr B* | 1495 1366 966 | ✠100A1 HKg *p* *Spar dk* 12,03 ✠LMC12,03 | | | 1891 3mo | W.Hamilton&Co. Pt.Glasgow | Osaka Shosen Kabushiki Kaisha | 238·7 \| 35·1 \| 15·1 F31' 22·1 *Shade dk* 64' BK8" *WB* = *DBf* 81' | Osaka Japanese 4*BH Cem* 100*t FP T* 48*t* | T.3Cy.21",33"&54"–36" (*a*) 160lb *60lb* 198NHP 2SB,*4rf*,GS90,HS3310 Hutson&Corbett,Glasgow | 16 ft 4 s 5 ft 6 | | 12,03 |
| 133 | **Staffa** *W.Alexander* –05 | **SteelScK** 1Dk | 176 169 60 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1905 | Earle's Co. Ld Hull | Hull Steam Fishing &Ice Co.Ld. | 108·4 \| 21·6 \| 11·6 | Hull British | T.3Cy.10",17"&28"–21" 39RHP Earle'sCo.Ld.Hull | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Registered Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 8 9 Built. When. Ship. Engines. | By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Freeboard 1904. ft. in. | 15 Register Closed Spaces Deduct | 16 Deduct Engine and shaft spaces. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 108929 PMRS | **Tropic** *M.Riley* –03 *Ref.Mchy. Jan.* –04 | Steel Twin Sc 4 Mst Sr (ex European) 3 Dks | 8230 8104 7862 ~~6335~~ 6418 | ~~RMC7.04~~ 12.04 | 1896 | Harland & Wolff, Ld. Belfast | Oceanic Stm Nav Co Ld. (Ismay, Imrie & Co. *Mgrs.*) | 475·9 \| 55·2 \| 35·9 | Liverpool British | T.6Cy.19″,31″&52″–48″ 375NHP *WB* Harland & Wolff, Ld. Bel. | | 187 151 6,05 | |
| 2 | **Tjaldur** *Vega* –04 *Rorbye* *Elec.light* | Steel Sc Sr ss Hfs. No.1–02 (ex Vega) 1 Dk (*pt Stl*–ws) | 790 705 440 | ✠100A1 Hfs ~~6.02~~ 4,05 Opn B&S.04 | *j* 1898 4mo | Murdoch & Murray Pt. Glasgow A&CP | Forenede Dmpskib. Selskab. | 199·4 \| 30·0 \| 12·0 P48 B80′F51′ FK *WB* = *MT*29′ | Copenhagen Danish | T.3Cy.18″,29″&47″ 160lb 2SB.*6pf*,GS90,HS2905 Rankin & Blackmore, Grk. | 12 ″ 7 | | 3,04 4,05 |
| 3 | **Taikosan Maru** *U. Yagatsu* 04–04 (ex Glenartney) 1 Dk (*Irn*) & Spar dk (*Irn*–ws) *Elec.light* | Steel Sc Sr ss Lon. No.3–12,96 ss Shl. No.1–01 3 Tr B ss Nag. No.2–05 | 3216 2882 1994 | ✠100A1 Shl *u* 1889 *Spar dk* 12.03 2,05 Nag B&S.04 ✠LMC11.04 2,05 | 12mo | J. Laing Sunderland A&CP | ~~Mitsui Bussan Kaisha~~ Mitsu Bussan Kaisha Nagasaki Shosen Kaisha | 339·5 \| 41·0 \| 18·4 B83′F38′ 26·4 BK 10′ | ~~Kuchinotsu~~ Kuchinotsu Japanese 5 *BHCem* | T.3Cy.28″,44″&72″–48″ (*s*) 160lb *80lb* 400 NHP 2DB.*12cf*,GS200 HS6623 T. Richardson & Sons, Hpl. *WB* = *Cell D B*225′ *APT*379*t* | 21 ″ 2 s 6 ″ 5½ | | ~~1,03~~ 2,05 |
| 4 MBVQ | **Tricolor** *H. Wold* –04 *Elec.light* | Steel Sc Sr 1 Dk (*Stl*) & Spar dk (*pt Irn & pt Stl*) & ~~3 dks~~ *deep framing* | ~~3843~~ 3843 3612 2498 | ✠100A1 Nwc *w* 1904 *Spar dk* Shl 2,05 ~~9,04~~ *(Class Contem. plated)* ✠LMC 9,04 | 9mo | Tyne Iron S.B. Co. Ld. Newcastle *Lloyd's* A&CP | ~~W. Wilhelmsen~~ A/S Dmpsk Triolor (W. Wilhelmsen) | 350·0 \| ~~Not to 25·4~~ P29 B100′F38′ 17·9 P28′F31′ 18·1 \| 25·9 FK *WB* = *Cell D B* a 110′ *uE* 24′ *f* 156′ 766*t A PT* 56*t* | Tönsberg Norwegian 6 *BHCem* | T.3Cy.25″,41″&67″–45″ (*s*) 180lb *90lb* 339NHP 2SB,*6½f*,GS124,HS5400 Blair & Co. Ld. Stockton | 20 ″ 6 s 5 ″ 9½ | | |
| 5 8935 NWV | **Taian Maru** *T. Mizoguchi* 04–04 (ex Gloucester City) | Steel Sc Sr ss H Kg No.3–3.02 1 Dk (*pt Irn pt Stl*) & *pt Awng dk* (*Irn*) & *Web frames* | 2449 1792 1518 | ✠100A1 Yka *s* 1889 *pt Awng dk* *with freeboard* 6,04 ✠LMC6.04 | 8mo | J. L. Thompson & Sons Sunderland A&CP | ~~T. Makazima~~ Nakajima Ihei | 292·0 \| 39·0 \| 19·1 P29′ Q88′ *pt Awng dk* 175 BK 10′ *WB* = *Cell D B* 244′ 30*s* | ~~Tokio~~ Yokohama Japanese 6½ *BHCem* | T.3Cy.22½″,37″&61″–39″ (*s*) 160lb *80lb* NHP 201 2SB.*6cf*,GS89,HS520 Blair & Co. Ld. Stockton | 21 ″ 9 s 9 ″ 2½ | | 3,04 |
| 6 190337 | **The Crown** 1 Dk | Steel Sc K | 8188 — 19 | 100A1 *For fishing purposes* *(Class Contem. plated)* | 1904 | Cochrane & Sons Selby | Harrison & Dawson | 82·0 \| 18·0 \| 8·2 | Yarmouth British | C.2Cy.11″&22″–15″ 20RHP Harrison & Dawson, Hull | | | |
| 7 120703 HBNM | **Tryst** *S. Bell* 98–04 *Well deck* 1 Dk (*Stl*) | Steel Sc Sr | 580 431 210 | ✠100A1 Bel *j* 11,04 *(Class Contem. plated)* ✠LMC11.04 | 1904 11mo | Ailsa S.B. Co. Ld. Troon *Lloyd's* A&CP | W. A. Grainger *WB* = *Cell D Ba* 39′ *uE* & *B* 39′ 114*t FPT* 38*t* | 186·4 \| 28·1 \| 11·5 ~~Q 33′ B 44′~~ F 39′ Q 107′ B 45′ BK 7½″ | Belfast British 4 *BHCem* | T.3Cy.14½″,24″&40″–36″ (*s*) 180lb *85lb* 79RHP 1SB,*2cf*,GS10,HS1650 MacColl & Co. Ld. Belfast | 14 ″ 3 s 1 ″ 1½ | | |
| 8 HBGJ | **Trader** *T. Hodgson* –04 *Well dk Mchy. Aft* | Steel Sc K 1 Dk (*Stl*) | 270 ~~310~~ 84 | ✠100A1 Nwc *d* 9,04 *(Class Contem. plated)* ✠LMC9.04 | 1904 9mo | Wood Skinner & Co. Ld. Newcastle *Lloyd's* A&CP | T. Thompson & Son | 125·0 \| 22·6 \| 9·0 Q 42′ B 9′ ~~F 15′~~ F 19′ FK 3 *BHCem* *WB* = *FPT* 33*t* | Newcastle British 120lb | C.2Cy.16″&32″–24″ (*s*) 52RHP 1SB,*2pf*,GS26,HS941 N.E. Marine Eng Co Ld Nwc | 10 ″ 0 s ″ 11½ | | |
| 9 8690 TQST | **Teshiogawa Maru** 2 Dks | Wood Sc Sr | 180 163 97 | | 1902 | F. Miyagawa Osaka | Maruichi Homma Gomei Kaisha | 115·8 \| 16·3 \| 13·0 | Masuge Japanese | C.2Cy.15″&28″–15′ 25NHP | | | |
| 10 105215 | **Torridge** *W. N. Moyse* 04–04 1 Dk (*Stl*) | Steel Sc Sr | 158 117 51 ~~43~~ *(Class Contem. plated)* ✠LMC6.04 | ✠100A1 Apl *b* 2,05 ~~5.01~~ | 1904 6mo | R. Cock & Sons Appledore *Lloyd's* A&CF | R. Cock & Sons | 96·9 \| 19·3 \| 9·1 Q 42′ F 14′ BK 7½″ *WB* = *FPT* 8*t* | Bideford British 3 *BHCem* | C.2Cy.14½″&29″–21″ (*s*) 120lb 35RHP 1SB,*2pf*,GS29,HS820 Crabtree & Co. Ld. Gt Yrmth | 9 ″ 9 | | 2,05 |
| 11 8908 JPBL | **Tatsu Maru** *S. Kawano* 90–04 (ex Myrmidon) 2 Dks | Steel Sc Sr | 3148 2782 1952 | | 1890 | Scott & Co. Greenock | Settzu Kogio Kabushiki Kaisha | 336·1 \| 38·5 \| 27·0 P 16′ B 50′ F 46′ | Yokohama Japanese FD | C.2Cy.26½″&62″–60″ 248NHP Scott & Co. Greenock | | D | |
| 12 LGBQ | **Tourane** *M. Girard* 99–02 (ex Annam) 4 Dks & Spar dk | Steel Twin Sc | 6344 — 2338 | | 1898 | Message. Maritimes La Ciotat | Messageries Maritimes | 446·2 \| 50·9 \| 36·1 *Erections* 900*t* | Marseilles French | T.6Cy.33½″,48⅝″&79½″–43½″ 832NHP *WB* Message. Marit. La Ciotat | | | |
| 13 119178 HBLH | **The President** *J. Morrison* 04–04 *Well deck Mchy. Aft* 1 Dk (*Stl*) | Steel Sc 3 Mst Sr | ~~650~~ 647 438 238 | ✠100A1 Trn *i* 10,04 *(Class Contem. plated)* ✠LMC 10.04 | 1904 10mo | Ailsa S.B. Co. Ld. Troon *Lloyd's* A&CF | J. Hay & Sons *WB* = *Cell D B f* 99′ 145½*t FPT* 57*t A PT* 10*t* | ~~185·0~~ \| ~~27·6~~ \| ~~10·3~~ Q 101′ B 10′ F 34′ 10·7 184·6 BK 7½″ | Glasgow British 3 *BHCem* | C.2Cy.20½″&44″–30″ (*s*) 130lb *70lb* 80RHP 1SB,*3pf*,GS62,HS1543 Muir & Houston, Ld. Gla. | 13 ″ 7 s 1 ″ 0 | | |
| 14 108645 | **Towneley** *C. J. Laws* 98–04 *Well deck* 1 Dk (*Irn*) & *Web frames* | Steel Sc Sr | ~~1201~~ 1137 ~~1000~~ ~~259~~ 758 | ✠100A1 Nwc *o* 10.04 *(Class Contem. plated)* ✠LMC11.04 | 1904 10mo | Wood Skinner & Co. Ld. Newcastle *Lloyd's* A&CF | Burnett S.S. Co. Ld. (Burnett & Co., *Mgrs.*) *WB* = *Cell D Ba* 68′ *uE* & *B* 33′ *f* 99′ 358*t FPT* 44*t A PT* 71*t* | 235·0 \| 33·6 \| 15·1 Q 123′ ~~B 9′~~ F 25′ B 10′ FK 4 *BHCem* | Newcastle British | T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *80lb* 156NHP 1SB,*4cf*,GS36,HS2507 N.E. Marine Eng Co Ld Nwc | 17 ″ 3 s 1 ″ 0½ | | |
| 15 114308 HBMN | **Trent** *E. Tomlinson* 03–04 1 Dk | Steel Sc K | ~~193~~ 218 ~~175~~ 206 ~~50~~ 94 | ✠100A1 Shl *Stm Trawler* 11,01 *(Class Contem. plated)* | 1904 1mo | Smith's Dock Co. Ld. North Shields *Lloyd's* A&CP | Wyre Steam Trawling Co. Ld. (J.N. Ward & Sons *Mgrs.*) | ~~120·0~~ ~~21·5~~ ~~12·1~~ 121·0 \| 21·6 \| 11·9 BK 7½″ | Fleetwood British 3 *BHCem* | T.3.Cy.12″,20″&34″–24″ (*s*) 180lb 65RHP 1SB,*2pf*,GS37,HS1295 ~~Shield~~ Shields Eng. Co. Ld., N. Shields | 13 ″ 0 | | |
| 16 | **Thames** 1 Dk (*Stl*) lowerbeams forward & *Web frames Aft* *C. Sheratt* –04 *Elec.light* | Steel Twin Sc ~~(Hopper Dredger)~~ | 586 ~~344~~ 344 | ✠100A1 Rot *i* 10.04 *(Class Contem. plated)* *Hopper Dredger* | 1904 10mo | Naam. Ven. Werf. Voorhout Rijkee & Co. Rotterdam *Lloyd's* A&CP | British Dredging Co. Ld. | ~~164·0~~ ~~30·1~~ ~~16·0~~ ~~164 30·1 14·7~~ ~~116 29 11·9~~ FK *WB* = *FPT* 55*t* | London British 6 *BHCem* | C.4Cy.11″&20″–12″ (*s*) 128lb 74NHP 2SB,*4cf*,GS64,HS1952 Maats. de Schelde, Flushing | 15 ″ 5 | | |
| 17 15833 HBJL | **Toro** *W. Whitton* –04 2 Dks | Steel Sc Sr | ~~3200~~ 3068 2221 1951 | | 1904 | Earle's Co. Ld. Hull | C. H. Wilson | 330·0 \| ~~48·3~~ ~~22·1~~ 48·3 \| 22·5 | Hull British | T.3Cy.23½″,39″&64″–42″ 265NHP *WB* Earle's Co. Ld. Hull | | | |
| 18 | **Tasso** *A. Souter* 03–04 1 Dk (*Stl*) 2 tr B | Steel Sc Sr | 1800 ~~1700~~ 1850 1709 ~~1150~~ 1120 | ✠100A1 Cpb *p* ~~12.04~~ Bts *(Class Contem. plated)* ✠LMC12.04 | 1904 10mo | Campbeltown S.B. Co. Campbeltwn *Lloyd's* A&CP | Bristol Steam Nav. Co. Ld. | 272·0 \| 40·0 \| 19·3 P 39′ B 72′ ~~F 31′~~ F 32′ FK *WB* = *Cell D Ba* 70′ *f* 114′ 348*t A PT* 65*t* | Bristol British 4 *BHCem* | T.3Cy.22″,36″&59″–39″ (*s*) 180lb 264NHP 2SB,*6cf*,GS135,HS1474 D. Rowan & Co. Glasgow | 21 ″ 9 s 3 ″ 0 | | ~~1,03~~ 1,05 |
| 19 | **Thea** *L. Fulda* –04 (ex Jupiter) 1 Dk (*Stl*) & *Spar dk* (*pt Irn pt Stl*) & *deep framing* | Steel Sc Sr ss Nwc. No.2–04 | 3398 3211 2199 | ✠100A1 Shl *v* *Spar dk* 9,04 ✠LMC 2.04 | 1895 10mo | Osbourne, Graham & Co. Sunderland A&CP | H. Diederichsen *WB* = *Cell D Ba* 104′ *uE* & *B* 40′ *f* 130′ 614*t FPT* 122*t A PT* 55*t* | 334·6 \| 43·2 \| 18·8 P 29′ B 68′ F 38′ 26·6 FK 6 *BHCem* | Hamburg German | T.3Cy.24½″,40″&66″–45″ (*s*) 160lb *90lb* 291NHP 2SB.*8pf*,GS132,HS4350 G. Clark, Ld. Sunderland | 21 ″ 4 s 6 ″ 3 | | 9,04 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire. Matériaux. Gréement, etc. — Capitaine. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Nat. | Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Hauteur. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres. – Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | Registres où coté, si cessé net dans le L.R. Dernier Cert. Ro of Trade | Date de la dernière Visite de Peinture sous-bolière. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 MBWQ | **Thode Fagelund** SteelScSr<br>*G.N.Kamsjord99–04* 1*Dk(Stl)*§*Spar*<br>*dk(ptIrn*§*ptStl)*§*deep framing* | 4352<br>4187<br>2896 | ✠100A1 Sld *x*<br>*Spar dk*<br>2,05 ~~11,04~~<br>~~(Class Contem. plated)~~ | Shl | 1904<br>11mo | J.Priest-man&Co. Sunderland | ~~W.Wilhelmsen~~<br>Aktien Thode Fagelund (W Wilhelmsen) P29<br>*WB=CellDBa116'uE24'f152'9t16tAPT61t* | 355·0\|50·0\|~~28·0~~<br>P31'B100'F36'20·0<br>FK 27·9 6*BHCem* | Tönsberg<br>Norwegian | T.3Cy.25″,42″&68″–45″(*s*) 22 ″ 6<br>180lb *90lb* 344NHP s6 ″ 5<br>2SB,6*rf*,GS124,HS5400<br>Blair&Co.Ld.Stockton | | |
| 21 HBNT | **The Sultan** ~~SteelSc3MstSteelScSr~~ 646<br>*G.Johnston95–04*<br>*Mchy.Aft Well deck* 1*Dk(Stl)* | ~~550~~<br>~~438~~<br>237 | ✠100A1 Ayr *s*<br>11,04<br>~~(Class Contem. plated)~~<br>✠LMC11,04 | | 1904<br>11mo | AilsaS.B. Co.Ld. Ayr<br>*Lloyd'sSA&CP* | J.Hay<br>*WB=CellDBf99'145tFPT57tAPT10t* | ~~104·0~~\|27·6\|10·8<br>Q101'B10'F34'<br>184·7 BK7½″<br>*3BHCem* | Glasgow<br>British | C.2Cy.20½″&44″–30″ (*s*) 13 ″ 7<br>130lb *70lb* 80RHP s1 ″ 0<br>1SB,3*pf*,GS62,HS1548<br>Muir&Houston,Ld.Gls. | | |
| 22 JPBS | **Tatsu Maru No. 2** SteelScSr 3147<br>2·56 *T 1k90–04*<br>(*ex*Polyphemus) 2761<br>1931 | | | | 1890 | Scott&Co. Greenock | SettsuKogyo KabushikiKaisha<br>P16'B50'F46' | 336·1\|38·5\|27·0<br>*3BHCem* | Yokohama<br>Japanese | C.2Cy.26½″&62″–60″<br>FD 248NHP<br>Scott&Co.Greenock | | D |
| | **Terec** SteelTwinS 3MstSr<br>(*ex*Columbia,*ex*Rapido)<br>*Elec.light* (*ex*Columbia) 4*Dks* | 7241<br>5875<br>2209 | | | 1889 | Laird Bros. Birkenhead | RussianGovernment<br>*WB* | 461·6\|55·8\|35·8<br>Q50'B318'F66' | Russian | T.3Cy.41″,66″&101″–66″<br>1658NHP<br>LairdBros.Birkenhead | | G |
| 24 | **Teutonia** SteelScSr 500<br>*A.Johansson03–04*<br>1*Dk* | | | | 1901 | Lindholmens M.V. (Gothenburg) | Ångf Aktiebl Teutonia (E.Roberg) | 154·0\|26·0\|11·0<br>P&B30'F44' | Gothenburg<br>Swedish | T.3Cy.13¼″,22″&34½″–22½″<br>63NHP<br>Lindholmens M.V.Got. | | |
| 25 | **Turid** SteelScSr 1135<br>1*Dk* | | | | 1904 | Trondhjms Mek. Værks. Trondhjem | Bachke&Co. | 229·0\|35·0\|16·8<br>P29'B62'F24' | Norwegian | T.3Cy.17″,29″&48″–33″<br>132NHP<br>*WB* TrondhjemsMVTrondhjm | | |
| 26 9144 JSGK | **Tamon Maru No. 2** IronScBn 2136<br>*ssShl.No.3–8,05* 1929<br>(*ex*Rochampton) *ssNwc 3–8,02* 1531<br>2*Dks*(1*Irn*) | | ✠100A1 Nwc *s*<br>9,04 ~~Kpl~~<br>✠LMC9,04<br>~~(Class Contem. plated)~~ | Kob | 1882<br>5mo | E.Withy& Co. W.Hartlepool | ~~Hachiumma Kaisha~~ K.Hachiumi<br>*Lloyd'sSA&CP* | 285·6\|36·0\|24·2<br>P28'B52'F32'<br>BK9″<br>*WB=DBa80f102'316t* | Kobé<br>Japanese | C.2Cy.36″&67″–36″ (*b*) 25 ″ 2<br>75lb NDB95 221NHP s4 ″ 6½<br>1D*Scpf* GS300<br>T.Richardson&Sons,Hpl. | ~~5,04~~<br>9,04 | |
| | **Telamon** SteelScSr 4509<br>1260820 *Elec.light Ref.Mchy.* 2*Dks* 3990<br>HBRP 2843 | | ✠LMC12,04 | | 1904 | Workman, Clark&Co.Ld Belfast | OceanS.S.Co. Ld. (A.Holt&Co.*Mgrs*) | ~~342·0\|47·0\|31·2~~<br>P40'B117'F43'<br>383·3\|47·4\|28·2<br>*WB* | Liverpool<br>British | T.3Cy.24″,41″&69″–51″<br>3[illegible]NHP<br>Workman,Clark&Co.Ld Bel | | BT till 12.05 |
| 28 | **T. J. Scully** SteelScTug 130<br>201360 KTJB 1*Dk* 88 | | | | 1904 | Burlee Dry Dock Co. Pt Richmond, N.Y. | T.J.Scully | 85·5\|22·1\|10·3 | New York Utd. States | C.2Cy.16″&32″–24″<br>42NHP<br>BurleeD.D.Co.Pt.Richm'd | | |
| 29 | **Tonci** SteelSc 169<br>*G.Benich –04*<br>1*Dk* 84 | | | | 1904 | D.Goedkoop. jun. Amsterdam | MariaJelich | 113·8\|18·8\| 9·2 | Ragusa Aust.-Hung. | C.2Cy.10½″&21½″–13″<br>14NHP<br>D.Goedkoop,jun.Ams. | | V |
| 30 | **Tor** SteelScSr 200<br>*O.Braun04–04*<br>1*Dk* | | | | 1904 | Thorskogs Mek.Verks. Thorskog | P.Larsson | 107·0\|23·0\|10·0<br>P25' | Thorskog Swedish | C.2Cy.10″&16″–15″<br>8NHP<br>ThorskogsM.V.Thorskog | | |
| 31 HBRN | **Teutonic** SteelScSr ~~2600~~ 3694<br>119819 *S.H.Bolton88–05*<br>1*Dk*(*ptStl*,§*ptIrn*)§*deep framing* 3321<br>2322 | | ✠100A1 Hpl *v*<br>1,05<br>~~(Class Contem. plated)~~<br>✠LMC11,05 | | ~~1904~~<br>1905<br>1mo | W.Gray& Co.Ld. W.Hartlepool<br>*Lloyd'sSA&CP* | W.H.Cockerline&Co.<br>*WB=CellDBa*§*uE136'f148'333tAPT51t* | 344·2\|50·0\|22·9<br>P29'B100'F32'<br>FK 6*BHCem* | Hull<br>British | T.3Cy.25½″,40½″&67″–45″(*s*) 25 ″ 4<br>160lb *100lb* 303NHP s4 ″ 7½<br>2SB,6*rf*,GS112,HS4562<br>Cen.Mar.Eng.Wrks WHpl | | |
| 32 | **Titlis** SteelScSr 1495<br>1305<br>2*Dks* 875 | | | | 1904 | Nylands Værksted Christiania | Akties.Titlis (C.Eitzen&Co.) | 230·0\|35·0\|14·7<br>21·7 | Christiania<br>Norwegian | T.3Cy.18″,29″&48″–33″<br>132NHP<br>*WB* NylandsVærksted,Xania | | |
| 33 116030 | **Tow** WoodSc 118<br>113<br>1*Dk* 81 | | | | 1894 | Ah Loong Mongkok HongKong | TaikooSugar RefiningCo.Ld. | 102·7\|18·3\| 8·8 | HongKong British | C.2Cy.15″&30″–19″<br>37RHP<br>KwongHepLoong,H.Kg. | | |
| 34 HBRV | **The Viceroy** SteelScSr 465<br>1*Dk(Stl)*§*MstSr* 506<br>*Well deck Mchy.Aft* 345<br>171 | | ✠100A1 Trn *h*<br>2,05 ~~1,05~~<br>~~(Class Contem. plated)~~<br>✠LMC12,04 | | ~~1904~~<br>1905<br>1mo | AilsaS.B. Co.Ld. Troon<br>*Lloyd'sSA&CP* | J.Hay<br>*WB=CellDBf88'121tFPT47tAPT7t* | 170·0\|25·6\|10·1<br>~~Q94'~~B11'F33'<br>Q95' BK7″<br>*3BHCem* | Glasgow<br>British | C.2Cy.20″&42″–~~27~~30″ (*s*) 12 ″ 10<br>130lb *80lb* 72RHP ″ 10<br>1SB,3*pf*,GS62,HS1543<br>Muir&Houston,Ld.Gls. | | |
| 35 113470 | **Tacsonia** SteelScK ~~242~~ 243<br>*M.Kingston03–05*<br>1*Dk* 218 ~~76~~<br>76 | | ✠100A1 Shl<br>*Stm Trawler*<br>1,05 ✠LMC~~9,05~~<br>~~(Class Contem. plated)~~ | | 1905<br>1mo | Smith's Dock Co.Ld. North Shields<br>*Lloyd'sSA&CP* | SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr.*)<br>*WB=CellDBf88'121tFPT47tAPT7t* | ~~125·0\|B2·0\|11·8~~<br>125·5\|22·1\|12·0<br>BK7½″<br>*3BHCem* | Milfrd Hvn<br>British | T.3Cy.12″,21″&34″–24″ (*r*) 12 ″ 10<br>180lb 58RHP<br>1SB,3*pf*,GS49,HS1408<br>W.V.V.Lidgerwood,Gls. | | |
| 36 113860 HBGN | **Talavera** SteelScSr ~~2860~~ 2289<br>*C.T.Daniel02–05* 1*Dk*(*ptIrn*§*pt Stl*)§*Web frames* 2540<br>~~1232~~<br>1831 | | ✠100A1 Stk *u*<br>3,05<br>~~(Class Contem. plated)~~<br>✠LMC3,05 | | 1905<br>3mo | Ropner& Son Stockton<br>*Lloyd'sSA&CP* | ~~H.Scholefield&Co.~~<br>TalaveraSSCoLd (HScholefield&Sn)<br>*WB=CellDBa94'uE22'f132'602tAPT63t* | 314·0\|46·5\|~~20·7~~<br>P28 ~~B30'F37~~20·6<br>B88'F36' FK 5*BHCem* | Newcastle<br>British | T.3Cy.23″,38″&62½″–42″<br>160lb *90lb*(*s*) 258NHP 23 ″ 0<br>2SB,6*rf*,GS123,HS3900<br>Blair&Co.Ld.Stockton | s3 ″ 8 | |
| 37 | **Tronador** IronScSr 530<br>*G.C.d'Ancorvu* –04 *ss*Rot.No.3–6,95<br>(*ex*AryScheffer) *ss*Rot.No.2–02 ~~522~~<br>*Well deck* 1*Dk*2*trB* | 438 | 100A1 Rot *h*<br>12,04<br>✠NB1,93 LMC<br>BS1,04 LS11,02 | | 1883<br>10mo | Rijkee&Co Rotterdam<br>*Lloyd'sSA&CP* | C.Tiberghien&fils<br>*WB=DBa40'40tFPT20t* | 170·0\|24·2\|13·9<br>Q84'B21'F11'<br>BK7″ 4*BHCem* | Bns.Ayres<br>Argentine | C.2Cy.19″&40″–30″ (*s*) 14 ″ 9<br>120lb *90lb* NDB93 91NHP<br>1SB,3*pf*,GS56,HS1650<br>Maats de Schelde,Flushing | | 12,04 |
| 38 | **Tolosan** IronSc3MstSr 3290<br>*Ohlrich* –04 *ss*Shl.2nd No.3–8,04 2986<br>(*ex*York,*ex*City of Manchester) 2112<br>2*Dks*(1*Irn*§1*ptIrn*)3*trB* | | ✠100A1 Shl *v*<br>~~1,04~~12,04<br>✠NE&B~~1,02~~ ✠LMC7,04 | Off | 1883<br>4mo | Sunderlnd S.B.Co.Ld. Sunderland<br>*Lloyd'sSA&CP* | ~~Diederichsen,~~<br>~~Jebsen&Co.~~<br>M.Jebsen<br>*WB=CellDB274'562tFPT51tAPT83t* | 337·0\|41·4\|26·4<br>P40'B82'F47<br>ND00 BK11<br>*5BHCem* | Hamburg<br>German | T.3Cy.23½″,39″&64″–42″ (*s*) 29 ″ 1<br>160lb *80lb* NDB91 270NHP s5 ″ 0½<br>2SB,6*cf*,GS118,HS[illegible]27<br>Blair&Co.Ld.Stockton | ~~11,03~~<br>12,04 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Class assigned now expired Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Registered in which Class Dated | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | **Turret Chief** | Steel S. 3 Mst Sr | 1881 | | | | 1896 | W. Doxford & Sons, Ltd. Sunderland | Canadn Ocean & Inland Nav Co Ld (W. Peterson Ld. *Mgrs.*) | 253·0 \| 44·0 \| 19·7 | New castle British | T. 3 Cy. 20", 34" & 57"–39" 208 NIP | | V | |
| 106605 | *R. Smith* –00 | | 1806 | | | | | | | | | | | | |
| PLTC | *Turret deck* | 1 *Dk* | 1127 | | | | | *WB* | | F25*t* | | W. Doxford & Sons, Ltd. Sld. | | | |
| 40 | **Turret Court** | Steel S. 3 Mst Sr | 1879 | | | | 1896 | W. Doxford & Sons, Ltd. Sunderland | Canadn Ocean & Inland Nav Co Ld (W. Peterson Ld. *Mgrs.*) | 253·0 \| 44·0 \| 19·7 | New castle British | T. 3 Cy. 20", 34" & 57"–39" 208 NIP | | V | |
| 106603 | *J. Marcussen* –98 | | 1805 | | | | | | | F26*t* | | | | | |
| PMJL | *Turret deck* | 1 *Dk* | 1137 | | | | | *WB* | | | | W. Doxford & Sons, Ltd. Sld. | | | |
| 41 | **Tung Ning** | Wood Sc Sr | 221 | | | | 1904 | Kwok A-ning Hong Kong | C. J. White & A. R. Burkill & Sons | 127·4 \| 21·2 \| 7·7 | Shanghai British | C. 2 Cy. 13½ & 27"–17½" 30 RIP | | | |
| 120136 | | | 188 | | | | | | | | | | | | |
| | | 1 *Dk & Shade dk* | 145 | | | | | | | | | Ting Hung & Co. Hong Kong | | | |
| 42 | **Tango Maru** | Steel Twin Sc Sr | 7284 | 100 A1 | | | 1905 | Mitsu Bishi Dkyd & E Wks Nagasaki | Nippon Yusen Kabushiki Kaisha | 445·0 \| 52·0 \| 30·5 | Tokio Japanese | T. 3 Cy. 23", 38" & 63"–48" | | | |
| | | | 5713 | (*Class Contem plated*) | | | | | | P49' B172' F56' | | | | | |
| | | | | | | | | | | | | Mitsu Bishi D & E. Wks. Nag | | | |
| 43 | **Thordis** | Steel Sc Sr | 500 | | | | 1904 | Porsgrund Mek. Værks Porsgrund | T. Thommesen & Son | 158·5 \| 27·0 \| 13·5 P48' F22' | Norwegian | C. 2 Cy. 13¾" & 29"–23½" 34 NIP | | | |
| | *A. Agerholt* –04 | | | | | | | | | | | | | | |
| | *Mchy. Aft* | 1 *Dk* | 300 | | | | | *WB* | | | | Porsgrund M. V. Porsgrund | | | |
| 44 | **Touquet** | Steel Sc | 251 | | | | 1904 | Bonn & Mees Rotterdam | L. Bouclet | 135·3 \| 21·7 \| 12·5 | Boulogne French | T. 3 Cy. 12", 20" & 33"–24" 53 NIP | | V | |
| | *Libert* –04 | (*Trawler*) | — | | | | | | | | | | | | |
| | | 1 *Dk* | 86 | | | | | *WB* | | | | Albl asserdamsche Mch Alb | | | |
| 45 | **Taisei Maru** | Steel Aux Twin Sc Rk 4 Mst Bk | 2237 | ✠ 100 A1 | Kob | *w* | 1904 | Kawasaki Dkyd Co. Ltd. Kobe | Govt. of Japan (Navigation School) | 277·4 \| 42·9 \| 24·1 P56' F36' P70' F36' BK10' | Tokio Japanese | T. 6 Cy. 13", 21" & 33"–27" (*s*) 180 lb *180 lb* 150 NHP | 26 ″ 9 | | |
| 8966 | | | 2023 | 5,01 | | | 5 mo | | | | | | | | |
| JNGH | | 2 *Dks* (*UStl–Teaks*) | 1413 | (*Class Contem plated*) | | | | *Lloyd's SA & CP* | | *WB* | | 2 SB, 4 *f*; GS 79, HS 2683 Kawasaki Dkyd Co Ltd Kobe | | | |
| | | | | ✠ LMC 5,04 | | | | | | | | | | | |
| | *Sailing Bk—See Sailing Ship Register.* | | | | | | | | | | | | | | |
| 46 | **Tomashima Maru** | Iron Sc Sr | 1603 | ✠ 100 A1 | Cff | *p* | 1878 | C. Mitchell & Co. Newcastle A&CP | Kinugawa Yasumatsu | 252·0 \| 33·0 \| 22·5 ND 91 | Osaka Japanese | C. 2 Cy. 30" & 58"–36" 75 lb *80 lb* ND 895 155 NHP | 23 ″ 8 | | 6,04 |
| 9196 | | ss Bkn. 2nd No. 3–3.02 | 1484 | 6,04 | | | 12 mo | | | | PK 4 *BH Cem* | 2 SB *4pf*; GS 70, HS 2576 | s 4 ″ 3 | | |
| JSKD | (*ex* Jesmond) | 2 *Dks* (1 *Irn*) *Str B* | 994 | BS 6,01 ✠ LMC 11,01 | | | | | | *WB* = *DB a* 74' *f u* E24' | | Wallsend Slipway Co. Newc. | | | |
| 47 | **Toba Maru** | Steel Sc Sr | 2153 | ✠ 100 A1 | Cff | *r* | 1891 | W. Gray & Co. Ld. W Hartlepool | Toba Tekko Goshi Kaisha | 278·8 \| 37·3 \| 18·7 Q113' B103' F31' | Toba Japanese | T. 3 Cy. 21½", 34" & 57"–39" (*s*) 160 lb *80 lb* ND 801 207 NHP | 21 ″ 2 | | N 1,04 |
| 7087 | | ss Hpl. No. 3–3.01 | 1605 | 1,04 | | | 2 mo | | | | PK 4 *BH Cem* | 2 SB *6 rf*; GS 82, HS 3180 | s 1 ″ 10½ | | |
| JMSL | (*ex* Taurus) | 1 *Dk* (*Stl*) & *Web frames* | 1549 | BS 1,01 ✠ LMC 3,01 | | | | *Lloyd's SA & CP* | | *WB* = *Cell D Ba* 116' *f* 96' 421 *t A PT* 33*t* | | Cen. Mar. Eng. Wrks. W Hpl | | | |
| | *Well deck* | | | | | | | | | | | | | | |
| 48 | **Teutonia** | Iron Sc 3 Mst Sr | 1518 | ✠ A1 ✠ 1 | Lon | Lv | 1883 | Short Bros. 12 mo Sunderland | W. Kunstmann | 240·0 \| 36·1 \| 16·9 P28' Q60' B64' F25' | Stettin German | C. 2 Cy. 31" & 58"–36" 168 NHP | 18 ″ 4 | | |
| | *E. Dreyer* 02–05 | 4th Survey, Hul. 2.02 | 1180 | 1,05 | | | | | | | FK 6 *BH Cem* | 2 SB. *4pf*; GS 72, HS 2800 | s 2 ″ 1 | | |
| | (*ex* Bonn *ex* Highland Prince) | | 934 | | | | | | | *WB* = *DB a f* | | N.E. Marine Eng. Co. Ld. Sld | | | |
| | *Well deck* | 1 *Dk* (*Irn*) 2 *tr B* | | | | | | | | | | | | | |
| 49 | **Taormina** | Iron Sc Sr | 551 | | | | 1850 | Napier & Crichton Glasgow | E. Ilardi & Figli | 200·1 \| 26·2 \| 13·9 Q30*t* len 60 | Messina Italian | C. 2 Cy. 22½" & 45½"–27½" NE & Bst 90 NHP | 13 ″ 11 | V | |
| 8 | *A. Calorio* –04 | (*ex* Giuseppe | 449 | | | | | | | | | C. D. Holmes & Co. Hull | | | |
| | Galatioto, *ex* Maria di Pompei *ex* Elisabetta Eugenia, *ex* Swanland) 24... | | 517 | | | | | | | | | | | | |
| 50 | **Toyotomi Maru** | Iron Sc Sr | 1456 | ✠ | Sng | *p* | 1876 | Caird & Co. 7 mo Greenock | K. Ishigaki | 250·5 \| 30·6 \| 17·2 | Uraga Japanese 4 *BH Cem* | C. 2 Cy. 32½" & 60"–39" NB 93 187 NHP | | | |
| 7086 | | ss Sng. No. 1–83 | 937 | *Shade dk* | | | | | | | | Caird & Co. Greenock | | | |
| JMSK | (*ex* Graaf van Bylandt) | 2 *Dks* & *Shade dk* | 903 | *with load line* 6.33 | | | | | | | | | | | |
| 51 | **Tsimo** | Steel Sc Sr | 2829 | ✠ 100 A1 | Ham | *u* | 1889 | Sunderlnd S.B. Co. Ld. Sunderland A&CP | Diederichsen, Jebsen & Co. | 323·0 \| 41·0 \| 18·6 B66' F41' 26·0 | Hamburg German | T. 3 Cy. 23½", 39" & 64"–42" (*s*) 160 lb *100 lb* ND 902 281 NHP | 21 ″ 5 | | 2,04 |
| | *A. Kirst* 05–05 | ss Ham. No. 3–11.01 | 2630 | *Spar dk* | | | 11 mo | | | | BK8" | 2 SB *6 rf*; GS 128, HS 4140 | | | |
| QVJD | (*ex* Rauenthaler) | 1 *Dk* (*Irn*) & *Spar dk* & *Web frames* | 1813 | 2,05 | | | | | | *WB* = *Cell D Ba* 80' *u E* 32' *f* 126' 426*t* | | N.E. Marine Eng. Co Ld. Sld. | | | |
| | | | | BS 2,0... ✠ LMC 11,01 | | | | | | | | | | | |
| 52 | **Tairei Maru** | Steel Sc Sr | 1199 | | | | 1904 | Mitsu Bishi Dkyd & E Wks Nagasaki | Osaka Shosen Kabushiki Kaisha | 215·4 \| 30·8 \| 18·6 F31' B75' F33' | Osaka Japanese | T. 3 Cy. 17", 28" & 46"–33" 122 NHP | | | |
| 8981 | | | 952 | | | | | | | | | | | | |
| JNDT | | 2 *Dks* | 743 | | | | | *WB* | | | | Mitsu Bishi D. & E. Wks. Nag | | | |
| 53 | **Taishin Maru** | Wood Sc Sr | 642 | | | | 1904 | H. Kataoka Osaka | S. Yamaoka | 173·0 \| 23·9 \| 19·2 | Osaka Japanese | T. 3 Cy. 11½", 18" & 34½" 23" 57 NHP | | | |
| 9123 | | | 580 | | | | | | | | | | | | |
| JSCH | | 2 *Dks* | 398 | | | | | | | | | | | | |
| 54 | **Tokushima Maru** | Steel Twin Sc Sp | 314 | | | | 1904 | Kawasaki Dkyd. Co. Ld. Kobe | Osaka Shosen Kabushiki Kaisha | 131·5 \| 21·3 \| 13·4 | Osaka Japanese | C. 4 Cy. 11" & 24"–20" 43 NHP | | | |
| 8995 | | | 205 | | | | | | | | | | | | |
| JRSC | | 2 *Dks* | 125 | | | | | | | | | Kawasaki Dkyd Co Ld Kobe | | | |
| 55 | **Tosho Maru** | Steel Sc Sr | 345 | | | | 1904 | S. Ono Osaka | S. Uda | 171·8 \| 23·7 \| 18·3 | Kochi Japanese | T. 3 Cy. 13¾", 21½" & 34½"–24" 58 NHP | | | |
| 7716 | | | 967 | | | | | | | | | | | | |
| JQKD | | 2 *Dks* | 400 | | | | | | | | | S. Ono, Osaka | | | |
| 56 | **Tremeadow** | Steel Sc Sr | 3653 | ✠ 100 A1 | Shl | *w* | 1905 | J. Mead... & Sons South Shields | Hain SS Co Ld (E. Hain & Son, *Mgrs.*) | 347·2 \| 49·1 \| 25·1 P30' B96' F38' | St. Ives British | T. 3 Cy. 24½", 41" & 66"–45" (*r*) 180 lb *80 lb* | 26 ″ 8 | | |
| 115813 | *G. Shephard* 03–05 | 1 *Dk* (*Irn*) & *Stl*) | 3471 | 3.05 | | | 3 mo | | | | FK ~~HS~~ 6 *BH Cem* | 2 SB, 6 *cf*; GS 127, HS 4933 | s 4 ″ 11½ | | |
| HRDF | | 2 *tr B* & *deep framing* & *Dk Rule* | 2358 | (*Class Contem plated*) | | | | *Lloyd's SA & CP* | | *WB* = *Cell D Ba* 115' *u E* 21' *f* 146' 835*t* *A PT* 66*t* | | J. Readhead & Sons, S. Shl. | | | |
| | | | | ✠ LMC 3,05 | | | | | | | | | | | |
| 57 | **Taiko Maru No. 6** | Wood Twin Sc | 151 | | | | 1904 | T. Kitagawa Otsu | Taiko Kisen Kabushiki Kaisha | 110·5 \| 15·8 \| 10·6 | Otsu Japanese | C. 4 Cy. 8" & 16"–12" 15 NHP | | | |
| 8813 | | | 132 | | | | | | | | | | | | |
| JNDH | | 1 *Dk* | 94 | | | | | | | | | | | | |
| 58 | **Tirreno** | Steel Sc | 225 | | | | 1892 | G. Ansaldo & Co. Sestri Ponente | Cav. B. Sapelli | 150·2 \| 19·8 \| 11·5 | Messina Italian | C. 2 Cy. 18⅞" & 37⅜"–19½" 82 NHP | | | |
| | *A. Salzano* | | 211 | | | | | | | | | | | | |
| | (*ex* Zancle, *ex* Calabria) | 1 *Dk* | 103 | | | | | | | | | G. Ansaldo & Co. Smprdrna | | | |
| 59 | **Toledo** | Wood Sc Sr | 119 | | | | 1904 | ..... Fairhaven, Cal | A. Fay | 97·2 \| 21·6 \| 8·6 | Eureka Cal Utd. States | | | | |
| 101165 | | | — | | | | | | | | | | | | |
| KTQF | | 1 *Dk* | 72 | | | | | | | | | | | | |
| 60 | **Tsukumo Maru** | Wood Sc | 172 | | | | 1904 | Sangyo... | Tosa Shosen Kabushiki Kaisha | 108·6 \| 16·4 \| 12·1 | Kochi Japanese | T. 3 Cy. 9½", 15" & 24½"–18" 26 NHP | | | |
| 8841 | | | 150 | | | | | | | | | | | | |
| JVKP | | 2 *Dks* | 93 | | | | | | | | | S. Ono, Osaka | | | |

| 1 Numéro d'Ordre / Numéro Offiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 7 Port de | 8 Construit. Par qui. / Où. | 9 | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. cHP=Force en chevaux d'après les formules de la Société. iHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières. Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. | 15 Registres net: si doit être déduit pour Tourelle, Cert. | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 61 Titti | *N.L.Wellgren* 05–05 1 *Dk(pt Irn pt Stl)* *&deep framing* | Steel Sc Sr | ~~1336~~ 1276 1182 258 850 | ✠100A1 Cff 4,05 ~~11.02~~ Mmo BS 4,0 ✠LMC1,02 | *n* | 1902 4mo | W. Harkess & Son Middlesbro' *Lloyd's SA&CP* | O.W. Wiens *WB=DB a&uE79'uB15'f92'* | 225·0\|35·1\|17·8 P21' FK | Malmo Swedish 351 *tAPT29t* | T.3Cy.17",28½"&46"–33" (*s*) 180lb *90lb* 131 NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld. | 16 " 6 s " 10 | | |
| (*ex* Anna Hermine) | | | | | | | | | | | | | | |
| 62 Turkistan 118717 | *F.Paton* 01–05 2 *Dks*(1 *Stl*) *Upt Irn&* *Elec.light* *pt Stl)&deep framing* | Steel Sc Sr | ~~4420~~ 4505 4229 2309 | ✠100A1 Hpl 3,05 *(Class Contem plated)* ✠LMC3,05 | *w* | 1905 3mo | W. Gray & Co. Ld. W Hartlepool | ~~P.C. Strick & Co. Ltd.~~ Anglo Algerian SS Co (1896) Ld (F.C. Strick & Co Ltd *Mgrs*) | 373·1\|[illegible]·2\|27·4 P25'B123'F24' FK 6 | Swansea British *BH Cem* | T.3Cy.28",46"&77"–48" (*s*) 180lb *90lb* 506 NHP 2SB,*3cf*,GS148,HS6920 Cen.Mar.Eng.Wrks.W Hpl | 30 " 0 s 6 " 3 | FD | |
| | | | | | | | | *Lloyd's.16 CP WB=Cell DBa&uE150'f* [illegible] *tDTa* [illegible] *tAPT41t* | | | | | | |
| 63 T. M. Werner | 1 *Dk* | Steel Sc Sr | 1491 1226 916 | | | 1905 Jernsk.& Msk Elsinore | Helsingörs Dpsksisk. Vendila (Svendsen&Christenson) | P17'Q73'B106'F28' | 247·5\|37·3\| | Copnhagn Danish *WB* | T.3Cy.19",32"&58"–36" 169 NHP Helsingörs Jernsk.& Mskb. | | | |
| 64 Tremorvah 115650 HCKD | *W.S.Roach* 8–05 1 *Dk(pt Irn&pt Stl)* 2 *trBdeep framing* 3 *Dk Rule* | Steel Sc Sr | 3354 3473 2345 | ✠100A1 Shl 4,05 ~~Class Contem plated~~ ✠LMC 1,05 | *w* | 1905 4mo | J. Read-head&Sons South Shields *Lloyd's SA&CP* | Hain S.S. Co. Ld. (E. Hain&Son, *Mgrs.*) *WB=Cell DBa115'uE21'f 146'835t APT66t* | 347·3\|49·1\|25·1 P30'B96'F33' FK | St. Ives British *BH Cem* | T.3Cy.24½",41"&66"–45" (*s*) 180lb *80lb* 320 NHP 2SB,*6cf*,GS126,HS1988 J. Readhead&Sons,S.Shl. | 26 " 8 s 4 " 11½ | | |
| 65 Tabor | *L.Bruun* 02–05 1 *Dk(Stl)&Spar dk* 2 *trBdeep framing* 3 *Dk Rule* | Steel Sc Sr | ~~3700~~ 3500 3162 2393 | ✠100A1 Sld 4,05 ~~Class Contem plated~~ ✠LMC1,05 *Lloyd's SA&CP* | *w* | 1905 4mo | J. Priest-man&Co. Sunderland | W. Wilhelmsen *WB=Cell DBa112'uE24'f 150'880t APT105t* | 346·5\|~~50·8~~\|26·0 P29'B100'~~F36'~~ 50·9\|24·7 FK 6 | Tonsberg Norwegian *BH Cem* | T.3Cy.24½",40½"&67"–45" 180lb *90lb(s)* 320 NHP 2SB,*6cf*,GS130 HS1834 N.E.Marine Eng.Co Ld.Sld. | 26 " 0 s 4 " 11½ | | |
| 66 Totti | *W.Zegenmeyer* –05 *ss* Gls No.3–2,96 (*ex* Clan Macintosh) *ss* Gls. No.2–04 *Elec.light* 3 *Dks*(2 *Stl-Uws*) | Steel Sc Sr | *4053* *3547* 2575 | ✠100A1 Gls 7,04 ✠NB 11,02 ✠LMC 2,04 | *x* | 1883 6mo | Scott&Co. Greenock *Lloyd's SA&CP* | M. Jebsen *WB=Cell DBa300'490t* | 381·2\|43·2\|27·9 B144'F48' BK 11" | ~~Hamburg~~ German 6 *BH Cem* | T.3Cy.30½",48"&82"–60" (*s*) 160lb *100lb* NDB36 528 NHP 2SB *8rf*,GS160,HS6412 *Tpdo2* Nav C.&A.C.Ld.Brw | 30 " 6 | FD | 2,03 |
| 67 Thomas More | *Elec light* | Steel Pad | | A *For River purposes only* (*Class Contem plated*) | | 1905 | J.I. Thorny-croft&Co.Ld. Woolston | London County Council | 130·0\|18·0\| 7·0 | London British | C.D.2Cy.16"&31"–36" Scott's S.B & E Co Ld.Grk. | | | |
| 68 Torrington 119969 HCLV | *Turret deck* | Steel Sc Sr 1 *Dk* | ~~5666~~ 5597 4656 ~~3662~~ 3619 | | | 1905 | W. Doxford & Sons, Ld. Sunderland | ~~W. J. Tatem&Co.~~ Torrington SS Co Ld. (W.J. Tatem&Co.) | 390·3\|55·2\|27·2 P23'B104'F29' | Cardiff British *WB* | T.3Cy.26",43"&72"–48" 359 NHP W. Doxford&Sons,Ld.Sld. | | | |
| 69 Taurus | *Edvardsen* –05 1 *Dk(Stl)&Spar dk* (*pt Irn&pt Stl*)*&deep framing* | Steel Sc Sr | *4255* *4047* *2763* | ✠100A1 Nwc *Spar dk* 4,05 ~~Class Contem plated~~ ✠LMC 1,05 *Lloyd's SA&CP* | *x* | 1905 4mo | Tyne I.S.B. Co.Ld. Newcastle | W. Wilhelmsen *WB=Cell DBa116'uE26'f152'817t APT58t* | 355·0\|50·1\|~~27·9~~ P28'B100 F35'\|20·0 FK 27·9 | Tonsberg Norwegian *BH Cem* | T.3Cy.25".42"&68"–45" (*s*) 180lb *90lb* 344 NHP 2SB,*6cf*,GS124,HS5400 Blair&Co.Ld.Stockton | 22 " 6 s 6 " 6 | | |
| 70 Tatsu Maru No. 3 9214 JSLQ | *B.Hamasuki* –05 (*ex* Chilka) *ss* Cal. No.2–86 2 *Dks*(*Urn–ws*) 3 *Dk rule* | Iron Sc Sr | 2013 1877 1488 | ✠ 11,89 Cal | *s* | 1878 10mo | W. Denny & Bros. Dumbarton | Setsu Kogyo Kabushiki Kaisha *WB=Cell DB250'328t* | 285·0\|35·2\|23·3 | Kobe Japanese 5 *BH Cem* | C.2Cy.34"&60"–42" 194 NHP Denny&Co.Dumbarton | | | |
| 71 Thessalia | *Bradhering* 02–05 *Elec.light* 2 *Dks&Web frames* | Steel Sc Sr | 6066 4743 | | | 1904 | Flensburger Schiffsb.Ges. Flensburg | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 410·0\|50·5\|28·8 P250'F63' | Hamburg German *WB* | Q4Cy.23¼"33"49½"&72"–54" 381 NHP Flensburger Schiffsb.Ges. | | | |
| 72 Toyotomi Maru 9145 JSGL | (*ex* Benledi) 2 *Dks*(*Stl–Uws*) 3 *trB* | Steel Sc Sr *ss* Lth. No.3–2,01 | 2444 2220 1515 | ✠100A1 Kob 4,04 ✠LMC 1,04 | *t* | 1888 6mo | Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP* | Mase Hidetaro *WB=Dbu E&B58'165t* | 320·0\|38·0\|25·1 P37'B84'F38' BK 10 | Kobe Japanese 6 *BH Cem* | T.3Cy.24",38"&63"–45" (*d*) 160lb *80lb* NDB99 273 NHP 2DB,*8cf*,GS140,HS1210 Barclay Curle&Co.Ld.Gls. | 26 " 5 s 5 " 0 | | 4,04 |
| 73 Tottenham 112897 SGKB | *T.B.Peters* –01 (*ex* Brinkburn, *ex* Tottenham) 1 *Dk(Irn)&Spar dk* (*Irn*)*&Web frames* | Steel Sc Sr | 4494 4345 2943 | ✠100A1 Shi *Spar dk* 5,04 ✠LMC 3,01 | *x* | 1901 3mo | Ropner& Son Stockton *Lloyd's SA&CP* | ~~Watts, Watts&Co.~~ (Watts, Watts&Co *Mgrs*) *WB=Cell DBa&uE136'* | 370·0\|50·5\|19·2 P29'B72'F37' 28 2 FK 6 | London British *BH Cem* | T.3Cy.25",43"&73"–48" (*s*) 200lb 429 NHP 3SB,*9rf*,GS174,HS6712 Blair&Co.Ld.Stockton | 22 " 0 s 7 " 2½ | | 6,04 |
| 74 Thornbeck | [illegible] *Stl*) 2 *trB* 3 *Dk Rule* | Steel Sc Sr | ~~3759~~ ~~3416~~ ~~2426~~ 2345 | ✠100A1 Sld *(Class Contem plated)* ✠LMC 5,05 | *v* | 1905 5mo | J L Thomp-son&Sons,Ld Sunderland *Lloyd's SA&CP* | ~~G.B. Thompson~~ Thornbeck Stm. Shipping Co Ld. (Thompson, Brs.) *WB=Cell DBa119'uE&B33'f 146'859t DT* [illegible] *tAPT29t* | 346·5\|50·8\|23·0 P32'~~B87~~'F31' B88' FK 7 | Sundrland British *BH Cem* | T.3Cy.24½",40"&66"–45" (*s*) 180lb *180lb* 321 NHP 2SB,*8rf*,GS142,HS6[illegible] J.Dickinson&Sons,Ld.Sld. | 25 " 6 s 4 " 7 | | |
| 75 Turner | *Should be* "King Alfred," *See No. 50 in Supplement* | Steel Pad | 125 | A *For River purposes only* (*Class Contem plated*) | | 1905 | Thames Iron Works S.B &Co.Ld London | London County Council | 129·9\|18·5\| 6·9 | London British | C.D.2Cy.16"&31"–36" Thames Eng.Co.Greenwich | | | |
| 76 Tadousac 112267 | *Elec.light* 1 *Dk&Saloon dk* | Iron Pad (*ex* Virginia) | 1701 — 1052 | | | 1879 | Harlan& Hllngswth Co Wlmngtn De | Richelieu& Ontario Nav. Co. | 248·4\|34·7\| 9·6 | Montreal British | B.1Cy.60"–132" 345 NHP Harlan&Hollingsworth Co. | | | |
| 77 Tahung Maru | 1 *Dk&Shade dk 2 trB* | Steel Twin Sc | 1660 | | | 1905 | Mitsu Bishi Dkyd&E Wks Nagasaki | Osaka Shosen Kabushiki Kaisha | 230·0\|40·0\| 9·7 | Osaka Japanese | T.6Cy.12",20"&33"–21" 100 NHP Mitsu Bishi D.&E. Wks. Nag | | | |
| 78 Timios Stavros | *G.Andreadis* (*ex* Joannis Moumoutzis, *ex* Aurelia, *ex* Mosser) *ss* Nwc. No.3–12,94 *ss* Cpl. No.2–02 2 *Dks*(1 *Irn*) 3 *trB* | Iron Sc Bkn | 1921 1717 1237 | ✠100A1 Cpl 5,02 ✠NB 12,04 BS 4,03 ✠LMC 5,02 *Lloyd's SA&CP* | *t* | 1882 5mo | Richardson, Duck&Co. Stockton | A. Gafos *WB=DBa E&B60 162* | 312·0\|35·2\|24·6 B36'F34' BK 10 | Syra Greek 4 *BH Cem* | C.2Cy.19½"&51"–48" (*s*) 140lb 189 NHP 2SB,*6rf*,GS88,HS2976 C.D.Holmes&Co.Hull | 26 " 0 s 5 " 2 | | 5,02 |
| 79 Taian Maru No. 2 9300 JWKJ | *M.Yamamoto* 05–05 *ss* Hpl. No.3–6,97 *ss* Yka. No.2–05 1 *Dk(Stl)&Web frames&pt.4 wng dk(Irn)* | Steel Sc Sr | 2339 1767 1481 | ✠100A1 Yka *pt.4wng dk with freeboard* 4,05 ✠LMC 1,05 | *s* | 1887 9mo | W. Gray& Co. W Hartlepool *Lloyd's SA&CP* | R. Tomikura *WB=Cell DB236'500t* | 282·0\|37·6\|19·6 P29'Q78' BK 10 *pt.4wng dk* 175 | Yokohama Japanese 5 *BH Cem* | T.3Cy.22",36"&59"–39" (*s*) 160lb *80lb* NDB97 219 NHP 2SB,*6cf*,GS92,HS3301 Blair&Co.Ld.Stockton | 22 " 3 s 8 " 7 | | 4,05 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned nor expired. Equipment Letter. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Register'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Registers in which Classed. If not in L. R. Distinct Mark of Freeboard. | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1 Unity** 118670 | *J. Reid* –04 | SteelScK 1*Dk* | 88 81 19 | ✠100A1 *For Fishing purposes* (*Class Contem plated*) 3.05 ~~10.04~~ | Abn | | 1904 10mo | J. Duthie Torry *Lloyd's* | P.R. Paterson & J. Reid & Sons | ~~81·5~~ 81·8 | 18·1 | 8·8 BK 7″ | Banff British 3 *BII Cem* | C.2Cy.12″&26″–16″ 125lb 1SB,*2pf*,GS27,HS737 W.V.V. Lidgerwood, Gls. | (*s*) 9 ″ 6 30RHP | | |
| **2 Ulvsund** | | SteelScSr 1*Dk* | 264 188 101 | | | | 1904 | Helsingörs Jernsk & Msk. Elsinore | Forenede Dmpskib. Selskab | 142·0 P85′F20′ | 23·0 | | Stege Danish *WB* | T.3Cy.11″,18″&31″–20″ Helsingörs Jernsk. & Mskb | 43NHP | | |
| **3 Ujina Maru** 8869 JRMG | *S. Takagi* 99–04 (*ex* Hackney, *ex* Emir) *Elec. light* | SteelScSr ss Cff. No. 3 –4,02 1*Dk* (*Stl*) & *Spar dk* (*Stl*–ws) 3*tr B* | 4403 4073 3241 | ✠100A1 *Spar dk* 11,03 B3 11,04 ✠LMC11,03 | Cff | *x* | 1889 5mo | Palmers' Co. Ld. Newcastle *Lloyd's* | HiromeNisaburo *WB* = *Cell D B* 290′ 731*t* | 375·0 B82′F32′ *FPT* 155*t* *APT* 85*t* | 46·3 | 20·3 28·2 FK 6 | Nagasaki Japanese *BII pt Asp pt Cem* | T.3Cy.28″,45″&78″–48″ 150lb *40lb* 2DB,*12cf*,GS204,HS6278 Palmers' Co. Ld. Newcastle | (*a*) 23 ″ 3 394NHP s 7 ″ 5½ | | 11,04 |
| **4 Ulverston** 118947 | *J. Loftus* –05 | SteelScTl K 1*Dk* | 240 222 100 | ✠100A1 *Stm Trawler* 4.05 (*Class Contem plated*) ✠LMC4.05 | Hul | | 1905 4m9 | Cochrane & Sons Selby *Lloyd's* | GrimsbyUnion Stm. Fishing Co. Ld | ~~123·5~~ Q66′F20′ 123·6 | 22·0 | 11·5 BK 7½″ | Grimsby British 4 *BII Cem* | T 3Cy.12¼″,21½″&35″–24″ 180lb (*s*) 1SB,*2cf*,GS83,HS1135 C.D. Holmes & Co. Hull | 12 ″ 4 63RHP | | |
| **5 Ukiyo Maru** 9127 JSCN | | WoodScSp 2*Dks* | 356 317 220 | | | | 1904 | K. Takasaki Osaka | K. Takasaki | 146·8 | 19·2 | 16·3 | Osaka Japanese | C.2Cy.15 7/8″&30⅛″–20″ | 34NHP | | |
| **6 Union II.** MODG | *N.M. Paulsen* 04–04 *Mchy. Aft* | SteelSc 1*Dk* | 140 106 79 | | | | 1904 | Porsgrund Mek. Værks. Porsgrund | Akties. Transit (A. Johnsen, *Mgr.*) | 93·6 P30*t* | 19·6 | 8·8 | Skien Norwegian *WB* | C.2Cy.9⅞″&19¾″–14″ Porsgrund M.V. Porsgrund | 11NHP | | |
| **7 Uraga Maru No. 2** 7082 JMSD | | CompSc 2*Dks* | 170 149 92 | | | | 1903 | Uraga Dock Co. Ld. Uraga | Govt. of Japan (War Department) | 105·8 | 18·6 | 10·8 | Hiroshima Japanese | C.2Cy.15″&30″–20″ | 34NHP | | |

| 1 Numéro d'Ordre. Numéro Officiel. Numéros | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Navire. Mach. | 9 Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.=Force en chevaux d'après les papiers du navire. I.H.P.=Force en chevaux indiqués d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Centres ou coté de la L. d'eau dans le L. Draught of Water. | 16 Date de la dernière visite à flot. Last Dock Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Georgios Vasilefs ~~Georgios~~ *For full particulars See No. 3 below* | SteelScSr | 3600 3327 2344 | 100A1 (*Class Contem plated*) | | | 1904 | R.Craggs& Sons,Ld. Middlesbro' | D.G.Moraitis | 340·0 P 202' B 36' | 47·0 F 36' | 24·9 | Andros Greek | T.3Cy.24½",41"&68"–45" N.E.MarineEngCoLd.Nwc | 27 " 3 s 4 . 3 | |
| 2 | Van Dyck *Thomlé04–04* 1*Dk*(*Stl*)*&deep framing* *Well deck* | SteelScSr | 1129 972 850 | ✠100A1 6,04 ✠LMC6,04 | Gmh | *o* | 1904 6mo *Lloyd's SA&CP* | Soc.Anon. Chant.Naval Anversois Hoboken | Marshall&Gerling | 229·6 Q 67' B 65' F 4 *WB = Cell D B* | 34·9 F 5 52' *uE&B 33* | 14·3 4 *BH Cem* | Antwerp Belgian | T.3Cy.17",26"&46"–30" (*s*) 160lb *100lb* 432 N.P. 1SB.3*cf*,GS59,HS2155 N.E.MarineEng.CoLd.S. *f* 111 363*t F P* 750*t A P* 124 | 17 " 2 | |
| 3 | Vasilefs Georgios *P.Ca... 1906–04* 1*Dk*(*Stl*)2*tr B&S Web frames* 3*Dk rule* | SteelScSr | 3651 3296 2383 | ✠100A1 11,04 ✠LMC7|04 | Mdb | *w* | 1904 7mo *Lloyd's SA&CP* | R.Craggs& Sons,Ld. Middlesbro' | D.G.Moraitis | 340·0 P 48' B 36' *WB = Cell D Ba* 104' *uE&B 44' f* | 47·1 F 36' FK 6 | 24·9 *BH Cem* 142' 820*t DT* | Andros Greek | T.3Cy.24½",41"&68"–45" (*s*) 180lb *100lb* 342 N.H.P. 2SB.8*cf*,GS146 HS5370 N.E.MarineEngCoLd. Nwc *u* 58' 735*t F P* 750*t A P* 140*t* | 27 " 3 s 4 . 3 | | |
| 4 | Vigilant *G.S.Allen* –04 | SteelScK 1*Dk* | ~~275~~ 279 233 103 | ✠100A1 ~~10~~11,04 (*Class Contem plated*) MC9,04 | Hul | *e* | 1904 9mo *Lloyd's SA&Ce* | Mackie& Thomson Glasgow | Gt.NorthernS.S. FishingCo.Ld. | ~~140·0 P 22·4 F 12·8~~ Q 92' F 20·F 21' 140·5 | 10·5 22·2 BK 7" | | Hull British | T.3Cy.13",22"&37"–27" (*s*) 200lb 67 R.H.P. 1SB,3*pf*,GS48,HS1430 W.V.V.Lidgerwood,Gls. | 11 " 8 | |
| 5 | Veronique *E.W.Morrison* –04 (*ex*Harlech Castle) *Ref.Mchy. Elec.light* | SteelScSr 2*Dks*(1*Stl-ptws.*)& 3*tr B USt-teak s*) | 3264 2987 2983 | ✠100A1 10,04 DS10,04 MC9,04 | Sou | *w* | 1894 5mo | Barclay, Curle&Co.Ld Glasgow A&CP | TheEarlEitz-William,D.S.O. | 350·0 B 109' F 41' *WB = Cell D B* 287' | 42·5 | 25·8 *7 BH Cem* 632*t F P* 769*t* | London British | T.3Cy.26½",44"&70"–45" (*o*) 160lb 367 N.H.P. 3SB.10*rf*,GS193,HS6076 Barclay,Curle&Co.Ld.Gls. | 28 " 6 s 5 . 11 | BT fill 9,05 | 10,04 |
| 6 | Venus (*Trawler*) 1*Dk* | SteelSc | 170 158 50 | | | | 1904 | Schiffsw(v. Janssch.)A.G Hamburg | Rhelerei Venus (H.Popp) | 114·9 F 17' | 22·2 | 12·2 | Altona German | T.3Cy.13",20½"&32⅜"–22" Schwft.(vJ&Sch)AG Ham | 49 N.H.P. | | |
| 7 | Viking (*Salvage Steamer*) 1*Dk* | SteelScTug | 310 | | | | 1904 | Akt.Burmeistr&Wain Copenhagen | Em.Z.Svitzer's Bjerg.Entreprise | 155·5 | 27·0 | 14·7 | Copnhagn Danish *WB* | T.3Cy.16½",27"&45"–27" Akt.Burmeistr&Wain,Cpn | 105 N.H.P. | | |
| 8 | Vithynia *M.Manoloudi* –03 (*ex*Rembrandt) 1*Dk* | IronScSr | 330 290 192 | | | | 1857 | Denny Dumbarton | Ph.Christidi& MinasKyriasou | 162·0 P 13' B 11' F 3 | 22·0 | 12·0 | Syra Greek | C.2Cy.20"&37"–27" NB74 NB85 59 N.H.P. J.Cockerill,Seraing | | |
| 9 | Vizzavone | SteelScSr 1*Dk* | 300 230 160 | | | | 1904 | Cie.Franç. deNav. Arles | Cie.Franç.deNav. &deConst.Nav.et SatreRéunis | 150·5 P—H—F— | 20·0 | 12·5 | Marseilles French | C.2Cy.21⅞"&38⅜"–23½" 60 N.H.P. Cie.Franç.deNav.Lyons | | |
| 10 | Vega *Well deck Mchy.Aft* | SteelScSr (*ex*Rosario) 1*Dk* | 291 — 56 | | | ... | 1898 | Carmichael Maclean&Co. Greenock | J.Huret | 130·6 Q 58' F 24' | 23·0 BK 7½" | 9·8 *WB* | Boulogne French | T.3Cy.13",22"&35"–27" 64 N.H.P. Bow,McLachlan&Co.Psy. | 11 " 6 | | |
| 11 | Vesterhavet | SteelScSr 1*Dk* | 160 | | | | 1904 | Akt.Burmeistr&Wain Copenhagen | Danish Government | 113·0 | 21·5 | 11·8 | Copnhagn Danish *WB* | T.3Cy.12⅝",19¼"&33"–21" 50 N.H.P. Akt.Burmeistr&Wain,Cpn | | | |
| 12 | Ville de Gabès *Giudicelli* *Well deck* (*ex*Carly,*ex*Odin, *ex*Sallie) | IronScSr *ss*Bgn.No.3–11,89 *ss*Bgn.No.1–94 1*Dk* | 597 — 362 | ✠ 11,96 ✠NB11,89 | Bgn | *i* | 1871 10mo | Withy, Alexander &Co. Hartlepool | Cie.Franco-Tunisienne deNav. | 180·1 Q 65' B 10' F 10' N D 89 | 28·0 BK 7½" *WB = D Ba* | 14·6 4 *BH Cem* 149 *f* 57 *t* | Marseilles French | C.2Cy.23"&46"–30" N D B 89 88 N.H.P. 1SB.2*pf*,GS89,HS1451 Blair&Co.Ld.Stockton | | | |
| 13 | Vulcan | SteelSc 1*Dk* | 157 130 24 | | | | 1899 | Shanghai E.S.B.&D Co.Ld Shanghai | Shanghai Tug& Lighter Co.Ld. | 95·0 | 20·8 | 9·6 | Shanghai British | C.2Cy.15"&32"–24" Shanghai E.S.B.&D D Co Ld | 41 R.H.P. | | |
| 14 | Virginian | SteelSc 3*ScShafts* 3*Dks* | ~~11000~~ 10754 8522 6844 | | | | 1904 | A.Stephen &Sons Glasgow | Allan Line SS Co Ld (J.&A.Allan *Mgrs*) | ~~520·0 P 60·0~~ P 56' B 21' F 68' 520·3 | 38·0 B 60·5 | | Glasgow British *WB* | Steam Turbines Parsons Marine Steam Turbine Co.Ld.Nwc. | | BT fill 8,06 | |
| 15 | Veteran (*ex*Thales) | IronScBg 2*Dks*& *Spar dk* | *1199* *735* *820* | | | ... | 1864 | A.Denny Dumbarton | | 231·4 F 54' | 31·4 BK 8" | 23·0 | Tsingtau German | C.2Cy.30"&51"–42" NB80 120 N.H.P. *Cmp.*80 H.Kg.Dk Co.H Kg. | 16 " 9 | | |
| 16 | Venere (*ex*Belgenland) | IronScSr *ss*Liv.2nd No.3–8,03 3*Dks*(2*Irn*)4*tr B* | *3682* *3439* *2603* | ✠100A1 1,04 MS4,03 BS2,04 | Ant | *x* | 1878 12mo | Barrow S.B.Co. Barrow A&CP | L.Donegani | 402·9 | 40·2 | 30·6 7 *BH Cem* | Leghorn Italian BK 10" | C.2Cy.52"&90"–54" 80lb 444 N.H.P. 3DB,14*pf*,GS280,HS6921 Barrow S.B.Co.Ld.Barrow | 32 " 1 s 8 . 7 | | 8,03 |
| 17 | Vigilant | SteelScSr 1*Dk* | 396 338 243 | | | | 1904 | Polson Iron Works Co.Ld. Toronto | Govt.of Canada (Marine&Fisheries) | 177·0 | 22·1 | 13·2 | Ottawa British | T.3Cy.13½".22"&36"–21" 65 R.H.P. Polson I.W.Co Ld.Toronto | | | |
| 18 | Viking *Elec.light* | SteelScSr 3*ScShafts* | 1990 1420 240 | A1 *Shelter dk* (*Irish Channel Service Class Contem plated*) | | | 1905 | Armstrong Whitworth &Co.Ld. Newcastle | Isle of Man Steam Packet Co.Ld. | 350·0 | 42·0 | 16·1 | Douglas I.M. British | Steam Turbines Parsons Mar.S. Turbine Co.Ld.Nwc. | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage Gross / Under deck / Net. | 5 Particulars of Classification Character. | 6 Port of Survey. | 7 Years Classed or now reprinted. Built Letter. | 8 Built. When. Ship / Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard and Ships | 15 In which classed. If not in Class, Date of last Transaction | 16 Date when tail shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Vanbrugh** | Steel Pad | 126 | ✠ A— Lon | | | 1905 | Thames | London County | 129·9 \| 18·6 \| 6·8 | London | C.D.2Cy.16″&31″-36″ (s) | 7 ″ 0 | | |
| 120515 | *H. Coodall –05* | *1 Dk* | 126 125 | *For River purposes only* | | | 5mo | Iron Works | Council | | British | 115lb 40RHP | | | |
| | *Elec. Light* | | 58 | 5,05 | | | | S.B.&E.Co.Ltd | | | FK *3B H.sp* | 1SB,*2pf*,GS25,HS700 FD | | | |
| | | | | *(Class Contem plated)* | | | | London | | | *inE&Espace* | Thames Eng.Co.(—— ——) | | | |
| | | | | | | | | | | | | Ltd.) W.Gas3,A.&E.Co.Ltd.1902 | | | |
| 20 | **Vendela** | Steel ScSr | ~~220~~ | ✠ 100A1 Got *c* | | | 1905 | Aktiebolaget | Rederiaktiebolaget | ~~101·3~~ \| 22·3 \| 11·1 | Gothenburg | C.2Cy.10″&22½″-15″ (s) | 12 ″ 0 | | |
| 4373 | *O.A. Jansson 02–05* | | 223 | 4,05 | | | 4mo | Lödöse Varf | Unda | ~~P(Belt) F13′~~ | Swedish | 120lb 20NHP | | | |
| JPCT | *Mchy. Aft* | *1 Dk (Stl)* | 176 | *(Class Contem plated)* | | | | Lödöse | | 101·7 \| P23′ FK | *3B H Cem* | 1SB,*1ef*,GS12,HS663 | | | |
| | | | 111 | ~~LMC 05~~ | | | | *Lloyd's A & CP* | | *WB=FPT 26t APT 4t* | | Akt. Lödöse Varf, Lödöse | | | |
| 21 | **Vesta** | Steel ScK | 240 | ✠ 100A1 Hull | | | 1905 | Cochrane | ~~Grimsby~~ Atlas | ~~123·5~~ \| 22·0 \| 11·5 | Grimsby | T.3Cy.12¼″,21½″&35″-24″ | 12 ″ 4 | | |
| 139683 | *R.W. Wardcast –05* | | 232 | *Stm Trawler* | | | 5mo | & Sons | Stm. Fishing Co. Ltd | Q66′F20′ | British | 1[illegible] (s) 63RHP | | | |
| | | *1 Dk* | 100 | 5,05 | | | | Selby | Letton Bros. *(Mgrs.)* | 123·6 BK 7½″ | *4B.M Cem* | 1SB,[illegible]GS3[illegible]HS113 | | | |
| | | | | *(Class Contem plated)* | | | | *Lloyd's A & CP* | | | | C.D. Holmes & Co. Hull | | | |
| | | | | ~~LMC 05~~ | | | | | | | | | | | |
| 22 | **Vera** | Iron Sc Bg | *1421* | | | | ...1870 | J. Laing | I.O. Ostrovsky | 251·2 \| 32·2 \| 17·2 | Reni | C.2Cy.31″&58″-30″ | | | |
| | *(ex Vassillisa Olga, ex Ernesta Foscolo, ex Moldova, ex Ernesta Foscolo, ex Paris Lambrinidi, ex Olga)* | | *1038* | | | | | Sunderland | | P258t F32t | Russian | NBS2 140NHP | | | |
| | *Well deck* | *1 Dk 2 tr B* | *1044* | | | | | | | | FK | *WB* Thompson, Boyd & Co. Nwc. | | | |
| 23 | **Victory** | Steel ScK | 88 | 100A1 | | | 1905 | J. Duthie | Reid & Coull | 81·5 \| 18·0 \| 8·8 | Banff | C.2Cy.11¼″&25″-16″ | | | |
| | | | 81 | *For fishing purposes* | | | | Aberdeen | | | British | | | | |
| | | | 12 | | | | | | | | | W.V.V. Lidgerwood, Gls. | | | |
| | | | | *(Class Contem plated)* | | | | | | | | | | | |
| 24 | **Vandalia** | Steel ScSr | 4137 | ✠ 100A1 Gls *x* | | | 1905 | C. Connell | Hamburg-Amerik. | 377·1 \| 49·5 \| 26·2 | Hamburg | T.3Cy.21″,41″&68″-45″ (r) | 28 ″ 10 | | |
| ~~*O. Italica 02–05*~~ | *H. Hay 02–05* | | 3912 | 4,05 | Ham | | 4mo | &Co.Ld. | Packet.Akt.Ges. | P35′B112′F46′ | German | 200lb *190lb* 426NHP | s 5 ″ 0 | | |
| | | *2 Dks (Stl), § deep framing* | 2641 | | ~~LMC 4,05~~ | | | Glasgow | (Ham.-Amr.Linie) | | FK *6 B H Cem* | 2SB, *3ef*,GS112,HS6026 FD | | | |
| | | | | | | | | *Lloyd's A & CP* | | | | Dunsmuir & Jackson L. Gls | | | |
| | | | | | | | | | | *WB=Cell D Ba 110′ u E § B42′ f 173′* | | 976t *D Ta* 33′ 810t. *1 PT 32t* | | | |
| 25 | **Volmar** | Steel ScSr | *1300* | 100A1 | | | 1905 | Sunderland | A.O. Andersen & Co | 240·0 \| 36·5 \| 16·7 | Copnhagn | T.3Cy.18″,29″&48″-33″ | | | |
| | | | *1169* | | | | | S.B.Co.Ld. | | P19′B68′F28′ | Danish | | | | |
| | | | *814* | *(Class Contem plated)* | | | | Sunderland | | | | N.E. Marine Eng. Co. Ld. Sld | | | |
| 26 | **Ville de Bougie** | Iron Sc Sr | 564 | ✠ 100A1 Npt *h* | | | 1878 | C.S. Swan & | Ch. Schiaffino, | 166·0 \| 25·7 \| 12·7 | Bougie | C.2Cy.21½″&40″-30″ (r) | 13 ″ 6 | | 4,08 |
| | | *ss Nwc. No. 3–9 96* | 391 | 7,01 | | | 4mo | Co. | A. Jouvet & Co | Q76′B19′F25′ | French | 80lb *80lb* NDB98 67NHP | s 1 ″ 4 | | |
| HPJW | *(ex Cap Levi,* | *ss Nwc. No. 2–00* | 268 | ~~NB 5,94~~ ~~LMC 10,08~~ | | | | Newcastle | | ND04 | BK 7″ | 1SB, *2pf*,GS36,HS1143 | | | |
| | *Well deck ex Henry Fisher)* | *1 Dk* | | DS8,05 | | | | A&CP | | | *4 B H Cem* | T. Clark & Co. Newcastle | | | |
| | | | | | | | | | | *WB=DBa 28′ f 69′* | | | | | |
| 27 | **Venture** | Steel ScK | 193 | 100A1 | | | 1905 | Cochrane | ~~Gt. Central Co-op.~~ | 115·3 \| 21·0 \| 10·9 | Grimsby | T.3Cy.11½″,21″&33″-24″ | | | |
| | *T. Brown –05* | | 173 | *Stm Trawler* | | | | & Sons | ~~Engineering & Ship~~ | | British | 60RHP | | | |
| | | *1 Dk* | 58 | | | | | Selby | ~~Repairing Co. Ld.~~ | | | | | | |
| | | | | *(Class Contem plated)* | | | | | W.U.S. Doughty | | | Gt. Central Co-op Eng. & Ship | | | |
| | | | | | | | | | | | | Repairing Co. Ld. Gms. | | | |
| 28 | **Vigo** | Steel ScSr | 3250 | | | | 1905 | Earle's Co. | C.H. Wilson | 336·0 \| 48·2 \| 22·9 | Hull | T.3Cy.20″,32½″&54″-42″ | | | |
| | | | 3020 | | | | | Ld. | | | British | | | | |
| | | *2 Dks 3 tr B* | 2080 | | | | | Hull | | | *WB* | Earle's Co. Ld. Hull | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel: Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 | 7 | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres. Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. | 15 Registres où il a été construit dans le L.R. Divisé Cert. R. of Trade | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 119124 VRHC | **Waipara** *J.K. Rose* –04 *Ref. Mchy. Elec. light* | Steel Sc Sr 2 Dks (Stl) & deep framings & Shelter dk (Stl) | 5505 5207 3512 | ✠100A1 *Shelter dk with freeboard* 1,05 ~~5,04~~ | Nwc Lon | *a* | †1904 5mo | Hawthorn, Leslie & Co. Ld. Newcastle | British India Stm. Nav. Co. Ld. | 420·6 \| 54·0 \| 28·6 FK | Glasgow British | T. 3 Cy. 28", 47" & 78"–54" (s) 180lb 518 NHP 6 BH Cem GS 183, HS 6759 | 31 ″ 9 s 6 • 1 | BT till 5,05 |
| | | *Lloyd's* s.a. & CP | | ~~RMC 0,06~~ ~~LMC 0,04~~ | | | | | *WB = Cell D Ba 100' a E 30' f 195' 911t FPT* | 7 BH Cem 189t. APT 156t | | N.E. Marine Eng Co. Ld. Nwc | | |
| 2 110946 | **Whateley Hall** *Turret deck* | Steel Sc Sr 1 Dk 2 tr B | 3750 ~~3160~~ 2380 | 1712 3134 | | | 1904 | W. Doxford & Sons, Ld. Sunderland | Whateley Hall S.S. Co. Ld. (E. Nicholl & Co.) | ~~4·2·0 \| 46·5 \| 27·4~~ P 21' F 35' 46' 6 \| 24·7 342·3 WB | Cardiff British | T. 3 Cy. 26", 42" & 68"–42" 300 NHP W. Doxford & Sons, Ld. Sld. | | |
| 3 119948 | **Windermere** *T. Vasey* 04–04 | Steel Sc Sr 1 Dk (pt Irn & pt Stl) & deep framing | ~~2300~~ 2212 2100 1416 | ✠100A1 ~~Turret~~ 2,05 ~~(Class Contem. plated)~~ | Hld Sld | *i* | 1904 7mo | Irvin S.B. Co. Ld. & W. Hartlepool | Appleby Shipping Co. Ld. (T.P. Appleby & Co. *Mgrs.*) | 300·0 \| 44·0 \| 19·7 P 27 B 183' F 31' FK | Cardiff British | T. 3 Cy. 23", 37" & 61"–39" (r) 160lb *90lb* 244 NHP 2 SB, 6cf, GS 96, HS 3825 Richardson, Westgarth & Co. Ld. Hpl. | 22 ″ 1 s 2 • 9 | |
| | | *Lloyd's* s.a. & CP | | | | | | | *WB = Cell D Ba 94' a E & B 34' f 124' 641t FPT* | 34t APT 94t | | | | |
| 4 | **White Lily** *J. Reid* –04 | Steel Sc K 1 Dk | ~~87~~ 21 | ✠100A– *For fishing purposes* 4,04 | Abn | | 1904 1mo | J. Duthie, Sons & Co. Ld. Aberdeen | J. Reid | 81·5 \| 18·3 \| 8·8 BK 6' | Banff British | C. 2 Cy. 12" & 26"–16" 125lb 27 NHP 1 SB, 2cf, GS 29, HS 758 W.V.V. Lidgerwood Gls. | 9 ″ 6 | |
| 5 84198 MRPH | **Westmount** *W. McWhinnie* –02 (ex Lismore Castle) *Ref. Mchy. Elec. light* | Steel Sc Sq ss Lon. No. 3–5,03 3 Dks (2 Stl–ws) | 4046 3683 2604 | ✠100A1 9,04 ~~10,04~~ | Lon | *x* | 1891 1mo | Barclay, Curle & Co. Ld. Glasgow | Barclay, Curle & Co. Ld. | 396·0 \| 43·2 \| 28·5 P 33' B 96' F 46' BK 11' | London British | T. 3 Cy. 29½", 48" & 78"–51" (s) 160lb *80lb* ND 99 473 NHP 2 DB, 12cf, GS 212, HS 7661 | 31 ″ 1 | 3,04 |
| | | *Lloyd's* s.a. & CP | | BS 11,03 MS 2,04 ~~LMC 04~~ | | | | | *WB = Cell* | 8 BH Cem DB 305' 621t | | Barclay, Curle & Co. Ld. Gls. | | |
| | | | | *Now named "C. Lopez y Lopez." See No. 47 in Supplement.* | | | | | | | | | | |
| 6 117418 | **Wato** ~~M. Sanderson & Co.~~ *Elec. light* *W.A. Wills* –05 | Steel Sc ~~Tug~~ K 1 Dk (Teak) | 292 282 30 | ✠100A1 *For towing & salvage purposes* 8,04 ~~(Class Contem. plated)~~ | Shl | | 1904 8mo | J.T. Eltring-ham & Sons, Ld. S. Shields | Adelaide Steam Tug Co. Ld. | 125·0 \| 23·7 \| 12·4 BE 7" | P. Adelaide British | T. 3 Cy. 17", 28½" & 46"–~~33"~~30" 180lb (s) 132 NHP 1 SB, 3cf, GS 63, HS 2114 G.T. Grey, South Shields | 13 ″ 4 s 2 • 9 | |
| | | *Lloyd's* s.a. & CP | | ~~LMC 0,06~~ | | | | | *WB = FPT 12 APT 28t* | 4 BH Cem | | | | |
| 7 115306 VGWH | **West Coast** *J. Kinley* –03 (ex River Tay) *Wstl deck Mchy. Aft* | Steel Sc Sr 1 Dk (Stl) | 467 325 195 | ✠100A1 12,04 ~~8,04~~ | Liv | | 1902 7mo | Ardrossan D.D. & S.B. Co. Ld. Ardrossan | SS. River Tay Co. Ld (F.H. Powell & Co.) | 165·8 \| 25·6 \| 10·4 Q 91' B 10' F 19' FK | Liverpool British | C. 2 Cy. 18" & 40"–30" (a) 140lb *90lb* 88 RHP 1 SB, 3pf, GS 55, HS 1453 Hutson & Sons, Ld. Glasgow | 11 ″ 3 s • 9 | 5,04 |
| | | *Lloyd's* s.a. & CP | | ~~LMC 7,02~~ | | | | | *WB = FPT* | 50t APT 51t | | | | |
| 8 120464 HBKB | **Wonga Fell** *A. Fell* 04–04 *Elec. light* | Steel Sc Sr 1 Dk (Stl) & Spar dk (Stl) & deep framing | 3998 3751 2583 | ✠100A1 *Spar dk* 10,04 ~~(Class Contem. plated)~~ | Sld | *w* | 1904 10mo | Sir J. Laing & Sons, Ld. Sunderland | ~~W. Fleet Fell & Co. Ld.~~ Sir J. Laing & Sons Ld. (J.A. Seiler, *Mngr.*) | 360·0 \| 48·5 \| ~~26·4~~ P 31' B 114' F 37 18' 4 FK 26' 4 | London British | T. 3 Cy. 25", 42" & 68"–48" (s) 180lb *90lb* 361 NHP 2 SB, 8cf, GS 168, HS 5728 G. Clark, Ld. Sunderland | 21 ″ 0 s 5 • 10 | |
| | | *Lloyd's* s.a. & CP | | ~~LMC 7,04~~ | | | | | *WB – Cell D Ba 112' a E & B 42' f 150' 785t APT 159t* | 6 BH Cem | | | | |
| 9 118483 HBDK | **Waddon** *G.R. Satchell* 04–04 | Steel Sc Sr *Spar dk (pt Irn pt Stl) 2 tr B & Web frames* | 3931 3671 2561 | ✠100A1 *Spar dk with freeboard* 2,05 ~~8,04~~ | Nwc Cff | *w* | 1904 8mo | R. Stephen-son & Co. Ld. Newcastle | Houlder, Middleton & Co. | 340·4 \| 47·1 \| 20·0 P 26' B 93' F 33' 27·2 FK | London British | T. 3 Cy. 25", 40" & 67"–45" (r) 165lb *80lb* 319 NHP 2 SB, 9cf, GS 125, HS 1930 Richardsons, Westgarth & Co. Ld. Hpl. | 22 ″ 10 s 6 • 1½ | 2,05 |
| | | *Lloyd's* s.a. & CP | | ~~LMC 8,04~~ | | | | | *WB = Cell D Ba 110' a E & B 44' f 133' 733t APT 117t* | | | | | |
| 10 QBCV | **Wilkowo** *Kremenetsky* 03–04 (ex Unterweser 12) | Steel Sc Tug 1 Dk | 159 141 6 | | | | 1900 | Bremer "Vulkan" Vegesack | Russian Danube S.N. Co. | 102·3 \| 22·4 \| 10·8 | Reni Russian | T. 3 Cy. 13⅝", 21⅞"–~~28⅜"~~ 23⅝" 59 NHP Bremer "Vulkan," Vegesck | | G |
| 11 119956 HJDS | **W. I. Radcliffe** *D. Owen* 87–04 | Steel Sc Sr 1 Dk (Trn) 2 tr B & deep framing 3 Dk Rule | ~~4750~~ 4749 4397 3025 | ✠100A1 1,05 ~~10,04~~ ~~(Class Contem. plated)~~ | Stk Bry | *x* | 1904 10mo | Richardsn, Duck & Co. Stockton | Wynstay & W. I. Radcliffe S.S. Cos Ld (E. Thomas, Radcliffe & Co) | 369·0 \| ~~50·7~~ \| 27·6 P 28 ~~B 100~~ F 29' B 101' 50·8 FK | Cardiff British | T. 8 Cy. 26", 42" & 70"–48" (s) 160lb *100lb* 361 NHP 3 SB, 9rf, GS 160, HS 5750 Blair & Co. Ld. Stockton | 30 ″ 3 s 6 • 3 | |
| | | *Lloyd's* s.a. & CP | | ~~LMC 7,04~~ | | | | | *WB = Cell D Ba 126' a E & B 39' f 165' 1191t FPT 182t APT* | 6 BH Cem | | 190t | | |
| 12 L18196 HBFQ | **Worcestershire** *G.H. Harris* 89–04 *Elec. light* | Steel Twin Sc 4 Mst Sr 3 Dks (Stl U–ws & Mp tws) | 7160 5880 4480 | ✠100A1 2,05 ~~9,04~~ ~~(Class Contem. plated)~~ | Bel Bkn | *e†* | 1904 9mo | Harland & Wolff, Ld. Belfast | Bibby S.S. Co. Ld. | 452·3 \| 54·3 \| 22·1 P 50' B 228' F 53' \| 30·4 FK & BK 3' | Liverpool British | Q 8 Cy. 22", 31½", 46" & 65½"–48" 215lb (s) 819 NHP 2 D & 2 SB, 24cf, GS 423, HS 13972 Harland & Wolff, Ld. Bel. | 34 ″ 0 s 8 • 4½ | BT till 9,05 2,05 |
| | | *Lloyd's* s.a. & CP | | | | | | | *WB = Cell D Ba 100' a E & B 75' f 173' 1179t* | *FPT 176t APT 150t* | | | | |
| 13 | **William** | Steel Sc (*Trawler*) 1 Dk | 179 160 53 | | | | 1904 | G. Seebeck Act. Ges. Bremerhaven | Grundmann & Gröschel | 115·6 \| 21·8 \| 10·8 | Gatemnde German Bremerhavn | T. 3 Cy. 10½", 17⅛" & 26⅜"–21½" 82 NHP G. Seebeck A.G. Bremerhvn | | |
| 14 119296 | **Wallace** *W. Smith* 83–05 *Elec. light* | Steel Sc Sr 1 Dk (pt Irn & pt Stl) 2 tr B & deep framing 3 Dk Rule | 3530 3709 2582 | ✠ 100A1 1,05 ~~(Class Contem. plated)~~ | Sld | *w* | ~~1904~~ 1905 1mo | Short Bros. Ld. Sunderland | Taylor & Sander-son ~~S.S. Co. Ld.~~ Stm. Shpg. Co. Ld. | ~~3·5·0 \| 46·6~~ \| 27·2 355·3 \| 18·5 P 32' B 109' F 35' FK | Sundrland British | T. 3 Cy. 25", ~~45"~~ & 68"–45" (s) 180lb *100lb* 42" 344 NHP 2 SB, 8rf, GS 155 HS 5414 G. Clark, Ld. Sunderland | 28 ″ 5 s 5 • 4 | |
| | | *Lloyd's* s.a. & CP | | ~~LMC 1,05~~ | | | | | *WB = Cell D Ba 108' a E 24' f 156' 968t FPT 85t APT 77t* | | | | | |
| 15 119873 HDSJ | **Wathfield** *E. James* 95–05 | Steel Sc Sr 1 Dk (pt Stl & pt Irn) 2 tr B & deep framing 3 Dk Rule | 3012 2855 1944 | ✠100A1 1,05 ~~(Class Contem. plated)~~ | Shl | *u* | ~~1904~~ 1905 1mo | J. Readhead & Sons South Shields | Doughty Shpg. Co Ld. (H. Doughty & Co. *Mgrs.*) | 322·0 \| 47·6 \| 28·5 P 29' B 136' F 31' FK | W. Hartlpl British | T. 3 Cy. 24", 40" & 65"–45" (r) 160lb *80lb* 293 NHP 2 SB, 6cf, GS 90, HS 4557 J. Readhead & Sons, S. Shl. | 24 ″ 9 s 3 • 11½ | |
| | | *Lloyd's* s.a. & CP | | ~~LMC 1,05~~ | | | | | *WB = Cell D Ba 106' a E 20' f 132' 701t* | *APT 51t* | | | | |
| 16 120931 KTDO | **Waverly** | Steel Sc Tug 1 Dk | 217 148 | | | | 1904 | Burlee Dry Dock Co. Pt Richmond, N.Y. | Erie R.R. Co. | 102·2 \| 24·4 \| 12·3 | New York Utd. States | C. 2 Cy. 20" & 42"–28" 77 NHP Burlee D.D. Co. Pt. Richm'd | | |
| 17 121287 KTHL | **Wellington** | Steel Sc Tug 1 Dk | 334 227 | | | | 1903 | Burlee Dry Dock Co. Pt Richmond, N.Y. | Cook Cummer S.S. Co. | 126·0 \| 27·0 \| 15·8 | Phildlphia Utd. States | T. 3 Cy. 16", 25" & 42"–30" 97 NHP Burlee D.D. Co. Pt. Richm'd | | |
| 18 101355 | **Wilkesbarre** | Steel Sc (*Ferry*) 1 Dk | 1197 — 814 | | | | 1904 | Harlan & Hollings-worth Co. Wlmgtn. Del. | Central Railroad Co. of New Jersey | 191·4 \| 44·0 \| 15·8 | New York Utd. States *WB* | T. 4 Cy. 19", 30" & (2) 35"–30" 134 NHP Harlan & Hollingsworth Co. Wilmington, Del. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Registers in which classed. If not in L.R. Distinct Lot Numbers. | 16 Date when last shaft last seen. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **19** **Wellpark** 117391 HBPW | *E.Jones87-04* | Steel Sc Sr 1 *Dk(Stl)&Web frames* *Well deck* | 992 734 ~~Under 1,05~~ 584 *(Class Contem plated)* | ✠100A1 Grk Sld *LMC12,04* | *n* | 1904 12mo | G.Brown & Co. Greenock *Lloyd's&CP* | ~~J.&J.Denholm~~ Wellpark SS Co. (J.&J.Denholm) | *WB=DB&S5'/50'S&S, FPT150t APT22t* | 221·3 Q154' ~~B15'~~ B20' | 31·6 F29' Q18' | 12·4 BK7" | Greenock British *1 BH Cem* | T.3Cy.16",26"&44"–38" (*a*) 160lb *80lb* 99RHP 1SB,3*cf*,GS50,HS48 Ross&Duncan,Glasgow | 15 ″ 6 1 ″ 4½ | | |
| **20** **Winga** (*ex* Yorkshire) | ss Hul.No.1–02 | Steel Sc Sr 1 *Dk* | 193 179 65 | ✠100A1 Hul *Stm Trawler* 12,02 | | 1898 6mo | A.Hall& Co. Aberdeen *Lloyd's&CP* | ~~B.Witte&Co.~~ Fiskeri Aktieb Winga (F.Witte) | | 115·2 Q20' | 21·2 | 11·6 BK7½" | Gothenbrg Swedish *4 BH Cem* | T.3Cy.12",20"&33"–24" (*s*) 200lb 62NHP 1SB,2*rf*,GS34,HS1062 A.Hall&Co.Aberdeen | 12 ″ 2 | | ~~10,01~~ 12,02 |
| **21** **Walvisch** *A.Stam95–05* | | Steel Sc K 1 *Dk* | ~~163~~ 157 ~~138~~ 156 ~~38~~ 71 *(Class Contem plated)* | ✠100A1 Sbl *Stm Trawler* 3,05 MC8,05 | | 1905 3mo | Smith's Dock Co.Ld. North Shields *Lloyd's&CP* | Zeevisscherij Maats Doggerbank | ~~105·0·20·7·11·3~~ 105·3 Q20·8 | 11·2 BK7½ | | Ymuiden Dutch *3 BH Cem* *WB=DB/14'10t* | T.3Cy.11",18"&30"–21" (*s*) 180lb 51NHP 1SB,2*rf*,GS81,HS880 MacColl&Pollock,Ld.Sld. | 12 ″ 1 | | |
| **22** **Whitburn** 119211 *J.Moon –05* | | Steel Pad Sp (*Tug*) 1 *Dk* | 119 118 5 | | | 1905 | J.P.Ren-noldson&Sns South Shields | Sunderland Towage Co. Ld. | | 95·0 | 19·0 | 10·0 | Sundrland British | L.2Cy.28"–50" 70RHP J.P.Rennoldsn&Sns,S.Shl. | | | |
| **23** **Whiteinch** 97670 | *W.G.James –90* (*ex* Finnieston) | Steel Double Twin Sc | 236 236 43 | | | 1890 | W.Simons &Co. Renfrew | Trustees of the Clyde Navigation | | 80·0 | 43·0 | 9·6 | Glasgow British | T.6Cy.9",14½"&24"–18" NB94&96 30RHP W.Simons&Co.Renfrew | | | |
| **24** **Wellington** 119967 HCJF | | Steel Sc Sr ~~Steel Sc~~ 1 *Dk2trB Turret deck* | ~~5600~~ 4657 ~~3662~~ 3626 | | | 1905 | W.Doxford &Sons,Ld. Sunderland | ~~W.J.Tatem&Co.~~ Wellington SS.Co. Ld (W.J.Tatem&Co.) | | 390·3 P23'B104'F29' | 52·2 | 27·2 | Cardiff British *WB* Hamburg | T.3Cy.26",43"&72"–48" 359NHP W.Doxford&Sons,Ld.Sld. | | | |
| **25** **Wik** QFKH | *H.Carstens –05* (*ex* Scharlachberger) | Steel Sc Sr ss Ham.No 3–11,02 1 *Dk(Iron)&Spar dk&Web frames* | 2822 2611 1810 | ✠100A1 Blm *Spar dk* 2,05 MS4,02 BS2,03 ✠LMC | *u* | 1890 8mo | H.Diederichsen S.B.Co.Ld. Sunderland A&CP | *WB=* | | 323·0 B80'F35' *Cell D Ba80'u E34'f* | 41·0 | 18·6 ~~Bremen~~ 26·0 BK8' 126'421t | German *6 BH Cem* | T.3Cy.23½",39"&64"–42" (*s*) 160lb *160lb* NDB03 281NHP 2SB,6*cf*,GS128,HS4435 N.E.Marine Eng.Co Ld.Sld. | 21 ″ 2 | | |
| **26** **Wavelet** 119866 HCLK | *E.B.Sanderson 04–05* | Steel Sc Sr *1Dk(pt Engine keeping deep framing* | ~~3830~~ 2992 2779 1918 *(Class Contem plated)* | ✠100A1 Hpl *u* 4,05 *LMC1,05* | | 1905 4mo | W.Gray& Co.Ld. W Hartlepool *Lloyd's&CP* | Needham Bros. *WB=Cell D B a132'f140'751t APT38t* | | 330·7 P29'B106'F31' | 46·1 | 21·9 FK 5 | W.Hartlpl British *BH Cem* | T.3Cy.24",38"&64"–42" (*s*) 160lb *80lb* 280NHP 2SB,4*rf*,GS106,HS1404 Cen.Mar.Eng.Wrks.WHpl | 24 ″ 4 | | |
| 27 ~~Water~~ **Warter** | Priory | Steel Sc K 1 *Dk* | 299 265 113 *(Class Contem plated)* | 100A1 | | 1905 | Earle's Co. Ld. Hull | Hull Steam Fishing &Ice Co.Ld. | | 146·6 Q60' | 23·0 | 11·2 | Hull British | T.3Cy.13",22"&36"–24" C D.Holmes&Co.Hull C.2Cy.16"&32"–24" 43RHP J.Smith,Glasgow | | | |
| 28 Waitung | 150139 | Steel Sc 1 *Dk* | 266 243 126 | | | 1901 | J.Smith Glasgow, | Shanghai Tug& Lighter Co.Ld. | | 118·0 | 26·0 | 9·8 | Shanghai British | | | | |
| **29** **Wrexham** | *Elec.light* | Steel Sc Sr (*ex* Nord H.) 1 *Dk&Spar dk* | 1366 1120 ~~730~~ | | | 1902 | Sir Raylton Dixon&Co Ld Middlesbro' | Great Central Rly. | | 240·0 P24'B74'F40' | 35·2 | 20·6 | Grimsby British *WB* | T.3Cy.22",35"&59"–39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb. | | V | |
| **30** **Winnebago** 118230 TDCW | *D.Macdonald –05* (*ex* Kinsman) *Mchy.Aft* | Steel Sc Sr 2 *Dks(Stl)&Web frames* *Elec.light* | 4534 4140 2965 | ✠100A1 Npt 5,05 ~~Load~~ *Carrying Petr oleum in bulk* *LMC11,01* | *x* | 1901 11mo *Lloyd's&CP* | Armstrong Whtwrth&Co Ld Newcastle | Anglo-American Oil Co.Ld (J. McDonald,*Mgr.*) *WB=Cell D Ba B33'f38'154t FPT* | | 360·0 P76'B25'F36' | 49·7 FK | 28·7 11 *BH Cem* 113t *APT24t* | Liverpool British | T.3Cy.24",40"&66"–48" (*s*) 180lb 345NHP 3SB,9*cf*,GS171,HS5570 Wilsn&Slpwy.Co.Ld Nwc | 30 ″ 3 s 6 ″ 8 | | ~~2,02~~ 5,05 |
| **31** **Wairuna** 118495 HBGL | *W.S.Smith04–04* (*ex* Matoppo) *Elec.light* | Steel Sc Sr 2 *Dks(Stl)&Web frames* 3947 | ~~3942~~ 3746 ~~3526~~ 3530 | ✠100A1 Cal 5,05 ~~Load~~ Npt *LMC1,04* | *w* | 1904 5mo | Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's&CP* | Union S.S.Co.of New Zealand,Ld. *WB=Cell D Ba* | | 360·0 P29'B51'F35' | 47·5 FK | 26·7 6 *BH Cem* 110' *uE&B60'f140'* 797t *DTa28'* 676t *FPT129t APT50t* | London British | T.3Cy.25",41"&68"–48" (*s*) 180lb 403NHP 3SB,9*cf*,GS198,HS6990 Wilsnd Slpwy.Co.Ld.Nwc. | 29 ″ 6 s 6 ″ 3½ | | ~~1,95~~ |
| **32** **Westlands** | | Steel Sc Sr | 3120 | 100A1 *(Class Contem plated)* | | 1905 | W.Gray& Co.Ld. W Hartlepool | Wilson Shipping Co.Ld. (J.F.Wilson &Co.*Mgrs.*) | | | | | W.Hartlpl British | T.3Cy.24",33"&64"–42" Cen.Mar.Eng.Wrks.WHpl | | | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Survéillé Spéciale. / Date de la dernière Visite. | 6 Tonnage Brut. | 7 Machines. Lettre d'Enregistrement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machines. No. & Dia. des Cylindres. — Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps | 15 Registres de route. Tirant d'eau à l'arrière. Courbe Cert. | 16 Date de la dernière visite de l'arbre porte-hélice. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**1 Zungeru** — SteelTwinScSr — 118107 — *J. Money and Co. Windham* — 2 Dks (1 Stl-pt ws & UStl-ws) — *Elec. light* — *& deep framing*
4075 — 3,057 — ✠100A1 Mdb — LMC 7.01 — x 1904 — 7mo — Sir Raylton Dixon & Co. Ld Middlesbro' — Elder Dempster Shipping, Ld. (Elder, Dempster & Co. *Mgrs.*) — 375·5 | 47·0 | 23·3 — P&B 261 F42' — WB = C ell DBa 102 — Liverpool British — FK 6 BII Cem — T. 6Cy. 21½", 36" & 59"-42" (s) 26 " 0 — 180 lb — 589 NIP — s 4 " 1 — ISB. 12 — 48229. HS 8376 FD — W Ilsand Slpwy. Co. Ld. Nwc. — uE 24 f 152 630 t FPT 31 t

**2 Zephyr** — SteelScSr — 120525 — *H. Doram 05-05* — 1 Dk (Stl) — *Mchy. Aft. Elec. light*
214 — 142 — 79 — ✠100A1 Dun — LMC 1.05 — c ~~1904~~ 1905 — Dundee Shipbuilders' Co. Ld Dundee — Shipping Investments, Ld. (C. H. Pile, *Mgr.*) — 110·0 — ~~21 to 10·0~~ — Q48' F17' 21·1 9·3 — Liverpool British — FK 2 BII Cem — C. 2Cy. 13" & 26"-18" (s) 10 " 0 — 120 lb — 40 RHP — 1SB, 2pf, GS 32, HS 890 — Menzies & Co. Leith
Lloyd's SA & CP — WB = FPT 39 APT 5t

**3 Yoneyama Maru** — IronScSr — 5574 — JRST — (ex Cloncurry) — ss Sld. No. 3-10, 01 — ss Mcl. No. 2-99 — 2 Dks (Irn) Str B
2823 — 2464 — 1760 — ✠100A1 Mcl — LMC 8.04 — t 1884 — 7mo — W. Doxford & Sons Sunderland — Itaya Gomei Kaisha — 300·0 | 40·0 | 24·4 — P 23 B 74 F 32' drp 01 — WB = DB a 86 qu E & B 50 '285 t MT 28 '336 t — Hakodate — Japanese — BK 10" 6 BII Cem — C. 2Cy. 35" & 70"-48" (a) 25 " 9 — 80 lb 75 lb — 274 NIP — s 4 " 8½ — 2DB, 8pf, GS 130, HS 1715 — W. Doxford & Sons, Sld — 5.04
A & CP

**4 Zelandia** — IronSc — (STRANDED 10.03 REFLOATED) — ss Bkn. 2nd No. 3-5,02 — (ex Paradox) — 1 Dk (Irn) 2 Tr B — *Well deck*
594 — 490 — 366 — ✠ — 5,02 — ✠NB 1,85 ✠ — Bkn — 1883 — 9mo — Millwall Graving Dock Yard London — T. Nelson & Co. — 172·0 | 28·0 | 14·8 — Q80' B7' F22' — WB = DB a 38 ' f 36 ' 100 t — Ghent Belgian — BK 7½" 4 BII Cem — C. 2Cy. 27" & 47"-30" — NDB 85 — 94 NIP — 15 " 10 V — 1SB, 3pf, GS 63, HS 1600 — Engines made 77, fitted 85 — N.E. Marine Eng. Co. Ld. — 5,02

**5 Yahiko Maru** — IronScRu — 7089 — *C. Mat ashima 04-01* — (ex Vega, ex Vienna ... Moscow) — ss Sld. No. 3-1,96 — ss Gen. No. 1-01 — Elec. light ! Dk (Irn) & Spar dk (pt Irn) Str B
3300 — 2021 — 2046 — ✠100A1 Gen — LMC 8.04 — v 1883 — 4mo — R. Dixon & Co. Middlesbro' — Itaya Gomei Kaisha — 330·0 | 42·3 | 26·0 — B 96' F 36' — WB = Ce ll D B 268 '518 t FPT 87 t APT 14 t — Uraga Japanese — BK 10" 6 BII Cem — C. 2Cy. 43" & 80"-54" (b) 20 " 6 — 80 lb 160 lb — NDB 94 — 368 NHP — 2DB. 12pf. GS 190, HS 6088 — Blair & Co. Ld. Stockton — 8,04
Spar dk — Lloyd's SA & CP

**6 Zakynthos** — IronScSr — ~~Ex-Lambrinaki-04~~ — (ex Chios, ex Locust) — 5th Survey, Cpl. 6,00 — 2 Dks — *D. Catzoulis*
411 — 403 — 194 — A1*1 — 4,01 — ✠NB 1,92 ✠LMC 1,01 — Cpl — Ld — 1881 — 5mo — Blackwood & Gordon Pt. Glasgow — Destouni & Yannoulatos — 191·0 | 25·2 | 13·0 — WB = FP T 8t APT 35t — Piræus Greek — 5 BH 2 DRU — C. 2Cy. 25½" & 48"-36" (r) — 90 lb 90 lb — NDB 04 — 105 NHP — 1SB. 3pf, GS 82, HS 1592 — Blackwood & Gordon, P. Gl. — 11·24 11·88 12·50 13·13 4.01
Boilers 9,04

**7 Yorihime Maru** — IronScSr — 9192 — *H. Shigeatsu -04* — (ex Mascotte) — ss H. Kg. No. 3-1,96 — ss Sld. No. 1-00 — 1 Dk (Irn) & Spar dk (Irn) Str B
3199 — 2944 — 2347 — Spar dk — 1883 — 1mo — D. P. Garbutt Hull — ~~Kaigai Boyeki Kaisha~~ Kaigwai Boyiki Kabushiki Kaisha — 320·0 | 40·0 | 27·7 — B 66' F 32' — WB = DB a 90 ' f 88 '428 t — Osaka Japanese — BK 10" 7 BII Cem — C. 2Cy. 40" & 72"-48" (a) 22 " 5 — 80 lb 80 lb — NDB 00 — 282 NHP — s 6 " 11 — 2SB. 6pf. GS 126. HS 4708 — C. D. Holmes & Co. Hull — 5,04
~~Lloyd's SA & CP~~

**8 Yare** — SteelScSr — *L. Veldman -04* — 1 Dk
331 — 236 — 187 — 1904 — Bonn & Mees Rotterdam — J. M. Johnston — 135·0 | 25·0 | 10·0 — P 60' F 18' — WB — Rottrdam Dutch — C. 2Cy. 15" & 30"-19½" — 33 NHP — Alblasserdamsche Mch Alb

**9 Yedo Maru** — SteelScSr — 9137 — JSFT — (ex Saint Hubert) — ss Shl. No. 3-9,02 — 1 Dk (Irn) & Spar dk (Irn) Str B
3221 — 2916 — 2316 — ✠100A1 — Spar dk — 3,04 — BS 3,01 — LMC 10.02 — N Yk — v 1890 — 11mo — J. Laing Sunderland — Hiromi Nisaburo — 320·5 | 41·1 | 19·5 — P 29' B 82' F 31' 27·2 — WB = C ell D B 261 '482 t FPT 32 t APT 45 t — Kobe Japanese — BK 10" 5 BII Cem — T. 3Cy. 24", 39" & 64"-42" (s) 22 " 2 — 160 lb 50 lb — 253 NHP — s 6 " 5 — 2DB, 8rf, GS 140, HS 4520 — J. Dickinson, Sunderland — 8,04
A & CP

**10 Yamabuki Go** — SteelTwinSc — 8974 — JNGB
172 — 91 — 92 — 1 Dk — 1904 — Ishikawajima SB & EC Co Ld. Tokio — Govt. of Japan (Public Works Department) — 100·0 | 18·8 | 6·6 — Sawara Japanese — C. 4Cy. 11" & 23"-14" — 33 NHP — Ishikawajima SB & EC Co. Ld

**11 Zinnia** — SteelScK — 1 Dk
230 — 100A1 — Stm Trawler — (Class Contem plated) — 1905 — Goole S.B. & Repg Co. Ld. Goole — N Eastern Steam Fishing Co. Ld. — 121·5 | 21·7 | 11·2 — Q 65 F 19' — Grimsby British — T. 3Cy. 12", 21½" & 34"-24" — Gt. Centri Co-op Eng. & Ship Repairing Co Ld. Gms.

**12 Yeiyu Maru** — WoodScSp — 9119 — JSCB — 2 Dks
68 — 152 — 91 — 1904 — M. Mihara Osaka — M. Mihara — 106·7 | 16·2 | 12·8 — Kishiwadahama Japanese — C. 3Cy. 12½" & 25"-15" — 20 NHP

**13 Zuso Maru** — WoodScSr — 8395 — QHJW — (ex Tozu Maru No. 1) — 2 Dks
133 — 120 — 82 — 1902 — S. Ono Osaka — Tokiowan Kisen Kabushiki Kaisha — 97·6 | 15·0 | 11·9 — Tokio Japanese — T. 3Cy. 7½", 12" & 19½"-14" — 14 NHP — S. Ono, Osaka

**14 Zent** — SteelScSr — *Elec. light* — *Ref. Mchy.*
4000 — 100A1 — (Class Contem plated) — 1905 — Workman, Clark & Co. Ld Belfast — Elders & Fyffes (Shipping), Ld. — 367·0 | 46·6 | 33·4 — F 43' — Belfast British — T. 3Cy. 27", 44" & 75"-48" — Wrkman, Clark & Co. Ld. Bel

**15 York** — SteelScK — *Mchy. Aft*
148 — 108 — 98 — 100A1 — (Class Contem plated) — 1905 — Smith's Dock Co. Ld. North Shields — Wetherall S.S. Co. Ld. — 97·0 | 20·1 | 7·7 — Q 33' F 14' — Goole British — C. 2Cy. 12" & 26"-18" — Shields Eng. Co. Ld. N. Shl.

**16 Zamora** — SteelScSr
3418 — 100A1 — (Class Contem plated) — 1905 — J. L. Thompson & Sons, Ld Sunderland — Turner, Brightman & Co. — 346·5 | 50·9 | 23·0 — P 23 B 92 F 31' — London British — T. 3Cy. 24½", 40" & 66"-45" — J. Dickinson & Sons, Ld. Sld.

# LIST

OF

# SHIP OWNERS AND MANAGERS.

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# LISTE

DES

# ARMATEURS ET DES DIRECTEURS-GÉRANTS.

NOTE.—This List consists chiefly of the Names of Managing Owners. It therefore does not include the names of some large Owners of Shipping Property, or form a true indication of the extent to which others are interested in Shipping.

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NOTA.—Cette liste mentionne principalement les noms des Directeurs-Gérants. Elle ne comprend donc pas les noms de certains actionnaires importants et n'indique pas non plus quelle part d'intérêt certaines autres personnes peuvent avoir dans l'affaire.

# A

**Aaby, E. B.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| Birma | 939 |
| Drammenseren | 859 |
| s. H. A. Hartmann | 336 |
| Mercur | 335 |

**Aadnesen, A.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| s. Theresedal | 1099 |

**Aalborg Byes Havn,**
*Aalborg, Denmark.*

| | |
|---|---|
| Frem | 28 |

**Aalborg Dampskibsselsk.,**
*Aalborg, Denmark.*
*See* N. K. STROYBERG.

**Aalborg, J.,**
*Kragerö, Norway.*

| | |
|---|---|
| Blackadder | 855 |
| Christine | 289 |
| Daphne | 898 |
| Infatigable | 797 |

**Aaltonen, G.,**
*Pyhämaa, Finland.*

| | |
|---|---|
| Linta | 313 |

**Aarhus Bugtens Dampskibsselskab,**
*Aarhus, Denmark.*
*See* J. P. PETERSEN.

**Aas & Cappelen,**
*Fredrikstad, Norway.*

| | |
|---|---|
| Dagny | 173 |
| Grieg | 926 |
| Ursula | 554 |
| Torsgutten (*accr. stm.*) | 194 |

**Aase, A.,**
*Sandnes, pr. Stavanger, Norway.*

| | |
|---|---|
| Tiber | 191 |

**Abadjis, P. A.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Chamlee | 310 |

**Abaitua y Careaga,**
*Calle de Barroeta Aldamar, 1. Bilbao, Spain.*
(Cia. de Nav. Internacional)

| | Net Tons |
|---|---|
| s. Alemania | 1255 |
| s. Austria | 957 |
| s. Belgica | 1236 |
| s. Espana | 1054 |

**Abal, J. M.,**
*Campeche, Mexico.*

| | |
|---|---|
| Electra | 206 |

**Abbatangelo, D.,**
*Calle Europa 430, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Miguel Abbatangelo | 161 |

**Abbey Steam Fishing Co., Ld.,**
*Grimsby.*

| | |
|---|---|
| s. Amesbury Abbey | 70 |
| s. Battle Abbey | 74 |

**Abbo, Filippo,**
*Arena di Taggia, Italy.*

| | |
|---|---|
| Angel Marina | 248 |

**Abbot, Abiel,**
*53, South Street, New York, U.S.*

| | |
|---|---|
| John McDermott | 439 |

**Abdulah Bilali,**
*Scutari, Asiatic Turkey.*

| | |
|---|---|
| Bilalina | 443 |
| Medine | 418 |

**Abdullah Ademi,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Masciala Zeitunie | 121 |

**Abel, H. A.,**
*Aalborg, Denmark.*
(Anglo Dane S.S. Co., Ld.)

| | |
|---|---|
| s. Swarland | 491 |

**Aberayron Steam Packet Co., Ld.,**
*3, Quay Parade, Aberayron, Cardigan.*
*See* E. WILLIAMS.

**Aberdare Steam Ship Co., Ld.,**
*Penarth House, Penarth.*
*See* P. MOREL.

**Aberdeen Coal Co., Ld.,**
*6, Albert Quay, Aberdeen.*

| | |
|---|---|
| s. Redhall | 345 |

**Aberdeen Fish Supply Association, Ld.**
*38, Union Street, Aberdeen.*
*See* W. MEFF, jun.

**Aberdeen and Glasgow Steam Ship Co., Ld.,**
*59, Marischal St., Aberdeen.*
*See* W. LESLIE & CO.

**Aberdeen Icelandic Steam Fishing Co., Ld.,**
*156, South Market Street, Aberdeen.*
*See* J. A. GORDON.

**Aberdeen, Leith & Moray Firth Steam Shipping Co., Ld.**
(Manager—J. Crombie),
*3, Trinity Buildings, Aberdeen.*

| | Net Tons |
|---|---|
| s. Earnholm | 191 |
| s. Silver City | 103 |

**Aberdeen Lime Co.**
(Manager—A. T. McRobert),
*2, Provost Blaikie's Quay, Aberdeen.*

| | |
|---|---|
| Alexander Nicol | 215 |
| s. Duchess of Fife | 420 |

**Aberdeen Line.**
*See* GEO. THOMPSON & CO.

**Aberdeen, Newcastle & Hull Steam Co., Ld.**
(Manager—Wm. Skirving),
*79, Regent Quay, Aberdeen.*

| | |
|---|---|
| s. Alexander Pirie | 250 |
| s. Earl of Aberdeen | 352 |
| s. Luddick | 184 |
| s. Norwood | 348 |

**Aberdeen Steam Navigation Co., The**
(Manager—Edward P. Savage),
*87, Waterloo Quay, Aberdeen.*

| | |
|---|---|
| s. City of Aberdeen | 574 |
| s. City of London | 578 |
| s. Harlaw | 449 |
| s. Hogarth | 645 |
| s. Ich Dien | 24 |

**Aberdeen Steam Trawling & Fishing Co., Ld.,**
*208, South Market Street, Aberdeen.*
*See* J. BROWN.

**Aberdovey & Barmouth S.S. Co., Ld.,**
*28, Brunswick Street, Liverpool*
*See* J. D. PENNY.

**Abertawe Fishing Co., Ld.,**
*Swansea.*

| | |
|---|---|
| s. Tyne | 72 |

**Aberystwith & Aberdovey Steam Packet Co., Ld.,**
*Aberystwith.*

| | |
|---|---|
| s. Countess of Lisburne | 63 |

**Åbo Ångf. Aktieb.**
(Manager—Gust. A. Lindblom),
*Åbo, Finland.*

| | |
|---|---|
| s. Nordkusten | 342 |

**Åbo Läns Kust Ångbats Aktiebolag**
(Manager—O. Wikeström),
*Åbo, Finland.*

| | |
|---|---|
| s. Ahkera | 103 |
| s. Aino | 63 |
| s. Ebba Munk | 209 |
| s. Hebe | 123 |
| s. Ilma | 100 |
| s. Ingå | 65 |
| s. Nystad | 76 |
| s. Salo | 75 |

**Åbo Rederi Aktiebolag,**
*Åbo, Finland.*

| | Net Tons |
|---|---|
| Fahrwohl | 1384 |
| Orient | 1566 |

**Åbo Skargårds Ångbåts Aktieb.,**
*Åbo, Finland.*

| | |
|---|---|
| s. Kimito | 87 |

**Abolin, K.,**
*Uppesgriew, Talsen, Riga, Russia.*

| | |
|---|---|
| Auda | 118 |

**Abolin, K., & P. Jäger,**
*Uppesgriew, Talsen, Riga, Russia.*

| | |
|---|---|
| Alide | 138 |

**Aboo Buckar,**
*Bombay.*

| | |
|---|---|
| Peri | 205 |

**Abrahamsen, S.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Emilie | 377 |
| Hans | 376 |
| Sophie | 255 |
| Thora | 384 |

**Abrahamson, B. A.,**
*Bufvenäs, Myckleby, Sweden.*

| | |
|---|---|
| Ingeborg | 187 |

**Abrahamsson, J.,**
*Utegård, Henån, Sweden.*

| | |
|---|---|
| Primus | 201 |

**Abram & Addie,**
*60, St. Enoch Square, Glasgow.*

| | |
|---|---|
| s. Colina | 1018 |

**Abramsson, G. W.,**
*Finby, Finland.*

| | |
|---|---|
| Alda | 107 |

**Åbrandt, J. M.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Blanche | 296 |
| Eunomia | 143 |

**Abreu & Couto,**
*Lorenço Marques, Delagoa Bay.*
(Empreza do Limpopo.)

| | |
|---|---|
| s. Liberal | 190 |
| s. Limpopo | 61 |

**Abshoven, P. H. van,**
*Vlaardingen, Holland.*

| | |
|---|---|
| s. Flevo III. | 84 |

**Acadia Pulp & Paper Mills Co. Ld.,**
*Halifax, N.S.*

| | |
|---|---|
| Resultado | 178 |

**Accame, Em., & figli,**
*Via Caffaro 14, Genoa, Italy.*

| | |
|---|---|
| s. Angelica Accame | 1278 |
| s. Antonietta Accame | 2506 |
| Battinin Accame | 1087 |
| Caterina Accame | 1711 |
| Emanuele Accame | 2093 |
| s. Giuseppe Accame | 2515 |

**Accame, Giuseppe, fu Pietro,**
*Piazza Mussena, Loano, Genoa, Italy.*

| | Net Tons |
|---|---|
| Pietro Accame | 845 |

**Accame, Nicolo, fu N.,**
*Via Garibaldi No. 78, Loano, Italy.*

| | |
|---|---|
| Angela Accame | 675 |

**Aceredo, Jesus Maria,**
*Caracas, Venezuela.*

| | |
|---|---|
| Carmelita | 115 |

**Acha, Juan Antonio,**
*Jardines 7, Bilbao, Spain.*
(Cia. Nav. Uriarte.)

| | |
|---|---|
| s. Uriarte No. 1 | 1640 |
| s. Uriarte No. 2 | 1395 |
| s. Uriarte No. 3 | 839 |
| s. Uriarte No. 4 | 1364 |

**Achaque, Les fils de Carmel,**
*2, Bastion Central, Algiers.*
(Services Côtiers à Vapeur.)

| | |
|---|---|
| s. Angela Achaque | 42 |
| s. Carmel & Charles Achaque | 42 |
| s. Notre Dame de Lourdes | 87 |

**Acher, H., et fils,**
*151, Rue Th. Bonfart, Fécamp, France.*

| | |
|---|---|
| Christophe Colomb | 228 |
| Turenne | 176 |

**Achmedoff, A.,**
*Baku, Russia.*

| | |
|---|---|
| s. Mascotte | 186 |

**Acme Steamship Co.,**
*Duluth, Minn., U.S.*
*See* A. B. WOLVIN.

**"Activ," Dampskibsselskabet.**
*Randers, Denmark.*
*See* CARL HASSAGER

**Adam Bros., Ld.,**
*42, Regent Quay, Aberdeen.*

| | |
|---|---|
| s. Altyre | 628 |

**Adam, Hamilton & Co.,**
*1, Carhcart Street, Greenock.*

| | |
|---|---|
| s. Lady Armstrong | 2042 |
| (Grianaig Shipping Co., Ld.), | |
| Lady Wentworth | 2552 |

**Adam, J. C.,**
*Newcastle-on-Tyne.*
(Morpeth S. S. Co., Ld.)

| | |
|---|---|
| s. Matfen | 1522 |
| s. Meldon | 1572 |
| s. Mickley | 1531 |
| s. Morpeth | 1585 |

**Adam, James G.,**
*1, James Street, Peterhead.*
(Peterhead Trawling Co., Ld.)

| | |
|---|---|
| s. Active | 63 |
| s. Eclipse | 63 |
| s. Hope | 59 |
| s. Rapid | 59 |

**Adam Steamship Co., Ld.,**
*42, Regent Quay, Aberdeen.*

| | Net Tons |
|---|---|
| s. Abergeldie | 2439 |
| s. Aberlour | 2747 |
| s. Ardlethen | 935 |
| s. Ardoe | 1520 |
| s. Ashmore | 1574 |

**Adam, Vasili, & Maria Dimitri,**
*Samos.*

Petros

**Adam, William,**
*Burghead, Moray.*

s. Countess

**Adamoff, J. D.,**
*Batu, Russia.*

s. Mowe 141

**Adams, A.,**
*Booth Bay, Maine, U.S.*

Andrew Adams 711
Ebenezer F. Bartram 977

**Adams, Arthur W.,**
*St. John, N.B.*

S. A. Fownes 129

**Adams, D. F.,**
*Marblehead, Mass., U.S.*

Rodney Parker 380

**Adams, John,**
*Provincetown, Mass., U.S.*

Marshall L. Adams 126
Nellie G. Adams 107

**Adams & Mills,**
*Portland, Oregon, U.S.*

s. Samson 189

**Adams, Thomas,**
*2, Suffolk Lane, London, E.C.*

s. Dingadee 393

**Adams Transportation Co.,**
*Foot of Griswold Street, Detroit, Michigan, U.S.*

s. Thomas Adams 3187

**Adamson, Henry E. P.,**
*7, Mercantile Chambers, Quayside, Newcastle-on-Tyne.*

s. Howick 1010
s. Malabar 1203

**Adamson & Mail,**
*D, Exchange Buildings, Quayside, Newcastle-on-Tyne.*

s. Robert Adamson 1032

**Adano, M.,**
*Mercado del Centro 124, Buenos Ayres, Argentine Republic.*

Fortuna
Mercedes
Nuevo Velleta
Villa Encarnacion
Villa R.C.a (gross) 318

**Adaro, Luis,**
*Gijon, Spain.*
(Union Hullera y Metalurgica de Asturiana.)

| | Net Tons |
|---|---|
| s. Jovellanos | 284 |
| s. Mosquitora | 437 |
| s. Union Hullera | 274 |

**Addison, A.,**
*Horizon View, First Tower, Jersey.*

Amelia & Jane 51

**Adelaide Milling Co., Ld.,**
*Adelaide, S.A.*

Bankfields

**Adelaide Steam Ship Co., Ld.,**
*Currie Street, Adelaide, S.A.*

| | |
|---|---|
| s. Adelaide | 917 |
| s. Albany | 449 |
| s. Allinga | 1406 |
| s. Barrier | 1290 |
| s. Brinawarr | 73 |
| s. Bullarra | 1087 |
| s. Carroo | 122 |
| s. Colac | 1 |
| s. Dilkera | 1694 |
| s. Ferret | 1 |
| s. Grantala | 1787 |
| s. Herbert | 152 |
| s. Innamincka | 1355 |
| s. Investigator | 380 |
| s. Kadina | 1707 |
| s. Kolya | 1168 |
| s. Marloo | 1676 |
| s. Mintaro | 1492 |
| s. Moonta | 1447 |
| s. Muriel | 69 |
| s. Nardoo | 1934 |
| s. Ouraka | 1709 |
| s. Tarcoola | 1677 |
| s. Uralla | 48 |
| s. Wakefield | 53 |
| s. Willyama | 1713 |
| s. Winfield | 2092 |
| s. Wollowra | 1678 |
| s. Yongala | 1825 |

**Adelaide Steam Tug Co., Ld.,**
*Mail Station Semaphore, S.A.*

s. Adelaide 139
s. Enfo F
s. Nelrabee
s. Yatala 197

**Adem, Abdullah,**
*Scutari, Albania.*

Venere 434

**Adem, Hadji Idris,**
*Dulcigno, Montenegro.*

Muradie 174

**Adem, Mehmet,**
*Scutari, Albania.*

Muradie 480

**Aden, D. J.,**
*Iheringsfehn, Germany.*

Tonna 146

**Aden, Ehme Claassen,**
*Grossefehn, Germany.*

Maria 122

**Aden, G. & H.,**
*Jemgum, Germany.*

Atlas 681

**Aderkas, Wilhem von,**
*Kurbis, Livonia, Russia.*

Anne 11

**Administration des Ponts et Chaussées,**
*2, Rue Jean-Jacques-Bel, Bordeaux, France.*

| | Net Tons |
|---|---|
| s. Eclaireur de la Gironde (gross) | 168 |

**Administration des Ponts et Chaussées,**
*Brest, France.*

s. Léon Bourdelles

**Administration des Ponts et Chaussées,**
*Dunkirk, France.*

s. Emile Allard

**Administration des Ponts et Chaussées,**
*Havre, France.*

s. Havrais 115

**Administration des Ponts et Chaussées,**
*Parc du Baltisage, La Rochelle, France.*

s. Léonce Reynaud
s. Rochebonne 50

**Administration des Ponts et Chaussées,**
*Rouen, France.*

s. Bardouville 10

**Admiralty, The,**
*Whitehall, London, S.W.*

| | | |
|---|---|---|
| s. Aquarius | | 1105 |
| s. Connance | (gross) | 141 |
| s. Drudge | | 278 |
| s. Flying Eagle | | 34 |
| s. Hallgarth | | 92 |
| s. Indra | | 97 |
| s. Khartum | | 338 |
| s. Magnet | | 245 |
| s. Nubian | | 1436 |
| s. Salvo | | 24 |
| s. Stanley | | 1 |
| s. Thistle | | 21 |
| s. Traveller | | 135 |
| s. Vigilant | | 4 |
| s. Woodcock | | 48 |

**Adolfsson, T. G.,**
*Korpo, Finland.*

Colin Archer
Jenny
Orient

**"Adria," Royal Hungarian Sea Navigation Co., Ld.,**
*Fiume, Hungary.*

| | |
|---|---|
| s. Adria | 737 |
| s. Andromeda | 966 |
| s. Arad | 1471 |
| s. Arpad | 714 |
| s. Baross | 1000 |
| s. Bela | 1011 |
| s. Bela Fejervary | 1000 |
| s. Batthyany | 1077 |
| s. Bethlen | 1000 |
| s. Cserna | 644 |
| s. Dora | 1368 |
| s. Duna | 1799 |
| s. Jokai | 1677 |
| s. Kalman Kiraly | 1000 |
| s. Kassa | 1000 |
| s. Kolozsvar | 1210 |
| s. Lederer Sandor | 1000 |
| s. Matlekovits | 1249 |
| s. Matyas Kiraly | 944 |
| s. Nagy Lajos | 1401 |
| s. Rakoczy | 943 |
| s. Stefania | 1457 |
| s. Szapary | 995 |
| s. Szechenyi | 1149 |
| s. Szeged | 1781 |
| s. Szell Kalman | |
| s. Szent Istvan | |
| s. Szent Laszlo | |
| s. Tabor | |
| s. Tisza | |
| s. Zagreb | |
| s. Zrinyi | |

**Ægær Dampskibsselsk.,**
*Copenhagen, Denmark.*
*See* HOLM & WONSILD.

**Affleck, W. J. & Co.,**
*North Shields.*

| | Net Tons |
|---|---|
| s. Largo Bay | 1267 |

**African Association, Ld.**
(Manager—Thomas F. Rogerson),
*Orrance Court, 43, Castle Street, Liverpool.*

s. Ibono 115

**African Boating Co., Ld.**
(Managers—Hitchins & Morrison),
*Point, Durban, Natal.*

s. Lion
s. Panther 27
s. Titan

**African Steam Ship Co.,**
*African House, Water Street, Liverpool.*
*See* ELDER, DEMPSTER & Co.

**African Steamship Co., Ld.,**
*17, Leadenhall Street, London, E.C.*

s. Benin

**Aga Ahmet Suleiman,**
*Dulcigno, Montenegro.*

Muradieh

**Agenoria Steamship Co., Ld.,**
*58, Mount Stuart Square, Cardiff.*
*See* F. CHILDS & Co.

**"Agent Petersen," Firmaet,**
*See* under letter P.

**Agius, Ed. T., Ld.,**
*Billiter Buildings, Billiter Street, London, E.C.*

San Giuseppe e Maria 100

**Agostini, M.,**
*Place St. Nicolas, Bastia, Corsica.*

Eugenie

**Agriculture & Technical Instruction, Department of**
(Fisheries Branch),
*Upper Merrion Street, Dublin.*

s. Helga 75

**Agrojanni, G.,**
*Spezia, Greece.*

Taxiarchis

**Agrumaria Etnea, Società Anon. di Nav. a Vap.**
*Catania, Sicily.*

s. Agrumaria 168
s. Catania

**Aguas, A., & Co.,**
*Figueira, Portugal.*

Trombetas

**Ahlberg, G. F.,**
*Gothenburg, Sweden.*

s. Alfhild

(Angf. Aktieb. Trafik.)

s. Askersund
s. Signe
s. Upperud

**Ahlers, O. D.,**
*Bremen, Germany.*

Hildegard

**Ahlgren, J. F.,**
*Lökko, pr. Nystad, Finland.*

Sola

**Ahlin, P. G. B.,**
*Botvalda, Gotland, Sweden.*

Latona

**Ahlstén, Johan Kristian,**
*Nystad, Finland.*

A
A
E
W

**Ahlstrom, Gustaf L.,**
*1, Stortorget, Stockholm, Sweden.*
(Agents in United Kingdom—Messrs. Fawcett, Garnett & Co., Ld., Victoria Terrace, West Hartlepool, for steamers.)

s. St. Erik
s. Nora
s. Ovidia

(Rederiaktieb. Nord.)

s. Ovidia

**Ahmed Bachri Bey,**
*Alexandria, Egypt.*

s. Nagat

**Ahmet Ali,**
*Constantinople, Turkey.*

Shahin-i-Bahri

**Ahmet Kiamil,**
*Caradagh, Turkey.*

Sakar

**Ahrenberg, Ossian,**
*Gothenburg, Sweden.*

Frideborg
Gunborg
s. Gylle
Windy

**Ahrenberg, T.,**
*Gothenburg, Sweden.*

s. Alfa
s. Solvo

(Angfartygs Aktieboleget "Godheten.")

s. Freden
s. Kronan

(Angfartygs Aktieb. Marina.)

s. Svenske

(Angf. Aktieb. "Norman.")

s. Jarl
s. Lydia
s. Nord
s. Norman
s. Skulda
s. Temis

(Angf. Aktieb. "Stella.")

s. Argo
s. Virgo

s. désigne les Vapeurs.

**Aiken, W. R.,**
36, *Regent Quay, Aberdeen.*

| | Net Tons |
|---|---|
| s. Commerce | 74 |
| s. Lady Bessie | 79 |

**Aird, Sir J., & Co.,**
*Great George Street, Westminster, London, S.W.*

| | |
|---|---|
| s. Dorothy | 6 |
| s. Gertrude | [illegible] |

**Aire & Calder Navigation Co.**
Trustees of the,
*Leeds, Yorkshire.*
*See* W. H. BARTHOLOMEW.

**Aitken, Lilburn & Co.**
(LOCH LINE),
80, *Buchanan Street, Glasgow.*
(General Shipping Company.)

| | |
|---|---|
| Loch Broom | 2054 |
| Loch Carron | 2075 |
| Loch Etive | 1845 |
| Loch Ryan | 1807 |
| Loch Torridon | 2000 |

(Glasgow Shipping Company.)

| | |
|---|---|
| Loch Garry | 1393 |
| Loch Katrine | 1320 |
| Loch Lomond | 1280 |
| Loch Ness | 1243 |
| Loch Rannoch | 1185 |
| Loch Tay | 1191 |
| Loch Vennachar | 1485 |

**Aitken, Thomas,**
8 & 9, *Commercial Street, Leith.*

| | |
|---|---|
| s. Resolute | 76 |

**Ajello, A.,**
*Naples, Italy.*

| | |
|---|---|
| Shenir | 1198 |

**Ajello, Antonino,**
*Isola Lampedusa, Sicily.*

| | |
|---|---|
| Peppino Aiello | 106 |

**Ajello, Giacomo,**
*Corso Umberto I, Nos. 3 & 5, Naples, Italy.*

| | |
|---|---|
| Clementina | 745 |

**Ajum Goolam Hossen, Hajee,**
11, *Amratollah Street, Calcutta.*

| | |
|---|---|
| John Davie | 972 |

**Åkerman, A.,**
*Landscrona, Sweden.*

| | |
|---|---|
| Augusta | 270 |

**Åkerson, C. W.,**
*Gefle, Sweden.*

| | |
|---|---|
| s. Britannia | 643 |
| s. Trafik | 154 |

(Ångf. Aktieb. "Fredrik.")

| | |
|---|---|
| s. Dania | 372 |
| s. Germania | 295 |
| s. Lily | 199 |
| s. Svecia | 310 |

**Åkerstedt, P. W.,**
*Hernösand, Sweden.*
(Rederiaktiebol. Harrington.)

| | |
|---|---|
| s. Antwerpen | 758 |
| s. Bertha | 1371 |
| s. Harrington | 680 |

**Akita Kisen Kabushiki Kaisha,**
24, *Shimo Sakatsmachi, Tsuchizaki Ko, Minami Akita Gun, Akita Ken, Japan.*

| | Net Tons |
|---|---|
| s. Koyo Maru | 644 |
| s. Seitoku Maru | 945 |
| s. Ugo Maru | 1129 |

**Alafuso, G. S.,**
*Syra, Greece.*

| | |
|---|---|
| Anastasio | 184 |

**Alafuso, N. C.,**
*Syra, Greece.*

| | |
|---|---|
| Anallpsis | 137 |

**"Åland" Ångb. Aktieb.,**
*Åbo, Finland.*

| | |
|---|---|
| s. Aland | 92 |
| s. Sven Dufva | 159 |

**Aland Kommunikations Aktieb.**
*Mariehamn, Finland.*

| | |
|---|---|
| s. Sofia | 136 |

**Alaska Commercial Co.,**
310, *Sansome Street, San Francisco, U.S.*

| | |
|---|---|
| s. Bertha | 752 |
| s. Dora | 231 |
| s. Portland | 966 |
| s. Saidie | 146 |
| s. St. Paul | 1866 |

**Alaska Packers Association,**
308, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| Bohemia | 1529 |
| Contennial | 1139 |
| Coalinga | 874 |
| Electra | 940 |
| Euterpe | 1247 |
| Himalaya | 976 |
| Indiana | 1413 |
| s. Jennie | 69 |
| s. Kadiak | 58 |
| s. Kvichak | 611 |
| Llewellyn J. Morse | 1271 |
| Nicholas Thayer | 555 |
| s. Nushagak | 479 |
| Premier | 292 |
| s. President | 425 |
| Prosper | 229 |
| Santa Clara | 1454 |
| Star of Russia | 1898 |
| Tacoma | 1672 |
| s. Unimak | 158 |
| Will W. Case | 555 |

**Alaska Steam Ship Co.,**
*Seattle, Wash., U.S.*

| | |
|---|---|
| s. Dirigo | 592 |
| s. Dolphin | 498 |
| s. Farallon | 566 |

**Alavoine, Joseph,**
*Quimper, Finisterre, France.*

| | |
|---|---|
| Anna | 132 |

**Albanese, Bartolomeo,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Papà Cristoforo | 181 |

**Albanese, Cristoforo,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Immacolata | 275 |

**Albanese, G.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Bettina | 104 |
| Elisa | 169 |
| Giosuè | 135 |

**Albanese, L.,**
*Naples, Italy.*

| | Net Tons |
|---|---|
| Caterina A | 168 |
| Maddalena Madre | 112 |

**Albanese, Michele,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Avigia Madre | 320 |
| Giovanni Albanese | 485 |
| San Bartolomeo | 197 |

**Albanese, Tommaso,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Cecilia | 323 |

**Albany Shipping Co., Ld.,**
62, *Seagate, Dundee.*
*See* DAVID SCOTT & SON.

**Albertsen, J.,**
*Karrebecksmunde, Denmark.*

| | |
|---|---|
| Anna | 134 |

**Albertsen, R.,**
*Marstal, Denmark.*

| | |
|---|---|
| Wemyss Castle | 100 |

**Albertsen, R. A.,**
*Marstal, Denmark.*

| | |
|---|---|
| Dana | 333 |

**Albertsen, R. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Hekla | 145 |
| Kiana | 182 |
| Olga | 149 |
| Smart | 209 |

**Albino, L., fu P.,**
*Via Provinciale, Quinto al Mare, Italy.*

| | |
|---|---|
| s. Leonardo | 426 |

**Albion Steamship Co., Ld.,**
*Baltic Chambers, Newcastle-on-Tyne.*
*See* J. S. PEARSON.

**Albrecht, Gustave,**
*Quai Van Dyck 8, Antwerp, Belgium.*

| | |
|---|---|
| s. Antverpia | 624 |

**Albrechtson, J.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Gerda | 132 |
| Ingeborg | 114 |

**Albrektsson, J.,**
*Lycke, Sweden.*

| | |
|---|---|
| Maria | 100 |

**Albyn Line, Ld.,**
48, *West Sunniside, Sunderland.*
*See* ALLAN, BLACK & CO.

**Alcott, C. W., & Co.,**
311, *Avenue B, New York, U.S.*

| | |
|---|---|
| C. C. Wehrum | 337 |

**Aldecoa & Co.,**
*Plaza Moraga, Manila, Philippine Islands.*

| | |
|---|---|
| s. Surigao | 80 |

**Aldecoa y Urquijo,**
*Calle Berastegui 5, Bilbao, Spain.*

| | Net Tons |
|---|---|
| s. Uriarte | 881 |

(Cia. Anon. de Navegacion)

| | |
|---|---|
| s. Altamira | 1197 |
| s. Ercaga | 1457 |
| s. Gobelas | 1110 |

**Alderney Steam Packet Co., Ld.,**
*Alderney.*
*See* N. BARBENSON.

**Alderson-Smith, George,**
*Wheateroft Cliff, Scarborough.*

| | |
|---|---|
| s. Otter | 46 |
| s. Seal | 39 |

**Aleman, Cristobal R.,**
*Real 32, Regla, Havana, Cuba.*

| | |
|---|---|
| Gabriel Suarez | 150 |

**Alemany, M.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| Mallorca | 116 |

**Alexander & Arthurs,**
*Mercantile Chambers, 53, Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Beechgrove | 755 |
| s. Kathleen | 1017 |
| s. Mary | 773 |

(S.S. Ashgrove Co., Ld.).

| | |
|---|---|
| s. Holderness | 1099 |

**Alexander & Baldwin, Ld.,**
308, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Edward May | 860 |
| Emily F. Whitney | 1207 |
| Kinross | 1399 |
| W. B. Flint | 746 |

**Alexander, F.,**
34, *Avenue du Commerce, Antwerp, Belgium.*

| | |
|---|---|
| s. L'Avenir | 316 |
| s. Peter Benoit | 859 |
| s. Willy Alexander | 603 |

(La Maritime Anversoise.)

| | |
|---|---|
| s. Palomares | 864 |

**Alexander, H., & Sons,**
*Guildhall Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Menzaleh | 1052 |

**Alexander, J., & J. Myles,**
54, *East Howard Street, Glasgow.*

| | |
|---|---|
| s. Nightingale | 24 |

**Alexander, J. E.,**
*New York, U.S.*

| | |
|---|---|
| Glenwood | 298 |

**Alexander, Robert, & Co.,**
19, *Tower Buildings North, Liverpool.*
*See* ELLERMAN LINES, LD.

**Alexander, W. H. J.,**
*St. John's Wharf, Wapping, London, E.*

| | |
|---|---|
| Luna | 119 |
| Phœbus | 119 |
| s. Sunrise (*gross*) | 103 |
| s. Sunshine (*gross*) | 103 |

**Alexandra, Hvalfanger Acties,**
*Kongensgade 11, Christiania, Norway.*
*See* E. LUND.

**Alexandra, Newport & South Wales Docks & Railways Co.,**
*Newport, Mon.*

| | Net Tons |
|---|---|
| s. Horace | [illegible] |

**Alexandra Towing Co., Ld.**
(Manager—F. W. Staveley),
1, *Langton Dock Entrances, Liverpool.*

| | |
|---|---|
| s. Albert | 5 |
| s. Alexandra | 1 |
| s. Alfred | 5 |
| s. Brocklebank | 4 |
| s. Brunswick | 1 |
| s. Canada | 2 |
| s. Clarence | 4 |
| s. Coburg | 10 |
| s. Conqueror | 31 |
| s. Flying Kestrel | 11 |
| s. Harrington | [illegible] |
| s. Hornby | 24 |
| s. Huskisson | [illegible] |
| s. Langton | 3 |
| s. Morpeth | 3 |
| s. Nelson (*gross*) | 14 |
| s. Sandon | 2 |
| s. Toxteth | 4 |
| s. Victoria | 5 |
| s. Wallasey | 1 |
| s. Waterloo | 1 |
| s. Wellington | 3 |

**Alexopulo, Ca.,**
*Patras, Greece.*

| | |
|---|---|
| Catina | 170 |

**Alfouzos, A. M.,**
*Santorin, Greece*

| | |
|---|---|
| Agios Georgios | 102 |

**Algeciras (Gibraltar) Railway Co., Ld.,**
3a, *Coleman Street, London, E.C.*

| | |
|---|---|
| s. Elvira | 63 |
| s. Margarita | 130 |

**Algoma Central & Hudson Bay Railway Co.,**
(Manager, F. H. Clergue),
*Sault Sainte Marie, Ontario.*

| | |
|---|---|
| Agawa | 3308 |
| s. King Edward | 449 |
| s. Leafield | 922 |
| s. Monkshaven | 870 |
| s. Paliki | 99 |
| s. Theano | 952 |

**Ali Babaschow,**
*Baku, Russia.*

| | |
|---|---|
| s. Burgemeester van Vollenhoven | 124 |

**Ali Gemil,**
*Constantinople, Turkey.*

| | |
|---|---|
| Kaplan | 350 |

**Ali Jussuf, Hadji,**
*Scutari, Albania.*

| | |
|---|---|
| Massala Buoni Amici | 311 |

**Ali Selim,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Selamet | 424 |

**Ali Suleiman,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Kerim | 100 |

### Aliboni, L.,
*Leghorn, Italy.*

| | Net Tons |
|---|---|
| Simonetta H | [illegible] |

### Alijanak, E.,
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 191 |
| Dorothea | 214 |

### Allain,
*St. Nicolas, France.*

| | |
|---|---|
| Hirondelle | 100 |

### Allain, J.,
*Granville, France.*

| | |
|---|---|
| Aiglon | 156 |

### Allain (Madame),
*Trinité-sur-Mer, France.*

| | |
|---|---|
| Pitre Aloïde | 131 |

### Allan, Black & Co.,
48, *West Sunniside, Sunderland.*
(Albyn Line, Ld.)

| | |
|---|---|
| s. Thistledhu | 2614 |
| s. Thistleroy | 2608 |

### Allan & Co.,
*St. King Street, Newcastle-on-Tyne.*
(Mac Steamship Co., Ld.)

| | |
|---|---|
| s. Nigretia | 1539 |

### Allan & Hunter,
38, *Union Street, Balmain, Sydney, N.S.W.*

| | |
|---|---|
| s. Greyhound II | 84 |

### Allan, J. & A.
(ALLAN and STATE LINES),
25, *Bothwell Street, Glasgow.*
(Allan Line S.S. Co., Ld.)

| | |
|---|---|
| s. Austrian | 1638 |
| s. Bavarian | 6714 |
| s. Brazilian | 1916 |
| s. Buenos Ayrean | 2648 |
| s. Carthaginian | 2856 |
| s. Corean | 2205 |
| s. Corinthian | 4018 |
| s. Hibernian | 2971 |
| s. Hungarian | 2873 |
| s. Ionian | 5337 |
| s. Laurentian | 2838 |
| s. Livonian | 2534 |
| s. Mersey | 126 |
| s. Mongolian | 3088 |
| s. Monte Videan | 1862 |
| s. Numidian | 3107 |
| s. Ontarian | 2780 |
| s. Orcadian | 2252 |
| s. Parisian | 3385 |
| s. Peruvian | 2021 |
| s. Phœnician | 1532 |
| s. Pomeranian | 2700 |
| s. Pretorian | 4073 |
| s. Rosarian | 1860 |
| s. Sardinian | 2788 |
| s. Sarmatian | 2431 |
| s. Siberian | 2454 |
| s. Sicilian | 3064 |
| s. Tunisian | 3802 |
| s. Victorian | |

### Allan Line S.S. Co., Ld.
*See* J. & A. ALLAN.

### Allan, R. & C.,
121, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Beverly | 874 |
| s. Dee | 944 |
| s. Highlander | 1344 |
| s. Oriental | 4344 |

### Allan, W. S., & Co.,
100, *West George Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Longwood | 2[illegible] |

(Goloar [illegible] Co., Ld.)

| | |
|---|---|
| s. Capo Corrientes | 1660 |

### Allard, F. X.,
*St. Joachim de la Pointe Claire, Ste. Jacques Cartier, Quebec.*

| | |
|---|---|
| s. Rivière du Loup | 130 |

### Allen, Albert,
*Watchet, Somerset.*

| | |
|---|---|
| Nikita | 98 |

### Allen, Charles,
*Broad Quay, Strand, Swansea.*

| | |
|---|---|
| Sir Joseph | 64 |

### Allen, E. J.,
*The Laboratory, Plymouth.*

| | |
|---|---|
| s. Huxley | 44 |

### Allen, F. A.,
*Fall River, Mass., U.S.*

| | |
|---|---|
| Eliza S. Potter | 282 |

### Allen, H. C.,
*Eastport, Maine, U.S.*

| | |
|---|---|
| Maria S. | 100 |

### Allen, Isaac,
7, *Portland Terrace, Watchet, Somerset.*

| | |
|---|---|
| Annie Christian | 69 |
| Coronella | 79 |

### Allen, Robert S.,
*Three Indian Kings Court, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Malta | 17 |

### Allen, S. C.,
*Honolulu, Hawaii.*

| | |
|---|---|
| Diamond Head | 952 |
| Ka Moi | 108 |

### Allen Steam Fishing Co., Ld.,
*Fish Docks, Grimsby.*
*See* T. BASECOMB.

### Allen, Stephen,
*The Green, Watchet, co. Somerset.*

| | |
|---|---|
| Naiad | 121 |

### Allen, Timothy C.,
202, *Grinnell Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| City of Georgetown | [illegible] |
| Frederick Roessner | [illegible] |
| Leonora | 111 |

### Allen, William Robert,
6, *Saxon Villas, Watchet, co. Somerset.*

| | |
|---|---|
| Hirondelle | 112 |
| Thomas Ayian | [illegible] |

### Alley, J. H.,
*Bangor, Maine, U.S.*

| | Net Tons |
|---|---|
| [illegible] Edwards | 195 |

### Alliance Shipping Co., Ld.,
49, *Mount Stuart Square, Cardiff*
*See* G. H. WILLS & Co.

### Allison, B. J.,
*Stony Point, N.Y., U.S.*

| | |
|---|---|
| George S. Allison | [illegible] |
| Maria | 118 |

### Allison, J. S., & Co.,
*Church Street, West Hartlepool.*

| | |
|---|---|
| s. Dorothy | 154 |
| s. Katherine | [illegible] |
| s. Phyllis | 1874 |
| s. Sherpley Allison | 1482 |

### Allix, Richard,
12, *Commercial Buildings, St. Helliers, Jersey.*

| | |
|---|---|
| Gladiateur | 351 |

### Allo, Jean,
*Cancale, Ille et Vilaine, France.*

| | |
|---|---|
| Espérance | 111 |

### Allodi, Carlo,
*Piazza Cavour No. 1, Leghorn, Italy.*

| | |
|---|---|
| s. Marzocco | 1391 |
| s. Meloria | 1256 |
| s. Varese | 1095 |

### Allport, Charles,
*Padstow, Cornwall.*

| | |
|---|---|
| Rare Plant | 98 |

### Allport, Henry,
*Moortown, Tavistock, Devon.*

| | |
|---|---|
| Janie | 97 |

### Allport, Wm. S., & Co.,
*Padstow, Cornwall.*

| | |
|---|---|
| Ariel | 132 |
| Bessie | 99 |
| Doris | 99 |
| Kinnaird | 120 |
| Lord Devon | [illegible] |

### Almeida, F. J. da Costa,
*S. Jono da Barra, Brazil.*

| | |
|---|---|
| s. Regaleira | 155 |

### Almeida, Lobato & Co.,
*Para, Brazil.*

| | |
|---|---|
| s. Norte | 207 |

### Almén, T. F.,
*Hammarsten, Grums, Vermland, Sweden.*
(Ångfartygs Aktieb. "Ran.")

| | |
|---|---|
| s. Munksjö | [illegible] |
| s. Ran | 108 |
| s. Småland | 114 |

### Almgren, C.,
*Hudiksvall, Sweden.*

| | |
|---|---|
| s. Hudiksvall | 34 |

### Almqvist, J.,
*Oscarshamn, Sweden.*

| | Net Tons |
|---|---|
| Frej | [illegible] |

### Almqvist, K.,
*Engsö, Engelsund, Sweden.*

| | |
|---|---|
| s. [illegible] | 108 |

### Alnosundets Ångbåts Aktiebolag,
*Sundsvall, Sweden.*
*See* J. M. ULANDER.

### Alpha, Acties.,
*Moss, Norway.*
*See* J. CHR. OLSEN.

### Alsen'sche Portland Cement Fabriken,
*Catharinenstrasse 37, Hamburg, Germany.*

| | |
|---|---|
| Marie Becker | 487 |

### Alsina, B.,
*Barcelona, Spain.*

| | |
|---|---|
| Joven Ana | 314 |

### "Alster," Aktien Gesellschaft,
*Baumwall 3, Hamburg, Germany.*

| | |
|---|---|
| Alster | 2935 |
| Alsterberg | [illegible] |
| Alsterdamm | 3459 |
| Alsterkamp | 1789 |
| Alsternixe | [illegible] |
| Alsterschwan | 2307 |
| Alsterthal | 1696 |
| Alsterufer | 2597 |

### Alston Steam Ship Co., Ld.,
*Mercantile Chambers, Newcastle-on-Tyne.*
*See* PICKERING, WALLIS & Co.

### Alt, William J.,
14, *Queen Victoria Street, London, E.C.*

| | |
|---|---|
| s. Haidar Pacha | 257 |

### Altazin-Fourny,
44, *Quai du Bassin, Boulogne, France.*

| | |
|---|---|
| Isabelle | 127 |
| s. L'Alsace | [illegible] |
| s. La Champagne | 92 |
| s. La Flandre | 87 |
| s. La France | [illegible] |
| s. La Lorraine | [illegible] |
| Nicolas | 144 |

### Altazin-Gorée,
*Rue de Nemours, Boulogne, France.*

| | |
|---|---|
| Iéna | 129 |
| Kléber | 102 |
| Maréchal Lannes | 112 |
| Massena | 116 |

### Altazin-Petyt,
12, *Rue de la Gare, Boulogne, France.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Max | 100 |

### Althainz, F. G.,
1, *Handtverkargatan, Stockholm, Sweden.*
(Roderiaktieb. Gottfried Althainz.)

| | |
|---|---|
| s. Gottfried | 211 |

### Altieri, G.,
*Torre del Greco, Italy.*

| | Net Tons |
|---|---|
| Concetta Altieri | 14 |

### Altieri, Guido,
*Calle Balcarce 1064, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Albina Emilia | [illegible] |

### Alvaré & Co.,
*Isabela, Sagua, Cuba.*

| | |
|---|---|
| s. V[illegible] | [illegible] |

### Alvarez, Hilaria Francisco,
*Para, Brazil.*

| | |
|---|---|
| s. Y[illegible] | [illegible] |

### Alves, A. R.,
*Para, Brazil.*

| | |
|---|---|
| s. P[illegible] | [illegible] |

### Alves, Benjamin,
*Praia, St. Jago, Cape Verde Island.*

| | |
|---|---|
| B. A. Brayton | [illegible] |

### Alves, Braga & Co.,
*Para, Brazil.*

| | |
|---|---|
| s. Amazonas | [illegible] |

### Alves, G. Amancio,
*Largo Terreiro do Trigo No. 8—1°, Lisbon, Portugal.*

| | |
|---|---|
| Ophelia | [illegible] |

### Alward, J. & G., Ld.,
*Grimsby.*

| | |
|---|---|
| s. Alabama | [illegible] |
| s. Alaska | [illegible] |
| s. Algoma | [illegible] |
| s. Andes | [illegible] |
| s. Argentina | [illegible] |
| s. Arizona | [illegible] |
| s. Velocity | [illegible] |

### Amagasaki Isaburo,
5, *Kaminichome, Ajikawadori, Kuita, Osaka, Japan.*

| | |
|---|---|
| s. Asahigawa Maru | [illegible] |
| s. Denshin Maru | [illegible] |
| s. Denshin Maru No. 2 | [illegible] |
| s. Denshin Maru No. 3 | [illegible] |
| s. Himeji [illegible] No. 1 | [illegible] |
| s. Keishin Maru | [illegible] |
| s. Keishin Maru No. 2 | [illegible] |
| s. Keishin Maru No. 3 | [illegible] |
| s. Kiodounyu Maru | [illegible] |
| s. Kounyu Maru | [illegible] |
| s. Kounyu Maru No. 1 | [illegible] |
| s. Kounyu [illegible] No. 3 | [illegible] |
| s. Shindenshin Maru | [illegible] |
| s. Shin-keishin Maru | [illegible] |
| s. Shin-sokei Maru | [illegible] |
| s. Shin-unyu Maru | [illegible] |
| s. Shin-wakanoura [illegible] | [illegible] |
| s. Sokei Maru No. 2 | [illegible] |
| s. Taiko Maru No. 1 | [illegible] |
| s. Taiko Maru No. 2 | [illegible] |
| s. Taiyu Maru | [illegible] |
| s. Unyu Maru | [illegible] |
| s. Unyu Maru No. 2 | [illegible] |

### Amaryllis Shipping Co. [illegible]
*Newcastle-on-Tyne.*
*See* W. COMPLAND & [illegible]

### Amaya, J. del Fransito, E. Martinez,
*Campêche, Mexico.*

| | |
|---|---|
| Teresita | [illegible] |

## Amazon Steam Navigation Co., Ld.,

*34, Great St. Helens, London, E.C.*

| | Net Tons |
|---|---|
| s. Acre | 200 |
| s. Ajudante | 146 |
| s. Andira | 240 |
| s. Antonio Lemos | |
| s. Antonio Olyntho | 281 |
| s. Augusto Montenegro | 216 |
| s. Barcellos | 271 |
| s. Belem | 284 |
| s. Cameta | 340 |
| s. Campos Salles | 490 |
| s. Cassipore | 306 |
| s. Conde d'Eu | 303 |
| s. Dom Pedro II. | 250 |
| Dona Maria | 100 |
| s. Esperança | 340 |
| s. Galvota | 102 |
| s. Guarany | 229 |
| s. Icamyaba | 200 |
| s. Inca (Crosse) | 414 |
| s. Jaco | 354 |
| s. Javary | 258 |
| s. João Alfredo | 378 |
| s. João Augusto | 250 |
| s. Jurua | 240 |
| s. Juruty | 90 |
| s. Justo Chermont | 491 |
| s. Labrea | 234 |
| s. Lauro Sodré | 321 |
| s. Madeira | 260 |
| s. Manaus | 684 |
| s. Marajo | 516 |
| s. Mauá | 340 |
| s. Mojú | 75 |
| No. 1 | 100 |
| s. Obidos | 200 |
| s. Paes de Carvalho | 261 |
| s. Para | 302 |
| s. Perseverança | 338 |
| s. Princeza Isabel | 332 |
| s. Prudente de Moraes | 321 |
| s. Rio Branco | 378 |
| s. Rio Tapajos | 281 |
| s. Santarem | 200 |
| s. Sapucaia | 270 |
| s. Tabatinga | 229 |

## Amazon Telegraph Co., Ld.,

*Moorgate Station Chambers, Moorfields, London, E.C.*

| | |
|---|---|
| s. Viking | 463 |

## Amazonas State Government,

*Manaos, Brazil.*

(Agents—HUGHS & CABRAL, *Travessa Pruchioso Guimarães No. 32, Para, Brazil.*)

| | |
|---|---|
| s. Barés | 198 |
| s. Cidade de Manaos | 19 |

## Ambatiellos, E.,

*Cephalonia, Greece.*

| | |
|---|---|
| s. Girda Ambatiellos | 1167 |

## Ambaud frères,

*36, Rue du Chilon, Havre, France.*

| | |
|---|---|
| s. Guyane | 169 |

## Amberla, J.,

*Wehmo, Finland.*

| | |
|---|---|
| King Oscar | 336 |

## Ambrosius & fils aîné,

*20, Rue Nieuport, Dunkirk, France.*

| | |
|---|---|
| Perseverance | 110 |
| Reine des Mers | 117 |

## American Agricultural Chemical Co.,

*26, Broadway, New York, U.S.*

| | |
|---|---|
| s. Robert S. Bradley | 61 |

## American Baptist Missionary Union,

*Boston, Mass, U.S.*

| | |
|---|---|
| Fukuin Maru | |

## American Dredging Co.,

*510, Marine and Merchant Building, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| s. L. Y. Schermerhorn | 118 |

## American-Hawaiian Steamship Co.,

*s, Bridge Street, New York, U.S.*

| | |
|---|---|
| s. Alaskan | 5621 |
| s. American | 3643 |
| s. Arizonan | 5621 |
| s. Californian | 3717 |
| s. Hawaiian | 3651 |
| s. Nebraskan | 2824 |
| s. Nevadan | 2824 |
| s. Oregonian | 3651 |
| s. Texan | 5636 |

## American Line

*See* INTERNATIONAL MERCANTILE MARINE CO., and INTERNATIONAL NAVIGATION CO., LD., LIVERPOOL.

## American Mail Steamship Co.,

*100, Broadway, New York, U.S.*

| | |
|---|---|
| s. Admiral Dewey | 1335 |
| s. Admiral Farragut | 1335 |
| s. Admiral Sampson | 1335 |
| s. Admiral Schley | 1335 |

## American Marine Trans. Co.,

*Boston, Mass., U.S.*

| | |
|---|---|
| Horatio Adams | |

## American Navigation Co.,

*522, Pioneer Buildings, Seattle, Wash., U.S.*

| | |
|---|---|
| Volante | 119 |

## American Navigation Co.,

*Duluth, Minn., U.S.*

*See* A. B. WOLVIN.

## American Petroleum Co.,

*22, Willemskade, Rotterdam, Holland; and 101, Avenue des Arts, Antwerp, Belgium.*

(Vessels marked thus * are managed at the Company's Antwerp Office.)

| | |
|---|---|
| *s. American | 2266 |
| s. Charlois | 1919 |
| *s. Chester | 1637 |
| * Hainaut | 1734 |
| *s. La Campine | 2141 |
| *s. La Flandre | 1278 |
| *s. La Hesbaye | 2116 |
| s. Newyork | 4463 |
| s. Ocean | 1636 |
| s. Rotterdam | 2635 |

## American Shipping Co.,

*Honolulu, Hawaii.*

| | |
|---|---|
| Alice Kimball | 102 |

## American Towing & Lightering Co.,

*20, South Gay Street, Baltimore, U.S.*

| | |
|---|---|
| s. Buccaneer | 126 |
| Dessoug | 1382 |
| Gaston | 1492 |
| Montana | 797 |
| s. Neptune | 127 |
| Pactolus | 1681 |
| s. Sandow | 76 |
| s. Tormentor | 126 |

## "Amicitia," Ångfartygs Aktiebolaget,

*Gothenburg, Sweden.*

*See* ADOLF BRATT.

## Amodeo, G.,

*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Amodeo | 343 |

## Amodeo, L.,

*Trapani, Sicily.*

| | Net Tons |
|---|---|
| Antonino Amodeo | 134 |

## Amodeo, Salvatore,

*Marsala, Sicily.*

| | |
|---|---|
| Peppino Amodeo | 111 |

## Amoretti, Giovanni,

*Porto Maurizio, Italy.*

| | |
|---|---|
| Maria Libera | 110 |

## Amoriello, Pietro, fu S.,

*Via Regia 112, Viareggio, Italy.*

| | |
|---|---|
| Ugo | 100 |

## Amorin & Irmaos,

*Pernambuco, Brazil.*

| | |
|---|---|
| Rival | 241 |
| Temerario | 320 |

## Amphitrite, Rederiaktieb.,

*Helsingborg, Sweden.*

*See* P. L. PÄHLSSON.

## Amsinck, M. G.,

*Cremon 38, Hamburg, Germany.*

| | |
|---|---|
| Antigone | 1379 |
| Ariadne | 1671 |
| Artemis | 1356 |
| Atalanta | 996 |
| Pallas | 1351 |

## Amstel, Stoomvaart Maatschappij.

*Amsterdam, Holland.*

| | |
|---|---|
| s. Amstel | 1508 |

## Amsterdam, Steamtrawler Maatschappij,

*Vlaardingen, Holland.*

| | |
|---|---|
| s. Amsterdam | 37 |

## Amsterdam, Stoomvaart Maatschappij,

*Prins Hendrikkade, 173, Amsterdam, Holland.*

| | |
|---|---|
| s. Voorburg | 1956 |
| s. Zeeburg | 1958 |

## Amsterdam Tug & Salvage Co.,

*Amsterdam, Holland.*

*See* A. D. ZUR MÜHLEN.

## Amundsen, A. Boe,

*Grimstad, Norway.*

| | |
|---|---|
| Cordillera | 635 |
| Darby | 883 |

## Amundsen, E. & G.,

*Elisenbergveien 35, Christiania, Norway.*

| | |
|---|---|
| Oscar | 720 |

## Amundsen, Jörgen,

*St. Croix Gaden, Fredrikssad, Norway.*

| | |
|---|---|
| Thomas | 291 |

## Amurianos, G.

*Castellorizo, Turkey.*

| | |
|---|---|
| Agias Trias | 430 |

## Ana Sana Nana Neyne Pulle Markar,

*Bankshall Street, Colombo, Ceylon.*

| | Net Tons |
|---|---|
| Meera Mohideen Samadany Iduroos | 128 |
| Sithampara Sivakama Sunthary | 173 |

## Anagnosti, Spiridion,

*Prevesa, Turkey.*

| | |
|---|---|
| Eugenia | 149 |

## Anagnostis, Spiros,

*Corfu, Ionian Islands.*

| | |
|---|---|
| Alexandros | 397 |

## Anagnostou, D.,

| | |
|---|---|
| Georgios | 120 |

## Ananjin, A. S.,

*Archangel, Russia.*

| | |
|---|---|
| s. Peterbourg | 492 |

## Anaplioti, G.,

*Syra, Greece.*

| | |
|---|---|
| Agios Ioannis | 198 |

## Anaplioti, G. E.,

*Santorin, Greece.*

| | |
|---|---|
| Agios Georgios | 123 |

## Anargyros, S.,

*Spezzia, Greece.*

(Agents in United Kingdom—Messrs Mango, Doresa & Co., 60, St. Mary Axe, London, E.C.).

| | |
|---|---|
| s.S. Anargyros | 1630 |

## Anatra, Bros.,

*Odessa, Russia.*

| | |
|---|---|
| s. Elena | 82 |
| s. Odessa | 37 |
| s. Tereza | 26 |

## Anchor Line (Henderson Bros.), Ld.,

*47, Union Street, Glasgow; 17, Water Street, Liverpool; and 4, St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Algeria | 2909 |
| s. Anchoria | 2713 |
| s. Arabia | 2331 |
| s. Asia | 2337 |
| s. Assyria | 4105 |
| s. Astoria | 3229 |
| s. Australia | 2292 |
| s. Bavaria | 3005 |
| s. Bohemia | 2061 |
| s. Bolivia | 2561 |
| s. Britannia | 1970 |
| s. Calabria | 2588 |
| s. California | 2164 |
| s. Caledonia | |
| s. Circassia | 4316 |
| s. Columbia | 4317 |
| s. Dalmatia | 2109 |
| s. Ethiopia | 2604 |
| s. Express | 112 |
| s. Furnessia | 3598 |
| s. Hesperia | 1948 |
| s. Italia | 3005 |
| s. Karamania | 2045 |
| s. Massilia | 3250 |
| s. Nubia | 2318 |
| s. Olympia | 3269 |
| s. Persia | 2331 |
| s. Perugia | 2560 |
| s. Scindia | 3253 |
| s. Victoria | 2208 |

## Anchor Line,

*See* ERIE & WESTERN TRANSPORTATION CO.

## Anchor Shipping & Foundry Co., Ld.,

*Nelson, N.Z.*

| | Net Tons |
|---|---|
| s. Alexander | 186 |
| s. Charles Edward | 146 |
| s. Kennedy | 127 |
| s. Waverley | 93 |

## Anchor Steam Fishing Co., Ld.,

*Auckland Road, Fish Docks, Grimsby*

*See* W. S. LETTEN.

## Anchor Steam Tug Co., Ld.,

*8, New Quay, North Shields.*

*See* A. B. ATKINSON.

## Ancora Società Anon. di Salvataggi,

*Genoa, Italy.*

| | |
|---|---|
| s. Salvor | 37 |

## Anda, E.,

*Stavanger, Norway.*

(Acties. Jadar.)

| | |
|---|---|
| s. Erling Skjalgson | 69 |

## Andersen, A.,

*Kirkeöens Postaabneri, Hvaler, pr. Fredriksstad, Norway.*

| | |
|---|---|
| Haabet | 277 |

## Andersen, A.,

*Grimstad, Norway.*

| | |
|---|---|
| Inger | 1585 |
| Julie | 771 |

## Andersen, A.,

*Moss, Norway.*

| | |
|---|---|
| Nova Scotia | 225 |
| Önund | 295 |

## Andersen, A. & E. I.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Rifondo | 670 |

## Andersen, A. Brechlin, & Co.,

*Tönsberg, Norway.*

| | |
|---|---|
| Cathrine | 127 |
| Eda | 541 |
| Enok | 110 |
| Hilda | 101 |
| Trio | 217 |

## Andersen, A. O., & Co.,

*Copenhagen, Denmark.*

(Dampskibs. Viking.)

| | |
|---|---|
| s. Bjorn | 704 |
| s. Vagn | 814 |

## Andersen, A. P.,

*Princess Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Lucy Andersen | 637 |

## Andersen, Abr.,

*Sandefjord, Norway.*

| | |
|---|---|
| Bien | 186 |

## Andersen, C.,

*14, Börsenhof, Adolphsplatz, Hamburg, Germany.*

| | |
|---|---|
| s. Cassius | 1627 |
| s. Claudius | 2270 |
| s. Germanicus | 2575 |
| s. Romulus | 1722 |
| s. Severus | 2133 |
| s. Tiberius | 2751 |

s. signifies Steamer.

# LISTE DES ARMATEURS ET DES DIRECTEURS-GÉRANTS.

**Andersen, E. & G.,**
*Christiania, Norway.*
(Aktieselskabet "Gravningen.")
Net Tons
Valborg ..... [illegible]

**Andersen, Emil,**
*Sandnes, Norway.*
s. Dido ..... 192
s. Sillevaag ..... [illegible]

**Andersen, F. H.,**
*Marstal, Denmark.*
Astræa ..... 289
Frederik [illegible] Ane. [illegible]
Rolf [illegible]
Rota [illegible]
Thyra [illegible]

**Andersen, G. J.,**
*Moss Point, Miss., U.S.*
Griffin [illegible]

**Andersen, Gebrüder,**
*Kiel, Germany.*
s. Vaine [illegible]

**Andersen, H.,**
*Fredrikstad, Norway.*
Professor Lintner ..... 189

**Andersen, H. G.,**
*Guldbergsiden, Fredrikstad, Norway.*
Agnes Campbell ..... 643
Anna ..... 532
Elida ..... 518
Superb ..... 720

**Andersen, H. N.,**
*Copenhagen, Denmark.*
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**Andersen, J. R.,**
*Svendborg, Denmark.*
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**Andersen, Jörgen,**
*Bjerggaden 15, Sandefjord, Norway.*
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**Andersen, K.,**
*Fredrikstad, Norway.*
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**Andersen, M.,**
*Krageröe, Norway.*
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**Andersen, M. M.,**
*Aarhus, Denmark.*
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**Andersen, Marie R.,**
*Svendborg, Denmark.*
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**Andersen, Niels S.,**
*Fredrikstad, Norway.*
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**Andersen, O.,**
*Agerön, pr. Lillesand, Norway.*
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**Andersen, Ole,**
*Grebstad, Grimstad, Norway.*
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**Andersen, P.,**
*Stathelle, pr. Brevig, Norway.*
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**Andersen, R. N.,**
*Port Elgin, N.B.*
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**Andersen, S.,**
*Trosvik, Brevig, Norway.*
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**Andersen, Thv.,**
*Sandefjord, Norway.*
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*Svendborg, Denmark.*
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*Svendborg, Denmark.*
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**Anderson, A.,**
*41, Oxford Street, Whitstable.*
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**Anderson, A.,**
*Hapsal, Finland.*
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**Anderson, Andrew,**
*24-26, East Street, San Francisco, Cal., U.S.*
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**Anderson, Bauer & Co.,**
*Riga, Russia.*
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**Anderson, Dickson,**
*Montreal, Canada.*
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**Anderson, Freeman,**
*Lunenburg, N.S.*
A [illegible]
[illegible]

**Anderson, Horan & Co.,**
*45, West Sunniside, Sunderland.*
s. Resolute ..... [illegible]
s. Thomas Anderson ..... 1035

**Anderson, Jessen,**
*Lunenburg, N.S.*
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**Anderson, John T.,**
*Windsor, Victoria.*
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**Anderson, P.,**
*Jost, Dunten, Lemsal, Livland, Russia*
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**Anderson, P. A.,**
*52, Market Street, Melbourne.*
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**Anderson, T.,**
*New York, U.S.*
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**Anderson, Thomas,**
*10, Leinster Gardens, Runcorn.*
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**Anderson, W.,**
*124, Union Grove, Aberdeen.*
s. Rubislaw ..... [illegible]

**Anderson, William A.,**
*25, White Holt Street, New York, U.S.*
Blanche H. King ..... 1022
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**Andersson, A.,**
*Hälnäs, Vätö, Roslagen, Sweden.*
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**Andersson, A.,**
*Jönköping, Sweden.*
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**Andersson, A.,**
*Lysekil, Sweden.*
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**Andersson, A.,**
*Utsund, Hafverö, Roslagen, Sweden.*
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**Andersson, A. F.,**
*Degerby, Sweden*
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**Andersson, A. F.,**
*Kulla, Arholma, Sweden.*
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**Andersson, A. G.,**
*Amdl, Sweden.*
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**Andersson, A. O.,**
*Gothenburg, Sweden.*
(Angf. Aktieb. "Sverige.")
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**Andersson, A. P.,**
*Landskrona, Sweden.*
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**Andersson, A. R.,**
*Rödö, Sweden.*
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**Andersson, A. W.,**
*Lumparland, Finland.*
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**Andersson, A. W.,**
*Väddö, Roslagen, Sweden.*
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**Andersson, Arvid,**
*Helsingborg, Sweden.*
(Angf. Aktieb. Karin.)
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**Andersson, B.,**
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**Andersson, C. G.,**
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*Edeby, Väddö, Sweden.*
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*Ragnabo, Sweden.*
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**Andersson, G.,**
*Verkebäck, Gladhammar Su., Sweden.*
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**Andersson, Gustaf,**
*Borstahusen, Landskrona, Sweden.*
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**Andersson, H.,**
*Stavsten, Norrtelje, Sweden.*
Net T[illegible]
[illegible] [illegible]

**Andersson, H.,**
*Stromstad, Sweden.*
(Agents in United Kingdom—Messrs. J. Lobden & Co., 2, Church Street, West Hartlepool.)
s. Gustav [illegible] ....
s. Helene [illegible]
s. Mary Lobden .....

**Andersson, Håkon,**
*Brantevik, Simrishamn, Sweden.*
Catharina [illegible]
Mercur ....
Wettern ..

**Andersson, Hans,**
*Hafängen, Roslunda in, Kristianstad-lan, Sweden.*
Noah .....

**Andersson, J.,**
*Rödö, Runs, Sweden.*
Henriette .....

**Andersson, J. E.,**
*Kulla, Vätö, Roslagen, Sweden.*
Föreningen

**Andersson, J. P.,**
*Vesterhaga, Länna in, Sweden.*
Birger
Emanuel

**Andersson, Johannes,**
*Jonstorp, Sweden.*
Ceres .....
Lovingstone

**Andersson, Johannes,**
*Lerberget, Högunäs, Sweden.*
Amanda
Elsa
Nicolina ..... [illegible]
Rudolf .....

**Andersson, K. A.,**
*Lumparland, Mariehamn, Aland, Finland.*
[illegible]
[illegible]

**Andersson, K. F.,**
*Trollhättan, Sweden.*
s. Necken .....

**Andersson & Lindberg,**
*Gothenburg, [illegible]*
[illegible]
[illegible]

**Andersson, M.,**
*Mariehamn, Finland.*
Leontine .....

**Andersson, Nils,**
*Helsingborg, Sweden.*
[illegible] .....

**Andersson, O.,**
*Quilla, Torsås, [illegible]*
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s. désigne les Vapeurs.

Andersson, O. F.,

Andersson, O. F.,

Andersson, Oskar,

Andersson, P.,

Andersson, Per,

Andersson, S. A.,

Anderton, George H.,
Mary

Ando Seijiro,
Osaka Maru
Osaka Maru No. 3

Andorsen, Jacob A.,

Andorsen & Neumann,

Andorsen, T. F.,

Ando, S.,
Chiba Maru

Andorsen, T. F.,

Andrada Sailing Ship Co., Ltd.,

Andrade, Ignacio,

Andre, A. J.,
Ronny

Andre & Co.,

Andre, J. A.,

Andreadi, Georgios,

Andreadis, C., & A. Bachas,

Andreadis, D.,
Nicolaos

Andreadis, G.,
Eutychia

Andreasen, B. M.,
Frammart

Andreasen, H. A.,
Leif

Andreasen, J. J.,
Indomitable

Andreasen, N.,
Tre Sosskende

Andreassen, T.,
Ariel
Bjelke
Ludovica
Otto

Andreopulo, Elia,
Panagia

Andresen, Chr.,
Dorothy
Mary

Andresen, Christopher,
Aarvasen
Aarvaer
Asgir
Aslak

Andresen, J. A.,
s. Admiral

Andresen, Th.,
Amalia
Marina
Rosemarie
Rosa
Sarone

Andresen, Th.,
s. Fraenas

Andressen, A.,
Prince John
Prince Robert
Prince Victor

Andressen, J.H., Successores
s. Agueda
s. Dona Maria
Fortuna
s. Mamaos
s. Patria

Andrews, Thomas F.,
Zingaro

Ang Lim Peng,
s. Sarie Borneo

Ang Sioe Tjiang,
s. Henrietta
Nest

Angel, Manasseh,
s. Clevedon
s. Columba

Angel Steamship Co., Ltd.,

Angelicussi, G.,
Taxiarchis

Angellicussi, N.,
Agios Georgios

Angelis, Elia,
s. Anastasios
Kyrias

Angers, Nazaire Edson,
Liberté

Angier, T. V. S.,
s. Royalist
s. Tangier

Anglesey Shipping Co.,

Anglo-Algerian Steam Ship Co., Ltd.,

Anglo-American Oil Co., Ltd.

Anglo-American Tel. Co., Ltd.
s. Minia

Anglo-Arabian & Persian Steam Ship Co., Ltd.,

Anglo-Australasian Steam Navigation Co., Ltd.,

Anglo-Dane S.S. Co., Ltd.,

Anglo-French Steamship Co., Ltd.,

Anglo-Grecian Steamship Co., Ltd.,

Anglo-Norwegian Steam Fishing Co., Ltd.,
s. Achilles
s. Castor
s. Hercules

Angus, F.,
Excel

Angus Shipping Co., Ltd.,

Ann Arbor Ry. Co.
s. Ann Arbor, No. 6

Annandale Co-operative Ferry Co., Ltd.,
Estelle

Annett, Robert,
Guild Mayor

Anning Bros.,
s. Hippomenes
s. Gratitude
s. Fraternity
s. Hazelwood
s. Brownhill

Anning S.S. Co., Ltd.,

Anpin Custom House,
s. Soochuenchow

Anquetil, F., fils.
s. Arbroe

Anquetil, Georges,
Adrienne
Amazone
Printemps
St. Ida

Ansaldo, F. & E. Olivari,
Avvenire

Ansaldo, G.,
Las Rosas

Ansaldo, Giuseppe Pietro,
Aldo
Mira
Monte Moro

Anshinsha Kabushiki Kaisha,
s. Anshin Maru No. 1
s. Anshin Maru No. 2
s. Anshin Maru No. 3
s. Anshin Maru No. 14

Antelme, Leopold,
Norma Adele

"Antelope," Bk., Co., Ltd.,
Antiope

Antipa, G.,
Kefallinia

Antmann, A.,
Stern

Antmann, K.,
Caronia

Antmann, Launitz & Friedmann,
Silvia



s. signifies Steamer.

**Antola, Teresa Lavarello Vva.,**
*Via San Vincenzo, No. 82–4, Genoa, Italy.*

| | Net Tons |
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| Cristoforo Colombo | |

**Antonoff, Michael,**
*Archangel, Russia.*

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| Krasavetz | |
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**Antora, F. Henriksson,**
*Björneborg, Finland.*

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| Anni | 135 |
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**Antrim Iron Ore Co., Ld.,**
*1, Victoria Chambers, 1, Victoria Street, Belfast.*

| | |
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| s. Glenariff | |
| s. Glenarm | |
| s. Glendun | |
| s. [illegible] | |

**Antunes, B. A., & Co.,**
*Para, Brazil.*

| | |
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**Antunes, J. P.,**
*Para, Brazil.*

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**Antutjef, A.,**
*Archangel, Russia.*

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**Antwerp S.S. Co., Ld.,**
*152, Jermyngham Road, New Cross, London, S.E.*
*See* J. DEFTY.

**Aonzo, G. B., di G.,**
*Sarona, Italy.*

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**Aoyama Shinzaburo,**
*Osaka, Japan.*

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**Apap, M. di Pasq., & figlio,**
*35, Fuori la Mina, Valetta, Malta.*

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**Apcar & Co.,**
*19, Radha Bazar, Calcutta.*

| | |
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| s. Arratoon Apcar | 2931 |
| s. Catherine Apcar | |
| s. Gregory Apcar | |
| s. Lightning | 2122 |

**Apenes, C., & Son,**
*Fredrikstad, Norway.*

| | |
|---|---|
| s. Frank | |
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**Apenes, R. C., & H. Jacobsen,**
*Fredrikstad, Norway.*

| | |
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| s. Freidig | 521 |

**Apik Oundjan Effendi,**
*Constantinople, Turkey.*

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| Takouhi | 476 |

**Apostoli, Eftimiu,**
*Scopelos, Greece.*

| | Net Tons |
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| Elpis | 390 |

**Appleby, Thos., & Co.,**
*Church Street, West Hartlepool.*

| | |
|---|---|
| s. Ashfield | |
| s. Elixir | |
| s. Elwick | |
| s. [illegible] | |
| s. Greatham | |
| s. Karoo | |
| s. Sidra | |
| s. Suez | |

**Aquado, F.,**
*Manila, Philippine Islands.*

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**Arabian, A. S.,**
*Constantinople, Turkey.*

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**Araki, S.,**
*Mikawa, Japan.*

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**Arana, Enrique,**
*Avenida de Mayo, 695, Buenos Ayres, Argentine Republic.*

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| s. Las Mercedes | |
| s. Litoral | |
| s. Maria Manuela | |
| s. Paraguay | |

**Arango, Antonio R.,**
*Gijon, Spain.*

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**Aranjo, Manoel de Jesus,**
*Rua de Bellemonte No. 81, Oporto, Portugal.*

| | |
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| Delicia | 341 |

**Aravandino & Caravia,**
*Bratla, Roumania.*

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| s. Nea Omonia | 26 |

**Arbib, E., & Co.,**
*51, Gracechurch Street, London, E.C.*

| | |
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| s. Cousins Arbib | 1353 |

**Arbona, Juana M.**
*Soller, Majorca.*

| | |
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| Nuevo Corazon | 110 |

**Arbuckle & Bros.,**
*Old Slip, New York, U.S.*

| | |
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| s. John Wise | 169 |
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**Arbuckle, John,**
*Brooklyn, N.Y., U.S.*

| | |
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| Jacob A. Stamler | 955 |

**Arbutus S.S. Co., Ld.,**
*138, Leadenhall Street, London, E.C.*
*See* T. STEPHENS & SONS.

**Arcand, A.,**
*Portneuf, Quebec.*

| | |
|---|---|
| Tourterelle | |

**Archangel-Mourman Steam Navigation Co.,**
*Archangel, Russia.*

| | Net Tons |
|---|---|
| s. Emperor Nicholas II | 840 |
| s. Fedor Tschischoff | |
| s. Graf Litke | 1502 |
| s. Grand Duchess Xenia | |
| s. Kandalaksha | 35 |
| s. Kola | 95 |
| s. Lomonosoff | 48 |
| s. Michail-Kusi | |
| s. Nicolai | |
| s. Potschora | 428 |
| s. Queen Olga Constantine | 480 |
| s. Saint Trifor | 154 |
| s. Sergii Witte | 414 |
| s. Tischoff | 209 |
| s. Welikij Knjas Vindimir | 302 |

**Archbold, R.,**
*19, Park Road, Jarrow-on-Tyne.*

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**Archibald, Chas.,**
*32, Inglis Street; or P.O. Box 12, Halifax, N.S.*

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| Evadne | 361 |

**Archibald, J. E.,**
*Rockland, Me., U.S.*

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| s. Monhegan | 198 |

**Arciprete, Santo.**
*Palermo, Sicily.*

| | |
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| Peppino | 243 |

**Arctic Steam Fishing Co., Ld.,**
*Fish Docks, Grimsby.*
*See* E. BACON.

**Ardan Steam Ship Co., Ld.,**
*21, Bothwell Street, Glasgow.*
*See* CLARK & SERVICE.

**Ardrossan Harbour Co.**
(Manager—J. Craig).
*Ardrossan.*

| | |
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| s. Groville Vernon (gross) | 170 |
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**Arduino, F., fu A.,**
*Genoa, Italy.*

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**Arena, F.,**
*Callao, Peru.*

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**Arena, M. & R.,**
*Messina, Sicily.*

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| Enrico Andrea | 115 |

**Arenas, F.,**
*Lima, Peru.*

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**Arendals Dampskibsselskab,**
*Arendal, Norway.*

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| s. Arendal | 303 |
| s. Dronningen | 409 |
| s. Eidanger | 125 |
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| s. Lindholmen | |
| s. Motala | |
| s. Spero | |
| s. Voringen | 113 |

**Arens, Joh. Fr.,**
*Domshof 17/18, Bremen, Germany.*

| | Net Tons |
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| Strono | 1410 |
| Sylphide | |

**Arey, George E.,**
*Rockport, Me, U.S.*

| | |
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| Red Jacket | 111 |

**Argentine Fishing Co.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Louise | 1015 |

**Argentine Government,**
*Buenos Ayres, Argentine Republic.*

| | |
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| s. Chaco | 2761 |
| s. [illegible] | 3 |
| s. [illegible] | |
| s. Tehuelchi | 3 |

**Argilagos, Tomeu & Co.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| s. Humberto Rodriguez | |

**"Argo," Dampfsch. Gesell.**
*Postfach 153, Bremen, Germany.*

| | |
|---|---|
| s. Adler | 844 |
| s. Africa | |
| s. Alabama | |
| s. Albatross | 611 |
| s. Asia | 2017 |
| s. Australia | 1388 |
| s. Bingen | 779 |
| s. Dortmund | 629 |
| s. Dusseldorf | 844 |
| s. F. Bischoff | 718 |
| s. Falke | 607 |
| s. Finnland | 1441 |
| s. Florida | 2987 |
| s. Hermann | 1453 |
| s. Hogland | 990 |
| s. Koln | 425 |
| s. Kurland | |
| s. Livland | 1492 |
| s. Louisiana | 3481 |
| s. Mannheim | 415 |
| s. Mowe | |
| s. Nyland | 959 |
| s. Reiher | 542 |
| s. Schwalbe | 760 |
| s. Schwan | 753 |
| s. Sperber | 799 |
| s. Strauss | |

**Argyll & Wigtown Steamship Co., Ld.,**
*69, Buchanan Street, Glasgow.*
*See* J. LITTLE & CO.

**Ariadne, Ångf. Aktieb.,**
*Mölnbacka, Gothenburg, Sweden.*
*See* F. H. V. MALM.

**Ariadne Steam Ship Co., Ld.,**
*129, Palmerston House, Old Broad Street, London, E.C.*
*See* P. A. SECHIARI.

**Arif Bey, Hadji, & Djered Bey,**
*Constantinople, Turkey.*

| | |
|---|---|
| Sadi | |

**Armenian Steam Shipping Co., Ld.,**
*Baku, Russia.*

| | |
|---|---|
| s. Armenie | 411 |
| s. [illegible] | |

**Armindo & Texeira,**
*Manaos, Brazil.*

| | |
|---|---|
| s. Canutama | 93 |
| s. Silverio Nery | 93 |
| s. Tapaua | 93 |

**Armington, F. B.,**
*Marblehead, Mass., U.S.*

| | Net T |
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| Nightingale | |

**Armitage, G. T.,**
*St. Andrew's Dock, Hull.*
(Armitage's Steam Trawling Co., Ld.)

| | |
|---|---|
| s. [illegible] | |
| s. Elsie | |
| s. Florence | |
| s. Marguerite | |
| s. Princess Victoria | |
| s. Queen Alexandra | |
| s. Sylvia | |

**Armitage's Steam Trawling Co., Ld.**
*See* G. T. ARMITAGE.

**Armstrong, J. L. T.,**
*Saul, Gloucestershire.*

| | |
|---|---|
| Welcome | |

**Armstrong, John,**
*New York, U.S.*

| | |
|---|---|
| Speed | |

**Armstrong & Mackay,**
*39, Plaza Cervantes, Manila, Philippine Islands.*

| | |
|---|---|
| s. Don Francisco | |
| s. Germana | |
| s. N. S. de Gracia | |
| s. Taleno | |

**Arnau, L., & Co.,**
*Cadiz, Spain.*

| | |
|---|---|
| s. Calculista | |

**Arnesen, O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Anna | |

**Arnold, Hillrich,**
*Brake, Germany.*

| | |
|---|---|
| Alb. | |
| Cha[illegible] | |
| Maria [illegible] | |

**Arnold, John,**
*Ocean Cottages, Knottingley, York.*

| | |
|---|---|
| Alpha | |

**Arnold Transit Co.,**
*Marquette, Mich., U.S.*

| | |
|---|---|
| s. Chippowa | |
| s. Iroquois | |

**Arntsen, J. A.,**
*Asmalli, Healer, pr. Fredrikstad, Norway.*

| | |
|---|---|
| Amerika | |

**Arntzen, A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Hispania | |

**Arnulphy, Leon,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Actaea | |

**Aron, Gustav,**
*Kertel, Dagö, Russia.*

| | Net Tons |
|---|---|
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| Rex | 197 |

**Arp, H. F. C.,**
(S. Ölgaard & Thoersen).
*61, Neuerwall, Hamburg, Germany.*

| | |
|---|---|
| s Ariadne | 589 |
| s. Brietzig | 918 |

**Arran, The Earl of,**
*Castle Gore, Mayo, Ireland.*

| | |
|---|---|
| Jacquelin | 54 |

**Arriaga, J.,**
*Buenos Ayres, Argentine Republic.*

| | |
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| Tres-Angelas | 202 |

**Arrigo, Filippo,**
*Palermo, Sicily.*

| | |
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| Il Francesco | 116 |
| Maria A. | 160 |
| Nuova Maria della Catena | 123 |

**Arslan, M., Effendi,**
*Alexandria, Egypt.*

| | |
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| Feizi-el-Kerim | 415 |

**Artadi, Gabino,**
*Paita, Peru.*

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| Corona | 375 |
| Maria Isabel | 254 |
| Santa Rosa | |

**Artaud, Ant.,**
*2, Rue République, Marseilles, France.*

| | |
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| s. Boieldieu | 1107 |
| s. Général Gallieni | 878 |

**Arumugan Nagamutto,**
*Valvettiturai, Ceylon.*

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| Supramaniapuravy | 102 |

**Arves, Fr.,**
*Korpo, Finland.*

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| Gallus | 263 |

**Arvesen, A.,**
*Christiania, Norway.*

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| s Bris | 614 |

**Arvidson, A.,**
*Helleviksstrand, Sweden.*

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**Arvidson, C.,**
*Gothenburg, Sweden.*

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**Asada, M.,**
*Yokohama, Japan.*

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| s. Tobe Maru | 67 |

**Asan Aga & Co.,**
*Dulcigno, Montenegro.*

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| Buona Sorte S. | 144 |

**Asano Chozo,**
*Osaka, Japan.*

| | |
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| s. Matsura Maru | 155 |

**Asari Yeizo,**
*7, Kanekumorimachi, Otarugun, Prov. Shiribeshi, Japan.*

| | Net Tons |
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| s. Ikuta Maru No. 1 | 97 |
| s Rioha Maru No. 1 | 94 |
| s. Rioha Maru No. 2 | 98 |

**Åsberg, L. O.,**
*Strömstad, Sweden.*

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| Richelieu | 272 |

**Aschjem, Anton,**
*Tönsberg, Norway.*

| | |
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| Flid | 108 |

**Aschkenazy, S., & Co.,**
*Odessa, Russia.*

| | |
|---|---|
| s Irina | 985 |
| s. Rurik | 373 |
| s. Ujnaya Zvezda | 512 |
| s. Vostochnaya Zvezda | 727 |

**Aschumoff, Hadji B.,**
*Baku, Russia.*

| | |
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| s. Misirje | 428 |

**Ascione, Francesco,**
*Torre del Greco, Italy.*

| | |
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| Il Vaticano | 157 |
| L'Immortale Leone | 126 |
| San Luigi Gonzaga | 196 |

**Asgeirsson, A.,**
*33, Ny Tolbodgade, Copenhagen, Denmark.*

| | |
|---|---|
| s. A. Asgeirsson | 512 |

**Ash, Samuel,**
*65, Marmion Road, Southsea.*

| | |
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| Waterwitch | 194 |

**Ashburner, T., & Co.,**
*12, Church Street, Barrow-in-Furness.*

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| Isabella | 75 |
| James & Agnes | 97 |
| James Postlethwaite | 94 |
| Mary Ashburner | 79 |
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| Useful | 77 |
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**Ashgrove Steam Ship Co., Ld.,**
*Mercantile Chambers, 53, Bothwell Street, Glasgow.*
*See* ALEXANDER & ARTHURS.

**Ashington Coal Co.,**
*King Street, Newcastle-on-Tyne.*
*See* W. MILBURN & Co.

**Ashley & Dustin,**
*Detroit, Mich., U.S.*

| | |
|---|---|
| s. Frank E. Kirby | 375 |

**Asiatic Petroleum Co., Ld.,**
*24 & 28, St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Attaka | 140 |
| s. El Guisi | 142 |
| s. Port Tewfik | 140 |
| s Said | 170 |
| s. Peluse | 170 |
| s. Sabine Rickmers | 690 |

**Asiatic Steam Navigation Co., Ld.**
(Managers—Turner & Co.),
*6, Dale Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Maharaja | 1415 |
| s. Maharaja | 1046 |
| s Maharani | 1047 |
| s. Nadir | 2041 |
| s. Nairung | 2862 |
| s. Nawab | 2041 |
| s. Nizam | 2041 |
| s. Nurani | 2870 |
| s Pasha | 3339 |
| s. Pundit | 3832 |
| s. Rajah | 3634 |
| s. Rajput | 3615 |
| s. Rance | 3634 |
| s. Shahjehan | 1065 |
| s Shahzada | 1404 |
| s. Shahzada | 1046 |

**Asker, Röken & Hurum, Dampskibsels ab.**
*Christiania, Norway.*
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**Aslan, B., oglou,**
*Constantinople, Turkey.*

| | |
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| Marigo | 240 |

**Aspeslagh, H., & F. Zonnekeyn.**
*Ostend, Belgium.*

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| s. Neptune | 72 |
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**Aspeslagh, H., & Co.,**
*Ostend, Belgium.*

| | |
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| s Nervien | 60 |
| s. Numitor | 95 |

**Aspinall, Wm. H.,**
*53, Brazil Street, Holderness Road, Hull.*

| | |
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| Alpha | |

**Aspioti, A.**

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| Aristide | 172 |

**Asplund, E.,**
*Uleåborg, Finland.*

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| s. Oulu | 144 |

**Asplund, H. A.,**
*8, Styrmansgatan, Stockholm, Sweden.*

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| s. Östanå I. | 82 |
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**Asseburg & Willerding,**
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| Blumenau | 232 |
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**Associação Sergipense,**
*Aracaju, Brazil*

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| s. Rio Real | 186 |

**Associated Portland Cement Manufacturers (1900), Ld.,**
*72, Fenchurch Street, London, E.C.*

| | |
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| s. Lion | 5 |
| s. Panther | 2 |

**Astarita, T., fu G.,**
*Meta, Italy.*

| | |
|---|---|
| Beech Holm | 763 |
| Emilia L. | 795 |
| Mario | 408 |
| Thomas | 802 |
| Wallacetown | 1626 |

**Astarito, F. & V.,**
*Meta, Italy.*

| | Net Tons |
|---|---|
| Teresita | 550 |

**Astigarraga, Hijos de,**
*Bilbao, Spain.*
(Cia. Nav. Bachi.)

| | |
|---|---|
| s Bachi | 1338 |
| s. Bartolo | 1555 |
| s. Manu | 1226 |
| s. Tom | 1450 |

**Astill, R. W.,**
*Shanghai.*

| | |
|---|---|
| s. Chang On | 1021 |
| s Teh Hsing | 1271 |

**Aston, E.,**
*Finkle Chambers, Stockton-on-Tees.*
(Field Steamship Co., Ld.)

| | |
|---|---|
| s. Castlefield | 1482 |
| s. Holmfield | 1468 |
| s. Inglefield | 1516 |
| s. Kingfield | 1997 |

**Astral Shipping Co., Ld.,**
*10, Tower Buildings North, Water Street, Liverpool.*
*See* J. CHADWICK & SON.

**Astrea, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* C. A. BANCK.

**Aström, P.,**
*Kristinehamn, Sweden.*

| | |
|---|---|
| Carl | 100 |
| Emma | 112 |

**Astrup, R. R.,**
*Raadhusgaden, Christiania, Norway*

| | |
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| I. H. Schwensen | 335 |
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**Aswege, H. v.,**
*Grossefehn, Germany.*

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| Johann | 114 |

**Athanassulis, N. M.,**
*Argostoli, Greece.*

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**Athens, Bank of,**
*Athens, Greece.*
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,, C. LEVIDI & C. BECK.
,, N. KATSOULIS
,, A. NOSTRAGIS.

**Atkinson, A. B.,**
*39, Bishopsgate Street Within, London, E.C.*
(Transvaal Gold Fields, Ld.)

| | |
|---|---|
| s. Vasco da Gama (gross) | 107 |

**Atkinson, A. W., & Co.,**
*Advocate Harbor, N.S.*

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| Nellie I. White | 124 |

**Atkinson, Alfred B.,**
*8, New Quay, North Shields.*
(Anchor Steam Tug Co., Ld.)

| | |
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| s. Lord Warden | 6 |
| s. Rainbow | 3 |
| s. Rescue | 16 |

**Atkinson Bros.,**
*Royal Insurance Buildings, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s Warwick | 782 |
| s Wisbech | 801 |

**Atkinson, F. B.,**
*Southampton.*

| | |
|---|---|
| Charmian | 100 |

**Atkinson, J.,**
*75, High Street, Belfast.*

| | |
|---|---|
| s. Broughshane | 128 |

**"Atlantic," Actien Gesellschaft**
(Manager—P. Wedekind),
*39, Lutherstrasse, Berlin, Germany.*

| | |
|---|---|
| s. Bayonne | 2151 |
| s. Manhattan | 2183 |
| s. Sophie | 1114 |

**Atlantic & Caribbean Steam Navigation Co.**
(Managers—Boulton, Bliss & Dallet)
(RED D LINE),
*135, Front Street, New York, U.S.*

| | |
|---|---|
| s. Caracas | 1850 |
| s. Maracaibo | 103[illegible] |
| s. Merida | 358 |
| s Philadelphia | 1900 |
| s. Zulia | 1079 |

**Atlantic Coast Lumber Co.,**
*15, Broad Street, New York, U.S.*
(*This vessel is managed by W. A. Taft, 53, State Street, Boston, Mass., U.S.)
* s. Aragon 107[illegible]
s. Georgetown 31[illegible]

**Atlantic Coast S. S. Co.,**
*15, Broad Street, New York, U.S.*

| | |
|---|---|
| s. Katahdin | 1103 |
| s. Waccamaw | 920 |

**Atlantic & Eastern Steam Ship Co., Ld.,**
*14, Chapel Street, Liverpool.*
*See* J. GLYNN & SON.

**Atlantic Gulf and Pacific Improvement Co.,**
*Manila, Philippine Islands*

| | |
|---|---|
| s. San Pedro | 68 |

**Atlantic Land & Improvement Co.,**
*618, Continental Trust Building, Baltimore, Md., U.S.*

| | |
|---|---|
| s. H. B. Plant | 70 |
| s. Margaret | 380 |

**Atlantic Steam Shipping Co., Ld.,**
*58, Frederick Street, Sunderland.*
*See* T. G. GREENWELL.

**Atlantic Transport Co., Ld.,**
*108, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Mackinaw | 2059 |
| s. Manitou | 4434 |
| s. Marquette | 4636 |
| s. Maryland | 1814 |
| s. Menominee | 4441 |
| s. Mesaba | 4425 |
| s. Minnesota | 2030 |
| s. Montana | 1812 |

s. signifies Steamer.

### Atlantic Transport Co., of West Virginia,
1, *Broadway, New York, U.S.*

Net Tons
- s. Maine ..... 5077
- s. [illegible] chusetts .... 5131
- s. Mississippi .... 5131
- s. Missouri ..... 5077

### "Atlantica" Cia., Portugueza de Pesca,
1, *Rampa de Santos, Lisbon, Portugal.*
*See* M. A. ENNES.

### Atlas Steam Fishing Co., Ld.,
*Auckland Road, Fish Docks, Grimsby.*
*See* LETTEN BROS.

### Atwood, Richard A.,
7 & 8, *Commercial Wharf, Boston, Mass., U.S.*
- Fortuna [illegible]
- Sullivan Sawin ..... [illegible]

### Auchen Steam Shipping Co., Ld.,
*Castle Chambers, 55, West Regent Street, Glasgow.*
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### Auger, H., aîné,
1, *Place Carnot, Havre, France.*
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*Riga, Russia.*
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### Aumann, C.,
*Waide Letesch. Wandsen, pr. Talsen, Riga, Russia.*
- Elvira [illegible]

### Aurrecoechea, Hija de J.,
*San Sebastian, Spain.*
- s. Donostiya ..... 118

### Austin Friars Stm. Shpg. Co., Ld.,
8, *Austin Friars, London, E.C.*
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### Austin, G. E.,
*East London, S. Africa.*
- Coriolanus ..... [illegible]

### "Austra," Schifffahrts Ges.,
*Gr. Schlosse Strasse 14, Riga, Russia.*
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### Austral-Rhodesian S. S. Co., Ld.,
*Finsbury Pavement House, London, E.C.*
- s. Rhodesian [illegible]

### Australasian United Steam Nav. Co., Ld.,
23, *Great Winchester Street, London, E.C.*

Net Tons
- s. Aramac ..... 1192
- s. Arnwatta .... [illegible]
- s. Barcoo ..... 745
- s. Birksgate [illegible]
- s. Cintra ..... 1175
- s. Elamang ..... [illegible]
- s. Eurimbla ..... 598
- s. Kanowna 437[illegible]
- s. Kumanda .... [illegible]
- s. Kyarra .... 4383
- s. Maranoa ..... 805
- s. Marceba .... 1077
- s. Mildura ..... 1394
- s. Moira ..... 1385
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- s. Porpoise ..... 75
- s. Rockton ..... 1198
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- s. Wyandra ..... [illegible]
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### Autin, J.,
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### Avallone, Pietro,
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### Avalon Steamship Co., Ld.,
*Mersey Chambers, Water Street, Liverpool.*
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### Avanti, Angfartygs Aktieb.,
*Gothenburg, Sweden.*
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### Avegno, Concetta Bozzo Vedova,
*Camogli, Italy.*
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### Avena, Rederiaktieb.,
*Kasen, Bäfve su., Sweden.*
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### Avery, James F.,
97, *South Street, New Bedford, Mass., U.S.*
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### Avery, R. B.,
*Bank Chambers, Sandhill, Newcastle-on-Tyne.*
(Chadwick Steamship Co., Ld.)
- s. Carmelite [illegible]

### Awanokuni Kiodo Kisen Kabushiki Kaisha,
*Uaza Funabamachi, Tokushima, Prov. Awa, Japan.*
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### Awetow, Gebr. J. & J.,
*Baku, Russia.*
- s. Monastan ..... 427

### Axelson, G.,
*Pensacola, Fla., U.S.*
- Donna Christina ..... [illegible]

### Ayer, F. W.,
92, *Exchange Street, Bangor, Maine, U.S.*

Net Tons
- A. F. Kindberg ..... [illegible]
- Andrew Nebinger ..... [illegible]
- Annie P. Chase ..... [illegible]
- C. B. Clark ..... [illegible]
- George Nevinger ..... [illegible]
- Gertrude A. Bartlett ..... [illegible]
- Izetta ..... [illegible]
- John Cadwallador ..... [illegible]
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- Reuben Eastman ..... [illegible]

### Ayr Harbour, The Trustees of
(General Superintendent—John Tidde).
*Ayr Harbour.*
- s. Ayr [illegible]

### Ayr Steam Shipping Co., Ld.
*Dock Buildings, Ayr.*
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### Azapardo, Francisco,
*Las Palmas, Canary Islands.*
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*Genoa, Italy.*
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### Aznar, E., y Tutor,
*Arenal 16, Bilbao, Spain.*
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- s. Abril ..... [illegible]
- s. Amboto ..... 1776
- s. Berriz ..... 1814
- s. Diciembre ..... 2223
- s. Ereza ..... 2572
- s. Febrero ..... 1126
- s. Ganecogorta ..... 1477
- s. Gorbea ..... 1242
- s. Julio ..... 1084
- s. Junio ..... 1261
- s. Marzo ..... 783
- s. Mayo ..... 1111
- s. Noviembre ..... 2165
- s. Octubre ..... 1255
- s. Oiz ..... 1077
- s. Setiembre ..... 1239
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- s. Udala ..... 1304
- s. Urquiola ..... 1523

(Cia. de Remolcadores del Cantabrico.)
- s. Algorta ..... 42
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- s. El Siglo ..... 46
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### Azoff Steam Nav. Co.
(*In liquidation*).
*Moika No. 56, St. Petersburg, Russia.*
- s. Batoum [illegible]
- s. Novorossisk [illegible]
- s. Sevastopol .... 869
- s. Yalta ..... 885

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### Baarsrud, Thv.,
*Röken, pr. Christiania, Norway.*

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### Baba Goshi Kaisha,
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- s. Hokuriku Maru ..... 1473

### Baba Michihisa,
14, *Nichome, Nihonbashiku-Tori, Tokio Japan.*
- s. Tateyama Maru ..... 1346

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*Vigo, Spain.*
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111, *Union Street, Glasgow.*
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- s. Akers Kanal ..... [illegible]
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- s. Prins Gustaf ..... [illegible]
- s. Serla ..... [illegible]
- s. Tano ..... [illegible]
- s. Vaxholm I. ..... [illegible]
- s. Vaxholm II. ..... [illegible]
- s. Victoria ..... [illegible]
- s. Waxholm ..... [illegible]
- s. William Lindberg ..... [illegible]

### Backman, J.,
*Lycktli, Sweden.*
- Christine [illegible]
- Oden [illegible]

### Backstrom, C. P.,
*Söderteljé, Sweden.*
- Luke Bruce ..... [illegible]

### Backstrom, N. A.,
*Gräddö, Roldmansö, Sweden.*
- [illegible]

### Bacogiorgi, A.,
*Galaxidi, Greece.*
- Gabriela [illegible]

### Bacon, C. B.,
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- s. Leonora ..... [illegible]
- s. Lepanto ..... [illegible]
- s. Lismore ..... [illegible]
- s. Lovedon ..... [illegible]
- s. Lucerne ..... [illegible]

### Bacon, J., Ld.,
14, *Water Street, Liverpool.*
- s. [illegible]
- s. [illegible]
- s. [illegible]
- s. [illegible]
- s. [illegible]
- s. [illegible]
- s. [illegible]
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### Badcock, W.,
[illegible] *Ives, Cornwall.*
- s. Poldhu ..... [illegible]
- s. Polurrian ..... [illegible]

### Badell, Miguel,
*Callao, Peru.*
- Catalina B. ..... [illegible]
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### Badino, Angelo, fu Gio...
*Corso Carbonara 9, Genoa, Italy.*
- Tankers 1 [illegible]

s. désigne les Vapeurs.

**Baels-Mauricx, J.,**
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**Baena, B. R.,**
*Monte Video, Uruguay.*

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**Bagão, Luiz Fernandes,**
*Ilhavo, Portugal; and c/o J. P. A. Ferreira, 135, Rua dos Bacalhoeiros, Lisbon.*

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**Bager, H.,**
*Malmö, Sweden.*
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**Bager, H. J.,**
*Marstal, Denmark.*

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**Bagot,**
*6, Route Contances, Granville, France.*

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**Bahamas Steam Ship Co., Ld.,**
*Nassau, N.P.*

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**Bahk, H. & S.,**
*Manila, Philippine Islands.*

| | |
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**Bailey, Forman O.,**
*Manasquan, New Jersey, U.S.*

| | |
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| Henry S. Little | 984 |

**Bailey, Walter S.,**
*12, Mark Lane, London, E.C.*

| | |
|---|---|
| s. Condor | 434 |

**Baily, George,**
*Manasquan, N.J., U.S.*

| | |
|---|---|
| Charles G. Endicott | 751 |
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**Bain, Sons & Co.,**
*Portreath, Redruth, Cornwall.*

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**Baine & Johnston,**
*Clyde Buildings, 19, W. Blackhall Street, Greenock.*

| | |
|---|---|
| Helen Isabel | 250 |
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**Baird, Gordon & Co.,**
*Water Street, St. John's, N.F.L.*

| | |
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| Galatea | 136 |
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**Baker, B. K.,**
*99, Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Colin C. Baker | 390 |

**Baker, C. & J. F.,**
*114, Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Brookline | 485 |
| Charles L. Mitchell | 510 |
| John Proctor | 456 |
| William B. Herrick | 475 |

**Baker, J., & Sons,**
*Bideford.*

| | |
|---|---|
| Susanna | 36 |
| Sylph | 31 |

**Baker, John,**
*Lydd, Kent.*

| | |
|---|---|
| Billy Butts | 113 |

**Baker, Theophilus B.,**
*Harwich Port, Mass., U.S.*

| | |
|---|---|
| Elvira J. French | 833 |

**Baker Transportation Co.,**
*29, Broadway, New York, U.S.*

| | |
|---|---|
| Baker | 996 |
| Holton | 1267 |
| Powel | 1142 |
| Sterling | 2291 |

**Baker-Whiteley Coal Co.,**
*Continental Trust Building, Baltimore, Md., U.S.*

| | |
|---|---|
| s. Britannia | [illegible] |

**Bakke, M. B.,**
*Arendal, Norway.*

| | |
|---|---|
| Embla | 132 |
| Trio | 308 |

**Balcells y Sobrino,**
*Calle de la plata No. 4, Barcelona, Spain.*

| | |
|---|---|
| Habana | 660 |
| Tafalla | 995 |

**Balchen, B.,**
*Christiansand, Norway.*

| | |
|---|---|
| Listo | 197 |
| Vamos | 196 |

**Balcom, S.,**
*Victoria, B.C.*

| | Net Tons |
|---|---|
| Edith R. Balcom | 100 |

**Baldwin Fish Co.,**
*Boothbay Harbor, Me., U.S.*

| | |
|---|---|
| Carlton Belle | 104 |

**Balestrino, Bartolomeo,**
*Nervi, Italy.*

| | |
|---|---|
| Maria Madre | [illegible] |

**Balfour, Williamson & Co.,**
*3, Fenwick Street, Liverpool; and 6, Crosby Square, London, E.C.*
(La Compania Molinera Santa Rosa, Ld.)

| | |
|---|---|
| Eaton Hall | 1671 |

**Balgay Shipping Co., Ld.,**
*18, Commercial Street, Dundee.*
*See* W. KINNEAR & CO.

**Balgownie Steam Trawl Fishing Co., Ld.,**
*Point Law, Aberdeen.*
*See* A. LEWIS.

**Balguerie, C., & Zoon,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Ary Scheffer | 364 |

**Balkenhausen, J. H.,**
*Sölvesborg, Sweden.*

| | |
|---|---|
| Edwardina | 845 |
| Norden | 110 |
| s. Wally | 242 |

**Balkit, F. C.,**
*Windau, Russia*

| | |
|---|---|
| Helena | 100 |

**Balkwill, C. H.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| Grace | 94 |

**Ball, James,**
*1, York Road, Littlehampton, Sussex.*

| | |
|---|---|
| Alice Moor | 74 |

**Ball, John,**
*High Street, Runcorn*

| | |
|---|---|
| Despatch | 138 |

**Ballande, L., fils ainé,**
*15, Rue St. Simeon, Bordeaux, France.*

| | |
|---|---|
| s. Excelsior | 150 |

**Ballantyne, R. B., & Co.,**
*212, St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Bessie Barr | 153 |
| s. Effie Gray | 130 |
| s. Madge Ballantyne | 190 |

**Ballard, F.,**
*Don Cottage, Woodside, Aberdeenshire.*

| | |
|---|---|
| s. J. P. Rennoldson | 36 |

**Ballard, J.,**
*"Glenwood," Victoria Road, Torry, Aberdeen.*

| | Net Tons |
|---|---|
| s. Bosphorus | 139 |

**Ballard, Loring C.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| Loring C. Ballard | 628 |

**Ballarin, fratelli D. & G., fu F.,**
*Zattere 1415, Venice, Italy.*

| | |
|---|---|
| Gerolama | 134 |

**Ballarin, Cav. G. A.,**
*S. Pietro in Volta, Chioggia, Italy.*

| | |
|---|---|
| Ida | [illegible] |

**Ballarin, Vincenzo,**
*Venice, Italy.*

| | |
|---|---|
| Dante B. | 184 |

**Balleer, Diedrich,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Hugo | 22 |

**Balleine, George F.,**
*Gorey Pier, Jersey.*

| | |
|---|---|
| Swan | 49 |

**Ballester, Antonio,**
*Paseo Colon, 5, Barcelona, Spain.*

| | |
|---|---|
| Seis de Enero | 188 |
| Viajero | 247 |

**Ballester, B.,**
*Palma, Majorca.*

| | |
|---|---|
| Isabel | 215 |

**Ballester hermanos,**
*Palma, Majorca.*

| | |
|---|---|
| Isidra | 185 |
| Chilé | 173 |

**Ballester y Rullan, P.,**
*Palma, Majorca.*

| | |
|---|---|
| Elena | 210 |

**Ballina, Valle, y Fernandez,**
*Villaviciosa, Spain.*

| | |
|---|---|
| s. El Gaitero | 70 |

**Balls & Stansfield,**
*101, Howard Street, North Shields.*

| | |
|---|---|
| s. Northville | 1552 |
| s. Waterville | 1242 |
| s. Woodville | 1533 |
| (Ville Steamships, Ld.) | |
| s. Eastville | 2366 |

**Balls, William D. C., & Son,**
*60, Tyne Street, North Shields.*

| | |
|---|---|
| s. Malta | 932 |
| s. Richard Kelsall | 1042 |
| s. Southgarth | 1555 |
| s. Waterloo | 903 |
| s. William Balls | 1595 |

**Balmain New Ferry Co., Ld.,**
*Erskine Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| s. Balmain | 112 |
| s. Lady Hampden | 92 |
| s. Lincoln | 65 |
| s. Mc Mel | 110 |
| s. Waterview | 88 |

**Baltagi, S.,**
*Athens, Greece.*

| | |
|---|---|
| s. Epiros | 1460 |

**Baltagi, S., & Marlas,**
*Athens, Greece.*

| | |
|---|---|
| s. Galaxidion | 1126 |

**Baltic, Stoombootreederij,**
*Amsterdam, Holland.*
*See* A. P. NIELSEN.

**Baltimore & Boston Barge Co.,**
*30, Kilby Street, Boston, Mass., U.S.*

| | |
|---|---|
| Annie | 989 |
| Beattie | 1008 |
| s. Boswell | 158 |
| Carrie | 1064 |
| Daisie | 1064 |
| Emilie | 939 |
| Gwennie | 994 |
| Hattie | 1163 |
| s. Murrell | 156 |

**Baltimore, Chesapeake & Atlantic Railway Co.,**
*241, South Street, Baltimore, U.S.*

| | |
|---|---|
| s. Cambridge | 693 |
| s. Eastern Shore | 655 |
| s. Fred Avon | 599 |
| s. Pocomoke | 493 |
| s. Virginia | 614 |

**Baltimore & Ohio R.R. Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Baltimore | 88 |
| s. John K. Cowen | 100 |
| s. Oscar G. Murray | 112 |
| s. Potomac | 75 |

**Baltimore & Philadelphia Steamboat Co.,**
*South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| s. Anthony Groves, Jr. | 482 |
| s. Ericson | 748 |
| s. Henry L. Gaw | 325 |
| s. Lord Baltimore | 289 |
| s. Penn | 289 |

**Baltimore Steam Packet Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Alabama | 1371 |
| s. Gaston | 464 |
| s. Georgia | 1186 |
| s. Tennessee | 743 |

**Baltzer, J.,**
*Adiamünde, Riga, Russia.*

| | |
|---|---|
| Baltzer | 300 |

**Baltzer, J., & Gebr. Grewe,**
*Riga, Russia.*

| | |
|---|---|
| Betty | 341 |

**Baltzersen, A. K.,**
*Drøbak, Norway.*

| | |
|---|---|
| Esperance | 240 |
| Hydra | 187 |

**Balukgi Ahmet Zadeh,**
*Constantinople, Turkey.*
Net Tons
Towfik Bahri ..... [illegible]

**Balverde, Leon,**
*Arenal 43, Vigo, Spain.*
Constantino ..... 425

**Balzano, A.,**
*Torre del Greco, Italy.*
Sant' Antonio ..... 128

**Ban An S. S. Co., Ld.,**
*Des Vœux Road, Victoria, Hong Kong.*
s. An Pho ..... [illegible]

**Ban Ho Hin S. S. Co., Ld.,**
*Penang.*
s. Hok Canton ..... 294
s. Pegu ..... 234

**Banbury, John W.,**
*Bude, Cornwall.*
Alfred ..... 46

**Banca Cattolica Vicentina,**
*Sottoripa 8a, Genoa, Italy.*
*See* A. PARODI FU B.

**Bancalari, A. & E. A.,**
*Avenida de Mayo 773, Buenos Ayres, Argentine Republic.*
s. Glendevon ..... 1127

**Banck, Bror. M.,**
*Schillerstrasse 2, Hamburg, Germany.*
s. Margaretha ..... 1333

**Banck, C. A.,**
*Helsingborg, Sweden.*
s. Ella ..... 710
s. Haga ..... 845
s. Libra ..... 870
(Rederiaktieb. Astrea.)
s. Aldebaran ..... 939
(Ångf. Aktieb. Kullen.)
s. Talavera ..... 1110

**Banck, Otto,**
*Helsingborg, Sweden.*
s. Aria [illegible]
s. Beta [illegible]
s. Carna [illegible]
s. Luna 1951
(Handelsbolaget Sölvesborgs Skeppsvarf.)
s. Fingal [illegible]
s. Gota ..... 712
s. Manningham ..... 1210
s. Orion ..... 691
s. Rosa ..... 590
Star ..... 100

**Bandeira & Bravo,**
*Rio de Janeiro, Brazil.*
s. Alice ..... 41

**Baner, J., & J. dos Reis,**
*Sta. Catharina, Brazil.*
Tigre ..... 211

**Banffshire Steam Shipping Co., Ld.**
*53, Low Street, Banff.*
Net Tons
s. Rosecraig ..... 80

**Banfield, John,**
*6, North Parade, Penzance.*
Coronilla ..... 65

**Bang, J.,**
*Grimstad, Norway.*
Agnes ..... 627
Christian Selmer ..... 329
Dorothea ..... 785
Fanny ..... 171
Jacques Bang ..... 454
Jupiter ..... 518
Margarethe ..... 588
Stina ..... 599

**Bang, K. O.,**
*Durban, Port Natal.*
s. Stanley ..... [illegible]

**Bang, Karl,**
*Christiansund, Norway.*
s. Mortensen ..... 344

**Bank Line (Sailing Vessels)**
*See* ANDREW WEIR & CO.

**Bank Shipping Co., Ld.,**
*17, Water Street, Liverpool.*
*See* W. JUST & CO.

**Banka Transport, Maatschappij,**
*Batavia.*
s. Muntok ..... 224

**Bannatyne, J., & Sons, Ld.,**
*Roches Street, Limerick.*
s. Garryowen ..... 155

**Bannister, A.,**
*Wharncliffe Road South, Fish Docks, Grimsby.*
s. Britannia ..... [illegible]
s. Killarney ..... 37
s. Waverley ..... [illegible]

**Bantry Bay Steamship Co., Ld.,**
*Castletown Bere, co. Cork.*
s. Princess Beara ..... 84

**Barbaro, Marcello, e figli,**
*Via Gaggini 61, Palermo, Sicily.*
Marcello Barbaro ..... 189

**Barbaro, Pietro,**
*Via Principe Scordia No. 75, Palermo, Sicily.*
Pietro Barbaro ..... [illegible]

**Barbat, R.,**
*Barcelona, Spain.*
s. Diana ..... 324

**Barbeito y Rodriguez,**
*Linares Ribas 43, Corunna, Spain.*
Francisca y Rosa ..... [illegible]

**Barbenson, Nicholas,**
*Alderney, Channel Islands.*
(Alderney Steam Packet Co., Ld.)
Net Tons
s. Courier ..... [illegible]

**Barbenson, T. N., & Co.,**
*Alderney, Channel Islands.*
s. Courier ..... [illegible]

**Barber & Co.,**
*Alexandra Buildings, 19, James Street, Liverpool.*
(New York & Oriental S.S. Co., Ld.)
s. Satsuma ..... [illegible]
s. Shimosa ..... [illegible]

**Barbour, Charles A.,**
*85, Park View Avenue, Bangor, Maine, U.S.*
Ætna ..... 297
Albert Pharo ..... 123
Celia F. ..... 353
George B. Ferguson ..... 138
Hattie B. Barbour ..... [illegible]
John Douglass ..... 169

**Barcelloa, Moura & Co.,**
*Rio Janeiro, Brazil.*
s. Santa Maria ..... [illegible]

**Barclay, Curle & Co., Ld.,**
*Whiteinch, Glasgow.*
s. Lismoyne ..... 1651
s. Lismore Castle ..... 2606

**Barfod, Acties.,**
*Lingesund, Norway.*
*See* H. CHRISTENSEN.

**Bargellini, Tommaso,**
*Viareggio, Italy.*
Ersilia ..... [illegible]

**Barkaway, E. J.,**
*17, Summer Road, Lowestoft.*
Boatswain ..... 218

**Barker & Ebblewhite,**
*Whitby.*
(Whitby Steam Shipping Co., Ld.)
s. Carlsbrook ..... [illegible]

**Barker, P. D.,**
*Mobile, Ala., U.S.*
James C. Clifford ..... 389

**Barkley, W. M., & Sons,**
*Belfast.*
s. W. M. Barkley ..... 147

**Barlow, E. W.,**
*Pocasset, Mass. U.S.*
Jesse Barlow ..... 269
Nellie Lawrence ..... [illegible]

**Barnheim, O.,**
*Nora, Sweden.*
(Nora-Karlskoga Jernvägsaktieb.)
s. Nora Bergslag ..... 91
s. Otterbacken ..... 115
s. Theod. Mannheimer ..... 114

**Barodawalla, T. C.,**
341, Colaba Rehaman Street, Bombay.
Net Tons
[illegible] ..... 444

**Barraclough, John W.,**
*2, Butts Road, Barton-on-Humber, Lincolnshire.*
Stirling ..... 150

**Barratt, W. J.,**
*Hodbarrow, Millom, Cumberland*
s. Duddon ..... 27

**Barrena, Ramon,**
*San Sebastian, Spain.*
s. Maria ..... [illegible]
s. Teresa ..... [illegible]

**Barrera, B.,**
*Rome, Italy.*
Baltasar ..... [illegible]

**Barrett, Frank,**
*Fish Dock, Grimsby.*
s. King Erik ..... [illegible]
s. King Harald ..... [illegible]

**Barrett Manufacturing Co.,**
*New York, U.S.*
No. 101 ..... [illegible]

**Barrie, Charles, & Son,**
*49, Meadowside, Dundee.*
s. Den of Airlie ..... [illegible]
s. Den of Mains ..... [illegible]
s. Den of Ogil ..... [illegible]
s. Den of Seaton ..... [illegible]
Dudhope ..... [illegible]
Dundee ..... [illegible]

**Barron, J.,**
*Libau, Russia.*
Dolphin ..... [illegible]

**Barrow, J.,**
*50, East Mount, Barrow.*
J. H. Barrow ..... 100
Mary Barrow ..... 133

**Barrow, J.,**
*Ulverston, Lancashire.*
Carrie Bell ..... 98

**Barry, Carlos,**
*New London, Connecticut, U.S.*
Annie B. Mitchell ..... [illegible]
Charles H. Klinck ..... 444
Howard B. Peck ..... 449
William Booth ..... 435

**Barry Railway Co.,**
*Barry Dock, near Cardiff.*
s. Archibald Hood ..... 93
s. Clive ..... (Gross) 114

**Barsanti, Amedeo, di G.,**
*Viareggio, Italy.*
Marcel G. ..... [illegible]

**Barsch, M.,**
*Margrafen, Riga, Russia*
Paul ..... 116

**Barsch, M., & A. Jost,**
*Margrafen, per Talsen, Kurland, Russia.*
s. [illegible] ..... [illegible]

**Barsch, M., I. Wilm & K. Segner,**
*Margrafen, per Talsen, Kurland, Russia.*
s. [illegible] ..... [illegible]

**"Barscube" Ship Co., Ld.,**
*15, Gordon Street, Glasgow.*
*See* T. W. HAMILTON.

**Barsotti, Vincenzo, fu S.,**
*Lucca, Italy.*
[illegible] ..... [illegible]

**Barstad, L.,**
*Aalesund, Norway.*
(Voldens Aktiedampsk. Selsk.)
s. Marcella ..... [illegible]

**Bart-Ghizi,**
*Piræus, Greece.*
Aspasia ..... [illegible]

**Bartels, D., jun.,**
*Hafenstrasse 5, Altona*
s. Charlotte ..... [illegible]

**Barter, H. W.,**
*Boston, Mass., U.S.*
Waltham ..... [illegible]

**Barth, J. C.,**
*Svartvik, Sweden.*
(Ångf. Aktieb. Svartviken.)
s. Prins Gustaf ..... [illegible]

**Bartholomew, W. H.,**
*Leeds, Yorkshire.*
(Trustees of the Aire & [illegible] Navigation Co.)
s. Ouse Hopper No. 3 ..... [illegible]

**Bartlett & Owen,**
*88, Merchant's Exchange, Cardiff.*
s. Glanbowny ..... [illegible]

**Bartlett & Shepherd,**
*304, North Front Street, Philadelphia.*
E. C. Knight, jun. [illegible]
Emily H. Naylor ..... [illegible]
s. [illegible]
Rebecca Shepherd

**Bartolo, Michele,**
*Marina, Valetta, Malta.*
Peppino ..... [illegible]

**Bartolotto, V. di L.,**
*Genoa, Italy.*
Euphemia ..... [illegible]

**Barton, W. O.,**
*Waterborough, Queen's Co., I.E.*
Ida M. Barton ..... [illegible]

**Bartori, Leopolda,**
*81, Via Fel ce Cavallotti, Viareggio*
Leopolda ..... [illegible]

**Barwick, John S.,**
*Ryhope Office, Fawcett Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Lord Aberdeen | [illegible] |

**"Basalt" Maatschappij**
Schooner,
*Boompjes 40, Rotterdam, Holland.*

| | |
|---|---|
| Basalt ..... (aux. stm.) | 150 |

**Basart, Emilio,**
*Paseo Isabela II., Barcelona, Spain.*

| | |
|---|---|
| s. Neptuno | 212 |

**Baskcomb, Thomas,**
*Fish Dock, Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Agami | 63 |
| s. Albatross | 66 |
| s. Bittern | 72 |
| s. Bustard | 72 |
| s. Buzzard | 65 |
| s. Cariama | 93 |
| s. Cassowary | 76 |
| s. Cormorant | 69 |
| s. Courser | 93 |
| s. Crane | 68 |
| s. Diver | 91 |
| s. Egret | 84 |
| s. Goshawk | 83 |
| s. Guillemot | 90 |
| s. Harrier | 83 |
| s. Heron | 73 |
| s. Kestrel | 65 |
| s. Merlin | 60 |
| s. Nandu | [illegible] |
| (Allen Steam Fishing Co., Ld.) | |
| s. Adrian | 73 |
| s. Caspian | 36 |
| s. Cynthia | 45 |
| s. Devonian | 42 |

**Bassett, W. J.,**
*Collingwood, Ontario.*
(Western S. S. Co., Ld., Toronto, Canada.)

| | |
|---|---|
| s. Wexford | 1340 |

**Basso, F., fu G. B.,**
*Bogliasco, Italy.*

| | |
|---|---|
| Adelaide | 597 |

**Bastien, Dame Adeline,**
*Montreal, Canada.*

| | |
|---|---|
| Roberval | 371 |

**Basto, J. T. Costa,**
*Rua do Infante Don Henrique, Oporto, Portugal.*

| | |
|---|---|
| Bella Formigosa | 566 |
| Emilia Elvira | 725 |
| Glycinia | 700 |
| Perola | 761 |

**Batalden, S.,**
*Batalden, Norway.*

| | |
|---|---|
| s. Batalden | 37 |

**Batchelder, A. C.,**
*Belfast, Me., U.S.*

| | |
|---|---|
| R. S. Dean | 129 |

**Bate, Sydney,**
*Beacon Terrace, Falmouth.*

| | |
|---|---|
| Queen of the Chase | 79 |

**Bateman, J. W., & Guthrie & Co.,**
*Fremantle, W.A.*

| | |
|---|---|
| Rose | 793 |

**Bateman, John,**
*Fremantle, W.A.*

| | |
|---|---|
| s. Awhina | 5 |
| s. Gannet | 59 |

**Bateman, John W.,**
*Fremantle, W.A.*

| | Net Tons |
|---|---|
| s. Una | 87 |

**Bateman, Walter,**
*603, N. 2nd Street, Camden, N.J., U.S.*

| | |
|---|---|
| J. Howell Leeds | 394 |

**Bates, Ed., & Sons,**
*3, New Quay, Liverpool.*

| | |
|---|---|
| s. Imaum | 2704 |
| s. Iran | 4066 |
| s. Istrar | 2979 |
| (Idar S.S. Co., Ld.) | |
| s. Idar | 2616 |
| s. Imani | 2370 |

**Batey, J., & Son,**
*87, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Harwich | 3 |

**Batori, Cav. Antonio,**
*Via di Mezzo No. 71, Viareggio, Italy.*

| | |
|---|---|
| Emilio Zola | 222 |

**Batti, Flli.,**
*Skiathos, Greece.*

| | |
|---|---|
| Agios Nicolaos | 136 |

**Baty, Bergne & Co.,**
*Port Victoria, Island of Mahé, Seychelles.*

| | |
|---|---|
| Charlotte | 97 |

**Batztizmansky, I. A.,**
*Nicolaieff, Russia.*

| | |
|---|---|
| s. Udaly | 19 |

**Bauer, Heinr.,**
*Stephan Strasse Rostock, Germany.*

| | |
|---|---|
| s. Carl Behnk | 369 |
| Martha Bockhahn | 696 |

**Baumann, Gebrüder,**
*Paulshafen, Russia.*

| | |
|---|---|
| Elisabeth | 101 |

**Bauwens, John,**
*Ostend, Belgium.*
(Société Anon. des Pêcheries à Vap.)

| | |
|---|---|
| s. Roi des Belges | 97 |

**Bauza, Damian,**
*Palma, Majorca.*

| | |
|---|---|
| Mercedes | 157 |

**Bauzin, E.,**
1, *Rue du Bocage de Bléville, Havre, France.*

| | |
|---|---|
| s. Le Havrais | 76 |

**Baxter, A. J.,**
*Fish Docks, Grimsby.*
(Grimsby Castle Line Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Balmoral Castle | 121 |
| s. Edinboro Castle | 90 |
| s. Windsor Castle | 94 |

**Baxter, H., & Co.,**
*73, Baxtergate, Whitby.*

| | |
|---|---|
| s. Falshaw | 1484 |
| s. Kendal | 1530 |
| s. Penelope | 1761 |
| s. York | 2112 |

**Baxter, J. F.,**
*308, West Street, New York, U.S.*

| | Net Tons |
|---|---|
| Fly | 108 |

**Baxter, J. H.,**
*3, California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Alpena | 833 |
| Stimson | 605 |

**Baxter, William H.,**
*Canning, King's Co., N.S.*

| | |
|---|---|
| Exception | 380 |
| Persia | 578 |

**Bay Excursion Co., Ld.,**
*468, Collins Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Ozone | 113 |

**Bay Line.**
*See* HATFIELD, CAMERON & CO.

**Bayard, J., & Vve. Bernard,**
*Fécamp, France.*

| | |
|---|---|
| Notre Dame de la Garde | 114 |
| Souvenir | 108 |

**Bayet Hnos.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Julia | 603 |

**Bayles, C. A.,**
*Port Jefferson, Long Island, U.S.*

| | |
|---|---|
| Elsie A. Bayles | 253 |

**Bayles, E. P.,**
*Port Jefferson, Long Island, U.S.*

| | |
|---|---|
| Laguna | 328 |

**Bayly, R. & R.,**
*Plymouth.*

| | |
|---|---|
| Erme | 99 |

**Baynes Bros.,**
*Stanley Street, South Brisbane, Queensland.*

| | |
|---|---|
| s. The Grazier | 83 |

**Bayot, Hermanos,**
*Calle Madrid 100, San Nicolas, Manila, Philippine Islands.*

| | |
|---|---|
| Pepita | 151 |

**Bazeley, Geo., & Sons,**
*Penzance, Cornwall.*

| | |
|---|---|
| s. Cloch | 373 |
| s. Coath | 505 |
| s. Gervase | 348 |
| s. Mercutio | 527 |

**Bazo, S.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Sardis | 139 |

**Beacham, Harrison T.,**
*Baltimore, U.S.*

| | |
|---|---|
| Brazos | 190 |
| Samuel T. Beacham | 155 |

**Beadle Bros.,**
*22, Market Street, San Francisco, Cal., U.S.*

| | Net Tons |
|---|---|
| Addie | 139 |
| s. Acme | 269 |
| Bella | 148 |
| s. Brooklyn | 216 |
| C. A. Klose | 370 |
| s. Celia | 115 |
| s. Greenwood | 144 |
| s. Point Arena | 172 |
| Sacramento | 124 |
| Wing & Wing | 135 |

**Beadle S. S. Co.,**
*22, Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Lucila | 243 |

**Beal, W. H.,**
*Machias, Me., U.S.*

| | |
|---|---|
| Lanie Cobb | 200 |

**Bear Creek Oil & Shipping Co., Ld.,**
20, *Castle Street, Liverpool.*
*See* C. T. BOWRING & CO., LD.

**Beard, G. T.,**
*Bristol Road, Gloucester Docks.*

| | |
|---|---|
| Nellie Fleming | 120 |

**Beardsley, A. J., & Son,**
*Bridgeport, Conn., U.S.*

| | |
|---|---|
| s. Acushnet | 102 |

**Beattie, Estate of John,**
*Leete's Island, Conn., U.S.*

| | |
|---|---|
| American Eagle | 141 |
| John S. Gilmore | 111 |

**Beaudet frères.**
*St. Brieuc, France.*

| | |
|---|---|
| Delphine Anna | 116 |

**Beaudet, Thomas.**
*St. Jean Deschaillons, co. Lotbinière, Canada.*

| | |
|---|---|
| C. Bibeau | 132 |

**Beaumont, W. F.,**
*Boston, Lincoln.*

| | |
|---|---|
| s. Peterborough | 391 |

**Becchi & Calcagno,**
*Via Pescherie, Savona, Italy.*

| | |
|---|---|
| s. Armonia | 895 |
| s. Fede | 1342 |
| s. Speranza | 1909 |

**Becchi & Sturlese,**
*Genoa, Italy.*

| | |
|---|---|
| Italia | 3030 |

**Bech, Alexander,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Elida | 1146 |
| Ingeras | 680 |
| Patriarch | 1221 |
| Signe | 361 |

**Bech, Carl,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Bargany | 1171 |
| Freden | 866 |
| Johanne | 729 |
| s. Nor | 930 |
| Norden | 932 |
| s. Norma | [illegible] |
| Odd | 997 |
| Sverre | 1076 |
| Vigo | 1288 |

**Bech & Olsen,**
*Tvedestrand, Norway.*

| | Net Tons |
|---|---|
| s. Fido | 890 |

**Beck,**
*Dunkirk, France.*

| | |
|---|---|
| s. Beck Frères | 1075 |
| s. Emilie | 470 |
| s. Justin | 958 |

**Beck, A. N.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Ganges | 1395 |

**Beck, K.,**
*Groningen, Holland.*

| | |
|---|---|
| Vriendschap | 126 |

**Becker, Walter F.,**
17, *Via Ospedale, Turin; and at Genoa, Italy.*

| | |
|---|---|
| s. Città di Palermo | 1989 |
| s. Sicilia | 2944 |

**Beckingham & Co.,**
*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Peareth | 1831 |
| s. Priestfield | 2612 |

**Beckius, P. A.,**
*Bränkyrkagatan 104, Stockholm, Sweden.*
(Ångf. Aktieb. Pehr Ennes.)

| | |
|---|---|
| s. Söderhamn | 259 |

**Bede Steam Shipping Co., Ld.,**
9, *Queen Street, Newcastle-on-Tyne.*
*See* FREW, ELDER & CO.

**Bedell, Ossian,**
*Buffalo, U.S.*

| | |
|---|---|
| s. Ossian Bedell | 192 |

**Bee Steamship Co.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Bee | 369 |

**Bedouin Steam Navigation Co., Ld.,**
*Mersey Chambers, Liverpool.*
*See* W. & R. THOMSON.

**Beeching, George,**
*c/o Kelsall Bros. & Beeching, St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Dot | 173 |

**Behnke & Sieg,**
*Brodbänkengasse 25, Danzig, Germany.*

| | |
|---|---|
| s. A. W. Kafemann | 521 |
| s. Elfie | 730 |
| s. Emily Rickert | 294 |
| s. Gedania | 921 |
| s. Marie Thérèse | 1106 |

**Beignon Steamship Co., Ld.,**
2, *Stuart Street, The Docks, Cardiff.*
*See* MOREL, LD.

**Beijer, G. V.,**
20, *Skeppsbron, Stockholm, Sweden.*
(Rederi Aktieb. Rex.)

| | |
|---|---|
| s. Nord | 1075 |

s. signifies Steamer.

**Beijer, L.,**
*Malmö, Sweden.*
(Svenska Rederiaktieb. Oresund.)

| | Net Tons |
|---|---|
| s. Gylfe | 260 |
| s. Hven | [illegible] |
| s. Malmo | [illegible] |

**Belaieff's Successors, Peter,**
*Nicolaieffskaia 15, St. Petersburg, Russia.*

| | |
|---|---|
| s. Umba | 61 |

**Beldt, J.,**
*Windau, Russia.*

| | |
|---|---|
| Ekonom | 224 |

**Belfast & County Down Railway Co.,**
*Belfast.*

| | |
|---|---|
| s. Slieve Bearnagh | 99 |

**Belfast Harbour Commissioners,**
*Belfast.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Belfast & Koroit Steam Navigation Co., Ld.,**
*Port Fairy, Belfast, Victoria.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Belfast & Mersey Steam Ship Co., Ld.,**
*Corporation Square, Belfast.*
*See* SAMUEL LAWTHER & SONS.

**Belfast Steam Ship Co., Ld.**
(Manager—Jas. McDowell),
42, *Donegall Quay, Belfast.*

| | |
|---|---|
| s. Caloric | 378 |
| s. Comic | [illegible] |
| s. Logic | 126 |
| s. Magic | 478 |
| s. Mystic | 170 |
| s. Optic | 377 |

**Belgian Government,**
*Brussels, Belgium.*
(Directeur du Service des Constructions Maritimes — A. Pierrard, Ostend, Belgium.)

| | |
|---|---|
| s. Belgique | 107 |
| s. Emeraude | 88 |
| Grand Remorqueur | 55 |
| s. La Flandre | 448 |
| [illegible] | 676 |
| [illegible] | 721 |
| [illegible] | 151 |
| Princesse Clementine | 770 |
| s. Princesse Henriette | 541 |
| s. Princesse Josephine | [illegible] |
| s. Rapide | [illegible] |
| s. Ville d'Anvers | [illegible] |
| Ville d'Ostende | [illegible] |
| s. Ville de Douvres | [illegible] |

**Belgian Maritime Trading Co.,**
(Société Anonyme),
18 & 20, *Water Street, Liverpool.*
*See* W. JOHNSTON & Co.

**Belin, C. A.,**
*Fiskebäck, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |

**Belize Estate & Produce Co., Ld.,**
27, *Austin Friars, London, E.C.*

| | |
|---|---|
| [illegible] | [illegible] |

**Belize Mail & Transport [illegible], Ld.,**
131, *State Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| s. Anselm | 998 |
| s. Olympia | 1070 |

**Belize Royal Mail and Central American S.S. Co.,**
131, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. Foxhall | 598 |
| s. S. Oteri | 600 |
| s. Stillwater | 510 |

**Beljaeff, Peter, Nachfolger,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Gregory | 74 |

**Bell's Asia Minor S.S. Co., Ld.,**
*Alexandria, Egypt; & 68, The Albany, Oldhall Street, Liverpool.*
*See* E. A. MINOTTO.

**Bell Bros., Ld.,**
*Zetland Road, Middlesbro'.*

| | |
|---|---|
| Carlin How | 165 |

**Bell Bros. & McLelland,**
135, *Buchanan Street, Glasgow.*

| | |
|---|---|
| s. Bellagio | [illegible] |
| s. Bellatlsa | 2457 |
| s. Bellanoch | 1678 |
| s. Bellarden | 1770 |
| s. Bellasco | 2460 |
| s. Bellaura | 1734 |
| s. Bellena | 1730 |
| s. [illegible]ndon | 1732 |
| s. [illegible]evue | 2459 |
| s. Straits of Dover | 1904 |

**Bell, F. A., & Co.,**
*Seattle, Wash., U.S.*
(White Star S.S. Co.)

| | |
|---|---|
| s. Oregon | 1642 |

**Bell, George T.,**
*Melbourne, Victoria.*

| | |
|---|---|
| s. Julia Percy | 335 |

**Bell, John, & Son,**
14, *Water Street, Liverpool.*

| | |
|---|---|
| Verbena | 1718 |

**Bell, Symondson & Co.,**
4, *Fenchurch Avenue, London, E.C.*
(Southdown S. S. Co., Ld.)

| | |
|---|---|
| s. Dallington | [illegible] |
| s. Lullington | [illegible] |
| s. Novington | [illegible] |
| s. Rustington | [illegible] |

**Bell, W. S.,**
*Bethel, Del., U.S.*

| | |
|---|---|
| Jennie D. Bell | 171 |

**Bellais, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Vigoureuse | 115 |

**Bellambi Coal Co., Ld.**
(Manager—F. G. Waley),
9, *Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Currajong | [illegible] |
| s. Malachite | [illegible] |
| s. Marjorie | [illegible] |
| s. [illegible] | [illegible] |

**Bellamy & Co.,**
[illegible] *Southside Street, Plymouth.*

| | Net Tons |
|---|---|
| s. Maristow | 2999 |
| s. Powderham | [illegible] |

(Cotehele [illegible] Co., Ld.)

| | |
|---|---|
| s. Lustleigh | 2093 |

**Bellenghi, Giuseppe, fu C.,**
*Ravenna, Italy.*

| | |
|---|---|
| Selva | 160 |

**Bellet, A.,**
*Fécamp, France.*

| | |
|---|---|
| Breteuil | [illegible] |
| [illegible] | [illegible] |

**Bellingham Bay Transportation Co.,**
*Whatcom, Wash., U.S.*

| | |
|---|---|
| s. Bellingham | [illegible] |
| s. Dode | 135 |

**Belliveau, Benjamin,**
*Belliveau's Cove, Digby Co., N.S.*

| | |
|---|---|
| Mercedes | 149 |

**Bellotti, Giulio, fu G.,**
*Via della Luna, Viarregio, Italy.*

| | |
|---|---|
| Argo | 129 |

**Ben Line.**
*See* W. THOMSON & Co.

**Benaldi, Alberto,**
*Firenze, Italy.*

| | |
|---|---|
| Alberto Adriano | 166 |

**Bénard, Victor,**
*Castilla, 948, Valparaiso, Chili.*

| | |
|---|---|
| s. Copiapo | [illegible] |

**Bender, A. F.,**
1-2, *Birgewai St., St. Petersburg, Russia.*
(Peterhof Dampfschiffahrts Gesellschaft.)

| | |
|---|---|
| s. Peterhof | 127 |
| s. Czarewitch | 117 |
| s. Czarewna | 117 |

**Benecos, J. D.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Sparte | [illegible] |

**Benedict, Frank W.,**
32, *Church Street, Room 2, New Haven, Connecticut, U.S.*

| | |
|---|---|
| Alice B. Phillips | 451 |
| Bessie C. Beach | 285 |
| C. C. Lane | 243 |
| Estelle Phinney | 618 |
| F. G. French | 152 |
| Frank W. Benedict | [illegible] |
| George E. Dudley | [illegible] |
| Helen H. Benedict | [illegible] |
| [illegible] | 731 |
| James Davidson | 429 |
| Jennie E. Righter | 566 |
| John [illegible] Carrington | 315 |
| Massasoit | 1213 |
| Zaccheus Sherman | [illegible] |

**Benemelis & Co.,**
*Havana, Cuba.*

| | |
|---|---|
| Alabama | 312 |

**Benetato, Stankevitch & Co.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Sorgol | [illegible] |

**Bengal, Government of,**
*Calcutta.*

| | |
|---|---|
| Alice | [illegible] |
| Pamo | [illegible] |
| [illegible] | [illegible] |

**Bengal & Nagpur Railway Co.,**
133, *Gresham House, Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Khargpur | 840 |

**Bengoechea, Mateo,**
*Mazatlan, Mexico.*

| | |
|---|---|
| s. [illegible] Romero Rubio | [illegible] |

**Bengtsson, B.,**
*Hellenässtrand, Orust, Sweden.*

| | |
|---|---|
| Lovisa | [illegible] |

**Bengtsson, O.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |

**Benigno, F.,**
*Via Canale Est, Viareggio, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |

**Benkis, J.,**
*Riga, Russia.*

| | |
|---|---|
| Paulus | [illegible] |

**Bennati, G., fu R.,**
*Genoa, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |
| Raffaele Bennati | [illegible] |

**Bennati, Raff., (Eredi di),**
*Salita Montebello No. 6, Genoa, Italy.*

| | |
|---|---|
| Giovanni Padre | 114 |

**Bennati, Raffaele,**
*Corso Paganini, Genoa, Italy.*

| | |
|---|---|
| Manin B. | [illegible] |

**Bennett, C. E.,**
*Baltimore, U.S.*

| | |
|---|---|
| Salisbury | [illegible] |

**Bennett, Christopher,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Viola | [illegible] |

**Bennett, E. G.,**
*Crisfield, Md., U.S.*

| | |
|---|---|
| William H. Davidson | 272 |

**Bennett, Humphrey,**
*Claremont Villa, Shotton, Flintshire.*

| | |
|---|---|
| C. S. Atkinson | [illegible] |

**Bennett, Joseph,**
156, *Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Georgia | [illegible] |
| William L. Elkins | [illegible] |

**Bennett Steam Ship Co., Ld.,**
*Bank Chambers, Goole, [illegible].*

| | |
|---|---|
| s. Africa | [illegible] |
| s. Burma | [illegible] |
| s. Corea | [illegible] |
| s. Malta | [illegible] |
| s. Mopsa | [illegible] |
| s. Syria | [illegible] |

**Bennett, T. G.,**
*High Street, Fishguard, Pembroke.*

| | Net |
|---|---|
| Pride | [illegible] |

**Bennetts [illegible] Co.,**
258, *Victoria Street, Grimsby.*

| | |
|---|---|
| s. Candleshoe | [illegible] |
| s. Manley | [illegible] |
| s. [illegible] | [illegible] |
| s. Thrunscoe | [illegible] |

**Bennetts, J. H.,**
2, *Trewarthen Terrace, Penzance, Cornwall.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Benney, Albert E.,**
12, *Frobisher Terrace, Falmouth.*

| | |
|---|---|
| Susa | [illegible] |

**Bennich, G. E.,**
*Jössefors, Sweden.*
(Jössefors Aktieb.)

| | |
|---|---|
| s. Slottsbron | [illegible] |

**Bensa, Antonio, fu P.,**
*Corso A. Podesta No. 3, Genoa, Italy.*

| | |
|---|---|
| s. Carolina P. | 1 |

**Bentley, George E.,**
*Diligent River, Parrsboro', N.S.*

| | |
|---|---|
| Falmouth | [illegible] |

**Bentsen, A. A.,**
*Drøbak, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |

**Benvenuto, Antonio,**
[illegible] *Francesco D'Albaro, Genoa, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |
| Due Sorelle E. | [illegible] |
| Lazzaro | [illegible] |

**Beraldo, Enrico,**
*Recco, near Genoa, Italy.*

| | |
|---|---|
| Ascensione | [illegible] |

**Beraldo, Giuseppe,**
*Via Romagneno, Recco, Italy.*

| | |
|---|---|
| Gio. Batta. Beraldo | [illegible] |

**Berbom, M., & D. Levorsen,**
*Tönsberg, Norway.*

| | |
|---|---|
| Fridtjof | [illegible] |

**Berenstamm, H.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Berentsen, E.,**
*Stavanger, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Berg, B.,**
*Opheim, Stavanger, Norway.*

| | |
|---|---|
| Allegro | [illegible] |
| s. Askur | [illegible] |
| Rio Douro | [illegible] |
| Triumpho | [illegible] |
| Vega | [illegible] |

s. désigne les Vapeurs.

**Berg, Hans,**
*Sund, Lofoten, Norway.*
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**Berg, Joh.,**
*Sappemeer, Holland.*
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**Berg, L.,**
*Framnest, Iceland.*
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**Bergs, L., Sönner,**
*Seolvær, Norway.*
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**Berg, M.,**
*Markgrafen, Russia.*
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**Berg, M., & J. Girtban,**
*Uppesgriew, Russia.*
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**Berg, O.,**
*Fredriksstad, Norway.*
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**Berg, P.,**
*Nexö, Bornholm, Denmark.*
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**Berg, R. F.,**
*Limhamn, Sweden.*
(Rederi Aktieb. Olaf.)
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**Berg, Rudolf,**
*Libau, Russia.*
Anna Sirius ..... 119

**Berg, Thomas,**
*Stavanger, Norway.*
Edward Percy ..... 842

**Bergens, Havfiskeselskab,**
*Bergen, Norway.*
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**Bergens Kemiske Fabriker,**
*Bergen, Norway.*
s. Anna & Caroline ..... 299

**Bergenske Dampskibsselskab, Det.,**
*Bergen, Norway.*
s. Astræa ..... 386
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s. Diana ..... 699
s. Hector ..... 635
s. Hera ..... 644
s. Jonas Lie ..... 366
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s. Jupiter ..... 398
s. Kong Carl ..... 395
s. Mars ..... 431
s. Mercur ..... 614
s. Mira ..... 579
s. Neptun ..... 597
s. Nordstjernen ..... 516
s. Saturnus ..... 412
s. Sirius ..... 536
s. Taurus ..... 772
s. Uranus ..... 423
s. Vega ..... 739
s. Venus ..... 627
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**Berger, R. O.,**
*Marstrand, Sweden.*
(Marstrands Nya Angf. Aktieb.)
Net Ton
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**Bergeron, J.,**
*Les Eboulements, Canada.*
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**Bergesen & Co.,**
*Stavanger, Norway.*
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**Bergesen, Sigval,**
*Stavanger, Norway.*
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s. Jarl ..... 254
s. Kalfond ..... 748
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s. Nor ..... 345
s. Ringfond ..... 381
s. Sjogutten ..... 372
s. Skjold ..... 302
s. Snefond ..... 216
s. Solfond ..... 1164
s. Storfond ..... 2256

**Berggren, A. F.,**
*Mönsterås, Sweden.*
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**Bergh & Helland,**
*Bergen, Norway.*
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s. Fædrelandet ..... 983
s. Fridtjof Nansen ..... 2094
s. Kvarven ..... 1571
s. Olaf Kyrre ..... 1966
s. Otto Sverdrup ..... 2291
s. Peter Jebsen ..... 2274
s. Simon Dumois ..... 427

**Berghuys, W. H.,**
*Binnenkant 40. Amsterdam, Holland.*
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**Berglund, K. A.,**
*Mariehamn, Åland, Finland.*
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**Bergman, F. A.,**
*Upsala, Sweden.*
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**Bergs Ångprams Aktieb.,**
*Stucka, Berg, Ostersund, Sweden.*
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**Bergström, F. L.,**
*Norrtelje, Sweden.*
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**Bergström, G. O.,**
*Mönsterås, Sweden.*
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**Bergström, M. A.,**
*Arholma, Sweden.*
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**Berlin Mills Co.,**
404, *Commercial Street, Portland, Maine, U.S.*
Henry May ..... 174

**Bermond & Cie.,**
288, *Boulevard de Caudéran, Bordeaux, France.*
s. Emyrne ..... 380

**Bernard,**
*Rue des Gobelins 32, Havre, France.*
Eridan ..... 575
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**Berne, M. M., & Co.,**
*Baku, Russia.*
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**Berneaud, A. F.,**
*Para, Brazil.*
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**Bernstein, Henryk,**
*Boulevard No. 12, Odessa.*
s. Berta ..... 774
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**Bernt, C. O.,**
*Lyngör, Norway.*
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**Berntsson, B.,**
*Gothenburg, Sweden.*
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**Berraz & Lena,**
*Barracas, Buenos Ayres, Argentine Republic.*
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**Berry, J. W.,**
*Machias, Maine, U.S.*
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**Berry & Molard,**
*Oran, Algeria.*
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**Bertacca, Alessandro,**
*Via Paolina, Viareggio, Italy.*
Henri Gabriel ..... 237
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**Bertamino, A.,**
*Via alle Grazie, Genoa, Italy.*
I Due Amici ..... 119

**Berteaux, Léon,**
6, *Rue Gaston de Saint Paul, Paris.*
s. Etoile ..... 1561

**Bertelsen, K. S.,**
*Stavanger, Norway.*
Net Tons
Solcran ..... 336
Vanadis ..... 724

**Bertling, J. & R., & D. Stahl,**
*Roia, Talsen, Kurland, Russia.*
Alexander ..... 277

**Bertollo, Giuseppe,**
17, *Piazza Cinque Lampadi, Genoa, Italy*
s. Balilla ..... 1804
s. Concordia ..... 1362

**Bertolotto, Filippo,**
*Via Garibaldi 53, Camogli, Italy.*
Colbert ..... 769

**Bertolotto, G.,**
*Genoa, Italy.*
Rosalba ..... 403

**Bertolotto, Gregorio,**
*Via Napoli No. 6, Genoa, Italy.*
Gregorio ..... 890

**Bertolotto, Luigi M.,**
*Camogli, Italy.*
Spica ..... 1311

**Bertolotto, Michele Luigi,**
*Camogli, Italy.*
Rigel ..... 494
Vega ..... 1313

**Bertolotto, Vittorio, di Lazzaro,**
*Corso Regina Margherita, Camogli, Italy.*
Angela ..... 872
Narcissus ..... 1298

**Bertoncini, Maxime,**
*Rue du Guadello, Bastia, Corsica.*
Josephine ..... 131

**Bertorello, G. B.,**
*Via Galata 27. Sampierdarena, Italy.*
Nanan ..... 1472

**Bertram, H.,**
*Les Croix, Upper Trinity, Jersey.*
Fiona ..... 10

**Bertuccelli, Angelo,**
*Via 20 Settembre, Viareggio, Italy.*
Antoinette ..... 220
Dedalo ..... 248
Elios ..... 177
Nelly ..... 234

**Besse, Alden,**
*Wareham, Mass., U.S.*
John A. Beckerman ..... 377

**Bessey & Palmer, Ld.,**
*Great Yarmouth.*
Bertha ..... 99
Charles ..... 166
Eagle ..... 112
Enterprise ..... 165
Hare Bell ..... 194
Helen Marshall ..... 117
Parthenia ..... 172
Obey ..... 233
Phantom ..... 215

**Bessey, Palmer & Blake,**
*South Quay, Great Yarmouth.*
Net T. n
s. Transport ..... 81

**Besslsen, T.,**
*Mandal, Norway.*
Nina ..... 640

**Best, John,**
21a, *Duke Street, Edinburgh.*
s. Mountjoy ..... 166

**Best, T. G.,**
*Drury Buildings. 21. Water Street, Liverpool*
s. Fred ..... 58
s. Harold ..... 72

**Beswick, Robert J.,**
*Milford, Del., U.S.*
May & Anna Beswick ..... 142
Sally Purnell Beswick ..... 119

**Bethell, Albert E.,**
*Nassau, N.P.*
Mallorca ..... 120

**Bethell, Gwyn & Co.,**
22, *Billiter Street, London, E.C.*
(West Australian Steam Navigation Co., Ld.)
s. Australind ..... 554
s. Minilya ..... 1723
s. Paroo ..... 1719

**Betson & Co.,**
20. *Eden's Quay, Dublin.*
s. Portaferry ..... 74

**Betts Bros. & Co.,**
*Boston, Mass., U.S.*
Damon ..... 158

**Beust & fils,**
29, *Rue le Campion, Granville, France.*
Fanelly ..... 167
Madeleine ..... 155
St. Georges ..... 138

**Beverino, Fratelli,**
*Genoa, Italy.*
Fratelli Beverino ..... 2179
Principessa Mafalda ..... 2390

**Beverino, Pietro, fu G. B.,**
*Piazza Brignole No. 1, Int. 9, Genoa, Italy.*
Gio. Batta. Beverino ..... 1157
Margherita ..... 1138

**Bewley, R.,**
51, *Bolshoi Prospect Lide, St. Petersburg, Russia.*
Speculant ..... 364

**Beynel & Vigner,**
107, *Rue du Perrey, Havre, France.*
s. Ville de Bordeaux ..... 93

**Beynon Shipping Co., Ld.,**
*See* T. BEYNON & Co., Ld.



s. signifies Steamer.

**Beynon, T., & Co., Ld.,**
*Cardiff.*
(Beynon Shipping Co., Ld.)

| | Net Tons |
|---|---|
| Bay of Bengal | |
| Bay of Biscay | |
| Castleton | |
| Hilston | 1993 |
| Lady Wolseley | |
| s. Thomas Coates | |

**Beyschlag, Chas.,**
*Chicago, Mich., U.S.*

| | |
|---|---|
| s. America | 1749 |

**Bezzi, Haggi Mehmet,**
*Scutari, Albania.*

| | |
|---|---|
| Leone del Mare | 463 |

**Bezzi, Latif,**
*Scutari, Albania.*

| | |
|---|---|
| Nasreth Hairlié | 534 |

**Bianchi,**
1, *Rue Lancerie, Marseilles, France.*

| | |
|---|---|
| Christopho | 138 |

**Bianchi, Flli., di S.,**
*Piazza delle Grazie No. 1, Genoa, Italy.*

| | |
|---|---|
| Hololulu | 1545 |
| Scillin | 1220 |

**Bianchi, Flli., di S., & F. Bassi,**
*Via S. Giorgio 2, Genoa; & Bogliasco, Italy, respectively.*

| | |
|---|---|
| Ca | 1435 |

**Bianchi, Flli., fu M.,**
*Via Orefici No. 7, Genoa, Italy.*

| | |
|---|---|
| Geronima Bianchi | |
| Michele Bianchi | |
| Stefano Bianchi | |

**Bianchi, Gabrielle, fu M.,**
*Via Columbo No. 3, Lavagna, Italy.*

| | |
|---|---|
| s. Cadè | 1059 |
| Caterina Bianchi | 812 |

**Bibby Bros. & Co.,**
26, *Chapel Street, Liverpool.*
(Bibby Steam Ship Co., Ld.)

| | |
|---|---|
| s. Cheshire | |
| s. Derbyshire | |
| s. Lancashire | |
| s. Salopian | |
| s. Staffordshire | |
| s. Warwickshire | |
| s. Yorkshire | 3151 |

**Bibby, Frank,**
*Hardwicke Grange, Shrewsbury.*

| | |
|---|---|
| s. Jason | |

**Bicknell, Charles E.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Eugene Borda | 177 |

**Bideford & Bristol S. S. Co., Ld.,**
*Bideford.*

| | |
|---|---|
| s. Devonia | 29 |

**Biedenweg, F.,**
*Fischstrasse, Greifswald, Germany.*

| | |
|---|---|
| s. Augusta | 92 |

**Bigache, Eugene,**
*La Rochelle, France.*

| | |
|---|---|
| s. | |

**Biggart & Fulton,**
*Royal Insurance Buildings, 7, Royal Bank Place, Glasgow.*

| | Net Tons |
|---|---|
| s. Craigearn | |

**Bigland, Amos,**
*New York, U.S.*

| | |
|---|---|
| s. Tubal Cain | |

**Bigland, E., & Co.,**
7, *East India Avenue, London, E.C.*
(Cuban Steamship Co., Ld.)

| | |
|---|---|
| s. Cayo Blanco | 1737 |
| s. Cayo Bonito | 2213 |
| s. Cayo Largo | 2223 |
| s. Cayo Mono | 1756 |

**Bigo R.,**
*Calais, France.*

| | |
|---|---|
| s. Louise | |
| s. Pauline | 141 |

**Bilali, Abedin,**
*Scutari, Albania.*

| | |
|---|---|
| Carolina | 467 |

**Bilali, Abdul Rahman,**
*Scutari, Albania.*

| | |
|---|---|
| Zeitunie Bilali | 353 |

**Billings, Geo. E.,**
28, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Annie M. Campbell | 496 |
| Balboa | 651 |
| C. S. Holmes | 409 |
| Endeavor | 495 |
| Eric | |
| F. S Redfield | |
| Fred E Sander | 471 |
| George E. Billings | 1103 |
| H. K. Hall | 1105 |
| Hesper | 603 |
| Inca | 902 |
| James Tuft | 1043 |
| John A. Campbell | 462 |
| John Smith | 526 |
| Lottie Bennett | |
| Lyman D. Foster | |
| Maria E Smith | |
| Nokomis | 462 |
| Prosper | 513 |
| Ruth E Godfrey | 467 |
| W. H. Talbot | 743 |
| William Bowden | |
| William H. Smith | 467 |
| Winslow | 497 |

**"Billiton," Maatschappij**
(A. van Kappen),
*The Hague, Holland.*

| | |
|---|---|
| s. Billiton | |
| s. Karang | |

**Bilos, Constantine,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Helení | 198 |

**Bilstad, Johan,**
*Egersund, Norway.*

| | |
|---|---|
| Löining | |
| Yduna | 231 |

**Bily, F.,**
*St. Saltac, France.*

| | |
|---|---|
| Boieldieu | 108 |

**Binico, N.,**
*Syra, Greece; & Chios, Asiatic Turkey.*

| | |
|---|---|
| Panagia Latomitissa | 236 |

**Binnenlandsche Scheepvaart Maatschappij.,**
*Zwolle, Holland.*
*See* WARNER & VAN BIESEN.

**Biorn, Henrich, jun.,**
*Krageró, Norway.*

| | Net Tons |
|---|---|
| Æolus | 548 |
| Duon | 247 |
| Hinwath | 1486 |
| Holden | 699 |
| Kong Oscar II. | 752 |
| Krageró | |
| partout | 514 |
| Poseidon | 530 |
| Ursus Minor | 576 |

**Biörnstad, Brodrene,**
*Sarpsborg, Norway.*

| | |
|---|---|
| s. | |
| s. | |
| s. | |
| s. | |
| s. | |
| s. | |
| s. | |
| s. | |

**Birch, G. F., & Sons,**
*High Street, Spalding, Lincolnshire.*

| | |
|---|---|
| s. Lizzie & Annie | |

**Bird, A. J., & Co.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Ada Ames | 163 |
| Sardinian | 119 |

**Bird, William,**
*St. Sampson's, Guernsey.*

| | |
|---|---|
| General Stewart | 67 |
| Godlid | 75 |
| Pelican | 69 |

**Birdsall, A., jun.,**
*On board.*

| | |
|---|---|
| J. Holmes Birdsall | 1369 |

**Birdsall, Amos,**
*Toms River, New Jersey, U.S.*

| | |
|---|---|
| Agnes Manning | 940 |
| John B. Manning | 955 |

**Birdsall, Jacob H.,**
*Waretown, New Jersey, U.S.*

| | |
|---|---|
| Emelie E. Birdsall | 467 |

**Birdsall, Samuel E.,**
*New York, U.S.*

| | |
|---|---|
| T. Morris Perot | 263 |

**Birkdale Steamship Co., Ld.,**
*Vienna Chambers, Cardiff.*
*See* C. RADCLIFFE & Co.

**Birkeland, A.,**
*Egersund, Norway.*

| | |
|---|---|
| Stamboul | 1148 |

**Birkeland, H.,**
*Sagydahlen, near Flekkefjord, Norway.*

| | |
|---|---|
| Bremerhaven | 90 |

**Birkenhead, Municipal Corporation of,**
*Woodside Ferry, Birkenhead.*

| | Net Tons |
|---|---|
| s. Bebington | |
| s. Bidston | 63 |
| s. Birkenhead | 45 |
| s. Claughton | 79 |
| s. Lancashire | 77 |
| s. Morsey | |
| s. Oxton | |
| s. Tranmere | 82 |
| s. Wirral | 80 |
| s. Woodside | |

**Birknes, T. A.,**
*Lillesand, Norway.*

| | |
|---|---|
| | |
| | |
| Vestre Moland | |

**Birks, T.,**
*Thornaby-on-Tees.*
(Cleveland Flour Mills, Ld.)

| | |
|---|---|
| A | |
| | |
| | |

**Birt, G. H. D.,**
*Milford Haven.*

| | |
|---|---|
| s. U.S.A. | 37 |

(Central Steam Fishing Co., Ld., in liq.)

| | |
|---|---|
| s. Elsie | |
| s. Ethel | 56 |
| s. Florence | 60 |
| s. Julia | 54 |
| s. Kathleen | 54 |

**Birt, Trinder & Bethell,**
2, *Finchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Dorset | |
| s. Norfolk | |
| s. Suffolk | |

**Bisbee, W. A.,**
*Savannah, Ga., U.S.*

| | |
|---|---|
| s. Dauntless | 77 |

**Biseau & Mitchell,**
*Para, Brazil.*

| | |
|---|---|
| s. Mundurucus | |

**Bishop, Robert K.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Clutha | 244 |
| Empire | 107 |
| Ethel | |
| Nellie M | 231 |
| Stella B | 100 |

**Bisset, James,**
*Macduff, Banff.*

| | |
|---|---|
| A | |

**Bissmark Linie, Gesellschaft mit beschränkter Haftung**
(Managers—J. Schulenburg and W. Nordwald.)
10, *Grosse Elbstrasse, Altona; and 49, Boersen Comptoir, Hamburg, Germany.*

| | |
|---|---|
| s. Holtrid Bissmark | |
| s. Helsingborg | 571 |
| s. Hilma Bissmark | |
| s. Malmo | 400 |

**Bisson, John,**
*Penryn, Cornwall.*

| | |
|---|---|
| | |

**Bittencourt, L. de M.,**
*Para, Brazil.*

| | |
|---|---|
| | |

**Bixio, Bartolomeo,**
*c/o Luigi Profumo, Via Posta V. Genoa, Italy.*

| | |
|---|---|
| Giacomo M. | |
| Giuseppina | |
| | |

**Bjærtness, O.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Felix | |

**Bjerkhoel, A.,**
*Namsos, Norway.*
(Namsos Dampskibsselskab).

| | |
|---|---|
| | |

**Bjertnæs, Erik,**
*Solhaug, Christiania, Norway.*

| | |
|---|---|
| Lagertha | |

**Bjolsen, Valsemolle,**
*Christiania, Norway.*

| | |
|---|---|
| s. | |

**Bjordam, O. Th.,**
*Krageró, Norway.*

| | |
|---|---|
| A | |
| | |
| | |
| | |
| | |
| | |

**Björkegren, S. M. L.,**
*Simrishamn, Sweden.*

| | |
|---|---|
| A | |
| Anna | |
| Antoinette | |
| Astrid | |
| Augusta | |
| Benguela | |
| Luira | |
| | |
| | |
| | |
| | |
| Zarina | |

**Björklund, A. P.,**
*Karlstad, Sweden.*

| | |
|---|---|
| s. | |
| s. | |
| s. | |

**Bjorklund, John,**
*Raumo, Finland.*

| | |
|---|---|
| A | |
| | |
| | |

**Bjorklund, K.,**
*Mariehamn, Finland.*

| | |
|---|---|
| | |

**Bjorkman, S. P.,**
*Filagö, Östergötland, Sweden.*

| | |
|---|---|
| Familjen | |
| Holmdal | |

**Bjorkroos, K. F.,**
*Nystad, Finland.*

| | |
|---|---|
| | |

**Bjorkroth, A. A.,**
*Westericia, Sweden.*

| | |
|---|---|
| s. Oscarshamn | |

s. désigne les Vapeurs.

**Bjørn, Bargnings och Bogserings Aktieb.,**
*Gothenburg, Sweden*
See G. W. LUNDQVIST.

**Björneborg's Ångf. Aktieb.,**
*Björneborg, Finland.*
See O. HEINE.

**Bjørnstad, Carl,**
*Ullevoldsveien No 17, Christiania, Norway.*

| | Net Tons |
|---|---|
| [illegible] | 625 |

**Blaaderen, H. van,**
*Ymuiden, Holland.*

| | |
|---|---|
| Vrees Niet | 131 |

**Black, A.,**
*Grimsby.*

| | |
|---|---|
| s. Belovar | 62 |
| s. Cyrano | 62 |
| s. Defender | 63 |
| s. Romanoff | 63 |
| s. Royallieu | 67 |

**Black, Alexander,**
*Dorchester, N.B.*

| | |
|---|---|
| Alexander Black | 575 |

**Black, C. H.,**
*c/o Seattle Hardware Co., Seattle, Wash., U.S.*
(Union Transit Co.)

| | |
|---|---|
| s. Utopia | 350 |

**Black Diamond Steamship Co. of Montreal, Limited,**
*Montreal, Canada.*

| | |
|---|---|
| s. Coban | 689 |

**Black, John, & Co.,**
26, *Bothwell St., Glasgow.*

| | |
|---|---|
| Queen Victoria | 1587 |

(Glasgow Steam Shipping Co.)

| | |
|---|---|
| s. Kelvin | 2355 |
| s. Kelvinbank | 2254 |
| s. Kelvindale | 2063 |
| s. Kelvingrove | 1938 |

**Black, Moore & Co.,**
5, *East India Avenue, London, E.C.*

| | |
|---|---|
| Andromeda | 1762 |
| Fred E. Scammell | 1350 |
| Queen Elizabeth | 1700 |
| Queen Margaret | 1999 |

**Black, Sheridan, Wilson Co.,**
1 & 3, *Chamber of Commerce, Baltimore, U.S.*

| | |
|---|---|
| Black, Sheridan, Wilson Co., No. A | 838 |
| Black, Sheridan, Wilson Co., No. B | 833 |
| Black, Sheridan, Wilson Co., No. C | 929 |
| Georges Creek | 154 |

**Blackater, A. F. & J. C.,**
[illegible] St. Vincent Street, Glasgow.

| | |
|---|---|
| [illegible] | 709 |

**Blackater, Alex. F.,**
157, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Loire Interieure | 426 |
| s. Sea Spray | 221 |
| s. Torbryan | 363 |

(Robin S. S. Co., Ld.)

| | |
|---|---|
| s. Surrey | 189 |

**Blackball Coal Co., Ld.,**
237, *High Street, Christchurch, N.Z.*

| | Net Tons |
|---|---|
| s. Pareora | 355 |
| s. Petone | [illegible] |

**Blackburn, S. P., & Co.,**
13 & 15, *Coenties Slip, New York, U.S.*

| | |
|---|---|
| Ann Louisa Lockwood | 269 |
| Charles F. Rice | 640 |
| Gertrude L. Trundy | 402 |
| Julia | 743 |
| St. Mary | 689 |

**Blackfriars Steamship Co., Ld.,**
123-141, *Queen Victoria Street, London, E.C.*

| | |
|---|---|
| s. Mary | 53 |

**Blacklin, R. J., & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Leonis | 1701 |

**Blacklock, W.,**
*Tacoma, Wash., U.S.*

| | |
|---|---|
| Serena Thayer | 196 |

**Blackpool Passenger Steam Boat Co., Ld.,**
61, *Park Road, Blackpool.*

| | |
|---|---|
| s. Bickerstaffe | 36 |
| s. Queen of the North | 243 |
| s. Wellington | 53 |

**Blades, Robert,**
*c/o G. Bowman, St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Mary Stewart | 48 |

**Blades, W. B.,**
*Newbern, N.C., U.S.*

| | |
|---|---|
| Ivy Blades | 223 |

**Blaes, J. O.,**
*Dragör, Denmark.*

| | |
|---|---|
| Johanne Emilie | 206 |

**Blair, Abbie B. (Mrs.),**
3, *California St., San Francisco, U.S.*

| | |
|---|---|
| Oriental | 1551 |
| Two Brothers | 1265 |

**Blair, Henry H.,**
3, *Akenside Hill, Newcastle-on-Tyne.*

| | |
|---|---|
| Rival | 56 |

**Blair, Moffet & Co.,**
15, *Queen Street, Newcastle-on-Tyne.*
(Kilsyth Shipping Co., Ld.)

| | |
|---|---|
| s. Kildare | 1550 |
| s. Kilsyth | 1547 |

**Blaisdell, Estate of Isaiah,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| David Faust | 177 |
| Victory | 107 |

**Blake, Edward P.,**
*Hadlock, Washington, U.S.*

| | |
|---|---|
| J. M. Griffith | 520 |
| Retriever | 471 |

**Blake, Mark W.,**
1309, *Sea View Avenue, Bridgeport, Ct., U.S.*

| | Net Tons |
|---|---|
| P. T. Barnum | 634 |
| Perry Setzer | 1268 |

**Blake, Peter S.,**
*Parrsboro', N.S.*

| | |
|---|---|
| Bluenose | 166 |
| Laconia | 473 |

**Blakstad, Holta & Co.,**
*Skien, Norway.*

| | |
|---|---|
| s. Haardraade | 399 |
| s. Havlide | 242 |

**Blanchard, Wm. H.,**
*Searsport, Me., U.S.*

| | |
|---|---|
| Willard Mudgett | 790 |

**Blanck, C. G. A.,**
*Nysätra, Vatö, Sweden.*

| | |
|---|---|
| Oscar II. | 305 |

**Blanck, F.,**
*Gustav Adolph Str. 64, Stettin, Germany.*

| | |
|---|---|
| s. Bornholm | 43 |

**Blanco Hermanos y Cia., S. en C.,**
*Llanes, Spain.*

| | |
|---|---|
| s. Amalia | 117 |
| s. Josefa | 152 |
| s. Maria | 176 |
| s. Rosario | 66 |

**Bland, M. H., & Co., Ld.**
(GIBEL LINE),
*Cloister Building, Gibraltar.*

| | |
|---|---|
| s. Gibel Kebir | 331 |
| s. Gibel Musa | 180 |
| s. Gibel-Tarik | 123 |
| s. Hercules | 48 |
| s. Rescue | [illegible] |

**Blase, J.,**
*Windau, Russia.*

| | |
|---|---|
| Juno | 366 |

**Blauvelt, A. W.,**
*Tusket, N.S.*

| | |
|---|---|
| D. J. Melançon | 134 |

**Blauvelt, John R.,**
*Tusket, N.S.*

| | |
|---|---|
| Lillian Blauvelt | 195 |

**Blaxland, William T.,**
*Deal, Kent.*

| | |
|---|---|
| Mary Ann | 301 |

**Blaydon & London Steam Ship Co., Lim.,**
*Pioneer House, Blaydon-on-Tyne.*

| | |
|---|---|
| s. Elder | 125 |

**Blekinge Ångbåts Aktiebolag,**
*Karlshamn, Sweden.*
See E. LINDGREN.

**Blenheim Shipping Co., Ld.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Kiripaka | 75 |

**Bliss, James F.,**
33, *India Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| R. Bowers | 374 |

**Blixt, F. L.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Gustaf Ryding | 302 |

**Blixt, Torkel,**
18, *Skeppareyatan, Stockholm, Sweden.*
(Ångf. Aktieb. Södertörn).

| | |
|---|---|
| s. Dalaström | [illegible] |
| s. Södertorn | 136 |

**Blom, A. E.,**
*Nystad, Finland.*

| | |
|---|---|
| Earl of Zetland | 1395 |

**Blom, Chr.,**
*Nystad, Finland.*

| | |
|---|---|
| Capella | 282 |
| Tre Syskon | 677 |

**Blom, F.,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Skärgården | 151 |

**Blom, F. E.,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Skärgården | 100 |

**Blom & Ohlsen,**
*Fredriksværn, Norway.*
(Agent in the United Kingdom: Mr. J. Hessler, Baltic Chambers, West Hartlepool, for vessels marked ².)

| | |
|---|---|
| Gyller | 463 |
| ².s. Juno | 1567 |
| ².s. Mascot | 1072 |
| ².s. Thrift | 1358 |
| ².s. Urania | 1579 |

**Blomberg, A. H.,**
30, *Skeppsbron, Stockholm, Sweden.*
(Nya Rederiaktieb. Svea.)

| | |
|---|---|
| s. Amsterdam | 523 |
| s. Boro | 420 |
| s. Freja | 601 |
| s. Gauthiod | 442 |
| s. Svea | 374 |
| s. Svithiod | 433 |

**Blomberg, Hj.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Uman | 412 |

**Blouin, P.,**
*Quebec, P.Q.*

| | |
|---|---|
| Avis | 100 |

**Blow, J., Jun.,**
*Grimsby.*

| | |
|---|---|
| s. Vera | 66 |

**Blue Anchor Line,**
See W. LUND.

**Blue Star Line, Ld.,**
*Leadenhall Chambers, 4, St. Mary Axe, London, E.C.*
See CARLISLE & CO.

**Blue Stone Lime Co., Lim.,**
*Providence, R.I., U.S.*

| | |
|---|---|
| Graham's Polly | 403 |

**Blues, Thos. S., & Co., Ld.,**
*Dean Street, South Shields.*

| | Net Tons |
|---|---|
| Ella | 672 |
| s. Sandal | 1061 |
| s. Thropton | 1012 |

**Bluff Harbour Board,**
*Campbelltown, Bluff Harbour, N.Z.*

| | |
|---|---|
| s. Theresa Ward | 9 |

**Blum, Leon,**
201-203, *California Street, San Francisco, U.S.*

| | |
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| s. Jeanette | 218 |
| s. Karluk | 248 |

**Blumenfeld, B.,**
*Dovenhof, Hamburg, Germany.*

| | |
|---|---|
| s. Shamrock | 1040 |

**Blumenthal & Böse,**
108, *Grosse Elbstrasse, Altona, Germany.*

| | |
|---|---|
| Ida | 100 |
| Olga | 153 |

**Blyth, John, & Co.,**
8, *Great Winchester Street, London, E.C. and at Melbourne, Victoria.*

| | |
|---|---|
| Albertine | 1504 |

**Blyth Steam Tug Co.,**
*Plessey Road, Blyth, Northumberland.*

| | |
|---|---|
| s. Bothal | 14 |
| s. George Peabody | 21 |

**Boak, W. C.,**
*Halifax, N.S.*

| | |
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| Guardian | 100 |

**Board of Administration of Egyptian Railways & Telegraphs of the Port of Alexandria,**
*Arsenal, Alexandria, Egypt.*

| | |
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| s. Teir el Mina | 19 |

**Board of Trade,**
*Whitehall Gardens, London.*

| | |
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| s. Aid | 33 |
| s. Richmond | 175 |

**Boardman, Howard Q.,**
*Calais, Maine, U.S.*

| | |
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| Maggie Todd | 129 |
| Sarah A. Reed | 112 |
| Seth M. Todd | 163 |

**Boas, William,**
15, *Ny Tolbodgade, Copenhagen, Denmark.*

| | |
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| s. Alva | 82 |

**Bodden, W. E.,**
*Georgetown, Grand Cayman, W. Indies.*

| | |
|---|---|
| Attractor | 110 |

**Bodén, C. M.,**
*Norrköping, Sweden.*

| | |
|---|---|
| Norrköping | 670 |
| P. Wikstrom, Junior | 685 |

**Bodö Dykkerselskab & Mek. Værksted,**
*Bodö, Norway.*

| | |
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| s. Ulabrand | 37 |



s. signifies Steamer.

**Bodtraskfors, Aktieb.,**
*Luled, Sweden.*
*See* G. GROTH.

**Body, J. E.,**
*New York, U.S.*
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**Boe, Chr. Th.,**
*Arendal, Norway.*
Albert
Flid
s. Hayso
s. Hjen
Lovise
s. Nordmarken
Hertal
s. Tyrifjord

**Boero, Michele, fu G. B.,**
*Via Conservatori del Mare No. 5, 1, Genoa, Italy.*
s. Alfonsina 1150

**Boetius, S. H., & J. W. Volquardsen,**
*Wyk a. Föhr, Germany.*
(Wyker Dampf. Rhed. Ges., Rhed. G.m.b.H.)
s. Nordfriesland ..... 56
s. Von Thielen ..... 69

**Boey Ah Ooey,**
*Penang.*
s. Canton ..... 105

**Bofill, B.,**
*Barcelona, Spain.*
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**Bogazzi, Vittorio,**
*Marina di Carrara, Italy.*
Navigatore ..... 142

**Bögel, H.,**
*Lutsenhof, 1, Neue Gröningerstrasse, Hamburg, Germany.*
s. Sperber ..... 534
s. Velox ..... 601

**Bogen, P.,**
*Sandefjord, Norway.*
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Camilla ..... 115
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**Boggs, Edwin P.,**
31, *Commercial Street, Boston, Mass., U.S.*
Francis Goodnow ..... 342
George D. Edmunds ..... 438
Robert H. Stevenson ..... 1056
Thomas H. Lawrence ..... 323
Young Brothers ..... 863

**Bogle, James,**
42, *Newmarket Street, Falkirk, Stirlingshire.*
(Const Transit Co., Ld.)
s. Enriqueta ..... 145

**Bohuslanska Kusten Angbats Aktie Bolaget,**
*Uddevalla, Sweden.*
*See* C. O. S. POSSE.

**Bok, E. J., & Zonen,**
*Kattenburgerstraat 170, Amsterdam, Holland.*
Net Tons
Magdalena ..... 1000

**Bok Sin,**
*Rioux. Dutch E. Indies.*
s. Sanitwonsee ..... 1

**Bolam & Swinhoe,**
*Newcastle-on-Tyne.*
(Neptune Steam Navigation Co. Ld.)
s. Cheviot Range .... 2273
s. Durango 1927
s. [illegible] ..... 1000
s. Pennine Range 2214
s. Queen Wilhelmina 2307
s. Rano ..... 2549
s. Tabasco 1913
s. Tampico ... 1916
s. Venango ..... 1910

**Boleg, H. R.,**
*Carlscrona, Sweden.*
(Rederiaktieb. Gluckauf.)
s. Baltic ..... 166
s. Carlshamn 191
s. Glückauff ..... 203
s. Orvar Odd ..... 140

**Bolin, S. P.,**
*Viken, Höganäs, Sweden.*
Ariel 1

**Bollo, Rosa, fu Gio. Batta. (Sigra.),**
*c/o Sigra. Rosa Marini, Piazza Nuova, Camogli, Italy.*
Ida ..... 323

**Bolte, Gerd.,**
*Elsfleth, Germany.*
Sterna ..... 1355

**Bolten, August, Wm. Miller's Nachf.,**
33/36, *Admiralitätstrasse, Hamburg, Germany.*
Lita ..... 1643

**Bolton, Frederic, & Co.,**
88, *Bishopsgate Street, London, E.C.*
(Bolton Steam Shipping Co., Ld.)
s. Ramsay ..... 2768
s. Raphael ... 1177
s. Rembrandt ... 1152
s. Reynolds ..... 2093
s. Ribera ... 2306
s. Romney ... 1768
s. Rossetti 1307
s. Rubens ... 1291
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**Bom, Chr.,**
*Thurö, near Svendborg, Denmark.*
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**Boman, C. O.,**
*Torsby, Fryksände sn., Sweden.*
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**Boman, Otto,**
*Halmstad, Sweden.*
Ariel
Lachesis

**Boman, T. N.,**
*Brantevik, Sweden.*
Net Tons
[illegible] 211

**Bombay & Persia Steam Navigation Co., Ld.,**
1, *Ash Lane, Bombay.*
s. Ahmadi ..... 1610
s. Gulf of Trinidad ... 1605
s. Jaffari ..... 1563
s. Henry Bolckow ... 639
s. Hoseinee ..... 1000
s. King Arthur 1047
s. Mohammadi ... 1252
s. Monsoori ... 1735
s. Moshtari 1110
s. Mozaffari 1387
s. Naderi .... 1000
s. Nasseri ..... 912

**Bombay Port Trust,**
*Bombay.*
s. [illegible]

**Bombay Steam Navigation Co.,**
120, *Frere Road, Bombay.*
*See* SHEPHERD & Co.

**Bon Accord Slate Merchant Co., Ld.,**
*Provost Blaikie's Quay, Aberdeen.*
*See* J. F. WYNESS.

**Bon Accord Steam Fishing Co., Ld.,**
*Albert Quay, Aberdeen.*
*See* H. A. HOLMES.

**Bonanno, Cugini,**
*Messina, Sicily.*
s. Regina Elena ..... 1000
s. Vincenzo Bonanno ..... 1000

**Bonatti, Francesco, & Co.,**
*Leghorn, Italy.*
Alice ..... 114

**Bonaventure, Louis E.,**
*Lanorale, Quebec, Canada.*
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**Boncan, M.,**
*Manila, Philippine Islands.*
Villa de Ravadavia ..... 274
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**Bondesson, J.,**
*Ragnabo, Bergqvara, Sweden.*
Harald s. .. 253
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**Bonet, A. Oliver,**
*Palma, Majorca.*
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**Bonheur, Acties. Dampsk.,**
*Skippergadea 14, Christiania, Norway.*
*See* FRED. OLSEN.

**Bonivento, Luigi, di G.,**
*Calle Dose Bragore, Chioggia, Italy.*
Carmelo ..... 109

**Bonmati Mas, José,**
*Santapola, Alicante, Spain.*
Net Tons
San Antonio ..... 111

**Booker Bros., McConnell, & Co., Ld.,**
21, *Mincing Lane, London, E.C.; also at Liverpool; & Georgetown, Demerara.*
Flora Fressey ..... 102
s. Walney ..... 00

**Boomsma, H.,**
*Leeuwarden, Holland.*
[illegible]

**Booth, A., & Co.,**
30, *State Street, Chicago, Ill., U.S.*
s. America ..... 000

**Booth, Dailey & Ivins,**
13-21, *Park Row, New York, U.S.*
s. Charles E. Matthews ..... 111
s. H. B. Chamberlain ..... 111
s. Harry G. Runkle ..... 111
Mary Weaver ..... 107

**Booth Steam Ship Co., Ld.,**
30, *James Street, Liverpool*
s. Amazonense 1000
s. Ambrose .... 2129
s. Augustine 2102
s. Basil ..... 2092
s. Benedict .. 2130
s. Bernard .... 2116
s. Cametense 1314
s. Cearense .... 1790
s. Clement ..... 000
s. Conqueror ..... 112
s. Cyril ..... 2556
s. Dominic .. 1993
s. Dunstan .... 000
s. Fluminense 000
s. Grangense .. 000
s. Gregory .. 1287
s. Hilary 1276
s. Hildebrand 1224
s. Horatio .. 000
s. Hubert .... 1211
s. Jerome .... 1980
s. Madeirense .. 000
s. Maranhense 000
s. Obidense .... 000
s. Polycarp 1893
s. Sobralense ..... 1232
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s. [illegible] 815
s. [illegible] 2
s. [illegible] 792
s. Napo .... 663
s. Ucayali .. 574

**Booye, J. T.,**
*Brooklyn, N.Y., U.S.*
Montana .. 000

**Booz, Edward D.,**
*c/o Messrs. Booz Bros., Baltimore, Md., U.S.*
s. Gen. James A. Dumont ..... 000

**Boqvist, O. A.,**
*Kråkmarö, Gryt, Sweden.*
Hilma ..... 110

**Bora, Cav. A.,**
*Palermo, Sicily.*
Antonino R. ..... 121

**Boraine, Romano,**
*Fiume, Hungary.*
s. Emma ..... 445
Ignazio R. ..... 284

**Border Union Steam Ship Co., Ld.,**
39, *Buchanan Street, Glasgow, & 7 Barrow-in-Furness.*
*See* J. LITTLE & Co.

**Bordes, Ant. Dom., & fils,**
11, *Boulevard Malesherbes, Paris, France.*
Net
A. D. 000
Aconcagua..
Adolphe
Amiral Troude
Antoinette
Antonin ....
Atlantique
Cap Horn....
s. Cavancha .....
Cerro Alegre
[illegible]
Dunkerque.
Gers ..... ..
Jacqueline.
Loire
Madeleine ....
Magellan.....
Marthe .....
Montmorency
Nord .....
Pacifique.....
Persévérance
Quillota .....
Rancagua ....
Reine Blanche
Rhône
Strasbourg
Tarapaca ..
Tijuca
Union ...
Valentine
Valparais
Victorine
Wulfran Puget

**Boreyschi & Maximovitch,**
*Libau, Russia.*
s. Alice

**Borgå Angf. Aktieb.**
(Manager—Oskar Karlsson)
*Borgå, Finland.*
s. Borgå .....
s. Helsingfors

**Borge, J.,**
*Holmestrand, Norway.*
[illegible]

**Borgersen, C. E.,**
*Seeteik, Norway.*
[illegible]

**Borgstrom, A. H.,**
*Karlstad, Sweden.*
(Angt. Aktieb. Transport.)
s. [illegible]
s. [illegible]

**Boriello, G.,**
*Naples, Italy*
Nuova Annina .....

**Bories, Emile,**
23, *Cours du XXX. Juillet, France.*
s. Emile .....
s. Isabelle

**Borneo Co., Ld.,**
28, *Fenchurch Street, London, E.C.*
s. Alboin
s. Aventnia
s. Cormorant
s. Kuching

s. désigne les Vapeurs.

**Borras, Bernandino,**
*Palma, Majorca.*

| | Net Tons |
|---|---|
| s. Mallorca | 472 |
| Mazaran | 130 |
| s. Palma | 224 |

**Borrello, Antonio, di F.,**
*Naples, Italy.*

| | |
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| Rosa | 118 |

**Borresen, J.,**
*Grimstad, Norway.*

| | |
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| Victoria | 355 |

**Borromeo, Doña S.,**
*Manila, Philippine Islands.*

| | |
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| Septiembre Ma Salud | 132 |

**Borruso, Carlo,**
*Castellamare del Golfo, Sicily.*

| | |
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| Pietro B. | 152 |

**Borruso, G.,**
*Palermo, Sicily.*

| | |
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| Vito Borruso | 270 |

**Bortfeld, W.,**
126, *Papenstrasse, Eilbeck, Hamburg, Germany.*

| | |
|---|---|
| s. Eilbeck | 32 |

**Borzone, A.,**
*Montevideo, Uruguay.*

| | |
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| Diamant | 172 |

**Bosch, C. C. H.,**
*Poststrasse* 35, *Bremerhaven, Germany.*

| | |
|---|---|
| s. Elma | 30 |
| s. Emmy | 53 |
| s. Willy | 33 |

**Bosch y Ginestra, Jaime & Vincente,**
*Palma de Mallorca, Balearic Islands.*

| | |
|---|---|
| Acancia | 169 |

**Bosch y Sastre, Viuda de T.,**
*Las Palmas, Canary Islands.*

| | |
|---|---|
| Joven Antonio | 237 |
| San Antonio | 150 |
| Sensat | 168 |

**Bosch y Valent,**
*Barcelona, Spain.*

| | |
|---|---|
| Antonio Valent | 191 |

**Boscowitz Steam Ship Co., Ld.,**
*Victoria, B.C.*

| | |
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| s. Barbara Boscowitz | 253 |

**Bosphorus Steam Navigation Co.,**
*Constantinople, Turkey.*
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**Bossa, J. L.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| Montevideo | 149 |

**Bossalini & Gandolfo,**
*Genoa, Italy.*

| | |
|---|---|
| Decapolis | 646 |

(Societa Italiana di Nav. Universale.)

| | |
|---|---|
| Ben Voirlich | 1434 |

**Bossio & Camuyrano,**
*Calle Chacabuco* 240, *Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| s. Deseado | 173 |
| s. Pilcomayo | 259 |
| s. Vilna | 380 |

**Bostanjoglu, H. H.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ivan | 664 |

**Boston Deep Sea Fishing & Ice Co., Ld.,**
*Fish Quay, Boston Dock, Boston, Lincolnshire.*

| | |
|---|---|
| s. Alsatian | 69 |
| s. Angerton | 75 |
| s. Benington | 39 |
| s. Bostonian | 69 |
| s. Brothertoft | 63 |
| s. Cambrian | 69 |
| s. Carrington | 33 |
| s. Conger | 46 |
| s. Dalmatian | 71 |
| s. Dolphin | 41 |
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| s. Seal | 62 |
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| s. Skirbeck | 66 |
| s. Sturgeon | 45 |
| s. Sutterton | 66 |
| s. Walrus | 62 |
| s. Whale | 77 |
| s. Wigtoft | 63 |
| s. Witham | 83 |
| s. Wyberton | 56 |

**Boston & Gloucester Steamboat Co.,**
244, *Atlantic Avenue, Boston, Mass., U.S.*

| | |
|---|---|
| s. Cape Ann | 597 |
| s. City of Gloucester | 396 |

**Boston & Hull Steam Ship Co., Ld.,**
180, *High Street, Hull.*

| | |
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| s. Enterprise | 61 |
| s. Fox | 78 |
| s. Hawthorn | 93 |

**Boston-Iloilo Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Concord | 149 |

**Boston & Philadelphia Steam Ship Co.**
(General Manager—F. P. Wing),
*Central Wharf, Boston, Mass., and Piers* 18 *&* 20, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| s. Aries | 559 |
| s. Grecian | 1994 |
| s. Indian | 1424 |
| s. Norman | 847 |
| s. Parthian | 1406 |
| s. Spartan | 1194 |

**Boston Pilots Relief Society.**
(Secretary—C. E. Stearns.)
*Boston, Mass., U.S.*

| | |
|---|---|
| Liberty | 118 |

**Boston, Plymouth & Provincetown Steamboat Co.,**
185, *Summer Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. Cape Cod | 355 |

**Boston Steamship Co.,**
131, *State Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| s. Shawmut | 5195 |
| s. Tremont | 6195 |

**Boston Steam Tug Co., Ld.,**
3, *South Street, Boston.*
*See* A. H. READ.

**Boston Tow Boat Co.,**
*Board of Trade Building,* 131, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. Hyades | 2932 |
| s. Lyra | 3516 |
| s. Mercury | 72 |
| s. Orion | 1170 |
| s. Pleiades | 2932 |
| s. Storm King | 91 |
| s. Underwriter | 164 |

**Boström, F. L. O.,**
*Sundsvall, Sweden.*

| | |
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| s. Sundsvall | 174 |

**Bothnia, Vrachtvaartmaats,**
*Prins Hendrikkade* 132, *Amsterdam, Holland.*
*See* B. J. VAN HENGEL.

**Böttcher, Fr., Nachfolger,**
*Stralsund, Germany.*

| | |
|---|---|
| s. Margarethe | 78 |
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**Bottini Marchese, Antonio,**
*Pisa, Italy.*

| | |
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| Carlo Piaggia | 221 |

**Bottniska, Ångf. Aktieb.,**
*Haparanda, Sweden.*
*See* C. F. CARLSSON.

**Bouchard & Bros.,**
175, *Dorchester Street, Quebec.*

| | |
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| s. Gaspesien | 287 |

**Bouchard, V.,**
*Isle aux Coudres, co. Charlevoix, Quebec*

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**Bouclet, L.,**
*Boulogne, France.*

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| s. Alprecht | 82 |
| s. Blanc-Nez | 91 |
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| s. Gris Nez | 83 |
| s. Turbot | 17 |
| s. Ville de Boulogne | 83 |

**Boudier, Emile,**
*Agon, Manche, France.*

| | |
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| Bretagne | 148 |
| Précurseur | 232 |

**Boudrot, Thomas**
*Arichat, N.S.*

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| Evolution | 173 |

**Bouman, S.,**
*Groningen, Holland.*

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| Jantje | 137 |

**Bourgain, A., fils,**
*Rue Victor Hugo, Boulogne, France.*

| | |
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| Suffren | 114 |

**Bourgain, Auguste,**
4, *Rue Marengo, Boulogne-sur-Mer, France.*

| | Net Tons |
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| Duguay Trouin | 118 |

**Bourgain-Buffa,**
*Place des Victoires, Boulogne-sur-Mer, France.*

| | |
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| St. Antoine de Padue | 104 |

**Bourgeois, C.,**
*St. Angele, Quebec.*

| | |
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| s. Glacial | 74 |

**Bourgois,**
*Gravelines, France.*

| | |
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| Léontine | 118 |

**Bournemouth & South Coast Steam Packets, Ld.,**
*Richmond Chambers, Bournemouth.*

| | |
|---|---|
| s. Lord Elgin | 119 |

**Bourns, Frank S.,**
*P.O. Box* 602, *Manila, Philippine Islands.*

| | |
|---|---|
| s. Gibson | 81 |

**Boushnell, A. H.,**
*Foot of Roanoke Dock, Norfolk, Va., U.S.*

| | |
|---|---|
| Frank Leaming | 206 |

**Boutell Transportation and Towing Co.,**
*Western Reserve Building, Cleveland, O., U.S.*

| | |
|---|---|
| Annie M. Ash | 1212 |
| s. Peter Smith | 109 |
| s. Sweepstakes | 139 |

**Bova, A.,**
*Palermo, Sicily.*

| | |
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| Assunzione | 152 |
| Giuseppe B. | 279 |

**Bowden, C.,**
*Calstock, Cornwall.*

| | |
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| Vistula | 129 |

**Bowen, Alfred E.,**
63 *&* 64, *Atlantic Chambers, 7, Brazennose Street, Manchester.*
(Manchester Coasting and General Shipping Co., Ld.)

| | |
|---|---|
| s. Blue Bell | 231 |
| s. Deansgate | 70 |
| s. Dolphin | 186 |
| s. Millgate | 147 |

**Bowen, Joseph A.,**
*Fall River, Mass. U.S.*

| | |
|---|---|
| Fanny C. Bowen | 892 |
| Mary W. Bowen | 1907 |

**Bowen, William,**
*New Dock, Llanelly.*

| | |
|---|---|
| Cissie | 1948 |
| Euphrates | 1573 |
| Segura | 1700 |

**Bowie, Murray & McWilliam,**
*Buckie, Banffshire.*

| | |
|---|---|
| s. Thrive | 23 |

**Bowker, Frank S.,**
*Phippsburg, Maine, U.S.*

| | Net Tons |
|---|---|
| Henry H. Chamberlain | 208 |
| Henry Weller | 334 |
| John W. Dana | 479 |
| Madeleine | 599 |
| William H. Davenport | 217 |

**Bowman, Geo. Walter,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. City of Aberdeen | 87 |
| s. City of Carlisle | 75 |
| s. City of Exeter | 81 |
| s. City of Gloucester | 59 |

**Bowne, W. B.,**
66, *Broadway, New York, U.S.*

| | |
|---|---|
| Alice Holbrook | 643 |
| Katherine D. Perry | 1016 |

**Bowring Bros., Ld.,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Eagle | 418 |
| s. Hawk | 27 |

(Cape Broyle Whaling and Trading Co., Ld.)

| | |
|---|---|
| s. Falcon | 27 |
| s. Viking | 27 |

**Bowring, C. T., & Co., Ld.,**
20, *Castle Street, Liverpool.*

| | |
|---|---|
| s. Algerine | 233 |
| s. Aurora | 386 |
| Carpasian | 270 |
| Cordelia | 564 |
| Dunure | 176 |
| s. Kite | 190 |
| s. Terra Nova | 450 |
| Vidonia | 196 |

(Bear Creek Oil & Shipping Co., Ld.)

| | |
|---|---|
| s. Beacon Light | 2107 |
| s. Cymbeline | 2940 |
| s. Kinsman | 2965 |
| s. Lucifer | 2473 |
| s. Snowflake | 1726 |

(New York, Newfoundland and Halifax S.S. Co., Ld.)

| | |
|---|---|
| s. Rosalind | 1634 |
| s. Silvia | 1086 |

(Red Cross Shipping Co., Ld.)

| | |
|---|---|
| s. Benedick | 1758 |

**Bowring, C. T., & Co., Ld.,**
5 *&* 6, *Billiter Avenue, London, E.C.*
*See* ENGLISH & AMERICAN SHIPPING Co., LD.

**Bowring, Charles W.,**
"*Chislehurst*," *Sefton Park, Liverpool.*

| | |
|---|---|
| s. Wanda | 57 |

**Bowring, Edgar R.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Ariel | 249 |
| Jane Ainslie | 100 |

**Bowring, W.,**
*Wentworth, N.S.W.*

| | |
|---|---|
| s. Marion | |

**Bowser, George M.,**
*Hobart, Tasmania.*

| | |
|---|---|
| s. Marie Corelli | 64 |

**Bowser, J. E., & Son,**
*Watergate, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Beeswing | 1252 |
| s. Bernicia | 2179 |
| s. Wansbeck | 1079 |

**Boyd, J. B.,**
*Kiltra House, Wellington Bridge, co Wexford.*
Net Tons
Naiad ..... 74

**Boyd, James, & Son,**
149, *Hope Street, Glasgow*; and at 12, *Queen Street, Helensburgh.*
Madagascar .. [illegible]
Mozambique [illegible]
[illegible] 2079
West Lothian .. 1737

**Boyd, R. S.,**
*Frontera, Tabasco, Mexico.*
El Polo Norte ..... 108

**Boye, H. C.,**
*Marstal, Denmark.*
Norma ..... 359

**Boyeki Kaigwai,**
*Osaka, Japan.*
s. Shoko Maru ..... 475

**Boyes & Ruyter,**
*Börsennebengebäude 21, Bremen, Germany.*
Aloyone .. 2148
Aldebaran 1836
Altair ..... 2365

**Boyle, Arthur James,**
11, *Grove Road, Bridgend, Glamorgan.*
s. Volta ..... 62

**Boyle, John S.,**
*Ardgowan Cottage, Shawlands, Glasgow.*
s. Ardgowan ..... 63
s. Glamis Castle ..... 68
s. Glencarse ..... 63
s. Glenisla ..... 68
s. Glenogil ..
s. John S. Boyle ..... 28
s. Mary Bell ..... 27
s. Shamrock ..... 46
s. Thistle ..... 59

**Boysen, A.,**
*Christianssand, Norway.*
s. Zeus ..... [illegible]

**Bozzo, D. & E. Fratelli,**
20, *Via Luca No. 6. interno 4, Genoa, Italy.*
s. Etna ..... 1591

**Bozzo, Davide, di N.,**
*Piazza Vittoria No. 1, Camogli, Italy.*
s. Concetta ..... 1115

**Bozzo, Emmanuele, di N.,**
*Via Vittorio Emanuele, Camogli, Italy.*
s. Luigino ..... 1[illegible]

**Bozzo, Francesco, fu A.,**
*Via Assarotti, Genoa, Italy.*
Francesco Bozzo ..... 377

**Bozzo, Giuseppe,**
*Via Assarotti 13-17, Genoa, Italy.*
Geronima Bozzo ..... 193

**Bozzo-Costa, Edoardo,**
*Piazza Corvetto No. 1, Interno 7, Genoa, Italy.*
Net Tons
[illegible] 341
Zio Luigi [illegible]

**Braathen, E.,**
1, *Richmond Road, Victoria Park, London, N.E.*
s. Genoa ..... 585

**Bradburn, Isaac, Exors. of,**
95, *Old Hall Street, Liverpool.*
Bertie [illegible]
s. Gustav [illegible]
Maxim 1[illegible]

**Bradley, M. A.,**
1203, *Citizens' Building, Cleveland, Ohio.*
s. Alva ..... 2[illegible]

**Bradley, S. C.,**
*New York, U.S.*
Abbie Bowker ..... 182

**Braga, J. F.,**
*Para, Brazil.*
s. Para & Amazonas ..... 8[illegible]

**Braga, Sobrinho & Co.,**
*Para, Brazil.*
s. Ajuricaba ..... 107

**Bragão, L. F., & J. J. da Rosa,**
*Aveiro, Portugal.*
Augusto .. 150

**Brahms, Fr.,**
*Boekzetelerfehn, Germany.*
Wilhelm ..... 141

**Brailli, Giovanni,**
*Orebich, Austria.*
s. Sofia Brailli ..... 1717

**Brainerd, Frank,**
*Portland, Conn., U.S.*
Helen P. ..... 191
James Duffield ..... 17[illegible]
Traveler ..... 12[illegible]

**Brainerd, George M.,**
*Rockland, Maine, U.S.*
Abbie S. Walker ..... 15[illegible]
George A. Lawry ..... 1[illegible]
George E. Prescott ..... 1[illegible]
Mollie Rhodes ..... 15[illegible]

**Bramslöw, F. C.,**
*Boltenhof, 33 34, Admiralitätstrasse, Hamburg, Germany.*
Bella ..... 11[illegible]
Beste ..... 1[illegible]
Pirat ..... 231

**Brancaccio, A., & R. Jengo,**
*Procida, Italy.*
Imperatrice ..... 1[illegible]

**Brand, W. H.,**
*Port Hope, Ontario.*
Annie Minnes ..... 15

**Brander, J. G.,**
*Lusto, Finland.*
[illegible] [illegible]
[illegible] [illegible]

**Brandt, A. M.,**
*Horsens, Denmark.*
Kammerherre Schutte ..... 179

**Brandt, C.,**
*Brantevik, Sweden.*
B[illegible] [illegible]

**Brandt, C. N.,**
*Stora Forssa, Mönsterås, Sweden.*
Gertrud ..... 127

**Brandtman, P. C.,**
*Brantevik, Sweden.*
Marie ..... 119
Olga ..... 133

**Bransford Transit Co.,**
*Cleveland, Ohio, U.S.*
s. Edwin F. Holmes ..... 3617

**Brantjes & Co.,**
*Purmerend, Holland.*
Willem Eggerts ..... 1298

**Bras d'Or Steamboat Co., Ld.,**
*North Sydney, C.B.*
s. Marion ..... 269
s. Weymouth ..... 106

**Bratland, O. P.,**
*Risör, Norway.*
Hepsidal ..... 394
Grimsa ..... 282
Lindesa ..... 324
Spener ..... 258

**Bratt, Adolf,**
*Gothenburg, Sweden.*
s. Arnold ..... 726
(Ångfartygs Aktieb. "Amicitia.")
s. Adolf ..... 486
(Ångfartygs Aktieb. Nordsjön.)
s. Gertrud ..... 995
s. Gustaf Adolf ..... 1436

**Braun & Blanchard,**
*Punta Arenas, Chili.*
s. Cordillera ..... 85
s. Lovart ..... 221
s. Magallanes ..... 157
s. Patagonia ..... 11

**Braun, M.,**
*Punta Arenas, Chili.*
Martha Gaze ..... 360

**Braunlich, J. F., Ld.,**
*Stettin, Germany.*
(Stettiner Dampfs. Ges.)
s. Freia ..... 337
s. Imperator ..... 460
s. Odin ..... 388

**Bray, William C.,**
*Lynn, Norfolk.*
Sceptre ..... [illegible]

**Brazilian Coal Co., Ld.,**
*Cory Chambers, Cardiff.*
Net Tons
s. Cardiff ..... [illegible]

**Brazilian Government,**
*Rio de Janeiro, Brazil.*
s. Carlos Gomes ..... [illegible]
s. Elena ..... 182
s. Farrapo ..... 80
s. Fernando de Noronha ..... [illegible]
s. Gustav Sampaio ..... 151
s. Jaguarao ..... [illegible]

**Brazilian Lighthouse Service,**
*Rio de Janeiro, Brazil.*
s. Commandante Freitas ..... [illegible]

**Breckenridge, J.,**
*Fallford, N.S.W.*
s. Commonwealth ..... [illegible]

**Breda, Ferd.,**
*Christiania, Norway.*
[illegible] [illegible]
Hessy ..... 662
Ca[illegible] ..... [illegible]
[illegible] ..... 529
[illegible] ..... 813
Helena ..... 647

**Bredablick, Rederiaktieb.,**
31, *Skeppsbron, Stockholm, Sweden.*
*See* C. G. THULIN.

**Bredsdorff, K. J.,**
*Kragerö, Norway*
Alfarin ..... 423

**Breinkopf, Diedrich,**
*Sikrag, Tatsen, Riga, Russia.*
Mars ..... [illegible]

**Brema, Rhederei Akt. Ges.,**
70, *Langenstrasse, Bremen, Germany.*
*See* D. CORDES & Co.

**Bremen-Vegesack Fischerei Gesellschaft,**
*Grohn, bei Vegesack, Germany.*
[illegible] [illegible]
s. Fritz [illegible]
s. Nord [illegible]
s. Ost [illegible]
s. Sud [illegible]
s. Thea [illegible]
s. Weser [illegible]
s. West [illegible]
s. Wes[illegible] [illegible]

**Bremerhavener Fischerei Gesellschaft,**
*Bremerhaven, Germany.*
*See* H. HOLSHOLZ.

**Bremner, Andrew,**
8, *Bredalbane Terrace, Pulteneytown, Wick.*
s. Jane ..... [illegible]
s. Lively ..... [illegible]
s. Sunbeam ..... 17
s. Victory ..... 16

**Bremner, Geo.,**
114, *Findhorn, Forres, nr Moray.*
Cwm Avon ..... 67

**Brendasia Ship Co., Ld.,**
14, *Water Street, Liverpool.*
*See* J. [illegible] J. RAE & Co.

**Bretel frères,**
*Faloues, France.*
Net Tons
s. B.F ..... [illegible]
s. [illegible] Freres ..... [illegible]

**Breum, J.,**
*Odense, Denmark.*
Anna Breum .. ..... [illegible]

**Brewer, C., & Co.,**
27, *Kilby Street, Boston, Mass., U.S.*
(C. Brewer & Co., Ld., Honolulu, Hawaii)
Foohng Suey
Nuuanu ..... [illegible]

**Brewis, Alfred,**
26, *Sandhill, Newcastle-on-Tyne.*
s. Dauntless ..... 1[illegible]

**Brewster, J., & Sons,**
36, *Louther Street, Whitehaven.*
s. Thistle ..... [illegible]

**Brewster, M. V. B.,**
*Port Jefferson, N.Y., U.S.*
Jose Olaverri ..... [illegible]

**Breymann, G. H., & Bros.,**
*Toledo, Ohio*
s. Kate [illegible] ..... [illegible]

**Briansk Co., Ld.,**
*Kertch, Russia.*
s. Briansky Zavode .....(Iron) [illegible]

**Bridge Line.**
*See* MOORE, INNES & Co., Ld.

**Bridge Steam Shipping Co., Ld.,**
3, *Crosby Square, London, E.C.*
*See* MOORE, INNES & Co., Ld.

**Bridgwater Steam Towing Co., Ld.,**
*West Quay, Bridgwater.*
*See* J. L. HURMAN.

**Briggs, F., & Co.,**
116, *Hope Street, Glasgow.*
Belford ..... [illegible]
Chelmsford
Gunford ..

**Briggs, W., & Sons,**
*Sunderland.*
s. Ville [illegible] Metz .. [illegible]

**Bright, J. G.,**
46, *Leadenhall Street, London, E.C.*
s. Jacob Bright ..... [illegible]
s. Ursula Bright ..... [illegible]

**Brigneti, Flli.,**
*Salita Graziani, Camogli, Italy.*
Warrior ..... [illegible]

s. designe les Vapeurs.

**Brignetti, Atilio,**
*Miller No. 5, Callao, Peru.*

| | Net Tons |
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| Nueva Esperanza | 251 |

**Brinkema, Georg,**
*West Rhauderfehn, Germany.*

| | |
|---|---|
| Neptun | 103 |

**Brisbane, Tug Co., Lim.,**
*Eagle Street, Brisbane, Queensland.*

| | |
|---|---|
| s. Beaver | 73 |
| s. Boko | 70 |

**Brissolere, S.,**
*Monte Video, Uruguay.*

| | |
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| Isla Mala | 231 |

**Bristol City Line.**
*See* CHAS. HILL & SONS.

**Bristol, Corporation of the City of,**
*Bristol.*

| | |
|---|---|
| s. Avon | 221 |
| s. B 19 No. 1 | 415 |
| s. Bull Dog | 30 |
| s. Frome | 221 |

**Bristol Packing Co.,**
*5, Market Street, San Francisco, Cal., U.S.*
*See* L. A. PEDERSEN.

**Bristol Steam Navigation Co., Ld.,**
*50, Prince Street, Bristol.*

| | |
|---|---|
| s. Argo | 574 |
| s. Clio | 473 |
| s. Echo | 570 |
| s. Hero | 1164 |
| s. Ino | 778 |
| s. Juno | 825 |
| s. Milo | 893 |
| s. Pluto | 772 |
| s. Sappho | 806 |

**Britain S. S. Co., Ld.,**
*7, Whittington Avenue, London, E.C.*
*See* WATTS, WATTS & CO.

**Britannia Steam Towing Co., Ld.,**
*Swansea.*

| | |
|---|---|
| s. Foxhound | 14 |

**British & African Steam Navigation Co. (1909), Ld.,**
*African House, Water Street, Liverpool.*
*See* ELDER, DEMPSTER & CO.

**British & Burmese Steam Navigation Co., Ld.,**
*15, St. Vincent Place, Glasgow.*
*See* P. HENDERSON & CO.

**British Central Africa Co., Ld.,**
*29, Abchurch Lane, London, E.C.*

| | |
|---|---|
| s. Boulderne | 195 |
| s. Nyasaland | 295 |

**British & Chilian S. S. Co., Ld.,**
*12, Seaton Buildings, 17, Water Street, Liverpool.*
*See* W. LOWDEN & CO.

**British Coasting S.S. Co., Ld.**
*27, Oswald Street, Glasgow.*
*See* YOUNG & GILLESPIE.

**British Coast Steam Fishing Co., Ld.,**
*West Dock Street, Hull.*

| | Net Tons |
|---|---|
| s. Grimsby | [illegible] |
| s. Shields | [illegible] |

**British Columbia Mills, Timber & Trading Co.,**
*Vancouver, B.C.*

| | |
|---|---|
| s. Active | 119 |

**British Columbia Salvage Co., Ld.,**
(Manager—W. Fitzherbert Bullen),
*Victoria, B.C.*

| | |
|---|---|
| s. Maude | 94 |

**British & Eastern Shipping Co., Ld.,**
*11, Bank Chambers, 3, Cook Street, Liverpool.*
*See* J. MACDONALD.

**British & Foreign S.S. Co., Ld.**
(SAINT LINE),
*67, South John Street, Liverpool.*
*See* RANKIN, GILMOUR & CO.

**British Guiana Lighthouse & Pilotage Authority,**
*Georgetown, Demerara.*

| | |
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| Ibis | 89 |

**British India Steam Navigation Co., Ld.,**
*9, Throgmorton Avenue, London, E.C.; 203, West George Street, Glasgow; and Calcutta.*

| | |
|---|---|
| s. Africa | 1302 |
| s. Amra | 170 |
| s. Aska | 148 |
| s. Avoca | 3410 |
| s. Bancoora | 2138 |
| s. Bangala | 1935 |
| s. Bezwada | 3270 |
| s. Bh dra | 243 |
| s. Bharata | 1950 |
| s. Bhundara | 2215 |
| s. Bhara | 1932 |
| s. Booldana | 2144 |
| s. Bulimba | 1607 |
| s. Byculla | 1035 |
| s. Canara | 1216 |
| s. Chilka | 1477 |
| s. Chindwara | 1502 |
| s. Chupra | 1436 |
| s. Comanilla | 550 |
| s. Culna | 1464 |
| s. Dilwara | 3517 |
| s. Damra | 762 |
| s. Dunera | 3457 |
| s. Dwarka | 759 |
| s. Ellora | 1434 |
| s. Escort | 55 |
| s. Ethiopia | 1305 |
| s. Fazilka | 2699 |
| s. Fultala | 2702 |
| s. Goa | 1217 |
| s. Goalpara | 135[illegible] |
| s. Golconda | 3730 |
| s. Goorkha | 2617 |
| s. Gwalior | 2692 |
| s. Henzada | 1341 |
| s. Hindu | 214 |
| s. Huzara | 1336 |
| s. Ikhona | 3383 |
| s. India | 253[illegible] |
| s. Islanda | 3351 |
| s. Ismailia | 3381 |
| s. Itaura | 3363 |
| s. Itinda | 3362 |
| s. Itola | 3362 |
| s. Itria | 3420 |
| s. Java | 920 |

*(Continued.)*

**British India Steam Navigation Co., Ld.**
*(continued).*

| | Net Tons |
|---|---|
| s. Jelunga | 3361 |
| s. Jumna | [illegible] |
| s. Kangra | [illegible] |
| s. K[illegible]urthala | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Lalpoora | [illegible] |
| s. Landaura | [illegible] |
| s. Lawada | [illegible] |
| s. Lin[illegible] | [illegible] |
| s. Lu[illegible] | [illegible] |
| s. M Mac[illegible] | [illegible] |
| s. Ma[illegible] | [illegible] |
| s. Malda | [illegible] |
| s. Manora | [illegible] |
| s. Matiana | [illegible] |
| s. Megna | [illegible] |
| s. Mergui | [illegible] |
| s. Mombassa | [illegible] |
| s. Muttra | [illegible] |
| s Nerbudda | [illegible] |
| s. Nevasa | [illegible] |
| s. Nowshera | [illegible] |
| s. Nuddea | [illegible] |
| s. Obra | [illegible] |
| s. Okara | [illegible] |
| s. Okhla | [illegible] |
| s. Oada | [illegible] |
| s. Onipenta | [illegible] |
| s. Oolobaria | [illegible] |
| s. Orissa | [illegible] |
| s. Pachumba | [illegible] |
| s. Palamcotta | [illegible] |
| s. Palitana | [illegible] |
| s. Pentakota | [illegible] |
| s. Pundua | [illegible] |
| s. Purnea | [illegible] |
| s. Putiala | [illegible] |
| s. Ramapoora | [illegible] |
| s. Rangoon | [illegible] |
| s. Rasmara | [illegible] |
| s. Rewa | 2431 |
| s. Sangola | 3349 |
| s. Santhia | 3353 |
| s. Sitaru | 3327 |
| s. Scindia | 2050 |
| s. Scalda | 3438 |
| s. Secundra | 1675 |
| s. Shirala | [illegible] |
| s. Sindhana | 2074 |
| s. Sirsa | 1675 |
| s. Sofala | 3436 |
| s. Sutalia | 3354 |
| s. Tara | 3651 |
| s. Taroba | 3857 |
| s. Teesta | 3428 |
| s. Thongwa | 3428 |
| s. Uganda | 3493 |
| s. Ujina | 3426 |
| s. Ula | 3426 |
| s. Umballa | 3433 |
| s. Umta | 3492 |
| s. Upada | [illegible] |
| s. Uriana | [illegible] |
| s. Vadala | [illegible] |
| s. Vasna | [illegible] |
| s. Virawa | [illegible] |
| s. Vita | [illegible] |
| s. Wardha | [illegible] |
| s. Waroonga | [illegible] |
| s. Warora | [illegible] |
| s. Zaida | [illegible] |
| s. Zimania | [illegible] |
| s. Zibenghla | [illegible] |

**British & Irish Steam Packet Co., Ld.,**
*3, North Wall, Dublin.*

| | |
|---|---|
| s. Lady Hudson Kinahan | 631 |
| s. Lady Martin | 715 |
| s. Lady Olive | [illegible] |
| s. Lady Roberts | 721 |
| s. Lady Wolseley | 730 |

**British Maritime Trust, Ld.**
*4 Fenchurch Avenue London, E.C.*

| | |
|---|---|
| s. Atheniana | 1469 |
| s. Austriana | 2614 |
| s. Birmingham | 2612 |
| s. Cebriana | 2736 |
| s. Indiana | 2508 |
| s. Orlima | [illegible] |
| s. Persiana | [illegible] |
| s. Potomac | [illegible] |
| s. Wyandotte | [illegible] |

**British & Mexican Shipping Co., Ld.,**
*29, Hanover Street, Liverpool.*
*See* W. C. JARVIS & SONS.

**British Navigation Co., Ld.,**
*Standard Buildings, 94, Hope Street, Glasgow; 1, Exchange Place, Middlesbro'; & 6, Lloyd's Avenue, London, E.C.*
*See* A. WEIR & CO.

**British & North Atlantic Steam Navigation Co., Ld.,**
(DOMINION LINE.)
*27 & 29, James Street, Liverpool,*

| | Net Tons |
|---|---|
| s. Cambroman | 3672 |
| s. Canada | 6016 |
| s. Cornishman | 3678 |
| s. Irishman | 6158 |
| s. Manxman | 3122 |
| s. Norseman | 6129 |
| s. Ottoman | 3010 |
| s. Roman | 2948 |
| s. Turcoman | 3683 |
| s. Welshman | 3670 |

**British Ship Owners' Co., Ld.**
(Managers—Gracie, Beazley & Co.),
*14, Water Street, Liverpool.*

| | |
|---|---|
| s. British Empire | 1433 |
| s. British King | 3012 |
| s. British Prince | 1705 |
| s. British Princess | 1433 |
| s. British Trader | 2171 |

**British & South American Steam Nav. Co., Ld.,**
*10, Dale Street, Liverpool; and 16, Leadenhall Street, London, E.C.*
*See* R. P. HOUSTON & CO.

**British Steam Shipping Co., Ld.,**
*Mount Stuart House, Mount Stuart Square, Cardiff.*
*See* J. CORY & SONS, LD.

**British Steam Trawling Co., Ld.,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Ant | 69 |
| s. Bee | 47 |
| s. Butterfly | 63 |
| s. Cricket | 57 |
| s. Fly | 59 |
| s. Gnat | 48 |
| s. Grasshopper | 57 |
| s. Hornet | 48 |
| s. Irrawaddy | 48 |
| s. Ladybird | 73 |
| s. Locust | 57 |
| s. Mayfly | 64 |
| s. Mosquito | 48 |
| s. Moth | 48 |
| s. Scorpion | 57 |
| s. Tarantula | 57 |
| s. Wasp | 48 |

**Brito, E. J. C.,**
*Para, Brazil.*

| | |
|---|---|
| s. Gilo | 113 |

**Brocklebank, T. & J., Ld.,**
*20, Bixteth Street, Tithebarn Street, Liverpool.*

| | |
|---|---|
| s. Ameer | 2[illegible] |
| s. Bengali | [illegible] |
| s. Gaekwar | [illegible] |
| s. Mahratta | [illegible] |
| s. Marwarri | [illegible] |
| s. Pindari | [illegible] |

**Brockville Nav. Co., Ld.,**
*Brockville, Ontario.*

| | |
|---|---|
| s. Brockville | 88 |

**Brockway, D. S.,**
*Greensboro', Md., U.S.*

| | |
|---|---|
| s. Conoho | 288 |
| s. Greensborough | 111 |

**Brodersen, A.,**
*Mandal, Norway.*

| | Net Tons |
|---|---|
| Alexandra | 204 |
| Arizona | 499 |
| Orkney | 247 |

**Brodersen, Geo. J.,**
*Kongensgade 9, Christiania, Norway.*

| | |
|---|---|
| s. Molbæk | 254 |
| s. Oddbjorg | 244 |

**Brodie & Melville,**
*Market Street, Aberdeen.*
(United Steam Trawl Fishing Co. of Aberdeen, Ld.)

| | |
|---|---|
| s. Fort George | 53 |
| s. Fort William | 55 |

**Brodin, E. A.,**
*Gefle, Sweden.*

| | |
|---|---|
| Dharwar | 1271 |

**Brodin, O. A.,**
*Gefle, Sweden.*

| | |
|---|---|
| Brage | 238 |
| John | 241 |
| Kare | 240 |
| Primus | 254 |

(Rederiaktieb. Disa.)

| | |
|---|---|
| s. Disa | 447 |
| s. Tyr | 648 |
| s. Wilton | 969 |

**Brodtkorb, Lauritz,**
*Vaalsö, Norway.*

| | |
|---|---|
| s. Varanger | 69 |

**Bröhan, O.,**
*Cranz, Germany.*
(Cranzer Fischdampfschiffs Gesellschaft.)

| | |
|---|---|
| s. August Bröhan | 41 |
| s. Cranz | 44 |
| s. Fock & Hubert | 40 |
| s. Witt & Bartels | 40 |

**Broman, J. W.,**
*Stockholm, Sweden.*
(Rederiaktieb. "Patria.")

| | |
|---|---|
| s. Johan Tillberg | 217 |

**Bromley, William,**
*Fair View, Gravesend.*

| | |
|---|---|
| Gravesend | 118 |

**Brondi, Marc,**
*Propriano, Corsica.*

| | |
|---|---|
| Marie-Louise-Elisabeth | 132 |

**Bronsted, N. H.,**
*Kragerö, Norway.*

| | |
|---|---|
| Hugin | 375 |

**Brooke, Frederick S.,**
*Raglan House, Bromsgrove, Worcester*

| | |
|---|---|
| Caradog | 1351 |

**Brookfield, S. M.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Lady Glover | 94 |

**Brookfield, W. H.,**
*Halifax, N.S.*

| | |
|---|---|
| Carrie Easler | 179 |

### Brooks, David,
*20, Robertson Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Dunara Castle | 197 |

### Brooks, G. W. & W.,
*Liverpool, N.S.*

| | |
|---|---|
| s. Help | 80 |

### Brooks, J. W., Jun.,
*Madison, Md., U.S.*

| | |
|---|---|
| Phillips M. Brooks | [illegible] |

### Brooks, John G.,
*Belfast, Maine, U.S.*

| | |
|---|---|
| Flora Condon | 219 |

### Brooks, William,
*16, Chepstow Road, Newport, Mon.*

| | |
|---|---|
| Mary Elizabeth | 143 |
| s. Planet | 243 |

### Broomhill Collieries, Ld.,
*10, Dean Street, Newcastle-on-Tyne.*
*See* M. F. MACLEAN.

### Broström, Axel, & Son,
*Gothenburg, Sweden.*
(Angbåts Aktieb. "Ferm.")

| | |
|---|---|
| s. Falster | 326 |
| s. Femern | 335 |
| s. Ferm | 266 |
| s. Ferro | 742 |
| s. Freja | 237 |
| s. Kullen | 274 |
| s. Mellanland | 2353 |
| s. Skandinavien | 274 |

(Ångf. Aktieb. "Tirfing.")

| | |
|---|---|
| s. Atland | [illegible] |
| s. England | 1640 |
| s. Götaland | 2331 |
| s. Gotland | 1387 |
| s. Halland | 1533 |
| s. Hemland | 1161 |
| s. Karin | 183 |
| s. Liban | 192 |
| s. Mimer | 298 |
| s. Norrland | 1461 |
| s. Prins Oscar | 498 |
| s. Småland | 539 |
| s. Staaton | 460 |
| s. Svealand | 1980 |
| s. Tirfing | 671 |
| s. Upland | 1374 |

### Brouwer, H.,
*Wildervank, Holland.*

| | |
|---|---|
| Jantje | 106 |

### Brövig, G. C.,
*Løkken, pr. Farsund, Norway.*

| | |
|---|---|
| Anders | 1114 |
| Anstad | 310 |
| s. Eva | 736 |
| Henrik Ibsen | 819 |
| Manilaby | 904 |
| Parknook | 755 |

### Brown, A. M.,
*Keyport, N.J., U.S.*

| | |
|---|---|
| Adele Thackara | 516 |

### Brown, Albert,
*Machias, Maine, U.S.*

| | |
|---|---|
| T. W. Cooper | 160 |

### Brown & Co.,
*Port Hope, Ontario.*

| | |
|---|---|
| Mary Ann Lydon | 245 |

### Brown, F. J.,
*73, Hainton Street, Grimsby.*

| | |
|---|---|
| s. Stanley Africanus | 76 |
| s. Ulysses | 70 |

### Brown & Fleming,
*129, Broad Street, New York, U.S.*

| | Net Tons |
|---|---|
| s. John Fleming | 111 |

### Brown, George,
*26, Thomas Street, South Shields.*

| | |
|---|---|
| s. [illegible] | 12 |
| s. [illegible] | 20 |
| s. [illegible] | 17 |

### Brown, H.,
*Raven's Road, Shoreham, Sussex.*

| | |
|---|---|
| Dispatch | [illegible] |

### Brown, J.,
*Lerwick, Shetland.*

| | |
|---|---|
| Bertie | 78 |
| Linus | 170 |

### Brown, J.,
*24, Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Commodore | [illegible] |
| s. Irresistible | 93 |
| s. Port Jackson | 53 |

### Brown, J. B.,
*New York, U.S.*

| | |
|---|---|
| Charmer | 163 |

### Brown, J. H.,
*Eagle Street, Brisbane.*

| | |
|---|---|
| Coquette | |

### Brown, James,
*40, California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Standard | 1161 |

### Brown, James & Alexander,
*Newcastle, N.S.W.*

| | |
|---|---|
| s. Alice | 218 |
| s. Bungaree | 85 |
| s. Duckenfield | 552 |
| s. Goolwa | 116 |
| s. Storm Cock | 101 |

### Brown, John,
*208, South Market Street, Aberdeen.*
(Aberdeen Steam Trawling & Fishing Co., Ld.)

| | |
|---|---|
| s. Craig Gowan | 37 |
| s. Craigievar | 30 |
| s. John Brown | 42 |
| s. John Nutten | 41 |
| s. Strath Bran | 41 |
| s. Strathallan | 50 |
| s. Strathblane | [illegible] |
| s. Strathcarron | 55 |
| s. Strathclyde | 54 |
| s. Strathcona | 53 |
| s. Strathdon | 42 |
| s. Strathearn | 39 |
| s. Stratheden | 53 |
| s. Stratherrick | 39 |
| s. Strathisla | 46 |
| s. Strathleven | 53 |
| s. Strathmartin | 55 |
| s. Strathmore | 47 |
| s. Strathnaver | 53 |
| s. Strathspey | 46 |
| s. Strathtay | [illegible] |

### Brown, John H.,
*On board.*

| | |
|---|---|
| s. Florence Annie | 137 |

### Brown, Joseph, & Son,
*Old Castle Building, 26, Preeson's Row, Liverpool.*
(Northfield S.S. Co., Ld.)

| | |
|---|---|
| s. Brookfield | 1998 |
| s. Freshfield | 1750 |
| s. Moorfield | 2725 |
| s. Nessfield | 2380 |
| s. Stansfield | 2192 |

### Brown, N. (Mrs.),
*Shanghai, China.*

| | Net Tons |
|---|---|
| Collingrove | 798 |

### Brown, Nathaniel,
*Wiscasset, Me, U.S.*

| | |
|---|---|
| Theresa Wolf | 244 |

### Brown, Peter,
*North Shields.*

| | |
|---|---|
| s. Ethelbert | [illegible] |

### Brown, Peter,
*43, Amaliegade, Copenhagen, Denmark.*
(Dampskibs Selskab "Norden.")

| | |
|---|---|
| s. M. C. Holm | 1572 |
| s. Nordboen | 1547 |
| s. Nordby | 2476 |
| s. Norden | [illegible] |
| s. Nordfarer | 2307 |
| s. Nordhavet | 2159 |
| s. Nordhvalen | 2121 |
| s. Nordkap | [illegible] |
| s. Nordpol | [illegible] |
| s. Nordstjernen | 1338 |
| s. Nordvest | 1098 |

### Brown, R., & Sons, Ld.,
*47, John Street, Sunderland.*

| | |
|---|---|
| s. Addington | 1006 |
| s. Cossack | 625 |
| s. Eden | [illegible] |
| s. Ethel | 669 |
| s. Tregenna | 805 |

### Brown, Robert,
*c/o Bonaccord Ice & Cold Storage Co., Ld., Poynernook Road, Aberdeen.*

| | |
|---|---|
| s. Robina | 34 |

### Brown, Robert, & Co.,
*Mains of Williamstone, Culsalmond, by Inch, Scotland.*

| | |
|---|---|
| s. Scottish Belle | 47 |
| s. Scottish Queen | 49 |

### Brown Steam Ship Co.
(H. H. Brown),
*301, Perry Payne Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| s. Castalia | 1841 |

### Brown, T. S. P.,
*Brielle, N.J., U.S.*

| | |
|---|---|
| O. H. Brown | 969 |

### Brown, W. & S.,
*Newcastle, N.S.W.*

| | |
|---|---|
| s. Champion | 10 |

### Brown, Wm., Atkinson & Co., Ld.,
*15, Parliament Street, Hull.*
(Sea S.S. Co., Ld.)

| | |
|---|---|
| s. Kilnsea | [illegible] |
| s. Milan | [illegible] |
| s. Skipsea | 1251 |

### Browne, James,
*16, Bothwell Street, Glasgow.*

| | |
|---|---|
| Killoran | [illegible] |
| Kilmeny | [illegible] |
| Kildalton | [illegible] |

### Browne, John L.,
*62, John Street, Sunderland.*

| | |
|---|---|
| s. Harbinger | [illegible] |

(Sunderland S. S. Co., Ld.)

| | |
|---|---|
| s. Brookside | [illegible] |

### Browne, M. A. (Mrs.),
*4, Charlesbrook Terrace, Mount Charles, and Austell, Cornwall.*

| | |
|---|---|
| [illegible] | [illegible] |
| Hephzibah | 91 |

### Brownfield, M.,
*171, East India Road, London, E.*

| | |
|---|---|
| s. Athlete | [illegible] |
| s. Expert | 20 |

### Bruce, David, & Co.,
*31, Albert Square, Dundee.*

| | |
|---|---|
| [illegible] | [illegible] |

### Bruce, J., & Co.,
*67, West Nile Street, Glasgow.*
(Messrs. Steam Ship Co., Ld.)

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. Mariner | [illegible] |
| s. Mount Lebanon | [illegible] |
| s. Osiris | [illegible] |
| s. Osmanli | [illegible] |
| s. Salisbury | [illegible] |
| s. Stromboli | [illegible] |

### Bruce, J. H.,
*401, California Street, San Francisco, U.S.*

| | |
|---|---|
| H. D. Bendixen | [illegible] |
| James H. Bruce | [illegible] |
| R. W. Bartlett | [illegible] |
| William Renton | [illegible] |

### Bruce, John P.,
*Custom House Buildings, Dundee.*
(Angus Shipping Co., Ld.)

| | |
|---|---|
| s. Angus | 2320 |
| s. Ardle | 805 |
| s. Naworth Castle | 1076 |
| s. Stranton | 1057 |

### Bruce, Robert H.,
*Amoy, China.*

| | |
|---|---|
| Vale of Doon | 663 |

### Bruhn, F. M.,
*Flensburg, Germany.*

| | |
|---|---|
| s. Ellida | 363 |
| s. Thyra | 612 |

### Bruna, Felice,
*Piazza Campetto No. 1, Genoa, Italy.*

| | |
|---|---|
| Verdi | [illegible] |

### Brundrit & Co., Ld.,
*10, Dale Street, Liverpool.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| San [illegible] | [illegible] |

### Brunel, Simon & Heude,
*Fecamp, France.*

| | |
|---|---|
| Marie Thérese | [illegible] |

### Brunellière frères, C. & F.,
*Quai de l'Isle Glorieuse 5, Nantes, France.*
(La Fédération Mar. de Bretagne.)

| | |
|---|---|
| s. Breiz Huel | [illegible] |
| s. Breiz Izel | [illegible] |
| [illegible] Adolphes | [illegible] |

### Brunken, Joh. A.,
*Piazza Principe 4, Genoa, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |

### Brunner, Mond & Co., Ld.,
*Winnington, Northwich.*

| | |
|---|---|
| s. Anglia | [illegible] |

### Bruno, L.,
*Palermo, Sicily.*

| | |
|---|---|
| Felicia Bruno | [illegible] |

### Bruns, W.,
[illegible]

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

### Brunsleep, Gebruder,
*Wandsen, Russia.*

| | |
|---|---|
| Anna Maria | [illegible] |

### Brunsleep, J. & M.,
*Wandsen, per Talsen, Russia.*

| | |
|---|---|
| Fata Morgana | [illegible] |

### Brunsleep, M.,
*Wandsen, per Talsen, Russia.*

| | |
|---|---|
| Martin Glas | [illegible] |

### Brunsleep, M., & H. Martinkaln,
*Wandsen, per Talsen, Russia.*

| | |
|---|---|
| Wandsen | [illegible] |

### Bruun, Andreas,
*Frydenberg, Fredrikstad, Norway.*

| | |
|---|---|
| Immanuel | [illegible] |

### Bruun, S. W.,
*Kolding, Denmark.*

| | |
|---|---|
| Cimbria | [illegible] |
| Hertha | [illegible] |

### Bruusgaard, Kjosterud & Co.,
*Drammen, Norway.*

| | |
|---|---|
| Garibaldi | [illegible] |
| s. Haldis | [illegible] |
| s. Halvard | [illegible] |
| s. Harald | [illegible] |
| s. Helios | [illegible] |
| s. Hermes | [illegible] |
| s. Hermod | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| Superior | [illegible] |
| [illegible] | [illegible] |

### Bruusgaard, K.,
*Ström, pr. Drammen, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

### Bruzzo Fratelli,
*Piazza Scuole Pie No. 7, Genoa, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |

### Bruzzo, L.,
[illegible]

| | |
|---|---|
| s. S. [illegible] | [illegible] |

s. désigne les Vapeurs.

**Bryant, F.,**
*Nicholas Lane, London, E.C.*

| | Net Tons |
|---|---|
| Thomas Arbuthnot | 621 |

**Bryde, G. M.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Galveston | 795 |

**Bryde, Johan,**
*Sandefjord, Norway.*

| | |
|---|---|
| s. Allemannia | 1156 |
| Aviemore | 1043 |
| Charlonus | 966 |
| Fridtjof Bryde | 997 |
| Heimdal | 118 |
| Mathilde | 834 |
| Ole Smith Ploug | 576 |
| (Acties. "Oceana.") | |
| Aries | 114 |
| Cito (aux. stm.) | 110 |
| Fromad | 106 |
| Hertha (aux. stm.) | 127 |
| Penda | 162 |

**Bryde, J. P. T.,**
*Strandgade 34, Copenhagen, Denmark.*

| | |
|---|---|
| s. Isafold | 194 |

**Brydolf, H.,**
*Kumla, Eskilstuna, Sweden.*
(Ångf. Aktieb. Hjelmaren.)

| | |
|---|---|
| s. Engelbrekt | 85 |

**Bryner, N.,**
*Vladivostock, Russia.*

| | |
|---|---|
| s. Progress | 619 |

**Brynjulfsen, Carl,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Ingrid | 700 |

**Buchan, J. & P.,**
15, *Gladstone Road, Peterhead.*

| | |
|---|---|
| s. Caledonia | 38 |

**Buchan, Peter,**
*Peterhead.*

| | |
|---|---|
| s. Johanna Petrie | 10 |

**Buchanan, Trustees of the late W.,**
10, *Bridge Wharf, Glasgow.*

| | |
|---|---|
| s. Isle of Arran | 69 |
| s. Isle of Bute | 68 |

**Buchmann, A.,**
*Paulshafen, Russia.*

| | |
|---|---|
| Director | 146 |

**Buchmann & Co.,**
*Paulshafen, Russia.*

| | |
|---|---|
| Woldemar | 102 |

**Buck, Richard P., & Co.,**
78 & 80, *Broad Street, New York, U.S.*

| | |
|---|---|
| Herald | 475 |
| Lizzie Lane | 220 |

**Buckle, Francis, & Sons, Ld.**
*Pyrmont, Sydney, N.S.W.*

| | |
|---|---|
| s. Baden Powell | 92 |

**Bucknall Bros.,**
*East India Chambers, 23, Leadenhall Street, London, E.C.*
(Bucknall Steamship Lines, Ld.)

| | Net Tons |
|---|---|
| s. Afrikander | 1772 |
| s. Amatonga | 2107 |
| s. Balgay | 125 |
| s. Balgowan | 116 |
| s. Bantu | 2662 |
| s. Baralong | 2684 |
| s. Barotse | 2618 |
| s. Basuto | 1764 |
| s. Bechuana | 2659 |
| s. Beira | 2571 |
| s. Bloemfontein | 1718 |
| s. Bucentaur | 2283 |
| s. Buceros | 2595 |
| s. Bucrania | 2593 |
| s. Buluwayo | 2752 |
| s. Euphrates | 1793 |
| s. Fort Salisbury | 2777 |
| s. Griqua | 2114 |
| s. Johannesburg | 2784 |
| s. Kaffir | 1724 |
| s. Lotus | 383 |
| s. Manica | 2647 |
| s. Maritzburg | 3740 |
| s. Mashona | 2665 |
| s. Pondo | 1723 |
| s. Ready | 153 |
| s. Swazi | 3215 |
| s. Tigris | 1792 |
| s. Transvaal | 1721 |
| s. Zulu | 1760 |

**Bucknall Nephews,**
22, *Crutched Friars, London, E.C.*

| | |
|---|---|
| s. Arabistan | 2045 |
| s. Casilda | 2519 |
| s. Coronda | 1779 |
| s. Etona | 1600 |

**Bucknall Steamship Lines, Ld.**
*See* BUCKNALL BROS.

**Buenos Ayres Great Southern Rail Co., Ld.,**
*River Plate House, Finsbury Circus, London, E.C.; and at Buenos Ayres, Argentine Republic.*
*See* ARTHUR HOLLAND & CO.
2, *East India Avenue, London, E.C.*

**Bufford, G. J.,**
*Portsmouth, N.H., U.S.*

| | |
|---|---|
| Lizzie J. Call | 180 |

**Buffurn, B.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| s. City of Newport | 469 |

**Bugge & Co.,**
*Mandal, Norway.*

| | |
|---|---|
| s. Norfolk | 1139 |
| s. Resolut | 865 |
| s. Vivienne | 759 |

**Bugge, Joh.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Balder | 238 |
| s. Norland | 94 |

**Bugge, N.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Alpha | 372 |
| Ilmatar | 565 |

**Bugge & Olsen,**
*Laurvig, Norway.*

| | |
|---|---|
| Barossa | 911 |
| Carmel | 578 |
| s. Ella | 542 |
| Fjeld | 386 |
| s. Inga | 199 |
| Lady Blessington | 1087 |
| Malone | 1134 |
| Memento | 439 |
| s. Olga | 171 |
| s. Urda | 370 |

**Bugge, R.,**
*Mandal, Norway.*

| | Net Tons |
|---|---|
| Mirzapore | 1174 |

**Buhan, J. F., père, & A. Teisseire,**
*Bordeaux, France.*

| | |
|---|---|
| Joaquim | 247 |

**Buhan, Pascal, & Cie.,**
9, *Cours de Gourgue, Bordeaux, France*

| | |
|---|---|
| Niger | 207 |
| s. Sénégambie | 975 |

**Buhot-Launay, A.,**
*Paimpol, France.*

| | |
|---|---|
| Etoile d'Arvor | 105 |

**Buisman, J. J.,**
*Groningen, Holland.*

| | |
|---|---|
| Agatha | 100 |

**Bull, A. H., & Co.,**
8, & 10, *Bridge Street, New York, U.S.*

| | |
|---|---|
| Alice J. Crabtree | 325 |
| Carrie A. Lane | 703 |
| Edwina | 389 |
| Emma Knowlton | 309 |
| Ethel V. Boynton | 654 |
| s. Evelyn | 1185 |
| Helena | 504 |
| Inez N. Carver | 625 |
| John Maxwell | 445 |
| Lilian Woodruff | 288 |
| s. Mae | 1281 |
| Ninetta M. Porcella | 466 |
| Tillie Baker | 693 |
| William T. Donnell | 493 |
| (A. H. Bull S. S. Co.) | |
| s. Dorothy | 1629 |

**Bull, A. H., S. S. Co.,**
*See* A. H. BULL & CO.

**Bull, Brödrene,**
*Hesteyri, Iceland.*

| | |
|---|---|
| s. Gimle | 256 |

**Bull & Gjertsen,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Standard | 908 |

**Bull, Johs.,**
*Tönsberg, Norway.*
(Acties. Quarta.)

| | |
|---|---|
| s. Gerd | 750 |
| (Acties. Premier.) | |
| s. Daphne | 983 |
| s. Doris | 965 |
| (Acties. Tertia.) | |
| s. Lena | 979 |

**Bull, John H.,**
2, *Hillside, Newhaven, Sussex.*

| | |
|---|---|
| Alarm | 99 |
| Commerce | 243 |

**Bull, John & N. C.,**
2, *Hillside, Newhaven, Sussex.*

| | |
|---|---|
| Agricola | 247 |
| C. H. S. | 172 |
| John Bull | 91 |
| Merchant | 268 |

**Bullard, King & Co.,**
14, *St. Mary Axe, London, E.C.*

| | Net Tons |
|---|---|
| s. Congella | 1022 |
| s. Pongola | 334 |
| s. Umbilo | 1232 |
| s. Umfuli | 1501 |
| s. Umgeni | 1667 |
| s. Umhloti | 1379 |
| s. Umkuzi | 1297 |
| s. Umlazi | 1133 |
| s. Umsinga | 1895 |
| s. Umtali | 1674 |
| s. Umtata | 1664 |
| s. Umvolosi | 1908 |
| s. Umvoti | 1668 |
| s. Umzinto | 1160 |
| s. Umzumbi | 2144 |

**Bullen, N. B.,**
7, *Parade, Truro, Cornwall.*

| | |
|---|---|
| W. J. C. | 78 |

**Bulnes & Co.,**
*Apartado 34, San Juan Bautista de Tabasco, Mexico.*

| | |
|---|---|
| s. Canuto Bulnes | 79 |

**Bundefjord, Acties,**
*Christiania, Norway.*
*See* O. SÖRBY.

**Bunel, G., A. Simon, & A. Hende,**
*Fécamp, France.*

| | |
|---|---|
| Marie Blanche | 390 |

**Bunnell, C. P.,**
*Forked River, N. J., U.S.*

| | |
|---|---|
| Lydia Middleton | 187 |

**Bünsow, W.,**
*Skönvik, Sweden.*
(Skönviks Aktiebolag.)

| | |
|---|---|
| Carin | 231 |

**Burbulia Frères,**
*Alexandria, Egypt.*

| | |
|---|---|
| s. Lesbos | 562 |

**Burch, H. W.,**
*Machias, Me., U.S.*

| | |
|---|---|
| Edith May | 104 |

**Burch, N. G.,**
4, *Tokenhouse Buildings, London, E.C.*
(Quebrada Railway, Land and Copper Co., Ld.)

| | |
|---|---|
| s. Barquisimeto | 75 |

**Burd, J. M. & W..**
*Buckie, Banff.*

| | |
|---|---|
| s. Burd | |

**Burden, H.,**
*West Shore Wharf, Poole.*
(London & Poole S. S. Co., Ld.)

| | |
|---|---|
| s. Endeavour | 126 |
| s. Gannet | 109 |
| s. Girnigoe | 77 |

**Burden, W.,**
*Waretown, N.J., U.S.*

| | |
|---|---|
| Myra W. Spear | 145 |

**Burdick & Cook,**
34, *St. Mary Axe, London, E.C.*

| | Net Tons |
|---|---|
| s. Amie | 1161 |
| s. Clara | 1539 |
| s. Ethel | 1491 |
| s. Eugenie | 1157 |
| s. Lydie | 1717 |
| s. Marie | 1208 |
| s. Marie Rose | 2021 |
| s. Meggie | 1151 |
| s. Nellie | 1217 |
| s. Zoe | 1204 |

**Burdick, L.,**
*Toledo, Ohio.*

| | |
|---|---|
| Massasoit | 800 |

**Bureau Frères & Baillergeau,**
2, *Rue Olivier de Clisson, Nantes, France.*

| | |
|---|---|
| Babin Chevaye | 1732 |
| Bayard | 1731 |
| Bougainville | 1743 |
| La Rochejaquelein | 1741 |
| Tourville | 1741 |

**Bureau, L., et Fils,**
12, *Boulevard Delorme, Nantes, France.*

| | |
|---|---|
| Beaumanoir | 1293 |
| Duguesclin | 1235 |
| Léon Bureau | 1582 |
| St. Donatien | 1259 |
| St. Louis | 1581 |
| Saint Rogatien | 1259 |
| Sainte Anne | 1282 |

**Burford, J. C.,**
*Auckland, N.Z.*

| | |
|---|---|
| s. Tasman | 87 |

**Burg, H. van den,**
*Vlaardingen, Holland.*

| | |
|---|---|
| s. Petronella Neeltje | 84 |

**Burgarella, Vito,**
*Trapani, Sicily.*

| | |
|---|---|
| Amalia Burgarella | 216 |
| Checchina Burgarella | 215 |

**Burger, D., & Zoon,**
*Westerstraat 5, Rotterdam, Holland.*
(Naamlooze Vennootschap. Maats., Norwegen.)

| | |
|---|---|
| s. Ingerid | 637 |
| s. Lerfos | 390 |
| s. Olaf Kyrre | 514 |

**Burger, W. S. & J. M.,**
(Firm: BOUTMY & Co. Rotterdam, Antwerp and Ghent.)
*Leuvehaven 111, Rotterdam, Holland.*
(Agents in the United Kingdom—G. Gibson & Co., 64, Commercial Street, Leith.)

| | |
|---|---|
| s. Amulet | 627 |
| s. Durward | 798 |
| s. Mascotte | 676 |
| s. Nigel | 644 |

**Burgess, C. R.,**
*Wolfville, King's Co., N.S.*

| | |
|---|---|
| Canada | 2237 |
| Conductor | 1063 |
| Harvest Queen | 1894 |
| Kambira | 1885 |
| King's County | 2061 |
| Skoda | 658 |

**Burgio, V., fu M.,**
*Porto Empedocle, Sicily.*

| | |
|---|---|
| Vincenzino | 216 |



s. signifies Steamer.

**Burgoyne, William,**
*7, Brunswick Terrace, Plymouth.*
Net Tons
Allaio ... 160
[illegible] ... [illegible]
Jeanette ... 100

**Burke, F. M.,**
*2, Rue Colbert, Algiers*
s. [illegible] ...

**Burkow, J.,**
*Archangel, Russia.*
s. Nicolai ... 218
s. Zosima ... 220

**Burlee Dry Dock Co.,**
*New York, U.S.*
Marion ... 934
Olivia ... 1142

**Burmah, Govt. of**
*Rangoon.*
s. Mary ... 20

**Burmah Oil Co., Ld.,**
175, *West George Street, Glasgow.*
s. Bemo ... 1912
s. Khodoung ... 913
s. Singu ... 1912
s. Syriam ... 891
s. Twingone ... 1120

**Burmah Public Works,**
*Rangoon.*
s. Frederic Fryer ... 369

**Burmah Steamship Co., Ld.,**
15, *St. Vincent Place, Glasgow.*
*See* P. HENDERSON & Co.

**Burmeister & Wains Maskin & Skibsbyggeri, Aktieselsk.,**
*Copenhagen, Denmark.*
s. Elda ... 382

**Burmester, Hermann, & Co.,**
*Rua Infante D Henrique 87, Oporto, Portugal.*
J. W. Burmester ... 1228
[illegible] ... 1615

**Burn, J.,**
*West Hartlepool.*
s. Larmont ... 39

**Burn, W. H.,**
62, *South Street, St. Andrews.*
s. Setter ... 51

**Burnard, William,**
*Bideford, Devon.*
William Henry ... 314

**Burnett Bros. & Sons,**
14, *Mincing Lane, London, E.C.*
s. [illegible]
s. [illegible]

**Burnett & Co.,**
6, *Lombard Street, Newcastle-on-Tyne.*
(Burnett [illegible] Co., Ltd.)
Net Tons
s. Bentinck ... [illegible]
s. Birtley ... [illegible]
s. Hartley ... 795
s. Hebburn ... [illegible]
s. Heworth ... 659
s. Marston ... 545
s. Tynemouth ... [illegible]

**Burnett, Edward,**
*Barancas, Maturin, Venezuela.*
Ana Luisa ... 112

**Burnett Steamship Co., Ld.**
*See* BURNETT & Co.

**Burnosaky & Jurissich,**
*Sebastopol, Russia.*
Lord Byron ... 204

**Burns, Dunn & Matthews,**
*Bangor, co. Down.*
s. May ... 48

**Burns, Edward,**
*Brooklyn, N.Y., U.S.*
Doris ... 719

**Burns, G. & J.,**
30, *Jamaica Street, Glasgow.*
s. Adder ... 146
s. Alligator ... 443
s. Ape ... 194
s. Dromedary ... 440
s. Gorilla ... 428
s. Grampus ... 288
s. Grouse ... 178
s. Hound ... 332
s. Magpie ... 400
s. Mastiff ... 353
s. Pointer ... 436
s. Seal ... 269
s. Spaniel ... 491
s. Vulture ... 399

**Burns, Thenie J. (Mrs.),**
*c/o The Charles Nelson Co., 6, California Street, San Francisco, Cal., U.S.*
Vine ... [illegible]

**Burns, Philp & Co., Ld.,**
10, *Bridge Street, Sydney, N.S.W.*
s. Airlie ... 1492
s. Alexandra ... 494
s. Barratta ... 68
s. Bobbie Towns ... 75
s. Guthrie ... 1494
Louise J. Kenney ... 215
Malakula ... 104
s. Moresby ... 1338
Myrtle ... 167
Olive ... 92
s. Tambo ... 454
s. Titus ... 517
s. Ysabel ... 930

**Burrakur Coal Co., Ld.**
(Managing Agents—Bird & Co.).
5 & 6, *Billiter Avenue, London, E.C.*
s. Flamingo ... 2154
s. Florican ... 2530

**Burrowes, R.,**
*New York, U.S.*
Mischief ... 128

**Burrows, J.,**
*Island of Kerrera, co. Argyll.*
Rescaro ... 115

**Burt, Boulton & Haywood, Ld.,**
94, *Cannon Street, London, E.C.*
Net Tons
s. Alchymist ... 909
Alembic ... [illegible]
Conistar ... 195
[illegible] ... 84

**Burton, R., & Son, Ld.,**
*West Canal Wharf, Cardiff.*
s. Ethel ... [illegible]
s. Lincolnshire ... [illegible]
s. Moderator No. 4 ... [illegible]
s. Snipe ... 124
s. Teal ... 77

**Burton, Thomas H.,**
26, *Chapel Street, Liverpool.*
Helena ... 79

**Busck, A., & Co.,**
47, *Rue Vacon, Marseilles, France.*
s. Amphion ... 118
s. Aude ... [illegible]
s. Gaulois ... [illegible]
s. Louis C. ... [illegible]
s. Magali ... [illegible]
s. Mireille ... [illegible]
s. Mistral ... [illegible]
s. [illegible] ... [illegible]

**Buse, F.,**
*New York, U.S.*
Daniel Brown ... 163

**Bushell, William,**
*Granville Dock, Dover.*
Zenobia ... 78

**Busse, F.,**
*Geestemünde, Germany.*
s. Président Herwig ... 59
s. Rosie ... [illegible]
s. Saturn ... 23
s. Sophie ... 52

**Butchart, G., & Co.,**
39, *West Sunniside, Sunderland.*
(Whitburn S.S. Co., Ld.)
s. Jessie Burns ... 2211

**Bute Docks Co.,**
*22a, Queen Anne's Gate, Westminster, London, S.W.*
s. No. 6 ... 246
s. The Earl ... (Gross) 101

**Buthlay, William,**
150, *Victoria Road, Torry, Kincardine.*
s. Sceptre ... [illegible]

**Butler, E. A.,**
*Box 54, Rockland, Maine, U.S.*
Helen Montague ... 344
William Rice ... 105

**Butler, H. V.,**
107, *Adelaide Street, St. John, N.B.*
Genevieve ... 124

**Butler, William, & Co.,**
*Bristol.*
s. Clifton Grove ... 100

**Butt & Hill,**
*Grimsby.*
s. Victorian ... [illegible]

**Butterfield, Daniel,**
616, *Fifth Avenue, New York, U.S.*
Net Tons
s. John G. Carlisle ... [illegible]

**Butters, E. G.,**
31, *Desborough Road, Plymouth.*
Zephyr ... [illegible]

**Bye, N. F.,**
*Skien, Norway.*
Duero ... 249
Erling ... 337

**Byelfven, Ångb. Aktieb.,**
*Hällsbäck, Gullberga, Sweden.*
*See* J. CARLSSON.

**Bygdö Dampskibsselskab,**
*Christiania, Norway.*
s. Louise I. ... [illegible]
s. Louise II. ... 17

**Bygdö Nye Dampskibsselskab,**
*Skippergaden, Christiania, Norway.*
*See* MADSEN & Co.

**Byrne, John,**
*Riverside, Arklow, co. Wicklow.*
Petrel ... 99

**Byrne, Thomas,**
23, *Brunswick Street, Liverpool.*
s. Progress ... [illegible]

**Byrnes, Bernard,**
*Circular Quay, Sydney, N.S.W.*
s. [illegible] ... 156
[illegible] ... 177
[illegible] ... 252
[illegible] ... [illegible]
Jessie Kelly ... 145
s. Macgregor ... [illegible]
s. Sphene ... 95

**Byxbee & Clark,**
48, *Market Street, San Francisco, Cal., U.S.*
Alice McDonald ... [illegible]
North west ... 490
Susie M. Plummer ... [illegible]
Vidette ... [illegible]

# C

**Cacace, Carlo,**
*Piano di Sorrento, Italy.*
Net Tons
[illegible] ... [illegible]

**Cacace, F., fu G.,**
*c/o Gustavus & Co., 11, South Gay [illegible], Baltimore, U.S.*
Baltimore ... [illegible]
[illegible] ... [illegible]

**Cacace, Gennaro,**
*Via Savino No. 11, Piano di Sorrento, Italy.*
Concettina ... [illegible]

**Cacace, M. & F. S.,**
43, *Via Cristoforo Colombo, Meta, Italy*
Carmela C. ... [illegible]

**Cacace, Matteo, di S.,**
*Piazza del Lauro 24, Meta, Italy.*
Leonardo ... [illegible]

**Cacace, Michele, fu F., & Savarese fu V.,**
*Meta, Italy.*
Norman McLeod ... [illegible]

**Cacace, Mongo,**
*Piazza del Lauro, 24, Meta, Italy.*
[illegible] ... [illegible]

**Cacciola, N.,**
*Calle Lamadrid 102, Buenos Ayres, Argentine Republic.*
Cacciolita ... [illegible]

**Cachim, J.,**
*Ilharo, Portugal.*
Commercio ... [illegible]

**Caciunis, G.,**
*Chios, Asiatic Turkey.*
Tris Ierarchai ... [illegible]

**Cadogan, D.,**
*Cape Clear, co. Cork.*
George Henry ... [illegible]

**Cadogan, P.,**
*Globe House, Cape Clear, co. Cork*
Eliza ... [illegible]
Lilia ... [illegible]

**Cady, John H.,**
*P.O. Box 1284, Providence, Rhode [illegible], U.S.*
[illegible] ... [illegible]
[illegible] ... [illegible]

s. désigne les Vapeurs.

### Cañero, F.,
*Piano di Sorrento, Italy.*

| | Net Tons |
|---|---|
| San Giuseppe | |

### Cañero, Nicola,
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Sant' Anna | |

### Cañero, Salvatore, fu S.,
*Meta, Italy.*

| | |
|---|---|
| Lauretta | |
| Rosa | |

### Cafranga, J. B.,
*Casilla Correo No. 17, Callao, Peru.*

| | |
|---|---|
| Francisco Tozo | |

### Cahill, Peter,
*New York, U.S.*

| | |
|---|---|
| s. O. L. Halenbeck | 194 |

### Cahour, P.,
*Redon, France.*

| | |
|---|---|
| Bisco | 164 |

### Cahué, Juan,
*Vilasar, Spain.*

| | |
|---|---|
| Margarita | 550 |

### Caiger, E. J., & Co.,
*4, Lloyd's Avenue, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Kestor | 1489 |

### Caila, P. E.,
*Santorin, Greece.*

| | |
|---|---|
| Mirtidiotissa | 141 |

### Caillé, Louis,
*La Trinité-sur-Mer, Morbihan, France.*

| | |
|---|---|
| s. K Hi-p | 47 |
| s. Ker-Bihan | 78 |

### Caillol-Duvillard, E.,
*21, Rue Beauvau, Marseilles, France.*

| | |
|---|---|
| s. Algérien | 1057 |
| s. Bastiais | 445 |
| s. Jeanne D'Arc | 742 |
| s. Orient | 574 |
| s. Sampiero | 336 |

### Cain, Nicholas,
*Port Macquarie, N.S.W.*

| | |
|---|---|
| s. Hastings | 95 |
| s. Trilby | 57 |

### Caine, E. E.,
*618, 1st Avenue, Seattle, Wash., U.S.*

| | |
|---|---|
| Minnie A. Caine | 779 |

### Caird, Colin S.,
*4, Argyle Street, Greenock.*

| | |
|---|---|
| Euphrosyne | 1789 |

### Cairenius & Co.,
*Helsingfors, Finland.*

| | |
|---|---|
| Fortuna | |
| Louisa | |

### Cairn Line of Steamships, Ld.,
*Cosyns House, 1, Quayside, Newcastle-on-Tyne; & at 101, Leadenhall Street, London, E.C.*

*See* CAIRNS, NOBLE & CO.

### Cairnglen Steamship Co., Ld.,
*Cosyns House, 1, Quayside, Newcastle-on-Tyne; & at 101, Leadenhall Street, London, E.C.*

*See* CAIRNS, NOBLE & CO.

### Cairns, David,
*39, Constitution Street, Leith.*

| | Net Tons |
|---|---|
| s. Cavendish | |
| s. Silverton | 1358 |

### Cairns, R., & Co.,
*8, Commercial Street, Leith; & at Castle Chambers, 65, Renfield Street, Glasgow.*

| | |
|---|---|
| s. Cairnryan | 1936 |

### Cairns, Noble & Co.,
*Cosyns House, 1, Quayside, Newcastle-on-Tyne; & at 101, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Cairndhu | 882 |
| s. Cairngowan | 735 |
| s. Cairntorr | 2235 |
| (Cairn Line of Steamships, Ld.) | |
| s. Cairnavon | 393 |
| s. Cairncrag | 1951 |
| s. Cairndon | 1711 |
| s. Cairnesk | 1451 |
| s. Cairnisla | 1914 |
| s. Cairnloch | 94 |
| s. Cairnmore | 1388 |
| s. Cairnross | 950 |
| (Cairnglen Steamship Co., Ld.) | |
| s. Cairnglen | 387 |
| s. Cairnlyon | 897 |
| (Gaelic Steamships, Ld.) | |
| s. Cairnalt | 883 |
| s. Cairnbahn | 971 |
| s. Cairnmona | 1118 |
| s. Cairnstrath | 1334 |

### Cajander, D.,
*Kuopio, Finland.*

| | |
|---|---|
| s. Wellamo | 89 |

### Calcagno, Francesco,
*Savona, Italy.*

| | |
|---|---|
| Marinetta | 113 |

### Calcias, G.,
*Samos, Greece.*

| | |
|---|---|
| Tris Adelphi | 141 |

### Calcutta, Commissioners for Improvements in the Port of,
*Calcutta.*

| | |
|---|---|
| s. Rescue | 89 |

### Calder, George,
*Thurso, Caithness.*

| | |
|---|---|
| Volant | 94 |

### Caldwell, W. H.,
*Inverkeithing, Fife.*

| | |
|---|---|
| s. Caldwell's No. 1. | 31 |

### Caledonia, Rederi Aktieb.,
*Heisingborg, Sweden.*

*See* G. H. WITT.

### CaledoniaSteamshipCo.,Ld.,
*7, India Buildings, Fenwick Street, Liverpool.*

| | |
|---|---|
| s. Ranza | 3444 |
| s. Ratho | 2747 |

### Caledonian Railway Co.,
*302, Buchanan Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Caledonian | 122 |
| s. Forth | |

### Caledonian Steam Packet Co., Ld.
(Manager—James Williamson),
*Gourock.*

| | |
|---|---|
| s. Caledonia | |
| s. Duchess of Fife | |
| s. Duchess of Hamilton | |
| s. Duchess of Montrose | |
| s. Duchess of Rothesay | |
| s. Galatea | |
| s. Ivanhoe | |
| s. Madge Wildfire | |
| s. Marchioness of Breadalbane | |
| s. Marchioness of Bute | |
| s. Marchioness of Lorne | |

### Caledonian Steam Trawling Co., Ld.,
*156, Market Street, Aberdeen.*

*See* YOUNG & JAMESON.

### Calf, William,
*Penzance, Cornwall.*

| | |
|---|---|
| Golden Light | 103 |

### California & Oregon Coast, S.S. Co.,
*421, Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Aberdeen | 394 |
| s. Alliance | 431 |
| s. Despatch | 549 |
| s. Fulton | |
| s. Gualala | |
| s. Navarro | 171 |
| s. Newsboy | 150 |
| s. Nome City | |
| s. Prentiss | 267 |

### California Shipping Co.,
*38, Market Street, San Francisco, Cal., U.S.*

*See* W. E. MICHELL.

### Calimassia, M.,
*Catina*

| | |
|---|---|
| Catina | |

### Calissendorff, H.,
*Hudiksvall, Sweden.*
(Saltviks Travaruaktieb.)

| | |
|---|---|
| s. Saltvik I. | 59 |

### Callahan, J. J.,
*Newport News, Va., U.S.*

| | |
|---|---|
| s. Louise | 223 |

### Callen, A.,
*Newcastle, N.S.W.*

| | |
|---|---|
| Ocean Rover | 189 |

### Callen, Peter,
*Stockton, Newcastle, N.S.W.*

| | |
|---|---|
| s. Fearless | 97 |
| s. Magdalene | 78 |

### Callerström, N. L.,
*Pilskallavik, Sweden.*

| | |
|---|---|
| Presto | 277 |

### Calliope Steam Ship Co., Ld.,
*30, Great St. Helen's, London, E.C.*

*See* SCARAMANGA BROS.

### Calogeras, N.,
*Syra, Greece.*

| | Net Tons |
|---|---|
| Tris Adelphi | |

### Calogero, D.,
*Riza Pacha, Ilhan, Stamboul, Constantinople, Turkey.*

| | |
|---|---|
| s. Bosphoros | 1135 |

### Caloyeras, G.,
*Constantinople, Turkey.*

| | |
|---|---|
| Panagia | 189 |

### Caloutas, P. J.,
*Syra, Greece.*

| | |
|---|---|
| s. Fanni | 1012 |

### Calumet Transit Co.,
*Foot of Mineral Street, Milwaukee, Wis., U.S.*

*See* F. W. SMITH.

### Calvin Co., Ld.,
*Garden Island, co. Frontenac, Ontario.*

| | |
|---|---|
| Burma | 885 |
| Ceylon | 908 |
| s. Chieftain | 197 |
| s. D. D. Calvin | 480 |
| s. Frontenac | 64 |
| s. India | 573 |
| s. Parthia | 84 |
| s. Simla | 979 |

### Calvo, Rafael,
*Calle de Jolo, No. 310, Manila, Philippine Islands.*

| | |
|---|---|
| Carolinas | 210 |
| Cazador | 208 |
| Santa Maria de Repoll | 140 |

### Calvocoressis, J. G.,
*C/o Calvocoressis, Trofimoff & Co., Syra, Greece.*

| | |
|---|---|
| s. Ambatiellos | 1071 |
| s. Bruns | 1049 |
| Julia A. Calvocoressi | 451 |

### Calvocoressis, Trofimoff & Co.,
*Syra, Greece.*

| | |
|---|---|
| s. Colvocoressis | 1204 |

### Calzado, Juan C.,
*Mataró, Spain.*

| | |
|---|---|
| Cosme Calzada | 1388 |
| Maria de la Soledad | 576 |

### Camacho, A. F., & S. Dias,
*Brava, Cape Verde Islands.*

| | |
|---|---|
| Dois Amigos | 103 |

### Camara, Manuel,
*Passages, Spain.*

| | |
|---|---|
| s. Joshepa Antoni | 122 |
| s. Sixto Camara | 156 |

### Camarao B. dos Santos,
*Ilhavo, Portugal.*

| | |
|---|---|
| Estrella da Mar ..... (*gross*) | 129 |

### Camarao, Manoel dos Santos,
*Ilhavo, Portugal.*

| | |
|---|---|
| A. Patria ..... (*gross*) | 117 |
| Destemido ..... (*gross*) | 133 |

### "Cambrian King," Ship, Ld.,
*19, Oldhall Street, Liverpool.*

*See* ROBERTS, OWEN & CO.

### Cambrian Steam Nav., Co., Ld.,
*Aberystwith; & Cardiff.*

*See* J. MATHIAS & SONS.

### Camelia, Angelo Raffaele,
*Torre del Greco, Italy.*

| | Net Tons |
|---|---|
| Camelia | 424 |

### Cameron, A. C., & W. McFarlane,
*31, Reform Street, Dundee.*
(Dundee Fishing Co., Ld.)

| | |
|---|---|
| s. Capella | 10 |
| s. Clio | 53 |
| s. Primrose | 27 |
| s. Stork | 60 |

### Cameron, Daniel,
*St. John, N.B.*

| | |
|---|---|
| E. H. Foster | 124 |

### Cameron, F. B.,
*35, Pancras Road, London.*

| | |
|---|---|
| s. Cameronian | 287 |

### Cameron, James,
*Portland House, Polloksheilds, Glasgow.*

| | |
|---|---|
| s. Helen | 57 |

### Camillo, G.,
*Syra, Greece.*

| | |
|---|---|
| Ekaterini | 283 |

### Camino, F. G., Jun.,
*Santander, Spain.*

| | |
|---|---|
| s. Esles | 1318 |

### Camm, Edgar,
*Saul, near Gloucester.*

| | |
|---|---|
| Agnes | 81 |

### Camozzi, J. B.,
*Calle Defensa 1356, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Florencia | 430 |
| Luchador | 204 |
| Sorrento | 105 |
| Tapeinos | 151 |
| Teresa Angela | 103 |

### Camp, Walter G.,
*60, Queen Square, Bristol.*

| | |
|---|---|
| St. Catherine | 96 |

### Campbell, David R., & Sons,
*Seattle, Wash., U.S.*

| | |
|---|---|
| s. Elihu Thompson | 448 |

### Campbell, G. R., & Co.,
*Cherryfield, Maine, U.S.*

| | |
|---|---|
| Florence A. | 126 |
| Margaret | 111 |
| William F. Campbell | 163 |

### Campbell, J. H.,
*Port Townsend, Wash, U.S.*

| | |
|---|---|
| Helene | 828 |

s. signifies Steamer.

## Campbell, Jno. D.,

*Creek Street, Brisbane, Queensland.*

| | Net Tons |
|---|---|
| s. Pacific | 149 |

## Campbell, John M., & Son,

*154, St. Vincent Street, Glasgow.*

| | |
|---|---|
| Dalcairnie | 1700 |
| Dalrymple | 1479 |
| Dowan Hill | 1076 |
| Earlsmart | 1113 |
| Garnet Hill | 2140 |
| Marjory Glen | 1013 |
| Ravensmart | 1373 |
| Tinto Hill | [illegible] |
| W. J. Pirrie | 2398 |

## Campbell, P. & A., Ld.,

1, *Britannia Buildings, Cumberland Basin, Bristol.*

| | |
|---|---|
| s. Albion | [illegible] |
| s. Bonnie Doon | 81 |
| s. Brighton Queen | 123 |
| s. Britannia | 66 |
| s. Cambria | [illegible] |
| s. Glen Rosa | [illegible] |
| s. Ravenswood | 74 |
| s. Waverley | 46 |
| s. Westward Ho | 71 |

## Campbell, R. L.,

*Threadneedle House, Bishopsgate Street, London, E.C.*

(Dominion Atlantic Railway Co.)

| | |
|---|---|
| s. Boston | 734 |
| s. Prince Arthur | 700 |
| s. Prince Edward | 727 |
| s. Prince George | 714 |
| s. Prince Rupert | 640 |
| s. Yarmouth | 745 |

## Campbell, Thomas,

*Abbey Villa, Grimsby.*

| | |
|---|---|
| Alice Gertrude | 80 |
| Maritana | 89 |

## Campbeltown & Glasgow Steam Packet Joint Stock Co.,

*Old Quay Head, Campbeltown, Argyleshire.*

| | |
|---|---|
| s. Davaar | 77 |
| s. Kinloch | 128 |
| s. Kintyre | 94 |

## Camperdown S.S. Co., Ld.,

*88, Bishopsgate Street Within, London, E.C.*

*See* NYE, CLARE & CO.

## Campisi, Luciano, di S.,

*Syracuse, Sicily.*

| | |
|---|---|
| Amelia | 154 |
| Giulia | 199 |
| Sebastiano Campisi | 228 |

## Campisi, Sante,

*Catania, Sicily.*

| | |
|---|---|
| Carmelina | 115 |

## Camuyrano & Co.,

*Rua Assemblea 38, Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Oriento | 22 |

## Canada Atlantic & Plant S. S. Co., Ld.,

*Halifax, N.S.*

| | |
|---|---|
| s. Halifax | [illegible] |

## Canada Atlantic Transit Co.,

*Ottawa, Ontario.*

| | |
|---|---|
| s. Ottawa | 1344 |

## Canada, Government of,

*Ottawa, Canada.*

| | Net Tons |
|---|---|
| s. Aberdeen | [illegible] |
| s. Garfield | [illegible] |
| s. Bekai | [illegible] |
| Cadmus (Lady class) | [illegible] |
| s. Gulnare | [illegible] |
| s. Minto | [illegible] |
| s. Petrel | [illegible] |
| s. Quadra | [illegible] |
| s. Scout | [illegible] |
| s. Stanley | [illegible] |
| s. Stanley King | [illegible] |
| s. Tiffin | [illegible] |
| (Department of Public Works.) | |
| s. Bureau | [illegible] |
| (Minister of Marine & Fisheries.) | |
| s. Druid | [illegible] |
| s. Kestrel | [illegible] |
| King Pilot | [illegible] |
| s. La Canadienne | [illegible] |
| s. Lady Laurier | [illegible] |
| s. Lansdowne | [illegible] |
| s. Scout | [illegible] |
| s. Shamrock | [illegible] |
| (Minister of Railways & Canals.) | |
| s. Mulgrave | 330 |
| s. Stanley | 395 |

## Canadian Forwarding & Export Co., Ld.,

*Montreal.*

| | |
|---|---|
| s. Armenia | 318 |
| Lucy | 362 |

## Canadian Ocean & Inland Navigation Co., Ld.,

*McKinnon Building, Toronto, Canada.*

*See* W. JACKS & Co.; and W. PETERSEN, LD.

## Canadian Pacific Car & Passenger Transfer Co., Ld.,

*Prescott, Ontario.*

| | |
|---|---|
| s. City of Belleville | 69 |
| s. International | 269 |

## Canadian Pacific Navigation Co., Ld.,

*Wharf Street, Victoria, B.C.*

| | |
|---|---|
| s. Princess May | 697 |
| s. Queen City | 244 |

## Canadian Pacific Railway Co.

(Manager of Steamship Lines—A. Piers).

*Montreal, Canada.*

(European Traffic Manager — Archer Baker, 62–65, *Charing Cross, London, S.W.*)

| | |
|---|---|
| s. Alberta | 1552 |
| s. Amur | 570 |
| s. Athabasca | 1545 |
| s. Athenian | 2440 |
| s. Charmer | 407 |
| s. Danube | 561 |
| s. Empress of China | 3765 |
| s. Empress of India | 3765 |
| s. Empress of Japan | 3765 |
| s. Lake Champlain | 4653 |
| s. Lake Erie | 4811 |
| s. Lake Manitoba | 6475 |
| s. Lake Michigan | 6244 |
| s. Manitoban | 1609 |
| s. Minneapolis | 429 |
| s. Milwaukee | 4784 |
| s. Monmouth | 2567 |
| s. Montcalm | 3268 |
| s. Monteagle | 3427 |
| s. Montezuma | 4774 |
| s. Montfort | 2585 |
| s. Montreal | 6444 |
| s. Montrose | 6449 |
| s. Mount Royal | 4599 |
| s. Mount Temple | 6000 |
| s. Ontario | 1758 |
| s. Otter | [illegible] |
| s. Princess Adelaide | [illegible] |
| s. Princess Louise | 544 |
| s. Princess Victoria | [illegible] |
| s. Tartar | [illegible] |
| s. Thor | [illegible] |
| s. Victorian | [illegible] |
| s. Yosemite | 1868 |

## Canakis, P. C.,

*Piræus, Greece.*

| | Net Tons |
|---|---|
| s. Constantinos Canakis | [illegible] |

## Candasamypillai, V.,

*Valvettiturai, Ceylon.*

| | |
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| Shahee Hamed | 275 |

## Candeira Hermanos,

*Campos Sancos, Galicia, Spain.*

| | |
|---|---|
| Cristina Botot | 251 |
| Josefina | 152 |
| Joven Pepita | 136 |
| Maria | 279 |
| Maria Asumpta | 126 |
| Mayarnez | 241 |

## Candlish, R., & Son, Ld.,

*Londonderry Bottle Works, Seaham Harbour.*

| | |
|---|---|
| s. Oakwell | 129 |

## Canessa, Domingo,

*Talcahuano, Chili.*

| | |
|---|---|
| Maria Luisa | 306 |

## Cann, Hugh, & Son,

*P.O. Box 84, Yarmouth, N.S.*

| | |
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| s. John L. Cann | 77 |
| s. Ida Tear | 89 |
| s. Malcolm Cann | 75 |
| s. Usher | 2350 |

## Cann, W.,

*Bowmanville, Ontario.*

| | |
|---|---|
| Trade Wind | 181 |

## Canne & Balwé,

*Amsterdam, Holland.*

(Stoom. Maats. Hollandia.)

| | |
|---|---|
| s. Constance | 1152 |
| s. Jeanne | 1296 |

## Cantagouris, G.,

*Sulina, Roumania.*

| | |
|---|---|
| Maria | 256 |

## Cantell, F. J.,

*Gorey Pier, Jersey.*

| | |
|---|---|
| Regina | 54 |

## Cantiere Navale di Muggiano,

*Spezia, Italy.*

| | |
|---|---|
| s. Citta di Nuova Orleans | [illegible] |
| s. Palermo | 4557 |

## Capano, F.,

*Torre del Greco, Italy.*

| | |
|---|---|
| Il Nuovo Francesco C. | 144 |

## Capano, R.,

*Torre del Greco, Italy.*

| | |
|---|---|
| L'Angelo Raffaele | 214 |

## Cape Breton S.S. Co.,

*Sydney, C.B.*

*See* J. C. PETERS.

## Cape Broyle Whaling & Trading Co., Ld.,

*St. John's, N.F.L.*

*See* BOWRING BROS., LD.

## Cape Copper Co., Ld.,

*9, Queen Street Place, London, E.C.*

| | Net Tons |
|---|---|
| Agnes | 60 |
| Alice | 60 |
| s. Cape | [illegible] |
| Margaret | 90 |

## Cape of Good Hope, Government of.

(Secretary for Agriculture, *43, Parliament Street, Cape Town.*)

| | |
|---|---|
| s. Pieter Faure | [illegible] |
| Sea Bird | 114 |

(Secretary for Public Works, *43, Parliament Street, Cape Town.*)

| | |
|---|---|
| s. Sybil | [illegible] |

## Cape of Good Hope S.S. Syndicate, Ld.

(Manager—E. T. Chaddock.)

*6, Roeland Street, Cape Town.*

| | |
|---|---|
| s. Dee | [illegible] |

## Cape May Improvement Co.,

*Philadelphia, U.S.*

| | |
|---|---|
| s. Cape May | 975 |

## Cape Steam Shipping Co., Ld.,

*Glasgow.*

*See* DAWSON BROS.

## Capellino, Fratelli, di G.,

*Vico Cartai 5, Genoa, Italy.*

| | |
|---|---|
| s. Principessa Jolanda | 1949 |
| s. Quinto | 1179 |

## Capello, Michele,

*Chiavari, Italy.*

| | |
|---|---|
| Dorile | 179 |

## Capiastas, J.,

*Spezzia, Greece.*

| | |
|---|---|
| Agios Georgios | 197 |

## Caple, Lionel,

*Quay Steps, Exeter.*

(Newfoundland and Labrador Fish and Oil Co., Ld.)

| | |
|---|---|
| Rose | [illegible] |

## Capon, V., & L. Caron,

*Fécamp, France.*

| | |
|---|---|
| Étoile de la Mer | [illegible] |
| Union | [illegible] |

## Capozzi, Antonio,

*Vico Equense, Naples, Italy.*

| | |
|---|---|
| S. Maria V. | [illegible] |

## Capper, Alexander & Co.,

*57, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. George Fisher | [illegible] |

## Capriles, J.,

*Maracaibo, Venezuela.*

| | |
|---|---|
| Maria | 170 |

## Capuccio, L., & Co.,

*Via Ospedale 17, Turin, Italy.*

| | |
|---|---|
| s. Cairoli | [illegible] |
| s. Ismail Bey | [illegible] |
| s. Ismir | [illegible] |
| s. Il Piemonte | [illegible] |
| s. Monviso | [illegible] |
| s. Principessa Letizia | [illegible] |
| s. Soperga | [illegible] |

## Capurro, Luigia, fu F.,

*Via Fieschi, Genoa, Italy.*

| | Net Tons |
|---|---|
| Fiesi | [illegible] |

## Capurro, Rodolfo,

*Valparaiso, Chili.*

| | |
|---|---|
| Ismenia | [illegible] |

## Carà, Spiridion,

*Syra, Greece.*

| | |
|---|---|
| Agios Nicolaos | 147 |

## Caracalo & Fustanos,

*Syra, Greece.*

| | |
|---|---|
| s. Vasiliki | [illegible] |

## Carambella, B.,

*Patras, Greece.*

| | |
|---|---|
| Angelos | 427 |

## Caras, G. M.,

*Santorin, Greece.*

| | |
|---|---|
| Isodia | [illegible] |

## Caravà, N.,

*Scopelos, Greece.*

| | |
|---|---|
| Evangelistria | 140 |

## Carayan, O.,

*Constantinople, Turkey.*

| | |
|---|---|
| Roper Hair | [illegible] |
| Shahin-i-Bahri | [illegible] |

## Carayan, S.,

*Constantinople, Turkey.*

| | |
|---|---|
| Saadeti Bahri | [illegible] |
| Selamet-i-Bahri | [illegible] |

## Carazinba, C.,

*Syra, Greece.*

| | |
|---|---|
| Taxmachos | [illegible] |

## Carbajal, Manuel Gonzalez,

*Aviles, Spain.*

| | |
|---|---|
| Constancia | [illegible] |

## Carbines, John H.,

*St. Ives, Cornwall.*

| | |
|---|---|
| Try Again | [illegible] |

## Card, E. A.,

*Croton, Conn., U.S.*

| | |
|---|---|
| Witch Hazel | [illegible] |

## Cardavella, E.,

*Galaxidi, Greece.*

| | |
|---|---|
| Rodo | [illegible] |

## Cardiff Railway Co.,

*Bute Docks, Cardiff.*

| | |
|---|---|
| The Duchess | [illegible] |
| The Marquess | [illegible] |
| s. No. 3 | [illegible] |
| s. No. 4 | [illegible] |

## Cardiff Steam Ship Co., Ld.,

*Exchange Buildings, Bute Docks, Cardiff.*

*See* W. R. CORFIELD & CO.

## Cardiff Steam Towing Co., Ld.,

*8, Mount Stuart Square, Cardiff.*

*See* GUTHRIE, HEYWOOD & CO.

s. designe les Vapeurs.

**Cardos, F. J.,**
*Itaguahy, Brazil.*
Net Tons
Pedro II ..... 167

**Cardoza, Eugenio & Cia.,**
*Pernambuco, Brazil.*
Amelia ..... 137

**Care, E. R.,**
*98, Bute Street, Cardiff.*
(Vindomora S. S. Co., Ld.)
s. Jeanie ..... 1114

**Carena, Fratelli,**
*Genoa, Italy.*
s. Enrico ..... 42

**Carey, E. Fricker,**
*34, Mark Lane, London, E.C.*
s. Sir Robert Peel ..... 229

**Carfantan, Léon,**
*Dahouët par Pleneuf (Côtes du Nord), France.*
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**Cargill Steam Trawling Co., Ld.**
(Manager—E. B. Cargill),
*St. Andrew's Dock, Hull.*
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s. Edward B. Cargill ..... 65
s. Good Hope ..... 93
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**Caricatori Riuniti,**
*Brindisi, Italy.*
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**Cariddi, Michele,**
*Gallipoli, Italy.*
Bella Palmira Gallipoli ..... 143

**"Carl," Dampskibsselskabet,**
*22, Amaliegade, Copenhagen, Denmark.*
*See* L. H. CARL.

**Carl, L. H.,**
*22, Amaliegade, Copenhagen, Denmark.*
Skjold .....
(Dampskibsselskabet Carl.)
s. Harald ..... 1208
s. Magnus ..... 1042
s. Olaf ..... 1194
(Dampskibsselskabet Gorm.)
s. Erik II. ..... 1202
s. Frode ..... 1185
s. Gorm ..... 1103
s. L. H. Carl ..... 1198
s. Sigurd ..... 1343
(Dampskibsselskabet Skjold.)
s. Danmark ..... 1186
s. Knud II. ..... 1201
s. Ragnar ..... 1340
s. Svend II. ..... 1316

**Carl, Martin,**
*18, Frederiksgade, Copenhagen, Denmark.*
(Dampskibsselskabet "Heimdal.")
s. Anine ..... 881
s. Elna ..... 832
s. Helga ..... 725
s. Jeanne ..... 723
s. Kamena ..... 980
s. Martha ..... 724
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s. Therese ..... 832

**Carlander, H. A.,**
*Munkedal, Sweden.*
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s. Munkedal ..... 87

**Carlaw, James,**
*Symond Street, Auckland, N.Z.*
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**Carleton, Norwood & Co.,**
*Rockport, Maine, U.S.*
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Annie ..... 512
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**Carlingford Lough Steam Ship Co., Ld.,**
*Newry.*
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**Carlisle & Co.,**
*Leadenhall Chambers, 4, St. Mary Axe, London, E.C.*
(Blue Star Line of Steamers, Ld.)
s. Tolosa ..... 2099
(T. BOWEN REES & Co., Talbot S.S. Co., *under whose name see also.*)
s. Cabral ..... 1734
s. Guildhall ..... 1862
s. Hubbuck ..... 1775
s. Wingrove ..... 1819

**Carlowitz & Co.,**
*2, Jungfernstieg, Hamburg, Germany.*
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**Carlsen, A.,**
*c/o Smith & Co., Christiania, Norway.*
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**Carlsen, A. H.,**
*Marstal, Denmark.*
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**Carlsen, Abr.,**
*Skien, Norway.*
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**Carlsen, C.,**
*Farsund, Norway.*
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*Marstal, Denmark.*
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*Marstal, Denmark.*
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**Carlson, A.,**
*Gothenburg, Sweden.*
(Ångfartygs Aktieb. "Svithiod.")
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s. Donald ..... 1239
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**Carlsson, A. B.,**
*Skillinge, Sweden.*
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**Carlsson, Alexander,**
*Gothenburg, Sweden.*
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**Carlsson, C. F.,**
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**Carlsson, C. J.,**
*Björholma, Grisslehamn, Sweden.*
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**Carlsson, E. N.,**
*Mariehamn, Åland, Finland.*
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*Mönsterås, Sweden.*
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*Hällsbäck, Heljebol, Sweden.*
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**Carlsson, P. A.,**
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**Carlstrom, A.,**
*Christinestad, Finland.*
(Aktieb. Navigator.)
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**Carlström, C. P.,**
*Helsingborg, Sweden.*
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**Carlsvik, Trävaru Aktieb.,**
*Carlsvik, Sundswall, Sweden.*
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**Carmichael, A. & J. H., & Co.,**
13, *Hamilton Street, Greenock.*
Alcinous ..... 1489
Anaurus ..... 1497
Argo ..... 1436
Glaucus ..... 1909
Peleus ..... 1943

**Carmichael, J. W., & Co., Ld.,**
*New Glasgow, N.S.*
Brynhilda ..... 1409
s. Micmac ..... 1600
s. Pontiac ..... 2072

**Carmichael, W.,**
*Collingwood, Ontario.*
(Farrar Transportation Co., Ld.)
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s. Newmount ..... 1201

**Carnarvon, Corporation of**
(Manager—E. Hall),
*Carnarvon.*
s. Arvon ..... 35

**Carnarvonshire & Merionethshire Steam Ship Co., Ld.,**
*Cornhill, Portmadoc.*
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*Braila, Roumania.*
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*Sestri Levante, Italy.*
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**Carnlough Lime Co., Ld.,**
*Carnlough, co. Antrim.*
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*Marola, Cadimare, Spezia, Italy.*
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*Cadimare, Spezia, Italy.*
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*Cadimare, Italy.*
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*Cadimare, Spezia, Italy.*
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**Carpentaria Lighterage Co., Ld.,**
35, *Mary Street, Brisbane, Queensland.*
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**Carpenter, Gilbert C.,**
*P.O Box 421, Providence, R.I., N.S.*
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**Carr, L. S., & Co.,**
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**Carratala Cernuda, Francisco,**
*Calle S. Fernando 34, Alicante, Spain.*
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*Aviles, Spain.*
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*The Cortlandt Street Piers, New York, U.S.*
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**Carroll, J. J.,**
*Plymouth, Mass., U.S.*
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**Carron Company, The,**
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**Carruthers, James,**
*Board of Trade Building, Toronto, Ontario.*
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**Carsoglio, L., & Co.,**
*Buenos Ayres, Argentine Republic.*
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**Carson, Alexander B.,**
*Rexton, N.B.*
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**Carson, R.,**
1, *Humber Place, Hull.*
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**Carson, William,**
*St. Andrews, N.B.*
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**Carter, Charles S.,**
*Port Colborne, on Welland, Ontario.*
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**Carter, E. D.,**
*Fairport, O., U.S.*
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(Erie Steamship Co.)
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**Carter, G. R., & Son,**
3, *Cross Lane, Coal Exchange, London.*
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**Carter, J. O.,**
*Washington, D.C., U.S.*
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**Carter, John,**
*Exeter Road, Exmouth.*
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**Carter, Saul,**
*Saul, Gloucestershire.*
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**Carver & Nichols,**
140, *Pearl Street, New York, U.S.*
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**Carvill, John,**
*Buttercrane Quay, Newry, co. Down.*
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**Casabona, Gaetano, & Co.,**
*Salita Graziani, Camogli, Italy.*
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**Casaceli, Giuseppe,**
*Lipari, Italy.*
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*Villa Adele, Cornigliano Ligure, Genoa, Italy.*
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*Villagarcia, Spain.*
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**Caso, Teresa Vila Vda.de M.,**
*Rivadesella, Spain.*
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**Caspar Lumber Co.,**
210, *Hayward Building, San Francisco, U.S.*
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**Casper, E. A., & Co.,**
*Commercial Terrace, West Hartlepool.*
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**Casper, H., & Co.,**
3, *Exchange Place, Middlesbro'.*
(Erimus Steamship Co., Ld.)
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**Cassañes Bis, M.,**
*Sitges, Spain.*
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*Müggerossefehn, Germany.*
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**Castellano, Luigi,**
*Via Santa Lucia No. 9, Naples, Italy.*
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**Casti, M., & Figli,**
*Leros, Greece.*
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*Milford Haven.*
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**Castle Trawl & Line & Fishing Co., Ld.**
*Fish Quay, North Shields.*
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**Castriotti, C. N.,**
*Piræus, Greece.*
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*Corcubion, Spain.*
s. Cabo Finisterre ..... 7

**Castro-Alen, Cia. del Vapor,**
*Bilbao, Spain.*
s. Castro-Alen ..... [illegible]

**Caswell, Stephen T.,**
*Narragansett Pier, R.I., U.S.*
Harriet C. Kerlin ..... [illegible]

**Catala, J. V.,**
*Gras de Valencia, Spain.*
s. Villareal ..... 372

**Catalano, Giuseppe, fu Simone,**
*Trapani, Sicily.*
Cesare Secondo ..... 109
Matilde ..... 321

**Catalano, M.,**
*Trapani, Sicily.*
Innocenta ..... 769
Maria C ..... [illegible]

**Catanzares, Cattiello,**
*Buenos Ayres, Argentine Republic.*
Unica Italia ..... 125

**Catchside, T. H., & Co.,**
*Quayside, Newcastle-on-Tyne.*
s. Bradford ..... 248

**Catzucos, K. A.,**
*Syra, Greece.*
Sotirion Scafos ..... 410

**Catzulli, A.,**
*Galaxidi, Greece.*
Astero ..... 195

**Caucasian Steam Shipping Co., Ld.,**
26, *Great St. Helen's, London, E.C.*
*See* LANE & MACANDREW.

**Caujole, H., fils,**
4, *Rue d'Asfeld, St. Malo, France.*
Sylvana ..... 147

**Causa, V.,**
*Panama, Columbia.*
Varese ..... 354

**Caulton, William J.,**
*Nolton Haven, Pembrokeshire.*
[illegible] 41

**Cavalie, Sylvanus,**
*Callao, Peru.*
Rimac ..... 109

**Cavallarin, G. B.,**
*Catania, Sicily.*
Ada ..... 171

**Cavallaro, G.,**
*Palermo, Sicily.*
Net Tons
Giovanni Cavallaro ..... 138

**Cavallerin, G.,**
*Chioggia, Italy.*
I. Due Fratelli G ..... 169

**Cavallo, G. B. & A.,**
*Boca, Buenos Ayres, Argentine Republic.*
Paolo Angelo ..... 1137

**Cavassa, Giuseppe, fu C.,**
*Via alla Martina, Boglasco, Italy.*
Sant' Antonio ..... 387

**Cave, W. R.,**
*Adelaide, S.A.*
s. Eleanor ..... 90

**Cawthorn, David,**
*Primrose Hill, Knottingley, Yorkshire.*
Daisy ..... [illegible]

**Cawthorn, John Thomas,**
*Hull.*
Egremont ..... 87

**Cay, Hall & Co.,**
10, *St. Vincent's Parade, Bristol.*
s. Brenner ..... 1179
s. Coreda ..... 1309

**Cayley, J. G.,**
*Marine House, Milford Haven.*
s. Reliance ..... [illegible]

**Cayzer, Irvine & Co.**
(CLAN LINE.)
109, *Hope Street, Glasgow*; 10, *Water Street, Liverpool*; and 115, *Leadenhall Street, London, E.C.*
s. Clan Alpine ..... [illegible]
s. Clan Buchanan ..... 1018
s. Clan Cameron ..... 2285
s. Clan Campbell ..... [illegible]
s. Clan Chattan ..... 2500
s. Clan Chisholm ..... 1681
s. Clan Colquhoun ..... [illegible]
s. Clan Cumming ..... 3108
s. Clan Farquhar ..... 3757
s. Clan Ferguson ..... 3107
s. Clan Forbes ..... [illegible]
s. Clan Fraser ..... [illegible]
s. Clan Gordon ..... [illegible]
s. Clan Graham ..... [illegible]
s. Clan Grant ..... [illegible]
s. Clan Lamont ..... [illegible]
s. Clan Leslie ..... [illegible]
s. Clan Lindsay ..... [illegible]
s. Clan Macalister ..... [illegible]
s. Clan Macarthur ..... [illegible]
s. Clan Macaulay ..... [illegible]
s. Clan Maclonald ..... [illegible]
s. Clan Macfadyen ..... [illegible]
s. Clan Macfarlane ..... [illegible]
s. Clan Macintosh ..... [illegible]
s. Clan Macintyre ..... [illegible]
s. Clan Macky ..... [illegible]
s. Clan Mackenzie ..... [illegible]
s. Clan Mackinnon ..... [illegible]
s. Clan Maclachlan ..... [illegible]
s. Clan Maclaren ..... [illegible]
s. Clan Macleod ..... [illegible]
s. Clan Macmillan ..... [illegible]
s. Clan MacNeil ..... [illegible]
s. Clan Macpherson ..... [illegible]
s. Clan Matheson ..... [illegible]
s. Clan [illegible] ..... [illegible]
s. [illegible] Monroe ..... 3101
s. Clan Murray ..... 3121
s. Clan Ogilvy ..... 1633
s. Clan Ranald ..... 2295
s. Clan Robertson ..... [illegible]
s. Clan [illegible] ..... [illegible]
s. Clan Shaw ..... 3503
s. Clan Sinclair ..... 1973
s. Clan Stuart ..... [illegible]
s. Clan Sutherland ..... [illegible]
s. Clan Urquhart ..... 3757

**Cazes & Francisconi,**
[illegible] Frio, Brazil.
Olivia ..... 149

**Cedardene S. S. Co., Ld.**
(Manager—F. Swift, 62, 63, 75 & 76, Tower Buildings, Water street, Liverpool.)
*See* ELLERMAN LINES, LD.

**Cederberg, G., & Co.,**
*Joensuu, Finland.*
[illegible]

**Cederin, F.,**
*Mariestad, [illegible]*
Kafvelbaak ..... 118

**Cellentano, L., & L. Jaccarini,**
*Buenos Ayres, Argentine Republic.*
Siempre Sorrentina ..... [illegible]

**Cellier, Eugène,**
*Levantehaus, 21, Dammthor, Hamburg, Germany.*
Louis Pasteur ..... [illegible]
Okeni ..... 664

**Celtique Maritime Société Anonyme d'Armement & de Navigation,**
s. *Place Petite Hollande, Nantes, France.*
Armen ..... 1741
Belen ..... [illegible]
Brenn ..... 1767
Gaol ..... 1758

**Central Hudson Steamboat Co.,**
*New York, U.S.*
s. Homer Ramsdell ..... [illegible]
s. Newburgh ..... 74

**Central Railroad Co. of New Jersey,**
143, *Liberty Street, New York, U.S.*
s. Asbury Park ..... [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
C. R. R. of N. J. [illegible]
s. Flemington ..... [illegible]
s. Freehold ..... 143
s. Honeybrook ..... [illegible]
s. Lakewood ..... [illegible]
s. Monmouth ..... 83
s. Nottingham ..... 231
s. Plymouth ..... 13
s. Roselle ..... [illegible]
s. St. Johns ..... [illegible]
s. Sandy [illegible] ..... [illegible]
Wilkesbarre ..... [illegible]

**Central and South American Telegraph Co.,**
[illegible] Broadway, New York, U.S.
s. Relay ..... [illegible]

**Central Steam Fishing Co., Ld.,**
(In liquidation.)
*Milford Haven.*
*See* G. H. D. BIRT.

s. désigne les Vapeurs.

**Centurini, Alessandro,**
*Rome, Italy.*

| | Net Tons |
|---|---|
| s. Corriere de Genova | 124 |
| s. Corriere del Tevere | [illegible] |
| s. Corriere di Livorno | 127 |
| s. Corriere di Roma | 154 |

**Century Shipping Co., Ld.,**
81, *Gracechurch Street, London, E.C.*
*See* HARRIS & DIXON, LD.

**Cerruti, Flli., di A.,**
*Via S. M. Maddalena, Varazze, Italy.*

| | |
|---|---|
| Antonio Padre | 1176 |
| Pachino | 180 |
| Savoia | 1308 |
| Vittoria | 195 |

**Cerutti, Luigi,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Lavalle, Medici y Cia. | 174 |

**Cervelli, C., & Co.,**
*Sestri Levante, near Genoa, Italy.*

| | |
|---|---|
| Attilio | 215 |

**Ceylon, Government of,**
*Colombo, Ceylon.*

| | |
|---|---|
| s. Brisk | 32 |
| s. Industry | 18 |
| s. Ready | 32 |

**Ceylon Steam Ship Co., Ld.,**
72, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Lady Gordon | 316 |
| s. Lady Havelock | 322 |

**Chaber & Castanié,**
*Oran, Algiers.*

| | |
|---|---|
| s. Norma | 246 |
| s. Triton | 186 |

**Chabot, J.,**
*Levis, Quebec.*

| | |
|---|---|
| s. Contest | 104 |

**Chadwick, Joaquin Leiva,**
*Chanaral, Chili.*

| | |
|---|---|
| Celia | 725 |

**Chadwick, Joseph, & Son,**
10, *Tower Buildings North, Water Street Liverpool.*

| | |
|---|---|
| s. Drummond | 1794 |

(Astral Shipping Co., Ld.)

| | |
|---|---|
| s. Drumcruil | 2449 |
| s. Drumelzier | 2333 |
| s. Drumgarth | 2353 |

**Chadwick Steam Ship Co., Ld.,**
*Bank Chambers, Sandhill, Newcastle-on-Tyne.*
*See* R. B. AVERY.

**Chadwick, Wainwright & Co.,**
28, *Brunswick Street, Liverpool.*

| | |
|---|---|
| Alexander Black | 1391 |
| Beechdale | 1271 |
| Frances Fisher | 1359 |

(Helensien Sailing Ship Co., Ld.)

| | |
|---|---|
| Birkdale | 1389 |

**Chaffee, J. H.,**
*Hartford, Conn., U.S.*

| | Net Tons |
|---|---|
| J. H. Chaffee | 124 |

**Chaffey, W. H.,**
*West Isles, N.B.*

| | |
|---|---|
| Alice Maud | 234 |

**Chalikias, Dimitrios M.,**
*c/o M. A. Proïos, Chios, Asiatic Turkey.*

| | |
|---|---|
| Dimitrios | 427 |

**Chalikiopulo, D.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Astrapi | 54 |

**Chalkias, P.,**
*Syra, Greece.*

| | |
|---|---|
| Possidon | 420 |

**Chalmers, F. N.,**
*St. John, N.B.*

| | |
|---|---|
| Adelene | 193 |

**Chamberlin, E. J.,**
*Ottawa, Ontario.*

| | |
|---|---|
| s. Arthur Orr | 2117 |
| s. George N. Orr | 2280 |

**Chambers, James, & Co.,**
3 & 5, *King Street, Liverpool.*
(Lancashire Shipping Co., Ld.)

| | |
|---|---|
| s. Corby Castle | 2297 |
| s. Hornby Castle | 2359 |
| s. Lowther Castle | 2051 |
| s. Middleham Castle | 1923 |
| s. Penrith Castle | 2337 |
| s. Richmond Castle | 2298 |
| s. Thurland Castle | 2494 |
| s. Wray Castle | 2390 |

**Chambers, W. H. Le G.,**
*St. Helens, Stow Park, Newport, Mon.*

| | |
|---|---|
| s. St. Decumans | 78 |

**Chambre de Commerce,**
*Bayonne, France.*

| | |
|---|---|
| s. Adour No. II (gross) | 289 |

**Chambre de Commerce,**
*Calais, France.*

| | |
|---|---|
| s. Calaisien | 4 |
| s. Champion | 65 |

**Chambre de Commerce,**
*Dieppe, France.*

| | |
|---|---|
| s. Mercure | 17 |

**Champagne, Arsene B.,**
*Lanoraie, Quebec.*

| | |
|---|---|
| Leda | 148 |

**Champagne, Louis A.,**
*Lanoraie, Quebec.*

| | |
|---|---|
| St. Joseph | 103 |

**Champion, Japhet,**
*Scullville, New Jersey, U.S.*

| | |
|---|---|
| Nettie Champion | 423 |

**Champion, S. K.,**
*Vancouver, B.C.*

| | Net Tons |
|---|---|
| s. Bonanza | 74 |

**Champlin, C. E.,**
*Newport, R. I., U.S.*

| | |
|---|---|
| s. New Shoreham | 317 |

**Chan Woon,**
29, *Wing Wo Lane, Hong Kong.*

| | |
|---|---|
| s. Hai Moon | 218 |

(Chi Wo S. S. Co.)

| | |
|---|---|
| s. Hoi Ho | 364 |

**Chancerel, A.,**
*Fécamp, France.*

| | |
|---|---|
| France | 185 |
| Patrie | 202 |

**Channel Dry Docks Shipbuilding and Engineering Co.**
(Manager—O. S. S. Piper),
*Passage West, co. Cork.*

| | |
|---|---|
| Andes | 531 |
| Pollux | 494 |
| s. Walker | 332 |

**Chant & Paddon,**
*Plymouth.*

| | |
|---|---|
| s. Amadavat | 52 |
| s. Chanticleer | 62 |
| s. Condor | 63 |
| s. Penguin | 58 |

**Chapapria, Vicente,**
*Torrevieja, Spain.*

| | |
|---|---|
| Joaquina | 317 |

**Chaplean, Joseph A.,**
*Ottawa, Ontario, Canada.*

| | |
|---|---|
| s. Constance | 126 |

**Chapman, Charles P.,**
98, *High Street, Westerley, R.I., U.S.*

| | |
|---|---|
| Grace P. Willard | 102 |

**Chapman, I. F., & Co.,**
17, *State Street, New York, U.S.*

| | |
|---|---|
| A. G. Ropes | 2401 |
| Adolph Ortig | 1302 |
| E. B. Sutton | 1539 |
| I. F. Chapman | 2014 |
| Manuel Llaguno | 1650 |
| S. P. Hitchcock | 2086 |

**Chapman, R., & Son,**
12, *Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Amberton | 3527 |
| s. Brighton | 2271 |
| s. Carlton | 2006 |
| s. Floriston | 2236 |
| s. Riverton | 2235 |

**Charamis, G.,**
*Spetzia, Greece.*

| | |
|---|---|
| Taxiarchis | 125 |

**Charcot, Dr.,**
*Havre, France.*

| | |
|---|---|
| Français (aux. stm.) | 34 |

**Charente Steam Ship Co., Ld., The,**
*Mersey Chambers, Liverpool.*
*See* T. & J. HARRISON.

**Chargeurs Réunis, Compagnie Française de Navigation des,**
1, *Boulevard Malesherbes, Paris:*
*and 99, Boulevard de Strasbourg,*
*Havre, France.*

| | Net Tons |
|---|---|
| s. Amiral Aube | 1[illegible] |
| s. Amiral Baudin | [illegible] |
| s. Amiral Cour[illegible] | [illegible] |
| s. Amiral de Ke[illegible] | [illegible] |
| s. Amiral Duperré | [illegible] |
| s. Amiral Exelmans | [illegible] |
| s. Amiral Fourichon | [illegible] |
| s. Amiral Gueydon | [illegible] |
| s. Amiral Hamelin | [illegible] |
| s. Amiral Jaureguiberry | [illegible] |
| s. Amiral Magon | [illegible] |
| s. Amiral Troude | [illegible] |
| s. Amiral Latouche Tréville | 3774 |
| s. Amiral Nielly | [illegible] |
| s. Amiral Olry | [illegible] |
| s. Amiral Rigault de Genouilly | [illegible] |
| s. Amiral Sallandrouze de Lamornaix | [illegible] |
| s. Campana | 1594 |
| s. Campinas | 1787 |
| s. Canarias | 1796 |
| s. Caravellas | 1796 |
| s. Carolina | 2136 |
| s. Colombia | 1594 |
| s. Colonia | 1594 |
| s. Concordia | 1594 |
| s. Cordilleras | 1787 |
| s. Cordoba | 1585 |
| s. Corrientes | 1594 |
| s. Corsica | 1594 |
| s. Entre Rios | 1604 |
| s. Pampa | 1779 |
| s. Paraguay | 1961 |
| s. Parahyba | 1836 |
| s. Paranagua | 1206 |
| s. Rio Negro | 1730 |
| s. Santa Fé | 1604 |
| s. Ville de Macelo | 1449 |
| s. Ville de Maranhao | 1449 |
| s. Ville de Pernambuco | 1200 |
| s. Ville de San Nicolas | 1185 |

**Charland, A.,**
*St. Thomas de Pierreville, Quebec.*

| | |
|---|---|
| Pierreville | 126 |

**Charland, A. (Mrs.),**
*Yamaska, Quebec.*

| | |
|---|---|
| Raymond | 136 |

**Charlottetown Steam Nav. Co., Ld.,**
*Charlottetown, P.E.I.*

| | |
|---|---|
| s. Northumberland | 519 |
| s. Princess | 452 |

**Charlton & Co., Ld.,**
*Grimsby.*

| | |
|---|---|
| s. Alpha | |

**Charlton, McAllum & Co.,**
*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*
(Charlton Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Hartside | 427 |
| s. Hesleyside | 1687 |
| s. Thomas Wayman | 1414 |

**Charlton Steam Shipping Co., Ld.,**
*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*
*See* CHARLTON, MCALLUM & CO.

**Charlton & Thompson,**
*Baltic Chambers, Sunderland.*

| | |
|---|---|
| s. Brantwood | 2296 |
| s. Farringford | 2404 |
| s. Hughenden | 2009 |

**Chase, Leavitt & Co.,**
167, *Commercial Street, Portland, Me., U.S.*

| | Net Tons |
|---|---|
| Olive T. Whittier | 494 |

**Chase, Sidney,**
*Ames Building, Boston, Mass, U.S.*

| | |
|---|---|
| Abel W. Parker | 149 |

**Chatham Navigation Co., Ld.,**
*Chatham, Ontario.*

| | |
|---|---|
| s. City of Chatham | 246 |

**Chédru, H.,**
*Fécamp, France.*

| | |
|---|---|
| La Fraternité | 274 |
| La Liberté | 188 |

**Cheeswright & Ford,**
*St. Dunstan's Buildings, London, E.C.*
(London & Channel Islands S.S. Co., Ld.)

| | |
|---|---|
| s. Island Queen | 284 |
| s. Ocean Queen | 172 |

**Chefalà, C.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Pandeleimon | 572 |

**Chegwidden, M. (Mrs.),**
*Newquay, Cornwall.*

| | |
|---|---|
| Reaper | 110 |

**Chegwidden, Richard Glanville,**
*Newquay, Cornwall.*

| | |
|---|---|
| Louise | 93 |

**Chellew, R. B.,**
*Exchange Buildings, Truro, Cornwall.*

| | |
|---|---|
| s. Cornubia | 1107 |
| s. Duchess of Cornwall | 1070 |
| s. Duke of Cornwall | 1081 |
| s. Penare | 1973 |
| s. Pencalenick | 1177 |
| s. Pendarves | 1706 |
| s. Pendeen | 1342 |
| s. Pendennis | 1348 |
| s. Penlee | 2451 |
| s. Penmount | 1483 |
| s. Penpol | 1300 |
| s. Penwith | 1253 |

**Chesapeake & Ohio Railroad Co.,**
*Richmond, Va., U.S.*

| | |
|---|---|
| s. Helen | 53 |
| s. Alice | 54 |
| s. James Smith, Jr. | 85 |
| s. Virginia | 354 |

**Chesapeake & Ohio Steam Ship Co., Ld.,**
4, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Alleghany | 2780 |
| s. Kanawha | 2138 |
| s. Powhatan | 2540 |
| s. Rappahannock | 2499 |
| s. Shenandoah | 2498 |

**Chesapeake Steamship Co.,**
530, *Light Street, Baltimore, U.S.*

| | |
|---|---|
| s. Atlanta | 1399 |
| s. Augusta | 1613 |
| s. Baltimore | 1013 |
| s. Charlotte | 1195 |
| s. Danville | 909 |

s. signifies Steamer.

**Chesbrough, F. B.,**
*Bay City, Michigan, U.S.*

| | Net Tons |
|---|---|
| s. Kanawha | [illegible] |
| s. Kennebec | 1913 |

**Cheung On Steamboat Co., Ld.,**
147, *Connaught Road Central, Victoria, Hong Kong.*

| | |
|---|---|
| s. San Cheung | 771 |

**Chevalier, F.,**
*Cancale, France.*

| | |
|---|---|
| Villebois-Mareuil | 127 |

**Chevalier, Jacques,**
*Cancale, France.*

| | |
|---|---|
| Ernestine | 113 |

**Chevalier, Père,**
*La Houle, France.*

| | |
|---|---|
| Jeune Union | 138 |

**Chevillotte frères,**
*Brest, France.*

| | |
|---|---|
| s. Armorique | 170 |
| s. Aulne | 624 |
| s. Brestois | 193 |
| s. Celte | 514 |
| s. Charles | 429 |
| s. Elorn | 272 |
| s. Gaulois | 142 |
| s. Glaneuse | 42 |
| s. Leon | 311 |
| s. Penfeld | 459 |

**Chi Wo S.S. Co.,**
29, *Wing Wo Lane, Hong Kong.*
*See* CHAN WOON.

**Chiama, Francesco,**
*c/o Marini & Brichetto, Genoa, Italy.*

| | |
|---|---|
| s. Ebe | 994 |

**Chiappara, A.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Riva | 1770 |

**Chiappella, Rosa Gazzolo in,**
*Nervi, Italy.*

| | |
|---|---|
| Bianca Rosa | 421 |

**Chiavi Zadé Hassan Bey,**
*Sinope, Asiatic Turkey.*

| | |
|---|---|
| Midili | 240 |

**Chiazzari & Co.,**
*Point, Durban, Natal.*

| | |
|---|---|
| s. Ingano | [illegible] |

**Chicago & Milwaukee Transportation Co.,**
*Foot of Michigan Avenue, Chicago, Ill., U.S.*
*See* GOODRICH TRANSPORTATION CO

**Chicago & Muskegon Trans. Co.,**
*Chicago, U.S.*

| | Net Tons |
|---|---|
| s. Charles H. Hackley | [illegible] |

**Chichester, Reuben,**
*Church Street, Braunton, North Devon.*

| | |
|---|---|
| Hanita | 37 |

**Chighizola, C. S. Vva., & Andrea Raggio,**
*Zoagli, Italy.*

| | |
|---|---|
| Sollecito | 825 |

**Chighizola, Chiara Solari Vva.,**
*Zoagli, Italy.*

| | |
|---|---|
| Martinin | 345 |

**Childs, F., & Co.,**
58, *Mount Stuart Square, Cardiff.*
(Agenoria S.S. Co. Ld.)

| | |
|---|---|
| s. Elmville | 1173 |

**Chili, Government of,**
*Valparaiso, Chili.*

| | |
|---|---|
| s. Casma | 1448 |
| s. Contramaestre Galver | 50 |
| s. Galvarino | 64 |
| s. Yanez | 22 |

**Chin Teiki,**
*Tansui, Formosa.*

| | |
|---|---|
| s. Taisei Maru | 96 |

**China & Manila Steam Ship Co., Ld.,**
14, *Des Voeux Road, Central, Victoria, Hong Kong.*

| | |
|---|---|
| s. Perla | 1287 |
| s. Rubi | 1612 |
| s. Zafiro | 1911 |

**China Merchants' Steam Navigation Co.,**
*Shanghai, China.*

| | |
|---|---|
| s. Anping | 1159 |
| s. Chi-Yuen | 1177 |
| s. Feiching | 980 |
| s. Fung-shun | 831 |
| s. Hae-an | 837 |
| s. Hae-ting | 1124 |
| s. Hae-shin | 755 |
| s. Hsieh Ho | 1082 |
| s. Hsin Chi | 1385 |
| s. Hsin-Fung | 1385 |
| s. Hsin-Yu | 1038 |
| s. Irene | [illegible] |
| s. Kiang-foo | 1468 |
| s. Kiang-kwan | 1450 |
| s. Kiang-teen | 1368 |
| s. Kiang-tung | 340 |
| s. Kiang-yu | 2270 |
| s. Kiang-yung | 1451 |
| s. Kuling | 150 |
| s. Kung Ping | 1742 |
| s. Kwang Chi | 313 |
| s. Kwang Lee | 1468 |
| s. Kwang Tah | 1536 |
| s. Kwei Lee | 879 |
| s. Mee-foo | 1321 |
| s. Poo-Chi | 831 |
| s. Taishun | 1219 |
| s. Too Nan | 942 |
| s. Yu Shun | 1079 |

**China Mutual Steam Navigation Co., Ld.,**
*India Buildings, Water St., Liverpool.*
*See* A. HOLT & CO.

**China Navigation Co., Ld., The,**
8, *Billiter Square, London, E.C.*

| | Net Tons |
|---|---|
| s. Anhui | [illegible] |
| s. Changsha | [illegible] |
| s. Chenyuen | 1463 |
| s. Chiefoo | [illegible] |
| s. Chihsin | [illegible] |
| s. Chihli | 1143 |
| s. Chingtu | 1459 |
| s. Chinhua | 1349 |
| s. Chinkiang | [illegible] |
| s. Chung King | 801 |
| s. Foochow | [illegible] |
| s. Hangchow | [illegible] |
| s. Hankow | 2262 |
| s. Hanyang | 1207 |
| s. Hoang Ho | 388 |
| s. Hothow | 806 |
| s. Hunan | 1143 |
| s. Hupeh | [illegible] |
| s. Ichang | 1262 |
| s. Kaifong | 1025 |
| s. Kaigan | 1143 |
| s. Kansu | 1143 |
| s. Kashing | 1143 |
| s. Kiukiang | 1228 |
| s. Kwangse | 1228 |
| s. Kweilin | 1073 |
| s. Kweiyang | [illegible] |
| s. Linan | 1352 |
| s. Min | [illegible] |
| s. Nanchang | [illegible] |
| s. Newchwang | 558 |
| s. Ngan-Kin | 2101 |
| s. Ningpo | 1228 |
| s. Pakhoi | 1227 |
| s. Paoting | 1073 |
| s. Pekin | [illegible] |
| s. Poyang | 1892 |
| s. Shansi | 1228 |
| s. Shaohsing | 1307 |
| s. Shasi | 911 |
| s. Shengking | 1034 |
| s. Singan | 1047 |
| s. Sung Kiang | 1021 |
| s. Szechuen | 1143 |
| s. Taiwan | 1109 |
| s. Taiyuan | 1459 |
| s. Taming | 1350 |
| s. Tamsui | 919 |
| s. Tatung | 1892 |
| s. Tean | 1346 |
| s. Tientsin | 1227 |
| s. Tsinan | 1460 |
| s. Tungchow | 952 |
| s. Tung-ting | 1264 |
| s. Wenchow | [illegible] |
| s. Whampoa | 1109 |
| s. Woosung | 1109 |
| s. Wuchang | 801 |
| s. Wuhu | 1227 |
| s. Yochow | 1306 |
| s. Yunnan | 1206 |

**Chinese Eastern Railway Co., Ld.**
6, *Katharine Canal, St. Petersburg, Russia; & Dalny, China.*

| | |
|---|---|
| s. Amur | 1384 |
| s. Argun | [illegible] |
| s. Bureia | 445 |
| s. Girin | [illegible] |
| s. Hailar | 3515 |
| s. Harbin | [illegible] |
| s. Manchuria | [illegible] |
| s. Mongolia | [illegible] |
| s. Mukden | [illegible] |
| s. Nazadan | 165 |
| s. Ninguta | [illegible] |
| s. Nonni | [illegible] |
| s. Novik | 148 |
| s. Schilka | [illegible] |
| s. Tzitzikar | 647 |
| s. Zeia | 445 |

**Chinese Engineering & Mining Co., Ld.,**
*Tientsin, China.*

| | |
|---|---|
| s. Ching Ping | 1062 |
| s. Fu-Ping | 1054 |
| s. Hsi-Ping | 1267 |
| s. Kwang Ping | 1243 |
| s. Pei-Ping | 326 |
| s. Yung Ping | 525 |

**Chinese Government,**
*Nanking, China*

| | |
|---|---|
| s. Feechen | [illegible] |
| s. Ping Ching | 522 |
| s. Pootoo | [illegible] |

**Chinese Imperial Maritime Customs,**
*Kowloon, China.*

| | Net Tons |
|---|---|
| s. Chuen Tino | 161 |
| s. Kai [illegible] | 110 |
| s. Li Kin | 110 |
| s. Liu Hsing | 449 |

**Chinesische Kustenfahrt Gesellschaft,**
"*Heintzehof*," 68, *Ferdinandstraße, Hamburg, Germany.*
MENZELL & CO.

**Chiozza, Giovanni, fu A.,**
*Lavagna, Italy.*

| | |
|---|---|
| Aspasia | [illegible] |

**Chirket i Hairie (Bosphorus Steam Navigation Co.),**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Azimet | [illegible] |
| s. Bosphorus No. 47 | [illegible] |
| s. Bosphorus No. 48 | [illegible] |
| s. Bosphorus No. 49 | 187 |
| s. Bosphorus No. 50 | 188 |
| s. Chukran | 154 |
| s. Galyret | 137 |
| s. Galata | [illegible] |
| s. Ihsan | 154 |
| s. Ikdam | 154 |
| s. Intizam | 154 |
| s. Metanet | [illegible] |
| s. Nev [illegible] | 184 |
| s. Nusret | 137 |
| s. Rehber | 184 |
| s. Ressan | 150 |
| s. Ressanet | 123 |
| s. Rouhdjan | 150 |
| s. Sahilbend | 311 |
| s. Seyar | [illegible] |
| s. Sonhoulet | 275 |
| s. Surat | [illegible] |
| s. Tayarr | 102 |
| s. Teraky | [illegible] |

**Chisholm, M. T.,**
*Newton, Mass., U.S.*

| | |
|---|---|
| Zulma | [illegible] |

**Chisholm, William**
(Manager—W. O. Richardson),
420-421, *Perry Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. J. H. Devereux | 1314 |
| s. J. H. Wade | [illegible] |
| s. Samuel Mitchell | 1871 |

**Chita Kogio Kabushiki Kaisha,**
66, *Sakaimura, Chitagun, Prov. Owari, Japan.*

| | |
|---|---|
| s. Aichi Maru | [illegible] |
| s. Chita Maru | [illegible] |
| s. Koshu Maru | 348 |

**Chitham, G.,**
109, *Bute Street, Bute Docks, Cardiff.*
(Ogmore S. S. (1899) Co., Ld.)

| | |
|---|---|
| s. Deerhound | 1048 |
| s. Edinburgh | 1041 |
| s. Oakville | 848 |

**Chittagong Port Commissioners.**
*Chittagong, India.*

| | |
|---|---|
| s. Gekko | [illegible] |

**Chittenden, J. W.,**
27, *William Street, New York, U.S.*

| | |
|---|---|
| s. Hero | 1779 |

**Chown, Thomas,**
*Edmonton, Middlesex.*

| | Net Tons |
|---|---|
| Elsa | [illegible] |

**Christachis, C.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Aynh Matrona | [illegible] |

**Christall, G.,**
32, *Buchanan Street, Glasgow.*
(Trinidad Shipping & Trading Co., Ld.)

| | |
|---|---|
| s. Grenada | [illegible] |
| s. Marianna | [illegible] |
| s. Marshal | [illegible] |

**Christchurch Meat Co., Ld.,**
*Christchurch, N.Z.*

| | |
|---|---|
| Edwin Fox | [illegible] |

**Christensen, A. C.,**
*Marstal, Denmark.*

| | |
|---|---|
| Laura | [illegible] |
| Ymer | [illegible] |

**Christensen, Alfred,**
24, *Amaliegade, Copenhagen, Denmark; and* 16, *Water Lane, Great Tower Street, London, E.C.*
(Dampskibsselskabet Nordsøen.)

| | |
|---|---|
| s. England | [illegible] |
| s. Holland | [illegible] |
| s. Kronprins Frederik | [illegible] |
| s. Nordland | [illegible] |
| s. Rusland | [illegible] |
| (Dampskibsselskab "Urania.") | |
| s. Brittania | [illegible] |
| s. Kronprinsesse Louise | [illegible] |
| Mars (Aux. Stm.) | [illegible] |
| s. Polarstjernen | [illegible] |

**Christensen, C. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| H. H. Petersen | [illegible] |

**Christensen, Chr.,**
*Sandefjord, Norway.*
(Aktieselsk. Ornen).

| | |
|---|---|
| s. Admiralen | [illegible] |
| s. Hauken | [illegible] |
| s. Ornen | [illegible] |

**Christensen, Chr. I.,**
*Arendal, Norway.*

| | |
|---|---|
| St. Joseph | [illegible] |

**Christensen, H.,**
*Faaborg, Denmark.*

| | |
|---|---|
| [illegible] | [illegible] |

**Christensen, H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Gerda | [illegible] |

**Christensen, H. C.,**
*Marstal, Denmark.*

| | |
|---|---|
| Alice | [illegible] |
| Ceres | [illegible] |
| s. Erin Iring | [illegible] |
| Forseldres Minde | [illegible] |
| Niels | [illegible] |

s. désigne les Vapeurs.

### Christensen, H. C. (Enke),
*Marstal, Denmark.*

| | Net Tons |
|---|---|
| Ansgar | [illegible] |
| Caroline | 140 |
| Christian IX. | 203 |
| Dronning Louise | 174 |
| Ellen | 148 |
| Energi | [illegible] |
| Enighoden | 413 |
| Familien | 174 |
| Frolonsborg | 265 |
| Fuglen | 208 |
| H C Christensen | 233 |
| Haabet | 143 |
| Immanuel | 137 |
| Jorgen Olsen | 235 |
| Maren | 204 |
| Selorskrandsen | 172 |
| Sostrene | 307 |

### Christensen, H. J.,
*Marstal, Denmark.*

| | |
|---|---|
| Ærö | 215 |

### Christensen, H. R.,
*Marstal, Denmark.*

| | |
|---|---|
| Svalen | 107 |

### Christensen, Hakon,
*Langesund, Norway.*

| | |
|---|---|
| Britta | 1235 |
| Magna | 1091 |
| Roska | 659 |

(Acties. Barfod.)

| | |
|---|---|
| Barfod | 1017 |
| Birgit | 1047 |
| Bjarne | 769 |

### Christensen, Hans,
*Marstal, Denmark.*

| | |
|---|---|
| Dannebrog | 155 |
| Dortnea | 193 |
| Hans | 216 |
| Karen | 100 |
| Lorenz | 195 |

### Christensen, I. A.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Modesta | 317 |

### Christensen, J. W.,
*Stege, Denmark.*

(Möens Dampskibsselskab.)

| | |
|---|---|
| s. Stege | 53 |

### Christensen, Jacob,
*Bergen, Norway.*

| | |
|---|---|
| s. Bergen | 989 |
| s. Mathilda | 2230 |
| s. Oscar II. | 2247 |
| s. Sanna | 2198 |

### Christensen, N.,
*Solberg, pr. Skoppum, Norway.*

| | |
|---|---|
| Amanda | 241 |
| Clara | 430 |
| Heimdal | 353 |
| Solberg | 889 |

### Christensen, N.,
*Horten, Norway.*

| | |
|---|---|
| Actæon | 541 |
| Heimdal | 350 |

### Christensen, P.,
*Svendborg, Denmark.*

| | |
|---|---|
| Fortuna | 146 |

### Christensen, R.,
*Copenhagen, Denmark.*

(Dampskibsselsk. Phönix).

| | |
|---|---|
| s. Vera | 674 |

### Christenson,
*Köpstadsö, Sweden*

| | Net Tons |
|---|---|
| [illegible] | 100 |

### Christensson, J.,
*Kroken, Romelanda, Sweden.*

| | |
|---|---|
| s. Aarnhammar | [illegible] |
| s. Hedda | 73 |

### Christiaens, Vve., & A. Bourgain,
15, *Rue Louis Fontaine, Boulogne-sur-Mer, France.*

| | |
|---|---|
| Benoit | 112 |
| Jehan Ango | 114 |

### Christian, George,
135, *Philip Street, Sydney, N.S.W.*

| | |
|---|---|
| Fleur de Lis | 972 |

### Christiania Havnevæsen,
*Christiania, Norway.*

| | |
|---|---|
| s. Isbjorn | 174 |
| s. Mjolner | [illegible] |

### Christiania Portland Cementfabrik,
*Christiania, Norway.*

| | |
|---|---|
| s. Alt | 1[illegible] |
| s. Cement No. 2 | [illegible] |

### Christians, Christian,
6, *Kilvey Terrace, St. Thomas, Swansea.*

| | |
|---|---|
| Annie | 134[illegible] |

### Christiansen, A.,
*Geestemünde, Germany.*

| | |
|---|---|
| s. Doggerbank | 29 |
| s. Hornsriff | 46 |
| s. Nixe | 23 |
| s. Nymphe | 19 |
| s. Montag | 37 |
| s. Sonntag | 38 |

### Christiansen, F. A.,
*Norre Sovade 13a, Ved Sol, Copenhagen, Denmark.*

| | |
|---|---|
| Nor | 330 |

### Christiansen, Johan,
*Horsens, Denmark.*

| | |
|---|---|
| Caroline Elisabeth | 128 |

### Christiansen, M.,
*Rönne, Bornholm, Denmark.*

| | |
|---|---|
| Bornholm | 207 |
| Erik | 261 |
| M. Christiansen | 329 |
| Tordenskjold | 346 |

### Christiansen, N. H.,
*Thurö, pr. Svendborg, Denmark.*

| | |
|---|---|
| Martha | 124 |

### Christiansen, O.,
*Brækkestö, pr. Lillesand, Norway.*

| | |
|---|---|
| Najaden | 194 |

### Christiansen, Ths.,
*Sandbrekke, Fredriksstad, Norway.*

| | |
|---|---|
| Hanna | 272 |

### Christianson, Chr.,
*Pernau, Russia.*

| | |
|---|---|
| Philip Nelson | 465 |

### Christianssands Dampskibsselskab.
*Christianssand, Norway.*

*See* N. ROSENKILDE

### Christiansson, J.,
*Kroken, Romelanda, Sweden.*

| | Net Tons |
|---|---|
| s. Najaden | [illegible] |

### Christiansson, J.,
*Arildsläge, Högands, Sweden.*

| | |
|---|---|
| Arvid | [illegible] |

### Christidi, Ph.,
*Galata, Constantinople, Turkey.*

| | |
|---|---|
| s. Bythinia | 192 |

### Christie & Co.,
*Bute Docks, Cardiff.*

| | |
|---|---|
| s. Free Lance | 730 |
| s. Mercedes | [illegible] |
| s. Sapphire | [illegible] |
| s. Turquoise | [illegible] |
| s. Volage | 1745 |

### Christie, S. L.,
*Bergen, Norway.*

| | |
|---|---|
| s. Beatrice | 585 |
| s. Fortuna | [illegible] |
| s. Venus | 1429 |

### Christie, W., & Co., Ld.,
2, *Great Winchester Street, London, E.C.*

| | |
|---|---|
| s. Drumbain | 1[illegible] |
| s. Ranza | 1[illegible] |

### Christie, William, & Co.,
41, *Church Street, Harwich, Essex.*

| | |
|---|---|
| Ada Gane | 93 |
| Swin | 53 |
| Trim | 110 |

### Christmas Island Phosphate Co., Ld.,
*Billiter Buildings, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Islander | 505 |

### Christoffersen, A.,
*Soon, Norway.*

| | |
|---|---|
| Rap | 115 |

### Christoffersen, P.,
*Tvedestrand, Norway.*

| | |
|---|---|
| Aleida | 1065 |

### Christophersen, G.,
*Lyngör, Norway.*

| | |
|---|---|
| Progress | 396 |

### Christophersen, J. K.,
*Borösen, Norway.*

| | |
|---|---|
| Atlantic | 474 |
| Bessel | 42 |

### Chua Eng Chuan,
*Palembang, Dutch E. Indies.*

| | |
|---|---|
| s. Eugenie | 196 |

### Chugg, George,
*Braunton, N. Devon.*

| | |
|---|---|
| Kitty Ann | [illegible] |

### Church, Joseph H.,
*Taunton, Mass., U.S.*

| | Net Tons |
|---|---|
| Charles W. Church | 718 |
| Josie R. Burt | 722 |

### Church, William B.,
7, *Spring Street, Taunton, Mass., U.S.*

| | |
|---|---|
| Emma F. Angell | 819 |
| Marguerite | 1478 |

### Churchill, George W.,
*Hantsport, N.S.*

| | |
|---|---|
| Bristol | 1305 |
| Hamburg | 1649 |
| Plymouth | 1312 |

### Churton, Henry N.,
*Nassau, N.P.*

| | |
|---|---|
| Florrie | 46 |

### Chuviara, P. G.,
*Constantinople, Turkey.*

| | |
|---|---|
| Maria | 284 |

### Chuyetsu Kisen Kabushiki Kaisha.
*Shimosekimura, Imizugori, Prov. Fetchu, Japan.*

| | |
|---|---|
| s. Chuyetsu Maru | 711 |
| s. Hino Maru | 1095 |
| s. Noto Maru | 816 |
| s. Toyei Maru | 1741 |

### Ciampa, F. S., & figli,
*Piano di Sorrento, Italy.*

| | |
|---|---|
| s. Agnello Ciampa | 2771 |
| Cavaliere Ciampa | 1780 |
| Chiarina | 601 |
| Ciampa Emilia | 864 |
| Emilia Ciampa | 960 |
| F. S. Ciampa | 1527 |
| s. F. S. Ciampa | 2644 |
| s. Francesco Ciampi | 2721 |
| Francesco Ciampa | 1639 |
| Leone | 605 |
| s. Luigi Ciampa | 2[illegible] |
| New York | 388 |
| Salvatore | 485 |
| Salvatore Ciampa | 1685 |
| Teresina | 456 |
| Vesuvio | 538 |

### Ciausei, G., Ogl'ou,
*Constantinople, Turkey.*

| | |
|---|---|
| Iksan Huda | 349 |

### Cicellis, P. G.,
32, *Rue Montaux, Marseilles, France.*

| | |
|---|---|
| s. Tricoupis | 1534 |

### Cicerone, Flli. Grasso,
*Via del Campo No. 10, Genoa, Italy.*

| | |
|---|---|
| s. Maria Vittoria | 1496 |

### Cichero, Teresa Fontana in,
*Recco Italy.*

| | |
|---|---|
| Provvidenza | 1185 |

### Cignoni Fratelli,
*Piazza Giuseppe Micheli 2, Leghorn, Italy.*

| | |
|---|---|
| Adele C. | 177 |
| Angelo | 267 |
| Bianca C. | 318 |
| Mario C. | 407 |
| Nuovo Cristoforo Colombo | 152 |
| Secondo S. Giovanni | 373 |
| Speranza C. | 500 |
| Teresa C. | 255 |
| Virgilio C. | 263 |

### Cihli, C.,
*Piræus, Greece.*

| | Net Tons |
|---|---|
| Archangelos | 34 |

### Cimbria, Dampskibsselskabet,
*Frederiksgade 1, Copenhagen, Denmark*

*See* SVENDSEN & CHRISTENSEN.

### Cinollo, Antonio, di Angelo,
*Ponte Morosini, Genoa, Italy.*

| | |
|---|---|
| Maria Elena C. | 140 |

### Cinquini, Luigi, fu S.,
*Piazza della Stazione, Viareggio, Italy.*

| | |
|---|---|
| Luigi | 205 |

### Ciobba, Angelo Fllo.,
*Scutari, Albania.*

| | |
|---|---|
| Buon Pastore | 243 |
| Buona Sorte | 357 |
| Buona Sorte | 248 |
| Cadia | 429 |
| Elvira | 416 |

### City of Cork Steam Packet Co., Ld.,
*Penrose Quay, Cork.*

| | |
|---|---|
| s. Blarney | 628 |
| s. Glengariff | 487 |
| s. Inniscarra | 565 |
| s. Innisfallen | 400 |
| s. Kenmare | 449 |
| s. Killarney | 602 |
| s. Lee | 689 |
| s. Pylades | 222 |
| s. Xema | 446 |

### City of Dublin Steam Packet Co.,
15, *Eden Quay, Dublin.*

| | |
|---|---|
| s. Belfast | 191 |
| s. Carlow | 493 |
| s. Connaught | 747 |
| s. Cork | 508 |
| s. Express | 178 |
| s. Galway | 500 |
| s. Kerry | 492 |
| s. Kilkenny | 516 |
| s. Leinster | 747 |
| s. Louth | 508 |
| s. Mayo | 35 |
| s. Meath | 47 |
| s. Munster | 747 |
| s. Ulster | 747 |
| s. Wicklow | 470 |

### City Line, Ld., The
(Managers—George Smith & Sons.)

75, *Bothwell Street, Glasgow.*

*See* ELLERMAN LINES, LD.

### City Steam Fishing Co., Ld.,
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. City of Hull | 65 |
| s. Newington | 61 |
| s. Newland | 59 |
| s. Paragon | 67 |
| s. Southcoates | 92 |

### Clan Line.
*See* CAYZER, IRVINE & CO.

### Clan Steam Trawling Co., Ld.,
13, *Bridge Street, Aberdeen.*

*See* THOMSON & BAXTER.

### Clanrye Steam Ship Co., Ld.,
*Merchant's Quay, Newry.*

*See* W. T. FERRIS.



s. signifies Steamer.

**Clapham Steam Ship Co., Ld.,**
54, *Pilgrim Street, Newcastle-on-Tyne.*
*See* G. E. MACARTHY.

**Clara, Acties.,**
*Prinsensgade, 22. Christiania, Norway.*
*See* O. MOHN.

**Clare, E. (Mrs.),**
93, *Stonefield Road, Hastings.*
Net Tons
s. Nelson ..... [illegible]

**Claridge & Woodall,**
*Baltimore, U.S.*
Alcaea ..... [illegible]

**Clark, C. A.,**
*P.O. Box 204, Manilla, Philippine Islands.*
Florence S. ..... 137

**Clark, E.,**
*East Street, Braunton, North Devon.*
Olive Branch ..... 66

**Clark Estate, The**
(Manager—E N Clark),
822, *Hammond Building, Detroit, Michigan, U.S.*
s. Wyandotte ..... 160

**Clark, G. & H.,**
*Braunton, Devon.*
Bessie Clark ..... 44

**Clark, J.,**
*Washington, U.S.*
s. Alpha ..... 155

**Clark, J.,**
*Dixon House Lloyd's Avenue, Fenchurch Street, London, E.C.*
(European Petroleum Co., Ld.)
s. Baku Standard ..... 2375
s. Batoum ..... [illegible]
s. Broadmayne ..... 1947
s. James Brand ..... 2841
s. Tancarville ..... 1834
s. Vedra ..... 2622

**Clark, James,**
*Wybenta, Elystan Road, Brisbane, Queensland.*
Aladdin ..... 102
Alice ..... [illegible]
Wanetta ..... [illegible]

**Clark, M. T.,**
5, *Oswald Street, Glasgow.*
(Lochgoil & Lochlong Steamboat Co., Ld.)
s. Edinburgh Castle ..... 51

**Clark, Richard R.,**
4, *Albert Buildings, 12, Pressons Row, Liverpool.*
(Manchester, Liverpool, & North Wales Steamship Co., Ld.)
s. Carew ..... [illegible]
s. Exchange ..... 93
s. Solway Prince ..... 99
s. Trafford ..... 47
s. W. S. Caine ..... 79

**Clark & Service,**
21, *Bothwell Street, Glasgow.*
(Ardan [illegible] Ship Co., Ld.)
Net Tons
s. Ardandearg ..... 2090

**Clark, W. L.,**
*Whitehall Chambers, Dundee.*
(Dundee Pleasure Boat Co., Ld.)
s. Princess of Wales ..... [illegible]

**Clarke, B. A.,**
*Shanghai, China.*
s. Fie-Lung ..... 110
s. Pao-hua ..... 492

**Clarke, C. F.,**
*Calais, Maine, U.S.*
Samuel Castner, Jr. ..... 200

**Clarke, F. S.,**
34, *Lime Street, London, E.C.*
s. Ibadan ..... 473

**Clarke (Stephenson) & Co.,**
4, *St. Dunstan's Alley, London, E.C.*
s. Eddie ..... [illegible]
s. Erasmus Wilson ..... 437
s. F. E. Webb ..... 317
s. J. M. Strachan ..... 428
s. John Grafton ..... 315
s. Lewis ..... 139
s. Portslade ..... 324
s. St. Agnes ..... 740
s. St Dunstan ..... 546

**Clarke, W. G.,**
*Bear River, co. Annapolis, N.S.*
Ethel Clarke ..... 397
Neva ..... 167

**Clarke, William,**
*Toronto, Ontario.*
s. Florence ..... 90

**Clausen, A. P.,**
*Nordby, Fanö, Denmark.*
Aagot ..... [illegible]
Dorano ..... [illegible]

**Clausen, C. W.,**
*Marstal, Denmark.*
Carl ..... [illegible]
Dora ..... [illegible]
Ida ..... [illegible]
Hertha ..... [illegible]
Mathilde ..... [illegible]
Ruth ..... [illegible]

**Clausen, H. H.,**
*Nordby, Fanö, Denmark.*
Margaretha ..... [illegible]

**Clausen, J. P.,**
*Nordby, Fanö, Denmark.*
Esmeralda ..... 673
Mary Jose ..... 599

**Clausen, P. H.,**
*Nordby, Fanö, Denmark.*
Kronprindsesse Louise ..... [illegible]
Laura ..... 369
Lenita ..... 401

**Clavarezza, C., fu A.,**
c/o *G. Carbone, Vico Demarini No. 17, Genoa, Italy.*
Net Tons
[illegible] ..... 981

**Clavel, M.,**
*Cherbourg, France.*
s. Sultana ..... 43

**Claverdale S. S., Ld.**
[illegible] *Billiter Street, London, E.C.*
*See* E. HASLEHURST & Co.

**Claydon, F. C. W. & A. G. T.,**
132, *Canal Road, Mile End, London, E.*
Zenobia ..... [illegible]

**Clean, J. H. B.,**
*Dunmore Town, Harbour Island, Bahamas.*
Blanche ..... 166

**Cleare, Joseph H.,**
*c/o Messrs. J. P. Sands & Bros., Nassau, N.P., Bahamas.*
Lady Shea ..... 151

**Cleethorpes Steam Trawling, Co., Ld.,**
*Auckland Road, Fish Docks, Grimsby.*
s. Halcyon ..... 64
s. Hawk ..... 33
s. Owl ..... 37
s. Raven ..... 40
s. Vulture ..... 62

**Clemens, J. A.,**
6, *Tower Road, Newquay, Cornwall.*
Advance ..... 100
Miranda ..... 125

**Clemensen, C. P.,**
*Svendborg, Denmark.*
Lindhardt ..... 192

**Clement, Théodore,**
*Cancale, Ile et Vilaine, France, & St Pierre, Miquelon.*
La Cancalaise ..... 106

**Clementjeff, P.,**
*Korda, Archangel, Russia.*
Lucinde ..... 282

**Clemow, J. N.,**
*Padstow, Cornwall.*
Ballinbreich Castle ..... [illegible]

**Cleugh, G., & Co.,**
50, *Percy Gardens, Tynemouth.*
s. [illegible] ..... [illegible]

**Cleveland & Allen,**
*New Bedford, Mass., U.S.*
Wanderer ..... 295

**Cleveland & Buffalo Transit Co.,**
137, *River Street, Cleveland, Ohio.*
*See* T. F. NEWMAN; *and also* DETROIT & CLEVELAND NAVIGATION CO.

**Cleveland Cliffs Iron Co.**
(MANAGER—J. H. SHEADLE),
*Mercantile Bank Building, Cleveland, Ohio.*
Net Tons
s. Andaste ..... [illegible]
s. Cadillac ..... [illegible]
s. Choctaw ..... [illegible]
s. Frontenac ..... [illegible]
s. Pioneer ..... [illegible]
s. Pontiac ..... [illegible]
(Hopkins Steamship Co.)
s. Centurion ..... 2728
(Presque [illegible] Transportation Co.)
s. Angeline ..... [illegible]
s. Presque Isle ..... 3570

**Cleveland Flour Mills, Ld.,**
*Thornaby-on-Tees.*
*See* T. BIRKS.

**Cleveland Steamship Co.,**
*Perry Payne Building, Cleveland, Ohio.*
*See* J. MITCHELL.

**Cleveland Steam Shipping Co., Ld.,**
6, *The Exchange, Stockton-on-Tees.*
*See* R. C. SIMPSON.

**Clifford, J. C.,**
44, *N. Main Street, Middleboro, Mass., U.S.*
Henry Sutton ..... 530

**Clink, J. D.,**
*Greenock.*
Annasona ..... 1373
Arethusa ..... 1199
Calliana ..... 1346
Pinmore ..... 2286
Samœna ..... 1869
Thistle ..... 2192
Zinita ..... 1525

**Clinton, F.,**
*Scranton, Miss., U.S.*
Otis ..... 253

**Clonis, C.,**
*Canea, Crete.*
Mari Vaglianos ..... 226

**Clopet, A. B.,**
4, *Well Close Square, Castlegate, Berwick.*
The Saint ..... 97

**Clothier, H. W.,**
*Northwood Road, Tankerton, Whitstable, Kent.*
Vivid ..... 147

**Clyde Lighthouses, Trustees of the,**
137, *St. Vincent Street, Glasgow.*
s. Torch ..... 48

**Clyde Navigation, Trustees**
*Glasgow*
s. Cairndhu ..... 311
s. Clyde ..... 14
s. Craigiehall ..... 316
s. Finnieston ..... [illegible]
s. Finnieston ..... 42
s. Hopper No. 1 ..... 394
s. Hopper No. 2 ..... [illegible]
s. Hopper No. 3 ..... [illegible]
s. Hopper No. 6 ..... [illegible]
s. Hopper No. 23 ..... [illegible]
s. Hopper No. 24 ..... [illegible]

**Clyde Shipping Co., Ld.,**
21, *Carlton Place, Glasgow.*
[illegible] W. CUTHBERT.

**Clyde Steam Ship Co.,**
19, *State Street, New York, U.S.*; and 12, *South Delaware Avenue, Philadelphia, U.S.*
*See* W. P. CLYDE & Co.

**Clyde Training Ship Association, Executive Committee of the,**
69, *Buchanan Street, Glasgow.*
Net Tons
[illegible] ..... [illegible]

**Clyde, W. P., & Co.,**
19, *State Street, New York, U.S.*; and 12, *South Delaware Avenue, Philadelphia, U.S.*
(Clyde Steam Ship Co.)
s. Algonquin ..... [illegible]
s. Apache ..... [illegible]
s. Arapahoe ..... [illegible]
s. Benefactor ..... [illegible]
s. Carib ..... [illegible]
s. Cherokee ..... 1947
s. Comanche ..... 247
s. George W. Clyde ..... [illegible]
s. Goldsboro' ..... [illegible]
s. Huron ..... 224
s. Iroquois ..... 37
s. Navahoe ..... [illegible]
s. New York ..... [illegible]
s. Oneida ..... [illegible]
s. Seminole ..... 1097
s. Winyah ..... [illegible]
s. Yemassee ..... 1378

**Clydebank Steam Ship Co., Ld.,**
140, *West George Street, Glasgow.*
*See* ROBERTSON, MACKIE & Co.

**Clydesdale Shipowners Co., Ld.,**
165, *St. Vincent Street, Glasgow.*
*See* GLEN & Co.

**Coad, Joseph G.,**
*Port Isaac, Cornwall.*
Swift ..... [illegible]

**Coast Development Co., Ld.,**
33, *Walbrook, London, E.C.*
s. Clacton Belle ..... [illegible]
s. London Belle ..... [illegible]
s. Southend Belle ..... [illegible]
s. Southwold Belle ..... [illegible]
s. Walton Belle ..... [illegible]
s. Woolwich Belle ..... [illegible]
s. Yarmouth [illegible] ..... [illegible]

**Coast Shipping Co., Ld.,**
22, *California Street, San [illegible] Cal., U.S.*
*See* J. J. MCKINNON.

**Coast Steamship Co., Ld.**
*Port Adelaide, S.A.*
s. Juno ..... [illegible]

**Coast Transit Co., Ld.,**
42, *Newmarket Street, Falkirk, Stirlingshire.*
*See* J. BOGLE.

**Coastal Steam Packet Co., Ld.,**
*Bridgewater, N.S.*
s. Bridgewater ..... [illegible]

s. désigne les Vapeurs.

**Coastal Steamship Co., Ld.,**
*Auckland, N.Z.*
Net Tons
s. Kapunui ..... 73

**Coastal S. S. Proprietary, Ld.,**
*Auckland, N.Z.*
s. Manawatu ..... 113

**Coasting Steamships, Ld.,**
*Ingle Chambers, 55, West Regent Street, Glasgow.*
*See* PURDIE, GLEN & MILLAR.

**Coastwise Steamship Co.,**
1, *Broadway, New York, U.S.*
Chalmette ..... 798
City of Montreal ..... 1119
s. Covington ..... 196
George R. Skolfield ..... 1646
Indiana ..... 1507
Iowa ..... 1473
Kentucky ..... 1472
Ohio ..... 1505
s. Richmond ..... 196

**Coastwise Transportation Co.,**
*Boston, Mass., U.S.*
William L. Douglas ..... 3470

**Cobb, Butler & Co.,**
*Rockland, Me., U.S.*
Marion N. Cobb ..... 380

**Cobb, Oliver W.,**
*Easthampton, Mass., U.S.*
Clara A. Phinney ..... 389

**Cobb, Wight & Co.,**
246, *Main Street, Rockland, Maine, U.S.*
Brigadier ..... 275
Carrie C. Miles ..... 101
Carrie E. Look ..... 457
Charlie & Willie ..... 117
G. M. Brainard ..... 197
J. R. Bodwell ..... 174
Lena White ..... 101
Silver Heels ..... 104

**Cocaris, S., & Christoforidis,**
*Skiathos, Greece.*
Profitis Elias ..... 420

**Cochran, George W.,**
*Windsor, N.S.*
E. J. Spicer ..... 1268

**Cochrane, Henry A.,**
34, *West Sunniside, Sunderland.*
s. F. Stobart ..... 497
s. T. G. Hutton ..... 423

**Cochrane, John W.,**
*Fox River, N.S.*
Dora C. ..... 402

**Cochrane & Sons & Tindall,**
Earle & Hutchinson, Ld.,
*Selby.*
s. Selby ..... 32

**Cock, E. J. (Mrs.),**
26, *Woolston Street, Plymouth.*
Union ..... 149

**Cockcroft, Charles,**
*Nuhwater House, Barnes, Surrey.*
s. Fenay Lodge ..... 2075

**Cockerham, W.,**
*Knottingley, Yorks.*
Net Tons
Rescue ..... 116

**Cockerline, W. H., & Co.,**
*Union Bank Chambers, Trinity House Lane, Hull.*
s. Adriatic ..... [illegible]
s. Atlantic ..... 1[illegible]
s. Britannic ..... 2[illegible]
s. Coralie ..... 1[illegible]
s. Graphic ..... 2[illegible]
s. Majestic ..... 1[illegible]
s. Oceanic ..... 1[illegible]
s. Olympic ..... 1[illegible]
s. Pacific ..... 1691

**Cocurullo, A.,**
*Piano di Sorrento, Italy.*
Almirante Gravina ..... 241

**Codd, Stephen,**
*The Faythe, Wexford.*
Maria Reid ..... 77

**Codino, Antonio,**
*Via del Molo, Genoa, Italy.*
Geronima ..... 102

**Coffin, H. W.,**
*Machias, Me., U.S.*
Clara E. Rogers ..... 137

**Coghill, David,**
*High Street, Thurso, Caithness.*
Emma Louise ..... 70
Pandora ..... 79

**Cogswell, I.,**
*New York, U.S.*
Hannah Blackman ..... 135

**Cohn, Marcus, & Sohn,**
*Königsberg, Germany.*
s. Albertus ..... 728
s. Kopernikus ..... 378
s. Ostpreussen ..... 1105
s. Ottokar ..... 704
s. Sparta ..... 778

**Cohrs, Johann,**
*Gr. Elbstrasse, Fischhalle, Altona, Germany.*
s. Falkenstein ..... 31
(Rhederei Triton-Proteus.)
s. Proteus ..... 44
s. Triton ..... 39

**Coiseau, L., & J. Cousin,**
*Zeebrugge, near Heyst-sur-Mer, Belgium.*
s. Amédée Visart .....

**Coker, A., & Co.,**
20, *Castle Street, Liverpool.*
s. Ivy ..... 755

**Cokino, N. D.,**
*Skiathos, Greece.*
Evangelistria ..... 293

**Cokinos, D.,**
*Syra, Greece.*
Evangelistria ..... 298

**Colberger Dampschiffs Actien Gesellschaft**
(Manager—E. Reinholz),
*Am Hafen, Colberg, Germany.*
Net Tons
s. Colberg ..... 110

**Colcord, M. E.,**
*Stockton, Maine, U.S.*
Rose Innes ..... 770

**Colding, J. P.,**
*Kallundborg, Denmark.*
William Hunter ..... 384

**Cole, Alexander,**
*Dorchester, N.B.*
Luta Price ..... 121

**Cole, G. E.,**
*Ulster, Co. Connelly, N.Y., U.S.*
Manchester & Hudson ..... 167

**Cole, J. S.,**
*Mansion House Chambers, Newcastle-on-Tyne.*
s. Eastdale ..... [illegible]

**Colebrooke, W. E.,**
*Strand, Rye, Sussex.*
Gazello ..... 92

**Coleman, H. P.,**
*Hazlehurst, Whitstable, Kent.*
Caledonia ..... 166

**Coley, W. D.,**
*Greenport, N.Y., U.S.*
Cox & Green ..... 562

**Colineau, Clemente, fu G.,**
*Piazza Feretto No. 3, Genoa, Italy.*
s. San Clemente ..... 500

**Coll, P.,**
*Barcelona, Spain.*
Linta ..... 201

**Collard, R. R.,**
*Newhaven, Sussex.*
s. Southampton ..... 100

**Collin, F. A.,**
*Kotka, Finland.*
Sanna ..... 115

**Collin, William, & Sons, Ld.,**
*Petrie Bight, Brisbane, Queensland.*
s. Flinders ..... 278
s. Lady Norman ..... 106

**Collins Bay Rafting & Forwarding Co.,**
*Collins Bay, Ontario.*
s. Orion ..... 497
s. Petrel ..... 199
Sylvester Neelon ..... 291

**Collins, Charles.**
D. Alverty ..... 129
Edward Thomson ..... 136

**Collins, G. H., & Co., Ld.,**
*Dartmouth.*
Net Tons
s. Surbiton ..... 426
s. Verno ..... 11

**Collins, Geo. H.,**
22, *Market Street, San Francisco, U.S.*
Alice Cooke ..... 722
Glendale ..... 281
Mary E. Russ ..... 224
Robert Lewers ..... 865

**Collins, John B.,**
*Keansburg, N.J., U.S.*
s. John B. Collins ..... [illegible]

**Collins, W. H.,**
*Gloucester, Mass., U.S.*
Lucy E. Friend ..... 347

**Collinson, J. H.,**
248, *Wincolmlee, Hull.*
s. Brough ..... 64
s. Cave ..... 93

**Colombian Government,**
*Bogota, United States of Colombia.*
Beatrice Bernard ..... 315
s. Marroquin ..... 574
s. Neptuno ..... 555
s. Padilla ..... 184

**Colombos, Epaminondas,**
*Galaxidi, Greece.*
Costula ..... 110

**Colomer, E. & V. Marti,**
*Malaga, Spain.*
Dos Amigos ..... 361

**Colonial Fisheries Co., Ld.,**
*Terminus Street, East London, S. Africa.*
s. Osborne ..... 47

**Colonial Steamboat Co.,**
178, *Tremont Street, Boston, Mass, U.S.*
s. New Brunswick ..... 889

**Colonial Sugar Refining Co., Ld.,**
12, *Queen Street, Melbourne, Victoria.*
s. Fiona ..... 414
s. Florence Maud ..... 71
Victoria ..... 105

**Colorado Steam Ship Co., Ld.,**
102, *Fenchurch Street, London, E.C.*
*See* R. HOCKEN & CO.

**Colton, Thomas, jun.**
Emma C. ..... 104

**Columba, Rederi aktieb.,**
*Gothenburg, Sweden.*
*See* J. L. KJELLBERG.

**Columbia River Packers Association,**
*Astoria, Or., U.S.*
Antelope ..... 118

**Columbia Steamship Co.,**
*Cleveland, Ohio, U.S.*
*See* C. O. JENKINS.

**Colwell, F. H.,**
*New York, U.S.*
Net Tons
Abbie C. Stubbs ..... [illegible]

**Colwyn Bay & Liverpool S. S. Co., Ld.,**
*Rhos-on-Sea, Colwyn Bay, Denbighshire.*
*See* W. HORTON.

**Comer, Harry,**
*Reading, Berkshire.*
Carib II. ..... 195

**Comillas, Marques de,**
*Barcelona, Spain.*
San Luis ..... 128

**Commentz, Ernst J. F.,**
*Alterwallhof, 67/71, Alterwall, Hamburg, Germany.*
s. Elisabeth ..... 940

**Commerce, Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* W. LUNDQVIST.

**Commercial Cable Co.,**
18, *Bishopsgate Street Within, London, E.C.*
s. Mackay-Bennett ..... 984

**Commercial Gas Co.,**
*Harford Street, Stepney, London, E.*
*See* H. A. CROMARTY.

**Commercial Steam Ship Co., Ld.,**
85, *Gracechurch Street, London, E.C.*
*See* YOUNG, EHLERS & CO.

**Commercial Tow Boat Co.**
(Manager—James Woolley),
*Commercial Wharf, Boston, Mass., U.S.*
Alice ..... 615
Bessie ..... 626
Clara ..... 748
Dora ..... 745
s. Dudley Pray ..... 107
Edith ..... 766
Flora ..... 770
s. G. M. Winslow ..... 89
Grace ..... 781
s. John G. Chandler ..... 56
s. Joshua Lovett ..... 84

**Commission des Ardoisières d'Anger,**
*Angers, France.*
*See* LARIVIÈRE & CO.

**Comninakis, P. S., & Co.,**
*Taganrog, Russia.*
s. Maria ..... 1118
s. Mitylene ..... 1613

**Compagnie Anonyme des Paquebots du Finistère,**
*Boulevard de Strasbourg* 117, *Havre, France.*
s. Finistère ..... 216
s. Morlaix ..... 167



s. signifies Steamer.

## Compagnie Belge Maritime du Congo,

*Place Verte, Antwerp, Belgium.*

(Managers—ELDER, DEMPSTER & Co., African House, Water Street, Liverpool.)

| | Net Tons |
|---|---|
| s. Albertville | 2417 |
| s. Anversville | [illegible] |
| s. Leopoldville | 2600 |
| s. Philippeville | [illegible] |

## Compagnie Brestoise de Navigation à Vapeur,

*28, Jetée Ouest, Brest, France.*

| | |
|---|---|
| s. Jeanne d'Arc | [illegible] |
| s. Saint André | 314 |
| s. Saint Jean | 244 |

## Compagnie Coloniale de Navigation à Vapeur,

*Pointe à Pitre, Guadeloupe, W. Indies.*

| | |
|---|---|
| s. Horton | 132 |
| s. Lilfold | 116 |

## Compagnie Commerciale & Agricole de la Casamance,

*4, Cité d'Antin, Paris, France.*

| | |
|---|---|
| Gambia | 139 |

## Compagnie Commerciale de Madagascar,

*1, Rue du Garet, Lyon, France; and at Tamatave, Madagascar.*

| | |
|---|---|
| Berthe | 154 |

## Compagnie de l'Afrique Orientale (Maritime & Commerciale),

*39 bis, Rue de Chateaudun, Paris, France.*

| | |
|---|---|
| s. Binger | 151 |

## Compagnie de Nav. Arménienne & Marocaine,

*4, Place Sadi Carnot, Marseilles, France.*

*See* N. PAQUET & Co.

## Compagnie de Navigation Française,

*6, Quai Brancas, Nantes, France.*

| | |
|---|---|
| Amiral Bédille | 1871 |
| Bayonnais | 1743 |
| Bonnamp | 1710 |
| Eugène Schneider | 1742 |
| Général de Sonis | 1740 |
| Guerveur | 1773 |
| Maréchal de Contaut | 1744 |
| Maréchal de Noailles | 1921 |
| Maréchal Suchet | 1723 |
| Notre Dame D'Arvor | 1771 |
| Rochambeau | 1831 |
| Vercingétorix | 1723 |

## Compagnie de Navigation Mixte (COMPAGNIE TOUACHE).

*54, Rue Cannebière, Marseilles, France.*

| | |
|---|---|
| s. Djerjera | 771 |
| s. Emir | 779 |
| s. Felix Touache | 699 |
| s. Lily | [illegible] |
| s. La Marsa | [illegible] |
| s. Marguerite | [illegible] |
| s. Oasis | [illegible] |
| s. Rapide | [illegible] |
| s. Sardan | [illegible] |
| s. Tafna | [illegible] |
| s. Tell | [illegible] |
| s. Touareg | 745 |

## Compagnie de Navigation Tonkinoise,

*Haiphong, Tonquin, Indo China.*

*See* MARTY & D'AUBADIE.

## Compagnie de Pulpe de Péribonka, Ld.,

*Roberval, P.Q.*

| | Net Tons |
|---|---|
| s. [illegible] Roberval | 71 |

## Compagnie de Remorquage, de Pilotage et de Sauvetage,

*28, Rue Kara-Moustafa, Galata, Constantinople, Turkey.*

(Head Office of Company,—*8, Rue Auber, Paris.*)

| | |
|---|---|
| Ambrosios Negroponte | [illegible] |
| Arlennes | [illegible] |
| Chios | 574 |
| s. Eole | 25 |
| Galata | 468 |
| s. Liverpool | [illegible] |
| Melek | [illegible] |
| Pallas | [illegible] |
| s. Paris | 38 |
| s. Rhône | [illegible] |
| Rosalia | 494 |
| Seine | 549 |
| s. Stamboul | 32 |

## Compagnie des Bateaux à Vapeur de la Guadeloupe,

*Pointe à Pitre-Guadeloupe, French West Indies.*

| | |
|---|---|
| s. Alcyon | [illegible] |
| s. Hirondelle | 56 |

## Compagnie des Bateaux à Vapeur du Nord.

*Place des Nations, Dunkirk, France.*

| | |
|---|---|
| s. Cambrai | 490 |
| s. Frédéric Morel | 734 |
| s. Jean Bart | 364 |
| s. Marie | 415 |
| s. N. Verberckmoes | 748 |
| s. Nord | 547 |
| s. Président Le Roy Lallier | 701 |
| s. Ville d'Arras | 833 |
| s. Ville de Bordeaux | 721 |
| s. Ville de Boulogne | 460 |
| s. Ville de Carthage | 1144 |
| s. Ville de Cotte | 903 |
| s. Ville de Constantine | 1185 |
| s. Ville de Dunkerque | 763 |
| s. Ville de Lille | 539 |
| s. Ville de Lorient | 1185 |
| s. Ville de Marseille | 798 |
| s. Ville de Rochefort | 1185 |
| s. Ville de Strasbourg | 1353 |
| s. Ville de Valenciennes | 968 |

## Compagnie des Chemins de Fer de l'Ouest,

*Paris, France.*

*See* LONDON, BRIGHTON & S. COAST RY.

## Compagnie des Chemins de Fer du Nord,

*Calais.*

| | |
|---|---|
| s. Le Nord | [illegible] |
| s. Le Pas de Calais | 67 |

## Compagnie des Messageries Française de Madagascar,

*14, Rue de Milan, Paris, France.*

| | |
|---|---|
| s. Charles Bricka | 42 |

## Compagnie des Services de la Corse.,

*Marseilles, France.*

| | |
|---|---|
| s. Montecloro | 160 |
| s. Tavignano | 160 |

## Compagnie des Vapeurs de Charge Français,

*1, Rue de la République, Marseilles, France.*

| | |
|---|---|
| s. Sirius | 2028 |
| s. Vega | 1914 |

## Compagnie des Voiliers Havrais,

*41, Rue de la Bourse, Havre, France.*

*See* H. GENESTAL & FILS.

## Compagnie du Boleo,

*56, Rue de Provence, Paris, France.*

| | Net Tons |
|---|---|
| s. Korrigan | 115 |
| s. Korrigan II. | [illegible] |

## Compagnie du Chemin de fer et du Port de la Réunion,

*St. Denis, Reunion.*

| | |
|---|---|
| s. Reunion | [illegible] |

## Compagnie Française de Bateaux à Vapeur "France-Baltique."

*15, Rue Bleue, Paris.*

| | |
|---|---|
| s. Loire | [illegible] |
| s. Seine | [illegible] |

## Compagnie Française de Cabotage des Mers de Chine,

*23, Rue de la Chaussée d'Antin, Paris, France.*

| | |
|---|---|
| s. Binh Thuan | 984 |
| s. Phu-yen | 1299 |
| s. Quang Nam | 711 |

## Compagnie Française de l'Afrique Occidentale.

*46, Rue Breteuil, Marseilles, France.*

| | |
|---|---|
| s. Foulah | 826 |

## Compagnie Française de Navigation à Vapeur,

*Rue Sylvabelle 69, Marseilles, France.*

*See* CYPRIEN FABRE & Co.

## Compagnie Française de Navigation et de Constructions Navales et Anciens Etablissements Sâtre Réunis,

*50, Boulevard Haussmann, Paris; and 47, Quai de la Fosse, Nantes, France.*

| | |
|---|---|
| s. Antilope | [illegible] |
| s. Basse Indre | [illegible] |
| s. Chamois | 31 |
| s. Cygne | [illegible] |
| s. Eclair | 30 |
| s. Emile Solacroup | 44 |
| s. Felix Faure | 37 |
| s. Gallia | [illegible] |
| s. Iberia | [illegible] |
| s. Italia | [illegible] |
| s. Nantes Lorient | [illegible] |
| s. Numidia | [illegible] |
| s. Ville de Palmbeuf | 7 |
| s. Ville de St. Nazaire | 7 |

## Compagnie Française des Cables Télégraphiques,

*38, Avenue de l'Opéra, Paris, France.*

| | |
|---|---|
| s. Contre Amiral Caubert | 376 |
| s. Pouyer Quertier | [illegible] |

## Compagnie Française des Charbonnages de Dakar.,

*30, Rue des Bourdonnais, Paris.*

| | |
|---|---|
| s. Widgeon | 52 |

## Compagnie Franco-Néerlandaise Nav. à Vapeur,

*Dunkirk, France.*

| | |
|---|---|
| s. Amiral l'Hermite | [illegible] |

## Compagnie Franco-Tunisienne de Nav.,

*7, Rue de la République, Marseilles, France.*

| | |
|---|---|
| s. Carly | [illegible] |
| s. Ville de Nemours | [illegible] |
| s. Ville de [illegible] | [illegible] |
| s. Ville de Sousse | [illegible] |

## Compagnie Générale Transatlantique,

*Rue Auber 6, Paris, France; and 36, Leadenhall Street, London.*

| | Net Tons |
|---|---|
| s. Abd el [illegible] | [illegible] |
| s. Adler | 760 |
| s. Alexandre Bixio | 1299 |
| s. Alice | 492 |
| s. Athlète | [illegible] |
| s. Bordeaux | [illegible] |
| s. Canada | 1033 |
| s. Colombo | [illegible] |
| s. [illegible] | 744 |
| s. Drogat | 35[illegible] |
| s. Duc [illegible] | 78[illegible] |
| s. Eugène-Pereire | 711 |
| s. Ferdinand [illegible] Lesseps | 1541 |
| s. Fournel | [illegible] |
| s. France | [illegible] |
| s. Général Chanzy | [illegible] |
| s. Isaac Péreire | [illegible] |
| s. L'Aquitaine | 2147 |
| s. La Bretagne | 2511 |
| s. La Champagne | [illegible] |
| s. La Gascogne | [illegible] |
| s. La Lorraine | 2202 |
| s. La Navarre | [illegible] |
| s. La Normandie | [illegible] |
| s. La Savoie | 2246 |
| s. La Touraine | 2441 |
| s. Labrador | 2375 |
| s. Lafayette | [illegible] |
| s. [illegible] Calvados | 779 |
| s. Le Gard | 779 |
| s. Le Morbihan | 496 |
| s. Le Tarn | 779 |
| s. Lou Cettori | 83 |
| s. Malvina | 814 |
| s. Maréchal Bugeaud | 840 |
| s. Martinique | 1630 |
| s. Moïse | 702 |
| s. Mustapha Ben Ismail | [illegible] |
| s. Olinde Rodrigues | 1670 |
| s. Saint Augustin | 794 |
| s. Saint Dominique | 44[illegible] |
| s. Saint Germain | 1873 |
| s. Saint Simon | 1625 |
| s. Salvador | 407 |
| s. Tilsit | 348 |
| s. [illegible] | 499 |
| s. [illegible] | 1875 |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | 810 |
| s. Ville de Bône | 814 |
| s. Ville de Madrid | [illegible] |
| s. Ville de Nantes | 750 |
| s. Ville de Naples | [illegible] |
| s. Ville de Tanger | 584 |
| s. Ville de Tunis | [illegible] |

## Compagnie Havraise de Navigation,

*1, Rue Edouard Larue, Havre, France*

*See* ED. CORBLET & CIE.

## Compagnie Havraise Péninsulaire de Navigation à Vapeur,

*Paris; and 26 Place de l'Hôtel de Ville, Havre, France.*

| | |
|---|---|
| s. Constantin | [illegible] |
| s. Diego Suarez | 2427 |
| s. Djibouti | 2720 |
| s. Havraise | [illegible] |
| s. Madagascar | 1693 |
| s. Ville d'Alger | 944 |
| s. Ville de Majunga | [illegible] |
| s. Ville [illegible] Paris | 3043 |
| s. Ville [illegible] Tamatave | 2227 |
| s. Ville [illegible] Tarragone | 859 |
| s. Ville de Valence | 835 |
| s. Ville du Havre | 3058 |

## Compagnie Maritime de la Seine,

*3, Rue Scribe, Paris, France.*

| | |
|---|---|
| s. Anjou | 192 |
| s. Artois | 192 |
| s. Aunis | 192 |
| s. Béarn | [illegible] |
| s. Berri | 200 |
| s. Main | 192 |

## Compagnie Maritime et Industrielle de Levis,

*Levis, Quebec.*

| | |
|---|---|
| s. Champlain | [illegible] |
| s. Frontenac | [illegible] |
| s. Orleans | [illegible] |

## Compagnie Maritime Française,

*3, Rue Jean Jacques Rousseau, Nantes; and 2, Rue Bauldin, Paris, France.*

| | Net Tons |
|---|---|
| Buffon | 1771 |
| Col de Villebois [illegible] | 1722 |
| Crillon | 1794 |
| Desaix | 1743 |
| Duc d'Aumale | 17[illegible] |
| Duquesne | 1737 |
| Général Fa[illegible] | [illegible] |
| Hoche | [illegible] |
| La Pérouse | [illegible] |
| La Tour d'Auvergne | [illegible] |
| Michelet | 1747 |
| Sully | 1778 |
| Turgot | 1773 |
| Vauban | [illegible] |

## Compagnie Maritime L'Armoricaine,

*Rue Mazagran, Nantes, France.*

*See* A. LEGAL & D. DE KERSABIEC.

## Compagnie Maritime "L'Union Bellilaise,"

*Belle Ile, France.*

| | |
|---|---|
| s. Union I. | [illegible] |
| s. Union II. | [illegible] |
| s. Union III. | [illegible] |

## Compagnie Maritime "Marmora,"

*Constantinople, Turkey.*

*See* A. KANAVALOW.

## Compagnie Marseillaise de Navigation à Vap.,

*6, Place de la Bourse, Marseilles, France.*

*See* FRAISSINET & Co.

## Compagnie Nantaise de Navigation à Vapeur.

*1, Rue Jean Jacques Rousseau, Nantes, France.*

| | |
|---|---|
| s. Calédonie | [illegible] |
| s. La [illegible] | [illegible] |
| [illegible] | [illegible] |

## Compagnie Nationale Belge de Transports Maritimes.

*18, Rue de Bordeaux, Anticerp, [illegible]*

*See* A. DEPPE.

## Compagnie Nationale de Navigation,

*Rue de la République 18, Marseilles, France.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

## Compagnie Normande de Nav. à Vapeur,

*55, Grand Quai, Havre, France.*

| | |
|---|---|
| s. Augustin Normand | [illegible] |
| s. Deauville | [illegible] |
| s. François I | [illegible] |
| s. Gazelle | [illegible] |
| s. Hirondelle | [illegible] |
| s. [illegible] Dives | [illegible] |
| s. La Hève | [illegible] |
| s. La Touques | [illegible] |
| s. Notre [illegible] | [illegible] |
| s. Rapide | [illegible] |
| s. Ville du Havre | [illegible] |

## Compagnie Rhétaise,

*Sainte-Marie, Ile de Ré, France.*

*See* [illegible] NEAU FILS.

s. désigne les Vapeurs.

**Compagnie Rouennaise de Transports Maritimes.**
*12 bis, Quai du Havre, Rouen, France.*
*See* H. PRENTOUT-LEBLOND *and* E. LEROUX.

**Compagnie Royale Asturienne des Mines.**
*Liege, Belgium.*

| | Net Tons |
|---|---|
| s. Arnao | 97 |
| s. Reocin | 201 |

**Compagnie Touache,**
*See* COMPAGNIE DE NAVIGATION MIXTE.

**Compagnie Universelle du Canal Maritime de Suez,**
*Ismailia, Egypt.*
(Head Office—9, Rue Charras, Paris)

| | |
|---|---|
| s. Le Progrès | 205 |
| s. Robuste | [illegible] |
| s. Titan | 19 |

**Companhia Cabotagem de S. João da Barra,**
*S. João da Barra, Brazil.*

| | |
|---|---|
| Realidade | 126 |

**Companhia Cantereira Barcas Terry,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Niotheroy | |

**Companhia Commercial de Angola,**
*Largo do Municipio 32, Lisbon, Portugal*

| | |
|---|---|
| Dora | 1259 |

**Companhia da Ilha do Principe,**
*Rua da Victoria 74, Lisbon, Portugal.*

| | |
|---|---|
| Neves Ferreira | 34 |

**Companhia de Manaos,**
*Para, Brazil.*

| | |
|---|---|
| s. Araguay | 371 |

**Companhia de Mozambique,**
*Rua do Alecrim 45, Lisbon, Portugal.*

| | |
|---|---|
| s. Açor | 57 |
| s. Ophir | 42 |

**Companhia de Navegaçao a Vapor do Maranhao,**
*Maranhao, Brazil.*

| | |
|---|---|
| s. Cabral | 305 |
| s. Carlos Coelho | 100 |
| s. Colombo | 266 |
| s. Continente | 725 |
| s. Mearim | [illegible] |
| s. Occidente | 422 |

**Companhia de Navegaçao Allianca Maritima Portuense,**
*Praca de Carlos Alberto, Oporto, Portugal.*

| | |
|---|---|
| Maria | 533 |

**Companhia de Nav. S. João de Barra e Campos,**
*Rua do Rosario 133, Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Campos | 291 |
| s. Carangola | 258 |
| Competidor | 195 |
| Conselheiro | 320 |
| Monte Alegre | 120 |
| s. Pinto | 259 |
| s. S João da Barra | 452 |
| Sao João Baptista | 107 |
| s. Teixeirinha | 257 |
| s. Teixeirinha | 158 |

**Companhia Maritima Portuense de Reboques e Salvadego**
(Managing Directors—Roger Coverley and F. M. Coverley),
*55, Rua da Reboleira, Oporto, Portugal.*

| | Net Tons |
|---|---|
| s. Veloz | 98 |

**Companhia Nacional de Navegaçao Costeira**
(Managers—Lage Irmaos),
*49, Rua Primeiro do Março, Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Itabira | 467 |
| s. Itacolumi | 569 |
| s. Itahy | 452 |
| s. Itaipava | 707 |
| s. Itaituba | 717 |
| s. Itambi | 452 |
| s. Itanema | 553 |
| s. Itapacy | 717 |
| s. Itaperuna | 713 |
| s. Itapoan | 512 |
| s. Itaqui | 512 |
| s. Itativa | 403 |
| s. Itatiba | 514 |
| s. Itauña | 401 |

**Companhia Paraense de Navegaçao a Vap,**
*Pará, Brazil.*

| | |
|---|---|
| s. Belem | 696 |
| s. Fortaleza | 680 |
| s. Recife | 684 |

**Companhia Pernambucana de Nav.,**
*Pernambuco, Brazil.*

| | |
|---|---|
| s. Beberibe | [illegible] |
| s. Camocim | 1021 |
| s. Capibaribe | 867 |
| s. Jaboatao | 391 |
| s. Jacuhype | 328 |
| s. Rio Formozo | 415 |
| s. San Francisco | 323 |
| s. Una | 232 |

**Companhia Protectora da Industria Pastoril.**
*Caixa 3891, Para, Brazil.*
*See* P. G. CHERMONT DE MIRANDA.

**Companhia Sao Francisco do Sul,**
*Sao Francisco do Sul, Brazil.*

| | |
|---|---|
| Concurrent | 146 |

**Companhia Sao Vicente de Cabo Verde,**
*St. Vincent, Cape de Verde Islands.*

| | |
|---|---|
| s. Dom Carlos I. | 6 |

**Companhia Valença Industrial,**
*Bahia, Brazil.*

| | |
|---|---|
| Cahique Moreira | 189 |

**Companhia Viaçao Ferrea e Fluvial de Tocantins e Araguaya,**
*Para, Brazil.*

| | |
|---|---|
| s. Arapixy | 250 |
| s. Marary (gross) | 216 |
| s. Parintino | 331 |
| s. Tocantins | 250 |
| s. Xingu | 120 |

**Compania Algortena de Nav.,**
*Calle de la Estacion No. 2, piso 2º, Bilbao, Spain.*
*See* URIBE Y EGUIRAUN.

**Compania Anonima de Navegacion,**
*Calle Berastegui 5, Bilbao, Spain.*
*See* ALDECOA Y URQUIJO.

**Compania Anonima de Vapores Vinuesa,**
*Seville, Spain*

| | Net Tons |
|---|---|
| s. Andalucia | 1252 |
| s. Aragon | 1023 |
| s. Castilla | 1011 |
| s. Manuel [illegible] | 631 |
| s. Nuevo Valencia | 737 |

**Compania Anonima Maritima,**
*Estufa 2, Bilbao, Spain.*
*See* F. M. RODAS.

**Compania Anonima Maritima La Actividad,**
*Colon de Larreategui No. 3, Bilbao, Spain.*

| | |
|---|---|
| s. Activo | 756 |
| s. Diligente | 989 |
| s. Rápido | 953 |
| s. Veloz | 925 |

**Compania Anonima Maritima Rodas,**
*Estufa 2, Bilbao, Spain.*
*See* F. M. RODAS.

**Compania Arrendataria de Tabacos,**
*Malaga, Spain.*

| | |
|---|---|
| s. Salvador | 59 |

**Compania Avilesina de Navegaçion.**
*Aviles, Spain.*
*See* M. CARREÑO.

**Compania Bilbaina de Nav.,**
*Arenal 16, Bilbao, Spain.*
*See* E. AZNAR Y TUTOR.

**Compania Cantabrica de Nav.,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Arratia | 1153 |
| s. Busturia | 1499 |
| s. Durango | 1856 |
| s. Orozco | 1507 |
| s. Valle | 1383 |
| s. Valmaseda | 1425 |

**Compania Cartagenera de Navegaçion,**
*Carthagena, Spain.*

| | |
|---|---|
| s. San Fulgencio | 993 |
| s. San Isidoro | 974 |
| s. Santa Florentina | 982 |

**Compania Chileña de Balleneros**
(Chili Whaling Co.)
(Manager—H. A. Howland),
*Casilla 135, Valparaiso, Chili.*

| | |
|---|---|
| La Perla | 167 |
| Nautilus | 262 |
| Pescadora | 301 |

**Compania Colonizadora de la Costa Oriental de Yucatan,**
*Cadena No. 6, Mexico City.*

| | |
|---|---|
| s. Ybero | 150 |

**Compania Comercial de Remolcadores.**
*P.O. Box 220, Valparaiso, Chili.*

| | |
|---|---|
| s. Miraflores | 62 |

**Compania Cubana de Vap. Costeros,**
*Havana, Cuba.*

| | |
|---|---|
| s. Maria Luisa | 616 |

**Compania de Aqua de Tarapaca,**
(W. Schmidt.)
*Iquique, Chili.*

| | Net Tons |
|---|---|
| s. Maria Luisa | 271 |

**Compañia de Explotacion y Salvamento,**
*Las Palmas, Canary Islands.*

| | |
|---|---|
| s. Prompt | 68 |

**Compania de Navegacion Bat.**
*Alameda Mazarredo 1, Bilbao, Spain.*
*See* C. HOPPE Y CA.

**Compania de Nav. de Tenerife,**
*Santa Cruz Tenerife, Canary Islands.*

| | |
|---|---|
| s. Tenerife | 99 |

**Compania de Nav. Internacional,**
*Calle de Barroeta Aldemar 1, Bilbao, Spain.*
*See* ABAITUA Y CAREAGA.

**Compania de Nav. Olazarri,**
*Bilbao, Spain.*
*See* GARTEIZ Y MENDIALDUA.

**Compania de Nav. Vasco-Asturiana,**
*Calle de la Cámara, Aviles, Spain.*

| | |
|---|---|
| s. Guillermo Schulz | 1473 |
| s. Pepin | 572 |
| s. Santa Barbara | 1421 |

**Compania de Remolcadores del Cantabrico.**
*Arenal 16, Bilbao, Spain.*
*See* E. AZNAR Y TUTOR.

**Compania de Vapores Correos Interinsulares Canarios,**
*Las Palmas, Grand Canary.*

| | |
|---|---|
| s. Leon-y-Castillo | 253 |
| s. Perez Galdos | 148 |
| s. Viera y Clavijo | 254 |

**Compania Esplotadora de Lota y Coronel,**
*Valparaiso, Chili.*

| | |
|---|---|
| s. Don Matias | 1502 |
| s. Isidora | 539 |
| s. Luis Alberto | 1024 |
| Luz | 507 |
| Minero | 966 |

**Compania Esplotadora de Maderas,**
*Casilla 845, Valparaiso, Chili.*

| | |
|---|---|
| Antonietta | 995 |
| Ema Luisa | 1470 |
| India | 953 |
| Josemito | 759 |
| Juan De Dios Navarro | 938 |
| Silurian | 459 |
| Vanora | 730 |
| s. Victoria | 54 |

**Compania Estrella,**
*Bilbao, Spain.*
*See* PRADO Y TORRES.

**Compania Ferro-Carril de Copiapo,**
*Copiapo, Chili.*

| | |
|---|---|
| Emblem | 519 |

**Compania Francesca de los Ferro Carriles de la Provincia de Santa Fe.**
*Calle Bartolomé Mitre 568, Buenos Ayres, Argentine Republic; and at 66 Rue de la Chaussee d'Antin, Paris, France.*

| | Net Tons |
|---|---|
| s. Santa Fe | 10 |
| s. Whiteabbey | [illegible] |
| s. Wilhelm | 155 |

**Compania Gaditana de Nav. de Vap.,**
*Cadiz, Spain.*

| | |
|---|---|
| s. Pedro Luis Lacavo | 1336 |

**Compania Gaditana de Nav. del Vapor "Jose de Aramburu,"**
*Cadiz, Spain.*

| | |
|---|---|
| s. Jose de Aramburu | 1338 |

**Compania Gaditana de Pesca,**
*Cadiz, Spain.*

| | |
|---|---|
| s. Reina Cristina | 111 |

**Compania Gallega de Nav.,**
*Santa Eugenia de Riveira, Spain.*
*See* M. FERNANDEZ & CO.

**Compania General de Tabacos de Filipinas,**
*Rambla de Estudios No. 1, Barcelona Spain; and No 2, Calle Isla del Romeo, Manila, Philippine Islands.*

| | |
|---|---|
| s. Borongan | 135 |
| s. Compañia de Filipinas | 390 |
| s. Lal-Loc | 185 |
| s. Mauban | 791 |
| s. Tarlac | 525 |
| s. Tayabas | 121 |
| s. Union | 274 |
| s. Ylocos | 70 |

**Compania Maritima,**
*Plaza de Palacio 16, 1º, Barcelona, Spain.*

| | |
|---|---|
| s. Alvarado | 638 |
| s. Bazan | 479 |
| s. Cid | 961 |
| s. Colon | 459 |
| s. Pelayo | 963 |
| s. Pinzon | 509 |
| s. Pizarro | 644 |
| s. Solis | 518 |
| s. Soto | 648 |
| s. Ulloa | 651 |
| s. Velarde | 568 |

**Compania Maritima,**
10, *Muelle del Rey, Manila, Philippine Islands.*

| | |
|---|---|
| s. Æolus | 323 |
| s. Antonio Macleod | 809 |
| s. Belgika | 462 |
| s. Bolinao | 120 |
| s. Brutus | 802 |
| s. Butuan | 342 |
| s. Castellano | 212 |
| s. Churruca | 404 |
| s. Elcano | 502 |
| s. F. Pleguezuelo | 434 |
| s. Francisco Reyes | 518 |
| s. Herminia | 119 |
| s. Marenduque | 126 |
| s. Niel Macleod | 634 |
| s. Nuestra Señora del Carmen | 235 |
| s. Nuestra Señora del Rosario | 408 |
| s. Romulus | 531 |
| s. Venus | 652 |
| s. Vizcaya | 719 |
| s. Z. V. de Aldecoa | 696 |

**Compania Maritima Cantabria,**
*Estacion 5, Bilbao, Spain.*
*See* A. DE ARIZAGA.

s. signifies Steamer.

**Compania Maritima Comercial,**
*Llander No. 1, Barcelona, Spain.*
See J. ROCA.

**Compania Maritima Cubana,**
*P.O. Box 41, Havana, Cuba.*
See W. D. MUNSON.

**Compania Maritima Gorocica,**
*Guernica, Viscaya, Spain.*
See GOROCICA—ZABALA.

**Compania Maritima Union,**
*Estufa 2, Bilbao, Spain.*
See F. M. RODAS.

**Compania Mercantil Chubut,**
*Trelew, Chubut, Argentine Republic.*

| | Net Tons |
|---|---|
| Annie Morgan | 250 |

**Compania Metalurgica de Mazarron,**
*Puerto de Mazarrón, Spain.*

| | |
|---|---|
| s. Carolina | 144 |

**Compañia Mexicana de Navegacion,**
*Apartado 28, Vera Cruz, Mexico.*

| | |
|---|---|
| Ben Cruachan | 14[illegible] |
| s. Benito Juarez | 51[illegible] |
| s. Campeche | 1[illegible]4 |
| s. Cometa | 7[illegible] |
| s. Coliacan | [illegible] |
| s. Hidalgo | 7[illegible] |
| s. Jose Romano | 277 |
| s. Mexico | 2[illegible] |
| s. Oaxaca | [illegible] |
| s. Puebla | [illegible] |
| s. Sofia | 49 |
| s. Tabasco | 6[illegible] |
| s. Tabasqueño | 202 |
| s. Tamaulipas | 681 |
| s. Tehuantepec | 464 |
| s. Yucatan | 434 |

**Compania Molinera Santa Rosa, Ld.,**
*2, Fenwick Street, Liverpool; and 6, Crosby Square, London, E.C.*
See BALFOUR, WILLIAMSON & CO.

**Compania Montanesa de Nav.,**
*Muelle 25, Santander, Spain.*
See M. PINEIRO BEZANILLA.

**Compania Nacional de Remolcadores,**
*Calle Blanca No. 140, Valparaiso, Chili.*

| | |
|---|---|
| s. Knight of the Cross | 52 |

**Compania Naviera Aurrera,**
*Bilbao, Spain.*
See G. DE YANDIOLA.

**Compania Nav. Bachi,**
*Bilbao, Spain.*
See HIJOS DE ASTIGARRAGA.

**Compania Nav. de Tenerife,**
*Canary Islands, Teneriffe.*

| | |
|---|---|
| s. Chasna | 112 |

**Compania Naviera del Pacifico, S.A.,**
*Mazatlan, Mexico.*

| | Net Tons |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. General Diaz | [illegible] |
| s. General Mena | [illegible] |
| s. J. Y. Limantour | [illegible] |
| s. Manuel Herrerias | [illegible] |
| s. Union | [illegible] |

**Compania Naviera la Blanca,**
*Apartado 73, Bilbao, Spain.*

| | |
|---|---|
| s. Gomecha | [illegible] |
| s. San Miguel | [illegible] |
| s. Santiago | [illegible] |

**Compania Naviera Mercantil Filipina.,**
*Calle Elcano No. 116, Binondo, Manila, Philippine Islands.*

| | |
|---|---|
| s. La Rosa | 63 |

**Compañia Naviera Vascongada,**
*Bilbao, Spain.*
See F. DE ABASOLO.

**Compañia Naviera Zuria,**
*Viuda de Epalza No. 1, Bilbao, Spain.*
See A. URRAZA.

**Compania Sansinena de Carnes Congeladas,**
*Calle Piedad 455, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. La Negra | 11[illegible] |
| s. Norman | 15[illegible] |

**Compania Santanderina de Nav.**
*Santander, Spain.*
See ERHARDT & CO., G. m. b. H.

**Compania Santurzana de Nav.,**
*Portugalete, Spain.*
See I. LAFITA.

**Compania Sevillana de Navegaçion à Vapor,**
*Seville, Spain.*

| | |
|---|---|
| s. Aznalfarache | 777 |
| s. Ciervana | 9[illegible] |
| s. Lafitte | [illegible] |
| s. Luis de Cuadra | 72[illegible] |
| s. Macarena | 7[illegible] |
| s. San Fernando | [illegible] |
| s. San Jose | [illegible] |
| s. Santa Ana | 77[illegible] |
| s. [illegible] | [illegible] |
| s. Sevilla | 7[illegible] |
| s. Torre del Oro | 820 |

**Compania Sud Americana de Vapores**
(Manager—Horacio Lyon),
*Valparaiso, Chili.*

| | |
|---|---|
| s. Aconcagua | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Imperial | [illegible] |
| s. [illegible] | [illegible] |
| s. Limari | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Malleco | [illegible] |
| s. Mapocho | [illegible] |
| s. Mataquito | [illegible] |
| s. Maule | [illegible] |
| s. Palena | [illegible] |
| s. Puleto | [illegible] |
| s. Rancagua | [illegible] |
| s. Tucapel | [illegible] |

**Compania Trasatlantica,**
*Cadiz & Barcelona, Spain.*

| | Net Tons |
|---|---|
| s. Alfonso XII. | 2246 |
| s. Alfonso XIII. | [illegible] |
| s. Alicante | [illegible] |
| s. Antonio Lopez | [illegible] |
| s. Buenos Aires | 3765 |
| s. Cataluña | 1915 |
| s. Ciudad Condal | 1616 |
| s. Ciudad de Cadiz | 1434 |
| s. Fernando Poo | 151 |
| s. Isla de Luzón | 2530 |
| s. Isla de Panay | 2367 |
| s. Joaquin Piélago | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | 3950 |
| s. Manuel Calvo | [illegible] |
| s. Manuel L. Villaverde | 951 |
| s. Mogador | 284 |
| s. Montserrat | 2300 |
| s. Monte Video | [illegible] |
| s. P. de Satrustegui | [illegible] |
| s. Rabat | 514 |
| s. Reina Maria Cristina | 2436 |
| s. San Francisco | 1672 |
| s. San [illegible] | [illegible] |

**Compania Uruguaya de Tierras y Fomento Limitada,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Compania Valenciana de Navegaçion,**
*Valencia, Spain.*

| | |
|---|---|
| s. [illegible] | 659 |
| s. [illegible] | 664 |
| s. [illegible] | 1067 |
| s. [illegible] | [illegible] |
| s. Jativa | [illegible] |
| s. [illegible] | [illegible] |
| s. Sagunto | [illegible] |

**Compania Vasco Cantabrica de Navegacion,**
*Bilbao, Spain.*
See F. PEREDA.

**Compania Vasco Gaditana de Nav.,**
*Cadiz, Spain.*
See J. E. GOMEZ Y CIA.

**Company y Brugués,**
*58, Calle-Princesa, Barcelona, Spain.*

| | |
|---|---|
| Linda | 381 |

**Compañy, P.,**
*Majorca.*

| | |
|---|---|
| Lola | 167 |

**Conant, John H., Co.,**
*92, State Street, Boston, Mass., U.S.*

| | |
|---|---|
| [illegible] | 462 |
| Henry Lippitt | 790 |
| Isaac T. Campbell | 4[illegible]4 |
| Joseph W. Hawthorn | [illegible] |
| Rebecca J. Moulton | [illegible] |

**Conaway, R., & Co.,**
*29, Tower Buildings West, Liverpool.*

| | |
|---|---|
| s. Regimen | [illegible] |
| s. Regnant | [illegible] |
| s. Restitution | [illegible] |

**Conchu, Deograchis,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Binondo | [illegible] |

**Concio, C. Crimiadi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Hifzi Rahman | 132 |

**Concordia, Rederi Aktieb.,**
*Gothenburg, Sweden.*
See JUSTUS A. WALLER.

**Conde, Filho & Co.,**
*Bahia, Brazil.*

| | Net Tons |
|---|---|
| [illegible] | [illegible] |

**Condor, Rederi Aktiebolaget,**
*Stockholm, Sweden.*
See B. A. F. GEORGII.

**Congested Districts Board of Ireland,**
*23, Rutland Square, Dublin, Ireland.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| Unrestricted | [illegible] |

**Conley, Joseph,**
*176, Atlantic Avenue, Boston, Mass., U.S.*

| | |
|---|---|
| Maggie Sullivan | [illegible] |

**Conlon, William F.,**
*Parrsboro', N.S.*

| | |
|---|---|
| W. R. Huntley | [illegible] |

**Conner, L. R., & Co.,**
*62, Church Street, West Hartlepool.*

| | |
|---|---|
| s. Conway | [illegible] |
| s. [illegible] | [illegible] |

**Connolly, M.,**
*Montreal.*

| | |
|---|---|
| s. Restigouche | [illegible] |

**Connolly, T. M.,**
*77, Bras Bassa Road, Singapore.*

| | |
|---|---|
| s. Pontianak | [illegible] |

**Conor, G.,**
*La Rochelle, France.*

| | |
|---|---|
| s. Shamrock | [illegible] |

**Conrad, Albert V.,**
*La Have, N.S.*

| | |
|---|---|
| Havana | [illegible] |

**Conrad, Archibald,**
*Lunenburg, N.S.*

| | |
|---|---|
| [illegible] | [illegible] |

**Conradi, J. F.,**
*Bremen, Germany.*

| | |
|---|---|
| s. Bremen II. | [illegible] |

**Conseil, Les fils de Th.,**
*Quai des Chartrons 132, Bordeaux, France.*

| | |
|---|---|
| s. Alphonse Conseil | [illegible] |
| s. Auguste Conseil | [illegible] |
| s. Conseil Freres | [illegible] |
| s. Conseil Pere | [illegible] |
| s. Hermance Conseil | [illegible] |
| s. Jeanne [illegible] | [illegible] |
| s. Les [illegible] Conseil | [illegible] |
| s. Les Trois Freres Conseil | [illegible] |
| s. [illegible] | [illegible] |

**Consigliere, Fratelli, fu F.,**
*Pieve di Sori, Genoa, Italy.*

| | |
|---|---|
| Nostra Madre | [illegible] |
| Nostro Padre | [illegible] |

**Consolidation Coal Co.,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| s. Charles E. Mayer | [illegible] |
| s. Cumberland | [illegible] |
| s. Frostburg | [illegible] |
| s. Piedmont | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

**Consorzio Industriale d'Importazione Carboni Fossili,**
*Via Carlo Alberto 12, Turin, Italy.*

| | |
|---|---|
| s. Consorzio Carboni | [illegible] |

**Constant, Joseph,**
*11, Billiter Square, London, E.C.*

| | |
|---|---|
| Alligator | [illegible] |
| s. Butio | [illegible] |
| s. Corona | [illegible] |
| s. Mary Horton | [illegible] |
| s. Onward | [illegible] |
| Rhinoceros | [illegible] |

**Constanti, D. E. Hadji, et Frère,**
*Syra, Greece.*

| | |
|---|---|
| s. Kaphireus | [illegible] |

**Constantine & Pickering Steamship Co.,**
*New Exchange Buildings, Middlesbro'*

| | |
|---|---|
| s. Brookwood | [illegible] |
| s. Earlswood | [illegible] |
| s. Goodwood | [illegible] |
| s. Hazelwood | [illegible] |
| s. Homewood | [illegible] |
| s. Lochwood | [illegible] |
| s. Queenswood | [illegible] |
| s. Riftswood | [illegible] |
| s. [illegible] | [illegible] |

**Constantis Pateras, Hadji,**
*Constantinople, Turkey.*

| | |
|---|---|
| Konstantinos | [illegible] |

**Constanza, E.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Sovereign | [illegible] |

**Conte, Onorato,**
*Corso A. Podestà No. 5, Int. 8 Genoa, Italy.*

| | |
|---|---|
| s. Giacomo P. | [illegible] |
| s. [illegible] | [illegible] |
| s. Pasquale P. | [illegible] |

**Continentale Rhederei Actiengesellschaft**
*Baumwall 13/14, Hamburg, Germany.*

| | |
|---|---|
| s. Helmfeld | 15[illegible] |
| s. Hittfeld | [illegible] |
| s. Jenfeld | [illegible] |
| s. Reinfeld | [illegible] |

**Contrata del Dique del Este,**
*Paseo de Colon 1, 1º, Barcelona, Spain.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Contrucci, Angelo, fu G.,**
*S. Casciano a Vico (Lucca), Italy.*

| | |
|---|---|
| Maria Assunta [illegible] | [illegible] |

**Coode, J. G., Jr.,**
*Port Isaac, Cornwall.*

| | Net Tons |
|---|---|
| Myvanwy | 141 |

**Coode, Joseph G.,**
*Port Isaac, Cornwall.*

| | |
|---|---|
| Patra | 170 |

**Cook, Benjamin,**
*Rose Bay, N.S.*

| | |
|---|---|
| Manhattan | 100 |

**Cook Cummer S.S. Co.,**
205, *Mariner & Merchants' Building, Philadelphia, U.S.*
*See* H. W. COOK.

**Cook, H. W.,**
205, *Mariner & Merchants' Building, Philadelphia, U.S.*
(Cook Cummer S.S. Co.)

| | |
|---|---|
| s. John J. Hill | 787 |
| s. Westover | 307 |

**Cook, J. B.,**
*Alford House, Bude, Cornwall.*

| | |
|---|---|
| Hilda | 91 |
| Kindly Light | 90 |

**Cook, John, & Son,**
62, *Marischal Street, Aberdeen.*

| | |
|---|---|
| s. Girdleness | 347 |
| s. Glen Gairn | 755 |
| s. Glen Gelder | 453 |

**Cook, John A.,**
*Brockton, Mass., U.S.*

| | |
|---|---|
| s. Bowhead | 243 |

**Cook, R. L.,**
12, *James William Street, Sunderland.*

| | |
|---|---|
| s. Stag | 9 |

**Cook, Robert,**
18, *Meadowside, Dundee.*
(Tay Trawling Co., Ld.)

| | |
|---|---|
| s. Taymouth | 20 |
| s. Tayside | 26 |

**Cook & Sandison,**
*Wick.*

| | |
|---|---|
| s. Bessie | 18 |

**Cook, W.,**
*Lyttelton, N.Z.*

| | |
|---|---|
| Annie Hill | 121 |
| Aratapu | 122 |

**Cooper, J. W.,**
4, *Sun Court, Cornhill, London, E.C.*
(Exchange S.S. Co., Ld.)

| | |
|---|---|
| s. Lady Mildred | 1382 |

**Cooper, John,**
*Wallaceburg, Ontario.*

| | |
|---|---|
| Mary Everitt | 198 |

**Cooper, S. J., & Son,**
*Sharptown, Md., U.S.*

| | |
|---|---|
| James H. Hargrave | 175 |

**Cooper, Thomas Carter,**
*Runcorn, Cheshire.*

| | Net Tons |
|---|---|
| Fanny Fothergill | 147 |
| Fox | 99 |
| Guiding Star | [illegible] |

**Cooper, W. B.,**
*Picton, Ontario.*

| | |
|---|---|
| s. Varuna | 85 |

**Cooper, William,**
*Kirkwall, Orkney.*

| | |
|---|---|
| Caleb | 65 |

**Cooper, William,**
*Widnes Dock, Widnes, Lancs.*

| | |
|---|---|
| s. Angelo | 47 |

**Cooper, William Beckett,**
*Park Road, Lowestoft.*

| | |
|---|---|
| Amanda | 177 |
| Emma Crook | 269 |

**Co-operative Cruising Co., Ld.,**
17, *St. Paul's Churchyard, London, E.C.*
*See* W. H. LUNN.

**Co-operative Wholesale Society, Ld.,**
1, *Balloon Street, Manchester.*

| | |
|---|---|
| s. Equity | 413 |
| s. Federation | 349 |
| s. Fraternity | 269 |
| s. Liberty | 373 |
| s. Pioneer | 276 |
| s. Unity | 428 |

**Copaitich, S., & Co.,**
*Fiume, Hungary.*

| | |
|---|---|
| s. Recina | 1604 |

**Cope, Matthew,**
12, *Bute Crescent, The Docks, Cardiff.*

| | |
|---|---|
| s. Cadoxton | 1057 |

**Copeland, C.,**
*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Solway | 24 |

**Copello, Cesare, fu G.,**
*Chiavari, Italy.*

| | |
|---|---|
| Teresa C. | 401 |

**Copello fratelli,**
*Chiavari, Italy.*

| | |
|---|---|
| Angela C. | 106 |

**Copp, A. W.,**
*Parrsboro', N.S.*

| | |
|---|---|
| Saint Maurice | 272 |

**Coppack Bros. & Co.,**
*Connah's Quay, Flint.*

| | |
|---|---|
| s. Arancl | 78 |
| s. Eller | 54 |
| s. Emily | 70 |
| s. Kilxeel | 79 |
| Lizzie May | 99 |
| Moss Rose | 136 |
| s. Mourne | 60 |

**Coppack, James, Jr.,**
*Shotton, Flintshire.*

| | |
|---|---|
| Forest Belle | [illegible] |

**Coppack, Samuel,**
*Chester.*

| | Net Tons |
|---|---|
| Lizzie Ellen | [illegible] |

**Coppin, A.,**
18, *Rue de la Scierie, Boulogne, France.*

| | |
|---|---|
| Christophe Colomb | 100 |
| Duc d'Aumale | 108 |
| La Reine Blanche | 116 |
| Prince de Joinville | 119 |

**Coquille Mill & Tug Co.,**
133, *Spear Street, San Francisco, Cal., U.S.*
*See* C. F. DOE & Co.

**Corblet, Ed., & Cie.,**
1, *Rue Edouard Larue, Havre, France.*

| | |
|---|---|
| Emilie Siegfried | 2429 |
| Ernest Siegfried | 2445 |
| (Cie. Havraise de Navigation.) | |
| Alice | 1993 |
| Germaine | 1591 |
| Marie Madeleine | 1193 |
| Président Félix Faure | 2410 |
| Suzanne | 1998 |

**Corcho, L.,**
*Santander, Spain.*

| | |
|---|---|
| s. Lino | 1173 |

**Cordeiro, L. F.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Konder | 128 |

**Cordelin, A.,**
*Raumo, Finland.*

| | |
|---|---|
| Heinrich | 207 |

**Cordes, D., & Co.,**
70, *Langenstrasse, Bremen, Germany.*

| | |
|---|---|
| Standard | 1503 |
| Stephan | 1251 |
| (Rhederei Akt. Ges. Brema.) | |
| Arthur Fitger | 1699 |
| Birma | 1[illegible] |
| Seefahrer | 20[illegible] |
| Siam | 1637 |

**Cordingley, Thomas,**
*Denham Street, Townsville, Queensland.*

| | |
|---|---|
| s. Naiad | 90 |

**Cords, Aug.,**
*Rostock, Germany.*

| | |
|---|---|
| Carl | 157 |
| s. Gustav Boldt | 801 |

**Cords & Schmidt,**
*Rostock, Germany.*

| | |
|---|---|
| s. Grete Cords | 800 |
| s. Friedrich Carow | 80[illegible] |
| s. Grete Cords | 695 |

**Corean Government,**
*Chemulpo, Corea.*

| | |
|---|---|
| s. Chang Kwong | 4[illegible] |
| s. Chow-Chow-Foo | 7[illegible] |
| s. Hyenik | 524 |

**Corfield, W. R., & Co.,**
*Exchange Buildings, Bute Docks, Cardiff.*

| | |
|---|---|
| s. Gloucester City | 1[illegible] |
| s. Strathmore | 2[illegible] |
| (Cardiff S.S. Co., Ld.) | |
| s. Dordogne | 539 |
| s. Ely | 541 |
| s. Taff | 54[illegible] |
| s. Usk | 545 |

**Corfitzon, N. C.,**
*Helsingborg, Sweden.*
(Rederiaktiebolaget Helsingborg.)

| | Net Tons |
|---|---|
| s. El Dorado | 912 |
| s. Emanuel | 1094 |
| s. Fortunatus | 806 |
| s. Helsingborg | 1620 |
| s. Skåne | 989 |

**Coriat, A. Hermanos,**
*Ceuta, N. Africa.*

| | |
|---|---|
| s. James Haynes | 77 |

**Corinthian Shipping Co., Ld.,**
14½, *South Castle Street, Liverpool.*
*See* R. NICHOLSON & SONS.

**Cork, Blackrock & Passage Railway Co.**
(Manager—J. O. Sullivan),
*Albert Street, Cork.*

| | |
|---|---|
| s. Monkstown | 66 |

**Cork Harbour Commissioners,**
9, *Sapps Quay, Cork.*

| | |
|---|---|
| s. Number One | 216 |
| s. Number Two | 216 |
| s. Number Four | 178 |

**Cork Steam Ship Co., Ld.,**
4, *South Mall, Cork.*

| | |
|---|---|
| s. Avocet | 688 |
| s. Bittern | 384 |
| s. Cormorant | 806 |
| s. Dotterel | 819 |
| s. Egret | 691 |
| s. Fulmar | 641 |
| s. Harelda | 651 |
| s. Jabiru | 697 |
| s. Lestris | 732 |
| s. Moorhen | 1099 |
| s. Nyroca | 634 |
| s. Ousel | 643 |
| s. Pantion | 592 |
| s. Rissa | 829 |
| s. Shelldrake | 690 |
| s. Tadorna | 726 |
| s. Whimbrel | 379 |

**Cormack, G. & D.,**
*Wick.*

| | |
|---|---|
| s. Scot | 18 |

**Cormack, James, & Co.,**
7, *Johns Place, Leith.*

| | |
|---|---|
| s. Calabria | 948 |
| s. Dartmore | 933 |
| s. Ennismore | 927 |
| s. Fountains Abbey | 813 |
| s. Moldart | 804 |
| s. Moravia | 872 |
| s. Penelope | 756 |
| s. Teuton | 853 |

**Cormack, William, & Partners,**
*Lossiemouth, co Elgin.*

| | |
|---|---|
| s. Fortitude | 24 |

**Corneliussen, H.,**
*Thorstrands Meierl, Laurvig, Norway*

| | |
|---|---|
| Sondre | 567 |

**Cornell Steamboat Co.,**
*Foot West 52nd Street, New York, U.S.*

| | |
|---|---|
| s. C. W. Morse | 255 |
| s. Triton | 130 |

**Cornemuse, L.,**
*Dunkirk, France.*

| | |
|---|---|
| Rose | 115 |

**Cornfoot, James, & Co.**
(ROCK LINE),
175, *St. Vincent Street, Glasgow.*

| | Net Tons |
|---|---|
| Beacon Rock | 1789 |
| Castle Rock | 1787 |
| Lismore | 1598 |
| Red Rock | 1644 |

**Cornilakis, Menelaos,**
*Syra, Greece.*

| | |
|---|---|
| s. Menelaos | 1736 |

**Cornish, John James,**
3, *Burn View, Bude, Cornwall.*

| | |
|---|---|
| Clara May | 60 |

**Cornwall, P. B.,**
204, *Front Street, San Francisco, U.S.*

| | |
|---|---|
| Spartan | 1335 |

**Coroneos, C. A., & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Cosmas Coroneos | 1185 |

**Corradino, Fratelli,**
*Bonassola, Italy.*

| | |
|---|---|
| Giacomo C. | 603 |

**Corrao, V. E.,**
*Palermo, Sicily.*

| | |
|---|---|
| Rosario | 199 |

**Correa, J. A., e Cia.,**
*Para, Brazil.*

| | |
|---|---|
| s. Franklin | 218 |
| s. Itucuman | 192 |
| s. Neptuno | 301 |

**Corrigan, B. M.,**
*Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Friendship | 143 |

**Corrigan, Bartholomew,**
110, *Sussex Street, Sydney N.S.W.*

| | |
|---|---|
| Eliza Allan | 105 |
| Western Star | 124 |

**Corrigan, James,**
418, *Perry Payne Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| Amazon | 3332 |
| s. Australia | 2877 |
| Polynesia | 3244 |

**Corrigan, John,**
*Perry Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. Aurania | 2899 |

**Corry, James P., & Co.,**
9 & 11, *Fenchurch Avenue, London, E.C.; and 5, Great George's Street, Belfast.*
(STAR LINE, LD.)

| | |
|---|---|
| s. Star of Australia | 4415 |
| s. Star of England | 2271 |
| s. Star of Ireland | 2743 |
| s. Star of New Zealand | 3124 |
| s. Star of Scotland | [illegible] |
| s. Star of Victoria | 2230 |

**Corsanego fratelli,**
c/o Tommaso Corsanego, fu G.
*Pieve di Sori, Genoa, Italy.*

| | |
|---|---|
| s. Plinio | 229 |

s. signifies Steamer.

## Corsar, D., & Sons,

30, *Brunswick Street, Liverpool.*

| | Net Tons |
|---|---|
| Almora | 1709 |
| [illegible] | [illegible] |
| [illegible] | 1674 |
| [illegible] | [illegible] |
| [illegible] | 1771 |
| [illegible] | 1871 |
| [illegible] | 2438 |

## Corsi, Fratelli,

*Porto Ferrario, Italy.*

Ernesto C. [illegible]

## Corsi, O., di L.,

*Genoa, Italy.*

Clementina C. [illegible]

## Corsi, Raffaele, di L.,

*Corso Mentana, Genoa, Italy.*

Quattro Sorelle ..... 115

## Cortes, B., & Valeriola,

*Palma, Majorca.*

Beatriz ..... 144

## Cortés, Baltasar,

*Palma, Majorca.*

San Francisco ..... 123

## Cortés, G.,

*Palma, Majorca.*

San José ..... 228

## Cortier, F. & L., frères,

*Dunkirk, France.*

Islandaise ..... 111
Pêcheuse ..... 110

## Cortier, G.,

10, *Place du Minck, Dunkirk, France.*

Almée ..... 145
Marie Laure ..... 117

## Corvaja, Fratelli,

19, *Piazza Fonderia, Palermo, Sicily.*

s. Amelia ..... 108
s. [illegible] ..... 41
s. Giuseppe Corvaja ..... 1047
s. Matilde ..... 210

## Cory, John, & Sons, Ld.,

*Mount Stuart House, Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. [illegible] | 1643 |
| s. [illegible] | 1267 |
| s. [illegible] | 750 |
| s. [illegible] | 649 |
| s. [illegible] | 1904 |
| s. [illegible] | 657 |
| s. [illegible] | 1297 |
| s. [illegible] | 1504 |
| s. [illegible] | 1349 |
| s. [illegible] | 801 |
| s. [illegible] | 1293 |
| s. Ruabon | 1285 |

(British Steam Shipping Co., Ld.)

s. Rosalie ..... 2821

(James Tucker S. S. Co., Ld.)

s. Rosslyn ..... 2395

(New Ruperra Steam Shipping Co., Ld.)

s. Roath ..... 2814
s. Ruperra ..... 2893

(Seville and United Kingdom Carrying Co., Ld.)

s. Kildonan ..... 1365
s. Kilmaho ..... 1373
s. Ravenshoe ..... 2351
s. Rhodesia ..... 2328

## Cory, W., & Son, Ld.,

62, *Mark Lane, London, E.C.*

| | Net Tons |
|---|---|
| s. Burham | [illegible] |
| s. [illegible]wood | 722 |
| s. Cookham | 599 |
| s. Eastwood | 571 |
| s. F. T. Barry | 495 |
| s. Hadley | 1102 |
| s. Harberton | [illegible] |
| s. Harborne | 755 |
| s. Harbury | 1147 |
| s. Harpalus | 997 |
| s. Harrow | 1104 |
| s. Hawthorns | 461 |
| s. Hendon | 1115 |
| s. Henry Morton | 570 |
| s. Highgate | 1101 |
| s. Hornsey | 1121 |
| s. J. R. Hinde | 414 |
| s. James Joicey | 443 |
| s. John M'Intyre | 575 |
| s. Joseph Rickett | 410 |
| s. Kent | 666 |
| s. Long Ditton | 599 |
| s. Medway | 630 |
| s. Merthyr | 461 |
| s. Nellie Wise | 626 |
| s. New Pelton | 454 |
| s. Northumbria | 529 |
| s. Ocean | 830 |
| s. Pelaw | 510 |
| s. Sir Galahad | 599 |
| Snark | 583 |
| s. Southwood | 660 |
| s. Surt | 986 |
| s. Tanfield | 441 |
| s. Trevothick | 433 |
| s. Vernon | 615 |
| s. Walton | 988 |

## Cosadinos, G.,

*Piræus, Greece.*

s. Basilios Cosadinos ..... 1279

## Coscia, Salvatore,

*Torre del Greco, Italy.*

Il Salvatore C. ..... 179

## Cosens & Co., Ld.

(Manager—S. J. Fowler),

*Custom House Quay, Weymouth.*

| | |
|---|---|
| s. Albert Victor | 33 |
| s. Brodick Castle | 134 |
| s. Empress | 87 |
| s. Majestic | 94 |
| s. Monarch | 117 |
| s. Premier | 49 |
| s. Queen | 71 |
| s. Victoria | [illegible] |

## Cosman, James,

*Meteghan River, Digby Co., N.S.*

Catherine ..... 196

## Cosmas, A. A., & Co.,

*Syra, Greece.*

s. Aris ..... 1117

## Cosmas Bros.,

*Syra, Greece.*

s. Evangelos Petritzis ..... 1261
s. Mari Vagliano ..... 891

## Cosmetto, P.,

*Bratla, Roumania.*

s. Propontis ..... 71

## Cosmetto, P. N.,

*Syra, Greece.*

s. Ekaterini ..... 403

## Cossovich, Tommaso,

*Via del Teatro No. 3, Trieste, Austria.*

| | |
|---|---|
| s. [illegible] | 2293 |
| s. [illegible] | 1762 |
| s. [illegible] | 2412 |
| s. [illegible] | 2242 |
| s. [illegible] | 2441 |
| s. [illegible] | [illegible] |

## Costa, F.,

*Messina, Sicily.*

Gabriela Costa ..... 101

## Costa, L.,

*Buenos Ayres, Argentine Republic.*

Maria Teresa Mascarello ..... 137

## Costa, Paolo,

*Villaggio Pace, Messina, Sicily.*

Paolo Costa [illegible]

## Costa Rica, Government of,

*San José, Costa Rica.*

s. Casma [illegible]

## Costagliola, Giovanni,

*Procida, Italy.*

G. Costagliola [illegible]

## Costantin Coori oglou,

*Constantinople, Turkey.*

Agapithy ..... 110

## Costantinidi, M.,

*Patras, Greece.*

Georgios Aslanis [illegible]

## Costantino, M.,

*Trapani, Italy.*

Michele ..... 112

## Costantino, Ma.,

*Cassos, Rhodes Island, Asiatic Turkey.*

[illegible]

## Costantinu, Gioachino,

*Santorin, Greece.*

Panagia Fanerometi [illegible]

## Coste & Co.,

*St. Pierre-Miquelon.*

[illegible]

## Costella, Erasmo, fu A.,

*Via Galeazzo Alessi 7/10, Genoa, Italy.*

| | |
|---|---|
| [illegible] C. | 141 |
| [illegible] | 218 |
| [illegible] C. | 176 |
| Rio Janeiro | [illegible] |

## Costuros, C.,

*Galaxidi, Greece.*

Georgios ..... 183

## Cosulich, Fratelli,

*Trieste, Austria.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Marianne | [illegible] |
| s. [illegible] | [illegible] |

## Cosulich, Luigi, fu C.,

*Fiume, Hungary.*

| | |
|---|---|
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |

## Cotehele S.S. Co., Ld.,

28, *Southside Street, Plymouth.*

[illegible] BELLAMY & Co.

## Cotsoni, G. I.,

*Syra, Greece.*

[illegible]

## Cottew, James,

*Barnwood, Gloucester.*

[illegible]

## Cotton, Charles H.,

*Dunedin, N.Z.*

Frank Guy ..... 191

## Cotton, Francis C.,

*Vancouver, B.C.*

s. Capilano ..... 157

## Coucoula, J.,

*Syra, Greece.*

[illegible]

## Coudray, O.,

*St. Malo, France.*

Jacques Cartier ..... [illegible]

## Coull, John,

*Baltic Chambers, Quayside, Newcastle-on-[illegible]*

| | |
|---|---|
| s. Hexham | [illegible] |
| s. James Turpie | [illegible] |
| s. Thomas Melville | [illegible] |

## Coulon, J. & T.,

*Thorold, Welland Co., Ontario.*

| | |
|---|---|
| s. Erin | [illegible] |
| F. L. Danforth | [illegible] |

## Couper, George,

*Helmsdale, co. Sutherland.*

| | |
|---|---|
| s. Ella | 24 |
| s. Flora | 24 |
| s. Margaret | [illegible] |
| s. Sylmen | 169 |

## Couper, J.,

94, *Commercial Street, Dundee.*

Kinnaunc [illegible]

## Coupland, W., & Co.,

*Newcastle-on-Tyne.*

(Garnet Shipping Co., Ld.)

s. Sir Garnet Wolseley [illegible]

(Amaryllis Shipping Co., Ld.)

s. Gladiolus [illegible]

[illegible]

s. Gardenia [illegible]

## Couppa, Nicholas,

*Rue de l'Arsenal, Marseilles, France.*

| | |
|---|---|
| [illegible] Ecaterina Couppa | 1770 |
| s. Oratios Couppa | [illegible] |
| s. Sophia Couppa | [illegible] |

## Court, Fernando,

*Constitucion, Chili.*

[illegible]

## Courtgi, P. M., & Co.,

*Quay, Galata, Constantinople, Turkey.*

(Navigation à Vapeur Egée.)

| | Net Tons |
|---|---|
| s. Alexandria | [illegible] |
| s. Brailla | [illegible] |
| s. Chios | [illegible] |
| s. Crete | [illegible] |
| s. Hornelin | [illegible] |
| s. [illegible] | [illegible] |
| s. Neapolis | [illegible] |
| s. Odissos | [illegible] |
| s. Panoramos | [illegible] |
| s. Polis Mytelino | [illegible] |
| s. Smyrne | [illegible] |

## Cousens & Pratt,

3 *Commercial Street, Boston, Mass., U.S.*

Harold B. Cousens [illegible]

## Cousins, Francis,

*East Bluehill, Maine, U.S.*

Hazel Dell [illegible]

## Coutzis, J. G.,

[illegible]

s. Georgios Coutzis [illegible]
s. Ioannis Coutzis [illegible]

## Couvent de Solovets,

*Solovets, Russia.*

s. Solovetsky [illegible]

## Coverdale, J., & Son,

*Scarboro' Street, West Hartlepool*

| | |
|---|---|
| s. David Mainland | [illegible] |
| s. Firby | [illegible] |
| s. [illegible] | [illegible] |
| s. Gladys | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Miles Coverdale | [illegible] |
| s. [illegible] | [illegible] |

## Coverdale, R. H.,

*Scarboro' Street, West Hartlepool*

s. John Coverdale [illegible]

## Coverley & Westray,

*Hopetoun House, Lloyd's Avenue, London, E.C.*

(Vallongn Slate Co., Ld.)

Britannia [illegible]

## Covington, Henry,

*Railway Wharf, Battersea, Surrey*

[illegible]

## Cow & Buchan,

*Peterhead.*

Guide Me [illegible]

## Cowan, C. G., & Co.,

*Greenock.*

Kynance [illegible]
Lamorna [illegible]

## Cowan, Thomas,

31, *Leith Walk, Leith.*

s. Narova [illegible]

(Hasoua S. [illegible] Co., Ld.)

s. Lougn [illegible]

## Coward, W.,

*Cow Lane, Knottingley, York.*

[illegible] Mitchell
Julie

s. designe les Vapeurs.

**Cowasjee Dinshaw & Bros.,**
*Steamer Point, Aden; and Bombay.*

| | Net Tons |
|---|---|
| s. Falcon | 114 |
| s. Wissmann | 183 |
| s. Woodcock | 59 |

**Cowle Transportation Co.,**
*Williamson Buildings, Cleveland, Ohio.*

| | |
|---|---|
| s. John B. Cowle | 3041 |

**Cowlishaw Bros.,**
*3, Macquarie Place, Sydney, N.S.W.*

| | |
|---|---|
| Adderley | 1147 |
| Woollahra | 942 |

**Cox, Frederick,**
*139, Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Corra Lynn | 86 |

**Cox, Richard,**
*Castletown, Portland, Dorset.*

| | |
|---|---|
| Cock of the Walk | 90 |

**Coxe Bros. & Co.,**
*143 Liberty Street, New York, U.S.*

| | |
|---|---|
| Drifton | 492 |

**Cox & Co.**
*Docks Ironworks, Falmouth.*

| | |
|---|---|
| s. Kingfisher | 5 |

**Cox, G. A. & J. J.,**
*Shelburne, N.S.*

| | |
|---|---|
| E. A. Post | 199 |

**Coxe, Giacomo, fu Francesco,**
*Corso Magenta No. 63A, Genoa, Italy.*

| | |
|---|---|
| Avanti Savoja | 1388 |
| Garibaldi | 1345 |

**Coxon, James C.,**
*61, Alma Street, Newport, Mon.*

| | |
|---|---|
| Johnny Toole | 62 |

**Coxon, Norman Henry,**
*29, Grosvenor Place, North Shields.*

| | |
|---|---|
| s. Briar | 84 |

**Cozudis, D.,**
*Syra, Greece.*

| | |
|---|---|
| Agios Nicolaos | 101 |

**Crabtree & Co., Ld.,**
*Great Yarmouth.*

| | |
|---|---|
| s. Coronet | 38 |

**Crabtree & Havey,**
*North Sullivan, Maine, U.S.*

| | |
|---|---|
| Georgietta | 135 |
| Mary Augusta | 175 |
| Winchester | 241 |

**Craig, A.,**
*56, Waring Street, Belfast.*

| | |
|---|---|
| Marian Woodside | 1475 |
| Polly Woodside | 618 |
| s. Tynedale | 1884 |
| [illegible] Ld.: | |
| Jeanie Woodside | 903 |
| Sophie Kirk | 899 |

**Craig, George F.,**
*Drexel Building, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Bruce-Hawkins | 546 |

**Craig, H., & Co.,**
*Queen's Quay, Belfast.*

| | |
|---|---|
| s. Alice M. Craig | 344 |
| s. Helen Craig | 135 |
| s. M. J. Craig | 195 |

**Craig, J.,**
*Buthley House, Torry, near Aberdeen.*

| | |
|---|---|
| s. Britannia | 31 |

**Craig, J., Sen.,**
*26, Wood Street, Torry, Aberdeen.*

| | |
|---|---|
| s. White Rose | 41 |

**Craig, J. J.,**
*Queen Street, Auckland, N.Z.*

| | |
|---|---|
| Clan Macleod | 646 |
| Jessie Craig | 633 |
| Margarita | 494 |
| Quathlamba | 467 |

**Craig Line S. S. Co., Ld.,**
*2, St. Andrew Square, Edinburgh.*
*See* RUSSELL, HUSKIE & CO.

**Craig, R. & J.,**
*163, West George Street, Glasgow.*

| | |
|---|---|
| County of Dumfries | 1615 |
| County of Kinross | 1555 |
| County of Linlithgow | 2089 |
| County of Roxburgh | 2091 |

**Cramer, John H.,**
*New Gretna, N.J., U.S.*

| | |
|---|---|
| Virginia Rulon | 237 |

**Crampin Steam Fishing Co., Ld.,**
*Wharncliffe Road South, Fish Docks, Grimsby.*

| | |
|---|---|
| s. Belvoir Castle | 91 |
| s. Conisbro Castle | 86 |
| s. Nellie Bruce | 86 |
| s. Sidar | 68 |

**Crampton, J. T., & Co.,**
*Town Quay, Portsmouth.*

| | |
|---|---|
| Albion | 169 |
| Alice Richardson | 155 |
| s. Empress | 2 |
| Latona | 254 |
| The Macbain | 252 |

**Crandell, George,**
*Lindsay, Ontario, Canada.*

| | |
|---|---|
| s. Kenosha | 169 |

**Crane, C. W., & Co.,**
*38, South Street, New York, U.S.*

| | |
|---|---|
| A. P. Emerson | 232 |
| Elwood Burton | 344 |
| Jessie Lena | 279 |
| John C. Gregory | 323 |
| William Jones | 264 |

**Cranzer Fischdampffschiffs Gesellschaft,**
*Cranz, Germany.*
*See* O. BRÖHAN.

**Crasas, Z.,**
*Galatz, Roumania.*

| | |
|---|---|
| Cassandra | 215 |

**Craske, E. G.,**
*2, Cleveland Road, Lowestoft.*

| | Net Tons |
|---|---|
| Margaret | 153 |
| Minnie Eaton | 180 |

**Crassus, Victor,**
*Carenero.*

| | |
|---|---|
| s. Ossun | 80 |

**Craven, J. W.,**
*58, Weatherill Street, Goole.*

| | |
|---|---|
| Grovehill | 72 |

**Crawford, A., Barr & Co.,**
*21, Hope Street, Glasgow.*

| | |
|---|---|
| s. Gogovale | 2038 |

**Crawford & Co.,**
*Grangemouth.*

| | |
|---|---|
| s. Benedick | 1581 |

**Crawford, Col., The Earl of, K.T.,**
*2, Cavendish Square, London, W.*

| | |
|---|---|
| Valhalla (aux. stm.) | 648 |

**Crawford & Rowat**
(PORT LINE),
*70, Wellington Street, Glasgow.*

| | |
|---|---|
| Aberfoyle | 1597 |
| Ardencraig | 1969 |
| Earl Dunraven | 1310 |
| Port Caledonia | 2246 |
| Port Carlisle | 1329 |
| Port Crawford | 1593 |
| Port Elgin | 1628 |
| Port Logan | 1835 |
| Port Patrick | 1595 |
| Port Sonachan | 1112 |
| Port Stanley | 2137 |

**Crawford, W. & J.,**
*3, East Breast, Greenock.*

| | |
|---|---|
| Hyderabad | 2110 |
| Lucknow | 1350 |
| Travancore | 1578 |

**Crawley, W. H.,**
*Lock Box, 144, Warren, Rhode Island, U.S.*

| | |
|---|---|
| H. T. Hedges | 227 |

**Creegan, Peter,**
*85, Ocean Street, Providence, R.I., U.S.*

| | |
|---|---|
| Addie B. Bacon | 422 |
| Expounder | 551 |
| William L. Creegan | 547 |

**Criscione, S. Giunta,**
*Pozzallo, Syracuse, Sicily.*

| | |
|---|---|
| Eurico Giunta | 108 |
| Rosario di Pompei | 100 |

**Criscuolo, Flli. G. & C.,**
*Meta, Italy.*

| | |
|---|---|
| Lorenzo | 429 |

**Criscuolo, Filom. Fienga Vva.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Giuseppe | 493 |

**Crisp, John, & Sons,**
*Beccles, Suffolk.*

| | |
|---|---|
| s. Jeanie Hope | 65 |
| s. Kelvinside | 88 |
| s. Pearl | 73 |

**Cristoffanini, Cesare, fu F.,**
*Genoa, Italy.*

| | Net Tons |
|---|---|
| San Gaetano | 746 |

**Crocker, Isaac,**
*33, Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Hazeldene | 1388 |
| s. Mediana | 1591 |

**Crocker, J.,**
*Portmadoc.*

| | |
|---|---|
| E. C. T. | 100 |

**Crocker, J. B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Winfield S. Schuster | 1220 |

**Crockett Co., A. F.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Charley Woolsey | 175 |

**Crockett, Geo. W.,**
*Winterport, Maine, U.S.*

| | |
|---|---|
| Winslow Morse | 106 |

**Crockett, W. E.,**
*New York, U.S.*

| | |
|---|---|
| D. M. Anthony | 494 |

**"Crocodile" Ship Co., Ld.,**
*8B, Rumford Place, Liverpool.*
*See* PEEL, MCALLESTER & SON.

**Crofton Shipping Co., Ld.,**
*Savile Chambers, Savile Street, Hull.*

| | |
|---|---|
| s. Monica | 546 |

**Cromarty, H. A.,**
*Harford Street, Stepney, London, E.*
(Commercial Gas Co.)

| | |
|---|---|
| s. Limehouse | 292 |
| s. Poplar | 520 |

**Cronberg, A. S.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Adelma | 472 |
| Friedrich Hartwig | 293 |

**Cronberg, E. S.,**
*Nyhamn, Höganäs, Sweden.*

| | |
|---|---|
| Skåne | 162 |

**Cronstadt - Oranienbaum Dampfsch. Ges.,**
*Cronstadt, Russia.*

| | |
|---|---|
| s. Looch | 171 |
| s. Luna | 77 |
| s. Rus | 213 |
| s. Utro | 116 |
| s. Zario | 83 |

**Crondira, L.,**
*Piræus, Greece.*

| | |
|---|---|
| Evangelistria | 104 |

**Crooks, W. D.,**
*1, Pier Head Chambers, Cardiff.*

| | |
|---|---|
| Protector | 70 |

**Crosbie, John C.,**
*Water Street, St. John's, N.F.L.*

| | Net Tons |
|---|---|
| Jessie L. Smith | 100 |

**Crosby, E. G.,**
*Grand Haven, Mich., U.S.*
(Grand Trunk Car Ferry Co.)

| | |
|---|---|
| s. Grand Haven | 1678 |

**Crosby, E. S.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| John B. Biemiller | 858 |
| Henry F. Kreger | 691 |

**Crosby, Magee & Co.,**
*67, Church Street, West Hartlepool.*

| | |
|---|---|
| s. Bainbridge | 1193 |
| s. Nettleton | 1536 |
| (North of England SS. Co., Ld.) | |
| s. Hannah M. Bell | 1932 |

**Crosby Transportation Co.,**
*Muskegon, Mich., U.S.*

| | |
|---|---|
| s. Naomi | 1020 |

**Crosfield, J., & Sons, Ld.,**
*Bank Quay Soap Works, Warrington, Lancashire.*

| | |
|---|---|
| s. George | 78 |

**Crossley, F. C.,**
*Barnstable, Mass., U.S.*

| | |
|---|---|
| Right Away | 133 |

**Crosthwaite, Joseph,**
*47, Alma Place, North Shields.*

| | |
|---|---|
| s. Champion | 19 |
| s. Warrior | 25 |

**Crouan, Denis, fils,**
*Rue de l'Herronière 14, Nantes, France.*

| | |
|---|---|
| Belem | 407 |
| Denis-Crouan | 423 |

**Crovari, Emilia Bozzo Vva., e figli,**
*Camogli, Italy.*

| | |
|---|---|
| Provvido | 142 |

**Crovari, Pietro,**
*Via Garibaldi No. 53, Camogli, Italy.*

| | |
|---|---|
| Annetta | 172 |
| Caterina C. | 193 |
| Francesco C. | 320 |

**Crow, Rudolf & Co.,**
*3, Rumford Place, Liverpool.*

| | |
|---|---|
| s. Maron | 4451 |

**Crowell, E. K.,**
*Dennisport, Mass., U.S.*

| | |
|---|---|
| James H. Hoyt | 394 |

**Crowell, Joseph,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Governor Russell | 129 |

**Crowell, O. L.,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| William Mason | 386 |



s. signifies Steamer.

**Crowell, Samuel R.,**
*120, State Street, Boston, Mass., U.S.*
Net Tons
Elion M. Goller ... 572
Horace W. [illegible] ... [illegible]
J. R. [illegible] ... 766
John Twohy ... 909
[illegible]

**Crowell & Thurlow,**
*46, Clinton Street, Boston, U.S.*
Annie L. Henderson ... [illegible]
Bradford C. French ... [illegible]
Elmiranda ... [illegible]
Edward H. Cole ... [illegible]
H. E. Thompson ... [illegible]
Jacob M. Haskell ... [illegible]
Jeanie-Lippitt ... [illegible]
[illegible]
[illegible]
Robert Graham Dun ... [illegible]
Robert H. McCurdy ... [illegible]
Samuel W. Hathaway ... [illegible]
Star of the Sea ... [illegible]

**Crowley,**
*Seaford, Del., U.S.*
Lizzie A. Williams ... 17[illegible]

**Crowley, J. G.,**
*Taunton, Mass., U.S.*
George W. Wells ... [illegible]
Henry W. Cramp ... [illegible]
J. C. Strawbridge ... [illegible]
Mount Hope ... [illegible]
Sagamore ... [illegible]
T. Charlton Henry ... [illegible]
Thomas W. Lawson ... [illegible]
Van Allens-Boughton ... [illegible]

**Crowley, T., & Co.,**
*1, Fisher Street, Kinsale, co. Cork.*
(Kinsale Shipping Co., Ld.)
Colleen ... [illegible]
Marion ... [illegible]
Old Head ... [illegible]
Sydney ... [illegible]
T. [illegible] ... 77

**Crown Agent for the Colonies,**
*Downing Street, London, S.W.*
s. Countess of Derby ... [illegible]
s. Goliath ...
s. Jere ... [illegible]
s. Paria ... [illegible]
s. Simson ...
s. Winifred ...
(Uganda Railway.)
s. Sybil ...

**Crown Steam Drifters, Ld.,**
*Great Yarmouth.*
s. The Prince ...
s. The Princess ...

**Crown Steam Fishing Co., Ld.,**
*Grimsby.*
s. Sceptre ... 73
s. Diadem ...

**Crown Steamship Co., Ld.,**
*175, West George Street, Glasgow.*
See PRENTICE, SERVICE & HENDERSON.

**Crozier, R. P. (Col.),**
*Westhill, Yarmouth, I.W.*
s. [illegible] ... [illegible]

**Crujo, M. F.,**
*Setubal, Portugal.*
Nova Flor ... [illegible]

**Crumb, A. G.,**
*Niantic, Rhode Island, U.S.*
Net Tons
[illegible] ... [illegible]

**Crundall, H. & E.,**
*Cambridge Road, Dover, Kent.*
Iron Queen ... [illegible]
William Cundall ... [illegible]

**Crusoe, Mackintosh & Co.,**
*70, Gracechurch Street, London, E.C.; & at Gibraltar.*
s. [illegible] ... [illegible]

**Cruz, A., & Co.,**
*Caixa No. 203, Para, Brazil.*
s. [illegible] ... [illegible]

**Cuba, Government of,**
*Havana.*
(Department of Public Works.)
s. Catalina ... [illegible]
s. Guillermo Lopez ... [illegible]

**Cuban Steamship Co., Ld.,**
*7, East India Avenue, London, E.C.*
See BIGLAND & Co.

**Cubero, Jose,**
*Del Comercio, Malaga, Spain.*
C[illegible] ... [illegible]

**Cuervo, Vicente,**
*Esteves 18, Havana, Cuba.*
San Rafael ... [illegible]

**Cufopandeli, G.,**
*Chios, Asiatic Turkey.*
Cassandra ... [illegible]

**Cufopandelis, Dimitrios,**
*Chios, Asiatic Turkey.*
Leonis ... [illegible]

**Cufopandelis, L.,**
*Chios, Asiatic Turkey.*
Archangelos ... [illegible]

**Cufopandelis, Leonis & Christo,**
*Chios, Asiatic Turkey.*
Olympia ... 263

**Cufos Aicaterini,**
*Cast-Rosso, Asiatic Turkey.*
Gesù e Maria ... 431

**Culliford & Clark,**
*46, West Sunniside, Sunderland.*
s. Charrington ... [illegible]
s. [illegible] ... [illegible]

**Cullum Steam Shipping Co., Ld.,**
*18, Cullum Street, London, E.C.*
See MUSSENDEN & Co.

**Culmer, James W.,**
*Nassau, N.P.*
Net Tons
Mabel Darling ... [illegible]

**Cumberland Railway & Coal Co.,**
*Springhill, N.S.*
No. 1 ... [illegible]
No. [illegible] ... [illegible]
No. [illegible] ... [illegible]
No. [illegible] ... [illegible]
No. [illegible] ... [illegible]
No. 6 ... [illegible]
No. [illegible] ... [illegible]
s. Springhill ... [illegible]

**Cumbis Fratelli,**
*Isle of Skiathos, Greece.*
Eutychia ... 316

**"Cumbrae" Ship Co., Ld.,**
*2, Church Place, Greenock.*
See W. WALKER & Co.

**Cumming, Hugh F.,**
*Cornwall, Ontario.*
s. Harry Bate ... [illegible]

**Cumming & McMillan,**
*Cornwall, Ontario.*
s. Q[illegible] ... 60

**Cummings, M. J.,**
*Oswego, U.S.*
s. Western Star ... [illegible]

**Cunard Steam Ship Co., Ld.,**
*8, Water Street, Liverpool.*
s. Aleppo ... 1371
s. Aurania ... 42[illegible]3
s. Brescia ... 2058
s. [illegible] ... 4074
s. [illegible]
s. Carpathia ... 8625
s. Cherbourg ... 1038
s. Cypria ... 1339
s. Etruria ... [illegible]
s. Ivernia ... [illegible]
s. Lucania ... [illegible]
s. Otter ... [illegible]
s. Pannonia ... [illegible]
s. [illegible] ... [illegible]
s. Saragossa ... [illegible]
s. Saxonia ... [illegible]
s. Skirmisher ... [illegible]
s. Slavonia ... [illegible]
s. Sylvania ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. V[illegible] ... [illegible]

**Cuneo, Michele, fu F.,**
*Camogli, Italy.*
[illegible] ... [illegible]

**Cunha, Guimaraes & Co.,**
*Caixa 33, Rio Grande do Sul, Brazil.*
Condeixa ... 167
Ninita ... [illegible]

**Cunningham & Thompson,**
*Gloucester, Mass., U.S.*
A[illegible] ... [illegible]

**Curcumellis, D. N.,**
*Taganrog, Russia.*
s. Elena Couppa ... [illegible]
s. Fronia Couppa ... [illegible]
s. Sophia Couppa ... [illegible]

**Curenti, A.,**
*Piræus, Greece.*
(Bank of Athens.)
Net Tons
s. Aglaia Curenti ... 1044

**Curran, P.,**
*Dungarvan, Waterford.*
Dinorwic ... 93
Richard Cobden ... [illegible]
Sarah Bridget ... [illegible]
Village ... [illegible]

**Currie, Archibald, & Co.,**
*10, William Street, Melbourne, Victoria.*
s. Argus ... [illegible]
s. Clitus ... 1555
s. Darius ... 2130
s. Euryalus ... [illegible]
s. Fortunatus ... 3135
s. Gracchus ... [illegible]

**Currie, Donald, & Co.,**
*3, Fenchurch Street, London, E.C.; 34, Castle Street, Liverpool; and 137, West George Street, Glasgow.*
(Union-Castle Mail Steamship Co., Ld.)
s. Alnwick Castle ... 3796
s. Armadale Castle ... 7264
s. Aros Castle ... 2870
s. Arundel Castle ... 2879
s. Avondale Castle ... 3542
s. Bellona ... 5[illegible]
s. Berwick Castle ... 3789
s. Braemar Castle ... 3964
s. Briton ... 5154
s. Carisbrooke Castle ... 4240
s. Cawdor Castle ... 4054
s. Cluny Castle ... 3303
s. Comrie Castle ... 3511
s. Corte Castle ... 2959
s. Doune Castle ... 2813
s. Dover Castle ... 5210
s. Dunluce Castle ... [illegible]
s. Dunolly Castle ... [illegible]
s. Dunottar Castle ... 3139
s. Dunvegan Castle ... 3428
s. Durham Castle ... 537[illegible]
s. Galka ... 397[illegible]
s. Galeka ... 4239
s. Galician ... 429[illegible]
s. Gascon ... 3[illegible]75
s. Gaul ... 3074
s. German ... 42[illegible]
s. Goorkha ... 3976
s. Gordon Castle ... 440[illegible]
s. Goth ... 3036
s. Greek ... 3036
s. Guelph ... 3112
s. Harlech Castle ... 208[illegible]
s. Hellas ... 29[illegible]
s. Kenilworth Castle ... 7156
s. Kildonan Castle ... 5130
s. Kinfauns Castle ... 5037
s. Machrie ... 41
s. Natal ... 59
s. Newark Castle ... 4047
s. Norman ... 4005
s. Pembroke Castle ... 2541
s. Penguin ... [illegible]
s. Raglan Castle ... 2743
s. Roslin Castle ... [illegible]
s. Sabine ... [illegible]
s. Saxon ... [illegible]
s. Scot ... [illegible]
s. Susquehanna ... [illegible]
s. Tintagel Castle ... [illegible]
s. Walmer Castle ... 5463
s. York Castle ... 3467
(Liverpool & Hamburg S.S. Co.)
s. Cyclone ... [illegible]
s. Gothland ... 867
s. Iceland ... [illegible]
s. Rhineland ... [illegible]
s. Rutland ... [illegible]
s. Sutherland ... [illegible]
s. Westmoreland ... 814

**Currie, George L.,**
*P.O. Box 76, Richmond, Va., U.S.*
Annie Ainslie ... 250
Bessie Brown ... [illegible]
Dora Allison ... [illegible]
George W. Anderson ... 1[illegible]
Mamie Saunders ... 234
Mary Curtis ... [illegible]

**Currie, James, & Co.,**
*16, Bernard Street, Leith; [illegible] 45, Renfield Street, Glasgow.*
(Leith, Hull & Hamburg Steam Packet Co., Ld.)
Net Tons
[illegible]

**Currie, L. B.,**
*West Dublin, La Have, N.S.*
Al[illegible] ... [illegible]
V[illegible] ... [illegible]

**Curtis, Asher,**
*Manasquan, N.J., U.S.*
Bertha F. Walker ... [illegible]
Sarah W. Lawrence ... 1[illegible]

**Curtis, John R. B.,**
*17, Water Lane, London, E.C.*
Wave Queen ... [illegible]

**Curtis, V.,**
*Perth Amboy, N.J., U.S.*
Benjamin A. van Brunt ... [illegible]

**Curtis, W.,**
*Iquique, Chili.*
s. [illegible] ... [illegible]

**Curubakalis, S.,**
*Constantinople, Turkey.*
Irini ... [illegible]

**Curwen Bros.,**
*46, Drury Buildings, Water Street, Liverpool.*
(Lancashire & Yorkshire S.N. Co., Ld.)
s. [illegible] ... [illegible]
([illegible])
s. [illegible] ... [illegible]

**Cushing, J. O., & Co.,**
*Thomaston, Maine, U.S.*
Nettie Cushing ... [illegible]

### Cuthbert, William,

21, *Carlton Place, Glasgow.*

(Clyde Shipping Co., Ld.)

| | Net Tons |
|---|---|
| s. Alsa Craig | |
| s. America | |
| s. Arranmore | 550 |
| s. Copeland | 593 |
| s. Dungeness | 496 |
| s. Eddystone | |
| s. Fastnet | |
| s. Flying Cormorant | 26 |
| s. Flying Dutchman | 24 |
| s. Flying Elf | 25 |
| s. Flying Fish | |
| s. Flying Fox | 52 |
| s. Flying Irishman | 35 |
| s. Flying Linnet | 2 |
| s. Flying Mist | 30 |
| s. Flying Phantom | 29 |
| s. Flying Scotsman | 23 |
| s. Flying Scout | 3 |
| s. Flying Serpent | 30 |
| s. Flying Spindrift | 24 |
| s. Flying Sportsman | 47 |
| s. Flying Sprite | 24 |
| s. Flying Swallow | 20 |
| s. Flying Swift | |
| s. Flying Witch | 25 |
| s. Flying Wizard | 25 |
| s. Garmoyle | 531 |
| s. Goodwin | 2832 |
| s. Ireland | 44 |
| s. Kalibia | 3149 |
| s. Kish | 3143 |
| s. Lizard | 476 |
| s. Longships | 2843 |
| s. Needles | 2995 |
| s. Plaida | 510 |
| s. Portland | 539 |
| s. Saltees | 436 |
| s. Sanda | 430 |
| s. Sheerness | 527 |
| s. Skerryvore | 520 |
| s. Spithead | 2993 |
| s. Toward | 486 |
| s. Tuskar | 498 |
| s. Valentia | 182 |

### Cuthbertson, James R., & Co.,

37, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| Brahloch | 2000 |
| s. Kirkdale | 1853 |
| s. Kirkfield | 2490 |
| s. Kirklee | 2275 |

### Cutting, George P., & Co.,

*King Street, South Shields.*

| | |
|---|---|
| s. Castertoa | 1510 |
| s. Etna | 705 |
| s. Hotspur | 650 |
| s. Pearl | 930 |
| s. Rotnbury | 568 |

### Cutzuco, Charilao,

*On board.*

| | |
|---|---|
| Evangelistria | 145 |

### Cuzajanopulo, G.,

*Santorin, Greece.*

| | |
|---|---|
| Panajotis N. Stupati | 237 |

# D

### "D." Line Steam Fishing Co., Ld.,

*Fish Dock Road, Grimsby.*

*See* A. JEFFS.

### D'Abreu, João Carneiro,

*Praça de Sta. Theréza 26, Oporto, Portugal.*

| | Net Tons |
|---|---|
| D. Joaquina | 113 |

### D'Abundo, Emmanuele,

*Via Roma 413, Naples, Italy.*

| | |
|---|---|
| Anna Maria d'Abundo | 1021 |
| Antonio d'Abundo | 785 |
| Giuseppe d'Abundo | 993 |
| Nicola d'Abundo | 1143 |

### D'Ali, G., e figli,

*Trapani, Sicily.*

| | |
|---|---|
| Antonio d'Ali | 849 |
| Gabriele D'Ali | 2491 |
| s. Giovan Maria D'Ali | 1844 |
| Giuseppe D'Ali | 1647 |
| Rosalia D'Ali | 1378 |

### D'Ali, Giuseppe,

*Trapani, Sicily.*

| | |
|---|---|
| Santa Maria | 938 |

### D'Ali Staiti, Giulio,

*Via Badiella No. 18, Trapani, Sicily.*

| | |
|---|---|
| Giuseppina | 1502 |

### D'Antoni, S.,

*c/o Vaccaro Bros. & Co, New Orleans, U.S.*

| | |
|---|---|
| s. Rosina | 1094 |

### D'Araujo, A. F.,

*Lisbon, Portugal.*

| | |
|---|---|
| Pensamento II. | 141 |

### D'Arrigo, Francesco,

*Via Museo Biscari, Catania, Sicily.*

| | |
|---|---|
| Etna | 255 |
| Giovanni Anteri Beretta | 299 |

### D'Esposito, A.,

*St. Agnello di Sorrento, Italy.*

| | |
|---|---|
| Benedetto Catroli | 213 |

### D'Hauteville, Jobez, Mathieu & Co.,

*Algiers.*

| | |
|---|---|
| s. A. Schiaffino | 163 |
| s. Algerie | 142 |
| s. Breton | 75 |
| s. France Grece | 39 |
| s. Marguerite D. F. | 133 |
| s. Notre Dame d'Afrique | 90 |
| s. Ville de Bellys | 41 |

### D'Oliveira, J.,

*Aveiro, Portugal.*

| | |
|---|---|
| Senhora da Nazareth | 111 |

### D'Oliveira, V. A.,

*Lisbon, Portugal.*

| | Net Tons |
|---|---|
| Victoria | 426 |

### D'Orbigny, A., Faustin & Co.,

*La Rochelle, France.*

| | |
|---|---|
| s. Adour | 841 |
| Asie | 2045 |
| s. Boucau | 640 |
| s. Deux Charentes | 861 |
| Europe | 2070 |
| s. La Rochelle | 757 |
| s. La Vienne | 870 |
| s. Reaumur | 994 |
| s. Rive de Gier | 644 |
| s. Valin | 934 |
| s. Ville de Bayonne | 772 |

### D'Urso, D.,

*Castellamare, Italy.*

| | |
|---|---|
| Giulia | 170 |

### D'Urso, G.,

*Catania, Sicily.*

| | |
|---|---|
| Nuova Lucia | 172 |

### Da Costa, A. P., & Irmão,

*Rua de S. Mamede No. 53, Lisbon, Portugal.*

| | |
|---|---|
| Arriaz | 716 |
| Lusitania | 548 |
| Lobo | 1[illegible] |
| Vigilante | 357 |

### Da Costa, C. J.,

*Ponta Delgada, Azores.*

| | |
|---|---|
| s. Condor | 1 |

### Da Costa, José Alves,

*Aracaju, Brazil.*

| | |
|---|---|
| Cruz Vermelha | 1[illegible] |

### Da Costa, José Soares,

*Rua de S. João No. 36, Oporto, Portugal.*

| | |
|---|---|
| Adelaide Costa | 122 |
| Carlos Alberto Costa | 124 |
| Dinorah Costa | 124 |
| J. Soares Costa | 299 |
| Maria | 102 |
| Novo Marquez | 139 |
| Olilia Costa | |
| Othelinda Costa | 114 |

### Da Costa, M. M.,

*Macau, Brazil.*

| | |
|---|---|
| Evora | 118 |

### Da Costa Pereira, M. J.,

*Lisbon, Portugal.*

| | |
|---|---|
| Mondego | 139 |

### Da Cunha, Bento José Pereira, & Co.,

*Ilhavo, Portugal.*

| | |
|---|---|
| Marques Gomes | 318 |

### Da Encarnacão, Joaquim Jose,

*Oporto, Portugal.*

| | |
|---|---|
| Ajor | 164 |

### Da Motta, A., Jr.,

*Para, Brazil.*

| | |
|---|---|
| s. Penedo | 481 |

### Da Naia, L., & Silva,

*Aveiro, Portugal.*

| | Net Tons |
|---|---|
| Silva Guerra | 145 |
| Vouga | 319 |

### Da Nova, L. Marques, & Filho, Succrs.,

36, *Travessa da Picaria, Oporto, Portugal.*

| | |
|---|---|
| Oriente | |

### Da Silva, C. M.,

*Mandos, Brazil.*

| | |
|---|---|
| Amazonense | 219 |

### Daal, C. B. van,

*Rotterdam, Holland.*

| | |
|---|---|
| Broedertrouw | 116 |

### Dabelstein, J. H. A.,

1, *Steinhöft, Hamburg, Germany.*

| | |
|---|---|
| s. Europa | 923 |

### Dacoronia, C.,

*Santorin, Greece.*

| | |
|---|---|
| Michail | 190 |

### Dadaroff & Arafeloff,

*Astrachan, Russia.*

| | |
|---|---|
| s. Vardan Zoravar | 380 |

### Dadascheff, A. A.,

*Baku, Russia.*

| | |
|---|---|
| s. Abas Dadascheff | 671 |
| s. Abo | 328 |
| s. Ali Dadascheff | 355 |
| s. Assa Dadascheff | 715 |
| s. Hadschi Hadschi Aga Dadascheff | |
| s. Kette | 423 |
| s. Pascha Dadascheff | 676 |
| s. Samarkand | 733 |

### Dadd, T. R.,

5, *Swan Terrace, Whitstable.*

| | |
|---|---|
| Hilda | 194 |
| Raymond | 1[illegible] |

### Dadley, F. R.,

9, *Richmond Hill, Clifton, Bristol.*

| | |
|---|---|
| s. Revell | 211 |

### Dæhlin, Kr.,

*Grönlandsleret 23, Christiania, Norway.*

| | |
|---|---|
| Huseland | 221 |

### Daher & Cie.,

61, *Rue Grignan, Marseilles, France.*

| | |
|---|---|
| s. St. Nicolas | 638 |

### Dahl, Carl,

*Fredrikshald, Norway.*

| | |
|---|---|
| Elida | 147 |
| Hans Gude | 2[illegible] |
| Josephine | 178 |
| Schibsdaner | 18[illegible] |
| Tjalf | 201 |

### Dahl, Jacob,

*Vaag, pr. Trangesvaag, Faroe Islands.*

| | |
|---|---|
| City of Norwich | 83 |

### Dahl, James L.,

*Tönsberg, Norway.*

| | Net Tons |
|---|---|
| Hero | 440 |

### Dahl, P. H.,

*Vaag, pr. Trangesvaag, Faroe Islands.*

| | |
|---|---|
| Ben Stark | 104 |

### Dahl, T.,

*Esbjerg, Denmark.*

| | |
|---|---|
| Bertha | 21 |

### Dahl, Thor.,

*Sandefjord, Norway.*

| | |
|---|---|
| Mariane | 128 |

### Dahlberg, J.,

*Helsingfors, Finland.*

| | |
|---|---|
| Lennatin | 705 |

### Dahlberg, J. P.,

*Bollsta, Nyland, Sweden.*

(Södra Ångermanlands Ångf. Aktieb.)

| | |
|---|---|
| s. Carl XV. | 415 |

### Dahler, O. C.,

*Sandefjord, Norway.*

| | |
|---|---|
| Da Capo | 145 |

### Dahlin, E. V.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Ulrika | 137 |

### Daini Hikifune Goshi Kaisha,

*Osaka, Japan.*

| | |
|---|---|
| s. Konahana Maru No. 1 | 80 |
| s. Konahana Maru No. 2 | 105 |

### Dal Pino, B. & G.,

*Viareggio, Italy.*

| | |
|---|---|
| Marianna | 100 |

### Dalas, N.,

*Syra, Greece.*

| | |
|---|---|
| Philadelphos | 294 |

### Dale Steam Ship Co., Ld.,

73, *Queen Square, Bristol.*

*See* LUCAS & Co.

### Dalgety & Co., Ld.,

96, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Kintore | 11[illegible] |

### Dalietto, Georgios, & C

Trin[illegible]ala.

*Corfu, Ionian Isles.*

| | |
|---|---|
| Nafsicaa | 297 |

### Dall' Orso & Co.,

*Via Ponte Reale No. 2, Genoa, Italy.*

| | |
|---|---|
| Affezione | 101[illegible] |
| s. Andrea | 99[illegible] |
| s. Cavour | 12[illegible] |
| Colombo | 9[illegible] |
| s. Condenza | 16[illegible] |
| s. Costante | 174[illegible] |
| s. Dante | 177[illegible] |
| s. Giuseppe | 129[illegible] |
| s. Italia | 181. |
| s. Livietta | 180[illegible] |
| s. Michelangelo | 1807 |

s. signifies Steamer.

**Dalman, K. O. F.,**
*Gothenburg, Sweden.*
Net Tons
s. Urda ..... 1054
(Angf. Aktieb. Göteborg-Manchester)
s. Halfdan ..... 690
s. Helge ..... [illegible]
s. Hogland ..... 705
(Ångf. Aktieb. Herold.)
s. Harold ..... 935
s. Hilding ..... 1265
(Ångfartygs-Aktiebolaget "Ibis.")
s. Ibis ..... 869
s. Otis ..... 770
(Ångf. Aktieb. "Orion.")
s. August Leffler ..... 1272
(Ångf. Aktieb. "Thor.")
s. Freia ..... 1209
(Angf. Aktieb "Viking.")
s. Alice ..... 899
s. Vanda ..... 936

**Dalmazzoni, F.,**
*Piazza Carlo Alberto No. 2, Leghorn, Italy.*
s. Tirreno ..... 1607

**Dalsbö, O., Sen.,**
*Tromsö, Norway*
s. Victoria ..... 110

**Daly, Cornelius,**
*568, W. 34th Street, New York, U.S.*
Jesse L. Leach ..... 236

**Daly, H. L.,**
*Whitstable, Kent.*
Magic ..... 152

**Damasco, Flli.,**
*Skiathos, Greece.*
Taxiarchis ..... 208

**Damascos, N.,**
*Skiathos, Greece.*
Evangelistria ..... [illegible]

**Dambassis, A. J.,**
*On board.*
s. Joannis ..... 1583

**Damen, K. E.,**
*Inga, Finland.*
Wigilant ..... 107

**Damkaln, H.,**
*Wandsen, pr. Talsen, Russia.*
Emilia ..... 3[illegible]
Fritz ..... [illegible]
Heinrich Emma ..... [illegible]
Latwija ..... [illegible]

**Damkaln, J.,**
*Katteten, pr. Talsen, Wandsen, Russia.*
Indrik ..... 219
Pauline ..... 257
Tehwija ..... [illegible]

**Dampskibsselskabet paa Bornholm af 1866,**
*Rönne, Denmark.*
*See* RUBNER-WISSING.

**Dampskibsselskabet (1896),**
*Copenhagen, Denmark.*
*See* C. K. HANSEN.

**Dana, Rederiaktieb.,**
*Karlstad, Sweden.*
*See* N. Ch. JENSEN.

**Danby, J., & Sons,**
*Dock Office Buildings, Hartlepool.*
Net Tons
Standard ..... 175

**Dandria, Fratelli,**
*30, Moorgate Street, London, E.C.; and at Constantinople, Turkey.*
s. Stefano Dandria ..... [illegible]

**Daneri Agostino, fu Giuseppe,**
*Buenos Ayres, Argentine Republic.*
Antonia Emilia ..... 120

**Daneri, Antonio,**
*Calle Irala 958, Buenos Ayres, Argentine Republic.*
Luigi Palma ..... [illegible]

**"Dania," Cementfabr.,**
*Mariager, Denmark.*
*See* J. P. A. MÖLLER.

**Dania, Dampskibsselskabet,**
*Esbjerg, Denmark.*
*See* CHR. ANDERSEN.

**Daniel, N. T., & J. W. James,**
*88, Leadenhall Street, London, E.C.*
(Trinidad S.S. Co. Ld.)
s. Dicto ..... [illegible]

**Daniels, J. R.,**
*Whitstable, Kent.*
Brenda ..... [illegible]
Carmenta ..... [illegible]
Girl of the Period ..... [illegible]
Hilfred ..... [illegible]
Iris ..... [illegible]
Lena ..... [illegible]
Willie ..... [illegible]

**Danielsen, M.,**
*Risör, Norway.*
Crown ..... 629
s. Fragtemanden ..... 62

**Danielson, V.,**
*Mariehamn, Oland, Finland.*
Alku ..... 703

**Danish Government.**
*Copenhagen, Denmark.*
s. Kattegat ..... 51
s. Thor ..... 76
(Landbrugsministeriet.)
s. Vestkysten ..... [illegible]
(Lighthouse Department),
s. Nordsoen ..... [illegible]

**"Danmark," Dampskibsselskabet,**
*Copenhagen, Denmark.*
*See* THS. SONNE & CO.

**"Dannebrog," Dampskibsselskabet,**
*Copenhagen, Denmark.*
*See* C. K. HANSEN.

**Dannevig, P. N.,**
*Solheim, Arendal, Norway.*
Net Tons
Carston ..... 822

**Dannevig, T.,**
*Sandefjord, Norway.*
s. Ellaman ..... [illegible]
s. Orange ..... 1001

**Dansereau, J. H.,**
*Verchères, Quebec.*
s. Monarque ..... 80

**Dansk-Franske Dampskibsselskab, Det,**
*Copenhagen, Denmark.*
*See* N. W. SCHMIDT.

**Dansk Russiske Dampskibsselskab, Det,**
*St. Petersburg, Russia.*
*See* POUL MÖRCH.

**Dansk Vestindiske Kompagni,**
*Copenhagen, Denmark.*
*See* A. RICHELIEU.

**Danske Kulkompagni, Det,**
*Copenhagen, Denmark.*
s. Bretland ..... [illegible]
s. Julius Holmblad ..... [illegible]

**Danske Statsbaner, De,**
*Reventlowsgade 16, Copenhagen, Denmark.*
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**Danske Sukker Fabrikker, De,**
*Copenhagen, Denmark.*
*See* G. A. HAGEMANN.

**Dantzler, L. N., Lumber Co.,**
*Moss Point, Miss., U.S.*
Anna M. Stammer ..... [illegible]
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**Danziger Rhederei Aktiengesellschaft,**
*Hundegasse 31, Danzig, Germany.*
*See* TH. RODENACKER.

**Daout Farkouh, Hadji,**
*Smyrna, Turkey.*
(Paquebots Poste "L'Archipel.")
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s. Alexandria ..... [illegible]
s. Alexandros ..... 717
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**Dapelo, A. & C. A., fu M., & S. Dapelo fu F.,**
*Camogli, Italy.*
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**Dapelo, Carlo Andrea, fu Michele,**
*Salita Graziani No. 1, Camogli, Italy.*
Attilio Dapelo ..... 698
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**Dapelo, Francesca Valle in,**
*Via Garibaldi, Camogli, Italy.*
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**Dapelo, Simone,**
*Camogli, Italy.*
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**Darby & Co.,**
*Sandakan, British North Borneo.*
(Sabah Steamship Co., Ld.)
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*Saundersfoot, Pembroke.*
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**Darius Cole Transportation Co.,**
(President, A. R. LEE),
*Detroit, Mich., U.S.*
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*Franklin Street, Adelaide, S.A.*
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**Darling, Judson L.,**
*Port Jefferson, N.Y., U.S.*
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**Darnell, G.,**
*46, King Street, North Shields.*
(Pioneer Fishing Society, Ld.)
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**Darragh, William,**
*Summerhill, Wicklow.*
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**Darrell, John S., & James,**
*St. George, Bermuda.*
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s. Powerful ..... [illegible]

**Darsum Mustafa,**
*Constantinople, Turkey.*
Hiftzi Rahman ..... [illegible]

**Dart, H. A.,**
*Hobart, Tasmania.*
[illegible] ..... [illegible]

**Dartmouth Ferry Commission,**
*Dartmouth, N.S.*
s. Chebucto ..... [illegible]

**Dartmouth Harbour Commissioners,**
*Dartmouth.*
[illegible] (not named) ..... [illegible]

**Darwin Steam Ship Co., Ld.,**
*2, East India Avenue, London, E.C.*
*See* J. HOLLAND & Co.

**Dascanio Francesco Pacl[illegible],**
*Barletta, Italy.*
L'Indipendente F. ..... [illegible]

**Dath, Henderson & Co., Ld.,**
*Valley Sawmills, Brisbane, Queensland.*
s. Adonis ..... [illegible]

**Dauban, Charles,**
*Port Louis, Mauritius.*
Crystal ..... [illegible]

**Dauelsberg, Hermann,**
*Bremen, Germany.*
Christiane ..... [illegible]
Ludwig Fischer ..... [illegible]

**Dauphin, J., & P. Magnitvitch,**
*Rue Pouchkinskaja No. 31, Odessa, R[illegible]*
s. Emerence ..... [illegible]

**Dauphinée, W.,**
*St. Margaret's Bay, N.S.*
Grace Darling ..... [illegible]

**Davey, Charles H.,**
*Hele Bridge, Bude, Cornwall.*
Sally ..... [illegible]

**Davey, J. G.,**
*South Main Street, Foughal, Co. [illegible]*
[illegible] ..... [illegible]

**Davey, James,**
*Castle Street, Barnstaple.*
[illegible] ..... [illegible]

**Davey, Thomas,**
*10, Lower Street, Plymouth.*
Meteor ..... [illegible]

**Davidsen, C.,**
*Tvedestrand, Norway.*
Carl Bech ..... [illegible]

s. designe les Vapeurs.

### Davidsen, T., & Co.,
*22, Prinsensgade, Christiania, Norway.*

Net Tons
- Bergliot 847
- s. B A Broch
- Bygdö 771

### Davidson, A.,
*Napier, N.Z.*
- s. Tangaroa 110

### Davidson, C. R., & Co.,
*21, Regent's Quay, Aberdeen.*
- s. Kenilworth 128

### Davidson, John,
*Peterhead.*
- Little Jossie 65

### Davidson, T.,
*Commercial Road, Aberdeen.*
- s. Cruden Bay 12
- s. Ebenezer 19
- s. Elie Ness 33
- s. Fleetwing
- s. Largo Bay 22
- s. Lunan Bay 33
- s. Phalarope 41
- s. Rotnesay Bay 16
- s. Swallow
- s. Unlaunted 53
- s. Vine 24

### Davidsson, Henrik,
*Welkua, Finland.*
- Toivo 375

### Davie, George T., & Sons,
*Levis, Quebec, Canada.*
- s. Lord Strathcona 76

### Davie, John L.,
*Levis, Quebec, Canada.*
- G. T. D. 196
- George T. Davie 679

### Davies, B. O.,
*7, Dock Street, Middlesbro'.*
(Florence Tugboat & Salvage Co., Ltd.)
- s. Charles Dickens 17
- s. Florence 26
- s. Primrose 20

### Davies, Creedy & Co.,
*7, Upper East Smithfield, London, E.C.*
- Don 1070

### Davies, David,
*Stafford House, Criccieth, Carnarvon.*
- Unicorn 97

### Davies, David,
*36, High Street, Aberystwith.*
- Lorne 74

### Davies, Mrs. Eliza,
*12, Vulcan Street, Aberystwith.*
- Sarah Davies 85

### Davies, Evan,
*Auckland, N.Z.*
- Woosung 693

### Davies, George,
*Northcote, Auckland, N.Z.*
- Hirotha 499
- Kaukeen Hilla 529

### Davies, H.,
*Glanmore Terrace, Newquay, Cardigan.*

Net Tons
- Alice 30

### Davies, John,
*Market Square, Milford Haven, Pembrokeshire.*
- Convivial 94

### Davies (Lewis) & Co.,
*5, Fenwick Street, Liverpool.*
- General Gordon 1584
- General Roberts 1214

### Davies, Thomas,
*Ffynon Wen, Cross Inn, Llandyssil, Cardigan.*
- Volunteer 56

### Davies, Thomas, & Co.,
*Merion House, Towyn, Merioneth-shire.*
- Sarah Davies 90

### Davies, William, & Co.,
*Portreath, Cornwall.*
- Ringleader 167

### Davila, Miguel, y Hermano,
*Iquitos, Peru.*
- s. Simonne 51

### Davis, Benjamin,
*Yarmouth, N.S.*
- Helen 199

### Davis, C. A.,
*Somerset, Mass., U.S.*
- Hope Sherwood 522
- Quinebang 474

### Davis Coal & Coke Co.,
*421, Chestnut Street, Philadelphia, U.S.*
- Belle Halliday 337
- Elk Garden 749
- Hampshire 735
- William L. Walker 563

### Davis, J. F. & C. A.,
*Somerset, Mass., U.S.*
- Benjamin F. Poole 1099
- Governor Ames 1597

### Davis, J. H.,
*26, Worcester Street, Plymouth.*
(Plymouth Mercantile Shipping Co., Ltd.)
- Alfred 100
- Snowdrop 125
- Ruby 75

### Davis, James,
*King Street East, Sandy Bay, Hobart, Tasmania.*
- Pelotas 251

### Davis, M. J.,
*Clifton, Colchester Co., N.S.*
- Lillie 311

### Davis, Rock,
*Blackwall, Brisbane Water, N.S.W.*
- s. Pretoria 112

### Davis, Samuel B.,
*Yarmouth, N.S.*
- Peerless 278

### Daw, A. F.,
*Oceanville, Me., U.S.*

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- Charles A. Hunt 116

### Dawe, Charles,
*Bay Roberts, Conception Bay, N.F.L.*
- Maryetta 171

### Dawson Bros.,
*Glasgow.*
(Cape Steam Shipping Co., Ld.)
- s. Cape Clear 79
- s. Cape Wrath 73
- s. Cape York 181

### Dawson, W. S.,
*Sunderland.*
- s. New Century 84
- s. New Enterprise 84

### Day, Albert,
*Brooklyn, N.Y., U.S.*
- Annie Bliss 275

### Dayton, G. G.,
*Port Jefferson, U.S.*
- Bessie Whiting 532

### Dayton, James,
*Port Jefferson, N.Y., U.S.*
- Clara E. Bergen 457

### De Abasolo, Felix,
*Bilbao, Spain.*
(Cia. Naviera Vascongada.)
- s. Archanda 1300
- s. Arraiz 1721
- s. Banderas 1333
- s. Cobetas 1571
- s. Felix de Abasolo 2147
- s. Goyerri 1835
- s. Pagasarri 2004
- s. Virgen de Lourdes 1951

(Sociedad Maritima de Vizcaya.)
- s. Serantes 1239

### De Almeida, J. J.,
*S. Joao da Barra, Brazil.*
- Regaleira 155

### De Andreis, Franco, fu G. B.,
*Pra, Genoa, Italy.*
- Madre Maria 559

### De Arazoza, Rafael,
*A del Norte 219A, Havana, Cuba.*
- s. Isla de Cuba 253

### De Aristeguieta, José M.,
*San Sebastian, Spain.*
- s. Yolar 187

### De Arizaga, Atanasio,
*Estacion 5, Bilbao, Spain.*
(Cia. Maritima Cantabria.)
- s. Chio 286

### De Armona, G.,
*Bilbao, Spain.*
(Cia. del Vapor San Miguel.)
- s. Pacifico 25
- s. San Miguel 69

### De Arrotegui, M. M.,
*Arrabal de Fragua Bermeo, Bilbao, Spain.*
(Agents in England—John Glynn & Son, 14, Chapel Street, Liverpool.)

Net Tons
- s. Gaditano 1569
- s. Madrileño 1777
- s. Riojano 3550
- s. Santanderino 1814

### De Azeveda, J. R.
(c/o Souza, Alves & Cia.),
*Rua Rosario 133, Rio Janeiro, Brazil.*
- Anna 159

### De Barthelemy & De Pourtalès,
*51, Rue Pierre Charron, Paris, France.*
- Melita 230

### De Bessa, C. J.,
*Laguna, Brazil.*
- Santo Antonio 133

### De Boismenu, J. G.,
*St. Malo, France.*
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### De Bruyne, Osenbrüg & Co.,
*Punta Arenas, Chili.*
- s. Sur 73

### De Buhr, H. J.,
*Warsingsfehn, Germany.*
- Antje 150

### De Buhr, J. W.,
*Iheringsfehn, Germany.*
- Hinrika 105

### De Capurro, Mercedes D. v.,
*Valparaiso, Chili.*
- Lake Leman 1035

### De Casas, Carlos,
*Rivadeo, Spain.*
- Carlos
- J. M. B.

### De Chanteloup & M. Levasseur,
*47, Rue Maupas, Fecamp, France.*
- César 160

### De Cottes, G. A.,
*Jacksonville, Fla., U.S.*
- s. Admiral Dewey 54

### De Encarnacão, Joaquim José,
*Cima do Muro 62, Oporto, Portugal.*
- D. Elvira
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- Dona Aurora 123

### De Fraine, G.,
*Sussex Street, Sydney, N.S.W.*
- s. Kincumber 85

### De Freitas, A. C., & Co.,
*16/17, Alsterdamm, Hamburg, Germany.*

Net Tons
- s. Arcadia
- s. Bagdad 994
- Beethoven 1977
- s. Byzanz 1151
- Flotow 296
- s. Gutenberg 394
- s. Kopernikus 243
- Lortzing 287
- s. Lusitania 1591
- s. Morea 931
- Mozart 1375
- s. Pergamon 1272
- s. Roma 1027
- s. Venezia 963

### De Freitas, A. M.,
*1, Largo de Terreiro do Trigo, Lisbon, Portugal.*
- Nautico (gross) 187
- Navegante 287

### De Freitas, Joao Alves,
*Pard, Brazil.*
- Leonor 719

### De Groot & Peck,
*124, Water Street, New York, U.S.*
- Luzon 1339
- Paul Revere 1641

### De Groote, César,
*Boulevard du Midi 54, Ostend, Belgium.*
- s. Hélène 62
- s. Mercedes 91

### De Guy, J. Tamborin,
*Pelotas, Brazil.*
- Tamborin 247

### De Hart, M. J.,
*B. Lombard Street, Newcastle-on-Tyne.*
(Red "S" S.S. Co., Ld.)
- s. Sanda 1405

### De Jong,
*Rotterdam, Holland.*
- Ebenhaezer 194

### De Kotter, Naamlooze Vennootschap Visscherij Maats.,
*Ymuiden, Holland.*
- s. Anna 99
- s. Luitenant Generaal den Beer Poortugaal 52
- s. Nellie 62
- s. Wilhelmina 95

### De la Brosse & Fouché,
*Prairie au Duc, Nantes, France.*
- s. Roitelet 72

### De la Fuente, F.,
*Valparaiso, Chili.*
- s. Almirante Latorre 365

### De la Rama, I.,
*Iloilo, Philippine Islands.*
- s. De la Rama 623
- s. Isla de Negros 150
- s. Molino 58
- s. Taculing 90

### De Lima, A. J. Rebello,
*Rua Infante D. Henrique, Oporto, Portugal.*
- Patriota 101

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**De Lima, M. R.,**
*Lisbon, Portugal.*
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**De Lima, P. J. V.,**
*Pernambuco, Brazil.*
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**De Madariaga, R.,**
*Bilbao, Spain.*
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**De Maruri, Teodoro H.,**
*Estufa 13, Bilbao, Spain.*
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**De Mattos, J. M.,**
*Vianna do Castello, Portugal.*
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**De Medeiros, Julião Tavares,**
*70, Rua Augusta 2º, Lisbon, Portugal.*
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**De Mello, C. J.,**
*Pelotas, Rio Grande do Sul, Brazil.*
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**De Mello, F. J., & F. da Rocha,**
*Pelotas, Brazil.*
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**De Mesquita, José Claudio,**
*Manaos, Brazil.*
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**De Miranda, P. G. Chermont,**
*Caixa 3891, Para, Brazil.*
(Cia. Protectora da Industria Pastoril.)
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**De Ochoa, Isidoro, & Co.,**
*Apartado 31, Vera Cruz, Mexico.*
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**De Oliveira, C. H. Contreiras,**
*Pará, Brazil.*
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**De Oliveira, S. G., & Co.,**
*Para, Brazil.*
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**De Oliveira, V. P.,**
*Angra dos Reis, Brazil.*
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**De Otero, Blas, & Co.,**
*Sendeja Chalet, Bilbao, Spain.*
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**De Poorter, Jos.,**
*Wetteratraat 19, Rotterdam, Holland.*
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**De Rosa, M.,**
*Casilla Correo 1535, Buenos Ayres, Argentine Republic.*
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*Torre del Greco, Italy.*
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**De Ruggiero, Beatrice,**
120, *Strada Stella, Naples, Italy.*
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**De Salazar, Julian,**
*Pasajes, San Sebastian, Spain.*
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**De Sanna, Roberto,**
*Naples, Italy.*
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**De Sobrino, R. K. & Co., S. en C.,**
*Cadiz, Spain.*
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**De Tezanos, F.,**
*Buenos Ayres, Argentine Republic.*
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**De Ugarte, Victor,**
*Astarloa 5, Bilbao, Spain.*
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**De Valensuela, Sara B. v.,**
*Punta Arenas, Chili.*
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**De Villa Maria, S. U.,**
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**De Winter, G. G.,**
*Martenshoek, Holland.*
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**De Witte, B., & Zoon,**
*Bergen op Zoom, Holland.*
Johanna Wilhelmina ..... 118

**De Wolf, C. E., & Co.,**
28, *Brunswick Street, Liverpool.*
Net Tons
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Erin's I[illegible] ..... [illegible]
Glenalvon ..... 1830
Glenesslin ..... 1615
Haddon Hall ..... 1332
Lyerhorn ..... [illegible]
Matterhorn ..... 1764
Penthesilea ..... 1668
Senator ..... 1480
Silberhorn ..... 1774

**De Yandiola, G.,**
*Bilbao, Spain.*
(Cia. Nav. Aurrera.)
s. Aurrera ..... [illegible]
s. Rosario ..... [illegible]
s. Solino ..... [illegible]
s. Y[illegible]a ..... [illegible]

**De Ybarra, G. M.,**
*Campo de Volantin Chalet, Bilbao, Spain.*
s. Ybarra No. 4 ..... 1075

**Deas, Foster & Co.,**
5, *East India Avenue, London, E.C.*
(Heath Line, Ld.)
s. Heathburn ..... 2740
s. Heathcraig ..... 2780
s. Heathglen ..... 2759
s. Heathford ..... 2436
s. Heathbank ..... [illegible]

**Debrot, J. J.,**
*Bonaire, Dutch W. Indies.*
Trader ..... [illegible]

**Deck-Vanarien,**
*Dunkirk, France.*
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**Decker, Herman,**
*Wilmington, N. Carolina, U.S.*
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**Decrow, I. E.,**
*Boston, Mass., U.S.*
Josephine Ellicott ..... 243

**Deddington S.S. Co. Ld.,**
*Deddington Chambers, 4, Bowlalley Lane, Hull.*
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**Dedwith, Griffith E.,**
*Portmadoc.*
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**Dee Steam Fishing Co., Ld.,**
124, *Hammerfield Avenue, Aberdeen.*
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**Deeble, J. H.,**
25, *Arwenack Street, Falmouth.*
s. Eagle ..... 11

**Deer Island & Campobello Steamboat Co.,**
*St. Stephen, N.B.*
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**Deering & Donnell,**
*Bath, Maine, U.S.*
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**Deering, G. G.,**
*Bath, Maine, U.S.*
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John S. Deering ..... 393
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Lydia M. Deering ..... 1063
Malcolm H. Seavey ..... 1051
Mary F. [illegible]rett ..... 15[illegible]
Oliver S. [illegible]rett ..... 5
William Chester Tanner ... [illegible]

**Deering & Robottom,**
50, *Eastcheap, London E.C.*
s. D[illegible] ..... [illegible]

**Deering Winslow Co.,**
328, *Commercial Street, Portland, Me., U.S.*
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**Deffner & Co.,**
*Manaos, Brazil.*
s. Aracahu ..... 218

**Deffner, Correia & Co.,**
*Manaos, Brazil.*
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**Defty, J.,**
152, *Jermyngham Road, New Cross, London, S.E.*
(Antwerp S.S. Co., Ld.)
s. Clapton ..... 34
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**Degregori, Flli., fu G. B.,**
*Via Conservatori del Mare, 8-10, Genoa, Italy.*
De Gregori Gio Batta ..... 1294

**Degregori, Luigi,**
*Via Vittorio Emanuele, No. 3, Camogli, Italy.*
Amicizia ..... 431

**Degrossi, F.,**
*Via Lassola No. 1, [illegible], Italy.*
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**Deiss, J. A., Demange frères & Cie.,**
*Pau, France.*
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**Del Buono, Oreste,**
*Via della Rondinella No. 5, Palazzetta, Leghorn, Italy.*
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**Del Buono, Pilade, fu A.,**
*Porto Ferraio, Italy.*
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**Del Collado, A., & Co.,**
*Apartado 512, Havana, Cuba.*
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**Del Gatto, Angela, fu N.,**
*Torre del Greco, Italy.*
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**Del Gatto, Francesco,**
*Torre del Greco, Italy.*
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**Del Gatto, Giovanni,**
*Torre del Greco, Italy.*
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**Del Portillo, Santiago,**
*Hurtado Amezaga 10, Bilbao, Spain.*
s. Carbones Asturianos ..... [illegible]

**Del Re, Carlo,**
*Genoa, Italy.*
Margherita ..... [illegible]

**Del Rio, A. H., & M. Carrero,**
*Palmeira; 8, Puebla, Spain, respectively.*
Cabieces ..... [illegible]

**Del Rio, Andrés H.,**
*Puebla del Caramiñal, Palmeira, Spain.*
Maria Luisa ..... [illegible]

**Del Valle, Cosme, y Co.,**
*Tenedeja Nacional, Oaxaca, Mexico.*
Tlalok ..... [illegible]

**Delacour, Charles,**
*St. Malo, France.*
A[illegible] ..... [illegible]
N[illegible] ..... [illegible]

**Delaware, Lackawanna and Western Railroad Co.,**
*New York, U.S.*
Canisteo ..... [illegible]
Chemung ..... [illegible]
Chenango ..... [illegible]
Cohocton ..... [illegible]
Hatteras ..... [illegible]
Hopatcong ..... [illegible]
s. [illegible] ..... [illegible]
s. M[illegible] ..... [illegible]
[illegible] ..... [illegible]
S[illegible] ..... [illegible]
[illegible] ..... [illegible]
W[illegible] ..... [illegible]
Pohatcong ..... [illegible]
s. Scranton ..... [illegible]
Shickshinny ..... [illegible]
Tobyhanna ..... [illegible]
Tunkhannock ..... [illegible]

**Delaware Pilots Association,**
319, *Walnut Street, Philadelphia, U.S.*
s. Philadelphia ..... [illegible]

**Delgado, José Domingo,**
*Valparaiso, Chili.*
[illegible] ..... [illegible]

**Della Monica, Francisco,**
*Vietri sul Mare, Italy.*
[illegible] Primo ..... [illegible]
Unione ..... [illegible]
Vincenzino D. ..... [illegible]

**Delmar, J. A.,**
*Manheim, Bergsbergs vacken, Sweden.*
Familjen ..... [illegible]

s. désigne les Vapeurs.

**Delmas frères,**
*La Rochelle, France.*

| | Net Tons |
|---|---|
| s. [illegible] | 1319 |
| s. [illegible] | 1035 |
| s. [illegible] | 1471 |
| s. [illegible] | 1233 |

**Delmas, J. A., & Co.,**
*Bordeaux, France.*

| | |
|---|---|
| s. Marie | 91 |

**Delphin Steamship Co.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Victoria | 207 |

**Delpiano y Gotusso .Hermanos,**
*Calle Defensa 129, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Della Gotuzzo | 110 |

**Delpierre, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Théodore | 162 |

**Delpierre-Noël,**
12, *Rue de la Scierie, Boulogne, France.*

| | |
|---|---|
| Eugène | 103 |
| Jean Baptiste | 109 |
| Marguerite-Marie | 106 |

**Delucchi, Nicolò,**
*Via Pessale No.* 12, *Nervi, Italy.*

| | |
|---|---|
| San Francesco | 758 |

**Demange,**
*Rue Voltaire* 11, *Nantes, France.*

| | |
|---|---|
| Adelaïde | 341 |
| J. B. Demange | 417 |
| Jeanne | 428 |

**Demerara & Berbice Steam Ship Co., Ld.,**
88, *Leadenhall Street, London, E.C.*
*See* W. SMITH & Co.

**Demidoff, J. G.,**
*Suma, Archangel, Russia.*

| | |
|---|---|
| Saint Johan | 154 |

**Demidoro, Iwan Grigoriewitsch,**
*Suma, Archangel, Russia.*

| | |
|---|---|
| Pomoschnik | 155 |

**Dempsey & Son,**
*Philadelphia, U.S.*

| | |
|---|---|
| Lewis Thompson | 642 |

**Denaby & Cadeby Main Collieries, Ld.,**
*Doncaster, Yorkshire.*

| | |
|---|---|
| s. Denaby | 1930 |
| s. Fusoy | 709 |

**"Dene" Steam Shipping Co., Ld.,**
*Guildhall Chambers, Quayside, Newcastle-on-Tyne.*
*See* J. T. LUNN & Co.

**Denegri, Fratelli, fu F.,**
*Via Vittorio Emanuele No.* 5, *Camogli, Italy.*

| | |
|---|---|
| s. Arethusa | 1141 |
| [illegible] | 1246 |
| Filippo Denegri | 838 |

**Denegri, Fratelli, & G. B. Mortola,**
*Via al Borchetto, Camogli, Italy.*

| | Net Tons |
|---|---|
| Mairi Bhan | 1315 |

**Denegri, Giuseppe, fu Filippo,**
*Salita Graziani, Camogli, Italy.*

| | |
|---|---|
| Silenzio | 701 |

**Denholm, J., & Co.,**
*Bo'ness.*

| | |
|---|---|
| s. Cumbrian | 632 |
| s. Glencairn | 677 |

**Denholm, J. & J.,**
*Sugar Exchange Buildings, Greenock.*

| | |
|---|---|
| s. Cathcartpark | 453 |
| s. Deerpark | 543 |
| s. Garvelpark | 543 |
| s. Glenpark | 526 |
| s. Mountpark | 597 |
| s. Wellpark | 526 |

**Denison, John W.,**
*Auckland, N.Z.*

| | |
|---|---|
| Handa Isle | 261 |

**Denley, J.,**
*Penzance, Cornwall.*

| | |
|---|---|
| Chrysolite | 128 |

**Denniston, P., & Co.**
(ISLAND LINE),
145, *Queen Street, Glasgow.*

| | |
|---|---|
| Australia | [illegible] |
| Bermuda | [illegible] |
| Formosa | 1471 |
| Java | 848 |
| Lakemba | [illegible] |
| Lucipara | 1770 |
| Natuna | [illegible] |
| Samoa | 1054 |
| Socotra | 1537 |
| Sumbawa | 1066 |
| Tasmania | 2093 |
| Ventura | 1581 |

**Dens, L., & Co.,**
8, *Rue Gramaye, Antwerp, Belgium.*
(Océan Soc. Anon. Belge d'Armement.)

| | |
|---|---|
| s. Prince Albert | 1127 |

**Dent & Co.,**
*Custom House Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Critic | 1704 |
| s. Stanley | 43 |

**Dent, James,**
*Huskisson, Jervis Bay, N.S.W.*

| | |
|---|---|
| Rello | 100 |

**Depeaux,**
*Rouen, France.*

| | |
|---|---|
| s. Alice Depeaux | 554 |

**Deppe, Adolf,**
16, *Rue de Bordeaux, Antwerp, Belgium.*

| | |
|---|---|
| s. Adolf Deppe | 1377 |
| s. Adour | 449 |
| s. Amelie | 6[illegible] |
| s. Congo | 1020 |
| s. Escaut | 635 |
| s. Garonne | 549 |
| s. Lys | 1501 |
| s. Meuse | 473 |
| s. Nil | 1017 |
| s. Sambre | 1234 |

(Cie. Nationale Belge de Transports Maritimes.)

| | |
|---|---|
| s. Brabant | 1[illegible] |
| s. Flandres | [illegible] |
| s. Hainaut | [illegible] |
| s. Liege | [illegible] |
| s. Roumanie | 1674 |

**Derin, Stefano,**
*Capodistria, Austria.*

| | Net Tons |
|---|---|
| s. Capodistria | 93 |
| s. San Giusto | 49 |
| s. Santorio | 56 |

**Derwent, E.,**
*Pen-Brun, Newport, Middlesbro.*

| | |
|---|---|
| Annie | 382 |
| s. Fiery Cross | 9 |
| s. Flying Arrow | 5 |

(East Coast Tug & Lighter Co.)

| | |
|---|---|
| Northumberland | 892 |

**Des Coquets, H.,**
*Portrieux, Côtes du Nord, France.*

| | |
|---|---|
| Henriette | 100 |

**Des Fontaines, E., & Co.,**
*Archangel, Russia.*

| | |
|---|---|
| s. Maimaxa | |

**Descallar, A.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Tres Amigos | 492 |

**Descalzo, Angel,**
*Calle Necochea* 1271, *Boca del Riachuelo, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Domingo y Maria Ferrari | 227 |
| Joven Arturo | 111 |

**Desmarais, Edmund,**
*St. François du Lac, Quebec.*

| | |
|---|---|
| Lorenzo | 117 |

**Desmarais, F.,**
*St. François du Lac, Quebec.*

| | |
|---|---|
| Georgiana | 123 |

**Desmarais Hermanos,**
*Santander, Spain.*

| | |
|---|---|
| s. El Gallo | 380 |

**Desmarais, Jean Baptiste,**
*St. Thomas de Pierreville, Quebec.*

| | |
|---|---|
| St. Cyprien | 128 |
| Notre Dame de Pierreville | 139 |

**Desmarais, Pierre,**
*St. François du Lac, Quebec.*

| | |
|---|---|
| Leopold | 144 |
| St. Pierre | 113 |

**Desprez & Glace,**
24, *Rue G. Cuvier, Fécamp, France.*

| | |
|---|---|
| Neptune | 184 |

**Desrosiere, Onesime,**
*Tumaska, Quebec.*

| | |
|---|---|
| Amelia | 108 |

**Desrosiers, Alphonse,**
*Lanoraie, Quebec, Canada.*

| | |
|---|---|
| Providence | 138 |

**Dessauer, J. F.,**
*Nyhavn,* 11, *Copenhagen.*

| | |
|---|---|
| Danmark | 147 |
| Jupiter | 1691 |

**Destefano & Bensaia,**
*Messina, Sicily.*

| | Net Tons |
|---|---|
| s. Maria | 216 |

**Destouni & Yannoulatos,**
*Piraeus, Greece.*
(Ionian S.S. Navigation.)

| | |
|---|---|
| s. Assos | 174 |
| s. Ed[illegible] | 510 |
| s. Sami | 140 |
| s. Vasileïs Gheorghios (King George) | 1018 |

**Destuni, G. G.,**
*Sebastopol, Russia.*

| | |
|---|---|
| s. Travel | 334 |

**Detroit, Belle Isle and Windsor Ferry Co.,**
*Detroit, Mich., U.S.*

| | |
|---|---|
| s. Columbia | 549 |

**Detroit and Buffalo Steamboat Co.,**
*Detroit, Mich., U.S.*

| | |
|---|---|
| s. Eastern States | 1566 |
| s. Western States | 1566 |

**Detroit & Cleveland Nav. Co.,**
*Foot of Wayne Street, Detroit, Michigan, U.S.*

| | |
|---|---|
| s. City of Alpena | 1232 |
| s. City of Cleveland | 1324 |
| s. City of Detroit | 1454 |
| s. City of Mackinnac | 1278 |
| s. City of the Straits | 812 |

(Cleveland & Buffalo Transit Co.)
*See also under* T. F. NEWMAN.

| | |
|---|---|
| s. State of New York | 565 |
| s. State of Ohio | 917 |

**Deutsch-Amerikanische Petroleum Gesellschaft,**
14/15, *Alsterdamm, Hamburg, Germany.*

| | |
|---|---|
| s. August Korff | 2602 |
| s. Brilliant | 2011 |
| s. Burgermeister Petersen | 1784 |
| s. Deutschland | 2353 |
| s. Diamant | 2205 |
| s. Elise Marie | 2041 |
| s. Energie | 1726 |
| s. Excelsior | 2361 |
| s. Geestemünde | 1758 |
| s. Gut Heil | 1715 |
| s. Helios | 2211 |
| s. Mannheim | 2287 |
| s. Paula | 172[illegible] |
| s. Phœbus | [illegible] |
| s. Standard | 17[illegible] |
| s. Washington | [illegible] |
| s. Willkommen | 1340 |

**Deutsch-Australische Dampfschiffs Gesellschaft,**
1, *Trostbruecke, Hamburg, Germany.*

| | |
|---|---|
| s. Altona | 2787 |
| s. Apolda | 2810 |
| s. Augsburg | [illegible] |
| s. Bergedorf | 3805 |
| s. Bielefeld | 3305 |
| s. Chemnitz | 1772 |
| s. Duisburg | 3324 |
| s. Eisleben | 3610 |
| s. Essen | 1961 |
| s. Flensburg | 2376 |
| s. Harburg | 3327 |
| s. Inlander | 558 |
| s. Itzehoe | [illegible] |
| s. Kiel | [illegible] |
| s. Lahnsz | [illegible] |
| s. Marienburg | [illegible] |
| s. Meissen | [illegible] |
| s. Offenbach | 3463 |
| s. Ottensen | [illegible] |
| s. Pauline | 107 |
| s. Rostock | 2584 |
| s. Solingen | 1820 |
| s. Sommerfeld | 1671 |
| s. Sonneberg | 2925 |
| s. Stassfurt | [illegible] |
| s. Teck | [illegible] |
| s. Varzin | 3355 |

**Deutsch Russische Naptha Import Gesellschaft,**
72/74, *Dorotheenstrasse, Berlin, N W. 7, Germany.*

| | Net Tons |
|---|---|
| s. Rossija | 2501 |

**Deutsche Handels & Plantagen Ges. der Südsee Inseln zu Hamburg,**
*Hamburg, Germany.*

| | |
|---|---|
| Samoa | 162 |

**Deutsche Levante Linie**
*Levante Haus,* 18/21, *Dovenfleth, Hamburg, Germany.*

| | |
|---|---|
| s. Andros | 1163 |
| s. Argos | 1125 |
| s. Athos | 1095 |
| s. Chios | 1060 |
| s. Delos | 1415 |
| s. Enos | 1210 |
| s. Imbros | 1527 |
| s. Kypros | 1390 |
| s. Kythnos | 1240 |
| s. Lemnos | 1595 |
| s. Leros | 1331 |
| s. Lesbos | 1222 |
| s. Lipsos | 1536 |
| s. Milos | 1819 |
| s. Naxos | 1494 |
| s. Paros | 1514 |
| s. Patmos | 1209 |
| s. Pera | 1569 |
| s. Pylos | 1599 |
| s. Pyrgos | 1215 |
| s. Rhodos | 1220 |
| s. Samos | 1219 |
| s. Seriphos | 2034 |
| s. Skyros | 1688 |
| s. Stambul | 1572 |
| s. Tenedos | 2263 |
| s. Thasos | 1209 |
| s. Therapia | 2385 |
| s. Tinos | 1349 |
| s. Volos | 1206 |

**Deutsche Ost-Afrika Linie,**
*Grosse Reichenstrasse,* 23, *Hamburg, Germany.*

| | |
|---|---|
| s. Adjutant | 213 |
| s. Bundesrath | 1327 |
| s. Burgermeister | 3672 |
| Chinde | 231 |
| s. Feldmarschall | 3819 |
| s. General | 1480 |
| s. Gouverneur | 2096 |
| Hans | 127 |
| s. Herzog | 3048 |
| s. Kadett | 34 |
| s. Kaiser | 1744 |
| s. Kanzler | 1840 |
| s. Khalif | 1046 |
| s. König | 2981 |
| s. Kronprinz | 3558 |
| s. Kurfürst | 3539 |
| s. Markgraf | 2228 |
| s. Prisident | 2069 |
| s. Prinzregent | 3747 |
| s. Reichstag | 1319 |
| s. Safari | 993 |
| s. Somali | 1623 |
| s. Sultan | 1781 |

**Deutscher Schulschiff Verein.**
1, *Grosse Johannisstrasse, Bremen, Germany.*

| | |
|---|---|
| Grossherzogin Elisabeth | 721 |

**Deutscher Seefischerei Verein.**
*Hanover, Germany.*

| | |
|---|---|
| s. Poseidon | |

**Devès & G. Chaumet,**
17, *Rue Ferrère, Bordeaux, France.*

| | |
|---|---|
| s. Bani | 283 |
| s. Béarn | 6[illegible] |
| Fourmi | 120 |
| s. Hirondelle | 113 |
| s. Macina | 932 |

**Deveson, Samuel,**
16, *High Street, Ramsgate.*

| | |
|---|---|
| Fawn | 173 |
| Lux | 133 |

s. signifies Steamer.

**Deville, Jules, & Cie.,**
*2, Rue Grignan, Marseilles, France.*

| | Net Tons |
|---|---|
| [illegible] | 391 |
| [illegible] | [illegible] |

**Devitt & Moore,**
12, *Fenchurch Buildings, London, E.C.*

| | |
|---|---|
| Derwent | [illegible] |
| Illawarra | [illegible] |
| [illegible] | [illegible] |

**Devlin, T., Jr.,**
203, *Newhaven Road, Trinity, Edinburgh*

| | |
|---|---|
| s. Caledonia | [illegible] |
| s. Captain | [illegible] |
| s. Challenger | [illegible] |
| s. Champion | [illegible] |
| s. Chieftain | [illegible] |
| s. Columba | [illegible] |
| s. Commander | [illegible] |
| s. Commodore | [illegible] |
| s. Companion | [illegible] |
| s. Conductor | [illegible] |
| s. Conqueror | [illegible] |
| s. Councillor | [illegible] |
| s. [illegible] | [illegible] |
| s. Flying Fish | [illegible] |

**Devold, L.,**
*Bergen, Norway.*
(Bergens Havfiskeselskab.)

| | |
|---|---|
| s. Ask | [illegible] |
| s. Selja | [illegible] |

**Devon & Cornwall Steam Packet Co.,**
12, *King William Street, London, E.C.*

| | |
|---|---|
| s. Lady Butler | [illegible] |

**Devon Dock, Pier & S. S. Co., Ld.,**
*Dock Office, Exmouth, Devon.*

| | |
|---|---|
| s. Duchess of Devonshire | [illegible] |
| s. Duke of Devonshire | [illegible] |

**Devonport Steam Ferry Co., Ld.,**
*Auckland, N.Z.*

| | |
|---|---|
| s. Alexandra | [illegible] |
| s. Awarua | 100 |
| s. Britannia | 108 |
| s. [illegible] | 138 |
| s. [illegible] | 133 |
| s. Victoria | 93 |

**Devoto & Beraldo,**
*Piazza Demarini No. 1, Genoa, Italy.*

| | |
|---|---|
| s. Riconoscenza | [illegible] |
| s. Sinceritá | [illegible] |

**Dewell, James D.,**
233 & 235, *State Street, New Haven, Conn., U.S.*

| | |
|---|---|
| Charles F. Tuttle | [illegible] |
| George M. Grant | [illegible] |
| James D. Dewell | [illegible] |
| Lyman M. [illegible] | [illegible] |

**Dexter, Geo.,**
*Papeete, Tahiti.*

| | |
|---|---|
| Tamarii T[illegible] (gross) | 145 |

**Dezairs, Louis,**
*Dunkirk, France.*

| | |
|---|---|
| s. Arctique | 115 |

**Di Beo, C. Simonetti in,**
*Via Regia, Viareggio, Italy.*

| | |
|---|---|
| Risorgimento | [illegible] |

**Di Donna, Salvatore,**
*Torre del Greco, Italy.*

| | Net Tons |
|---|---|
| Il Salvatore | [illegible] |

**Di Donna, Vincenzo fu G.,**
*Corso Garibaldi, Torre del Greco, Italy.*

| | |
|---|---|
| Gennaro | [illegible] |
| Sant' Anna S. | [illegible] |

**Di Giovannini, Emilio,**
*Via degli Uffici, Viareggio, Italy.*

| | |
|---|---|
| Elettra Eudora | 148 |

**Di Maio, R.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Maria P. | 123 |

**Di Martino, A.,**
*Procida, Italy.*

| | |
|---|---|
| La Filiucia | [illegible] |

**Di Mello, S. F., & Cia.,**
*Manaos, Brazil.*

| | |
|---|---|
| s. Rio Ituxy | [illegible] |

**Di Paolo, Eugenio,**
*Lucca, Italy.*

| | |
|---|---|
| Felicina | [illegible] |

**Di Vito, Francesco,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Sant' Antonio D. | 142 |

**Di Vito, L.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Secondo Di Vito | 115 |

**Diacachi, Minas J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Agios Georgios | 304 |

**Diacakis, Calvocoressis, Tro..moff & Co.,**
*Syra, Greece.*

| | |
|---|---|
| s. Ioannis | [illegible] |

**Diakiki, A., & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Cephalonia | [illegible] |
| s. Piræus | [illegible] |
| s. Vasilissa Olga | [illegible] |

**Diamantari, Theodoros,**
*Constantinople, Turkey.*

| | |
|---|---|
| Despina | [illegible] |
| Ioannis | [illegible] |

**Diamantidis, D., & fils,**
*Taganrog, Russia.*

| | |
|---|---|
| s. Dimitri | [illegible] |
| s. Elena D. | [illegible] |
| s. Maria D. | [illegible] |

**Diamantidis, K.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Nicolaos | [illegible] |

**Diamantidis, N. D.,**
*Taganrog, Russia.*

| | |
|---|---|
| s. D. Diamantidis | [illegible] |

**Dias, L., da Silva & Co.,**
*Rua Nova de Sant' Anna No. 19a, Para, Brazil.*

| | Net Tons |
|---|---|
| s. [illegible] | [illegible] |

**Diaz, Viuda & Hijos de J.,**
*Roquejada, Spain.*

| | |
|---|---|
| [illegible] | [illegible] |

**Diaz J., & F. Merino,**
*Valparaiso, Chili.*

| | |
|---|---|
| Mary [illegible] | [illegible] |

**Dible, James,**
*Southampton.*

| | |
|---|---|
| Kenneth Victor | [illegible] |
| [illegible] | [illegible] |

**Dick & Page,**
2, *St. Michael's House, Cornhill, London, E.C.*

| | |
|---|---|
| s. Conqueror | [illegible] |

(Elliott Steam Tug Co., Ld.)

| | |
|---|---|
| s. Challenge | [illegible] |
| s. Champion | [illegible] |
| s. Gauntlet | [illegible] |
| s. Victor | [illegible] |
| s. Warrior | [illegible] |

**Dickie, Alfred,**
*Lower Stewiacke, N.S.*

| | |
|---|---|
| s. Briardene | [illegible] |
| Stewiacke | [illegible] |
| s. Viking | [illegible] |

**Dickie, Martin,**
*Truro, N.S.*

| | |
|---|---|
| Savona | [illegible] |

**Dickson & Eddy,**
20, *Broadway, New York, U.S.*

| | |
|---|---|
| David Wallace | [illegible] |
| Forest Belle | [illegible] |
| Pilgrim | [illegible] |
| Thomas L. Parker | [illegible] |
| Western Belle | [illegible] |

**Dickson, Ellridge M.,**
*Louisburg, Cape Breton.*

| | |
|---|---|
| J. H. Bowers | [illegible] |

**Dickson, Stephen,**
*Terry Street, Balmain, Sydney, N.S.W.*

| | |
|---|---|
| s. Kiaora | [illegible] |

**Didricksson, J.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Annie | [illegible] |

**Dieck, E. tom,**
*Elsfleth, Germany.*

| | |
|---|---|
| Anna | [illegible] |
| Anna Rankin | [illegible] |
| Olga | [illegible] |

**Diederichsen, Heinrich,**
*Eisenbahndam 12, Kiel, Germany.*

| | |
|---|---|
| s. Hermann | [illegible] |
| s. H[illegible] | [illegible] |
| s. Marie | [illegible] |
| s. Mimi | [illegible] |
| s. Selma | [illegible] |
| s. [illegible] | [illegible] |
| s. Theodor Wille | [illegible] |

**Diederichsen, Jebsen & Co.,**
*Chefoo, China; and 33-34, Admiralitäts-strasse, Hamburg, Germany.*

| | |
|---|---|
| s. Chefoo | [illegible] |

**Diego, Domingo,**
*Room 50, Campeche, Mexico.*

| | Net Tons |
|---|---|
| Almirante | [illegible] |

**Dietrichs, A. M.,**
*Agentgaden, Fredrikstad, Norway.*

| | |
|---|---|
| Flora | [illegible] |

**Digby, H. J.,**
*Yarmouth, Isle of Wight.*

| | |
|---|---|
| [illegible] | [illegible] |

**Dijk, A. van,**
*Delfzijl, Holland.*
(Stoom. Maats. Het Noorden.)

| | |
|---|---|
| s. Valeria | [illegible] |

**Dijk, J. F. van,**
*Groningen, Holland.*

| | |
|---|---|
| Gezina | [illegible] |

**Dik, E. H.,**
*Groningen, Holland.*

| | |
|---|---|
| Mathilda | [illegible] |

**Dilkes, G. R. & Co.,**
305, *Walnut Street, Philadelphia, U.S.*
(Southern Steamship Co.)

| | |
|---|---|
| s. M. F. Plant | [illegible] |
| s. Shawmut | [illegible] |

**Dillberg, C. J. F.,**
*Halmstad, Sweden.*
(Angb. Aktieb. "Verdandi.")

| | |
|---|---|
| s. Nordan | [illegible] |
| s. Pluto | [illegible] |

**Dillon, H. W.,**
*Ethelburga House, 70 & 71, Bishopsgate Street Within, London, E.C.*
(Dowgate Steam Ship Co., Ld.)

| | |
|---|---|
| s. Aldersgate | [illegible] |
| s. Aldgate | [illegible] |
| s. Bishopsgate | [illegible] |
| s. Dowgate | [illegible] |
| s. Moorgate | [illegible] |

**Dimitriou, Agapitos Chrissofos,**
*Syra, Asiatic Turkey.*

| | |
|---|---|
| Profitis Elias | [illegible] |

**Dinoir, Gustave,**
*Dunkirk, France.*

| | |
|---|---|
| Alerte | 100 |
| La Gaillarde | [illegible] |

**Dinsmore, Graham & Soley,**
*Lower Economy, N.S.*

| | |
|---|---|
| Scotia Queen | [illegible] |

**Dirks & Dates,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Feils Quebracho | [illegible] |
| s. M.O.P. 105 B. | [illegible] |
| s. M.O.P. 107 B. | [illegible] |
| s. M.O.P. 108 B. | [illegible] |

**Disa, Rederiaktieb.,**
*Gefle, Sweden.*
*See* O. A. BRODIN.

**Disma-Basso, Cav. P.,**
*Oneglia, Italy.*

| | |
|---|---|
| [illegible] | [illegible] |

**Ditlefsen, D.,**
*Lunde Christiansand, Norway.*

| | Net Tons |
|---|---|
| [illegible] | [illegible] |
| Vaarbud | [illegible] |

**Divel & Co.,**
*Cancale, France.*

| | |
|---|---|
| Sainte [illegible] | [illegible] |

**Dives, William,**
16, *Hawthorn Road, Milton-next-Sittingbourne, Kent.*

| | |
|---|---|
| Ethel Edith | [illegible] |

**Dix, J. W.,**
*Baltimore, U.S.*

| | |
|---|---|
| Caspar Haft | [illegible] |

**Dix & Wilkins,**
9, *East Lombard Street, Baltimore, U.S.*

| | |
|---|---|
| John A. Matheson | [illegible] |
| W. H. [illegible] | [illegible] |

**Dixon, C. E.,**
12, *Great St. Helen's, London, E.C.*

| | |
|---|---|
| G[illegible] | [illegible] |

**Dixon, J. B., & Co.,**
45, *West Scantside, Sunderland.*

| | |
|---|---|
| s. Ashdene | [illegible] |

**Dixon, Robson & Co.,**
*Cathedral Buildings, [illegible] Street, Newcastle-on-Tyne.*
(Isles Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Isle of Hastings | [illegible] |
| s. Isle of Iona | [illegible] |
| s. Isle of Kent | [illegible] |
| s. Isle of Lewis | [illegible] |

**Dixon, Sample & Co.,**
*Newcastle-on-Tyne.*
(Swan Line, Ld.)

| | |
|---|---|
| s. White Swan | [illegible] |

**Dixon, Thos., & Sons,**
113, *Corporation Street, Belfast.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

(The Irish Shipowners' Co., Ld.)—
LORD LINE.

| | |
|---|---|
| s. Lord Antrim | [illegible] |
| s. Lord Charlemont | [illegible] |
| s. Lord Downshire | [illegible] |
| s. Lord Dufferin | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Lord Ormonde | [illegible] |
| s. Lord Roberts | [illegible] |

**Djevad Bey,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Fazia | [illegible] |

**Dmitrieff, P.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Julia | [illegible] |
| s. Z. M. Chrissoveloni | [illegible] |

**Do D'Acheno, T.,**
*Paranaguá, Brazil.*

| | |
|---|---|
| s. [illegible] | [illegible] |

s. désigne les Vapeurs.

### Doane & Co.,
109, *Commercial Street, Boston, U.S.*

| | Net Tons |
|---|---|
| Lizzie H. Brayton | [illegible] |
| Maude Sherwood | 546 |

### Dobrée y Cia.,
*Punta Arenas, Chili.*

| | |
|---|---|
| s. Elena | 70 |

### Dodd, S. H.,
*Philadelphia, U.S.*

| | |
|---|---|
| Eliza A. Scribner | 351 |

### "Dodds'" Steam Fishing Co., Ld.
*See* W. H. DODDS.

### Dodds, W. H.,
*Maritime Chambers, South Market Street, Aberdeen.*

| | |
|---|---|
| s. Chinkiang | 33 |
| s. Evening Star | 39 |
| s. Merlin | 46 |
| s. Vineyard | 29 |
| (The "Dodds" Steam Fishing Co., Ld.) | |
| s. Ambassador | 43 |
| s. Arctic | [illegible] |
| s. Chancellor | 54 |
| s. King Edward | 57 |
| s. Laureate | 67 |
| s. M. A. Dodds | 33 |
| s. Premier | 53 |
| s. Princess Beatrice | 54 |
| s. Princess May | 62 |
| s. Princess Victoria | 54 |
| s. Queen Alexandra | 58 |
| s. Viceroy | 40 |
| s. Victoria Regina | 41 |

### Dodero, Carlos,
*Calle Montes de Oca, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Napoli | 172 |

### Dodero, Flli. G. B. & N.,
*Via San Nazaro No. 6 Int. 5, San Francesco d'Alboro, Genoa, Italy.*

| | |
|---|---|
| Rosario | 358 |

### Dodero, P. & A. Olivari,
*Via Colombo No. 6, Genoa, Italy.*

| | |
|---|---|
| Jone II. | 658 |

### Dodge, E. J.,
6, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. South Bay | 279 |

### Doe, C. F., & Co.,
133, *Spear Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Advance | 265 |
| (Coquille Mill & Tug Co.) | |
| Onward | 255 |

### Doe, Chas. P.,
*Valejo St. Dock, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Eureka | 312 |
| s. Pasadena | 236 |
| s. Phœnix | 160 |

### Doeg, John S.,
*Commercial Road, Aberdeen.*

| | |
|---|---|
| s. Lionel | 18 |
| (Don Fishing Co., Ld.) | |
| s. Bracondale | 42 |
| s. Braconhill | 40 |

### Doehring, H.,
*Lübeck, Germany.*
(Hanseatischer Lloyd.)

| | Net Tons |
|---|---|
| s. Pionier | 777 |
| s. Progress | 453 |
| s. Prosper | 480 |

### Doepel, Frederick,
*Bellinger River, N.S.W.*

| | |
|---|---|
| Alma Doepel | 131 |
| Violet Doepel | 114 |

### Dogger Maatschappij,
*Vlaardingen, Holland.*

| | |
|---|---|
| s. Koningin Wilhelmina | 95 |

### Doggerbank, Zeevisscherij Maats.,
*Ymuiden, Holland.*

| | |
|---|---|
| s. Bruinvisch | 79 |
| s. Walrus | 38 |
| s. Zeehound | 57 |
| s. Zeelecuw | 36 |

### Dogmedgi Sali Effendi,
*Constantinople, Turkey.*

| | |
|---|---|
| Avni Ilahi | 298 |

### Doig, M.,
25A, *Deemount Road, Aberdeen.*

| | |
|---|---|
| s. Faith | 46 |
| s. Monarch | 47 |

### Dolbeer & Carson,
6, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Azalea | 327 |
| Bertha Dolbeer | 231 |
| Lottie Carson | 244 |
| Mabel Gray | 196 |
| Mawcoma | 393 |
| Wawona | 414 |

### Dolgova, O. I.,
*Odessa, Russia.*

| | |
|---|---|
| s. Omonia | 48 |

### Doliza, D. N.,
*Andros, Greece.*

| | |
|---|---|
| Evangelistria | 144 |

### Dollar, M. S., S.S. Co.,
134, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. M. S. Dollar | 2674 |
| s. Melville Dollar | 1103 |

### Dollar, Robert,
134, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Grace Dollar | 289 |
| s. Rival | 203 |
| s. Robert Dollar | 533 |

### Dollar (Stanley) Co., Ld.,
*Victoria, B.C.*

| | |
|---|---|
| s. Missouri | 1857 |

### Dollar Steamship Co.,
204, *Front Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. James Dollar | 1203 |
| s. Noyo | 229 |
| s. Sequoia | 258 |

### Dombrowsky, J.,
*Koienholm No. 12, Riga, Russia.*

| | |
|---|---|
| Jacob Catharina | 305 |

### Dominion Atlantic Railway Co.,
*Threadneedle House, Bishopsgate Street, London, E.C.*
*See* R. L. CAMPBELL.

### Dominion Coal Co., Ld.,
*Glace Bay, Cape Breton.*

| | Net Tons |
|---|---|
| Alice | 248 |
| s. Bonavista | 837 |
| s. Cacouna | 931 |
| s. Cape Breton | 1109 |
| s. Douglass H. Thomas | 144 |
| Grandee | 1262 |
| Lizzie | 245 |
| s. Louisburg | 1192 |
| Mabel | 247 |
| Rembrandt | 1413 |

### Dominion Line.
*See* BRITISH & NORTH ATLANTIC S. NAV. CO., LD., & MISSISSIPPI & DOMINION S.S. CO., LD.

### Dominion Ship Co., Ld.,
14, *Water Street, Liverpool.*
*See* W. THOMAS & CO.

### Don, Azoff & Black Sea Steam Nav. Co.,
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Aksay | 141 |
| s. Apollon | 139 |
| s. Baltic | 278 |
| s. Berdiansk | 189 |
| s. Bitchok | 63 |
| s. Dagmara | 108 |
| s. Don | 137 |
| s. Donetz | 119 |
| s. Imperatritza Maria | 134 |
| s. Kiev | 377 |
| s. Novoselsky | 191 |
| s. Risak | 117 |
| s. Saint Petersburg | 322 |
| s. Woroschdenie | 507 |
| s. Wpered | 519 |
| s. Yeisk | 125 |

### Don Fishing Co., Ld.,
*Commercial Road, Aberdeen.*
*See* J. S. DOEG.

### Don River Mouth Commission.
*Rostoff o/Don, Russia.*

| | |
|---|---|
| s. Eisbrecher der Don | 127 |
| s. Kotzebue | 78 |
| s. Rostoff | 57 |

### Donaghy, Thomas, jun.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| L. A. Plummer | 336 |

### Donald, A. B.,
*P.O. Box 219, Auckland, N.Z.*

| | |
|---|---|
| Eunice | 171 |

### Donald S.S. Co., Incorp.,
18, *Broadway, New York, U.S.*

| | |
|---|---|
| s. Alice | 490 |
| s. David | 863 |
| s. Donald | 408 |
| s. Duncan | 633 |
| s. Lillie | 830 |

### Donald & Taylor,
123, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Clymene | 896 |
| s. Embleton | 594 |
| s. Glenmore | 1053 |
| s. Hellenes | 1263 |
| s. Jessmore | 1434 |
| (S.S. Rydal Water Co., Ld.) | |
| s. Earnwood | 1366 |

### Donaldson Bros.
(Donaldson Line),
58, *Bothwell Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Alcides | 2181 |
| s. Athenia | 4650 |
| s. Concordia | 1617 |
| s. Hestia | 2434 |
| s. Indrani | 2339 |
| s. Kastalia | 2502 |
| s. Lakonia | 3046 |
| s. Marina | 3322 |
| s. Orthia | 2694 |
| s. Parthenia | 3310 |
| s. Salacia | 2636 |
| s. Tritonia | 2720 |
| (Glasgow & Newport News S.S. Co., Ld.) | |
| s. Almora | 2835 |

### Donaldson, John,
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Cuba | 1360 |

### Donaldson Line.
*See* DONALDSON BROS.

### Donato, Flli. F. & G.,
*Messina, Sicily.*

| | |
|---|---|
| Giuseppe Donato | 124 |

### Doncett, Urbain,
*Meteghan River, N.S.*

| | |
|---|---|
| James Daly | 162 |

### Donegani, Luigi,
*Scali del Pesce No. 2, Leghorn, Italy.*

| | |
|---|---|
| Lucie & Marie | 207 |
| s. Tripoli | 1654 |

### Donelly, J., & Co.,
*St. Catharine's, Ontario.*

| | |
|---|---|
| Grantham | 325 |

### Donna Julia Sailing Ship Co., Ld.,
39, *Billiter Buildings, London, E.C.*
*See* J. HAYES & Co.

### Donnell & McKown,
196, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Elizabeth T. Doyle | 664 |

### Donnell, W. T.,
279, *Washington Street, Bath, Maine, U.S.*

| | |
|---|---|
| Addie P. McFadden | 199 |
| Alice M. Colburn | 1434 |
| Clara A. Donnell | 991 |
| George A. McFadden | 936 |
| Independent | 1071 |
| Leora M. Thurlow | 178 |

### Donnelly Salvage and Wrecking Co., Ld.,
*Kingston, Ontario.*

| | |
|---|---|
| s. Donnelly | 90 |

### Donnér, Herm.,
*Åhus, Sweden.*

| | |
|---|---|
| s. Helge | 190 |
| s. Ystad | 195 |

### Donovan, Charles L.,
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Edna | 282 |

### Donovan, P.,
*Foughal, co. Cork.*

| | Net Tons |
|---|---|
| B. I. | 91 |

### Dönvig, J. M.,
*Christiania, Norway.*

| | |
|---|---|
| s. Argo | 878 |

### Dor, G., fils & Co.,
47, *Rue Montgrand, Marseilles, France*

| | |
|---|---|
| Mezly | 1266 |

### Dor, Paul,
75, *Rue St. Jacques, Marseilles, France.*

| | |
|---|---|
| Jeanne d'Arc | 1125 |

### Dordrecht Steamtrawler Maatschappij,
*Ymuiden, Holland.*

| | |
|---|---|
| s. Dordrecht | 40 |

### Dordtsche Petroleum Maatschappij,
*Amsterdam, Holland.*

| | |
|---|---|
| s. Dordt | 65 |

### Dorey, Onesimus,
*North Quay, St. Peter's Port, Guernsey.*

| | |
|---|---|
| Aurora | 234 |
| (Anglo-French S.S. Co., Ld.) | |
| s. Devonia | 179 |

### Dorey, R. J.,
*The Briers, St. Sampson's, Guernsey.*

| | |
|---|---|
| Leading Chief | 287 |
| Monarch | 268 |
| Morning Star | 186 |
| Ocean Monarch | 204 |
| W. W. Lloyd | 230 |

### Dorgan, John A.,
*c/o C. H. Costello, Mobile, Ala., U.S.*

| | |
|---|---|
| B. Frank Nealley | 261 |
| Emma L. Cottingham | 475 |
| John H. Crandon | 440 |
| Josephine | 303 |

### Dorion, Gaspard,
*Montmorency, Quebec.*

| | |
|---|---|
| Seabird | 104 |

### Dormien & Paap,
6, *Steinhoeft, Hamburg, Germany.*

| | |
|---|---|
| Minna | 211 |
| Johann | 126 |

### Dos Santos, A. M.,
*Lisbon, Portugal.*

| | |
|---|---|
| Adamastor | 263 |
| Amizade | 349 |

### Dos Santos José Correa,
*Praça do Varzim, Oporto, Portugal.*

| | |
|---|---|
| Florinda | 107 |

### Döscher & Co.,
*Bergen, Norway.*

| | |
|---|---|
| s. Aron | 176 |
| s. Marie | 160 |
| s. Silden | 135 |

### Double, C. H.,
*Dock Street, Fleetwood.*

| | |
|---|---|
| s. Camenes | 64 |
| s. Golden Hope | 60 |



s. signifies Steamer.

**Douet, Edmond,**
*Challans, France.*
Net Tons
Edmond [illegible] Désirée ..... 133

**Dougherty, P., & Co.,**
*Baltimore, U.S.*
s. Defiance ..... 104
[illegible] ..... 558
s. [illegible] ..... [illegible]

**Doughty, A. Henry,**
*Haddonfield, N.J., U.S.*
Richard S Leaming ..... 428

**Doughty, C. E.,**
*Margate.*
Ida ..... 123

**Doughty, H., & Co.,**
*Whitby Street, West Hartlepool.*
(Doughty Shipping Co., Ld.)
s. Aberfeldy ..... 1446
s. Bittam ..... [illegible]
s. Monarchella ..... 1947
s. Norwood ..... 1405

**Doughty Shipping Co., Ld.**
*See* H. DOUGHTY & Co.

**Douglas, Harrison,**
*North Shore, Auckland, N.Z.*
Aldebaran ..... 429

**Douglas Steam Ship Co.,Ld.,**
*No. 1, Douglas Street, Hong Kong, China.*
s. Hatching ..... 1267
s. Halloong ..... 783
s. Hai-mun ..... [illegible]
s. Haitan ..... 1183
s. Thales ..... 320

**Douglas, Thomas,**
*Halifax, N.S.*
Calburga ..... 1360
Osberga ..... 1110

**Douglas, W.,**
*Albany, W.A.*
Iris ..... 208

**Douglass, E. D.,**
139, *North 5th Street, Philadelphia, U.S.*
Rebecca R. Douglas ..... [illegible]

**Douglass, James, Senr.,**
*Belfast.*
s. Dunrobin ..... 7

**Douville, E.,**
*Dieppe, France.*
s. Pierre François ..... 54

**Dove, W. T.,**
12, *Silcott Street, Brightlingsea, Essex.*
Matilda Upton ..... 90

**Dover Harbour Board,**
*Dover.*
s. Granville ..... [illegible]
s. Lady Vita ..... [illegible]

**Dow, M. G.,**
*Bucksport, Maine, U.S.*
Rebecca Crowell ..... 432

**Dowgate Steam Ship Co., Ld.,**
*Ethelburga House, 70 & 71, Bishopsgate Street Within, London, E.C.*
*See* H. W. DILLON.

**Dowie, James, & Co.,**
32, *Tower Buildings West, Water Street, Liverpool.*
Net Tons
Letterewe ..... [illegible]

**Doyle, C. E.,**
*Ellsworth, Me., U.S.*
Otronto ..... 100

**Doyle, John,**
*Arklow, co. Wicklow.*
Glendalough ..... 114

**Dracoulic, G. C.,**
*Ithaca, Greece.*
s. Odysseus ..... 1446

**Drago Fratelli, fu Francesco,**
*Ponte Nuovo, No. 19, Nervi, Italy.*
Nostra Madre ..... 477
Teandro ..... 248

**Drago, Giuseppe,**
*Via Regina Margherita, Nervi, Italy.*
Caterina ..... [illegible]

**Dragona, D.,**
*Samos.*
Spiridion ..... 149

**Drake, James B.,**
*Bath, Maine, U.S.*
Belle O'Neill ..... 394
Ella L. Davenport ..... 470
Georgie L. Drake ..... 309
Henry Clausen, jun. ..... 473
J. Edward Drake ..... 730
James B. Drake ..... [illegible]

**Drake & Maytham,**
*Buffalo, N.Y., U.S.*
s. Vega ..... 1735
s. Vulcan ..... 1367
(Republic Steamship Co.)
s. Brazil ..... 1655
s. Cuba ..... 1845

**Drake, Robert,**
*Braunton, N. Devon.*
Pirate ..... 48

**Drake, W.,**
*Braunton, North Devon.*
Maggie Annie ..... 69

**Drakenberg, J.,**
*Stockholm, Sweden.*
(Bergnings och Dykeriaktieb. "Neptun.")
s. Argo ..... [illegible]
s. Arne ..... 161
s. Belos ..... [illegible]
s. Eol ..... 94
s. Heltos ..... 155
s. Herakles ..... 167
s. Hermes ..... 207
s. Merour ..... [illegible]
s. Neptun ..... [illegible]
s. Poseidon ..... 108

**Drammens Havnevæsen,**
*Drammen, Norway.*
Net Tons
s. [illegible] ..... [illegible]
s. [illegible] ..... 44

**Dreher, A.,**
*Trieste, Austria.*
s. Kathy ..... [illegible]

**Dreiöe, H.,**
*Ærøskjøbing, Denmark.*
[illegible]

**Drenth, H. B.,**
*Oude Pekela, Holland.*
Stella Maris ..... 145

**Dreyer, Claus,**
*Gr. Allé, Bremen, Germany.*
Adelheid ..... 146
Christa ..... 94
Claus Dreyer ..... 154
Gerda ..... 697
Hedwig ..... 757
Helgoland ..... 93

**Dreyfus, Louis, & Co.,**
42, *Rue du Louvre, Paris, France; and Rostoff-sur-Don, Russia.*
s. Carol 1er ..... 2131
s. Sergei Witte ..... [illegible]
s. Sophia ..... [illegible]
s. Vagliano V. ..... [illegible]
s. Victoria ..... 3[illegible]

**Dreymann, J., J. Sack, and A. Alksne,**
*Angern, pr. Tuckum, Russia.*
Circus ..... 237

**Driebeck & Zonen,**
*Rotterdam, Holland.*
s. [illegible] ..... [illegible]

**Driscoll, Timothy,**
*Sherkin Island, co. Cork.*
Water Lily ..... 42

**Drogheda Harbour Commissioners,**
*Drogheda, Ireland.*
s. Drogheda ..... 11

**Dros, P., Azn,**
*Texel, Holland.*
Zuiderzee ..... 186

**Drottningholm-Fittja, Ångbåtsbolaget,**
6, *Skeppsbron, Stockholm, Sweden.*
*See* C. H. BACKERT.

**Dry, John,**
3, *Thrift Street, South Shields.*
s. Snowdon ..... 11
s. Washington ..... 10

**Du Pond,**
*Boulevard de Strasbourg, Nantes, France.*
(Société Anon. l'Océan.)
Antoinette ..... 641

**Dubkowsky, F. D.,**
*Gutsmannsbach, Russia.*
Net Tons
[illegible] ..... 372
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**Dublin, Corporation of the City of,**
*Dublin, Ireland.*
Eblana ..... 347

**Dublin & Glasgow Sailing & Steam Packet Co.**
(Duke Line),
71, *North Wall, Dublin.*
s. Duke of Argyll ..... [illegible]
s. Duke of Fife ..... [illegible]
s. Duke of Gordon ..... [illegible]
s. Duke of Rothesay ..... [illegible]

**Dublin Port & Docks Board,**
20, *Westmoreland Street, Dublin.*
s. Anna Liffey ..... [illegible]
s. Energy ..... 198
s. Majestic ..... [illegible]
s. Number One ..... 19
s. Number Six ..... 383
s. Number Seven ..... [illegible]

**Dublin Steam Trawling Co., Ld.,**
8, *Cardiff Lane, Dublin.*
*See* A. RICHARDSON.

**Dubois, H., Sons Co.,**
*New York, U.S.*
s. Dubois ..... 141

**Dubuisson, Noel,**
9, *Rue St. Bernard, Dunkirk, France.*
s. Lucien ..... 1085
s. Marguerite ..... [illegible]

**Duchochois,**
*Rue d'Orleans, Boulogne-sur-Mer, France.*
Notre Dame des Victoires ..... 125

**Duck, James N.,**
*New York, U.S.*
Alice Smith ..... 172

**Ducroquet, H.,**
*Vannes, France.*
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**Duder, E. J.,**
*St. John's, N.F.L.*
Maggie ..... 178
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**Duff, T. L., & Co.,**
*Glasgow.*
s. Osceola ..... [illegible]

**Duff, William,**
*Carbonear, N.F.L.*
Gwladys ..... 127

**Duffy, H.,**
*Brooklin, Me., U.S.*
Minquas ..... 110

**Dufilhol, E., & fils.,**
*Lorient, France.*
Net [illegible]
Bouton d'Or ..... [illegible]
[illegible] ..... [illegible]
Fleur de Genêts ..... [illegible]

**Dufour, Figli di Luigi,**
21, *Via Balbi, Genoa, Italy.*
s. Melobesia ..... 1016

**Dufour, Fratelli,**
21, *Via Balbi, Genoa, Italy.*
San [illegible] ..... [illegible]

**Dufresne, A., & Godard,**
13, *Quai Henry IV., Dieppe, France.*
s. Confiance ..... [illegible]

**Duhameaux-Pruvost & Cie.,**
30, *Rue Charles Butor, Boulogne, France.*
s. La Lys ..... [illegible]

**Duhamel & fils,**
*Fécamp, France.*
Saint Joseph ..... [illegible]

**Duhamel, S.,**
*Quai Vicomte, Fécamp, France.*
Emilie ..... [illegible]
Marie Louise ..... [illegible]
Saint Simon ..... [illegible]

**Duinker & Goedkoop,**
*Prins Hendrikkade 75, Amsterdam, Holland.*
Voorlichter ..... [illegible]
Voornitgang ..... [illegible]
Voorwaarts ..... [illegible]
Voorzorg ..... [illegible]

**Duke Line.**
*See* DUBLIN & GLASGOW SAILING & STEAM PACKET Co.

**Dukes, C. R.,**
*Crisfield, U.S.*
Eddie ..... [illegible]

**Duluth & Iron Range Railroad,**
*Duluth, Minn., U.S.*
s. Edna G. ..... [illegible]

**Duluth Steamship Co.,**
104, *Board of Trade, Duluth, Minn., U.S.*
*See* G. N. TOMLINSON.

**Dumont, Paul,**
*Rue du Cimetière 51, Brest, France.*
s. [illegible] F[illegible] ..... [illegible]

**Dunbar & Johnston,**
*Dennyduff Street, Fraserburgh.*
s. Choice ..... [illegible]

**Dunbar, William,**
*Hong Kong.*
(Union Mercantile Co.)
[illegible] ..... [illegible]

### Duncan, C. W., & Co.,
41, *Feversham Street, Middlesbro'.*

| | Net Tons |
|---|---|
| s. Camperdown | 60 |
| s. Citie of the Tribes | |

### Duncan, George, & Co.,
2, *East India Avenue, London, E.C.*

| | |
|---|---|
| British Empire | |
| Celestial Empire | |
| Colonial Empire | |
| Indian Empire | |
| Lanriston | |

### Duncan, J., Sons & Co.,
17, *Great Charlotte Street, Liverpool.*

| | |
|---|---|
| s. Comrade | 63 |
| s. Jackdaw | 64 |
| s. Rambler | 55 |
| s. Shamrock | 65 |
| s. Standard | 56 |
| s. Tyndrum | 65 |

### Duncan, J. T., & Co.,
55, *James Street, Cardiff.*

| | |
|---|---|
| s. Maywood | 478 |
| s. Stokesley | 449 |

### Duncan, P. M., & Son,
59, *Dock Street, Dundee.*

(Dundee Gem Line S.S. Co., Ld.)

| | |
|---|---|
| s. Beryl | 774 |
| s. Diamond | 729 |
| s. Emerald | 391 |
| s. Garnet | 1004 |
| s. Opal | 727 |
| s. Ruby | 780 |
| s. Sapphire | 513 |

### Dundalk & Newry Steam Packet Co., Ld.,
*Dundalk.*

| | |
|---|---|
| s. Bessbrook | 195 |
| s. Dundalk | 75 |
| s. Earl of Erne | 315 |
| s. Iveagh | 197 |
| s. Newry | 164 |

### Dundee East Coast Shipping Co., Ld.,
30, *Dock Street, Dundee.*
*See* D. & J. NICOL.

### Dundee Fishing Co., Ld.,
31, *Reform Street, Dundee.*
*See* CAMERON & MCFARLANE.

### Dundee Gem Line S.S. Co., Ld.,
59, *Dock Street, Dundee.*
*See* P. M. DUNCAN & SON.

### Dundee Loch Line Steam Shipping Co., Ld.,
*Maritime Buildings, 26, East Dock Street, Dundee.*
*See* ANDREW LEITCH & CO.

### Dundee and Newcastle Steam Shipping Co., Ld.,
1, *Commercial Street, Dundee.*

| | |
|---|---|
| s. Alderney | 262 |

### Dundee, Perth & London Shipping Co.,
5, *Shore Terrace, Dundee.*

| | |
|---|---|
| s. Carbon | 74 |
| s. Caroline | 71 |
| s. Dundee | 704 |
| s. Hull | 455 |
| s. London | 858 |
| s. Perth | 909 |

### Dundee Pleasure Boat Co., Ld.,
*Whitehall Chambers, Dundee.*
*See* W. L. CLARK.

### Dundee Shipowning Co., Ld.,
83, *Commercial Street, Dundee.*
*See* W. O. TAYLOR & CO.

### Dundee Steam Nav. Co., Ld.,
*King William Dock, Dundee.*
*See* W. N. MACHAN.

### Dundee Steam Trawling Co., Ld.,
11, *Murraygate, Dundee.*
*See* W. HIGH.

### Dundee, Trustees of the Harbour of,
*Dundee.*

| | Net Tons |
|---|---|
| Abertay | 117 |
| s. Dundee | 160 |
| s. Fifeshire | 153 |
| s. Gilroy | 18 |

### Dunderland Iron Ore Co., Ld.,
*Moi Rauen, Helgeland, Norway.*

| | |
|---|---|
| s. Storegut | 43 |

### Dunedin Steam Ship Co., Ld.,
41, *Constitution Street, Leith.*
*See* HENDERSON & MCINTOSH.

### Dunford & Elliott
(Late Elliott, Lowrey & Dunford),
*Maritime Buildings, King Street, Newcastle-on-Tyne; Middlesbro'; and Exchange Buildings, West Hartlepool.*

| | |
|---|---|
| s. Caffila | 1349 |
| s. Cilurnum | 1370 |
| s. Cydonia | 1029 |
| s. Monkseaton | 1776 |

### Dunford, Philip C.,
81, *State Street, New London, Conn., U.S.*

| | |
|---|---|
| Sandy Hook | 102 |

### Dunham, John A.,
7, *Westminster Street, Somerville, Mass., U.S.*

| | |
|---|---|
| William A. Grozier | 111 |

### Dunham, R. J.,
2 & 4, *Sherman Street, Chicago, Ill., U.S.*

| | |
|---|---|
| s. Ravenscraig | 1938 |

### Dunkel, Gebr.,
*Uppesgriew, pr. Talsen, Courland, Russia.*

| | |
|---|---|
| Draugs | 294 |
| Alma | 133 |

### Dunkel, Joh.,
*Reval, Russia.*

| | |
|---|---|
| Bethania | 144 |

### Dunkley-Williams Co.,
*South Haven, Mich., U.S.*

| | |
|---|---|
| s. City of South Haven | 1169 |

### Dunlop Steam Ship Co., Ld.
*See* T. DUNLOP & SONS.

### Dunlop, Thos., & Sons,
70, *Wellington Street, Glasgow.*

| | Net Tons |
|---|---|
| Clan Buchanan | 1966 |
| Clan Galbraith | 1983 |
| Clan Graham | 1976 |
| Clan Mackenzie | 1509 |
| Clan Macpherson | |
| Clan Robertson | 1540 |
| (Dunlop Steam Ship Co., Ld.) | |
| s. Queen Adelaide | 1835 |
| s. Queen Alexandra | 2788 |
| s. Queen Cristina | 2804 |
| s. Queen Eleanor | 2270 |
| s. Queen Helena | 2760 |
| s. Queen Louise | 2170 |
| s. Queen Mary | 2262 |
| s. Queen Olga | 2146 |

### Dunn, C. G., & Co., Ld.,
12, *African House, Water Street, Liverpool.*

| | |
|---|---|
| s. Fallodon Hall | 2206 |
| Forrest Hall | 1992 |
| s. Foxton Hall | 2734 |
| s. Howick Hall | 2374 |
| Hutton Hall | 1366 |
| s. Newton Hall | 2675 |

### Dunn & Elliot,
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Almeda Willey | 493 |
| Benjamin C. Frith | 793 |
| Carrie Strong | 412 |
| D. H. Rivers | 963 |
| E. Marie Brown | 378 |
| Ella F. Crowell | 135 |
| Ella M. Willey | 735 |
| Hattie Dunn | 365 |
| James A. Brown | 188 |
| L. Herbert Taft | 1294 |
| Lizzie B. Willey | 523 |
| Lizzie Carr | 272 |
| Lizzie Chadwick | 448 |
| Melissa A. Willey | 372 |
| Phineas W. Sprague | 709 |
| Robert McFarland | 545 |
| Sadie C. Summer | 587 |
| Thomas S. Dennison | 1329 |
| T. W. Dunn | 635 |
| William H. Yerkes | 1211 |
| Willie H. Child | 595 |

### Dunn, George B.,
*Houlton, Me., U.S.*

| | |
|---|---|
| Harry Knowlton | 278 |
| R. D. Spear | 290 |
| W. E. & W. L. Tuck | 395 |

### Dunn, J.,
*New York, U.S.*

| | |
|---|---|
| Mary Buckley | 119 |

### Dunne, Patrick,
*Main Street, Dungarvan, Ireland.*

| | |
|---|---|
| Parton | 93 |

### Dunphy, Edward A.,
*Shelburne, N.S.*

| | |
|---|---|
| Elva | 119 |

### Dunsmuir, Robert, & Sons,
*Victoria, B.C.*

| | |
|---|---|
| s. Lorne | 159 |
| s. Pilot | 148 |
| s. Thistle | 147 |
| s. Wellington | 1267 |

### Dunstan, J. P.,
*Springfield, St. Colomb, Cornwall.*

| | |
|---|---|
| Julia | 149 |

### Durand, Prosper,
*Quai de la Marine, Algiers.*

| | |
|---|---|
| s. Alger | 1000 |
| s. Gironde | 165 |
| s. Jeanne d'Arc | 44 |
| s. Loire | 211 |
| s. Mayenne | 113 |
| s. Rhône et Saône | 454 |
| s. Seine | 95 |

### Durant, William F.,
*Parrsboro, N.S.*

| | Net Tons |
|---|---|
| Iona | 196 |

### Durban Steam Trawling Co., Ld.,
*Durban, Natal.*

| | |
|---|---|
| s. Kingfisher | |

### Duret, A. F.,
13, *Pavé des Chartrons, Bordeaux, France.*

| | |
|---|---|
| Hirondelle | 137 |

### Durham Steam Shipping Co., Ld.,
58, *Frederick Street, Sunderland.*
*See* LUMSDON, BYERS & CO.

### Dusseault, François,
*St. Jean des Challons, Quebec.*

| | |
|---|---|
| Saint Maurice | 112 |

### Dusting, William,
*Saltash, Cornwall.*

| | |
|---|---|
| Caledonia | 148 |
| Uganda | 112 |
| (Saltash, Three Towns and District Steamboat Co., Ld.) | |
| s. Alexandra | 80 |
| s. Empress | 54 |
| s. Princess Royal | 56 |

### Duthie, John,
63, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Port Jackson | 2132 |

### Duthie, John, Sons & Co.,
*York Place, Aberdeen.*

| | |
|---|---|
| Brilliant | 1613 |

### Duval et Poirier,
*Deauville, France.*

| | |
|---|---|
| s. Orne | 427 |

### Duvergier, J.,
*Arcachon, near Bordeaux, France.*
(Soc. des Pêcheries du Golfe de Gascogne.)

| | |
|---|---|
| s. Lamantin (gross) | 109 |
| s. Marsouin | 11 |
| s. Morse | 34 |
| s. Narval | 36 |
| s. Otarie | 37 |
| s. Phoque II. | 9 |
| s. Dauphin | |

### Dyer, J. Emmons,
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Ellen A. Swift | 125 |

### Dyer Transportation Line,
*P.O. Box 484, Providence, R.I., U.S.*

| | |
|---|---|
| s. Ruth B. Lute | 91 |
| s. Sagamore | 62 |

### Dyk, J. J. van,
*Groningen, Holland.*

| | |
|---|---|
| Zwaantje Cornelia | 125 |

### Dyrdahl, J. C., & M. L. Larsen,
*Holmestrand, Norway.*

| | |
|---|---|
| Kong Carl | 425 |

# E

### Eaglesfield, C. J., & Co.,
*Burrows Chambers, Swansea.*

| | Net Tons |
|---|---|
| s. Onyx | 195 |

### Earles, M.,
*Seattle, Wash., U.S.*

| | |
|---|---|
| s. Wallowa | 92 |

### Earnshaw, Richard,
79, *Edinburgh Street, Goole.*

| | |
|---|---|
| Brackenholm | 99 |
| Prosperity | 84 |

### East Anglia Steam Fishing Co., Ld.,
*Wharncliffe Road, North Fish Docks, Grimsby.*

| | |
|---|---|
| s. Bernicia | 51 |
| s. Mercia | 51 |
| s. Wessex | 41 |

### East Coast Salvage Co., Ld.,
24, *Bernard Street, Leith.*

| | |
|---|---|
| s. Belrorie | 72 |

### East Coast Steam Ship Co., Ld.
(Manager—W. Furley),
*Boat Quay, King's Lynn, Norfolk.*

| | |
|---|---|
| s. Cam | 91 |
| s. Fairy | 99 |
| s. Sea Nymph | 130 |

### East Coast Tug & Lighter Co.,
*Pen-Bryn, Newport, Middlesbro.*
*See* E. DERWENT.

### East Downshire Steam Ship Co., Ld.
(Manager—E. Henesey),
*Dundrum, Co. Down.*

| | |
|---|---|
| s. Downshire | 66 |

### East London Harbour Board.
*East London, South Africa.*

| | |
|---|---|
| s. Agnes | 1161 |
| s. Annie | 4 |
| s. Buffalo | 5 |
| s. Cecil Rhodes | 5 |
| s. Mary | 2 |
| s. Success | 139 |

### East Machias Lumber Co.,
*East Machias, Me., U.S.*

| | |
|---|---|
| Osprey | 139 |



s. signifies Steamer.

**East Steel Steam Ship Co., Ld.,**
44, *West Sunniside, Sunderland.*
*See* O. WILKINSON.

**East Yorkshire S.S. Co., Ld.,**
*Bank Chambers, Goole.*
*See* A. MEER & SONS.

**Eastern & Australian Steam Ship Co., Ld.,**
5, *Whittington Avenue, London, E.C.*

| | Net Tons |
|---|---|
| s. Australian | 1744 |
| s. Canberra | 2772 |
| s. Empire | 2343 |

**Eastern Carrying, Storing & Warrant Co.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Equator | 754 |
| s. Meridian | 750 |
| s. Pallas | 764 |
| s. Triton | 747 |
| s. Yung | 636 |
| s. Zaimal | 638 |

**Eastern Coal Co.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| George Mann | 881 |
| Mauriceam | 617 |
| Sumner R. Mead | 987 |

**Eastern Equipment Co.,**
*Milwaukee, U.S.*

| | |
|---|---|
| s. Pere Marquette 14 | 1685 |

**Eastern Extension, Australasia & China Telegraph Co., Ld.,**
*Electra House, Finsbury Pavement, London, E.C.*

| | |
|---|---|
| s. Patrol | 1229 |
| s. Recorder | 677 |
| s. Restorer | 1284 |

**Eastern Sea Fisheries Joint Committee,**
*King's Lynn, Norfolk.*

| | |
|---|---|
| s. Protector (gross) | 45 |
| s. Protector | 21 |

**Eastern Steam Fishing Co., Ld.,**
*Commercial Road, Aberdeen.*
*See* G. D. IRVIN.

**Eastern Steam Ship Co.,**
*Astrachan, Russia.*

| | |
|---|---|
| s. Sever | 516 |
| s. Vostock | 516 |

**Eastern Steamship Co.,**
*Portland, Maine; and Pier 368, Atlantic Avenue, Boston, Mass., U.S.*

| | |
|---|---|
| s. Bay State | 1548 |
| s. Calvin Austin | 2981 |
| s. City of Bangor | 1113 |
| s. City of Rockland | 1385 |
| s. Governor Dingley | 2326 |
| s. Kennebec | 1272 |
| s. Mount Desert | 284 |
| s. Penobscot | 1245 |
| s. Ransom B. Fuller | 1023 |
| s. St. Croix | 1064 |
| s. State of Maine | 819 |

**Eastern Telegraph Co., Ld.,**
*Electra House, Moorgate, London, E.C.*

| | |
|---|---|
| s. Amber | 557 |
| s. Britannia | 805 |
| s. Iris (ex) | 444 |
| s. Recorder | 677 |
| s. Silvia Fowler | 1284 |
| s. Levant | 198 |
| s. Egyptia | 60 |
| s. Sherard Osborn | 570 |

**Eastham Ferry Pleasure Gardens & Hotel Co., Ld.,**
*Eastham, Cheshire.*

| | Net Tons |
|---|---|
| s. Dane | 41 |
| s. Dove | 41 |
| s. Heron | 40 |
| s. Kingfisher | 40 |

**Easton & Amboy R.R. Co.,**
26, *Cortland Street, New York, U.S.*
("B" Line Transportation Co.)

| | |
|---|---|
| Bangor | 823 |
| Bath | 807 |
| Bay | 808 |
| Berkely | 810 |
| Maine (steamer) | 795 |
| s. Comanche | 166 |
| s. Lehigh | 303 |
| s. Luzerne | 112 |
| s. Robert H. Sayre | 80 |

**Eaton, Frederick R.,**
45, *South Street, New York, U.S.*

| | |
|---|---|
| Edith L. Allen | 800 |
| Edward T. Stotesbury | 1227 |
| James W. Paul, Jr. | 1653 |
| Ophir | 249 |

**Eaton, G. H.,**
*Calais, Me, U.S.*

| | |
|---|---|
| Moonlight | 450 |

**Eaton, Henry F., & Sons,**
*Calais, Maine, U.S.*

| | |
|---|---|
| Alice T. Boardman | 151 |
| Sarah Eaton | 155 |

**Ebbwvale S.S. Co., Ld.,**
2, *Stuart Street, The Docks, Cardiff.*
*See* MOREL, LD.

**Ecaterini, E.,**
*Cismè, Turkey.*

| | |
|---|---|
| Georgios | 130 |

**Eccles, Dexter,**
*Portsmouth, co. Frontenac, Canada.*

| | |
|---|---|
| Katie Eccles | 121 |

**Eccles, Edward,**
*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Edward Eccles | 480 |
| s. Kingmoor | 525 |
| s. Kingscote | 620 |
| s. Kingsley | 419 |

**Eckford, T.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Opawa | 64 |

**Eckhusen, F. Th.,**
33-35, *Admiralitaetstr., Hamburg, Germany.*

| | |
|---|---|
| Lilla | 1069 |

**Economidis, C. H. T.,**
*Alexandria, Egypt.*

| | |
|---|---|
| Vittoria Stagni | 511 |

**Economo, G.,**
*Piræus, Greece.*

| | |
|---|---|
| Georgios Theodori | 483 |

**Economos, A.,**
*Kumi, Greece.*

| | |
|---|---|
| Kisikos | 100 |

**Economos, Ioannis,**
*Chios.*

| | Net Tons |
|---|---|
| Maria | 534 |

**Eddy Bros. & Co.,**
*Bay City, Michigan, U.S.*
(Eddy-Shaw Transit Co.)

| | |
|---|---|
| s. City of Bangor | 1113 |
| s. E. C. Pope | 1064 |
| s. Penobscot | 1245 |
| s. Selwyn Eddy | 1111 |

**Eddy-Shaw Transit Co.,**
*Bay City, Michigan, U.S.*
*See* EDDY BROS. & CO.

**Edenmount Sailing Ship Co., Ld.,**
39, *Dock Street, Dundee.*
*See* R. FERGUSON & CO.

**Edgar, J., & Co.,**
*Oriel Chambers, 14, Water Street, Liverpool.*

| | |
|---|---|
| Benicia | 1311 |
| California | 1311 |
| Combermere | 1064 |
| Glenogil | 1311 |
| Waterloo | 1311 |

**Edgar, Rederiakteb,**
*Landskrona, Sweden.*
*See* F. O. LILJEFORS.

**Edgett, William H.,**
*Moncton Province, N.B.*

| | |
|---|---|
| Wentworth | 846 |

**Edlund, C.,**
*Haparanda, Sweden.*
(Haparanda Ångf. Aktieb.)

| | |
|---|---|
| s. Norra Sverige | 559 |

**Edstrom, C. A.,**
*Skällends, Söderåkra, Sweden.*

| | |
|---|---|
| Alexandros | 434 |

**Edvall, V. A. L.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Nathalia | 114 |

**Edwards, D.,**
69, *Reform Street; & 1, Commercial Street, Dundee.*
(Tay Passenger S.S. Co., Ld.)

| | |
|---|---|
| s. Argyle | 39 |

**Edwards, Frank G.,**
*Bristol, Pa., U.S.*

| | |
|---|---|
| s. St. Michaels | 234 |

**Edwards, J.,**
*Coquimbo, Chili.*

| | |
|---|---|
| Voleidosa | 128 |

**Edwards, J., & Co.,**
17, *Water Street, Liverpool.*

| | |
|---|---|
| s. Lady Mostyn | 470 |
| s. Queen's Channel | 1111 |
| (Rock Channel S.S. Co., Ld.) | |
| s. Princess | 133 |

**Edwards, Robert,**
*Connah's Quay, Flint.*

| | Net Tons |
|---|---|
| Forward | 49 |

**Eeg, T.,**
*Brevig, Norway.*

| | |
|---|---|
| Anna | 157 |
| Hektor | 1111 |
| Kalova | 417 |
| Olaf Kyrre | 1111 |

**Eeles, J. P.,**
13, *The Exchange, Cardiff.*

| | |
|---|---|
| s. James Spoir | 338 |

**Eeles & Ruston,**
13, *The Exchange, Cardiff.*

| | |
|---|---|
| s. Hackney | 1111 |
| s. Saint Regulus | 1999 |
| (Kingsland S.S. Co., Ld.) | |
| s. Algoma | 1872 |

**Eells, John H.,**
*Rockport, Maine, U.S.*

| | |
|---|---|
| Annie L. Wilder | 113 |

**Efstration, Kalias,**
*Constantinople, Turkey.*

| | |
|---|---|
| Nicolaos | 142 |

**Ege, C., & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Spitsbergen | 79 |

**Egée, Navigation à Vapeur,**
*Quay, Galata, Constantinople, Turkey.*
*See* P. M. COURTGI & CO.

**Egge, Mons,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Agder | 184 |
| s. Haugesund | 382 |
| s. Kronprindsesse Victoria | 1111 |
| s. Nicolay Knudtzon | 108 |
| Vikar | 801 |

**Egnell, E.,**
37, *Strandvägen, Stockholm, Sweden.*

| | |
|---|---|
| s. Wermdö | 75 |
| s. Wermdö II. | 83 |

**Egypt, H. H. The Khedive of,**
*Alexandria, Egypt.*
(Daïra Khassa.)

| | |
|---|---|
| s. Abdel-Monem | 1075 |
| s. Behera | 1111 |
| s. Mahrousa | 1741 |
| s. Thaeos | 11 |

**Egyptian Government,**
*Alexandria, Egypt.*

| | |
|---|---|
| s. Hawk | 4 |

**Egyptian Lighthouse Administration,**
*Alexandria, Egypt.*

| | |
|---|---|
| s. Alma | 645 |

**Ehkis, J.,**
*Adiamünde, pr. Lemsal, Russia.*

| | |
|---|---|
| Adam | 115 |
| Anna | 111 |
| Hedwig | 111 |

**Ehkis, J., & P. Enne,**
*Adiamünde, pr. Lemsal, Russia.*

| | Net T |
|---|---|
| Mariana | 99 |

**Ehrenberg, Georges,**
19, Rue d'Enghien, *Paris, France.*

| | |
|---|---|
| Eugénie Fantrel | 99 |
| François | 99 |
| Jacques | 99 |
| Jean | 99 |
| Rose | 99 |

**Ehrmanson, P.,**
*Angern, Tukum, Russia.*

| | |
|---|---|
| Hulda | 99 |

**Ehrnberg, N. A.,**
*Simrishamn, Sweden.*

| | |
|---|---|
| Hulda | 99 |

**Eie, H.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Gwent | 99 |

**Eilers, Gerh., & Sohn,**
*Brake, Germany.*

| | |
|---|---|
| Atlantic | 1111 |
| Marga | 1111 |
| Ocean | 1111 |

**Eimbcke, Theodor & F.,**
*Baumwall 13-14, Hamburg, Germany.*

| | |
|---|---|
| s. Bianca | 1111 |
| Seestern | 1111 |

**Einersen, Bernt,**
*Grimstad, Norway.*

| | |
|---|---|
| Mary | 99 |

**Einersen, J. E.,**
*Arendal, Norway.*

| | |
|---|---|
| Ida | 99 |
| Ingeborg | 99 |
| Nora | 99 |
| Thorvald | 99 |
| Ringerike | 99 |

**Einmann, J.,**
*Sagad, Pernau, Russia.*

| | |
|---|---|
| Albert | 99 |

**Eisenhauer, James,**
*Lunenburg, N.S.*

| | |
|---|---|
| Leo | 99 |
| W. E. Stowe | 99 |

**Eissfeldt, H.,**
*Gerstemünde, Germany.*

| | |
|---|---|
| Anna | 99 |

**Eitzen, Camillo, & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Albis | 1111 |
| s. Eiger | 1111 |
| s. Falken | 1111 |
| s. Kamor | 1111 |
| s. Rigi | 1111 |
| s. Sentis | 1111 |
| s. Uto | 1111 |

**Eitzen, Joh. von,**
*Gr. Elbstrasse No 150, Altona.*

| | |
|---|---|
| s. Aegir | 1111 |
| s. Boreas | 1111 |
| s. Helgoland | 1111 |
| s. Thor | 1111 |
| s. Wodan | 1111 |

s. désigne les Vapeurs.

### Ejlertsson, G.,
*Östra Tomarp, Kristianstads län, Sweden.*

Net Tons

Ceres ..... 124

### Ek Liong Chan,
*21, South Canal Road, Singapore.*

s. Ban Lai ..... [illegible]

### Ek, Victor,
*Helsingfors, Finland.*

s. Sicilia ..... 1162

### Ekback, F.,
*Luleå, Sweden.*

(Luleå Ångbåts Aktieb.)

s. Njord ..... 457
s. Samuel Gustaf Hermelin ..... 513

### Ekblom, J. A.,
*Kimito, Finland.*

Dalkin ..... 280

### Ekdahl, G. A.,
*Södertelje, Sweden.*

(Södertelje Rederiaktieb.)

s. Ragnhild ..... 120
s. Sirius ..... 107

### Ekedahl, P. A.,
*Kalmar, Sweden.*

s. China ..... 255

### Eklöf, A.,
*Borgå, Finland.*

Regina ..... 571

### Eklund, J. M.,
*Westerlinggatan 18, Åbo, Finland.*

Parramatta ..... 325

### Ekman, A.,
*Visby, Sweden.*

(Ångfartygs Aktieb. Gotland.)

s. Gotland ..... 210
s. Ceres ..... 344
s. Klintehamn ..... 237
s. Polhem ..... 273
s. Roma ..... 101
s. Tjelvar ..... 290
s. Visby ..... 215

### Ekman, J. E.,
*Gothenburg, Sweden.*

s. Aranäs ..... 113

### Ekroos, O. W.,
*Raumo, Finland.*

Erika ..... 246
Fanny ..... 271

### Ekroth, B.,
*Raumo, Finland.*

Anton ..... 338
Usko ..... 234

### Ekström, G. R.,
*Mariehamn, Åland, Finland.*

Mariehamn ..... 490

### Elbinger Dampschiffs Rhederei,
*Elbing, Germany.*

*See* F. SCHICHAU.

### Elder, A. L., & Co., Ld.,
*7, St. Helen's Place, London, E.C.*

Net Tons

s. Aotea [illegible]

### Elder, Dempster & Co.,
*African House, Water Street, Liverpool*

s. Ancobra ..
s. Earn
s. Isla
s. Lake Ontario
s. Lake Simcoe
s. Port Kingston
s. Zungeru

(African Steamship Co.)

s. Akabo (building)
s. Angola ..... 1878
s. Asaba ..... 570
s. Biafra ..... 2155
s. Cabenda ..... 1813
s. Congo ..... 1078
s. Coomassie ..... 1841
s. Dahomey ..... 1828
s. Egga ..... 897
s. Ekho ..... 227
s. Elmina ..... 1143
s. Ethiopia ..... 1657
s. Fantee ..... 2310
s. Iddo ..... [illegible]
s. Ilaro ..... 1804
s. Ilorin ..... 565
s. Jebba ..... 2439
s. Kwarra ..... 500
s. Loango ..... 1940
s. Mandingo ..... 1089
s. Mayumba ..... 1649
s. Monrovia ..... 1558
s. Nigeria ..... 2391
s. Sekondi ..... 2410
s. Sobo ..... 2313
s. Tarquah ..... 2441

(British & African Steam Nav. Co., 1900, Ld.)

s. Accra ..... 1791
s. Adansi ..... 1643
s. Akabo ..... 2423
s. Axim ..... 1781
s. Bakana ..... 1789
s. Batanga ..... 1788
s. Bathurst ..... 1791
s. Benguela ..... 1157
s. Boma ..... 1720
s. Bonny ..... 1713
s. Bornu ..... 2074
s. Boulama ..... 1625
s. Burutu ..... 2441
s. Cameroon ..... 1185
s. Dodo ..... 326
s. Egwanga ..... 1614
s. Ekuro ..... 277
s. Forcados ..... 327
s. Kano [illegible]
s. Lagoon ..... 403
s. Lake Megantic ..... 3243
s. Lomela ..... 1713
s. Madeira ..... 1147
s. Montauk ..... 2612
s. Olenda ..... 2005
s. Oron ..... 2015
s. Prah ..... 1593
s. Roquelle ..... 1337
s. Sangara ..... 1563
s. Sansu ..... 1556
s. Sherbro ..... 1062
s. Sokoto ..... 1969
s. Teneriffe ..... 1148
s. Volta ..... 1723
s. Warri ..... 1553
s. Zaria ..... 2033

(Elder, Dempster Shipping, Ld.)

s. Abeokuta ..... 1156
s. Andoni ..... 2034
s. Ashanti ..... 2186
s. Banana ..... 1801
s. Canada Cape ..... 2795
s. Degama ..... 2245
s. Etolia ..... 2113
s. Llandulas ..... 447
s. Lycia ..... 2117
s. Melville ..... 2872
s. Memnon ..... 2046
s. Monarch ..... 4746
s. Montenegro [illegible]
s. Muraji ..... 2016
s. Nyanga ..... 1957
s. Porto Novo ..... 328
s. Yola ..... 2246
s. Yoruba ..... 1913

(Imperial Direct West India Mail Service Co., Ld.)

s. Delta [illegible]
s. Port Antonio [illegible]
s. Port Maria [illegible]
s. Port Morant [illegible]
s. Port Royal ..... 2487

*See also entry under* CIE. BELGE MARITIME DU CONGO.

### Elder Dempster Shipping, Ld.
*See* ELDER, DEMPSTER & CO.

### Elder, G. H., & Co.,
*Cail's Buildings, Quayside, Newcastle-on-Tyne.*

Net Tons

s. Briardale ..... 1785
s. Briton [illegible]
s. Cambrian ..... 463
s. Cornbank ..... 456
s. Croxdale ..... 1808
s. Dovedale ..... 1055
s. Ionian ..... 457
s. Ormesby Broad ..... 909
s. Roman ..... 750
s. Scottian ..... 761

### Elderkin, C. S. (Mrs.),
*Fox River, N.S.*

Demozelle ..... 163

### Elderkin, H. W.,
*Port Greville, N.S.*

Lavonia ..... 266

### Elders & Fyffes, Ld.
(Manager—A. H. Stockley),
*9 to 12, Bow Street, Covent Garden, London, W.C.*

s. Ajax ..... 72
s. Esperanza ..... 52
s. Golden Eagle ..... 145
s. Guanche ..... 58
s. Mariposa (twin screw) ..... 121

### Elders & Fyffes (Shipping) Ld.
(Manager—T. L. Maycock),
*30, Cross Street, Manchester.*

s. Appomattox ..... 2140
s. Chickahominy ..... 2151
s. Greenbrier ..... 2139
s. Manistee ..... 2500
s. Matina ..... [illegible]
s. Miami ..... 2424

### Elderslie Steam Ship Co., Ld..
*112, Fenchurch Street, London, E.C.; 8, Gordon Street, Glasgow; and Dunedin, N.Z.*

*See* TURNBULL, MARTIN & Co.

### Eldon Steam Ship Co., Ld.,
*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*

*See* THOMPSON, ELLIOTT & CO.

### Eley, T. C.,
*15, The Grove, Uplands, Swansea.*

s. Viola ..... 63

### "Elfdalen," Nya Ångf. Aktieb.,
*Carlstad, Sweden.*

*See* G. LAUKRÉN.

### Elfverson, V. W.,
*Calmar, Sweden.*

Ellen Maria ..... 144

### Elfving, J. A.,
*Högmarsö, Länna, Norrtelje, Sweden.*

Olga ..... 150

### Elguezabal, Pablo,
*Elanchove, Viscaya, Spain.*

s. Luis Pinzon ..... 110

### Eliades, Athanasio,
*Chios, Asiatic Turkey.*

Net Tons

Aya Nicola ..... 181

### Elias Effendi,
*Constantinople, Turkey.*

Hiftzi Rahman ..... 135

### Elias, Nicolas,
*Chios, Asiatic Turkey.*

Maria ..... 263

### Elkin, Edward C.,
*St. John, N.B.*

Syanara ..... 299

### Elkin, R. C.,
*St. John, N.B.*

Annie M. Parker ..... 398
Bessie Parker ..... 228
H. B. Homan ..... 299
Leonard Parker ..... 246

### Ella, Ångf. Aktieb.,
*Gothenburg, Sweden.*

*See* F. W. FORSBERG.

### Ellefsen, Anders,
*Aquafort, N.F.L.*

s. Humber ..... 25

### Ellefsen, Chr.,
*Fredriksstad, Norway.*

Gjede ..... 198
Harmonia ..... 244
Minerva ..... 248
Nova Scotia ..... 988
Snar ..... 196
Victoria ..... 695

### Ellefsen, Hans,
*Onundafjord, Iceland.*

s. Barden ..... 199
s. Einar Simers ..... 349

### Ellerhusen, Didrik, & Co.,
*Bergen, Norway.*

s. Aasta ..... 698
s. Alma ..... 632
s. Edda ..... 699
s. Flora ..... 631
s. Gerda ..... 590
s. Luna ..... 1143
s. Nora ..... 699
s. Urda ..... 440
s. Vesta ..... 767

### Ellerman Lines, Ld.
(ELLERMAN LINE.)

(Manager—Fred Swift, 62, 63, 75 & 76, Tower Buildings, Water Street, Liverpool.)

s. Algerian ..... 1137
s. Alsatian ..... 1136
s. Andalusian ..... 1142
s. Assiout ..... 1994
s. Athenian ..... 1035
s. Austrian ..... 2028
s. Avon ..... 1353
s. Belgravian ..... 1592
s. Bosnian ..... 1583
s. Bulgarian ..... 1613
s. City of Amsterdam ..... 503
s. City of Cork ..... 622
s. Douro ..... 638
s. Fabian ..... 1445
s. Falernian ..... 1508
s. Flaminian ..... 1416
s. Flavian ..... 1387
s. Minho ..... 510
s. Oporto ..... 460
s. Tagus ..... 509

*(Continued.)*

### Ellerman Lines, Ld.
*(Continued.)*

(CITY LINE.)

(Managers—Geo. Smith & Sons, 75, Bothwell Street, Glasgow.)

Net Tons

s. City of Athens ..... 3571
s. City of Benares ..... 4316
s. City of Bombay ..... 2941
s. City of Calcutta ..... 471
s. City of Corinth ..... 3491
s. City of Delhi ..... 2826
s. City of Dundee ..... 2575
s. City of Edinburgh ..... 4056
s. City of Khios ..... 2993
s. City of Lucknow ..... 2371
s. City of Madras ..... 3046
s. City of Madrid ..... 3135
s. City of Manchester ..... 3563
s. City of Oxford ..... 2603
s. City of Perth ..... 2578
s. City of Sparta ..... 3339
s. City of Venice ..... 2229
s. City of Vienna ..... 3979
s. City of York ..... 4935

(HALL LINE.)

(Managers—Robt. Alexander & Co., 19, Tower Buildings North, Liverpool.)

s. Aston Hall ..... 2325
s. City of Agra ..... 3096
s. Crewe Hall ..... 2681
s. Crosby Hall ..... 2597
s. Eden Hall ..... 2332
s. Haddon Hall ..... 2677
s. Knowsley Hall ..... 2790
s. Merton Hall ..... 2708
s. Methley Hall ..... 2236
s. Prome ..... 2299
s. Rydal Hall ..... 2139
s. Stanley Hall ..... 2660
s. Trentham Hall ..... 2662
s. Wistow Hall ..... 2139
s. Worsley Hall ..... 2235

(PAPAYANNI LINE.)

(Managers—Papayanni & Co., 62, 63, 75 & 76, Tower Buildings, Water Street, Liverpool.)

s. Adalia ..... 2482
s. Alexandria ..... 2194
s. Anatolia ..... 2490
s. Ararat ..... 1299
s. Britannia ..... 2641
s. City of Cambridge ..... 2482
s. Roumelia ..... 1418
s. Sardinia ..... 1516

(WESTCOTT & LAURANCE LINE.)

(Managers—Westcott & Laurance, Ld., Thorners Chambers, Ingram Court, Fenchurch Street, London, E.C.)

s. Avoca ..... 903
s. Barcelona ..... 1389
s. Egyptian ..... 1934
s. Gulf of Suez ..... 991
s. Joshua Nicholson ..... 1196
s. Orchis ..... 1138
s. Orestes ..... 1066
s. Perim ..... 851
s. Plymothian ..... 953
s. Tenedos ..... 808

### Elliassen, W.,
*Baltimore, U.S.*

s. Susquehanna ..... 315

### Ellicott, J. P., & Co.,
*12, Central Wharf, Boston, Mass., U.S.*

George H. Ames ..... 378
Jennie Lockwood ..... 376
Jennie S. Hall ..... 388
Susan N. Pickering ..... 319

### Ellingsen, Bernh. A.,
*Christiania, Norway.*

Bud ..... 143
Chasseur ..... 331
Eleonore ..... 134
Pauline ..... 154
Tyr ..... 129

### Ellingsen, C. M.,
*Ligerfjord, Vesteraalen, Norway.*

(Hindö Dampskibsselskab.)

s. Ragnar ..... 59

### Ellingsen, E.,
*Drammen, Norway.*

s. Rilda ..... 146

s. signifies Steamer.

**Ellingsen, J.,**
*Vesteraalen, Norway.*
Net Tons
s. Hindo ... 44

**Ellingsen, J. N.,**
*Holmestrand, Norway.*
Vir ... 139

**Ellingsen, S. E.,**
*Arendal, Norway.*
Arnevig ... 257

**Elliott, George C.,**
*Sydney, N.S.W.*
River Boyne ... 468

**Elliott Steam Tug Co., Ld.,**
2, *St. Michael's House, Cornhill, London, E.C.*
*See* DICK & PAGE.

**Ellis, A. & H.,**
*Bellinger Head, N.S.W.*
Elliston ... 159

**Ellis, A. E.,**
*Bellinger River, N.S.W.*
Premier ... 114

**Ellis, C. H.,**
*c/o John Schroeder, Lumber Co., Milwaukee, U.S.*
Grace Grummond ... 195

**Ellis, Geo. F.,**
326, *Montgomery Street, San Francisco, Cal., U.S.*
Enterprise ... 180

**Ellis & M'Hardy,**
22, *Regent Quay, Aberdeen.*
s. Spray ... 375

**Ellis, Spence & Co., Ld.,**
*Hutton Road, Fish Docks, Grimsby.*
s. Alroy ... 42
s. Fitzroy ... 50
s. Gilderoy ... 44
s. Glenroy ... 45
s. Rob Roy ... 44

**Ellversson, A.,**
*Mölle, Sweden.*
Familjen ... 192

**Elmes Shipping Co.,**
*West Hartlepool.*
*See* G. B. HARLAND & CO.

**Elphicke, C. W.,**
6, *Sherman Street, Chicago, Ill., U.S.*
s. G. Watson French ... 3084
(Federal Steamship Co.).
s. Mary C. Elphicke ... 3087
s. William L. Brown ... 3095

**Elsmie, G., & Son,**
54, *Market Street, Aberdeen.*
(North Eastern Shipping Co., Ld.)
s. Alliance ... 131
s. Haller ... 131
s. Kaiserin ... 138
s. Lessing ... 143
s. Solway Queen ... 114

**Elswick Steam Ship Co., Ld.,**
46, *Side, Newcastle-on-Tyne.*
*See* WEIDNER, HOPKINS & CO.

**Eltringham, J. T., & Co.,**
*Stone Quay, South Shields.*
Net Tons
s. Edda ... 99
s. North Tyne ... 41
s. Penshaw ... 1067
s. South Tyne ... 13

**Elvidge & Morgan,**
28, *West Bute Street, Cardiff.*
s. Rosella ... 750
(Consolidated S. S. Co., Ld.)
s. Druidstone ... 1799

**Elzey, G. W.,**
*Seaford, Del., U.S.*
George W. Truitt ... 577

**Embiricos, A.,**
*Andros, Greece.*
(Agent in England—C. L. EMBIRICOS, *Sussex House Place, 87a & 88a, Leadenhall Street, London.*)
s. Constantinos Embiricos ... 1663
s. Leonidas ... 1750
s. Rosina ... 1660

**Embiricos, B. L.,**
*Andros, Greece.*
s. Acolus ... 1975
s. Bacchus ... 1986

**Embiricos, Basilios,**
*Andros, Greece.*
(*See also under* GALBRAITH, PEMBROKE & CO.)
s. Leonidas & Eleni ... 1476

**Embiricos Bros.,**
*Braila, Roumania.*
s. Andreas ... 1386
s. Embiricos ... 1703
s. Polyxeni ... 1919

**Embiricos, G. M., Sons,**
*Andros, Greece.*
(Agent in England—S. G. EMBIRICOS, 132, *The Exchange, Cardiff.*)
s. Andros ... 2012
s. Antonina ... 1852
s. George M. Embiricos ...
s. Michael ... 1595

**Emdener Dampfs. Act. Ges.,**
*Emden, Germany.*
s. Amisia ...

**Emder Heringsfischerei Act. Gesellschaft,**
*Emden, Germany.*
s. Romulus ... 78

**Emerson & Co.,**
9, *Barbican, Plymouth.*
s. Velocity ... 81

**Emerson, W.,**
*Boston, Mass., U.S.*
Regina ... 111

**Emerson, W. T.,**
*Worcester, Mass., U.S.*
Net Tons
Julia Baker ... 284
Comrade ... 111
Susan Stetson ... 175

**Emery, George A.,**
*Saco, Maine, U.S.*
James A. Gray ... 198

**Emery, John S., & Co., Inc.,**
114, *State Street, Boston, Mass., U.S.*
Allanwilde ... 899
Antioch ... 1000
Arlington ... 1100
Auburndale ... 1700
Boylston ... 1100
Brewster ... 800
Calumet ... 2000
Cohasset ... 800
Frontenac ... 1887
Gertrude ... 700
Hannah ... 1100
John S. Emery ... 1000
Kineo ... 700
Kremlin ... 900
Medford ... 1100
Nantasket ... 900
Penobscot ... 894
Rachel Emery ... 800
Rebecca G. Whildin ... 1000
Republic ... 800
Saint Croix ... 1100
Sedgwick ... 474
Shawmut ... 1000
Shetland ... 1100
Sullivan ... 899

**Emin Effendi,**
*Constantinople, Turkey.*
Ihsan ... 240

**Emiri, N. Michele,**
*Syra, Greece.*
Panteli G. Caluta ... 474

**Empire Shipping Co., Ld.,**
49, *Mount Stuart Square, Cardiff.*
*See* G. H. WILLS & CO.

**Empire Steam Fishing Co., Ld.**
*Albert Quay, Aberdeen.*
*See* H. A. HOLMES.

**Empire Towing Co.,**
9, *Darnley Street, Gravesend, Kent.*
s. Commonwealth ... 5
s. Dominion ... 7
s. Empire ... 5

**Empire Transport Co., Ld.,**
146, *Leadenhall Street, London, E.C.*
*See* HOULDER BROS. & CO., LD.

**Empreza de Nav. Norte e Sul.**
*Rio de Janeiro, Brazil.*
s. Temple ... 598

**Empreza de Nav. por vapor para s. Algarve e Guadiana** (*Lda.*)
(Managers—A. R. CENTENO & CO.)
5, *Largo dos Torneiros, Lisbon, Portugal*
s. Gomes VI. ... 327

**Empreza de Navegaçao Rio de Janeiro,**
*Rua da Candelaria No. 24, Rio de Janeiro, Brazil.*
*See* J. DE SOUZA MACIEL.

**Empreza de Navegaçao Salina,**
111, *Rua da Quitanda, Rio de Janeiro, Brazil.*
*See* RODRIGUES, FARIA & CO.

**Empreza de Sal e Navegaçao,**
76, *Rua da Quitanda, Rio de Janeiro, Brazil.*
Net Tons
s. Aracaty ... 1400
s. Assu ... 1000
s. Nictheroy ... 1000
s. Tijuca ... 1000
s. Zaza ... 1000
s. Zumbi ... 900

**Empreza do Limpopo,**
*Lourenço Marques, Delagoa Bay.*
*See* ABREU & COUTO.

**Empreza Esperança Maritima,**
23, *Rua General Camera, Rio de Janeiro, Brazil.*
s. Alexandria ... 511
s. Esperanca ... 450
s. Industrial ... 444

**Empreza Funchalense de Cabotagem,**
*Rua d'Alfandega No. 22, Funchal, Madeira.*
*See* J. E. MARTINS.

**Empreza Industrial Brazileira,**
*Rua do Hospicio 38, Rio de Janeiro, Brazil.*
Victoria ... 444

**Empreza Insulana de Navegaçao**
(Managers—Bensaude & Co.),
*Lisbon, Portugal.*
s. Azor ... 798
s. Funchal ... 1154
s. Portugal ... 1715

**Empreza Maritima Brazileiro,**
32, *Rua da Alfandega, Rio de Janeiro, Brazil.*
s. S. Luiz ... 1914

**Empreza Nacional de Navegaçao a Vapor,**
*Rua d'El-Rei 85, Lisbon, Portugal.*
s. Africa ... 1811
s. Africa ... 1868
s. Bengo ... 1000
s. Bissau ... 1111
s. Bolama ... 1111
s. Cabo Verde ... 1400
s. Cazongo ... 1171
s. Loanda ... 1111
s. Malange ... 2400
s. Mindello ... 748
s. Portugal ... 1000
s. Principe ... 1111
s. Quanza ... 1111
s. Zaire ... 1111

**Empreza Nav. Gram Para,**
*Travessa S. Matheus, Nos. 10 & 12, Para, Brazil.*
*See* F. GOMES & CO.

**Empreza Portugueza de Nav. para o Algarve e Guadiana,**
*Rua da Magdalena 1°, Lisbon, Portugal*
s. Lagarto ... 327

**"Ems," Actien Gesellschaft,**
*Emden, Germany.*
s. Augusta ... 1
s. Borkum ... 1
s. Emden ... 1
s. Victoria ... 1

**Ems, P. M. Rungain, & M. Tomson,**
*Riga, Russia.*
s. Ems ... 1

**Enberg, H. G.,**
4, *Vestra Trädgårdsgatan, Stockholm, Sweden.*
s. Alice ... 1

**Endresen, C. L.,**
*Christianssand, Norway*
Gyland ... 1
Thora ... 1

**Eneas, J.,**
*New York, U.S.*
Indus ... 1

**Enes, Thomas,**
*Haugesund, Norway.*
s. Haugesund ... 1

**Eng Ghee Seng & Co.,**
4, *Telok Ayer Street, Singapore.*
s. Hok Tjioe ... 1

**Engblom, J. A.,**
*Mariehamn, Aland, Finland.*
Ellen ... 35

**Engelstad, M.,**
*Laurvig, Norway.*
Benjamin Bangs ... 1
Eddorside ... 1
Phyllis ... 1
Solheim ... 1

**English and American Shipping Co., Ld.**
(Managers—C. T. Bowring & Co., Ltd.)
2 & 6, *Bilitner Avenue, London, E.C.*
s. Alice ... 1
s. Alma ... 1
s. Bessie ... 1
s. Charlotte ... 1
s. Ida ... 1
s. Lena ... 1
s. Minnie ... 1
s. Pauline ... 1
s. Phoebe ... 1
s. Rosa ... 1
s. Thomas ... 1

**English & Co.,**
*Victoria Chambers, Middlesboro*
s. Castleton ... 1
(English Steamship Co., Ltd.)

**English & Continent Shipping Co., Ld.**
*See* WALKER, HOWARD & ...

**English, George P.,**
*Victoria Terrace, West Hartlepool*
s. Eleanora ... 1

s. désigne les Vapeurs.

**English Steamship Co., Ld.,**
*See* ENGLISH & Co.

**Engström, P. A.,**
*Gefle, Sweden.*

| | Net Tons |
|---|---|
| Atlantic | |

**Enhörning, E. A.,**
*Kubikenborg, Sundsvall, Sweden.*

| | |
|---|---|
| s. Orlando | 1037 |

(Rederi Aktieb. Höfding.)

| | |
|---|---|
| Baltic | |
| s. Kurliren | 35 |
| s. Prins Oskar | 77 |

**Enköpings Ångfartygs Aktiebolag,**
*Enköping, Sweden.*
*See* A. ÖSTLUND.

**Enlund, Johan Ludvig,**
*Raumo, Finland.*

| | |
|---|---|
| Anna | 294 |
| Harbinger | 1335 |
| Lainetar | 402 |
| Wirla | 278 |

**Ennes, M. A.,**
1, *Rampa de Santos, Lisbon, Portugal.*
("Atlantica" Cia. Portugueza de Pesca.)

| | |
|---|---|
| Julia I. | 218 |
| Julia II. | 151 |
| Julia III. (cutter) | 180 |

**Ennor, John,**
2, *Bay View Terrace, New Quay, Cornwall.*

| | |
|---|---|
| Agnes Cairns | 111 |
| Bessie | 149 |
| Sarah | 119 |
| Titania | 145 |

**Enterprise Tug, Ld.,**
27, *Water Street, Liverpool.*

| | |
|---|---|
| s. Enterprise | 8 |

**Erhardt & Co.,**
*Apartado* 134, *Bilbao, Spain.*

| | |
|---|---|
| s. Menditarra | 1299 |

**Erhart & Co., G. m. b. H.,**
*Santander, Spain.*
(Cia. Santanderino de Nav.)

| | |
|---|---|
| s. Peña Augustina | 1092 |
| s. Peña Cabarga | 962 |
| s. Peña Castillo | 1002 |
| s. Peña Rocias | 996 |
| s. Peña Sagra | 1093 |

**Erhardt & Dekkers,**
26, *Leuvehaven, Rotterdam, Holland.*

| | |
|---|---|
| s. Katwijk | 1176 |

**Erichsen, S.,**
*Arendal, Norway.*

| | |
|---|---|
| Waaland | 568 |

**Ericsson, David,**
*Gustafs socken, Åbo, Finland.*

| | |
|---|---|
| Saari | 404 |
| Sivia | 252 |
| Weljekset | 483 |

**Ericsson, E. G.,**
*Häggervik, Segman, Sweden.*

| | |
|---|---|
| s. Wilhelmsberg | 117 |

**Ericsson, J. A.,**
*Gothenburg, Sweden.*

| | Net Tons |
|---|---|
| Prins Carl | 358 |

**Erie Land Improvement Co.,**
21, *Cortlandt Street, New York, U.S.*

| | |
|---|---|
| Rondout | 764 |
| Weehawken | |
| s. Daniel Willard | 181 |

**Erie Railroad Co.**
(Union Steamboat Line),
986, *Ellicott Square, Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Binghampton | 1722 |
| s. Chemung | 1778 |
| s. Owego | 1776 |
| s. Ramapo | 2499 |
| s. Rutherford | 673 |
| s. Starrucca | 2067 |
| s. Tioga | 1684 |

**Erie Steamship Co.,**
*Fairport, O., U.S.*
*See* E. D. CARTER.

**Erie & Western Transportation Co.,**
26, *South Fifteen Street, Philadelphia, U.S.*
(Western Manager—E. T. Evans, Buffalo, N.Y.)
(Anchor Line.)

| | |
|---|---|
| s. Alaska | 1148 |
| s. China | 932 |
| s. Clarion | 1513 |
| s. Codorus | 1802 |
| s. India | 932 |
| s. Japan | 932 |
| s. Lehigh | 1503 |
| s. Mahoning | 1745 |
| s. Muncie | 2943 |
| s. Schuylkill | 1820 |
| s. Susquehanna | 2347 |
| s. Tionesta | 2652 |

**Eriksen, K. A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Sendemanden | 397 |

**Eriksen, M.,**
*Elisenbergsveien, Christiania, Norway.*

| | |
|---|---|
| Carmel | 721 |
| Veritas | 650 |

**Eriksen, S.,**
*Stavanger, Norway.*

| | |
|---|---|
| Hans Olsen | 180 |
| Progress | 134 |

**Erikson, Olaf,**
*Mariehamn, Finland.*

| | |
|---|---|
| St. Olof | 539 |

**Eriksson, A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Rock City | 748 |

**Eriksson, A. E.,**
*Hafverö, Sweden.*

| | |
|---|---|
| Idun | 322 |

**Eriksson, A. G.,**
*Utsund, Höfverö, Sweden.*

| | |
|---|---|
| Arthur | 134 |
| Aurora | 279 |
| Sigrid | 245 |
| Solid | 507 |

**Eriksson, A. N.,**
*Långedrag, Gothenburg, Sweden.*

| | |
|---|---|
| Elise | 130 |

**Eriksson, Axel,**
*Mariehamn, Finland.*

| | Net Tons |
|---|---|
| Oscar & Georg | 526 |

**Eriksson, E.,**
*Mariehamn, Åland, Finland.*

| | |
|---|---|
| Avenir | 401 |

**Eriksson, E. A.,**
*Finström, Finland.*

| | |
|---|---|
| Emelia | |
| Freja | 263 |

**Eriksson & Horndahl,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Östergötland | 674 |

**Eriksson, J. G.,**
*Åland, Finland.*

| | |
|---|---|
| Lyckan | |

**Eriksson, J. W.,**
*Saltvik Socken, Finland.*

| | |
|---|---|
| Elioth | 122 |

**Eriksson, K. R.,**
*Skag, Lumparland, Finland.*

| | |
|---|---|
| Tesver | 151 |

**Eriksson, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Ida | 385 |
| Montrosa | 984 |
| Panama | 390 |
| St. Matheus | 340 |

**Eriksson, M.,**
*Finström, Finland.*

| | |
|---|---|
| Oliver Kromvel | 478 |

**Eriksson, M. U.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Winnifred | 944 |

**Eriksson, P. A.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Rapid | 141 |

**Eriksson, P. E.,**
*Norrtelje, Sweden.*
(Aktieb. Sylfid.)

| | |
|---|---|
| Runar | 66 |

**Erimus Steamship Co., Ld.,**
3, *Exchange Place, Middlesbro'.*
*See* H. CASPER & Co.

**Ernberg, Gustaf, & Co.**
(Manager—A. Ernberg),
*Carlskrona, Sweden.*

| | |
|---|---|
| Thor | 446 |

**Ernst, Abraham,**
*Mahone Bay, N.S.*

| | |
|---|---|
| Clara | 100 |
| Edyth | 198 |
| Harold | 100 |
| Mildred | 100 |

**Erquiaga, Manuel,**
*Casilla* 228, *Iquique, Chili.*

| | Net Tons |
|---|---|
| Augusta | 845 |

**Ersson, J. P.,**
*Göränge, Höfverö, Sweden.*

| | |
|---|---|
| Karl | 417 |

**Ertin, E.**
*Kitterstrasse No.* 12, *Riga, Russia.*

| | |
|---|---|
| Maria Anna | 234 |

**Es, P. A. van, & Co.,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Alster | 477 |

**Esaias Tegner, Ångf. Aktieb.,**
22, *Skeppsbron, Stockholm, Sweden.*
*See* F. MÖLLER.

**Esbjerg Dampskibsselskab,**
*Esbjerg, Denmark.*
*See* PAGH & QUIST PETERSEN.

**Escaño, E.,**
*Malitbog, Isla de Leite, Manila, Philippine Islands.*

| | |
|---|---|
| s. Victoria | 100 |

**Eschen, H. K.,**
*Strandstræde, Marstal, Denmark.*

| | |
|---|---|
| Ærkir | 138 |
| Willi | 224 |

**Eschen & Minor,**
8, *Mission Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Eclipse | 1469 |
| Lord Templetown | 2048 |
| Sintram | 1495 |
| Tidal Wave | 497 |
| William H. Macy | 2038 |

**Escofet, Pascual, y Cia.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Cacique | 84 |

**Escott, William,**
23, *Jubilee Terrace, West Street, Watchet, Somerset.*

| | |
|---|---|
| Dantzic | 98 |
| Marian | 84 |
| Trio | 73 |

**Eskilstuna Nya Rederiaktieb,**
*Eskilstuna, Sweden.*
*See* F. O. NILSSON.

**Eskridge, J. R.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Annie C. Grace | 454 |

**Eskside Steam Shipping Co., Ld.,**
*Church Street, Whitby.*
*See* C. SMALES & SON.

**Esperance, Ångf. Aktieb.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| s. Muncaster | 516 |

**Esping, O.,**
*Grums, Sweden.*

| | Net Tons |
|---|---|
| s. Nya Slottsbron | 119 |

**Espinola, M. B.,**
*Campeche, Mexico.*

| | |
|---|---|
| Voluntario | |

**Esplen, W., Jr., & Co.,**
3, *Redcross Street, Liverpool.*
(Fenwick Shipping Co., Ld.)

| | |
|---|---|
| s. Burbo Bank | 1818 |

**Esposito, Giuseppe,**
*Via Caracciolo, Meta, Italy.*

| | |
|---|---|
| Poppo | 595 |
| Teresinella | 681 |

**Esquimault & Nanaimo Railway Co.,**
*Victoria, B.C.*

| | |
|---|---|
| s. City of Nanaimo | 518 |
| s. Czar | 93 |
| s. Joan | 544 |

**Essafu Tajbhoy Borah,**
*Darukhana, Mazagon, Bombay.*

| | |
|---|---|
| s. Shahnoor | 2198 |

**Essajee Tajbhoy,**
*Bombay.*

| | |
|---|---|
| s. Alavia | 2947 |

**Essayan, Shahum & Co.,**
40, *Dickinson Street, Manchester.*

| | |
|---|---|
| s. Dikili | 85 |

**Essex, Henry O.,**
32, *Fetter Lane, London, E.C.*
(Moravian Church & Mission Agency.)

| | |
|---|---|
| s. Harmony | 223 |

**Est Asiatique Français,**
4, *Rue de la Republique, Marseilles, France.*

| | |
|---|---|
| s. Annam | 3523 |
| s. Cambodge | 2355 |
| s. Kouang-Si | |
| s. Laos | 3821 |
| s. Yunnan | 3928 |

**Estela, Bernardo,**
*Palma de Mallorca.*

| | |
|---|---|
| Maristany | 1298 |

**Estvold, S. R.,**
116, *Berry Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Viking | 140 |

**Etheredge, Geo.,**
84, *Narrow Street, Limehouse, London.*

| | |
|---|---|
| s. Conqueror | 6 |
| s. Dauntless | 3 |
| s. Privateer | 5 |

**Etienne, J. B.,**
2, *Rue Linné, Nantes, France.*

| | |
|---|---|
| La Banche | 1738 |
| Le Pilier | 1739 |

s. signifies Steamer.

**Etna Steam Ship Co.,**
*Perry Payne Building, Cleveland, Ohio, U.S.*
*See* J. MITCHELL.

**Eudier, Louis,**
*Quai Vicomte II., Fécamp, France.*
Net Tons
Saint Louis ..... [illegible]
Ste Marie ..... 219

**Euphrates & Tigris Steam Nav. Co., Ld.,**
*3, Salters' Hall Court, Cannon Street, London, E.C.*
s. Blosse Lynch [illegible]
s. Khalifah [illegible]
s. Mejidieh 373

**European Petroleum Co. Ld.,**
*Dixon House, Lloyd's Avenue, Fenchurch Street, London, E.C.*
*See* J. CLARE.

**Eustis, W. E. C.,**
*60, State Street, Boston, Mass., U.S.*
Camden ..... [illegible]

**Euxine S.S. Co., Ld.,**
*Mercantile Chambers, Newcastle-on-Tyne.*
*See* J. A. HODGE.

**Evangelista, Victoriano Lagdome,**
*Tayabas, Philippine Islands.*
Maria ..... 105

**Evans, Annie (Mrs.),**
*Mulford House, Aberayron, Carnarvonshire.*
Cadwgan ..... 81

**Evans, Arthur,**
*Greystones, Wicklow.*
Velin-heli ..... 65

**Evans, David,**
*St. Dogmaels, Pembroke.*
Eliza Anne ..... 32

**Evans, Eyre, & Co.,**
*5, Inner Temple, Dale Street, Liverpool.*
Balasore ..... 2562

**Evans, F. J.,**
*Burry Port, near Llanelly.*
Ebenezer ..... 83

**Evans, H., & Co.,**
*Old Castle Buildings, Liverpool.*
s. Hillbrook ..... 2546
s. Hillglen ..... 2436
s. Hillgrove ..... 2290
s. Hilltarn ..... 2311

**Evans, J.,**
*30, Brunswick Street, Liverpool.*
s. Gladiator ..... 66
s. Hotspur ..... 38

**Evans, J. G.,**
*24, Fenwick Street, Liverpool.*
Alliance ..... 977
Moinwen ..... 1491

**Evans, O., & Son,**
*10, Slate Quarry, Carnarvon.*
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s. Mabel ..... 51

**Evans, W.,**
*14, Biggin Street, Dover.*
(River & District Co-operative Society, Ld.)
James Simpson ..... 157

**Evans, William,**
*5, Lombard Street, Portmadoc.*
Rose of Torridge ..... 94

**Eve & Douet,**
*Granville, France.*
Bonne Joséphine ..... 139

**Evensen, C. B.,**
*Arendal, Norway.*
Fram ..... 125

**Evensen, J.,**
*Brevig, Norway.*
Cito ..... 475

**Evlia Effendi,**
*Constantinople, Turkey.*
s. Abd-el-Kadir ..... 1380

**Excalibur Steam Fishing Co., Ld.,**
*Fish Dock Road, Grimsby.*
s. Sir Galahad ..... 58
s. Sir Percivale ..... 59

**Exchange, S.S. Co., Ld.,**
*4, Sun Court, Cornhill, London, E.C.*
*See* J. W. COOPER.

**Exelbirth, A. G.,**
*Tiflis, Russia.*
s. Argo ..... 625

**"Export," Ångb. Aktieb.,**
*Agnhammar, Grums, Vermland, Sweden.*
*See* N. C. JENSEN.

**Extrême Orient Société Francaise de Nav.,**
*43, Rue de la Chaussée D'Antin, Paris.*
s. Lilia ..... 1909
s. Maritta ..... 1922

**Eyde, Chr., & Hein,**
*Arendal, Norway.*
s. Alf ..... 660
s. Arendal ..... 876
Aristos ..... 512
s. Atlas ..... 834
Lorenzo ..... 475
Mossel ..... 391
Mississippi ..... 643
Swift ..... 428
Virgo ..... 516

**Eyob Aboo Tauleb,**
*Port Louis, Mauritius.*
Louisa ..... 192

**Ezanno, E.,**
*Carnac, Morbihan, France.*
Nanine Aglae ..... 168

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**Fabre, Cyprien, & Co.,**
*Rue Sylvabelle 69, Marseilles, France.*
(Cie. Française de Nav. à Vap.)
Net Tons
s. American ..... 1479
s. Bergamilla ..... 1604
s. Dieppeah ..... 971
s. Dracontia ..... 875
s. Furia ..... 591
s. Gallia ..... [illegible]
s. Gerrovia ..... 1229
s. Germania ..... 2230
s. Massilia ..... 1840
s. Neustria ..... 1612
s. Olbia ..... 1535
s. Provincia ..... 2290
s. Roma ..... [illegible]
s. Vasconia ..... 1899

**Fabricotti, Carlo, fu D.,**
*Carrara, Italy.*
Carlo Andrea F. ..... 163

**Facy & Fisher,**
*Morrison Street, Hobart, Tasmania.*
Kassa ..... 257
Wild Wave ..... 231

**Færder Dampskibsselskabet,**
*Skippergaden 14, Christiania, Norway.*
*See* FRED. OLSEN.

**Fagg, W., & Sons,**
*High Street, Sandwich, Kent.*
Lord Dufferin ..... 120
Moss Rose ..... 114

**Fairfield Shipbuilding and Engineering Co., Ld.,**
*Glasgow.*
*See* W. M. RHODES,
*34, Leadenhall Street, London, E.C.*

**Fairgrieve, John B.,**
*Hamilton, Ontario.*
s. Arabian ..... 770

**Fairlie, James,**
*12, Waterloo Street, Glasgow.*
Oberon ..... 1444
Queen Mab ..... [illegible]
Titania ..... 1991

**Falck, E.,**
*Glückstadt, Germany.*
Bertha Elisabeth ..... [illegible]

**Falck, G. E.,**
*Gothenburg, Sweden.*
(Angf. Aktieb. "Falken.")
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(Ångf. Aktieb. Svanen.)
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**Falck, Ths. S.,**
*Stavanger, Norway.*
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s. Ino ..... [illegible]
Mathilde ..... 437
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s. Rosebud ..... 613
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**Falconer, James, & Sons,**
*15, Scotstown, Banff.*
s. Research ..... [illegible]

**"Falken," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* G. E. FALCK.

**Falkland Islands Co., Ld.,**
*61, Gracechurch Street, London, E.C.*
s. Samson ..... 32

**Fall River Line.**
*See* OLD COLONY STEAMBOAT CO.

**Falls Line S.S. Co., Ld.,**
*7, Royal Bank Place, Glasgow.*
(Managers—Wright, Graham & Co.)
s. Falls of Keltie ..... [illegible]
(Manager—T. B. Royden, *The Atlantic, 8, Brunswick Street, Liverpool.*)
s. Indradeo ..... 3457

**Falmouth Towage Co., Ld.,**
*Arwenack Street, Falmouth.*
s. Dragon ..... 8
s. Triton ..... 10

**Fanciotti, Edoardo, fu G.,**
*Braila, Roumania.*
s. Eugenio ..... 31

**Fane, Akties. Dampskibsselsk,**
*Bergen, Norway.*
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**Fane, Rear Admiral C. G.,**
*Portsmouth.*
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**Fanshawe, Lt.-Col. E. C.,**
*13, Gunterstone Road, West Kensington, London.*
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**Fargas, F., & Co.,**
*Barcelona, Spain.*
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**Fargrove Steam Navigation Co., Ld.,**
*147, Leadenhall Street, London, E.C.*
*See* FARRAR, GROVES & CO.

**Farina, Gio. Battista,**
*Genoa, Italy.*
Ada ..... [illegible]

**Farnham, S. C., Boyd & Co., Ld.,**
*Old Dock, Shanghai.*
Elizabeth Nicholson ..... [illegible]
s. Munchen ..... [illegible]
s. [illegible] ..... [illegible]

**Farnsworth, J. R.,**
*Rockland, Maine, U.S.*
Empress ..... [illegible]

**Faro & Lima,**
*Lisbon, Portugal.*
Jesuina I ..... 11

**Farquahar, Wm. & Alex., & W. Stewart,**
*Lossiemouth, N.B.*
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**Farrand, G. L.,**
*Rockland, Maine, U.S.*
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**Farrant, Charles Y.,**
*Cranborne Avenue, Plymouth.*
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147, *Leadenhall Street, London,* [illegible]
(Fargrove Steam Nav. Co., Ld.)
s. Bardsey ..... [illegible]
s. Caldy ..... [illegible]
s. Dungeness ..... [illegible]
s. Eddystone ..... 1443
s. Fastnet ..... 1416
s. Girdleness ..... 1191
s. Kinsale ..... [illegible]
s. Rockabill ..... 1611
s. Skerryvore ..... 2226
s. Start ..... 1554
s. Tuskar ..... 1907
s. Wolf ..... [illegible]

**Farrar Transportation Co. Ld.,**
*Collingwood, Ontario.*
*See* W. CARMICHAEL.

**Farrell & Son,**
*Catherine Street, Waterford.*
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**Farrell, T. V. & R. C.,**
*Youghal, co. Cork.*
Rob Roy ..... 9
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**Farrington, J. E., (Mrs.)**
*Belleville, co. Hastings.*
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**Farwell, Estate of Nathan A.,**
*Rockland, Maine, U.S.*
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**Fasce, Agustin,**
*Calle 102, Buenos Ayres, Argentine Republic.*
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**Fasce, Gio. Batta., fu Emanuele,**
*Via S Francesco No. 1, Recco, Italy.*
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**Faulkingham, O. B.,**
*West Jonesport, Me., U.S.*
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*Hantsport, N.S.*
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**Fawcitt Steamship Co.**
*See* L. K. FAWCITT.

**Fawcitt, L. K.,**
*2, Victoria Terrace, West Hartlepool.*
(Fawcitt S.S. Co., Ld.)
s. Arab..... 1140

**Fawcus, E.,**
*3, Cross Lane, Coal Exchange, London, E.C.*
s Factor ..... 730

**Faxehus, Rederiaktieb.,**
*Sandarne, Sweden.*
*See* F. POHLMANN.

**Fazli, Begh,**
*Dulcigno, Montenegro.*
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**Fearnley & Eger,**
*3 & 5, Toldbodgaden, Christiania, Norway.*
s. Aker ..... 1899
s. Bogstad ..... 1982
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s. Oscarshall ..... 739
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**Featherstone, W. J.,**
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**Federal Steam Nav. Co., Ld.,**
*2, Fenchurch Avenue, London, E.C.*
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s. Maori King ..... 2476
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**Federal Steamship Co.,**
*6, Sherman Street, Chicago, Ill., U.S.*
*See* C. W. ELPHICKE.

**Federation Brand Salmon Canning Co., Ld.,**
*105, Gorge Road, Victoria, B.C.*
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*Viareggio, Italy.*
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**Feiring, Sigurd,**
*Storthingsgade 14, Christiania, Norway.*
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**Feldman, G.,**
*Politzeickaya No. 21, Odessa, Russia.*
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**Fell, Estate of John R.,**
*c/o Pennsylvania Co. for Insurance on Lives and granting Annuities, 517, Chestnut Street, Philadelphia, U.S.*
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*Trieste, Austria.*
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**Fenaille et Despeaux,**
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*Constantinople, Turkey.*
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**Fenger Krog, J.,**
*Gothenburg, Sweden.*
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**Fenwick, Andrew,**
*Richmond River, N.S.W.*
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**Fenwick, J., & Co.,**
19, *Bridge Street, Sydney, N.S.W.*
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**Fenwick, John, & Son,**
57, *Gracechurch Street, London, E.C.*
s. Beamish ..... 791
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s. Linhope ..... 827
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s. Stelling ..... 492
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s. Urpeth ..... 672

**Fenwick Shipping Co., Ld.,**
3, *Redcross Street, Liverpool.*
*See* W. ESPLEN, Jr., & Co.

**Fenwick, Estate of Thomas**
*Ballina, Richmond River, N.S.W.*
(Managers—Perpetual Trustee Co., Sydney, N.S.W.)
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**Feofani, F. A.,**
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**Feore, James Joseph,**
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**Ferguson & Co., Ld.,**
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**Ferguson, R., & Co.,**
39, *Dock Street, Dundee.*
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**Ferguson & Reid,**
109, *Hope Street, Glasgow.*
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**Ferguson, Thomas J.,**
6, *Lansdowne Villas, Limerick.*
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7, *Rumford Street, Liverpool.*
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**Fernie, W. J.,**
*Moss Bank, Aintree, Liverpool; also c/o D. Corsar & Sons, 30, Brunswick Street, Liverpool.*
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*Torre del Greco, Italy.*
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(c/o Antonio Valle).
*Via Garibaldi No. 77, Interno 3, Camogli, Italy.*
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*Salita Graziani, Camogli, Italy.*
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*Corso Andrea Podesta 6, Genoa, Italy.*
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108, *Rua da Alfandega, Lisbon, Portugal*
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*Castilla Corres No. 12, & Calle Missones 101, Monte Video, Uruguay.*
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*Lerhamn, Högands, Sweden.*
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**Fex, N. S.,**
*Lerhamn, Högands, Sweden.*
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*South Dennis, N.J., U.S.*
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*Boston Buildings, James Street, Cardiff.*
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**Field Steam Ship Co., Lim.,**
*Finkle Chambers, Stockton-on-Tees.*
*See* E. ASTON

**Fieldgate, W., & Son,**
*Colchester.*
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*Castellamare di Stabbia, Italy.*
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*Via Garibaldi No. 70, Camogli, Italy.*
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**Figari, Francesca Lavarello Vva.,**
*Via Corsica No. 6-3, Genoa, Italy.*
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**Figari, Flli. G. B. & G., di F.,**
*Camogli, Italy.*
Drumpark ..... [illegible]
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**Figari, G. B., & A. Razeto,**
*Camogli, Italy.*
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*19, Orchard Gardens, Teignmouth.*
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**Findlay, John,**
*98, Harbour Street, Nairn, [illegible] Nairn.*
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**Finlay (Campbell) & Co.,**
*12, Boyle Street, Greenock.*
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**Finnish Board of Fisheries,**
*Helsingfors, Finland.*
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**Finnish Pilot Board,**
*Helsingfors, Finland.*
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**Finska Ångfartygs Aktiebolaget,**
*Helsingfors, Finland.*
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**Finska Bergnings Aktieb.**
Neptun,
*Kanalgatan 1, Helsingfors, Finland.*
*See* J. SVENSSON.

**"Finska Lloyd," Ångf. Aktiebol.,**
*Helsingfors, Finland.*
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**Finska Lotstryrelsen,**
*Helsingfors, Finland*
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**Fiona, Dampskibsselskabet,**
*Frederiksgade 1, Copenhagen, Denmark.*
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**Firpo, Vincenzo, & Co.,**
*Piazza della Stampa No. 8, Int. 3. Genoa, Italy.*
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*c/o Western Repair & Supply Co., San Francisco, Cal., U.S.*
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**Fisher, Morris & Co.,**
*Grimsby.*
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**Fisher, Renwick & Co.,**
*Collingwood Buildings, Newcastle-on-Tyne*
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**Fisher, Renwick & Co.'s Manchester-London Steamers, Ld.,**
*Manchester and Newcastle-on-Tyne.*
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*Morrison Street, Hobart, Tasmania.*
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**Fisher, Thos.,**
*Fleetwood, Lancashire.*
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**Fisheries Co.,**
*135, Front Street, New York, U.S.*
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**Fishley, R.,**
*67, Westbury Street, Swansea.*
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**Fisk, Uriah B.,**
*West Dennis, Mass., U.S.*
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**Fisker, Peter L.,**
(Hecksher & Sön),
*Amaliegade 33, Copenhagen, Denmark.*
(Dampskibsselskabet Inga).
s. Carbonia ..... 941
s. Estonia ..... 1234
s. Flandria ..... 721
s. Granaria ..... 2044
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s. Canadia ..... 2797
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s. Agricola ..... [illegible]
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s. Patria ..... [illegible]
(Dampskibsselskabet "Union.")
s. Britannia ..... [illegible]
s. Caledonia ..... [illegible]
s. Frisia ..... [illegible]
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**Fisser, H. J.,**
*Langestrasse 86, Bremen, Germany.*
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*Buyuk Tunnel Han No. 1-8, Galata. Constantinople, Turkey.*
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**Fitzgerald, J.,**
*Ballinacurra, co. Cork*
Proba ..... [illegible]

**"Fiume," Rhederei, G. m. b. H.,**
*Cologne, Germany.*
[illegible] ..... [illegible]
s. Fiume ..... [illegible]

**Flanagan, Francis,**
*The Square, Skerries, co. Dublin.*
Jessie ..... [illegible]

**Flanagan, Mary A. (Mrs.),**
*Church Street, Skerries, co. Dublin.*
Radius ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Fleetwood Steam Fishing Co., Ld.,**
*c/o Messrs. Moodys & Kelly, Fish [illegible] Road, Grimsby.*
s. Cymric ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. Klady ..... [illegible]
s. Lady ..... [illegible]
s. Lassie ..... [illegible]

**Fleming, Michael,**
*Youghal, co. Cork.*
Det Gratis ..... [illegible]

**Flensburg - Stettiner Dampfschifffahrt-Gesellschaft**
(Manager—W. C. Frohne),
*Flensburg, Germany.*
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Flensburger Dampfer Co.,**
*Flensburg, Germany.*
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**Flensburger Dampfschifffahrt-Gesellschaft v. 1869,**
*Flensburg, Germany.*
s. Denmark ..... [illegible]
s. Hansestadt ..... [illegible]
s. Hansa ..... [illegible]
s. Preussia ..... [illegible]
s. Russia ..... [illegible]
s. Schleswig ..... [illegible]
s. Saxonia ..... [illegible]
s. Thuringia ..... [illegible]
s. Triton ..... [illegible]

**Flensburger, Schiffsbau Gesellschaft,**
*Flensburg, Germany.*
s. [illegible] ..... [illegible]

**Fletcher, John,**
*The Shipyard, Montrose.*
s. Andalusia ..... [illegible]

**Fletcher, Woodhill & Co.,**
*33, Brazennose Street, Manchester.*
s. Argonaut ..... [illegible]

**Flett, J., & Sons,**
*Janston, Buckie.*
s. Livonia ..... [illegible]

**Flett, John,**
*Kirkwall, Orkney.*
Mountaineer ..... [illegible]

s. désigne les Vapeurs.

**Flett, Margaret, & Co.,**
*Slotfield Road, Lossiemouth, N.B.*

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**Flett, Sutherland & Co.,**
*Findlochty, Banffshire.*

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**Flint & Pere Marquette Railway Co.,**
*Port Huron, Mich., U.S.*

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| s. Pere Marquette 15 | 1634 |
| s. Pere Marquette 16 | 1317 |
| s. Pere Marquette 17 | 1695 |
| s. Pere Marquette 18 | 1722 |
| s. Pere Marquette 19 | 1548 |
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**Flitner, J. H., & Co.,**
200, *Commercial Street, Boston, Mass., U.S.*

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| Nimbus | 810 |
| Viator | 686 |

**Floco, D.,**
*Syra, Greece.*

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**Flood, E. O.,**
*Galveston, Texas, U.S.*

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**Florence Tugboat & Salvage Co., Ld.,**
7, *Dock Street, Middlesbro'.*
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**Flornoy, Louis, & fils,**
*Quai de la Fosse 71, Nantes, France.*

| | |
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| s. Ebba | 870 |
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**Flower & Everett,**
69, *King William Street, London, E.C.*

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**Flowers, Albert Edward,**
*Landport, Hants.*

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**Flöystad, G.,**
*Arendal, Norway.*

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**Flöystad, G. & P.,**
*Arendal, Norway.*

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**Flügge, Carl F. A.,**
*Admiralitätstrasse 37, Hamburg, Germany.*

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| Antares | 1061 |
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**Flügge, Johannsen & Lubinus,**
*Admiralitätstrasse 37, Hamburg, Germany.*

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**Focchias, G.,**
*Syra, Greece.*

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**Focone, C.,**
*Naples, Italy.*

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**Fogarty, E.,**
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**Fogde, I.,**
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**Fogelmarck, E. R.,**
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**Fogelmarck, R.,**
*Westervik, Sweden.*

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**Fogh, E.,**
*Copenhagen, Denmark.*
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**Folch, A., y Ca.,**
*Barcelona, Spain.*

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| s. Berenguer el Grande | 2179 |
| s. José Gallart | 2458 |
| s. Juan Forgas | 1970 |
| s. Miguel Gallart | 2131 |
| s. Puerto Rico | 1742 |

**Foley & Co.,**
*Coronation House, 4, Lloyd's Avenue, London, E.C.*

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| Burmah | 1647 |
| Satlej | 1672 |

**Folkman, Chr.,**
*Skien, Norway.*

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**Folsch, H., & Co.,**
*Hamburg, Germany.*

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**Fonseca, C. d'A.,**
*Pernambuco, Brazil.*

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**Fontaine, E.,**
87, *Rue Couraye, Granville, France.*

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*Seaford, Del., U.S.*

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**Forbes, A.,**
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**Forbes, Abbott & Lennard, Ld.,**
70, *Gracechurch Street, London, E.C.*

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*Stonehaven, Kincardine.*

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**Förbom, G. A.,**
*Lemland, Finland.*

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**Föreid, O. R.,**
*Grimstad, Norway.*

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**Foreman, D. W.,**
26, *South Street, St. Andrews, Fifeshire.*

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**Foreman, George,**
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**Foreman, W. W.,**
*High Street, Whitstable, Kent.*

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**Forenede Dampskibs Selskab, Det**
(Manager—J. L. H. Brandt),
*Kvæsthusgade 9, Copenhagen, K., Denmark.*

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| s. Garonne | 890 |
| s. Georg | 477 |
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| s. Hekla | 2088 |
| s. Hellig Olav | 5061 |
| s. Hengest | 379 |
| s. Hjelm | 158 |
| s. Holar | 321 |
| s. Horsens | 135 |
| s. Island | 1786 |
| s. J. C. la Cour | 673 |
| s. J. C. Jacobsen | 760 |
| s. Jolantha | 452 |
| s. Jyden | 220 |
| s. Kasan | 694 |
| s. Kentucky | 2351 |
| s. Kiew | 690 |
| s. Kjobenhavn | 369 |
| s. Knuthenborg | 256 |
| s. Koldinghuus | 576 |
| s. Kursk | 694 |
| s. L. P. Homblad | 1350 |
| s. Læso | 1 |
| s. Laura | 650 |
| s. Leopold II. | 1020 |
| s. Lolland | 283 |
| s. Louise | 682 |
| s. Louisiana | 1939 |
| s. M. G. Melchior | 704 |
| s. Maja | 223 |
| s. Morso | 414 |
| s. Moskov | 647 |
| s. N. J. Fjord | 653 |
| s. Nicolai II. | 1646 |
| s. Nidaros | 451 |
| s. Niels Brock | 210 |
| s. Niels Ebbesen | 384 |
| s. Nishnij Novgorod | 647 |
| s. Nordjylland | 587 |
| s. Norge | 2121 |
| s. O. B. Suhr | 919 |
| s. Octa | 102 |
| s. Olga | 471 |
| s. Olui Bager | 186 |
| s. Omsk | 992 |
| s. Örnen | 73 |
| s. Orrik | 189 |
| s. Oscar II. | 6093 |
| s. Perm | 696 |
| s. Pregel | 607 |
| s. Primula | 691 |
| s. Riberhuus | 340 |
| s. Rita | 322 |
| s. Saxo | 98 |
| s. Skalholt | 306 |
| s. St. Knud | 97 |
| s. Storebelt | 292 |
| s. Texas | 2875 |
| s. Thy | 169 |
| s. Thyra | 502 |
| s. Tiber | 824 |
| s. Tyr | 299 |
| s. Union | 273 |
| s. United States | 6030 |
| s. Valdemar | 496 |
| s. Vendsyssel | 449 |
| s. Vesta | 638 |
| s. Viking | 453 |
| s. Yrsa | 270 |
| s. Zampa | 222 |

**Forenede Dampskibs Selskab paa Langeland og Lolland**
(Manager—Emil Petersen),
*Rudkjöbing, Denmark.*

| | |
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| s. Spodsbjerg | 47 |

**Forest Oak Steam Shipping Co., Ld.,**
6, *Crosby Square, London, E.C.*
*See* JACKSON BROS. & CORY.

**Forges d' Hennebont,**
*Hennebont, France.*

| | |
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| s. Cirages Français | 378 |
| Jean Baptiste | 161 |

**Forli, Sansone,**
*Ravenna, Italy.*

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| s. Ravenna | 193 |

**Fornari, D.,**
*Portici Vittorio Emanuele, 2–4, Genoa, Italy.*

| | Net Tons |
|---|---|
| Gigilla | 116 |

**Forno, Antonio,**
*Constitucion, Chili.*

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| Union | 148 |

**Forrest, John,**
5, *Bridge Street, Peterhead.*

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| Emily Florence | 60 |
| Theodora | 64 |

**Forsayth, J. M. C.,**
*Ralum, New Britain.*

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| Nugarea (aux. stm.) | 100 |

**Forsberg, F. W.,**
*Gothenburg, Sweden.*
(Ångf. Aktieb. Ella.)

| | |
|---|---|
| s. Ella | 647 |
| s. Zeus | 569 |
| (Ångf. Aktieb. Garm.) | |
| s. Arla | 597 |

**Forsberg & Mark,**
*Gothenburg, Sweden.*

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|---|---|
| s. Erato | 530 |

**Forsblad, J. H.,**
*Motala, Verkstad, Sweden.*

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| Boren | 136 |

**Förselius, A. G.,**
46, *Skeppsbron, Stockholm, Sweden.*

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| s. Gripsholm | 117 |
| s. Upland | 118 |
| (Ångfartygs Aktiebolaget "Gamla Svartsjölandet.") | |
| s. Ekolsund | 109 |
| s. Gunhild | 69 |
| s. Hillersjo | 113 |
| s. Sigtuna | 94 |
| (Stockholms Transp. och Bogser. Aktieb.) | |
| s. Arboga II. | 204 |
| s. Arboga III. | 85 |
| s. Aug. Fries | 157 |
| s. Koping | 99 |
| s. Maria I. | 97 |
| s. Mercur | 105 |
| s. Prins Carl | 137 |

**Försman, F. W.,**
*Nörrkoping, Sweden.*
(Rederi Aktiebolaget "Norden.")

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| s. Bråviken | 108 |
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| s. Norden | 221 |
| s. Norrkoping | 197 |
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**Forssberg, S. P.,**
*Valdemarsvik, Sweden.*

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**Forsström, A.,**
*Nystad, Finland.*

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**Forsstrom, Karl,**
*Förby, Finland.*

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| s. Taimi | 87 |
| Taimi | 323 |

s. signifies Steamer.

**Forster, J. J. & C. M.,**
*Baltic Chambers, Newcastle-on-Tyne.*
(Newcastle Steam Ship Co., Ld.)
s. Newcastle..
s. Newholm
s. Newlyn..
s. Newquay
s. Newstead

**Forsyth, John,**
*River Street, Montrose.*

**"Fortuna," Dampskibsselskabet,**
*Stavanger, Norway.*
*See* A. MELING

**Fortuna, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* C. H. WITT.

**Fortunat, M. C.,**
*Campeche, Mexico.*
Manuel C. Fortunat

**Foscolo, Mango & Co.,**
*Constantinople, Turkey; & Piræus, Greece.*
(Agents in England—Messrs. Mango, Doresa & Co., 60, St Mary Axe, London, E.C.)
s. Demetrio S. Schilizzi
s. Eptalofos
s. Georgios P. Bouboulis..
s. Marietta Ralli

**Fosens Aktie. Dampskibsselskab,**
*Hevne, Drontheim, Norway.*
s. Einar Tambarskjælver
Rein

**Foss, E. A.,**
*Copenhagen, Denmark.*
s. Cathrine

**Foss, O. W.,**
*Mount Desert Ferry, Me., U.S.*
John Paul

**Foster, Albert J.,**
*Toronto, Ontario.*
Stuart H. Dunn

**Foster, Hugh,**
*Bank Quays, Larne.*
May
Sea Flower

**Foster, John, & Co.,**
*Central Chambers, Baxtergate, Whitby.*
s. Eshcolbrook

**Foster & Pray,**
9, *Doane Street, Boston, Mass., U.S.*
McLaren

**Foster, S.,**
*San Francisco, Cal., U.S.*

**Fountain, Joseph W.,**
*Damariscotta, Me., U.S.*
R. T. Rundlett

**Foulis, A.,**

**Foulkes, Joseph R.,**
*Dinas, Port Dinorwic, Carnarvonshire.*

**Four Winds Ship Co., Ld.,**
*Bank Buildings, 60, Castle Street, Liverpool.*
*See* T. SHUTE.

**Fourcade & Provot,**
*Calle Sombrereria 2, Bilbao, Spain.*

**Fourmentin-Delpierre, Vve.**
29, *Rue du Moulin a Vapeur, Boulogne-sur-Mer, France.*
Etoile Polaire
Hirondelle

**Fournier & Cie.,**
*St. Georges, Ile d'Oléron, France.*
s. Boyardville
s. Ville de la Rochelle

**Fourny, F., & Cie.,**
*Quai du Bassin, Boulogne, France.*
André
François
Jean
Marie
Mathieu

**Fourny-Tetard,**
14, *Rue de la Scierie, Boulogne, France.*
Adolphe

**Foustanos, P., & Co.,**
*Syra, Greece.*
s. Sparti

**Fowey Steam Ship Co., Ld.,**
*Fowey.*
*See* C. L. TOYNE.

**Fowey (No. 2) Steam Ship Co., Ld.,**
*Fowey.*
*See* C. L. TOYNE.

**Fowey (No. 3) Steam Ship Co.,**
*Fowey.*
*See* TOYNE, CARTER & CO.

**Fowey (No. 4) Steam Ship Co., Ld.,**
*Fowey.*
*See* TOYNE, CARTER & CO.

**Fowle, C. C.,**
9, *Britannia, Northam, Southampton.*
Lavinia

**Fowle, James L.,**
*Washington, North Carolina, U.S.*

**Fowler, D. J.,**
*Crisfield, Md., U.S.*
Mabel & Ruth

**Fowler, G. V., & Co.,**
*Middlesbro'.*
s. Planudes

**Fox, T. W.,**
*Elburton House, Elburton, Plymouth.*
s. Vixen

**Fox, W.,**
*Snaith, R.S.O., Yorkshire.*
Young Fox

**Fragalà, Arcangelo, & Fratelli,**
*Riposto, Sicily, and Via Sottoripa, No. 1–1, Genoa, Italy.*

**Fraissinet & Co.,**
6, *Place de la Bourse, Marseilles, France.*
(Compagnie Marseillaise de Navigation a Vap.)
s. Amérique
s. Balkan
s. Bocognano
s. Cyrnos
s. Esterel
s. Faraman
s. Felix Fraissinet
s. Henry Fraissinet..
s. Marc Fraissinet
s. Pelion
s. Planier
s. Saint Marc..
s. Stamboul
s. Suzette Fraissinet
s. Tabor
s. Taurus
s. Tibet
s. Ville de Bastia

**Fram. Actieb.,**
*Malmö, Sweden.*
*See* J. KROOK.

**Fram, Acties.,**
*Brevig, Norway.*
*See* L. STURE.

**Frame, John,**
5, *Talbot Place, Dublin.*
s. Princess Alexandra

**France, Government of,**
*Paris.*
s. Estafette
(Colonial Department.)
s. Maroni
s. Paris

**France, W., Fenwick & Co., Ld.,**
*Fenchurch House, 5, Fenchurch Street, London, E.C.*
s. Abchurch
s. Arden
s. Brenda
s. Gwynwood
s. Hawkwood...
s. Holmwood
s. Hylton
s. Lockwood
s. Monkwood
s. Rookwood
s. Sherwood

**Franceschi, Amato,**
*Maesmer, Caullari, Italy.*
Clorinda

**Franceschini, Xavier,**
1, *Quai des Palmiers, Ajaccio, Corsica.*
Tully-Antoine

**Francescone, A.,**
*Leghorn, Italy.*
Anto

**Francesconi, Giovannina,**
*Via Catroli, Viareggio, Italy.*
Burlamacchi

**Francioni, F.,**
*Buenos Ayres, Argentine Republic.*
s. Bahia Blanca
s. Corcoga

**Francis, J. & W.,**
*Milford Haven.*
Christine

**Francis, John,**
*Glanteern, Borth, Cardigan.*
Cecil Brindley

**Francis, W. J.,**
*Pill, Milford Haven.*
Advance

**Francis, William,**
*Milford Haven.*
Marjorie
Mary
Olwen

**Frangopoulos, J.,**
*Syra, Greece.*
Bethleem

**Frangos, Michail,**
*Volo, Turkey.*
Giorgios Protos

**Franklin, F.,**
*Frampton-on-Severn, near Stonehouse, Gloucestershire.*
Flora Emily

**Franklin Transportation Co.,**
*Cleveland, Ohio, U.S.*
*See* D. R. HANNA.

**Franks, Thomas H.,**
*Wear Bay Road, Folkestone, Kent.*
Aneroid
Cumberland
Mary Ann
Mary Annie
Primrose
Robie Burns

**Frantzen, G.,**
*Jönköping, Sweden.*
(Aktieb. Jönköpings Expressfungare.)
s. Motala Express

**Fraser, G.,**

**Fraser, W. J.,**
21, *Hope Street, Glasgow.*
s. Empress
s. The Queen

**Fraserburgh & North of Scotland Steam Trawling Co., Ld.,**
87, *Ashley Road, Aberdeen.*
*See* D. LAING.

**Fravega, Successione Bernardo, fu G. B.,**
*Via Provinciale No. 13, Bogliasco, Italy.*
Mio Padre
Nino Fravega

**Freberg, A. J.,**
*Sandefjord, Norway.*
Fram
Hjertness

**Frederick, J. W., & Co.,**
*Front Street, Belfast, Maine, U.S.*
A. W. Ellis

**Fredericton & Woodstock Steamboat Co., Ld.,**
*Southampton, York Co., N.B.*
s. Aberdeen

**Fredholm, A.,**
*Stockholm, Sweden.*
s. Thyra

**"Fredrik," Angf. Aktieb.,**
*Gefle, Sweden.*
*See* C. W. AKERSON.

**Fredriksen & Co.,**
*Mandal, Norway.*
Island
Reykjavik
s. Skald
s. Skallagrim..
s. Skandia...
s. Skarp

**Fredriksen, H.,**
*Sandefjord, Norway.*
s. Apollo
s. Congal
s. Croton
Hecla
s. Nero
s. Niobe
Nora
s. Norseman
s. Opland

**Fredriksen, O.,**
*Studeneshaven, Norway.*
Herold

**Fredrikshalds Dampskibsselskabet,**
*Fredrikshald, Norway.*
s. Fredrikshald 3

s. désigne les Vapeurs.

**Freear & Dix,**
*64, John Street, Sunderland.*
Net Tons
s. Allerwash ... 229
(Freear & Dix Steam Shipping Co., Ltd.)
s. Ellington ... 440
s. Lebanon ... [illegible]
s. Perseverance ... 626
s. Remembrance ... [illegible]

**Freeman, R. R.,**
*85, Commercial Street, Boston, Mass., U.S.*
Freeman ... [illegible]
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Mary Sanford ... 456
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**Freeth, A. J.,**
*Fish Quay, North Shields.*
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**Freire, J. A.,**
*Lisbon, Portugal.*
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**French, Thos. A.,**
*Boston, Mass., U.S.*
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**French, Thomas D.,**
*Camden, Maine, U.S.*
Sarah D. J. Rawson ... 292

**Frenette, Thomas,**
*Portneuf, Canada.*
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**Fresneau,**
*Brest, France.*
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**Freund, Louis,**
*152, Spaldingstrasse, Hamburg, Germany.*
s. Albatross ... 385

**Frew, Elder & Co.,**
*9, Queen Street, Newcastle-on-Tyne.*
(Bede Steam Shipping Co., Ltd.)
s. City ... 1875

**Frew, J. G., & Co.,**
*88, Great Clyde Street, Glasgow.*
s. Abbotsford ... [illegible]
s. Avenel ... 20
s. Deloraine ... 18
s. Tantallon ... 18
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*Windau, Russia.*
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**Friberg, N. K. A.,**
*Visby, Sweden.*
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**Friboulet, A.,**
*Rue Georges Couvier 76, Fécamp, France.*
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**Friboulet, A., & Déneuve,**
*Fécamp, France.*
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**Frick, Karl,**
*Gothenburg, Sweden.*
(Angt. Aktieb Avanti.)
s. Håkon ... 271

**Fricker, R.,**
*Port Adelaide, S.A.*
Annie Brown ... 160

**Fridlund, J. A.,**
*Glafva, Sweden.*
s. Olga ... 102
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**Friedenberg, Fritz,**
*Angern, Kurland, Russia.*
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**Friedenwald, K.,**
*Rojen, Gulf of Riga, Russia.*
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**Friedländer, A. G.,**
*Nohl, Sweden.*
(Ångb. Aktieb. Nohl.)
s. Elfängen ... 120

**Friesland, Stoomvisscherij,**
*Ymuiden, Holland.*
s. Gerbrig ... 65
s. Johanna Elisabeth ... 65

**Friis, B.,**
*Marstal, Denmark.*
Hildur ... 135

**Friis, F.,**
*Drammen, Norway.*
s. Triton ... 346

**Friis, H. W.,**
*Aalesund, Norway.*
s. Arnvid ... 40

**Friis, M. H.,**
*Marstal, Denmark.*
s. Freden ... 143

**Friis, Nicolay,**
*Porsgrund, Norway.*
Frey ... 293
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Sylvia ... 1095

**Friisö, A. Henriksen,**
*Satærod, P.O., Arendal, Norway.*
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**Frisch, E., & Co.,**
*Rue Paradis 54, Marseilles, France.*
s. Anna Eugénie ... 1451
s. Edmond-Gustave ... 1642
s. Marie Thérèse ... 1862

**Frisell, A.,**
*Gothenburg, Sweden.*
(Klippans Varfs Aktiebolag.)
Net Tons
Cecilia ... 219
Dagny ... 225

**Frisk, Aug.,**
*Riga, Russia.*
Andromeda ... 200

**Fritch, Geo.,**
*110, East Street, San Francisco, Cal., U.S.*
s. Homer ... 331

**Frithjof, Actieselskabet,**
*Behrensgade 8, Christiania, Norway.*
*See* M. K. GLEVER.

**Fritze, W. A., & Co.,**
*Bremen, Germany.*
Rigel ... 1879
Wega ... 1945

**Frixone, G. B., fu M.,**
*Vico Denegri, Genoa, Italy.*
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*Chioggia, Italy.*
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**Fröberg, A.,**
*Mörtö, Hafverö, Sweden.*
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**Frodi, W.,**
*Gothenburg, Sweden.*
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s. Italia ... 755
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s. Norden ... 382
s. Norge ... 648
s. Scandinavia ... 923
s. Victoria ... 989

**Frohböse, M.,**
*Fichtenstrasse 4, Bremen, Germany.*
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**Frontier Town Steam Ship Co., Ld.,**
*Newry.*
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**Frosta Dampskibsselskab,**
*Drontheim, Norway.*
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**Fruing, W., & Co., Ld.,**
*Jersey.*
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**Frumentum Steamship Co., Ld.,**
*48, Moorgate Street, London, E.C.*
*See* E. L. WEIGALL.

**Frye, Geo. H.,**
*Marshville, Me., U.S.*
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Mary E. Pennell ... 239

**Fryksdalen Ångb. Aktieb.,**
*Torsby, Fryksände, Sweden.*
*See* C. O. BOMAN.

**Fuel Oil Transit Co.,**
*Mobile, Ala., U.S.*
s. E. L. Russell ... 100

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*Talcahuano, Chili.*
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**Fuhrmann, D. P. H.,**
*10, Alsterdamm, Hamburg, Germany.*
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**Fujimura, B.,**
*Minato, Japan.*
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**Fujino, K.,**
*Osaka, Japan.*
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**Fujino Rintaro,**
*Osaka, Japan.*
s. Minamoto Maru ... 100

**Fujino Shirobei,**
*Aza Shimo Hiye, Hiyemura, Yechigori, Prov. Omi, Japan.*
s. Ibuki Maru ... 649
s. Koryo Maru ... 462

**Fujioka Koichiro,**
*Oaza Osaki, Osakimura, Amagun, Prov. Kii, Japan.*
s. Koun Maru ... 1783

**Fujita Kankichi,**
*6, Jubancho, Kamiokawadori, Niigatashi, Niigata Ken, Japan.*
s. Hokuyetsu Maru No. 1 ... 96
s. Hokuyetsu Maru No. 2 ... 94

**Fujiyama Yokichi,**
*Kitahama, Otaruku, Prov. Shiribeshi, Japan.*
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s. Soya Maru ... 340

**Fukushime, T.,**
*49, Sotouracho, Nagasaki, Japan.*
s. Wakanoura Maru ... 67

**Fuller, G. L.,**
*Kiama, N.S.W.*
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**Fullerton, Samuel,**
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**Funkawan Kisen Kabushiki Kaisha,**
*Nishimonbetsu, Uzugun, Prov. Iburi, Japan.*
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**Furlan, Fratelli, fu F.,**
*Chioggia, Italy.*
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*Arklow, co. Wicklow.*
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**Furneaux, G. W.,**
*Penryn, Cornwall.*
Hobah ... 56

**Furneaux, S., & Co.,**
*26, Great St. Helen's, London, E.C.*
s. Boxgrove ... 1939

**Furneaux, S. H.,**
*26, Great St. Helen's, London, E.C.*
s. Southgrove ... 478

**Furness Railway,**
*Barrow-in-Furness.*
s. Furness ... 16
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**Furness, Withy & Co., Ld.,**
*Baltic Chambers, West Hartlepool.*
Bugsir No. 1 ... 128
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s. Daltonhall ... 2295
s. Damara ... 1145
s. Evangeline ... 1417
s. Florence ... 1609
s. Guyandotte ... [illegible]
s. London City ... 1509
s. Loyalist ... 1419
s. St. John City ... 1412
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**Furuta, T.,**
*Osaka, Japan.*
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*Hiogo, Japan.*
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**Fuss, Geo.,**
*Calle del Angel No. 6, Mexico City.*
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**Fyfe, George,**
*51, Shiprow, Aberdeen.*
s. Balmoral Castle ... 47
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s signifies Steamer.

# G

### Gabel, C. Gustav,
3, *Steinhoeft, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Meridian | 1385 |

### Gabrielsen, G.,
*Stavanger, Norway.*
(Strömstenens Værft.)

| | |
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| Transport | 276 |

### Gabriil, Flli. S. & L.,
*Syra, Greece.*

| | |
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| Agios Nicolaos | 648 |

### Gada Kinzaburo,
*Takow, Formosa.*

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| s. Kanyo Maru | 97 |

### Gadschieff, Sraphil,
*Baku, Russia*

| | |
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| s. Corvubia | 180 |
| s. Parisien | 548 |

### Gaelic Steamships, Ld.,
*Cosyns House, 1, Quayside, Newcastle-on-Tyne; and at 101, Leadenhall Street, London, E.C.*
*See* CAIRNS, NOBLE & Co.

### Gaff, John,
31, *Hope Street, Glasgow.*

| | |
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| s. Dowsland | 1245 |

### Gaggino, G. B.,
*Flint Street, Singapore.*

| | |
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| s. Fartalla | 148 |

### Gaglione, A., fu O.,
*Torre del Greco, Italy.*

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### Gagnon, Antoine,
*Quebec.*

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### Gahlnback, Carl F.,
*Lehmstrasse, Reval, Russia.*

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### Gaibisso, Emanuele,
*Alassio, Italy.*

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### Gaile,
*Statsen, Windau, Russia.*

| | Net Tons |
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### Gainford, W. R.,
*Sydney, N.S.W.*

| | |
|---|---|
| Fanny Fisher | |

### Gainsborough United Steam Packet Co.,
*Gainsborough, Yorkshire.*

| | |
|---|---|
| s. Alexandra | |
| s. Shamrock | |
| s. Trent | 67 |

### Galatioto, G., di C.,
*Catania, Sicily.*

| | |
|---|---|
| s. Carmelo Galatioto | |
| s. Giuseppe Galatioto | 417 |
| s. Teresina Galatioto | |

### Galatola, A., fu A.,
*Procida, Italy.*

| | |
|---|---|
| Consiglia Galatola | 551 |

### Galatola, Giuseppe, fu Antonio,
*Procida, Italy.*

| | |
|---|---|
| Maria del Soccorso | 507 |

### Galbraith, Pembroke & Co.,
8, *Austin Friars, London, E.C.*
(Austin Friars Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Charterhouse | 1928 |
| s. Cheltenham | 2415 |
| s. Eton | 1722 |
| s. Glenalmond | 1810 |
| s. Haileybury | 1309 |
| s. Malvern | 1628 |
| s. Radley | 1984 |
| s. Repton | 1852 |
| s. Rossall | 1751 |
| s. Rugby | 2110 |
| s. Shrewsbury | 2079 |
| s. Tonbridge | 1914 |
| s. Winchester | 2087 |

(B. Embiricos.)
*Under whose name see also.*

| | |
|---|---|
| s. Manoussis | 1362 |

### Galbraith, Wm.,
*Bristol.*

| | |
|---|---|
| s. Merthyr | 72 |
| s. Tredegar | |

### Gale, George E.,
*Waterborough, Queen's co., N.B.*

| | |
|---|---|
| Ida May | 119 |

### Gale, Joseph,
8A, *Derby Buildings, Water Street, Liverpool.*
(Gale Shipping Co., Ld.)

| | |
|---|---|
| s. Breeze | 78 |
| Gale | 128 |

### Gale Shipping Co., Ld.,
*See* J. GALE.

### Galgate Shipping Co., Ld.,
*May Buildings, 51, N. John Street, Liverpool.*
*See* J. JOYCE & Co.

### Galindo, A.,
*Barcelona, Spain.*

| | |
|---|---|
| s. Charon | 114 |

### Gallaway, Moses,
*Baltimore, U.S.*

| | Net Tons |
|---|---|
| Virginia F. Hawley | |

### Galleani, Vittorio,
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Teresa G. | |

### Gallego, Messa & Co.,
*Apartado 5, Santiago de Cuba.*

| | |
|---|---|
| s. Benito Estenger | 245 |
| s. Tomas Brooks | 217 |

### Galloway Saloon Steam Packet Co.,
24, *Shore, Leith.*

| | |
|---|---|
| s. Edinburgh Castle | 67 |
| s. Lord Morton | 41 |
| s. Stirling Castle | 47 |
| s. Wemyss Castle | 71 |

### Galofré, Jose Espina,
*Calle Codols 16, Barcelona, Spain,*

| | |
|---|---|
| s. Josefina | 825 |
| s. Maria | 1403 |

### Galtvik, A.,
*Frosta, pr. Trondhjem, Norway.*

| | |
|---|---|
| s. Frosta | 55 |

### Galway Bay Steamboat Co., Ld.,
*New Dock, Galway.*

| | |
|---|---|
| s. Duras | 51 |

### Game Cock Steam Towing Co.
(*Secretary*—A. J. COUVES),
*Terrace Pier, Gravesend.*

| | |
|---|---|
| s. Cambrian | 4 |
| s. Falcon | 5 |

### "Gamla Svartsjölandet," Ångf. Aktieb.,
46, *Skeppsbron, Stockholm, Sweden.*
*See* A. G. FORSELIUS.

### Gammelgaard, M. R.,
*Troense, Denmark.*

| | |
|---|---|
| Embla | 135 |

### Gammie, D. M.,
15, *Mayville Gardens, Trinity, Edinburgh.*

| | |
|---|---|
| s. Michael Scot | 49 |

### "Ganger Rolf," Actiebolaget,
*Christiania, Norway.*
*See* F. OLSEN.

### Gangos, Alexios,
*Syra, Greece.*

| | |
|---|---|
| s. Alexios Gangos | 1546 |
| s. Katina | 1582 |

### Gann, G. H.,
*Whitstable, Kent.*

| | |
|---|---|
| Huntleys | |

### Gann, Henry W.,
*Whitstable, Kent.*

| | |
|---|---|
| Dagmar | 156 |

### Garay, J. & B.,
*Calle Defensa 129, Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Apolo | 670 |
| Minerva | 671 |

### Gann, J. G.,
*Whitstable, Kent.*

| | |
|---|---|
| Brocklesby | |
| Gilpin | 176 |
| Raven | 177 |

### Gansloser, Gustav,
6, *Boucham Street, Singapore.*

| | |
|---|---|
| s. Quorra | |

### Gaponoff, G. A.,
*Street Arnautskat, Odessa, Russia.*

| | |
|---|---|
| s. Grigori Gaponoff | 754 |

### Garbino, Pietro,
*Calle 25 de Mayo 173, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Oriente G. | 188 |

### Garcia, F.,
*Manila, Philippine Islands.*

| | |
|---|---|
| Flores de Maria | |
| Pamplona | |

### Garcia, Francisco,
*Santander, Spain.*

| | |
|---|---|
| s. Maria Cruz | 85 |
| s. Maria del Carmen | 62 |
| s. Maria Gertrudis | 56 |
| s. Maria Magdalena | |

### Garcia, J.,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Garcia | 141 |

### Garcia, Hijos de R.,
*Arenal 1, Bilbao, Spain.*

| | |
|---|---|
| s. Albertito | |

### Garcia, José M.,
*Mindoro, Philippine Islands.*

| | |
|---|---|
| Concepcion | |

### Garcin, B., & Co.,
*Place Cassini, Nice, France.*

| | |
|---|---|
| s. Violette | 84 |

### Gardella, A., y Cia,
*Calle 25 de Mayo 259, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Altona | |
| Baltico | 544 |
| s. Carlos Sundblad | 39 |
| s. Malvinas | 219 |
| s. Victorina R. | 259 |

### Garden, Robert,
*Kirkwall.*

| | |
|---|---|
| s. Hoyhead | |

### Gardiner, James, & Co.,
24, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| s. Gairloch | 2414 |
| s. Kincraig | 2382 |
| s. Lismore | 2277 |
| s. Morven | 2460 |
| s. Orwell | |
| (Western Steam Ship Co., Ld.). | |
| s. Oronsay | |

### Gardiner, R. S., & J. Reay,
*R. [illegible] Street, Newcastle-on-Tyne.*
(Pelton [illegible] Co., Ld.)

| | |
|---|---|
| [illegible] | |

### Gardner, Henry,
*Bonds Hill, Gloucester, Mass., U.S.*

| | |
|---|---|
| [illegible] | |

### Gardner, J., & Co.,
19, *Commerce Street, Glasgow.*

| | |
|---|---|
| s. Bonawe | |
| s. Wharfinger | |

### Gardner, M., & Sons.
*Cellardyke, Anstruther.*

| | |
|---|---|
| s. Vanguard III. | 15 |

### Gardner, Morey,
*Machias, Maine, U.S.*

| | |
|---|---|
| Abbie G. Cole | |

### Gardner, S., Mountain & Co., Ld.,
*Thorner's Chambers, Ingram Court, Fenchurch Street, London, E.C.*
(Low Wood Steamship Co., Ld.)

| | |
|---|---|
| s. Tynefield | |

### Garesche, Serafin, & Hamel,
*Cardenas, Cuba.*

| | |
|---|---|
| Purisima Concepcion | |

### Garfield & Proctor Coal Co.,
92, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. [illegible] | |

### Gargana, Stefano,
*Civitavecchia, Italy.*

| | |
|---|---|
| Adelia | 171 |

### Garibaldi, Ångfartygs Aktiebolaget,
*Upsala, Sweden.*
*See* H. W. SÖDERMAN.

### Garm, Ångfartygs Aktieb.,
*Gothenburg, Sweden.*
*See* F. W. FORSBERG.

### Garnet Shipping Co., Ltd.,
*Newcastle-on-Tyne.*
*See* W. COWLAND & Co.

### Garnham, E.,
*Bucalla Villa, Belle Vue Road, St. Helen's, Ipswich.*

| | |
|---|---|
| Sussex Belle | |

### Garnham, Frank B.,
*Hervey Street, Ipswich.*

| | |
|---|---|
| [illegible] | |

**Garofalo, Michele,**
*Torre del Greco, Italy.*

| | Net Tons |
|---|---|
| Francesco Paolo G. | 128 |
| La Rosina | 211 |
| Michele, G. | 163 |

**"Garonne," Dampskibs-** interessentskabet,
3 & 5, *Toldbodgaaden, Christiania, Norway.*
*See* FEARNLEY & EGER.

**Garratt, W.,**
*Lessness Heath, Woolwich Road, Belvedere, Kent.*

| | |
|---|---|
| Culzean Castle | 148 |

**Garston Steamship Co., Ld.,**
*Dock Road, Garston, Lancs.*
*See* E. W. TURNER.

**Garteiz y Mendialdua,**
*Bilbao, Spain.*
(Cia. de Nav. Olazarri.)

| | |
|---|---|
| s. Ogoño | 1487 |
| s. Olazarri | 1669 |
| s. Oleta | 2232 |
| s. Ollargan | 1490 |
| s. Ontaneda | 2232 |
| s. Onton | 1590 |
| s. Oriñon | 1542 |
| s. Otanes | 1872 |
| s. Otoyo | 2206 |

**Gartner, Wilhelm,**
*36, Eimsbüttelerstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Gadus | 32 |
| s. Schillig Horn | 40 |

**Gasberg, M.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Kirstine | 127 |

**Gaselee, C. E.,**
*21, Mincing Lane, London, E.C.*

| | |
|---|---|
| Herbert Gaselee | 339 |

**Gaselee & Son,**
*21, Mincing Lane, London, E.C.*

| | |
|---|---|
| s. Lizard | 5 |

**Gasperini, A.,**
*Portoferrario, Italy.*

| | |
|---|---|
| Elba | 112 |
| Lelio | 147 |

**Gassin & Ricci,**
*Rue de France 80, Nice, France.*

| | |
|---|---|
| Fortunée Jeanne | 172 |

**Gates, E. C.,**
*Calais, Maine, U.S.*

| | |
|---|---|
| E. C. Gates | 103 |

**Gätjens & Jarke,**
12-13, *Alsterdamm, Hamburg, Germany.*

| | |
|---|---|
| s. Athen | 1412 |

**Gaulet, A.,**
*Hachelaga, Quebec.*

| | |
|---|---|
| s. Fligate | 237 |

**Gautier, Cruchon & Co.,**
*8, Rue de la Vierge, Granville, France.*

| | |
|---|---|
| Mireille | 155 |

**Gautier, Gustave,**
*10, Rue Dagueseau, Nantes, France.*

| | Net Tons |
|---|---|
| Amiral Gervais | 192 |
| Commandant Baratier | 191 |
| Général Archinard | 247 |
| Muzatlan | 410 |
| Notre Dame de Toutes Aides | 347 |

**Gauvry, L. J.,**
*14, Coombe Terrace, Plymouth.*

| | |
|---|---|
| Electra | 158 |
| Madeleine | [illegible] |
| Robin | 132 |

**Gavagnin, Flli. V. & G., fu D.,**
*Venice, Italy.*

| | |
|---|---|
| Antonia V. | 126 |
| Giovannina | 100 |

**Gavallo,**
*Yalta, Russia.*

| | |
|---|---|
| s. Gursouf | 60 |

**Gavallo, M.**

| | |
|---|---|
| s. Augusta | 44 |

**Gavarone, Fratelli,**
*Genoa, Italy.*

| | |
|---|---|
| Marina Madre | 1554 |

**Gavarone, Giovanni, fu G.,**
*Via Andrea Podesta 2, Genoa, Italy.*

| | |
|---|---|
| Grogorio Padre | 1281 |

**Gay, A. C., & Co.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| A. Heaton | 140 |

**Gay, T. E.,**
*Newcastle, Maine, U.S.*

| | |
|---|---|
| Phineas H. Gay | 104 |

**Gayner, Robert H.,**
*Maritime Buildings, St. Thomas Street, Sunderland.*

| | |
|---|---|
| Northernhay | 1221 |
| Windrush | 1432 |
| Wychwood | 1216 |

**Gazzolo, C. F. L.,**
*Callao, Peru.*

| | |
|---|---|
| San Nicola | 350 |

**Gazzolo, Fratelli, fu F.,**
*Via Cattaneo 64, Nervi, Italy.*

| | |
|---|---|
| Garbo | 450 |

**Gazzolo, Giuseppe, fu T.,**
*Nervi, Italy.*

| | |
|---|---|
| Due Cognati | 357 |

**Gazzolo, T. & C.,**
*Via Cattaneo 64, Nervi, Italy.*

| | |
|---|---|
| Inclita | 687 |

**Gazzolo, T., fu F.,**
*Via Regina Margherita No. 3, Nervi, Italy.*

| | |
|---|---|
| Checco | 850 |

**Gazzolo, Tomaso, fu A.,**
*Nervi, Italy.*

| | |
|---|---|
| Nostra Signora Assunta | 830 |
| Nostra Signora del Rosario | 987 |
| Sacro Cuore di Gesù | 1178 |

**Geary, J. E.,**
*Bombay.*

| | Net Tons |
|---|---|
| Bhownugger | 285 |

**Geddes & Hendry,**
*Fort-Gordon, Banffshire.*

| | |
|---|---|
| s. Vigilant | 19 |

**Geertsen, L. T. K.,**
*Stavanger, Norway.*

| | |
|---|---|
| Æolus | 137 |
| Anny Föyen | 142 |
| Ocean | 193 |
| Reidar | 152 |
| Solvang | 145 |
| Stella | 158 |

**Geestemünder Herings & Hochsee Fischerei A. G.,**
*Geestemünde, Germany.*

| | |
|---|---|
| s. Albert | [illegible] |
| s. Arthur Friedrich | 66 |
| s. August Wilhelm | 76 |
| s. Carl Adolf | 68 |
| s. Harald | 67 |
| s. Kryno Albrecht | 76 |
| s. Theodor | 67 |
| s. Walter | 76 |

**Geffroy, Paul,**
*52, Rue des Vieillards, Boulogne-sur-Mer.*

| | |
|---|---|
| s. Saint Georges | 45 |

**Gefle Angf. Aktiebolag,**
*Gefle, Sweden.*
*See* P. J. HAGERSTRAND.

**Gehrckens, H. M.,**
1, *Neuer Krahn, Hamburg, Germany.*

| | |
|---|---|
| s. Gefle | 385 |
| s. Haparanda | 535 |
| s. Hernösand | 751 |
| s. Hudiksvall | 487 |
| s. Kalmar | 770 |
| s. Luleå | 936 |
| s. Piteå | 727 |
| s. Skellefteå | 490 |
| s. Söderhamn | 945 |
| s. Stockholm | 340 |
| s. Sundsvall | 415 |
| s. Umeå | 797 |

**Geiss, C. E.,**
*Stolpmünde, Germany.*

| | |
|---|---|
| s. Fritz | 165 |
| s. Pomerania | 108 |

**Geldart, Isaac,**
53, *Church Street, Barrow-in-Furness.*

| | |
|---|---|
| Ada | 95 |

**Gelderland, Naamlooze Vennootschap Stoomvisscherij,**
*Ymuiden, Holland.*
*See* C. PLANTEIJDT.

**Gelée, Auguste,**
*Dieppe, France.*

| | |
|---|---|
| s. Ste. Marie (gross) | 108 |

**Gellatly, Hankey & Co.,**
*Dock House, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Cyrenian | 346 |
| (Mogul S.S. Co., Ld.) | |
| s. Sikh | 3216 |
| (Plate S.S. Co., Ld.) | |
| s. Ocampo | 1339 |
| s. Oceano | 1740 |
| s. Oro | 2147 |
| s. Orono | 1859 |

**Gellermann,**
*Archangel, Russia.*

| | |
|---|---|
| s. Georgy | 143 |

**Gelpi, A.,**
*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Maria Alicia | 147 |

**Gelpi, P.,**
*Barcelona, Spain.*

| | |
|---|---|
| Galofré | 360 |

**Gem Steam Ferry Co., Ld.,**
*Williamstown, Victoria.*

| | |
|---|---|
| s. Gem | 92 |

**Gemignani, Paolino, fu G.,**
*Viareggio, Italy.*

| | |
|---|---|
| Maria Assunta | 126 |

**Genato, M.,**
*Manila, Philippine Islands*

| | |
|---|---|
| Nuestra Señora del Carmen | 598 |

**General Shipping Co.,**
80, *Buchanan Street, Glasgow.*
*See* AITKEN, LILBURN & CO.

**General Steam Fishing Co., Ld.**
(Manager—James Scott),
51, *Frederick Street, Edinburgh.*

| | |
|---|---|
| s. Athole | 30 |
| s. Breadalbane | 30 |
| s. Bruce | 43 |
| s. Buccleuch | 32 |
| s. Douglas | 48 |
| s. Hopetoun | 28 |
| s. Lamberton | 27 |
| s. Lothian | 24 |
| s. Rosebery | 36 |
| s. Wallace | 39 |

**General Steam Navigation Co. Ld.,**
(Manager—Charles H. Glyn),
55, *Great Tower Street, London, E.C.*

| | |
|---|---|
| s. Adjutant | 1533 |
| s. Albatross | 341 |
| s. Alouette | 215 |
| s. Auk | 642 |
| s. Balgownie | 640 |
| s. Benbow | 515 |
| s. Bullfinch | [illegible] |
| s. Cormorant | 461 |
| s. Crane | [illegible] |
| s. Eagle | 271 |
| s. Falcon | 366 |
| s. Gannet | 640 |
| s. Goldfinch | 89 |
| s. Granton | 582 |
| s. Grebe | 454 |
| s. Guillemot | 1134 |
| s. Groningen | 364 |
| s. Halcyon | 199 |
| s. Heron | 541 |
| s. Hirondelle | 944 |
| s. Iris | 584 |
| s. Lapwing | 786 |
| s. Laverock | 195 |
| s. Leeuwarden | 374 |
| s. Mallard | 803 |
| s. Mavis | 211 |
| s. Meranno | 563 |
| s. Merlin | 376 |
| s. Nautilus | 467 |
| s. Oriole | 207 |
| s. [illegible] | 840 |
| s. [illegible] | 605 |
| s. [illegible] | 780 |
| s. Petrel | 540 |
| s. Philomel | 213 |
| s. Plover | 561 |
| s. Preston | 1327 |
| s. Ptarmigan | 475 |
| s. Raven | 1270 |
| s. Redstart | 553 |
| s. Seamew | 695 |
| s. Sheldrake | 1714 |
| s. Starling | 454 |
| s. Stork | [illegible] |
| s. Swift | 344 |
| s. Teal | 390 |
| s. Tern | 554 |
| s. Vesuvio | 871 |
| s. Vireo | 534 |
| s. Widgeon | 402 |

**Genestal, H., & fils,**
41, *Rue de la Bourse, Havre, France.*
(Cie. des Voiliers Havrais.)

| | Net Tons |
|---|---|
| Ville de Dijon | 1591 |
| Ville du Havre | 2446 |
| Ville de Mulhouse | 2429 |

**Gennaro, Pietro Carlo,**
*Via Daniele Chiozzone, No. 12, Genoa, Italy.*

| | |
|---|---|
| Avvenire C | 772 |

**Genoves, M. J.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Los Seis Hermanos | 646 |

**Genovés, Ramon,**
*Pueblo Nuevo del Mar, Valencia, Spain.*

| | |
|---|---|
| Eugenia | 202 |

**George, John,**
*Trevine, Pembrokeshire.*

| | |
|---|---|
| Bessie | 34 |

**Georgeson, D. W.,**
*Wick, Caithness.*
(Wick & Pulteneytown Harbour Trustees.)

| | |
|---|---|
| s. Gladstone | 60 |
| s. Ouse Hopper No. 6 | 112 |

**Georgetown Ferry Co., Ld.**
*Georgetown, P.E.I.*

| | |
|---|---|
| s. Montague | 38 |

**Georgetown Saw Mill Co., Ld.,**
*Port Essington, B.C.*

| | |
|---|---|
| s. Nell | 125 |

**Georgiadis & Tchaoussoglu,**
*Constantinople, Turkey.*

| | |
|---|---|
| Asian | 579 |

**Georgii, B. A. F.,**
*Stockholm, Sweden.*
(Rederi Aktiebolaget Condor.)

| | |
|---|---|
| s. Falken | 758 |
| s. Gamen | 1601 |
| s. Örnen | 745 |

**Georgiou, Andrea,**
*c/o M. A. Proios, Chios, Asiatic Turkey.*

| | |
|---|---|
| Panarmiotis | 285 |

**Georgoulos, D., & C. N. Papalas,**
*Piræus, Greece.*

| | |
|---|---|
| Dukissa tis Spartis | 649 |

**Geracà, L., & C. Privitera,**
*Catania, Sicily.*

| | |
|---|---|
| Maria Carmela | 159 |

**Geraci, S.,**
*Catania, Sicily.*

| | |
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| Deodata Geraci | 115 |

**Geraci, V.,**
*Marzumoni, Catania, Sicily.*

| | |
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| V. E. Geraci | 115 |

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**Gérault, J.,**
*Erquy, Côtes du Nord, France.*
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**Gerbaz, Flli.,**
*Fiume, Hungary.*
s. Indefiicienter ... 1451
s. Palermo ...

**Gerhard & Hey,**
58, *Brandstwiete, Hamburg, Germany.*
s. Johanna Oelsner ... 549
s. Wilhelm Oelsner ... 1110

**Gerlach, W.,**
813, *Perry Payne Building, Cleveland, Ohio.*
(The Minch Transit Co.)
s. Isaac W. Nicholas ... 1857
(Nicholns Transit Co.)
s. Onoko ... 1933
s. William Chisholm ... 1246

**Germain, David,**
*S. Anne de la Parade, Quebec.*
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**German Government,**
*Berlin.*
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s. Herzogin Elisabeth ... 149
s. Kaiser Wilhelm II. ... 97
s. Nachtigal ... 136
s. Rovuma ... 55
s. Rufiyi ...

**"Germania," Rhederei Ges.,**
*Geestemünde, Germany.*
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**Germania Walfang & Fisch Industrie, A. G.,**
*Hamburg, Germany.*
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s. Island ... 26

**Gerolimich, Eredi C. Cav., & Co. (Ditta),**
*Lussinpiccolo, Austria.*
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s. Arciduca Stefano ... 2269
s. Atlantico ... 2081
s. Baltico ... 2322
s. Chlumecky ... 2276
s. Contessa Adelma ... 2278
s. Florida ... 2051
s. Principessa Cristiana ... 1770
s. Quarnero ...

**Gerrard, J. N.,**
*Christianssand, Norway.*
s. Germa ... 868

**Gesellschaft fur Brauerei,**
Spiritus- & Presshefen Fabr. vorm. G. Sinner.
*Grünwinkel, Baden, Germany.*
s. Karlsruhe ... 371

**Gessaga, M. Profumo Vva.,**
*Genoa, Italy.*
Gaetano G ... 457

**Gesulfo, A. Lupò,**
*Calle de James Ferrer, 25, Palma de Majorca, Balearic Islands.*
Andres Lupo ...
s. [illegible] ...
s. [illegible] ...

**Gething, R., jun., & Co.,**
85, *Dock Street, Newport, Mon.*
Net Tons
s. John Marychurch ... 942
s. Monmouthshire ... 744

**Getson, John M.,**
*Getson's Cove, Lunenburg Co., N.S.*
Laura C. ...

**Getting, C. T.,**
4, *Corbet Court, Gracechurch Street, London, E.C.*
Guillerma ... 133

**Geuken, L.,**
*Leuvehaven 92, Rotterdam, Holland.*
(Rotterdam London Stoom. Maats., Naaml. Vennootsch.)
s. Export ... 511
s. Import ... 513

**Gevel, G. van de,**
7, *Van Vollenhovenstraat, Rotterdam, Holland.*
(Scheepvaart Maatschappij "Neptunus.")
s. Burgemeester s' Jacob ... 1948
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**Gewald, H. H.,**
*Idafehn, Oldenburg, Germany.*
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**Ghezzo, Domenico, fu G.,**
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**Ghezzo, Fratelli,**
*Venice, Italy.*
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**Ghezzo, Vva. Na.,**
*Venice, Italy.*
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**Ghilarducei, Raffaello, di T.,**
*Via della Pinetta, Viareggio, Italy.*
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*Riva Nigoro, Spezia, Italy.*
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**Ghirardi, Caroline,**
5, *Rue de Villefranche, Nice, France.*
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**Ghirardi, Dominique,**
*Marseilles, France.*
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**Ghirardi, Vincent,**
*Rue Puvis de Chavannes 52, Marseilles, France.*
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**Giacovachi,**
*Constantinople, Turkey.*
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**Giada, Fratelli, fu S.,**
*Pellestrina, Chioggia, Italy.*
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**Giadrossich, L. S.,**
*Lussinpiccolo, Austria.*
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**Giæver, Magnus K.,**
*Behrensgade 8, Christiania, Norway.*
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**Gianelli, Carlos,**
*Rio de Janeiro, Brazil.*
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**Gianello, S., & A. Fernandos,**
*Buenos Ayres, Argentine Republic.*
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**Giang, S., & Co.,**
*Manila, Philippine Islands.*
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**Giani & Muller,**
1, *Bassin de Jonction, Antwerp, Belgium.*
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**Giani, N.,**
*Muggia, Austria.*
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**Giannone, A.,**
*Salerno, Italy.*
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**Giannoni, Ettore, fu G.,**
*Rio Marina, Elba.*
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**Giannoni, Francesco,**
*Rio Marina, Elba.*
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**Giardino, F.,**
c/o Ant. Artaud, 2, *Rue de la Republique, Marseilles, France.*
s. Zazito ... 19

**Gibb, P. W.,**
10, *Clyde Terrace, Glasgow.*
s. Gael ... 25

**Gibb, P. W. & J. S.,**
10, *Clyde Terrace, Glasgow.*
s. Trojan ... 74

**Gibbon, Capt.**
*Lyttelton, N.Z.*
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**Gibbons, Thomas G.,**
*Innistyre, Westport, co. Mayo.*
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**Gibbs & Lee,**
70, *Bute Street, Cardiff.*
Net Tons
s. Loyal Briton ... 1441
s. North Briton ... 1410
s. [illegible] Briton ... 832

**Gibbs, Paul C.,**
*Bourne, Mass., U.S.*
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**Gibel Line.**
*See* M. H. BLANDI & Co.

**Gibney, J., Sons & Co.,**
44, *Chapel Street, Liverpool.*
s. Lady Kate ...

**Gibson, Andrew, & Co.,**
2, *King Street, Liverpool.*
Avoca ... 1334

**Gibson & Clark,**
65, *Robertson Street, Glasgow.*
Pass of Balmaha ... 1498
Pass of Brander ...
Pass of Killiecrankie ...
Pass of Leny ... 1279
Pass of Melfort ...

**Gibson, George, & Co.,**
64, *Commercial Street, Leith.*
s. Abbotsford ...
s. Astrologer ... 578
s. Britannia ... 499
s. Osborne ... 316
s. Peveril ...
s. Quentin ...
s. Ronan ...
s. Talisman ... 419
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**Gibson, R., & Bros.,**
*Savannah Sound, Windermere, Eleuthera, U.S.*
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**Gicquel, J.,**
*Paimpol, France.*
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**Gidea-Husum Aktieb.,**
20, *Kungsträdgårdsgatan, Stockholm, Sweden.*
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**Giel, Eug.,**
*Gr. Schlossstrasse No. 17, Riga, Russia.*
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**Giertsen, Einar,**
*Bergen, Norway.*
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s. Tjalve ...

**Giertsen, Johan C.,**
*Bergen, Norway.*
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s. Breidablik ... 434
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s. Gratia ...
s. Hermod ...
s. Mathilda ...
s. Mercur ...
s. Nordsø ...
s. Odin ...
s. Ringhorn ...
s. Sleipner ...
s. Tordenskjold ...
s. Vale ...
s. Vidar ...

**Giffin, Theodore H.,**
*Goldboro', Guysboro', N.S.*
Net Tons
Wapiti ...

**Giggey, H. T., & R. W. White.**
*Millidgeville, St. John, N.B.*
s. Maggie Miller ...

**Gil y Sequeiros,**
*Vigo, Spain.*
Andrea ...
Candelaria Sequeiros ...

**Gilchrist, F. W.,**
*Alpena, Michigan, U.S.*
s. Beaumont ...
s. Viking ...

**Gilchrist, George A.,**
*Belfast, Me., U.S.*
Merrill C. Hart ...

**Gilchrist, J. C.,**
*Perry Payne Building, Cleveland, [illegible]*
Antelope ... 2923
s. C. W. Watson ... 3384
s. David M. Whitney ... 3554
s. E. N. Saunders ... 3366
s. E. W. Oglebay ... 3015
s. F. M. Osborne ... 3377
s. Frank W. Hart ... 3371
s. [illegible] ... 2227
s. [illegible] ... 3763
s. Isaac Stevens ... 2237
s. Mars ... 2943
s. Merida ... 2619
s. Neptune ... 2773
s. Satara ... 2772
s. Steel King ... 3396
Tyrone ... 1903
s. Uranus ... 2943
s. Venus ...

(Gilchrist Transportation Co.)
s. Frank W. Gilchrist ...
s. Henry [illegible] Sill ...
s. J. L. Weeks ...
s. Joseph C. Gilchrist ...
s. Lewis Woodruff ...
s. R. E. Schuck ...
s. R. L. Ireland ...
s. Perry G. Walker ...

**Gilchrist, Robert, & Co.,**
5, *India Buildings, 9, Water Street, Liverpool.*
(South Wales & Liverpool S.S. Co., Ld.
s. Llanelly ...
s. Marquess of Bute ...

**Gilchrist Transportation Co.**
*See* J. C. GILCHRIST.

**Gilchrist, Watt & Sanderson, Ld.,**
*Sydney, N.S.W.*
s. The Admiral ...

**Giles, W. H.,**
*Gravesend, Kent.*
s. Woodcock ...

**Gill, Edwin,**
*Rochester.*
Seaker ...
Triumph ...

**Gill, M. (Mrs.),**
*St. Thomas de Pierreville, Quebec.*
Pactolus ...

s. désigne les Vapeurs.

**Gill, W.,**
*Pierreville, Quebec*

| | Net Tons |
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| A. Gill | 105 |

**Gillespie, Hugh, & Co.,**
*Parrsboro, N.S.*

| | |
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| Keewaydin | 187 |
| Margaret G | 299 |
| Hattie C | 182 |

**Gillespie, L. C., & Sons,**
*8 & 8, Fletcher Street, New York, U.S.*

| | |
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| Alice | 319 |

**Gillespie & Nicol,**
*Grangemouth; & 53 Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Barnton | |
| s. Maitlands | 673 |

**Gillespie, W. W.,**
*South Alloa, Stirlingshire.*

| | |
|---|---|
| Bello | 192 |

**Gillies, A.,**
*2, St. Andrew Square, Edinburgh.*
(Stirling Boiler Co., Ld.)

| | |
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| s. St. Clement | 48 |

**Gillies, R.,**
*Para, Brazil.*

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| s. Republica | 161 |

**Gilmour, John,**
*40, Kremlin Drive, Stoneycroft, near Liverpool.*

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| Norfolk Hero | 157 |

**Gimenez, Domingo,**
*Oran, Algeria.*

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**Gimre & Hauge,**
*Stavanger, Norway.*

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| Emanuel | 217 |
| Ferona | 131 |

**Ginstrom, A. L.,**
*Kimito, Dragsfjord, Finland.*

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**Giorgetti, Giuseppe, fu G.,**
*San Lorenzo a Vincoli (Lucca), Italy.*

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| Volto Santo Jules G. | 193 |

**Giorgiou, L.,**

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| Unione S | 431 |

**Gippsland Steam Nav. Co., Ld.,**
*372, Flinders Street, Melbourne, Victoria.*

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| s. Wyrallah | 205 |

**Girard, L., & Co.,**
*St. Pierre, Martinique.*

| | |
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| s. Rubis | 81 |
| s. Topaze | 31 |

**Girrior, William,**
*Big, Tracadie, Antigonish co., N.S.*

| | Net Tons |
|---|---|
| Patriot | 107 |

**Gislason, W.,**
*Rudkjöbing, Denmark.*

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| Sigrid | 127 |

**Giuli, A.,**
*15, Rue de la Republique, Marseilles, France.*

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**Giunta, Flli. F. P. & V.,**
*Pozzallo, Siracusa, Sicily.*

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| Mariannina G. | 124 |

**Givan, W. R.,**
*Moncton, N.B.*

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| F. & E. Givan | 109 |

**Givone, C.,**
*Vico Mele No. 2, Int. 2, Genoa, Italy.*

| | |
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| s. Zena | 303 |

**Gjerdsjö & Bakkevig,**
*Haugesund, Norway.*

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| s. Aalesund | 248 |
| s. Glyg | 203 |
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| s. Havtor | 939 |
| s. Imbs | 181 |
| s. Rolf | 122 |
| s. Velox | 176 |

**Gjerlöff, Chr.,**
*Kragerö, Norway.*

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| Florida | 514 |

**Gjersöe, A.,**
*Fredriksstad, Norway.*

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| s. Deramore | 1496 |

**Gjersöe, Fr.,**
*Fredrikshald, Norway.*

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| Dronning Sophie | 727 |

**Gjessen, O. G.,**
*Skudesnæshavn, Norway.*

| | |
|---|---|
| Helios | 971 |
| Karmo | 1576 |

**Glace, P.,**
*24, Rue George Cuvier, Fecamp, France.*

| | |
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| Amphitrite | 114 |

**Gladding, E. D.,**
*921, William Street, Baltimore, U.S.*

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| E. G. Irwin | 157 |

**Gladstone & Co.,**
*Scandinavian Chambers, Surtees Street, West Hartlepool.*

| | |
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| s. Calliope | 2493 |
| s. Coningsby | 2158 |
| s. Cyrus | 2174 |
| s. Feronia | 1930 |
| s. Grosmont | 1821 |
| s. Hydra | 2625 |
| s. Thyra | 2244 |

**Gläfcke & Hennings,**
*Rödingsmarkt 24, Hamburg, Germany.*

| | |
|---|---|
| s. Polynesia | 1388 |

**Glama & Marinho,**
*Rua Mousinho da Silveira 30, Oporto, Portugal.*

| | Net Tons |
|---|---|
| Albatroz | 741 |
| America | 761 |
| Atlantico | 126 |
| Europa | 1650 |
| Glama | 1087 |
| Oceano | |

**Glamorgan Steam Ship Co., Ld.,**
*4, Dock Chambers, Cardiff.*
*See* D. & C. RADCLIFFE.

**Glas, Bruno,**
*6, Adolf Fredrikstorg, Stockholm, Sweden.*

| | |
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| Ellida | 198 |

**Glasgow, Dublin & Londonderry Steam Packet Co., Ld.,**
*52, Robertson Street, Glasgow.*
*See* A. A. LAIRD & Co.

**Glasgow & Inverary Steam Boat Co., Ld.,**
*5, Oswald Street, Glasgow.*

| | |
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| s. Lord of the Isles | 190 |

**Glasgow King Shipping Co., Ld.,**
*134, St. Vincent Street, Glasgow*
*See* J. A. WALKER & Co.

**Glasgow Navigation Co., Ld.,**
*21, Bothwell Street, Glasgow.*
*See* MACLAY & McINTYRE.

**Glasgow & Newport News S. S. Co., Ld.,**
*58, Bothwell Street, Glasgow.*
*See* DONALDSON BROS.

**Glasgow Shipowners' Co., Ld.,**
*165, St. Vincent Street, Glasgow.*
*See* GLEN & Co.

**Glasgow Shipping Co.,**
*80, Buchanan Street, Glasgow.*
*See* AITKEN, LILBURN & Co.

**Glasgow & South Western Railway Co.,**
*St. Enoch Station, Glasgow.*

| | |
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| s. Glen Rosa | 105 |
| s. Glen Sannox | 103 |
| s. Juno | 152 |
| s. Jupiter | 96 |
| s. Marquis of Bute | 54 |
| s. Mars | 123 |
| s. Mercury | 114 |
| s. Minerva | 97 |
| s. Neptune | 114 |
| s. Troon | 19 |
| s. Viceroy | 60 |

**Glasgow Steam Coasters' Co., Ld.,**
*142, St. Vincent Street, Glasgow.*
*See* PATON & HENDRY.

**Glasgow Steam Shipping Co.,**
*26, Bothwell Street, Glasgow.*
*See* J. BLACK & Co

**Glasier, Parker,**
*Lincoln, N.B.*

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| s. Flushing | 121 |
| s. Hero | 81 |

**Glass, J. A.,**
*Sarnia, Co. Lambton, Ontario.*

| | Net Tons |
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| Cavalier | 299 |

**Glaudis, R., & Co.,**
*Barcelona, Spain.*

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| Josefita | 349 |

**Glen & Co.,**
*165, St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Elsinore | 614 |
| s. Shuna | 804 |
| s. Thelma | 618 |
| (Clydesdale Shipowners' Co., Ld.) | |
| s. Aboukir | 2148 |
| (Glasgow Shipowners' Co., Ld.) | |
| s. Camperdown | 1620 |
| s. Gibraltar | 2474 |
| s. Nile | 1367 |
| s. St. Vincent | 1008 |
| s. Thornley | 1827 |
| s. Trafalgar | 2920 |
| (Scottish Navigation Co., Ld.) | |
| s. Dunolly | 2127 |
| s. Dunstaffnage | 874 |
| s. Kilmorack | 1339 |

**Glen Line.**
*See* McGREGOR, GOW & Co.

**Glen Steam Fishing Co., Ld.,**
*25, Park Crescent, North Shields.*
*See* A. ROBERTSON, Sen.

**"Glenfyne" Steamship Co., Ld.,**
*24, Chapel Street, Liverpool.*
*See* E. O. THIN.

**Glenurquhart Steam Ship Co. Ld.,**
*39, Dock Street, Dundee.*
*See* J. M. MITCHELL.

**Glifberg, N. O.,**
*Skillinge, Sweden.*

| | |
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| Niord | 108 |

**Globe Navigation Co.,**
*Seattle, Washington, U.S. & at 1105, Williamson Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| Alex. T. Brown | 654 |
| s. Eureka | 1399 |
| s. Meteor | 1565 |
| s. Tampico | 1451 |
| Wilbert L. Smith | 710 |
| William Nottingham | 1062 |
| Willis A. Holden | 1040 |

**Globe Société Belge de Nav. (Société Anonyme),**
*1, Rue de l'Amman, Antwerp, Belgium.*
*See* F. SIEBERT.

**Glover Bros.,**
*88, Bishopsgate Street Within, London, E.C.*
(Shakespear Shipping Co., Ld.)

| | |
|---|---|
| s. Byron | 1320 |
| s. Milton | 2094 |
| s. Ovid | 2686 |
| s. Shakespear | 1163 |
| s. Shelley | 1267 |
| s. Tennyson | 1315 |
| s. Wordsworth | 1245 |

**Glover, S. M.,**
*Boston, Mass., U.S.*

| | |
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| Fannie & Fay | 198 |

**Glückauf, Rederiaktieb,**
*Carlscrona, Sweden.*
*See* H. R. BOLEG.

**Glynn, Henry R.,**
*Kilrush, co. Clare, Ireland.*

| | Net Tons |
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| s. Leven | 56 |

**Glynn, John, & Son,**
*14, Chapel Street, Liverpool.*
(Atlantic & Eastern S.S. Co., Ld.)

| | |
|---|---|
| s. Castano | 2502 |
| s. Comino | 2084 |
| s. Lugano | 2870 |
| s. Maiorese | 1084 |
| s. Pontiac | 1076 |
| s. Scholar | 1031 |
| s. Torino | 1173 |
| s. Vito | 851 |

**Gnecco, Angelo G. B., fu Francesco,**
*Via Romana No. 23, Quinto al Mare, Italy.*

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| Palmira G. | 403 |

**Godfrey, F.,**
*Milbridge, Maine, U.S.*

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| Eva May | 130 |

**GodhemÅngfartygsAktieb.,**
*Gothenburg, Sweden.*
*See* T. AHRENBERG.

**Godin, James,**
*Petit Roche, N.B.*

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| General Middleton | 67 |

**Godinhon, J. T. da Silva,**
*Lisbon, Portugal.*

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| Rapido | 195 |

**Goedkoop, D., Jr.,**
*Amsterdam, Holland.*

| | |
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| Johanna Frederika | 197 |
| Lina | 190 |

**Goffey, J. & W.,**
*40, Chapel Chambers North, 28, Chapel Street, Liverpool.*

| | |
|---|---|
| Austrasia | 2586 |
| Dumfriesshire | 1142 |
| Eurasia | 1742 |
| Oranasia | 2565 |

**Gogstad, C. T., & Co.,**
*Börspassagen, Christiania, Norway.*

| | |
|---|---|
| s. Leif | 731 |
| s. Lyra | 727 |

**Goh Siew Swee,**
*Teluk Ayer Street, Singapore.*

| | |
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| s. Aing Loeng | 49 |

**Goh Syn Koh,**
*Singapore,*

| | |
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| s. Edendale | 718 |

**Gohei Kishimoto,**
*Moji, Japan.*

| | |
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| s. Shakano Maru | 2064 |

**Göhle, W. R. L.,**
*Norrköping, Sweden.*

| | |
|---|---|
| Henry | 335 |



s signifies Steamer.

**Goiran, Vve., & fils,**
*Bari, Italy.*
Net Tons
Emilia G 200

**Golcar Steam Ship Co., Ld.,**
190, *West George Street, Glasgow.*
*See* W. S. ALLAN & Co.

**Goldaracena Vda. e Hijos,**
*Calle Chacabuco 243, Buenos Ayres, Argentine Republic.*
s. Heraldo [illegible]

**Goldberg, S., & Sons,**
3, *Cambrian Place, Swansea, Glamorganshire.*
Andorinha [illegible]
Brynymor [illegible]
Vanduara [illegible]

**Golder, A., B. Brickx & Co.,**
*Ostend, Belgium.*
s. Jules Orban de Xivry 58

**Golder, Alfred T., & Co.,**
*Ostend, Belgium.*
s. Pêcheries Ostendaises V. 61
s. Prince Charles 120

**Goldfinch, F.,**
*Harbour Street, Whitstable, Kent.*
Sunshine 118

**Goldfinch, G. H., & Co.,**
*Whitstable, Kent.*
Blonde 199
Utopia 160

**Goldfinch, John,**
*Whitstable, Kent.*
Ann Elizabeth 34

**Goldfinch, W.,**
*West Cliff, Whitstable, Kent.*
International 174

**Goldsmith, E. J., & W.,**
110, *Fenchurch Street, London, E.C.*
Cedric 120
Celtic 120
Oceanic 120
Britannic 120
Cymric 120
Doric 120
Germanic 120
Gothic 120
Norvic 120
Teutonic 120

**Goldsmith, Edward J.,**
*Grays, Essex.*
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Romeo 105

**Goldstean & Co.,**
*Broome, W.A.*
Anthons 133

**Gollcher, Gustaf,**
21, *Strada Zaccaria, Valetta, Malta.*
s. Glencoe [illegible] 86

**Golovin, J. M.,**
*Kertch, Russia.*
Net Tons
s. Elizabeta 49

**Goluboff, J.,**
*Rostoff-on-Don, Russia.*
s. Vnutchek 80

**Gombert, G.,**
*Gravelines, France.*
Fernand 111

**Gombos, Kiriako,**
*Piræus, Greece.*
Victoria 175

**Gomes, A. Oliveira, & Co.,**
*Lisbon, Portugal.*
Sem Par

**Gomes, A. P.,**
*c/o B. A. Antunes & Co., Rua da Industria No. 29, Para, Brazil.*
s. Tejo 213

**Gomes, Fernandes, & Co.,**
*Travessa S. Matheus, No. 40 & 42, Para, Brazil.*
(Empreza Nav. Gram Para.)
s. Amazonas 927
s. Bragança 754
s. Gram Para [illegible]
s. Guajara 927
s. Marajo 785
s. Salinas 724

**Gomes, Pereira & Co.,**
*Para, Brazil.*
s. S. Luiz 253

**Gomez hijo, A.,**
*Monte Video, Uruguay.*
Maldonado 111

**Gomez, J. Acuña,**
*Almeria, Spain.*
s. Numancia 395

**Gomez, Jose Esteban, y Cia.,**
*Cadiz, Spain.*
(Cia. Vasco Gaditana de Nav.)
s. Cadiz 1375
s. Cadiz 2 1292

**Goñalóns, Guillermo,**
*Mahon, Minorca.*
s. Comercio 301

**Gonçalves, A. M.,**
*Pard, Brazil.*
s. Castello 204

**Gonçalves, M. J.,**
*Lisbon, Portugal.*
Venturosa 11

**Gonzalez, G.,**
*Campeche, Mexico.*
Mexico 223

**Gonzalez (Meliton) & Co.,**
*Gijon, Spain.*
Net Tons
s. Barambio 525
s. Carmen 633
s. Florencio Rodriguez [illegible]
s. Gijon [illegible]
s. Meliton Gonzalez 810
s. Primero 777
s. Segundo [illegible]

**Gonzalez y Olavarria, Soc. en Com.**
*Gijon, Spain.*
s. Palmira [illegible]

**Gonzalez, Valentin, S. en C.,**
*Gijon, Spain.*
s. Anselmo [illegible]
s. Antonio Velasques 672
s. Cifuentes 447
s. Duro 482
s. Juanita 714
s. Julian 593
s. Matias F. Bayo [illegible]

**Goodall, Edmund S.,**
3, *Bloomfield Villas, Heaton Chapel, Lancaster.*
Sœrimnor [illegible] 1205

**Gooderham, Albert E.,**
*Toronto, Ontario.*
s. Cleopatra 71

**Goodrich Transportation Co.**
*Foot of Michigan Avenue, Chicago, Illinois, U.S.*
s. Virginia 980
(Chicago & Milwaukee Transportation Co.)
s. Christopher Columbus [illegible]

**Goodridge, Alan, & Sons,**
*St. John's, N.F.L.*
Amanda 181
Bella Rosa 142
Clementine 135
Devonia 270
Energy 129
Grace 128
Gratia 149
Minnie 164
Rosina 185
Telephone 100
Viola 182

**Goodwill, Francis,**
110, *Prospect Road, Scarboro'.*
s. Triumph 14

**Goodwin, George M.,**
*Newburyport, Mass., U.S.*
Jonathan Cone 116

**Goodwin, H.,**
526, *1st Avenue, New York, U.S.*
s. Olympia 79

**Goodyear & Co.,**
31, *James Street, Liverpool.*
s. Frutera 569
s. Granada [illegible]
s. Naranja [illegible]
s. Valencia 806

**Goolam Mahomed Ajam, Hajee,**
200, *Naydevi Street, Mandvi, Bombay.*
s. Rander Re-union [illegible]

**Goole & Hull Steam Packet Co., Ld.,**
*North Pier, or Bank Chambers, Goole.*
s. Empress [illegible]

**Goole & Hull Steam Towing Co., Ld.,**
14, *East Parade, Goole, Yorkshire.*
Net Tons
Annie [illegible]
Bertha [illegible]
[illegible] [illegible]
Dora 232
Edith [illegible]
Elsie [illegible]
s. Frisia 160
s. Goole No. 1. 20
s. Goole No. 6. 11
s. Goole No. 7 10
s. Goole No. 10 [illegible]
s. Message [illegible]
Nora [illegible]
Queen of the Bay [illegible]

**Goole Steam Shipping Co., Ld., The,**
*Goole, Yorkshire.*
s. Aire [illegible]
s. Altona 377
s. Berlin 535
s. Calder 354
s. Colne 394
s. Cuxhaven 410
s. Derwent 418
s. Don [illegible]
s. Dresden 443
s. Emden 377
s. Frankfort 732
s. Hebble 451
s. Humber 490
s. Nidd 457
s. Ouse 432
s. Ralph Creyke [illegible]
s. Rosa [illegible]
s. West Riding 70
s. Wharfe 363

**Goole & West Riding Steam Shipping Co., Ld.,**
52, *Aire Street, Goole.*
*See* HUNTER & EZARD.

**Goot, Van der, & Kuhn,**
*Groningen, Holland.*
Regnera [illegible]

**GopathyVerasawmyChetty,**
*Madras.*
Blackwall 307

**Göransson, B.,**
*Rdd, Raus sn., Sweden.*
Aina 245
Albatros [illegible]

**Göransson, A. H.,**
*Gefle, Sweden.*
(Sandvikens Jernverks Aktiebolag.)
s. Kolbjorn 23
S. B. Tian 252

**Göransson, J. F.,**
*Helsingborg, Sweden.*
Veritas [illegible]

**Göransson, Sven,**
*Rdd, Sweden.*
Lea 166

**Gordon, Alexander,**
*Annalong, co. Down, Ireland.*
Young Hudson [illegible]

**Gordon, David,**
*Georgetown, P.E.I.*
Lady Napier [illegible] 210

**Gordon, Geo., & Co.,**
48, *West Regent Street, Glasgow.*
Castor [illegible]
Windsor Park [illegible]

**Gordon, J. A.,**
156 [illegible] *Market Street, Aberdeen.*
(Aberdeen Icelandic [illegible] Fishing Co., Ld.)
Net Tons
s. Francesca Melton [illegible]

**Gordon, John,**
87, *High Street, Nairn.*
Isabella [illegible]
Mary Nish [illegible]
Nairnshire [illegible]

**Gordon, John A.,**
*Port of Spain, Trinidad.*
Teresita [illegible]

**Gordon Steam Shipping Co., Ld.,**
30, *Lime Street, London, E.C.*
s. Amy [illegible]
s. Annandale [illegible]
s. Ashbrooke [illegible]
s. Alberta [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. Ingram [illegible]
s. Intrepid [illegible]
s. Kaimes [illegible]
s. Katy [illegible]
s. Khartoum [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. Violet [illegible]
s. Wally [illegible]

**Gori, Armando, di Luigi,**
*Camaiore, near Viareggio, Italy.*
Francesco Salvini [illegible]

**Gori, N.,**
*Leghorn, Italy.*
[illegible] [illegible]

**Gorm, Dampskibselskabet,**
22, *Amaliegade, Copenhagen, Denmark.*
*See* L. H. CARL.

**Gorocica-Zabala,**
*Guernica, Vizcaya, Spain.*
(Cia. Maritima Gorocica.)
Guernica [illegible]
Irene [illegible]
Maria [illegible]
Pedro Lucas [illegible]

**Görresen, Oscar,**
*São Francisco, Estado Santa Catharina, Brazil.*
America [illegible] 16

**Gortz, Diedrich,**
*Moislinger Allée, No. 12, Lübeck, Germany.*
s. Andes [illegible]

**Gorup, Cornelio,**
*Via Torrente 3, Trieste, Austria.*
s. Triglav [illegible] 42

**Goss, John L.,**
*Stonington, Maine, U.S.*
Annie E [illegible]

s. désigne les Vapeurs.

**Goss, Samuel W.,**
*Stonington, Maine, U.S.*
Net Tons
Allen Green ..... 385
F. H. Odlorne ..... 307
Fisherman ..... [illegible]

**Gossage, Wm., & Sons,**
*Widnes, Lancashire.*
[illegible] ..... 72
s. Millie ..... 73

**Gosselin, P. S.,**
*Rue St. Etienne, Fécamp, France.*
G. B. ..... 171
Sainte Rose ..... 223

**Gosselin, Z.,**
*St. Antoine, Lotbiniere, Quebec.*
Mariposa ..... 115

**Göta, Förnyade Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* H. STERNHAGEN.

**Göta Kanal, Ångfartygs Aktieb.,**
*Stockholm, Sweden.*
*See* A. RÖNNOW.

**Göteborg-Manchester, Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Göteborg Strömstads Förnyade Ångbolaget,**
*Gothenburg, Sweden.*
*See* F. B. WAHLQUIST.

**Göteborgs Ångfiske Aktiebolaget,**
*Gothenburg, Sweden.*
*See* A. H. LARSSON.

**Göteborgs Bogserings Aktieb.,**
*Gothenburg, Sweden.*
s. Färdig ..... 37

**Göteborgs Murbruks och Sandcements Aktieb.**
(Manager—C. A. Lundahl),
*Dösebacka, Sweden.*
s. Slätteskär ..... 99
s. Victor ..... 89

**Göteborgs Nya Ångslups Aktieb.,**
*Gothenburg, Sweden.*
s. Ejdern ..... 84
s. Gota ..... 84
s. Svea ..... [illegible]
s. Wira ..... 54

**Gothenburg Harbour Commissioners**
(Manager—Knut Borgstedt),
*Gothenburg, Sweden.*
s. Isbrytaren 1 ..... 171
s. Isbrytaren 2 ..... 221

**Gotland, Ångf. Aktieb.,**
*Visby, Sweden.*
*See* A. EKMAN.

**Gottfrid, Rederiaktieb.,**
*Malmö, Sweden.*
*See* O. H. WIENS.

**Gottfried Althainz, Rederiaktieb,**
1, *Handtverkarsgatan, Stockholm, Sweden.*
*See* F. G. ALTHAINZ.

**Gottschalk & Stuart,**
2A, *Thomas Street, Liverpool.*
Net Tons
s. Conductor ..... 10
s. Tortrida ..... (*gross*) 133

**Gotusso, Antonio,**
*Portofino, Italy.*
Francesco Gotusso ..... 427
Regina ..... 604
Trento ..... 1118

**Gotusso, F. & S.,**
*Calle Defensa 129, Buenos Ayres Argentine Republic.*
Julius Bremen ..... 951
s. Quebracho Argentino ..... 370

**Gotuzzo, G., ed Eredi di A. Repetto.**
*Recco, Italy.*
San Giorgio ..... 155

**Goudis, D. P.,**
*Spezzia, Greece.*
s. Crete ..... 290
s. Hellas ..... 171
s. Nauplion ..... 295
s. Peloponessos ..... 272
s. Spezzia ..... 110

**Goulandris Bros.,**
*Andros, Greece.*
(Agent in United Kingdom—S. G. Embiricos, Cardiff.)
s. L. G. Goulandris ..... 1312

**Goulart, Francisco F.,**
10, *Rua Xavier da Silveira Sobrado, Santos, Brazil.*
Guillermina ..... 280
s. Itararé ..... 200

**Gould, C. W. S.,**
*Brunswick Wharf, Barnstaple, Devon.*
Norseman ..... 96

**Gourdin, E., & E. Patfoort,**
*Gravelines, France.*
Eglantine ..... 120
Violette ..... 100

**Gourgy, Pierre P.,**
*Odessa, Russia.*
s. Sturman ..... 649
s. Taras Boulba ..... 459

**Gourlay, H. B. & A.,**
38, *Leadenhall Street, London, E.C.*
(Hathor Steamship Co., Ld.)
s. Hatasu ..... 2160
s. Hathor ..... 1815

**Gournay-Delpierre,**
90, *Rue de la Scierie, Boulogne-sur-Mer, France.*
François Pierre ..... 104
Marie Thérèse ..... 100
Maurice ..... 125

**Goutte, J.,**
*Marseilles, France.*
Net Tons
s. Coleridge ..... 1044

**Gouveia, José Joaquim,**
*Rua Nova da Alfandega, Oporto, Portugal.*
S. Julião ..... (*gross*) 149
Campones ..... 103
Vencedor ..... 247

**Govertsen, P.,**
*Christiansand, Norway.*
Röstad ..... 126

**Govnidaram Javagepaul Doss.**
*c/o Hazarimull Bazazg, Madras, India.*
Stree Vencatayswerloo ..... 481

**Gow, Harrison & Co.,**
45, *Renfield Street, Glasgow.*
s. Arroyo ..... 2307
s. Rosneath ..... 1123
s. Valetta ..... 1937
s. Venetia ..... 2333
s. Vennachar ..... 2850
s. Vermont ..... 2723
s. Vienna ..... 2653
s. Vimeira ..... 1745
s. Virginia ..... 2790
s. Vittoria ..... 1751
s. Volga ..... 2851

**Goyet, H.,**
*Lanoraie, Quebec.*
G. D. ..... 107

**Grace, R. C., Estate of,**
1811, *Van Pelt Street, Philadelphia, U.S.*
Rebecca M. Smith ..... 265

**Gracie, Beazley & Co.,**
14, *Water Street, Liverpool.*
Dalgonar ..... 2565
Glenlui ..... 1814
M. E. Watson ..... 1670
Westgate ..... 1814

**Grädener, C.,**
*Steinbecker Strasse 40, Greifswald, Germany.*
s. Pommern ..... 59

**Graffino, S.,**
*Buenos Ayres, Argentine Republic.*
Garibaldi in America ..... 108

**Graham, J.,**
*New York, U.S.*
George & Albert ..... 115

**Graham, J., & Sons,**
*Fish Quay, Hartlepool.*
s. Empress ..... 30

**Graham, J. C.,**
4, *Beaconsfield Street, Hartlepool.*
s. Rugby ..... 42

**Graham & Morton Transportation Co.,**
*Benton Harbour, Michigan, U.S.*
s. Argo ..... 740
s. City of Benton ..... [illegible]
s. City of Chicago ..... 737
s. Holland ..... 872
s. Puritan ..... 1052

**Grahams & Co.,**
123, *Bishopsgate Street, London, E.C.*
(Ras Steam Shipping Co., Ld.)
Net Tons
s. Ras Bera ..... 2500
s. Ras Dara ..... 2495
s. Ras Elba ..... 1769
s. Ras Issa ..... 2442
s. Ras Mora ..... 2162
s. Ras Rowa ..... 1853

**Grahn, L. F.,**
*Umeå, Sweden.*
(Umeå Nya Ångf. Aktieb.)
s. Thule ..... 399
s. Vesterbotten ..... [illegible]

**Grainger, W. A.,**
54, *Waring Street, Belfast.*
s. Theory ..... 174
s. Topic ..... 113
s. Trial ..... 134

**Grampian Steam Fishing Co., Ld.,**
194, *Market Street, Aberdeen.*
s. Braeriach ..... 52
s. Cairngorm ..... 54
s. Cairntoul ..... 54
s. Morven ..... [illegible]
s. Schehallion ..... 46

**Gram's Efterfölger, S. M.,**
*Tönsberg, Norway.*
Bergliot ..... 732
Henriette ..... 558
Undal ..... 1096

**Gran, Jens, & Son,**
*Bergen, Norway.*
s. Vaagen ..... 109

**Granata, V., fu E.,**
*Via Calefati No. 46, Bari, Italy.*
(Transp. Maritt. a Vap.)
s. Mario ..... 1137

**Grand Trunk Car Ferry Co.,**
*Grand Haven, Michigan, U.S.*
*See* E. G. CROSBY.

**Grand Trunk Railway Co.,**
*Montreal, Canada.*
s. Huron ..... 688
s. Lansdowne ..... 908

**Grane, J. Knudsen,**
*Kragerö, Norway.*
Lina ..... 249

**Grangemouth & Forth Towing Co., Ld.,**
*Grangemouth.*
s. Blücher ..... 18
s. Forth ..... 23
s. Grange ..... 16
s. Jupiter ..... 19

**"Granit," Aktiebolaget,**
*Helsingfors, Finland.*
s. Granit ..... 137

**Granite City Steam Fishing Co., Ld.,**
124, *Union Street, Aberdeen.*
s. St. Nicholas ..... 57
s. St. Machar ..... 57

**Granite City S.S. Co., Ld.,**
*Upper Quay, Market Street, Aberdeen.*
Net Tons
s. Linn o' Dee ..... 291

**Granlund, Gabr.,**
*Raumö, Finland.*
Finland ..... 1590
Hoppet ..... 1411
Imperator Alexander II. ..... 1760
Sylfid ..... 1468

**Gransbergen, T.,**
*Delfzijl, Holland.*
Charlotte & Anna ..... [illegible]

**Grant, H., & Co.,**
*Kingsbridge, Devon.*
Effort ..... 66
Progress ..... 76

**Grant, John,**
*Cleethorpes, Grimsby.*
s. Nelson ..... 44
s. Weelsby ..... 38

**Grant, Joseph J.,**
6, *Broad Street, St. Helier's, Jersey.*
Mermaid ..... 59

**Grant, Otto,**
*Orrenhof, Pernau, Russia.*
Lenu ..... 295
Mats ..... 293
Neptun ..... 208
Wilhelm ..... 223

**Grant, T.,**
*Port Townsend, Wash., U.S.*
s. Discovery ..... 111

**Grant, W., & H. C. Baker,**
*Fish Dock, Grimsby.*
s. Benbow ..... 62

**Grant, William,**
*Point Ellice, Victoria, B.C.*
s. Selkirk ..... 86

**Grant, William,**
*Fish Dock Road, Grimsby.*
s. Agatha ..... 48
s. Ajax ..... 33
s. Anson ..... 62
s. Blake ..... 74
s. Brisbane ..... 66
s. Collingwood ..... 55
s. Drake ..... 74
s. Duncan ..... 71
s. Hawthorn ..... 55
s. Howe ..... 44
s. Laurel ..... 47
s. Malta ..... 46
s. Rodney ..... 38
s. Rugby ..... 67

**Granville, Alfonzo M.,**
*Waterborough, Queen's co., N.B.*
Priscilla ..... 102

**Grass, G.,**
*Kurbas Dsenne, pr. Lemsal, Russia.*
Anna Alwina ..... 321
Anna Olga ..... 218
Catharina ..... 218
Lilly ..... 293

**Gratitude S.S. Co., Ld.,**
3, *Fenchurch Buildings, London, E.C.*
*See* E. W. MORGAN & CO., LD.



s. signifies Steamer.

### Gratwick Steamship Co.,
*Perry Payne Building, Cleveland, Ohio.*
*See* J. MITCHELL.

### Graud, J.,
*Plenen, Kurland, Russia.*

| | Net Tons |
|---|---|
| Eufrosino | [illegible] |
| [illegible] | [illegible] |

### "Gravningen," Aktieselskabet,
*Christiania, Norway.*
*See* E. & G. ANDERSEN.

### Gray, D. D., & Co.,
63, *Charlotte Street, Leith.*

| | |
|---|---|
| s. Matje | 115 |

### Gray, T., & Co., Ld.,
*Wellington Street West, and 4, Colonial Chambers, Princes Dock, Hull.*

| | |
|---|---|
| s. Frenchman | 12 |
| s. Huntsman | 13 |
| s. Scotsman | 12 |

### Gray, W. C.,
*The Shipyard, West Hartlepool.*

| | |
|---|---|
| s. Blythville | [illegible] |
| s. Circassia | [illegible] |

### Great Central Railway
(Port Master—F. Barwick),
*Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Ashton | 576 |
| s. Barton | 23 |
| s. City of Bradford | 735 |
| s. City of Leeds | 723 |
| s. Chester | 595 |
| s. Cleethorpes | 67 |
| s. Doncaster | 165 |
| s. Grimsby | 161 |
| s. Leicester | 495 |
| s. Lincoln | 697 |
| s. Liverpool | 164 |
| s. Lutterworth | 495 |
| s. Magna Charta | 62 |
| s. Manchester | [illegible] |
| s. Marple | 15 |
| s. Northenden | 414 |
| s. Nottingham | 492 |
| s. Oldham | 486 |
| s. Retford | 611 |
| s. Sheffield | 407 |
| s. Staveley | 494 |

### Great Eastern Railway Co.,
*Liverpool Street, London, E.C., and Parkeston Quay, Harwich.*
(Marine Superintendent—D. Howard.)

| | |
|---|---|
| s. Amsterdam | 537 |
| s. Berlin | 536 |
| s. Brandon | 305 |
| s. Brussels | 523 |
| s. Cambridge | 593 |
| s. Chelmsford | 596 |
| s. Colchester | 515 |
| s. Cromer | 253 |
| s. Despatch | 10 |
| s. Dresden | 533 |
| s. Essex | 91 |
| s. Harwich | 380 |
| s. Ipswich | 516 |
| s. Lowestoft (gross) | 172 |
| s. May | 27 |
| s. Middlesex | 65 |
| s. Norfolk | 162 |
| s. Norwich | 512 |
| s. Peterboro' | 427 |
| s. Suffolk | 81 |
| s. Vienna | 581 |
| s. Woolwich | 105 |
| s. Yarmouth | 718 |

### Great Grimsby Albion Steam Fishing Co., Ld.,
*Fish Dock Road, Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Arabian | 56 |
| s. Briton | 55 |
| s. Dominican | 48 |
| s. Egyptian | 54 |
| s. Fijian | 49 |
| s. Grimbarian | 50 |

### Great Grimsby and East Coast Steam Fishing Co., Ld.,
*Cross Street, Fish Docks, Grimsby.*

| | Net Tons |
|---|---|
| s. Armadia | [illegible] |
| s. Britannia | [illegible] |
| s. Columbia | [illegible] |
| s. Dalhousie | [illegible] |
| s. Electric | [illegible] |
| s. Francomia | [illegible] |
| s. Gaiety | [illegible] |
| s. Hermetta | [illegible] |
| s. Isabella | [illegible] |
| s. Juria | [illegible] |
| s. Kastoria | [illegible] |
| s. Lucania | [illegible] |
| s. Marania | [illegible] |
| s. Nerida | [illegible] |
| s. Sarbon | [illegible] |

### Great Lakes & St. Lawrence Transportation Co.,
*Duluth, Minn., U.S.*

| | |
|---|---|
| s. A. D. Davidson | 887 |
| s. Albert M. Marshall | 887 |
| s. George C. Howe | 958 |
| s. H. G. Dalton | 929 |
| s. John Lambert | 929 |
| s. John Sharples | 912 |
| s. John Crevar | 955 |
| s. J. S. Keefe | 944 |
| s. Robert Wallace | 944 |
| s. S. N. Parent | 887 |

### Great Lakes Towing Co.,
*Western Reserve Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| s. Harvey D. Goulder | 78 |

### Great Northern S.S. Co.,
*St. Paul, Minnesota, U.S.*

| | |
|---|---|
| s. Dakota | |
| s. Minnesota | |

### Great Northern Steam Ship Fishing Co., Ld.,
*St. Andrew's Dock, Hull; & 2 & 3, Billingsgate Buildings, London, E.C.*

| | |
|---|---|
| s. Colonel Smith | 114 |
| s. Columbia | 121 |
| s. Eagle | 54 |
| s. Earl | 54 |
| s. Easington | 65 |
| s. Eastella | 65 |
| s. Eastward | 144 |
| s. Ebor | 51 |
| s. Echo | 51 |
| s. Eddystone | 51 |
| s. Editor | 54 |
| s. Effort | 54 |
| s. Egret | 54 |
| s. Elder | 54 |
| s. Elbe | 51 |
| s. Eldorado | 63 |
| s. Elector | 54 |
| s. Elf | 51 |
| s. Elite | 63 |
| s. Elk | 54 |
| s. Ellesmere | 65 |
| s. Elm | 54 |
| s. Ely | 65 |
| s. Emblem | 52 |
| s. Emperor | 63 |
| s. Emu | 57 |
| s. Emulator | 54 |
| s. Encore | 59 |
| s. Endeavour | 59 |
| s. Endymion | 57 |
| s. Esmeralda | 65 |
| s. Envoy | 59 |
| s. Equator | 54 |
| s. Equerry | 54 |
| s. Equity | 55 |
| s. Era | 54 |
| s. Erin | 63 |
| s. Erith | 54 |
| s. Erne | 54 |
| s. Ermine | 63 |
| s. Eros | 63 |
| s. Escort | 51 |
| s. Esmeralda | 63 |
| s. Essex | 65 |
| s. Eton | 51 |
| s. Euclid | 51 |
| s. Eureka | 51 |
| s. Evergreen | 63 |
| s. Excel | 60 |
| s. Expedient | 51 |
| s. Expert | 53 |
| s. Explorer | 59 |
| s. Onward | 94 |
| s. Progress | 93 |
| s. Speedwell | 95 |

### Great Western Railway Co.,
*Paddington, London, W., & Weymouth.*

| | Net Tons |
|---|---|
| s. Antelope | 206 |
| s. Gazelle | 206 |
| s. Great Southern | 354 |
| s. Great Western | [illegible] |
| s. Ibex | [illegible] |
| s. Lynx | [illegible] |
| s. Palmerston | 55 |
| s. Pembroke | [illegible] |
| s. [illegible] | 303 |
| s. [illegible] | 303 |
| s. Sir Francis Drake | 59 |
| s. Sir Richard Grenville | [illegible] |
| s. Sybelius | 300 |
| s. Waterford | 360 |

### Great Yarmouth Port and Haven Commissioners,
*Great Yarmouth.*

| | |
|---|---|
| s. Sir Harry Bullard | 231 |

### Great Yarmouth Steam Tug Co., Ld.,
64, *South Quay, Yarmouth.*

| | |
|---|---|
| s. Lord Nelson | 17 |
| s. Lord Roberts | 15 |
| s. United Service | 14 |
| s. Yare | [illegible] |

### Greaves & Co.,
*Shanghai, China.*

| | |
|---|---|
| s. Ella | 519 |

### Greaves, T.,
*Para, Brazil.*

| | |
|---|---|
| s. Aguila | 112 |

### Grech, Richard A.,
*The Sea Front, Dardanelles.*

| | |
|---|---|
| s. Beatrice Grech | 111 |

### Grech, V. S. E.,
*Dardanelles, Turkey.*

| | |
|---|---|
| s. Dalhousie | 62 |
| s. Harlequin | 25 |
| s. Knight of St. Patrick | 49 |
| s. Mary Louise | 10 |
| s. Warren Hastings | 82 |

### Greco, Francesco, fu S.,
*Milazzo, Sicily.*

| | |
|---|---|
| s. L'Unione | 949 |
| s. Siciliano | 1362 |

### Greedy, F.,
*Quai des Chartrons, 16, Bordeaux, France.*

| | |
|---|---|
| s. Georgette | 17 |

### Greeley, Arthur W.,
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Willie L. Maxwell | 381 |

### Green, Jonas,
158, *Palmetto Street, Mobile, Ala, U.S.*

| | |
|---|---|
| Oscar G. | [illegible] |

### Green, John,
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Lewiston | 1345 |

### Green, Knaebel & Co.,
511, *Chamber of Commerce, India Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Max | 177 |

### Green, Richard T.,
[illegible] 511, *Chamber of Commerce, India Street, Boston, Mass., U.S.*
[illegible]

### Green, William H.,
*Box 21, Manasquan, N.J., U.S.*

| | |
|---|---|
| Charles Noble Simmons | 718 |

### Greenlaw, Elmer M.,
*Milbridge, Maine, U.S.*

| | |
|---|---|
| Henry Whitney | 130 |

### Greenleaf Johnson Lumber Co.,
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Hennie L. James | 110 |

### Greeno, Henry H.,
*Cheverie, Hants co., N.S.*

| | |
|---|---|
| Antigua | 73 |
| J. D. Everett | [illegible] |
| Strathcona | [illegible] |
| Trinidad | [illegible] |

### Greenock Towing Co.,
8, *Brymner Street, Greenock.*

| | |
|---|---|
| s. Powerful | [illegible] |

### Greenshields, Cowie & Co.
(KNIGHT LINE),
42, *Castle Street, Liverpool.*
(Knight Steam Ships Co., Ld.)

| | |
|---|---|
| s. Knight Bachelor | [illegible] |
| s. Knight Commander | [illegible] |
| s. Knight Errant | [illegible] |
| s. Knight of St. George | [illegible] |
| s. Knight of the Garter | [illegible] |
| s. Knight of the Thistle | [illegible] |

### Greenwell, T. G.,
58, *Frederick Street, Sunderland.*
(Atlantic Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Indianic | 1840 |

### Grefstad, A. J.,
*Arendal, Norway.*

| | |
|---|---|
| Dalston | 1140 |

### Grefstad, Bendix J.,
*Grimstad, Norway.*

| | |
|---|---|
| s. Alstad | [illegible] |
| s. Bastad | [illegible] |
| Premier | [illegible] |
| s. Stad | [illegible] |
| Tercia | 1195 |

### Gregersen, Bernh.,
*Vognmandsgaden 30, Christiania, Norway.*

| | |
|---|---|
| Ansgar | 208 |

### Gregoriu, M.,
*Galaridi, Greece.*

| | |
|---|---|
| Catina | [illegible] |

### Gregory, Richard,
*Schull, co. Cork, Ireland.*

| | Net |
|---|---|
| William Frederick | [illegible] |

### Gregory, William,
*Arklow, co. Wicklow.*

| | |
|---|---|
| Emily Burnyeat | [illegible] |

### Greibe, V.,
*Esbjerg, Denmark.*
(Dampskibsselskabet Jylland.)

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

### Grell, Ellis, & Co.,
*Port of Spain, Trinidad, W.I.*

| | |
|---|---|
| s. Rescue | [illegible] |

### Grell, Johannes,
*Schoonerstrasse 9, Riga, Russia.*

| | |
|---|---|
| Marcus | [illegible] |
| Peter Lilla | [illegible] |

### Gren, H. M.,
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Gunnar | [illegible] |
| Idun | [illegible] |

### Grenet, P. Ch.,
3, *Rue Biatte, Nantes, France.*

| | |
|---|---|
| Léonie | [illegible] |

### Grenfell, Martin,
43, *Chapel Street, Penzance.*

| | |
|---|---|
| Albatross | [illegible] |

### Grenfell, Thomas S.,
*Calstock, Cornwall.*

| | |
|---|---|
| Elizabeth Drew | [illegible] |

### Gresham Steam Shipping Co., Ld.,
*Mercantile Chambers, Newcastle-on-T[illegible]*
*See* PICKERING, WALLIS & Co.

### Grewe, Gebr.,
*Peterskapelle, fu. Hintzenberg, [illegible] Russia.*

| | |
|---|---|
| Ernst David | [illegible] |

### Grey, Arthur J.,
*Branksome, Conduit Street, Gloucester.*

| | |
|---|---|
| Welcome Home | [illegible] |

### Grey, H., Jr.,
3, *Love Lane, Eastcheap, London, E.C.*

| | |
|---|---|
| s. Wellington | [illegible] |

### Greymouth Harbour Board
*Greymouth, N.Z.*

| | |
|---|---|
| s. Westland | [illegible] |

### Grianaig Shipping Co., Ld.
1, *Cathcart Street, Greenock.*
*See* ADAM, HAMILTON & Co.

s. désigne les Vapeurs.

### Gribel, Rud. Christ.,

*Grosse Lastadia 56, Stettin, Germany.*

| | Net Tons |
|---|---|
| s. Alexandra | 354 |
| s. Amalia | 105 |
| s. Arnold | 735 |
| s. Christian | 686 |
| s. Kressmann | 248 |
| s. Kriemhild | 497 |
| s. Kurt | 244 |
| s. Lina | 348 |
| s. Rudolf | 157 |
| s. Stolp | 147 |
| s. Wipper | 294 |

(Renata Dampschiffs Gesellschaft Th. Gribel.)

| | |
|---|---|
| s. Christian | 573 |
| s. Renata | 435 |
| s. Siegfried | 329 |
| s. Theodor | 573 |
| s. Ursula | 561 |
| s. Viadra | 578 |

(Stettin-Rigaer Dampf. Ges. Th. Gribel.)

| | |
|---|---|
| s. Sedina | 607 |

### Grieve, W.,

*35a, Union Street, Aberdeen.*

(Ocean Trawling Co., Ld.)

| | |
|---|---|
| s. Atalanta | 48 |
| s. Caspiana | 42 |
| s. Germania | 41 |
| s. Oceana | 48 |

### Grieve, Walter B.,

*St. John's, N.F.L.*

| | |
|---|---|
| Beagle | 151 |
| s. Euphrates | 47 |

### Griffin, Fred,

*Salisbury, Wiltshire.*

| | |
|---|---|
| Alexandra | 86 |
| Queen Victoria | 77 |

### Griffin, J.,

*16, Ward Street, New Haven, Conn., U.S.*

| | |
|---|---|
| Elm City | 639 |

### Griffin & Sydenham,

*Poole.*

| | |
|---|---|
| Princess May | 89 |

### Griffing, Jared,

*Newhaven, Conn., U.S.*

| | |
|---|---|
| Daylight | 571 |

### Griffiths, Ebenezer,

*Amlwch, Anglesey.*

| | |
|---|---|
| Irish Minstrel | 136 |

### Griffiths, Griffith,

*47, North Street, Pwllheli, Carnarvonshire.*

| | |
|---|---|
| Marquis of Anglesea | 58 |

### Grihwan, Fr.,

*Jaunaraj, Gipken, per Talsen, Russia.*

| | |
|---|---|
| Anton | 182 |

### Grihwan, Gebr.,

*Jaunaraj, Gipken, per Talsen, Russia.*

| | |
|---|---|
| Aroturus | 152 |
| Antares | 340 |
| Spica | 228 |

### Grimsby Alliance Steam Fishing Co.,

*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Caledonia | 76 |
| s. Carinthia | 44 |
| s. Carthagenia | 63 |
| s. Catalonia | 55 |
| s. Catania | 69 |

### Grimsby Castle Line Steam Fishing Co., Ld.,

*Fish Docks, Grimsby.*

*See* A. J. BAXTER.

### Grimsby & North Sea Steam Trawling Co., Ld.,

*Fish Dock Road, Grimsby.*

| | Net Tons |
|---|---|
| s. Andromeda | 47 |
| s. Aquarius | 81 |
| s. Aries | 67 |
| s. Cancer | [illegible] |
| s. Capricornus | [illegible] |
| s. Cassiopeia | 55 |
| s. Castor | 58 |
| s. Cepheus | 57 |
| s. Cerberus | 57 |
| s. Cetus | 54 |
| s. Chameleon | 45 |
| s. Corona | 49 |
| s. Corvus | 54 |
| s. Crater | 45 |
| s. Crux | 45 |
| s. Cygnus | [illegible] |
| s. Dorando | 54 |
| s. Draco | 54 |
| s. Hercules | 63 |
| s. Jupiter | 57 |
| s. Libra | 84 |
| s. Lupus | 45 |
| s. Lynx | 45 |
| s. Mercury | 57 |
| s. Pegasus | 57 |
| s. Perseus | 57 |
| s. Pollux | [illegible] |
| s. Saturn | 57 |

### Grimsby Northern Steam Fishing Co., Ld.,

*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Magic | 64 |
| s. Majestic | 69 |

### Grimsby Steam Fishing Co., Ld.,

*Fish Dock Road, Great Grimsby.*

| | |
|---|---|
| s. Arctic | 63 |
| s. Baltic | 93 |
| s. Celtic | 77 |
| s. Electric | 79 |
| s. Frolic | 79 |
| s. Gaelic | 64 |
| s. Hellenic | 64 |
| s. Ionic | 64 |
| s. Jurassic | 64 |
| s. Kymric | 47 |
| s. Lyric | 47 |
| s. Magnetic | 43 |
| s. Nomadic | 43 |
| s. Oceanic | 90 |
| s. Pacific | 90 |
| s. Quixotic | 66 |
| s. Romantic | 66 |
| s. Stoic | 69 |

### Grimsby Union Steam Fishing Co., Ld.,

*Auckland Road, Fish Docks, Grimsby.*

| | |
|---|---|
| s. Ullapool | 73 |
| s. Ulleswater | 95 |
| s. Ulster | 72 |
| s. Ulundi | 73 |
| s. Umbria | 57 |
| s. Umguza | 61 |
| s. Umtali | 73 |
| s. Undaunted | 83 |
| s. Undine | 82 |
| s. Unyoro | 80 |
| s. Urania | 79 |
| s. Uriel | 76 |
| s. Ursula | 53 |

### Grimsby Victor Steam Fishing Co., Ld.,

*Auckland Road, Fish Docks, Grimsby.*

| | |
|---|---|
| s. St. Bernard | 78 |
| s. St. Lawrence | 69 |
| s. St. Louis | 71 |
| s. St. Paul | 71 |

### Grinberg, J.,

*Tukum, Engurós, Riga, Russia.*

| | |
|---|---|
| Anna Greta | 126 |
| Jautris | 178 |

### Grinstein, J. M.,

*Pokrowsky Pereulok No. 5, Odessa, Russia.*

| | Net Tons |
|---|---|
| s. Leo T | 716 |
| s. Maria Annetta | 647 |

### Grip, C. A.,

*Norrtelje, Sweden*

(Ångf. Aktieb. Östersjön.)

| | |
|---|---|
| s. Rex | 138 |
| Wilhelmina | 263 |

### Groc, G.,

*Landerneau, France.*

| | |
|---|---|
| Stanislas Emmanuel | 170 |

### Groedel Bros. S. S. Co., Ld.,

*4, 5 & 6, Great St. Helen's, London, E.C.; and Budapest, Hungary.*

| | |
|---|---|
| s. Gisella Groedel | 1609 |
| s. Ludwig Groedel | 1896 |
| s. Margit Groedel | 1609 |
| s. Melanie Groedel | 1943 |

### Groen, F. F.,

*Amsterdam, Holland.*

| | |
|---|---|
| Nicolaas Witsen | 1565 |
| Vondel | 1562 |

### Grögaard, B. A.,

*Kragerö, Norway.*

| | |
|---|---|
| Urda | 156 |

### Grollero, Luigi, di G. B.,

*Alassio, Italy.*

| | |
|---|---|
| Maggiore Toselli | 121 |

### Gromoff & Co.,

*Impilahti, Finland.*

| | |
|---|---|
| Anania | 348 |
| Antti | 335 |
| Michael | 296 |

### Grön, A.,

*Sandefjord, Norway.*

(Rederis. Urd.)

| | |
|---|---|
| Illeri | 219 |

### Grön, P. A.,

*Sandefjord, Norway.*

| | |
|---|---|
| Forsete | 138 |
| Regulator | 207 |
| s. Tanke | 361 |
| s. Telefon | 968 |
| Telefon | 212 |
| s. Telegraf | 452 |
| s. Therese | 1117 |
| s. Trold | 361 |
| s. Turbin | 333 |

### Groningen, Scheepvaart Maats.,

*Gröningen, Holland.*

*See* H. KÜHN.

### Groninger Rotterdammer Stoomboot Maatschappij,

*Groningen, Holland.*

| | |
|---|---|
| s. Hunze IX. | 195 |

### Grönlandske Handel, Den Kongelige

(Manager—C. Ryberg.)

*Copenhagen, Denmark.*

| | |
|---|---|
| Ceres | 285 |
| Constance | 216 |
| s. Godthaab | 162 |
| Lucinde | 150 |
| Nordlyset | 237 |
| Pera | 245 |
| Thorvaldsen | 261 |
| Tjalfe | 197 |

### Grönlie, H. A.,

*Stathelle, Norway.*

| | Net Tons |
|---|---|
| Haldis | 349 |
| Victoria | 353 |

### Grönn, A. N.,

*Lillesand, Norway.*

| | |
|---|---|
| Hermod | 498 |
| Justö | 607 |

### Grönn, Joh. O.,

*Skien, Norway.*

| | |
|---|---|
| Ellida | 345 |

### Grönstedt, C. G.,

*Mayreteland, Frötuna, Sweden.*

| | |
|---|---|
| Clara Josephina | 221 |
| Medea | 291 |

### Grönwall, A.,

*Gothenburg, Sweden.*

| | |
|---|---|
| s. Aron | 205 |
| s. Jupiter | 84 |

### Groom, W., & Co.,

*Harwich.*

| | |
|---|---|
| Justice | 74 |
| Major | 67 |

### Grorud, H.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Eugen | 700 |

### Gross, Augustus O.,

*Deer Isle, Maine, U.S.*

| | |
|---|---|
| D. D Haskell | 274 |
| Florence Leland | 284 |
| H. Curtis | 118 |
| Mary A. Hall | 341 |
| S. G. Haskell | 569 |
| Thelma | 450 |

### Grossherzog - Mecklenburg Friedrich-Franz-Eisenbahn,

*Rostock, Germany.*

| | |
|---|---|
| s. Kaiser Wilhelm | 138 |
| s. König Christian | 140 |

### Grossherz Mecklenburg Gen. Eisenbahn Direction.

*Schwerin, Germany.*

| | |
|---|---|
| s. Friedrich Franz IV. | 532 |
| s. Mecklenburg | 532 |

### Groth, G.,

*Nederkalix, Luled, Sweden.*

(Aktieb. Bodtraskfors.)

| | |
|---|---|
| s. Aros | 71 |

### Groth, S.,

*Mariestad, Sweden.*

| | |
|---|---|
| Hans | 100 |

### Groth, Sixten,

*Sjötorp, Sweden.*

| | |
|---|---|
| Zefyr | 130 |

### Grothmann, Richard,

*Stadthausbrücke 11, Hamburg, Germany.*

| | |
|---|---|
| s. Eduard Grothmann | 786 |

### Grube, H. A.,

*Marstal, Denmark.*

| | Net Tons |
|---|---|
| Claudia | 334 |
| H. C. Grube | 224 |
| Kodan | 179 |
| Nansen | 279 |

### Grube, N. A. H.,

*Marstal, Denmark.*

| | |
|---|---|
| Veritas | 163 |

### Grünberg, A. W.,

*Kurhausstrasse 22, Libau, Russia.*

| | |
|---|---|
| Jahn | 143 |

### Grünberg, M., & G. Sadowsky,

*Angern, pr. Tuckum, Courland, Russia.*

| | |
|---|---|
| Marta | 278 |

### Grundmann & Gröschel,

*Fischereihafen, Geestemunde, Germany.*

| | |
|---|---|
| s. Spiekeroog | 39 |

### Grundström, R.,

*Raumo, Finland.*

| | |
|---|---|
| Dores | 315 |

### Guarnotta, Felice,

*Marsala, Italy.*

| | |
|---|---|
| Maria Ignazia | 201 |

### Guasp y Pujol, M.,

*Palma, Majorca.*

| | |
|---|---|
| Trinidad | 142 |

### Gucci Fasli,

*Scutari, Turkey.*

| | |
|---|---|
| Industre | 520 |

### Gudmundsson, Jepp,

*Jonstorp, Sweden.*

| | |
|---|---|
| Johnny | 170 |

### Guernsey Shipping Co., Ld.,

*St. Sampson's, Guernsey.*

*See* W. STRANGER.

### Guernsey Steam Towing & Trading Co., Ld.

(Managing Director—J. T. Lainé),

*28, High Street, Guernsey.*

| | |
|---|---|
| s. Alert | 23 |

### Guerra, D. da Costa,

*Caminha, Portugal.*

| | |
|---|---|
| Celeste | 124 |

### Guerrera Ulrich S.,

*Catania, Sicily.*

| | |
|---|---|
| s. Dante | 652 |
| s. Vasta e Guerrera | 476 |

### Guerriera, F.,

*Naples, Italy.*

| | |
|---|---|
| Giovanni Padre | 518 |

s. signifies Steamer.

### Guffey, J. M., Petroleum Co.,
*Port Arthur, Texas; and 507, Battery Park Building, New York, U.S.*

| | Net Tons |
|---|---|
| s. Catania | [illegible] |
| Conemaugh | 1714 |
| Connecaut | [illegible] |
| s. J. M. Guffey | 1893 |
| s. Larimer | 2397 |
| s. Ligonier | [illegible] |
| Shenango | 1824 |
| s. Taurus | 114 |
| s. Winifred | 1520 |

### Guibert, M., & fils,
*Saint Servan, France.*

| | |
|---|---|
| Saint Mathurin | [illegible] |
| [illegible] Pour | 162 |

### Guida, Aniello,
*Procida, Italy.*

| | |
|---|---|
| Sant' Anna e Maria | 413 |

### Guida, M., di A.,
*Procida, Italy.*

| | |
|---|---|
| Aniellino | [illegible] |
| Annina | [illegible] |
| Annunziata | [illegible] |
| Assisio | [illegible] |
| Concezione Immacolata | [illegible] |
| Giuseppino | [illegible] |
| Restituta Madre | [illegible] |
| Sant Anna | 940 |

### Guida, Pasquale,
*Resina, Italy.*

| | |
|---|---|
| Pasquale Padre | 169 |

### Guidi, Angelo,
*Via Antonio Fratti, Viareggio, Italy.*

| | |
|---|---|
| Emilia | 111 |

### Guilbaud, H.,
1, *Rue Cambronne, Nantes, France.*

| | |
|---|---|
| Felix René | 396 |
| Rose Madeleine | 215 |

### Guillaume, Vve.,
*Plouhamel, France.*

| | |
|---|---|
| Maria | 105 |

### Guillon, Léon,
*Quai Brancas, Nantes, France.*

| | |
|---|---|
| René | 1715 |

### Guillon, N. & C.,
*Quai Brancas, Nantes, France.*

| | |
|---|---|
| Charles Gounod | 1717 |
| Edmond Rostan | 1720 |
| Edouard Detaille | 1723 |
| Ernest Legouvé | 1722 |
| Ernest Reyer | [illegible] |
| Général de Négrier | 1731 |
| Jane Guillon | [illegible] |
| Pierre Loti | 1741 |

### Guillon, Norbert,
8, *Quai Brancas, Nantes, France.*

| | |
|---|---|
| Général Neumayer | 1464 |

### Guillon, Pierre,
*Nantes, France.*

| | |
|---|---|
| Pierre Antonine | 1741 |

### Guillon & Fleury,
8, *Quai Brancas, Nantes, France.*

| | Net Tons |
|---|---|
| Bossuet | [illegible] |
| Général de Boisdeffre | 1721 |
| La Bruyère | 1738 |
| La Fontaine | 1739 |
| La Rochefoucauld | [illegible] |
| Maréchal Davout | [illegible] |
| Maréchal de Turenne | [illegible] |
| Maréchal de Villars | [illegible] |
| Molière | [illegible] |
| Montebello | 1719 |

### Guillon, Raoul,
11, *Rue Contrescarpe, Nantes, France.*

| | |
|---|---|
| Agnès | [illegible] |
| Duchesse de Berry | 1041 |
| Tristanne | [illegible] |
| Yvonne | [illegible] |

### Guimarães, M. A.,
*Paranagua, Brazil.*

| | |
|---|---|
| Pedro II | 261 |

### Guimarães, M. J. P.,
*Para, Brazil.*

| | |
|---|---|
| s. Sao Miguel | 53 |

### Guinness, A., Son & Co., Ld.,
*St. James's Gate Brewery, Dublin.*

| | |
|---|---|
| s. Anna Liffey | |
| s. Boyne | |
| s. Foyle | |
| s. Lagan | |
| s. Lee | (Gross) 57 |
| s. Mey | |
| s. Shannon | |
| s. Stanley | (Gross) 57 |
| s. Suir | (Gross) 57 |
| s. Varry | (Gross) 57 |

### Guja, Silva & Co.,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Pelotas | 134 |

### Gukasoff, A. B.,
*Baku, Russia.*

| | |
|---|---|
| s. Tamara | 843 |

### Gukasow, M.,
*Baku, Russia.*

| | |
|---|---|
| s. Anna | 824 |

### Gulandris, G. P.,
*Andros, Greece.*

| | |
|---|---|
| Petros | 376 |

### Gulbrandsen, H. O.,
*Wiborg, Finland.*

| | |
|---|---|
| Ocean | 1451 |

### Gulf Co.,
*Chicago, Ill., U.S.*

| | |
|---|---|
| s. John J. Brady | [illegible] |

### Gulf & Ship Island Railroad Co.,
*Gulfport, Miss., U.S.*

| | |
|---|---|
| s. Gulfport | [illegible] |

### Gulf Line, Ld.
(Manager—F. W. LEWIS),
4, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Sicily | [illegible] |
| s. Gulf of Ancud | [illegible] |
| s. Gulf of Venice | 1854 |

### Gulf Transit Co.,
*Pensacola, Fla., U.S.*

| | Net Tons |
|---|---|
| s. [illegible] | [illegible] |

### Gulf Transport Line,
*See* J. H. WELLSFORD & Co., Ld.

### Gumuchdgian, J.,
*Halil Pacha Han, Galata, Constantinople, Turkey.*

| | |
|---|---|
| s. Soyar | 442 |

### Gundersen, B,
*Stavanger, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |
| Sylvia | [illegible] |

### Gundersen, Henr.,
*Raadhusgaden, Christiania, Norway.*

| | |
|---|---|
| s. Finn | [illegible] |

### Gundersen, K.,
*Skaalo, pr. Kragerö, Norway.*

| | |
|---|---|
| Arvilla | [illegible] |

### Gundersen, Leif,
*Porsgrund, Norway.*

| | |
|---|---|
| Bayard | [illegible] |
| Dovre | [illegible] |
| Fjord | [illegible] |
| Fulla [illegible] | [illegible] |
| Heimdal | [illegible] |
| Hjelm | [illegible] |
| Lodi | [illegible] |
| Norge | [illegible] |
| Ophelia | [illegible] |
| Perseus | [illegible] |
| Salamis | [illegible] |
| Sierra Cordova | [illegible] |
| Superior | [illegible] |
| Snefrid | [illegible] |

### Gundersen, M. H.,
*Tvedestrand, Norway.*

| | |
|---|---|
| s. Hild | 743 |

### Gunn, Sir John,
11, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Renwick | [illegible] |

### Gunn, William,
*Granton.*

| | |
|---|---|
| s. Kingfisher | [illegible] |

### Gunnarson, F.,
*Seydisfjörd, Iceland.*

| | |
|---|---|
| Rosa | [illegible] |

### Guptill, Chas. F.,
*Portland, Me., U.S.*

| | |
|---|---|
| Mattie J. Alles | [illegible] |

### Gurney, S. J.
| | |
|---|---|
| [illegible] Jane Gurney | [illegible] |

### Gurney, W. B., Jr.,
*New London, Conn., U.S.*

| | |
|---|---|
| Ellen Gurney | [illegible] |

### Gurstad, O. H., & Co.,
*Arendal, Norway.*

| | Net Tons |
|---|---|
| [illegible] | [illegible] |

### Gustafsbergs Fabriks Intressenter,
*Gustafsberg, Vermdö, Stockholms län, Sweden.*

*See* O. W. ODELBERG.

### Gustafsson, A.,
*Westanfjerd, & Soderjundelk, Finland.*

| | |
|---|---|
| Nyfart | 269 |
| Venio | [illegible] |

### Gustafsson, B.,
*Gustafs socken, Finland.*

| | |
|---|---|
| [illegible] | [illegible] |

### Gustafsson, E.,
*Åbo, Finland.*

| | |
|---|---|
| [illegible] | [illegible] |

### Gustafsson, J. E.,
*Lemland, Finland.*

| | |
|---|---|
| [illegible] | [illegible] |

### Gustafsson, John,
15, *Fredsgatan, Stockholm, Sweden.*
(Karta & Oxzens Kalkbruk.)

| | |
|---|---|
| Helena | [illegible] |
| [illegible] | [illegible] |

(Ångb. Aktieb. Vestra Södertörn.)

| | |
|---|---|
| s. Nya Sodertelje | [illegible] |

### Guthrie, Henry,
*Vogel Street, Dunedin, N.Z.*

| | |
|---|---|
| Onyx | [illegible] |

### Guthrie, Heywood & Co.,
8, *Mount Stuart Square, Cardiff.*
(Cardiff Steam Towing Co., Ld.)

| | |
|---|---|
| s. Glen Rosa | [illegible] |
| s. Hercules | [illegible] |

### Guthrie, Macdonald, Hood & Co.
(VILLAGE LINE),
29, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Aldergrove | [illegible] |
| Auldgirth | [illegible] |
| Dunreggan | [illegible] |
| Earl Derby | [illegible] |
| Holywood | [illegible] |
| Ruthwell | [illegible] |

### Gutierrez, G. Cabrera,
*Santa Cruz de la Palma.*

| | |
|---|---|
| [illegible] | [illegible] |

### Gutierrez Hermanos,
116-122, *Calle-Beaterio, Manila.*

| | |
|---|---|
| s. [illegible] Hermanos | [illegible] |
| s. Magallanes | [illegible] |
| s. Montanes | [illegible] |
| s. Santander | [illegible] |
| s. [illegible] | [illegible] |

### Gutierrez, M., y Herrero,
*Avilés, Spain.*

| | |
|---|---|
| s. Olimpia | [illegible] |

### Gutschow & Piza,
*Valparaiso, Chili.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

### Guy, David,
70A, *Bute Street, Cardiff.*

| | |
|---|---|
| s. St. Andrew | [illegible] |
| s. White [illegible] | [illegible] |

### Guy, W. J.,
70, *Bute Street, Cardiff.*

| | |
|---|---|
| s. Primrose | [illegible] |
| s. [illegible] | [illegible] |

### Guy, Warwick R.,
*Port Isaac, Cornwall.*

| | |
|---|---|
| [illegible] | [illegible] |

### Gyllander, C. G.,
*Örebro, Sweden.*
(Örebro Nya Rederiaktieb.)

| | |
|---|---|
| s. Gustaf Lagerbjelke | [illegible] |
| s. Örebro I. | [illegible] |
| s. Örebro II. | [illegible] |
| s. Örebro III. | [illegible] |

### Gypsum Packet Co., Ld.,
*Windsor, N.S.*

| | |
|---|---|
| Calabria | [illegible] |
| Gypsum Emperor | [illegible] |
| Gypsum Empress | [illegible] |
| Gypsum King | [illegible] |
| Gypsum Queen | [illegible] |

## H

### Haabeth, M.,
*Aasen, pr. Trondhjem, Norway.*

| | |
|---|---|
| s. [illegible] | [illegible] |

### Haaland, H. K.,
*Kopervik, Norway.*

| | |
|---|---|
| Alpha | [illegible] |
| [illegible] | [illegible] |

### Haalogalands Dmpskse[illegible]
*Harstad, Norway.*

| | |
|---|---|
| s. Eidsfjord | [illegible] |
| s. [illegible] | [illegible] |
| s. Heimdal | [illegible] |
| s. Viking | [illegible] |

### Haartman, R. von,
| | |
|---|---|
| s. Bel-Bek | [illegible] |

s. désigne les Vapeurs.

**Haave, A.,**
*Florö, Norway.*

| | Net Tons |
|---|---|
| s. Kinn | 122 |

**Habich & Goth,**
*Emden, Germany.*

| | |
|---|---|
| s. Dr. [illegible] Stophan | 81 |
| s. Kaiser Wilhelm II. | 60 |

**Hackett, C. & W.,**
*North Sydney, C.B.*

| | |
|---|---|
| s. Richard | 279 |

**Hackett, Francis B.,**
*Amherstburg, Ontario, Canada.*

| | |
|---|---|
| s. Florence | 30 |

**Hackman & Co.,**
*Wiborg, Russia.*

| | |
|---|---|
| Allan | 162 |

**Haddinott, Mary E.,**
*Baltimore, U.S.*

| | |
|---|---|
| Rover | 120 |

**Haddon & Beavis,**
83, *High Street, Southampton.*

| | |
|---|---|
| s. Sir Beavis | 17 |

**Hæger, C. E.,**
*Lilla Edet, Sweden.*

| | |
|---|---|
| s. Alfa | 106 |
| s. Bore | 71 |
| s. Motala | 99 |
| s. Poseidon | 118 |
| s. Zeus | 62 |

**Hægerstrand, P. J.,**
*Gefle, Sweden.*

| | |
|---|---|
| s. Balder | 436 |
| s. Drott | 747 |
| s. Heros | 1456 |

(Ångfartygs Aktieb. "Gefle.")

| | |
|---|---|
| s. Ares | 665 |
| s. Hermes | 1156 |
| s. Thetis | 574 |

(Rederibolaget "Phönix.")

| | |
|---|---|
| Ceylon | 353 |
| Monarch | 833 |
| Orient | 367 |
| Zealandia | 1016 |

**Hagan, Peter, & Co.,**
218, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Senator Penrose | 1157 |

**Hagan, T.,**
*Blue Bell Inn, Whitehaven.*

| | |
|---|---|
| Blue Jacket | 81 |

**Hagar, W. F., & Co.,**
421, *Chestnut Street, Philadelphia, Pa., U.S.*

| | |
|---|---|
| Baldwin | 561 |
| Mary A. Law | 891 |

**Hagemann, G. A.,**
*Copenhagen, Denmark.*
(De Danske Sukkerfabrikker.)

| | Net Tons |
|---|---|
| s. Adolph | 130 |
| s. Gustav | 128 |
| s. Toto | [illegible] |

**Hagerup, Doughty & Co.,**
*Auckland Road, Fish Docks, Grimsby.*

| | |
|---|---|
| s. Aberdeen | 63 |
| s. Ashton | 46 |
| s. Barnsley | 46 |
| s. Bradford | 63 |
| s. Cardiff | [illegible] |
| s. Chester | 45 |
| s. City of Birmingham | 92 |
| s. City of Edinburgh | 92 |
| s. City of Lincoln | [illegible] |
| s. City of Liverpool | [illegible] |
| s. City of London | 71 |
| s. City of Manchester | 92 |
| s. Derby | 46 |
| s. Dover | 63 |
| s. Eastbourne | 63 |
| s. Exeter | 51 |
| s. Falmouth | 51 |
| s. Fleetwood | 63 |
| s. Greenock | 51 |
| s. Grimsby | 63 |
| s. Halifax | 51 |
| s. Harwich | 63 |
| s. Ilfracombe | 51 |
| s. Ipswich | 51 |
| s. Jedburgh | 51 |
| s. Jersey | 51 |
| s. Kilmarnock | 51 |
| s. Kingston | 55 |
| s. Lancaster | 51 |
| s. Leeds | 55 |
| s. Mansfield | 51 |
| s. Margate | 55 |
| s. Newhaven | 55 |
| s. Nottingham | 51 |
| s. Oldham | 51 |
| s. Oxford | 55 |
| s. Peterborough | 55 |
| s. Plymouth | 51 |
| s. Queenborough | 51 |
| s. Queenstown | 55 |
| s. Richmond | 55 |
| s. Rochester | 51 |
| s. Scarborough | 55 |
| s. Stirling | 51 |
| s. Truro | 51 |
| s. Uxbridge | 50 |
| s. Valentia | 51 |
| s. Ventnor | 55 |
| s. Waltham | 55 |
| s. Whitby | 51 |
| s. Xania | 55 |
| s. Yarmouth | 55 |
| s. Yeovil | 51 |
| s. Zennor | 55 |
| s. Zetland | 51 |

**Haggett, E. R.,**
*c/o J. S. Hoskin Lumber Co., Baltimore, U.S.*

| | |
|---|---|
| Stanley H. Miner | 567 |

**Haggi Bey,**
*Benderegli, Turkey.*

| | |
|---|---|
| Bahti Chiusah | 100 |

**Haggi Hassan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Caplan | 182 |

**Haglund, E. G.,**
*Svartnö, Länna, Sweden.*

| | |
|---|---|
| Norden | 242 |

**Haglund, J. A.,**
*Harg, Vätö, Sweden.*

| | |
|---|---|
| Anna & Meta | 238 |
| Charles | 211 |

**Haig, George, & Co.,**
46, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Amity | 864 |

**Hain, Edward, & Son,**
*St. Ives, Cornwall.*
(Hain Steamship Co., Ld.)

| | Net Tons |
|---|---|
| s. Trofusis | 1708 |
| s. Tregantle | 1991 |
| s. Tregarthen | 1376 |
| s. Tregenna | 1691 |
| s. Treglisson | 1461 |
| s. Tregothnan | 1983 |
| s. Tregurno | 1564 |
| s. Trekieve | 1983 |
| s. Trelawny | 1047 |
| s. Treloske | 1976 |
| s. Trelyon | 1990 |
| s. Trematon | 1374 |
| s. Tremayne | 997 |
| s. Treneglos | 992 |
| s. Tresillian | 2309 |
| s. Trevalgan | 1567 |
| s. Trevanion | 1566 |
| s. Trevarrack | 1344 |
| s. Trevaylor | 1572 |
| s. Trevean | 1980 |
| s. Trevelyan | 1986 |
| s. Trevessa | 2296 |
| s. Trevethoe | 1344 |
| s. Trevider | 1990 |
| s. Trevilley | 1983 |
| s. Trevorian | 1443 |
| s. Trevose | 1995 |
| s. Trewellard | 1452 |
| s. Trewidden | 1683 |
| s. Trewyn | 1989 |

**Hain Steamship Co., Ld.,**
*See* E. HAIN & SON.

**Hakodate Kisen Kabushiki Kaisha,**
21, *Funabamachi Hakodateku, Prov. Oshima, Japan.*

| | |
|---|---|
| s. Hokumon Maru | 434 |
| s. Hokuyu Maru | 570 |
| s. Takenowa Maru | 1273 |

**Halbach, Friedr., G.m.b. H.,**
*Leer, Ostfriesland, Germany.*

| | |
|---|---|
| s. Stadt Witten | 154 |

**Halchias, G.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Agios Spyridion | 235 |

**Haldt & Cummins,**
117, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Everett Webster | 383 |
| Marie F. Cummins | 489 |

**Haley, B. F.,**
*Mauricetown, New Jersey, U.S.*

| | |
|---|---|
| Susie H. Davidson | 482 |

**"Halfdan," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* F. B. WAHLQUIST.

**Halifax & Canso S.S. Co., Ld.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Strathcona | 172 |

**Halifax & Newfoundland Steamship Co., Ld.,**
*Halifax, N.S.*
*See* PICKFORD & BLACK.

**Halifax Tow Boat Co., Ld.,**
*Halifax, N.S.*

| | |
|---|---|
| s. F. W. Roebling | 78 |

**Halifax & West India Steam Ship Co., Ld.,**
*Halifax, N.S.*
*See* PICKFORD & BLACK.

**Hall Bros.,**
*Royal Arcade, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Ambassador | 1947 |
| s. Bucentaur | 1126 |
| s. Lady Palmer | 1782 |
| s. Sceptre | 1643 |
| s. Therapia | 2017 |

(Hall Bros. Steam Ship Co., Ld.)

| | |
|---|---|
| s. Peerless | 2011 |
| s. Trident | 2036 |

**Hall, C. S.,**
*Seattle, Wash., U.S.*

| | |
|---|---|
| Seven Sisters | 123 |

**Hall Coal Co.,**
*Ogdersburg, N.Y., U.S.*

| | |
|---|---|
| s. John C. Howard | 921 |

**Hall, F. H.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Ralph L. Hall | 125 |

**Hall, Fred. T.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Edward H. Blake | 485 |

**Hall, George,**
37, *Fairlie Street, South Shields.*

| | |
|---|---|
| Widgeon | 216 |

**Hall, Herbert C.,**
114, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Abbie & Eva Hooper | 276 |
| Norman | 299 |

**Hall, J.,**
*Ferrybank, Arklow, co. Wicklow.*

| | |
|---|---|
| Patrician | 157 |

**Hall, J. Henry,**
1111, *South Franklin Street, New Orleans, U.S.*

| | |
|---|---|
| Harry K. Fooks | 249 |

**Hall, Job,**
*Maine Street, Arklow, co. Wicklow.*

| | |
|---|---|
| Ouachita | 109 |

**Hall, John G., & Co.,**
114, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Belmont | 1415 |
| Roger Drury | 308 |

**Hall, John, jun., & Co.,**
31 *and* 32, *Crutched Friars, London, E.C.*

| | |
|---|---|
| s. Britannia | 1161 |
| s. Lisbon | 869 |
| s. London | 996 |
| s. Lusitania | 1166 |
| s. Malaga | 1024 |
| s. Peninsula | 874 |

**Hall, John W.,**
*Fredericia, Delaware, U.S.*

| | Net Tons |
|---|---|
| Charles C. Lister | 267 |
| Joel Cook | 319 |
| John W. Hall | 329 |

**Hall, Leyman & Co., Ld.,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Golden Crown | 72 |
| s. Golden Eagle | 67 |
| s. Golden Era | 95 |
| s. Golden Gleam | 91 |
| s. Golden Sunrise | 88 |

**Hall Line, Ld.**
(Managers—R. Alexander & Co.)
19, *Tower Buildings North, Liverpool.*
*See* ELLERMAN LINES, LTD.

**Hall, Robert,**
*Belgrano, Larne Harbour, Antrim.*

| | |
|---|---|
| s. Lady Louisa | 61 |

**Hall, S. C.,**
7, *Central Buildings, West Street, Durban, Port Natal.*

| | |
|---|---|
| s. Angus | 43 |

**Halland, Rederiaktieb.,**
*Kungsbacka, Sweden.*
*See* A. SVAHN.

**Hallands Ångbåts Aktieb.,**
*Halmstad, Sweden.*
*See* L. KOLLBERG.

**Hallberg, C. A.,**
*Gothenburg, Sweden.*
(Ångf. Aktieb. Lödöse Varf.)

| | |
|---|---|
| s. Jonas Ahlströmer | 103 |

**Hallberg, H. M.,**
*Kivik, Simrishamn, Sweden.*

| | |
|---|---|
| Alia | 243 |
| Cimbria | 132 |
| Ingeborg | 339 |

**Hallberg, J. F.,**
*Uddevalla, Sweden.*

| | |
|---|---|
| Edith | 287 |
| Thorgny | 297 |

**Halleland, A.,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Riso | 193 |

**Haller, George R., Ld.,**
128, *High Street, Hull.*

| | |
|---|---|
| s. Alice | 305 |
| s. Edith | 281 |

**Hallett, George,**
98, *Bute Street, Cardiff.*

| | |
|---|---|
| s. Blue Jacket | 2278 |
| s. Green Jacket | 1829 |
| s. Red Jacket | 1327 |
| s. White Jacket | 1406 |

**Halliday, J.,**
*Fishers, Harrow-on-the-Hill, Middlesex.*

| | |
|---|---|
| Bay of Bengal | 1480 |

## Hallman, B.,

*Kuopio, Finland*

| | Net Tons |
|---|---|
| s. Ilmari | [illegible] |

## Hallwyl, W. von,

*4, Hamngatan, Stockholm, Sweden.*

| | |
|---|---|
| s. Nya Södertelje | 82 |

(Handelsb. Wilhelm H. Kempe.)

| | |
|---|---|
| s. Nya Hällsviken | 125 |
| s. Tresa | 73 |

(Ljusne-Voxna Aktie Bolag.)

| | |
|---|---|
| s. Ljusne Jernverk | 181 |

## Halonen, P.,

*Wiborg, Finland.*

| | |
|---|---|
| Tati | 125 |

## Halpin, James F.,

*150, East 123rd Street, New York, U.S.*

| | |
|---|---|
| Horizon | 104 |

## Halsey, Claude,

*82, Mark Lane, London, E.C.*

| | |
|---|---|
| Thames | 134 |

## Halvorsen, Adolph,

*Bergen, Norway.*

| | |
|---|---|
| s. Captain Bonnett | 399 |
| s. Colombia | 540 |
| s. Condor | 393 |
| s. Eidsvold | 476 |
| s. Emilia | 694 |
| s. Europa | 657 |
| s. Frisia | 383 |
| s. Italia | 396 |
| s. Jamaica | 574 |
| s. Norroena | 354 |
| s. Urania | 305 |

## Halvorsen, J.,

*Osterrisör, Norway.*

| | |
|---|---|
| Vestfold | 144 |

## Halvorsen, L. P.,

*Kragerö, Norway.*

| | |
|---|---|
| Sjöfröken | [illegible] |

## Halvorsen, O. M.,

*Spro, pr. Christiania, Norway.*

| | |
|---|---|
| Brödrene | 658 |
| Charlotte | [illegible] |
| Dusty Miller | 575 |

(Acties. "Ingolf.")

| | |
|---|---|
| Arendal | 428 |

## Hamanaka, H.,

*Osaka, Japan.*

| | |
|---|---|
| s. Ishibashi Maru | 65 |

## Hamberg, S. J.,

*Hernösand, Sweden.*

(Hernösands Ångb. Aktieb.)

| | |
|---|---|
| s. Angermanland | 478 |
| s. Hernosand II | 324 |

## Hamblin, Edwin,

*Bridgwater, Somerset.*

| | |
|---|---|
| Doris | 78 |
| Ermenilda | 76 |
| Mentlam | 75 |

## Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft

(HAMBURG-AMERIKA LINIE.)

*Alsterdamm 25, & Ferdinandstrasse 60/62, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Abessinia | 3966 |
| Abril | 293 |
| s. Acilia | [illegible] |
| s. Adirondack | 1415 |
| s. Adria | [illegible] |
| Agosto | 122 |
| s. Alene | 1482 |
| s. Alesia | 3312 |
| s. Alexandria | 3647 |
| s. Alleghany | 1666 |
| Aller | 332 |
| s. Altai | 1684 |
| s. Altenburg | 2082 |
| s. Ambria | 3288 |
| s. Andalusia | 3477 |
| s. Antonina | [illegible] |
| s. Arabia | [illegible] |
| s. Aragonia | 3324 |
| s. Arcadia | 3412 |
| s. Armenia | 3469 |
| s. Artemisia | 3652 |
| s. Ascania | 1292 |
| s. Assyria | 4175 |
| s. Athos | 1256 |
| s. Auguste-Victoria | [illegible] |
| s. Badenia | 4296 |
| s. Bamberg | [illegible] |
| s. Batavia | 7100 |
| s. Belgia | 4866 |
| s. Belgravia | 6980 |
| s. Bengalia | 4910 |
| s. Bethania | 4839 |
| s. Blankenese | 162 |
| s. Blucher | 7629 |
| Bode | 330 |
| s. Bolivia | 1704 |
| s. Bosnia | 4824 |
| s. Brisgavia | 4166 |
| s. Brunshausen | 17 |
| s. Bulgaria | 7091 |
| s. C. Ferd. Laeisz | 3799 |
| s. Calabria | 1931 |
| s. Canadia | 1507 |
| s. Castilia | 1870 |
| s. Cheruskia | 2093 |
| s. Christiania | 1775 |
| s. Columbia | 2299 |
| s. Constantia | 1928 |
| s. Croatia | 1261 |
| s. Dacia | 2226 |
| s. Deutschland | 5196 |
| Donau | [illegible] |
| s. Dortmund | 3226 |
| Elder | 324 |
| Elbe | 599 |
| Ems | 687 |
| s. Etruria | 2903 |
| Fevereiro | 243 |
| s. Flandria | 1277 |
| s. Frisia | 2412 |
| Fulda | 689 |
| s. Fürst Bismarck | 3226 |
| s. Galicia | 1834 |
| s. Georgia | 2022 |
| s. Gouverneur Jaeschke | 1045 |
| s. Graf Waldersee | 8375 |
| s. Granada | 3252 |
| s. Hamburg | [illegible] |
| s. Hansa | 195 |
| Havel | 328 |
| s. Hellas | 1551 |
| s. Helvetia | 1814 |
| s. Hercynia | 1697 |
| s. Herodot | 1786 |
| s. Hispania | 1618 |
| s. Hoerde | 3230 |
| s. Holsatia | [illegible] |
| s. Hungaria | 1240 |
| Ilse | 329 |
| s. Ithaka | 1450 |
| Jade | 321 |
| Janeiro | 242 |
| Julho | 122 |
| Junho | 122 |
| s. Karthago | 1850 |
| s. Kehrwieder | 128 |
| s. Kirchwärder | 4 |
| s. Königsberg | 3135 |
| s. Kowloon | 1487 |
| s. Krautsand | 15 |
| s. Kuhwärder | 6 |
| Lahn | [illegible] |
| s. La Plata | 2544 |
| s. Loongmoon | 1245 |
| s. Lydia | 1772 |
| s. Lyeemoon | 1239 |
| s. Macedonia | 2761 |
| Main | [illegible] |
| Marco | 343 |
| s. Markomannia | 2131 |
| s. Mecklenburg | [illegible] |
| s. Meteor | [illegible] |
| s. Moltke | 7633 |
| Mosel | [illegible] |
| s. Nassovia | 2482 |
| s. Nauplia | [illegible] |

*(Continued.)*

## Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft

*(continued).*

| | Net Tons |
|---|---|
| Neckar | [illegible] |
| s. Nicaria | 2705 |
| s. Nicomedia | 2803 |
| s. Nubia | [illegible] |
| s. Numantia | 2806 |
| s. Numidia | 1992 |
| s. Nürnberg | 2661 |
| Ocker | 337 |
| Oder | [illegible] |
| s. Palatia | 4705 |
| s. Parthia | 1766 |
| s. Patagonia | 1903 |
| s. Patricia | [illegible] |
| s. Pennsylvania | 9597 |
| s. Phœnicia | 4750 |
| s. Pontos | 3698 |
| s. Pretoria | 3415 |
| s. Primavera | 14 |
| s. Prinz Adalbert | 3797 |
| s. Prinz August Wilhelm | 2975 |
| s. Prinz Eitel Friedrich | 2921 |
| s. Prinz Joachim | [illegible] |
| s. Prinz Oskar | 3777 |
| s. Prinz Sigismund | [illegible] |
| s. Prinz Waldemar | [illegible] |
| s. Prinzessin Victoria Luise | 2259 |
| Rhein | 689 |
| Saale | 677 |
| s. Sambia | [illegible] |
| s. Sardinia | 2264 |
| s. Sarnia | [illegible] |
| s. Savoia | 1622 |
| s. Saxonia | 3316 |
| s. Schaumburg | 2107 |
| s. Schulau | 20 |
| s. Schwarzburg | 2169 |
| s. Scotia | 1626 |
| s. Segovia | 3786 |
| Selke | 346 |
| s. Serbia | 2377 |
| Setembro | 123 |
| s. Sevilla | 3257 |
| s. Siberia | 2246 |
| s. Sicilia | 1864 |
| s. Silesia | 3138 |
| s. Silvia | 4212 |
| s. Sithonia | 4239 |
| s. Sparta | 1830 |
| Spree | 326 |
| s. Stade | 14 |
| s. Stolberg | 1553 |
| s. Strassburg | 3206 |
| s. Suevia | 2663 |
| s. Sui-An | 1145 |
| s. Sui-Tai | 1145 |
| s. Syria | 2240 |
| s. Teutonia | 1982 |
| Trave | 320 |
| s. Troja | 1760 |
| s. Tsintau | 977 |
| Unstrut | 340 |
| s. Valdivia | 1372 |
| s. Valencia | 1394 |
| s. Valesia | 1466 |
| Warnow | 324 |
| Weichsel | 605 |
| Werra | [illegible] |
| Weser | 595 |
| s. Westphalia | 1976 |
| s. Willkommen | 204 |

## Hamburg, Dampfs. Ges., m. b. H.,

*37, Admiralitätstr., Hamburg, Germany.*

| | |
|---|---|
| s. Düsseldorf | 295 |
| s. Koln | 242 |
| s. Ruhrort | 232 |

## Hamburg Südamerikanische Dampfschifffahrts Gesellschaft,

*Holzbrücke, 8, Hamburg, Germany.*

| | |
|---|---|
| s. Argentina | 2867 |
| s. Asuncion | 3018 |
| s. Bahia | 3166 |
| s. Belgrano | 3083 |
| s. Cap Blanco | 4500 |
| s. Cap Frio | 3662 |
| s. Cap Ortegal | 4500 |
| s. Cap Roca | 3690 |
| s. Cap Verde | 3789 |
| s. Chubut | [illegible] |
| s. Columbus | [illegible] |
| s. Cordoba | 3173 |
| s. Corrientes | 2408 |
| s. Desterro | 1611 |
| s. Entrerios | 2786 |
| s. Guahyba | 1786 |
| s. Macelo | 1794 |
| s. Mendoza | 2856 |
| s. Montevideo | [illegible] |
| s. Paranagua | 1813 |
| s. Pernambuco | 3105 |

*(Continued.)*

## Hamburg Südamerikanische Dampfschifffahrts Gesellschaft.

*(Continued.)*

| | |
|---|---|
| s. Petropolis | [illegible] |
| s. Rio Gallegos | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

## Hamburger Staat,

*Hamburg, Germany.*

| | |
|---|---|
| s. Capitain Karpfanger | 117 |
| s. Simon [illegible] Utrecht | (gross) 285 |

## Hamidie Co.,

*Smyrna.*

| | |
|---|---|
| Gul Bahtche | 30 |

## Hamilton, Successors to Ch.,

*Kertch, Russia.*

| | |
|---|---|
| s. Victoria | 74 |

## Hamilton & Fort William Nav. Co., Ld.,

*Hamilton, Ontario.*

*See* R. O. & A. B. MACKAY.

## Hamilton, Fraser & Co.,

*Queen Insurance Buildings, 13, Castle Street, Liverpool.*

| | |
|---|---|
| s. Inchmaree | [illegible] |
| s. Inchdune | [illegible] |
| s. Inchmarlo | [illegible] |
| s. Inchmona | [illegible] |

(Rover Shipping Co., Ld.)

| | |
|---|---|
| s. Aral | [illegible] |
| s. Astrakhan | [illegible] |
| s. Incharran | 2570 |
| s. Inchkeith | 2419 |

## Hamilton, Harvey & Co.,

*Port Glasgow.*

| | |
|---|---|
| Bardowie | [illegible] |
| Barfillan | [illegible] |

## Hamilton, J.,

*Main Street, Wicklow.*

| | |
|---|---|
| Queen of the West | [illegible] |
| Tasmania | [illegible] |

## Hamilton, John F.,

*141, Congress Street, Portland, Maine, U.S.*

M. M. Hamilton [illegible]

## Hamilton & Montreal Nav. Co., Ld.,

*Hamilton, Ontario.*

*See* R. O. & A. B. MACKAY.

## Hamilton Steamboat Co., Ld.,

*Hamilton, Ont., Canada.*

| | |
|---|---|
| s. Macassa | [illegible] |
| s. Modjeska | [illegible] |

## Hamilton, T. W.,

*15, Gordon Street, Glasgow.*

(Ship "Barcaube" Co., Ld.)

| | |
|---|---|
| Palgrave | [illegible] |

## Hamilton, William,

*14, Currie Street, Adelaide, S.A.*

| | |
|---|---|
| Elizabeth | 263 |

## Hamley, W. W.,

*1, Portland Square, Plymouth.*

| | Net Tons |
|---|---|
| G. F. H. | [illegible] |

## Hamling, Thomas, & Co., Ld.,

*38, Madeley Street, Hull.*

| | |
|---|---|
| s. Amazon | 65 |
| s. Danube | 63 |
| s. Euphrates | 65 |
| s. [illegible] | 49 |
| s. [illegible] | 63 |
| s. [illegible] | 60 |
| s. [illegible] | 76 |
| s. [illegible] | 63 |
| s. [illegible] | 74 |
| s. [illegible] | 91 |
| s. [illegible] | 63 |
| s. [illegible] | 76 |

## Hammar, M. K.,

*Fogelholm, Sweden.*

| | |
|---|---|
| [illegible] | 200 |
| [illegible] | 165 |
| [illegible] | 101 |

## Hammarberg, G. W.,

*Fogelholm, Sweden.*

| | |
|---|---|
| Lea | [illegible] |
| Nohrborg | [illegible] |
| Viola | [illegible] |
| [illegible] | [illegible] |

## Hammerberg, A. E.,

*Fredrikstad, Norway.*

| | |
|---|---|
| Emil Stang | [illegible] |

## Hammerfest Kul Co.,

*Hammerfest, Norway.*

*See* P. SELLEG.

## Hammerstein, A.,

*c/o C. de Byl, Bierhaven 21, Rotterdam, Holland.*

| | |
|---|---|
| Sirra | [illegible] |

## Hammond, Geo. E.,

*93, West Street, New York, U.S.*

| | |
|---|---|
| De Mory Gray | [illegible] |
| Edwin R. Kirk | [illegible] |
| George R. Vreeland | [illegible] |
| Gracie D. Chambers | [illegible] |
| Harry C. Shepherd | [illegible] |
| Hattie V. Kelsey | [illegible] |
| Helen Hasbrouck | [illegible] |
| Jennie N. Huddell | [illegible] |
| John Peiree | [illegible] |
| John R. Halladay | [illegible] |
| N. H. Burrow | [illegible] |
| Thomas L. James | [illegible] |

## Hammond, J. G.,

*77, Mark Lane, London, E.C.*

| | |
|---|---|
| s. Harold | [illegible] |

## Hammond Lumber Co.,

*Hayward Building, San Francisco, U.S.*

| | |
|---|---|
| s. Arctic | [illegible] |
| s. Francis H. Leggett | [illegible] |

## Hamnström, G. T.,

*Hammarland, Åland, Finland.*

| | |
|---|---|
| Amphitrite | [illegible] |

## Hamonet, J.,

*Dahoult, Côtes du Nord, France.*

| | |
|---|---|
| [illegible] | [illegible] |

## Hampstead S.S. Co., Ld.,

[illegible] *Point, King's Co., N.B.*

*See* P. S. MABEE.

s. désigne les Vapeurs.

### Hamre, P.,
*Bergen, Norway.*

| | Net Tons |
|---|---|
| s. Cairo | 339 |
| s. Felix | [illegible] |
| s. Iris | 921 |
| s. Peter Hamre | 669 |
| s. Venetia | 358 |

### Hanan, J. H.,
*New York, U.S.*

| | |
|---|---|
| Taurus | 239 |

### Hand & Johnson Tug Line,
*Western Reserve Building, Cleveland, Ohio.*

| | |
|---|---|
| s. America | 93 |
| s. Charles F. Dunbar | 83 |
| s. S. C. Schenck | 63 |

### Handcock, E., & Co.,
*Morel's Chambers, Bute Dock, Cardiff.*

| | |
|---|---|
| s. Carn Brea | 1060 |
| s. Carn Marth | 1059 |
| s. Speedwell | 579 |

### Haney, Michael J.,
*Toronto, Ontario.*

| | |
|---|---|
| Antelope | 334 |

### Hanify, J. R., & Co.,
16, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Charles E. Falk | 246 |
| Esther Buhne | 245 |
| Jessie Minor | 220 |
| Salem | 698 |
| s. San Pedro | 359 |
| Sausalito | 326 |
| s. Santa Barbara | 527 |
| s. Santa Monica | 318 |
| Soquel | 698 |
| W. J. Patterson | 569 |

### Hanna, D. R.,
*Cleveland, Ohio, U.S.*

| | |
|---|---|
| A. W. Thompson | 2125 |
| s. G. A. Flagg | 2128 |
| s. Randolph S. Warner | 2128 |
| S. D. Warriner | 2125 |
| (Franklin Transportation Co.) | |
| Alexander Maitland | 2998 |
| s. William F. Fitch | 2632 |

### Hanna, M. A., & Co.,
*Perry Payne Building, Cleveland, Ohio.*

(Republic Iron Co., 1107, Arcade Building, Philadelphia, U.S.)

| | |
|---|---|
| s. Republic | 1878 |

### Hannan, Bennett, & Co.,
*Fowey, Cornwall.*

(West of England S.S. Co., Ld.)

| | |
|---|---|
| s. Saxon | 252 |

### Hannan, W. S.,
16, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Progress | 226 |

### Hannay, George,
4, *Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Auckland | 521 |
| s. Blanchland | 760 |

### Hannestad, Andr.,
*Fredriksstad, Norway.*

| | |
|---|---|
| Dea | 547 |
| Eliezer | 818 |
| Föynland | 671 |
| Fraternitas | 399 |
| Margaretha | 1248 |

### Hannevig, Chr.,
*Borre Station, near Horten, Norway.*

| | Net Tons |
|---|---|
| Adela | 437 |
| s. Elli | [illegible] |
| Flora | 268 |
| H. C. Richards | 766 |
| Marpesia | 1353 |
| s. Martha | 774 |
| s. Vestmandrod | 699 |

### Hannevig, Josef,
*Drammen, Norway.*

| | |
|---|---|
| Sigrid | 549 |

### "Hansa," Deutsche Dampfschifffahrts Gesellschaft,
*Bremen, Germany.*

| | |
|---|---|
| s. Argenfels | 3621 |
| s. Argentina | |
| s. Axenfels | 2866 |
| s. Barenfels | 3634 |
| s. Braunfels | 1888 |
| s. Crostafels | |
| s. Drachenfels | 4704 |
| s. Ehrenfels | 2866 |
| s. Ely | |
| s. Ennerdale | |
| s. Goldenfels | 2289 |
| s. Gutenfels | 1757 |
| s. Helgoland (gross) | 203 |
| s. Hochheimer | 1810 |
| s. Hohenfels | 3550 |
| s. Johannisberger | 1847 |
| s. Lichtenfels | 3708 |
| s. Liebenfels | 2937 |
| s. Lindenfels | 1862 |
| s. Löwenburg | 3726 |
| s. Marienfels | 3665 |
| s. Minneburg | 1598 |
| s. Moltkefels | 2850 |
| s. Neidenfels | 3502 |
| s. Neuenfels | 3651 |
| s. Ockenfels | 2314 |
| s. Rabenfels | 2982 |
| s. Rauenthaler | 1813 |
| s. Reichenfels | 2982 |
| s. Rheinfels | 1814 |
| s. Rothenfels | 1864 |
| s. Rudelsburg | 1589 |
| s. Rüdesheimer | 1795 |
| s. Scharlachberger | 1810 |
| s. Scharzfels | 3851 |
| s. Schönfels | 3709 |
| s. Schwarzenfels | 2516 |
| s. Soneck | 595 |
| s. Sonnenburg | 1578 |
| s. Stahleck | 600 |
| s. Steinberger | 2311 |
| s. Stolzenfels | 1933 |
| s. Tannenfels | 3564 |
| s. Trautenfels | 3065 |
| s. Trifels | 3020 |
| s. Wartburg | 3610 |
| s. Wartenfels | 2883 |
| s. Weissenfels | 2522 |
| s. Werdenfels | 2939 |
| s. Wildenfels | 3657 |
| s. Wolfsburg | 1595 |

### Hanseatische Dampfer Compagnie,
"*Heintzehof*," 68, *Ferdinandstrasse, Hamburg, Germany.*

*See* MENZELL & Co.

### Hanseatische Dampfschifffahrts Gesellschaft,
*Lübeck, Germany.*

| | |
|---|---|
| s. Elbe | 467 |
| s. Newa | 376 |
| s. Trave | 381 |
| s. Zar | 549 |

### Hanseatische Dampfschiffs Rhederei, Ges. mit beschränkter Haftung.
*Cologne, Germany.*

| | |
|---|---|
| s. Hansa | 1202 |

### Hanseatischer Lloyd, Actien Gesellschaft,
*Lübeck, Germany.*

*See* H. DOEHRING.

### Hansen, A.,
*Flekkefjord, Norway.*

| | Net Tons |
|---|---|
| Deodata | 158 |

### Hansen, A.,
*Vest Porsgrund, Norway.*

| | |
|---|---|
| Augustinus | 474 |
| Fanny | 393 |
| Nora | 131 |

### Hansen, A. L.,
*Faaborg, Denmark.*

| | |
|---|---|
| Haabet | 172 |

### Hansen & Anderssen,
*Laurvig, Norway.*

| | |
|---|---|
| Fiery Cross | 1399 |
| Ilala | 1243 |

### Hansen, B.,
*Flekkefjord, Norway.*

| | |
|---|---|
| s. Atlas | 613 |
| s. Belita | 586 |
| s. Joseph Di Georgio | 803 |

### Hansen, C. K.,
5, *Toldbodvejen, Copenhagen, Denmark.*

(Dampskibsselskabet "Dannebrog.")

| | |
|---|---|
| s. Amalienborg | 837 |
| s. Brattingsborg | 1991 |
| s. Flynderborg | 858 |
| s. Fredensborg | 1566 |
| s. Frederiksborg | 1331 |
| s. Jomsborg | 1203 |
| s. Kronborg | 2209 |
| s. Rosenborg | 987 |
| s. Skanderborg | 1195 |
| s. Söborg | 1333 |
| s. Stjerneborg | 930 |
| s. Uranienborg | 1265 |
| (Dampskibsselskabet af 1896.) | |
| s. Guldborg | 982 |
| s. Klampenborg | 1310 |
| s. Marselisborg | 1775 |
| s. Silkeborg | 1144 |
| s. Skodsborg | 1066 |
| s. Tuborg | 1063 |
| s. Ulfsborg | 1303 |
| s. Vordingborg | 863 |
| (Dampskibsselskabet "Neptun") | |
| s. Jægersborg | 1136 |
| s. Kallundborg | 1004 |

### Hansen, Chr.,
*Brevig, Norway.*

| | |
|---|---|
| Gunn | 441 |

### Hansen, Chr. L. P.,
*Wellingdorf, Germany.*

| | |
|---|---|
| s. Heinrich | 24 |

### Hansen & Closter,
*Apenrade, Germany.*

| | |
|---|---|
| s. Alpha | 1019 |
| s. Beta | 1019 |
| s. Gamma | 1005 |

### Hansen, E., Jr.,
*Bergen, Norway.*

| | |
|---|---|
| s. Ernst | 210 |

### Hansen, Eduard,
*Glacis Gade 7, Fredriksstad, Norway.*

| | |
|---|---|
| Homborgsund | 394 |

### Hansen, Gustav Conrad,
*Munkedamsveien 100, Christiania, Norway.*

| | |
|---|---|
| Patagonia | 1155 |
| Rolf | 1169 |

### Hansen, H.,
*Sövlgaden, Marstal, Denmark.*

| | Net Tons |
|---|---|
| Argus | 184 |
| Freya | 185 |

### Hansen, H.,
*Svendborg, Denmark.*

| | |
|---|---|
| Ellida | 152 |

### Hansen, H.,
*Agerön, Lillesand, Norway.*

| | |
|---|---|
| Linnea | 355 |

### Hansen, H. A.,
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Hertha | 125 |
| Ignatz Breum | 208 |
| Jens Nielsen | 169 |
| Marie | 141 |
| Minerva | 193 |
| Pallesen | 192 |
| Psyche | 135 |
| Venus | 174 |
| Zampa | 196 |

### Hansen, H. C.,
*Porsgrund, Norway.*

| | |
|---|---|
| Aarvak | 1013 |
| Cottica | 289 |
| Deodata | 434 |
| Irene | 370 |
| Kong Sverre | 463 |
| Lüneburg | 271 |
| Paulus | 998 |
| Starbeam | 231 |
| Vinje | 347 |
| Wenonah | 347 |

### Hansen, H. E.,
*Agerön, pr. Lillesand, Norway.*

| | |
|---|---|
| s. Agerön | 596 |
| Candeur | 437 |
| Walle | 544 |

### Hansen, H. R.,
*Marstal, Denmark.*

| | |
|---|---|
| Amor | 174 |

### Hansen, Henr.,
*Lillesand, Norway.*

| | |
|---|---|
| Avenger | 1276 |
| Freia | 942 |
| Guldregn | 1191 |
| Ludvig Holberg | 980 |
| Munter | 951 |
| s. Rap | 859 |
| Samuel Hansen | 1339 |
| Signal | 912 |

### Hansen, I. C.,
*Faxe, Denmark.*

| | |
|---|---|
| I. Koefod | 194 |

### Hansen, J.,
*Odense, Denmark.*

| | |
|---|---|
| Birgitte | 163 |

### Hansen, J. C.,
*Marstal, Denmark.*

| | |
|---|---|
| Atlantic | 271 |
| I. A. Kroman | 158 |

### Hansen, J. P.,
*Svendborg, Denmark.*

| | |
|---|---|
| Alma | 153 |

### Hansen, Johan,
*Brevig, Norway.*

| | |
|---|---|
| Rufus | 193 |
| Trenmor | 343 |

### Hansen, Julius,
*Rudkjöbing, Denmark.*

| | Net Tons |
|---|---|
| Husavik | 144 |

### Hansen, L.,
*Stafseng, pr. Kragerö, Norway.*

| | |
|---|---|
| Able | 542 |

### Hansen, L. S.,
*Karrebaksminde, Denmark.*

| | |
|---|---|
| Katrine | 133 |

### Hansen, Lorentz W.,
*Vaagsalmending 22, Bergen, Norway.*

| | |
|---|---|
| s. Avona | 1862 |
| s. Otta | 2088 |
| s. Songa | 1850 |

### Hansen, M.,
*Marstal, Denmark.*

| | |
|---|---|
| Hjalmar | 140 |

### Hansen, M.,
*Troense, Denmark.*

| | |
|---|---|
| Juno | 120 |

### Hansen, Mathias,
*Christiansand, Norway.*

| | |
|---|---|
| Alexander Lawrence | 1131 |
| Closeburn | 887 |
| Duncrag | 877 |
| Oaklands | 898 |

### Hansen, N.,
*Foynland, Nöterö, pr. Tönsberg, Norway.*

| | |
|---|---|
| Æren | 366 |

### Hansen, O. C.,
*Gogstad, pr. Sandefjord, Norway.*

| | |
|---|---|
| Flid | 243 |

### Hansen, O. D.,
*Porsgrund, Norway.*

| | |
|---|---|
| Leetch | 311 |

### Hansen, Oscar,
11, *Arbinsgade, Christiania, Norway.*

| | |
|---|---|
| Cato | 738 |

### Hansen, R. S.,
*Thurö, Denmark.*

| | |
|---|---|
| Danmark | 187 |
| Flora | 191 |
| Fylla | 179 |
| Roma | 165 |

### Hansen, Rudolf,
*Christiansand, Norway.*

| | |
|---|---|
| Endymion | 699 |

### Hansen, S. R.,
*Svendborg, Denmark.*

| | |
|---|---|
| Rossing | 193 |

### Hansen, Sören,
*Grimstad, Norway.*

| | |
|---|---|
| Ellen | 456 |

### Hansen, T.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Birgit | 174 |

### Hansen, T. C.,
*Christiansund, Norway.*

Net Tons
Elmar ... [illegible]

### Hansen, Thorvald,
*Lyngör, Norway.*

s. Bjorn ... 722
s. Elg ... [illegible]
s. Ron ... 820

### Hansen, William,
*Bergen, Norway.*

[illegible]

### Hanson, B. H.,
*San Francisco, U.S.*

John F. Miller ... 170

### Hanssen, H. & A.,
*Arendal, Norway.*

Blanca ... 1477
Ennerdale ... 1136
Sivah ... 1039

### Hanssen, Julius E.,
*Arendal, Norway.*

[illegible]

### Hansson, C. M.,
*[illegible]*

Lycke ... 232

### Hansson, E.,
*Drobak, Norway.*

Petropolis ... 536

### Hansson, E. P.,
*Gothenburg, Sweden.*

s. Manhem ... 226

(Ångf. Aktieb. "Hero.")

s. Hero ... 181
s. William ... 172

### Hansson, L. F.,
*Trollhättan, Sweden.*

s. Turisten ... 93

### Hansson, Ola,
*Östra Hoby, Sweden.*

Margrethe ... 181

### Hansson, P.,
*Rörd, Raus, Sweden.*

Heribert ... [illegible]

### Haparanda Ångfartygs Aktie Bolag.,
*Haparanda, Sweden.*
*See* C. EDLUND.

### Harada Bin,
*Kagoshima, Japan.*

s. Shin-Kagoshima [illegible]

### Harada, J.,
*No. 70, 3-Chome, Awaboridori, Nishi Ku, Osaka, Japan.*

Fuyo Maru ... [illegible]
s. Kinai Maru ... 1498
s. Sei-un Maru ... [illegible]
s. Taisei Maru ... 95

### Harada Jujiro,
*Seta, Kuritagun, Prov. Omi, Japan.*

s. Hokushin Maru ... 737
s. Jintsu Maru ... 1620

### Harbinson, W. J. R.,
*Larne, co. Antrim, Ireland.*

s. Ferric ... 152
s. M[illegible] ... 114

### Harbinson, W. J. R., & Charles L. MacKean.
*Larne, co. Antrim, Ireland.*

s. Roma ... 49

### Harbye, P. N.,
*Nordby, Fänö, Denmark.*

Cingalese ... 664

### "Hardanger," Söndhordlandske Dampskibsselskab
(Managers—Ellerhusen & Lund),
*Bergen, Norway.*

s. Folgefonden ... 119
s. Hardangeren ... 136
s. Hordaland ... 73
s. Lyderhorn ... 121
s. Sondhordland ... 80
s. Vikingen ... 243
s. Voringen ... 245

### Hardie, John, & Co.,
11, *Bothwell Street, Glasgow.*

Albuera ... 1502
Brambletye ... 1472
Corunna ... 2268
Hougomont ... 2239
Nivelle ... 2262
Saragossa ... 2289
Vimeira ... 2163

### Hardy, R., & Co.,
20, *Church Street, West Hartlepool.*

s. Fernlands [illegible]
s. Garlands [illegible]
s. Headlands [illegible]
s. Uplands [illegible]

### Harkins, Thos.,
51, *Mission Street, San Francisco, Cal., U.S.*

Una ... 197

### Harkness, G. T.,
*Rockport, Me., U.S.*

Ella [illegible] Bells ... 230

### Harland & Bartlett S. S. Co., Ld.,
43, *St. Mary Axe, London, E.C.*

[illegible]

### Harland, G. B., & Co.,
*West Hartlepool.*

Net Tons
s. Antigua ... 1857
s. Hardanger ... 1570
s. Romsdalen ... [illegible]
s. Saint Bernard ... 1412

(Elmes Shipping Co.)

s. Avonmore ... 1855

### Harland & Wolff, Ld.,
*Belfast.*

s. Despatch ... 92
s. Hercules ... 26
s. Minnetonka ... [illegible]

### Harley & Miller, Ld.,
*St. John's Wholesale Fish Market, Liverpool.*

s. Cariama ... [illegible]
s. Goeland ... [illegible]
s. Jaboo ... [illegible]
s. Magnus ... 45
s. Mermaid ... [illegible]
s. Pochard ... [illegible]

### Harley, R.,
74, *Bedford Street, Liverpool.*

Mabel ... 54

### Harloff, A., & A. Rodseth,
*Bergen, Norway.*

s. Norheim ... 374

### Harloff & Boe,
*Bergen, Norway.*

s. Ceylon ... 1443
s. Hebe ... 1403
s. Nor ... [illegible]
s. Nordkap ... 1329
s. Nordkyn ... [illegible]
s. Nordpol ... [illegible]
s. Noreg ... [illegible]
s. Tyr ... 1443

### Harlow, John H.,
*Milton, N.S.*

[illegible]

### Harmon, S. H., Lumber Co.,
42, *Market Street, San Francisco, Cal., U.S.*

Sailor Boy ... 316

### Harold, Ångf. Aktieb.,
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

### Harper, John,
*Wick.*

Sunshine ... [illegible]

### Harper, Joseph H.,
*Marsh Villa, Saul, Gloucestershire.*

Rosa Harriette ... [illegible]
Sofia ... [illegible]

### Harper, N. A.,
*Mount Desert, Maine, U.S.*

Northern Light ... [illegible]

### Harper, Robert,
20, *Carlton Place, Glasgow.*

s. Saint Margarot ... 176
s. Saint Mirren ... [illegible]

### Harper, Thomas,
*Saul, Gloucestershire.*

Net Tons
[illegible] ... 88

### Harries Bros. & Co.,
1, *Cambrian Place, Swansea.*

s. Burton ... [illegible]
s. Eleanor ... [illegible]
[illegible]

### Harriet, Aktien. Dampsk.,
*Lyngör, Norway.*
*See* C. O. Bernt.

### Harrington Harbour Commissioners,
*Harrington.*

s. [illegible] ... 97

### Harrington, King & Co.,
79, *Commercial Street, Boston, Mass., U.S.*

J. Manchester Haynes ... [illegible]
Mary B. Wellington ... [illegible]
Woodward Abrahams ... [illegible]

### Harrington & Peters,
*Sydney, C.B.*

Damaraland ... [illegible]

### Harrington, R.,
*Sydney, C.B.*

Basutoland ... [illegible]

### Harrington, Rederi Aktiebol.,
*Hernösand, Sweden.*
*See* P. W. AKERSTEDT.

### Harris & Dixon, Ld.,
81, *Gracechurch Street, London, E.C.*

s. Mid-Surrey ... [illegible]

(Century Shipping Co., Ld.)

s. Courtfield ... [illegible]
s. Cranley ... [illegible]
s. Onslow ... [illegible]
s. Swanley ... [illegible]

### Harris, Edward, & Co.,
*Middlesbro'.*

s. Ingleby ... [illegible]
s. Primate ... [illegible]
s. W. Harness ... [illegible]

### Harris, Fred,
*Crantock, Cornwall.*

Dervorin ... 137

### Harris, John L.,
3, *Alpha Place, Appledore, Devon.*

[illegible] Louise ... [illegible]

### Harris, P. K., & Co.,
*West Appledore, Devon.*

Francis Beddoe ... 43
Minnie [illegible] ... [illegible]
Two Sisters ... 70

### Harris, R.,
3, *Mount Pleasant, Watchet, Somerset.*

King's Oak ... [illegible]

### Harris, Samuel,
*Grand Bank, N.F.L.*

Net [illegible]
Merl M. Parks ... [illegible]

### Harrison, A. P., & Co.,
9, *Custom House Buildings, Tyne.*

s. Huguenot ... [illegible]
s. [illegible] ... [illegible]

### Harrison & Dawson,
*Hull.*

s. Lady Molly ...

### Harrison, E. J.,
*[illegible] Sound, Ontario.*

s. Harrison ... [illegible]

### Harrison, John T.,
12, *Great Tower St., London, E.C.*

[illegible]

### Harrison, M. C.,
319, *California Street, San Francisco, Cal., U.S.*

[illegible]

### Harrison, S.,
337, *Hedon Road, Hull.*

(Humber [illegible] Towing Co., Ld.)

[illegible]

### Harrison, T. & J.,
*Mersey Chambers, Liverpool.*

(Charente S.S. Co., Ld.)

[illegible]
s. Counsellor ...
s. Craftsman ...
s. Custodian ...
s. Dictator ...
s. Director ...
s. Electrician ...
s. Explorer ...
s. Historian ...
s. Huntsman ...
s. Inventor ...
[illegible]
s. Politician ...
s. Senator ...
s. Statesman ...
s. Tactician ...
s. Traveller ...
s. Wanderer ...
s. Wayfarer ...
s. Workman ...

### Harrison, William,
*Park Mount, Park [illegible] N., Birkenhead*

s. Herbert ...

### Harrogate Steamship Co. Ld.
*Merchants' Exchange, Cardiff.*

[illegible] JENKINS, WILLIAMS & Co.

s. désigne les Vapeurs.

### Harrow, J. A.,
*Commercial Road, Aberdeen.*
(Dee Steam Fishing Co., Ltd.)

| | Net Tons |
|---|---|
| s. Redcap | 43 |
| s. Thrush | 47 |

(North Line Steam Fishing Co., L[illegible])

| | |
|---|---|
| s. North Breeze | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | 24 |
| s. North [illegible] | 26 |
| s. North Pole | 23 |
| s. North West | 25 |
| s. North Wind | [illegible] |

### Harrowing, J. H.
(Robt. Harrowing & Co.),
14, *The Pier, Whitby, Yorkshire.*

| | |
|---|---|
| s. Aisleby | 1726 |
| s. Ethelalda | 1705 |
| s. Ethelbryhta | 1985 |
| s. Ethelburga | 1446 |
| s. Ethelhilda | 1874 |
| s. Ethelreda | 1403 |
| s. Ethelwalda | 1566 |
| s. North Sands | 2253 |

(The Harrowing S.S. Co., Ltd.)

| | |
|---|---|
| s. Wilberforce | 1980 |

### Harrowing S. S. Co., Ld.
*See* J. H. HARROWING.

### Hart, M. A.,
*Martinsville, Me., U.S.*

| | |
|---|---|
| Stephen G. Loud | 402 |

### Hart, Robert,
*Maryborough, Queensland.*

| | |
|---|---|
| s. Queensland | 232 |

### Hart, T. M., & Co.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| E. M. Sawyer | 110 |

### Hartford and New York Trans. Co.,
*New York, U.S.*

| | |
|---|---|
| s. Hartford | 1012 |
| s. Middletown | 1145 |
| s. Sachem | 132 |

### Hartford Trans. Co.,
*Hartford, Conn., U.S.*

| | |
|---|---|
| s. Luther C. Ward | 53 |

### Hartlepool Harbour Board,
*Hartlepool.*

| | |
|---|---|
| s. St. Hilda | 297 |

### Hartman, R.,
*Nystad, Finland.*

| | |
|---|---|
| Arvio | 765 |

### Hartmann,
*Paulshafen, Russia.*

| | |
|---|---|
| Emilie | 144 |

### Harvey, A., & Co.,
*Water Street, St. John's, N.F.L.*

| | |
|---|---|
| s. Grand Lake | 463 |
| s. Panther | 247 |
| s. Regulus | 859 |

### Harvey, B. M.,
*High Street, Padstow, Cornwall.*

| | |
|---|---|
| Lily | 77 |

### Harvey & Co., Ld.,
*Hayle, Cornwall.*

| | Net Tons |
|---|---|
| s. Hayle | 189 |

### Harvey, E. E.,
*North Bucksport, Me., U.S.*

| | |
|---|---|
| Emma R. Harvey | [illegible] |

### Harvey, J. & W. B.,
*Littlehampton, Sussex.*

| | |
|---|---|
| Nellie | 70 |
| Princess May | 87 |
| Susie | 57 |

### Harvey, John,
*St. John's, N.F.L.*

| | |
|---|---|
| s. Newfoundland | 568 |

### Harvey, John,
*Belvoir, Littlehampton, Sussex.*

| | |
|---|---|
| Hawthorn | 67 |

### Hashimoto Kiuhei,
*Osaka, Japan.*

| | |
|---|---|
| s. Hokwa Maru | 74 |

### Hashimoto, T.,
*8, Fedo-machi, Nagasaki, Japan.*

| | |
|---|---|
| s. Keiho Maru | 733 |

### Haskell, E. L.,
*Deer Isle, Me., U.S.*

| | |
|---|---|
| L. T. Whitmore | 240 |

### Haskell, W. M.,
*Deer Isle, Me., U.S.*

| | |
|---|---|
| C. B. Wood | 225 |

### Haslehust, Edmd., & Co.,
*Billiter House, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Claverdon | 2185 |
| s. Claverhill | 1822 |
| s. Clavering | 2155 |
| s. Claverley | 1302 |

(Claverdale S.S. Ltd.)

| | |
|---|---|
| s. Claverburn | 2518 |

### Haslum, Sigurd,
*Braaten, Jelöen, pr. Moss, Norway.*

| | |
|---|---|
| East Croft | 1248 |
| s. Minsk | 375 |

### Hassager, Carl,
*Randers, Denmark.*
(Dampskibselskabet "Activ.")

| | |
|---|---|
| s. Ask | 588 |

### Hassan Ahmet, Hadji,
*Constantinople, Turkey.*

| | |
|---|---|
| Djemil | 183 |

### Hassan Effendi, Hadji,
*Constantinople, Turkey.*

| | |
|---|---|
| Asced Bahri | 205 |
| Vediet Allah | 179 |

### Hassan, Hadji,
*Constantinople, Turkey.*

| | |
|---|---|
| Amastra | 260 |
| Ferah | 164 |

### Hassel, J. J.,
*Risör, Norway.*

| | Net Tons |
|---|---|
| Spero | 622 |

### Hassel, Joh., H.,
*Risör, Norway.*

| | |
|---|---|
| Brödrene | [illegible] |
| Morgengry | 587 |
| Vanadis | [illegible] |

### Hasselgren, C. P.,
*Figeholm, Sweden.*

| | |
|---|---|
| Ador | 130 |

### Hasselgren, J.,
*Uddevalla, Sweden.*

| | |
|---|---|
| Charlotta | 122 |

### Hastie, Robert, & Son,
8, *Walker Place, North Shields.*

| | |
|---|---|
| s. Amy Gertrude | 23 |
| s. Atherine | 38 |
| s. St. Gothard | 32 |
| s. St. Louis | 33 |
| s. St. Vincent | 34 |

### Hastings, L. B.,
*c/o G. D. Gray & Co., 421, Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Oceania Vance | 385 |

### Hataoka, H.,
*Osaka, Japan.*

| | |
|---|---|
| s. Chosei Maru | 435 |

### Hatch, Bros.,
*San Francisco, Cal., U.S.*
(Monticello Steamship Co.)

| | |
|---|---|
| s. General Frisbie | 340 |
| s. Monticello | 175 |

### Hatfield, Cameron & Co.
(BAY LINE),
75, *Bothwell Street, Glasgow.*

| | |
|---|---|
| Algoa Bay | 1111 |
| Balmore | 1338 |
| Largo Bay | 1178 |
| Mobile Bay | 1117 |
| Oban Bay | 999 |
| Rothesay Bay | 750 |
| St. Mary's Bay | 1115 |
| Sussex | 1212 |
| Tweedsdale | 1403 |

### Hatfield, F.,
*Fox River, N.S.*

| | |
|---|---|
| E Merriam | 331 |

### Hathaway, James A.,
*Brighton, Mass., U.S.*

| | |
|---|---|
| Sadie Corey | 149 |

### Hathor Steamship Co., Ld.,
38, *Leadenhall Street, London, E.C.*
*See* H. B. & A. GOURLAY.

### Hatrick, Alexander,
*Wanganui, N.Z.*

| | |
|---|---|
| St. Kilda | 189 |

### Hatton & Cookson,
3, *Mersey Street, Liverpool.*

| | |
|---|---|
| Trust | 63 |

### Hattori Hanzayemon,
25, *Funabacho, Hakodate, Japan.*

| | Net Tons |
|---|---|
| s. Awomori Maru | 125 |
| s. Heion Maru | 126 |
| s. Hokkwo Maru | 109 |
| s. Sapporo Maru | 1140 |
| s. Tokwo Maru | 139 |

### Hatziyanakis, Antonios,
*Castelorizo, Turkey.*

| | |
|---|---|
| Angelos | 345 |

### Haubuss, E.,
*Stettin, Germany.*

| | |
|---|---|
| s. Pauline Haubuss | 230 |
| s. Stadt Memel | 200 |

("Kurland" Dampfschifffahrts-Act. Ges.)

| | |
|---|---|
| s. Curonia | 307 |
| s. Kurland | 286 |

### Hauff, H. T.,
*Tönsberg, Norway.*

| | |
|---|---|
| Trio | 870 |

### Hauge, John M.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Carlotta | 370 |
| s. Johannes Brun | 415 |
| s. Saga | 259 |
| s. Valnal | 289 |

### Hauge, Sven.,
*Karmöen, Haugesund, Norway.*

| | |
|---|---|
| Hjorleif | 128 |

### Haugesunds Dampskibs-selskab.
*Haugesund, Norway.*
*See* S. JACOBSEN.

### Haughu, John W.,
*La Have, N.S.*

| | |
|---|---|
| H. H. Kitchener | 100 |

### Hauglund, Lars,
*Fredriksstad, Norway.*

| | |
|---|---|
| Hövding | 739 |
| Klara | 863 |
| Kotka | 857 |

### Havens, Henry P.,
85, *West Street, New York, U.S.*

| | |
|---|---|
| Fannie Tracy | 207 |
| Florence Shay | 350 |
| Frank W. McCollough | 117 |
| Grace van Dusen | 243 |
| Ira D. Sturgis | 223 |
| Lucie Wheatley | 180 |
| Peter C. Schultz | 373 |

### Haverbeck, H. Alv.,
*Casilla Correo 91, Valdivia, Chili.*

| | |
|---|---|
| Los Canelos | 477 |

### Havstad, Joh. D.,
*Grimstad, Norway.*

| | |
|---|---|
| Normania | 518 |
| Polynesia | 605 |

### Hawadin, G., & Hijos,
*Rosario de Santa Fé, Argentine Republic.*

| | |
|---|---|
| s. Thyra | 186 |

### Hawaiian Construction Co.,
(Managers—WELCH & CO.),
220, *California Street, San Francisco, Cal., U.S.*

| | Net Tons |
|---|---|
| s. Hawaiian Isles | 1974 |

### Hawaiian Transportation Co.,
*Honolulu, Hawaii.*

| | |
|---|---|
| Charles Levi Woodbury | 101 |

### Hawgood & Avery Transit Co.,
*Perry Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. S. S. Curry | 2695 |

### Hawgood, H. A.,
*Perry Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. Etruria | 3415 |
| s. H. B. Hawgood | 3386 |
| s. Wisconsin | 3707 |

### Hawgood, W. A. & Co.,
*Perry Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. Bransford | 3386 |
| s. Harold B. Nye | 3365 |
| s. J. M. Jenks | 3381 |

### Hawkesbury Stm. Nav. Co., Ld.,
*Lower Portland, Hawkesbury River, N.S.W.*

| | |
|---|---|
| s. Hawkesbury | 80 |

### Hawkey, W. J. M.,
*Fore Street, New Quay, Cornwall.*

| | |
|---|---|
| Susan Vittery | 99 |

### Hawley, J. W.,
*Bath, Maine, U.S.*

| | |
|---|---|
| Annie F. Kimball | 338 |
| Fred A. Davenport | 634 |
| Harold J. McCarty | 251 |
| May V. Nelville | 1042 |

### Haws, John R., & Co.,
16, *South Castle Street, Liverpool.*

| | |
|---|---|
| Semantha | 2211 |

(Haws S.S. Co., Ld.)

| | |
|---|---|
| s. Semantha | 1811 |

### Hay, Alexander C.,
*Lerwick, Shetland.*

| | |
|---|---|
| Buttercup | 76 |

### Hay, Edw. & Geo.,
*Königsberg, Germany.*

| | |
|---|---|
| s. Prussia | 406 |
| s. Scotia | 364 |

### Hay, J.,
*Townsville, Queensland.*

| | |
|---|---|
| s. Parua | 51 |

### Hay, J.,
*Coolungatta, N.S.W.*

| | |
|---|---|
| s. Coomonderry | 58 |

s. signifies Steamer.

**Hay, John,**
58, *Renfield Street, Glasgow.*
Net Tons
s. Staghound ... 152
s. The Baron ... 127
s. The Countess ... 335
s. The Duchess ...
s. The Duke ... 150
s. The Earl ... 160
s. The Emperor ... 234
s. The Marchioness ...
s. The Marquis ...
s. The Monarch ... 233
s. The Princess ...
s. The Queen ... 105
s. The Viscount ... 151

**Hay & Reid,**
2, *Hay Street, Buckpool.*
s. Fruitful ...

**Hay, W. B.,**
*Mauritius.*
Umvoti ... 442

**Hayami Katsuzo,**
*Aza Otemachi, Hiroshimashi, Prov. Aki, Japan.*
s. Hayami Maru, No. 3 ...

**Haye, D.,**
*Brake, Germany.*
Amazone ... 1339
Constanze ... 948
Fürst Bismarck ... 905
Irene ... 1055
Suilde ... 784

**Hayes, G. W.,**
*Hoole Bank, Chester.*
s. Cecil ... 75

**Hayes, J., & Co.,**
39, *Billiter Buildings, London, E.C.*
Donna Francisca ... 2163
(Sailing Ship Donna Julia Co., Ld.)
Dunearn ... 1533

**Hayes, John W.,**
*Derbyshire, England.*
Alba ... 158

**Hayes, M. H. (Mrs.),**
*Polruan, Fowey, Cornwall.*
Koh-i-Noor ... 215

**Hayes, Robert Arthur,**
43, *Albert Street, Spalding, Lincolnshire.*
s. Speedwell ... 41

**Hayes, T. J.,**
*Sharpness, Gloucestershire.*
Lizzie Lee ... 113
Sarah Jane ... 47

**Hayes, W. E.,**
*Cornwallis, King's Co., New Brunswick*
Bonnie Doone ... 117

**Haynes, J. Manchester,**
*Augusta, Maine, U.S.*
City of Augusta ...
Edward S. Briggs ...
Lawrence Hayden ...
Nat Meader ...

**Haytian Government,**
*Port au Prince, Hayti.*
Net Tons
s. Dessalines ...
s. La Sentinelle ... 178
s. Scythian ... 174

**Hayward, George,**
*Chelmondiston, Ipswich.*
Unity ... 79

**Hazelgrove, F.,**
*Grimsby.*
s. Golden Hope ... 62

**Head Line,**
*See* G. HEYN & SONS.

**Heads, John,**
25, *Gardner Street, North Shields.*
s. Anglia ... 7

**Heaps, W., & Co.,**
26, *Everton Valley, Liverpool.*
E. K. Muspratt ... 80

**Heath Line, Ld.,**
5, *East India Avenue, London, E.C.*
*See* DEAS, FOSTER & CO.

**Hecksher & Son,**
33, *Amaliegade, Copenhagen, Denmark.*
*See* P. L. FISKER.

**Hecquet-Vanrapenbusch,**
*Dunkirk, France.*
Gracieuse ... 131

**Hedberg, O. S.,**
*Malmö, Sweden.*
s. Louise ... 670
(Rederiaktiebolaget Sigurd.)
s. Gunhild ... 850
s. Sigurd ... 732

**Hedges, H. T.,**
*Sag Harbour, N.Y., U.S.*
Lizzie V. Hall ... 185

**Hedin, Carl,**
34, *Österlånggatan, Stockholm, Sweden.*
s. Norrfjell ... 267

**Hedman, Alfred,**
*Nikolaistad, Finland.*
s. Finland ... 208

**Hedqvist, C. A.,**
*Prins Carls Varf, Piteå, Sweden.*
(Aktieb. Storfors.)
s. Amerika ...
s. Bure ...

**Heffner, George R.,**
36, *South Holliday Street, Baltimore, U.S.*
City of Baltimore ...
Edward G. Hight ... 447
J. S. Hopkins ... 301

**Heggblad, C. W.,**
*Norrköping, Sweden.*
Net Tons
Sven ... 107

**Heidmann, H. W.,**
*Altona, Germany.*
s. Hedwig Heidmann ... 1195
s. Helen Heidmann ... 1118

**Heidritter, F. L. & A.,**
*Elizabeth, N.J., U.S.*
Anna R. Bishop ...
Ethel ...
Martha S. Bement ... 971

**Heijdemann, D.,**
*Windau, Russia.*
s. Natalie ... 1157

**Heimdal, Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* F. B. WAHLQUIST.

**"Heimdal," Dampskibsselskabet,**
18, *Fredericiagade, Copenhagen, Denmark.*
*See* M. CARL.

**Hein, F.,**
*Odense, Denmark.*
Ebba ... 596
Ingeborg ... 1079

**Heine, O.,**
*Björneborg, Finland.*
(Björneborg Angf. Aktieb.)
s. Ilmari ... 1337
s. Osmo ... 868

**Heinecke & Co.,**
5, *Kanalplatz, Harburg, Germany.*
Gertrud (Aux. Stm.) ... 131

**Heinrichs, D.,**
*Grünestrasse, 54, Bremerhaven, Germany.*
Auguste ... 1236
Dora ... 1225
Heinrich ... 1453
Louise ... 1304

**Heistein, T. B.,**
*Christiansand, Norway.*
Advokat Schiander ... 764
Ida ... 625
Lady Palmerston ... 1297
Odilara ... 1332
Odilarsna ... 1252
s. Otteren ... 741
Otra ... 1214
Oxo ... 736

**Heiton, T., & Co., Ld.,**
*Dublin.*
s. Saint Kevin ... 236
s. Saint Patrick ... 245

**"Hekla," Dampskibsselskabet,**
*Lysaker, Norway.*
*See* MAIL & HOLBY.

**Helander, S.,**
*Kristianopel, Sweden.*
Dan ... 249
Polstiernan ...

**Heldmaier, Ernst,**
*Main & Cobogue Streets, Chicago, Ill., U.S.*
Net Tons
s. Wizard ...

**Heldt, E.,**
*Quidico, Chili.*
Reina del Quidico ... 130

**Helenslea Sailing Ship Co., Ld.,**
28, *Brunswick Street, Liverpool.*
*See* CHADWICK, WAINWRIGHT & CO.

**Helgelandske Dampskibsselskab, Det,**
*Sandnessjöen, pr. Mosjöen, Norway.*
s. Haarek ... 72
s. Thorolf Kvoldnilson ... 93

**Helgevold, O.,**
*Stavanger, Norway.*
Elisa ... 143

**Helin, John,**
*Raumo, Finland.*
Union ...

**Hella, Rederiaktieb,**
*Helsingborg, Sweden.*
*See* P. L. PAHLSSON.

**Helland, H.,**
*Fredriksstad, Norway.*
Fram ... 368
New Ed ... 222

**Hellekis Aktiebolag,**
*Hellekis, Sweden.*
*See* A. M. STENBECK.

**Hellström, C. C.,**
*Gothenburg, Sweden.*
Aegir ... 113

**Hellstrom, C. L.,**
*Gothenburg, Sweden.*
s. Gota ... 80
s. Wermland ... 434

**Hellyers' Steam Fishing Co., Ld.**
(Managers—C. Hellyer & Co., Ld.),
*St. Andrew's Dock, Hull.*
s. Argonaut ... 59
s. Ariadne ... 57
s. Boadicea ...
s. Broxholme ...
s. Cornelia ...
s. Desdemona ...
s. Eudocia ...
s. Honoria ...
s. Imperial Queen ...
s. Iolanthe ...
s. Lycurgus ...
s. Lysander ...
s. Othello ...
s. Penelope ...
s. Pericles ...
s. Plautarch ...
s. Portia ...
s. Rosalia ...
s. Russell ...
s. Sapphire ...
s. Sparta ...
s. Spitfire ...
s. Thalia ...
s. The Bay ...
s. Valetia ...
s. Vanguard ...
s. Zenobia ...

**Helme, H. S.,**
12, *Nelson Road, Green, London, S.*
Net Tons
Axmar Wikmanson ...
Ryssenska ...

**Helmsdale Steam Ship Co., Ld.,**
3, *Royal Exchange Square, Glasgow.*
*See* J. & A. ROXBURGH.

**Helmsing & Grimm,**
*Riga, Russia.*
s. Mary ...
s. Ogre ...
s. Vera ...
(Rigaer Schnelldampfer Gesellschaft.)
s. Michail ...
s. Sergei ...
s. Welikij Knjas Alexander Michailowitsch ...
(Russische Baltische Dampfschiff.)
s. Anna ...
s. Betty ...
s. Dagmar ...
s. Erika ...
s. Kattie ...
s. Sigrid ...
s. Venda ...

**Helsingborg, Rederiaktiebolaget,**
*Helsingborg, Sweden.*
*See* N. O. CORPITZON.

**Helsingborgs Warfs Aktieb.**
*Helsingborg, Sweden.*
s. Treen ...

**Helsingfors Ångfartygs Aktiebolag,**
(Manager—Victor Ek),
*Helsingfors, Finland.*
s. Aegir ...
Alba ...
s. Baltic ...
Bella ...
s. Ilmarin ...
s. Primula ...
s. Storfursten ...

**Helsingfors Kust Ångf. Aktieb.,**
*Helsingfors, Finland.*
s. Necken ...

**Helsingfors Nya Ångfartygs Aktiebolag,**
*Helsingfors, Finland.*
(Manager—Victor Ek.)
s. Eos ...

**Helsingörske Dampskibs Selskab,**
(Manager—H. C. Nyholm),
*Copenhagen, Denmark.*
s. Diana ...
s. Kronborg ...
s. Gefion ...
s. Viking ...

**Hemmes, A., Sen.,**
*Wolthusen, Emden, Germany.*
Anna ...
De Ruyter ...
Emmalina ...
Tecla ...
Zion ...

s. désigne les Vapeurs.

**Hemmes & Stadtlander,**
*Emden, Germany.*

| | Net Tons |
|---|---|
| Nil Desperandum | 1165 |

**Henckel, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* N. P. SWENSSON.

**Henderson Bros.**
*See under* ANCHOR LINE (HENDERSON BROS., LD.).

**Henderson, James & W.,**
*Upper Quay, Aberdeen.*

| | |
|---|---|
| s. Alastair | 157 |

**Henderson & Macfarlane,**
*Auckland, N.Z.*

| | |
|---|---|
| s. Maori | 118 |

**Henderson & McIntosh,**
41, *Constitution Street, Leith.*
(Dunedin Steamship Co., Ld.)

| | |
|---|---|
| s. Dunbar | 2410 |
| s. Dunblane | 2402 |
| s. Dundas | 1954 |
| s. Dunearn | 2020 |

**Henderson, P., & Co.,**
15, *St. Vincent Place, Glasgow.*
(British & Burmese Steam Nav. Co., Ld.)

| | |
|---|---|
| s. Amarapoora | 2920 |
| s. Arracan | 2517 |
| s. Ava | 2543 |
| s. Mandalay | 2498 |
| s. Martaban | 3200 |
| s. Rangoon | 2523 |
| (Burmah Steamship Co., Ld.) | |
| s. Burma | 2316 |
| s. Irrawaddy | 3329 |
| s. Pegu | 2511 |

**Henderson, Thomas,**
*Middlesbrough.*

| | |
|---|---|
| Harriet | 104 |

**Henderson, Thomas,**
*Fortrose, co. Ross.*

| | |
|---|---|
| Annie | |

**Henderson, William,**
5025, *Willows Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Lizzie H. Partrick | 412 |

**Hendry, Abram W.,**
*Liverpool, N.S.*

| | |
|---|---|
| Arrow | 183 |
| Caledonia | 188 |
| John S. Bennett | 299 |
| Mary Hendry | 240 |
| W. S. Fielding | 199 |

**Hendry, John,**
*Vancouver, B.C.*

| | |
|---|---|
| s. Victorian | |

**Hengel, B. J. van.,**
*Prins Hendrikkade* 132, *Amsterdam, Holland.*
(Vrachtvaartmaats. "Bothnia.")

| | |
|---|---|
| s. Alpha | 1314 |
| s. Beta | 1260 |
| s. Gamma | 1336 |

**Henley, Thomas,**
*College Street, Drummoyne, N.S.W.*

| | Net Tons |
|---|---|
| s. Birkenhead | 78 |

**Henning, Robert,**
*Port Hope, Canada West.*

| | |
|---|---|
| Maria Annett | 228 |

**Henrichsen, H. A.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Enterprise | 1427 |
| Flora | 478 |

**Henriksen, C. P.,**
*Thurö, Denmark.*

| | |
|---|---|
| Vesta | 144 |

**Henriksen, H. N.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Thor | 22 |

**Henriksen, J. F.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Niels Juel | 139 |

**Henrikson,**
*Brantevik, Sweden.*

| | |
|---|---|
| Sigrid | 133 |

**Henriksson, H. A.,**
*Hammarland, Finland.*

| | |
|---|---|
| Vega | 558 |

**Henriksson, J. G.,**
*Raumo, Finland.*

| | |
|---|---|
| Lojo | 226 |

**Henriksson, J. W.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Witus | 249 |

**Henriquez, Rafel,**
*Maracaibo, Venezuela.*

| | |
|---|---|
| Olympia | 122 |

**Henry, T. & T. J.,**
103, *Bute Street, Docks, Cardiff.*

| | |
|---|---|
| s. Innesmoor | 839 |

**Henschien, J. A.,**
*Lillesand, Norway.*

| | |
|---|---|
| Colonna | 1387 |
| s. Dott | 629 |
| Fonograf | 476 |
| Helios | 924 |
| Lofthus | 1150 |
| Magdalene | 1259 |
| Sator | 1133 |
| Sierra Colonna | 1397 |

**Henshaw, Thomas S.,**
*Bear River, N.S.*

| | |
|---|---|
| Cerdic | 120 |

**Hepburn, Arthur W.,**
*Picton, Ontario.*

| | |
|---|---|
| s. Aberdeen | 87 |
| s. Alexandria | 507 |
| (Lake Ontario Nav. Co., Ld.) | |
| s. Argyle | 374 |
| s. Niagara | 215 |

**Hepton, E. S.,**
8, *St. Matthews Street, Hull.*

| | Net Tons |
|---|---|
| Koh-i-nor | 73 |

**Herbert, E.,**
*On Board.*

| | |
|---|---|
| Leonor | |

**Herdman, W. P.,**
*Carrickfergus, co. Antrim.*

| | |
|---|---|
| Silverstream | 1160 |

**Herlitz, D. J. M. L.,**
*Gisslauser, Lärbro, Gotland, Sweden.*

| | |
|---|---|
| Märta | 138 |

**Herlofsen, P. E. A.,**
*Dvergastein, Iceland.*

| | |
|---|---|
| s. Kvelduli | 17 |
| s. Skallagrin | 17 |

**Herlofson, Ole J.,**
*Arendal, Norway.*

| | |
|---|---|
| Herlof Herlofson | 747 |

**Hermansen, T.,**
*Drammen, Norway.*

| | |
|---|---|
| Andover | 281 |
| Fremad | 229 |
| Orient | 479 |
| Oskar | 843 |

**Hernandez, A.,**
*Calle Sta. Monica, Barcelona, Spain.*
(Sociedad Anonima La Mediterranea.)

| | |
|---|---|
| s. El Fomento | 243 |
| s. Industria | 323 |

**Hernandez, R.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| Agraciada | 121 |

**Hernodia, Rederiaktieb.,**
*Hernösand, Sweden.*
*See* A. F. NÄTTERQVIST.

**Hernösands Ångb. Aktieb.,**
*Hernösand, Sweden.*
*See* S. J. HAMBERG.

**Hernösands-Sollefteå Angbåts Aktiebol.,**
*Hernösand, Sweden.*
*See* O. I. ISAKSON.

**Hernsheim & Co.,**
*Matupi, Bismarck Archipelago.*

| | |
|---|---|
| Gazelle (aux. stm.) | 145 |

**Herranz & Garriz,**
*Plaza Moraga, Manila, Philippine Islands.*

| | |
|---|---|
| s. Alfred | 112 |

**"Hero," ÅngfartygsAktieb.,**
*Gothenburg, Sweden.*
*See* E. P. HANSSON.

**Heron, Crawford,**
*Milford Haven.*
(Castle Steam Trawlers, Ld.)

| | Net Tons |
|---|---|
| s. Amroth Castle | 46 |
| s. Benton Castle | 38 |
| s. Carew Castle | 61 |
| s. Dale Castle | 57 |
| s. Harlat Castle | 49 |
| s. Henc Castle | 53 |
| s. Lawrenny Castle | 49 |
| s. Manorbier Castle | 53 |
| s. Narberth Castle | 60 |
| s. Pembroke Castle | 48 |
| s. Picton Castle | 37 |
| s. Pointz Castle | 52 |
| s. Roche Castle | 60 |
| s. Tenby Castle | 51 |
| s. Upton Castle | 49 |
| s. Walwyns Castle | |

**Herrera, J.,**
*Bonaire, West Indies.*

| | |
|---|---|
| Aura | 117 |

**Herrera, Sobrinos de, Soc. en C.,**
*Apartado* 215, *Havana, Cuba.*

| | |
|---|---|
| s. Aguila | (Offices) 136 |
| s. Aviles | 425 |
| s. Cosme de Herrera | 542 |
| s. Julia | 1126 |
| s. Maria Herrera | 1307 |
| s. Mortera | 849 |
| s. San Juan | 519 |

**Herreros, Ambrosio,**
*Noya, Spain.*

| | |
|---|---|
| Timoteo 1° | 143 |

**Herreros Amar, Adelaida,**
*Noya, Spain.*

| | |
|---|---|
| Antonia | 476 |
| Matilde | 253 |

**Herring Fishing Co., Ld.,**
14a, *Herring Market, Lowestoft.*
*See* G. U. ROTH.

**Herriott, W. T.,**
*Henry Street, Limerick.*

| | |
|---|---|
| Aretas | 217 |

**Herron, John, & Co.,**
18, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| s. Lord Curzon | |
| s. Lord Kelvin | 2158 |
| Lord Shaftesbury | 2273 |
| (Sphere Shipping Co., Ld.) | |
| Falls of Dee | 1845 |
| (S.S. Lord Lathom Co., Ld.) | |
| s. Hillcrag | 2081 |

**Hersent, H., & Sons,**
*Paris.*

| | |
|---|---|
| s. R. No. 1 | 11 |
| s. R. No. 2 | 11 |

**Herskind & Co.,**
*Dock Office Buildings, Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. Brunhilda | 1468 |
| s. Falka | 1107 |
| s. Horsa | 1901 |
| s. Iona | 1348 |
| s. Romola | 1389 |
| s. Rowena | 1942 |
| s. Stella | 1545 |
| s. Terra | 1808 |
| s. Valhalla | 1660 |
| s. Zampa | 1526 |

**Hervot, P.,**
*St. Malo, France.*

| | Net Tons |
|---|---|
| Saint Laurent | 163 |

**Hessens, L.,**
*Ostend, Belgium.*

| | |
|---|---|
| s. Belgica | 67 |

**Hessler, Actiebolaget & Co.,**
*Gothenburg, Sweden.*
*See* HJ. STÅHLE.

**Hessler, Jacob, & Co., Ld.,**
*Baltic Chambers, West Hartlepool.*
(Hessler Shipping Co., Ld.)

| | |
|---|---|
| s. Jupiter | 1363 |
| s. Porpoise | 1885 |
| s. Vera | 1913 |

**Hessler Shipping Co., Ld.**
*See* JACOB HESSLER & CO., LD.

**Het Norden, Stoomvaart Maatschappij,**
*Delfzijl, Holland.*
*See* A. VAN DIJK.

**Hetton Coal Co., Ld.,**
22, *Bridge Street, Sunderland.*
*See* T. W. JACQUES.

**Heung Kong Steam Boat Co., Ld.,**
21, *Connaught Road, West Victoria, Hong Kong.*

| | |
|---|---|
| s. Hong Kong | 413 |
| s. Foo Kwang | 96 |

**Hewett & Co., Ld.,**
*Shadwell Fish Market, London.*

| | |
|---|---|
| s. Cygnet | 54 |
| s. Frobisher | 89 |
| s. Garnet | 73 |
| s. Halcyon | 54 |
| s. Lord Alfred Paget | 133 |
| s. Notus | 75 |
| s. Osprey | 54 |
| s. Supply | 165 |
| s. Sweetheart | 72 |
| s. Teal | 54 |

**Hewitt, I. F.,**
109, *Walnut Street, Philadelphia, Pa., U.S.*

| | |
|---|---|
| Harry A. Berwind | 911 |

**Heydemann, D.,**
*Riga, Russia.*

| | |
|---|---|
| s. Natalia | 977 |

**Heyn, G., & Sons,**
(HEAD LINE),
*Ulster Chambers, Belfast.*
(Ulster S.S. Co., Ld.)

| | |
|---|---|
| s. Bengore Head | 1619 |
| s. Black Head | 720 |
| s. Bray Head | 2020 |
| s. Carrigan Head | 2717 |
| s. Dunmore Head | 1459 |
| s. Fair Head | 665 |
| s. Glen Head | 995 |
| s. Glenarm Head | 2527 |
| s. Inishowen Head | 1988 |
| s. Malin Head | 2228 |
| s. Ramore Head | 2913 |
| s. Rathlin Head | 4368 |
| s. Teelin Head | 1083 |
| s. Torr Head | 3868 |
| s. White Head | 723 |

**Heyne & Hessenmuller,**
66–67, *Mühren, Hamburg, Germany.*
Net Tons
s. Edith Heyne .. [illegible]
s. [illegible] 171
s. Herma 294

**Heynemand, Edouard,**
*Lanoraie, Quebec, Canada.*
Fleur de Marie 113

**Hibbard, D. F.,**
*Perry, Me., U.S.*
B. L. Eaton 133

**Hick, Pantland, jun., & Co.,**
3, *Somerset Terrace, Scarborough.*
s. Staintondale 1877

**Hick, Thomas E.,**
11, *Alma Square, Scarborough.*
s. Ursula 1166

**Hickey & McVinney,**
*Port Hope, Ontario.*
Garibaldi 123

**Hickman, Charles,**
*New York, U.S.*
Emma 170

**Hickman, Richard,**
28, *Barge Dock Side, Goole, Yorks.*
Henrietta 88

**Hickson, W. H. & F.,**
52, *Drury Buildings, Water Street, Liverpool.*
s. Muriel 71

**Hidalgo L., & Co.,**
*Intoague, 61, Manila, Philippine Islands.*
s. Atlantis 959
s. Buen Viaje 277
s. Nazareno 71

**Higbee, A. S.,**
*Philadelphia, U.S.*
Emma C. Middleton 439

**Higginbottom, S. W., Exors. of,**
8, *Cook Street, Liverpool.*
s. Calcutta 78

**Higgins, A. S.,**
*Lynn, Mass., U.S.*
Calvin P. Harris 401

**Higgins, J. D.,**
*New York, U.S.*
Kate B. Ogden 541

**Higgins, Joseph M.,**
*Ellsworth, Maine, U.S.*
[illegible] 175
[illegible] 188
[illegible] 189

**Higgins Oil & Fuel Co.,**
*Beaumont, Texas, U.S.*
Net Tons
s. [illegible] [illegible]

**Higgs, J. A.,**
*Nassau, N.P.*
[illegible]

**High, William,**
11, *Murraygate, Dundee.*
(Dundee Steam Trawling Co., Ld.)
s. Defender 98
s. Marion 92
s. Rosslyn [illegible]
s. Ulundi [illegible]

**Higo Kisen Kabushiki Kaisha,**
*Misumi, Udogun, Prov. Higo, Japan.*
s. Aikoku Maru 98
s. Koan Maru 76
s. Kumamoto Maru 1238
s. Saikai Maru 72
s. Seiun Maru 51
s. Tamayoshi Maru 97

**"Hilda," Actieselskabet,**
*Lysaker, pr. Christiania, Norway.*
*See* W. M. HOLBY.

**Hill & Cassap,**
8, *Great St. Helen's, London, E.C.*
(William Penn S.S. Co., Ld.)
s. Pennmanor [illegible]

**Hill, Chas., & Sons,**
(BRISTOL CITY LINE),
*Albion Dockyard, Bristol.*
s. Boston City 1483
s. Bristol City [illegible]
s. Brooklyn City 1046
s. Chicago City 1478
s. Exeter City 1353
s. Jersey City 1197
s. Kansas City 1482
s. Llandaff City 1197
s. Wells City 1136

**Hill, F. W., & Co.,**
*Lily Villas, Salcombe.*
Lady St. Johns 95

**Hill, John George, Steam Shipping Co., Ld.,**
21, *Quayside, Newcastle-on-Tyne.*
*See* WITHERINGTON & EVERETT.

**Hill, James Ledger,**
8, *Gloucester Square, Southampton.*
s. Hampshire 382
s. Henry Brand 391
s. Solent 407

**Hill, R. H.,**
32, *St. Mary Axe, London, E.C.*
s. Fenwick 1122

**Hill, Robert,**
2, *East India Breast, Greenock.*
[illegible]

**Hill, William B.**
*See* LIVERPOOL SCREW TOWING & LIGHTERAGE CO.

**Hill, William B.**
(Allan Bros. & Co.),
19, *James Street, Liverpool.*
Net Tons
Mary 111

**Hillman, L. R. G.,**
*Söderhamn, Sweden.*
s. Tyr 570
(Söderhamns Transport Aktiebolag.)
s. Nyttig 40

**Hilmi Bey,**
*Constantinople, Turkey.*
Loutfi-Huda [illegible]

**Hilska, W.,**
*Wiborg, Finland.*
Jymy 136

**Himmelfarb, G.,**
*Nicolateff, Russia.*
s. Miconos 76

**Himmelman, A.,**
*La Have, N.S.*
Ambition 100

**Hinck, J. H.,**
1, *Neust Neuerweg, Hamburg, Germany.*
Comet 127

**Hinckley, Joel,**
*Milbridge, Me., U.S.*
Alma 140
Cora M 137

**Hinckly, F. J.,**
*Bath, Me., U.S.*
Charles H. Wolston [illegible]
Daisy Farlin [illegible]
Frederick W. Day 519
Gardiner B. Reynolds 331
Maud H. Dudley 328

**Hind, Rolph & Co.,**
302, *California Street, San Francisco, Cal., U.S.*
Brodick Castle 1770
Challenger 1399
Defender 362
Emily Reed 1467
G. W. Watson 397
Hawaii [illegible] 923
Henry Villard 1453
Homeward Bound 1987
Honolpu [illegible]
James Rolph 517
John G. North 320
Kailua 851
Kohala 776
Koko Head 1011
Kona 643
Lahaina 994
Mahukona 653
Makaweli 921
Muriel 483
Punko 1011
Robert R. Hind [illegible]

**Hindo Dampskibsselskab,**
*Ligerfjord, Vesteraalen, Norway.*
*See* C. M. ELLINGSEN.

**Hindustan Steam Shipping Co., Ld.,**
24, *John Street, Sunderland.*
*See* J. W. SQUANCE & CO.

**Hine Bros.**
(HOLME LINE)
*Custom House Buildings, Maryport, Cumberland.*
Net Tons
s. Abbey Holme [illegible]
Brier Holme [illegible]
Castle [illegible]
Eden Holme [illegible]
s. Forest Holme [illegible]
s. Greta Holme [illegible]
s. Isel Holme [illegible]
s. Loughrigg Holme 1317
Myrtle Holme 902
s. Nether Holme 1285

**Hinrichs, J.,**
*Paranagua, Brazil.*
Lina [illegible]

**Hintze, Karen M.,**
*Rönne, Denmark.*
Amarant 227

**Hirade Kisaburo,**
*Funamimachi, Hakodateku, Prov. Oshima Japan.*
s. Kiseki Maru [illegible]
s. [illegible] [illegible]

**Hiraishi, S.,**
*Osaka, Japan.*
s. Heishin Maru [illegible]

**Hirayama Kanzo,**
*Kagoshima, Japan.*
s. Kisei Maru No. 3 99

**Hiromi Nisaburo,**
*Segoshi, Yenumagun, Prov. Kaga, Japan.*
s. Chishima Maru 873
s. Chiyo Maru [illegible]
s. Kyoto Maru 1040
s. Miyoshino Maru 2295
s. Takao Maru 1834
s. Yedo Maru [illegible]

**Hirsch, Charles S.,**
29, *Broadway, New York, U.S.*
Charles S. Hirsch [illegible]
Frank Huckins 457
Nettie Shipman [illegible]
Samuel P. Bowers 526

**Hirschberg, Carl,**
51, *Rödingsmarkt, Hamburg, Germany.*
s. Louise 2143

**Hirschfeld, B.,**
*Libau, Russia.*
s. Lion 111

**His Majesty's Government,**
*Submarine Mining Establishment, Gillingham, Kent.*
Nigretia 371
s. Scotsman 8
s. Sir Howard Elphinstone [illegible]

**Hitchins, John,**
*St. Agnes, Cornwall.*
Trevellas [illegible]

**Hitchings, Martin F.,**
*St. Austell, Cornwall.*
Saint Austell [illegible]

**Hjalmarsson, K.,**
*Mjöafirdi, Iceland.*
s. [illegible]

**Hjelmaren, Angf. Aktieb.,**
*Kumla, Eskilstuna, Sweden.*
*See* H. BRYDOLF.

**Hjelt, K. F.,**
*Hilla, Finland.*
Ilma [illegible]
Wilhelm 321

**"Hjo-Hastholmen," Angf. Aktieb.,**
*Hjo, Sweden.*
*See* H. SJÖSTEDT.

**Hoadley, Ingalls & Co.,**
s. [illegible]

**Hobart, W. T.,**
*Pembroke, Maine, U.S.*
Spartel 121

**Hobbs,**
*On board.*
McKinley [illegible]

**Hobbs, Wall & Co.,**
488, *Beale Street, San Francisco, Cal., U.S.*
s. Del Norte 179

**Hobson, John,**
*Back Jubilee Street, Sunderland.*
Village Maid [illegible]

**Hocken, John E.,**
*Polruan, Cornwall.*
Ada Peard [illegible]
E. S. Hocken 248
Jane Slade 115
Ocean Ranger [illegible]

**Hocken, R., & Co.,**
102, *Fenchurch Street, London, E.C.*
s. A. J. Hocken [illegible]
(Colorado Steam Ship Co., Ld.)
s. La Porte [illegible]

**Hodbarrow Mining Co., Ld.,**
*Millom, Cumberland.*
Hardback [illegible]

**Hodder, Hartley,**
*Sharpness Docks.*
Tankerton Tower [illegible]

**Hodge, George,**
1, *Belvedere Road, Faversham.*
Goldfinch [illegible]

**Hodge, J. A.,**
*Mercantile Chambers, Newcastle-on-Tyne.*
(Runcorn S.S. Co., Ld.)
s. Bride [illegible]
s. Canute [illegible]

s. designe les Vapeurs.

### Hodge, Thomas,
*Gloucester, Mass., U.S.*

| | Net Tons |
|---|---|
| Hattie M. Graham | 105 |
| J. K. Manning | 228 |

### Hodgens, R.,
*Adelaide Chambers, Swansea.*

| | |
|---|---|
| Poseidon | 1653 |

### Hodgson, Isaac,
5, *Frederick Street, Sunderland.*

| | |
|---|---|
| Challenger | 23 |

### Hoeg, T. A.,
*Laurvig, Norway.*

| | |
|---|---|
| Bergslien | 909 |

### "Hoek van Holland," Maatschappij
(Managers—G. DU RY VAN BEEST HOLLE & A. J. VAN DER PAAUW),
*Hoek van Holland, Holland.*

| | |
|---|---|
| s. Simon | 69 |

### "Hoek van Holland," Sleepdienst, Naaml. Vennootschap,
17, *Willemskade, Rotterdam, Holland.*

| | |
|---|---|
| s. Hollander | 80 |
| s. Scheveningen | 23 |

### Hoepcke, Carl, Junr.,
*Desterro, Brazil.*

| | |
|---|---|
| s. Max | 116 |

### Hoepfner, A. M.,
5, *Kvesthusgade, Copenhagen, Denmark.*

| | |
|---|---|
| Ingeborg | 119 |

### Höfding, Rederi Aktieb.,
*Kubikenborg, Sundswall, Sweden.*
*See* E. A. ENHÖRNING.

### Hoff, Henr.,
*Aalesund, Norway.*

| | |
|---|---|
| s. Palander | 15 |

### Hofgaard, Conrad Blumer,
*Kirkegd. 9, Christiania, Norway.*

| | |
|---|---|
| s. Aquila | 1497 |
| s. Avis | 664 |
| s. Falco | 1376 |
| s. Frutera | 998 |
| s. Hippolyte Dumois | 648 |
| s. Hirundo | 1343 |
| s. Phönix | 1376 |
| Servia | 1214 |

### Hogan, T., & Sons,
21-24, *State Street, New York, U.S.*

(North Atlantic S.S. Co., Ld.)

| | |
|---|---|
| s. Madawaska | 2653 |
| s. Manhanset | 1742 |
| s. Masconomo | 2738 |
| s. Massapequa | 1935 |
| s. Matteawan | 2127 |
| s. Menantic | 1934 |
| s. Mineola | 3129 |
| s. Miramichi | 2316 |
| s. Mohawk | 3129 |
| s. Mohican | 1749 |
| s. Monadnock | 2792 |
| s. Monomoy | 3149 |
| s. Montauk | 2202 |

### Höganas, Rederiaktieb.,
*Höganäs, Väsby, Sweden.*
*See* E. JOHNSSON.

### Hogarth, Hugh, & Sons,
72, *Great Clyde Street, Glasgow, and Ardrossan.*

| | Net Tons |
|---|---|
| Ardnamarchan | 1619 |
| Ballachulish | 1751 |
| Corryvrechan | 1266 |
| Machrihanish | 1641 |
| Ochtertyre | 1263 |
| (Hogarth Shipping Co., Ld.) | |
| s. Baron Ardrossan | 1825 |
| s. Baron Balfour | 2552 |
| s. Baron Cawdor | 2053 |
| s. Baron Dalmeny | [illegible] |
| s. Baron Eldon | [illegible] |
| s. Baron Fairlie | [illegible] |
| s. Baron Gordon | [illegible] |
| s. Baron Innerdale | 2149 |
| (Kelvin Shipping Co., Ld.) | |
| s. Baron Huntly | [illegible] |
| s. Baron Kelvin | 891 |

### Hogarth Shipping Co., Ld.
*See* H. HOGARTH & SONS.

### Hogg & Henderson,
*Middlesbro'.*

| | |
|---|---|
| s. Harriet | 381 |
| s. Middlesborough | 723 |
| s. Sumus | 141 |

### Hogg, J. T.,
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Helen Jane | 176 |

### Hoggarth, J., & Co.,
110, *Bute Street, Cardiff.*

| | |
|---|---|
| s. Felbridge | 1936 |
| s. Starcross | 1822 |

### Högh-Hervig, Kr.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Steinar | 171 |

### Höglund, C. A.,
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Gladstone | 95 |

### Hohnholz, H.,
*Grabenstrasse* 14, *Bremerhaven, Germany.*

| | |
|---|---|
| s. Brema | [illegible] |
| s. Burgermeister Smidt | 31 |
| s. Hanseat | 27 |
| s. Merkur | [illegible] |
| s. Roland | 41 |
| s. Schütting | [illegible] |
| s. Seefahrt | 58 |
| s. Vigilant | 58 |
| (Bremerhavener Fischerei Gesellschaft.) | |
| s. Weser | 63 |

### Hoikkala, J., & Co.,
*Viborg, Finland.*

| | |
|---|---|
| Walpas | 126 |

### Hojo, T.,
*Tanoura, Japan.*

| | |
|---|---|
| s. Hoyei Maru | 141 |

### Hokkai Sangyo Goshi Kaisha,
*Hakodate, Japan.*

| | |
|---|---|
| s. Tsukushi Maru | 657 |

### Hokkaido Tanko Tetsudo Kabushiki Kaisha,
1, *Nishi Sanchome Kitagoijo Sapporo, Hokkaido, Japan.*

| | |
|---|---|
| s. Iburi Maru | 1806 |
| s. Sorachi Maru | 1103 |
| s. Temiya Maru | 2139 |

### Holbrook, S. H.,
*Port Louis, Mauritius.*

| | Net Tons |
|---|---|
| Belmont | 371 |

### Holby, W. M.,
*Lusaker, pr. Christiania, Norway.*

| | |
|---|---|
| s. Foscolino | 632 |

### Holden, G., jun.,
*Whitstable, Kent.*

| | |
|---|---|
| Salacia | [illegible] |

### Holder, George,
*St. John, N.B.*

| | |
|---|---|
| Chesile | 330 |

### Holder, R. L.,
*Holderville, King's Co., N.B.*

| | |
|---|---|
| Beaver | 192 |

### Holding, William,
*Bridgwater.*

| | |
|---|---|
| Clara Felicia | 79 |

### Holdt & Isachsen,
*Stavanger, Norway.*

| | |
|---|---|
| s. Alabama | 578 |
| s. Dictator | 630 |
| s. Fulton | 367 |
| s. Gyller | 304 |
| s. Habil | 375 |
| s. Helen | 633 |
| s. Hiram | 496 |
| s. Katie | 641 |
| s. Mercator | 659 |
| s. Navigator | 797 |
| s. Sunniva | 447 |
| s. Utstein | 468 |
| s. Viator | 630 |

### Holland Amerika Lijn,
*See* NEDERLANDSCH-AMERIKAANSCHE STOOMVAART MAATSCHAPPIJ.

### Holland, Arthur, & Co.,
2, *East India Avenue, London, E.C.*

(Buenos Ayres Great Southern Railway Co., Ld.)

| | |
|---|---|
| s. Alfafa | 1917 |
| s. Azul | 1987 |
| s. Dorothy | 1 |
| s. Frank Parish | 1825 |
| s. Lomas | 1970 |
| s. Margarita | 1759 |
| s. Sola | 1971 |
| s. Tandil | 1825 |
| (Darwin Steam Ship Co., Ld.) | |
| s. Darwin | 1797 |
| s. Ruskin | 1554 |

### Holland, F. S.,
20, *Eastcheap, London, E.C.*

| | |
|---|---|
| s. Eastcheap | 763 |
| s. Cheapside | 736 |
| s. Fenchurch | 1554 |

### Holland Gulf Stoomvaart Maatschappij,
*Westerstraat* 19, *Rotterdam, Holland.*
*See* J. de POORTER.

### Holland, James,
9, *Bute Crescent, Cardiff.*

| | |
|---|---|
| s. Captain McClure | 394 |

### Holland, Naamlooze Vennoot. Stoomviss,
*Ymuiden, Holland.*
*See* C. PLANTEIJDT.

### Hollandia, Stoomboot Maatschappij,
*Amsterdam, Holland.*
*See* CANNE & BALWÉ.

### Hollands, J. W.,
13, *Isla de Romero, Santa Cruz, Manila, Philippine Islands.*

| | Net Tons |
|---|---|
| Prince George | 478 |

### Hollandsche Scheepvaart Maats.,
131, *Prins Hendrikkade, Amsterdam, Holland.*

| | |
|---|---|
| s. Minister Tak van Poortvliet | 380 |
| s. Professor Buys | 377 |

### Hollandsche Stoomboot Maatschappij,
*Handelskade, Amsterdam, Holland.*

| | |
|---|---|
| s. Amstelstroom | 478 |
| s. Eemstroom | 479 |
| s. Maastroom | 529 |
| s. Pro Patria | 775 |
| s. Rijnstroom | 444 |
| s. Scheldestroom | 723 |
| s. Veghtstroom | [illegible] |
| s. Ystroom | 499 |
| s. Zaanstroom | 544 |

### Hollandsche Zeevisscherij,
*Vlaardingen, Holland.*

| | |
|---|---|
| s. Java | 97 |

### Hollender, E. F.,
*Edsvalla, Sweden.*

(Nors Jernbruks Aktiebolag.)

| | |
|---|---|
| s. Delin | 71 |
| s. E. Hollender | 109 |

### Holliday, James,
101, *St. Peter Street, Quebec.*

| | |
|---|---|
| s. King Edward | 155 |

### Hollingsworth, J.,
59, *Albert Avenue, Newington, Hull.*

| | |
|---|---|
| s. Cecil Rhodes | 94 |

### Hollmén, I.,
*Euraåminne, Finland.*

| | |
|---|---|
| Axel | 352 |

### Hollow, J.,
*Digy, St. Ives, Cornwall.*

| | |
|---|---|
| Elwood | 91 |

### Holm, C. A.,
*Möllesund, Sweden.*

| | |
|---|---|
| Bohuslän | 318 |

### Holm, C. V. F.,
*Copenhagen, Denmark.*

| | |
|---|---|
| Rudolph | 163 |

### Holm, Casper Petersen,
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Aalborg | 610 |
| Anna Agnete | 632 |
| Copley | 1636 |
| Gladstone | 1118 |
| Havila | 1825 |
| Sixtus | 1797 |
| Tercera | 1024 |

### Holm, Ferdinand,
6, *Adelaide Street, Wellington, N.Z.*

| | |
|---|---|
| Helen Denny | 695 |

### Holm, G.,
*Halmstad, Sweden.*

| | Net Tons |
|---|---|
| Arabella | 635 |
| Astrid | 249 |
| Nordenskiold | 398 |

### Holm, J.,
*Kivik, Simrishamn, Sweden.*

| | |
|---|---|
| Concordia | 238 |
| Frida | 174 |
| Gambetta | 232 |
| Götha | 292 |
| Gyda | 282 |
| Phœnix | 265 |
| Talisman | 410 |

### Holm & Molzen,
*Flensburg, Germany.*

| | |
|---|---|
| s. Algieba | 1257 |
| s. Capella | 718 |
| s. Denebola | 910 |
| s. Electra | 796 |
| s. Gemma | 540 |
| s. Lucida | 902 |
| s. Mira | 598 |
| s. Taygeta | 802 |
| s. Wega | 521 |

### Holm, O. M.,
*Brantevik, Sweden.*

| | |
|---|---|
| Fylla | 104 |
| Leda | 174 |
| Lydia | 339 |
| Nordstjernan | 662 |

### Holm, P.,
*Skien, Norway.*

(Skien-Telemarkens Dampskibsselskab.)

| | |
|---|---|
| s. Inland | 77 |
| s. Nordsjo | 107 |
| s. Telemarken | 77 |
| s. Victoria | 66 |

### Holm & Wonsild,
*Copenhagen, Denmark.*

(Dampskibsselsk. Ægir.)

| | |
|---|---|
| s. Axel | 581 |
| s. Erik | 819 |
| s. Svend | 820 |
| (Dampsk. Selsk. "Myren.") | |
| s. Anna | 913 |
| s. Clara | 708 |
| s. Kai | 858 |
| (Aeties. Dmpsk. Skjalm Hvide.) | |
| s. Asjer Ryg | 672 |
| s. Skjalm Hvide | 353 |

### Holman, R. H.,
4, *Lloyd's Avenue, London, E.C.*

| | |
|---|---|
| s. Archtor | 2193 |
| s. Beltor | 2025 |
| s. Birchtor | 2378 |
| s. Furtor | 1954 |

### Holmberg, A. H.,
*Hangö, Finland.*

| | |
|---|---|
| Avu | 117 |

### Holmberg, C. F.,
*Luvia, Finland.*

| | |
|---|---|
| Aino | 255 |
| Hebe | 223 |
| Laura | 311 |
| Olga | 213 |

### Holmberg, C. G.,
*Westanfjerds* 3, *Kimito, Finland.*

| | |
|---|---|
| Emma | 239 |

### Holmberg, F. F.,
*Raumo, Finland.*

| | |
|---|---|
| Anna | 318 |

s. signifies Steamer.

## Holmberg, F. V.,

*Norrby, Lemland, Åland, Finland.*

Net Tons

Naima ... [illegible]

## Holmberg, Fredrik,

*Lusia, Finland.*

Ihana ... [illegible]
Saima ... 296
Walpas ... 296

## Holmblad, J. F.,

*Nakskov, Denmark.*

Thrine ... [illegible]

## Holmboe, J. Rye,

*Tromsö, Norway.*

s. Fonix ... 118

## Holme Line,

*See* HINE BROTHERS.

## Holmens Interessentskab,

*Risör, Norway.*

Stanley ... 287

## Holmes, C. S.,

35, *Steuart Street, San Francisco, Cal., U.S.*

Amelia ... [illegible]
Bainbridge ... [illegible]
S. C. Allen ... [illegible]

## Holmes, H. A.,

*Albert Quay, Aberdeen.*

s. George Grimmer ... 51

(Bon Accord Steam Fishing Co., Ld.)

s. Loch Leven ... 45
s. Loch Rannoch ... 45
s. Loch Ness ... 43
s. Loch Tay ... 71

(Empire Steam Fishing Co., Ld.)

s. Loch Garry ... 41
s. Loch Lydoch ... 44
s. Loch Stenness ... 33
s. Loch Strom ... 40

(Loch Line Steam Trawling and Fishing Co., Ld.)

s. Loch Katrine ... 44
s. Loch Lomond ... 40
s. Loch-na-Gar ... 54

(White Star Steam Fishing Co. of Aberdeen, Ld.)

s. Loch Carron ... 44
s. Loch Laggan ... 63
s. Loch Torridon ... 51

## Holmes, John,

*Toms River, New Jersey, U.S.*

Mary Manning ... 1130
Nellie W. Craig ... 468
Percy Birdsall ... 894

## Holmes, Livingstone,

23, *Cannon Place, Liverpool.*

Agadir ... [illegible]
Charles E. Lefevre ... [illegible]

## Holmgren, A. F. Cavalli,

9, *Stortorget, Stockholm, Sweden.*

(Ångf. Aktieb. Stockholms Omgifningar.)

s. Konung Gustaf Wasa ... 70

(Ångf. Aktieb. Stockholms Skärgård.)

s. Nordstjern ... 98
s. Prinsessan Margareta ... 123

## Holmlander, J. F.,

*Kotka, Finland.*

Net Tons

Kaima ... [illegible]

## Holmqvist, A. F.,

*Carlscrona, Sweden.*

(Karlskrona Ångf. Aktieb.)

s. Linnéa ... 347

## Holmroos, F. J.,

*Turku, Finland.*

Rakkaus ... 158

## Holmstrom, Gust.,

*Gefle, Sweden.*

(Ångf. Aktieb. "Södra Norrland.")

s. Gefle ... 376
s. Gestrikland ... 257
s. Oscar II. ... 374
s. Wester Norrland ... 412

## Holmstrom, M.,

*Föglö, Finland.*

Rakkaus ... 354

## Holmstrom, M. A.,

*Föglö, Finland.*

Anna Precht ... 346

## Holt, A., & Co.,

*India Buildings, Water Street, Liverpool*

(China Mutual Steam Nav. Co.' Ld.).

s. Ching Wo ... 2517
s. Hyson ... 4232
s. Kaisow ... 2529
s. Kaeman ... 5727
s. Kintuck ... 2881
s. Moyune ... 3016
s. Ningchow ... 5716
s. Oanfa ... 4867
s. Oopack ... 2517
s. Pak Ling ... 2875
s. Ping Suey ... 4150
s. Toonkai ... 3016
s. Yang-Tsze ... 4149

(Ocean S.S. Co., Ld.)

s. Achilles ... 4484
s. Agamemnon ... 4462
s. Ajax ... 4478
s. Alcinous ... [illegible]
s. Anchor ... 3543
s. Beagle ... 130
s. Calchas ... [illegible]
s. Calypso ... 389
s. Clarion ... 1661
s. Dardanus ... [illegible]
s. Deucalion ... 4476
s. Diomed ... 3005
s. Ganymede ... 284
s. Glaucus ... 3021
s. Hebe ... 345
s. Hector ... 3004
s. Idomeneus ... [illegible]
s. Jason ... [illegible]
s. Machaon ... 4477
s. Menelaus ... 3006
s. Nestor ... [illegible]
s. Orestes ... [illegible]
s. Patroclus ... 3545
s. Pelops ... 4580
s. Priam ... [illegible]
s. Prometheus ... 3583
s. Pyrrhus ... [illegible]
s. Saladin ... 1748
s. Sarpedon ... [illegible]
s. Stentor ... [illegible]
s. Sultan ... 1870
s. Telemachus ... [illegible]
s. Tydeus ... [illegible]
s. Ulysses ... [illegible]

## Holt, J., & Co. (Liverpool), Ld.,

81, *Dale Street, Liverpool.*

s. Garthorpe ... 187
s. Halstead ... [illegible]

## Holt, J. C.,

81, *Dale Street, Liverpool.*

Cymric ... 174

## Holten, William H.,

*Dresden, Devon.*

Net Tons

Alfred Rooker ... 70

## Holter, Chr.,

*Elvegaden No. 15, Christiania, Norway.*

Lyn ... 128

## Holtzapfel, Ed.,

15/16, *Dovenhof, Hamburg, Germany.*

Anakonda ... [illegible]
Dorado ... 1170

## Holway, W. C.,

*Machias, Maine, U.S.*

W. R. Chester ... [illegible]

## Holyman, W., Jun.,

*Launceston, Tasmania.*

s. Australian ... 441

## Holyman, W., Senr.,

*E. Devonport, Tasmania.*

s. Orion ... 114

## Holyman, W., & Sons,

*Barton Villa, E. Devonport, Tasmania.*

s. Dorset ... 58

## Holzmann, Philipp, & Co., G.m.b.H.,

*Frankfort-on-Main, Germany.*

Braunschweig ... 200
Oberlahnstein ... 200
Ilfeld ... 200

## Homan & Puddington,

81, *New Street, New York, U.S.*

Alma ... 120
Joseph Hay ... 165
Maria Pierson ... 200

## Home Trade Steam Carrying Co., Ld.,

88, *Great Clyde Street, Glasgow.*

*See* J. G. FREW & Co.

## Homeric S.S. Co., Ld.,

*Standard Buildings, 94, Hope Street, Glasgow; 4, Exchange Place, Middlesbro'; & 6, Lloyd's Avenue, London, E.C.*

*See* A. WEIR & Co.

## Homma Taizo,

29, *Benten-machi, Masukeyori, Prov. Teshio, Hokkaido, Japan.*

s. Masuke Maru ... 87

## Honduras Government,

*Tegucigalpa, Honduras.*

s. Tatumbla ... 200
s. Waikna ... 95

## Hong Kong, Canton, & Macao Steamboat Co., Ld.,

18, *Bank Buildings, Queen's Road Central, Victoria, Hong Kong.*

s. Hoisang Shan ... 1788
s. [illegible] ... 1499
s. Pearl Ar ... 1419
s. Sampan ... [illegible]
s. Sun Yi ... [illegible]
s. Tak Hing ... [illegible]

## Hong Kong, Canton, & Macao Steamboat Co., Ld., and China Nav. Co., Ld.,

18, [illegible] *Buildings, Queen's* [illegible] *Central, Victoria, Hong Kong.*

Net Tons

s. Fatshan ... 1452
s. [illegible] ... 1214
s. [illegible] ... 1400
s. [illegible] ... 1400

## Hong Kong Shipping & Trading Co., Ld.,

*Hong Kong.*

West York ... [illegible]

## Hong Kong & Whampoa Dock Co., Ld.,

*Queen's Buildings, New Praya, Hong Kong.*

s. Fame ... 145
s. Robert Cooke ... 211

## Hood, A. F.,

1, *St. Mary Axe, London, E.C.*

s. Minterne ... 1905

## Hoog, P. van der,

*Krimpen aan de Lek, Holland.*

Jeannetto Françoise ... 2231
Martina Johanna ... 1300

## Hooker, James,

38, *Spring Road, Ipswich.*

James Garfield ... 61

## Hooker, T. H.,

*Baltimore, U.S.*

John McGinnis ... 164

## Hooper, C. A., & Co.,

204, *Front Street, San Francisco, Cal., U.S.*

s. Marshfield ... 294

## Hooper, Eugene,

*New York, U.S.*

Isabella Gill ... [illegible]

## Hooper, John,

13, *Alpha Place, Appledore, Devon.*

Catherine ... [illegible]

## Hooper, John A.,

4, *California Street, San Francisco, U.S.*

Comet ... [illegible]
Ludlow ... 643
Meteor ... [illegible]

## Hooper, Robert,

112, *Naples Street, Antwerp.*

Mary Ann ... [illegible]

## Hooton, George,

154, *Longmoor Lane, Aintree, near Liverpool.*

s. Katie ... [illegible]

## Hope, G. McFadyen,

50, *Richmond Hill, Truro, Cornwall.*

Olive Branch ... 9

## Hope & Sloan,

50, *Wellington Street, Glasgow.*

Net Tons

s. Ashmount ... [illegible]

## Hopkins Steamship Co.,

*Mercantile* [illegible] *Building, Cleveland, Ohio.*

*See* CLEVELAND CLIFFS IRON Co.

## Hopkins, Thomas J.,

334, *E.* [illegible] *Street, Baltimore, Md., U.S.*

Kate Darlington ... [illegible]

## Hoppe, Carlos, y Ca.,

*Alameda Mazarredo 1, Bilbao, Spain.*

(Claudo Nav. Bat.)

s. Bink-Bat ... 1211
s. Bostak-Bat ... 1213
s. Laurak-Bat ... 1163
s. Seirak-Bat ... 1233
s. Zortzirak-Bat ... [illegible]

## Hopper, John,

22, *John Street, Sunderland.*

s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

## "Hoppet," Ångb. Aktieb.,

*Glafva, Sweden.*

*See* J. A. FRIDLUND.

## Horan, James,

*Arklow, co. Wicklow.*

James Shearer ... [illegible]

## Horberg, J. P.,

*Karlshamn, Sweden.*

Föreningen ... [illegible]
s. Smöjen ... [illegible]

## Horberg, S.,

*Hellevik, Mjellby, Silvesborg, Sweden.*

s. Kyros ... [illegible]

## Hordalans Dampskibsselskab,

*Bergen, Norway.*

s. Ternen ... [illegible]

## Horgen, C. J.,

*Filtvedt, Norway.*

Magnus Lars[illegible] ... [illegible]

## Hori Rikitaro,

9, *Yedocho,* [illegible], *Japan.*

[illegible] Maru ... [illegible]
[illegible] Maru ... [illegible]
[illegible] Maru ... [illegible]
[illegible] Maru ... [illegible]

## "Horn," Actien Gesellschaft Dampfschiffs-Rhederei,

*Lübeck, Germany.*

s. Bylgia ... [illegible]
s. [illegible] ... [illegible]
s. Delphin ... [illegible]
s. Euphemia ... [illegible]
s. Hersilia ... [illegible]
s. Horta ... [illegible]
s. Kolga ... [illegible]
s. Sydonia ... [illegible]
s. Sortonia ... [illegible]
s. [illegible] ... [illegible]

### Horn, H. C.,
*Schleswig, Germany.*

| | Net Tons |
|---|---|
| s. Franz Horn | 969 |
| s. Frida Horn | 700 |
| s. Heinrich Horn | [illegible] |
| s. Helene Horn | 1150 |
| s. Henry Horn | [illegible] |
| s. Herbert Horn | 1493 |
| s. Hilda Horn | 874 |
| s. Hornstein | 1450 |
| s. Ingrid Horn | 1292 |
| s. Irmgard Horn | 936 |
| s. Luise Horn | 828 |
| s. Marie Horn | 781 |
| s. Mimi Horn | 1389 |
| s. Minna | 700 |
| s. Paul | 700 |
| s. Stadt Schleswig | 677 |
| s. Therese Horn | 1500 |

### Hornby, James C.,
*Blackburn Street, Garston, near Liverpool.*

Tom Roper [illegible]

(Wilson Bros. Bobbin Co. (1900), Ld.).

*See* also entry under E. W. Turner.

| | |
|---|---|
| Brandon | 100 |
| Elizabeth Alice | 121 |
| Walter J. Cummins | 119 |

### Horndahl, P. N.,
*Nyhamn, Höganäs, Sweden.*

| | |
|---|---|
| Anna Bertha | 196 |

### Horndahl, S. N.,
*Höganäs, Sweden.*

| | |
|---|---|
| Hoganas | 240 |

### Horo-izumi Kisen Kabushiki Kaisha,
*Hakodate, Japan.*

| | |
|---|---|
| s. Teijo Maru | 89 |

### Horsley & Co.,
*Wanganui, N.Z.*

| | |
|---|---|
| Toroa | 133 |

### Horsley, M. H.,
*Scandinavian Chambers, Surtees Street, W. Hartlepool.*

(Horsley Line, Ld.)

| | |
|---|---|
| s. Bencliff | 1385 |
| s. Chicklade | 1548 |
| s. Dalmally | 1611 |
| s. Eastwood | [illegible] |
| s. Horsley | 2410 |
| s. Huntcliff | 2018 |
| s. Meridian | 2248 |
| s. Montgomery | 2222 |
| s. Rockcliff | 1497 |
| s. Selma | 2233 |
| s. Verax | 1640 |

### Horsley Line, Ld.,
*See* M. H. HORSLEY.

### Horton, William,
*Rhos-on-Sea, Colwyn Bay, Denbighshire*

(Colwyn Bay & Liverpool S.S. Co., Ld.)

| | |
|---|---|
| s. Rhos Colwyn | 89 |

### Hosainoff, V.,
*Salmis, Finland.*

| | |
|---|---|
| Ivan | 105 |
| Michael | 355 |
| Nikolai | 105 |
| Pavila | 216 |
| Petter | 162 |
| Wasili | 323 |

### Hosken, Trevithick, Polkinhorn & Co., Ld.,
*Hayle, Cornwall.*

| | |
|---|---|
| s. M. J. Hedley | 151 |

### Hosken, Wm., & Co.,
*Commercial Road, Penryn, Cornwall.*

| | Net Tons |
|---|---|
| Ivy | 58 |
| Penryn | 61 |

### Hosking, James P.,
*76, Knigton Road, Plymouth.*

| | |
|---|---|
| Fred Archer | 51 |

### Hosking, Richard,
*Dalton-in-Furness, Lancs.*

| | |
|---|---|
| Margaret Hobley | 91 |

### Hotes, Joh. M.,
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Brake | 120 |

### Houduce, Emile,
*Agon, Manche; and St. Malo, France; and St. Pierre-Miquelon.*

| | |
|---|---|
| Claire | 164 |
| Emile | 341 |
| Leopoldine | 260 |
| Paul and Marie | 215 |
| Reine | 164 |

### Houeland, E.,
*Stavanger, Norway.*

| | |
|---|---|
| Olga Pauline | 109 |

### Hough, Samuel, Ld.
(Manager—R. G. HOUGH),
*25, Water Street, Liverpool.*

| | |
|---|---|
| s. Annie Hough | 552 |
| s. Maggie Hough | 965 |
| s. Maggie Warrington | 539 |
| s. Mary Hough | 531 |

### Houlder Bros. & Co., Ld.,
*146, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Oswestry Grange | 4245 |

(Empire Transport Co., Ld.)

| | |
|---|---|
| s. Everton Grange | 4565 |
| s. Haversham Grange | 4886 |

(Houlder Line, Ld.)

| | |
|---|---|
| s. Beacon Grange | 2621 |
| s. Drayton Grange | 4246 |
| s. Elstree Grange | 2538 |
| s. Hornby Grange | 1593 |
| s. Langton Grange | 3795 |
| s. Ovingdean Grange | 1550 |
| s. Rippingham Grange | 3793 |
| s. Royston Grange | 2619 |
| s. Southern Cross | 3343 |
| s. Thorpe Grange | 2720 |
| s. Urmston Grange | 2213 |

### Houlder Line, Ld.,
*See* HOULDER BROS. & Co., Ld.

### Houlder, Middleton & Co.,
*8 & 9, Great St. Helen's, London, E.C.*

| | |
|---|---|
| s. Whitgift | 2842 |

(Mitre Shipping Co., Ld.)

| | |
|---|---|
| s. Coulsdon | 2772 |
| s. Kenley | 2431 |
| s. Selsdon | 2451 |
| s. Shirley | 2198 |

### Hoult, C., & Co.,
*Whitstable, Kent.*

| | |
|---|---|
| Leader | 185 |
| Sparkling Foam | 175 |

### Hoult, Joseph,
*Wellington Buildings, South Castle Street, Liverpool.*

| | |
|---|---|
| s. Bencroy | 1550 |
| s. Benhead | 1634 |
| s. Benshaw | 1077 |

### House, Nicholas,
*The Quay, New Quay, Cornwall.*

| | Net Tons |
|---|---|
| Hind | 100 |

### Houston, Davies & Ward,
*Milford Haven.*

| | |
|---|---|
| s. Hindustan | 55 |

### Houston, John, & Co.,
*38, Drury Buildings, Liverpool.*

| | |
|---|---|
| Albyn | 2095 |
| Cawdor | 2355 |
| Ellisland | 2355 |

### Houston, R. P., & Co.,
*10, Dale Street, Liverpool; and 16, Leadenhall Street, London, E.C.*

(British & South American Steam Nav. Co., Ld.)

| | |
|---|---|
| Belle Star | 259 |
| s. Dauntless | 672 |
| s. Fearless | [illegible] |
| s. Halizones | 3295 |
| s. Harmodius | 2213 |
| s. Harmonides | 2221 |
| s. Heliades | 1922 |
| s. Hellenes | 2029 |
| s. Hellopes | 1797 |
| s. Heraclides | 1881 |
| s. Herminius | 2292 |
| s. Hermione | 2555 |
| s. Hesione | 2342 |
| s. Hesperides | 2104 |
| s. Hilarius | 1993 |
| s. Hippomenes | 1733 |
| s. Homereus | 2123 |
| s. Honorius | 2126 |
| s. Horatius | 2297 |
| s. Hortensius | 2125 |
| s. Hostilius | 2025 |
| s. Hyades | 2090 |
| s. Hyacinthus | 3656 |
| s. Hyanthes | 2121 |
| s. Hydaspes | 3636 |
| s. Hylas | 2749 |
| s. Hypatia | 3605 |
| s. Hyperia | 2518 |

### Howaldt, Gebr.,
*Kiel, Germany.*

| | |
|---|---|
| s. Adler | 171 |

### Howard, Charles, & Sons,
*Africa House, 45 & 46, Leadenhall Street, London, E.C.*

(Howard S.S. Co., Ld.)

| | |
|---|---|
| s. Beatrice | 2139 |
| s. Cymbeline | 2150 |
| s. Imogen | 2454 |
| s. Titania | 2184 |

### Howard, David S.,
*Parrsboro, N.S.*

| | |
|---|---|
| Earl of Aberdeen | 416 |
| H. J. Logan | 772 |

### Howard, John,
*Frodsham, Cheshire.*

| | |
|---|---|
| Rhoda | 99 |

### Howard, John,
*High Street, Runcorn.*

| | |
|---|---|
| Truthseeker | 89 |

### Howard Steam Ship Co., Ld.,
*Africa House, 45 & 46, Leadenhall Street, London, E.C.*

*See* CHARLES HOWARD & SONS.

### Howard, Thos. W.,
*48, Mark Lane, London, E.C.*

| | |
|---|---|
| Llama | 143 |

### Howard, Walter T.,
*48, Mark Lane, London, E.C.*

| | Net Tons |
|---|---|
| Jubilee | 164 |

### Howatson, G., & Co.,
*Abercorn Quay, Londonderry.*

| | |
|---|---|
| Scotsman | 189 |

### Höyer, Nils P.,
*Brække, Skien, Norway.*

| | |
|---|---|
| Antares | 779 |
| Bass Rock | [illegible] |
| Eos | [illegible] |
| Magda | 1022 |
| Montgomeryshire | 1401 |
| Niola | 649 |
| Sydenham | 970 |

### Höyer, Rasmus,
*Berggatan 11, Helsingfors, Finland.*

| | |
|---|---|
| Alice | 933 |

### Hoyt, Albert J.,
*Oyster Bay, L.I., U.S.*

| | |
|---|---|
| s. Mildred | 67 |

### Huarte y Bonito, Ana,
*Barcelona, Spain.*

| | |
|---|---|
| s. Ann | 151 |

### Huber, E.,
*33, Rue Jean Ribault, Dieppe, France.*

| | |
|---|---|
| s. Aigle | 50 |
| s. Albatros | 47 |
| s. Alcyon | 36 |

### Hubert, L., fils,
*St. Servan, France; & St. Pierre-Miquelon.*

| | |
|---|---|
| Fleur de Marie | 176 |
| Germaine and Louis | 102 |
| St. Hubert | 155 |

### Huddart, Parker & Co. Proprietary, Ld.,
*525, Collins Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Anglian | 1354 |
| s. Barwon | 1914 |
| s. Burrumbeet | 1561 |
| s. Coogee | 286 |
| Coorong | 344 |
| s. Corio | 1305 |
| s. Courier | 223 |
| s. Despatch | 114 |
| s. Eagle | 17 |
| s. Excelsior | 172 |
| s. Falcon | 25 |
| s. Hygeia | 427 |
| s. Meeinderry | 111 |
| s. Moorabool | 1947 |
| s. Nemesis | 886 |
| s. Pelican | 30 |
| s. Victoria | 1870 |
| s. Westralia | 1819 |
| s. Wimmera | [illegible] |
| s. Zealandia | 1736 |

### Hude, L. v. d.,
*Svendborg, Denmark.*

| | |
|---|---|
| Saga | 139 |

### Hudgins, R. W.,
*Norfolk, Va., U.S.*

| | |
|---|---|
| Flora Rogers | 357 |
| Harbeson Hickman | 419 |
| William Lorman Roberts | 725 |

### Hudig & Veder,
*Willemsplein 8, Rotterdam, Holland.*

(Hudig & Veder's Stoomv. Maats.)

| | |
|---|---|
| s. Arundo | 1048 |
| s. Callisto | 2284 |
| s. Celaeno | 1712 |
| s. Themisto | 2327 |

### Hudson, Asher J.
(HUDSON BROS.),
*Norfolk, Va., U.S.*

| | Net Tons |
|---|---|
| John R. King | 595 |
| Martha E. McCabe | 742 |

### Hudson Bros.,
*Norfolk, Va., U.S.*

| | |
|---|---|
| s. Asher J. Hudson | 68 |
| Henry A. Litchfield | 595 |
| William H. Bailey | 465 |

### Hudson, H.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Hudson | 240 |

### Hudson, R. M., & Sons,
*Tanstock House, Borough Road, Sunderland.*

| | |
|---|---|
| s. General Havelock | 243 |
| s. Leitrim | 2811 |
| s. Mascotte | 2018 |
| s. Melbourne | 2432 |
| s. Queensland | 2476 |

### Hudson River Day Line Co.,
*Desbrosses St. Pier, New York, U.S.*

| | |
|---|---|
| s. Albany | 815 |
| s. New York | 1261 |

### Hudson's Bay Co.,
*1, Lime Street, London, E.C.*

| | |
|---|---|
| s. Inenew | 46 |
| s. Pelican | 290 |
| Storken | 459 |

### Huet, C., & Cie.,
*Ile aux Chiens, St. Pierre-Miquelon.*

| | |
|---|---|
| Béarn & Bretagne | 199 |
| Paimpolais | 166 |

### Hufnagel, Plottier & Co.,
*Paysandu, Uruguay.*

| | |
|---|---|
| s. Queguay | 101 |

### Hughes, A. S.,
*115, Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Asa W. Hughes | 53 |
| s. Atkins Hughes | 58 |
| s. John F. Lewis | |

### Hughes Bros. & Bangs,
*1, Madison Avenue, New York, U.S.*

| | |
|---|---|
| s. Anson M. Bangs | [illegible] |
| s. Colonel John F. Gaynor | 76 |
| s. Eugene Hughes | 56 |

### Hughes & Co.,
*Menai Bridge, North Wales.*

| | |
|---|---|
| Anglesey | 1260 |
| Merioneth | 1366 |

### Hughes, Griffith,
*Glan Llyn, Morfa Bychan, Carnarvon.*

| | |
|---|---|
| Faith | 58 |

### Hughes, Henry,
*Tremydon, Moelfra, Anglesey.*

| | |
|---|---|
| William Shepherd | 57 |

### Hughes, Henry, & Co.,
*Glanydon, Llanbebly Road, Carnarvon.*

| | |
|---|---|
| Miss Beck | 89 |
| Miss Hughes | 59 |
| Urania | 88 |



s. signifies Steamer.

**Hughes, J.,**
1, *Broadway, New York, U.S.*

| | Net Tons |
|---|---|
| City of San Antonio | [illegible] |
| [illegible] | [illegible] |

**Hughes, James,**
1300, *North Third Street, Philadelphia, U.S.*

| | |
|---|---|
| James Judge | 594 |
| Mary B Judge | 399 |

**Hughes, John E.,**
115, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. John A. Hughes | 107 |

**Hughes, Owen,**
*Amlwch, Anglesea.*

| | |
|---|---|
| Baltic | 69 |

**Hughes, Ralph T.,**
*Saltburn-by-the-Sea.*

| | |
|---|---|
| s. Coronet | 1122 |

**Hughes, Richard, & Co.,**
17, *James Street, Liverpool.*

| | |
|---|---|
| s. Avon | 277 |
| s. Brier Rose | 173 |
| s. Moss Rose | 147 |
| s. Pansy | 235 |
| s. Pink Rose | 195 |
| s. Primrose | 79 |
| s. Red Rose | 147 |
| s. Wild Rose | 76 |

**Hughes, Thomas,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Princess of Thule | 115 |

**Hughes-Jones, R., & Co.,**
*The Albany, Oldhall Street, Liverpool.*

| | |
|---|---|
| Carnedd Llewelyn | 1898 |
| Celtic Chief | 1709 |
| Celtic Monarch | 1982 |
| s. Celtic Princess | 2308 |
| Celtic Queen | 1736 |
| Celtic Race | 1783 |

**Hugoma Steamship Co.,**
380, *West Avenue, Rochester, N.Y.*

| | |
|---|---|
| s. Hugoma | 1284 |

**Huijgens, W. A.,**
*Bussum, Holland.*

| | |
|---|---|
| Amsterdam | 1100 |
| Europa | 1911 |
| Nederland | 1956 |

**Huizenga, H.,**
*Damsterdiep 20, Groningen, Holland.*

| | |
|---|---|
| Dina | 134 |

**Hulin, E.,**
3, *Rue Jeanne d'Arc, Rouen, France.*

| | |
|---|---|
| s. Saint Wandrille | 1191 |
| s. Villequier | 1250 |

**Hull, Corporation of the Trinity House of,**
*Hull.*

| | |
|---|---|
| s. Queen | 87 |

**Hull & Netherlands Steam Ship Co., Ld.,**
*Hesleyate Buildings, Humber Dock Side, Hull.*
*See* J. H. N. RINGROSE.

**Hull Steam Fishing & Ice Co., Ld.,**
[illegible] *Andrew's Dock, Hull.*

| | Net Tons |
|---|---|
| s. Adelaide | [illegible] |
| s. Alderney | 57 |
| s. Auckland | 55 |
| s. Australia | 148 |
| s. Bengal | 64 |
| s. Bombay | 69 |
| s. [illegible] | [illegible] |
| s. Cairo | [illegible] |
| s. Canada | [illegible] |
| s. Ceylon | [illegible] |
| s. Delhi | 57 |
| s. Durban | 57 |
| s. Egypt | 53 |
| s. Europe | 120 |
| s. Gibraltar | 51 |
| s. Gozo | 64 |
| s. Guernsey | 57 |
| s. Hobart | [illegible] |
| s. Hornsea | [illegible] |
| s. India | 52 |
| s. Ireland | [illegible] |
| s. Jamaica | 60 |
| s. Jersey | [illegible] |
| s. Johannesburg | 65 |
| s. Khartoum | 119 |
| s. Kimberley | 65 |
| s. Klondyke | 55 |
| s. Labrador | 57 |
| s. Ladysmith | 65 |
| s. Lucknow | 57 |
| s. Mafeking | 65 |
| s. Malabar | 57 |
| s. Malta | 94 |
| s. Mauritius | [illegible] |
| s. Melbourne | 57 |
| s. Montreal | 63 |
| s. Natal | 69 |
| s. New Zealand | 111 |
| s. Ontario | 58 |
| s. Perim | 57 |
| s. Perth | 55 |
| s. Pomona | 57 |
| s. Poonah | 57 |
| s. Pretoria | [illegible] |
| s. Quebec | 57 |
| s. Queensland | 63 |
| s. Rhodesia | 56 |
| s. Sark | 52 |
| s. Scotland | 63 |
| s. Shetland | 50 |
| s. Singapore | 58 |
| s. Sydney | 57 |
| s. Tanjore | 55 |
| s. Tasmania | 50 |
| s. Thanet | 63 |
| s. Tobago | 56 |
| s. Toronto | [illegible] |
| s. Trinidad | 61 |
| s. Vancouver | 59 |
| s. Wales | 57 |

**Hull Steam Shipping Co., Ld.,**
*Castle Street, Hull.*
*See* G. R. SANDERSON & Co.

**Hulme & Hart,**
421, *Market Street, San Fransisco, Cal., U.S.*

| | |
|---|---|
| s. Argo | 112 |

**Hultberg, L. J.,**
*Hassle, Vallby, Hassle sn., Sweden.*

| | |
|---|---|
| s. Signhild | 105 |

**Hulthén, J. C.,**
*Helsingborg, Sweden.*
(Rederiaktieb. "Norlsjon.")

| | |
|---|---|
| s. Julius Cæsar | 585 |

**Humber Pilots' Steam Cutter Co., Ld.,**
20, *Queen Street, Hull.*

| | |
|---|---|
| s. Commander Cawley | [illegible] |
| s. W. A. Massey | 57 |

**Humber Steam Towing Co., Ld.,**
337, *Hedon Road, Hull.*
*See* S. HARRISON.

**Humber Steam Trawling Co., Ld.**
(Manager—R. H. Hobbs),
*St. Andrew's Dock, Hull.*

| | Net Tons |
|---|---|
| s. Bassethound | 57 |
| s. Bloodhound | 52 |
| s. Boarhound | 57 |
| s. Buckhound | 55 |
| s. Bulldog | 57 |
| s. Edward [illegible] | [illegible] |
| s. Excelsior | 58 |
| s. Foxhound | [illegible] |
| s. Gazehound | 49 |
| s. Greyhound | 60 |
| s. John Sherburn | 97 |
| s. Lord Chancellor | 57 |
| s. Mastiff | 58 |
| s. Merrie Islington | 56 |
| s. Mt. Dennis [illegible] | 58 |
| s. Oriental [illegible] | 52 |
| s. Philip Maitland | 58 |
| s. Pointer | 63 |
| s. [illegible] | 58 |
| s. Sir Albert Rollit | 57 |
| s. Taurus | 57 |
| s. Walter S. Bailey | [illegible] |

**Humboldt Lumber Co.,**
1st & Alice Streets, Adams Wharf, Oakland, Cal., U.S.

| | |
|---|---|
| Oakland | [illegible] |

**Hume, George W., & Co.,**
122, *Davis Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Coryphene | 735 |
| M. P. Grace | 1810 |
| St. Nicholas | 1688 |
| Willscott | 1866 |

**Hummel, J. F.,**
*Port Adelaide, S.A.*

| | |
|---|---|
| True Blue | 447 |

**Humpy Bong Steam Ship Co., Ld.,**
*Queen Street, Petrus Bight, Brisbane*

| | |
|---|---|
| s. Emerald | 117 |

**Hungarian Levant Steamship Co., Ld.,**
*V., Zoltan-utcza 18, Budapest, Hungary.*

| | |
|---|---|
| s. Attila | 2063 |
| s. Corvin Mátyás | 1995 |
| s. Hieronymi | 1444 |
| s. Kelet | 535 |
| s. Nador | 1800 |

**Hunkin, Joseph W.,**
16, *Parade, Truro, Cornwall.*

| | |
|---|---|
| Helena Tregenza | 115 |
| Henrietta | 74 |
| Janie | 14 |
| Lizzie | 82 |
| Pearl | [illegible] |

**Hunt, J. C.,**
*Bridgwater, Somerset*

| | |
|---|---|
| s. A1 | 89 |

**Hunter & Ezard,**
52, *Aire Street, Goole.*
(Goole & West Riding Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Edie | 548 |
| s. Lisette | 477 |
| s. Nell Joss | 181 |
| s. Wreathier | 426 |

**Hunter, G. B.,**
*c.o Swan, Hunter & Wigham-Richardson, Ld., Newcastle-on-Tyne.*

| | |
|---|---|
| s. Belgian King | 3153 |

**Hunter, George B.,**
109, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Joel F Sheppard | 496 |

**Hunter, James W.,**
*Cayman Brac, Jamaica.*

| | Net Tons |
|---|---|
| Albatross | 110 |

**Hunter, R. D.,**
*Oakland, Cal., U.S.*

| | |
|---|---|
| [illegible] | [illegible] |

**Hunting & Son,**
*Exchange Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Bloomfield | [illegible] |
| s. Linda | [illegible] |
| s. Saxoleine | [illegible] |
| s. Westhall | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |

(Norwick Steamship Co., Ld.)

| | |
|---|---|
| s. Ainwick | [illegible] |

**Huntington, Norwalk & Bridgeport Steam Ferry Co.**
(Manager—J. B. Young.)
*Halesite, N.Y., U.S.*

| | |
|---|---|
| Huntington | [illegible] |

**Huon Channel & Peninsula S.S. Co., Ld.,**
*Brooke Street, Hobart, Tasmania.*

| | |
|---|---|
| s. Nubeena | 89 |

**Huon Timber Co., Ld.,**
24, *George Square, Glasgow.*
*See* T. JACKSON.

**Hurchid, Hadji,**
*Rizeh, Turkey.*

| | |
|---|---|
| Allah Kerim | 146 |

**Huret, Joseph,**
*Boulogne, France.*

| | |
|---|---|
| s. Carnarvan | [illegible] |
| s. Rosana | [illegible] |
| s. Sirius | [illegible] |

**Huret, Theodore,**
10, *Rue Magenta, Boulogne, France.*

| | |
|---|---|
| Colbert | 108 |
| Duguesclin | 117 |
| Jeanne d'Arc | 106 |
| s. Jeanne d'Arc | 65 |

**Hurford, W. E.,**
70, *Greengate Street, Barrow.*

| | |
|---|---|
| Twin Brothers | [illegible] |

**Hurley, E. C., & Co.,**
*Exchange Buildings, Bute Docks, Cardiff.*

| | |
|---|---|
| s. Ely Rise | [illegible] |
| s. Garth | [illegible] |
| s. Gwalia | [illegible] |

**Hurley, J.,**
46, *Prince Street, Bristol.*

| | |
|---|---|
| Margarita | [illegible] |

**Hurman, J. L.,**
*West Quay, Bridgwater.*
(Bridgwater Steam Towing Co., Ld.)

| | |
|---|---|
| s. Bonita | (gross) 65 |

**Huron Barge Co.,**
*Western Reserve Building, Cleveland, Ohio.*
*See* PICKANDS, MATHER & Co.

**Hurum, A. E.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| s. [illegible] | [illegible] |

**Hussein Ali,**
*Smyrna, Asiatic Turkey.*

| | |
|---|---|
| Hadji Rahman | [illegible] |

**Hussein, Hadji,**
*Smyrna, Asiatic Turkey.*

| | |
|---|---|
| Tchaoul Bazar | [illegible] |

**Hussein Mecio Beh,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Bella Scutarina | [illegible] |

**Hussein Mustafa,**
*Tripoli, Turkey.*

| | |
|---|---|
| Hadji Rahman | [illegible] |

**Hussein Mustafa,**
*Scutari, Albania.*

| | |
|---|---|
| Murghi Bahor | [illegible] |

**Hustad, Carl,**
*Namsos, Norway.*
(Namdalens Actiedampskibsselskab.)

| | |
|---|---|
| s. Harlaug | [illegible] |
| s. Rollaug | [illegible] |

**Huston, A. J.,**
*Seaford, Del., U.S.*

| | |
|---|---|
| Orlando V. Woolten | [illegible] |

**Huston, I. R.,**
*Bethel, Del., U.S.*

| | |
|---|---|
| Harland W. Huston | [illegible] |

**Hutchings Bros.,**
31, *South Street, New York, U.S.*

| | |
|---|---|
| St. Paul | [illegible] |

**Hutchings, E. E.,**
31, *South Street, New York, U.S.*

| | |
|---|---|
| Egeria | [illegible] |
| Kathleen | [illegible] |
| Severn | [illegible] |
| Venturer | [illegible] |
| Venturer | [illegible] |
| White Wings | [illegible] |

**Hutchings, George H.,**
*Dartmouth.*

| | |
|---|---|
| Torrent | [illegible] |

**Hutchings, T. W.,**
s. [illegible] *Tregonwell Terrace, Weymouth, Dorset.*

| | |
|---|---|
| Jessie | [illegible] |
| Swift | [illegible] |

**Hutchings, W. R.,**
31, *South Street, New York, U.S.*

| | |
|---|---|
| Adam W. [illegible] | [illegible] |
| Louvima | [illegible] |
| St. Croix | [illegible] |
| St [illegible] | [illegible] |

**Hutchings, William,**
*Middle Street, Padstow, Cornwall.*

| | |
|---|---|
| C.B.K.F. | [illegible] |
| Fe[illegible] | [illegible] |

s. designe les Vapeurs.

**Hutchings, William, jun.,**
*Middle Street, Padstow, Cornwall.*

| | Net Tons |
|---|---|
| Ezel | 138 |

**Hutchings, William H.,**
*Appledore, Devon.*

| | |
|---|---|
| Nellie Mary | 49 |

**Hutchingson, E. G.,**
*New York, U.S.*

| | |
|---|---|
| Estelle | 389 |

**Hutchingson, J. G.,**
*South Brooksville, Me., U.S.*

| | |
|---|---|
| Adam Bowlby | 108 |

**Hutchins, A. J.,**
*5, Dock Chambers, Cardiff.*

| | |
|---|---|
| s. Emilie | 1027 |
| s. Kate B. Jones | 1251 |
| s. Nethermoor | 1344 |

**Hutchinson, C. S.,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. Martin Muller | |

**Hutchinson & Co.,**
*315, Perry Payne Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| J. T. Hutchinson | 2780 |

**Hutchinson, E. P.,**
*2, Humber Place, Humber Dock Street, Hull.*

| | |
|---|---|
| s. Tees | 86 |
| s. Trent | 267 |

**Hutchinson, T.,**
*82, Dock Street East, Sunderland.*

| | |
|---|---|
| s. Devonia | 14 |

**Hutchinson, T. C.,**
*Bryn-y-Mor, Saltburn-by-Sea.*
(Skinningrove Iron Co., Ld.)

| | |
|---|---|
| s. Cattersty | 161 |
| s. Hummersea | 161 |
| s. Skinningrove | 165 |

**Hutchinson, Thomas,**
*95, South Main Street, Wexford.*

| | |
|---|---|
| Miss Williams | 79 |

**Hutchinson, W. H. H.,**
*Prince's Dock Chambers, Hull.*

| | |
|---|---|
| s. Holme Wood | 99 |

**Hutchinson, W. H. H., & W. Williamson,**
*Prince's Dock Chambers, Hull; and Rose Street, Kirkcaldy.*
(Kirkcaldy S.S. Co., Ld.)

| | |
|---|---|
| s. Ravenscraig | |
| s. Rosyth | 66 |

**Hutchison, J. & P.,**
*31, Hope Street, Glasgow.*

| | |
|---|---|
| s. Achilles | 137 |
| s. Alverton | 898 |
| s. Apollo | 1303 |
| s. Argo | 159 |
| s. Comorin | 298 |
| s. Cornucopia | 934 |
| s. Dewsland | 1245 |
| s. Fernside | 1227 |
| s. Hector | 79 |
| s. Niobe | 289 |
| s. Paris | 122 |
| s. Princess Alexandra | 319 |

**Hutson, Guybon.**

| | Net Tons |
|---|---|
| s. Degrave | 46 |

**Hutt, J. W.,**
*Liverpool, N.S.*

| | |
|---|---|
| Elsie | 149 |

**Hutt, John,**
*Port Medway, N.S.*

| | |
|---|---|
| Onyx | 139 |

**Huttenbach, August,**
*Beach Street, Penang.*

| | |
|---|---|
| s. Ho Kwei | 209 |
| s. Pulo Riman | 283 |
| s. Thaiping | 160 |

**Hvistendahl, H.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Celurca | 330 |

**Hyne, Henry J.,**
*Maryborough, Queensland.*

| | |
|---|---|
| s. Hopewell | 86 |

**Hyne & Son,**
*Maryborough, Queensland.*

| | |
|---|---|
| Mayflower | 124 |

**Hyogo Ken,**
*Kobé, Hiogo, Japan.*

| | |
|---|---|
| s. Soko Go | 170 |

**Hyperion, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* A. L. NILSSON.

**Hytten, Oscar,**
*Tönsberg, Norway.*

| | |
|---|---|
| Camana | 545 |
| s. Labor | 949 |
| s. Lodsen | 757 |
| s. Louise | 822 |
| s. Lyng | 835 |

# I

**Iacono, Raffaele,**
*Ischia, Italy.*

| | |
|---|---|
| L'Angelo Raffaele I. | 143 |

**Iago, J.,**
*Brunswick, Ga., U.S.*

| | |
|---|---|
| s. Neptune | 80 |

**Iannuzzi, Antonio, & A. Caneva,**
*Meta, Italy.*

| | |
|---|---|
| Matilde | 554 |

**Ibarra, Alejo,**
*Ancud, Chili.*

| | Net Tons |
|---|---|
| Benilde | 484 |
| Juan José Latorre | 391 |
| Matilde | 507 |

**Iberian S.S. Co., Ld.,**
*Seaton Buildings, 17, Water Street, Liverpool.*
*See* J. H. WACKERBARTH & Co.

**Ibis, Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Idar Steam Ship Co., Ld.,**
*3, New Quay, Liverpool.*
*See* E. BATES & SONS.

**Idarei Massousieh**
(Ottoman Steam Navigation Co.),
*Galata, Constantinople, Turkey.*

| | |
|---|---|
| s. Adana | 1096 |
| s. Afrika | 557 |
| s. Aidin | 55 |
| s. Ali Saib Pasha | 1240 |
| s. Anatoli | 41 |
| s. Assyr | 1209 |
| s. Bahri Djedid | 895 |
| s. Bartin | 84 |
| s. Beshiktash | 156 |
| s. Bigah | 31 |
| s. Bingazi | 352 |
| s. Bourgas | 74 |
| s. Chesmeh | 18 |
| s. Confidah | 132 |
| s. Cossova | 1023 |
| s. Crete | 431 |
| s. Djallan | 37 |
| s. Djanik | |
| s. Dolma Bagtchi | 834 |
| s. Edrémid | 178 |
| s. Erenkieni | 24 |
| s. Esser-Shefket | 53 |
| s. Fener Backtché | 121 |
| s. Ferragh | 65 |
| s. Gallipoli | 175 |
| s. Garb | 2107 |
| s. Haidar Pasha | 121 |
| s. Herekee | 75 |
| s. Hodeidah | 1325 |
| s. Ihsan | 262 |
| s. Ineboli | |
| s. Kadikeu | 75 |
| s. Kadriyeh | 150 |
| s. Kaiserieh | 993 |
| s. Kalamish | 257 |
| s. Kaplan | 624 |
| s. Kartal | 50 |
| s. Kenalee | 153 |
| s. Kiamil Pasha | 1186 |
| s. Maltepea | 75 |
| s. Marmara | 153 |
| s. Marmara | 1568 |
| s. Mekké | 1572 |
| s. Medari Fevaid | 75 |
| s. Medari Tevfick | 1090 |
| s. Mersin | 195 |
| s. Murvet | 886 |
| s. Nejid | 400 |
| s. Nev-Esser | 262 |
| s. Nimet Huda | 1183 |
| s. Nuzhetié | 75 |
| s. Panderma | 192 |
| s. Pars | 515 |
| s. Plevna | 221 |
| s. Sahadet | 1091 |
| s. Sakariah | 1159 |
| s. Samsoun | 48 |
| s. Selamet | 1099 |
| s. Selanik | 497 |
| s. Shark | 863 |
| s. Sheref | 879 |
| s. Sherei Ressan | 1116 |
| s. Sooghoodlee | 1304 |
| s. Taif | 1175 |
| s. Tarsus | 797 |

**Idelerwitsch, Beimusch, & A. Tschernikow,**
*Rostoff/Don, Russia.*

| | |
|---|---|
| s. Prorok Jona | 314 |

**Idestrom, C. A.,**
*Oscarshamn, Sweden.*
(Oscarshamns Ångf. Aktieb.)

| | Net Tons |
|---|---|
| s. Borgholm | 109 |
| s. Viking | 142 |

**Iguchi Hambei,**
*Kamisaki, Owari, Japan.*

| | |
|---|---|
| s. Fukusan Maru | 1042 |
| s. Sanyu Maru | 380 |

**Ihlen, T.,**
*1B, Toldbodgaden, Christiania, Norway.*

| | |
|---|---|
| Jason | 699 |

**Ihlen, T.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Vidar | 171 |

**Ihlen, T.,**
*Haugesund, Norway.*
(Dampskibsselsk. Juno.)

| | |
|---|---|
| s. Svan | 57 |

**Iida, N.,**
*Hakodate, Japan.*

| | |
|---|---|
| s. Shinso Maru | |

**Ikeda, M.,**
*Higashi-Kawazoye, Japan.*

| | |
|---|---|
| s. Kokwo Maru | 339 |

**Ikuta Shokwai Kabushiki Kaisha,**
*Kobé, Hiogo, Japan.*

| | |
|---|---|
| s. Ikuta Maru | 428 |

**Ilderton Steamship Co., Ld.,**
*Africa House, 46, Leadenhall Street, London, E.C.*
*See* STEEL, YOUNG & Co.

**Ilenda, K.,**
*Riga, Russia.*

| | |
|---|---|
| Ronis | 136 |

**Ilhavo, José Carolla, e Encarnação,**
*Oporto, Portugal.*

| | |
|---|---|
| D. Elvira | 123 |

**Ilias Effendi Mollahzadeh & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Istambool | 781 |

**Iliopulo, G.,**
*Syra, Greece.*

| | |
|---|---|
| Dio Fili | 176 |

**Illawarra Steam Navigation Co.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Allowrie | 294 |
| s. Bega | 305 |
| s. Eden | 361 |
| s. Illawarra | 313 |

**"Immacolata," Consorzio Piroscafo A. U.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| s. Immacolata | 2069 |

**Imossi, L. F.,**
(A. Mateos & Sons),
*Pitman's Alley, Gibraltar.*

| | Net Tons |
|---|---|
| s. Magnus | 334 |
| s. Midas | 51 |

**Imperial British East Africa Co.**

| | |
|---|---|
| s. Juba | 134 |

**Imperial Committee to assist the Pomars,**
*Torgovia Street No. 18, St. Petersburg, Russia.*

| | |
|---|---|
| s. Andrei Pervosvanni | 9 |

**Imperial Steam Fishing Co., Ld.,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Dane | 104 |
| s. Imperialist | 96 |
| s. Norman | 105 |
| s. Saxon | 88 |

**Imperial Steamship Co., Ld.,**
*10, India Buildings, 14, Cross Street, Manchester; & 76, Church Street, West Hartlepool.*
*See* SIVEWRIGHT, BACON & Co.

**Incagnone, A.,**
*Trapani, Sicily.*

| | |
|---|---|
| Presente | 370 |

**Inch, A.,**
*14, Alma Place, North Shields.*

| | |
|---|---|
| s. Linnet | 50 |

**Inch Shipping Co., Ld.,**
*Queen Insurance Buildings, 13, Castle Street, Liverpool.*
*See* HAMILTON, FRASER & Co.

**Inchausti & Co.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Filipino | 35 |
| s. Isabel I. | 9 |
| s. Laguna de Bay | 77 |
| s. Manila | 83 |
| s. Mayon | 61 |
| s. Sorsogon | 406 |

**Incledon, F. J.,**
*Braunton, N. Devon.*

| | |
|---|---|
| Priory | 38 |

**Indefatigable Training Ship. Committee of,**
*Liverpool.*

| | |
|---|---|
| James J. Bibby | 63 |

**Independent, Rhederei,**
*Cologne, Germany.*

| | |
|---|---|
| s. Independent | 1040 |

**Independent Steamboat & Barge Co.,**
*Alexandria, Va., U.S.*

| | |
|---|---|
| s. River Queen | 426 |

**Indherreds Aktie Dampskibsselskab.,**
*Stenkjær, Norway.*
*See* A. KLEVEN.



s. signifies Steamer.

## India General Navigation & Railway Co., Ld.

(Managing Agents—KILBURN & CO.),
4, *Fairlie Place, Calcutta.*

| | Net Tons |
|---|---|
| s. Atlas | [illegible] |
| s. Curlew | 310 |
| s. Martha | [illegible] |
| s. Seagull | 401 |

## Indian Government,

*Bombay.*

| | |
|---|---|
| s. Madras | 493 |
| s. Retriever | 84 |

## India Rubber, Gutta Percha & Telegraph Works Co., Ld.,

106, *Cannon Street, London, E.C.*

| | |
|---|---|
| s. Buccaneer | 480 |
| s. Dacia | 1473 |
| s. Silvertown | 3724 |

## Indiana Transportation Co.,

*Chicago, Ill., U.S.*

s. Indianopolis [illegible]

## Indische Handels Compagnie,

*Batavia.*

Henriotte Haasmann ... 703

## Indo-China Steam Navigation Co., Ld.,

29, *Cornhill, London, E.C.*
(Manager—William Keswick.)

| | |
|---|---|
| s. Amara | 1586 |
| s. Canton | 1110 |
| s. Chang Wo | 696 |
| s. Choy-Sang | 1424 |
| s. Chun Sang | 1418 |
| s. Columbia | 273 |
| s. E. Sang | 1127 |
| s. El Dorado | 892 |
| s. Fau Sang | 1410 |
| s. Foo Shing | 1433 |
| s. Hang Sang | 1356 |
| s. Hin Sang | 1536 |
| s. Hip Sang | 1040 |
| s. Hop Sang | 1359 |
| s. Kiang Wo | 1354 |
| s. King Sing | 1223 |
| s. Kum Sang | 2078 |
| s. Kutwo | 1924 |
| s. Kwong-Sang | 1428 |
| s. Lai Sang | 2225 |
| s. Lien Shing | 1049 |
| s. Lok Sang | 979 |
| s. Loong Sang | 1093 |
| s. Mausang | 1644 |
| s. Nam Sang | 2531 |
| s. On Sang | 1787 |
| s. Pechili | 881 |
| s. Sui Sang | 1776 |
| s. Sui Wo | 1931 |
| s. Tai Sang | 1544 |
| s. Tak Sang | 977 |
| s. Ting Sang | 1045 |
| s. Tuck-Wo | 2355 |
| s. Tung Shing | 1173 |
| s. Wai-Shing | 1165 |
| s. Wing Sang | 1517 |
| s. Wo Sang | 1127 |
| s. Yat Shing | 1424 |
| s. Yik Sang | 1236 |
| s. Yuen Sang | 1128 |
| s. Yuen Wo | 1538 |

## Indra Line, Ld.,

*The Atlantic*, 8, *Brunswick Street, Liverpool.*
*See* T. B. ROYDEN.

## Indre Nordhordlands Dampskibsselskab.,

*Bergen, Norway.*
*See* E. JOHANNESSEN.

## Inga, Dampskibsselskabet,

*Amaliegade* 33, *Copenhagen, Denmark.*
*See* P. L. FISKER.

## Ingebrigtsen, P.,

*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Retis | 125 |

## Ingelsson, B.,

*Helsingborg, Sweden.*
(Rederiaktieb. "Karnan.")

| | |
|---|---|
| s. Heros | 916 |
| s. Irene | 1172 |

## Ingelsson, L. P.,

*Rödd, Raus sn. Sweden.*

Anna ... 280

## Inglis, Thomas,

*Boston, Mass., U.S.*

Sarah ... 176

## Ingmansson, I.,

*Stensnäs, Mörrums Sn, Sweden.*

| | |
|---|---|
| s. Dana | 515 |
| s. Svea | 1060 |

## Ingolf, Acties.,

*Spro, pr. Christiania, Norway.*
*See* O. M. HALVORSEN.

## Ingvarsson, E.,

*Brantevik, Simrishamn, Sweden.*

Ellen ... 112

## Ingvarsson, P.,

*Brantevik, Simrishamn, Sweden.*

| | |
|---|---|
| Amazone | 272 |
| Sigrid | 138 |

## Inland, Ångb. Aktieb.,

*Kungelf, Sweden.*
*See* E. ZETTERLÖF.

## Inocencio, D.,

*Cavite, Philippine Islands.*

Aurea ... 109

## Inocencio, M.,

*Cavite, Philippine Islands.*

Dos Hermanas ... 148

## Inouye Fusa,

*Tokio, Japan.*

Tsunemoto Maru ... 411

## Inouye Miyokichi,

*Nagasaki, Japan.*

s. Shin-hijikawa Maru ... 81

## Insley, William, J.,

*Seaford, Del., U.S.*

Thomas J. Shryock ... 165

## Insular S. S. Co., Ld.,

*Westport, N.S.*

s. Westport III ... 49

## Inter-Island Steam Navigation Co., Ld.,

*P.O. Box* 408, *Honolulu, Hawaii.*

| | Net Tons |
|---|---|
| s. Hanalei | 502 |
| s. Iwalani | 240 |
| s. James [illegible] | [illegible] |
| s. Kauai | 285 |
| s. Ke Au Hou | [illegible] |
| s. [illegible] Lea | [illegible] |
| s. Mikahala | [illegible] |
| s. Nihau | 301 |
| s. Noeau | 221 |
| s. W. G. Hall | [illegible] |
| s. Waialeale | 176 |

## Interlake Co.,

*Western Reserve Building, Cleveland, Ohio.*
*See* PICKANDS, MATHER & CO.

## Inter-Ocean Transportation Co.,

*Milwaukee, Wisconsin, U.S.*
*See* D. VANCE & CO.

## International Ferry Co.,

*Buffalo, N.Y., U.S.*

s. Mascotte ... 87

## International Line Steam Ship Co., Ld.,

*Flowergate, Whitby.*
*See* C. MARWOOD.

## International Mercantile Marine Co.

(AMERICAN LINE.)

*Land Title Building, Broad and Sansom Streets, Philadelphia, U.S.*

| | |
|---|---|
| s. Conemaugh | 1739 |
| s. Finland | 7927 |
| s. Indiana | 2561 |
| s. Kroonland | 7927 |
| s. New York | 4643 |
| s. Ohio | 2072 |
| s. Pennsylvania | 2567 |
| s. Philadelphia | 4577 |
| s. St. Louis | [illegible] |
| s. St. Paul | 5874 |

## International Navigation Co., Ld.

(AMERICAN LINE.)

27 & 29, *James Street, Liverpool; Canute Road, Southampton*; 38, *Leadenhall Street, and 3, Cockspur Street, London.*

| | |
|---|---|
| s. Ajax | 133 |
| s. Haverford | 7493 |
| s. Kensington | 5645 |
| s. Merion | 7459 |
| s. Noordland | 3250 |
| s. Southwark | 5142 |
| s. Westernland | 3584 |
| s. Zeeland | 7511 |

## International, Nya Rederi-aktieb.,

1, *Stortorget, Stockholm, Sweden.*
*See* G. L. AHLSTRÖM.

## Inver Steam Line Fishing Co., Ld.,

158, *Victoria Road, Torry, Aberdeen.*
*See* WM. SUMMERS.

## Inverness Railway & Coal Co.,

*Inverness, C.B.*

Inverness [illegible] ... [illegible] 1181

## Ionian S.S. Navigation,

*Piræus, Greece.*
*See* DESTOUNI & YANNOULATOS.

## Ipsen, H.,

*Svendborg, Denmark.*
(Sydfynske Dampsk. Selskab.)

| | Net Tons |
|---|---|
| s. Alb. | [illegible] |
| s. Sli | 27 |
| s. Thor | 115 |
| s. Tranekjær | [illegible] |

## Ipswich Dock Commissioners

(Manager—Joseph Wing),
*Ipswich.*

s. Stratton ... 117

## Ipswich Harbour Commissioners,

*Ipswich.*

Ipswich ... 151

## Ipswich Steam Shipping Co.,

*Ipswich.*

s. Woodland ... [illegible]

## Iredale, P., & Porter, Ld.,

*Mersey Chambers, Old Church Yard, Liverpool.*

| | |
|---|---|
| Ainsdale | 1725 |
| Allonby | 1400 |
| Astoria | 1429 |
| Bessfield | 1292 |
| Cockermouth | 1297 |
| Cumbrian | 1053 |
| Dovenby | 1547 |
| Iredale | 1473 |
| Lonsdale | [illegible] |
| Peter Iredale | 1994 |

## Ireland, James,

*Linwood, N.J., U.S.*

s. Sallie I'on ... 479

## Irgens, O. & A.,

*Bergen, Norway.*

| | |
|---|---|
| s. Agnes | [illegible] |
| s. Belvernon | 687 |
| s. Ellis | 1176 |
| s. Farmand | 862 |
| s. Harald | 495 |
| s. John Wilson | 485 |
| s. Mount Vernon | 648 |
| s. Preston | 908 |
| s. Veritas | 704 |
| s. Voland | 670 |

## Iribar y Cia.,

*Manila, Philippine Islands.*

s. Legazpi ... [illegible]

## Irinico, Alafuso,

*Santorin, Greece.*

Agios Georgios ... 234

## Iris Steam Ship Co., Ld.,

40, *Mount Stuart Square, Cardiff.*
*See* P. THOMAS & CO.

## Irish Lights, Commissioners of,

21, *Westmoreland Street, Dublin.*

| | |
|---|---|
| s. Alexandra | [illegible] |
| s. Ierne | [illegible] |
| s. Moya | 99 |
| s. Tearaght | [illegible] |

## Irish Shipowners' Co., Ld.,

113, *Corporation Street, Belfast.*
*See* T. DIXON & SONS.

## Irmao, A., & Co.,

*Para, Brazil.*

| | Net T. |
|---|---|
| s. Vieira | [illegible] |
| s. Vieira da Cunha | [illegible] |

## Irmaos, F., & Co.,

*Pernambuco, Brazil.*

[illegible] ... [illegible]

## Iron Steamboat Co.,

*Pier (New)* 1, *North River, New York, U.S.*

| | |
|---|---|
| s. Columbia | [illegible] |
| s. Ottawa | [illegible] |
| s. Potomac | [illegible] |
| s. Powhatan | [illegible] |
| s. Shrimp | [illegible] |
| s. Tacoma | [illegible] |

## Iroquois Trans. Co.,

*Chicago, Ill., U.S.*
*See* F. J. PRENDIVILLE.

## Irrawaddy Flotilla Co., Ld.,

15, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| Aong | [illegible] |
| Ahlone | [illegible] |
| Akyab | [illegible] |
| s. Alguada | [illegible] |
| Allanmyo | [illegible] |
| s. Amherst | [illegible] |
| s. Amyen | [illegible] |
| Ap Min | [illegible] |
| s. Ataran | [illegible] |
| s. Ava | [illegible] |
| s. Bandoola | [illegible] |
| Beading | [illegible] |
| s. Benzoo | [illegible] |
| Bentinck | [illegible] |
| Bhan | [illegible] |
| Bhanlay | [illegible] |
| Bhatdrung | [illegible] |
| s. Burma | [illegible] |
| s. Canton | [illegible] |
| Chantha | [illegible] |
| Chin Dwin | [illegible] |
| s. China | [illegible] |
| Cornwallis | [illegible] |
| Corvan | [illegible] |
| Duchune | [illegible] |
| Dung | [illegible] |
| Dalhousie | [illegible] |
| s. Dufferin | [illegible] |
| Dumdaw | [illegible] |
| Gymkhana | [illegible] |
| s. Gyne | [illegible] |
| Hardinge | [illegible] |
| Hastings | [illegible] |
| Henzada | [illegible] |
| s. Hindustan | [illegible] |
| s. Hwaga | [illegible] |
| Hline | [illegible] |
| Hu Cha | [illegible] |
| Impaulay | [illegible] |
| s. India | [illegible] |
| s. Irrawaddy | [illegible] |
| s. Java | [illegible] |
| s. Kalaung | [illegible] |
| Kathe | [illegible] |
| Kathyen | [illegible] |
| s. Kah Kyoo | [illegible] |
| Kaloon | [illegible] |
| Kalegouk | [illegible] |
| Kalay | [illegible] |
| Kasen | [illegible] |
| s. Katoomo | [illegible] |
| s. Kedleston | [illegible] |
| Kemmendine | [illegible] |
| s. Kendal | [illegible] |
| Khamaung | [illegible] |
| Kun Tee Ya | [illegible] |
| Kun Kaine | [illegible] |
| Kungoo | [illegible] |
| Kwaywah | [illegible] |
| Kyaikto | [illegible] |
| Lansdowne | [illegible] |
| Lawrence | [illegible] |
| Leppadan | [illegible] |
| Lydian | [illegible] |
| Macpherson | [illegible] |
| Maleya | [illegible] |
| Manay | [illegible] |
| s. Mandalay | [illegible] |
| s. Mangoon | [illegible] |
| Manoora | [illegible] |
| s. Martaban | [illegible] |
| Maubin | [illegible] |
| s. Mayoon | [illegible] |
| Maymyo | [illegible] |
| Maytho | [illegible] |

(Continued.)

s. désigne les Vapeurs.

### Irrawaddy Flotilla Co., Ld.
*(continued.)*

| | Net Tons |
|---|---|
| s. Munepoor | 260 |
| Myohla | 480 |
| s. Nagama | 245 |
| s. Naikhan | 204 |
| s. Ngawoon | 138 |
| Ngawoon | 791 |
| Noahthat | 652 |
| Okkan | 480 |
| s. Okpho | 154 |
| s. Pago | 250 |
| Paing | 484 |
| s. Palow | 154 |
| Pangwey | 480 |
| s. Pantanaw | 103 |
| s. Pokin | 250 |
| Poomgi | 652 |
| Pyaphoon | 353 |
| s. Rescue | 65 |
| Ripon | [illegible] |
| s. Salween | 45 |
| Sandoway | 922 |
| Sayah | 392 |
| Sayfan | 480 |
| s. Shan | 250 |
| Sheemagn | 362 |
| s. Siam | 913 |
| Sungoo | 480 |
| s. Syriam | 204 |
| Tagoon | 215 |
| s. Tarok | 85 |
| Taroup | 215 |
| s. Thambyadine | 148 |
| Thatone | 358 |
| Thanbo | 361 |
| Thongwa | 777 |
| Thoodaw | 211 |
| s. Tokio | 85 |
| Tsalay | 777 |
| Tsampo | 484 |
| Twantay | 777 |
| Yamethin | 222 |
| Yandaboh | 777 |
| Yandoon | 702 |
| Yantaba | 362 |
| Yau | 215 |
| Zaloon | 777 |

### Irvin, G. D.,
*Commercial Road, Aberdeen.*
(Eastern Steam Fishing Co. Ld.)

| | |
|---|---|
| s. Campania | 45 |
| s. Columbia | 52 |
| s. Corinthia | 63 |

### Irvin, John H.,
*7, Devonshire Road, Aberdeen.*
(Union Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Admiral | 23 |
| s. Crocus | 33 |
| s. Daisy | 15 |
| s. Iris | 42 |
| s. Snowdrop | 59 |

### Irvin, R.,
*Fish Quay, North Shields.*
(Irvin Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Anglia | 22 |
| s. Ben Macdhui | 63 |
| s. Cambria | 12 |
| s. Cygnet | 45 |
| s. Egyptian Prince | 23 |
| s. English Prince | 37 |
| s. Fisher Prince | 18 |
| s. Grecian Prince | 20 |
| s. Imperial Prince | 21 |
| s. Irish Prince | 37 |
| s. Ivernia | 44 |
| s. Merchant Prince | 23 |
| s. Mercia | 19 |
| s. Naval Prince | 17 |
| s. Osprey | 45 |
| s. Pretoria | 33 |
| s. Rhodesia | 16 |
| s. Sailor Prince | 35 |
| s. Scottish Prince | 20 |
| s. Soldier Prince | 35 |
| s. Trawler Prince | [illegible] |
| s. Valentia | 14 |
| s. Victorian Prince | 18 |
| s. Welsh Prince | 19 |

### Irvin, R., Jr.,
*Fish Quay, North Shields.*
(Castle Trawl & Line Fishing Co., Ld.)

| | |
|---|---|
| s. Dilston Castle | 22 |
| s. Kielder Castle | 22 |
| s. Stirling Castle | 46 |
| s. Windsor Castle | 52 |

### Irvin Steam Fishing Co., Ld.
*See* R. IRVIN.

### Irvine Harbour Trust,
*Irvine, Scotland.*

| | Net Tons |
|---|---|
| s. Irvine | 125 |

### Irvine, W. W. G.,
13, *King Street, Liverpool.*

| | |
|---|---|
| Casablanca | 569 |
| Jessie Osborne | 1058 |
| Orari | 995 |

### Irving, G.,
*Burlington, Co. Halton, Ontario.*

| | |
|---|---|
| Annandale | 180 |

### Irwin, John,
29, *Champernowne Terrace, Ilfracombe, Devon.*

| | |
|---|---|
| Selina Mary | 35 |

### Irwing, James,
1, *Barrack Street, Sunderland.*

| | |
|---|---|
| s. Conqueror | 14 |

### Isaac, Charles,
*Liskeard, Cornwall.*

| | |
|---|---|
| John Clark | 93 |
| Katie Cluett | 126 |

### Isaacs, M., & Sons, Ld.,
*St. George's House, Eastcheap, London, E.C.*

| | |
|---|---|
| s. Sargasso | 927 |

### Isaachsen, Otto,
*Bergen, Norway.*

| | |
|---|---|
| s. Herman Wedel Jarlsberg | 1940 |

### Isachsen, Anders,
*Grimstad, Norway.*

| | |
|---|---|
| s. Anglia | 992 |
| France | 423 |
| s. Solva | 641 |

### Isachsen, Harald,
*Grimstad: & Toldbadgaden, Christiania, Norway.*

| | |
|---|---|
| s. Gyda | 738 |
| s. Helga | 1670 |
| s. Ragna | 1110 |

### Isakson, C. I.,
*Hernösand, Sweden.*
(Hernösand-Sollefteå Ångb. Aktieb.)

| | |
|---|---|
| s. Strömkarlen | 92 |

### Isaksson, E. R.,
*Wiborg, Finland.*

| | |
|---|---|
| s. Wiipuri | 115 |

### Isaksson, H.,
*Resö. Lurs sn., Göteborgs län, Sweden.*

| | |
|---|---|
| Thema | 161 |

### Isaksson, J.,
*Åbo, Finland.*

| | |
|---|---|
| Primus | 228 |

### Isbister, R. B.,
*Sumburgh, near Lerwick.*

| | Net Tons |
|---|---|
| Columbine | 35 |

### Ishigaki Kumataro,
8, *Higashihama-machi, Hakodate, Japan.*

| | |
|---|---|
| s. Kepuron Maru | 236 |

### Ishizaki Heihachiro,
*Oaza Mitsuho Mitsugahamamachi, Wakegun, Prov. Iyo, Japan.*

| | |
|---|---|
| s. Aioi Maru No. 8 | 64 |

### Iskenderoff, Asim,
*Baku, Russia.*

| | |
|---|---|
| s. Adschi Aga | 766 |
| s. Ali Ousejnoff | 450 |
| s. Mirza-Aga | 590 |
| s. Samed Aga | |

### Island Line.
*See* P. DENNISTON & CO.

### Islander Steam Ship Co., Ld., Bristol.
*See* M. WHITWILL & SON.

### Islandsk Handels & Fiskerikompagni Akties.
(Managers—B. Sigurdsson & S. Davidsen),
*Brogade, No. 3, Copenhagen, Denmark.*

| | |
|---|---|
| Brogade Nr. 3 | |
| Gudrun | 110 |

### Isle of Man Steam Packet Co., Ld.,
*Imperial Buildings, Douglas, Isle of Man.*

| | |
|---|---|
| s. Ben My Chree | 446 |
| s. Douglas | [illegible] |
| s. Ellan Vannin | 128 |
| s. Empress Queen | 471 |
| s. Fenella | 216 |
| s. King Orry | 385 |
| s. Mona | 308 |
| s. Mona's Isle | 557 |
| s. Mona's Queen | 635 |
| s. Prince of Wales | 470 |
| s. Queen Victoria | 470 |
| s. Snaefell | 393 |
| s. Tynwald | 147 |

### Isles Steam Ship Co.,
53, *Bothwell Street, Glasgow.*
*See* A. D. REID.

### Isles Steam Shipping Co., Ld.,
*Cathedral Buildings, Dean Street, Newcastle-on-Tyne.*
*See* DIXON, ROBSON & CO.

### Ismail Ahmet Aga,
*Dulcigno, Montenegro.*

| | |
|---|---|
| Caval Marino | 130 |

### Ismaïl, Suleiman Ahmed,
*Dulcigno, Montenegro.*

| | |
|---|---|
| Hairlie | 175 |

### Ismalgehay Lalmangibai Vadra,
*Damao, Portuguese India.*

| | |
|---|---|
| Amisade | |

### Ismay, Imrie & Co.
(WHITE STAR LINE).
30, *James Street, Liverpool; and* 34, *Leadenhall Street, London, E.C.*
(Oceanic Steam Navigation Co., Ld.)

| | Net Tons |
|---|---|
| s. Afric | 7804 |
| s. Arabic | 10062 |
| s. Athenic | 7833 |
| s. Baltic | |
| s. Bovic | 4230 |
| s. Canopic | 7717 |
| s. Cedric | 13520 |
| s. Celtic | 13449 |
| s. Cevic | 5403 |
| s. Coptic | 2744 |
| s. Corinthic | 7832 |
| s. Cretic | 8663 |
| s. Cymric | 8508 |
| s. Delphic | 5401 |
| s. Doric | 2936 |
| s. Gaelic | 2691 |
| s. Georgic | 6570 |
| s. Germanic | 2991 |
| s. Gothic | 4975 |
| s. Ionic | 7826 |
| s. Magnetic | 122 |
| s. Majestic | 4443 |
| s. Medic | 7825 |
| s. Oceanic | 6917 |
| s. Persic | 7820 |
| s. Pontic | 210 |
| s. Republic | 9742 |
| s. Romanic | 7416 |
| s. Runic | 8097 |
| s. Suevic | 8108 |
| s. Teutonic | 4269 |

### Isola, Edoardo,
*Novi Ligure, Italy.*

| | |
|---|---|
| s. Generale Baratieri | 120 |

### Isola, Gio Batta.,
*Apartados 608, Lima, Peru.*

| | |
|---|---|
| Italia | 230 |
| Liguria | 544 |
| Mentana | 487 |
| Pro Patria | 402 |

### Isola Hermanos,
*Calle de Lima 100-102, Callao, Peru.*

| | |
|---|---|
| Victoria | 294 |

### Isola & Yerboline,
*Lima, Peru.*

| | |
|---|---|
| José Pozzo | 157 |

### Issaia, G. P.,
*Taganrog, Russia.*

| | |
|---|---|
| Ekaterini | 269 |

### "Italia," Società di Nav. a Vap.
*Via Roma No. 4, Genoa, Italy.*

| | |
|---|---|
| s. Ravenna | 2748 |
| s. Toscana | 2748 |

### Italo-Britannica Royal Italian Mail Steam Nav. Co.,
8, *Austin Friars, London, E.C.*
*See* GALBRAITH, PEMBROKE & CO.

### Itamura Sukeyemon,
*Hakodate, Japan.*

| | |
|---|---|
| s. Oshima Maru | [illegible] |

### Itaya Gomei Kaisha,
17, *Iroani Machi, Otaru, Hokkaido, Japan.*

| | |
|---|---|
| s. Yahiko Maru | 1946 |
| s. Yoneyama Maru | 1960 |

### Ivers, F.,
18, *Mittlroechstrasse, Stettin, Germany.*

| | Net Tons |
|---|---|
| s. Susanne | 220 |

(Pommersche Dampfschiffs Gesellschaft.)

| | |
|---|---|
| s. Britannia | 558 |
| s. Hispania | [illegible] |
| s. Italia | 502 |
| s. Svionia | 531 |

### Iversen, E.,
*Christiansand, Norway.*

| | |
|---|---|
| Urda | 118 |

### Iversen, H.,
*Skaarupör, Svendborg, Denmark.*

| | |
|---|---|
| Mercur | 103 |

### Iversen, O.,
*Christiania, Norway.*

| | |
|---|---|
| Sjomanden | 357 |

### Ivy Steamship Co.,
*New York, U.S.*

| | |
|---|---|
| s. City of Key West | 601 |

### Iwanaga Sohei,
72, *Arikawamura, Minamimatsura Gun. Nagasaki, Japan.*

| | |
|---|---|
| s. Bukwo Maru | 100 |
| s. Hatsutaka Maru | 57 |

### Iwanai Kisen Kabushiki Kaisha,
47, *Omonai-cho, Iwanai-gun, Shiribeshi, Japan.*

| | |
|---|---|
| s. Hijikawa Maru No. 5 | 350 |
| s. Toun Maru | 115 |

### Iwata, K.,
*Nagasaki, Japan.*

| | |
|---|---|
| s. Hinode Maru | 691 |

## J

### Jacarino, L., & A. Romano,
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Sorrento | 708 |

### Jaccarino, Antonio,
*Via Cristoforo Colombo No. 68, Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Anna | 695 |

### Jaccarino, D.,
*Castellamare, Italy.*

| | |
|---|---|
| Antonio | 495 |

s. signifies Steamer.

**Jack, Thomas,**
*Larne Harbour, Ireland.*
(Shamrock Shipping Co., Ld.)
Net Tons
s. Alacrity
s. Argus
s. Gitana
s. Granuaile
s. Inver
s. Kelso
s. Rathmore
s. Swallow

**Jacks, Robt.,**
*Commercial Chambers, King Street, South Shields.*
Ariel

**Jacks, W., & Co.,**
41, *St. Vincent Place, Glasgow.*
(Canadian Ocean and Inland Navigation Co., Ld.)
*See also entry under* W. PETERSEN, LD.
s. Scottish Hero ..... 1386

**Jackson, Beaumont & Co.,**
*Deddington Chambers, Bowlalley Lane, Hull.*
s. Southella ..... 834

**Jackson Bros. & Cory,**
6, *Crosby Square, London, E.C.*
s. Ibex ..... 1519
s. Reindeer ..... 1522
(Forest Oak Steam Shipping Co., Ld.)
s. Forest Brook ..... 1720
s. Forest Castle ..... 1330
s. Forest Dale ..... 2256

**Jackson, Israel,**
*Goole.*
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**Jackson, J. B., W. Edwards, & H. Roffey,**
*Whitby.*
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**Jackson, James M.,**
*Tilt Cove, N.F.L.*
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**Jackson, John (Sir), Ld.,**
53, *Victoria Street, Westminster, London, S.W.*
Buffalo
Crocodile
Dromedary ..... 685
s. Empress of India ..... 6
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Hippopotamus ..... 678
s. Irene ..... 74
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s. Northumbria ..... (Gross) 100
s. Ouse Hopper No. 1 ..... 231
s. Ouse Hopper No. 2 ..... 233
s. Rotterdam ..... 340
s. Weser ..... 9

**Jackson, T.,**
24, *George Square, Glasgow.*
(Huon Timber Co., Ld.)
Magnet ..... 464

**Jackson, W.,**
6, *Montague Terrace, Hillhead, Glasgow.*
s. Omravati ..... 61

**Jackson, William,**
*Thorngrove, Aberdeen.*
Net Tons
s. Huntor

**Jacobs, F. W.,**
*Gerstemunde, Germany.*
s. Anna
s. Maud
s. Nordstern
s. Seehund
s. Sonne

**Jacobs, John I., & Co.,**
60, *St. Mary Axe, London, E.C.*
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Redbo ..... 875
Swansea Castle ..... 647
Windsor Castle ..... 618

**Jacobs, Michael C.,**
9, *Queen Street, Melbourne.*
C. J. S.

**Jacobsen, Albert,**
*Fredheim, Mandal, Norway.*
Concordia

**Jacobsen, And.,**
*Prindsensgade 3, Christiania, Norway.*
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s. Gelf ..... 622
s. Heim ..... 757
s. Hird ..... 722
s. Nord ..... 730
s. Pelk ..... 744
s. Raum ..... 775
s. Ravn ..... 795
s. Rein ..... 725
s. Ring
s. Tolv ..... 740

**Jacobsen, Bertrand,**
*Arendal, Norway.*
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Columba ..... 529
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*Fredriksstad, Norway.*
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**Jacobsen & Co.,**
*Langesund, Norway.*
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**Jacobsen, H.,**
*Kragroen, pr. Fredriksstad, Norway.*
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**Jacobsen, H. A.,**
*Fredriksstad, Norway.*
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**Jacobsen, Hans P.,**
*Langesund, Norway.*
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**Jacobsen, Herman,**
*Billet, pr. Sarpsborg, Norway.*
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*Fredriksstad, Norway.*
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**Jacobsen, J. N., & Co.,** Actieselskab,
*Fredriksstad, Norway.*
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*Mandal, Norway.*
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**Jacobsen, P.,**
*Porsgrund, Norway.*
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**Jacobsen, S.,**
*Haugesund, Norway.*
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**Jacobsen, W. J.,**
*Arendal, Norway.*
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**Jacobsen, Z. T.,**
*Troense, Denmark.*
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**Jacobson, B.,**
*Riga, Russia.*
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**Jacobsson, O. E.,**
*Visby, Sweden.*
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**Jacquemin, M.,**
7, *Place de la République, Paris, France.*
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**Jacquier, Leopold,**
4 & 6, *Rue Arsène-le-loup, Nantes, France.*
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**Jacumis, A. G.,**
*Skiathos, Greece.*
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**Jadar, Acties.,**
*Stavanger, Norway.*
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**Jade & Co.,**
*Lübeck, Germany.*
s. Livadia ..... 100

**Jafunjee, Essajee,**
*Galle, Ceylon.*
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**Jaga, I. S.,**
*Odessa, Russia.*
s. Polinkoff

**Jager, P.,**
*Uppesgrieu, pr. Tatsen, Riga, Russia.*
Anna Jager
Catharina

**Jagger, Albert F.,**
*Auckland, N.Z.*
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**Jago, Michael,**
*Kertel, Dago, Russia.*
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**Jahn, L.,**
(A. H. Schwedersky.)
*Lazarethstrasse, Memel, Germany.*
s. Veritas

**Jahnsen, J. E.,**
*Lillesand, Norway.*
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**Jahnsohn, J., & M. Weide,**
*Riga, Russia.*
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**Jakovleff, K.,**
*Wiborg, Finland.*
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**Jalo, F. N.,**
*Nystad, Finland*
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**Jalonen, K. E.,**
*Raumo, Finland.*
Laura ..... 140

**Jaluit Gesellschaft,**
*Gr. Bleichen 53, Artushof, Hamburg, Germany.*
Neptun ..... 140
s. Oceana ..... 416

**James, Ann (Mrs.),**
*Pengarn Fawr, St. Dogmaels.*
Telephone

**James, James,**
*Grey House, St. Dogmaels, Pembrokeshire.*
Isabel

**Jamieson, G., & Co.,**
28, *South Castle Street, Liverpool.*

**Jamieson, W. B.,**
*Hopewell Cape, Albert County, N.B.*

**Jamin-Villars,**
*Granville, France.*
Net Tons
Marie Luisa
Granvillaise
Léopold

**Jamison & Bond,**
*New York, U.S.*
Williamsburg

**Jané, Marcelino,**
*Merced, Barcelona, Spain.*
Angelita
Concha Fargueza
Nuestra Señora

**Jans, J. D.,**
*Dragör, Denmark*
Thorvaldson

**Jansen, Hans E.,**
*Hittero, Flekkefjord, Norway.*
s. Arbutus
Bonita
Ebenezer

**Jansohn, J.,**
*Trinitatisstrasse No. 4, Riga, Russia.*
Adam
Anna Mathilde
Jonatan

**Jansohn, J., & K. Johanson,**
*Trinitatisstrasse No. 4, Riga, Russia.*
Concordia

**Jansohn, J., & Gebr. Weide,**
*Trinitatisstrasse No. 4, Riga,*
Anna

**Jansohn, M.,**
*Windau, Russia.*
Aron
Nicolai

**Janson, J.,**
*Popen, Russia.*
Charlote

**Janssen, W.,**
*Neuharlingersiel, Ostfriesland.*
Tommi

**Jansson, A. G.,**
*Vesternäs, Vaddö, Sweden.*
Anna

**Jansson, Anders,**
*Högerud, Sweden.*
s. Maria

**Jansson, C. E.,**
*Elmsta, Vaddö, Sweden.*
Castor

**Jansson, E.,**
*Mörtö, Häfverö,*

**Jansson, Erik Victor,**
*Kvarnbo, Saltvik, Åland, Finland*
Alma
Rurik

s. désigne les Vapeurs.

**Jansson, Edv.,**
*Malmö, Sweden.*
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**Jansson, Frans Wilhelm,**
*Lumparland, Finland*
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**Jansson, J.,**
*Finnström, Finland.*
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**Jansson, J. E.,**
*Korpo, Finland.*
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**Jansson, J. E.,**
*Töfsala, Åbo län, Finland.*
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**Jansson, J. E.,**
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**Jansson, J. S.,**
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*Korgil, Häfverö, Sweden.*
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*Gothenburg, Sweden.*
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**Jansson, S. G.,**
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*Tokio, Japan.*
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s. Shibata Maru ... 1726
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**Japan Mail S.S. Co.**
*See* NIPPON YUSEN KABUSHIKI KAISHA.

**Jaques, George, & Co.,**
*38, Sandhill, Newcastle-on-Tyne.*
s. Alnmere ... 2090

**Jaques, T. W.,**
*22, Bridge Street, Sunderland.*
(Hetton Coal Co., Ld.)
s. Harton ... 326

**Jaquet, A.,**
*Route d'Avranches, Granville, France.*
Saint Nicolas ... 120
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**Jardine, J. & T.,**
*Jardineville, Kent co., N.B.*
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**Jardine, James,**
*Jardineville, Kent co., N.B.*
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*Jardineville, Kent co., N.B.*
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**Jardon, Leandro,**
*Navia, Spain.*
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**Jarman, A. H.,**
*Millville, New Jersey, U.S.*
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**Jarvis, W.,**
*1, Union Place, Anstruther, Fife.*
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**Jarvis, William C., & Sons,**
*29, Hanover Street, Liverpool.*
(British & Mexican Shipping Co., Ld.)
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**Jasbitz, Enrico Angelo,**
*Trieste, Austria.*
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**Java-China Japan Lijn,**
*Amsterdam, Holland.*
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**Jeansson, J.,**
*Calmar, Sweden.*
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**Jebsen, M.,**
*Reichenstrasse 49/51, Hamburg, Germany.*
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s. Erica ... 1201
s. Erna ... 975
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**Jebsen, Michael,**
*Apenrade, Germany.*
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s. Marie Jebsen ... 1771
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s. Signal ... 907
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**Jebsen, Wilh.,**
*Bergen, Norway.*
s. Symra ... 1920

**Jefferies, John,**
*5, Hotwell Road, Bristol.*
s. Collier ... 113

**Jeffs, A.,**
*Fish Dock Road, Grimsby.*
(D. Line Steam Fishing Co., Ld.)
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s. Dart ... 61
s. Dee ... 61
s. Derwent ... 61
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*New Quay, Cornwall.*
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*Froudeg, Aberporth, Cardigan.*
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**Jenkins & Co., Ld.**
(SHIRE LINE),
*38, Leadenhall Street, London, E.C.*
s. Denbighshire ... 2489
s. Flintshire ... 2476
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s. Monmouthshire ... 3297
s. Radnorshire ... 1889

**Jenkins, C. O.,**
*Cleveland, Ohio, U.S.*
s. Francis Widlar ...

**Jenkins, D., & Co.,**
*40, Mount Stuart Square, Cardiff.*
s. Aberporth ... 1231

**Jenkins, E., & Co.,**
*Devon Buildings, James Street, Cardiff.*
s. Celeste ... 409
s. Coventry ... 1044
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s. Hawthorn ... 702
s. Larpool ... 783

**Jenkins, J. B.,**
*1, Cambrian Place, Swansea.*
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**Jenkins, Stephen,**
*St. Mary's, Scilly.*
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**Jenkins, William,**
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**Jenkins, Williams & Co.,**
*Merchants' Exchange, Cardiff.*
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s. Rowtor ... 1511
s. Straits of Menai ... 1849
(Harrogate S.S. Co., Ld.)
s. Farringford ... 1993

**Jenks Shipbuilding Co.,**
*Port Huron, Mich., U.S.*
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**Jenkyns, Arthur,**
*Botley Hill, Southampton.*
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**Jensen, A. H.,**
*Urdal, Hvalör, Norway.*
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*Svendborg, Denmark.*
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**Jensen, Anna K,**
*Thurö, Denmark.*
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**Jensen, C. P.,**
*Ostbanegade 3, Copenhagen, Denmark.*
(Dampsk. Mercur.)
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**Jensen, F.,**
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*Christiania, Norway.*
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*Thurö, pr. Svendborg, Denmark.*
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**Jensen, H. P.,**
*Thurö, pr. Svendborg, Denmark.*
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**Jensen, J.,**
*10, California Street, San Francisco, Cal., U.S.*
Charles B. Kenney ... 1014
Gatherer ... 1377
Georgina ... 870
Isaac Reed ... 1489
Levi G. Burgess ... 1475
Willie R. Hume ... 589

**Jensen, J. H.,**
*Flensburg, Germany.*
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s. Nauta ... 708

**Jensen, J. K.,**
*Skudesnæs, Norway.*
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**Jensen, J. M.,**
*Kragerö, Norway.*
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Gustava ... 214
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s. signifies Steamer.

**Jensen, J. M.,**
*Börösen, Tvedestrand, Norway.*
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**Jensen, J. N.,**
*Sönderho, Fanö, Denmark.*
Mary ..... 114

**Jensen, J. O.,**
*Vestre Sandöen, pr. Tvedestrand, Norway.*
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**Jensen, K.,**
*Borösen, Norway.*
Argus ..... 572

**Jensen, N., & Co.,**
*Svendborg, Denmark.*
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**Jensen, N. C.,**
*Volden, pr. Svelvig, Norway.*
Stjernen ..... 180

**Jensen, N. C.,**
*Agnhammar, Grums, Vermland, Sweden.*
(Ångb. Aktieb. "Export.")
s. Svea ..... 125

**Jensen, N. Ch.,**
*Karlstad, Sweden.*
(Rederiaktieb. Dana.)
s. Bergholmen ..... [illegible]
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**Jensen, R.,**
*Troense, Denmark.*
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**Jensen, T.,**
*Christianssand, Norway.*
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**Jensen, T. C.,**
*Aalborg, Denmark.*
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**Jensen, T. K.,**
*Aalborg, Denmark.*
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**Jensen-Bager, H.,**
*Marstal, Denmark.*
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**Jentile, R.,**
*Torre del Greco, Italy.*
Maria ..... 160

**Jeogoradis, A.,**
*Syra, Greece.*
Matilde ..... [illegible]

**Jepsen, M. S.,**
*Nordby, Fanö, Denmark.*
Sörine ..... [illegible]

**Jeremiassen, H.,**
*Porsgrund, Norway.*
Net Tons
Anglo-Norman [illegible]
Arthur [illegible]
Hawden [illegible]
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Delta 720
Ogden 852
Sylvia 882

**Jern, E. L.,**
*Kristinehamn, Sweden.*
Hedvig ..... 140
Lina ..... 226

**Jerojanni, G.,**
*Syra, Greece.*
Sofia ..... 353

**Jerome, James,**
1006, *Maritime Building, New York; & 1302, Claus Spreckels Building, San Francisco, Cal., U.S.*
(Michigan Steamship Co.)
s. Argyll ..... 1880
s. Lansing ..... 3429
s. Leelanaw ..... 1377
s. Mackinaw ..... 2006
s. Roma ..... 2164
s. Washtenaw ..... 2004
(Progreso Steamship Co.)
s. Edith ..... 1495

**Jersey States, The,**
*Jersey.*
s. Duke of Normandy ..... 22

**Jewell, Joseph,**
*Appledore, Devon.*
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**Jewett, A., M.,**
*Wiscasset, Me., U.S.*
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**Jewett, H. W.,**
*Gardiner, Maine, U.S.*
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**Jimbo Yurimatsu,**
*Nakanoseki, Japan.*
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**Joannou, Aless.,**
*Constantinople, Turkey.*
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**Job Bros.,**
*Mersey Chambers, Water Street, Liverpool.*
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(Avalon Steamship Co., Ld., St. John's, N.F.L.)
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**Jobling, J. C.,**
*22, Great St. Helens, London, E.C.*
s. Charlaw ..... 557
s. Harlow ..... 323

**Jobson, E., & Co.,**
*Bank Chambers, Sandhill, Newcastle-on-Tyne.*
s. Falcon ..... 1349

**Jobson, R., & Co.,**
*Middleton, West Hartlepool.*
Net Tons
s. [illegible] ..... [illegible]

**Jobson, R. C.,**
*Warberg, Sweden.*
(Ångf. Aktieb. Kattegat.)
s. Atalanta ..... 617

**Johannesen, J. C. A.,**
*Bygdö, pr. Christiania, Norway.*
Elisabeth ..... 1[illegible]
Inverdrule ..... [illegible]

**Johannesen, J. M.,**
*Soon, Norway.*
Theodor ..... 317

**Johannesen, N.,**
*Thorshavn, Iceland.*
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**Johannesen, P.,**
*Tonsberg, Norway.*
s. Viking ..... 914

**Johannessen, E.,**
*Bergen, Norway.*
(Indre Nordhordlands Dampskibsselskab.)
s. Johan Jobsen ..... 112

**Johannessen, J.,**
*Porsgrund, Norway.*
(Saltbodens Iscompagni.)
Albion ..... [illegible]
Ariadne ..... 458

**Johannessen, J. M.,**
*Fredrikshald, Norway.*
Cora ..... 1[illegible]
Emanuel ..... [illegible]
Franziska ..... 747
Nellie Mowly ..... [illegible]
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**Johannessen, T. H.,**
*Mandal, Norway.*
Gudrun ..... [illegible]

**Johannsen, F.,**
*37, Admiralitätstrasse, Hamburg, Germany.*
C. Paulsen ..... 647
Hercules ..... 513
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**Johansen, H. C.,**
*Marstal, Denmark.*
Valborg ..... 115

**Johansen, O.,**
*Sandefjord, Norway.*
Parnass ..... 608

**Johansen, O.,**
*Sarpsborg, Norway.*
Anna [illegible]
Alka [illegible]
Bertha [illegible]
Elin [illegible]

**Johansen, O. A.,**
*Fredriksstad, Norway.*
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**Johanson, And.,**
*Halmstad, Sweden.*
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**Johanson, Gustaf,**
*Johannedal, Sundsvall, Sweden.*
s. Vidar ..... (gross) [illegible]

**Johanson, J. A.,**
*Öster Edsvik, Arholma, Sweden.*
Bertha [illegible]
Bjärtner [illegible]
Emil [illegible]
Ninni [illegible]
Vigilant [illegible]

**Johanson, Johan, & Co.,**
*Lysaker, pr. Christiania, Norway.*
Abyssinia ..... 1008
Ailsa ..... 1145
Alacrita ..... 1623
Alaska ..... 1297
Albania ..... [illegible]
Alexandra ..... [illegible]
Antigua ..... 1387
Arabia ..... [illegible]
Armenia ..... 1168
Astoria ..... 1027
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s. Egholm ..... [illegible]
s. Hermdal ..... 761
s. Katholm ..... 695
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Theodor ..... 2311

**Johansson, A.,**
*Köpstadsö, Sweden.*
Dolly ..... 100

**Johansson, A. R.,**
*Bostäit, Mönsterås, Sweden.*
Carl ..... 123

**Johansson, A. W.,**
*Hemmarö, Furusund, Sweden.*
Elin [illegible]
Stella [illegible]

**Johansson, C.,**
*Legdestorp, Sweden.*
Lord Dufferin ..... [illegible]

**Johansson, E.,**
*Domsten, Allerum sn. Helsingborg, Sweden.*
Alma [illegible]

**Johansson, E.,**
*Höganäs, Sweden.*
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**Johansson, F. O.,**
*Kalmar, Sweden.*
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Fyn [illegible]
Gerda [illegible]
Kalmarsten [illegible]

**Johansson, Gustaf,**
*Johannedal, Skön sn., Sweden.*
Net Tons
s. [illegible] [illegible]

**Johansson, Hans,**
*Fiskebäckskil, Sweden.*
Clara ..... [illegible]

**Johansson, J. A.,**
*Bastholmen, Fiskebäckskil, Sweden.*
s. Marstrand ..... [illegible]

**Johansson, J. A.,**
*Öster Edsvik, Väddö, Sweden.*
Magnus Hans ..... 427

**Johansson, J. A.,**
*Tyrislöt, St. Anna, Sweden.*
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**Johansson, J. E.,**
*Wärdö, Finland.*
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**Johansson, Johan,**
*Ortalalund, Väddö, Sweden.*
Madonna ..... [illegible]

**Johansson, Johan,**
*Utlanda, Roslagsbro, Sweden.*
Emil ..... [illegible]

**Johansson, Karl Albert,**
*Wärdö, Finland.*
Aino ..... 491
King's County ..... [illegible]

**Johansson, M.A.,**
*Korpo, Finland.*
Thor ..... 434

**Johansson, O. A.,**
*Fjellbacka, Sweden.*
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**Johansson, O. W.,**
*Ekenäs, Finland.*
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**Johansson, P. F.,**
*Oscarshamn, Sweden.*
Tirfing [illegible]

**Johansson, T.,**
*Röd, Vesterlanda, Sweden.*
Elvin [illegible]

**"John," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* ALBERT SVENSSON.

s. désigne les Vapeurs.

**Johns, A.,**
*Anfield House, Southgate Street, Gloucester.*

| | Net Tons |
|---|---|
| Ann Warren | [illegible] |
| Esmeralda | 145 |
| Excelsior | 77 |
| Island Maid | 85 |
| John Sims | 93 |
| Laura Ann | [illegible] |
| Lizzie | 99 |
| Queen of Clippers | 79 |

**Johns, Richard,**
*Mevagissey, Cornwall.*

| | |
|---|---|
| Lythemore | 162 |

**Johnsen, A.,**
*Krageröe, Norway.*

| | |
|---|---|
| Mentor | 487 |

**Johnsen, A.,**
*Skien, Norway.*
(Acties. Transit.)

| | |
|---|---|
| s. Union I. | 70 |

**Johnsen & Bergman,**
*Christiania, Norway.*

| | |
|---|---|
| s. Aslaug | 1539 |

**Johnsen, Hans,**
*Christianssand, Norway.*

| | |
|---|---|
| Birgitte | 183 |

**Johnsen & Jespersen,**
*Copenhagen, Denmark.*
(Dampskibs. Selskabet Stram.)

| | |
|---|---|
| s. Broholm | 817 |

**Johnsen, Johs.,**
*Laurvig, Norway.*

| | |
|---|---|
| Baron Holberg | 560 |

**Johnsen, Johs., & J. H. Just,**
*Laurvig, Norway.*

| | |
|---|---|
| Sterling | 244 |

**Johnsen, L.,**
*Drammen, Norway.*

| | |
|---|---|
| Mary | 513 |
| Pochontas | 182 |

**Johnsen, N. Thue,**
*Grimstad, Norway.*

| | |
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| Arab | 518 |
| Dag | 537 |
| Eliezer | 874 |
| Linnea | 585 |
| Nebo | 494 |
| Queen | 775 |

**Johnsen, O. A.,**
*Brenna, Svelvig, Norway.*

| | |
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| Caprice | 298 |

**Johnsen, T.,**
*Simonstö, Arendal, Norway.*

| | |
|---|---|
| Vesta | 330 |

**Johnsen, Thv., & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Ryvingen | 296 |

**Johnson, A.,**
*Vasagatan 1, Stockholm, Sweden.*

| | Net Tons |
|---|---|
| s. Reserv | 1112 |
| (Rederi Aktiebolaget "Nordstjernan.") | |
| s. Annie Therese | 571 |
| s. Drottning Sophia | 3388 |
| s. Kronprins Gustaf | 3397 |
| s. Nordstjernan | 647 |
| s. Oscar II. | 2247 |
| s. Oscar Fredrik | 2767 |

**Johnson, C. J.,**
*4, Last Lane, Dover.*

| | |
|---|---|
| Perilla | 177 |

**Johnson, G. F.,**
*122, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Harlington | 627 |

**Johnson, George P.,**
*Deer Isle, Maine, U.S.*

| | |
|---|---|
| Sarah Mills | 146 |

**Johnson, H.,**
*Georgetown, Demerara.*

| | |
|---|---|
| Mary | 111 |

**Johnson, Harry,**
*3, Belle Vue Street, Folkestone.*

| | |
|---|---|
| Cypress | 211 |

**Johnson, J.,**
*Newburn Park, N. Gipps Land, Victoria.*

| | |
|---|---|
| Eclipse | 180 |

**Johnson, J. C.,**
*715, Eastern Avenue, Baltimore, U.S.*

| | |
|---|---|
| Venus | 194 |

**Johnson, John,**
*1289, Chisholm Street, New York, U.S.*

| | |
|---|---|
| Emma D. Endicott | 279 |

**Johnson, R.,**
*Hodbarrow Mining Company, Millom, Cumberland.*

| | |
|---|---|
| Bessie Arnold | 104 |
| Donald & Doris | 122 |
| Happy Harry | 115 |
| Holy Wath | 99 |
| Maggie Barratt | 98 |
| Nellie Bywater | [illegible] |

**Johnson, W. H.,**
*Camden, N.J., U.S.*

| | |
|---|---|
| Eva A. Danenhower | 217 |

**Johnson, Wm.,**
*506, Battery Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| J. B. Leeds | 208 |
| Peerless | 233 |

**Johnsson, C. O.,**
*Eket, Soderäkra, Sweden.*

| | |
|---|---|
| Nicolina | 109 |

**Johnsson, Emil,**
*Höganäs, Väsby, Sweden.*
(Rederiaktieb. Höganäs.)

| | |
|---|---|
| s. Skandia | 800 |
| (Rederiaktieb. Mölle.) | |
| s. Commercial | 309 |

**Johnsson, J. A.,**
*Krukmarö, Grytnäs, Sweden.*

| | Net Tons |
|---|---|
| Flink | 113 |

**Johnsson, S. J.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Sabrina | 298 |

**Johnston, George,**
*Port Broughton, S.A.*

| | |
|---|---|
| s. Cadell | 74 |

**Johnston, Joseph, & Sons,**
*3, America Street, Montrose.*

| | |
|---|---|
| s. Mave | 61 |
| s. Rosa | 60 |

**Johnston & Shaw,**
*435, Stanley Road, Liverpool.*

| | |
|---|---|
| s. Coquet | 61 |

**Johnston, Sproule & Co.,**
*26, Oldhall Street, Liverpool.*
(Liver Shipping Co., Ld.)

| | |
|---|---|
| s. Lynalder | 2061 |
| s. Lynorta | 2331 |
| s. Lynton | 2073 |

**Johnston, T.,**
*Noumea, N.C.*

| | |
|---|---|
| s. Kone | 83 |

**Johnston, Wm., & Co., Ld.,**
*18, Water Street, Liverpool.*

| | |
|---|---|
| s. Amore | 11 |
| s. Barnesmore | 2055 |
| s. Blairmore | 1456 |
| s. Dromore | 1974 |
| s. Edenmore | 1564 |
| s. Fenmore | 1461 |
| s. Foylemore | 2026 |
| s. Gorsemore | 1980 |
| s. Heathmore | 2026 |
| s. Incemore | 1973 |
| s. Kilmore | 1420 |
| s. Lochmore | 1603 |
| s. Oakmore | 2955 |
| s. Rowanmore | 6158 |
| s. Templemore | 4156 |
| s. Ulstermore | 4190 |
| s. Vedamore | 4122 |
| (Belgian Maritime Trading Co., Société Anonyme.) | |
| s. Sagamore | 1601 |
| (Kilmore S.S. Co., Ld.) | |
| s. Arranmore | 1934 |
| (S.S. Queensmore, Ld.) | |
| s. Quernmore | 4783 |

**Johnstone, Peter,**
*164, Market Street, Aberdeen.*

| | |
|---|---|
| s. Collingwood | 44 |
| s. Grebe | 44 |
| s. Hope | 37 |
| s. Ibis | 44 |
| s. William Osten | 40 |

**Johnstone & Sherrit,**
*Bee Hive Cottage, Nigg, co. Kincardine.*

| | |
|---|---|
| s. Sunbeam | 48 |
| s. Sunlight | 54 |
| s. Sunray | 44 |
| s. Sunrise | 43 |
| s. Sunshine | 62 |

**Joiner Bros.,**
*18, Sydenham Street, Whitstable, Kent.*

| | |
|---|---|
| Henry | 173 |

**Joiner, George B.,**
*Sydenham Street, Whitstable, Kent.*

| | |
|---|---|
| Ada | 163 |
| Flirt | 174 |

**Jolani, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* J. PETTERSSON.

**Jolliffe, W. & T.,**
*22, Tower Buildings, Water Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Andrew Jolliffe | 11 |
| s. Hannah Jolliffe | 11 |
| s. Jane Jolliffe | 16 |
| s. Sarah Jolliffe | 76 |
| s. T. A. Jolliffe | 14 |
| s. Tiger | 59 |
| s. Vivian Jolliffe | 1 |
| s. William Jolliffe | 58 |

**Jolly, William,**
*Par, Cornwall.*

| | |
|---|---|
| Mary Johns | 181 |

**Joly, Alexandre,**
*Fecamp, France.*

| | |
|---|---|
| Notre Dame de Lourdes | 226 |
| Notre Dame de Salut | 122 |
| St. Etienne | 102 |

**Jonasen, J. M.,**
*Spydeberg, Norway.*

| | |
|---|---|
| Catharina | 989 |

**Jones, Albertus,**
*Fowey.*

| | |
|---|---|
| Royal Adelaide | 99 |

**Jones, Arthur L.,**
*Saul, Stonehouse, Gloucestershire.*

| | |
|---|---|
| Isabella | 72 |

**Jones, B.,**
*7, Northampton Place, Swansea.*

| | |
|---|---|
| Falstaff | 1419 |

**Jones, David,**
*19, Lombard Street, Portmadoc.*

| | |
|---|---|
| Dora | 77 |

**Jones, David,**
*1, Harbour View, Barmouth, co. Merioneth.*

| | |
|---|---|
| Cariad | 95 |

**Jones, E., & Co.,**
*Boston Buildings, James Street, Cardiff.*
(Field Line, Cardiff, Ld.)

| | |
|---|---|
| s. Eastfield | 1355 |
| s. Grayfield | 1340 |
| s. Huddersfield | 1321 |
| s. Northfield | 1329 |
| s. Westfield | 2192 |

**Jones, E. R.,**
*68, South Castle Street, Liverpool.*

| | |
|---|---|
| s. Lady Alice Kenlis | 76 |

**Jones, Edward,**
*Aberystwith.*

| | |
|---|---|
| Volunteer | 65 |

**Jones, Edward C.,**
*189, Regent Road, Liverpool.*

| | |
|---|---|
| Gauntlet | 97 |

**Jones, Edward J.,**
*Dixson Street, Sydney, N.S.W.*

| | |
|---|---|
| Jones Brothers | 133 |

**Jones, Evan,**
*36, Bridge Street, Aberystwith.*

| | Net Tons |
|---|---|
| Glynaeron | [illegible] |

**Jones, Evan,**
*Ralph Street, Borth-y-Gest, Portmadoc.*

| | |
|---|---|
| Venedocian | 161 |

**Jones, Evan D.,**
*2, Great Ge[illegible] Street, London, S.W.*

| | |
|---|---|
| Joven [illegible] | 98 |

**Jones, F. V. L.,**
*1, Broadway, New York.*

| | |
|---|---|
| Charles Loring | 495 |
| Edmund Phinney | 656 |
| Linah C. Kaminski | 421 |
| Martha E. Wallace | 1007 |

**Jones, Frank,**
*Portsmouth, N.H., U.S.*

| | |
|---|---|
| s. Sagamore | 58 |

**Jones, G. W.,**
*33, South Gay Street, Baltimore, Md., U.S.*

| | |
|---|---|
| The Josephine | 563 |

**Jones, H. C.,**
*197, High Holborn, Bloomsbury, London, W.C.*

| | |
|---|---|
| s. Cynthia | 88 |

**Jones, Hallett & Co.,**
*Cardiff.*

| | |
|---|---|
| s. Northlands | 1769 |
| s. Southlands | 1921 |

**Jones, J. (Mrs.),**
*Connah's Quay, Flint.*

| | |
|---|---|
| Agnes Craig | 99 |
| Faithful | 103 |
| Gordon | 98 |

**Jones, J. (Mrs.),**
*Garth, Portmadoc.*

| | |
|---|---|
| Volunteer | 94 |

**Jones, J., & Co.,**
*Borth-y-gest, Portmadoc.*

| | |
|---|---|
| M. A. James | 97 |

**Jones, James,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Helen Nicoll | 246 |

**Jones, John,**
*Dowlais House, North Road, Milford Haven.*

| | |
|---|---|
| s. Dowlais | 65 |

**Jones, John,**
*Vaynol House, Port Dinorwic, Carnarvon.*

| | |
|---|---|
| Bessie Rowe | 93 |

**Jones, John,**
*Netherton House, Portmadoc.*

| | |
|---|---|
| John Llewelyn | 145 |

**Jones, John,**
*6, Ivy Terrace, Borth, near Portmadoc.*

| | |
|---|---|
| Aeron Lass | 80 |
| Ellen James | 137 |
| Mary Annie | 130 |



s. signifies Steamer.

**Jones, John Richard,**
*20, New Street, Portmadoc.*
Net Tons
Alice ... 84

**Jones, Morgan, & Co.,**
*94, High Street, Portmadoc.*
Earlshall ... [illegible]
Mary Clausen ... [illegible]

**Jones, Norman B.,**
*Beresford Road, Lowestoft.*
Black Diamond ... [illegible]

**Jones, O. T.,**
*Port Penrhyn, Bangor.*
(Anglesey Shipping Co.)
s. Bangor ... [illegible]
s. Harrier ... 43
Mary B. Mitchell ... 1[illegible]
s. Palatine ... 7[illegible]
s. Pennant ... 23[illegible]
s. Penrhyn ... 77

**Jones, R.,**
*Belle Isle, Aberystwith.*
Lady Agnes ... 70

**Jones, R. & D., Ld.,**
*28, Brunswick Street, Liverpool.*
s. Ant ... 77
s. Gratitude ... 5[illegible]
s. May Flower ... 7[illegible]
s. Nant Francon ... 354

**Jones, R. C.,**
*Canning, N.S.*
Boniform ... 148

**Jones, Rees, & Co.,**
*Barmouth, Merionethshire.*
William Keith ... 77

**Jones, Richard W., & Co.,**
*Newport, Mon.*
s. Alassio ... 72[illegible]
s. Elorrio ... 83[illegible]

**Jones, Roberts & Co.,**
*10, Drury Lane, Liverpool.*
Tecwyn ... 99

**Jones, T. C. & H. B.,**
*11, Rumford Place, Liverpool.*
Riverside ... 15[illegible]

**Jones, T. Herschel,**
*Mount Street, Swansea.*
Woolton ... 203

**Jones, Thomas,**
*33, Snowden Street, Portmadoc.*
Miss Morris ... 1[illegible]

**Jones, Thomas,**
*Ysguborfawr, Llanengral, Anglesey.*
Ellen Anne ... 73

**Jones, W. & C. T., S.S. Co., Ld.,**
*26, Mount Stuart Square, Cardiff.*
Net Tons
s. Afonwen ... 2128
s. Blodwen ... 1945
s. Charles T [illegible] ... [illegible]
s. Derwen ... 2[illegible]
s. Enidwen ... [illegible]
s. Frederick K [illegible] ... 2322
s. Groeswen ... [illegible]
s. Hanlwen ... [illegible]
s. Margaret Jones ... [illegible]
s. Millicent Knight ... [illegible]

**Jones, William,**
*53, Bridge Street, Aberystwith.*
Miss Hughes ... 5[illegible]

**Jones, William,**
*Market Street, Amlwch, Anglesey.*
Emerald ... 185

**Jones, William,**
*Foldirfawr, St. Dogmaels, Pembroke.*
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*Kertch, Russia.*

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3, *Lombard Street, London, E.C.*

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**Kettina, V.,**
*Callao, Peru.*

| | |
|---|---|
| Cecilia K. | 272 |

**Kettler, J.,**
*Oldenburg, Germany.*

| | |
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| s. Stadt Oldenburg | 153 |

**Keuerleber, B.,**
*Windau, Russia.*

| | |
|---|---|
| s. Johanna | 716 |

**Key, Charles,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Frederick | 380 |

**Key, E.,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Julia | 186 |

**Keyport - New Jersey Transport Co.,**
*New York, U.S.*

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| s. Holmdel | 353 |

**Khaja, Mohamed Haji Abdulla,**
*Linga, Persian Gulf.*

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| Schah Jehan | 698 |

**Khedivial Mail Steamship and Graving Dock Co., Ld.,**
*Alexandria, Egypt; & at 71, Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Assouan | 1780 |
| s. Calioubieh | 196 |
| s. Dakahlieh | 751 |
| s. El Kahira | 848 |
| s. El Rahmanieh | 1010 |
| s. Fayoum | 939 |
| s. Gharbieh | 326 |
| s. Ismailia | 2336 |
| s. Mahallah | 678 |
| s. Minieh | 2106 |
| s. Missir | 445 |
| s. Neghileh | 442 |
| s. Prince Abbas | 851 |
| s. Yambo | 657 |

**Khoo Syn Thwak,**
17, *Boat Quay, Singapore.*

| | |
|---|---|
| s. Cheang Chew | 1213 |

**Kiær, Hans, & Co.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| s. Dr. Hans Jürg. Kiær | |
| Lily | 499 |
| Professor Johnson | 1058 |
| s. Profit | |
| s. Progress | 1024 |
| s. Prometheus | 1641 |
| s. Promis | |
| s. Pronto | 337 |
| s. Prosper | |
| s. Proteus | 1024 |
| s. Providence | 693 |

**Kiama Road-Metal Co. Ld.,**
68½, *Pitt Street, Sydney, N.S.W.*

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|---|---|
| s. Civility | 169 |
| s. Kiama | 191 |

**Kian Gwan, Handels Maats.,**
*Samarang, Java.*

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| s. Simongan | 1192 |

**Kiautschou Leichter Ges, m.b.H.,**
*Tsingtau.*

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| s. Lingsau | 22 |

**Kickham, Thomas,**
*Souris West, P.E.I.*

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| Silver Light | 99 |

**Kidani Kakichi,**
*Kechi, Japan.*

| | |
|---|---|
| Miojin Maru | 102 |

**Kiehn, J. C. & H. C.,**
*Veddel, Hamburg, Germany.*

| | |
|---|---|
| Bertha Kiehn | 306 |
| Carl Kiehn | 217 |
| s. Carl Kiehn | 13 |
| Irene Kiehn | 390 |
| Peute | 172 |
| Veddel | 146 |

**Kiel, Augusta,**
*Valparaiso, Chili.*

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|---|---|
| Bertha | 975 |

**Kiel, M.,**
*Kilkond, Arensburg, Russia.*

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| Jupiter | 262 |

**Kiema, F.,**
*Impilahti, Finland.*

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| Teodor | 257 |

**Kiema, F. & W.,**
*Impilahti, Finland.*

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| Ahti | 214 |

**Kiepe, H.,**
*Haren, Germany.*

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| Helene | 106 |

**Kikuchi Kisaburo,**
*Nagasaki, Japan.*

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| s. Hanasaki Maru | 94 |
| s. Meiji Maru | 134 |

**Killam, Wentworth,**
*Yarmouth, N.S.*

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| Annie A. Grady | 187 |

**Killen, Robert,**
28, *Havelock Square, Dublin.*

| | Net Tons |
|---|---|
| Benita | 92 |

**Killman, E. T.,**
*Högandäs, Sweden.*

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| Bravo | 242 |

**Kilmore S. S. Co., Ld.,**
18, *Water Street, Liverpool.*
*See* W. JOHNSTON & Co., LD.

**Kilner, C.,**
*Conisbro', near Rotherham, Yorkshire.*

| | |
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| Arthur | 78 |
| Golden Wedding | 213 |

**Kilrenny Steam Fishing Co., Ld.,**
*Anstruther, Fife.*

| | |
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| s. Innergellia | 15 |

**Kilsyth Shipping Co., Ld.,**
15, *Queen Street, Newcastle-on-Tyne.*
*See* BLAIR, MOFFET & Co.

**Kinch, Ashley,**
25, *Ferrybank, Arklow, co. Wicklow.*

| | |
|---|---|
| David Rees | 198 |

**Kinch, John,**
*Meadow's Lane, Arklow, co. Wicklow.*

| | |
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| Express | 96 |

**King, Alexander,**
22, *Queen's Quay, Belfast.*

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| s. Empress | 134 |

**King Amos,**
91, *Orwell Street, Grimsby.*

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| Alexander | 102 |
| Invincible | 57 |

**King, Arthur,**
*Chelmondiston, Suffolk.*

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| Alcyone | 96 |

**King, C. J., & Sons,**
*Bristol.*

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| s. Avonmouth | 2 |

**King, Edward,**
*Claydon, near Ipswich.*

| | |
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| Hilda | 57 |

**King, J. B., Transportation Co.,**
23, *State Street, New York, U.S.*

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| s. Gypsum King | 233 |
| J. B. King & Co., No. 19 | 1116 |
| J. B. King & Co., No. 20 | 1119 |
| J. B. King & Co., No. 21 | 1111 |
| Newburgh | 481 |

**King Line, Ld.,**
9, *Gracechurch Street, London, E.C.*
*See* PHILIPPS, PHILIPPS & Co., LD.

**King, Wm. M.,**
*P.O. Box 1635, Newhaven, Conn., U.S.*

| | Net Tons |
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| Van Name & King | 626 |

**King's Lynn Conservancy Board,**
*King's Lynn.*

| | |
|---|---|
| s. Conservator | 17 |
| s. T. Brown | 2 |

**Kingsland S.S. Co., Ld.,**
13, *The Exchange, Cardiff.*
*See* EELES & RUSTON.

**Kingston Steam Trawling Co., Ld.,**
*St. Andrew's Dock, Hull.*

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| s. Agate | 61 |
| s. Amber | 52 |
| s. Amethyst | 52 |
| s. Beryl | 52 |
| s. Cameo | 52 |
| s. Chrysolite | 72 |
| s. Cornelian | 76 |
| s. Crystal | 57 |
| s. Diamond | 61 |
| s. Emerald | 57 |
| s. Garnet | 57 |
| s. Jacinth | 67 |
| s. Jasper | 61 |
| s. Onyx | 63 |
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| s. Ruby | 57 |
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| s. Topaz | 57 |
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**Kinley, James F.,**
*Lunenberg, N.S.*

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| s. Annex No. 2 | 169 |

**Kinnear, William, & Co.,**
18, *Commercial Street, Dundee.*

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| s. Balmyle | 93 |

(Balgay Shipping Co., Ltd.)

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| s. Taycraig | 127 |
| s. Abercraig | 162 |

**Kinnes, Robert,**
*East Whale Lane, Dundee.*

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| s. Active | 237 |
| s. Diana | 227 |

**Kinsale Shipping Co., Ld.,**
1, *Fisher Street, Kinsale.*
*See* T. CROWLEY & Co.

**Kinsman Transit Co.,**
*Room 3, Wick Building, Cleveland, Ohio.*
*See* H. STEINBRENNER.

**Kinugawa, Yasumatsu,**
*Kobé, Japan.*

| | |
|---|---|
| s. Kinrio Maru | 410 |
| s. Waka Maru | 486 |

**Kiriakides, A.,**
*Constantinople, Turkey.*

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| Aristatelis | 416 |

**Kiriakides, A.,**
*Smyrna, Asiatic Turkey.*

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| Dea | 416 |
| Evangelistria | 400 |

**Kirkcaldy Steamship Co., Ld.,**
*Prince's Dock Chambers, Hull; and Rose Street, Kirkcaldy.*
*See* W. H. H. HUTCHINSON & W. WILLIAMSON.

**Kirschstein, D.,**
*Windau, Russia.*

| | Net Tons |
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| Polarstern | 135 |

**Kirschstein, J.,**
*Riga, Russia.*

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| Zenith | 196 |

**Kirstein, J.,**
*Lubb-Essern, per Talsen, Kurland, Russia.*

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| Emma | 262 |
| Maria | 104 |

**Kirstein, M.,**
*Riga, Russia.*

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| Rosalia | 210 |

**Kirsten, Adolf,**
*Dovenhof, Hamburg, Germany.*

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|---|---|
| s. Astronom | 403 |
| s. Cordelia | 752 |
| s. Cressida | 780 |
| s. Diana | 700 |
| s. Elve | 636 |
| s. Gemma | 529 |
| s. Hamburg | 491 |
| s. Hermia | 432 |
| s. Jessica | 352 |
| s. Lavinia | 762 |
| s. Maas | 636 |
| s. Minerva | 446 |
| s. Nerissa | 568 |
| s. Olivia | 568 |
| s. Ophelia | 461 |
| s. Portia | 484 |
| s. Rhein | 418 |
| s. Roland | 362 |
| s. Silvia | 555 |
| s. Timandra | 783 |
| s. Uranus | 559 |
| s. Valeria | 700 |
| s. Vesta | 537 |
| s. Vioia | 483 |

**Kish, J. & E.,**
69, *John Street, Sunderland.*

| | |
|---|---|
| s. Simonside | 1956 |
| s. Wearside | 2299 |

**Kishimoto Gohei,**
5, *Chome, Horiyedori, Nishiku, Osaka, Japan.*

| | |
|---|---|
| s. Kasuga Maru | 383 |
| s. Shin-i-Maru | 1389 |
| s. Shingu Maru | 1861 |
| s. Shinshu Maru | 1640 |

**Kishimoto Yoshisuye,**
*Nishiku Nishinagahori Kitadori 5 Chome, Osaka, Japan.*

| | |
|---|---|
| s. Kaijo Maru | 176 |
| s. Shinyu Maru | 257 |
| s. Tokuyama Maru No. 1 | 100 |

**Kississoglu, B. A.,**
*Constantinople, Turkey.*

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| Ypatia | 429 |

**Kitamura Kiusuke,**
*Osaka, Japan.*

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|---|---|
| s. Kinjo Maru | 129 |

**Kiuyemon, Y.,**
*Hakodate, Japan.*
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s. Tsurugu Maru ... [illegible]

**Kjær & Isdahl,**
*Bergen, Norway.*
[illegible]

**Kjeldsen, C. M.,**
*Krageröe, Norway.*
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**Kjellander, E. A.,**
*Stockholm, Sweden.*
(Ångf. Aktieb. Stockholm-Ingarö-Nämdö.)
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**Kjellberg, J. L.,**
*Gothenburg, Sweden.*
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**"Kjöbenhavn," Dampskibsselskabet,**
*Amaliegade* 33, *Copenhagen, Denmark.*
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**Kjöbenhavns Havnevæsen,**
*Copenhagen, Denmark.*
s. Grane ... 12
s. Sleipner ... 176

**Kjosterud, H., & Sonner,**
*Drammen, Norway.*
Arizona ... 1230

**Klaveness, A. F., & Co.,**
*Sandefjord, Norway.*
Birtha ... 1344
s. Brighton ... 715
Bira ... 965
Guldregn ... 676
Jarlen ... 1525
Kamfjord ... 743
Magnat ... 623
Regina ... 798
s. Sandefjord ... 1916
s. Seirstad ... 617
s. Sneppe ... 885
s. Stiklestad ... 1116
Sværdstad ... 1076
s. Taunton ... 836
Trafalgar ... 1429
(Dampskibsactieselsk. International.)
s. Varild ... 670
s. Veronn ... 669

**Klaveness, Chr.,**
*Christiania, Norway.*
s. Carmona ... 487
s. Kingswood ... 1355
s. Lagerstad ... 1000
s. Wyncastle ... 1307

**Klawin, E.,**
*c/o Schiffsmakler Mertens, Libau, Russia.*
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**Klein, Aug.,**
*Pernau, Russia.*
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**Klein, Michael,**
*Orrenhof, Pernau, Russia.*
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Lennok ... 500
Linda ... 490
Pikker ... 149
Taara ... 300
Uku ... 845

**Klementjeff, A., & Co.,**
*Sulkava, Finland.*
s. Aatto ... 132

**Kleven, A.,**
*Stenkjær, Norway.*
(Indherreds Aktie Dampsk.)
s. Erik Jarl ... 110
s. Indtronderen ... 123
s. Kong Oscar ... 71
s. Levanger ... 95
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**Kleyenstüber, Robert, & Co.,**
*Königsberg, Germany.*
s. Margarete ... 252
s. Pionier ... 142
s. Sirius ... 182

**Klingenberg, Carl Joh., & Co.,**
*Obernstrasse* 47, *Bremen, Germany.*
Aphrodite ... 776
Elsa ... 1133
Gertrud ... 1627
Hansa ... 760
Louise ... 1480
Matador ... 1366

**Klint, Hj.,**
*Visby, Sweden.*
Amvalane ... 374

**Klippans Varf Aktiebolag,**
*Gothenburg, Sweden.*
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**Klocker, Chr.,**
*Arendal, Norway.*
Arcona ... 515
Bonheur ... 572
Cabral ... 219
Leviathan ... 1000
Normannia ... 449
Robert Scriffon ... 603

**Klöcker, Johan,**
*Arendal, Norway.*
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Mercur ... 400
Nornen ... 472

**Klocker, Nicolai,**
*Gimle, Arendal, Norway.*
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**Klosters Aktieb.,**
*Gallström, Sundswall, Sweden.*
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**Klövberg, A. P. C.,**
*Ved Stranden* 2, *Copenhagen, Denmark.*
Net Tons
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**Klovberg, E.,**
*Copenhagen, Denmark.*
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**Klugkist, J. P.,**
*Groningen, Holland.*
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**Knakkergaard, T. L.,**
*Nyborg, Denmark.*
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**Knapton, John B.,**
38, *Great Tower Street, London, E.C.*
s. Active ... 90
s. Alert ... 90
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**Knaust, E.,**
*Sundswall, Sweden.*
(Aktieb. Stockholm Norrland.)
s. Galatea ... 290

**Kneeshaw, Lupton & Co.,**
41, *Old Hall Street, Liverpool.*
s. Calchfaen ... 146
s. Gwynfaen ... 84

**Knieder, X.,**
*Petit Quevilly, Route de Caen* 158, *Rouen, France.*
s. Hélène ... 197

**Knight & Jefferis,**
27, *Great Tower Street, London, E.C.*
(Kaiser Steam Tug Co.)
s. Kite ... 1

**Knight Line.**
*See* GREENSHIELDS, COWIE & CO.

**Knight Steam Ships Co., Ld.,**
42, *Castle Street, Liverpool.*
*See* GREENSHIELDS, COWIE & CO.

**Knöhr & Burchard, Nfl.,**
18, *Hopfenmarkt, Hamburg, Germany.*
Barbara ... 115
Elbek ... 1200
Flottbek ... 1400
Fortuna ... 400
Osterbek ... 1400
Reinbek ... 1000
Rodenbek ... 1000
Schiffbek ... 1000
Schurbek ... 1000
Schwarzenbek ... 1000
Steinbek ... 1100
Tarpenbek ... 1000
Wandsbek ... 1000

**Knott, James,**
*Prudential Buildings*, 12, *Mosley Street, Newcastle-on-Tyne.*
(Prince Line, Ld.)
Net Tons
s. Afghan Prince ... 3183
s. African Prince ... 3182
s. Asiatic Prince ... 1331
s. British Prince ... 1402
s. Carib Prince ... 2000
s. Castillian Prince ... 1497
s. Creole Prince ... 1261
s. Crown Prince ... 1200
s. Cyprian Prince ... 1193
s. Eastern Prince ... 1378
s. Egyptian Prince ... 2000
s. Georgian Prince ... 2000
s. Grecian Prince ... 1405
s. Highland Prince ... 2000
s. Imperial Prince ... 1200
s. Indian Prince ... 1192
s. Italian Prince ... 1208
s. Kaffir Prince ... 2000
s. Merchant Prince ... 2000
s. Mexican Prince ... 1953
s. Moorish Prince ... 2000
s. Napolitan Prince ... 1200
s. Norman Prince ... 2000
s. Ocean Prince ... 1771
s. Oranje Prince ... 1200
s. Persian Prince ... 1411
s. Provan ... 2000
s. Roman Prince ... 2041
s. Royal Prince ... 1200
s. Russian Prince ... 1200
s. Sailor Prince ... 2000
s. Saxon Prince ... 2000
s. Sicilian Prince ... 1200
s. Soldier Prince ... 1200
s. Scottish Prince ... 2000
s. Spartan Prince ... 2000
s. Syrian Prince ... 1200
s. Trojan Prince ... 1200
s. Tudor Prince ... 1200
s. Tuscan Prince ... 1200
s. Welsh Prince ... 2000

**Knowland, Joseph,**
22, *California Street, San Francisco.*
Alpena ... 1200
Hannah ... 2000
Caroline ... 1200
Dora Bluhm ... 1200
Irene ... 1200
Lily ... 1200
Louise ... 1200
Lucy ... 1200
Sadie ... 1200
W. F. Jewett ... 1200
Zampa ... 1200

**Knowles, Geo. O.,**
*Provincetown, Mass., U.S.*
Carrie D. Knowles ... 1200

**Knowles, Mary E.,**
*c/o H. J. Knowles, California Street, Cal., U.S.*
John S. Winthrop ... 1200

**Knowles, W. J.,**
*Sharptown, Md., U.S.*
Bonnie Lassie ... 1200

**Knowlton, C. E.,**
*Norfolk, Va., U.S.*
Charles W. Alcott ... 1200

**Knox, Robert,**
*Douglas, Isle of Man.*
s. Ross Abbey ... 1200

**Knudsen, A. M.,**
*Sönderho, Denmark.*
Fides ... 1200
Killeena ... 1200
Martha ... 1200

**Knudsen, Brodrene,**
*Haugesund, Norway.*
s. Vinson ... 1200

**Knudsen, Carl,**
*Lillesand, Norway.*
[illegible] ... 1200
Thelma ... 1200

**Knudsen, Gunnar,**
*Borgestad, Porsgrund, Norway.*
s. [illegible] ... 1200
s. [illegible] ... 1200
s. [illegible] ... 1200
s. Britannic ... 1200
Gjendin ... 1200

**Knudsen, H. O.,**
*Brevig, Norway.*
Lydia ... 1200

**Knudsen, J. L.,**
*Svendborg, Denmark.*
Nanna ... 1200
Ragnhild ... 1200

**Knudsen, Jorgen C.,**
*Frednæs, Porsgrund, Norway.*
s. Frednæs ... 1200
Korsvet ... 1200
s. Norrona ... 1200
Skomvær ... 1200
s. Taormina ... 1200

**Knudsen, K. O.,**
*Arendal, Norway.*
Adolphi ... 1200

**Knudsen, L.,**
*Risör, Norway.*
Fred ... 1200

**Knudsen, M.,**
*Aalesund, Norway.*
s. Helga ... 1200

**Knudsen, O. & P.,**
*Lillesand, Norway.*
Bonanza ... 1200
Candace ... 1200
Glimt ... 1200
Ole Kristian ... 1200
Orion ... 1200

**Knudsen, Rob.,**
*Christiansand, Norway.*
Mimi ... 749

**Knutsen, Knut.,**
*Haugesund, Norway.*
s. [illegible] ... 1200
s. [illegible] ... 1200
s. Lani ... 1200

**Kobro, Isak,**
*Toldbodgaden, Christiania, Norway.*
s. Mario ... 1200

**Koch, Arthur M.,**
*Uddevalla, Sweden.*
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s. désigne les Vapeurs.

**Kochi Ken,**
*Ushioye, Japan.*

| | Net Tons |
|---|---|
| s. Otaka Maru | 79 |
| s. Sajima Maru | 70 |

**Kock, D. J.,**
*Bahia, Brazil.*

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| Nestor | 200 |

**Koe Guan Co.,**
*63, Beach Street, Penang.*

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|---|---|
| s. Avagyce | 247 |
| s. Cornelia | 194 |
| s. Deli | 104 |
| s. Janet Nicoll | 475 |
| s. Langkat | 187 |
| s. Mary Austin | 140 |
| s. Onapore | 340 |
| s. Perak | |
| s. Petrel | 156 |
| s. Resident Halewyn | 47 |
| s. Rotorua | 555 |
| s. Taw Tong | 105 |
| s. Vidar | 191 |
| s. Waihora | 1167 |

**Koenigswerther, Jules,**
*12, Rue Dieu, Paris.*

| | |
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| s. Cambronne | 180 |

**Koepcke, H. F.,**
*Stettin, Germany.*
(Ostsee Dampfschifffahrts Ges.)

| | |
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| s. Hellmuth | 478 |
| s. Ostsee | 496 |

**Koepke, F. W.,**
*Stolpmünde, Germany.*

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| s. Forsteck | 244 |

**Köhler, Albert,**
*Marktstrasse 24, Bremerhaven, Germany.*

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| s. Adjudant | 56 |
| s. Waterkant | 26 |

**Kohlmann, Dr. Wilh.,**
*New Orleans, U.S.*

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| s. Alps | 1117 |

**Koida, S.,**
*Kobe, Japan.*

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| s. Kwanyei Maru | 83 |

**Kollberg, L.,**
*Halmstad, Sweden.*
(Hallands Ångbåts Aktieb.)

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| s. Halland | 218 |
| s. Halmstad | 226 |
| s. J. P. Dillberg | 247 |
| s. Lübeck | 230 |
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**Kollin, G.,**
*Lappvik & Ajley, Hangö, Finland.*

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| Sofia | 102 |

**Kolmaniantz, A. G., & G. A. Markariantz,**
*Astrachan, Russia.*

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| s. Otterburn | 603 |

**Konan Kisen Kabushiki Kaisha,**
*Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Siang Kiang Maru | 579 |
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**Kondakow, M.,**
*Archangel, Russia.*

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| Anton | 199 |

**Kongelfs Nya Ångb. Aktieb.,**
*Kongelf, Sweden.*
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**Kongeliga Poststyrelsen,**
*Stockholm, Sweden.*

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| s. Öland | 156 |

**Kongshavn, E. H.,**
*Haugesund, Norway.*

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| s. Almar | 104 |
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**Königliche Regierung,**
*Schleswig, Germany.*

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| s. Triton II. | |

**Königsberg, Kaufmannschaft,**
*Königsberg, Germany.*

| | |
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| s. Pregel | |

**Königsberger Dampfer-Compagnie Actien-Gesellschaft,**
*Königsberg, Germany.*

| | |
|---|---|
| s. Komet | 359 |
| s. Planet | 473 |

**Koninklijke Nederlandsche Maats. tot Exploitatie v. Petroleum Bronnen in Nederl. Indie.**
*2, Lange Vijverberg, The Hague, Holland*

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| s. Babalan | 339 |
| s. Besitang | 274 |
| s. Halaban | 339 |
| s. J. B. Aug. Kessler | 3198 |
| s. Salahadji | 1471 |
| s. Sultan van Koetei | |
| s. Sultan van Langkat | 2308 |

**Koninklijke Nederlandsche Stoomboot Maatschappij,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Aurora | 473 |
| s. Berenice | 455 |
| s. Castor | 910 |
| s. Ceres | 630 |
| s. Clio | 350 |
| s. Danae | 693 |
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**Koninklijke Paketvaart Maatschappij,**
*159, Prins Hendrikkade, Amsterdam.*

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| s. Altair | 705 |
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| s. Bantam | 1323 |
| s. Borneo | 1366 |
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| s. Coen | 823 |
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| s. De Eerens | 813 |
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| s. Houtman | 1016 |
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**Koninklijke Westindische Maildienst,**
*Amsterdam, Holland.*

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| s. Oranje Nassau | 809 |
| s. Prins der Nederlanden | 1207 |
| s. Prins Frederik Hendrik | |
| s. Prins Maurits | 1110 |
| s. Prins Willem I. | 1104 |
| s. Prins Willem II. | 1015 |
| s. Prins Willem III. | 1042 |
| s. Prins Willem IV. | 1085 |
| s. Prins Willem V. | 1119 |

**Konow, Carl,**
*Bergen, Norway.*

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**Konow, W.,**
*Strandgaden 91, Bergen, Norway.*

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**Koolman, Fr. Ferd. & E.,**
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**Koopman, T.,**
*Prinshenderikstraat, Meppel, Holland.*

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**Köppen, Robert,**
*Stettin, Germany.*

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| s. Albert Köppen | 997 |
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**Korn, S. H.,**
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**Korner, J. L. A.,**
*9, Antonistrasse, Hamburg, Germany*

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**Köser, H.,**
*St. Pauli Fischmarkt, Hamburg, Germany.*

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**"Kosmos," Deutsche Dampfschifffahrts Gesellschaft,**
*Bollenhof 33/34, Admiralitätstrasse, Hamburg, Germany.*

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| s. Abydos | 1957 |
| s. Amasis | 2938 |
| s. Ammon | 2944 |
| s. Anubis | 3089 |
| s. Assuan | 3081 |
| s. Denderah | 1960 |
| s. Edfu | 3833 |
| s. Hathor | 2293 |
| s. Hermonthis | 3093 |
| s. Isis | 1629 |
| s. Itauri | 2941 |
| s. Luxor | 2357 |
| s. Memphis | 2450 |
| s. Menes | 3058 |
| s. Mera | 3087 |
| s. Neko | 2358 |
| s. Osiris | 3814 |
| s. Pentaur | 1958 |
| s. Radames | 3032 |
| s. Ramses | 2304 |
| s. Serapis | 1629 |
| s. Sesostris | 3029 |
| s. Tanis | 3813 |
| s. Theben | 2963 |
| s. Totmes | 1949 |
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**Kosone Miio,**
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**Kossel, Albrecht,**
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**Köster, G. O.,**
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**Kousis & Theophylaetos,**
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**Kristensen, Joh.,**
*Sögne, pr. Kristiansand, Norway.*

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**Kristensen, K.,**
*Christiania, Norway.*
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**Kristoffersen, L. F.,**
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**Kröger, A.,**
*Kirkegaden No. 8, Christiania, Norway*

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| s. Aldebaran | 1093 |
| s. Altair | 1054 |

**Krogh, J. D.,**
*Havnegade 47, Copenhagen, Denmark.*
(Dampskibs Selskabet Öresund.)

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**Krogius, Ernst,**
*Helsingfors, Finland.*
(Angf. Aktiebol. "Finska Lloyd.")
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[illegible] 1171
[illegible]

**Krogius, L.,**
*Helsingfors, Finland.*
(Finska Ångfartygs Aktiebolaget.)
s. Aigle [illegible]
s. Alexandra [illegible]
s. Alfven [illegible]
s. Capella [illegible]
s. Ceres [illegible]
s. Jakobstad [illegible]
s. Le [illegible]
s. Norra Finland [illegible]
s. Oihonna [illegible]
s. Orion [illegible]
s. Pallas [illegible]
s. Pollux [illegible]
s. Polstjernan [illegible]
s. Regulus [illegible]
s. Rigel [illegible]
s. Sirius [illegible]
s. Tor [illegible]
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*Malmö, Sweden.*
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*Rathausplatz No. 3, Riga, Russia.*
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**Krupp, Fried., Aktiengesellschaft.**
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**Kulenkampff, Gebruder,**
*Domshaide No. 3, Bremen, Germany.*
Brema 1377

**Kulkompagniet af 1871,**
*Bergen, Norway.*
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**Kullen, Ångf. Aktieb.,**
*Helsingborg, Sweden.*
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*Odessa, Russia.*
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*Kagoshima, Japan.*
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*Mariefred, Sweden.*
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*Arensburg, Ösel, Russia.*
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**Kunstmann, W.,**
*Stettin & Swinemünde, Germany.*
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s. Germania 1000
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*Björkö, Finland.*
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**"Kurland," Dampfschiff-fahrts-Aktien-Gesellschaft,**
*Stettin, Germany.*
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*Archangel, Russia.*
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**Kuznetzoff Bros.,**
*Astrachan, Russia.*
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**Kvaase, H. A.,**
*Christiansand, Norway.*
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**Kwang Wan Steamboat Co., Ld.,**
113, *Wing Lok Street, Victoria, Hong Kong.*
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**Kwansai Coke Kabushiki Kaisha,**
*Osaka, Japan.*
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**Kyckling, M.,**
*Wederlaks, Finland.*
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**Kygtsen, Adam,**
*Björkö, Finland.*
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**Kylen, O.,**
*Nädendal, Finland.*
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**Kynoch, Ld.,**
*Lion Works, Witton, near Birmingham.*
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s. [illegible]

**Kyriakides, N. G.,**
*Sulina, Roumania.*
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*Haugesund, Norway.*
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**"L'Archipel," Paquebots Poste.**
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**L'Engle, J. C.,**
*Jacksonville, Fla., U.S.*
Warren Adams [illegible]

**L'Hommedieu, Samuel,**
70, *South Street, New York, U.S.*
s. John A. Bouker [illegible]
S. L'Hommedieu [illegible]

**"La Betica," Sociedad Anonima de Nav. à Vap.,**
*Guzman el Bueno No. 2, Seville, Spain,*
London Agents:—R. McAndrew & Co.,
*Suffolk House, Laurence Pountney Hill, London, E.C.*
s. Bravo [illegible]
s. Carleton [illegible]
s. Fortuny [illegible]
s. Goya [illegible]
s. Herrera [illegible]
s. Juan Cunningham [illegible]
s. Lista [illegible]
s. Miguel Sainz [illegible]
s. Montañes [illegible]
s. Murillo [illegible]
s. Rioja [illegible]
s. Velazquez [illegible]

**La Fédération Mar. de Bretagne,**
*Quai de l'Isle Gloriette, 5, Nantes, France.*
*See* C. & F. BRUNELLIÈRE FRÈRES.

**"La Flecha,"**
*Bilbao, Spain.*
(Agents in England—G. H. Fletcher and Co., *Mersey Buildings, 18, James Street, Liverpool.*)
Net Tons
s. [illegible] 1853
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**La Fluviale, Compagnie Française de Transports par Eau,**
2, *Rue du Louvre, Paris, France.*
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*Mahon, Minorca.*
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**La Maritime Anversoise,**
34, *Avenue du Commerce, Antwerp, Belgium.*
*See* F. ALEXANDER.

**La Porta, Gaspare,**
*Piazza Municipio Internodi Teatro Mercadante, Naples, Italy.*
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**La Roda Hermanos,**
*Valencia, Spain.*
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**La Veloce Navigazione Italiana,**
*Via Garibaldi 2, Genoa, Italy.*
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**Laanti, A.,**
*Kymmene, Russia.*
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**Laaus, M.,**
*Runö, Russia.*
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**Labarrouere Steam Ship Co., Ld.**
2, *Stuart Street, The Docks, Cardiff.*
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**Labbé, A.,**
*St. Servan, France.*
Pierre Loti [illegible]
Saint Aaron [illegible]

**"Labora," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
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**Labrecque, Alphonse,**
*Lanorate, Canada.*
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*Lanorate, Canada.*
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*Procida, Italy.*
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**Ladiaray, A., & L. Caron,**
*Rue des Bains, Fécamp, France.*
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1, *Trostbruecke, Hamburg, Germany.*
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*Portugalete, Spain*
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56, *Pitt Street, Sydney, N.S.W.*
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6, *Riversdale Terrace, Sunderland.*
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87, *Ashley Road, Aberdeen.*
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**Laird, A. A., & Co.,**
52, *Robertson Street, Glasgow.*
(Glasgow, Dublin, and Londonderry S. P. Co., Ld.)
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38, *Pitt Street, Sydney, N.S.W.*
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*New Road House, Waltham, near Grimsby.*
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**Lambert Bros., Ld.,**
85, *Gracechurch Street, London, E.C.*
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**Lambton Collieries, Ld.,**
*Cuthedral Buildings, Newcastle-on-Tyne.*
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**Lameille & Calamel,**
*Tréport, France.*
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**Lamela, A.,**
*Callapiedra 1, Havana, Cuba, W.I.*
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**Lamont, Henry, & Co.,**
70, *Wellington Street, Glasgow.*
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**Lampe, Fr.,**
*Bremerhaven, Germany.*
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**Lamplough, W. & E. S.,**
88, *Bishopsgate Street Within, London, E.C.*
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**Lamport & Holt,**
28, *Drury Buildings, 21, Water Street, Liverpool.*
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s. Rossetti ..... 4120
s. Rubens ..... 1033
s. Sallust ..... 2309
s. Strabo ..... 1273
s. Tennyson ..... 2532
s. Terence ..... 2690
s. Thespis ..... 2735
s. Tintoretto ..... 2643
s. Titian ..... 2637
s. Virgil ..... 2133

**Lamson, C. A.,**
*Belfast, Me., U.S.*
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**Lamy, G., & Cie.,**
*Quai Caffarelli, Caen, France.*
(Société Navale Caennaise.)
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**Lanata fréres,**
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**Lancashire Shipping Co., Ld.,**
3 & 5, *King Street, Liverpool.*
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**Lancashire & Yorkshire Railway Co.,**
*Manchester.*
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**Lancashire & Yorkshire Steam Navigation Co., Ld.**
46, *Drury Buildings, Water Street, Liverpool.*
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**Lancaster Port Commissioners,**
*Market Chambers, Lancaster.*
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**Land, W. J.,**
*Bude Street, Appledore, Devon.*
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**Landberg, P., & Zoon,**
*Batavia, Java.*
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**Landry, F. B.,**
*D'Escousse, Richmond co., N.S.*
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**Landseer, Albert H.,**
*Grenfell Street, Adelaide, S.A.*
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**Landy, Joseph,**
*Skerries, co. Dublin.*
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**Lane & Brown,**
*Totara North, Auckland, N.Z.*
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*Princess Quay, Londonderry.*
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s. signifies Steamer.

**Lane & Macandrew,**
*30, Great St. Helen's, London, E.C.*
Net Tons
s. Le Coq
s. Lucilino 2424
s. Lux 1634
s. [illegible] 2424
s. Tuscany
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s. Balakani
s. Caucasian
s. Terek

**Lane, N. V.,**
*Norfolk, Virginia, U.S.*
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**Lanfranco & Ramos,**
*c/o T. S. Boadle & Co., Buenos Ayres, Argentine Republic.*
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**Lang & Fulton,**
*56, Rue End Street, Greenock.*
American
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[illegible]
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**Lang, Robert,**
*St. Joachim de Chateauguay, Quebec.*
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**Langaker, O.,**
*Arendal, Norway.*
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**Langdale, Robert T.,**
*Hobart, Tasmania.*
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**Langeard, F., & H. Vergne,**
*Granville, France.*
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*Côte de la Vierge, Fécamp, France.*
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**Langesundsfjordens Bugserdampskibsselskab,**
*Porsgrund, Norway.*
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**Langetangen, S.,**
*Krageröd, Norway.*
Actie

**Langevin, J. B.,**
*Rue de la Poudrière, Dunkirk, France.*
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**Langfeldt, K. F.,**
*Christiansand, Norway.*
Hans
Gamle
[illegible]
[illegible]
Sverdrup

**Langfeldt, N. T.,**
*Holten, pr. Christiansand, Norway.*
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**Langfors, L.,**
*Raumo, Finland.*
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Tahti

**Langhammer, John F.,**
*Baltimore, Md., U.S.*
Robert McClintock

**Langlands, M., & Sons,**
10, *Rumford Place, Liverpool; and* 45, *Hope Street, Glasgow*
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s. Princess Irene
s. Princess Louise
s. Princess Mary
s. Princess Maud
s. Princess Olga 433
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**Langley, R. H. & A.,**
102, *Sussex Street, Sydney, N.S.W.*
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**Langoressis, N.,**
*Constantinople, Turkey.*
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**Langsepp, E.,**
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**Lank, W. M.,**
2312, *North 17th Street, Philadelphia, U.S.*
Florence Creadick

**Lansert, Richard,**
*Grosse Oderstrasse, 18–20, Stettin, Germany.*
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*San Blas, Mexico.*
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*Spezzia, Greece.*
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*Pierreville, Yamaska, Quebec.*
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**Lapierre, Adolph,**
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*Lachine, Quebec.*
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**Laplante, Prosper,**
*Lachine, Quebec.*
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*New Ross, Lunenburg, N.S.*
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**Larder, Wm. H.,**
*New Haven, Connecticut, U.S.*
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**Lardon, Eugenio,**
(Sardi, Lardon & Co.),
*Spezia, Italy.*
Giacomo L.
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**Larivière & Co.,**
*Angers, France.*
(La Commission des Ardoisières d'Anger)
Réné Montrieux

**Larivière, Joseph,**
*St. Ann's, co. Jacques Cartier, Quebec.*
s. Ida

**Laroche, Urbain,**
*Sorel, Quebec.*
Negociant

**Larran, Joseph,**
*Peyrehorade (Landes), France.*
s. Hirondelle

**Larrañaga, Carlos,**
*Avilés, Spain.*
s. [illegible]
s. Margarita

**Larrinaga & Co.,**
30, *James Street, Liverpool.*
Net Tons
s. Anselmo de Larrinaga
s. Asuncion de Larrinaga
s. Bernilla
s. Domingo de Larrinaga
s. Maria de Larrinaga
s. Mercedes de Larrinaga
s. Niceto
s. Ramon de Larrinaga
s. Saturnina
s. Telesforo
s. Teodoro de Larrinaga
(Miguel de Larrinaga S. [illegible] Co., Ld.)
s. Miguel de Larrinaga
s. Pilar de Larrinaga

**Larsen, A.,**
*Guldbergsiden, Fredrikstad, Norway.*
[illegible]

**Larsen, C. A.,**
*Bæro, Krageröd, Norway.*
Aftenrøa
Cyprian
Deveron

**Larsen, C. L.,**
*Svelvik, Norway.*
Dagmar
Flora

**Larsen, Carl,**
*Fredrikshald, Norway.*
Sea Lion

**Larsen, Edvin,**
*Svelvig, Norway.*
[illegible]
Fram
Gamen
Vidar

**Larsen, Einar,**
*Odderöen, Christiansand, Norway.*
Henrik Wergeland

**Larsen, H. J.,**
*Drontheim, Norway.*
(Actien. Solveig.)
C. Tobias

**Larsen, J.,**
*Drontheim, Norway.*
Edvard

**Larsen, J. A.,**
*Skien, Norway.*
s. Allie
Hercules
Pioneer
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**Larsen, L.,**
*Fredrikshald, Norway.*
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**Larsen, Lauritz,**
*Brevig, Norway.*
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**Larsen, O.,**
*Drammen, Norway.*
Amazone

**Larsen, O. C.,**
*Tönsberg, Norway.*
Ydun

**Larsen, O. M.,**
*Christiania, Norway.*
(Agents in [illegible] United Kingdom—Metcalfe, Simpson & Co., Victoria Terrace, West Hartlepool.)
s. Mjærdrift
s. Sandefjord

**Larsen, O. M.,**
*Risör, Norway.*
Haabet

**Larsen, S. C.,**
*Brevig, Norway.*
Adolfo
Ada
Engelsen
Fix
Ida
Vesta
Vidar

**Larsen, S. O.,**
*Stavanger, Norway.*
s. [illegible]
s. Vale
s. Vidar

**Larsen, Severin,**
*Kopervik, Norway.*
s. Nanna
Ida
Ida

**Larson, J.,**
*Kivik, Sweden.*
Bertha

**Larsson, A. H.,**
*Gothenburg, Sweden.*
(Göteborgs Angfiske Aktieb.)
s. Boreas

**Larsson, A. R.,**
*Luleå, Sweden.*
(Luleå-Uleåborgs Rederiaktieb.)
s. Ajax

**Larsson, C.,**
*Arild, Brunnby, Sweden.*
Alma
[illegible]

**Larsson, C. F.,**
*Gothenburg, Sweden.*
s. Ishjorn I.

s. designe les Vapeurs.

**Larsson, C. L.,**
*Gothenburg, Sweden.*
(Ångfartygs Aktieb. Trio.)

| | Net Tons |
|---|---|
| s. Dagmar | |
| s. Hugo | 100 |
| s. Nerva | |
| s. Ruth | 475 |
| s. Seria | 164 |
| s. Sophie | 183 |
| s. Talis | 500 |
| s. Trio | 257 |
| s. Tua | 21[illegible] |
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**Larsson, Chr.,**
*Arildsläge, Sweden.*

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**Larsson, Chr.,**
*Simrishamn, Sweden.*

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**Larsson, H.,**
*Mörby, Mjellby, Sweden.*

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**Larsson, H.,**
*Brantevik, Simrishamn, Sweden.*

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| Bravo | 257 |
| Maria Adelaide | 400 |

**Larsson, John,**
*Mölle, Brunnby sn., Sweden.*

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**Larsson, L. E.,**
*Glajva, Sweden.*

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**Larsson, Ola.,**
*Brantevik, Sweden.*

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**Larsson, P.,**
*Torskog, Nygård, Sweden.*

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**Larsson, S.,**
*Brantevik, Simrishamn, Sweden.*

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**Larue, L.,**
*Caen, France.*

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**Lasareff, I. M.,**
*Salmis, Finland.*

| | |
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**Lassalle, Clarisse (Mrs.),**
*Yamaska, Quebec.*

| | |
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**Lassen, H. C.,**
139, *Berry Street, San Francisco, Cal., U.S.*

| | |
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| Marion | 224 |
| Volant | 164 |

**Lassen, Herm. R.,**
58, *Admiralitätstr., Hamburg, Germany.*

| | Net Tons |
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| Cassandra | 663 |

**Lassen, Jens,**
*Arendal, Norway.*

| | |
|---|---|
| Rollo | 578 |

**Lassen, Tellef,**
*Arendal, Norway.*

| | |
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| Iona | 549 |
| Tana | 854 |
| Urania | 1595 |
| Valkyrien | 545 |

**Lassis, S.,**
*Rinuschen, per Mühlgraben, near Riga, Russia.*

| | |
|---|---|
| Rinuschen | 277 |

**Lassman, Handelshaus Gebr.,**
*Moscow, Russia.*

| | |
|---|---|
| s. Irkutsk | 1547 |
| s. Kurgan | 1586 |
| s. Wolodga | 1536 |

**Latona, Vincenzo,**
*Moore Street, Drummoyne, Sydney, N.S.W.*

| | |
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| s. Hawk | 89 |

**Laukrén, G.,**
*Karlstad, Sweden.*
(Nya Ångf. Aktieb. Elfdalen.)

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| s. Uddeholm | 116 |

**Launceston Marine Board,**
*Launceston, Tasmania.*

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**Lauritzen, H. J. J.,**
*Odense, Denmark.*

| | |
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**Lauritzen, I.,**
*Esbjerg, Denmark.*
(Dampskibsselskabet "Vesterhavet.")

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| s. Alfa | 348 |
| s. Bodil | 474 |
| s. Najaden | 893 |
| s. Nancy | 511 |
| s. Napoli | 451 |
| s. Nautik | 686 |
| s. Neptun | 490 |
| s. Nerma | 424 |
| s. Nexos | 633 |
| s. Niobe | 886 |
| s. Nora | 522 |
| s. Nordsöen | 665 |

**Lauritzen, P. T.,**
*Ærøskjøbing, Denmark.*

| | |
|---|---|
| Sofie | 142 |

**Lauro fratelli,**
*Piano di Sorrento, Italy.*

| | |
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| Antonino | 410 |
| Attivo | 620 |
| Italia | 535 |

**Lauro, Fratelli, di Pasquale,**
*Meta di Sorrento, Italy.*

| | |
|---|---|
| Maria | 560 |
| Pasquale Lauro | 1140 |

**Lauro, Giacchino,**
*Luogo Carotto No. 12, Piano di Sorrento, Italy.*

| | Net Tons |
|---|---|
| Laura | 1169 |
| Mario | 1299 |
| s. Rhone | 958 |

**Lauro, Luigi, fu A.,**
*Via S. Michele, Piano di Sorrento, Italy.*

| | |
|---|---|
| Firth of Dornoch | |
| Maria L. | 1096 |

**Lauro, M., & Co.,**
*Meta di Sorrento, Italy.*

| | |
|---|---|
| Aniello | 755 |

**Laurvig Dampskibsakties.,**
*Laurvig, Norway.*
*See* TH. ANDRESEN.

**Lavarello, G. B., fu P.,**
*Quinto al Mare, Genoa, Italy.*

| | |
|---|---|
| s. Aurelia | 1948 |

**Lavarello, Giuseppe,**
8, *Via S. Lorenzo, Genoa, Italy.*

| | |
|---|---|
| s. Lamia L. | 1435 |
| s. Natale L. | 1398 |
| s. Pompei | 2245 |

**Lavén, G.,**
*Slussplan* 63B, *Stockholm, Sweden.*

| | |
|---|---|
| s. Probus | 834 |

**Lavers, R. G.,**
*Parrsboro', N.S.*

| | |
|---|---|
| Leonard B. | 121 |

**Lavigne, Achille,**
*St. Paul L'Ermité, co. Assomption, Quebec.*

| | |
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| General | 116 |

**Lavigne, N.,**
*Charlemagne, Quebec.*

| | |
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| St. Bernardin | 101 |

**Lavoie, J.,**
*St. Luce, co. Rimouski, Canada.*

| | |
|---|---|
| Josephine | 106 |

**Law, Thos., & Co.**
(SHIRE LINE),
123, *Hope Street, Glasgow.*

| | |
|---|---|
| Agnes Oswald | 1380 |
| Arctic Stream | 1498 |
| Banffshire | 850 |
| Berwickshire | 901 |
| Buteshire | 1768 |
| Caithness-shire | 1525 |
| Clackmannanshire | 1482 |
| Cromartyshire | 1462 |
| Dumfriesshire | 2493 |
| Duns Law | 1531 |
| Elginshire | 2038 |
| Falls of Halladale | 1977 |
| Fifeshire | 1318 |
| Forfarshire | 1300 |
| Glencairn | 1493 |
| Gulf Stream | 1378 |
| Inverness-shire | 2147 |
| Jordanhill | 2176 |
| Kinross-shire | 2168 |
| Kirkcudbrightshire | 1482 |
| Largo Law | 1587 |
| Linlithgowshire | 1357 |
| Nairnshire | 965 |
| Selkirkshire | 1123 |

**Lawday, Lewis,**
*Market Street, Appledore, Devon.*

| | Net Tons |
|---|---|
| Wolf | 76 |

**Lawes, John W., & Co.,**
73, *King Street, South Shields.*

| | |
|---|---|
| Brazilian | 227 |
| Northern Star | 271 |

**Lawrence, Alexander,**
*St. John's, N.F.L.*

| | |
|---|---|
| Scintilla | 100 |

**Lawrey, William,**
6, *The Baths, Devonport.*

| | |
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| Earl of Beaconsfield | 91 |
| Pride of the West | 99 |

**Lawson, J., Jr.,**
27, *Baring Street, South Shields.*

| | |
|---|---|
| s. Africa | 41 |

**Lawson, Joseph,**
27, *Baring Street, South Shields.*
(Lawson Steam Tug Boat Co., Ld.)

| | |
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| s. Comet | 24 |
| s. Hercules | 23 |
| s. Mentor | 15 |
| s. Ulysses | 99 |

**Lawson Steam Tug Boat Co., Ld.,**
27, *Baring Street, South Shields.*
*See* J. LAWSON.

**Lawson, William G.,**
27, *The Wall, Whitstable, Kent.*

| | |
|---|---|
| Dolly Varden | 186 |

**Lawther, Latta & Co.,**
*Billiter Buildings, London, E.C.*
(Nitrate Producers' S. S. Co., Lim.)

| | |
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| s. Anglo African | 2693 |
| s. Anglo Australian | 2581 |
| s. Anglo Canadian | 2380 |
| s. Anglo Chilian | 2442 |
| s. George Fleming | 2228 |
| s. Juanita North | 2228 |
| (Seafield Shipping Co., Ld.) | |
| s. Anglo Saxon | 2671 |
| s. Blanefield | 2182 |
| s. Winkfield | 2575 |
| (Southern Steam Shipping Co., Ld.) | |
| s. South America | 2701 |
| s. South Australia | 2580 |

**Lawther, Samuel, & Sons,**
2, *Corporation Square, Belfast.*
(Belfast and Mersey S.S. Co., Lim.)

| | |
|---|---|
| s. Manchester | 211 |

**Lawton, D. C.,**
*Fall River, Mass., U.S.*

| | |
|---|---|
| s. Mount Hope | 440 |

**Lazopoulos, D.,**
*Scopelos, Greece.*

| | |
|---|---|
| Edesma | 583 |

**Lazzerini, Luigi,**
*Piazza Puccini, Viareggio, Italy.*

| | |
|---|---|
| Ester | 209 |

**Le Barh, J. M.,**
*Ile-aux-Moines, France.*

| | |
|---|---|
| Marie Anna | 114 |

**Le Blanc, W. E.,**
*West Arichat, Richmond co., Cape Breton, N.S.*

| | Net Tons |
|---|---|
| Cyrene | 107 |

**Le Bloch,**
*Marseilles, France.*

| | |
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| Providence | 118 |

**Le Borgne frères,**
*Fécamp, France.*

| | |
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| Duquesne | 256 |

**Le Borgne, P., & Co.,**
*Fécamp, France.*

| | |
|---|---|
| Jacques Cœur | 225 |
| Jean Agathe | 148 |

**Le Boulanger, F.,**
3, *Gloucester Place, Swansea.*

| | |
|---|---|
| s. Clarence | 567 |
| s. Yukon | 566 |
| (Pansy Steamship Co., Ld.) | |
| s. Swansea | 579 |

**Le Bourdiec, Pierre Marie,**
*Ile d'Ars, Morbihan, France.*

| | |
|---|---|
| Achille Célestine | 159 |

**Le Breton, Pierre,**
*Donville, près Granville, France.*

| | |
|---|---|
| Louise Marie | 181 |

**Le Coënt, Félix,**
*Lorient, France.*

| | |
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| s. Leo | 32 |

**Le Franc,**
*Séné, Morbihan, France.*

| | |
|---|---|
| Guillaume Tell | 128 |

**Le Gloahec,**
*Auray, France.*

| | |
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| Union | 118 |

**Le Gros, John G.,**
*Oak Villa, Faldouet, Gorey, Jersey.*

| | |
|---|---|
| Annie | 58 |

**Le Gualès de Mézaubran, Vte.,**
*Légué, Côtes du Nord, France.*

| | |
|---|---|
| s. Le Gouet | 71 |

**Le Guyader, F.,**
*Paimpol, France.*

| | |
|---|---|
| Mouette | 103 |

**Le Masson, L.,**
37, *Rue Couraye, Granville, France.*

| | |
|---|---|
| Mathilde | 178 |

**Le Masurier, Charles,**
15, *Belmont Road, St. Heliers, Jersey.*

| | |
|---|---|
| Cicelia | 60 |



s. signifies Steamer.

### Le Pomellec, J.,
*Binic, Côtes du Nord, France.*

Net Tons
Binicaise ... 103

### Le Pont, E., & fils,
*Quai Alexandre III., Cherbourg, France.*

s. Lloyd ...
(Société du Lloyd Normand.)
s. Cap Levi ... 1[illegible]

### Le Port, E.,
22, *Rue de l'Hôpital, Lorient, France.*

s. Lorientais ... 80

### Le Quellec, A. C., & fils,
*Allées de Chartres 33, Bordeaux, France.*

s. Cr[illegible] ... 2[illegible]
s. L[illegible] ... 1[illegible]
s. Phryné ... 1744
s. Stilbé ... 1[illegible]

### Le Quesne, John C.,
*Paspebiac, Quebec.*

Marooni ... 199

### Le Roux & Cie.,
*Brest, France.*

s. Cotentin ... 67

### Le Seelleur, Philip,
*Oak Lodge, Faldouet, St. Martin's, Jersey.*

Graphic ... 60

### Le Sueur, Charles,
1, *Waverley Terrace, St. Saviour's Road, Jersey.*

Alabama ... 54

### Le Truedic,
1, *Place Morbihan, Vannes, France.*

D'Artagnan ... 237

### Leach & Co., Ld.,
*Mark Brown's Wharf, Tooley Street, Southwark, London, S.E., and 21, Mincing Lane, London, E.C.*

s. Sea Gull ... 409
s. Sea Hound ... 511
s. Sea Lion ... 6[illegible]
s. Sea Serpent ... 381

### Leaity, James G.,
3, *Harriet Place, Falmouth.*

Ocean Spray ... [illegible]

### Lear, B. W.,
*Trenton, N.J., U.S.*

Mary E. Bradshaw ... 310

### Leask, Clark & Co.,
*Albert Terrace, West Hartlepool.*

s. Martin ... 1207

### Leask, J. H.,
*Peterhead.*

s. Busy Bee ...
s. [illegible] ... 24
s. Kathleen ...

### Leask, William H.,
3, *Harbour Street, Peterhead.*

Net Tons
s. A. M. Leask ... 21
Anchor of Hope ... [illegible]
s. Betsy ... 24
s. Emily ... [illegible]
Faithful ... 20
s. Jeannie ... 22
Maggie & Helen ... 1[illegible]
s. Margaret ...
Nina ...
s. Pioneer ... 19
s. Pursuit ... 23
s. Speedwell ... 22
Watchful ... 32
W. H. Leask ... 24

### Leber, E. (Mme.),
*Quai Berigny, Fécamp, France.*

France & Russie ... 199
Gloire à Dieu ... 249
Louis Pasteur ...
Rollon ...

### Leblanc, Charlemaine, & Co.,
*Rouen, France.*

s. Ernestine ... 301
s. Georgette ... 277
s. Hirondelle ... 139

### Lebruin, Z.,
*St. Aimé, Quebec.*

St. Aimé ... 166

### Leca, Aurelio Nunes,
*Ilha Brava, Cape Verde Islands.*

Luisa ... 118

### Leclair, Vincent,
*Rue du Port, Lannion, France.*

Saint Jean ... 1[illegible]7

### Lecomte, J.,
*Gravelines, France.*

Augustine ... 1[illegible]7

### Leconte, M.,
*Regneville, Manche, France.*

Alcide ... 1[illegible]

### Ledun, Delabrecque & Cie.,
*Rue Maupas 9, Fécamp, France.*

Cléta ... 17[illegible]
Massena ... 2[illegible]7

### Lee, Finch & Co.,
*Pierhead Chambers, Bute Street, Cardiff.*

s. Ingoldsby ... 740

### Lee, George,
*Duck River, co. Wellington, Tasmania.*

Lemael ... 112

### Lee Hai Thye,
*Penang.*

s. Fitzpatrick ... 730

### Lee, J. W.,
*Absecom, New Jersey, U.S.*

Raymond T. Maull ... 512

### Lee, John D.,
1, *Canal Road, Frindsbury, Kent.*

[illegible] ...
[illegible] ...

### Lee, John S.,
*Scullsville, New Jersey, U.S.*

Net Tons
Lewis K. Cottingham ... [illegible]

### Lee, Ld.
(Manager—J. Lee),
46A, *Regency Square, Brighton.*

s. Worthing Belle ... 8[illegible]

### Lee Tjeng Lock,
*Gorontalo, Celebes, E. Indies.*

Ayeshah ... 11[illegible]

### Leech, Harrison & Forwood,
14, *Chapel Street, Liverpool.*
(Mersey S. Co., Ld.)

s. Ma[illegible] ...
s. M[illegible] ... 1[illegible]
s. C[illegible] ... 1[illegible]
s. T[illegible] ...
s. Z[illegible] ...

### Leelkaln, J.,
*Riga, Russia.*

Martinson ... 8[illegible]

### Leelkaln, M., & G. Grass,
*Kurbis, Lemsal, Riga, Russia.*

Alexander ... 310

### Leep, Martin,
*Uggenzeem, Talsen, Kurland, Russia.*

Leep ... 255
Uppesgriw ... 210

### Leesman, J.,
*Reval, Russia.*

s. Leimu ... 73

### Leetham, H., & Sons, Ld.,
*Hungate, York.*

s. Arrow ... 93
s. C[illegible]stance ... [illegible]6
s. [illegible] ... 74
s. Jessie ... [illegible]5

### Leeuwen, G. van, Hzn.,
*Gondelstraat, Scheveningen, Holland.*

s. Koningin Emma ... 7[illegible]

### Leffler & Sons,
*Gothenburg, Sweden.*

s. Otto ... 1054

### Lefolii, J. B.,
*Copenhagen, Denmark.*

Svend ... 108

### Legal, A., & D. de Kersabiec,
*Rue Mazagran, Nantes, France.*

s. Blanche Amélie ... 189
s. Breton ... 8[illegible]
s. Corine ...
(Cie. Maritime L'Armoricaine.)
s. Ida ... 81
s. Jacques Paul ... 71
Marins ... 240
s. Sophie ... 71
Ville de Bayonne ... [illegible]

### Légal, Joseph,
*Quai Henri IV., Dieppe, France.*

s. Espérance ... 2
Eugenie ... 11
s. La Foi ... 9
s. Saint Jacques ... 30
Saint Remi ... 17

### Leganger, A. E.,
*Minde, Fane, pr. Bergen, Norway.*
(Akties. Norsk Dampskibsselskab.)

Net Tons
s. Bodø ... 3[illegible]
s. Fort Gaines ... [illegible]
Fort Morgan ... [illegible]
(Akties. [illegible] Dampskibsselsk.)
s. Bratten ...

### Legasse, J., & Co.,
*St. Pierre-Miquelon.*

Bassussarry ... 2[illegible]
Cousins-Réunis ... 128

### Legasse, J. B.,
*Bayonne, France; & St. Pierre-Miquelon.*

Anemone ... 107

### Legasse, S. M., Neveu & Co.,
10, *Rue Jacques Laffite, Bayonne, France.*

Antoinette ... [illegible]
Beaumanoir ... 448
Bernadotte ... 345
Lisette ... 245
Marinette ... 144
Musette ... 173
Pierre ... 161
Pierrette ... 166
s. Pro Patria ... 380

### Legg, Charles MacF.,
*Carrickfergus, Antrim.*

s. Carrick Castle ... 54
Dinorah ... 105
s. Greenisland ... 54
s. Jucar ... 60

### Legg, G. T.,
*Vancouver, B.C.*

s. Cassiar ... 3[illegible]

### Legsdin, P. & F., & M. Brakksch,
*Adiamunde, Lemsal, Russia.*

Capella ... 349

### Lehigh Valley Transportation Co.,
*Buffalo, N.Y., U.S.*

s. E. P. Wilbur ... 1903
Mauch Chunk ... 3[illegible]
s. Saranac ... 1939
s. Seneca ... 1939
s. Tuscarora ... [illegible]
s. Wilkesbarre ... 3311

### Lehmann & Enders, G. m. b. H.
19, *Johannisbollwerk, Hamburg, Germany.*

E[illegible] ... 114
J[illegible] ... [illegible]
O[illegible] ... 108

### Lehmann, F. W. G.,
*Steckelhörn No. 9, Hamburg, Germany.*

Frieda Lehmann ... 460

### Lehmkuhl, J. E.,
*Bergen, Norway.*

s. Axel ... [illegible]
s. Nordkyn ... 157

### Lehoerff Ainé,
*Cancale, Ile et Vilaine, France.*

Saint Antoine ... 131

### Lehoerff-Guilbert, F.,
*Cancale, Ille et Vilaine, France.*

St. Yves ... 1[illegible]

### Leibowitz, E., Sohne,
*Jacobstrasse No. [illegible] Riga, Russia.*

Net Tons
[illegible] ...

### Leisberg, P., & A. Sispon,
*Dago, Russia.*

[illegible] ...
Moewe ... 104

### Leisberg, S.,
*Ahrensburg, Russia.*

Koidula ...

### Leitch, Andrew, & Co.,
*Maritime Buildings, 26, [illegible] Street, Dundee.*
(Dundee Loch Line [illegible] Shipping Co., Ld.)

s. Loch Etive ...
s. Loch Lintrathen ...
s. Loch Lomond ...
s. Loch Tay ...

### Leitch, J. (Mrs.),
*Belize, British Honduras.*

s. Egerton ...

### Leitch & Muir,
5, *Blackhall Street, Greenock.*

Brunel ...
Robert Duncan ...

### Leite, Alfredo C.,
*c/o Correia Leite & Co., Rio Grande do Sul, Brazil.*

D. Maria ...

### Leite & Co.,
*Pard, Brazil.*

s. Iracema ...

### Leite, J. M.,
*Para, Brazil.*

s. Rio Machados ...

### Leite, S. P. da Costa,
*Pernambuco, Brazil.*

Pelotense IV. ...

### Leith, Hull & Hamburg Steam Packet Co., Ld.,
16, *Bernard Street, Leith; and 45, Renfield Street, Glasgow.*
*See* JAMES CURRIE & Co.

### Leitrim, Earl of,
*Mulroy, Milford, co. Donegal, Ireland.*

s. Melmore ...

### Lemis, T.,
*Constantinople, Turkey.*

Eugenia ...

### Lemoine, A., et fils,
*6-8, Rue Amiral Cecille, Rouen, France.*

Lutèce ...

### Lemoine, Auguste,
*St. Malo, France.*

[illegible] ...
[illegible] ...
[illegible] ...
[illegible] ...

s. désigne les Vapeurs.

**Lemos, A. G.,**
*Galaxidi, Greece*

| | Net Tons |
|---|---|
| Garufaglia | 430 |

**Lemos, Costis Elia,**
*c/o M. A. Proios, Chios, Asiatic Turkey.*

| | |
|---|---|
| Marigo | 217 |

**Lemos, Ea. J.**

| | |
|---|---|
| Marigo | 217 |

**Lemos, G.,**
*Syra, Greece.*

| | |
|---|---|
| Omonia | 150 |

**Lemos, Georgios,**
*Agnousses, Turkey.*

| | |
|---|---|
| Prince Carolos | 532 |

**Lemos, N.,**
*Samos.*

| | |
|---|---|
| Olga | 236 |

**Lemos, N., & M. Andonopoulo,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Sozantas | 120 |

**Lemos, P.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Vassos | 389 |

**Lemos, S.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Zigomala | 714 |

**Lemos, T.,**
*Syra, Greece.*

| | |
|---|---|
| Angeliki | 350 |

**Lemos, Panaghiotis M.,**
*c/o M. A. Proios, Chios, Asiatic Turkey.*

| | |
|---|---|
| Michail | 225 |
| Miltiades | 273 |
| Nicolaos | 325 |

**Lemos, Panayotis,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Argyros | 228 |

**Lenkker, J. & E.,**
*Wiborg, Finland.*

| | |
|---|---|
| Alku | 129 |

**Lenkkeri, J.,**
*Wiborg Finland.*

| | |
|---|---|
| Martha | 132 |
| Rakkaus | 133 |

**Lennard's Carrying Co., Ld.,**
*See* J. M. LENNARD & SONS, LD.

**Lennard, John M., & Sons, Ld.,**
*Erimus Chambers, Middlesbrough.*

| | Net Tons |
|---|---|
| s. Berwick | 246 |
| s. Forth | 312 |
| s. Gertrude | 125 |
| s. Glenmore | 216 |
| s. Italia | 237 |
| s. Teesdale | [illegible] |
| s. Vulcan | [illegible] |
| s. William Dawson | 165 |

(Lennard's Carrying Co., Ld.)

| | |
|---|---|
| s. Henri Rieth | 1474 |
| s. Hotham Newton | 1713 |
| s. Phosphor | 1317 |
| s. Prudentia | 1770 |

**Lenormand,**
*Havre, France.*

| | |
|---|---|
| s. Calvados | 61 |

**Leon, H. O.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Carl Fredrik | 913 |

**Leonhardt, Adolf,**
*Fruchthof, 4, Hohebrücke, Hamburg, Germany.*

| | |
|---|---|
| s. August Leonhardt | 832 |
| s. Ella Ivers | 831 |
| s. Schlei | 45 |

**Leonhardt & Blumberg,**
*Fruchthof, 4, Hohebrücke, Hamburg, Germany.*

| | |
|---|---|
| s. Angelica zum Bach | 500 |

**Leonora, Naamlooze Vennootschap Maatschappij S. S.,**
*Westerstraat 19, Rotterdam, Holland.*
*See* JOS. DE POORTER.

**Leopold, N. F.,**
*Chicago, U.S.*

| | |
|---|---|
| s. Manitou | 2392 |

**Leopoldina Railway Co., Ld.,**
*Caixa No. 291, Rio de Janeiro, Brazil; and 4, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Dr. Coutinho | |
| s. Grão Para | |
| s. Itamaraty | 253 |
| s. Leopoldina | |
| s. Mana | 63 |
| s. Petropolis | 59 |

**Leousi, G. E.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Hydra | 114 |

**Leporc, Vve.,**
*Fécamp, France.*

| | |
|---|---|
| Louis Gustave | 133 |

**Lepst, Hentenberg & Blasse,**
*Windau, Russia.*

| | |
|---|---|
| Karneels | 126 |

**Lequinse, John S.,**
*Paspebiac, Quebec.*

| | |
|---|---|
| Success | 199 |

**Lerch, F.,**
*Uppegriew, Russia.*

| | |
|---|---|
| Nara | 261 |
| Pukkis | 103 |

**Leroux, Damase,**
*Vandreuil, Canada.*

| | Net Tons |
|---|---|
| Brodeur Demers | 142 |

**Leschbrandt, J. Arndt,**
*Mandal, Norway.*

| | |
|---|---|
| Valentine | [illegible] |
| Valhal | 386 |
| Valkyrie | 1021 |

**Leslie, Hart & Co.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Lunenburg | 13 |

**Leslie, John,**
*79, Mark Lane, London, E.C.*

| | |
|---|---|
| Hinemoa | 2203 |
| Taranaki | 1130 |

**Leslie, R. J.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Lunenburg | 113 |

(Magdalen Islands S. S. Co., Ld.)

| | |
|---|---|
| s. Amelia | 103 |

**Leslie, W., & Co.,**
*59, Marischal Street, Aberdeen.*

(Leslie Steam Ship Co., Ld.)

| | |
|---|---|
| s. Gilcomston | [illegible] |
| s. Goval | 276 |
| s. Greyfriars | 794 |

(Aberdeen & Glasgow S. S. Co., Ld.)

| | |
|---|---|
| s. Garthdee | 422 |
| s. Glassalt | 415 |

**Lesourd,**
*Quai Fosse, Nantes, France.*

| | |
|---|---|
| s. Paradox | 366 |

**Lesourd, P., & fils.,**
*1, Rue Rabelais, Tours, Indre & Loire, France.*

| | |
|---|---|
| Alice Isabelle | 501 |

**Lessard, J.,**
*Cancale, France.*

| | |
|---|---|
| St. Méen | 203 |

**Lessard, Père,**
*La Houle, France.*

| | |
|---|---|
| Saint Clement | 150 |
| St. Joseph | 138 |

**Lethuillier,**
*Fécamp, France.*

| | |
|---|---|
| Colbert | 140 |

**Letricheux & David,**
*Swansea.*

| | |
|---|---|
| s. Abermaed | 695 |

**Letten Bros.,**
*Auckland Road, Fish Docks, Grimsby.*

(Atlas Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Valiant | 75 |
| s. Vampire | 73 |
| s. Venus | 66 |
| s. Viceroy | 94 |
| s. Victor | 92 |
| s. Vigilant | 55 |
| s. Vulcan | 76 |

**Letten, W. S.,**
*Auckland Road, Fish Docks, Grimsby.*

(Anchor Steam Fishing Co., Ld.)

| | Net Tons |
|---|---|
| s. Challenger | 73 |
| s. Conqueror | 76 |
| s. Premier | 81 |
| s. Prince | 50 |
| s. Sea King | 75 |
| s. Warrior | 95 |

**Leufstadius, F. N.,**
*Oregrund, Sweden.*

| | |
|---|---|
| Petrus | 103 |
| Sirius | 149 |

**Leva, Francesco G.,**
*Lussingrande, Austria.*

| | |
|---|---|
| Alba | 1436 |
| Contessa Hilda | 1458 |
| Francesco Giuseppe I. | 1829 |
| Sava | 1004 |

**Levensaler, Atwood,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Eliza Levensaler | 141 |

**Lever Bros., Ld.,**
*Port Sunlight, near Birkenhead.*

| | |
|---|---|
| Lalla Rookh | 814 |
| s. Life Buoy | 64 |
| s. Social | 64 |
| s. Sunlight | 64 |

**Lever's Pacific Plantations, Ld.,**
*Port Sunlight, near Birkenhead; and at Sydney, N.S.W.*
*See* A. WHYTE.

**Levesque, Louis, et Cie.,**
*Boite Postale 131, Nantes, France.*

| | |
|---|---|
| Bretagne | 1731 |

**Levidi, C., & C. Beck,**
*Athens, Greece.*

(Bank of Athens.)

| | |
|---|---|
| s. Beby | 1412 |

**Levin & Co., Ld.,**
*Grey Street, Wellington, N.Z.*

| | |
|---|---|
| s. Himitangi | 149 |
| s. Queen of the South | 121 |
| s. Wakatu | 95 |

**Levinsen, R. R.,**
*Möllergade, Marstal, Denmark.*

| | |
|---|---|
| Forening | 134 |
| Union | 127 |

**Lewin, K. G. E.,**
*63, Linnégat, Stockholm, Sweden.*

| | |
|---|---|
| Urania | 166 |

**Lewis, A.,**
*Point Law, Aberdeen.*

| | |
|---|---|
| s. City of Aberdeen | 65 |

(Balgownie Steam Trawl Fishing Co., Ld.)

| | |
|---|---|
| s. Balgownie | 54 |
| s. Balnagask | 53 |

**Lewis & Co.,**
*Balkan Hill, Aberdovey.*

| | Net Tons |
|---|---|
| s. Lizzie | 521 |

**Lewis, Frank M.,**
*Northport, New York Co., U.S.*

| | |
|---|---|
| L. L. Hamlin | 140 |

**Lewis, G. A.,**
*New York, U.S.*

| | |
|---|---|
| Maria | 166 |

**Lewis, G. E. M.,**
*Lewiston, N.S.*

| | |
|---|---|
| Glendovey | 569 |

**Lewis, H.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Harry | 144 |

**Lewis, J.,**
*Pembroke.*

| | |
|---|---|
| Mary Jane Lewis | 30 |

**Lewis, J.,**
*Albert Quay, Aberdeen.*

| | |
|---|---|
| s. Linnet | 55 |
| s. Robin | 30 |
| s. Roslin | 36 |

**Lewis, Owen,**
*4, Belle Vue Terrace, Aberayron.*

| | |
|---|---|
| Enid | 3[illegible] |

**Lewis, R.,**
*Harwich.*

| | |
|---|---|
| Britannia | 69 |
| Mystery | 84 |

**Lewis, Thomas, & Co.,**
*Bangor.*

| | |
|---|---|
| s. Saint Seiriol | 65 |
| s. Saint Tudwal | 99 |

**Lewis, W., & Co.,**
*Richmond Buildings, 26, Chapel Street, Liverpool.*

| | |
|---|---|
| Marion Inglis | 1483 |
| Morven | 1997 |
| Swanhilda | 1999 |
| Talus | 1954 |

(Marion Ballantyne Ship Co., Ld.)

| | |
|---|---|
| Marion Fraser | 2264 |

**Lewis, W. M.,**
*9, Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Corrwg | 575 |
| s. Hungarian | 935 |

**Lewis, W. W.,**
*Louisburg, C.B.*

| | |
|---|---|
| Robert Ewing | 399 |

**Lewis, William, & Son,**
*13, Hamilton Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| s. Belvedere | 339 |
| California | 348 |
| s. William Baylies | 291 |

**Lewis, William T. (Sir),**
*The Mardy, Aberdare, Glamorganshire*

| | |
|---|---|
| s. The Marchioness | 32 |

## Leyland, F., & Co. (1900), Ld.,

*27, James Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Alcmaria | 2471 |
| s. Alexandrian | 3862 |
| s. Almeriaf | 1415 |
| s. Americas | 3407 |
| s. Anglian | 3376 |
| s. Atlantian | 1734 |
| s. Aztec | 3886 |
| s. Atlantian | 1154 |
| s. Bolivian | 1700 |
| s. Borderian | 1775 |
| s. Bohemian | 1854 |
| s. Caledonian | 3911 |
| s. Californian | 4000 |
| s. Canadian | 6611 |
| s. Castilian | 1743 |
| s. Colombian | 6136 |
| s. Corinthian | 1864 |
| s. Costa Rican | 3997 |
| s. Cuban | 4716 |
| s. Dacian | 3174 |
| s. Dorsetian | 3864 |
| s. Europeian | 3858 |
| s. Floridian | 3796 |
| s. Flintian | 1187 |
| s. Indian | 3864 |
| s. Jamaican | 3943 |
| s. Kennetian | 4007 |
| s. Lancastrian | 3862 |
| s. Lancastrian | 3864 |
| s. Mexican | 4711 |
| s. Nemesian | 3796 |
| s. Ocanian | 4677 |
| s. Philadelphian | 7161 |
| s. Tampican | 3170 |
| s. Tyrian | 1977 |
| s. Victorian | 5711 |
| s. Virginian | 2125 |
| s. William Cliff | 5150 |
| s. Winkelman | 6511 |
| s. Yucatan | 1709 |

## Leyland - O'Brien Timber Co., Ld.,

*P.O. Box 149, Auckland, N.Z.*

s. Stella 157

## Leyland, R. W., & Co., Ld.,

*19 & 20, II. Exchange Buildings, Liverpool.*

(Leyland Shipping Co., Ld.)

| | |
|---|---|
| Aldworth | 1700 |
| Allerton | 1400 |
| Dutton | 2000 |
| Fulwood | 1600 |
| Hulwood | 2100 |
| Leyland Brothers | 2238 |
| s. Planet Mars | 2833 |
| s. Planet Neptune | 2821 |
| s. Planet Venus | 2800 |
| Riversdale | 2057 |
| Speke | 2712 |
| Toxteth | 2387 |
| Wavertree | 2118 |

## Leyland Shipping Co., Ld.,

*See* R. W. LEYLAND & Co., Ld.

## Leyman, J.,

*21, Billingsgate, St. Andrew's Dock, Hull*

| | |
|---|---|
| s. The Sirdar | 48 |
| s. R. H. B. Thomson | 57 |

## Leyman, James, & Co., Ld.,

*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Avon | 57 |
| s. Clyde | 57 |
| s. Dee | 57 |
| s. Earl of Devon | 57 |
| s. Esk | 56 |
| s. Forth | 56 |
| s. Garry | 56 |
| s. Hull | 56 |
| s. Isis | 56 |
| s. Jed | 56 |
| s. Kennet | 56 |
| s. Lavan | 56 |
| s. Mersey | 56 |
| s. Nith | 56 |
| s. Ouse | 56 |
| s. Plym | 56 |
| s. Quaff | 56 |
| s. Ribble | 56 |

## Lhommet,

*Rue [illegible] le Bois, Fécamp, France.*

| | Net Tons |
|---|---|
| Independant | 103 |
| Notre Dame de Lourdes | [illegible] |

## Li Shek Pang,

*Victoria, Hong Kong.*

s. Laertes 1340

## Liardi, Emanuele,

*Terranova, Sicily.*

Nonè 152

## Liardi, Giovanni,

*Terranova, Sicily.*

Sarina Liardo 124

## Liardi, Luigi, di F., & Giuseppe Liardi di L.,

*Terranova, Sicily.*

Nuovo Due Cugini 1[illegible]

## Libau - Lübecker Dampfschifffahrts-Gesellschaft,

*Lübeck, Germany.*

*See* SCHROEDER & PAPE.

## Libauer Borsen Comité,

*Libau, Russia.*

s. Wladimir [illegible]

## Libby, I. B.,

*Port Townsend, Wash., U.S.*

Richard III. 918

## Liberato, A. P. F.,

*Itajahy, Brazil.*

Almirante 2[illegible]

## Lichauco, F.,

*33, Plaza Cervantes, Manila, Philippine Islands.*

s. Chicago 114

## Lidbäck, A., & Co.,

*Sundswall, Sweden.*

(Trävaru Aktieb. Petschora.)

| | |
|---|---|
| s. Petschora | 47 |
| Ribachi (gross) | 920 |

## Lidgett, John, & Sons,

*6, Lime Street Square, London, E.C.*

Latimer 1649

## Lidgey, Wm., & Co.,

*Devoran, Cornwall.*

s. Erimus 105

## Liebig's Extract of Meat Co.,

*Fray Bentos, Uruguay.*

s. Guemes 41

## Liebes, H., & Co.,

*132-137, Post Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Alexander | 1[illegible] |
| Bonanza | 1[illegible] |
| Herman (aux. 6m.) | 2[illegible] |

## Lienhard, H.,

*Handsbro Miss., U.S.*

[illegible]

## Liewen, C. W. von,

*Helsingborg, Sweden.*

(Rederiaktieb. Nestor.)

s. Lizzie 654

## Lifvendahl, E. A.,

*Föglö, Finland.*

Deo Gloria 294

## Ligure-Brasiliana Società Anonima di Navigazione.

*Piazza Fossatello 1, Genoa, Italy.*

| | |
|---|---|
| s. Colombo | 1610 |
| s. Minas | [illegible] |
| s. Re Umberto | 2066 |
| s. Rio Amazonas | 2053 |

## Liguriatis, C.,

*Syra, Greece.*

Panteleimon 121

## Lihn & Co.,

*Antofagasta, Chili.*

Antofagasta 1016

## Liholm, J., & G. Greenwald,

*Reval, Russia.*

Lotus 146

## Liliengren, C.,

*Vik, Rorums sn, Sweden.*

Wilhelmina 245

## Liljefors, F. O.,

*Landskrona, Sweden.*

s. Douglas [illegible]

(Rederiaktieb. Edgar.)

s. Annie 714

## Liljewalch, E.,

*Stockholm, Sweden.*

s. Olof 1111

## "Lilla Edet," Nya Ångb. Aktieb.,

*Gamla Lödöse, Sweden.*

*See* S. OLSSON.

## Lillienau, A.,

*Gothenburg, Sweden.*

(Sjöförsäkrings Aktieb. Ocean.)

s. Ally [illegible]

## Lilljequist, Axel,

*Gothenburg, Sweden.*

s. Jernbarden [illegible]

## Lilly, J., & Co.,

*61, Church Street, West Hartlepool.*

| | |
|---|---|
| s. Lucilla | 1913 |
| s. Primula | 1093 |
| s. Dewdrop | 835 |
| s. Violet | [illegible] |
| s. Amelia | [illegible] |
| s. Amelie | [illegible] |

## Lilly Shipping Co., Ld.

*See* J. LILLY & Co.

## Lim Apat,

*27, [illegible] Road, Singapore.*

| | Net Tons |
|---|---|
| s. Gouverneur Generaal Mijer | 442 |

## Lim Assam,

*99, Market Street, Singapore.*

s. [illegible] Fo [illegible] 222

## Lim Cheng Taik,

*28, Merchant Street, Rangoon.*

s. Clivo [illegible]

## Lim Chwee Chian,

*24, North [illegible] Quay, Singapore.*

| | |
|---|---|
| s. [illegible] | 1[illegible] |
| s. [illegible] | 1[illegible] |

## Lim Ho Puah,

*116, Market Street, Singapore.*

| | |
|---|---|
| s. Amherst | 1[illegible] |
| s. Ban Hin Gunn | 1[illegible] |
| s. [illegible] Poh Gunn | [illegible] |
| s. Charterhouse | 1[illegible] |
| s. Glentalloch | 1[illegible] |
| s. Hong Bee | [illegible] |
| s. Hong Ho | [illegible] |
| s. Hong Lian | 43 |
| s. Hong Moh | 2555 |
| s. Hong Wan | 1[illegible] |
| s. [illegible] Wan I | [illegible] |
| s. Kim Ann | [illegible] |
| s. [illegible] Tye | [illegible] |
| s. Poh Ann | [illegible] |
| s. Teresa | 71[illegible] |

## Limerick Steamship Co., Ld.

(Manager—I. MORLEY).

*Limerick.*

| | |
|---|---|
| s. Gipsy | 194 |
| s. Sinaina | 9[illegible] |
| s. Thomond | 56 |
| s. Wylam | 513 |

## Limhamns Rederiaktieb.,

*Limhamn, Sweden.*

*See* EDW. PERSSON.

## Linaae, Jean B.,

*Sandefjord, Norway.*

| | |
|---|---|
| Carnegie | 9[illegible] |
| D. H. [illegible] | 1148 |
| s. [illegible] | 1135 |
| [illegible] | [illegible] |
| [illegible] | 1131 |

## Linares, Vicente,

*Barcelona, Spain.*

Ampurdanesa 101

## Lincoln, E. F.,

*21, Second Street, Taunton, Mass., U.S.*

Sally W. Ponder 10[illegible]

## Lind, J.,

*Fridhemmet, Bildö, Sweden.*

Dan [illegible]

## Lindberg, J. G.,

*Rölanda, Skredsvik Sn., Sweden.*

s. Frithiof 84

## Lindberg, Jarl A. R.,

*Impilaks, Finland.*

[illegible]

## Lindblom, Axel,

*Halmstad, Sweden.*

| | Net Tons |
|---|---|
| Phos | 1545 |

## Lindblom, Gust. A.,

*Åbo, Finland.*

| | |
|---|---|
| s. Boro I | 415 |
| s. Boro II. | [illegible] |
| s. Poseidon | 479 |

## Lindblom, N. P.,

*Pigeholm, Sweden*

[illegible]

## Lindén, Karl,

*Raumo, Finland.*

| | |
|---|---|
| Rhea | [illegible] |
| Westbury | [illegible] |

## Linden Steamship Co., Ld.,

*2, Stuart Street, The Docks, Cardiff.*

*See* MORRIS, Ld.

## Lindermark, A. P.,

*Orhalso, Bildö, Sweden.*

Alert [illegible]

## Lindes, G., & Co.,

*Archangel, Russia.*

s. [illegible] [illegible]

## Lindgren, E.,

*Karlshamn, Sweden.*

(Blekinge Angbåtsaktieb.)

| | |
|---|---|
| s. Ahus | 2[illegible] |
| s. Ronneby | 14[illegible] |
| s. Sodern | [illegible] |

## Lindholm, G.,

*Lemland, Finland.*

| | |
|---|---|
| Ceres | 3[illegible] |
| Fadderneslandet | [illegible] |
| Karolina | [illegible] |

## Lindholm, J. H.,

*Knutby sn, Norrtelje, Sweden.*

Wilk [illegible]

## Lindö, Svend,

*Haugesund, Norway.*

| | |
|---|---|
| s. Dana | [illegible] |
| s. Uriadd | 24 |

## Lindoe, Erich,

*Haugesund, Norway.*

| | |
|---|---|
| s. Salus | [illegible] |
| s. Saphir | [illegible] |

(Talkna Hvalstation.)

| | |
|---|---|
| s. Schweigaard | [illegible] |
| s. Talkna | 46 |

## Lindoe, M.,

*Haugesund, Norway.*

| | |
|---|---|
| s. Elida | 17[illegible] |
| s. Avance | 13[illegible] |
| s. Hogholmen | [illegible] |

## Lindoe, Ole,

*Haugesund, Norway*

[illegible]

s. désigne les Vapeurs.

**Lindquist, Joh.,**
*Bromarf, Skotta, Finland.*
Net Tons
Guido ..... [illegible]

**Lindroos, J. F.,**
*Bromarf, Finland.*
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**Lindsay, G., Jr.,**
28, *West Sunniside, Sunderland.*
s. George Lindsay ..... 26
s. Sherburn ..... [illegible]

**Lindsay, Gracie & Co., Ld.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
s. Glengoil ..... 1915
s. Glenmorven ..... 1303

**Lindsey, John,**
799, *Walker Road, Newcastle-on-Tyne.*
s. May ..... 68

**Lindsey Steam Fishing Co., Ld.,**
*Fish Docks, Grimsby.*
*See* E. BACON.

**Lindström, J.,**
*Halmstad, Sweden.*
Gunnar ..... 266
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**Lindtner, Chr.,**
*Skippergaden No.* 1, *Stavanger, Norway*
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s. Lucania ..... 58
s. Plover ..... 47
s. Sando ..... 84
s. Stromo ..... 53
s. Veronica ..... 58

**Lindvall, A. V.,**
14, *Mosebacketorg, Stockholm, Sweden.*
s. Balder ..... 219

**Lindvall, J.,**
*Eura Åminne, Finland.*
Wodan ..... 427

**Lindvig, A. O.,**
*Kragerö, Norway.*
Bertrand ..... 498
s. Dalbeattie ..... 819
Gerd ..... 714
Grethe ..... 376
Hebe ..... 499
Hesperia ..... 462
s. Laboremus ..... 356
s. Rex ..... 446
s. Roma ..... 344

**Linea de Vapores Serra,**
*Bilbao, Spain.*
(Agents in Liverpool—Messrs. W. L Nickels & Gordon Ross, Old Castle Buildings, Preesons Row, Liverpool.)
s. Alicia ..... 1765
s. Benita ..... 974
s. Cecilia ..... 955
s. Donata ..... 506
s. Elvira ..... 657
s. Francisca ..... 1736
s. Gracia ..... 20[illegible]
s. Ida ..... 1805
s. Jacinta ..... 1020
s. Leonora ..... 1765
s. Maria ..... [illegible]
s. Oria ..... [illegible]
s. Paulina ..... 1344
s. Rita ..... 781
s. Serra ..... 1457
s. Vivina ..... 1905

**Lingham Timber & Trading Co., Ld.,**
506-509, *Salisbury Avenue, London Wall, London, E.C.*
Net Tons
s. Oakwood ..... 2792
s. Pinewood ..... [illegible]

**Linköpings Nya Rederi Aktieb.,**
*Linköping, Sweden.*
*See* C. THORNGREN.

**Linnell, E. N.,**
*Orrington, Me., U.S.*
Sarah A. Blaisdell ..... [illegible]

**Linnell, T.,**
*Oscarshamn, Sweden.*
(Ångf. Aktieb. Småland.)
s. Blanka ..... 840
s. Blenda ..... 585

**Linnemann, H.,**
*Harburg, Germany.*
Emma Louise ..... 118

**Linopulo, C.,**
*Constantinople, Turkey.*
Iksan Huda ..... 150

**Linthicum, B. J.,**
*Church Creek, Crisfield, Md., U.S.*
Richard Linthicum ..... 191
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**Lion,**
64, *Quai Guy de Maupassant, Fécamp, France.*
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**Lion Line, Ld.,**
16, *St. Helen's Place, London, E.C.*
*See* WEDDEL, TURNER & Co.

**Lionnet, G. T.,**
*Port Louis, Mauritius.*
William Turner ..... 438

**Lionosoff, S. M.,**
*Astrakan, Russia.*
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**Lipari, Bartolomeo, fu G.,**
*Trapani, Sicily.*
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**Lippi, Adolfo, di Giuseppe,**
*Via St. Andrea, Viareggio, Italy.*
Principe di Carovigno ..... 152

**Lippi, A.,**
*Via Garibaldi, Viareggio, Italy.*
Enzo G. ..... 123
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**Lira, A.,**
*Syra, Greece.*
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**Liras, E.,**
*Syra, Greece.*
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**Liras, G. D.,**
*Syra, Greece.*
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**Liras, G. E.,**
*Chios, Asiatic Turkey.*
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**Liras, I. D.,**
*Constantinople, Turkey.*
Spiridion ..... 245

**Liras, J. D.,**
*c/o M. A. Proios, Chios, Asiatic Turkey.*
Pantaleimon ..... 180

**Liras, M. I. N.,**
*Syra, Greece.*
Eugenia ..... 353

**Liras, M. P.,**
*Galaxidi, Greece.*
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**Liròs Frères,**
*Chios, Asiatic Turkey.*
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**Lisita, A. A.,**
*Naples, Italy.*
Maria Rosario ..... 137

**Lister, J. W.,**
*Ormesby Iron Works, Middlesbro.*
s. Sixty Six ..... 133

**Lister, John J.,**
4, *Town Wall, Hartlepool.*
s. Eleazar ..... 24

**Lister, Joseph Herbert,**
*Barmouth, Merioneth.*
Royal Lister ..... 117

**Little, James, & Co.,**
69, *Buchanan Street, Glasgow; and 7, Strand, Barrow-in-Furness.*
s. Ariadne ..... 137
s. City of Belfast ..... 320
s. Duchess of Buccleuch ..... 385
s. Duchess of Devonshire ..... 330
s. Indianapolis ..... 1593
s. Londonderry ..... 341
s. Manx Queen ..... 417
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s. Pirate ..... 69
(Border Union S.S. Co., Ld.)
s. Border Knight ..... 2393
(Riverdale S.S. Co., Ltd.)
s. Hermiston ..... [illegible]
s. Riverdale ..... [illegible]

**Little & Johnston,**
46, *Leadenhall Street, London, E.C.*
s. Ann Webster ..... 479
s. Halling ..... 175
s. River Lagan ..... 505

**Little, R. B., & Co.,**
*P.O. Box* 490, *Providence, R.I., U.S.*
Ariadne ..... 513
Emma ..... 309
West Virginia ..... 1463

**Livanos, E.,**
*Syra, Greece.*
Net Tons
Michail Archangelos ..... 283

**Livanos, M.,**
*Syra, Greece.*
Georgios ..... 386

**Liver Shipping Co., Ld.,**
26, *Oldhall Street, Liverpool.*
*See* JOHNSTON, SPROULE & Co.

**Liverpool Association for Protection of Commercial Interests as respects Wrecked and Damaged property**
(Liverpool Salvage Association; Secretary—N. Rundell, jun.),
A20, *Exchange Buildings, Liverpool.*
s. Ranger ..... 34

**Liverpool, Brazil & River Plate Steam Nav. Co., Ld.,**
28, *Drury Buildings,* 21, *Water Street, Liverpool.*
*See* LAMPORT & HOLT.

**Liverpool & Cardigan Bay S.S. Co., Ld.,**
28, *Brunswick Street, Liverpool.*
*See* R. OWEN.

**Liverpool & Cornwall Steamship Co., Ld.,**
3, *Chapel Street, Liverpool.*
*See* J. K. MORRIS.

**Liverpool Grain Storage & Transit Co., Ld.**
(Manager—John Christie),
16, *Brunswick Street, Liverpool.*
Atlantic ..... 207
Baltic ..... 332
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**Liverpool & Hamburg Steamship Co.,**
3, *Fenchurch Street, London*; 34, *Castle Street, Liverpool*; & 137, *West George Street, Glasgow.*
*See* DONALD CURRIE & Co.

**Liverpool Lighterage Co., Ld.,**
26, *Drury Buildings,* 21, *Water Street, Liverpool.*
s. Canada ..... 76
s. Champion ..... 69
s. Chili ..... 73
s. Galatea ..... 76
s. George Deakin ..... 71
s. Maggie ..... 63
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Riversdale ..... 101
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**Liverpool Magazines Co., Ld.,**
66, *South John Street, Liverpool.*
Liverpool ..... 505

**Liverpool, Mayor, Aldermen & Citizens of the City of,**
*Liverpool.*
s. Alpha ..... 209
s. Beta ..... 225

**Liverpool & Menai Straits S.S. Co., Ld.,**
28, *Brunswick Street, Liverpool.*
*See* J. D. PENNY.

**Liverpool & North Wales S.S. Co., Ld.,**
40, *Chapel Street, Liverpool.*
Net Tons
s. La Marguerite ..... 442
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**Liverpool Salvage Association.**
*See* LIVERPOOL ASSOCIATION FOR THE PROTECTION OF COMMERCIAL INTERESTS AS RESPECTS WRECKED AND DAMAGED PROPERTY.

**Liverpool Screw Towing & Lighterage Co.**
(Manager—W. B. Hill),
*Strand Chambers,* 5, *Strand Street, Liverpool.*
s. Blackcock ..... 49
s. Brilliant Star ..... 52
s. Fighting Cock ..... 11
s. North Cock ..... (*gross*) 149
s. Prairie Cock ..... 8
s. Sea Cock ..... 20
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**Liverpool Shipping Co., Ld.,**
7, *Rumford Street, Liverpool.*
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**Liverpool Steam Tug Co., Ld.**
(Manager—James Bell),
28, *Chapel Street, Liverpool.*
s. Blazer ..... 6
s. Cruizer ..... 24
s. King Fisher ..... 7
s. Pathfinder ..... 109
s. Reaper ..... 25

**Livingston, R., & Co.,**
7, *Church Street, West Hartlepool.*
s. Axminster ..... 1231
s. Buckminster ..... 1397
s. Glenroy ..... 1778
s. Glenwood ..... 1258

**Livingstone, William,**
*Detroit, Mich., U.S.*
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**Liwa, J., & M. Kataras,**
*Riga, Russia.*
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**Lizarraga Bros.,**
15, *San Gabriel, Manila, Philippine Islands.*
s. Yruña ..... 471

**Lizarraga, Monico,**
*Iloilo, Panay, Philippine Islands.*
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**Lizárraga, T.,**
*Ilo-Ilo, Philippine Islands.*
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**Lizzie, Rederiaktieb.,**
*Landskrona, Sweden.*
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s. signifies Steamer.

**Ljungqvist, A.,**
*Nyköping, Sweden.*
Net Tons
s. Nyköping ... 1[illegible]

**Ljusne Voxna Aktiebolag,**
4, *Hamngatan, Stockholm, Sweden.*
*See* W. VON HALLWYL.

**Llerena, C. Ma.,**
*Progreso, Mexico.*
Mola ... [illegible]

**Llewellyn, L. G.,**
1, *Garth Terrace, Portmadoc.*
Elizabeth Llewellyn ... [illegible]

**Llinas y Calome, M.,**
*Palma, Majorca.*
Chica ... 1467

**Llorca, Juan,**
*Vinaroz, Spain.*
Juanita ... 481

**Lloyd Austriaco, Società di**
Navigazione a vapore del,
*Trieste, Austria.*
s. Achille ... 1216
s. Africa ... 2521
s. Aglaia ... 1158
s. Almissa ... 434
s. Amphitrite ... 2342
s. Apollo ... 1040
s. Aurora ... 1065
s. Austria ... 4879
s. Baron Goll ... 1925
s. Bohemia ... 2311
s. Bosnia ... 2[illegible]
s. Bucovina ... 1747
s. Calipso ... 1019
s. Carinthia ... 1744
s. Carniola ... 1744
s. Castore ... 1132
s. China ... 3855
s. Cleopatra ... 3132
s. Dalmatia ... 1925
s. Danubio ... 491
s. Daphne ... 1149
s. Elektra ... 1382
s. Erzherzog Franz Ferdinand 3843
s. Espero ... 1120
s. Ettore ... 1194
s. Euterpe ... 1382
s. Galatea ... 787
s. Galicia ... 1745
s. Gisela ... 2640
s. Goritia ... 1925
s. Graf Wurmbrand ... 491
s. Habsburg ... 2449
s. Helios ... 1198
s. Hungaria ... 1972
s. Imperator ... 2[illegible]
s. Imperatrix ... 2353
s. India ... 1811
s. Istria ... 1735
s. Juno ... 1033
s. Jupiter ... 1053
s. Koerber ... 3016
s. Leda L. ... 805
s. Maria Teresa ... 1914
s. Maria Valerie ... 2643
s. Marquis Bacquehem ... 2744
s. Medea ... 1112
s. Melpomene ... 1852
s. Metkovich ... 443
s. Moravia ... [illegible]
s. Nippon ... 3999
s. Orion L. ... 1763
s. Persia ... 3779
s. Pluto ... 79
s. Polluce ... 1280
s. Salzburg ... 1069
s. Saturno ... 1115
s. Selene ... 813
s. Semiramis ... 2444
s. Silesia ... 3340
s. Styria ... 1710
s. Sultan ... 444
s. Teme ... 1071
s. Thalia ... 1320
s. Thetis ... 610
s. Tirol ... 1747
s. Trieste ... [illegible]
s. Ursula ... 1932
s. Venus ... 112[illegible]
s. Vesta ... 1107
s. Vindobona ... 2634

**"Lloyd Bahia Blanca,"**
Sociedad Anon. de Nav. à Vap.,
*Buenos Ayres, Argentine Republic.*
Net Tons
s. Monserrat ... 4[illegible]
s. Uruguay ... 4[illegible]

**Lloyd Brazileiro,**
118, *Rua da Saude, Rio de Janeiro, Brazil*
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s. Aymoré ... [illegible]
s. Brazil ... [illegible]
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**Lloyd & Co.,**
101, *Leadenhall Street, London, E.C.*
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**Lloyd, David,**
5, *Dora Street, Portmadoc.*
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**Lloyd, Henry, & Co.,**
46, *Castle Street, Liverpool.*
(Sylvia Steamship Co., Ld.)
s. Rose Lea ... 1817

**Lloyd, M. (Mrs.),**
*Llechwedd du Harlech, Merioneth.*
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**Lloyd, Richard,**
23, *Madoc Street, Portmadoc.*
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**Lobb, Elizabeth (Mrs.),**
*Port Isaac, Cornwall.*
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**Loch Fyne & Glasgow Steam**
Packet Co., Ld.,
25, *Charles Street, Greenock.*
s. Minard Castle ... 75

**Loch Line.**
*See* AITKEN, LILBURN & Co.

**Loch Line Steam Trawling**
& Fishing Co., Ld.,
*Albert Quay, Aberdeen.*
*See* H. A. HOLMES.

**Lochgoil & Lochlong**
Steamboat Co., Ld.,
5, *Oswald Street, Glasgow.*
*See* M. T. CLARK.

**Lockhart, Allan,**
*Clark, Durham Co., Ont., Canada.*
Net Tons
S. M. J. Collier ... [illegible]

**Lockhart, George B.,**
25, *Beaver Street, New York, U.S.*
Curacao ... [illegible]
Edith Sheraton ... [illegible]
G. B. Lockhart ... [illegible]

**Lockington, Samuel,**
*Quay Street, Dundalk*
s. John Irwin ... [illegible]

**Lodin, E. J.,**
*Hernösand, Sweden.*
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**Lodose Varf, Angfartygs**
Aktieb.,
*Gothenburg, Sweden.*
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**Loero, Domingo,**
*Calle del Ecuador No. 3, Callao, Peru.*
Alcar ... [illegible]
G. Garibaldi ... [illegible]
Lavarri ... [illegible]

**Lofaro, F., fu P., & M.**
Albanese,
*Torre del Greco, Italy.*
Maria di Porto Salvo ... [illegible]

**Lofaro, Francesco, fu Pietro,**
*Torre del Greco, Italy.*
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*Torre del Greco, Italy.*
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**Loffredo, Palmerino,**
*Torre del Greco, Italy.*
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**Löfgren, C. J.,**
*Oscarshamn, Sweden.*
Anna ... [illegible]
M. Rosval ... [illegible]

**Lofgren, C. W.,**
*Framnäs, Wifstavarf, Sweden.*
(Wifsta Rederiaktieb.)
August ... [illegible]
Cäsar ... [illegible]
Carin ... [illegible]
Felix ... [illegible]
Francis ... [illegible]
Maria Margretha ... [illegible]

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*Brantevik, Simrishamn, Sweden.*
Vanadis ... 348

**Lofthus, T.,**
*Haugesund, Norway.*
Net Tons
s. Kongshavn ... 118

**Loggie, J. J.,**
4, *California Street, San Francisco, Cal., U.S.*
Fortuna ... [illegible]
Ida McKay ... 170

**Logotheti, G.,**
*Galaxidi, Greece.*
Asia ... [illegible]

**Lohne, D.,**
*Mandal, Norway.*
Russell ... [illegible]

**Lohne, Oluf,**
*Mandal, Norway.*
s. England ... [illegible]
s. Mandal ... [illegible]

**Lohnfeldt, K.,**
*Kesterzeem, Gulf of Riga, Russia.*
Kauss ... [illegible]
Meta ... [illegible]

**Lohre, H. A.,**
*Drammen, Norway.*
Alt ... [illegible]

**Loke Tew,**
*Kwala, Lumpur, Singapore.*
s. Stephan ... 47

**Lombard Steam Ship Co.,**
Ld.,
23A, *Great St. Helen's, London, E.C.*
*See* J. WHITE.

**London, Brighton and South**
Coast Railway Co.,
*London Bridge, London, S.E.; and Newhaven, Sussex.*
s. Arundel ... [illegible]
s. Brighton ... [illegible]
s. Calvados ... 149
s. Paris ... [illegible]
s. Sussex ... [illegible]
s. Trouville ... [illegible]
s. Brest ... [illegible]
s. Caen ... [illegible]
s. Cherbourg ... [illegible]
s. France ... [illegible]
s. Italie ... [illegible]
s. Lyon ... [illegible]
s. Manche ... [illegible]
s. Portsmouth ... [illegible]
s. Seine ... [illegible]
s. Tender ... 79

**London & Channel Islands**
S.S. Co., Ld.,
*St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C.*
*See* CHEESWRIGHT & FORD.

**London County Council,**
*Spring Gardens, London, S.W.*
s. Hercules ... [illegible]
s. Bessie ... [illegible]
s. Bluebell ... [illegible]
s. Bellerophon ... [illegible]
s. Binnie ... [illegible]
s. Burns ... [illegible]
s. Duncan ... [illegible]
s. Gordon ... [illegible]
s. Hutton ... [illegible]

**London & Edinburgh Ship-**
ping Co.
(Manager—T. Aitken),
8 & 9, *Commercial Street, Leith.*
Net Tons
s. Dale ... [illegible]
s. Farraline ... [illegible]
s. Fingal ... [illegible]
s. Iona ... [illegible]
s. Malvina ... [illegible]
s. Marmion ... [illegible]
s. Morna ... [illegible]
s. Nivingstone ... [illegible]
s. Starleyhall ... [illegible]

**London Exchange Steam**
Ship Co., Ld.,
7, *Fenchurch Avenue, London, E.C.*
*See* A. LOW, SON & Co.

**London & India Docks Co.,**
109, *Leadenhall Street, London, E.C.*
s. Alexandra ... 97
s. Beatrice ... [illegible]
s. [illegible] ... [illegible]
s. Dreadnought ... 41
s. Hercules ... 176
s. Holland ... (gross) [illegible]
s. Hotspur ... (gross) [illegible]
s. Leviathan ... 813
s. Louise ... [illegible]
s. [illegible] ... (gross) 162
s. Sirdar ... (gross) 143
s. Titan ... 226

**London, Lord Mayor, Com-**
monalty and Citizens of the City of,
*Foreign Cattle Market, Deptford.*
(Manager—G. Philcox.)
s. Claud Hamilton ... [illegible]
s. Racoon ... 479
s. Taurus ... [illegible]

**London Marine Steamship**
Co., Ld.,
114, *Palmerston House, Old Broad Street, London, E.C.*
s. Iolantho ...
s. [illegible] ...

**London Missionary Society,**
14, *Blomfield Street, London, E.C.*
s. John Williams ... [illegible]

**London & North-Western**
Railway Co.,
*Euston Station, London, N.W.*
(Marine Superintendent—W. H. Binney
*Holyhead.*)
s. Anglesey ... 134
s. Anglia ... [illegible]
s. Banshee ... [illegible]
s. Cambria ... 369
s. Connemara ... [illegible]
s. Duchess of [illegible] ... [illegible]
s. Edith ... [illegible]
s. Galtee More ... 297
s. Greenore ... [illegible]
s. Hibernia ... [illegible]
s. [illegible] ... [illegible]
s. North Wall ... 236
s. Olga ... 176
s. Pick Me Up ... [illegible]
s. Rosstrevor ... 247
s. Scotia ... [illegible]
s. Silvermore ... [illegible]
s. Snowdon ... [illegible]
s. South Stack ... [illegible]

**London & Northern Steam-**
ship Co., Ld.,
[illegible] *Bishopsgate Street, London, E.C.*
*See* PYMAN BROS., LD.

**London & Paris S. S. Co.,**
Ld.,
24, *Leadenhall Street, London, E.C.*
*See* F. C. STRICK & Co., LD.

s. désigne les Vapeurs.

### London & Poole S.S. Co., Ld.,
*West Shore Wharf, Poole.*
*See* H. BURDEN.

### London & South-Western Railway Co.,
*Docks, Southampton.*
(Marine Superintendent — F. Mitchell Williams.)

| | Net Tons |
|---|---|
| s. Alberta | 325 |
| s. Alma | 406 |
| s. Cherbourg | 224 |
| s. Columbia | [illegible] |
| s. Ella | 397 |
| s. Frederica | 187 |
| s. Guernsey | 186 |
| s. Hilda | 373 |
| s. Honfleur | 133 |
| s. Laura | 265 |
| s. Lydia | 193 |
| s. Lymington | 58 |
| s. Maria | 155 |
| s. St. Malo | 137 |
| s. Solent | 38 |
| s. South Western | [illegible] |
| s. Vera | 253 |
| s. Victoria | 138 |

### London & South-Western Railway Co. and London, Brighton & South Coast Railway Co.,
*Waterloo Station, London, S.E.*

| | |
|---|---|
| s. Alexandra | 97 |
| s. Duchess of Albany | 102 |
| s. Duchess of Connaught | 149 |
| s. Duchess of Edinburgh | 149 |
| s. Duchess of Fife | 139 |
| s. Duchess of Kent | 109 |
| s. Princess Margaret | 106 |

### London & Tilbury Lighterage, Contracting & Dredging Co. Ld.,
50, *Mark Lane, London, E.C.*

| | |
|---|---|
| Aratus | 178 |
| May Queen | 325 |
| s. Number Eight | 300 |

### London, Tilbury, & Southend Railway Co.,
*Fenchurch Street Station, London, E.C.*

| | |
|---|---|
| s. Carlotta | 177 |
| s. Catherine | 176 |
| s. Rose | 176 |
| s. Sir Walter Raleigh | 130 |
| s. Thames | 66 |
| s. Tilbury | 200 |

### Londonderry, Marquis of
(S. J. Ditchfield, Manager),
*Londonderry Office, Seaham Harbour.*

| | |
|---|---|
| s. Garron Tower | 403 |
| s. Harvest Queen | 344 |
| s. Kronos | 689 |
| s. Lady Aline | 333 |
| s. Longnewton | 1174 |
| s. Lord Londonderry | 353 |
| s. Seaham Harbour | 1242 |
| s. Vane Tempest | 445 |
| s. Viscount Castlereagh | 397 |
| s. Wynyard Park | 435 |

### Long, G.,
*Richibucto, N.B.*

| | |
|---|---|
| Minnie E. Moody | 112 |

### Long Island Railroad Co.,
*Long Island City, New York, U.S.*

| | |
|---|---|
| s. Gladiator | 83 |
| s. Nassau | 235 |
| s. Sagamore | 311 |
| s. Syosset | 120 |
| s. Wrestler | 99 |

### Long, James,
*Rathmullen, co. Meath.*

| | |
|---|---|
| s. Gwalia | 99 |

### Longley, Charles F.,
*Halifax, N.S.*

| | Net Tons |
|---|---|
| Onora | 137 |

### Longstreet, A. P.,
*P.O. Box 178, Keyport, N.J., U.S.*

| | |
|---|---|
| F. & T. Lupton | 798 |

### Longstreet, R.,
*Manasquan, N.J., U.S.*

| | |
|---|---|
| Wilson & Hunting | 345 |

### Longworth, William,
"*Rockleigh*," *Wolseley Road, Woollahra, Sydney, N.S.W.*

| | |
|---|---|
| s. Cobar | 58 |

### Loo Tom Fin,
*Sydney, N.S.W.*

| | |
|---|---|
| s. Brunner | 333 |
| s. Fernmount | 193 |
| Loongana | 279 |

### Looker, G. W.,
304, *Burdett Road, Limehouse, E.*

| | |
|---|---|
| s. Red Rose | 2 |

### Lookin, W. M.,
*Blagowestchensk, Siberia.*

| | |
|---|---|
| s. Finljandietz | |

### Loorents, J., & A. Eichen,
*Gutmannsbach, Pernau, Russia.*

| | |
|---|---|
| Alide | 164 |

### Lopez, Trigo & Co.,
*Riego de Agua 21, Corunna, Spain.*

| | |
|---|---|
| s. Hercules | 83 |

### Lord, Ambrose,
148, *Hodgson Street, Groves, Hull.*

| | |
|---|---|
| Beatrice | 79 |

### Lord, E. C.,
*Vineyard Haven, Mass, U.S.*

| | |
|---|---|
| George R. Smith | 129 |
| J. Arthur Lord | 189 |
| J. D. Ingraham | 118 |

### Lord, Geo. W.,
*Calais, Maine, U.S.*

| | |
|---|---|
| Emma McAdam | 145 |
| Ernst T. Lee | 139 |
| Fred C. Holden | 113 |
| Kennebec | 178 |
| Vila y Hermano | 293 |
| Viola May | 137 |

### Lord, Henry,
79, *Exchange Street, Bangor, Maine, U.S.*

| | |
|---|---|
| Alice Lord | 291 |
| Anne Lord | 246 |
| Emma Green | 180 |
| Emma S. Lord | 300 |
| Henry Crosby | 347 |
| July Fourth | 114 |
| Miranda | 377 |

### Lord, J.,
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Franconia | 129 |

### Lord Lathom S.S. Co., Ld.,
18, *Tower Buildings North, Water Street, Liverpool.*
*See* J. HERRON & Co.

### Lord Line.
*See* THOS. DIXON & SONS.

### Lorentzen, A. P.,
42, *Market Street, San Francisco, U.S.*

| | Net Tons |
|---|---|
| Alta | [illegible] |
| Ida Schnauer | 295 |
| Queen | [illegible] |
| Reaper | 1057 |
| Snow & Burgess | 1559 |

### Lorentzen, H. L.,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Rio | 420 |

### Loretto, J. A.,
*Almirante Brown 1066, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Presidente Aceval | 106 |

### Lorusso, P., & Co.,
40, *Via Piccinni, Bari, Italy.*

| | |
|---|---|
| s. Nettuno | 1334 |

### Los. Fratelli,
*Chios, Turkey.*

| | |
|---|---|
| Matteo Los | 666 |

### Loschiavo, Andrea,
4, *Via degli Argentieri, Palermo, Sicily.*

| | |
|---|---|
| Santa Rosalia | 1181 |

### Loscoso, J.,
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Rio Empedrado | 235 |

### Lothe, A.,
*Haugesund, Norway.*

| | |
|---|---|
| Haugesund | 987 |

### Lotti & Magrini,
*Cagliari, Italy.*

| | |
|---|---|
| Aurora | 153 |

### Loud, H. N.,
*Oscoda, Mich., U.S.*

| | |
|---|---|
| s. John B. Ketchum 2d | 730 |

### Louisiana Branch of the Pilots' Association.
*New Orleans, La., U.S.*

| | |
|---|---|
| s. Underwriter | 85 |

### Lounsberry, J. S.,
85, *West Street, New York, U.S.*

| | |
|---|---|
| Adeline Townsend | 220 |

### Louwman, P. W.,
*Korte Wijnstraat No. 1, Rotterdam, Holland.*

| | |
|---|---|
| s. Dorothea | 1309 |
| s. Louise | 1316 |

### Lovart S. S. Co., Ld.,
*Boness.*
*See* LOVE & STEWART.

### Love & Stewart,
*Boness.*
(Lovart S.S. Co., Ld.)

| | |
|---|---|
| s. Carriden | 346 |
| s. Hunterfield | 828 |
| s. Lovart | 615 |

### Loveridge Bros.,
*Guernsey*

| | Net Tons |
|---|---|
| Sam Weller | 141 |

### Lövgren, C. J.,
*Oscarshamn, Sweden.*

| | |
|---|---|
| s. Frej | 153 |

### Lovitt, William L.,
*Yarmouth, N.S.*

| | |
|---|---|
| Brookside | 672 |
| F. B. Lovitt | 554 |
| Hillside | 439 |
| Lakeside | 726 |

### Low, A., Son & Co.,
7, *Fenchurch Avenue, London, E.C.*
(London Exchange S.S. Co., Ld.)

| | |
|---|---|
| s. Corn Exchange | 2476 |
| s. Royal Exchange | 1939 |

### Low Kiok Chang,
36, *Boat Quay, Singapore.*

| | |
|---|---|
| s. Borneo | 404 |

### Low, W. S.,
20, *Eastcheap, London, E.C.*
(Manica Trading Co., Ld.)

| | |
|---|---|
| Margaret Galbraith | 841 |

### Low Wood S.S. Co., Ld.,
*Thorner's Chambers, Ingram Court, Fenchurch Street, London, E.C.*
*See* R. GARDNER, MOUNTAIN & Co. LD.

### Lowden, W., & Co.,
12, *Seaton Buildings*, 17, *Water Street, Liverpool.*
(British & Chilian S.S. Co. Ld.)

| | |
|---|---|
| s. Baroda | 2212 |
| s. Caprera | 2197 |
| (Strathclyde Shipping Co., Ld.) | |
| Angerona | 1145 |
| Greta | 1115 |
| Ladstock | 771 |
| Mashona | 2352 |
| Thirlmere | 1625 |

### Löwe, G. W.,
*Wismar, Germany*

| | |
|---|---|
| s. Luise | 319 |

### Lower California Development Co., Ld.,
4, *Moorgate Street, London, E.C.*

| | |
|---|---|
| s. St. Denis | 302 |

### Lower Lake Steam Ship Co.,
1206, *Citizen Building, Cleveland, Ohio.*
*See* R. R. RHODES.

### Lowery, Frederick,
12, *Westcott Street, Hull.*

| | |
|---|---|
| Victory | 57 |

### Lowery, William E.,
18, *High Street, Hull.*

| | |
|---|---|
| Cornucopia | 188 |
| Gensing | 99 |

### Lowestoft Steam Herring Drifters Co., Ld.,
*Waveney Chambers, Lowestoft.*

| | Net Tons |
|---|---|
| s. Baden Powell | [illegible] |
| s. General Buller | [illegible] |
| s. General White | [illegible] |
| s. Joe Chamberlain | [illegible] |
| s. Lord Milner | [illegible] |
| s. Lord Roberts | [illegible] |

### Lowther, Rt. Hon. J.,
*Wilton Castle, Redcar, Yorkshire.*

| | |
|---|---|
| s. Grace | 41 |

### Loyadis, G.,
*Constantinople, Turkey.*

| | |
|---|---|
| Konstantinos | 60 |

### Lübeck - Bremer Dampfschifffahrts-Gesellschaft,
*Lübeck, Germany.*

| | |
|---|---|
| s. Dora | 295 |
| s. Stadt Lübeck | 220 |

### Lübeck-Königsberger Dampfschifffahrts-Gesellschaft
(Manager—F. H. Bertling),
*Lübeck, Germany.*

| | |
|---|---|
| s. Kant | 215 |
| s. Luisa | 282 |

### Lübeck - Wyburger Dampfschifffahrts-Gesellschaft
(Manager—H. Warncke),
*Lübeck, Germany.*

| | |
|---|---|
| s. Africa | 239 |
| s. Alice Krohn | 304 |
| s. Imatra | 250 |
| s. Wiborg | 326 |

### Lubecker Damps. Gesellschaft.
*Lübeck, Germany.*

| | |
|---|---|
| s. Ludwig | 418 |

### Lübken, Joh. G.,
*Elsfleth, Germany.*

| | |
|---|---|
| Concordia | 1215 |

### Lubrano, F.,
*Salita Santa Maria di Castello No. 15, Genoa, Italy.*

| | |
|---|---|
| Fortunato Padre | 105 |

### Lubrano, Fratelli, di M.,
*Marseilles, France.*

| | |
|---|---|
| San Michele | 442 |

### Lubrano, Giuseppe, di Scampamorte,
*Rue du Chantier No. 3, Marseilles, France.*

| | |
|---|---|
| La Pieta | 537 |
| Leonora | 1365 |
| Nuova Eleonora Madre | 975 |

### Lubrano, M.
*Rue du Chantier No. 3, Marseilles, France.*

| | |
|---|---|
| St. Joseph | 977 |

### Lubrano, Michele Arcangelo, di Scampamorte,
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Arcangelo Padre | 549 |
| Giulo e Clemenza | 356 |
| Vergine Della Guardia | 843 |



s. signifies Steamer.

### Lubrano, S., fu Z.,
*Procida, Italy.*

Net Tons

[illegible] ..... 178

### Lucas & Co.,
73, *Queen Square, Bristol.*
(Dale S.S. Co., Ld.)

s. Darleydale
s. Dovedale
s. [illegible]
s. [illegible]

### Luce, Thomas, & Co.,
2, *Merrill's Wharf, New Bedford, Mass., U.S.*

[illegible]
[illegible]
Mary E. Simmons
Pearl Nelson ..... 117

### Luckenbach Transportation & Wrecking Co.,
129, *Broad Street, New York, U.S.*

Annie H. Smith ..... 1486
Buena Ventura ..... 1536
Carrie Clark ..... 1257
City of Atlanta ..... 1271
Clintonia ..... 1797
Coal King ..... 1403
s. Edgar F. Luckenbach ..... 136
s. Edward Luckenbach ..... 193
Frank Pendleton ..... 1343
General Knox ..... 1560
Hamilton Fish ..... 1507
s. Harry Luckenbach ..... 1793
Independent ..... 2230
J. B. Walker ..... 2105
s. J. L. Luckenbach ..... 3192
s. Julia Luckenbach ..... 1977
Kingston ..... 1020
s. Lewis Luckenbach ..... 25 4
s. Mary E. Luckenbach ..... 246
s. McPherson ..... 2695
R. R. Thomas ..... 1277
San Joaquin ..... 1524
Solitaire ..... 1334
Undaunted ..... 1647
s. Walter A. Luckenbach ..... 295
West Point ..... 1169
William H. Connor ..... 1370

### Lüdke, W., & Co.,
*Bollwerk* 8, *Stettin, Germany.*

s. Stadt Stralsund ..... 120
s. Stralsund I. ..... 92
s. Wilhelm Lüdke ..... 125

### Luiggi, C.,
3, *Rue Rossini, Paris.*

s. Insulaire ..... 372

### Luise, C., fu L.,
*Naples, Italy.*

Antonietta, D ..... 100

### Luleå Ångbåts Aktieb.,
*Luleå, Sweden.*
*See* F. EKBÄCK.

### Luleå-Ofoten, Rederi Aktieb.,
2, *Rosenbad, Stockholm, Sweden.*
*See* V. H. S. THAM.

### Luleå-Uleåborgs Rederi Aktieb.,
*Luleå, Sweden.*
*See* A. R. LARSSON.

### Lulis, N.,
*Syra, Greece.*

Ohios ..... 174

### Lumens, Ångf. Aktieb.,
*Gothenburg, Sweden.*
*See* H. DENIUS.

### Lumsden, Alexander,
*Ottawa, Ontario, Canada.*

Net Tons

[illegible]

### Lumsdon, Byers & Co.,
58, *Frederick Street, Sunderland.*
(Durham Steam Shipping Co., Ld.)

s. [illegible] ..... 1041
s. [illegible] ..... 847

### Lund y Clausen, Viuda de H.,
*Calle Berastegui, No.* 5, *Bilbao, Spain.*

s. Ripa ..... 249

### Lund, C. P.
*Ronne, Denmark.*

Marie ..... 281

### Lund, Erling,
*Kongensgade* 11, *Christiania, Norway.*

s. Reginald ..... 892
s. Ruth ..... 597
s. Rudder ..... 840
s. Rudolf ..... 782
s. Ruthane ..... 739

(Hvalfanger Acties. Alexandra.)

s. Alexandra ..... 27
s. Queen Alexandra ..... 21

(Hvalfanger Acties. Rex.)

s. Regina ..... 25
s. Rex ..... 24

### Lund, H. J.,
*Wiborg, Finland.*

Herman ..... 135

### Lund, J.,
*Helsingborg, Sweden.*

Canada ..... 488

### Lund, L. Chr. P.,
*Ronne, Denmark.*

Ansgar ..... 336
Johannes ..... 273

### Lund, Thorvald,
*Fredrikshald, Norway.*

Maitland ..... 699
Somerset ..... 283

### Lund, William,
(Blue Anchor Line,)
3, *East India Avenue, Leadenhall Street, London, E.C.*

s. Abbotsford ..... 20
s. Commonwealth ..... 4172
s. Geelong ..... 5131
s. Narrung ..... 3173
s. Wakool ..... 3147
s. Warrigal ..... 2775
s. Wilcannia ..... 3120

### Lundberg, A.,
*Raumo, Finland.*

Joutsen ..... 119

### Lundberg, C. F.,
*Trollhättan, Sweden.*

s. Elfkangen ..... 93

### Lundberg, C. R.,
*Stockholm, Sweden.*

s. Othilia ..... 17

### Lundberg, G. A.,
*Rotebro, Sweden.*

[illegible] ..... 31
[illegible] ..... 44
[illegible] ..... 141

### Lundbergh, J. L.,
*Malmö, Sweden.*

Asterion ..... 421
Johani ..... 76
St Clemens ..... 108
Stavanger ..... 108

### Lundblad, A.,
*Norrtelje, Sweden.*

Witch ..... 103

### Lunde, Alf,
*Stathelle, pr. Brevig, Norway.*

[illegible] ..... 107

### Lunde, J. K.,
*Stavanger, Norway.*

Ideal ..... 195

### Lundell, K. J.,
*Mariehamn, Oland, Finland.*

Silvia ..... 146

### Lundgren, A.,
*Oscarshamn, Sweden.*
(Aktieb. Petré & Co.)

Anna ..... 308
Ida ..... 141
Lilly ..... 290

### Lundgren, J. P.,
*Skillinge, Sweden.*

Amelia ..... 111

### Lundgren, W. R. B.,
*Gothenburg, Sweden.*

s. Sirius ..... 814

(Rederi Aktieb. Nike.)

s. Bia ..... 447
s. Nike ..... 1000
s. Zelia ..... 952

### Lundh, N.,
*Helsingborg, Sweden.*

Sverdrup ..... 147

### Lundqvist, E.,
*Lemland, Finland.*

Drammen ..... 1093

### Lundqvist, G. E.,
*Stockholm, Sweden.*
(Bergnings Aktieb. Nord.)

s. Western ..... 93

### Lundqvist, G. W.,
*Gothenburg, Sweden.*
(Bärgnings och Bogserings Aktieb. Björn.)

s. [illegible] ..... 91

### Lundqvist, M.,
*Osthammar, Sweden.*

Net Tons

Althild ..... 393
Bertha ..... 633
Castro ..... 392
Ecliptic ..... 314
[illegible] ..... 421
Krey-Woggersin ..... 377
Nordbon ..... 693
Vega ..... 113

(Ångf. Aktieb Osthammar.)

s. Osthammar I. ..... 180
s. Osthammar II. ..... 127

### Lundqvist, M., Junr.,
*Wargata, Wärdö, Finland.*

Ellel ..... 638

### Lundqvist, O.,
*Bona, Vestra Ny, Östergötland, Sweden.*

s. [illegible] ..... 95
s. [illegible] ..... 92
s. [illegible] ..... 97

### Lundqvist, W.,
*Gothenburg, Sweden.*
(Ångf. Aktieb Commerce.)

s. Commerce ..... 381
s. Koster ..... 888
s. [illegible] ..... 1078
s. Vinga ..... 441

### Lundström, Carl,
*Nystad, Finland.*

Hannes ..... 344
[illegible] ..... 141

### Lundström, L. R.,
*Helsingborg, Sweden.*

Valkan ..... 113

### Lundstrom, O. E.,
*Karlshamn, Sweden.*

Corona ..... 119
s. Ellen ..... 1000
Sven & Dana ..... 170
Svanen ..... 119

(Kristianstads Ångf. Aktieb.)

s. Gothe ..... 891

### Lundwall, John,
*Malmö, Sweden.*
(Agent in United Kingdom—J. Hessler, Baltic Chambers, West Hartlepool.)

s. Lagom ..... 1089
s. Vogga ..... 1039

### Lundy, Thomas H.,
1, *Argyle Crescent, Aberdeen.*

s. Kitty ..... 81

### Lunn, J. T., & Co.,
*Guildhall Chambers, Quay Side, Newcastle-on-Tyne.*

s. Myrtledene ..... 870
("Dene" Steam Shipping Co., Ld.)

s. [illegible] ..... 1000
s. Heathdene ..... 1000
s. Ivydene ..... 1000

### Lunn & Maccoy,
*Baltic Chambers, Newcastle-on-Tyne.*

s. Ailswald ..... 1881
s. Birdoswald ..... 2003
s. Cleveland ..... 1303
s. Cragoswald ..... 2035
s. Mountoswald ..... 2079
s. Saint Oswald ..... 1757

### Lunn, W. H.,
47, *St. Paul's Churchyard, London, E.C.*
(Co-operative Cruising Co., Ld.)

Net Tons

s. Argonaut ..... 1967

### Lunt, C. P.,
*West Harbour, Me., U.S.*

J. M. Harlow ..... 698

### Lunt, L. E.,
*Melrose, Mass., U.S.*

A. J. Miller ..... 105

### Luporini, Francesco,
*Via Regia, Viareggio, Italy.*

[illegible] ..... 4

### Lupton, F.,
*Matawan, U.S.*

Charles H. Valentine ..... 654

### Lusançay, Comte de,
9, *Rue Mercœur, Nantes, France.*

s. Nualso ..... 54

### Lussich, A. D. & M.,
*Monte Video, Uruguay.*

s. Huracane ..... 90

### Lussich, F., & Sons,
*Monte Video, Uruguay.*

General Lavalleja ..... 127
Martin Fierro ..... 205
Santos Vega ..... 90
Sebastian Olmedo ..... 187

### Luther, A. M., Act. Ges. für Mech. Holzbearbeitung,
*Reval, Russia.*

s. Alexander ..... 72

### Luther, J.,
*New London, Conn., U.S.*

Crescent ..... 97

### Lutonsky, G.,
*Maracaibo, Venezuela.*

s. [illegible] ..... 1000

### Luxton, J. H., & W. Kent,
*Plymouth.*

s. [illegible] ..... 7

### Lyall, John A.,
41, *Bourke Street, Launceston, Tasmania.*

Devonport ..... 6

### Lycke, E. B.,
*Lysekil, Sweden.*

s. [illegible] ..... 90

### Lyckholm, M.,
*Wilhelmsberg, Ösgryte Sn., Sweden.*

s. Kristina ..... 1000

### Lydersen, L.,
*Sunde-Nærstoe, pr. Arendal, Norway.*

[illegible] ..... 1000
[illegible] ..... 1000
[illegible] ..... 1000
s. Sundet ..... 1000
Western Monarch ..... 1000

s. désigne les Vapeurs.

### Lydersen, N. A.,
*Sundet, pr. Borben, Norway.*

| | Net Tons |
|---|---|
| Colombia | 1202 |

### Lykiardopulos, N. D.,
*Piræus, Greece.*

| | |
|---|---|
| s. Photis | 1614 |

### Lyle Shipping Co.,
12, *Clarence Street, Greenock.*

| | |
|---|---|
| s. Cape Antibes | 1715 |
| s. Cape Breton | 2130 |

### Lyle, Walter,
14, *Craighall Crescent, Leith.*

| | |
|---|---|
| s. Bendigo | 39 |

### Lyman, B.,
*Manasquan, N.J., U.S.*

| | |
|---|---|
| Thomas A. Ward | 739 |

### Lynam, Clarence L.,
*Seal Harbor, Me., U.S.*

| | |
|---|---|
| Puritan | 110 |

### Lynch, E. L.,
*New York, U.S.*

| | |
|---|---|
| Ruth | 447 |

### Lynch, John,
*Newcastle, Maine, U.S.*

| | |
|---|---|
| Mary E. Lynch | 150 |

### Lynch, Thomas E.,
*Cold Spring Harbour, N.Y., U.S.*

| | |
|---|---|
| Sarah Quinn | 108 |

### Lynde & Hough Co.,
40, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Fremont | 328 |

### Lynds, Ernest W.,
*Hopewell, Albert co., N.B.*

| | |
|---|---|
| W. W. McLauchlan | 471 |

### Lynn & Hamburg S.S. Co., Ld.
(Manager—T. H. Hodd).
*Alexandra Dock, King's Lynn, Norfolk*

| | |
|---|---|
| s. Marion Lee | 405 |
| s. Tangermuende | 404 |

### Lyon, W. D.,
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Pioneer | 53 |

### Lyons, Charles,
*Charlottetown, P.E.I.*

| | |
|---|---|
| Katie | 107 |

### Lyras, M. J.

| | |
|---|---|
| Basilio | 405 |

### Lyttelton Harbour Board,
*Christchurch, N.Z.*

| | |
|---|---|
| s. Lyttelton | 3[illegible] |
| s. Manchester | 363 |

# M

### Maas, R.,
*Bergen-op Zoom, Holland.*

| | Net Tons |
|---|---|
| Johanna Maria | 101 |

### Maas, Stoomvaart Maats.de,
*Rotterdam, Holland.*
*See* PHS. VAN OMMEREN.

### Maatschappij tot beheer van Steamtrawlers en andere Visschersvaartuigen,
*Ymuiden, Holland.*

| | |
|---|---|
| s. Azalea | 70 |
| s. Barendsz | 59 |
| s. Camelia | 69 |
| s. Dahlia | 69 |
| s. Erica | 63 |
| s. Heemskerk | 50 |

### Maatschappij tot Mijn en Boschexploitatie,
*Tandjong Poera, Langkat, O.K. Sumatra.*

| | |
|---|---|
| s. Siak | 240 |

### Mabee, F. S.,
*Oak Point, King's Co., N.B.*
(Hampstead S. S Co., Ld.)

| | |
|---|---|
| s. Elaine | 156 |
| s. Hampstead | 159 |

### Mabon frères,
*Redon (Ile et Vilaine), France.*

| | |
|---|---|
| Prosper Corue | 137 |
| Semiramis | 119 |
| Télémaque | 144 |

### Mac Steam Ship Co., Ld.,
*11, King Street, Newcastle-on-Tyne.*
*See* ALLAN & Co.

### McAlister Bros.,
*Bucksport, U.S.*

| | |
|---|---|
| J. H. Wainwright | 15[illegible] |

### MacAndrew, R., & Co.,
*Suffolk House, Laurence Pountney Hill, London, E.C.*

| | |
|---|---|
| s. Almagro | |
| s. Arana | 921 |
| s. Balboa | 829 |
| s. Campeador | 875 |
| s. Cortes | 931 |
| s. Georgian | 677 |
| s. Gravina | 780 |
| s. Luque | 880 |
| s. Pinta | 916 |

### MacArthur, W. & A., Ld.,
18 & 19, *Silk Street, Cripplegate, London, E.C.*

| | |
|---|---|
| s. Macquarie | 2073 |

### Macarthy, G. E.,
54, *Pilgrim Street, Newcastle-on-Tyne.*
(Clapham Steam Ship Co., Ld.)

| | Net Tons |
|---|---|
| s. Aysgarth | [illegible] |
| s. Broadgarth | 2079 |
| s. Castlegarth | 1673 |
| s. Dalegarth | 1434 |
| s. Gem | 1333 |

### Macarthy, Leonard,
*Newcastle-on-Tyne.*
(Northumbrian Shipping Corporation, Ld.)

| | |
|---|---|
| s. Jeranos | 1289 |
| s. Serapis | 1271 |

### Macarthy, Thomas G.,
*Wellington, N.Z.*

| | |
|---|---|
| Weathersfield | 1047 |

### MacAuliffe, J. J.,
*Casilla No. 6, Coquimbo, Chili.*

| | |
|---|---|
| s. Arauco | 586 |
| s. Bellarena | 1076 |

### McBain, George,
*Shanghai.*

| | |
|---|---|
| s. Fah Wo | 454 |
| s. Penyo | 1100 |
| R. P. No. 1 | 170 |
| R. P. No. 2 | 167 |
| R. P. No. 3 | 154 |
| s. Siam | 940 |
| s. Stettin | 1300 |

### Macbeth & Co., Ld.,
65, *Great Clyde Street, Glasgow.*

| | |
|---|---|
| s. Arancania | 1649 |
| s. Dorset | 1636 |
| s. Dunmore | 2383 |
| s. Dunottar | 2274 |
| s. Egremont Castle | 1834 |
| s. Louisiana | 1248 |
| s. Strathnevis | 2303 |
| s. Werneth Hall | 2863 |

### MacBrayne, David,
119, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Carabinier | 121 |
| s. Cavalier | 200 |
| s. Chevalier | 103 |
| s. Clansman | 321 |
| s. Claymore | 400 |
| s. Clydesdale | 232 |
| s. Columba | 228 |
| s. Ethel | 166 |
| s. Fingal | 54 |
| s. Flowerdale | 269 |
| s. Fusilier | 21 |
| s. Gael | 129 |
| s. Gairlochy | 44 |
| s. Glencoe | 122 |
| s. Glendale | 252 |
| s. Glengarry | 62 |
| s. Gondolier | 80 |
| s. Grenadier | 75 |
| s. Handa | 65 |
| s. Iona | 107 |
| s. Lapwing | 49 |
| s. Lochiel | 78 |
| s. Lochness | 45 |
| s. Lovedale | 207 |
| s. Mountaineer | 60 |
| s. Plover | 59 |
| s. Sheila | 77 |
| s. Stafia | 114 |
| s. Texa | 71 |

### McBrier, J.,
*Erie, Pa. U.S.*

| | |
|---|---|
| s. Sevona | 1900 |

### McCabe, William R.,
*West Norfolk, Va., U.S.*

| | |
|---|---|
| Twilight | 357 |

### McCaldin Bros.,
*New York, U.S.*

| | |
|---|---|
| s. Lassell | 1225 |

### McCallum, J., & Co.,
36, *Oswald Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Hebridean | 136 |
| s. Hebrides | 109 |

### McCamus, W. & T.,
*Bobcageon, Ontario.*

| | |
|---|---|
| s. Columbian | 159 |

### McCandless, Samuel,
*Moville, Donegal.*

| | |
|---|---|
| Mediterranean | 90 |

### McCann, Henry,
*Narragansett Pier, Rhode Island, U.S.*

| | |
|---|---|
| Eaglet | 124 |

### McCann, John,
*St. Andrew's Dock, Hull.*
(Yorkshire Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Cuckoo | 55 |
| s. Lord Roberts | 68 |
| s. Lord Rosebery | 92 |
| s. Lord Salisbury | 84 |
| s. Oliver Cromwell | 74 |
| s. Yorkshire | 65 |

### McCarthy, John,
*Youghal, co. Cork.*

| | |
|---|---|
| Dart | 79 |
| Eliza Jane | 99 |

### McCaulley, James,
*Philadelphia, U.S.*

| | |
|---|---|
| s. E. V. McCaulley | 68 |

### McCausland, James,
*Ballyhenry, Portaferry, co. Down.*

| | |
|---|---|
| s. Duke of Edinburgh | 47 |
| s. Saint Anthony | 49 |

### McClellan, J.,
*Bowmanville, Ontario.*

| | |
|---|---|
| Oliver Mowatt | 244 |

### McClelland & Co.,
*Whitby, Ontario.*

| | |
|---|---|
| William Jamieson | 144 |

### McClenahan, Robert,
*Quay Street, Dundalk.*

| | |
|---|---|
| Eagle | 131 |
| Irish Girl | 97 |
| Margaret | 99 |

### McClure, David,

| | |
|---|---|
| McClure | 191 |

### McCormick, Arthur M., & Son,
*Petee Island, Ontario.*

| | |
|---|---|
| s. Lincoln | 219 |

### McCowan, R., & Sons, Ld.,
*Tralee, Ireland.*

| | |
|---|---|
| s. Barrow Castle | 78 |

### McCrea, B., & J M Farland,
*Londonderry.*

| | |
|---|---|
| s. Innishowen | 53 |

### McCullagh, John Charles,
29 & 30, *Graving Bank Quay, Waterford.*

| | Net Tons |
|---|---|
| Lynwood | 175 |
| Mary Lord | 167 |

### McCullough, John,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| President | 117 |

### McCutchen, Chas. W.,
95, *Broad Street, New York, U.S.*

| | |
|---|---|
| New York | 1576 |

### McDermott, Henry,
17, *City Quay, Dublin.*

| | |
|---|---|
| Mary Rosanna | 77 |

### McDiarmid & Co.,
17, *Water Street, Liverpool.*

| | |
|---|---|
| Criffel | 1195 |
| Thalatta | 1748 |
| Yola | 1407 |

### McDonald, Adams & Co.,
11, *William Street, Greenock.*

| | |
|---|---|
| Ancon | 1334 |
| Lota | 1539 |
| Serena | 1535 |

### McDonald, F. D.,
*Sydney, C.B.*

| | |
|---|---|
| s. Alert | 65 |

### Macdonald, J.,
*H, Bank Chambers, 3, Cook Street, Liverpool.*
(British & Eastern Shipping Co., Ld.)

| | |
|---|---|
| Afghanistan | 2221 |
| Arracan | 2222 |
| Deccan | 1836 |
| Mooltan | 1616 |

### McDonald, J.,
22, *Billiter Street, London, E.C.*
(Anglo-American Oil Co., Ld.)

| | |
|---|---|
| Alcides | 2402 |
| s. Appalachee | 2426 |
| Arrow | 2971 |
| Brilliant | 3669 |
| Calcutta | 1578 |
| s. Chesapeake | 2925 |
| Comet | 2494 |
| Daylight | 3699 |
| s. Delaware | 2469 |
| Drumeltan | 1820 |
| Eclipse | 2969 |
| s. Genesee | 1834 |
| Glendoon | 1824 |
| s. Housatonic | 2552 |
| s. Hudson | 2376 |
| s. Imperial | 412 |
| Johanna | 1651 |
| Juteopolis | 2352 |
| s. Kennebec | 3304 |
| Kentmere | 2347 |
| King George | 2057 |
| s. Lackawanna | 2468 |
| Lawhill | 2749 |
| Lyndhurst | 2243 |
| s. Narragansett | 5774 |
| s. Osceola | 123 |
| s. Ottawa | 2074 |
| s. Potomac | 2475 |
| Queen of the Avon | 189 |
| Radiant | 1845 |
| s. Schuylkill | 3344 |
| s. Seminole | |
| s. Seneca | 3171 |
| s. Suwanee | 2073 |
| s. Tioga | 1475 |
| s. Tonawanda | 216 |
| s. Tuscarora | 3925 |
| s. Weehawken | 2101 |

### McDonald, Jerome,
*P.O. Box 225, Gloucester, Mass, U.S.*

| | |
|---|---|
| Monitor | 100 |

s. signifies Steamer.

**Macdonald & Morrison,**
*35, Grant Street, Inverness*
Net Tons
s. Citadel ..... [illegible]

**McDougall, Fulton,**
*Sackville N.B.*
Launborga ..... 1215

**McDowall & Barbour,**
*Piraeus, Greece.*
[illegible]

**McDowall, J., & Co.,**
*Dixon House, Lloyd's Avenue, London, E.C.*
s. Flayer ..... 161

**Macé, A.,**
*Boulevard de la Liberte, 27, Marseilles, France.*
Paul Albert ..... 566

**McElwee, James,**
*Woodbury, N.J., U.S.*
Tena A. Cotton ..... 321

**Macera, O.,**
*Portici Vittorio Emanuele 2, Genoa, Italy.*
s. Tigullio ..... 1128

**McEwan, Donald,**
*Lochgair, Argyleshire.*
s. Elsa ..... 56

**McFall, Eugene,**
*Sandusky, O., U.S.*
(Sandusky & Islands S.S. Co.)
s. Arrow ..... 195
(Sandusky & Peninsular S.S. Co.)
ss. Lake Side ..... 306

**McFarlane, J., & Co.,**
147, *Shields Road, Glasgow.*
Fortuna ..... 111

**Macfarlane, T. J.,**
4, *Torlana Terrace, Plympton, Devon.*
[illegible] (*Gross*) 27
[illegible] (*Gross*) [illegible]

**McFatridge, John, Jun.,**
*Halifax, N.S.*
s. Goliah ..... 100

**McFatridge, William,**
*Halifax, N.S.*
Leslie L. ..... 100
s. Rescue ..... 84

**McGibbon, F.,**
*Sarnia, Lambton, Ontario.*
Cortsande ..... [illegible]

**McGibbon, F., & Sons,**
*Sarnia, Lambton, Ontario.*
[illegible]

**McGildowny, H. M.,**
*Ballycastle, co. Antrim.*
Net Tons
s. Glentow ..... [illegible]

**McGillivray, Duncan,**
10, *Cross Shore Street, Greenock.*
Gael [illegible]
Saxon [illegible]
[illegible]

**McGilvery, John W.,**
*Searsport, Maine, U.S.*
Edward L. Warren ..... 124

**McGlashan, James A.,**
*Granton Harbour, Midlothian.*
s. Bentley ..... 43
s. Retriever ..... 36

**McGregor, Gow & Co.**
(GLEN LINE),
1, *East India Avenue, London, E.C.*
s. Glenartney [illegible]
s. Glenesk [illegible]
s. Glenfarg [illegible]
s. Glenlochy 2997
s. Glenlogan 3740
s. Glenroy 3141
s. Glenshiel 2204
s. Glenturret [illegible]

**McGregor, John,**
*Invergordon, Ross.*
Surprise ..... 100

**McGregor, W. A.,**
*Auckland, N.Z.*
s. Claymore ..... 92

**McGuire, William,**
*Lancaster, St. John Co., N.B.*
Reporter ..... 122

**Machado, Francisco, & Co.,**
*Rua 24 di Julho No. 26, 1° D, Lisbon, Portugal.*
s. Machado [illegible]

**Machado, M. F.,**
*Aveiro, Portugal.*
Novo Machado II. ..... 135

**Machado, M. F.,**
*Campos, Brazil.*
Ferreira Machado ..... 124

**Machado & Monteiro,**
*Aracaju, Brazil.*
Argus 2° ..... 141

**Machan, W. N.,**
*King William Dock, Dundee.*
s. Balmuir [illegible]
s. Mayfield ..... 794
(Dundee Steam Nav. Co., Ltd.)
s. Auldmuir ..... 1760
ss. Carnmuir ..... 1776

**Maciel, João de Souza,**
*Rua da Candelaria No. 24, Rio Janeiro, Brazil.*
(Empreza de Nav. Rio de Janeiro.)
s. Guarany 644
s. Muquy 378
s. [illegible]

**McIlgorm, Matthew,**
*Millbay, Island Magee, co. Antrim.*
Net Tons
Glad Tidings ..... 78

**McIlwraith, John,**
*48, Little Collins Street, Melbourne, Victoria.*
s. Flinders ..... 499

**McIlwraith, McEacharn & Co., Proprietary, Ld.,**
*Collins Street, Melbourne, Victoria; and at 3 & 4, Lime Street Square, London, E.C.*
s. Cloncurry ..... 1639
s. Cooeyanna ..... 2496
s. Coolgardie ..... 1653
s. Kalgoorlie 1853
ss. Kooringa 2035
s. New Guinea 1760
ss. Norkoowa ..... 1074
ss. Taglilaferro ..... 1036
s. Torrens ..... 47

**Macintyre Bros. & Co.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne; and 16, St. Helen's Place, Bishopsgate St., London, E.C.*
s. Undaunted ..... 2026
ss. Victorious ..... [illegible]

**McIntyre, John Whyte,**
*20, Kelvingrove Street, Glasgow.*
s. Nellie ..... 31

**McIntyre, Peter,**
*337, Main Street, St. John, N.B.*
Fraulein ..... 124
Romeo ..... 111
Tay ..... 125

**MacIver, David, Sons & Co., Ld.,**
*16, Brunswick Street, Liverpool.*
s. Araby ..... [illegible]
s. Barbary ..... [illegible]
s. Brittany ..... [illegible]
ss. Burgundy ..... [illegible]
s. Lombardy ..... 1548
s. Normandy ..... 1546
s. Saxony ..... 1553
ss. Tartary ..... 2725

**MacIver, W. B., & Co., Ld.,**
35, *Dale Street, Liverpool.*
s. Puffin ..... [illegible]

**McIvor, Marcus,**
*Smith Terrace, Pulteneytown, Wick.*
Ben Rizh ..... 100

**Mack, J. J., & Sons,**
*Oriel Chambers, Water Street, Liverpool.*
s. Cumberland ..... 159
s. Devonshire ..... 176
ss. Dollie ..... 161
s. Lancashire ..... 185
s. Yorkshire ..... 156

**Mack Steamship Co.,**
*Wade Building, Cleveland, Ohio.*
ss. F. B. Squire ..... 3694
s. William Henry Mack ..... 2923

**Mack, W., & fils.,**
25, *Rue d'Hauteville, Paris.*
s. [illegible]

**Mackay, A. & A. Y.,**
*South Basin Street, Grangemouth.*
Net Tons
s. Aberforth ..... 387
ss. Aberfoyle ..... 735
ss. Thomas Haynes ..... 716
s. Woodlands ..... [illegible]

**Mackay, A., & Co.,**
48, *West Regent Street, Glasgow.*
Iverna ..... [illegible]
Saint Mirren ..... [illegible]
Saint Mungo ..... [illegible]
s. Saint Ninian ..... [illegible]
[illegible]

**McKay & Dix,**
*Bowling Green Building, 11, Broadway, New York, U.S.*
Alkaline ..... 639
Calcium ..... [illegible]
Fluorine ..... [illegible]
Silicon ..... 426

**McKay, James,**
*Tampa, Fla., U.S.*
s. Fanita ..... 289
s. Gussie ..... [illegible]
ss. Roanoke ..... 331

**Mackay, Richard,**
*Graham Street, Auckland, N.Z.*
Defiance ..... [illegible]
Northern Chief ..... 203

**Mackay, R. O. & A. B.,**
*Hamilton, Ontario.*
(Hamilton & Fort William Nav. Co., Ltd.)
ss. Donnacona [illegible]
ss. Strathcona [illegible]
(Hamilton & Montreal Nav. Co., Ltd.)
s. Lake Michigan ..... 360
(New Ontario S.S. Co., Ltd.)
s. Neepawah ..... 1190
s. Wahcondah [illegible]

**McKellar, Duncan,**
1, *Robertson Street, Glasgow.*
s. Defiance ..... 15

**McKelvie, J., & Co.,**
*Haymarket, Edinburgh.*
s. Mabel ..... 463

**McKenzie, A.,**
*New York, U.S.A.*
s. Wanderer ..... 193

**Mackenzie, Bros., Ld.,**
*Vancouver, B.C.*
s. Escort No. 2 ..... 131
Henriette ..... (*gross*) 713

**Mackenzie & Vail,**
25, *Pine Street, New York, U.S.*
s. Favorite ..... 271

**McKerrow, J. K.,**
*Plas Meini, Criccieth.*
Richard Greaves ..... [illegible]

**M'Kevitt, Francis,**
*Carlingford, co. Louth, Ireland.*
[illegible]

**Mackie, Richard, & Co.,**
("NEW" LINE),
*36, Bernard Street, Leith.*
(New Line Steamship Co., Ld.)
Net Tons
s. Cholmley [illegible]
s. Daylesford [illegible]
s. Newbiggin 1551
s. Newhalles [illegible]
s. Newington [illegible]
s. Newport [illegible]

**Mackill, Robert, & Co.,**
*53, Bothwell Street, Glasgow.*
(Mackill Steamship Co., Ld.)
s. [illegible]
s. Ettrickdale [illegible]
s. Evandale [illegible]
s. Nithsdale [illegible]
ss. Tweeddale ..... 2974

**Mackill Steamship Co., Ld.,**
*See* R. MACKILL & CO.

**McKinlay, Thomas,**
*Falmouth, Hants Co., N.S.*
M.D.S. ..... [illegible]

**McKinney & Rafferty,**
31, *East Clyde Street, Glasgow.*
s. Agnes [illegible]
ss. Lena [illegible]

**M'Kinnon, Alex.,**
2, *Lyle Street, Greenock.*
s. Chanticleer [illegible]
s. Monarch [illegible]

**Mackinnon, Archibald,**
42, *Shore, Leith.*
s. Agincourt [illegible]
ss. Clyde [illegible]
s. Confidence [illegible]
s. Earl of Powis [illegible]
s. Empress of India [illegible]
s. Flying Cloud [illegible]
s. Lion [illegible]

**McKinnon, D. J., & Son,**
121, *Brompton Place, Hawkhill, Dundee.*
ss. Atlantic ..... 57
ss. Sunbeam ..... 45

**McKinnon, Jas. H.,**
*North Sydney, C.B.*
Nicanor ..... 341

**McKinnon, Joseph J.,**
22, *California Street, San Francisco, Cal., U.S.*
(Coast Shipping Co., Ld.)
Falcon [illegible]
Melrose [illegible]
James A. Garfield [illegible]

**McKinnon, James,**
*Gabarus, Cape Breton, N.S.*
Fred Jackson [illegible]

**Mackrill, F. W.,**
*Grimsby.*
s. [illegible]

**Mackrill & Sons,**
*Grimsby.*
ss. Cockatrice [illegible]
s. Griffin [illegible]
s. Minotaur [illegible]

s. désigne les Vapeurs.

**McLachlan, W., & Co.,**
96, *Bridgegate, Glasgow.*
Net Tons
s. Peveril
s. Rob Roy
s. Talisman

**McLaughlin, Macaloney & Pugsley**
*Parrsboro', N.S.*
St. Olaf

**McLaughlin, Patrick,**
*Parrsboro, N.S.*
St. Anthony
St. Bernard
St. Clemens

**Maclay & McIntyre,**
21, *Bothwell Street, Glasgow.*
Alaska 1345
s. Angola 3339
Ariel 1852
s. Behera 1488
s. Craigendoran 942
s. General Gordon 851
s. Induna 2374
s. Janeta 2179
s. Jeanara 2179
s. Kassala 2425
Magdala 2257
s. Mangara 1753
s. Nyanza 2644
s. Nyassa 1756
s. Victoria 1022
(Glasgow Navigation Co., Ld.)
s. Athara 1774
s. Vanata 1830
s. Zaire 1667
s. Dongola 2830
s. Fashoda 1792
s. Madura 2303
s. Maroon 903
s. Sahara 2365
s. Saxon 997
s. Sharon 957
s. Solon 643
s. Tugela 2148
(S.S. "Meraggio" Co., Ld.)
s. Leila 925
(S.S. Peveril Co., Ld.)
s. Carina 1047

**Maclean, M. F.,**
10, *Dean Street, Newcastle-on-Tyne.*
(Broomhill Collieries, Ld.)
s. Broomhill 339
s. Turrethill 419
s. Ringwood 541

**McLean & Rodger,**
134, *St. Vincent Street, Glasgow.*
s. Dumbarton 2240

**Maclean, W., & Co.,**
*Shipping Chambers, West Hartlepool.*
s. Duart 2008
s. Moness 1452
s. Tantallon 1384
s. Tockwith 1306
s. Whitefield 1560

**McLean, Wm. A.,**
81, *New Street, New York, U.S.*
Anna 426

**McLean, William B.,**
*St. John, N.B.*
D. W. B. 121
Rewa 123

**McLeman, Donald,**
*Avoch, co. Ross.*
Dispatch 100

**McLennan, Charles H.,**
*River John, N.S.*
Net Tons
Maritana 499
Sirdar 498

**McLennan & Co.,**
*Brownsville, Ontario.*
Flora Carveth 149

**McLennan, M. D.,**
*Jacksonville, Fla., U.S.*
A. Hayford 127

**McLeod, A., & Sons,**
*Ferry Pier, Alloa.*
s. Flying Bat 23

**McLeod, Charles,**
*Toorak, Victoria.*
Elizabeth 215

**Macleod & Co.,**
*Muelle del Rey, Manila, Philippine Islands.*
s. Mactan 83

**McLeod, Henry,**
*Toorak, Victoria.*
Franz 232

**McLeod, J. T. (Miss),**
*Toorak, Victoria.*
Sapphire 237

**McLeod, Norman,**
*Sandridge, near Melbourne, Victoria.*
Anne 194

**McLeod, Robert,**
*Middle Park, Victoria.*
Sea Nymph 240

**McMillan, Hugh,**
*Detroit, Mich., U.S.*
s. Admiral 3547

**McMillan, J.,**
46, *Leadenhall Street, London, E.C.*
Verajean 1824

**McMillan, Robert,**
*Methlan Park, Dumbarton.*
(Manager—E. P. Babtie, 111, Union Street, Glasgow.)
s. Vortigern 1982

**McMurray, R.,**
*Wanganui, N.Z.*
s. Gertie 119

**McNab, H.,**
*Westminster Avenue, Vancouver, B.C.*
s. Cascade 81

**McNamara, Roderick,**
*Forest Lodge, near Sydney, N.S.W.*
Menshikoff 223

**McNaughton, J. C.,**
120, *Walnut Street, Philadelphia, U.S.*
Net Tons
Edna A. Pogue 124

**Macneill & Co.,**
*Clive Ghat Street, Calcutta.*
s. Jattra 241
(Rivers Steam Nav. Co., Ld.)
s. Dumbarton 80

**McNiel, Hinde & Co.,**
*Boston Buildings, James Street, Cardiff.*
s. Portland 1700

**MacPherson, Henry,**
*Cadiz, Spain.*
s. Trocadero 63

**McPherson, J., & J. & D. Main,**
*Hopemouth, N.B.*
s. Alpha 29

**McPherson, J. S., & Co.,**
*Baltimore, U.S.*
James B. Anderson 155

**McPherson & Todd,**
15, *Queen's Arcade, Belfast.*
s. Logan 93

**McPherson, William A.,**
*Port Daniels, Quebec.*
Gaspe 240

**McQueen, J. S.,**
*Amherstburg, Ontario.*
s. City of Mount Clemens 69

**McQuesten, Frank B.,**
27, *Kilby Street, Boston, Mass., U.S.*
Frank Barnet 741
Henry B. Fiske 745
Laura M. Lunt 507
Theoline 477

**McQuirk, J.,**
*Drogheda, Ireland.*
Ethel 75

**Macrae, J.,**
*Vancouver, B.C.*
(United Canneries of British Columbia, Ld.)
s. Unican 120

**Macré, A.,**
*Dunkirk, France.*
Berthe 120
Semillante 190

**McSweeney, Justin,**
93, *Regent Street, Chippendale; and P.O. Box 911, Sydney, N.S.W.*
s. Resolute 144

**Macuco, J. Filiciano de Silva,**
*Desterro, Brazil.*
Lilia 341

**Macvicar, Marshall & Co.,**
*Queen Insurance Buildings, Castle Street, Liverpool.*
Net Tons
[illegible]
Cupica 1,8
Dunfermline 2
Dunstaffnage 8
Forteviot
s. Frankby
Garsdale 1
Holyrood 1
Osborne

**McVittie, A.,**
*Foot of Orleans Street, Detroit, Mich., U.S.*
(Wolverine S.S. Co.)
s. Senator 3179

**McWilliam, G.,**
23, *High Street, Buckie, Banffshire.*
Natalia 1

**McWilliams, Bros.,**
1, *Broadway, New York, U.S.*
s. Battler 77
Liberty 1441
s. Vigilant 158

**McWilliams, D., Estate of,**
1, *Broadway, New York, U.S.*
Mabel L. Phillips 938

**Mader, Charles U.,**
*Mahone Bay, N.S.*
Flo F. Mader 100
W. S. Wynot 100

**Madik, J.,**
*Hapsal, Russia.*
Dido 300

**Madison, Bruce & Sellers,**
61, *Steuart Street, San Francisco, Cal., U.S.*
Gotoma 189

**Madison Mercantile Co.**
36, *Steuart Street, San Francisco, U.S.*
Big Bonanza 1399
Jenna Stella 278

**Madsen & Co.,**
*Skippergaden, Christiania, Norway.*
(Bygdö Nye Dampskibsselskab.)
s. Bygdo 75

**Madsen, J. P.,**
*Marstal, Denmark.*
Fri 149

**Madsen & Jespersen,**
*Stavanger, Norway.*
s. Franco 348
s. Jotun 321
s. Suldal 265
s. Uller 194

**Madura Stoomtram Maatschappij,**
*Amsterdam, Holland.*
*See* M. TROMP.

**Maduro Jr., & Co.,**
*P.O. Box No. 90, Curaçao, Dutch W. Indies.*
Net Tons
[illegible]

**Magalhães filhos,**
*Vianna do Castello, Portugal.*
Maria Augusta 1

**Magalhaes, Olympia de Otto,**
*Bahia, Brazil.*
Tapuya 2

**Magaña, Pedro,**
*Hunucmá, Yucatan, Mexico.*
George Llanes 227

**Magdalen Islands S.S. Co., Ld.,**
*Halifax, N.S.*
*See* R. J. LESLIE.

**Maglio, José,**
*Quilmes, Buenos Ayres, Argentine Republic.*
Governador Basavilboso 341

**Magliulo, Andrea, di A.,**
*Torre del Greco, Italy.*
Gesù e Maria 510

**Magliulo, Antonino,**
*Torre del Greco, Italy.*
Agnese M. 221
Antonino Magliulo 514

**Magnano, Adolfo, fu B.,**
*Piazza Grazie No. 15, Genoa, Italy.*
s. Bernardino M. 194
Richetta M. T. 292

**Magnier-Parenty, Mme. Vve.,**
*Calais, France.*
s. Alpha 32

**Magnus Stenbock, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* T. PERSSON.

**Magnuson, Torsten,**
*Köping, Sweden.*
Sleipner 122

**Magnusson, C.,**
*Vickeboda, Gryt sn., Sweden.*
Frithiof 199

**Magnusson, E. J.,**
*Lidköping, Sweden.*
s. Eos 138

**Magnusson, Gustaf,**
*Röd, pr. Raus, Sweden.*
Wanlock 697

**Magsine, A.,**
*Manila, Philippine Islands.*
Manuel 166

s. signifies Steamer.

**Maguire, Terence C.,**
*Haverstraw, N.Y., U.S.*
Net Tons
Custis W. Wright ..... 109

**Mahamed Currim Abdool Rassool, Hajee.**
*Port Louis, Mauritius.*
Union la Digue ..... [illegible]

**Mahé, F.,**
*Cancale, France.*
Bengali ..... [illegible]

**Mahlberg, E., & M. Treu,**
*Riga, Russia.*
Christoph ..... 149

**Mahmud, Tivari,**
*Dulcigno, Montenegro.*
Mascialà Gloria ..... [illegible]

**Mahogany Lumber and Transportation Co.,**
*Yuma, Arizona, U.S.*
Freddie Hencken ..... 475

**Mahomed Ben Gooloom Hajee,**
*Jeddah, Arabia.*
Ailsa ..... 1061

**Mahon, F. C.,**
(Kenny, Mahon & Co.),
*42, Billiter Buildings, Billiter Street, London, E.C.*
Eskasoni ..... 1715
Muskoka ..... [illegible]
Owenee ..... 2331

**Mahony, C., & Amaral,**
*Rua Augusta 70, Lisbon, Portugal.*
Terra Nova ..... 288

**Mahony, M.,**
*c/o Mrs. J. Kelly, Sarnia, Ontario.*
Norway ..... 332

**Mahood, William.**
*Portavogie, co. Down.*
Mary Boyes ..... 72
New Quay ..... 84

**Mahy, Peter A.,**
*St. Sampson's, Guernsey.*
Argo ..... [illegible]
[illegible] ..... [illegible]

**"Maiden City" Line.**
*See* THOMSON, DICKIE & Co.

**Mail Bros.,**
*17, Sandhill, Newcastle-on-Tyne.*
(Mail S.S. Co., Ld.)
[illegible] ..... [illegible]

**Mail & Holby,**
*Lysaker, Norway.*
(Dampskibsselskabet "Hekla.")
Net Tons
[illegible] ..... [illegible]

**Main, A., Senr.,**
*13, Peeble Street, Hopeman, Morayshire.*
s. [illegible] ..... 41

**Main Colliery Co.,**
*Ghyston Buildings, Marsh Street, Bristol.*
[illegible] ..... [illegible]

**Main, G., Senr.,**
*17, Baxter Street, Torry, Aberdeen.*
s. East Nook ..... 19

**Main, William,**
*123, Findhorn, Forres, co. Moray.*
Elizabeth ..... 89

**Main, William,**
*Baxter Street, Torry, Aberdeen.*
s. Eva ..... 30

**Maine Central Rail Road Co.,**
*Portland, Maine, U.S.*
s. General Knox ..... 259
s. Norumbega ..... 149
ss Pemaquid ..... 295
s. Suppho ..... 138

**Maine Navigation Co.,**
*27, South Street, New York, U.S.*
*See* S. E. TURNER.

**Maine S. S. Co.,**
*Pier (New 32), East River, New York, U.S.*
s. Horatio Hall ..... 2067
s. Manhattan ..... 982
s. North Star ..... 1929

**Mainguy, Mme. Claire,**
*Boulevard de l'Océan, St. Nazaire, France.*
s. St. Antoine de Padoue ..... 57

**Makarow, Markel M.,**
*Narv'sche Strasse No. 27, Reval, Russia.*
s. Fortuna ..... 211
s. Maria (Aux. Sail.) ..... 181
s. Theodor ..... 164

**Makela, A., & Co.,**
*Wiborg, Finland.*
Lidskjalf ..... [illegible]

**Makinac Transportation Co.,**
*Detroit, Michigan, U.S.*
s. Sainte Marie ..... [illegible]

**Makino Koreo,**
*Kobé, Japan.*
s. Setsuyo Maru ..... [illegible]
s. Taiwan Maru ..... [illegible]
s. Yatsuna Maru No. 1 ..... [illegible]

**Makoto Morioka,**
*4, Yamashirocho, Kyobashiku, Tokio, Japan.*
Net Tons
s. Itsukushima Maru ..... [illegible]

**Maksimoff, V.,**
*Nicolaief, Russia.*
s. [illegible] ..... [illegible]

**Malandain, Vve. J.,**
*1, Rue du Pressoir, Fécamp, France.*
[illegible] ..... [illegible]
Guillaume Tell ..... 311
Raphael ..... [illegible]
Rubens ..... 210
St. Pierre ..... 191

**Malberti, Joseph,**
*142, Rue Sainte, Marseilles, France.*
Amphitrite ..... 124
Tre Giuseppe ..... 133

**Malburg, Bruno,**
*Itajahy, Brazil.*
Hulda ..... [illegible]

**Malburg, Nicolao,**
*Itajahy, Brazil.*
Emilie ..... [illegible]

**Male, J. H.,**
*St. Mewer, Wadebridge, Cornwall.*
Viola ..... [illegible]

**Malen, J. A.,**
*Lökö, Nystad, Finland.*
Leo ..... 257
Majesto ..... [illegible]
Salem ..... 874

**Malfatti, Alfredo,**
*Canale Est, Viareggio, Italy.*
Lelia ..... [illegible]

**Malfitano, Michele, fu C.,**
*Syracuse, Sicily.*
Fortunata ..... [illegible]

**Malich, Flli. Giuli,**
*Scutari, Albania.*
Fratelli Giuli ..... [illegible]
Givadie ..... [illegible]
Ismaele ..... [illegible]
Maradie ..... [illegible]

**Mallory, C. H., & Co.,**
*16, Burling Slip, New York, U.S.*
(New York & Texas Steamship Co.)
s. Alamo ..... [illegible]
s. Comal ..... [illegible]
s. Colorado ..... [illegible]
s. Concho ..... [illegible]
s. Denver ..... [illegible]
s. Lampasas ..... [illegible]
s. Nueces ..... [illegible]
s. Rio Grande ..... [illegible]
s. [illegible] ..... [illegible]
s. San Jacinto ..... [illegible]
s. San Marcos ..... [illegible]

**Malm, F. H. V.,**
*Molnbacka, Gothenburg, Sweden.*
s. Alla ..... [illegible]
(Ångf. Aktieb. "Ariadne.")
s. Molnbacka ..... 115

**Malmberg, C. H.,**
*Brunnby, Sweden.*
Jupiter ..... [illegible]

**Malmberg, Josef,**
*Ostersham, Sweden.*
Net Tons
s. Ariel ..... [illegible]

**Malmo Bogser Aktie Bolag,**
*Malmö, Sweden.*
*See* H. RAMSTEN.

**Malmo Harbour Commissioners,**
*Malmö, Sweden.*
s. [illegible] ..... [illegible]

**Malmo Nya Angbåts Aktiebolag,**
*Malmö, Sweden.*
*See* H. BAGER.

**Malmqvist, J. A.,**
*Geta, Finland.*
[illegible] ..... [illegible]
[illegible] ..... [illegible]
Nordan ..... [illegible]

**Malmqvist, N. M.,**
*Kvitt. Simrishamn, Sweden.*
[illegible] ..... [illegible]

**Malmros, F.,**
*Trelleborg, Sweden.*
(Trelleborgs Ångfartygs Nya Aktieb.)
s. [illegible] ..... 414
s. Corfitz Beck-Friis ..... 335
s. [illegible] ..... [illegible]
s. [illegible] ..... 389
s. Julia ..... 677
s. [illegible] ..... 970
s. Trelleborg ..... 413

**Malmstein, P.,**
*Drammen, Norway.*
Jens Rullen ..... [illegible]

**Malta, Aktiebolaget,**
*Helsingborg, Sweden.*
*See* A. PYK.

**Maltby, W. L.,**
*Montreal.*
Mignonette ..... [illegible]

**Malucci, E.,**
*Ancona, Italy.*
s. Guasco ..... [illegible]

**Mamedoff & Aslanow,**
*Baku, Russia.*
s. Mamed Aga ..... [illegible]

**Mamedoff & Djebrailoff,**
*Baku, Russia.*
s. [illegible] ..... [illegible]

**Mana Moona Seyed Mahamadoe,**
*Brankshall Street, Colombo, Ceylon.*
Mohathin Box ..... [illegible]

**Manafoff, Mahmed Selim,**
*Baku, Russia.*
s. Aga Manafoff ..... [illegible]
s. Alla Verdi ..... [illegible]
ss Ussein Manafoff ..... [illegible]

**Manchester Coasting & General Shipping Co., Ld.,**
*63 & 64, Atlantic Chambers, 7, Brazennose Street, Manchester.*
*See* ALFRED E. BOWEN.

**Manchester Corporation**
(Manager—T. de Courcy Meade),
*Town Hall, Manchester.*
s. Joseph Thompson ..... [illegible]

**Manchester, J.,**
*St. John, N.B.*
[illegible] ..... [illegible]

**Manchester Liners, Ld.**
(Managing Director—R. E. Stoker),
*13, St. Ann Street, Manchester.*
s. Manchester City ..... [illegible]
s. Manchester Commerce ..... [illegible]
ss Manchester Corporation ..... [illegible]
s. Manchester Engineer ..... [illegible]
ss Manchester Exchange ..... [illegible]
ss Manchester Importer ..... [illegible]
ss Manchester Inventor ..... [illegible]
s. Manchester Mariner ..... [illegible]
ss Manchester Merchant ..... [illegible]
s. Manchester Miller ..... [illegible]
s. Manchester Port ..... [illegible]
s. Manchester Shipper ..... [illegible]
s. Manchester Spinner ..... [illegible]
s. Manchester Trader ..... [illegible]

**Manchester, Liverpool & North Wales Steamship Co., Ld.,**
*4, Albert Buildings, 12, Precsons Row, Liverpool.*
*See* R. R. CLARK.

**Manchester & Liverpool Transport Co., Ld.,**
*88, Bishopsgate Street, London, E.C.*
s. Kittiwake ..... [illegible]
s. Seagull ..... [illegible]

**Manchester & Salford S. S. Co., Ld.,**
*10, India Buildings, 14, Cross Street, Manchester; & 76, Church Street, West Hartlepool.*
*See* SILVERWRIGHT, BACON & Co.

**Manchester Ship Canal Co.**
*41, Spring Gardens, Manchester.*
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. Charles Galloway ..... [illegible]
s. Dagmar ..... [illegible]
s. Earl of [illegible] ..... [illegible]
s. Eastham ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. Partington ..... [illegible]
s. Queen of the Mersey ..... [illegible]
s. St. Winifred ..... [illegible]

**Manchester, T. L.,**
*Westfield, Pwllheli, Carnarvon.*
s. [illegible] ..... [illegible]

**Mancini, Antonio,**
*Via Rama 8, Genoa, Italy.*
s. Ardito ..... [illegible]

**Mancunian Steam Ship Co., Ld.,**
*56, Drury Buildings, Water Street, Liverpool.*
*See* CURWEN [illegible]

s. designe les Vapeurs.

**Mandacas, G.,**
*Andros, Greece.*

| | Net Tons |
|---|---|
| s. Margarita | |

**Mandakas, G. B.,**
*Andros, Greece.*

| | |
|---|---|
| s. Vassilios | 1407 |

**Mandich, Halil, & Hussein Draguscia,**
*Scutari, Albania.*

| | |
|---|---|
| Gloria | 478 |

**Mandolfo, S.,**
*Ragusa, Austria.*

| | |
|---|---|
| s. Balkan D. | 1236 |
| s. Gundulic | 1307 |

**Manfroni, Bartolomeo,**
*Marola, Spezia, Italy.*

| | |
|---|---|
| Nuova Giulia | 140 |

**Manfroni, Matteo,**
*Via Provinciale No. 26, Marola, Italy.*

| | |
|---|---|
| Federico | 149 |

**Mango, Doresa & Co.,**
60, *St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Polymnnia Michalitsiano | 1646 |

(Anglo-Grecian S S. Co., Ld.)

| | |
|---|---|
| s. Evangeline | 2133 |

**Mangold Bros.,**
*Port Elizabeth.*

| | |
|---|---|
| s. Clara | 26 |

**Maniadi, M.,**
*Cassos.*

| | |
|---|---|
| Tris Adelphi | 180 |

**Manianis, B.,**
*Ithaca, Greece.*

| | |
|---|---|
| s. Aghios Ioannis | 152 |
| s. Agia Trias | 484 |

**Manica Trading Co., Ld.,**
20, *Eastcheap, London, E.C.*
*See* W. S. LOW.

**Maniez-Martin,**
*Gravelines, France.*

| | |
|---|---|
| Marguerite | 116 |
| Marie Céline | 104 |

**Manikkam, S., & T. Nagalingam,**
*Point Pedro, Ceylon.*

| | |
|---|---|
| Sadaktulbari | 272 |

**Manila Shipping & Transp. Co.,**
*Manila, Philippine Islands.*
*See* SMITH, BELL & Co.

**Manistique Marquette & Northern Railroad Co.**
*Grand Rapids, U.S.*

| | |
|---|---|
| s. Manistique Marquette and Northern 1 | 1755 |

**Mann, Macneal & Co.,**
46, *Hope Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Ashford | 127 |
| s. Belford | |
| s. Clifford | |
| s. Glassford | 77 |
| s. Latchford | 125 |
| s. Slateford | 89 |

**Manners, R. L.,**
37, *Waterloo Road, Blyth, Northumberland.*

| | |
|---|---|
| Ocean Belle | 283 |
| Wansbeck | 392 |

**Manning, J. B.,**
*New York, U.S.*

| | |
|---|---|
| Three Marys | 1924 |

**Mannonen, D. M.,**
*Wiborg, Finland.*

| | |
|---|---|
| Toive | 116 |

**Manolachi, G. K.,**
*Milo, Greece.*

| | |
|---|---|
| Michail | 148 |

**Manolesso, Antonio N.,**
*Santorin, Greece,*

| | |
|---|---|
| Metamorphosis | 130 |

**Manolesso, Georgios A.,**
*Santorin, Greece.*

| | |
|---|---|
| Agios Georgios | 155 |

**Manolesso, Sigura G.,**
*Santorin, Greece.*

| | |
|---|---|
| Ipapanti | 116 |

**Mansfield, W. F.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Lizzie Cochran | 150 |

**Manson, Gilbert,**
513, *Broadway, Boston, Mass., U.S.*

| | |
|---|---|
| Childe Harold | 675 |

**Manson, M.,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| Magnus Manson | 1526 |

**Månsson, J.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Benjamin Mollén | 200 |

**Manta, Joseph,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Julia Costa | 102 |

**Mantacheff, A. I., & Cie.,**
*Baku & Batoum, Caucasus.*
(Soc. de l'Industrie de Naphte et du Commerce.)

| | |
|---|---|
| s. Bakouriani | 500 |
| s. Borjom | 1857 |
| s. Lecane | 719 |

**Mantzavino, S.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Themistocles | 112 |

**Manuelle, C. M.,**
120-123, *Fenchurch Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Golter | 189 |

**Manukau S. S. Co., Ld.,**
*Onehunga, Auckland, N.Z.*

| | |
|---|---|
| s. Weka | |

**Manulachi, G.,**
*Piræus, Greece.*

| | |
|---|---|
| Emanuele Dimitriadis | 511 |

**Manx Fairy, Ld.,**
*Fremantle, W.A.*

| | |
|---|---|
| Manx Fairy | 27 |

**Manx Steam Trading Co., Ld.**
(Manager—D. T. Callow),
*Stanley House, Castletown, Isle of Man.*

| | |
|---|---|
| s. Tyrconnel | |

**Manzanos (Mendieta), & Co.,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| Dorotea | 451 |

**Manzo, A., & Co.,**
*Naples, Italy.*
(Società Napoletana di Nav. a Vap.)

| | |
|---|---|
| s. Capri | 122 |
| s. Fieramosca | 73 |
| s. Lampo | 166 |
| s. Napoli | 446 |
| s. Principessa Mafalda | 302 |
| s. Regina Elena | 302 |
| s. Regina Margherita | 189 |
| s. Vittoria | 210 |

**Mapa, Teodoro,**
*Cardamili, Turkey.*

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| Ayah Nicola | 127 |

**Mapuhi, Cal.,**
*Papeete, Tahiti.*

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| Teavaroa | 103 |

**Maracair, A. S. S.,**
*Sagotamby, Jaffna.*

| | |
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| Seyadu Ahamadu Samadany | 139 |

**Marcaida y Cia.,**
*Calle Abonero 208, Manila, Philippine Islands.*

| | |
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| s. Camarines | 114 |

**Marcakis, D.,**
*On board.*

| | |
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| Maga Alessandro | 549 |

**Marcesche, E., & Co.,**
21, *Rue Carnot, Lorient, France.*

| | |
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| s. Arvor | 197 |
| Eugenie | 1[illegible] |
| Louis Marie | 111 |

**March, S., & Sons,**
*St. John's, N.F.L.*

| | |
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| Aureola | 249 |
| J. Percy Bartram | 317 |

**Marchand, Adolphe,**
*Champlain, Quebec.*

| | |
|---|---|
| Bosphore | 137 |

**Marchese, G., fu E.,**
*Via Provinciale No. 6, Quinto al Mare, [illegible]*

| | Net Tons |
|---|---|
| Omero | 300 |

**Marchesseault, T.,**
*St. Ours, Quebec.*

| | |
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| Liberal | 186 |

**Marcussen, C.,**
*Ausgaardstrand, Norway.*

| | |
|---|---|
| Jean Baptiste | 168 |

**Marcussen, J. M. A.,**
*Askeröen, Lyngör, Norway.*

| | |
|---|---|
| Advena | 428 |

**Marcussen, Jens,**
*Askeröen, Lyngör, Norway.*

| | |
|---|---|
| Alm | 692 |
| Vardvik | 352 |

**Maresca, G., & F. Cappiello,**
*Castellamare di Stabbia, Italy.*

| | |
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| Santissimo Rosario | 178 |

**Maresca, Giuseppe, fu G.,**
*c/o G. Maresca & Figli, Piano di Sorrento, Italy.*

| | |
|---|---|
| Dora | 1184 |
| Elisa | 1463 |
| Ninfa | 1908 |

**Maresca, L., di T.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Oriente | 1435 |

**Maresca, Michele, fu Salvatore,**
*Strada San Michele No. 44, Piano di Sorrento, Italy.*

| | |
|---|---|
| Miltiades | 1452 |
| Teocle | 745 |

**Maresca, Pasquale,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Dorotea M. | 436 |
| Olga | 754 |

**Maresca, S., & Co.,**
172, *Calle Balcarce, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Luisa | 137 |

**Margaro, G.,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Margarò | 400 |

**Margaronis, P., & Sons,**
*Piræus, Greece.*

| | |
|---|---|
| s. Despina | 772 |
| s. Leo | 1899 |

**Mari, D., & G. Kopriadachi,**
*Scios.*

| | |
|---|---|
| Joannis | 152 |

**"Marie Elsie" S.S. Co., Ld.,**
114, *Palmerston House, Old Broad Street, London.*

| | |
|---|---|
| s. Marie Elsie | 1582 |
| s. Marie Suzanne | 1249 |

**Marigo & Co.,**
*Via Zattere, Padova, Italy.*

| | Net Tons |
|---|---|
| s. Carlo V. | 896 |
| s. Colomba M. | 672 |
| s. Giovanni M. | 824 |

**Marikar, M. K. N. C. M.,**
*Jaffna.*

| | |
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| Patucul Cant | 130 |

**"Marine" Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* T. AHRENBERG.

**Marine Steam Fishing Co., Ld.,**
*St. Andrew's Dock, Hull.*
*See* G. WALTON.

**Marini, Giuseppe,**
*Camogli, Italy.*

| | |
|---|---|
| Maria | 168 |

**Marinovic, M.,**
*Ragusa, Austria.*

| | |
|---|---|
| s. Beatrice | 1393 |
| s. Dubac | 1804 |
| s. Gradac | 1804 |
| s. Hrvatska | 99 |
| s. Napried | 1021 |
| s. Prazattus | 1648 |
| s. Presjednik Becher | 1445 |

(Nav. a Vap. Ragusea.)

| | |
|---|---|
| s. Albania | 100 |
| s. Bojana | 97 |
| s. Dubrovnik | 235 |
| s. Lapad | 379 |
| s. Petka | 309 |
| s. Sipan | 159 |

**Marion Ballantyne Ship Co., Ld.,**
26, *Chapel Street, Liverpool.*
*See* W. LEWIS & Co.

**Marion, P., & Co.,**
*Granville, France.*

| | |
|---|---|
| Cap Lihou | 127 |

**Mariotti, Lorenzo,**
*Piazza Vittorio Emanuele, Spezia, Italy.*

| | |
|---|---|
| Giuseppina L. | 289 |

**Markham, Sir Clements R., K.C.B.,**
1, *Savile Row, London, W.*

| | |
|---|---|
| Morning (aux. stm.) | 237 |

**Marks, George T.,**
*Port Arthur, Ontario.*

| | |
|---|---|
| s. Neebing | 1187 |
| s. Ojibway | 132 |

**Marks, Robert,**
*Glanjors, Llanbedrog, Carnarvon.*

| | |
|---|---|
| Snaefell | 70 |

**Markson, J., & Grant,**
*Orrenhof, Kabi, Russia.*

| | |
|---|---|
| Arcturus | 305 |
| Capella | 280 |
| Jupiter | 305 |
| Regulus | 137 |
| Saturn | 220 |
| Sirius | 202 |
| Uranus | 298 |
| Wega | 283 |

**Marlborough S. S. Co., Ld.,**
*Blenheim, N.Z.*
*See* R. T. PRIDDLE.

**Marley, J. B.,**
*Minehead, Somerset.*
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**Marques, Braga & Co.,**
*Para, Brazil.*
s. Cidade de Faro ..... 150
s. Cidade do Para ..... [illegible]

**Marques, A. J. Ferreira,**
*Oporto, Portugal.*
[illegible] ..... [illegible]

**Marques, José,**
*Ithaco, Portugal.*
Rocambole ..... (gross) 109

**Marquette & Co.,**
121, *Front Street, New York, U.S.*
Havilah ..... [illegible]
T. Towner ..... [illegible]

**Marquez, Miguel,**
*25 de Mayo 150, Buenos Ayres, Argentine Republic.*
s. Rio Victoria ..... [illegible]

**Marques, S., & Co.,**
*Bahia, Brazil.*
Rosnette ..... [illegible]

**Marr, J., & Son, Ld.,**
*Custom House Buildings, Fleetwood, Lancashire.*
s. Akranes ..... 66
s. Annie ..... 56
s. Lucerne ..... 42
s. Marrs ..... 54
s. Nile ..... 45
s. Rattler ..... 48

**Marr, James H.,**
*Dock Street, Fleetwood, Lancashire.*
s. Desideratum ..... 59

**Marrow, David,**
5, *Railway Terrace, Connah's Quay, Flint.*
Renown ..... [illegible]
Robert Brown ..... [illegible]

**Marrow, Peter,**
5, *Prospect Place, Swansea.*
[illegible] ..... [illegible]

**Mars Training Ship Institution, Trustees of the,**
*Dundee.*
Francis Mollison ..... 141

**Marsh, J. E.,**
*Tappahannock, U.S.*
s. Fairfield ..... [illegible]

**Marshall, Ch. Wm.,**
46, *Court Street, Faversham, Kent.*
[illegible] ..... [illegible]

**Marshall & Gerling,**
36, *Canal des Brasseurs, Anticerp, Belgium.*
Net Tons
s. [illegible] ..... [illegible]

**Marshall, John A.,**
*Bethel, Del., U.S.*
Charles T. Stran ..... [illegible]

**Marshall, S. K.**
*West Point, Va., U.S.*
Ruby [illegible] Bessie ..... [illegible]

**Marshall, T. D.,**
*Seaford, Del., U.S.*
Lewis J. Marvel ..... 175

**Marsters, T. C.,**
*Hantsport, N.S.*
Altona ..... 491
Genoa ..... 4[illegible]
s. Havana ..... 247
Swansea ..... 7[illegible]

**Marstrands Nya Ång-fartygs Aktieb.,**
*Marstrand, Sweden.*
*See* R. O. BERGER.

**Mårtensson, J. A.,**
*Ragnabo, Söderåkra, Sweden.*
Johan ..... 1[illegible]
Wilhelm ..... 1[illegible]

**Mårtensson, M. W.,**
*Åbo, Finland.*
Alma ..... 9[illegible]

**Martensson, M. W.,**
*Korpo, Finland.*
Ayio ..... 3[illegible]

**Mårtensson, N.,**
*Simris, Simrishamn, Sweden.*
Clara ..... 150
Elma ..... 1[illegible]

**Mårtensson, O.,**
*Kivik, Simrishamn, Sweden.*
Cimbria ..... 157

**Mårtensson, P.,**
*Brantevik, Simrishamn, Sweden.*
Arken ..... 1[illegible]
Figaro ..... 1[illegible]

**Mårtensson, P.,**
*Limhamn, Sweden.*
[illegible] ..... [illegible]

**Martin, C. E.,**
29, *Sir John Rogerson's Quay, Dublin.*
[illegible] ..... 1380
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Martin, D. S.,**
*Camden, Maine, U.S.*
Helen L. Martin ..... [illegible]
James B. Jordan ..... [illegible]

**Martin, Dr. J.,**
*Hill Street, Newry, co. Down.*
Net Tons
s. Donegal [illegible] ..... 7[illegible]

**Martin, George,**
18, *South Lindsay Street, Dundee.*
s. Shamrock ..... [illegible]
s. Thistle ..... [illegible]

**Martin & Marquand,**
*Bute Docks, Cardiff.*
s. Earl of Dumfries ..... [illegible]
s. Earl of Rosebery ..... [illegible]
s. [illegible] ..... [illegible]

**Martineau, Arthur,**
*St. Michel d'Yamaska, co. Yamaska, [illegible]*
Leona ..... 1[illegible]

**Martinelli, Giuseppe,**
*Viareggio, Italy.*
Caterina M ..... [illegible]

**Martinetti, J. Botti de D.,**
344, *Rue Paradis, Marseilles, France.*
Fanny Leila ..... [illegible]
Marie ..... 11[illegible]

**Martinez, C. D.,**
*Rio Hache, Columbia.*
Miriam Duranty ..... [illegible]

**Martinez de las Rivas, J. M.,**
*Bilbao, Spain.*
s. Marques de Mudela ..... 1397
s. Rivas ..... 1812

**Martini, J. H.,**
*Neermoor, Germany.*
Anje Berg ..... [illegible]

**Martinkaln, A., & K. Angleson,**
*Riga, Russia.*
Mikus ..... [illegible]

**Martinkaln, Gebr.,**
*Uppesgrieve, Wandsen, Talsen, Russia.*
Emma ..... [illegible]

**Martino, W. M.,**
*Crisfield, Md., U.S.*
John A. Curtis ..... 148

**Martinolich, M. P.,**
*Via Arc, Stefano, Lussinpiccolo, Austria*
Augusta ..... 208

**Martinolich, M. U.,**
*Lussinpiccolo, Austria.*
L. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Martins, Andrade & Co.,**
*Para, Brazil.*
s. Lucilia ..... [illegible]

**Martins, João E.,**
[illegible] d'Alfandega No. 22, *Funchal, Madeira.*
Empreza Funchalense de Cabotagem
Net Tons
s. A[illegible] ..... [illegible]
s. Gaviño ..... [illegible]

**Martins, Ribas & Ca.,**
*Para, Brazil.*
s. Rio Pa[illegible] ..... [illegible]

**Martins & Silveira,**
*Oporto, Portugal.*
Flor [illegible] Setubal ..... [illegible]

**Martinsen, M. A.,**
*Sarpsborg, Norway.*
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**Martinsohn, J. & F., & A. Trautmann.**
*Kurbis, Lemsal, Russia.*
Johannes ..... 191

**Martinson, A., & K. Puhling,**
*Riga, Russia.*
Woldemar ..... [illegible]

**Martinson, F.,**
*Windau, Russia.*
Bangpuhtis ..... [illegible]
Lettica ..... [illegible]

**Martinson, Fr., & K. Sandfeld,**
*Windau, Russia; & Gipken, Dondangen, pr. Talsen, Russia respectively.*
Seedonis ..... [illegible]

**Martinson, Johann,**
*Gutmannsbach, Pernau, Russia.*
Bethlehem ..... [illegible]
Imperator ..... [illegible]
Johannes ..... [illegible]
Otto ..... [illegible]
Wambola ..... [illegible]

**Martinson, M. & J., & S. Muischul,**
*Riga, Russia.*
Martha Maria ..... [illegible]

**Marts, S. B., Co.,**
*South Gay Street, Baltimore, U.S.*
Edgar C. Ross ..... [illegible]
Edward J. Berwind ..... [illegible]
[illegible] ..... [illegible]
Fannie Reiche ..... [illegible]
Mary Lee Patton ..... [illegible]
Sallie C. Marvil ..... [illegible]
Van Lear Black ..... [illegible]

**Marty & d'Abbadie,**
*Haiphong, Tonquin, Indo China.*
s. [illegible] ..... [illegible]
s. Hoihao ..... [illegible]
s. [illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Maruichi & Co.,**
*Osaka, Japan.*
s. Tai-cheong ..... [illegible]

**Maruichi Homma Gomei Kaisha.**
*Mashike, Japan.*
[illegible] ..... [illegible]
s. [illegible] Maru ..... [illegible]
s. Toshiogawa [illegible] ..... [illegible]

**Maruo, B.,**
*Sagara, Japan.*
s. Fumi Maru ..... [illegible]

**Maruri, L.,**
*Santander, Spain.*
s. Rio Formoso ..... 75

**Marvil, J. Dallas,**
*Laurel, Del., U.S.*
Grace G. Bennett ..... [illegible]
J. Dallas Marvil ..... [illegible]

**Marwood, Christopher,**
*Flowergate, Whitby.*
s. John H. Barry ..... [illegible]
s. Whitby ..... [illegible]
s. Woodleigh ..... [illegible]
(International Line [illegible] Ship Co., Ld.)
s. Caledonia ..... [illegible]
s. Cambria ..... [illegible]
s. Cape Colonna ..... [illegible]
s. Corinthia ..... [illegible]
s. Germania ..... [illegible]
s. Golden [illegible] ..... [illegible]
s. Hibernia ..... [illegible]
s. Northumbria ..... [illegible]
s. [illegible] ..... [illegible]
s. Pretoria ..... [illegible]
s. Valentia ..... [illegible]
([illegible] & Mediterranean S.S. Co., Ld.)
s. Blue [illegible] ..... [illegible]
s. Burnholme ..... [illegible]
s. Cornucopia ..... [illegible]
s. Discovery ..... [illegible]
s. Endeavour ..... [illegible]
s. Enterprize ..... [illegible]
s. Red Cross ..... [illegible]
s. Resolution ..... [illegible]
s. Roma ..... [illegible]
s. Sarmatia ..... [illegible]
s. Wennington Hall ..... [illegible]
s. White Cross ..... [illegible]
s. Wileysike ..... [illegible]

**Marychurch, J., & Co.,**
*Pembroke Buildings, James Street, The Docks, Cardiff.*
(Marychurch Steam Ship Co., Ld.)
s. Cam[illegible] ..... [illegible]

**Maryland Pilots, Association of,**
*Baltimore, Md., U.S.*
s. Pilot ..... [illegible]

**Maryport Harbour Commissioners,**
*Maryport, Cumberland.*
Alne No. 1 ..... [illegible]
s. Netherhall ..... (gross) [illegible]

**Mas, Viuda & Hijos de J.,**
*Ceuta, N. Africa.*
[illegible] ..... [illegible]

**Masapsche, J.,**
*Gallomal, Pleonen, Tulum, Riga, [illegible]*
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Mascarello, L.,**
*Calle Defensa 135, Buenos Ayres, Argentine Republic.*
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

s. designe les Vapeurs.

**Mascarenhas, João Rosendo,**
*Faro, Portugal.*

| | Net Tons |
|---|---|
| Riffonho ..... (Hross) | 129 |

**Mason & Barry, Ld.,**
*87, Cannon Street, London, E.C.*

| | |
|---|---|
| s. Rhona | 3 |
| s. Rita | 1 |
| Thomas | 1 |

**Mason, F. W.,**
*55, High Street, Hartlepool.*

| | |
|---|---|
| s. Smiling Morn | 2 |

**Mason, Robert,**
*Baltic Chambers, 77, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Locksley | 74 |

**Massa, Angelo,**
*Nervi, Italy.*

| | |
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| Miranda | 386 |

**Massa, Antonio,**
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Antonio P. | 358 |

**Massa, Fortunato, fu G.,**
*Camogli, Italy.*

| | |
|---|---|
| Colomba | 128 |

**Massa, Francesco,**
*Via Romana No. 2, Quinto al Mare, Italy.*

| | |
|---|---|
| Madre M. | 447 |
| Roma | 564 |

**Massa, Francesco, & Angelo Gnecco,**
*Via Romana No. 23, Quinto al Mare, Italy.*

| | |
|---|---|
| Massa & Gnecco | 1032 |

**Massa, G. B., fu T.,**
*Genoa, Italy.*

| | |
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| Eleonora | 224 |

**Massarelli, F.,**
*Catania, Sicily.*

| | |
|---|---|
| s. Ludovico S. | 1273 |

**Massey, L. M.,**
*Seaford, Del., U.S.*

| | |
|---|---|
| Grace Watson | 106 |

**Massey, W. A., & Co.,**
*Quay Street, Hull.*

| | |
|---|---|
| s. Antwerp City | 2027 |

**Massone, Gaetano, di E.,**
*Boglíasco, Italy.*

| | |
|---|---|
| Speme | 1134 |

**Massone, F. Celle in., & G. Massone di E.,**
*c/o G. Massone di E., Boglíasco, Italy.*

| | |
|---|---|
| Nostra Signora delle Grazie | 1074 |

**Massone, L. & A. Flli., di G.,**
*Via Canto, Boglíasco, Italy.*

| | |
|---|---|
| Nonno Angelo | 1208 |

**Massone & Repetto,**
*Via del Canto, Boglíasco, Italy.*

| | Net Tons |
|---|---|
| Fede | 1192 |

**Massone, Tommaso, fu G.,**
*Via Cattaneo, Nervi, Italy.*

| | |
|---|---|
| Lorraine | |

**Masterson, J. H.,**
*26, Crocker Building, San Francisco Cal., U.S.*

| | |
|---|---|
| Halcyon | 470 |
| Lurline | |
| William Olsen | 1 |

**Matas, Hijos de Gaspar,**
*Palamos, Spain.*

| | |
|---|---|
| s. Gerona | 197 |

**Mather & Co., Ld.,**
*1, St. Michan Street, Dublin.*

| | |
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| s. Scotia | 48 |
| s. Somerville | 48 |

**Mather, Robert,**
*48, Rathdown Road, Dublin.*

| | |
|---|---|
| s. Tyne Wave | 10 |

**Matheson & Co.,**
*3, Lombard Street, London, E.C.*

| | |
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| s. Gogo | 145 |

**Matheson, John A.,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Lizzie Colby | 143 |

**Mathews, J. & J. T.,**
*703, Board of Trade Building, Toronto Ontario.*

| | |
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| s. Clinton | 292 |

**Mathews, J. T.,**
*703, Board of Trade Building, Toronto, Ontario.*

| | |
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| Grimsby | 331 |

**Mathias, J., & Sons,**
*Aberystwith and Cardiff.*

| | |
|---|---|
| s. Glanhafren | 1451 |
| s. Harrovian | 2132 |
| s. Warfield | 2090 |
| (Cambrian Steam Nav. Co., Ld.) | |
| s. Etonian | 2145 |
| s. Glenvech | 2 |
| s. Pinedene | 2064 |

**Mathias, Thomas, Jr.,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Elizabeth Jane | 79 |

**Mathies, L. F., & Co.,**
*Grimm. 27, Hamburg, Germany.*

| | |
|---|---|
| s. Agnes | 434 |
| s. Jacoba | 353 |
| s. Johanna | 242 |
| s. Lisbeth | 420 |
| s. Oscar | 305 |
| s. Tatti | 354 |

**Mathisen, C.,**
*Post Box 77, Bergen, Norway.*

| | |
|---|---|
| s. Albula | 1204 |
| s. Belize | 620 |
| s. Garibaldi | 466 |
| s. Livingstone | 1063 |
| s. Ole Bull | 1041 |

**Mathiudi, N.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Eutychia | 194 |

**Matijevich, F.,**
*Trieste, Austria.*

| | |
|---|---|
| s. Triestino | 440 |

**Matson Navigation Co.**
*327, Market Street, San Francisco, U.S.*

| | |
|---|---|
| Annie Johnson | 977 |
| s. Enterprise | 1691 |
| Falls of Clyde | 1748 |
| Marion Chilcott | 1511 |
| Rhoderick Dhu | 1452 |
| s. Rosecrans | 1719 |
| Santiago | 929 |

**Matsson, E. G.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Beda | 234 |

**Matsson, M. R.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Sara | 276 |

**Matsuda Seiichi,**
*Nagasaki, Japan.*

| | |
|---|---|
| s. Kotobuki Maru | 230 |
| s. Tokiwa Maru | 288 |
| s. Tsushima Maru | 173 |

**Matsumoto, U.,**
*Nagasaki, Japan.*

| | |
|---|---|
| s. Horai Maru | 122 |

**Mattarico, G.,**
*Spezia, Greece.*

| | |
|---|---|
| Agia Paraschevi | 165 |

**Mattei, J. N.,**
*Rue du Nouveau Port, Bastia, Corsica.*

| | |
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| Ambassadeur | 133 |
| Deux Amis | 100 |

**Matthews, Charles,**
*Duke Street, Padstow, Cornwall.*

| | |
|---|---|
| Lafrowda | 114 |

**Matthews, E. B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Harry Messer | 552 |

**Matthews, H. B.,**
*52, Leadenhall Street, London, E.C.*

| | |
|---|---|
| Colonel Burnaby | 72 |
| Mary Jane | 71 |

**Matthews, L. W.,**
*Winchester House, 50, Old Broad Street, London, E.C.*
(Queens of the River S. S. Co., Ld.)

| | |
|---|---|
| s. Queen Elizabeth | 109 |

**Matthews, M. H. & J. E.,**
*Sussex House, 52, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Camel | 226 |
| s. Crathie | 269 |
| s. Fitzwilliam | 160 |

**Mattila, H.,**
*Sastmola, Finland.*

| | |
|---|---|
| Sanoma | 122 |

**Mattson, G. W.,**
*Wärdö, Finland.*

| | Net Tons |
|---|---|
| Olga | 542 |

**Mattson, Robert,**
*Mariehamn, Finland.*

| | |
|---|---|
| Endymion | 1282 |
| Finland | 548 |
| Hera | 1467 |
| Hermes | 978 |
| Iris | 753 |
| John Gill | 931 |
| Lima | 971 |
| Mermerus | 1655 |
| Pehr Brahe | 553 |
| St. Julien | 1419 |
| Satama | 476 |
| Slamat | 859 |

**Mattsson, A.,**
*Mariehamn, Finland.*

| | |
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| Julie | 181 |

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**Mattsson, A. P.,**
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**Mattsson, E.,**
*Vesternäs, Roslagen, Sweden.*

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**Mattsson, E.,**
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**Mattsson, E. G.,**
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**Mattsson, J.,**
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**Mattsson, J. E.,**
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**Mattsson, J. F.,**
*Mariehamn, Åland, Finland.*

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**Mattsson, J. P.,**
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**Matutes, A.,**
*Ibiza, Balearic Islands.*

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**Matzen, C. M.,**
*Bollenhof 33-34, Admiralitätstrasse, Hamburg, Germany.*

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| Cap Horn | 1527 |
| Emin Pascha | 1567 |
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| Marco Polo | 1534 |
| Vasco-da-Gama | 1471 |

**Maurel frères,**
*3, Cours de Gourgue, Bordeaux, France.*

| | |
|---|---|
| s. Volga | 908 |

**Maurel & H. Prom,**
*5, Rue d'Orleans, Bordeaux, France.*

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| s. Ariadne | 1266 |
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**Maurizio, Corradi,**
*Via Carlo Alberto, 13-5, Genoa, Italy.*

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**Mavri, G.,**
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**Mavromati, M.,**
*Syra, Greece.*

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**Mawatari Toshiro,**
*Uraga, Japan.*
s. Nitto Maru ... 1385

**Mawson, Arthur, & Co.,**
24 & 25, *The Exchange, Cardiff.*
s. Cassia ... 676
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**Mawson, James, & Son,**
32, *Strand, Barrow-in-Furness, Lancashire.*
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*Povoiva, Aveiro, Portugal.*
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*Wading River, N.J., U.S.*
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**Maxwell, Noble,**
*Richmond, Me., U.S.*
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**May, G., & Sons,**
500, *South Delaware Avenue, Philadelphia, U.S.*
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**May, George,**
500, *South Delaware Avenue, Philadelphia, U.S.*
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**May, H. G. L.,**
*Arendal, Norway.*
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**May, Henry D.,**
500, *South Delaware Avenue, Philadelphia, U.S.*
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**May, Jonathan, & Sons,**
500, *South Delaware Avenue, Philadelphia, U.S.*
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*Chipman, Queen's co., N.B.*
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*Par, Cornwall.*
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**Mayeda Yeijiro,**
28, *Masagocho, Kushiro Gun, Prov. Kushiro, Hokkaido Cho, Japan.*
s. Daiki Maru ... [illegible]
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**Mayers, Joseph,**
*New Westminster, B.C.*
(Westminster Towing & Fish Co., Ld.)
s. Dauntless ... [illegible]

**Mayhew, G.,**
17, *State Street, New York, U.S.*
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**Mayrand, Olivier,**
*St. Gertrude, Nicolet, Quebec.*
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**Mazel, Mme. Ph.,**
*Boulevard de la Liberté, 22, Marseilles, France.*
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*Procida, Italy.*
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**Meachen, James,**
*Maria Lane, Harwich.*
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**Meachen, James A.,**
39, *Julian Street, South Shields.*
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**Mead, J. R.,**
*Odun Villa, Odun Road, Appledore.*
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**Mead, Son & Hussey,**
*St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C.*
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**Mearns, Alexander,**
*Melville Gardens, Montrose.*
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**Mechtieff, Nagi,**
*Baku, Russia.*
s. Mechti ... [illegible]

**Mediterranean & New York Steamship Co., Ld.,**
*Old Castle Buildings, Preeson's Row Liverpool.*
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**Medway Navigation Co., Ld.,**
139, *Queen Victoria Street, London, E.C.*
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**Medway Steam Packet Co., Ld.,**
*Bridge Office, Rochester.*
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*Colombo, Ceylon.*
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**Meek, Alexander, & Sons,**
*Bank Chambers, Goole.*
(East Yorkshire Steamship Co., Ld.)
s. Brantingham ... [illegible]
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**Meerents, M.,**
*Gutmannsbach, Russia.*
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**Meff, W., jun.,**
38, *Union Street, Aberdeen.*
(Aberdeen Fish Supply Association, Ld.)
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**Megee, Chas. T., & Co.,**
113, *Walnut Street, Philadelphia, U.S.*
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**Megee, Wm. H.,**
136, *Walnut Street, Philadelphia, U.S.*
Arthur McArdle ... [illegible]
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**Megill, McNeal & Co.,**
*Tappahannock, Va., U.S.*
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*Tripoli, Asiatic Turkey.*
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*Alexandria, Egypt.*
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**Mehemet Nuri Effendi,**
*Constantinople, Turkey.*
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**Mehmet Hussein, Hadji,**
*Amastra, Turkey.*
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*Christiania, Norway.*
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s. Inga ... [illegible]
s. Jarn ... [illegible]
s. Ran ... [illegible]
s. Sigyn ... [illegible]

**Meier, R., & Ahls Erben,**
*Meegusen, Talsen, Russia.*
Roga ... [illegible]

**Meincke,**
*Rosario, Argentine Republic.*
La Argentina ... 1870

**Mekanische Holzbearbeitung, Actien Gesellschaft für,**
*Reval, Russia.*
*See* A. M. LÜTHER.

**Melbourne Harbor Trust Commissioners.**
605 & 607, *Flinders Street, Melbourne, Victoria.*
s. Osprey ... [illegible]

**Melbourne Steam Ship Co., Ld.,**
*Toronto, Ontario.*
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**Melbourne Steam Ship Co., Ld.,**
*The Shipping Exchange, 35, King Street Melbourne, Victoria.*
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s. Sydney

**Melin, O.,**
*Gothenburg, Sweden.*
(Angfartygs Aktieb. "Thule.")
s. Albert Edward ... [illegible]
[illegible]
s. Carl XV ... [illegible]
[illegible]
s. [illegible] ... [illegible]

**Meling, A.,**
*Stavanger, Norway.*
[illegible] ... [illegible]
(Dampskibsselskabet "Fortuna.")
s. Nordon ... [illegible]

**Meling, A., jr.,**
*Stavanger, Norway.*
[illegible] ... [illegible]
s. [illegible] ... [illegible]

**Meling, T.,**
*Stavanger, Norway.*
s. Alekto ... [illegible]
s. Dronning Sophie ... [illegible]
s. Stabil ... [illegible]

**Mellema, M.,**
*Vlaardam, Holland.*
Schouwen II ... [illegible]

**Melliza Hermanos,**
*Iloilo, Philippine Islands.*
s. Reducindo Melliza ... [illegible]

**Mello & Co.,**
*Para, Brazil.*
s. [illegible] ... [illegible]
s. Ipixuna ... [illegible]
s. Môa ... [illegible]

**Melsom, Ferd.,**
*Prindsensgade 3, Christiania, Norway.*
Almedin ... [illegible]
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**Memeler Dampfschiff-Actien-Gesellschaft**
(Manager—R. Schneider).
*Memel, Germany.*
s. [illegible] ... [illegible]
s. Commerzienrath Fowler ... [illegible]
s. [illegible] ... [illegible]
s. Hawarden ... [illegible]
s. Littuania ... [illegible]
s. Moltke ... [illegible]

**Menai Ship Co., Ld.,**
14, *Water Street, Liverpool.*
*See* W. THOMAS & CO.

s. désigne les Vapeurs.

**Mendes, J. T.,**
*Oporto, Portugal.*

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**Mendes, Luiz Teixeira,**
*5 & 8, Travessa do Corpo Santo, Lisbon, Portugal.*

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**Mendezona y Cia.**
(In Liquidation),
*Manila, Philippine Islands.*

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**Mendl, Flli. B.,**
*Strada Vapórelor 14, Braila, Roumania.*

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**Mendl, L., & Co.,**
*Braila, Roumania.*

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**Mendoza, Telesforo,**
*Tayabas, Philippine Islands.*

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**Menendez & Co.,**
*Cienfuegos, Cuba.*

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| s. Antinojenes Menendez | 841 |
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| s. José Garcia | 1185 |
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**Menendez y Fernandez,**
*Gijon, Spain.*

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**Menendez, José,**
*Punta Arenas, Chili.*

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**Menetto, Luigi,**
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**Menier, H.,**
*47, Southwark Street, London, S.E.; & Rue Alfred de Vigny, Paris.*

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**Mentz, Decker & Co.,**
*Gr. Bäckerstrasse 22-24, Hamburg, Germany.*

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| Vidar | 656 |
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| Viduco | 1049 |
| Vidylia | 664 |
| Viganella | 760 |

**Mentz, Helmuth,**
*Rostock, Germany.*

| | |
|---|---|
| Anny | 747 |
| Frieda Mahn | 1266 |

**Menzell & Co.,**
*"Heintzehof," 68, Ferdinandstrasse, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. China | 1271 |
| (Chinesische Küstenfahrt Ges.) | |
| s. Adelheid Menzell | 1185 |
| s. Bruno Menzell | 984 |
| s. Carl Menzell | [illegible] |
| s. Elsa Menzell | 1286 |
| s. Hedwig Menzell | 984 |
| s. Helene Menzell | 984 |
| (Hanseatische Dampfer Cie.) | |
| s. Captain W. Menzell | 1297 |
| s. Daphne | 1415 |
| s. Emma Luyken | 1109 |
| s. Hans Menzell | 1694 |
| s. Heinrich Menzell | 958 |
| s. Hermann Menzell | 1035 |
| s. Mara Kolb | 1719 |
| s. Nanyang | 1060 |
| s. Pionier | 975 |
| s. Tai-Fu | 1065 |

**"Meraggio" S. S. Co., Ld.,**
123, *Hope Street, Glasgow.*
*See* MACLAY & MCINTYRE.

**Mercader, L., y Vda. de Londaiz,**
*San Sebastian, Spain.*

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| San Ignacio de Loyola | 621 |

**Mercader & hijo,**
*San Sebastian, Spain.*

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**Mercantile Shipping Co., Ld.,**
26, *Woolster Street, Plymouth.*

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**Mercantile Steam Ship Co., Ld.,**
*70 & 71, Bishopsgate Street Within, London, E.C.*

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| s. Ayr | 1955 |
| s. Boyne | 1226 |
| s. Dart | 2056 |
| s. Exe | 1309 |
| s. Foyle | 2690 |
| s. Ganges | 2721 |
| s. Huron | 1990 |
| s. Isor | 1366 |
| s. Jumna | 2693 |
| s. Kara | 1507 |
| s. Lena | 2679 |
| s. Min | 1981 |
| s. Ness | 1963 |
| s. Obi | 1951 |

**Mercantile Steam Ship Co. of Ulster, Ld. (1903),**
*Newry.*
*See* J. FISHER & SONS.

**Merchants' & Miners' Transportation Co.,**
214-216, *E. German Street, Baltimore, U.S.*

| | |
|---|---|
| s. Alleghany | 1433 |
| s. Berkshire | 1433 |
| s. Chatham | 1909 |
| s. Decatur H. Miller | 1674 |
| s. Dorchester | 1876 |
| s. Essex | 1873 |
| s. Frederick | 1310 |
| s. Gloucester | 1977 |
| s. Howard | 1757 |
| s. Itasca | 989 |
| s. Juniata | 1757 |
| s. Kershaw | 1768 |
| s. Lexington | 1447 |
| s. Nantucket | 1767 |
| s. New Orleans | 1017 |
| s. Ontario | 1870 |
| s. Powhatan | 2126 |
| s. State of Texas | 1328 |

**Merchants Shippers' Co., Ld.**
(Manager—T. W. Mark),
*Keswick, Cumberland.*

| | Net Tons |
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| J. H. Marsters | 592 |

**Mercier & Chatel,**
*Fécamp, France.*

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**Mercur, Dampsk.,**
*Östbanegade 3, Copenhagen, Denmark.*
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**Mercurius, Stoomvisscherij Maatschappij**
(Naamloose Vennootschap),
*Ymuiden, Holland.*

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**Merello, Marco,**
*Via Giuseppe Pezzale 12, Nervi, Italy.*

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**Merkur, Ångfartygsaktieb.,**
*Gothenburg, Sweden.*
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**Merlet, Enrique, & Co.,**
*102a, Calle Prat, Valparaiso, Chili.*

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**Merli & Lugaro,**
2, *Piazza De Marini, Genoa, Italy.*

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| s. Castellaccio | 679 |
| s. Commercio | 385 |

**Merrill, Mary E.,**
*c/o B. H. Tietjen, 44, East Street, San Francisco, Cal., U.S.*

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**Merritt & Chapman Derrick & Wrecking Co.,**
*Whitehall Building, New York, U.S.*

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**Merritt, J. A., & Co.,**
*Pensacola, N.S.*

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**Merryweather, W. S.,**
*Central Buildings, Church Street, West Hartlepool.*

| | |
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| s. Ackworth | 1393 |
| s. Hambleton | 1952 |
| s. Joseph Merryweather | 1367 |
| s. Wentbridge | 1753 |

**Mersey Docks and Harbour Board,**
*Dock Yard, Coburg Dock, Liverpool.*

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| s. G. B. Crow | 1523 |
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**Mersey Steam Ship Co., Ld.,**
14, *Chapel Street, Liverpool.*
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**Mersey Towing Co., Ld.**
(Managers—Canadian Pacific Railway Co.),
24, *James Street, Liverpool.*

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**Mesham, Richard,**
*Connah's Quay, Flint.*

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**Messageries Fluviales de Cochinchine,**
43, *Rue Taitbout, Paris; and Saigon, Cochin China.*

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| s. Attalo | 215 |
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**Messageries Maritimes,**
1, *Rue Vignon, Paris; and Quai de la Joliette 2, Marseilles, France.*

| | Net Tons |
|---|---|
| s. Adour | 2130 |
| s. Amazone | 2343 |
| s. Annam | 2338 |
| s. Armand Behic | 2519 |
| s. Atlantique | 2890 |
| s. Australien | 2900 |
| s. Bagdad | 1472 |
| s. Bosphore | 2080 |
| s. Calédonien | 2147 |
| s. Charente | 2148 |
| s. Chili | 2771 |
| s. Congo | 1937 |
| s. Cordillière | 2451 |
| s. Cordouan | 2094 |
| s. Crimée | 2079 |
| s. Danube | 2079 |
| s. Djemnah | 1935 |
| s. Dordogne | 2138 |
| s. Douro | 1560 |
| s. Dumbea | 2814 |
| s. Dupleix | 1264 |
| s. Equateur | 2002 |
| s. Eridan | 927 |
| s. Ernest Simons | 2162 |
| s. Gironde | 1598 |
| s. Guadiana | 1514 |
| s. Hai-phong | 874 |
| s. Himalaya | 3365 |
| s. Iraouaddy | 1955 |
| s. La Seyne | 1142 |
| s. Magellan | 2342 |
| s. Manche | 1251 |
| s. Matapan | 2063 |
| s. Medoc | 2086 |
| s. Melbourne | 1939 |
| s. Memphis | 1472 |
| s. Mpanjaka | 336 |
| s. Natal | 1985 |
| s. Néra | 2827 |
| s. Niger | 1973 |
| s. Océanien | 2104 |
| s. Orénoque | 2037 |
| s. Ortégal | 2108 |
| s. Oxus | 1856 |
| s. Pacifique | 900 |
| s. Persepolis | 990 |
| s. Polynésien | 2916 |
| s. Portugal | 2832 |
| s. Saghalien | 2055 |
| s. Salazie | 2089 |
| s. Sénégal | 1951 |
| s. Sidon | 1472 |
| s. Sinai | 2785 |
| s. Sydney | 2077 |
| s. Tamise | 1329 |
| s. Tigre | 1711 |
| s. Tonkin | 2327 |
| s. Ville de la Ciotat | 2821 |
| s. Yang Tsé | 1879 |
| s. Yarra | 2115 |

**Messenger, Samuel E.,**
*Yarmouth, N.S.*

| | |
|---|---|
| s. Harbinger | 46 |
| s. Messenger | 49 |

**Messina Bros., Coles & Searle,**
*Port Elizabeth, S. Africa.*

| | |
|---|---|
| s. Lütto | 431 |
| s. Talana | 19 |

**Mestemaker, H.,**
*Norderney, Germany.*

| | |
|---|---|
| s. Deutschland | 64 |

**Metaxa, B. N., & C. S. Vagliano,**
*Cephalonia, Greece.*

| | |
|---|---|
| s. Ænos | 1458 |

**Metcalfe, Charles T.,**
*Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| Louisa Messell | 91 |

**Metcalfe, Simpson & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Alicia | 1316 |



s. signifies Steamer.

**Metropolitan Asylum District The Managers of the**
(Clerk: T. DUNSCOMBE MANN).
*Victoria Embankment, London, W.C.*

| | Net Tons |
|---|---|
| s. Albert Victor | 87 |
| s. Genova | 138 |
| s. Maltese Cross | 144 |
| s. Red Cross | 140 |

**Metropolitan Coal Co.,**
*39, Congress Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. Hector | 1951 |

**Metropolitan S. S. Co.,**
*Pier 11, North River, New York, U.S.*

| | |
|---|---|
| s. Glaucus | [illegible] |
| s. H. F. Dimock | 1786 |
| s. H. M. Whitney | 1891 |
| s. Herman Winter | 1889 |
| s. James S. Whitney | 1896 |
| s. Neptune | 1157 |

**Metropolitan Steam Ship Co., Ld.**
(Manager—J. P. Wood).
*27, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Idlewild | 474 |

**Metropoulos, N.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Pagonitsa | 240 |

**Metsotakis, T.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Eugenia | 275 |
| Julia | 303 |

**Mexican Central Railway Co., Ld.,**
*Mason Building, 70, Kilby Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. Panuco | 67 |
| s. Tampico | 67 |

**Mexican Government,**
*Vera Cruz, Mexico.*
(Lighthouse Service.)

| | |
|---|---|
| s. Donato Guerra | 400 |
| s. Melchor Ocampo | 156 |
| s. Tulum | 45 |

**Mexican Telegraph Co.,**
*66, Broadway, New York, U.S.*

| | |
|---|---|
| s. Mexican | 223 |

**Meybaum, A.,**
*Riga, Russia.*

| | |
|---|---|
| Alice | 161 |

**Meybaum, C. W.,**
*Pernau, Russia.*

| | |
|---|---|
| Sorkwalda | 212 |

**Meyer, A. B.,**
*Larvig, Norway.*

| | |
|---|---|
| Arendtz | 1413 |

**Meyer, Albert,**
*16, Sacramento Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| A. M. [illegible] | 460 |
| Albert Meyer | 398 |
| Columbia | [illegible] |
| Millard | 412 |

**Meyer, J.,**
*Flisberg, Norway*

| | Net Tons |
|---|---|
| [illegible] | 484 |

**Meyer, Jos. L.,**
*Papenburg, Germany.*

| | |
|---|---|
| Johann | 111 |

**Meyer, M.,**
*Riga, Russia.*

| | |
|---|---|
| Mery | 147 |

**Meyer, Rud. H.,**
*Papenburg, Germany.*

| | |
|---|---|
| Anna | 211 |
| Emma | 197 |

**Meyer, W. E., & Co.,**
*Bermuda.*

| | |
|---|---|
| Passat | 654 |

**Meyers, William,**
*c/o C. F. Snell, Edgartown, Mass., U.S.*

| | |
|---|---|
| Mabel J. Meyers | 699 |

**Mezzano, L., fu T.,**
*Via Garibaldi No. 16, Sori, Italy.*

| | |
|---|---|
| s. Entella | 1031 |

**Mic-Mac Whaling Co., Ld.,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Mic-Mac | 17 |

**Micaliziano, G.,**
*Syra, Greece.*

| | |
|---|---|
| Leonidas | 315 |

**Miceli, Luca,**
*Messina, Sicily.*

| | |
|---|---|
| Francesca | 310 |
| Miceli | 345 |

**Michail, G., & M. Stefanou,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Anominos | 372 |

**Michalino, A.,**
*Paralos*

| | |
|---|---|
| Paralos | 431 |

**Michalino, D. D.,**
*Syra, Greece.*

| | |
|---|---|
| Portaitisa | 204 |

**Michalinos & Co.,**
*160-163, Gresham House, Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Alexandros Michalinos | [illegible] |
| s. Georgios Michalinos | [illegible] |
| s. Marie Z. Michalinos | [illegible] |
| s. Vagilianos | 1784 |

**Michalinudis, Jean A.,**
*6, Place Sadi-Carnot, Marseilles, France.*

| | |
|---|---|
| s. Mont Argyre | [illegible] |

**Michalos, N., & Fils,**
*Syra, Greece.*

| | |
|---|---|
| Dyo Adelphi | [illegible] |

**Michaud, A.,**
*26, Rue Charles Monselet, Nantes, France.*

| | |
|---|---|
| Orléans | [illegible] |

**Micheli, A.,**
*Leghorn, Italy.*

| | |
|---|---|
| Giovanni M. | [illegible] |

**Michelis, N.,**
*Syra, Greece.*

| | |
|---|---|
| Agia Trias | 124 |

**Michell, R. T., & Co.,**
*Devoran, Cornwall.*

| | |
|---|---|
| s. Treasis | 187 |

**Michelsen, Chr., & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Aagi | 1944 |
| s. Aladdin | 1887 |
| s. Eidsvold | 2000 |
| s. Era | 1903 |
| s. Florida | 1897 |
| s. Freia | 1844 |
| s. Norge | 1894 |
| s. Solveig | 1899 |
| s. Vanadis | 1898 |

**Michelsen, H. C. A.,**
*Skippergaden, Sandefjord, Norway.*

| | |
|---|---|
| Blenheim | 1857 |
| Eugenie | [illegible] |
| George | 994 |
| Lines Brothers | [illegible] |
| Mountain Laurel | 845 |
| Turist | 927 |

**Michelsen, N. J.,**
*Bergen, Norway*

| | |
|---|---|
| s. Dagmar | 161 |
| s. Osterskjoen | 123 |

**Michelsson, A.,**
*Korpo, Finland.*

| | |
|---|---|
| Onni | 391 |

**Michelsson, M.,**
*Trancvik, Sund, Finland.*

| | |
|---|---|
| Ahti | 312 |

**Michelsson, M. A.,**
*Korpo, Lohm, Finland.*

| | |
|---|---|
| Libra | 325 |

**Michelsson, P. A.,**
*Korpo, Finland.*

| | |
|---|---|
| Gito | 251 |

**Michigan Central Railroad Co.**
(Superintendent—Jas. R. Innes),
*281, Sandwich Street, Windsor, Ontario.*

| | |
|---|---|
| s. Michigan Central | 1000 |
| [illegible] | [illegible] |
| s. Transport | 761 |

**Michigan Navigation Co.,**
*Detroit, Michigan, U.S.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Michigan Steamship Co.,**
*Foot of Orleans Street, Detroit, Michigan, U.S.*

| | Net Tons |
|---|---|
| s. Colonel | 843 |
| s. Eastland | 1218 |

**Michigan Steamship Co.,**
*1006, Maritime Building, New York; and 1302, Claus Spreckels Building, San Francisco, Cal., U.S.*
*See* J. JEROME.

**Middelthon, C.,**
*Stavanger, Norway*

| | |
|---|---|
| Bertha | [illegible] |

**Middlesbro', The Corporation of.**
*Middlesbro'.*

| | |
|---|---|
| s. Bessie | [illegible] |
| s. Hugh Bell | [illegible] |

**Middlesex Steamship Co., Ld.,**
*12, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Florence | [illegible] |

**Middleton, C. L.,**
*New York, U.S.*

| | |
|---|---|
| s. Whitney | 784 |

**Middleton, T., & Son,**
*19 & 20, Blackfriar Gate, Hull.*

| | |
|---|---|
| s. Alsace | [illegible] |

**Middleton, William T.,**
*Harwich.*

| | |
|---|---|
| Gloriana | 118 |

**Midland Navigation Co., Ld.,**
*Midland, Ontario.*

| | |
|---|---|
| s. Midland King | [illegible] |
| s. Midland Queen | 1889 |

**Midland Railway Co.,**
*Derby.*

| | |
|---|---|
| s. Antrim | [illegible] |
| s. Donegal | [illegible] |
| s. Londonderry | 441 |
| s. Midlander | [illegible] |

**Midland Towing & Wrecking Co., Ld.,**
*Midland, Ontario.*

| | |
|---|---|
| Albatross | 417 |
| s. Magnolia | 781 |
| s. Metamora | 780 |
| s. Reliance | [illegible] |
| s. Traveler | 780 |

**Midolo, Francesco,**
*Syracuse, Sicily.*

| | |
|---|---|
| Gaetanino M. | [illegible] |
| Gelsomina | 139 |

**Midolo, S., di C.,**
*Syracuse, Sicily.*

| | |
|---|---|
| Anna Madre M. | 111 |

**Midthordlandske Dampskolsk., Dot,**
*Bergen, Norway.*
*See* J. TVEIDT.

**Mighell, W. E.,**
*38, Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Genesee Fairchild | [illegible] |
| J. B. Brown | [illegible] |
| Jabez Howes | [illegible] |
| [illegible] | [illegible] |
| Oregon | [illegible] |
| Rufus E. Wood | [illegible] |
| Saul King | [illegible] |

(California Shipping Co.)

| | |
|---|---|
| A. J. Fuller | [illegible] |
| Abner Coburn | [illegible] |
| Alexander [illegible] | [illegible] |
| Governor Robie | [illegible] |
| Henry Failing | [illegible] |
| James Drummond | [illegible] |
| John Currier | [illegible] |
| Joseph M. Thomas | [illegible] |
| Mary L. Cushing | [illegible] |
| Pactolus | [illegible] |
| Reuce | [illegible] |
| S. D. Carleton | [illegible] |
| St. David | [illegible] |
| Saint Frances | [illegible] |
| St. James | [illegible] |
| William H. Smith | [illegible] |

**Mignano, A.,**
*Naples, Italy.*

| | |
|---|---|
| Teresina Mignano | [illegible] |

**Mignot, H.,**
*St. Malo, France.*

| | |
|---|---|
| [illegible] | [illegible] |

**Miguel y Escofet, J.,**
*Monte Video, Uruguay*

| | |
|---|---|
| [illegible] | [illegible] |

**Mihaly Passari & Co.,**
*Port Castellorizo, Turkey.*

| | |
|---|---|
| Catrina | [illegible] |

**Mihanovich, Miguel,**
*Calle Victoria 360, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Dalmazia | [illegible] |
| s. Juanita | [illegible] |
| s. Pomona | [illegible] |
| s. Sud | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Mihanovich, N.,**
*25 de Mayo 198, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. A M C | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Bella Argentina | [illegible] |
| s. Buenos Aires | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Dalmazia | [illegible] |
| s. [illegible] | [illegible] |
| Democstenes | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Donna Catalina | [illegible] |
| s. Dorado | [illegible] |
| s. Eolo | [illegible] |
| s. Estrella | [illegible] |
| Fortuna | [illegible] |
| Golondrina | [illegible] |
| Guanaco | [illegible] |
| s. [illegible] | [illegible] |
| s. Helios | [illegible] |
| Hermes | [illegible] |
| Hungaria | [illegible] |
| s. Kate | [illegible] |
| s. Kruit | [illegible] |
| s. Kurt | [illegible] |
| s. L Adriatico | [illegible] |
| s. Labrador | [illegible] |
| s. Lafayette | [illegible] |
| s. Liboral | [illegible] |
| s. [illegible] | [illegible] |

(Continued)

## Mihanovich, N.

*(continued.)*

| | Net Tons |
|---|---|
| s. Luna | [illegible] |
| s. Maldonado | 59 |
| s. Monte Video | 451 |
| Moravia | 199 |
| Necochea | 235 |
| s. Neembucu | 41 |
| s. Olympo | 921 |
| s. Paris | [illegible] |
| s. Pingo | 70 |
| Pitagoras | 151 |
| Posseidon | 219 |
| s. Presidente-Mitre | 59 |
| s. Presidente-Roca | 59 |
| Pringles | 238 |
| s. Progreso | 86 |
| s. Rivadavia | 760 |
| s. Salto | 199 |
| s. San Martin | 803 |
| Sargento Cabral | 238 |
| s. Saturno | 921 |
| s. Surubi | 236 |
| s. Tagus | 1069 |
| s. Tesoro | 28 |
| s. Tridente | 510 |
| s. Triton | 1451 |
| s. Urano | 285 |
| s. Venus | 969 |
| s. Vulcano | 197 |
| Zeus | 219 |

## Mikelson, Gebr. M. & J.,

*Haynasch, Russia.*

| | |
|---|---|
| Fuchs | 152 |
| Janow | 167 |
| John Ann | 148 |
| Peter | 245 |

## Mikelson, Gebr. M. & J., & T. Käosar,

*Haynasch, Russia.*

| | |
|---|---|
| Michail | 100 |

## Mikelson, Gebr. M. & J., & J. & G.. Osolin,

*Haynasch, Russia.*

| | |
|---|---|
| Jacob | 286 |

## Mikelson, J. B.,

*Haynasch, Russia.*

| | |
|---|---|
| Mikelson | 317 |

## Mikelson, M.,

*Haynasch, Russia.*

| | |
|---|---|
| Mikelson | 136 |

## Mikkenberg, M.,

*Katentok, Wesenberg, Riga, Russia.*

| | |
|---|---|
| Lina | 136 |

## Milburn Bros.,

*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Silverdale | 1711 |

## Milburn, Lund & Co.,

*77, Baxtergate, Whitby.*

| | |
|---|---|
| s. Glenaen | 2065 |

## Milburn, William, & Co.,

*130, Fenchurch Street, London, E.C.; & Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Port Albert | 2250 |
| s. Port Denison | 2188 |
| s. Port Phillip | |

(Anglo-Australasian Steam Navigation Co., Ld.)

| | |
|---|---|
| s. Port Elliot | 2295 |
| s. Port Stephens | 2278 |
| s. Port Victoria | 2195 |

(Ashington Coal Co.)

| | |
|---|---|
| s. Ashington | 561 |
| s. Woodhorn | 801 |

## Milesi, Pietro, fu G.,

*Via S. Luca No. 11, Genoa, Italy.*

| | Net Tons |
|---|---|
| Australia | 1649 |
| Maria Teresa | 1943 |
| Regina Elena | 2365 |

## Miletin, A., & E. J. Kuman,

*Odessa, Russia.*

| | |
|---|---|
| s. Orion | 343 |

## Milford Haven Steam Trawling Co.. Ld.,

*10, Gordon Road, Cardiff.*

*See* G. SHEARD.

## Milhet, A.,

*Arcachon, France.*

(Pêcheries Francaises' d'Arcachon.)

| | |
|---|---|
| s. Intrépide | 57 |
| s. La Vague | 37 |
| s. Persévérant | 102 |

## Millan, Antonio,

*Cadiz, Spain.*

| | |
|---|---|
| s. Anita | 114 |
| s. Apostol | 254 |
| s. José Maria | 351 |
| s. Mercedes (*laying*) | 103 |
| s. Millan Carrasco | 457 |
| s. Salvador | 61 |
| s. Virgen de Africa | 359 |

## Millar, J.,

*Gothenburg, Sweden.*

| | |
|---|---|
| s. Jane | 461 |

## Millard, John,

*Liverpool, N.S.*

| | |
|---|---|
| Lolita A. | 176 |
| Mona | 299 |

## Miller, Alfred J.,

*42, South Water Street, Providence, R.I.*

| | |
|---|---|
| Altana M. Jagger | 126 |
| Charlotte W. Miller | 249 |
| Harriet C. Whitehead | 211 |
| Harry L. Fenner | 116 |

## Miller & Co.,

*5, Lloyd's Avenue, London, E.C.*

| | |
|---|---|
| s. España | |
| s. Velox | 72 |

## Miller & Houghton,

*16, Beaver Street, New York, U.S.*

| | |
|---|---|
| Bonny Doon | 510 |
| Fred A. Small | 549 |
| Virginia | 715 |

## Miller, J. B.,

*74, Home Life Building, Toronto, Ontario.*

| | |
|---|---|
| s. Seguin | 556 |

## Miller & Richards,

*53, Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Carisbrook | 1350 |
| s. Dorisbrook | 1314 |

(S.S. Tregenna Co., Ld.)

| | |
|---|---|
| s. Irisbrook | 1778 |

## Miller Steamship Co.,

*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. P. P. Miller | 2953 |

## Miller, W. S., & Co.,

*109, Hope Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Ellaston | [illegible] |
| s. Elsiston | [illegible] |
| s. Palatine | 1322 |
| s. Sunbeam | 1154 |

## Miller, William A.,

*Alberton, Prince Edward Island.*

| | |
|---|---|
| Helen Stewart | 150 |

## Milligen, John, & Co., Ld.,

*17, Royal Avenue, Belfast.*

| | |
|---|---|
| s. Eveleen | 112 |
| s. Kathleen | 316 |

## Millington, G.,

*9, Norman Road, Rancorn*

| | |
|---|---|
| Dependence | 99 |
| Emily Millington | 79 |
| Lizzie | 85 |
| Sarah McDonald | 85 |
| Water Bird | 84 |

## Millman, Charles,

*Vaddlethorpe Grange, Ashby, Doncaster, Yorks.*

| | |
|---|---|
| Busy Bee | 112 |

## Millon, Martin,

*Riga, Russia.*

| | |
|---|---|
| Emilie Millon | 680 |

## Mills, Albert D.,

*Annapolis, N.S.*

| | |
|---|---|
| Albert D. Mills | 326 |

## Mills, G.,

*17, Templar Street, Dover.*

| | |
|---|---|
| Santon | 433 |

## Mills, H. H.,

*1, Jubilee Terrace, Southsea.*

(Southsea & Ventnor S.S. Co., Ld.)

| | |
|---|---|
| s. Bembridge | 73 |

## Mills, Isaac, & Co.,

*Robin Hood's Bay, Yorkshire.*

| | |
|---|---|
| Margaret Nixon | 188 |

## Mills, John L.,

*Cooper's Point, Camden, N.J.*

| | |
|---|---|
| Ida B. Gibson | 224 |
| L. S. Levering | 242 |

## Mills, N. M.,

*New York, U.S.*

| | |
|---|---|
| Irma | 265 |

## Mills, R.,

*48, Brandling Place, Newcastle-on-Tyne.*

| | |
|---|---|
| Tregea | 133 |

## Mills, Stephen H.,

*77, South Street, New York, U.S.*

| | |
|---|---|
| Georgetta Lawrence | 299 |
| Holliswood | 1084 |

## Mills, T. H., & Co.,

*Whitebank House, Stockport, Cheshire.*

| | Net Tons |
|---|---|
| s. Umzimvubu | 90 |

## Millwall Dock Co.,

*1, Railway Place, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Experiment | 126 |

## Milne, A., jun.,

*31, Maiden Street, Peterhead.*

(Scottish Steam Herring Fishing Co., Ld.)

| | |
|---|---|
| s. Heatherbell | 19 |
| s. Primrose | 19 |

## Milne, George, & Co.,

*6, East Craibstone Street, Aberdeen*

| | |
|---|---|
| Inveramsay | 1321 |
| Invercauld | 1303 |
| Inverclyde | 1516 |
| Invercoe | 1322 |
| Inveresk | 1297 |
| Invergarry | 1309 |
| Invermark | 1334 |
| Invermay | 1337 |
| Inverneill | 1340 |
| Inverness | 1817 |
| Inversnaid | 1312 |
| Inverurie | 1309 |

## Milner, W. S.,

*Seattle, Wash., U.S.*

| | |
|---|---|
| Alice | 221 |

## Milward, Thomas,

*Swansea.*

| | |
|---|---|
| s. Tartar | 2 |

## Milwaukee Tug Co.,

*98, Ferry Street, Milwaukee, U.S.*

| | |
|---|---|
| s. Christopher | 3137 |

## Minamijima Kansaku,

*Shinminatomachi Imidzugun, Prov. Yetchiu, Japan.*

| | |
|---|---|
| s. Shiganoura Maru | 1616 |

## Minas, Basin S.S. Co., Ld.,

*Canning, King's co., N.S.*

| | |
|---|---|
| s. Brunswick | 73 |

## Minas de Carbon de Batan Co.,

*Manila, Philippine Islands.*

| | |
|---|---|
| s. Minas de Batan | 1205 |

## Minch Transit Co., The,

*813, Perry Payne Building, Cleveland, Ohio, U.S.*

*See* W. GERLACH.

## Mineo, D., & O. Di Bartolo,

*Trapani, Sicily.*

| | |
|---|---|
| Argo | 207 |

## Mineralölwerke Albrecht & Co.,

*12-13, Alsterdamm, Hamburg, Germany.*

| | |
|---|---|
| s. Czar Nicolai II. | 1305 |

## Minlos, Wm.,

*Untertrave 72, Lübeck, Germany*

| | |
|---|---|
| s. Marie-Louise | 453 |
| s. Wm. Minlos | 358 |

## Minott, Charles V.,

*Phippsburg, Maine, U.S.*

| | Net Tons |
|---|---|
| Ada F. Brown | 1201 |
| Aryan | 1039 |
| Frances M. | 1026 |
| Mercan | 881 |
| Rival | 123 |

## Minotto, E. A.,

*Alexandria, Egypt; and 68, The Albany, Oldhall Street, Liverpool.*

(Bell's Asia Minor S.S. Co., Ld.)

| | |
|---|---|
| s. Bear | 334 |
| s. Dundee | 304 |
| s. Esperanza | 424 |
| s. Fortuna | 432 |
| s. Galicia | 473 |

## Mir, N., & Co.,

*Pasaje de la Paz, Barcelona, Spain*

| | |
|---|---|
| Alfredo | 310 |
| Gabriel | 240 |
| Lorenzo | 423 |
| Sebastiana | 639 |
| Vilasar | 798 |

## Miramar Ferry Co., Ld.,

*Wellington, N.Z.*

| | |
|---|---|
| s. Admiral | 87 |
| s. Loyalty | 68 |

## Miramichi Steam Nav. Co..

*Chatham, N.B.*

| | |
|---|---|
| s. Alexandra | 136 |

## Miranda, A., & Co.,

*Para, Brazil.*

| | |
|---|---|
| s. Tupã | 206 |

## Miranda, Guilhermo Augusto, Filho,

*Caixa Postal 495, Para, Brazil.*

| | |
|---|---|
| s. Arinos | 86 |
| s. Cearense | 203 |

## Miraschezisi, F.,

*Sebastopol, Russia.*

| | |
|---|---|
| s. Mitschman | 76 |

## Mission Trans. & Refining Co.,

*906, Conservative Life Buildings, Los Angeles, Cal., U.S.*

| | |
|---|---|
| Fullerton | 1494 |
| Santa Paula | 632 |

## Missions to Seamen,

*11, Buckingham Street, Strand, London, W.C.*

| | |
|---|---|
| s. Eirene | 21 |

## Mississippi & Dominion Steam Ship Co.. Ld.

(DOMINION LINE),

*27 & 29, James Street, Liverpool.*

| | |
|---|---|
| s. Dominion | 4432 |
| s. Englishman | 4704 |
| s. Vancouver | 3454 |

## Mistrisle, C.,

*Trapani, Sicily.*

| | |
|---|---|
| Cristoforo Colombo | 252 |

s. signifies Steamer.

**Mitchell, J.,**
*Perry Payne Building, Cleveland, Ohio, U.S.*
Net Tons
s. Frank H. Goodyear ..... [illegible]
(Cleveland Steamship Co.)
s. H. C. Frick ..... 3159
s. James Gayley ..... [illegible]
s. M. A. Hanna ..... 3116
s. Walter Scranton ..... 3294
s. William E. Reiss ..... 3154
(Etna Steamship Co.)
s. Hendrick S. Holden ..... 3091
s. John J. Albright ..... [illegible]
s. Lagonda ..... 3017
s. Moses Taylor ..... 3401
s. William H. Gratwick ..... 3352
(Gratwick Steamship Co.)
s. John J. McWilliams ..... [illegible]

**Mitchell, J. M.,**
39, *Dock Street, Dundee.*
s. Balaena ..... 248
(Glenurquhart S.S. Co., Ld.)
s. Torbay ..... 830

**Mitchell, James,**
39, *Dock Street, Dundee.*
s. Eclipse ..... [illegible]
s. Glenisla ..... 300

**Mitchell, James,**
*Dock Place, Montrose.*
s. John Batey ..... 4

**Mitchell & Rae,**
*Newburgh, Aberdeenshire.*
s. Gem ..... 88
s. Ruby ..... 93

**Mitchell, Walter,**
*Woods Wharf, Halifax, N.S.*
Atrato ..... 199
Cartagena ..... 199
Potanoc ..... 231

**Mitchell, William F.,**
19 & 20, *Billiter Street, London, E.C.*
s. Benledi ..... 1481
s. Kohinur ..... 1936

**Mitchelson, Edwin,**
*Auckland, N.Z.*
Hnia ..... 200

**Mitchelson Timber Co., Ld.,**
*Auckland, N.Z.*
s. Ohinemuri ..... 73

**Mitre Shipping Co., Ld.,**
8 & 9, *Great St. Helen's, London, E.C.*
*See* HOULDER, MIDDLETON & CO.

**Mitropulo, Elia,**
*Galaxidi, Greece.*
Catina ..... 142

**Mitropulo, G. D.,**
*Galaxidi, Greece.*
Gratia ..... 447
Jannina ..... 119

**Mitsu Bishi Goshi Kaisha,**
*No. 1, 1-Chome, Yayesucho, Kojimachiku, Tokio, Japan.*
Net Tons
s. Akunoura Maru ..... 1665
s. Daiya Maru ..... 1733
s. Oura Maru ..... 442
s. Wakamatsu Maru ..... 1720
s. Yonoura Maru ..... [illegible]
s. [illegible] ..... [illegible]

**Mitsui Bussan Gomei Kaisha,**
1, *Surugacho, Nihonbashi Ku, Tokio, Japan; & (Mitsui & Co.) 34, Lime Street, London, E.C.*
s. Ariake Maru ..... [illegible]
s. Asosan Maru ..... [illegible]
s. Akagisan Maru ..... [illegible]
s. Fujisan Maru ..... [illegible]
s. Hakusan Maru ..... [illegible]
s. Maya-san Maru ..... [illegible]
s. Tsurugisan Maru ..... [illegible]

**Mitsui Kwozan Gomei Kaisha**
(Mitsui Mining Co.),
*Tokio, Japan.*
s. Chikugo Maru ..... 58
s. Manda Maru ..... 134

**Mitsuyama Kinroku,**
*Tokitsu, Hizen, Japan.*
s. Hayato Maru No. 2 ..... 64
s. Hizen Maru ..... 84
s. Kinsho Maru ..... 84
s. Kosei Maru ..... 94
s. Songa Maru ..... 85

**Miura Kioritsu Unyu Kabushiki Kaisha,**
55, *Kainan, Misakimachi, Miuragun, Kanagawa Ken, Japan.*
s. Sansei Maru No. 2 ..... 64
s. Sansei Maru No. 3 ..... 73

**Miwa Asajiro,**
14, *Funatricho, Nagoya, Owari, Japan.*
s. Choy Sang Maru ..... 1436

**Miyagawa Yasuguke,**
*Hishikai, Japan.*
s. Choyo Maru ..... 87

**Miyazaki Kahei,**
*Karatsuuchi, Matsumayegun, Prov. Oshima, Japan.*
s. Zensho Maru ..... 195

**Mizzi, Salvatore,**
*Valetta, Malta.*
s. Dolly ..... 83

**Mocata, Simone,**
*Trapani, Sicily.*
Giovannina ..... 210

**Moe, J. E., & L. Ceder,**
*Wasa, Finland.*
Triton ..... 1446

**Moe, Th.,**
*Drontheim, Norway.*
s. Gretp ..... 42

**Moel Tryvan Ship Co., Ld.,**
19, *Oldhall Street, Liverpool.*
*See* ROBERTS, OWEN & CO.

**Moens Dampskibsselskab,**
*Stege, Denmark.*
*See* J. W. CHRISTENSEN.

**Moffatt, W. Todd,**
6 & 7, *Trinity Buildings, Trinity Quay, Aberdeen.*
Net Tons
s. Cedric ..... 114
s. Claude ..... 114
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Moglia, Emanuele, fu P.,**
*Quinto al Mare, Italy.*
Moloda M. ..... 617

**Mogul S.S. Co., Ld.,**
*Dock House, Billiter Street, London, E.C.*
*See* GELLATLY, HANKEY & CO.

**Mohamed Abdoor Razzack, Hajee,**
37, *Tarachand Dutt's Street, Calcutta.*
I. L. Skolfield ..... 1385

**Mohamed Cassim Marikar, K.T.M.,**
*Kalpeutyn, Ceylon.*
Muhammad Sahool Hamid Khaja ..... 153

**Mohn, O.,**
*Prinsensgade 22, Christiania, Norway.*
s. Arne ..... 491
s. Bengal ..... 916
s. Klar ..... 315
s. Lionel ..... 648
(Actieselsk. Clara.)
s. Lina ..... 682

**Moinard, A. E.,**
*Diego Suarez, Madagascar.*
Dunard ..... 686

**Moir, Robert M.,**
s. Burnoul ..... [illegible]

**Molander, A. G.,**
*Lemland, Åland, Finland.*
Donatus ..... 371

**Molbach, C. H.,**
*Risör, Norway.*
Cabral ..... 313
Langet ..... 519

**Molder, B.,**
*Reval, Russia.*
Ernani ..... 118
Were Irene ..... 192

**Molinari, L., fu D.,**
*Savona, Italy.*
Domenico Padre ..... 116

**Molins, Pedro,**
(c/o J. Fabra y Ca.),
*Calle Ancha, Barcelona, Spain.*
San José ..... 723
San Pedro ..... 1061

**Molle, Rederiaktieb.,**
*Höganäs, Väsby, Sweden.*
*See* E. JOHNSSON.

**Moller, Aug.,**
*Malmö, Sweden.*
Net Tons
Amalia ..... 360

**Moller Bros.,**
14, *Hankow Road, Shanghai.*
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Moller, Carl E.,**
*Svendborg, Denmark.*
Neptunus ..... [illegible]
Orion ..... [illegible]

**Moller, Chr.,**
*Toldbodgaden 7, Christiania, Norway.*
Margrethe ..... [illegible]
[illegible] ..... [illegible]
Seringa ..... 1116
Signe ..... [illegible]

**Möller, Ewald,**
*Grapengiesser Strasse 9, Rostock, Germany.*
s. Fürst Blücher ..... 47

**Möller, F.,**
22, *Skeppsbron, Stockholm, Sweden.*
(Ångf. Aktieb. Esnias Tegner.)
s. Wisingsö ..... 142
(Rederaktieb. "Solide.")
s. Kattegat ..... 295

**Möller, G. V.,**
*Dragör, Denmark.*
Fremad ..... 324

**Möller, J. P. A.,**
*Marstager, Denmark.*
(Cementfabriken "Dania.")
s. Veile ..... 70

**Moller, Nils,**
*Wallsta, Geistofta, Sweden.*
Ires & Agnes ..... 114

**Möller, P. L.,**
*Mandal, Norway.*
Arthur ..... [illegible]
Aurora ..... [illegible]
Mette ..... [illegible]

**Möller, P. M.,**
*Höjeböge, Svendborg, Denmark.*
s. Laura ..... [illegible]

**Möller, R. H.,**
*Faaborg, Denmark.*
Elise ..... 119
Najaden ..... [illegible]

**Moller, R. V.,**
*Svendborg, Denmark.*
Yrsa ..... 200

**Moller, W.,**
*Kappeln, Germany.*
s. Ditmarsia II ..... 52

**Moller, Z.,**
*Fredrikstad, Norway.*
s. Bremen ..... [illegible]
s. Klondyke ..... [illegible]
P. C. Peterson ..... 616

**Moloney, Michael,**
*Main Street, Dungarvan, co. Waterford.*
Net Tons
Harvey ..... 11[illegible]
Katherine [illegible] ..... 31
Perl ..... [illegible]

**Moltedo, Giuseppe, fu G. B.,**
*Recco, Italy.*
Paola ..... [illegible]

**Monaghan, John,**
*Kilmore Quay, co. Wexford.*
[illegible] Pearl ..... [illegible]

**Monarch Steam Fishing Co., Ld.,**
*Auckland Road, Fish Docks, Grimsby.*
s. [illegible] Alfred ..... 66
s. King Arthur ..... 76
s. King Athelstan ..... 68
s. King Canute ..... 77
s. King Charles ..... 74
s. King Edgar ..... 73
s. King Edward ..... [illegible]
s. King Egbert ..... [illegible]
s. King George ..... 73
s. King Henry ..... 79
s. King James ..... [illegible]
s. King John ..... 75
s. King Richard ..... 73
s. King Stephen ..... 73
s. King William ..... 74

**Monarch Steam Ship Co., Ld.,**
81, *St. Vincent Street, Glasgow.*
*See* RAEBURN & VEREL.

**Monaro, Giuseppe,**
*Chioggia, Italy.*
Leone ..... [illegible]

**Monaro, Vittorio, fu Dom.,**
*Chioggia, Italy.*
Z[illegible] ..... [illegible]

**Mondon, E.,**
*St. Francois du Lac, co. Yamaska, Q.*
Albya ..... [illegible]
Napoleon ..... [illegible]

**Monge, A.,**
*Cette, France.*
s. A[illegible] ..... [illegible]

**Mongeau, Alphonse,**
*Sorel, Quebec.*
St. A[illegible] ..... [illegible]

**Mongeau, Charles,**
*Sorel, Quebec.*
St. Charles ..... [illegible]

**Monier, Gaston,**
32, *Rue de la Rousselle, Bordeaux.*
Charmeuse ..... [illegible]
Georges [illegible] ..... [illegible]
Jeanne d'Arc ..... [illegible]

**Monier, T.,**
*Fecamp, France.*
Lamartine ..... [illegible]

**Monks, Hall & Co., Ld.,**
*Warrington, Lancashire.*
s. Helvetia ..... [illegible]

**Monks, J., & Co., Ld.,**
*Kendrick Street, Warrington, Lancashire.*

| | Net Tons |
|---|---|
| s. Bessie | 62 |
| s. Clarrie | 62 |
| s. Edith | 70 |
| s. Florence | 51 |
| s. Gertrude | 91 |
| s. Gladys | 51 |
| s. Greta | 32 |
| s. Isabel | 72 |
| s. Jane | 77 |
| s. Jenny | 75 |
| s. Lucy | 36 |
| s. Rose | 69 |

**Monnier, H., & Tubeuf,**
*Fécamp, France.*

| | |
|---|---|
| Colbert | 209 |
| Louise Marie | 184 |
| Richelieu | 159 |
| Sadi Carnot | 189 |

**Monnier, T.,**
*Quai Vicomte, Fécamp, France.*

| | |
|---|---|
| Claire & Marie | 164 |
| L'Ange | 226 |
| St. Antoine de Padoue | 180 |

**Monolessi, A.,**
*Santorin, Greece.*

| | |
|---|---|
| Panagiotis Kouppa | 450 |

**Monopoli, G.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Taganrog | 217 |

**Monroe Transportation Co.,**
*Hamtramck, Mich., U.S.*

| | |
|---|---|
| s. George L. Craig | 3130 |

**Monroe, W. S.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Golden Hind | 188 |

**Monroe, William,**
54, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Cornelia | 553 |

**Monsen, Alf.,**
*Tönsberg, Norway.*
(Agents in the U.K.—Pedersen & Co., 7, Town Wall, Hartlepool, for vessels marked ®)

| | |
|---|---|
| ®s. Alfheim | 988 |
| Daisy | 391 |
| s. Fagertun | 478 |
| s. Falk | 1380 |
| s. Folsjo | 1040 |
| s. Fos | 1581 |
| ®s. Fredheim | 665 |
| s. Frithjof | 891 |

**Monsen, Georg T.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Carl | 1557 |
| s. Fix | 532 |
| Fram | 1165 |
| s. Fridtjof | 589 |
| s. Marie | 530 |
| Nagpore | 1177 |
| Saint Monan | 1463 |
| s. Verdande | 1651 |

**Montano, D.,**
*Nice, France.*

| | |
|---|---|
| Scintilla | 109 |

**Montanti, Giovanni,**
*Lucca, Italy.*

| | |
|---|---|
| Attilio | 229 |

**Montauk Steamboat Co.,**
*Pier 13, East River, New York, U.S.*

| | Net Tons |
|---|---|
| s. Greenport | 1267 |
| s. Manhanset | 104 |
| s. Meteor | 337 |
| s. Nantasket | 436 |
| s. Orient | 331 |
| s. Shinnecock | 707 |

**Montauk Steam Ship Co., Ld.,**
*Newcastle-on-Tyne.*
*See* W. COUPLAND & CO.

**Monteiro, J. M.,**
*Para, Brazil.*

| | |
|---|---|
| s. Rio Ituhy | 323 |

**Montenegro & Co.,**
44, *Boulevard da Republica, Para, Brazil.*

| | |
|---|---|
| s. Humaytha | 284 |
| s. Montenegro | 273 |

**Monteux, E.,**
37, *Rue Caumartin, Paris, France.*

| | |
|---|---|
| s. Ville de Cayenne | 139 |

**Montgomery, John F.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| Eagle Wing | 1076 |

**Montgomery, W.,**
63, *Mark Lane, London, E.C.*

| | |
|---|---|
| Eva Montgomery | 1835 |
| Fitzjames | 1831 |
| Grace Harwar | 1749 |
| Ladye Doris | 1835 |
| Lynton | 2324 |

**Monti, E.,**
*Foria d' Ischia, Italy.*

| | |
|---|---|
| Annina Monti | 120 |
| Lenuccia Monti | 247 |

**Monticello Steamship Co.,**
*San Francisco, Cal., U.S.*
*See* HATCH BROS.

**Montigny, H. C.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Chocolate Girl | 234 |

**Montoneri, Antonino,**
*Avola, Sicily.*

| | |
|---|---|
| Giovanna Rosa | 134 |

**Montreal and Chicago Merchants' Shipping Co.,**
217, *Common Street, Montreal.*

| | |
|---|---|
| s. Cuba | 599 |

**Montreal and Cornwall Navigation Co., Ld.,**
*Cornwall, Canada.*

| | |
|---|---|
| s. Garnet | 96 |

**Montreal, Department of Public Works,**
*Montreal.*

| | |
|---|---|
| Alfred Demers | 131 |

**Montreal, Harbour Commissioners of,**
*Montreal.*

| | Net Tons |
|---|---|
| s Robert Mackay | 7 |

**Montreal Safe Deposit Co.,**
*Montreal.*

| | |
|---|---|
| s. Boucherville | 256 |
| s. Carolina | 610 |
| s. Columbian | 597 |
| s. Hamilton | 477 |
| s. Powerful | 189 |
| s. Saguenay | 593 |
| s. Terrebonne | 320 |

**Montreal Transportation Co.**
(Manager—Jas. A. Cuttle),
*Montreal.*

| | |
|---|---|
| s. Active | 190 |
| Augustus | 802 |
| s. Bothnia | 478 |
| Brighton | 607 |
| Cobourg | 607 |
| s. David G. Thomson | 75 |
| Dunmore | 590 |
| s. Fairmount | 1184 |
| Hamilton | 970 |
| Hector | 539 |
| Jennie | 438 |
| John Gaskin | 487 |
| Kildonan | 499 |
| Kingston | 578 |
| Melrose | 740 |
| Minnedosa | 1041 |
| Quebec | 989 |
| Regina | 411 |
| s. Rosemount | 989 |
| Selkirk | 719 |
| Valencia | 543 |
| s. Westmount | 1171 |
| Winnipeg | 681 |

**Montreuil & Co.,**
1, *Quai de France, Rouen, France.*

| | |
|---|---|
| s. Aline Montreuil | 934 |

**Moodys & Kelly,**
*Grimsby.*
(Crown Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Diadem | 71 |
| s. Sceptre | 71 |

**Moona Cavana Nana Cader Mohidin,**
*Adrampatam, Madras.*

| | |
|---|---|
| Fath Kul Bari | 188 |

**Moona Saina Moona Asesna Lebbe Tamby,**
*Bankshall Street, Colombo.*

| | |
|---|---|
| Jayaletchemy | 110 |

**Moor Line, Ld.,**
*Pilgrim Street, Newcastle-on-Tyne.*
*See* W. RUNCIMAN & CO.

**Moore, Innes & Co., Ld.**
(BRIDGE LINE),
3, *Crosby Square, London, E.C.*
(Bridge Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Battersea Bridge | 2171 |
| s. London Bridge | 1936 |
| s. Westminster Bridge | 2209 |
| (Vauxhall Steamships, Ld.) | |
| s. Putney Bridge | 2147 |
| s. Vauxhall Bridge | 2178 |

**Moore, J. E.,**
*St. John, N.B.*

| | Net Tons |
|---|---|
| s. Lord Kitchener | 110 |

**Moore, J. J., & Co.,**
418, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Battle Abbey | 1465 |
| Melanope | 1564 |

**Moore, John M. C.,**
*Bethel, Del., U.S.*

| | |
|---|---|
| Lula M. Quillin | 123 |

**Moore, Luther R.,**
*Saco, Me., U.S.*

| | |
|---|---|
| Richard F. C. Hartley | 398 |

**Moore, Robert,**
5, *East India Avenue, London, E.C.*

| | |
|---|---|
| Ellen A. Read | 1750 |

**Moore, W. T.,**
*Bethel, Del., U.S.*

| | |
|---|---|
| Agnes S. Quillin | 187 |

**Moore, Warner,**
*Richmond, Va., U.S.*

| | |
|---|---|
| John S. Beacham | 199 |
| Warner Moore | 354 |

**Moore, William H.,**
*North Sydney, C.B.*

| | |
|---|---|
| Willie McGowan | 116 |

**Moorfield Ship Co., Ld.,**
*Virginia Buildings, Seagate, Dundee.*
*See* J. NICOLL & CO.

**Moorhead, J.,**
10, *Dale Street, Liverpool.*

| | |
|---|---|
| Rathlin Island | 483 |

**Moorhead, J.,**
*On board.*

| | |
|---|---|
| Agent Lagoni | 100 |

**Moorsom, G.,**
*Robin Hood's Bay, Yorkshire.*

| | |
|---|---|
| Annie Largie | 206 |

**Mora-Venerns Jernvagsaktieb.,**
*Kristinehamn, Sweden.*
*See* K. ROSENQUIST.

**Moraitis, D. G.,**
*Andros, Greece.*

| | |
|---|---|
| s. Antonios | 1450 |
| s. Attiki | 1720 |
| s. Corinthia | 1968 |
| s. Cyclades | 1962 |
| s. Georgios | 1876 |
| s. Hellas | 2345 |
| s. Maria | 1627 |
| s. Viotia | 1968 |

**Moralee, J., Jun.,**
26, *King Street, South Shields.*

| | |
|---|---|
| s. England | 12 |

**Moran Towing Co.,**
10, *South Street, New York, U.S.*

| | Net Tons |
|---|---|
| s. Albert H. Ellis | 79 |
| s. Arthur W. Palmer | 80 |
| s. De Witt C. Ivins | 82 |
| s. M. Moran | 82 |
| s. Peter Cahill | 50 |
| s. R. C. Veit | 96 |

**Moravian Church & Mission Agency,**
32, *Fetter Lane, London, E.C.*
*See* H. O. ESSEX.

**Morazzani, E.,**
*Sottoripa No. 3-4, Genoa, Italy.*

| | |
|---|---|
| Emma M. | 218 |

**Mörch, Emil,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Magna | 499 |

**Mörch, Poul,**
*St. Petersburg, Russia.*
(Dansk Russiske Dampskibsselskab.)

| | |
|---|---|
| s. Alexander Shukoff | 1028 |
| s. Harald Klitgaard | 1141 |
| s. Johan Siem | 1064 |
| s. Pawel Andrejeff | 1325 |
| s. Peter Berg | 1148 |
| s. Russ | 1577 |
| s. Wladimir Sawin | 1295 |
| (Northern S. S. Co., Ld.) | |
| s. Baron Driesen | 2610 |
| s. Eduard Bary | 1934 |
| s. Hermann Lerche | 1978 |
| s. Knias Gortschakow | 2140 |

**Mörcks Efterfölger,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Augusta | 521 |
| Coulant | 161 |

**Morcom, George G.,**
*Liskeard, Cornwall.*

| | |
|---|---|
| Florence | 76 |

**Morden Transit Co., Ld.,**
*Midland Ontario.*

| | |
|---|---|
| H. M. Stanley | 305 |

**Mordey, Jones & Co.,**
*Newport, Mon.*

| | |
|---|---|
| s. Auckland Castle | 661 |
| s. Gwendoline | 933 |

**Morducovitch, A., & Co.,**
*13th Line No. 2, St. Petersburg, Russia.*

| | |
|---|---|
| s. Rossija | 1501 |

**Moré, E.,**
*Motril, Spain.*

| | |
|---|---|
| Emilio | 178 |

**Möre Skjærgaards Dampskibsselskab**
(A. Arnesen),
*Christiansund, Norway.*

| | |
|---|---|
| s Nicolay H. Knudtzon | 108 |

**Morecambe (Regent Road West End Pier) Co., Ld.,**
*Morecambe.*

| | |
|---|---|
| s. Lady North | 24 |

s. signifies Steamer.

**Morecambe Steamboat Co., Ld.,**
1, *Morecambe Street, Morecambe.*
Net Tons
s. Britannia ..... [illegible]

**Morehouse, Jones,**
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2, *Stuart Street, The Docks, Cardiff.*
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s. Castanos ..... 1920
s. Collivaud ..... 872
s. Cyfarthfa ..... 1959
s. Dowlais ..... 1945
s. Forest ..... 1023
s. Gardopée ..... 1088
s. Goldcliffe ..... 744
s. Gwentland ..... 911
s. Hart ..... 737
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s. Merthyr ..... 846
s. Pontypridd ..... 989
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s. Parana ..... 1962
(Ebbwvale S.S. Co., Ld.)
s. Nathan Stewart ..... 1195
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s. Penarth ..... 1959
(Linden S.S. Co., Ld.)
s. Pomaron ..... 892
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s. Lavernock ..... 1502

**Morel, P. E.,**
2, *Stuart Street, The Docks, Cardiff.*
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**Morel, Philip,**
*Penarth House, Penarth.*
(Aberdare S.S. Co., Ld.)
s. Lyndhurst ..... 1341

**Morel, R. E., & Co.,**
*The Commercial Dry Docks, Roath Basin, Cardiff.*
s. Almeria ..... 1513

**Morel, T. & R.,**
2, *Stuart Street, The Docks, Cardiff.*
s. Llansannor ..... [illegible]

**Morel, W. G.,**
70, *Bute Street, Cardiff.*
s. Bertholey ..... 2433
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**Morey, Adolfo, & Co.,**
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**Morgan, E., & Co.,**
12, *St. Mary Axe, London, E.C.*
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s. Orlanda ..... [illegible]
s. Port Darwin ..... [illegible]

**Morgan, E. W., & Co., Ld.,**
3, *Fenchurch Buildings, London, E.C.*
Net Tons
s. Granton ..... 1977
(Gratitude S.S. Co., Ld.)
s. Grangewood ..... [illegible]

**Morgan's Louisiana & Texan Railroad & Steam Ship Co.**
23, *Broad Street, New York, U.S.*
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**Morgan, Patrick,**
*Drogheda, Ireland*
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**Morgan, Thomas, & Co.,**
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*Pelaw Main, near Newcastle-on-Tyne.*
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**Morris, J. K.,**
3, *Chapel Street, Liverpool.*
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**Morris, Owen,**
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31, *East Avenue, Portmadoc, Carnarvon.*
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**Morris, William,**
*Britannia Terrace, Portmadoc.*
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**Morrison, John, & Son,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
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**Morrison Shipping Co., Ld.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
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**Morrison, Thomas E.,**
356, *Henry Street, Brooklyn, New York, U.S.*
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**Morse & Co.,**
*Bangor, Maine, U.S.*
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13 & 15, *Coenties Slip, New York, U.S.*
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**Mortola, A.,**
*Via Garibaldi No. 70, Camogli, Italy.*
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**Mortola, Biagio,**
*Via 20 Settembre No. 6, Camogli, Italy.*
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**Mortola, Fortunato,**
*Via Migliaro No. 2, Genoa, Italy.*
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**Mortola, L., fu A.,**
*Via al Boschetto 4, Camogli, Italy.*
Agostino M. ..... [illegible]

**Mortola, Luigi,**
*Via 20 Settembre 70, Camogli, Italy.*
Trojan ..... [illegible]

**Morton, E.,**
510, *Perry Payne Building, Cleveland, Ohio.*
(Volunteer Transit Co.)
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**Morton S.S. Co.,**
*New York, U.S.*
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**Moscos, N. A.,**
*Constantinople, Turkey.*

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**Moseley, John G.,**
230, *State Street, Boston, Mass., U.S.*

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**Moses, Marks,**
*Georgetown, S.C., U.S.*

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| s. Eutaw | 503 |
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**Moses & Son, G. Melchior,**
*Højbroplads, 21, Copenhagen, Denmark.*

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**Moskakis, E.,**
*Syra, Greece.*

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**Moskakis, V.,**
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**Moskos, N.,**
*Constantinople, Turkey.*

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**Mosle, H., & Co.,**
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| John Francis | 285 |

**Moss Aktiemöller,**
*Moss, Norway.*

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**Moss, H. E., & Co.,**
83, *Gracechurch Street, London, E.C., and 18, Chapel Street, and 2, Rumford Place, Liverpool.*

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| s. Lucerna | 2072 |
| s. Lucigen | 2929 |
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**Moss, John,**
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**Moss Kulkompagni**
(Manager—Chr. Sandberg),
*Moss, Norway.*

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| Nova Scotia | 225 |

**Moss Steam Ship Co., Ld.**
(Managers—J. Moss & Co.),
31, *James Street, Liverpool.*

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| s. Amasis | 1491 |
| s. Busiris | 1712 |
| s. Gascony | 683 |
| s. Mæris | 2192 |
| s. Menes | 1603 |
| s. Narbonne | 374 |
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| s. Nitocris | 1714 |
| s. Pharos | 1442 |
| s. Phike | 1777 |
| s. Rameses | 1585 |
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**Moss, T. C. & F.,**
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*Moss, Norway.*

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**Mosse, T. A.,**
*Warrington, Lancashire.*

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**Mossgiel Steamship Co., Ld.,**
67, *West Nile Street, Glasgow.*
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**Mota, Jaime,**
*San Domingo City.*

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**Motta, A., & Co.,**
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*Syra, Greece.*

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**Mount Kembla Coal & Oil Co., Ld.,**
14, *Moorgate Street, London, E.C.*

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**Mount Pleasant Coal & Iron Mining Co., Ld.,**
*Sydney, N.S.W.*

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**Mount Vernon & Marshall Hall S. B. Co., Ld.,**
*Foot of 7th Street, Washington, D.C., U.S.*

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| s. Charles Macalester | 463 |

**Moura & Santos,**
*Lisbon, Portugal.*

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**Mourant, T.,**
*Uxbridge House, Green Street, Jersey.*

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**Mouschensky, E., & Co.,**
*Odessa Russia.*

| | Net Tons |
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**Moussouri, N.,**
*Rostoff-on-Don, Russia.*

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| s. Scaramanga | 192 |

**Moville Steamship Co., Ld.,**
*Moville, co. Donegal, Ireland*

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| s. Earl of Dunraven | 61 |

**Mowinckel, J. L., & Sön,**
*Bergen, Norway.*

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| s. Atria | 401 |
| s. Alliance | 338 |
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| s. Hanseat | 2177 |
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**Mowinckel, J. Ludwig,**
*Bergen, Norway.*

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| s. Horda | 1326 |

**Mowlam, Lydia E. (Mrs.),**
*Falcon Terrace, Poole, Dorset.*

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**Mozzitelli, V. G.,**
*Piano di Sorrento, Italy.*

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**Mudd, J., & Co.,**
*Reconquista 264, Buenos Ayres, Argentine Republic.*

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**Mudd, W.,**
*Dudley Street, Grimsby.*

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**Mudd, W., & Sons,**
*Dudley Street, Grimsby.*

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| s. Lillian | 40 |

**Mudie, R. A., & Sons,**
*Maritime Buildings, East Dock Street, Dundee.*

| | |
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| s. Aurora | 748 |
| s. Gloamin | 3248 |
| s. Matin | 2433 |

**Muhamadu, M. A. K.,**
*Third Cross Street, Colombo, Ceylon.*

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**Muir, A. & W.,**
*Port Dalhousie, Ontario.*

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| A. Muir | 330 |

**Muir, G. E.,**
*Montreal.*

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**Muirhead's Trawlers, Ld.**
*See* W. G. MUIRHEAD.

**Muirhead, W. G.,**
24, *Main Street, Newhaven, Edinburgh*
(Muirhead's Trawlers, Ld.)

| | Net Tons |
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| s. Malta II | 34 |
| s. Mount Blanc | 53 |
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| s. Mount Viso | 22 |
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**Muischul, S.,**
*Peterskapelles Buke, Hinzenberg, Riga, Russia.*

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**Mujaki, Maria,**
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**Mulder, H. G.,**
*Groningen, Holland.*

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**Mulder, J. G.,**
*Groningen, Holland.*

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**Mulhall, D. C.,**
*Liverpool, N.S.*

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**Mulinelli, Raffaello,**
*Via Garibaldi, Viareggio, Italy.*

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**Muller, A. J.,**
*Dordrecht, Holland.*

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**Muller, C., Czn.,**
*Puttershoek, near Dordrecht, Holland.*

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**Müller, H.,**
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**Müller, N.,**
*Sommelsdijk, Holland.*

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**Muller, W.,**
*Dordrecht, Holland.*

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**Müller, Wm. H., & Co.,**
*Willemsplein 5, Rotterdam, Holland.*

| | Net Tons |
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| s. Iberia | 756 |
| (W. H. Müller & Co.'s Algemeene Scheepvaart Maatschappij.) | |
| s. Batavier IV. | 895 |
| s. Batavier V. | 880 |
| s. Batavier VI | 599 |
| s. Caledonia | 543 |
| s. Grangesberg | 4379 |
| s. Hispania | 857 |
| s. Maud Cassel | 2492 |
| s. Rhenania | 788 |
| s. Skandia | 2805 |
| s. Teutonia | 3066 |
| (Nederlandsche Stoomboot Maatschappij.) | |
| s. Batavier I. | 437 |
| s. Batavier II. | 557 |
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**Mulvad, Morten,**
*Fredriksstad, Norway.*

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**Mulvany, James D.,**
96, *Broad Street, Bangor, Me., U.S.*

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**Mumford, William C.,**
*St. Mary's, Scilly.*

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**Mumm & Matthiessen,**
30, *Wall, Kiel, Germany.*

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**Mundt, M.,**
*Stettin, Germany.*

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| s. Moltke | 32 |

**Munn, F. W.,**
311½, *Walnut Street, Philadelphia, U.S.*

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| s. Boxer | 121 |
| Samar | 1032 |
| s. Teaser | 121 |

**Munnings, J. I.,**
27, *Old Nelson Street, Lowestoft.*

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**Munro, Daniel,**
*Windsor, N.S.*

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| Lizzie Burrill | 1185 |
| Ontario | 825 |

**Munro, Simon E.,**
*Brisbane, Queensland.*

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**Munroe, Nathaniel V.,**
*Bridgetown, N.S.,*

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**Munson, W. D.,**
82-92, *Beaver Street, (near Wall), New York, U.S.*
(Compania Maritima Cubana—P.O. Box 41, Havana, Cuba.)

| | |
|---|---|
| s. Cubana | 1338 |
| s. Curityba | 1475 |
| s. Mobilia | 1368 |
| s. Olinda | 1492 |
| s. Paloma | 1403 |

### Munsters Efterfolger, H. E.,
*Skien, Norway.*

Net Tons
Apollo [illegible]

### Muntz, S. H.,
*Rue des Ecoles 32, Boulogne-sur-Mer, France.*

s. Holland 50

### Munzone, Mineo & Co.,
*Catania, Sicily.*

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Nuovo Sebastiano 173
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### Murchie, J. G., & Sons,
*Calais, Maine, U.S.*

Clara Jane 100
Elizabeth M. Cook 231
G. M. Porter 120
Seth W. Smith 158

### Murdoch, John,
*High Street, Dalbeattie, co. Kirkcudbright.*

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### Murolo, Francesco,
*Saint Just, Marsettles, France.*

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### Murphy Bros.,
*Waterford.*

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### Murphy, James,
*Ann Street, Wexford.*

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### Murphy, M.,
94, *North Wall, Dublin.*

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### Murphy & Sandwith,
19, *Falcon Street, Workington.*

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### Murphy, William,
*Main Street, Wexford.*

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### Murray & Co.,
*Saltcoats, Ayrshire.*

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### Murray, Charles,
*Arklow, co. Wicklow, Ireland.*

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### Murray, D., & Son,
14, *College Street, Glasgow.*

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s. Greenland [illegible]
s. Iceland [illegible]
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### Murray, Dennis,
*Courtmacsherry, co. Cork.*

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Harry Herbert 99

### Murray, Edward,
*Francis Street, Kilrush.*

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### Murray, George,
5, *Gordon Street, Buckie, Banff.*

s. Frigate Bird 19

### Murray, James,
*Brooklyn, N.Y., U.S.*

William A. Morrell 104

### Murray, James, Senr.,
26, *Admiralty Street, Buckie, Banff.*

s. Bard 13

### Murray, John,
85, *Baring Street, South Shields.*

s. Rescue 10
s. Royal Duke 6
s. Stephenson 35

### Murray, John,
*Arklow, co. Wicklow.*

Java 135

### Murray, John Bruce, & Co.,
24, *George Square, Glasgow.*

s. Acanthus 1877
s. Agapanthus 2866

### Murray, M. & P.,
*The Harbour, Saltcoats, Ayrshire.*

s. Isle of May 22

### Murray, McNab & Co.,
67, *Hope Street, Glasgow.*

s. Rossbank 237
s. Rosslyn 235

### Murray, Thomas,
10-16, *Beach, Queenstown.*

St. Nicolai 138

### Murrell, B. B., & Co.,
*Central Buildings, Church Street, West Hartlepool.*

s. Armenia 1515

### Murrell, C.,
5, *Albion Place, Blackfriars, London, S.E.*

s. Bridesmaid 94
s. Charles 9

### Murrell, Joseph E., & Son,
*Victoria Terrace, West Hartlepool.*

s. Bracondale 1317
s. Everest 1044
s. Thurston 1178

### Murrish, A.,
*St. Agnes, Cornwall.*

Woolwich Infant 49

### Murzi, Angelo, fu G.,
*Nervi, Italy.*

Net Tons
Santa Chiara [illegible]

### Musæus, P. A.,
*Aalesund, Norway.*

s. Rapid [illegible]

### Muscat, Sultan of,
*Oman.*

s. Noor-ul-Bahr 132

### Musgrave, John W.,
201, *Congress Street, Portland, Maine, U.S.*

Normandy 1098
Snowdon 1035

### Muskoka Lakes Navigation & Hotel Co., Ld.,
*Toronto, Ontario.*

s. Islander 76
s. Kenozha 124
s. Medora 256
s. Muskoka [illegible]
s. Nipissing 207
s. Wenonah 90

### Musolas, J.,
*Barcelona, Spain.*

Soberano 317

### Mussenden & Co.,
18, *Cullum Street, London, E.C.*
(Cullum Steam Shipping Co., Ld.)

s. Samara 1790

### Musso, Luigi,
*Via Piliero 16, Naples, Italy.*

s. Alba M. 957
Ansina M. 316
s. Aurora M. 452
Enrico M. 414
Gennarino M. 412
Giovannino 159
Gloria M. 354
Santa Teresa 484

### Mustafa Ahmet,
*Constantinople, Turkey.*

Bereketi 168

### Mustafa Ali Bulaja,
*Scutari, Turkey.*

Masciala Hairlie 442

### Mustafa Hussein, Hadji,
*Constantinople, Turkey.*

Possidon 257

### Mustapha, Salonikli, Bey,
*Galata, Constantinople, Turkey.*

s. Bassorah 1460

### Mustapha Sureeya Bey,
*Constantinople, Turkey.*

Hairi Moukit 155

### Mutton, F. T.,
*St. Austell Street, Truro, Cornwall.*

Priscilla 141

### Mutton, F. W.,
*Charlestown, Cornwall.*

Net Tons
Mildred [illegible]
Silvia 142

### Muttyah Chettyah, M.P.M., R.M.,
*Nuttocottai, Ceylon.*

Supramaniapuravy [illegible]

### Mutual Transportation Co.
(Manager—G. L. Douglas),
*Buffalo, N.Y., U.S.*

s. North Star 1865
s. North Wind [illegible]
s. Northern King 1835
s. Northern Light [illegible]
s. Northern Queen 1855
s. Northern Wave 1895

### Muzneck, Gebr.,
*Gesinde Besmer, Wandsen, Talsen, Kurland, Russia.*

Besmer [illegible]
Justa Maria [illegible]
Kalnalinneks [illegible]
Matheus [illegible]

### Myers' Excursion & Navigation Co.,
*New York, U.S.*

s. Tolchester 543

### Myhre, Axel J.,
*Porsgrund, Norway.*

Jomfruland 976

### Mylchreest, James, & Co.,
*Castletown, Isle of Man.*

Venus 44

### Myra, C. A.,
*Norrtelje, Sweden.*

Erna Jade 369

### "Myren," Dampsk. Selsk.,
*Copenhagen, Denmark.*
*See* HOLM & WONSILD.

### Myrin, O. W.,
*Ostersund, Sweden.*
(Storsjöns Ångbåts Aktiebolag.)

s. Carl XV. 69

### Myrsten, J. N.,
*Sitte, Sweden.*

Sverre 98

### Mysore Reefs & General Exploration Co., Ld.,
9, *Queen Street Place, London, E.C.*

s. Norseman 39

# N

### Naccari, Nicolò,
*Presso la Naccari e figli, Palermo, Sicily.*

Net Tons
I Tre Fratelli Naccari 283

### Nadeau, L.,
30, *Rue Voltaire, Nantes, France.*

s. Nansen 46

### Næser, J.,
*Snarøen, pr. Christiania, Norway.*

s. Sport 57

### Næss, G. J.,
*Sandefjord, Norway.*

Safas 244

### Næss, J. M. J.,
*Næss, pr. Sandefjord, Norway.*

Speed 245

### Næss, S.,
[illegible]
Ems [illegible]

### Næss, Thore,
*Tjömö, Tönsberg, Norway.*

Oluf Nickolsen 347

### Næss-Jensen, H.,
*Saltkop, pr. Aasgaardstrand, Norway.*

Bertha 44

### Nagano, Y.,
*Hakodate, Japan.*

s. Sakurama Maru [illegible]

### Nagata Sanjuro,
*Osaka, Japan.*

s. Nagata Maru No. 2 361
s. Nagata Maru No. 8 [illegible] 233
s. Nagata Maru No. 11 [illegible] 360
s. Nagata Maru No. [illegible] 377
s. Nagata Maru No [illegible] 360

### Nageon, Alphonse E.,
*Port Louis, Mauritius.*

Surprise [illegible]

### Nah Kim Seng,
31, [illegible] Quay, *Singapore.*

s. Singapore [illegible]

s. désigne les Vapeurs.

**Naina-Pillay Maranair, A. C. N.,**
*Jaffna.*

| | Net Tons |
|---|---|
| Seetha Letchomy | 120 |

**Nairn, B. L., & Co.,**
*Dundee.*

| | |
|---|---|
| s. Lewisport | 1151 |

**Nakada Kiushichi,**
*Osaka, Japan.*

| | |
|---|---|
| s. Masashige Maru | 121 |

**Nakamura Ushitaro,**
*Osaka, Japan.*

| | |
|---|---|
| s. Banzai Maru | 268 |
| s. Kiodo Maru No. 4 | 272 |
| s. Kosei Maru | 143 |
| s. Okura Maru | 249 |
| s. Tokai Maru No. 2 | 396 |

**Naknek Packing Co.,**
5, *Market Street, San Francisco, Cal., U.S.*
*See* L. A. PEDERSEN.

**Namdalens Actiedampskibs Selskab,**
*Namsos, Norway.*
*See* O. HUSTAD.

**Namsos Dampskibsselskab,**
*Namsos, Norway.*
*See* A. BJERKHOEL.

**Nantasket Beach Steamboat Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. General Lincoln | 248 |
| s May Flower | 424 |
| s. Myles Standish | 340 |
| s. Old Colony | 434 |

**Nanyo Unyu Kabushiki Kaisha,**
34, *Oazana heiyō, Mishōmura, Minami Uwa Gun, Yehime Ken, Japan.*

| | |
|---|---|
| s. Misho Maru | 86 |
| s. Misho Maru No. 2 | 94 |

**Naphta Productions Ges.**
Gebr. Nobel,
*Schwarze Stadt, Baku, Russia.*

| | |
|---|---|
| s. Est | 57 |
| s. Ludwig Nobel | 557 |
| s. Vogul | 47 |

**Napier & Connell, Ld.,**
116, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Kilbrennan | 2332 |
| s. Kilbride | 2385 |

**Napoli, A.,**
*Catania, Sicily.*

| | |
|---|---|
| Famiglia | 270 |

**Napoli, C.,**
*c/o G. Fazio, Catania, Sicily.*

| | |
|---|---|
| s. Giuseppe Fazio | 875 |
| s San Giusto | 337 |
| s. San Severo | 421 |

**Napoli, G.,**
*Catania, Sicily.*

| | |
|---|---|
| Emilia | 306 |
| L'Italia | 221 |

**Napoli, G. & R., fu R.,**
*Catania, Sicily.*

| | Net Tons |
|---|---|
| Fortunatina | 262 |

**Nash, H. B.,**
*Harrington, Me., U.S.*

| | |
|---|---|
| Ulrica R. Smith | 119 |

**Natal Government,**
*Pietermaritzburg, Natal.*

| | |
|---|---|
| s. Grampus | 603 |
| s. Harry Escombe | 13 |
| s. Nautilus | 1050 |
| s. Richard King | 17 |
| s Sir John | 4 |
| s. Teredo | 403 |

**Nathis, C. E.,**
*New York, U.S.*

| | |
|---|---|
| George Churchman | |

**National Dredging Co.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| s. Anna W. | 139 |
| s. Chief | 153 |
| s. Gerry | 133 |

**National Explosives Co.,Ld.,**
11, *Austin Friars, London, E.C.*
*See* G. H. PERKS.

**National Steam Ship Co.Ld.,**
108, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. America | 3340 |
| s. Europe | 3400 |
| s. Manhattan | 6124 |
| s. Michigan | 6118 |

**National Steam Trawling Co., Ld.,**
*Hull.*

| | |
|---|---|
| s. Duke of Wellington | 65 |
| s. Livingstone | 71 |
| s. Lord Nelson | 63 |
| Shakespeare | 60 |
| s. Sir Francis Drake | |
| s. Wilberforce | 64 |

**Nationale Stoomvischerij,**
Naamlooze Vennootschap,
*Ymuiden, Holland.*

| | |
|---|---|
| s. Jhr. Carel Herman van der Brandeler | 107 |

**Natterqvist, A. F.,**
*Hernösand, Sweden.*

| | |
|---|---|
| Diana | 696 |
| s. Laxen | 70 |

(Rederiaktieb. Hernodia.)

| | |
|---|---|
| s. Clara | 1123 |
| s. Eva | 800 |

**Natvig, H.,**
*Christianssand, Norway.*

| | |
|---|---|
| Leidi | 319 |
| Sverre | 567 |

**Nautilus Steam Shipping Co., Ld.,**
30, *West Sunniside, Sunderland.*
*See* F. & W. RITSON.

**Nautilus Syndicate, Ld.,**
6, *St. George Street, Cape Town.*
*See* SMITH, WEBSTER & Co.

**Navarra, Fratelli,**
*Palermo, Sicily.*

| | Net Tons |
|---|---|
| Vito Emanuele N. | 140 |

**Navarro, J. M.,**
*Margarita, Venezuela.*

| | |
|---|---|
| Amy M. Sacker | 114 |
| Helena | 149 |

**Navet, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Adèle | 122 |
| Augustine | 110 |
| Confiance | 110 |
| Hélène & Adrienne | 107 |

**Navigation Fluviale Roumaine,**
*Bucharest, Roumania.*

| | |
|---|---|
| s. Radu Negru | 91 |

**Navigation Orientale,**
*Syra, Greece.*
*Central Office—Smyrna, Turkey.*
*See* P. PANTALEON.

**Navigator, Aktiebolaget,**
*Christinestad, Finland.*
*See* A. CARLSTROM.

**Navigazione Generale Italiana**
(Società Riunite Florio-Rubattino),
*Head Office—Rome; Offices also at Genoa, & Palermo, Italy.*

| | |
|---|---|
| s. Adria | 1157 |
| s. Adriatico | 742 |
| s. Africa | 685 |
| s. Alessandro Volta | 400 |
| s. Amerigo Vespucci | 534 |
| s. Ancona | 430 |
| s. Asia | 897 |
| s. Assiria | 1056 |
| s. Birmania | 1541 |
| s. Bisagno | 1510 |
| s. Bormida | 1499 |
| s. Bosforo | 1513 |
| s. Bosnia | 1628 |
| s. Bulgaria | 1628 |
| s. Cairo | 1979 |
| s. Calabria | 458 |
| s. Candia | 573 |
| s. Caprera | 4563 |
| s. Cariddi | 665 |
| s. Capri | 2718 |
| s. Cipro | 592 |
| s. Conte Menabrea | 100 |
| s. Cristoforo Colombo | 662 |
| s. Domenico Balduino | 3044 |
| s. Drepano | 1026 |
| s. Egadi | 1251 |
| s. Egitto | 682 |
| s. Elba | 105 |
| s. Elettrico | 516 |
| s. Enna | 1811 |
| s. Entella | 1483 |
| s. Etna | 319 |
| s. Etruria | 1494 |
| s. Favignana | 2586 |
| s. Flavio Gioia | 534 |
| s. Galileo Galilei | 662 |
| s. Giannutri | 293 |
| s. Giava | 1794 |
| s. Giglio | 217 |
| s. Gorgona | 109 |
| s. Imera | 822 |
| s. India | 872 |
| s. Iniziativa | 1294 |
| s. Ischia | 2784 |
| s. Josto | 626 |
| s. Letimbro | 1417 |
| s. Levanzo | 2587 |
| s. Liguria | 3323 |
| s. Lombardia | 3323 |
| s. Malta | 550 |
| s. Manilla | 2583 |
| s. Marco Minghetti | 1636 |
| s. Marco Polo | 662 |
| s. Marsala | 1013 |
| s. Memfi | 1956 |
| s. Montebello | 1645 |
| s. Montenegro | 1628 |
| s. Napoli | 251 |
| s. Nilo | 1503 |

(*Continued.*)

**Navigazione Generale Italiana**
(*continued*).

| | Net Tons |
|---|---|
| s. Oreto | 799 |
| s. Orione | 2296 |
| s. Pachino | 634 |
| s. Palermo | 340 |
| s. Palestina | 629 |
| s. Palmaria | 662 |
| s. Paraguay | 777 |
| s. Peloro | 1194 |
| s. Perseo | 2277 |
| s. Persia | 858 |
| s. Piemonte | 1620 |
| s. Plata | 1210 |
| s. Po | 1532 |
| s. Polcevera | 1403 |
| s. Principe Amedeo | 745 |
| s. Principe Oddone | 743 |
| s. Procida | 2723 |
| s. Raffaele Rubattino | 3044 |
| s. Regina Margherita | 2127 |
| s. Romania | 1628 |
| s. San Giorgio | 1861 |
| Sant' Erasmo | 1952 |
| s. Sardegna | 3534 |
| s. Scilla | 667 |
| s. Scrivia | 1667 |
| s. Segesta | 1157 |
| s. Selinunte | 863 |
| s. Serbia | 1628 |
| s. Sicilia | 3594 |
| s. Simeto | 1098 |
| s. Singapore | 2432 |
| s. Sirio | 2275 |
| s. Solferino | 1463 |
| s. Solunto | 1242 |
| s. Stura | 1454 |
| s. Sumatra | 1228 |
| s. Tebe | 1933 |
| s. Tirso | 902 |
| s. Umberto I. | 1528 |
| s. Umbria | 3383 |
| s. Ustica | 735 |
| s. Venezia | 545 |
| s. Vincenzo Florio | 1851 |

**Nayaker, P.K.P.V. Veerasamy,**
*Nattucottai, Ceylon.*

| | |
|---|---|
| Kanasapuravy | 111 |
| Somasundram | 103 |

**Naylor, Benjamin V.,**
*Noyan, co. Missisquoi, Prov. Quebec.*

| | |
|---|---|
| s. Missisquoi | 107 |

**Neale & West,**
*Hope Street, Cardiff.*

| | |
|---|---|
| s. Alert | 57 |
| s. Campania | 67 |
| s. Champion | 58 |
| Duke of York | 58 |
| s. George | 58 |
| s. Grassholm | 40 |
| s. Labore et Honore | 58 |
| s. Lark | 37 |
| s. Lucania | 73 |
| s. Monarch | 65 |
| s. Nemophila | 84 |
| s. Pride of the Humber | 58 |
| s. Skomer | 46 |

**Neall, F. L.,**
307, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Sommers N. Smith | |

**Nealley, B. Frank,**
*Bracewell Building, Dover, New Hampshire, U.S.*

| | |
|---|---|
| J. Frank Seavey | 336 |
| John Bracewell | 195 |
| John J. Hanson | 556 |
| Jonathan Sawyer | 351 |
| Thomas B. Garland | 303 |

**Nealley & Co.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Norombega | 266 |

**Neamonitachi, D.,**
*Syra, Greece.*

| | |
|---|---|
| Bethleem | 350 |
| Ioannis | 537 |

**Neau, E., fils,**
*Sainte-Marie, Ile de Ré, France.*
(Compagnie Rhétaise.)

| | Net Tons |
|---|---|
| s. Aurore | 37 |
| s. Avenir | 21 |

**Neau & Porsain,**
*Sainte-Marie, Ile de Ré, France.*

| | |
|---|---|
| s. Normand | 85 |

**"Nederland," Stoomvaart Maatschappij,**
159 160, *Prins Hendrikkade, Amsterdam, Holland.*

| | |
|---|---|
| s. Ambon | 2821 |
| s. Bali | 2570 |
| s. Flores | 2828 |
| s. Java | 3090 |
| s. Koning Willem I. | 2851 |
| s Koning Willem II. | 2684 |
| s. Koning Willem III. | 2872 |
| s. Koningin Regentes | 2317 |
| s. Koningin Wilhelmina | 2735 |
| s. Madura | 2594 |
| s. Oranje | 2793 |
| s. Prins Hendrik | 2260 |
| s. Prinses Amalia | 2222 |
| s. Prinses Sophie | 2250 |
| s. Soembawa | 2590 |
| s. Timor | 2828 |

**Nederlandsch-Amerikaansche Stoomvaart Maatschappij**
(Holland Amerika Lijn),
*Rotterdam, Holland.*

| | |
|---|---|
| s. Amsterdam | 2303 |
| s. Amsteldijk | 4231 |
| s. Chicago | 109 |
| N.A.S.M. I. | 334 |
| N.A.S.M. II. | 320 |
| N.A.S.M. III. | 320 |
| N.A.S.M. IV. | 321 |
| s. N.A.S.M. V. | 256 |
| N.A.S.M. VI. | |
| s. Noordam | 7978 |
| s. Potsdam | 7975 |
| s. Rijndam | 7976 |
| s. Rotterdam | 5160 |
| s. Sloterdijk | 4231 |
| s. Soestdijk | 4231 |
| s. Statendam | 6701 |

**Nederlandsche Indische Industrie en Handel Maats.,**
*Koetei, Dutch E. Indies.*

| | |
|---|---|
| s. Haliotis | 1046 |
| s. Trigonia | 1069 |

**Nederlandsche Lloyd, Stoomvaart Maatschappij,**
*Willemskade 17, Rotterdam, Holland.*

| | |
|---|---|
| s. Gelderland | 962 |
| s. Nederland | 2588 |
| s. Olanda | 1354 |

**Nederlandsche Nieuw Guinea Handel Maatschappij,**
*Heerengracht 127, Amsterdam, Holland.*

| | |
|---|---|
| s. Constantijn | 119 |

**Nederlandsche Scheepvaart Maatschappij,**
*Oudezyd's Voorburgwal 127, Amsterdam, Holland.*

| | |
|---|---|
| Tromp | 1670 |

**Nederlandsche Stoomboot Maatschappij,**
*Willemsplein 5, Rotterdam, Holland.*
*See* W. H. MÜLLER & Co.

**Nederlandsche Stoomvisscherij**
(Naamlooze Vennootschap.),
*Vlaardingen, Holland.*

| | Net Tons |
|---|---|
| s. Celestine Juliette | [illegible] |
| s. Etty | [illegible] |
| s. Judith | [illegible] |
| s. Julie | [illegible] |

**Nederlandsche Vrachtvaart Maatschappij,**
*Westerstraat 19, Rotterdam, Holland.*
*See* JOS. DE POORTER.

**Needham Bros.,**
*Cambridge Buildings, West Hartlepool.*

| | |
|---|---|
| s. Mariner | 1623 |

**Neele, Ernest,**
*Port Dinorwic, R.S.O., N. Wales.*

| | |
|---|---|
| s. Dinorwic | 111 |
| s. Elidir | [illegible] |
| s. Enid | 45 |
| s. Vollinholl | 50 |

**Neff, S.,**
*Milwaukee, U.S.*

| | |
|---|---|
| s. Charles S. Neff | 800 |

**Negreponte, Z. P., fils,**
*Syra, Greece.*

| | |
|---|---|
| s. Avra | 1520 |

**Negroponté, D. A.,**
*Taganrog, Russia.*

| | |
|---|---|
| s. Alcibiades | 187 |
| s. Ambrosios N. | 171 |
| s. Marietta N. | 309 |
| s. Pandia S. | 204 |
| s. Samson | 76 |
| s. Tananis | 79 |

**Negropontis & Caroussis,**
*c o A. P. Patrona, Galata, Constantinople, Turkey.*

| | |
|---|---|
| s. Victoria | 903 |

**Neil, J., & Co.,**
101, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Hermin | 1305 |

**Neill, R., & Sons,**
*Bangor, co. Down.*

| | |
|---|---|
| s. Helen | 59 |
| s. Rosabelle | 92 |

**Nelson Bros., Ld.,**
15, *Dowgate Hill, London, E.C.*

| | |
|---|---|
| s. Prince of Wales | 487 |

**Nelson, Charles, Co.,**
6, *California Street, San Francisco, California, U.S.*

| | |
|---|---|
| Allen A. | 267 |
| Andromeda | 1176 |
| Bertie Minor | 231 |
| s. Centennial | 1134 |
| s. Charles Nelson | 802 |
| Emma Claudina | 186 |
| Eva | 263 |
| George C. Perkins | 369 |
| H. C. Wright | 276 |
| Haydn Brown | 769 |
| James Johnson | 933 |
| Joseph L. Eviston | 662 |
| s. Lakme | 404 |
| Mary Dodge | 231 |
| Mary Winkelman | 482 |
| Metha Nelson | [illegible] |
| s. North Fork | 244 |
| O. M. Kellogg | 331 |
| Olga | 444 |
| Ottillie Fjord | 248 |
| S. T. Alexander | [illegible] |
| s. Santa Anna | 814 |
| Thomas P. Emigh | 923 |

**Nelson, Donkin & Co.,**
12, *Great St. Helen's, London, E.C.*

| | Net Tons |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Nelson, Hugh & William, Ld.,**
20, *Castle Street, Liverpool; and 98, Leadenhall Street, London, E.C.*
(Nelson Line (Liverpool), Ld.)

| | |
|---|---|
| s. Highland Brigade | [illegible] |
| s. Highland Chief | [illegible] |
| s. Highland Corrie | [illegible] |
| s. Highland Enterprise | [illegible] |
| s. Highland Ghillie | [illegible] |
| s. Highland Glen | [illegible] |
| s. Highland Harris | [illegible] |
| s. Highland Heather | [illegible] |
| s. Highland Hope | [illegible] |
| s. Highland Laird | [illegible] |
| s. Highland [illegible] | [illegible] |
| s. Highland Mary | [illegible] |
| s. Highland Scot | [illegible] |
| s. Highland Watch | [illegible] |

**Nelson, Ivan,**
17, *Loftus Street, Sydney, N.S.W.*

| | |
|---|---|
| Rio | 180 |
| Voluntor | 197 |

**Nelson, W. R.,**
*Gloucester, Mass, U.S.*

| | |
|---|---|
| Hooster | 129 |

**Nelson, William,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| William F. Green | 217 |

**Nelsson, P. A., & Co.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Delling | 211 |

**Nencioli, Giovanni,**
*Via del Ponte Nuovo No. 2, Leghorn, Italy.*

| | |
|---|---|
| Amelia | [illegible] |
| Astrea | [illegible] |
| s. Margarida | [illegible] |
| Tre Giugno | [illegible] |

**Neptun Bergnings och Dykeriaktieb,**
*Stockholm, Sweden.*
*See* J. DRAKENBERG.

**"Neptun," Dampfschiff-fahrts Gesellschaft,**
*Bremen, Germany.*

| | |
|---|---|
| s. Achilles | [illegible] |
| s. Activa | [illegible] |
| s. Ajax | [illegible] |
| s. Apollo | [illegible] |
| s. Ariadne | [illegible] |
| s. Arion | [illegible] |
| s. Astarte | [illegible] |
| s. Atlas | [illegible] |
| s. C. A. Bade | [illegible] |
| s. Bellona | [illegible] |
| s. Castor | [illegible] |
| s. Ceres | [illegible] |
| s. Diana | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Fortuna | [illegible] |
| s. Gauss | [illegible] |
| s. H. A. Nolze | [illegible] |
| s. Hector | [illegible] |
| s. Helios | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Jason | [illegible] |
| s. Jupiter | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

(Continued.)

**"Neptun," Dampfschiff-fahrts Gesellschaft.**
(continued.)

| | Net Tons |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Minerva | [illegible] |
| s. Neptun | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Vulkan | 347 |

**Neptun, Dampskibsselskabet,**
5, *Toldbodvejen, Copenhagen, Denmark.*
*See* C. K. HANSEN.

**Neptune Steam Fishing Co., Ld.,**
38, *Madeley Street, Hull.*

| | |
|---|---|
| s. Mackenzie | [illegible] |
| s. Nile | [illegible] |
| s. Thomas Hamling | [illegible] |
| s. Tugela | [illegible] |
| s. Yukon | [illegible] |

**Neptune Steam Nav. Co., Ld.,**
*Newcastle-on-Tyne.*
*See* BOLAM & SWINHOE.

**Neptunus, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* W. WINGARDH.

**"Neptunus," Scheepvaart Maatschappij.**
7, *Van Vollenhovenstraat, Rotterdam, Holland*
*See* G. VAN DE GEVEL.

**Nerike, Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* A. SVENSSON.

**Neroclidis, Nicolaos,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Nicolaos | [illegible] |

**Nespral, José F.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Consuelo | 181 |

**Ness, John,**
48, *West Sunniside, Sunderland.*

| | |
|---|---|
| Dorothy | [illegible] |

**Nestor, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* C. W. VON LIEWEN.

**Netley Bros.,**
*San Francisco, Cal., U.S.*
[illegible]

**Nettleton, William,**
*Lime Street, Kingston-upon-Hull.*

| | Net Tons |
|---|---|
| [illegible] | 124 |

**Neu-Guinea Co.,**
*Unter den Linden, Berlin, Germany.*

| | |
|---|---|
| Herzog Johann Albrecht (auxr. stm.) | 91 |
| s. Star | 157 |

**Neue Dampfer-Compagnie,**
Actien Gesellschaft,
*Kiel, Germany.*

| | |
|---|---|
| s. Hollmann | [illegible] |
| s. Minister Moller | [illegible] |

**Neue Dampfer-Compagnie,**
Actien Gesellschaft,
*Stettin, Germany.*

| | |
|---|---|
| s. Archimedes | 174 |
| s. Arcona | 397 |
| s. Berlin | [illegible] |
| s. Breslau | 724 |
| s. Bulck | 10 |
| s. Cöln | [illegible] |
| s. Der Preusse | 157 |
| s. Director Reppe | 1036 |
| s. Elsa | [illegible] |
| s. Gertrud | 504 |
| s. Konigsberg | 593 |
| s. Leipzig | [illegible] |
| s. Libau | 474 |
| s. London | 746 |
| s. Moskau | [illegible] |
| s. Oberbürgermeister Haken | 749 |
| s. Orpheus | 102 |
| s. Podbielski | 40 |
| s. Prasident Koch | [illegible] |
| s. Reval | 425 |
| s. Rhein | [illegible] |
| s. St. Petersburg | 2020 |
| s. Stockholm | 478 |
| s. Thielen | 49 |
| s. Wolga | 692 |

**Neumeister, W.,**
22, *Bendlerstrasse, Berlin, Germany.*

| | |
|---|---|
| s. Mercurius | 119 |

**Neves, A. G. & A. A.,**
*S. Nicolau, Cape Verde Islands.*

| | |
|---|---|
| America | [illegible] |

**Neveu, André,**
33, *Rue J. L. Leclerc, Fécamp, France.*

| | |
|---|---|
| Succes | 161 |

**Neveu, F.,**
*Rue Jules Ferry, Fécamp, France.*

| | |
|---|---|
| Sudbren | [illegible] |

**New Bedford, Marthas Vineyard, and Nantucket Steamboat Co.,**
*New Bedford, Mass, U.S.*

| | |
|---|---|
| s. Gay Head | 443 |
| s. Marthas Vineyard | [illegible] |
| s. Nantucket | 468 |
| s. Uncatena | 370 |

**New Broadsound Meat Co., Ld.,**
20, *Loftus Street, Sydney, N.S.W.*

| | |
|---|---|
| [illegible] | [illegible] |

**New England & Savannah S. S. Co.,**
*Spring Street, North River, New York, U.S.*
*See* OCEAN S. S. Co.

**New Hellenic Steam Nav. Soc.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| s. Chios | 577 |
| s. Elpis | [illegible] |
| s. Eptanisos | [illegible] |
| s. Hermoupolis | 490 |
| s. Hydra | 248 |
| s. Omonia | [illegible] |
| s. Panellenion | [illegible] |
| s. Pelops | 613 |
| s. Pintos | [illegible] |
| s. Prince George | [illegible] |

**New Jersey Steam Boat Co.,**
*Pier No. 32, North River, New York, U.S.*

| | |
|---|---|
| s. Adirondack | [illegible] |
| s. Dean | [illegible] |

**"New" Line.**
*See* R. MACKIE & CO

**New Line Steamship Co., Ld.,**
*96, Bernard Street, Leith.*
*See* R. MACKIE & CO.

**New London Steamboat Co.,**
*New London, Conn., U.S*

| | |
|---|---|
| s. Block Island | [illegible] |
| s. Mohawk | [illegible] |
| s. Mohegan | [illegible] |

**New Ontario S. S. Co., Ld.,**
*Hamilton, Ontario.*
*See* H. O. & A. B. MACKAY.

**New Ruperra Steam Shipping Co., Ld.,**
*Mount Stuart House, Mount Stuart Square, Cardiff.*
*See* J. CORY & SONS, LD.

**New South Wales, Government of,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. [illegible] | ...(gross) 344 |
| s. [illegible] | 213 |
| s. [illegible] | [illegible] |
| s. [illegible] | 172 |
| s. [illegible] | [illegible] |
| s. Dooribang | 126 |
| s. Gulnten | 64 |
| s. Juno | 237 |
| s. Jupitor | [illegible] |
| s. Lilian | 71 |
| s. Neptune | 237 |
| s. Wollombi | ...(gross) 140 |

**New Walrus Steam Ship Co., Ld.,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Walrus | [illegible] |

**New York & Baltimore Transport Line,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| s. Alsenborn | [illegible] |
| s. Bluefields | 445 |
| s. Chesapeake | 703 |
| s. City of Philadelphia | 410 |
| s. Manna Hata | 735 |

**New York & Cuba Mail Steam Ship Co.**
(WARD LINE),
*90-96, Wall Street, New York, U.S*
*See* J. E. WARD & CO.

**New York & Hastings Steamboat Co.,**
*41, Park Row, New York, U.S.*
[illegible]

### New York, Newfoundland & Halifax S. S. Co., Ld.,

*20, Castle Street, Liverpool.*

*See* C. T. BOWRING & CO., LD.

### New York, New Haven & Hartford Railroad Co.,

*Pier 19, North River, New York, U.S.*

| | Net Tons |
|---|---|
| s. Allan Joy | |
| s. Chester W. Chapin | 1822 |
| s. City of Lawrence | 1351 |
| s. City of Lowell | 1877 |
| s. City of Worcester | 1922 |
| s. Fairhaven | 227 |
| s. Richard Peck | 1819 |
| s. Rosedale | 677 |
| s. Transfer No. | 182 |
| s. Transfer No. 17 | 182 |
| s. Transfer No. | 182 |
| s. William G. Payne | 854 |
| (Old Colony Steamboat Co.) | |
| (Fall River Line.) | |
| s. Boston | |
| s. City of Brockton | 1912 |
| s. City of Fall River | 1723 |
| s. City of New Bedford | 433 |
| s. City of Taunton | 1999 |
| s. Pilgrim | 2513 |
| s. Plymouth | 2280 |
| s. Priscilla | 2673 |
| s. Puritan | 3075 |
| (Providence and Stonington S.S. Co.) | |
| s. Connecticut | 1877 |
| s. Maine | 1505 |
| s. Nashua | 1801 |
| s. New Hampshire | 1505 |
| s. Pequot | 947 |
| s. Rhode Island | 2386 |

### New York, Ontario & Western Railway Co.,

*56, Beaver Street, New York, U.S.*

| | |
|---|---|
| Ellenville | 756 |
| J. H. Rutter | 1189 |
| Liberty | 757 |
| Metacomet | 819 |

### New York & Oriental S.S. Co., Ld.,

*Alexandra Buildings, 19, James Street, Liverpool.*

*See* BARBER & CO.

### New York & Pacific Steam Ship Co., Ld.,

*144, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Cacique | 1951 |
| s. Capac | 1951 |
| s. Celia | 3186 |
| s. Condor | 1958 |
| s. Coya | 1945 |
| s. Cumbal | 2781 |
| s. Cuzco | 2773 |
| Ivanhoe | 1250 |

### New York, Philadelphia & Norfolk Railroad Co.,

*26, South 15th Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Crisfield | 160 |
| s. Delmar | 138 |
| s. New York | 498 |
| s. Norfolk | 108 |
| s. Pennsylvania | 857 |
| s. Portsmouth | 107 |
| s. Salisbury | 164 |

### New York, Susquehanna & Western Coal Co.,

*c/o Erie Railroad Co., Jersey City, N.J., U.S.*

| | |
|---|---|
| Edgewater | 846 |
| Hackensack | 792 |
| Maywood | 908 |
| Oakland | 998 |
| Passaic | 792 |
| Paterson | 609 |
| Riverside | 846 |
| Stroudsberg | 614 |

### New York & Texas S. S. Co.,

*16, Burling Slip, New York, U.S.*

*See* C. H. MALLORY & CO.

### New Zealand Government,

*Wellington, N.Z.*

| | Net Tons |
|---|---|
| Countess of Ranfurly | 153 |
| (Marine Department.) | |
| s. Hinemoa | |
| s. Mountaineer | 65 |
| s. Tutanekai | 412 |

### New Zealand Shipping Co., Ld.,

*Rochester Buildings, 138, Leadenhall Street, London, E.C.; and Christchurch, N.Z.*

| | |
|---|---|
| s. Aorangi | 2782 |
| s. Kaikoura | 4477 |
| s. Kaipara | |
| s. Miowera | |
| s. Papanui | 4242 |
| s. Paparoa | 4246 |
| s. Rakaia | 3660 |
| s. Rimutaka | 4983 |
| s. Ruapehu | 5035 |
| s. Tongariro | 4917 |
| s. Turakina | 5164 |
| s. Waikato | 3071 |
| s. Waimate | 3629 |
| s. Wakanui | 3751 |
| s. Whakatane | 3786 |

### Newark Shipping Co., Ld.,

*14, Irwell Chambers West, Liverpool.*

*See* W. M. NICHOLSON & CO.

### Newbigin, E. R.,

*3, Cail's Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Lindisfarne | 724 |
| (Temon S.S. Co., Ld.) | |
| s. Ancient Briton | 611 |

### Newbury, A. B.,

*Toms River, N.J., U.S.*

| | |
|---|---|
| William W. Converse | 655 |

### Newbury, A. J.,

*116, Broad Street, New York, U.S.*

| | |
|---|---|
| John J. Ward | 291 |
| Nelson E. Newbury | 588 |
| Viking | 966 |

### Newcastle & Hunter River S.S. Co., Ld.,

*117, Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Archer | 440 |
| s. Lubra | 279 |
| s. Namoi | 809 |
| s. Newcastle | 587 |
| s. Sydney | 504 |
| s. Waraneen | 73 |

### Newcastle Steam Ship Co., Ld.,

*Baltic Chambers, Newcastle-on-Tyne*

*See* J. J. & C. M. FORSTER.

### Newcastle Wallsend Coal Co.,

*12, Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Wallsend | 193 |

### Newcomb, George W.,

*Parrsboro, N.S*

| | |
|---|---|
| Phœnix | 397 |

### Newell, B. C.,

*Clarke's Harbour, Shelburne, N.S.*

| | |
|---|---|
| Talmouth | |

### Newfoundland & Labrador Fish & Oil Co., Ld.,

*Quay Steps, Exeter.*

*See* L. CAPLE.

### Newfoundland Steam Screw Tug Co.

(Manager—J. Green),

*149, Le Marchant Road, St. John's, N.F.L.*

| | Net Tons |
|---|---|
| s. D. P. Ingraham | 69 |

### Newfoundland Steam Whaling Co.,

*St. John's, N.F.L.*

| | |
|---|---|
| s. Lynx | |

### Newhall, William,

*118, 22nd Avenue, Seattle, Wash., U.S.*

| | |
|---|---|
| Tanner | 277 |

### Newhaven Harbour Co.,

*London Bridge Terminus, London; and Newhaven Harbour, Sussex.*

| | |
|---|---|
| s. Alert | 3 |

### Newhaven Industrial & Co-operative Society, Ld.,

*4, Chapel Street, Newhaven, Sussex.*

| | |
|---|---|
| Sussex Maid | 161 |

### Newhaven Trawlers, Ld.,

*29, Rutland Square, Edinburgh.*

| | |
|---|---|
| s. Agincourt | 39 |
| s. Argo | 41 |
| s. Aries | 38 |
| s. Atlanta | 37 |
| s. Aurora | 38 |
| s. Brimsnes | 52 |

### Newhouse, H., & Co., Ld.,

*King Street, Norwich.*

| | |
|---|---|
| s. Flamingo | 134 |
| s. Yarmouth | 190 |

### Newins, E. S.,

*New York, U.S.*

| | |
|---|---|
| Nellie Floyd | 435 |

### Newman & Dale,

*38, Lime Street, London, E.C.*

(Newman & Dale S.S. Co., Ld.)

| | |
|---|---|
| s. Æon | 1650 |
| s. Alva | 2013 |
| s. Aqua | 1942 |

### Newman, Henry J.,

*Fowey, Cornwall.*

| | |
|---|---|
| Harriet Williams | 144 |

### Newman, T. F.,

*137, River Street, Cleveland, Ohio.*

(Cleveland & Buffalo Transit Co.)

*See also entry under* DETROIT & CLEVELAND NAV. CO.

| | |
|---|---|
| s. City of Buffalo | 1263 |
| s. City of Erie | 1230 |

### Newport Harbour Commissioners

(Manager—R. B. Pugsley),

*Newport, Mon.*

| | |
|---|---|
| s. John Lawrence | 13 |

### Newry & Kilkeel S. S. Co., Ld.,

*Newry, co. Down.*

*See* J. FISHER & SONS.

### Newtel, Newton, Maia & Co.,

*Para, Brazil.*

| | Net Tons |
|---|---|
| s. Rio Acre | 62 |

### Newton, Appleton & Co.,

*Great Thornton Street, Hull.*

| | |
|---|---|
| s. Beeforth | 1722 |

### Newton, James, & Co.,

*10 & 11, Nova Scotia, Liverpool.*

| | |
|---|---|
| Doris | 1296 |
| Sabrina | 749 |
| Thetis | 1295 |

### Newton, John N.,

*28, Wellington Street, Aberdeen.*

| | |
|---|---|
| s. Emily Smeed | 272 |
| s. Granite City | |

### Neynaber, C.,

*Elsfleth, Germany.*

| | |
|---|---|
| Hanna Heye | 1324 |
| Hyon | 1080 |
| Titania | 1063 |

### Ng Nguan Teng,

*c/o Ban Lee Hong, 633, North Bridge Road, Singapore.*

| | |
|---|---|
| s. Will-o'-the-Wisp | 148 |

### Niagara Navigation Co., Ld.,

*54, King Street East, Toronto, Canada.*

| | |
|---|---|
| s. Chicora | 540 |
| s. Chippewa | 764 |
| s. Corona | 649 |

### Niagara, St. Catharines & Toronto Nav. Co., Ld.,

*St. Catharines, Ontario.*

| | |
|---|---|
| s. Garden City | 401 |

### Niantic Menhaden Oil & Guano Co.,

*New London, Conn., U.S.*

| | |
|---|---|
| s. F. H. Beckwith | 148 |

### Nibbe, Johann,

*1, Köhlbrandtreppe, Altona, Germany.*

| | |
|---|---|
| s. Altona | 32 |
| s. Dr. Giese | 32 |
| s. Elbe | 36 |
| s. Hamburg | 39 |
| s. Nordsee | 32 |

### Nicaraguan Government,

*Managua, Nicaragua.*

| | |
|---|---|
| s. Blanca | 325 |

### Niccol, George T.,

*Devonport, Auckland, N.Z.*

| | |
|---|---|
| Empreza | 236 |
| Ilma | 318 |
| Neptune | 343 |
| Vision | 159 |

### Nicholas Transit Co.,

*813, Perry Payne Building, Cleveland, Ohio.*

*See* W. GERLACH.

### Nicholls, Alfred,

*24, Canterbury Road, Whitstable, Kent.*

| | |
|---|---|
| Eliza Blaxland | 152 |
| Lord March | 156 |
| Tweed | 175 |
| Undine | 155 |

### Nicholls, Charles,

*c/o A. S. Rendell, St. Johns, N.F.L.*

| | Net Tons |
|---|---|
| Evelyn | 167 |

### Nicholls, George,

*2, East Cliff Villas, Folkestone*

| | |
|---|---|
| Catherine | 220 |
| Minnie Sommers | 219 |

### Nicholls, W. W., & Co.,

*404, Sudbury Building, Boston, Mass., U.S.*

| | |
|---|---|
| Harry Smith | 494 |

### Nichols Bros.,

*New York, U.S.*

| | |
|---|---|
| Anthony D. Nichols | 564 |

### Nichols, T.,

*Port Cygnet, Tasmania.*

| | |
|---|---|
| s. Beautiful Star | 146 |

### Nichols, T. & C.,

*32, St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. St. Aubin | 701 |

### Nicholson, G. R.,

*The Willows, Grove Road, Wallasey, Cheshire*

| | |
|---|---|
| s. Anglia | 50 |
| s. Storm Cock | 63 |

### Nicholson & McGill,

*20, Tower Buildings, N., Water Street, Liverpool.*

| | |
|---|---|
| Bolivia | 878 |
| Kylemore | 1198 |
| Orellana | 866 |
| Rimac | 885 |
| Tacora | 874 |
| Valdivia | 877 |

### Nicholson, Miles,

*Church Street, Fleetwood.*

| | |
|---|---|
| Englishman | 118 |
| Esther | 142 |
| Livingstone | 163 |
| Rambler | 76 |
| William Shepherd | 123 |

### Nicholson, Richard, & Sons,

*14½, South Castle Street, Liverpool.*

(Corinthian Shipping Co., Ld.)

| | |
|---|---|
| s. Corby | 2280 |
| s. Corinth | 2330 |
| s. Cumeria | 1994 |
| s. Cycle | 2227 |
| s. Cynthia | 1938 |

### Nicholson, Thomas M.,

*Bucksport, Maine, U.S.*

| | |
|---|---|
| Arthur V. S. Woodruff | 155 |
| Elizabeth N. Nicholson | 102 |

### Nicholson's Towage Co., Ld.,

*13, Queen Street, Great Yarmouth.*

| | |
|---|---|
| s. King Edward VII. | 13 |

### Nicholson, W. M., & Co.,

*14, Irwell Chambers West, Liverpool.*

(Newark Shipping Co., Ld.)

| | |
|---|---|
| Golden Gate | 899 |
| Itata | 927 |
| Shakespeare | 767 |

**Nickel, La Compagnie Le,**
*26, Rue Laffite, Paris; and Noumea.*

| | Net Tons |
|---|---|
| s. Tayo | 78 |

**Nickelson, C.,**
*Bridgeport, Connecticut, U.S.*

| | |
|---|---|
| Eaglet | [illegible] |

**Nickerson, Aaron,**
*South Dennis, V.J., U.S.*

| | |
|---|---|
| Hattie Nickerson | |

**Nickerson, P. S.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Nellie F. Sawyer | 343 |

**Nickerson, Z.,**
*Port Clyde, N.S.*

| | |
|---|---|
| Golden Rule | 148 |

**Nicol, Alex., & Co.,**
*42, Regent Quay, Aberdeen.*

| | |
|---|---|
| Cimba | 1117 |
| Gostwyck | [illegible] |
| Romanoff | 1226 |
| Torridon | [illegible] |
| Yallarot | 1499 |

**Nicol, D. & J.,**
*30, Dock Street, Dundee.*

| | |
|---|---|
| s. Marion | [illegible] |
| s. Marjorie | 71 |
| s. Neptune | [illegible] |

(Dundee East Coast Shipping Co., Ld.)

| | |
|---|---|
| s. Alice | 65 |
| s. Douglas | 78 |

**Nicol, J. S.,**
*35, Rue End Street, Greenock.*

| | |
|---|---|
| Rusko Castle | 89 |

**Nicol, William, & Co.,**
*Mersey Railway Buildings, 18, James Street, Liverpool.*

| | |
|---|---|
| Craigisla | 989 |
| Limena | 992 |

**Nicolai, J. H.,**
*Brake, Germany.*

| | |
|---|---|
| Mona | 1028 |

**Nicolaidis, C., fils.,**
*Syra, Greece.*

| | |
|---|---|
| s. Acme | 1493 |

**Nicolaieff Pilots' Association,**
*Nicolaieff, Russia.*

| | |
|---|---|
| s. Lotsman | [illegible] |

**Nicolakis, N. A.,**
*On board.*

| | |
|---|---|
| Dyo Adelphi | 322 |

**Nicolaou, George, & Co.,**
*Syra, Greece.*

| | |
|---|---|
| s. Agios Georgios | 859 |

**Nicolas, Janni,**
*Constantinople, Turkey.*

| | |
|---|---|
| Georgios | 331 |

**Nicoll, George Wallace,**
*Nicholl's Wharf, Druitt Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| s. Cavanba | [illegible] |
| s. Dorrigo | 195 |
| s. Wollumbin | 447 |

**Nicoll, J., & Co.,**
*Virginia Buildings, Seagate, Dundee.*

| | |
|---|---|
| Westfield | [illegible] |

(Moorfield Ship Co., Ld.)

| | |
|---|---|
| Thomasina MacLellan | [illegible] |

**Nicolò, M., fu P.,**
*Messina, Sicily.*

| | |
|---|---|
| Eugenia Nicolò | [illegible] |

**Nidar, Skibsacties.,**
*Arendal, Norway.*
*See* J. H. TORSTENSEN.

**Nielsen, A.,**
*Rudkjobing, Denmark.*

| | |
|---|---|
| Alt | 167 |
| Elisabeth | 112 |

**Nielsen, Axel P.,**
*Amsterdam, Holland.*
(Stoombootreederij Baltic.)

| | |
|---|---|
| s. Snel | 814 |
| s. Vlug | 977 |

**Nielsen, Anna (Fru),**
*Kragerö, Norway.*

| | |
|---|---|
| Kong Sverre | 432 |

**Nielsen, B.,**
*Partevein 21, Christiania, Norway.*

| | |
|---|---|
| Agat | 579 |
| Alborga | 614 |

**Nielsen & Backa,**
*Porsgrund, Norway.*

| | |
|---|---|
| s. Granit | 249 |

**Nielsen, C., & Sons,**
*76, Church Street, West Hartlepool.*

| | |
|---|---|
| s. Carrie | 1117 |
| s. Dakie | [illegible] |
| s. Ellie | 1229 |
| s. Jessie | 1142 |
| s. Winnie | [illegible] |

**Nielsen, C. E.,**
*Christianssand, Norway.*

| | |
|---|---|
| Midnatssol | 1168 |

**Nielsen, Chr.,**
*Nakskov, Denmark.*

| | |
|---|---|
| Anna | 150 |

**Nielsen, Chr., & Co.,**
*Storgaden, Laurvig, Norway.*

| | |
|---|---|
| Alf | 1050 |
| Arken | 154 |
| Brynil | 145 |
| Clara | 871 |
| Electra | 575 |
| Elise | 386 |
| Figaro | 995 |
| Hereford | 1469 |
| Inglewood | 978 |
| Insulan | 205 |
| Liv | 811 |
| s. Prima | 761 |
| Sonora | 534 |
| Taurus | 484 |

**Nielsen, Enkefru E. T.,**
*Aasgaardstrand, Norway.*

| | Net Tons |
|---|---|
| Elise | [illegible] |

**Nielsen, J.,**
*Kragerö, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |

**Nielsen, J.,**
*Troense, Taasinge, Denmark.*

| | |
|---|---|
| Helge | [illegible] |
| Mjoner | [illegible] |
| Rota | [illegible] |

**Nielsen, J. C.,**
*Christianssand, Norway.*

| | |
|---|---|
| Wladimir | 478 |

**Nielsen, Jörgen,**
*Svendborg, Denmark.*

| | |
|---|---|
| Valkyrien | 194 |

**Nielsen, K.,**
*Berewahr, Sandefjord, Norway.*

| | |
|---|---|
| Insula Capri | 579 |

**Nielsen, M.,**
*Laurvig, Norway*

| | |
|---|---|
| Emma | [illegible] |
| Yma | [illegible] |

**Nielsen, M. B.,**
c/o Nicolay Olsen,
*Arendal, Norway.*

| | |
|---|---|
| Luna | 942 |

**Nielsen, N.,**
*Grimstad, Norway.*

| | |
|---|---|
| Ruth | 445 |

**Nielsen, N.,**
*Drammensgaden, Wulfs, Svendborg, Denmark.*

| | |
|---|---|
| Roska | 138 |

**Nielsen, N. J.,**
*Thurö, Denmark.*

| | |
|---|---|
| Jens | 117 |

**Niemi, J. R.,**
*Wiborg, Finland.*

| | |
|---|---|
| Bato II | 452 |

**Nienhuys, J.,**
*Amsterdam, Holland.*

| | |
|---|---|
| Admiraal Tromp | 364 |

**Nieto, Juan,**
*Majorca.*

| | |
|---|---|
| San Jose | 171 |

**Nieuwe Afrikaansche Handels Vennootschap,**
*Nieuwland 4, Rotterdam, Holland.*

| | |
|---|---|
| s. Assistent | [illegible] |
| s. Prins Hendrik | [illegible] |

**Niger Co., Ld.,**
*Surrey House, Victoria Embankment, London, W.C.*

| | Net Tons |
|---|---|
| [illegible] | 240 |
| [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Niigata Unso Kabushiki Kaisha,**
*Shichimomachi, Shinookawamayedori, Niigata, Japan.*

| | |
|---|---|
| s. Taihei Maru | [illegible] |

**Nike, Rederi Actieb.,**
*Gothenburg, Sweden.*
*See* W. R. B. LUNDGREN.

**Nikiforos, G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ioannis | 144 |

**Nilsen, Carl Aug.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Tuxen | [illegible] |

**Nilsen & Jorgensen,**
*Harstad, pr. Tromsö, Norway.*

| | |
|---|---|
| s. Merkur | 146 |

**Nilson, Alfred,**
*Vrengen, pr. Tönsberg, Norway.*

| | |
|---|---|
| Magdalena (nux. stm.) | 242 |

**Nilssen & Bjönness,**
*Nöterö, pr. Tönsberg, Norway.*

| | |
|---|---|
| s. Fanny | [illegible] |

**Nilsson, A. B.,**
*Jörlanda, Sweden.*

| | |
|---|---|
| Karolina | 178 |

**Nilsson, A. L.,**
*Helsingborg, Sweden.*
(Rederiaktieb. Hyperion.)

| | |
|---|---|
| s. Everilda | [illegible] |

**Nilsson, Anders,**
*Lerhamn, Brunnby sn., Sweden.*

| | |
|---|---|
| Rosett | [illegible] |

**Nilsson, Anders,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Amalia | [illegible] |
| Augusti | [illegible] |
| Bertha | [illegible] |
| Bessie | [illegible] |
| Freja | [illegible] |
| Vanadis | [illegible] |
| Victoria | [illegible] |

**Nilsson, Bengt,**
*Ragnabo, Bergqvara, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |
| Gulsha | [illegible] |

**Nilsson, C.,**
*Solvik, Lasarby, Billingsfors, Sweden.*

| | |
|---|---|
| Venus | 118 |

**Nilsson, C. J.,**
*Skrikebo, Oscarshamn, Sweden.*

| | |
|---|---|
| [illegible] | 117 |
| Trio | [illegible] |

**Nilsson, C. T.,**
*Gothenburg, Sweden.*

| | Net Tons |
|---|---|
| [illegible] | 214 |

**Nilsson, F. O.,**
*Eskilstuna, Sweden.*
(Eskilstuna Nya Rederiaktiebolag.)

| | |
|---|---|
| s. Eskilstuna I. | [illegible] |
| s. Eskilstuna II | [illegible] |

**Nilsson, Johan,**
*Kalmar, Sweden.*

| | |
|---|---|
| Marin | [illegible] |
| Martin Luther | [illegible] |

**Nilsson, Jons Petter,**
*Rödl, Raus, Sweden.*

| | |
|---|---|
| Nobel | 298 |

**Nilsson, Lars,**
*Brantevik, Simrishamn, Sweden.*

| | |
|---|---|
| Alfhem | [illegible] |
| Ida | [illegible] |
| Gertrud | [illegible] |
| Nyanse | [illegible] |

**Nilsson, Lars Erik,**
*Rödl, Raus, Sweden.*

| | |
|---|---|
| Thomas | [illegible] |

**Nilsson, M.,**
*Baskemölla, Gladsax sn., Sweden.*

| | |
|---|---|
| Karolina | 298 |

**Nilsson, N.,**
*Gåsebäck, Helsingborg, Sweden.*

| | |
|---|---|
| Sven | [illegible] |

**Nilsson, Ola,**
*Qvarnby, O. Hoby sn., Sweden.*

| | |
|---|---|
| Christine | 168 |
| Levant | [illegible] |

**Nilsson, P.,**
*Limhamn, Sweden.*

| | |
|---|---|
| Roma | 130 |

**Nilsson, S. J.,**
*Mariestad, Sweden.*

| | |
|---|---|
| s. Hermod | [illegible] |

**Nilsson, Sven,**
*Limhamn, Sweden.*

| | |
|---|---|
| Artemis | 111 |

**Nilsson, V. E.,**
*Carlsvik, Sundswall, Sweden.*
(Trävaru Aktieb. Carlsvik.)

| | |
|---|---|
| s. Drott | [illegible] |

**Nilzen, G.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Carl | 373 |

**Nimtz & Henning,**
*Stettin, Germany.*

| | |
|---|---|
| s. Hilda | [illegible] |

**Niotis, Mavrogordato & Mitarakis,**
*Syra, Greece.*

| | |
|---|---|
| [illegible] | 1119 |

s. désigne les Vapeurs.

## Nippon Shosen Kabushiki Kaisha,

*No. 1, Minamishinhori Machi, Nichome Kiobashiku, Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Bushu Maru | 778 |
| s. Buyo Maru | 721 |
| s. Koto Maru | 1973 |
| s. Koyo Maru | 1043 |
| s. Saiyo Maru | 163 |
| s. Sumiyoshi Maru | 836 |
| s. Toto Maru | 1220 |

## Nippon Yenyo Giogio Kabushiki Kaisha,

*Senzaki, Otsuyun, Prov. Nagato, Japan*

| | |
|---|---|
| s. Choshu Maru No. 1 | 66 |

## Nippon Yusen Kabushiki Kaisha

(Japan Mail Steamship Co., Ld.),

1, *Yurakucho Itchome, Kojimachi Ku, Tokio, Japan; and 2, Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Aki Maru | 3995 |
| s. Asagao Maru | 1528 |
| s. Awa Maru | 3912 |
| s. Bingo Maru | 3873 |
| s. Bombay Maru | 3398 |
| s. Ceylon Maru | 3142 |
| s. Chefoo Maru | 1199 |
| s. Colombo Maru | 2920 |
| s. Fushiki Maru | 1140 |
| s. Genkai Maru | 897 |
| s. Hakata Maru | 3820 |
| s. Hakuai Maru | 1420 |
| s. Higo Maru | 880 |
| s. Hiogo Maru | 892 |
| s. Hiroshima Maru | 2036 |
| s. Hitachi Maru | 3829 |
| s. Hitaka Maru | 556 |
| s. Hokkai Maru | 442 |
| s. Idzumi Maru | 2302 |
| s. Inaba Maru | 3837 |
| s. Ise Maru | 775 |
| s. Ishinomaki Maru | 61 |
| s. Iyo Maru | 3918 |
| s. Jinsen Maru | 2354 |
| s. Kaga Maru | 3907 |
| s. Kagoshima Maru | 2731 |
| s. Kamakura Maru | 3738 |
| s. Kanagawa Maru | 3825 |
| s. Kasuga Maru | 2368 |
| s. Kawachi Maru | 3782 |
| s. Kinshu Maru | 2388 |
| s. Kirin Maru | 2354 |
| s. Kitami Maru | 452 |
| s. Kobe Maru | 1645 |
| s. Kokura Maru | 1699 |
| s. Kosai Maru | 1423 |
| s. Kumamoto Maru | 1238 |
| s. Kumano Maru | 3147 |
| s. Kushiro Maru | 697 |
| s. Matsuyama Maru | 1921 |
| s. Miike Maru | 2085 |
| s. Mikawa Maru | 1404 |
| s. Mutsu Maru | 567 |
| s. Nagato Maru | 1168 |
| s. Niigata Maru | 1351 |
| s. Nikko Maru | 3434 |
| s. Omi Maru | 1551 |
| s. Otaru Maru | 1579 |
| s. Owari Maru | 629 |
| s. Riojun Maru | 2980 |
| s. Sado Maru | 3880 |
| s. Sagami Maru | 1195 |
| s. Saikio Maru | 1645 |
| s. Sakata Maru | 1437 |
| s. Sakura Maru | 1847 |
| s. Santo Maru | 1300 |
| s. Sanuki Maru | 3789 |
| s. Satsuma Maru | 1202 |
| s. Shinano Maru | 3060 |
| s. Sual | 782 |
| s. Suminoye Maru | 884 |
| s. Suruga Maru | 450 |
| s. Tagonoura Maru | 541 |
| s. Taiten Maru | 1814 |
| s. Takasago Maru | 1109 |
| s. Tamba Maru | 3803 |
| s. Tategami Maru | 1676 |
| s. Tenshin Maru | 2580 |
| s. Teshio Maru | 686 |
| s. Tokachi Maru | 688 |
| s. Tosa Maru | 3619 |
| s. Totomi Maru | 1402 |
| s. W. Cores de Vries | 672 |
| s. Wakanoura Maru | 1586 |
| s. Wakasa Maru | 3884 |
| s. Yamaguchi Maru | 2950 |
| s. Yamashiro Maru | 1517 |
| s. Yawata Maru | 2366 |
| s. Yechigo Maru | 794 |
| s. Yeijo Maru | 1554 |
| s. Yeiko Maru | 1219 |
| s. Yokohama Maru | 1471 |

## Nisbet, Edward T.,

*Cathedral Buildings, Newcastle-on-Tyne.*

(Lambton Collieries, Ld.)

| | Net Tons |
|---|---|
| s. Biddick | 473 |
| s. Cleadon | 489 |
| s. Consett | 474 |
| s. De Fontaine | 1083 |
| s. Devonshire | [illegible] |
| s. Douglas | 446 |
| s. Frankland | 439 |
| s. Gregynog | 1046 |
| s. Hedworth | 652 |
| s. Houghton | 12 |
| s. Lady Ann | 630 |
| s. Lambton | 378 |
| s. Langley | 419 |
| s. Offerton | 444 |
| s. Thomas Nicholson | 10 |

## Niseggi, N. L.,

*Calle Maipu 1274, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Maria | 457 |

## Nishide Magozayemon,

*Hashidate, Yenumagun, Prov. Kaga, Japan.*

| | |
|---|---|
| s. Fukuju Maru | 241 |
| s. Hokkai Maru | 87 |

## Nishikawa, M.,

*Kobé, Japan.*

| | |
|---|---|
| s. Chiyoda Maru No. 2 | 916 |

## Nishikawa Shozi,

*No. 24, Ichome, Sakaicho, Yokohama, Japan.*

| | |
|---|---|
| s. Chiyoda Maru | 1039 |

## Nitrate Producers S.S. Co., Ld.,

*Billiter Buildings, London, E.C.*

*See* LAWTHER, LATTA & CO.

## Nitroglycerin Co.,

*Christiania, Norway.*

| | |
|---|---|
| s. Nobel | 49 |

## Niven, Walter B.,

*Parrsboro, N.S.*

| | |
|---|---|
| s. Hilda | 649 |
| s. Kilkeel | 56 |

## Noakes, George,

*Albionville, Bundaberg, Queensland.*

| | |
|---|---|
| Rio Loge | 241 |

## Nobel's Explosives Co., Ld.,

149, *West George Street, Glasgow*

| | |
|---|---|
| s. Alfred Nobel | 85 |
| s. Lady Tennant | 118 |
| s. Marmion | 98 |

## Noblanc, A.,

*Sèné, près Vannes, France.*

| | |
|---|---|
| Arsène | 121 |

## Noblet, M.,

*Vannes, France.*

| | |
|---|---|
| Elie | 129 |

## Nodeland, A. O.,

*Christianssand, Norway.*

| | |
|---|---|
| Bams | 283 |

## Nodin, A.,

*K 21, Exchange Buildings, Liverpool.*

| | |
|---|---|
| Claverdon | 2462 |
| Milverton | 2070 |

## Noel, George,

*Bankside, Gorey, Jersey.*

| | Net Tons |
|---|---|
| Resolute | 76 |

## Nogueira, J. G.,

*c/o A. B. Antunes & Co., Para, Brazil.*

| | |
|---|---|
| s. Alliança | 310 |

## Nohl, Ångb. Aktieb,

*Gothenburg, Sweden.*

*See* A. G. FRIEDLÄNDER.

## Nolson, T., & Co.,

5, *Dock, Ghent, Belgium.*

(Société d'Armement Gantois.)

| | |
|---|---|
| s. Belgica | 687 |
| s. Flandria | 291 |
| s. Ganda | 309 |

## Nomico, G. & M.,

*Syra, Greece.*

| | |
|---|---|
| Agios Georgios | 225 |

## Nomico, N., & E. M. Sanudo,

*Santorin, Greece.*

| | |
|---|---|
| Elpis | 286 |

## Nomicos,

*Syra, Greece.*

| | |
|---|---|
| Maria | 144 |

## Nomura, K.,

*Osaka, Japan*

| | |
|---|---|
| s. Neisei Maru | 241 |

## Noonan, Daniel,

59, *Rideau Street, Kingston, Ontario.*

(Rideau Lakes Nav. Co., Ld.)

| | |
|---|---|
| Fabiola | 131 |
| s. Rideau King | 197 |

## Noorbhai, T. A. J., & Co.,

13 & 14, *Keuzer Street, Colombo.*

| | |
|---|---|
| s. Ileafaee | 223 |
| s. Violet | 57 |

## Noord Nederlandsche Scheepvaart Maats.,

*Harlingen, Holland.*

| | |
|---|---|
| Adelaar | 302 |
| s. Alide | 490 |
| Laura | 327 |

## Nora Karlskoga Jernvägs-aktieb.,

*Nora, Sweden.*

*See* O. BÄRNHEIM.

## "Nora Wiggins" Co., Ld. Bkn.,

*Yarmouth, N.S.*

| | |
|---|---|
| Nora Wiggins | 470 |

## Norberg, A. F.,

*Skillinge, Sweden.*

| | |
|---|---|
| Agnes | 294 |
| Harry | 264 |
| Messina | 192 |
| Selma | 442 |
| Skoldmön | 161 |
| Stella | 171 |
| Svea | 294 |

## Norberg, F.,

*Skillinge, Sweden.*

| | Net Tons |
|---|---|
| Hermes | 293 |

## Norberg, J.,

*Riddmansö, Sweden.*

| | |
|---|---|
| Bernhard | 195 |

## Norberg, P.,

*Norrtelje, Sweden.*

| | |
|---|---|
| Skandia | 311 |

## Nord, Angfartygs Aktiebolaget

(Manager—Victor Ek),

*Helsingfors, Finland.*

| | |
|---|---|
| s. Nord I. | 934 |
| s. Nord II. | 720 |
| s. Nord III. | 755 |

## Nord, Rederiaktieb,

1, *Stortorget, Stockholm, Sweden.*

*See* G. L. AHLSTRÖM.

## Nord, Bergnings Aktieb.,

*Stockholm, Sweden.*

*See* G. E. LUNDQVIST.

## Nord-Ostsee Rhederei,

53, *gr. Bleichen, Artushof, Hamburg.*

| | |
|---|---|
| s. Alsen | 475 |
| s. Angeln | 327 |
| s. Borkum | 560 |
| s. Duesternbrook | 331 |
| s. Holnis | 609 |
| s. Holtenau | 356 |
| s. Norderney | 547 |
| s. Pellworm | 595 |
| s. Wagrien | 356 |

## Nordaas, Theo.,

*Egersund, Norway.*

| | |
|---|---|
| Leif | 1136 |
| Star | 1148 |

## Nordberg, A.,

*Sundsvall, Sweden.*

(Ångbåts Aktiebolaget Sundsvall-Indalselfven.)

| | |
|---|---|
| s. Indalen | 109 |
| s. Turisten | 75 |

## Nordby, Actieselskabet,

*Nordby, Fanö, Denmark.*

*See* P. N. WINTHER.

## Norddeble, Hvalfangerselskabet,

*Christiania, Norway.*

*See* ANDORSEN & NEUMANN.

## Norddeutsche Frachtdampfs. Gesellschaft,

*Flensburg, Germany.*

*See* GEBR. PETERSEN.

## Norddeutsche Seekabelwerke Actien Gesellschaft,

*Nordenham a. d. Weser, Germany.*

| | |
|---|---|
| s. Stephan | 2467 |
| s. Von Podbielski | 652 |

## Norddeutscher Lloyd,

*Bremen, Germany.*

| | Net Tons |
|---|---|
| s. Aachen | 2447 |
| s. Anghin | 1001 |
| s. Arion | 8 |
| s. Asahan | 161 |
| s. Bangkok | 1247 |
| s. Barbarossa | 6521 |
| s. Bayern | 3128 |
| s. Bonn | 2568 |
| s. Borkum | 4236 |
| s. Borneo | 1344 |
| s. Brandenburg | 4809 |
| s. Bremen | 140 |
| s. Bremen | 7202 |
| s. Breslau | 4808 |
| s. Cassel | 4807 |
| s. Chemnitz | 4784 |
| s. Chiengmai | 767 |
| s. Chow Fa | 1055 |
| s. Chow Tai | 1115 |
| s. Coblenz | 2001 |
| s. Comet | 66 |
| s. Crefeld | 2444 |
| s. Dagmar | 921 |
| s. Darmstadt | 3161 |
| s. Deli | 726 |
| s. Devawongse | 1057 |
| s. Erlangen | 3337 |
| s. Forelle | 120 |
| s. Frankfurt | 4739 |
| s. Freiburg | 3884 |
| s. Friedrich der Grosse | 6853 |
| s. Gera | 3166 |
| s. Glückauf | 258 |
| s. Gneisenau | 5004 |
| s. Grille | 41 |
| s. Grosser Kurfurst | 8220 |
| s. Halle | 2561 |
| s. Hannover | 4635 |
| s. Hecht | 132 |
| s. Heidelberg | 2145 |
| s. Helgoland | 3660 |
| s. Herkules | 43 |
| Herzogin Cacilie | |
| Herzogin Sophie Charlotte | 2786 |
| s. Hohenzollern | 3321 |
| s. Kaiser Wilhelm der Grosse | 5521 |
| s. Kaiser Wilhelm II. | 6353 |
| s. Kaiserin Maria Theresia | 3002 |
| s. Karlsruhe | 3189 |
| s. Kedah | 619 |
| s. Kehrwieder | 223 |
| s. Keong Wai | 1115 |
| s. Kohsichang | 1292 |
| s. Köln | 4666 |
| s. Kong Bong | 862 |
| s. Konig Albert | 6590 |
| s. Königin Luise | 6790 |
| s. Korat | 1223 |
| s. Kronprinz Wilhelm | 5162 |
| s. Kudat | 590 |
| s. Lachs | 101 |
| s. Lahn | 2449 |
| s. Langeoog | 37 |
| s. Loo Sok | 1020 |
| s. Luzon | |
| s. Machew | 996 |
| s. Main | 6382 |
| s. Mainz | 2032 |
| s. Malaya | 348 |
| s. Manila | 1107 |
| s. Marburg | 3888 |
| s. Medan | 476 |
| s. Mei Dah | 1151 |
| s. Mei Lee | 1151 |
| s. Mei Shun | 1151 |
| s. Mei Yu | 1001 |
| s. Menam | 197 |
| s. Mercur | 14 |
| s. Mongkut | 859 |
| s. Najade | 281 |
| s. Natuna | 458 |
| s. Neckar | 6200 |
| s. Nixe | 209 |
| s. Norderney | 3573 |
| s. Nuen Tung | 824 |
| s. Oldenburg | 3167 |
| s. Paklat | 1018 |
| s. Paknam | 1283 |
| s. Patani | 607 |
| s. Petchaburi | 1373 |
| s. Pfalz | 2922 |
| s. Phra Chom Klao | 1012 |
| s. Phra Chula Chom Klao | 1012 |
| s. Phra Nang | 1021 |
| s. Pitsanulok | 1267 |
| s. Preussen | 3278 |
| s. Prinz Heinrich | 3902 |
| s. Prinz Regent Luitpold | 3920 |
| s. Prinz Sigismund | 1844 |
| s. Prinz Waldemar | 1737 |
| s. Prinzess Alice | 6721 |
| s. Prinzess Irene | 6687 |
| s. Rajaburi | 1189 |
| s. Retter | 22 |
| s. Rhein | 6398 |
| s. Roland | 2290 |
| s. Roon | 4961 |
| s. Sachsen | 3119 |
| s. Sambas | 243 |
| s. Samsen | 998 |

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s. signifies Steamer.

## Norddeutscher Lloyd
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| | Net Tons |
|---|---|
| s. Saturn | 10 |
| s. Scharnhorst | |
| s. Schleswig | 4329 |
| s. [illegible] | 114 |
| s. [illegible] | 154 |
| s. Seydlitz | 4971 |
| s. Shantung | 1000 |
| s. [illegible]ora | 1128 |
| s. Stuttgart | 3100 |
| s. Sumatra | 407 |
| s. Taichotow | [illegible] |
| s. Tanglin | 1283 |
| s. Travo | [illegible] |
| s. Tringganu | 600 |
| s. Triton | [illegible] |
| s. Tsintau | 1002 |
| s. Vulcan | 12 |
| s. Weimar | 3176 |
| s. Willehad | 3012 |
| s. Willkommen | 106 |
| s. Wittekind | [illegible] |
| s. Wittenberg | [illegible] |
| s. Wong Koi | 1115 |
| s. Wurzburg | [illegible] |
| s. Zieten | [illegible] |

## Norden Ångbåts Aktiebolaget,
*Norrköping, Sweden.*
*See* F. A. FÖRSMAN.

## "Norden," Dampfschiffs Rhederei
(Manager—R. Eiben),
*Norden, Germany.*

| | |
|---|---|
| s. Juist | 95 |
| s. Norddeich | 119 |
| s. Norderney | 104 |

## Norden, Dampskibs Selskab,
43, *Amaliegade, Copenhagen, Denmark.*
*See* PETER BROWN.

## "Norden," Dampskibsselskabet,
*Christiania, Norway.*
*See* OLAF RUSTAD.

## Nordenfjeldske Dampskibsselskab.,
*Drontheim, Norway.*

| | |
|---|---|
| s. Erling Jarl | 407 |
| s. Haakon Adalstein | 430 |
| s. Haakon Jarl | 523 |
| s. Henrik Wergoland | 298 |
| s. Knut Jarl | 439 |
| s. Kong Erik | 569 |
| s. Kong Eystein | 207 |
| s. Kong Halfdan | 402 |
| s. Kong Harald | 588 |
| s. Kong Helge | 454 |
| s. Kong Magnus | 675 |
| s. Nor | 87 |
| s. Olaf Kyrre | 571 |
| s. Olaf Trygvesson | [illegible] |
| s. Prinsesse[illegible] Christie | [illegible] |
| s. Ragnvald Jarl | 687 |
| s. Sigurd Jarl | 547 |
| s. Sverre Sigurdsson | 508 |
| s. Tordenskjold | 348 |
| s. Trondhjem | 356 |

## Nordenfjeldske Dykker
Selskab, Actieselskabet Det
(Manager—F. Weidemann),
*Drontheim, Norway.*

| | |
|---|---|
| s. Stærkodder | 63 |

## Norder, D.,
*Borgvik, Sweden.*

| | |
|---|---|
| s. Linnea | [illegible] |

## Nordholm, A.,
*Gefle, Sweden.*

| | |
|---|---|
| s. Fohr Ennes | 119 |

## Nordin, P. F.,
*Hernösand, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |

## Nordische Dampfschiffahrts Actie Gesellschaft,
*Grosse Moenchenstrasse, Rostock, Germany*
*See* OTTO ZELCK.

## Nordische Glas Industrie Gesellschaft,
*Wiborg, Finland.*

| | |
|---|---|
| s. Merkur | [illegible] |

## Nordischer Bergungs-Verein,
9, *Ness, Hamburg, Germany.*

| | |
|---|---|
| s. Albatros | [illegible] |
| s. Berg[illegible] Wilhelm | [illegible] |
| s. Bestätide | [illegible] |
| s. Meteor | [illegible] |
| s. Nixe | [illegible] |
| s. Oceanide | [illegible] |
| s. Retter | (steel) [illegible] |
| s. Salvator | [illegible] |
| s. Seeadler | [illegible] |
| s. Unterelbe | [illegible] |

## Nordiska Rederi Aktiebolaget,
*Gothenburg, Sweden.*
*See* P. A. WELIN.

## Nordlander, J.,
*Qeistle, Njurunda, Sweden.*

| | |
|---|---|
| s. Herno | 50 |

## Nordlund, J. K.,
*Raumo, Finland.*

| | |
|---|---|
| Nelso | 276 |

## Nordmor Dampskibsselskab,
*Christianssund, Norway.*

| | |
|---|---|
| s. Christiansund | 66 |
| s. Ganger Rolf | 73 |
| s. Hanko | 130 |
| s. Nordmöre | 96 |
| s. Statsraad Ridderveld | 108 |

## Nordqvist, K. W.,
*Köpmanholm, Furusund, Sweden.*

| | |
|---|---|
| Hilma | 171 |
| Nils Magnus | 168 |

## Nordre Bergenhuus Amts Dampskibe
(Manager—Ove Holm),
*Bergen, Norway.*

| | |
|---|---|
| s. Alden | 258 |
| s. Fjeld | 207 |
| s. Fjøitr | 141 |
| s. Framnæs | 145 |
| s. Gaupen | 340 |
| s. Hortulen | 148 |
| s. Kommandoren | 264 |
| s. Seim | 215 |
| s. Stavenæs | 134 |

## "Nordsee," Deutsche Dampffischerei Gesellschaft,
*Nordenham, Oldenburg, Germany.*

| | |
|---|---|
| s. Augsburg | 79 |
| s. Baden | 78 |
| s. Bayern | 78 |
| s. [illegible] | 78 |
| s. Blumenthal | 81 |
| s. Brandonburg | 79 |
| s. Braunschweig | 79 |
| s. [illegible] | 78 |
| s. [illegible] | 78 |
| s. [illegible] | 78 |
| s. [illegible] | 44 |
| s. [illegible] | 83 |

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## "Nordsee," Deutsche Dampffischerei Gesellschaft.
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| | Net Tons |
|---|---|
| s. Duoren | 44 |
| s. Frankfurt | 46 |
| s. Hannover | 43 |
| s. Holstein | |
| s. [illegible] | 33 |
| s. Lehe | 57 |
| s. Leipzig | 77 |
| s. Magdeburg | 73 |
| s. Mainz | 42 |
| s. Marburg | 74 |
| s. Mecklenburg | |
| s. Minister Jansen | 44 |
| s. München | 44 |
| s. Nürnberg | [illegible] |
| s. President Mühlenfels | 43 |
| s. Preussen | 77 |
| s. Sachsen | [illegible] |
| s. Schleswig | |
| s. Schönebeck | [illegible] |
| s. Strassburg | 73 |
| s. Stuttgart | 44 |
| Union | [illegible] |
| s. Vegesack | 62 |
| s. Wien | 77 |
| s. Wulsdorf | [illegible] |
| s. Württemberg | 78 |
| s. Würzburg | 74 |

## Nordsee Linie, Dampfschiffs Gesellschaft, m.b. H.,
16, *Johannisbollwerk, Hamburg, Germany.*

| | |
|---|---|
| s. Cobra | 416 |
| s. Prinzessin Heinrich | 322 |
| s. Silvana | [illegible] |

## Nordsjön, Ångfartygs Aktieb.,
*Gothenburg, Sweden.*
*See* A. BRATT.

## Nordsjön, Rederiaktieb.,
*Helsingborg, Sweden.*
*See* J. C. HULTHÉN.

## Nordsöen, Dampskibsselskabet,
24, *Amaliegade, Copenhagen, Denmark.*
*See* ALFRED CHRISTENSEN.

## "Nordstjernan," Rederi Aktiebolaget,
*Vasagatan 4, Stockholm, Sweden.*
*See* A. JOHNSON.

## Nordström, Johan Emil,
*Hammarland, Finland.*

| | |
|---|---|
| Emil | 357 |

## Noren, A.,
*Astrachan, Russia.*

| | |
|---|---|
| s. Americanaren | 66 |

## Norfolk & North American Steam Shipping Co., Ld.,
2, 3 & 4, *Billiter Avenue, London, E.C.; also at Liverpool and Newcastle.*
*See* SIMPSON, SPENCE & YOUNG.

## Norfolk & Southern Railroad Co.,
*Grand Central Station, New York, U.S.*

| | |
|---|---|
| s. Norfolk | 487 |

## Norfolk & Washington Steamboat Co.,
*Foot of 7th Street, Washington, D.C.*

| | |
|---|---|
| s. Newport News | 1044 |
| s. Norfolk | [illegible] |
| s. [illegible] | [illegible] |

## Norit, A., & Leelkaln,
*Kürbis, Lemsal, Russia.*

| | Net Tons |
|---|---|
| Wittrup | 111 |

## Norman, Catherine (Mrs.),
2, *Laurel Villas, Watchet, Somerset.*

| | |
|---|---|
| John Ewing | [illegible] |

## Norman, J.,
*Tjockö, Räddmanö, Sweden.*

| | |
|---|---|
| Carl | 208 |

## Norman, Victor,
*Risör, Norway.*

| | |
|---|---|
| Britannia | 628 |

## Normann, J. & O.,
*Skjærstad, Harstad, Norway*

| | |
|---|---|
| s. Marie | 60 |

## Normant, Pierre,
8, *Rue de Grèce, Tunis.*

| | |
|---|---|
| s. St. Brieuc | [illegible] |

## Nornan, Ångfartygs Aktieb.,
*Gothenburg, Sweden*
*See* T. AHRENBERG.

## Norra Karelens Ångb. Aktieb.,
*Joensuu, Finland.*
*See* P. PARVIAINEN & Co.

## "Norra Wettern," Ångf. Aktieb.,
*Askersund, Sweden.*
*See* O. SETTERBERG.

## Norrgard, J. W.,
*Sastmola, Finland.*

| | |
|---|---|
| Tytty | [illegible] |

## Norrköping Hamn,
*Norrköping, Sweden.*

| | |
|---|---|
| s. Isbrytaren | [illegible] |

## Norrland, Ångfartygs Atkiebolaget,
*Hernösand, Sweden.*
*See* H. RAMSTRÖM.

## Nors Jernbruks Aktiebolag,
*Edsvalla, Sweden.*
*See* E. F. HOLLENDER.

## Norsk Dampskibsselskab., Acties.,
*Bergen, Norway.*
*See* A. E. LEGANGER

## Norske Rigstelegraf, Den,
*Christiania, Norway.*

| | |
|---|---|
| s. Telegraf | [illegible] |

## Norske Stat, Den,
*Christiania, Norway.*

| | |
|---|---|
| s. Fram | [illegible] |
| s. Michael [illegible] | 75 |

## Norske Stats Fyrvæsen,
*Christiania, Norway.*

| | |
|---|---|
| s. [illegible] | [illegible] |

## Norstrand, E.,
*Copenhagen, Denmark.*

| | |
|---|---|
| Azira | [illegible] |

## North Alaska Salmon Co.,
122, *Davis Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Charles Hanson | [illegible] |
| Rita Newman | [illegible] |
| Sea Witch | 1172 |

## North America Wrecking Co.,
232, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. North America | [illegible] |

## North American Commercial Co.,
*Mills Building, San Francisco, Cal., U.S.*

| | |
|---|---|
| C. T. Hill | 133 |

## North American Dredging Co.,
*New York, U.S.*

| | |
|---|---|
| s. Atlantic | [illegible] |

## North American Mail Steamship Co.,
*Montreal.*

| | |
|---|---|
| s. Ethelwold | [illegible] |

## North American Transportation Co., Ld.,
*Quebec.*

| | |
|---|---|
| s. Admiral | 407 |

## North American Transportation & Trading Co.,
*Seattle, Wash., U.S.*

| | |
|---|---|
| s. [illegible] | [illegible] |

## North Atlantic Steam Ship Co., Ld.,
21-24, *State Street, New York, U.S.*
*See* T. HOGAN & SONS.

## North British Railway Co.,
23, *Waterloo Place, Edinburgh.*
(Marine Superintendent—L. H. Gilchrist, Craigendoran Pier, Helensburgh.)

| | |
|---|---|
| s. Dandie Dinmont | [illegible] |
| s. Kenilworth | [illegible] |
| s. Lady Clare | [illegible] |
| s. Lucy Ashton | [illegible] |
| s. Redgauntlet | [illegible] |
| s. Talisman | [illegible] |
| Tobin | 171 |
| s. Waverley | [illegible] |
| s. William Muir | [illegible] |

## North British Stm. Fishing Co., Ld.,
*Commercial Road, Aberdeen.*

| | |
|---|---|
| s. Ben Aden | [illegible] |
| s. Ben Aldor | [illegible] |
| s. Ben Attow | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Ben Lomond | [illegible] |
| s. [illegible] | [illegible] |
| s. Ben More | [illegible] |
| s. [illegible] Rinnes | [illegible] |
| s. Ben Voirlich | [illegible] |
| s. Ben Wyvis | [illegible] |
| s. Benachie | [illegible] |

s. designe les Vapeurs.

### North British Steam Packet Co. (H. Grierson)

(Secretary—L. H. Gilchrist),
*Craigendoran Pier, Helensburgh.*

Net Tons
s. Albatross ... [illegible]
s. Kittiwake ... [illegible]
s. Petrel ... [illegible]

### North Coast Steam Nav. Co., Ld.,

*3, Sussex Street North, Sydney, N.S.W.*

s. Burrawong ... [illegible]
s. City of Grafton ... 5[illegible]
s. Defender ... [illegible]
s. Electra ... [illegible]
s. Euroka ... [illegible]
s. Kallatina ... [illegible]
s. Kyogle ... [illegible]
s. Macleay ... 2[illegible]
s. Myee ... [illegible]
s. Nerong ... [illegible]
s. Nymboida ... [illegible]
s. Pyrmont ... [illegible]
s. Ramornie ... 2[illegible]
s. Rosedale ... [illegible]
s. Saint George ... [illegible]
s. Terara ... [illegible]
s. Tomki ... 3[illegible]
s. Wyoming ... 1[illegible]

### North Eastern Railway Co.,

*York.*

s. Blanche ... 12
s. Clarence ... 9
s. Cleveland ... 88
s. Cloch ... 170
s. Clyde ... 152
s. Cumbrae ... 173
s. Dauntless ... 9
s. Greatham ... 18
s. Iron ... 15
s. Nunthorpe ... 11
s. Salt ... 16
s. Seaton ... 2
s. Steel ... 15
s. Stranton ... 2
s. Toward ... 189
s. Tyne Dock No. 1 ... 8
s. William Gray ... 18

### North Eastern Shipping Co., Ld.,

*54, Market Street, Aberdeen.*
*See* G. ELSMIE & SON.

### North Eastern Steam Fishing Co., Ld.,

*Fish Docks, Great Grimsby.*

s. America ... 91
s. Aralia ... 113
s. Asia ... 66
s. Australia ... 66
s. Begonia ... 93
s. Canada ... 66
s. China ... 93
s. Cineraria ... 81
s. Dahlia ... 91
s. Europe ... 66
s. Euthamia ... 48
s. Fittonia ... 70
s. Gardenia ... 70
s. Hugelia ... 67
s. Imbricaria ... 69
s. India ... 93
s. Italy ... 55
s. Jonquil ... 49
s. Kalmia ... 93
s. Lobelia ... 53
s. Magnolia ... 100
s. Nuttallia ... 115
s. Olearia ... 76
s. Petunia ... 73
s. Quassia ... 98
s. Robinia ... 97
s. Salvia ... 100
s. Tasmania ... 66
s. Tilia ... 98
s. Uvularia ... 97
s. Virgilia ... 99
s. Wistaria ... 45
s. Yulan ... 61

### North German Lloyd's.

*See* NORDDEUTSCHER LLOYD.

### North, J. B., & Sons,

*Hantsport, N.S.*

Avonia ... 1629
Grenada ... 635

### North Lincolnshire Steam Fishing Co., Ld.,

*Grimsby.*
*See* T. SOWERBY.

### North Line Steam Fishing Co., Ld.,

*Commercial Road, Aberdeen.*
*See* J. A. HARROW.

### North Lonsdale Iron & Steel Co., Ld.,

*Ulverston, Lancashire.*

Net Tons
s. City of Liverpool ... [illegible]

### North Moor Steamships, Ld.,

*Pilgrim Street, Newcastle-on-Tyne.*
*See* W. RUNCIMAN & CO.

### North of England S.S. Co., Ld.,

67, *Church Street, West Hartlepool.*
*See* CROSBY, MAGEE & CO.

### North of Ireland Steam Ship Co., Ld.,

19, *Donegall Quay, Belfast.*
*See* W. R. REA.

### North of Scotland, Orkney & Shetland Steam Nav. Co.

(Manager—C. Merrylees),
*Matthew's Quay, Aberdeen.*

s. Earl of Zetland ... 146
s. Queen ... 233
s. Saint Clair ... 349
s. Saint Giles ... 285
s. Saint Nicholas ... 1[illegible]
s. Saint Ninian ... [illegible]
s. Saint Ola ... 1[illegible]
s. Saint Rognvald ... 2[illegible]
s. Saint Sunniva ... 4[illegible]

### North of Scotland Steam Fishing Co., Ld.,

38, *Union Street, Aberdeen.*
*See* W. MEFF, JR.

### North Pier Steamship Co., Blackpool, Ld.,

*Talbot Square, Blackpool.*

s. Belle ... 56
s. Clifton ... [illegible]
s. Deerhound ... [illegible]
s. Greyhound ... 213

### North River Steamboat Co.,

153, *Chambers Street, New York, U.S.*

s. Chrystenah ... 418
s. Raleigh ... 200

### North Sea Steam Co., Ld.,

20, *Adelphi, Aberdeen.*
*See* STEWART & MORTIMER.

### North Shore Railroad Co.,

*San Francisco, Cal., U.S.*

s. Tamalpais ... 1013

### North Shore Reduction Co., Ld.,

s. St. Joe ... 80

### North West Railway Company of Greece.

*Piræus, Greece.*

Net Tons
s. Calidon ... [illegible]

### North Western Commercial Co.,

*Pioneer Building, Seattle, Wash., U.S.*

Barbara Hornster ... 141

### North Western Steam Ship Co., Ld.,

*Seattle, Wash., U.S.*
*See* J. ROSENE.

### North Western Transportation Co.

(Manager—L. C. Waldo),
*Detroit, Mich., U.S.*

s. Fayette Brown ... 1[illegible]
George E. Hartnell ... 3[illegible]
s. Harvey H. Brown ... 1[illegible]
s. S. R. [illegible]by ... 1[illegible]

### Northern Co-operative Co., Ld.,

*Aberdeen.*

s. Thrift ... 141

### Northern Lighthouses, Commissioners of,

84, *George Street, Edinburgh.*

s. Hesperus ... 189
s. May ... 70
s. Pharos ... 241
s. Pole Star ... 197

### Northern Michigan Transportation Co.,

*Chicago, Ill., U.S.*

s. Illinois ... 1[illegible]
s. Missouri ... 1484

### Northern Navigation Co. of Ontario, Ld.,

*Collingwood, Ontario.*

s. Britannic ... 298
s. Huronic ... 2811

### Northern Petroleum Tank Steamship Co., Ld.,

*Exchange Buildings, Quayside, Newcastle-on-Tyne.*
*See* HUNTING & SON.

### Northern Shipowners' Co., Ld.,

112, *Penchurch Street, London, E.C.*
*See* POTTER BROS.

### Northern Steam Ship Co.

(Manager—W. C. Farrington),
*Buffalo, New York, U.S.*

s. North Land ... 2[illegible]
s. North West ... 2[illegible]

### Northern Steam Ship Co., Ld.,

*Newcastle-on-Tyne.*
*See* G. N. PATTERSON & CO.

### Northern Steam Ship Co., Ld.,

*St. Petersburg, Russia.*
*See* P. MORCH.

### Northern Steam Ship Co., Ld.

(Manager—Charles Rauson),
*Quay Street, Auckland, N.Z.*

Net Tons
s. Chelmsford ... 79
s. Clansman ... 336
s. [illegible] ... 69
s. [illegible] ... 156
s. Kanieri ... 115
s. Murital ... 134
s. Ngapuhi ... 299
s. Kia Ora ... 157
s. Mangapapa ... 87
s. Rarawa ... 451
s. Rotomahana ... 139
s. Taniwha ... 191
s. Terranora ... 199
Waimana (Aux. Stm.) ... 107
s. Waimarie ... 159
s. Waiotahi ... 169
s. Waitangi ... 34
s. Wakatere ... 157
s. Wellington ... 262

### Northern Union Steamboat Co., Ld.,

*Helensville, N.Z.*

s. Aotea ... 157
Senorita ... 324
s. Wairoa ... 67

### Northfield Steam Ship Co., Ld.,

*Old Castle Building, 26, Preeson's Row, Liverpool.*
*See* J. BROWN & SON.

### Northumberland Steam Fishing Co., Ld.,

*North Shields.*

s. Campville ... 19
s. Cragside ... 19

### Northumbrian Shipping Corporation, Ld.,

*Newcastle-on-Tyne.*
*See* L. MACARTHY.

### Northwestern Steam Ship Co.,

240, *La Salle Street, Chicago, Ill., U.S.*

s. Northeastern ... 1496
s. Northman ... 1306
s. Northtown ... 1297
s. Northwestern ... 1299

### Northwich Carrying Co., Ld.,

*Northwich, Cheshire.*

s. Alexandra ... 72
s. May ... 59

### Northwold Steam Fishing Co., Ld.,

*Grimsby.*
*See* T. SOWERBY.

### Norton, Thomas, & Co.,

*Maritime Building, 8–10, Bridge Street, New York, U.S.*

Francis S. Hampshire ... 992
Grace Deering ... 697
Helen A. Wyman ... 1521

### Norwegen, Naamlooze Vennootschap. Maats.,

*Westerstraat 5, Rotterdam, Holland.*
*See* D. BURGER & ZOON.

### Norwich & New York Propeller Co.,

*New London, Conn., U.S.*

s. Chelsea ... 417

### Norwick Steamship Co., Ld.,

*Exchange Buildings, Quayside, Newcastle-on-Tyne.*
*See* HUNTING & SON.

### Nossardi, G., & G. Drago,

*Via Felice Gazzolo, Nervi; and Via Conservatori, del Mare, Genoa, Italy.*

Net Tons
Ern ... 1[illegible]

### Nostragis, A.,

*Syra, Greece.*
(Bank of Athens.)

s. Vrissilis ... 9[illegible]

### Nosworthy, Spencer S.,

*Port Elizabeth, S. Africa.*

s. Victoria ... 7[illegible]

### Notias, Georgios,

*Chios, Turkey.*

Chios ... 757

### Noto Toyokichi,

9, *Saiwai Machi, Hakodate Ku, Prov. Oshima, Hokkaido, Japan.*

s. Chitose Maru ... 2[illegible]

### Noto Zenkichi,

82, *Funamicho, Hakodateku, Prov. Oshima, Japan.*

s. Fukushima Maru ... 69
s. Hakodate Maru ... 308

### Nourse, James, Ld.,

4, *Lloyd's Avenue, London, E.C.; and at* 5, *Commercial Buildings, Calcutta.*

Arno ... 1685
Avon ... 1438
Clyde ... 165[illegible]
Elbe ... 1528
Ems ... 1689
Erne ... 1528
Forth ... 1713
s. Hughli ... 124
s. Indus ...
Lena ... 1582
Main ... 1540
Mersey ... 1713
Moy ... 1544
Rhine ... 1556
Rhone ... 1618

### Noussitou, S.,

25 *de Mayo* 49, *Buenos Ayres, Argentine Republic.*

Jejuy ... 102

### Nova Companhia de Navegação no Quanza,

74, *Rua dos Capellistas, Lisbon, Portugal.*
(Manager in Loanda, W. C. A. Agostinho Sisenando Marques)

s. Cunga ... 140
s. Silva Americano ... 146

### Nova Scotia Lumber Co.,

*Parrsboro, N.S.*

Wandrian ... 311

### Nova Scotia Steel & Coal Co., Ld.,

*New Glasgow, N.S.*

s. Wasis ... 2[illegible]
s. Wobain ... 9[illegible]

### Novak, Vincenzo, fu G.,

*Spalato, Dalmatia, Austria.*

s. Algarve ... 378



s. signifies Steamer.

**Novocastrian Shipping Co., Ld.,**
*Newcastle-on-Tyne.*
*See* W. J. STEPHENS & Co.

**Noyetsu Shosen Kabushiki Kaisha,**
*Naoyetsu, Japan.*
Net Tons
s. Tsukui Maru ..... [illegible]

**Nugnes, G.,**
*Procida, Italy.*
Concettina ..... 380
Protettore ..... 456

**Nurminen, John,**
*Raumo, Finland.*
[illegible] ..... [illegible]
[illegible] ..... 240
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**Nurse, Amos C.,**
*Bridgwater.*
Clareon ..... 78

**Nurse Bros.,**
*The Elms, Gloucester.*
C. & F. Nurse ..... [illegible]

**Nurse, Charles H.,**
*Ashton Villa, Honyatt Road, Gloucester.*
Mary & Elizabeth ..... 88

**Nurse, Frank,**
*The Elms, Heathville Road, Gloucester.*
Vita ..... [illegible]
Victoria ..... 78
Watt ..... 98
Welsh Belle ..... [illegible]

**Nurse, G.,**
*Water Lane, Temple, Bristol.*
s. Corbeil ..... 76

**Nurse, L. W.,**
23, *Bath Road, Bridgwater.*
John Gibson ..... 87
Sunshine ..... 76

**Nutt, W.,**
*Rockport, Maine, U.S.*
Silas McLoon ..... 116

**Nutten, J.,**
164, *Market Street, Aberdeen.*
(Silver City Steam Trawling Co., Ld.)
s. Ask ..... 48
s. [illegible] ..... 45
s. [illegible] ..... 45
s. [illegible] ..... 48
s. [illegible] ..... 52
s. Petrel ..... 51

**Nutten, J. & W.,**
*Aberdeen.*
s. Nellie Nutten ..... [illegible]

**Nyberg, A., & H. Sjoblad,**
*Kristinestad, Finland.*
[illegible] ..... [illegible]

**Nye, Clare & Co.,**
88, *Bishopsgate Street Within, London, E.C.*
(S.S. Camperdown Co., Ld.)
Net Tons
s. Collingwood ..... 1527
(S.S. Trafalgar Co., Ld.)
s. Rodney ..... [illegible]

**Nygaard, Anna,**
*Stavanger, Norway.*
Activ ..... [illegible]

**Nylund, J. A.,**
*Nystad, Lökö, Finland.*
Olivia ..... [illegible]
Palme ..... [illegible]

**Nylund's, A. W., Enka,**
*Nykyrki, Finland.*
Wilmo ..... 270

**Nyman, C. E.,**
*Stockholm, Sweden.*
(Ångf. Aktieb. Stockholm-Lübeck.)
s. Gustaf Wasa ..... 249
s. Sydkusten ..... 189

**Nyman, G. A.,**
*Malmö, Sweden.*
Kungsborg ..... 113
Solido ..... 175

**Nyström, Ferd.,**
*Slite, Gotland, Sweden.*
Amor ..... 122
August ..... 102
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# O

**O'Brien, E. A.,**
*Noel, N.S.*
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**O'Brien, George,**
*Maccan, Cumberland co., N.S.*
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**O'Brien, Osmond, & Co.,**
*Noel, N.S.*
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**O'Connell, Elizabeth W.,**
*Kingston, Jamaica.*
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**O'Dwyer, Timothy,**
*Kent Street, Maryborough, Queensland.*
Roderick Dhu ..... [illegible]

**O'Gilvie, W. F.,**
*Castleton, State Is., New York, U.S.*
Edith ..... [illegible]

**O'Keefe, D.,**
*Taunton, Mass., U.S.*
William D. Marvel ..... [illegible]

**O'Keefe, W. J.,**
*St. Magdalen's, Wexford.*
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s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Kwan-on Maru No. [illegible] ..... [illegible]
s. Nagasaki Maru ..... [illegible]
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**Oberg, N.,**
7, *Birger Jarlsgatan, Stockholm, Sweden.*
(Rederiaktieb. Stockholm-Wermdö.)
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**Occidental & Oriental S.S. Co.,**
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s. Polyphemus ..... [illegible]
s. Rhipeus ..... [illegible]
s. [illegible] ..... [illegible]

**Ocean Navigation Co., Ld.,**
*Standard Buildings, 102, Hope Street, Glasgow; 5, Exchange Place, Middlesbro'; [illegible], Lloyd's Avenue, London, E.C.*
*See* A. WEIR & Co.

**Ocean Sjoforsakrings Aktieb.,**
*Gothenburg, Sweden.*
*See* A. LILLIENAU.

**"Océan" Société Anonyme, Belged'Armament & de Navigation,**
8, *Rue Gramaye, Antwerp, Belgium.*
*See* L. DENS & Co.

**Ocean Steam Fishing Co., Ld.,**
*Wharncliffe Road North, Fish Docks, Grimsby.*
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**Ocean Steam Ship Co., Ld.,**
*India Buildings, Water Street, Liverpool.*
*See* A. HOLT & Co.

**Ocean Steam Ship Co.**
(SAVANNAH LINE),
*Spring St., North River, New York, U.S.*
s. Chattahoochee ..... 1888
s. City of Atlanta ..... 4000
s. City of Augusta ..... 1929
s. City of Columbus ..... 4111
s. City of Macon ..... 3898
s. City of Memphis ..... 3931
s. City of Savannah ..... [illegible]
s. J. F. Hanson ..... [illegible]
s. Nacoochee ..... [illegible]
s. Tallahassee ..... [illegible]
(New England & Savannah S. [illegible])
s. City of Birmingham ..... [illegible]
s. Kansas City ..... [illegible]

**Ocean Trawling Co., Ld.,**
35a, *Union Street, Aberdeen.*
*See* W. GRIEVE.

**"Oceana," Actieselskabet,**
*Sandefjord, Norway.*
*See* JOHAN BRYDE.

**Oceanic Steam Nav. Co., Ld.**
(WHITE STAR LINE),
30, *James Street, Liverpool, & 34, Leadenhall Street, London, E.C.*
*See* ISMAY, IMRIE & Co.

**Oceanic Steam Ship Co.**
(SPRECKELS LINE),
327, *Market Street, San Francisco, U.S.*
[illegible] ..... [illegible]
s. Mariposa ..... [illegible]
s. Sierra ..... [illegible]
s. [illegible] ..... [illegible]
s. Ventura ..... [illegible]
s. [illegible] ..... [illegible]

**Ochoa, Viuda de,**
*Nasia, Spain.*
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Odelberg, O. W.,**
*Gustafsberg, Vermdö, Stockholms län, Sweden.*
(Gustafsbergs Fabriks Intressenter.)
s. [illegible] ..... [illegible]
s. Gustafsberg II. ..... [illegible]
s. Gustafsberg IV. ..... [illegible]
s. [illegible] V ..... [illegible]

**Odenius, Ernst,**
*Gothenburg, Sweden.*
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
(Ångf. Aktieb. "[illegible]")
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
(Ångf. Aktieb. Lumens.)
s. K[illegible] ..... [illegible]
(Ångf. Aktieb. Ström.)
s. J[illegible] ..... [illegible]

**Odessa Commercial School,**
Trustees of,
*Odessa, Russia.*
Grand Duchess Maria Nicolaevna ..... [illegible]

**Odman, C. J.,**
*Fiskebäckskil, Sweden.*
Carl [illegible] ..... [illegible]
Sofia [illegible] ..... [illegible]

**Odman, J. A.,**
*Efvenäs Skyttegård, Fiskebäckskil, Sweden.*
[illegible] ..... [illegible]

**Odmann, C. A.,**
*Malmö, Sweden.*
(Svenska Cementförsäljn. Aktieb.)
s. [illegible] ..... [illegible]

**Oei Tek Leng,**
*Rioux, Dutch East Indies.*
s. [illegible] ..... [illegible]

**Oei Tiang Tjai,**
*Rioux, Dutch East Indies.*
s. Emily ..... [illegible]
s. Resident [illegible] Bureo ..... [illegible]

**Oelckers, C.,**
*Puerto Montt, Chile.*
[illegible] ..... [illegible]
[illegible] ..... [illegible]

**Oelckers Hermanos,**
*Puerto Montt, Chili.*

| | Net Tons |
|---|---|
| Calbuco | 857 |
| s. Chacao | [illegible] |
| Huar | 651 |
| Nelly | 199 |
| Olive Mount | 644 |
| Quemchi | 634 |
| Reloncavi | 573 |
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**Oelricks, Augustus E. G.,**
158, *Water Street, New York, U.S.*
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**Ogle, Arthur W.,**
*Waitara, Taranaki, N.Z.*
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**Ogmore Steamship (1899) Co., Ld.,**
109, *Bute Street, The Docks, Cardiff.*
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**Ogwen Ship Co., Ld.,**
14, *Water Street, Liverpool.*
*See* W. THOMAS & Co.

**Ohazaki Tokichi,**
*Kobé, Japan.*
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| s. Gere | 420 |
| s. Hugin | 975 |
| s. Munin | 776 |
| s. Njord | 1391 |
| s. Parran | 1245 |
| s. Sleipner | 860 |
| s. Thor | 944 |
| s. Ydun | 775 |

**Ohlsen, Frithjof,**
*Fredrikswærn, Norway.*
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**Ohlsen, N. J.,**
*Marstal, Denmark.*

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**Ohlsson, Jonas,**
*Råå, Sweden.*
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**Ohlsson, R. T.,**
*Timmernabben, Ålem, Sweden.*

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*Dünamündsche Strasse 15, Rigas, Russia.*
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*Saiwaicho, Osaka, Japan.*
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**Oiye Shosen Goshi Kaisha,**
36, *Ichome, Saiwaicho Nishiku, Osaka, Japan.*
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**Ojiro Kisen Goshi Kaisha,**
*Nichome, Koamichi (Yorotgashi) Nippon bashi Ku, Tokio, Japan.*

| | |
|---|---|
| s. Bankoku Maru | 1451 |
| s. Doyo Maru | 1343 |
| s. Musashino Maru | 2131 |
| s. Nanyo Maru | 2338 |
| s. Toyo Maru | 1585 |

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2628, *Mukojima Okawamachi Mitsumajun, Prov. Chikugo, Japan.*

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**Oki Kisen Kabushiki Kaisha,**
*Osaka, Japan.*

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*Nawa, Prov. Riukiu, Japan.*
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**Olcott, F. P.,**
54, *Wall Street, New York, U.S.*
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**Old Colony Steamboat Co.**
(Fall River Line),
*Pier 19, North River, New York, U.S.*
*See* NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.

**Old Dominion Steam Ship Co.**
(Old Dominion Line),
81-85, *Beach Street, New York, U.S.*

| | |
|---|---|
| s. Accomack | 374 |
| s. Albemarle | 328 |
| s. Berkeley | 648 |
| s. Brandon | 639 |
| s. Guyandotte | 1651 |
| s. Hamilton | 2026 |
| s. Hampton | 315 |
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| s. Jefferson | 2025 |
| s. Luray | 330 |
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| s. Ocracoke | 303 |
| s. Princess Anne | 2017 |
| s. R. L. Meyers | 82 |
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**Oldenburg - Portugiesische Dampfschiffs-Rhederei**
(Managing Director—A. Schultze),
*Oldenburg, Germany.*

| | |
|---|---|
| s. Brake | 685 |
| s. Bremen | 946 |
| s. Casablanca | 1043 |
| s. Cintra | 711 |
| s. Faro | 720 |
| s. Guadiana | 301 |
| s. Lisboa | 1050 |
| s. Mazagan | [illegible] |
| s. Nordsee | 262 |
| s. Oldenburg | 829 |
| s. Ostsee | 194 |
| s. Portimão | 923 |
| s. Portugal | 588 |
| s. Sines | 934 |
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**Olin, E.,**
*Helsingborg, Sweden.*

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**Olivari, Antonio, di Luigi,**
19, *Rue Coutellerie, Marseilles, France.*
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**Olivari, Davide,**
*Corso Regina Margherita, Camogli, Italy.*
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**Olivari, Elisa Mortola in,**
*Via Garibaldi No. 70, Camogli, Italy.*
Aline ... 736

**Olivari, G. B.,**
*Via al Boschetto, Camogli, Italy.*

| | |
|---|---|
| Herat | 1400 |
| Padre | 570 |
| Sophocles | 1108 |

**Olivari, G. B. A.,**
*Cuyo 334, Buenos Ayres, Argentine Republic.*
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**Olivari, Gaetano Daniele, di Fort.,**
*Via Vittorio Emanuele, Camogli, Italy.*

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| Andaman | 950 |
| Lake Erie | 938 |

**Olivari, Giovanni,**
*Ponte Morosini, Genoa, Italy.*

| | |
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**Olivari, Maria Capurro,**
*Boschetto, Camogli, Italy.*
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**Olivari, Matteo, fu G.,**
*Piazza Brignole No. 1-11, Genoa, Italy.*
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**Olivari, Paolo, fu Angelo,**
*San Rocco, Camogli, Italy.*
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**Olivari, Prospero & Davide Fratelli,**
*Camogli, Italy.*
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*Carleton, St. John, N.B.*
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*Para, Brazil.*
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**Olivieri, Giuseppe,**
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*Torre del Greco, Italy.*
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61, *Neuerwall, Hamburg, Germany.*
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**Olofsson, E. K.,**
*Wärdö, Åland, Finland.*

| | |
|---|---|
| Altai | 397 |
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**Olofsson, J.,**
*Digernäs, Grenvalla, Sunne sn., Sweden.*
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*Wärdö, Åland, Finland.*
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**Olofsson, L.,**
*Wärdö, Åland, Finland.*

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**Olsen, A.,**
*Fredriksstad, Norway.*

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| Constance | 632 |
| Louise | 593 |
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**Olsen, A. B.,**
*Lyngör, Risör, Norway.*
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**Olsen, A. E.,**
*Tvedestrand, Norway.*
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**Olsen, A. G.,**
*Fredrikshald, Norway.*

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| Helena | 268 |
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**Olsen, A. O.,**
*Sandnæs, Stavanger, Norway.*

| | |
|---|---|
| Erling | 1216 |
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| Sigurd | 1499 |
| Stratford | 1070 |



s. signifies Steamer.

**Olsen, And. Biering,**
*Tvedestrand, Norway.*
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Dovre ... 4[illegible]

**Olsen, Andr.,**
*Bergen, Norway.*
s. Bergenhus ... 2344
s. Lövtakken ... 2002
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s. Rauma ...
s. Stalheim ...
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**Olsen, B. A., & Son,**
*Lyngör, Risör, Norway.*
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**Olsen, E. M.,**
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**Olsen, Fred.,**
*Skippergaden 14, Christiania, Norway.*
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**Olsen, Gunder,**
*Arendal, Norway.*
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**Olsen, H. B.,**
*70, Church Street, West Hartlepool.*
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**Olsen, J. L.,**
*Farsund, Norway.*
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**Olsen, J. W.,**
*Fredrikstad, Norway.*
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**Olsen, Jacob R.,**
*P.O. Box 68, Bergen, Norway.*
s. Alf ... 1970
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s. Lif ... 1979
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s. Sif ... 2319
s. Urd ... 1365

**Olsen, Jens.,**
*Kragerö, Norway.*
Fama ...

**Olsen, Jens,**
*Grimstad, Norway.*
Net Tons
Mark Twain ...

**Olsen, Jens Chr.,**
*Moss, Norway.*
s. Glommen ...
s. Rutland ...
(Actien Alphn.)
s. Alphn ...
s. Alphn ...
s. Beta ...

**Olsen, Julius,**
*Kjorrefjord, pr. Farsund, Norway.*
Werner ...

**Olsen, Karl J.,**
*Kragerö, Norway.*
Eglantine ...

**Olsen, Kornelius,**
*Stavanger, Norway.*
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**Olsen, L.,**
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**Olsen, M.,**
*Frydenborg, Sandefjord, Norway.*
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*5, Market Street, San Francisco, Cal., U.S.*
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*11, Kyrkogatan, Gothenburg, Sweden.*
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**Olson, M.,**
*6, Mission Street, San Francisco, Cal., U.S.*
Charles F. Crocker ...

**Olson, O J.,**
*127, Mission Street, San Francisco, Cal., U.S.*
Andr. Mahony ...
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**Olsson, J.,**
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**Olsson, J. E.,**
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**Olsson, J. P.,**
*Rådd, Raus, Sweden.*
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**Olsson, Joh.,**
*Orost, Sweden.*
Carolina ...

**Olsson, K. J.,**
*Mörtö, Hafverö, Sweden.*
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**Olsson, L. M.,**
*Lerberget, Höganas, Sweden.*
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**Olsson, Lars,**
*Rådd, [illegible] sn., Sweden.*
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**Olsson, Niclas,**
*Gimsås, Morlanda, Sweden.*
[illegible] ...
Ragnar ...
Sirius ...
Sophie ...
Ynez ...

**Olsson, Nils,**
*Gislöf, Östra Nöbbelöf, Sweden.*
[illegible] ...

**Olsson, O.,**
*Åhus, Sweden.*
Nordenskjold ...
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**Olsson, O.,**
*Ystad, Sweden.*
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*Fiskebäckskil, Sweden*
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**Olsson, P. A.,**
*Qvilla, Torsås, Sweden*
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**Olsson, S.,**
*Gamla Lödöse, Sweden.*
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(Nya Ångb. Aktieb. "Lilla Edet.")
s. Gota Elf ...
s. Saro ...

**Olsson, S. E.,**
*Assarebo, Gärdhem, Sweden.*
Mathilda ...
Theolinda ...

**Oltmann, D.,**
*Brake, Germany.*
Falke ...
[illegible] ...
Henny ...
Pelotas ...

**Omdal, T.,**
*Lund, pr. Christianssand, Norway.*
Ravnen ...

**Omer, Ismail,**
*Rize, Asiatic Turkey.*
Zeilani Bahri ...

**Omer Suleiman,**
*Karadjd, Turkey.*
Hifzi Rahman ...

**Omeri, Nassuf,**
*Scutari, Albania.*
Hairlie ...

**Ommeren, Ph. van.,**
*Rotterdam, Holland.*
(Stoomvaart Maatschappij Maas)
s. Barendrecht ...
s. Dordrecht ...
s. Katendrecht ...

s. désigne les Vapeurs.

**Ommundsen, A.,**
*P.O. Box 194, Pernambuco, Brazil.*
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**Oñate, J. D.,**
*Manila, Philippine Islands.*
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**Onega Wood Co.,**
*St. Petersburg, Russia.*
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*Palembang, Sumatra, Dutch E. Indies.*
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**Onischenko, E. S.,**
*Rostoff-on-Don, Russia.*
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**Onken, G. J.,**
*Rhandermoor, West Rhauderfehn, Germany.*
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**Onnes, J. J.,**
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*Dago, Russia.*
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**Onward Steam Fishing Co., Ld.,**
*Wharncliffe Road North, Fish Docks, Grimsby.*
*See* T. ROBINSON.

**Oostzee, Stoomvaart Maats.,**
*Amsterdam, Holland.*
*See* VINKE & Co.

**Oppen, M., & Co.,**
*Laurvig, Norway.*
s. Aurora ..... 867
Excelsior ..... 1347

**Oppen, M. H.,**
*Laurvig, Norway.*
Bonovento ..... 1271
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**Oppenheim, H.,**
*Constantinople, Turkey.*
s. Maria Antoinetta ..... 333

**Orders & Handford,**
132, *Dock Street, Newport, Mon.*
s. Rocio ..... 803
Orders & Handford S.S. Co., Ld.)
s. Muriel ..... 1141
s. Refugio ..... 791
s. Reggio ..... 876
s. Rhio ..... 1505
s. Rosario ..... 1164
s. Sirdar ..... 825

**Orebro Nya Rederiaktieb.,**
*Orebro, Sweden.*
*See* C. G. GYLLANDER.

**Oregon Coal & Navigation Co.,**
*Broadway & East Streets, San Francisco, U.S.*
Net Tons
s. Arcata ..... 416
s. Empire ..... 526

**Oregon Railroad & Navigation Co.**
(General Manager—A. L. Mohler),
*Portland, Oregon, U.S.*
s. Columbia ..... 1746
s. George W. Elder ..... 1225
s. Olympian ..... 1083
s. Wallula ..... [illegible]

**Öresund, Dampskibs Selskabet,**
*Havnegade 47, Copenhagen, Denmark.*
*See* J. D. KROGH.

**Orient Steam Fishing Co., Ld.,**
*Fish Dock Road, Grimsby.*
s. Cato ..... 25
s. Favo ..... 25
s. Jason ..... 50
s. Ladas ..... 61
s. Lysander ..... 65
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**Orient Steam Navigation Co., Ld.**
(Secretary—E. A. Veale),
13, *Fenchurch Avenue, London, E.C.*
s. Cuzco ..... 2156
s. Omrah ..... 4584
s. Ophir ..... 2920
s. Orient ..... 3434
s. Ormuz ..... 3202
s. Orontes ..... 4622

**Oriente, Linea de Vapores de**
(Director, Tomas R. Olivares),
*Caracas, Venezuela.*
s. El-Caratal ..... 140

**Orinoco Steam Ship Co.,**
32, *Broadway, New York, U.S.*
s. Manzanares ..... 654

**Orion, Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Orion, Rederiaktieb.,**
*Oscarshamn, Sweden.*
*See* O. WINGREN.

**Orison, E.,**
*New York, U.S.*
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**Orkedalske Dampskibsselskab.**
*Orkedalen, Norway.*
*See* M. F. H. RAMBECH.

**Orkney Steam Navigation Co., Ld.,**
*Kirkwall.*
Net Tons
s. Orcadia ..... 50

**Orlandi, Francesco,**
*Piazza Giovanni Pacini, Viareggio, Italy.*
Amelia ..... [illegible]

**Orlando, A., & T. Astarita,**
*Via S. Brigida 63, Naples, Italy.*
(Società Italiana di Nav. a Vela.)
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**Ormiston, M.,**
*Gabarous, Cape Breton, N.S.*
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**Ornen, Aktieselsk.,**
*Sandefjord, Norway.*
*See* CHR. CHRISTENSEN.

**Ormston, Charles W., & Co.,**
*Beaconsfield Chambers, Sandhill, Newcastle-on-Tyne.*
s. Enfield ..... 1364

**Orpheus Shipping Co., Ld.,**
36, *West Sunniside, Sunderland.*
*See* J. TAYLOR & Co.

**Orr, John A.,**
*Rexton, Kent co., N.B.*
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**Ortega, Andrés,**
*Porlamar, Margarita, Venezuela.*
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**Ortega de Bellorin, Amalia,**
*Campano, Venezuela.*
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**Ortiz, A.,**
*Manila, Philippine Islands.*
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**Örum, Joh.,**
*Eilert Sundts Gade 43, Christiania, Norway.*
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**Orvig, P.,**
*Brevig, Norway.*
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**Orvis, Wm. H.,**
*Cliff Ship Yard, Ipswich.*
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**Osaka, City of,**
*Osaka, Japan.*
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s. Sakihana Maru No. 2 ..... 77
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**Osaka Shosen Kabushiki Kaisha,**
54, *Tomijimacho, Kitaku, Osaka, Japan.*
Net Tons
s. Aikoku Maru ..... 1104
s. Akashi Maru ..... 974
s. Anekawa Maru ..... 169
s. Annei Maru ..... 334
s. Anping Maru ..... 1053
s. Asahi Maru ..... 212
s. Chikugogawa Maru ..... 440
s. Chikusagawa Maru ..... [illegible]
s. Chinzei Maru ..... 320
s. Daigi Maru ..... 847
s. Daijin Maru ..... 900
s. Dairei Maru ..... [illegible]
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s. Fukuoka Maru ..... 1998
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s. Fuso Maru ..... 184
s. Futami ..... 572
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s. Heijo Maru ..... 745
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s. Keelung Maru ..... 1035
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s. Taichu Maru ..... 1804
s. Taihoku Maru ..... 1734
s. Tainan Maru ..... 1788
s. Taito Maru ..... 1246
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s. Yoshidagawa Maru ..... 192
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**Osborn, Walter S.,**
*Edgartown, Mass., U.S.*
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**Osborn & Wallis,**
*The Exchange, Cardiff.*
s. Clifton ..... 77
s. Dolcoath ..... 1082
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**Osborne, A. & R.,**
*Grimsby.*
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**Osborne, Frank M.,**
*Willoughby, Ohio, U.S.*
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s. John W. Moore ..... 1089

**Oscarshamns Ångf. Aktieb.,**
*Oscarshamn, Sweden.*
*See* C. A. IDESTRÖM.

**Oscarshamns Mekaniska Verkstads Aktiebolag,**
*Oscarshamn, Sweden.*
Eva ..... [illegible]

**Oschmuzneck, M., & J. Karklin,**
*Bihle, Uppesgriew, Riga, Russia.*
Delphin ..... 179

**"Osilia," Dampfschiff. Ges.,**
*Arensburg, Russia.*
s. Constantin ..... 219

**Osman Captan,**
*Sinope, Asiatic Turkey.*
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*Tereboli, Turkey.*
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*Dulcigno, Montenegro.*
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**Osmena, Tomas,**
*Manila, Philippine Islands.*
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**Osmundsen, G.,**
*Farsund, Norway.*
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**Osolin, B.,**
*Mühlgraben, Riga, Russia.*
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**Osolin, J., & J. Kraukle,**
*Salismünde, pr. Lemsal, Livland, Russia.*
Jadviga ..... 299

**Ostasiatische Handelsgesellschaft,**
*Heintzehof, 14/16, Alsterthor, Hamburg, Germany.*
*See* A. E. SCHULDT.

**Östasiatiske Kompagni, Aktieselskab Det,**
*Frihavnen, Copenhagen, Denmark.*
s. Anamba ..... 1158
s. Bintang ..... 873
s. Boribat ..... 352
s. Chakrabhongs ..... 352
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s. Prinsesse Marie ..... 3518
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s. Redang ..... 293
s. Siam ..... 2489

**Östbornholmske Dampskibsselskabet,**
*Nexö, Denmark.*
*See* M. SONNE.

s. signifies Steamer.

**Österberg, C. P.,**
*Malmö, Sweden.*
Net Tons
Goto ..... [illegible]

**Osterberg, Gösta,**
*Trelleborg, [illegible]*
s. Bjalbo ..... [illegible]
s. [illegible] ..... [illegible]

**Osterdalarnes Ångb. Aktieb.,**
*Mora, Sweden.*
*See* J. G. Ros

**Österlund, J. E.,**
*Stockholm, Sweden.*
Richard ..... [illegible]

**Osterlund, J. G.,**
*Wardö, Finland.*
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**Österman, A. O. V.,**
*Norrtelje, Sweden.*
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*Oxhalsö, Bildö, Sweden.*
Adler ..... 157

**Österman, J. F.,**
*Wilhelmsberg, Segmon, Sweden.*
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**Osterman, M.,**
*Lokalaks, Finland.*
Alma ..... [illegible]

**Östersjön, Ångfartygs Aktiebolaget,**
*Norrtelje, Sweden.*
*See* C. A. GRIP.

**Östersöen, Dampskibsselskabet,**
33, *Amaliegade, Copenhagen, Denmark.*
*See* PETER L. FISKER (HECKSHER & SÖN).

**Östhammar, Ångf. Aktieb,**
*Östhammar, Sweden.*
*See* M. LUNDQVIST.

**Östlandske, Kulkompagnie,**
*Christiania, Norway.*
*See* H. JENSEN.

**Östlandske Lloyd,**
(Manager—Rolf Andvord)
*Christiania, Norway.*
s. Aasnes ..... 547
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s. Margrete ..... [illegible]
s. Prinsesse ..... 434
s. Silvretta ..... [illegible]
s. Sterling ..... [illegible]

**Östlund, A.,**
*Enköping, Sweden.*
(Enköpings Ångfartygs Aktiebolag.)
s. Enkoping I. ..... 124
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**Ostra Sverige, Rederiaktiebolaget,**
8, *Stadsgården, Stockholm, Sweden.*
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**Östra Sveriges Ångb. Aktieb.,**
*Mönsterås, Sweden.*
*See* L. W. PETTERSSON.

**Ostroffsky, E.,**
*Pouschkinskaya 16, Odessa, Russia.*
Net Tons
[illegible] ..... [illegible]

**Ostrom, S.,**
*Gothenburg, Sweden.*
s. Oscar ..... 75

**Ostsee Dampf. Act. Ges.,**
*Stettin, Germany.*
*See* H. F. KOEPCKE.

**Osumi Tanegoro,**
*Tsuruga, Japan.*
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*Beresford House, Swansea.*
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s. Birda ..... 66
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**Otago Harbour Board,**
*Dunedin, N.Z.*
s. Koputai ..... 5

**Otermin, Viuda de J. B.,**
*San Sebastian, Spain.*
s. Elcano ..... 25
m Juan Bautista ..... [illegible]

**Otman, A. Rosenfeld. and K. Janberg,**
*Riga, Russia*
Polana ..... 127

**Ott, Oscar,**
22, *Neue Grönlingerstrasse, Hamburg, Germany.*
s. Emma ..... 771

**Ottawa Forwarding Co., Ld.**
(Manager—James H. Hall),
*Ottawa, Ontario.*
s. Hall ..... 136
s. Olive ..... 103
s. Scotsman ..... 114
s. Welshman ..... [illegible]

**Ottawa River Navigation Co.,**
165, *Common Street, Montreal, Canada.*
s. Duchess of York ..... 262
s. Empress ..... 372
m Maude ..... 144
s. Princess ..... 331
s. Sovereign ..... 323
s. Victoria ..... 198

**Ottmann, A., & A. Lakschewitz.**
*Windau, Russia.*
Net Tons
Ira ..... 114

**Ottmann, C., & D. Schwanenberg,**
*Windau, Russia.*
[illegible] ..... [illegible]

**Ottmann, D.,**
*Kalnezeemsche Strasse 12, Riga, Russia.*
Delta ..... 535

**Otto, George,**
*Borough Road, North Shields.*
s. Alice Otto ..... 817
s. Helen Otto ..... [illegible]

**Otto Thoresens Linie,**
Dampskibsacties.,
*Raadhusgaden, 9, Christiania, Norway.*
*See* OTTO THORESEN.

**Ottoman Steam Navigation Co.**
*See* IDAREI MASSOUSIEH.

**Ousejnoff, A. K. & A.,**
*Baku, Russia.*
s. Alesgerje ..... [illegible]

**Ousejnoff, A. U., A. Mustafaeff, and A. D. Ousejnoff,**
*Baku, Russia.*
s. Kahn Ousejnoff ..... 668

**Ousejnoff, Aga Dadasch,**
*Baku, Russia.*
s. Gani Ousejnoff ..... 851

**Ousejnoff, Mamed Bagir,**
*Baku, Russia.*
s. Alekber Ousejnoff ..... [illegible]
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s. Sulciman Ousejnoff ..... 1220

**Oustradjoglou, I. M.,**
*Constantinople, Turkey.*
Selamet Hair ..... 147

**Outridge, Percival P.,**
*New Farm, Brisbane, Queensland.*
Three Cheers ..... 109

**Outzen, N. J.,**
*Sönderho, Fanö, Denmark.*
Merida ..... [illegible]

**Overzeesche Vrachtvaart Maatschappij,**
*Rotterdam, Holland.*
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**Övergaard, Lauritz E.,**
*Greaaker, Norway.*
s. [illegible] ..... 911

**Ovesen, O.,**
*Christiansand, Norway.*
Olga ..... [illegible]

**Owen, Hugh,**
*"King's Head," Amlwch, Anglesea.*
Net Tons
[illegible] Evans ..... 74

**Owen, J. E., Transportation Co.,**
39, *Moffat Building, Detroit, Mich., U.S.*
s. John Owen ..... 1009

**Owen, Moses,**
*Tyddyn Tirion, Llanfairmathafarnetthaf*
William Jones ..... 70

**Owen, R.,**
28, *Brunswick Street, Liverpool.*
(Liverpool & Cardigan Bay [illegible] Co., Ld.)
s. Telephone ..... [illegible]

**Owen, W. D.,**
1, *Chapel Street, Portmadoc.*
Industry ..... 80
Katie ..... [illegible]
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**Owens,**
*Borth, Portmadoc.*
Catherine & Margaret ..... [illegible]

**Owens, John,**
*Sorton Villa, Abersoch, Carnarvon.*
Mary Owens ..... 130

**Owens, M. (Mrs.),**
41, *North Parade, Aberystwith.*
Ellen Beatrice ..... 76

**Oxelösunds Rederiaktieb.,**
*Oxelösund, Sweden.*
*See* P. THAM.

**Oxner, S. Watson,**
*Lunenburg, N.S.*
Maple Leaf ..... [illegible]

**Ozaki Fusataro,**
95, *Rokuchome, Atoicho, Yokohama Sht. Kanagawa Ken, Japan.*
s. Nakamura Maru ..... [illegible]
s. Sunzu Maru ..... [illegible]

# P

**Pace, Francesco,**
*Malta.*
Net Tons
s. Augustine ..... [illegible]
s. Fitzgerald ..... [illegible]

**Pacific American Fisheries Co.,**
*Fairhaven, Wash., U.S.*
s. Ernest A. Hamil ..... [illegible]

**Pacific Cable Board,**
24, *Queen Anne's Gate, London, S.W.*
s. Iris ..... [illegible]

**Pacific Coast Co.,**
1, *Nassau Street, New York, U.S.*
*See* PACIFIC COAST STEAMSHIP Co., San Francisco.

**Pacific Coast Oil Co.,**
*Rialto Building, San Francisco, Cal., U.S.*
s. Asuncion ..... [illegible]
s. George Loomis ..... [illegible]

**Pacific Coast Steamship Co.**
10, *Market Street, San Francisco, U.S.*
s. Al-Ki ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] Bay ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] Cruz ..... [illegible]
s. [illegible] Rosa ..... [illegible]
s. [illegible] ..... [illegible]
(Pacific [illegible] Co.)
s. City of Puebla ..... [illegible]
s. City of Seattle ..... [illegible]
s. City of Topeka ..... [illegible]
s. Corona ..... [illegible]
s. Cottage City ..... [illegible]
m Curaçao ..... [illegible]
s. Montara ..... [illegible]
s. [illegible] ..... [illegible]
s. Ramona ..... [illegible]
s. [illegible] ..... [illegible]
s. Senator ..... [illegible]
s. Spokane ..... [illegible]
s. Umatilla ..... [illegible]
s. Valencia ..... [illegible]

**Pacific Cold Storage Co.,**
*Tacoma, Wash., U.S.*
s. Elihu Thompson ..... [illegible]

**Pacific Improvement Co.,**
*Mills Buildings, 93, [illegible] Street, New York, U.S.*
s. [illegible] ..... [illegible]
s. [illegible] Mateo ..... [illegible]

s. désigne les Vapeurs.

## Pacific Mail Steam Ship Co.,

121, *Market Street, San Francisco, Cal.; and 120, Broadway, New York, U.S.*

| | Net Tons |
|---|---|
| s. Acapulco | 1759 |
| s. Algoa | 4877 |
| s. Aztec | 2793 |
| s. Barracouta | 1743 |
| s. China | 3186 |
| s. City of Panama | 1046 |
| s. City of Para | 2505 |
| s. City of Peking | 3128 |
| s. City of Sydney | 1966 |
| s. Colon | 1843 |
| s. Costa Rica | 1167 |
| s. Izabal | 127 |
| s. Korea | [illegible] |
| s. Manchuria | 8750 |
| s. Mongolia | 8750 |
| s. Newport | 1806 |
| s. Peru | 2540 |
| s. San José | 1538 |
| s. San Juan | 1496 |
| s. Siberia | 5655 |

## Pacific Marine Supply Co.,

17, *Davis Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| City of Papeete | 370 |
| Mary [illegible] Ida | 175 |

## Pacific Navigation Co.,

*Astoria, Or., U.S.*

| | |
|---|---|
| s. Sue H. Elmore | 131 |

## Pacific Ocean S.S. Line

Energia,

*Vladivostok, Russia.*

| | |
|---|---|
| s. Welikt Knjaz Alexander Michailowitsch | 1429 |

## Pacific Oriental Trading Co.,

*Manila, Philippine Islands.*

| | |
|---|---|
| Emilia | 435 |

## Pacific Packing & Navigation Co.,

*Seattle, Wash., U.S.*

| | |
|---|---|
| America | 1909 |
| Blanch | 107 |
| s. Excelsior | 565 |
| Ferris S. Thompson | 480 |
| s. Golden Gate | 54 |
| Guy C. Ross | 1480 |
| Harvester | 716 |
| J. D Peters | 1031 |
| Jeanie (now s[illegible]) | 800 |
| Kate Davenport | 1175 |
| Maid of Orleans | 172 |
| s. Mary D. Hume | 83 |
| s. Newport | 295 |
| St. Paul | 1524 |

## Pacific Shipping Co.,

204, *Front Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Admiral | 695 |
| Americana | 899 |
| Argus | 536 |
| Bangor | 380 |
| Coloma | 741 |
| David Evans | 748 |
| Ethel Zane | 403 |
| J. M. Colman | 383 |
| Joseph Russ | 245 |
| Manila | 647 |
| Polaris | 747 |
| Salvator | 386 |
| Taurus | 514 |

## Pacific Shipping, Ld.,

68, *Frederick Street, Sunderland.*

| | |
|---|---|
| s. Pacific | 1389 |

## Pacific Steam Navigation Co.,

31, *James Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Antisana | 2317 |
| s. A[illegible] | 1310 |
| s. [illegible] | 60 |
| s. [illegible] | [illegible] |
| s. [illegible] | 1702 |
| s. [illegible] | 343 |
| s. Columbia | 1764 |
| s. Coquimbo | [illegible] |
| s. Corcovado | [illegible] |
| s. Ecuador | [illegible] |
| s. Galicia | [illegible] |
| s. Gallito | [illegible] |
| s. Guatemala | [illegible] |
| s. Inca | [illegible] |
| s. Magellan | [illegible] |
| s. Manavi | [illegible] |
| s. Mendoza | [illegible] |
| s. Mexico | [illegible] |
| s. Morro | [illegible] |
| s. Oravia | 3318 |
| s. Orcana | 3080 |
| s. Orellana | 3095 |
| s. Orissa | 3309 |
| s. Orita | 5786 |
| s. Orizaba | 3326 |
| s. Oropesa | 3308 |
| s. Orotava | 3317 |
| s. Oroya | 3350 |
| s. Ortona | 4115 |
| s. Oruba | 3305 |
| s. Panama | 3507 |
| s. Perico | 21 |
| s. Peru | 1702 |
| s. Pizarro | 1357 |
| s. Puno | 1504 |
| s. Quito | 652 |
| s. Rupanco | 457 |
| s. Santiago | 1366 |
| s. Sarmiento | 2332 |
| s. Sorata | 2943 |
| s. Taboga | 348 |
| s. Victoria | 3742 |

## Pacific Steam Whaling Co.,

30, *California Street, San Francisco, U.S.*

| | |
|---|---|
| s. Beluga | 409 |
| s. Narwhal | 390 |
| s. Thrasher | 502 |

## Pacific Whaling & Fishery

Joint Stock Co. of Count H. H. Keyserling & Co.,

*Moika 10, St. Petersburg, Russia.*

| | |
|---|---|
| s. Alexander | 57 |
| s. Georgii | 49 |
| s. Michail | 2144 |
| s. Nicolai | 49 |

## Packard, E. & H. W.,

*Ipswich.*

| | |
|---|---|
| s. Winifred | 136 |

## Padillo, P. L.,

*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Absalon | 216 |

## Paesch, Albert,

*Mühlgraben 7, Riga, Russia.*

| | |
|---|---|
| Breedis | 319 |

## Page, A.,

*Berthier, Quebec.*

| | |
|---|---|
| Lac Superior | 105 |

## Page & Turner,

*Blakeney, Norfolk.*

| | |
|---|---|
| s. Taffy | 73 |

## Page, W.,

*Charles Street, Milford Haven.*

| | |
|---|---|
| s. Camrose | [illegible] |

## Pagh & Quist Petersen,

*Esbjerg, Denmark.*

(Esbjerg Dampskibsselskab.)

| | |
|---|---|
| Mercur | 392 |

## Pahlsson, M.,

*Lerberget, Höganäs, Sweden.*

| | Net Tons |
|---|---|
| Adolf Fredholm | [illegible] |
| Carmelita | 376 |
| Pepita | 233 |

## Pahlsson, N. M.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Africa | [illegible] |
| Amanda | [illegible] |
| Hilda | 354 |
| India | 662 |
| Nanna | 697 |
| Prins Oskar Fredrik | 241 |

## Pahlsson, P. L.,

*Helsingborg, Sweden.*

(Rederi Aktiebolaget Amphitrite.)

| | |
|---|---|
| s. Elizabeth | 919 |

(Rederiaktiebolaget Hella.)

| | |
|---|---|
| s. Greta | 1000 |

## Pahlsson, P. L.,

*Viken, Höganäs, Sweden.*

(Rederiaktiebolaget Viken.)

| | |
|---|---|
| s. Edda | 563 |

## Paix, Paul, & Co.,

*Douai, France.*

| | |
|---|---|
| s. Ville de Douai | 1119 |

## Palace Shipping Co., Ld.,

*Queen Insurance Buildings, Castle Street, Liverpool.*

*See* MACVICAR, MARSHALL & CO.

## Palanca, C.,

*Manila, Philippine Islands.*

| | |
|---|---|
| s. Don Engracio | 305 |

## Palatine Shipping Co., Ld.,

15, *Brazennose Street, Manchester.*

*See* H. WATSON & CO.

## Palatine Steam Fishing Co., Ld.,

*Fish Dock Road, Grimsby.*

*See* A. JEFFS.

## Palgrave, Murphy & Co.,

17, *Eden Quay, Dublin.*

| | |
|---|---|
| s. City of Belfast | 536 |
| s. City of Berlin | 512 |
| s. City of Brussels | 594 |
| s. City of Cadiz | 491 |
| s. City of Cologne | 631 |
| s. City of Dortmund | 489 |
| s. City of Dresden | 718 |
| s. City of Frankfort | 554 |
| s. City of Hamburg | 750 |
| s. City of Liverpool | 742 |
| s. City of Malaga | 637 |
| s. City of Oporto | 502 |
| s. City of Stockholm | 918 |
| s. Minerva | 530 |

## Palm, R. W.,

*Malmö, Sweden.*

| | |
|---|---|
| Julius Palm | 800 |
| Norden | 443 |
| Robertsfors | 733 |
| Truro | 882 |

## Palmèn, C. A.,

*Vesterås, Sweden.*

(Vesterås Torshälla Ångb. Aktieb.)

| | |
|---|---|
| s. Vesterås | 123 |

## Palmer, F.,

*Ringaskiddy, co. Cork.*

| | Net Tons |
|---|---|
| s. Perseverance | 46 |

## Palmer, Hiram W.,

*Dorchester, N.B.*

| | |
|---|---|
| Greta | 1[illegible] |

## Palmer, Robert, & Son,

S. B. & Marina Ry. Co.,

*Noank, Conn., U.S.*

| | |
|---|---|
| Narragansett | 1214 |
| Shore Line | 472 |
| Stonington | 1044 |
| Tofa | 536 |

## Palmer, Wm. F.,

27, *Hartford Street, Dorchester, Mass., U.S.*

| | |
|---|---|
| Baker Palmer | 2240 |
| Dorothy Palmer | 2515 |
| Elizabeth Palmer | 2446 |
| Fannie Palmer | 2075 |
| Marie Palmer | 1495 |
| Maude Palmer | 1448 |
| Paul Palmer | 1764 |
| Prescott Palmer | 2307 |
| Rebecca Palmer | 2125 |
| Singleton Palmer | 2357 |

## Palmerino-Loffredo,

*Torre del Greco, Italy.*

| | |
|---|---|
| Rosario Loffredo | 125 |

## Palmers' Shipbuilding & Iron Co., Ld.,

*Jarrow-on-Tyne.*

| | |
|---|---|
| Lotus | 236 |
| s. Mulgrave | 179 |
| s. Staithes | 215 |

## Palmgren, C.,

*Luled, Sweden.*

| | |
|---|---|
| s. Victoria | 58 |

## Palmgren, F. W.,

*Thorslunda, Sånga sn., Sweden.*

| | |
|---|---|
| s. Nya Svartsjölandet | 96 |

## Palmroos, Johan F.,

*Uusikaupunki, Nystad, Finland.*

| | |
|---|---|
| Sampo | 199 |

## Palomba, Leonardo,

*Corso Garibaldi, Torre del Greco, Italy.*

| | |
|---|---|
| Ciccillo | 136 |
| Teresina P. | 102 |

## Palomba, R.,

*Castellamare, Italy.*

| | |
|---|---|
| Angelina | 145 |

## Panagiotato, E. A.,

*Kertch, Russia.*

| | |
|---|---|
| Otton | 68 |

## Panama Rail Road Co.,

24, *State Street, New York, U.S.*

| | |
|---|---|
| s. Advance | 1902 |
| s. Allianca | 2205 |
| s. Finance | 1920 |

## Pandeli, Dimitri,

*Constantinople, Turkey.*

| | |
|---|---|
| Afendopula | 457 |
| Heleni | 418 |

## Pandelis, Vassilios,

*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Kimissis | 272 |

## Pandermaly, St.,

*Constantinople, Turkey.*

| | |
|---|---|
| Heracle | 195 |

## Pandolfi, Raffaele,

*Pozzallo, Sicily.*

| | |
|---|---|
| Raffaele Pandolfi | 111 |

## Panelius, Wilhelm,

*Raumo, Finland.*

(Raumo Rederi Aktiebolaget.)

| | |
|---|---|
| Osmo | 751 |

## Panfido, Ditta, e C.,

*Venice, Italy.*

| | |
|---|---|
| Tommaso G. | 101 |

## Panfido, Fratelli,

*Venice, Italy.*

| | |
|---|---|
| Agostino | 101 |

## Panhellénique, Nav. à Vap.,

*Athens, Greece.*

*See* CONSTANTINE I. PSACHAROPOULOS.

## Pank, W. H.,

12, *Cambrian Place, Swansea.*

| | |
|---|---|
| s. Abertawe | 815 |

## Pannell, William,

*Brightlingsea, Essex.*

| | |
|---|---|
| Britannic | 74 |

## Pannevel, Vve., Vve. Godichard & Co.,

20, *Quai d'Amont, St. Valery-en-Caux, France.*

| | |
|---|---|
| Saint Jacques | 225 |
| Saint Michel | 229 |

## Pannier, J.,

*Granville, France.*

| | |
|---|---|
| François Charles | 157 |

## Pansy Steamship Co., Lim.,

3, *Gloucester Place, Swansea.*

*See* F. LE BOULANGER.

## Pantaleon, P.,

*Smyrna, Asiatic Turkey.*

(Navigation Orientale.)

| | |
|---|---|
| s. Anatoli | 193 |
| s. Athinai | 543 |
| s. Byzantion | 46 |
| s. Eleni | 223 |
| s. Roumeli | 193 |
| s. Samos | 63 |
| s. Urana | 372 |
| s. Zatouna | 74 |

## Panteladi, G.,

*Syra, Greece.*

| | |
|---|---|
| Olga | 147 |

## Paolillo, Ciro,

*Torre del Greco, Italy.*

| | |
|---|---|
| Luigi | 172 |

s. signifies Steamer.

**Paolillo, Luigi,**
*Torre del Greco, Italy.*
Net Tons
Luigina ..... 213

**Papalios, M.,**
*Chios, Asiatic Turkey.*
Genissis Theotocu ..... 498

**Papas, N. V.,**
*Kumi, Greece.*
Nea Tychi ..... 183

**Papasoglu, S., & J. Muralo,**
*Constantinople, Turkey.*
Despina ..... 486

**Papayanni Line**
(Managers—Papayanni & Co.),
62, 63, 75 & 76, *Tower Buildings, Water Street, Liverpool.*
*See* ELLERMAN LINES, LD.

**Papin-Malfoy,**
*Rue de la Gare 32, Boulogne-sur-mer, France.*
Le Roer ..... 113
Madeleine ..... 113

**Pappadiamantopoulos & Co.,**
*Rue Solonos No. 108, Athens, Greece.*
s. Elpis ..... 1071

**Pappadopulo, S.,**
*Syra, Greece.*
Eugenia ..... 204
Ioannis ..... 150

**Pappadopulos, P.,**
*Galaxidi, Greece.*
Paolo ..... 117

**Pappagiorgopulo, A.,**
*Piræus, Greece.*
Agios Fanurios ..... 164
Profeta Elia ..... 247

**Pappalardo, C.,**
*Torre del Greco, Italy.*
Albina ..... 180
Ciro ..... 170

**Pappaleonardos, S.,**
*Piræus, Greece.*
s. Astor ..... 143

**Pappapetro, C.,**
*Galaxidi, Greece.*
Aris ..... 311
Leonidas ..... 311

**Pappapetros, T.,**
*Galaxidi, Greece.*
Hermes ..... 3[illegible]

**Paquet, N., & Co.,**
1, *Place Sadi Carnot, Marseilles, France.*
(Compagnie de Navigation Arménienne & Marocaine.)
Net Tons
s. Anatolie ..... [illegible]
s. Arménie ..... 1130
s. Bithynie ..... 2060
s. Caramanie ..... [illegible]
s. Cir[illegible]le ..... [illegible]
s. [illegible]mórothie ..... 1815
s. La Gaule ..... 859
s. Mourthe ..... 880
s. Mingrélie ..... 1252
s. Moselle ..... 140

**Par (No. 1) Steamship Co., Ld.,**
*Fowey.*
*See* TOYNE, CARTER & CO.

**Parceria Allança de Pesca,**
*Nazareth, Portugal.*
s. Galgo ..... [illegible]

**Parceria de Pescarias Norte**
(Manager—Carlos De Moser),
28, *Rua Auguste-Vacedor, Oporto, Portugal.*
s. Chire ..... 63

**Parceria Geral de Pescarias,**
*Rua Nova do Almada No. 11-1°, Lisbon, Portugal.*
Argus ..... [illegible]
s. Colombo ..... [illegible]
Creoula ..... [illegible]
Gamo ..... [illegible]
Gazella ..... [illegible]
s. Jupiter ..... 161
Labrador ..... [illegible]
Navegador ..... [illegible]
Neptuno ..... [illegible]
Social ..... 149

**Parelius, Gram,**
*Christiansund, Norway.*
Consuelo ..... 291

**Paris, Hermanos,**
*Majorca.*
Sail ..... 201

**Park, J. Smith,**
67, *West Nile Street, Glasgow.*
(Park Steamship Co., Ld.)
s. Julia Park ..... 1868
s. Katharine Park ..... [illegible]
s. Mary Park ..... 2280

**Park Steamship Co., Ld.**
*See* J. SMITH PARK.

**Park, W. H.,**
*Rokewood Villa, Old Charlton, Kent.*
Zenith ..... 211

**Parker, Adolphus B.,**
*Bradwell-on-Sea, Essex.*
Robert Adamson ..... 159

**Parker, B. W.,**
*Foot of Griswold Street, Detroit, Mich.*
(WHITE STAR LINE.)
s. City of Toledo ..... 354
s. Greyhound ..... 748
s. Owana ..... 420
s. Tashmoo ..... 766

**Parker, G.,**
*Boston, Mass., U.S.*
Net Tons
Annie M. Parker ..... [illegible]
George Parker ..... 100

**Parker, G. W.,**
*Fish Dock Road, Grimsby.*
s. Conqueror ..... 7

**Parker, J. A.,**
56, *Mount Stuart Square, Cardiff.*
s. Nent[illegible] ..... 1443

**Parker, James W.,**
91, *State Street, Portland, Me., U.S.*
Abenaki ..... 137
Henrietta Simmons ..... 21
Lugano ..... 100
Oakes Ames ..... 309
Seguin ..... 334
Snow Flake ..... 158

**Parker, William R.,**
19, *Canonbury Terrace, Ramsgate.*
Florence ..... [illegible]

**Parker-Jervis, Lt.-Col. C. E.,**
46, *Sandhill, Newcastle-on-Tyne.*
s. Calanas ..... [illegible]
s. Lady Tennant ..... 1349
s. Linares ..... 1048
s. Sir Charles Tennant ..... 1655

**Parks, Cyrus W.,**
*La Have, N.S.*
s. Mariner ..... [illegible]

**Parodi, Angelo, fu B.,**
*Sottoripa 3a, Genoa, Italy.*
s. Amicizia ..... 535
s. Angelo Padre ..... 2122
s. Avvenire ..... 580
s. Elisabetta ..... 245
s. [illegible] ..... [illegible]
s. Maria Madre ..... [illegible]
s. Pino ..... 548
s. Spes ..... 721
s. Villareal ..... 554
(Banca Cattolica Vicentina.)
s. Vicenza ..... 1409

**Parodi, Cesare, di A.,**
*Piazza Demarini No. 1, Genoa, Italy.*
s. Angiolina ..... [illegible]

**Parodi, Flli., fu G. B.,**
*Porto Maurizio, Italy.*
Paolina ..... [illegible]

**Parodi, G., fu M.,**
*c/o Marini & Brichetto, Genoa, Italy.*
s. Delfino ..... 164

**Parodi, G., & Co.,**
*Boca, Buenos Ayres, Argentine Republic.*
Adelina Patti ..... [illegible]
David Suffern ..... [illegible]
S[illegible] ..... [illegible]

**Parrot, H.,**
*Paimpol, France.*
Champagne ..... 109

**Parry & Co.,**
1, *Cornhill, Portmadoc.*
[illegible] ..... [illegible]
W. D. Potts ..... [illegible]

**Parry, H. H.,**
17, *Kensington Square, London.*
Dolgwandle ..... 70

**Parry, Evan,**
*Tresarth, Cardigan.*
Margaret ..... [illegible]

**Parry, Henry,**
*Chwilog, Carnarvon.*
Gowerian ..... [illegible]

**Parry, L. (Miss),**
16, *Friars Road, Bangor.*
Mary Orr ..... [illegible]

**Parry, R.,**
*Angorfa, Mona Terrace, Port Dinorwic, Carnarvonshire.*
Mary Rowlands ..... [illegible]

**Parssinen, A.,**
*Sordavala, Russia.*
s. Koitto ..... [illegible]

**Partchaoglou, A.,**
*Constantinople, Turkey.*
Panagia Lätomitissa ..... 296

**Parviainen, P., & Co.,**
*Joensuu, Finland.*
(Norra Karelens Ångb. Aktieb.)
s. Sampo ..... [illegible]

**Paschal, B. F.,**
*Deer Isle, U.S.*
Mary S[illegible] ..... [illegible]

**Pasig Steamer & Lighter Co.,**
*P.O. B[illegible] 294, Manila, Philippine Islands.*
*See* WARNER, BARNES & CO., LD.

**Passaglia, Francesco, fu A.,**
*Via Giuseppe Verdi, Viareggio, Italy.*
Guglielmo Augusta ..... [illegible]

**Passalacqua Fratelli,**
*Moldo Vallachia, Braila, Roumania.*
s. Fratelli Passalacqua ..... [illegible]

**Passalacqua, Marco,**
*Via Fontane 10, Genoa, Italy.*
(Società di Nav. La Mediterranea.)
s. Ligure ..... 567
s. Partenope ..... 641

**Patera, Fratelli,**
*Chios, Asiatic Turkey.*
V[illegible] ..... [illegible]

**Patera, N.,**
*Piræus, Greece.*
Athina ..... [illegible]

**Pateras, C. D.,**
[illegible] ..... [illegible]
P[illegible] ..... [illegible]

**Pateras, C. D.,**
*Chios, Asiatic Turkey.*
[illegible] ..... [illegible]

**Pateras, C. G.,**
*Chios, Asiatic Turkey.*
Konstantinos ..... [illegible]

**Pateras, D.,**
*Syra, Greece.*
Agios Spyridion ..... [illegible]

**Paterson, A.,**
*Queen's Buildings, Oban.*
s. Princess Louise ..... [illegible]

**Paterson, James, & Co.,**
141, *Collins Street, Melbourne, Victoria.*
s. A[illegible] ..... [illegible]
s. Eagle ..... [illegible]
s. G[illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Paton, C. F., & Co., Ld.,**
136, *Bridgegate, Glasgow.*
s. Battle Isle ..... [illegible]

**Paton & Hendry,**
142, *St. Vincent Street, Glasgow.*
s. Galgorm Castle ..... [illegible]
s. Kestrel ..... [illegible]
s. [illegible] ..... [illegible]
s. Tay ..... [illegible]
s. Turtle ..... [illegible]
s. Z[illegible] ..... [illegible]
(Glasgow Steam Coasters Co., Ld.)
s. Ardbeg ..... [illegible]
s. Ardgowan ..... [illegible]
s. Bonnhaven ..... [illegible]
s. [illegible] ..... [illegible]
s. Carlston ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. Ferrybank ..... [illegible]
s. [illegible] ..... [illegible]
s. Mossbank ..... [illegible]
s. [illegible] ..... [illegible]
s. Norwood ..... [illegible]
s. St[illegible] Castle ..... [illegible]

**Paton, N.,**
*Stockholm, Sweden.*
Abraham Rydberg ..... 144

**"Patria," Rederiaktieb.,**
*Stockholm, Sweden.*
*See* J. W. BROMAN.

**Patronas, Vva. B.,**
*Syra, Greece.*
Konstantinos ..... [illegible]

**Pattershall, G. N.,**
*Belfast, Me., U.S.*
[illegible] L. [illegible] ..... [illegible]

**Patterson, George N., & Co.,**
*Newcastle-on-Tyne.*
(Northern S.S. Co., Ld.)
s. Saltwell ..... [illegible]
s. Alnmwell ..... [illegible]

s. désigne les Vapeurs.

**Pattinson, John, & Son,**
*Whitehaven.*

| | Net Tons |
|---|---|
| s. Clint | 32 |

**Pattison, A.,**
117, *Milton Road, Gravesend.*

| | |
|---|---|
| s. Dornnda | 2 |
| s. Florida | 4 |

**Pattison, John,**
8, *Bellerby Terrace, West Hartlepool.*

| | |
|---|---|
| Amanda | 150 |
| Enterprise | 153 |
| John Shelly | 175 |
| Lady Constance | 145 |
| Lanoy | 132 |

**Pattje, J. J., & Zn.,**
*Waterhuizen, Holland.*

| | |
|---|---|
| Johanna | 111 |

**Patton, J. O.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Mary E. H. G. Dow | 1208 |

**Paul, P.,**
*Sainte Anne de Sorel, Quebec.*

| | |
|---|---|
| Lancaster | [illegible] |

**Paul, R. & W., Ld.,**
*Ipswich.*

| | |
|---|---|
| Bessie Belle | 98 |
| Lord Strangford | 164 |
| s. Sea Gull | 47 |
| T. W. Todd | 160 |

**Paul, Robert S. & William F.,**
*Quay, Ipswich.*

| | |
|---|---|
| s. Swallow | 4 |

**Paul & Shellshear,**
21, *Billiter Street, London, E.C.*

| | |
|---|---|
| s. Bolderaa | 965 |
| s. Neva | 903 |
| s. Octa | 1041 |
| s. Onega | 1283 |
| s. Varna | 767 |

**Paul, W., jun.,**
*Sorel, Quebec, Canada.*

| | |
|---|---|
| s. James | 31 |

**Paulig, G.,**
*Helsingfors, Finland.*

| | |
|---|---|
| s. Helsingfors | 504 |

**Paulin, R., & E. Synnergren,**
*Helsingborg, Sweden.*

| | |
|---|---|
| s. Frej | 153 |

**Paulsen & Ivers,**
*Kiel, Germany.*

| | |
|---|---|
| s. Aval | 1017 |
| s. Commercial | 833 |
| s. Imperial | 562 |
| s. National | 532 |
| s. Naval | 838 |
| s. Neutral | 492 |
| s. Real | 1016 |
| s. Rival | 353 |
| s. Royal | 911 |
| s. Signal | 785 |

**Pay, Jens,**
*Stœbenden, pr Christiania, Norway.*

| | Net Tons |
|---|---|
| s. La Norvége | 1188 |
| s. Normand | 1350 |
| (Acties. Union) | |
| Ville de Dieppe | 1228 |

**Peacock, J. C.,**
65, *Robertson Street, Glasgow.*

| | |
|---|---|
| Edith Mary | 304 |
| Imogene | 176 |

**Pearce, C. S.,**
*Manasquan, N.J., U.S.*

| | |
|---|---|
| Samuel S. Thorp | 434 |

**Pearl Fisheries, Ld.,**
19, *St. Swithin's Lane, London, E.C.*

| | |
|---|---|
| Maria Soares | 187 |

**Pearse & Haswell,**
9, *Parade, Plymouth.*

| | |
|---|---|
| s. Sir Richard Grenville | 1745 |
| s. Sir Walter Raleigh | 1192 |

**Pearson, J. S.,**
*Baltic Chambers, Quayside, Newcastle-on-Tyne.*
(Albion S.S. Co., Ld.)

| | |
|---|---|
| s. Midnight Sun | 1823 |

**Pearson, Matthew,**
19, *Meldon Terrace, Westoe, South Shields.*

| | |
|---|---|
| Irene | 205 |
| Kate | 198 |

**Pearson, S., & Son, Ld.,**
10, *Victoria Street, Westminster, London.*

| | |
|---|---|
| s. Albion | 131 |
| s. Britannia | 16 |
| s. Britannic | 241 |
| s. Calstock | 144 |
| Diamond | 234 |
| Emerald | 217 |
| s. George | 4 |
| Jasper | 217 |
| s. Mexico | 566 |
| Pearl | 239 |
| Ruby | 105 |
| Sapphire | 217 |
| s. Superb | 17 |

**Pearson, Sir W. D., Bart.,**
10, *Victoria Street, Westminster, London.*

| | |
|---|---|
| s. Dolphin | 16 |

**Peary, A. H. & J.,**
*North Germantown, Columbia Co., U.S.*

| | |
|---|---|
| Arleville H. Peary | 296 |

**Pease, Leander F., Co.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| Pochasset | 242 |

**Pease, W. A.,**
*Middletown, Connecticut, U.S.*

| | |
|---|---|
| David Currie | 144 |

**Peavey Steam Ship Co.,**
*Duluth, Minn., U.S.*

| | |
|---|---|
| s. Frank H. Peavey | 3871 |
| s. Frank T. Heffelfinger | 3630 |
| s. Frederick B. Wells | 3630 |
| s. George W. Peavey | 3861 |

**Peberay,**
*Boulogne-sur-mer, France.*

| | Net Tons |
|---|---|
| s. Padoue | 7 |

**Pêcheries Française d'Arcachon, Société Anonyme,**
*Arcachon, France.*
*See* MILHET.

**Pêcheries à Vapeur**
(Société Anonyme),
*Rue de Londres 4, Ostend, Belgium.*

| | |
|---|---|
| s. Albert | 48 |
| s. Alphonse | 65 |
| s. Bernard | [illegible] |
| s. Emmanuel | 48 |
| s. Gérard | 48 |
| s. Isa | 59 |
| s. Marie Louise | 48 |
| s. Pêcheries à Vapeur X. | 48 |

**Pedacci, Tito, y Cia.,**
*Barracas, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Industria & Lavoro | 112 |

**Pedersen & Bugge,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Castor | 830 |

**Pedersen & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Alm | 1025 |
| s. Fri | 859 |
| s. Gæa | 625 |
| s. Lom | 791 |
| s. Rap | 405 |
| s. Ulv | 884 |

**Pedersen's Enke,**
*Tangen, Risör, Norway.*

| | |
|---|---|
| Hera | 230 |

**Pedersen, Elisabeth,**
*Arendal, Norway.*

| | |
|---|---|
| Prospect | 683 |

**Pedersen, Hans,**
*Svelvig, Norway.*

| | |
|---|---|
| Plimsoll | 211 |

**Pedersen, Johan,**
*Stavanger, Norway.*

| | |
|---|---|
| Ansgarius | 121 |
| Balder | [illegible] |
| Ebenezer | 173 |

**Pedersen, John,**
*Ovregaden, Risör, Norway.*

| | |
|---|---|
| Maagen | 134 |

**Pedersen, John P., & Sön,**
*Staubo, pr. Borösen, Norway.*

| | |
|---|---|
| August Leffler | 506 |
| s. Beacon | 715 |
| s. Dag | 375 |
| s. Dagbjörg | 385 |
| s. Dagfin | 396 |
| s. Dagfred | 659 |
| s. Daggry | 766 |
| s. Dagmar | 383 |
| s. Dagny | 882 |
| Pallas | 579 |
| s. Salvatore Di Giorgio | 801 |

**Pedersen, K.,**
*Kragerö, Norway.*

| | |
|---|---|
| Mjolner | 264 |

**Pedersen, Kingo,**
*Odense, Denmark.*

| | Net Tons |
|---|---|
| Berthel | 166 |

**Pedersen, Kittel,**
19, *Commercial Road, Gloucester.*

| | |
|---|---|
| Howe | 139 |

**Pedersen, L. A.,**
5, *Market Street, San Francisco, Cal., U.S.*
(Bristol Packing Co.)

| | |
|---|---|
| Agate | 595 |

(Naknek Packing Co.)

| | |
|---|---|
| B. P. Cheney | 1200 |

**Pedersen, Martin,**
*Mandal, Norway.*

| | |
|---|---|
| Magdalene | 598 |
| Prince Patrick | 975 |
| s. Valund | 411 |

**Pedersen & Meinich,**
*Skippergade 3, Christiania, Norway.*

| | |
|---|---|
| s. Tvedestrand | 71 |
| s. Vadso | 670 |

**Pedersen, P.,**
*Fevig, Grimstad, Norway.*

| | |
|---|---|
| Brazilian | 338 |
| Vasco de Gama | 464 |

**Pedersen, R. C.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Cimbria | 200 |

**Pedersen, W.,**
*Drammen, Norway.*

| | |
|---|---|
| s. Farmanden | 63 |

**Pedros, José,**
*Rue Thiers, 18, Bayonne, France.*

| | |
|---|---|
| s. Cantabria | 376 |
| s. Hernani | 267 |
| s. Norte | 142 |

**Peede, Marcos B.,**
*Casilla 990, Valparaiso, Chili.*

| | |
|---|---|
| Latona | 929 |
| Sulitelma | 959 |
| Temuco | 905 |

**Peek, Gervase F.,**
*Delancey, Guernsey.*

| | |
|---|---|
| Surprise | 154 |
| Unition | 175 |

**Pehr Ennes, Ångf. Aktieb.,**
*Bränkyrkagatan 104, Stockholm, Sweden.*
*See* P. A. BECKIUS.

**Pehrson & Wessel,**
*Drammen, Norway.*

| | |
|---|---|
| G. P. Harbitz | 633 |
| Helga | 171 |
| Hildur | 1108 |
| Inga | 361 |
| Regent | 1260 |

**Pehrsson, P.,**
*Brantevik, Simrishamn, Sweden.*

| | |
|---|---|
| Nils | 203 |

**Pehrsson, Pehr.,**
*Norrsund, Wädd. Sweden.*

| | Net Tons |
|---|---|
| Sichem | 475 |

**Pehrsson, S.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Familjen | 112 |

**Peigné, A. H.,**
64, *Rue de Coulmiers, Nantes, France.*

| | |
|---|---|
| s. Damier | 32 |
| s. Josolle | 51 |
| s. Satanicle | 76 |

**Peirano, R., di E.,**
*Braila, Roumania.*

| | |
|---|---|
| s. Alcyon | 29 |
| s. Rosa P. | 30 |

**Peirce Bros.,**
*Messina, Sicily.*

| | |
|---|---|
| s. Città di Messina | 1642 |
| s. Dinnamare | 2651 |
| s. Mongibello | 2709 |
| s. Sicania | 2928 |

**Peirce, J.,**
*New York, U.S.*

| | |
|---|---|
| Helena | 161 |

**Pejlitz, A.,**
*Strömstad, Sweden.*

| | |
|---|---|
| Norden | 334 |

**Pelaoz, Miguel,**
*Cebu, Philippine Islands.*

| | |
|---|---|
| s. San Jorge | 61 |

**Pelham Steam Fishing Co., Ld.**
(Manager—A. E. Lambert),
*Grimsby.*

| | |
|---|---|
| s. Active | 55 |
| s. Brisk | 56 |
| s. Federal | 67 |

**Pellegrinetti, Cesare,**
*Via S. Francesco, Viareggio, Italy.*

| | |
|---|---|
| Sant' Antonio | 176 |

**Pellegrino fratelli,**
*Salerno, Italy.*

| | |
|---|---|
| Nicolino | 115 |

**Pellerano, Antonio Silvio, di G.,**
*Massa, Italy.*

| | |
|---|---|
| Marianna Pellerano | 120 |

**Pellerano, G.,**
*Via Garibaldi, Camogli, Italy.*

| | |
|---|---|
| Fenice | 1400 |

**Pellerano, Silvio,**
*Massa, Italy.*

| | |
|---|---|
| Giovanni Pellerano | 225 |
| Igino Pellerano | 137 |

**Pellozo, E.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Magdalena | 287 |



s. signifies Steamer.

**Pelton S.S. Co., Ld.,**
*B. Lombard Street, Newcastle-on-Tyne.*
*See* R. S. GARDINER & J. RILEY.

**Pembroke Navigation Co., Ld.,**
*Pembroke, on Renfrew, Ontario.*

| | Net Tons |
|---|---|
| s. Victoria | 99 |

**Penang Steamship Co., Ld.,**
*19, Beach Street, Penang.*

| | |
|---|---|
| s. Fook Ching | 84 |

**Penco, C. Dellepiane Vva.,**
*Nervi, Italy.*

| | |
|---|---|
| Bronzo | 7[illegible] |

**Penco, Pietro, fu L.,**
*Via Andrea Doria 23, Nervi, Italy.*

| | |
|---|---|
| Blenheim | 574 |

**Penco, Tomaso, fu Tomaso,**
*Piazza Leopardi 18-3, San Francesco d'Albaro, Genoa, Italy.*

| | |
|---|---|
| Oropa | 866 |

**Pendibene, Giuseppe, fu Nicolò,**
*Via Balbi No. 38-10, Genoa, Italy.*

| | |
|---|---|
| Nicolò P | 120 |

**Pendibene, Michele, fu Nicolò.**
*Via Balbi No. 38-10, Genoa, Italy.*

| | |
|---|---|
| Luigia Adelaide | 207 |

**Pendleton Bros.,**
*130, Pearl Street, New York, U.S.*

| | |
|---|---|
| Anna Pendleton | 468 |
| Brina P. Pendleton | 821 |
| C. P. Dixon | 691 |
| Cactus | 456 |
| Charlotte F. Sibley | 358 |
| Eliza J. Pendleton | 672 |
| Ella M. Storer | 427 |
| F. C. Pendleton | 340 |
| Gen. Adelbert Ames | 452 |
| George V. Jordan | 548 |
| Harold C. Beecher | 306 |
| Helen M. Atwood | 563 |
| Henry R. Tilton | 468 |
| Islesboro | 626 |
| Jennie Hulbert | 419 |
| John C. Smith | 393 |
| John T. Williams | 230 |
| Levi Hart | [illegible] |
| M. V. B. Chase | 381 |
| Maggie Mulvey | [illegible] |
| Mary E. Morse | [illegible] |
| Mary L. Crosby | [illegible] |
| Monawa | [illegible] |
| Pendleton Brothers | [illegible] |
| Pendleton Satisfaction | 459 |
| Pendleton Sisters | 704 |
| Penobscot | 394 |
| R. F. Hart | 328 |
| S. M. Bird | 430 |
| Sadie Willcutt | 291 |
| Scotia | 347 |
| William Slater | 211 |

**Peniguel-Carfantan,**
*Dahouët en Pléneuf, Côtes du Nord, France.*

| | |
|---|---|
| Alerte | 103 |

**Peninsular & Occidental Steamship Co.,**
*Jacksonville, Fla., U.S.*

| | |
|---|---|
| s. Martinique | 532 |
| s. Mascotte | 520 |
| s. Miami | 1312 |
| s. Olivette | [illegible] |
| s. Tarpon | [illegible] |

**Peninsular & Oriental Steam Nav. Co.,**
*122, Leadenhall Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Arabia | 4167 |
| s. [illegible] | 3544 |
| s. Assaye | 4759 |
| s. Australia | 3702 |
| s. Ballarat | 2980 |
| s. Banca | [illegible] |
| s. Bengal | 2841 |
| s. Borneo | [illegible] |
| s. Britannia | 3378 |
| s. Caledonia | 3529 |
| s. Candia | 4195 |
| s. Ceylon | [illegible] |
| s. China | [illegible] |
| s. Chusan | [illegible] |
| s. Coromandel | [illegible] |
| s. Egypt | 4179 |
| s. Formosa | 2810 |
| s. Gutztaff | [illegible] |
| s. Hereward | 16 |
| s. Himalaya | 3700 |
| s. India | 4185 |
| s. Isis | 121 |
| s. Japan | [illegible] |
| s. Java | 2632 |
| s. Macedonia | 5244 |
| s. Malacca | 2616 |
| s. Malta | 3900 |
| s. Manila | 2711 |
| s. Marmora | 5239 |
| s. Mazagon | 3280 |
| s. Moldavia | 4328 |
| s. Mongolia | 4936 |
| s. Nankin | 2557 |
| s. Nubia | 3845 |
| s. Oceana | 3507 |
| s. Oriental | 3085 |
| s. Osiris | 123 |
| s. Palawan | 2996 |
| s. Palermo | 4300 |
| s. Palma | 4913 |
| s. Pekin | 2523 |
| s. Peninsular | 2920 |
| s. Pera | 4916 |
| s. Persia | 4198 |
| s. Plassy | 4412 |
| s. Sardinia | 4126 |
| s. Sicilia | 4174 |
| s. Simla | 3828 |
| s. Socotra | 3896 |
| s. Somali | 4225 |
| s. Soudan | 4207 |
| s. Sumatra | 2976 |
| s. Sunda | 2987 |
| s. Syria | 4191 |
| s. Tientsin | 2555 |
| s. Timsah | 30 |
| s. Vectis | 2992 |
| s. Victoria | 3400 |

**Penmaenmawr Shipping Co., Ld.,**
*10, Dale Street, Liverpool.*

| | |
|---|---|
| s. Percy | 36 |

**Penn, William, S.S. Co., Ld.,**
*8, Great St. Helen's, London, E.C.*
*See* HILL & CASSAP.

**Penney Bros.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Orton | 109 |

**Penney, R. H., & Sons,**
*32, Queen's Road, Brighton.*

| | |
|---|---|
| s. Algethi | 227 |
| s. Algores | 93 |

**Penniello, L.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Sant' Antonio L. | [illegible] |

**Pennsylvania Railroad Co.,**
*Jersey City, N.J., U.S.*

| | |
|---|---|
| s. Bristol | [illegible] |
| s. Chester | 146 |
| s. Chicago | 907 |
| s. Greenville | [illegible] |
| s. Harrisburg | 93 |
| s. Johnstown | [illegible] |
| s. Newark | [illegible] |
| s. Red Bank | 501 |
| s. Wilmington | [illegible] |

**Pennsylvania Trading Co.,**
*1, Mattenstiefel, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Pennell | [illegible] |

**Penny, J. D.,**
*28, Brunswick Street, Liverpool.*
(Aberdovey & Barmouth S.S. Co., Ld.)

| | |
|---|---|
| s. Dora | 78 |

(Liverpool & Menai Straits S.S. Co., Ld.)

| | |
|---|---|
| s. Christiana | 97 |

**Penrose, William,**
*Truro, Cornwall.*

| | |
|---|---|
| Lizzie Edith | 74 |

**Pensacola Trading Co., Ld.,**
*7, Whittington Avenue, London, E.C.*
*See* WATTS, WATTS & CO.

**Penson, Sydney T.,**
*Kent Street, Sydney, N.S.W.*

| | |
|---|---|
| Alice Muir | 480 |

**Pentheny, P.,**
*St. Croix, Danish W. Indies.*

| | |
|---|---|
| Eduardo | 124 |

**Pentilla, W.,**
*Björkö, Finland.*

| | |
|---|---|
| Elaknoon | [illegible] |
| Regina | [illegible] |

**Penzance Dry Dock, Coal & Trading Co., Ld.,**
*Penzance.*

| | |
|---|---|
| Lucien | 462 |

**People's Coal, Ice & Lumber Co.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| s. Hale | 115 |

**People's Line, U.S.,**
*Fredericksburg, Va., U.S.*

| | |
|---|---|
| s. C. W. Morse | [illegible] |
| s. Sunbeam | 403 |

**Pepas & Co.,**
*Egina, Greece.*

| | |
|---|---|
| s. Egina | [illegible] |

**Pera, A.,**
*Callao, Peru.*

| | |
|---|---|
| San Remo | 240 |

**Peral, Juan V.,**
*Lima, Peru.*

| | |
|---|---|
| Juana Peral | 761 |

**Percy, Samuel R.,**
*52, Front Street, Bath, Maine, U.S.*

| | |
|---|---|
| Cora F. Cressy | [illegible] |
| Normandy | [illegible] |
| P. H. [illegible] | [illegible] |

**Percy & Small,**
*52, Front Street, Bath, Maine, U.S.*

| | Net Tons |
|---|---|
| Eleanor A. Percy | [illegible] |
| Florence M. Penley | [illegible] |
| Helen W. Martin | 2029 |
| D. Cressy | [illegible] |
| Martha P. [illegible] | 1973 |
| Mary E. Olys | [illegible] |
| William H. Clifford | [illegible] |

**Pereda, Fernando,**
*Bilbao, Spain.*
(Cia Vasco Cantabrica de Nav.)

| | |
|---|---|
| s. Axpe | [illegible] |
| s. Izaro | [illegible] |
| s. Luchana | 748 |
| s. Mallaño | 894 |
| s. Mouro | 1370 |
| s. Pedrosa | 596 |
| s. Sardinero | 1274 |
| s. Uribitarte | [illegible] |

**Pereira, A., jr., Successors of.**
*Aveiro, Portugal.*

| | |
|---|---|
| José Estevão | [illegible] |
| Novo Social | [illegible] |

**Pereira, J., jr.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Maria dos Anjos | 111 |

**Perez, Viuda & Hijos de Luis,**
*Villanueva de Arosa, Spain.*

| | |
|---|---|
| Observador | [illegible] |

**Perez y Gil, Z., S. en C.,**
*Coruña, Spain.*

| | |
|---|---|
| s. Galicia | 14[illegible] |

**Perim Coal Co. Ld.,**
*6, Seaton Buildings, 17, Water Street, Liverpool.*
*See* HINTON SPALDING & CO.

**Peris, G.,**
*Skiathos, Greece.*

| | |
|---|---|
| Evangelistria | 141 |

**Perkins, E. J. S.,**
*Minehead, Somerset.*

| | |
|---|---|
| Perriton | [illegible] |

**Perks, George H.,**
*11, Austin Friars, London, E.C.*
(National Explosives Co., Ld.)

| | |
|---|---|
| s. Lizard | [illegible] |

**Permewan, Wright & Co., Ld.,**
*511, Bourke Street, Melbourne, Victoria.*

| | |
|---|---|
| s. [illegible] | [illegible] |

**Perrault, Avila,**
*Montreal, Canada.*

| | |
|---|---|
| Bea [illegible] | 103 |

**Perrigault, J. M.**
*St. Malo, France.*

| | |
|---|---|
| Mathilda | 155 |
| Noelia | 150 |

**Perry & Colt,**
*Baltimore, U.S.*

| | |
|---|---|
| A. Denike | [illegible] |

**Perry, George H.,**
*Yarmouth, N.S.*

| | Net Tons |
|---|---|
| L. G. [illegible] | [illegible] |

**Perry, Selina (Mrs.),**
*High Street, Ramsgate.*

| | |
|---|---|
| Old Goody | 157 |

**Perry, William,**
*Fowey.*

| | |
|---|---|
| [illegible] | [illegible] |

**"Perseveranza," Consorzio Piroscafo, A. U.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| s. Perseveranza | 2244 |

**Persson, A.,**
*Landskrona, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |

**Persson, A.,**
*Vitad, Sweden.*

| | |
|---|---|
| [illegible] | [illegible] |

**Persson, Alfred,**
*Walum, Norrsun, Sweden.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Persson, E.,**
*Limhamn, Sweden.*
(Limhamns Rederiaktieb.)

| | |
|---|---|
| s. R. F. Berg | [illegible] |

**Persson, Ingvar,**
*Branteviik, Simrishamn, Sweden.*

| | |
|---|---|
| Idria | [illegible] |
| Selma | 163 |

**Persson, J.,**
*Branteviik, Simrishamn, Sweden.*

| | |
|---|---|
| Johanna | 176 |

**Persson, Marten,**
*Gisläf No. 33, Simrishamn, Sweden.*

| | |
|---|---|
| Fin | 135 |

**Persson, N.,**
*Branteviik, Sweden.*

| | |
|---|---|
| Jenny | [illegible] |
| Lisboa | [illegible] |

**Persson, O.,**
*Wik, Simrishamn, Sweden.*

| | |
|---|---|
| Carolina | [illegible] |

**Persson, P.,**
*158, Drottninggatan, Helsingborg, Sweden.*

| | |
|---|---|
| Thor | [illegible] |

**Persson, Pehr.,**
[illegible], Sweden.

| | |
|---|---|
| Diana | [illegible] |

s. désigne les Vapeurs.

**Persson, T.,**
*Helsingborg, Sweden.*

| | Net Tons |
|---|---|
| s. Dalarne | 1462 |
| s. Uppland | 1559 |
| s. Wermland | 1473 |
| s. Westmanland | [illegible] |
| (Rederiaktieb. Magnus Stenbock.) | |
| s. Ellen | 985 |
| (Rederiaktieb Sundet..) | |
| s. Öresund | [illegible] |

**Perth Shipping Co.,**
*Tay Street, Perth.*

| | |
|---|---|
| s Fair Maid | 73 |

**Pertus, Alfred,**
*Poulamon, Richmond co., C.B.*

| | |
|---|---|
| Therese | 148 |

**Pertusio, Andrea,**
*Savona, Italy.*

| | |
|---|---|
| Andreina | 517 |
| San Pietro | 517 |
| Vittorina | 441 |

**Perugia, Angelo,**
*Via della Pace No. 2, Leghorn, Italy.*

| | |
|---|---|
| s. Toscana | 987 |

**Peruvian Government,**
*Lima, Peru.*

| | |
|---|---|
| s. Havana | 1400 |
| s La Constitucion | 1696 |

**"Pesca," Naam Venn. Viss. Maats.,**
*Ymuiden, Holland.*

| | |
|---|---|
| s. Primavera | 77 |
| s. Verano | 78 |

**Pessano, Antonio, fu R.,**
*Savona, Italy.*

| | |
|---|---|
| Giambattista P. | 120 |

**Peterhead, Leith & Aberdeen Steam Navigation Co., Ld.,**
*4, Broad Street, Peterhead.*

| | |
|---|---|
| s. Susu | 99 |
| s Sweet Home | 69 |

**Peterhead Trawling Co., Ld.,**
*1, James Street, Peterhead.*
*See* J. G. ADAM.

**Peterhof Dampfschifffahrts Gesellschaft,**
*1-2, Birgewai St., St. Petersburg, Russia.*
*See* A. F. BENDER.

**Peters, Hinr.,**
*84, Hafenstrasse, Hamburg, Germany.*

| | |
|---|---|
| Anna | 177 |
| Hansa | 130 |
| Hertha | 241 |
| Martha | 200 |

**Peters, J. C.,**
*Sydney, C.B.*
(Cape Breton S.S. Co.)

| | |
|---|---|
| s. Baines Hawkins | 456 |

**Petersburg & Volga Steamboat and Shipping Co.,**
*St. Petersburg, Russia.*

| | Net Tons |
|---|---|
| s. Ismr | 171 |
| s. Gl[illegible] | [illegible] |
| s. Kostrik | 274 |
| s. Vladimir | 274 |

**Petersen, A. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Albert | 125 |
| Debora | 134 |
| Harris | 149 |
| Hosanna | 119 |
| Marthing | 142 |
| Salvador | 141 |
| Skandia | 150 |

**Petersen, C. V.,**
*Höje Böge, pr. Svendborg, Denmark.*

| | |
|---|---|
| Ariel | 192 |
| Capella | 146 |
| Dagny | 193 |
| Delos | 196 |
| Emanuel | 124 |
| Erhardt | 196 |
| Freir | 144 |
| Gæa | 193 |
| Gefion | 181 |
| Henry Brooke | 190 |
| Knud | 106 |
| Najaden | 149 |
| Sophie | 199 |
| Standard | 193 |
| Valborg | 179 |
| Zenitha | 196 |

**Petersen, Emil,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Cecilie | 237 |
| Johannes | 148 |
| Martha | 115 |

**Petersen's Dodsbo, Fred. Smith,**
*Grimstad, Norway.*

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| Guldregn | 673 |
| Kornmo | 544 |

**Petersen, Gebr.,**
*Flensburg, Germany.*

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| s Rocklands | 586 |
| s. Schwennau | 960 |
| (Norddeutsche Frachtdampfs. Ges.) | |
| s. Königsau | 950 |

**Petersen, H. A.,**
*Flensburg, Germany.*

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| s. Amoy | 732 |
| s. Brunsnis | 1084 |
| s. Concurrent | 510 |
| s Kielseng | 1011 |
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**Petersen, Hans,**
*Skolegade, Marstal, Denmark.*

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**Petersen, J.,**
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**Petersen, J. C.,**
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**Petersen, J. P.,**
*Aarhus, Denmark.*
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| s. Samsö | 51 |

**Petersen, Joh. A.,**
*Marstal, Denmark.*

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| Andreas | 119 |

**Petersen, Firmaet Agent,**
(Managers—O. & H. M. Petersen).
*Prinsensgade, Marstal, Denmark.*

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**Petersen, N. P.,**
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**Petersen, P. B.,**
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**Petersen, P. E.,**
*Vildersgade, Copenhagen, Denmark.*

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| s. Pauline | 93 |

**Petersen, R.,**
*Ole Wormsgade, Horsens, Denmark.*

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**Petersen, William, Ld.,**
17, *Sandhill, Newcastle-on-Tyne.*

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|---|---|
| s A E Ames | 1020 |
| s H. M. Pellatt | 1038 |
| s. Halifax | 2120 |
| s. J. H. Plummer | 992 |
| s. Lady Strathcona | 2526 |
| s. Quebec | 2120 |
| (Canadian Ocean & Inland Navigation Co., Ld.) | |
| *See also entry under* W. JACKS & CO. | |
| s. E. R. Wood | 1197 |
| s. Turret Cape | 1142 |
| s. Z. A. Lash | 1197 |
| (Toronto Trading Co., Ld.) | |
| s. Toronto | 2746 |

**Peterson, A.,**
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**Peterson, Lorentz,**
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**Peterson, R. M.,**
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**Peterson, S. B.,**
32, *California Street, San Francisco, U.S.*

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**Petersson, A. C.,**
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**Petersson, J. E.,**
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**Petersson, P. E.,**
*Skillinge, Östra Hoby sn., Sweden.*

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**Petersson, R.,**
*Lummelunds bruk, Lummelunda, Gotland, Sweden.*

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**Petranza, G.,**
*Galixidi, Greece.*

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**Petré, Aktieb., & Co.,**
*Oscarshamn, Sweden.*
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**Petrelluzzi, F.,**
*Castellamare di Stabbia, Italy.*

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| Leopoldo | 708 |

**Petri, Cesare,**
*Via della Stella 81, Viareggio, Italy.*

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**Petrie, George,**
98, *Lower Commercial Street, Middlesbro'*

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| s Agamemnon | 14 |
| s. Hibernia | 29 |
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**Petrie, George, & Son,**
6, *Union Court, Old Broad Street, London, E.C.*

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| Condor | 1283 |
| Cortez | 2239 |

**Petris, Giuseppe,**
*Cherso, Austria.*

| | Net Tons |
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**Petschora, Travaru Aktieb.**
*Sundswall, Sweden.*
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**Pettersen, A. C.,**
*Lyngoer, Norway.*

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**Pettersen, A. N.,**
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**Pettersen, P. G.,**
*Bergen, Norway.*

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**Pettersen & Ullenæss,**
*Porsgrund, Norway.*

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*Gothenburg, Sweden.*

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**Petterson, C.,**
*Helsingborg, Sweden.*

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*Börstil, Sweden.*

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*Rdd, Sweden.*

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*Halmstad, Sweden.*
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**Pettersson, C.,**
*Gothenburg, Sweden.*
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*Göringe, Hafverö, Sweden.*
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*Mönsterås, Sweden.*
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*Fägelholm, Sweden.*
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*Port Greville, N.S.*
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*47, Priory Road, Milford Haven.*
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*Milford Haven.*
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*23, Prospect Grove, Gravesend.*
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*6, Coenties Slip, New York, U.S.*
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*Wiborg, Finland.*
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**Peussa, A.,**
*Wiborg, Finland.*
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**Peussa, J., & E. Lenkkeri,**
*Björkö, Finland.*
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**Peverell, T. H.,**
*4, Town Wall, Hartlepool.*
s. Ostrich ..... [illegible]
(St. Hilda Steam Fishing Co., Ld.)
s. Lord Kitchener ..... [illegible]

**Peveril S.S. Co., Ld.,**
*21, Bothwell Street, Glasgow*
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**Peviakaruppan Chetty, P. K. N.,**
*Nattukottai, Ceylon.*
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*Manila, Philippine Islands.*
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**Pezzini, Giovanni, fu Carlo,**
*Via del Bergo, Viareggio, Italy.*
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**Pezzini, Giovanni, fu Sebastiano,**
*Via San Francesco, Viareggio, Italy.*
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*Bremen, Germany.*
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**Phelps Bros.,**
*Old Castle Buildings, Preeson's Row, Liverpool.*
(Mediterranean & New York S.S. Co., Ld.)
s. Pawnee ..... 1167
s. Peconic ..... 1158
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s. Pocahontas ..... 1721
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*Philadelphia, U.S.*
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*Calle Duque de Alva, Tanduay, Manila, Philippine Islands.*
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**Philippine Transportation & Construction Co.,**
*Manila, Philippine Islands.*
(General Manager—C. E. Wheeler, 20, Broad Street, New York, U.S.)
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**Philipps, Philipps & Co., Ld.,**
*9, Gracechurch Street, London, E.C.*
(King Line, Ld.)
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**Phillipps, B. F., & Co.,**
*20, T. Wharf, Boston, Mass., U.S.*
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**Phillips, J. B.,**
*Taunton, Mass., U.S.*
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**Phillips, R. R.,**
*Trafford Road, Salford, Manchester.*
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**Phillips, Wm. C.,**
*Polkyth, St. Austell, Cornwall.*
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**Philp, William,**
*Padstow, Cornwall.*
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**Philpott, John,**
*53, Down Street, Dover.*
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(Liquidator—Daniel Hill, 18, *Grainger St. West, Newcastle-on-Tyne.*)
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*Gefle, Sweden.*
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**Phonix, Dampskibsselsk.,**
*Copenhagen, Denmark.*
*See* R. CHRISTENSEN.

**Photogen Società Anonima di Trasporti,**
*V., Zrinyi-utcza 4, Budapest, Hungary*
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**Piaggio, Ernesto,**
*Calle Corrientes, 320, Buenos Ayres, Argentine Republic.*
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**Piaggio, F. G.,**
*Constitucion 43, Callao, Peru.*
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**Piaggio & Ferro,**
*Via Palestro No. 6, Interno 4, Genoa, Italy.*
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**Piani, I.,**
*Trieste, Austria.*
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*Buenos Ayres, Argentine Republic.*
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*Flour, Boulogne, France.*
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**Pickands, Mather & Co.,**
*Western Reserve Building Cleveland, Ohio.*
(Huron Barge Co.)
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s. Pathfinder ..... [illegible]
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(Interlake Co.)
Constitution ..... [illegible]
s. Kearsarge ..... [illegible]
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**Pickard, A. W., & Co.,**
*7, St. St. Helen's, London, E.C.*
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**Pickels & Mills,**
*Annapolis, N.S.*
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**Pickering, M. F., Co.,**
*New York Produce Exchange Building, New York, U.S.*
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**Pickering, Wallis & Co.,**
*Mercantile Chambers, Newcastle-on-Tyne.*
(Alston S.S. Co., Ld.)
s. Specialist ..... 1944
(Gresham Steam Shipping Co., Ld.)
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*St. John, N.B.*
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**Pickford & Black,**
*Halifax, N.S.*
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*Archangel, Russia.*
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**Pike, Edward D.,**
*Pitt Street, Sydney, N.S.W.*
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*Wiborg, Finland.*
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34, *Great St. Helen's, London, E.C.*
(Shipping Investments, Ld.)
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*The Hawthorn, Penarth.*
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*Savannah, Ga., U.S.*
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*Maracaibo, Venezuela.*
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*Maracaibo, Venezuela.*
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*San Sebastian, Spain.*
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*Muelle* 25, *Santander, Spain.*
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**Pinet, J., & Co.,**
3, *California Street, San Francisco, Cal., U.S.*
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**Pingopoulo, P.,**
*Constantinople, Turkey.*
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**Pinillos, Izquierdo & Co.,**
*Plaza San Augustin No.* 2, *Cadiz, Spain.*
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**Pinkerton, John,**
*Middle Quay, Londonderry.*
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**Pinkney, D. G., & Co.,**
60, *St. Mary Axe, London, E.C.*
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**Pinto, A. D.,**
*Santos, Brazil.*
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**Pinto Bros. & Co.,**
*Para, Brazil.*
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*Largo de S. João Novo* 2, *Oporto, Portugal.*
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*San Martinho, Portugal.*
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**Pioneer Fishing Society, Ld.,**
46, *King Street, North Shields.*
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**Pioneer Steam Fishing Co., Ld.**
(Managers—Moody & Kelly),
*Fish Dock Road, Grimsby.*
s. Blackbird ..... 45
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*Trinity Yard, Newcastle-on-Tyne.*
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*St. Peter's Port, Guernsey.*
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*Via Monte Napoleone II., Milan, Italy.*
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*Portknockie, Banffshire.*
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**Pitcaithly, Robert,**
*c/o Pitcaithly, Wallace & Co.*, 108, *Manchester Street, Christchurch, N.Z.*
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**Pittaluga, Luigi,**
*c/o Semidei & Ferrari, Via San Lorenzo* 5, *Genoa, Italy.*
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**Pittcock, Alfred,**
*Strand Street, Sandwich, Kent.*
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*St. John's, N.F.L.*
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**Pittsburgh Steamship Co.**
(President & General Manager—H. Coulby),
*Duluth, Minn.; & Perry-Payne Building, Cleveland, Ohio.*
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**Pleasure Steamers of Ireland Co., Ld.,**
*40, Merchant's Quay, Newry, co. Down, Ireland.*

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*54, Stewart Street, San Francisco, U.S.*

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| C. F. Sargent | 1566 |
| Harry Morse | 1242 |
| John A. Briggs | 1930 |
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*Vico Demarini No. 8, Genoa, Italy.*

| | |
|---|---|
| Erminia | 1533 |

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| | |
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**Podeus, H.,**
*Spiegelberg 57, Wismar, Germany.*

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*88, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Glene | [illegible] |

**Popp, H.,**
*63, Pinnasberg, Hamburg, Germany.*

| | |
|---|---|
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*Paseo de Julio 1200, Buenos Ayres, Argentine Republic.*

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**Port Talbot Railway & Docks Co.,**
*Port Talbot*

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| s. Emily Charlotte | [illegible] |

**Portella, J. E.,**
*Calle de Lampa No. 249, Lima, Peru.*

| | |
|---|---|
| Clotilde | [illegible] |

**Porter, J. H., & Co.,**
*Tusket Wedge, N.S.*

| | |
|---|---|
| [illegible] Maritime | [illegible] |

**Porter's Shipping Co., Ld.**
(Manager—M. Nicholson),
*3, St. Peter's Place, Fleetwood, Lancashire.*

| | |
|---|---|
| Constance Mary | [illegible] |
| Dairymaid | [illegible] |
| Emily Warbrick | [illegible] |
| [illegible] | [illegible] |

**Portillo, Ibanez, y Cia.,**
*Hurtado Amezaga 10, Bilbao; & Castro Urdiales, Spain.*

| | |
|---|---|
| m Alfonso | [illegible] |
| s. Carranza | [illegible] |
| s. Castro Urdiales | [illegible] |
| s. José Martinez & Pinillos | [illegible] |

**Portland, Blue Hill & Ellsworth S.B. Co.,**
*Portland, Me., U.S.*

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|---|---|
| s. Rockland | [illegible] |

**Portland, Mount Desert & Machias Steamboat Co.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| s. Frank Jones | [illegible] |

**Portmadoc Steam Tug Co., Ld.,**
*Portmadoc.*

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**Portsea Shipping Co., Ld.,**
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**Portuguese Government,**
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**Poseidon, Ångfartygs Aktieb.,**
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**Poseidon, Dampfer Act. Ges.,**
*Grosse Oderstrasse 18-20, Stettin, Germany.*
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**Poseidon, Stoomvaart Maatschappij,**
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**Potter Brothers,**
112, *Fenchurch Street, London, E.C.*

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| Blackbraes | 2114 |
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| Dunsyre | 2056 |
| Durbridge | 2121 |
| Falkirk | 1862 |
| Poltalloch | 2139 |
| William Mitchell | 1885 |
| Wynford | 1859 |
| (Northern Shipowners Co., Lim.) | |
| Galgorm Castle | 1507 |

**Potter, E. G.,**
163 & 165, *Fifth Avenue, New York, U.S.*

| | Net Tons |
|---|---|
| Jennie French Potter | 1794 |

**Potter, J. R.,**
*Orient, Long Island, U.S.*

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| Stella B. Kaplan | 1025 |

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**Potter, William H., & Sons,**
*Wapping Dock, Liverpool.*

| | |
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**Poudicos, P.,**
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**Poulsen, H. M.,**
*Faaborg, Denmark.*

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**Poulsen, P.,**
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**Poulsson, T. H.,**
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**Powell, Eliza (Mrs.),**
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**Prado y Torres,**
*Correo 9, Bilbao, Spain.*
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**Pratt, Ellis & Co.,**
21, *Rose Street, Liverpool.*

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17, *Sandhill, Newcastle-on-Tyne.*

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**"Premuda, Eredi Matteo,"**
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*Lussinpiccolo, Austria.*

| | |
|---|---|
| s. Archduchessa Maria Teresa | 1835 |
| s. Barone Edmondo Valj | 2159 |
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**Premuda, G. L.,**
*Lazzaretto Vecchio 15, Trieste, Austria.*

| | |
|---|---|
| s. Arimatea | 2486 |
| s. Aristea | 2159 |
| s. Dorotea | 1781 |

**Prendiville, F. J.,**
*Chicago, Ill., U.S.*
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| Winnebago | 786 |

**Prendiville, J., & Co.,**
3, *New Quay, Liverpool.*

| | |
|---|---|
| s. Knight Templar | 5 |
| s. Knight of St. George | [illegible] |

**Prentice, Service & Henderson**
175, *West George Street, Glasgow.*

| | |
|---|---|
| s. Crown of Arragon | 1474 |
| (Crown S.S. Co., Ld.) | |
| Crown of Granada | 1764 |
| s. Crown of Navarre | 1762 |
| s. Naparima | 1043 |
| s. Torgorm | 1065 |
| s. Yanariva | 2155 |

**Prentiss, A. G.,**
*Saco, Maine, U.S.*

| | |
|---|---|
| Addie Jordan | 358 |

**Prentout-Leblond, H., & E. Leroux,**
12 *bis, Quai du Havre, Rouen, France.*

| | |
|---|---|
| Quevilly | 1710 |
| (Cie. Rouennaise de Transports Maritimes.) | |
| Blossard | 2017 |
| Croisset | 2030 |
| Dieppedalle | 2017 |
| Hautot | 2020 |
| (Soc. Anon. de Vap. Longs Courriers.) | |
| s. Ville de Rouen | 3453 |

**Presque Isle Transportation Co.,**
*Mercantile Bank Building, Cleveland, O., U.S.*
*See* CLEVELAND CLIFFS IRON CO.

**Preston, Corporation of,**
*Preston.*

| | |
|---|---|
| s. Energy | 19 |
| s. Enterprise | 9 |
| s. Forshaw | 354 |
| s. Hopper No. 2 | 147 |
| s. Hopper No. 3 | 112 |
| s. Hopper No. 4 | 115 |
| s. Hopper No. 5 | 115 |
| s. Hopper No. 6 | 106 |
| s. Hopper No. 7 | 95 |
| s. Maynard | 427 |
| s. Perseverance | 23 |

**Preston, Gustavo,**
37, *Central Street, Boston, Mass., U.S.*

| | |
|---|---|
| Gabrielle | 416 |

**Preston Steam Nav. Co. Ld.,**
8a, *Rumford Place, Liverpool.*
*See* H. TYRER & CO.

**Prettyman, J. E.,**
*Pentewan, St. Austell, Cornwall.*

| | |
|---|---|
| G. C. Gradwell | 119 |
| Vixen | 149 |

**Price, James C.,**
166, *Washington Avenue, Chelsea, Mass., U.S.*

| | |
|---|---|
| Three Sisters | 275 |

**Price, Sydney Morgan,**
*Milford Haven.*

| | Net Tons |
|---|---|
| Blue Jacket | 64 |
| Circe | 49 |
| Clytie | 34 |
| Comus | 54 |
| s. Marec | 44 |
| (Western Steam Trawling Co., Ld.) | |
| Avonmouth | 39 |
| Bournemouth | 62 |
| Dartmouth | [illegible] |
| s. Exmouth | 49 |
| s. Falmouth | 54 |
| s. Lynmouth | 48 |
| s. Portsmouth | 30 |
| Weymouth | 34 |

**Price, W., & Co.,**
17, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| Bidston Hill | 2434 |
| Holt Hill | 2966 |
| Marlborough Hill | 2367 |
| (Primrose Hill Sailing Ship Co., Ld.) | |
| Glenholm | 1804 |

**Price, William,**
*Quebec.*

| | |
|---|---|
| s. Thor | 203 |

**Price, William B.,**
14, *Westover Street, West Roxbury, Boston, Mass., U.S.*

| | |
|---|---|
| Waccamaw | 408 |

**Price's Patent Candle Co., Ld.**
(Manager—T. Dalziel),
31, *Threadneedle Street, London, E.C.*

| | |
|---|---|
| s. Corona | 78 |
| s. Parastrine | 88 |

**Prichard Bros. & Co.,**
6, *Cornhill, Portmadoc.*

| | |
|---|---|
| Beeswing | 1354 |
| Blanche Currey | 169 |
| C. E. Spooner | 162 |
| Fleetwing | 221 |
| George Casson | 132 |
| Glanogwen | 100 |
| William Prichard | 148 |

**Prichard, G.,**
76, *High Street, Portmadoc.*

| | |
|---|---|
| Pluvier | 120 |

**Priddle, R. T.,**
*Blenheim, N.Z.*
(Marlborough S.S. Co., Ld.)

| | |
|---|---|
| s. Nambucca | 74 |

**Prim, Sobrinho de A. Salvador, & Cia.,**
70, *Calle Escudillero, Barcelona, Spain.*

| | |
|---|---|
| Dos de Mayo | 220 |

**Primrose Hill, Sailing Ship, Co. Ld.,**
17, *Tower Buildings North, Water Street, Liverpool.*
*See* W. PRICE & CO.

**Prince Edward Island, Government of,**
*Charlottetown, P.E.I.*

| | |
|---|---|
| s. Hillsborough | 66 |

**Prince Line, Ld.,**
*Prudential Buildings, 12, Mosley Street, Newcastle-on-Tyne.*
*See* J. KNOTT.

s. signifies Steamer.

**Princedé, E.,**
*Boulogne, France.*

| | Net Tons |
|---|---|
| Porrosion | 149 |

**Prins de Yong, W. T.,**
*Zaandam, Holland.*
(Stoom. Maats Zaanlandia.)

| | |
|---|---|
| s. Zaandam | 947 |

**Prinzi, Fratelli,**
*Catania, Sicily.*

| | |
|---|---|
| s. Fratelli Prinzi | 1341 |

**Pritchard, G.,**
*6, Cornhill, Portmadoc.*

| | |
|---|---|
| Edith Eleanor | 46 |
| Elizabeth Pritchard | 93 |

**Pritchard, James,**
*Runcorn.*

| | |
|---|---|
| Gleaner | 90 |

**Prochnow, J. F.,**
*Rugenwalde, Germany.*

| | |
|---|---|
| s. Patriot | 83 |

**Proctor, J. E.,**
*Brighton, co. Northumberland, Ontario.*

| | |
|---|---|
| E R C Proctor | 163 |

**Profumo, L., fu B.,**
*Genoa, Italy.*

| | |
|---|---|
| Sicilia | 147 |

**Progreso Steamship Co.,**
1006, *Maritime Building, New York;* & 1302, *Claus Spreckels Building, San Francisco, Cal., U.S.*
*See* J. JEROME.

**Propeller Tow Boat Co.,**
*Savannah, U.S.*

| | |
|---|---|
| s. Cynthia | 54 |
| s. William F. McCaulley | 75 |

**Prosperare Shipping Co., Ld.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Prosperare | 379 |

**Protopapos, J., & E. H. Elia,**
*Syra, Greece.*

| | |
|---|---|
| Nelly | 187 |

**Prout, F.,**
2, *Lansdowne Place, Newquay, Cornwall.*

| | |
|---|---|
| Cicerone | 120 |

**Prout, R.,**
*Port Isaac, Cornwall.*

| | |
|---|---|
| Anne Davies | 91 |

**Providence & Stonington Steam Ship Co.,**
*Pier 19, North River, New York, U.S.*
*See* NEW YORK, NEW HAVEN, AND HARTFORD RAILROAD CO.

**Provident Steamship Co.,**
*Duluth, Minn., U.S.*
*See* A. B. WOLVIN.

**Provisorio, Antonio do Carmo, & Outros,**
*Portimao, Portugal.*

| | Net Tons |
|---|---|
| Isabel | 101 |

**Prowse, Kenneth R.,**
*St John's, N.F.L.*

| | |
|---|---|
| Flora | 389 |

**Prowse, W. H.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| s. Kingsbridge Packet | 46 |

**Prunieres, J.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Alejandro Albarracin | 152 |

**Psacharopoulos, Constantine I.,**
*Athens, Greece.*
(Nav. à Vap. Panhellénique.)

| | |
|---|---|
| s. Albania | 881 |
| s. Argolis | 247 |
| s. Epirus | 490 |
| s. Ionia | 881 |
| s. Panilia A. Rallí | 1431 |
| s. Samos | 870 |
| s. Sappho | 1259 |
| s. Scaramanga | 1091 |
| s. Thessalia | 477 |
| s. Thrace | 881 |

**Psarellis, M.,**
*Agnousses, Turkey.*

| | |
|---|---|
| Panagia | 139 |

**Psaroudas, Rassojannis & Pappageorgacopoulos.**
*Piræus, Greece.*

| | |
|---|---|
| s. Acropolis | 912 |

**Pteris, E.,**
*Syra, Greece.*

| | |
|---|---|
| Theologo | 102 |

**Pucci, L.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| America | 109 |

**Puccinelli, Clorinda,**
*Via di Mezzo, Viareggio, Italy.*

| | |
|---|---|
| Laura | 100 |

**Puccinelli, Rosa,**
*Leghorn, Italy.*

| | |
|---|---|
| Francesco P | 118 |

**Puget Sound Commercial Co.,**
*Port Gamble, Washington, U.S.*
(Agents:—Pope & Talbot, 314, California Street, San Francisco, Cal., U.S.)

| | |
|---|---|
| Balclutha | 1554 |
| Camano | 631 |
| Carondelet | 1292 |
| Fresno | 1149 |
| Gamble | 626 |
| Klikitat | 438 |
| Okanogan | 606 |
| Palmyra | 1223 |
| Skagit | 444 |
| Spokane | 571 |
| Star of France | 1522 |
| Star of Italy | 1474 |

**Puget Sound Navigation Co.,**
*Seattle, Wash., U.S.*

| | |
|---|---|
| s. Alice Gertrude | 372 |
| s. Garland | 88 |
| s. Lydia Thompson | 101 |
| s. Prosper | [illegible] |
| s. Rosalie | 217 |
| s. Samson | 266 |
| s. Whatcom | 270 |

**Puget Sound Tug Boat Co.,**
*Seattle, Washington, U.S.*

| | Net Tons |
|---|---|
| s. Pioneer | 80 |
| s. Richard Holyoke | 91 |
| s. Tacoma | 248 |
| s. Tatoosh | 144 |
| s. Tyee | 148 |
| s. Wanderer | 213 |

**Pugliese, Antonio,**
25, *De Mayo* 81, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Giovanni & Procida | |

**Puglisi, Salvatore,**
*Riposto, Sicily.*

| | |
|---|---|
| s. Unione | 445 |

**Pugsley, J. N.,**
*Parrsboro, N.S.*

| | |
|---|---|
| Alaska | 118 |
| Marion | 124 |

**Pugsley, Thomas,**
*Dock Street, Newport, Monmouth.*

| | |
|---|---|
| s. Irwin | 548 |

**Pugsley, Wm. Thos.,**
2, *Pier, St. Helier's, Jersey.*

| | |
|---|---|
| George & Mary | 62 |
| Red Gauntlet | 59 |

**Puhling Gebruder,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Ans | 318 |
| Olga | 266 |
| Swetks | 265 |
| Swiks | 182 |
| Zeriba | 295 |

**Puhling, J.,**
*Nurmhusen Swike, Talsen, Russia.*

| | |
|---|---|
| Puhlin | 366 |
| Sibens | 178 |
| Uggenzeems | 339 |

**Puhling, K.,**
*Nurmhusen Swike, Talsen, Russia.*

| | |
|---|---|
| Paul | 183 |
| Sinmans | 248 |

**Puig, J. Llusa,**
*Barcelona, Spain.*

| | |
|---|---|
| J. Llusa Puig | 344 |

**Puigcerver, Juan.**

| | |
|---|---|
| Nuevo Copernico | 180 |

**Pulli, A. A. & J.,**
*Wiborg, Finland.*

| | |
|---|---|
| Kilmo | 125 |

**Pulli, P.,**
*Wiborg, Finland.*

| | |
|---|---|
| Petter | 105 |

**Pulling, William J.,**
*Windsor, Ontario.*

| | |
|---|---|
| Sligo | 284 |

**Puntervold, Ole,**
*Egersund, Norway.*

| | |
|---|---|
| s. Naddodd | 196 |

**Puppi, Giuseppe,**
122, *Rue d' Endoume, Marseilles, France.*

| | Net Tons |
|---|---|
| Ernestine | 203 |
| Faso | 198 |

**Puppi, J.,**
*Marseilles, France.*

| | |
|---|---|
| Léonie | 238 |

**Purdie, Glen & Millar,**
*Castle Chambers, 55, West Regent Street, Glasgow.*
(Auchen Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Auchenarden | 3351 |
| s. Auchenblae | 1887 |
| s. Auchenorag | 2542 |
| (Coasting Steamships, Ld.) | |
| s. Bombardier | 72 |
| s. Brigadier | 69 |

**Purdy, Daniel J.,**
195, *Main Street, St John, N.B.*

| | |
|---|---|
| Pofetta | 124 |

**Purdy, Gilbert L.,**
23, *High Street, St. John, N.B.*

| | |
|---|---|
| Preference | 243 |

**Purdy Steam Fishing Co., Ld.**
*See* W. PURDY, Jun.

**Purdy, W.,**
*North Shields.*
(Reaver Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Recorder | 45 |

**Purdy, W., Jun.,**
*Fish Quay, North Shields.*
(Purdy Steam Fishing Co., Ld.)

| | |
|---|---|
| s. George E. Benson | 33 |
| s. Shamrock | 71 |
| s. Thistle | 34 |
| s. Wild Rose | 35 |

**Pust, F. Albt.,**
*Geestemunde, Germany.*

| | |
|---|---|
| s. Amalie | 53 |
| s. Betty | 39 |

**Putnam, Alfred,**
*Halifax, N.S.*

| | |
|---|---|
| Strathern | 127 |
| Strathisla | 125 |

**Putt, W. H.,**
*St. Andrew's Dock, Hull.*
(St. Andrew's Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Hawk | 65 |
| s. Ostrich | 84 |
| s. Pelican | 61 |
| s. Stork | 64 |
| s. Vulture | 57 |

**Puustinen J.,**
*Björneborg, Finland.*

| | |
|---|---|
| s. Iisalmi | 86 |

**Pyk, Axel,**
*Helsingborg, Sweden.*
(Aktiebolaget Malta.)

| | |
|---|---|
| s. Erik | 320 |
| (Rederiaktieb. Walhall.) | |
| s. Oswin | 1027 |

**Pyk, Nils Th.,**
*Helsingboro, Sweden.*

| | Net Tons |
|---|---|
| s. Atlanton | 1021 |
| (Rederiaktieb. Skagerack.) | |
| s. Anton | 1021 |
| (Aktieb Kattegat.) | |
| s. Georgia | 1021 |
| s. Lilly | 1021 |

**Pyke, C. J.,**
*Arthur Street, Preston.*

| | |
|---|---|
| s. Duchess | 70 |

**Pyke, J., & Son,**
*Preston.*

| | |
|---|---|
| s. Fulwood | 70 |

**Pyman, Bell & Co., Ld.,**
*Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Elfrida | 1451 |
| s. Eveline | 1021 |
| s. [illegible] | 730 |
| s. Mab | 1021 |
| s. Madeline | 1021 |
| s. Pernambuco | 922 |
| s. Raithwaite Hall | 1021 |

**Pyman Bros., Ld.,**
88, *Bishopsgate Street, London, E.C.*
(London & Northern [illegible] Co., Ld.)

| | |
|---|---|
| s. Airedale | 1021 |
| s. Blagdon | 1021 |
| s. Bramham | 1021 |
| s. Chingford | 1021 |
| s. Cober | 1021 |
| s. Cragside | 1021 |
| s. Cranford | 1021 |
| s. Ensingwold | 1021 |
| s. Fallodon | 1914 |
| s. Florence | 1347 |
| s. Gledhow | 1021 |
| s. Holgate | 1021 |
| s. Hutton | 1021 |
| s. Lizzie English | 1017 |
| s. Loughirst | 1021 |
| s. Pendower | 1021 |
| s. Ribston | 2161 |
| s. Rounton | 1701 |
| s. [illegible] | 1021 |

**Pyman, George, & Co.,**
*Mercantile Chambers, Mainsforth Terrace, West Hartlepool.*
(Pyman Steam Ship Co., Ld.)

| | |
|---|---|
| s. Coniston | 1021 |
| s. Dunholme | 1021 |
| s. George Pyman | 1021 |
| s. Holmeside | 1021 |
| s. Laura | 1021 |
| s. Membland | 1021 |
| s. Nanette | 1021 |
| s. Raithwaite | 1021 |
| s. Rokeby | 1021 |
| s. Rosebank | 1021 |
| s. Sandsend | 1021 |
| s. Waverley | 1021 |
| s. Winifred | 1021 |

**Pyman, J. W.,**
*Cardiff.*

| | |
|---|---|
| s. Southwaite | 1021 |

**Pyman Steam Ship Co., Ld.**
*See* G. PYMAN & Co.

**Pyman, Watson & Co.,**
*Cardiff, and Newport, Mon.*

| | |
|---|---|
| s. Easby Abbey | 1021 |
| s. Llanthony Abbey | 1021 |
| s. [illegible] Abbey | 1021 |

s. désigne les Vapeurs.

# Q

**Quah Beng Kee,**
*Bishop Street, Penang.*

| | Net Tons |
|---|---|
| s. Jin Ho | 110 |
| s. Pin Seng | 378 |

**Qualtrough, Edwin,**
*Port St. Mary, Isle of Man.*

| | |
|---|---|
| s. Doon Glon | 50 |
| s. Glenmay | 68 |

**Qualtrough, Joseph,**
*Port St. Mary, Isle of Man.*

| | |
|---|---|
| Margaret Garton | 52 |

**Quarta, Acties.,**
*Tonsberg, Norway.*
*See* J. BULL.

**Quartino, A., y Hno,**
*Montevideo, Uruguay.*

| | |
|---|---|
| San Francisco | 173 |
| Santa Maria Magdalena | 199 |

**Quartino, Ambrosio,**
*Calle Cerrolargo, 93, Montevideo, Uruguay.*

| | |
|---|---|
| s. Sant' Antonio | 173 |

**Quebec and Levis Ferry Co., Ld.,**
*Quebec, Canada.*

| | |
|---|---|
| s. North | 182 |
| s. Pilot | 269 |
| s. Polaris | 336 |
| s. Queen | 249 |
| s. South | 220 |

**Quebec Steam Ship Co., Ld.,**
*Quebec, Canada; and 39, Broadway, New York, U.S.*

| | |
|---|---|
| s. Campana | 1154 |
| s. Caribbee | 1247 |
| s. Fontabelle | 1699 |
| s. Korona | 1871 |
| s. Manoa | 1967 |
| s. Parima | 1875 |
| s. Pretoria | 1984 |
| s. Trinidad | 1354 |

**Quebrada Railway, Land and Copper Co., Ld.,**
*4, Tokenhouse Buildings, London, E.C.*
*See* N. G. BURGH.

**Queen Anne Ferry & Equipment Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Endeavor | 244 |
| s. Queen Anne | 410 |
| s. Queen Caroline | 436 |

**Queen Steam Fishing Co., Ld.,**
*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Balmoral | 62 |
| s. Buckingham | 62 |
| s. Kensington | 54 |
| s. Queen | 46 |
| s. Windsor | 62 |

**Queens of the River Steamship Co., Ld.,**
*Winchester House, 50, Old Broad Street, London, E.C.*
*See* L. W. MATTHEWS.

**Queensland, Government of,**
*Edward Street, Rockland, Queensland.*
(Marine Department.)

| | Net Tons |
|---|---|
| s. Cormorant | 4 |
| s. Hercules | 172 |
| s. Llewellyn | 29 |
| s. Lucinda | 148 |
| s. Otter | 87 |
| s. Pelican | 1 |
| s. Samson | 352 |
| s. Schnapper | 177 |

**Queensland Pearl Shell Fishery Co., Ld.,**
*91, Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| Tarawa | 124 |

**Queensmore S.S., Ld.,**
*18, Water Street, Liverpool.*
*See* W. JOHNSTON & Co., Ld.

**Queirolo, Giuseppe,**
*Via S. Lorenzo, No. 6, Int. 3, Genoa, Italy.*

| | |
|---|---|
| s. Cesare M. | 46 |

**Querel, Francisco,**
*Rosario.*

| | |
|---|---|
| s. Elisabeth II | 141 |

**Querree, A. C. M.,**
*St. John's, Jersey.*

| | |
|---|---|
| Louise Ernest | 70 |

**Questa, A., fu G. B.,**
*Marola, Spezzia, Italy.*

| | |
|---|---|
| Enea | 108 |

**Quillici, D., fu F.,**
*Genoa, Italy.*

| | |
|---|---|
| Tilde | 118 |

**Quilici frères,**
*56, Rue de la République, Marseilles, France.*

| | |
|---|---|
| Cyrnos | 569 |

**Quimpo, P.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Santa Rosa | 111 |

**Quintana, F.,**
*25 de Mayo, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Jupiter | 530 |

**Quintero, J. E.,**
*Campêche, Mexico.*

| | |
|---|---|
| Maria | 176 |

**Quirk, J.**
*Peel, Isle of Man.*

| | |
|---|---|
| Kate | 122 |

**Quoniam, C. Th.,**
*18, Quai de Caligny, Cherbourg, France.*

| | |
|---|---|
| Marie | 159 |

# R

**Raa Rederiaktiebolaget,**
*Råå, Sweden.*
*See* JONAS OHLSSON.

**Rabien & Stadtlander,**
*Geestemünde, Germany.*

| | Net Tons |
|---|---|
| s. Georg | 18 |
| s. Jonni | 18 |
| s. Rheinland | 454 |
| s. Westfalen | 1531 |
| (Rhederei Ges. "Germania.") | |
| s. Ost | 523 |

**Rabinovitch, J. M.,**
*Kherson, Russia.*

| | |
|---|---|
| s. Surachany | 482 |

**Racalo, Anastasio,**
*Syra, Greece.*

| | |
|---|---|
| Pericles | 132 |

**Racic, E.,**
*Ragusa, Austria.*

| | |
|---|---|
| s. Zora | 2070 |

**Racic, G.,**
*Dubrovnik, Austria.*

| | |
|---|---|
| s. Epidauro | 1214 |
| s. Istok | 1850 |
| s. Leopoldina | 2070 |
| Marije | 360 |
| s. Orjen | 1459 |

**Radau & Co.,**
*Cronstadt and St. Petersburg, Russia.*

| | |
|---|---|
| s. Amur | 888 |

**Radcliffe, C., & Co.,**
*Vienna Chambers, Cardiff.*

| | |
|---|---|
| s. Commonwealth | 2133 |
| s. Netherfield | 2021 |
| (Birkdale Steamship Co., Ld.) | |
| s. Keresby | 1882 |
| (Snowdon Steamship Co., Ld.) | |
| s. Craiglee | 1233 |

**Radcliffe, D. & C.,**
*4, Dock Chambers, Cardiff.*
(Glamorgan Steam Ship Co., Ld.)

| | |
|---|---|
| s. Poterston | 1791 |

**Raddings, B. L.,**
*19, Bellamy Street, Hull.*

| | |
|---|---|
| Charlotte Kilner | 64 |

**Radice, A.,**
*Naples, Italy.*

| | |
|---|---|
| Narduccio | 165 |

**Radmann, M., & Sohn,**
*Altona, Germany.*

| | |
|---|---|
| s. Berlin | 44 |
| s. Wollin | 44 |

**Rae, J. & J., & Co.,**
*14, Water Street, Liverpool.*

| | Net Tons |
|---|---|
| Ardvar | 830 |
| Brenhilda | 1250 |
| Cairnsmore | 878 |
| Chipperkyle | 1592 |
| Miefield | 1275 |
| Santa | 888 |
| Solway | 1599 |
| (Brendasia Ship Co., Ld.) | |
| Brenda | |

**Raeburn & Vérel,**
*81, St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Balmoral | 2650 |
| s. Buckingham | 1876 |
| s. Kensington | 2247 |
| s. Miramar | 1561 |
| s. Osborne | 2796 |
| s. Westminster | 2510 |
| (Monarch S.S. Co., Ld.) | |
| s. British Monarch | 2547 |
| s. Indian Monarch | 2850 |
| s. Ocean Monarch | 2780 |
| s. Scottish Monarch | 2748 |

**Rafen, L. B.,**
*Holmestrand, Norway.*

| | |
|---|---|
| s. Ariel | 994 |
| s. Arthur | 645 |

**Raffo, Enrico, fu Erasmo,**
*Corso Genova No. 2, Chiavari, Italy.*

| | |
|---|---|
| Erasmo | 2157 |
| Maria Raffo | 1309 |
| Saturnina Fanny | 1560 |

**Ragusea, Nav. à Vap.,**
*Ragusa, Austria.*
*See* M. MARINOVIC.

**Rahming, H. T.,**
*Nassau, N.P.*

| | |
|---|---|
| Florence | 247 |

**Rahnberg, C.,**
*Malmö, Sweden.*

| | |
|---|---|
| Elsa | 905 |

**Rahtkens, Franz, & Co.,**
*Middlesbrough.*

| | |
|---|---|
| s. John Readhead | 1032 |
| s. Winnie | 1583 |

**Raimondo, Flli., & Molinari,**
*Via Carlo Alberto No. 29, Genoa, Italy.*

| | |
|---|---|
| s. Fides | 1311 |

**Raine, J.,**
*Baltic Chambers, Sunderland.*

| | |
|---|---|
| s. Gathorne | 717 |

**Rainford, W. A., & Co.,**
*14, Water Street, Liverpool.*

| | |
|---|---|
| Star of Germany | 1284 |

**Rainy River Navigation Co., Ld.,**
*Rat Portage, Ontario.*

| | |
|---|---|
| s. Keenora | 335 |

**Raiola, F. di R.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Bella Rosa | 100 |
| Maddalena | 161 |

**Raird, Robert,**
*21, North Street, Peterhead.*

| | Net Tons |
|---|---|
| Daybreak | 44 |

**Rallo, G.,**
*Trapani, Sicily.*

| | |
|---|---|
| Checchina M. | 80 |

**Raman Chetty, R.M.M.S.T.,**
*Jaffna.*

| | |
|---|---|
| Meanatchy | 286 |
| Sithampara Sivakama Letchemy | 203 |

**Rambech, M. F. H.,**
*Örkedalen, Norway.*
(Örkedalske Dampskibsselskab.)

| | |
|---|---|
| s. Orkdal | 84 |

**Ramen Chetty, R.M.M.C.T., & C.C.C.T. Sithamparam Chetty,**
*Jaffna, Ceylon.*

| | |
|---|---|
| Chuakurunatha Puravy | 112 |

**Ramirez, Pablo F.,**
*Casilla Correo 905, Lima, Peru.*

| | |
|---|---|
| s. Nazareth | 104 |

**Ramos, A. Souto,**
*Corunna, Spain*

| | |
|---|---|
| s. Victoria (gross) | 117 |

**Ramsay, Keith,**
*Box 18, Dunedin, N.Z.*

| | |
|---|---|
| s. Invercargill | 123 |
| s. Rimu | 144 |

**Ramsgate Smackowners' Ice Co., Ld.,**
*55, Addington Street, Ramsgate.*

| | |
|---|---|
| John Hannah | 135 |

**Ramsten, H.,**
*Malmö, Sweden.*

| | |
|---|---|
| Gripen | 286 |
| (Malmö Bogser Atkie Bolag.) | |
| s. Flinträunnan | 6 |

**Ramström, H.,**
*Hernösand, Sweden.*
(Ångf. Aktieb. Norrland.)

| | |
|---|---|
| s. Elias Sehlstedt | 188 |
| s. Norrland | 286 |

**Ran, Acties.,**
*Kragerö, Norway.*

| | |
|---|---|
| Ran | 308 |

**"Ran," Ångfartygs Aktieb.,**
*Hammorsten, Grums, Verml. ln, Sweden.*
*See* T. F. ALMÉN.

**Rand, John S.,**
*Portsmouth, New Hampshire, U.S.*

| | |
|---|---|
| Annie F. Conlon | 519 |

**Randall, B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Nellie F. | 100 |



s. signifies Steamer.

**Randall, E. S.,**
*7th Street Wharf, Washington, D.C., U.S.*

| | Net Tons |
|---|---|
| Estelle Randall | 144 |
| Harry Randall | 418 |
| Kent | 351 |
| S. Samuel J. Pentz | 416 |
| T. V. Arrowsmith | 424 |

**Randall, Edward B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Lygonia | 172 |

**Randall, H. M.,**
*Port Jefferson, U.S.*

| | |
|---|---|
| Mary Adelaide Randall | 1109 |

**Randell, John,**
*Adelaide Street, Swansea.*

| | |
|---|---|
| Lizzie R. Wilce | 130 |

**Randén, E.,**
*Raumo, Finland.*

| | |
|---|---|
| Mathilda | 489 |

**Randich, Norberto, fu P.,**
*Costrena, Santa Barbara, Hungary.*

| | |
|---|---|
| Ljubav R. | 428 |

**Rangoon Port Commissioners,**
*Rangoon*

| | |
|---|---|
| S. Kathleen | 23 |
| Samson | 205 |

**Raninin, Gust., Perilliset,**
*Kuopio, Finland.*

| | |
|---|---|
| S. Panu | 117 |
| S. Wellamo | 119 |

**Rank, J., Ld.,**
*Clarence Mills, Hull.*

| | |
|---|---|
| S. Clarence | 223 |
| Eagle | 71 |

**Rankin, Gilmour & Co.**
(SAINT LINE),
67, *South John Street, Liverpool.*
(British & Foreign S.S. Co., Ld.)

| | |
|---|---|
| S. Saint Andrew | 4451 |
| S. Saint Bede | 2288 |
| S. Saint Cuthbert | 3166 |
| S. Saint Dunstan | 2756 |
| S. Saint Egbert | 2394 |
| S. Saint Fillans | 2307 |
| S. Saint George | 2673 |
| S. Saint Hugo | 2290 |
| S. Saint Kilda | 2269 |
| S. Saint Leonards | 2763 |
| S. Saint Mary | 1939 |
| S. Saint Nicholas | 2284 |
| S. Saint Quentin | 2170 |

**Rankine Line, Ld.,**
130, *West Nile Street, Glasgow.*

| | |
|---|---|
| S. Amsterdam | 397 |
| S. Glanmire | 545 |
| S. Glasgow | 492 |
| S. Perth | 395 |
| S. Rotterdam | 490 |

**Ras Steam Shipping Co., Ld.,**
123, *Bishopsgate Street Within, London, E.C.*
*See* GRAHAMS & CO.

**Rasch, G.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Borghild | 725 |

**Rashid bin Mahomed,**
*Muscat, Oman.*

| | |
|---|---|
| Fazelourreem | 437 |

**Rasker, D. F.,**
*Peperstraat 22, Groningen, Holland.*

| | |
|---|---|
| Leentje | 115 |

**Rasmussen, A. P.,**
*Nykjöbing, Jylland, Denmark.*

| | |
|---|---|
| Edske Smit | 187 |

**Rasmussen, Chr. H.,**
*Torvet, Marstal, Denmark.*

| | |
|---|---|
| Habil | 102 |
| Irene | 184 |

**Rasmussen, F. W.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Union | 132 |

**Rasmussen, H. C.,**
*Marstal, Denmark.*

| | |
|---|---|
| Marie | 149 |

**Rasmussen, J. L.,**
*Thurö, Denmark.*

| | |
|---|---|
| Frits Emil | 169 |

**Rasmussen, M.,**
*Fredericia, Denmark.*

| | |
|---|---|
| Caroline | 172 |

**Rasmussen, R. H.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Vega | 146 |

**Rasmussen, R. H.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| London | 127 |

**Rasmussen, R. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Anne | 119 |

**Rasmussen, Sigvart,**
*Haugesund, Norway.*

| | |
|---|---|
| Campbell | 1039 |
| Guiana | 1297 |
| Haugar | 1372 |
| Isabel | 1175 |
| Marna | 1421 |
| Sherwood | 944 |

**Rasmussen, T.,**
*Stavanger, Norway.*

| | |
|---|---|
| Avalon | 597 |

**Rasmusson, M.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Olen | 199 |

**Rasmusson, M.,**
*Brantevik, Simrishamn, Sweden.*

| | |
|---|---|
| Ceres | 196 |

**Rasona Steam Ship Co., Ld.,**
31, *Leith Walk, Leith.*
*See* T. COWAN.

**Rasouloff, M.,**
*Baku, Russia.*

| | Net Tons |
|---|---|
| S. [illegible] | 423 |
| [illegible] | 359 |
| [illegible] | 763 |

**Rassim Effendi,**
*Scutari, Albania.*

| | |
|---|---|
| Masciala Allah Kerim | 146 |

**Rassuloff, F. M. & A. M.,**
*Baku, Russia.*

| | |
|---|---|
| S. Chamid | 778 |

**Rathbun, Co., The,**
*Deseronto, Ontario.*

| | |
|---|---|
| S. Armenia | 57 |
| S. Ella Ross | 140 |
| Reliance | 146 |
| Resolute | 146 |

**Rathbun, E. N.,**
*Deseronto, Ontario.*

| | |
|---|---|
| Recruit | 267 |

**Ratner, D.,**
*Odessa, Russia.*

| | |
|---|---|
| Latka | 81 |
| Mert | 30 |
| Rosa | 94 |
| Sophia | 85 |

**Rauert, J.,**
*Puttgaarden, Fehmarn, Germany.*

| | |
|---|---|
| Hortencia | 156 |

**Raumo Nya Skeppsrederi Aktiebolag,**
*Raumo, Finland.*
*See* J. W. SÖDERLUND.

**Raumo, Rederi Aktiebolag,**
*Raumo, Finland.*
*See* W. PANELIUS.

**Raup, H.,**
*Lübeck, Germany.*

| | |
|---|---|
| Sirene | 113 |

**Rawley, Geo. W.,**
*Tenant's Harbor, Maine, U.S.*

| | |
|---|---|
| Daniel Pierson | 350 |
| Irene E. Meservey | 298 |
| M. K. Rawley | 288 |

**Ray, M. A., & Sons,**
*Old Sun Wharf, Ratcliffe, London, E.*

| | |
|---|---|
| S. John Ray | 331 |
| S. Shad Thames | 366 |
| S. Southwark | 457 |

**Raymon y Puigcerver, M.,**
*Felanitx, Majorca*

| | |
|---|---|
| Nueva Carmelita | 194 |

**Rayner, Clarence H.,**
*Stony Brook, Long Island, N.Y.*

| | |
|---|---|
| B. H. Wharford | 199 |
| Lillie O. Wells | 199 |

**Rayner, Thomas.**

| | |
|---|---|
| [illegible] | 84 |
| Harvest Queen | 94 |

**Raynes & Co.,**
*Abergele, North Wales*

| | Net Tons |
|---|---|
| [illegible] Beaconsfield | 141 |

**Raynes, G. T.,**
*Llysfaen, near Abergele.*

| | |
|---|---|
| Earl [illegible] Lathom | 100 |

**Raynes, James W.,**
*Llysfaen, near Abergele.*

| | |
|---|---|
| Earl [illegible] | 99 |
| S. Eleanor | 196 |

**Rayson, Thomas P.,**
3, *Salem Avenue, Sunderland.*

| | |
|---|---|
| S. Florence | 17 |
| S. Tyne | 33 |

**Razeto, Antonio, di Giacomo,**
*Camogli, Italy.*

| | |
|---|---|
| Lincelles | 774 |

**Razeto, Emanuele, fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| S. Abbazia | 1[illegible] |

**Razeto, Gaetano,**
*Boglasco, Italy.*

| | |
|---|---|
| Annita Menotti | 4[illegible] |

**Razeto, Prospero, fu Francesco,**
*Corso Margherita, Camogli, Italy.*

| | |
|---|---|
| Francesco R. | 4[illegible] |

**Razeto, Stefano, fu Antonio,**
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Oriana | 4[illegible] |

**Razeto, Stefano, fu M.,**
*Via Assarotti No. 29, Genoa, Italy.*

| | |
|---|---|
| Martinin | 744 |
| S. N. S. del Boschetto | 1[illegible] |
| Stefano Razeto | 1[illegible] |

**Razetto, Roberto,**
*Salita Graziani No. 2, Camogli, Italy.*

| | |
|---|---|
| Ero | 670 |

**Razoilo, M. F. F.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Razoilo | 154 |

**Rea, R. & J. H.,**
*Old Castle Buildings, Preesons Row, Liverpool.*
(Rea Shipping Co., Ld.)

| | |
|---|---|
| S. Bangarth | 8[illegible] |
| S. Calgarth | 1072 |
| S. Dalegarth | 8[illegible] |
| S. Gatesgarth | 8[illegible] |
| S. Throstlegarth | 8[illegible] |

(Rea Transport Co., Ld.)

| | |
|---|---|
| S. Edengarth | 60 |
| S. Fellgarth | 67 |
| S. Garth | 94 |
| S. Holmgarth | 2 |
| S. Lolgarth | |
| John Walters | 107 |
| S. Macsteg | 88 |
| Selina | 8[illegible] |

**Rea Shipping Co., Ld.,**
*See* R. & J. H. REA.

**Rea Transport Co., Ld.,**
*See* R. & J. H. REA.

**Rea, William Robert,**
19, *Donegall Quay, Belfast.*

| | Net Tons |
|---|---|
| S. Allanton | 8[illegible] |
| S. Beechley | 2[illegible] |
| S. Fernley | 2471 |
| S. Lothington | 8[illegible] |
| S. Oakley | 2454 |
| S. Roseley | 8[illegible] |
| S. Workfield | 8[illegible] |

(North [illegible] Ireland Steam Ship Co., Ld.)

| | |
|---|---|
| S. Ashley | 1506 |
| S. Ormley | 2730 |

**Read, A. H.,**
[illegible] Street, Boston.
(Boston [illegible] Tug Co., Ld.)

| | |
|---|---|
| S. Privateer | 7[illegible] |

**Reading Co.**
(Shipping & Freight Agent—O. H. Hagerman),
2063–5, *Richmond Street, Philadelphia, U.S.*

| | |
|---|---|
| Alaska | 821 |
| Alburtis | 8[illegible] |
| S. Ashbourne | 7[illegible] |
| Ashland | 838 |
| [illegible] | 8[illegible] |
| [illegible] | 843 |
| [illegible] | 835 |
| Berthayres | 8[illegible] |
| Brookside | 823 |
| Buck Ridge | 8[illegible] |
| Burnside | 821 |
| S. Carlisle | 432 |
| S. Catawissa | 343 |
| S. Cheltenham | 74 |
| Coleraine | 8[illegible] |
| S. Conestoga | 429 |
| Corbin | 8[illegible] |
| Draper | 821 |
| Eagle Hill | 843 |
| Elmwood | 823 |
| Enterprise | 833 |
| Ephrata | 8[illegible] |
| Franklin | 948 |
| S. Gettysburg | 368 |
| Gilberton | 8[illegible] |
| Girard | 8[illegible] |
| Glendower | 8[illegible] |
| S. Gwynedd | 78 |
| Hammond | 8[illegible] |
| S. Harrisburg | 8[illegible] |
| Henry Clay | 8[illegible] |
| Hercules | 738 |
| [illegible] | 8[illegible] |
| Indian Ridge | 8[illegible] |
| S. International | 8[illegible] |
| Kalmia | 8[illegible] |
| Kimberton | 8[illegible] |
| Knickerbocker | 8[illegible] |
| Kohinoor | 8[illegible] |
| S. Lancaster | 8[illegible] |
| Langhorne | 8[illegible] |
| Lincoln | 8[illegible] |
| Logan | 8[illegible] |
| Lorberry | 8[illegible] |
| S. Lykens | 8[illegible] |
| Mahanoy | 8[illegible] |
| Manheim | 8[illegible] |
| Maple Hill | 8[illegible] |
| Marion | 8[illegible] |
| Merriam | 8[illegible] |
| Monitor | 8[illegible] |
| Oak Hill | 8[illegible] |
| S. Ogontz | 8[illegible] |
| Oley | 8[illegible] |
| Paxinos | 8[illegible] |
| Paxtang | 8[illegible] |
| S. Pencoyd | 8[illegible] |
| S. Penllyn | 8[illegible] |
| Phœnix | 8[illegible] |
| Pine Forest | 8[illegible] |
| S. Pottsville | 8[illegible] |
| Preston | 8[illegible] |
| S. Reading | 8[illegible] |
| Richardson | 8[illegible] |
| Robesonia | 8[illegible] |
| Rutherford | 8[illegible] |
| St Nicholas | 8[illegible] |
| Saucon | 8[illegible] |
| Schuylkill | 8[illegible] |
| Shawmont | 8[illegible] |
| [illegible] | 8[illegible] |
| Silver Brook | 8[illegible] |
| Suffolk | 8[illegible] |
| S. Swatara | 8[illegible] |
| S. Tamaqua | 8[illegible] |
| Thomaston | 8[illegible] |
| Trevorton | 8[illegible] |
| Tunnel Ridge | 8[illegible] |
| S. Valley Forge | 8[illegible] |

**Realfsen, Brodrene,**
*Molhousen, Porsgrund, Norway.*
Net Tons
Eliezer .. 241
Rauit Hansen 240

**Reaver Steam Shipping Co., Ld..**
*North Shields.*
*See* W. PURDY.

**Rebagliati, Giuseppe,**
*Savona, Italy.*
Giuseppe Padre .. 245

**Recagno, Luis,**
*Lima, Peru.*
Jose Zanelli .. 170

**Red Beach Plaster Co.,**
*Red Beach, Me., U.S.*
William Cobb .. 356

**Red Cross Iquitos S.S. Co., Ld..**
30, *James Street, Liverpool.*
*See* BOOTH STEAMSHIP Co., LD.

**Red Cross Shipping Co., Ld.,**
20, *Castle Street, Liverpool.*
*See* C. T. BOWRING & Co., LD.

**Red "D" Line.**
*See* ATLANTIC & CARIBBEAN STEAM NAV. CO.

**Red "R" S.S. Co., Ld.,**
*Prudential Buildings, Newcastle-on-Tyne; and Bute Docks, Cardiff.*
*See* STEPHENS, SUTTON, & STEPHENS.

**Red "S" S.S. Co., Ld.,**
*B, Lombard Street, Newcastle-on-Tyne.*
*See* M. J. DE HART.

**Red Star Line.**
*See* SOCIÉTÉ ANONYME DE NAVIGATION BELGE AMÉRICAINE.

**Redhead, Mark H.,**
63, *Quayside, Newcastle-on-Tyne.*
s. Ben Ledi .. 10
s. Daring .. 7
s. Thames .. 22

**Redin, J.,**
*Sefle, Sweden.*
s. Flora .. 94

**Redman, W. F.,**
*New York, U.S.*
Pardon G. Thomson .. 163

**Redman, Walter H.,**
115, *Peace Street, New York, U.S.*
Ada G. Shortland .. 186

**Redmond, Clarence W.,**
*Pugwash, N.S.*
Marion Louise .. 196

**Reece, Albert,**
*Sharpness, Gloucester.*
Net Tons
Mervinia .. 97

**Reed, A. R.,**
*Waldoboro', Me., U.S.*
Augustus Welt .. 1113
Hattie P. Simpson .. 1475
Ida C. Southard .. 714
Maggie S. Hart .. 531

**Reed, J. B.,**
*Torrington, North Devon.*
Leader .. 65

**Reed, John,**
2, *Trinity Buildings, North Shields.*
s. Lilydale .. 24
s. Shamrock .. 13

**Reed, Peter B.,**
*Absecom, New Jersey, U.S.*
Horace G. Morse .. 388
Lizzie Babcock .. 514
William K. Park .. 1100

**Rees, T. Bowen, & Co.,**
*Smyrna.*
(London Agents—Messrs. Carlisle & Co., Leadenhall Chambers, 4, St. Mary Axe, E.C. *See* also entry under this firm.)
(Talbot S.S. Co., Ld.)
s. Cabral .. 1734
s. Guildhall .. 1862
s. Hubbuck .. 1775
s. Wingrove .. 1819

**Reeves, J. T.,**
*Whitstable, Kent.*
Eagle .. 197
Lenore .. 180

**Reeves, Josiah,**
*Whitstable, Kent.*
Eleanor .. 159
L. C. Owen .. 189

**Reform Shipping Co., Ld.,**
*Yarmouth, N.S.*
Reform .. 545

**Regeb Effendi,**
*Tireboli, Turkey.*
Allah Kerim .. 105

**Regie co-intéressée des Tabacs de l'Empire Ottoman,**
*Constantinople, Turkey.*
s. Aidin .. 33
s. Archipel .. 33
s. Sayad .. 41

**Regier, Peter,**
*Mariupol, Azoff, Russia.*
s. Engineer Avdakoff .. 1131
s. Maria Regier .. 785
s. Protector .. 48

**Regnard, J.,**
5, *Rue St. Paul, Granville, France.*
Marie Jeanne .. 189

**Regnell, V.,**
*Vestervik, Sweden.*
s. Gamleby .. 175

**Regoli, Pilade,**
*Leghorn, Italy.*
Net Tons
Alberto .. 100

**Reid, A. D.,**
53, *Bothwell Street, Glasgow.*
(Isles S.S. Co.)
s. Lady of the Isles .. 169
(Reid, Ld.)
s. Duchess of York .. 120

**Reid Bros.,**
*Buckie, Banff.*
s. Liberty .. 16

**Reid, G. & A., & G. Reid, Jr.,**
*Port Gordon, Banffshire.*
s. Flourish .. 18

**Reid, George, & Co.,**
11, *Queen Street, Newcastle-on-Tyne.*
s. Edgar .. 922

**Reid, Hay & Gordon,**
*Buckie, Banff.*
s. Welfare .. 18

**Reid, J.,**
*Saltcoats, Ayrshire.*
s. Asia .. 92

**Reid, J.,**
*Bay City, Michigan, U.S.*
s. Protector .. 144

**Reid, James,**
19, *Seaview Road, Buckpool, Buckie, Banffshire.*
s. White Lily .. 21

**Reid, John,**
*Ardrossan.*
s. Lizzie .. 49

**Reid, Ld.,**
*See* A. D. REID.

**Reid Newfoundland Co.,**
*St. John's, N.F.L.*
s. Argyle .. 199
s. Bruce .. 343
s. Clyde .. 199
s. Dundee .. 199
s. Ethie .. 202
s. Glencoe .. 336
s. Home .. 200
s. Virginia Lake .. 440

**Reid, Robert,**
*Low Street, Buckie, Banff.*
Lady Cecilia Hay .. 71

**Reid, S., & Son,**
*Kirkwall.*
s. Express .. [illegible]

**Reid Wrecking Co., Ld.,**
*Sarnia, Ontario.*
E. A. Fulton .. 288

**Reimers, F. J.,**
70, *Roedingsmarkt, Hamburg, Germany.*
Net Tons
s. Heinrich .. 510
s. Hermine .. 246
s. Hugo & Clara .. 454

**Reincke, Max,**
*Windau, Russia.*
s. Cito .. 157
s. Dazmar .. 144
s. Kurland .. 532
s. Libau .. 136
s. Windau .. 233

**Reinecke, J. A.,**
*Baumwall 5, Hamburg, Germany.*
Adolf .. 176
Alfred .. 169
Otto .. 176

**Reinertsen, A.,**
*Salheim, Lillesand, Norway.*
Fortuna .. 633
Hippalos .. 329

**Reinhardt, F., & Co.,**
*Christianssand, Norway.*
s. Bjorn .. 318
s. Georgia .. 793

**Reinhold, F. G.,**
*Brodbänkengasse 26, Danzig, Germany.*
s. Carlos .. 562
s. D. Siedler .. 289
s. Lotte .. 265
s. Martha .. 521
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s. Minna .. 595
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s. Sophie .. 360
s. Zoppot .. 284

**Reinhold, P.,**
*Råå, Raus, Sweden.*
Anna .. 398

**Reinwald, R.,**
*Rojen per Sassmacken, Gesinde Kalmin, Kurland, Russia.*
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**Reison, S.,**
*Pabbaschen, Gulf of Riga, Russia.*
Kaupo .. 287

**Remedio Steam Ship Co., Ld.,**
132, *Dock Street, Newport, Mon.*
*See* ORDERS & HANDFORD.

**Remick, Isaac,**
*Port Isaac, Cornwall.*
Ida .. 155

**Remolcadores Bilbainos,**
*Estufa 2, Bilbao, Spain.*
*See* F. M. RODAS.

**"Renata" Dampf. Ges. Th. Gribel,**
*Stettin, Germany.*
*See* RUD. CHRIST. GRIBEL.

**Renault, G., & Ed. Jonan,**
*Fécamp, France.*
Félix Faure .. 123

**Renault, Maurice,**
*Fécamp, France.*
Net Tons
s. Pervenche .. 172

**Renault, M., & P. Acher,**
3, *Rue du Domaine, Fécamp, France.*
Pâquerette .. [illegible]

**Renck, H. G. C.,**
*Bahnhofstrasse 8, Harburg, Germany.*
Fiducia .. 121
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Gloria .. (screw. stmr.) 135

**Rendall, James G.,**
*Port Melbourne, Victoria.*
Syren .. 157

**Reney, C. A.,**
*Connah's Quay, Flint.*
Finloggan .. 99
Rosendale .. 118

**Reney, James,**
*Connah's Quay, Flint.*
Agenoria .. 145
Annie Brocklebank .. 99
Florence Louisa .. 96
Pearl .. 90
Sunbeam .. 93

**Reney, Walter,**
*Connah's Quay, Flint.*
Celtic .. 175
Charles & Ellen .. 130
Emma & Ester .. 78
Mary Jones .. 84
Olwen .. 99
Pet .. 90
Windermere .. 147

**Rennie, John T., & Son,**
4, *East India Avenue, London, E.C.; and* 48, *Marischal Street, Aberdeen.*
s. Ifafa .. 1115
s. Illovo .. 1242
s. Inanda .. [illegible]
s. Inchanga .. 1403
s. Induna .. 429
s. Ingeli .. 1864
s. Inkonka .. 2206
s. Inkosi .. 2266
s. Insizwa .. 1915
s. Inyati .. 1600
s. Inyoni .. 1250
s. Matabele .. 962

**Rennolds, P. J.,**
85, *West Street, New York, U.S.*
L. Q. C. Wishart .. 196

**Renny, Samuel,**
*Arbroath.*
Radiant .. 92
Renner .. 100
Village Belle .. 74

**Renouf, John C., & Co.,**
20, *Cheapside, Jersey.*
Gauntlet .. 52
I. C. U. .. 48
Mizpah .. 51
Sappho .. 48

**Renstrom, A. L.,**
*Methil, Fife.*
s. Agenoria .. 69

**Renström, H. F.,**
*Tönsberg, Norway.*
Dorit .. 217

**Renstrom, Hugo,**
*Gothenburg, Sweden.*
(Ångfartygsaktieb. Merkur.)
Net Tons
s. Hertha ... 310

**Renton, Holmes & Co.,**
36, *Steuart Street, San Francisco, U.S.*
Invincible ... 1[illegible]
Mary E. Foster ... [illegible]
Prussia ... 1131
(Port Blakeley Mill Co.)
Blakeley ... [illegible]

**Renwick, Wilton & Co., Ld.,**
*Dartmouth*
s. Mazeppa ... 7[illegible]
s. Vanessa ... 709

**Repetto, Fortunato, fu G. B.,**
*Via Vittorio Emanuele No. 7, Camogli, Italy.*
Prospero Repetto ... 1181

**Repetto, Flli., fu G. B.,**
*Via Vittorio Emanuele No. 7, Camogli, Italy.*
Beecroft ... 1585
Cressington ... 2663
Gio Batta Repetto ... 1447

**Repetto, G. Celle Vva.,**
*Nervi, Italy.*
Angelo Repetto ... 1420

**Repetto, Giuseppe,**
*Via S. Lorenzo 7, Genoa, Italy.*
Due Sorelle ... 872

**Repetto, Rinaldo, di S.,**
*Via Garibaldi No. 2, Genoa, Italy.*
s. Maria Teresa ... 348

**Repetto, Stefano, fu G. B.,**
*Via Vittorio Emanuele No. 7, Camogli, Italy.*
Agostino Repetto ... 842

**Republic Iron Co.,**
1107, *Arcade Building, Philadelphia, U.S.*
*See* M. A. HANNA & CO., Perry Payne Building, Cleveland, Ohio.

**Republic Steamship Co.,**
*Buffalo, N.Y., U.S.*
*See* DRAKE & MAYTHAM.

**Restorff, M. C., & Sönner,**
*Thorshavn, Faroe Islands.*
Frederiksvaag ... 110

**Rethimnis, B. N., & Co.,**
*Constantinople, Turkey.*
s. Leonidas ... 1005

**Retriever Flotilla Co., Ld.,**
*Calcutta.*
s. Mallard ... 75

**Rettmeyer & Hessenmüller,**
13 14, *Baumwall, Hamburg, Germany.*
Isle of Erin ... [illegible]

**Retzlaff, Emil R.,**
*Stettin, Germany*
Net Tons
s. Deutscher Kaiser ... [illegible]
s. Emil R. Retzlaff ... [illegible]
s. Uhlenhorst ... 440

**Revaler Borsen Comité,**
*Reval, Russia.*
s. Stadt Reval ... 43

**Revel, W. G.,**
*Charleston, S.C., U.S.*
s. Waban ... 111

**Revello, Nicoló Prospero, fu B.,**
*Malta.*
Anita S ... 374
Provvidenza di Dio ... 375

**Revello, P., fu A.,**
*Palazzo Penco, Genoa, Italy*
Baccicoin Revello ... [illegible]

**Revert, P.,**
*St. Malo, France.*
Marié ... 191
Président Krüger ... 157

**Rex, Hvalfanger Acties.,**
*Kongensgade 11, Christiania, Norway.*
*See* E. LUND.

**Rex, Rederi Aktieb.,**
20, *Skeppsbron, Stockholm, Sweden.*
*See* G. V. BEIJER.

**Rex, Robert R.,**
*Morrison Street, Hobart, Tasmania.*
Acacia ... 200
Rotuma ... 197

**Reyes, F. de Paula,**
*Cadiz, Spain.*
Elisa ... 405

**Reyes, Francisco,**
*Plaza P. Moraga No. 21, Manila Philippine Islands.*
s. Cantabria ... 674

**Reymert, C.,**
*Farsund, Norway.*
s. Lindesnæs ... 64

**Reynard, S., & Co.,**
37½, *Water Street, & 7, Coenties Slip, New York, U.S.*
Advance ... 295
Advent ... 256
Albertina ... 654
Athena ... [illegible]
Golden Rod ... [illegible]
Reynard ... [illegible]

**Reynolds, Gardiner B.,**
311, *Thames Street, Newport, Rhode Island, U.S.*
Henry L. Peckham ... 739

**Reynolds, W. R.,**
*Bundaberg, Queensland.*
Sydney Belle ... 171

**Reynolds, William H.,**
42, *Milton Road, Lowestoft.*
Net Tons
Maud of Scotland ... 64

**Rhederei Aktien Ges. von 1896,**
15, *Vorsetzen, Hamburg, Germany.*
Obotrita ... [illegible]
Oceana ... 2031
Octavia ... [illegible]
Olinda ... 1790
Omega ... [illegible]
Optima ... 2681
Ostara ... [illegible]

**Rhein & See Schifffahrts Gesellschaft,**
*Cologne, Germany*
s. Energie ... 452
s. Industrie ... 514
s. Rhenania ... 45
s. Westfalia ... 6[illegible]

**Rhodes, Curry & Co., Ld.,**
*Amherst, N.S.*
John G. Walter ... 239

**Rhodes, R. R.,**
1206, *Citizen Building, Cleveland, Ohio, U.S.*
(Lower Lake S. S. Co.)
s. Huron ... 1309
s. Minneapolis ... 1[illegible]
s. St. Paul ... 1[illegible]
s. William Castle Rhodes ... 1349
(Yale Transit Co.)
s. Yale ... 2699

**Rhodes, W. M.,**
31, *Leadenhall Street, London, E.C.*
(Fairfield S. B. & E. Co., Ld.)
s. Koh-i-noor ... 275
s. Royal Sovereign ... 190

**Rhymney S. S. Co., Ld.,**
2, *Stuart Street, The Docks, Cardiff.*
*See* MOREL, LD.

**Riazan-Ouraesk Railroad Co.,**
*Saratov, Russia.*
s. Saratovski Ledokol ... 42
s. Saratovskaia Pereprava ... 1051

**Ribe, A.,**
*Gjömle, pr. Grimstad, Norway.*
Alma ... 479
Josva ... 457
Olivia ... 443
Viva ... 462

**Ribeiro, João,**
41, *Rua 24 de Julho, Lisbon, Portugal.*
Diligento ... 102

**Ribeiro, M. L.,**
*Maceio, Brazil.*
Jundiahy ... 143

**Ribeiro, P. F.,**
*Para, Brazil.*
s. Jurupary ... 186

**Ribera, Felix,**
*Palamos, Spain.*
s. Ampurdanes ... 15[illegible]

**Ribes, S.,**
*Salto, Uruguay.*
Net Tons
Ipano ... 102

**Ricci, Fratelli,**
*Savona, Italy.*
Lilla Ricci ... 250
s. Dio e Fortuna ... [illegible]

**Rice, Colin C.,**
*Bear River, N.S.*
Valdare ... [illegible]

**Rice, E. G.,**
*Weymouth, N.S.*
Dixon Rice ... [illegible]

**Rice, John,**
*Calledown, Plymouth.*
Rosetta ... 81

**Rice, N. W., Co.,**
12, *South Street, Boston, Mass., U.S.*
Addie Morrill ... [illegible]
Benjamin F. Hunt, Jr. ... [illegible]
H. G. Johnson ... [illegible]
Harvard ... 1435
Thomas A. Goddard ... 686

**Rice, Thomas C.,**
*Weymouth Bridge, Digby Co., N.S.*
Alexandra ... 178
Frances ... 259

**Rich, E. A.,**
24, *T. Wharf, Boston, Mass., U.S.*
s. Kingfisher ... 141
s. New England ... 71

**Rich, James H.,**
*Commercial Wharf, Boston, Mass., U.S.*
Harry L. Whiton ... 457

**Richard,**
*Paimpol, France.*
Africaine ... 109

**Richard, Elias, Senr.,**
*La Have, N.S.*
Moran ... 100

**Richards, D., & Co.,**
147, *High Street, Portmadoc.*
Patra ... 170

**Richards, David,**
8, *Dora Street, Portmadoc.*
Lizzie ... 92

**Richards, John R.,**
*Swansea.*
s. Normandy ... [illegible]

**Richards, L. L.,**
96, *Hazelbourne Road, [illegible] Hill, London, S.W.*
Emily Waters ... 45[illegible]

**Richards, T. P., & Co.,**
*Gloucester House, Swansea.*
Net Tons
[illegible] ... 384
[illegible] ... 393
[illegible] ... 394
[illegible] ... 403
[illegible] ... 339

**Richards, T. P., Turpin & Co.,**
*Swansea.*
s. Cheriton ... [illegible]

**Richardson, A.,**
8, *Cardiff Lane, Dublin.*
(Dublin [illegible] Trawling Co., Ld.)
s. Curlew ... [illegible]
s. Emperor ... [illegible]
s. Lord C. [illegible] ... [illegible]
s. Peter Johnstone ... [illegible]
s. Royalist ... [illegible]

**Richardson, A. P.,**
*New York, U.S.*
Matilda Brooks ... [illegible]

**Richardson & Co., Ld.,**
*Spit, Napier, N.Z.*
s. Kahu ... 93
s. Toron ... 17[illegible]

**Richardson, H. A.,**
6, *California Street, San Francisco, Cal., U.S.*
Newark ... 115

**Richardson, J., & Sons,**
*Kingston, Ontario.*
s. King Ben ... [illegible]
Queen of the Lakes ... [illegible]

**Richardson, Thomas W.,**
*Billiter Square Buildings, London, E.C.*
s. Chewsham ... [illegible]
s. Newsham ... [illegible]
s. Seaham ... [illegible]
s. Talisman ... [illegible]

**Richardson Transportation Co.**
*See* W. C. RICHARDSON.

**Richardson, W. C.,**
420–421, *Perry Payne Building, Ohio, U.S.*
(Richardson Transportation Co.)
s. W. C. Richardson ... [illegible]

**Richardson, Wm. P.,**
[illegible] *West Street, New York, U.S.*
S[illegible] H. Sharp ... [illegible]

**Richelieu, A.,**
*Copenhagen, Denmark.*
(Dansk Vestindiske Kompagni.)
s. St. Croix ... [illegible]
s. St Jan ... [illegible]

**Richelieu & Ontario Navigation Co.,**
*Montreal.*
s. Kingston ... [illegible]
s. Toronto ... [illegible]
s. Virginia ... [illegible]

**Richers, Wilhelm,**
*Santos, Brazil*
[illegible] ... [illegible]

s. désigne les Vapeurs.

**Richichi, Carmine, fu V.,**
*Palmi, Italy.*

| | Net Tons |
|---|---|
| Rosina Richichi | 126 |

**Rickerson, C. L., & Son,**
*New York, U.S.*

| | |
|---|---|
| Atalanta | 320 |

**Rickinson, Sons & Co.,**
*8, Church Street, W. Hartlepool.*

| | |
|---|---|
| s. Abeona | 1405 |
| s. Æolus | 1845 |
| s. Agenoria | 1931 |
| s. Albion | 2373 |
| s. Amphitrite | 1475 |
| s. Argo | 1970 |
| s. Ariel | 2209 |
| s. Aries | 1968 |
| s. Arion | 1823 |
| s. Astræa | 2110 |
| s. Atlas | 1994 |
| s. Aurora | 1836 |

**Rickmers Linie.**
*See* RICKMERS REISMÜHLEN RHEDEREI & SCHIFFBAU ACTIEN GESELLSCHAFT.

**Rickmers Reismühlen Rhederei & Schiffbau Actien Gesellschaft,**
*Bremerhaven, Germany.*
(RICKMERS LINIE.)

| | |
|---|---|
| s. Andréo Rickmers | 1020 |
| s. Elisabeth Rickmers | 997 |
| s. Helene Rickmers | 2255 |
| Mabel Rickmers | 1895 |
| s. Madeleine Rickmers | 1021 |
| Peter Rickmers | 2751 |
| Renée Rickmers | 1959 |
| Rickmer Rickmers | 1829 |
| Robert Rickmers | 2174 |
| s. Sophie Rickmers | 2362 |
| Willy Rickmers | 1968 |

**Rideau Lakes Navigation Co., Ld.,**
59, *Rideau Street, Kingston, Ontario.*
*See* D. NOONAN.

**Ridler, Thomas K.,**
*Minehead, Somerset.*

| | |
|---|---|
| Orestes | 49 |

**Ridley, John, Son & Tully,**
*4, Exchange Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Baron Selborne | 545 |
| s. Constantine | 467 |
| s. Edward Williams | 471 |
| s. Eleanor | 1239 |
| s. Jet | 604 |
| s. Prudhoe Castle | 481 |
| s. Stag | 471 |
| (Tyneside Line, Ld.) | |
| s. Camellia | 832 |
| s. Coronilla | 822 |
| s. Eglantine | 806 |
| s. Gracie | 669 |
| s. Greenwood | 664 |
| s. Ranzani | 810 |
| s. Redwood | 712 |

**Riegen, H. F. von,**
*Christianssand, Norway.*

| | |
|---|---|
| Sorata | 733 |

**Riera, Pedro,**
*Denia, Spain.*

| | |
|---|---|
| Celia | 244 |

**Riera-Vallalta, Viuda & Hijos de,**
*Denia, Spain.*

| | |
|---|---|
| Lira de Safo | 142 |

**Ries, Henry, & Co.,**
*East London, South Africa.*

| | Net Tons |
|---|---|
| s. Linnet | [illegible] |

**Riga - Lübecker Dampfschifffahrts Gesellschaft,**
*Lübeck, Germany.*

| | |
|---|---|
| s. Deutschland | 463 |
| s. Livland | 401 |

**Rigaer Borsen Comité,**
*Riga, Russia.*

| | |
|---|---|
| s. Hercules | 56 |
| s. Simson | 86 |

**Rigaer Dampfschifffahrt Gesellschaft,**
*Riga, Russia.*

| | |
|---|---|
| s. Constantin | 466 |
| s. Duna | 327 |
| s. Hurricane | 562 |
| s. Imperator Nicolai II. | 544 |
| s. Riga | 280 |

**Rigaer Schnelldampfer Gesellschaft,**
*Riga, Russia.*
*See* HELMSING & GRIMM.

**Riisdahl, L.,**
*Skudesnæshavn, Norway.*

| | |
|---|---|
| Riisdahl | 125 |

**Rikuda, K.,**
*Osaka, Japan.*

| | |
|---|---|
| s. Chokiu Maru | 84 |

**Rikusan Gomei Kaisha,**
*Misato, Japan.*

| | |
|---|---|
| Anzen Maru | 100 |

**Rillston, E.,**
*Fowey, Cornwall.*

| | |
|---|---|
| Martha Edmonds | 153 |

**Rillukka, J.,**
*Nyborg, Finland.*

| | |
|---|---|
| Taimi | 109 |

**Rimbert, F., & Co.,**
*Dieppe, France.*

| | |
|---|---|
| s. Charité | 17 |
| s. Printemps | 55 |

**Rinaldi, Luigi & Salvatore,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Teresa di Gesù | 130 |

**Ring, L. F.,**
*St. John, N.B.*

| | |
|---|---|
| Avis | 125 |

**Ringrose, J. H. N.,**
*Hesslegate Buildings, Humber Dock Side, Hull.*
(Hull & Netherlands S. S. Co., Ld.)

| | |
|---|---|
| s. Sea Gull | 319 |
| s. Swallow | 474 |
| s. Swan | 473 |
| s. Swift | 436 |

**Rio, L.,**
*Ile d'Arz, Morbihan, France.*

| | |
|---|---|
| Egalité | 138 |

**Rio Tinto Co., Ld.,**
30, *St. Swithin's Lane, London, E.C.*

| | Net Tons |
|---|---|
| s. Don Hugo | 1249 |

**Riotteau & fils,**
*Granville, France.*

| | |
|---|---|
| Alice | 154 |
| Jacques | 120 |
| La Manche | 220 |

**Rioux, Joseph,**
*Rivière Claude, Gaspé, Quebec.*

| | |
|---|---|
| La Marie Reine | 126 |

**Rismondo, Antonio,**
*Spalato, Austria.*

| | |
|---|---|
| s. Brac | 32 |

**Rismondo, Fratelli,**
*Macarsca, Austria.*

| | |
|---|---|
| s. Biokovo | 124 |
| s. Dinara | [illegible] |
| s. Isea | 145 |
| s. Jadro | 129 |
| s. Mosor | 49 |

**Rissmüller,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Saint Lawrence | 24 |

**Risso & Co.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Tigre | 221 |

**Risso, L., & Co.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Villa del Pilar | 156 |

**Risso, P., e Hijos,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Quebracho | 269 |

**Risso, Pedro,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Ana | 190 |
| s. A. F. Brage | 174 |
| J. L. Conçeicao | 142 |

**Risvan, Fratelli,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ruzghiar | 162 |

**Risvan Mehmet,**
*Constantinople, Turkey.*

| | |
|---|---|
| Loutfi-Gelil | 160 |
| Murad-i-Bahri | 110 |
| Shahin-i-Bahri | 155 |

**Ritcey, David,**
*La Have, N.S.*

| | |
|---|---|
| Hugh John | 119 |

**Ritcey, Reuben,**
*Ritcey's Cove, Lunenburg, N.S.*

| | |
|---|---|
| New Era | 116 |

**Ritchie, Alexander,**
*Ritchie's House, Torry, Kincardine.*

| | |
|---|---|
| s. Frigate Bird | 24 |

**Ritchie, Andrew W.,**
54, *Abbey Road, Torry, Kincardine.*

| | Net Tons |
|---|---|
| s. Curlew | 22 |

**Ritchie & Duthie,**
*Fraserburgh.*

| | |
|---|---|
| s. Faithlie | [illegible] |

**Ritchie, J. S.,**
*Commercial Street, Dundee.*

| | |
|---|---|
| Argus | 1543 |
| Cassius | 1569 |

**Ritchie, R.,**
31, *Albert Square, Dundee.*

| | |
|---|---|
| Southesk | 1080 |

**Ritson & Co.,**
*Maryport.*

| | |
|---|---|
| Acamas | 1715 |
| Ladas | 1291 |
| s. Lycidas | 322 |
| Netherby | 1400 |

**Ritson, F. & W.,**
30, *West Sunniside, Sunderland.*
(Nautilus Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Almond Branch | 2191 |
| s. Elm Branch | 2065 |
| s. Hazel Branch | 1690 |
| s. Lime Branch | 3468 |
| s. Oak Branch | 2064 |
| s. Olive Branch | 1767 |
| s. Orange Branch | 2196 |
| s. Poplar Branch | 3473 |
| s. Vine Branch | 2177 |
| s. Willow Branch | 2148 |

**Rius y Torres,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Cartagena | 713 |
| s. Gabriel Rius | 383 |

**Rivard, Olivier,**
*Grondines, co. Portneuf, Canada.*

| | |
|---|---|
| Marie Adèle | 149 |

**Rivard, T. & O.,**
*Grondines, Portneuf, Canada.*

| | |
|---|---|
| Anna | 138 |

**Rivell, G.,**
*Nystad, Finland.*

| | |
|---|---|
| City of Benares | 1436 |

**Rivell, John,**
*Nystad, Finland.*

| | |
|---|---|
| Lochee | 1670 |
| Neptun | 230 |

**River & District Co-operative Society, Ld.,**
14, *Biggin Street, Dover.*
*See* W. EVANS.

**River Murray Navigation Co., Ld.,**
*Port Adelaide, S.A.*

| | |
|---|---|
| s. Ellen | 161 |

**River Plate Fresh Meat Co., Ld.,**
2, *Coleman Street, London, E.C.*

| | |
|---|---|
| s. Reformer | 541 |

**River Steam Colliers Co., Ld., The,**
45 & 46, *Leadenhall Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Battersea | 535 |
| s. Vauxhall | 454 |

**River Wear Commissioners,**
*Sunderland.*

| | |
|---|---|
| s. Sandrail | 283 |

**Riverdale Steamship Co., Ld.,**
69, *Buchanan Street, Glasgow; and 7, Strand, Barrow-in-Furness.*
*See* J. LITTLE & CO.

**Rivers Steam Nav. Co., Ld.,**
*Clive Ghat Street, Calcutta.*
*See* MACNEILL & CO.

**Rivière, General B.,**
*Port au Prince, Hayti.*

| | |
|---|---|
| s. Grande Rivière | 146 |
| s. Mancel | 146 |
| s. Nouvelle Voldrogue | 139 |

**Rix, R.,**
180, *High Street, Hull.*

| | |
|---|---|
| s. Edith | 78 |
| s. Warrenpoint | 64 |

**Roberg, E.,**
*Gothenburg, Sweden.*
("Rederiaktiebolaget "Standard.")

| | |
|---|---|
| Clan Macfarlane | 1440 |
| Medea | 1021 |
| Thessalus | 1711 |
| (Rederiaktiebolaget Teutonia.) | |
| s. Diana | 104 |
| s. Flora | 102 |
| s. Hera | 90 |
| s. Skandia | 452 |

**Robert y Carreras Hermanos,**
*Ronda San Pedro 12, Barcelona, Spain.*

| | |
|---|---|
| Anton | 235 |
| Fe | 241 |

**Robert, P.,**
*Marseilles, France.*

| | |
|---|---|
| Reine & Rose | 158 |

**Roberts, Ann (Mrs.),**
*Llys Llewelyn, Borth-y-Gest, Portmadoc*

| | |
|---|---|
| Cordelia | 91 |

**Roberts, E. (Mrs.),**
*Ty-guyn, Talsarnau, Merioneth.*

| | |
|---|---|
| Ann & Jane Prichard | 100 |

**Roberts, E. F. & W.,**
26, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Alala | 2041 |
| Andora | 1536 |
| Andreta | 1635 |
| s. Ardova | 2271 |
| Astracana | 1572 |
| Loudon Hill | 2086 |
| Pax | 1307 |
| (Andrada Sailing Ship Co., Ld.) | |
| Carmanian | 1773 |

**Roberts, Ellis Owen,**
10, *Drury Lane, Liverpool.*

| | |
|---|---|
| Elizabeth Roberts | 100 |
| James Bibby | 100 |
| Michael Kelly | 97 |
| Victoria | 136 |

### Roberts, Evan W.,
*Borth-y-Gest, Portmadoc.*

| | Net Tons |
|---|---|
| [illegible] Evans | 90 |

### Roberts, Frederick W.,
*Parrsboro', N.S.*

| | |
|---|---|
| [illegible] Roberts | [illegible] |

### Roberts, H., sen., & Co.,
*Portmadoc.*

| | |
|---|---|
| Evelyn | [illegible] |

### Roberts, Hugh,
16, *Terrace Road, Portmadoc.*

| | |
|---|---|
| Dorothy | 122 |

### Roberts, Hugh, & Son,
*Baltic Chambers, 70, Quay Side, Newcastle-on-Tyne.*

| | |
|---|---|
| s. North Anglia | 1359 |
| s. North Flint | 1408 |
| s. North Gwalia | 1408 |

### Roberts, Joseph S.,
*Savannah, Ga., U.S.*

| | |
|---|---|
| Jennie Thomas | 576 |

### Roberts, O. P., & Bro.,
232, *Boston Street, Baltimore, Md., U.S.*

| | |
|---|---|
| Hattie E Giles | 128 |
| Nellie | 135 |
| Sarah S. Tyler | 160 |
| Urbana | 100 |

### Roberts, Owen & Co.,
19, *Oldhall Street, Liverpool.*

| | |
|---|---|
| Carnarvon Bay | 1795 |
| (Ship "Cambrian King," Ld.) | |
| Centurion | 1704 |
| (Moel Tryvan Ship Co., Ld.) | |
| Langdale | 1889 |

### Roberts & Ruthven, Ld.,
*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Helios | 62 |
| s. Horus | 61 |
| s. Isis | 65 |
| s. Osiris | [illegible] |
| s. Pharos | 62 |
| s. Rameses | 65 |
| s. Seti | 60 |

### Roberts, Thomas,
3, *Berry Street, Conway, North Wales.*

| | |
|---|---|
| John Bull | 248 |

### Roberts, William,
*The Quay, Conway, North Wales.*

| | |
|---|---|
| Conovium | [illegible] |

### Robertson, A., Sen.,
25, *Park Crescent, North Shields.*
(Glen Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Glendevon | [illegible] |
| s. Glenesk | 44 |

### Robertson, Andrew,
208, *South Market Street, Aberdeen.*
(Steam Herring Fleet, Ld.)

| | |
|---|---|
| s. Lapwing | 36 |
| s. Redwing | 39 |

### Robertson, George J.,
17, *Loftus Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| City of Hankow | 1133 |
| Dilpussund | [illegible] |
| Elizabeth Graham | [illegible] |
| Mary Moore | 544 |

### Robertson, J. W.,
*North End, Lerwick.*
(Shetland Islands [illegible] Trading Co., Ld.)

| | |
|---|---|
| s. Norseman | 164 |

### Robertson, James,
*Struan, Maryborough, Queensland.*

| | |
|---|---|
| s. Kingswear | 202 |

### Robertson, Joseph,
*Littlehampton.*

| | |
|---|---|
| Clio | 179 |

### Robertson, Mackie & Co.,
140, *West George Street, Glasgow.*
(Clydebank Steam Ship Co., Ld.)

| | |
|---|---|
| s. Cervin | 1173 |
| s. Netherby | 1205 |
| s. St. Gothard | 1790 |

### Robertson, Wm.,
15, *Gordon Street, Glasgow.*

| | |
|---|---|
| s. Achroite | 710 |
| s. Agate | 67 |
| s. Amber | 123 |
| s. Amethyst | 219 |
| s. Asteria | 198 |
| s. Axinite | 1095 |
| s. Beryl | 122 |
| s. Brilliant | 262 |
| s. Cairngorm | 117 |
| s. Cameo | 144 |
| s. Citrine | 1095 |
| s. Coral | 170 |
| s. Cornelian | 139 |
| s. Dalria la | 90 |
| s. Diamond | 184 |
| s. Fluor | 295 |
| s. Gem | 137 |
| s. Girasol | 197 |
| s. Hematite | 302 |
| s. Iolite | 196 |
| s. Jacinth | 199 |
| s. Jargoon | 185 |
| s. Malachite | 312 |
| s. Marlan | 76 |
| s. Nephrite | 294 |
| s. Nugget | 137 |
| s. Obsidian | 310 |
| s. Olivine | 249 |
| s. Onyx | 219 |
| s. Opal | 210 |
| s. Pearl | 189 |
| s. Pebble | 170 |
| s. Peridot | 82 |
| s. Plasma | 86 |
| s. Prase | 72 |
| s. Pyrope | 187 |
| s. Ruby | 127 |
| s. Sapphire | 165 |
| s. Sard | 173 |
| s. Sphene | 310 |
| s. Spinel | 196 |
| s. Topaz | 199 |
| s. Tourmaline | 257 |
| s. Turquoise | 199 |

### Robidoux, Moise,
*Yamaska, Quebec.*

| | |
|---|---|
| Rosa | 140 |

### Robillard, Antime,
*Montreal, Canada.*

| | |
|---|---|
| A. Robillard | 153 |

### Robillard, J.,
*Lanorate, Quebec, Canada.*

| | |
|---|---|
| Joseph Arthur R. | [illegible] |
| St. Roch | 110 |

### Robin, C., Collas & Co., Ld.,
2, *Commercial Street, Jersey.*

| | Net Tons |
|---|---|
| C. R. C | 241 |
| Dawn | 154 |
| Fanny Breslauer | 202 |
| Glen Ville | [illegible] |

### Robin Steamship Co., Ld.,
157, *St. Vincent Street, Glasgow.*
*See* A. F. BLACKATER.

### Robin-Lessard,
*Cancale, France.*

| | |
|---|---|
| Couronne | 100 |

### Robins, J. H., & Co., Ld.,
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Sea King | 92 |
| s. Viking | 65 |

### Robinson Bros.,
*Whitby, Yorkshire.*

| | |
|---|---|
| s. B. T. Robinson | 1214 |
| s. City of York | [illegible] |
| s. Duchess of York | 1649 |
| s. Duke of York | 1973 |
| s. Meadowfield | [illegible] |
| s. Sydmonton | 1619 |

### Robinson & Co.,
*Valparaiso, Chile.*

| | |
|---|---|
| s. Carlos Roberto | 494 |

### Robinson, Fred. R.,
*c/o Seammell Bros., 81, New Street, New York, U.S.*

| | |
|---|---|
| Lois V. Chaples | 192 |

### Robinson, George,
173, *Albert Road, Middlesbro'.*

| | |
|---|---|
| s. Champion | 29 |

### Robinson, Joseph,
12, *River Road, Littlehampton, Sussex.*

| | |
|---|---|
| Adela | 168 |
| Alice V. Goodhue | 134 |
| Alroy | 219 |
| Britannia | 186 |
| Ebenezer | 155 |
| Sarah | 164 |
| Sarnian Gem | 154 |

### Robinson, Joseph, & Sons,
1, *Howard Street, North Shields.*
(Stag Line, Ld.)

| | |
|---|---|
| s. Begonia | [illegible] |
| s. Clematis | [illegible] |
| s. Gloxinia | [illegible] |
| s. Ixia | 1254 |
| s. Nymphæa | 1249 |
| s. Robinia | 1308 |
| s. Stag | 1302 |
| s. Stephanotis | 2534 |
| s. Zinnia | 2339 |

### Robinson & Norman,
65 & 67, *Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| Ena | 109 |

### Robinson, Thomas,
*Wharncliffe Road, North Fish Docks, Grimsby.*

| | |
|---|---|
| s. Grecian | 38 |
| s. Persian | 41 |
| s. Titan | 41 |
| s. Trojan | 33 |
| (Onward Steam Fishing Co., Ld.) | |
| s. Achilles | 41 |
| s. Caractacus | [illegible] |
| s. Norman | 38 |
| s. Saxon | 37 |
| s. Spartan | 40 |
| s. Teuton | [illegible] |

### Robinson, W.,
21, *City Quay, Dublin.*

| | Net Tons |
|---|---|
| Vivace (ex) | [illegible] |

### Roby Transportation Co.,
*Detroit, Michigan, U.S.*
[illegible] L. C. WALDO.

### Robyns, Octave,
4, *Rue Appelmans, Antwerp, Belgium.*

| | |
|---|---|
| s. Ben Macdui | [illegible] |

### Roca, J.,
*Llauder No. 1, Barcelona, Spain.*
(Compania Maritima Comercial.)

| | |
|---|---|
| s. Adela Roca | 825 |
| s. Antonio Roca | 1018 |
| s. Carmen Roca | 1519 |
| s. José Roca | [illegible] |

### Rocca, N., fu A.,
*Via Garibaldi 45, Loano, Italy.*

| | |
|---|---|
| Primo | 1312 |

### Rocco, Vitiello, fu Aniello,
*Torre del Greco, Italy.*

| | |
|---|---|
| Redentore | 174 |

### Rochaid,
*St. Malo, France.*

| | |
|---|---|
| s. Bretagne | 95 |

### Roche, Simon,
*Ballygow, Bannow, co. Wexford.*

| | |
|---|---|
| Margaret | 46 |

### Rochford, J.,
*Ballybealy, Kilmore, co. Wexford.*

| | |
|---|---|
| Clara | 67 |

### Rock Channel Steam Ship Co., Ld.,
17, *Water Street, Liverpool.*
*See* J. EDWARDS & CO.

### Rock Line.
*See* JAMES CORNFOOT & CO.

### Rockland, Blue Hill & Ellsworth S. B. Co.,
*Rockland, Maine, U.S.*

| | |
|---|---|
| s. Catherine | [illegible] |
| s. Juliette | [illegible] |

### Rockland - Rockport Lime Co.,
*Rockland, Me., U.S.*

| | |
|---|---|
| s. Fred. E. Richards | 174 |
| Helen | 123 |
| John J. Perry | 198 |
| Jordan L. Mott | [illegible] |
| M. M. Read | [illegible] |
| Morris and Cliff | [illegible] |
| No. 1 | 1059 |
| No. 2 | [illegible] |
| No. 3 | [illegible] |
| No. 4 | 1059 |
| No. 5 | [illegible] |
| No. 6 | 1059 |

### Rockport Granite Co.,
*Rockport, Mass., U.S.*

| | |
|---|---|
| Albert Baldwin | 117 |
| Herbert | [illegible] |
| Ervin J. Luce | 121 |

### Rockström, K. J.,
*Figeholm, Sweden.*

| | |
|---|---|
| Anna | 144 |
| Valkyr | [illegible] |
| Wira | 149 |

### Rockwell, C. W.,
*River Hebert, N.S.*

| | |
|---|---|
| [illegible] | 179 |

### Rod, A. A.,
*Gravningsland, pr. Fredrikshald, Norway.*

| | |
|---|---|
| Punctum | 203 |

### Rod, A. Olsen,
*Fredrikstad, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |

### Rodas, Francisco Martinez,
*Estufa 2, Bilbao, Spain.*
(Cia. Anon. Maritima.)

| | |
|---|---|
| s. [illegible] | [illegible] |
| (Cia. Anon. Maritima Rodas.) | |
| s. Diana | [illegible] |
| s. [illegible] | [illegible] |
| s. Minerva | [illegible] |
| s. Saltillo | [illegible] |
| (Cia. Maritima Union.) | |
| s. Apolo | [illegible] |
| s. Eolo | [illegible] |
| s. Hercules | [illegible] |
| s. Jupiter | [illegible] |
| s. Marte | [illegible] |
| (Remolcadores Bilbainos.) | |
| s. Auxiliar | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Socorro | [illegible] |

### Rodbertus, J. N.,
*Barth, Germany.*

| | |
|---|---|
| s. Barth Packet | [illegible] |
| Mario | [illegible] |

### Rodenacker, Th.,
*Hundegasse 31, Danzig, Germany.*
(Danziger Rhederei Aktien-Gesellschaft.)

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Brunette | [illegible] |
| s. Echo | [illegible] |
| s. Freda | [illegible] |
| s. Hercules | [illegible] |
| s. Jenny | [illegible] |
| s. Julia | [illegible] |
| s. Mlawka | [illegible] |
| s. Oliva | [illegible] |

### Rodger, John,
*Bute Lodge, Largs, Ayrshire.*

| | |
|---|---|
| s. Bute 4 | [illegible] |

### Rodiadis, Antonio,
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Angelo | [illegible] |

### Rodrigue, M. V.,
[illegible] Arcos

### Rodrigues, A. T.,
*Lisbon, Portugal.*

| | |
|---|---|
| [illegible] | [illegible] |

### Rodrigues, Faria & Co.,
111, [illegible] Al Quitanda, [illegible] de Janeiro, *Brazil.*
(Empreza [illegible] Nav. Salina.)

| | |
|---|---|
| s. Canoe | [illegible] |
| s. Maroim | [illegible] |
| [illegible] | [illegible] |

s. désigne les Vapeurs.

### Rodrigues, Francisco, & Co.,
*Funchal, Madeira.*

| | Net Tons |
|---|---|
| Esperança | 163 |
| Felisberta | 424 |

### Rodrigues, George,
*1, Nile Street, Liverpool.*

| | |
|---|---|
| s. Zephyr | 43 |

### Rodrigues, Juan,
*Calle San Nicolas 22 y Vives 26, San Nicolas, Manila, Philippine Islands.*

| | |
|---|---|
| s. Asuncion | 364 |
| s. J. Rodrigues | 323 |
| s. Resurreccion | 99 |

### Rodriguez y Cerra, S. en Cta.,
*Gijon, Spain.*

| | |
|---|---|
| s. Felisa | 676 |

### Rodriguez, Filomeno,
*Broome, W.A.*

| | |
|---|---|
| Sree Pas Sair | 112 |

### Roe, Cornelius,
*Brevig, Norway.*

| | |
|---|---|
| Alliance | 318 |
| Athenian | 306 |
| Bamle | 407 |
| Derwent | 369 |
| Garant | 343 |
| Helstad | 271 |
| Helena | 189 |
| Kappa | 459 |
| Mignon | 338 |
| Oryx | 257 |
| Presto | 195 |
| s. Primo | 208 |
| Speculator | 146 |
| Warden Law | 428 |

(Actieselskabet Zodiac.)

| | |
|---|---|
| s. Gemini | 60 |
| s. Pisces | 51 |
| s. Sagittarius | 67 |
| s. Scorpio | 67 |
| s. Taurus | 74 |
| s. Virgo | 63 |
| s. Zodiac | 51 |

### Röed, H. A.,
*Storgaden 6, Sandefjord, Norway.*

| | |
|---|---|
| Efeu | 375 |
| Effendi | 456 |
| Hast | 367 |
| Helens | 435 |
| Lovspring | 513 |
| Violet | 413 |
| s. Waago | 53 |

### Röed, Hjalmar,
*Tönsberg, Norway.*

| | |
|---|---|
| s. Alpha | 56 |
| s. Calliope | 912 |
| s. Nestor | 63 |
| s. Sando | 522 |
| Sir John Lawrence | 1062 |
| s. Tjomo | 899 |
| s. Ulabrand | 1269 |
| s. Uller | 1163 |
| s. Unda | 878 |
| s. Undine | 1017 |
| s. Unique | 1293 |
| s. Unison | 760 |
| s. Unity | 929 |
| s. Universe | 1634 |
| s. Viking | 55 |

### Roed, McNair & Co.,
*Tönsberg, Norway.*

| | |
|---|---|
| s. Undine | 1010 |

### Roeth, Geo.,
*First Market Street, Oakland, Cal., U.S.*

| | |
|---|---|
| Ivy | 135 |

### Rogers & Bright,
*Commercial Buildings, 17, Water Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Mersey | 226 |
| s. Severn | 200 |

(Volana Shipping Co., Ld.)

| | |
|---|---|
| s. Volana | 133 |
| s. Volante | 140 |
| s. Volga | 97 |
| s. Volney | 99 |
| s. Volscian | 181 |
| s. Voltaire | 133 |

### Rogers & Co.,
*224, St. Vincent Street, Glasgow.*

| | |
|---|---|
| Marion Josiah | 2257 |
| Marion Lightbody | 2063 |

### Rogers, Elias, Co., Ld.,
*20, King Street West, Toronto, Ontario.*

| | |
|---|---|
| Arthur | 327 |
| Keewatin | 199 |

### Rogers, L. P.,
*Port Louis, Mauritius.*

| | |
|---|---|
| E. J. Spence | 519 |
| Ebenezer | 317 |
| Ione | 520 |
| Louis Alfred | 93 |

### Rogers, W., & Co.,
*New Westminster, B.C.*

| | |
|---|---|
| s. Lapwing | 98 |
| s. Robert Dunsmuir | 146 |

### Rogers, W. J.,
*San Francisco, Cal., U.S.*

| | |
|---|---|
| F. A. Kilburn | 728 |

### Rogers, W. R.,
*Port Louis, Mauritius.*

| | |
|---|---|
| Parvady | 458 |

### Rogers, William,
*East Street, Braunton, Devon.*

| | |
|---|---|
| Acacia | 40 |

### Rogers, William T.,
*1, Commercial Street, Dundee.*

| | |
|---|---|
| s. Staperayder | 96 |

### Roig, F. J.,
*Oazy Harbour, Magallanes, Chili.*

| | |
|---|---|
| s. Keel Row | 132 |

### Roig, Juan,
*Barcelona, Spain.*

| | |
|---|---|
| José Roig | 771 |

### Rolle, J.,
*Paranagua, Brazil.*

| | |
|---|---|
| Cathrine | 225 |

### Rollins, T.,
*421, Exchange Place, Baltimore, U.S.*

| | |
|---|---|
| Baltimore | 679 |
| Dom Pedro II°. | 455 |
| Julia Rollins | 570 |

### Romanes, A.,
*Naples, Italy.*

| | |
|---|---|
| s. Artois | 698 |

### Romani, A.,
*Unido, Murcs, Spain.*

| | Net Tons |
|---|---|
| Maria Daria | |
| Paquito | 147 |
| Soborano Torcero | 337 |

### Romani, José,
*Villagarcia, Spain.*

| | |
|---|---|
| Rosa | 326 |

### Romano, A.,
*Trapani, Sicily.*

| | |
|---|---|
| San Giovanni | 124 |

### Romano, Antoninino, fu A.,
*Castellamare del Golfo, Sicily.*

| | |
|---|---|
| Maria Giovanna | 218 |

### Romano, M.,
*Barcelona, Spain.*

| | |
|---|---|
| Dolores Romano | 359 |

### Romano, Raffaele,
*Salerno, Italy.*

| | |
|---|---|
| Il Primo | 197 |

### Romanoff, D.,
*Libau, Russia.*

| | |
|---|---|
| Olga Emilia | 124 |

### Rombas, Demetrio,
*Galaxidi, Greece.*

| | |
|---|---|
| Vassiliki | 102 |

### Rome, T.,
*5, Inner Temple, Liverpool.*

(Romeo Shipping Co., Ld.)

| | |
|---|---|
| Barcore | 2041 |
| Indore | 2037 |
| Rajore | 1946 |

### Romeo Shipping Co., Ld.,
*5, Inner Temple, Liverpool.*

See T. ROME.

### Romeril, Francis P.,
*24, Great Union Road, Jersey.*

| | |
|---|---|
| Lucinda | 60 |

### Romondt, L. A. van,
*31, South Street, New York, U.S.*

| | |
|---|---|
| Alert | 229 |
| Emma R. Smith | 371 |
| L. A. van Romondt | 452 |

### Romsdals Dampskibsselskab,
*Molde, Norway.*

| | |
|---|---|
| s. Eira | 61 |
| s. Rauma | 67 |

### Ronaldson, T., & Co., Ld.,
*120, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Cambrian King | 2315 |
| s. English King | 2033 |
| s. Fitzclarence | 2589 |

### Rondanini, Mariano,
*Calle Olavarria 750, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Duilio | 152 |

### Rondeau, Alexis,
*Lanoraie, Quebec.*

| | Net Tons |
|---|---|
| Bangalore | 298 |

### Rondeau, Jean L.,
*Lanoraie, Quebec.*

| | |
|---|---|
| Canadienne | 113 |

### Roney, J. C.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Clarina | 104 |
| Harry Landell | 201 |

### Rönne, W.,
*Rönne, Denmark.*

| | |
|---|---|
| Zephyr | 132 |

### Rönneberg, C. E., & Sönner,
*Aalesund, Norway.*

| | |
|---|---|
| s. Frey | 164 |
| s. Stat | 214 |

### Rönnow, A.,
*Stockholm, Sweden.*

(Angf. Aktieb. Göta Canal.)

| | |
|---|---|
| s. Astrea | 111 |
| s. Baltzer von Platen | 167 |
| s. Ceres | 164 |
| s. Göta Kanal II. | 100 |
| s. Göta Kanal IV. | 102 |
| s. Göta Kanal VI. | 94 |
| s. Juno | 134 |
| s. Motalastrom | 176 |
| s. Pallas | 165 |
| s. Venus | 150 |

### Rooney & Co.,
*Flinders Street, Townsville, Queensland.*

| | |
|---|---|
| Swordfish | 111 |

### Roper, John L., Lumber Co.,
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| H. S. Lantair | 346 |
| Lydia H. Roper | 305 |

### Ropner, R., & Co.,
*Mercantile Chambers, Mainsforth Terrace, West Hartlepool.*

| | |
|---|---|
| s. Aislaby | 1798 |
| s. Ashby | 1237 |
| s. Parlby | 1599 |
| s. Bellerby | 1972 |
| s. Carperby | 1344 |
| s. Crathorne | 1695 |
| s. Daleby | 2353 |
| s. Dromonby | 2353 |
| s. Elton | 1596 |
| s. Gadsby | 2273 |
| s. Glenby | 1404 |
| s. Hawnby | 1361 |
| s. Haxby | 2252 |
| s. Hurworth | 1521 |
| s. Kirkby | 1976 |
| s. Lackenby | 1348 |
| s. Leven | 1507 |
| s. Moorby | 1673 |
| s. Mountby | 2114 |
| s. Newby | 1407 |
| s. Oakby | 1251 |
| s. Ormesby | 1828 |
| s. Roxby | 1964 |
| s. Selby | 1364 |
| s. Skidby | 2421 |
| s. Slingsby | 2094 |
| s. Tenby | 2559 |
| s. Therese Heymann | 1550 |
| s. Thirlby | 1285 |
| s. Thornaby | 1129 |
| s. Tolesby | 2578 |
| s. Trunkby | 1668 |
| s. Wandby | 2580 |
| s. Westonby | 2475 |
| s. Wragby | 2371 |
| s. Yearby | 1665 |

(Pool Shipping Co., Ld.)

| | |
|---|---|
| s. Hartlepool | 2872 |
| s. Heronspool | 2105 |
| s. Troutpool | 2110 |

### Rorke, James,
*Carbonear, N.F.L.*

| | Net Tons |
|---|---|
| Callidora | 144 |

### Rorke, John, & Sons,
*Carbonear, N.F.L.*

| | |
|---|---|
| Beatrice | 99 |
| Lothair | 100 |

### Ros, J. G.,
*Mora, Sweden.*

(Österdalarnes Ångb. Aktieb.)

| | |
|---|---|
| s. Gustaf Wasa | 89 |

### Ros y Tobal,
*Calle 25 de Mayo 84, Buenos Ayres, Argentine Republic*

| | |
|---|---|
| s. Diana | 372 |
| s. Famoso Lujan | 70 |

### Rosa & Carvalho,
*Caixa 108, Bahia, Brazil.*

| | |
|---|---|
| Alvaro | 217 |
| Natal | 192 |
| Norge | 321 |
| Ozoriv | 181 |
| Yayme | 174 |

### Rose (Donaldson) & Co.,
*48a, Union Street, Aberdeen.*

| | |
|---|---|
| Cromdale | 1849 |
| Mount Stewart | 1849 |

### Rosello, J.,
*Barcelona, Spain.*

| | |
|---|---|
| s. Monseny | 95 |

### Rosenberg, F. O.,
*Nädendal, Finland.*

| | |
|---|---|
| Tyyni | 196 |

### Rosenberg, G.,
*Salo, Finland.*

| | |
|---|---|
| s. Stella | 71 |

### Rosenberg, J.,
*Zarnikau, pr. Riga, Russia.*

| | |
|---|---|
| Emilia | 152 |

### Rosenberg, J. E.,
*Lumparland, Mariehamn, Finland.*

| | |
|---|---|
| Akmé | 238 |

### Rosenberg Mek. Værks.,
*Stavanger, Norway.*

| | |
|---|---|
| s. Ocean Racer | 60 |

### Rosenblith, J. M.,
*Vojennie Spusk No. 6, Odessa, Russia.*

| | |
|---|---|
| s. Clarafenia | 288 |

### Rosene, J.,
*Seattle, Wash., U.S.*

(North Western Steamship Co., Ld.)

| | |
|---|---|
| s. Olympia | 1730 |
| s. Tacoma | 1689 |
| s. Victoria | 2112 |

### Rosenfeld, A., & A. Demberg,
*Dondongen, pr. Talsen, Russia.*

| | |
|---|---|
| Honoria | 101 |

**Rosenfeld, B. & F.,**
*Masieb Atsbian, Taisen, Russia.*
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Clara ... 132

**Rosenfeld & Grageroff,**
*Voennie Spusk 2, Odessa, Russia.*
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**Rosenfeld, N.,**
*St. Petersburg, Russia.*
s. Rabotnik ... 105

**Rosengren, A. W.,**
*Norrtelje, Sweden.*
Elvira ...

**Rosenkilde, N.,**
*Christianssand, Norway.*
(Christianssands Dampskibsselskab.)
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s. Jyland ...
s. Nyland ... 194

**Rosenlew, W., & Co.,**
*Björneborg, Finland.*
s. Concordia ... 215
s. Fredrik Wilhelm ... 215
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**Rosenstein Bros. M., & J.,**
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**Rosenthal, J. N.,**
*Svendborg, Denmark.*
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**Rosevear, Ernest,**
*Ranelagh Road, St. Austell, Cornwall.*
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**Rosevear, John,**
*Par, Cornwall.*
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**Rosevear, Joseph,**
*Tywardreath, Cornwall.*
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**Rosewarne Steamship Co., Ld.,**
*Mercantile Chambers, James Street, Bute Docks, Cardiff.*
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**Rosiers, A., & H. Hector,**
*Tulear, Madagascar.*
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**Rosiñol, Francisco,**
*Celle de la Palma 5, Palma, Majorca.*
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**Roslagen, Rederibolaget,**
*94, Skeppsbron, Stockholm, Sweden.*
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**Ross, A., & Co.,**
*5, East India Avenue, London, E.C.*
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s. Akaba ...
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**Ross, E. L.,**
*Bridgeton, N.J., U.S.*
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**Ross, F. & T., Ld.,**
*1, Railway Street, Hull.*
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**Ross, H.,**
*Aberdeen.*
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**Ross, John T.,**
*Quebec.*
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**Ross & Marshall,**
*28, Main Street, Greenock.*
s. Lucullite ...
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**Ross Steam Trawl Fishing Co., Ld.,**
*Aberdeen*
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**Ross & Tobal,**
*25 de Mayo 95, Buenos Ayres, Argentine Republic.*
s. Rio Gualeguay ... 138

**Ross, William,**
*2, Princeps Street, Auckland, N.Z.*
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**Rotermann, Chr.,**
*Reval, Russia.*
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**Roth, G. U.,**
*14a, Herring Market, Lowestoft.*
(Herring Fishing Co., Ld.)
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**Roth, Louis,**
*50, St. Mary Axe, London, E.C.*
(Roth Steam Nav. Co., Ld.)
s. Louise Roth ... 2213

**Roth Steam Nav. Co.,**
*50, St. Mary Axe, London, E.C.*
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**Rothing, C.,**
*Haugesund, Norway.*
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**Rotholz, A. N.,**
*123, Liberty Street, New York, U.S.*
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**Rothwell, James E.,**
*100, Arch Street, Boston, Mass., U.S.*
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**Rotondo, E.,**
*Buenos Ayres, Argentine Republic.*
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**Rotterdam-London Stoomboot Maatschappij, Naamlooze Vennootschap,**
*Leuvehaven 92, Rotterdam, Holland.*
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**Rotterdam, Steamtrawler, Maatschappij**
*Ymuiden, Holland.*
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**Rotterdam, Stoomvaart Maatschappij,**
*Rotterdam, Holland.*
s. Jan van Rijswijck ... 728

**"Rotterdam," Zeevisscherij Maatschappij,**
*Vlaardingen, Holland.*
s. Gesina ... 79

**Rotterdamsche Zee-Visscherij,**
*Rotterdam, Holland.*
s. Voorwaarts ... 52

**Rotterdamsche Lloyd,**
*8, Veerkade, Rotterdam, Holland.*
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**Rougemont, Thomas,**
*6, Impasse Henriville, Boulogne, France.*
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**Roumanian Government,**
(Dacia Romania National et Generala),
*Bucharest, Roumania.*
s. Mantuirea ... 47

**Roumanian State Railways**
—Maritime Service
(Serviciul Maritim Roman),
*5, Strada Sculptarei, Bucharest, Roumania.*
s. Bucuresti ... 1452
s. Constanza ... 1426
s. Dobrogea ... 1452
s. Jassy ... 1412
s. Principessa Maria ... 641
s. Regele Carlo I ... 855
s. Sulina ... 1.0
s. Turnu Severin ... 1418

**Roura, Viuda & Hijo de Francisco,**
*Muros, Corunna, Spain.*
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**Rousseau, H., & J. Fréchon,**
*56, Rue de Boston, Boulogne, France.*
Notre Dame de Lourdes ... 117

**Roussel & Dupont,**
*Rue du Brésil, Isigny, France.*
s Ville d'Isigny ... 65

**Rousselin-Letanneur & Cie.,**
*15, Route d'Etretat, Fécamp, France.*
Magellan ... 247

**Roussos, N.G.,**
*c o A. Michalinos & Co., Piræus, Greece.*
s Emmanuel Roussos ... 1530

**Roussos, N. P., & Co.,**
*Syra, Greece.*
s. Leros ... 1295
s Poseidon ... 1412

**Roussos, Nicolaos,**
*Leros, Asiatic Turkey.*
s. Parissis Roussos ... 1477

**Rouxel, Benjamin,**
*Le Legué, France.*
s. Hirondelle ...

**Rover Shipping Co., Ld.,**
*Queen Insurance Buildings, 13, Castle Street, Liverpool.*
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**Rowan & Bain,**
*Dock Buildings, Ayr.*
(Ayr Steam Shipping Co., Ld.)
s. Carrick ... 197
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**Rowbotham, Christopher,**
*6, Water Lane, London.*
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**Rowe, Peter, & Sons,**
*127, Exchange Buildings, Cardiff.*
s. Crimdon ...
s Everest ...
s. Hasland ... 1070
s. Jane ...
s. Thor ... 997

**Rowe, William,**
*7, Killigrew Street, Falmouth.*
s. Penguin ...

**Rowland, Alfred, & Co.,**
*14, Water Street, Liverpool.*
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s. Bass Rock ...
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**Rowland & Marwood's Steam Ship Co., Ld.,**
*Flowergate, Whitby.*
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**Rowland, William,**
*9, Canning Place, Liverpool.*
s Annie ... 82
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**Roxas, P. P.,**
*Manila, Philippine Islands.*
s. Don Jose ... 140

**Roxburgh, J. & A.,**
*3, Royal Exchange Square, Glasgow.*
Armadale ...
Broomdale ...
Cardiffdale ...
Tweeddale ...
(Hallamshire Steam Shipping Co., Ld.)
s Breconshire ...
s. Devonshire ...
s Lincolnshire ...

**Roy, Jules,**
*2, bis, Quai du Mt. Riboudet, Rouen, France.*
s Baltique ...

**Roy, Wm. F.,**
*Maitland, N.S.*
Norwood ... 1597

**Royal Geographical Society,**
*1, Savile Row, Burlington Gardens, London, W.*
Discovery ... (conv. stm.)

**Royal Mail Steam Packet Co.,**
*18, Moorgate Street, London, E.C.*
s. Arno ...
s. Atrato ...
s. Carmen ...
s. Carolina ...
s. Conway ...
s. Cornwall ...
s. Danube ...
s. Don ...
s. Elbe ...
s. Ebro ...
s. Essequibo ...
s. Eden ...
s. La Plata ...
s. Magdalena ...
s. Nile ...
s. Orinoco ...
s. Parana ...
s. Severn ...
s. Solent ...
s. Spey ...
s. Tagus ...
s. Teviot ...
s. Thames ...
s. Trent ...
s. Tweed ...
s. Tyne ...
s. Wear ...
s. Yare ...

s. designe les Vapeurs.

### Royal National Mission to Deep Sea Fishermen,

181, *Queen Victoria Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Alpha | 89 |
| s. Joseph & Sarah Miles | 79 |
| s. Queen Alexandra | 85 |

### Royden, T. B.,

*The Atlantic, 8, Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Indradevi | 3702 |
| s. Indrapura | 3152 |
| (Indra Line, Ltd.) | |
| s. Indra | 3923 |
| s. Indraghiri | 3181 |
| s. Indralema | 4344 |
| s. Indramayo | 3370 |
| s. Indrani | 3226 |
| s. Indrasamah | 3867 |
| s. Indravelli | 3152 |
| s. Indrawadi | 3369 |

### Rozier, P.,

*Rue Copernic 20, Nantes, France.*

| | |
|---|---|
| Charles & Max | 410 |
| Ker Joseph | 579 |
| Le Plessis | 451 |
| Marthe-Marguerite | 479 |

### Rubello, V.,

29, *Piazza Garibaldi, Naples, Italy.*

| | |
|---|---|
| s. Yoronha | 86 |

### Ruberg, Otto,

*Brevig, Norway.*

| | |
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| Petter | 216 |
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### Rubin & Hunter,

*Broome, W. Australia.*

| | |
|---|---|
| Kelander Bux | 140 |

### Rubner-Wissing,

*Rönne, Denmark.*

(Dampskibsselskabet paa Bornholm af 1866.)

| | |
|---|---|
| s. Bornholm | 207 |
| Heimdal | 141 |
| s. Hjalmar | 97 |
| s. Thor | 125 |

### Ruchat, Carlo, & Co.,

*Piazza dell' Indipendenza 2, Florence, Italy.*

| | |
|---|---|
| s. Costanza | 1906 |

### Ruchdi Bey,

*Constantinople, Turkey.*

| | |
|---|---|
| Mucader | 344 |

### Rudge, O. G.,

15, *Bristol Road, Bridgwater.*

| | |
|---|---|
| Leader | 77 |
| Sunrise | 79 |

### Rudolf, J. M.,

*Lunenburg, N.S.*

| | |
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| J. L. Nelson | 249 |

### Ruis, J., y Cia,

*Ceiba, Honduras.*

| | |
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| Augustine B. | 111 |

### Ruiz, Adalberto,

*Almeria, Spain.*

| | Net Tons |
|---|---|
| s. Esperanza | 185 |

### Rujnikov frères,

*St. Petersburg, Russia.*

| | |
|---|---|
| s. A. E. Nordenskjold | 203 |

### Runciman, Walter, & Co.,

*Pilgrim Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Fernmoor | 1992 |
| s. Kirriemoor | 2109 |
| (Moor Line, Ld.) | |
| s. Aviemoor | 2382 |
| s. Bleamoor | 2403 |
| s. Clodmoor | 2408 |
| s. Dartmoor | 1844 |
| s. Dunbarmoor | 2331 |
| s. Exmoor | 2297 |
| s. Glenmoor | 1983 |
| s. Hazelmoor | 1979 |
| s. Inchmoor | 2214 |
| s. Jerseymoor | 2408 |
| s. Lowmoor | 2560 |
| s. Olivemoor | 1970 |
| s. Pearlmoor | 2235 |
| s. Tullochmoor | 2251 |
| s. Uskmoor | 2306 |
| s. Yorkmoor | 2287 |
| (North Moor Steamships, Ld.) | |
| s. Blakemoor | 2409 |
| s. Nentmoor | 2283 |
| s. Raithmoor | 1990 |
| s. Ventmoor | 2215 |
| s. Westmoor | 2315 |

### Rundbeck, S.,

*Sigtuna, Sweden.*

(Angf. Aktieb. Sigtuna-Sko.)

| | |
|---|---|
| s. Skokloster | 93 |

### Rundell, N., Jr.,

A 20, *Exchange Buildings, Liverpool.*

*See* LIVERPOOL ASSOCIATION FOR THE PROTECTION OF COMMERCIAL INTERESTS AS RESPECTS WRECKED AND DAMAGED PROPERTY.

### Rundle, George G.,

40, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Carrier Dove | 635 |
| Portland | 469 |

### Rushworth, Frederic,

*Wharncliffe Road South, Fish Docks, Grimsby.*

(Rushworth Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Hermia | 61 |
| s. Hilaria | 90 |
| s. Honoria | 90 |
| s. Horatia | 61 |

### Rushworth, J. E., & Co.,

*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Gleaner | |

### Rushworth Steam Fishing Co., Ld.

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### Russ, Ernst,

47/48 *b/d. Muehren, Hamburg, Germany.*

| | |
|---|---|
| s. Föhr | 480 |
| s. Johannes Russ | 1112 |
| s. Martha Russ | 1261 |
| s. Secunda | 435 |

### Russan, John,

*Studdolph, Milford Haven.*

| | |
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| Regina (*gross*) | 49 |

### Russanoff, N., Sons,

*Archangel, Russia.*

(White Sea Saw Mills Co., Ld.)

| | Net Tons |
|---|---|
| s. Powerful | 3 |

### Russell, Fredrick,

*Rialto Building, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Aurelia | 309 |

### Russell, Huskie & Co.,

2, *St. Andrew Square, Edinburgh.*

(Craig Line S.S. Co., Ld.)

| | |
|---|---|
| s. Craigard | 2129 |
| s. Craigellachie | 2267 |
| s. Craigneuk | 1605 |

### Russell & Compton,

*Leesburg, New Jersey, U.S.*

| | |
|---|---|
| Benjamin Russell | 127 |
| John Russell | 146 |
| Lottie R. Russell | 263 |
| Mary J. Russell | 354 |

### Russell, J. A.,

12, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Heathfield | 1534 |
| Renfield | 1034 |

### Russell, John,

*St. John, N.B.*

| | |
|---|---|
| Highlands | 1234 |

### Russell, Robert, & Co.,

8, *Gordon Street, Glasgow.*

| | |
|---|---|
| Cambusdoon | 1522 |
| Cambuskenneth | 1785 |
| Lord Elgin | 1479 |
| William Tillie | 1761 |

### Russell & Rogers Co.,

*San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Scotia | 133 |

### Russian Co. for Sea, River, and Land Insurance and Conveyance of Goods,

*Odessa, Russia.*

| | |
|---|---|
| s. Dimitri | 680 |
| s. General Todleben | 664 |
| s. Maria | 950 |
| s. Nadeshda | 209 |
| s. Nicolai | 824 |
| s. Peter | 721 |
| s. Platon | 780 |
| s. Rossija | 910 |
| s. Silatch | 51 |

### Russian Danube Steam Navigation Co.,

*Odessa, Russia.*

| | |
|---|---|
| s. Bessarabetz | 172 |
| s. Bulgaria | 340 |
| s. Graf Ignatieff | 22 |
| s. Knias Gagarin | 509 |
| s. Ismail | 237 |
| s. Roumania | 814 |
| s. Rus | 389 |
| s. St. Sergy | 108 |
| s. Serbia | 63 |

### Russian Export Co.,

*Rostoff Don, Russia.*

| | |
|---|---|
| s. Amalia | 286 |
| s. Export | 1746 |
| s. Jakob | 263 |
| s. Paul Kotzebue | 41 |

### Russian Government,

*St. Petersburg, Russia.*

| | Net Tons |
|---|---|
| s. Adjader | 195 |
| s. Alexei Trapani | 2708 |
| s. Astrachan | 157 |
| s. Ermack | 2831 |
| s. Guipaniss | 195 |
| s. Haidamak | 182 |
| s. Istrian | 195 |
| s. Kara-Kermen | 195 |
| s. Ledokol II. | 267 |
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| s. Nicolai Palibin | 173 |
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| s. Ouzou-Kale | 195 |
| s. Pachtusoff | 196 |
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| s. Silach | 224 |
| s. Svetensk | |
| s. Troogenik | 222 |
| s. Vtoroi | 116 |
| s. Woodley No. 2 | 237 |
| (Department of Roads.) | |
| s. Fanagoria | 267 |
| s. Idumeja | 47 |
| s. Izabella | 41 |
| s. Maria | 46 |
| s. Nicolai Gora | 131 |
| s. Pantikopea | 267 |
| (Marine Survey Department.) | |
| s. Zachris Topelius | 269 |
| (White Sea Pilots and Lighthouses Department.) | |
| s. Solombola | 255 |

### Russian Steam Navigation and Trading Co.,

*St. Petersburg & Odessa, Russia.*

| | |
|---|---|
| s. Ai-Petri | 760 |
| s. Ai-Todor | 760 |
| s. Aju Dag | 681 |
| s. Askold | 541 |
| s. Azoff | 803 |
| s. Babushka | 103 |
| s. Baklanoff | 504 |
| s. Belbek | 410 |
| s. Brat | 190 |
| s. Ceres | 2176 |
| s. Cezarevitch | 1585 |
| s. Cezarevitch George | 1326 |
| s. Chater-Dag | 646 |
| s. Czar | 1491 |
| s. Czaritza | 1725 |
| s. Diana | 2144 |
| s. Djedushka | 98 |
| s. Elborus | 728 |
| s. Emperor Nicholas II. | 2407 |
| s. Graf Platoff | 497 |
| s. Graf Totleben | 172 |
| s. Grand Duchess Xenia | 1326 |
| s. Grand Duke Alexander | 1101 |
| s. Grand Duke Alexis | 1250 |
| s. Grand Duke Constantine | 1316 |
| s. Igor | 373 |
| s. Imperator Alexander II. | 785 |
| s. Imperatrice Marie | 1038 |
| s. Junona | 2127 |
| s. Jupiter | 2438 |
| s. Kalmius | 440 |
| s. Karask | 686 |
| s. Katsha | 412 |
| s. Kazbek | 644 |
| s. Kersones | 687 |
| s. Korniloff | 1592 |
| s. Lasareff | 1033 |
| s. Looch | 914 |
| s. Lovky | 230 |
| s. Mercur | 2494 |
| s. Meteor | 2546 |
| s. Nahimoff | 1013 |
| s. Odessa | 2389 |
| s. Oleg | 770 |
| s. Pallada | 2148 |
| s. Polezny | 138 |
| s. Pospeshnuj | 220 |
| s. Prince Potemkin | 451 |
| s. Princess Eugenie of Oldenburg | 1103 |
| s. Provorni | 350 |
| s. Prut | 411 |
| s. Puschkin | 970 |
| s. Queen Olga | 2479 |
| s. Rostoff | 728 |
| s. Roumeantzeff | 495 |
| s. Rurik | 625 |
| s. Russia | 1480 |
| s. Sestra | 190 |
| s. Sineus | 727 |
| s. Skoryj | 300 |
| s. Smely | 111 |

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### Russian Steam Navigation and Trading Co.

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| | Net Tons |
|---|---|
| s. Sokol | 183 |
| s. Suworoff | 598 |
| s. Sviatoi Nicolai | 1281 |
| s. Sviatoslav | 831 |
| s. Sviet | 1475 |
| s. Tchihachoff | 2559 |
| s. Trouvor | 1099 |
| s. Vestnik | 212 |
| s. Vnutshek | 69 |
| s. Volga | 414 |

### Russian Volunteer Fleet Association, The,

19, *Morskaia, St. Petersburg, Russia.*

| | |
|---|---|
| s. Ekaterinoslavl | 3291 |
| s. Franche-Comté | 4632 |
| s. Kazan | 3696 |
| s. Kiev | 3127 |
| s. Kostroma | 1990 |
| s. Nijni Novgorod | 1932 |
| s. Orel | 2705 |
| s. Petersburg | 1796 |
| s. Saratov | 2068 |
| s. Tambov | 2517 |
| s. Vladimir | 3325 |
| s. Voronej | 3278 |
| s. Yaroslavl | 2619 |

### Russisch-Baltischer Bergungs Verein,

*Reval, Russia.*

| | |
|---|---|
| s. Erwi | 195 |
| s. Freja | 56 |
| s. Meteor | 164 |

### Russische Actien Gesellschaft Zellstofffabrik Waldhof,

*Pernau, Russia.*

| | |
|---|---|
| Ida Amalia | 166 |

### Russische Baltische Dampfsch. Ges.

*Riga, Russia.*

*See* HELMSING & GRIMM.

### Russisch Ostasiatische Dampfsch. Act. Ges.,

*St. Petersburg, Russia.*

(General Agents — Aktieselskabet Det Ostasiatiske Kompagni — Frihavnen, Copenhagen, Denmark.)

| | |
|---|---|
| s. Kitai | 2993 |
| s. Korea | 3944 |
| s. Malaya | 3154 |
| s. Manchuria | 3953 |

### Russo, A.,

*Syra, Greece.*

| | |
|---|---|
| Crina | 340 |

### Russo, E., & J. Nomico,

*Syra, Greece.*

| | |
|---|---|
| Agios Georgios | 150 |

### Russo, Fratelli,

*Piano di Sorrento, Italy.*

| | |
|---|---|
| Estrella | 1392 |
| Marietta R. | 130 |

### Russo, Gaetano Nunnari in,

*Messina, Italy.*

| | |
|---|---|
| Francesco Primo | 131 |
| Gaetano Madre | 158 |

### Russo, Raff.,

*Santo Agnello di Sorrento, Italy.*

| | |
|---|---|
| Trinita | 151 |

**Russo Vasta, Salvatore,**
*Riposto, Sicily.*

| | Net Tons |
|---|---|
| s. Cosimo | 367 |

**Rustad, Olaf,**
*Christiania, Norway.*
(Dampskibsaktie. Norden.)

| | |
|---|---|
| s. [illegible] | 431 |
| s. [illegible] | 278 |
| s. Odin | 417 |
| s. [illegible] | 352 |

**Rusten, Erik,**
*[illegible], Norway.*

| | |
|---|---|
| s. Britta | 848 |

(Vestenfjeldske Dampskibs.)

| | |
|---|---|
| s. Ivar Aasen | 117 |
| s. Nordpost | 129 |

(Vestenfjeldske Lloyd.)

| | |
|---|---|
| s. Bergen | 230 |
| s. Kristiansberg | 361 |
| s. Skreden | 259 |
| s. Stettin | 245 |

**Rutgerson, C. E. R.,**
3, *Oliveedalsgatan, Gothenburg, Sweden.*

| | |
|---|---|
| Bergthora | [illegible] |

**Rutter, P.,**
*New York, U.S.*

| | |
|---|---|
| Sarah & Lucy | 192 |

**Ruys, W., & Zonen,**
8, *Veerkade, Rotterdam, Holland.*

| | |
|---|---|
| s. Andania | 1889 |
| s. Ariadne | 781 |
| s. Senior | 774 |

(Rotterdamsche Lloyd.)

| | |
|---|---|
| s. Ardjoono | 1590 |
| s. Besoeki | 2435 |
| s. Bogor | 2306 |
| s. Gedé | 1793 |
| s. Goentoer | 3600 |
| s. Kediri | 2435 |
| s. Lawoe | 1817 |
| s. Malang | 2152 |
| s. Merapi | 1557 |
| s. Oengaran | 1821 |
| s. Salak | 1584 |
| s. Sindoro | 3476 |
| s. Soerabaja | 1804 |
| s. Solo | 2275 |

(Stoom. Maats. Triton).

| | |
|---|---|
| s. Ameland | 1632 |
| s. Indiaan | 1152 |
| s. Texel | 1340 |
| s. Vlieland | 1301 |

**Ryan, D. A.,**
*King's Cove, N.F.L.*

| | |
|---|---|
| Virginia | 95 |

**Ryan, John,**
*Rostrevor, Woodchurch Lane, Prenton, Birkenhead.*

| | |
|---|---|
| s. Powerful | 3 |

**Ryan, Michael,**
*Quebec, Canada.*

| | |
|---|---|
| s. Nipigon | 385 |
| Pride of America | 285 |

**Rydal Water S.S. Co., Ld.,**
123, *Hope Street, Glasgow.*
*See* DONALD & TAYLOR.

**Ryoto Kisen Kabushiki Kaisha.**
*Otaru, Japan.*

| | |
|---|---|
| s. Shiribeshi Maru | 97 |

**Ryysy, A.,**
*Wiborg, Finland.*

| | Net Tons |
|---|---|
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**Sabia, Vincenzo,**
*Quai de Rive Neuve 11, Marseilles, France.*

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**Saboo Seedick & Co., Hajee,**
*Mandvi, Bombay.*

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**Sadikoff, M. D. & A.,**
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**St. Andrew's Steam Fishing Co., Ld.,**
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**St. Mary's Whaling Co.,**
*St. John's, N.F.L.*

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**St. Petersburg-Sestrorietzk Railway Co.,**
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**Saito, J.,**
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*Rojen, pr. Sassmacker, Kurland, Russia.*

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**Sakasawa Kishitaro,**
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**Sales, A. R. & S.,**
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**Salih Bilali,**
*Scutari, Albania.*

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*Torre del Greco, Italy.*

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**Salmann, P.,**
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**Salmon, E., & Co.,**
*Lorient, France.*

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**Salom & Rullan,**
*Palma, Mayorca.*

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**Salt Union, Ld.,**
2, *Salters Hall Court, London, E.C.*, and [illegible], *Tower Buildings, Liverpool.*

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**Saltash, Three Towns and District Steamboat Co., Ld.,**
*Saltash, Cornwall.*
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**Saltbodens Iscompagni,**
*Porsgrund, Norway*
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**Saltens Dampskibsselskab,**
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**Salvagno, G. E.,**
*Venice, Italy.*

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**Salvesen, Chr., & Co.,**
29, *Bernard Street, Leith.*

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**Salvesen, J. T., & Co.,**
*Grangemouth, Stirlingshire.*

| | |
|---|---|
| s. Embla | 726 |
| s. Norna | 700 |
| s. Sifka | 667 |
| s. Siva | 912 |
| s. Skulda | 720 |
| s. Vala | 609 |
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**Salvesen & Lydersen,**
*Sundet, pr. Borröen, Norway.*

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**Salvesen, Stian,**
*Staubo, pr. Borröen, Norway.*

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**Sam Wang Land Investment, Loan & Agency Co., Ld.,**
81, *Queen's Road Central, Victoria, Hong Kong.*

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**Sambur Steamship Co., Ld.,**
17, *Fenwick Street, Liverpool.*
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**Samejima Tokuzo,**
60, *Kinseicho, Kagoshimashi, Kogoshimaken, Japan.*

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| s. Daiki Maru No. 8 | 150 |

**Samengo, Paolo,**
*Via Nardones No.* 17, *Naples, Italy.*

| | |
|---|---|
| S. Amalia | 1754 |
| S. Celeste | 1806 |
| S. Margherita | 1787 |

**Samman, Henry, & Co.,**
*Deddington Chambers,* 4, *Bowlalley Lane, Hull.*

| | |
|---|---|
| s. Middleton | 1601 |
| s. Sturton | 1352 |
| (Deddington S.S. Co., Ld.) | |
| s. Arlington | 1986 |
| s. Burton | 1271 |
| s. Clinton | 2184 |
| s. Deddington | 1806 |
| s. Garton | 1751 |

**Sammut, G. P., & Co.,**
166, *Strada Cristoforo, Valetta, Malta.*

| | Net Tons |
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**Samoa Transportation Co.,**
10, *California Street, San Francisco, Cal., U.S.*

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**Samona, S.,**
*Piræus, Greece.*

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**Samonas, Christos,**
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**Samos Steamship Co.,**
*Samos.*

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19–21, *Billiter Street, London.*

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| s. Bulysses | 3958 |
| s. Cardium | 3953 |
| s. Clam | 2311 |
| s. Cowrie | 3155 |
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| s. Euplectela | 2507 |
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**Samuel, W.,**
*Church Street, Llanelly, Carmarthenshire.*

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| s. Gazelle | 314 |
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| s. Springbok | 350 |

**Samuelsen, B.,**
*Arendal, Norway.*

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**Samuelsson, J. A.,**
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**Samuli, E.,**
*Björkö, Finland.*

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**San Francisco Shipping Co., Ld.,**
42, *Market Street, San Francisco, U.S.; and Honolulu.*

| | |
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| John Ena | 2568 |

**San Francisco Trading Co.,**
42, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Honolulu | 907 |

**San Miguel, Compania del Vapor,**
*Bilbao, Spain.*
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**Sanchez, Fructuoss,**
*Valparaiso, Chili.*

| | Net Tons |
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**Sandberg, Chr. Juell,**
*Prinsensgade* 22, *Christiania, Norway.*

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**Sande, S. A.,**
*Fede, pr. Flekkefjord, Norway.*

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**Sandefjords Mek. Verksted,**
*Sandefjord, Norway.*

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*Oscarshamn, Sweden.*

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| Glenlora | 706 |
| Guyane | 300 |
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**Sanders & Kirchmann,**
22, *California Street, San Francisco, Cal., U.S.*

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| Eldorado | 794 |
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| Forester | 621 |
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**Sanders, Richard G.,**
42, *Harvey Street, Folkestone, Kent.*

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**Sanders, W. J.,**
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**Sanders, Wake & Co.,**
23, *Great St. Helen's, London, E.C.*

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| s. North Sea | 1089 |
| (Sea Transport Co., Ld.) | |
| s. White Sea | 1223 |

**Sanders Wake Shipping Co., Ld.**
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**Sanderson, G. R., & Co.,**
*Castle Street, Hull.*

| | |
|---|---|
| (Hull Steam Shipping Co., Ld.) | |
| s. Londesborough | 1969 |
| s. Otterspool | 1840 |
| s. Queenborough | 1891 |
| s. Yarborough | 1988 |

**Sandford, G.,**
"*River View,*" *Gravesend, Kent.*

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**Sandgren, K. A.,**
*Norrtelje, Sweden.*

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**Sandgren, K. E.,**
*Norrtelje, Sweden.*

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**Sandison, Alexander,**
*Baltasound, Shetland.*

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**Sandison, Charles G. D.,**
*Baltasound, Shetland.*

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**Sandström & Jakoblow,**
*Riga, Russia.*

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*Skellefteå, Sweden.*

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*Toledo, Ohio.*

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**Sandusky & Peninsular S.S. Co.,**
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*Jönköping, Sweden.*

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**Sandy, Simpson & Co.,**
7, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Sandyford | 2053 |
| s. Wastwater | 1845 |

**Sanford, Chas. G.,**
*Bridgeport, Conn., U.S.*

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| Goodwin Stoddard | 759 |
| Julia A. Trubee | 373 |

**Sanftleben, G. A. L.,**
*Lucca, Jamaica.*

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*Sundsvall, Sweden.*

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*Vico S. Genesio No.* 2, *Genoa, Italy.*

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**Sanguineti Fratelli, fu G.,**
*Chiavari, Italy.*

| | Net Tons |
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| s. Angela | 1003 |
| s. Colombo | 787 |
| Francesco | 1033 |
| Jolanda | 1799 |
| s. Pinin | 1905 |
| s. Rosalba | 1200 |

**Sanguineti, G. Mongiardini Vva.,**
*Via al Cantiere* 19, *Chiavari, Italy.*

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**Sanguineti, Luigia (Signorina), fu N.,**
*Via al Cantiere* 19, *Chiavari, Italy.*

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**Sanguineto, Francesco,**
*Chiavari, Italy.*

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*Bangkok, Siam.*

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**Sant' Anna, J. J., & A. J. Lopes.**
*Brava, Cape Verde Islands.*

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*Uleåborg, Finland.*

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**Santamarina, J.,**
*Inquisidor* 44, *Havana, Cuba.*

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**Santiago, Manoel Goncalves,**
*Rua Camara Pestana* 65, *Lisbon, Portugal.*

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**Santos & Lages,**
*Para, Brazil.*

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s. Frida ... [illegible]
s. Hans ... [illegible]
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*Alterwallhof 67 71, Alterwall, Hamburg, Germany.*
s. Emma Saubor ... 860
s. Helene Sauber ... 605
s. Herman Sauber ... 1082
s. Martha Sauber ... 879

**Saunders, E. E.,**
*Pensacola, Fla., U.S.*
Ajax ... 697
Elida ... 1304
Ludwig ... 741
Nelson Bartlett ... 609
Tabor ... 1182
Trojan ... 861

**Saunders, Levi,**
*Gloucester, Mass., U.S.*
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**Sausing, J.,**
*Kürbis Pelte, Lemsal, Russia.*
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**Sauvagean, Edmond,**
*Champlain, Quebec.*
Le Maria ... 117

**Savage, J., Jr.,**
*Wellington, co. Prince Edward, Ont.*
E. H. Rutherford ... [illegible]

**Savage, William A.,**
*7, Springfield Street, Warrington, Lancashire.*
s. Merlin ... 63
(Zillah Shipping & Carrying Co., Ld.)
s. G. A. Savage ... [illegible]
s. Margarita ... 79
s. Priscilla ... 84
s. Sarah Brough ... 68
s. Thelma ... 75
s. Zillah ... 77

**Savalle, E., & E. Bard,**
*31, Quai Guy de Maupassant, Fécamp, France.*
Net Tons
Ocean ... 127

**Savalli, Gaspare,**
*Marsala, Sicily.*
Francesco Padre ... 102

**Savalli, L.,**
*Naples, Italy.*
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**Savannah Lighterage and Transfer Co.,**
*P.O. Box 465, Savannah, Ga., U.S.*
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**Savannah Line.**
*See* OCEAN STEAMSHIP CO., NEW YORK.

**Savarese, Clemente,**
*Meta, Italy.*
Amphitrite ... 1054
Francesco ... 745
Maria T. ... 915

**Savarese, F.,**
*Vico Equense, Naples, Italy.*
Maria Luigia ... 456

**Savastano, P.,**
*Vietri sul Mare, Salerno, Italy.*
Il Francesco ... 112
La Speranza ... 104
Marietta S. ... 197

**Savill, F. B., & Co.,**
*7, Upper East Smithfield, London.*
Pharos ... 1227

**Savolainen & Co.,**
*Kuopio, Finland.*
s. Walo-apu ... 73

**Savon frères & Co.,**
*25, Rue de la Republique, Marseilles, France.*
s. Flamant (*gross*) 129

**Sawaguchi Shosuke,**
*Kamue-nai-mura, Furu-gun, Shiribeshi, Hokkaido, Japan.*
s. Komei Maru ... 265
s. Seishi Maru ... 192

**Sawyer, Albert H.,**
*Calais, Maine, U.S.*
Helen G. King ... 126
Orozimbo ... 1[illegible]

**Sawyer Bros.,**
*Millbridge, Me., U.S.*
Nokomis ... 245

**Sawyer, D. J.,**
*Jonesport, Maine, U.S.*
Carrie C. Ware ... [illegible]
Vineyard ... [illegible]

**Sawyer, E. M.,**
*Jonesport, Me., U.S.*
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Georgie D. Lo[illegible] ... 147

**Saxon Steam Fishing Co., Ld.,**
*Fish Quay, North Shields.*
s. County of Fife ... [illegible]
s. Ethelwulf ... [illegible]

**Sayer, W.,**
*28, James Street, Plymouth.*
s. Mallard ... [illegible]

**Scammell, J. H., & Co.,**
*Magees Buildings, Water Street, St. John, N.B.*
Robert E. Bosnard ... 1142

**Scampavia, E.,**
*Syra, Greece.*
Agios Georgios ... 152

**Scandali, Stamati,**
*Syra, Greece.*
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**Scandella, F.,**
*Bolivar.*
Activo ... 179

**Scapinakis, D.,**
*Skiathos, Greece.*
Georgios ... 173

**Scaramanga Bros.,**
*30, Great St. Helen's, London, E.C.*
(Oulliope Steamship Co., Ld.)
s. Calliope ... 1355
s. Euterpe ... 1294

**Scarborough Harbour Commissioners,**
*Scarborough.*
s. Cambria ... 59

**Scarborough, Hartlepool & North Sea Steam Fishing Co., Ld.,**
*Scarborough.*
s. Evening Star ... 55
s. Morning Star ... 52

**Scarborough Seaborne Coal Co., Ld.,**
*58 & 59, Newborough Street, Scarborough.*
*See* F. G. STEPHENSON.

**Scarisbrick S. S. Co., Ld.,**
*28, West Bute Street, Cardiff.*
*See* ELVIDGE & MORGAN.

**Scarpa, Francesco, fu A.,**
*Venice, Italy.*
Giovanna ... 349

**Scarpa, Giovanni, fu G. B.,**
*Borgoloco S. Lorenzo No. 5084, Venice, Italy.*
Fortuna S. ... 1[illegible]
Primo A. ... [illegible]

**Scarpa, N., fu G.,**
*Chioggia, Italy.*
Guglielmo [illegible] ... [illegible]

**Scharrel, W. van,**
*Oldersum, Germany.*
Net Tons
Falke ... [illegible]

**Schaumann, Axel,**
*Wasa, Finland.*
(Wasa-Nordsjö Ångbåts Aktieb.)
s. Bothnia ... 774
s. Carl Linné ... [illegible]
s. Clio ... 557
s. Constantia ... 441
s. Fennia ... 715
s. Frej ... [illegible]
s. Iris ... 281
s. Kemi ... [illegible]
s. Patria ... 541
s. Vega ... [illegible]
s. Wilh. ... 403

**Scheepvaart en Steenkolen Maatschappij,**
*Willemskade 17, Rotterdam, Holland.*
s. Beijerland ... 715
s. Noord Holland ... [illegible]
Scheepvaart I. ... 654
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s. Waterland ... [illegible]
s. Zuid Holland ... [illegible]

**Schéle, G. T.,**
*Halmstad, Sweden.*
Atlantic ... 277
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**Schéle, Th.,**
*Halmstad, Sweden.*
Botzy ... 420

**Schell, O. A. F.,**
*Landskrona, Sweden*
Dahlia ... 774
Prima ... 478

**Schellen, J. F. & F.,**
*Boompjes 76, Rotterdam, Holland.*
(Stoomvaart Maatschappij Tromp.)
s. De Ruyter ... [illegible]
s. Hoemskerck ... [illegible]
s. Kortenaer ... [illegible]
s. Tromp ... [illegible]

**Schepens, F., & G. Tonnelier,**
*Antwerp, Belgium.*
s. Colonies ... [illegible]

**Schepp, Leopold, Co.,**
*Schepp Building, New York, U.S.*
Fredericka Schepp ... [illegible]

**Scherini, P. A.,**
*Norrköping, Sweden.*
s. Ostern ... 199

**Schiaffino, Adeodato,**
*Sta. Margherita Ligure, Italy.*
Castello Dragone ... 864

**Schiaffino, Bartolomeo, fu Pellegro,**
*Camogli, Italy.*
Marion ... [illegible]

**Schiaffino, Celestina Beraldo Vva.,**
*Recco, Italy.*
Stoinvora ... [illegible]

s. designe les Vapeurs.

**Schiaffino, Ch., Jouvet & Co.,**
*Bougie, Algeria.*

| | Net Tons |
|---|---|
| s. Furet | 13 |
| s. Saint Joseph | 66 |

**Schiaffino, F., fu G.,**
*Piazza San Giorgio No. 37, Genoa, Italy.*

| | |
|---|---|
| s. Beppe | 1674 |

**Schiaffino, Filippo, fu Prospero,**
*Via Sotto Ripa No. 1, Genoa, Italy.*

| | |
|---|---|
| Avon | 1601 |
| Northern Empire | 952 |
| Vanduara | 1346 |
| Vanloo | 1533 |

**Schiaffino, Gerolamo, fu Lorenzo.**
*Piazza S. Giovanni No. 3, Chiavari, Italy.*

| | |
|---|---|
| Madonna di Pompei | 761 |
| Rhône | |

**Schiaffino, Giuseppe,**
*Bogliasco, Italy.*

| | |
|---|---|
| Felicita S. | 264 |

**Schiaffino, Luigi,**
120, *Quai du Port, Marseilles, France.*

| | |
|---|---|
| Maurice | 183 |

**Schiaffino, Paola Oneto Vedova,**
*Salita Graziani No. 4, Interno 13, Camogli, Italy.*

| | |
|---|---|
| Paola Madre | 1038 |
| Prospero Padre | 821 |

**Schiaffino, Pietro, fu G.,**
*Camogli, Italy.*

| | |
|---|---|
| Columbus | 704 |

**Schiaffino, Prospero, fu Prospero,**
*Salita Graziani No. 4, Int. 14, Camogli, Italy.*

| | |
|---|---|
| Minerva | 993 |
| Precursore | 1508 |
| Stella del Mare | 1135 |

**Schiaffino, Prospero Amilcare, fu G.,**
*Salita Graziani, Camogli, Italy.*

| | |
|---|---|
| Jamaica | 685 |

**Schiappacasse, F.,**
*Camogli, Italy.*

| | |
|---|---|
| Elise | 1289 |

**Schiazzano, Raffaele,**
*Messina, Sicily.*

| | |
|---|---|
| Fortuna | 108 |

**Schichau, F.,**
*Elbing, Germany.*

| | |
|---|---|
| s. Kaiser Friedrich | 5147 |
| (Elbinger Dampfschiffs. Rhederei.) | |
| s. Elbing I. | 273 |
| s. Elbing II. | 379 |
| s. Elbing III. | 151 |
| s. Elbing IV. | 148 |

**Schiff, Adolph,**
*Elsfleth, Germany.*

| | Net Tons |
|---|---|
| Apollo | 1124 |
| Charlotte | 1243 |
| Erna | 1069 |
| Henry | 868 |
| Industrie | 1642 |
| Primus | 1059 |

**Schilbred, M. E.,**
*Brevig, Norway.*

| | |
|---|---|
| Speranza | 169 |
| Trosirk | 311 |
| Vanadis | 445 |

**Schilling & Co.,**
*Deich No. 7, Geestemünde, Germany.*

| | |
|---|---|
| s. Makrele | 26 |

**Schive, Th.,**
*Grimstad, Norway.*

| | |
|---|---|
| Remonstrant | 990 |

**Schjelderup, J.,**
*Kragerö, Norway.*

| | |
|---|---|
| Bravo | 416 |
| Pasteur | 390 |

**Schjervig, J.,**
*Drontheim, Norway.*

| | |
|---|---|
| Baldur | 658 |
| Corinna | 440 |
| Germanic | 1218 |
| Monrovia | 1449 |
| Sigrid | 1020 |

**Schjölberg, R.,**
*Bodö, Norway.*

| | |
|---|---|
| s. Bodö | 60 |

**Schjölberg, R. M. B.,**
*Bodö, Norway.*

| | |
|---|---|
| s. Utröst | 54 |

**Schlubach & Co.,**
*Bleichenbrücke 25, Hamburg, Germany.*

| | |
|---|---|
| Admiral Tegetthoff | 893 |
| Hydra | 742 |

**Schlüsselburg, G.,**
*Wallstrasse 45, Harburg, Germany.*

| | |
|---|---|
| Germania | 136 |

**Schlyter, Carl,**
*Birger Jarlsgatan 19, Stockholm, Sweden.*

| | |
|---|---|
| s. Olaus Olsson | 647 |
| s. Svanhild | 1383 |

**Schmidt, Hans D.,**
*Pernau, Russia.*

| | |
|---|---|
| s. Dagmar | 291 |
| s. Wasa | 387 |

**Schmidt, Hans Heinrich,**
20, *Steinhoeft, Hamburg, Germany.*

| | |
|---|---|
| Anna | 1461 |
| Bertha | 1561 |
| s. Bound Brook | 829 |
| s. Brewster | 831 |
| Henriette | 2882 |
| Lisbeth | 2346 |
| Margretha | 2004 |
| Marie | 1747 |
| Wilhelmine | 1560 |

**Schmidt & Hansen,**
*Flensburg, Germany.*

| | Net Tons |
|---|---|
| s. Ceres | 1300 |
| s. Iris | 722 |
| s. Juno | 884 |
| s. Jupiter | 1312 |
| s. Mars | 1254 |
| s. Mercur | 905 |
| s. Neptun | 1221 |
| s. Orion | 1016 |
| s. Pallas | 1332 |
| s. Venus | 766 |
| s. Vesta | 1180 |

**Schmidt, J. G.,**
1234 & 1236, *Poplar Street, Philadelphia, U.S.*

| | |
|---|---|
| John G. Schmidt | 450 |

**Schmidt, J. H.,**
*Manö, Denmark.*

| | |
|---|---|
| St. Clemens | 176 |

**Schmidt, N. W.,**
*Copenhagen, Denmark.*
(Dansk-Fransk Dampskibsselskab.)

| | |
|---|---|
| s. Normandiet | 741 |
| s. Slesvig | 623 |

**Schnobel, N.,**
*Libau, Russia.*

| | |
|---|---|
| s. Dalny | 558 |
| s. Livny | 594 |
| s. Romny | 351 |

**Schnore, Gustav,**
*Kurbis, Lemsal, Russia.*

| | |
|---|---|
| Alma | 312 |
| Amalie | 292 |
| Anna Charlotte | 194 |
| Catharina | 223 |

**Schnore, J.,**
*Ruthern, Lemsal, Russia.*

| | |
|---|---|
| Austrums | 339 |
| Riga | 255 |

**Schœnfeld, Jonas,**
516-518 *Washington Street, San Francisco, U.S.*

| | |
|---|---|
| Louisiana | 1344 |

**Schofield & Co., Ld.,**
*St. John, N.B.*

| | |
|---|---|
| Albatross | 400 |

**Schofield, James,**
*Alexandra House, Dudley Street, Grimsby.*

| | |
|---|---|
| s. Aldgate | 42 |

**Scholefield, Henry, & Son,**
17, *Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Eversley | 1846 |
| s. Lovaine | 1998 |
| s. Tarragona | 1295 |

**Scholl, Charles,**
20, *Rue Judaïque, Bordeaux, France.*

| | |
|---|---|
| s. Gouverneur Ballay | 734 |
| s. Gyptis | 734 |

**Schöning, C. G.,**
*Söderhamn, Sweden.*

| | |
|---|---|
| s. Nya Söderhamn | 450 |

**Schoop, A.,**
52, *Winschoterdiep, Groningen, Holland*

| | |
|---|---|
| Konfid | 108 |

**Schrader, H. W., & Wrede,**
13, *Steinhöft, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Gebr. Wrede (*gross*) | 139 |
| s. Terschelling | 1 |

**Schramm, E. C., & Co.,**
*Obernstrasse 14, Bremen, Germany.*

| | |
|---|---|
| Adolf | 1651 |
| Carl | 1916 |
| Christel | 1648 |
| Elfrieda | 1714 |
| Emilie | 1738 |
| Gustav & Oscar | 1295 |
| Henriette | 1647 |

**Schreiner, J., H. Hasenberg, & P. Amolin,**
*Melsilen, Gulf of Riga, Russia.*

| | |
|---|---|
| Uszihtiba | 111 |

**Schröder, G. W.,**
*Riga, Russia.*

| | |
|---|---|
| Presto | 295 |

**Schröder & Pape,**
*Lübeck, Germany.*

| | |
|---|---|
| s. Europa | 415 |
| (Libau-Lübecker Dampf. Ges.) | |
| s. Elita | 452 |
| s. Hansa | 246 |

**Schuback, J., Söhne,**
*Hamburg Germany.*

| | |
|---|---|
| s. Sul America | 31 |

**Schübeler, Lauritz,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Jölund | 260 |
| Saga | 411 |

**Schuchmann, W.,**
*Geestemünde, Germany.*

| | |
|---|---|
| Antje | 126 |
| Catharina | 114 |
| Gerhard | 623 |
| Heinrich | 297 |
| Hermann | 436 |
| Hother | 109 |
| Johann | 132 |
| Jupiter | 215 |
| Königin Elizabeth Louise | 485 |
| Rud. Josephy | 449 |
| Wilhelm | 134 |

**Schuldt, A. E.,**
*Heintzehof, 14-16, Alsterthor, Hamburg, Germany.*
(Ostasiatische Handelsgesellschaft.)

| | |
|---|---|
| s. Babelsberg | 1379 |
| s. Elita Nossack | 1161 |

**Schuldt, H.,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Adolf | 575 |
| s. Elisabeth | 1287 |
| s. Elsa | 503 |
| s. Georg | 574 |
| s. Heinrich Schuldt | 612 |
| s. Helene | 503 |
| s. Hermann | 1290 |
| s. Mathilde | 790 |
| s. Minna Schuldt | 616 |
| s. Norma | 523 |
| (Flensburger Dampfer Co.) | |
| s. Adelheid | 1281 |
| s. Alfred Menzell | 895 |
| s. Carl | 2153 |
| s. Dora | 1425 |
| s. Hans | 968 |
| s. Hedwig | 1540 |
| s. Johanna | 874 |
| s. Luise | 2213 |
| s. Marie | 891 |
| s. Martha | 803 |

**Schuldt, J. H.,**
*Blankenese, Germany.*

| | Net Tons |
|---|---|
| s. Blankenese | 29 |

**Schuldt, N. H. P.,**
56, *Ferdinandstrasse, Hamburg, Germany.*

| | |
|---|---|
| Antuco | 1436 |
| Maipo | 1674 |
| Osorno | 1687 |

**Schulte, B.,**
*Barssel, Germany.*

| | |
|---|---|
| Catharina | 85 |

**Schulte & Bruns,**
*Emden, Germany.*

| | |
|---|---|
| Albion | 335 |
| Germania | 516 |

**Schultmann, K.,**
*Riga, Russia.*

| | |
|---|---|
| Fomalhaut | 174 |

**Schultz S.S. Co., Ld.,**
14, *Canal des Teinturiers, Antwerp, Belgium.*

| | |
|---|---|
| s. Maggie Schultz | 852 |

**Schulz, N.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| s. Hankö | 67 |

**Schwartz, Ths. W.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Stella | 543 |

**Schwarz, Gustav A.,**
63, *Wall Street, New York, U.S.*

| | |
|---|---|
| s. Eugene Grasselli | 106 |

**Schweigaard, A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Thor | 328 |

**Sciutto, G., & G. Denaro,**
*Via Carlo Alberto No. 1-1, Genoa; and at Riposto, Italy.*

| | |
|---|---|
| s. Capraia | 373 |

**Scoble & Davies,**
*Malpas, Cornwall.*

| | |
|---|---|
| Bessie | 59 |

**Scognamiglio, Ezio,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Augusto | 148 |
| Ferruccio S. | 646 |

**Scognamiglio, G. B., fu V.,**
*Torre del Greco, Italy*

| | |
|---|---|
| Guglielmo Marconi | 145 |
| Napoleone I. | 247 |

**Sconzo, Pasquale,**
*Via Acquasanta 120, Palermo, Sicily.*

| | |
|---|---|
| Peppina S. | 182 |

s. signifies Steamer.

**Scotland, Fishery Board for,**
*George Street, Edinburgh.*
Net Tons
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. Minna ... 37

**Scott & Bridge,**
*Boston, Mass., U.S.*
Odell ... 154

**Scott, David, & Son,**
92, *Seagate, Dundee.*
s. Bavaria ... 1114
(Albany Shipping Co., Ltd.)
s. Aylesmore ... 589
s. Balmore ... [illegible]
Canmore ... 729

**Scott, Francis W.,**
*Melbourne.*
s. Ethel Jackson ... 90

**Scott, George,**
3, *Carlisle Street, Newport, Mon.*
Jane Hughes ... 76

**Scott, J. A., Ld.,**
11, *High Street, Hull.*
s. Edith ... (*gross*) 33

**Scott, John O., & Co.,**
9, *Queen Street, Newcastle-on-Tyne.*
(Scott Steam Shipping Co., Ltd.)
s. John O. Scott ... 521
s. T. E Forster ... 498

**Scott, Nathaniel C.,**
*St. John, N.B.*
Alice Maud ... 120
Cora May ... 117
Erie ... 119
Walter Miller ... 118

**Scott, S. A.,**
*Deer Isle, Maine, U.S.*
Marshall Perrin ... 142

**Scott Steam Shipping Co., Ld.**
*See* J. O. SCOTT & Co.

**Scott, T. A.,**
*New Haven, Conn., U.S.*
s. Alert ... 153

**Scott, W. L., Co.,**
*Erie, Pa., U.S.*
s. Niagara ... 1483

**Scott, Walter, Ld.**
(Manager—W. B. Porter),
*East Hetton, Trimdon Grange, & Trimdon Collieries Offices, Hartlepool.*
s. Walter Scott ... 374

**Scott, Walter, & Co.,**
7, *Scarboro' Street, West Hartlepool.*
s. Merchiston ... 1176

**Scotti, F., fu D.,**
*Civitavecchia, Italy.*
Maria ... 193

**Scottish National Antarctic Expedition,**
*Edinburgh.*
Net Tons
[illegible] (aux. stm.) ... [illegible]

**Scottish Navigation Co., Ld.,**
165, *St. Vincent Street, Glasgow.*
*See* GLEN & Co.

**Scottish Steam Herring Fishing Co.,**
31, *Malden Street, Peterhead.*
*See* A. MILNE, Jr.

**Scotto, Ambrosino & Pugliese,**
*Oran, Algiers.*
s. Ville de Mostaganem ... 74

**Scotto d'Aniello, Francesco,**
*Bacoli, Naples, Italy.*
Giovanni ... 449
Iolanda Scotto ... 518

**Scotto, Michel, & Co.,**
*Quai de la Gare, Dock No. 5, Oran, Algiers.*
s. Georges & Henri ... 74

**Scrutton, Sons & Co.,**
9, *Gracechurch Street, London, E.C.*
s. Saba ... 1608
s. Salybia ... 2131
s. Sarstoon ... 1852
s. Savan ... [illegible]
s. Sibun ... 1137
s. Spheroid ... 1268
s. Statia ... 1872

**Scull, J. D.,**
*Milton, Del., U.S.*
Lydia & Mary ... 106

**Scully, John,**
*South Amboy, N.J., U.S.*
s. Coastwise ... 192
s. Navigator ... 281

**Scully, Thomas J.,**
1, *Broadway, New York, U.S.*
Felix ... 1146
Florida ... [illegible]
s. John Scully ... 209
Knickerbocker ... 2866
New Jersey ... 1311
White Band ... 1734

**Scully Towing & Transportation Line,**
1, *Broadway, New York, U.S.*
Lansdowne ... 1230
Scully ... 1477

**Scunaki, I.,**
*Salonica, Turkey.*
Neimeti Huda ... 121

**Scunone, A., fu A.,**
*Messina, Sicily.*
Immacolata ... 135

**Sea Steamship Co., Ld.,**
15, *Parliament Street, Hull.*
*See* W. BROWN, ATKINSON & Co.

**Sea Transport Co., Ld.,**
[illegible] *Great* [illegible] *Helen's, London, E.C.*
*See* SANDERS, WAKE & Co.

**Seafield Shipping Co., Ld.,**
*Billiter Buildings, London, E.C.*
*See* LAWTHER, LATTA & Co.

**Seang, Taik & Co.,**
*Rangoon.*
Net Tons
s. Glenogle ... [illegible]

**Sears, J. Henry,**
92, *State Street, Boston, Mass., U.S.*
Glory of the [illegible] ... [illegible]

**Seattle & Alaska Fish Co.,**
1929, *First Avenue, Seattle, Wash., U.S.*
Nellie Coleman ... [illegible]

**Seattle, Everett & Tacoma Nav. Co.,**
*Port Townsend, Wash., U.S.*
s. City of Everett ... 111

**Seattle Shipping Co.,**
*Seattle, Wash., U.S.*
Martha W. Tuft ... 166

**Sech Saleh bin Salim bin Abdad Alkaf,**
*Sourabaya, Java.*
Minister Fransen van de Putte ... (*gross*) 836

**Sècheries de Morues de Port de Bouc,**
*Port de Bouc, France.*
Président Armand ... 115

**Sechiari, P. A.,**
129, *Palmerston House, Old Broad Street, London, E.C.*
(Ariadne Steamship Co., Ld.)
s. Ariadne ...
s. Ariadne Alexandra ... 1252

**Seck, G. W.,**
*Maldon, Essex.*
Emma ... 64

**Security Co.,**
49, *Westminster Street, Providence, Rhode Island, U.S.*
Charles H. Sprague ... 260

**Seddon, H.,**
*Albert Buildings, Preeson's Row, Liverpool.*
s. Acme ... 79
(Weaver S.S. Co., Ld.)
s. Pride o' th' Weaver ... 78
s. Weaver Belle ... [illegible]

**Seeberg, Carl H.,**
*Bischofstrasse 1, Riga, Russia.*
Andreas ... 150
Dorothea ... [illegible]
Linn ... 101

**Seeberg, Gebrüder,**
*Bischofstrasse 1, Riga, Russia.*
s. General Radetzky ... [illegible]
s. General Zimmermann ... 757
s. Graf Todleben ... 714
s. Graf Tolstoi ... 979

**Seetzen Gebrüder,**
32, *b.d. Muehren, Hamburg, Germany.*
Net Tons
Albatros ... 411
Carl ... 1035
[illegible] ... 416
Hinrich ... 374
Vigilant ... [illegible]

**Segala, G. A.,**
*Santorin, Greece.*
Agios Georgios ... 110

**Segar, Henry R.,**
*Westerly, Rhode Island, U.S.*
Ella Powell ... 134
J. S. Terry ... [illegible]

**Segersteen, J.,**
*Hamra, Rimforsa, Sweden.*
s. Nya Kinda ... 75

**Sehl, M.,**
*Ballastdamm 14, Riga, Russia.*
s. Mitau ... 41

**Sehring, O., & Co.,**
*Valparaiso, Chili.*
s. Paquete de los Vilos ... [illegible]

**Seier, H. M.,**
*Marstal, Denmark.*
Fred ... [illegible]
Frem ... 161

**Seither Transit Co.,**
(Manager—R. W. England.)
76, *Rosedale Street, Detroit, Michigan.*
s. G. J. Grammer ... 2850
s. R. W. England ...

**Seldén, J. H.,**
*Bufvendäs, Stillingsön, Sweden.*
Ebba ... 179
Hilda ... [illegible]

**Selim Bilal,**
*Scutari Turkey.*
Masciala Bilali ... 544

**Sellæg, P.,**
*Hammerfest, Norway.*
(Hammerfest Kul Co.)
s. Mylingen ... [illegible]

**Sellers, John S.,**
9, *Redcross Street, Liverpool.*
s. Eden ... [illegible]
s. Thursby ... [illegible]
s. Timbo ... [illegible]

**Sellick, Morley & Price,**
*Milford Haven.*
s. Cornwall ... 45
s. Devon ... [illegible]

**Sellmann, G.,**
*Ostgötagat. 55, Stockholm, Sweden.*
s. Aros ... [illegible]

**Selmer, Albr. W.,**
*Drontheim, Norway.*
Net Tons
s. [illegible] ... [illegible]
[illegible] ... [illegible]
[illegible] ... [illegible]
[illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Selon, L. & P., frères,**
*Rue Haxo 15, Marseilles, France.*
[illegible] ... [illegible]
Marie ... [illegible]
[illegible] ... [illegible]
Neptune ... [illegible]
Nestor ... [illegible]

**Semet, H., & Co.,**
*Calais, France.*
s. [illegible] ... [illegible]

**Semidei, Fratelli A. & G.,**
*Via Nino Bixio No. 5, Int. 14, Genoa, Italy.*
Caracciolo ... [illegible]
[illegible] ... 1197

**Semidei, Gerolamo,**
*Genoa, Italy.*
Carita L ... 874

**Semler & Gerhardt,**
*Piazza S. Sabina, No. 2, Genoa, Italy.*
s. Alemagna ... [illegible]
s. Ausonia ... [illegible]
s. Helvetia ... [illegible]
s. Hispania ... [illegible]

**Sencabough, William,**
*Georgetown, P.E.I.*
Aquila ... 197

**Senlac, S. S. Co., Ld.,**
*Rothesay, King's Co., N.B.*
s. [illegible] ... [illegible]

**Senno, P., fu A.,**
*Cimitero di Staglieno, Genoa, Italy.*
Maria della Guardia ... [illegible]

**Serdio & hermanos,**
*Valparaiso, Chili.*
[illegible] ... [illegible]
[illegible] ... [illegible]

**Serget, A. M., J. I. Peterson, & K. K. Libkovsky,**
*Riga, Russia.*
[illegible] ... [illegible]

**Serra, Cav. Luigi,**
*Genoa, Italy.*
s. Emma ... 1[illegible]

**Serra, G. B.,**
*Via Fiesch, Genoa, Italy.*
[illegible] ... [illegible]
[illegible] ... [illegible]

**Serra, J. Coelho, & Co.,**
*Santiago & St. Vincent, Cape Verde Islands.*
[illegible] Verde ... [illegible]
Santiago ... [illegible]

s. designe les Vapeurs.

### Serra Line.
*See* LINEA DE VAPORES SERRA.

### Serraino Vulpitta, G.,
*Trapani, Sicily*

| | Net Tons |
|---|---|
| Anna | |
| Jeanne | 452 |
| Maria | |
| Rosa | |

### Serrão, Manoel Pereira,
*Lisbon, Portugal.*

| | |
|---|---|
| Julia | 142 |
| Maria | 299 |
| Maria Das Dores | 383 |
| Serrão | 168 |

### Services Côtiers à Vapeur,
2, *Bastion Central, Algiers.*
*See* LES FILS DE C. ACHAQUE.

### Serviciul Maritime Roman.
*See* ROUMANIAN STATE RAILWAYS.

### Setterberg, O.,
*Askersund, Sweden.*
(Ångf. Aktieb. "Norra Wettern.")

| | |
|---|---|
| s. Wettern I. | 95 |
| s. Wettern II | 89 |

### Setterfield, John,
*Milford Haven.*

| | |
|---|---|
| s. Goldfinder | 64 |

### Setterwall, J. G.,
3 *Norra Blasieholmshamnen, Stockholm, Sweden.*

| | |
|---|---|
| Tropic | 1460 |

(Ångfartygsbolaget "Södra Sverige")

| | |
|---|---|
| s. Æolus | 487 |
| s. Artemis | 485 |
| s. Birger Jarl | 516 |
| s. Drottning Sophia | 457 |
| s. Hyperion | 364 |
| s. Irene | 397 |
| s. Kolga | 186 |
| s. Konung Oskar | 477 |
| s. Nore | 267 |
| s. Östersjön | 375 |
| s. Rhea | 407 |
| s. Skandia | 452 |
| s. Södra Sverige | 517 |
| s. Svea | 462 |
| s. Titania | 440 |
| s. Transit No. 1 | 210 |
| s. Vesta | 297 |

### Settsu Kogio Kabushiki Kaisha,
*Nishinomiya, Settsu, Japan.*

| | |
|---|---|
| s. Oyo Maru | 1185 |
| s. Seiko Maru | 938 |
| s. Sekkai Maru | 645 |
| s. Yeiko Maru | 924 |

### Severin, A.,
*Oscarshamn, Sweden.*

| | |
|---|---|
| Miranda | 186 |
| Victoria | 375 |

### Severn & Canal Carrying Co.,
*The Docks, Gloucester*
*See* W. J. SANDERS.

### Sevilla, Junta de Obras del Puerto de,
*Seville, Spain.*

| | |
|---|---|
| s. Giralda | 1 |

### Seville & United Kingdom Carrying Co., Ld.,
*Mount Stuart House, Mount Stuart Square, Cardiff.*
*See* J. CORY & SONS, LD.

### Sewall, Arthur, & Co.,
*Bath, Maine, U.S*

| | Net Tons |
|---|---|
| Arthur Sewall | 2919 |
| Benjamin F. Packard | 2014 |
| Dirigo | 2845 |
| Edward Sewall | 2916 |
| Erskine M. Phelps | 2715 |
| Kenilworth | 2147 |
| Kineo | 1867 |
| Roanoke | 3347 |
| Shenandoah | 3154 |
| Susquehanna | 2591 |
| W. F. Babcock | 1993 |
| William P. Frye | 2998 |

### Seward, G. F.,
833, *William Street, Baltimore, U.S.*

| | |
|---|---|
| Maud Seward | 136 |

### Seyado Ahamado, M. K.,
*Kailpatam, India.*

| | |
|---|---|
| Katheriah | 116 |

### Seymour, Joseph,
*Tekopura, Auckland, N.Z.*

| | |
|---|---|
| Emerald | 745 |

### Seynaloff & Co.,
*Baku, Russia.*

| | |
|---|---|
| s. Bagiric | 503 |

### Sgal, Louis,
*I Reichsrathstrasse* 3, *Vienna, Austria.*

| | |
|---|---|
| Montreal | 701 |

### Shafner, Laurence D.,
*Bridgetown, N.S.*

| | |
|---|---|
| Clarence H. Shafner | 158 |
| Ida M. Shafner | 189 |

### Shallcross, G.,
*Dundee.*
(Strathtay Steam Trawling Co., Ld.)

| | |
|---|---|
| s. Annie Walker | 36 |
| s. Philorth | 42 |

### Shamrock Shipping Co., Ld.,
*Larne Harbour, Ireland.*
*See* T. JACK.

### Shamsi Asadonlaieff,
*Baku, Russia.*

| | |
|---|---|
| s. Asia | 831 |

### Shanghai Pilot Boat Co., Ld.,
*Shanghai, China.*

| | |
|---|---|
| s. A. M. Bisbee | 169 |

### Shanghai Tug & Lighter Co., Ld.,
*Shanghai, China*

| | |
|---|---|
| s. Fuhlee | 22 |
| s. Kong Nam | 33 |
| s. Samson | 59 |
| s. Sin Fu Yun | 19 |
| s. Victoria | 83 |

### Shankland, Robert, & Co.,
21, *Cathcart Street, Greenock.*

| | Net Tons |
|---|---|
| Bannockburn | 2001 |
| Celticburn | 2506 |
| Duchalburn | 1988 |
| Glenburn | 1478 |
| Kelburn | 2490 |
| Miltonburn | 2499 |
| Routenburn | 1993 |
| Springburn | 2500 |
| Woodburn | 1445 |

### Shankle, James H.,
*La Have, N.S.*

| | |
|---|---|
| Palma | 250 |

### Sharp & Co.,
*Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Dunmail | 589 |
| s. Elemore | 549 |
| s. Eppleton | 575 |
| s. Sindbad | 539 |

### Sharp, John,
*Burrum, Queensland.*

| | |
|---|---|
| Clansman | 157 |

### Sharp, John,
2, *South Street, Goole.*

| | |
|---|---|
| William & Alice | 100 |

### Sharp, T. J., & Co.,
*Fenwick Chambers*, 8, *Fenwick Street, Liverpool.*

| | |
|---|---|
| s. British Empire | 252 |
| s. British Monarch | 229 |

### Sharper, Dixon Taylor,
10, *Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| Contender | 94 |
| Sarah Amy | 137 |
| Volant | 167 |

### Shaw, David B.,
*Garliestown, Wigtown.*

| | |
|---|---|
| Burgedin | 80 |

### Shaw, L.,
*Brooklyn Knock, co. Down.*

| | |
|---|---|
| s. Llewellyn | 74 |

### Shaw, M. G., Lumber Co.,
*Bath, Me., U.S.*

| | |
|---|---|
| Clara E. Comee | 124 |
| Harold L. Berry | 114 |

### Shaw, Mark,
67, *Pearl Street, New York, U.S.*

| | |
|---|---|
| Savoia | 417 |

### Shaw, N. P.,
*Victoria, B.C.*

| | |
|---|---|
| s. Venture | 409 |

### Shaw, Savill & Albion Co., Ld.,
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Akaroa | 1203 |
| s. Aotea | 4916 |
| Auckland | 1245 |
| Canterbury | 1246 |
| Invercargill | 1246 |
| s. Karamea | 3553 |
| s. Kumara | 3907 |
| Lutterworth | 887 |
| s. Maori | 4155 |
| s. Matatua | 4179 |
| Oamaru | 1306 |
| s. Pakeha | 2842 |
| s. Rangatira | 2642 |
| s. Tokomaru | 4072 |
| s. Waiwera | 4025 |
| Wellington | 1247 |
| Westland | 1116 |

### Shaw, Savill & Co.,
14, *Billiter Street, London, E.C.*

| | Net Tons |
|---|---|
| Annesley | 1591 |
| Belfast | 1849 |
| County of Inverness | 1612 |
| Gladys | 1345 |
| Hermione | 1120 |
| Lindfield | 2169 |
| Mayfield | 2176 |
| Nelson | 1247 |

### Shaw, Thomas,
*Kirkcubbin, co. Down.*

| | |
|---|---|
| Anna | 71 |

### Shea, John,
*Bannon, co. Wexford.*

| | |
|---|---|
| Elizabeth Cowman | 109 |

### Sheard, G.,
10, *Gordon Road, Cardiff.*
(Milford Haven Steam Trawling Co., Ld.)

| | |
|---|---|
| s. St. Vincent | 47 |

### Shearer, J. A., & Son,
*Stromness, Orkneys.*

| | |
|---|---|
| Janet | 76 |
| Mary Ann | 86 |

### Shearer, John,
*Stromness, Orkneys.*

| | |
|---|---|
| Gleaner | 157 |
| Minnie | 90 |

### Sheerness Co-operative Society, Ld.,
3, *Russell Street, Mile Town, Sheerness, Kent.*

| | |
|---|---|
| Adolphe & Laura | 128 |

### Sheils, J.,
*Sand Quay, Belfast.*

| | |
|---|---|
| s. Riverside | 51 |

### Shelcott, W.,
73, *Lower Thames Street, London, E.C.*

| | |
|---|---|
| Tartar | 71 |
| Thermuthis | 74 |

### "Shell" Line.
*See* M. SAMUEL & CO.

### Shell Transport & Trading Co., Ld.,
19 21, *Billiter Street, London, E.C.*
*See* M. SAMUEL & CO.

### Shellharbour Steam Navigation Co., Ld.,
*Shellharbour, N.S.W.*

| | |
|---|---|
| s. Peterborough | 108 |

### Shephard Bros., Ld.,
*Newport, I. of Wight.*

| | |
|---|---|
| s. Foam | 39 |

### Shepherd, Charles,
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Susan B. Thompson | 23 |

### Shepherd & Co.,
120, *Frere Road, Bombay.*

| | Net Tons |
|---|---|
| s. Courland | 780 |
| s. Padmavati | |
| s. Premier | 51 |
| s. Puri | 287 |
| s. Sabarmati | 523 |

(Bombay Steam Nav. Co.)

| | |
|---|---|
| s. Bahaduri | 329 |
| s. Godavari | 67 |
| s. Indravati | 513 |
| s. Kalinadi | 74 |
| s. Kaveri | 553 |
| s. Mahanadi | 547 |
| s. Penani | 552 |
| s. Rajapuri | 84 |
| s. Rukmavati | |
| s. Satrunji | 547 |
| s. Savitri | 72 |
| s. Shastri | 61 |
| s. Washisti | 47 |
| s. Zuari | 95 |

### Shepherd, S. E. & H. L., Co.,
*Rockport, Maine, U.S.*

| | |
|---|---|
| Chester R. Lawrence | 117 |
| Herman F. Kimball | 119 |

### Sherrit, David,
*Aberdeen.*

| | |
|---|---|
| s. Ern | 55 |

### Shetland Islands Steam Trading Co., Ld.,
*North End, Lerwick.*
*See* J. W. ROBERTSON.

### Shields, James,
*Lagan Bank Road, Belfast.*

| | |
|---|---|
| s. Brookside | 78 |
| s. Nellie | 46 |

### Shilston, W. H.,
3, *Brunswick Terrace, Plymouth.*

| | |
|---|---|
| Elsa | 99 |
| Girl of Devon | 130 |
| Western Lass | 100 |

### Shimane Ken Oki Toshi Higashi Bunsuke,
*Saigo, Oki, Japan.*

| | |
|---|---|
| s. Oki Maru | 68 |
| s. Oki Maru No. 2 | 124 |

### Shimaya Tokusaburo,
261, *Yuumara Kuga Gun, Yamaguchi Ken, Japan.*

| | |
|---|---|
| s. Urato Maru | 328 |

### Shingle Manufacturers' Association of Humboldt County,
*c/o Dolbeer & Carson, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Iaqua | 459 |

### Shipowners' & Merchants' Tug Boat Co.,
302, *California Street, San Francisco, U.S*

| | |
|---|---|
| s. Monarch | 98 |
| s. Rescue | 86 |
| s. Sea King | 91 |
| s. Sea Lion | 93 |
| s. Sea Queen | 56 |
| s. Sea Rover | 116 |

### Shipping Investments, Ld.,
34, *Great St. Helen's, London, E.C.*
*See* C. H. PILE.

s. signifies Steamer.

**Shire Line** (Sailing Vessels).
*See* THOMAS LAW & Co.

**Shire Line** (Steamers).
*See* JENKINS & Co., Ld

**Shire Steam Fishing Co., Ld.,**
*Aberdeen.*
Net Tons
s. Aberdeenshire ... 52
s. Banffshire ... 52
s. Cattlemoss-shire ... 53

**Shiu On S.S. Co., Ld.,**
*8, Queen's Road West, Victoria, Hong Kong.*
s. Kwong Chow ... 817

**Shoe, N. B.,**
2730, *Ann Street, Philadelphia, U.S.*
Matilda D. Borda ... 747
Rob Roy ...

**Shoreham Shipping Co., Ld.,**
*32, New Road, Brighton.*
s. Seagull ...

**Short, J. T.,**
*The Terrace, St. Ives, Cornwall.*
Atlas ... 60

**Short, J. T., & Co.,**
*24, Mount Stuart Square, Cardiff.*
s. Ouse ...

**Shortland Bros.,**
*New York, U.S.*
Pola ... 108

**Shoso, K.,**
*Osaka, Japan.*
s. Riyei Maru ... 87

**Shropshire Union Railway & Canal Co.,**
*Tower Wharf, Chester*
s. Arrow ... 4
s. George Stanton ... 40
s. Ralph Brocklebank ... 12

**Shute, Thomas,**
*Bank Buildings, 60, Castle Street, Liverpool.*
Eudora ... 1938
Galena ... 2169
Godiva ... 1912
Sarita ... 552
Sirdonsa ... 1930
Tamar ... 1949
(Ship Four Winds Co., Ld.)
British Isles ... 2287

**Siaba, Manuel,**
*Santiago, Muros, Spain.*
Muros ... 124

**Sibaldi, Antonio,**
*Via della Tazza No. 23, Leghorn, Italy.*
George et Georgetto ... 214
Monteflore ... 141

**Sichirich, Nicolo,**
*Calle Reconquista 268, Buenos Ayres, Argentine Republic.*
Annie Elmer ...
Redgauntlet ...

**Siderides, S. A.,**
*Constantinople, Turkey.*
Net Tons
s. Sultana ... 764
s. Thessalia ... 1197

**Siderides, X. A.,**
*Constantinople, Turkey.*
Evlambia ... 874
Sebastianos ... 356

**Siebert, Felix,**
1, *Rue de l'Amman, Antwerp, Belgium.*
s. Cap Spartel ... 581
(Globe Société Belge de Nav., Société Anonyme.)
s. Cap Tarifa ... 779

**Siebert, H.,**
*Bremerhaven, Germany.*
s. Dora ...
s. Hanny ... 18

**Siebs, Eide,**
*Geestemünde, Germany.*
s. Eide Siebs ... 27
s. Georg Siebs ... 27

**Siedenburg, Wendt & Co.,**
*Geeren 9, Bremen, Germany.*
J. W. Wendt ... 1723
Sirius ... 1699

**Siegwarth, Hj.,**
*Christiania, Norway.*
s. Spind ... 623
s. Spring ... 562

**Siemens Bros. & Co., Ld.,**
12, *Queen Anne's Gate, Westminster, London, S.W.*
s. Faraday ... 3123

**Siemers, G. J. H., & Co.,**
12, *Dornbusch, Hamburg, Germany.*
s. Bürgermeister Hachmann ... 2804
Edmund ... 2914
Hans ...
Kurt ...
Susanna ... 1873
Thekla ... 2930

**Sierra, José,**
*Cesares, Spain.*
Cuatro Amigos ... 112

**Sierra Shipping Co., Ld.,**
*Fenwick Chambers, Fenwick Street, Liverpool.*
*See* THOMPSON, ANDERSON & Co.

**Sifneo Frères,**
*Taganrog, Russia.*
s. Adolphi Sifneo ... 1573
s. Zanos Sifneo ... 1460

**Sifneo, J. Th.,**
*Taganrog, Russia.*
s. Chrisomalli Th. Sifneo ... 1554
s. Eleni Jean Sifneo ... 1479
s. Olga ... 229
s. Theodore Sifneo ... 1005

**Sigala, G. A., & A. A. Crisanti,**
*Santorin, Greece.*
Marigo ...

**Sigalas, Stefano,**
*Alexandria, Egypt.*
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s. Maria ... 134

**Sigfrid, Aktiebolaget,**
*Gothenburg, Sweden.*
*See* F. B. WAHLQUIST.

**Signell, C. G.,**
*Pinby, Finland.*
Norma ...

**Sigtuna-Sko, Ångf. Aktieb.,**
*Sigtuna, Sweden.*
*See* S. RUNDBECK.

**Sigurd, Rederiaktiebolaget,**
*Malmö, Sweden.*
*See* O. S. HEDBURG.

**Silcocks, H.,**
*Bute Docks, Cardiff.*
s. Microphone ... 191

**Silhouette Frères,**
*Biarritz, France.*
s. St. Joseph ... 16

**Silva, F.,**
*Cienfuegos, Cuba.*
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**Silva, João dos Santos,**
*Rua da Sé, Aveiro, Portugal.*
Viajante II. ... 189

**Silva, Juan,**
*Callao, Peru.*
Amalia ... 123

**Silva & Santos,**
*Rio de Janeiro, Brazil.*
s. Normandie ...

**Silvén, Gustav H.,**
*Seffle, Sweden.*
s. D. W. Liljehöök ... 87
s. Olof Tratalja ... 123

**Silver, Charles L.,**
*Lunenburg, N.S.*
Excelda ...

**Silver City Steam Trawling Co., Ld.,**
164, *Market Street, Aberdeen.*
*See* J. NUTTEN.

**Sim Pan, P. Hansberg, & M. Onn,**
*Kidemeg Strand, Russia.*
Awita ... 146

**Simeon, Simeon K.,**
*Port Said, Egypt.*
Nidia ... 303

**Simiriotti, Ramsay & Co.,**
*Constantinople, Turkey.*
Net Tons
s. Mina ...

**Simola, K.,**
*Wiborg, Finland.*
Siva ... 110

**Simon, Ch., & L. Duteil,**
2, *Rue Newton, Nantes, France.*
Jules Simon ... 613

**Simon, H.,**
*Fécamp, France.*
Marie Marguerite ... 246

**Simon, John,**
*Adelaide Place, Borth, Cardigan.*
Ellen Roberts ...

**Simonds, J. C., & Son,**
24, *Market Place, Boston, Lincs.*
Challenger ... 233
Knight Commander ... 260
Lord John Russell ... 257
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**Simonetti & Co.,**
*Naples, Italy.*
Carita ...

**Simoni, Chr.,**
*Aalborg, Denmark.*
Svanen ...
Urædd ...

**Simonsen, J. A.,**
*Logstör, Denmark.*
Nina ... 141

**Simonsen, J. C.,**
*Landsbyen, Marstal, Denmark.*
Aerial ... 150

**Simpson Bros.,**
11, *Adelaide Street, Swansea.*
G. W. Wolff ... 1586
Slieve Roe ...

**Simpson, Charles,**
11, *Argyle Street, Ipswich.*
Alert ... 79

**Simpson, Clapp & Co.,**
17, *State Street, New York, U.S.*
Island City ... 364

**Simpson, David W.,**
131, *State Street, Boston, Mass., U.S.*
Abbie Ingalls ... 153
Annie M. Allen ... 428
Hope Haynes ... 167
Hunter ... 187
James L. Maloy ... 147
Lucia Porter ...
Manuel R. Cuza ... 259
Rebecca W. Huddell ... 210
Sallie E. Ludlam ... 199
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**Simpson & Farquhar,**
*Janston, Buckie, Banff.*
s. Earn ... 37

**Simpson, L. J.,**
*Tillamook Bay, Oregon, U.S.*
Net Tons
Alpha ... 474

**Simpson Lumber Co.,**
14, *Spear Street, San Francisco, Cal., U.S.*
Addenda ...
Advent ...
Alumna ...
Amigo ... 478
Chehalis ...
Churchill ... 600
Encore ...
Gleaner ...
Louis ...
s. Mandalay ...
Marconi ...
Melancthon ...
North Bend ...
Novelty ... 584
Omega ...
Repeat ...
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Tam O'Shanter ...
Volunteer ...
Webfoot ... 344

**Simpson & Perkins,**
*Boothbay, Me., U.S.*
Mueller ...

**Simpson, R. C.,**
5, *The Exchange, Stockton-on-Tees.*
(Cleveland Steam Shipping Co., Ld.)
s. Ethel ...
s. Florence ...

**Simpson, Robert,**
26, *Sandhills Lane, Whitehaven.*
s. Buffalo ... 107
s. Clytie ... 178
s. Crofthead ... 150
s. Ennerdale ... 512
s. Fleswick ... 195
s. Harrington ... 131
s. Iron King ...
s. Saltom ... 72

**Simpson, S. G.,**
*Seattle, Wash., U.S.*
Ruby A. Cousins ...

**Simpson, Spence & Young,**
2, 3 & 4, *Billiter Avenue, London, E.C., also at Liverpool & Newcastle-on-Tyne.*
(Norfolk & North American Steam Shipping Co., Ld.)
s. Crown Point ...
s. Eagle Point ...
s. East Point ...
s. Montauk Point ...
s. North Point ...
s. West Point ... 3074

**Simpson Steamship Co., Ld.**
*See* W. SIMPSON.

**Simpson, W.,**
24, *Wordsworth Avenue, Routh, Cardiff.*
(Simpson Steamship Co., Ld.)
s. Carlisle ... 1383
s. Ellamy ... 1747

**Simpson, Watson M.,**
*Boothbay Harbor, Me., U.S.*
Ira B. Ellams ...

**Simpson, William,**
27, *Coenties Slip, New York, U.S.*
Sachem ...

s. désigne les Vapeurs.

**Sims, William,**
*Saul, Gloucester.*

| | Net Tons |
|---|---|
| Mary Elizabeth | 99 |

**Sincennes McNaughton Line, Ld.,**
*Montreal, Canada.*

| | |
|---|---|
| s. Conqueror | 24 |
| s. Hudson | [illegible] |
| s. McNaughton | 37 |
| s. Mathilda | [illegible] |
| s. Sincennes | 120 |
| s. Spray | [illegible] |
| s. Virginia | 89 |

**Sinclair, Hamilton & Co.,**
17, *St. Helen's Place, London, E.C.*

| | |
|---|---|
| s. Tenerife | 11 |

**Sinclair, Hugh,**
*Olrig Street, Thurso, Caithness.*

| | |
|---|---|
| Lochranza Castle | 73 |
| Mary Smethurst | 95 |

**Sinclair, J.,**
*c/o A. & E. Le Messurier, Port Adelaide, S.A.*

| | |
|---|---|
| Defender | [illegible] |

**Singery, J. B. A.,**
*Victoria Square, Port Louis, Mauritius.*

| | |
|---|---|
| Dunloe | 674 |

**Singkep Tin Maatschappij,**
*Mercurius Building, The Hague, Holland.*

| | |
|---|---|
| s. Singkep | 95 |
| s. Sultan van Lingga | 54 |

**Singlehurst, R., & Co.,**
*Redcross Chambers, 11, Redcross Street, Liverpool.*

| | |
|---|---|
| Carvoeira | [illegible] |

**Siniossoglu, S.,**
1 & 6, *Maatev Han, Galata, Constantinople, Turkey.*

| | |
|---|---|
| s. Alexandros S. Siniossoglu | 1245 |
| s. Siniossoglu | 1038 |

**Sinnig, C. H.,**
*Ribnitz, t/M., Germany.*

| | |
|---|---|
| Minna Cords | 733 |

**Sipari, Aron,**
*Fredrikshamn, Finland.*

| | |
|---|---|
| Katri | 127 |

**Siris, P. D.,**
*Samos.*

| | |
|---|---|
| Anatoli | 206 |

**Sirius, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* J. PETTERSSON.

**Siskos, G. C.,**
*Syra, Greece.*

| | |
|---|---|
| Daphne | 290 |

**Sissingh, W.,**
*Delfzijl, Holland.*

| | |
|---|---|
| Albertina Amelia | 251 |
| Neptunus | 308 |

**Sitges frères, J. J.,**
*Quai 40, Algiers.*

| | Net Tons |
|---|---|
| s. Sitges Hermanos | 492 |

**Sithamparam Manikkam,**
*Point Pedro, Jaffna, Ceylon.*

| | |
|---|---|
| Pakialetchmy | [illegible] |

**Sithamparam Manikkam & Theyvar Nazalingam,**
*Point Pedro, Jaffna, Ceylon.*

| | |
|---|---|
| Thailnayagey | [illegible] |

**Sittkoff, P.,**
*Hammarland, Marsund, Finland.*

| | |
|---|---|
| Jan | 282 |

**Siva, H. B.,**
*Hartford, Conn., U.S.*

| | |
|---|---|
| Gilbert Stancliff | 111 |

**Sivewright, Bacon & Co.,**
10, *India Buildings*, 14, *Cross Street, Manchester*; & 76, *Church Street, W. Hartlepool.*

| | |
|---|---|
| s. Lincairn | [illegible] |
| s. Lincluden | 1764 |
| s. Oldhamia | 2347 |
| (Imperial S. S. Co., Ld.) | |
| s. Bawtry | 1542 |
| s. Castleventry | 1915 |
| s. Daventry | 1570 |
| s. Eastry | 1924 |
| s. Gladestry | 1521 |
| s. Manningtry | 1928 |
| (Manchester & Salford S.S. Co., Ld.) | |
| s. Ecclesia | 2285 |
| s. Mancunia | 2287 |
| s. Palatinia | 2332 |
| s. Salfordia | 2345 |

**Sivori, Anna Ferretto Vva.,**
*c/o Semidei & Perrari, Via San Lorenzo 5, Genoa, Italy.*

| | |
|---|---|
| Giacomo | [illegible] |

**Sjöberg, A. F.,**
*Länggarn, Norrtelje, Sweden.*

| | |
|---|---|
| Australia | 543 |
| Emma & Robert | 423 |

**Sjöberg, B. G.,**
*Kongelf, Sweden.*
(Kongelfs Nya Angb. Aktieb.)

| | |
|---|---|
| s. Winga | 92 |

**Sjöberg, E.,**
*Malmö, Sweden.*

| | |
|---|---|
| Canton | 364 |

**Sjöberg, G.,**
*Malmö, Sweden.*

| | |
|---|---|
| s. Eol | [illegible] |
| Ino | [illegible] |
| s. Oden | [illegible] |
| Saga | 301 |

**Sjöblom, C. P.,**
*Skeppsmyra, Vätö, Sweden.*

| | |
|---|---|
| John Olof | 241 |

**Sjöblom, E. E.,**
*Finström, Svartsmara, Mariehamn, Finland.*

| | |
|---|---|
| Agda | [illegible] |

**Sjödin, J.,**
16, *Fiskarhamnen, Stockholm, Sweden.*

| | Net Tons |
|---|---|
| Jersö | 220 |
| Tule | 258 |
| Waltemar | 184 |
| Wiktor | 604 |

**Sjögren, C. A.,**
*Figeholm, Sweden.*

| | |
|---|---|
| Rosa | 242 |

**Sjögren, K. O.,**
*Mariehamn, Åland, Finland.*

| | |
|---|---|
| Ahkera | 170 |

**Sjögren, Knut,**
*Westerwik, Sweden.*

| | |
|---|---|
| Imes | 235 |
| s. Ostkusten | 175 |

**Sjöholm, A. W.,**
*Kumito, Finland.*

| | |
|---|---|
| Daphne | 186 |
| Esther | 387 |

**Sjölund, E. E.,**
*Lemland, Finland.*

| | |
|---|---|
| Southern Belle | 462 |

**Sjöstedt, H.,**
*Hjo, Sweden.*
(Ångf. Aktieb. "Hjo-Hästholmen.")

| | |
|---|---|
| s. Trafik | 129 |

**Sjöström, J. E.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Ophelia | 461 |

**Sjöström, J. G.,**
*Mariehamn & Odanböle, Finland.*

| | |
|---|---|
| Baltica | [illegible] |

**Skadin, P., & K. Antman,**
*Koschraggen, Gulf of Riga, Russia.*

| | |
|---|---|
| Antares | [illegible] |

**Skagerack, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* N. TH. PYK.

**Skanarvi, A. & D., & G. Sevastopulo,**
*Rostoff 'Don, Russia.*

| | |
|---|---|
| s. Dimitry | 190 |

**Skardon, F. W.,**
*Victoria Chambers, Plymouth.*

| | |
|---|---|
| Maude Green | 51 |

**"Skeldervik," Ångfartygs Aktiebolaget,**
*Jonstorp, Sweden.*
*See* A. A. THORE.

**Skien-Telemarken Dampskibsselskab,**
*Skien, Norway.*
*See* P. HOLM.

**Skillen, Robert,**
*K Hyleigh, co. Down.*

| | |
|---|---|
| Liffey Maid | 93 |

**Skinner, A. Homer,**
78, *Sixth Street, Fall River, Mass., U.S.*

| | Net Tons |
|---|---|
| D. J. Sawyer | 238 |

**Skinner & Craig,**
*Wilmington, N.C., U.S.*

| | |
|---|---|
| Hindoo | 517 |

**Skinningrove Iron Co., Ld.,**
*Bryn-y-Mor, Saltburn-by-Sea.*
*See* T. C. HUTCHINSON.

**Skjalm Hvide, Acties. Dmpsk.,**
*Copenhagen, Denmark.*
*See* HOLM & WONSILD.

**Skjelbred, O. A. T.,**
*Christianssand, Norway.*

| | |
|---|---|
| Concordia | 988 |
| s. Eros | 278 |
| Hertha | 526 |
| Kriemhild | 760 |
| s. Onsala | [illegible] |
| Solstreif | [illegible] |

**Skjold, Acties.,**
*Christiania, Norway.*

| | |
|---|---|
| Skjold | [illegible] |

**Skjold, Dampskibsselskabet,**
22, *Amaliegade, Copenhagen, Denmark.*
*See* L. H. CARL.

**Skogland, T. H.,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Heim | 1044 |
| s. Horda | [illegible] |
| s. Romsdal | [illegible] |

**Skönviks Aktiebolag,**
*Skönvik, Sweden.*
*See* W. BÜNSOW.

**Skougaard, H.,**
*Langesund, Norway.*

| | |
|---|---|
| Berean | [illegible] |
| Eva | [illegible] |
| Langesund | 460 |
| Ocean | 452 |
| P. G. Blanchard | 1213 |
| Respit | 431 |
| Roma | 510 |
| s. Sara | 624 |
| s. Senator | 328 |
| Solid | 405 |

**Skovgaard, L. A.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Guldborg | 114 |

**Skuly, M.,**
*Galatz, Roumania.*

| | |
|---|---|
| Regina Elisabetta | 134 |

**Slade, S. E.,**
6, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| A. J. West | 433 |
| Edward R. West | 762 |
| F. M. Slade | 650 |
| R. C. Slade | 601 |
| Watson A. West | 747 |
| Wrestler | 403 |

**Slade, William K.,**
*Appledore, Devon.*

| | |
|---|---|
| Ulella | 58 |

**Slang, H.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| s. Halden | 194 |

**Slangenberg, R. B.,**
*Groningen, Holland.*

| | |
|---|---|
| Johanne | 10 |

**Slater, J. M.,**
280, *Portknockie, Banff.*

| | |
|---|---|
| s. Valkyrie | 20 |

**Slater, John.,**
214, *Westgate Road, Newcastle-on-Tyne*

| | |
|---|---|
| Reindeer | 99 |

**Sleight, Ernest,**
*Fish Docks, Grimsby*

| | |
|---|---|
| s. Rajah | 62 |
| s. Ranee | 74 |

**Sleight, George F.,**
*Grimsby.*

| | |
|---|---|
| s. Rado | [illegible] |
| s. Recto | [illegible] |
| s. Refino | 55 |
| s. Rego | 48 |
| s. Remo | 59 |
| s. Resolute | 49 |
| s. Restless | 49 |
| s. Resto | 59 |
| s. Reverto | [illegible] |
| s. Rheno | 84 |
| s. Rhine | 36 |
| s. Rhone | 36 |
| s. Rialto | 35 |
| s. Rinaldo | [illegible] |
| s. Rinto | 51 |
| s. Rio | 36 |
| s. Rodrigo | 60 |
| s. Rolando | 33 |
| s. Rollo | 49 |
| s. Romeo | 33 |
| s. Rondo | [illegible] |
| s. Rosareno | 40 |
| s. Rosco | 50 |
| s. Rupert | 33 |

**Sligo Steam Navigation Co., Ld.,**
*Sligo, Ireland.*

| | |
|---|---|
| s. Liverpool | 206 |
| s. Sligo | 248 |
| s. Tartar | 35 |

**Sloan, William, & Co.,**
*Mercantile Chambers, 53, Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Ettrick | 465 |
| s. Findhorn | 461 |
| s. Medway | 483 |
| s. Solway | 427 |
| s. Teviot | 443 |
| s. Tweed | 516 |
| s. Yarrow | 418 |

**Slocum, Calvin J.,**
851, *Rockdale Avenue, New Bedford, Mass., U.S.*

| | |
|---|---|
| Abel C. Buckley | 222 |
| Longfellow | 228 |

**Slocum, Joseph R.,**
537, *County Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| Lottie Beard | 285 |

**Sloggett, Aaron,**
*Padstow, Cornwall.*

| | |
|---|---|
| Morning Star | 100 |



s. signifies Steamer.

**Sloman, Rob. M., Jun.,**
*3, Baumwall, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Amalfi | 1490 |
| s. Asti | [illegible] |
| s. Capua | [illegible] |
| s. Carrara | 1417 |
| s. Como | [illegible] |
| s. [illegible] | 1460 |
| s. [illegible] | 882 |
| s. Girgenti | 1367 |
| s. Licata | 1251 |
| s. Lissabon | 95[illegible] |
| s. Malaga | [illegible] |
| s. Marsala | 144[illegible] |
| s. Marseille | 1435 |
| s. Messina | 1107 |
| s. [illegible]lena | 1109 |
| s. Neapel | 1081 |
| s. [illegible]rmo | 686 |
| s. [illegible] | 1103 |
| s. Salerno | 1286 |
| s. Savona | 94[illegible] |
| s. Spezia | 1080 |
| s. [illegible] | 1564 |

**Sloman, Rob. M., & Co.,**
*20, Alterwall, Hamburg, Germany.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |

**Smailes, Thomas, & Son,**
*1, Victoria Place, Whitby.*

| | |
|---|---|
| s. [illegible] | 1[illegible] |
| s. [illegible] | 1351 |
| s. Ravenswood | 1530 |

**Småland, Ångf. Aktieb.,**
*Oscarshamn, Sweden.*
*See* T. LINNELL.

**Smales, Charles, & Son,**
*Church Street, Whitby.*

| | |
|---|---|
| Bato | 188 |
| (Eskside Steam Shipping Co., Ld.) | |
| s. City of Gloucester | 1573 |
| s. Crusader | 2744 |
| s. Eskside | 1838 |

**Small Bros.,**
*Machiasport, Me., U.S.*

| | |
|---|---|
| Zampa | 125 |

**Small, F. B.,**
*Milbridge, Me., U.S.*

| | |
|---|---|
| Addie Fuller | 183 |

**Small, T. H.,**
*9, New London Street, London, E.C.*

| | |
|---|---|
| s. Triton | 34 |

**Smart, E. (Mrs.),**
*Bosham, Sussex.*

| | |
|---|---|
| Emily Anne | 1[illegible] |
| G[illegible] | 115 |

**Smart, John,**
*3, Belle Vue Terrace, North Shields.*

| | |
|---|---|
| s. John M. Smart | 16 |

**Smart, Kate,**
*[illegible], Sussex.*

| | |
|---|---|
| Two Sisters | 115 |

**Smeed, Dean & Co., Ld.,**
*Sittingbourne, Kent.*

| | |
|---|---|
| S. D. | [illegible] |

**Smit, Jan Ulrich,**
*Alblasserdam, Holland.*

| | Net Tons |
|---|---|
| Adriana | 1740 |

**Smit, L.,**
*Farmsum, Holland.*

| | |
|---|---|
| Harmanna | 100 |

**Smit, L., & Co.'s Sleepdienst, Ld.,**
(Managers: Murk Lels & Zoon),
*11, Westerkade, Rotterdam, Holland.*

| | |
|---|---|
| s. Lauwerzee | [illegible] |
| s. N[illegible] | |
| s. Oceaan | 47 |
| s. Oostzee | 6 |
| s. Poolzee | [illegible] |
| s. Wodan [illegible]ross) | 272 |
| s. Zuiderzee | 11 |
| s. Zwartezee | 138 |

**Smith, A. W.,**
*New York, U.S.*

| | |
|---|---|
| Georgie D. Jenkins | [illegible] |

**Smith, Alexander,**
*29, King Street, Lossiemouth.*

| | |
|---|---|
| s. Nellie | [illegible] |

**Smith, Alfred J.,**
*47 Queen Square, Bristol.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] Duke | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Tel-el-Kebir | [illegible] |

**Smith, Axel,**
*Arendal, Norway.*

| | |
|---|---|
| s. Emerald | 390 |
| Lom | 498 |

**Smith, Bell & Co.,**
*Manila, Philippine Islands.*
(Manila Shipping & Transp. Co.)

| | |
|---|---|
| s. Bohol | 130 |
| s. Cebu | 618 |
| s. Juno | 483 |

**Smith, Bennett, & Sons,**
*Windsor, N.S.*

| | |
|---|---|
| Landskrona | 1336 |
| Levuka | 1351 |

**Smith Bros. & Co.,**
*8, Church Street, West Hartlepool.*

| | |
|---|---|
| s. Flambro | 1457 |
| s. Goldsbro | 1447 |
| s. Knaresbro | 2019 |

**Smith Bros. Shipping Co., Ld.,**
*104, Bute Street, Cardiff.*
*See* CHARLES STEWART SMITH.

**Smith, Cecil,**
*Christiania, Norway.*

| | |
|---|---|
| Cap[illegible] | [illegible] |
| s. F[illegible] | [illegible] |

**Smith, Charles,**
*Lunenburg, N.S.*

| | |
|---|---|
| Canadian | 108 |

**Smith, Charles A.,**
*Hammonton, N.J., U.S.*

| | |
|---|---|
| Madeline Cooney | 695 |
| Matanzas | 829 |

**Smith, Charles De W.,**
*Windsor, N.S.*

| | Net Tons |
|---|---|
| Lovisa | 880 |
| Luarca | [illegible] |

**Smith, Charles George,**
*Smith Street, Durban, Natal.*

| | |
|---|---|
| s. Minerva | [illegible] |
| s. Penguin | 97 |

**Smith, Charles L.,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Lejok | 297 |

**Smith, Charles Stewart,**
*104, Bute Street, Cardiff.*
(Smith Bros. Shipping Co., Ld.)

| | |
|---|---|
| [illegible] | [illegible] |

**Smith & Co.,**
*P.O. Box 355, Rotterdam, Holland.*

| | |
|---|---|
| s. Hollander | 464 |

**Smith, D. B., & Co.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| J. J. Flaherty | [illegible] |
| Tattler | [illegible] |

**Smith's Dock Trust Co., Ld.,**
*Shipbuilding Yard, North Shields; and Smith's Wharf, Great Yarmouth.*

| | |
|---|---|
| s. Eight | [illegible] |
| s. Eighteen | 29 |
| s. Eleven | 25 |
| s. Fifteen | 2[illegible] |
| s. Five | 32 |
| s. Fourteen | 25 |
| s. Nine | 24 |
| s. Nineteen | 25 |
| s. One | 2[illegible] |
| s. Seven | [illegible] |
| s. Seventeen | 2[illegible] |
| s. Six | 28 |
| s. Sixteen | 2[illegible] |
| s. Ten | [illegible] |
| s. Thirteen | 25 |
| s. Thirty | 23 |
| s. Thirty Four | 33 |
| s. Thirty One | 32 |
| s. Thirty Three | [illegible] |
| s. Thirty Two | [illegible] |
| s. Three | 42 |
| s. Twelve | [illegible] |
| s. Twenty | 2[illegible] |
| s. Twenty Eight | 3[illegible] |
| s. Twenty Five | 33 |
| s. Twenty Four | 33 |
| s. Twenty Nine | [illegible] |
| s. Twenty One | 3[illegible] |
| s. Twenty Seven | 3[illegible] |
| s. Twenty Six | 33 |
| s. Twenty Three | 33 |
| s. Twenty Two | 32 |
| s. Two | 42 |

**Smith, E. B.,**
*108, Clay Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Star of Bengal | 1[illegible] |
| Golden Shore | [illegible] |
| Jane L. Stanford | [illegible] |
| Newsboy | [illegible] |
| Robert Sudden | [illegible] |

**Smith, E. C.,**
*420, Oakland Street, Brooklyn, New York, U.S.*

| | |
|---|---|
| Edward Smith | [illegible] |
| Massachusetts | 437 |

**Smith, Ernest J.,**
*The Cottage, Southminster, Essex.*

| | |
|---|---|
| Friendship | [illegible] |
| Thistle | [illegible] |
| Vanguard | [illegible] |

**Smith, F. W.,**
*Foot of Mineral Street, Milwaukee, Wis., U.S.*
(Calumet Transit Co.)

| | Net Tons |
|---|---|
| s. E. M. Peck | 1572 |

**Smith, Franklin,**
*7, Market Street, Philadelphia, U.S.*

| | |
|---|---|
| Calvin [illegible] Edwards | [illegible] |
| [illegible] | [illegible] |

**Smith, G. (Mrs.),**
*Cullen Road, Portsoy, Banff.*

| | |
|---|---|
| L[illegible] | [illegible] |

**Smith, G., & Partners,**
*Lossiemouth, Elgin.*

| | |
|---|---|
| [illegible] | [illegible] |

**Smith, George,**
*Strand Street, Sandwich, Kent.*

| | |
|---|---|
| [illegible] | [illegible] |

**Smith, George,**
*Thursday Island, Queensland.*

| | |
|---|---|
| Skotty Belle | [illegible] |

**Smith, George, & Sons,**
*75, Bothwell Street, Glasgow.*
*See* ELLERMAN LINES, LD.

**Smith, George W.,**
*East Apple River, N.S.*

| | |
|---|---|
| Lady of Avon | [illegible] |

**Smith & Hansen,**
*Arendal, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |
| Bjorntran | [illegible] |
| [illegible] | [illegible] |

**Smith, Henry,**
*Charlestown, Cornwall.*

| | |
|---|---|
| Cimbri | [illegible] |

**Smith, Henry,**
*10, Washington Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Jennie Thelin | [illegible] |

**Smith, Howard, Co., Ld.,**
*35, Market Street, Melbourne; Sydney; and Brisbane.*

| | |
|---|---|
| s. A[illegible] | [illegible] |
| s. Alacrity | [illegible] |
| s. Barrabool | [illegible] |
| s. B[illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Nelson | [illegible] |
| s. Peregrine | [illegible] |
| s. Sorrento | [illegible] |
| [illegible] | [illegible] |

**Smith, Imossi & Co.,**
*Gibraltar.*

| | |
|---|---|
| s. Margaret | [illegible] |

**Smith, J.,**
*Janston, Buckie, Banff.*

| | Net Tons |
|---|---|
| s. Wallflower | [illegible] |
| s. Ladysmith | [illegible] |

**Smith, J.,**
*William Street, Wexford.*

| | |
|---|---|
| Margaret & Mary | [illegible] |

**Smith, J. A.,**
*St. Andrew's Dock, Hull.*
(J. A. Smith [illegible] Trawling Co., Ld.)
(*In liquidation.*)

| | |
|---|---|
| s. Rosslyn Castle | [illegible] |
| s. Tantallon Castle | [illegible] |

**Smith, J. A., Steam Trawling Co., Ld.** (*In liquidation.*)
*See* J. A. SMITH.

**Smith, J. G.,**
*Bermuda.*

| | |
|---|---|
| Bolstano | [illegible] |

**Smith, J. S.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Morancy | [illegible] |

**Smith, J. Willard,**
*P.O., Box 363, St. John, N.B.*

| | |
|---|---|
| Arthur M. Gibson | [illegible] |
| [illegible] | [illegible] |
| Fred H. Gibson | [illegible] |
| [illegible] | [illegible] |

**Smith, James,**
*102, Portessie, Banff.*

| | |
|---|---|
| s. Succeed | [illegible] |

**Smith, James N.,**
*Dighton, Mass., U.S.*

| | |
|---|---|
| Ralph M. Hayward | [illegible] |
| William P. Hood | [illegible] |

**Smith, John G.,**
*Elliott Street, Balmain, Sydney, N.S.W.*

| | |
|---|---|
| Elverland | [illegible] |

**Smith, John M.,**
*Windsor, N.S.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |

**Smith, John N.,**
*Lower Coverdale, Albert Co., N.B.*

| | |
|---|---|
| [illegible] | [illegible] |
| Carrie L. Smith | [illegible] |
| Edna [illegible] Smith | [illegible] |

**Smith, John W.,**
*Moose River, Parrsboro, N.S.*

| | |
|---|---|
| Vere B. Roberts | [illegible] |

**Smith, M. P., & Sons Co.,**
*116, Broad Street, New York, U.S.*

| | |
|---|---|
| Arthur C. Wade | [illegible] |
| C. C. Sweeney | [illegible] |
| [illegible] | [illegible] |

**Smith, Nathaniel,**
*Halifax, N.S.*

| | |
|---|---|
| [illegible] | [illegible] |

### Smith, P.,
*Holbæk, Denmark.*

| | Net Tons |
|---|---|
| Anna | 115 |
| Caroline | 102 |
| Harald | 133 |
| Louise | 109 |
| Maria | 100 |
| Osvald | 104 |

### Smith, R. J.,
*2, Jubilee Cottages, Walton, Suffolk.*

| | |
|---|---|
| Alice May | 70 |

### Smith, Raymond S.,
*Windsor, N.S.*

| | |
|---|---|
| Malwa | 539 |

### Smith, Richard B.,
*New Carlisle, Bonaventure co., Quebec.*

| | |
|---|---|
| Blenheim | 199 |

### Smith & Ritchie,
*26, East Clyde Street, Glasgow.*

| | |
|---|---|
| s. Vigilant | 59 |

### Smith, Robert,
*23, Cathcart Street, Birkenhead.*

| | |
|---|---|
| s. Iron Duke | 63 |

### Smith, S. R.,
*109, Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| John R. Penrose | 433 |

### Smith, Thomas,
*Slade Terrace, Rye, Sussex.*

| | |
|---|---|
| Unity | 120 |

### Smith, Thomas & W.,
*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Black Swan | 412 |
| s. Frederick Snowdon | 431 |
| s. Longbenton | 525 |
| s. Stamfordham | 523 |

### Smith, W., & Co.,
*86, Leadenhall Street, London, E.C.*
(Demerara & Berbice Steam Ship Co., Ld.)

| | |
|---|---|
| s. Cheniston | 1304 |

### Smith, W. H.,
*Windsor, N.S.*

| | |
|---|---|
| Argentina | 583 |

### Smith, W T.,
*Paspebiac, Quebec.*

| | |
|---|---|
| Annie Smith | 249 |
| Bravo | 147 |

### Smith, Webster & Co.,
*6, St. George Street, Cape Town.*
(Nautilus Syndicate, Ld.)

| | |
|---|---|
| s. Nautilus | 216 |

### Smith, William C.,
*Lunenburg, N.S.*

| | |
|---|---|
| Juanita | 100 |
| Kandahar | 100 |
| Santilla | 100 |

### Smitt, G.,
*Bergen, Norway.*

| | |
|---|---|
| s. Activ | 236 |

### Sneddon, Andrew,
*Wallsend, Newcastle, N.S.W.*

| | Net Tons |
|---|---|
| s. Balmain | 377 |
| s. South Australian | 412 |
| Southern Belle | 336 |

### Snellmann, J. W.,
*Uleåborg, Sweden.*

| | |
|---|---|
| s. Alka | 3 |

### Snöbohm, E.,
*Klintehamn, Sweden.*

| | |
|---|---|
| Clara | 110 |

### Snoting, M.,
*Windau, Russia.*

| | |
|---|---|
| Arius | 180 |
| Cyrus | 285 |

### Snow, I. L., & Co.,
*Rockland, Maine, U.S.*

| | |
|---|---|
| Caroline Gray | 277 |
| Catawamteak | 114 |
| John I. Snow | 158 |
| Lavinia M. Snow | 299 |
| L. Snow | |
| M. C. Haskell | 299 |
| Methebesec | 321 |
| Metinic | 172 |
| William Bisbee | 236 |
| Woodbury M. Snow | 102 |

### Snowball, J. B., Co., Ld.,
*Chatham, N.B.*

| | |
|---|---|
| s. St. George | 175 |
| s. St. Isidore | 89 |

### Snowdon Steamship Co., Ld.,
*Vienna Chambers, Cardiff.*
*See* C. RADCLIFFE & CO.

### Soares, F. E.,
*Rua da Praia 38 Massarellos, Oporto, Portugal.*

| | |
|---|---|
| Cysne (gross) | 110 |
| Duque de Saldanha | |

### Soares, J. A., & Co.,
*Manaos, Brazil.*

| | |
|---|---|
| s. Cardozo Junior | 86 |

### Sociedad Anon. de Nav. "La Herculina Ferrolana,"
*Ferrol, Spain.*
*See* J. PLÁ Y TRIGE.

### Sociedad Anonima La Mediterranea,
*Calle Sta. Monica, Barcelona, Spain.*
*See* A. HERNANDEZ.

### Sociedad Anonima Maritima Ballesteros,
*Gijon, Spain.*

| | |
|---|---|
| s. Ballesteros No. 1 | 1577 |
| s. Ballesteros No. 2 | 1153 |
| s. Serafin Ballesteros | 1511 |

### Sociedad Anonima Pesca Algecireña,
*Algeciras, Spain.*

| | |
|---|---|
| s. Algeciras | 66 |
| s. Carmen | 61 |
| s. Palma | 66 |

### Sociedad Chilena de Fundicion,
*Valparaiso, Chili.*

| | |
|---|---|
| s. Maximiano Errazuris | 879 |

### Sociedad de Navegaçion Industria,
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| s. Africa | 380 |
| s. Hesperide | 577 |
| Pepita | 1194 |
| s. Sevilla | 427 |

### Sociedad de Navegaçion La Söllerense Maritima,
*Söller, Balearic Islands.*

| | |
|---|---|
| s. Villa de Söller | 247 |

### Sociedad de Pesca La Atlantica,
*Huelva, Spain.*

| | |
|---|---|
| s. El Atlantica | 30 |
| s. Onuba | 30 |

### Sociedad Isleña Maritima,
*Palma, Majorca.*

| | |
|---|---|
| s. Balear | 557 |
| s. Bellver | 788 |
| s. Catalina | 662 |
| s. Isleña | 314 |
| s. Lulio | 405 |
| s. Miramar | 1104 |

### Sociedad La Mutua,
*Paseo Colon No. 1 bajos, Barcelona, Spain.*

| | |
|---|---|
| s. Ciudad de Reus | 1210 |

### Sociedad Maritima de Vizcaya,
*Bilbao, Spain.*
*See* FELIX DE ABASOLO.

### Società Anchora di Salvataggi Marittimi,
*Salita S. Francesco No. 4, Palazzo della Mosiduana, Genoa, Italy.*

| | |
|---|---|
| s. Utile | 205 |

### Società Anonima delle Miniere di Malfidano
(Manager—R. Jacomy),
*Carloforte, Sardinia.*

| | |
|---|---|
| s. S. Malfidano | 85 |

### Società Anonima di Navigazione a Vapore "Puglia,"
*Bari, Italy.*

| | |
|---|---|
| s. Bari | 205 |
| s. Barion | 670 |
| s. Barletta | 679 |
| s. Brindisi | 565 |
| s. Dauno | 260 |
| s. Epiro | 333 |
| s. Fieramosca | 227 |
| s. Gallipoli | 698 |
| s. Gargano | 466 |
| s. Japigia | 783 |
| s. Jolanda | 102 |
| s. Lucano | 470 |
| s. Melo | 773 |
| s. Molfetta | 432 |
| s. Peuceta | 244 |
| s. Regina Elena | 1853 |
| s. Taranto | 796 |

### Società Anonima di Salvataggi e Recuperi,
*Messina, Sicily.*

| | |
|---|---|
| s. Audax | 60 |

### Società Anonima Genovese di Nav. a Vap.,
*14, Via Luccoli, Genoa, Italy.*
*See* W. WHITE.

### Società Anonima per Ricuperi Sottomarini,
*Via Portici Vittorio Emmanuele 2-1, Genoa, Italy.*

| | Net Tons |
|---|---|
| Spes | 152 |

### Società Anonima Torinese,
*Via S. Giuseppe Maggiore 21, Naples, Italy.*

| | |
|---|---|
| S. A. T. | 3 |

### Società Anonima Ungherese di Armamento Marittimo Oriente
(Manager—Luigi Ossoinack),
*Fiume, Hungary.*

| | |
|---|---|
| s. Borneo | 3647 |
| s. Burma | 1971 |
| s. Java | 2538 |
| s. Kobe | 2929 |
| s. Luzon | 3181 |
| s. Siam | 1991 |

### Società Commerciale Italiana di Nav.,
*Via Carlo Alberto 3, Genoa, Italy.*

| | |
|---|---|
| s. Ceres | 952 |
| s. Diana | 1118 |
| s. Doris | 2857 |
| Enrichetta | 2095 |
| s. Fortunata | 2317 |
| s. Hercules | 1759 |
| s. Juno | 2713 |
| s. Jupiter | 2647 |
| s. Marte | 1523 |
| s. Nereus | 2655 |
| s. Phœbus | 2053 |
| s. Selene | 2647 |
| s. Themis | 1927 |
| s. Uranus | 2640 |
| s. Venus | 2641 |

### Società Co-operativa Unione Operaia del Golfo,
*Lerici, Italy.*

| | |
|---|---|
| s. Unione Operaia | 12 |

### Società Cotonificio Ligure,
*Genoa, Italy.*

| | |
|---|---|
| s. Città di Massa | 118 |

### Società di Navigazione a Vapore "Istria-Trieste,"
*Trieste, Austria.*

| | |
|---|---|
| s. Adriana | 79 |
| s. Arsa | 106 |
| s. Portorose | 88 |
| s. Quieto | 88 |
| s. Risano | 87 |
| s. San Marco | 73 |

### Società di Navigazione a Vapore Pio Negri & Co.,
*Sebenico, Austria.*

| | |
|---|---|
| s. Ragusa | 62 |
| s. Sebenico | 149 |

### Società di Navigazione a Vapore della Penisola Sorrentina,
*Meta, Italy.*

| | |
|---|---|
| s. Lady Rowena | 140 |
| s. Principessa Iolanda | 168 |
| s. Principessa Matalda | 146 |

### Società di Nav. a Vapore Zaratina,
*Zara, Austria.*

| | |
|---|---|
| s. Nibbio | 89 |
| s. Zara | 195 |

### Società di Navigazione La Mediterranea,
*Via Fontane 10, Genoa, Italy.*
*See* M. PASSALACQUA.

### Società Generale Immobiliare.
*Corso Umberto I. No. 381, Rome, Italy.*

| | Net Tons |
|---|---|
| s. Aventino | 145 |
| s. Campidoglio | 88 |
| s. Lazio | 88 |

### Società in Azioni Ungaro Croata di Nav. Marittima a Vap.,
*Fiume, Hungary.*

| | |
|---|---|
| s. Abbazia | 69 |
| s. Bakar | 43 |
| s. Budapest | 262 |
| s. Cirkvenica | 83 |
| s. Croazia | 305 |
| s. Dalmazia | 146 |
| s. Daniel Erno | 296 |
| s. Istria | 57 |
| s. Lussa | 165 |
| s. Fiume | 189 |
| s. Gabelo | 394 |
| s. Hermanos Sandor | 456 |
| s. Hrvat | 90 |
| s. Hungaria | 289 |
| s. Liburnia | 65 |
| s. Magyar | 93 |
| s. Nehad | 71 |
| s. Pannonia | 361 |
| s. Pola | 95 |
| s. Sava | 84 |
| s. Senj | 56 |
| s. Straza | 59 |
| s. Sveta | 141 |
| s. Stephanie | 62 |
| s. Velebit | 95 |
| s. Venezia | 170 |
| s. Villam | 275 |
| s. Volosca | 68 |
| s. Zagreb | 287 |

### Società in Azioni Ungaro Croata per la Nav. Libera,
*Fiume, Hungary.*

| | |
|---|---|
| s. Dunav | 2492 |
| s. Korana | 2987 |
| s. Olga | 1953 |
| s. Plitvice | 2442 |

### Società Industriale e Commerciale Meridionale,

| | |
|---|---|
| s. Horrox | 1042 |

### Società Italiana di Navigazione Universale,
*Genoa, Italy.*
*See* BOSSALINI & GANDOLFO.

### Società Italiana di Navigazione a Vela,
*Via S. Brigida 63, Naples, Italy.*
*See* A. ORLANDO & T. ASTARITA.

### Società Italiana di Trasporti Marittimi "La Patria,"
*Dogana della Neve No. 1, Naples, Italy.*

| | |
|---|---|
| s. Patria | 2202 |

### Società Italiana Strade Ferrate della Sicilia
(Manager—Giuseppe Battaglia),
*Messina, Sicily.*

| | |
|---|---|
| s. Calabria | 103 |
| s. Cariddi | 183 |
| s. Scilla | 184 |

### Società Lombarda per L'Importazione dei Carboni Fossili,
*Monza, Italy.*

| | |
|---|---|
| s. Monza | 1639 |



s. signifies Steamer.

### Società Napoletana di Navigazione a Vapore,
*Naples, Italy.*
*See* A. MANZO & Co.

### Società Siciliana di Navigazione a Vapor.
*Messina, Sicily.*

Net Tons

- s. [illegible] 140
- s. [illegible] 81
- s. [illegible] 98
- s. [illegible] 234
- s. [illegible] 91

### Società Veneziana di Nav. a Vap.,
*Venice, Italy.*

- s. Alberto Treves [illegible]
- s. Manin [illegible]

### Société Anonyme Belge de Nav. à Vap. "Schaldis,"
*Rue de l'Etuvage 23, Antwerp, Belgium.*
*See* VAN HEMELRYCK & GEURTS.

### Société Anonyme d'Armement, d'Industrie et de Commerce,
*Avenue des Arts 101, Antwerp, Belgium.*

- s. Anscheron 1386
- s. Darhestan 1786
- s. Erivan 1631
- s. Orenl 1549
- s. Tiris 1845

### Société Anonyme de Navigation Belgo-Américaine
(RED STAR LINE),
9, *Kammen Street, Antwerp, Belgium.*

- s. Belgenland 2603
- s. Friesland 4675
- s. Nederland 1900
- s. Rhynland 2593
- s. Switzerland 1902
- s. Vaderland 8283

### Société Anonyme de Navigation L'Aquitaine,
(Manager—G. Colombier),
3, *Place des Quinconces, Bordeaux, France.*

- s. Anna Hermine 753
- s. Marie Elisabeth 771
- s. Marie Thérèse 1342

### Société Anonyme de Nav. Royale Belge Sud-Américaine,
*Canal St. Pierre 5, Antwerp, Belgium.*

- s. Callao [illegible]
- s. [illegible] [illegible]
- s. Cuzco [illegible]
- s. Cervantes 2951

### Société Anonyme de Remorquage à hélice,
*Quai Jordaens 20, Antwerp, Belgium.*

- s. America 73
- s. Baronesse Gerling 36
- s. Goliath 42
- s. Java 62
- s. John B. Meyer 72
- s. John Bull 94
- s. Louis Gutjahr [illegible] 141
- s. Octave Pinnoy (gross) 147
- s. Prosit in Ludwig 53
- s. Washington 94

### Société Anonyme de Vapeur Longs Courriers,
12 *bis, Quai du Havre, Rouen, France.*
*See* H. PRENTOUT-LEBLOND & E. LEROUX.

### Société Anonyme des Armateurs Nantais,
1, *Rue d'Alger, Nantes, France.*

Net Tons

- Cassard 1793
- David d'Angers 1579
- Duguay-Trouin 1707
- Empereur Menelick 1570
- Grande Duchesse Olga 1537
- Haut-la-Hache [illegible]
- Lafayette [illegible]
- Lavanne [illegible]
- Leon XIII. [illegible]
- Maréchal de Castries [illegible]

### Société Anonyme des Bateaux à Vapeur de l'Ile de Ré,
*Saint Martin de Ré, France.*

- [illegible] [illegible]
- [illegible] [illegible]

### Société Anonyme des Chalutiers à Vap.,
14, *Rue Royale, Ostend, Belgium.*

- s. Augusta 59

### Société Anonyme des Chargeurs de l'Ouest,
2, *Rue de Bréa, Nantes, France.*

- s. Belle Ile 1322
- s. Charles Le [illegible] 1318
- s. Longway 1321
- s. Trignac 1324

### Société Anonyme des Forges et Chantiers de la Méditerranée,
82, *Grand Chemin de Toulon, Marseilles, France.*

- s. Télémaque [illegible]

### Société Anonyme des Hauts-Fourneaux, Forges & Aciéries de Denain & d'Anzin,
*Agence Maritime*—12, *Quai de la Visite, Dunkirk, France.*

- s. St. Pierre [illegible]
- s. San Martin [illegible]

### Société Anonyme des Longs Courriers Français,
14, *Rue du Mitan, Paris, France.*

- Asnières 2446
- Champigny 2445
- Joinville 1742
- Neuilly 1731
- Versailles 1740
- Vincennes [illegible]

### Société Anonyme des Pêcheries à Vapeur,
*Ostend, Belgium.*
*See* JOHN BAUWENS.

### Société Anonyme des Produits Résineux,
101, *Avenue des Arts, Antwerp, Belgium.*

- s. Clematis 2267
- s. Iris 1797

### Société Anonyme des Voiliers Nantais
(Manager—E. Pergeline),
2, *Rue Cambronne, Nantes, France.*

- Amiral de Cornulier 1740
- Amiral Courbet 1740
- Amiral Halgan 1746
- Bourbaki 1711
- Cambronne 1420
- Canrobert 1420
- Eugene Pergeline 1739
- General Mellinet 1491
- Lamoriciere 1471
- MacMahon 1711
- Montcalm 1744
- Surcouf 1744

### Société Anonyme du Steamer Belgica,
9, *Quai Van Dyck, Antwerp, Belgium.*

Net Tons

- s. Belgica 244

### Société Anonyme John Cockerill,
15, *Canal des Brasseurs, Antwerp, Belgium.*

- s. Baron Sr. Mncar 1784
- s. Cockerill 1779
- s. Congo 1024
- s. Princesse Elisabeth 1765
- s. Rubis 389
- s. Saphir 389
- s. Seresta 1766
- s. Topaze [illegible]

### Société Anonyme les Voiliers Dunkerquois.
18, *Place du Vieux Marché au Beurre, Dunkirk, France.*

- Alice Marie [illegible]
- Brizeux [illegible]
- Cornil Bart [illegible]
- Jacobsen [illegible]
- Jean Bart [illegible]
- L'Hermite [illegible]

### Société Anonyme L'Océan,
*Boulevard de Strasbourg, Nantes, France.*
*See* DU PONT.

### Société Anonyme Rochefortaise des Remorq. & Transp.,
*Rochefort, France.*

- s. Vigilant [illegible]
- s. Ville de Rochefort [illegible]

### Société Bayonnaise de Navigation,
10, *Rue Jacques Laffitte, Bayonne, France.*

- Bayonne 1807
- Biarritz 1821
- Biliart 1731
- Gnothary 1731
- Jules Gommès 1902
- Socoa 1803

### Société Bois et Charbons
F. Le Brise,
4, *Rue Carnot, Lorient, France.*

- s. Abertay 508
- s. Coat Coal 240
- G.G.M. 111

### Société Bretonne de Navigation,
11, *Rue Contrescarpe, Nantes, France.*

- Anne de Bretagne [illegible]
- Françoise d'Amboise [illegible]
- Olivier de Clisson [illegible]
- Chateaubriand [illegible]
- Duguay-Trouin [illegible]

### Société "Caucase et Mercure,"
*St. Petersburg, Russia.*

- s. General Kouropatkine [illegible]
- s. Skobeleff [illegible]

### Société Centrale de Sauvetage des Naufragés,
*Rue de Bourgogne 1, Paris, France.*

- s. [illegible] [illegible]

### Société Chilena de Fundacion,
*Valparaiso, Chili.*

- Valeidosa [illegible]

### Société Commerciale Bulgare de Nav. à Vap.,
*Varna, Bulgaria.*

Net Tons

- s. Boris 642
- s. Bulgaria 783
- s. Varna 1169

### Société Commerciale de l'Océanie,
*Papeete, Tahiti.*
Agents—Scharf & Kayser, *Dovenhof, Hamburg, Germany.*

- [illegible] 156
- Gauloise 4
- Girondo 1

### Société Commerciale de Port-Saint-Louis-du-Rhône,
63, *Rue Tolbiac, Paris.*

- s. La Madeleine 411

### Société d'Armement Gantois,
5, *Dock, Ghent, Belgium.*
*See* T. NOLSON & Co.

### Société d'Héraclée,
*Constantinople, Turkey, and 21, Rue de Lauriers, Paris, France.*

- s. Uzulmez [illegible]

### Société de l'Industrie de Naphte et du Commerce,
*Baku and Batoum, Caucasus.*
*See* A. I. MANTACHEFF & CIE.

### Société de Navigation du Sud-Ouest,
8, *Cours du Chapeau Rouge, Bordeaux, France.*

- André Théodore 1875
- Bérangere 1875
- Madelaine 1875

### Société de Remorquage "Les Abeilles"
(Manager—Ch. Damaye),
16, *Quai de l'Ile, Havre, France.*

- s. Abeille No. 8 76
- s. Abeille No. 10 5
- s. Abeille XI. 47

### Société des Pêcheries du Golfe de Gascogne,
*Arcachon, near Bordeaux, France.*
*See* J. DUVERGIER.

### Société des Pêcheries Lilloises,
97, *Boulevard de Vauban, Lille, France.*

- s. [illegible] [illegible]
- s. [illegible] [illegible]

### Société des Produits Chimiques de Marseille l'Estaque,
12, *Rue Breteuil, Marseilles, France.*
Marseille l'Estaque 40

### Société des Voiliers Français
(Manager—Geo Fautrel),
12, *Rue d'Enghien, Paris, France.*

- Emilie Gallino 1635
- Emma Laurans 1710
- General Foy 1737
- Genevieve Molinos 1600
- Jeanne Cordonnier 1700
- Marguerite Dollfus 1604
- Marguerite Mirabaud 1732
- Marguerite Molinos [illegible]
- Mario Molinos 1591
- Martha Roux 1592

### Société du Lloyd Normand,
*Quai Alexandre III, Cherbourg, France.*
[illegible] L. LE PONT & FILS.

### Société Dunkerquoise de Remorquage,
5, *Rue de la Poudrière (Citadelle), Dunkirk, France.*

Net Tons

- s. Atlas [illegible]
- s. Dunkerquois [illegible]
- s. Industrie 7
- s. Progrès [illegible]

### Société Française des Nouvelles Hébrides (*in liquidation*),
59, *Rue de Provence, Paris, France.*
(Liquidator—G. Bonneau, 5, Rue de Savoie, Paris).

- s. [illegible] [illegible]

### Société Générale d'Armement,
5, *Rue Amiral Courbet, St. Nazaire, France.*

- Alice [illegible]
- Daniel [illegible] 1313
- Helene Blum [illegible]
- Leon Blum [illegible] 1375
- Marie 17
- Naomi [illegible] 1712
- Rene Kervilo [illegible] 1814
- Ville de St. Nazaire [illegible] 1814

### Société Générale de Houilles & Agglomérés,
27, *Rue de Turin, Paris, France.*

- s. Boileau [illegible]
- s. Racine [illegible]

### Société Générale de Remorquage et de Travaux Maritimes,
11, *Place de la Bourse, Marseilles, France.*

- s. Marius Chambon (gross) [illegible]

### Société Générale de Transports Maritimes à Vapeur
(Société Anonyme),
*Rue des Templiers 3, Marseilles.*

- s. Algerie [illegible]
- s. Alsace [illegible]
- s. [illegible] [illegible]
- s. [illegible] [illegible]
- [illegible] [illegible]
- [illegible] [illegible]
- [illegible] [illegible]
- s. Ile de France [illegible]
- s. Italie [illegible]
- s. Languedoc [illegible]
- s. Les Alpes [illegible] 21
- s. Les Andes [illegible] 2115
- s. Mont Blanc [illegible] 1910
- s. Mont Cenis [illegible] 2
- s. Mont Rose [illegible]
- s. Mont Ventoux [illegible]
- s. Nivernais [illegible]
- s. Orleannais [illegible]
- s. Poitou [illegible]
- s. Provence [illegible]
- s. Russie [illegible]
- s. Savoie [illegible]

### Société General Maritime Belge,
*Antwerp, Belgium.*

- s. [illegible] [illegible]

### Société Immobilière de Mouillage et des Pêcheries de l'Ouest,
25, *Rue Vendôme, Bordeaux; & Arcachon, France.*
L. PRELLER.

### Société Industrielle des Téléphones,
25, *Rue du 4 Septembre, Paris, France.*

- s. François Arago [illegible]

s désigne les Vapeurs.

**Société Les Affréteurs Réunis,**
17, *Quai du Havre, Rouen, France.*

| | Net Tons |
|---|---|
| s. Ferdinand A. | 1233 |

**Société Marseillaise de Voiliers,**
25, *Rue Sainte Isabelle, Marseilles, France.*

| | |
|---|---|
| Bonne | 1893 |
| Cannebière | 1759 |
| Chateau [illegible] | 1759 |
| Jolliette | 1306 |
| Mistral | 1960 |

**Société "Mazout,"**
*Baku, Russia.*

| | |
|---|---|
| s. Jupiter | 1038 |
| s. W. Lindberg | 336 |

**Société Navale Caennaise,**
*Quai Caffarelli, Caen, France.*
*See* G. LAMY & CIE.

**Société Navale de l'Ouest,**
53, *Quai d'Orléans, Havre, France.*

| | |
|---|---|
| s. St. Barnabé | 712 |
| s. Saint Barthelemy | 911 |
| s. Saint Jacques | 911 |
| s. St. Mathieu | 551 |
| s. St. Philippe | 931 |
| s. Saint-Simon | 831 |
| s. St. Thomas | 929 |

**Société Nouvelle des Pêcheries à Vapeur,**
13, *Boulevarde St. Aignan, Nantes, France.*

| | |
|---|---|
| s. Jeanne | 30 |
| s. Louise Marie | [illegible] |
| s. Marie Joseph | 22 |
| s. Marie Madeleine | 25 |
| s. Sainte Anne | 28 |
| s. Suzanne Celine | 28 |
| s. Ville de Gujan-Mestras | 22 |

**Société Nouvelle du Remorquage Boulonnais,**
*Quai Gambetta, Boulogne, France.*

| | |
|---|---|
| s. Conquerant | 12 |

**Société Provençale de Remorquage,**
96, *Rue de la République, Marseilles, France.*

| | |
|---|---|
| s. Phocéen (gross) | 140 |

**Société Russe d'Assurance et de Transport,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Tschernomore | 975 |
| s. Sviatogor | 943 |

**Socrates Steam Ship Co., Ld.,**
138, *Leadenhall Street, London, E.C.*
*See* T. STEPHENS & SONS.

**Söderberg, A.,**
*Aspenäs, per Bergqvara, Sweden.*

| | |
|---|---|
| Waldemar | 210 |

**Söderberg, J. E.,**
*Nystad, Finland.*

| | |
|---|---|
| Loch Linnhe | 1268 |

**Söderberg, N. P.,**
*Malmö, Sweden.*

| | |
|---|---|
| Hestia | 521 |
| Japan | 625 |

**Söderhamns Transport Aktiebolag,**
*Söderhamn, Sweden.*
*See* L. R. G. HILLMAN.

**Söderlund, E.,**
*Lemland, Finland.*

| | Net Tons |
|---|---|
| Josefina | 113 |

**Söderlund, H. G.,**
*Salo and Finby, Finland.*

| | |
|---|---|
| [illegible] | 241 |

**Söderlund, J. E.,**
*Raumo, Finland.*

| | |
|---|---|
| Cedar | 634 |

**Söderlund, J. W.,**
*Raumo, Finland.*

| | |
|---|---|
| s. Ek | 74 |
| [illegible] | 244 |
| Vega | 399 |

(Raumo Nya Skeppsrederi Aktiebolag.)

| | |
|---|---|
| Favell | 1247 |
| Fennia | 2151 |
| Glenard | 1728 |

**Söderlund, K. R.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Naima | 107 |

**Söderman, H. W.,**
*Upsala, Sweden.*
(Angf. Aktieb. Garibaldi.)

| | |
|---|---|
| s. Fyris I. | 155 |
| s. Fyris II. | 119 |
| s. Nya Upsala | 122 |

**Söderman, J.,**
*Kaskö, Finland.*

| | |
|---|---|
| s. Benvik | 103 |

**Söderman, J. B.,**
*Kolsvik, Blidö, Sweden.*

| | |
|---|---|
| Dagmar | 358 |

**Söderman, K.,**
*Åbo, Finland.*

| | |
|---|---|
| Viking | 100 |

**Söderman, M.,**
*Norrtelje, Sweden.*

| | |
|---|---|
| C. F. Ivers | 304 |
| Jon Sjödin | 284 |

**Söderström, E.,**
*Geta, Finland.*

| | |
|---|---|
| Evelina | 289 |

**Södertelje Rederiaktieb.,**
*Södertelje, Sweden.*
*See* G. A. EKDAHL.

**"Södertörn," Ångf. Aktieb.,**
18, *Stepparegatan, Stockholm, Sweden.*
*See* T. BLIXT.

**Sodich, G. A.,**
*Costrena St. Lucia, Fiume, Hungary.*

| | |
|---|---|
| s. Kostrena | 1532 |

**Södra Ångermanlands Ångb. Aktieb.,**
*Bollsta, Nyland, Sweden.*
*See* J. P. DAHLBERG.

**"Södra Norrland," Ångf. Aktieb.,**
*Gefle, Sweden.*
*See* G. HOLMSTRÖM.

**Södra Sverige, Ångfartygsbolaget,**
3, *Norra Blasieholmshamnen, Stockholm, Sweden.*
*See* J. G. SETTERWALL.

**Sohlberg, T.,**
*Brevig, Norway.*

| | Net Tons |
|---|---|
| [illegible] | [illegible] |
| Kong Carl | 470 |
| Væringer | 445 |

**Sohst, St., & Gebr. Ihms,**
*Kiel, Germany.*

| | |
|---|---|
| Berger I. (gross) | 123 |

**Sokoloff, John,**
*Quarantine, Odessa.*

| | |
|---|---|
| s. Shaloon | 59 |

**Solache y Llanos,**
*Gijon, Spain.*

| | |
|---|---|
| s. Villarramiel | 87 |
| s. Vivero | 57 |

**Solari, Antonio,**
*Corso Dogali 8-9, Genoa, Italy.*

| | |
|---|---|
| L'Angelo | 118 |

**Solari, Enrico, fu N.,**
*Nervi, Italy.*

| | |
|---|---|
| Angela | 331 |

**Soldani, Vincenzo, fu D.,**
*Rio Marina, Elba, Italy.*

| | |
|---|---|
| Isolina | 196 |
| Sempre San Giovanni | 221 |

**Soldi, Domenico, fu B.,**
*Piazza della Commenda di San Giovanni, Genoa, Italy.*

| | |
|---|---|
| Rosa Madre | 479 |

**Soldi, Fratelli,**
*Piazza Principe, Genoa, Italy.*

| | |
|---|---|
| Angelita | 309 |
| Ballestrino | 451 |

**Soldi, Tommaso, fu G.,**
*Genoa, Italy*

| | |
|---|---|
| Progresso | 479 |

**Soler, Ramon N.,**
*Vigo, Spain.*

| | |
|---|---|
| s. Anita | 124 |

**Soler, S.,**
*Iquique, Chili.*

| | |
|---|---|
| Anita Soler | 753 |
| Cristobal Soler | 1155 |

**Soley G. T., & Co., Ld.,**
25, *Castle Street, Liverpool.*

| | |
|---|---|
| Ancalos | 1745 |
| Ancenis | 1766 |
| Ancona | 2570 |

**Soley, R. P.,**
*Lower Economy, N.S.*

| | |
|---|---|
| Ladysmith | 698 |

**Solheiro, Motta & Co.,**
*Para, Brazil.*

| | Net Tons |
|---|---|
| s. Aripuana | [illegible] |
| s. Solheiro Motta | [illegible] |

**Solide, Rederiaktieb.,**
*Stockholm, Sweden.*
*See* F. MÖLLER.

**Solim & Masloff,**
*Astrakan, Russia.*

| | |
|---|---|
| s. Moskva | 444 |

**Sollas, E. W.,**
52, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Albert | 198 |

**Sollas & Sons,**
52, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Ballochbuie | 412 |

**Solleveld, van der Meer, & T. H. Van Hattum,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Ellewoutsdijk | 1040 |
| s. Kinderdijk | 1456 |
| s. Moerdijk | 1076 |
| s. Poeldijk | 1478 |

**Solveig, Actieselskabet,**
*Drontheim, Norway.*
*See* H. J. LARSEN.

**Sölvesborgs Skeppsvarf,**
*Solvesborg, Sweden.*
*See* OTTO BANCK.

**Somasundram Chetty, A. R. A.R.S.M.,**
*Jaffna, Ceylon.*

| | |
|---|---|
| Thiro Nada Rasa Swakama Sunthara Letchemy | 233 |

**Somers, W. G.,**
*c/o Webster, Ford & Co., Baltimore, Md., U.S.*

| | |
|---|---|
| Mary A. Fisher | 111 |

**Söndenfjelds Norske Dampskibsselskab**
(Manager—T. DANNEVIG),
*Christianta, Norway.*

| | |
|---|---|
| s. Kong Alf | 485 |
| s. Kong Bjorn | 559 |
| s. Kong Frode | 570 |
| s. Kong Guttorm | 427 |
| s. Kong Ragnar | 339 |
| s. Kong Ring | 699 |

**Söndmöre Dampskibsselskab,**
*Aalesund, Norway.*

| | |
|---|---|
| s. Geiranger | 86 |
| s. Hjorungvaag | 361 |
| s. Jotunheim | 174 |
| s. Romsdal | 77 |
| s. Sonnmor | 51 |
| s. Stortjord | 225 |

**Sonne, M.,**
*Nexo, Denmark.*
(Det Östbornholmske Dampskibsselskab.)

| | |
|---|---|
| s. M. Davidsen | 100 |
| s. Hammersnus | 110 |

**Sonne, Ths., & Co.,**
*Copenhagen, Denmark.*
(Dampskibsselskabet "Danmark.")

| | Net Tons |
|---|---|
| s. Ansgar | 340 |
| s. Hamlet | 720 |
| s. Helge | 1240 |
| s. J. N. Madvig | 1107 |
| s. Niels R. Finsen | 1138 |
| s. R. [illegible] | 1205 |
| s. Thorvaldsen | 746 |

**Soon Keck Co., Ld.,**
3, *Flint Street, Singapore.*

| | |
|---|---|
| s. Sri Muar | 123 |
| s. Sultan | 102 |

**Soonik, P.,**
*Reval, Russia.*

| | |
|---|---|
| Nordstern | 236 |

**Sörby, O.,**
*Christiania, Norway.*
(Acties. Bundefjord.)

| | |
|---|---|
| s. Nesodden | 71 |

**Sörensen, C. H.,**
*Arendal, Norway.*

| | |
|---|---|
| Camilla | 491 |
| s. Knut Skaaluren | 414 |
| Marianne | 559 |
| Rolf | 340 |

**Sörensen, Carl,**
*Faaborg, Denmark.*

| | |
|---|---|
| Harriet | 159 |

**Sörensen, H. S.,**
*Arendal, Norway.*

| | |
|---|---|
| Souvenir | 470 |

**Sörensen, J. N.,**
11, *Munkegaden, Christiania, Norway.*

| | |
|---|---|
| Dina | 964 |
| Hövding | 1059 |

**Sörensen, N. Chr.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Aurora | 120 |
| s. Hvidingsö | 240 |
| s. Skaatö | 327 |

**Sörensen, O. B.,**
*Bratteklev, pr. Arendal, Norway.*

| | |
|---|---|
| Unda | 257 |

**Soroto, P.,**
*Syra, Greece.*

| | |
|---|---|
| Zoodochos | 142 |

**Sorrentino, Catello,**
*Torre del Greco, Italy.*

| | |
|---|---|
| I Due Fratelli di Rosa | 190 |

**Sorrentino, Fratelli,**
*Piazza S. Luca No. 7, Genoa, Italy.*

| | |
|---|---|
| s. Rosalia | 1916 |

**Sortavala Höyryvenhe Osakeyhtio,**
*Sordavala, Finland.*

| | |
|---|---|
| s. Ladoga | 107 |

s. signifies Steamer.

**Sota y Aznar,**
*Bilbao, Spain.*

| | Net Tons |
|---|---|
| s. Abanto | 1172 |
| s. Albia | 1736 |
| s. Algorta | 1306 |
| Ama Begoñakoa | 2353 |
| s. Arminza | 1617 |
| s. Bakio | 1203 |
| s. Barcaldi | 677 |
| s. Begoña | 1715 |
| s. Bermeo | 1344 |
| s. Olorbana | 717 |
| s. Deusto | 911 |
| s. Elantxobe | 1451 |
| s. Erandio | 1736 |
| s. Gorbea-Mendi | 1507 |
| s. Gorliz | 1050 |
| s. Loketxo | 1367 |
| s. Mundaka | 1455 |
| s. Musquos | 1407 |
| s. Plencia | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

**Sotka, Hjalmar,**
*Pyhtmaa, Lucto, Nystad, Finland.*

| | |
|---|---|
| Aura | 211 |
| Sulo | 248 |

**Soublin, Léopold,**
*Rue de Mer, Pécamp, France.*

| | |
|---|---|
| Pierre Corneille | 116 |

**Souchon, L.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Sir Colicourt Antelme | 183 |

**Souilliere, Joseph,**
*Sorel, Quebec.*

| | |
|---|---|
| Joseph Souilliere | 110 |

**Soussaris, Diamandis G.**

| | |
|---|---|
| Georgios | 195 |

**Soussens & Gervereau,**
*15, Quai Bourgogne, Bordeaux, France.*

| | |
|---|---|
| Delphine | 114 |

**Soutar, Simon,**
*Richmond Penn, St. Andrews, Jamaica.*

| | |
|---|---|
| s. Tyrean | 121 |

**South African Fisheries and Cold Storage, Ld.,**
*17, Long Street, Cape Town.*

| | |
|---|---|
| s. Undine | 32 |

**South African Fishing Co., Ld.,**
*North Shields.*

| | |
|---|---|
| s. Star of [illegible] | [illegible] |
| s. Star of the South | 54 |

**South African Supply and Cold Storage Co., Ld.,**
*Broad Street Avenue, London, E.C.*

| | |
|---|---|
| Timaru | 1306 |

**South African Trading Co.,**
*27, Lilla Nygatan, Stockholm, Sweden.*

| | |
|---|---|
| s. Oceana | 2310 |

**South, Aktieb., The**
*Stockholm, Sweden.*
*See* MARC WALLENBERG.

**South Eastern & Chatham Railway Co.'s Managing Committee,**
*London Bridge Station, London, S.E.*

| | Net Tons |
|---|---|
| s. Achille Adam | [illegible] |
| s. C. W. Eborall | 217 |
| [illegible] | [illegible] |
| s. Canterbury | 144 |
| s. Chatham | 111 |
| s. Deal | 235 |
| s. Dover | [illegible] |
| s. Duchess of York | 320 |
| s. Edward William | [illegible] |
| s. Empress | 200 |
| s. Folkestone | 103 |
| s. Lord Warden | 344 |
| s. Mabel Grace | 217 |
| s. Maidstone | 203 |
| s. Myleta | 105 |
| s. Princess of Wales | 237 |
| s. The Queen | 345 |
| s. Victoria | 337 |
| s. Walmer | 105 |

**South Gardiner Lumber Co.,**
*South Gardiner, Me., U.S.*

| | |
|---|---|
| James Young | 225 |
| Thomas W. H. W[illegible] | 203 |

**South Wales & Liverpool S.S. Co., Ld.,**
*5, India Buildings, 9, Water Street, Liverpool.*
*See* R. GILCHRIST & Co.

**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co., Ld.,**
*2, High Street, Southampton.*

| | |
|---|---|
| s. Ajax | 4 |
| s. Albert Edward | 100 |
| s. Balmoral | 97 |
| s. Carisbrooke | 115 |
| s. Duchess of York | 127 |
| s. Fleet | 38 |
| s. Her Majesty | 131 |
| s. Hercules | 41 |
| s. Lorna Doone | 85 |
| s. Neptune | 8 |
| s. Prince Leopold | 114 |
| s. Prince of Wales | 111 |
| s. Princess Beatrice | 100 |
| s. Princess Helena | 92 |
| s. Queen | 193 |
| s. Solent Queen | 184 |
| s. Vectis | 63 |
| s. Vulcan | 5 |

**Southdown Steam Ship Co., Ld.,**
*4, Fenchurch Avenue, London, E.C.*
*See* BELL, SYMONDSON & Co.

**Southern Coast and River Navigation Co.,**
*Charleston, S.C., U.S.*

| | |
|---|---|
| s. Pilot Boy | 187 |

**Southern Nigeria, Government of.**

| | |
|---|---|
| s. Ivy | 337 |

**Southern Pacific Co.,**
*23, Broad Street, New York, U.S.; and 4, Montgomery Street, San Francisco, U.S.*

| | |
|---|---|
| s. Berkeley | 1245 |
| s. Collis | 101 |
| s. Comus | 3000 |
| s. El Alma | 2897 |
| s. El Amigo | 84 |
| s. El Cid | 2993 |
| s. El Din | 2301 |
| s. El Dorado | 2582 |
| s. El Mar | 2519 |
| s. El Monte | 2562 |
| s. El Norte | 2935 |
| s. El Paso | 2532 |
| s. El Rio | 2418 |
| s. El Siglo | 2990 |
| s. El Sol | 2904 |
| s. El Valle | 2494 |
| s. Louisiana | [illegible] |
| s. Proteus | 3003 |

*(Continued.)*

**Southern Pacific Co.,**
*(continued.)*
(Morgan's Louisiana & Texan Railroad & Steam Ship Co.)

| | Net Tons |
|---|---|
| s. Alcinors | [illegible] |
| s. Arkansas | 673 |
| s. Chalmette | [illegible] |
| s. Clinton | 719 |
| s. Excelsior | 197 |
| s. Morgan | [illegible] |

**Southern Steam Shipping Co., Ld.,**
*Billiter Buildings, London, E.C.*
*See* LAWTHER, LATTA & Co.

**Southern Steam Trawling Co., Ld.,**
*127, Quay, Waterford.*
*See* C. C. MORLEY

**Southern Steamship Co.,**
*305, Walnut Street, Philadelphia, U.S.*
G. R. DILKES & Co.

**Southland Steam Shipping Co. Ld.,**
*Dunedin, N.Z.*
*See* H. L. TAPLEY.

**Southport Steamboat Co.,**
*Wilmington, N.C.*

| | |
|---|---|
| s. Wilmington | 118 |

**Southsea and Ventnor Steamship Co., Ld.,**
*1, Jubilee Terrace, Southsea, Hants.*
*See* H. H. MILLS.

**Souto y Piñeiro,**
*Corunna, Spain.*

| | |
|---|---|
| Progreso | 740 |

**Souza, Braga & Co.,**
*Para, Brazil.*

| | |
|---|---|
| s. Silva Cunha | [illegible] |

**Sovereign Steam Fishing Co., Ld.,**
*Fish Docks, Grimsby.*

| | |
|---|---|
| s. Riversdale | 62 |
| s. Rosedale | 62 |
| s. Silverdale | [illegible] |

**Sowerby, T.,**
*Grimsby.*
(North Lincolnshire Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Ayrshire | 45 |
| s. Berkshire | [illegible] |
| s. Cheshire | 51 |
| s. Devonshire | 51 |

(Northwold Steam Fishing Co., Ld.)

| | |
|---|---|
| s. Ashwold | 45 |
| s. Beechwold | [illegible] |
| s. Larchwold | [illegible] |
| s. Limewold | [illegible] |
| s. Northwold | [illegible] |
| s. Oakwold | [illegible] |
| s. Pinewold | [illegible] |

**Spadaro, G. Pace,**
*Malta.*

| | |
|---|---|
| Fiore | 169 |

**Spagnoli, Marco, fu G.,**
*Viareggio, Italy.*

| | |
|---|---|
| Espero | 161 |

**Spalding (Hinton) & Co.,**
*6, Seaton Buildings, 17, Water Street, Liverpool.*
(Perlin Coal Co., Ld.)

| | Net Tons |
|---|---|
| s. Morvan | 91 |
| s. Sheikh Berkhud | [illegible] |

**Spalding Lumber Co.,**
*718, Marquette Building, Chicago, U.S.*

| | |
|---|---|
| s. Jesse Spalding | [illegible] |

**Spampinato, F.,**
*Catania, Sicily.*

| | |
|---|---|
| Giuseppina S. | 139 |

**Spampinato, Salvatore, fu S.,**
*Catania, Sicily.*

| | |
|---|---|
| Sebastiano S. | [illegible] |

**Spanish American Iron Co.,**
*Santiago de Cuba.*

| | |
|---|---|
| s. Colon | [illegible] |

**Spartan Chief S.S. Co., Ld.,**
*17, Fenwick Street, Liverpool.*
*See* T. B. STOTT.

**Spear, John,**
*Cargreen, Hall, Cornwall.*

| | |
|---|---|
| Sunbeam | 81 |

**Speeding, Marshall & Co.,**
*38, West Sunniside, Sunderland.*
(Speeding & Marshall Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Ashford | [illegible] |
| s. Belford | [illegible] |
| s. Cape Comino | [illegible] |
| s. Lindisfarne | [illegible] |
| s. Somerford | [illegible] |

**Speelmann, R., Jun.,**
*Grote Kruis Straat, Groningen, Holland.*

| | |
|---|---|
| Dolfijn | 113 |

**Spence Bros.,**
*2923, Euclid Avenue, Cleveland, Ohio.*

| | |
|---|---|
| s. H. B. Rannels | 694 |

**Spence, D. W.,**
*Southampton, Ontario.*

| | |
|---|---|
| White Oak | 180 |

**Spencer, Geoffrey,**
*39, John Street, Waterford.*

| | |
|---|---|
| Madcap | 170 |
| Zayda | 190 |

**Spencer, James, & Co.,**
*Tunnel Street, Finnieston, Glasgow.*

| | |
|---|---|
| Firth of Clyde | 1181 |
| Firth & Stronsa | 1211 |

**Spencer Shipping Co., Ld.,**
*56, Waring Street, Belfast.*
*See* A. CRAIG.

**Speranza, R.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Maria di Port>Salvo | 457 |
| Nina Speranza | 198 |

**Sphere Shipping Co., Ld.,**
*18, Tower Buildings North, Water Street, Liverpool.*
*See* JOHN HERRON & Co.

**Spicer, J.,**
*Spencer's Island, N.S.*

| | Net Tons |
|---|---|
| Coral Leaf | 324 |
| Myrtle Leaf | 316 |
| Silver Leaf | 233 |

**Spigno, L.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| La Plata | 131 |

**Spillers & Bakers, Ld.,**
*240, Bute Street, Cardiff.*

| | |
|---|---|
| International | 96 |
| s. Wans Fell | 102 |

**Spinney, W. H.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Sunbeam | [illegible] |

**Spiridonoff, Ivan J.,**
*Serdavala, Finland.*

| | |
|---|---|
| [illegible] | [illegible] |

**Spoliansky, P.,**
*Batoum, Russia.*

| | |
|---|---|
| s. Paul Spoliansky | [illegible] |
| s. Pavanna | [illegible] |

**Sponza, G. A.,**
*Chioggia, Italy.*

| | |
|---|---|
| Insonne | [illegible] |

**Sporck, Joh.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| [illegible] | [illegible] |

**Spozito, N. J.,**
*Cherson, Russia.*

| | |
|---|---|
| s. Dotshka | 165 |
| s. Sinok | 101 |
| s. Tordhn | 145 |
| s. Tlest | [illegible] |

**Sprague & Breed Coal Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Laura L. Sprague | [illegible] |

**Spreckels, J. D., & Bros. Co.,**
*327, Market Street, San Francisco, California, U.S.*

| | |
|---|---|
| Allen | 81 |
| s. Breakwater | [illegible] |
| Coronado | [illegible] |
| s. Czarina | [illegible] |
| s. Dauntless | [illegible] |
| s. Defiance | [illegible] |
| s. Fearless | [illegible] |
| s. Relief | [illegible] |
| S. N. Castle | [illegible] |

**Spreckels Line**
*See* OCEANIC S. S. Co.

**Spreckels, Rudolph,**
*421, Market Street San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Albion | [illegible] |

s. designe les Vapeurs.

### Sprenger, William,
*Stettin, Germany.*

| | Net Tons |
|---|---|
| s. Luise | [illegible] |

### Spriggs, Joseph,
*Bridgwater.*

| | |
|---|---|
| Dewi Lass | [illegible] |

### Springer, M. S.,
*Amsterdam, Holland.*

| | |
|---|---|
| s. Penelope | 744 |

### Sproat, James, & Co.,
*Chapel Chambers North, 28, Chapel Street, Liverpool.*

| | |
|---|---|
| Loch Cree | 761 |
| Loch Finlas | 2062 |
| Loch Garve | 1712 |
| Loch Trool | 1367 |

### Sproston's, Ld.,
*Georgetown, Demerara.*

| | |
|---|---|
| s. Amy | 46 |
| s. Charlestown | 56 |
| s. Eliza | 36 |
| s. Essequebo | 121 |
| s. Georgetown | 166 |
| s. Guiana | 152 |
| s. Horatia | [illegible] |
| s. Lady Langden | 60 |
| s. Mazaruni | 184 |
| s. New Amsterdam | 53 |
| s. Parika | [illegible] |
| s. Penwortham | 227 |
| s. Sproston Wood | 68 |

### Sproul, H. F.,
*Bangor, Me., U.S.*

| | |
|---|---|
| Fred W. Ayer | 314 |

### Sproule, George F.,
351, *Bowese, Philadelphia, U.S.*

| | |
|---|---|
| E. C. Mowatt | 1021 |

### Spruth, Aug.,
*Greifswald, Germany.*

| | |
|---|---|
| s. Mönchgut | 47 |

### Spruth, Heinrich,
*Greifswald, Germany.*

| | |
|---|---|
| s. Rugen | 101 |

### Spurr, John Ditman,
*Deep Brook, Annapolis co., N.S.*

| | |
|---|---|
| Arona | 532 |

### Squance, J. W., & Co.,
24, *John Street, Sunderland.*

(Hindustan Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Afghanistan | 2190 |
| s. Daghestan | 2212 |
| s. Hindustan | 2360 |
| s. Kurdistan | 1439 |
| s. Sagami | 2638 |

### Squarey & Kendall,
*Royal Insurance Buildings, North John Street, Liverpool.*

| | |
|---|---|
| Camphill | 1199 |
| Craiglands | 1163 |

### Srincich, N.,
*Ragusa, Austria.*

| | |
|---|---|
| s. Elena | 54 |

### Staalesen, S.,
*Haugesund, Norway.*

| | Net Tons |
|---|---|
| s. [illegible] | 194 |
| s. [illegible] | 155 |

### Stabb, Henry J., & Co.,
*St. John's, N.F.L.*

| | |
|---|---|
| Trusty | 148 |

### Stafford, J. J.,
*Main Street, Wexford.*

| | |
|---|---|
| Fleetwing | 79 |
| Star of Hope | 79 |

### Stafford, James,
92, *South Main Street, Wexford.*

| | |
|---|---|
| Mary & Gertrude | 70 |

### Stag Line, Ld.,
1, *Howard Street, North Shields.*
*See* J. ROBINSON & SONS.

### Stages Minde, Stiftelsen Georg,
*Copenhagen, Denmark.*

| | |
|---|---|
| s. Georg Stage | 125 |

### Stahl, Gebr., & Bertling,
*Nogalen, Russia.*

| | |
|---|---|
| Jacob Maria | 237 |

### Stahl, I.,
*Gesinde Pindar, Rojen, pr. Sassmacken, Kurland, Russia.*

| | |
|---|---|
| Stahl | 186 |

### Stahl, J.,
*Riga, Russia.*

| | |
|---|---|
| Noas | 259 |

### Stahl, M.,
*Gesinde Pindar, Rojen, per Sassmacken, Kurland, Russia.*

| | |
|---|---|
| Jasep | 264 |

### Ståhle, Hj.,
*Gothenburg, Sweden.*

(Agents in United Kingdom—Hessler Shipping Co., Ld., Baltic Chambers, West Hartlepool.)

(Actiebolaget Hessler & Co.)

| | |
|---|---|
| s. Norman | 1191 |
| s. Sydenham | 1544 |

### Stallo, Flli. A. & E., fu L.,
*Via Balbi 4, Genoa, Italy.*

| | |
|---|---|
| s. Lorenzo | 166 |

### Stallybrass, C. E.,
103, *The Exchange, Cardiff.*

| | |
|---|---|
| s. A. Strong | 7[illegible] |

### Stamp, George M.,
17, *Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Tarret Crown | 114 |

### Stamp, Thomas,
*Epney, near Stonehouse, Gloucester.*

| | |
|---|---|
| Kate & Annie | 79 |

### Standard Oil Co.,
26, *Broadway, New York, U.S.*

| | Net Tons |
|---|---|
| [illegible] | 2997 |
| Astral | 2987 |
| s. Astral | 418 |
| Atlas | 3036 |
| s. Atlas | 1243 |
| s. City of Everett | [illegible] |
| s. Col E. L. Drake | [illegible] |
| s. Maverick | [illegible] |
| s. S. O. Co. [illegible] | [illegible] |
| s. S. O. Co. [illegible] | [illegible] |
| s. S. O. Co. [illegible] | [illegible] |
| s. S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| S. O. Co. [illegible] | [illegible] |
| s. Standard | 284 |

### "Standard" Rederiaktiebolaget,
*Gothenburg, Sweden.*
*See* E. ROBERG.

### Standard Steam Fishing Co., Ld.,
*Auckland Road, Fish Docks, Grimsby.*

| | |
|---|---|
| s. Sargon | 68 |
| s. Sarpedon | 53 |
| s. Satyrion | [illegible] |
| s. Serapion | 64 |
| s. Sethon | 64 |
| s. Sihon | 62 |
| s. Silanion | 64 |
| s. Solon | 55 |
| s. Sophron | 62 |
| s. Straton | 67 |
| s. Strephon | 52 |
| s. Strymon | 67 |

### Stang, R.,
*Fredrikshald, Norway.*

| | |
|---|---|
| Commerce d'Amiens | 176 |
| Juliette | 112 |
| Marie Louise | 153 |
| Nymph | 398 |

### Stangebye, C.,
*Sarpsborg, Norway.*

| | |
|---|---|
| Monarch | 650 |

### Stangbye, H. J.,
20, *Kongensgade, Christiania, Norway.*

| | |
|---|---|
| Alphonse | 396 |
| Harboe | 454 |
| Lady Penrhyn | 815 |
| Remittent | 351 |
| Thorleif | 395 |

### Stangebye, J.,
*Frederiksstad, Norway.*

| | |
|---|---|
| Huldren | 349 |

### Stangher, Andrea,
*Volosca, Austria.*

| | |
|---|---|
| Metta | 573 |

### Stapelfeld & Ludwig,
*Lubeck, Germany.*

| | |
|---|---|
| s. Hanseat | 163 |

### Staples, C. J.,
*Lubec, Maine, U.S.*

| | |
|---|---|
| Charles E. Sears | 126 |

### Staples Coal Co.,
35, *City Square, Taunton, Mass.; and* 1, *Broadway, New York, U.S.*

| | Net Tons |
|---|---|
| Ardmore | 792 |
| Bala | 645 |
| Brockton | 439 |
| Boyd | 397 |
| Braddock | 645 |
| Canton | 448 |
| Cardenas | 1428 |
| Cienfuegos | 1757 |
| s. Concord | 186 |
| s. Cuba | 236 |
| Darby | 1304 |
| Devon | 657 |
| Dighton | 253 |
| Dunlo | 739 |
| Easton | 445 |
| s. Eureka | 186 |
| Fall River | 746 |
| Foster | 741 |
| Grafton | 494 |
| Gibson | 736 |
| Havana | 1464 |
| Haverford | 645 |
| Malvern | 746 |
| Matanzas | 144 |
| Norton | 412 |
| Oxford | 736 |
| s. Paoli | 225 |
| Parks | 397 |
| Pemberton | 736 |
| Radnor | 645 |
| Randolph | 439 |
| Remus | 494 |
| Rockland | 493 |
| Sagua | 14[illegible] |
| Santiago | 1751 |
| Sharon | 4[illegible] |
| Solus | 743 |
| Somerset | 253 |
| Strafford | 645 |
| Sunbury | 1419 |
| s. Tacony | 186 |
| Thaxter | 746 |
| Tipton | 729 |
| Upton | 746 |
| s. Waltham | 186 |
| Warren | 220 |
| Wayne | 781 |
| Wenham | 400 |
| Winthrop | 749 |
| Woodbury | 657 |

### Star Drift Fishing Co., Ld.,
*Lowestoft.*

| | |
|---|---|
| s. Doris | 32 |

### Star Line, Ld.,
9 & 11, *Fenchurch Avenue, London E.C.; and* 5, *Great George's Street, Belfast.*
*See* J. P. CORRY & CO.

### Star Line Steam Ship Co.,
*Gagetown, Queen's Co., N.B.*

| | |
|---|---|
| s. Majestic | 166 |
| s. Victoria | 631 |

### Star Petroleum Transportation Co.,
1436, *Broad Exchange Building, New York, U.S.*

| | |
|---|---|
| William D. Becker | 984 |

### Starace, Francesco,
*Via Piliero, 2°, No. 7, Naples, Italy.*

| | |
|---|---|
| San Pietro | 476 |

### Starck, V.,
*Mariehamn, Finland.*

| | |
|---|---|
| Alma | 75 |

### Stare, C. Carolinsson,
*Stare, Bohustan, Sweden.*

| | |
|---|---|
| Emilia | 110 |

### Starin, J. H.,
*Pier 18, North River, New York, U.S.*

| | |
|---|---|
| s. Glen Island | 323 |
| s. Matteawan | 636 |

### Starita, Francesco,
*Piano di Sorrento, Italy.*

| | Net Tons |
|---|---|
| Ciccillone | 615 |

### Starratt, Grier,
*Vancouver, B.C.*

| | |
|---|---|
| s. Columbia | 172 |

### Starratt, W. S.,
*Hopewell, N.B.*

| | |
|---|---|
| Utility | 124 |

### State Line.
*See* J. & A. ALLAN.

### Stathatos Brothers,
*Braila, Roumania.*

| | |
|---|---|
| s. Amphitrite | 1754 |
| s. Andriana Stathatos | 1610 |
| s. Antonios Stathatos | 1743 |
| s. Hellespont (Gross) | 116 |
| s. Poseidon | 1666 |
| s. Propontis | [illegible] |

### Stathatos, Othon A.,
*Athens, Greece.*

| | |
|---|---|
| s. Athlete | 12 |
| s. Charilaos Tricoupis | 1626 |
| s. Euxine | 18 |
| s. Othon Stathatos | 1846 |
| s. Polymitis | 2192 |

### Stathatos, Theofilatos,
*Braila, Roumania.*

| | |
|---|---|
| s. Hellespontes | 102 |
| s. Mentor | 46 |

### Stathi, Cornelo,
*Constantinople, Turkey.*

| | |
|---|---|
| s. Dio Fili | 18 |

### Staubo, N. A. P.,
*Staubo, pr. Borden, Norway.*

| | |
|---|---|
| Alpha | 227 |
| s. Malm | 89 |
| s. Spurt | 655 |

### Stavanger Havfiske Co.,
*Stavanger, Norway.*
*See* THS. S. FALCK.

### Stavangerske Dampskibsselskab, Det.
*Stavanger, Norway.*

| | |
|---|---|
| s. Christiania | 352 |
| s. Haakelid | 82 |
| s. Kong Haakon | 500 |
| s. Kong Olaf | 320 |
| s. Kong Sverre | 356 |
| s. Rogaland | 6[illegible] |
| s. Ryfylke | 318 |
| s. Sand | 107 |
| s. Sandeid | 9 |
| s. Stavanger | 195 |

### Staviano, N.,
*Cassos, Turkey.*

| | |
|---|---|
| Agios Georgios | 148 |

### Steam Herring Fleet, Ld.,
203, *South Street, Aberdeen.*
*See* A. ROBERTSON.

### Stearns, Samuel,
*Bucksfort, Me., U.S.*

| | |
|---|---|
| Annie R. Lewis | 171 |

s. signifies Steamer.

### Stechmann, P. W. L.,
*Börsenhof, 6, Adolphsplatz, Hamburg, Germany.*

Net Tons
- [illegible] 774

### Steel & Bennie, Ld.,
*Broomielaw, Glasgow.*
- s. Admiral
- s. Albatross
- s. Chieftain
- s. Cruiser
- s. Dispatch
- s. Merlin
- s. Neptune
- s. Osprey
- s. Pelican
- s. Penguin
- s. Plover
- s. Rover
- [illegible]
- [illegible]
- [illegible]

### Steel, Joseph, & Son,
17, *Water Street, Liverpool.*
- [illegible]
- [illegible]

### Steel, Young & Co.,
*Africa House, 46, Leadenhall Street, London, E.C.*
- s. Capenor
- s. Chatton
- s. Cluden
- s. Glanton
- s. Kennett
- s. [illegible]
- s. [illegible]
- s. Ranmoor
- s. Roddam
- s. Rochampton
- s. Teviotdale

[illegible]
- s. Ilderton
- s. Tapton

### Steele, J. A.,
*South Quay, Ayr.*
- s. Adam Smith 81
- s. Dispatch 66

### Steelman, John D.,
*Atlantic City, N.J., U.S.*
- Edward L. Mayberry 560

### Steelman, Z. S.,
127, *Walnut Street, Philadelphia, U.S.*
- James A. Wright 337

### Steen, D.,
*Ljan, pr. Christiania, Norway.*
- Crusador

### Steer, Thomas,
32, *Armada Terrace, Cattedown Road, Plymouth.*
- Margaret Sutton 171

### Steeves, G. M., & Co.,
13, *City Buildings, Oldhall Street, Liverpool.*
- [illegible] 170
- s. [illegible]
- s. [illegible]
- s. [illegible]
- [illegible]
- [illegible]
- [illegible]

### Steeves, G. M., & J. McCrindell,
13, *City Buildings, Oldhall Street, Liverpool.*
- [illegible]

### Steeves, Watson H.,
*Hillsborough, Albert Co., N.B.*

Net Tons
- Wascano 115

### Stefano, A.,
*Buenos Ayres, Argentine Republic.*
- Temo [illegible]

### Steffenberg, P.,
*Windau, Russia.*
- Anna 123

### Steffens, D.,
41, *East Street, San Francisco, U.S.*
- Excelsior 331
- San Buenaventura 172
- Western Home 128

### Steffens, H.,
9, *Steuart St., San Francisco, Cal., U.S.*
- Jennie Wand 163

### Steinau, H.,
*Libau, Russia.*
- s. Nachodka 169
- s. Rossija [illegible]
- s. Tatjana [illegible]

### Steinbrenner, Henry,
*Room 3, Wick Building, Cleveland, Ohio.*

(Kinsman Transit Co.)
- Anna C. Minch [illegible]
- Henry Steinbrenner 3965

### "Stella," Ångf. Aktieb.,
*Gothenburg, Sweden.*
*See* T. AHRENBURG

### Stenbeck, A. M.,
*Hellekis, Sweden.*

(Hellekis Aktiebolag.)
- s. Express I. 112

### Stenholm, Carl,
*Wargön, Ranum, Sweden.*
- s. Wargön 92

### Stennett, G. W.,
*Great Grimsby.*

(West Riding Steam Fishing Co., Ld.)
- s. Admiral [illegible]

### Stenroos, Johan Erik,
*Lumparland, Mariehamn, Finland.*
- Christiane
- Gazelle
- Thomas Perry
- Wolfe

### Stenzel, A., & Rolke,
*Zimmerplatz 2, Stettin, Germany.*
- s. Clara 163

(Stettin-Stolper Dampfschifffahrts-Gesellschaft.)
- s. Ascania 242
- s. Matnilde
- s. Pomerania 236
- s. Prussia 535
- s. Rhenania 910
- s. Saxonia 594
- s. Stadt Stolp 147
- s. Thuringia 832
- s. Westphalia 393

### Stephan Bros.,
34, *Bree Street, Cape Town, Cape of Good Hope.*

Net Tons
- s. Aurora 78
- s. Burton Port
- Greyhound 16
- s. Luna

### Stephen, James G. A.,
7, *Jamaica Street, Peterhead.*
- s. North American 23

### Stephens, E.,
*Fowey, Cornwall.*
- Crystal Stream
- Isabella 61
- Little Bell 92
- Little Gem
- Little Mystery
- Little Secret 80
- Ocean Swell 164
- Sappho 145
- Spinaway
- Wiln 136

### Stephens, John,
*Par, Cornwall.*
- Fortuno 194
- Little Pet 75
- R. T. K. 63

### Stephens, Sutton & Stephens,
*Prudential Buildings, Newcastle-on-Tyne; and Bute Docks, Cardiff.*
- s. Arno 2088
- s. George Heaton 1396
- s. Kura 1532
- s. Lord Warwick 1621
- s. [illegible] 2397
- s. [illegible] 1419
- s. [illegible]

[illegible]
- s. [illegible]
- s. William Broadley
- s. William Storrs

### Stephens, T., & Sons,
138, *Leadenhall Street, London, E.C.*
- Harold 1293
- s. Wilhelmina 1632

(Arbutus S.S. Co., Ld.)
- s. Mimosa 1013

(Socrates S.S. Co., Ld.)
- s. City of Belfast 1398

### Stephens, W. J., & Co.,
*Newcastle-on-Tyne.*

(Novocastrian Shipping Co., Ld.)
- s. Stuart

### Stephenson, F. G.,
58 & 59, *Newborough Street, Scarborough.*

(Scarborough Seaborne Coal Co., Ld.)
- [illegible] 118

### Stephenson, George,
3, *Waterville Place, North Shields.*
- [illegible] 24
- s. [illegible] 17
- s. [illegible] 11
- [illegible] 13

### Stephenson & Gunn,
*Launceston, Tasmania.*
- s. Yambacoona

### Stephenson, J. R. & R. R.,
*North Shields.*
- [illegible]

### Sterios, Rajas,
*Stiathos, Greece.*
- [illegible]

### Sterling & Co.,
79, *St. George's Place, Glasgow.*
- [illegible]

### Sterling, E. R.,
*Somerville, Mass., U.S.*
- Great Admiral

### Sternhagen, H.,
*Gothenburg, Sweden*

(Förenade Ångfartygs Aktieb. Göta.)
- s. Alexander Keiller
- s. Carl O. Kjellberg 376
- s. [illegible]
- s. [illegible] 451
- s. James J. Dickson 523
- s. Olof Wijk 474

### Sterry, J. S., & Co., Ld.,
*Commercial Road, Lowestoft.*
- Celerity
- J. S. Sterry
- Media
- South Downs

### Stetser, H. F.,
*Gloucester City, N.J., U.S.*
- s. Columbia

### Stetson, E. & I. K.,
*Bangor, Maine, U.S.*
- Edward Stewart
- Horace A. Stone
- Isaiah K. Stetson
- [illegible] Trask

### Stetson, James N., & Co.,
208, *Walnut Street, Philadelphia, U.S.*
- John Rose

### Stetson & Winsmore,
109, *Walnut Street, Philadelphia, U.S.*
- Jennie Sweeney

### Stettin-Gristower Portland Cement Fabrik A. G.,
*Stettin, Germany.*
- s. Direktor Ritschowsky
- s. Pommerscher Greif

### Stettin-Rigaer Dampfschifffahrts Ges. Th. Gribel,
*Grosse Lastadia 56, Stettin, Germany.*
*See* RUD. CHR. GRIBEL.

### Stettin - Stolper Dampfschifffahrts-Gesellschaft,
*Zimmerplatz 2, Stettin, Germany.*
*See* A. STENZEL & ROLKE.

### Stettin - Wollin - Cammin Dievenow Dampf. Ges. m. b. H.,
*Cammin, Germany.*
- [illegible]

### Stettiner Dampfs. Ges.,
*Stettin, Germany.*
*See* J. F. BRÄUNLICH, LD.

### Stevens, H. W. H.,
*Port Darwin, Australia.*
- s. Koonookarra

### Stewart, A.,
7, *Royal [illegible] Place, Glasgow.*

Net [illegible]
- s. Startforth

### Stewart, A. E.,
*Detroit, Michigan, U.S.*
- s. A. E. Stewart 3040

### Stewart, C. Morton, & Co.,
14, *Donnell Buildings, Baltimore, U.S.*
- Frances
- Glad Tidings
- Good [illegible]
- [illegible]
- [illegible]

### Stewart, J.,
*Helensville, N.Z.*
- Lark 197

### Stewart, J., & Son, Ld.,
23, *Billiter Street, London, E.C.*
- s. [illegible]

### Stewart, John, & Co.,
3, *Fenchurch Avenue, London, E.C.*
- Amulree 1329
- Ashmore
- Carmoney
- Chili 678
- Commonwealth 1345
- Cumberland 1740
- Dee 1115
- Edinburgh 1406
- J. T. North 793
- Lorton 1397
- Peri 887
- Peru

### Stewart, John G.,
*Custom House Quay, Glasgow.*
- s. Loch Doon
- s. Loch Etive
- s. Loch Neil
- s. Lochaber
- s. Nevis 59

### Stewart & Lowen,
29, *Eden Quay, Dublin.*
- s. Duke of Leinster
- s. Hare 334

### Stewart & Mortimer,
20, *Adelphi, Aberdeen.*

(North [illegible] Steam Co., Ld.)
- [illegible] 54
- s. [illegible] 54

### Stewart, Robert,
51, *Trojan Avenue, South Shields.*
- s. Challenger

### Stewart, Robert, & Co.,
39, *Oldhall Street, Liverpool.*
- s. Puritan

(Stewart S.S. Co., Liverpool, Ld.)
- s. Cavalier 947

### Stewart, Rowland W.,
*Bangor, Me., U.S.*
- Hannah F. Carleton

### Stewart S.S. Co. (Liverpool, Ld.
*See* R. STEWART & CO.

### Stewart, William,
*New York, U.S.*
- [illegible]

s. désigne les Vapeurs.

**Stewart, William,**
"Glenavon," Limestone Street, Belfast.
Net Tons
John Gibson ... 89

**Stiansen, P.,**
Asvald, pr. Brevig, Norway.
Bayard ... 395

**Stiles, F. D.,**
New York, U.S.
Edith H. Symington ... 881

**Stinga, Andrés,**
Buenos Ayres, Argentine Republic.
Cuore ... 142

**Stirling Boiler Co., Ld.,**
2, St. Andrew Square, Edinburgh.
See A. GILLIES.

**Stisser, W., & Co.,**
Bremen, Germany.
Columbus ... 1371

**Stockdale, Thomas,**
31, West Sunniside, Sunderland.
s. Accretive ... 706
s. Acuba ... 1098

**Stockholm Harbour Commissioners**
(B. Liljewalch),
Stockholm, Sweden.
s. Isbrytaren ... 205

**Stockholm-Ingarö-Nämdö, Angf. Aktieb.,**
Stockholm, Sweden.
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**Stockholm-Jönköping, Angf. Aktieb.,**
Jönköping, Sweden.
s. Viktor Rydberg ... 165

**Stockholm-Lübeck, Ångf. Aktieb.,**
Stockholm, Sweden.
See C. E. NYMAN.

**Stockholm Norrland, Aktieb.,**
Sundswall, Sweden
See E KNAUST.

**Stockholm-Wermdö, Rederiaktieb.,**
7, Birger Jarlsgatan, Stockholm, Sweden.
See N. ÖBERG.

**Stockholms Ångfartygs Rederiaktiebolag,**
Sweppsbron 30, Stockholm, Sweden.
s. Allegro ... 636
s. Atalanta ... 538
s. Borgsund ... 619
s. Dal ... 640
s. Lilla Pojken ... 774
s. Mobil ... 445
s. Nautilus ... 538
s. Presto ... 645
s. Rex ... 712
s. Stockholm ... 480
s. Tellus ... 736

**Stockholms Omgifningar, Ån ,fartygsaktieb.,**
9, Stortorget, Stockholm, Sweden.
See A. F. CAVALLI HOLMGREN.

**Stockholms Skärgård, Angf. Aktieb..**
9, Stortorget, Stockholm, Sweden.
See A. F. CAVALLI HOLMGREN.

**Stockholms Transport och Bogserings Aktiebolag,**
46, Skeppsbron, Stockholm, Sweden.
See A. G. FORSELIUS.

**Stocks, Harris L.,**
479, High Street, Kirkcaldy, Fifeshire.
Net Tons
s. Abbotshall ... 234
s. Alden ... 186
s. Kirkcaldy ... 223

**Stoesen, P. A.,**
Brevig, Norway.
s. Grenmar ... 275
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**Stoker, R. B.,**
Equitable Buildings, St. Ann Street, Manchester.
s. Knutsford ... 2489

**Stokes, W. B.,**
33, Union Street, Weston-super-Mare.
Elizabeth Couch ... 29

**Stolt-Nielsen, B.,**
Haugesund, Norway.
s. Juno ... 371
s. Karmö ... 993
s. Kvalen ... 141
s. Mercur ... 244
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s. Odd ... 441
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**Stone, Charles,**
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**Stone, W., & W. Coombs,**
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s. Electra ... 218
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**Stooss, Paul, & Co.,**
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**Store Nordiske Telegraph-Selskab,**
(Managing Director—E. Suenson),
26, Kongens Nytorv, Copenhagen, Denmark.
s. H. C. Örsted ... 459
s. Pacific ... 723
s. Store Nordiske ... 621

**Storey, J. H.,**
Reenmore, Arklow, co. Wicklow.
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**Storey, John,**
Ferrybank, Arklow, co. Wicklow.
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**Storey, W. H.,**
78, Tyne Street, North Shields.
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s. Royal Prince ... 41

**Storfors, Aktieb.,**
Prins Carls Varf, Sweden.
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**Storm, K.,**
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**Storrer & Scott,**
Königsberg, Germany.
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s. Samland ... 326

**Storsjöns Ångbåts Aktiebolag,**
Ostersund, Sweden.
See O. W. MYRIN.

**Stott, W. H., & Co.,**
17, Fenwick Street, Liverpool.
s. Moonlight ... 882
s. Neva ... 577
s. Starlight ... 961
s. Trieste ... 974

**Stott, T. B.,**
17, Fenwick Street, Liverpool.
(Sambur Steamship Co., Ld.)
s. Livorno ... 736
(Spartan Coast S.S. Co., Ld.)
s. Dominion ... 356

**Stousland, A.,**
Fredriksstad, Norway
s. Neva ... 1094

**Straits Steam Ship Co., Ld.,**
4, Raffles Quay, Singapore.
s. Ban Whatt Hin ... 195
s. Bentong ... 240
s. Carlyle ... 332
s. Hye Leong ... 296
s. Lady Mitchell ... 754
s. Lady Weld ... 242
s. Malacca ... 405
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s. Sappho ... 328
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**Straits Steamships, Ld.,**
1011, Fenchurch Avenue, London, E.C.
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**Strange, P., & Co.,**
4, Quayside, Newcastle-on-Tyne.
(Telscombe Steam Shipping Co., Ld.)
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s. Jupiter ... 2139

**Stranger, William,**
St. Sampsons, Guernsey.
(Guernsey Shipping Co., Ld.)
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**Strathclyde Shipping Co., Ld.,**
12, Seaton Buildings, 17, Water Street, Liverpool.
See W. LOWDEN & CO.

**Strathtay Steam Trawling Co., Ld.,**
Dundee.
See G. SHALLCROSS.

**Straulino, Maria,**
Lussinpiccolo, Austria.
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**Straus, L.,**
10, T. do Corpo Santo 2º, Lisbon, Portugal.
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**Stravelachis, C.,**
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**Stravelaki, C., & A. Aspieti,**
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**Stray, S. O.,**
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Doon ... 799
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Gratia ... 1475
Ingomar ... 918
Kinn ... 1110
Kosmos ... 1227
s. Snorre ... 884
Vellore ... 1547

**Strengnas Nya Rederiaktiebol**
(Manager—J. A. Kjellgren),
Stallarholmen, Sweden.
s. Strengnäs ... 118
s. Tynnelso ... 128

**Strick, F. C., & Co., Ld.,**
24, Leadenhall Street, London, E.C.
s. Dwina ... 795
(Anglo-Algerian S.S. Co., 1896, Ld.)
s. Avristan ... 1821
s. Baluchistan ... 1711
s. Bardistan ... 1651
s. Goolistan ... 1736
s. Koordistan ... 1729
s. Muristan ... 1736
s. Nigaristan ... 1493
s. Serbistan ... 1851
s. Snahristan ... 1860
(Anglo-Arabian and Persian S.S. Co., Ld.)
s. Arabistan ... 1819
s. Gorjistan ... 2079
s. Luristan ... 2711
s. Tabaristan ... 2175
s. Turkistan ... 1981
(London & Paris S.S. Co., Ld.)
s. Paris ... 632

**Ström, Angf. Aktieb.,**
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**Ström, V.,**
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**Stromberg, J. P.,**
Kalmar, Sweden.
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**Strömstenens Værft,**
Stavanger, Norway.
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**Strong, Henry,**
27, Water Street, Liverpool.
(Strong Steam Tug Co., Ld.)
s. Merry Andrew ... 24

**Strong, Ralph W.,**
Vancouver, B.C.
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**Strong, Reid & Page,**
19 & 20, Chapel Chambers North, 28, Chapel Street, Liverpool.
s. Neto ... 1071
s. Orbo ... 1178

**Strong Steam Tug Co., Ld.,**
27, Water Street, Liverpool.
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**Stroud, William F.,**
Great Grimsby.
s. Regina ... 48

**Strowger, L.,**
Kessingland, Suffolk.
s. Emerald ... 20

**Stroyberg, N. K.,**
Aalborg, Denmark.
(Aalborg Dampskibsselsk.)
s. Else ... 1037
s. Inge ... 894
s. Margrethe ... 764

**Struve, Matthias,**
Hauptstrasse, C., 53, Blankenese, Germany.
s. M. Struve ... 966
s. Progress ... 709
s. Pronto ... 719
s. Sullberg ... 782

**Strÿk, Heinrich von,**
Haynasch, Russia.
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**Stuart Bros.,**
180, West Regent Street, Glasgow.
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Melville Island ... 1429
Pitcairn Island ... 1320

**Stuart, John A.,**
Church Point, Digby Co., N.S.
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**Stubbs, A. T.,**
Bucksport, Maine, U.S.
Carrie A. Bucknam ... 250

**Stubbs, B. R.,**
Orland, Me., U.S.
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**Studd, J. E. K.,**
67, *Harley Street, London, W.*
Net Tons
s. [illegible] [illegible]

**Stürcken, J. D.,**
32/33, *Schlüsselkorb, Bremen, Sweden.*
Glückauf (*aux. stm.*) 127
s. Matador
s. Rothersand

**Sture, L.,**
*Brevig, Norway.*
(Acties. Fram.)
Otto

**Sturlese, Gio. Batta,**
*Vico Dinegro No. 1, Genoa, Italy.*
s. [illegible]
s. Ida

**Styrso Nya Rådhusaktieb.,**
*Gothenburg, Sweden.*
s. Styrso I
s. Styrso II

**Suarez, C.,**
*Entre Rios, Concordia, Argentine Republic.*
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**Suarez Gonzalez, Marcelino,**
*Coruna, Spain.*
s. Cotillo 346

**Suarez Pazo & Co.,**
*Gijon, Spain.*
s. Allier 124
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**Suart, Alfred,**
*Dock House, Billiter Avenue, London, E.C.*
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s. [illegible]

**Sudden & Christenson,**
6, *California Street, San Francisco, Cal., U.S.*
Cecilia Sudden 545
s. Chehalis 421
s. Coquille River 265
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[illegible]
Fanny Dutard
John C. Meyer 794
John Palmer 1030
Raby 396
Sophie Christensen 570

**Sudden, R.,**
6, *California Street, San Francisco, Cal., U.S.*
Abby Palmer 1705

**Sudero, Acties.,**
*Sandefjord, Norway.*
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**Suerken, Johann,**
*Papenburg, Germany.*
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**Suggit & Forth,**
*Glenora, Whitby.*
s. Vera 1536

**Suhr, F. W. C.,**
*Hermannstrasse 46/48, Hamburg, Germany.*
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**Suhrke, Wilh.,**
*Fredrikshald, Norway.*
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**Suk, T.,**
*Groningen, Holland*
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**Sukstorw, J., J. Mickman, & E. Tideman,**
*Reval, Russia.*
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**Sulariotes, N.,**
*Galatz, Roumania.*
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**Suleiman Halil Aga,**
*Scutari, Albania.*
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**Suliman Effendi, Hadji,**
*Constantinople, Turkey.*
Allah Kerim 200

**Suliong & Co.,**
*Manila, Philippine Islands.*
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**Sulliman, Issà,**
*Dulcigno, Montenegro.*
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**Sullivan, J. W.,**
*New York, U.S.*
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**Sullivan Tug Co.,**
*Detroit, Mich., U.S.*
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**Sully & Co., Ld.,**
*The Docks, Bridgwater.*
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Parkenia 175
s. Tenlor 60
s. Welsh Prince 50

**Sultanese, M.,**
*Smyrna, Turkey.*
Agios Dimitrios 402

**Sumitomo Kichizayemon,**
36, *Unagidani Higashimacho, Minami Ku, Osaka, Japan.*
s. Kizugawa Maru
s. Miyojima Maru

**Summers, William,**
158, *Victoria Road, Torry, Aberdeen.*
(Inver[illegible] Line Fishing Co., Ld.)
Net Tons
s. Kilrenny

**Summonti, Fortunata Petrina,**
*Viareggio, Italy.*
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**Sumner, Frederick W.,**
*Moncton, N.B.*
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**Sumner, W. H.,**
*Lubec, Maine, U.S.*
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**Sun Oil Co.,**
*Tradesmen's Building, Pittsburgh, Pa., U.S.*
s. Paraguay 1323
s. Toledo 1863

**Sundbye, H.,**
*Fredriksværn, Norway.*
[illegible]

**Sundbye, H., & A. Westbye,**
*Fredriksværn, Norway.*
Annie M. Smull

**Sundbye, J.,**
*Bingelakken 8, Fredriksstad, Norway.*
Friheden 635

**Sunderland Steam Ship Co., Ld.,**
62, *John Street, Sunderland.*
*See* J. L. BROWNE.

**Sundet, Rederiaktieb,**
*Helsingborg, Sweden.*
*See* T. PERSSON.

**Sundfor, H. O.,**
*Haugesund, Norway.*
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**Sundman, A. V.,**
*Mariehamn, Aland, Finland.*
Europa 934

**Sundman, V.,**
*Mariehamn, Aland, Finland.*
Clara Maria
Ida 564

**Sundman, W.,**
*Bredsund, Hafverö, Sweden.*
Julius 134

**Sundström, J. E.,**
*Hammarland, Finland.*
Edla

**Sundsvall-Indalselfven Ångbats Aktie Bolaget,**
*Sundsvall, Sweden.*
*See* A. NORDBERG.

**Sundsvall - Vasa, Ångfartygs Aktieb.,**
*Sundsvall, Sweden.*
*See* T. R. THORESSON.

**Sundt, H. W.,**
*Christiania, Norway.*
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**Sunley, J., & Co.,**
5, *Billiter Street, London, E.C.*
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**Sunsa Irmao,**
*Para, Brazil.*
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**Suomalainen, M.,**
*Wiborg, Finland.*
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**Suomalainen, P.,**
*Lavansaari, Finland.*
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**Superior Steamship Co.,**
101, *Board of Trade, Duluth, Minn., U.S.*
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**Supramanian Chetty, M.R.M.A.S.,**
*Dacukotai, Ceylon.*
Sivasuppramania Puravy 135

**Suriname, Government of,**
*Paramaribo.*
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**Surrey Commercial Dock Co.,**
*Rotherhithe, London, S.E.: &*
*106, Fenchurch Street, London, E.C.*
s. Canada (*gross*)

**Surrey Steamship Co.,**
4, *Fenchurch Avenue, London, E.C.*
s. Redhill
s. Reigate
s. Ripley

**Susanis, M.,**
*Rostoff (Don, Russia.*
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**Sust, P.,**
*Barcelona, Spain.*
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**Sutcliffe, John, & Son,**
*Royal Dock, Grimsby.*
John
Mary Isabel 307

**Sutherland, A. M.,**
38, *Sandhill, Newcastle-on-Tyne.*
Net Tons
s. Dunrobin 2319
(Sutherland Steamship Co., Ld.)
s. Argyll
s. [illegible]
s. Cromarty
s. Inverness
s. Sutherland

**Sutherland, Alexander,**
*Findlochty, Banffshire.*
s. Thirty

**Sutherland, Alexander,**
*Casilla 113, Valparaiso, Chili.*
Curzon 1773
Othello 1450
Royal Sovereign 1383

**Sutherland, J. C.,**
*Goderich, Ontario.*
Singapore

**Sutherland, James,**
*Brockley Buildings, 51, South John Street, Liverpool.*
Austria 1050
Eurydice 1079

**Sutherland, Robert,**
*Victoria, Hongkong.*
s. Chan Kong

**Sutherland Steamship Co., Ld.,**
38, *Sandhill, Newcastle-on-Tyne.*
*See* A. M. SUTHERLAND.

**Sutton, E. J., & Co.,**
*Newcastle-on-Tyne.*
s. Whinfield 1462

**Sutton, Harry D.,**
*668, Campbell Avenue, West Haven, Conn., U.S.*
General E. S. Greeley 1189
Lucinda Sutton 1331

**Suyehiro Gumi Goshi Kaisha,**
*Yokohama, Japan.*
s. Suyehiro Maru 1070

**Svahn, A.,**
*Kongsbacka, Sweden.*
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**Svahnström, A. R.,**
*Abo, Finland.*
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**Svanberg, J.,**
*Karlskrona, Sweden.*
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**Svane, J. C.,**
*Skrosk Skibsværft, Denmark.*
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s. désigne les Vapeurs.

**Svanen, Ångf. Aktieb.,**
*——enburg, Sweden.*
*See* G. E. FALCK

**Svanöe, Harald,**
*Hop, pr. Bergen, Norway.*
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**Svarrer, H., & Co.,**
*St. Annapluas 20, Copenhagen, Denmark.*
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**Svartviken Ångfartygs Aktieb.,**
*Svartvik, Sweden.*
*See* J. C. BARTH.

**Svea, Nya Rederiaktieb.,**
30, *Skeppsbron, Stockholm, Sweden.*
*See* A. H. BLOMBERG.

**Svendsen & Christensen,**
*Frederiksgade* 1, *Copenhagen, Denmark.*
(Dampskibsselskabet Cimbria.)
s. E. M. Bruhn ..... 929
s. H. Pontoppidan ..... 1152
s. Lars Kruse ..... 1323
s. St. St. Blicher ..... 678
(Dampskibsselskabet Fiona.)
s. G. Koch ..... 1122
s. Hans Tavsen ..... 1076
s. H. C. Andersen ..... 820
s. Peter Willemoes ..... 1157
(Dampskibsselskabet Vendila.)
s. Chr. Christensen ..... 911
s. N. F. Hoffding ..... 885
s. N. G. Petersen ..... 803

**Svendsen, H.,**
*c/o Pedersen & Weinich, Christiania, Norway.*
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**Svendsen, J. C.,**
*Christiansand, Norway.*
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**Svenska Cementforsäljn Aktieb.,**
*Malmö, Sweden.*
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**Svenska Lloyd, Förnyade Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* W. FRODI.

**Svenska Rederiaktieb. Oresund,**
*Malmö, Sweden.*
*See* L. BEIJER.

**Svenska Statens Jernvägar**
(Manager—H. Lemke),
*Malmö, Sweden.*
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**Svensson, A.,**
*Halmstad, Sweden.*
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**Svensson, A.,**
*Gothenburg, Sweden.*
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**Svensson, A. P.,**
*Skällenäs, Söderåkra, Sweden.*
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**Svensson, C.,**
*Stubbarp, Brunnby, Sweden.*
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**Svensson, C. A.,**
*Gothenburg, Sweden.*
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**Svensson, C. C. G.,**
*3die. Linggatan 23, Gothenburg, Sweden.*
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*Högskulla, Misterhult su, Sweden.*
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**Svensson, E.,**
*Radmansö, Sweden.*
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**Svensson, J.,**
*Kanalgatan 1, Helsingfors, Finland.*
(Finska Bjernings Aktieb. Neptun.)
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**Svensson, J.,**
*Oscarshamn, Sweden.*
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**Svensson, J. A.,**
*Gothenburg, Sweden.*
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**Svensson, J. P.,**
*Pataholm, Sweden.*
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**Svensson, M.,**
*Regeringsgatan 13, Helsingfors, Finland*
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*Landskrona, Sweden.*
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**Svensson, O. M.,**
*Sandhamn, Torhamns sn., Blekinge, Sweden.*
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**Svensson, S.,**
*Rotvik, Döderhult sn., Sweden.*
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**Svensson, S. A.,**
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**Svensson, Sven,**
*Karlshamn, Sweden.*
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**Svensson, W. A.,**
*Helsingfors, Finland.*
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**Sverige, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
*See* A. O. ANDERSSON.

**Sverige-Kontinenten, Rederiaktieb.,**
8, *Stadsgården, Stockholm, Sweden.*
*See* G. O. WALLENBERG.

**Sviberg, P. A., Jr.,**
*Åbo, Finland.*
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**Svinding, L. K.,**
*Æröskjobing, Denmark.*
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**Svinding, R. E.,**
*Æröskjobing, Denmark.*
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**Svithiod, Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
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**Svitzer's, Em. Z., Bjergnings Entreprise**
(Manager—Otto Hecksher),
*Copenhagen, Denmark.*
s. Danmark ..... 92
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**Svorono, Constantine, & Sons,**
*Taganrog, Russia.*
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**Svorono, Fotius C.,**
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**Svoronos, F. G.,**
*Cephalonia, Greece.*
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**Swain, James,**
*Green Creek, New Jersey, U.S.*
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**Swan Line, Ld.,**
*Newcastle-on-Tyne.*
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**Swan & Son,**
32, *South Street, New York, U.S.*
Charles A. Gilberg ..... 423
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Herbert Fuller ..... 697
J. B. Rabel ..... 389
John Swan ..... 628
Mannie Swan ..... 648
Mary C. Hale ..... 511
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*Kirkwall.*
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**Swansea Harbour Trustees,**
*Swansea Harbour Office, Swansea.*
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**Swansea Steam Fishing Boat Co., Ld.,**
15, *Temple Street, Swansea.*
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**Swansea Steam Trawling, Pure Ice & Cold Storage Co., Ld.,**
*Cambrian Chambers, Swansea; and Milford Haven.*
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**Swanson, Benjamin,**
*Geramont House, Sanday, Orkney.*
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**Swanston, W., & Sons,**
4, *Quayside, Newcastle-on-Tyne.*
s. Boldon ..... 678
s. Colstrup ..... 286
s. Dalton ..... 781
s. Holmside ..... 531

**Swanzy, F. & A.,**
147, *Cannon Street, London, E.C.*
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**Swayne & Hoyt,**
202, *California Street, San Francisco, Cal., U.S.*
Annie E. Smale ..... 746
s. Chico ..... 396
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**Sweasey, Richard,**
*Eureka, Humboldt co., California, United States.*
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**Sweers, Rudolf,**
*Veenhusen, Neermoor, Germany.*
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*Helsingborg, Sweden.*
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s. Emily ..... 696
(Rederiaktieb. Hercules.)
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s. Hermia ..... 940
s. Hording ..... 477
s. Jarl ..... 996

**Swetman, J. T.,**
*Box 139, Biloxi, Miss., U.S.*
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**Swett & Loop,**
*Berry Street, San Francisco, Cal., U.S.*
John A. ..... 268
Mabel Gray ..... 619
Virginia ..... 541

**Swinemünder Dampschiffs Actien Gesellschaft,**
*Swinemünde, Germany.*
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*62, John Street, Sunderland.*
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*Royal Dock, Grimsby.*
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**Sutherland, James,**
*Brockley Buildings, 51, South John Street Liverpool.*
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*Bridgwater, Somersetshire.*
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*Cape Town.*
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**Tacoma & Roche Harbor Line Co.,**
*Roche Harbor, Wash., U.S.*
William G. Irwin

**Taft, W. A.,**
*609, Exchange Building, Boston, Mass., U.S.*
William Churchill

**Taganrog Ironworks,**
*Taganrog, Russia.*
s. Alexander

**Tagieff, G. Z. A.,**
*Baku, Russia.*

**Tagieff, K. D.,**
*Baku, Russia.*
s. Bromor Vulkan

**Tahiar Kadiri,**
*Constantinople, Turkey.*

**Tahir Mehmet,**
*Dulcigno, Montenegro.*
Pervasi Bahri

**Tahir Mehmet Aga,**
*Dulcigno, Montenegro.*

**Tahir, Surda,**
*Dulcigno, Montenegro.*

**Taiko Kisen Kabushiki Kaisha,**
*Aza Mikura, Otsumachi, Shigagun, Prov. Omi, Japan.*
s. Kichisho Maru
s. Koriu Maru
s. Koshin Maru No. 2
s. Kosui Maru No. 2
s. Nagahama Maru
s. Taiko Maru
s. Taiko Maru No. 3
s. Taiko Maru No. 4

**Taikoo Sugar Refining Co., Ld.,**
*8, Billiter Square, London, E.C.*
*See* J. SWIRE & SONS.

**"Taimi" Aktiebolaget,**
*Wiborg, Finland.*
Net Tons

**Tait, Elizabeth (Mrs.),**
*Scalloway, Shetland*
William Martin

**Tait & Mills,**
*Napier, N.Z.*

**Taiwan Sotokufu,**
*Tansui, Formosa.*
s.

**Taiyo Shosen Kabushiki Kaisha,**
*Osaka, Japan.*
s. Furo Maru

**Takagi Shichigoro,**
*Yokohama, Japan.*
s. Mikuni Maru

**Takahashi Fukutaro,**
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**Takata & Co.,**
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**Takata Shinzo,**
1, *Yurakucho, Ichome, Kojimachiku, Tokio, Japan.*
s. Seitoku Maru

**Takata Yoshimaru,**
*Osaka, Japan.*
s. Masayoshi Maru

**Taku Tug & Lighter Co., Ld.,**
*Queen's Road, Hong Kong.*
Alzerine
s. Chin Lung
Chinshan
s. Fa Wah
s. Fa Yuen
s. Hai Sheen
Kaitai
s. Pathfinder
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**Talbot Steam Ship Co., Ld.,**
*Smyrna.*
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**alkna Hvalstation,**
*Haugesund, Norway.*
*See* E. LINDÖE.

**Talley, A. G.,**
*Baltimore, U.S.*
George C. A. Travers

**Talon, Emile,**
*Rue de la Republique, 28, Marseilles, France.*
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**Tamelander, O.,**
*Mariehamn, Finland.*
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**Tamesuke Ohonishi,**
*Osaka, Japan.*
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**Tamura Yoshichi,**
*Hakodate, Japan.*
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**Tan Ah Choon,**
*Riouw, Dutch E. Indies.*
s. Isabella

**Tan Auco,**
*48, Calle Nueva, Manila, Philippine Islands.*
s.

**Tan Chee Kong,**
*Tanjong Pinang, Riouw, Dutch E. Indies.*
s. Betsy

**Tan Hap Seng,**
s. Flevo
s. Giang Ann
s. Giang Bee
s. Giang Seng

**Tan Keong Kiam,**
6, *Tranquerah Street, Singapore.*
s. Kheng Seng

**Tan Kim Seang,**
*Bangkalan, Madura.*
Argo

**Tan Yong Siack,**
71, *Boat Quay, Singapore.*
s. Ban Seng Guan
s. Ban Whatt Soon

**Tanaka, M.,**
*Osaka, Japan.*
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**Tanjong Pagar Dock Co., Ld.,**
*Singapore.*

**Tannone, Alfonso,**
*Salerno, Italy.*

**Tanshu Kisen Goshi Kaisha,**
*Miyazu, Yoshagun, Prov. Tango, Japan.*
s. Miyazu Maru
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**Tansui Custom House.**
*Formosa.*
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**Tapley Bros.,**
*Indiantown, St. John, N.B.*
s. Champion
s. Hope
s. King

**Tapley, L. H.,**
*Dunedin, N.Z.*
(Southland Steam Shipping Co., Ld.)
s. Rose Casey

**Taraldsen, C.,**
*Arendal, Norway.*

**Taranaki Collieries, Ld.,**
38, *Pitt Street, Sydney, N.S.W.*

**Taranger, Nils,**
*Staats, pr. Kragerö, Norway.*

**Tarasoff, N.,**
*Lovisa, Finland.*
Dorothea
Tjorimai

**Tasaka Hatsutaro,**
*Aikawa, Japan.*

**Tassara, Agostino, fu L.,**
*Recco, Italy.*

**Tassi, P.,**
*Leghorn, Italy.*

**Tate, A., & Co.,**
37, *Side, Newcastle-on-Tyne.*
(Tate Steamers Co., Ld.)
s. Firth of Dornoch

**Tate, J. M.,**
*New York, U.S.*
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s. désigne les Vapeurs.

### Tate Steamers Co., Ld.
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### Tatem, W. J., & Co.,
*Phœnix Buildings, Mount Stuart Square, Cardiff.*

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| s. Torridge | 2471 |
| s. Westward Ho | 2218 |
| s. Wooda | 2469 |

### Tatsuma Yohei,
*Naruwomura Mukogun, Prov. Settsu, Japan.*

| | |
|---|---|
| Higashi Maru | 494 |

### Taulane, E. G.,
330, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Charles K. Nichols | 772 |
| J. Carlton Hudson | 825 |
| John D. Paige | 3[illegible] |
| William T. Parker | 170 |

### Taulane, Estate of G.,
330, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Abbie H. Gheen | 253 |
| Grace Seymour | 493 |

### Tavera, Jacques,
86, *Cours Napoleon, Ajaccio, Corsica.*

| | |
|---|---|
| Marie Jéromine | 117 |

### Tay Passenger Steamship Co., Ld.,
69, *Reform Street; and 1, Commercial Street, Dundee.*
*See* D. EDWARDS.

### Tay Trawling Co., Ld.,
18, *Meadowside, Dundee.*
*See* R. COOK.

### Taylor, Allen,
*Annandale, Sydney, N.S.W.*

| | |
|---|---|
| s. Tuncurry | 92 |
| s. Wootton | 99 |

### Taylor, E.,
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Charles Lawrence | 414 |

### Taylor, H. L.,
*Auckland Road, Fish Docks, Grimsby.*

| | |
|---|---|
| s. Czarina | 65 |
| s. Eagle | 7[illegible] |
| s. Emu | 63 |
| s. Falcon | 62 |
| s. Kimberley | 63 |
| s. Ostrich | 63 |
| s. Rhodesia | 64 |

### Taylor, J. W.,
34, *West Sunniside, Sunderland.*

| | |
|---|---|
| Alice H. | 175 |
| Lord Alcester | 133 |

### Taylor (Jenneson) & Co.,
36, *West Sunniside, Sunderland.*

| | Net Tons |
|---|---|
| s. Adelina Patti | 1989 |
| s. Mendelssohn | 1668 |
| s. Palestrina | [illegible] |
| s. Wagner | [illegible] |
| (Orpheus Shipping Co., Ld.) | |
| s. Beethoven | 2415 |

### Taylor, John,
*Woodbine Street, Sunderland.*

| | |
|---|---|
| s. Defiance | 21 |

### Taylor, Joseph,
*Crosshall, Lathom, Lancs.*

| | |
|---|---|
| Harvest Home | 79 |

### Taylor, Robert,
57, 59 & 61, *Yeaman Shore, Dundee.*

| | |
|---|---|
| s. Alice Taylor | 277 |

### Taylor, S.,
*St. Peter Port, Guernsey.*

| | |
|---|---|
| Agenora | 201 |
| City Merchant | 60 |
| Morning Star | 241 |

### Taylor & Sanderson,
34, *West Sunniside, Sunderland.*
(Taylor & Sanderson Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Britannia | 2077 |
| s. Coronation | 2476 |
| s. Empress | 1283 |
| s. J. W. Taylor | 1797 |
| s. John Sanderson | 2000 |
| s. Peeress | 1500 |
| s. Queen | 1113 |
| s. Thornhill | 2000 |
| s. Universal | 810 |

### Taylor & Sanderson Steam Shipping Co., Ld.
*See* TAYLOR & SANDERSON.

### Taylor, Staff & Bernstein,
*Grimsby.*

| | |
|---|---|
| s. Natal | 68 |

### Taylor, W. O., & Co.,
83, *Commercial Street, Dundee.*
(Dundee Shipowning Co., Ld.)

| | |
|---|---|
| Glenafton | 1109 |
| Glenclova | 2246 |
| Glenesk | 1267 |
| Glenfarg | 851 |
| Glenfyne | 913 |
| Glenmark | 1250 |
| Glenshee | 849 |

### Tazaka, H.,
*Tokio, Japan.*

| | |
|---|---|
| s. Kotohira Maru | 100 |

### Tchaoussoglou, Georgiadis,
*Constantinople, Turkey.*

| | |
|---|---|
| Cablan | 504 |

### Tear, Horst & Pichel,
*Arensburg, Russia.*

| | |
|---|---|
| Emma | 230 |

### Tear, J.,
*Arensburg, Russia.*

| | |
|---|---|
| Pauline | 115 |

### Tedcastle, McCormick & Co., Ld.,
12, *Great Brunswick Street, Dublin.*

| | Net Tons |
|---|---|
| s. Adela | 303 |
| s. Blackrock | 187 |
| s. Blackwater | 304 |
| s. Cumbria | 171 |
| s. Dublin | 272 |
| s. Eblana | 366 |

### Tees Conservancy Commissioners,
*Middlesbro'-on-Tees.*

| | |
|---|---|
| s. Isaac Wilson | 35 |
| s. Prince of Wales | 25 |
| s. Sir Joseph Pease | 24 |
| s. T.C.C. Dredger No. 6 | 181 |
| s. T.C.C. Hopper No. 1 | 392 |
| s. T.C.C. Hopper No. 2 | 392 |
| s. Universe | 35 |
| s. William Fallows | 34 |
| s. William Hanson | [illegible] |

### Tefft, O. H.,
*Westerly, Rhode Island, U.S.*

| | |
|---|---|
| Anthony Burton | 151 |
| Bertha | 153 |
| James Parker, Sr | 111 |

### Teiga, J., Jun.,
*Aveiro, Portugal.*

| | |
|---|---|
| D. Generosa (gross) | 114 |

### Teixeira, A. de Jesus,
*Rua de Bellomonte 81, Oporto, Portugal.*

| | |
|---|---|
| Modelo | 130 |

### Teixeira, M. P., & J. A. da Silva,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Fluminense | 956 |

### Telegraph Construction & Maintenance Co., Ld.,
38, *Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Anglia | 4055 |
| s. Colonia | 4377 |
| s. Seine | 1978 |

### Telenius, J.,
*Raumo, Finland.*

| | |
|---|---|
| Stisti | 303 |

### Tellefsen, Gunder,
*Fevig, near Grimstad, Norway.*

| | |
|---|---|
| Hilding | 230 |

### Tellefsen, O. J.,
*Grimstad, Norway.*

| | |
|---|---|
| Bonden | 327 |
| 17 de Mai | 449 |

### Tellet & Willcock,
79, *West Regent Street, Glasgow.*

| | |
|---|---|
| s. Ravensheugh | 1116 |

### Telscombe Steam Shipping Co., Ld.,
4, *Quayside, Newcastle-on-Tyne.*
*See* P. STRANGE & CO.

### Temon Steam Ship Co., Ld.,
3, *Cail's Buildings, Newcastle-on-Tyne.*
*See* E. R. NEWBIGIN.

### Temperley, J., & Co.,
72, *Bishopsgate Street Within, London, E.C.*
(Temperley Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Melbridge | 855 |
| s. Trowbridge | 2400 |
| s. Weybridge | 1604 |
| s. Woodbridge | 2331 |

### Tempus Shipping Co.,
*Cardiff.*

| | Net Tons |
|---|---|
| s. Tempus | [illegible] |

### Tenger, C. F.,
*Westervik, Sweden.*

| | |
|---|---|
| s. Tjust | 182 |

### Tenison, H. H.,
*Pernau, Russia.*

| | |
|---|---|
| Lucas | 203 |

### Teoh Teow Peng,
27, *Beach Road, Singapore.*

| | |
|---|---|
| s. Banka | 127 |

### Terjesen, O.,
*Lillesand, Norway.*

| | |
|---|---|
| Kepha | 451 |
| Victor | 532 |

### Terkelsen, J.,
*Arendal, Norway.*

| | |
|---|---|
| Diamanten | 291 |

### Terminal S.S. Co., Ld.,
*Vancouver, B.C.*

| | |
|---|---|
| s. Britannia | 222 |

### Terneuzen & Co.,
*Terneuzen, Holland; and at 3, Rue Venus, Antwerp, Belgium.*
*See* VAN YSSELSTEYN & FILS

### Terrasson, Marcel,
*Rue Marignan, Noumea, New Caledonia.*

| | |
|---|---|
| s. Cagau | 73 |

### Terrin, A.,
67, *Rue Plumier, Marseilles, France.*

| | |
|---|---|
| s. Rosario | 118 |

### Terrizzano, E.,
*Calle Reconquista 700, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Agostino Terrizzano | 1246 |

### Terrizzano, F.,
*Porto Maurizio, Italy.*

| | |
|---|---|
| François et Marie | 129 |
| Iniziativa | 278 |
| Pauline Jeanne | 176 |

### Terry, Frank K.,
*Rockhampton.*

| | |
|---|---|
| Waterwitch | 165 |

### Tertia, Acties.,
*Tönsberg, Norway.*
*See* J. BULL.

### Tesnier, Vve.,
*Rue de Mer, Fécamp, France.*

| | |
|---|---|
| Saint Lucien | 101 |

### Tétard, F.,
60, *Rue du Moulin à Vapeur, Boulogne, France.*

| | |
|---|---|
| Eugénie | 118 |

### Tétard-Gournay,
70 & 72, *Rue du Moulin à Vapeur, Boulogne, France.*

| | Net Ton |
|---|---|
| Fulton | [illegible] |
| Jeanne et André | [illegible] |

### Teutonia, Rederiaktiebolaget,
*Gothenburg, Sweden.*
*See* E. ROBERG.

### Texas Co., The,
*Beaumont, Texas, U.S.*

| | |
|---|---|
| Providence | 1651 |
| s. Florida | 1052 |

### Texas Oil & Transit Co.,
*Galveston, U.S.*

| | |
|---|---|
| s. Charles Clarke | 114 |

### Texeira, Armindo,
*Para, Brazil.*

| | |
|---|---|
| s. Baixo Purus | 81 |

### Thackeray, Henry,
*Brooklyn, U.S.*

| | |
|---|---|
| Joseph Grice | 223 |

### Thackray, Henry,
*Tockwith, Leeds, Yorkshire.*

| | |
|---|---|
| Chanticleer | 301 |
| Oliver | 130 |
| Wilhelmine | 339 |

### Thalberg, S.,
*Aalesund, Norway.*

| | |
|---|---|
| s. Reform | 17 |

### Thalin, Rob.,
11, *Birger Jarlsgatan, Stockholm, Sweden.*

| | |
|---|---|
| Fidelio | 1130 |

### Tham, P.,
*Oxelösund, Sweden.*
(Oxelösunds Rederiaktieb.)

| | |
|---|---|
| s. Mineral | 930 |
| s. Start | 930 |

### Tham, V. H. S.,
2, *Rosenbad, Stockholm, Sweden.*
(Rederi Aktieb. Luleå-Gfoten.)

| | |
|---|---|
| s. Anna | 1414 |
| s. Jemtland | 1342 |
| s. Max | 1433 |

### Thames, Conservators of the River,
*Victoria Embankment, London.*

| | |
|---|---|
| s. Thames Conservancy Hopper No. 3 | 321 |
| s. Thames Conservancy Hopper No. 4 | 321 |

### Thames Ferry Co.,
*New London, Conn., U.S.*

| | |
|---|---|
| s. Nonowantuc | 136 |

### Thames Steamboat Co. (1897), Ld.
(Manager, A. DOE),
17, *Philpot Lane, London, E.C.*

| | |
|---|---|
| s. Cardinal Wolsey | 93 |
| s. Orchid | 85 |
| s. Palm | 84 |
| s. Stour | 71 |
| s. The Mermaid | 119 |

s. signifies Steamer.

### Thames Tow Boat Co.,
*New London, Conn., U.S.*

| | Net Tons |
|---|---|
| s. America | 126 |
| s. Aries | 57 |
| [illegible] | 463 |
| s. [illegible]trude | 61 |
| s. Harold | 97 |
| Hope | 427 |
| Hornet | 536 |
| Laurence | 427 |
| Majestic | 1033 |
| Marion Chappell | 1484 |
| s. Minnie | [illegible] |
| s. Nathan Hale | 150 |
| s. Paul Jones | 515 |
| s. R. M. Waterman | 74 |
| Theodora Palmer | 910 |
| Vasty | 373 |
| Virginia Palmer | 777 |
| Volunteer | 770 |
| [illegible] | [illegible] |

### Thayer, H. M.,
*Stonington, Me., U.S.*

| | |
|---|---|
| Loduskin | 103 |

### Thayer, J. E.,
28, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Pyrenees | 2160 |

### Theall, J. B.,
*Chelsea, Mass., U.S.*

| | |
|---|---|
| Ruth Robinson | 452 |

### Theall, S. W.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Charles L. Jeffroy | 206 |

### Thebideau, T. N.,
*Fall River, Mass., U.S.*

| | |
|---|---|
| William R. Huston | 321 |

### Theodoru, T. J.,
*Syra, Greece.*

| | |
|---|---|
| Agios Nicolaos | 434 |

### Theofani, F.,
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Feodor Theofani | 285 |

### Theofani, F., & I. Frangopulo,
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Negroponte D. | 249 |

### Theofani, Th. A.,
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Pericles | 177 |

### Theophilatos, Antonios N.,
18, *Amalia Avenue, Athens, Greece.*

| | |
|---|---|
| s. Istros | 1303 |
| s. Princess Sophia | 1491 |

### Theophile, Mendonça & Co.,
*Para, Brazil.*

| | |
|---|---|
| s. Rio [illegible] | [illegible] |

### Theophylatos, C.,
*St. Petersburg, Russia.*

| | |
|---|---|
| s. [illegible] | [illegible] |

### Thesen & Co.,
10, *Loop Street, Cape Town, S. Africa.*

| | Net Tons |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |

### Thian, Maria, nata Barac,
*Buccari, Hungary.*

| | |
|---|---|
| Maria T. | [illegible] |

### Thibaudeau, J. V. R.,
*Port Neuf, Canada.*

| | |
|---|---|
| [illegible] | [illegible] |

### Thiman, O.,
*Oscarshamn, Sweden.*

| | |
|---|---|
| [illegible] | 167 |

### Thin, E. C.,
21, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Tresco | 1681 |
| s. Trojan | [illegible] |
| (Steamship "Glenfyne" Co., Ltd.) | |
| s. Tropic | 3340 |

### Thom & Cameron, Ld.,
93, *Cheapside Street, Glasgow.*

| | |
|---|---|
| Achnashie | 2334 |
| Helensburgh | 1620 |
| Rahane | 1649 |
| Shandon | 1397 |

### Thom, Robert,
*Barremman, Roseneath, Dumbartonshire.*

| | |
|---|---|
| s. Barmore | 49 |

### Thomae, F. W. E.,
256, *Grosse Berystrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Elise | 29 |
| s. Fritz | 33 |
| s. Lily | 28 |
| s. Otto | [illegible] |

### Thomae, Gebr.,
10, *Gr., Bäckerstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Falke | 30 |

### Thomas, David C., & Son,
26, 27, & 28, *Billiter Street, London, E.C.*

| | |
|---|---|
| s. City of Brussels | 167 |
| s. City of Charleroy | 193 |
| s. City of London | [illegible] |

### Thomas (Evan), Radcliffe & Co.,
4, *Dock Chambers, Cardiff.*

| | |
|---|---|
| s. Anne Thomas | [illegible] |
| s. Anthony Radcliffe | [illegible] |
| s. Douglas Hill | [illegible] |
| s. Dunraven | [illegible] |
| s. Ethel Radcliffe | [illegible] |
| s. [illegible] | [illegible] |
| s. Gwenllian Thomas | [illegible] |
| s. Iolo Morganwg | [illegible] |
| s. Jane Radcliffe | [illegible] |
| s. Llanberis | [illegible] |
| s. Llandrindod | [illegible] |
| s. Llandudno | [illegible] |
| s. Llangollen | [illegible] |
| s. Llangorse | [illegible] |
| s. Llanishen | [illegible] |
| s. Llanover | [illegible] |
| s. Manchester | [illegible] |
| s. Mary Thomas | [illegible] |
| s. Paddington | [illegible] |
| s. Sarah Radcliffe | [illegible] |
| s. Swindon | [illegible] |
| s. Wimborne | [illegible] |
| s. [illegible] | [illegible] |
| [illegible] | [illegible] |
| s. Hanley | [illegible] |

### Thomas, F. R. & J. L.,
*Exeter.*

| | Net Tons |
|---|---|
| Buttercup | [illegible] |

### Thomas, James,
155, *Charles Street, Milford Haven.*

| | |
|---|---|
| s. Alexandra | [illegible] |
| s. Victoria | [illegible] |

### Thomas, John,
9, *Sea View Place, Aberystwith.*

| | |
|---|---|
| Morning Star | [illegible] |

### Thomas, M., & Son,
*Mercantile Chambers, James Street, Bute Docks, Cardiff.*

| | |
|---|---|
| (M. Thomas & Son Shipping Co., Ltd.) | |
| s. Dunraven | [illegible] |
| [illegible] | [illegible] |
| s. Ragusa | [illegible] |
| s. Trafalgar | [illegible] |

### Thomas, Martin,
*Park Place, Wadebridge, Cornwall.*

| | |
|---|---|
| Guiding Star | [illegible] |
| Maggie | [illegible] |
| Snow Flake | [illegible] |

### Thomas, P., & Co.,
40, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| (Iris S.S. Co., Ltd.) | |
| s. Devonia | [illegible] |
| (Westfield S.S. Co., Ltd.) | |
| s. Ada | [illegible] |

### Thomas, Richard,
37, *Pendre, Cardigan.*

| | |
|---|---|
| Sarah Ann | 24 |

### Thomas, Robert, & Co.,
*Richmond Buildings, 26, Chapel Street, Liverpool.*

| | |
|---|---|
| Caldwyn | [illegible] |
| Conway Castle | [illegible] |
| Criccieth Castle | [illegible] |
| Dentraeth Castle | [illegible] |
| Elgyfed | [illegible] |
| Elwen | [illegible] |
| Gwrtheyrn Castle | [illegible] |
| Gwydyr Castle | [illegible] |
| Harlech Castle | [illegible] |
| Maelgwyn | [illegible] |
| Marathon | [illegible] |
| Nebbishield | [illegible] |
| Penrhyn Castle | [illegible] |
| Queen of Cambria | [illegible] |
| Rhuddlan Castle | [illegible] |

### Thomas & Stephens,
*Cardiff.*

| | |
|---|---|
| s. Porthcawl | [illegible] |

### Thomas, Thomas,
*St. Ives, Cornwall.*

| | |
|---|---|
| Harvest Home | [illegible] |

### Thomas, Thomas,
*Place, Aberporth, Cardiganshire.*

| | |
|---|---|
| A T | [illegible] |

### Thomas, W.,
12, *Erisey Terrace, Falmouth.*

| | |
|---|---|
| s. Victor | 17 |

### Thomas, W., & Co.,
14, *Water Street, Liverpool.*

| | Net Tons |
|---|---|
| Aled Alaw | 1947 |
| Cambrian Chieftain | [illegible] |
| Cambrian Hills | [illegible] |
| Cambrian Monarch | [illegible] |
| Cambrian Princess | [illegible] |
| Cambrian Warrior | 1791 |
| s. Consols | 2214 |
| County of Anglesea | 993 |
| County of Cardigan | 1230 |
| County of Flint | [illegible] |
| County of Merioneth | 1013 |
| Crocodile | [illegible] |
| s. Hemisphere | 9230 |
| s. Imperial | 2470 |
| James Kerr | 2281 |
| Kate Thomas | 1597 |
| s. Maritime | [illegible] |
| Metropolis | 1697 |
| Pengwern | 1492 |
| Principality | 1535 |
| Province | [illegible] |
| s. Treasury | [illegible] |
| (Dominion Ship Co., Ltd.) | |
| Maréchal Suchet | 1735 |
| Wynnstay | 1573 |
| (Menai Ship Co., Ltd.) | |
| Boadicea | 1894 |
| (Ogwen Ship Co., Ltd.) | |
| Colony | [illegible] |
| (William Thomas Liverpool S.S. Co., Ltd.) | |
| s. Royal | 2497 |

### Thomas, W., & Sons,
*Amlwch, Anglesea.*

| | |
|---|---|
| Gaelle | 174 |
| Lady Neave | 79 |
| Meyric | 198 |

### Thomas, Walter, S.S. Co., Ld.,
4, *Dock Chambers, Cardiff.*

*See* EVAN THOMAS, RADCLIFFE & CO.

### Thomas, William,
*Amlwch, Anglesea.*

| | |
|---|---|
| Hodbarrow Miner | 99 |

### Thomas, William, Liverpool S.S., Co., Ld.,
*See* W. THOMAS & CO.

### Thomasen, T. M.,
*Mell-bakken, Mandal, Norway.*

| | |
|---|---|
| Unlal | 848 |
| Elegance | 61 |
| Fiskakonan | 132 |
| Kathleen | 351 |

### Thomasson, O.,
*Simrishamn, Sweden.*

| | |
|---|---|
| Ydun | 135 |

### Thomazeau, J., & Co.,
*Quai Duguay Trouin, St. Malo, France.*

| | |
|---|---|
| Courlis | [illegible] |
| Joseph & Claude | 164 |
| Quatre Frères | 148 |
| Saint Michel | 110 |

### Thomel, Andreas,
*Schiffstrasse No. 16, Riga, Russia.*

| | |
|---|---|
| Fortuna | 175 |

### Thommesen, T., & Son,
*Arendal, Norway.*

| | |
|---|---|
| Ajax | 742 |
| [illegible] | [illegible] |
| Alkor | 248 |
| Azha | [illegible] |
| Embla | 513 |
| Havre | 311 |
| Leto | 557 |
| s. Njord | 254 |
| Ragna | 493 |
| Rana | 260 |
| Regia | 426 |
| s. Samson | [illegible] |
| Sibal | [illegible] |
| Subra | [illegible] |
| s. Tholma | 1197 |
| Vivax | 1016 |
| Zanrak | [illegible] |

### Thompson, A. P.,
*Matawan, N.J., U.S.*

| | Net Tons |
|---|---|
| Marjory Brown | 1032 |

### Thompson, Anderson & Co.,
*Fenwick Chambers, Fenwick Street, Liverpool.*

(Sierra Shipping Co., Ltd.)

| | |
|---|---|
| Sierra Cadona | [illegible] |
| Sierra Leonan | [illegible] |
| [illegible] Miranda | [illegible] |
| s. Sierra Morena | [illegible] |

### Thompson, Charles,
48, *Heion Road, Hull.*

| | |
|---|---|
| Cook o' the North | 207 |
| Dana | 153 |
| Harriet Thompson | 169 |
| Joan Anderson | 178 |
| Morton Castle | [illegible] |
| Our Boys | 72 |
| Pet | 146 |

### Thompson, Elliott & Co.,
*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Berkshire | 1478 |
| (Wiltshire Steam Shipping Co., Ld.) | |
| s. Lord Antrim | 1954 |

### Thompson, Geo., & Co.,
(ABERDEEN LINE).

60, *Marischal Street, Aberdeen: and 7, Billiter Square, London, E.C.*

| | |
|---|---|
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Damascus | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Moravian | [illegible] |
| s. Nineveh | [illegible] |
| s. Salamis | [illegible] |
| s. Sophocles | [illegible] |
| Strathdon | [illegible] |

### Thompson, Henry I.,
7, *Rumford Street, Liverpool.*

| | |
|---|---|
| s. Constance | [illegible] |

### Thompson, J. R., & Co.,
38, *Saville Street, South Shields.*

(United Towing Co., Ltd.)

| | |
|---|---|
| s. Punch (gross) | 117 |
| s. Wanderer | [illegible] |

### Thompson, Richard,
2, *Eastbourne Terrace, West Hartlepool.*

| | |
|---|---|
| s. Hypatia | [illegible] |

### Thompson, S. K. J.,
*New York, U.S.*

| | |
|---|---|
| William Neely | [illegible] |

### Thompson Steam Shipping Co.,
110, *High Street, Sunderland.*

*See* W. T. THOMPSON & CO.

### Thompson, Stephen C.,
*Matawan, N.J., U.S.*

| | |
|---|---|
| Clifford N. Carver | [illegible] |
| Frederic A. Duggan | [illegible] |

### Thompson, T., & Son,
65, *Quayside, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Coaster | 83 |
| s. James Tennant | 121 |
| Lela | 140 |
| s. T. W. St... | 83 |
| s. Vigilant | [illegible] |

### Thompson, Thomas,
*Heath Villas, Halifax, Yorkshire.*

| | |
|---|---|
| Oakhurst | 1032 |

### Thompson, V. T., & Co.,
110, *High Street, Sunderland.*
(Thompson Steam Shipping Company.)

| | |
|---|---|
| s. Carham | [illegible] |
| s. Durham | 1936 |
| s. Farnham | 1934 |
| s. Langham | 1764 |

(Welbeck Shipping Co., Ld.)

| | |
|---|---|
| s. Albireo | 79[illegible] |
| s. Fenham | 776 |

(Welfare Shipping Co., Ld.)

| | |
|---|---|
| s. Royal Standard | 790 |

(Welford Shipping Co., Ld.)

| | |
|---|---|
| s. Bedale | 749 |

### Thompson, Wm. G.,
*Dennisville, N.J., U.S.*

| | |
|---|---|
| Emily S. Baymore | 226 |

### Thomson & Baxter,
13, *Bridge Street, Aberdeen.*
(Clan Steam Trawling Co., Ld.)

| | |
|---|---|
| s. Clan Forbes | 41 |
| s. Clan Gordon | 43 |
| s. Clan Grant | 42 |

### Thomson, Dickie & Co.,
17, *Royal Exchange Square, Glasgow.*
("Maiden City" Line.)

| | |
|---|---|
| Arranmore | 1782 |
| Craigmore | 1927 |
| Largiemore | 1736 |

### Thomson & Findlay,
107, *Seatown, Cullen, Banffshire.*

| | |
|---|---|
| s. Hyssop | 17 |

### Thomson, J.,
*Citadel Station, Carlisle.*
(Portpatrick & Wigtonshire Railways Joint Committee.)

| | |
|---|---|
| s. Princess Beatrice | 337 |
| s. Princess Maud | 570 |
| s. Princess May | 368 |
| s. Princess Victoria | 369 |

### Thomson, J. D.,
105, *West George Street, Glasgow.*

| | |
|---|---|
| Earl of Dunmore | 2205 |
| Hampton | 1579 |
| Slieve Bawn | 1749 |

### Thomson, John, jun.,
49, *West George Street, Glasgow.*

| | |
|---|---|
| Gowanbank | 1068 |
| Winterburn | 1875 |

### Thomson, Pardon G.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Joseph G. Dean | 154 |
| Warren B. Porter | 311 |

### Thomson, Thomas C.,
*Mobile, Ala., U.S.*

| | Net Tons |
|---|---|
| Bartholdi | 299 |

### Thomson, W. & R.,
*Mersey Chambers, Liverpool.*
(Belgium Steam Nav. Co. Ld.)

| | |
|---|---|
| s. Bel[illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. [illegible] | [illegible] |
| s. Simoom | [illegible] |
| s. Sirocco | [illegible] |

### Thomson, William,
*Pringle Street, Buckie, Banff.*

| | |
|---|---|
| s. Guido Me | [illegible] |

### Thomson, William, & Co.
(BEN LINE),
28, *Bernard Street, Leith.*

| | |
|---|---|
| s. Benalder | [illegible] |
| s. Benarty | [illegible] |
| s. Bencleuch | [illegible] |
| s. Bengloe | [illegible] |
| s. Benlarig | [illegible] |
| s. Benlomond | [illegible] |
| s. Benmohr | [illegible] |
| s. Ben Venue | [illegible] |
| s. Benvorlich | [illegible] |
| s. Moscow | [illegible] |
| s. Petersburg | [illegible] |
| s. Reval | [illegible] |

### Thomson, William, & Co.,
*St. John, N.B.*

| | |
|---|---|
| s. Albuera | 2259 |
| s. Cheronea | 2060 |
| s. Cunaxa | 2043 |
| s. Eretria | 2255 |
| s. Himera | 2351 |
| Katahdin | 1145 |
| s. Leuctra | 1950 |
| s. Mantinea | 1737 |
| s. Nemea | 2259 |
| s. Pandosia | [illegible] |
| s. Pharsalia | [illegible] |
| s. Platea | [illegible] |
| s. Pydna | [illegible] |
| s. Sellasia | [illegible] |
| s. Tanagra | [illegible] |
| s. Trebia | [illegible] |

### Thomson, William, & Sons,
7, *Ward Road, Dundee.*

| | |
|---|---|
| s. Bellona | 1864 |
| s. Cheyenne | 2 72 |
| s. Dovona | [illegible] |
| s. Escalona | [illegible] |
| s. Fremona | [illegible] |
| s. Hurona | [illegible] |
| s. Iona | [illegible] |
| s. Jacona | [illegible] |
| s. Kildona | [illegible] |

### "Thor," Ångf. Aktieb.,
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

### Thorberntson, J.,
*Möllosund, Morlandra sn., Sweden.*

| | |
|---|---|
| Preference | 191 |

### Thorbjörnsen, Ch.,
*Christiania, Norway.*

| | |
|---|---|
| s. Constance | 367 |

### Thorbjörnsen, S.,
*Christiania, Norway.*

| | |
|---|---|
| Ellen Grant | 545 |

### Thorbourn, George J.,
*Sand Point, Shelburne, N.S.*

| | |
|---|---|
| Harry Troop | 199 |

### Thorburn, C.,
*Kasen, Bälve sn., Sweden.*
(Rederiaktieb. Avena.)

| | Net Tons |
|---|---|
| s. Avena | 406 |
| s. Pollux | 675 |

### Thorburn, Sir R., K.C.M.G.,
*St. John's, N.F.L.*

| | |
|---|---|
| Belle of the Exe | 233 |
| Olinda | 193 |

### Thore, A. A.
*Tranekärr, Jonstorp, Sweden.*
(Agents in England—Metcalfe, Simpson & Co., West Hartlepool)

| | |
|---|---|
| s. Bothnia | 1076 |
| Förening | [illegible] |
| Jonstorp | [illegible] |
| s. Mongolia | [illegible] |

(Ångf. Aktieb. "Skeldervik.")

| | |
|---|---|
| s. Mercia | 652 |

### Thore, Acties. Dampsk.,
*Havnegade 13, Copenhagen, Denmark.*
*See* T. E. TULINIUS.

### Thoresen, C. A.,
*Drammen, Norway.*

| | |
|---|---|
| s. Fram | 89 |

### Thoresen, Otto,
*Raadhusgaden 9, Christiania, Norway.*

| | |
|---|---|
| s. Activ | [illegible] |
| s. Glanwern | 571 |
| s. Skuld | 1132 |
| s. Solferino | 727 |

(Dampskibsacties. Otto Thoresens Linie.)

| | |
|---|---|
| s. Salamanca | 590 |
| s. Sardinia | 711 |
| s. Sezovia | 873 |
| s. Setuba | 753 |
| s. Sevilla | 597 |
| s. Sicilia | 722 |
| s. Stralsund | 298 |
| s. Stromboli | 824 |
| s. Sulitjelma | 652 |

(Actieselskabet Otto Thoresens Spanske Linie.)

| | |
|---|---|
| s. Santiago | 881 |

### Thorgrimsen, C.,
*Christianssand, Norway.*

| | |
|---|---|
| Ingra | 543 |

### Thorman, Robert,
47, *John Street, Sunderland.*

| | |
|---|---|
| s. Dawdon | [illegible] |

### Thorne, Johan,
*Dilling Station, Norway.*

| | |
|---|---|
| Hefni | 799 |
| Hövding | 1137 |

### Thorngren, C.,
*Linköping, Sweden.*
(Linköpings Nya Rederi Aktieb.)

| | |
|---|---|
| s. Linkoping | 163 |

### Thornley, H.,
*Pendlebury, Manchester; & Douglas, Isle of Man.*

| | |
|---|---|
| s. Sarah Blanche | [illegible] |

### Thörnroos, A. K.,
*Brandö Lappo, Aland, Finland.*

| | |
|---|---|
| Flink | 196 |

### Thorsen, H.,
*Heroen, Porsgrund, Norway.*

| | Net Tons |
|---|---|
| Anne Marie | 389 |
| s. Frost | [illegible] |
| Heroen | 403 |

### Thorsen, Thv.,
*Guldsmedengen, Hisö, Nedenes, Norway.*

| | |
|---|---|
| Bygdo | 495 |
| Hardi | 317 |

### Thorsson, O. H.,
*Skillinge, Sweden.*

| | |
|---|---|
| Petronella | 141 |

### Thorsson, P.,
*Kivik, Sweden.*

| | |
|---|---|
| Elsa | 543 |
| Emelie | 220 |
| Johanna | 151 |
| Thor | 233 |
| Wera | 653 |

### Thousand Isles Steamboat Co.,
*Cape Vincent, N.Y., U.S.*

| | |
|---|---|
| s. New York | 131 |

### Thrower, Ernest S.,
26, *David Street, Grimsby.*

| | |
|---|---|
| s. Victory | 64 |

### Thubé-Lourmand, G.,
*Nantes, France.*

| | |
|---|---|
| Alice | 107 |

### Thuestad, O.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Trafik | 129 |

### Thule, Ångfartygs Aktieb.,
*Gothenburg, Sweden.*
*See* O. MELIN.

### Thulin, C. G.,
34, *Skeppsbron, Stockholm, Sweden*

| | |
|---|---|
| Augusta | 136 |
| s. Rurik | 224 |

(Rederiaktieb. Bredablick.)

| | |
|---|---|
| s. Bifrost | 1301 |

(Rederibolaget Ros[illegible].)

| | |
|---|---|
| s. Erik | 334 |

### Thuresson, T. R.,
*Sundsvall, Sweden.*
(Sundsvall-Vasa Ångf. Aktieb.)

| | |
|---|---|
| s. J. L. Runeberg | 343 |

### Thurö, H.,
*Thurö, Denmark.*

| | |
|---|---|
| Dannebrog | 126 |

### Tiainen, D.,
*Sordavala, Finland.*

| | |
|---|---|
| Lellu | 236 |

### Tiberghien, C., & fils,
*Tourcoing, France.*

| | |
|---|---|
| s. Charles Tiberghien | [illegible] |
| Elisabeth | [illegible] |

### Tice, C. J.,
17, *Battery Place, New York, U.S.*

| | |
|---|---|
| Josephus | 1340 |

### Tice Towing and Transportation Line,
*Room 192, No. 1, Broadway, New York, U.S.*

| | Net Tons |
|---|---|
| Davidson | 921 |
| E. W. Stetson | 1085 |
| Ma[illegible] | 1014 |
| s. Patience | 198 |
| s. Prudence | 194 |
| s. R. B. Little | 58 |
| Samuel D. Carleton | 811 |
| Therese | 1012 |

### Tide Water Oil Co.,
12, *Broadway, New York, U.S.*

| | |
|---|---|
| s. A. A. Sumner | 81 |

### Tideman & Co., Rhederei von J., Kommanditgesellschaft auf Aktien.
*Bremen, Germany.*

| | |
|---|---|
| Chile | 2054 |
| Ecuador | 2193 |
| Oregon | 1776 |
| Peru | 2096 |

### Tie Toh Swan,
*Sourabaya, Java.*

| | |
|---|---|
| Goliah | 558 |

### Tiede, Carl,
*Wismar, Germany.*

| | |
|---|---|
| s. Anna Tiede | 775 |
| s. Gro[illegible] | 594 |
| s. Senator Krüger | 236 |

### Tiedemann, A. C. H.,
13, *Steinhoeft, Hamburg, Germany.*

| | |
|---|---|
| s. Fairplay V. (gross) | 102 |

### Tietjen, B. H.,
14, *East Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Lizzie Vance | 383 |
| Orient | 287 |
| Roy Sommers | 299 |

### Tillberg, E. W.,
*Westerwik, Sweden.*

| | |
|---|---|
| Belfos | 249 |

### Tillett, W. J., & Co.,
*Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Castleford | 1115 |
| s. Greenhill | 1205 |
| s. Hazelmere | 722 |

### Tilley, T. C.,
*Norfolk, Va., U.S.*

| | |
|---|---|
| Florence I. Lockwood | 231 |
| Henry P. Havens | 286 |

### Tilton, W. E.,
*Manisquan, U.S.*

| | |
|---|---|
| Adelaide Barbour | 1171 |

### Tilton, W. G.,
11, *Narrow Quay, Bristol.*
(Pocketts Bristol Channel Steam Packet Co., Ld.)

| | |
|---|---|
| s. Agra | 62 |
| s. Brighton | 229 |
| s. Dunraven | 121 |

### Timaru Harbour Board,
*Timaru, N.Z.*

| | |
|---|---|
| s. Timaru | 211 |

s. signifies Steamer.

**Ting Liong Hosi,**
*27, South Canal Road, Singapore.*
Net Tons
s. [illegible] 584

**Tinks, Estate of J.,**
*Milang, South Australia.*
s. Wilcannia 132

**Tinn Dampskibsselskab,**
*Fredrikswærn, Norway.*
s. Siljord 41

**Tintoré y Cia.,**
*Barcelona, Spain.*
(Agents in Liverpool.—W. L. Nickels & Gordon Ross, Old Castle Buildings, Prussons Row, Liverpool.)
s. Francoli 800
s. Tambre 1260
s. Tintoré 807
s. Torlera 1131
s. Turia 937

**Tirfing, Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* A. BROSTRÖM.

**Tischanoff, G. A.,**
*Nicolaieff, Russia.*
[illegible] 700

**Tjepma, Maats, S. S.,**
*Maastais, Holland.*
s. [illegible] 700

**Tjoe Ham Hin,**
*Kling Street, Singapore.*
s. Carolina 200

**Tjulin, G.,**
*Skellefteå, Sweden.*
(Ömsrikens Aktieb.)
s. Industrie 22

**Toba Tekko Goshi Kaisha,**
*Toba, Japan.*
s. Toba Maru No. 7 75

**Tobias, A.**
(A. Tobias & Co., Bremen),
*Mittelsteichstrasse 29, Brake, Germany.*
Admiral Werner 187
Atom 176
s. Matin 309

**Tocque, J. P.,**
*Jersey.*
[illegible] 144
[illegible] 99

**Todd, F. H., & Sons,**
*Calais, Me., U.S.*
[illegible] Hart 2nd 918

**Toivonen, F.,**
*Pyhämaa, Finland.*
Ahti 154

**Toja, C.,**
*Cariatas, Greece.*
s. Caristos 84

**Tokiowan Kisen Kabushiki Kaisha,**
*Shogensasha Shinfunamatsucho, Kiobashiku, Tokio, Japan.*
Net Tons
s. [illegible] 400
s. [illegible] 400
s. [illegible] Maru No 2 400
s. Bosso Maru 400
s. Fukuzawa Maru No. 2 400
s. Onoura Maru 400
s. Rioha Maru 400
s. Taiyo Maru 400
s. Takashima Maru 400
s. Tamanoura Maru 400
s. Tanoura Maru No. 3 400
s. Tateyama Maru 400
s. Tenrio Maru 400
s. Tokio Maru No. 1 400
s. Tokio Maru No. 2 400
s. Towa Maru No. 2 400
s. Töyö Maru 400
s. Tsuun Maru No. 30 400

**Tokyo Kisen Kabushiki Kaisha,**
*Tokio, Japan.*
s. Rosetta Maru 1000

**Toll, Baron E. Von,**
*St. Petersburg, Russia.*
s. Zaria 400

**Tolley, Allen G.,**
*Baltimore, Md., U.S.*
William L. Franklin 1400

**Tollisen, Cornelius M.,**
*Storegaden, Farsund, Norway.*
Arcturus 600

**Tomei, Adolfo, fu A.,**
*Via Felice Cavallotti, Viareggio, Italy.*
Louis B. 100
[illegible] 200

**Tomei, Angelo, fu G.,**
*Via Ugo Foscolo, Viareggio, Italy.*
Antonietta 100

**Tomei, Carlo,**
*Via del Giardino, Viareggio, Italy.*
Carlo 200

**Tomei, E.,**
*Via Mazzini, Viareggio, Italy.*
[illegible] 200
Nuovo Giuseppe 150

**Tomei, E. Alessandro, fu A.,**
*Viareggio, Italy.*
[illegible] 200
[illegible] 150
[illegible] 100
[illegible] 200
Vesta 300

**Tomei, G.,**
*Leghorn, Italy.*
Andrea Doria 140

**Tomlinson, G. A.,**
*104, Board of Trade, Duluth, Minn., U.S.*
s. [illegible]
(Duluth S.S. Co.)
s. [illegible] 2000
(Superior S.S. Co.)
s. Sinaloa 1000
s. [illegible] 1000
s. Sultana 1000
s. [illegible] 1000

**Tomoshiro Uda,**
*Osaka, Japan.*
Net Tons
s. [illegible] Maru 400

**Tonda, M. Mingot,**
*Villanueva, Spain.*
A [illegible] 100

**Tonietti, Egidio,**
*140, Calle 25 de Mayo, Buenos Ayres, Argentine Republic.*
Argentina 800
[illegible] 170
[illegible] 700

**Tonietti & Gaggero,**
*Buenos Ayres, Argentine Republic.*
Savoia 700

**Tonietti, Giuseppe,**
*Rio Martina, Elba, Italy.*
Boppino R. 400
Checchina 400

**Tonietti, Giuseppina**
Marassi in,
*Piazza Vittorio Emanule 13, Leghorn, Italy.*
Giuseppina 100

**Tonietti, S., fu P.,**
*Via delle Grazie No. 63, Genoa, Italy.*
Fede A 400

**Tonnessen, A.,**
*Mebo, pr. Lillesand, Norway.*
Sejrad 44

**Tönnevold, O. T.,**
*Grimstad, Norway.*
Bestyen 300
Fortuna 490
Sirrah 419

**Tönsberg & Hortens Dampskibsselskab,**
*Tönsberg, Norway.*
s. Horten 1400
s. Jarlsberg 1000

**Tönsberg & Omegns**
Dampskibsselskab
(Manager—C. A. Nilsen),
*Tönsberg, Norway.*
s. Oscar 80

**Tooker, C. E.,**
*Bridgeport, Conn., U.S.*
s. Park City 900

**Toomey Bros. Co.,**
*Annapolis, Maryland, U.S.*
Humphrey Toomey 190

**Topali, P. Sp.,**
*Gara Mantent, Roumania.*
s. [illegible] 2027

**Tope, J. H.,**
*Greston, near Plymouth.*
Pleasant 71

**Topham, Jones & Railton,**
*2, St. George Street, Westminster, London*
Net Tons
s. [illegible] 800

**Topic, Serafino, & Co., Nav.**
s. vap.,
*Trieste, Austria.*
*See* P. PIZZETTI.

**Torberntsson, J.,**
*Mölltsund, Morlandra sn., Sweden.*
[illegible] 180

**Torello, E.,**
*Calle Cordoba, 720, Rosario, Argentine*
s. [illegible] 700

**Torgesen, B. C.,**
*Kopervik, Norway.*
Nora 170

**Tori, Pietro, fu Giacinto,**
*Fezzano, Spezia, Italy.*
Giuseppe Boni 100

**Torjusen, C. E.,**
*New Orleans, La., U.S.*
Alverda S. Elzey 800

**Tork, Joh.,**
*Raumo, Finland.*
Aadne 400
Alexander 800
Lydia 800

**Torkildsen, Wilhelm,**
*Bergen, Norway.*
s. Admiral Borresen 1000
s. Edvard Grieg 900
s. [illegible] 400
s. [illegible] 1000
s. Rikard N. [illegible] 1000

**Torm, D.,**
*Copenhagen, Denmark.*
s. Ajax 800
s. Bornholm 800
s. Nauta 800
s. Sara 800
(Dampskibsselskabet Torm)
s. Agnete 700
s. Alice 800
s. Helene 1000
s. Hermia 1000
s. Sjælland 1000

**Torm, Dampskibsselskabet,**
*Copenhagen, Denmark.*
*See* D. TORM.

**Toro & Martinez,**
*Talcahuano, Chili.*
James Arnold 800
Mathieu y Brañas 800

**Toronto Trading Co., Ld.,**
*17, Sandhill, Newcastle-on-Tyne.*
*See* W. PETERSEN, LD.

**Torre, Natale,**
*Via Porto Salvo 25, Palermo, Sicily*
Luisa T 471

**Torre, Pietro,**
*Viareggio, Italy.*
Net Tons
s. [illegible] 100

**Torres y Blanquer,**
*Valencia, Spain.*
Maria Blanquer 1434

**Torris Frères,**
*Gravelines, France.*
Gravelinoise 101
Hirondelle 197

**Torstensen, J. H.,**
*Arendal, Norway.*
(Skibsmeeles. Nildar.)
Viking 240

**Tosa Shosen Kabushiki Kaisha**
(Manager—T. Uda),
*Kochi, Prov. Tosa, Japan.*
s. Doyo Maru 93
s. Kagamigawa Maru 93
s. Kohan Maru 34
s. Koyo Maru 93
s. Shin-kochi Maru 2
s. Tachi Maru 93
s. Toshu Maru 252
s. Urado Maru No. 2 93

**Tougard, Vve. P.,**
*Fecamp, France.*
[illegible] 110
[illegible] 100
Paix 800

**Toumajef, Christofer,**
*Baku, Russia.*
s. Tatjana 1242

**Tourville, L.,**
*Montreal.*
s. Rudolphe 93

**Tower, Asa,**
*Boston, Mass., U.S.*
Sarah C. Smith 800

**Tower, Bedford,**
*Westcock, Sackville, N.B.*
Oriole 124

**Towkay Lok Yew,**
*Kuala Lumpor, Selangor, Straits Settlements.*
s. Stephan 47

**Towles, W. H.,**
*Fort Myers, Fla., U.S.*
Louise Hastings 117

**Townsend, George B.,**
*c/o The Spier & Tietsen Supply Co., 85, West Street, New York, U.S.*
Charles K. Buckley 400

**Townsend, M.,**
*Linwood, New Jersey, U.S.*
Chauncey E. Burk 100

**Townsend, Thomas,**
*Louisburg, C.B.*
Shafner Brothers 200

s. désigne les Vapeurs.

**Townsend, William H.,**
*Louisburg, C.B.*
Net Tons
Sarah A. Townsend ... 111

**Townsville Harbour Board,**
*Townsville, Queensland.*
s. Ducone ... 177
s. Nautilus ... 177
s. Resolute ... 24

**Toyne, C. L.,**
*Fowey.*
(Fowey Steam Ship Co. Ld.)
s. Stockton ... 226
(Fowey No. 2 Steam Ship Co., Ld.)
s. Deerhound ... 271

**Toyne, Carter & Co.,**
*Fowey.*
Mary Peers ... 111
Rothlemay ... 7[illegible]
(Fowey No. 3 Steam Ship Co.)
s. Foy ... 91
(Fowey No. 4 Steam Ship Co., Ld.)
s. Torfrey ... 156
(Par No. 1 Steam Ship Co., Ld.)
s. Par ... 141

**Toyo Kisen Kabushiki Kaisha,**
*18, Kitashinbori, Kiobashiku, Tokio, Japan.*
s. America Maru ... 3460
s. Hongkong Maru ... 3447
s. Manshu Maru ... 3254
s. Nippon Maru ... 3442
s. Rohilla Maru ... 2399

**Toyo Kisen Kabushiki Kaisha,**
*Imaharu, Ochigun, Pro. Iyo, Japan.*
s. Atsu Maru ... 97
s. Toyo Maru No. 2 ... 68

**Tozu Kisen Kabushiki Kaisha,**
*Tokio, Japan.*
s. Tozu Maru No. 1 ... 82
s. Tozu Maru No. 2 ... [illegible]
s. Tozu Maru No. 3 ... 130

**Traae, Carl,**
*Bergen, Norway.*
s. Alfred Dumois ... 440
s. Athalie ... 1404

**Trading Steam Ship Co., Ld.**
(In liquidation),
*Cail's Buildings, Quayside, Newcastle-on-Tyne.*
s. South Moor ... 628

**Trafalgar Steamship Co., Ld.,**
*88, Bishopsgate Street Within, London, E.C.*
*See* NYE, CLARE & CO.

**Trafik, Ångfartygs Aktiebolaget,**
*Helsingfors, Finland.*
s. Aawasaksa ... 225

**Trafik, Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* G. F. AHLBERG.

**Trafik. Skargårds, Aktieb.,**
*Helsingfors, Finland.*
Net Tons
s. Allercrentz ... [illegible]

**Tramm, E. G.,**
*Karolinenkoog (Holstein), Germany.*
s. Diamant ... [illegible]

**Transatlantique, Compagnie Générale.**
*See* CIE. GEN. TRANSATLANTIQUE.

**Transit Acties.,**
*Skien, Norway.*
*See* A. JOHNSEN.

**Transport, Ångf. Aktieb.,**
*Karlstad, Sweden.*
*See* A. H. BORGSTRÖM.

**Transport, Rederiaktiebolaget.**
11, *Kyrkogatan, Gothenburg, Sweden.*
*See* J. E. OLSON.

**Transporti Marittimi a Vapore,**
*Via Calefati No. 46, Bari, Italy.*
*See* V. GRANATA FU E.

**Transvaal Gold Fields, Ld.,**
39, *Bishopsgate Street Within, London, E.C.*
*See* A. B. ATKINSON.

**Trapani, Antonino,**
*On board.*
Francesca T. ... 1101

**Trattles, Thomas,**
*West Hill House, Whitby.*
Navigator ... 117

**Traung, E.,**
*Arvika, Sweden.*
s. Thule ... 89

**Trechmann Bros.,**
*Central Buildings, Church Street, West Hartlepool.*
(Trechmann Steam Ship Co., Ld.)
s. Dora ... 1106
s. Emma ... 1887
s. Frieda ... 1335
s. Lorie ... 1694
s. Magda ... 1506
s. Marian ... 1218
s. Nunima ... 1881
s. Wilster ... 1763

**Trechmann Steam Ship Co., Ld.,**
*See* TRECHMANN BROS.

**Tregaskes, Inkerman,**
*Beach House, Par, Cornwall.*
Adelaide ... 136
Alice Williams ... 1[illegible]
Carrie Harvey ... 9[illegible]
Dashing Wave ... 14
Dashwood ... 7[illegible]
Hannan ... 1[illegible]
Lizzie Trenberth ... 45
Pedestrian ... 11[illegible]
Perseverance ... 9[illegible]
Rippling Wave ... 105

**Tregaskes, N. H.,**
*Bude, Cornwall.*
Net Tons
Maud ... 72

**Tregenna S. S. Co., Ld.,**
[illegible]
MILLER & RICHARDS.

**Treglia, Erasmo,**
*Piliero No. 1, Naples, Italy.*
s. Alba ... [illegible]
s. [illegible] ... [illegible]
s. Maria Pericopia ... [illegible]

**Treleaven, G. F.,**
*Great Western Docks, Plymouth.*
s. Wolfhound ... 19

**Trelleborgs Ångfartygs Nya Aktieb.,**
*Trelleborg, Sweden.*
*See* F. MALMROS.

**Trenette, T.,**
*Portneuf, Quebec.*
Fabiola ... 147

**Trethewey, T.,**
*Cliff Close, Newquay, Cornwall.*
Margaret Murray ... 102

**Trevoux, Jean,**
*Shameen, Canton, China.*
s. Charles Hardouin ... [illegible]
s. Kong Nam ... 1[illegible]
s. Paul Beau ... 3[illegible]

**Trichet, Vve.,**
*Arès, Gironde, France.*
Marie Thérèse ... 169
Thérèse Victor ... 171

**Trifiletti, G. I.,**
*Palermo, Sicily.*
s. Antonino ... 350

**Trinder, Anderson & Co.,**
*Sussex Place House, 87A & 88A, Leadenhall Street, London, E.C.*
Hornby Castle ... 1435
Wasdale ... 1824

**Tringalas, C.,**
*Galaxidi, Greece.*
Ioannis ... 109

**Tringalas, D.,**
*Galaxidi, Greece.*
Maria ... 111

**Trinidad, Crown Agents for the Colonies for,**
*Trinidad.*
s. Caroni ... [illegible]

**Trinidad Shipping & Trading Co., Ld.,**
*62, Buchanan Street, Glasgow.*
*See* G. CHRISTALL.

**Trinidad Steam Ship Co., Ld.,**
*88, Leadenhall Street, London, E.C.*
*See* N. T. DANIEL & J. W. JAMES.

**Trinity House, Hon. Corporation of the,**
*Tower Hill, London, E.C.*
Net Tons
[illegible] ... [illegible]
[illegible] ... 147
[illegible] ... 32
[illegible] ... 160
[illegible] ... 61
[illegible] Bay ... 139
[illegible] ... 82
[illegible] ... 61
[illegible] ... [illegible]
[illegible] ... [illegible]
[illegible] ... [illegible]
[illegible] ... [illegible]
s. Vestal ... 141
s. Warden ... 147

**Trio, Angfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* C. L. LARSSON.

**Tripcovich, D.,**
*Trieste, Austria.*
s. Anna Goich ... 1147
s. Arcadia ... [illegible]
s. Bitinia ... [illegible]
s. Campania ... [illegible]
s. Dardania ... [illegible]
s. [illegible] ... [illegible]
s. Franconia ... [illegible]
s. Sarajevo ... 303

**Tripp,**
*Lowestoft.*
s. Undaunted ... 38

**Triton, Dampfschifffahrts Gesellschaft, Actien Ges.,**
*Bremen, Germany.*
s. Falkenstein ... 832
s. Hohnstein ... 1[illegible]
s. Ilsenstein ... 902
s. Rabenstein ... [illegible]
s. Regenstein ... [illegible]

**Triton, Stoom-Maats.,**
*Rotterdam, Holland.*
*See* W. RUYS & ZONEN.

**Triton-Proteus, Rhederei,**
*Gr. Elbstrasse, Fischhalle, Altona, Germany.*
*See* JOH. COHRS.

**Troberg, Aug.,**
*Mariehamn, Finland.*
Isabel Browne ... 1[illegible]
Ocean ... 1[illegible]
Saluto ... 6[illegible]

**Troberg, M. A.,**
*Finnström, Finland.*
Borrowdale ... 1191

**Trombetta, Celentano & Co.,**
*Piano di Sorrento, Italy.*
Brodick Bay ... 753

**Trombetta, Vincente,**
*Boca, Buenos Ayres, Argentine Republic.*
Palma Russe ... 145

**Tromp, M.,**
*Amsterdam, Holland.*
(Madura Stoomtram Maatschappij.)
s. Caroline ... 86

**Tromp, Stoomvaart Maatschappij,**
*Boompjes 76, Rotterdam, Holland.*
*See* J. F. & F. SCHELLEN.

**Tromsö Amts Dampskibsselskab.**
*Tromsö, Norway.*
Net Tons
s. [illegible] ... 12[illegible]
s. Malangen ... 1[illegible]
s. Senjen ... 1[illegible]
s. Tromsö ... [illegible]
s. Trondenæs ... 1[illegible]

**Trondsen, Chr.,**
*Sarpsborg, Norway.*
Amor ... 305
Præsus ... 271

**Tronstad, Peder,**
*c/o Daniel Bacon, New York, U.S.*
s. Banes ... 45[illegible]

**Troop & Son,**
*St. John, N.B.*
Cedar Croft ... 1099
Eva Lynch ... 45[illegible]
Hector ... 49[illegible]
Helen E. Kenney ... 284
Hornet ... 407
Howard D. Troop ... 2080
Kate F. Troop ... 1097
Low Wood ... 1091
Nellie Troop ... 1312
Sirocco ... 298
Still Water ... 1052
Sunny South ... 498
Troop ... 1538

**Troost, Edmund,**
*c/o H. W. Burmester & Co., 17, Deichstrasse, Hamburg, Germany.*
Alice Marie ... 407

**Tropical Fruit S.S. Co., Ld.,**
21, *Bothwell Street, Glasgow.*
s. San Jose ... [illegible]

**Truscott, Simon,**
*Charlestown, Cornwall.*
Julia ... 90
Nelly ... 7[illegible]
Stonehouse ... 82
Touch Me Not ... 120

**Trussell, Edwin B.,**
*Burnham, Essex.*
Lucy Richmond ... 128

**Tsarnas, Themistoklis,**
*c/o M. A. Proïos, Chios, Asiatic Turkey.*
Levandia ... 305

**Tsatsaronis, A.,**
*Piræus, Greece.*
Dimitrios ... 413

**Tsatsaronis, D. & G.,**
*Piræus, Greece.*
Kallianthi ... 493

**Tschaun, M.,**
*Susikas, Gulf of Riga, Russia.*
Regina ... 147



s. signifies Steamer.

**Tsiropinas, Constantin A.,**
*Syra, Greece.*
Net Tons
s. Emmanuel ... 1593

**Tsuchiya Seizaburo,**
*106, Arana Junoba, Onomichi Machi Mitsugi Gun, Hiroshima Ken, Japan.*
s. Sankwo ... No. 2 ... 100

**Tsuruga Boyeki Kisen Kabushiki Kaisha,**
*Tsuruga, Japan.*
s. Santa Maria ... 471

**Tubino, A., fu G.,**
*Torre del Greco, Italy.*
Luigi C. ... 2[illegible]

**Tucci-Vitiello, F.,**
*Torre del Greco, Italy.*
Andreuccio ... 105

**Tucker, F. M.,**
*32, Great St. Helen's, London, E.C.*
Earl Cadogan ... 1334

**Tucker, J. C.,**
*Newport, Rhode Island, U.S.*
Oakwoods ... 131

**Tucker, James, S.S. Co., Ld.,**
*Mount Stuart House, Mount Stuart Square, Cardiff.*
*See* J. CORY & SONS, LD.

**Tuft, James,**
*22, California Street, San Francisco, U.S.*
Annie Larsen ... 326
E. K. Wood ... 447
King Cyrus ... 631
Robert Searles ... 505

**Tufvesson, T. N.,**
*Brantevik, Sweden.*
Bartimeus ... 150
Björn ... 284
C. Thoren ... 241
Ella ... 180
Ivalv ... 211
Speranza ... 267

**Tulinius, Thor. E.,**
*Havnegade 43, Copenhagen, Denmark.*
s. Mjolnir ... 340
(Acties. Dampsk. Thore.)
s. Kong Trygve ... 414
s. Perwie ... 284

**Tulley, W., & Co.,**
*1, Colonial Chambers, Princes Dock Street, Hull.*
(Amyl Steam Ship Co., Ld.)
s. Crosyl ... 1498

**Tulley, William H.,**
*140, Boulevarde, Hull.*
s. Stephen Gray ... 17

**Tulloch, Lawrence,**
*"Allsa," Stanton Road, Mosman, near Sydney, N.S.W.*
s. Augusta ... 122

**Tulloch, Lawrence,**
*Swansea.*
Capo ... [illegible]

**Tulloch, William,**
*c/o A. & E. Le Messurier, Port Adelaide, S.A.*
Net Tons
Rachel Cohen ... 170
Wollomai ... 143

**Tully, John,**
*45, West Sunniside, Sunderland.*
s. Cordova ... 1430
s. Rio Tinto ... 1360
s. Snilesworth ... 1417

**Tung Kee & Co.,**
*Shanghai.*
s. Kong Pak ... 172
s. Tai Ping ... 1374

**Tunnell, G. A.,**
*c/o C. T. Megee & Co., 113, Walnut Street, Philadelphia, U.S.*
Frances C. Tunnell ... 1239
Iona Tunnell ... 1118

**Turbine Steamers, Ld.,**
*99, Great Clyde Street, Glasgow.*
*See* J. WILLIAMSON.

**Turbine Steamship Co.,**
*Hamilton, Ontario.*
s. Turbinia ... [illegible]

**Turnbull, Arthur H.,**
*Inglis Buildings, Christchurch, N.Z.*
Kinclune ... 690
Manurewa ... 327
West Australian ... 646

**Turnbull Bros.,**
*Merchants' Exchange, Bute Docks, Cardiff.*
s. Bernard ... 2397
s. Cyril ... 1[illegible]
s. Emma ... 1[illegible]
s. Erlo ... 1[illegible]
s. Illtyd ... 1[illegible]
s. Olive ... 2[illegible]
s. Phœbe ... 1755

**Turnbull, Charles, & Co.,**
*Queen's Buildings, Quayside, Newcastle-on-Tyne.*
s. Lyell ... 1558

**Turnbull, D. C., & Co.,**
*Timaru, N.Z.*
La Bella ... 378

**Turnbull, John P.,**
*50, South Kinning Place, Glasgow.*
s. Inchmurren ... 59

**Turnbull, Martin & Co.,**
*112, Fenchurch Street, London, E.C.; 8, Gordon Street, Glasgow; and Dunedin, N.Z.*
(Eldersile S.S. Co., Ld.)
s. Ayrshire ... 4655
s. Banffshire ... 3719
s. Berwickshire ... 3646
s. Fifeshire ... [illegible]
s. Morayshire ... 3597
s. Nairnshire ... 3688
s. Perthshire ... 3683

**Turnbull, Scott & Co.,**
*Exchange Chambers, St. Mary Axe, London, E.C.*
Net Tons
s. Eastgate ... [illegible]
s. Nethergate ... 1441
s. Southgate ... 2379
s. Trongate ... 1619
s. Westgate ... 1787

**Turnbull, Thos., & Son,**
*Whitby, Yorkshire*
s. Alton ... [illegible]
s. Broomfield ... [illegible]
s. Dora ... [illegible]
s. Eddie ... [illegible]
s. Fairmead ... [illegible]
s. Flowergate ... [illegible]
s. Gena ... [illegible]
s. March ... [illegible]
s. Matthew Bellington ... [illegible]
s. Thomas Turnbull ... [illegible]
s. Thordisa ... [illegible]
s. Warrior ... [illegible]
s. Whitehall ... [illegible]

**Turner, Brightman & Co.,**
*9, 9a & 10, Great St. Helen's, London, E.C.*
s. Zambesi ... 2415
s. Zeno ... 1859
s. Zenobia ... 1349
s. Zephyrus ... 1351
s. Zero ... 1976
s. Zeta ... 1505
s. Zillah ... 2412
s. Zingara ... 2211
s. Zoline ... 1861
s. Zoe ... 1487
s. Zone ... 2456
s. Zoroaster ... 2384
s. Zuleika ... 2292
s. Zylpha ... 1907

**Turner, E. W.,**
*Duck Road, Garston, Lancs.*
(Garston S.S. Co., Ld.)
s. Whimbrel ... 393
(Wilson Bros. Bobbin Co. (1900), Ld., *see also* entry under J. C. Hornby.)
s. Carlingford Lough ... [illegible]
s. Ibis ... 64

**Turner, Edwards & Co., Ld.,**
*21, Queen Square, Bristol.*
Lota ... 1286
s. Sir Walter ... 897

**Turner, J.,**
*132, Cleethorpes Road, Great Grimsby.*
s. Cleveland ... 1
s. Humber ... 34

**Turner, J. C., Cypress Lumber Co.,**
*1123, Broadway, New York, U.S.*
s. George Farwell ... 781

**Turner, Matthew,**
*40, California Street, San Francisco, U.S.*
Amaranth ... [illegible]
Amazon ... 1105
Ariel ... 684
Benicia ... [illegible]
Galileo ... 323
Geneva ... 452
M. Turner ... 761
Solano ... 792

**Turner, S. E.,**
*27, South Street, New York, U.S.*
(Maine Navigation Co.)
Bangalore ... 1560

**Turner, W. A.,**
*10, Westland Avenue, Boston, Mass., U.S.*
J. E. Du Bignon ... 450

**Turner, W. H.,**
*Beaumont, Texas, U.S.*
Net Tons
Olga ... [illegible]

**Tutton, Morgan,**
*Swansea.*
Aberlomno ... 795

**Tvedt, J.,**
*Bergen, Norway.*
(Det Midthordlandske Dampskibsselskab.)
s. Midthordland ... [illegible]
s. Solstrand ... [illegible]

**Tweed Shipping Co., Ld.,**
*Quayside, Berwick-on-Tweed.*
s. Tweed ... [illegible]

**Tyne & Blyth Steam Ship Owning Co., Ld.,**
*35, Quayside, Newcastle-on-Tyne; and at Blyth.*
*See* WHITFIELD & CO.

**Tyne General Ferry Co.,**
*Custom House Chambers, Newcastle-on-Tyne.*
s. A[illegible] ... [illegible]
s. A[illegible] ... [illegible]
s. Mona ... 40
s. S[illegible] ... [illegible]

**Tyne Improvement Commissioners,**
*Newcastle-on-Tyne.*
s. Coble Dene ... 23
s. Commissioner ... 84
s. Durham ... 37
s. George Armstrong ... [illegible]
s. J. C. Stevenson ... [illegible]
s. No. 7 ... 202
s. Northumberland ... 96
s. R. T. C. No. 1 ... 138
s. R. T. C. No. 14 ... 195
s. R. T. C. No. 15 ... 195
s. R. T. C. No. 16 ... 195
s. R. T. C. No. 17 ... 195
s. Roxana ... 522
s. Tyne ... 39
s. Tynemouth ... 85

**Tyne Steam Fishing Co., Ld.,**
*Fish Quay, North Shields.*
s. Tyne Belle ... 59
s. Tyne Castle ... 49
s. Tyne Fisher ... 16
s. Tyne Meadows ... 53
s. Tyne Monarch ... 53
s. Tyne Mouth ... 49
s. Tyne Stream ... 54

**Tyne-Tees Steam Shipping Co., Ld.,**
*25, King Street, Quayside, Newcastle-on-Tyne; and at Dacre Street, Middlesbro-on-Tees.*
s. Buccaneer ... 573
s. Claudia ... 531
s. Dione ... 503
s. Faraday ... 552
s. Grenadier ... 591
s. John Ormston ... 529
s. Juno ... 835
s. New Londoner ... 709
s. New Oporto ... 191
s. Royal Dane ... 777
s. Tynesider ... 738
s. W. D. S. ... (gross) [illegible]
s. Warkworth ... 403

**Tyne Tug Co., Ld.,**
*24, Meldon Terrace, South Shields.*
s. Gwendoline ... 4

**Tyne Wherry Co., Ld.,**
*23, King Street, Quayside, Newcastle-on-Tyne.*
Net Tons
Charlotte ... [illegible]
Hermine ... [illegible]
Hill Try ... [illegible]
Mutual ... [illegible]
Rozella ... [illegible]

**Tyneside Line, Ld.,**
*A, Exchange Buildings, Newcastle-on-Tyne.*
*See* J. RIDLEY, SON & TULLY.

**Typaldo-Bassia, A.,**
*Athens, Greece.*
(Managed by Synodino Freres, Pirmus, [illegible])
s. Constantinos ... [illegible]
Vassilissa Olga ... 1044

**Typaldo-Bassia, A., & N. Couppa,**
*Athens, Greece.*
(Vessel managed by G. A. Panas, Galatz, Roumania.)
s. [illegible] ... [illegible]

**Tyrer, H., & Co.,**
*8A, Rumford Place, Liverpool.*
s. Prestonian ... [illegible]
s. Princess ... [illegible]
(Preston Steam Nav. Co., Ld.)
s. Hermann ... [illegible]
(Woodpulp Transport Co., Ld.)
s. Nancy Lee ... [illegible]

**Tyrrell, Francis,**
*Bridge House, Arklow, co. Wicklow.*
Claremont ... [illegible]
Eliza ... [illegible]

**Tyrrell, George,**
*Arklow, co. Wicklow.*
Navigator ... [illegible]

**Tyrrell, James,**
*Main Street, Arklow, co. Wicklow.*
[illegible] ... [illegible]
[illegible] ... [illegible]

**Tyrrell, Job,**
*Marlborough Terrace, Arklow, co. Wicklow.*
Lydia Cardell ... [illegible]

**Tyrrell, John,**
*Arklow, co. Wicklow.*
[illegible] ... [illegible]
[illegible] ... [illegible]

**Tyrrell, John James,**
*Arklow, co. Wicklow.*
Detlef Wagner ... [illegible]

**Tyrrell, T.,**
*28, Ferry Bank, Arklow, co. Wicklow.*
Twig ... [illegible]

**Tyrrell, William,**
*Ferry Bank, Arklow, co. Wicklow.*
Richard Fisher ... 188

s. designe les Vapours.

**Tyser & Co.,**
16, *Fenchurch Avenue, London, E.C.*
(Tyser Line, Ld.)

| | Net Tons |
|---|---|
| s. Hawkes Bay | 2980 |
| s. Mairere | 4160 |
| s. Mimiro | 4025 |
| s. Niwaru | 4170 |
| s. Tomoana | 3905 |

**Tyson, R. J., & Co.,**
18, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Aurora | 1570 |
| Borealis | 831 |
| Crescent | 1334 |
| Transport | 276 |

**Tyzack & Branfoot Steam Shipping Co., Ld.,**
18, *John Street, Sunderland.*

| | |
|---|---|
| s. Bodlewell | 2209 |
| s. Camberwell | 2540 |
| s. Cromwell | 1877 |
| s. Fulwell | 2382 |
| s. Shadwell | 2508 |
| s. Springwell | 1243 |

**Tzuro, G. N.,**
*Scio, Greece.*

| | |
|---|---|
| Isidoros | 394 |

# U

**Ucciani,**
*Ajaccio, Corsica.*

| | |
|---|---|
| Antoine | 103 |

**Uchida Saijiro,**
*Osaka, Japan.*

| | |
|---|---|
| s. Hokushiu Maru | 617 |

**Uda Sayu,**
*Kochi, Japan.*

| | |
|---|---|
| s. Tensho Maru | 328 |

**Ugland, J. L.,**
*Arendal, Norway.*

| | |
|---|---|
| Pehr Ugland | 1230 |
| Prudhoe | 594 |

**Ukon Gonzayemon,**
*Kono, Namogun, Prov. Yechizen, Japan.*

| | |
|---|---|
| s. Fukui Maru | 1825 |
| s. Katsuyama Maru | 1098 |
| s. Konoura Maru | 1355 |
| s. Nanyetsu Maru | 826 |
| s. Yawata Maru | 2673 |

**Ulander, J. M.,**
*Sundsvall, Sweden.*
(Alnösundets Angb. Aktieb.)

| | |
|---|---|
| s. Alnö | 68 |
| s. Timrå | 67 |

**Ulland, G.,**
*Flekkefjord, Norway.*

| | Net Tons |
|---|---|
| Dovre | 304 |

**Ulriksen, A. P.,**
*Mandal Norway.*

| | |
|---|---|
| Alert | 871 |
| Charles Dickens | 1305 |
| Ella | 1156 |
| Errol | 1364 |
| Magellan | 1188 |

**Ulsted, Samuel,**
*Havstad, pr. Arendal, Norway.*

| | |
|---|---|
| Pierre | 398 |

**Ulster Steam Ship Co., Ld.**
(HEAD LINE),
*Ulster Chambers, Belfast.*
*See* G. HEYN & SONS.

**Ulstrup, P.,**
*Arendal, Norway.*

| | |
|---|---|
| Nepoter | 238 |

**Umai Shichirobei,**
*Muya, Japan.*

| | |
|---|---|
| s. Inayoshi Maru | 82 |

**Umeå Nya Angfartygs Aktiebolaget,**
*Umeå, Sweden.*
*See* L. F. GRAHN.

**Un Lai Chuen,**
*Victoria, Hong Kong.*

| | |
|---|---|
| s. Telemachus | 1340 |

**Unal Serres, Paul,**
18, *Rue de la Chevalerie, Tours, France*

| | |
|---|---|
| s. Admiral | 44 |

**Unda, Rederiaktieb.,**
*Gothenburg, Sweden.*
*See* J. A. WALLER.

**Ungern-Sternberg, Graf E von,**
*Kertell, Dago, Russia.*

| | |
|---|---|
| Adam | 113 |

**Union, Actieselskabet,**
*Stæbenden, pr. Christiania, Norway.*
*See* JENS PAY.

**Union Bridge Co.,**
1, *Broadway, New York, U.S.*

| | |
|---|---|
| s. Ambrosio Bolivar | 107 |

**"Union," Bugsirgesellschaft,**
*Geestemünde, Germany.*

| | |
|---|---|
| s. Solide | 49 |
| s. Union | 122 |
| s. Vredeborch | 121 |

**Union Commerciale et de Nav. Calédonienne,**
*Noumea, New Caledonia.*

| | |
|---|---|
| s. Emu | 362 |
| s. France | 121 |
| s. Ne-oblie | 151 |
| s. Saint Antoine | 594 |
| s. Saint Louis | 762 |
| s. Saint Pierre | 355 |

**"Union," Dampfschiffshederei, Actiengesellschaft**
(Manager—J. Kothe).
18/21, *Dovenfleth, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Brunhilde | 872 |
| s. Frieda | 1041 |
| s. Gunther | 939 |
| s. Siegfried | 950 |
| s. Stecklinde | 937 |
| s. Siegmund | 966 |
| s. Wellgunde | 1504 |
| s. Woglinde | 1516 |
| s. Wotan | 1041 |

(SLOMAN LINE).

| | |
|---|---|
| s. Albano | 2433 |
| s. Albenga | 2763 |
| s. Barcelona | 3334 |
| s. Bellagio | 1798 |
| s. Capri | 1291 |
| s. Catania | 1322 |
| s. Pallanza | 2934 |
| s. Pisa | 3245 |
| s. Syracuse | 1543 |
| s. Verona | 3036 |

**"Union," Dampskibsselskabet,**
*Amaliegade* 33, *Copenhagen, Denmark.*
*See* PETER L. FISKER.

**Union des Chargeurs Coloniaux,**
36, *Rue du Chilou, Havre, France.*

| | |
|---|---|
| Fort de France | 691 |
| Le Carbet | 621 |
| Le Galion | 670 |
| Le Lamentin | 561 |
| Le Marin | 558 |
| Le Vauclin | 576 |
| Saint Pierre | 658 |

**Union Fish Co.,**
24, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Arago | 176 |
| Czarina | 214 |
| Stanley | 253 |

**Union Hullera y Metalurgica de Austurias,**
*Gijon, Spain.*
*See* L. ADARO.

**Union Lumber Co.,**
*Crocker Building, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Brunswick | 349 |
| s. National City | 221 |

**Union Mercantile Co.**
*Hong Kong.*
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**Union Oil Co.,**
*Los Angeles, Cal., U.S.*

| | |
|---|---|
| s. Whittier | 798 |

**"Union," Rederi Aktie Bolaget,**
8, *Stadsgården, Stockholm, Sweden.*
*See* G. O. WALLENBERG.

**Union Steamboat Line,**
*See* ERIE RAILROAD CO.

**Union Steam Fishing Co., Ld.,**
7, *Devonshire Road, Aberdeen.*
*See* J. H. IRVIN.

**Union Steam Ship Co. of British Columbia, Ld.,**
*Vancouver, B.C.*

| | Net Tons |
|---|---|
| s. Camosun | 81 |
| s. Capilano | 166 |

**Union Steamship Co. of New Zealand, Ld.,**
*Dunedin, N.Z.*, & 34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Alfred Hawley | 412 |
| s. Aparima | 3684 |
| s. Arawata | 823 |
| s. Corinna | 812 |
| s. Flora | 838 |
| s. Haupiri | 462 |
| s. Hauroto | 1276 |
| s. Hawea | 1114 |
| s. Herald | 370 |
| s. Kakapo | 949 |
| s. Kamona | 903 |
| s. Karori | 1194 |
| s. Kawatiri | 322 |
| s. Kini | 702 |
| s. Kittawa | 708 |
| s. Koonya | 663 |
| s. Kotuku | 662 |
| s. Loongana | 1110 |
| s. Mahinapua | 239 |
| s. Manapouri | 1288 |
| s. Manuka | 2734 |
| s. Mapourika | 718 |
| s. Mararoa | 1381 |
| s. Moana | 2414 |
| s. Moeraki | 2715 |
| s. Mokola | 2154 |
| s. Monowai | 2137 |
| s. Moura | 1247 |
| s. Oonah | 945 |
| s. Pateena | 550 |
| s. Penguin | 517 |
| s. Poherua | 749 |
| s. Pukaki | 917 |
| s. Rakanoa | 1393 |
| s. Rosamond | 462 |
| s. Rotoiti | 630 |
| s. Rotokino | 1304 |
| s. Rotomahana | 915 |
| s. Southern Cross | 175 |
| s. Taieri | 1071 |
| s. Takapuna | 472 |
| s. Talune | 1370 |
| s. Tarawera | 1269 |
| s. Tavinui | 910 |
| s. Te Anau | 1028 |
| s. Waikare | 1901 |
| s. Wainui | 411 |
| s. Waipori | 1223 |
| s. Wakatipu | 1258 |
| s. Wanaka | 1572 |
| s. Wareatea | 319 |
| s. Warrimoo | 2076 |
| s. Whangape | 1901 |

**Union Transit Co.,**
*c/o* Seattle Hardware Co.,
*Seattle, Wash., U.S.*
*See* C. H. BLACK.

**Union-Castle Mail Steamship Co., Ld.,**
3, *Fenchurch Street, London, E.C.*; 34, *Castle Street, Liverpool*; *and* 137, *West George Street, Glasgow.*
*See* DONALD CURRIE & CO.

**Unione Austriaca di Nav.** (Soc. Anon).
*Trieste, Austria.*

| | |
|---|---|
| s. Clara | 2541 |
| s. Gerty | 2594 |
| s. Lacroma | 2225 |
| s. Frieda | 1636 |

**United Alkali Co., Ld.,**
30, *James Street, Liverpool.*

| | |
|---|---|
| Friars Goose | 146 |
| Jarrow | 106 |
| Raven | 291 |
| s. Sodium | 83 |
| Starling | 257 |

**United Canneries of British Columbia, Ld.,**
*Vancouver, B.C.*
*See* J. MACRAE.

**United New York & New Jersey Sandy Hook Pilots' Association,**
17, *State Street, New York, U.S.*

| | Net Tons |
|---|---|
| s. New Jersey | 581 |

**United New York Sandy Hook Pilots' Association,**
17, *State Street, New York, U.S.*

| | |
|---|---|
| s. New York | 301 |

**United States & Porto Rico Nav. Co.**
(Manager—F. D. Mooney),
1, *Broadway, New York, U.S.*

| | |
|---|---|
| s. Arkalla | 1621 |
| s. Coamo | 2346 |
| s. Longfellow | 218 |
| s. Pathfinder | 1506 |
| s. Ponce | 2619 |
| s. Porto Rico | 864 |
| Robert | 389 |
| s. San Juan | 2519 |
| s. Santurce | 1122 |
| s. Vasco | 159 |

**United States Transportation Co.,**
*Williamson Building, Cleveland, Ohio, U.S.*

| | |
|---|---|
| s. A. G. Brower | 2778 |
| s. B. Lyman Smith | 3017 |
| s. Charles M. Warner | 2734 |
| s. George B. Leonard | 2844 |
| s. Horace S. Wilkinson | 3057 |
| s. Hurlburt W. Smith | 3416 |
| s. L. C. Smith | 3418 |
| s. Monroe C. Smith | 3016 |
| s. William H. Gratwick | 2203 |
| s. Wilbert L. Smith | 3039 |
| s. William Nottingham | 3070 |
| s. W. W. Brown | 2778 |

**United Steam Fishing Co., Ld.,**
*Fish Dock Road, Grimsby.*

| | |
|---|---|
| s. Cedric | 63 |
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**United Steam Trawling Co. of Aberdeen, Ld.,**
*Market Street, Aberdeen.*
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**United Steam Tug Co.,**
*Gravesend.*

| | |
|---|---|
| s. Dilwara | 6 |

**United Towing Co., Ld.,**
88, *Saville Street, South Shields.*
*See* J. R. THOMPSON & Co.

**Unterweser, Schleppschiff Gesellschaft,**
*Bremen, Germany.*

| | |
|---|---|
| s. Neufahrwasser | 11 |
| Unterweser | 709 |
| Unterweser 1 | 461 |
| Unterweser 2 | 476 |
| Unterweser 3 | 475 |
| Unterweser 4 | 454 |
| Unterweser 5 | 451 |
| Unterweser 6 | 456 |
| Unterweser 7 | 456 |
| Unterweser 8 | 478 |
| Unterweser 9 | 478 |
| Unterweser 10 | 465 |
| s. Unterweser 10 | 10 |
| Unterweser 11 | 477 |
| Unterweser 12 | 471 |
| s. Unterweser 12 | 6 |
| Unterweser 13 | 455 |
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| Unterweser 17 | 709 |
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s. signifies Steamer.

**Upper Ottawa Improvement Co., Ld.,**
194 *Middle Street, Ottawa, Canada.*
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s. Alexandra ... [illegible]
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s. [illegible] ... [illegible]

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*Karlstad, Sweden.*
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**Uraga Dock Co., Ld.,**
*Uraga, Japan.*
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**"Urania," Dampskibsselskab.**
24 *Amaliegade, Copenhagen, Denmark.*
*See* ALFRED CHRISTENSEN.

**Urd, Rederis.,**
*Sandefjord, Norway.*
*See* A. GRÖN.

**Uriarte, Compania Naviera,**
*Jardines 7, Bilbao, Spain.*
*See* J. A. ACHA.

**Uribe y Eguiraun,**
*Calle de la Estacion No. 2 piso 2°, Bilbao, Spain.*
(Compania Algortena de Nav.)
s. Abasota ... 1559
s. Altamirano ... 1281
s. Algortena ... 1450
s. Arechondo ... 1250
s. Arriluze ... 1244

**Urraza, Angel,**
*Viuda de Epalza No. 1, Bilbao, Spain.*
(Cia. Nav. Zuria.)
s. Asturias ... 1731
s. Zuria ... 1244

**Urrutia, G., & Co.,**
23, *P. Cervantes, Manila, Philippine Islands.*
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s. Carmen ... 97
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**Vaccani, Pinto & Co.,**
*Maceio, Brazil.*
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**Vaccaro Bros. & Co.,**
403, *S. Front Street, New Orleans, U.S.*
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*Vico Dinegri No. 1, Genoa, Italy.*
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*Calle Peru 1252, Buenos Ayres, Argentine Republic.*
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*Constantinople, Turkey.*
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*Constantinople, Turkey.*
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**Vagliano, C. S. & A. S.,**
*Pirœus, Greece.*
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*Rostoff o/Don, Russia.*
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*Los Angelos, Cal., U.S.*
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**Vairon, Charles,**
65, *Rue Hauteville, Paris.*
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Valladares ...
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*Via Garibaldi, Camogli, Italy.*
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**Valle, Certo & Co.,**
*Travessa Campos Salles No. 16, Pard, Brazil.*
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**Valle, Eredi di Santo,**
*Camogli, Italy.*
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87, *Rue Aurea 1°, Lisbon, Portugal.*
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**Valle, Francesco, di A.,**
*Camogli, Italy.*
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[illegible] ...

**Vallée, G.,**
3, *Rue Jeanne d'Arc, Rouen, France.*
Net Tons
s. Montataire ...
s. Pluton ...
s. Ville [illegible] Nazaire ...

**Vallonga Slate Co., Ld.,**
*Hopetoun House, Lloyd's Avenue, London, E.C.*
*See* COVERLEY & WESTRAY.

**Van Hemelryck & Geurts,**
*Rue de l'Etalage [illegible] Antwerp, Belgium.*
(Soc. Anon. Belge de Nav. à Vap. "Schaldis."
s. [illegible] ...
s. [illegible] ...
s. [illegible] ...

**Van Heymgen & Co.,**
*Mobile, Ala., U.S.*
s. Josephine ...

**Van Santen & Co.,**
*Wijnhaven 39, Rotterdam, Holland.*
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*Milwaukee, Wis., U.S.*
(Inter-Ocean Transportation Co.)
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**Vance, John,**
*Rio de Janeiro, Brazil.*
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**Vance, John, Mill & Lumber Co.,**
*Eureka, Cal., U.S.*
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**Vandaele & Dehillotte,**
25, *Rue Félix Faure, Fécamp, France.*
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**Vanini, Angelo,**
(of the Cie. des Hauts Fourneaux, Forges et Acieries de la Marine et des Chemins de fer.).
*Via Carcere 48, Cagliari, Italy.*
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*Via Garibaldi, Viareggio, Italy.*
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**Vassallo, E.,**
*Piazza Galeazzo Alessi, No. 1, Genoa, Italy.*
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*Porto Maurizio, Italy.*
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*Porto Maurizio, Italy.*
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**Vasse, Gustave,**
46, *Quai Guy de Maupassant, Fécamp, France.*
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Gladiateur ...
St. Michel ...

**Vassiglieff, E.,**
*Tagaurog, Russia.*
Cassiano ...

**Vassili, Hadji,**
*Constantinople, Turkey.*
Aglos Vassili ...

**Vassiliadi, A. G., & Co.,**
*Syra, Greece.*
s. Clémentine ... 1675

**Vatis, A. L., & Co.,**
*Syra, Greece.*
s. Leonardos ...

**Vatis, J. L., & Co.,**
*Syra, Greece.*
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s. Billito ...

s. désigne les Vapeurs.

**Vaughan, D. F.,**
*Man's Landing, New Jersey, U.S.*
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**Vaughan, Francis H.,**
(c/o Brodersen, Vaughan & Co.),
10, *South Castle Street, Liverpool.*
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**Vauvert, Louis,**
*Porsgrund, Norway.*
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**Vauxhall Steamships, Ld.,**
3, *Crosby Square, London, E.C.*
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**Vaxholms, Nya Ångf. Aktieb.,**
6, *Skeppsbron, Stockholm, Sweden*
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*Yellow Road, Waterford.*
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**Veitch, Agnes (Mrs.),**
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25, *Rua 13 de Maio 27, Para, Brazil.*
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*Frederiksgade 1, Copenhagen, Denmark.*
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**Venegas, W.,**
*Callao, Peru.*
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**Venus Steam Shipping Co., Ld.** (in liquidation),
52, *Coleman Street, London, E.C.*
s. Aphrodite ..... 2500
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**Vera Cruz (Mexico) Railways, Ld.,**
12, *Victoria Street, London, S.W.*
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*Manila, Philippine Islands.*
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3, *Steinhoeft, Hamburg, Germany.*
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9, *Quai de Rive Neuve, Marseilles, France.*
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26, *Brodschrangen, Hamburg, Germany.*
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*Arendal, Norway.*
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*Rue Kara—Moustafa 44, Galata, Constantinople, Turkey.*
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*Hydra, Greece.*
(Agents in United Kingdom—Mango, Doresa & Co., 6th, St. Mary Axe, London, E.C.)
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**Vestenfjeldske Dampskibs,**
*Bergen, Norway.*
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**Vesteraalens Dampskibsselskab,**
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*Vesterås, Sweden.*
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**"Vesterhavet," Dampskibsselskabet,**
*Esbjerg, Denmark.*
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*Copenhagen, Denmark.*
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**Vestra Södertörn, Ångb. Aktieb.,**
15, *Fredsgatan, Stockholm, Sweden.*
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**Vetromile, C.,**
*c/o Morogoia & Co., 102, Fenchurch Street, London, E.C.*
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**Viale, Paolo, G. B.,**
*Ventimiglia; & Via Ritvoli No. 3, Int. 2, Genoa, Italy.*
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*Rua da Saude, Rio Janeiro, Brazil.*
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**Vicini, G. B., fu G.,**
*Via Umberto 1, Zoagli, Italy.*
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**Vickers, Samuel,**
*Fernhurst, Shotton, co. Flint.*
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**Vickery, E., & Sons, Ld.,**
78, *Pitt Street, Sydney, N.S.W.*
s. Herga ..... 135
s. Kurrara ..... 249

**Victoria, Marine Salvage Association of, Ld.,**
*The Exchange, 369, Collins Street, Melbourne, Victoria.*
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**Victoria Steam Ship Co., Ld.,**
*Baddeck, Cape Breton, N.S.*
s. Blue Hill ..... 98

**Victoria & Vancouver Stevedoring Co.,**
*Victoria, B.C.*
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**Victorian Government, The,**
*Melbourne, Victoria*
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s. Lady Loch ..... 337

s. signifies Steamer.

**Vidal Hermanos,**
*Barcelona, Spain.*
Net Tons
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[illegible]

**Vidal, L.,**
*Nassau, N. P.*
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**Vidar, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
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**Vidart, J. B.,**
*Bidart, Basses Pyrenées, France.*
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**Vidler, J. S.,**
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**Vidor fils, A. & G.,**
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**Vidor frères et Cie.,**
*Rue d'Orleans 61, Boulogne, France.*
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**Vidulich, S. M.,**
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**Vierci Hermanos,**
*Asuncion, Paraguay.*
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**Vigner, Schneider & Co.,**
*Quai de Honfleur, Havre, France.*
s. Ville de Châlon 90

**Viken, Rederiaktiebolaget,**
*Viken, Höganäs, Sweden.*
*See* P. L. PÅHLSSON.

**"Viking," Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Viking, Dampskibs.,**
*Copenhagen, Denmark.*
*See* A. O. ANDERSEN & Co.

**Vila y Casanovas, Francisco,**
*17, Paseo de la Aduana, Barcelona, Spain.*
s. [illegible] 445
s. [illegible] 628

**Villa, J. & J., & M. Gelpi,**
*Montevideo, Uruguay.*
Net Tons
Sara 1441

**Villa, P.,**
*Genoa, Italy.*
s. Anna Villa 900

**Village Line.**
*See* GUTHRIE, MACDONALD, HOOD & Co.

**Villani, Marco, fu M.,**
*Via Principe Amedeo, 41, Torre del Greco, Italy.*
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**Villano, P. A.,**
*Naples, Italy.*
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**Ville Steamships, Ld.,**
101, *Howard Street, North Shields.*
*See* BALLS & STANSFIELD.

**Vimont, A., & Ce.,**
*317, Rue Paradis, Marseilles, France.*
France-Marie ... 1078
Jules Henry ... 1078

**Vincent, L., & Ch. Lemmens,**
*Dunkirk, France.*
Ravissante 120

**Vincent, Victor,**
*Rue du 14 Juillet, Nantes, France.*
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**Vindigni, P.,**
*Catania, Sicily.*
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**Vindomora S.S. Co., Ld.,**
99, *Bute Street, Cardiff.*
*See* E. R. CARE.

**Vinegar Bend Lumber Co.,**
*Vinegar Bend, Ala., U.S.*
M. A. Achorn ... 256

**Vinke & Co.,**
*Amsterdam, Holland.*
(Stoomvaart Maats. Oostzee.)
s. Pasewalk 1537
s. Heelsum
s. Hilversum
s. Ittersum
s. Leersum
s. Loppersum 1537
s. Ootmarsum 1147

**Vinke, J. & J.,**
*Amsterdam, Holland.*
(Stoomvaart Maats. Poseidon.)
s. [illegible] 1046

**Viot, Alexandre,**
9, *Boulevard Delorme, Nantes, France.*
Colbert 1248

**Virginia Pilots Association,**
*Norfolk, Va., U.S.*
Net Tons
s. Retriever 113

**Visby Cement Fabrik, Aktieb.,**
*Upsala, Sweden.*
*See* F. A. BERGMAN.

**Visram, Ebrahim & Co.,**
*Samuel Street, Khoja Mohla, Bombay.*
s. Fairy Queen 104

**Vista Ångb. Aktieb.,**
*Jönköping, Sweden.*
*See* A. ANDERSSON.

**"Visurgis," Rhederi Act. Ges.,**
*Bremen, Germany.*
Nauta 1663
Neu 1663
Neuenfelde 1663
Neuenland 1663
Neuenlande 1720
Neuenmoor 1720
Neuenschloot 1663
Neuenwalde 1663
Nixe 1663
Nornia 1921

**Vivo, J. M.,**
*Vianna do Castello, Portugal.*
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**Vlack, W. van,**
*Picton, Ontario.*
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**Vladicaucase Railway Co.,**
*Novorossisk, Russia.*
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**Vlami, D.,**
*Galaxidi, Greece.*
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*Galaxidi, Greece.*
s. Andromachis ... 1344

**Vlissidis, D. I.,**
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**Vogt & Maguire,**
29, *South Castle Street, Liverpool.*
s. Marpessa ... 1[illegible]

**Volana Shipping Co., Ld.,**
*Commercial Buildings, 17, Water Street, Liverpool.*
*See* ROGERS & BRIGHT.

**Volckman, G. C.,**
*Christiansund, Norway.*
s. Romsdal 1[illegible]

**Voldens Aktiedampsk. Selsk.,**
*Aalesund, Norway.*
*See* L. BARSTAD

**Volicas, G. K.,**
*Santorin, Greece.*
Net Tons
[illegible] 973

**Volichas, G.,**
*Syra, Greece.*
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**Volkonsky, Count A. P.,**
*Krasnoe Selo, near St. Petersburg, Russia.*
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**Volunteer Fleet.**
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**Volunteer Transit Co.,**
510, *Perry Payne Building, Cleveland, Ohio.*
*See* E. MORTON.

**Von Hamm Young Co., Ld.,**
*Honolulu, Hawaii.*
[illegible] 100

**Voss, A. H.,**
*Moss Point, Miss., U.S.*
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**Votzi, N., & G. Fotia,**
*Hydra, Greece.*
Taxiarchis 200

**Voyatzis, Atanasio S.,**
*Syra, Greece.*
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**Vroege & De Wys,**
*Glashaven No. 10, Rotterdam, Holland.*
s. Alblasserdam 584

**Vroege, J.,**
*Alblasserdam, Holland.*
Senior ... 1058

**Vucassovich, M.,**
*Calle San Martin 362, Buenos Ayres, Argentine Republic.*
s. Ida 333

**Vuelta Abajo S. S. Co.,**
*Oficios 28, Havana, Cuba.*
s. Veguero 3[illegible]
s. Vueltabajo 474

**Vulcan, Dampskibsselskabet,**
*Ostbanegade 3, Copenhagen, Denmark.*
*See* C. P. JENSEN.

# W

**Waage, H.,**
*Christiania, Norway.*
Net Tons
[illegible] 2[illegible]
s. [illegible] 4[illegible]
s. Origen 3[illegible]
s. Ruth 3[illegible]
s. [illegible] 4[illegible]

**Waage, O.,**
*Kristiansund, per Bergenstad, Norway.*
s. Rapid 1[illegible]
s. Frem 2[illegible]

**Waage, Thorbjörn,**
*Stavanger, Norway.*
Eliezer 11[illegible]
s. Tange 11[illegible]

**Waché de Roo frères,**
*Neuilly-sur-Seine, France; & Tulear, Madagascar.*
[illegible] 3[illegible]
s. Ville de Tulear 3[illegible]

**Wachsmuth & Krogmann,**
4, *Zippelhaus, Hamburg, Germany.*
[illegible] 1[illegible]
s. Kohlbrand 9[illegible]
Selene 1[illegible]
[illegible] 1[illegible]
[illegible] 1[illegible]
Undine 1[illegible]

**Wacker, Charles,**
*Baltimore, U.S.*
s. Dorothy F. Wacker 1[illegible]

**Wackerbarth, J. H., & Co.,**
*Seaton Buildings, 17, Water Street, Liverpool.*
(Iberian S.S. Co., Ld.)
s. [illegible] 1[illegible]
s. [illegible] 1[illegible]

**Wacogne, L., & Antier,**
*Cayenne, Guyane Française, South America.*
s. Abeille No. 15 1[illegible]

**Wadsworth, G. B.,**
8, *East Parade, Goole.*
Charlotte 8[illegible]
s. Cornhill 4[illegible]
s. Eastham 4[illegible]
s. [illegible] 4[illegible]

**Wagle, Jacob,**
[illegible], *Norway.*
Aris 1[illegible]
Bertha 1[illegible]

s. désigne les Vapeurs.

**Wagner, H. D. J.,**
*92/93, Admiralitätstrasse, Hamburg, Germany.*
Net Tons
s. Hans Wagner 931

**Wahl, R., Jr., & Co., Rhederei & Handelsges. m. b. H.**
*Cologne, Germany.*
s. Lovat
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**Wahlman, C. G.,**
*Nystad, Finland.*
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**Wahlquist, F. B.,**
*Gothenburg, Sweden.*
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**Wahlström, C. & A.,**
*Abo, Finland.*
s. Avance 326
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**Wainschtein, J., & S. Losinski,**
*Odessa, Russia.*
s. Knias Obolenski 237

**Wait & Dodds,**
*Newcastle-on-Tyne.*
s. Admiral Nelson 1980

**Wakamatsu Chikko Kabushiki Kaisha,**
*Wakamatsu, Ogajun, Prov. Chikuzen, Japan.*
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s. Dokai Maru No. 3 267

**Wakayama, K.,**
*Minato, Japan.*
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**Wakeham, Samuel, & Son,**
*20, King Street, Liverpool.*
Atacama 1112
Chala 1026
Chepica 1025
Gladova 1057
Inca 953
Samanco 815
Talca 1102

**Wakeley, Charles J.,**
*Stratford, Conn., U.S.*
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**Wakeva, E.,**
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**Wakiya Tokutaro,**
*Kawashiri, Japan.*
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**Walamo Monastery,**
*Sordavala, Finland.*
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**Waldie, John, & Co.,**
*Toronto, Canada.*
s. Tadousac

**Waldo, L. C.,**
*Detroit, Mich., U.S.*
(Roby Transportation Co.)
s. L. C. Waldo

**Waldron, Thomas,**
*Ferry Bank, Arklow.*
Confidence 60

**Wales, Thomas J., jun.,**
55, *Sea View, Swansea.*
s. Triton 56

**Walgren, J. A.,**
*Piteå, Sweden.*
s. Norrbotten

**Walhall, Rederiaktieb.,**
*Helsingborg, Sweden.*
*See* A. PYK.

**Walker, C. A.,**
134, *St. Vincent Street, Glasgow.*
Sound of Jura 1020

**Walker, C. H., & Co., Ld.,**
15, *Great George Street, Westminster, London, S.W.*
s. Andre Rebouças 192
s. Borja Castro 131
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**Walker, Craig & Wood,**
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**Walker, Howard & Co.,**
48, *Mark Lane, London, E.C.*
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**Walker, J. A., & Co.,**
134, *St. Vincent Street, Glasgow*
(Glasgow King Shipping Co., Ld.)
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**Walker, John A.,**
*Military Road, Semaphore, Adelaide, S.A.*
Dunblane

**Walker, Robert,**
*Liverpool Road, Croydon, Sydney, N.S.W.*
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**Walker Steam Trawl Fishing Co., Ld.**
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**Walker, Thomas,**
*Commercial Road, Aberdeen.*
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**Walker, W., & Co.,**
2, *Church Place, Greenock.*
Inverkip 1354
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**Wall, C.,**
*Grays, Essex.*
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**Wallace, E. W.,**
*Milbridge, Me., U.S.*
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**Wallarah Coal Co., Ld.,**
63, *Pitt Street, Sydney, N.S.W.*
s. Illaroo 319
s. Wallarah 193

**Wallasey Urban District Council.**
*Egremont Ferry, near Birkenhead, Cheshire.*
s. Crocus 35
s. Daisy
s. Emily 9
s. John Herron 60
s. Lily 90
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**Wallenberg, G. O.,**
*Stadsgården, Stockholm, Sweden.*
(Rederiaktiebolaget "Ostra Sverige.")
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s. Lyrens 172
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s. Svea 75
(Rederi Aktiebol. "Carma.")
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**Wallenberg, Marc,**
*Stockholm, Sweden.*
(Aktieb The South.)
s. Oceana 2287

**Wallenstein, Joh.,**
*Geestemünde, Germany.*
Elbe 1121
Ems 1134
Philadelphia 1710
Weser 921

**Waller, Justus A.,**
*Gothenburg, Sweden.*
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(Rederei Aktiebolaget Concordia.)
s. Dolona 374
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s. Juno 620
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**Wallgren, J. A.,**
*Piteå, Sweden.*
s. Norrbotten 395

**Wallin, K. A.,**
*Gallström, Sundswall, Sweden.*
(Klosters Aktieb.)
s. Ophelia 35

**Wallsend Corporation,**
*Wallsend.*
W.B.C. No. 1

**Wallström, E. A.,**
*Gothenburg, Sweden.*
s. Triton 115

**Walmsley, J. B., & Co.,**
18, *Chapel Street, Liverpool.*
Beechwood 794
Bluebell 783
Braemar 1036
Charles Cotesworth 1031
Elwy 769
Hartfield 1815
John Lockett 779
Killarney 1356
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Naiad 1737
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Wray Castle 1791

**Wals & Boustead,**
89, *Rue de Mauberge, Dars, France.*
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**Walsh & Co.,**
*Cairns and Port Douglas, Queensland.*
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**Walsh, J., & Co.,**
*Wexford.*
Jasper

**Walsh, Francis J.,**
*Wexford.*
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**Walsh, J. T.,**
*Mobile, Ala., U.S.*
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**Walsh, M.,**
*Foot's Cray, Victoria.*
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**Walters, E.,**
*Lunenburg, N.S.*
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**Walton, George,**
*St. Andrew's Dock, Hull.*
s. Crusader 93
(Marine Steam Fishing Co., Ld.)
s. Cavalier 93

**Walton, James,**
*Howard Chambers, Howard Street, North Shields.*
s. Earsdon 778

**Wan Kee,**
*Canton, China.*
s. Le Rhone 258

**Wanaselja, Thomas,**
*Dago, Kertell, Emmast, Russia.*
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**Wandsberg, J.,**
*Schozen, Gulf of Riga, Russia.*
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**Wanevik, Rederi Aktieb.**
(Manager—H. L. O. Machnow),
*Stockholm, Sweden.*
s. Trio 86

**Wanninen, P.,**
*Impilaks, Finland.*
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*Arensburg, Russia.*
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**Warburton, Charles George,**
*Pyrmont, Sydney, N.S.W.*
Countess of Errol 218

**Warburton & Son,**
*Pyrmont, Sydney, N.S.W.*
Net Tons
[illegible]

**Ward & Co.,**
*Lipson Street, Port Adelaide, S.A.*
County of Ayr ...

**Ward, H. J., & Co.,**
*5, Tower Gardens, Liverpool.*
s. British King ...
s Gipsy King ...
s. [illegible] King ...

**Ward, J. E., & Co.**
(WARD LINE),
*30-36, Wall Street, New York, U.S.*
(New York & Cuba Mail Steamship Co.)
s. Cienfuegos ... 1139
s. City of Washington ... 1744
s. Edwin Bailey ... 119
s. Esperanza ... 2948
s. Havana ... 4192
s. Manzanillo ... 1177
s. Matanzas ... 2104
s. Mexico ... 4191
s. Monterey ... 2948
s. [illegible] ... 3732
s. [illegible] ... 1668
s. [illegible] ... 2334
s. [illegible] ... 1696
s. Santiago de Cuba ... 702
s. Saratoga ... 1973
s. Segurança ...
s. Seneca ... 1912
s. Vigilancia ... 2934
s. Yucatan ... 2317
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**Ward, J. N., & Sons,**
*Fleetwood.*
(Wyre Steam Trawling Co., Ld.)
s. Ribble ... 71
s. Wyre ... 73

**Ward, J. M.,**
*120, State Street, Boston, Mass., U.S.*
Henry Withington ... 483
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**Ward Line,**
*See* NEW YORK & CUBA MAIL STEAM SHIP CO.

**Ward, T. W.,**
*Fitzalan Chambers, Sheffield.*
s. Brittany ...
s. Chesnire ... 7
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**Ward, Thomas F.,**
*South Park Road, Middlesbro'.*
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**Ward & Tupman,**
*3, Bernard Street, Leith.*
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**Ward, William C.,**
*Scar, Sanday, Orkney.*
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*Warkworth, Northumberland.*
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**Warner, Barnes & Co., Ld.,**
*P.O. Box [illegible] Manila, Philippine Islands*
(Pasig [illegible] & Lighter Co.)
Net Tons
Grozoria ... 175
Minerva II ... 431
Perla del Océan ... 915
s. San Juan ... 312

**Warner, C. T.,**
*Plympton, Digby co., N.S.*
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**Warner, Walter T.,**
*54, New Cut West, Ipswich.*
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**Warner & van der Biesen,**
*Zwolle, Holland.*
(Binnenlandsche Scheepv. Maats.)
Goede Verwachting ... 111
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**Warr, P. J.,**
*Calais, Maine, U.S.*
T. A. Stuart ... 149

**Warrack, John, & Co.,**
*43, Constitution Street, Leith.*
s. Atholl ... 3031
s. Fraemar ... 2316
s. Lennox ... 2361
s. Lothian ... 3223
s. Macduff ... 1882

**Warren, Francis,**
*8, Waterville Terrace, N. Shields.*
s. Excelsior ... 20

**Warren, George, & Co.**
(WARREN LINE),
*19, James Street, Liverpool.*
(White Diamond S.S. Co., Ld.)
s. Iowa ... 5361
s. Kansas ... 3367
s. Michigan ... 3150
s. Sachem ... 3337
s. Sagamore ... 3280

**Warrior Steam Fishing Co., Ld.,**
*Fish Quay, North Shields.*
*See* A. J. FREETH.

**Wasa-Nordsjö Ångbåts Aktie Bolag.,**
*Wasa, Finland.*
*See* AXEL SCHAUMANN.

**Washburn Bros.,**
*Thomaston, Me., U.S.*
Charles L. Davenport ... 929
Fred B. Balano ... 215
George H. Mills ... 254
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Harry T. Hayward ... 1020
Helen Thomas ... 1153
J. S. Lamprey ... 251
J. W. Balano ... 458
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Mabel Jordan ...
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**Washington Steamboat Co.,**
Ld.
*Washington, D.C., U.S.*
s. Belle Haven ...
s. Wakefield ...

**Wassenaar, T.,**
*Groningen, Holland.*
[illegible] ... 111

**Wasson, W. E.,**
*Parrsboro', N.S.*
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**Watanabe Kumashiro,**
*101, Sughirocho, Hakodateku, Prov. Oshima, Japan.*
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**Watanabe Masajiro,**
*Osaka, Japan.*
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*Osaka, Japan.*
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**Waterford, The Commissioners for Improving the Port and Harbour of,**
*Harbour Office, Waterford.*
s. Stanley ...

**Waterford Steam Ship Co., Ld.,**
*Mall, Waterford.*
s. Clodagh ...
s. Comeragh ...
s. Dunbrody ...
s. Flying Huntsman ...
s. Ida ...
s. [illegible] ...
s. Menapia ...
s. Mermaid ...
s. Reginald ...
s. Shannon ...
s. Vandeleur ...

**Waterhouse, Frank,**
*Burke Building, Seattle, Wash., U.S.*
s. Garonne ...

**Waters, Francis E.,**
*609-611, Merchants' Bank Building, Baltimore, Md., U.S.*
William H. Skinner ...

**Waters, Joseph,**
*12, St. George's Road, Truro.*
Albert ...
Mary Waters ...

**Waters, William G.,**
*Rochester.*
Princess of Wales ...

**Waters, William H.,**
*Westfield, King's Co., N.B.*
W. H. Waters ...

**Waterston, Walter Sinclair,**
*Spey Street, Invercargill, N.Z.*
Ganymede ...
Sarah & Mary ...

**Wathne, T. & C.,**
*Stavanger, Norway*
Net Tons
s. Egil ... 251

**Watjen, D. H., & Co.,**
*Postfach 378, [illegible] Germany.*
Adelaide ...
Agnes ... 209
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Anna ...
Bertha ... 2611
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Elisabeth ... 1134
Fulda ...
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Josefa ... 779
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M[illegible]ene ... 2696
[illegible] ... 1270
Schiller ... 1196
Visurgis ...
Weser ...

**Watkins, G. A.,**
*Frampton-on-Severn, Gloucestershire.*
Pearl ...

**Watkins, William,**
*75, Mark Lane, London, E.C.*
s. A[illegible] ... 180
s. A[illegible] ... 13
s. [illegible] ... 55
s. Columbia ... 42
s. Guiana ... 4
s. Hibernia ... 42
s. Iona ... 2
s. Mashona ... 8
s. Nubia ... 18
s. Oceana ... 8
s. Persia ... 9
s. Scotia ... 8
s. Simla ... 3
s. Victoria ... 35
s. Zealandia ... 18

**Watrin, J. A., & Co.,**
*Caixa 45, Para, Brazil.*
s. Watrin ... 283

**Watson Bros.,**
*140, St. Vincent Street, Glasgow.*
[illegible] Deerg ... 2193
Ben Lee ... 2204
s. Ben Nevis ...
Benares ... 1646
Benlarig ... 1692
Craigerne ... 1774

**Watson, G. A., & Co., Ld.,**
*81, Tower Buildings, Liverpool.*
s. County Clare ... 77

**Watson, Geo. F.,**
*14, Sneaton Terrace, Plymouth.*
Lola ... 41

**Watson, Herbert, & Co.,**
*40, Brazennose Street, Manchester.*
(Palatine Shipping Co., Ld.)
s. Ribble. ...
s. Thirlmere ...
(Watson S.S. Co., Ld.)
s. Delamere ... 678

**Watson, J. W.,**
*Bridge Road, Stockton.*
s. Kelburne ... 83

**Watson, James,**
*Porter's Buildings, The Close, Newcastle-on-Tyne.*
Florin ... 168
Hebe ...
[illegible] ...
[illegible] ...

**Watson, James, & Co.,**
[illegible] *Office Chambers, Middlesbrough.*
Net Tons
[illegible] ...

**Watson S.S. Co., Ld.**
[illegible] H. WATSON & CO.

**Watson, W. A.,**
*39, West Sunniside, Sunderland.*
s. City of Rochester ...
s. Dunelm ... 491

**Watson, William,**
*27, General Gordon Terrace, Sunderland*
John Clarke ... 296

**Wattley, Edwin,**
*Cardiff.*
s. Yulo ... 230

**Watts, Henry J.,**
*Watchet, [illegible] Somerset.*
Alpha ... 113

**Watts, J.,**
*Braunton, N. Devon.*
Amazon ...

**Watts, Watts & Co.,**
*7, Whittington Avenue, London, E.C.*
s. Alabama ... 1241
s. Jesmond ... 910
(Britain S. S. Co., Ld.)
s. Aldershot ... 1354
s. Anerley ... 1199
s. Ascot ... 2786
s. Beckenham ...
s. Blackheath ...
s. Chatham ...
s. Dulwich ... 2111
s. Epsom ...
s. Fulham ... 1977
s. Greenwich ... 1866
s. Hampstead ... 1493
s. Henley ... 1409
s. Hounslow ... 1860
s. Ilford ...
s. Isleworth ... 1716
s. Kilburn ... 2111
s. Lowisham ... 1785
s. Mortlake ... 1737
s. Romford ...
s. Tottenham ...
s. Twickenham ...
s. Windsor ...
s. Woodford ...
(Pensacola Trading Co., Ld.)
s. August Belmont ...
s. E. O. Saltmarsh ...

**Wawn, Robert,**
*Tucker Road, East Brighton, Victoria.*
s. Captain Cook ...

**Way, J. B.,**
*Christchurch, Canterbury, N.Z.*
Eliza Firth ...

**Wear Steam Fishing Co., Ld.,**
*Fish Quay, Sunderland.*
s. Dorcen ... 41
s. Gloria ...
s. Pauline ... 15

**Weardale Steam Shipping Co., Ld.,**
*Maritime Buildings, Sunderland.*
*See* P. H. LAING.

s. désigne les Vapeurs.

**Weatherill, John,**
*D'Olier Chambers, Dublin*

| | Net Tons |
|---|---|
| s. Anna Moore | 1794 |
| s. Bushmills | 1539 |
| s. Florence Pile | 2193 |
| s. Lady Iveagh | 1471 |
| s. Lavinia | 169 |
| s. Parazon | 172 |
| s. Portmarnock | 1935 |
| s. Winstanley | 149 |

**Weaver, E. H.,**
*207, Long Wharf, New Haven, Connecticut, U.S.*

| | |
|---|---|
| Bayard Barnes | 355 |
| Edward P. Avery | 482 |
| Greenleaf Johnson | 322 |
| Harry Prescott | 412 |
| Horace P. Shares | 393 |
| Hugh Kelley | 698 |
| Jeremiah Smith | 389 |
| John L. Treat | 436 |
| John M. Brown | 370 |
| Sylvia C. Hall | 285 |
| William E. Downes | 639 |

**Weaver Steam Ship Co., Ld.,**
*Albert Buildings, Pressons Row, Liverpool.*
*See* H. SEDDON.

**Webber, William H.,**
*Redruth, Cornwall.*

| | |
|---|---|
| Village Belle | 134 |

**Weber, A.,**
*Windau, Russia.*

| | |
|---|---|
| Anna Elisabeth | 115 |

**Weber, M. R.,**
*Marstal, Denmark.*

| | |
|---|---|
| Ino | 130 |

**Webster & Barraclough,**
*Church Square, West Hartlepool.*

| | |
|---|---|
| s. Alston | 2563 |
| s. Barton | 2405 |
| s. Clifton | 2417 |
| s. Dalton | 2263 |

**Webster, G., & Co.,**
*19, Waterloo Street, Glasgow.*

| | |
|---|---|
| s. Nar | 99 |

**Webster, G. M., & Co.,**
*Quebec, Canada.*

| | |
|---|---|
| s. Adriatic | 87 |

**Webster, L. C.,**
*Quebec, Canada.*

| | |
|---|---|
| s. Atlantic | 283 |

**Webster, Thos. B.,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| Richard Cromwell | 112 |

**Welberg, E. N.,**
*Norrby Gård, Hafverö, Sweden.*

| | |
|---|---|
| Solon | 210 |

**Wedberg, V. E.,**
*Veda, Hafverö, Roslagen, Sweden.*

| | |
|---|---|
| Lisa | 311 |
| Orvar | 206 |
| Viking | 238 |

**Weddel, Turner & Co.,**
16, *St. Helen's Place, London, E.C.*
(Lion Line Ld.)

| | Net Tons |
|---|---|
| s. Blaine | 2367 |
| s. Sheila | 2236 |

**Wedlake, P., & Co.,**
11, *Cambrian Place, Swansea.*

| | |
|---|---|
| s. Sunlight | 705 |

**Wee Kim Cheng,**
56-1, *Market Street, Singapore.*

| | |
|---|---|
| s. Sri Tringanu | 81 |

**Wee Tek Seng,**
*Rioux, Dutch E. Indies.*

| | |
|---|---|
| s. Chow Phya | 370 |

**Wee Teng Cheng,**
*Rioux, Dutch E. Indies.*

| | |
|---|---|
| s. Cheang Hock Kian | 956 |

**Weems Steamboat Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Calvert | 604 |
| s. Middlesex | 754 |
| s. Northumberland | 675 |
| s. Potomac | 689 |

**Wegener, J. J.,**
*Groningen, Holland.*

| | |
|---|---|
| Eems | 1143 |

**Wehman, C. C.,**
*New York, U.S.*

| | |
|---|---|
| Henry H. Pitts | 182 |

**Weichsel-Danziger Dampfschiffahrts & Seebad Aktien Gesellschaft,**
*Heilige Geist Gasse No. 84, Danzig, Germany.*

| | |
|---|---|
| s. Drache | 62 |
| s. Putzig | 60 |
| s. Vineta | 35 |

**Weide, A. W.,**
*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| Pittan | 273 |
| Regulus | 345 |

**Weide, F. & G.,**
*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| Martin & Michail | 242 |

**Weide, M.,**
*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| Equator | 411 |
| Georg | 248 |
| Mercator | 370 |
| Monitor | 108 |

**Weidner, Hopkins & Co., Ld.,**
46, *Side, Newcastle-on-Tyne.*
(Elswick Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Elswick Grange | 2572 |
| s. Elswick Hall | 2459 |
| s. Elswick House | 2545 |
| s. Elswick Lodge | 2400 |
| s. Elswick Manor | 2578 |
| s. Elswick Park | 2208 |
| s. Elswick Tower | 2570 |

**Weigall, E. L.,**
48, *Moorgate Street, London, E.C.*
(Frumentum S.S. Co., Ld.)

| | |
|---|---|
| s. Nadia | 1552 |
| s. Sabia | 1767 |

**Weil, S., & Co.**

| | Net Tons |
|---|---|
| Gladiator | 176 |

**Weinberg, P.,**
*Pleni, Tukum, Russia.*

| | |
|---|---|
| Magdalena | 154 |

**Weinhardt, G.,**
*Gokalund, Berggvara, Sweden.*

| | |
|---|---|
| Paul Emil | 163 |

**Weir, Andrew, & Co.**
(BANK LINE),
*Standard Buildings, 94, Hope Street, Glasgow; 4, Exchange Place, Middlesbro'; & 6, Lloyd's Avenue, London, E.C.*

| | |
|---|---|
| Beechbank | 2154 |
| s. Burnock | 181 |
| Cedarbank | 2649 |
| s. Comoric | 2534 |
| Comliebank | 2179 |
| Dunbritton | 1471 |
| s. Duneric | 1211 |
| s. Elleric | 2322 |
| Falklandbank | 1781 |
| s. Foreric | 2591 |
| Forthbank | 1332 |
| Gantock Rock | 1556 |
| s. Gymeric | 2598 |
| Hawthornbank | 1288 |
| s. Inveric | 3113 |
| Isle of Arran | 1759 |
| s. Jeseric | 3114 |
| Levernbank | 2242 |
| Mennock | 787 |
| Olivebank | 2647 |
| River Falloch | 1536 |
| s. Ruby | 192 |
| Sardhana | 1119 |
| Springbank | 2235 |
| Thistlebank | 2332 |
| Thornliebank | 1969 |
| Trafalgar | 1616 |
| Trongate | 949 |
| s. Tymeric | 2159 |
| s. Wyneric | 3264 |
| (British Navigation Co., Ld.) | |
| s. Katanga | 2160 |
| (S.S. Homeric Co., Ld.) | |
| s. Croydon | 2410 |
| (Ocean Navigation Co., Ld.) | |
| s. Adato | 2145 |
| s. Oceano | 3050 |
| s. Quito | 2153 |
| s. Yeddo | 2974 |

**Weir, Patrick,**
*Adelaide, S.A.*

| | |
|---|---|
| s. Argyle | 129 |

**Welbeck Shipping Co., Ld.,**
110, *High Street, Sunderland.*
*See* V. T. THOMPSON & Co.

**Welch & Co.,**
220, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Amy Turner | 901 |
| Andrew Welch | 863 |
| Archer | 845 |
| Fort George | 1705 |
| George Curtis | 1686 |
| Gerard C. Tobey | 1390 |
| Martha Davis | 780 |
| Mohican | 785 |
| R. P. Rithet | 1043 |
| St Katherine | 1090 |
| Te E. Starbuck | 1899 |
| W. H. Marston | 1119 |

**Weldon, J. H., jun.,**
38, *South Street, New York, U.S.*

| | |
|---|---|
| R. S. Graham | 325 |

**Weldon, Sarah (Miss),**
420, *Sixth Avenue, Brooklyn, New York, U.S.*

| | |
|---|---|
| Hattie E. King | 232 |

**Weldt, George L.,**
*Waldoboro, Me., U.S.*

| | Net Tons |
|---|---|
| Stephen G. Hart | 562 |

**Welfare Shipping Co., Ld.,**
110, *High Street, Sunderland.*
*See* V. T. THOMPSON & Co.

**Welford Shipping Co., Ld.,**
110, *High Street, Sunderland.*
*See* V. T. THOMPSON & Co.

**Welieff.**

| | |
|---|---|
| s. Islam | |

**Welin, P. A.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Calla | 442 |
| (Nordiska Rederi Aktiebolaget.) | |
| s. Aira | 284 |
| s. Bellis | 246 |

**Welling, J.,**
*Ruthern, pr. Lemsal, Livland, Russia.*

| | |
|---|---|
| Gulbis | 338 |

**Wellington Harbour Board,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Whakarire | 449 |

**Wellington, Havelock & Motueka S.S. Co., Ld.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Manaroa | 77 |

**Wellington Steam Ferry Co., Ld.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Duchess | 95 |
| s. Duco | 26 |

**Wellington & Wanganui Steam Packet Co., Ld.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Hata | 69 |
| s. Moa | 95 |
| s. Orari | 117 |
| s. Storm Bird | 120 |

**Wells, J. R.,**
26, *Chapel Street, Liverpool.*

| | |
|---|---|
| Parkdale | 1383 |

**Wells, John,**
*Harwich.*

| | |
|---|---|
| Mazeppa | 71 |

**Wells, R. F.,**
*c/o Richard A. Atwood, Boston, Mass., U.S.*

| | |
|---|---|
| Samos | 375 |

**Welsford, J. H., & Co., Ld.,**
17, *Water Street, Liverpool.*
(Gulf Transport Line.)

| | |
|---|---|
| s. Ikbal | 3490 |
| s. Indore | 4756 |
| s. Inkum | 3074 |
| s. Irada | 5434 |
| s. Irak | 5284 |

**Wencke, B., Sohne,**
67/71, *Alterwall, Alterwallhof, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Arethusa | 1703 |
| Athene | 2460 |
| Erato | 1666 |
| Hebe | [illegible] |
| Hermes | 1550 |
| Hera | 1944 |
| Kalliope | 1585 |
| Klio | 1571 |
| Melete | 167[illegible] |
| Melpomene | 1649 |
| Mneme | 2323 |
| Parnassos | 1852 |
| Pindos | 2351 |
| Polymnia | 2014 |
| Terpsichore | 1944 |
| s. Tugboat | 10 |
| Urania | 3060 |

**Wennström, Gustaf Adolf,**
*Wärdö, Finland.*

| | |
|---|---|
| Rauha | 104 |
| Serafina | 330 |

**Wentworth Nav. Co., Ld.,**
*Toronto, Ontario.*

| | |
|---|---|
| s. Ocean | 454 |

**Werner & Co.,**
*San Lorenzo Street No. 1070, Rosario, Argentine Republic.*

| | |
|---|---|
| s. Albertina | 419 |

**Wesenberg, R.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Elizabeth | 353 |
| s. Margarethe | 357 |

**Wessblad, A. M.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Elsa | 338 |

**Wessel, A. B.,**
*Christiania, Norway.*

| | |
|---|---|
| Dione | 613 |

**Wessel, O. P.,**
*Drammen, Norway.*

| | |
|---|---|
| Sigrid | 238 |

**Wessels, P. W., Wwe.,**
*Emden, Germany.*

| | |
|---|---|
| s. Peter Wessels | |

**West Australian Steam Nav. Co., Ld.,**
22, *Billiter Street, London, E.C.*
*See* BETHELL, GWYN & Co.

**West Coast of America Telegraph Co., Ld.,**
*Electra House, Moorgate, London, E.C.*

| | |
|---|---|
| s. Retriever | 38[illegible] |

**West Cornwall Steam Ship Co., Ld.,**
*Penzance, Cornwall.*

| | |
|---|---|
| s. Lady of the Isles | 6[illegible] |
| s. Lyonnesse | 83 |

**West Hartlepool Steam Navigation Co., Ld.,**
*Victoria Terrace, West Hartlepool.*

| | Net Tons |
|---|---|
| s. Annie | 2445 |
| s. Askehall | [illegible] |
| s. [illegible] | 2444 |
| s. [illegible] | 2738 |
| s. Boltonhall | 2427 |
| s. Clamberhall | [illegible] |
| s. Elonhall | 1644 |
| s. Gipsy Queen | 422 |
| s. Grantleyhall | 2545 |
| s. Guildhall | 1659 |
| s. Haddonhall | [illegible] |
| s. Harlyn | 929 |
| s. Heighington | [illegible] |
| s. Hendonhall | [illegible] |
| s. Kaiser | 497 |
| s. Kirkhall | 1162 |
| s. Lindenhall | [illegible] |
| s. Polamhall | 2597 |
| s. Sprite | 520 |
| s. Vauxhall | 2346 |
| s. Whitehall | 1314 |

**West India & Panama Telegraph Co., Ld.,**
*187, Dashwood House, 9, New Broad Street, London, E.C.*
s. Henry Holmes ........ [illegible]

**West of England S.S. Co., Ld.,**
*Fowey, Cornwall.*
See HANNAN, BENNETT & CO.

**West Riding Steam Fishing Co., Ld.,**
*Great Grimsby.*
See G. W. STENNETT.

**Westaway, Joseph B.,**
*New York, U.S.*
Charlevoix ........ 427

**Westcott, Albert,**
*43, Woolster Street, Plymouth.*
Fleetwing ........ 147

**Westcott, John,**
*Queen Ann's Battery, Plymouth.*

| | |
|---|---|
| Express | 95 |
| Ismene | 95 |
| My Beauty | [illegible] |
| My Lady | 98 |
| Saint Clair | 97 |

**Westcott & Laurance, Ld.,**
*Thorners Chambers, Ingram Court, Fenchurch Street, London, E.C.*
See ELLERMAN LINES, LD.

**Westel, Jul.,**
*Port Kunda, Russia.*

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Nora | [illegible] |

**Westergaard & Co.,**
*P.O. Box. 206; & Prinsens Gade 2B, Christiania, Norway.*
s. Premier ........ [illegible]

**Western Australia, Government of,**
*Perth, W.A.*
s. [illegible] ........ [illegible]
[illegible]
s. [illegible] ........ 4[illegible]

**Western Canadian Fish Co., Ld.,**
*Vancouver, B.C.*
Net Tons
Blakeley ........ 145

**Western Commercial Co.,**
*204, California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Drumburton | [illegible] |
| Drumcraig | [illegible] |
| Drummuir | [illegible] |
| John D. Spreckels | [illegible] |

**Western Railway Co., of Mexico, Ld.,**
*20, Abchurch Lane, London, E.C.*
s. Porfirio Diaz ........ 44

**Western Repair & Supply Co.,**
*San Francisco, Cal., U.S.*
Andrew Hicks ........ [illegible]

**Western Shore Railroad Co.,**
*New York, U.S.*
s. Kingston ........ [illegible]

**Western Steam Navigation Co.,**
*115, 10th Street, Tacoma, Wash., U.S.*
s. Mainlander ........ 329

**Western S.S. Co., Ld.,**
*Nanaimo, B.C.*
s. Wyefield ........ [illegible]

**Western S.S. Co., Ld.,**
*Toronto, Canada.*
See W. J. BASSETT.

**Western Steam Ship Co., Ld.,**
*24, St. Vincent Place, Glasgow.*
See J. GARDINER & Co.

**Western Steam Trawling Co., Ld.,**
*Milford Haven.*
See S. M. PRICE.

**Western Telegraph Co., Ld.,**
*Electra House, Moorgate, London, E.C.*

| | |
|---|---|
| s. Cormorant | 111 |
| s. Mirror | 798 |
| s. Norseman | 556 |

**Western Transit Co.,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Arabia | 120[illegible] |
| s. Boston | 1670 |
| s. Buffalo | 327[illegible] |
| s. Chicago | 254[illegible] |
| s. Duluth | 373[illegible] |
| s. Milwaukee | [illegible] |
| s. Mohawk | 161[illegible] |
| s. Syracuse | 167 |
| s. Troy | 236[illegible] |
| s. Utica | |

**Westfalische Transport Actien-Gesellschaft,**
*Dortmund, Germany.*

| | |
|---|---|
| W. T. A. G. N[illegible] | [illegible] |
| W. T. A. G. N[illegible] | [illegible] |
| W. T. A. G. N[illegible] | [illegible] |

**Westlake, S. T., & Co.,**
*20, High Street, Falmouth.*
Net Tons

| | |
|---|---|
| [illegible] | [illegible] |
| Rhoda Mary | 86 |

**Westling, J. T.,**
*Norrtelje, Sweden.*

| | |
|---|---|
| John | [illegible] |
| Maria Berner | 246 |

**Westmacott, Ld.,**
*Great Yarmouth.*

| | |
|---|---|
| s. Blackthorn | 17 |
| s. Holly | 17 |
| s. Thistle | 17 |
| s. Mistletoe | 17 |

**Westminster Towing & Fish Co. Ld.,**
*New Westminster, B.C.*
See J. MAYERS.

**"Westmorland," Barque Co. Ld.,**
*Dorchester, N.B.*
Westmorland ........ 698

**Westoll, James,**
*13, John Street, Sunderland.*

| | |
|---|---|
| s. Abana | 440 |
| s. Advent | 53[illegible] |
| s. Aldworth | 2190 |
| s. Ambient | 910 |
| s. Beneficent | 125[illegible] |
| s. Birch | 1019 |
| s. Britannia | 61[illegible] |
| s. Cogent | 130[illegible] |
| s. Coatscliffe | 251[illegible] |
| s. Consent | 89[illegible] |
| s. Diligent | 142[illegible] |
| s. F. D. Lambert | 140[illegible] |
| s. George Allen | 144 |
| s. George Royle | 163[illegible] |
| s. Gerent | 146[illegible] |
| s. Gladys Royal | 209[illegible] |
| s. J. M. Smith | 129[illegible] |
| s. J. Y. Short | 144[illegible] |
| s. James Cameron | 1129 |
| s. James Westoll | 126[illegible] |
| s. John Fothergill | 172[illegible] |
| s. Joseph Davis | 142[illegible] |
| s. Lavinia Westoll | 201[illegible] |
| s. Lizzie Westoll | 180[illegible] |
| s. Lucent | 83[illegible] |
| s. Magnus Mail | 148[illegible] |
| s. Mary Ada Short | 243[illegible] |
| s. Munificent | 209[illegible] |
| s. Newent | 61[illegible] |
| s. Regent | 210[illegible] |
| s. Robert Eggleton | 144[illegible] |
| s. Roker | 226[illegible] |
| s. T. R. Thompson | 2231 |
| s. Vicent | 2420 |
| s. Westburn | 211[illegible] |
| s. William Adamson | 1251 |
| s. William Middleton | 1630 |

**Weston & Co.,**
*Jacksonville, Fla., U.S.*

| | |
|---|---|
| Fairfield | 478 |
| Springfield | 538 |
| Westfield | 383 |

**Weston, Joseph,**
*Ivyville, Annandale Street, Annandale, near Sydney, N.S.W.*

| | |
|---|---|
| s. Maud Weston | 75 |
| s. Sophia Ann | [illegible] |

**Weston Point Steam Towing Co.,**
*Weston Point, Runcorn, Cheshire.*
s. Emulator ........ (gross) 10[illegible]

**Westport Coal Co., Ld.,**
*Dunedin, N.Z.*

| | |
|---|---|
| s. Canopus | [illegible] |
| Clutha[illegible] | [illegible] |
| Genevie M. Tucker | [illegible] |
| [illegible] | [illegible] |

**Westport Harbour Board,**
*Westport, N.Z.*
Net Tons
s. [illegible] ........ 51

**Westray, J. B., & Co.,**
*138, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Duke of Norfolk | [illegible] |
| s. Duke of Portland | 2481 |

**Westrup, John E.,**
*Wellington, N.Z.*
s. Mana ........ 77

**Wetherall, John H.,**
*Victoria Chambers, Aire Street, Goole, Yorkshire.*
(Wetherall S.S. Co., Ld.)

| | |
|---|---|
| s. Airmyn | [illegible] |
| s. Pioneer | [illegible] |
| s. Rescue | [illegible] |

**Wetherall S.S. Co., Ld.,**
See J. H. WETHERALL.

**Wetherall, William E.,**
*3, Marine Terrace, St. Peter's Port, Guernsey.*
William Dyer ........ 160

**Wethereld, Samuel,**
*66, Main Street, Wexford.*
Lucy ........ 59

**Wetherley, William R.,**
*2, Prospect Terrace, Aberdeen.*
s. Loch Ryan ........ [illegible]

**Wetlesen, A. L.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Lina | [illegible] |
| Tamerlane | 898 |

**Wetterlind, C. W.,**
*Bergqvara, Sweden.*
Petter ........ 102

**Wexford Harbour Commissioners.**
*Wexford.*

| | |
|---|---|
| s. Slaney | 9[illegible] |
| s. Wexford | 41 |

**Whalen, S.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Catherine & Ellen | 10[illegible] |
| Frances H. Whalen | 10[illegible] |
| Mary A. Whalen | 128 |

**Wharton, Zadok P.,**
*Stockton, Md., U.S.*
Lizzie M. Parsons ........ 57[illegible]

**Wheatley, T. W.,**
*321N. Broadway, Baltimore, U.S.*
Charles G. Joyce ........ 117

**Wheatly, E.,**
*New Bedford, Mass., U.S.*
[illegible] ........ [illegible]

**Wheaton, Pond & Harrold,**
*110, Davis Street, San Francisco, Cal., U.S.*
Net Tons
Harriet, G. ........ 18[illegible]

**Wheleer Steamship Co.,**
*18, Broadway, New York, U.S.*

| | |
|---|---|
| s. Bookman | 1237 |
| s. Watson | 1237 |

**Wheeler, Walter E.,**
*Westerly, R.I., U.S.*
Ada J. Campbell ........ 153

**Whidden, C. B., & Son,**
*Antigonish, N.S.*

| | |
|---|---|
| Brooklyn | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

**Whidden, C. E., & D. McKinnon,**
*Antigonish, N.S.*
Leah A. Whidden ........ [illegible]

**Whinfield Steamship Co., Ld.,**
*40, Mount Stuart Square, Cardiff.*
See P. THOMAS & CO.

**Whitburn Steamship Co., Ld.,**
*30, West Sunniside, Sunderland.*
See G. BUTCHART & CO.

**Whitby Port & Harbour Trustees,**
*P. Road, Whitby.*
s. [illegible] ........ [illegible]

**Whitby Steam Shipping Co., Ld.,**
*Whitby.*
See BARKER & EGBLEWHITE.

**Whitcomb, G. H.,**
*Fall River, Mass., U.S.*
s. Surprise ........ [illegible]

**Whitcomb, Haynes & Co.,**
*Ellsworth Falls, Maine, U.S.*

| | |
|---|---|
| Henrietta A. Whitney | 19[illegible] |
| Harry W. Haynes | [illegible] |
| Julia Frances | 17[illegible] |
| Leonora | 110 |
| Storm Petrel | 16[illegible] |

**Whitcomb, John F.,**
*Ellsworth, Maine, U.S.*
Nellie Grant ........ [illegible]

**White, C. J.,**
*Shanghai, China.*
s. Sun Ning ........ [illegible]

**White & Case,**
*Rockland, Me., U.S.*
Jennie G. Pillsbury ........ 12[illegible]

**White, Charles T.,**
*Sussex, King's Co., N.B.*
Harry ........ [illegible]

**White, D. M.,**
*Fall River, Mass., U.S.*
[illegible] ........ [illegible]

**White Diamond Steamship Co., Ld.,**
19, *James Street, Liverpool.*
*See* G. WARREN & Co.

**White, E. I.,**
*Machias, Maine, U.S.*

| | Net Tons |
|---|---|
| Alaska | 165 |
| Clifford I. White | [illegible] |
| Ellen M. Mitchell | 335 |
| Emily J. White | 236 |
| Hamburg | 157 |
| Hortensia | 161 |
| Kolon | 143 |
| Maine | 180 |
| Rhoda Holmes | 256 |
| Silver Spray | 164 |

**White, G. (Miss),**
11, *Ogle Terrace, South Shields.*
s. Hector ..... 15

**White, John,**
*Via Luccoli No. 14, Genoa, Italy.*
s. Vezza ..... 2061

**White, John,**
23A, *Great St. Helen's, London, E.C.*
(Lombard Steam Ship Co., Ld.)

| | |
|---|---|
| s. Battenhall | 1378 |
| s. Lombard | 1659 |
| s. Oxus | 569 |
| s. Saltmarsh | 833 |
| s. Scotsman | 1065 |

**White, John,**
*Quayside, Newcastle-on-Tyne.*
s. Corsair ..... 24

**White Line Transport Co.,**
*Duluth, Minn., U.S.*
s. Easton ..... 313

**White, L. A.,**
*Fall River, Mass., U.S.*
Henry P. Hallock ..... 131

**White, M.,**
*Seattle, Wash., U.S.*
Sequoia ..... 324

**White, L. E., Lumber Co.,**
303, *California Street, San Francisco, California, U.S.*

| | |
|---|---|
| s. Alcatraz | 194 |
| s. Alcazar | 202 |
| s. Whitesboro | 144 |

**White, S. T., & Co., Ld.,**
16, *Billingsgate, St. Andrew's Dock, Hull*

| | |
|---|---|
| s. Eastward Ho | 53 |
| s. Northward Ho | 67 |
| s. Southward Ho | 54 |
| s. Tally Ho | 76 |
| s. Westward Ho | 49 |
| s. Windward Ho | 76 |

**White Sea Saw Mills Co., Ld.,**
*Archangel, Russia.*
*See* N. RUSSANOFF SONS.

**White Star Line.**
*See* ISMAY, IMRIE & Co.

**White Star Line,**
*Foot of Griswold Street, Detroit, Michigan, U.S.*
*See* B. W. PARKER.

**White Star Steam Fishing Co., Ld.**
(Manager—H. Smethurst, Jr.),
*Fish Dock Road, Grimsby.*

| | Net Tons |
|---|---|
| s. Kalso | 58 |
| s. Kuno | 64 |
| s. Ostero | 45 |
| s. Svino | 46 |
| s. Videro | 59 |

**White Star Steam Fishing Co. of Aberdeen, Ld.,**
*Albert Quay, Aberdeen.*
*See* H. A. HOLMES.

**White Star Towboat Co.**
s. Guiding Star ..... 7[illegible]

**White, W.,**
14, *Via Luccoli, Genoa, Italy.*
(Soc Anon. Genovese di Nav. a Vap.)
s. Governor ..... 1785

**Whitefield, John,**
*Clovelly, co. Devon.*
Polly & Emily ..... 134

**Whitefriars S. S. Co., Ld.,**
125-141, *Queen Victoria Street, London, E.C.*
(Manager—P. d'Aigneaux, 145, Rue Notre Dame des Anges, Quebec.)
s. Stord ..... 372

**Whitehaven Harbour Commissioners,**
*Whitehaven.*
s. Borwick Rails ..... 48

**Whitehaven & Isle of Man Steamship Co., Ld.,**
47, *Lowther Street, Whitehaven.*
*See* T. WILSON.

**Whitelaw, T. P. H., & Son,**
253, *Spear Street, San Francisco, Cal., U.S.*
Parkersburg ..... 117

**Whiteway & Ball,**
1, *North Quay, Torquay, Devonshire.*

| | |
|---|---|
| s. Belliver | 397 |
| s. Dartmeet | 413 |

**Whitfield & Co.,**
35, *Quayside, Newcastle-on-Tyne; and at Blyth.*
(Tyne and Blyth Steam Ship Owning Co., Ld.)

| | |
|---|---|
| s. Hartburn | 1494 |
| s. Woolburn | 1488 |

**Whitfield, R.,**
*Watergate Buildings, Sandhill, Newcastle-on-Tyne.*
s. Saint Hubert ..... 1962

**Whitmoore, J. O.,**
*Trinity Cottage, West Street, Harwich.*
Dunkerque ..... 69

**Whitmore, John,**
*Harwich.*

| | Net Tons |
|---|---|
| Hesper | 105 |

**Whitney, F.,**
*c/o Alexander and Baldwin, Ld., 308, Market Street, San Francisco, Cal., U.S.*
Serena S. Kendall ..... 129

**Whitney, J. F., & Co.,**
*Battery Park Building, 21-24, State Street, New York, U.S.*

| | |
|---|---|
| Charles S. Whitney | 1651 |
| Elma | 299 |
| Ensenada | 939 |
| George T. Hay | 1647 |
| Glooscap | 1721 |
| J. E. Graham | 1336 |
| Star of the East | 734 |

**Whitney, L. C.,**
*Bangor, Maine, U.S.*
Stephen J. Watts ..... 100

**Whitstable Salvage Co., Ld.,**
2, *New London Street, London, E.C.*
*See* T. H. SMALL.

**Whitstable Shipping Co., Ld.,**
*Whitstable, Kent.*

| | |
|---|---|
| Anne & Sophia | 177 |
| Belmont | 149 |
| Christabel | 151 |
| Clyde | 186 |
| Conoid | 143 |
| Craig Alvah | 210 |
| Empress | 126 |
| Estafette | 254 |
| Faithlie | 196 |
| Gratitude | 292 |
| Herbert | 246 |
| Invicta | 173 |
| Joseph | 195 |
| Lady Flora Hastings | 147 |
| Lena | 277 |
| Lord Churchill | 65 |
| Promise | 168 |
| Resolute | 193 |
| Sela | 178 |
| Stag | 191 |
| Star of the Ocean | 176 |
| Thirza | 179 |
| Thames | 162 |
| Venus | 196 |
| Zebrina | 169 |

**Whitwill, M., & Son.,**
*Bristol.*
(Islander S.S. Co., Ld.)
s. Thistle ..... [illegible]

**Whyte, Alex.,**
*Port Sunlight, near Birkenhead.*
Kirkdale ..... 769
(Lever's Pacific Plantations, Ld.)
s. Upolu ..... 730

**Wibel, S. R.,**
*Åmmeberg, Sweden.*

| | |
|---|---|
| s. Vieille Montagne No 1 | 118 |
| s. Vieille Montagne No. 2 | 113 |

**Wiborg, Nicolay,**
*Kragerö, Norway.*

| | |
|---|---|
| Bertha | 399 |
| s. Embla | 304 |
| s. Forsete | 313 |
| Kjartan | 299 |
| s. Krystal | 237 |
| Örnen | 528 |

**Wiborg, P.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| s. Fremad | 293 |

**Wiborg, S.,**
*Stabbestad, pr. Kragerö, Norway.*

| | |
|---|---|
| Gort Adelaer | 243 |
| Valentine | 295 |

**Wiborgs Rederi Aktieb.,**
*Wiborg, Finland.*

| | |
|---|---|
| s. Ainamo | 73 |
| s. Konkordia | 118 |
| s. Otava | 109 |

**Wibroe, C. C.,**
*Copenhagen, Denmark.*
Hugo ..... 361

**Wicander, Hjalmar,**
2, *Hofslagaregatan, Stockholm, Sweden.*
(Wicanders Rederi Aktiebolag.)

| | |
|---|---|
| s. A. Wicander | 553 |
| s. H. Wicander | 718 |
| s. Sigyn | 1215 |
| s. Ymer | 2142 |

**Wicanders Rederi Aktiebolag,**
*See* H. WICANDER.

**Wick and Pulteneytown Harbour Trustees,**
*Wick, Caithness.*
*See* D. W. GEORGESON.

**Wickberg, C. G., & Sons,**
*Sundswall, Sweden.*

| | |
|---|---|
| s. Bylgia | 613 |
| s. George | 363 |
| s. Uno | 1146 |
| s. Valkyrian | 740 |

**Wickman, M.,**
*Qvornby, O. Hoby, Krist. tan, Sweden.*

| | |
|---|---|
| Eldern | 533 |
| Minerva | 126 |

**Wicomico Lumber Co.,**
*Laurel, Del., U.S.*
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**Widdowson, W.,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Diana | 52 |
| s. Mercury | 74 |
| s. Minerva | 74 |
| s. Neptune | 52 |
| s. Venus | 52 |

**Widestedt, E. W.,**
*Sundswall, Sweden.*
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**Widger, George E.,**
119 *Northern Road, Southampton.*
Aldersons ..... 210

**Width, B.,**
*Christiansund, Norway.*
Edvard ..... 104

**Wiel & Amundsen,**
*Fredrikshald, Norway.*

| | |
|---|---|
| s. Ragnar | 1220 |
| s. Reidar | 2276 |
| s. Vidar | 975 |

**Wienbergs, C., Steenhuggerier.**
*Copenhagen, Denmark.*

| | Net Tons |
|---|---|
| s. Randers | 64 |

**Wiens, O. H.,**
*Malmö, Sweden.*
(Rederiaktieb Gottfrid.)

| | |
|---|---|
| s. Gottfrid | 83 |
| s. Bertil | 230 |

**Wiese, S.,**
*Fredriksstad, Norway.*
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**Wieting, J.,**
*Hafen, 75/81, Bremerhaven, Germany.*

| | |
|---|---|
| s. Blexen | 64 |
| s. Burhave | 74 |
| s. Butjadingen | 38 |
| s. Elsfleth | 63 |
| s. Emden | 70 |
| s. Julius Wieting | 39 |
| s. Juno | 27 |
| s. Lothringen | 61 |
| s. Neptun | 30 |
| s. Nereus | 20 |
| s. Orion | 27 |
| s. Oldenburg | 32 |
| s. Prangenhof | 64 |
| s. Varel | 64 |

**Wifsta Rederiaktiebolag,**
*Framnäs, Wifstavarf, Sweden.*
*See* C. W. LÖFGREN.

**Wigan Coal & Iron Co., Ld.,**
65, *South John Street, Liverpool.*
s. Balniel ..... 224

**Wigelius, J. G.,**
*Åbo, Finland.*
s. Leo ..... 80

**Wigham-Richardson, P., & Co.**
4, *Fen Court, London, E.C.*
(Wingrove S.S. Co., Ld.)

| | |
|---|---|
| s. Fonar | 1938 |
| s. Maygrove | 1939 |
| s. Rosegrove | 1729 |

**Wightman, George,**
*Montague Bridge, P.E.I.*
Empress ..... 325

**Wihgrees, E., & F. Roschkaln.**
*Rojen, pr. Sassmacken, Kurland, Russia*
Rojeneck ..... 12

**Wihtol, M., & F. Berg,**
*Riga, Russia.*
Christian Wollemer ..... 213

**Wijnstok, H. N.,**
*Groningen, Holland.*
Martha ..... 1[illegible]

**Wilbert, A. G.,**
*New York, U.S.*
Sunlight ..... 34

**Wild Goose Mining and Trading Co.,**
*San Francisco, Cal., U.S.*
Vega ..... 23[illegible]

s. signifies Steamer.

### Wilder's S. S. Co.,
*Honolulu, Hawaii.*

Net Tons

[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]
[illegible] ..... [illegible]

### Wilhelmsen, A.,
*Stenersgade 18, Christiania, Norway*

[illegible] ..... 349
[illegible] ..... 391

### Wilhelmsen, Wilh.,
*Ormen, pr. Tönsberg, Norway.*

s. Alderney ..... 1987
s. Coringa ..... 1366
s. Guernsey ..... 2498
s. Norman [illegible] ..... 2190
s. Salerno ..... 1631
St. Andrews ..... 1943
s. Sark ..... 2104
s. Tancred ..... 2231
s. Talabot ..... 344
s. Talisman ..... 1178
[illegible] ..... 1367
[illegible] ..... 1612
[illegible] ..... 2304
[illegible] ..... 1008
[illegible] ..... 1208
[illegible] ..... 2414
[illegible] ..... 2419
[illegible] ..... 2119
[illegible] ..... 2315
s. Tordenskjold ..... 2296
[illegible] ..... 1027
[illegible] ..... 2075
[illegible] ..... 1039
[illegible] ..... 1417
s. Waterloo ..... 795

### Wilhelmshaven, Fischerei Gesellschaft, m.b.H.,
*Wilhelmshaven, Germany.*

s. Heppens ..... 35
Jade ..... 37
s. Rustringen ..... 35
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s. Wilhelmshaven ..... 36

### Wilinsky, J., & E. Asol,
*Libau, Russia.*

Nicolai ..... 106

### Wilkens, G.,
*Gothenburg, Sweden.*
(Rederiaktieb. Vega).

s. Solide ..... 238

### Wilkinson, C.,
*41, West Sunniside, Sunderland.*

s. Acacia ..... 631
s. Dinnington ..... [illegible]
s. Elaine ..... [illegible]
s. Scoresby ..... [illegible]
s. Swan ..... 427
(East Steel S. S. Co., Ld.)
s. [illegible] ..... [illegible]

### Wilkinson, Francis,
*91, Annesley Street, Great Grimsby*

s. Renown ..... 50

### Willborg, W. R.,
*8, Stadsgården, Stockholm, Sweden.*

s. Lennart Torstensson ..... 347

### Willcocks, Jessie (Mrs.),
*Calstock, Cornwall.*

Amy ..... 98

### Willcocks, John,
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Net Tons

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### Willcocks, P. E.,
*Watering, St. Austell, Cornwall.*

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### Willcocks, Richard,
*Calstock, Cornwall*

[illegible] ..... [illegible]

### Willescraft, John E.,
*Southampton, Ontario.*

Cyrenian ..... [illegible]

### Williams, A. S.,
*18, Moorgate Street, London, E.C.*

s. Minneapolis ..... 8651
s. Minnehaha ..... 8647

### Williams, B. B.,
*Boston, Mass., U.S.*

Agenor ..... 1411

### Williams & Co.,
*Valparaiso, Chili.*

s. Valparaiso ..... 643

### Williams, Daniel,
*8, Water Street, Newquay, Cardiganshire.*

Pioneer ..... 29

### Williams, David,
*15, Madoc Street, Portmadoc.*

Elizabeth ..... 136
Isallt ..... 93
Sidney Smith ..... 145

### Williams, Dimond & Co.,
*202, Market Street, San Francisco, U.S.*

Albert ..... 624
Aloha ..... 743
Irmgard ..... 815
Kaiulani ..... 1430
Olympic ..... 1354
Rosamond ..... 985
S. G. Wilder ..... 558

### Williams, Edward,
*3, Quay Parade, Aberayron, Cardigan*

s. Norseman ..... 80

### Williams, Evan,
*Borth-y-gest, Portmadoc.*

Eastward ..... 55
Walter Ulric ..... 87

### Williams, F.,
*Church Street, Falmouth.*

Flower of the Fal ..... 123

### Williams, H. W.,
*Baltimore, Md., U.S.*

Murray Vandiver ..... 107

### Williams, Hugh,
*Brymor House, Moelfra, Anglesey.*

Two Brothers ..... 76

### Williams, J.,
*Garth, Portmadoc.*

Catherine ..... [illegible]

### Williams, J. H.,
*Toms River, Ocean County, New Jersey, U.S.*

Job H. Jackson ..... 424

### Williams, James H.,
*Wellington, N.Z.*

s. Kapiti ..... 89

### Williams, John,
*2, Cliff Side, Aberdovey, Merioneth*

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### Williams, John,
*2281, Queen Street East, Toronto, Canada.*

Sir C. T. [illegible] Strathcona ..... 317

### Williams, John,
*Minfordd, Penrhyndendraeth, Merioneth.*

Edward Arthur ..... 130

### Williams, John,
*Scorrier, Cornwall.*

s. Ailsa ..... 74

### Williams, John T.,
*Fenwick Chambers, Fenwick Street, Liverpool.*

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s. Isle of Ramsey ..... [illegible]

### Williams, John T.,
*Newquay, Cornwall.*

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### Williams, Joseph,
*18, Ralph Street, Borth, Portmadoc.*

Idoa ..... [illegible]

### Williams, Joseph,
*Hobart, Tasmania.*

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### Williams, M. J. (Mrs.),
*Breeze Hill, Criccieth, Carnarvonshire.*

Desdemona ..... 58

### Williams, O. & W.,
*37, Mount Stuart Square, Cardiff.*

s. Carmanian ..... [illegible]
s. Coranian ..... [illegible]
s. Demetian ..... [illegible]
s. Goidelian ..... [illegible]
s. Orlovcian ..... [illegible]
s. Segontian ..... [illegible]
s. Silurian ..... [illegible]
s. [illegible] ..... [illegible]

### Williams, P. O.,
*18, Ralph Street, Borth-y-gest, Portmadoc.*

Kitty ..... [illegible]

### Williams, R. E.,
*Carreg Lwyd, Tynygongl, Anglesey.*

Mary ..... 29

### Williams, Richard H.,
*Caddra Ho., St. Austell, Cornwall.*
Net Tons

Maria ..... 119

### Williams, Samson T.,
*Solva, Pembrokeshire.*

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### Williams, T. A.,
*St. John, N.B.*

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### Williams, Thomas,
*Aberdovey, Merionethshire.*

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### Williams, W. H., Transport Co.,
*South Haven, Mich., U.S.*

s. Darius Cole ..... 402

### Williams, W. J.,
*Marina, Lowestoft.*

Our Boys ..... 61
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### Williams, W. J.,
*1, Constantine Road, Carnarvon.*

Marwood ..... 74

### Williams, W. J., jun.,
*1, Marina, Lowestoft.*

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### Williams, William,
*Kingsland Saw Mills, Sea Beach, Holyhead.*

s. Hercules ..... 79

### Williams, William H.,
*3, Gleneross Villas, Newquay, Cornwall*

Fairy Maid ..... [illegible]
Gavenwood ..... [illegible]

### Williamson, John,
*99, Great Clyde Street, Glasgow.*

s. Benmore ..... 32
s. Britannia ..... 30
s. Strathmore ..... [illegible]
(Turbine Steamers, Ld.)
s. King Edward ..... [illegible]
s. Queen Alexandra ..... 52

### Williamson, R., & Son,
*Workington.*

Whinlatter ..... 1390

### Williamson, William,
*Thurso, Caithness.*

Barbara ..... [illegible]

### Willis, T. W.,
*Church Street, West Hartlepool.*

s. Duchess ..... [illegible]
s. Hildawell ..... [illegible]
s. Longscar ..... [illegible]

### Wills, F. C.,
*326, Duckworth Street, City Terrace, St. John's, N.F.L.*

[illegible] ..... [illegible]

### Wills, G. H., & Co.,
*49, Mount Stuart Square, Cardiff.*
(Alliance Shipping Co., Ld.)
Net Tons

s. Cairo ..... [illegible]
(Empire Shipping Co., Ld.)
s. Carlo ..... [illegible]
s. Corso ..... 1119

### Wills, William,
*188, Trinity Road, Wandsworth.*

s. Crête à Pierrot ..... [illegible]

### Willson, W. B.,
*1, Merchants' [illegible] Building, Baltimore, U.S.*

Amy ..... [illegible]

### Wilmborg, E. W.,
*Oscarshamn, Sweden.*

Emelie ..... 330

### Wilmington Transportation Co.,
*232, South Spring Street, Los Angeles, Cal., U.S.*

s. [illegible] ..... [illegible]
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### Wilmot, W. G., & Co.,
*211, Delta Street, New Orleans, U.S.*

s. R. W. Wilmot ..... 279

### Wilson, A.,
*Bridgwater, N.S.*

Kipling ..... 142

### Wilson, A. O.,
*Gothenburg, Sweden.*
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s. Saint Andrew ..... [illegible]
s. St. John ..... [illegible]
s. Saint George ..... 1016
s. Sofia ..... 93

### Wilson Bros. Bobbin Co. (1900), Ld.,
*Dock Road, Garston, Lancs.*

*See* E. W. TURNER; and also under J. O. HORSLEY.

### Wilson Bros. Co.,
*324, Berry Street, San Francisco, U.S.*

A. B. Johnson ..... 400
Charles R. Wilson ..... [illegible]
E. B. Jackson ..... 615
s. G. C. Lindauer ..... [illegible]
Henry Wilson ..... 403

### Wilson, C. H.
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### Wilson, D., & Son,
*Bo'ness.*

s. Forfarshire ..... 13
s. Grappler ..... 14
s. Royal Norman ..... 16

### Wilson, George,
*5, Drury Lane, Liverpool*

s. Ardmonie ..... 67

### Wilson, G., & Son,
*Dalbeattie, Kirkcudbright.*

Return ..... 83

s. désigne les Vapeurs.

## Wilson, Hart & Co., Ld.,

*Maryborough, Queensland.*

| | Net Tons |
|---|---|
| s. Sylvan | 113 |

## Wilson, John.

*Maritime Buildings, 77, East Dock Street, Dundee.*

| | |
|---|---|
| Orion | 1970 |
| Procyon | 1995 |

## Wilson, Joseph F., & Co.,

61, *Church Street, West Hartlepool.*

(Wilson Shipping Co., Ld.)

| | |
|---|---|
| s. Aureola | 1503 |
| s. Bylands | 2119 |
| s. Lowlands | 1165 |
| s. Maylands | 1616 |
| s. Newlands | 1950 |
| s. Oaklands | 1252 |

## Wilson, Robert,

19, *Portland Place, Leith.*

| | |
|---|---|
| s. Albatross | 118 |

## Wilson Shipping Co., Ld.,

*See* J. F. WILSON & CO.

## Wilson, Sons & Co., Ld.,

*Salisbury House, Circus Place, London Wall, London, E.C.*

| | |
|---|---|
| s. Dauntless | 14 |
| s. Emperor | [illegible] |
| s. Mira | 2 |
| s. Nora | 2 |

## Wilson, T.,

47, *Lowther Street, Whitehaven.*

(Whitehaven & Isle of Man S.S. Co., Ld.)

| | |
|---|---|
| s. Lonsdale | |
| s. Normand | 60 |
| s. Wild Rose | 61 |

## Wilson, T., Sons & Co., Ld.,

*Hull.*

| | |
|---|---|
| s. Alecto | 2341 |
| s. Aleppo | 2537 |
| s. Angelo | 978 |
| s. Argo | 605 |
| s. Argyle | 767 |
| s. Ariosto | 1[illegible] |
| s. [illegible] | 1[illegible] |
| s. [illegible] | 3[illegible] |
| s. Borodino | 830 |
| s. Bravo | 695 |
| s. Bruno | 424 |
| s. Calypso | 171[illegible] |
| s. Cameo | 802 |
| s. Castello | 2339 |
| s. Cato | 700 |
| s. Cicero | 1185 |
| s. Cito | 347 |
| s. Claro | 1395 |
| s. Clio | 1778 |
| s. Colenso | 2532 |
| s. Colorado | 2786 |
| s. Como | 9[illegible] |
| s. Congo | 13[illegible] |
| s. Consuelo | 3[illegible] |
| s. Dago | 1044 |
| s. Dido | 3127 |
| s. Douro | 1606 |
| s. Draco | 1097 |
| s. Dynamo | 311 |
| s. Ebro | 1618 |
| s. Eldorado | 944 |
| s. Envoy | 881 |
| s. Essex | 780 |
| s. Fairy | 419 |
| s. Finland | 1170 |
| s. Genoa | 1233 |
| s. Gitano | 820 |
| s. Grodno | 1104 |
| s. Hero | 331 |
| s. Hidalgo | 1034 |
| s. Hindoo | 2407 |
| s. Horatio | 2[illegible] |
| s. Iago | 157[illegible] |
| s. Idaho | 3034 |
| s. Jada | 1[illegible] |
| s. Jano | 37[illegible] |
| s. Kolpino | 1533 |
| s. Kotka | 1330 |
| s. Leo | 704 |

*(Continued)*

## Wilson, T., Sons & Co., Ld.

*(continued.)*

| | Net Tons |
|---|---|
| s. Lido | [illegible] |
| s. Lorenzo | [illegible] |
| s. Lorne | [illegible] |
| s. Marcello | [illegible] |
| s. Mikado | 2306 |
| s. Milo | 633 |
| s. Montebello | 1116 |
| s. Morocco | 2516 |
| s. Murillo | 1556 |
| s. Narva | 1234 |
| s. Nero | 697 |
| s. Novo | 1037 |
| s. Ohio | 2557 |
| s. Oria | 1381 |
| s. Orlando | 1047 |
| s. Othello | 3327 |
| s. Otto | 272 |
| s. Oxford | 802 |
| s. Plato | 135 |
| s. Polo | [illegible] |
| s. Presto | 27 |
| s. Rinaldo | 1287 |
| s. Rollo | 1032 |
| s. Romeo | 1157 |
| s. Ronda | 1226 |
| s. Rosario | 1222 |
| s. Runo | 1044 |
| s. Salmo | 1095 |
| s. Sappho | 1045 |
| s. Scipio | 1117 |
| s. Silvio | 737 |
| s. Spero | 724 |
| s. Sultan | 681 |
| s. Sultana | 1207 |
| s. Syria | 1430 |
| s. Tasso | 936 |
| s. Tokio | 2481 |
| s. Toledo | 1149 |
| s. Toronto | 3949 |
| s. Torpedo | 300 |
| s. Truro | 272 |
| s. Tycho | 2029 |
| s. Una | 742 |
| s. Urbino | 1583 |
| s. Vasco | 1216 |
| s. Velo | 241 |
| s. Volturno | 1566 |
| s. William Bailey | 1215 |
| s. Yeddo | 1213 |
| s. Zara | 705 |
| s. Zero | 705 |

## Wilson, Thomas A.,

*Bridgewater, N.S.*

| | |
|---|---|
| Cyril | 190 |
| Ivanhoe | 1[illegible] |
| Stanley | 1[illegible] |
| Stranger | 549 |
| Tyree | 3[illegible] |
| Victoria | 2[illegible] |

## Wilson Transit Co.,

519, *Perry-Payne Building, Cleveland, Ohio.*

| | |
|---|---|
| s. Andrew Carnegie | 3068 |
| s. Capt. Thomas Wilson | 3953 |
| s. Henry W. Oliver | 3617 |
| s. Spokane | 1975 |
| s. W. D. Rees | 2992 |
| s. Yuma | 1829 |

## Wilsons & Furness-Leyland Line, Ld.,

38, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Anglian | 3613 |
| s. Bostonian | 3030 |
| s. Cambrian | 3643 |
| s. Etonian | 4135 |
| s. Georgian | 3315 |

## Wiltshire Steam Shipping Co., Ld.,

*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*

*See* THOMPSON, ELLIOTT & CO.

## Wimmer, J., & Co.,

*Rua Magdalena 45, 2º, Lisbon, Portugal.*

| | |
|---|---|
| Baden | 1035 |
| Bellas | 851 |
| Bensheim | 768 |
| Bonn | 1104 |
| Sachsen | 1273 |

## Winblad, C. A.,

*Nyköping, Sweden.*

| | Net Tons |
|---|---|
| s. Södermanland | 132 |

## Winchell, P. S., Bottern & Co.,

*Nakskov, Denmark.*

| | |
|---|---|
| Hebe | [illegible] |

## Winder, Alexander,

216, *Central Avenue, Atlantic City, Norfolk, Va., U.S.*

| | |
|---|---|
| Samuel L. Russell | 154 |
| White Cloud | 231 |

## Windram, G., & Co.,

12, *Drury Lane, Liverpool.*

| | |
|---|---|
| Buccleuch | 1924 |
| Scottish Glens | 2061 |
| Scottish Hills | 1904 |
| Scottish Isles | 1926 |
| Scottish Lochs | 2466 |
| Scottish Minstrel | 1511 |
| Scottish Moors | 2239 |
| Wiscombe Park | 2075 |

## Wing, J. & W. R.,

133, *Union Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| A. R. Tucker | 138 |
| Alice Knowles | 288 |
| Canton | 227 |
| Charles W. Morgan | 298 |
| Morning Star | 226 |
| Platina | 204 |
| Sunbeam | 243 |

## Wing On S.S. Co., Ld.,

113, *Wing Lok Street, Victoria, Hong Kong.*

| | |
|---|---|
| s. Chu Kong | 286 |

## Wing On S.S. Co.

*Canton, China.*

| | |
|---|---|
| s. Wing Hang | 278 |

## Wingårdh, W.,

*Helsingborg, Sweden.*

(Rederiaktieb. Neptunus.)

| | |
|---|---|
| s. Najaden | 955 |
| s. Neptunus | 782 |
| s. Triton | 1079 |

## Winge & Co.,

*Christiania, Norway.*

| | |
|---|---|
| s. Dovre | 292 |

## Wingren, O.,

*Oscarshamn, Sweden.*

| | |
|---|---|
| Margareta | 289 |

(Rederiaktieb. Orion.)

| | |
|---|---|
| s. Cairo | 1035 |
| s. Mercurius | 1166 |
| s. Seaton | 566 |

## Wingrove Steamship Co., Ld.,

4, *Fen Court, London, E.C.*

*See* P. WIGHAM-RICHARDSON & CO.

## Winslow, J. S., & Co.,

135 & 137, *Commercial Street, Portland, Maine, U.S.*

| | Net Tons |
|---|---|
| Addie M. Lawrence | 2135 |
| Alice E. Clark | 1395 |
| Alicia M. Crosby | 1017 |
| Carrie Winslow | 826 |
| Charles Davenport | 1157 |
| Clara E. Randall | 864 |
| Clara Goodwin | 847 |
| Cordelia E. Hall | 1020 |
| D. Howard Spear | 489 |
| Eleazer W. Clark | [illegible] |
| Frank T. Stinson | 87 |
| George E. Walcott | 1388 |
| Jacob S. Winslow | [illegible] |
| James W. Elwell | 1082 |
| John B. Coyle | 607 |
| Lizzie E. Dennison | 4[illegible] |
| Luis G. Rabel | 525 |
| Major Pickands | 873 |
| Mary E. Palmer | 1378 |
| Miles M. Merry | 1317 |
| Nathaniel T. Palmer | 2245 |
| Oakley C. Curtis | 2000 |
| William B. Palmer | 1625 |
| William C. Carnegie | 2381 |

## Winsmore, Thomas,

123, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Emily F. Northam | 316 |
| George Taulane, Jr | 383 |
| Thomas Winsmore | 381 |

## Winsnes, Chr.,

*Skien, Norway.*

| | |
|---|---|
| Benmore | 1[illegible] |
| Norman | 3[illegible] |
| Ruby | 1316 |

## Winters, Carl,

*Bremen, Germany.*

| | |
|---|---|
| Carl | 940 |
| Professor Koch | 1357 |
| Willkommen | 1635 |

## Winther, P. N.,

*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Amete | 292 |
| Casmir | 3[illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| Prinsesse Marie | [illegible] |
| Serapis | [illegible] |
| Valparaiso | [illegible] |
| Wilhelmine | [illegible] |

(Actieselskabet Nordby.)

| | |
|---|---|
| Doris Brodersen | 647 |

## Wirén, A. E.,

*Jomala socken, Finland.*

| | |
|---|---|
| Dagmar | 375 |

## Wirkki, Aug.,

*Maklaxs, near Wiborg, Finland.*

| | |
|---|---|
| Emma | 350 |
| Lyyli | 156 |
| Wilhelmine | 262 |

## Wischhusen & Kimme,

*Bremen, Germany.*

| | |
|---|---|
| s. Eberstein | 648 |
| s. Ravensberg | 530 |

## Wisconsin Transit Co.,

*Cleveland, Ohio.*

| | |
|---|---|
| s. Umbria | 3519 |

## "Wisna," Ångf. Aktieb.,

*Thorskog, Sweden.*

*See* P. LARSSON.

## Witherington, J. W., & H. P. Everett,

27, *Quayside, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Mercator | 869 |
| s. Tyne | [illegible] |
| s. Wallsend | 533 |

(John George Hill Steam Shipping Co. Ld.)

| | |
|---|---|
| s. Bromsgrove | 405 |
| s. G. N. Wilkinson | 410 |
| s. Gemini | 570 |
| s. Quickstep | 556 |
| s. Sprightly | 475 |
| s. Swiftsure | 487 |
| s. Vectis | 507 |

## Witt, F.,

*Klockenhagen, Ribnitz, Germany.*

| | |
|---|---|
| Paul Jones | 278 |

## Witt, G. H.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Ceres | 153 |
| Clara | 145 |
| Elin | 186 |
| s. Ingeborg | 209 |
| Mathilda | 376 |
| Mjolner | 194 |
| Sylfid | 197 |
| Thea | 111 |

(Rederiaktieb. Caledonia.)

| | |
|---|---|
| s. Concordia | 250 |

(Rederiaktieb. Fortuna.)

| | |
|---|---|
| s. Foreningen | 255 |

## Witt, J. H. J.,

11, *Steinhöft, Hamburg, Germany.*

| | |
|---|---|
| Max | 161 |

## Witte, A.,

*Grünestrasse, Bremerhaven, Germany.*

| | |
|---|---|
| Frieda | 1989 |
| Gesine | 1375 |
| Pionier | 1194 |

## Wo Setsuno,

*Anpin, Japan.*

| | |
|---|---|
| s. Taiwanfu Go | 62 |

## Wo Shun S.S. Co., Ld.

*Connaught Road, Hong Kong.*

| | |
|---|---|
| s. Chau On | [illegible] |
| s. Chak Wai | 2[illegible] |

## Woermann Linie, Kommandit Gesellschaft,

*Afrika Haus, Grosse Reichenstrasse 25/33, Hamburg, Germany.*

| | |
|---|---|
| s. Ado | 134 |
| s. Adolph Woermann | 1556 |
| s. Alexandra Woermann | 2383 |
| s. Aline Woermann | 1457 |
| s. Anna Woermann | 1491 |
| s. Ascan Woermann | 2055 |
| s. Carl Woermann | 1246 |
| s. Eduard Bohlen | 1413 |
| s. Eleonore Woermann | 2556 |
| s. Ella Woermann | 1052 |
| s. Emilie Woermann | 1571 |
| s. Epe | 166 |
| s. Ernst Woermann | 2[illegible] |
| s. Gouverneur von Puttkammer | 464 |
| s. Gretchen Bohlen | 802 |
| s. Hans Woermann | 2596 |
| s. Hedwig Woermann | 801 |
| s. Helene Woermann | 1620 |
| s. Henriette Woermann | 1550 |
| s. Irma Woermann | 1454 |
| s. Jeannette Woermann | 1412 |
| s. Kurt Woermann | 1430 |
| s. Lili Woermann | 1436 |
| s. Linda Woermann | 878 |
| s. Lothar Bohlen | 1415 |
| s. Lucie Woermann | 2861 |
| s. Marie Woermann | 1053 |
| s. Marina | 36 |
| s. Martha Woermann | 1434 |
| s. Melita Bohlen | 1[illegible] |
| s. Otto | 2[illegible] |
| s. Otto | 1[illegible] |
| s. Otto Woermann | 78[illegible] |
| s. Oyo | 19[illegible] |
| s. Paul Woermann | 1416 |
| s. Thekla Bohlen | 1416 |

s. signifies Steamer.

### Wolfe, B. V.,
1439, *South 15th Street, Philadelphia, Pa., U.S.*
Net Tons
Collins W. Walton ..... 81

### Wollert, Svante,
*Sätra Bruk, Sätra Fabriker, Sweden.*
s. [illegible] ..... 77

### Wolverine Steamship Co.,
*Foot of Orleans Street, Detroit, Michigan.*
*See* A. McVITTIE.

### Wolvin, A. B.,
*Duluth, Minn., U.S.*
(Acme S.S. Co.)
s. Augustus B. Wolvin
(American Navigation Co.)
s. [illegible] [illegible]
s. [illegible] [illegible]
(Provident S. S. Co.)
s. D. G. [illegible] [illegible]
s. D. M. Clemson 4944
s. James R. [illegible] 2733
s. James A. [illegible] 4185

### Woo Kyeng Soon,
c/o Mr. Horiku,
*Chemulpo, Corea.*
s. Hairiong ..... 228

### Wood, Alexander,
*Peterhead.*
s. Christobel ..... [illegible]

### Wood, C. T.,
*Hillsboro, N.B.*
Reporter ..... 149

### Wood, E. K., Lumber Co.,
10, *California Street, San Francisco, Cal., U.S.*
A. F. Coats ..... 541
Alert ..... 643
C. A. Thayer ..... 3,0[illegible]
Dauntless ..... 47[illegible]
Defiance ..... 5[illegible]
Fearless ..... 65[illegible]
Fred J. Wood ..... 691
s. Olympic ..... 484
Resolute ..... 61[illegible]
s. Shasta ..... 473

### Wood, George,
*Dublin, Ireland.*
Hermosa ..... 126

### Wood, J. A., & Co.,
*Exchange, West Hartlepool.*
s. Suntingdale ..... 1[illegible]
s. Teesdale ..... [illegible]

### Wood, James Marke,
3, *Commercial Buildings, 17, Water Street, Liverpool.*
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]

### Wood, John, & Co.,
*Exchange, West Hartlepool.*
s. [illegible] [illegible]
s. [illegible] [illegible]
s. [illegible] [illegible]

### Wood, Joseph,
*Newcastle, N.S.W.*
Net Tons
s. Ripple ..... [illegible]

### Wood, N., & Co.,
27, *[illegible] Exchange, London, E.C.*
s. Sardinian ..... [illegible]

### Wood, R. D., & Co.,
100, *Chestnut Street, Philadelphia, U.S.*
Eva D. [illegible] 100
Maine 191
Mabelle 30[illegible]

### Wood, William,
275, *Portknockie, Banffshire.*
s. Blue Bell ..... [illegible]

### Wood, William A.,
4, *Bridge Road, St. Sampson's, Guernsey.*
Restless ..... 167

### Woodberry, Horace W.,
*Beverly, Mass., U.S.*
Margarett ..... 107

### Woodfield Steam Shipping Co., Ld.,
15, *Leadenhall Street, London, E.C.*
*See* WOODS, TYLOR & BROWN.

### Woodpulp Transport Co., Ld.
8a, *Rumford Place, Liverpool.*
*See* H. TYRER & CO.

### Woods, H. J. B.,
*Water Street, St. John's, N.F.L.*
Amy Louise ..... 178

### Woods, Tylor & Brown,
44, *Leadenhall Street, London, E.C.*
s. Burnsfield ..... 2615
s. Sandfield ..... 1294
(Woodfield Steam Shipping Co., Ld.)
s. Aldborough ..... 1518
s. Chatfield ..... 1904
s. Fernfield ..... 2025
s. Framfield ..... 1609
s. Heathfield ..... 1371
s. John Bright ..... 1782
s. Mayfield ..... 1726
s. Nutfield ..... 1673
s. Roseneid ..... 1[illegible]
s. Rotherfield ..... 1843
s. Somerhill ..... 1479
s. Wilderott ..... 1916
s. Zanzibar ..... 1919

### Woolford, J. W.,
2001, *Alice Anna Street, Baltimore, U.S.*
Harry B. Divorty ..... 167

### Woolton, O. V.,
*Laurel, Del., U.S.*
Bayard Hopkins ..... 212
Clarence A. Holland ..... 13[illegible]
Edwin and Maud ..... 173
William Thomas Moore ..... 261

### Wormald, C. E.,
*Valparaiso, Chile.*
Emilia ..... 3[illegible]

### Worms & Cie.,
158, *Boulevard de Strasbourg, Havre, France.*
Net Tons
s. [illegible] [illegible]
s. [illegible] 291
s. [illegible] 834
s. Frederic Franck 556
s. Haut-Brion 492
s. Hypolite Worms 583
s. Marguerite Fraschetti [illegible]
s. Michel 1046
s. Sauternes [illegible]
s. Sophora Worms [illegible]
s. Suzanne et Marie 573
s. Thérèse et Marie [illegible]

### Worobieff, R. P.,
*Astrachan, Russia*
s. Dagestanetz. ..... 1[illegible]

### Wotherspoon, J., & Co.,
51, *South John Street, Liverpool.*
Birnam Wood ..... 1283

### Wrangell, H. M.,
*Haugesund, Norway.*
s. Argo ..... [illegible]
s. Catana ..... 1[illegible]
s. Fernanda ..... 13[illegible]
s. Freking ..... 1[illegible]
s. Kong Haakon ..... 1[illegible]
s. Lesseps ..... 1112
s. Minerva ..... [illegible]
s. Nordcap ..... 1[illegible]
s. Rjukan ..... 1[illegible]

### Wright, A. (Mrs.),
*Hesketh Bank, Lancashire.*
Agnes Glover ..... 81

### Wright, Alex. A.,
71, *D'Arcy Street, Toronto, Ontario.*
s. Reginald ..... 13

### Wright Bros. & Co.,
9 & 11, *Fenchurch Avenue, London, E.C.*
(Straits Steamships, Ld.)
s. Omba ..... 1908

### Wright, E. F.,
*Bath, Maine, U.S.*
Marion E. Rockhill ..... 271

### Wright, G.,
*Port Hope, Ontario.*
Two Brothers ..... 12[illegible]

### Wright, John,
*Tuncurry, N.S.W.*
s. Bellinger ..... 141

### Wright, John E.,
63, *Carlton Street, Castleford, Yorkshire.*
Galatea ..... [illegible]

### Wright, L., & Co.,
*Baltic Chambers, Quayside, Newcastle-on-Tyne.*
s. Eros ..... 12[illegible]

### Wroldsen, C.,
*Tvedestrand, Norway.*
[illegible] 5[illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
Plugoen [illegible]
Simeon 71[illegible]
Susanne 1[illegible]

### Wumkes, Joh.,
*Oldersum, Germany.*
Net Tons
Jeannette ..... 1[illegible]
Peter ..... 1[illegible]

### Wurtele, Ernest F.,
*Quebec.*
s. Le Colon ..... 109
s. Peribonca ..... 113

### Wurthmann, P. Aug.,
*Kirchenstrasse 1, Bremerhaven, Germany.*
s. August [illegible]
s. [illegible] [illegible]
s. Felix [illegible]
s. Herbert [illegible]
s. Paul [illegible]

### Wyatt, George,
*Oreston, Devon.*
Catherine ..... 84

### Wyker Dampfsch. Rhederei Ges., Rhed., G. m. b. H.,
*Wyk a/Föhr, Germany.*
*See* S. H. BOETIUS & J. W. VOLQUARDSEN.

### Wynacht, Howard,
*P.O. Box 487, Lunenburg, N.S.*
Earle V. S. [illegible]

### Wyness, J. F.,
*Provost Blaikie's Quay, Aberdeen.*
(Bon Accord Slate Merchant Co., Ld.)
Elizabeth Bennett ..... 1[illegible]

### Wyre Steam Trawling Co., Ld.,
*Fleetwood.*
*See* J. N. WARD & SONS.

## X

### Xenios, & M. Zigomalas,
*Syra, Greece.*
Theodosios ..... 226

### Xilla, G.,
*Piræus, Greece.*
Aristarchos ..... 741

## Y

### Yaldiz Oglou, I.,
*Constantinople, Turkey.*
Net Tons
Achilleis ..... 110

### Yale Transit Co.,
1206, *Citizen Building, Cleveland, Ohio.*
*See* R. R. RHODES.

### Yamada Kiku,
*Osaka, Japan.*
s. Rinmon Maru No. 1 ..... 144
s. Sanuki Maru ..... 81

### Yamagata Yuzaburo,
*Honcho Sanchome, Nemuro, Prov. Nemuro, Japan.*
s. Gembu Maru ..... [illegible]
s. Miyako Maru ..... 232

### Yamamoto Toshi,
*Osaka, Japan.*
s. Genzan Maru No. 2 ..... 1140

### Yamasaki Tomizo,
4, *Kaitgaracho, Ichichome, Nihonbashiku Tokio, Japan.*
s. Soiriki Maru No. 3 ..... 174

### Yamashita, K.,
42, *Shichome, Motohamacho, Yokohama, Japan.*
s. Kisagata Maru ..... 1471

### Yangco, Luis R.,
*Muelle de la Reina 24, Manila, Philippine Islands.*
Dominga ..... [illegible]

### Yare & Waveney Lighter Co. Ld.,
*A. B. C. Wharf, King Street, Norwich.*
s. Active ..... (gross) [illegible]

### Yasuda Shoji Gomei Kaisha,
10, *Nichome Yokoamicho, Honjo, Tokio Japan.*
s. Houn Maru ..... [illegible]
s. Sakatagawa Maru ..... 217

### Yates & Porterfield Trading Co.,
*Wells Building, 18, Broadway, New York, U.S.*
Irene ..... 13[illegible]

s. designe les Vapeurs.

**Yatoji, N.,**
*Osaka, Japan.*
Net Tons
s. Sanyo Maru ... 87

**Yatsuma Kanesuke,**
43, *Hamatubocho, Yishinomiyamachi, Mukogun, Hiogo, Japan.*
s. Tamon Maru ... 443

**Ybarra & Co.,**
*Calle San José, 5, Seville, Spain.*
s. Cabo Corona ... 1002
s. Cabo Creux ... 934
s. Cabo Espartel ... 801
s. Cabo Nao ... [illegible]
s. Cabo Oronesa ... 1003
s. Cabo Ortegal ... 1020
s. Cabo Palos ... 1230
s. Cabo Penas ... 1214
s. Cabo Prior ... 675
s. Cabo Quejo ... 1214
s. Cabo Roca ... 1136
s. Cabo San Antonio ... 1214
s. Cabo San Martin ... 1202
s. Cabo San Sebastian ... 1179
s. Cabo San Vicente ... 1107
s. Cabo Silleiro ... 675
s. Cabo Torifiana ... 790
s. Cabo Tortosa ... 934
s. Cabo Trafalgar ... 1076
s. Ibaizabal ... 417
s. Itálica ... 766
s. La Cartuja ... [illegible]
s. Triana ... 507
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**Yeng Seng,**
10, *Rue Krantz, Saigon, Cochin China.*
s. Bourbon ... 937

**Yeng Seng & Su Chuong,**
10, *Rue Krantz, Saigon, Cochin China.*
s. Kampot ... 415

**Yeo, Samuel,**
*Tywardreath, Cornwall.*
Mary ... 100

**Yeoman, F.,**
*Victoria Terrace, West Hartlepool.*
s. Chatburn ... 1225
s. Haslingden ... 1220

**Yeoward Bros.,**
*Stanley Street, Liverpool.*
Alca (Aux. stm.) ... 151
s. Avetoro ... 674
s. Ardeola ... [illegible]
s. Avocet ... 677

**Yessa Kisen Kabushiki Kaisha,**
*Shimo Okawamaidori, Gonomachi, Niigatashi, Prov. Yechigo, Japan.*
s. Watatsu Maru No. 3 ... 65
s. Watatsu Maru No. 8 ... 95
s. Watatsu Maru No. 12 ... 353

**Yetchu Shosen Kabushiki Kaisha,**
42, *Oizana Minatocho, Fushikimachi, Imizu Gun, Toyama Ken, Japan.*
s. Hokuyetsu Maru ... 72
s. Jinzuzawa Maru ... 62
s. Toyama Maru ... 83

**Yik On S.S. Co., Ld.,**
309, *Des Vœux Road, Victoria, Hong Kong.*
s. Tai On ... 797

**Ymuiden, Naamlooze Vennootschap Stoom Trawler Visscherij**
(C. P. J. Vuerhard),
*Amsterdam, Holland.*
Net Tons
s. Holland I. ... [illegible]
s. Holland II. ... 4
s. Holland III. ... [illegible]
s. Holland IV. ... [illegible]
s. [illegible] ... [illegible]
s. Holland VIII. ... [illegible]

**Yorghi Parasceva,**
*Constantinople, Turkey.*
Taxiarchis ... 974

**Yorke's Peninsula Steam Ship Co., Ld.,**
*c/o* H. Muecke & Co., *Grenfell Street, Adelaide, S.A.*
s. James Comrie ... 74
s. Kooringa ... 150
s. Warooka ... 150

**Yorkshire Steam Fishing Co., Ld.**
*St. Andrew's Dock, Hull.*
*See* J. McCann.

**Yoshida, S.,**
*Niigata, Japan.*
s. Seiriu Maru ... 96

**Yoshida Saburoyemon,**
*Hakodate, Japan.*
s. Matsumaye Maru ... 337

**Yoshida Shosaku,**
62, *Funami-cho, Hakodate Ku, Prov. Oshima, Hokkaido, Japan.*
s. Matsumaye Maru No. 8 ... 71

**Yoshida Yoshikata,**
91, *Hchome, Midoricho, Odawara Machi, Ashigara Shimo Gun, Kanagawa Ken Japan.*
s. Tokuyama Maru No. 2 ... 77

**Young, Brechin & Troup,**
154, *Union Street, Aberdeen.*
s. Clementina ... 54

**Young, C. E.,**
*Fairymead, Bundaberg, Queensland.*
Lochiel ... 210

**Young, Ehlers & Co.,**
32, *Great St. Helen's, London, E.C.*
(Commercial Steamship Co., Ld.)
s. Darlington ... 1695
s. Marston ... 2827
s. Plympton ... 1859
s. Taunton ... 2451

**Young & Gillespie,**
27, *Oswald Street, Glasgow.*
s. Ferrum ... 20
s. Scotsman ... 70
(British Coasting S. S. Co., Ld.)
s. Radium ... 47

**Young, J. & R., & Co.,**
111, *Union Street, Glasgow.*
Crown of Denmark ... 1957
Crown of England ... 1794
Crown of India ... 1855
Crown of Scotland ... 1453

**Young, J. A.,**
*Sydney, C.B.*
Net Tons
s. Vega ... [illegible]

**Young, James,**
*Dundee*
Perthshire ... 125

**Young & Jameson,**
156, *Market Street, Aberdeen.*
(Caledonian Steam Trawling Co., Ld.)
s. Aboyne ... 52
s. Braemar ... 57
s. Caledonia ... 70
s. Davanha ... 56
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**Young, John B.,**
*Lunenburg, N.S.*
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**Yourdis, D.,**
*Syra, Greece.*
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**Yowell, E. C.,**
*Braila, Roumania.*
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**Ysselsteyn, Van, & fils,**
*Terneuzen, Holland; & at 3, Rue Venus, Antwerp, Belgium.*
s. Harald ... [illegible]
(Stoomv. Maats. Terneuzen.)
s. Guido ... 1622
s. Henry ... 1635

**Yuen On S. S. Co., Ld.,**
8, *Queen's Road West, Victoria, Hong Kong.*
s. Kwang Tung ... 773

**Yuk On S. S. Co., Ld.,**
54, *Connaught Road West, Victoria, Hong Kong.*
s. Ying King ... 770

**Yzquierdo, J. Hernandez,**
*Mazarron, Spain.*
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**Zaanlandia, Stoomvaart Maatschappij,**
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**Zabelin, Gebrüder,**
*St. Petersburg, Russia.*
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**Zaccaro, G.,**
*Brindisi, Italy.*
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**Zachariassen, Alex. G.,**
*Nystad, Finland.*
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*Scutari, Turkey.*
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*Dulcigno, Montenegro.*
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**Zadaloff, M. & D.,**
*St. Petersburg, Russia.*
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**Zafiropulo, G. M.,**
*Galaxidi, Greece.*
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**Zagury, Abraham,**
41, *Duke Street, Aldgate, London, E.C.*
s. Ladylove ... 53

**Zanne, N. D.,**
*Santorin, Greece.*
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**Zanzefilis, Mina,**
*Constantinople, Turkey.*
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**Zanzibar, Government of,**
*Zanzibar.*
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**Zapirain, J. A.,**
*Manila, Philippine Islands.*
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*Callao, Peru.*
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**Zazaronis, D.,**
*Syra, Greece.*
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**Zebala, J. N.,**
*Matanzas, Cuba.*
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**Zedler, A.,**
*Elbing, Germany.*
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**Zeehaven & Kolenstation, Naamlooze Vennootschap,**
*Sabang, Dutch E. Indies.*
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**Zeeland, Stoomvaart Maatschappij,**
*Flushing, Holland.*
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s. Engeland ... 829
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s. Koningin Wilhelmina ... 735
s. Nederland ... 871
s. Prins Hendrik ... 724
s. Willem Prins van Oranje ... 808

**Zelck, Otto,**
26, *Grosse Mœnchenstrasse, Rostock, Germany.*
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s. Theodor Burchard ... 456
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**Zenith Steamship Co.,**
101, *Board of Trade, Duluth, Minn., U.S.*
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**Zenzelis, Mina,**
*Syra, Greece.*
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**Zerega, F., & Co.,**
*H. Exchange Buildings, Liverpool.*
(Managers in Philadelphia, U.S.A.,—Geo. H. McFadden & Bro.)
s. Oriel ... 2170

s. signifies Steamer.

**Zernichow, C., & O. Gotaas,**
*Olaf Kyrres Gade 7, Christiania, Norway*
Net Tons
[illegible] 1000
[illegible] 857
[illegible] 1527
[illegible] 1199

**Zernichow, Chr.,**
*Olaf Kyrres Gade 7, Christiania, Norway.*
Don Quixote ..... 1122

**Zerssen & Co.,**
*Auxiliary Steamers*
s. Anele [illegible]
s. Helene [illegible]
s. Klotho [illegible]
s. Paula [illegible]
s. Senator H. [illegible]

**Zettergren, C. A.,**
*Skada, Hällnäs, Leufsta, Sweden.*
Adriana 1[illegible]

**Zetterlöf, E.,**
*Kungelf, Sweden.*
(Ångb. Aktieb Inland.)
s. Nordre Elf ..... [illegible]

**Zillah Shipping & Carrying Co., Ld.,**
*7, Springfield Street, Warrington, Lancashire.*
*See* W. A. SAVAGE.

**Zinck, A.,**
*La Have, N.S.*
Net Tons
Reliance ..... [illegible]

**Zino, Dionisio,**
*Savona, Italy.*
s. Lealtà ..... 2673

**Zino, Edoardo Raffaele, fu Filippo,**
*Via Carlo Felice, Genoa, Italy.*
Tonio ..... 1911

**Zino, Eredi G., fu D.,**
*Savona, Italy.*
s. Attività ..... 1615

**Zino, Francesco, fu D.,**
*Savona, Italy.*
s. Iniziativa ..... 2[illegible]

**Zino, Luigi, fu G.,**
*Genoa, Italy.*
Net Tons
Almerita ..... 1795

**Zino, Ottavio,**
*Savona, Italy.*
s. Equità ..... 3130

**Zizimo, Elia,**
*Galaxidi, Greece.*
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*Brevig, Norway.*
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*Constantinople, Turkey.*
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**Zolazzi, José,**
*Rosario de Sta. Fé, Argentine Republic.*
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**Zouros, D. N.,**
*30, Rue Thiers, Marseilles, France.*
Net Tons
s. Aristeus ..... 1132

**Zuid Amerika Lijn,**
*Amsterdam, Holland.*
s. Amstelland ..... [illegible]
s. Maasland ..... [illegible]
s. Rijnland ..... 2710
s. Zaanland ..... 2714

**Zuid Hollandsche Stoomvischerij, Naamlooze Vennootschap,**
*Scheveningen, Holland.*
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**Zulueta y Gamiz, Hermanos,**
*Havana, Cuba.*
s. Alava ..... 425

**Zumbulis, A.,**
*Constantinople, Turkey.*
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**Zur Mühlen, A. D.,**
*Amsterdam, Holland.*
(Amsterdam Tug & Salvage Co.)
Net Tons
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s. Simson .. [illegible]
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**Zwicker, William N.,**
*Lunenburg, N.S.*
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Nitika [illegible]
Sapphire [illegible]

s. désigne les Vapeurs.

# LLOYD'S REGISTER of BRITISH & FOREIGN SHIPPING.

## 1904–1905.

POSTED TO—

| 1904. | | | | | |
|---|---|---|---|---|---|
| June | 16 | November | 3 | March | 2 |
| — | — | — | 10 | — | 9 |
| — | 30 | — | 17 | — | 16 |
| July | 15 | — | 24 | — | 23 |
| — | 28 | — | | — | 30 |
| — | | | | | |
| — | — | December | 1 | April | 6 |
| | | — | 8 | — | 13 |
| August | 4 | — | 15 | — | 20 |
| — | 11 | — | 22 | — | 25 |
| — | 18 | — | 29 | — | — |
| — | 25 | | | | |
| — | — | 1905. | | | |
| | | January | 5 | May | 11 |
| September | 1 | — | 12 | — | 18 |
| — | 8 | — | 19 | — | 25 |
| — | 15 | — | 26 | — | |
| — | 22 | — | | — | |
| — | 29 | | | | |
| | | February | 2 | June | 1 |
| October | 6 | — | 9 | — | 8 |
| — | 13 | — | 16 | — | — |
| — | 20 | — | 23 | — | — |
| — | 27 | — | — | — | — |
| — | | | | | |

# LIST OF OWNERS WHOSE NAMES ARE NOT ALREADY RECORDED IN THE LIST OF OWNERS PUBLISHED IN THE REGISTER BOOK.

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*Shanghai.*
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**Anderson, R.,**
*Lake View, Bergalia, N.S.W.*
s. Coomonderry ..... 58

**Appleby Shipping Co., Ld.**
(Managers—T. P. Appleby & Co.),
*Cardiff.*
s. Windermere ..... 1416

**Ashbury, Percy C.,**
*Sydney, N.S.W.*
s. Murray ..... 90

**Atlantic Whaling and Manufacturing Co.,**
*St. John's, N.F.L.*
s. Fin ..... 18

**Ballingall & Co.,**
104, *West George Street, Glasgow.*
s. Elwick ..... 1577

**Bardi, G.,**
*Santa Margherita Ligure, Genoa. Italy.*
Giovanna B. ..... 761

**Barkaway, Herbert H.,**
127, *Raglan Street, Lowestoft.*
Boatswain ..... 216

**Bass, C. H.,**
*Cardiff.*
Landskrona ..... 1330

**Birt, G. H. D.,**
*Milford Haven.*
(Phœnix Trawling Co., Ld.)
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s. Ethel ..... 58
s. Florence ..... 60
s. Julia ..... 54
s. Kathleen ..... 54

**Brewitt, Rev. J. C.,**
1, *Hawcoat Lane, Barrow-in-Furness.*
s. Calcutta ..... 78

**Bugge & Pedersen,**
*Tonsberg, Norway.*
s. Pollux ..... 761

**Burrage, Joseph E.,**
*Lowestoft.*
Net Tons
s. Emerald ..... 20

**Catt, M. S.,**
113, *Fenchurch Street, London, E.C.*
s. Manor ..... 1869

**Chalmers, W. S., & D. Eadie,**
45, *Clifford Street, Ibrox, Glasgow.*
s. Liberal ..... 159

**Chiapella, G.,**
*Nervi, Italy.*
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**Chrisp, Edmund J.,**
*Gisborne, N.Z.*
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**Compania Argentina de Peska,**
*Buenos Ayres.*
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**Coram, G. S.,**
*Billiter House, Billiter Street, London, E.C.*
s. Queen Wood ..... 610

**Courtney, Samuel,**
*Rose Blanche, N.F.L.*
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**Dabelstein, L.,**
*Blasieholmshamnen 5, C., Stockholm, Sweden.*
s. Galatea ..... 299

**Dansk Petroleums Aktieselskab,**
*Copenhagen.*
s. Petrolia ..... 450

**David & Co.,**
31, *Exchange Buildings, Swansea.*
s. Abertawe ..... 815

**Davidson, J. J. S.,**
16, *St. Helen's Place, London, E.C.*
s. Storm ..... [illegible]

**De Vasconcellos, M. C.,**
*Manaos, Brazil.*
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**Easton, Greg & Co.,**
65, *Renfield Street, Glasgow.*
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**Eglinton Lime Stone Co., Ld.,**
*Glasgow.*
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**Empreza Brazileiro de Nav. Freitas,**
*Rio Janeiro, Brazil.*
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**Ewing, C. A.,**
58, *Drury Buildings, Water Street, Liverpool.*
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**Flinn, Hugh,**
1, *Harrington Street, Liverpool.*
s. Juverna .....

**Fowle, Mrs. E. E.,**
*Whitstable, Kent.*
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**Gervais, Aimè,**
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*Antigonish, N.S.*
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*Barton-on-Humber.*
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*Kobe.*
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**Gordon, John,**
*Annalong, Newry.*
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**Gowey, F. M.,**
86, *Yedo Machi, Kobe, Japan.*
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**Hodson, Charles,**
26, *Edinburgh Street, Hull.*
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**Hu Shun Tsun,**
*Victoria, Hong Kong.*
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**Hudiksvalls Trävarn Aktieb.,**
*Hudiksvall, Sweden.*
s. Hudiksvall ..... 713

**Jones, H.,**
*Millom, Cumberland.*
Net Tons
Becca and Mary ..... 130

**Kato Jenshiro,**
*Yokkaichi, Japan.*
s. Kohina Maru ..... 1979

**La Colley, J. B.,**
*Brighton House, Georgetown, Jersey.*
Silver Eagle ..... 60

**Lascelles, John,**
*Ardglass, co. Down.*
New Quay ..... [illegible]

**Lester, S. S.,**
33, *Dalhousie Street, Quebec.*
s. St. Lawrence ..... 211

**McKenzie, G.,**
*Kaipara, N.Z.*
Huia ..... 200

**McLennan, Hector,**
*Melbourne.*
Jerfalcon ..... 287

**McRae, John,**
*Harbour Grace, N.F.L.*
Harold ..... 100

**Maggiolo, L.,**
*Camogli, near Genoa, Italy.*
Boschetto ..... 423

**Makazima, Ihei,**
*Tokio, Japan.*
s. Taian Maru ..... 1518

**Manning River Limestone & S.S. Co., Ld.,**
95, *Scott Street, Newcastle, N.S.W.*
s. Kincumber ..... 85

**Molina & Marquez,**
*Corunna, Spain.*
s. Primero ..... 44

**Müller, Hans,**
*Stettin, Germany.*
s. August Müller ..... 1046

**Nicholl, E., & Co.,**
*Cardiff.*
s. Eaton Hall ..... 2380
s. Whateley Hall ..... 2380

**Parceria Vapores Lisbonenses,**
*Lisbon, Portugal.*
Net Tons
s. Atalaya .....

**Perry, R. A.,**
106, *Market Street, San Francisco, U.S.*
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**Piccoulis, J. P.,**
*Athens, Greece.*
(Bank of Athens.)
s. Beby ..... 1405

**Pickels, F. W.,**
*Annapolis Royal, N.S.*
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**Prentice, J.,**
*Shanghai.*
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**Rennie, A. H.,**
4, *East India Avenue, London, E.C.*
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**Rogers, Walter J.,**
*Hobart, Tasmania.*
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**Silva Santos, T. V. de,**
15 *de Novembro No.* 12, *Para.*
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**Smith Bros.,**
19, *Reidhaven Street, Portessie, Banffshire.*
s. Swallow ..... 17

**Società Anonima Salvataggi e Ricuperi,**
*Messina, Sicily.*
s. Audax ..... 60

**South Atlantic Towing Co.,**
*Brunswick, Georgia.*
s. Edgar F. Coney .....

**Stamp, Mann & Co.,**
*Newcastle-on-Tyne.*
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**Templeman, Philip,**
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## LIST OF OWNERS WHOSE NAMES ARE NOT ALREADY RECORDED IN THE LIST OF OWNERS PUBLISHED IN THE REGISTER BOOK—*continued.*

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*Gorleston, Suffolk.*

| | Net Tons |
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**Valley S.S. Co., Ld.,**
*Granville Ferry, N.S.*

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| s Granville | 49 |

**Villa, G.,**
*Genoa.*

| | Net Tons |
|---|---|
| s. Annita | 87 |

**Walsh Bros.,**
*25, Irwell Chambers West, Liverpool.*

| | |
|---|---|
| s. Ituna | 407 |

**Waterson, J.,**
*28, Canning Street, Belfast.*

| | Net Tons |
|---|---|
| s. Protector | — |

**Wilks, Edward Charles,**
*Hong Kong.*

| | |
|---|---|
| s. Fame | 140 |

**Win Guen S.S. Co., Ld.,**
*16, Queen Victoria Street, Victoria, Hong Kong.*

| | Net Tons |
|---|---|
| s. Wing Hang | 278 |

**Winship, John,**
*Buts Road, Barton-on-Humber, Lincolnshire.*

| | |
|---|---|
| Celestina | |

**Withers, Henry J.,**
*Melbourne, Victoria.*

| | Net Tons |
|---|---|
| Devonport | 291 |

**Yotsumoto, M.,**
*Kawasaki Dockyard, Kobe.*

| | |
|---|---|
| s. Kotohira Maru | 2308 |

*Expunge entry under—*

**PARKER-JERVIS, Lt.-Col. C. E.**

*and insert—*

**SCOTT BROTHERS, LD.**

(Manager—Lt.-Col. C. E. PARKER-JERVIS),

46, *Sandhill, Newcastle-on-Tyne.*

| | | |
|---|---|---|
| s. | Calanas | 997 |
| s. | Lady Tennant | 1349 |
| s. | Linares | 1048 |
| s. | Sir Charles Tennant | 1555 |

## ALTERATIONS IN POSTAL ADDRESSES.

| | | |
|---|---|---|
| **Castle Steam Trawlers, Ld.** (C. Heron) ... ... ... | *Postal Address*— | South Dock Basin, Swansea. |
| **Chesapeake & Ohio S. S. Co., Ld.** ... ... ... ... | ,, ,, | 38, Lime Street, London, E.C. |
| **Crawford, A., Barr & Co.** ... ... ... ... ... | ,, ,, | 53, Bothwell Street, Glasgow. |
| **Gale Shipping Co., Ld.** (J. Gale) ... ... ... ... | ,, ,, | Baltic Buildings, 9, Redcross Street, Liverpool. |
| **Società Anonima Genovese di Nav. a Vap.** ... ... ... | ,, ,, | Via Orefici 7, Genoa. |

# ADDITIONAL LIST OF SUBSCRIBERS, 1904-1905—No. 1.

| Date of Subscription. | Name of Subscriber. | Postal Address. | Telegraphic Address, if not already recorded. | Codes Used. |
|---|---|---|---|---|
| 1904 | Adler, Paul, *Shipbroker* ... ... | Wijnhaven Z.Z., No. 110, Rotterdam ... | | |
| 1904 | Admiralty ... ... ... ... | Gibraltar ... ... ... ... ... | | |
| 1904 | Admiralty, Hydrographic Dept. ... | | | |
| 1904 | American Trading Co., The ... | 6, 7 & 8, Crutched Friars, London, E.C.... | | |
| 1904 | Anselme, Daive & Co., *Shipbrokers* | 56/58, Vieux Marché au Blé, Antwerp ... | | |
| 1904 | Arbuckle Bros., *Coffee & Sugar Merchants*, | 71, Water Street, New York ... | ... ... ... ... ... | A. L. W. & New Lv. |
| 1904 | Argentina Pilots Association, *Rivers Plate, Parana and Uruguay Pilots* | 259, Calle 25 Mayo, Buenos Ayres ... | Polar, Buenos Ayres ... ... | W. |
| 1904 | Barber, H. H., & Co., *Ship, Steamship & Insurance Brokers* ... ... | 10, South Quay, Great Yarmouth ... | ... ... ... ... ... | S†. |
| 1895 | Beauval, C. D., *Boilermaker, Engineer and Repairer*, | Ghent ... ... ... | | |
| 1904 | Becker & Co., *Merchants & Shipping Agents*, | Kobé, Japan ... ... ... | Becker, Kobe ... ... ... | A. A1. S†. |
| 1904 | Blacklock & Macarthur, *Paint, Colour & Varnish Manufacturers, Oil Refiners & Makers of Macarthur's Anti-corrosive & Anti-fouling Compositions*, | Tradeston, Glasgow... | Blacarth, Glasgow ... ... | A. (4 & 5). |
| 1904 | Brader (Aubrey), & Co., *Shipbrokers and Coal Merchants* ... ... | Post Office Chambers, 9, Wind Street, Swansea... ... ... ... ... | | |
| 1904 | Bureau of Equipment (2 *Copies*) | Navy Department, Washington ... ... | | |
| 1904 | Caill, C. ... ... ... ... | Havre ... ... ... ... ... | | |
| 1904 | Cameron, A., & Co., *Merchants* ... | 93B, Kobé, Japan ... ... ... ... | Cameron, Kobe ... ... ... | A1. W. |
| 1893 | Campbell, J. M. ... ... ... | Valparaiso ... ... ... ... ... | | |
| 1903 | Capitania do Porto... ... ... | Lourenço Marques ... ... ... | | |
| 1904 | Chamber of Commerce ... ... | Bloemfontein ... ... ... ... | | |
| 1904 | Clark, James, *Shipbroker and Commission Agent* ... ... ... | Troon, N.B. ... ... ... ... | | |
| 1904 | Daily Chronicle ... ... ... | 31, Whitefriars Street, London, E.C. ... | Muniarc, London ... ... ... | A. & Via Eastern |
| 1904 | David & Co., *Shipbrokers* ... ... | 31, Exchange Buildings, Swansea ... | Dispatch, Swansea ... ... | S. |
| 1904 | De Lavergne, Delage A., & André Allard ... ... ... ... | Allées de Tourny, 44, Bordeaux ... ... | | |
| 1904 | Déve C., *Butcher and Ship Chandler* | 39, Rue des Drapiers, Havre ... ... | | |
| 1904 | Direction du Port de Commerce ... | Saigon, Cochin China ... ... ... | | |
| 1904 | Dispatch Society of Skelleftea, The | Ostvik, Kåge, Sweden ... ... ... | | |
| 1904 | Dreher, Julio, *Importer of Coffee* ... | Alsina 2041, Buenos Ayres ... ... | Dreher, Buenos Ayres ... ... | A & New Lv. |
| 1904 | Dundas, Wiborg & Co. ... ... | Lisbon ... ... ... ... ... | | |
| 1904 | Eklöf, August ... ... ... | Borgå, Finland ... ... ... ... | | |
| 1904 | Elders & Fyffes (Shipping) Ld., *Shipowners* ... ... ... | 4, Bradshaw Street, Shudehill, Manchester | Plantano, Manchester ... ... | L. W. |
| 1904 | Everitt, N. H. ... ... ... | Swain's House, Bembridge, I.W. ... | | |
| 1899 | Gardner, Joseph, & Sons, *Timber Merchants*, | 123, Regent Road, Bootle ... | ... ... ... ... ... | A. Wu. |
| 1893 | Garnock, Bibby & Co., Ld., *Rope Manufacturers*, | Old Swan Ropeworks, Liverpool | ... ... ... ... ... | A. |
| 1904 | Goldsmid, Bartle ... ... ... | 121, Calle San Martin, Buenos Ayres ... | Bargold, Buenos Ayres. | |
| 1904 | Gomes, Manoel Marques ... ... | Canidello, Villa Nova de Gaya, Portugal | | |
| 1895 | Gough & Crosthwaite ... ... | 17, Water Street, Liverpool ... ... | | |
| 1901 | Grapel, Th., *Superintendent of Cargoes* | Herrengraben 45–46, Hamburg ... ... | | |
| 1904 | Greco, Francesco, fu Stefano, *Steamship Owner & Coal Merchant* ... | Milazzo, Sicily ... ... ... ... | | |
| 1890 | Günther, Paul, *Shipbroker* ... ... | 1, Brook, Hamburg ... ... ... | | |
| 1904 | Hamburg Amerika Linie ... ... | Hong Kong ... ... ... ... | | |
| 1904 | Hay, Arthur Charles, *Consulting Engineer, Marine Architect & Surveyor* ... ... ... ... | 23 & 24, Exchange Buildings, Liverpool... | Talisman, Liverpool. | |
| 1904 | Henderson, Tucker & Co., *Ship and Insurance Brokers* ... ... | 32, Great St. Helen's, London, E.C. ... | Heliograph, London ... ... | S. W. |
| 1904 | Hinzer, F., & Co., *Chartering Agents* | 34, St. Mary Axe, London, E.C.... ... | | |
| 1904 | Hughes, George, *Lancashire & Yorkshire Railway Co.*, | Horwich, Lancs. ... | Loco, Horwich. | |
| 1904 | Irvin, Richard, & Sons, *Steam Fishing Boat Owners, Licensed Auctioneers & Fish Salesmen* ... ... ... | North Shields ... ... ... ... | Irvin, North Shields. | |

## ADDITIONAL LIST OF SUBSCRIBERS, No. 1—*continued.*

| Date of Subscription. | Name of Subscriber. | Postal Address. | Telegraphic Address, if not already recorded. | Codes Used. |
|---|---|---|---|---|
| 1904 | Jeremiassen, H. ... ... ... | Porsgrund, Norway ... ... ... | | |
| 1904 | Jobling, William John, *Consulting* | *Engineer*, 7, Side, Newcastle-on-Tyne ... | Jobling, Newcastle-on-Tyne. | |
| 1904 | Johnasson, Gordon & Co., Ld. ... | Beltenhof, Admiralitätstr. 33 & 34, Hamburg ... ... ... ... ... | | |
| 1904 | Kelvin & James White, Ld., *Opticians & Makers of Lord Kelvin's Patents* | 16 & 20, Cambridge Street, Glasgow ... | ... ... ... ... ... | A. (4). |
| 1904 | Knudsen, Jens, *Managing Director, Bergens Dampskibs Assurance forening*, | Bergen. | Dampsskibsforeningen, Bergen ... | W. |
| 1904 | Knudsen, K., *Shipbroker* ... ... | Toldbodgaden 5, Christianssand, Norway.. | Nesdunk, Christianssand ... | W. |
| 1904 | Kohlen Depot Algier, G.m.b.H. ... | Algiers ... ... ... ... ... | | |
| 1903 | Kohnke, L., & Co. ... ... ... | Taganrog, S. Russia ... ... ... | | |
| 1904 | K. Kommando S.M.S. "Seeadler"... | ... ... ... ... ... ... | | |
| 1904 | Kroller, N.E., & Co., *Insurance Agents* | Wijnstraat 121, Rotterdam ... ... | | |
| 1902 | Kunst & Albers, *Shipping Agents, Bankers & General Merchants*, | Vladivostok ... | | |
| 1904 | "La Navale" Société Anonyme de | Remorquage, Place du Minck, Dunkirk .. | Navale, Dunkirk. | |
| 1904 | Lando, B., *Sworn Shipbroker, Interpreter, Vice-Consul of Greece* ... | Cours National, Bona, Algeria ... ... | ... ... ... ... ... | A. (4 & 5). S. W. |
| 1902 | Laurent, V., & Co., *Ship Chandlers*... | Mauritius ... ... ... ... ... | | |
| 1904 | Leschbrandt, J. Arndt, *Shipbroker* | *& Chartering Agent*, Mandal, Norway ... | | |
| 1904 | Little, John, *Marine Consulting Engineer & Surveyor* ... ... | Salisbury Buildings, Trafford Road, Salford, near Manchester ... ... ... | Reflection, Salford ... ... | S. |
| 1904 | Livingston, Halton & Co., Ld., *General Merchants* ... ... | 5, Whittington Avenue, London, E.C. ... | Gibstaff, London ... ... ... | A. A1. Wu. |
| 1882 | Lloyd, Henry, & Co., *Steamship Owners & Brokers*, | 46, Castle Street, Liverpool... | Olympus, Liverpool .. ... | St. W. |
| 1904 | Lorusso, P. ... ... ... ... | Bari, Italy... ... ... ... ... | | |
| 1904 | Macandrews & Forbes Co., *Merchants* | 110, Cannon Street, London, E.C. ... | Macforbes, London. | |
| 1894 | MacSymon's Stores, Ld. ... ... | 23, Canning Place, Liverpool ... ... | ... ... ... ... ... | A. S. W. |
| 1904 | Mavrogordato, A. E., *Coal Merchant & Shipping Agent*, | Syra ... ... ... | | |
| 1904 | Melly, George, & Co., *General Merchants*... ... ... ... | 12, Liverpool & London Chambers, Liverpool ... ... ... ... | | |
| 1904 | Millar, Robert, & Sons, Ld. ... | Montrose, N.B. ... ... ... ... | | |
| 1904 | Mitsui Bussan Kaisha ... ... | Taipeh, Formosa ... ... ... ... | Mitsui, Taikoku. | |
| 1904 | Mitsui Bussan Kaisha ... ... | Sapporo, Japan ... ... ... ... | Mitsui, Sapporo. | |
| 1904 | Molson, John W. ... ... ... | 47, St. François Xavier Street, Montreal... | Noslom, Montreal. | |
| 1904 | Mosley, Thomas, & Co., *Merchants, Ship Agents & Coal Contractors*, | Gibraltar... | | |
| 1904 | Mutabe Coal Co., Ld. ... ... | Nagasaki ... ... ... ... ... | | |
| 1904 | Neue Hamburgische Börsenhalle... | 76, Alterwall, Hamburg ... ... ... | Bohalle, Hamburg. | |
| 1904 | New Zealand Insurance Co. ... | Johannesburg, S.A. ... ... ... | | |
| 1892 | Nicholson & Sons, *Ship & Yacht Builders*, | Glasson Dock, Lancaster ... ... | | |
| 1904 | Nielsen, Chr., & Co., *Shipowners & Brokers*, | Laurvig, Norway... ... ... | ... ... ... ... ... | A. S. W. |
| 1904 | Oltmann, D., *Shipbroker & Shipowner*, | Brake, Oldenburg; & Bremen... ... | Oltmann, Brake. | |
| 1903 | Pestonjee Bhicajee, *Stevedores & Dubashes*, | Kimari, Karachi ... ... ... | | |
| 1904 | Pim, Joseph, *General Merchant & Shipowner*, | Wicklow ... ... ... ... | Pim, Wicklow. | |
| 1904 | Podesta, W. D., *Ship Repairer* ... | East Bute Dock, Cardiff ... ... ... | Podesta, Cardiff. | |
| 1904 | Reiherstieg Schiffswerfte & Maschinenfabrik (Dock Office)... | 7, Baumwall, Hamburg ... ... ... | | |
| 1904 | Riska, Carl, *Shipbroker* ... ... | Helsingfors ... ... ... ... | | |
| 1904 | Sabang Bay Harbour & Coal Co., Ltd., | Amsterdam ... ... ... ... | | |
| 1862 | Sandbach, Parker & Co. ... ... | Demerara ... ... ... ... ... | | |
| 1895 | Sato, Y., & Co. ... ... ... | Hiogo ... ... ... ... ... | | |
| 1904 | Savannah Coaling Co., *Pocahontas & New River Coal*, | Savannah, Ga. ... | Fostercoal, Savannah ... ... | A (5). |
| 1903 | Scheepsagentuur Voorheen J. Daendels & Co. ... ... ... | Sabang, Poeloe Weh, N. Sumatra ... | | |
| 1904 | Scott, Joseph R. ... ... ... | 9, Queen Street, Quayside, Newcastle ... | | |
| 1904 | Service du Pilotage ... ... | Saigon, Cochin China ... ... ... | | |
| 1904 | Shewan, Tomes & Co. ... ... | Shanghai ... ... ... ... ... | | |

## ADDITIONAL LIST OF SUBSCRIBERS, No. 1—*continued.*

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|---|---|---|---|---|
| 1904 | Southampton Harbour Board | Town Quay, Southampton | | |
| 1904 | Stathatos, Othon A. | Athens | | |
| 1904 | Straits Times | Singapore | | |
| 1904 | Svenska Telegrambyran | Gothenburg | | |
| 1904 | Takata & Co. | 88, Bishopsgate Street Within, London, E.C. | | A. A1. |
| 1903 | Texas Transport & Terminal Co., Inc., | New Orleans, U.S.A. | | |
| 1903 | Thompson, A., *Ship Chandler* | Leixoes, Portugal | | |
| 1904 | U.S. Naval War College | Newport, Rhode Island | | |
| 1904 | Vedeler, A. | Bergen | | |
| 1904 | Viveiros, J. J. | St. Michael's, Azores | | |
| 1904 | Vogemann, H., *Ship Agent* | New Orleans, U.S.A. | | |
| 1904 | West Hartlepool Steam Navigation Co., Ld., *Shipowners & Shipbrokers* | 18 & 19, Great St. Helen's, London, E.C. | Birkhall, London | S. W. |
| 1904 | Whiteway & Ball, *Coal Merchants & Steamship Owners* | 1, North Quay, Torquay | | S. |
| 1904 | Willcox Bros., *Engineers & Shipbuilders*, | 14, Norfolk Street, Sunderland | | |
| 1904 | Wolters, J. C. | Catharinenstr. 36A, Hamburg | | |
| 1904 | Woodley, G. F., & Co. | Patras, Greece | | |
| 1904 | Wright & Co., *Shipbrokers & Coal Exporters* | Trinity Chare, Newcastle-on-Tyne | Broking, Newcastle-on-Tyne | S. W. |
| 1904 | Xanthakis, N., *Engineer* | Syra | | |
| 1904 | Yellow Pine Export Co. | 104/105, Leinkauf Building, Mobile, Ala., U.S.A. | | |
| 1904 | Younger, Wm., & Co., Ld. | Abbey Brewery, Edinburgh | | |
| 1904 | Zerssen & Co. | Brunsbuttel, Germany | | |

## CORRECTIONS AND ALTERATIONS.

PAGES xxxviii & lxxx. **Barrett, Tagant & Pochin**, *now* **Barrett, Tagant & Gotts.**
„ xxvi & lxxxiii. **Campbell, Andrew A.**, Glasgow, *should be* **Campbell, Andrew, & Co.**
„ xli & xcii. **Girvin, Ropner & Co.**, *now* **Robert Girvin & Co.**
„ ix & xciv. **Hall, A., & Co.**, Aberdeen, *now* **Alexander Hall & Co., Ld.**
„ lxiv & xcvi. **Hope, Surtess**, Seattle, *should be* **Hope, Surtees.**
PAGE xcvii. **Hudig & Veder & Co.**, Rotterdam, *should be* **Hudig & Veder.**
PAGES xiv & xcix. **Laird Bros., Ld.**, Birkenhead, *should be* **Cammell, Laird & Co., Ld.**
„ xlv & cv. **Newcombe, W. E., & Co.**, *now* **Newcombe, Harris & Hardman, Ld.**
„ xvi & cix. **Runciman, R. Inglis**, Buenos Ayres, *now* **Runciman & Co.**
„ xxviii & cx. **Scott & Co.**, Greenock, *now* **Scott's Shipbuilding & Engineering Co., Ld.**
„ ix & cxii. **Starck & Bahr**, Abo, *now* **Emil Starck.**
„ xiii & cxiii. **Stewart**, Auckland, *should be* **James Stewart**, Manager of the Northern Union Steamboat Co., Ld.
„ lxix & cxiv. **Tarabocchia, Guglielmo**, Trieste, *should be* **Tarabochia, G., & Co.**

# LIST OF OWNERS WHOSE NAMES ARE NOT ALREADY RECORDED IN THE LIST OF OWNERS PUBLISHED IN THE REGISTER BOOK.

## No. 2.

**Aberdeen Icelandic Steam Fishing Co., Ld.**
164, *Market Street, Aberdeen.*
*See* THOMAS LAUDER.

**Aison & Fullarton,**
116, *Hope Street, Glasgow.*
Net Tons
s. Moray Firth ..... [illegible]

**Antujeff, N.,**
*Archangel, Russia.*
Mohcta ..... 193

**Arena, Rosario,**
*Messina, Italy.*
S. Antonio ..... [illegible]

**Bain, Robert,**
14, *Sandgate, Berwick-on-Tweed*
s. Tweed ..... [illegible]

**Bauer, Julius,**
*Broome, W.A.*
Anthons ..... 133

**Beelby, W. H.,**
*Grimsby.*
s. Manxman .....

**Bengal Coal Co., Ld.,**
*Calcutta.*
s. Sanctoria ..... [illegible]

**Bertamino, G., fu A.,**
*Via Maddalena 23, Genoa, Italy.*
Jasper ..... 313

**Bertram Engine Works Co., Ld.,**
*Toronto.*
s. Haddington ..... 1010

**Bessiris, A.,**
*Galaxidi, Greece.*
Chrissula ..... 286

**Bittorf & Bahll,**
12, *Dammthorstrasse, Hamburg, Germany.*
Alma Elisabeth ..... 100

**Black, A. L.,**
*Grimsby.*
s. Courtland .....

**Blandy, C. M.,**
16, *Mark Lane, London, E.C.*
s. City of Edinburgh ..... 92

**Breviks Buxerselskab.,**
*Brevig, Norway.*
s. Skagerak ..... 12

**Brown, William,**
64, *Leadenhall Street, London, E.C.*
Cavan ..... 657

**Bunge, N. A., & S. Polaschkovsky.**
*Odessa, Russia.*
Net Tons
s. Greza ..... 64

**Canadian Lake & Ocean Nav. Co., Ld.,**
*Canadian Northern Railway Chambers, Toronto.*
s. H. M. Pellatt ..... 1038
s. J. H. Plummer ..... [illegible]

**Carrington, George H.,**
172, *Market Street, Aberdeen.*
(Ocean Trawling Co., Ld.)
s. Atalanta ..... 48
s. Caspiana ..... 42
s. Germania ..... 41
s. Oceana ..... [illegible]

**Caruana, Joseph,**
*Odessa, Russia.*
s. Pröyda ..... 4

**Cattani, G.,**
*Spezia, Italy.*
Cattani G. ..... 147

**Chetty, L. P. R. M.,**
*Jaffna, Ceylon.*
Mohamado Samadany ..... 126

**Chonosuke Misaki,**
*Yokohama, Japan.*
s. Choko Maru ..... 1216

**Chrisp, Edmund J.,**
*Gisborne, N.Z.*
Ilma ..... 318

**Chute, Joseph N.,**
*Harbourville, King's co., N.S.*
Blomidon ..... 271

**Cliffe S. S. Co., Ld.**
(Managers—G. T. Readhead & Co.),
*Newcastle-on-Tyne.*
s. Rockcliffe ..... 1986

**Cock, R., & Sons,**
*Appledore.*
s. Torridge ..... 42

**Condon, Henry J.,**
*Hobart, Tasmania.*
s. Reliance ..... 86

**Courtois, F., & G. Hovelagne,**
*Lille, France.*
s. Alcyon .....

**Da Costa, E. A.,**
*Manaos, Brazil.*
s. Liberal ..... 191

**Davidson, John J. S.,**
16, *St. Helen's Place, London, E.C.*
Net Tons
Polly Woodside ..... [illegible]

**De Montravel Roche & Co.,**
*Marseilles, France.*
s. Sutherland ..... 600

**Deshler, D. W.,**
*Kobe, Japan.*
s. Ohio ..... 554

**Drago, G. B., fu F.,**
*Via Andrea Doria No. 23-10, Nervi, Italy.*
Decapolis ..... 646

**Duff, John S.,**
*Oakdene, Blairgowrie, Perthshire.*
s. Argyle ..... [illegible]

**Eastick, Henry F.,**
*Clarence Road, Southtown, Great Yarmouth.*
s. R[illegible] .....

**Einerson, Bernard,**
*Balmain, Sydney, N.S.W.*
s. Narooma ..... 56

**Ewing, C. A., & Co.,**
*Drury Buildings, Water Street, Liverpool.*
s. Marpessa ..... [illegible]

**Falconer, J. W., & D. Ross,**
*Newcastle-on-Tyne.*
s. Grasmere ..... [illegible]

**Fitzwilliam, The Rt. Hon. The Earl, D.S.O.,**
*Wentworth Woodhouse, Rotherham, Yorkshire.*
s. Veronique ..... 2033

**Flindt, Drost & Co.,**
*Copenhagen, Denmark.*
s. Girdleness ..... 1182

**Ford, J. B.,**
*Boston, U.S.*
Margaret M. Ford ..... 291

**Gandolfo, T.,**
*Oneglia, Italy.*
Henriette ..... 535

**Gemil Effendi,**
*Constantinople, Turkey.*
Allah Verdi ..... 215

**Gicas, M., & B. Vafiopulos,**
*Tripoli, Turkey in Asia.*
s. Achillea ..... [illegible]

**Glasgow Trawling Co., Ld.,**
*Glasgow.*
Net Tons
s. Bluebell .....
s. Heather .....
s. Primrose .....

**Glassand Aktieb.,**
*Skänor, Sweden.*
s. Sally .....

**Goldfinch, James T.,**
*Whitstable, Kent.*
Agnes ..... [illegible]

**Grant, E. C.,**
*Grimsby.*
s. Reliance .....

**Guthrie & Co., Ld.,**
11, *Collyer Quay, Singapore.*
s. Abbotsford ..... [illegible]

**Hansen, W. D.,**
*Christianssand, Norway.*
Hjördis ..... [illegible]

**Harrison, John,**
*Aratapu, Auckland, N.Z.*
Hoanga ..... [illegible]

**Helen Shipping Co., Ld.,**
*Yarmouth, Nova Scotia.*
Helen ..... [illegible]

**Higginbottom, Henry S.,**
8, *Cook Street, Liverpool.*
s. Calcutta ..... 78

**Hiscock, Edmund,**
*Brigus, N.F.L.*
Wenonah ..... 199

**Howden, Douglas A.,**
*St. Michael's Rectory, Cornhill, London, E.C.*
s. Turret Bell ..... 1376
s. Turret Crown ..... 1142

**Irvine, J. Moran & Co.,**
1, *Queen Avenue, Castle Street, Liverpool.*
Casablanca ..... [illegible]
Jessie Osborne ..... [illegible]
Orari ..... [illegible]

**Jones, Hugh,**
9, *Mainsgate Road, Millom, Cumberland.*
Becca and Mary ..... 130

**Kearon, John,**
12, *Fair Green, Arklow, co. Wicklow.*
John Morrison ..... 172

**King, Andrew,**
*Halifax, N.S.*
Net Tons
Arctic ..... 119

**Kiong Chin Hock,**
127, *Neil Road, Singapore.*
s. Pontianak ..... 97

**Kirschner, H., & Cohn,**
*Toldbodvejen, Copenhagen, Denmark.*
s. Svanen ..... 258

**Kramer, R.,**
*Groningen, Holland.*
Atlantic ..... 145

**Laan, H. v. d.,**
*Groningen, Holland.*
Marchiena ..... 103

**Langmaid, William P.,**
*Heath Villa, Par, Cornwall.*
William Shepherd ..... 123

**Larsson, H.,**
*Gothenburg, Sweden.*
s. Greta ..... 51

**Lauder, Thomas,**
164, *Market Street, Aberdeen.*
(Aberdeen Icelandic Steam Fishing Co., Ld.)
s. Princess Melton ..... 89

**Lémon, Francesco,**
*Huelva, Spain.*
s. Onuba ..... 30

**Leslie, Andrew McG.,**
28, *Royal Exchange Square, Glasgow.*
s. Ailsa ..... 30

**Levin & Sons,**
*Copenhagen, Denmark.*
s. Njörd ..... 1391

**Lima, Julia,**
*Rue St. Pablo, Rio Janeiro, Brazil.*
s. Bridesmaid ..... 84

**Lizotte, Edmond,**
*St. Thomas du Pierreville, Quebec.*
Albya ..... 123

**Lockhart, Fredk. C.,**
*New York, U.S.*
Laconia ..... 473

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**McBride, T. G.,**
*Vancouver, B.C.*
Net Tons
s. Belfast ..... [illegible]

**McFadyen, A. J.,**
*Tignish, P.E.I.*
Schr. A. Gray ..... 91

**Majestic S. S. Co., Ld.,**
*Gagetown, Queen's co., N.B.*
s. Champlain ..... 267

**Mann, Herbert A.,**
*Auckland, N.Z.*
Southern Cross..... [illegible]

**Mattarazzo, Francisco & Co.,**
*Sao Paulo, Brazil.*
s. Attilio ..... 1260

**Melling, H.,**
*Preston.*
s. Lizzie Melling..... 45

**Miller, Joseph E.,**
*Waterborough, Queen's co., N.B.*
Harry Miller ..... 246

**Morrison, Edgar William,**
*Steythling, Hants.*
s. Xema ..... 446

**Nederlandsch-Indische Tankstoomboot Maats.,**
*The Hague, Holland.*
s. Halaban ..... 339

**Nicolardot, F.,**
*57, Rue des Filleuls, Boulogne s/Seine, France.*
Croisine ..... 185

**Ocean Trawling Co., Ld.,**
*Aberdeen.*
(*See* GEORGE H. CARRINGTON.)

**Olivari, A., fu L.,**
*Camogli, near Genoa, Italy.*
Net Tons
Africa..... 716

**Olsen, Elias,**
*Flora, Norway.*
s. Gwent ..... 397

**Ortelli, C.,**
*Calle Pedro Mendoza 1360, Boca, Buenos Ayres, Argentine Republic.*
s. Sparta ..... 1909

**Paterson, P. R., & J. Reid & Sons,**
*2, Shore Street, Port Gordon, Banffshire*
s. Unity ..... [illegible]

**Patrikios, G. S., fils,**
*Constantinople, Turkey.*
s. Dolichion ..... 1398

**Pelee Island Nav. Co., Ld.,**
*Pelee Island, Ontario.*
s. Lincoln..... 219

**Penn Gas Coal Co.,**
*Pittsburg, U.S.*
Horace A. Allyn ..... 748

**Penrose, William J.,**
*9, Broad Street, Truro.*
Lizzie Edith..... 74

**Perez, Miguel,**
*Corunna, Spain.*
s. La Union ..... 44

**Perry, Thomas,**
*38, Chapel Street, Liverpool.*
s. Iron Duke ..... 63

**Petroleum United Agencies, Ld.,**
*22, Great St. Helen's, London, E.C.*
s. Petroleum ..... 2958

**Pound, Henry,**
*6, 7 & 8, Crutched Friars, London, E.C.*
Net Tons
s. [illegible] 1[illegible]

**Prince Fishing Co., Ld.**
(Managers—Richard Irvin, North Shields; & James W. Simpson, Aberdeen),
*Fish Quay, North Shields.*
s. Egyptian Prince ..... [illegible]
s. English Prince ..... [illegible]
s. Grecian Prince ..... [illegible]
s. Imperial Prince ..... [illegible]
s. Irish Prince ..... 37
s. Sailor Prince ..... 36
s. Scottish Prince ..... 20
s. Soldier Prince ..... 38
s. Victorian Prince ..... 18

**Publicover, Charles H.,**
*Bridgewater, Nova Scotia.*
Sainte Marie ..... 148

**Puddington, David W.,**
*St. John, N.B.*
Rothesay ..... [illegible]

**Pyman, J. Sutcliffe,**
*88, Bishopsgate Street, London, E.C.*
s. Abaris ..... 1830

**Rochford, William,**
*Ballyhealy, Kilmore, co. Wexford.*
Clara ..... 69

**Rodenheiser, Isaac,**
*Bridgewater, N.S.*
Angara ..... 630

**Schwab, C. M.,**
*71, Broadway, New York, U.S.*
s. Happy Day ..... 519

**Scounaki, Ibrahim & Co.,**
*Salonica, Turkey.*
s. Salonique ..... 808

**Segebade, A.,**
*Geestemunde, Germany.*
s. Franz..... 28

**Slade, Thomas,**
*Fowey, Cornwall.*
Net Tons
Jane Slade..... 116

**Smith, Hogg & Co.,**
*6, Victoria Terrace, West Hartlepool.*
s. [illegible] 1[illegible]

**Smith, Jesse,**
*Edgartown, Mass., U.S.*
Andrew G. Pierce, Jr..... 234

**Sobstad, H. A.,**
*Christiansand, Norway.*
s. Harald ..... [illegible]

**Società Italo-Americana pel Petrolio,**
*Venice, Italy.*
s. Bayonne ..... [illegible]
s. Manhattan ..... [illegible]
s. [illegible] ..... 1154

**Société Anonyme Terreneuvienne,**
*77, Rue Théagène Boufart, Fécamp, France.*
Saint Charles ..... [illegible]
Saint Georges ..... [illegible]

**Société des Grands Travaux de Marseille,**
*Marseilles, France.*
s. Requin ..... [illegible]

**Solomos, M.,**
*Nicolaieff, Russia.*
s. Achilles ..... 48

**Spitzel, Samuel,**
*70, Biddulph Mansions, Elgin Avenue, Maida Vale, London, W.*
s. Sishan ..... [illegible]

**Stubbings, Henry,**
*5, Whittington Avenue, London, E.C.*
Canna..... 429

**"Svendborg," Dampskibs-selskab.,**
*Svendborg, Denmark.*
Net T[illegible]
s. Svendborg ..... [illegible]

**Terris, Aimé,**
*Artichat, Nova Scotia.*
Minnie E. Moody ..... 1[illegible]

**Thomson, James,**
*960, Sauchiehall Street, Glasgow.*
s. [illegible]

**Wasson, James A.,**
*Cambridge, Queen's co., N.B.*
Ida E. Burton ..... 1

**West of England Salvage Co., Ld.,**
*3, Clarence Street, Penzance.*
s. Lady of the Isles.....

**Wilks, E. C.,**
*Victoria, Hong Kong.*
s. Kong Nam ..... [illegible]

**Williams, W. J., & Co.,**
*1, Pierhead Chambers, Cardiff.*
s. Straits of Menai ..... 1[illegible]

**Williams, William,**
*22, Edmyfed Hill, Amlwch Port, Anglesea.*
Emily Warbrick ..... 1

**Zenshiro, K.,**
*Yokkaichi, Japan.*
s. Kohinn Maru ..... [illegible]

## CORRECTIONS IN POSTAL ADDRESSES.

| | |
|---|---|
| Aspinall, W. H. ... ... ... ... ... ... ... | *Postal Address*—44, Brazil Street, Holderness Road, Hull. |
| Co-operative Cruising Co., Ld. ... ... ... ... | ,, ,, 5, Endsleigh Gardens, London, N.W. |
| Cornfoot, J., & Co. ... ... ... ... ... ... | ,, ,, 196, St. Vincent Street, Glasgow. |
| De Hart, M. J. ... ... ... ... ... ... ... | ,, ,, 96, Leadenhall Street, London, E.C. |
| Deutsche Ost-Afrika Linie ... ... ... ... ... | ,, ,, Grosse Reichenstrasse 27, Hamburg. |
| Gauvry, L. J. ... ... ... ... ... ... ... | ,, ,, Sutton Wharf, Plymouth. |
| Hatfield, Cameron & Co. ... ... ... ... ... | ,, ,, 10, Bothwell Street, Glasgow. |
| Ilderton S. S. Co., Ld. ... ... ... ... ... | ,, ,, 82, Fenchurch Street, London, E.C. |
| Luiggi, C.... ... ... ... ... ... ... ... | ,, ,, 103, Rue Lafayette, Paris. |
| Lunn, W. H. ... ... ... ... ... ... ... | ,, ,, 5, Endsleigh Gardens, London, N.W. |
| Red "S" S.S. Co., Ld. ... ... ... ... ... | ,, ,, 96, Leadenhall Street, London, E.C. |
| Rogers & Co. ... ... ... ... ... ... ... | ,, ,, 204, Bath Street, Glasgow. |
| Steel, Young & Co. ... ... ... ... ... ... | ,, ,, 82, Fenchurch Street, London, E.C. |
| Turner, Edwards & Co. ... ... ... ... ... | ,, ,, 40, Queen Square, Bristol. |
| Vairon, Charles ... ... ... ... ... ... ... | ,, ,, 59, Faubourg Poissonnière, Paris. |
| Western Commercial Co. ... ... ... ... ... | ,, ,, 456, Montgomery Street, San Francisco, Cal. |

# LIST OF MARINE INSURANCE CLUBS, COMPANIES, &c., HAVING LONDON OFFICES OR AGENCIES.

## ALTERATIONS.

Australian Alliance Assurance Co. (of Melbourne) :—*Agents are now* Messrs. R. W. Shepard & Co. *Offices as before.*
British & Foreign Marine Insurance Co. (of Liverpool) :—*Postal address is now* 1, Old Broad Street, E.C.
New Zealand Insurance Co. :—*Postal address is now* 1, Old Broad Street, E.C.

# LIST OF TELEGRAPHIC ADDRESSES.

## I.—ADDITIONS.

| NAME AND POSTAL ADDRESS OF FIRM. | TELEGRAPHIC ADDRESS. | Code Employed. |
|---|---|---|
| Alexander, John B., M.A. (Lloyd's Agent) ...Tacoma, Washington, U.S.A. | British, Tacoma. | St |
| Allison, Fullarton & Co. ...116, Hope Street, Glasgow | Windward, Glasgow. | |
| Andrews, Arthur, & Co....5, Gloucester Place, Swansea | Exporters, Swansea. | |
| Ansaldo, Gio., Armstrong & Co., Società Anonima Italiana, Corso Andrea Podestà 2, Genoa. | Armansaldo, Genoa. | |
| Do. do. (Private telegrams to Manager) Genoa | Perrone, Genoa. | |
| Do. do. .....(Fitting Out Shop) Genoa | Armansaldo Allestimento, Genoa. | |
| Do. do. .....(Repairing Shop) Genoa | Armansaldo Porto, Genoa. | |
| Do. do. ...(Mechanical Works) Sampierdarena | Armansaldo, Sampierdarena. | |
| Do. do. .....(Shipyard) Sestri Ponente | Armansaldo, Sestriponente. | |
| Do. do. ...(Delta Works) Cornigliano Ligure | Armansaldo Delta, Cornigliano Ligure. | |
| Do. do. .....(Steel Works) Cornigliano Ligure | Armansaldo Acciaierie, Cornigliano Ligure. | |
| Do. do. (Electric Works) Cornigliano Ligure | Armansaldo Elettrotecnico, Cornigliano Ligure. | |
| Atwater, Wm. C., & Co., Inc. .....Norfolk, Va. | Atwacoal, Norfolk, Va. | L S W |
| Beira Boating Co., Ld.....Beira | Ballatry, Beira. | St |
| Blacklock & Macarthur.....171-173, West Street, Tradeston, Glasgow. | Blacarth, Glasgow. | A (4&5) |
| Do. do. .....Cardiff | Blacarth, Cardiff. | |
| Brader, Aubrey, & Co., Post Office Chambers, 9, Wind Street, Swansea. | Freights, Swansea. | |
| Brigstocke, George A., West Lea, Freshfield Road, Freshfield, Liverpool. | Brigstocke, Liverpool. | S W |
| British & South American Steam Navigation Co., Ld., 16, Leadenhall Street, London. | Housemate, London. | St |
| Broad, E. F. .....369, George Street, Sydney, N.S.W. | Mana, Sydney. | St |
| Brownlie, J., & Co...Baltic Chambers, 50, Wellington Street, Glasgow. | Lasso, Glasgow. | |
| Do. do. .....16, Mark Lane, London | Brownlie, London. | |
| California Stevedore & Ballast Co. .....204, California Street, San Francisco. | Minor, Sanfrisco. | W |
| Cawie & Edwards .....St. John, N.B. | Edwards, St. John. | St |
| Chase, Leavitt & Co.....167, Commercial Street, Portland, Me., U.S.A. | Leavitt, Portland. | St |
| Chinese Engineering & Mining Co., Ld.....Shanghai | Sili, Shanghai. | |
| Do. do. do. .....Tientsin | Maishan, Tientsin. | A1 |
| Clark & Thiselton .....Lowenstein's Buildings, Johannesburg. | Lovage, Johannesburg. | St |
| Do. do. .....Point, Port Natal | Thiselton, Point, Port Natal. | St |
| Clarke, Padley & Co. .....William Street, Melbourne | Padley, Melbourne. | St |
| Compagnie de l'Afrique Orientale .....Djibouti | Mesnier, Djibouti. | St |
| Co-operative Cruisimg Co., Ld...5, Endsleigh Gardens, London. | Aconcagua, London. | |
| Corbett, Thos. Hugo (Lloyd's Agent) .....Ship Quay Street, Londonderry. | Corbett, Londonderry. | S* |
| Cosulich, Béla .....Fiume | Cosulich, Fiume. | St |
| Cowasjee, Dinshaw & Bros.....Steamers Point, Aden | Cowasjee, Aden. | St |
| Credito Italiano.....4, Via S. Luca, Genoa | Credit, Genoa. | |
| Daive, Anselme, & Co. ...56-58, Vieux Marché au Blé, Antwerp. | Daive, Antwerp. | A (5) W |
| David & Co.....31, Exchange Buildings, Swansea | Dispatch, Swansea. | S |
| Deutsches Kohlen Depot, G.m.b.H. .....Suez | Dekade, Suez. | L W |
| Diederichsen, Jebsen & Co.....Chefoo | Jebsen, Chefoo. | A A1 |
| Do. do. .....Shanghai | Jebsen, Shanghai. | A A1 |
| Do. do. ..... Tsingtau | Jebsen, Tsingtau. | A A1 |
| Dreher, Julio.....Alsina 2041, Buenos Ayres | Dreher, Buenos Ayres. | A&New Lv |
| Elders & Fyffes (Shipping), Ld.....Bristol | Plantano, Bristol. | L W |
| Do. do do. ...4, Bradshaw Street, Shudehill, Manchester. | Plantano, Manchester. | L W |
| Ewing, C. A.. & Co....58, Drury Buildings, Liverpool | Marpessa, Liverpool. | S W Z |
| Felici & Co. .....Playa Ponce, Porto Rico | Felici, Playa Ponce (For Home Telegrams.) Felici, Ponce (For Cablegrams.) | A (4) A1 L W Wu & Anglo-Español |
| Finizio, Vincenzo, fu Gaetano...8, S. Marco ai Ferrari, Naples. | Vinfinizio, Naples. | St |
| Fowey Harbour Commissioners .....Fowey | Paulls, Fowey. | |
| Frohock, L. A. .....30-32, Empedrado, Havana, Cuba | Frohock, Havana. | A |
| Gardner, Locket & Hinton, Ld...3, Fenchurch Avenue, London. | Gardlocket, London. | |
| Dc. do. do. .....Swansea | Rejo, Swansea. | |
| Gonçalves & Co. .....Las Palmas, Grand Canary | Union, Las Palmas. | A1 |
| Grampian Fishing Co., Ld. .....194, Market Street, Aberdeen. | Forward, Aberdeen. | |
| Granja & Co. .....Antofagasta | Grancota, Antofagasta. | |
| Great Northern Steamship Co. .....New York | Northship, New York. | |
| Do. do. do. ..... Seattle, Wash. | Northship, Seattle. | |
| Gregory, C. W. (Ship and Engineer Surveyor to Lloyd's Register)...H. M. Naval Yard, Gibraltar. | Yard, Gibraltar. | |
| Guthrie & Co., Ld.....5, Whittington Avenue, Leadenhall Street, London. | Singah, London. | A(4&5) A1 L McMn S† UsWnWu& VinEastern |
| Hamilton, Harvey & Co. .....Port Glasgow | Thomas Hamilton, Port Glasgow. | |
| Hermansen, T.....Drammen | Hermansen, Drammen. | St |
| Heron, A. C...(Ship and Engineer Surveyor to Lloyd's Register)...6, Minami Yamate, Nagasaki. | Register, Nagasaki. | |
| Hind, Rolph & Co....212, Merchant Street, Honolulu, Hawai | Rolph, Honolulu. | St |
| Houston, R. P., & Co.....8, Bridge Street, New York | Riphouse, New York. | St |
| Hoyman & Schuurman .....3, Canal des Brasseurs, Antwerp. | Hoyman, Antwerp. | |
| Do. do. 26, Neue Gröninger Strasse, Hamburg. | Hoyman, Hamburg. | A(4) A1 S† St Wa |
| Do. do. Maaskade, W.Z., 69, Rotterdam | Hoyman, Rotterdam. | |
| Huddleston & Co.....17, Water Street, Liverpool | Establish, Liverpool. | St |
| Irvine, J. Moran, & Co.....1, Queen Avenue, Castle Street, Liverpool. | Lonesome, Liverpool. | A S W |
| Jebsen & Co.....Canton | Jebsen, Canton. | A A1 |
| Do. .....Hoihow | Jebsen, Hoihow. | A A1 |
| Jenkins Brothers .....Merchants' Exchange, Cardiff | Spardeck, Cardiff. | S † W |
| Johnston, J. Barre, & Co.....Sydney | Gorgopas, Sydney. | |
| Jones, Sir Alfred L....13, Stratton Street, Piccadilly, London. | Fantee, London. | |
| Judge & Son....West India House, 96-98, Leadenhall Street, London. | Logogram, London. | A1 H S†Wa |
| Knudsen, Kr. .....Toldbodgaden 5, Christianssand S. | Nesdunk, Christianssand. | W |
| Kohnke, L., & Co. .....Novorossisk | Kohnke, Novorossisk. | |

## LIST OF TELEGRAPHIC ADDRESSES—*continued.*

### I.—ADDITIONS—*continued.*

| NAME AND POSTAL ADDRESS OF FIRM. | TELEGRAPHIC ADDRESS. | Code Employed. |
|---|---|---|
| Kohnke, L., & Co. ....Taganrog | Kohnke, Taganrog. | |
| Lancashire & Yorkshire Railway (Chief Mechanical Engineer's Office), Railway Works, Horwich, Lancs. | Loco, Horwich. | |
| [illegible] C. A. ....Barrô, pr. Kragerô | Larsen, Kragerô. | St |
| Lewis, J. L., & Co. ....Dwett Street, Port Adelaide | Lewis, Port Adelaide. | St |
| Llanelly Harbour Trust...(Engineer & General Superintendent's Office), Llanelly, South Wales | Engineer, Harbour Office, Llanelly. | |
| Lloyd, Henry, & Co. ....46, Castle Street, Liverpool | Olympus, Liverpool. | St† W |
| Loanda Coaling & Lighterage Co., Ld....S. Paul de Loanda, South West Africa. | Vapor, Loanda. | A(4) L St |
| Long, D., & Co....Reconquista 387, Buenos Ayres | Long, Buenos Ayres. | S W |
| Maintz & Co. ....Batavia | Maintz, Batavia. | St |
| Maritime Agency (late E. Minne), Société Anonyme.... 23, Rue de l'Etalage, Antwerp | Eminne, Antwerp. | |
| Do. do. 88, Rue des Distillateurs, Ghent. | Eminne, Ghent. | A1 S W |
| Do. do. 150, Leadenhall Street, London. | Maritana, London. | |
| Do. do. ....Terneuzen | Eminne, Terneuzen. | |
| Masters, Henry H. ...15, Whitehall Street, New York | Enginous, New York. | W |
| Mill, John ....Port Chalmers, N.Z. | Mill, Port Chalmers. | St |
| Newcombe, Harris & Hardman, Ld. ....St. Helen's House, 82, Fenchurch Street, London. | Neulich, London. | |
| Norddeutscher Lloyd ...4, Rampe de Flandre, Ostend | Nordlloyd, Ostend. | |
| North Queensland Insurance Co., Ld. ...Sydney, N.S.W. | Carpentria, Sydney. | |
| Osaka Shosen Kaisha (Head Office) ....Osaka | Shosen, Osaka. | A A1 |
| Do. do. [illegible] | Shosen, Amoy. | |
| Do. do. [illegible] | Shosen, Anping. | A A1 |
| Do. do. [illegible] | Shosen, Chemulpho. | |
| Do. do. [illegible] | Shosen, Foochow. | |
| Do. do. [illegible] | Shosen, Fusan. | |
| Do. do, [illegible] | Shosen, Hankow. | A A1 |
| Do. do. [illegible] | Shosen, Keelung. | A A1 |
| Do. do. [illegible] | Shosen, Kobe. | A A1 |
| Do. do. [illegible] | Shosen, Moji. | |
| Do. do. [illegible] | Shosen, Nagasaki. | |
| Do. do. [illegible] | Shosen, Shanghai. | A A1 |
| Do. do. [illegible] | Shosen, Takao. | A A1 |
| Do. do. [illegible] | Shosen, Tamsui. | A A1 |
| Pedersen & Co. ....[illegible] | Comp, Christiania. | St |
| Peter Coaling Co., Ld. .... St. Lucia, [illegible] | Peters, St. Lucia. | St |
| Pettersen & Ullenæss .... [illegible] | Ullenæss, Porsgrund. | St |
| Pitcairn, Syme & Co. .... Samarang | Pitcairn, Samarang. | |
| Rainford, W. A., & Co. ...14, Water Street, Liverpool | Flotsam, Liverpool. | St |
| Ralli Brothers' Agency.....The Avenue, Bishop Lane, Hull. | Ralli, Hull. | |
| Ramsay, Keith ....Dunedin, N.Z. | Ramulus, Dunedin. | St |
| Raynaud & Nobel...164, Rue de Courcelles (17e Arrt.), Paris. | Nalray, Paris. | |
| Riley, William F. ....Tripoli, Barbary | Riley, Tripoli, Barbary | St |
| Rivas, Fensohn & Co. ....Puerto Cabello, Venezuela | Rivenson, Puerto Cabello. | St |
| Roth Steam Navigation Co., Ld. ....60, St. Mary Axe, London. | Rothspath, London. | W Z |
| Do. do. 4, Cité d'Antin, Paris | Rothsteam, Paris. | W Z |
| Rotterdam-London Line ...Leuvehaven 92, Rotterdam | Cornelder, Rotterdam. | |
| "Rotterdam," Stoomvaart Maatschappij (Naamlooze Vennootschap) .....Leuvehaven 92, Rotterdam | Cornelder, Rotterdam. | |
| Runciman & Co. (Lloyd's Agents) ....Calle San Martin 264, Buenos Ayres. | Runciman, Buenos Ayres. | |
| Russian Export Co. ....Rostov o/Don | Export, Rostovdon. | |
| Seeberg & Nielsen ....Drammen | Seeberg, Drammen. | St |
| Seth, Trapanus (Lloyd's Agent) ....Abo | Seth, Abo. | St |
| Smith, Hogg & Co. ....6, Victoria Terrace, West Hartlepool. | Baltic, West Hartlepool. | S W Z |
| Smith, Warwick, & Co. ....St. George's House, 6 & 8, Eastcheap, London. | Zincblende or Algarve, London. | |
| Smith, W. R., & Son...133, Fenchurch Street, London | Width, London. | A(4) S* Wa |
| Societa Anonima Genovese di Navigazione a Vapore ..... Via Orefici 7, Genoa. | Genuensis, Genoa. | |
| Societa Anonima Salvataggi a Recuperi .....Messina | Salvataggi, Messina. | A S |
| Southern Steamship Co. ....305, Walnut Street, Philadelphia. | Dilkes, Philadelphia. | |
| Spanier, J. P. ....Piazza Della Borsa 10, Naples | Spanier, Naples. | S* |
| Stabile, Rob., & Co. ....Alexandria | Stabile, Alexandria. | St |
| Starck, Emil ....Abo | Starcken, Abo. | A S† W |
| Stavanger Söforsikringsselskabet ....Stavanger | Söforsikringen, Stavanger. | St |
| Storry, Smithson & Co., Ld., Bankside, Sculcoates, Hull | Economic, Hull. | A |
| Stub, Kjeld....Prinsens Gade, 3b, Christiania | Kjeld, Christiania. | S W |
| Van Nievelt & Co....Postfach No. 269, Rotterdam | Nievoltco, Rotterdam. | A |
| Wallace & Nielsen....110, Leadenhall Street, London | Walniel, London. | |
| Wallem & Co. ....9A, Hankow Road, Shanghai | Wallem, Shanghai. | A(3)A1 Wa |
| Wheeler, George ....P.O. Box 158, Durban, Natal | Gwheeler, Durban. | St |
| Williams, W. J., & Co. ....1, Pier Head Chambers, Cardiff. | Speedily, Cardiff. | |
| Yang Tze Insurance Association, Ld. ....Bombay | Gorgopas, Bombay. | |
| Do. do. ....Sydney | Gorgopas, Sydney. | |
| Yorkshire Steam Fishing Co., Ld. ....Hull | McCann, Billingsgate, Hull. | |
| Younger, Wm., & Co., Ld. ....Abbey Brewery, Edinburgh. | Holyrood, Edinburgh. | |
| Yuill, G. S., & Co., Ld....403, Smith Street, Durban, Natal. | Skelton, Durban. | St |

### II.—ALTERATIONS.

Adelaide Steamship Co., Ld., Adelaide :—*Add* St. to codes employed.
"Adria," Royal Hungarian Sea Navigation Co., Ld., Budapest :—Telegraphic address is now Adriaship, Budapest.
Agence Maritime, Ghent :—*See* Maritime Agency under additions.
Agius, Ed. T., Ld., Cardiff :—Postal address is now Phœnix Buildings, Mount Stuart Square.
Alexandra (Newport and South Wales) Docks & Railway Co., London :—Postal address is now St. Mary's Chambers, 14, St. Mary Axe.
Allan Bros. & Co. (Liverpool & London), Ld., London :—Expunge the I. code.
Allardice, Brett & Co., Valparaiso :—Style of firm is now Allardice & Co. ; codes employed :—A(4 & 5). Ag(3). S*. W.
Anchor Line (Henderson Bros.), Ld., Glasgow :—Codes employed :—S. W.
Anderson, Wm., & Co., Cape Town :—Postal address is St. George Street ; *add* St. to codes employed.
Andrews, Davies & Dupont, Ld. :—Expunge these entries.
Ansaldo, Gio., Armstrong & Co., Società Anonima Italiana, Genoa & Sampierdarena :—Expunge these entries ; *see* same Company under additions.
Arbuckle Bros., New York :—Codes employed :—A. L. W. & New Lv.
Asfar & Co., Baghdad and Busserah :—Expunge codes employed.
Asiatic Petroleum Co., Ld., London:—Postal address is now Exchange Chambers, 24 & 28, St. Mary Axe ; Company employs the A(4 & 5). code.
Astruc & Raynal, Paris :—Style of firm is now Raynal & Nobel, which *see* under additions.
Atkinson, J. M. E., & Co., Seattle :—Codes employed :—A(4 & 5). A1. In. P.
Baine & Johnston, Greenock :—Codes employed :—A. A1. As.
Baldwin, Austin & Co., New York :—Codes employed :—A. A1. W.
Balfour, Williamson & Co., Liverpool :—Codes employed :—Ag(3). S*.
Barber & Co., Incorporated, Newport News, Va. :—This should be Norfolk, Va. ; telegraphic address Pycbrida, Norfolk, Va.
Barrett, Tagant & Pochin, London :—Style of firm is now Barrett, Tagant & Gotts.
Barrow Hæmatite Steel Co., Ld., Barrow-in-Furness :—Codes employed A. A1.
Barwick & Wright, London :—Style of firm is now W. H. Barwick & Co.
Bateman, J. & W., Fremantle, W.A. :—Codes employed :—A(5). A1. St. St. W.
Bathurst Trading Co., Ld., London :—Postal address is now 29, Mincing Lane.
Beauford & Co., Liverpool:—Postal address is now 11, Alexandra Buildings, Ormond Street.
Beausire, Joseph, & Co., Liverpool :—Firm employs the Im. code.
Beéche, Duval & Co., Valparaiso :—Codes employed :—A(5). A1.
Beijer, G. & L., Stockholm :—Postal address is now 40, Skeppsbron ; codes employed :—A. S*. St. W. Wu.
Bell, Fred, Weeden & Co., Point, Durban :—Style of firm is now Miller, Weeden & Co.
Belletieri, Antonio, & Co., Civitavecchia :—Postal address is Viale Garibaldi ; code employed :—St.
Birch, John, & Co., Ld., London :—Firm employs the Ag(3). code.
Birt & Co., Ld., Sydney :—Codes employed :—A(5). L. P. St. W. Wu.
Blandy Bros. & Co., Madeira :—*Add* St. to codes employed.
Blumenthal, August, Hamburg :—Postal address is now Klosterburg, I. Glockengiesserwall.
Blyth, John, & Co., London :—Firm employs the Ag(3). code.
Booth, G. R., & Son, Sunderland :—Postal address is now 44, Frederick Street.

## LIST OF TELEGRAPHIC ADDRESSES—*continued.*

### II.—ALTERATIONS—*continued.*

Boustead & Co., Penang :—*Add* St. to codes employed.
Brauss, A. H., & Co., Hamburg :—Code employed :—Im.
Bregeon, E. C., Cardiff :—This should be E. Bregeon; code employed :—A1.
British & Foreign Marine Insurance Co., Ld., London :—Postal address is now 1, Old Broad Street.
Browne & Watson, Glasgow :—Code employed :—S†.
Brownells & Co., Liverpool :—Expunge the I. code.
Brownlie, J., & Co., Paris :—Postal address is now 6, Rue de Greffulhe.
Bryde, John, Sandefjord :—Code employed :—St.
Buch, Andr., Stavanger :—*Add* St. to codes employed.
Page 630 :—In consequence of a printer's error, the codes employed by all the firms from Bucknall Brothers onwards should be transferred one line lower down.
Bülow, V. C. (Surveyor to Lloyd's Register), Gothenburg :—Postal address is now Hertzia, Packhusplatsen 2.
Bunz, D. H., Grimsby :—Codes employed :—S*. St.
Burbage, D. W., & Co., Delaware Breakwater and Lewes :—Codes employed :—A. S. W. Wu.
Burns, Philp & Co., Brisbane and Sydney :— :—Style of firm is now Burns, Philp & Co., Ld.; codes employed at Sydney :—A(5). A1. S†. W. & Wu.
Burt, Boulton & Haywood, Ld., London :—Code employed :—A(5).
Campbell, C. Reid, Kingston :—*Add* St. to codes employed.
Camps & Piercy, London :—Style of firm is now Camps & Co.
Castle Steam Trawlers, Ld., Milford Haven :—Postal address is now South Dock Basin, Swansea; telegraphic address Hake, Swansea.
Catton, Bell & Co., San Francisco :—Codes employed :—A(4 & 5). A1. Mc. S*. S†. St. W. Wu.
Catwater, Wm., & Co., Inc., Newport News, Va. :—Expunge this entry; *see* Atwater under additions.
Chesapeake and Ohio S. S. Co., Ld., London :—Postal address is now 38, Lime Street.
Christiania Börs & Handels-Komité, Christiania :—*Add* St. to codes employed.
Ciotta, F., Porto-Empedocle :—Codes employed :—S. Us.
Clark, Spence, & Co., Galle :—*Add* St. to code employed.
Claussen & Wieting, Bremerhaven :—*Add* St. to code employed.
Cochrane & Sons, Selby :—Postal address is Ouse Shipbuilding Yard, Riverside; expunge the "R" code.
Commercial Steam Ship Co., Ld., London :—Postal address is now 85, Gracechurch Street; telegraphic address is now Lambert, London.
Compañia Avilesina de Navegacion, Aviles :—Code employed :—St.
Cooke, John, Melbourne :—Postal address is now 531, Collins Street; telegraphic address is Dalriada, not Dalrida; Codes employed :—A(4 & 5). A1. C. S. Wu. & Meyer's Grain.
Corbett, John W., Londonderry :—Expunge this entry, *see* Corbett, Thos. Hugo under additions.
Cornelder, Ch., & Sons, Rotterdam :—Expunge the Mercuur code.
Crawford, Andrew, Barr & Co., Glasgow :—Postal address is now 53, Bothwell Street.
Crooks, R., & Co., Liverpool :—Expunge the I. code.
Crow, Rudolf & Co., Liverpool :—Codes employed :—A. S*. W. Z.
Dale & Co., Montreal :—Code employed :—St.
Dansk-Russiske Dampskibs Selskab, St. Petersburg :—*Add* A(5). A1. to codes employed.
Dawson Bros., London :—Code employed :—A(5).
Dawson, Shores, Punch & Co., Ld., London :—Code employed :—A(4 & 5).
De Ybarra, J. M., & Sons, Seville :—Code employed :—A(5).
Delacamp & Co., Kobé :—Codes employed :—A. A1. L. S. & W.
Des Arts & Co., Hamburg :—Postal address is now 28, Neue Groeningerstrasse.
Deutsch-Australische Dampfschiffs Ges., Hamburg :—*Add* St. to codes employed.
Diederichsen, Jebsen & Co., Hamburg :—Telegraphic address is Kiaudide, not Kiandide; Codes employed :—A(4). A1.
Dispatch Society of Skelleftea :—Postal address is Ostvik, Kage.
Duncan Bros. & Co., Calcutta :—Firm employs the Ag(3). code.
Duncan, Fox & Co., Liverpool :—Expunge the I. code.
Elder, Smith & Co., Ld. :—Firm employs the Ag(2). code at Adelaide, and the Ag(3). & As(2). in London.
Embiricos, G., & Co., London :—Style of firm is now A. A. Embiricos & Co.; Postal address is now 28, St. Mary's Chambers, St. Mary Axe; code employed :—W.
Faber & Voigt, Kobé, Hiogo :—Postal address is 25, Kobé.
Fawcett, Preston & Co., Ld., Liverpool :—Expunge the I. code.
Felten & Guilleaume, Mülheim-on-the-Rhine :—Style of firm is now Felten & Guilleaume Carlswerk Actien Gesellschaft :—Codes employed :—A(4 & 5). A1. Im. L. Sh. Wu.
Fletcher, G. H., & Co., Liverpool :—Expunge the I. code
Friederichsen, L., & Co., Hamburg :—Code employed :—St.
Frith, Sands & Co., London :—Postal address is now 92, Cannon Street.
Funch, Edye & Co., New York :—Postal address is 8 & 10, Bridge Street; *add* St. to codes employed.
Gabel, C. Gustav, Hamburg :—Firm employs the Ag(3). code.
Gale Shipping Co., Ld., London :—Postal address is now Baltic Buildings, 9 Redcross Street.
Gardner, J., & Sons, Liverpool :—Codes employed :—A. Wu.
Garnock, Bibby & Co., Ld., Liverpool :—Code employed :—A.
George, John, Lisbon :—Expunge the Ag. code.
Gibbs, A., Sons & Co., Liverpool :—Codes employed :—A. A1. S.
Gill, J., & Co., Melbourne :—Codes employed :—A(4). Ag(3). S†. W.
Girvin, Roper & Co., London :—Style of firm is now Robt. Girvin & Co.
Gowan, William (Surveyor to Lloyd's Register), Port Elizabeth :—Codes employed :—A. A1. As(2). S. Wa. Wu.
Grace, W. R., & Co., New York :—Codes employed :—A(4 & 5). A1. L. Wa.
Granja & Co., Iquique :—Telegraphic address is now Grancota, Iquique.
Greene, John W., & Co., New York :—Postal address is now 71 & 76, Wall Street. Expunge the telegraphic address Greenico, New York. Codes employed :—A(4 & 5). L. W.
Grothmann, R., & Co., London :—Expunge this entry; *see* W. R. Smith & Son under additions.
Guéret, L., Ld., Genoa :—Codes employed should be A1. S*.
Guthrie & Co., Ld., Fremantle :—Codes employed :—A(4 & 5). L. Wa.
Hale, Wm. G., & Co., Saigon :—Postal address is 7, Quai de l'Arroyo Chinois; *add* St. to codes employed.
Hall, J. & E., Ld., Dartford :—*Add* St. to codes employed.
Halonen, H. H. H., Kemi :—Expunge the S*. S†. Wa. codes.
Hamberg, Gustaf, Lovisa :—*Add* St. to codes employed.
Hamilton & Co., Santa Cruz :—*Add* St. to codes employed.
Hänschell & Co., Barbados :—Firm employs the As(2). code.
Harper, H. G., & Co., London :—Postal address is now 14, St. Mary Axe.
Harrington & Co., Liverpool :—Expunge the I. code.
Hatfield, Cameron & Co., Glasgow :—Postal address is now 10, Bothwell Street.
Hayton & Simpson, Liverpool :—Codes employed : -S. W.
Heckmann, Richard, & Co., Algiers :—*Add* St. to codes employed.
Hessler & Co., West Hartlepool, Hull, & Newport, Mon. :—Style of firm is now Hessler, Jacob, & Co., Ld.
Hope, Surtees, Seattle & Tacoma :—This should be Surtees Hope, not Surtess; Codes employed at Seattle should be A. A1. S. W.
Hoppe, Carlos, & Co., Santander :—*Add* St. to codes employed.
Horsley, McLaren & Co., Liverpool :—Firm employs the Im. code.
Houston, Davies & Ward, Cape Town :—Expunge this entry under Messrs. Houston, Davies & Ward and insert under R. P. Houston & Co., below.
Houston, R. P., & Co., Liverpool & London :—Codes employed :—A. S. St. W.
Hoyman & Schuurman, Amsterdam :—Codes employed :—A(4). A1. S†. St. Wa.
Hüttenbach & Co., London :—Codes employed :—A(4 & 5). S. Wu. & Mercury.
Hüttenbach Bros. & Co., Penang & Singapore :—Codes employed at Penang :—A(4 & 5). A1. P. S.; at Singapore :—A(4 & 5). A1. L. P. S. W. Wu.
Ingaramo, Capt. A., Genoa :—Expunge the I. code.
Jahn, Wm., & Co., London :—Expunge the I. code.
Jebsen & Co., Hong Kong :—Expunge the I. code.
Jenkins, Williams & Co., Cardiff :—Expunge this entry; *see* Jenkins Brothers under additions.
Jörgensen, G. W. (Surveyor to Lloyd's Register), Gothenburg :—Postal address is now Hertzia, Packhusplatsen 2.
Kelvin & Jas. White, Ld., Glasgow :—Code employed :—A(4).
Knöhr & Burchard, Nfl., Hamburg :—Firm employs the Ag(3). code.
Kohlen Depot "Algier" G.m.b.H., Algiers & Hamburg :—Codes employed :—L. W.; Telegraphic address for Algiers should be Depotalg, not Depotalge.
Krüger & Co., Ld., Rangoon :—Firm employs the Ag(3). code; expunge the Ag. code for Akyab.
Kuhlmann, F., Hamburg :—Postal address is now Bohnenstrasse 21.
"La Flecha," Liverpool :—Expunge the I. code.
Lamb, Beal & Son, London :—Postal address is now Union Dock Wharf.
Lamb, G., & Son, South Shields :—Code employed should be A1.
Land & Loan Co. of New Zealand, Ld., Napier :—Expunge the "Social" code.
Le Feuvre & Son, Southampton :—Code employed :—St.
Leschbrandt, J. A., Mandal :—Code employed :—Wa.
Loaiza, W., & Co., New York :—Code employed :—A.
Lombard's, A. C., Sons, Boston :—*Add* St. to codes employed.
Lowndes & Wallace, Liverpool :—Postal address is now K28, Exchange Buildings.
Luiggi, C., Paris :—Postal address is now Rue Lafayette 103.
Lütje, Wilh., Hamburg :—Code employed :—Im.
McArthur, W. & A., Ld., London :—Telegraphic addresses are Resistless, London, for inland telegrams, and Maharajah, London, for cablegrams.
McEwan, James, & Co., Ld., London :—*Add* E. & Wu. to codes employed.
MacIlwraith, McEacharn & Co. Proprietary, Ld., London :—Expunge the I. code.
McLean, Niel, Glasgow :—Postal address is now 75, Bothwell Street.
Macneill & Co., Calcutta :—Code employed :—B.
MacSymon's Stores, Ld., Liverpool :—The South Castle Street address has been changed to 23, Canning Place :—Codes employed :—A. S. W.
Malcomess & Co., East London :—*Add* St. to codes employed.
Mann, George, & Co., London :—Expunge the I. code.
Marcel & Co., Havre :—Postal address is now 8, Place Jules Ferry.
Marshall, Arthur, & Son, London :—Expunge the Ag. code.
Midgley, David, & Sons, Manchester :—Codes employed :—A(5). I. Im.
Miller & Co., London :—Postal address is now 5, Lloyd's Avenue; Codes employed :—A(4 & 5). A1.
Minne, E., & Co. :—Postal address for Bruges is now 64, Quai St. Pierre; telegraphic address, Eminne, Bruges :—Codes employed :—A1. S. W.; postal address for Ostend is now 60, Rue du Quai; telegraphic address for Zeebrugge is now Eminne, Zeebrugge.
Moore, Thos. H., Bombay :—Code employed :—Ag(3).
Moorhead, James, Paris :—Expunge this entry :—Postal address for London is now 63, St. James's Street.

## LIST OF TELEGRAPHIC ADDRESSES—*continued.*

### II.—ALTERATIONS—*continued.*

**Morehead, B. D., & Co., Brisbane** :—Style of firm is now **Moreheads, Ld.** :—Codes employed :—A. At.
**Müller, Wm. H., & Co., Antwerp** :—Postal address is now 2, Rue des Aveugles.
**Muncherjee's, Cursetjee, Sons, Bombay** :—Postal address is now 54, Apollo Street; *add* St. to codes employed.
**Mund & Fester, Hamburg** :—Postal address is now 1, Trostbruecke.
**Mutzenbecher, H. F. M., Hamburg** :—*Add* St. to code employed.
**Neue Achte Assecuranz Compagnie, Hamburg** :—Postal address is now 1, Trostbruecke.
**New Zealand Insurance Co., London & Buenos Ayres** :—Postal addresses are now 1, Old Broad Street, for London, and Casilla de Correo, 125, for Buenos Ayres.
**Newcombe, W. E., & Co., London** :—Expunge this entry; *see* **Newcombe, Harris & Hardman, Ld.**, under additions.
**Norddeutscher Lloyd, Sydney** :—*Add* St. to code employed.
**Northern Steamship Co., Ld., St. Petersburg** :—Codes employed :—A(5). A1. S*. S†. W.
**Nourse, James, Ld., London & Calcutta** :—Firm employs the Ag(3). code.
**Ordoñez, Aquilino, Havana** :—*Add* St. to codes employed.
**Ott, Oscar (Amsinck & Heil, Nachf.), Hamburg** :—Postal address is now Klosterburg, 1, Glockengiesserwall.
**Parsons, E., Plymouth** :—Code employed :—A.
**Pitcaithly, Wallace & Co., Christchurch** :—Style of firm is now **Pitcaithly & Co.**; Code employed :—St.
**Pohlmann, H. K. H., Örnsköldsvik** :—*Add* St. to codes employed.
**Pope & Talbot, San Francisco** :—Firm employs the Ag(3). code.
**Pyman Bros., Ld., London** :—*Add* St. to codes employed.
**Rabien & Stadtlander, Bremerhaven** :—*Add* St. to codes employed.
**Reck, F., & Co., Bremen** :—Postal address is 38, Börsen Nebengebäude; *add* St. to code employed.
**Rennie, John T., & Son, Aberdeen** :—Firm employs the Ag(3). code.
**Rennie, John T., & Sons, Durban** :—Firm employs the Ag(3). code.
**Riley & Co., Montreal** :—Code employed :—St.
**River Plate Coal Co., Ld., Buenos Ayres** :—Postal address is Calle San Martin, 420.
**Rodger, Best & Co., Liverpool** :—Code employed should be A1.
**Rogers & Co., Glasgow**:—Postal address is now 204, Bath Street.
**Roth Steam Navigation Co., Ld., Paris** :—Expunge this entry; *see* same Company under additions.
**Runciman, R. Inglis, Buenos Ayres** :—Expunge this entry; *see* **Runciman & Co.** under additions.
**Sanders, J. S. (Surveyor to Lloyd's Register), Gibraltar** :—Expunge this entry.
**Sassoon, E. D., & Co., Calcutta** :—*Add* A1 to code employed.
**Schlubach & Co., Hamburg** :—Firm employs the Im. code.
**Schneider, Georg, Riga** :—Postal address is now Börsengebäude.
**Searight, Bell & Co., London** :—Expunge the Ag. code.
**Searight, James, & Co., Ld., Cape Town** :—Codes employed :—A(5). A1. S*. W.
**Searle, Edward, & Co., Port Elizabeth** :—Codes employed :—A(4 & 5). A1. S†. St. W. Z.
**Shankland, Robertson, & Co., London** :—Postal address is now Petersburg House, 57 & 58, Leadenhall Street.
**Sinclair & Boyd, Belfast** :—*Add* St. to codes employed.
**Small, Henry, & Co., London** :—Firm employs the Im. code.
**Sociedad Anonima de Servicios del Puerto, Las Palmas** :—Expunge this entry; *see* Gonçalves & Co., under additions.
**Societa Veneziana di Navigazione a Vapore, Venice** :—Codes employed :—N. S†. Wa.
**Société Générale des Peintures Sous-Marines, Marseilles**:—Postal address is now 2, Rue Corneille, 2 (Place du Grand-Théâtre).
**Soderlund, A., & Armstrong, London** :—Postal address is now 39-40, Mitre Street, Aldgate.
**Spanier, J. P., & Co., Genoa** :—Expunge this entry; *see* **J. P. Spanier** under additions.
**Spinner, E., & Co., Bombay** :—Codes employed :—A(4&5). A1. Sn. & Meyer's Atlantic Cotton.
**Spreckels, J. D., & Bros. Co., San Francisco** :—Codes employed :—A1. Wu.
**Stahl & Walzwerk zu Rendsburg G.m.b.H., Rendsburg** :—Style of Company is now **Stahl & Walzwerk Rendsburg Aktiengesellschaft.**
**Starck & Bähr, Åbo** :—Expunge this entry; *see* **Starck, Emil** under additions.
**Steel, Murray & Co., Durban** :—Codes employed :—A(5). A1. S.
**Stockton, H. J., & Co., London** :—Telegraphic address is now **Stockton, London.**
**Sunderland Joint Stock Insurance Association, and Sunderland Mutual S.S. Insurance Co.** :—Postal address is now 44, Frederick Street.
**Tarabochia, Guglielmo, Trieste** :—Style of firm is now **G. Tarabochia & Co.** :—Codes employed :—A(5). S*. Us. W.
**Teneriffe Coaling Co., Santa Cruz de Tenerife** :—*Add* St. to code employed.
**Theophilatos, D. J., & Co., Cardiff** :—Postal address is now 10, N. W. Exchange.
**Towns, R., & Co., Sydney** :—Firm employs the Ag(3). code.
**Tozer, Kemsley & Fisher, Ld., London** :—Postal address is now 84, Fenchurch Street.
**Tyzack, George, & Co., South Shields and Sunderland** :—Code employed should be A1.
**"Union" Dampfschiffsrhederei Aktiengesellschaft, Hamburg** :—Telegraphic address is Johkothe not Johkotte :—*Add* St. to code employed.
**Van Uden, Gebr., Antwerp** :—Postal address is now 9, Quai aux Charbons.
**Wagner, H. D. J., Hamburg** :—Postal address is now Commerzhof, Stadthausbrücke.
**Walker & Hughes, New York** :—Codes employed :—A. Im. W.
**Ward, Robert, & Co., Ld., Victoria** :—Codes employed :—A. A1. Im. S*. S†.
**Watkins, James, London** :—Code employed :—S.
**Western Commercial Co., San Francisco** :—Postal address is now 456, Montgomery Street; telegraphic address is **Hartley** not **Harthy.**
**Whittall & Co., Colombo** :—Firm employs the At. code.
**Wiese & Co., Lisbon** :—Postal address is now 12, Rua do Alecrim 1°.
**Williams, Baron H., Liverpool** :—Postal address is now 9, Chapel Street.
**Williams, H. G., & Co., Newcastle-on-Tyne** :—Telegraphic address is now **Willock, Newcastle-on-Tyne.**
**Wills, G. & R., & Co., London and Adelaide** :—Codes employed in London :—A(4&5). A1. W. Wu. Z.; at Adelaide :—A1.
**Young, Alfred, & Co., London** :—Code employed should be A1.
**Yule, Andrew, & Co., Calcutta** :—Codes employed :—A(5). A1. Ag(3).

# ADDITIONAL LIST OF SUBSCRIBERS, 1904-1905—No. 2.

| Date of Subscription. | Name of Subscriber. | Postal Address. | Telegraphic Address, if not already recorded. | Codes Used. |
|---|---|---|---|---|
| 1904 | Admiralty | Portsmouth | | |
| 1904 | Alexandra Towing Co., *Tug Owners*, | 1, Langton Pierhead, Bootle, Liverpool | Kestrel, Liverpool. | |
| 1904 | Allison, Fullarton & Co., *Steamship Owners & Brokers*, | 116, Hope Street, Glasgow | Windward, Glasgow. | |
| 1904 | Atlantic Basin Iron Works, *General Steamship Repairs* | Imlay & Summit Streets, Brooklyn, N.Y. | Abiworks, New York. | |
| 1904 | Behrendt & Bodenheimer, *General Merchants* | Hansa Haus, Neue Gröningerstr., 10, Hamburg | Bodenius, Hamburg. | |
| 1904 | Besville, F. | 47, Rue de Montpensier, Paris | Besville, Paris | "A Z" code. |
| 1904 | Bodewig & Petersen, *Forwarding Agents*, | Asiahaus, 8, Hamburg | | |
| 1891 | Brigstocke, Geo. A., *Contractor & Stevedore* | West Lea, Freshfield Road, Freshfield, Liverpool | Brigstocke, Liverpool | S. W. |
| 1904 | British & Foreign Marine Insurance Co., | Cotton Exchange, New York | | |
| 1904 | British Shipmasters' Association | Hull | | |
| 1904 | Broomhall, A.E., *Steamship Owner* | Hopetoun House, Lloyd's Avenue, E.C. | Aubepine, London. | |
| 1904 | Brown, James & Alexr. | 303, California Street, San Francisco, U.S.A. | | |
| 1904 | Bruce, T. J. | Lloyd's, Royal Exchange, London, E.C. | | |
| 1904 | Bumsted & Chandler, *Engineers, Makers of High Speed Engines*, | Hednesford, Staffs. | Bags, Hednesford. | |
| 1904 | California Stevedore & Ballast Co. | 204, California Street, San Francisco | Minor, San Francisco | W. |
| 1904 | Cammell, Laird & Co., Ld. | Derwent Iron & Steel Works, Workington, Cumberland | | |
| 1904 | R. Capitaneria di Porto | Massaua, Eritrea, Africa | | |
| 1904 | Cavallero, Eduardo, *Merchant* | Antofagasta, Chili | | |
| 1904 | Cave, W. R., & Co., *Grain Merchants*, | Adelaide, S.A. | | A. A1. Ag(3). S* W. |
| 1904 | Clark, Young & Co., *General Merchants & Agents*, | Colombo | Centrum, Colombo | A. L. S. Wu. |
| 1904 | Cohen, Mordohay S. | Bourgas, Bulgaria | Cohen, Bourgas. | |
| 1904 | Cowan, Thomas | 34, Leith Walk, Leith | | |
| 1904 | De Leeuw & Philippsen | Maasstraat 17, Rotterdam | | |
| 1904 | Deshler, D. W. | No. 6, Kobé, Japan | | |
| 1904 | Dickinson, J. M., *Lloyd's Agent* | Tientsin, North China | | |
| 1904 | Empreza de Sal e Navegação, *Shipowners*, | Rua da Alfandega, 32, Rio de Janeiro. | | A (4). & Ribeiro. |
| 1904 | Ewing, C. A., & Co., *Steamship Owners & Brokers, Mining & Baltic Timber Brokers*, | 58, Drury Buildings, Liverpool | Marpessa, Liverpool | S. W. Z. |
| 1904 | Faber & Voigt, *Merchants* | 25, Kobé, Japan | | |
| 1904 | Fisher, Joseph, & Sons | Newry, Ireland | | |
| 1904 | Foreign Office Library | Downing Street, London, S.W. | | |
| 1904 | Fowey Harbour Commissioners | Fowey, Cornwall | Paulls, Fowey. | |
| 1904 | Gill, W. H., & Co., *Merchants* | 74, Kobé, Japan | | |
| 1904 | Gonçalves, M., & Co., *Steamship Agents* | Funchal, Madeira | Tugs, Funchal | A (4 & 5). A1. S. W. & Ribeiro. |
| 1904 | Harden & Co., *Shipbrokers and Ship Agents* | Box 305, Rostoff on-Don, S. Russia | Harden, Rostoffdon | W. |
| 1904 | Huntly Bros., *Coal Exporters* | 56, John Street, Sunderland | | |
| 1904 | Kishimoto Gohei, *Merchant* | 121, Nibaucho, Minami-hori, Nishiku, Osaka, Japan | | |
| 1904 | Law Guarantee & Trust Society, Ld. | 49, Chancery Lane, London, W.C. | | |
| 1904 | Lebon, André, *Merchant* | 16, Rue Chauveau-Lagarde, Paris | | |
| 1904 | Lepage, Paul | 56, Avenue de la Toison d'Or, St. Gilles-lez-Bruxelles, Belgium | | |
| 1904 | Llanelly Harbour Trust | Llanelly, S. Wales | | |
| 1904 | Long, D., & Co., *Stevedores and Contractors* | Calle Reconquista, 387, Buenos Ayres | Long, Buenos Ayres | S. W. |
| 1904 | Madsen, A. E., *Shipbroker and Steamship Agent* | Stugsund, Sweden | Madsen, Söderhamn | St. |
| 1904 | Marshall, John, *Shipping Purveyor* | 76, Holton Road, Barry Dock | Popular, Barry. | |
| 1904 | Miller & Co., *General Merchants* | 5, Lloyd's Avenue, London, E.C. | | A (4 & 5). A1. |
| 1904 | Morducovitch, S. R., *Stevedore* | Arsenal Street 7, Riga | Despatch, Riga. | |
| 1904 | Müller, Hans, *Steamship Owner and Broker* | 34, Bollwerk, Stettin | Shipping, Stettin | St. |
| 1904 | Müller, Wm. H., & Co. | 24, Rue de Mogador, Paris | | |
| 1904 | Neare, Geo. W., Gibbs & Co. | Union Trust Building, Cincinnati, Ohio, U.S.A. | | |
| 1904 | New York & Philadelphia Coal & Coke Co. | B. 9, 10 & 11, Produce Exchange, New York | Maltese, New York | A. |
| 1904 | North Eastern Railway Co. (*2 copies*) | Tyne Dock, South Shields | Hicks, Railway, Tyne Dock, South Shields. | |

## ADDITIONAL LIST OF SUBSCRIBERS, No. 2—*continued.*

| Date of Subscription. | Name of Subscriber. | Postal Address. | Telegraphic Address, if not already recorded. | Codes Used. |
|---|---|---|---|---|
| 1904 | Officer Administering the Government, The | Lagos, Southern Nigeria | | |
| 1904 | Osaka Shosen Kaisha | Osaka, Japan | Shosen, Osaka | A(4). A1. |
| 1904 | Oster, Franz, *Shipbuilder & Engineer* | Tsingtau, Kiautschou, China | Oster, Tsingtau | |
| 1904 | Pace, M. C., & Co., c/o J. W. Cooper, | 4, Sun Court, Cornhill, London, E.C. | | |
| 1904 | Pace, M. C., & Co. | Port Said | Gloria, Port Said | A. S. |
| 1904 | Page & Jones, *Shipbrokers* | P.O. Box 295, Mobile, Ala. | | |
| 1904 | Price, Forbes & Co., *Insurance Brokers & Shipping Agents* | 7, Poultry, London, E.C. | Priceless, London | A(4). |
| 1904 | Pringle, A. M. N., *Port Medical Officer* | 15, Salisbury Buildings, Trafford Road, Manchester | | |
| 1904 | Pugsley, T., & Co., *Shipowners* | Newport, Mon. | | |
| 1904 | Rea, William R., *Shipowner* | 19, Donegall Quay, Belfast | | |
| 1904 | Renfrew Bros. | Irvine, Scotland | | |
| 1904 | Rogers, Henry, Sons & Co., *Iron Metal & Hardware Merchants & Manufacturers*, | Wolverhampton | Rogers, Wolverhampton | A(5). A1. Wu. |
| 1904 | Salas, *Coal Merchant* | Savannah, Ga., U.S.A. | | |
| 1904 | Sarsotti, Carlos, *Shipbroker & Steamship Agent* | Santa Fé, Argentine Republic | | |
| 1904 | Sawle, J. W., *Stevedore* | 5, Colaba Causeway, Bombay | | |
| 1901 | Schwarz & Brussell | Bahia, Brazil | | |
| 1901 | Skoldebrand & Elfverson | Gelfe, Sweden | | |
| 1904 | Societa Veneziana di Navigazione a Vapore, | Venice, Italy | | N. St. Wa. |
| 1904 | South Atlantic Steamship Line | Savannah, Georgia, U.S.A. | Smith, Savannah. | W. |
| 1904 | Southern Shipping Co., The | Savannah, Georgia, U.S.A. | | |
| 1904 | Spanier, J. P. | Piazza della Borsa 10, Naples | Spanier, Naples. | |
| 1904 | Spoliansky, P. | Batoum | Spoliansky, Batoum. | |
| 1904 | Storry, Smithson & Co., Ld., *Anti-fouling Composition Manufacturers* | Bankside, Sculcoates, Hull | Economic, Hull | A. |
| 1904 | Stub, Kjeld | Prinsens Gade 3b, Christiania | Kjeld, Christiania | S. W. |
| 1904 | Stufveriföreningen Neptun | Söderhamn, Stugsund, Sweden | Neptun, Stugsund. | |
| 1899 | Superintendent Engineer & Constructor of Shipping, | Woolwich Dockyard | | |
| 1904 | Swarttouw, Frans | Cornelis Trompstraat, No. 3, Rotterdam | | |
| 1904 | Transvaal Chamber of Mines | Johannesburg | | |
| 1904 | Tripcovich, D., *Steamship Owner & Shipbroker* | Tergesteo Scala III, Trieste; *branch offices*, Cattaro, Teodo, Selenika, Grovosa | Tripcovich, Trieste | S. Wa. |
| 1904 | Van de Wetering Bros., *Shipbuilders* | Oostkousdijk 71, Rotterdam | | |
| 1904 | Van der Linden, F. A. C., & Co., *Paint Manufacturers* | Billw. Neuedeich, 16/24, Hamburg, 27 | Lindenius, Hamburg. | |
| 1904 | Van Nievelt & Co. | Postfach No. 269, Rotterdam | Nieveltco, Rotterdam | A. |
| 1904 | Van Ryssevelt, Joseph | 1, Quai de Rouen, Antwerp | | |
| 1904 | Verderame, Matteo, & Figli | Licata, Sicily | | |
| 1904 | Vivian, J. S. | 3 & 4, Hampden Buildings, 11, South Castle Street, Liverpool | | |
| 1904 | Vyane, P., *Shipbroker* | 62, Rue des Prêtres, Ghent, Belgium | Vyane, Ghent | S. W. |
| 1904 | Wallem & Co., *Brokers & Steamship Agents, Coal Merchants* | 9A, Hankow Road, Shanghai | Wallem, Shanghai | A(5). A1. W. |
| 1904 | Webster, F., & Sons | 5 & 6, Well Court, Queen Street, London, E.C. | | |
| 1904 | Welsh, W., & Co. | Bo'ness, Scotland | Welsh, Bo'ness. | |
| 1904 | Williams, S. A., *Ship & Steamship Broker*, | Barry Dock | | |
| 1904 | Williams, W. J., & Co., *Steamship Owners & Brokers* | 1, Pierhead Chambers, Cardiff | Speedily, Cardiff | St. W. |
| 1904 | Wilson & Mansfield, *Merchants* | Norfolk House, Laurence Pountney Hill, London, E.C. | Wyfield, London | A(5). |
| 1904 | Yoshinotani Coal Mine Co. | Tokio | | |

## CORRECTIONS IN LISTS OF SUBSCRIBERS.

PAGES xxvii & cii. N. McLean, Glasgow, *should be* Niel McLean, jun.

PAGES xxiii & xci. Ford Bell, Weedon & Co., Durban, *should be* Fred Bell, Weedon & Co., *now* Miller, Weedon & Co.

## CORRECTION IN ADDITIONAL LIST OF SUBSCRIBERS No. 1.

Riska, Carl ... ... ... ... *Postal Address*—Gamla Karleby, Finland, *instead of* Helsingfors.

# LIST OF OWNERS WHOSE NAMES ARE NOT ALREADY RECORDED IN THE LIST OF OWNERS PUBLISHED IN THE REGISTER BOOK.

## No. 3.

**Aanonsen, A.,**
*Arendal, Norway.*
Net Tons
Fram ..... 305

**Adams, Charles A.,**
10, *Rumford Place, Liverpool.*
s. Maroa ..... 4451

**Anastasio, F.,**
*Castellamare, Italy.*
Francesco Zio ..... 252

**Andreoli, Roberto, fu L.,**
*c/o Marinière Brichetto, Vico Cortoi, Genoa, Italy.*
s. Armonia ..... 392

**Anglo Newfoundland Fish Exporting Co., Ld.,**
17, *Pitt Street, Liverpool.*
Nellie Louise ..... 243

**Antwerpsche Zeevaart Maats.**
(Managers—J. D'Haene & Co.),
51, *Rue Waghemakers, Antwerp, Belgium.*
s. Brabo ..... 778

**Argosy S.S. Co., Ld.,**
5, *Copthall Buildings, Copthall Avenue, London, E.C.*
s. Argosy ..... 200

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